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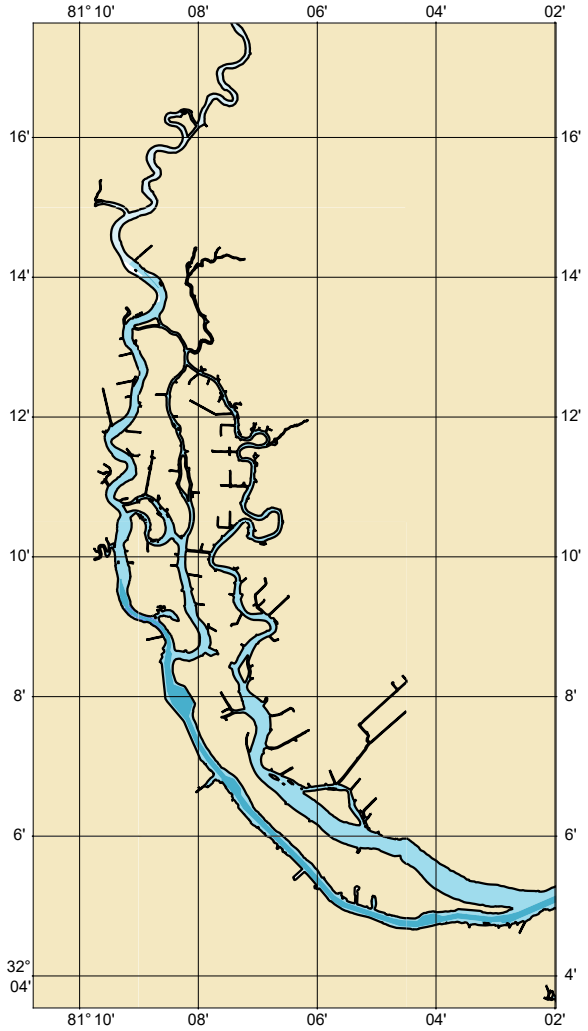
Zone of Confidence (ZOC) Diagram



ZOC CATEGORIES

ZOC	COLOR	POSITION ACCURACY	DEPTH ACCURACY	SEAFLOOR COVERAGE
A1		± 5 m + 5% depth ± 16.4 ft + 5% depth	= 0.50 m +1% d = 1.6 ft +1% d = 0.3 fm +1% d	All significant seafloor features detected.
A2		± 20 m ± 65.6 ft	= 1.00 m +2% d = 3.3 ft +2% d = 0.6 fm +2% d	All significant seafloor features detected.
B		± 50 m ± 164.0 ft	= 1.00 m +2% d = 3.3 ft +2% d = 0.6 fm +2% d	Uncharted features hazardous to surface navigation are not expected but may exist.
C		± 500 m ± 1640.4 ft	= 2.00 m +2% d = 6.6 ft +2% d = 1.1 fm +2% d	Depth anomalies may be expected.
D		Worse than ZOC C	Worse than ZOC C	Large depth anomalies may be expected.
U		Unassessed - The quality of the bathymetric data has yet to be assessed.		

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NOAA CUSTOM CHART
NOTES GEOSPATIAL DATABASE
VERSION 3.0 - 15 JULY 2024

The records of the NOAA Custom Chart Notes Geospatial Database are current as of July 15, 2024. Subsequent additions and refinements are to be expected. Please refer to all available navigational publications for complete information about the charted area.

CAUTION
CHART UPDATES

This NOAA Custom Chart contains up-to-date information only as of the time of creation, and will become outdated. Mariners are advised to visit https://distribution.charts.noaa.gov/navigation-updates/ to check for critical and routine updates, and to render a new NOAA Custom Chart when the ENC data used to make the chart is updated. Notices to Mariners are not issued for corrections to this NOAA Custom Chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard and National Geospatial-Intelligence Agency.

COMMENTS REQUESTED

NOAA encourages users to submit inquiries, discrepancies, or comments about this chart via NOAA's ASSIST tool at https://nauticalcharts.noaa.gov/customer-service/assist/ .

CAUTION
AUTOMATED CHART GENERATION

This NOAA Custom Chart has been automatically rendered from NOAA Electronic Navigational Chart (NOAA ENC®) data. Mariners using this NOAA Custom Chart are advised that this is a static reproduction of the NOAA ENC®. This NOAA Custom Chart has not been individually quality checked or adjusted for optimal use for navigation. The portrayal may be at a different scale from that of the original NOAA ENC®. Mariners are advised to use caution when using this NOAA Custom Chart for navigation and are encouraged to use the latest NOAA ENC® to access the most up-to-date information. Mariners must also comply with all applicable regulatory requirements.

HEIGHTS

Heights of fixed aids to navigation and vertical clearances of overhead obstructions will be shown in feet if the units are set to feet or fathoms. If units are set to meters, heights will be shown in meters. Land elevation values are shown in meters only.

WATER LEVELS, CURRENTS, AND TIDES

Real-time water levels, tide predictions, and tidal current predictions are available on the internet from NOAA’s Center for Operational Oceanographic Products and Services (CO-OPS) at https://tidesandcurrents.noaa.gov/water_level_info.html and https://tidesandcurrents.noaa.gov/currents_info.html .

ABBREVIATIONS

For complete list of Symbols and Abbreviations, see Chart No. 1.

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POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.
Refer to charted regulation section numbers.

SOUNDING DATUM

Soundings in the Savannah River above Big Colliis Creek are referred to the Low Water Plane which corresponds to a discharge of 6,100 cubic feet / 172.7 cubic meters per second at New Savannah Bluff Lock and Dam.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, FL or at the Office of the District Engineer, Corps of Engineers in Savannah, GA.
Refer to charted regulation section numbers.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

ADDITIONAL INFORMATION

Additional information can be obtained at www.nauticalcharts.noaa.gov

SOUNDING DATUM

Soundings referred to Mean Lower Low Water (MLLW).

VERTICAL DATUM

Overhead clearances are referred to Mean High Water (MHW).

VERTICAL DATUM

High water overhead clearances in the Savannah River above the railroad bascule bridge at 32°13'53"N / 81°06'46"W are referred to a water plane which corresponds to a discharge of 62,000 cubic feet / 1755.6 cubic meters per second at New Savannah Bluff Lock and Dam.
Low water overhead clearances in the Savannah River above the railroad bascule bridge are referred to a water plane which corresponds to a discharge of 8,930 cubic feet / 252.9 cubic meters per second at New Savannah Bluff Lock and Dam.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, FL or at the Office of the District Engineer, Corps of Engineers in Charleston, SC.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted. Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways. When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank, FL, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel. A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION
BASCULE BRIDGES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
LIMITATIONS ON THE
USE OF RADIO SIGNALS

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

CAUTION
SUBMERGED CABLES AND PIPELINES

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION
SEDIMENT TRAPS

Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, mariners should exercise caution when operating near them.

CAUTION

Improved channels are subject to shoaling, particularly at the edges.

CAUTION
BRIDGE UNDER CONSTRUCTION

Fixed and floating obstructions, some submerged, may exist within the bridge construction area. Mariners are advised to proceed with caution.

STATUTE MILES
SAVANNAH RIVER

Statute Mile distances are indicated along the Savannah River at one mile intervals. The distances are measured from the river mouth at 32°02'05" N, 80°53'30" W. Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

CAUTION

The USACE has reported in November 2019 that they no longer survey above station 112+500 in the Savannah River.

CAUTION
SMALL CRAFT

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way. All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

The Tide Gate will operate automatically; therefore, the areas upstream and downstream of the gate have been designated restricted areas and are marked by a line of buoys.

CAUTION

USACE conducts hydrographic surveys to monitor navigation conditions. These surveys are not intended to detect underwater features. Uncharted features hazardous to surface navigation are not expected but may exist in federal channels. For more information visit https://navigation.usace.army.mil/Survey/Hydro.

SAVANNAH NATIONAL WILDLIFE REFUGE
(PROTECTED AREA)

CAUTION

Mariners are warned that numerous foul areas exist adjacent to the shoreline and floating debris is a constant danger to navigation.

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NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Beaufort, SC WXJ-23 162.450 MHz

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Savannah, GA KEC-85 162.400 MHz