

# BookletChart™

## Parts of Coosaw and Broad Rivers

NOAA Chart 11519

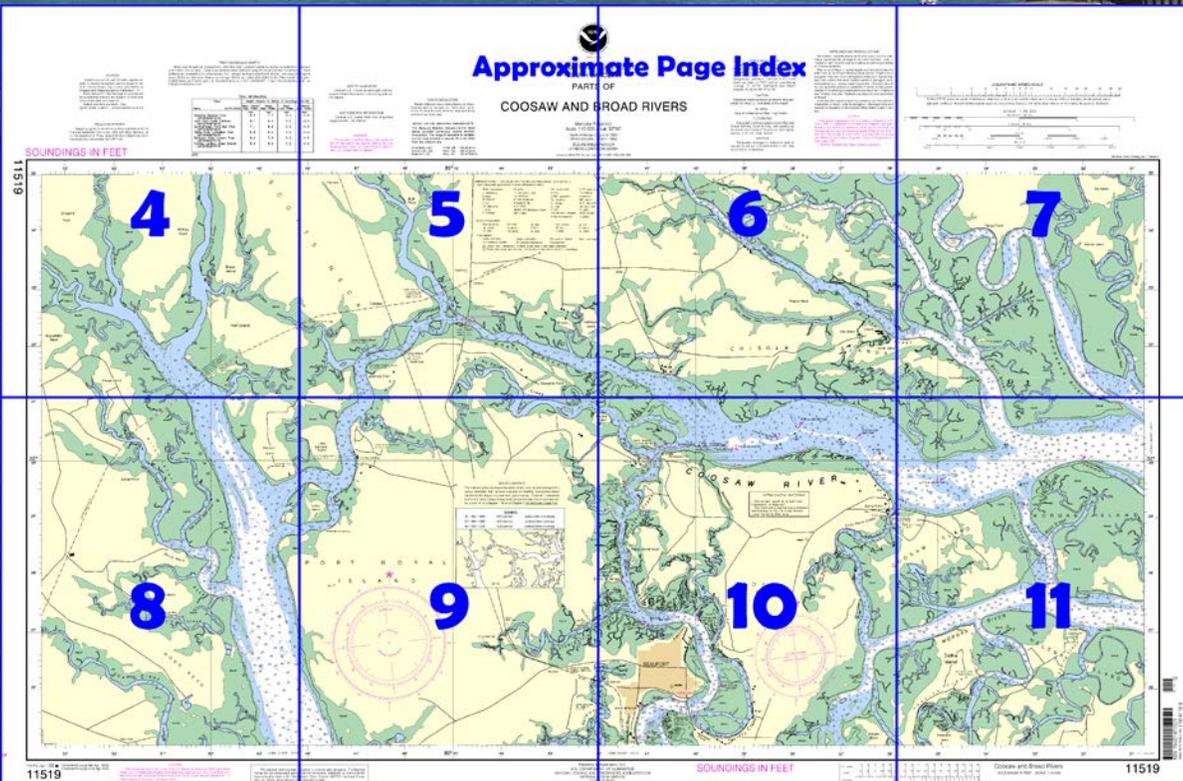


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

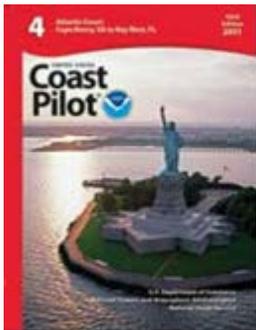
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11519>.



**(Selected Excerpts from Coast Pilot)**

**Combahee River**, 3 miles above the mouth of the Coosaw River, had a reported controlling depth of 11.4 feet, in 2001, for a distance of about 9 miles above the entrance. The river is navigable for craft drawing up to 5 feet to U.S. Route 17 highway bridge 20 miles above the entrance. The highway bridge has a fixed span with a clearance of 14 feet. The mean range of tide is 6.4 feet at Fields Point, about 5.6 miles above the mouth of the

river, and 4.4 feet at the highway bridge.

**New Chehaw River**, on the north side of the entrance to Combahee River, is unimportant and has no traffic. **Old Chehaw River** enters the

Combahee River from northward about 2 miles above New Chehaw River. The town of **Wiggins** is about a mile above the junction of Old and New Chehaw Rivers.

**Bull River** enters Coosaw River from the northward about 5 miles above the latter's mouth. Two miles above its mouth, Bull River divides into **Williman Creek** and **Wimbee Creek**, which pass north and south, respectively, of **Williman Islands** and rejoin 4.5 miles above the lower junction. The upper section of Williman Creek where it rejoins Wimbee Creek is known as **Schooner Channel**.

**Chisolm** is a small town on the south bank of Wimbee Creek about 1.5 miles above the lower junction with Williman Creek. In 1983, the reported controlling depth to Chisolm was 8 feet. A section of a former railroad bridge, now used as a fishing pier, is on the west side of Wimbee Creek, 1 mile above the upper junction with Schooner Channel. An overhead power cable with a clearance of 80 feet crosses the creek at this point. In 1983, the reported controlling depth was 8 feet to the fishing pier by way of Bull River, Williman Creek, and Schooner Channel; between Chisolm and the upper junction with Schooner Channel, Wimbee Creek is nearly dry in places at low water.

**Parrot Creek**, which enters Coosaw River on the south side opposite Bull River, is a 2-mile link between Coosaw and Morgan Rivers. The reported controlling depth through the creek was 11 feet in 1994-1999. Daybeacons mark the north entrance. In 1999, shoaling to bare was reported just NNW of Daybeacon 2 in the N entrance to Parrot Creek.

**Lucy Point Creek**, about 2 miles westward of Parrot Creek, also connects Coosaw and Morgan Rivers. In 1994-1999, the reported controlling depth in the creek was 8 feet, for about 0.3 mile. Currents in the creek are reported to be very changeable and unpredictable. A highway bridge crossing the creek 0.3 mile from the entrance has a fixed span with a clearance of 14 feet. The adjacent power and telephone cables have a clearance of 28 feet. There is a surfaced launching ramp close N of the fixed bridge. A daybeacon marks the entrance.

**Morgan River** flows into St. Helena Sound from westward. The river is about 8 miles long and at its head connects with Chowan Creek, a tributary of Beaufort River. At the divide, this passage is nearly dry at low water where U.S. Route 21 highway bridge has a 28-foot fixed span with a clearance of 4 feet. The mean range of tide near the head of Morgan River is about 7 feet. **Coffin Creek**, on the south side of Morgan River near the mouth, has a shrimp-packing plant 1.7 miles above the creek mouth. In 1985, the reported controlling depth was 2 feet across the bar at the mouth, thence 8 feet in midchannel to the plant.

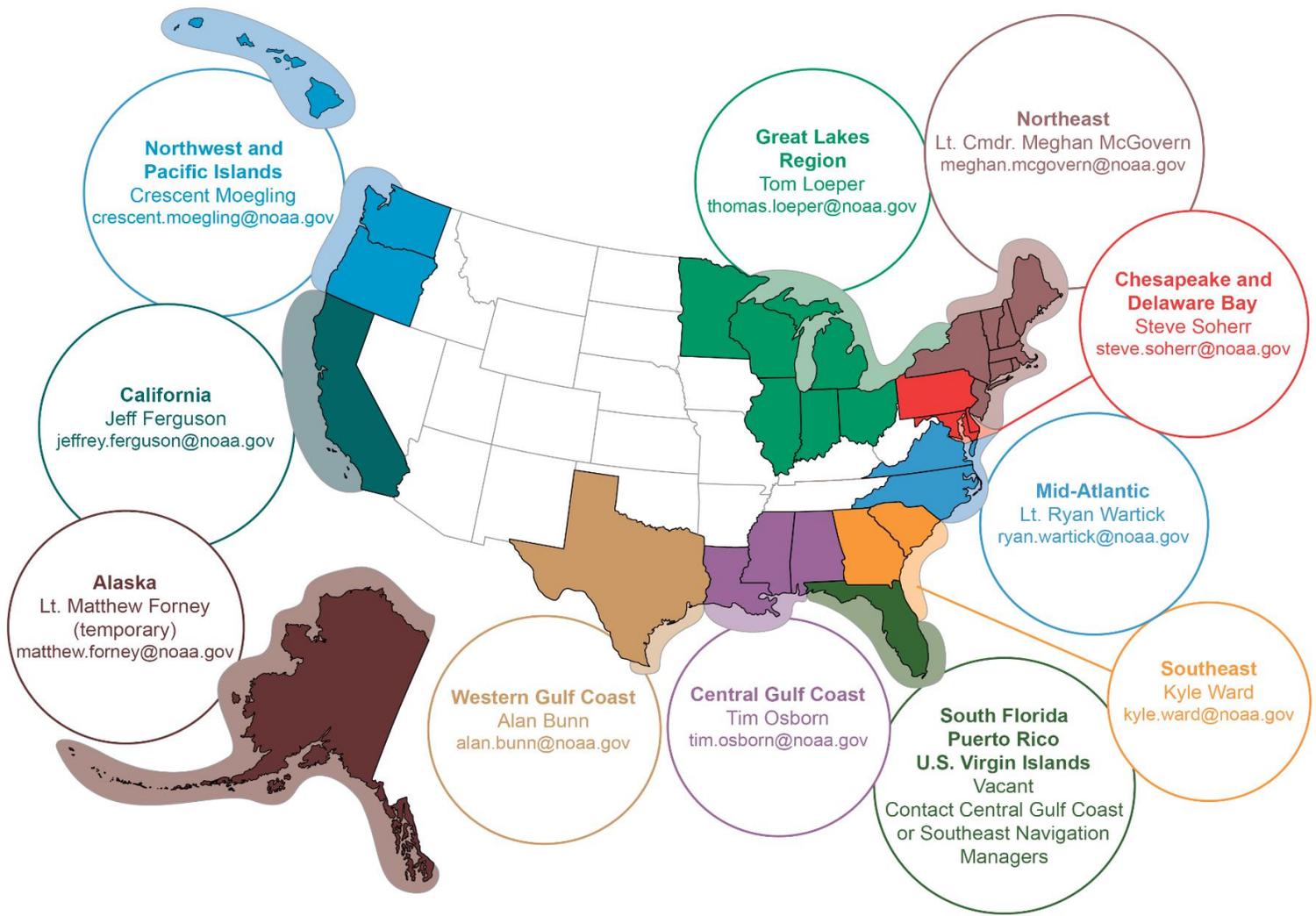
On **Village Creek**, about 0.8 mile above Coffin Creek, there are two shrimp-packing plants where diesel fuel and supplies may be obtained, in an emergency only. In 1985, using local knowledge, a reported depth of 5 feet was available from the entrance to the shrimp-packing plants 1.5 miles upstream. **Edding Creek**, is about 1.5 miles west of Village Creek. In 1983, the reported controlling depth in the creek was 5 feet for a distance of 2.5 miles.

On **Jenkins Creek**, about 2.1 miles westward of Edding Creek, are two shrimp-packing plants on the east side of the creek about 1.5 to 2 miles above the mouth. In 1994-1999, the reported controlling depth was 11 feet to these plants where diesel fuel, water and ice can be obtained. On the south shore of the Morgan River, west of Jenkins Creek, a marina has berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station, launching ramp and wet and dry storage. Hull, engine and electronic repairs can be made; a 50-ton lift is available.

**U.S. Coast Guard Rescue Coordination Center  
24 hour Regional Contact for Emergencies**

RCC Miami                      Commander  
7th CG District                (305) 415-6800  
Miami, FL

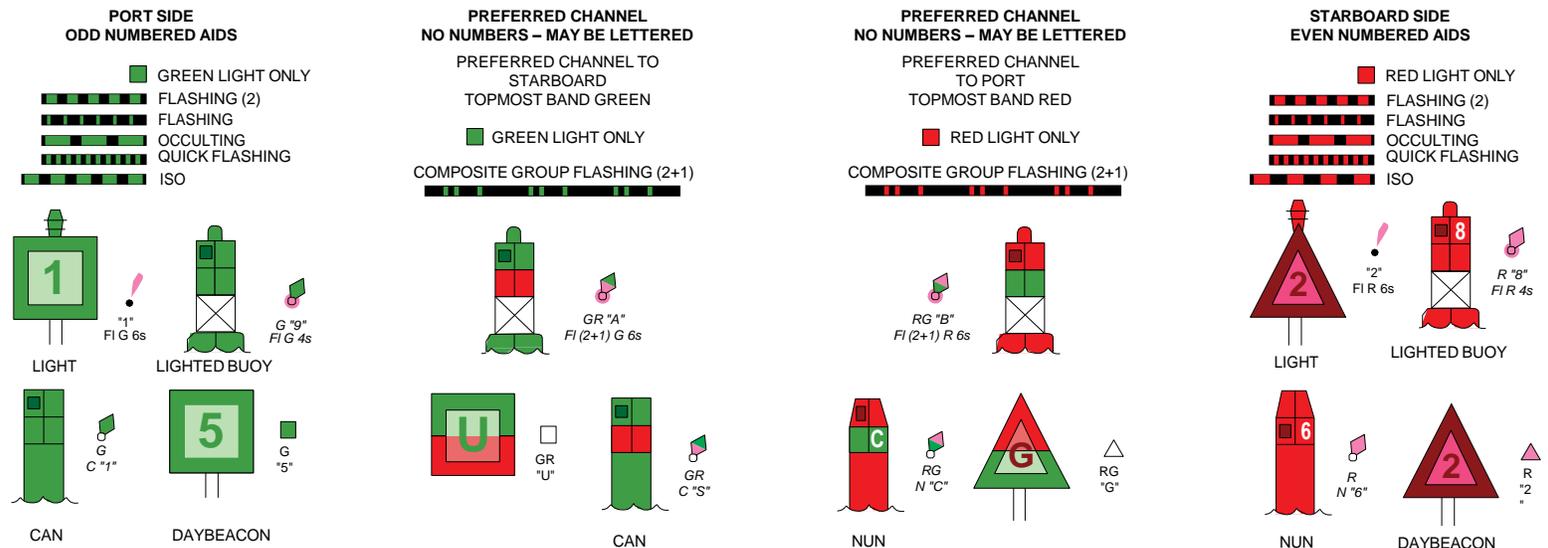
# Navigation Managers Area of Responsibility



To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).  
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

**FISHING AND HUNTING**  
 Uncharted fish and wildlife structures such as crab traps, and duck blinds may exist in the area of the near shore area. Marine users should proceed with caution.

**AIDS TO NAVIGATION**  
 Consult U.S. Coast and Geodetic Survey supplemental information for navigation.

**SUPPLEMENTAL INFORMATION**  
 Consult U.S. Coast and Geodetic Survey supplemental information for navigation.

**WARNING**  
 The prudent mariner should use any single aid to navigation with caution. See U.S. Coast and Geodetic Survey and U.S. Coast Pilot for more information.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

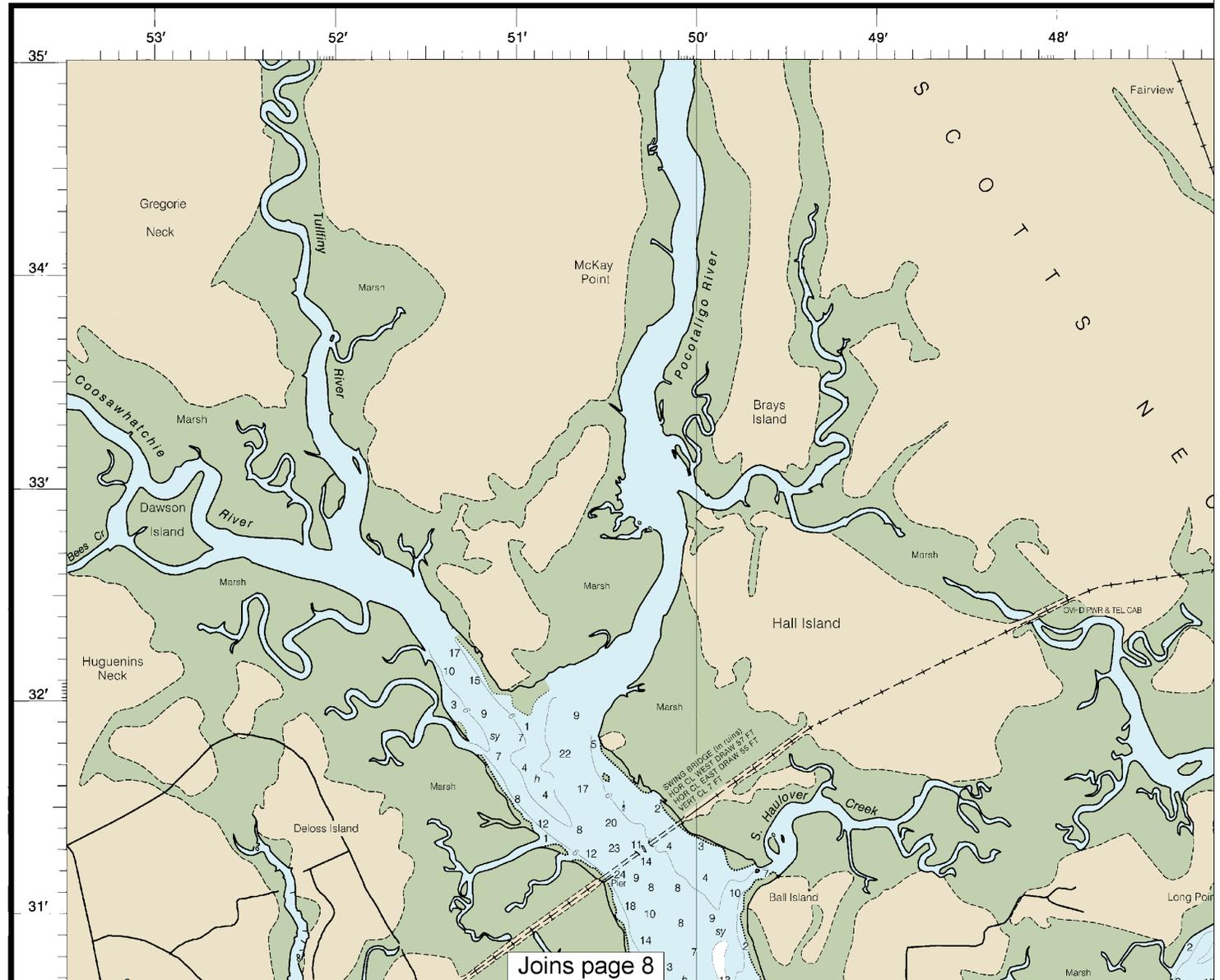
**CAUTION**  
 Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:  
 ○ (Accurate location)    ◐ (Approximate location)

**POLLUTION REPORTS**  
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

# SOUNDINGS IN FEET

11519



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST  
 SOUTH CAROLINA  
 PARTS OF

# COOSAW AND BROAD RIVERS

**FIXING STRUCTURES**  
 wildlife harvesting devices  
 fish traps, pound nets,  
 blinds, some submerged,  
 of this chart, particularly in  
 Mariners should proceed

**NAVIGATION**  
 Coast Guard Light List for  
 information concerning aids to

**ADDITIONAL INFORMATION**  
 Coast Pilot 4 for important  
 information.

**WARNING**  
 Mariners will not rely solely on  
 this chart, particularly on  
 the Coast Guard Light List  
 for details.

**RADAR REFLECTORS**  
 Radar reflectors have been placed on many  
 floating aids to navigation. Individual radar  
 reflector identification on these aids has been  
 omitted from this chart.

**NOAA WEATHER RADIO BROADCASTS**  
 The NOAA Weather Radio stations listed  
 below provide continuous weather broadcasts.  
 The reception range is typically 20 to 40  
 nautical miles from the antenna site, but can be  
 as much as 100 nautical miles for stations at  
 high elevations.

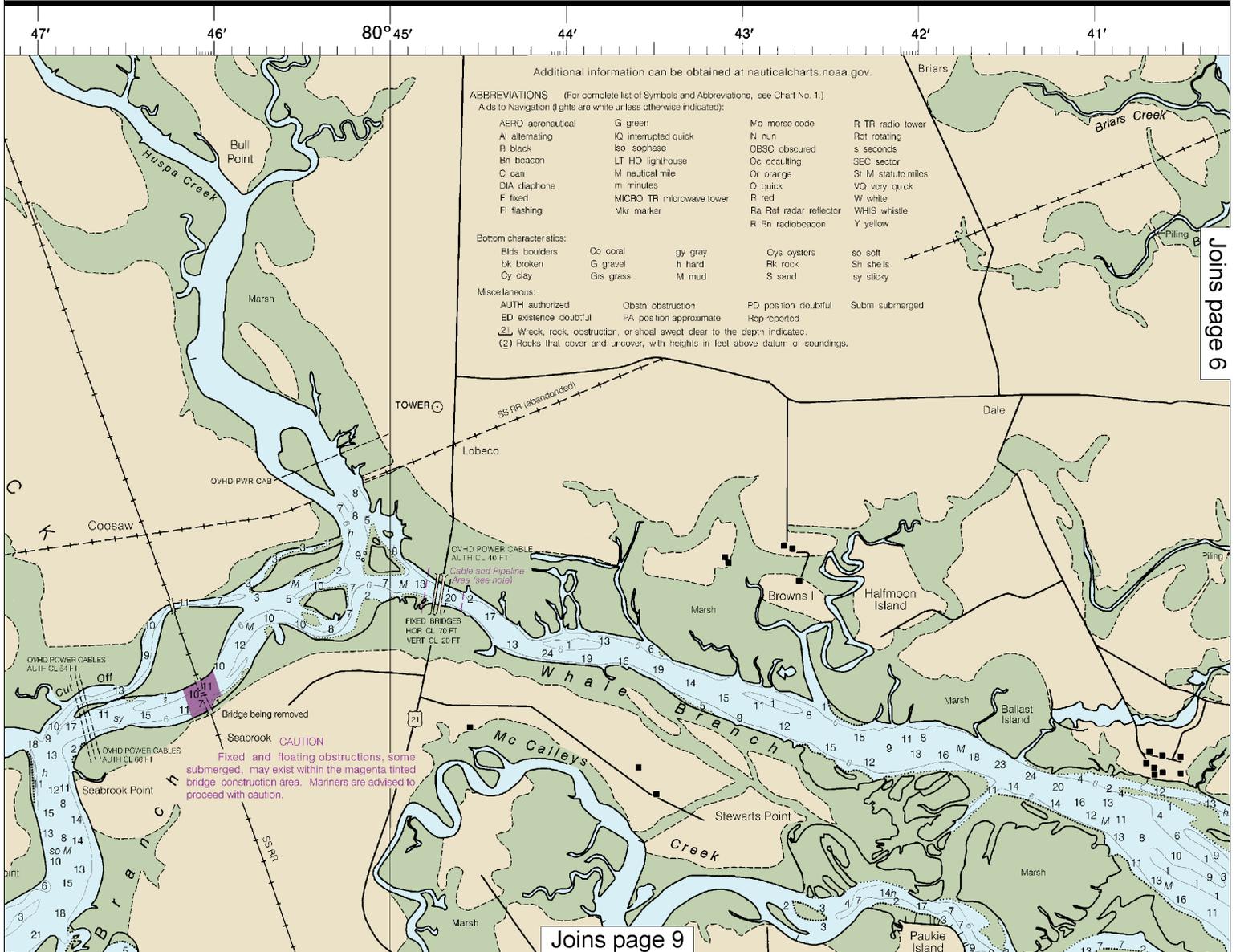
Charleston, SC	KHB-29	162.550 MHz
Savannah, GA	KEC-85	162.400 MHz
Beaufort, SC	WXJ-23	162.450 MHz
Metter, GA	WWH-25	162.425 MHz

Mercator Projection  
 Scale 1:40,000 at Lat. 32°30'

North American Datum of 1983  
 (World Geodetic System 1984)

**SOUNDINGS IN FEET**  
 AT MEAN LOWER LOW WATER

Formerly C&GS 794, 1st Ed., Jan 1937 C-1937-456 KAPP ???



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:53333. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST  
SOUTH CAROLINA  
PARTS OF

# COOSAW AND BROAD RIVERS

Mercator Projection  
Scale 1:40,000 at Lat. 32°30'  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Formerly C&GS 794, 1st Ed., Jan 1937 C-1937-456 KAPP ???

**HORIZONTAL DATUM**

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.678' northward and 0.622' eastward to agree with this chart.

**CAUTION**

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**HEIGHTS**

Heights in feet above Mean High Water.

**AUTHORITIES**

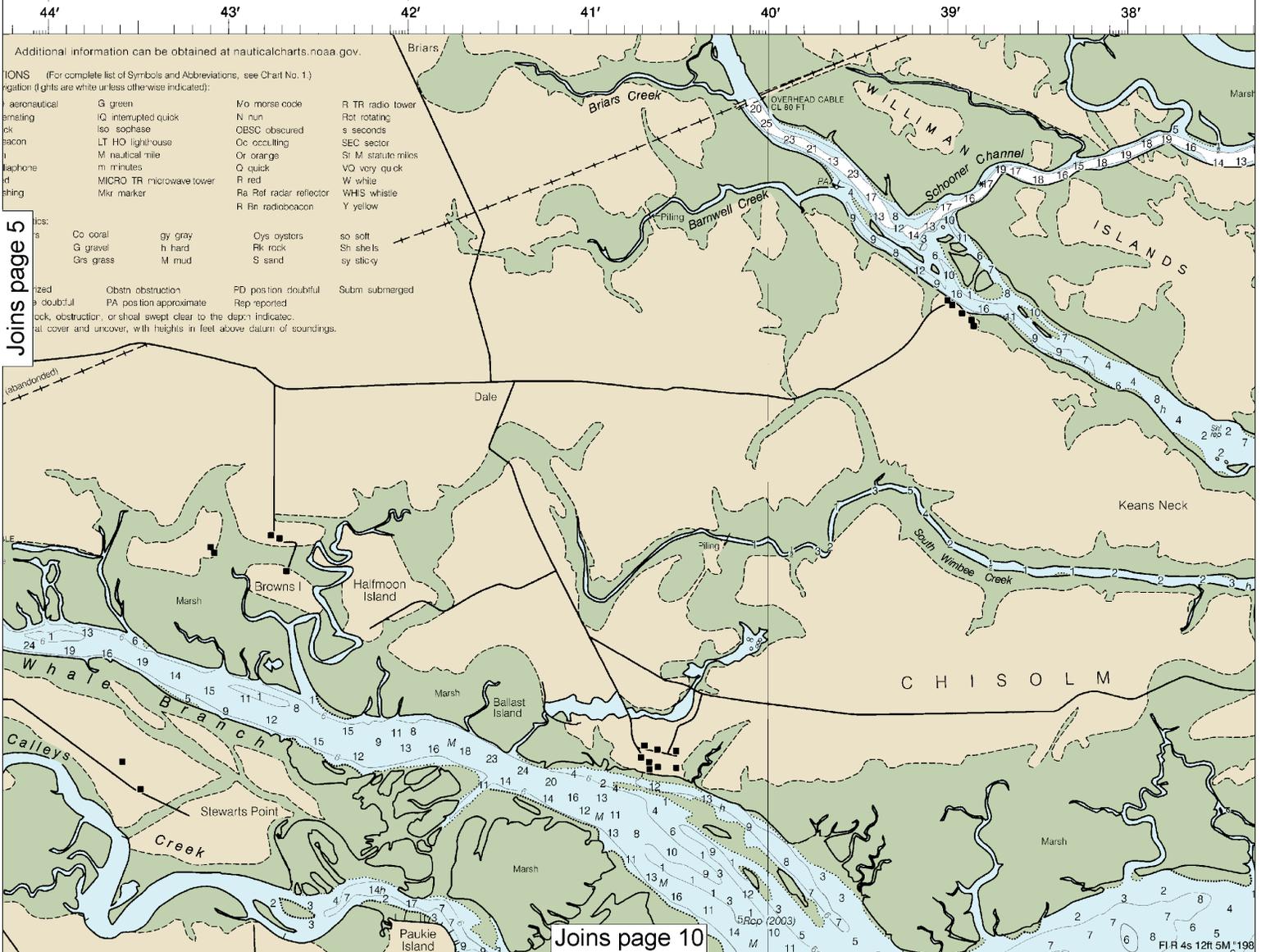
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

**CAUTION**

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Hurricane cause of navigation in unknown. Charted reflect actual navigation have been extinguished not rely up. Wrecks are from charts or moved. Mariner requested hazards to unit.

Navigational aids to navigation are not indicated on this chart. See Local Notice to Mariners.



Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



**HURRICANES AND TROPICAL STORMS**

anes, tropical storms and other major storms may considerable damage to marine structures, aids to n and moored vessels, resulting in submerged debris wn locations. d soundings, channel depths and shoreline may not tual conditions following these storms. Fixed aids to n may have been damaged or destroyed. Buoys may n moved from their charted positions, damaged, sunk, shed or otherwise made inoperative. Mariners should upon the position or operation of an aid to navigation, and submerged obstructions may have been displaced red locations. Pipelines may have become uncovered t. ers are urged to exercise extreme caution and are ed to report aids to navigation discrepancies and to navigation to the nearest United States Coast Guard

**NOTE A**

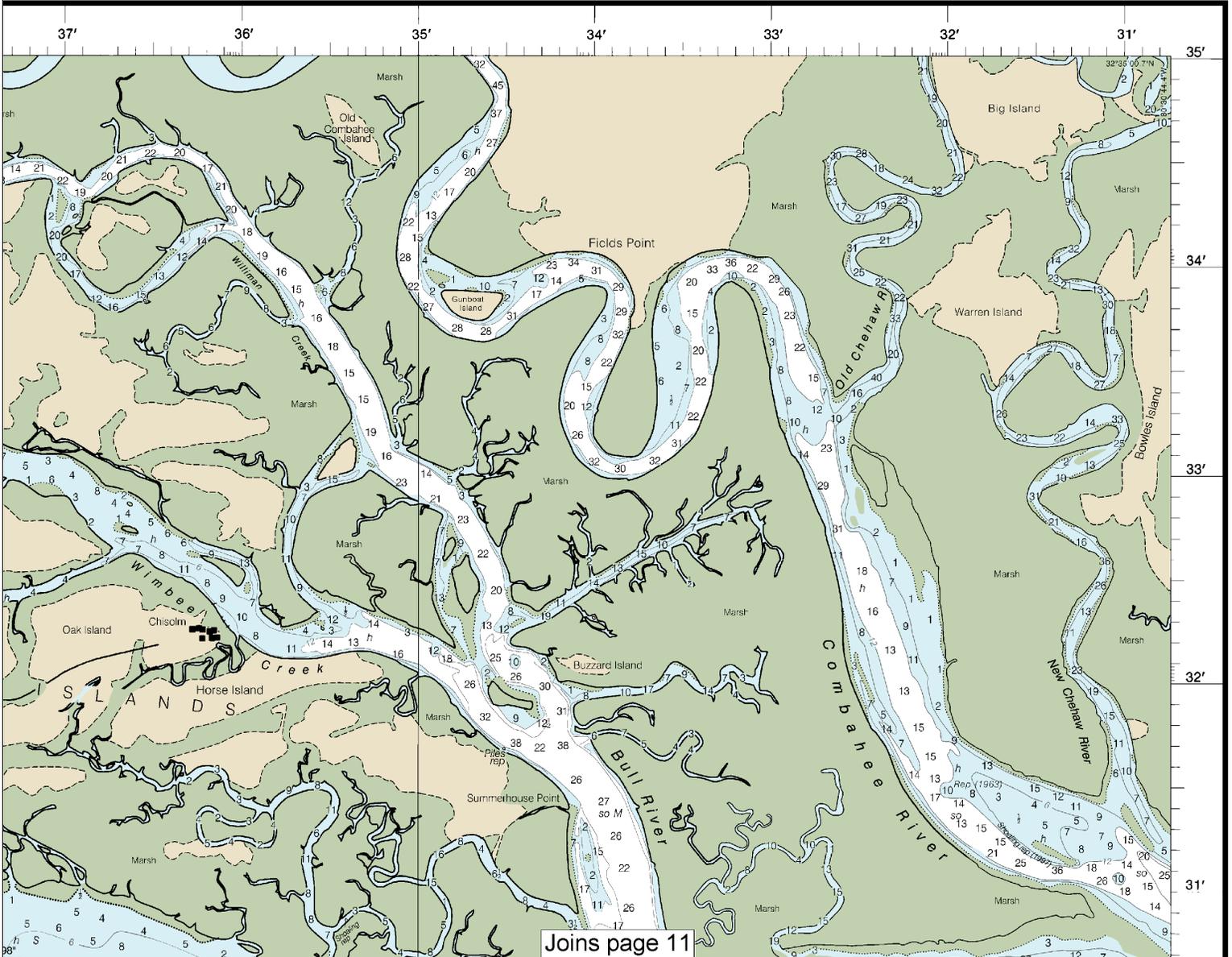
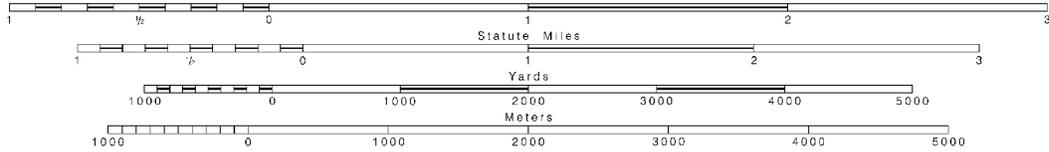
igation regulations are published in Chapter 2, U.S. ot 4. Additions or revisions to Chapter 2 are pub- the Notice to Mariners. Information concern- gations may be obtained at the Office of the Com- 7th Coast Guard District in Miami, FL or at the f the District Engineer, Corps of Engineers in on, SC. or to charted regulation section numbers.

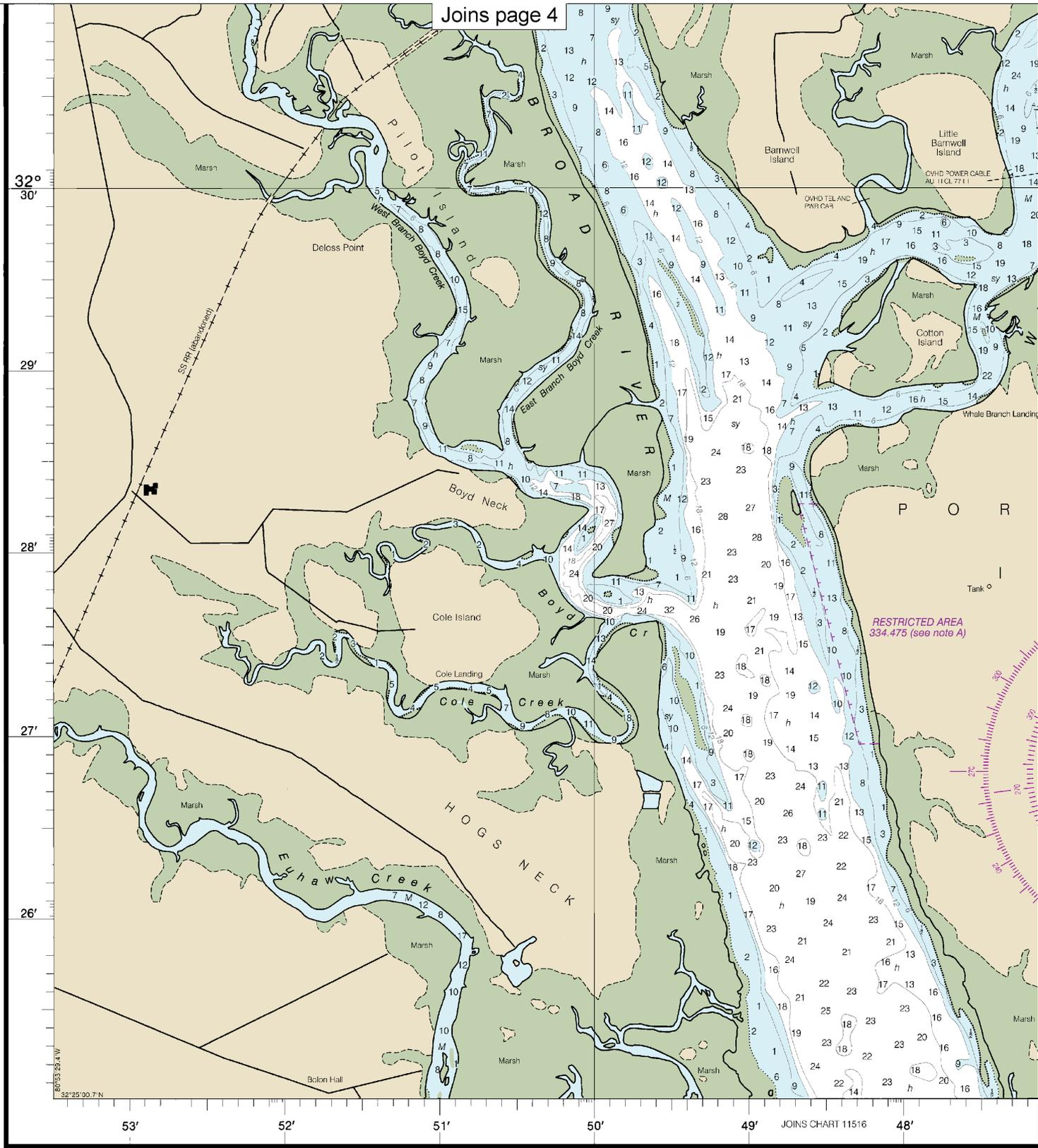
**TIDAL INFORMATION**

PLACE	Height referred to datum of soundings (MLLW)	feet		
		Mean Higher High Water	Mean High Water	Mean Low Water
Fields Point, Combahee River	(32°54'N/080°33'W)	6.8	6.4	0.2
Summerhouse Pt., Bull River	(32°31'N/080°34'W)	7.1	6.8	0.2
Brickyard Pt., Coosaw River	(32°29'N/080°41'W)	8.0	7.7	0.2
Coorning Landing, Whale Branch	(32°30'N/080°47'W)	8.6	8.2	0.2
Lucy Point Creek Entrance	(32°27'N/080°36'W)	6.7	6.4	0.1
Beaufort, Beaufort River	(32°26'N/080°40'W)	8.0	7.6	0.2

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Apr 2014)

**SCALE 1:40,000**





# 11519

13th Ed., May 2014. Last Correction: 12/21/2016. Cleared through:  
LNM: 0317 (1/17/2017), NM: 0217 (1/14/2017)

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

NOAA encourages users to submit corrections about this chart at <http://www.nauticalcharts.noaa.gov>

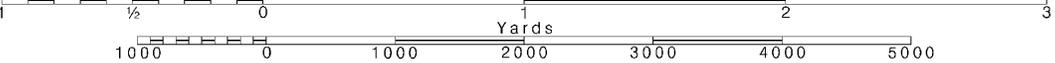


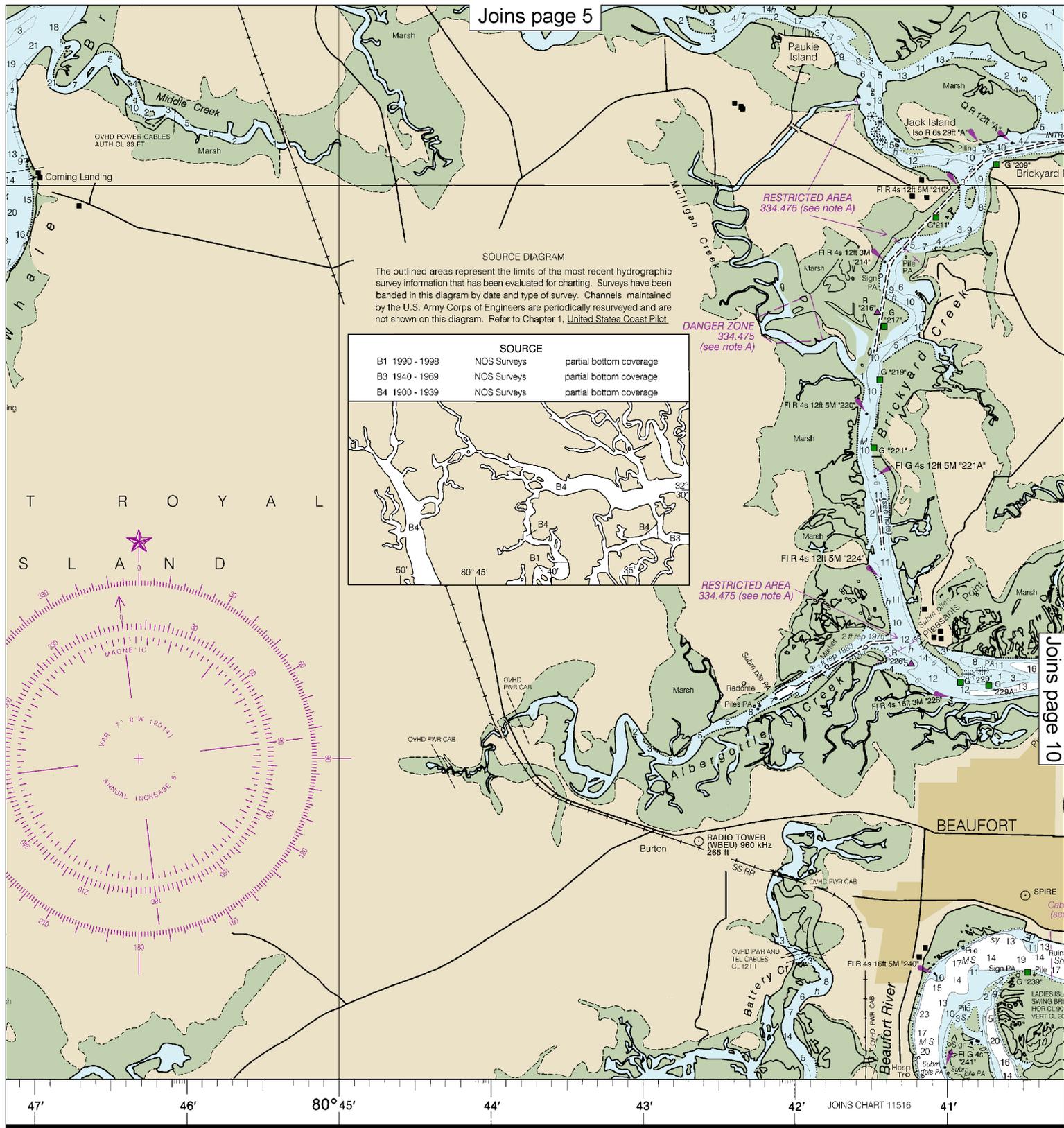
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





**SOURCE DIAGRAM**  
 The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
B1 1990 - 1998	NOS Surveys	partial bottom coverage
B3 1940 - 1969	NOS Surveys	partial bottom coverage
B4 1900 - 1939	NOS Surveys	partial bottom coverage

RESTRICTED AREA  
334.475 (see note A)

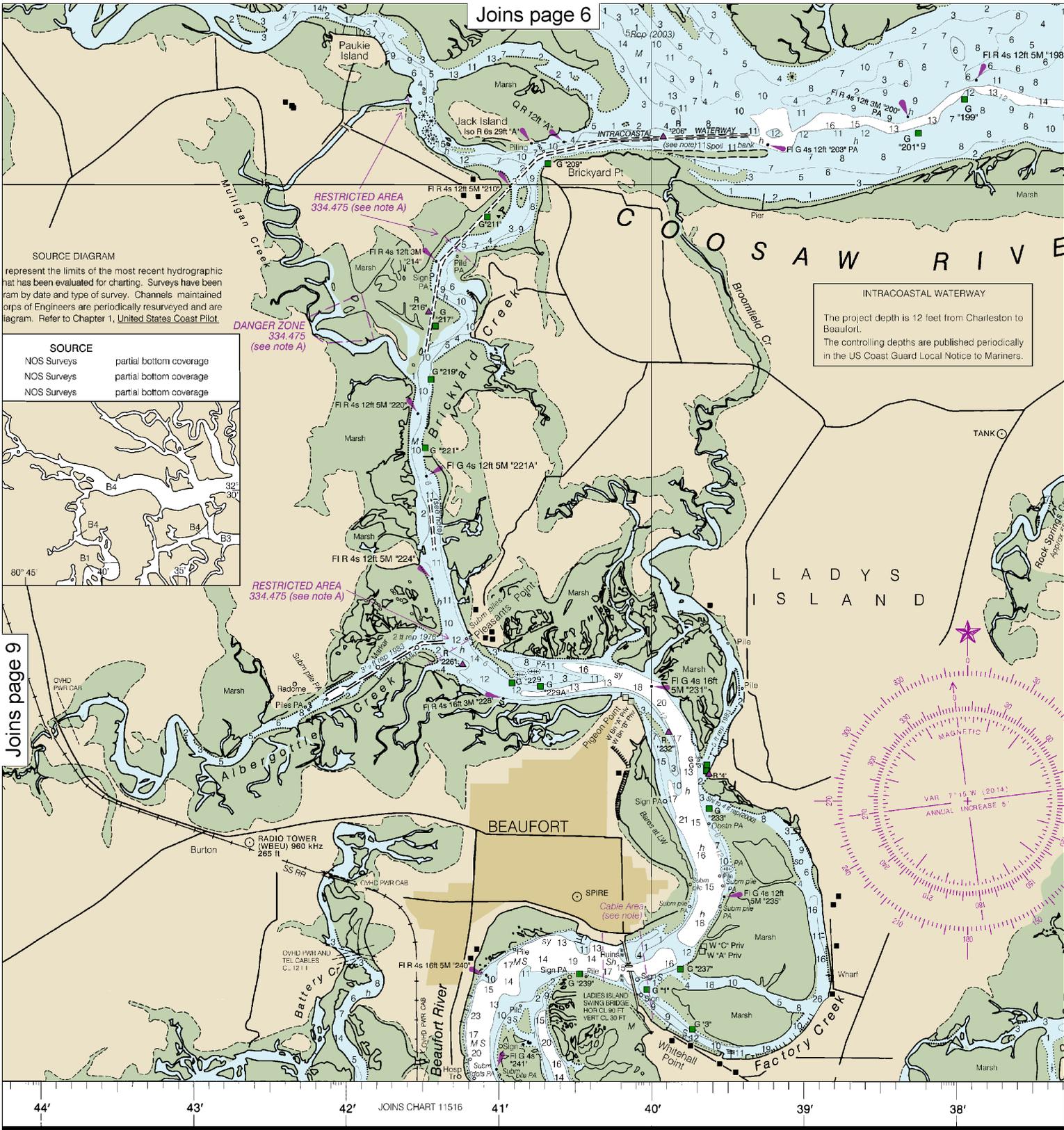
DANGER ZONE  
334.475 (see note A)

RESTRICTED AREA  
334.475 (see note A)

Joins page 10

Submit inquiries, discrepancies or comments to [nauticalcharts.noaa.gov/staff/contact.htm](http://nauticalcharts.noaa.gov/staff/contact.htm).

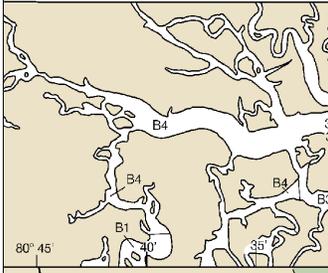
Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY



**SOURCE DIAGRAM**  
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 orps of Engineers are periodically resurveyed and are  
 egram. Refer to Chapter 1, United States Coast Pilot.

**SOURCE**

NOS Surveys	partial bottom coverage
NOS Surveys	partial bottom coverage
NOS Surveys	partial bottom coverage



Joins page 9

**INTRACOASTAL WATERWAY**  
 The project depth is 12 feet from Charleston to  
 Beaufort.  
 The controlling depths are published periodically  
 in the US Coast Guard Local Notice to Mariners.

Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

**SOUNDINGS IN FEET**



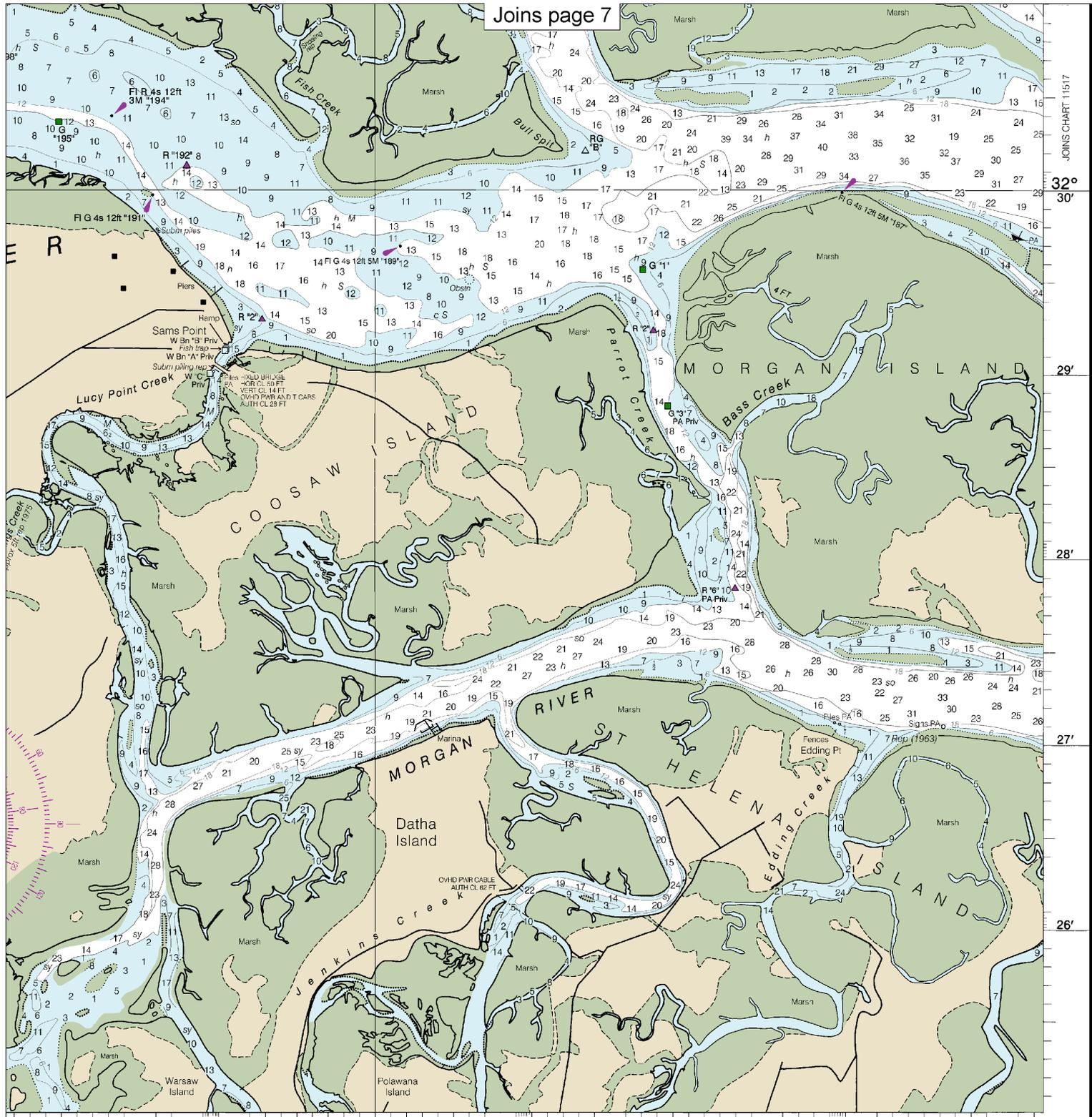
Note: Chart grid  
 lines are aligned  
 with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.





32° 30'

29'

28'

27'

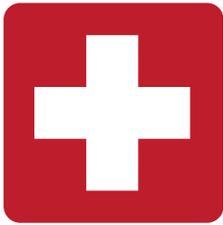
26'

37' 36' 35' 34' 33' 32' 31' 46° 1' X 890.5 mm

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Coosaw and Broad Rivers  
SOUNDINGS IN FEET - SCALE 1:40,000

11519



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



— For the latest news from Coast Survey, follow @NOAAcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.