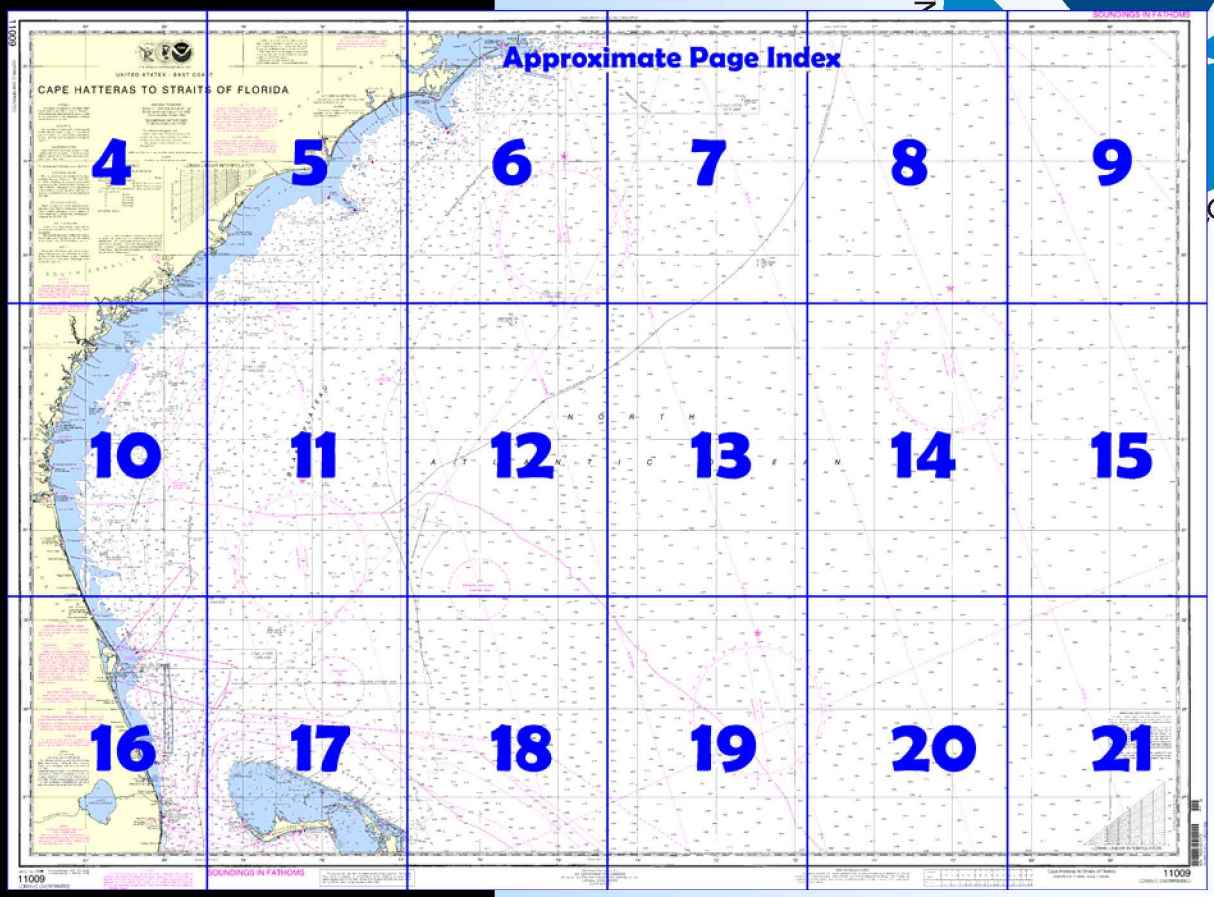
BookletChart™

Cape Hatteras to Straits of Florida

(NOAA Chart 11009)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

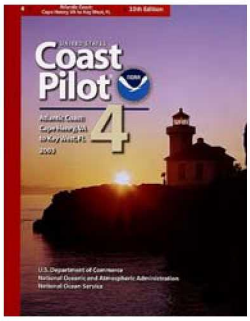
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4 excerpts]

(1) The Atlantic Coast of the United States from Cape Henry to Cape Florida is low and sandy, backed by woods. From Cape Florida to Key West the coast is formed by a long chain of small islands known as the Florida Keys. The Florida Reefs extend seaward of the keys and are nearly parallel to them.

(2) The coastline of Virginia from Cape Henry southward to the boundary of North Carolina is firm land for 13 miles; then it becomes a barrier beach, covered with sand dunes for 11 miles. The boundary between Virginia and North Carolina is the only marked boundary on this section of the coast. The easternmost boundary monument is a granite shaft 6 feet high about 0.5 mile west of the beach.

(3) The coastline of North Carolina is a long barrier beach. The islands are known as the **Outer Banks.** The banks are constantly shifting sand dunes varying in height. Three capes, with their offshore shoals, project from the islands, namely: Hatteras, Lookout, and Fear. Behind the barrier beach a chain of sounds, including Currituck, Roanoke, Albemarle, Pamlico, Core, and Bogue, stretch along the entire 300 miles of coastline of the State.

(4) Bordering the sounds on the mainland is a belt from 30 to 80 miles wide, where the land is level and sometimes swampy. On the north a portion of the Great Dismal Swamp spreads across the border of Virginia into North Carolina. Between Albemarle Sound and Pamlico River the swamplands are locally known as **Dismals** and **Pocosins.** They occur on the divides or watersheds between the rivers and sounds. In the southeast section of North Carolina are the **Savannas,** treeless prairie land with a thick growth of grass and wild flowers; they have been formed by a lack of drainage and a close impervious soil.

(5) The coastline of South Carolina from Little River Inlet to Winyah Bay is practically an unbroken beach. Cape Romain, just south of Winyah Bay, and the shoal extending seaward from it, form the southern point of indentations which has its northern point at Cape Fear. From Winyah Bay to Savannah River, the boundary between South Carolina and Georgia, the coastline is a border of sandy barrier islands. The large sounds so characteristic of the North Carolina coast are missing.

(6) The coastline of Georgia between Savannah River on the north and St. Marys River on the south is partly submerged at flood tide, and is broken by tidal rivers and marshes covered with dense grasses. The most important sandy islands off the coast are Tybee, Wassaw, Ossabaw, St. Catherines, Sapelo, St. Simons, Jekyll, and Cumberland.

(7) The coastline of Florida is a long, low, barrier beach from the border of Georgia south to Cape Florida. Many of the leading tourist resorts have been built on this beach, while the business districts are often on the mainland.

(8) Under the sand and the lagoons is a limestone called **Coquina**, which is soft while in its native state, but becomes a hard building stone when exposed to the air.

(5) The coast from St. Johns River to Cape Canaveral trends south-southeastward for 125 miles. Three inlets, St. Augustine, Matanzas, and Ponce de Leon indent the coast. From St. Johns River to Ponce de Leon Inlet the coast is bold in appearance, with an almost continuous range of sand dunes backed by woods. The section southward of Ponce de Leon Inlet for 25 miles is formed by a very narrow strip of lowland

Table of Selected Chart Notes

Corrected through NM Dec. 23/0€
Corrected through LNM Dec. 12/0€

HEIGHTS

Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

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.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

NOTE E

Numerous fish havens marked by private buoys exist seaward of the 10-fathom curve from St Marys Entrance to Ponce de Leon Inlet and are not shown on this chart. See larger scale charts for locations.

AIDS TO NAVIGATION

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

See National Geospatial Intelligence Agency List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

NOTE F
THE OCULINA BANK
(protected area: 50 CFR 622.35)

The following restrictions apply within the Oculina Bank Protected Area: Fishing with bottom longlines, traps, pots, dredges, and bottom trawls is prohibited.

Additional restrictions apply within the Experimental Closed Area: Fishing for or retaining South Atlantic snapper-grouper in or from the closed area is prohibited. Any fish taken incidentally by hook-and-line must be released immediately by cutting the line without removing the fish from the water.

CAUTION

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.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

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).

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

NOTE G
CAUTION

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 40 mile radius of Cape Canaveral. Missile debris, some of which may contain unexploded ordinance, exists in this area.

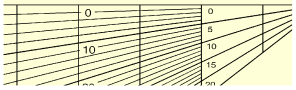
NOTE H

Recommended routing to reduce the likelihood of ship strikes of endangered whales are in effect within this area, but are not depicted on this chart. See larger scale charts.

AUTHORITIES

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

LINEAR INTERPOLATOR



CAUTION

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

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

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.

NOTE B
WEATHER ROCKET IMPACT AREA

Mariners are cautioned against possible hazards in the impact area, shown by a thin dashed magenta line, due to falling rocket casings.

MAGNETIC VARIATION

Magnetic variation curves are for 2006 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

NOTE A

Navigation regulations are publised 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, 5th Coast Guard District in Portsmouth, Va., and 7th Coast Guard District in Miami, Fl., or at the Office of the District Engineer, Corps of Engineers in Wilmington, N.C. Charleston, S.C.; Savannah, Ga.; and Jacksonville, Fl.

Refer to charted regulation section numbers.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 3° from the normal variation have been observed, 6 to 12 nautical miles offshore from Wimble Shoals to Cape Hatteras.

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

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.

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.

NOTE C

The heavy dashed magenta lines represent the limits of launch hazard areas associated with the majority of launches from Cape Canaveral. Launch debris may fall within these areas. See Notice to Mariners or contact the Coast Guard for launch hazard areas specific to each launch and the times they will be in effect.

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

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

11009

LORAN-C OVERPRINTED

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

CAPE HATTERAS TO STRAITS OF FLORID

Limitations on t
aids to marine navi
U.S. Coast Guard
Geospatial-Intelligen
Radio direction-fi
broadcasting static
should be used wit
Station positions
(Accurate locatior

COPYRIGHT

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AUTHORITIES

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

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.

For Symbols and Abbreviations see Chart No. 1

HORIZONTAL DATUM

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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).

AIDS TO NAVIGATION

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

See National Geospatial Intelligence Agency List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

NOTE E

Numerous fish havens marked by private buoys exist seaward of the 10-fathom curve from St Marys Entrance to Ponce de Leon Inlet and are not shown on this chart. See larger scale charts for locations.

NOTE G

CAUTION

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 40 mile radius of Cape Canaveral. Missile debris, some of which may contain unexploded ordinance, exists in this area.

NOTE H

Recommended routing to reduce the likelihood of ship strikes of endangered whales are in effect within this area, but are not depicted on this chart. See larger scale charts.

Mercator Projection
Scale 1:1,200,000 at Lat 31° 44'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For offshore navigation only
Detail within the 10 fathom curve is not shown on this chart except on offlying shoals and the Bahama Islands.
Use larger scale charts for inshore navigation.

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

HEIGHTS
Heights in feet above Mean High Water.

NOTE A

Navigation regulations are publised 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, 5th Coast Guard District in Portsmouth, Va., and 7th Coast Guard District in Miami, Fl., or at the Office of the District Engineer, Corps of Engineers in Wilmington, N.C.; Charleston, S.C.; Savannah, Ga.; and Jacksonville, Fl.

Refer to charted regulation section numbers.

MAGNETIC VARIATION

Magnetic variation curves are for 2006 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

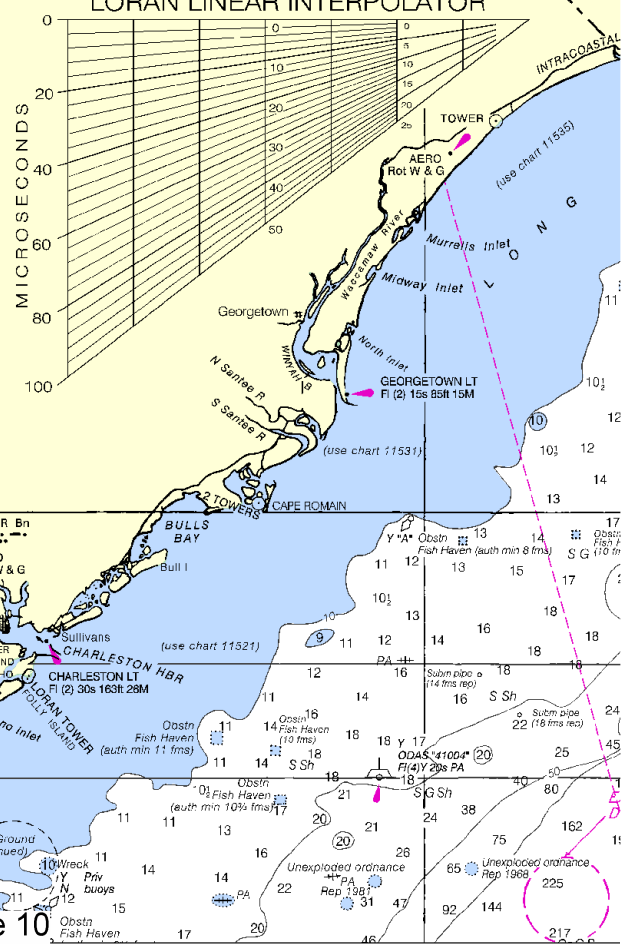
LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9960.....99,600 Microseconds
7980.....79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 9960-X

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

LORAN LINEAR INTERPOLATOR

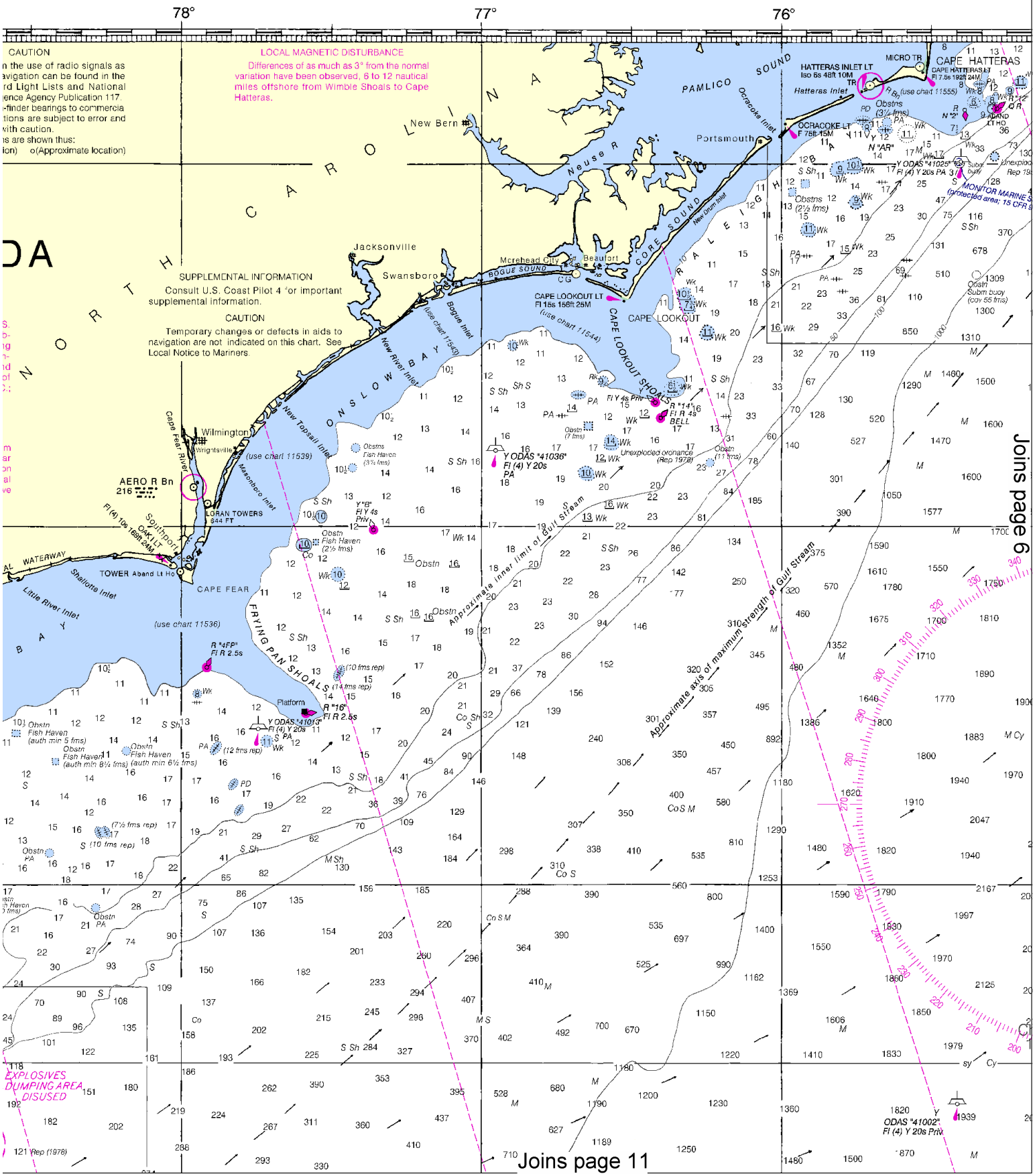


SOUTH CAROLINA

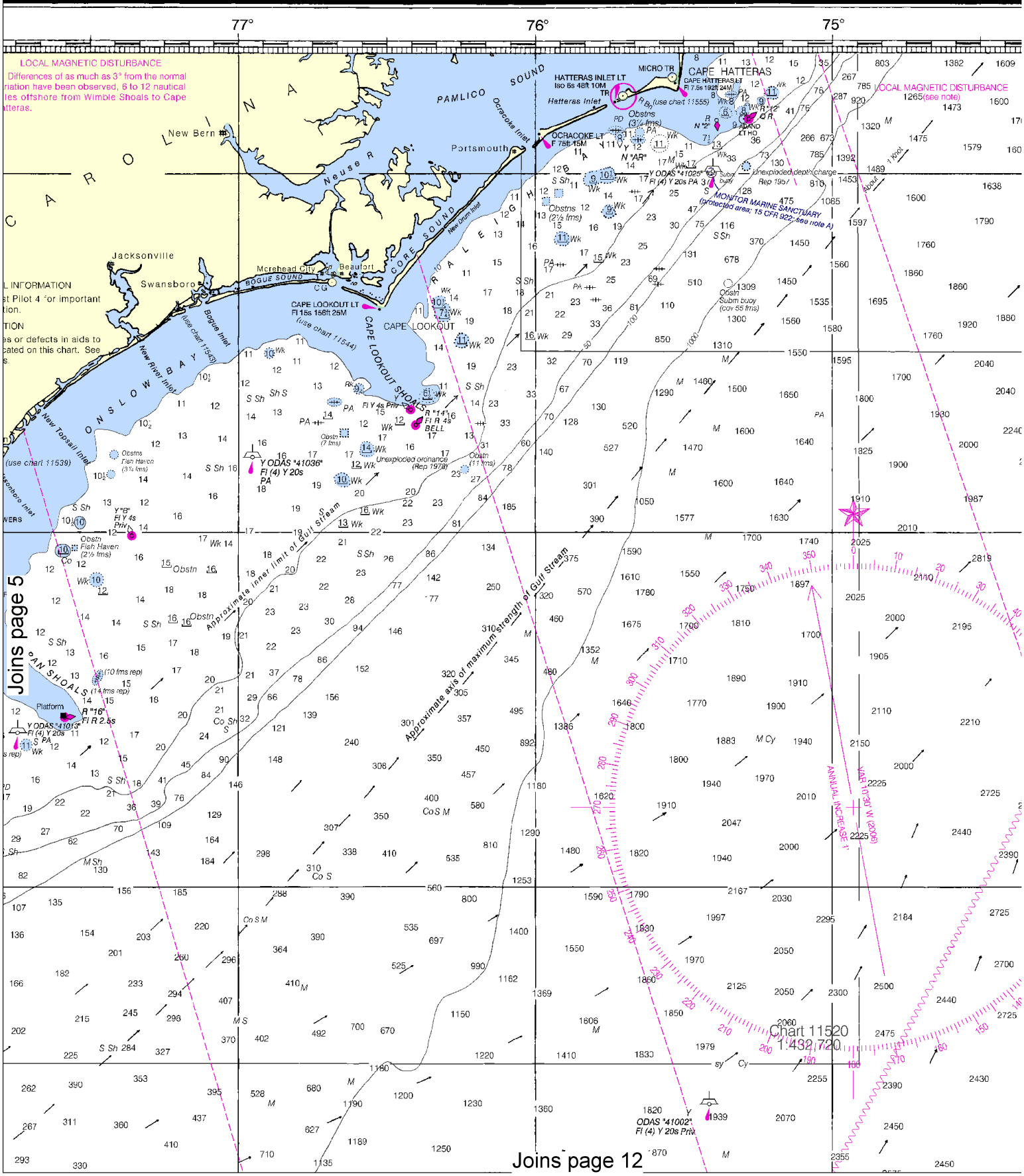
Joins page 10

4

North

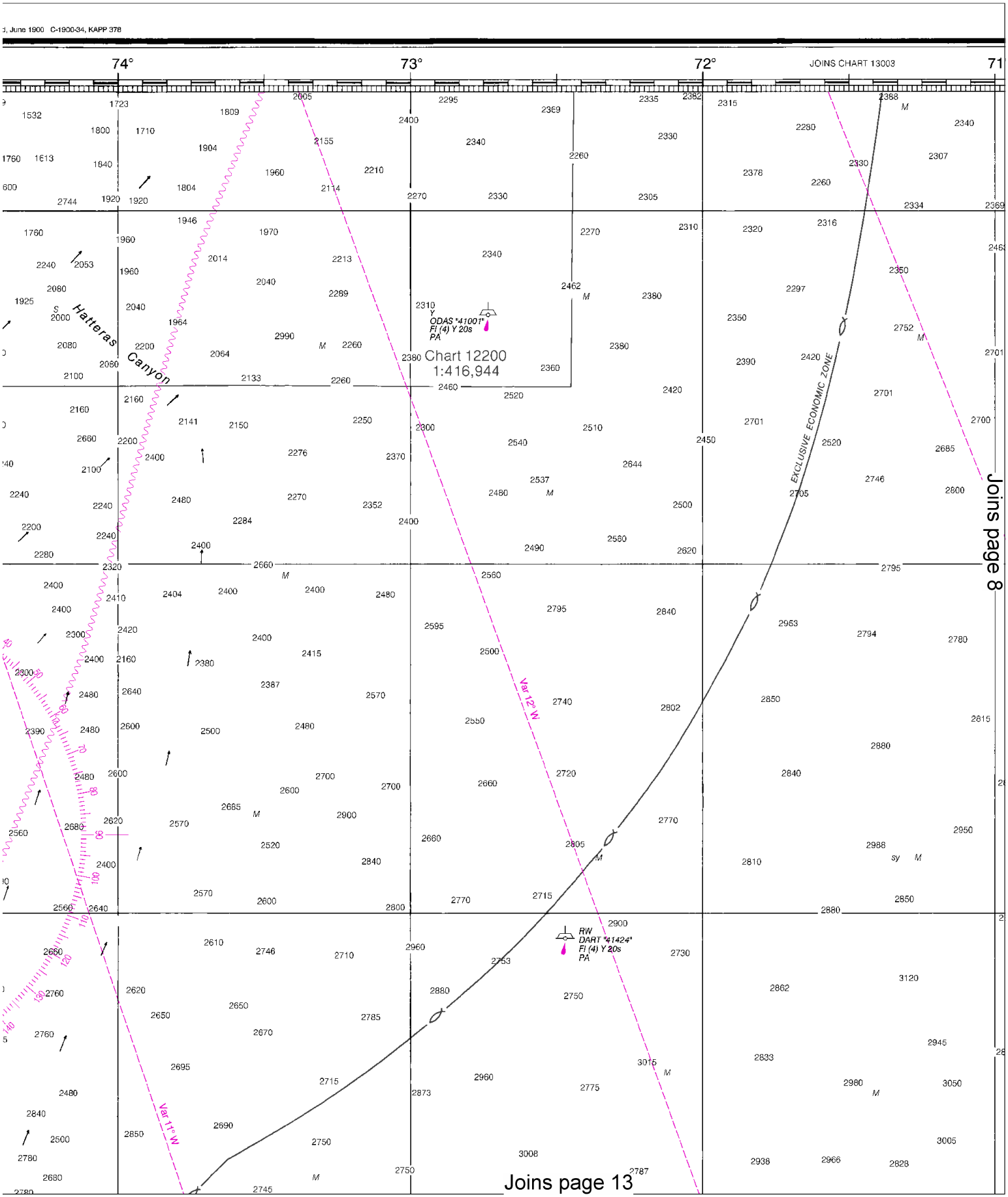


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:1600000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

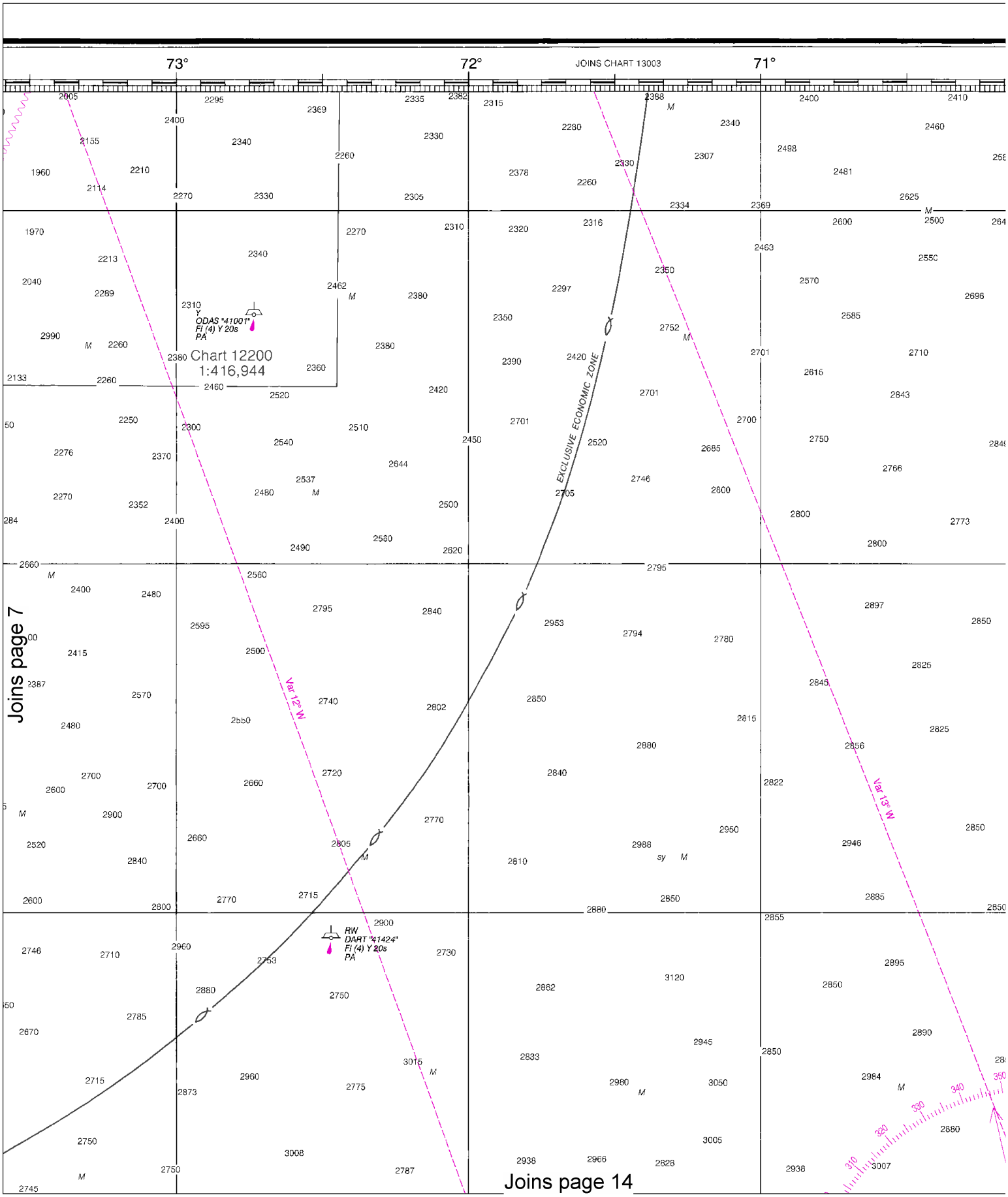

Formerly C&GS 1001, 1st. Ed,
77°
76°
75°
LOCAL MAGNETIC DISTURBANCE
Differences of as much as 3° from the normal
riation have been observed, 6 to 12 nautical
les offshore from Wimble Shoals to Cape
atteras.
LOCAL MAGNETIC DISTURBANCE
(see note)
CAROLINA
PAMLICO SOUND
Ocracoke Inlet
HATTERAS INLET LT
Iso 6s 48ft 10M
Hatteras Inlet
MICRO TR
CAPE HATTERAS
CAPE HATTERAS LT
Fl 7.5s 192ft 24M
(use chart 11555)
OCRACOKE LT
F 75ft 15M
Portsmouth
New Bern
Neuse R
CORE SOUND
New Drum Inlet
RALEIGH BAY
Y ODAS "41025"
Fl (4) Y 20s PA
Unexploded depth charge
Rep 1957
MONITOR MARINE SANCTUARY
(protected area; 15 CFR 922; see note A)
Jacksonville
Swansboro
Morehead City
Beaufort
BOGUE SOUND
CAPE LOOKOUT LT
Fl 15s 156ft 25M
(use chart 11544)
CAPE LOOKOUT
CAPE LOOKOUT SHOALS
Bogue Inlet
(use chart 11543)
New River Inlet
ONSLOW BAY
New Topsail Inlet
(use chart 11539)
Y ODAS "41036"
Fl (4) Y 20s
PA
Unexploded ordnance
(Rep 1978)
Obstn
Fish Haven
(2½ fms)
Approximate inner limit of Gulf Stream
Approximate axis of maximum strength of Gulf Stream
PAN SHOALS
Platform
R "16"
Fl R 2.5s
Y ODAS "41013"
Fl (4) Y 20s
ANNUAL INCREASE 1'
VAR 10°30' W (2006)
Chart 11520
1:432,720
Y ODAS "41002"
Fl (4) Y 20s Priv
Joins page 5
Joins page 12

6

North



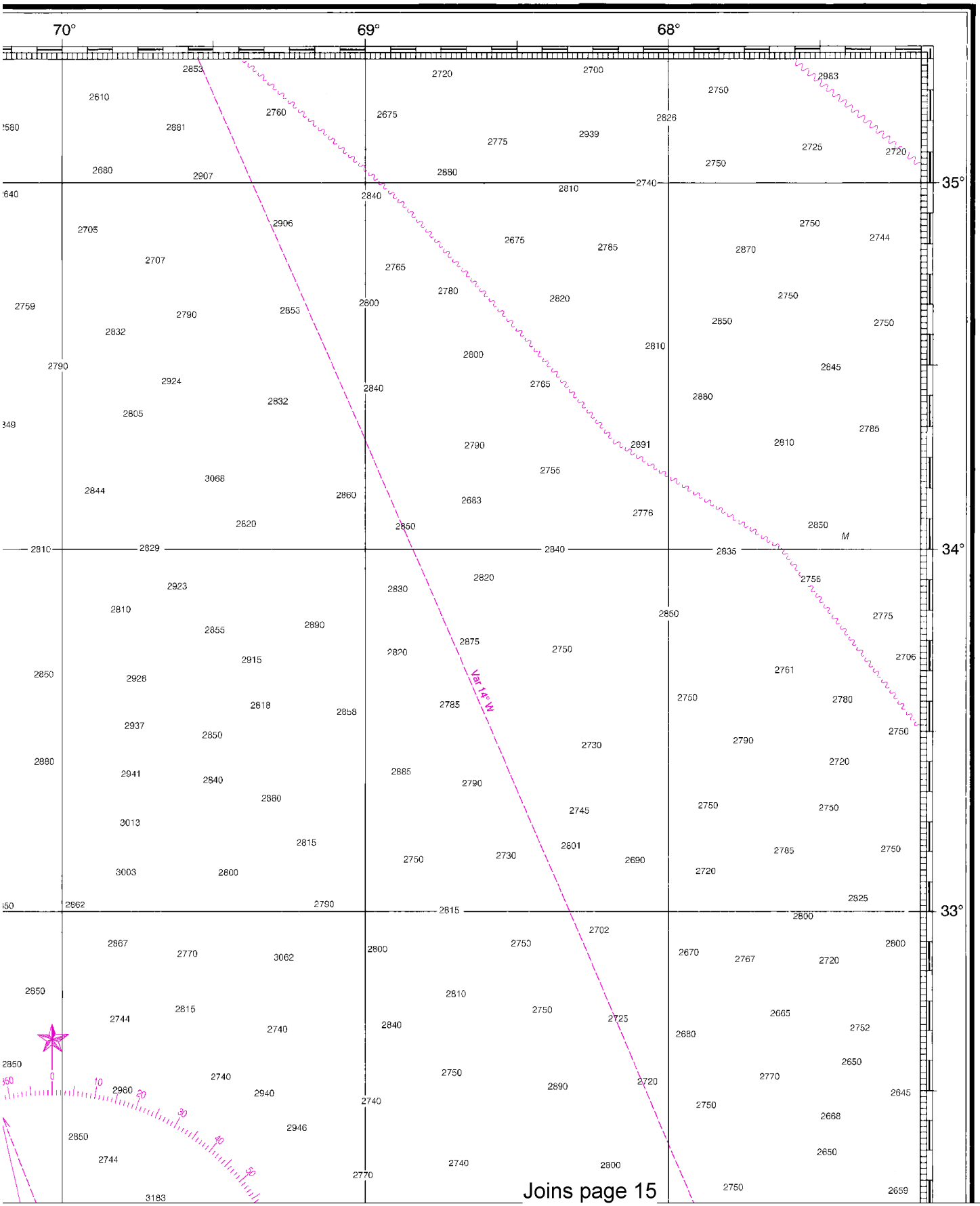
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0 12:00:00 AM.


73°
72°
JOINS CHART 13003
71°
Chart 12200
1:416,944
ODAS "41001"
Fl (4) Y 20s
PA
EXCLUSIVE ECONOMIC ZONE
Var 12° W
Var 13° W
RW
DART "41424"
Fl (4) Y 20s
PA
Joins page 7
Joins page 14

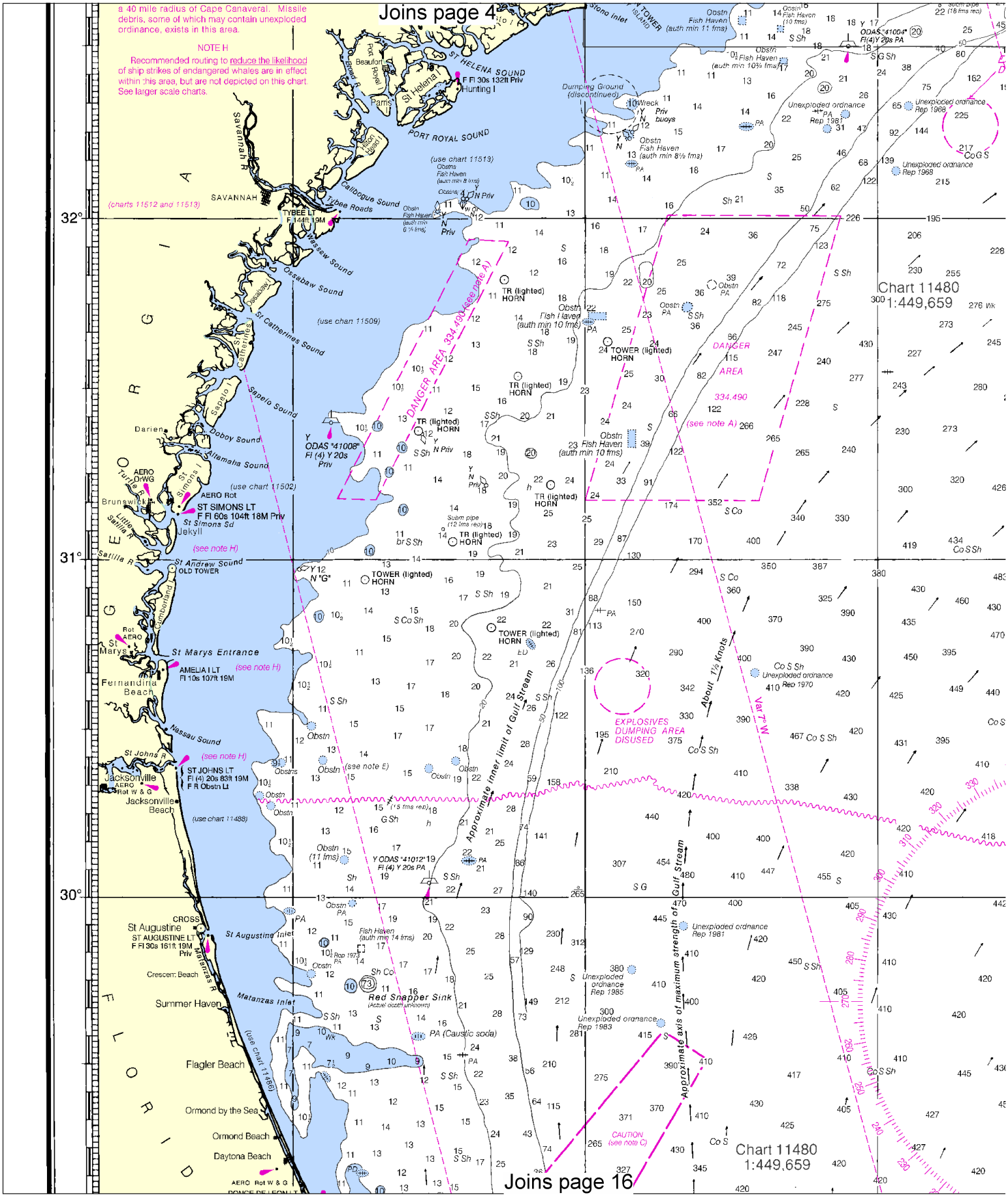
8

North

SOUNDINGS IN FATHOMS

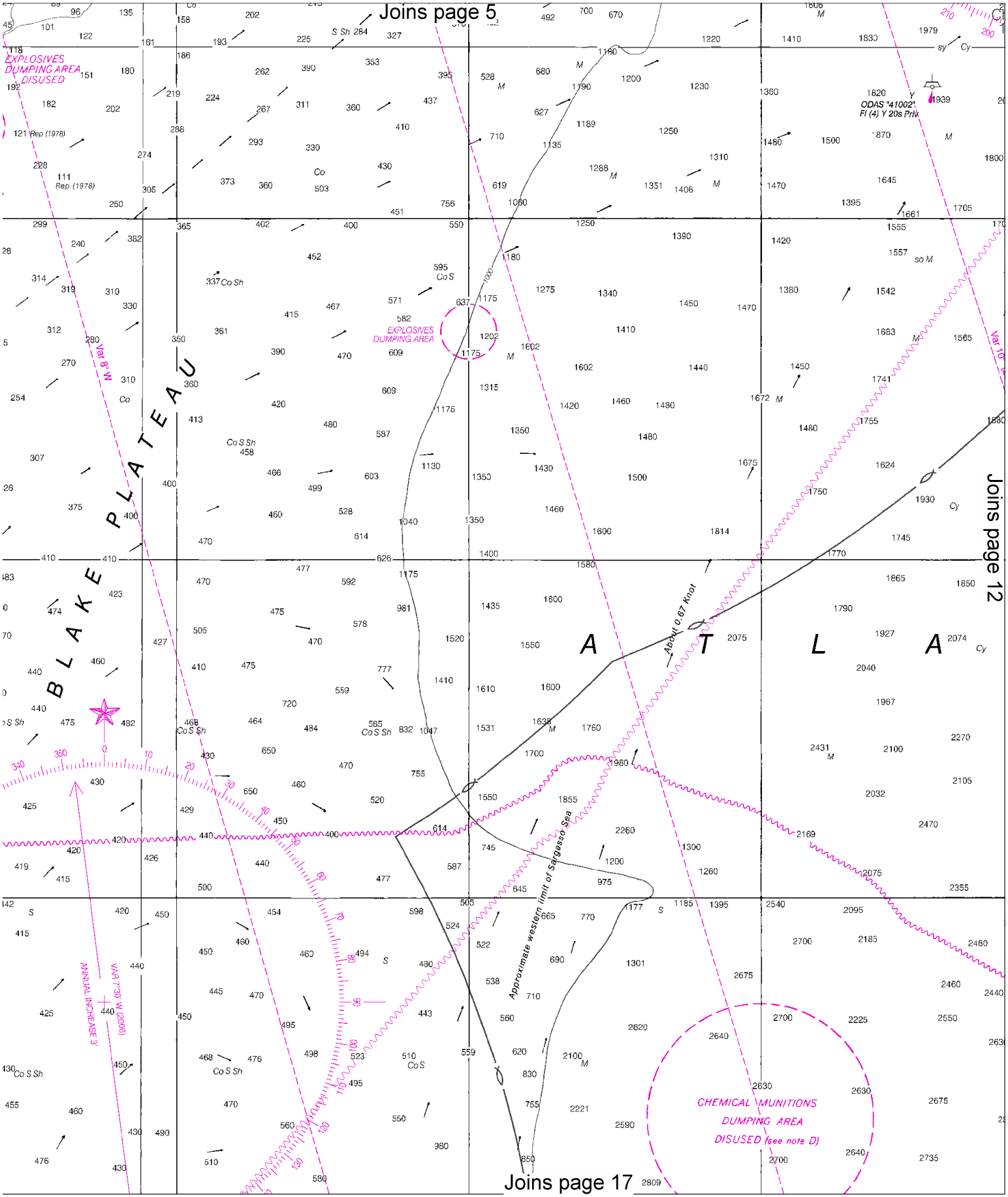


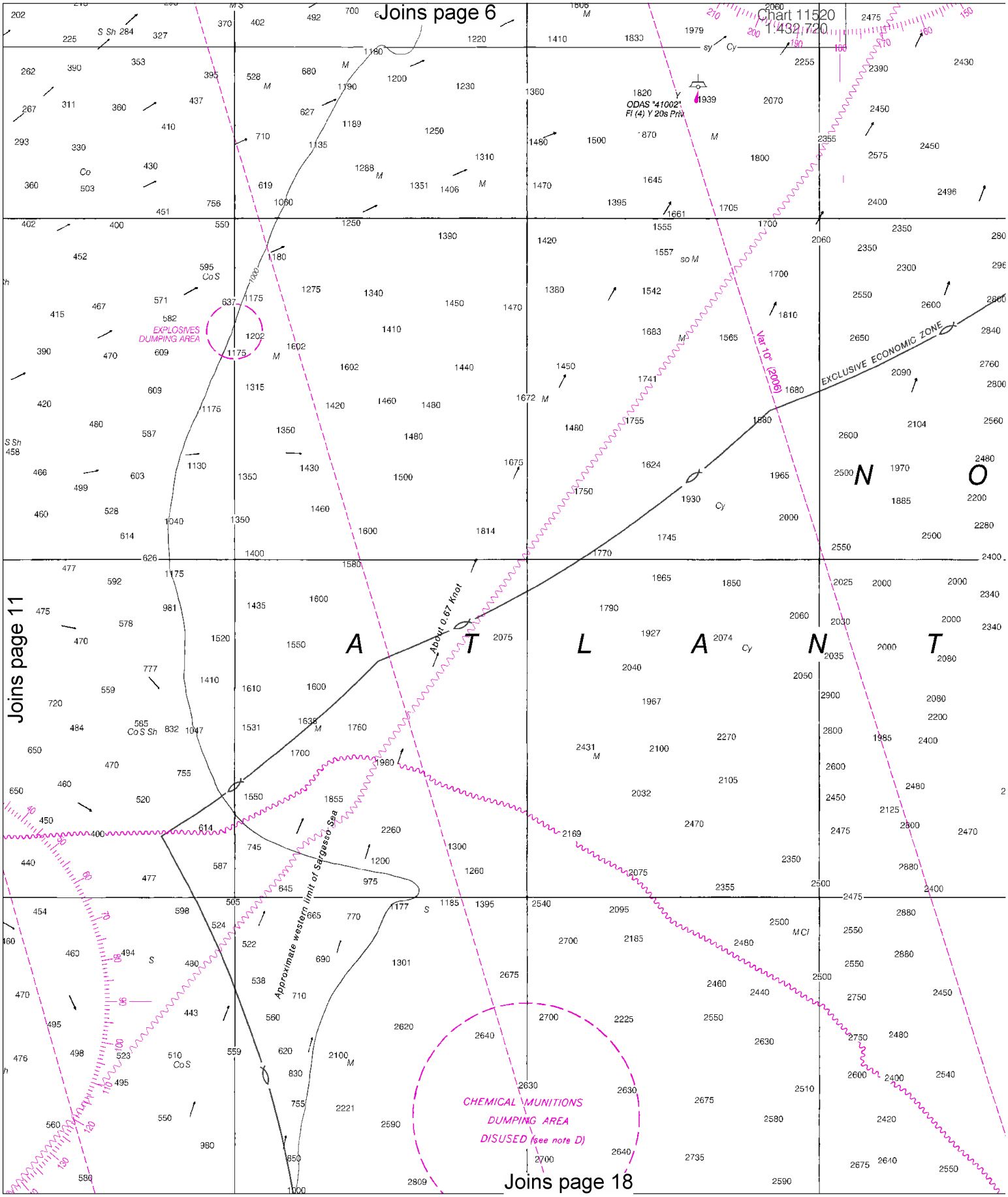
Joins page 15



Joins page 4
a 40 mile radius of Cape Canaveral. Missile debris, some of which may contain unexploded ordinance, exists in this area.
NOTE H
Recommended routing to reduce the likelihood of ship strikes of endangered whales are in effect within this area, but are not depicted on this chart. See larger scale charts.
ST HELENA SOUND
PORT ROYAL SOUND
SAVANNAH
TYBEE LT
F 144ft 19M
Calibogue Sound
Tybee Roads
Wassaw Sound
Ossabaw Sound
St Catherines Sound
Sapelo Sound
Doboy Sound
Altamaha Sound
Darien
Brunswick
AERO Rot
ST SIMONS LT
F Fl 60s 104ft 18M Priv
St Simons Sd
Jekyll
St Andrew Sound
OLD TOWER
St Marys Entrance
AMELIA I LT
Fl 10s 107ft 19M
Fernandina Beach
Nassau Sound
ST JOHNS LT
Fl (4) 20s 83ft 19M
F R Obstn Lt
Jacksonville
Jacksonville Beach
St Augustine
ST AUGUSTINE LT
F Fl 30s 161ft 19M Priv
St Augustine Inlet
Matanzas Inlet
Summer Haven
Flagler Beach
Ormond by the Sea
Ormond Beach
Daytona Beach
Red Snapper Sink
DANGER AREA 334.490 (see note A)
DANGER AREA 334.490 (see note A)
EXPLOSIVES DUMPING AREA DISUSED
Approximate inner limit of Gulf Stream
Approximate axis of maximum strength of Gulf Stream
About 1½ Knots
Var 7° W
Chart 11480
1:449,659
Chart 11480
1:449,659
Joins page 16
32°
31°
30°

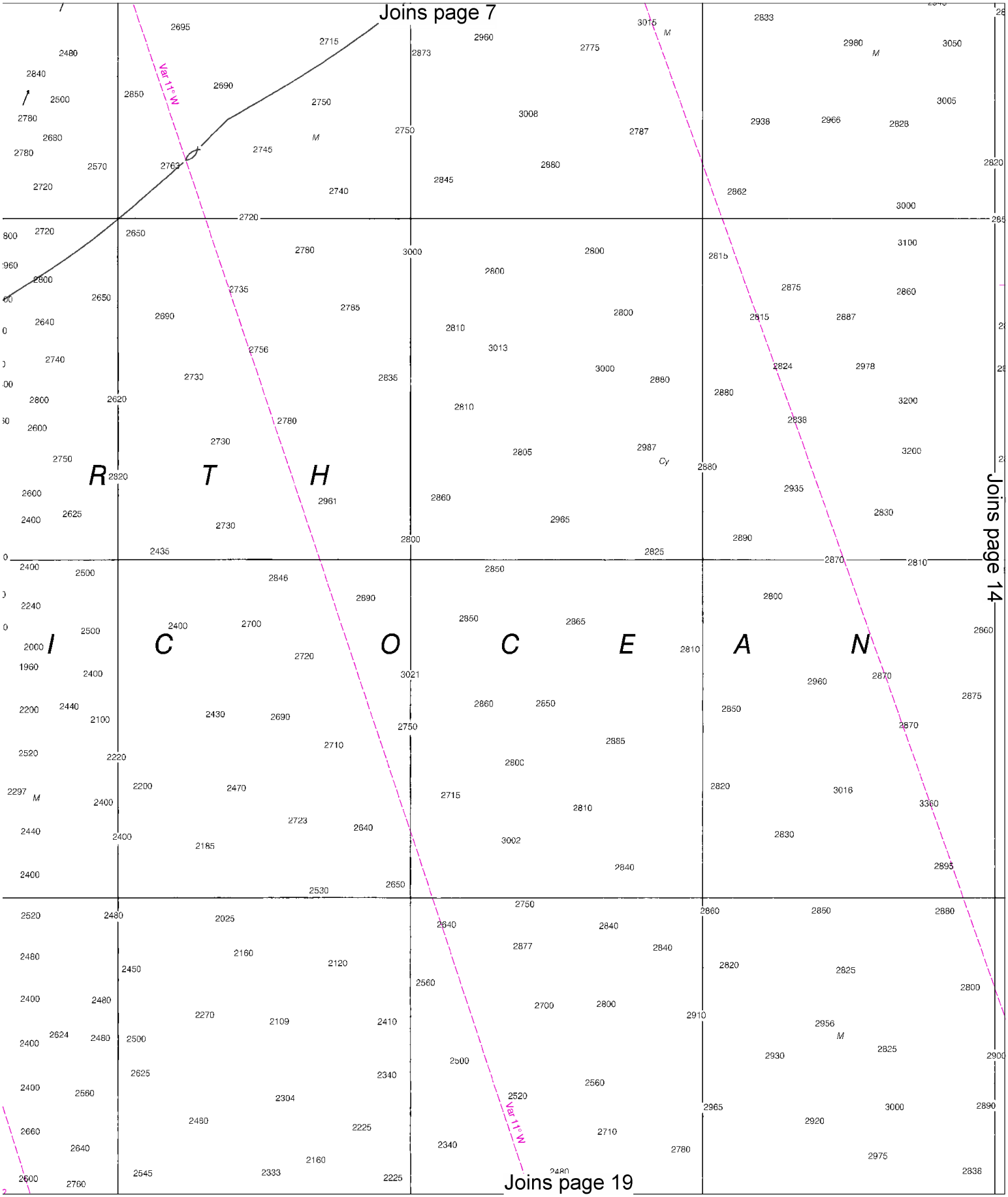
North

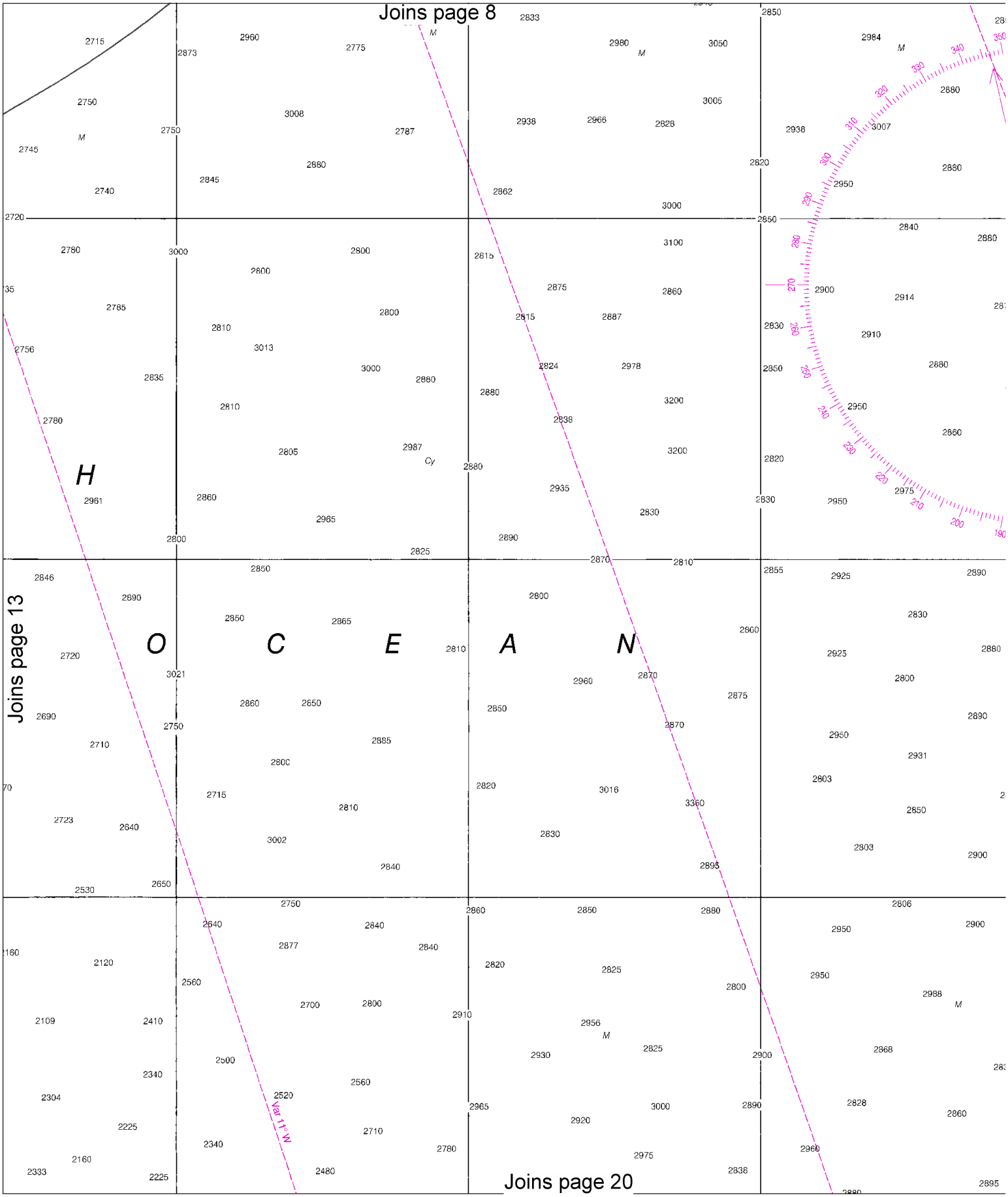

Joins page 5
EXPLOSIVES DUMPING AREA DISUSED
ODAS "41002" Fl (4) Y 20s Priv
BLAKE PLATEAU
EXPLOSIVES DUMPING AREA
Var 8° W
A T L A
About 0.67 Knot
Joins page 12
Approximate western limit of Sargasso Sea
ANNUAL INCREASE 3'
VAR 7°30' W (2006)
CHEMICAL MUNITIONS DUMPING AREA DISUSED (see note D)
Joins page 17


Joins page 6
Chart 11520
1:432,720
ODAS "41002"
Fl (4) Y 20s Priv
EXPLOSIVES
DUMPING AREA
EXCLUSIVE ECONOMIC ZONE
Var 10° (2006)
A T L A N T I C O
About 0.67 Knot
Approximate western limit of Sargasso Sea
CHEMICAL MUNITIONS
DUMPING AREA
DISUSED (see note D)
Joins page 11
Joins page 18

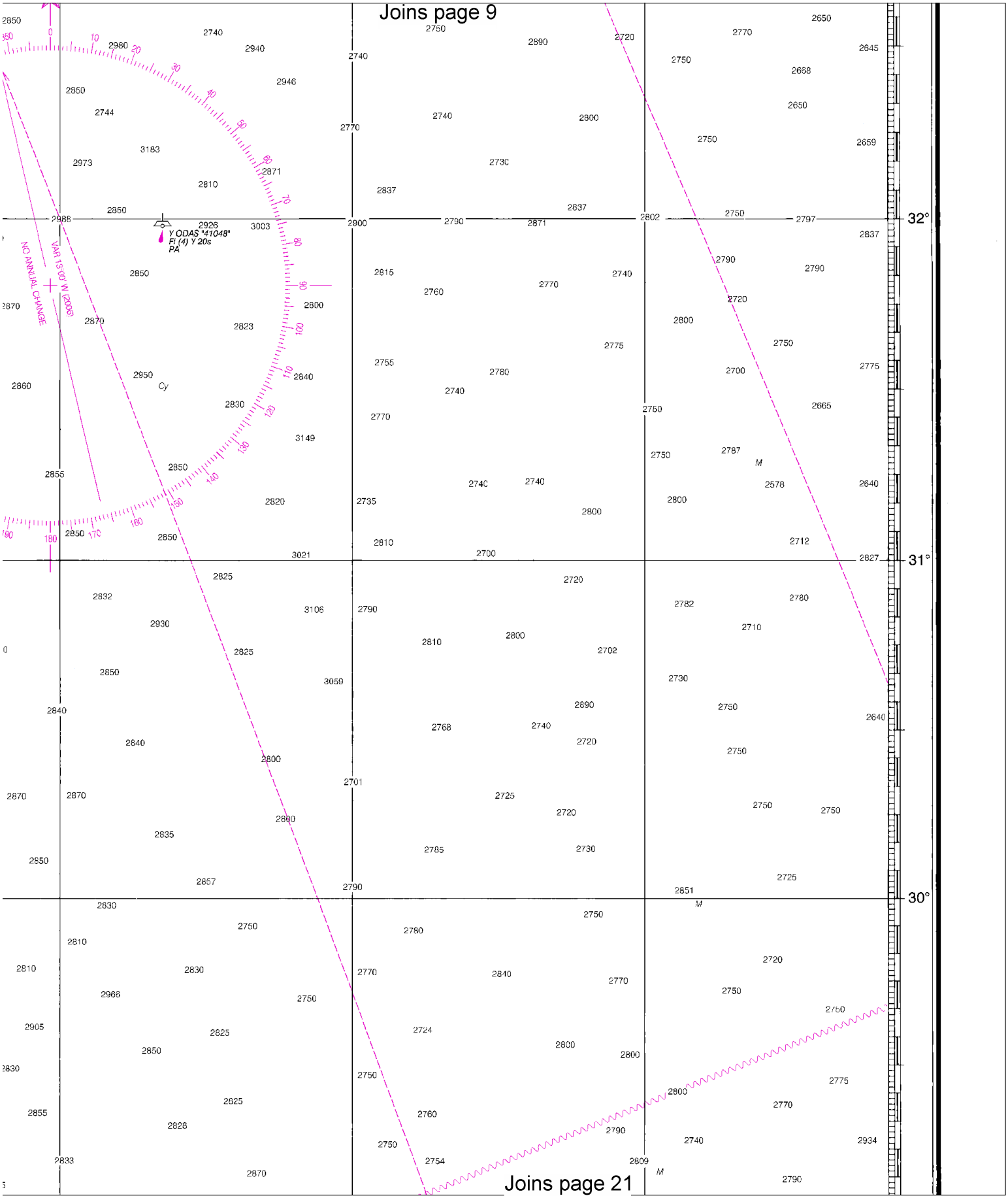
12

North

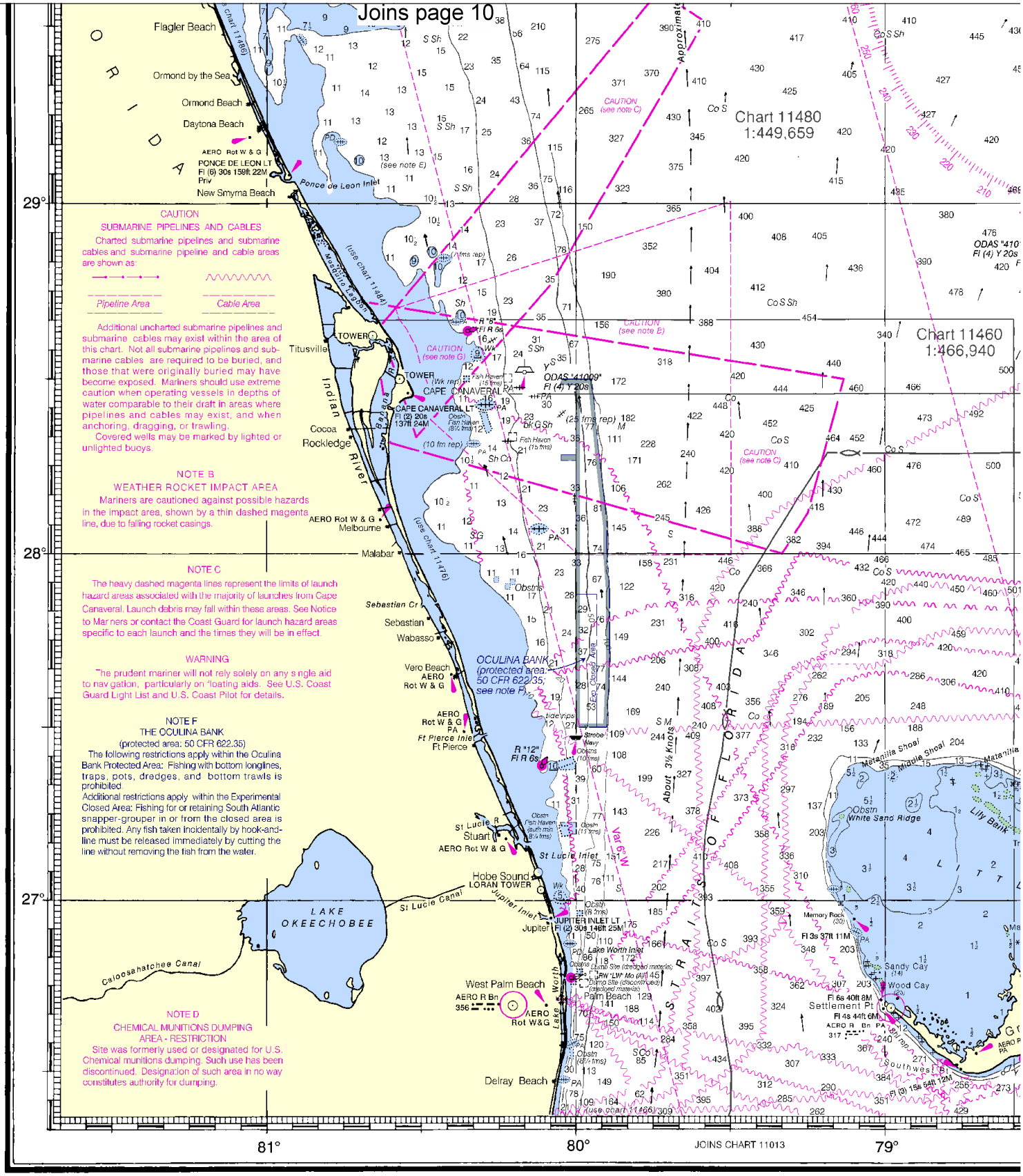

Joins page 7
Joins page 14
Joins page 19
Var 11°W
Var 11°W
R T H
I C O C E A N



North


Joins page 9
Joins page 21
Y ODAS "41048"
Fl (4) Y 20s
PA
VAR 13°00' W (2006)
NO ANNUAL CHANGE
32°
31°
30°

Joins page 10



38th Ed., Dec. /06■ Corrected through NM Dec. 23/06
Corrected through LNM Dec. 12/06

11009

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CAUTION

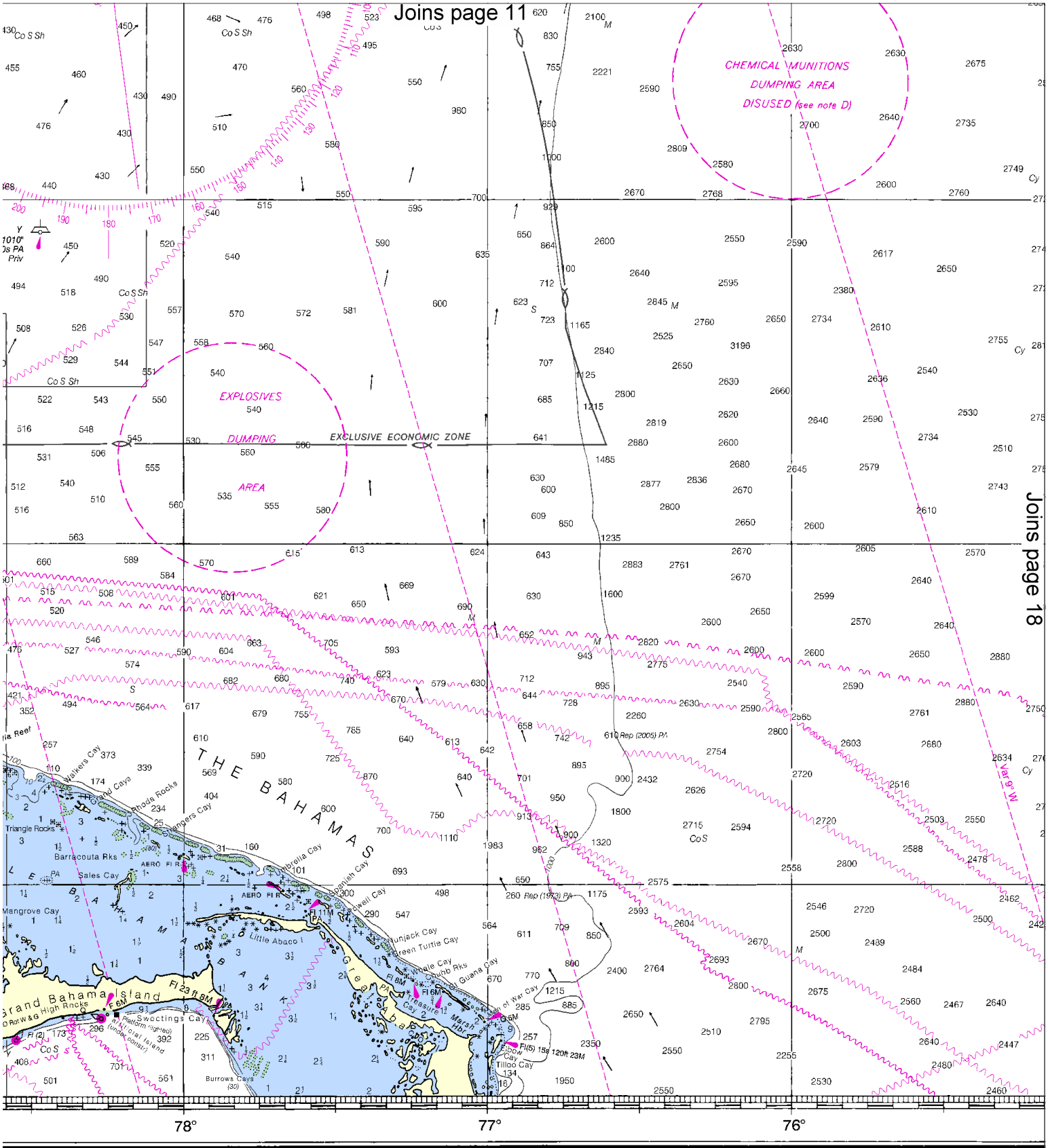
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates sho[illegible]re available at nauticalcharts.noaa.gov.

SOUNDINGS IN FA[illegible]

Joins page 22

North

Joins page 11



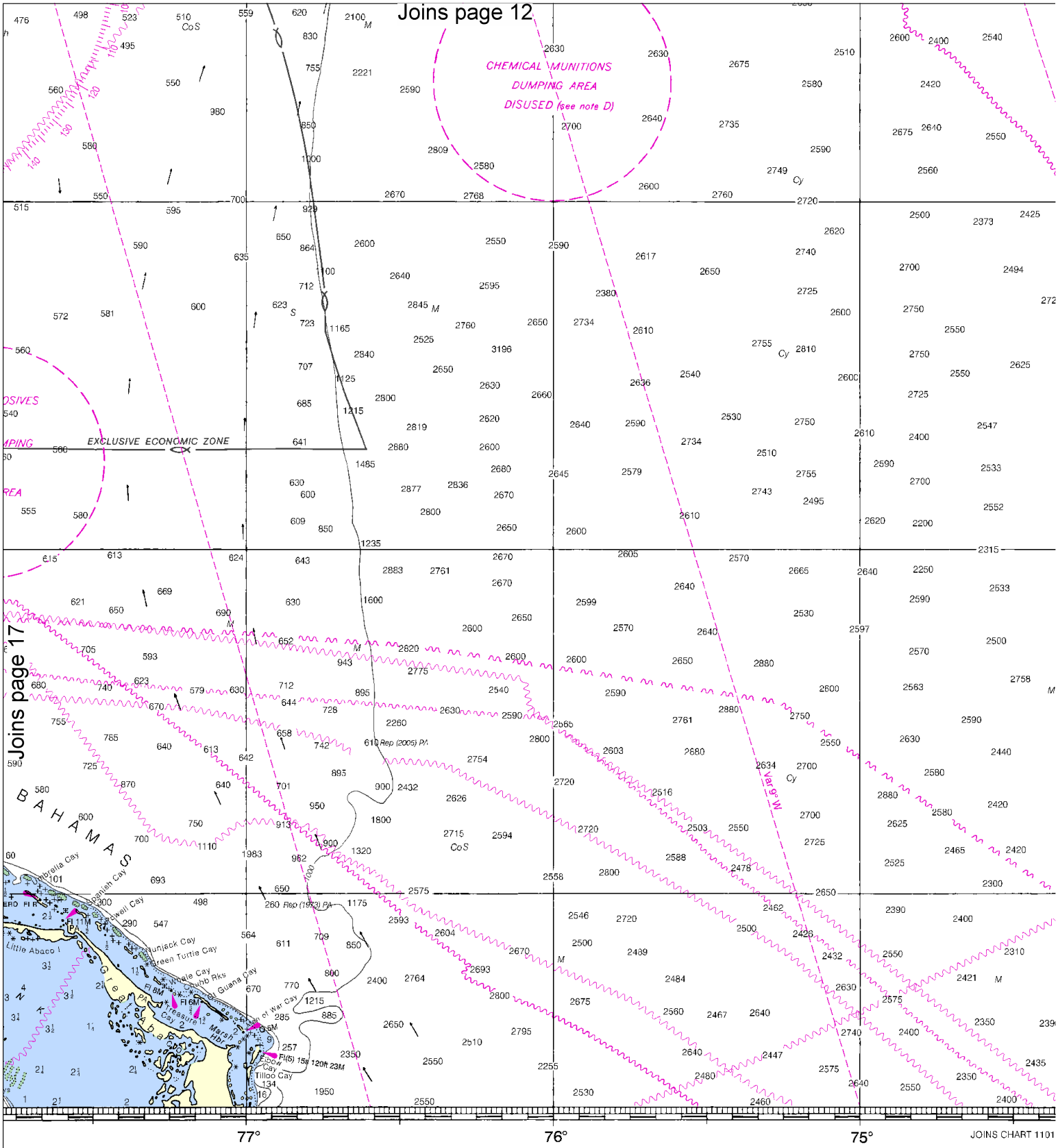
Joins page 18

ATHOMS

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Mar ne Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Joins page 23

Joins page 12



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, Silver Spring, Maryland 20910-3282.

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Joins page 24

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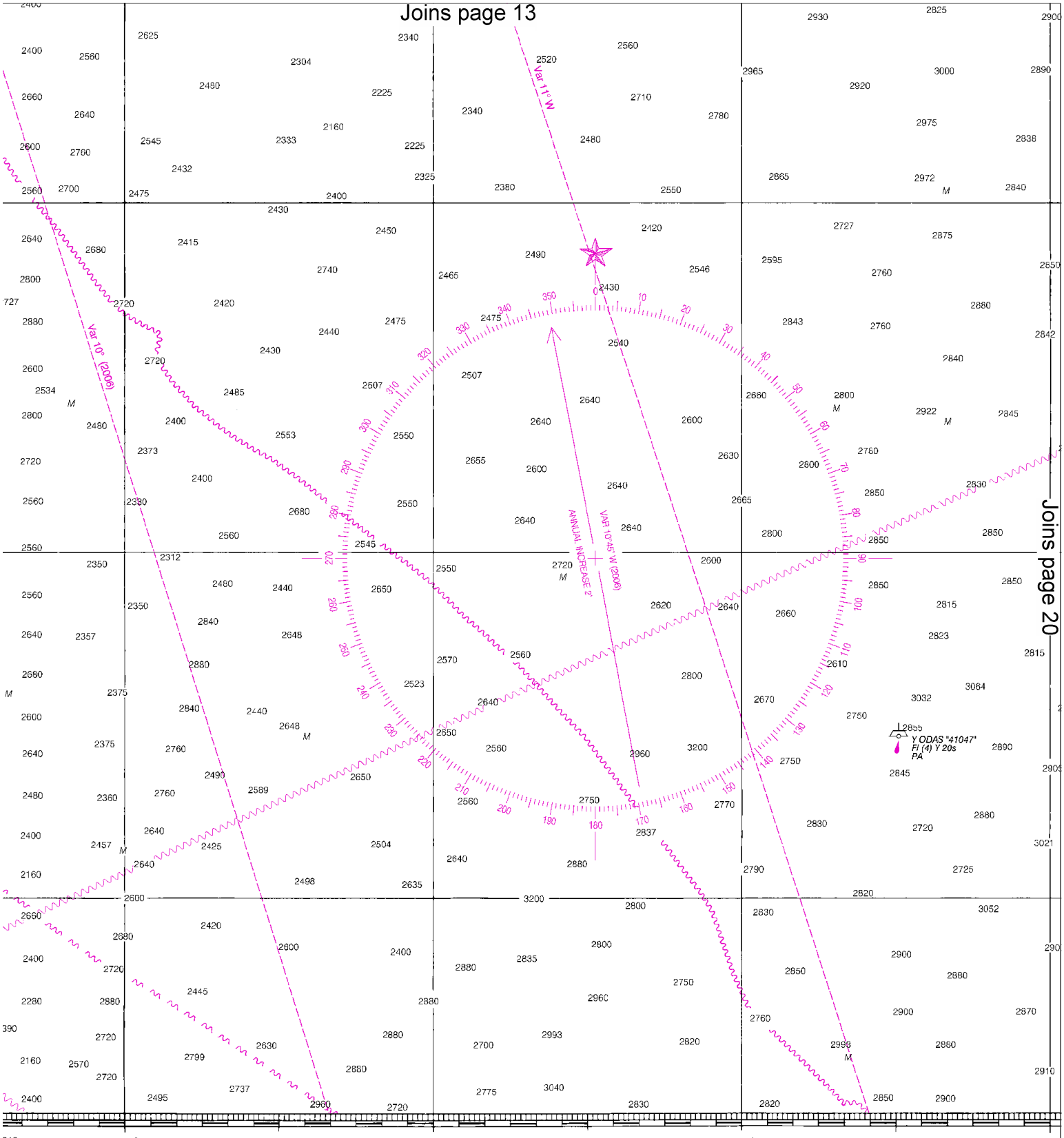

Joins page 20

gton, D.C.
: COMMERCE
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Print-on-Demand charts.

Joins page 25

Joins page 14

Joins page 19

Var 11° W

ANNUAL INCREASE 2'

VAR 10°45' W (2006)

Y ODAS "41047"
Fl (4) Y 20s
PA

73° 72° 71°

PRINT-ON-DEMAND CHARTS

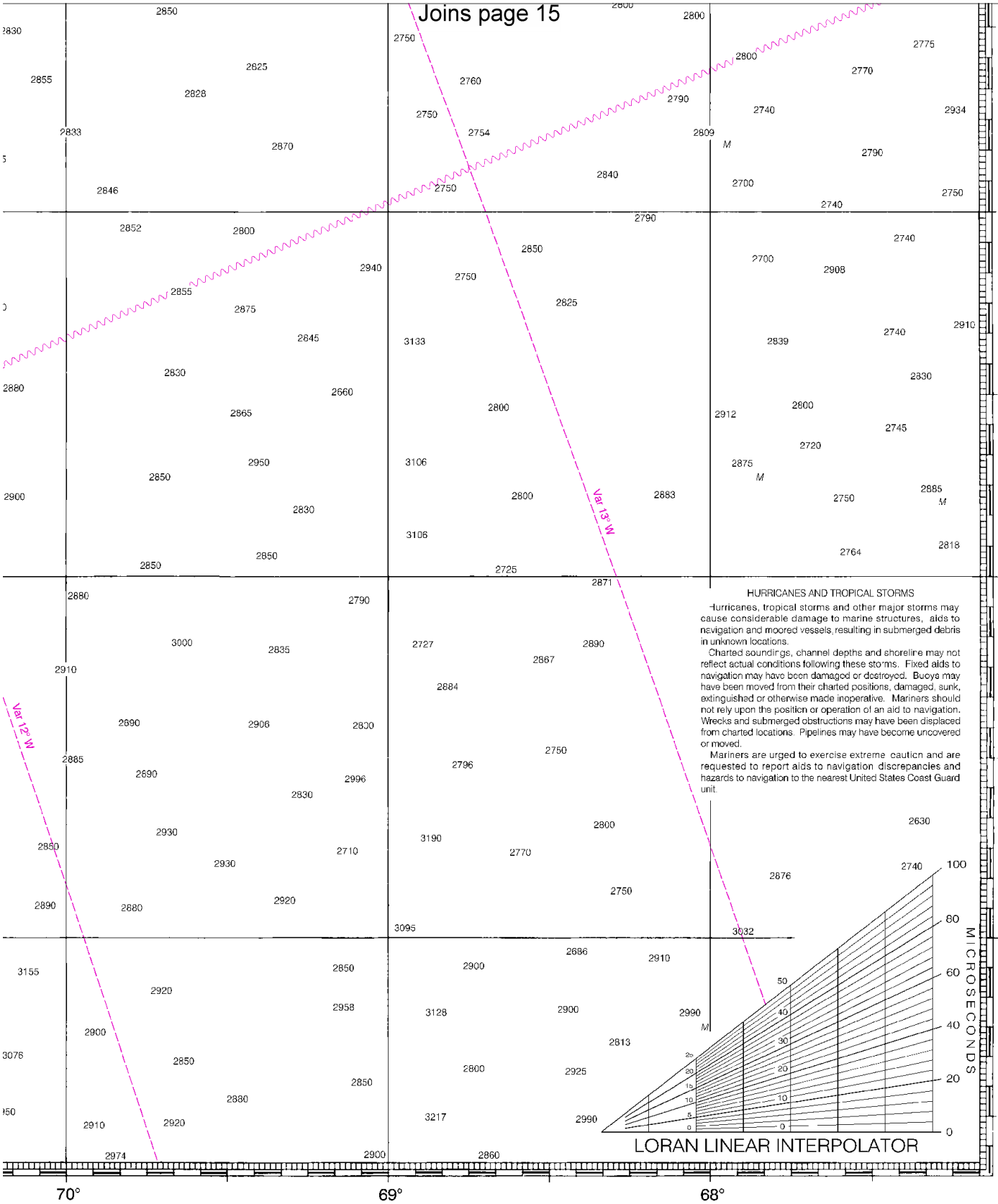
This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Ecitions are available 5-8 weeks before :heir release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

FATHOMS	
FEET	
METERS	

Joins page 26

North

Joins page 15



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.

ED NO. 38
NSN 7642014010100
NGA REFERENCE NO. 11ACO11009

Cape Hatteras to Straits of Florida

SOUNDINGS IN FATHOMS - SCALE 1:1,200,000

11009

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Charleston – 843-724-7616
Coast Guard Group Mayport – 904-247-7350
Coast Guard Group Miami – 305-535-4316
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.