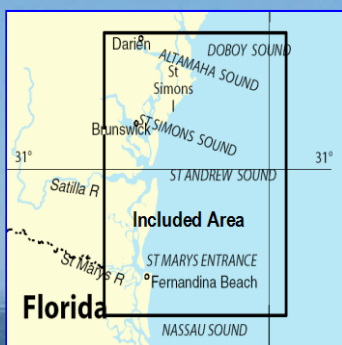


# BookletChart™

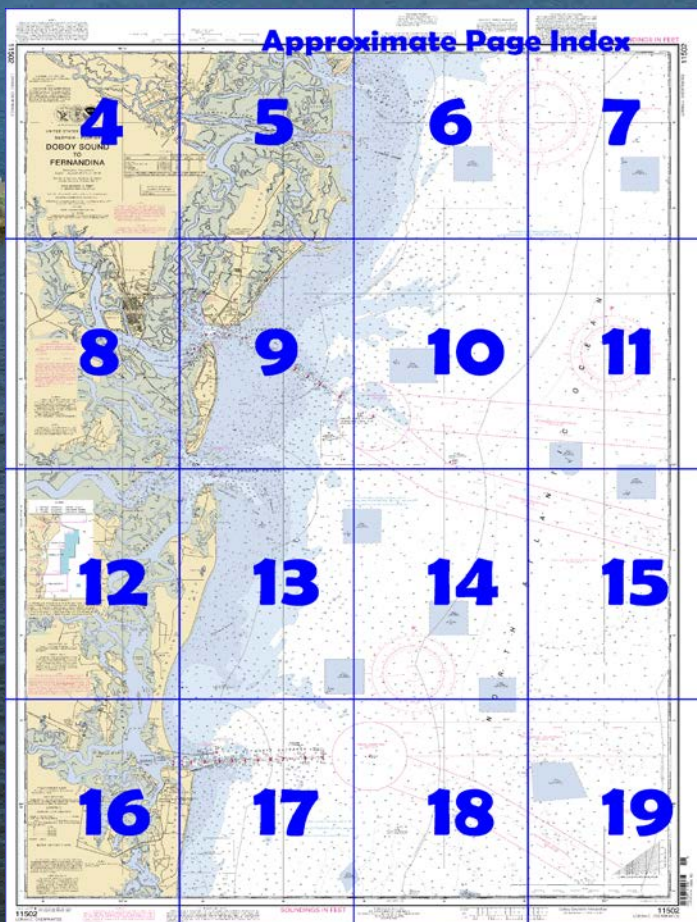
## ***Doboy Sound to Fernandina*** **NOAA Chart 11502**



***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



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### 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=11502>



#### (Selected Excerpts from Coast Pilot)

The coast from Savannah River to St. Johns River extends in a south-southwesterly direction for about 100 miles. Islands separated by numerous sounds and rivers constitute the entire coast.

Caution must be observed along this section of the coast because of the inshore sets caused by the numerous rivers and sounds.

Private lighted and unlighted buoys mark several fish havens that have been

established as much as 27 miles offshore.

The coast between Altamaha and St. Simons Sounds is formed by the shores of **Little St. Simons Island**, **Sea Island**, and **St. Simons Island**.

These islands are separated only by stretches of marsh traversed by small streams, and from seaward appear as one body of land although from certain points the marshes, alternating with patches of trees, give the land an unusually broken appearance.

**St. Simons Sound.** The 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** is the second largest port of commercial importance in Georgia.

**Brunswick Harbor** comprises the improved channel across the bar, St. Simons Sound, Brunswick River, and Turtle River.

**Brunswick River** enters the sound from southwestward just inside the entrance and provides access for oceangoing vessels to the city of Brunswick. For a distance of 2.8 miles above its mouth, the river has an average width of 1.3 miles, but the deepwater channel averages only 0.3 mile in width. Above Brunswick Point the river has an average width of 0.7 mile to Andrews Island, which divides it into two branches: **Turtle River** and **East River** to the mouth of **Academy Creek**.

The only bridge crossing the main channel is the Route 17 bridge at Brunswick, 5.4 miles above the mouth, which has a lift span with a clearance of 24 feet down and 139 feet up. Route 303 bridge, crossing Turtle River above the head of the improvement, has a clearance of 35 feet at the center. The Interstate 95 bridge, 0.6 mile upstream, has a clearance of 35 feet.

**Danger areas** for air-to-air and air-to-water gunnery and bombing ranges are off the Georgia coast; see **334.490**, chapter 2, for limits and regulations. (See chart 11480.)

**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 whistle 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.)

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

RCC Miami

Commander

7th CG District

Miami, FL

(305) 415-6800

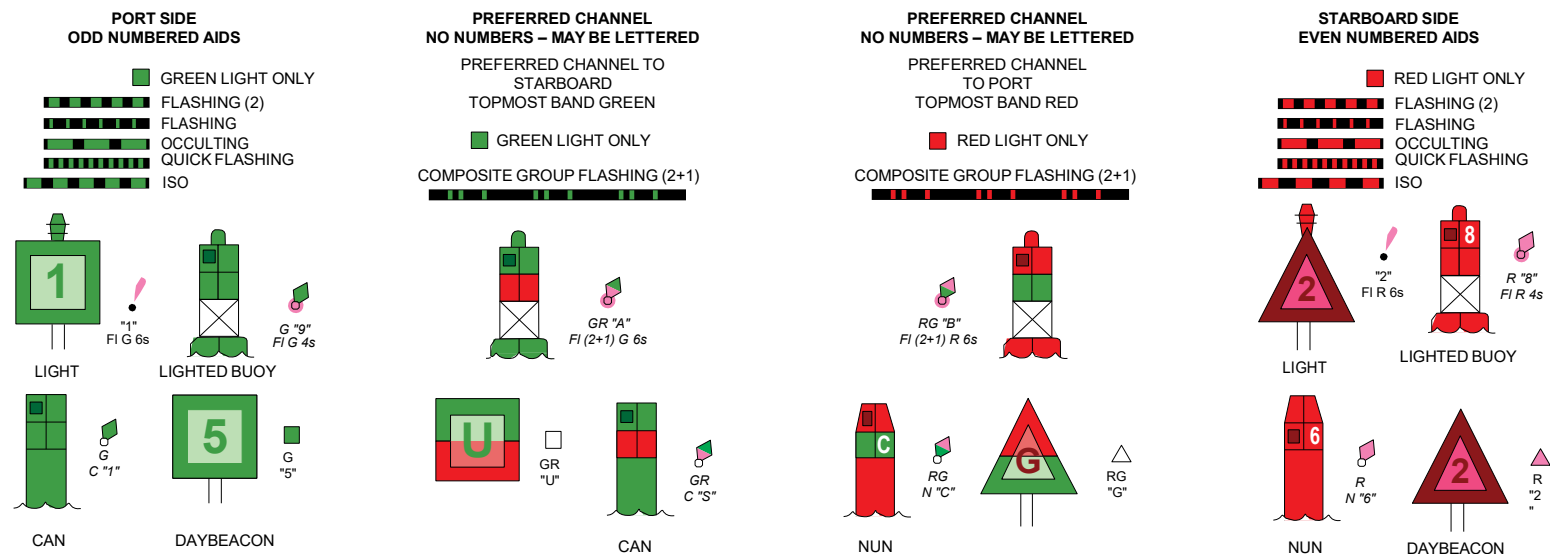
# Navigation Manager Regions



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

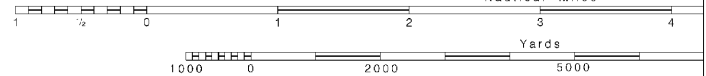


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

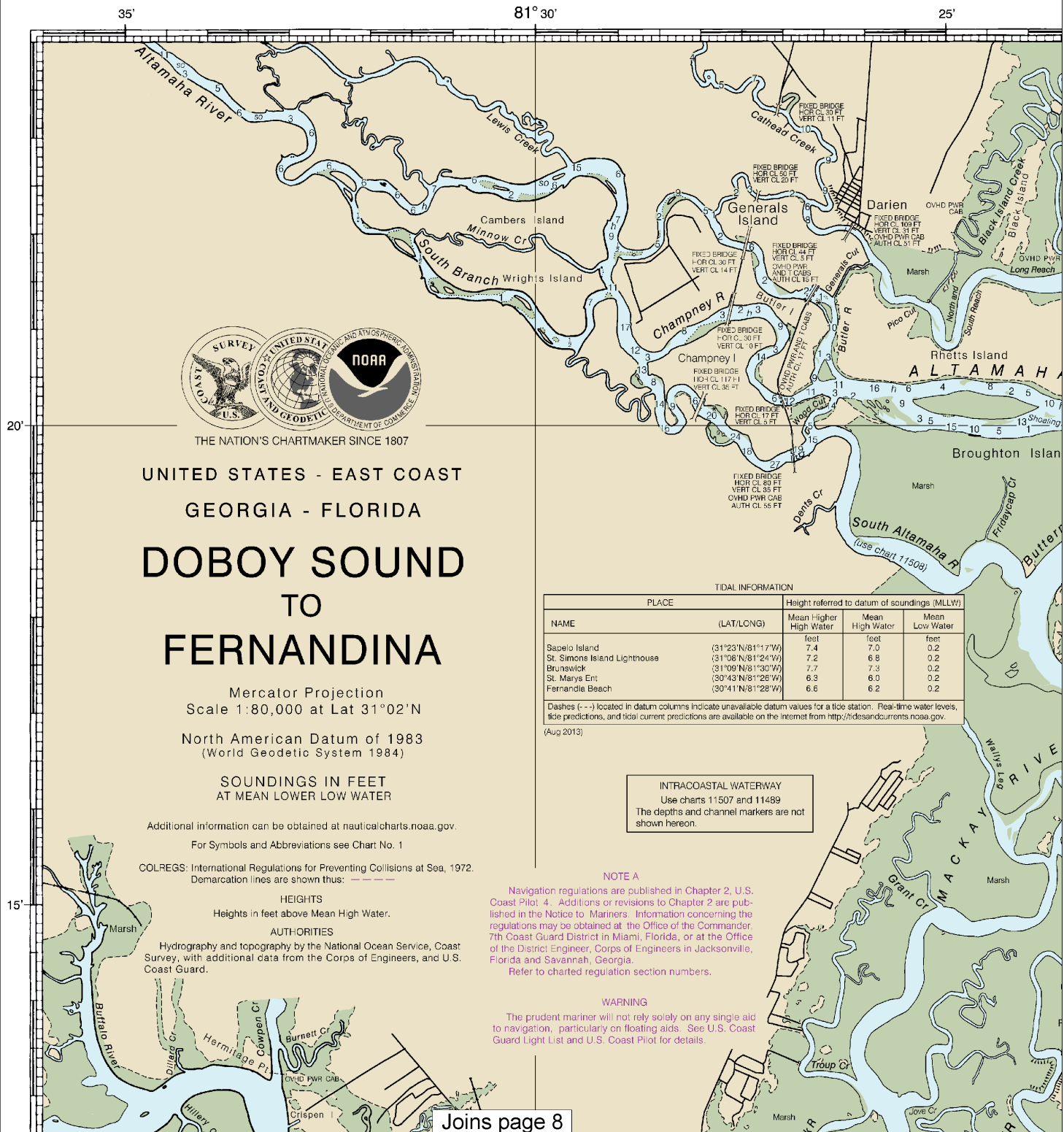
NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

SCALE 1:80,000  
Nautical Miles



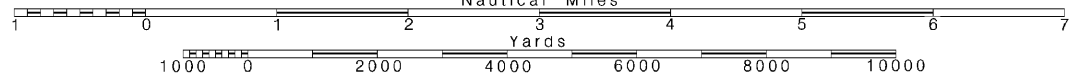
11502



Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.

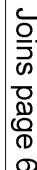


Note: Chart grid lines are aligned with true north.

4

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Formerly C&GS 1242, 1st Ed., June 1927 C-1940-524 KAPP 264

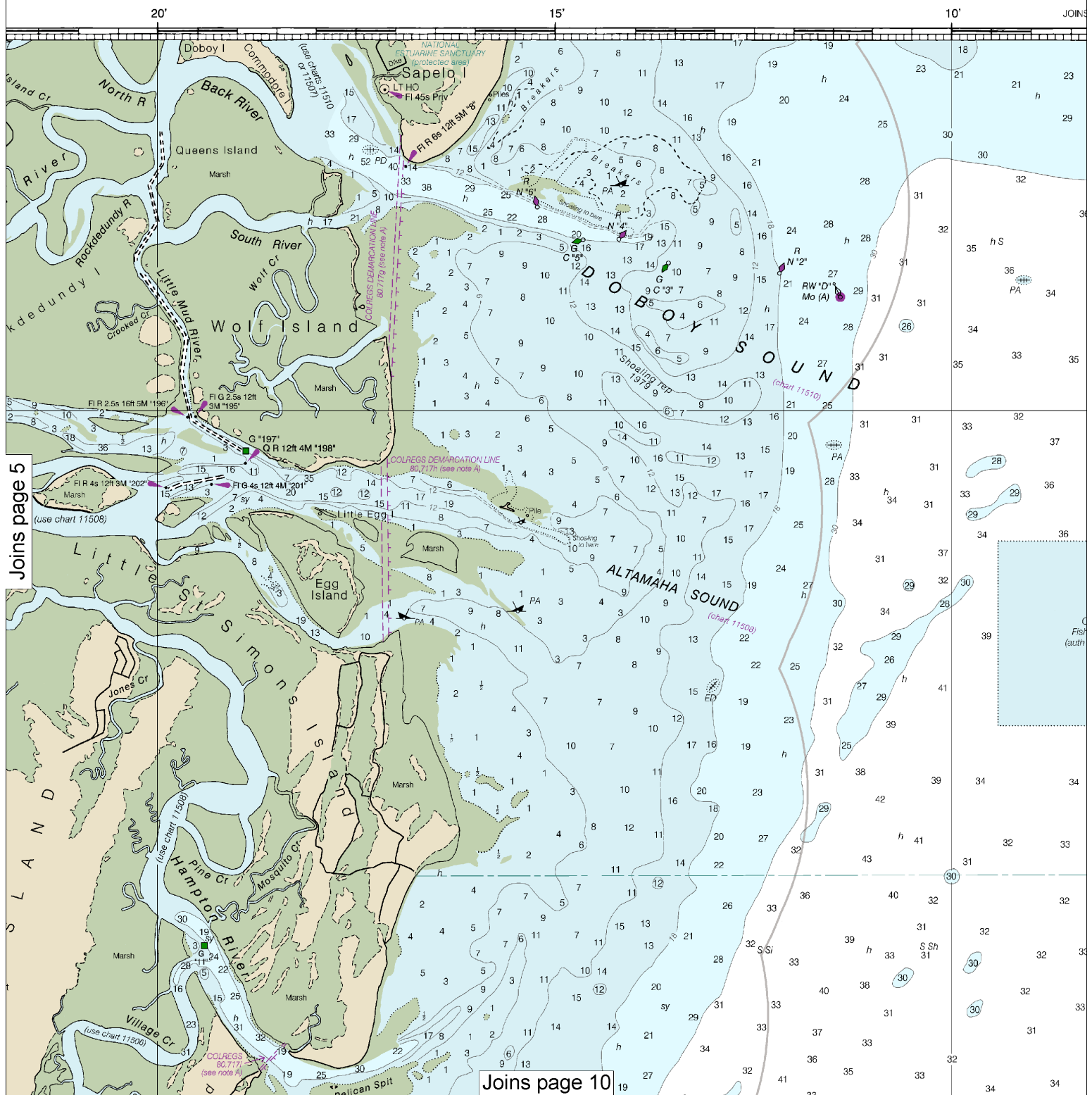


This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

5

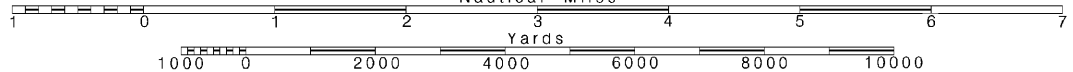
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Formerly C&GS 1242, 1st Ed., June 1927 C-1940-524 KAPP 264



SCALE 1:80,000  
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

# 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 shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks 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 discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

# SOUNDINGS IN FEET

## NOAA WEATHER RADIO BROADCASTS

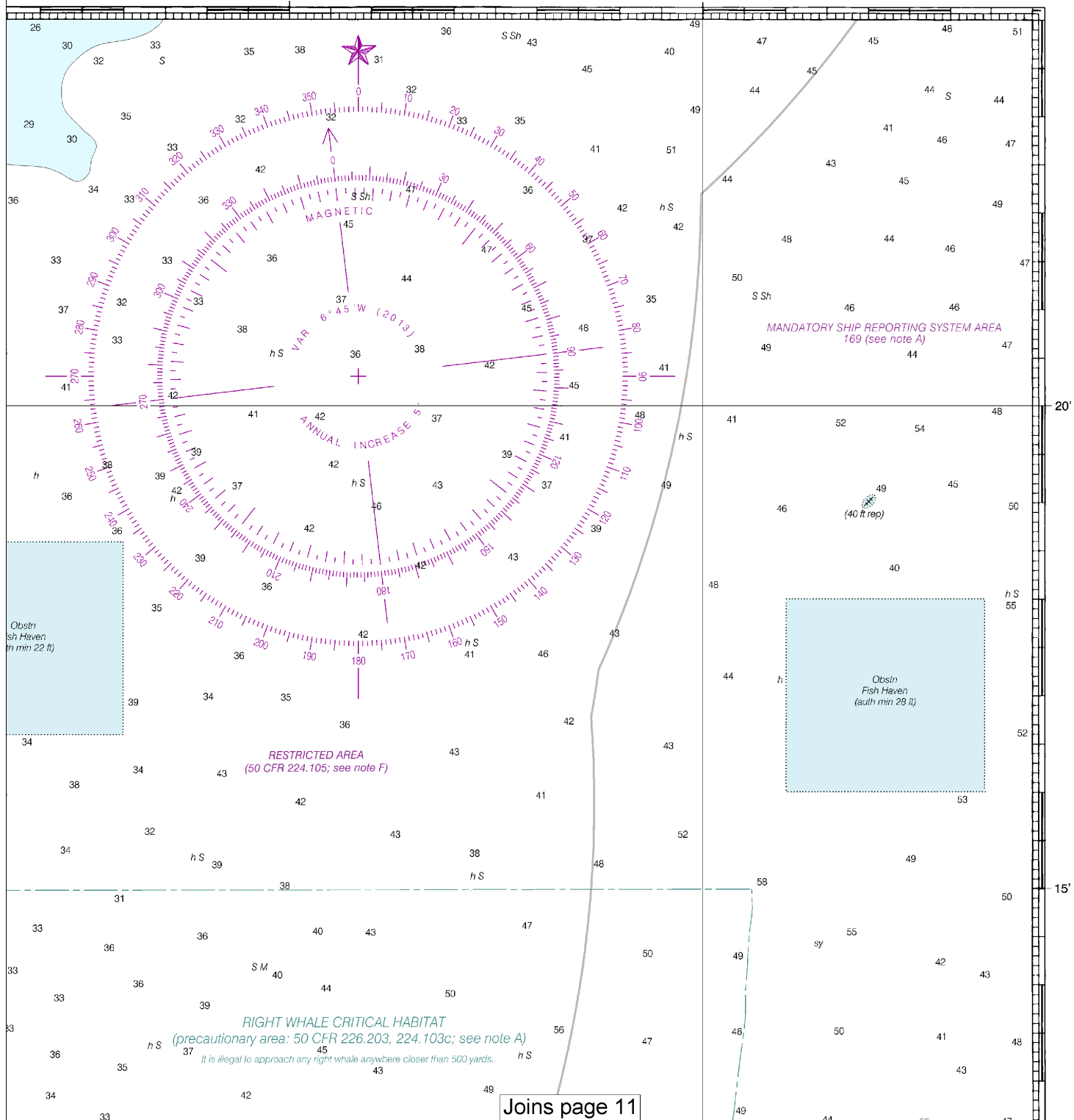
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Jacksonville, FL	KHB-39	162.550 MHz
Brunswick, GA	WWH-39	162.425 MHz
Jesup, GA	WXJ-28	162.450 MHz

NS CHART 11509

05°

81°

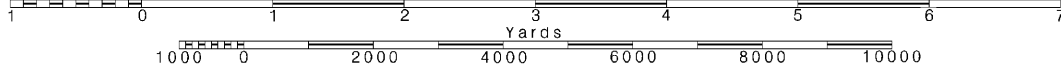
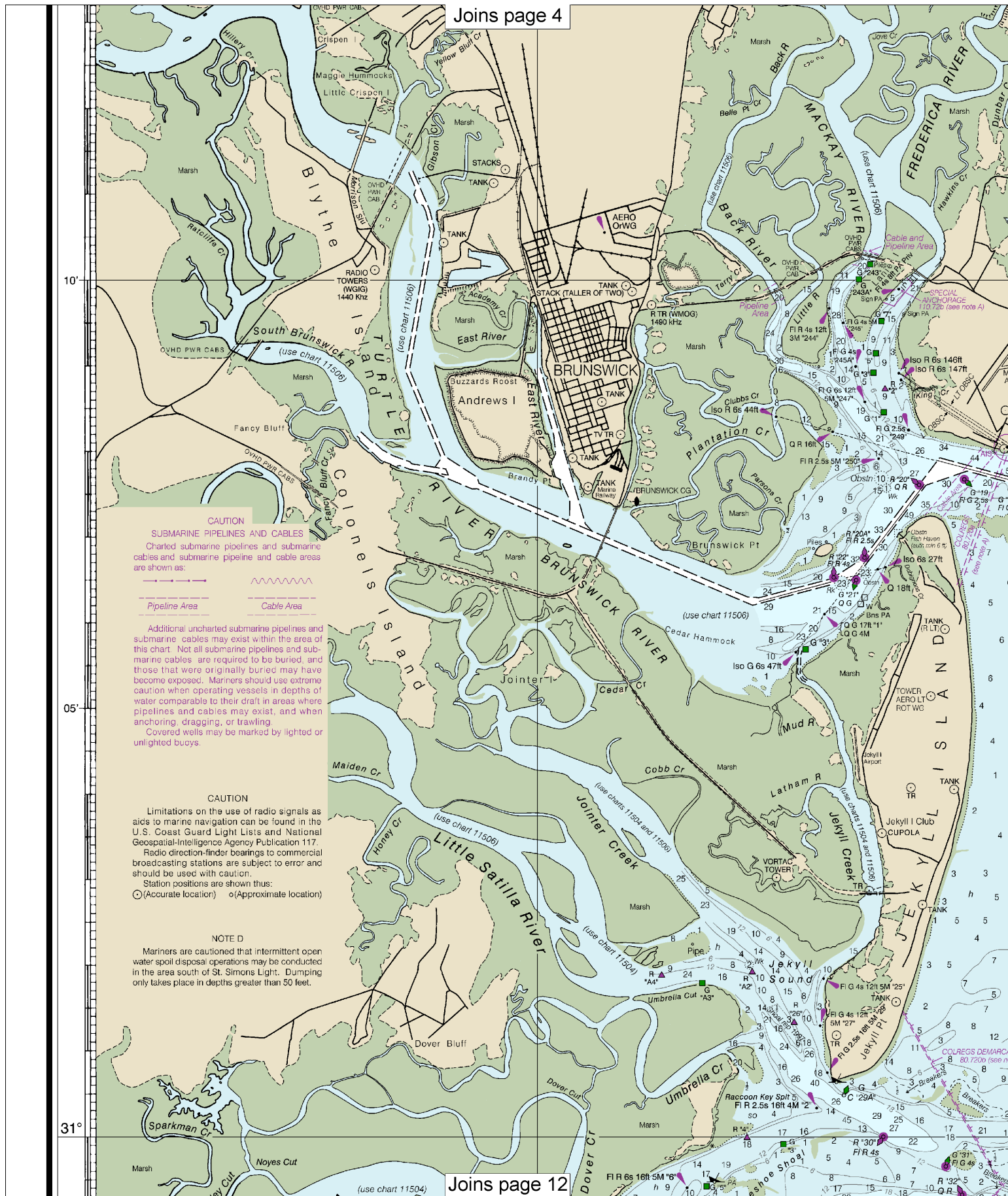


Joins page 11

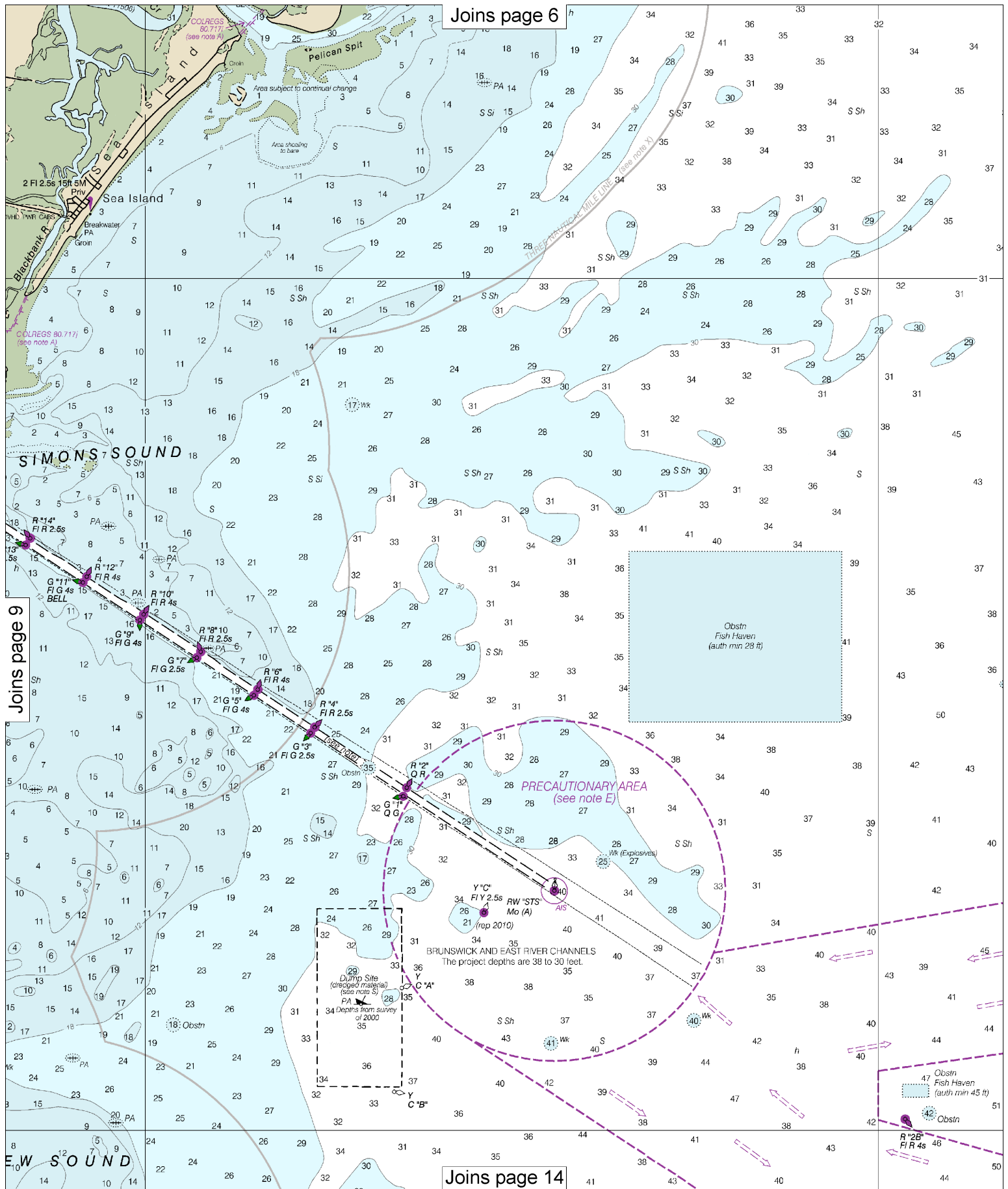
11502

This is the Last Edition of this chart. It will be canceled on Oct 2, 2024  
34th Ed., Sep. 2013. Last Correction: 5/6/2024. Cleared through:  
LNM: 2024 (5/14/2024), NM: 1924 (5/11/2024)

7







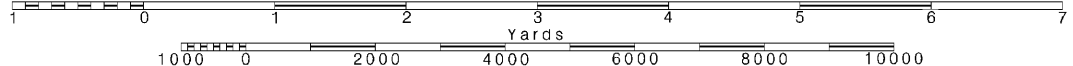
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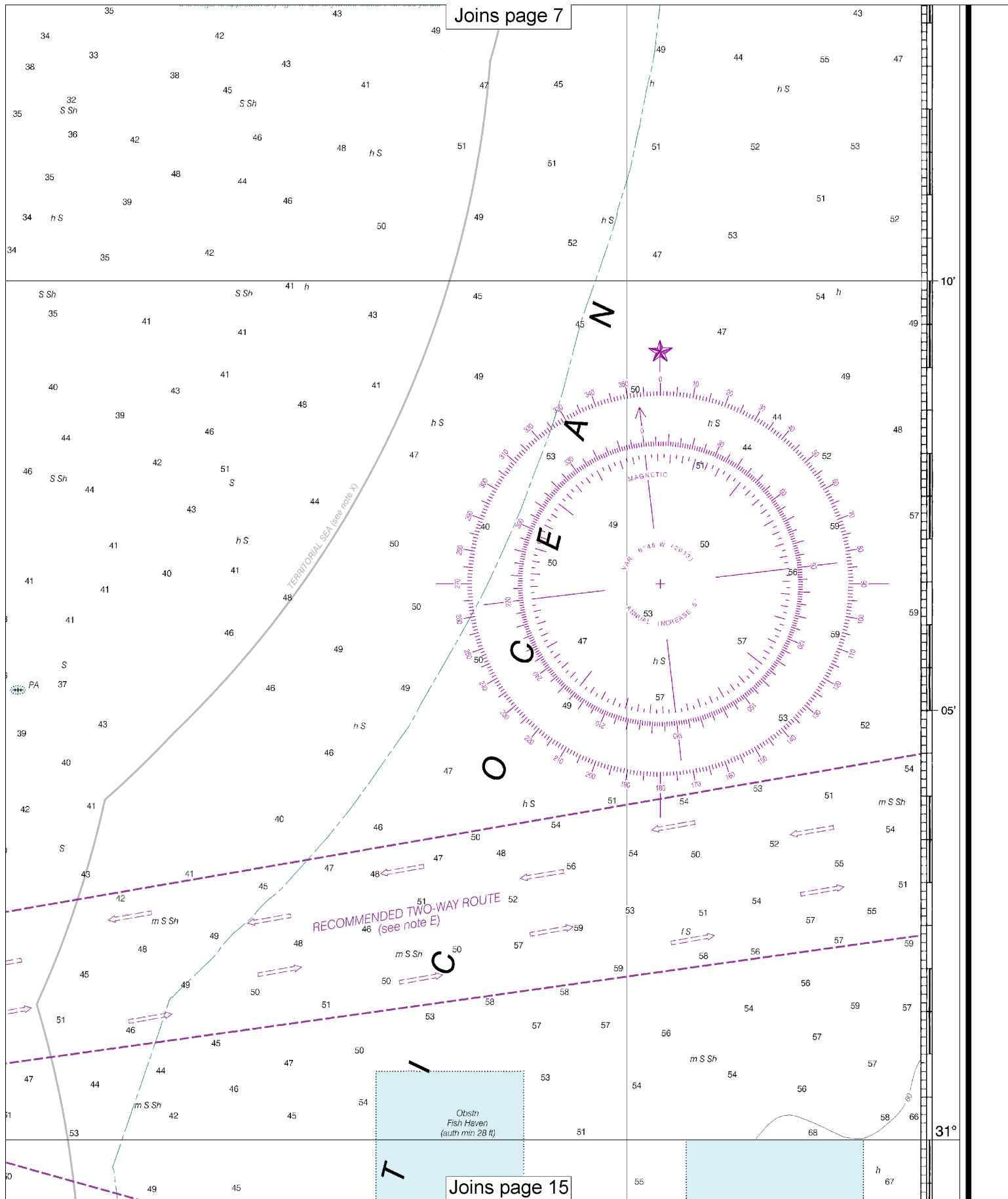
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

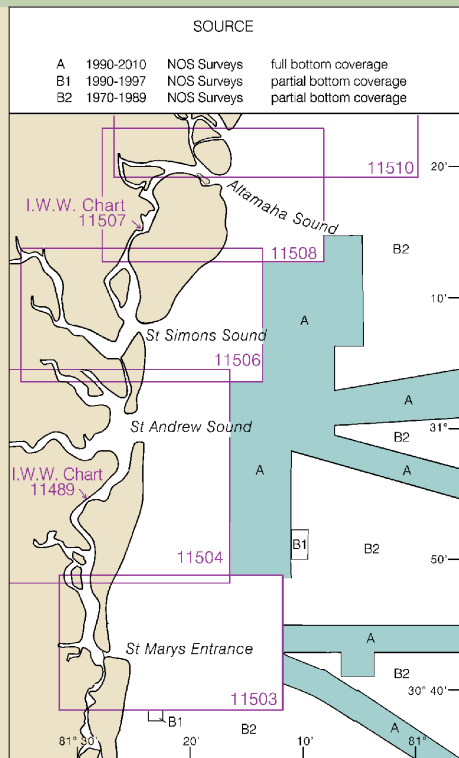
SCALE 1:80,000  
Nautical Miles

See Note on page 5.





CONTINUED ON CHART 11504



**SOURCE DIAGRAM**  
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, *United States Coast Pilot*.

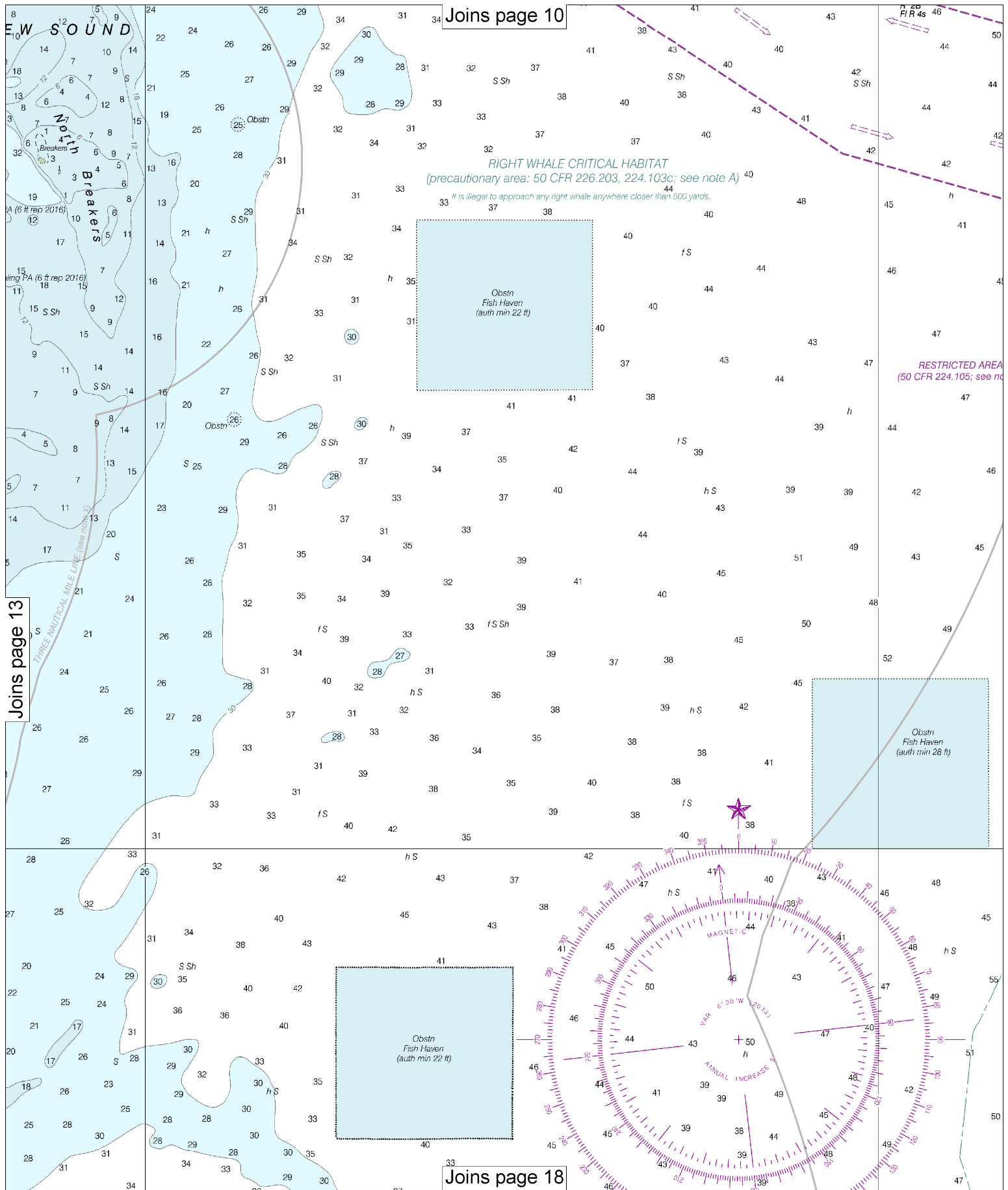
**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**SEDIMENT TRAPS**  
Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near them.

**NOTE E**  
**RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTES**  
The two-way routes shown on this chart are **RECOMMENDED** for use by all vessels traveling into or out of Brunswick and Fernandina Beach. This routing has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. Mariners are warned that some vessels might not be able to keep to the starboard side of the routes at all times. **CAUTION:** Full bottom coverage surveys have not been conducted within the entire routes, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

**NOTE F**  
**RIGHT WHALE SEASONAL MANAGEMENT AREA**





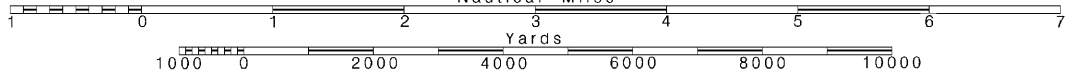
14

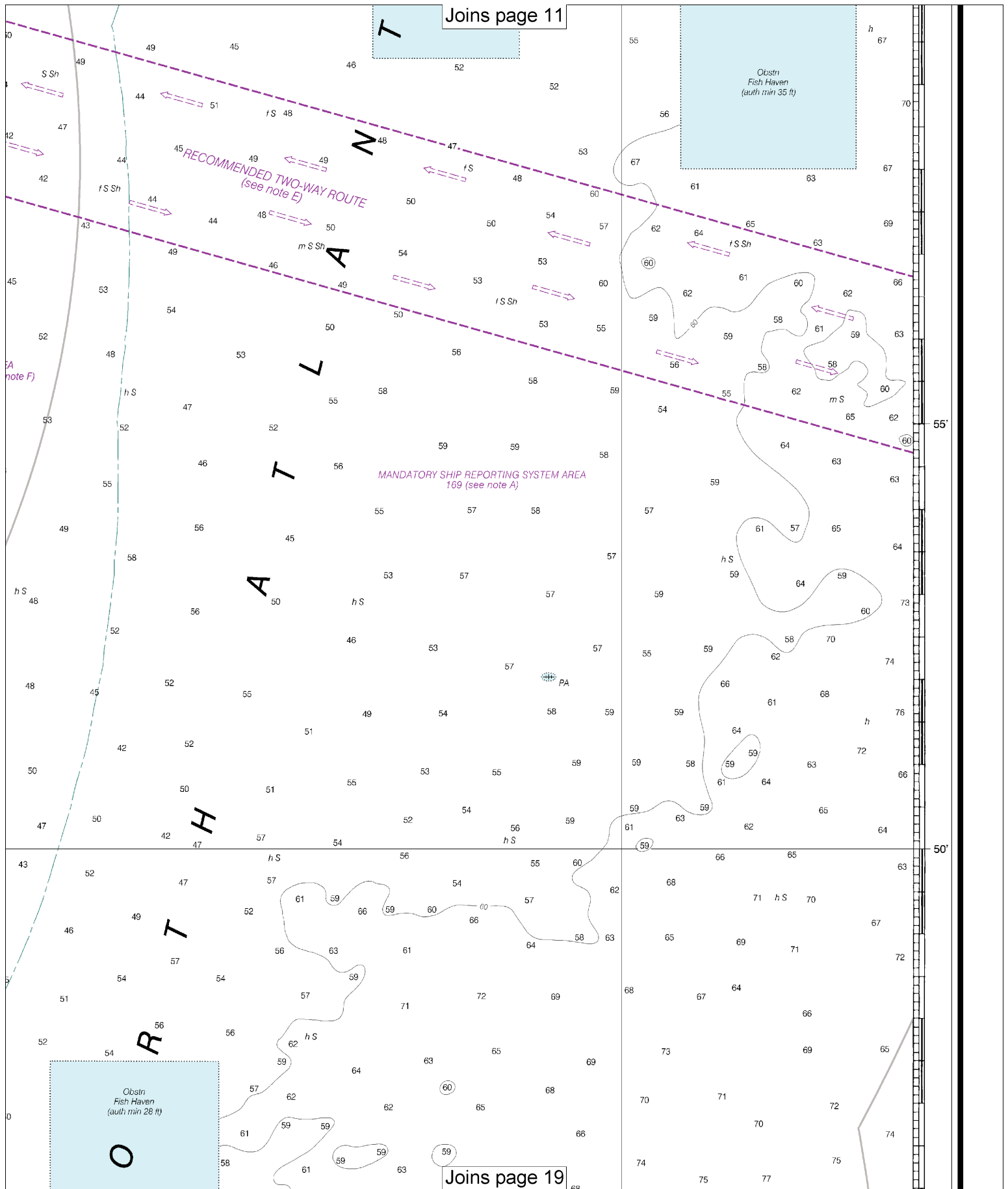
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

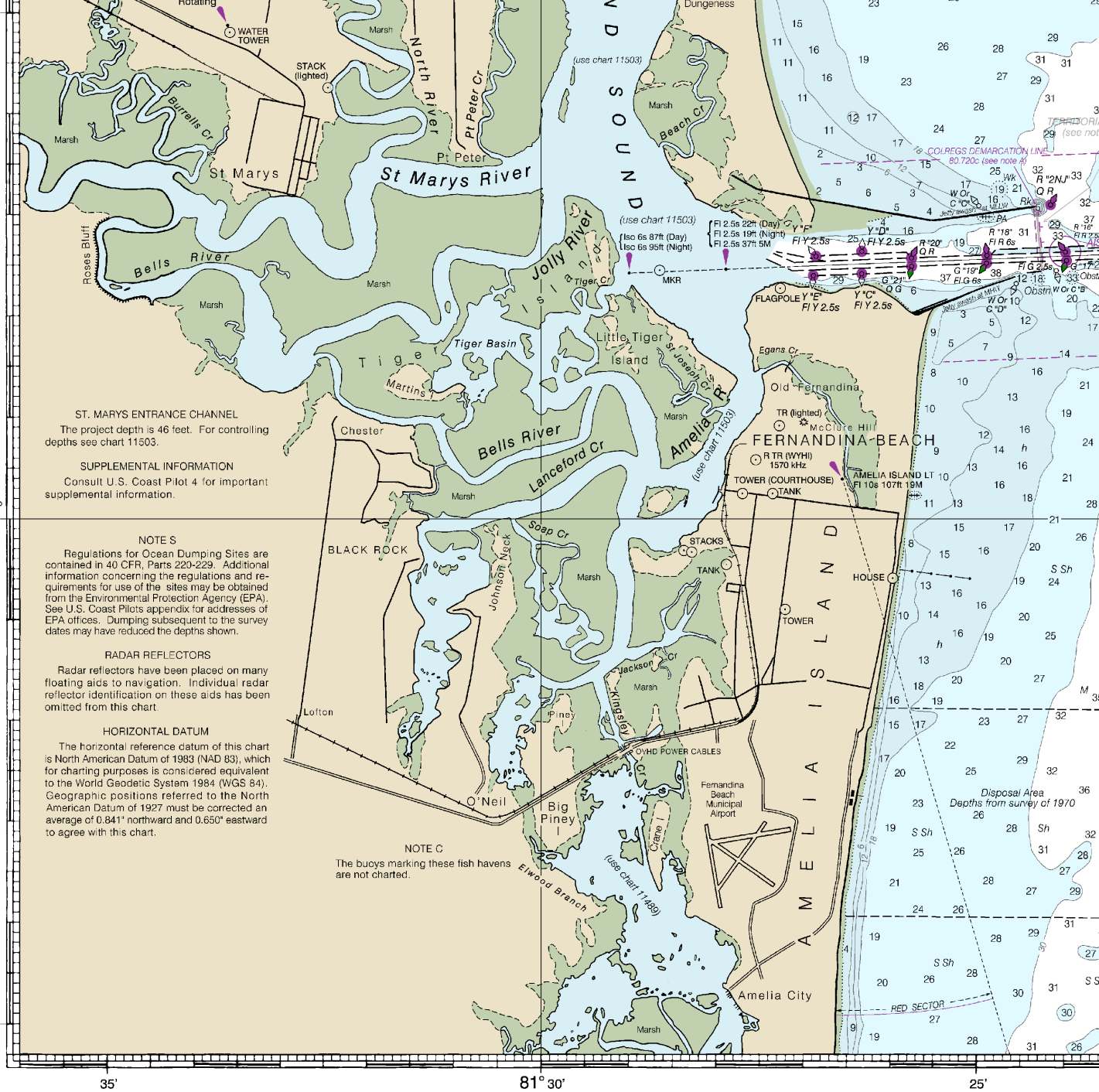
See Note on page 5.





Joins page 12

**NOTE F**  
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.



11502

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

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34th Ed., Sep. 2013. Last Correction: 5/6/2024. Cleared through:  
LNM: 2024 (5/14/2024), NM: 1924 (5/11/2024)

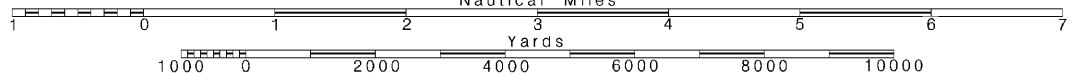
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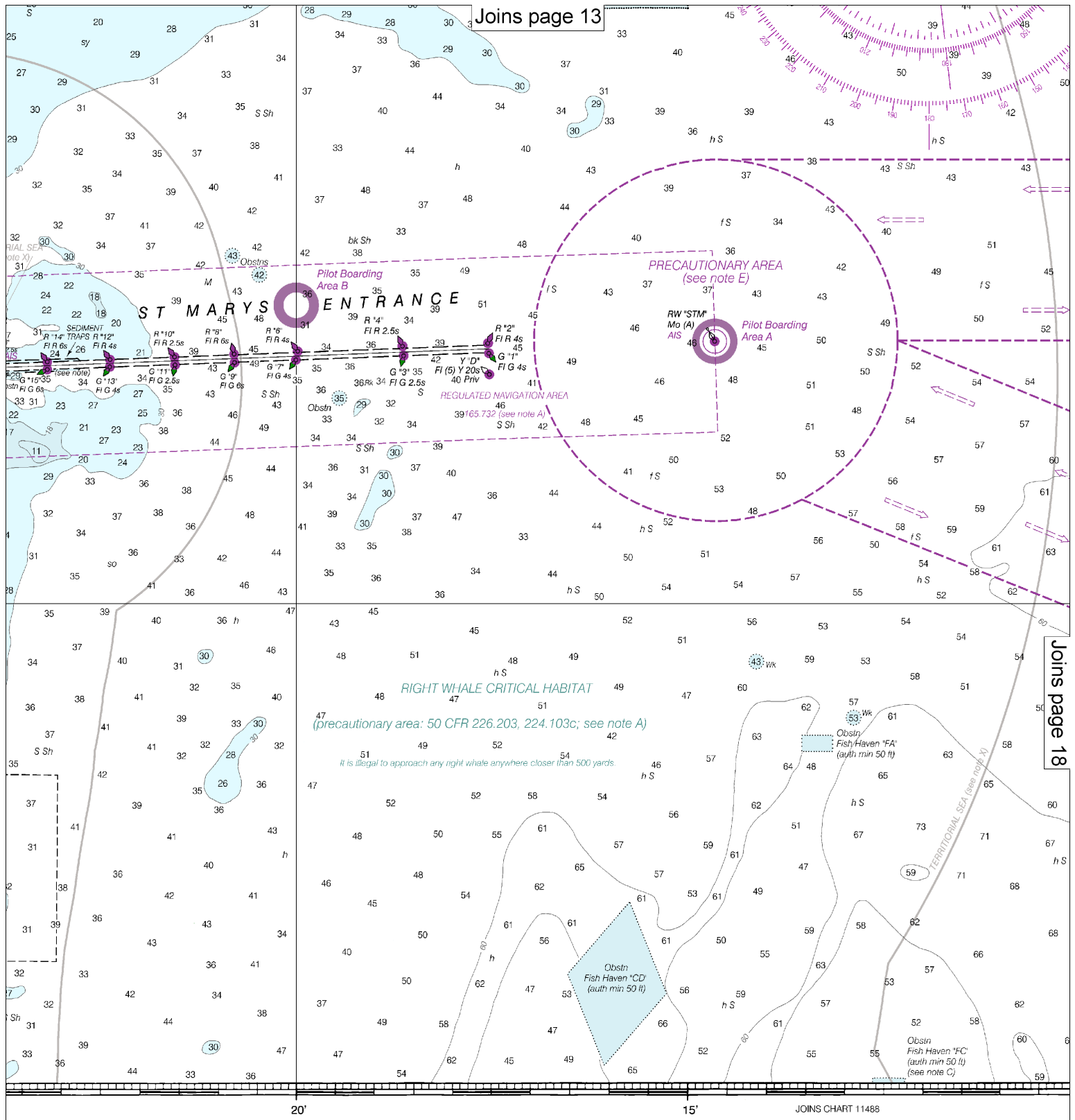
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





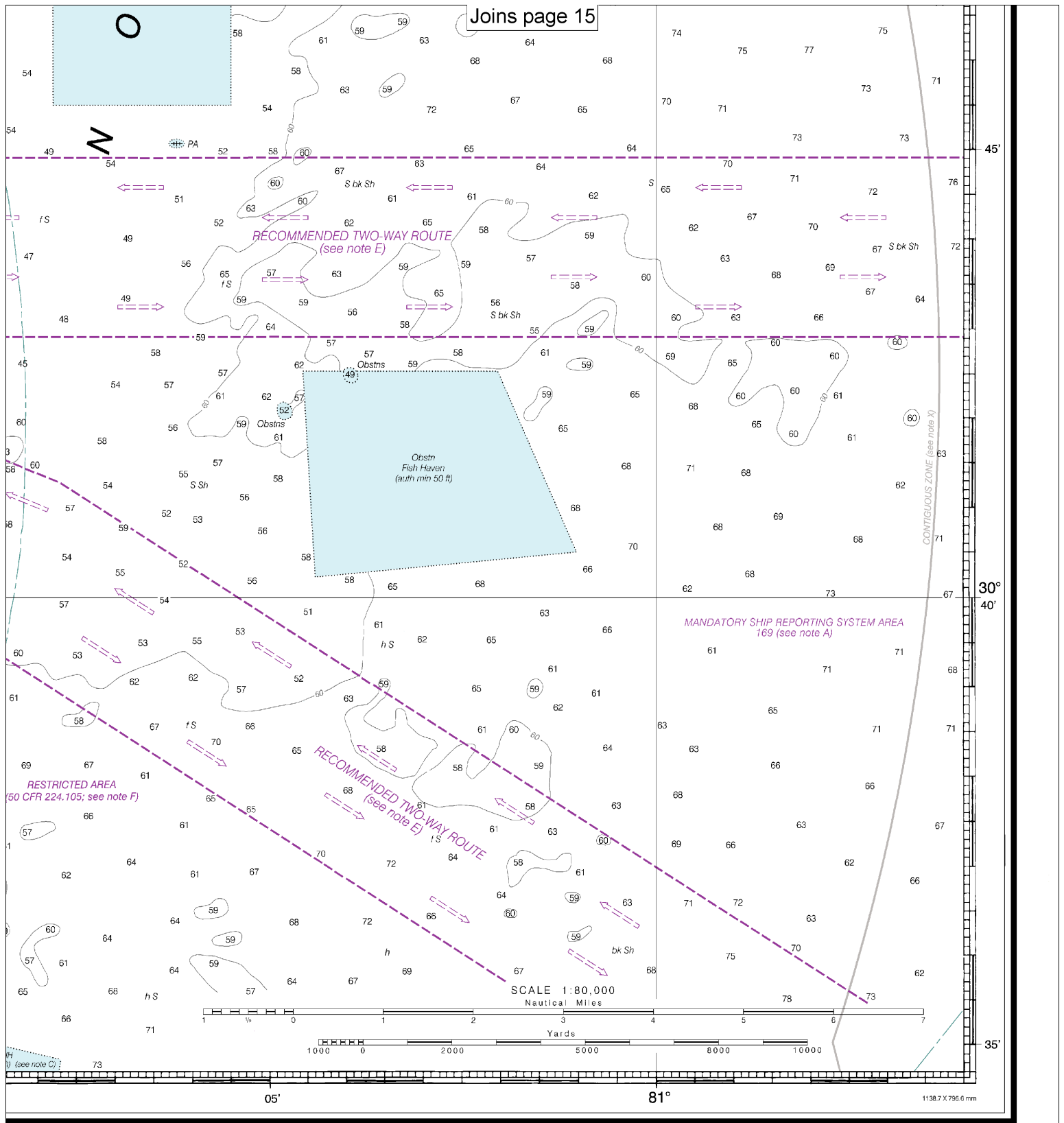
Joins page 13

Joins page 18

SOUNDINGS IN FEET

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	
FEET	
METERS	



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34

Doby Sound to Fernandina  
SOUNDINGS IN FEET - SCALE 1:80,000

11502



## 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/>

## 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!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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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.