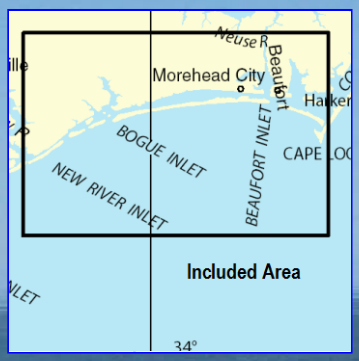
BookletChart™

Cape Lookout to New River

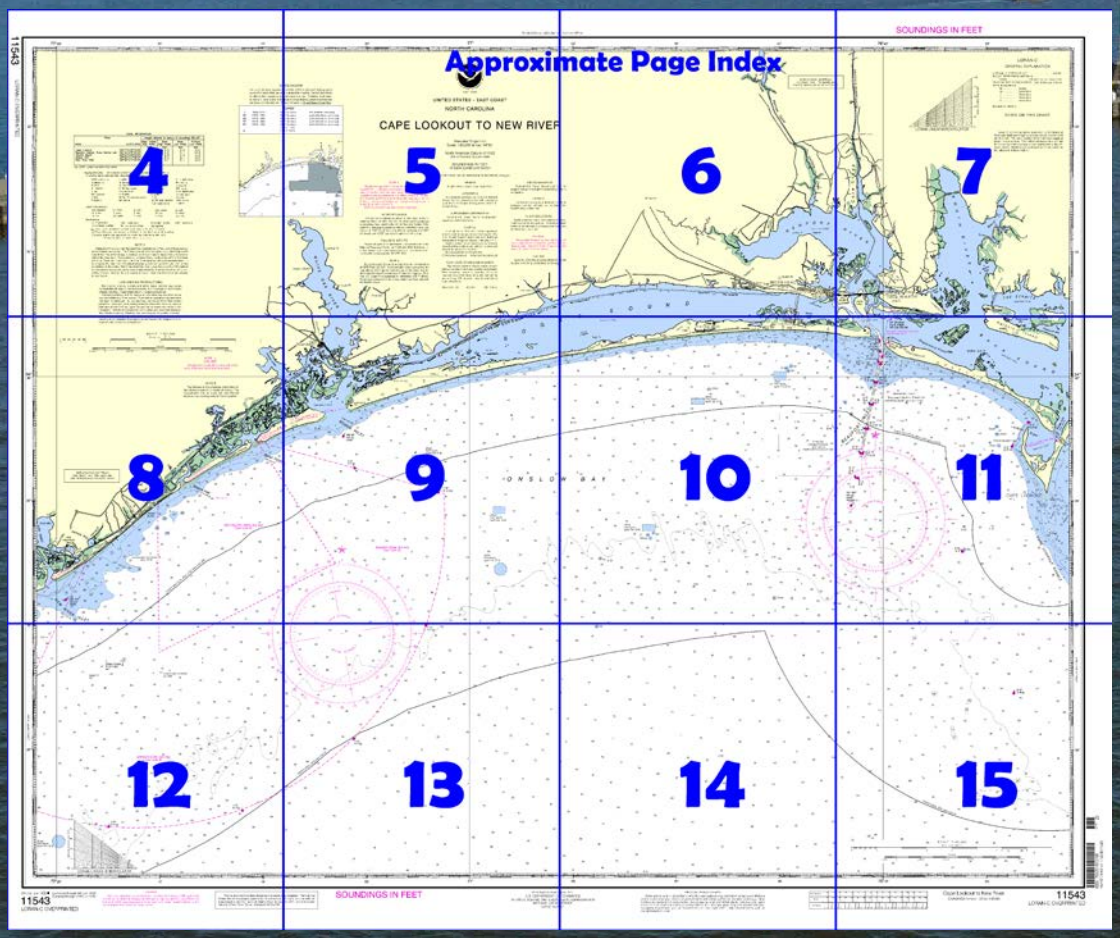
NOAA Chart 11543

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 Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

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.

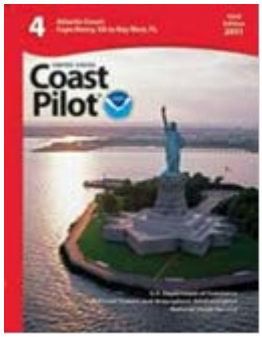
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11543.



(Selected Excerpts from Coast Pilot)
Bogue Sound extends about 22 miles westward along the coast from Beaufort Inlet to Bogue Inlet. It is shallow and separated from the ocean by **Bogue Banks**, a wooded beach 0.1 to 1 mile wide. The sound is about 2 miles wide midway of its length, but narrow at each end; the western end has numerous marshy islets. The Intracoastal Waterway route is through the north side of the sound. The mean range of tide in Bogue Sound is about 2.5 feet near the inlets, and about a foot where the tides meet near the middle. Strong south and southwest winds may raise the tide a foot or more, and north to northwest winds lower it the same amount.

Bogue Inlet, 22 miles west of Beaufort Inlet, is the seaward approach to the town of Swansboro, which can be seen from outside. The entrance is used almost exclusively by local fishermen. The inlet is between a high wooded ridge on the west and a long low spit on the east. On the inside of the spit, about a mile eastward of the inlet, is **Swansboro Coast Guard Station.** The entrance to the inlet, obstructed by a shifting bar extending about 0.5 mile seaward, is subject to frequent change. The channel is marked by uncharted lighted and unlighted buoys which are frequently shifted to mark the best water. Strangers should wait for a rising tide and never attempt to enter when the bar is breaking. If local fishermen happen to be coming in, it is advisable to follow them. The channels inside the inlet are also subject to considerable change, particularly during southeast and southwest storms.
The mean range of tide is 2.2 feet in the inlet; high water occurs 2 hours earlier than at the head of the marshes inside. (See the Tide Tables for daily predictions.)
A fish haven, covered 15 feet, is about 4 miles southeastward of Bogue Inlet in about 34°36'42"N., 77°02'18"W.
Swansboro, a small town on the west bank of White Oak River 3 miles north of Bogue Inlet, is reached by the shifting channel from the inlet, and from Bogue Sound and Cape Fear River through the Intracoastal Waterway. Numerous fishermen base at Swansboro. State Route 24 highway bridge over White Oak River at the town has a 30-foot fixed span with a clearance of 12 feet. The highway bridge over the easterly channel, about 0.3 mile southeastward, has a 30-foot fixed span with a clearance of 6 feet. Swansboro is described in more detail in connection with the Intracoastal Waterway, chapter 12.
For 4 miles above Swansboro, **White Oak River** has a width of 1 mile or more through which there is a narrow tortuous channel between the flats and oyster rocks. Farther up, the river is narrow and deep and leads between marshes to the fixed bridge at the town of **Stella**, about 8 miles above Swansboro. The river above State Route 24 highway bridge is unmarked and has many logs and snags; navigation is limited to shallow-draft skiffs only.
Bear Inlet and **Browns Inlet**, 3 and 6 miles westward of Bogue Inlet, respectively, are unmarked and used by local boats only; neither is recommended to strangers.
The **danger zones** of firing ranges are in the ocean between Bear Inlet and New River Inlet and in New River. (See **334.440**, chapter 2, for limits and regulations.) A **Sea Turtle Sanctuary**, Marine Protected Area (MPA), extends from Bogue Inlet to New River Inlet.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Miami	Commander 7th CG District Miami, FL	(305) 415-6800

Table of Selected Chart Notes

NOTE D

Shoreline and depths reported to have changed. Depths may be shoaler than indicated.

Sep 2008

HEIGHTS

Heights in feet above Mean High Water.

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.

INTRACOASTAL WATERWAY

Use chart 11541. The depths and channel markers are not shown hereon.

CAUTION

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

INTRACOASTAL WATERWAY

Use chart 11541. The depths and channel markers are not shown hereon.

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.

AUTHORITIES

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

NOTE B

The channels at the entrances to the inlets on this chart are subject to continual change. The navigational aids at inlets are not charted because they are frequently shifted in position.

BEAUFORT INLET

The project depth is 47-35 feet to Morehead City. For controlling depths use chart 11545 or 11547.

AIDS TO NAVIGATION

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

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)

NOTE C

DANGER

Unexploded projectiles exist within the area of Browns Inlet and Bear Inlet.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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.

New Bern, NC KEC-84 162.400 MHz

Mercator Projection
Scale 1:80,000 at Lat. 34°35'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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).

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina.

Refer to charted regulation section numbers.

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 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.583" northward and 1.212" eastward to agree with this chart.

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.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Cape Lookout Bight	(34°37'N/76°32'W)	4.6	4.2	0.2
Beaufort Harbor, Duke Marine Lab	(34°43'N/76°40'W)	3.5	3.2	0.1
Atlantic Beach	(34°42'N/76°43'W)	4.2	3.8	0.1
Bogue Inlet	(34°39'N/77°06'W)	2.5	2.3	0.1
New River Inlet	(34°32'N/77°20'W)	3.4	3.1	0.1

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Sep 2012)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.

77°20' 15' 10'

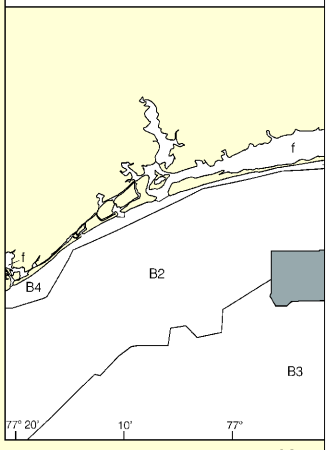
50'

45'

SOURCE DIAGRA

The outlined areas represent the limits of th survey information that has been evaluated for banded in this diagram by date and type of s by the U.S. Army Corps of Engineers are per not shown on this diagram. Refer to Chapter

		SOURCE
A	1990-2010	NOS Surveys
B1	1990-1998	NOS Surveys
B2	1970-1989	NOS Surveys
B3	1940-1969	NOS Surveys
B4	1900-1939	NOS Surveys
f		Chart 11541
g		Chart 11545



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(Sep 2012)

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

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

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Hollar

SCALE 1:80,000

Nautical Miles

1 ½ 0 1 2 3 4 5 6 7

Yards

1000 0 2000 6000 8000 10000

Joins page 8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

Formerly C&GS 1234, 1st Ed., Sept. 1917 V-1917-179 KAPP 507

05' 77° 55'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

NORTH CAROLINA

CAPE LOOKOUT TO NEW RIVER

Mercator Projection
Scale 1:80,000 at Lat. 34°35'

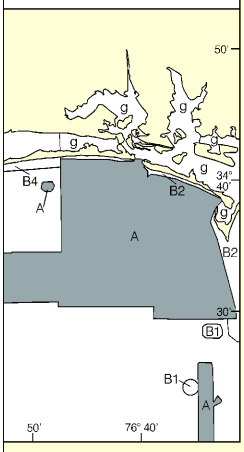
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

RAM
the most recent hydrographic
for charting. Surveys have been
survey. Channels maintained
periodically resurveyed and are
er 1, United States Coast Pilot.

full bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage



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POLLUTION REPORTS

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Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

SUPPLEMENTAL INFORMATION

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

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.

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Station positions are shown thus:
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AIDS TO NAVIGATION

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CAUTION

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RADAR REFLECTORS

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WARNING

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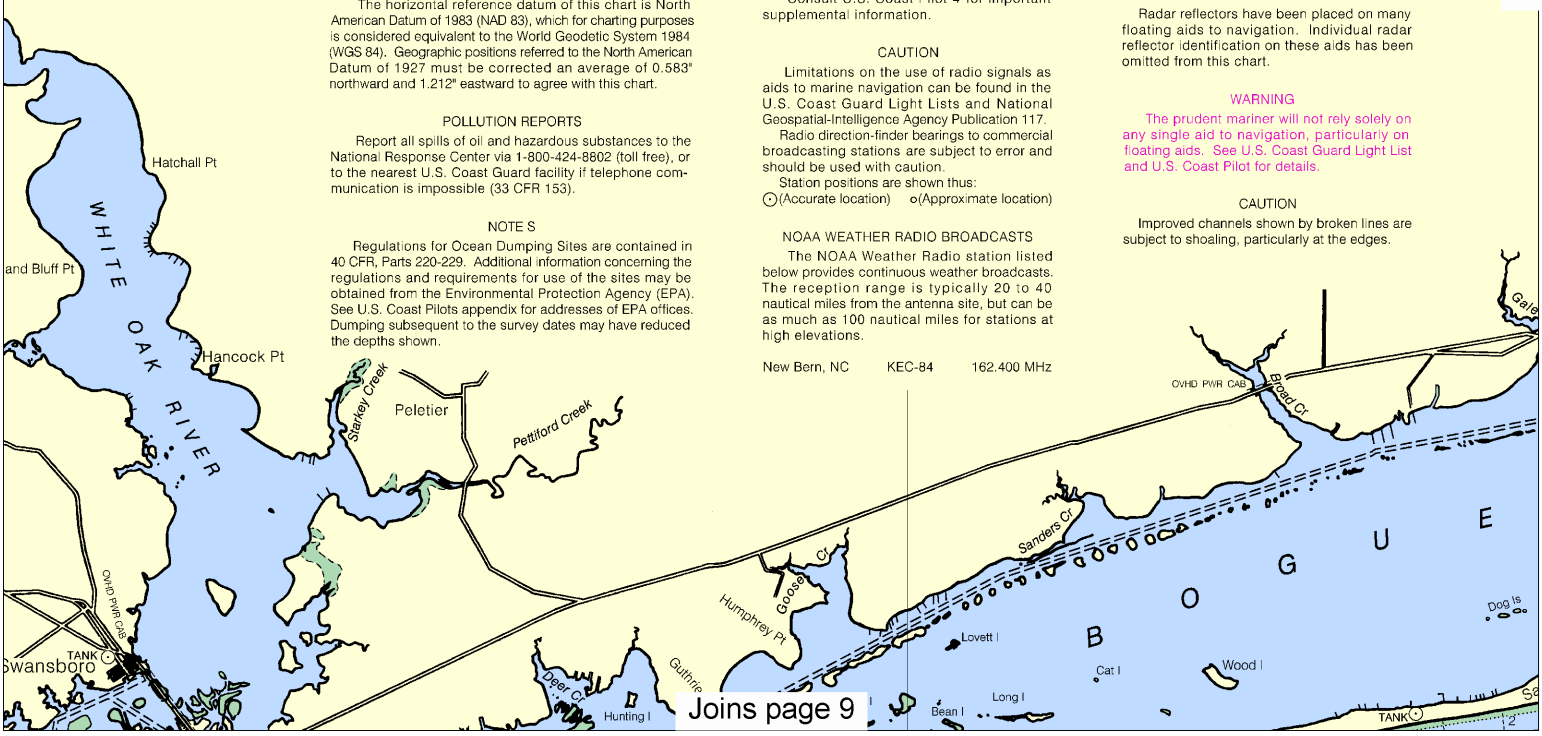
CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Joins page 6



Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

y C&GS 1234, 1st Ed., Sept. 1917 V-1917-179 KAPP 507

55' 50' 45'

RIVER

DS TO NAVIGATION
ast Guard Light List for
ation concerning aids to

UTION
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CAUTION
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Joins page 5

INTRACOASTAL WA
Use chart 11541. The dep
markers are not shown here

Clubfoot Creek
Harlowe Canal
Harlowe Creek
Newport
The Narrows
Marsh
Mill Cr
NEWPOR
(use chart
Lawton Pt
Penn Pt
Gales Cr
OVHD PWR CAB
Jumping Run
Spooners Cr
Paletier Cr
RADIO TR
Tower
TANK
MOREHEAD CITY
Calico Cr
OVHD PWR CAB
Tower
MICRO TR
(STROBE
Broad Cr
GUESOUND
(use chart 11541)
Money Island Bay
Dog Is
Rock Pt
Swamp
TANK
Pine Knoll Shores
BLDG
Atlantic Beach Tank
OVHD PWR CAB
TANK
Wood I
Salter Path
BOGUE BANK
PA
S
S Sh
Wk
TANK

Joins page 10

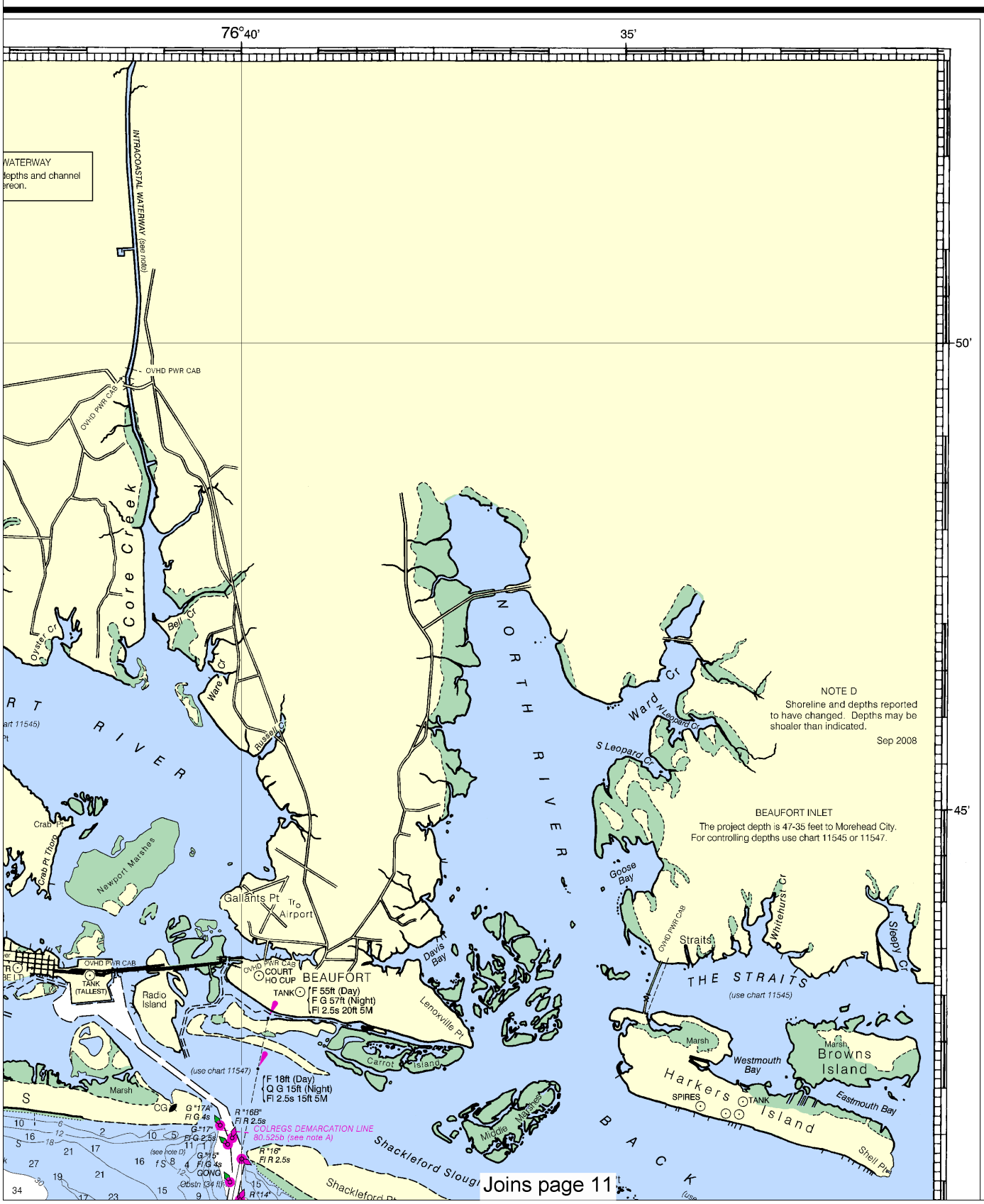
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

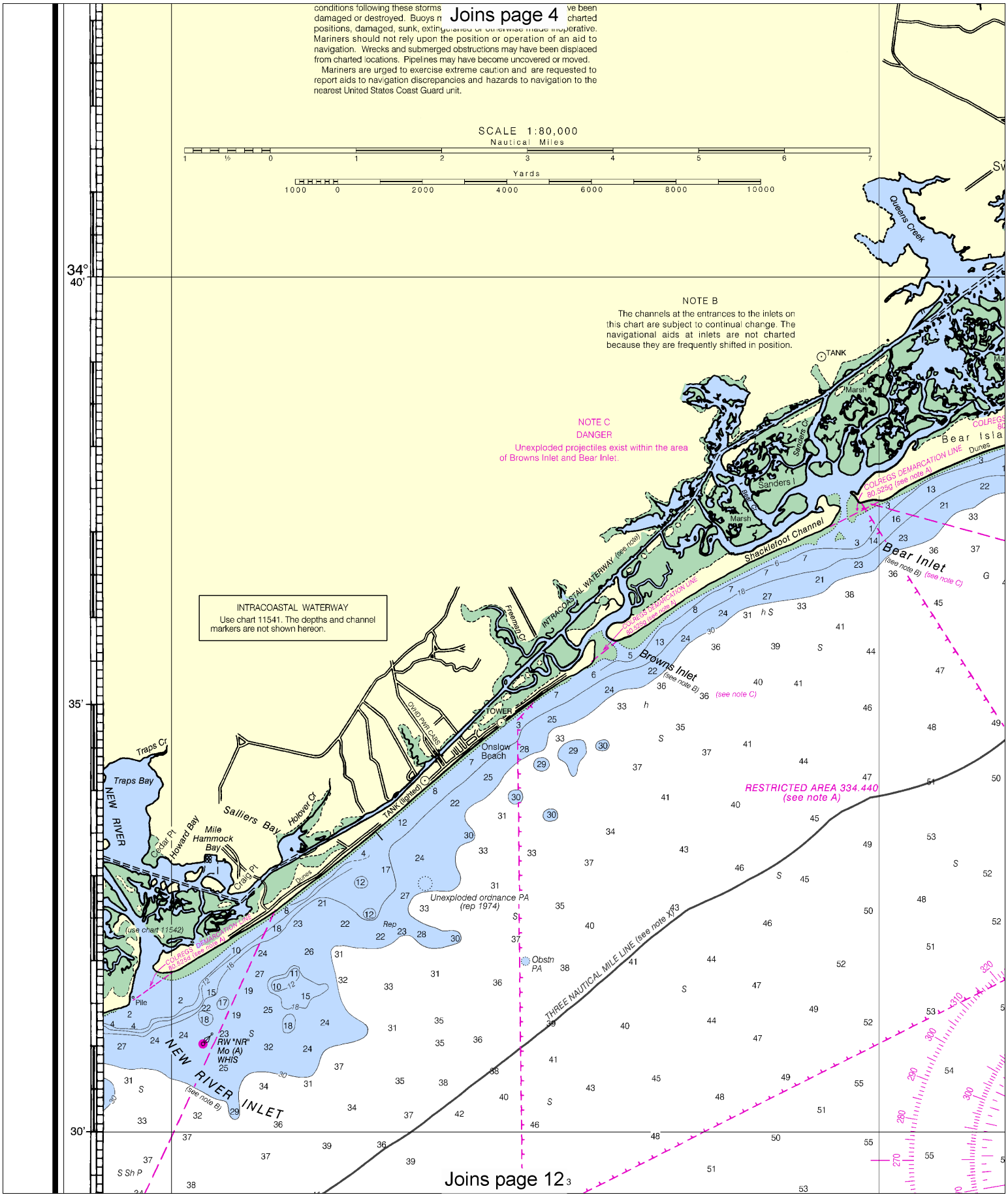
Yards
1000 0 2000 4000 6000 8000 10000

SOUNDINGS IN FEET



Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4912 12/4/2012,
NGA Weekly Notice to Mariners: 4912 12/8/2012,
Canadian Coast Guard Notice to Mariners: n/a.

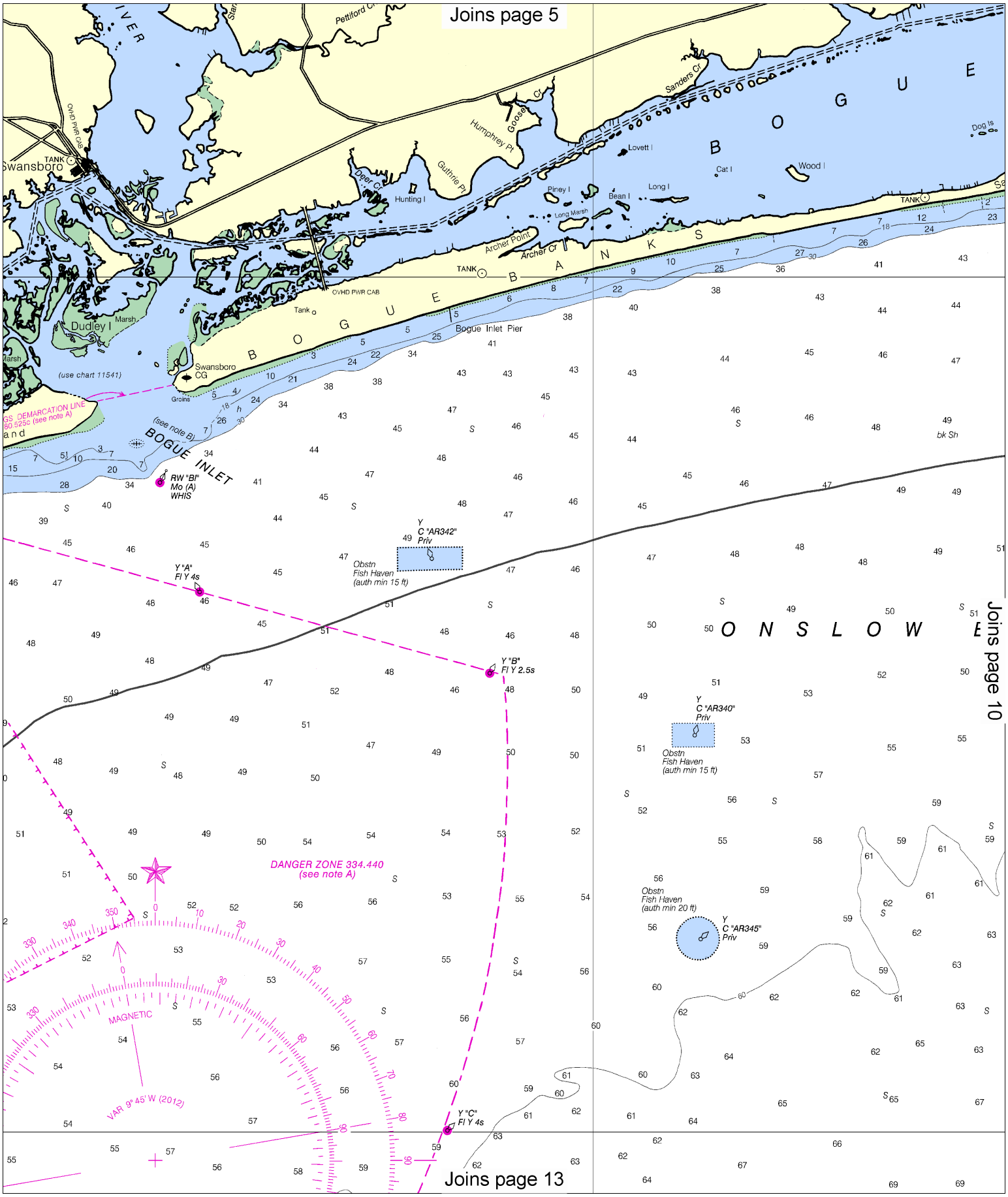


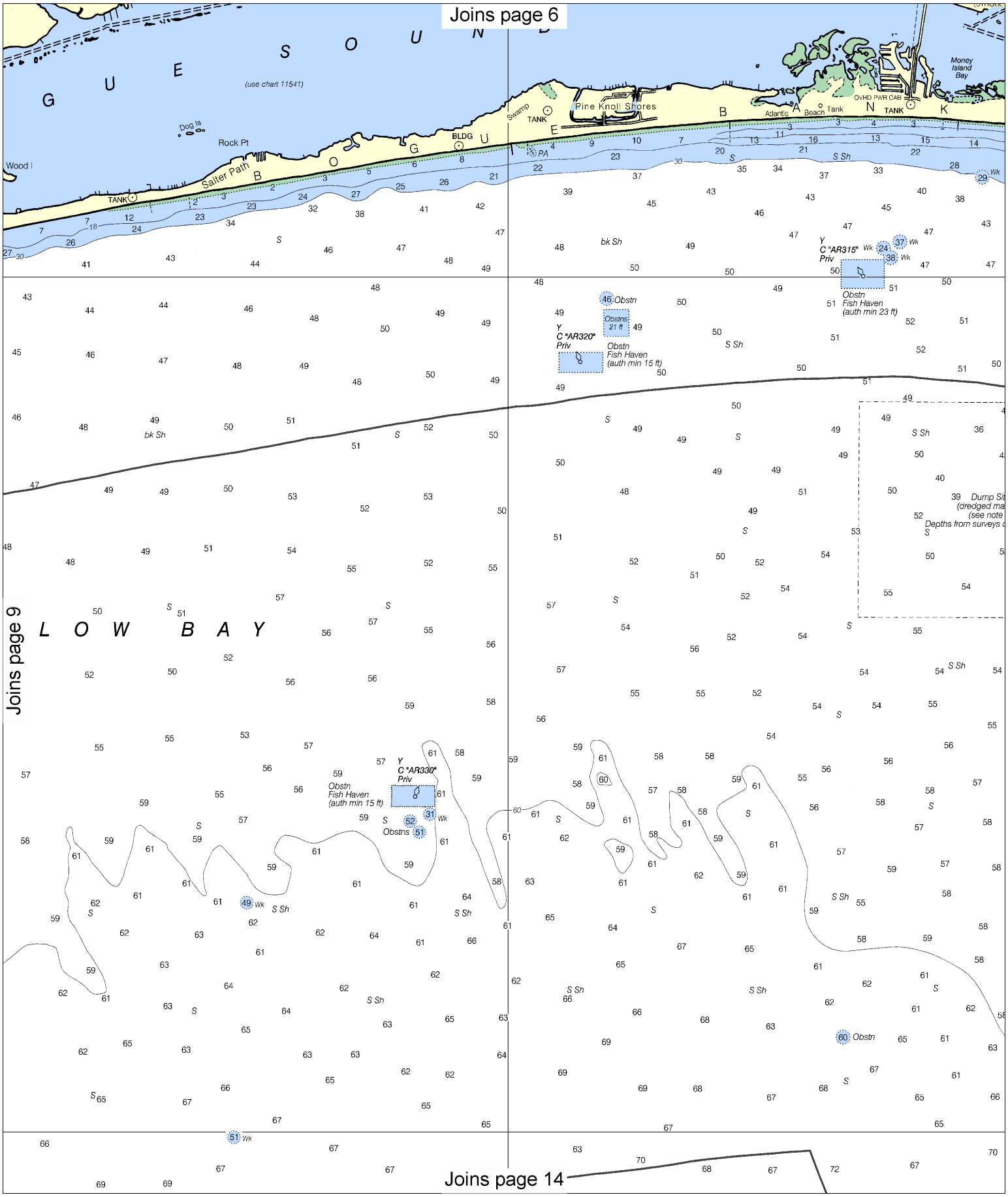
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

Yards

Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 10
Joins page 13
Swansboro
TANK
OVHD PWR CAB
Pettiford Cr
Humphrey Pt
Goose Cr
Sanders Cr
Guthrie Pt
Deer Cr
Hunting I
Lovett I
Cat I
Wood I
Dog Is
Piney I
Bean I
Long I
Long Marsh
Archer Point
Archer Cr
BOGUE BANKS
Dudley I
Marsh
(use chart 11541)
Swansboro CG
Groins
Tank
Bogue Inlet Pier
(see note B)
BOGUE INLET
RW "BI" Mo (A) WHIS
Y "A" Fl Y 4s
Y "B" Fl Y 2.5s
Y "C" Fl Y 4s
Y C "AR342" Priv
Obstn Fish Haven (auth min 15 ft)
Y C "AR340" Priv
Obstn Fish Haven (auth min 15 ft)
Y C "AR345" Priv
Obstn Fish Haven (auth min 20 ft)
DANGER ZONE 334.440 (see note A)
MAGNETIC
VAR 9° 45' W (2012)
ONSLOW
bk Sh



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

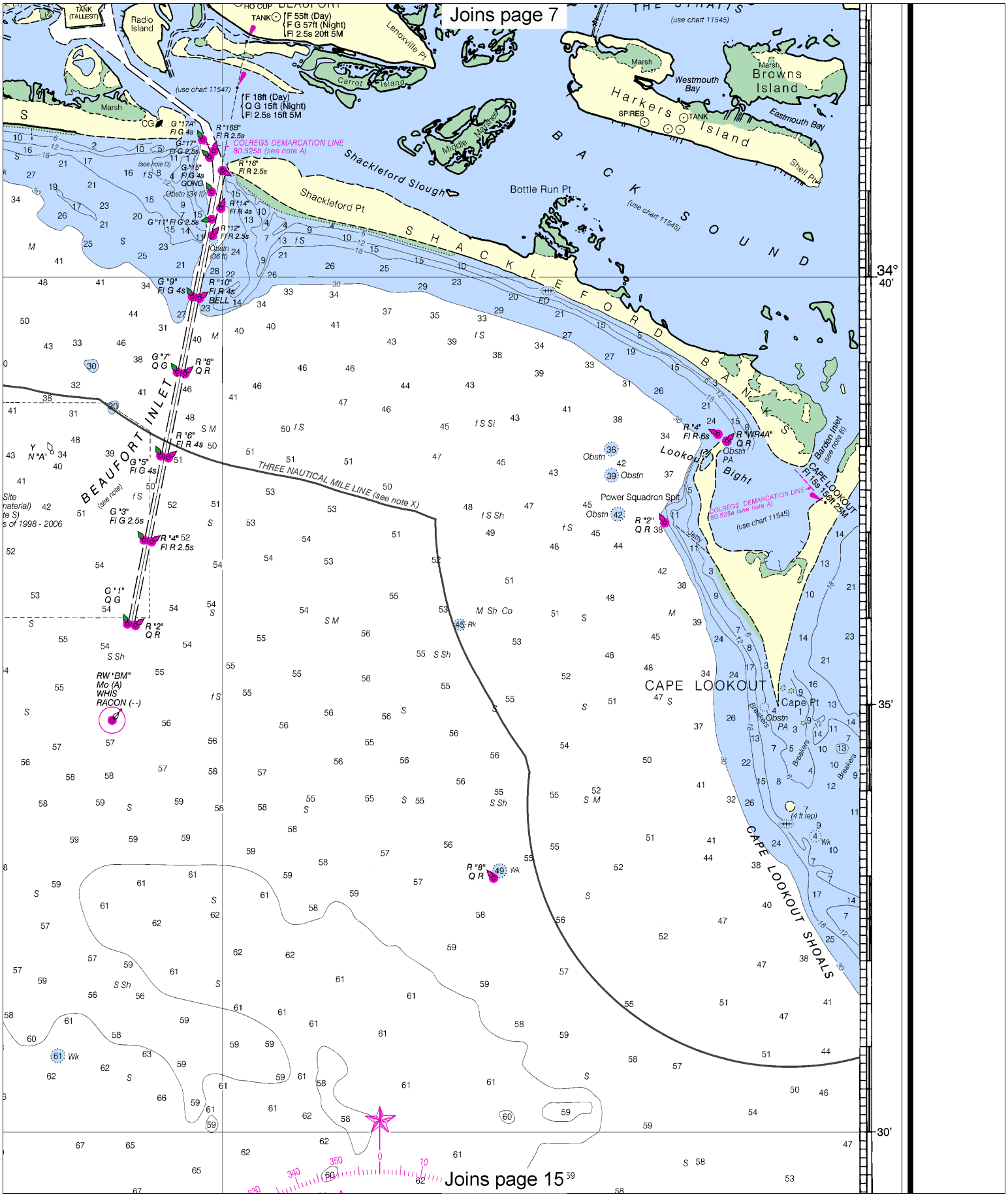
Nautical Miles

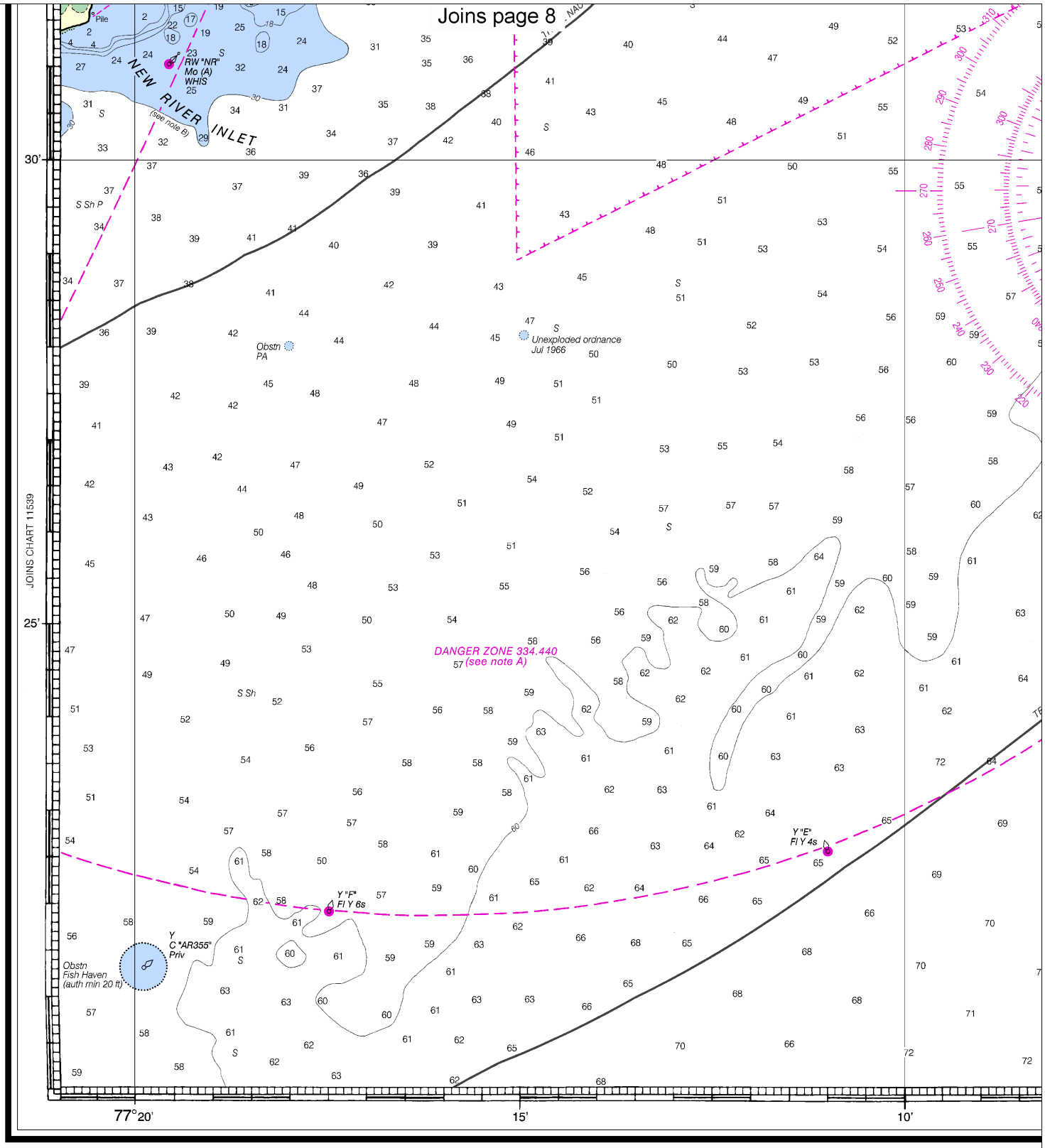
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 7
Joins page 15
Radio Island
TANK (TALLEST)
F 55ft (Day)
F G 57ft (Night)
Fl 2.5s 20ft 5M
Lenoxville Pt
Carrot Island
(use chart 11547)
F 18ft (Day)
Q G 15ft (Night)
Fl 2.5s 15ft 5M
Marsh
Westmouth Bay
Browns Island
Harkers Island
SPIRES
TANK
Eastmouth Bay
Shell Pt
Middle Marshes
Shackleford Slough
Shackleford Pt
Bottle Run Pt
BACK SOUND
(use chart 11545)
SHACKLEFORD BANKS
COLREGS DEMARCATION LINE 80.525b (see note A)
BEAUFORT INLET
THREE NAUTICAL MILE LINE (see note X)
Lookout Bight
Power Squadron Spit
Barden Inlet (see note B)
CAPE LOOKOUT Fl 15s 156ft 25M
COLREGS DEMARCATION LINE 80.525a (see note A)
CAPE LOOKOUT
Cape Pt
Breakers
CAPE LOOKOUT SHOALS
RW "BM" Mo (A) WHIS RACON (--)
34° 40'
35'
30'



24th Ed., Oct. / 12 ■ Corrected through NM Oct. 27/12
Corrected through LNM Oct. 23/12

11543

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 navi
Ocean Service encourages users to submit corrections, additio
improving this chart to the Chief, Marine Chart Division (N/CS
Service, NOAA, Silver Spring, Maryland 20910-3282.

Note: Chart grid lines are aligned with true north.

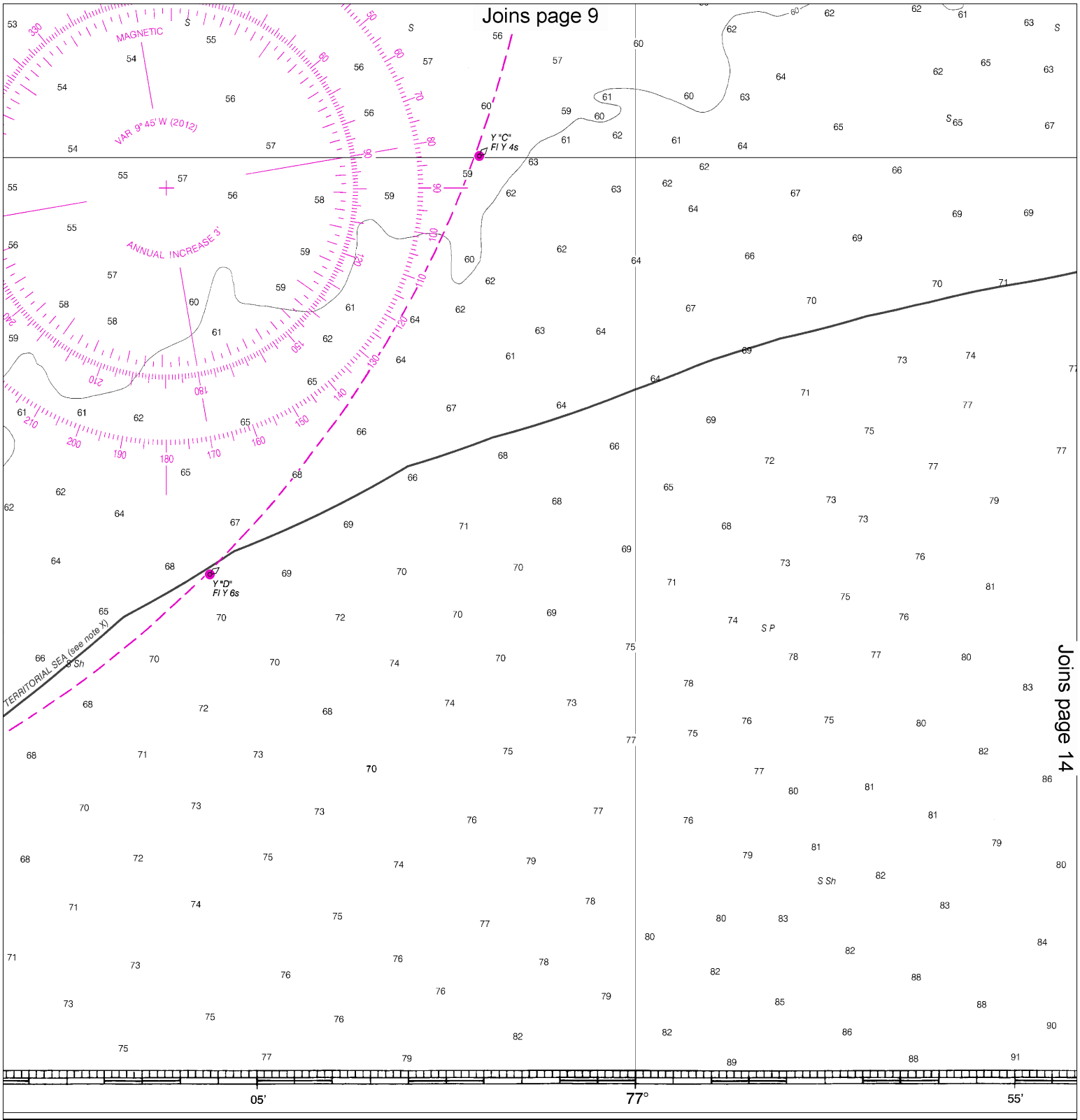
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000



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CS2), National Ocean

SOUNDINGS IN FEET

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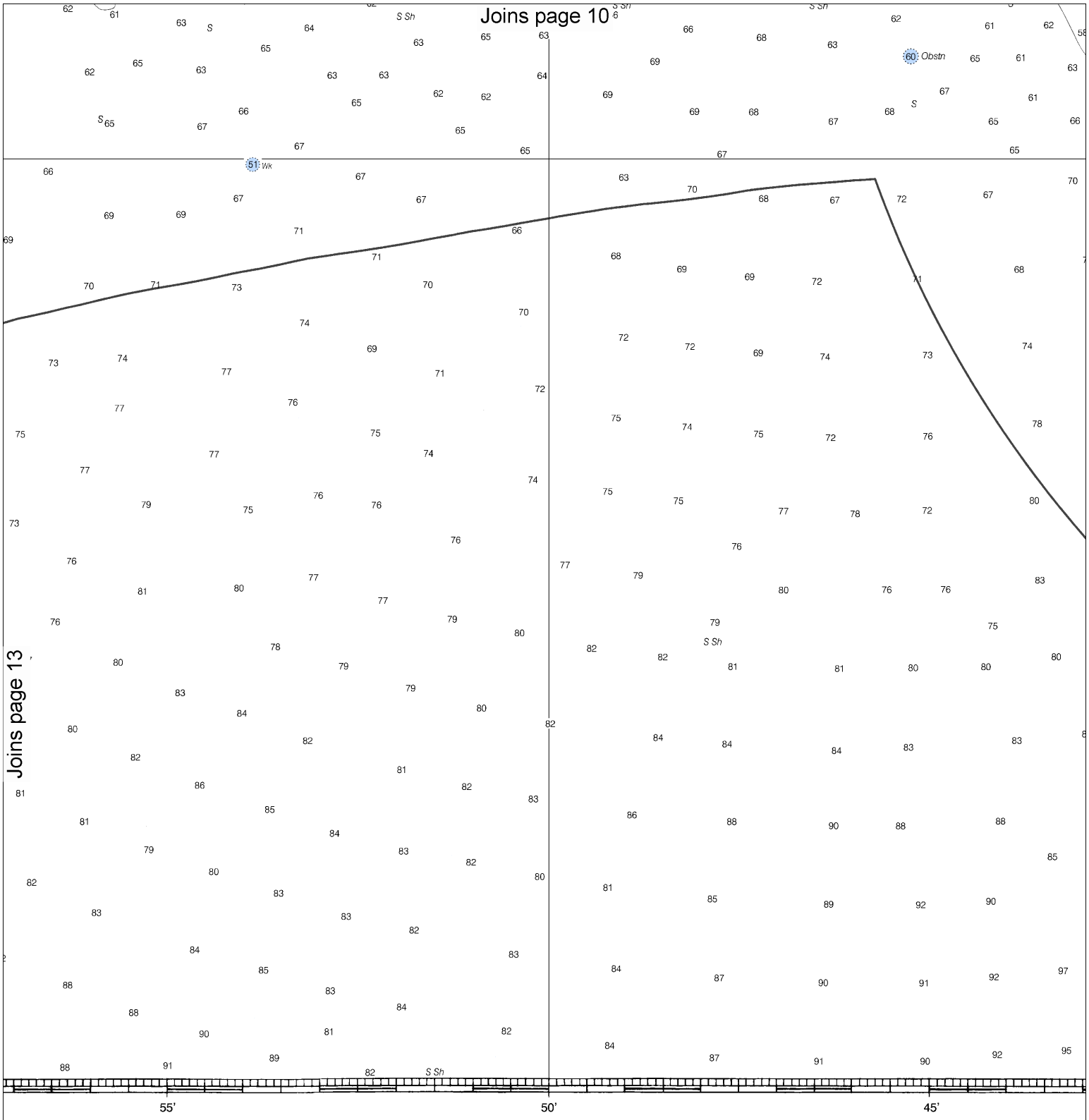
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATI
NATIONAL OCEAN SERVICE
COAST SURVEY



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CEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

Note: Chart grid lines are aligned with true north.

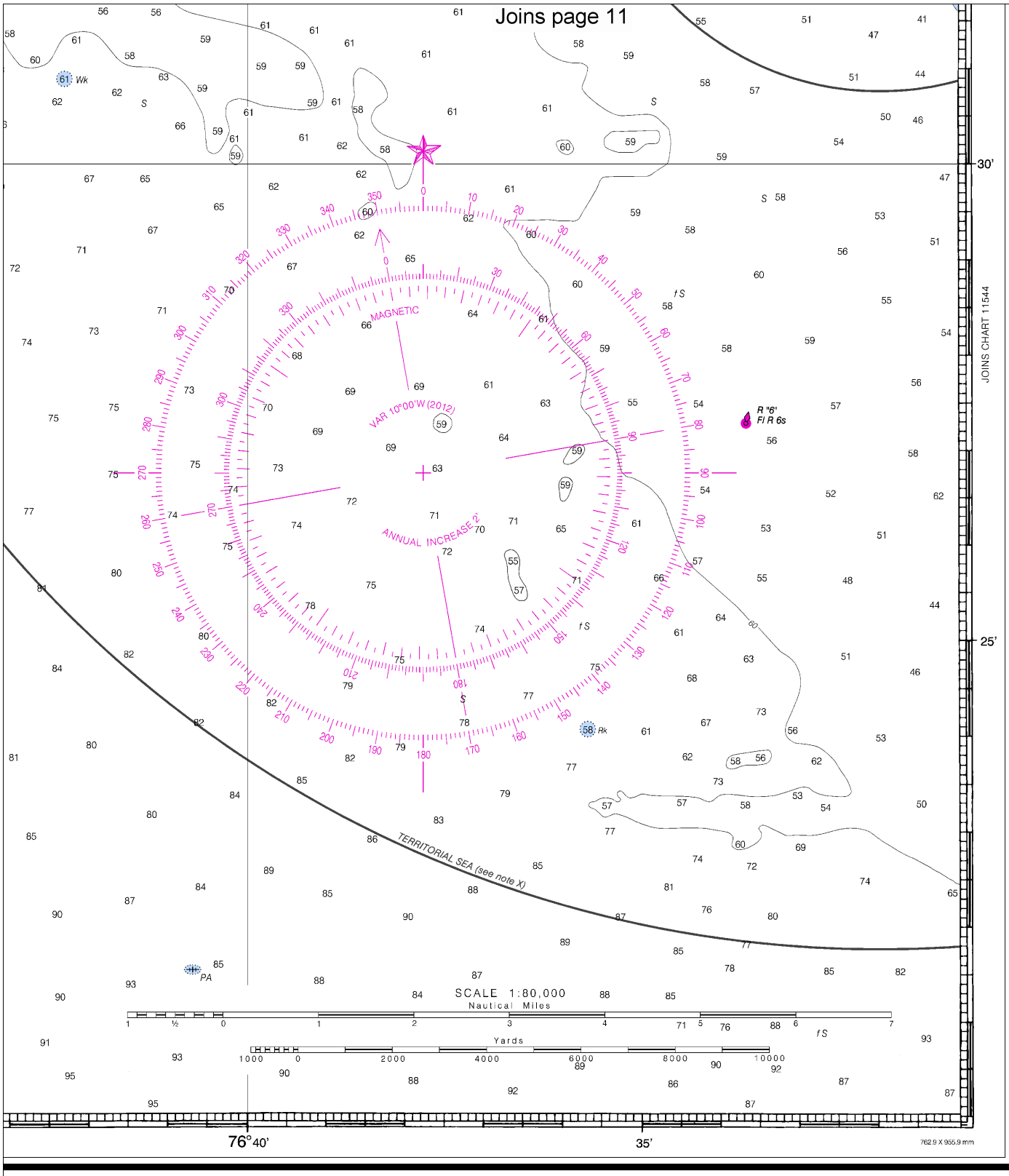
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000



Cape Lookout to New River

SOUNDINGS IN FEET - SCALE 1:80,000

11543

ED. NO. 24

NSN 7642014010168

NGA REFERENCE NO. 11AHA11543

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 and 78A – Recreational boat channels.

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.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio — NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
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National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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