BookletChart™

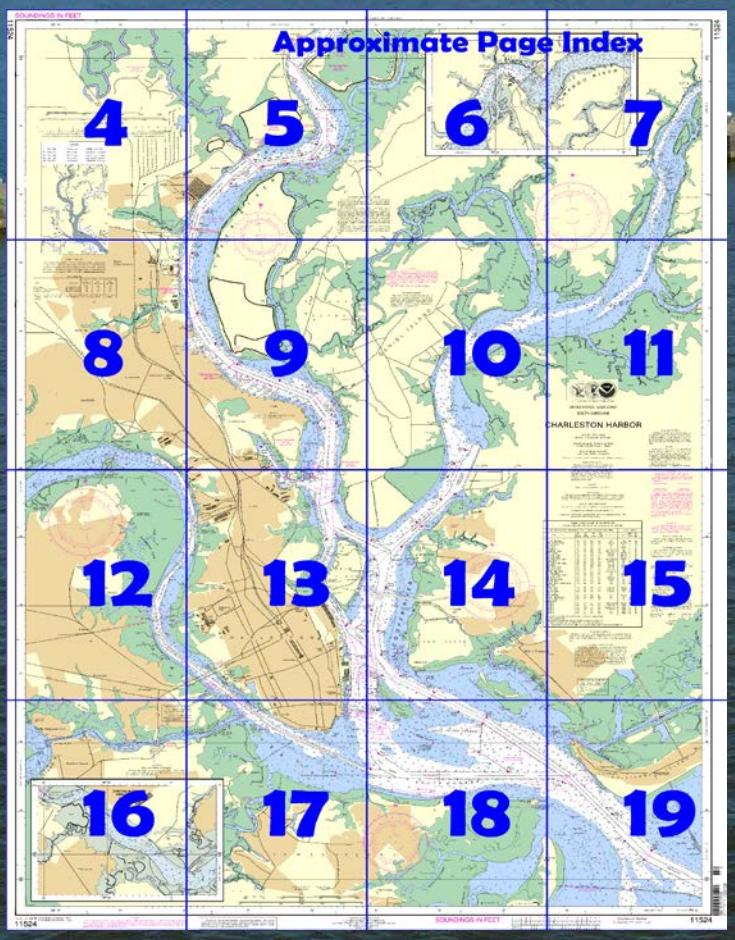
Charleston Harbor

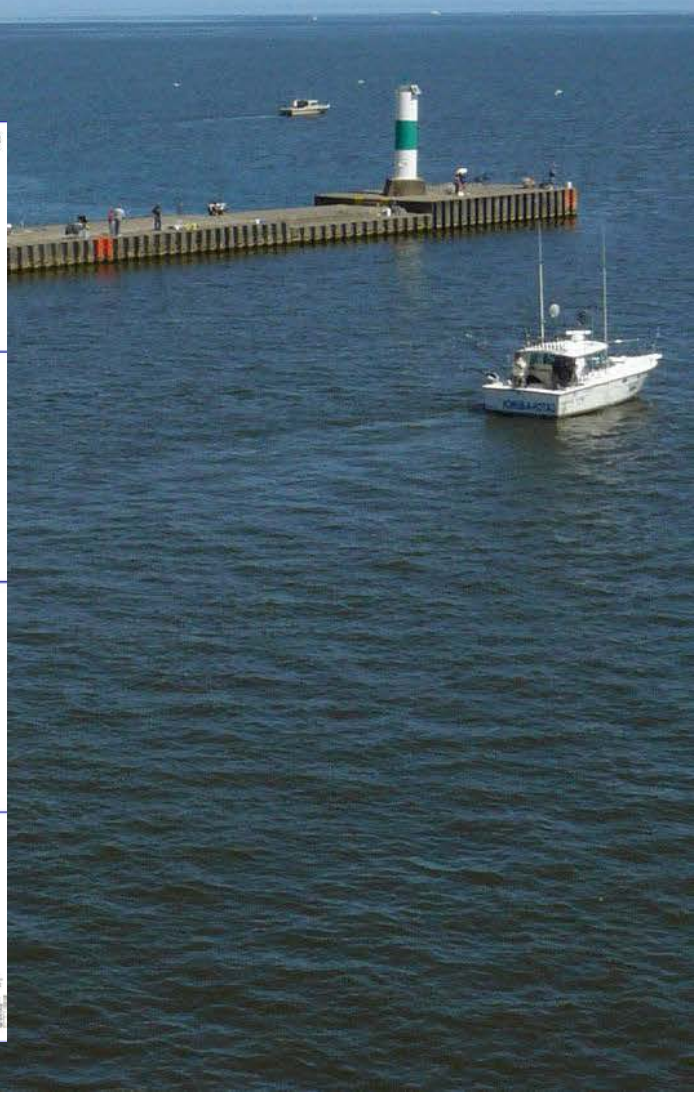
NOAA Chart 11524

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
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.

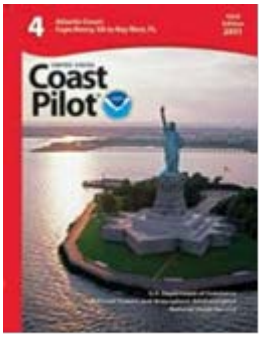
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=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:

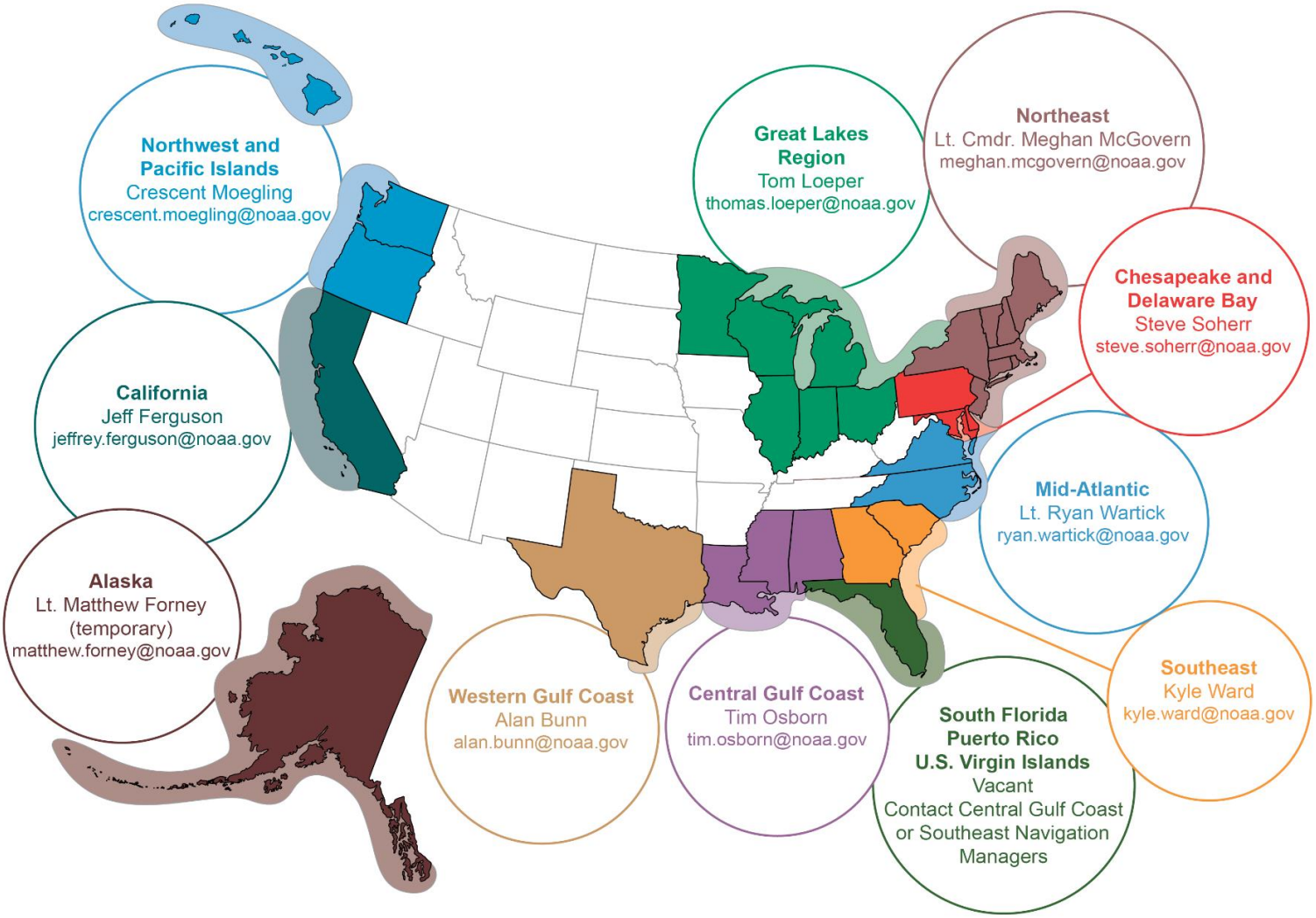
32°42.9'N., 79°42.8'W.;
32°41.3'N., 79°39.3'W.;
32°39.9'N., 79°40.2'W.; and
32°41.6'N., 79°43.7'W.

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 Miami, FL	(305) 415-6800

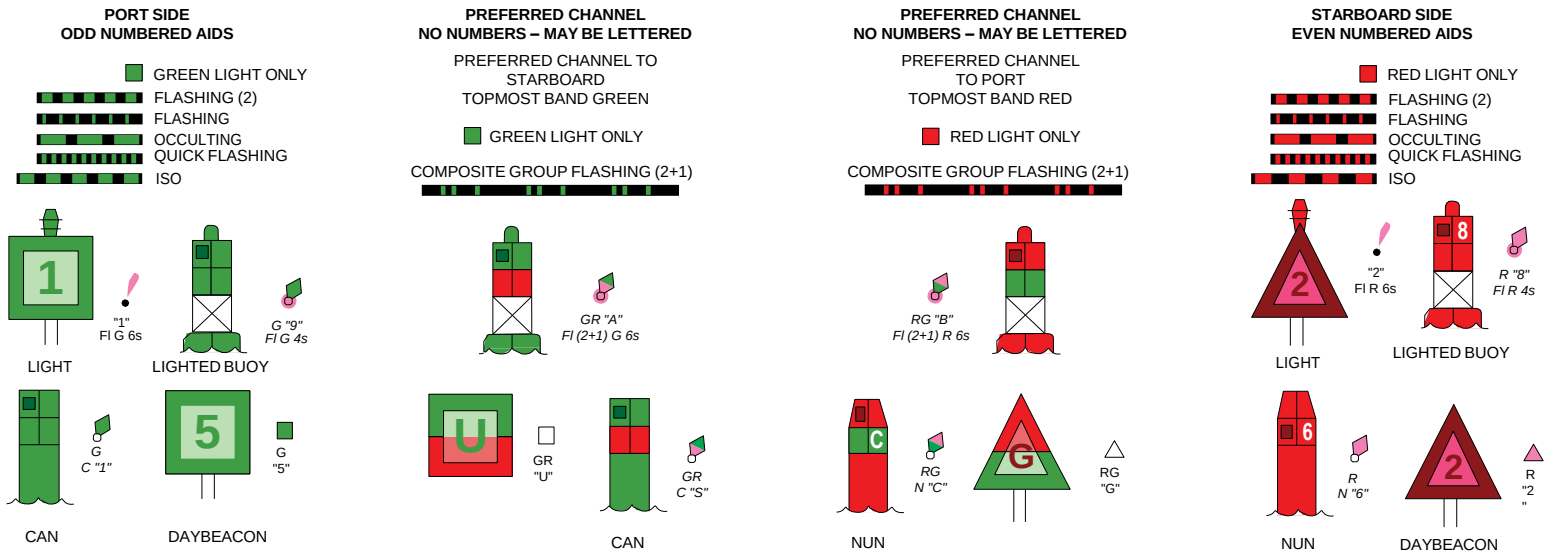
Navigation Managers Area of Responsibility



To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

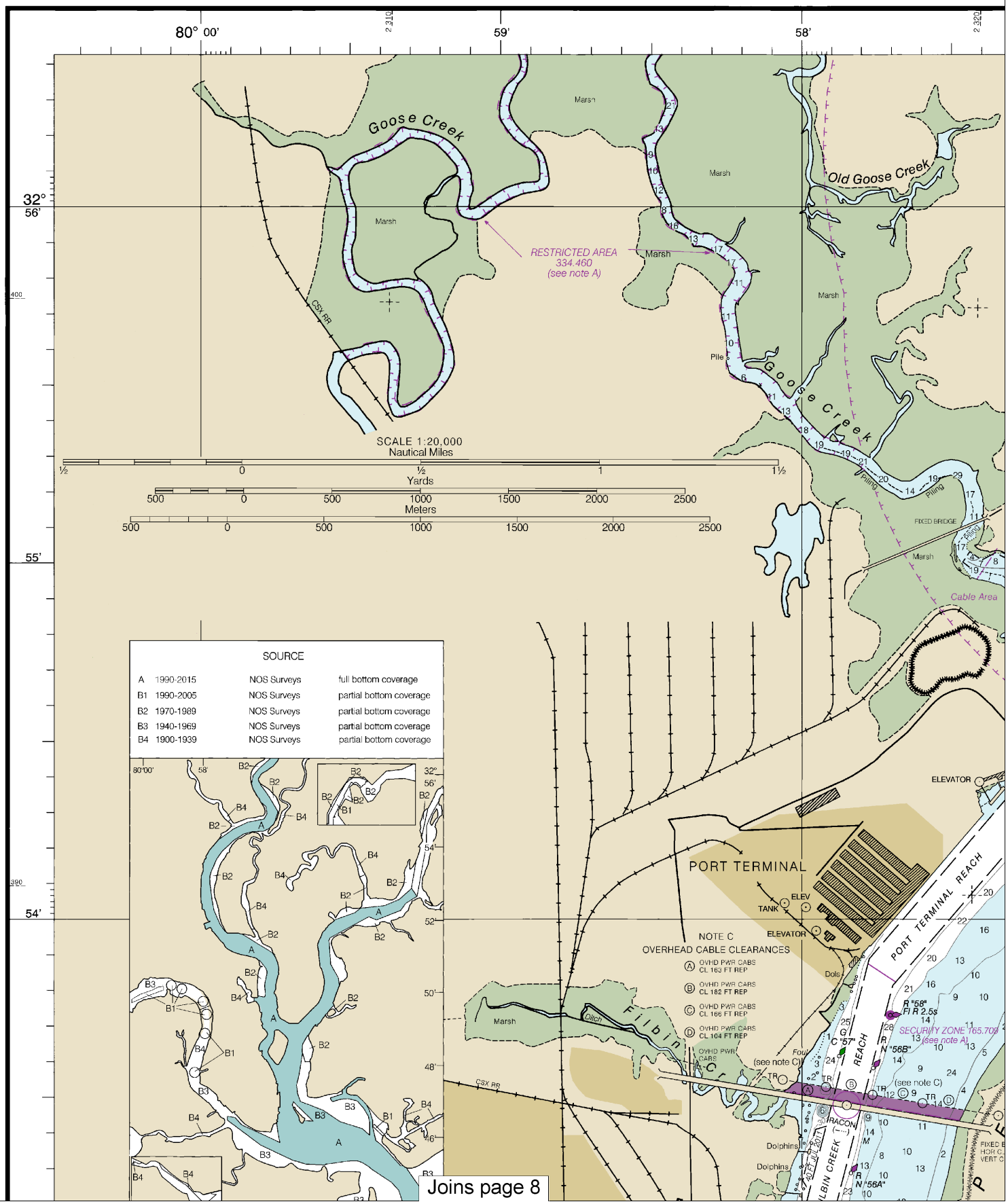
on navigable waters except Western Rivers



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*

SOUNDINGS IN FEET

11524



4

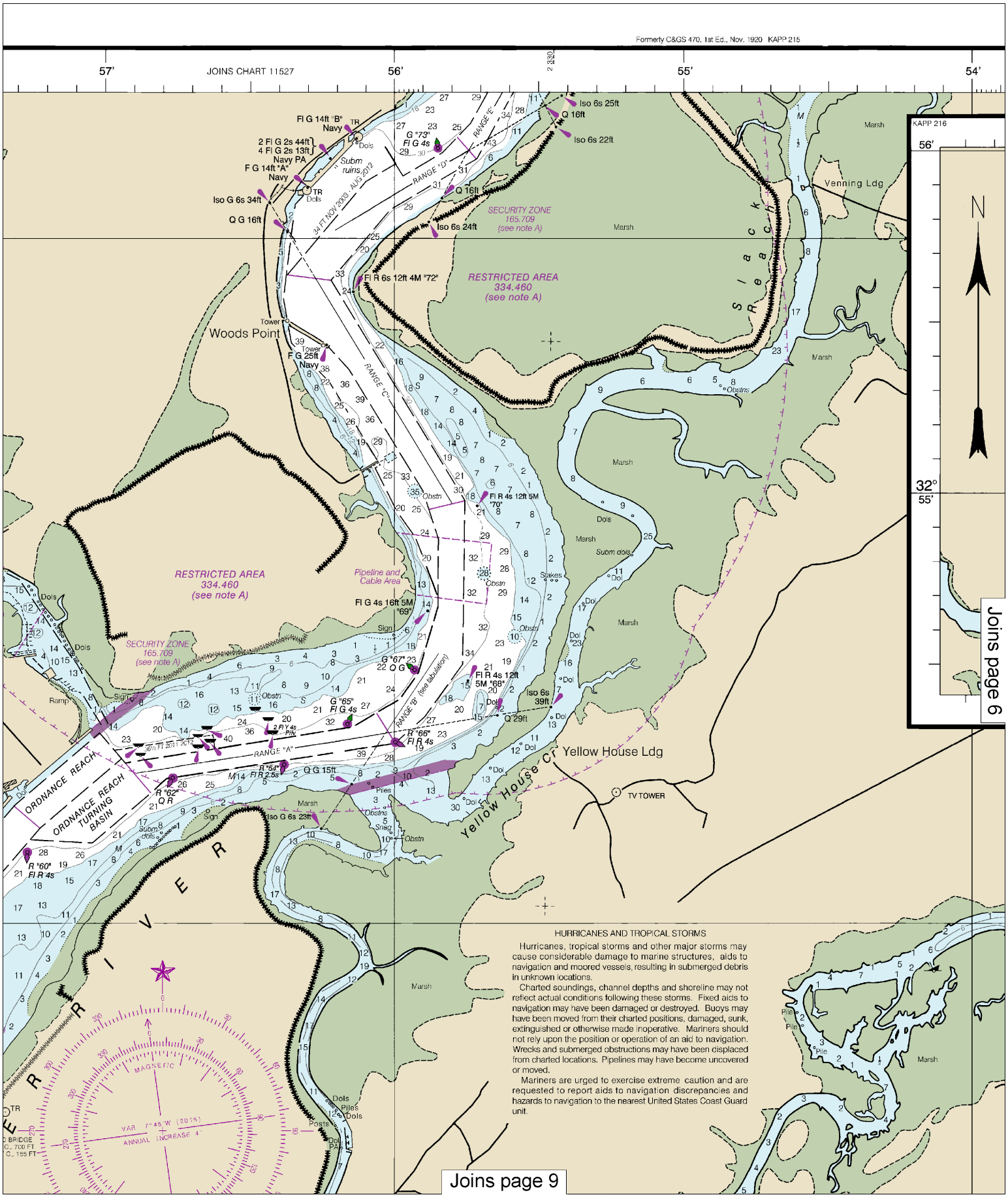
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ Nautical Miles See Note on page 5.

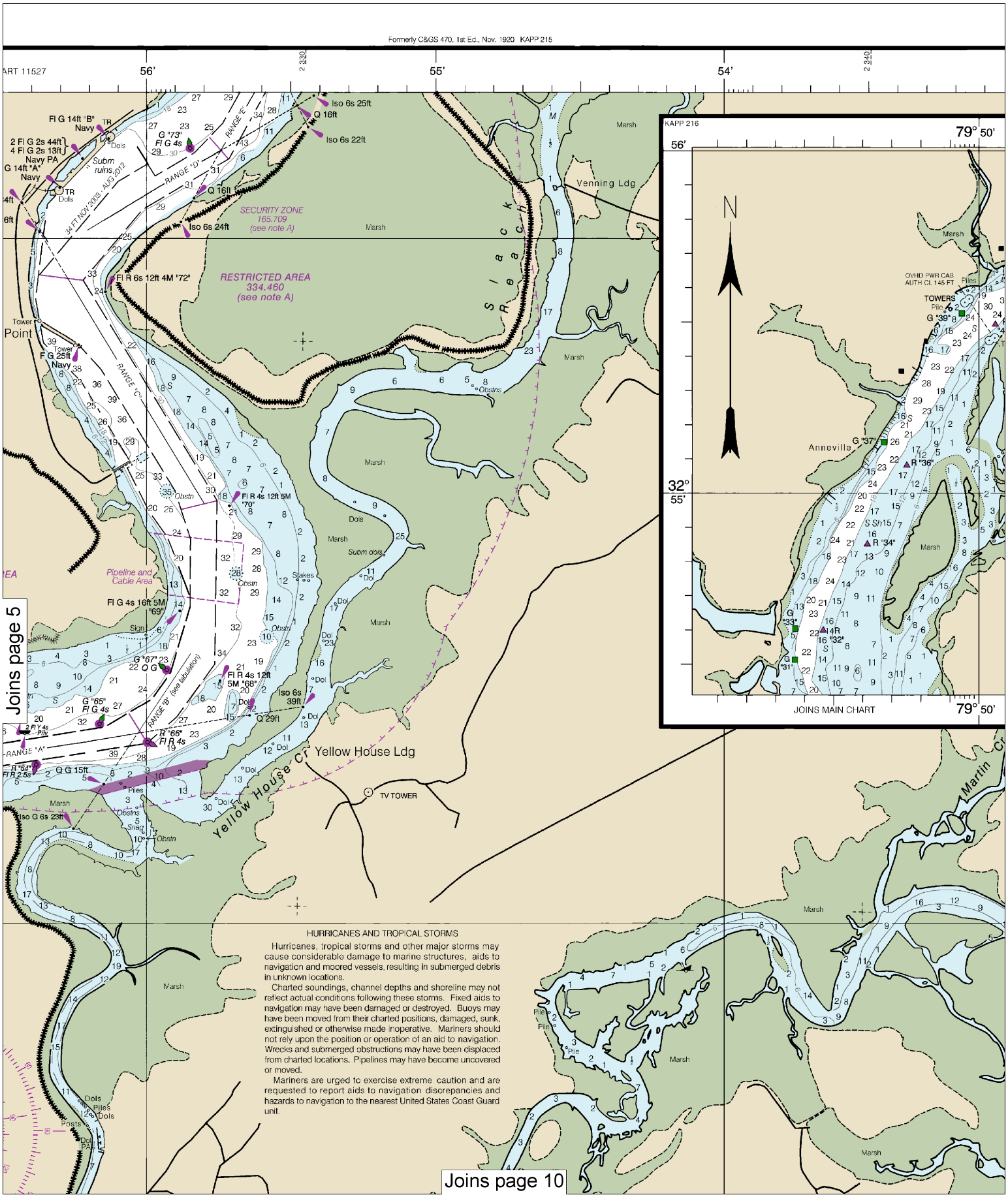
0 1 1½

Yards

500 0 500 1000 1500 2000 2500



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



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.

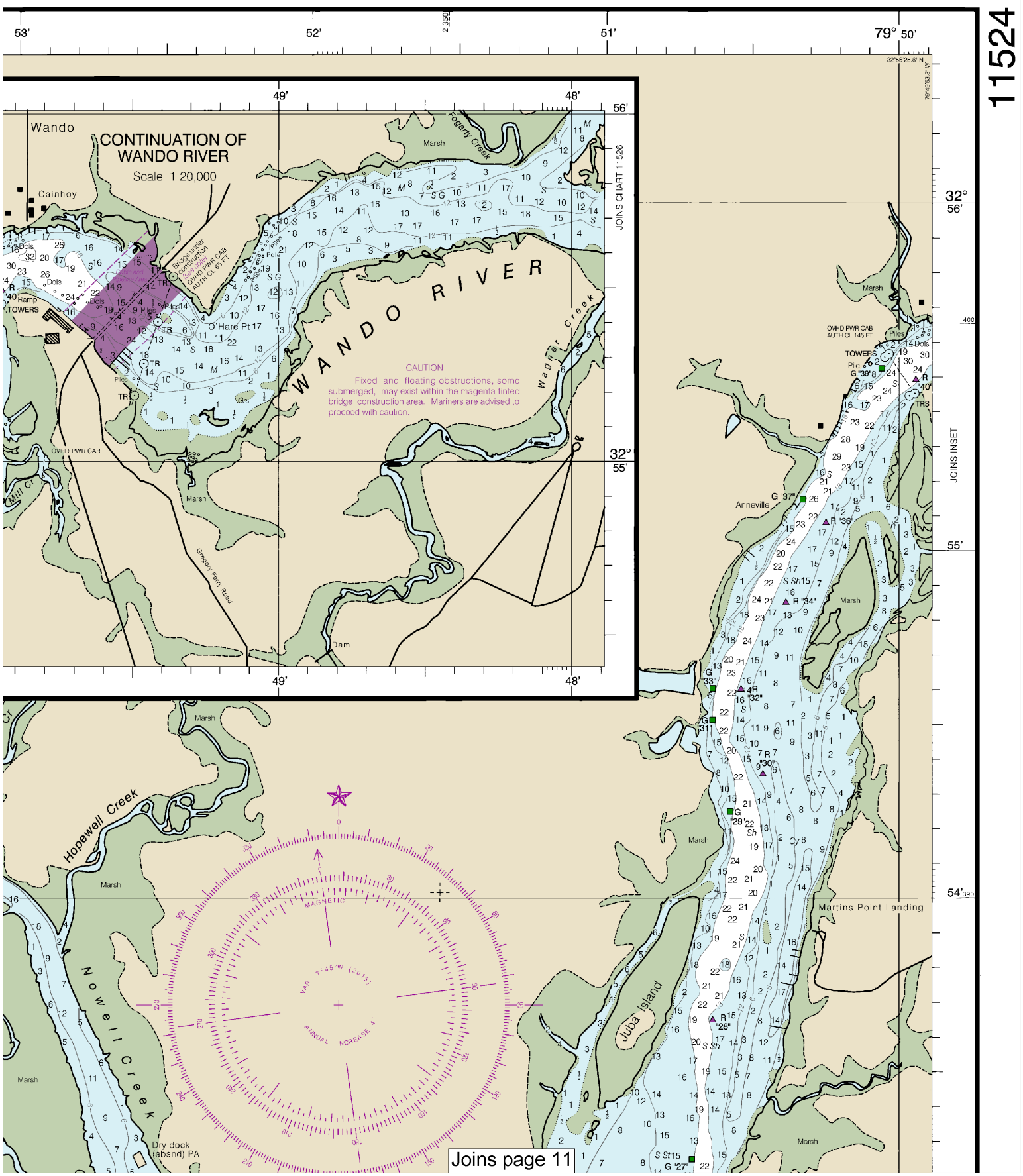
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



Joins page 11

Joins page 4

SOURCE DIAGRAM

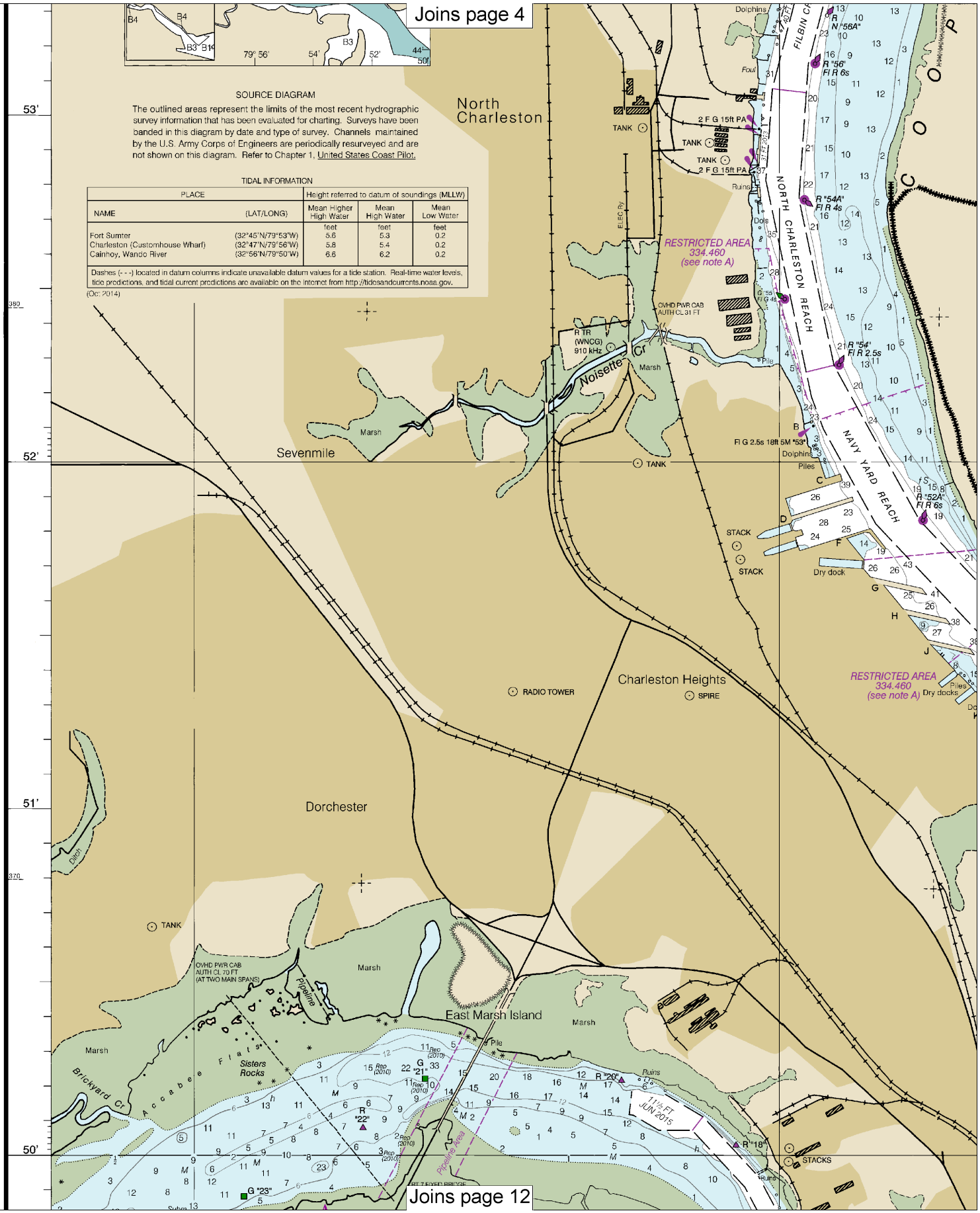
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on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

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Fort Sumter	(32°45'N/79°53'W)	5.6	5.3	0.2
Charleston (Customhouse Wharf)	(32°47'N/79°56'W)	5.8	5.4	0.2
Cainhoy, Wando River	(32°56'N/79°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.

(Oct. 2014)



Joins page 12

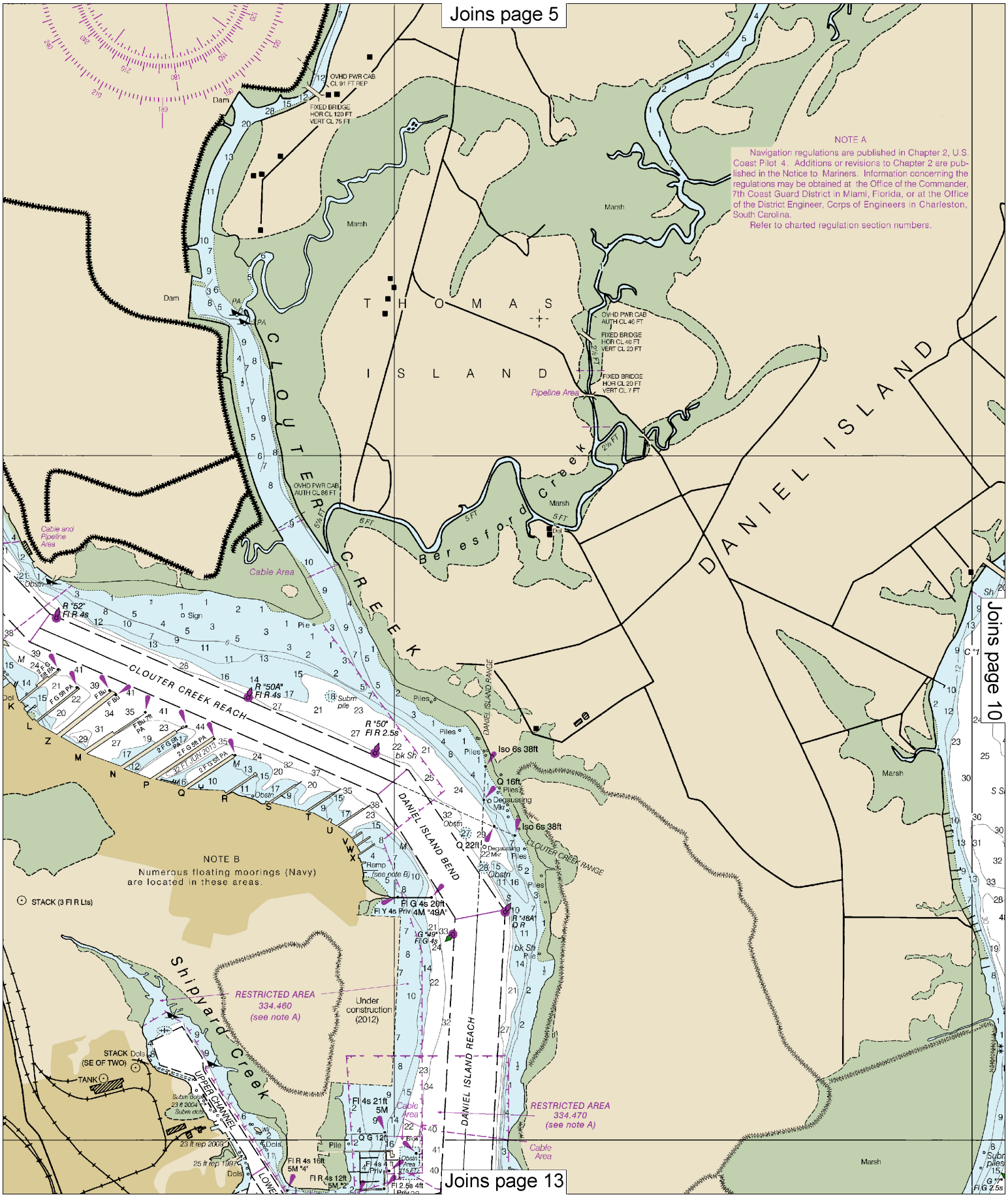
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

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.
THOMAS ISLAND
DANIEL ISLAND
CLOUTER CREEK
Beresford Creek
CLOUTER CREEK REACH
DANIEL ISLAND BEND
DANIEL ISLAND REACH
DANIEL ISLAND RANGE
CLOUTER CREEK RANGE
Shipyard Creek
UPPER CHANNEL
RESTRICTED AREA 334.460 (see note A)
RESTRICTED AREA 334.470 (see note A)
Under construction (2012)
Cable Area
Cable and Pipeline Area
Pipeline Area
Marsh
Dam
OVHD PWR CAB CL 91 FT REP
FIXED BRIDGE HOR CL 120 FT VERT CL 75 FT
OVHD PWR CAB AUTH CL 46 FT
FIXED BRIDGE HOR CL 40 FT VERT CL 20 FT
FIXED BRIDGE HOR CL 20 FT VERT CL 7 FT
OVHD PWR CAB AUTH CL 86 FT
R "52" Fl R 4s
R "50A" Fl R 4s
R "50" Fl R 2.5s
Iso 6s 38ft
Q 16ft
Q 22ft
Fl G 4s 20ft
Fl Y 4s Priv
Fl 4s 21ft 5M
Fl R 4s 16ft 5M "4"
Fl R 4s 12ft 5M "2"
Fl 2.5s 4ft
STACK (3 Fl R Lts)
STACK (SE OF TWO)
TANK
Joins page 10
Joins page 13

Joins page 6

Joins page 9

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.

Joins page 14

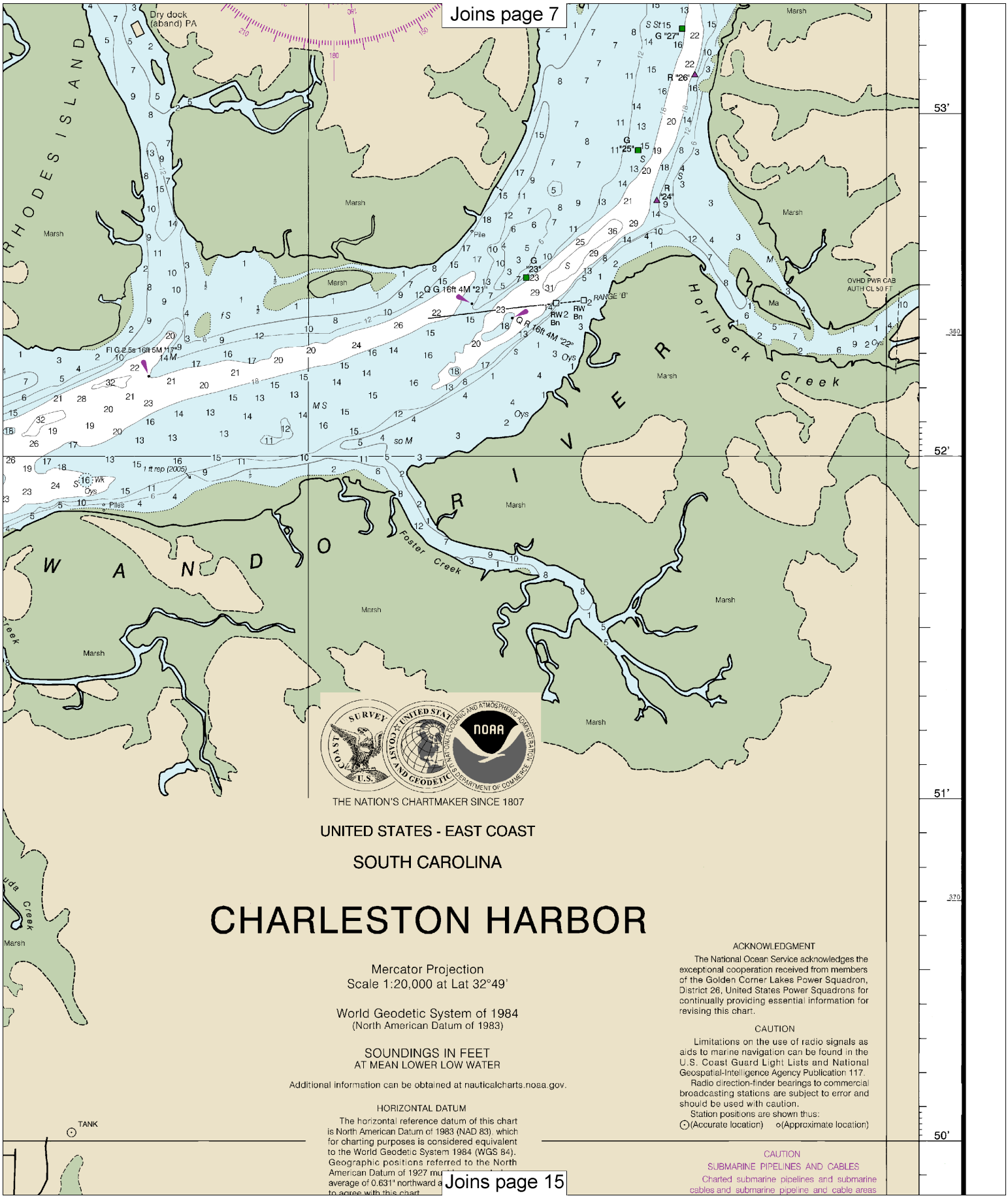
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500

Joins page 7



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 (WGS 84). Geographic positions referred to the North American Datum of 1927 mu[illegible] average of 0.631" northward a[illegible] to agree with this chart.

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.

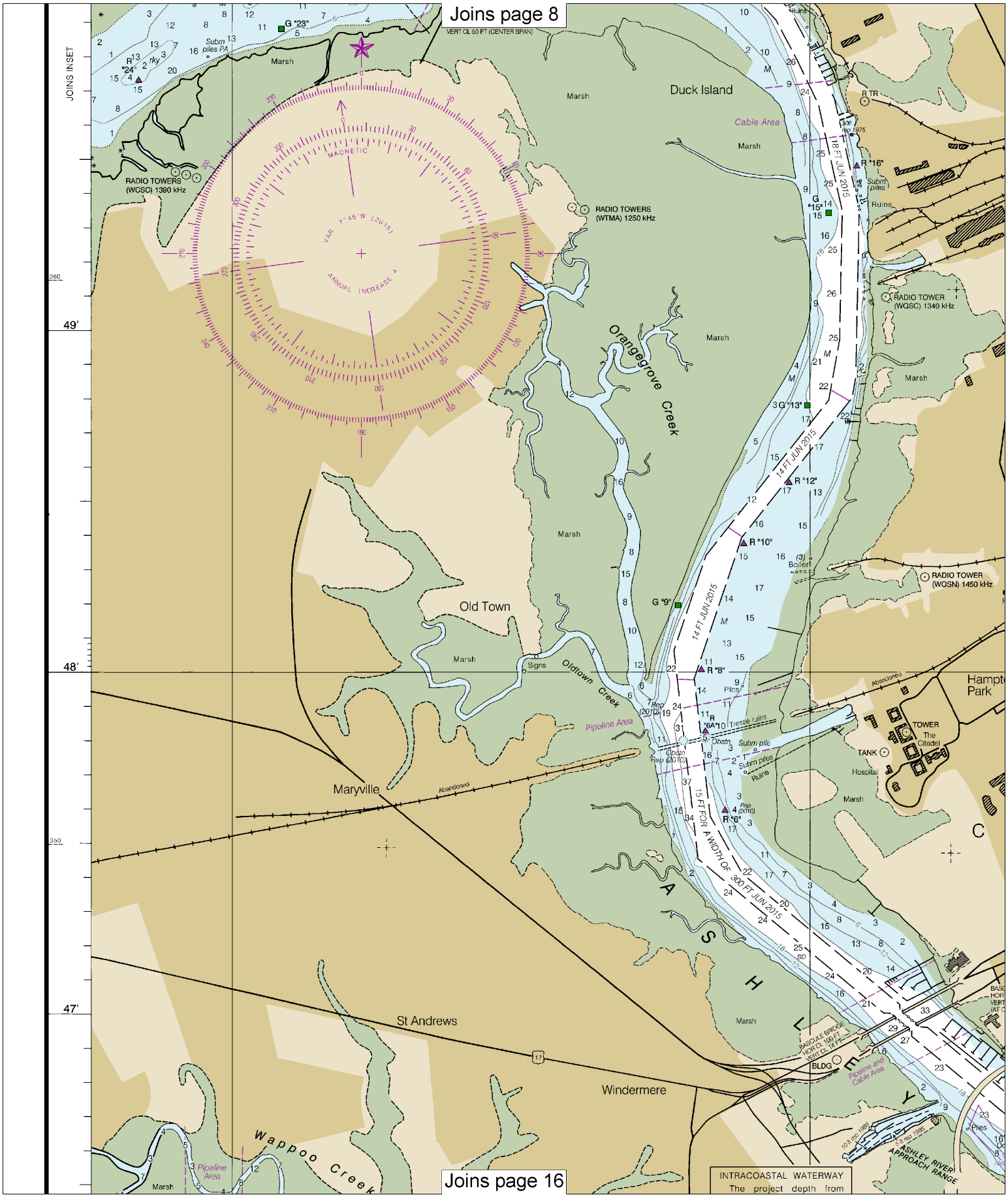
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas

TANK

Joins page 15

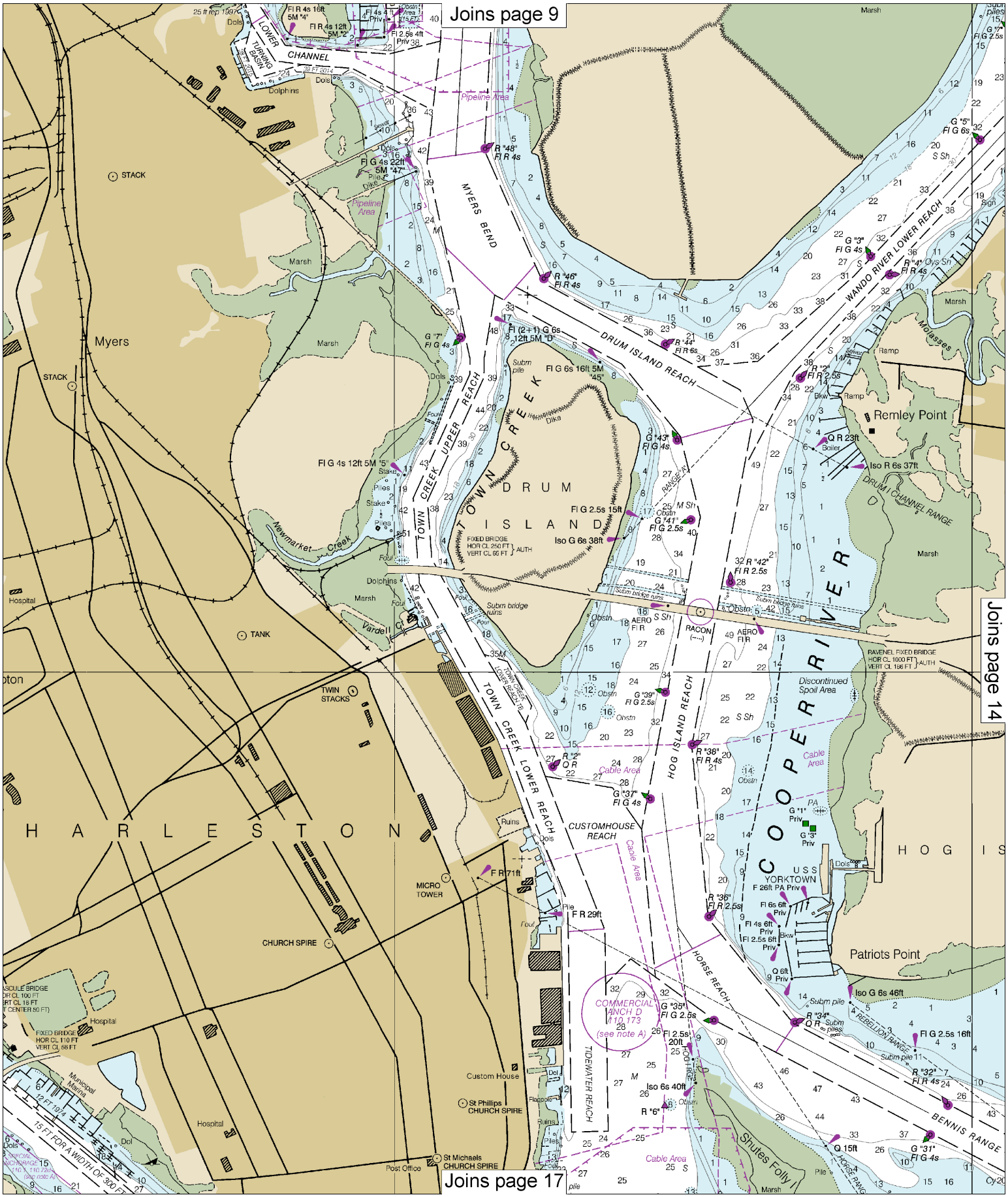


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 9
Joins page 14
Joins page 17
LOWER CHANNEL
TURNING BASIN
Dolphins
Pipeline Area
STACK
Myers
Marsh
MYERS BEND
TOWN CREEK UPPER REACH
TOWN CREEK
DRUM ISLAND REACH
WANDO RIVER LOWER REACH
Molasses
Remley Point
DRUM ISLAND
DRUM CHANNEL RANGE
Newmarket Creek
Vardell Cr
Hospital
TANK
TWIN STACKS
TOWN CREEK LOWER REACH
HOG ISLAND REACH
COOPER RIVER
Discontinued Spoil Area
Cable Area
HARLESTON
CUSTOMHOUSE REACH
MICRO TOWER
CHURCH SPIRE
USS YORKTOWN
Patriots Point
HORSE REACH
COMMERCIAL ANCH D
TIDEWATER REACH
Custom House
St Phillips CHURCH SPIRE
St Michaels CHURCH SPIRE
Post Office
Shutes Folly
REBELLION RANGE
BENNIS RANGE
15 FT FOR A WIDTH OF 300 FT

14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500

Joins page 11

Geographic positions refe
American Datum of 1927 mu
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: — — —

CHARLESTON HARBOR, COOPER RIVER AND SHIPYARD RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUL 2016

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
FORT SUMTER RANGE	42.0	47.8	48.2	37.7	7-16	A 1000	17.0	B 47
MOUNT PLEASANT RANGE	48.2	49.0	48.0	50.3	7-16	1000-600	1.9	45
REBELLION RANGE	45.0	47.5	48.8	47.2	7-16	600-999	1.6	45
ANCHORAGE BASIN A	26.7	30.2	32.8	35.1	7-16	999	1.4	45
BENNIS RANGE	45.7	47.3	47.9	47.6	7-16	600	1.5	45
HORSE REACH	49.3	51.9	49.7	48.7	7-16	C 600	0.4	45
CUSTOMHOUSE REACH	33.7	35.0	40.3	38.9	7-16	999	0.7	45
SOUTH CHANNEL	17.0	17.0	18.0	27.0	6-15	600-1000	2.9	30
HOG ISLAND REACH	47.4	47.5	44.8	42.3	7-16	D 800-600	1.8	45
DRUM ISLAND REACH	44.9	46.2	49.4	48.2	7-16	880	0.8	45
TIDEWATER REACH	28.4	26.1	25.1	25.1	7-16	650	0.7	40
TOWN CREEK LOWER REACH	33.4	37.8	39.8	41.2	7-16	450-400	1.3	45
TOWN CREEK LOWER REACH TB	38.7	37.6	37.2	36.8	7-16	300	0.3	35
TOWN CREEK UPPER REACH	37.2	40.6	40.4	41.3	10-15	999	1.1	16
MYERS BEND	48.6	49.0	48.6	48.6	7-16	999	0.5	45
DANIEL ISLAND REACH	46.6	47.1	44.4	37.6	7-16	880	1.3	45
DANIEL ISLAND BEND	42.1	49.3	50.9	50.3	7-16	800-700	0.5	45
CLOUTER CREEK REACH	46.3	48.2	47.7	45.5	7-16	600	1.3	45
NAVY YARD REACH	46.4	47.2	45.7	44.7	7-16	600-700	1.1	45
NORTH CHARLESTON REACH	48.2	49.6	48.6	45.6	7-16	500-600	0.9	45
FILBIN CREEK REACH	44.4	48.8	49.8	46.1	7-16	500	0.9	45
PORT TERMINAL REACH	44.2	48.4	48.4	46.3	7-16	600	0.7	45
ORDNANCE REACH	35.3	36.7	41.0	43.2	7-16	600	0.4	45
ORDNANCE REACH TURNING BASIN	43.4	41.7	34.2	30.6	7-16	800	0.4	45
WANDO RIVER								
LOWER REACH	45.6	46.8	48.4	46.3	7-16	1500-400	1.4	45
UPPER REACH	38.9	38.6	38.7	37.4	7-16	850-600	0.9	45
TURNING BASIN	41.6	45.4	46.2	49.3	7-16	550	0.7	45
SHIPYARD RIVER (SHIPYARD CREEK)								
LOWER CHANNEL	34.8	37.0	34.4	34.3	7-16	E 1300-300	0.7	45
TURNING BASIN	37.0	38.0	40.1	----	7-16	999	0.2	45
UPPER CHANNEL	18.8	18.8	19.8	22.2	7-16	200	0.6	30
COOPER RIVER								
RANGE A	39.0	39.0	39.0	F37.0	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	32.6	39.0	35.0	1-99; 12-03; 6-11	550-1000	0.9	35
RANGE D	29.8	30.0	28.0	26.0	3-10; 6-11	400-650	0.7	35
RANGE E	31.0	36.0	38.0	38.0	6-11	350-650	0.4	35
RANGE F	25.0	34.0	36.0	34.0	1-95; 6-11	650-800	0.3	35

A. MAINTAINED 800 FEET WIDE AT PROJECT DEPTH OF 47 FEET.
B. FINAL 100 FEET LEFT AND RIGHT PROJECT DEPTH 42 FEET.
C. ONLY REPORTING 600 FEET WIDE FROM RIGHT TOE OF CHANNEL.
D. ONLY REPORTING 300 FEET LEFT AND RIGHT OF CENTERLINE.
E. ONLY REPORTING 150 FEET LEFT AND RIGHT FROM CENTERLINE.
F. 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).

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.

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)

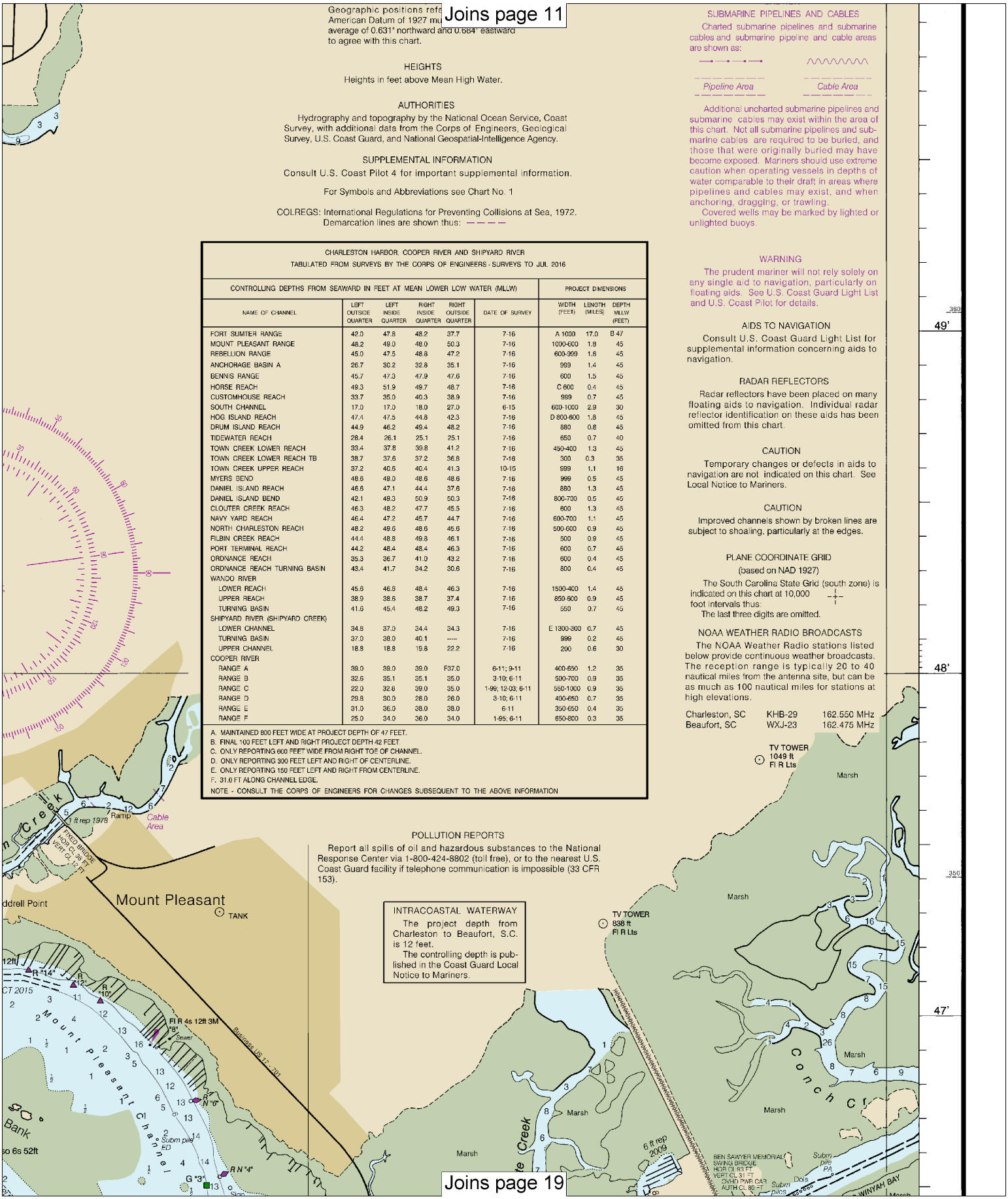
The South Carolina State Grid (south zone) is indicated on this chart at 10,000 foot intervals thus:

The last three digits are omitted.

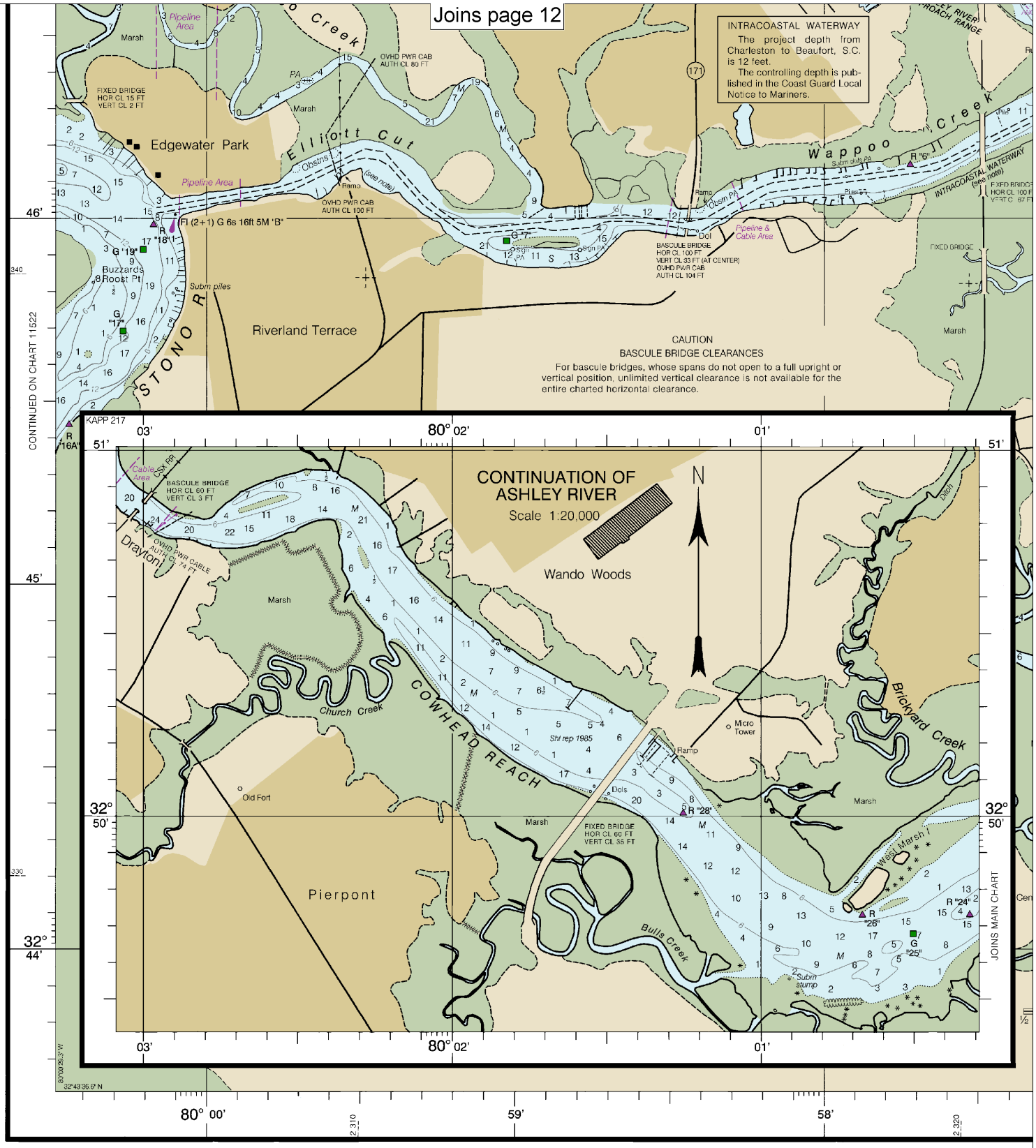
NOAA WEATHER RADIO BROADCASTS

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



Joins page 19



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.

NOAA encourages user about this chart at http://www

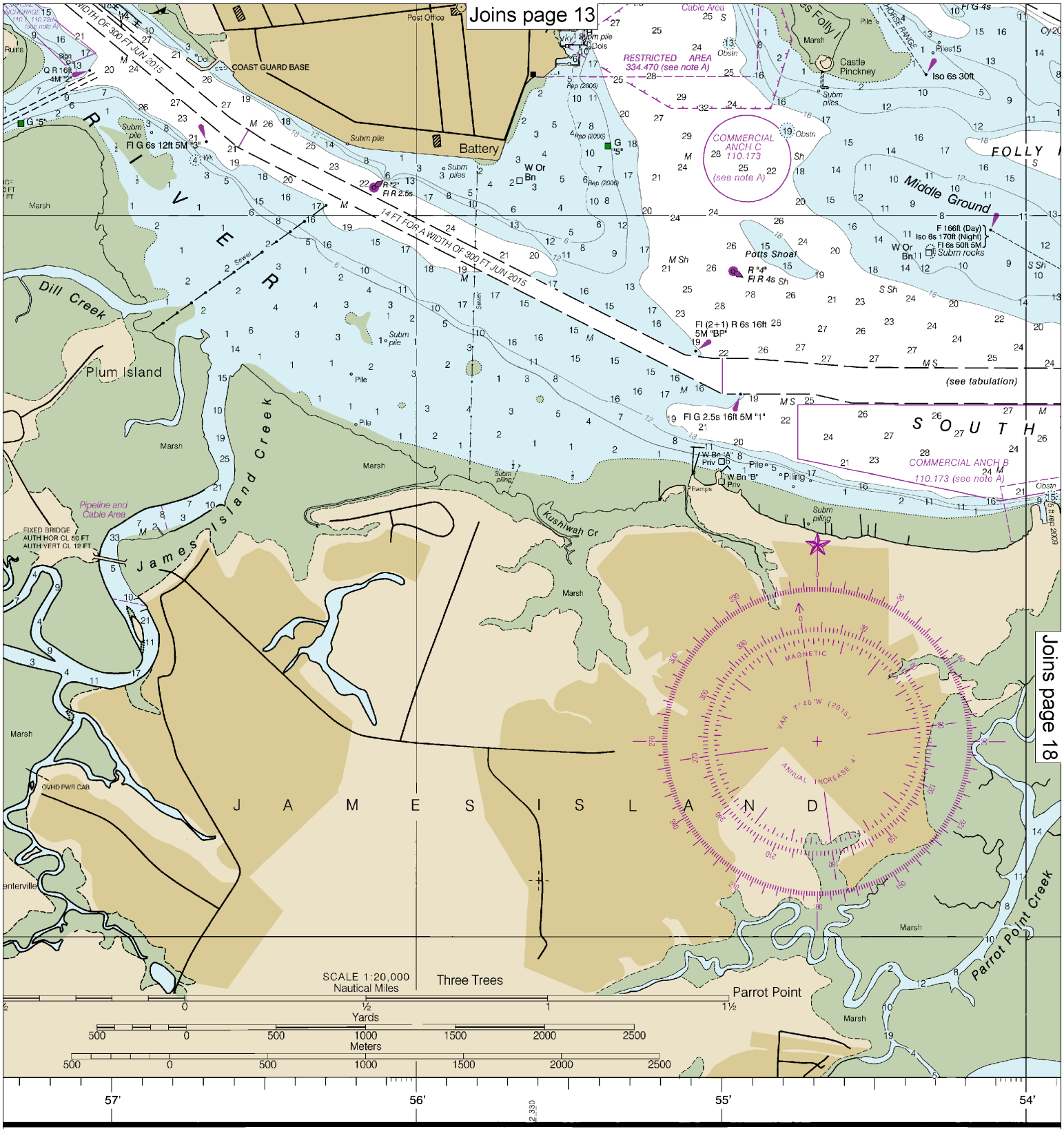
54th Ed., Jun. 2015. Last Correction: 1/31/2017. Cleared through:
LNM: 0417 (1/24/2017), NM: 0417 (1/28/2017)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500



ers to submit inquiries, discrepancies or comments
ww.nauticalcharts.noaa.gov/staff/contact.htm.

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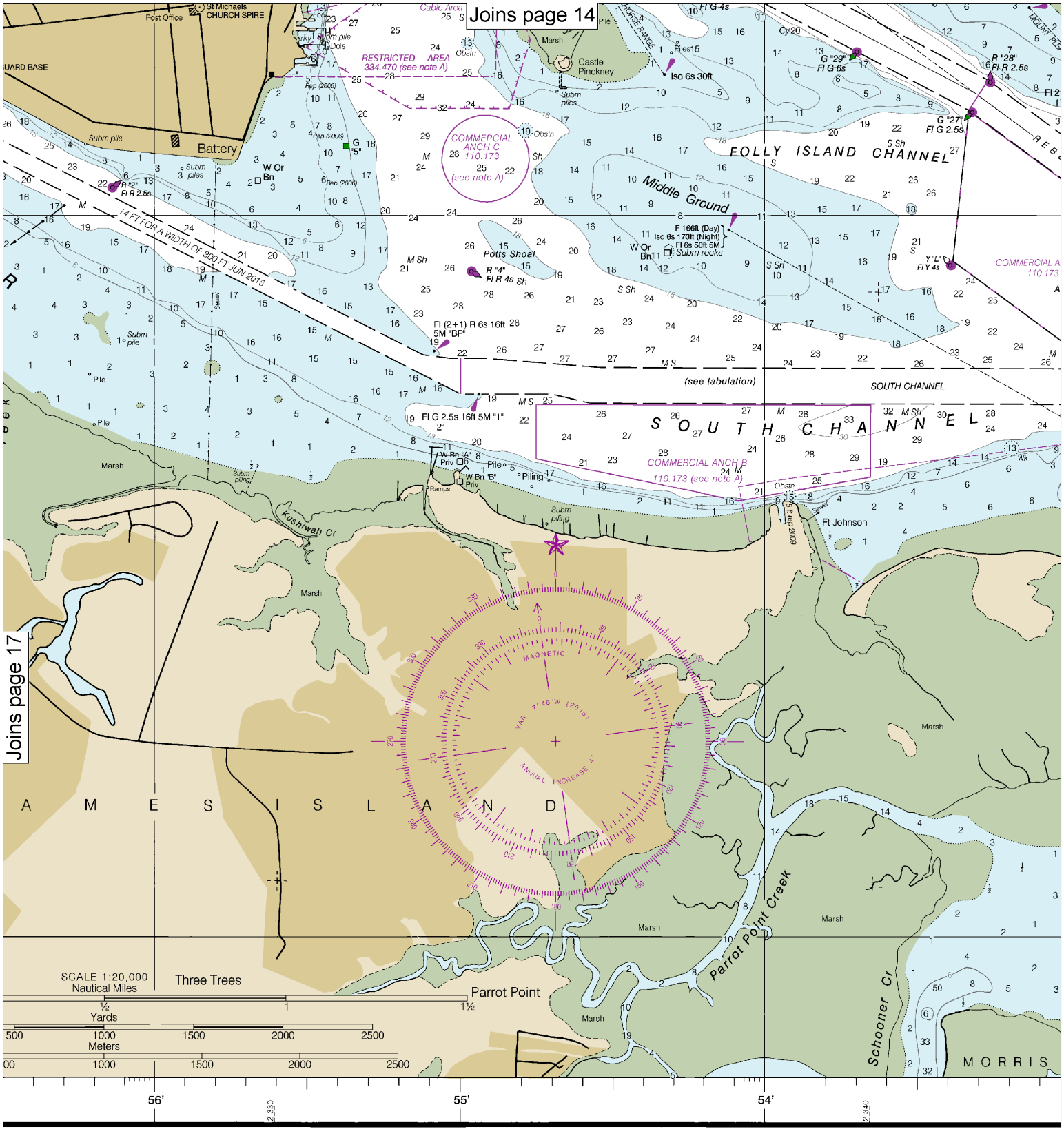
NATIONAL OCEAN SERVICE
COAST SURVEY

SOU



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SOUNDINGS IN FEET

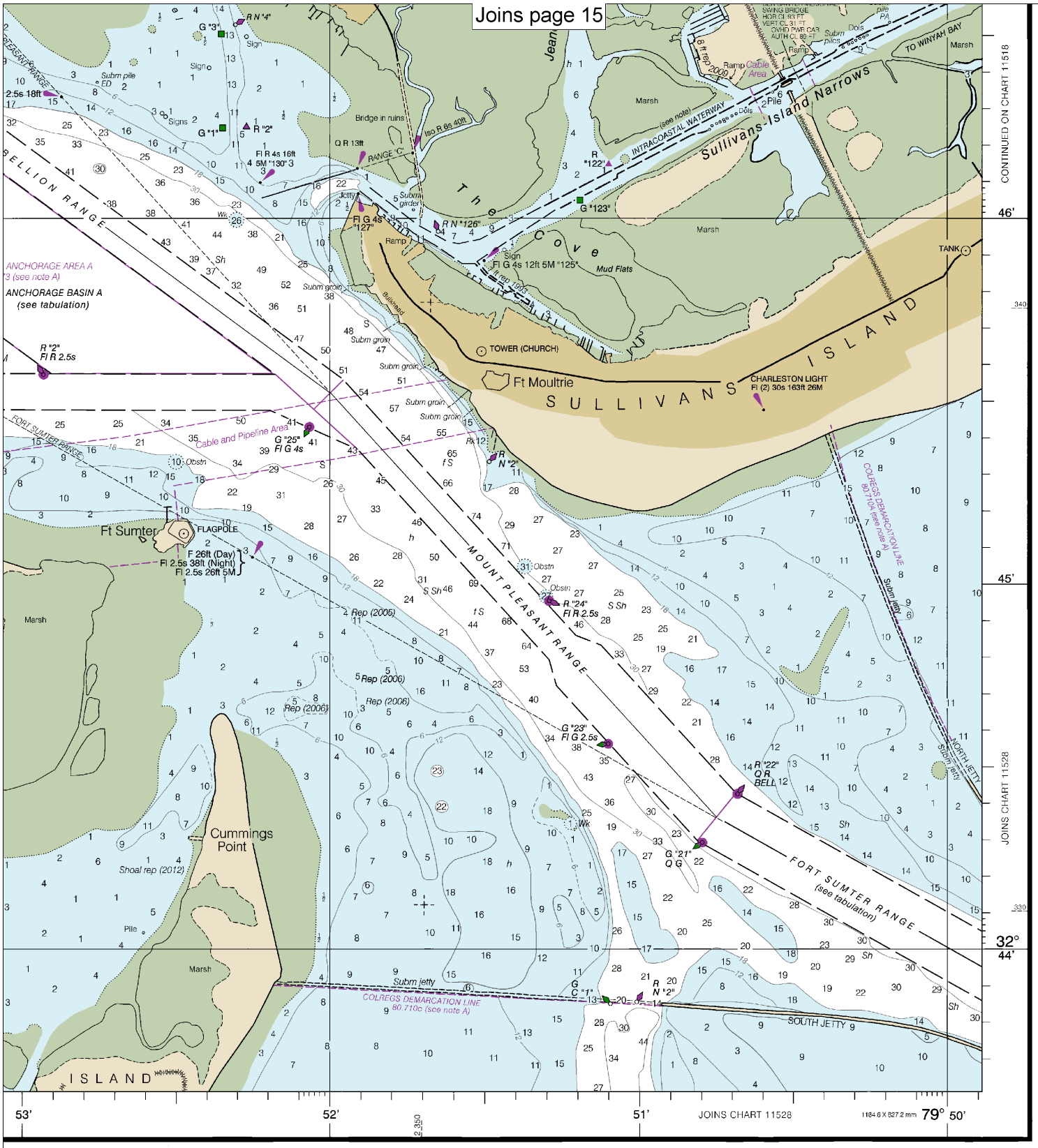
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 1 1½

Yards: 500 0 500 1000 1500 2000 2500

Joins page 15



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 18 19 20 21 22 23 24 25 26 27 28 29 30 31																

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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

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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 Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
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Note on Printing

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.

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