SOUNDINGS IN FEET

11503

Nautical Miles 1000 0 1000 2000
Yards 1000 0 1000 2000
Meters 1000 0 1000 2000

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.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is now a navigational aid to continue to depict the jurisdictional limit of the Submerged Lands Act of 1953 between the Seaward Boundary of the Gulf of Mexico States, Texas, and Puerto Rico, and the Three Nautical Mile Line of the Atlantic Ocean in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24 nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

Formerly C&GS 403,1st Ed., June 1957 KAPP 190

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FEET	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

NOTE B

RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTE

The two-way route shown on this chart is RECOMMENDED for use by all vessels traveling into or out of Fernandina Beach. This routing has been established to reduce the potential for vessel collisions with endangered North Atlantic right whales. Mariners are warned that some vessels might not be able to keep to the starboard side of the route at all times. CAUTION: Full bottom coverage surveys have not been conducted within the entire route, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The recommended range is typically 35 to 45 nautical miles from the antenna site, but can be less in valleys or at the nautical miles for stations at high elevations.

Jacksonville, FL	KHB-39	162.550 MHz
Waycross, GA	WXK-75	162.475 MHz
Brunswick, GA	WWH-39	162.425 MHz

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

GEORGIA - FLORIDA

ST MARYS ENTRANCE

CUMBERLAND SOUND AND KINGS BAY

Mercator Projection
Scale 1:25,000 at Lat. 30° 44'

World Geodetic System of 1984
(North American Datum of 1983)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE		Height referred to datum of sounding (MLLW)		
NAME	LAT/LONG	Mean Higher High Water	Mean High Water	Mean Tide Level
Kings Bay, Navy Basin	30°46'N 81°31'W	7.0	6.4	3.7
Kings Bay, Navy Pier	30°46'N 81°31'W	7.0	6.4	3.7
St. Marys, St. Marys River	30°42'N 81°33'W	6.4	5.8	3.2
St. Marys Entrance	30°42'N 81°28'W	6.3	6.0	3.2
Cherry, Terry River	30°41'N 81°34'W	6.3	5.7	3.2
Fernandina Beach, Amelia River	30°41'N 81°28'W	6.2	5.6	3.2

Datums: 1 = located in Mean Lowerlow Water datum values for a tide station. Real-time water levels, predictions, and total tide tables are available on the Internet from http://tidesandcurrents.noaa.gov.

(May 2015)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1)

Aids to Navigation (lights are white unless otherwise indicated)

AERO aeromedical
al alternating
bn beacon
C can
DIA diaphone
F fixed
F flashing
G green
Gp group
Gp Occ group occulting
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MHWI Mean Higher High Water
Mkr marker
Mo morse code
Mo flash
OBSC obscured
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R Tr radio tower
Rot rotating
sec seconds
SEC sector
St M statute miles
VQ very quick
W white
WHG whistle
Y yellow

Bottom characteristics

Blds boulders
Bk broken
Cy clay
Co coral
G gravel
Gn green
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
sh shells
Sh shoal
so soft
st stiff
v volcanic

Miscellaneous

AUTH authorized
ED existence doubtful
Obstn obstruction
PD position doubtful
PA position approximate
Rep reported
Wk wreck
(1) Wreck, rock, obstruction, or shoal overall (clear to the depth indicated).
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS Demarcation Line - International Regulations for Prevention of Sea, 1972.
Demarcation lines are shown thus:

CONTINUED ON CHART 11502

CONTINUED ON CHART 11504

CONTINUED ON CHART 11489

CONTINUED ON CHART 11488

CONTINUED ON CHART 11502

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids, such as Buoys. Consult Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

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

CAUTION

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

SUPPLEMENTAL INFORMATION

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

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). Positions plotted on navigational charts of North American Datum of 1927 must be corrected an average of 0.804" northward and 0.659" eastward to agree with this chart.

PLANE COORDINATE GRID

(based on NAD 1927)
Georgia State Plane coordinates, as indicated on this chart at 10,000 foot intervals.

CAUTION

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

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area | Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are buried or buried to a depth 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 anchoring, dragging, laying or repairing, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

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).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Pilot 4 and in the National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Positions received from sources thus:
○(Accurate location) ○(approximate location)

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, Seventh Coast Guard District, Miami, FL, or at the Office of the District Engineer, U.S. Corps of Engineers in Savannah, Ga. or Jacksonville, FL.

Refer to charted regulation section numbers.

INTRACOASTAL WATERWAY

The project depth from St. Simons Sound, Ga., to Fernandina, Fla., is 12 feet.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

FERNANDINA HARBOR

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2014
AND SURVEYS TO OCT 2013

CONTROLLING DEPTHS FROM SURVEYS IN FEET AT MEAN LOWER LOW WATER VALUE			
NAME OF CHANNEL	DEPTH (FEET)	WIDTH (FEET)	DATE OF SURVEY
QUARANTINE REACH	36	400-1100	8-15
OLD TOWN REACH	29	400-600	8-15
SEAWORD REACH	31	400	8-15

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

ST. MARYS ENTRANCE AND CUMBERLAND SOUND CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2013
AND SURVEYS TO OCT 2015

CONTROLLING DEPTHS FROM SOUNDINGS IN FEET AT MEAN LOWER LOW WATER VALUE						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE CLEARING	LEFT HARBOR CLEARING	RIGHT HARBOR CLEARING	RIGHT OUTSIDE CLEARING	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT MILES)	DEPTH (FEET)
ENTRANCE CHANNEL					12-15	250	1.00	40
RANGE A	43.5	44.6	43.1	40.7	8-15	400	1.10	40
RANGE A1	45.6	42.6	45.3	38.8	8-15	380-737	0.40	40
RANGE A2	46.4	46.6	47.5	46.0	8-15	757-838	0.40	40
RANGE B	44.8	46.2	45.2	38.5	8-15	838-982	0.60	40
RANGE C	45.1	45.4	45.1	45.3	8-15	982	0.50	40
RIVERMILE C AND D	36.0	—	—	—	—	1,000	0.70	44
RANGE D	41.2	42.4	41.9	37.4	8-15	990	1.60	44
RANGE E	42.7	42.7	43.3	39.0	7-15	511	1.00	44
RANGE F (WARNER REACH)	31.4	44.1	41.2	41.2	7-15	355-838	0.50	44
RANGE G (CUMBERLAND SAUND)	42.1	42.1	42.1	42.1	8-15	1000	0.80	44
RANGE H (STONEWALL REACH)	36.1	43.4	43.5	43.1	8-15	1000-400	0.80	44
RANGE I	24.3	39.9	43.3	38.5	8-15	737-838	0.50	40
RANGE J (NORTH TURNING BASIN)	27.5	18.6	—	—	8-15	470-838	0.35	40

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

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 4.

A	1990-2011	NOS Surveys	full bottom coverage
B1	1950-1989	NOS Surveys	partial bottom coverage
B2	1870-1989	NOS Surveys	partial bottom coverage
B3	1930-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions. Submerged pipelines and cables may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Aids to navigation may not be available to assist mariners in fixing their location. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary areas: 50 CFR 226.203c; 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards.

RECOMMENDED TWO-WAY ROUTE
(see note B)

PRECAUTIONARY AREA
(see note B)

Obstn
Dredging area
(AUTH 2015)

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.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.html.

SEDIMENT TRAPS

Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing litoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel; therefore, mariners should exercise caution when operating near them.

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

Nautical Miles 1000 0 1000 2000
Yards 1000 0 1000 2000
Meters 1000 0 1000 2000

St Marys Entrance-Cumberland Sound and Kings Bay

SOUNDINGS IN FEET - SCALE 1:25,000

11503

46th Ed., Jun. 2015. Last Correction: 12/7/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

To ensure that this chart printed at full scale, lay this bar across middle inches on chart. (12.7 centimeters)
If the line does not measure six inches (152.0millimeters), this copy is not certified safe for navigation.

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