

BookletChart™

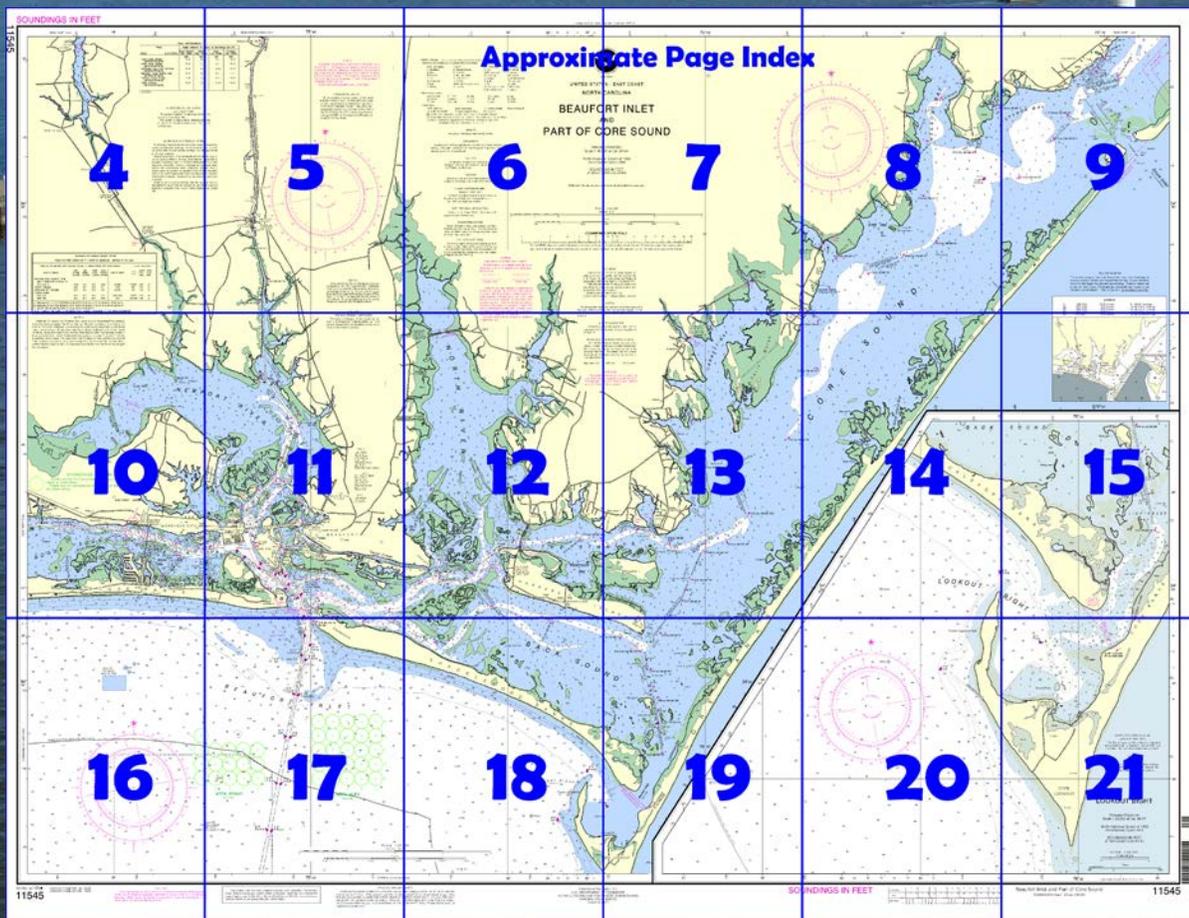
Beaufort Inlet and Part of Core Sound NOAA Chart 11545



*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.

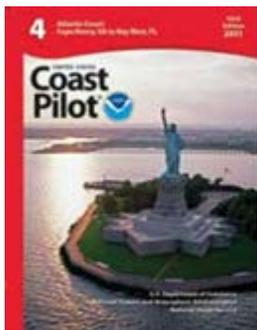
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11545>



(Selected Excerpts from Coast Pilot)
Diamond Shoals extend off Cape Hatteras. Depths of 3 feet have been found. **Hatteras Shoals**, with little water over them, are usually marked by breakers. **Outer Diamond Shoal**, with depths of 3 to 18 feet, are marked by breakers. A buoy marks the east extremity of Outer Diamond Shoal. Hydrography is not charted on Diamond Shoals due to the changeable nature. Navigation is extremely hazardous for all types of craft.

The wreckage of the Civil War Ironclad **MONITOR**, 7.7 miles south of the eastern limit of Diamond Shoals, has been designated **USS Monitor National Marine Sanctuary**.

Hatteras Inlet is entered over a shifting bar; local knowledge is recommended. The approach is marked by a lighted buoy; buoys marking the channel over the bar are not charted because they are frequently shifted. An 88-foot tower showing a white light on the east side of the inlet is a conspicuous mark.

Hatteras has stores, motels, and restaurants. **Hatteras Inlet Coast Guard Station** is on **Austin Creek**. There are wharves in the basin at Hatteras where berths, gasoline, diesel fuel, and marine supplies can be obtained.

Hatteras Inlet Channel leads to **Rollinson Channel**. The depth was 6 feet. The channel is marked by lights, buoys, and daybeacons. A side channel to Austin Creek had a depth of 5½ feet to the Coast Guard pier and ferry landing. The creek channel is marked by two lights. The tidal currents in the channel through the inlet attain velocities of about 2 knots.

Caution.—Hydrography is not charted on Diamond Shoals due to the changeable nature of the area. Navigation in the area is extremely hazardous for all types of craft. During strong winds the currents set across the shoals with great velocity.

The difficulty of making proper allowance for the Gulf Stream, and the strong currents near the shoals, may cause considerable error in the reckoning. When approaching in thick weather, and uncertain of the position, care should be taken to stay in at least 120 feet, or preferably 180 feet. Diamond Shoal Lighted Buoy 12 (35°09'05"N., 75°17'33"W.) marks the remaining structure of Diamond Shoal Light and is the guide for clearing the shoals.

Caution.—Numerous fishtraps, stakes, and pound nets have been reported in Pamlico Sound; some may be submerged. Small craft should use caution when operating outside the main channel. Pamlico Sound Light PS (35°25'29"N., 75°50'01"W.), 35 feet above the water, shown from a skeleton tower on a multi-pile structure with a red and white octagonal-shaped daymark, marks a dangerous wreck, reported covered 12 feet.

The northern and western shores of Pamlico Sound are broken by numerous small bays and two large rivers, Pamlico River and Neuse River. General depths in the middle of the sound are 14 to 24 feet, but shoals extend miles from shore in many places. **Bluff Shoal**, northward of Ocracoke Inlet, has 7 to 12 feet over it and extends completely across the sound. It is marked by a light. A dangerous wreck, reported covered 4 feet, is close northward of the light.

In the exposed parts of the sound, strong winds from any direction raise a short, choppy sea uncomfortable to small craft and even dangerous to open boats; but protected anchorage for small craft can be found in the many bays along the northern shore, and along the southern shore in several sloughs which lead to sheltered berths in the lee of shoals. Middletown Anchorage and the anchorage in the bight formed by the hook of Royal Shoal can be made either day or night, with caution. Currents are negligible except in the vicinity of the inlets.

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

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

Table of Selected Chart Notes

NOTE F
FIXED BRIDGE
HOR CL 45 FT
VERT CL 7 FT

NOTE C
HWY BASCULE BRIDGE
HOR CL 80 FT
VERT CL 13 FT
O/HD PWR CAB
ALTH CL 87 FT
RR BASCULE BRIDGE (ru/ra)

NOTE B
FIXED BRIDGE
HOR CL 80 FT
VERT CL 85 FT
O/HD PWR CAB
ALTH CL 88 FT
RR BASCULE BRIDGE
HOR CL 80 FT
VERT CL 4 FT
SUBMERGED CABLE AT DRAW

NOTE G
Shoreline and depths reported to have changed. Depths may be shoaler than indicated.
Sop 2008

HEIGHTS
Heights in feet above Mean High Water.

INTRACOASTAL WATERWAY
Use Chart 11541
The project depth is 12 feet from Norfolk, VA, to Cape Fear River, NC.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

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.

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

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

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.

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.

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

CAUTION
BASCULE BRIDGE CLEARANCES
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.

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-84 162.40 MHz

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 0.580' northward and 1.248' eastward to agree with this chart.

Mercator Projection
Scale 1:40,000 at Lat. 34°44'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW 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) ◌ (Approximate location)

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.

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

ANCHORAGE BERTHS
Berths are for the convenience of assigning anchorages to naval ships.
There are no restrictions to the use of these areas by other ships.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Core Creek Bridge (34°50'N/76°42'W)	feet	2.3	2.2	0.1
North River Bridge (34°47'N/76°37'W)	feet	2.0	1.9	0.1
Morehead City, Port Terminal (34°43'N/76°42'W)	feet	3.6	3.3	0.1
Beaufort, Duke Marine Lab (34°43'N/76°40'W)	feet	3.5	3.2	0.1
Harkers Island Bridge (34°43'N/76°35'W)	feet	1.8	1.6	0.1
Lookout Bight (34°37'N/76°32'W)	feet	4.6	4.2	0.2

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>. (Jul 2011)

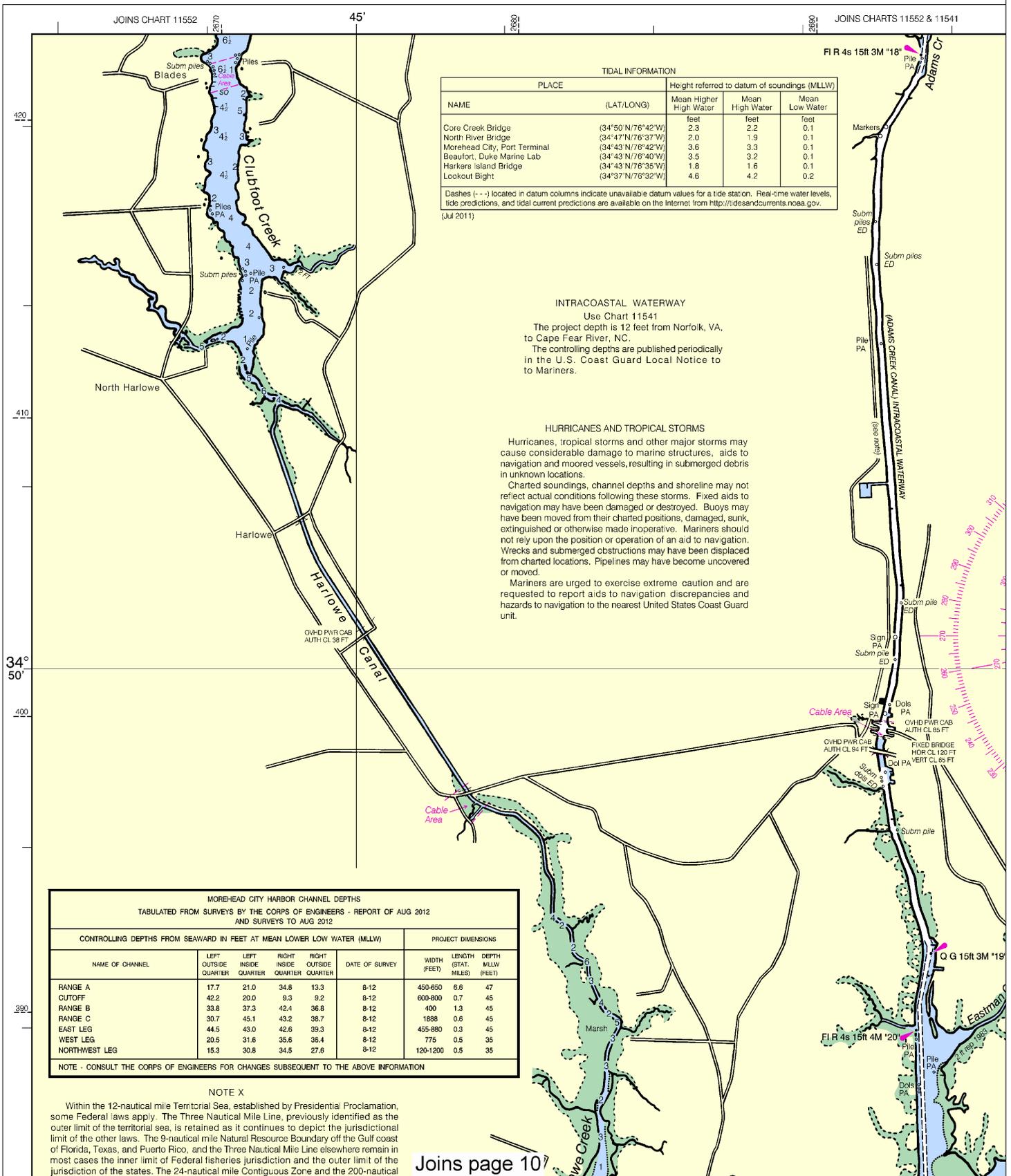
MOREHEAD CITY HARBOR CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2012 AND SURVEYS TO AUG 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH (FEET)
RANGE A	17.7	21.0	34.8	13.3	8-12	450-650	6.6	47
CUTOFF	42.2	20.0	9.3	9.2	8-12	600-800	0.7	45
RANGE B	33.8	37.3	42.4	36.8	8-12	400	1.3	45
RANGE C	33.7	45.1	43.2	38.7	8-12	1888	0.6	45
EAST LEG	44.5	43.0	42.6	39.3	8-12	455-860	0.3	45
WEST LEG	20.5	31.6	35.6	36.4	8-12	775	0.5	35
NORTHWEST LEG	15.3	30.8	34.5	27.6	8-12	120-1200	0.5	35

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SOUNDINGS IN FEET

11545



TIDAL INFORMATION

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		Mean Higher High Water	Mean High Water	Mean Low Water
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MOREHEAD CITY HARBOR CHANNEL DEPTHS
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2012 AND SURVEYS TO AUG 2012

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NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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

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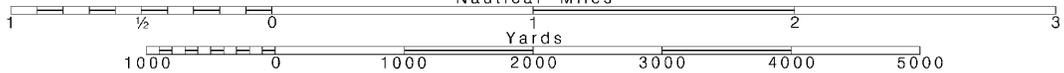
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



76° 40'

27° 10'

27° 20'

35'

34'

45'

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 0.580' northward and 1.248' eastward to agree with this chart.

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	VG 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:

Bds boulders	Cc 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	

① 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: - - - - -

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, Geological Survey, and U.S. Coast Guard.

CAUTION

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

CAUTION

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

PLANE COORDINATE GRID
(based on NAD 1927)

The North Carolina State Grid is indicated on this chart at 10,000 foot intervals thus: ---
The last three digits are omitted.

SUPPLEMENTAL INFORMATION

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

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.

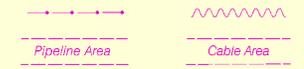
POLLUTION REPORTS

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).

CAUTION

SUBMARINE PIPELINES AND CABLES

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



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.

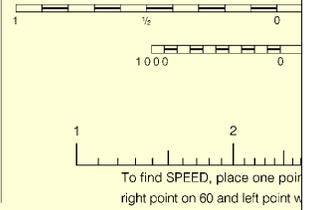
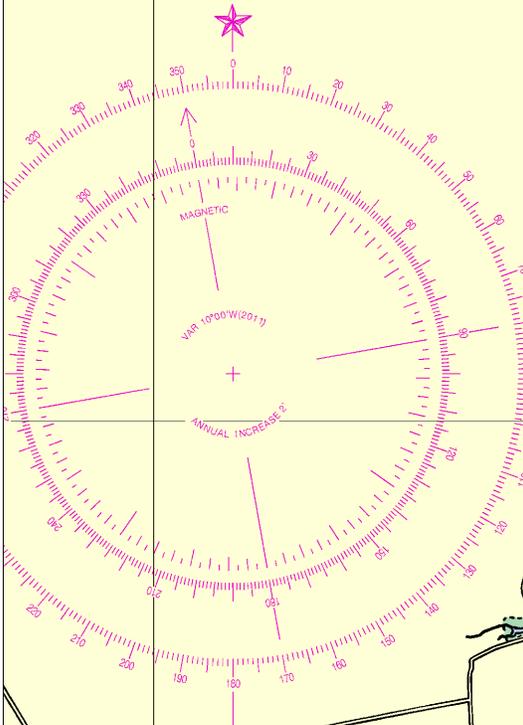
NOTE S

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.

CAUTION

BASCULE BRIDGE CLEARANCES

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.

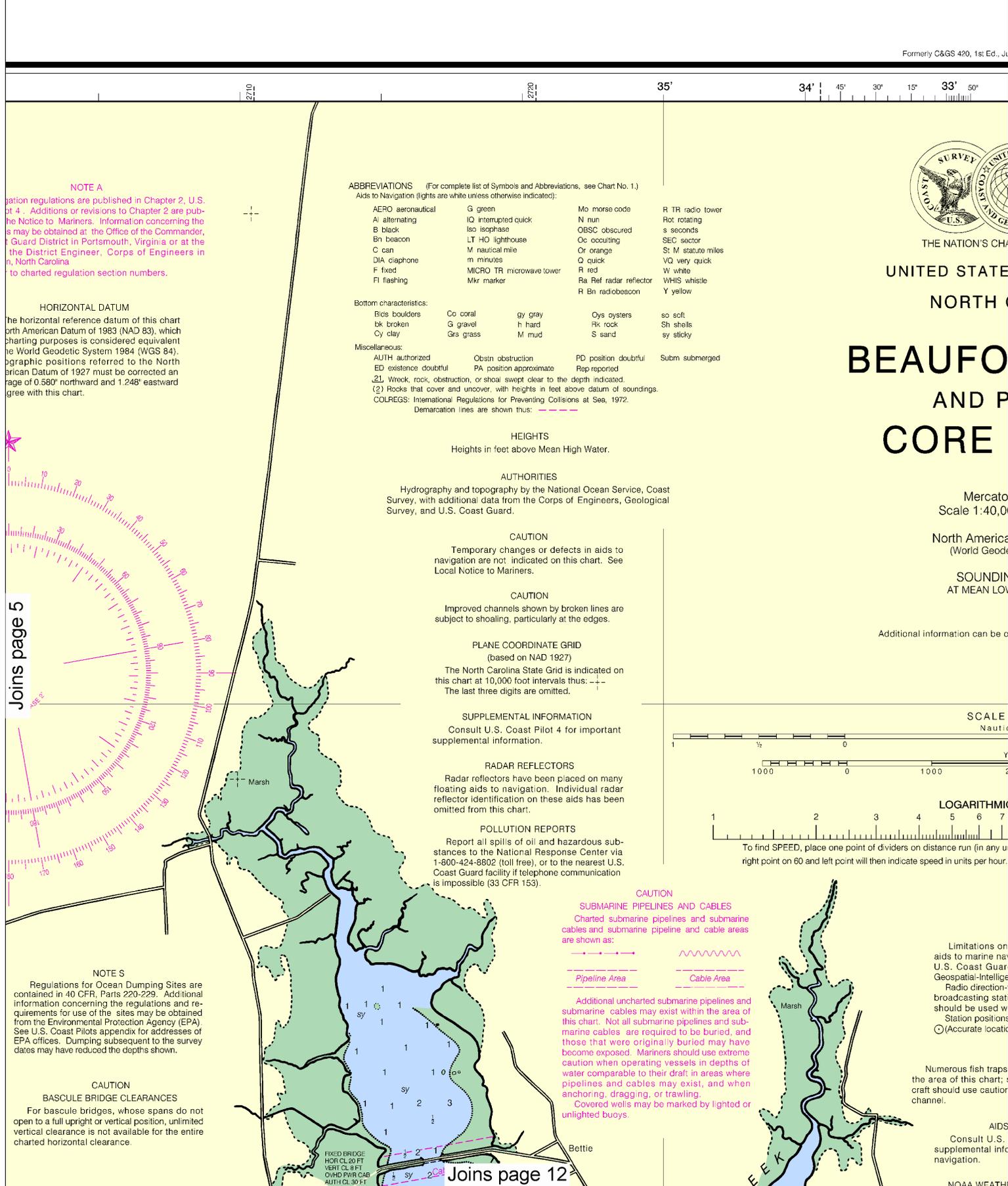


Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





THE NATION'S CHART

UNITED STATES

NORTH CAROLINA

BEAUFORT AND PAMLIKO CORE

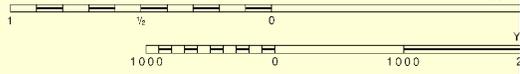
Mercator Scale 1:40,000

North America (World Geodetic System 1984)

SOUNDING AT MEAN LOW WATER

Additional information can be obtained from U.S. Coast Pilot 4

SCALE Nautical Miles



LOGARITHMIC



To find SPEED, place one point of dividers on distance run (in any unit) and the other point on 60 and left point will then indicate speed in units per hour.

Limitations on aids to marine navigation are shown on this chart. Consult U.S. Coast and Geodetic Survey for complete information. Radio direction-finding stations should be used with caution. Station positions are shown as follows: (A) Accurate location; (B) Approximate location.

Numerous fish traps are shown in this area of this chart; vessels should use caution when navigating through this area.

AIDS TO NAVIGATION Consult U.S. Coast Pilot 4 for complete information.

NOAA WEATHER SERVICE

NOTE A

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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:

Bcs 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	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
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AUTHORITIES

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CAUTION

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PLANE COORDINATE GRID (based on NAD 1927)

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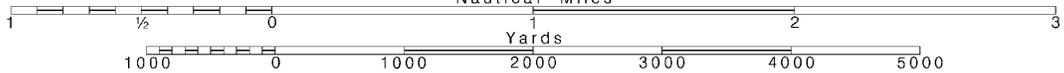
Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.



76° 30'



ES - EAST COAST
CAROLINA

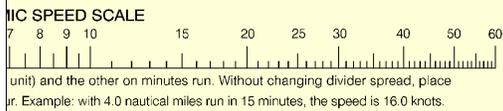
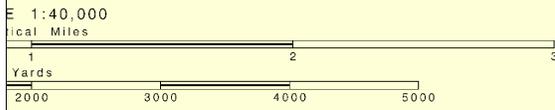
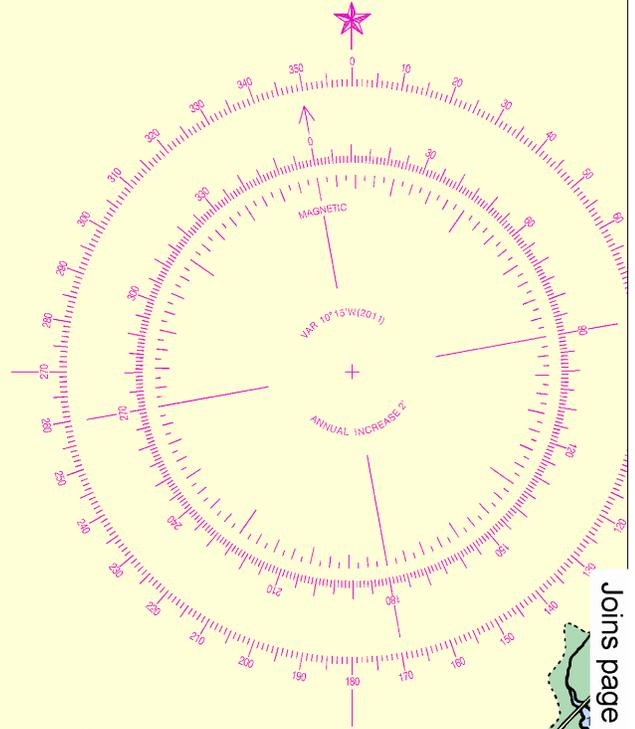
PORT INLET PART OF SOUND

or Projection
000 at Lat. 34°44'

pan Datum of 1983
detic System 1984)

INGS IN FEET
DWER LOW WATER

obtained at nauticalcharts.noaa.gov.



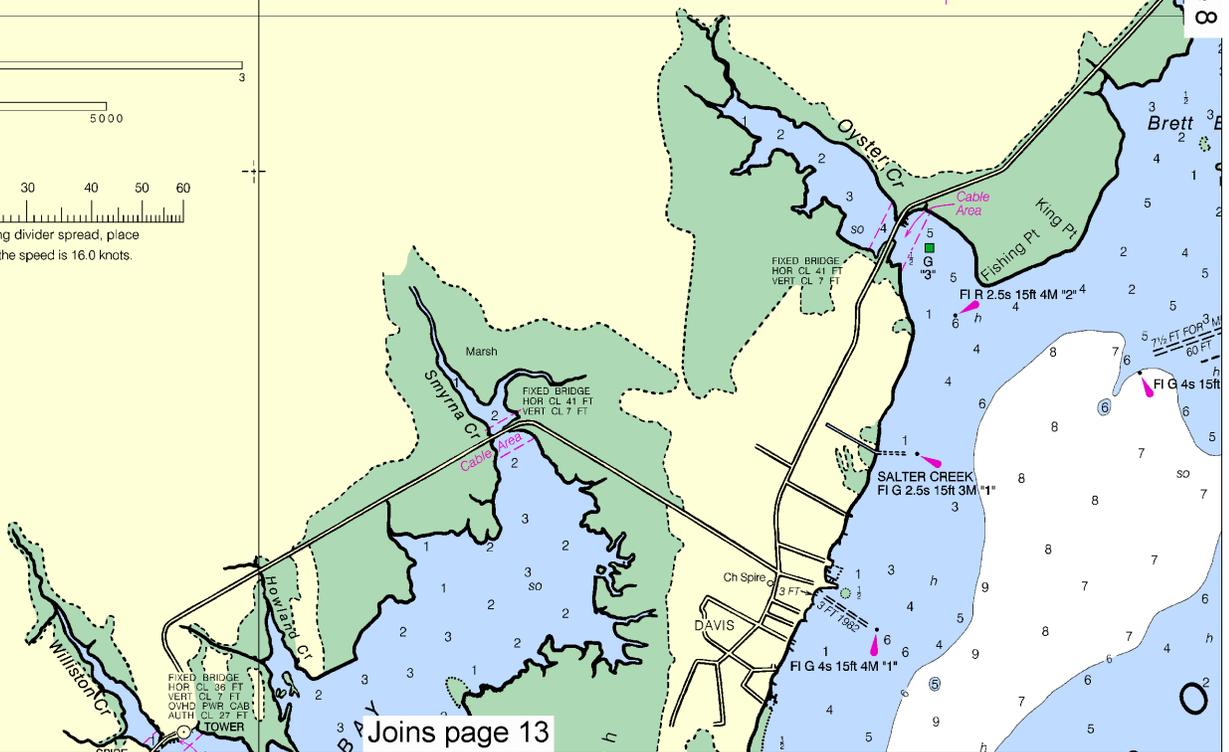
unit) and the other on minutes run. Without changing divider spread, place
ur. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

CAUTION
on the use of radio signals as
avigation can be found in the
ard Light Lists and National
gence Agency Publication 117.
n-finder bearings to commercial
ations are subject to error and
with caution.
ns are shown thus:
tion) o (Approximate location)

NOTE D
ps and stakes have been reported in
; some may be submerged. Small
on when operating outside the main

AS TO NAVIGATION
s. Coast Guard Light List for
ormation concerning aids to

HER RADIO BROADCASTS



Joins page 13

Joins page 8

EAST LEG	44.5	43.0	42.6	39.3	8-12
WEST LEG	20.5	31.6	35.6	36.4	8-12
NORTHWEST LEG	15.3	30.8	34.5	27.6	8-12

Joins page 4

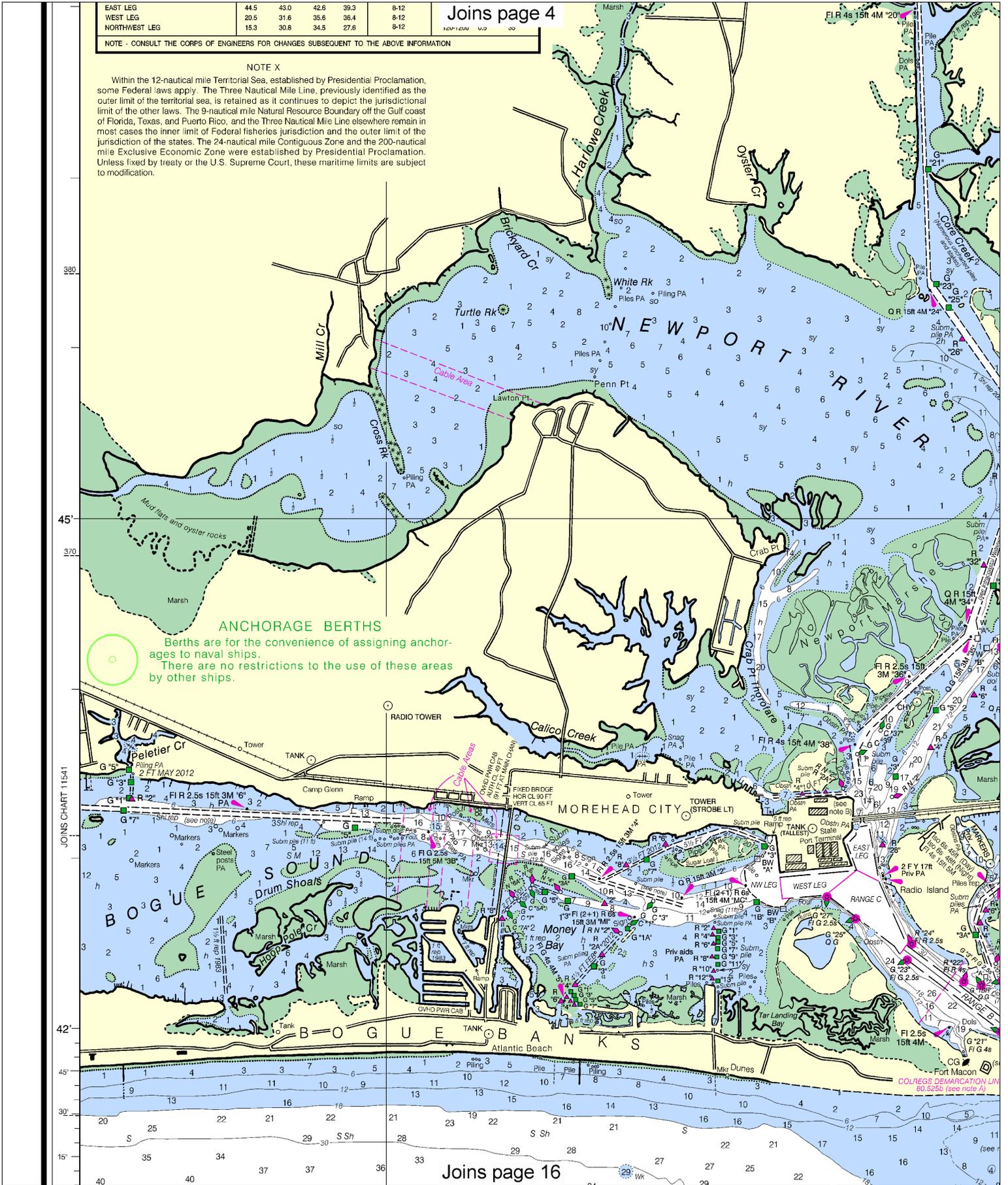
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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.

ANCHORAGE BERTHS

Berths are for the convenience of assigning anchorages to naval ships. There are no restrictions to the use of these areas by other ships.



Joins page 16

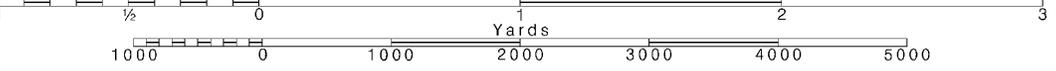
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



CR 400000 - Dredging subsequent to the survey dates may have reduced the depths shown.

Joins page 5

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
BASCULE BRIDGE CLEARANCES
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.

NOTE G
Shoreline and depths reported to have changed. Depths may be shallower than indicated.
Sep 2008

NOTE B
FIXED BRIDGE
HOR CL 80 FT
VERT CL 65 FT
OVHD PWR CAB
AUTH CL 88 FT
RR BASCULE BRIDGE
HOR CL 80 FT
VERT CL 4 FT
SUBMERGED CABLE AT DRAW

NOTE C
HWY BASCULE BRIDGE
HOR CL 80 FT
VERT CL 13 FT
OVHD PWR CAB
AUTH CL 67 FT
RR BASCULE BRIDGE (turns)

NOTE F
FIXED BRIDGE
HOR CL 45 FT
VERT CL 7 FT



Joins page 12

Joins page 17

Changes: Dredging subsequent to the survey dates may have reduced the depths shown.

Joins page 6

Use 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.

Numerous fish traps the area of this chart; craft should use caution channel.

AIDS Consult U.S. supplemental info navigation.

NOAA WEATH The NOAA below provides the reception nautical miles from as much as 100 high elevations.

New Bern, NC

The prudent any single aid to floating aids. See and U.S. Coast P

CAUTION
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AUTH CL 67 FT
RR BASCULE BRIDGE (ruins)

NOTE F
FIXED BRIDGE
HOR CL 45 FT
VERT CL 7 FT

Joins page 11

Joins page 18

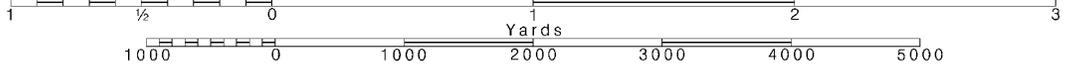
12

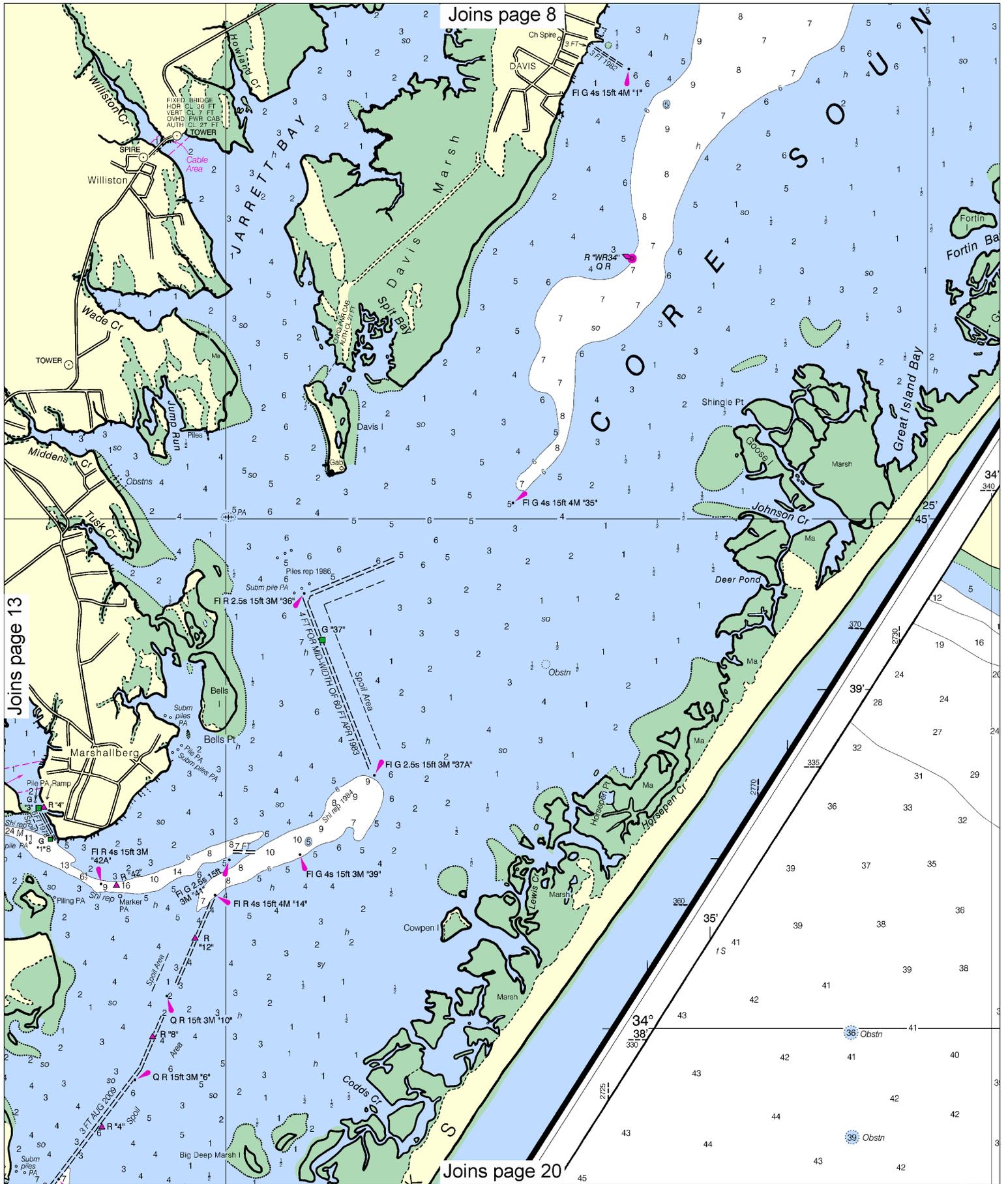
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





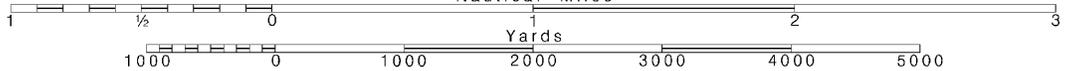
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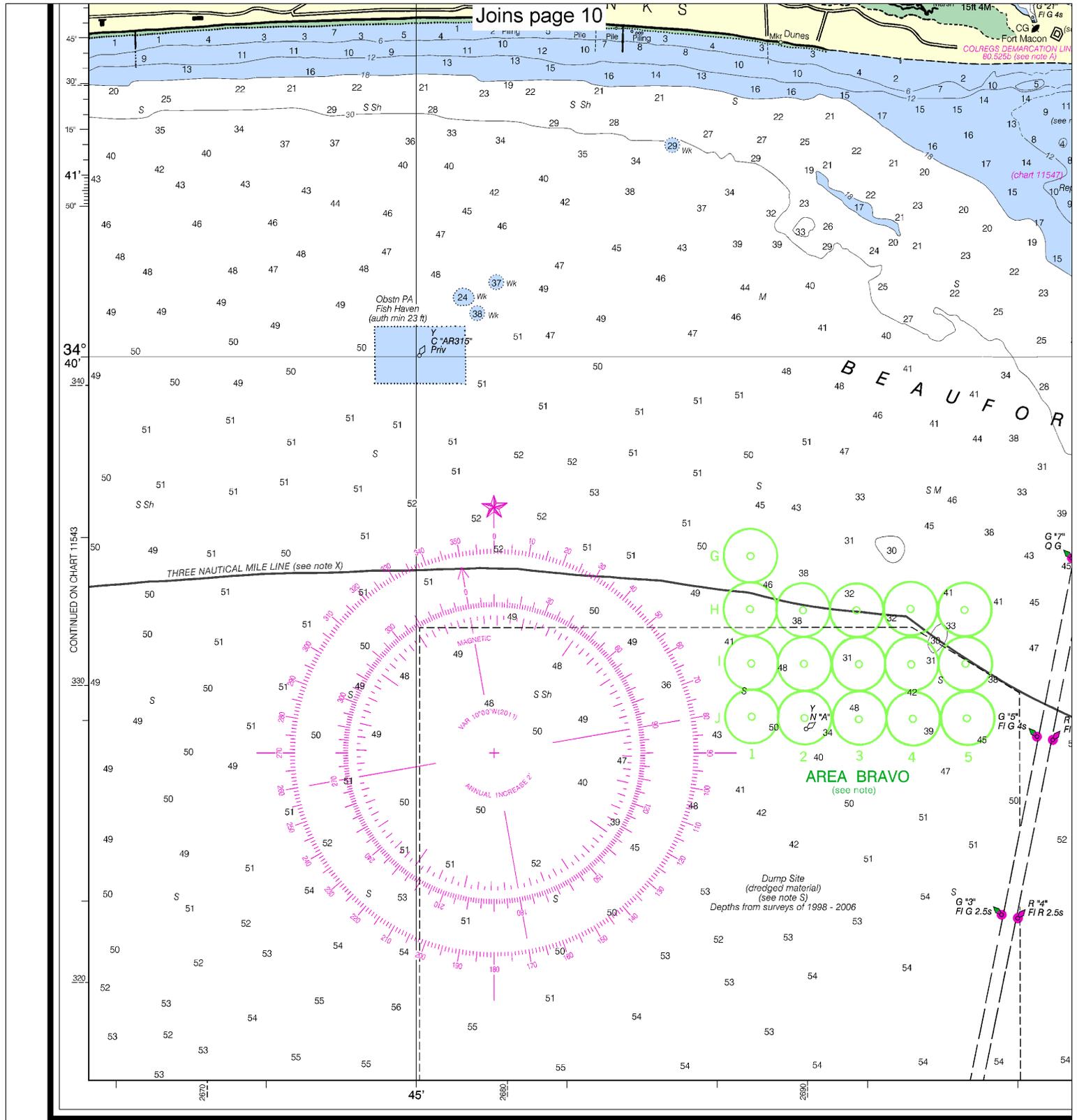
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SCALE 1:40,000
Nautical Miles

See Note on page 5.





64th Ed., Sep. / 11 ■ Corrected through NM Sep. 10/11
 Corrected through LNM Aug. 30/11

11545

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

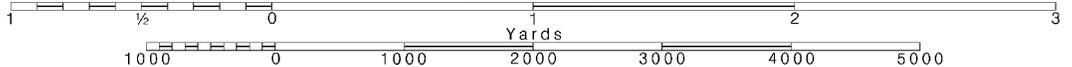
16

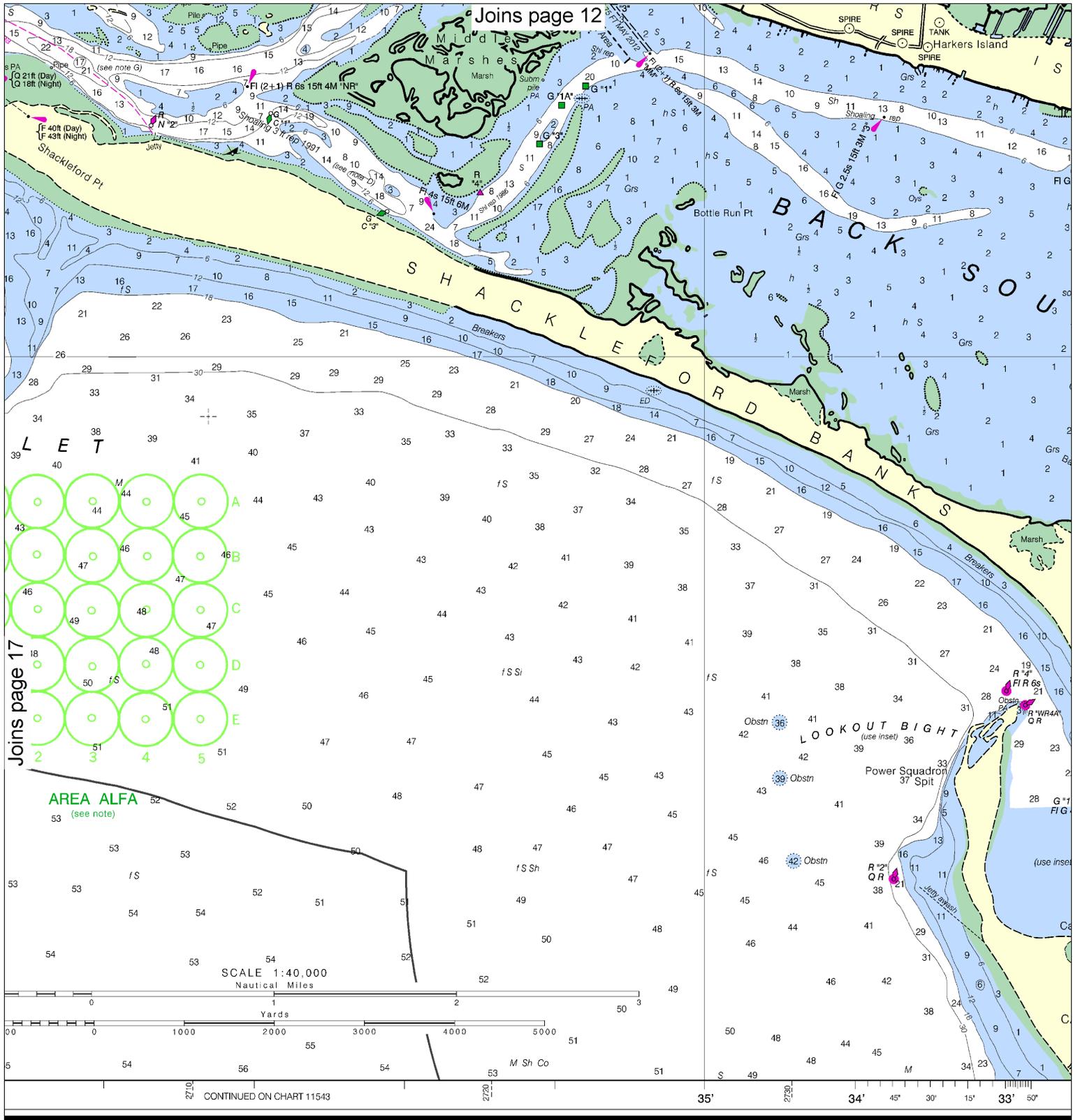
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Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





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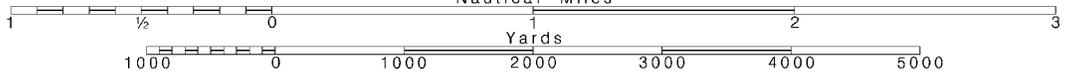
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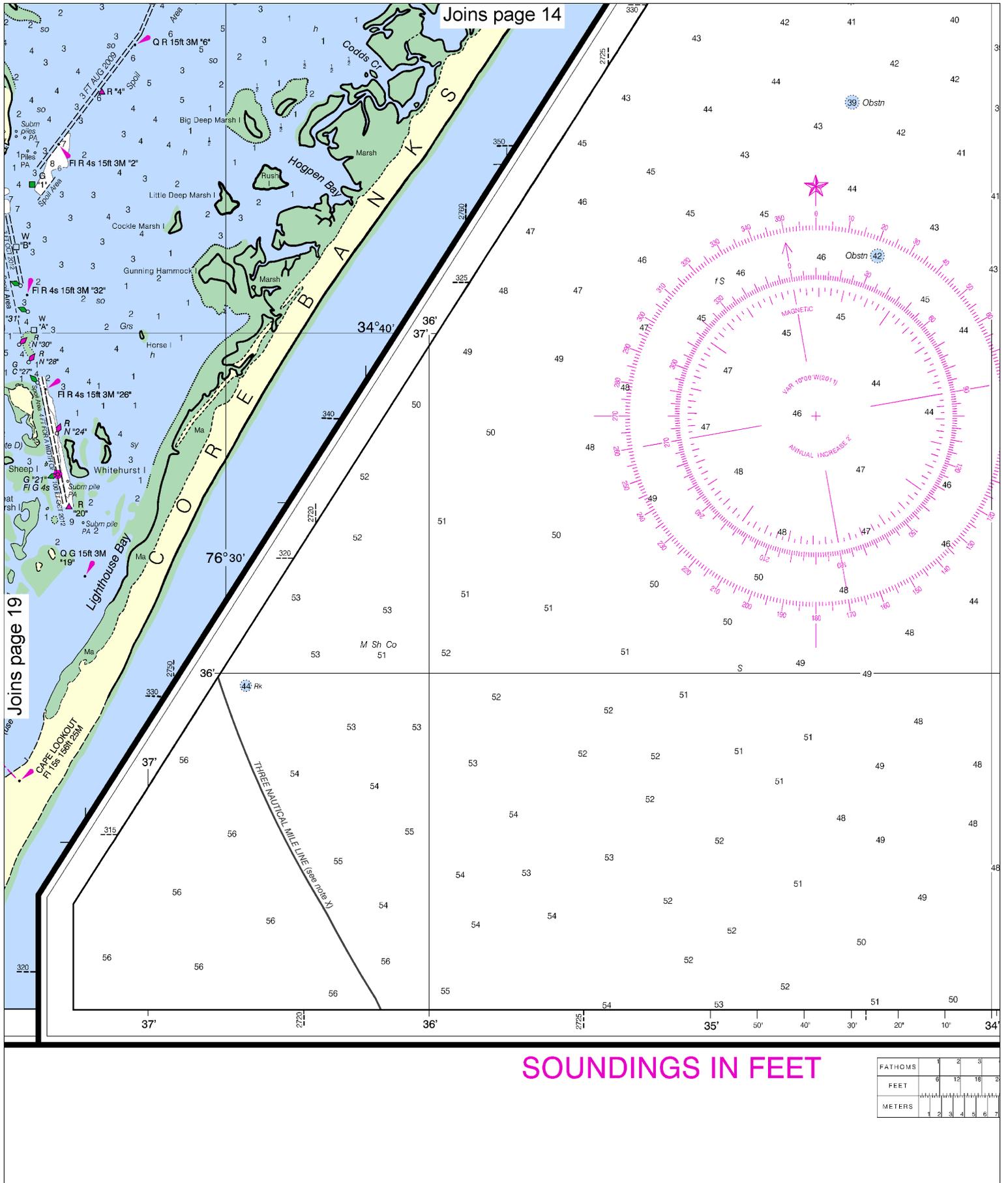
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SCALE 1:40,000 Nautical Miles

See Note on page 5.



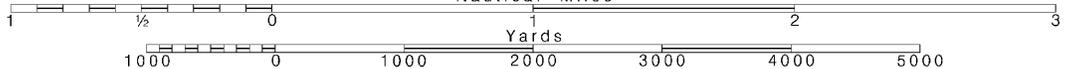


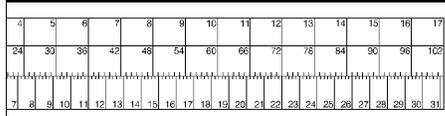
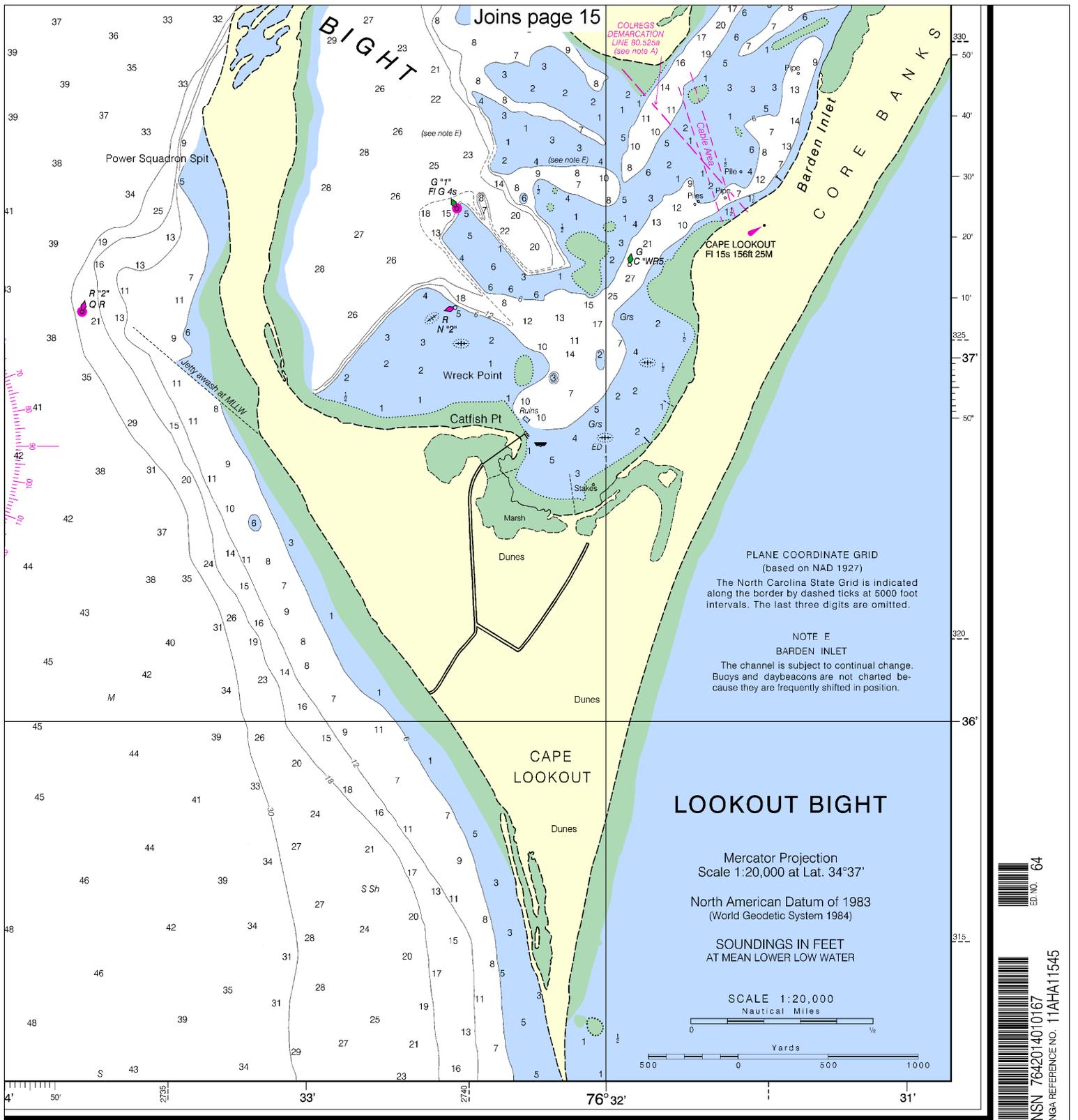
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SCALE 1:40,000
Nautical Miles

See Note on page 5.

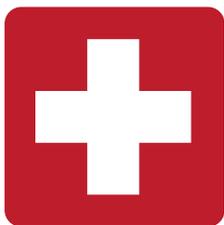




11545

ED. NO. 64

NSN 7642014010167
NGA REFERENCE NO. 11AHA11545



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!



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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- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
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- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
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