SOUNDINGS IN FEET

11521

SCALE 1:80,000
Nautical Miles
Yards

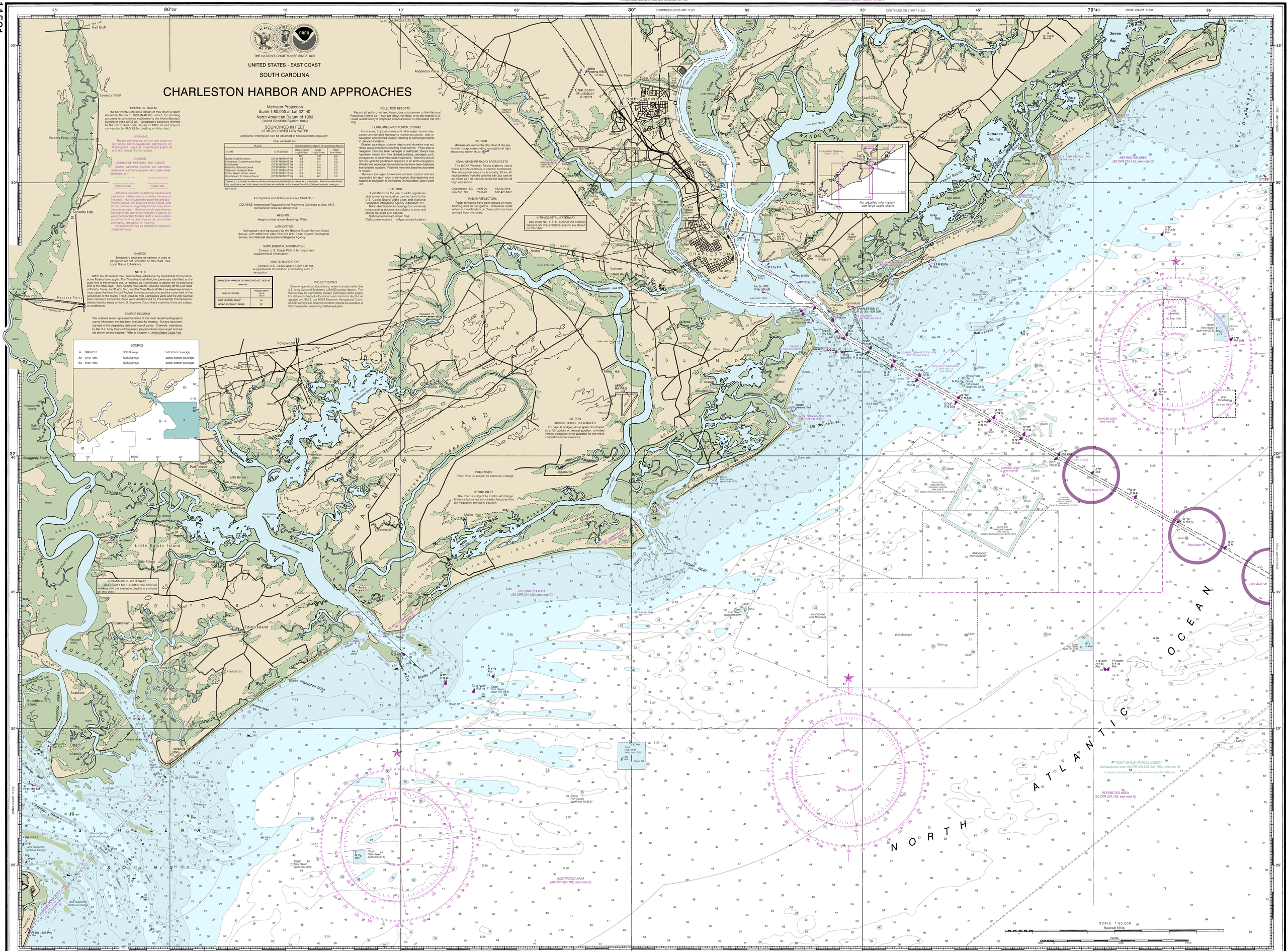
NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained by the Environmental Protection Agency. See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

Formerly C&GS 1239 1st Ed. June 1922 C1939-593 KAPP 230

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Fla., or at the Office of the District Engineer Corps of Engineers in Charleston, S.C. Refer to charted regulation section numbers.

NOTE B
DANGER AREA
Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.
Anchorage in the designated area is at your own risk.

NOTE C
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.


THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - EAST COAST
SOUTH CAROLINA
CHARLESTON HARBOR AND APPROACHES
Mercator Projection
Scale 1:80,000 at Lat 32° 40'
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.
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area
Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
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.
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. Refer to Chapter 1, United States Coast Pilot.
SOURCE
A 1990-2015 NOS Surveys full bottom coverage
B2 1970-1989 NOS Surveys partial bottom coverage
B3 1940-1969 NOS Surveys partial bottom coverage
POLLUTION REPORTS
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).
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, destroyed or replaced with temporary buoys. Mariners are 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.
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
O(Accurate location) o(Approximate location)
CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:
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.
Charleston, SC KHB-29 162.55 MHz
Beaufort, SC WUX-23 162.475 MHz
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
INTRACOASTAL WATERWAY
Use chart No. 11516. Neither the channel markers nor the available depths are shown on this chart.
TIDAL INFORMATION
PLACE | Height referred to datum of soundings (MLLW): NAME (LATS LONG) | Mean Higher High Water (feet) | Mean High Water (feet) | Mean Low Water (feet)
Goose Creek Entrance (32°55'N/079°57'W) 5.8 5.5 0.2
Charleston, Customhouse Wharf (32°47'N/079°55'W) 5.8 5.5 0.2
Fort Sumter (32°46'N/079°53'W) 5.8 5.5 0.2
Rockville, Bohicket Creek (32°38'N/080°13'W) 6.5 6.0 0.2
Seabrook, Ashepoo River (32°31'N/080°24'W) 6.7 6.4 0.2
Edisto Beach, Edisto Island (32°30'N/080°18'W) 6.9 6.5 0.2
Otter Island, St. Helena Sound (32°29'N/080°25'W) 6.6 6.2 0.2
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Nov. 2010)
For Symbols and Abbreviations see Chart No. 1
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:
HEIGHTS
Heights in feet above Mean High Water.
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
CHARLESTON HARBOR ENTRANCE PROJECT DEPTHS (see note)
NAME OF CHANNEL | PROJECT DEPTH BELOW (FEET)
FORT SUMTER RANGE 54
MOUNT PLEASANT RANGE 52
PROJECT DEPTHS
Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoaler, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, use NOAA Electronic Navigational Charts. USACE surveys and channel condition reports are available at http://navigation.usace.army.mil/Surveys/Hydro.
CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.
FOLLY RIVER
Folly River is subject to continual change.
STONO INLET
The Inlet is subject to continual change. Entrance buoys are not charted because they are frequently shifted in position.
CONTINUED ON CHART 11527
CONTINUED ON CHART 11526
JOINS CHART 11531
JOINS CHART 11513
JOINS CHART 11523
JOINS CHART 11528
Charleston
North Charleston
Mount Pleasant
Sullivans Island
Isle of Palms
Folly Beach
Kiawah Island
Seabrook Island
Edisto Island
Hollywood
Ashley River
Cooper River
Wando River
Stono River
Lighthouse Inlet
Capers Inlet
Price Inlet
Sewee Bay
Bull Hbr
Northeast Pt
Cooper River Entrance
Charleston Municipal Airport
Middleton Place
Leveston Bluff
Parkers Ferry Ldg
Canaday Ldg
Hart Bluff
Snuggedy Swamp
Prospect Hill Island
Oakland Island
Dawho River
Jehossee Island
Little Edisto Island
Sampson Island
Scanawah Island
Hutchinson Island
Otter Islands
Seabrook
Edisto Island
Frampton Inlet
Harvest Inlet
Bill Bay Creek
Fenwick Cut
Kiawah River
Folly River
Stono Inlet
Lighthouse Inlet
Capers Inlet
Price Inlet
Sewee Bay
Bull Hbr
Northeast Pt
Cooper River
Wando River
Ashley River
Stono River
Sullivans Island
Isle of Palms
Folly Beach
Kiawah Island
Seabrook Island
Edisto Island
Hollywood
Mount Pleasant
Charleston
North Charleston