Chart 16599 (Inset Larsen Bay) NM 1/11

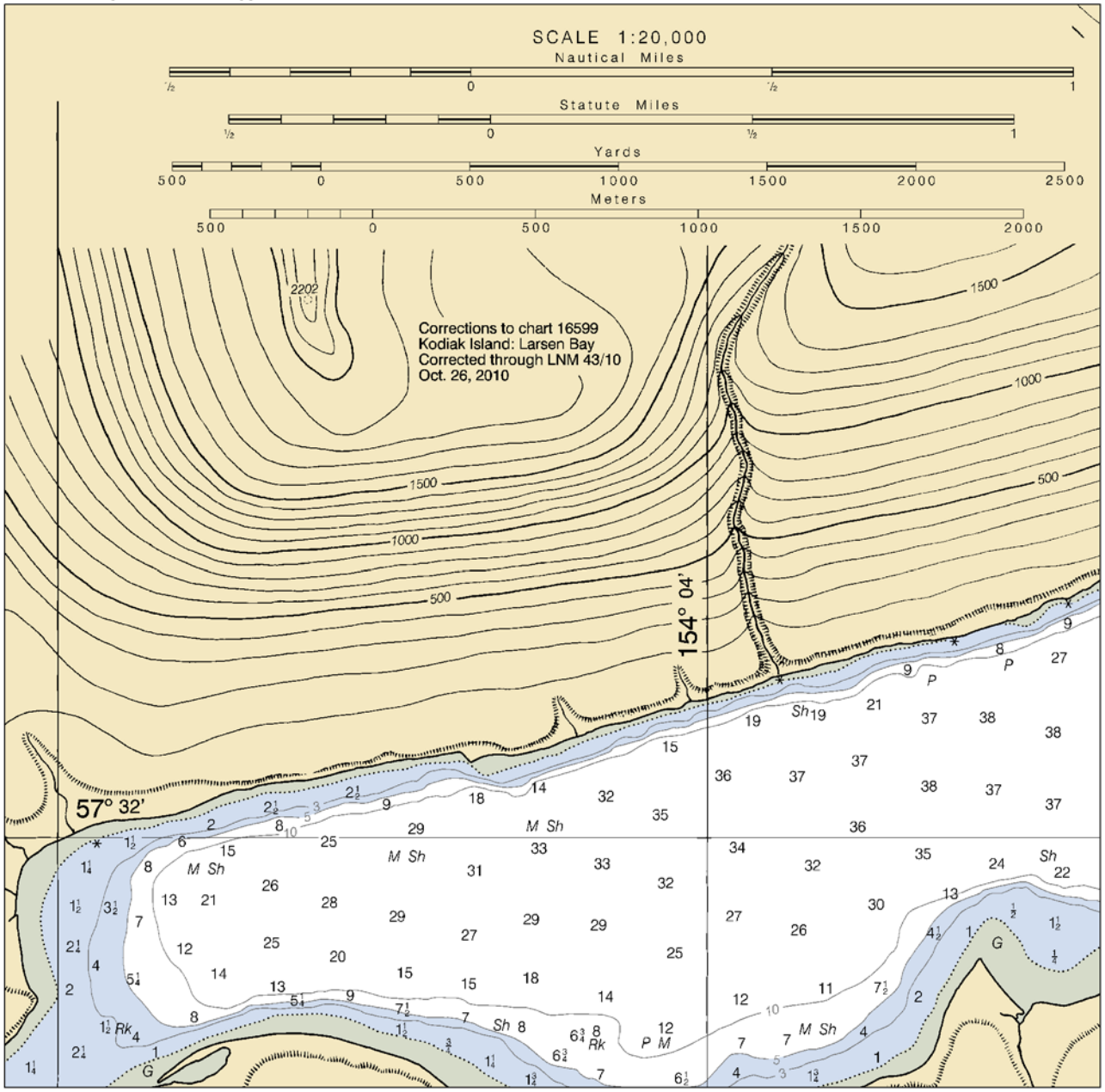

Chart 11339 (Inset) NM 1/11

CALCASIEU PASS AND RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2010

| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW GULF (MLG) | | | | | | 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 MLG (FEET) |
| BAR CHANNEL | 36.0 | 38.0 | 39.0 | 32.0 | 6-09; 9-10 | 800 | 26.3 | 42 |
| JETTY CHANNEL TO (29°46'00.0"N, 93°20'43.0"W) | 34.0 | 47.0 | 46.0 | 45.0 | 6,9-10 | 400 | 1.3 | 40 |
| THENCE TO A POINT (29°52'00.0"N, 93°20'43.0"W) | 25.0 | 40.0 | 40.0 | 36.0 | 6-10 | 400 | 6.0 | 40 |
| THENCE TO A POINT (29°58'00.0"N, 93°20'10.0"W) | 31.0 | 38.0 | 37.0 | 30.0 | 6,7-10 | 400 | 6.0 | 40 |
| THENCE TO A POINT (30°04'00.0"N, 93°19'38.0"W) | 27.0 | 35.0 | 32.0 | 27.0 | 7-10 | 400 | 6.0 | 40 |
| THENCE TO A POINT (30°09'03.0"N, 93°19'57.0"W) | 29.0 | 33.0 | 32.0 | 25.0 | 2,5,6,7-10 | 400 | 5.2 | 40 |
| THENCE TO 210 BRIDGE | 31.0 | 35.0 | 33.0 | 28.0 | 6-10 | 400 | 4.4 | 40 |
| THENCE TO END OF 400 CHANNEL (30°13'08.0"N, 93°15'12.0"W) | 36.0 | 40.0 | 39.0 | 34.0 | 8-10 | 400 | 2.1 | 40 |

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS.
DEPTHS ARE REFERENCED TO A REFERENCE DATUM CALLED MEAN LOW GULF. SEE NOTE H.

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

Chart 11344 NM 1/11

CALCASIEU PASS AND RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2010

| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW GULF (MLG) | | | | | | 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 MLG (FEET) |
| BAR CHANNEL | 36.0 | 38.0 | 39.0 | 32.0 | 6-09; 9-10 | 800 | 26.3 | 42 |
| JETTY CHANNEL TO (29°46'00.0"N, 93°20'43.0"W) | 34.0 | 47.0 | 46.0 | 45.0 | 6,9-10 | 400 | 1.3 | 40 |
| THENCE TO A POINT (29°52'00.0"N, 93°20'43.0"W) | 25.0 | 40.0 | 40.0 | 36.0 | 6-10 | 400 | 6.0 | 40 |

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS.
DEPTHS ARE REFERENCED TO A REFERENCE DATUM CALLED MEAN LOW GULF. SEE NOTE H.

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

Chart 11347 (Side A) NM 1/11

CALCASIEU PASS AND RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2010

| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW GULF (MLG) | | | | | | 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 MLG (FEET) |
| BAR CHANNEL | 36.0 | 38.0 | 39.0 | 32.0 | 6-09; 9-10 | 800 | 26.3 | 42 |
| JETTY CHANNEL TO (29°46'00.0"N, 93°20'43.0"W) | 34.0 | 47.0 | 46.0 | 45.0 | 6,9-10 | 400 | 1.3 | 40 |
| THENCE TO A POINT (29°52'00.0"N, 93°20'43.0"W) | 25.0 | 40.0 | 40.0 | 36.0 | 6-10 | 400 | 6.0 | 40 |
| THENCE TO A POINT (29°58'00.0"N, 93°20'10.0"W) | 31.0 | 38.0 | 37.0 | 30.0 | 6,7-10 | 400 | 6.0 | 40 |
| THENCE TO A POINT (30°04'00.0"N, 93°19'38.0"W) | 27.0 | 35.0 | 32.0 | 27.0 | 7-10 | 400 | 6.0 | 40 |
| THENCE TO A POINT (30°09'03.0"N, 93°19'57.0"W) | 29.0 | 33.0 | 32.0 | 25.0 | 2,5,6,7-10 | 400 | 5.2 | 40 |
| THENCE TO 210 BRIDGE | 31.0 | 35.0 | 33.0 | 28.0 | 6-10 | 400 | 4.4 | 40 |
| THENCE TO END OF 400 CHANNEL (30°13'08.0"N, 93°15'12.0"W) | 36.0 | 40.0 | 39.0 | 34.0 | 8-10 | 400 | 2.1 | 40 |

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS.
DEPTHS ARE REFERENCED TO A REFERENCE DATUM CALLED MEAN LOW GULF. SEE NOTE H.

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

Chart 11347 (Side B, Inset) NM 1/11

CALCASIEU PASS AND RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2010

| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW GULF (MLG) | | | | | | 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 MLG (FEET) |
| BAR CHANNEL | 36.0 | 38.0 | 39.0 | 32.0 | 6-09; 9-10 | 800 | 26.3 | 42 |
| JETTY CHANNEL TO (29°46'00.0"N, 93°20'43.0"W) | 34.0 | 47.0 | 46.0 | 45.0 | 6,9-10 | 400 | 1.3 | 40 |
| THENCE TO A POINT (29°52'00.0"N, 93°20'43.0"W) | 25.0 | 40.0 | 40.0 | 36.0 | 6-10 | 400 | 6.0 | 40 |
| THENCE TO A POINT (29°58'00.0"N, 93°20'10.0"W) | 31.0 | 38.0 | 37.0 | 30.0 | 6,7-10 | 400 | 6.0 | 40 |
| THENCE TO A POINT (30°04'00.0"N, 93°19'38.0"W) | 27.0 | 35.0 | 32.0 | 27.0 | 7-10 | 400 | 6.0 | 40 |
| THENCE TO A POINT (30°09'03.0"N, 93°19'57.0"W) | 29.0 | 33.0 | 32.0 | 25.0 | 2,5,6,7-10 | 400 | 5.2 | 40 |
| THENCE TO 210 BRIDGE | 31.0 | 35.0 | 33.0 | 28.0 | 6-10 | 400 | 4.4 | 40 |
| THENCE TO END OF 400 CHANNEL (30°13'08.0"N, 93°15'12.0"W) | 36.0 | 40.0 | 39.0 | 34.0 | 8-10 | 400 | 2.1 | 40 |

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS.
DEPTHS ARE REFERENCED TO A REFERENCE DATUM CALLED MEAN LOW GULF. SEE NOTE H.

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

Chart 11373 NM 1/11

HORN ISLAND PASS PASCAGOULA HARBOR AND BAYOU CASOTTE CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS- REPORT OF SEP 2010 AND SURVEYS TO OCT 2010

| 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 (MILES) | DEPTH MLLW (FEET) |
| PASCAGOULA BAR CHANNEL | 38.2 | 44.0 | 41.6 | 10-10 | 450 | 6.28 | 44.0 |
| HORN ISLAND PASS | 42.5 | 44.0 | 43.6 | 7-10 | 600 | 1.4 | 44.0 |
| PASCAGOULA LOWER SOUND | 38.9A | 42.0 | 39.6B | 9-10 | 350 | 4.3 | 42.0 |
| PASCAGOULA UPPER SOUND | 33.6 | 32.5 | 35.3 | 9-10 | 350 | 4.63 | 38.0 |
| PASCAGOULA RIVER | 32.1C | 34.2D | 33.5E | 8-10 | 350F | 2.021 | 38.0 |
| BAYOU CASOTTE | 38.3G | 40.7H | 37.2 | 8-10 | 350 | 4.57 | 42.0 |

A. SHOALING TO 35.5 FT AT BEND WIDENING AREA.
B. SHOALING TO 39.9 FT AT BEND WIDENING AREA.
C. SHOALING TO 23.8 FT AT CSX RAILROAD BRIDGE.
D. SHOALING TO 19.3 FT AT CSX RAILROAD BRIDGE.
E. SHOALING TO 24.9 FT AT CSX RAILROAD BRIDGE.
F. PASCAGOULA RIVER PROJECT WIDTH VARIES AT SOUTH END OF TERMINAL C TO CSX RAILROAD.
G. SHOALING TO 37.2 FT AT BEND WIDENING AREA.
H. SHOALING TO 40.4 FT AT NORTH END OF PROJECT.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11374 (Side B) NM 1/11

HORN ISLAND PASS PASCAGOULA HARBOR AND BAYOU CASOTTE CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2010 AND SURVEYS TO OCT 2010

| 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 (MILES) | DEPTH MLLW (FEET) |
| PASCAGOULA BAR CHANNEL | 38.2 | 44.0 | 41.6 | 10-10 | 450 | 6.28 | 44.0 |
| HORN ISLAND PASS | 42.5 | 44.0 | 43.6 | 7-10 | 600 | 1.4 | 44.0 |
| PASCAGOULA LOWER SOUND | 38.9A | 42.0 | 39.6B | 9-10 | 350 | 4.3 | 42.0 |
| PASCAGOULA UPPER SOUND | 33.6 | 32.5 | 35.3 | 9-10 | 350 | 4.63 | 38.0 |
| PASCAGOULA RIVER | 32.1C | 34.2D | 33.5E | 8-10 | 350F | 2.021 | 38.0 |
| BAYOU CASOTTE | 38.3G | 40.7H | 37.2 | 8-10 | 350 | 4.57 | 42.0 |

A. SHOALING TO 35.5 FT AT BEND WIDENING AREA.
B. SHOALING TO 39.9 FT AT BEND WIDENING AREA.
C. SHOALING TO 23.8 FT AT CSX RAILROAD BRIDGE.
D. SHOALING TO 19.3 FT AT CSX RAILROAD BRIDGE.
E. SHOALING TO 24.9 FT AT CSX RAILROAD BRIDGE.
F. PASCAGOULA RIVER PROJECT WIDTH VARIES AT SOUTH END OF TERMINAL C TO CSX RAILROAD.
G. SHOALING TO 37.2 FT AT BEND WIDENING AREA.
H. SHOALING TO 40.4 FT AT NORTH END OF PROJECT.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11375 NM 1/11

HORN ISLAND PASS PASCAGOULA HARBOR AND BAYOU CASOTTE CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS- REPORT OF SEP 2010 AND SURVEYS TO OCT 2010

| 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 (MILES) | DEPTH MLLW (FEET) |
| PASCAGOULA BAR CHANNEL | 38.2 | 44.0 | 41.6 | 10-10 | 450 | 6.28 | 44.0 |
| HORN ISLAND PASS | 42.5 | 44.0 | 43.6 | 7-10 | 600 | 1.4 | 44.0 |
| PASCAGOULA LOWER SOUND | 38.9A | 42.0 | 39.6B | 9-10 | 350 | 4.3 | 42.0 |
| PASCAGOULA UPPER SOUND | 33.6 | 32.5 | 35.3 | 9-10 | 350 | 4.63 | 38.0 |
| PASCAGOULA RIVER | 32.1C | 34.2D | 33.5E | 8-10 | 350F | 2.021 | 38.0 |
| BAYOU CASOTTE | 38.3G | 40.7H | 37.2 | 8-10 | 350 | 4.57 | 42.0 |

A. SHOALING TO 35.5 FT AT BEND WIDENING AREA.
B. SHOALING TO 39.9 FT AT BEND WIDENING AREA.
C. SHOALING TO 23.8 FT AT CSX RAILROAD BRIDGE.
D. SHOALING TO 19.3 FT AT CSX RAILROAD BRIDGE.
E. SHOALING TO 24.9 FT AT CSX RAILROAD BRIDGE.
F. PASCAGOULA RIVER PROJECT WIDTH VARIES AT SOUTH END OF TERMINAL C TO CSX RAILROAD.
G. SHOALING TO 37.2 FT AT BEND WIDENING AREA.
H. SHOALING TO 40.4 FT AT NORTH END OF PROJECT.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11376 NM 1/11

MOBILE BAY AND RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2010 AND SURVEYS TO SEP 2010

| 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 (MILES) | DEPTH MLLW (FEET) |
| MOBILE BAR CHANNEL | 43.3 | 46.1 | 43.8 | 5-10 | 600 | 8.1 | 47 |
| MOBILE BAY: | | | | | | | |
| LOWER BAY (TO LIGHT 50) | 42.6A | 44.4 | 40.7 | 8-10 | 400 | 13.3 | 45 |
| UPPER BAY | 40.9 | 42.1 | 40.3 | 7; 8-10 | 400-500 | 15.4 | 45 |
| UPPER BAY TURNING BASIN | 43.6 | 45.0H | 49.4 | 8-10 | VARIES | | 45 |
| MOBILE RIVER: | | | | | | | |
| PINTO ISLAND REACH | 33.8 | 39.3 | 32.5 | 9-10 | 700-775 | 0.8 | 40-45 |
| MOBILE CHANNEL | 33.4 | 39.4 | 35.3 | 9-10 | 600 | 1.8 | 40 |
| MOBILE TURNING BASIN | 37.8B | 39.0 | 38.1C | 9-10 | 740-1000 | 0.6 | 40 |
| BLAKELEY ISLAND REACH | 37.3D | 28.3D | 27.8D | 9-10 | 500-1000 | 1.3 | 40 |
| ST. LOUIS POINT REACH | 18.2 | 24.8 | 21.2E | 5-10 | 500 | 0.2 | 25 |
| CHICKASAW CREEK CHANNEL | 14.7 | 22.9 | 19.8 | 5-10 | 250 | 3.0 | 25 |
| ARLINGTON CHANNEL | 14.4 | 15.0 | 14.0 | 7-10 | 150 | 1.7 | 27 |
| GARROWS BEND CHANNEL | 4.2I | 4.8J | 5.1K | 7-10 | 150 | 1.3 | 27 |
| OCEAN TERMINAL TURNING BASIN | 14.8 | 15.3 | 12.3 | 11-08 | 600 | 0.1 | 27 |
| THEODORE SHIP CHANNEL: | | | | | | | |
| BAY CUT | 38.8 | 39.9 | 38.1 | 5-10 | 400 | 5.3 | 40 |
| ANCHORAGE AREA | 40.0F | 40.0 | 40.0 | 5-10 | 300 | 0.2 | 40 |
| LAND CUT | 39.8 | 40.0 | 40.0 | 5-10 | 300 | 1.7 | 40 |
| TURNING BASIN | 40.0G | 36.8 | 34.3 | 5-10 | 1400 | 0.3 | 40 |
| BARGE CHANNEL | 9.5 | 10.3 | 9.5 | 4-10 | 100 | 1.2 | 12 |

A. EXCEPT FOR SHOALING TO 41.8 FEET IN BEND WIDENING AREA.
B. EXCEPT FOR SHOALING TO 36.5 FEET IN BEND WIDENING AREA.
C. EXCEPT FOR SHOALING TO 36.5 FEET IN BEND WIDENING AREA.
D. SHOALING EXISTS AT NORTH END OF PROJECT BY COCHRAN BRIDGE.
E. EXCEPT FOR SHOALING TO 20.1 FEET IN BEND WIDENING AREA.
F. EXCEPT FOR SHOALING TO 39.1 FEET IN BEND WIDENING AREA.
G. EXCEPT FOR SHOALING TO 38.5 FEET AT WESTERN END.
H. EXCEPT FOR SHOALING TO 40.6 FEET IN THE NORTHERN SECTION FROM 30°39'56.1"N/88°01'50.3"W TO 30°40'03.7"N/88°01'51.0"W.
I. EXCEPT FOR SHOALING TO 4.0 FEET AT THE NORTHEAST END OF PROJECT
J. EXCEPT FOR SHOALING TO 3.4 FEET AT THE NORTHEAST END OF PROJECT
K. EXCEPT FOR SHOALING TO 3.0 FEET AT THE NORTHEAST END OF PROJECT
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11412 NM 1/11

TAMPA BAY CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2005 AND SURVEYS TO MAY 2010

| 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 | 38.0 | 41.7 | 42.0 | 42.6 | 3-10 | 500-700 | 2.7 | 43 |
| CUT B CHANNEL | 41.7 | 42.1 | 43.0 | 41.9 | 5-10 | 500-700 | 3.4 | 43 |
| CUT C CHANNEL | 42.1 | 43.5 | 43.6 | 42.8 | 5-10 | 500-750 | 1.7 | 43 |
| CUT D CHANNEL | 42.6 | 42.2 | 42.0 | 42.1 | 5-10 | 500-650 | 2.1 | 43 |
| CUT E CHANNEL | 42.2 | 41.4 | 42.6 | 42.4 | 5-10 | 500-700 | 2.1 | 43 |
| CUT F CHANNEL | 41.1 | 42.4 | 42.2 | 42.1 | 2,3-10 | 500 | 1.6 | 43 |
| EAST WIDNER | 42.0 | 41.4 | 41.2 | 42.4 | 2,3-10 | 0-2880 | 0.4 | 43 |
| WEST WIDNER | 32.9 | 34.2 | 34.8 | 35.0 | 2,3-10 | 0-970 | 0.25 | 34 |
| CUT G CHANNEL | 33.3 | 33.5 | 33.8 | 30.1 | 2,5-10 | 400 | 2.7 | 34 |
| GADSDEN PT. CUT | 42.5 | 43.0 | 43.0 | 41.0 | 1-09; 2-10 | 500 | 3.05 | 43 |

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

Chart 11415 NM 1/11

TAMPA BAY ENTRANCE CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2005 AND SURVEYS TO MAY 2010

| 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 | 38.0 | 41.7 | 42.0 | 42.6 | 3-10 | 500-700 | 2.7 | 43 |
| CUT B CHANNEL | 41.7 | 42.1 | 43.0 | 41.9 | 5-10 | 500-700 | 3.4 | 43 |

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

Chart 11416 NM 1/11

TAMPA BAY CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2005 AND SURVEYS TO MAY 2010

| NAME OF CHANNEL | CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | | | PROJECT DIMENSIONS | | |
|---|---|---|---|---|---|---|---|---|
| | 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 | 38.0 | 41.7 | 42.0 | 42.6 | 3-10 | 500-700 | 2.7 | 43 |
| CUT B CHANNEL | 41.7 | 42.1 | 43.0 | 41.9 | 5-10 | 500-700 | 3.4 | 43 |
| CUT C CHANNEL | 42.1 | 43.5 | 43.6 | 42.8 | 5-10 | 500-750 | 1.7 | 43 |
| CUT D CHANNEL | 42.6 | 42.2 | 42.0 | 42.1 | 5-10 | 500-650 | 2.1 | 43 |
| CUT E CHANNEL | 42.2 | 41.4 | 42.6 | 42.4 | 5-10 | 500-700 | 2.1 | 43 |
| CUT F CHANNEL | 41.1 | 42.4 | 42.2 | 42.1 | 2,3-10 | 500 | 1.6 | 43 |
| EAST WIDENER | 42.0 | 41.4 | 41.2 | 42.4 | 2,3-10 | 0-2880 | 0.4 | 43 |
| WEST WIDENER | 32.9 | 34.2 | 34.8 | 35.0 | 2,3-10 | 0-970 | 0.25 | 34 |
| CUT G CHANNEL | 33.3 | 33.5 | 33.8 | 30.1 | 2,5-10 | 400 | 2.7 | 34 |
| G TO J WIDENER | 32.6 | 32.4 | 32.0 | 31.5 | 5-10 | 0-770 | .52 | 34 |
| CUT J CHANNEL | 32.3 | 35.1 | 34.2 | 34.2 | 5-10 | 400-450 | 1.2 | 34 |
| CUT J2 CHANNEL | 35.6 | 37.3 | 37.1 | 35.9 | 5-10 | 400-450 | 0.9 | 34 |
| CUT K CHANNEL | 32.3 | 36.3 | 36.5 | 33.3 | 5-10 | 400 | 2.0 | 34 |
| CUT K TURNING BASIN | 32.4 | 36.9 | 36.2 | 33.7 | 5-10 | 400-750 | 0.5 | 34 |
| GADSDEN PT. CUT | 42.5 | 43.0 | 43.0 | 41.0 | 1-09; 2-10 | 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 | 39.4 | 1,6-09 | 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 | 43.7 | 44.6 | 43.6 | 40.3 | 6-09 | 400 | 0.3 | 43 |
| SOUTH WIDENER | 39.9 | 39.2 | 38.4 | 37.2 | 6-09 | 0-540 | 0.3 | 43 |
| PORT SUTTON TURNING BASIN | 39.5 | 41.6 | 37.9 | 41.1 | 6-09 | 400-1930 | 0.4 | 43 |
| EAST BAY CHANNEL | | | | | | | | |
| TO TURNING BASIN | 41.3 | 41.8 | 42.5 | 38.9 | 6-09 | 600 | 0.6 | 43 |
| TURNING BASIN | 40.5 | 40.6 | 40.9 | 39.5 | 6-09 | 300-800 | 0.3 | 43 |
| NORTHEAST OF TURNING BASIN | 41.3 | 43.1 | 44.1 | 43.3 | 6-09 | 300 | 0.4 | 43 |
| UPPER EAST BAY | | | | | | | | |
| CHANNEL TO UPPER BASIN | 31.5 | 33.3 | 34.5 | 32.8 | 6-09 | 300 | 0.6 | 34 |
| TURNING BASIN | 32.6 | 34.0 | 31.2 | 29.3 | 6-09 | 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 11521 NM 1/11

CHARLESTON HARBOR ENTRANCE

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2010

| NAME OF CHANNEL | CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | | | PROJECT DIMENSIONS | | |
|---|---|---|---|---|---|---|---|---|
| | LEFT OUTSIDE QUARTER | LEFT INSIDE QUARTER | RIGHT INSIDE QUARTER | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | LENGTH (MILES) | DEPTH MLLW (FEET) |
| ENTRANCE CHANNEL | 46.5 | 48.0 | 47.8 | 47.1 | 9-10 | 1000 | 17.5 | A47 |
| MOUNT PLEASANT RANGE | 46.2 | 49.2 | 49.3 | 48.4 | 9-10 | 1000-600 | 1.8 | A45 |

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 1/11

CHARLESTON HARBOR, COOPER RIVER AND SHIPYARD RIVER
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS- SURVEYS TO SEP 2010

| 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) |
| ENTRANCE CHANNEL | 46.5 | 48.0 | 47.8 | 47.1 | 9-10 | 1000 | 17.5 | A47 |
| MOUNT PLEASANT RANGE | 46.2 | 49.2 | 49.3 | 48.4 | 9-10 | 1000-600 | 1.8 | A45 |
| REBELLION REACH | 46.5 | 49.0 | 48.4 | 46.8 | 9-10 | 600 | 1.6 | 45 |
| BENNIS REACH | 45.7 | 48.2 | 48.4 | 45.8 | 9-10 | 600 | 1.5 | 45 |
| HORSE REACH | 50.2 | 49.8 | 49.5 | 44.8 | 9-10 | VARIES | 0.6 | 45 |
| CUSTOMHOUSE REACH | 35.0 | 49.0 | 48.0 | 47.0 | 4-10 | 1385 | 0.2 | 45 |
| SOUTH CHANNEL | 24.4 | 24.8 | 24.5 | B24.3 | 10-96; 7-04;9-08;6-09 | 600-1000 | 3.6 | 45 |
| HOG ISLAND REACH | 46.7 | 46.9 | 45.8 | B39.8 | 9-10 | 800-600 | 1.6 | 45 |
| DRUM ISLAND REACH | 44.8 | 49.6 | 48.7 | 45.7 | 9-10 | 1200-600 | 0.8 | 45 |
| TIDEWATER REACH | 35.6 | 35.1 | 34.2 | 34.4 | 9-10 | 650 | 0.7 | 40 |
| TOWN CREEK LOWER REACH | 38.5 | 42.2 | 45.2 | 44.4 | 9-10 | 450-400 | 1.1 | 45 |
| TOWN CREEK LOWER REACH TB | 38.9 | 38.7 | 38.7 | 37.0 | 9-10 | 300 | 0.25 | 35 |
| TOWN CREEK UPPER REACH | 35.2 | 40.2 | 40.9 | 40.5 | 11-01; 5-02 | 250 | 1.0 | 16 |
| MYERS BEND | 49.7 | 48.7 | 47.8 | 41.8 | 9-10 | 900-1500 | 0.5 | 45 |
| DANIEL ISLAND REACH | 44.7 | 45.5 | 43.9 | 37.9 | 9-10 | 880 | 1.4 | 45 |
| DANIEL ISLAND BEND | 49.0 | 50.4 | 51.2 | 49.8 | 9-10 | 800-700 | 0.5 | 45 |
| CLOUTER CREEK REACH | 46.8 | 48.2 | 48.1 | 45.5 | 9-10 | 600 | 1.3 | 45 |
| NAVY YARD REACH | 45.0 | 48.6 | 47.7 | 41.1 | 9-10 | 600-700 | 1.1 | 45 |
| NORTH CHARLESTON REACH | 46.8 | 49.4 | 48.0 | 47.0 | 9-10 | 500-600 | 1.0 | 45 |
| FILBIN CREEK REACH | 45.5 | 46.7 | 49.3 | 48.4 | 9-10 | 500 | 0.9 | 45 |
| PORT TERMINAL REACH | 44.5 | 46.0 | 48.8 | 47.4 | 9-10 | 600 | 0.7 | 45 |
| ORDNANCE REACH | 37.1 | 36.9 | 42.2 | 43.0 | 9-10 | 600 | 0.4 | 45 |
| ORDNANCE REACH TURNING BASIN | 44.8 | 35.7 | 35.7 | 32.8 | 9-10 | 800 | 0.4 | 45 |
| WANDO RIVER | | | | | | | | |
| LOWER REACH | 45.8 | 47.8 | 48.0 | 43.2 | 9-10 | 1500-400 | 1.4 | 45 |
| UPPER REACH | 47.7 | 43.1 | 42.7 | 43.5 | 9-10 | 850-600 | 0.9 | 45 |
| TURNING BASIN | 43.3 | 48.1 | 48.1 | 47.0 | 9-10 | 550 | 0.4 | 45 |
| SHIPYARD CREEK | | | | | | | | |
| MAIN CHANNEL | 23.4 | 28.2 | 26.7 | 24.6 | 2-07; 1-10; 5-10 | 1200-300 | 1.2 | 30 |
| LOWER TURNING BASIN | 39.3 | 40.5 | 42.8 | 39.5 | 2-07; 1-10; 5-10 | 700 | 0.2 | 38 |
| UPPER TURNING BASIN | 14.0 | 21.0 | 19.5 | 19.6 | 2-07; 5-10 | 600 | 0.2 | 30 |
| COOPER RIVER | | | | | | | | |
| RANGE A | 39.0 | 39.7 | 38.7 | 37.9 | 7,8-98; 10-03; 3-10 | 400-1350 | 1.2 | 35 |
| RANGE B | 18.6 | 23.1 | 35.1 | 33.5 | 12-99; 10-03; 3-10 | VARIES | 0.9 | 35 |
| RANGE C | 20.6 | C24.6 | 38.9 | 36.5 | 12-03; 3-10 | VARIES | 0.9 | 35 |
| RANGE D | 29.8 | 29.5 | 29.0 | 26.4 | 3-10 | VARIES | 0.7 | 35 |
| RANGE E | 31.1 | 36.6 | 38.0 | 35.8 | 3-10 | VARIES | 0.4 | 35 |
| RANGE F | 25.0 | 35.3 | 37.5 | 34.6 | 1-95; 3-10 | VARIES | 0.3 | 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 35 FEET, AT 32°55'15.6"N; 79°55'55.7"W.

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

Chart 12327 NM 1/11

LOWER BAY, CHAPEL HILL, RARITAN BAY AND RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2010
AND SURVEYS TO JUN 2010

| 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) |
| LOWER BAY: | | | | | | | | |
| AMBROSE CHANNEL | 39.9 | 45.9 | 45.8 | 41.7 | 4-03 | 2000 | 9.2 | 45 |
| SANDY HOOK CHANNEL (EAST) | 35.8 | 40.9 | 37.5 | 35.2 | 8-08; 9-09 | 800-2150 | 4.5 | 35 |
| SANDY HOOK CHANNEL (BAYSIDE) | 30.7 | 39.1 | 37.8 | 31.6 | 8-08; 9-09 | 800 | 2.3 | 35 |
| TERMINAL CHANNEL (NAVY) | 45.0 | 45.0 | 45.0 | 45.0 | 9-09 | 400-1050 | 0.8 | A45 |
| TURNING BASIN (NAVY) | 45.0 | 45.0 | 45.0 | 45.0 | 9-09 | 400-2300 | 0.6 | A45 |
| CHAPEL HILL: | | | | | | | | |
| SOUTH CHANNEL (B) | *28.0 | *28.5 | *29.6 | *24.3 | 11,12-09 | 1000 | 2.6 | 30 |
| NORTH CHANNEL (B) | *28.8 | *29.3 | *27.3 | *27.6 | 11,12-09 | 1000 | 2.2 | 30 |
| RARITAN BAY: | | | | | | | | |
| EAST REACH | 33.3 | 38.2 | 37.6 | 33.5 | 5-09 | 600 | 3.9 | 35 |
| WEST REACH | 32.3 | 39.7 | 39.5 | 32.5 | 5-09 | 600 | 2.4 | 35 |
| SEGUINE POINT BEND | 30.2 | 34.5 | 35.8 | 21.1 | 5-09;4-10 | 600-1000 | 1.2 | 35 |
| RED BANK REACH | 33.0 | 40.5 | 40.2 | 33.1 | 4-10 | 600 | 1.02 | 35 |
| WARD POINT BEND (EAST) | 29.7 | 38.6 | 36.3 | 27.9 | 4-10 | 600-800 | 0.82 | 35 |
| WARD POINT BEND (WEST) | 34.4 | 35.3 | 32.8 | 29.7 | 4-10 | 600 | 1.35 | 35 |
| WARD POINT SECONDARY CHANNEL | 18.8 | 18.8 | 18.8 | 18.2 | 4-10 | 400 | 0.83 | 30 |
| CUTOFF (C) | 11.4 | 16.9 | 18.6 | 17.1 | 6-10 | 600-1740 | 1.0 | 20 |
| RARITAN RIVER: | | | | | | | | |
| GREAT BEDS REACH (D) | 19.6 | 21.5 | 21.5 | 17.4 | 7-09 | 300 | 0.76 | 25 |
| SOUTH AMBOY REACH (D) | 20.4 | 19.8 | 19.8 | 17.2 | 7-09 | 300 | 1.2 | 25 |

A. PROJECT DEPTHS IN THE TERMINAL CHANNEL AND TURNING BASIN ARE 45 FEET, EXCEPT AROUND PIERS 2 AND 3 WHERE THE PROJECT DEPTH IS 35 FEET. DEPTHS SHOALER THAN PROJECT DEPTHS ARE CHARTED IN CHANNELS.
B. AN * DENOTES A SHOAL OBSTRUCTION. SPORADIC SHOAL OBSTRUCTIONS EXIST WITHIN THE CHANNEL BUT ARE NOT CHARTED. CONSULT CORPS OF ENGINEERS FOR LOCATION OF OBSTRUCTIONS.
C. CONTROLLING DEPTHS ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM RARITAN RIVER.
D. THE CORPS OF ENGINEERS REPORTS MIDDLE HALF OF CHANNEL.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 12401 NM 1/11

LOWER BAY, CHAPEL HILL AND RARITAN BAY CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB 2010
AND SURVEYS TO DEC 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) |
| LOWER BAY: | | | | | | | | |
| AMBROSE CHANNEL | 39.9 | 45.9 | 45.8 | 41.7 | 4-03 | 2000 | 9.2 | 45 |
| SANDY HOOK CHANNEL (EAST) | 35.8 | 40.9 | 37.5 | 35.2 | 8-08; 9-09 | 800-2150 | 4.5 | 35 |
| SANDY HOOK CHANNEL (BAYSIDE) | 30.7 | 39.1 | 37.8 | 31.6 | 8-08; 9-09 | 800 | 2.3 | 35 |
| TERMINAL CHANNEL (NAVY) | 45.0 | 45.0 | 45.0 | 45.0 | 9-09 | 400-1050 | 0.8 | A45 |
| TURNING BASIN (NAVY) | 45.0 | 45.0 | 45.0 | 45.0 | 9-09 | 400-2300 | 0.6 | A45 |
| CHAPEL HILL: | | | | | | | | |
| SOUTH CHANNEL (B) | 28.0 | 28.5 | 29.6 | 24.3 | 11,12-09 | 1000 | 2.6 | 30 |
| RARITAN BAY: | | | | | | | | |
| EAST REACH | 33.3 | 38.2 | 37.6 | 33.5 | 5-09 | 600 | 3.9 | 35 |
| WEST REACH | 32.3 | 39.7 | 39.5 | 32.5 | 5-09 | 600 | 2.4 | 35 |

A. PROJECT DEPTHS IN THE TERMINAL CHANNEL AND TURNING BASIN ARE 45 FEET, EXCEPT AROUND PIERS 2 AND 3 WHERE THE PROJECT DEPTH IS 35 FEET. DEPTHS SHOALER THAN PROJECT DEPTHS ARE CHARTED IN CHANNELS.
B. SPORADIC SHOAL OBSTRUCTIONS EXIST WITHIN THE CHANNEL BUT ARE NOT CHARTED. CONSULT CORPS OF ENGINEERS FOR LOCATION OF OBSTRUCTIONS.

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

Chart 14853 (Page 11) NM 1/11

RIVER ROUGE CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2010

| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD) | | | | | PROJECT DIMENSIONS | | |
|---|---|---|---|---|---|---|---|
| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | MIDDLE HALF OF CHANNEL | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | LENGTH (NAUT. MILES) | DEPTH LWD (FEET) |
| SHORT CUT CANAL | | | | | | | |
| ENTRANCE TO WEST JEFFERSON AVE. BRIDGE | 17.5 | 21.0 | 15.4 | 8-09, 8-10 | 100-400 | 1.08 | 21 |
| WEST JEFFERSON AVE. BRIDGE TO I-75 BRIDGE | 15.5 | 19.6 | 14.2 | 8-09 | 100-200 | .74 | 21 |
| I-75 BRIDGE TO DIX AVE. BRIDGE | 14.1 | 18.3 | 15.2 | 8-09 | 100-200 | .91 | 21 |
| DIX AVE. BRIDGE TO END | 15.7 | 19.4 | 17.4 | 8-09 | 100-800 | .25 | 21 |
| OLD CHANNEL | | | | | | | |
| ENTRANCE TO 42°17'19.9"N 83°06'27.5"W | 23.7 | 23.1 | 17.6 | 6-05, 8-10 | 100-300 | .25 | 25 |
| 42°17'19.9"N 83°06'27.5"W TO 42°17'23.2"N 83°06'46.0"W | 15.0 | 19.5 | 5.4 | 8-10 | 100 | .27 | 18 |
| 42°17'23.2"N 83°06'46.0"W TO RR SWING BRIDGE | 12.7 | 17.8 | 11.2 | 8-10 | 100 | .29 | 17 |
| RR SWING BRIDGE TO SHORT CUT CANAL | 12.8 | 16.7 | 12.6 | 8-10 | 100-600 | .76 | 17 |

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

Chart 14854 (Inset) NM 1/11

RIVER ROUGE CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2010

| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD) | | | | | PROJECT DIMENSIONS | | |
|---|---|---|---|---|---|---|---|
| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | MIDDLE HALF OF CHANNEL | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | LENGTH (NAUT. MILES) | DEPTH LWD (FEET) |
| SHORT CUT CANAL | | | | | | | |
| ENTRANCE TO WEST JEFFERSON AVE. BRIDGE | 17.5 | 21.0 | 15.4 | 8-09, 8-10 | 100-400 | 1.08 | 21 |
| WEST JEFFERSON AVE. BRIDGE TO I-75 BRIDGE | 15.5 | 19.6 | 14.2 | 8-09 | 100-200 | .74 | 21 |
| I-75 BRIDGE TO DIX AVE. BRIDGE | 14.1 | 18.3 | 15.2 | 8-09 | 100-200 | .91 | 21 |
| DIX AVE. BRIDGE TO END | 15.7 | 19.4 | 17.4 | 8-09 | 100-800 | .25 | 21 |
| OLD CHANNEL | | | | | | | |
| ENTRANCE TO 42°17'19.9"N 83°06'27.5"W | 23.7 | 23.1 | 17.6 | 6-05, 8-10 | 100-300 | .25 | 25 |
| 42°17'19.9"N 83°06'27.5"W TO 42°17'23.2"N 83°06'46.0"W | 15.0 | 19.5 | 5.4 | 8-10 | 100 | .27 | 18 |
| 42°17'23.2"N 83°06'46.0"W TO RR SWING BRIDGE | 12.7 | 17.8 | 11.2 | 8-10 | 100 | .29 | 17 |
| RR SWING BRIDGE TO SHORT CUT CANAL | 12.8 | 16.7 | 12.6 | 8-10 | 100-600 | .76 | 17 |

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

Chart 14975 NM 1/11

DULUTH HARBOR

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2010

| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD) | | | | | | 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 LWD (FEET) |
| DULUTH ENTRY | A | A | A | A | | | | |
| 1 | 25.7 | 30.3 | 31.5 | 29.8 | 7-2009 | 245-1000 | .13 | 32 |
| 2 | 27.5 | 33.4 | 33.8 | 30.0 | 7-2009 | 245 | .08 | 31 |
| 3 | 30.3 | 32.5 | 31.8 | 30.4 | 7-2009 | 245 | .07 | 30 |
| 4 | 31.8 | 31.5 | 31.5 | 31.0 | 7-2009 | 245 | .07 | 29 |
| 5 | 25.6 | 31.7 | 32.3 | 24.1 | 7-2010 | 245-480 | .07 | 28 |
| DULUTH HARBOR BASIN | | | | | | | | |
| NORTHERN SECTION | 25.3 | 27.7 | 28.1 | 24.9 | 7-2010 | 1100-2700 | .64 | 28 |
| SOUTHERN SECTION | 24.3 | 25.6 | 26.2 | 22.1 | 7-2009; 7-2010 | 1200-2700 | .91 | 27 |
| EAST GATE BASIN (NORTH) | 25.8 | 26.6 | 25.8 | 23.3 | 7, 9-2009 | 1500-3300 | .33 | 27 |
| WEST GATE BASIN | 23.9 | 27.7 | 26.8 | 24.4 | 8-2010 | 400-850 | .66 | 27 |
| HOWARDS BAY | 21.4 | 23.1 | 24.5 | 23.3 | 9-2009; 7-2010 | 100-750 | .99 | 27 |
| NORTH CHANNEL | | | | | | | | |
| EASTERN SECTION | 18.4 | 19.8 | 21.6 | B11.2 | 6-2004; 8-2010 | 400 | 1.66 | 27 |
| WESTERN SECTION | 16.0 | 20.7 | 20.6 | 19.1 | 6-2004; 8-2010 | 400 | .59 | 21 |
| 21ST AVE WEST CHANNEL | 7.8 | 14.4 | 20.1 | 19.4 | 6-1998 | 200 | .33 | 20 |
| SOUTH CHANNEL | | | | | | | | |
| EASTERN SECTION | 20.1 | 22.5 | 23.1 | 24.8 | 8-2010 | 400-800 | .74 | 27 |
| WESTERN SECTION | 21.9 | 22.7 | 22.4 | 22.1 | 8-2010 | 400 | .83 | 23 |
| CROSS CHANNEL | 22.3 | 27.9 | 27.8 | 18.8 | 8-2010 | 1300 | .33 | 27 |
| UPPER CHANNEL | 18.9 | 23.7 | 20.0 | 19.9 | 8-2010 | 500 | 1.00 | 23 |
| MINNESOTA CHANNEL | | | | | | | | |
| EASTERN SECTION | C16.0 | 21.8 | 23.1 | D19.3 | 8-2010 | 600 | .95 | 23 |
| WESTERN SECTION | E13.4 | 14.6 | 10.6 | F10.3 | 8-2009; 8-2010 | 200 | 2.39 | 20 |

A. CHANNEL DIVIDED INTO QUARTERS WHEN ENTERING FROM LAKE.
B. SHOALING TO UNKNOWN DEPTH BEHIND THE 12 FT CURVE FROM 46°45'02.5"N - 92°06'08.8"W TO 46°45'07.2"N - 92°06'18.6"W
C. SHOALING TO 6.4 FT IN THE OUTSIDE HALF OF THE QUARTER FROM 46°43'13.2"N - 92°08'34.4"W TO 46°43'12.2"N 92°08'38.1"W
D. SHOALING TO 12.8 FT IN THE OUTSIDE HALF OF THE QUARTER FOR THE NORTHERN 600 FT OF THE REACH.
E. SHOALING TO 5.3 FT IN THE OUTSIDE HALF OF THE QUARTER
F. SHOALING TO 5.7 FT IN THE OUTSIDE HALF OF THE QUARTER.

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