Sapelo and Doboy Sounds
NOAA Chart 11510

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
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.


(Selected Excerpts from Coast Pilot)

Sapelo Sound is about 33 miles southwest of Tybee Light.

A lighted buoy is 15 miles off the entrance. (See chart 11509.) About 8 miles from the entrance the break in the shore can be seen on a clear day. The tower of the abandoned lighthouse is 10 miles southwestward of the sound. Vessels should stay in a depth of over 5 fathoms until the bar channel buoys are seen because shoals extend about 5 miles offshore.

With the aid of the chart, and on a rising tide and a smooth sea, vessels should have no difficulty in entering during daylight by following the buoys. In 2001, a changeable area with shoaling to about 1 foot was reported in about 31°32’29”N., 81°08’01”W., 0.75 mile eastward of Experiment Shoal. A swash channel between Experiment Shoal and St. Catherines Island has a least depth of 1 foot. Another unmarked channel south of the main channel has a reported depth of 8 feet and is used by fishing boats.

No towns of any importance are on the sound or tributaries. In northeasterly weather, anchorage can be made in the lower part of South Newport River with fair protection.

Currents.—In the entrance to the sound the velocities of flood and ebb are 2.1 and 2.5 knots, respectively. The Tidal Current Tables should be consulted for current predictions. (See the Tide Tables for tidal differences on Sapelo River and its tributaries.)

The Intracoastal Waterway enters Sapelo Sound from the northward through South Newport River and continues southward to Doboy Sound through Sapelo River, Front River, Creighton Narrows, and Old Teakettle Creek.

South Newport River flows into the sound from northward just inside the entrance. In 1983, the reported controlling depth in the river was 5 feet through Cross Tide Creek to its junction with North Newport River, thence 5 feet down the river to the Intracoastal Waterway. Sapelo River, entering the sound from westward, is used only by small fishing boats, except for the lower part below Front River which forms a part of the Intracoastal Waterway.

In 1963, a draft of 13 feet could be carried from the deeper waters of Sapelo River into the mouth of Front River, at the head of which a dredged channel through Creighton Narrows offers passage to Old Teakettle Creek and thence to Doboy Sound. The Intracoastal Waterway follows this route.

The coastline from Sapelo Sound to Doboy Sound is formed by the shores of Blackbeard Island and Sapelo Island. Blackbeard Creek, which empties into Cabretta Inlet, from all directions, they appear as a single island and are described as such. Taken together they are 10 miles long in a south-southwesterly direction and 4 miles wide. Large portions of both islands are heavily wooded. The western part of Sapelo Island consists almost entirely of broad marshes with numerous creeks. Most important of these is Duplin River, which has deep water for several miles and affords means of communication to the island.

Grays Reef National Marine Sanctuary (see chart 11509) has been established to protect and preserve the live bottom ecosystem and other natural resources of Grays Reef. The sanctuary comprises a 16.68-square-mile area about 18 miles east of Sapelo Island.

Anchorage.—Good anchorage is found anywhere in the channel of the sound upstream from Commodore Island except in the cable area.

The Intracoastal Waterway enters Doboy Sound through Old Teakettle Creek and passes southward through North River, Darien River, Rockedundy River, and Little Mud River to Altamaha Sound.

Duplin River, entering Doboy Sound from northward, is a small stream about 5 miles long. Submerged piling extend off the northwest side of the entrance. In 1983, the reported midchannel controlling depth was 9 feet from the entrance to Pumpkin Hammock, thence 6 feet for another 2 miles. A ferry from the mainland docks on the eastern bank of the river, 0.3 mile upstream from the entrance. The dock has a depth of 15 feet alongside. An overhead power cable with a clearance of 38 feet crosses the river about 1.7 miles above the mouth.

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

- GREEN LIGHT ONLY
- FLASHING (2)
- FLASHING OCCULTING QUICK FLASHING
- ISO

PREFERRED CHANNEL NO NUMBERS – MAY BE LETTERED

PREFERRED CHANNEL TO STARBOARD

PREFERRED CHANNEL TO PORT

PREFERRED CHANNEL TO PORT

PREFERRED CHANNEL TO PORT

PREFERRED CHANNEL TO PORT

PREFERRED CHANNEL TO PORT

PREFERRED CHANNEL TO PORT

PREFERRED CHANNEL TO PORT

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
This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57142. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
The chart grid lines are aligned with true north.

Printed at reduced scale.

See Note on page 5.

Use NOAA electronic navigational charts for the most up-to-date information.

NOAA encourages users to submit inquiries about this chart at https://www.nauticalcharts.noaa.gov.
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.

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
- 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.

**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!**