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 vessels under Titles 33 and 44 of the Code of Federal Regulations. The Twin Fixed Spans of Interstate 95 have a clearance of 35 feet. The twin fixed spans of Interstate 95 have a clearance of 35 feet. St. Simons Light (31°08’00”N, 81°23’36”W), 104 feet above the water, is shown from a white conical tower attached to a brick dwelling on the north side of the entrance to the sound. St. Simons Island Coast Guard Station is 1.2 miles northeast of the light. An unmarked wreck, covered 24 feet, is 1.4 miles east of the entrance to the bar channel. St. Simons Island and St. Simons

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=11506

(Selected Excerpts from Coast Pilot)
The northern portion of St. Simons Island is marshy and traversed by Hampton River. The dangerous shoals on both sides of the channel are unmarked; strangers should not attempt entrance from seaward without local knowledge. The depth was 3 feet from Buttermilk Sound to Village Creek. Village Creek. After a crooked course of several miles, joins the Blackbank River, a narrow and twisting stream flowing between the two islands and entering the sea south of Hampton River. The depth was 4 feet for 4.6 miles above the mouth, thence 1 foot through the cut to Blackbank River and the Sea Island Bridge. Village Creek is dry above the cut at low water. The highway bridge crossing Blackbank River has a clearance of 7 feet; overhead cables 200 feet south of the bridge have a clearance of 16 feet. St. Simons Sound forms a good harbor and is the approach to the city of Brunswick. The entrance is obstructed by dangerous shifting shoals, forming a bar that extends 5.5 miles offshore. A channel through the bar has a depth of 32 feet. A lighted buoy marks the entrance. Brunswick River. The only bridge crossing the main channel is the Route 17 bridge at Brunswick which has a clearance of 24 feet down and 139 feet up. Route 303 bridge crossing Turtle River has a clearance of 35 feet. The Twin Fixed Spans of Interstate 95 have a clearance of 35 feet. St. Simons Light (31°08’00”N, 81°23’36”W), 104 feet above the water, is shown from a white conical tower attached to a brick dwelling on the north side of the entrance to the sound. St. Simons Island Coast Guard Station is 1.2 miles northeast of the light. An unmarked wreck, covered 24 feet, is 1.4 miles east of the entrance to the bar channel. Fish havens, marked by unlighted buoys, are 3 miles northeast and 16 miles east-southeast of the bar channel. Shoal areas and spoil areas are in the approaches from the outer lighted whistle buoy to the midchannel lighted whipple buoy at the entrance to the bar channel. These should be avoided in heavy weather. A rock ledge, 600 to 800 feet long and covered 20 feet, is parallel to the south side of Cedar Hammock Range in about 31°06’27”N., 81°25’53”W. In the area across the channel from Brunswick, anchorage is only for small craft. Tidal currents follow the channel across the bar with a velocity of 2 knots. During northeasterly weather there is a strong southerly set across the bar channel and in southeasterly weather a strong northerly set. Gasoline, diesel fuel and water are available at Brunswick. Facilities are along the Intracoastal Waterway east of the city. St. Simons Island and St. Simons are summer resort towns on St. Simons Dangers.—An unmarked wreck, reported covered 24 feet, is in 31°03’10”N., 81°13’45”W., about 1.4 miles eastward of the entrance to the bar channel. Fish havens, marked by private unlighted buoys, are 3 miles northeastward and 16 miles east-southeastward, respectively, of the entrance to the bar channel. Shoal areas and spoil areas are in the approaches from the outer lighted whistle buoy to the midchannel lighted whipple buoy at the entrance to the bar channel. These should be avoided in heavy weather. A rock ledge, about 600 to 800 feet long and covered 20 feet, is parallel to the south side of Cedar Hammock Range in about 31°06’27”N., 81°25’53”W. In 2009, this obstruction was reported to be removed. Currents.—Tidal currents normally follow the general direction of the dredged channel across the bar with a velocity of 2 knots. During northeasterly weather there is a strong southerly set across the bar channel and in southeasterly weather a strong northerly set. Current predictions for a number of locations in the vicinity of St. Simons Sound may be obtained from the Tidal Current Tables. Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)
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**
- GREEN LIGHT ONLY
- FLASHING (2)
- FLASHING OCCULTING
- QUICK FLASHING
- ISO

**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**
- RED LIGHT ONLY
- FLASHING (2)
- FLASHING OCCULTING
- QUICK FLASHING
- ISO

---

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](http://www.navcen.uscg.gov)
ST SIMONS SOUND
BRUNSWICK HARBOR AND
TURTLE RIVER

Mercator Projection
Scale 1:40,000 at Lat 31° 08'
North American Datum of 1983
World Geodetic System 1984
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.
ST SIMONS SOUND
BRUNSWICK HARBOR AND
TURTLE RIVER

Mercator Projection
Scale 1:40,000 at Lat 31° 09'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

ACKNOWLEDGMENT
The National Ocean Service acknowledges the exceptional cooperation received from members of the Golden Isles Squadron, District 26, United States Power Squadrons, in continually providing essential information for revising this chart.

NOTE D
RIGHT WHALE SEASONAL MANAGEMENT AREA
All vessels greater than or equal to 65 feet in length must slow to speeds of 10 knots or less in seasonal management areas.

Artwork Copyright 2012. All rights reserved. Use of this chart implies acceptance of these conditions. Printed at reduced scale. See Note on page 5.
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on towing aids. See U.S. Coast Guard 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.

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

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

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot. Additional or revised to Chapter 2 are published in the kit and to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, Second Coast Guard District, in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Savannah, Georgia.

Refer to charted regulation section numbers.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1927 (NAD 27), which for charting purposes is 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 0.6307 northwest and 0.0037 eastward to agree with this chart.

SCALE 1:40,000
Nautical Miles

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 shorelines may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Likewise, they may have been moved from their charted positions, damaged, sunk, or otherwise made ineffective. Mariners should not rely upon the position or operation of any aid to navigation. Weeds 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 disappearances and hazards to navigation to the nearest United States Coast Guard unit.

Joins page 11
Note: Chart grid lines are aligned with true north.
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
Chart and chart related inquiries and comments — http://ocsdata.ncdc.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNK 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

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.