SCALE 1:40,000

11512

CONTINUED ON CHART 11514 SIDE A

Formerly C&GS 440, 1st Ed., June 1867 C-1938-474 KAPP 231

JOINS CHART 11516

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES – EAST COAST

SOUTH CAROLINA – GEORGIA

SAVANNAH RIVER AND WASSAW SOUND

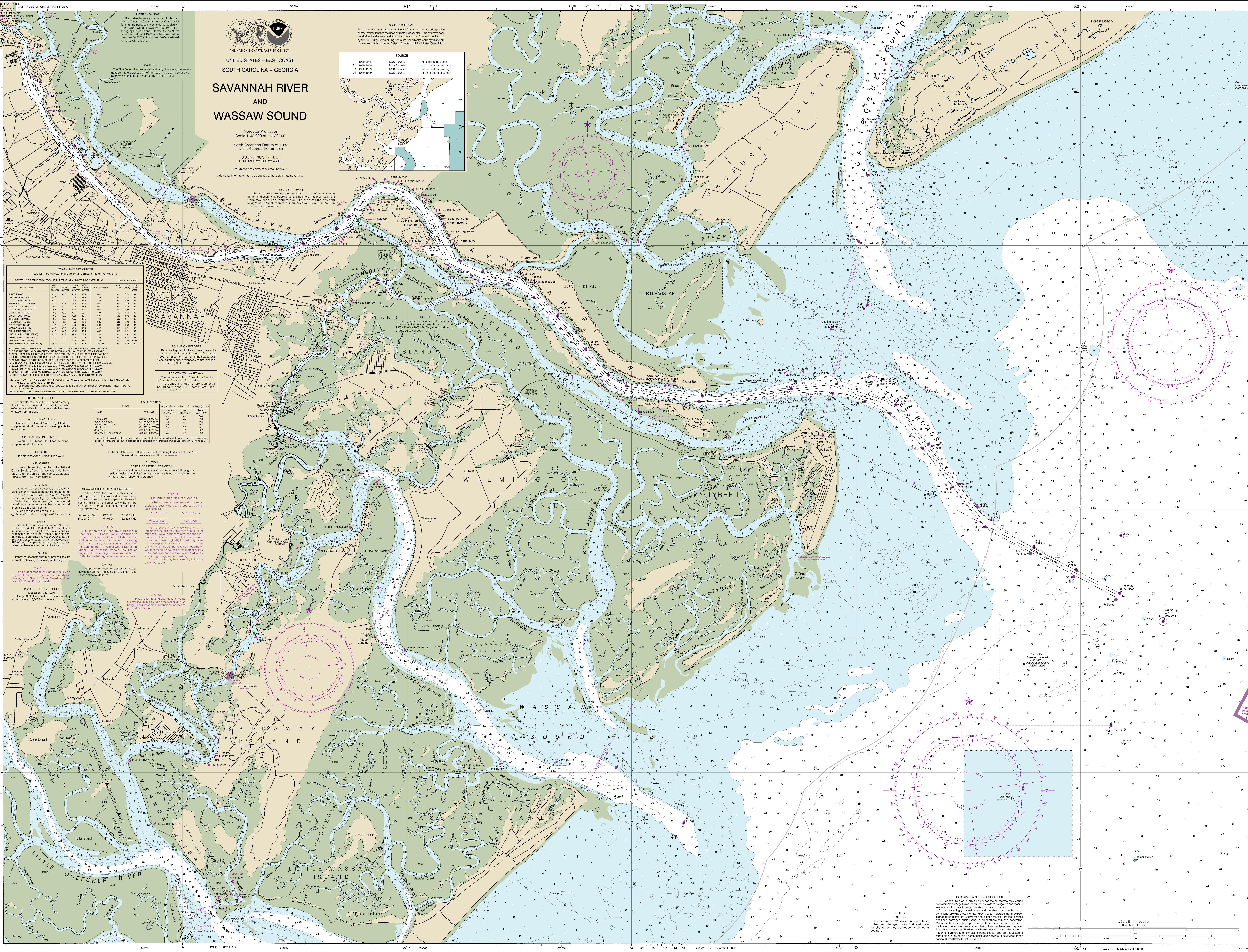
Mercator Projection
Scale 1:40,000 at Lat 32° 00′

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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



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 0.765" northward and 0.608" eastward to agree with this chart.

CAUTION

The Tide Gate will operate automatically; therefore, the areas upstream and downstream of the gate have been designated restricted areas and are marked by a line of 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.

SEDIMENT TRAPS

Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral 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.

NOTE C

Hydrography in St Augustine Creek, from the Intracoastal Waterway to a point at 32°02'50.6"N 080°58'24.7"W, is reported from a private survey of 2004.

SAVANNAH RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2015

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
TYBEE RANGE	43.5	43.0	45.0	43.0	8-15	600	3.79	44
BLOODY POINT RANGE	42.5	43.0	43.0	41.5	8-15	600	3.41	44
JONES ISLAND RANGE	42.5	42.5	43.0	43.5	8-15	600	1.33	44
TYBEE KNOLL CUT RANGE	43.0	43.5	43.0	42.5	8-15	500	2.84	42
NEW CHANNEL RANGE (A)	36.5	41.0	42.0	41.0	8-15	500	1.89	42
L. I. CROSSING RANGE	39.5	41.0	41.5	40.5	8-15	500	3.03	42
LOWER FLATS RANGE	40.0	43.0	42.5	36.5	8-15	500	1.52	42
UPPER FLATS RANGE	43.5	43.5	42.0	40.5	8-15	500	1.33	42
THE BIGHT CHANNEL	43.5	45.5	46.5	46.5	8-15	500	1.7	42
FT. JACKSON RANGE	42.0	45.0	44.5	39.5	8-15	500	0.76	42
OGLETHORPE RANGE	41.5	44.5	44.0	41.0	8-15	500	1.33	42
WRECKS CHANNEL (B)	39.5	43.5	45.0	42.5	8-15	500	1.7	42
CITY FRONT CHANNEL	41.5	44.5	43.0G	40.5	8-15	500	1.7	42
MARSH ISLAND CHANNEL (C)	39.5H	43.0	42.5	39.5	8-15	500	1.9	42
KINGS ISLAND CHANNEL (D)	39.0	40.5	41.0	38.5I	8-15	500	2.46	42
WHITEHALL CHANNEL (E)	23.0	22.5	24.0	27.5	8-15	400	0.66	42-36
PORT WENTWORTH CHANNEL (F)	30.0J	22.0	21.5	32.0	12-94; 8-15	200	1.33	30

A. OYSTER BED I. TURNING BASIN-CONTROLLING DEPTH 42.5 FT, 41.0 FT 100 FT FROM BACKSIDE.
B. FIG ISLAND TURNING BASIN-CONTROLLING DEPTH 35.0 FT, 25.0 FT 100 FT FROM BACKSIDE.
C. MARSH ISLAND TURNING BASIN-CONTROLLING DEPTH 29.0 FT, 20.0 FT 100 FT FROM BACKSIDE.
D. KINGS ISLAND TURNING BASIN-CONTROLLING DEPTH 34.0 FT, 34.0 FT 100 FT FROM BACKSIDE.
E. ARGYLE ISLAND TURNING BASIN-CONTROLLING DEPTH 26.5 FT 100 FT FROM BACKSIDE.
F. PORT WENTWORTH TURNING BASIN-CONTROLLING DEPTH 18.5 FT, 17.5 FT 100 FT FROM BACKSIDE.
G. EXCEPT FOR A 41 FT OBSTRUCTION LOCATED BY A NOS SURVEY AT 32°05'00.06"N 81°05'27.07"W
H. EXCEPT FOR A 39 FT OBSTRUCTION LOCATED BY A NOS SURVEY AT 32°05'18.29"N 81°05'58.99"W
I. EXCEPT FOR A 38 FT OBSTRUCTION LOCATED BY A NOS SURVEY AT 32°07'27.45"N 81°08'02.29"W
J. EXCEPT FOR A 31 FT OBSTRUCTION LOCATED BY A NOS SURVEY AT 32°09'15.04"N 81°09'11.46"W

NOTE: AT MEAN HIGH WATER, DEPTHS ARE ABOUT 7 FEET GREATER AT LOWER END OF THE HARBOR AND 7.7 FEET GREATER AT UPPER END OF HARBOR.
NOTE: FOR THE LEFT OUTSIDE AND RIGHT OUTSIDE QUARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 75 FEET INSIDE THE CHANNEL LIMITS.
NOTE- CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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).

INTRACOASTAL WATERWAY

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

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.

AIDS TO NAVIGATION

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

SUPPLEMENTAL INFORMATION

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

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Tybee Light	(32°02'N/80°51'W)	7.4	7.0	0.2
Beach Hammock	(31°57'N/80°56'W)	7.5	7.1	0.2
Romerly Marsh Creek	(31°56'N/81°00'W)	7.7	7.3	0.2
Isle of Hope	(31°59'N/81°03'W)	8.4	8.0	0.2
Savannah	(32°05'N/81°05'W)	8.6	8.1	0.2
Savannah River Entrance	(32°02'N/80°54'W)	7.5	7.1	0.2

Height referred to datum of soundings (MLLW)

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.

(Jul 2014)

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

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

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

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) o(Approximate location)

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.

CAUTION

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

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.

PLANE COORDINATE GRID

(based on NAD 1927)

Georgia State Grid, east zone, is indicated by dotted ticks at 16,000 foot intervals.

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.

Savannah, GA	KEC-85	162.400 MHz
Metter, GA	WWH-25	162.425 MHz

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Fla., or at the Office of the District Engineer, Corps of Engineers in Savannah, Ga. Refer to charted regulation section numbers.

CAUTION

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

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 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

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

NOTE B

CAUTION

The entrance to Wassaw Sound is subject to frequent change. Buoys 4, 6, and 8 are not charted as they are frequently shifted in position.

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 following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. 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.

SCALE 1:40,000

CONTINUED ON CHART 11509

JOINS CHART 11511

64th Ed., Aug. 2014

11512

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.htm.

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

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 retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain 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.

FATHOMS / FEET / METERS

Savannah River and Wassaw Sound
SOUNDINGS IN FEET - SCALE 1:40,000

Last Correction: 10/16/2015. Cleared through:
LNM: 4115 (10/13/2015), NM: 4215 (10/17/2015)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

This chart was distributed as a PDF (Portable Document Format). Printing PDFs may alter the chart scale, color, or legibility that may impact suitability for navigation. Printed charts provided by NOAA certified Print on Demand (POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod