BookletChart™

St. Marys Entrance – Cumberland Sound and Kings Bay
NOAA Chart 11503

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
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 correction publications 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=115

(Selected Excerpts from Coast Pilot)
St. Marys Entrance and Cumberland Sound are 16 miles southward of St. Andrew Sound and 19 miles northward of St. Johns River. The sound is the approach to the city of Fernandina Beach, the city of St. Marys, the Naval submarine support base in Kings Bay, and an inland passage to St. Andrew Sound through its connection with the Cumberland River.

Prominent features—Amelia Island Light (30°40’24”N, 81°26’30”W.), 107 feet above the water, is shown from a 64-foot white conical tower 2 miles southward of the entrance to Cumberland Sound. It is reported that the light is difficult to distinguish above the surrounding tree line during the daytime. Also prominent from seaward are the homes along the beach 2 to 3 miles south of the entrance, the condominiums about 5 miles south of the entrance, and a 295-foot-high processing tower southwest of the entrance, about 0.9 mile 309° from Amelia Island Light. The tower is marked at night by flashing red lights. A lighted 1,500-foot fishing pier at the inner end of the south jetty is also prominent. The smoke from the stacks of the paper companies at Fernandina Beach and St. Marys make them easily visible from all directions.

Channels—A federal project provides for a depth of 46 feet in the entrance channel, thence 42 feet northward through Cumberland Sound to two turning basins of the same depth in Kings Bay about 9.0 and 10.0 miles, respectively, above the outer ends of the jetties. Turning basins, marked by lighted buoys, are located on the north and south sides of the entrance channel, about 1.7 miles above the jetties, and have project depths of 42 feet. A channel leads from inside the bar southward in Amelia River with a project depth of 36 feet to a turning basin; thence 35 feet through the turning basin; thence 28 feet to a turning basin off Rayonier Wharf, about 5.8 miles above the jetties. In 1992, the project above Seaboard Reach was reported to be no longer maintained. (See Notice to Mariners and the latest editions of the charts for controlling depths.)

Anchors—Vessels anchor outside St. Marys Entrance about 1 mile northward of the approach range in about 42 to 46 feet of water, and sand and shingle bottom. Inside the entrance fair anchorage is along the sides of the channels in Cumberland Sound and in the Amelia River according to draft.

Currents—The tidal currents at the entrance have considerable velocity and are dangerous at times, especially on the flood which generally sets northward and on the ebb which sets southeastward except during northeast winds when there is a strong southerly set off the end of the jetties on both tides. It has been reported that this set sometimes attains a velocity exceeding 5 knots. Maximum current velocities are reported to be 2.0 to 3.9 knots in St. Marys Entrance and 1.0 to 2.5 knots in the Cumberland Sound channel. Large vessels are cautioned not to enter the entrance channel before the pilot boards. Freshets in the St. Marys River may cause the ebb to run 7 or 8 hours. Current predictions for Cumberland Sound vicinity may be obtained from the Tidal Current Tables.

North Atlantic Right Whales—Approaches to the St. Marys River entrance lie within designated critical habitat for endangered North Atlantic right whales (see 50 CFR CFR 226.203(c), chapter 2). The area is a calving ground from, generally November through April. It is illegal to approach right whales closer than 500 yards. (See 50 CFR 224.103(c), chapter 2 for limits, regulations, and exceptions.) Recommended two-way Whale Avoidance Routes have been established in Cumberland Sound to reduce the likelihood of ship strikes of endangered North Atlantic right whales. All vessels are encouraged to use recommended routes when traveling into or out of Fernandina Harbor. (See North Atlantic right whales, indexed as such, in chapter 3 for more information on right whales and recommended measures to avoid collisions.)

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

RCC Miami Commander
7th CG District (305) 415-6800
Miami, FL
NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation.

For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers.

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

PORT SIDE
ODD NUMBERED AIDS

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO STARBOARD
TOPMOST BAND GREEN
GREEN LIGHT ONLY
COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO PORT
TOPMOST BAND RED
RED LIGHT ONLY
COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE
EVEN NUMBERED AIDS

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.
Note: Chart grid lines are aligned with true north.
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING: Mariners will not rely solely on radar to navigate, particularly on the U.S. Coast Guard Light List. Refer to aids to navigation for details.

OS TO NAVIGATION:
U.S. Coast Guard Light List for information concerning aids to navigation. See Mariners' Notes.

CAUTION:
Changes or defects in aids to navigation are indicated on this chart. See Mariners' Notes.

MENTAL INFORMATION:
U.S. Coast Pilot 4 for important information.

VERTICAL DATUM:
Reference datum of this chart. Datum of 1983 (NAVD 88), which is considered equivalent to the North American Vertical Datum of 1927, must be corrected and referenced to the North American Vertical Datum of 1988 (NAVD 88).

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:33333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
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, charted depths and shorelines may not reflect actual conditions following these storms. Field aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, barged, sunk, entrained or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Weeds and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or exposed.

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

**Table:**

<table>
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<tr>
<th>NAME OF CHANNEL</th>
<th>LEFT QUARTER</th>
<th>RIGHT QUARTER</th>
<th>MIDDLE QUARTER</th>
<th>DEPTH OF SOUND</th>
<th>LENGTH</th>
<th>WIDTH</th>
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<td>59.7</td>
<td>59.4</td>
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<td>600</td>
<td>180</td>
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<td>37.5</td>
<td>36.5</td>
<td>6.16</td>
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<td>180</td>
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<td>CUT - 3</td>
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<td>37.4</td>
<td>36.4</td>
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<td>180</td>
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<td>55.5</td>
<td>54.5</td>
<td>6.16</td>
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<td>180</td>
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<tr>
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<td>180</td>
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<td>CUT - 10</td>
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<td>21.5</td>
<td>6.16</td>
<td>250</td>
<td>180</td>
</tr>
</tbody>
</table>

**Note:** Consult the Corps of Engineers for changing conditions subsequent to this advisory information.

**Sediment Traps:**

Sediment traps are designed to delay or prevent all a channel by impeding siltation. If it tracks may thistle at a rapid rate slipping, navigation channel, they offer, mariners to when operating near them.
RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards.

RESTRICTED AREA
(50 CFR 224.105; see note C)
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.

EMERGENCY INFORMATION
      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
Chart and chart related inquiries and comments — http://ocsdata.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 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

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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.

NOAA’s Office of Coast Survey
The Nation’s Chartmaker