St. Helena Sound
NOAA Chart 11517

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.


(Selected Excerpts from Coast Pilot)

The entrance to St. Helena Sound is 7 miles wide between Bay Point, the southern extremity of Edisto Island, on the northeast and Hunting Island on the southwest. The 132-foot Hunting Island Light (32°22'32"N., 80°26'16"W.), and the elevated tank on the northern part of Hunting Island make good landmarks. There are several channels through the shoals which extend about 6 miles seaward from the sound entrance. In 1983, the buoys channel had a reported depth of 15 feet; caution is advised. The mean range of tide on the bar and in the entrance to the sound is about 6 feet. In 1973, a survey revealed depths of 1 foot to 14 feet less than those charted across the entrance to St. Helena Sound. Caution is advised in navigating this area.

In 1992, a partially submerged wreck was 2.0 miles northeast of South Edisto River Approach Lighted Buoy A in about 32°26'.0"N., 80°16.0'W. Most important of the several navigable rivers emptying into the sound are South Edisto, Ashepoo, Coosaw, Morgan, and Harbor Rivers; the first three are links in the route of the Intracoastal Waterway. The Ashepoo-Combahee-Edisto (ACE) Basin National Estuarine Research Reserve and National Wildlife Refuge are Marine Protected Areas (MPA) in the central portion of St. Helena Sound.

South Edisto River, which empties into St. Helena Sound immediately westward of Bay Point, is of little commercial importance. The approach to the river is marked by buoys. The river above its junction with Dawho River, about 18 miles above Bay Point, is known as Edisto River. Big Bay Creek is unmarked and empties into the east side of South Edisto River just above Bay Point. A marina about 0.3 mile above the creek entrance on the south side has transient berths, gasoline, diesel fuel, pump-out, water, ice, and supplies. It has been reported that small craft have run aground at night when making Big Bay Creek from the northward by using the street and house lights on Edisto Beach as guides; extreme caution is advised.

Edisto Beach State Park is about 2 miles northeastward of Bay Point. A marked channel into South Edisto River, about 3 miles southeastward of Bay Point, has depths of 12 to 16 feet over the ocean bar. An unmarked fish haven is on the southeast side of South Edisto River above Bay Point in about 32°32.3'N., 80°23.3'W. The Intracoastal Waterway leads through South Edisto River from landcuts at Fenwick Cut and Watts Cut, about 5.3 miles and 11.3 miles above Bay Point, respectively. This section of the river, between Fenwick Cut and Watts Cut, is marked in accordance with Intracoastal Waterway markings. In 1983, the reported controlling depth from Bay Point to the junction with the Intracoastal Waterway at Fenwick Cut was 10 feet, and from Watts Cut to Willtown Bluff, about 20 miles above Bay Point, the reported controlling depth was 10 feet.

The river is usually entered from the Intracoastal Waterway; the entrance from the ocean is rarely used.

Currents.—Currents at the entrance have a velocity of about 2 knots; predictions may be obtained from the Tidal Current Tables. A draft of about 3 feet can be taken for about 8 miles above Willtown Bluff to Jacksonboro.

Ashepoo River, about 4.5 miles westward of Bay Point, flows into St. Helena Sound from northward on the west side of Otter Islands. A highway bridge over the river, 13 miles above the mouth, has a fixed span with a clearance of 20 feet. The side piers of a former swing bridge adjacent westward of the fixed bridge are used as fishing piers. An overhead power cable just westward of the bridge has a clearance of 63 feet, and another overhead power cable 4 miles above the bridge has a clearance of 84 feet. Mariners are advised to navigate with caution, because depths vary greatly in the river.

Morgan River flows into St. Helena Sound from westward. The river is about 8 miles long and at its head connects with Chowan Creek, a tributary of Beaufort River. At the divide, this passage is nearly dry at low water where U.S. Route 21 highway bridge has a 28-foot fixed span with a clearance of 4 feet. The mean range of tide near the head of Morgan River is about 7 feet. Coffin Creek is on the south side of Morgan River near the mouth.
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

<table>
<thead>
<tr>
<th>PORT SIDE</th>
<th>ODD NUMBERED AIDS</th>
<th>EVEN NUMBERED AIDS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GREEN LIGHT ONLY</strong></td>
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<td>RED LIGHT ONLY</td>
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<tr>
<td><strong>QUICK FLASHING</strong></td>
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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.
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. See Note on page 5.
Restrict Area
(50 CRU 224.105, see note B)
Supplemental Information
Consult U.S. Coast Pilot 4 for important supplemental information.

The Nation’s Chartmaker Since 1907

UNITED STATES - EAST COAST

SOUTH CAROLINA

ST HELENA SOUND

Mercator Projection
Scale 1:40,000 at Lat 32° 26’
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOW HIGH WATER
For Symbols and Abbreviations see Chart No. 1

HEIGHTS
Heights in feet above Mean Higher Water.

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

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

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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