

# BookletChart™

## Cooper River above Goose Creek

NOAA Chart 11527

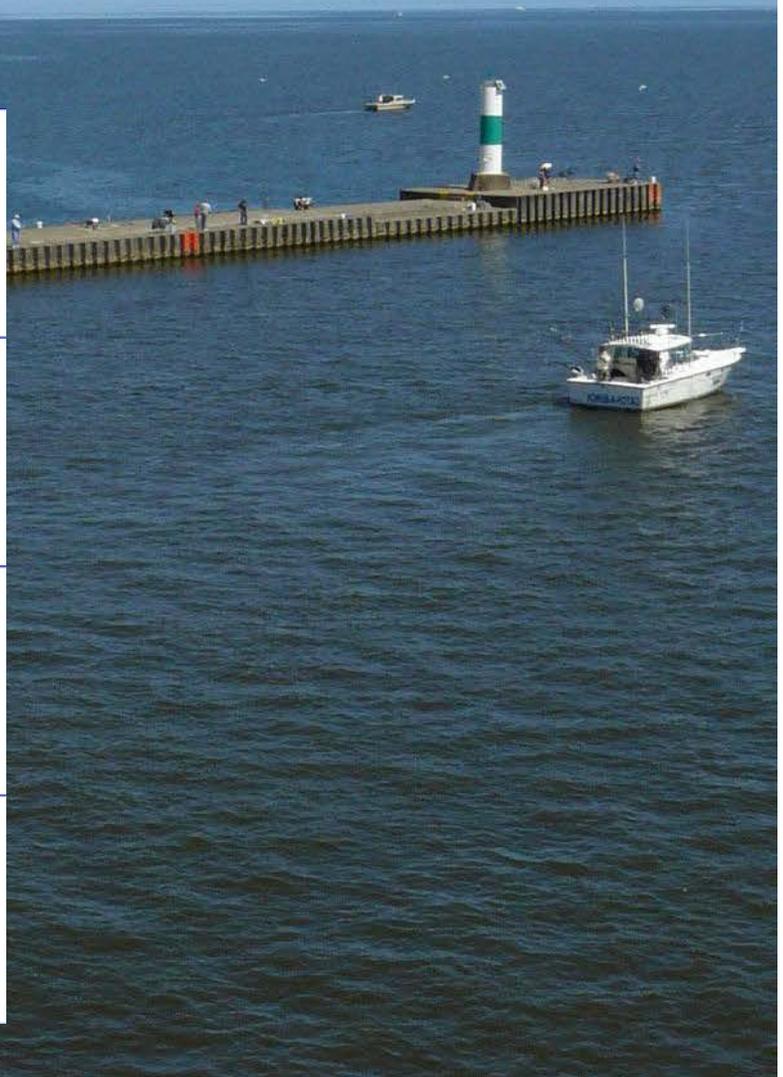
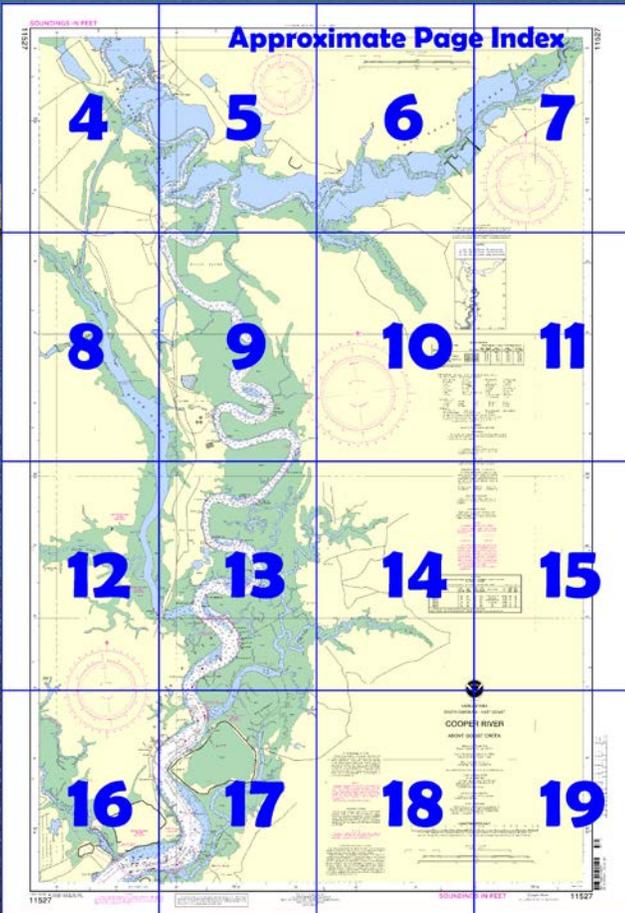


*A reduced-scale NOAA nautical chart for small boaters*

*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



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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.

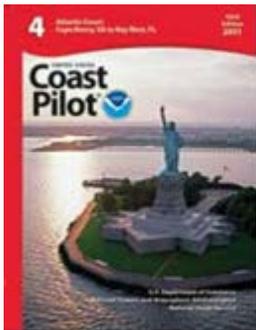
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11527>.



**(Selected Excerpts from Coast Pilot)**

In 1977, depths of 20 feet or more were available in Cooper River from the upper limit of the Navy-maintained channel about 3.4 miles above Goose Creek to **The Tee**, 26 miles above the Battery. There is ship traffic to and from the Amoco Terminal about 14 miles above the Battery, ship movement is subject to certain restrictions by the Pilots' Association. There is daylight-only ship traffic upstream as far as the Nucor Steel Terminal about 18.5 miles above the

Battery. These ships are limited in size to 580 feet long with a 25 foot draft, and subject to certain tidal and current restrictions by the Pilots' Association. This section of the river is bordered by marshland, with

occasional bluffs 15 to 20 feet high. A **restricted area** is off the U.S. Naval Ammunition Depot, on the west side of Cooper River about 10 miles northward of the Battery. (See **334.460**, chapter 2, for limits and regulations.)

An overhead power cable with a clearance of 75 feet crosses Cooper River about 21.1 miles above the Battery.

In **East Branch** the reported controlling depth in 1983 was 7 feet to **Pompion Hill Chapel**, 6 miles above The Tee. The channel is narrow and follows the ebbtide bends. In **West Branch**, the reported controlling depth in 1975 was 15 feet to the CSX bridge 4 miles above The Tee. The first bend west of The Tee is a bad spot; deep water is on the inner side of the bend. The railroad bridge has a swing span with a channel width of 30 feet and a clearance of 8 feet. (See **117.1 through 117.59 and 117.925**, chapter 2, for drawbridge regulations.) Extreme caution is necessary at the bridge; the current is strong, and about 40 minutes is needed to open the draw. An overhead power cable at the bridge has a clearance of 85 feet. The mean range of tide at the bridge is 4.2 feet. About 12 miles above The Tee, a tailrace canal enters West Branch from **Lake Moultrie**. The distance along the canal from West Branch to the lake is about 4 miles. Two bridges cross the canal with minimum clearance of 50 feet. A marginal wharf 200 feet long is on the west side of the canal about a mile above the junction with West Branch. The wharf has gasoline available; in 1987, a reported controlling depth of 3 feet was alongside. In 1987, very strong currents were reported to exist in the canal.

A depth of about 11 feet is available from the railroad bridge over West Branch to the tailrace canal and thence to the dam. The lock in the dam has a length of 180 feet, a width of 60 feet, and a depth over the miter sills of 12 feet; the vertical lift is 75 feet. A draft of 14 feet has been taken to the lake with favoring tides. Light-draft vessels can navigate to Columbia, S.C., by way of Lake Moultrie, Lake Marion, and the Congaree River. The last 18 miles are treacherous because of the twisting channel and varying water levels caused by a dam above Columbia. The lakes are fouled by submerged trees. Navigation should not be attempted by strangers.

**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

Corrected through NM Nov. 12/11  
Corrected through LNM Oct. 25/11

## HEIGHTS

Heights in feet above Mean High Water.

## 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

## 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.

## AIDS TO NAVIGATION

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

## CAUTION

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

## 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.

## 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 com-

## 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.

## 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 0.621' northward and 0.690' eastward to agree with 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.

## 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.

## AUTHORITIES

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

## 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.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	leo isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

### Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

### Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

⊥ Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: - - - - -

## COOPER RIVER TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS AND SURVEYS TO SEP 2011

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)
COOPER RIVER								
RANGE A	39.0	39.0	39.0	A37.0	6-11; 9-11	400-650	1.02	35
RANGE B	32.6	35.1	35.1	35.0	3-10; 6-11	500-700	.74	35
RANGE C	22.0	32.8	39.0	35.0	1-9; 12-2; 6-11	550-1000	.76	35
RANGE D	29.8	30.0	28.0	26.0	3-10; 6-11	400-650	.58	35
RANGE E	31.0	36.0	38.0	38.0	6-11	350-650	.38	35
RANGE F	25.0	34.0	36.0	34.0	1-9; 6-11	650-800	.29	35

A 31.0 FT ALONG CHANNEL EDGE

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

## TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Quincy Creek Bridge, East Branch	(33°05'N/79°49'W)	feet 3.2	feet 3.0	feet 0.3
Pimlico, West Branch	(33°06'N/79°57'W)	2.1	1.9	0.2
Goose Creek Entrance	(32°55'N/79°57'W)	5.9	5.6	0.2
Cloutier Creek, North Entrance	(32°54'N/79°56'W)	6.0	5.6	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>. (Oct 2011)

# SOUNDINGS IN FEET

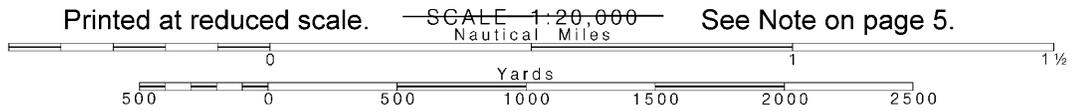
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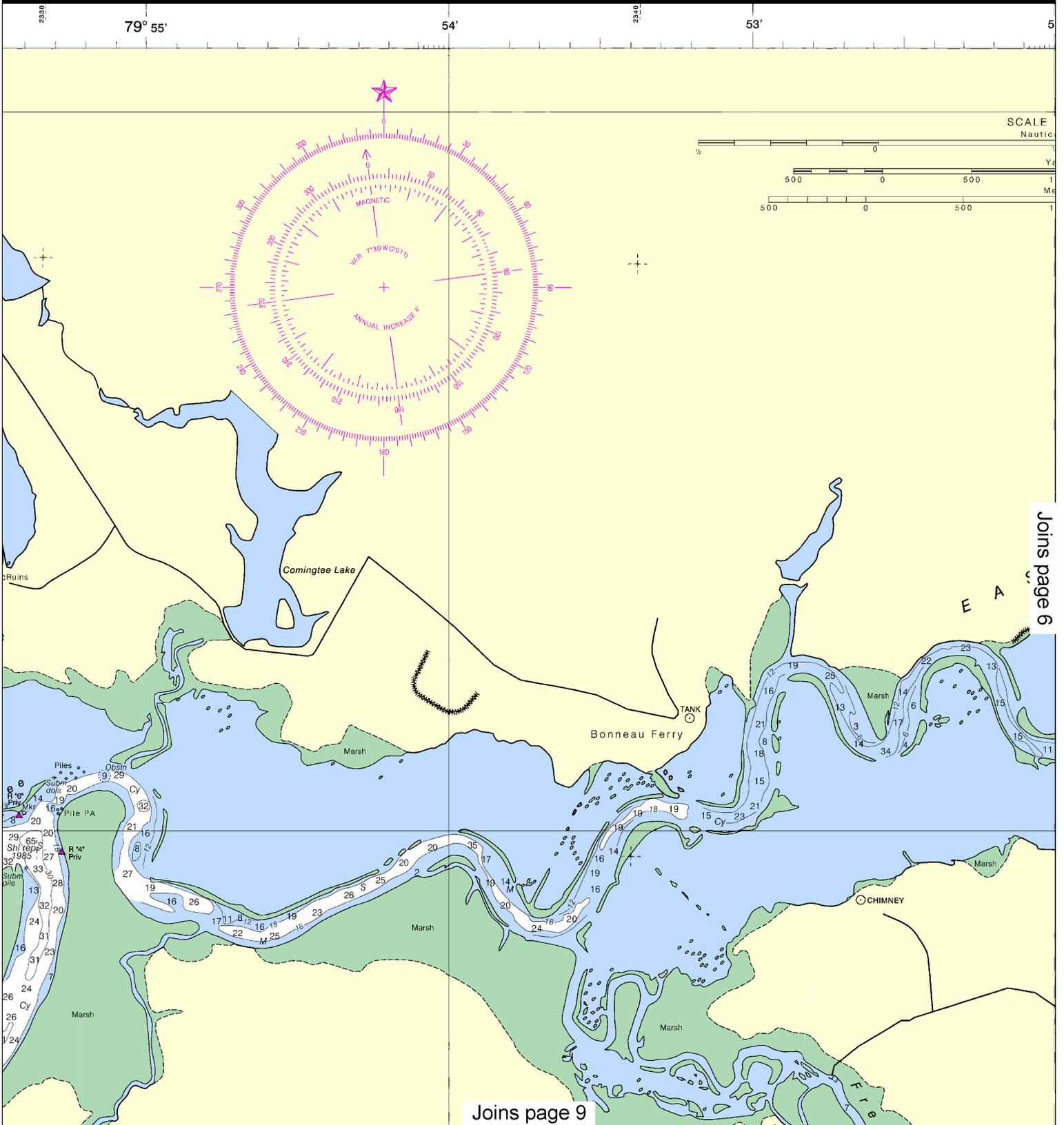
Joins page 8

4

Note: Chart grid lines are aligned with true north.



See Note on page 5.



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.



79° 55'

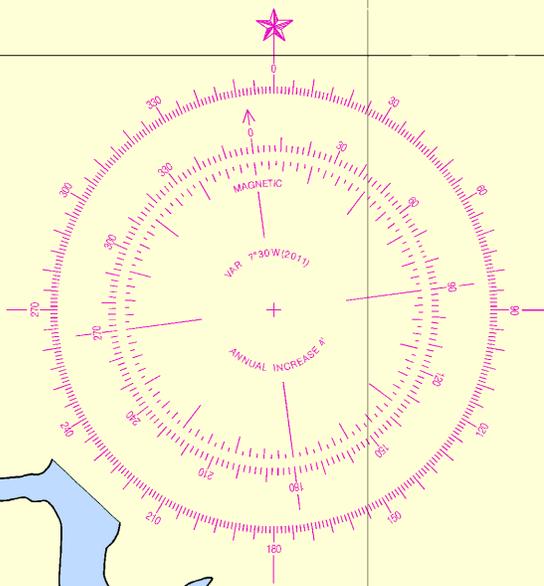
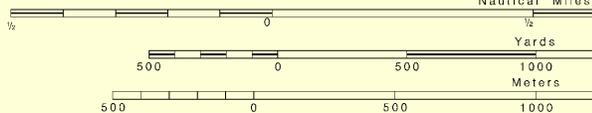
54'

2340

53'

52'

SCALE 1:20,000  
Nautical Miles



Joins page 5

Comingtee Lake

E A S T

Bonneau Ferry

TANK

CHIMNEY

Joins page 10

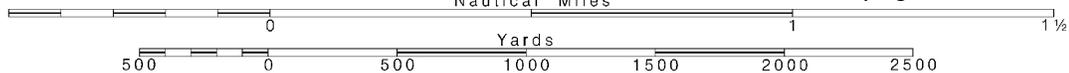
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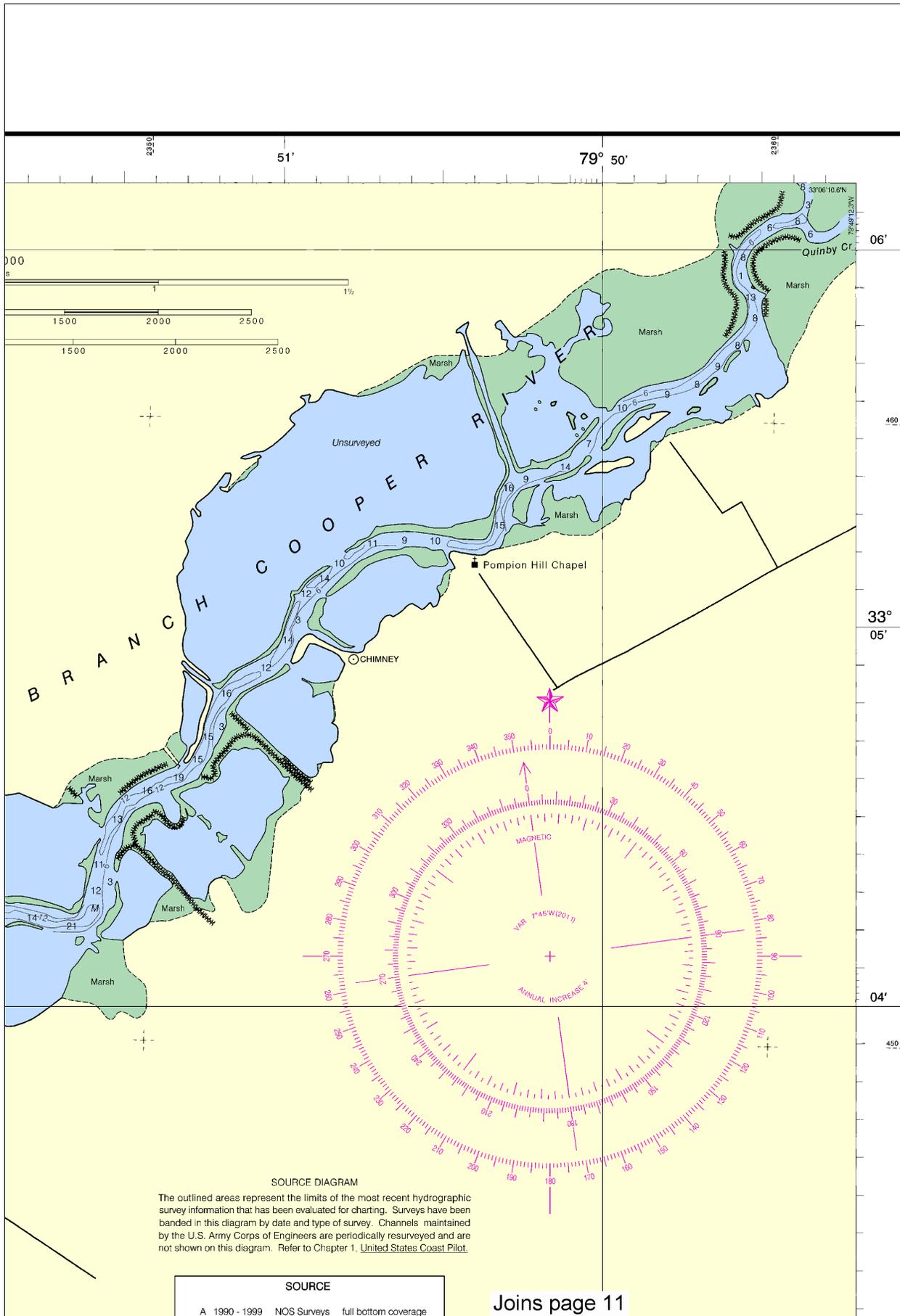
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





11527

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4612 11/13/2012,  
 NGA Weekly Notice to Mariners: 4712 11/24/2012,  
 Canadian Coast Guard Notice to Mariners: n/a.

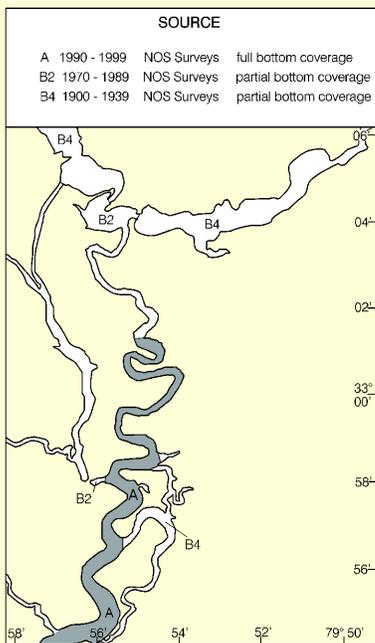








The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on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



03'

440

02'

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
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ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

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AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Isø isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ra <sup>r</sup> raclar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
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 Demarcation lines are shown thus: ---

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Heights in feet above Mean High Water.

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CAUTION

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NOAA WEATHER RADIO BROADCASTS  
 The NOAA Weather Radio stations listed

01'

430

Joins page 8

33°  
00'

59'

58'

410

57'

RESTRICTED AREA  
334.460  
(see note A)

RESTRICTED AREA  
334.460  
(see note A)

SECURITY ZONE  
165.709 (see note A)

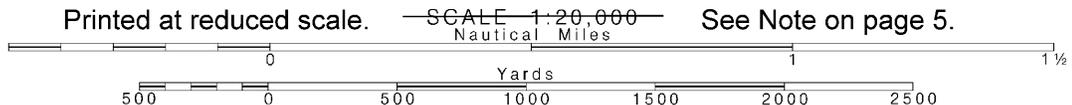
Joins page 16

Brown Pond

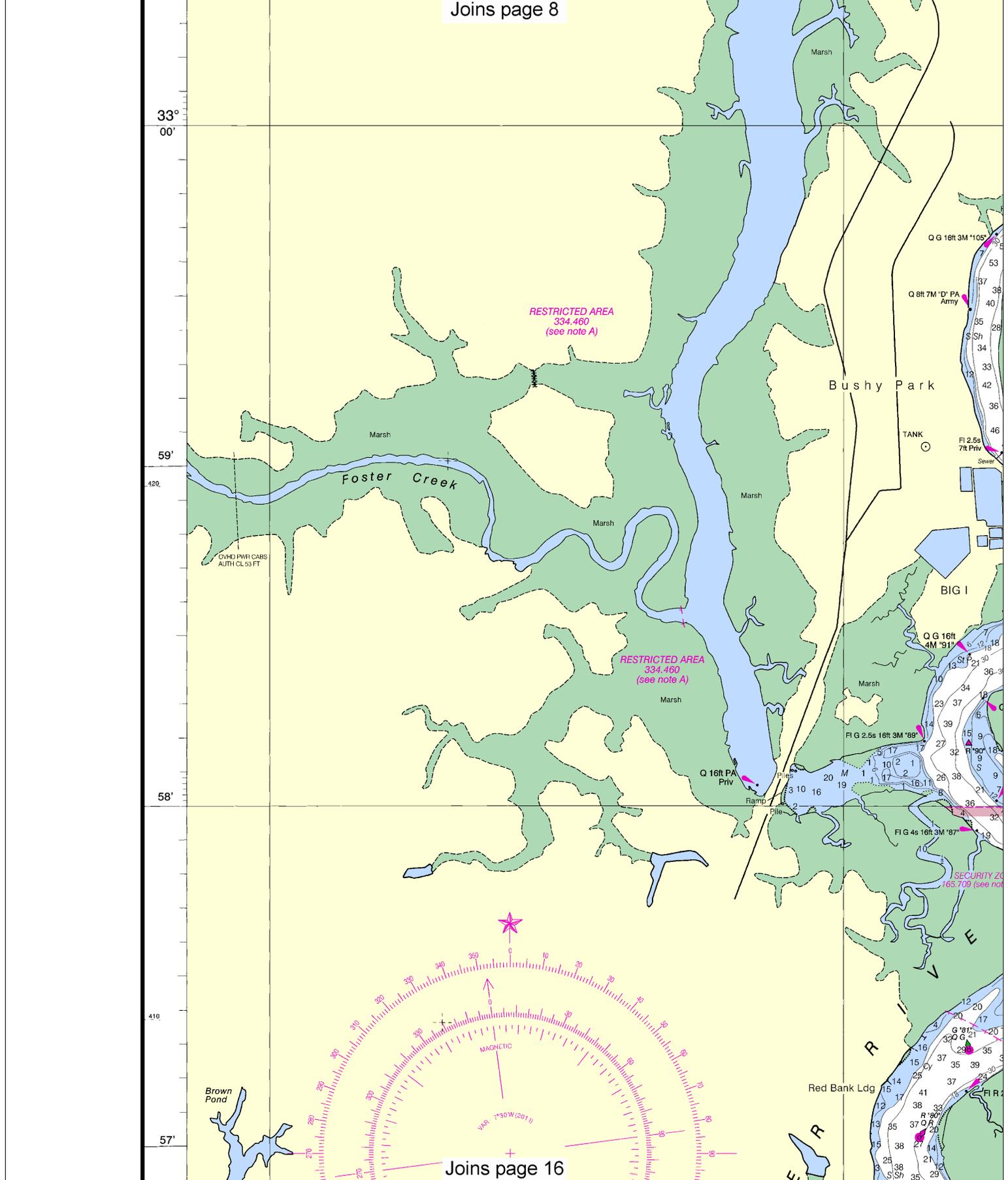
Red Bank Ldg

12

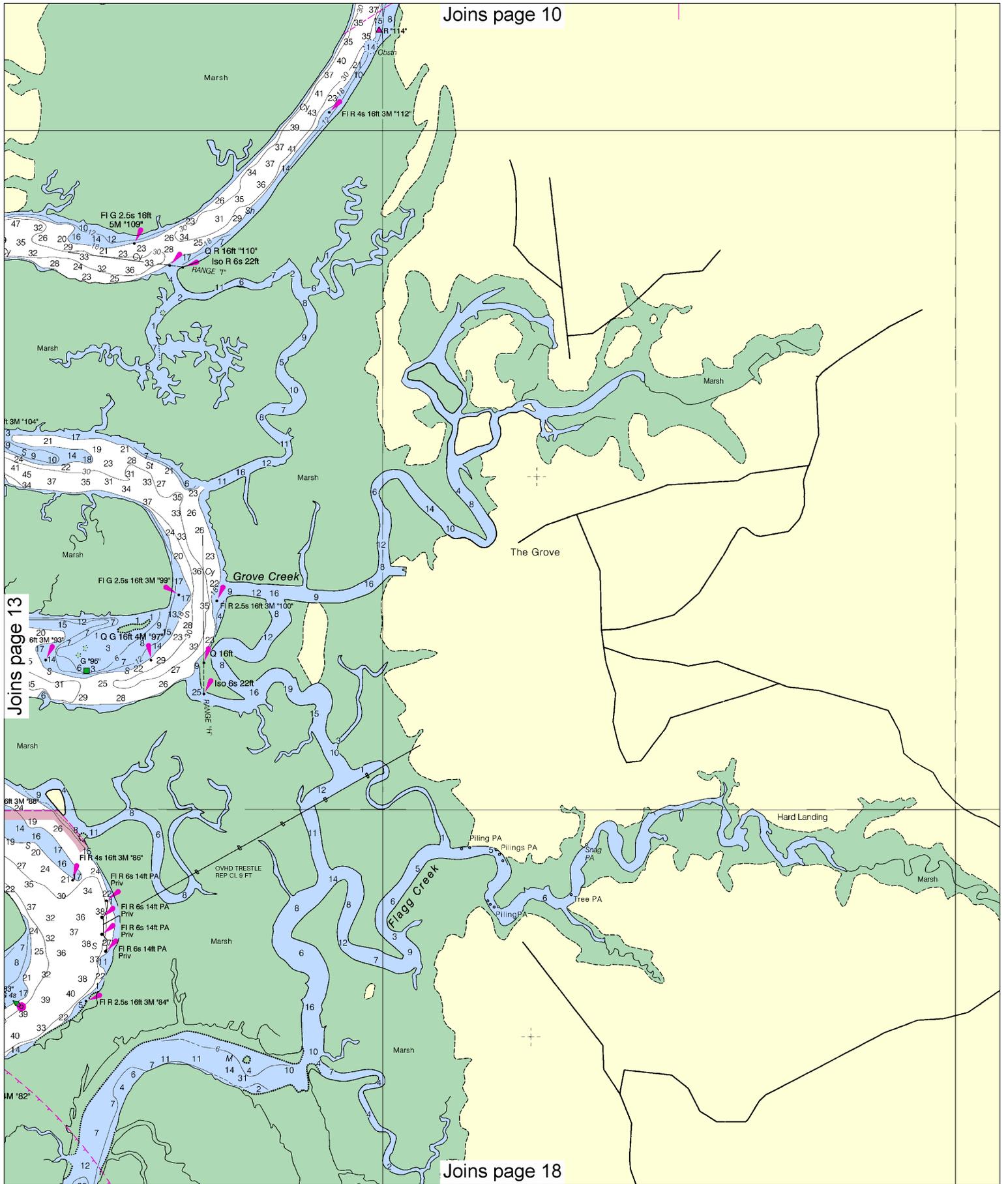
Note: Chart grid lines are aligned with true north.



See Note on page 5.







Joins page 10

Joins page 13

Joins page 18

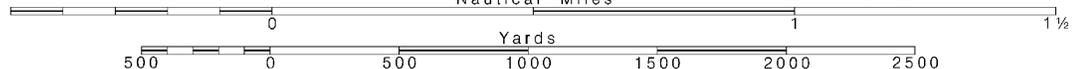
**14**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



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COOPER RIVER TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS AND SURVEYS TO SEP 2011						PROJECT DIMENSIONS		
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						WIDTH	LENGTH	DEPTH
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	(FEET)	(MILES)	(FEET)
COOPER RIVER								
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RANGE D	29.8	30.0	28.0	26.0	3-10; 6-11	400-650	.58	35
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RANGE F	25.0	34.0	36.0	34.0	1-95; 6-11	650-800	.29	35

A. 31.0 FT ALONG CHANNEL EDGE  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

33°

00'

59'

420

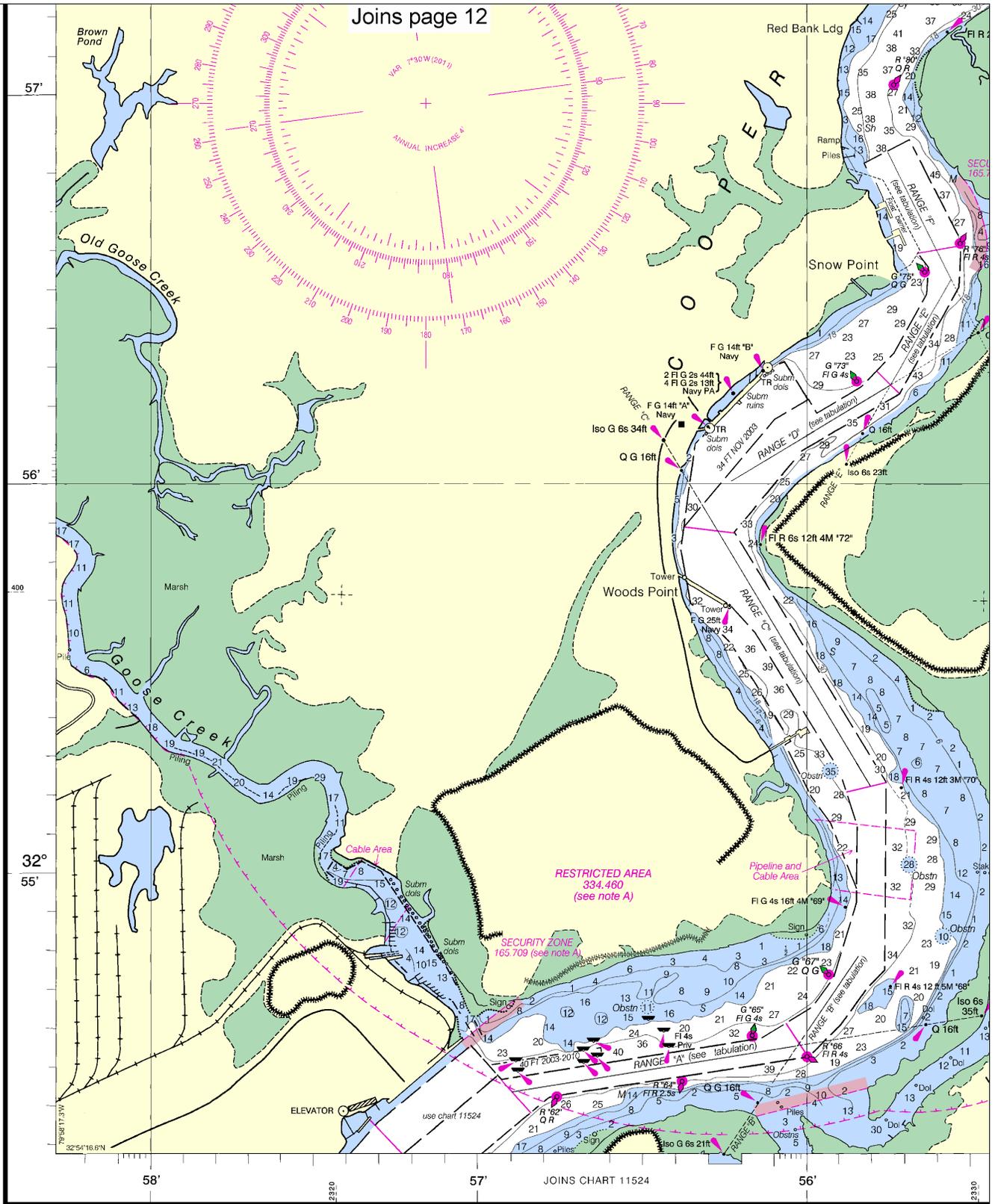
58'

410

57'



Joins page 12



18th Ed., Nov. / 11 ■ Corrected through NM Nov. 12/11  
Corrected through LNM Oct. 25/11

# 11527

**CAUTION**

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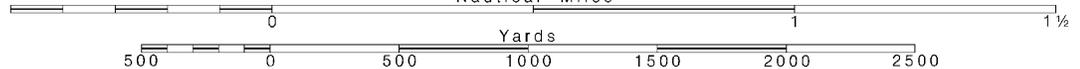
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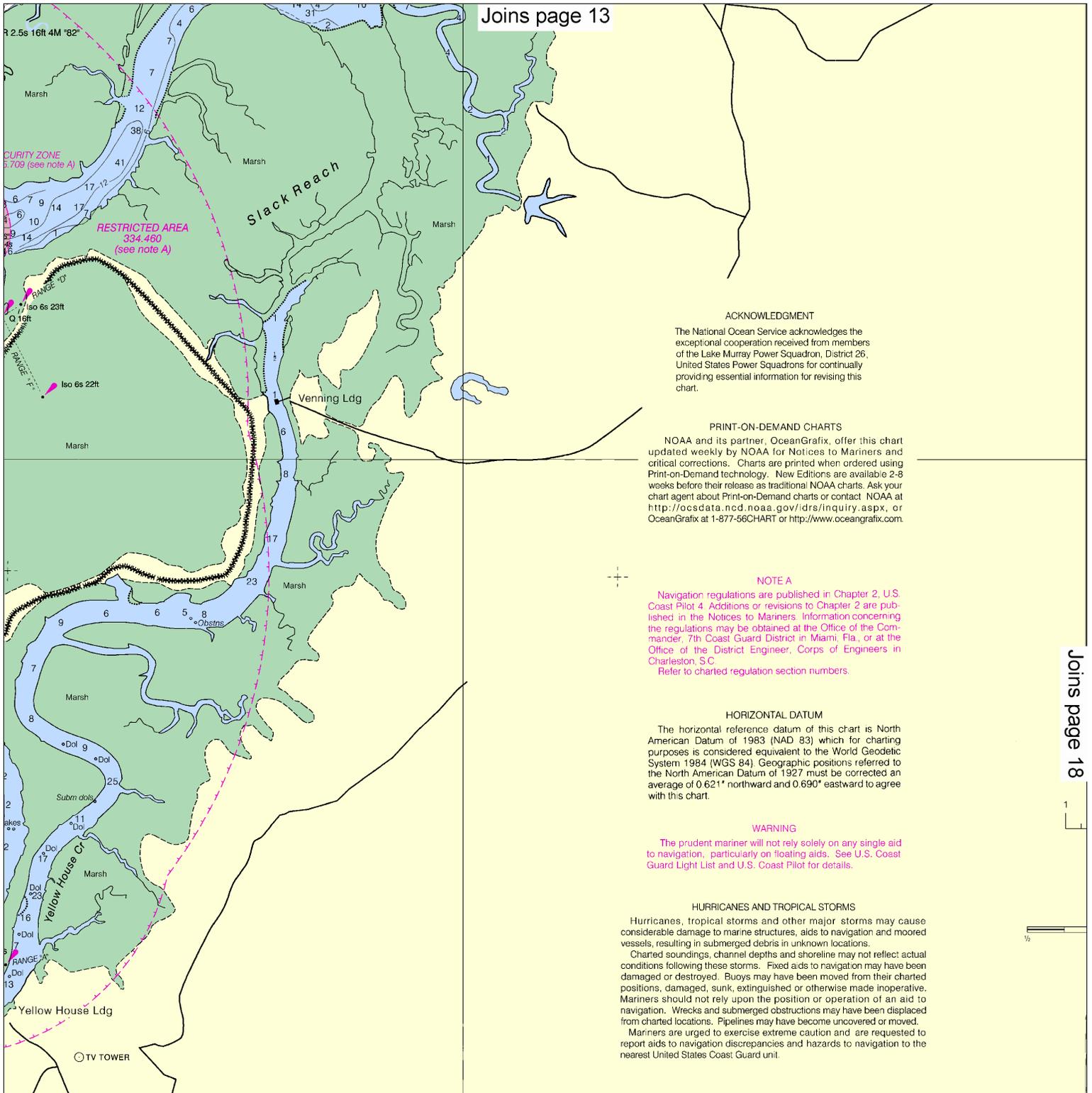
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





**ACKNOWLEDGMENT**

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

**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://ocsddata.ncd.noaa.gov/drs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

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igned to promote safe navigation. The National submit corrections, additions, or comments for rine Chart Division (N/CS2), National Ocean and 20910-3282.

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





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
SOUTH CAROLINA - EAST COAST

# COOPER RIVER

## ABOVE GOOSE CREEK

Mercator Projection  
Scale 1:20,000 at Lat. 33°01'

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](http://nauticalcharts.noaa.gov).

PLANE COORDINATE GRID  
(based on NAD 1927)

The South Carolina plane coordinate grid  
(south zone) is indicated on this chart at 10,000  
foot intervals thus:  $\begin{matrix} + \\ - \end{matrix}$

The last three digits are omitted.

SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 4 for important  
supplemental information.

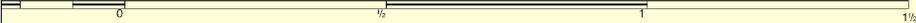
POLLUTION REPORTS  
Report all spills of oil and hazardous substances to the  
National Response Center via 1-800-424-8802 (toll free), or  
to the nearest U.S. Coast Guard facility if telephone com-  
munication is impossible (33 CFR 153).

### LOGARITHMIC SPEED SCALE

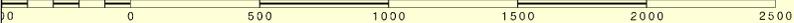


SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place  
point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

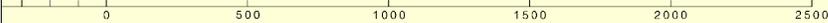
SCALE 1:20,000  
Nautical Miles



Yards



Meters



57'

56'

400

32°

55'

FATHOMS	FEET	METERS
1	6	1.1
2	12	2.2
3	18	3.3
4	24	4.4
5	30	5.5
6	36	6.6
7	42	7.7
8	48	8.8
9	54	9.9
10	60	11.0
11	66	12.1
12	72	13.2
13	78	14.3
14	84	15.4
15	90	16.5
16	96	17.6
17	102	18.7



# SOUNDINGS IN FEET

Cooper River  
SOUNDINGS IN FEET - SCALE 1:20,000

# 11527



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](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.

