SOURCE

A	1990-2015	NOS Surveys	full bottom coverage
B1	1990-2005	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

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)

NOTE C
OVERHEAD CABLE CLEARANCES

Ⓐ OVHD PWR CABS CL 163 FT REP
Ⓑ OVHD PWR CABS CL 182 FT REP
Ⓒ OVHD PWR CABS CL 166 FT REP
Ⓓ OVHD PWR CABS CL 104 FT REP

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.

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.

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 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: — — — —

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 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

CHARLESTON HARBOR, COOPER RIVER AND SHIPYARD RIVER
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2016

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW): LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS: WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
FORT SUMTER RANGE	38.8	48.5	48.3	39.6	12-15	A 1000	17.0	B 47
MOUNT PLEASANT RANGE	48.4	49.2	49.9	49.2	10-15	1000-600	1.8	45
REBELLION RANGE	45.1	48.3	49.8	48.7	10-15	600-999	1.6	45
ANCHORAGE BASIN A	26.4	33.2	32.8	36.9	10-15	999	1.4	45
BENNIS RANGE	43.7	48.9	48.2	47.6	10-15	600	1.5	45
HORSE REACH	46.1	53.4	50.3	48.8	10-15	C 600	0.4	45
CUSTOMHOUSE REACH	33.9	36.5	42.4	39.8	10-15	999	0.7	45
SOUTH CHANNEL	17.0	17.0	18.0	27.0	6-15	600-1000	2.9	30
HOG ISLAND REACH	47.7	48.2	47.8	46.6	10-15	D 800-600	1.8	45
DRUM ISLAND REACH	48.4	49.3	49.4	48.3	10-15	880	0.8	45
TIDEWATER REACH	30.0	26.9	25.1	24.6	10-15	650	0.7	40
TOWN CREEK LOWER REACH	35.3	38.7	40.8	41.0	10-15	450-400	1.3	45
TOWN CREEK LOWER REACH TB	39.1	38.0	37.5	37.0	10-15	300	0.3	35
TOWN CREEK UPPER REACH	37.2	40.6	40.4	41.3	10-15	999	1.1	16
MYERS BEND	47.1	49.4	49.4	48.3	10-15	999	0.5	45
DANIEL ISLAND REACH	47.7	47.8	46.8	42.1	1-16	880	1.3	45
DANIEL ISLAND BEND	44.5	50.0	51.8	50.9	1-16	800-700	0.5	45
CLOUTER CREEK REACH	46.9	48.6	48.2	46.2	1-16	600	1.3	45
NAVY YARD REACH	47.0	47.2	46.4	45.2	1-16	600-700	1.1	45
NORTH CHARLESTON REACH	48.9	50.2	49.0	46.8	1-16	500-600	0.9	45
FILBIN CREEK REACH	45.5	50.3	50.6	47.1	1-16	500	0.9	45
PORT TERMINAL REACH	45.6	48.9	48.9	46.3	1-16	600	0.7	45
ORDNANCE REACH	39.8	44.5	43.3	45.7	1-16	600	0.4	45
ORDNANCE REACH TURNING BASIN	45.8	43.8	36.7	35.5	1-16	800	0.4	45
WANDO RIVER								
LOWER REACH	45.6	47.4	48.1	46.7	10-15	1500-400	1.4	45
UPPER REACH	43.5	43.2	43.8	42.6	10-15	850-600	0.9	45
TURNING BASIN	43.9	47.2	47.7	49.2	10-15	550	0.7	45
SHIPYARD RIVER (SHIPYARD CREEK)								
LOWER CHANNEL	40.7	42.0	39.0	40.2	10-15	E 1300-300	0.7	45
TURNING BASIN	41.4	41.8	43.4	—	10-15	999	0.2	45
UPPER CHANNEL	16.1	19.1	20.4	18.4	10-15	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	32.8	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.

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.

54th Ed., Jun. 2015. Last Correction: 12/7/2016. Cleared through:
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To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

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.

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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FATHOMS / FEET / METERS