Chart 11412 NM 50/12

TAMPA BAY CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2012 AND SURVEYS TO MAY 2012

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	40.2	45.8	45.6	43.9	5-10	700-1000	3.9	45
MULLET KEY CHANNEL	43.7	43.5	44.1	44.6	5-10	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	42.0	43.0	44.0	41.0	2-10; 5-12	500	3.05	43

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

Chart 11416 NM 50/12

TAMPA BAY CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2012 AND SURVEYS TO JUN 2012

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	43.7	43.5	44.1	44.6	5-10	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	42.0	43.0	44.0	41.0	2-10; 5-12	500	3.05	43
HILLSBOROUGH BAY								
CUT A CHANNEL	42.0	43.0	43.0	40.0	6-12	500	1.0	43
A TO C WIDENER	40.0	41.0	42.0	43.0	6-12	0-1000	0.7	43
CUT C CHANNEL	40.0	41.0	42.0	38.0	6-12	500	5.6	43
CUT D CHANNEL	28.2	37.9	37.0	32.6	1-12	400	1.0	41
SEDDON CHANNEL	13.0	13.0	17.0	19.0	1-12	200	1.1	12
GARRISON CHANNEL (A)	24.0	24.7	30.1	32.8	1-12	300	0.4	30
SPARKMAN CHANNEL	28.0	32.0	37.0	31.0	1-12	400	1.2	34
YBOR TURNING BASIN	29.0	32.0	33.0	24.0	1-12	—	0.3	34
YBOR CHANNEL	29.0	30.0	29.0	30.0	1-12	400	0.6	34
PORT SUTTON ENTRANCE CHANNEL	43.0	44.0	45.0	43.0	2-12	400	0.3	43
SOUTH WIDENER	42.0	42.0	41.0	39.0	2-12	0-540	0.3	43
PORT SUTTON TURNING BASIN	42.5	44.5	38.4	40.9	2-12	400-1930	0.4	43
EAST BAY CHANNEL								
TO TURNING BASIN	43.0	43.0	44.0	40.0	2-12	600	0.6	43
TURNING BASIN	41.0	42.0	43.0	42.0	2-12	300-800	0.3	43
NORTHEAST OF TURNING BASIN	43.0	45.0	45.0	44.0	2-12	300	0.4	43
UPPER EAST BAY								
CHANNEL TO UPPER BASIN	32.0	34.0	36.0	36.0	2-12	300	0.6	34
TURNING BASIN	33.0	35.0	31.0	29.0	2-12	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 11503 NM 50/12

FERNANDINA HARBOR

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2003 AND SURVEYS TO APR 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
QUARANTINE REACH	35.4	400-1100	4-12
OLD TOWN REACH	29.6	400-560	4-12
SEABOARD REACH	33.0	400	4-12
CITY FRONT REACH	13.1	300	4-12
RAYONIER REACH	4.0	300	4-12

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

Chart 11532 NM 50/12

WINYAH BAY AND GEORGETOWN HARBOR

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2012 AND SURVEYS TO SEP 2012

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	25.3	24.7	23.0	15.2	9-12	600	2.4	27
RANGE B	25.2	28.7	29.9	26.0	9-12	600	1.0	27
SOUTH ISLAND BEND (A)	33.8	30.7	24.8	18.9	8-12	600	0.5	25
RANGE C	19.7	19.4	19.4	25.4	8-12	400	1.7	27
RANGE D	25.7	27.1	27.1	28.4	7-12	400B	1.7	27
RANGE E	22.2	22.8	22.8	23.6	7-12	400B	5.7	27
FRAZIER PT. BEND	20.2	20.0	20.0	19.9	7-12	400B	0.7	27
RABBIT ISLAND CHANNEL	22.2	22.3	22.3	22.5	7-12	400B	2.2	27
SAMPIT RIVER CHANNEL	7.1	5.2	5.2	5.3	8-12	400B	1.3	27
STEELMILL CHANNEL	9.3	9.5	9.5	4.9	8-12	VARIES	0.3	27
PAPERMILL CHANNEL	16.7	20.1	20.1	23.3	8-12	VARIES	0.3	27
BYPASS CHANNEL	—	7.7	7.7	—	8-12	100	1.2	12

(A) THE LOWER PORTION OF SOUTH ISLAND BEND IS NOT SHOWN ON THE TAB DUE TO SEVERE SHOALING. CHANNEL LIMITS HAVE BEEN REMOVED AND HYDROGRAPHY SHOWN ON CHART. BUOYS MARK THE DEEPER WATER.

(B) MAINTAINED 300'

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

Chart 11537 (Right Panel) NM 50/12

CAPE FEAR RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2012
AND SURVEYS TO JUL 2012

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 (STAT. MILES)	DEPTH MLLW (FEET)
BALDHEAD SHOAL								
REACH 3	33.8	40.9	41.8	38.4	6-12	500-900	5.7	44
REACH 2	42.2	38.2	18.3	6.0	6-12	900	0.8	44
REACH 1	37.3	39.0	21.3	7.8	6-12	700	0.9	44
SMITH ISLAND	7.6	22.8	38.3	40.9	6-12	650	0.9	44
BALDHEAD-CASWELL	36.2	44.0	45.9	46.8	4-12	500	0.4	44
SOUTHPORT	43.4	44.1	43.3	37.2	6-12	500	1.0	44
BATTERY ISLAND	39.0	45.2	44.8	31.4	6-12	500	0.5	44
LOWER SWASH	38.0	42.8	42.5	40.7	4-12	400	1.8	42
SNOWS MARSH	37.7	42.5	41.6	37.9	1-12	400	2.9	42
HORSESHOE SHOAL	37.7	41.5	41.2	39.4	1-12	400	1.2	42
REAVES POINT	37.1	40.9	42.4	40.4	1-12	400	1.2	42
LOWER MIDNIGHT	35.3	41.0	42.3	35.3	4-12	600	1.6	42
UPPER MIDNIGHT	34.4	40.9	41.0	31.3	4-12	600	2.6	42
LOWER LILLIPUT	41.4	42.2	42.4	38.9	5-12	600	2.1	42
UPPER LILLIPUT	32.3	40.7	40.0	37.3	4-12	400	1.9	42
KEG ISLAND	40.8	40.4	41.7	40.1	4-12	400	1.5	42
LOWER BIG ISLAND	37.8	40.6	41.4	37.5	7-12	400	0.8	42
UPPER BIG ISLAND	38.0	42.0	42.6	31.7	3-12	510-700	0.5	42
LOWER BRUNSWICK	40.0	42.8	43.7	32.1	7-12	400	1.6	42
UPPER BRUNSWICK	32.7	43.9	41.5	31.4	7-12	400	0.8	42
FOURTH EAST JETTY	39.2	44.2	44.1	39.1	5-12	500	1.7	42
BETWEEN CHANNEL	40.2	44.1	44.3	42.5	6-12	550	0.5	42
LOWER ANCHORAGE BASIN	32.3	36.2	35.2	33.4	6-12	550-1200	0.75	42
UPPER ANCHORAGE BASIN	33.9	36.2	35.0	34.4	6-12	450-940	0.75	38

A. 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 63310 NM 50/12

OIL AND GAS PIPELINES

Mariners are advised not to anchor or trawl in the vicinity of pipelines. Gas from a damaged pipeline could cause an explosion, loss of a vessel's buoyancy or some other serious hazard. Pipelines are not always buried and their presence may effectively reduce the charted depth.

Chart 63320 NM 50/12

OIL AND GAS PIPELINES

Mariners are advised not to anchor or trawl in the vicinity of pipelines. Gas from a damaged pipeline could cause an explosion, loss of a vessel's buoyancy or some other serious hazard. Pipelines are not always buried and their presence may effectively reduce the charted depth.