

BookletChart™

Charleston Harbor

NOAA Chart 11524

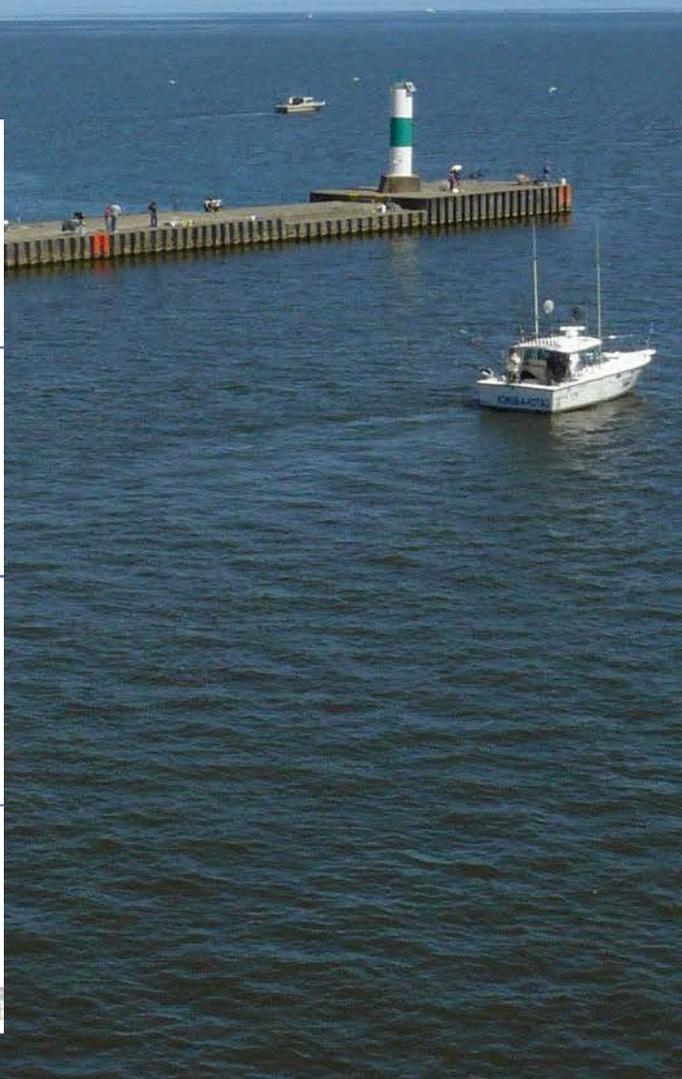
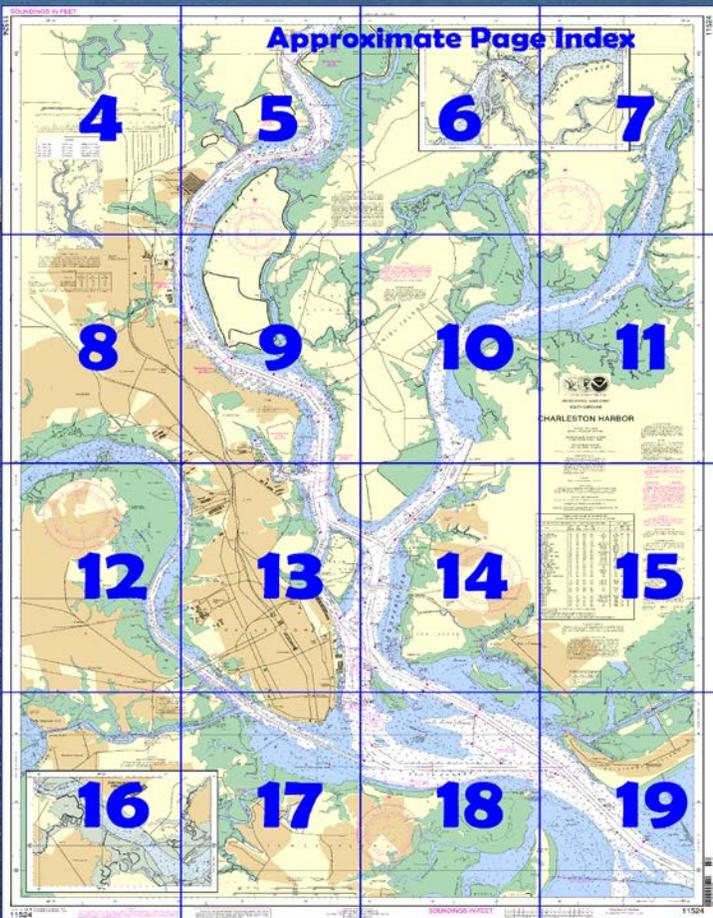


A reduced-scale NOAA nautical chart for small boaters

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
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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.

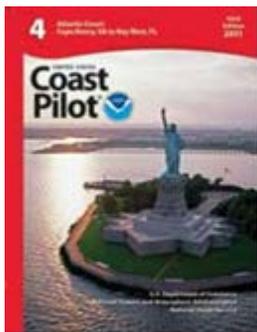
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11524>



(Selected Excerpts from Coast Pilot)

Charleston Harbor is the approach to Charleston and the Cooper, Wando and Ashley Rivers. The harbor is easy of access day or night in clear weather, and is one of the best harbors of refuge on the South Atlantic coast.

Small craft should take precautions whenever anchoring or mooring in proximity to the main shipping channels by always maintaining a proper lookout, displaying proper navigational lights, and

exercising good seamanship. Small craft are subject to the hydraulic and hydrodynamic effects generated by deep-draft vessels passing in the shipping channels even when such deep-draft vessels are proceeding at

slow speeds. These effects can cause extreme surging and, in shallow water, can generate high waves. Vessels anchored in shallow water seeing the approach of a deep-draft vessel should get underway and meet these potential hydraulic and dynamic effects in a safe and seamanlike manner. Small craft should never anchor by the stern nor should they moor to the rock jetties, aids to navigation or bridge abutments southeast of Charleston Harbor are used extensively by the U.S. Navy and other military services to conduct various types of surface, subsurface, and aircraft training exercises. Fleet Area Control and Surveillance Facility (FACSFAC), Jacksonville, FL, exercises cognizance of the operating areas, makes area assignments, ensures promulgation of firing notices, issues schedules, and prescribes necessary additional regulations.

A regulated navigation area extends northeast and southeast along the northern side of the entrance channel from Charleston Entrance Channel Lighted Buoy 16.

The entrance to Charleston Harbor is between converging jetties. The north jetty is almost completely submerged at MHW. There are no lights on the jetties and smaller craft approaching from the north close to shore at MHW should exercise extreme caution not to confuse the south jetty for the north jetty. It is recommended all vessels align seaward of Lighted Buoy 18 before final approach to the jetty entrance.

Dangers.—The danger area of a former World War II minefield is off the entrance to Charleston Harbor. The area is open to unrestricted surface navigation but all vessels are cautioned not to anchor, dredge, trawl, lay cables, bottom, or conduct any similar type of operation because of residual danger from mines on the bottom. An **“anchor at your own risk”** anchorage, within the danger area, is on the north side of the entrance channel about 7 miles NW of Charleston Entrance Lighted Whistle Buoy C. The rectangular anchorage is enclosed by the following points:

- 32°42.9'N., 79°42.8'W.;
- 32°41.3'N., 79°39.3'W.;
- 32°39.9'N., 79°40.2'W.; and
- 32°41.6'N., 79°43.7'W.

The area has been searched on many occasions and no unexploded ordnance has been discovered. Vessels have routinely anchored in this offshore anchorage for many years without mishap.

A regulated navigation area extends northeastward and southeastward along the northern side of the entrance channel from Charleston Entrance Channel Lighted Buoy 16.

Currents.—Off the entrance to Charleston Harbor the tidal currents are rotary with velocities of about 1 knot. Near the entrance to the jetties the current sets fair with the channel at strengths of flood and ebb and can be expected to set across the channel with a velocity of about 0.2 knot about 3 hours after strength of flood and ebb, setting northeastward and southwestward, respectively.

Pilotage, Charleston.—Pilotage is compulsory for all foreign vessels and for all U.S. vessels under register in the foreign trade.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

Restricted areas are in the northern portion of Shipyard Creek, and in the Cooper River at the U.S. Government facility.

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

RCC Miami Commander
7th CG District (305) 415-6800
Miami, FL

Table of Selected Chart Notes

INTRACOASTAL WATERWAY

The project depth from Charleston to Beaufort, S.C. is 12 feet.

The controlling depth is published in the Coast Guard Local Notice to Mariners.

INTRACOASTAL WATERWAY

The project depth from Charleston to Beaufort, S.C. is 12 feet.

The controlling depth is published in the Coast Guard Local Notice to Mariners.

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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.

NOTE B

Numerous floating moorings (Navy) are located in these areas.

Mercator Projection
Scale 1:20,000 at Lat 32°49'

World Geodetic System of 1984
(North American Datum of 1983)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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.

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.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.631" northward and 0.684" eastward to agree with this chart.

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-29 162.550 MHz
Beaufort, SC WXJ-23 162.475 MHz

For Symbols and Abbreviations see Chart No. 1

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.

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.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

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.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972

Demarcation lines are shown thus: - - - - -

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Fort Sumter	(32°45'N/079°53'W)	5.6	5.3	0.2
Charleston (Customhouse Wharf)	(32°47'N/079°56'W)	5.8	5.4	0.2
Cainhoy, Wando River	(32°56'N/079°50'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 2011)

CHARLESTON HARBOR, COOPER RIVER AND SHIPYARD RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS. SURVEYS TO SEP 2012

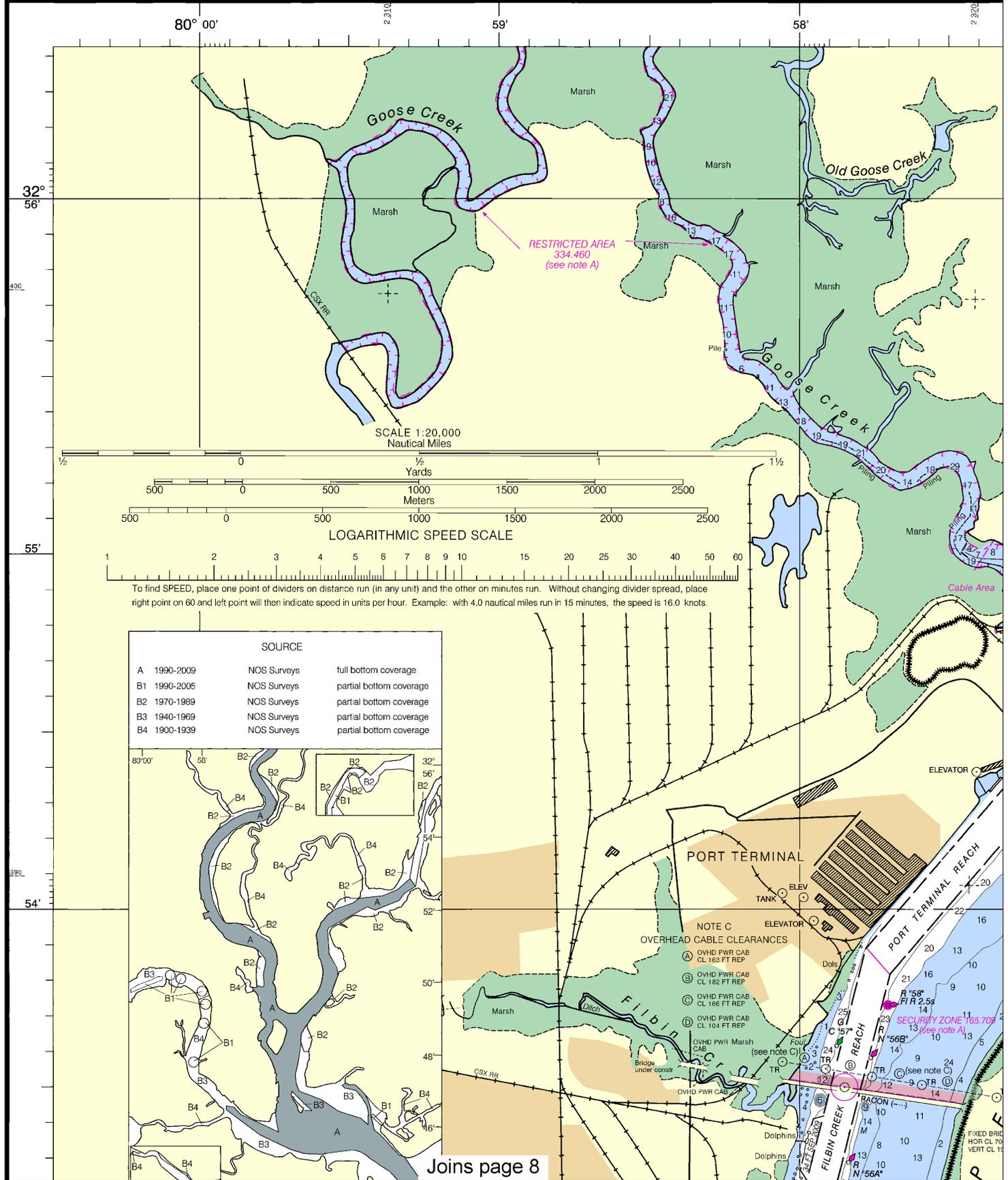
NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
ENTRANCE CHANNEL	45.5	48.6	47.4	46.3	9-12	11000	17.5	947
MOUNT PLEASANT RANGE	45.9	50.3	50.2	49.1	9-12	1000-600	1.8	45
REBELLION REACH	46.7	48.7	49.9	47.1	9-12	600	1.6	45
BENNIS REACH	45.2	48.7	47.9	47.6	9-12	600	1.5	45
HORSE REACH	50.4	50.6	50.3	45.6	9-12	(C) VARIES	0.6	45
CUSTOMHOUSE REACH	35.0	49.0	48.0	47.0	4-10	1385	0.2	45
SOUTH CHANNEL	25.0	25.0	25.0	D25.0	10-96; 11-10	600-1000	3.6	45
HOS ISLAND REACH	47.3	46.7	47.2	44.5	9-12	(E) 800-600	1.7	45
DRUM ISLAND REACH	44.8	49.3	48.5	47.1	9-12	1200-600	0.8	45
TIDEWATER REACH	F36.4	F35.1	F35.1	F35.7	9-12	650	0.7	45
TOWN CREEK LOWER REACH	F38.5	F42.2	F45.2	F47.2	9-12	450-400	1.1	45
TOWN CREEK LOWER REACH TB	42.4	37.5	37.5	38.1	9-12	300	0.26	35
TOWN CREEK UPPER REACH	40.7	40.5	40.5	41.7	7-11	250	1.0	16
MYERS BEND	49.9	49.3	48.1	46.5	9-12	VARIES	0.5	45
DANIEL ISLAND REACH	43.9	46.6	43.5	39.8	7-12	880	1.4	45
DANIEL ISLAND BEND	49.2	49.9	51.6	50.2	7-12	800-700	0.5	45
CLOUTER CREEK REACH	46.2	48.2	48.1	45.0	7-12	600	1.3	45
NAVY YARD REACH	44.5	48.2	48.4	40.8	7-12	600-700	1.1	45
NORTH CHARLESTON REACH	46.2	49.0	49.3	46.8	8-12	500-600	1.0	45
FILBIN CREEK REACH	44.0	48.0	50.6	48.3	8-12	500	0.9	45
PORT TERMINAL REACH	44.4	49.1	49.1	47.6	8-12	600	0.7	45
ORDNANCE REACH	37.4	37.1	G40.8	G42.4	8-12	600	0.4	45
ORDNANCE REACH TURNING BASIN	G43.5	H35.1	H35.1	31.7	8-12	800	0.4	45
WANDO RIVER								
LOWER REACH	47.4	48.0	48.5	46.4	9-12	1500-400	1.4	45
UPPER REACH	F46.6	F46.2	F46.2	F44.3	9-12	850-600	0.9	45
TURNING BASIN	46.7	48.7	47.7	47.7	9-12	550	0.4	45
SHIPYARD CREEK								
MAIN CHANNEL	25.9	28.0	28.0	23.7	9-12	1200-200	1.1	45-30
LOWER TURNING BASIN	37.0	39.8	39.8	35.7	9-12	VARIES	0.2	45
UPPER TURNING BASIN	21.9	21.3	21.3	21.0	9-12	VARIES	0.1	30
COOPER RIVER								
RANGE A	39.0	39.0	39.0	37.0	6-11; 8-11	400-650	1.2	35
RANGE B	32.6	35.1	35.1	35.0	3-10; 6-11	500-700	0.9	35
RANGE C	22.0	32.8	39.0	35.0	1-9; 12-03; 6-11	550-1000	0.9	35
RANGE D	29.8	30.0	28.0	28.0	3-10; 6-11	400-650	0.7	35
RANGE E	31.0	35.0	38.0	38.0	6-11	350-650	0.4	35
RANGE F	25.0	34.0	36.0	34.0	1-9; 6-11	650-800	0.3	35

A. MAINTAINED 800 FEET WIDE.
B. FOR WIDTH OF 1000 FEET, THE PROJECT DEPTH IS 42 FEET FOR OUTER 100 FEET.
C. ONLY REPORTING 600' WIDTH FROM RIGHT TOE OF CHANNEL.
D. ALONG CHANNEL EDGE.
E. ONLY REPORTING 600' WIDTH FROM LEFT TOE OF CHANNEL.
F. NEAR END OF PIER.
G. NEAR END OF REACH.
H. NEAR DOWNSTREAM TOE.
I. 31.0 FT ALONG CHANNEL EDGE.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SOUNDINGS IN FEET

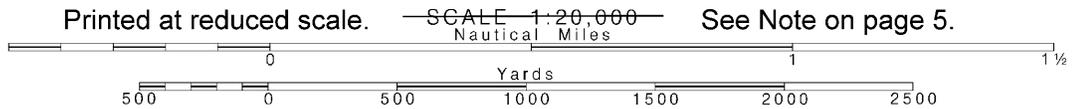
11524



Joins page 8

4

Note: Chart grid lines are aligned with true north.



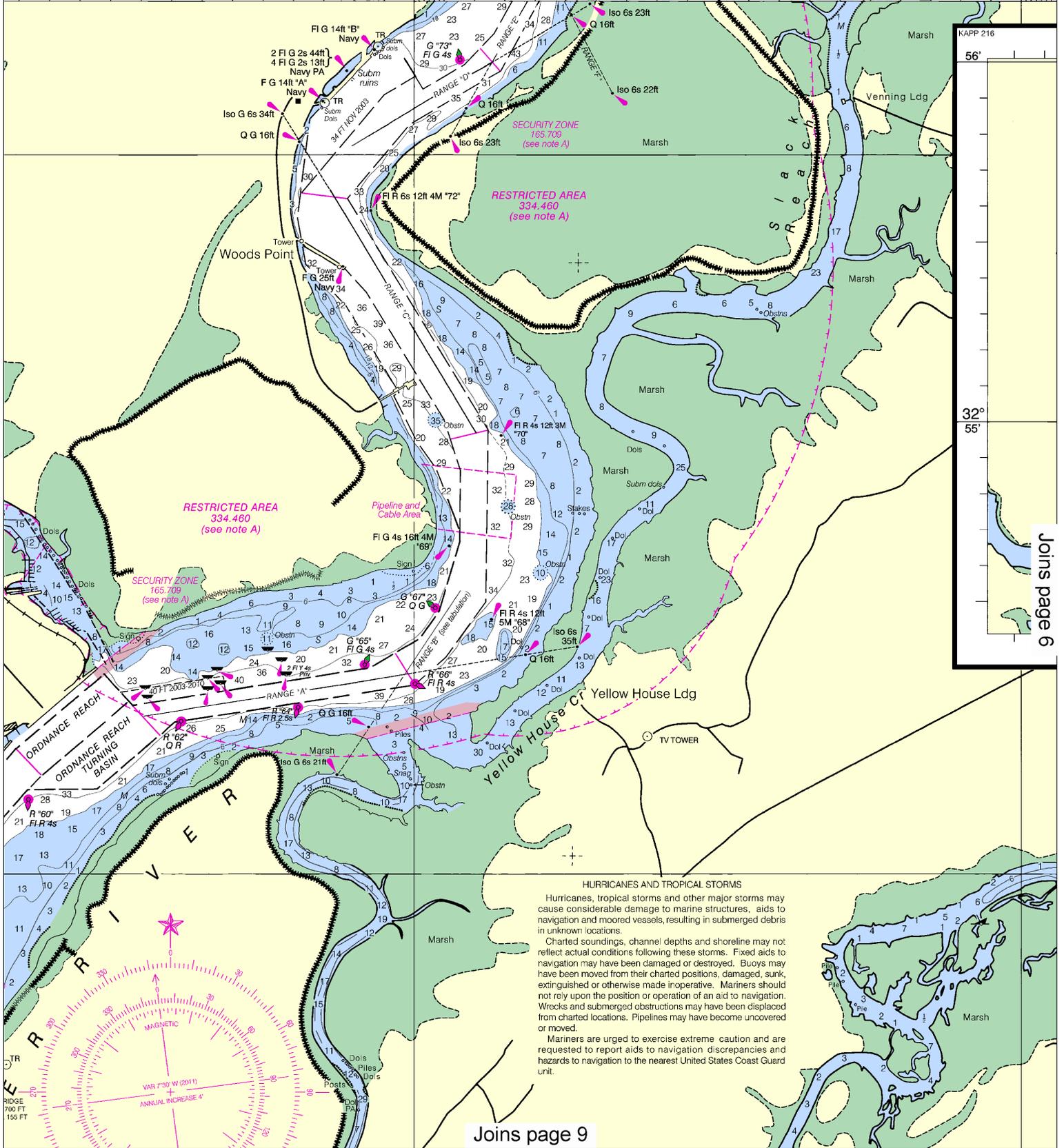
57'

JOINS CHART 11527

56'

55'

54'



KAPP 216

56'

32°

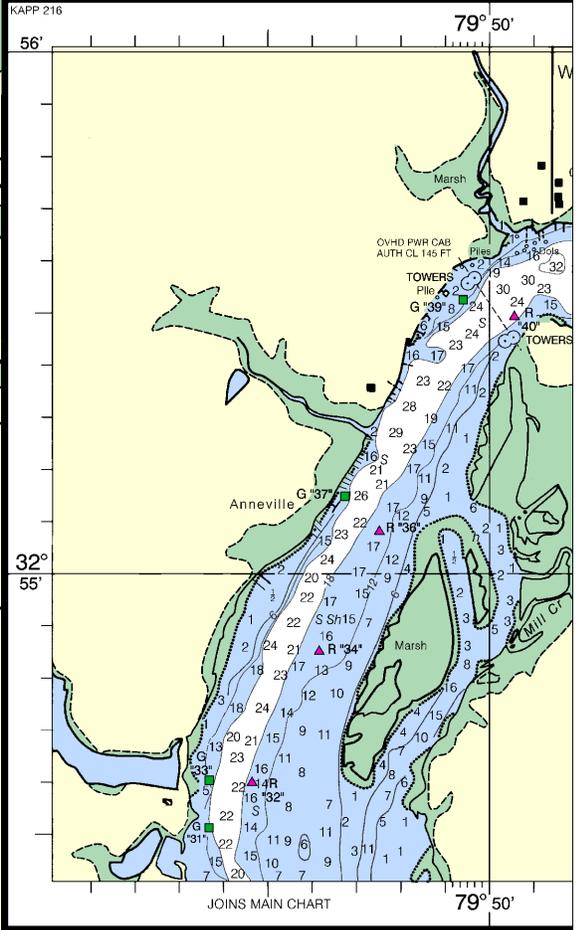
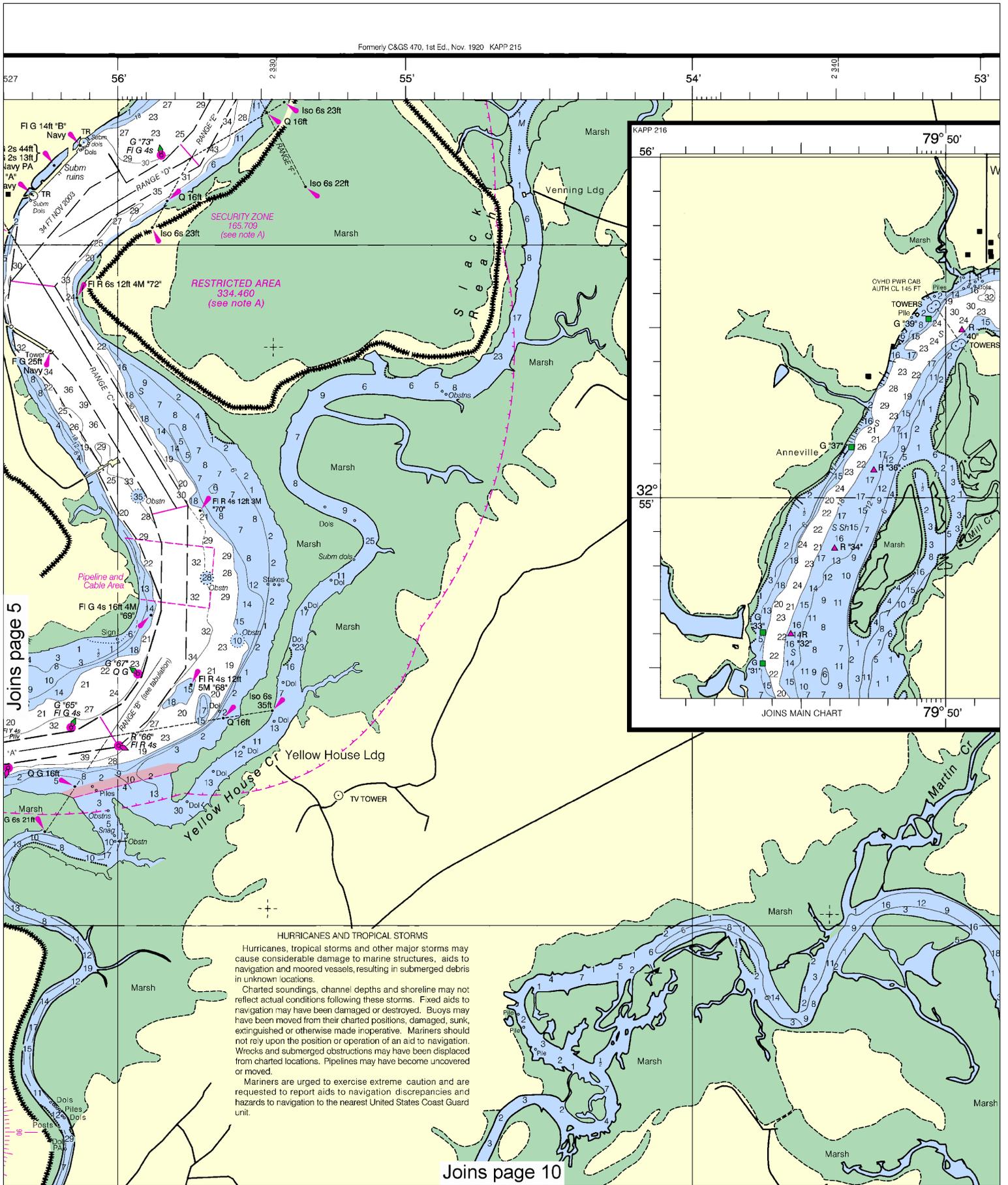
55'

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





Joins page 5

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HURRICANES AND TROPICAL STORMS

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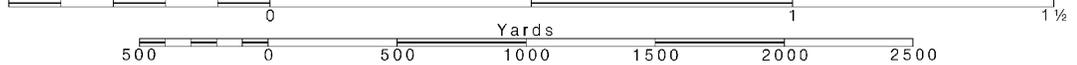


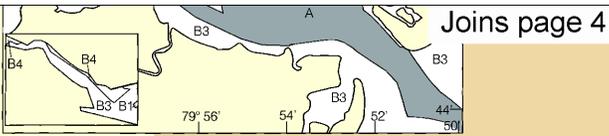
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000 Nautical Miles

See Note on page 5.





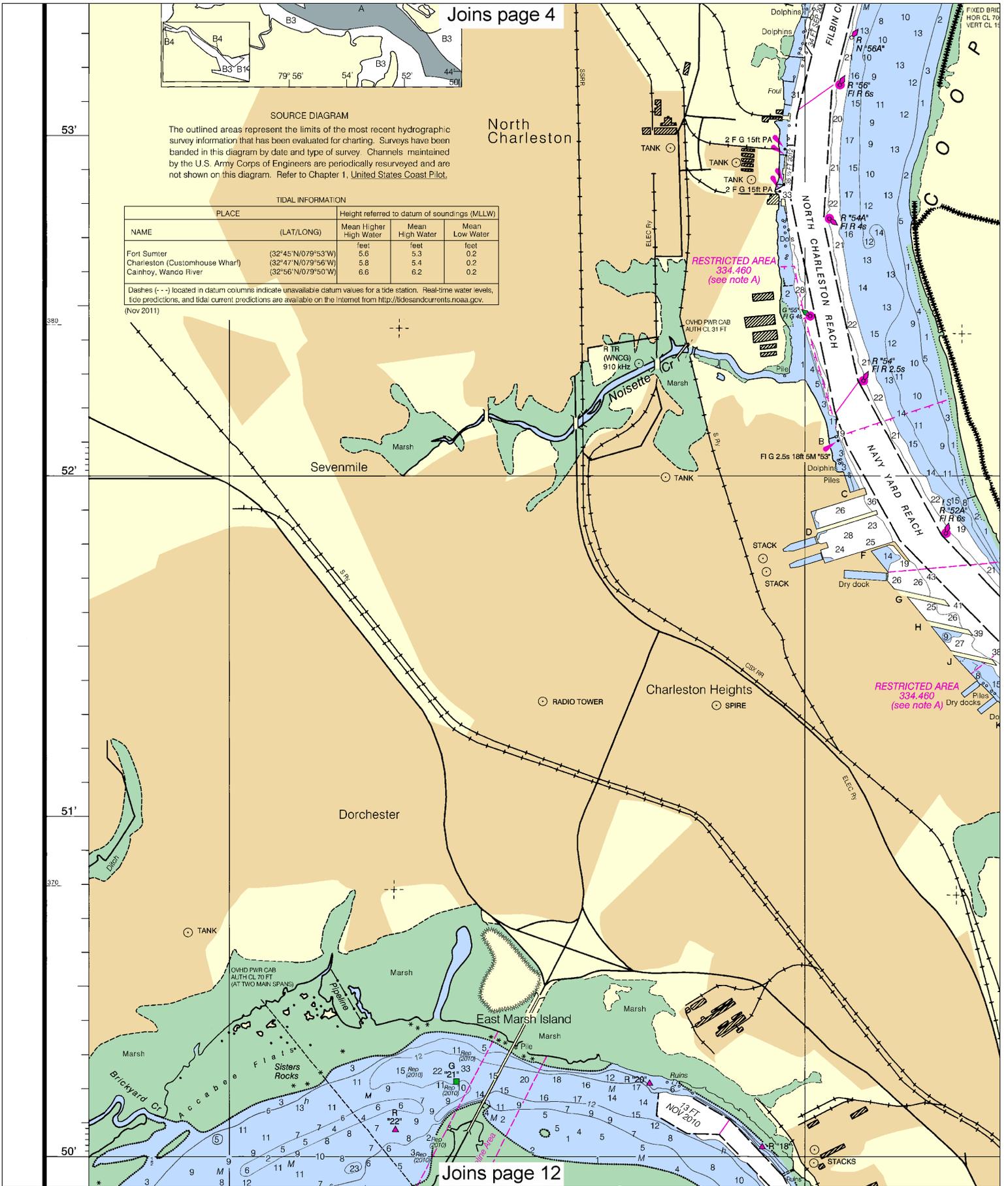
SOURCE DIAGRAM

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TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
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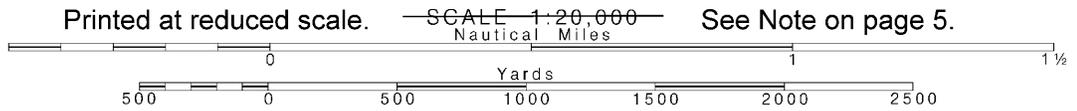
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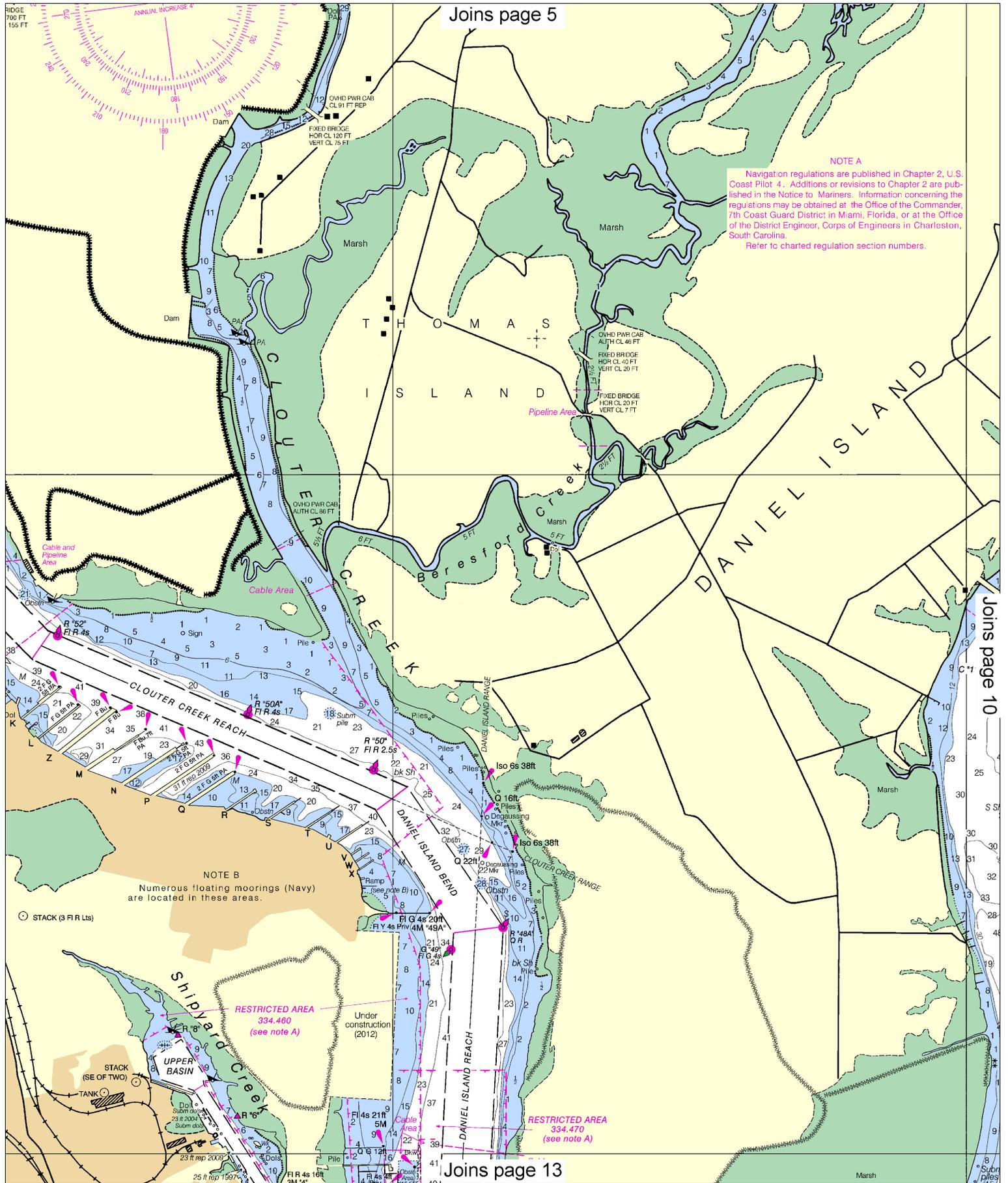
Joins page 12



Note: Chart grid lines are aligned with true north.



See Note on page 5.



Joins page 5

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

NOTE B
 Numerous floating moorings (Navy) are located in these areas.

RESTRICTED AREA 334.460
 (see note A)

RESTRICTED AREA 334.470
 (see note A)

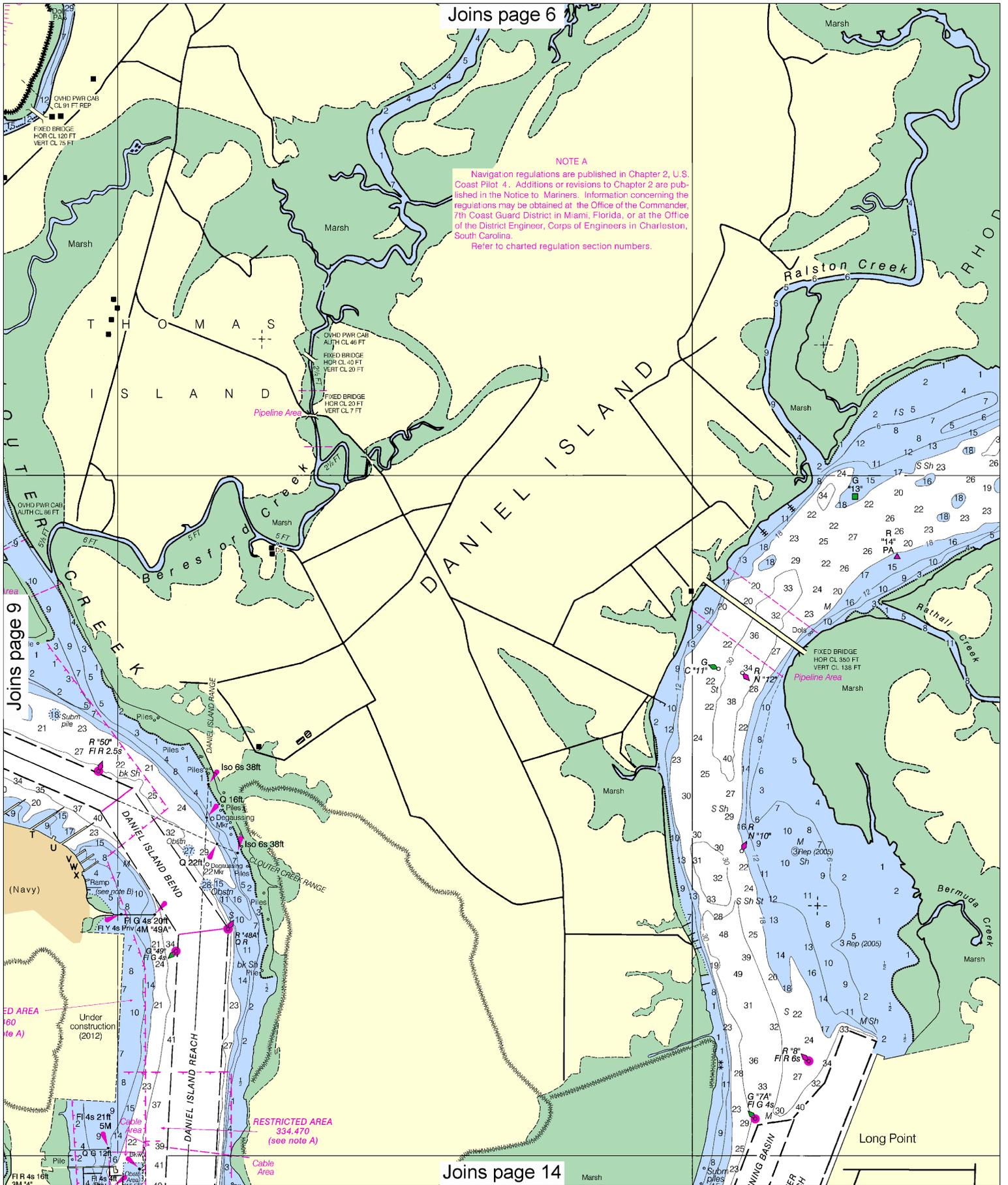
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Joins page 6

NOTE A

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Refer to charted regulation section numbers.



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Joins page 14

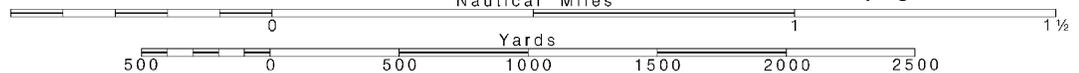
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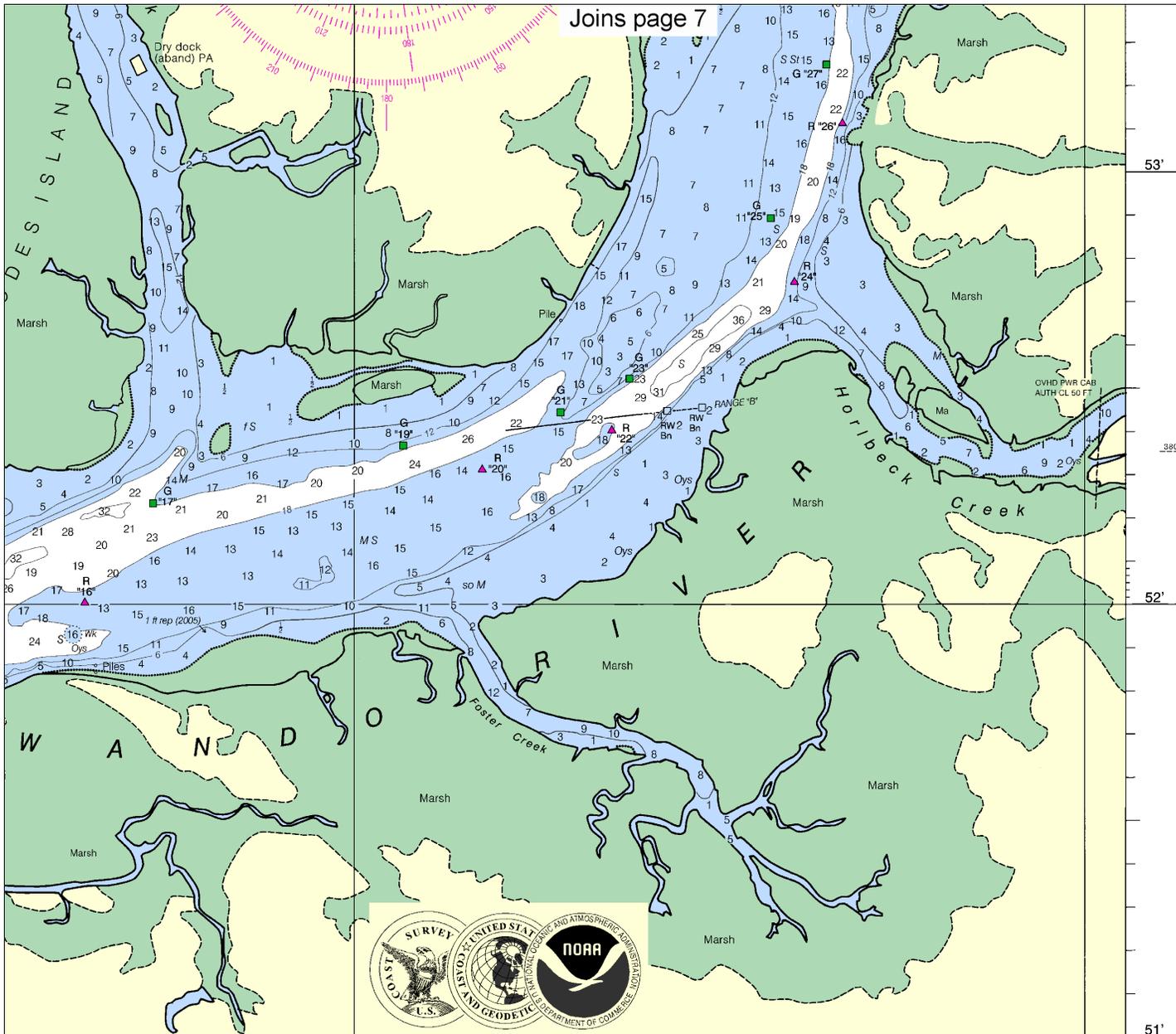
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





53'

52'

51'

50'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

SOUTH CAROLINA

CHARLESTON HARBOR

Mercator Projection
Scale 1:20,000 at Lat 32°49'

World Geodetic System of 1984
(North American Datum of 1983)

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 1984. Geographic positions referred to

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Golden Corner Lakes Power Squadron, District 26, United States Power Squadrons for continually providing essential information for revising this chart.

CAUTION

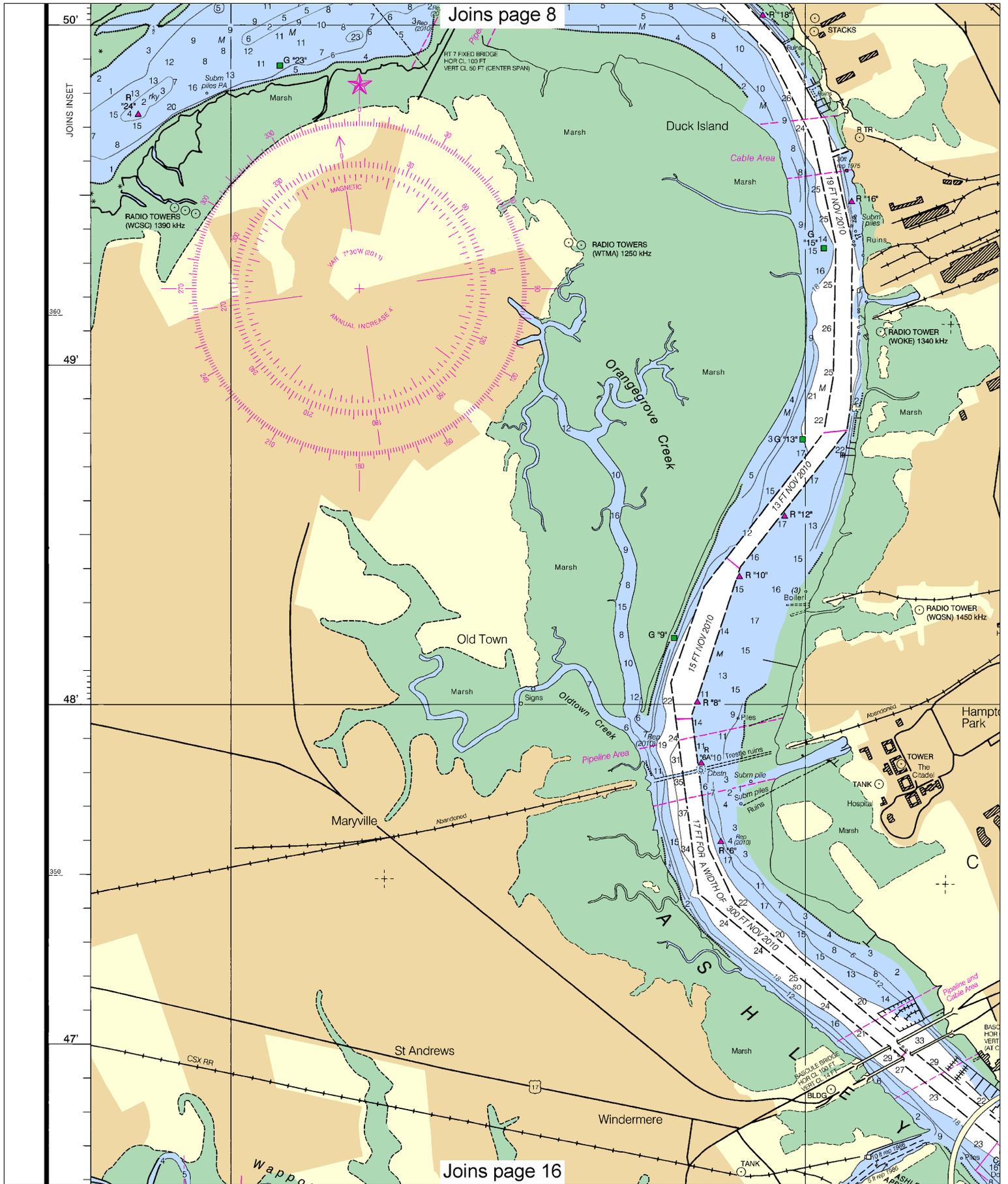
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

CAUTION
SUBMARINE PIPELINES AND CABLES

TANK



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Joins page 16

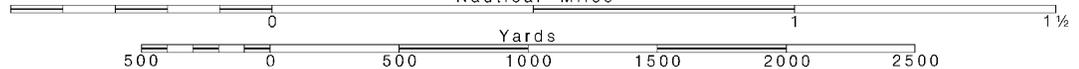
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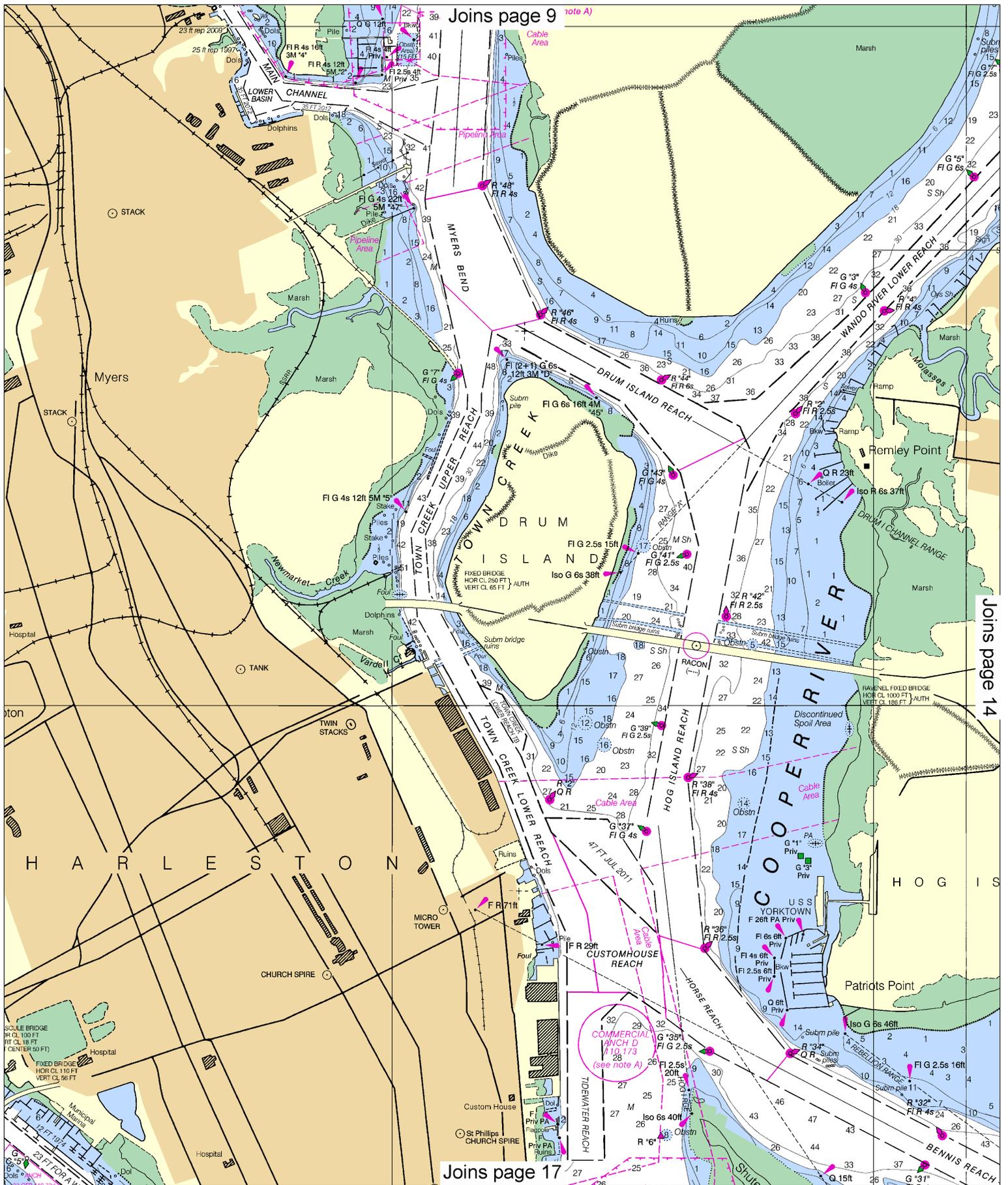
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



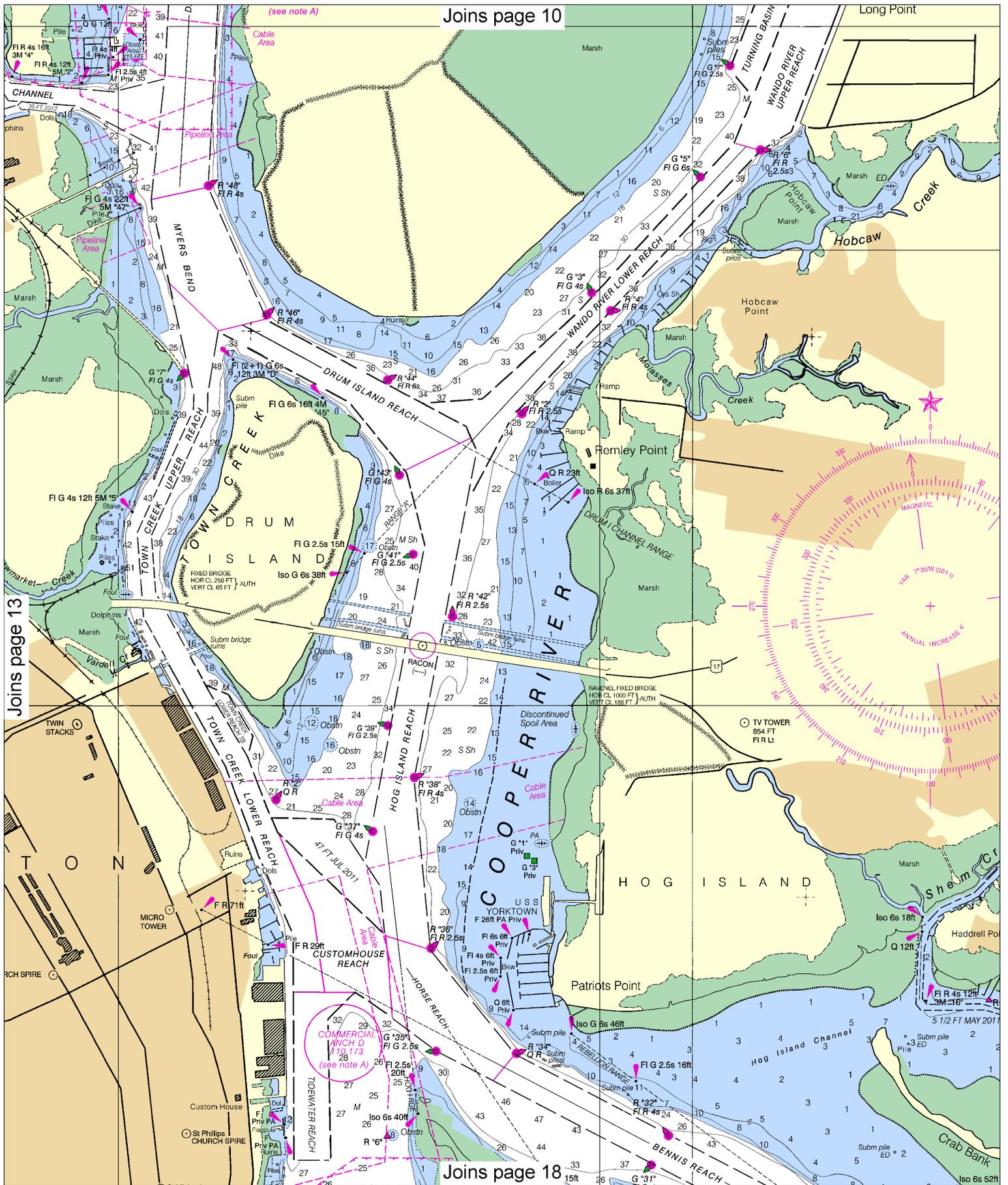


Joins page 9 *(note A)*

Joins page 14

Joins page 17

COMMERCIAL ANCH D 110, 173 (see note A)



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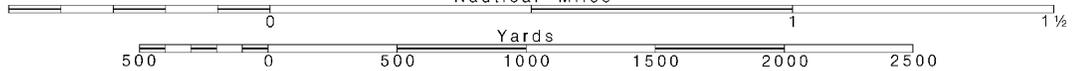
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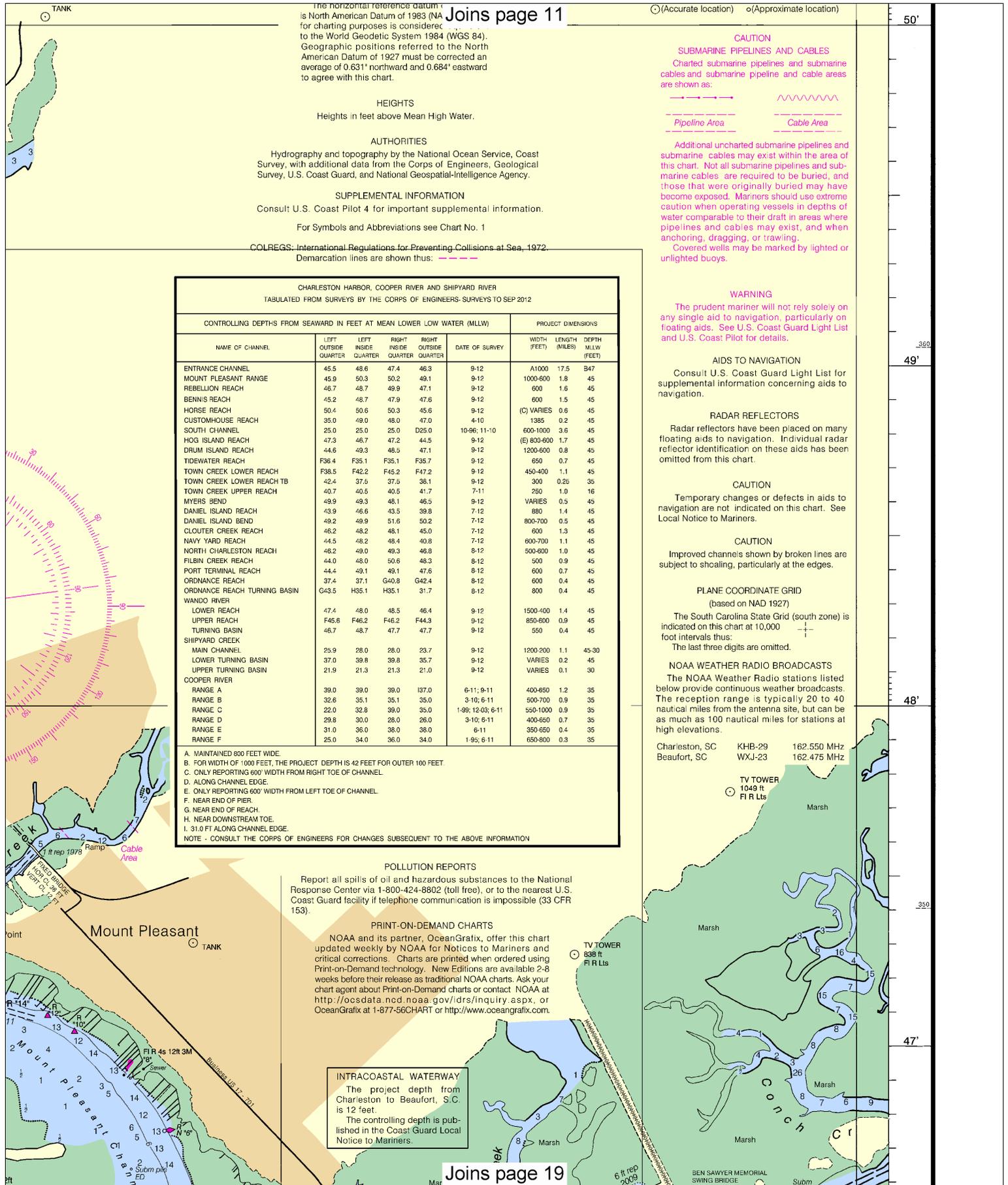
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





The horizontal reference datum is North American Datum of 1983 (NAD 83) for charting purposes is considered to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.631' northward and 0.684' eastward to agree with this chart.

HEIGHTS
Heights in feet above Mean High Water.

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

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.
For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: - - - - -

(Accurate location) (Approximate location)

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.

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.

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

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.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

PLANE COORDINATE GRID
(based on NAD 1927)
The South Carolina State Grid (south zone) is indicated on this chart at 10,000 foot intervals thus:
The last three digits are omitted.

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-29 162.550 MHz
Beaufort, SC WXJ-23 162.475 MHz

TV TOWER
1049 ft
Fl R Lts

TV TOWER
838 ft
Fl R Lts

CHARLESTON HARBOR, COOPER RIVER AND SHIPYARD RIVER
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS- SURVEYS TO SEP 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
ENTRANCE CHANNEL	45.5	48.6	47.4	48.3	9-12	A1000	17.5	B47
MOUNT PLEASANT RANGE	45.9	50.3	50.2	49.1	9-12	1000-600	1.8	45
REBELLION REACH	46.7	48.7	49.9	47.1	9-12	600	1.6	45
BENNIS REACH	45.2	48.7	47.9	47.6	9-12	600	1.5	45
HORSE REACH	50.4	50.6	50.3	45.6	9-12	(C) VARIES	0.6	45
CUSTOMHOUSE REACH	35.0	49.0	48.0	47.0	4-10	1385	0.2	45
SOUTH CHANNEL	25.0	25.0	25.0	D25.0	10-96, 11-10	600-1000	3.6	45
HOG ISLAND REACH	47.3	46.7	47.2	44.5	9-12	(E) 600-600	1.7	45
DRUM ISLAND REACH	44.6	49.3	48.5	47.1	9-12	1200-600	0.8	45
TIDEWATER REACH	F36.4	F35.1	F35.1	F35.7	9-12	650	0.7	45
TOWN CREEK LOWER REACH	F38.5	F42.2	F45.2	F47.2	9-12	450-400	1.1	45
TOWN CREEK LOWER REACH TB	42.4	37.5	37.5	38.1	9-12	300	0.25	35
TOWN CREEK UPPER REACH	40.7	40.5	40.5	41.7	7-11	250	1.0	16
MYERS BEND	49.9	49.3	48.1	46.5	9-12	VARIES	0.5	45
DANIEL ISLAND REACH	43.9	46.6	43.5	39.8	7-12	880	1.4	45
DANIEL ISLAND BEND	49.2	49.9	51.6	50.2	7-12	800-700	0.5	45
CLOUTER CREEK REACH	46.2	48.2	48.1	45.0	7-12	600	1.3	45
NAVY YARD REACH	44.5	48.2	48.4	40.8	7-12	800-700	1.1	45
NORTH CHARLESTON REACH	46.2	49.0	49.3	46.8	8-12	500-600	1.0	45
FILBIN CREEK REACH	44.0	48.0	50.6	48.3	8-12	500	0.9	45
PORT TERMINAL REACH	44.4	49.1	49.1	47.6	8-12	600	0.7	45
ORDNANCE REACH	37.4	37.1	G40.8	G42.4	8-12	600	0.4	45
ORDNANCE REACH TURNING BASIN	G43.5	H35.1	H35.1	31.7	8-12	800	0.4	45
WANDO RIVER								
LOWER REACH	47.4	48.0	48.5	46.4	9-12	1500-400	1.4	45
UPPER REACH	F45.6	F46.2	F46.2	F44.3	9-12	850-600	0.9	45
TURNING BASIN	46.7	48.7	47.7	47.7	9-12	550	0.4	45
SHIPYARD CREEK								
MAIN CHANNEL	25.9	28.0	28.0	23.7	9-12	1200-200	1.1	45-30
LOWER TURNING BASIN	37.0	39.8	39.8	35.7	9-12	VARIES	0.2	45
UPPER TURNING BASIN	21.9	21.3	21.3	21.0	9-12	VARIES	0.1	30
COOPER RIVER								
RANGE A	39.0	39.0	39.0	I37.0	6-11; 9-11	400-650	1.2	35
RANGE B	32.6	35.1	35.1	35.0	3-10; 6-11	500-700	0.9	35
RANGE C	22.0	32.8	39.0	35.0	1-99; 12-03; 6-11	550-1000	0.9	35
RANGE D	29.8	30.0	29.0	29.0	3-10; 6-11	400-650	0.7	35
RANGE E	31.0	36.0	38.0	38.0	6-11	350-550	0.4	35
RANGE F	25.0	34.0	36.0	34.0	1-95; 6-11	650-800	0.9	35

A. MAINTAINED 800 FEET WIDE.
B. FOR WIDTH OF 1000 FEET, THE PROJECT DEPTH IS 42 FEET FOR OUTER 100 FEET.
C. ONLY REPORTING 600' WIDTH FROM RIGHT TOE OF CHANNEL.
D. ALONG CHANNEL EDGE.
E. ONLY REPORTING 600' WIDTH FROM LEFT TOE OF CHANNEL.
F. NEAR END OF PIER.
G. NEAR END OF REACH.
H. NEAR DOWNSTREAM TOE.
I. 31.0 FT ALONG CHANNEL EDGE.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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).

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://oosdata.nod.noaa.gov/drs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oosangrafix.com>.

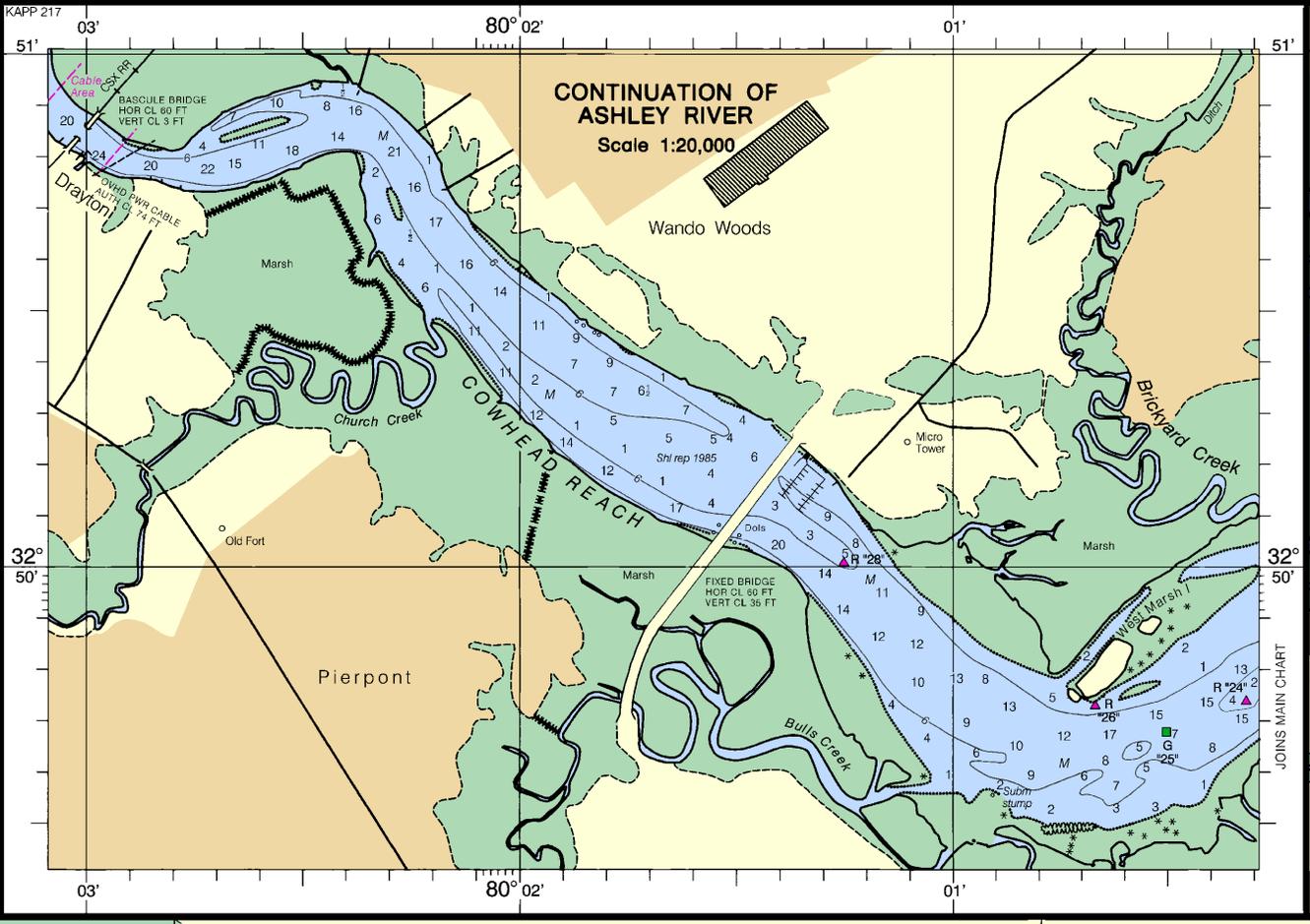
INTRACOASTAL WATERWAY
The project depth from Charleston to Beaufort, S.C. is 12 feet.
The controlling depth is published in the Coast Guard Local Notice to Mariners.

Joins page 19

Joins page 12

INTRACOASTAL WATERWAY
The project depth from Charleston to Beaufort, S.C. is 12 feet.
The controlling depth is published in the Coast Guard Local Notice to Mariners.

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.



53rd Ed., Dec. /11 ■ Corrected through NM Dec. 3/11
Corrected through LNM Nov. 22/11

11524

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.

This nautical chart has been approved by the U.S. Coast Guard. The U.S. Coast Guard Ocean Service encourages users to improve this chart to the best of their ability. For more information, contact the U.S. Coast Guard Ocean Service, NOAA, Silver Spring, MD.

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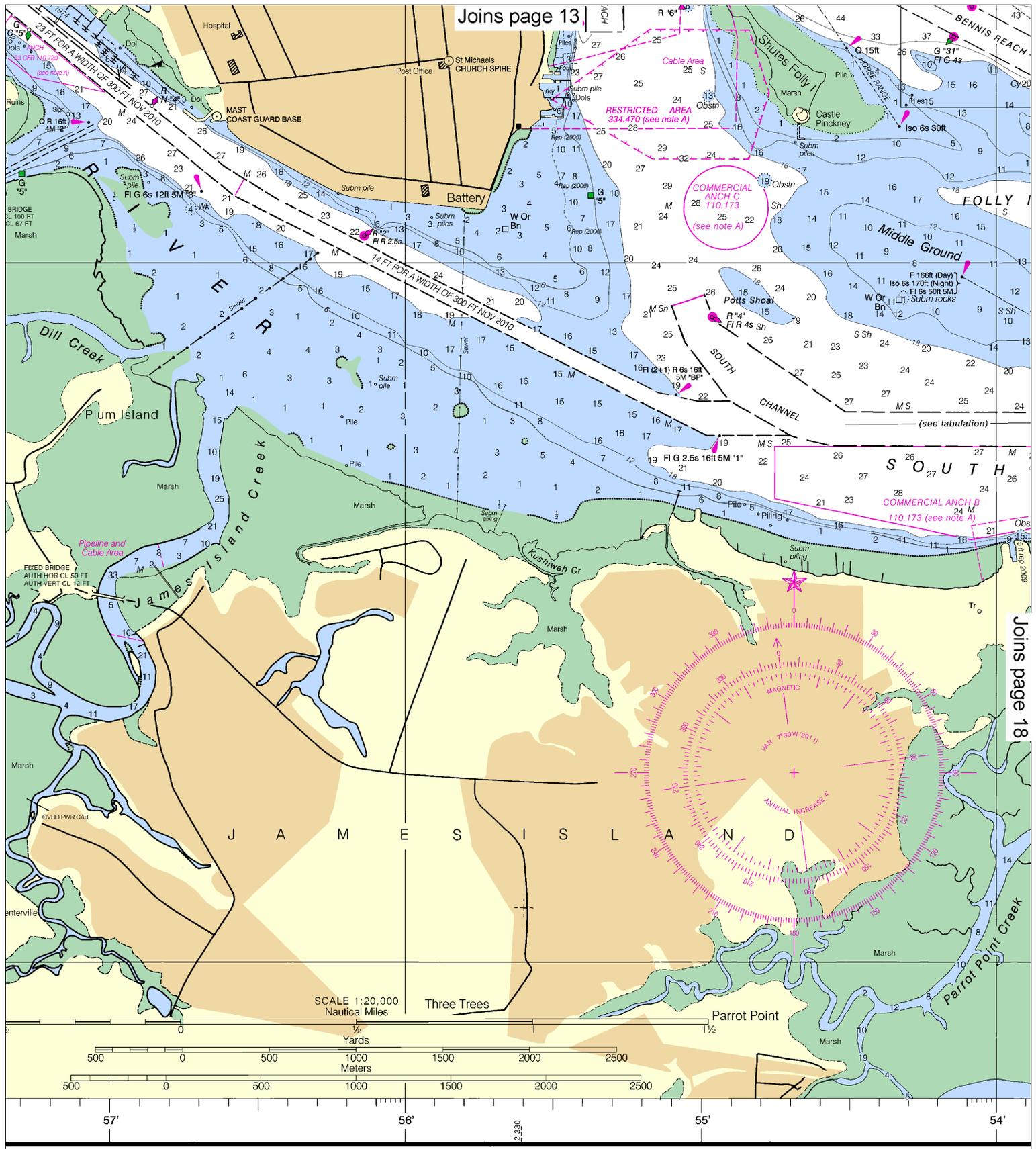
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





Joins page 13

Joins page 18

SCALE 1:20,000
Nautical Miles

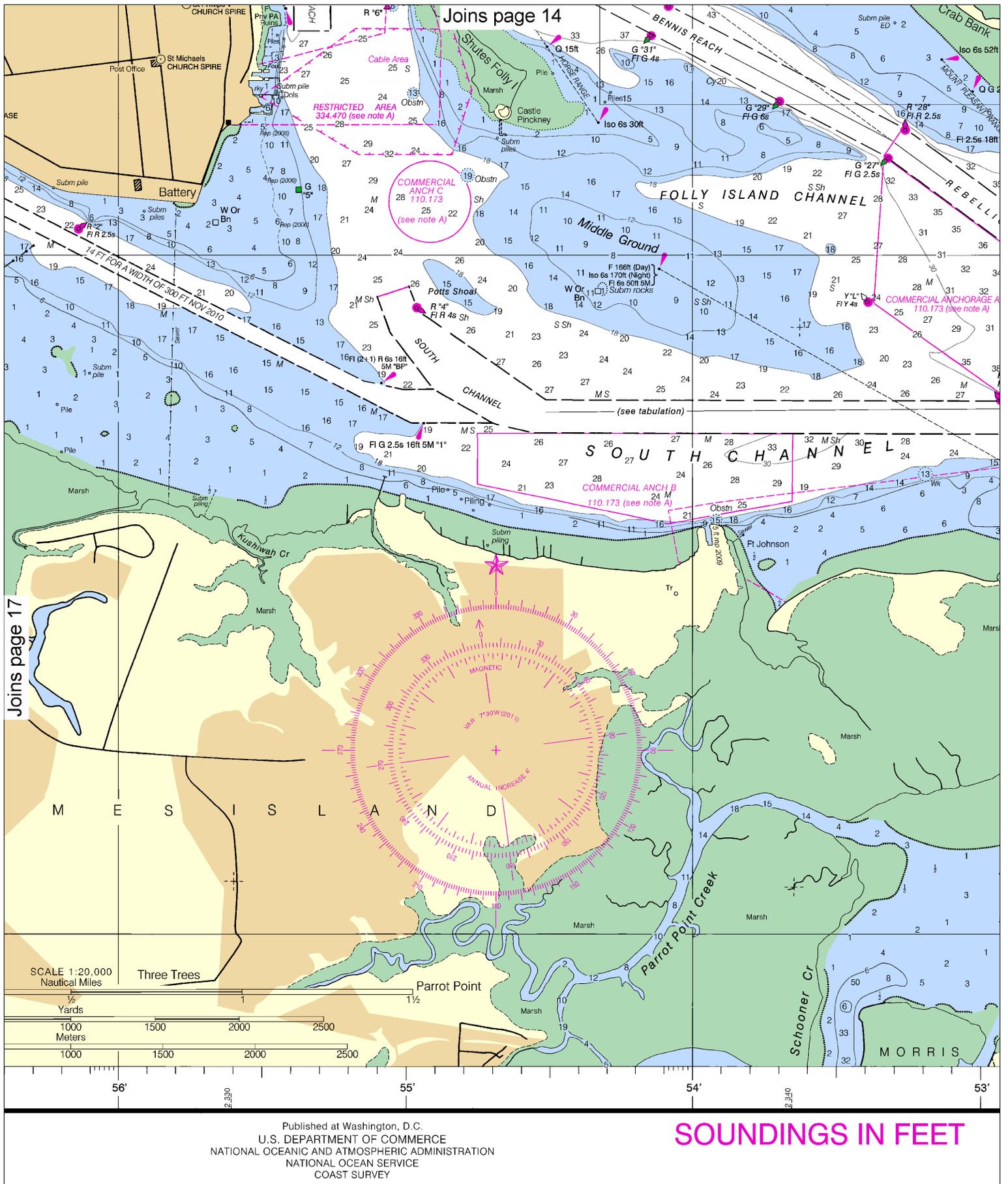
Three Trees

Parrot Point

been designed to promote safe navigation. The National users to submit corrections, additions, or comments for Chief, Marine Chart Division (N/CS2), National Oceanic and Atmospheric Administration, Washington, D.C. 20543-0001.

Published at Washington, D.C.
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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOU



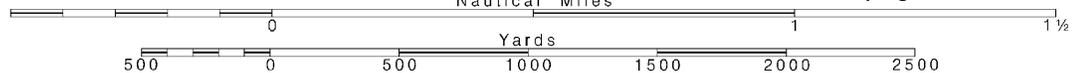
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

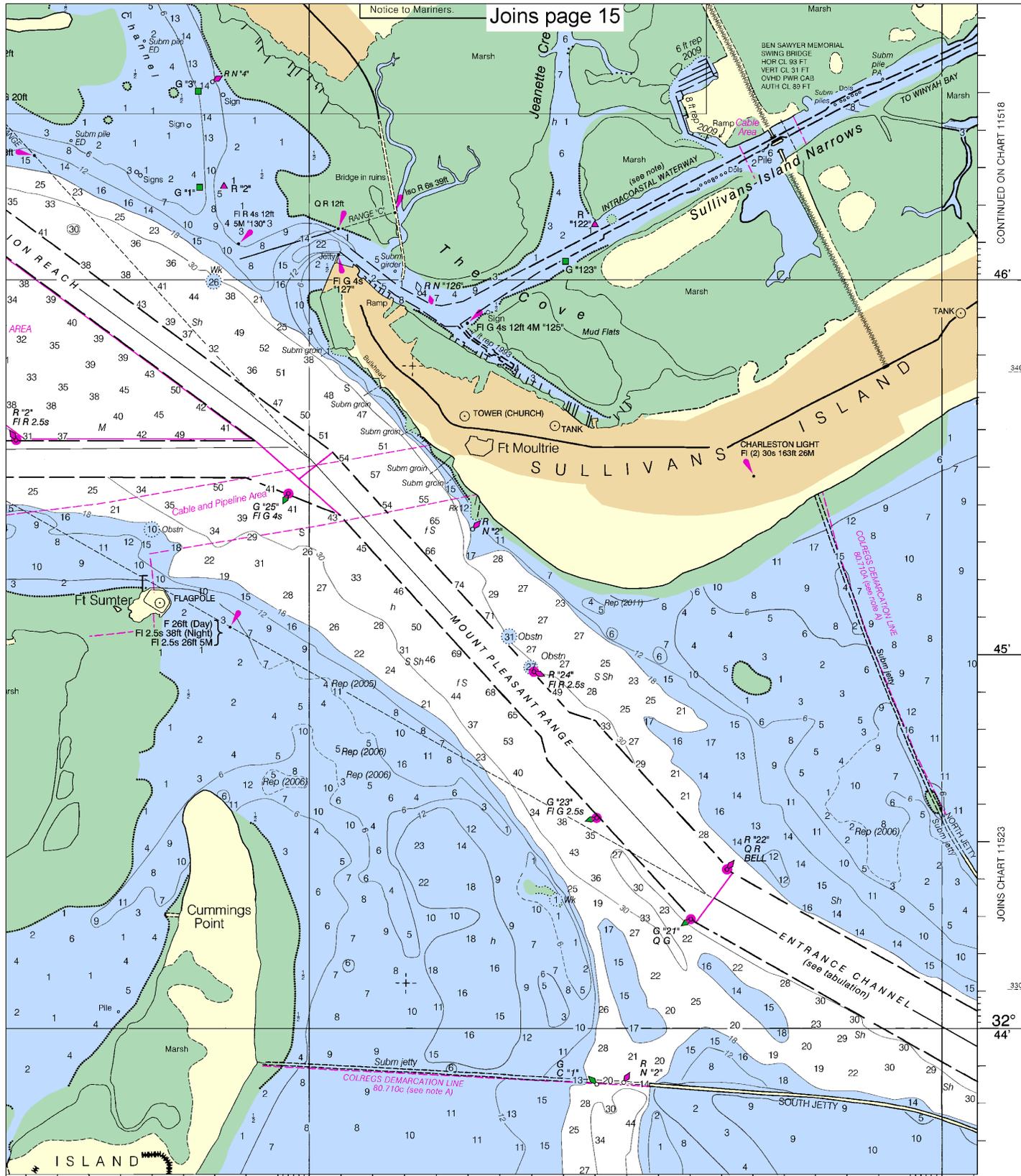
SCALE 1:20,000
Nautical Miles

See Note on page 5.



Notice to Mariners.

Joins page 15



CONTINUED ON CHART 11518

46'

340

45'

330

44'

320

310

300

290

280

270

260

250

240

230

220

210

200

190

180

170

160

150

140

130

120

110

100

90

80

70

60

50

40

30

20

10

0

10

20

30

40

50

60

70

80

90

100

110

120

130

140

150

160

170

180

190

200

210

220

230

240

250

260

270

280

290

300

310

320

330

340

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360

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380

390

400

410

420

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440

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470

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770

780

790

800

810

820

830

840

850

860

870

880

890

900

910

920

930

940

950

960

970

980

990

1000

JOINS CHART 11523

ED. NO. 53

NSN 7642014010165
NSA REFERENCE NO. 11AHA11524

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Charleston Harbor
SOUNDINGS IN FEET - SCALE 1:20,000

11524



EMERGENCY INFORMATION

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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.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>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.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 @nauticalcharts



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.

