

BookletChart™

Winyah Bay

NOAA Chart 11532

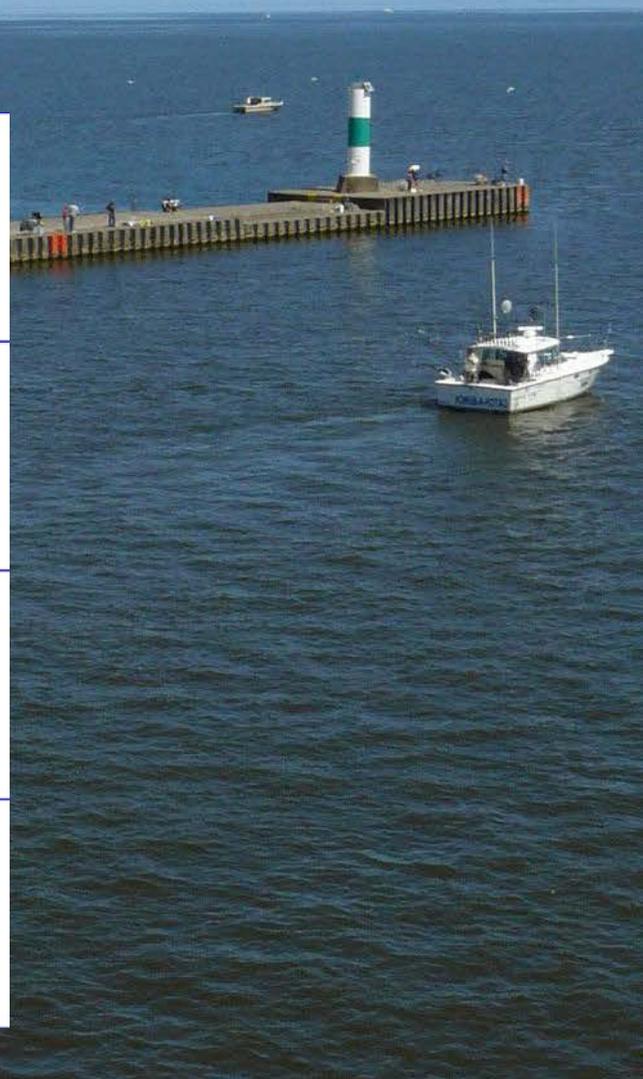
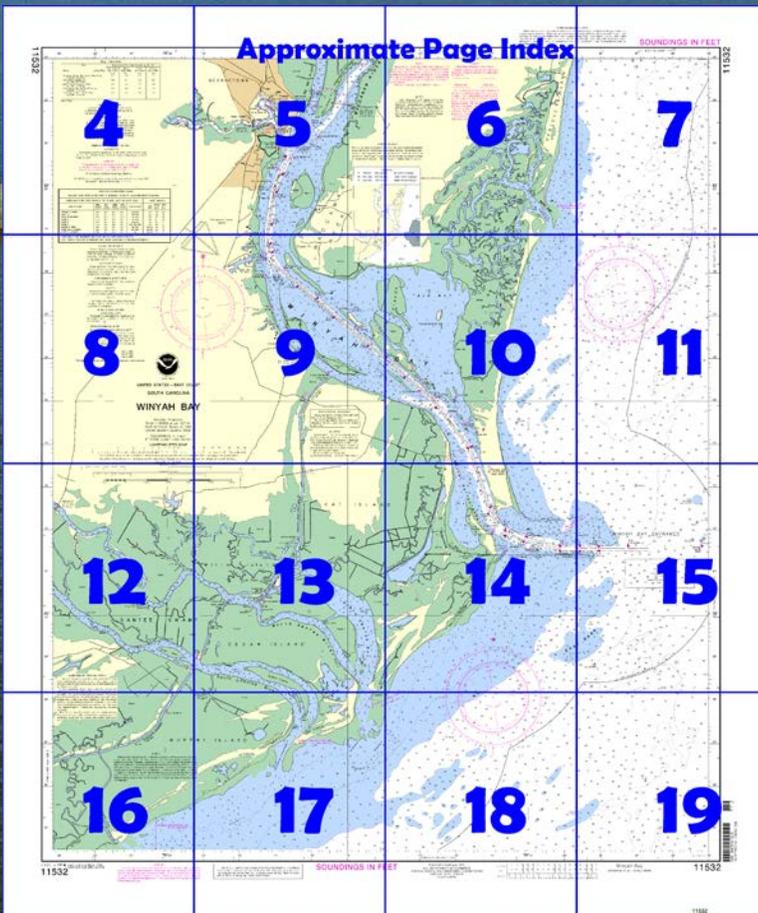


A reduced-scale NOAA nautical chart for small boaters

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
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.

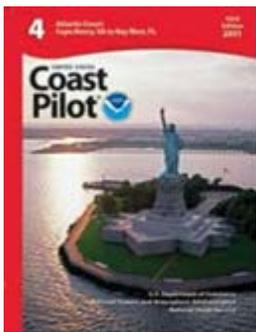
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11532>.



(Selected Excerpts from Coast Pilot)

North Inlet, about 14 miles southward of Murrells Inlet and 6 miles northward of Georgetown Light, connects with Winyah Bay by way of both **Town Creek** and **Jones Creek**. Some local fishermen use the inlet, but strangers should not. In 2010, the controlling depth over the bar was 3.3 feet. The inlet and the creeks are unmarked. There is little water on the Winyah Bay side, and navigation is restricted to shallow-draft craft. In 1983, Jones Creek was found to

bare in places, and numerous oyster bars were reported.

Winyah Bay is the first harbor southward of Cape Fear River, a distance of 70 miles, that is navigable for vessels drawing up to 18 feet. It is

entered between **North Island** and **South Island**. The entrance is protected by jetties. The entrance is not safe for small craft except in favorable weather. Heavy tide rips prevail near the ends of the jetties, and heavy seas run in moderate weather. The south jetty is visible only at low water.

Georgetown, 14 miles above the entrance to Winyah Bay, is on the north bank about 1.5 miles above the entrance to Sampit River. It is 392 miles south of Norfolk and 247 miles north of Jacksonville by coastwise routes. It has schools, banks, motels, markets, restaurants, a hospital, and many landmarks of historical interest.

Georgetown Light (33°13'21"N., 79°11'06"W.), 85 feet above the water, is shown from a white cylindrical tower on the north side of Winyah Bay entrance. Four 400-foot stacks, at a generating plant west of Winyah Bay and about 4 miles southwestward of Georgetown, have prominent strobe lights at the tops. There are few other prominent objects in the vicinity, and the land is low on both sides of the entrance.

Channels.—Federal project depth is 27 feet from the sea to South Island Bend; thence 27 feet to Range C; thence 27 feet to Range D; thence the project provides for a depth of 27 feet to the turning basin off the three deepwater terminals on Sampit River

Anchorage.—There are no anchorages in Winyah Bay or Sampit River for deep-draft vessels. The recommended anchorage, as reported by the local pilots, is 0.5 mile northeast of the sea buoy (Winyah Bay Lighted Whistle Buoy WB) in about 6 fathoms, sand and mud bottom.

Dangers.—The principal dangers in the approach to Winyah Bay are: **East Bank**, covered 6 feet and marked by a buoy, about 2 miles south of the end of the south jetty; an unmarked shoal, with a least depth of 14 feet, about 4 miles southward of East Bank; **Hector Wreck**, cleared to a depth of 9 feet and marked by a lighted bell buoy, about 12 miles southward of the sea buoy (Winyah Bay Lighted Whistle Buoy WB); a wreck, with 19 feet over it and marked by a lighted bell buoy, about 13 miles southeastward of the sea buoy; a fish haven marked by private buoys about 5 miles northeast of the sea buoy; and obstructions, reported covered 26 feet, 300 yards northward of the sea buoy. Vessels approaching the entrance at night should remain in the vicinity of the sea buoy until the pilot boards. Some vessels, mistaking Winyah Bay Range B Lights for Range A Lights, have approached the entrance too closely at night and only with difficulty have cleared the outer end of the south jetty. Mariners are advised to familiarize themselves with the characteristics of these ranges before making the approach.

The local pilots report that at high water the north jetty at the entrance to Winyah Bay is partially submerged and only the three rock mounds along the south jetty are visible. At low water, parts of the south jetty just inshore of the outermost mound remain submerged. Extreme caution is advised. The pilots also report that the southwest tip of North Island just inside the jetties is building up and is encroaching southward to near the easterly edge of the channel; caution is advised.

Currents.—The tidal currents are affected by variations in the flow of the tributary rivers. The velocity is greatest between the jetties where the average is between 2 and 3 knots. Tidal ebb currents were reported in the area from 6 to 7 knots, most notable in Range C and South Island Bend; the sets of which are along axis to the channels. The set is alongshore at the entrance close to Lighted Bell Buoy 4. During freshets in the rivers, also with westerly winds, the velocity of the ebb current between the jetties is reported to be very strong at times and the channel buoys between the jetties are nearly towed under

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

RCC Miami

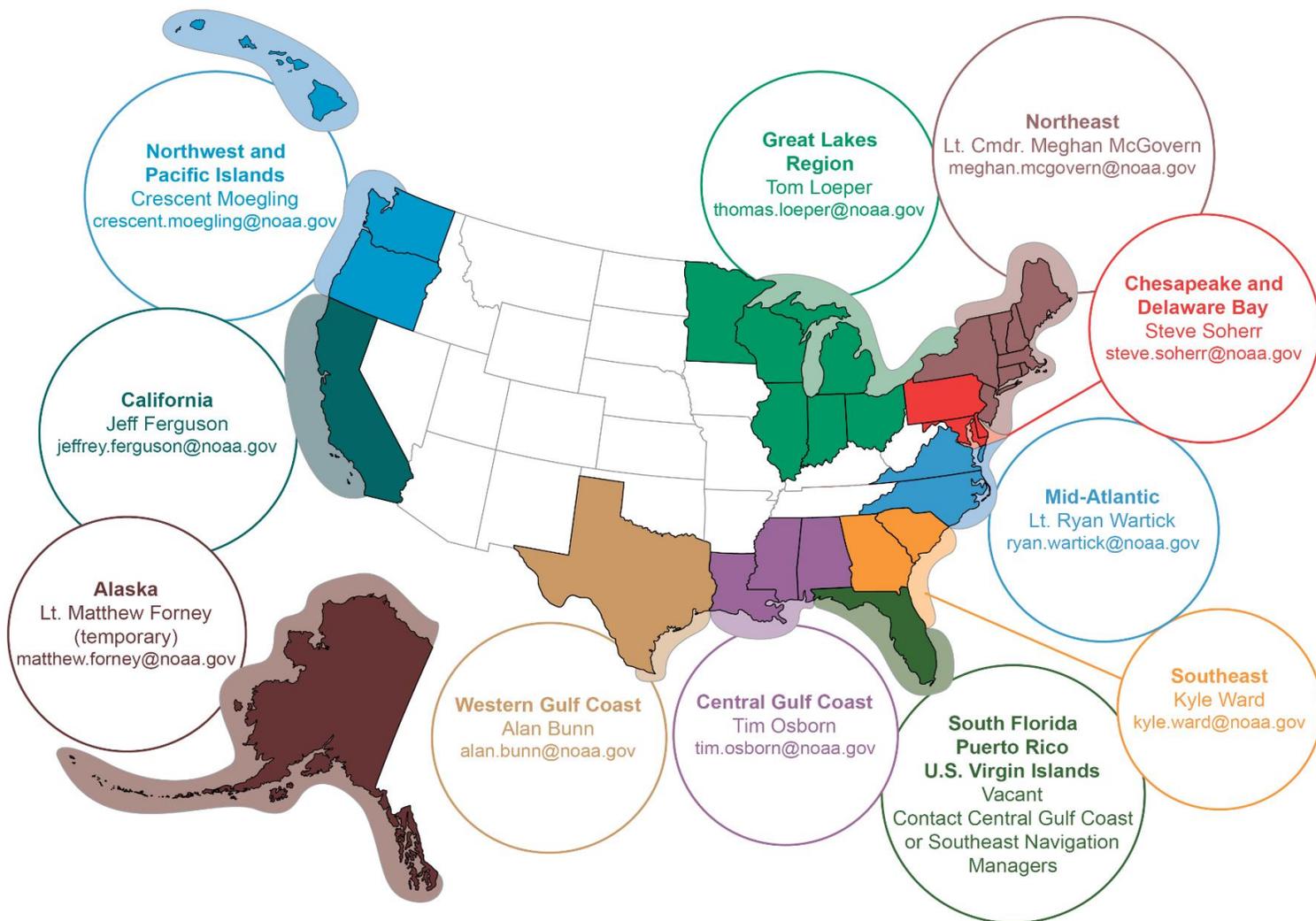
Commander

7th CG District

Miami, FL

(305) 415-6800

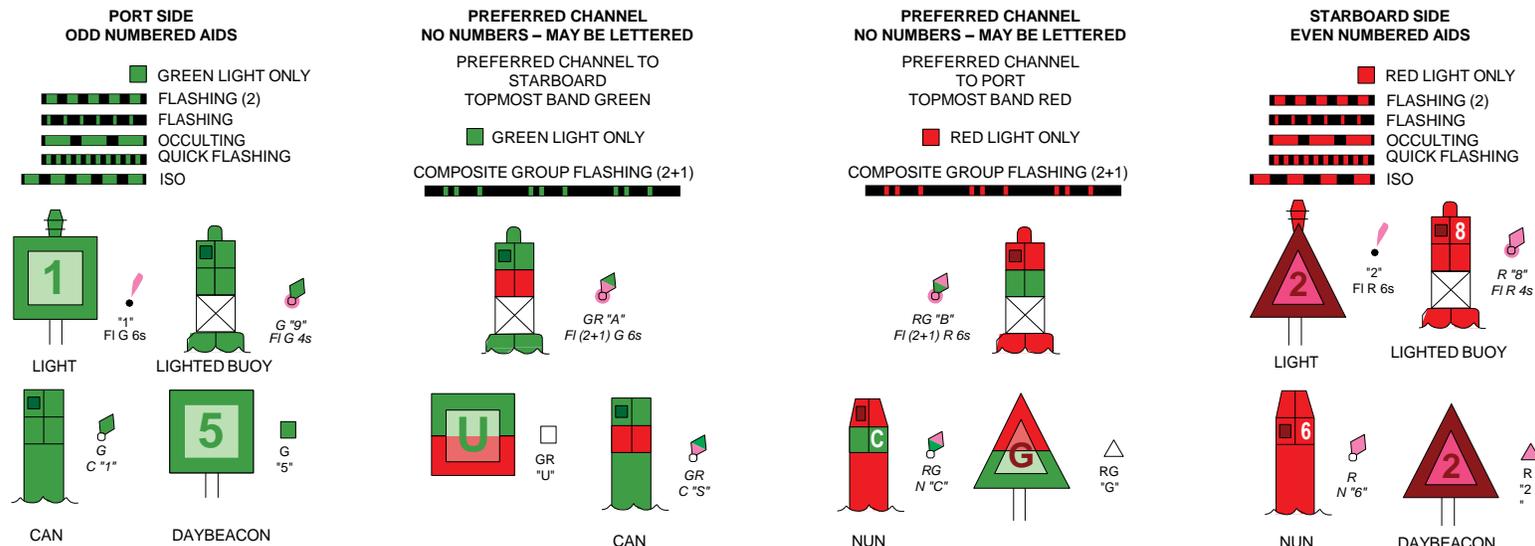
Navigation Managers Area of Responsibility



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

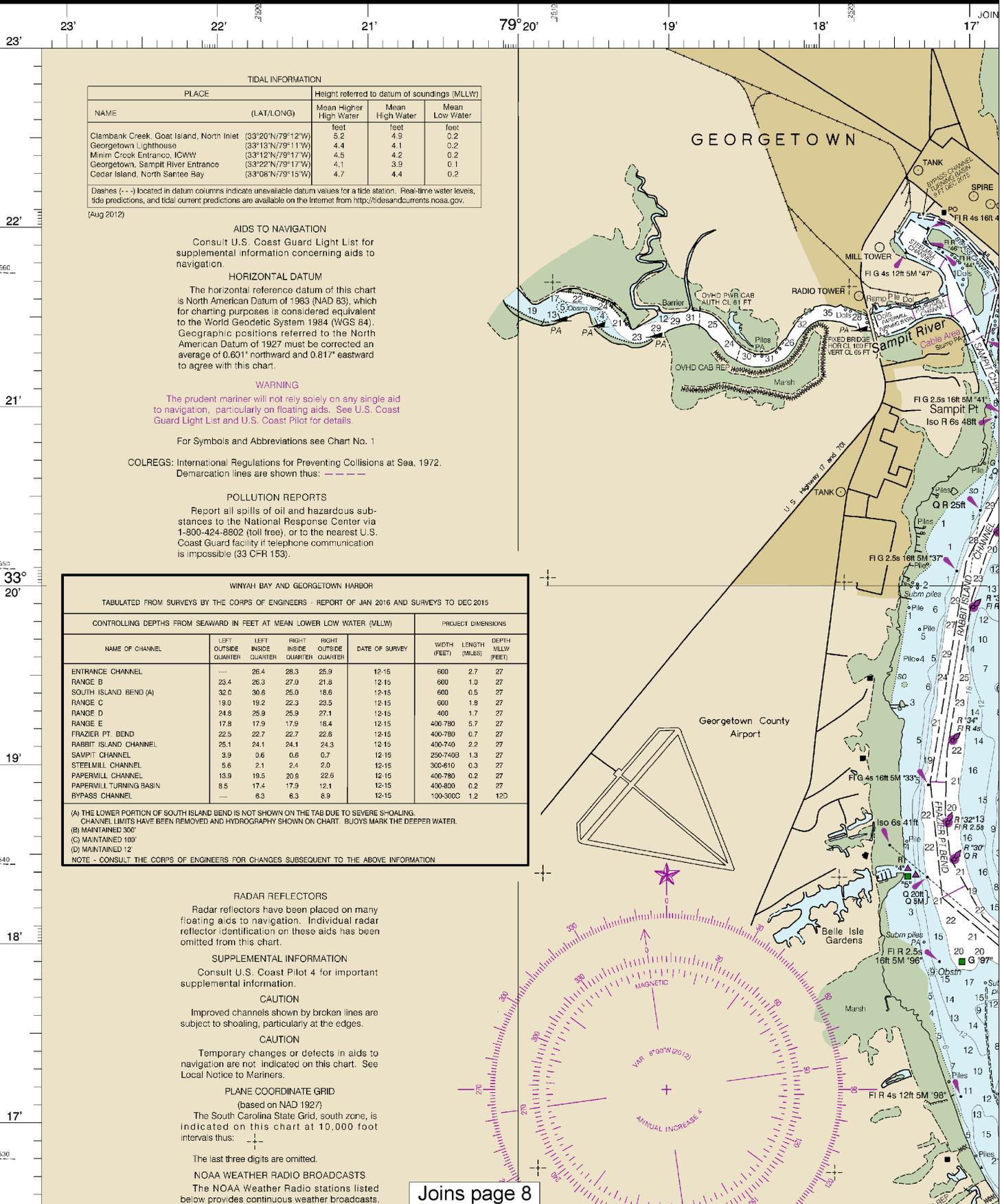
Lateral System As Seen Entering From Seaward

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>

11532



TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water		
		Mean Higher High Water	Mean High Water	Mean Low Water
Clambank Creek, Goat Island, North Inlet	(33°20'N/79°12'W)	5.2	4.9	0.2
Georgetown Lighthouse	(33°13'N/79°11'W)	4.4	4.1	0.2
Minor Creek Entrance, ICWW	(33°12'N/79°11'W)	4.5	4.2	0.2
Georgetown, Sampit River Entrance	(33°22'N/79°17'W)	4.1	3.9	0.1
Cedar Island, North Santee Bay	(33°08'N/79°15'W)	4.7	4.4	0.2

Dashes (---) located in datum columns indicate unsalvageable 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>.

(Aug 2012)

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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 0.601" northward and 0.817" eastward to agree with this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus: ---

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).

WINYAH BAY AND GEORGETOWN HARBOR

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2016 AND SURVEYS TO DEC 2015

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
ENTRANCE CHANNEL	---	26.4	28.3	25.9	12-15	600	2.7	27
RANGE B	23.4	26.3	27.0	21.9	12-15	600	1.0	27
SOUTH ISLAND BEND (A)	32.0	30.6	25.0	18.6	12-15	600	0.5	27
RANGE C	19.0	19.2	22.3	23.5	12-15	600	1.8	27
RANGE D	24.8	25.9	25.9	27.1	12-15	400	1.7	27
RANGE E	17.8	17.9	17.9	18.4	12-15	400-780	5.7	27
FRAZIER PT. BEND	22.5	22.7	22.7	22.6	12-15	400-780	0.7	27
RABBIT ISLAND CHANNEL	25.1	24.1	24.1	24.3	12-15	400-740	2.2	27
SABBIT CHANNEL	3.9	0.6	0.6	0.7	12-15	250-740B	1.3	27
STEELMILL CHANNEL	5.6	2.1	2.4	2.0	12-15	300-610	0.3	27
PAPERMILL CHANNEL	13.9	19.5	20.6	22.6	12-15	400-780	0.2	27
PAPERMILL TURNING BASIN	8.5	17.4	17.9	12.1	12-15	400-800	0.2	27
BYPASS CHANNEL	---	6.3	6.3	6.9	12-15	100-300C	1.2	12D

(A) THE LOWER PORTION OF SOUTH ISLAND BEND IS NOT SHOWN ON THE TAB DUE TO SEVERE SHOALING. CHANNEL LIMITS HAVE BEEN REMOVED AND HYDROGRAPHY SHOWN ON CHART. BUOYS MARK THE DEEPER WATER.
(B) MAINTAINED 300'
(C) MAINTAINED 100'
(D) MAINTAINED 12'

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.

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

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

PLANE COORDINATE GRID
(based on NAD 1927)
The South Carolina State Grid, south zone, is indicated on this chart at 10,000 foot intervals thus: ---
The last three digits are omitted.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provides continuous weather broadcasts.

Joins page 8

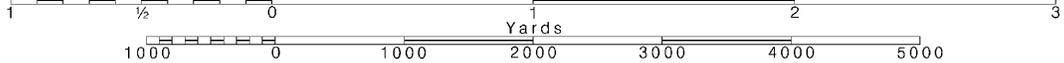
4

Note: Chart grid lines are aligned with true north.

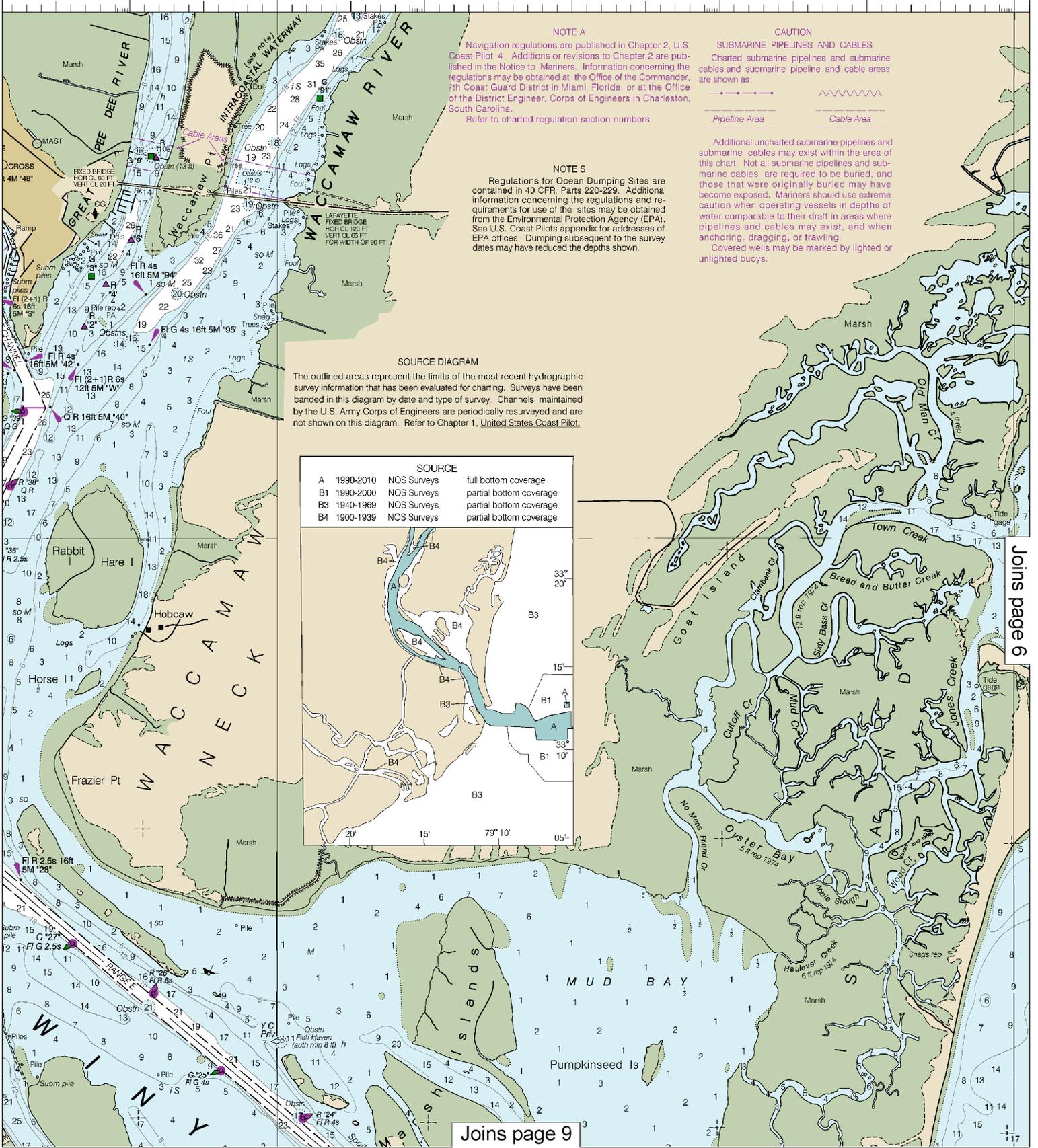
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



NS CHART 11534 SIDE B 16' 15' 14' 13' 12' 11' 79° 10'



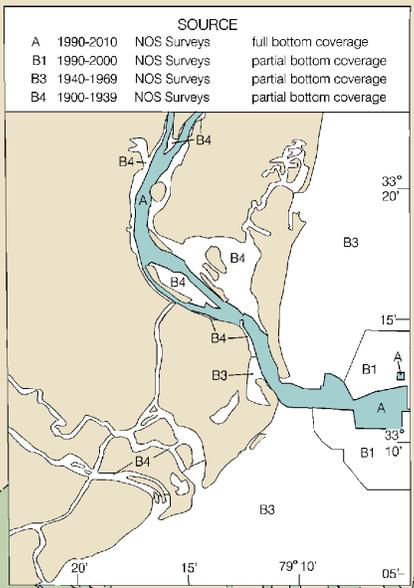
NOTE A
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Charleston, South Carolina.
 Refer to charted regulation section numbers.

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

NOTES
 Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

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.

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.



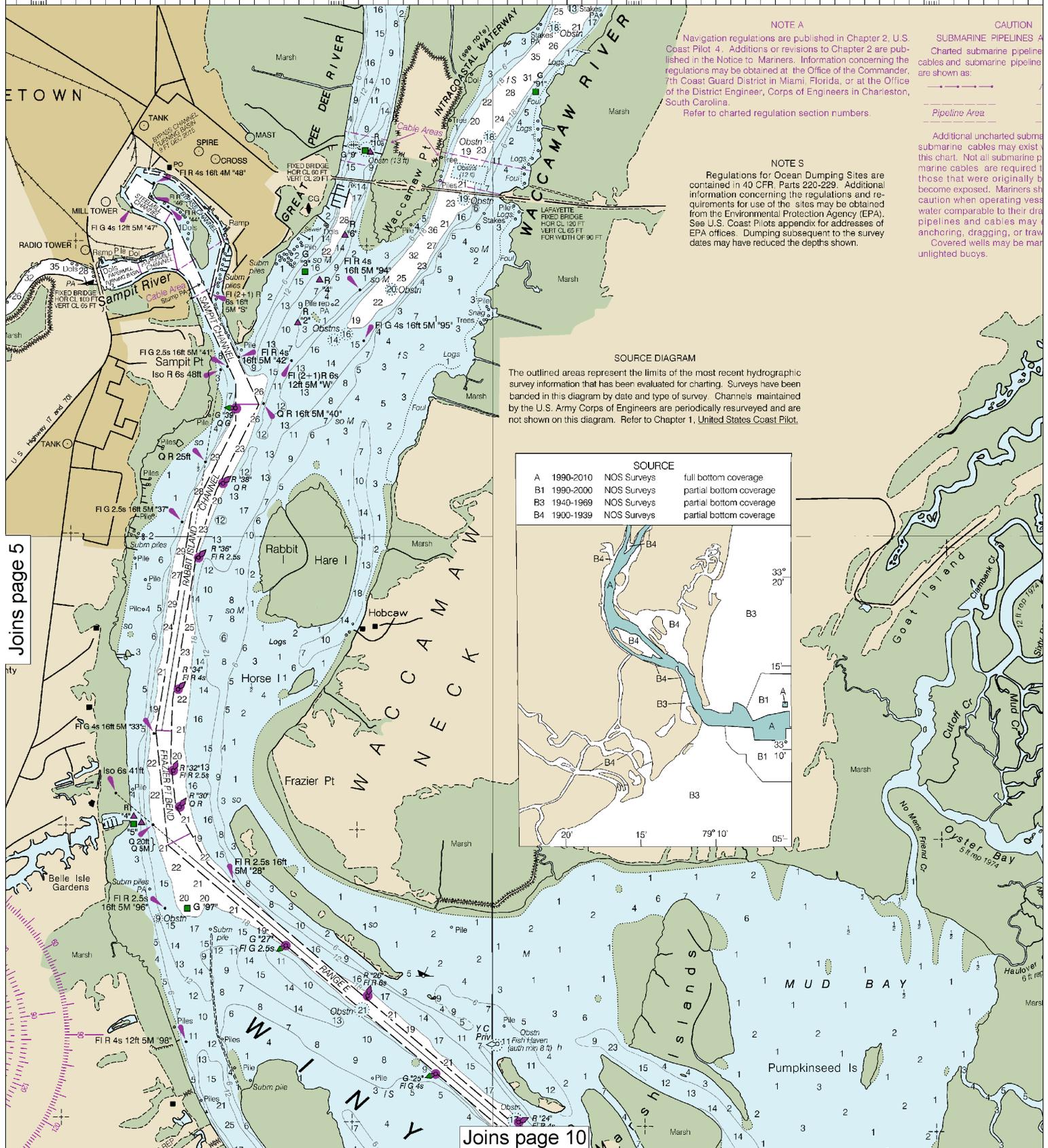
Joins page 6

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.



JOINS CHART 11534 SIDE B



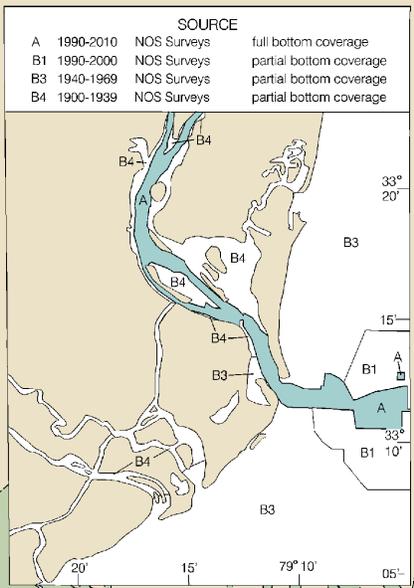
NOTE A
 Navigational regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Charleston, South Carolina.
 Refer to charted regulation section numbers.

CAUTION
SUBMARINE PIPELINES
 Charted submarine pipeline cables and submarine pipelines are shown as:

 Pipeline Area
 Additional uncharted submarine cables may exist in this chart. Not all submarine marine cables are required to be those that were originally become exposed. Mariners should exercise caution when operating vessels comparable to their draught and cables may be damaged by anchoring, dragging, or trawling. Covered wells may be marked with unlighted buoys.

NOTE S
 Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

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.



Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

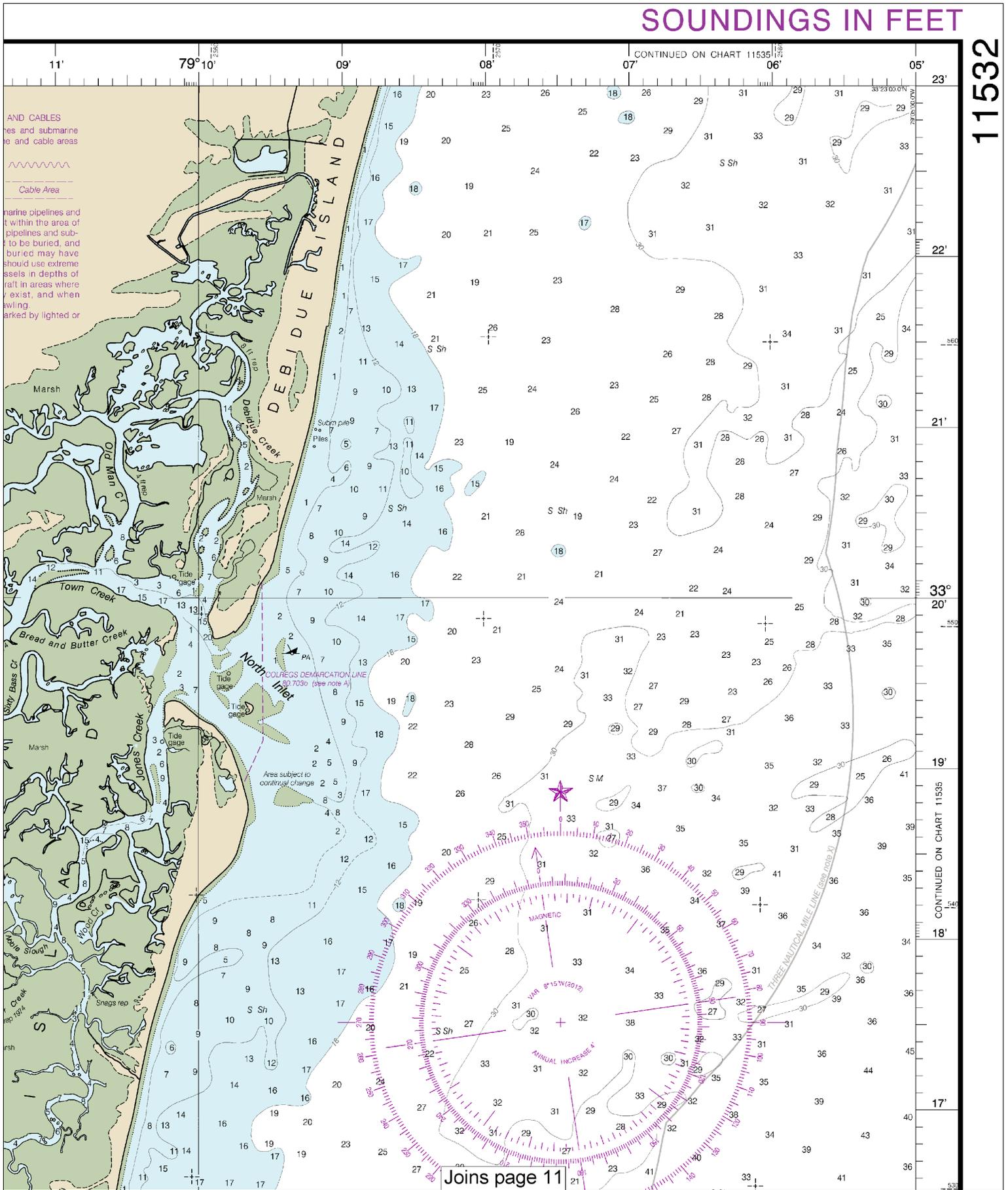
SCALE 1:40,000 Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET

11532



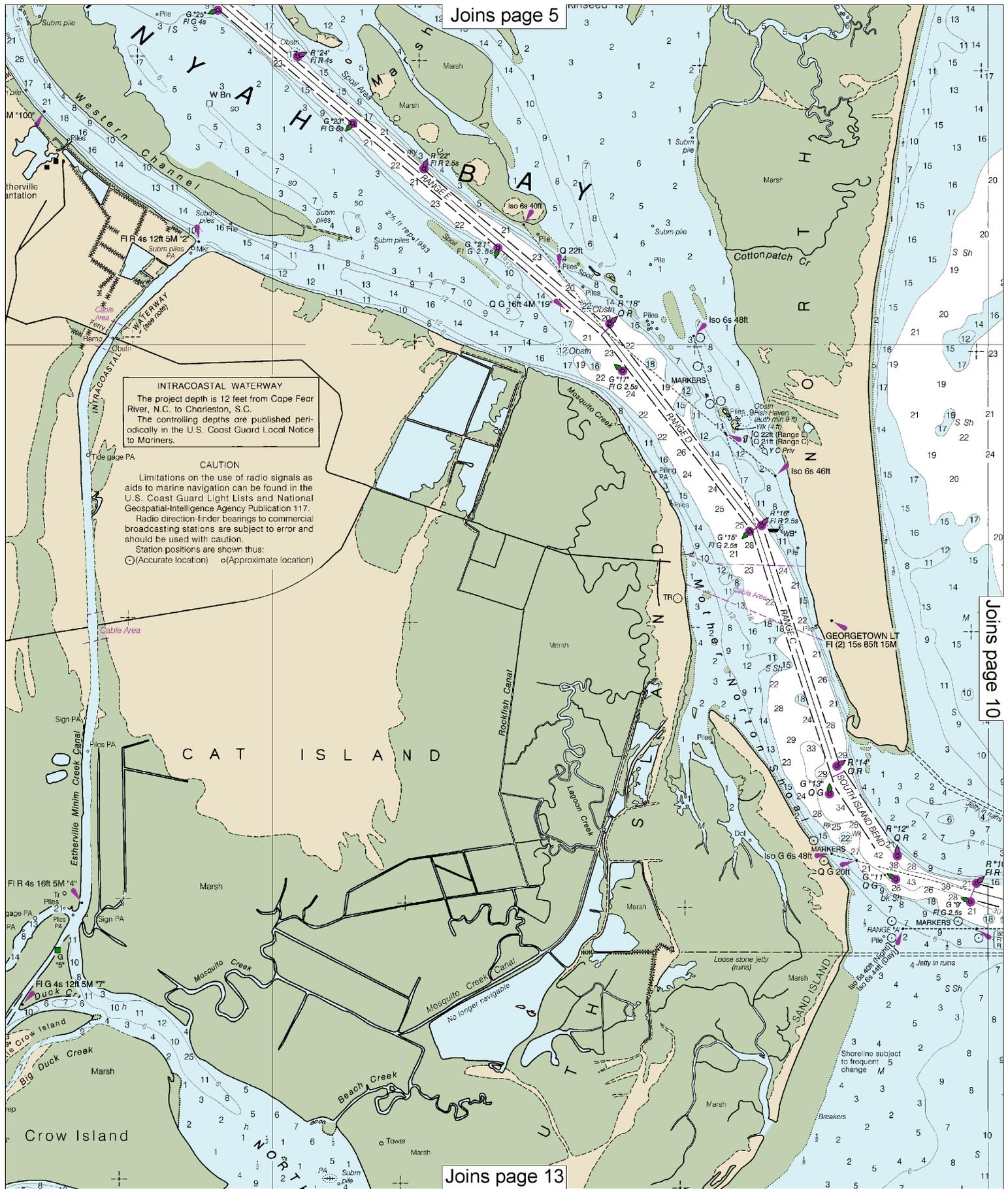
Joins page 11

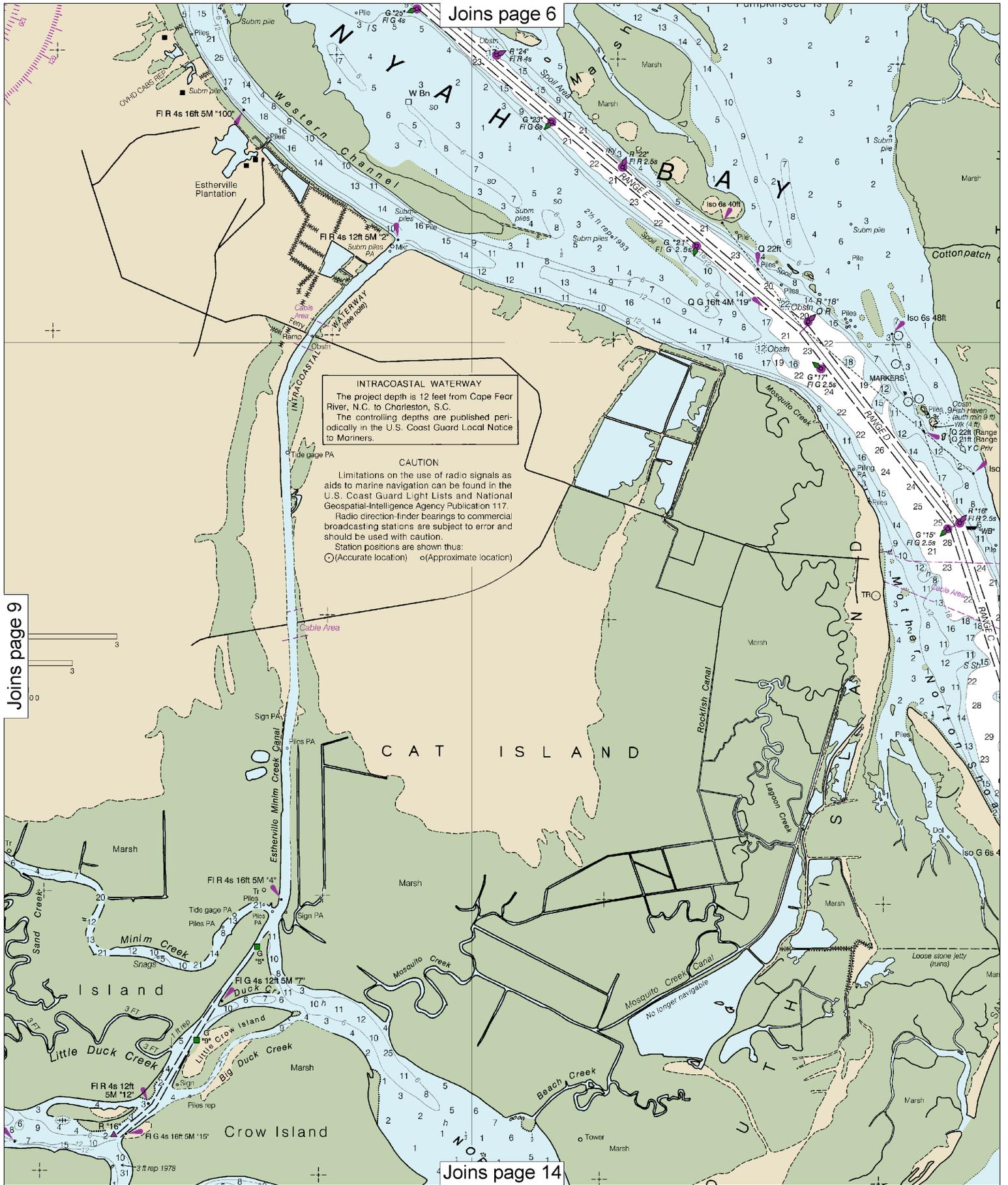
22nd Ed., Oct. 2012. Last Correction: 12/6/2016. Cleared through:
LNM: 0217 (1/10/2017), NM: 0217 (1/14/2017)



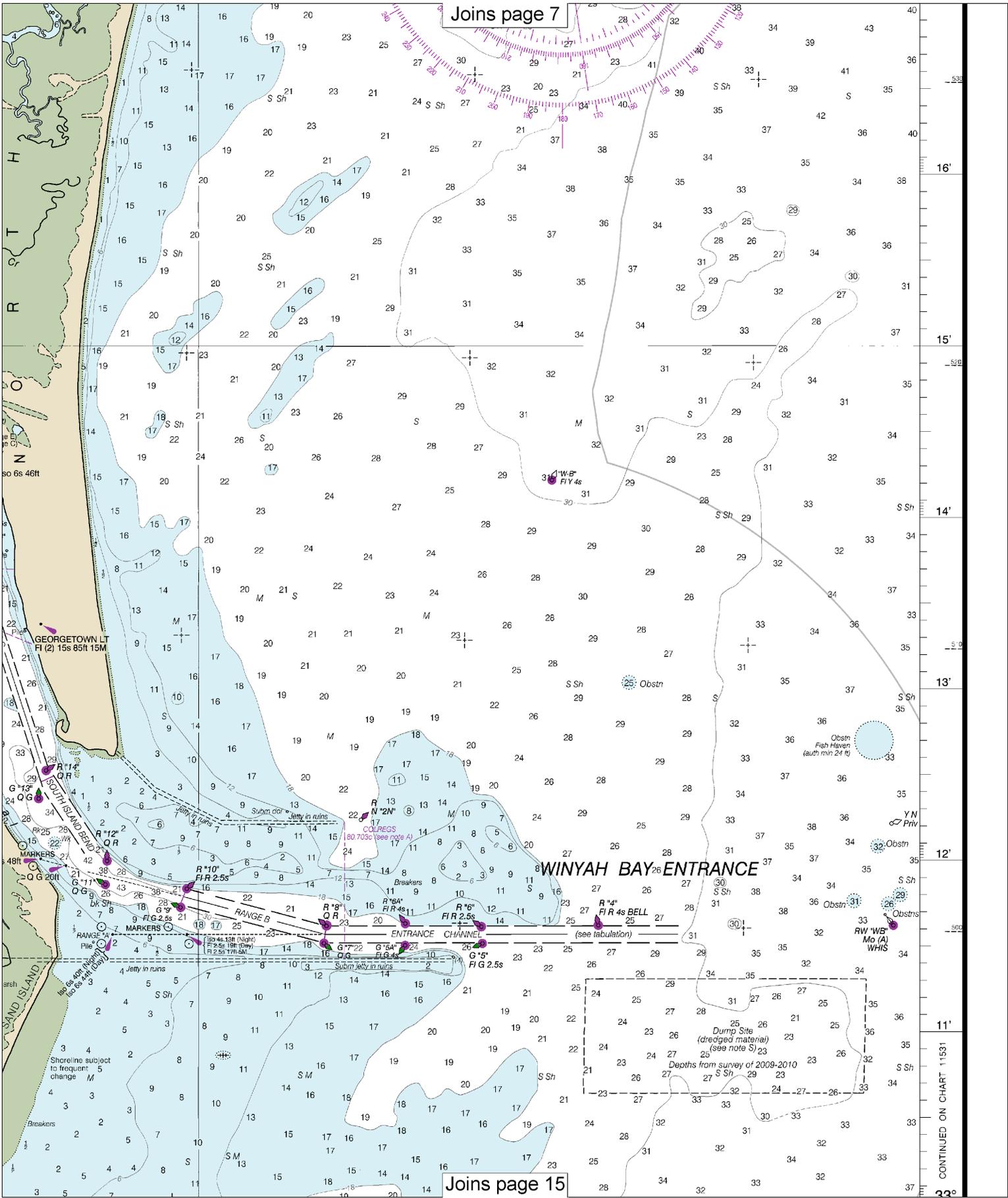
INTRACOASTAL WATERWAY
 The project depth is 12 feet from Cape Fear River, N.C. to Charleston, S.C.
 The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

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)



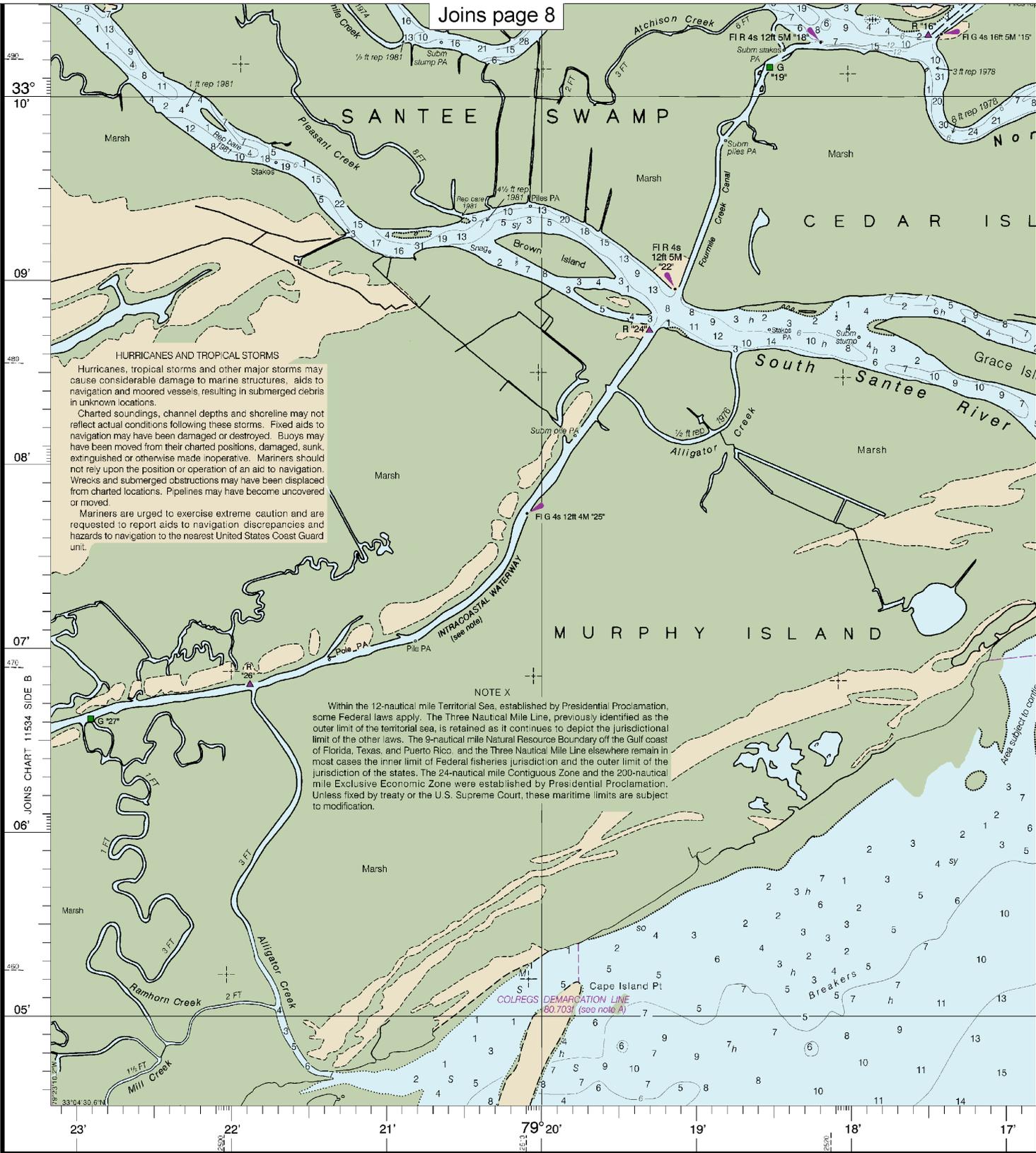


Joins page 7



Joins page 15

CONTINUED ON CHART 11531



11532

22nd Ed., Oct. 2012. Last Correction: 12/6/2016. Cleared through: LNM: 0217 (1/10/2017), NM: 0217 (1/14/2017)

12

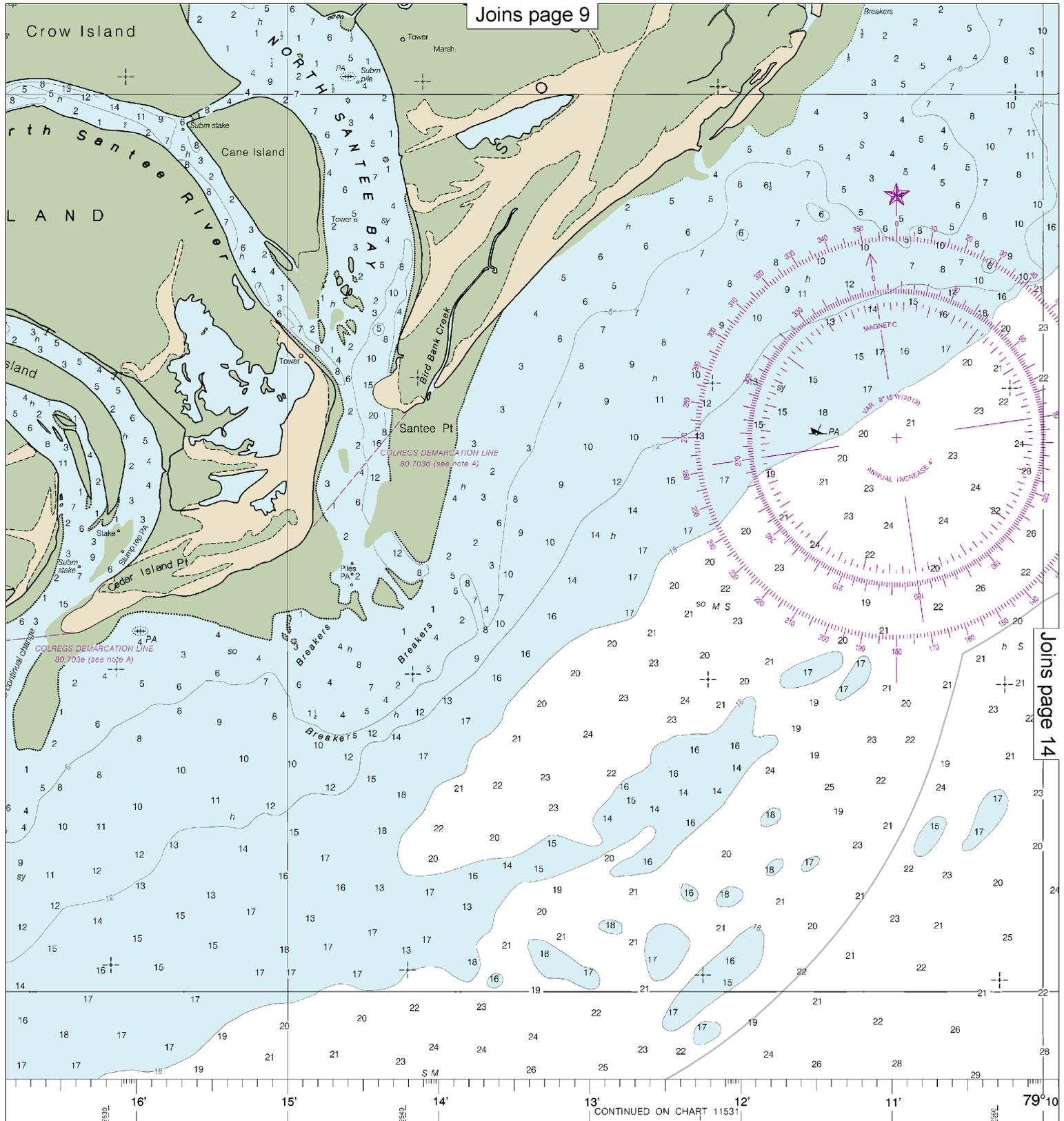
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.



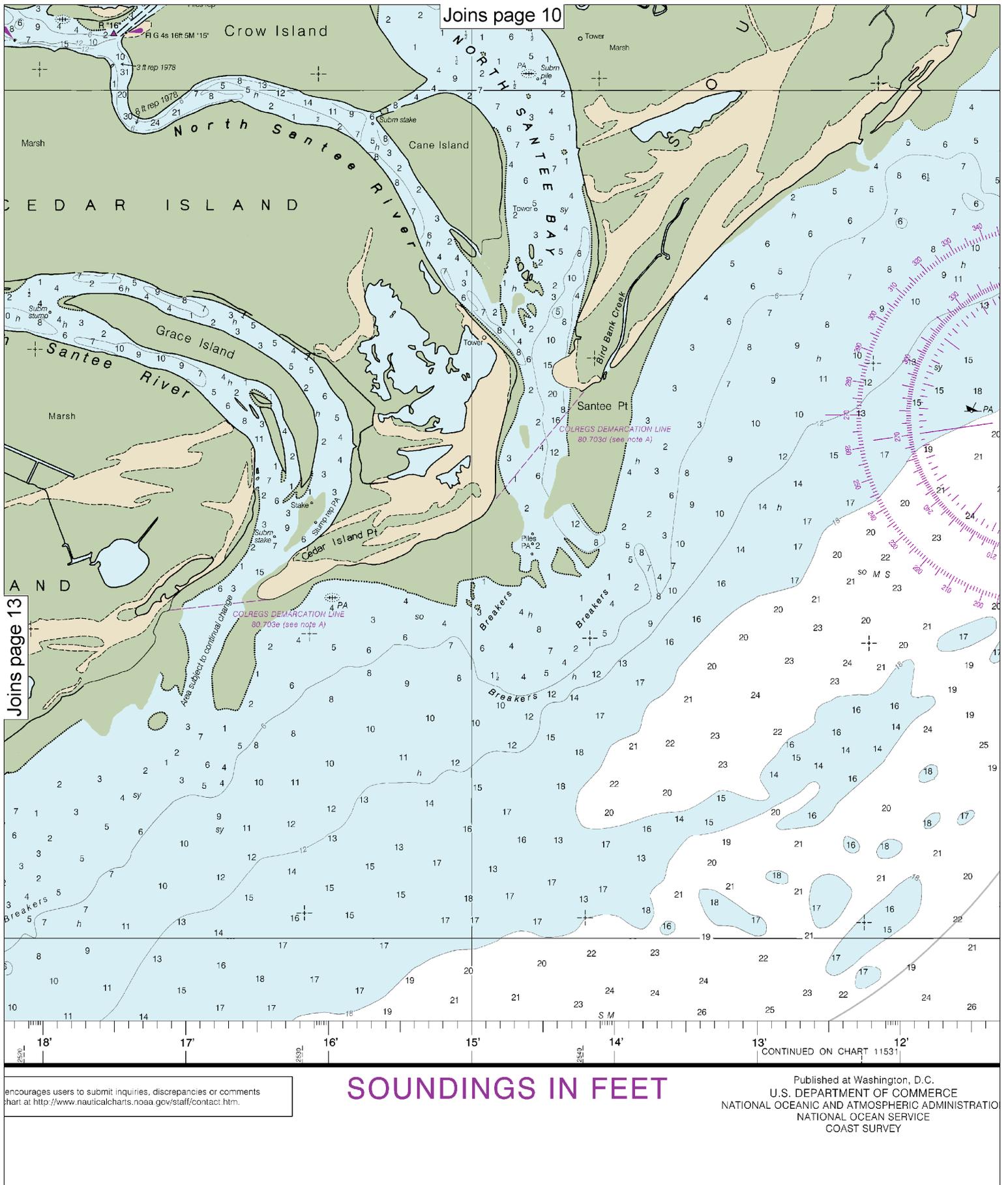


SOUNDINGS IN FEET

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

FATHOMS	1	2	3	4
FEET	6	12	18	24
METERS	1	2	3	4

or comments
 tact.htm.



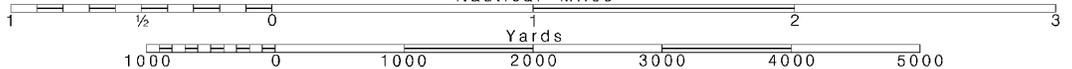
14

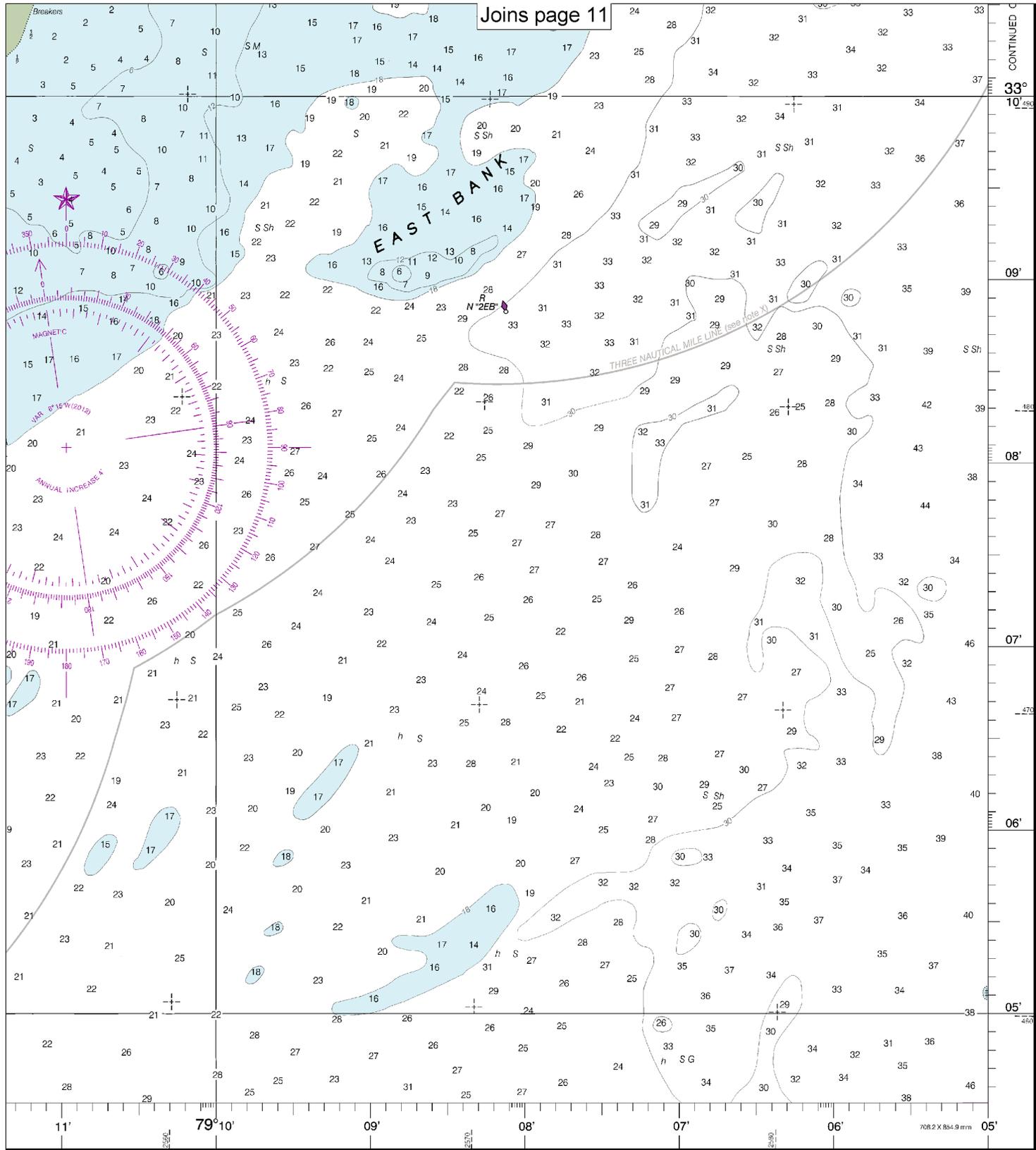
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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

Winyah Bay
SOUNDINGS IN FEET - SCALE 1:40,000

11532



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
- 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.