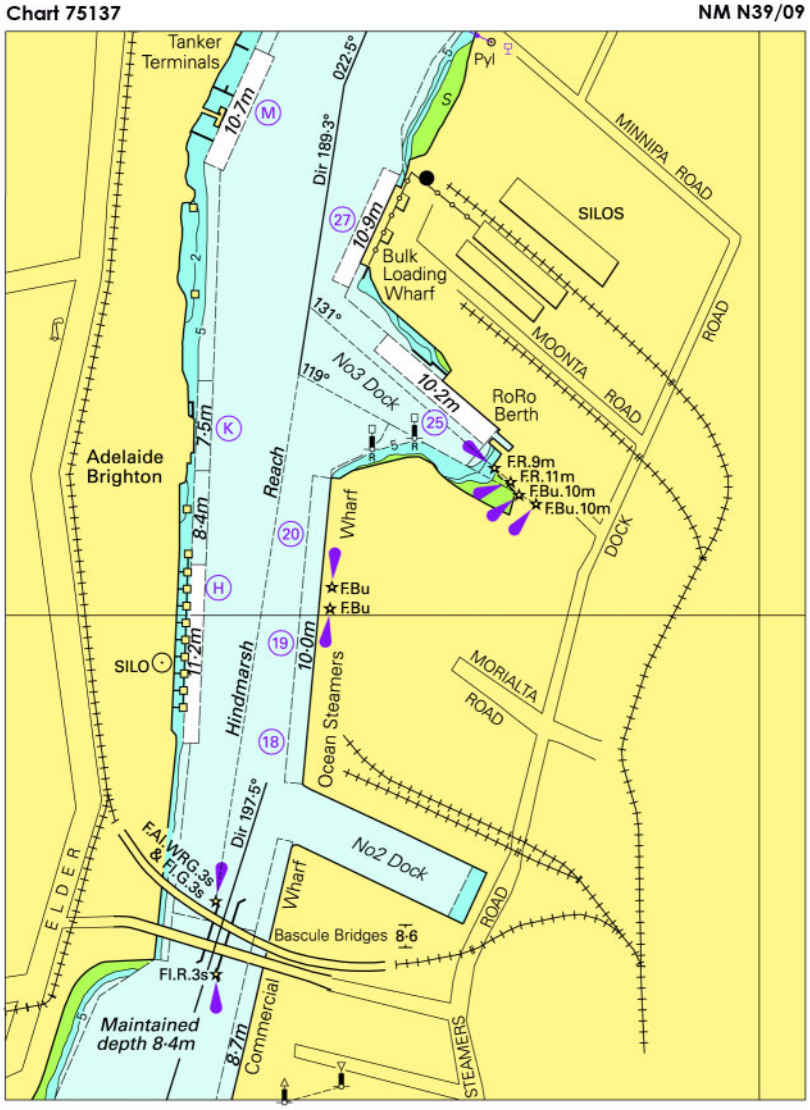
Chart 75137
NM N39/09
Tanker Terminals
10·7m
M
022·5°
Dir 189·3°
Pyl
S
MINNIPA ROAD
SILOS
27
10·9m
Bulk Loading Wharf
131°
119°
No3 Dock
10·2m
25
RoRo Berth
MOONTA ROAD
ROAD
K
7·5m
Adelaide Brighton
8·4m
Reach
F.R.9m
F.R.11m
F.Bu.10m
F.Bu.10m
20
Wharf
DOCK
H
F.Bu
F.Bu
19
10·0m
SILO
11·2m
Hindmarsh
MORIALTA ROAD
18
Ocean Steamers
Dir 197·5°
F.A.WRG.3s & Fl.G.3s
No2 Dock
Wharf
ELDER
Bascule Bridges 8·6
ROAD
Fl.R.3s
Maintained depth 8·4m
8·7m
Commercial
STEAMERS

Chart 11412 NM 39/09

TAMPA BAY CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2005 AND SURVEYS TO JAN 2009

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 (NAUT. MILES)	DEPTH MLLW (FEET)
EGMONT CHANNEL	23.9	43.7	45.1	39.6	8-05	700-1000	3.9	45
MULLET KEY CHANNEL	40.1	43.2	42.2	38.7	8-05	600-900	2.9	43
CUT A CHANNEL	38.8	43.0	42.9	41.9	5-06	500-700	2.7	43
CUT B CHANNEL	42.1	41.8	42.1	42.0	5-06;4-07	500-700	3.4	43
CUT C CHANNEL	42.2	43.2	43.1	42.6	5-06	500-750	1.7	43
CUT D CHANNEL	43.1	41.7	42.2	41.7	5-06	500-650	2.1	43
CUT E CHANNEL	45.3	43.7	45.3	46.0	5-06	500-700	2.1	43
CUT F CHANNEL	41.0	42.0	42.0	42.0	1-09	500	1.6	43
EAST WIDNER	43.0	41.0	42.0	43.0	1-09	0-2880	0.4	43
WEST WIDNER	30.0	33.0	34.0	35.0	1-09	0-970	0.25	34
CUT G CHANNEL	33.0	34.0	35.0	31.0	1-09	400	2.7	34
GADSDEN PT. CUT	43.0	43.0	43.0	41.0	1-09	500	3.05	43

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

Chart 11416 NM 39/09

TAMPA BAY CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2005 AND SURVEYS TO MAR 2009

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 (NAUT. MILES)	DEPTH MLLW (FEET)
MULLET KEY CHANNEL	40.1	43.2	42.2	38.7	8-05	600-900	2.9	43
CUT A CHANNEL	38.8	43.0	42.9	41.9	5-06	500-700	2.7	43
CUT B CHANNEL	42.1	41.8	42.1	42.0	5-06;4-07	500-700	3.4	43
CUT C CHANNEL	42.2	43.2	43.1	42.6	5-06	500-750	1.7	43
CUT D CHANNEL	43.1	41.7	42.2	41.7	5-06	500-650	2.1	43
CUT E CHANNEL	45.3	43.7	45.3	46.0	5-06	500-700	2.1	43
CUT F CHANNEL	41.0	42.0	42.0	42.0	1-09	500	1.6	43
EAST WIDENER	43.0	41.0	42.0	43.0	1-09	0-2880	0.4	43
WEST WIDENER	30.0	33.0	34.0	35.0	1-09	0-970	0.25	34
CUT G CHANNEL	33.0	34.0	35.0	31.0	1-09	400	2.7	34
G TO J WIDENER	36.0	33.6	34.0	33.0	5-06;1-09	0-770	.52	34
CUT J CHANNEL	33.3	35.4	34.6	35.0	5-06;12-07	400-450	1.2	34
CUT J2 CHANNEL	36.0	37.5	37.3	36.0	5-06	400-450	0.9	34
CUT K CHANNEL	32.1	36.4	36.5	33.2	5-06	400	2.0	34
CUT K TURNING BASIN	31.7	36.1	35.2	33.2	5-06	400-750	0.5	34
GADSDEN PT. CUT	43.0	43.0	43.0	41.0	1-09	500	3.05	43
HILLSBOROUGH BAY								
CUT A CHANNEL	43.0	42.0	43.0	40.0	1-09	500	1.0	43
A TO C WIDENER	40.0	42.0	43.0	42.0	1-09	0-1000	0.7	43
CUT C CHANNEL	38.0	41.0	42.0	39.0	1-09	500	5.6	43
CUT D CHANNEL	35.0	37.0	36.0	34.0	3-09	400	1.0	41
SEDDON CHANNEL	14.0	17.0	20.0	22.0	3-09	200	1.1	12
GARRISON CHANNEL (A)	24.8	21.9	22.0	16.9	2-04; 10-07	300	0.4	30
SPARKMAN CHANNEL	28.0	35.0	36.0	29.0	3-09	400	1.2	34
YBOR TURNING BASIN	30.0	32.0	30.0	23.0	3-09	---	0.3	34
YBOR CHANNEL	29.0	31.0	29.0	22.0	3-09	400	0.6	34
PORT SUTTON ENTRANCE CHANNEL	41.2	44.0	44.0	38.4	5-07;1-09	400	0.3	43
SOUTH WIDENER	40.0	39.0	38.0	37.0	1-09	0-540	0.3	43
PORT SUTTON TURNING BASIN	38.7	45.3	42.6	44.7	5-07	400-1930	0.4	43
EAST BAY CHANNEL								
TO TURNING BASIN	43.6	45.5	46.0	42.1	5-07	600	0.6	43
TURNING BASIN	43.4	44.5	43.9	45.6	5-07	300-800	0.3	43
NORTHEAST OF TURNING BASIN	39.9	41.4	41.1	40.3	5-07	300	0.4	43
UPPER EAST BAY								
CHANNEL TO UPPER BASIN	33.6	35.5	36.5	37.1	5-07	300	0.6	34
TURNING BASIN	35.2	38.2	34.2	31.6	5-07	300-789	0.5	34

A. GARRISON CHANNEL HAS BEEN DEAUTHORIZED AS A FEDERALLY MAINTAINED NAVIGATION PROJECT. SHOALING THROUGHOUT WESTERN PORTION OF CHANNEL.

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

Chart 11506 NM 39/09

BRUNSWICK HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2009

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BAR CHANNEL							
(ST SIMON RANGE)	A33.5	A35.0	32.0	4-09	500	7.7	38
PLANTATION CREEK RANGE	35.0	38.5	38.0	4-09	400	1.8	36
JEKYLL ISLAND RANGE	38.0	37.5	36.0	4-09	400	1.9	36
CEDAR HAMMOCK RANGE	37.0	36.0	35.5	4-09	400	1.4	36
BRUNSWICK PT CUT RANGE	35.5	37.0	37.0	4-09	400	2.4	36
EAST RIVER							
LOWER REACH	B36.0	35.0	35.0	4-09	400	1.1	37- 41
UPPER REACH	C37.0	38.0	38.0	4-09	350	1.0	36
EAST RIVER TURNING BASIN	37.0	36.0	35.0	4-09	750	0.2	30
TURTLE RIVER LOWER RANGE	37.0	37.0	36.5	4-09	300	1.7	36
BLYTHE ISLAND RANGE	30.0	26.5	25.5	4-09	300	1.5	30
TURTLE RIVER UPPER RANGE	27.0	27.0	26.0	4-09	300	2.7	30
SOUTH BRUNSWICK RIVER	38.0	37.0	37.0	4-09	400	1.3	36

A. EXCEPT FOR A 35 FT OBSTRUCTION LOCATED BY A NOS SURVEY OF JUL 2006 AT 31°04'15.5"N, 081°16'57.4"W.

B. THE EAST RIVER, LOWER REACH WIDENER LEAST DEPTHS WERE 34.0 FEET, LOCATED 50 FEET INSIDE THE CHANNEL LIMIT, AND 35.0 FEET, LOCATED 150 FEET INSIDE THE CHANNEL LIMIT FROM THE LEFT SIDE.

C. EXCEPT FOR A DANGEROUS WRECK LOCATED IN APPROXIMATE POSITION 31°08'49.8"N, 81°29'59.3"W.

NOTE - FOR THE LEFT OUTSIDE AND RIGHT OUTSIDE QUARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 50 FEET INSIDE THE CHANNEL LIMITS. (EXCEPT FOR THE EAST RIVER TURNING BASIN)

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

Chart 11523 NM 39/09

CHARLESTON HARBOR ENTRANCE

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUN 2009

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 (NAUT. MILES)	DEPTH MLLW (FEET)
FORT SUMTER RANGE	40.6	48.1	47.1	38.6	2-09	1000	14.8	A47
MOUNT PLEASANT RANGE	46.8	48.7	47.4	47.1	12-08	1000-600	1.6	A45
REBELLION REACH	45.5	49.2	49.2	47.0	12-08; 6-09	600	1.4	45

A. FOR WIDTH OF 1000 FEET, THE PROJECT DEPTH IS 42 FEET FOR OUTER 100 FEET.

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

Chart 11524 NM 39/09

CHARLESTON HARBOR, COOPER RIVER AND SHIPYARD RIVER
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS- SURVEYS TO JUN 2009

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 (NAUT. MILES)	DEPTH MLLW (FEET)
FORT SUMTER RANGE	40.6	48.1	47.1	38.6	2-09	1000	14.8	A47
MOUNT PLEASANT RANGE	46.8	48.7	47.4	47.1	12-08	1000-600	1.6	A45
REBELLION REACH	45.5	49.2	49.2	47.0	12-06; 6-09	600	1.4	45
BENNIS REACH	46.3	48.8	48.4	47.7	12-08	600-800	1.3	45
HORSE REACH	48.5	50.4	50.0	42.6	3-06; 12-08	800	0.5	45
CUSTOMHOUSE REACH	36.0	48.4	48.2	47.8	11-05;12-08	1385	0.2	45
SOUTH CHANNEL	24.4	24.8	24.5	B24.3	10-96; 7-04;9-08;6-09	600-1000	3.1	45
HOG ISLAND REACH	46.6	47.2	47.5	42.4	12-08	600-1300	1.5	45
DRUM ISLAND REACH	47.3	46.1	47.7	43.5	12-08	600-1300	0.7	45
TOWN CREEK LOWER REACH	36.9	37.7	37.8	38.5	12-08	400-450	1.1	45
TURNING BASIN	40.4	38.1	37.8	35.0	3-06;12-08	250	0.25	35
TOWN CREEK UPPER REACH	35.2	40.2	C40.9	40.5	11-01; 5-02	250	1.0	16
MYERS BEND	43.7	48.1	48.0	47.6	11-05; 12-08	600-900	0.4	45
DANIEL ISLAND REACH	44.8	44.6	41.4	35.7	12-08	880-960	1.2	45
DANIEL ISLAND BEND	48.9	48.5	50.4	48.7	12-08	700-780	0.4	45
CLOUTER CREEK REACH	47.1	47.7	47.9	45.7	12-08	600	0.9	45
NAVY YARD REACH	46.5	46.6	46.6	41.4	12-08	600-700	1.1	45
NORTH CHARLESTON REACH	45.4	49.6	46.8	47.8	12-08	500-600	1.0	45
FILBIN CREEK REACH	44.3	48.3	47.7	47.5	12-08	500	0.6	45
PORT TERMINAL REACH	41.7	47.0	47.6	47.0	12-08	600	0.7	45
ORDNANCE REACH	36.0	35.2	41.2	41.6	12-08	600	0.3	45
ORDNANCE REACH TURNING BASIN	42.5	36.2	31.3	32.0	12-08	800	0.26	45
WANDO RIVER								
LOWER REACH	44.2	47.2	47.6	41.0	11-05;12-08	1500-400	1.3	45
UPPER REACH	39.0	43.1	45.2	40.8	12-08	400-850	0.74	45
TURNING BASIN	48.0	48.4	49.1	48.3	12-08	550	0.3	45
SHIPYARD CREEK								
MAIN CHANNEL	23.4	27.3	28.4	25.7	2-07	1200-300	1.0	30
LOWER TURNING BASIN	39.3	40.5	42.8	39.5	2-07	700	0.2	38
UPPER TURNING BASIN	14.0	21.1	19.5	19.6	2-07	600	0.15	30
COOPER RIVER								
RANGE A	38.2	37.4	38.3	37.9	7,8-98;7,10-03;6-04	400-1350	1.02	35
RANGE B	18.6	23.1	39.1	37.3	12-99;10-03	VARIES	0.74	35
RANGE C	20.6	D24.6	38.9	39.2	7,8-98;12-99;10,11,12-03	VARIES	0.76	35
RANGE D	38.9	38.4	38.2	38.0	2-00;11,12-03	VARIES	0.58	35
RANGE E	32.1	34.8	38.2	36.3	1-95	VARIES	0.38	35
RANGE F	25.0	36.6	35.2	33.9	1-95	VARIES	0.29	35

A. FOR WIDTH OF 1000 FEET, THE PROJECT DEPTH IS 42 FEET FOR OUTER 100 FEET.
B. ALONG CHANNEL EDGE.
C. OBSTRUCTION LOCATED WITH A DEPTH OF 39 FEET, AT 32°48'45.3"N; 79°55'45.7"W.
D. OBSTRUCTION LOCATED WITH A DEPTH OF 37 FEET, AT 32°55'15.9"N; 79°55'54.8"W.

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

Chart 11537 NM 39/09

CAPE FEAR RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2009 AND SURVEYS TO MAY 2009

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 (NAUT. MILES)	DEPTH MLLW (FEET)
CAPE FEAR RIVER ENTRANCE	40.7	42.9	42.7	26.8	11-08; 2-09	500-900	5.8	44
BALDHEAD SHOAL	43.8	45.2	38.0	26.5	11-08	725-900	0.7	44
SMITH ISLAND	39.3	42.9	44.9	45.5	3-09	650-900	0.9	44
BALDHEAD CASWELL	41.4	45.9	45.6	47.0	2-09	500	0.4	44
SOUTHPORT	41.7	46.8	45.6	40.8	2-09	500	1.0	44
BATTERY ISLAND	43.3	45.2	44.2	32.0	2-09	500	0.5	44
LOWER SWASH	42.4	42.5	42.6	43.0	3-09	400	1.6	42
SNOWS MARSH	40.6	41.0	42.1	41.1	3-09	400	3.1	42
HORSESHOE SHOAL	37.9	40.2	40.5	39.2	2-09	400	1.2	42
REAVES POINT	41.5	42.4	43.7	39.5	3-09	400	1.2	42
LOWER MIDNIGHT	38.1	42.7	43.6	40.4	3-09	600	1.6	42
UPPER MIDNIGHT	37.5	42.2	42.0	37.8	3-09	600	2.7	42
LOWER LILLIPUT	32.4	42.0	41.6	35.2	1-09	600	1.9	42
UPPER LILLIPUT	36.3	41.3	41.1	39.7	3-09	400	1.9	42
KEG ISLAND	38.6	42.6	41.5	34.2	4-09	400	1.4	42
BIG ISLAND LOWER	37.0	43.1	43.2	34.8	4-09	400	0.8	42
BIG ISLAND UPPER	38.9	42.5	39.0	30.4	4-09	400-700	0.5	42
LOWER BRUNSWICK	41.1	42.9	44.3	41.2	5-09	400	1.6	42
UPPER BRUNSWICK	27.3	39.1	43.8	43.0	5-09	400	1.0	42
FOURTH EAST JETTY	39.0	43.7	42.6	39.9	5-09	500	1.2	42
BETWEEN CHANNEL	36.4	40.1	43.3	41.8	5-09	550	0.8	42
ANCHORAGE BASIN & APP CHANNEL	32.2	35.2	35.9	31.0	4-09	450-1090	1.4	38
HWY 74-76 TO BATTLESHIP	32.6	32.8	35.5	30.6	3-09	400	0.6	32
BATTLESHIP TO HWY 133 INCLUDING TURNING BASIN	15.4	28.4	31.4	24.9	3,5-09	190-850	0.9	32
HWY 133 TO HILTON BRIDGE	30.7	31.5	31.9	30.1	5-09	200-400	0.5	32
THENCE TO END OF PROJECT AT 34°16'36"N, 77°57'01"W	18.5A	20.1B	18.5C	17.4D	5-09	200	1.2	25
TURNING BASIN	14.5	11.0	11.9	14.7	5-09	500	0.1	25

A. EXCEPT FOR SHOALING TO 9.4 FEET FOR THE LAST 250 FEET OF THE PROJECT.
B. EXCEPT FOR SHOALING TO 9.5 FEET FOR THE LAST 250 FEET OF THE PROJECT.
C. EXCEPT FOR SHOALING TO 9.3 FEET FOR THE LAST 400 FEET OF THE PROJECT.
D. EXCEPT FOR SHOALING TO 8.3 FEET FOR THE LAST 400 FEET OF THE PROJECT.

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