

BookletChart™

Cooper River above Goose Creek

NOAA Chart 11527

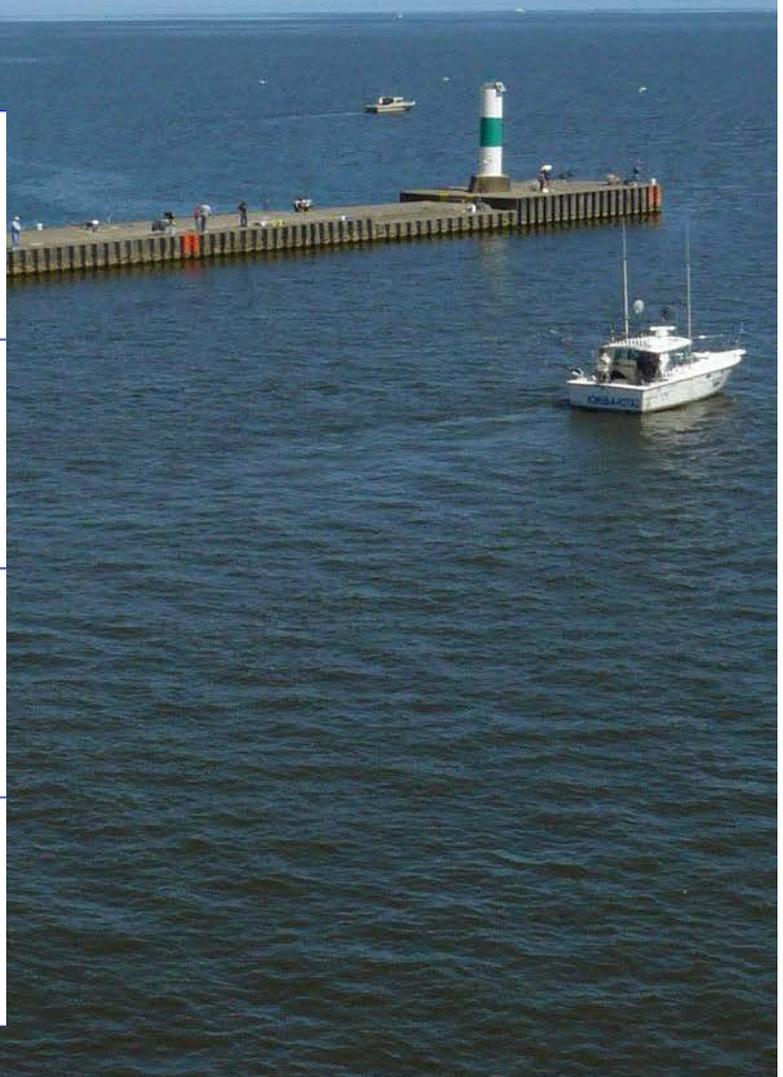
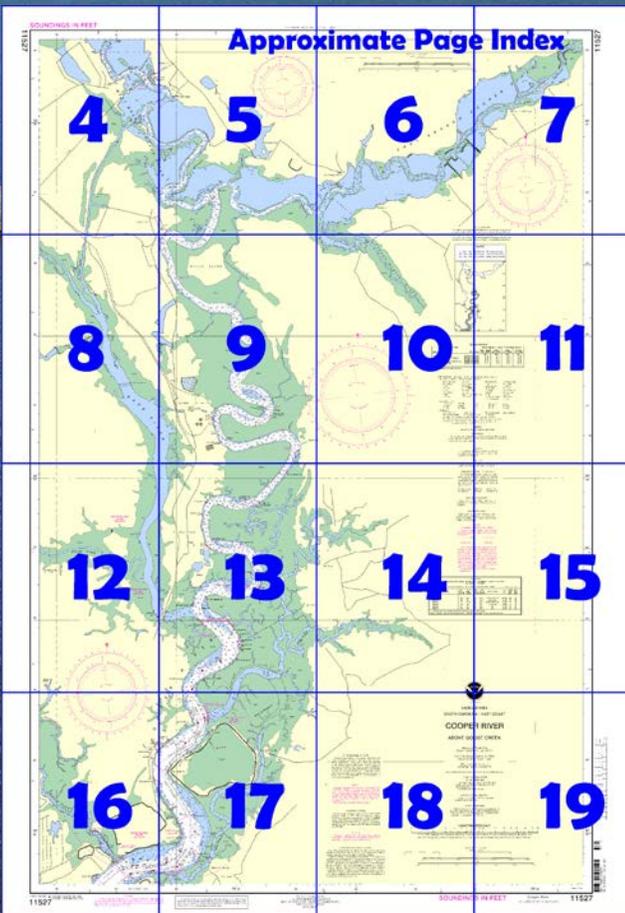


A reduced-scale NOAA nautical chart for small boaters

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



**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.

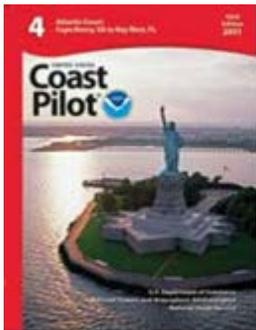
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=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.

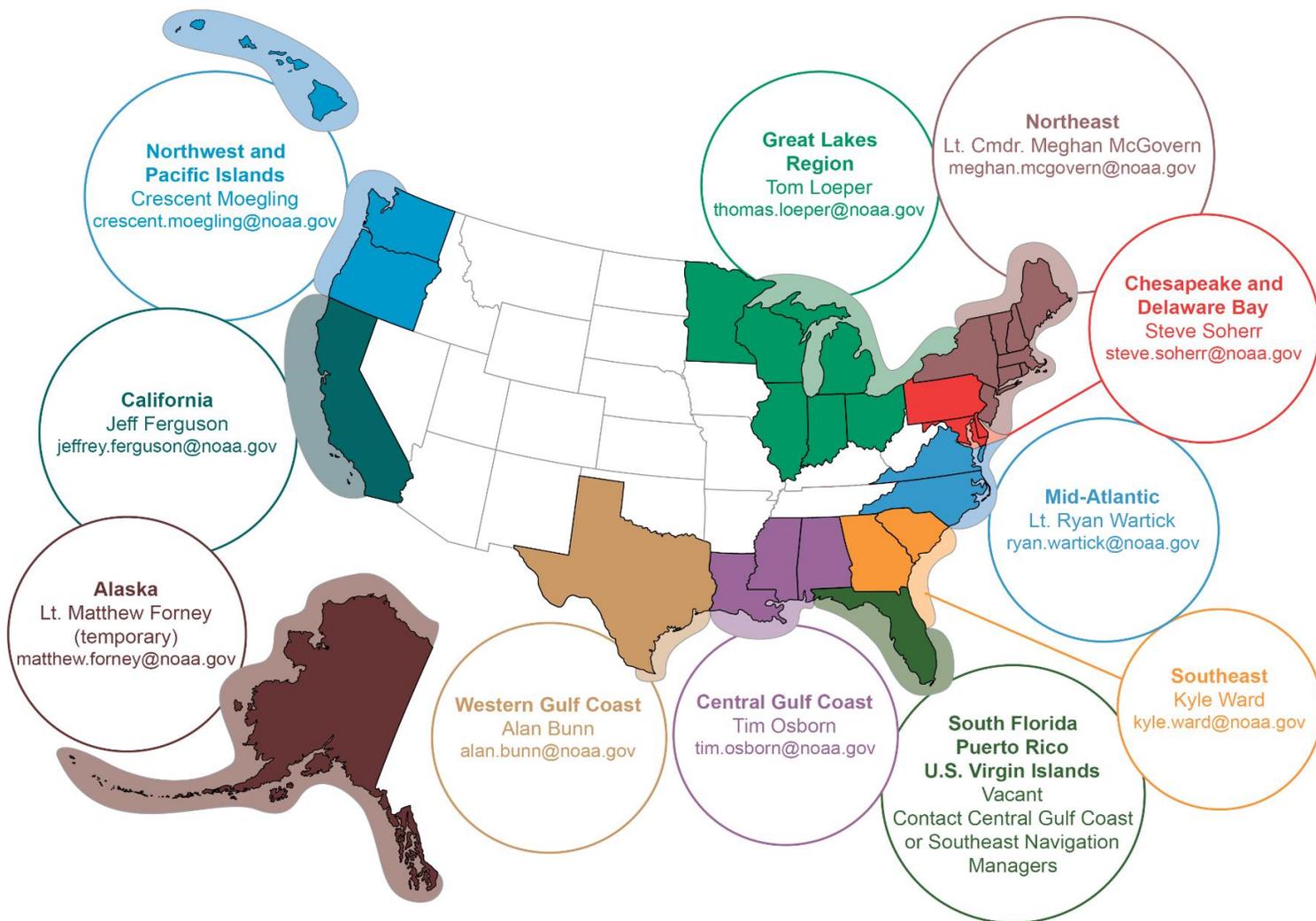
In **East Branch** the reported controlling depth in 1983 was 7 feet to **Pompion Hill Chapel**, 6 miles above The Tee. The channel is narrow and follows the ebbtide bends. In **West Branch**, the reported controlling depth in 1975 was 15 feet to the CSX bridge 4 miles above The Tee. The first bend west 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

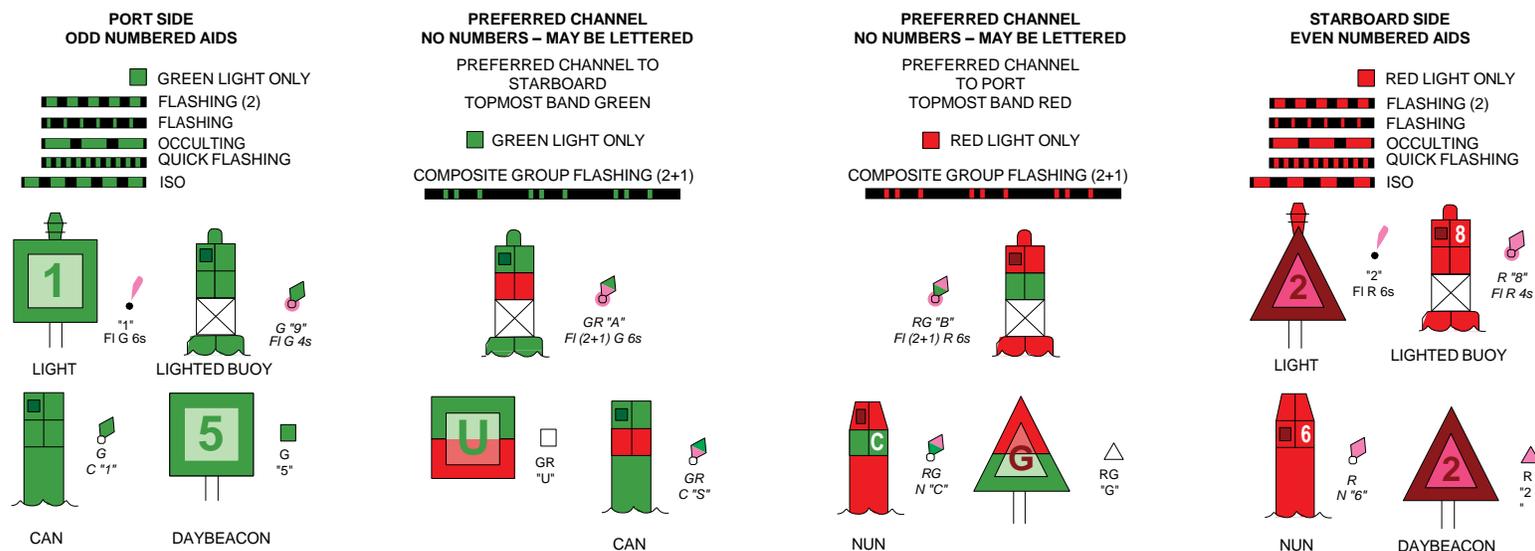
Navigation Managers Area of Responsibility



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

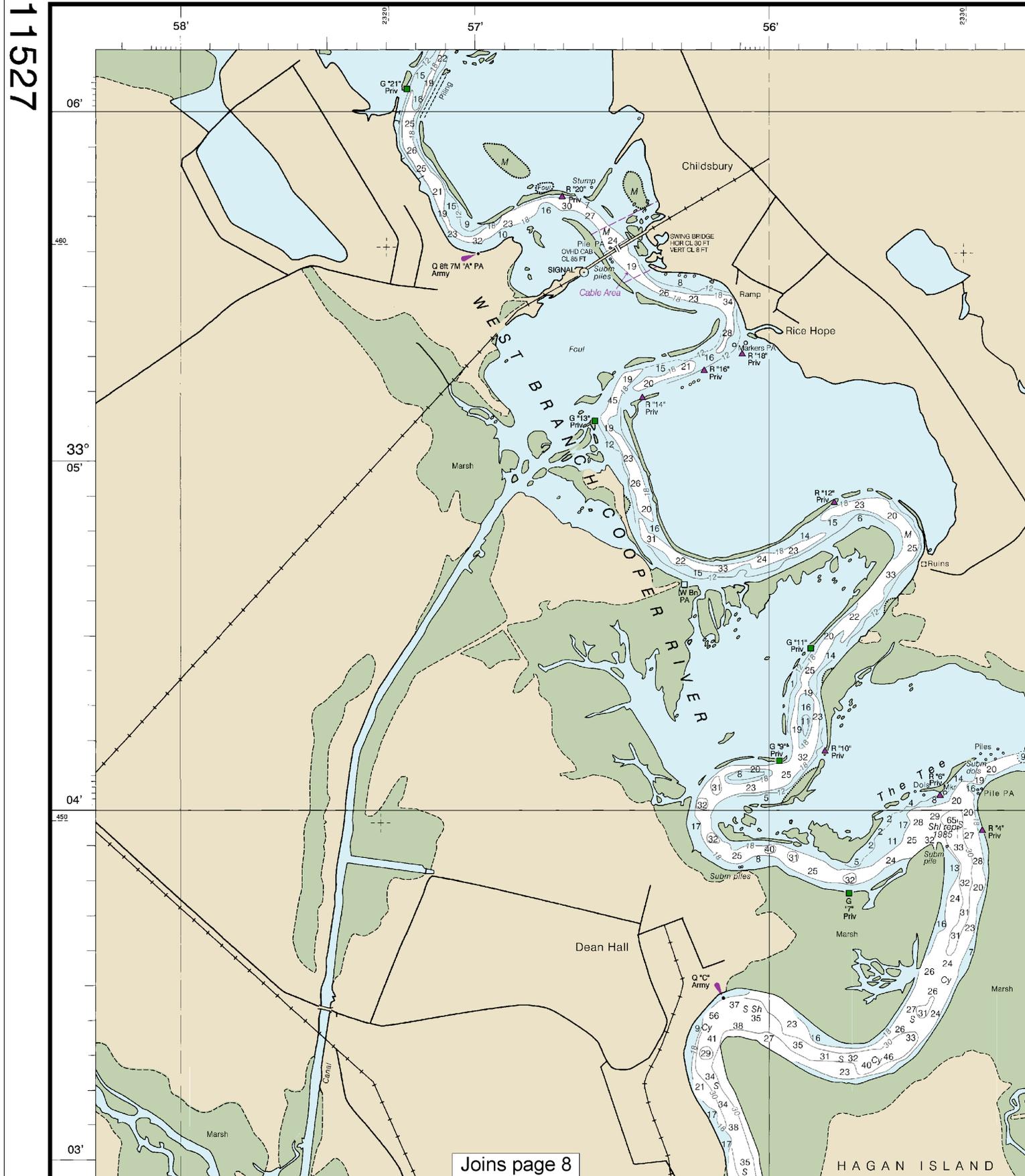
on navigable waters except Western Rivers



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>

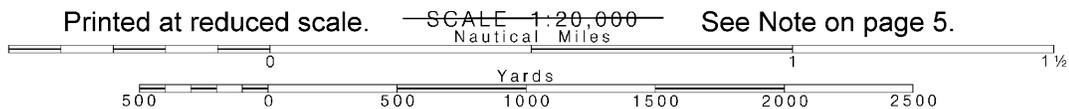
SOUNDINGS IN FEET

11527



4

Note: Chart grid lines are aligned with true north.



See Note on page 5.

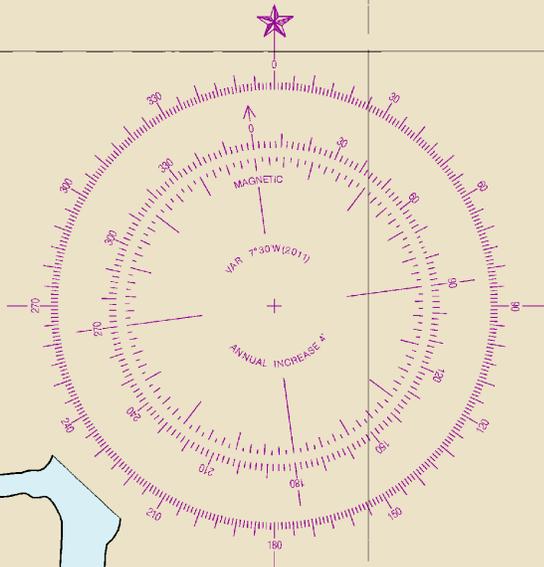
79° 55'

54'

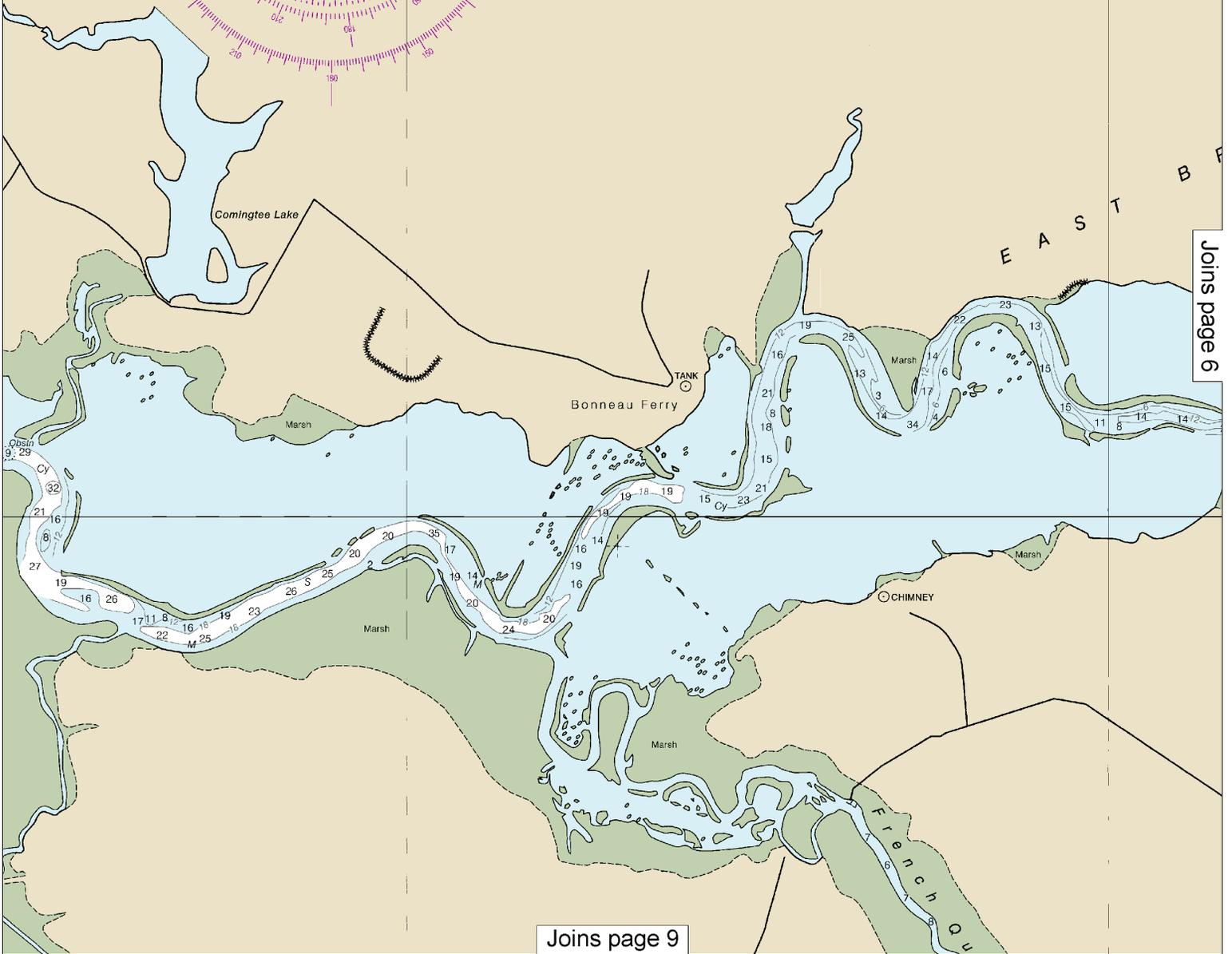
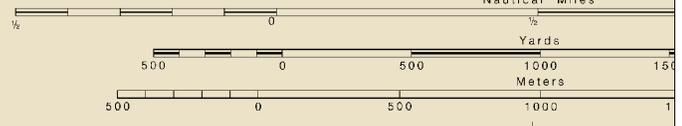
2340

53'

52'



SCALE 1:20,000
Nautical Miles



Joins page 6

Joins page 9

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.



2330

79° 55'

54'

2340

53'



Joins page 5

Joins page 10

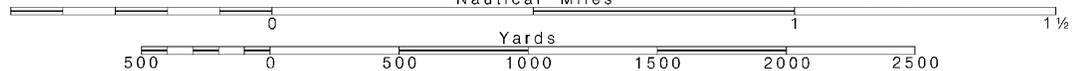


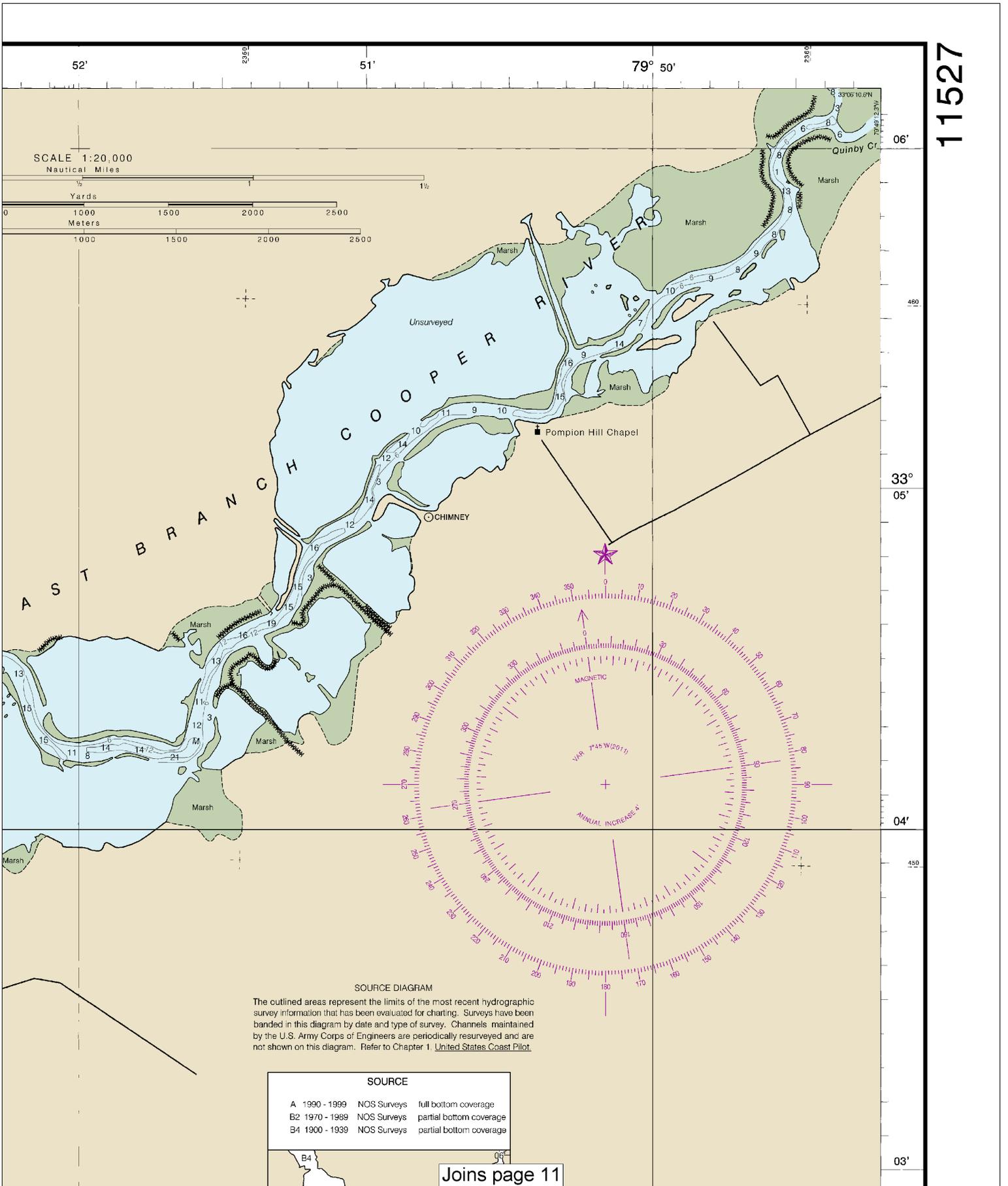
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

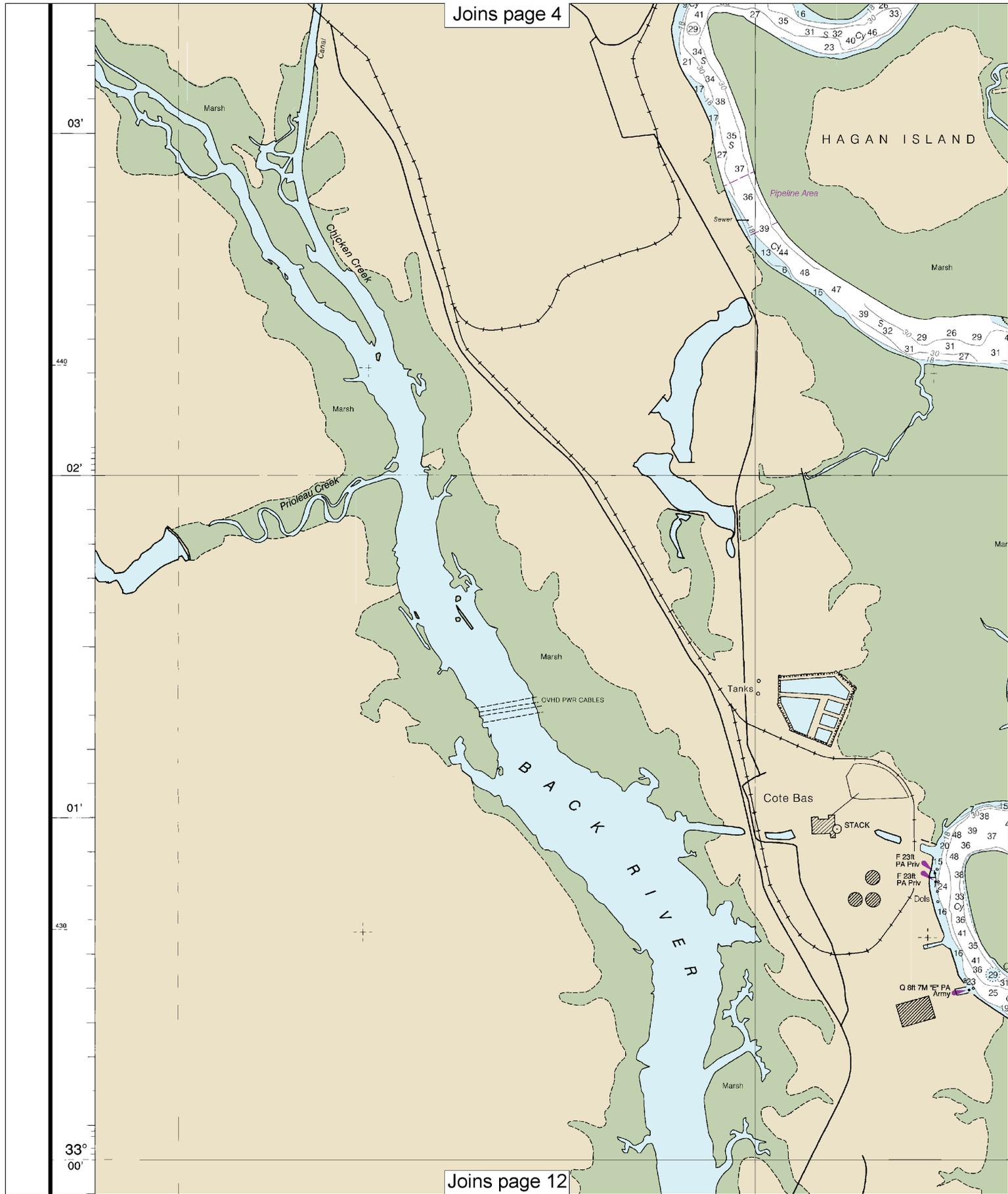
SCALE 1:20,000
Nautical Miles

See Note on page 5.





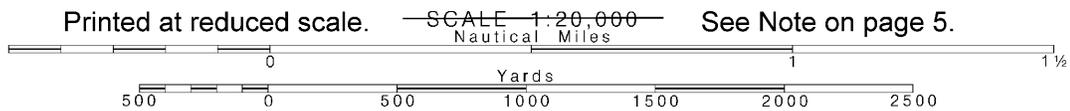
Joins page 4

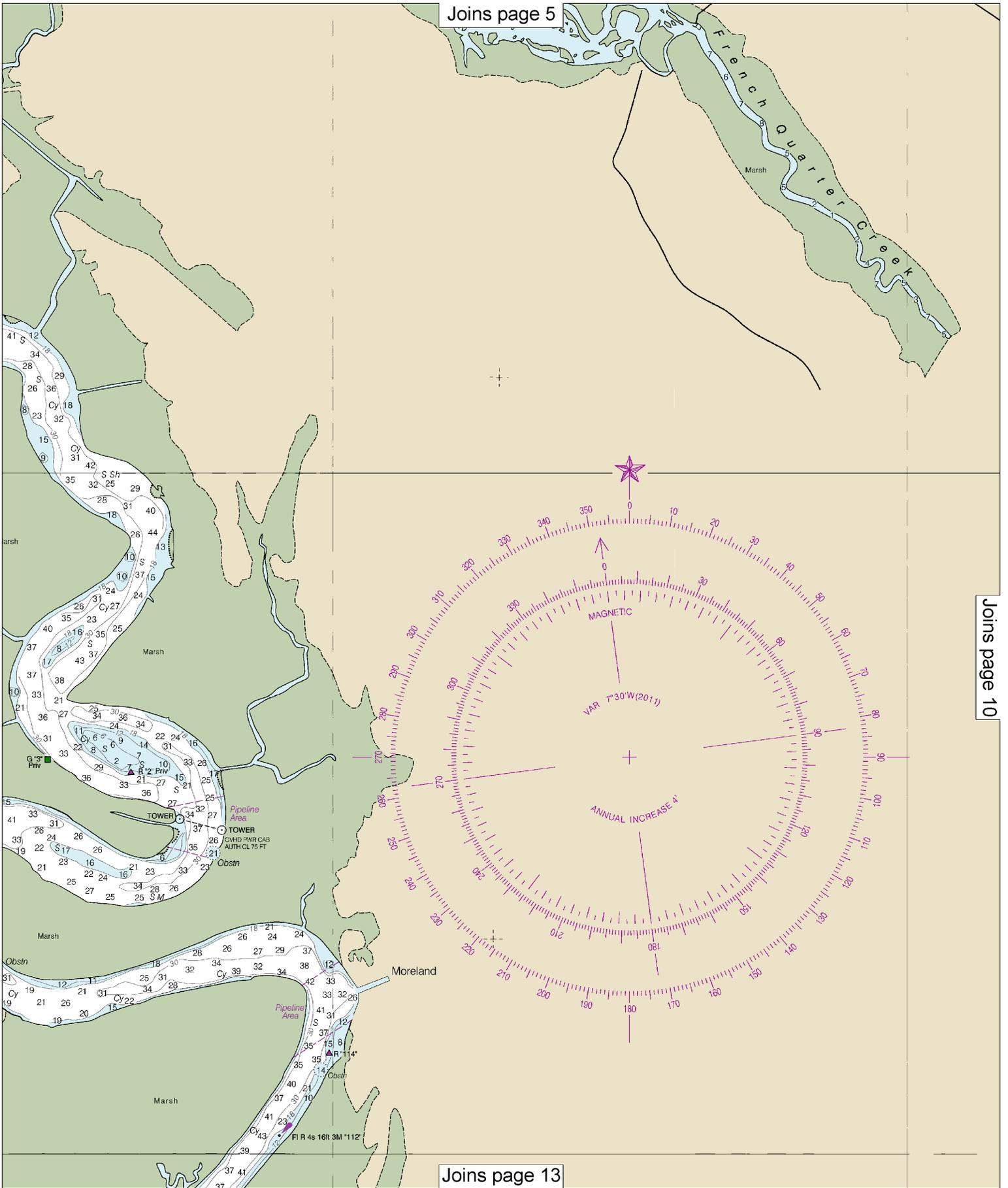


Joins page 12



Note: Chart grid lines are aligned with true north.





Joins page 6



Joins page 9

Joins page 14

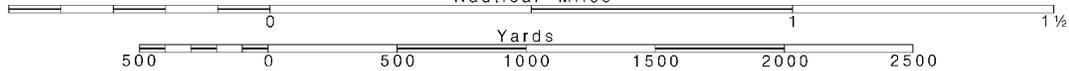
10

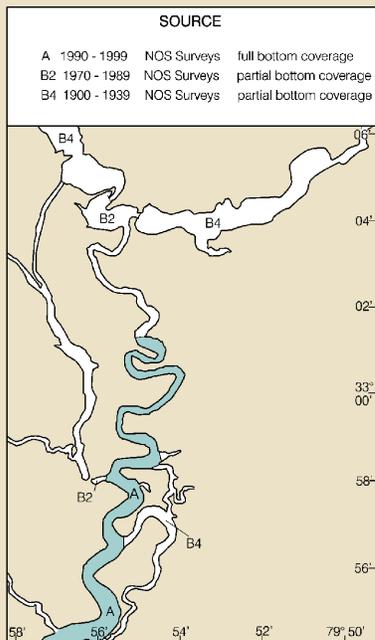
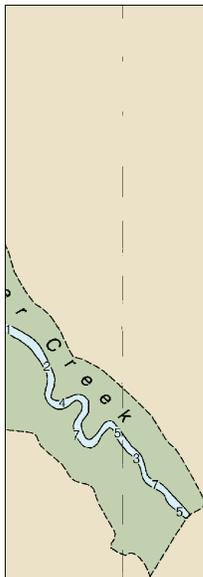
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





03'

440

02'

TIDAL INFORMATION

PLACE		Height, referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Quinby 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
Gooses 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)

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	IC interrupted quick	N nun	Rot rotating
B black	Is 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
F 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	Obstr 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.
- (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: - - - - -

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, and U.S. Coast Guard.

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.

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 as much as 100 nautical miles for stations with high elevations.

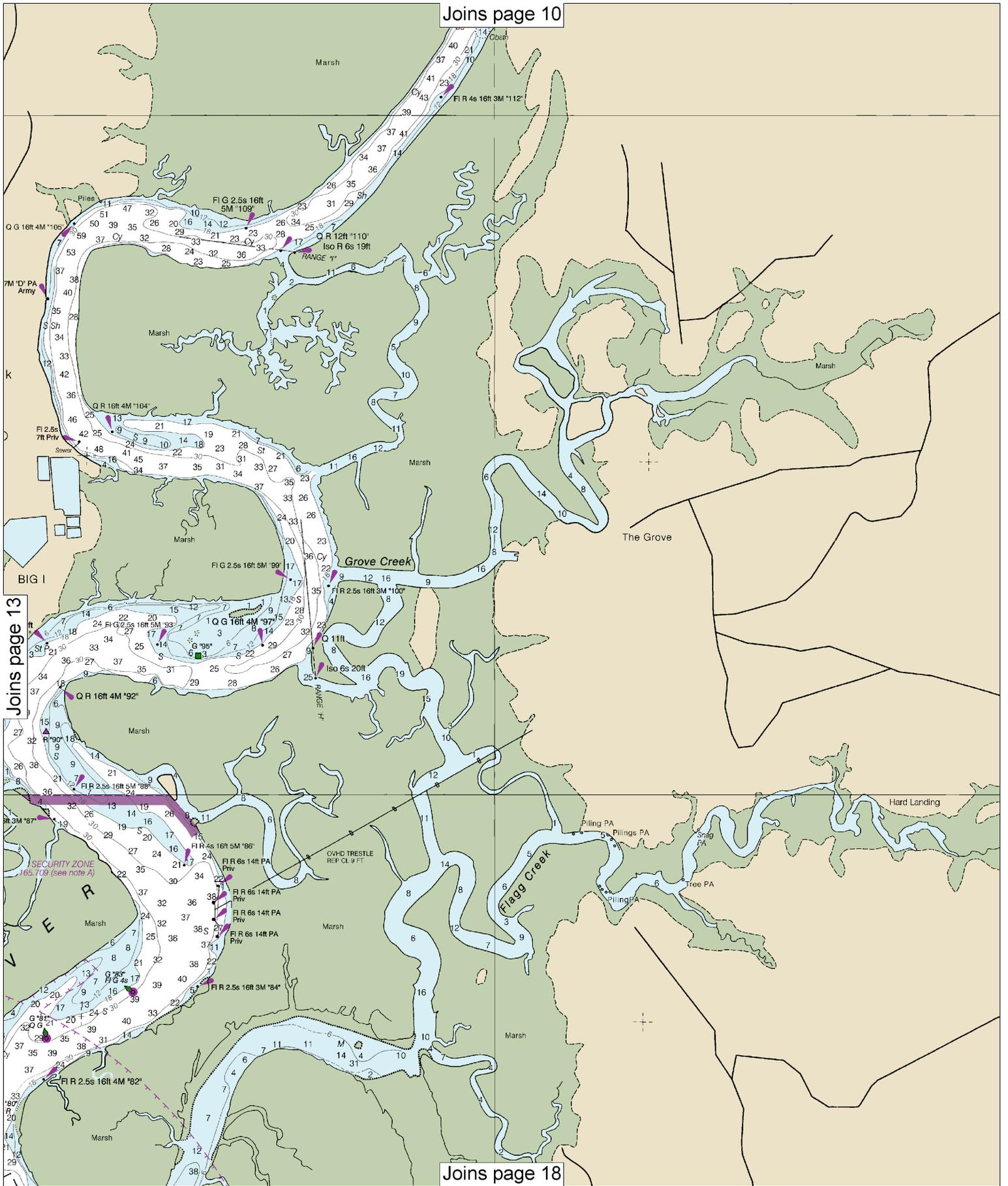
01'

430

33°

00'

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

See Note on page 5.



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NOAA WEATHER RADIO BROADCASTS

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

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

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.

COOPER RIVER TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS AND SURVEYS TO SEP 2011								
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)
COOPER RIVER								
RANGE A	38.0	38.0	39.0	A37.0	6-11; 8-11	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	1-99; 12-03; 6-11	550-1000	.76	35
RANGE D	29.8	30.0	28.0	28.0	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	1-95; 6-11	650-800	.29	35

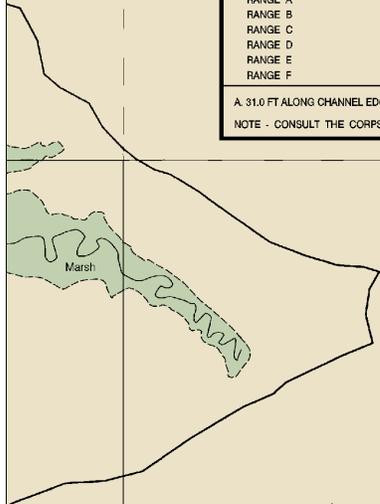
A 31.0 FT ALONG CHANNEL EDGE
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

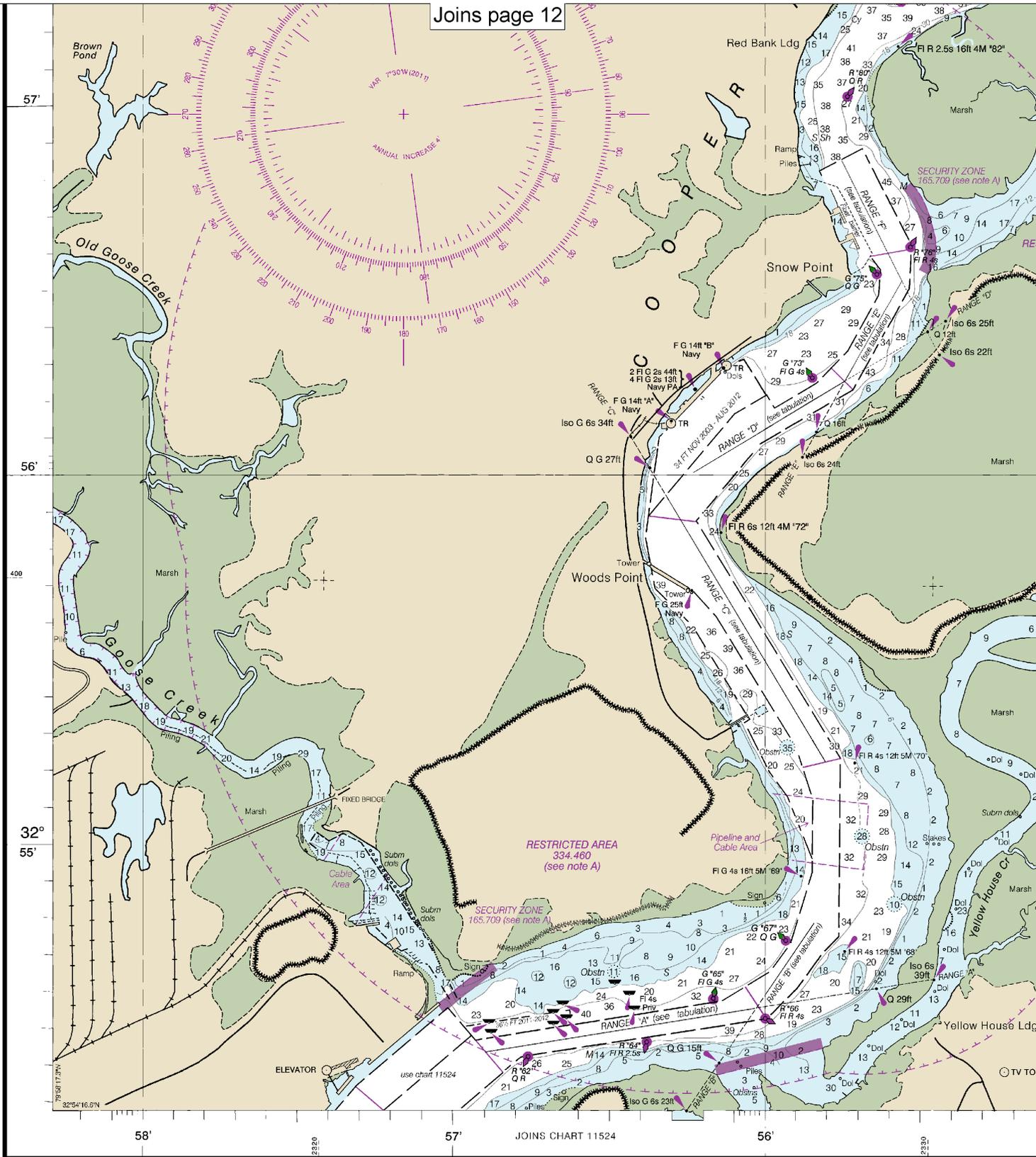
33°
00'

59'

58'

57'





11527

18th Ed., Nov. 2011. Last Correction: 9/6/2016. Cleared through:
 LNM: 0217 (1/10/2017), NM: 0217 (1/14/2017)

CAUTION

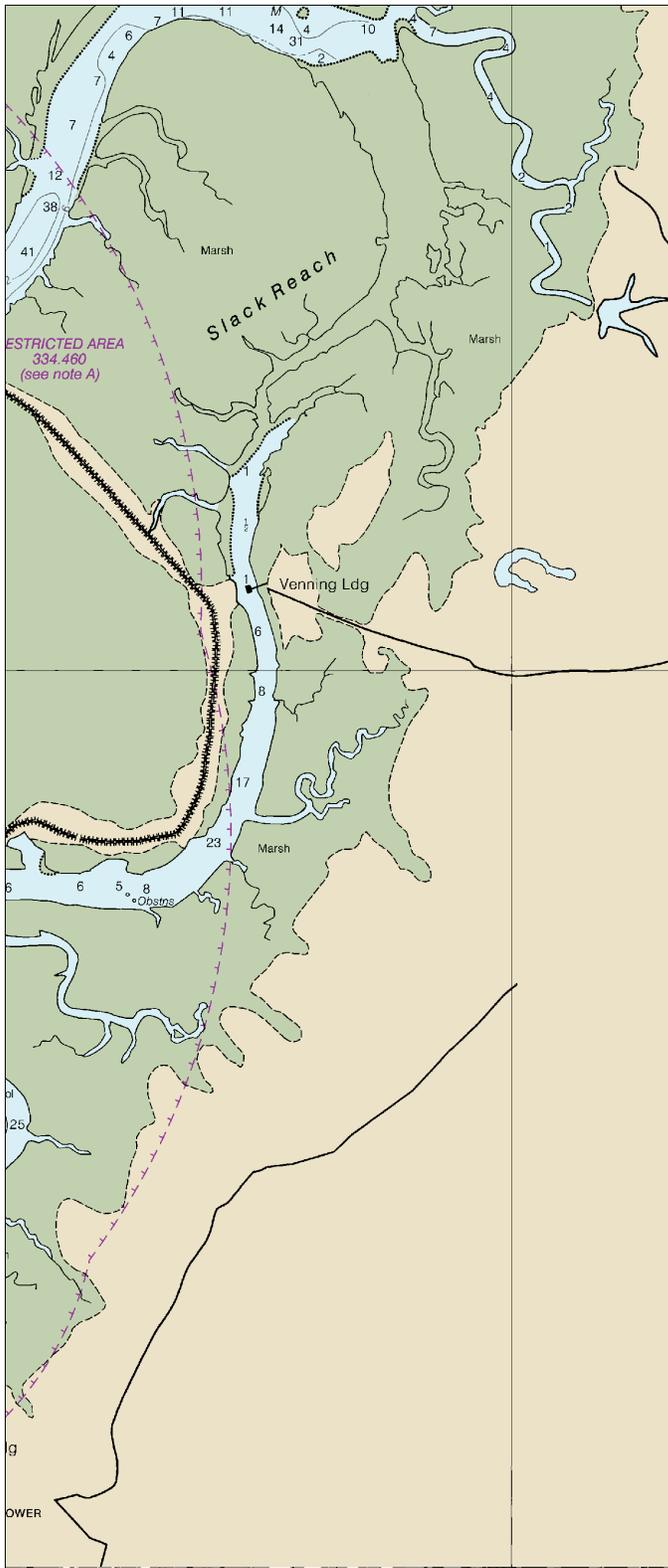
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice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

NOAA encourages users to subscribe to this chart at <http://www.nauticalcharts.noaa.gov>



Note: Chart grid lines are aligned with true north.





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.

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

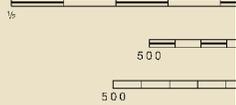
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.621" northward and 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.

HURRICANES AND TROPICAL STORMS

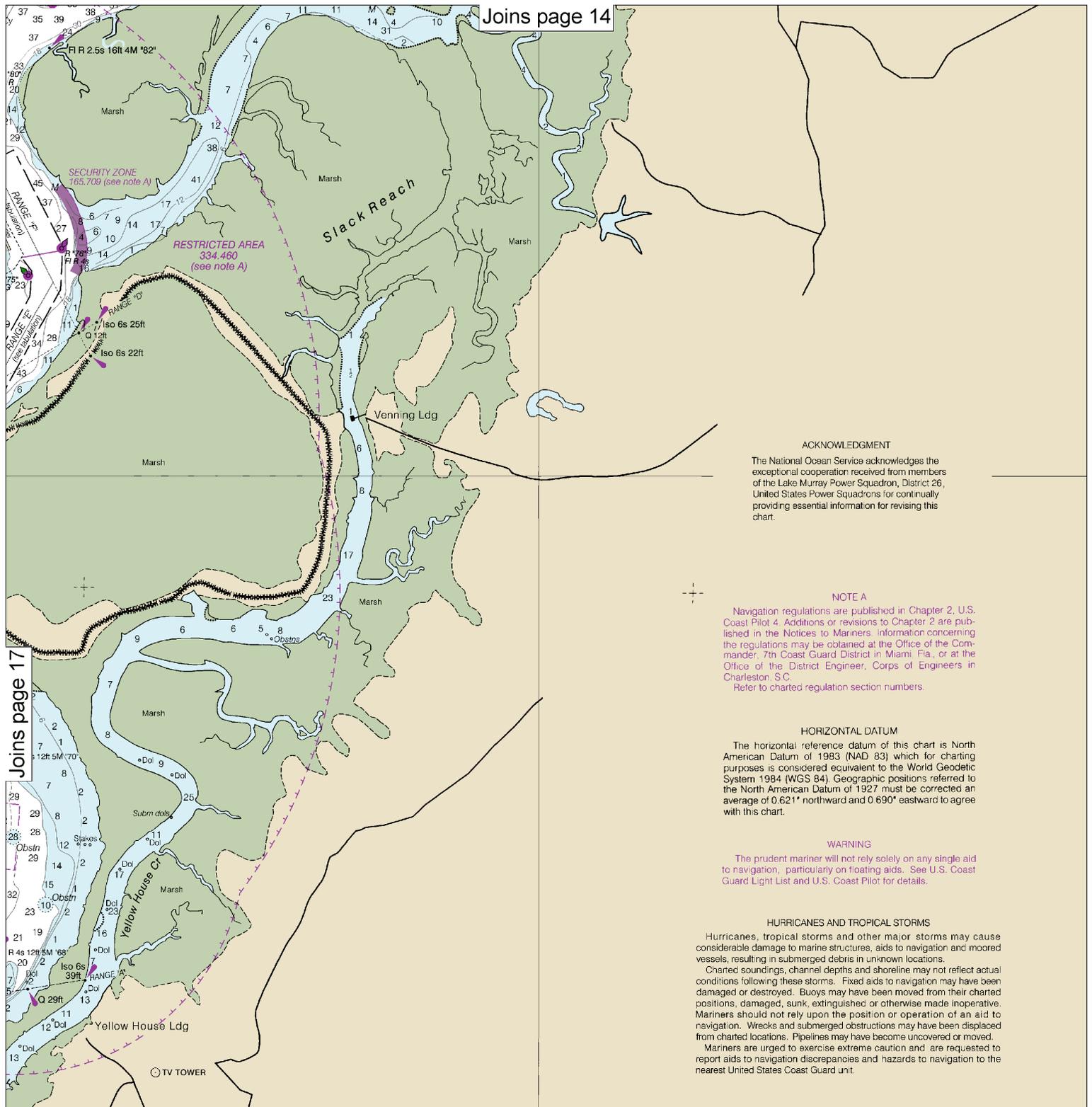
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed 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.



79° 55' 54' 53' 52'

Submit inquiries, discrepancies or comments to chartinfo@noaa.gov or <http://www.noaa.gov/staff/contact.html>.

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



Joins page 14

Joins page 17

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 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

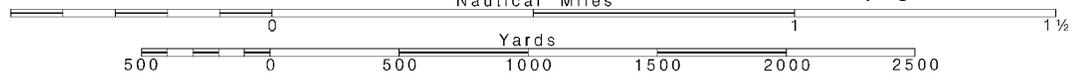
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
 Nautical Miles

See Note on page 5.





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.

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:

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).

57'

56'

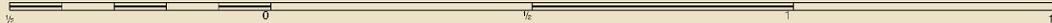
400

32°

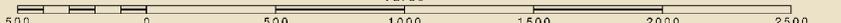
55'

FATHOMS	FEET	METERS
1	6	1.1
2	12	2.1
3	18	3.3
4	24	4.4
5	30	5.5
6	36	6.7
7	42	7.8
8	48	8.9
9	54	10.0
10	60	11.1
11	66	12.2
12	72	13.3
13	78	14.4
14	84	15.5
15	90	16.6
16	96	17.7
17	102	18.8

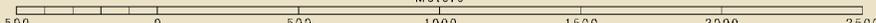
SCALE 1:20,000
Nautical Miles



Yards



Meters



52'

2330

51'

79° 50'

2380

1089.6 X 707.3 mm

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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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>



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