

DEPARTMENT OF THE ARMY

NOTE.—It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining State assent to the work authorized. IT MERELY EXPRESSES THE ASSENT OF THE FEDERAL GOVERNMENT SO FAR AS CONCERNS THE PUBLIC RIGHTS OF NAVIGATION. (See *Cummings v. Chicago*, 188 U. S., 410.)

16-33168-2

PERMIT

SANOR

District Engineer, Corps of Engineers.  
Customhouse, Charleston, S.C.  
21 January, 1952.

TO: The District Public Works Officer  
Sixth Naval District  
P.O. Box 366  
Naval Base, S.C.

Completed Oct. 53

Referring to written request dated 23 October 1952 (Code DS-360 HOK-78162)

I have to inform you that, upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army.

to construct a pier and to dredge an area on both sides of the pier, and to widen the channel on the easterly side, the areas to be dredged to a depth of 35' below mean low water, removing approximately 950,000 cubic yards of material; the dredged material to be deposited on property owned by the Navy Department, in Cooper River

(Here describe the proposed structure or work.)

(Here to be named the river, harbor, or waterway concerned.)

at the Naval Ammunition Depot, Charleston, S.C.,  
(Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans shown on the drawing attached hereto entitled:  
(Or drawings; give file number or other definite identification marks.)

"Proposed Pier & Dredging in Cooper River at NAD, Charleston, So. Carolina  
Application by U.S. Navy 6th ND 24 Oct. 1952 FW H630-29"

subject to the following conditions:

0595

(a) That the work shall be subject to the supervision and approval of the District Engineer, Corps of Engineers, in charge of the locality, who may temporarily suspend the work at any time, in his judgment, the interests of navigation so require.

(b) That any material dredged in the prosecution of the work herein authorized shall be removed evenly and no large refuse piles, ridges across the bed of the waterway, or deep holes that may have a tendency to cause injury to navigable channels or to the banks of the waterway shall be left. If any pipe, wire, or cable hereby authorized is laid in a trench, the formation of permanent ridges across the bed of the waterway shall be avoided and the back filling shall be so done as not to increase the cost of future dredging for navigation. Any material to be deposited or dumped under this authorization, either in the waterway or on shore above high-water mark, shall be deposited or dumped at the locality shown on the drawing hereto attached, and, if so prescribed thereon, within or behind a good and substantial bulkhead or bulkheads, such as will prevent escape of the material in the waterway. If the material is to be deposited in the harbor of New York, or in its adjacent or tributary waters, or in Long Island Sound, a permit therefor must be previously obtained from the Supervisor of New York Harbor, Whitehall Building, New York City.

(c) That there shall be no unreasonable interference with navigation by the work herein authorized.

(d) That if inspections or any other operations by the United States are necessary in the interest of navigation, all expenses connected therewith shall be borne by the permittee.

(e) That no attempt shall be made by the permittee or the owner to forbid the full and free use by the public of all navigable waters at or adjacent to the work or structure.

(f) That if future operations by the United States require an alteration in the position of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army, it shall cause unreasonable obstruction to the free navigation of said water, the owner will be required upon due notice from the Secretary of the Army, to remove or alter the structural work or obstructions caused thereby without expense to the United States, so as to render navigation reasonably free, easy, and unobstructed; and if, upon the expiration or revocation of this permit the structure, fill, excavation, or other modification of the watercourse hereby authorized shall not be completed, the owners shall, without expense to the United States, and to such extent and in such time and manner as the Secretary of the Army may require, remove all or any portion of the uncompleted structure or fill and restore to its former condition the navigable capacity of the watercourse. No claim shall be made against the United States on account of any such removal or alteration.

(g) That the United States shall in no case be liable for any damage or injury to the structure or work herein authorized which may be caused by or result from future operations undertaken by the Government for the conservation or improvement of navigation, or for other purposes, and no claim or right to compensation shall accrue from any such damage.

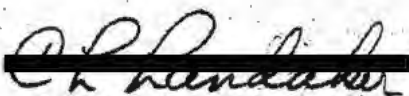
(h) That if the display of lights and signals on any work hereby authorized is not otherwise provided for by law, such lights and signals as may be prescribed by the U. S. Coast Guard, shall be installed and maintained by and at the expense of the owner.

(i) That the permittee shall notify the said district engineer at what time the work will be commenced, and as far in advance of the time of commencement as the said district engineer may specify, and shall also notify him promptly, in writing, of the commencement of work, suspension of work, if for a period of more than one week, resumption of work, and its completion.

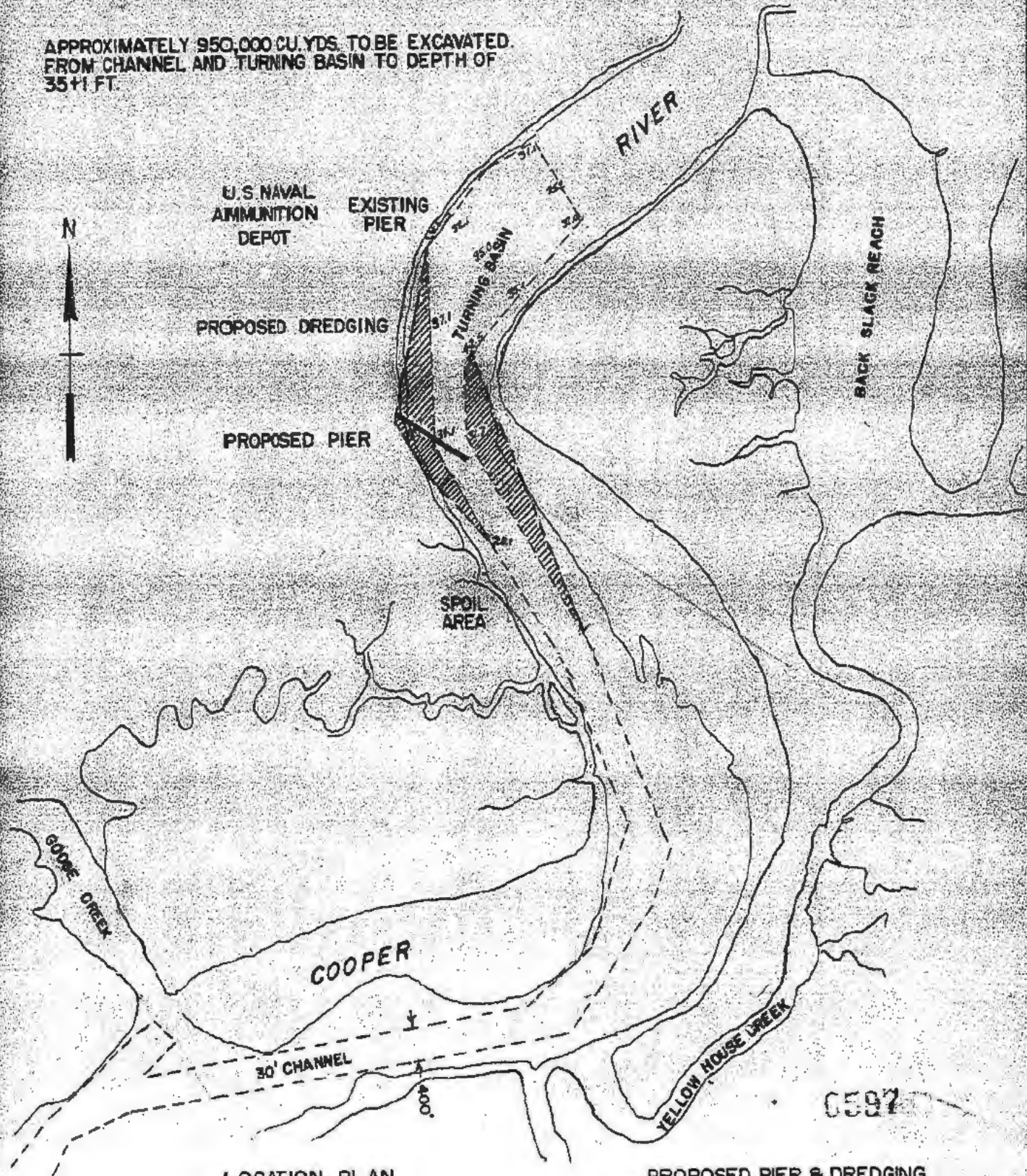
(j) That if the structure or work herein authorized is not completed on or before ~~the thirty-first~~ day of December, 19 ~~55~~, this permit, if not previously revoked or specifically extended, shall cease and be null and void.

By authority of the Secretary of the Army:

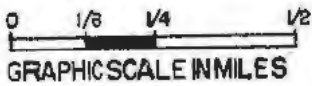
(Special authority - 3rd Ind. from  
O.C. of E. dated 14 January 1955)

  
C.L. LANDAKER  
Colonel, Corps of Engineers  
District Engineer

APPROXIMATELY 950,000 CU. YDS. TO BE EXCAVATED.  
FROM CHANNEL AND TURNING BASIN TO DEPTH OF  
35+1 FT.



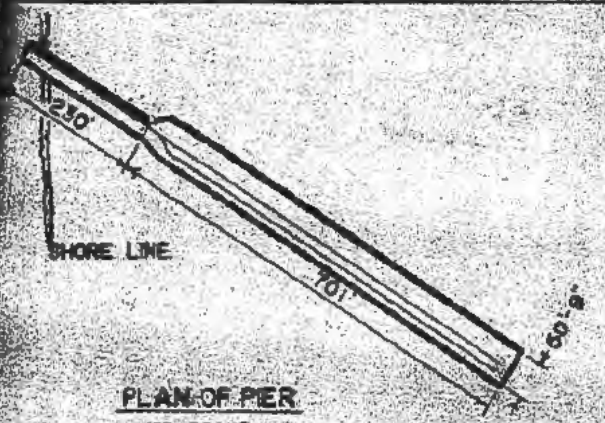
LOCATION PLAN



PROPOSED PIER & DREDGING  
IN COOPER RIVER  
AT NAD, CHARLESTON, SO. CAROLINA  
APPLICATION BY U.S. NAVY 6TH ND  
24 OCT. 1952 PW H630-29

0597

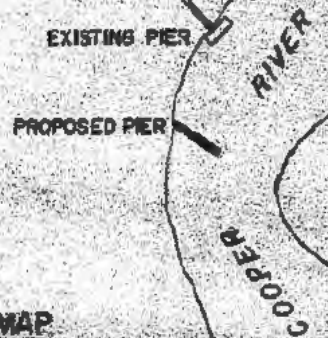
FROM U.S. C & GS NO 890



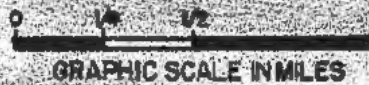
PLAN OF PIER  
NO SCALE



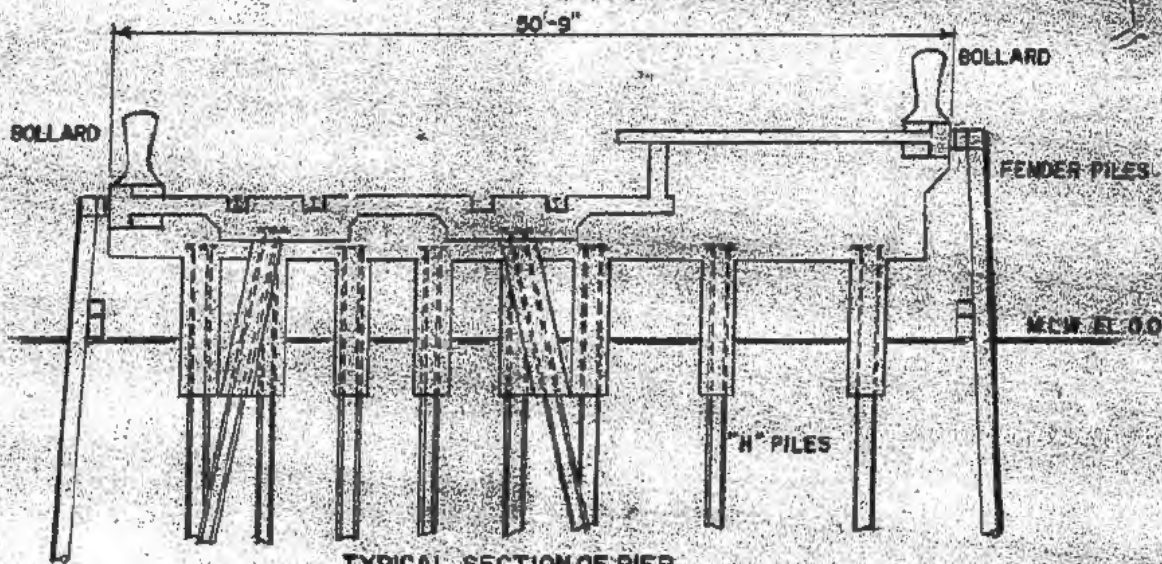
U.S. NAVAL  
AMMUNITION  
DEPOT



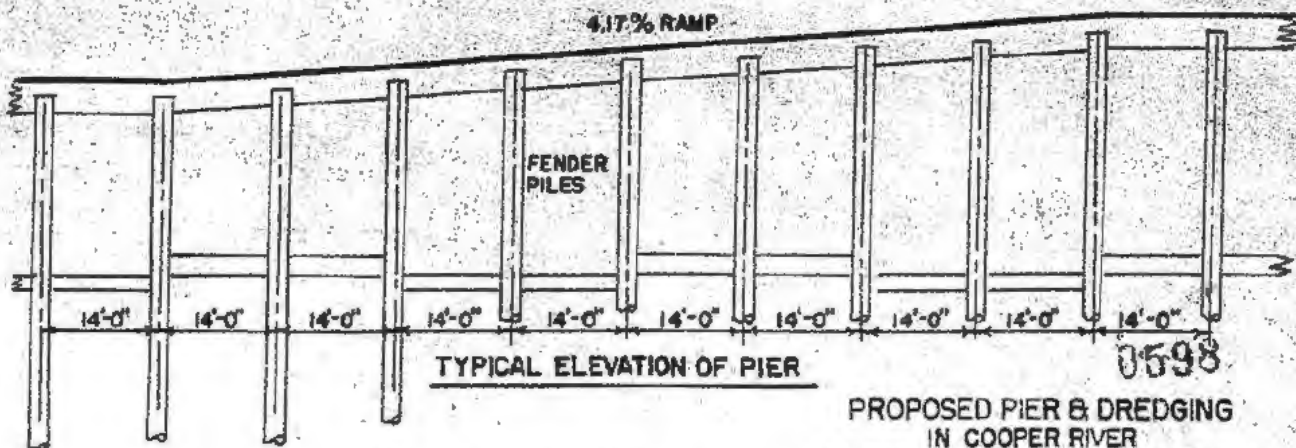
VICINITY MAP



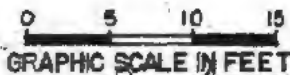
GRAPHIC SCALE IN MILES



TYPICAL SECTION OF PIER



TYPICAL ELEVATION OF PIER



GRAPHIC SCALE IN FEET

0598

PROPOSED PIER & DREDGING  
IN COOPER RIVER  
AT NAD, CHARLESTON, SO CAROLINA

APPLICATION BY U.S. NAVY 6TH ND  
24 OCT 1952

PW H630-30

SAROR

approx. 950,000 cu. yds material  
8026- Sixth Naval Dist (bridge) and  
Coast. Riv. Corps R. at  
Naval Ammunition Depot, S.C.  
21 January 1953  
1/21/53

**SUBJECT:** Permit for the construction of a pier and enlarging the turning basin by dredging at the Naval Ammunition Depot, Charleston, S.C.

**TO:** The District Public Works Officer  
Sixth Naval District  
P.O. Box 565  
Naval Base, S.C.

1. Reference is made to your letter dated 22 October 1952, making application to this department for a permit to construct a pier and to dredge approximately 950,000 cubic yards of material in Cooper River at the Naval Ammunition Depot, Charleston, S.C.

2. There is enclosed a permit for the proposed work issued by the District Engineer, dated 21 January 1953. If any material changes in location or plans of the work are found necessary on account of unforeseen or altered conditions or otherwise, revised plans should be submitted promptly to the District Engineer to the end that these revised plans, if found unobjectionable from a standpoint of navigation, may receive the approval required by law before work thereon is begun.

3. Attention is invited to the requirements to which this permit is subject, particularly to paragraph (1) providing that the District Engineer shall be notified in writing of the commencement of work, suspension of work, if for a period of more than one week, resumption of work, and its completion.

1 Inclosure;  
Permit w/print attached.

CHARLESTON  
JAN 21 1953  
RECEIVED

G.L. LANDAKER  
Colonel, Corps of Engineers  
District Engineer

gaff  
DC  
DB  
CET

CHARLESTON

0599

JAN 21 1953

RECEIVED  
R.M.S.

SANOR

1st Ind.

SUBJECT: Application by the District Public Works Officer, Sixth Naval District, Naval Base, S.C., for a permit to construct a pier and to dredge in Cooper River at the Naval Ammunition Depot, Charleston, S.C.

Charleston District, Corps of Engineers, U.S. Army, Charleston, S.C.,  
5 December 1952.

THRU: The Division Engineer, South Atlantic Division, Corps of Engineers,  
U.S. Army, P.O. Box 1889, Atlanta 1, Ga.

TO: The Chief of Engineers, Corps of Engineers, Department of the Army,  
Washington, D.C.

1. Name of applicant: District Public Works Officer, Sixth Naval District, P.O. Box 365, Naval Base, S.C.
2. Location of proposed work: Cooper River at the Naval Ammunition Depot, Charleston, S.C.
3. Has the Necessary State or other primary authority been obtained:  
None required.
4. Character of proposed work: The proposed work consists of the construction of a steel pile and reinforced concrete pier and dredging approximately 950,000 cubic yards of material. The pier is to be built on an angle of approximately 30° to the downstream shore line. The outer end of the pier extends to a point approximately 500' out into the river from the westerly shore. The pier will be approximately 931' long and 50'9" wide. The applicant also proposes to dredge an area on both sides of the proposed pier, and to widen the channel on the easterly side so as to provide a channel approximately 500' wide pass the outer end of the proposed pier. The areas described are to be dredged to a depth of 35' below mean low water, and will involve the removal of approximately 950,000 cubic yards of material. The dredged material to be deposited on property owned by the Navy Department.
5. Attitude of local authorities: The South Carolina Public Service Authority, Santee-Cooper, Moncks Corner, S.C., an Agency of the State Government, in their letter dated 18 November 1952, (Inclosure 5) state that they are presently constructing a steam-electric generating station on the Cooper River Tail Canal near the Pinopolis hydro plant, and it is expected that in the operation of the steam-electric station the fuel will be transported from Charleston or elsewhere by water. Any obstruction which may be caused by the silting of the proposed channel would create a definite hardship on navigation of this waterway in general and, in particular, on the South Carolina Public Service Authority. It is their desire to cooperate with the Navy in every way

COOPER RIVER AT THE NAVAL AMMUNITION DEPOT, CHARLESTON, S.C.

0604

SUBJECT: Application by the District Public Works Officer, Sixth Naval District, Naval Base, S.C., for a permit to construct a pier and to dredge in Cooper River at the Naval Ammunition Depot, Charleston, S.C.

possible, but they request that studies be made by the Corps of Engineers, U.S. Army, to determine whether the construction of the pier as indicated on the plans will adversely affect navigation in the Cooper and Santee Rivers. If it is indicated by such studies that silting will take place to the extent as to affect navigation, then the plans should be changed so that the pier be so constructed as to insure no adverse effect or that assurance be obtained for perpetual maintenance of the proposed channel.

The Charleston Development Board, Charleston, S.C., in their letter dated 14 November 1952, (Inclosure 6) stated that the proposed industrial development area on the Cooper River, beginning at a point approximately two miles above the Naval Ammunition Depot Dock and extending several miles up the river from that point is tremendously important, and may well be vital to both defense and civilian industries with large fresh water requirements. It will be very important that this area be accessible to deep water shipping from Charleston Harbor up the Cooper River pass the Ammunition Depot to the proposed industrial area and, for that reason, it is essential that there be no obstructions for vessels with a draft up to 35 feet. It is proposed by the Navy to widen the existing channel by dredging so as to provide a channel approximately 500 feet wide between the outer end of the proposed pier and the easterly side of the new dredged channel, the dredging to be to a depth of 35 feet below mean low water. However, they believe that consideration should be given to how this new channel 500 feet wide will be maintained at a 35-foot depth, as it is their understanding that the Corps of Engineers, U.S. Army, has no present authority to maintain such a channel, nor is there any assurance that the Navy will be able to maintain it in the event that silting occurs. They do not wish to interfere with the construction of adequate dock facilities required by the Navy, but request that the Corps of Engineers, make the necessary studies to determine whether the construction of the pier as indicated in the plans will possibly adversely affect future deep water navigation passed this pier and, if so, make recommendations for amendment in the plans either by building the pier on an angle of less than 30° degrees to the downstream shoreline so that it will not extend so far into the present channel, or that some provision be made to insure that free navigation for ships with a draft of 35 feet will be maintained in the future.

6. Date of sending information to other interested parties, and summary of objections offered at public hearings or otherwise, with comments of District Engineer thereon: A notice of the proposed work was issued 4 November 1952, to all parties thought to be interested. A copy of the public notice and list of parties to whom sent are enclosed, (Inclosures 3 and 4). There were no objections received other than those mentioned above.

SUBJECT: Application by the District Public Works Officer, Sixth Naval District, Naval Base, S.C., for a permit to construct a pier and to dredge in Cooper River at the Naval Ammunition Depot, Charleston, S.C.

7. Views of District Engineer concerning probable effect on:

- (a) Navigation, present or prospective with reasons:  
This section of Cooper River is now used only by occasional small pleasure craft and by Government inspection launches, however, it is expected that the barging of oil to the steam plant now under construction by the South Carolina Public Service Authority will be commenced early in 1953. Should industrial or commercial sites develop upstream and a deep water channel authorized, it is probable that ocean going vessels will use the waterway.
- (b) Harbor lines: There are no harbor lines established in the vicinity of the proposed work.
- (c) Flood heights and drift: The proposed work will have no detrimental effect on flood heights or drift.
- (d) Beach erosion or accretion: Not applicable.

8. Remarks: The proposed pier will extend approximately 500 feet out into the Cooper River and block more than a half of the present channel, which is so located as to take advantage of natural deep water. The existing channel was established at the request of the Department of the Navy, and the dredging that was necessary in the shoal reaches of the river to provide a 30-foot channel was accomplished with Department of the Navy funds, during the period October 1941 - February 1942. No maintenance dredging has been performed by the Navy Department nor by the Department of the Army since that time. In August 1946, this office made a report on extending the authorized Cooper River channel from its present head, opposite Goose Creek, to the Pinopolis dam of the Santee-Cooper development. In laying out this channel extension, full advantage was taken of all natural deep water and in the reach into which the Navy Department proposes to construct their wharf, the proposed channel coincides with the present channel. The report referred to above was unfavorable, due to the lack of navigation. If the proposed Bushy Park Development, which lies upstream from the Naval Ammunition Depot, should be developed, it is expected that the proponents of the extending channel will revive the matter of extending the channel.

Barging of petroleum products from Charleston to the Santee Cooper Plant on the Tail-race Canal is expected to be commenced early in 1953, and it is probable that additional barging operations will be initiated to the interior via the Cooper River, Tail-race Canal, Santee-Cooper Reservoirs and the Santee River.

This office advised the Navy Department in letter dated 20 November 1952, (Inclosure 7) that it appears that the proposed pier location



**SUBJECT:** Application by the District Public Works Officer, Sixth Naval District, Naval Base, S.C., for a permit to construct a pier and to dredge in Cooper River at the Naval Ammunition Depot, Charleston, S.C.

which would block more than half of the natural channel, is contrary to the best interests of future development of the stream for navigation, and requested information as to whether consideration was given to other location, and whether it would be feasible to realign the pier in such a manner that it would offer less obstruction to prospective navigation.

The Navy Department advised by letter dated 25 November 1952, enclosing plans, (Inclosure 8) that a total of six schemes concerning the project was submitted for the consideration of the Bureau of Ordnance. This letter discusses all of the schemes and states that scheme 5, the one which is incorporated in the permit request, was considered to best meet the needs of the Navy. This plan was chosen by the Naval Bureau of Ordnance and subsequently approved by the Bureau of Yards and Docks.

Summary: (a). The objections received from the Charleston Development Board and the South Carolina Public Service Authority are based, First, on future development of the Bushy Park project and subsequent adoption of a deep water channel to that development; Second, on the possibility of the channel, by the proposed pier shoaling to such an extent as to adversely effect barge navigation.

(b). The extended channel proposed was included in the unfavorable report of August 1946, and was so laid out as to take full advantage of deep water in the river, and the location at the site of the proposed pier coincided with the present Navy channel which the new wharf will block.

(c). If the wharf is built at the location proposed, and a project is adopted for a deep water channel to a point upstream, it will be necessary to shift the channel to the easterly in that vicinity. A proposed relocation of the channel in the reach under consideration is shown in blue on the enclosed drawing (Inclosure 9). It will be noted that this revised location is such as to permit ocean going vessels to make the bend immediately upstream from the dock. This relocation would result in a small increase in the initial cost, after the Navy dredging is accomplished. It is probable that maintenance dredging will be increased slightly by this relocation, as the relocated channel does not follow the natural deep water of the river as nearly as does the channel proposed in our report of August 1946, referred to above.

(d). If the Navy should, after dredging the widened channel opposite the proposed dock, abandon maintenance of the channel it is believed that adequate depth for a sufficient width for barge navigation would continue to exist without maintenance, as an existing natural depth of about 16 feet at mean low water, now exist for a distance of approximately 500 feet beyond the outer end of the proposed pier.

SUBJECT: Application by the District Public Works Officer, Sixth Naval District, Naval Base, S.C., for a permit to construct a pier and to dredge in Cooper River at the Naval Ammunition Depot, Charleston, S.C.

(e) The location of scheme No. 5 has a definite advantage to the Navy, in that it will permit berthing of ships on both sides of the pier, and it is probable that little or no maintenance dredging will be required to keep these berths open.

Conclusion: The development of the Bushy Park project, and the authorization of a deep water channel to points upstream from the proposed Navy Department installation in the immediate future is remote, and if a deep channel is ever authorized the relocation in that vicinity will result in only a small increase in first cost and future maintenance. The proposed Navy Department installation is considered a National Defense project and will result in more efficient handling of ammunition from shore magazines to Naval ships. The proposed work will not adversely effect present navigation or prospective navigation of the near future.


9. Recommendations:

General: It is recommended that a Department of the Army permit be issued for the proposed work.

Special conditions for inclusion in permit: None.

9 Inclosures:

1. Tracing
2. Drawings (in tripl.)
3. Public Notice (in tripl.)
4. List of parties to whom sent (in tripl.)
5. Letter dated 11/18/52 from the S.C. Public Serv. Author. (in tripl.)
6. Letter dated 11/14/52 from the Chas. Devlp. Brd. (in tripl.)
7. Letter dated 11/20/52 to the Navy Dept. (in tripl.)
8. Letter dated 11/25/52 from the Navy Dept. with drawing atchd. (in tripl.)
9. Drawing of proposed relocation of Channel line (in tripl.)

  
C.L. LANDAKER  
Colonel, Corps of Engineers  
District Engineer

0608