BookletChart™

Savannah River and Wassaw Sound
NOAA Chart 11512

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 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=11512

(Selected Excerpts from Coast Pilot)

Calibogue Sound is entered between Hilton Head Island and Daufuskie Island, 5 miles northward of Tybee Light (32°01′18″N., 80°50′48″W.). The entrance is obstructed by shifting shoals through which are several crooked channels. The best channel extends from Tybee Roads northward between Bloody Point Range Front Light and the northwest end of the submerged breakwater 1.9 miles northeast of Tybee Light. The channel into the sound is marked by lights, a buoy, and daybeacons. The depth was 10 feet over the bar. Inside the bar, depths are ample.

Savannah River is navigable for deep-draft vessels to the upper end of Savannah Harbor, 19 miles above the entrance jetties, and for barges to the city of Augusta, 172 miles above the entrance. Deep-draft vessels approach the entrance from outside Savannah Light.

Savannah, on the south bank of Savannah River about 15 miles above the outer end of the jetties, is the second largest city and chief port of the State of Georgia. It is a leading southern port and is the main distributing point for the surrounding country. The city has considerable coastwise and foreign trade, and is connected with coastal cities to the north and south by the Intracoastal Waterway which crosses Savannah River several miles below the waterfront terminals.

Tybee Light (32°01′20″N., 80°50′44″W.), 144 feet above water, is shown from an octagonal brick tower, lower one third white and upper two thirds black, on the northeast end of Tybee Island.

A Federal project provides for a 44-foot channel across the bar through Tybee Roads to the jetties, thence 42 feet for about 16 miles in the main channel to the turning basin at Kings Island, thence 36 to 42 feet for about 1 mile, thence 30 feet for another 1.4 miles to the head of the project about 500 yards below U.S. Route 17 highway bridge. The channels are marked by lighted ranges, lights, and lighted and unlighted buoys.

A 2.1-mile-long sediment trap is in Back River on the north side of Hutchinson Island. A tide gate is at the head of the sediment trap. The danger area of an Air Force air-to-air and air-to-water gunnery and bombing range is about 15 miles seaward of the light. The entrance to the Savannah River is protected by jetties. The north jetty is unmarked and awash at mean high water and marked 0.2 mile seaward of its east end by a light. The south jetty is submerged at mean high water and marked at the east end by a light.

Route 17A served by this bridge crosses Back River to the northeastward over a trestle with a clearance of 10 feet. The CSX bridge crosses Back River above the Eugene Talmadge Memorial Highway bridge on a trestle with a clearance of 11 feet; an overhead power cable on the south side of this bridge has a clearance of 15 feet. The Route 17 (Houlihan) bridge a mile above Port Wentworth at the head of the Federal project, has a clearance of 8 feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign, WHV-879. A bridge across Middle River has a clearance of 5 feet, and a bridge across Little Back River has a 40-foot fixed span with a clearance of 8 feet.

The velocity of the ebb current from the entrance jetties to Savannah is from 2.2 to 3.1 knots. The flood current has a velocity of from 1.6 to 2.4 knots. The current is considerably influenced by winds and freshets. Currents set in the direction of the channel except at the entrance near Tybee Light, where the flood sets northwestward across the channel. Between the jetties the flood sets 260°.

Currents.—The tidal currents in Wassaw Sound reach velocities up to 2.2 knots. Predictions for a number of places in the sound and vicinity may be obtained from the Tidal Current Tables.
**Navigation Manager Regions**

Northwest & Pacific Islands
crescent.moegling@noaa.gov

California
jeffrey.farguson@noaa.gov

Great Lakes
greatlakes.navmanager@noaa.gov

Northeast
northeast.navmanager@noaa.gov

Mid-Atlantic
midatlantic.navmanager@noaa.gov

Southeast
kyle.ward@noaa.gov

Texas
texas.navmanager@noaa.gov

South Florida, Puerto Rico & U.S. Virgin Islands
florida.navmanager@noaa.gov

Alaska
alaska.navmanager@noaa.gov

---

To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/

---

**Lateral System As Seen Entering From Seaward**

on navigable waters except Western Rivers

**PORT SIDE**

**ODD NUMBERED AIDS**

- Green Light Only
- Flashing (2)
- Occulting
- Quick Flashing
- ISO

**PREFERRED CHANNEL NO NUMBERS – MAY BE LETTERED**

- Preferred Channel to Starboard Topmost Band Green

**PREFERRED CHANNEL TO PORT**

- Preferred Channel to Port Topmost Band Red

**STARBOARD SIDE**

**EVEN NUMBERED AIDS**

- Red Light Only
- Flashing (2)
- 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
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 (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.