

BookletChart™

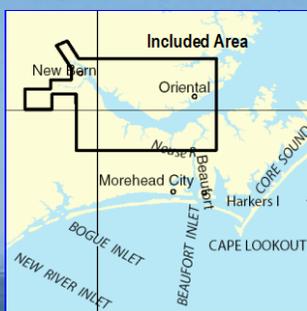


Neuse River and Upper Part of Bay River

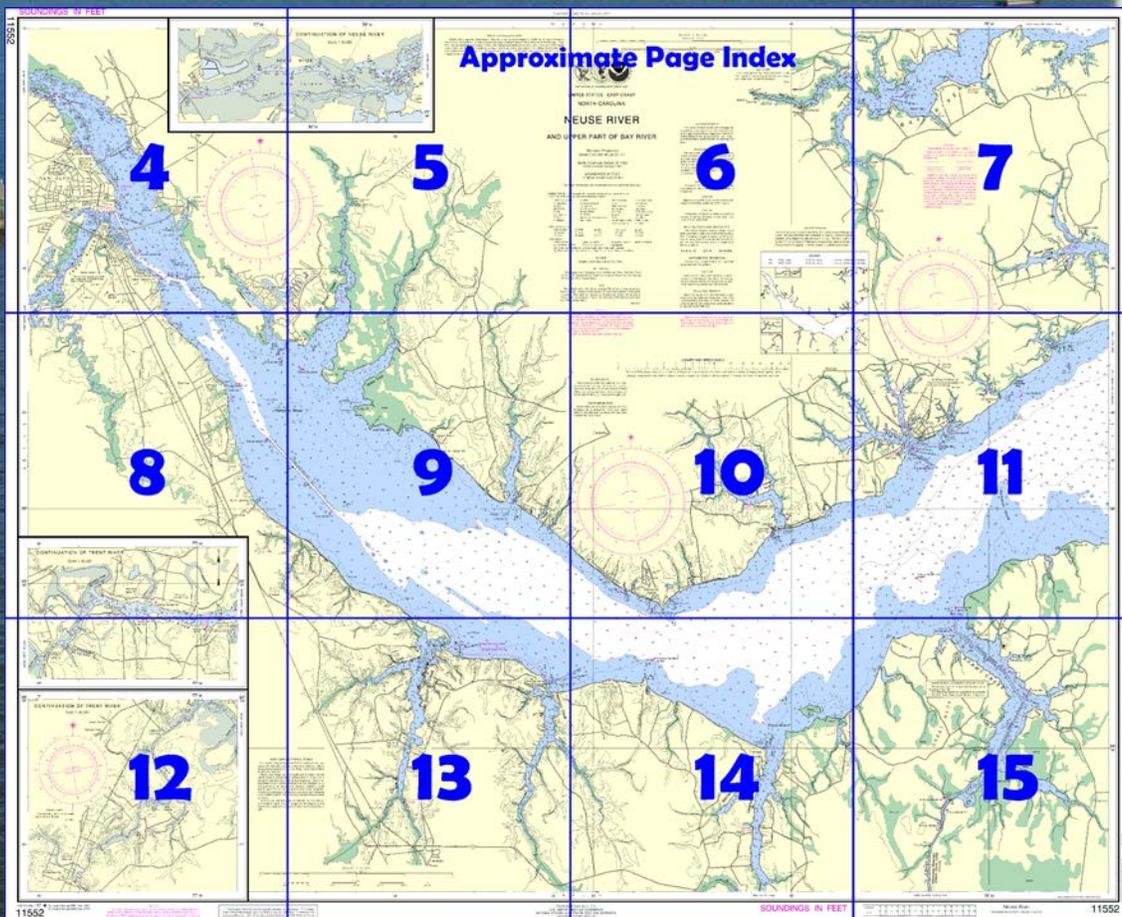
NOAA Chart 11552

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.

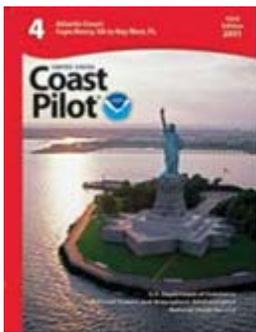
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11552>.



(Selected Excerpts from Coast Pilot)

Bay River about 10 miles southward of Pamlico Point Light PP empties into the western part of Pamlico Sound between Jones Bay and the mouth of Neuse River. The natural channel, from the entrance to off the mouth of Trent Creek about 12 miles above the entrance, is marked by lights and daybeacons and, in 1963, had depths of 9 feet or more. It can be followed readily. Above this point, a dredged channel leads to Bayboro, which is practically the head of

navigation. In 1983, the reported controlling depth was 10 feet. The dredged channel is marked by daybeacons to Stonewall. An overhead

power cable crossing the river about 0.3 mile below Bayboro has a clearance of 75 feet.

In 1986, a visible piling extending about 10 feet above the water was reported to be about 500 yards east of Bay River Light 1 in about 39°09'47"N., 76°31'42"W.; caution is advised.

The route of the Intracoastal Waterway is along Bay River for 4 miles, thence northward through Gale Creek.

Vandemere is a town on the north side of Bay River 8 miles above the mouth. Gasoline, diesel fuel, a launching ramp, and some supplies are available. There are two marine railways that can haul out vessels up to 65 feet in length for hull repairs and there is a machine shop with engine repair service. In 1983, the reported controlling depth was 8 feet to Vandemere, and thence 8 feet alongside the piers and 4 feet at end of railways.

Stonewall is a small town on the south side of the river 14 miles above the mouth; most of its docks are in ruins.

Bayboro. 15 miles above the mouth of the river, has docks in fair condition on the east side of the creek leading to Mill Pond. In 1983, depths of 7 feet were reported alongside the oil and fish docks. Gasoline, ice, and some supplies are obtainable here. Navigation above Bayboro is restricted by fixed bridges at the town.

Neuse River rises in the northern part of North Carolina and flows for about 250 miles in an east-southeasterly direction into the western end of Pamlico Sound. Its mouth is about 5 miles wide, but is reduced to a navigable width of about 2 miles by shoals which extend from either side. The river has natural depths of 13 feet or more for 25 miles above its mouth. Strangers should not attempt to navigate the river above this point. The river channel is marked by lights, buoys and daybeacons to about 4 miles above the city of New Bern, 34 miles above its mouth.

Tides.—Neuse River has practically no tide, the variation in water level being due principally to winds. Easterly winds cause high water and westerly winds low water, the maximum variations with heavy gales amounting to about 2 feet above or below the normal in the lower part of the river, and about 3 or 4 feet at New Bern.

Broad Creek empties into the north side of Neuse River about 4 miles above the mouth. In 1983, the reported controlling depth in the creek was 5 feet for 2.5 miles, thence 4 feet to Whortonsville. A light marks the entrance to the creek. Grace Harbor is an artificial basin with an entrance channel that is located about 1.4 miles west of the entrance light on the south side of the creek. A full service marina is located there with transient berths, water, ice, electricity, gasoline, and diesel fuel. In 2010, the approach and alongside depths were reported to be 8 feet.

Pamlico is a village on the south side of the creek, 3 miles above the entrance. **Whortonsville** is on the east side of the entrance to **Brown Creek** about 0.5 mile northeast of Pamlico, and on the opposite side of Broad Creek. Berthage, electricity, water, limited marine supplies and a launching ramp are available at the pier which has a depth of 5 feet.

South River flows into the south side of Neuse River about 8 miles above the mouth. The entrance is marked by lights. In 2001, the channel had a reported midchannel depth of 10 feet for about 3 miles; thence in 2000, there was 6 feet for another 4.5 miles.

The **danger zones** of several bombing, rocket firing, and strafing areas are in Turnagain Bay and Rattan Bay, in Neuse River, and in Long Bay and West Bay in Pamlico Sound. (See **334.420**, chapter 2, for limits and regulations.)

**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

TRENT RIVER
The controlling depth at mean low water was 2 feet from New Bern to Pollocksville.
Aug 1977

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

TRENT RIVER
The controlling depth at low water was 3½ feet to Trenton.
Jun 1957

HEIGHTS
Heights in feet above Mean High Water

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.

CAUTION
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.

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

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 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.677' northward and 1.205' eastward to agree with this chart.

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.

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.

BAY RIVER
For lower part of Bay River see chart 11548. The reported controlling depth at mean lower low water was 10 feet to Bayboro.
1983

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.

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.

Mercator Projection
Scale 1:40,000 at Lat 35° 01'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

INTRACOASTAL WATERWAY (CHART 11541)
The project depth is 12 feet from Norfolk, VA, to Morehead City, NC.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

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.

TIDES
The periodic tides in the Neuse and Bay Rivers have a mean range less than one foot. Easterly winds cause high water and westerly winds cause low water. The maximum rise above normal or fall below normal due to heavy gales amounts to 2 feet at the entrance to the Neuse River and 3 or 4 feet at New Bern.
Jan 2007

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	IO interrupted quick	N nun	Rot rotating
B black	IsO isophase	OBSC obscured	s seconds
Bn beacon	LT HC lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DA, diaphone	m minutes	Q quick	VG very quick
F flood	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	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

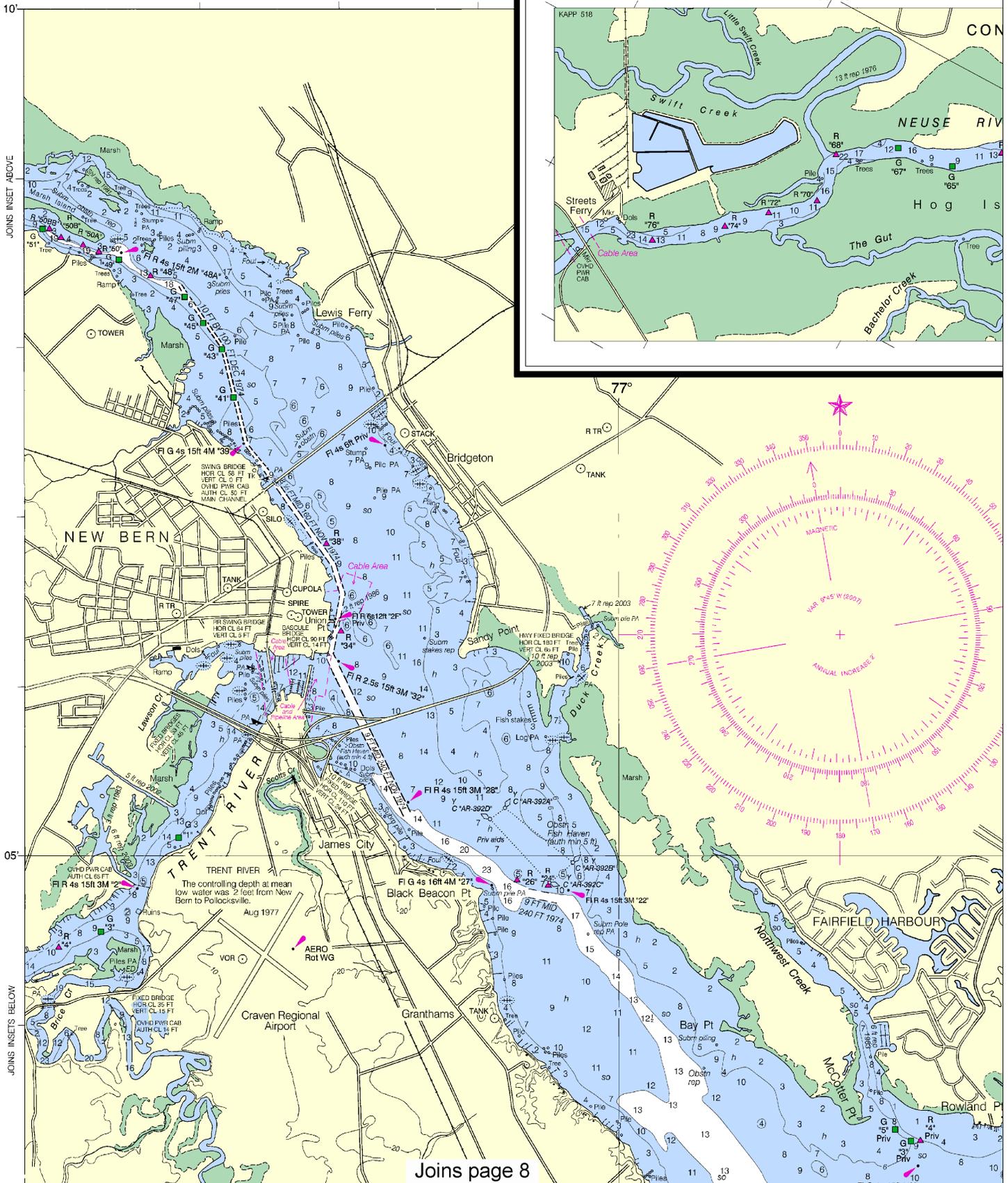
Miscellaneous:

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

② 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.

SOUNDINGS IN FEET

11552



Joins page 8

4

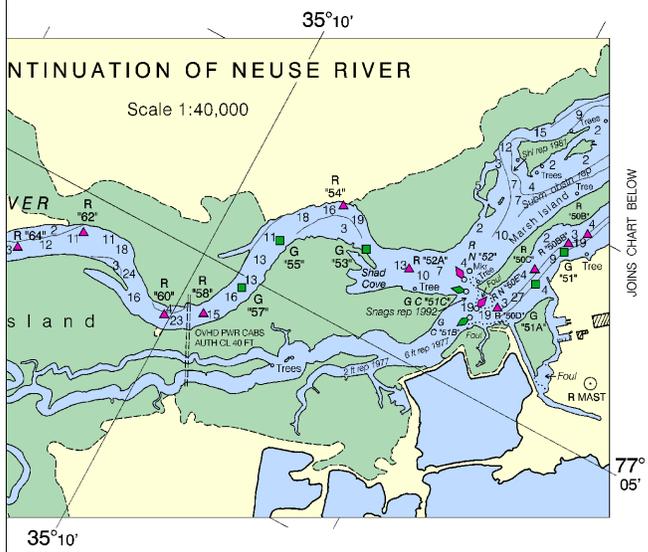
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.





JOINS CHART BELOW

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 3-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4663, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.



THE NATION'S CHARTING

UNITED STATES - NORTH CAROLINA

NEUSE

AND UPPER PART

Mercator Projection
Scale 1:40,000

North American Datum
(World Geodetic System 1983)

SOUNDINGS
AT MEAN LOWER LOW WATER

Additional information can be found on page 6

ABBREVIATIONS (For complete list of Symbols and Aids to Navigation (lights are white unless otherwise indicated) see page 6)

AERO aeronautical	G green
A/ alternating	IO interrupted quick flash
B black	ISO isophase
Bn beacon	LT HO light house
C can	M nautical mile
DIA diaphone	m minutes
F flood	MICRO TR microtransmitter
Fl flashing	Mkr marker

Bottom characteristics:

Bds boulders	Co coral	gy gray
bk broken	G gravel	h hard
Cy clay	GrS grass	M mud

Miscellaneous:
 AUTH authorized
 ED existence doubtful
 (1) Wreck, rock, obstruction, or shoal swept clear to 10 feet
 (2) Rocks that cover and uncover, with heights in feet

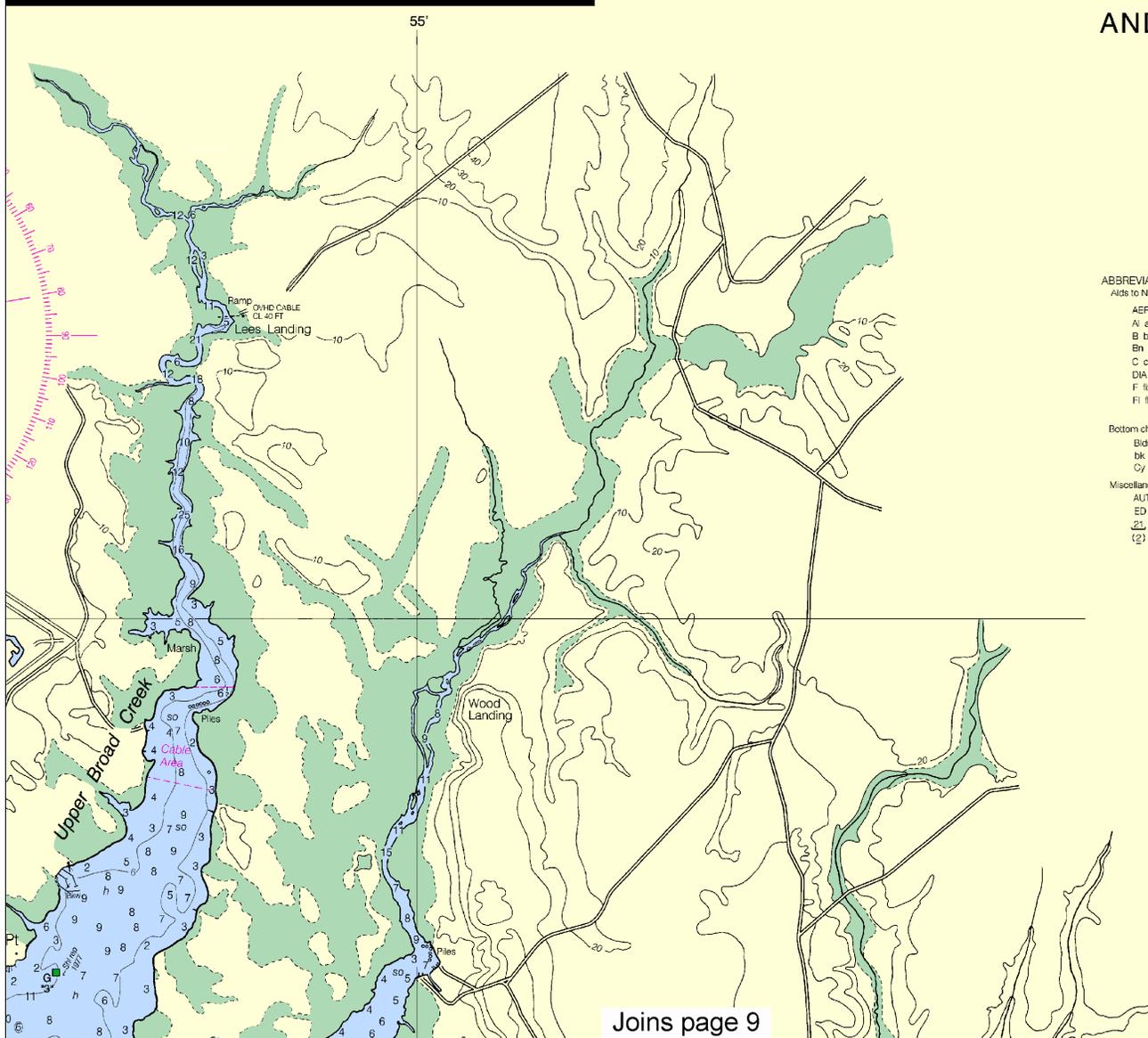
Joins page 6

HEIGHTS
Heights in feet above Mean Lower Low Water

AUTHORITY
 Hydrography and topography by the U.S. Coast and Geodetic Survey, with additional data from the U.S. Coast Guard.

TIDES
 The periodic tides in the Neuse and Beaufort Rivers are less than one foot. Easterly winds cause high water to rise above normal. The maximum rise above normal in heavy gales amounts to 2 feet at the entrance and 3 or 4 feet at New Bern.

NOTE A
 Navigation regulations are published in the Notice to Mariners. Regulations may be obtained at the Office of the District Engineer, Wilmington, North Carolina. Refer to charted regulations for details.



Joins page 9

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57143. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



51° 45' 30' 15' 50' 50'

45'

Notices to Mariners
and technology. New
Ask your chart agent
NauticalCharts.gov,
OceanGrafix.com, or



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
NORTH CAROLINA

NEUSE RIVER AND UPPER PART OF BAY RIVER

Mercator Projection
Scale 1:40,000 at Lat 35° 01'

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.

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
A/ alternating	IO 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	VC 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:

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

Miscellaneous:

AUTH authorized	Obsn 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.

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.

TIDES

The periodic tides in the Neuse and Bay Rivers have a mean range less than one foot. Easterly winds cause high water and westerly winds cause low water. The maximum rise above normal or fall below normal due to heavy gales amounts to 2 feet at the entrance to the Neuse River and 3 or 4 feet at New Bern.

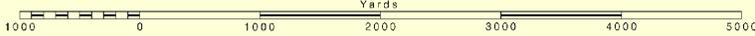
Jan 2007

NOTE A

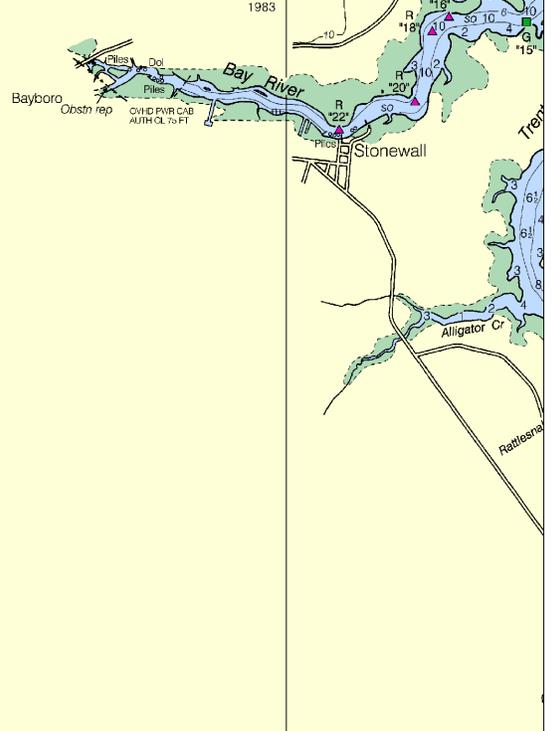
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office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

SCALE 1:40,000

Nautical Miles



BAY RIVER
For lower part of Bay River see chart 11548.
The reported controlling depth at mean lower low water was 10 feet to Bayboro.



ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Cape Lookout Power Squadron, District 27, United States Power Squadrons for continually providing essential information for revising this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.57" northward and 1.20" eastward to agree with this chart.

AIDS TO NAVIGATION

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

CAUTION

Improved channels shown by broken 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.

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

SUPPLEMENTAL INFORMATION

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

CAUTION

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

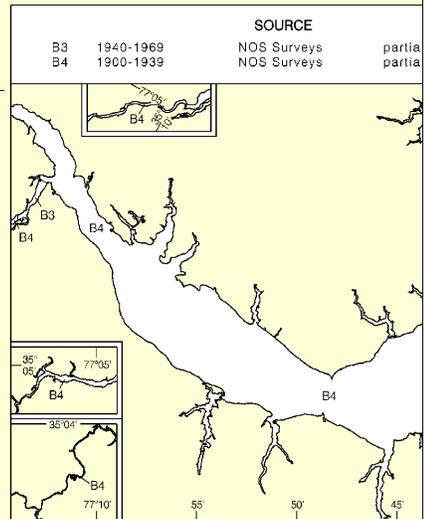
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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.

SOURCE DIAGRAM

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



Joins page 5

Joins page 10 ED SCALE



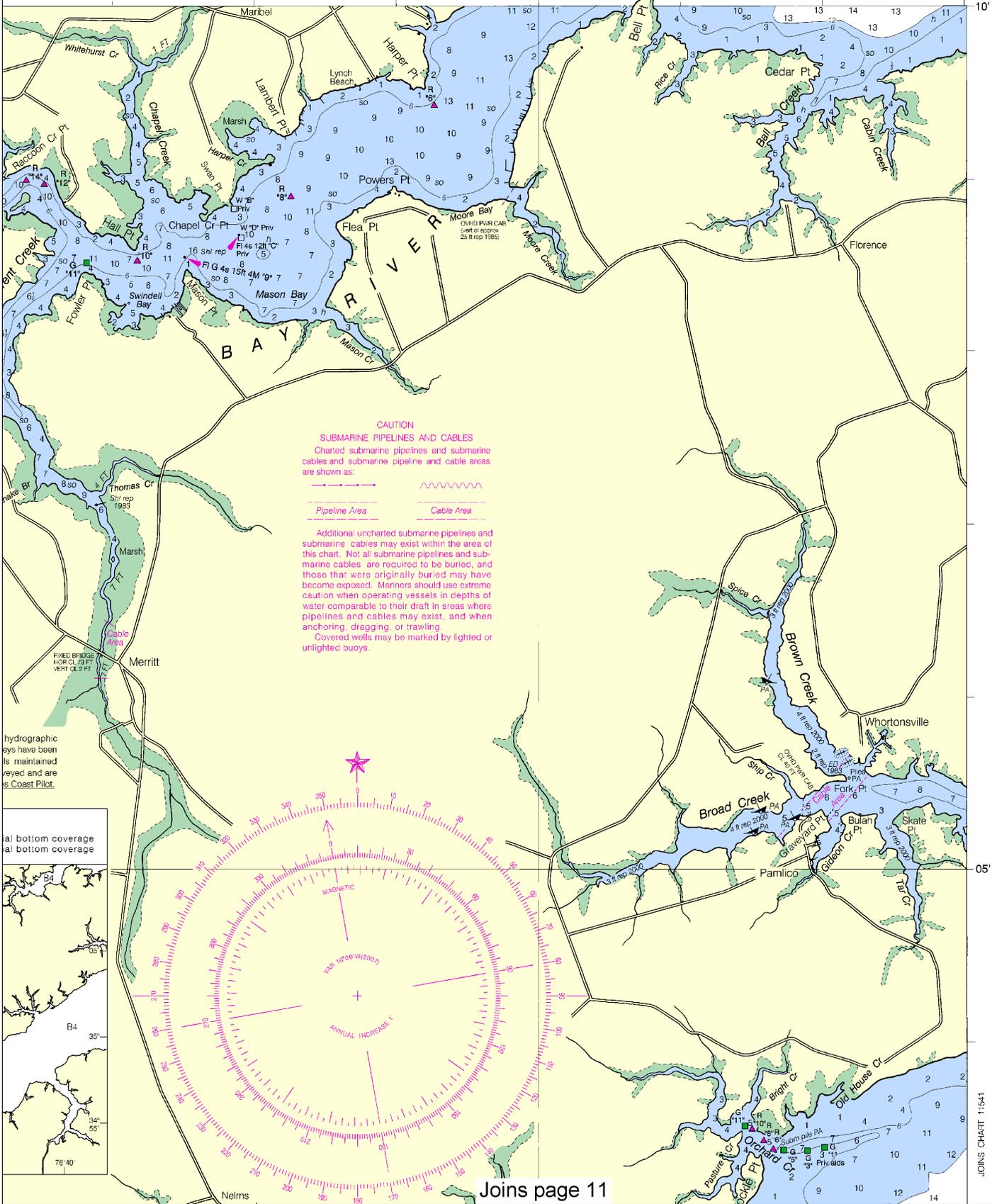
Note: Chart grid lines are aligned with true north.

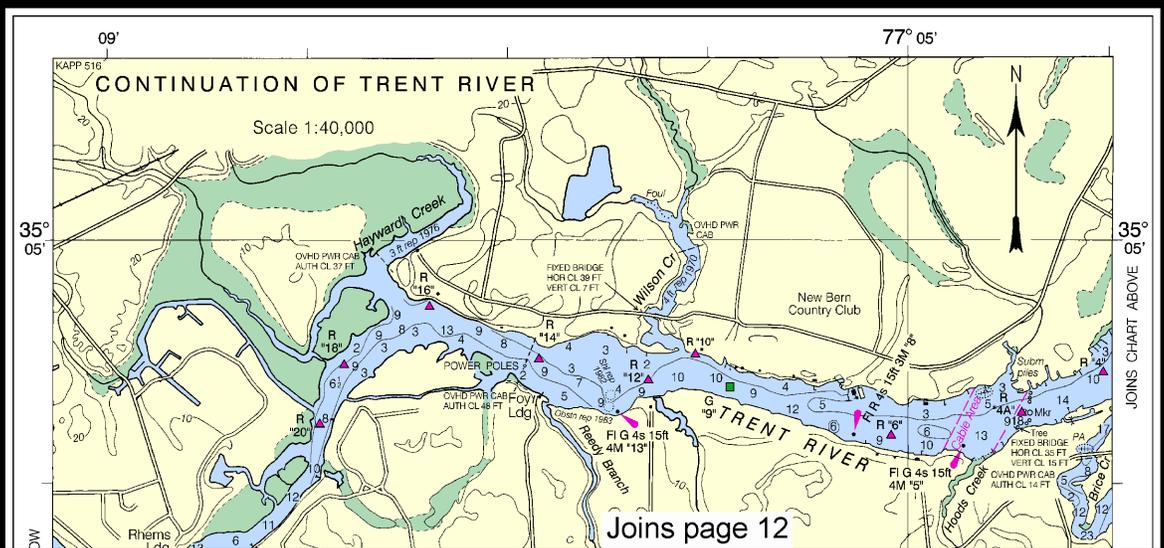
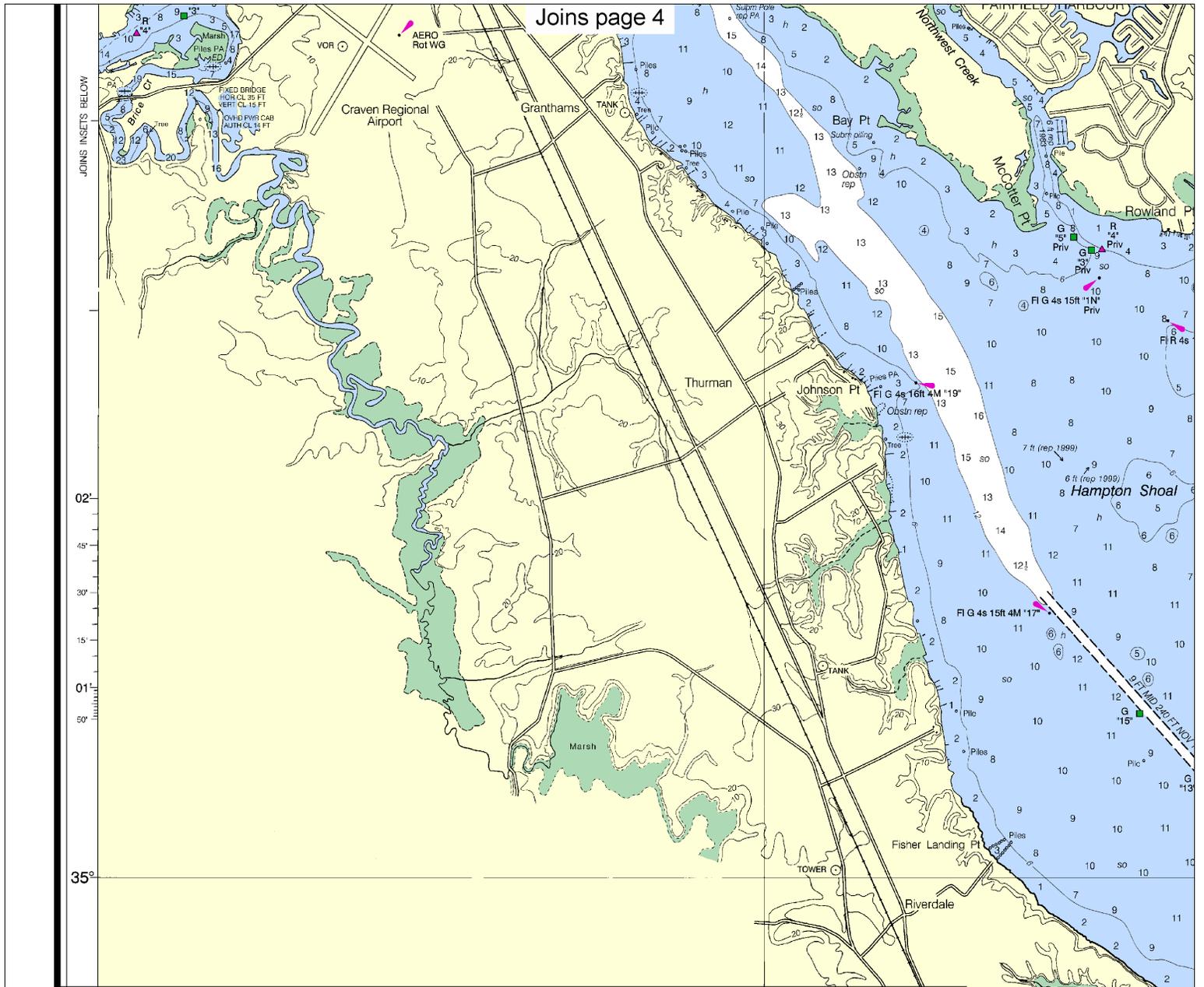
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

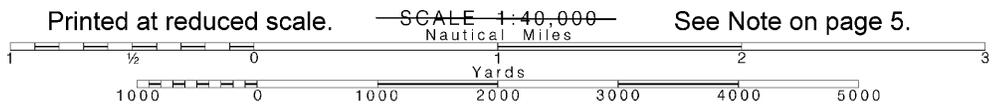
See Note on page 9.







Note: Chart grid lines are aligned with true north.



See Note on page 5.

Joins page 5

The periodic tides in the Neuse and Be... than one foot. Easterly winds cause high low water. The maximum rise above nor... heavy gales amounts to 2 feet at the en... 3 or 4 feet at New Bern.

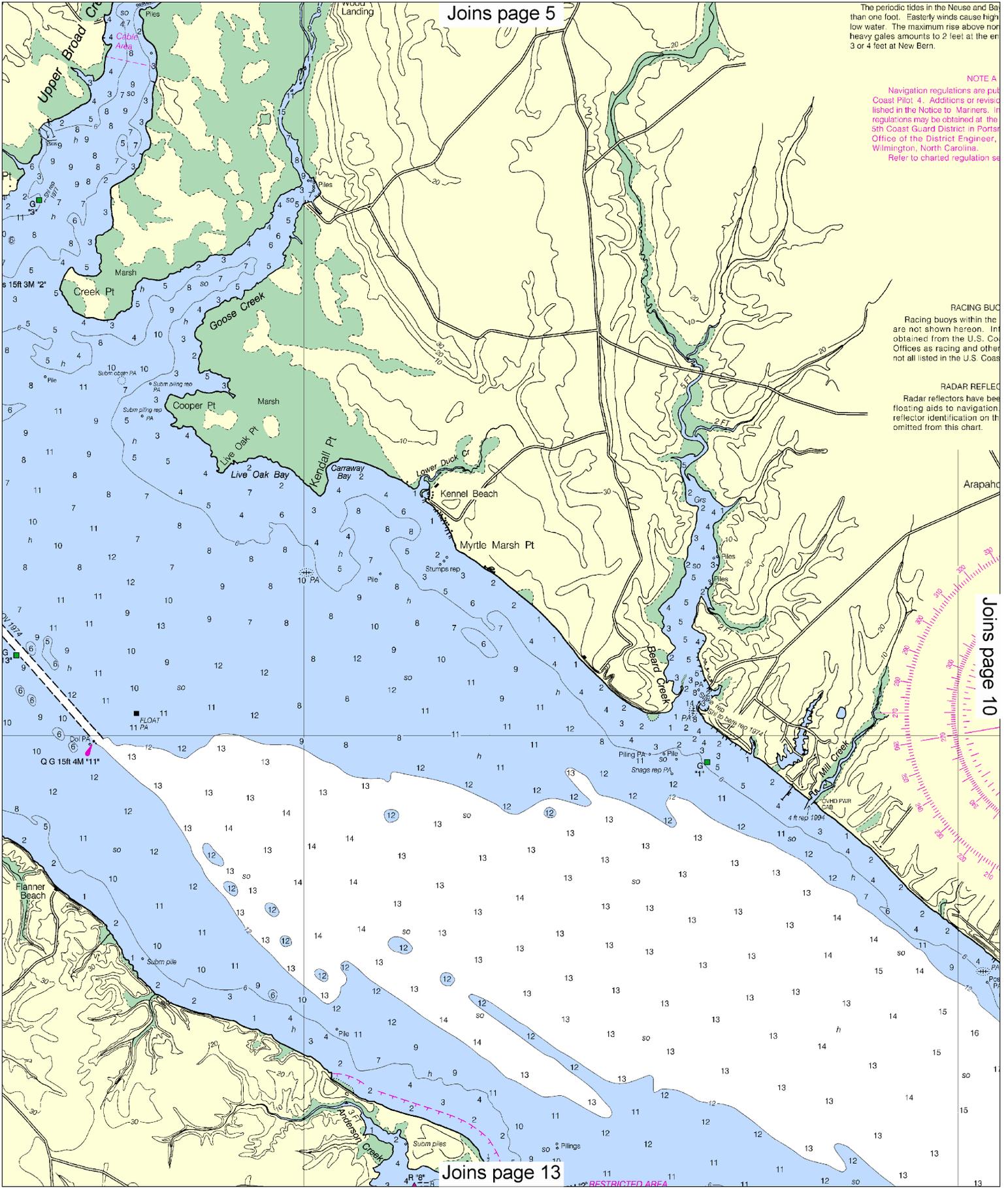
NOTE A
Navigation regulations are pub... Coast Pilot 4. Additions or revisi... lished in the Notice to Mariners. In... regulations may be obtained at the... 5th Coast Guard District in Ports... Office of the District Engineer, Wilmington, North Carolina. Refer to charted regulation se...

RACING BUOY
Racing buoys within the... are not shown hereon. Inf... obtained from the U.S. Co... Offices as racing and other... not all listed in the U.S. Coas...

RADAR REFLECTOR
Radar reflectors have bee... floating aids to navigatio... reflector identification on th... omitted from this chart.

Joins page 10

Joins page 13



The periodic tides in the Neuse and Bay Rivers have a mean range less than one foot. Easterly winds cause high water and westerly winds cause low water. The maximum rise above normal or fall below normal due to heavy gales amounts to 2 feet at the entrance to the Neuse River and 3 or 4 feet at New Bern.

Jan 2007

Joins page 6 REPORTS

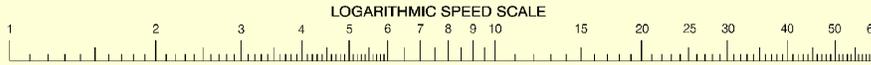
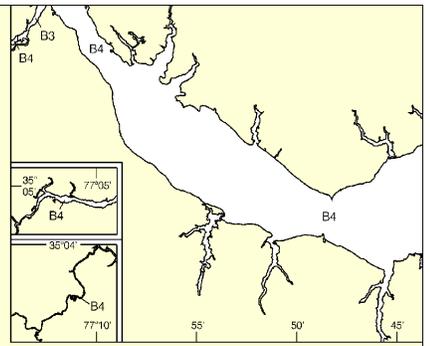
reports all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

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NOTE A

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To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

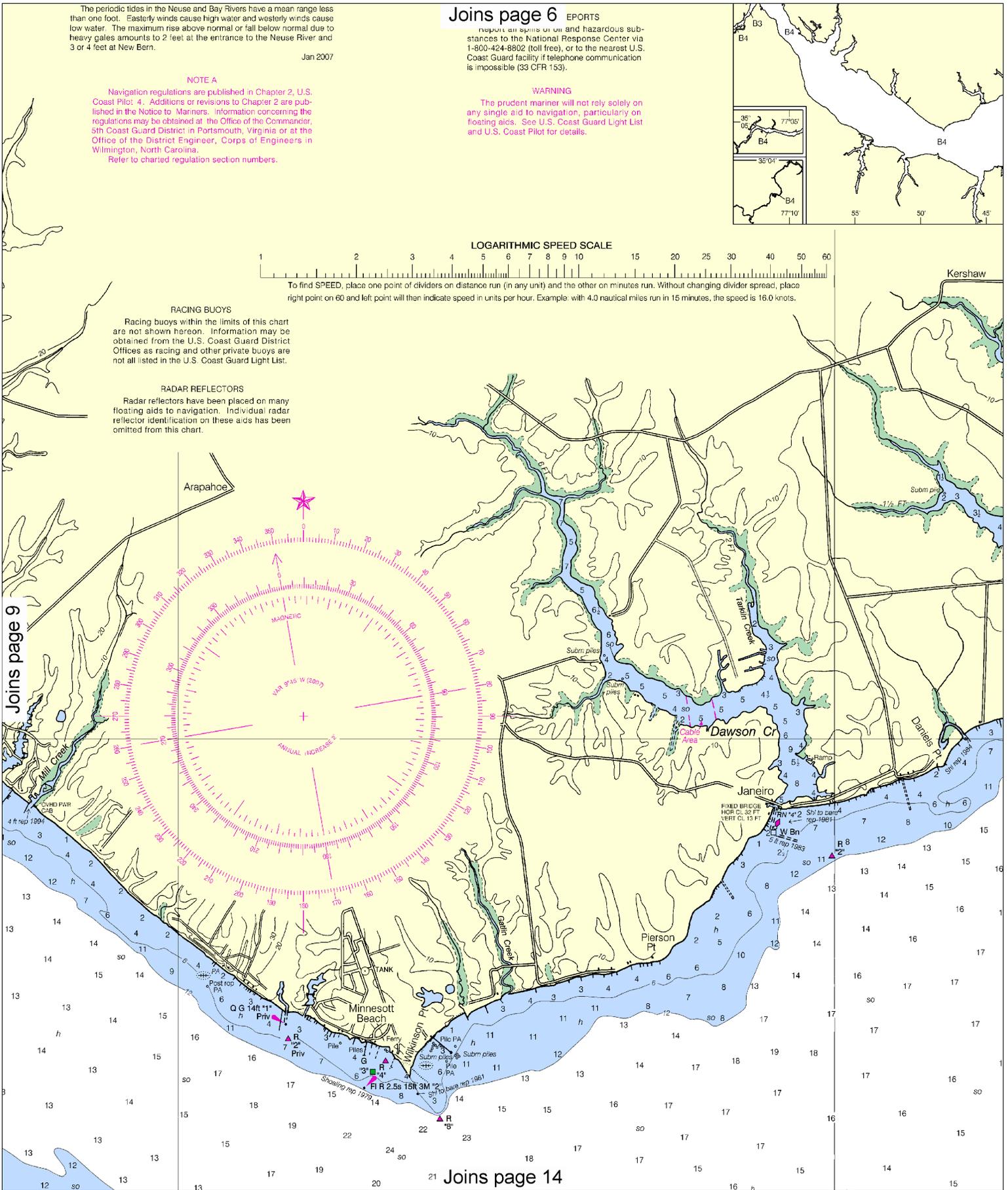
RACING BUOYS

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.

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.

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Joins page 14

10

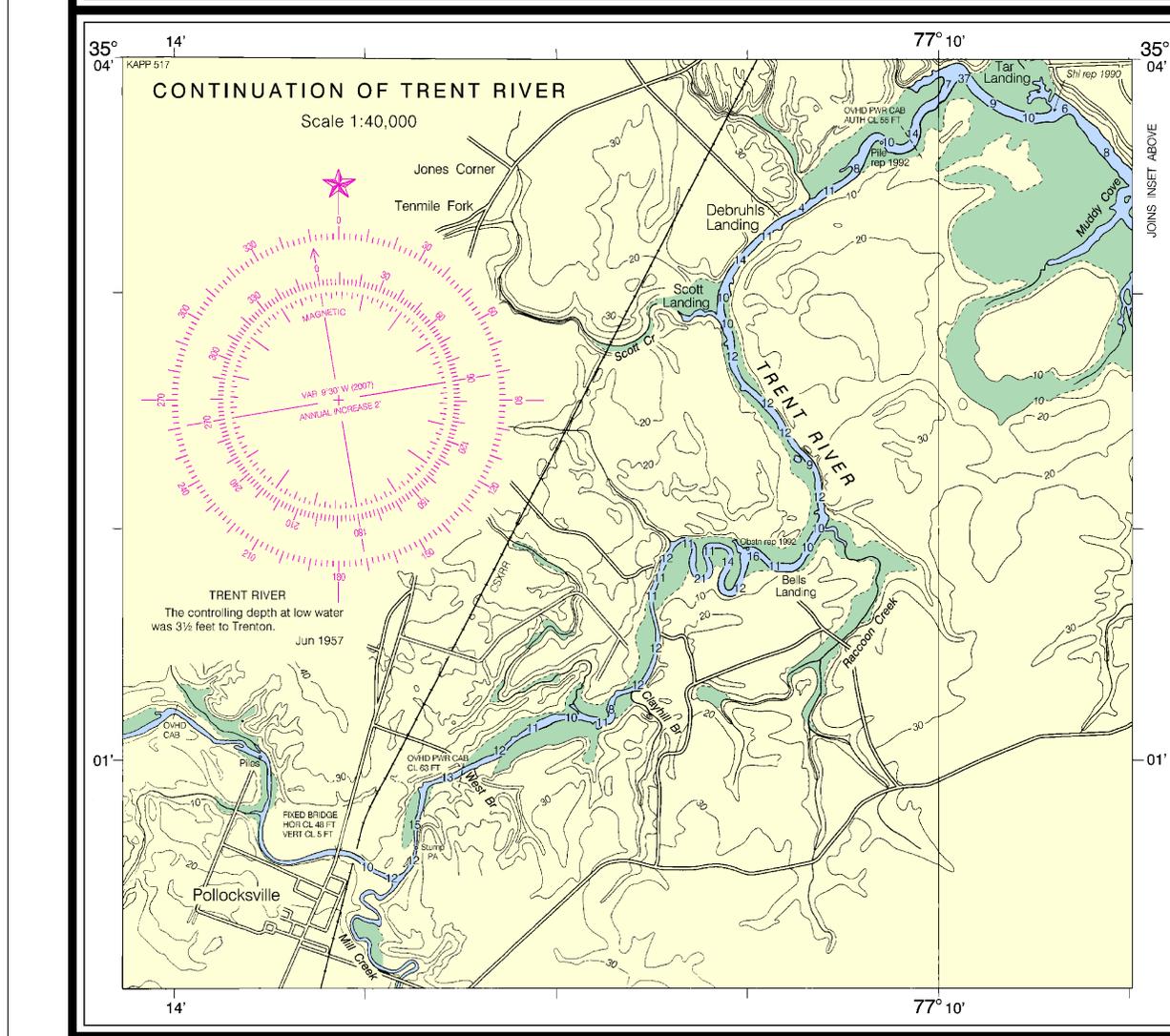
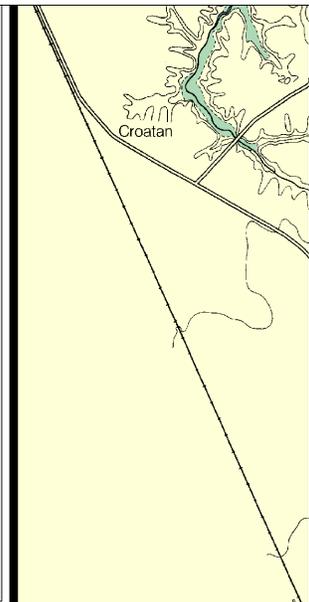
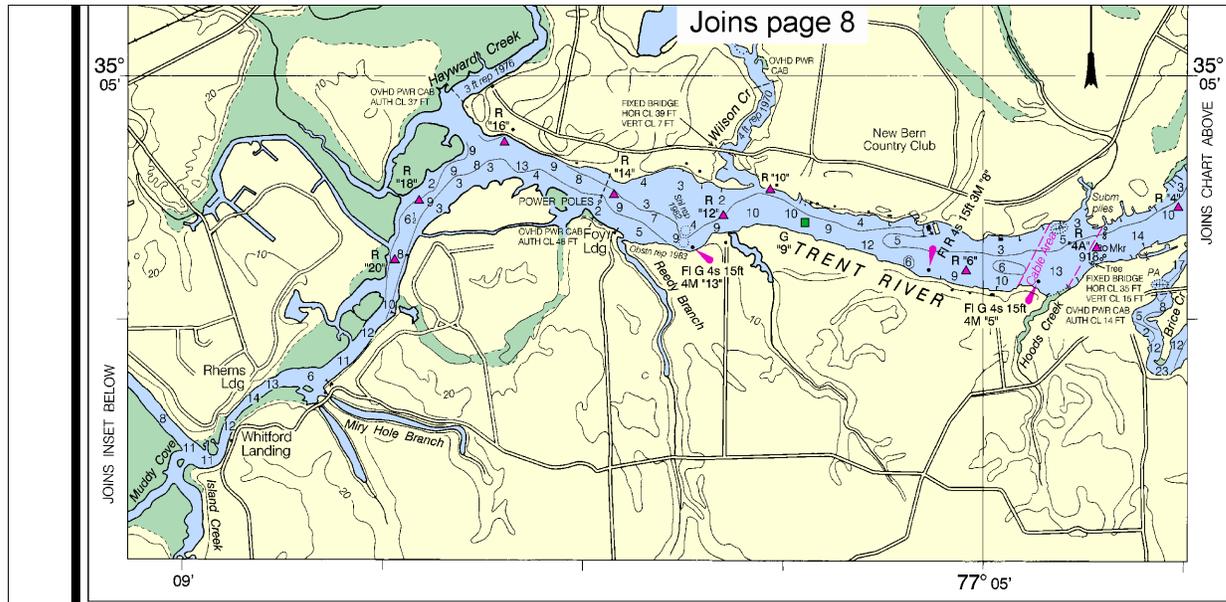
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





HURRICANES AND TROPICAL STORMS
 Hurricanes, tropical storms and other major weather systems can cause considerable damage to marine structures, navigation and moored vessels, resulting in significant hazards to navigation in unknown locations.
 Charted soundings, channel depths and structures may have been damaged or destroyed, or may have been moved from their charted positions, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of any aids to navigation. Wrecks and submerged obstructions may have been moved from their charted locations. Pipelines may have been damaged or moved.
 Mariners are urged to exercise extreme caution and are requested to report aids to navigation destroyed or in doubt to the nearest United States Coast Guard cutter.

20th Ed., Mar. / 07 ■ Corrected through NM Mar. 3/07
 Corrected through LNM Feb. 27/07

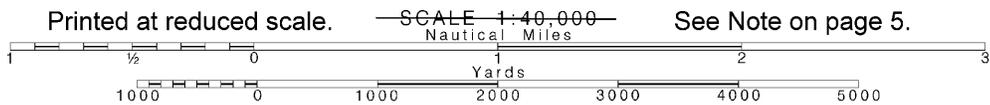
11552

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 Notices to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

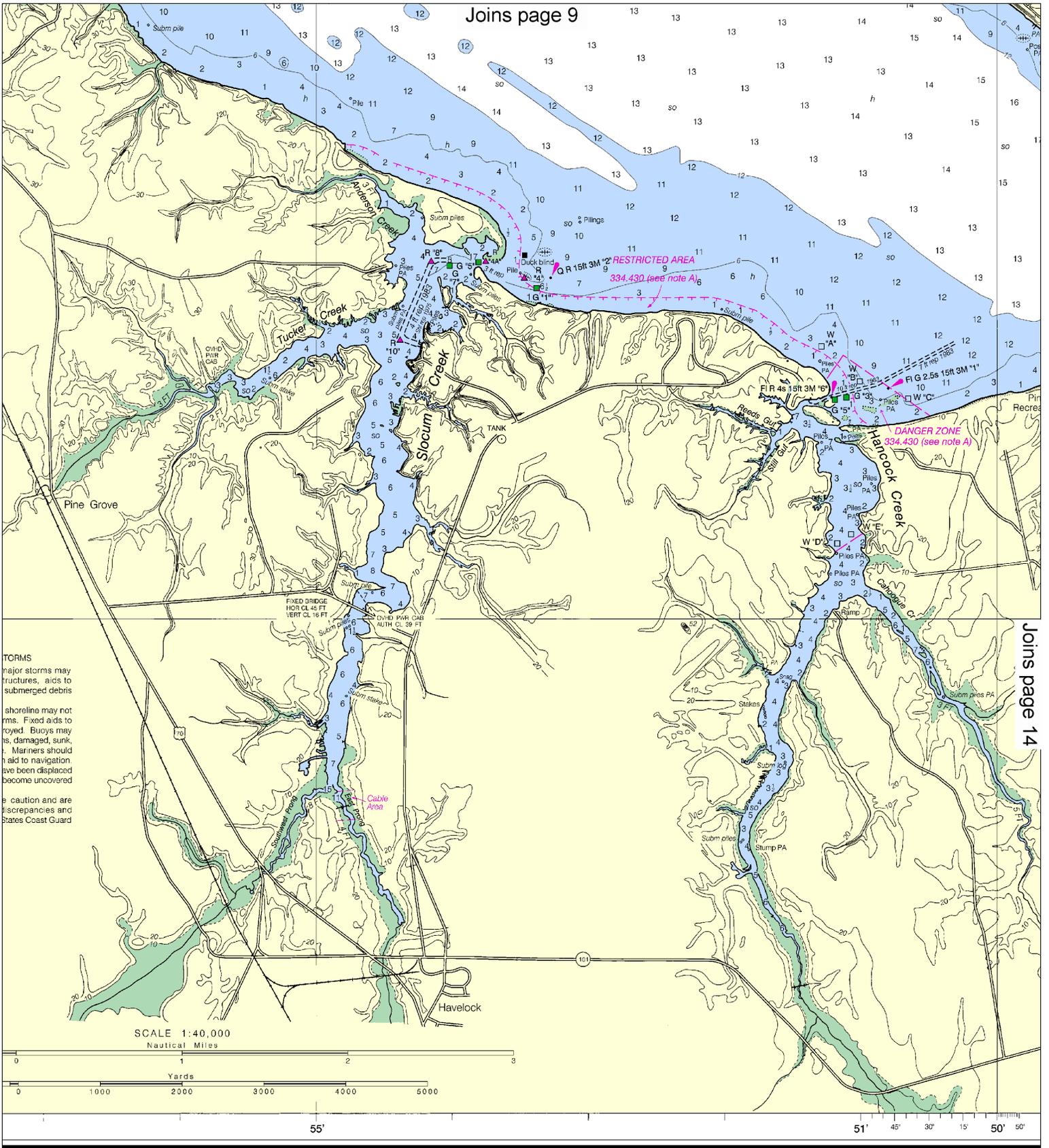
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments to improve this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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Note: Chart grid lines are aligned with true north.



See Note on page 5.

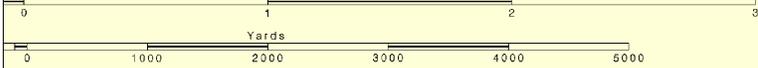


NOTES
 major storms may
 structures, aids to
 submerged debris

shoreline may not
 rms. Fixed aids to
 roys. Buoys may
 is, damaged, sunk,
 Mariners should
 aid to navigation
 ve been displaced
 become uncovered

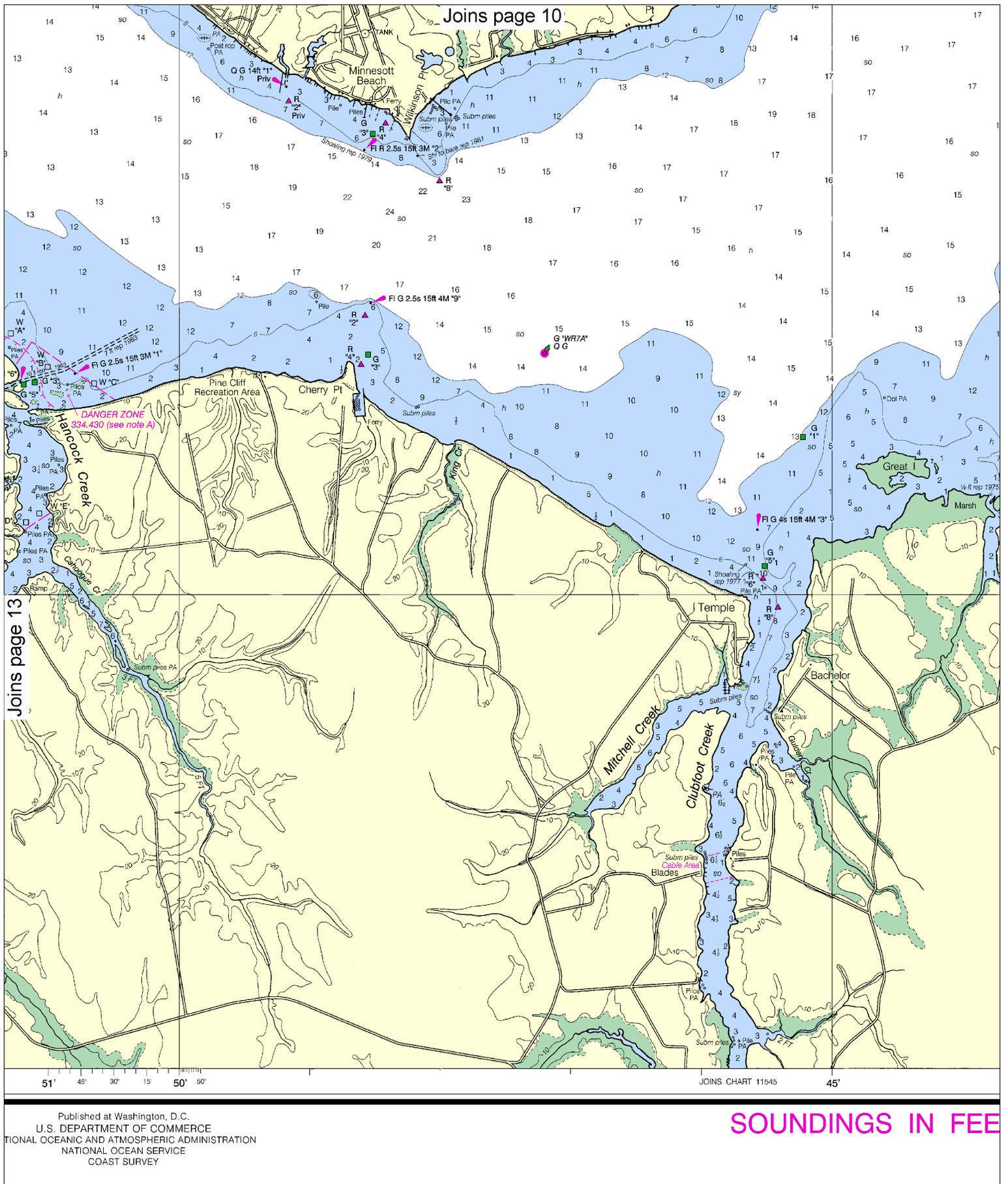
caution and are
 discrepancies and
 States Coast Guard

SCALE 1:40,000
 Nautical Miles



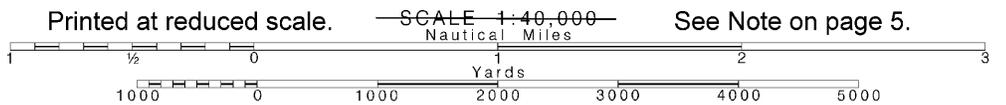
National
 al Ocean

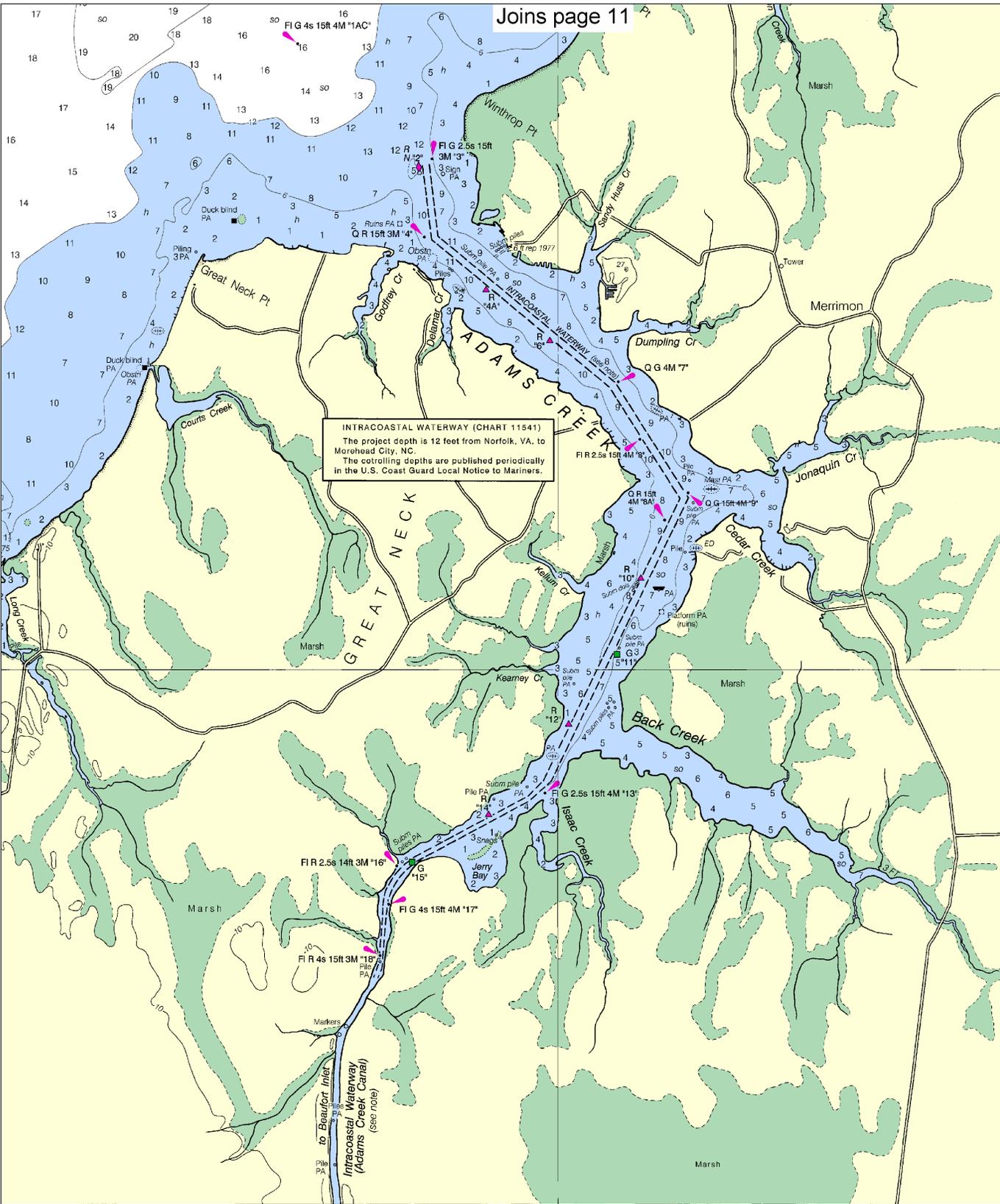
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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



14

Note: Chart grid lines are aligned with true north.





JOINS CHARTS 11545 & 11541

76° 40'

(Inner neatline 83.21cm N.S. x 103.75cm E.W.)

34° 55'



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

Neuse River
SOUNDINGS IN FEET - SCALE 1:40,000

11552



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>
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- 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



The Nation's Chartmaker