

BookletChart™

Pamlico Sound – Western Part

NOAA Chart 11548

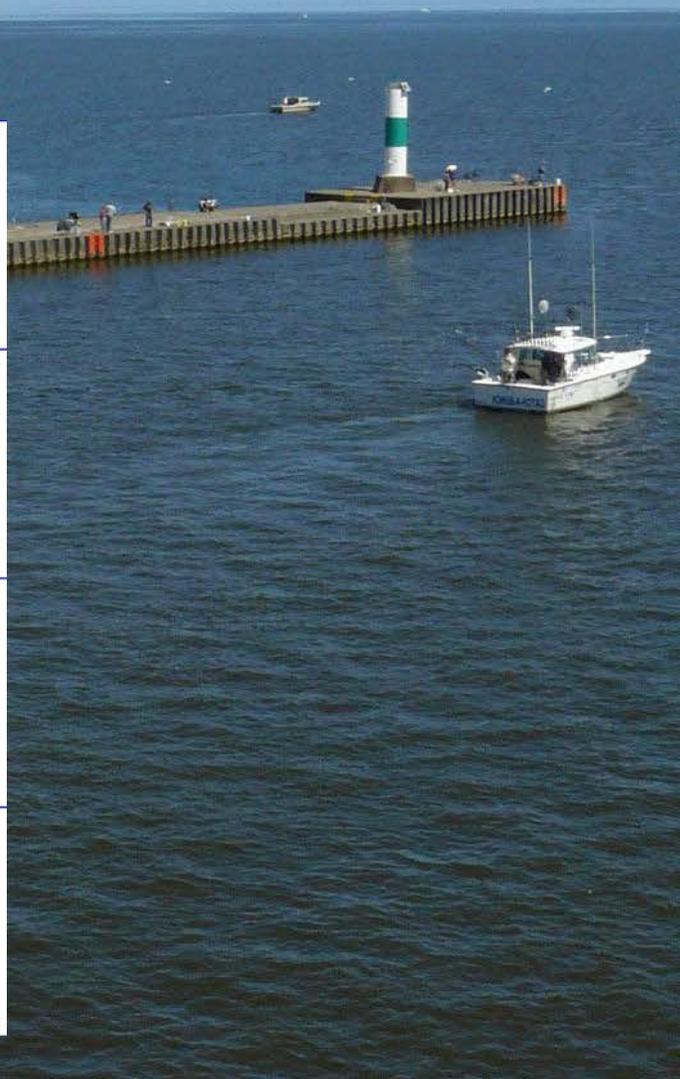
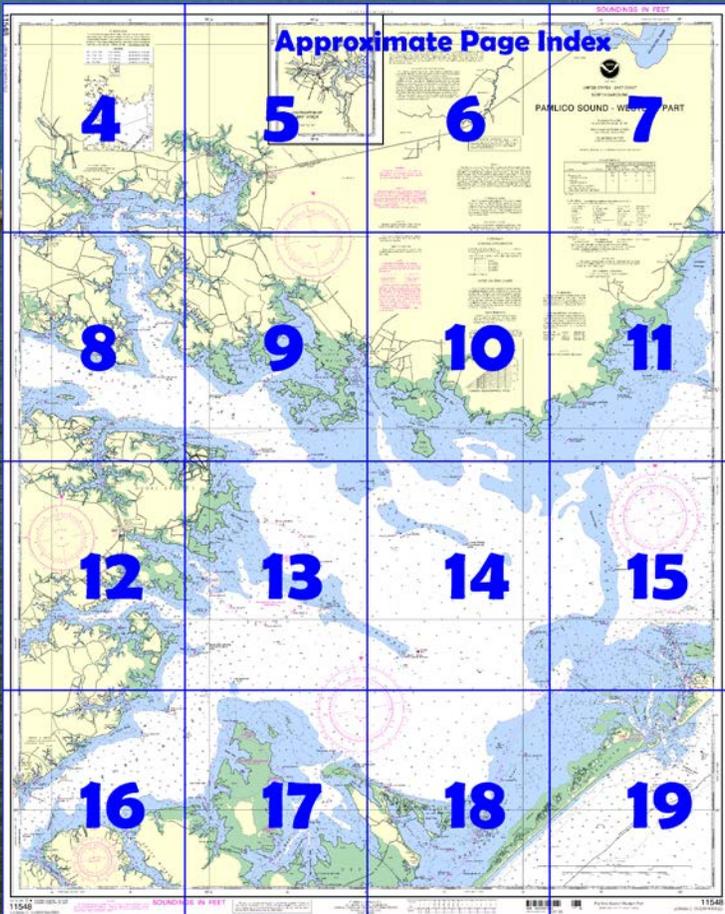


A reduced-scale NOAA nautical chart for small boaters

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.

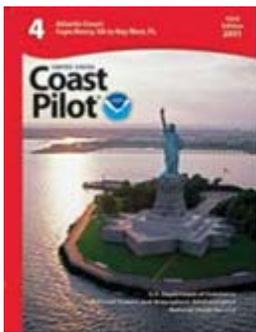
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11548>.



(Selected Excerpts from Coast Pilot)
Pamlico Sound, the largest body of water in North Carolina, extends from Roanoke Island to Cedar Island. On the east it is separated from the Atlantic Ocean by a narrow barrier beach extending from Oregon Inlet to the southern end of Portsmouth Island. To the west it is joined by the Pamlico and Neuse Rivers, and to the south by Core Sound. It is about 65 miles long and has a maximum width of about 25 miles. Oregon, Hatteras, and Ocracoke

Inlets pierce the narrow beach, giving access to the ocean, but all are blocked by inside bars with little water over them; they are described in another section. **Cape Hatteras National Seashore** and **Swanquarter**

National Wildlife Refuge are Marine Protected Areas (MPA) along Pamlico Sound.

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.—Currents are negligible except in the vicinity of the inlets.

Bluff Point Shoal Light (35°19'19"N., 76°07'13"W.), 15 feet above the water, shown from a multi-pile structure with a white and black diamond shaped daymark, marks the end of the shoal making eastward about 1.8 miles from **Bluff Point**. The point, low and marshy, separates **East Bluff Bay** and **West Bluff Bay**, two unimportant bights southwestward of Wysocking Bay. A daybeacon marks the 4-foot shoal 2 miles south-southeastward of Bluff Point. Extending southward from Bluff Point is a large area of shoal water, a tongue of which, called **Bluff Shoal**, extends completely across Pamlico Sound. Depths of Bluff Shoal are 7 to 12 feet. A light is near the middle of the shoal. Close northward of this light is a wreck reported covered 4 feet. A 12-foot slough through the shoal is about 1 mile northward of the light.

Juniper Bay, on the north side of Pamlico Sound 4 miles westward of Bluff Point, is about 1.5 miles wide at the entrance, but narrows gradually toward its head, to a narrow, crooked stream 3 miles above the entrance. Shoals extend from both shores. A light marks the shoal extending from the east point at the entrance. The bay has considerable traffic in small craft with drafts less than 5 feet; these make the passage to and from Belhaven by way of Swanquarter Narrows, Swanquarter Bay, and **The Haulover** to Deep Bay.

Great Island, on the west side of the approach to Juniper Bay, is low and grassy. A light marks the shoal extending southeast from the island. **Swanquarter Narrows**, between Great Island and the mainland to the north, had a reported centerline controlling depth of 5 feet in 1983. A light marks the western entrance to the narrows.

Swanquarter Bay, northwestward of Great Island, is about 2 miles wide at the mouth, but narrows gradually toward its head 4 miles above. Oyster beds are numerous in the bay. A water tank, painted orange, near the northwest end of town in about 35°24.5'N., 76°19.9'W., is reported prominent from the bay.

**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

CHANNEL TO ORIENTAL
Depth of 6 feet was available for a mid-width of 120 feet.
Aug 2012

BELHAVEN CHANNEL
A controlling depth of 9 feet was reported along the centerline.
May 2000

BAY RIVER
The reported controlling depth at mean lower low water was 10 feet to Bayboro.
1983

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:80,000 at Lat. 35° 20'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide 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
Cape Hatteras, NC	KIG-77	162.475 MHz
Windsor, NC	WNG-537	162.525 MHz
Mamie, NC	WWH-26	162.425 MHz

NOTE B
Ocracoke Inlet Channel and Teaches Hole Channel are subject to frequent changes. Numerous buoys are not charted because they are frequently shifted in position.

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.

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

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

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.

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

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.

INTRACOASTAL WATERWAY (Chart 11553)
The project depth is 12 feet from Norfolk, Va. to Morehead City, N.C. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

NOTE C
Numerous fish traps and stakes have been reported in the area of this chart; some may be submerged. Small craft should use caution when operating outside the main channel.

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).

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 must be corrected an average of 0.602" northward and 1.277" eastward to agree with this chart.

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.

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.

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.

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.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
Ocracoke Inlet	2.2 feet	2.0 feet	0.1 feet
Ocracoke	1.2 feet	1.1 feet	0.1 feet

NOTE: In Pamlico Sound, except the inlets, the periodic tide has a mean range less than one-half foot.
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 2012)

40°

35'

76° 30'

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.

SOURCE		
B2	1970 - 1989	NOS Surveys partial bottom coverage
B3	1940 - 1969	NOS Surveys partial bottom coverage
B4	1900 - 1939	NOS Surveys partial bottom coverage
B5	Pre-1900	NOS Surveys partial bottom coverage

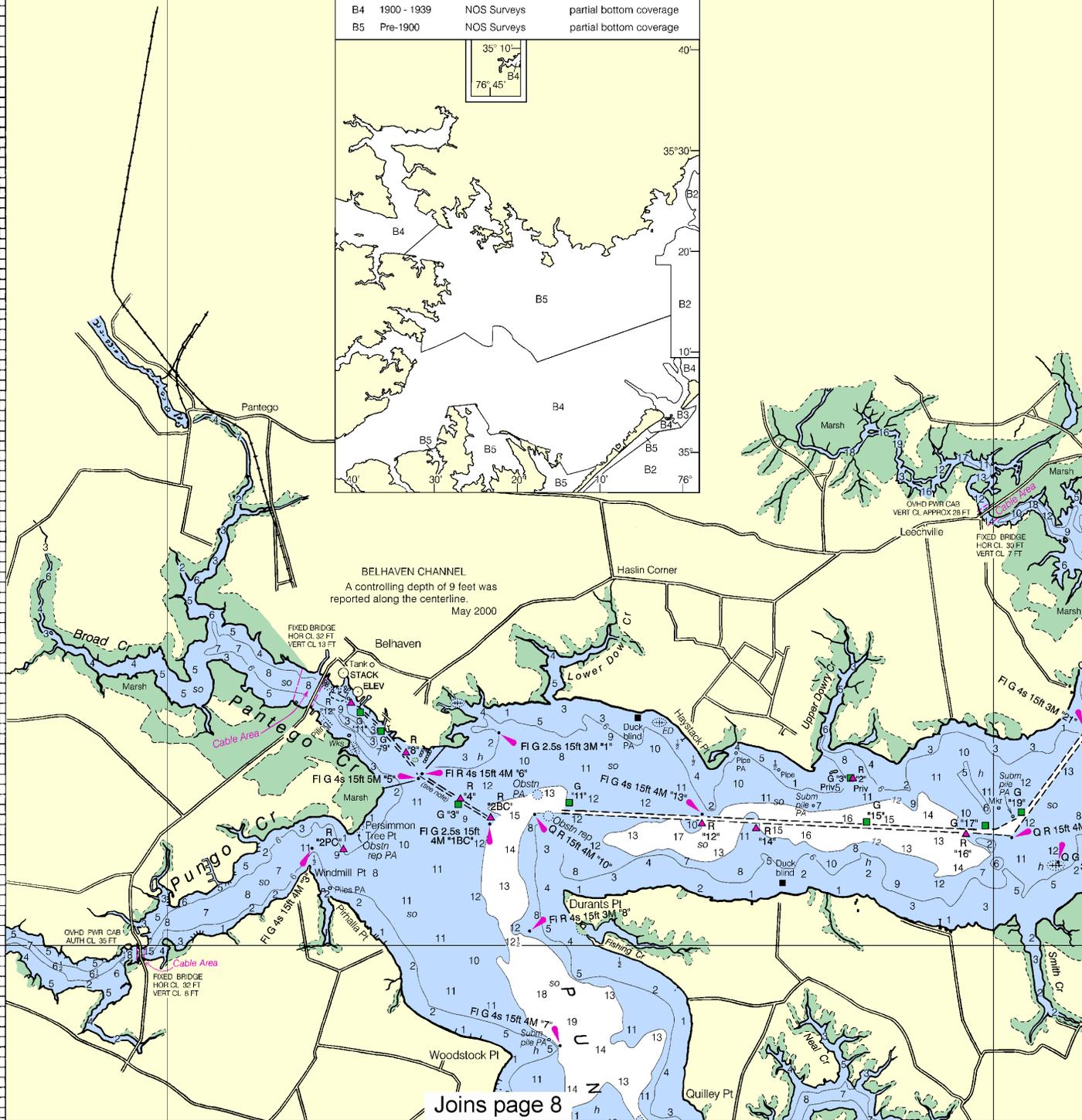


40°

35'

35°

30'



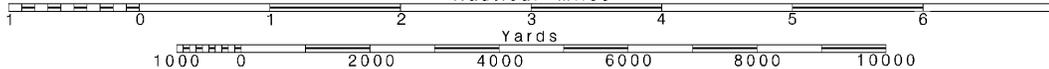
Joins page 8

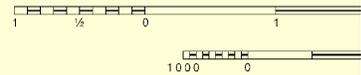
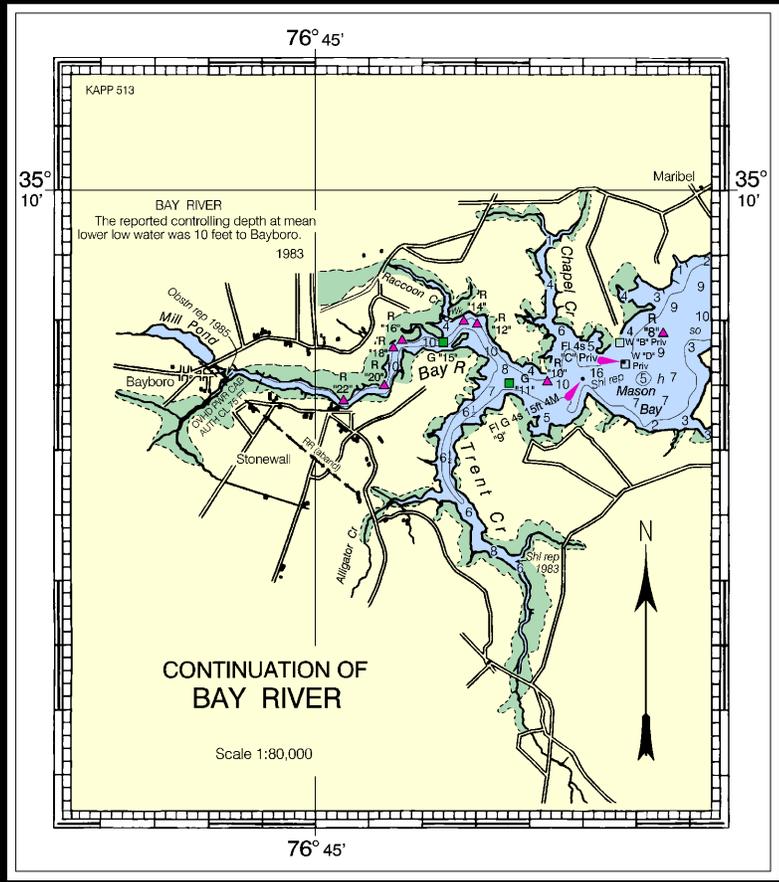
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000 Nautical Miles

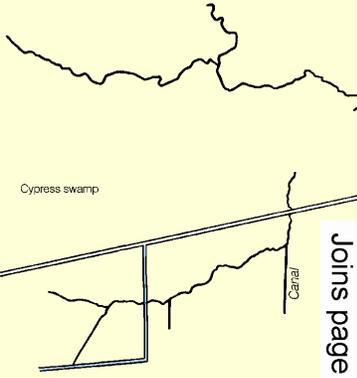
See Note on page 5.



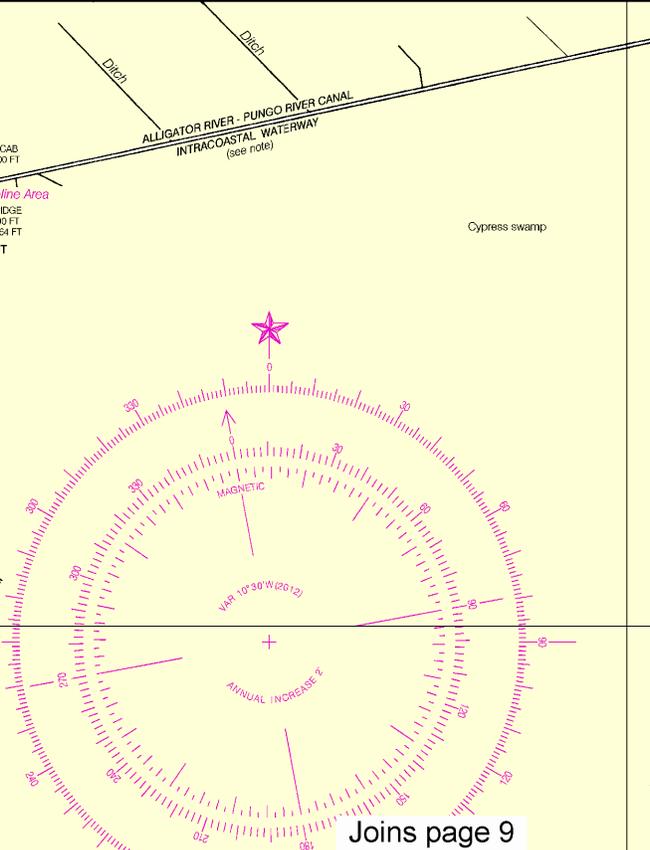


PRINT-ON-DEMAND CHART
 NOAA and its partner, OceanGrafix, offer this chart updated versions and critical corrections. Charts are printed when ordered using Editions are available 2-8 weeks before their release as tradition about Print-on-Demand charts or contact NOAA at <http://ocds.noaa.gov> or contact OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>

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



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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.

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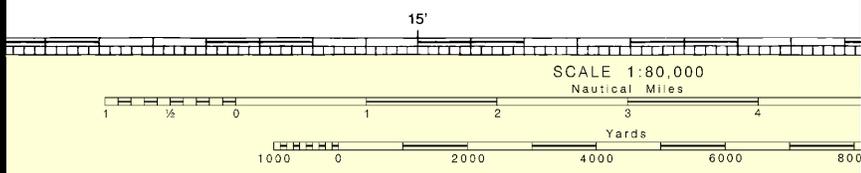
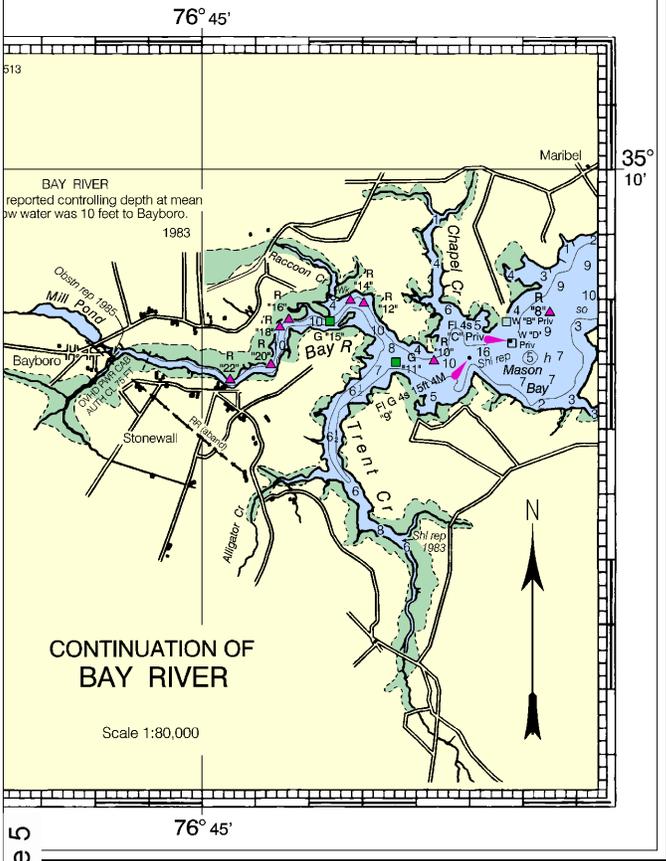
CAUTION
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CAUTION
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AIDS TO NAVIGATION
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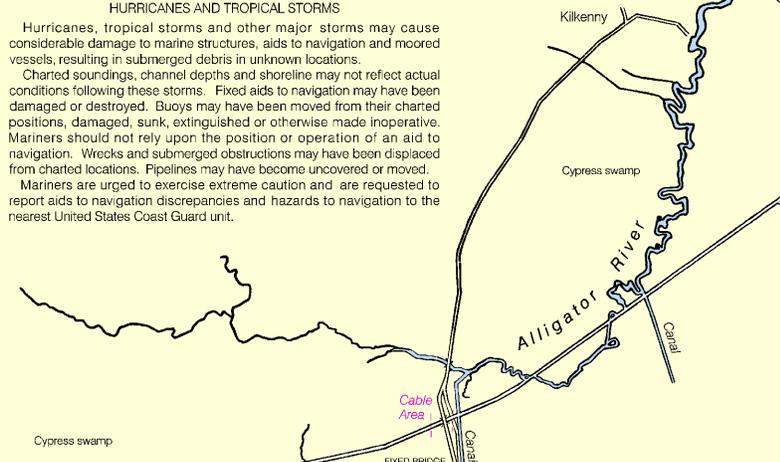
CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas

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.

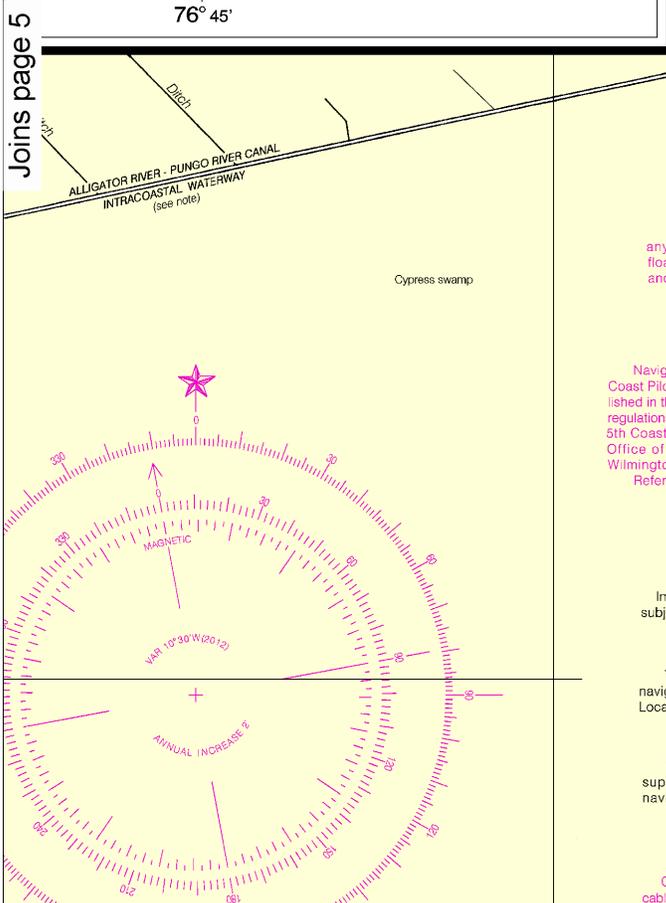


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INTRACOASTAL WATERWAY (Chart 11)
The project depth is 12 feet from North Morehead City, N.C. The controlling depth published periodically in the U.S. Coast Local Notice to Mariners.



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 A
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AIDS TO NAVIGATION
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CAUTION
SUBMARINE PIPELINES AND CABLES
Cl submarine cable
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table areas

NOTE X
Within the 12-nautical mile Territorial Sea, established by Federal laws apply. The Three Nautical Mile Line, the outer limit of the territorial sea, is retained as it continues to limit of the other laws. The 9-nautical mile Natural Resource Boundary of Florida, Texas, and Puerto Rico, and the Three Nautical Mile most cases the inner limit of Federal fisheries 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 may be modified.

HORIZONTAL DATUM
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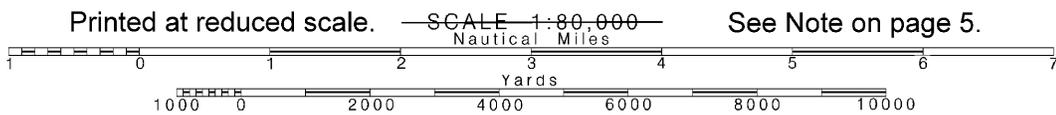
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the nearest National Response Center via 1-800-424-8802 or to the nearest U.S. Coast Guard facility if telecommunication is impossible (33 CFR 153).

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

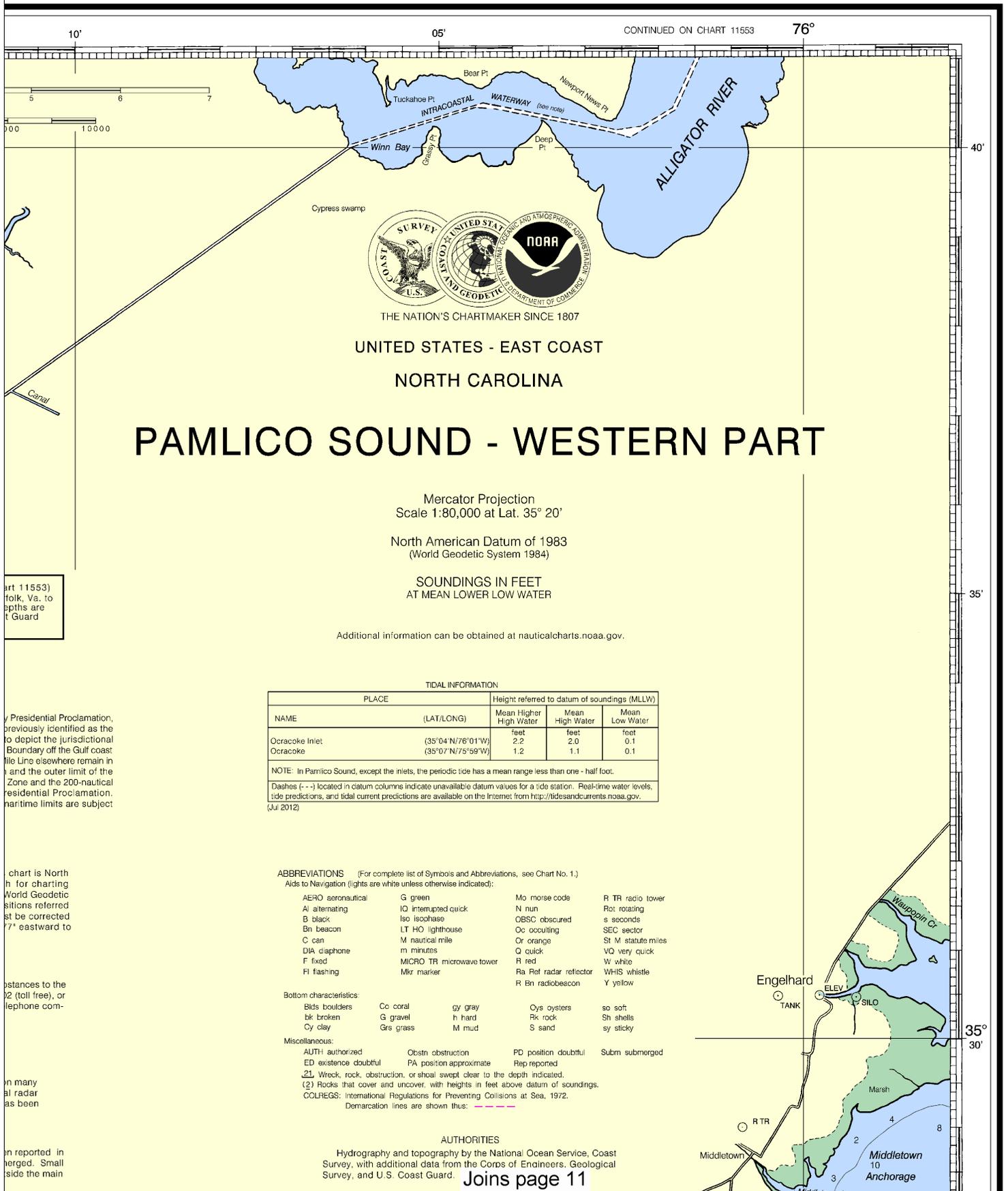
NOTE C
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Note: Chart grid lines are aligned with true north.



See Note on page 5.




 THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - EAST COAST
NORTH CAROLINA

PAMLICO SOUND - WESTERN PART

Mercator Projection
 Scale 1:80,000 at Lat. 35° 20'
 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.

Chart 11553)
Folk, Va. to
depths are
Coast Guard

Presidential Proclamation,
previously identified as the
to depict the jurisdictional
Boundary off the Gulf coast
the Line elsewhere remain in
and the outer limit of the
Zone and the 200-nautical
residential Proclamation.
maritime limits are subject

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Distances to the
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TIDAL INFORMATION

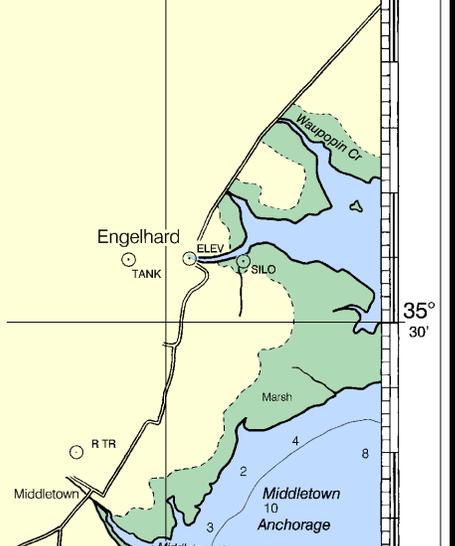
NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Ocracoke Inlet	(35°04'N/76°01'W)	feet 2.2	feet 2.0	feet 0.1
Ocracoke	(35°07'N/75°59'W)	1.2	1.1	0.1

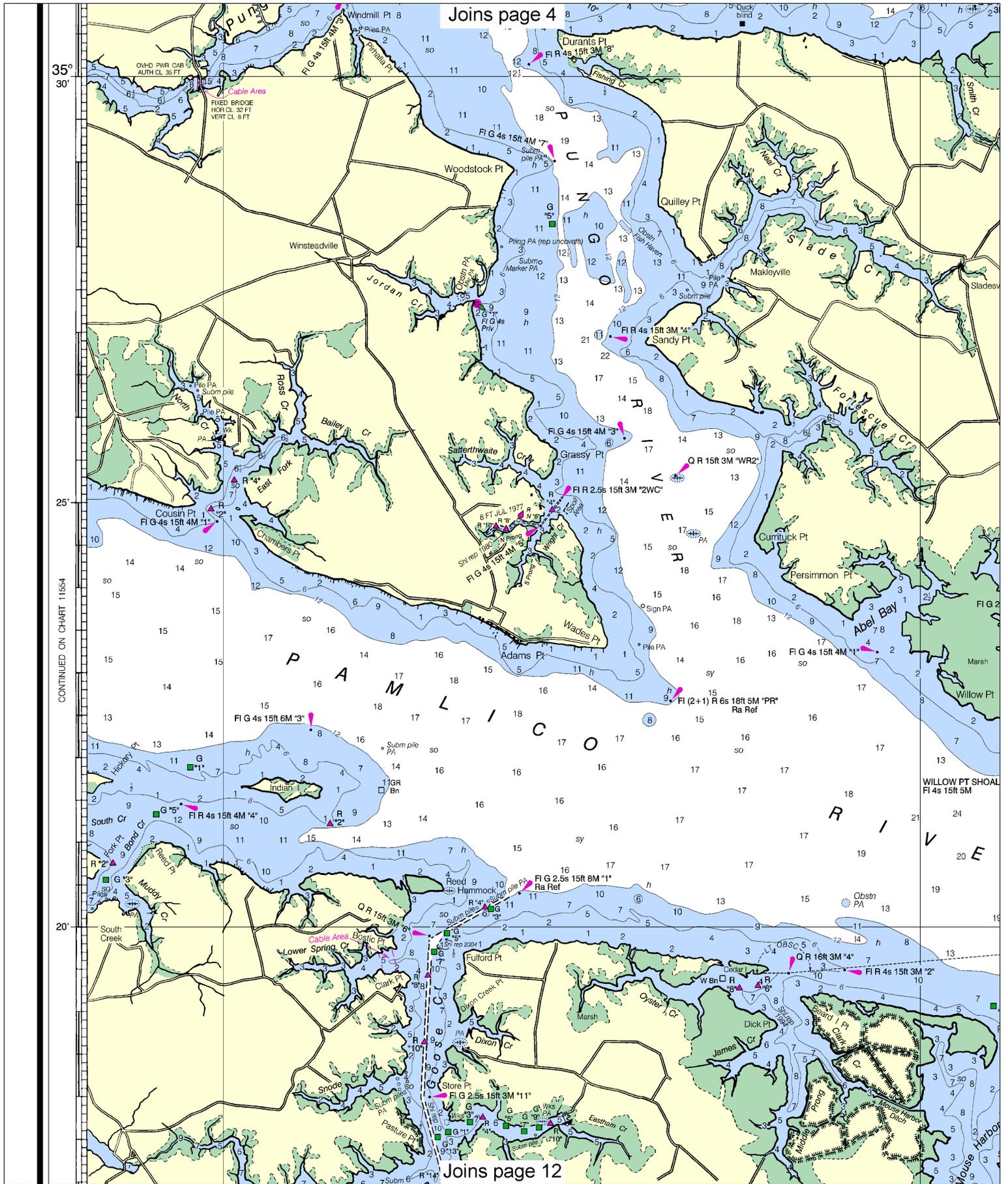
NOTE: In Pamlico Sound, except the inlets, the periodic tide has a mean range less than one - half foot.
Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Peak-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Jul 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 | IsC isochase | 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: - - - - -

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.

Joins page 11





Joins page 4

Joins page 12

CONTINUED ON CHART 11554

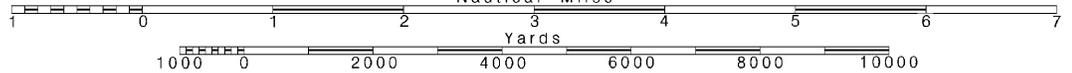


Note: Chart grid lines are aligned with true north.

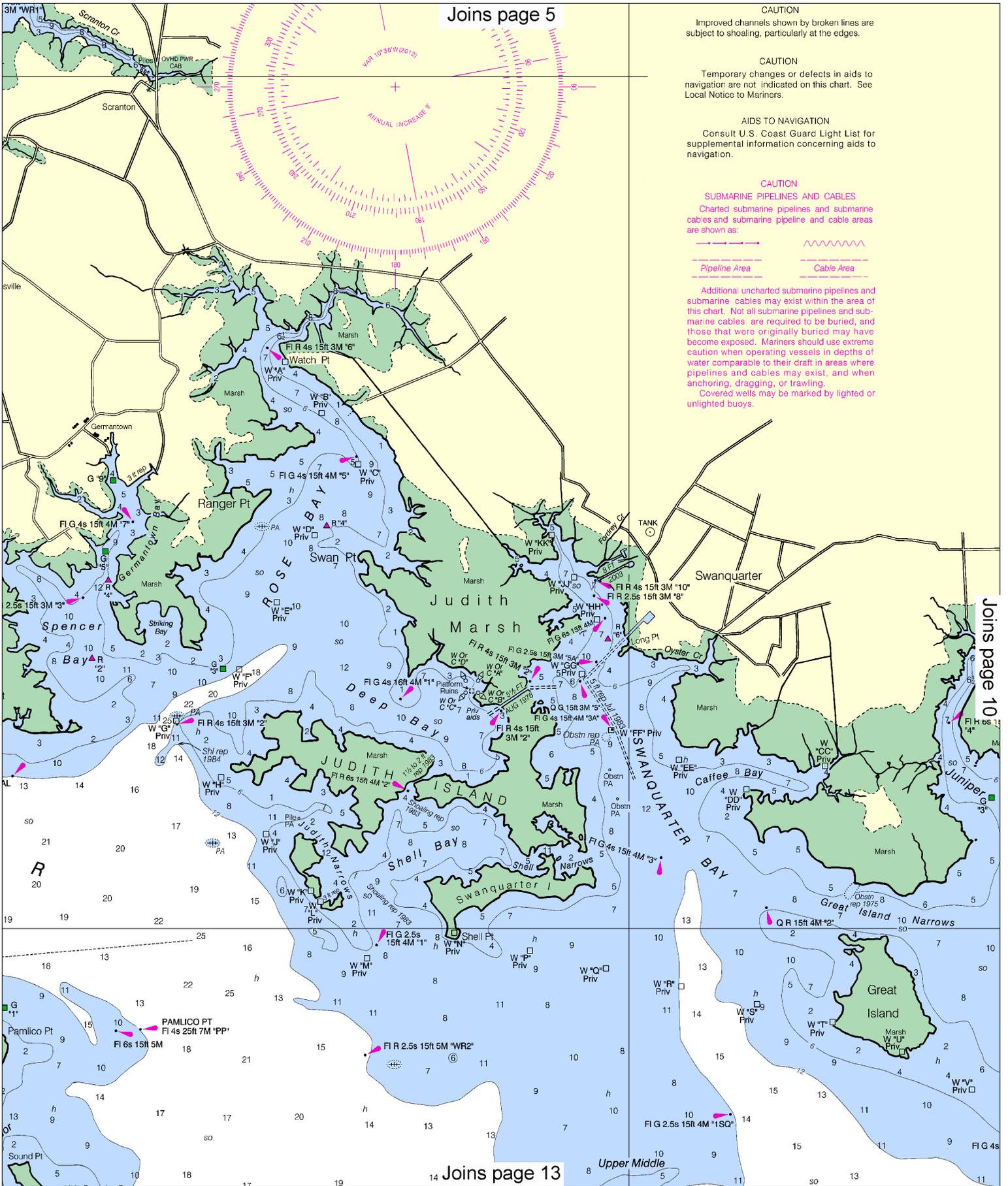
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Joins page 5

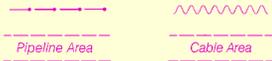


CAUTION
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CAUTION
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AIDS TO NAVIGATION
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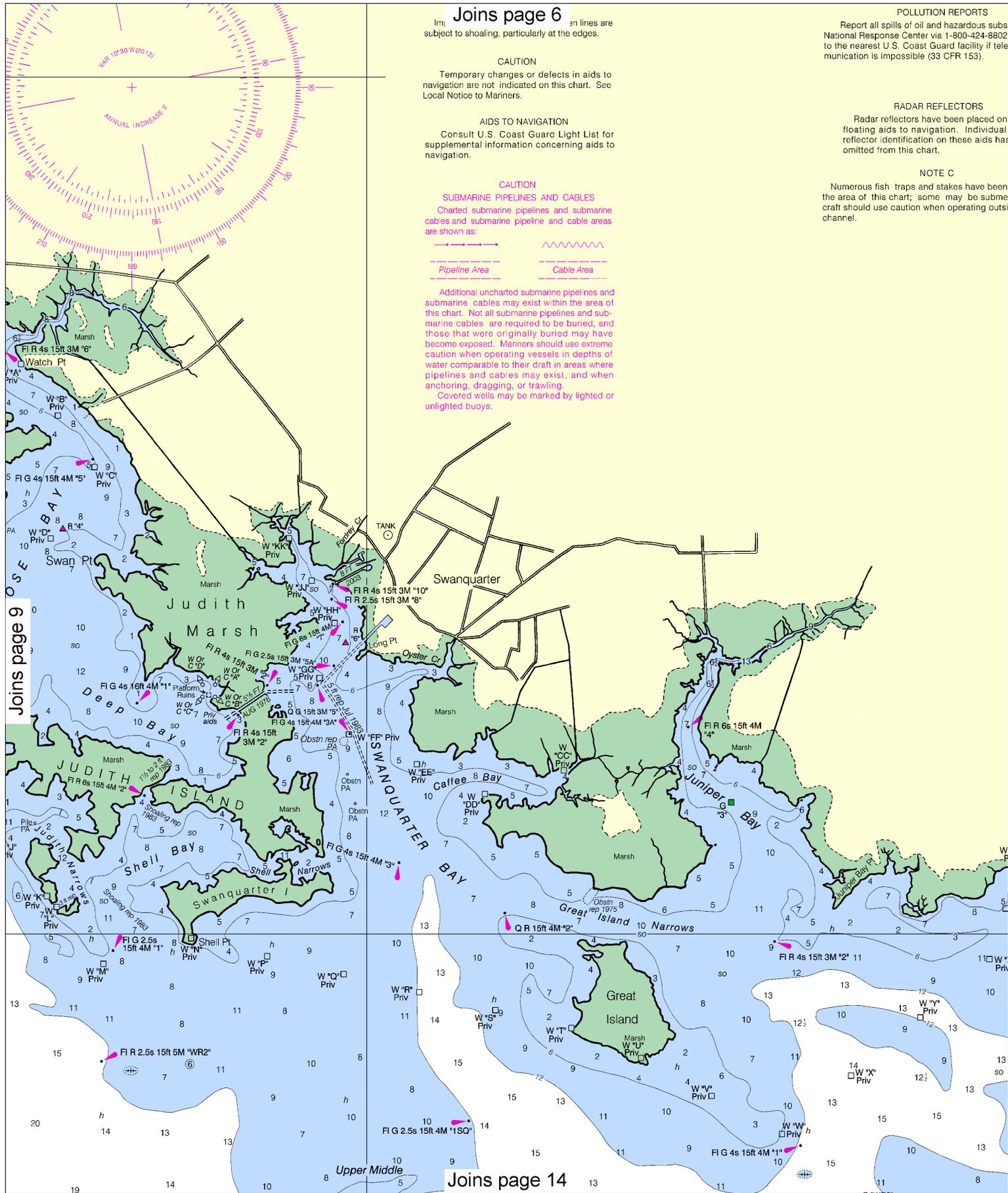
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Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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.

Joins page 13

Joins page 10



Joins page 6

Irregular lines are subject to shoaling, particularly at the edges.

CAUTION

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

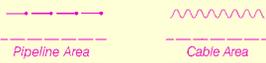
AIDS TO NAVIGATION

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

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.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the nearest U.S. Coast Guard facility if telecommunication is impossible (33 CFR 153).

RADAR REFLECTORS

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

NOTE C

Numerous fish traps and stakes have been placed in the area of this chart; some may be submerged. Mariners should use caution when operating outside the channel.

Joins page 9

Joins page 14

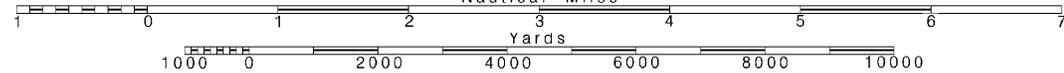
10

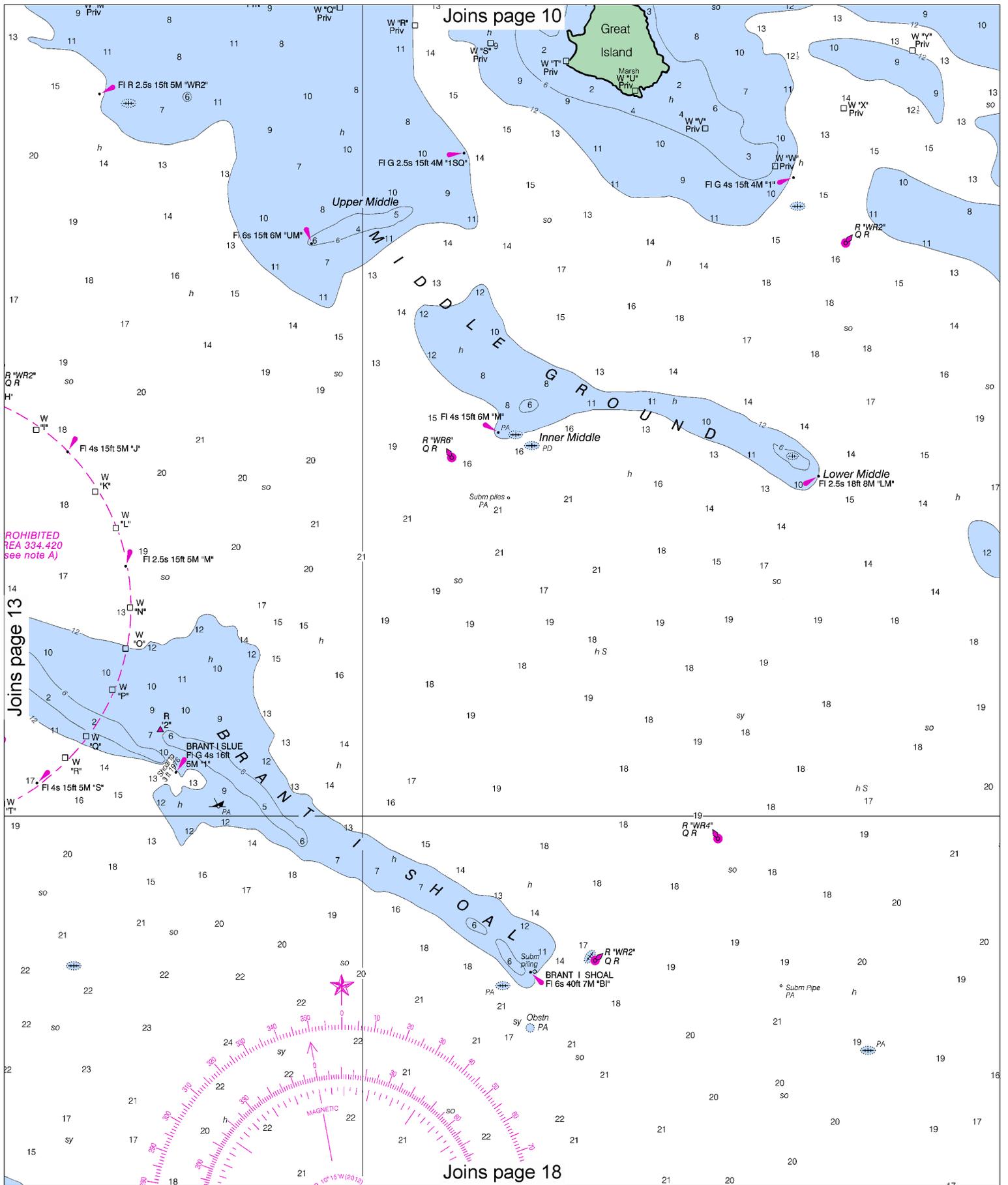
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



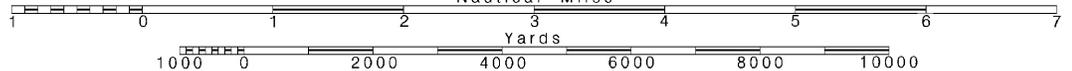


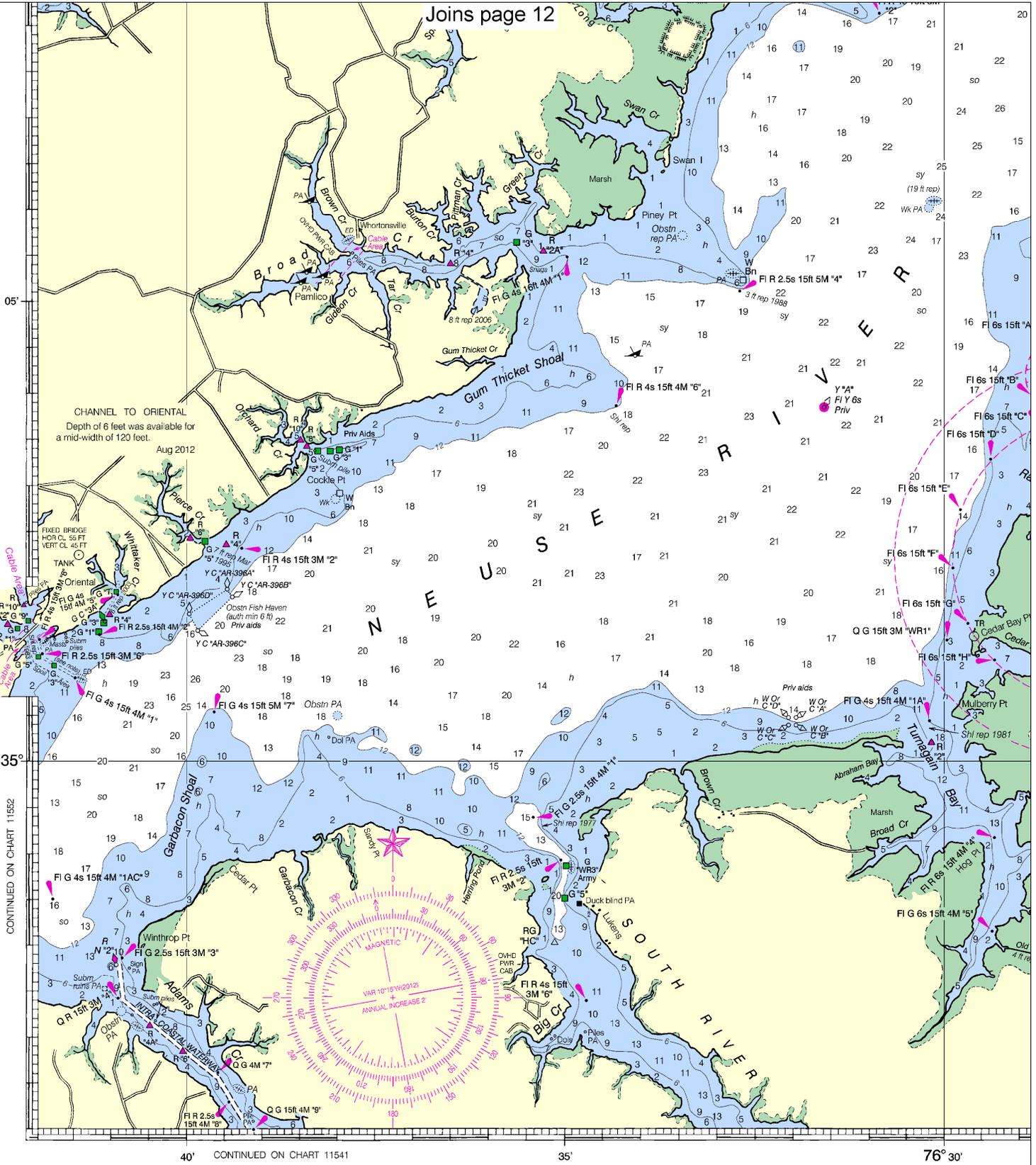
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





41st Ed., Sep. / 12 ■ Corrected through NM Sep. 1/12
 Corrected through LNM Aug. 28/12

11548

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 nautils.charts.noaa.gov.

SOUNDINGS IN FEET

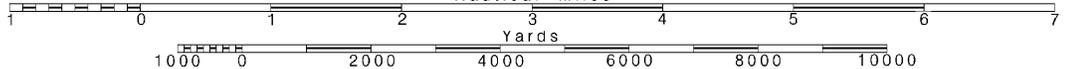
16

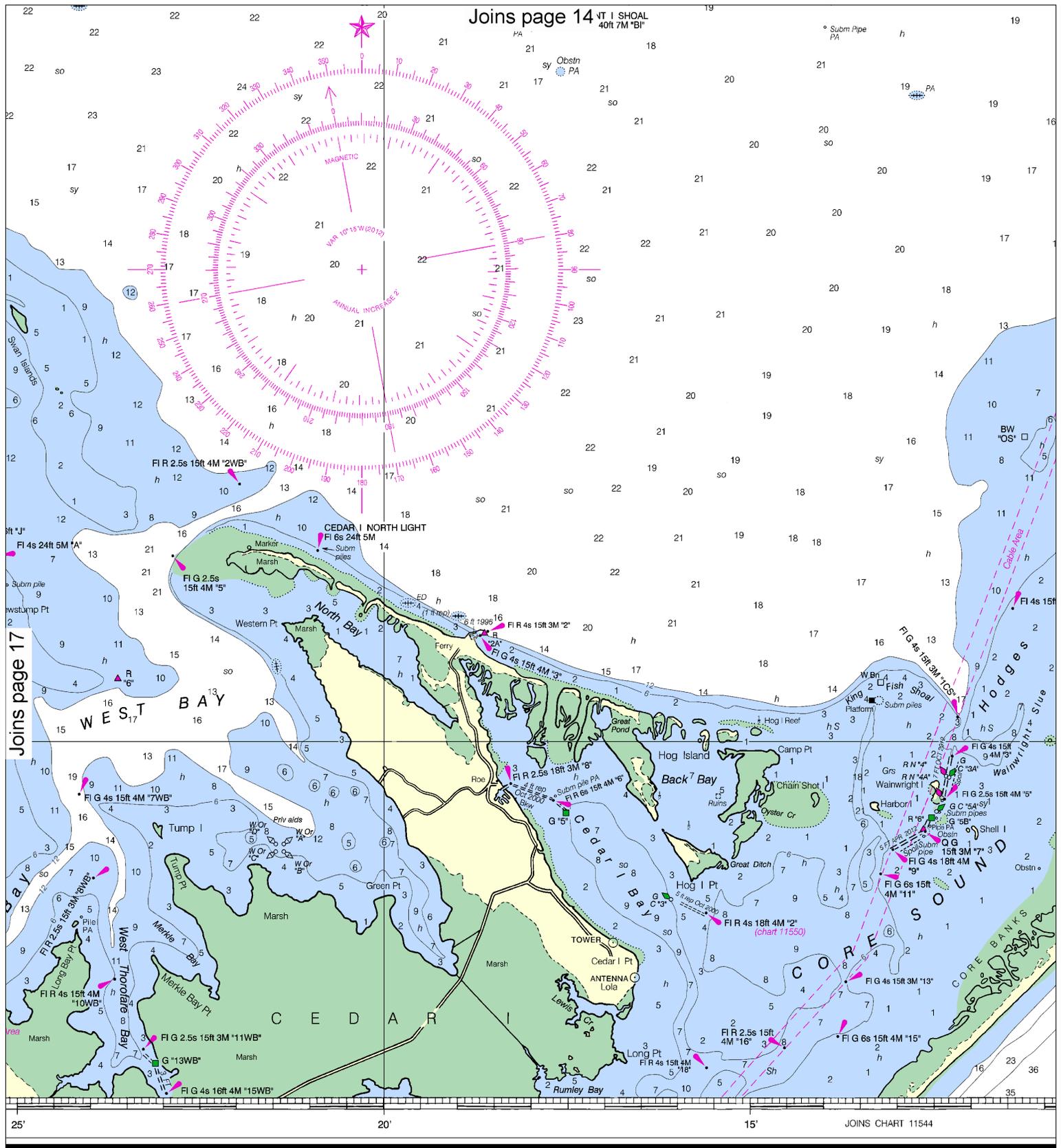
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

See Note on page 5.





Joins page 14 NT | SHOAL
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Joins page 17

promote safe navigation. The National
reactions, additions, or comments for
rt Division (N/CS2), National Ocean
0-3282.

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COAST SURVEY

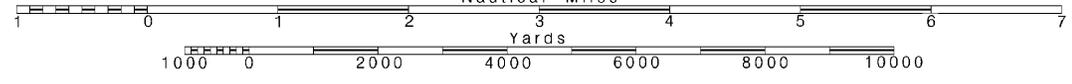
FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

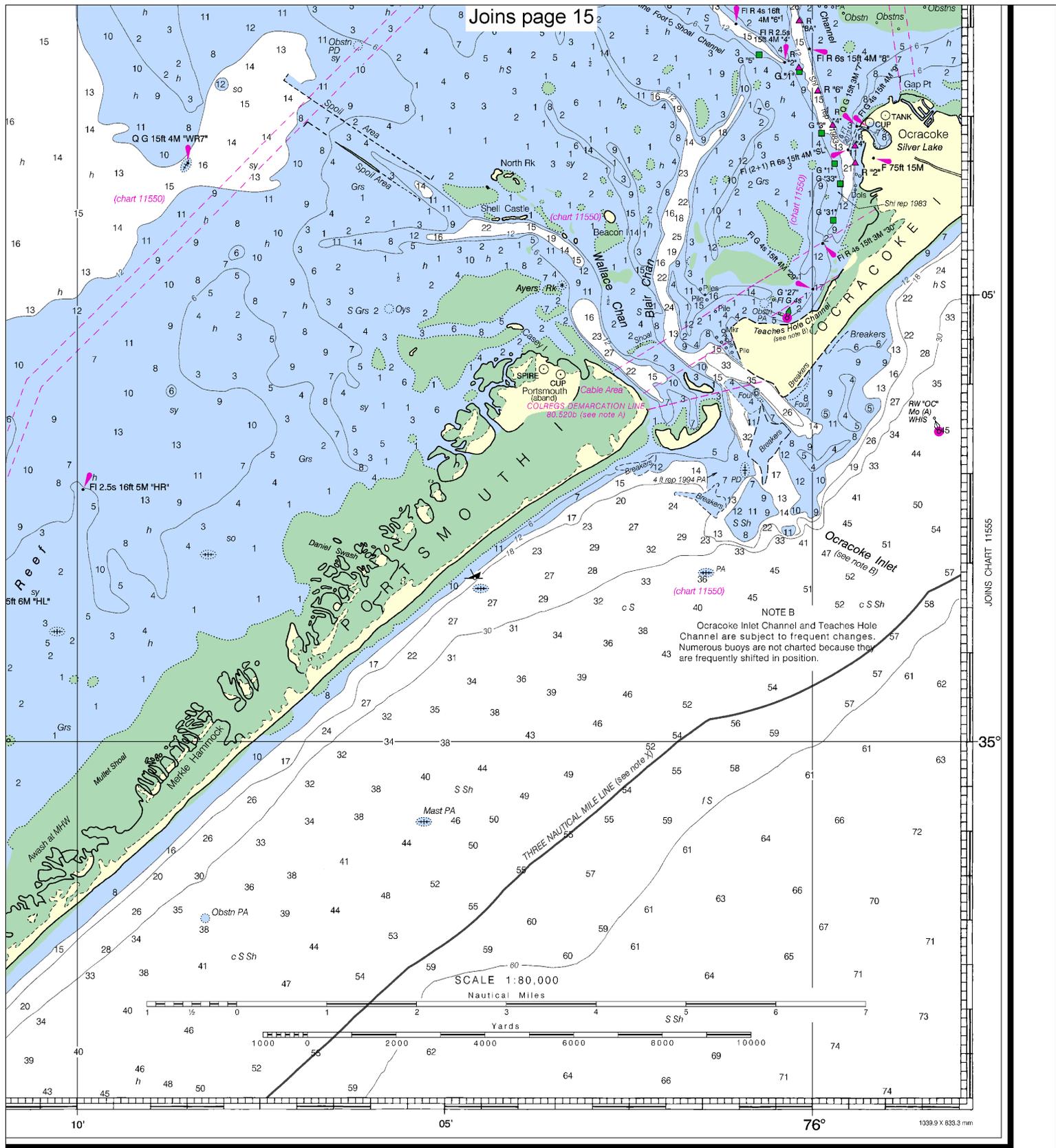
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000
Nautical Miles

See Note on page 5.







 NSN 7642014010216

 NGA REFERENCE NO. 11XCO11548



 ED. NO. 41

Pamlico Sound - Western Part

 SOUNDINGS IN FEET - SCALE 1:80,000

11548



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

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- 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>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- 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/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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NOAA's Office of Coast Survey



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