

535 feet in length shall undock only during daylight. The maximum length of vessels that can be accommodated is 580 feet. There are no other undocking restrictions.

(183) **Navy Facilities:** Former Naval Station Pier “K”; north side; docking and undocking of vessels shall be during slack water or flood tide. South side; docking and undocking of vessels shall be on slack water only. Navy small craft are exempt from this restriction. Naval Weapons Station (NWS), Pier “A,” 950’ “Bob Hope”-class, flood tide only.

(184) **South Carolina State Ports Authority North Charleston Terminal (“Port Terminal”), Grain Dock and the Navy Weapons Station “TC” Dock:** There are no undocking restrictions. There are no docking restrictions on vessels less than 700 feet in length. Ships 700 feet and over should not be docked starboardside-to during ebb tide.

(185) **Koch, Alcoa, Fina, North Hess, Marathon, Shell:** No restrictions on docking or undocking, except that deep loaded tankships shall not be docked starboardside-to during ebb tide.

(186) There are no restrictions at any other commercial terminal in Charleston Harbor (i.e., Amoco, Westvaco) provided that adequate depths of water are maintained at dockside.

(187) In construing and complying with these docking restrictions, regard shall be had to all special circumstances that may make a departure from these guidelines necessary to avoid danger.

(188) Tidal conditions at certain selected locations are available from the Tidal Current prediction service at *tidesandcurrents.noaa.gov*. Links to a user guide for this service can be found in chapter 1 of this book. For specific tidal conditions at the various berths, mariners are urged to consult the docking tug companies.

(189) **Channels**

(190) The entrance to Charleston Harbor is between converging jetties, the inner portions of which are submerged. The north jetty is almost completely submerged at MHW from offshore to about 32°44’28”N., 79°49’56”W., thence submerged to shore; caution is advised. Mariners should align seaward of Lighted Buoy 18 on their final approach. An opening in the south jetty is marked by buoys and had a reported controlling depth of 20 feet in 2009. For detailed channel information and minimum depths as reported by the U.S. Army Corps of Engineers (USACE), use NOAA Electronic Navigational Charts. Surveys and channel condition reports are available through a USACE hydrographic survey website listed in Appendix A.

(191) A federal project provides for a channel 47 feet deep over the Bar (Ft. Sumter Range) and through the Harbor entrance and thence 45 feet deep into the major reaches of Cooper River, Wando River and Town Creek to Goose Creek, 13.6 miles above the mouth; and a connecting channel into Shipyard Creek 32 feet deep.

A 35-foot Navy-maintained channel extends from the head of the federal project in Cooper River to a turning basin at a naval facility, about 2.6 miles above Goose Creek; thence 30 feet for another 0.8 mile. The channels require constant dredging to maintain them at or near project depths, due to the silting of Cooper River. (For detailed channel information and minimum depths as reported by the U.S. Army Corps of Engineers (USACE), use NOAA Electronic Navigational Charts. Surveys and channel condition reports are available through a USACE hydrographic survey website listed in Appendix A.) **South Channel**, from the main channel to off the Battery, is no longer maintained. The channels are well marked by lighted ranges and other aids to navigation. Charleston Entrance Lighted Buoy C (32°37’05”N., 79°35’30”W.) is about 15 miles southeast of Charleston Light and is equipped with a racon.

(192) **Anchorage**

(193) The principal anchorage for deep-draft vessels is in the triangle westward of the junction of Rebellion Reach of the main channel with South Channel. (See **33 CFR 110.173**, chapter 2, for limits and regulations.)

(194) **Dangers**

(195) A dangerous submerged obstruction with a least depth of 9 feet is southeast of the outer end of the south jetty located at 32°42’43”N., 79°48’37”W.; caution is advised.

(196) **A regulated navigation area** extends northeastward and southeastward along the northern side of the entrance channel from Charleston Entrance Channel Lighted Buoy 16. (See **33 CFR 165.714**, chapter 2, for limits and regulations.)

(197) **Marine Protected Area (MPA)**

(198) **Charleston Bump Closed Area-Highly Migratory Species**, portion of Exclusive Economic zone (EEZ) extends from southern north carolina to southern Georgia near Jeckyll Island.

(199) **Caution**

(200) Vessels approaching Charleston Harbor must guard against an inshore set which may amount to a knot or more due to indraft of current into the various inlets. In this area, preceding a northeasterly or following a southerly gale, a hazy atmospheric condition may be encountered, that results in low visibility of lights even in fine weather when it is clear overhead. During the periods when this condition prevails, it is reported that excessive inshore sets have been experienced.

(201) **Rattlesnake Shoal**, 3 miles offshore and the same distance east-northeastward of the north jetty at the entrance to Charleston Harbor, is about 2 miles long east and west; its least depth is 10 feet. A buoy is east of the outer end of the shoal.