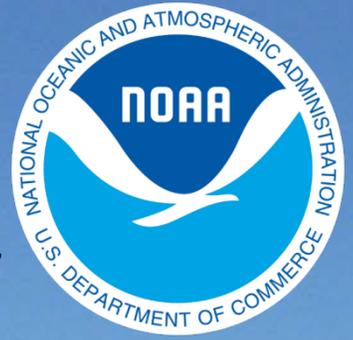


BookletChart™

Currituck Beach Light to Wimble Shoals

NOAA Chart 12204

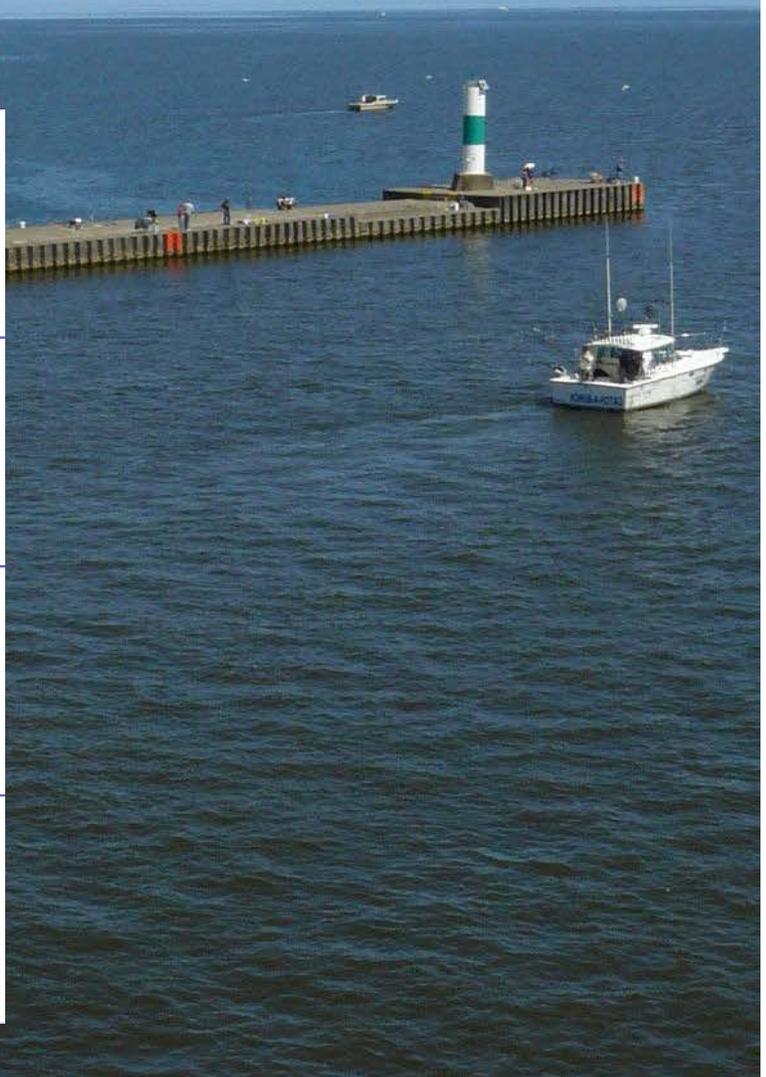
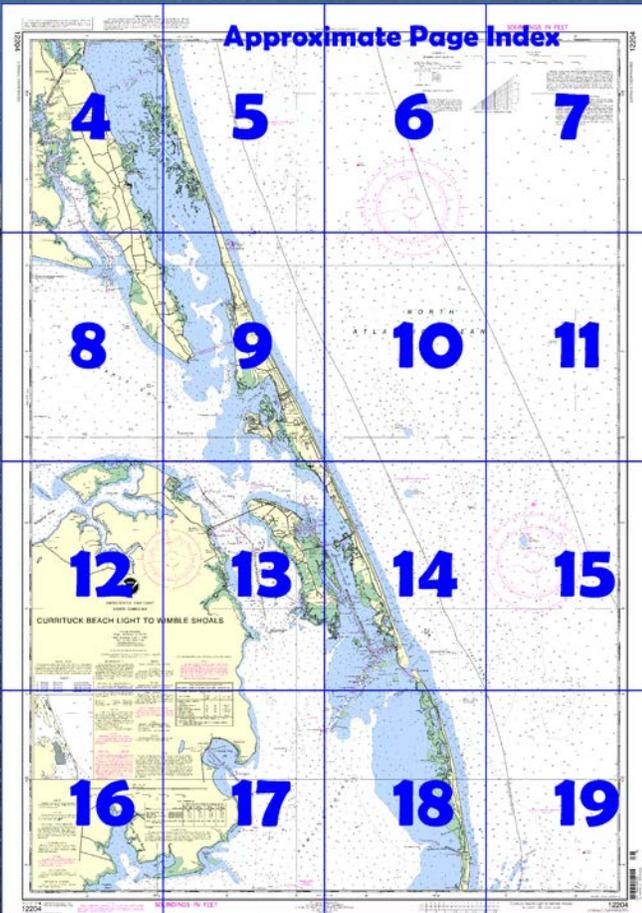


A reduced-scale NOAA nautical chart for small boaters

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.

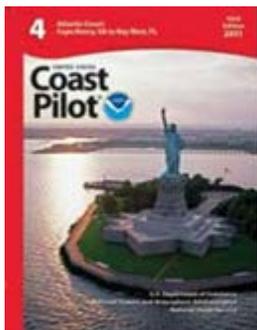
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12204>



(Selected Excerpts from Coast Pilot)
Currituck Beach Light (36°22'37"N., 75°49'47"W.), 158 feet above the water, is shown from a red conical tower on the beach near the settlement of **Corolla**.
Local magnetic disturbance.—Differences of as much as 11° from the normal variation have been observed 5 to 7 nautical miles offshore from Currituck Beach Light to Wimble Shoals (36°22.6'N., to 35°35.0'N.). Many homes are prominent along the beach from **Duck** to **Whalebone**, 17 miles

and 31 miles south of Currituck Beach Light, respectively. A conspicuous steel tower is just eastward of Kitty Hawk, 20 miles southward of Currituck Beach Light. **Wright Monument**, a high stone memorial on the

highest of the **Kill Devil Hills**, 3.5 miles southward of Kitty Hawk, is very prominent and is a good landmark on this low sandy coast. Water tanks at Kill Devil Hills and Nags Head, 1 mile north and 5.6 miles south of Wright Monument, respectively, are also prominent.

Bodie Island Light (35°49'07"N., 75°33'48"W.), 156 feet above the water, is shown from a conical tower, with alternate white and black horizontal bands above the granite base, about 2 miles northward of the southern end of Bodie Island, and 36 miles southward of Currituck Beach Light. A water tank 1.2 miles north of Bodie Island Light is prominent.

Oregon Inlet, about 2.5 miles southward of Bodie Island Light, is entered over a shifting bar. A lighted whistle buoy marks the approach; other buoys, not charted, are frequently shifted in position to mark the best water. A fish haven is about 4.5 miles southeast of the lighted whistle buoy. The inlet, used by local fishing vessels, but not recommended to strangers, requires continuous dredging; it deepens with northwest winds and fills in with northeast winds.

Currents.—Tidal currents in the inlet are reported to be as much as 5 knots, but with southwesterly winds as much as 6 to 8 knots. The Herbert C. Bonner (State Route 12) highway bridge crosses the inlet; the fixed channel span has a clearance of 65 feet over the main channel. **Oregon Inlet Jetty Light** (35°46'26"N., 75°31'30"W.), 28 feet above the water, is shown from a pile with a black and white diamond-shaped daymark.

Three marked dredged channels with a Federal project depth of 12 feet lead from Oregon Inlet into Pamlico Sound. **Oregon Inlet Channel** leads westward from the inlet to a junction with **Old House Channel**, which then leads southwestward into Pamlico Sound. From the junction, the inlet channel continues northward to a junction with **Roanoke Sound Channel**, which continues northward to a turning basin at Manteo. A side channel of the same project depth leads westward to a turning basin at Wanchese at the south end of Roanoke Island. A connecting channel with a project depth of 6 feet continues northward into Albemarle Sound from the north end of the Roanoke Sound Channel.

On the southern end of Bodie Island, just west of the bridge, there is a National Park Service small-boat basin operated by a concessionaire and the **Oregon Inlet Coast Guard Station**. A channel, marked by lights, buoys, and daybeacons, leads east-northeastward passing through **Walter Slough**, ending at the small-boat basin. A 150-foot radio tower at the Coast Guard Station can be seen from the approach. In 2011, the controlling depth was 3.2 feet in the channel with 4.4 feet in the basin.

Wanchese is a small town near the south end of Roanoke Island west of the entrance to **Mill Landing Creek (Mill Creek)**. Gasoline, diesel fuel, water, limited marine supplies, and small charter boats can be obtained at the fishhouses and small docks. A 75-ton mobile lift in Mill Landing Creek can haul out boats to 120 feet for hull and engine repairs. Just south of Mill Landing Creek is a marine railway that can haul out craft up to 50 feet; there is a small-boat launching ramp.

A marine railway that can handle craft up to 60 feet and a 25-ton mobile lift are on the unnamed creek on the western side of Roanoke Island opposite Mill Landing Creek, about 500 yards southward of Baum Creek. Berthage, electricity, gasoline, diesel fuel, water, and a surfaced launching ramp are available, and hull and engine repairs can be made. The Washington Baum highway bridge over Roanoke Sound connects Roanoke Island with Bodie Island and U.S. Route 64-264 highway to Norfolk. It has a fixed span with a clearance of 65 feet.

**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

AUTHORITIES

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

CAUTION

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

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 0.603' northward and 1.348' eastward to agree with 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).

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.

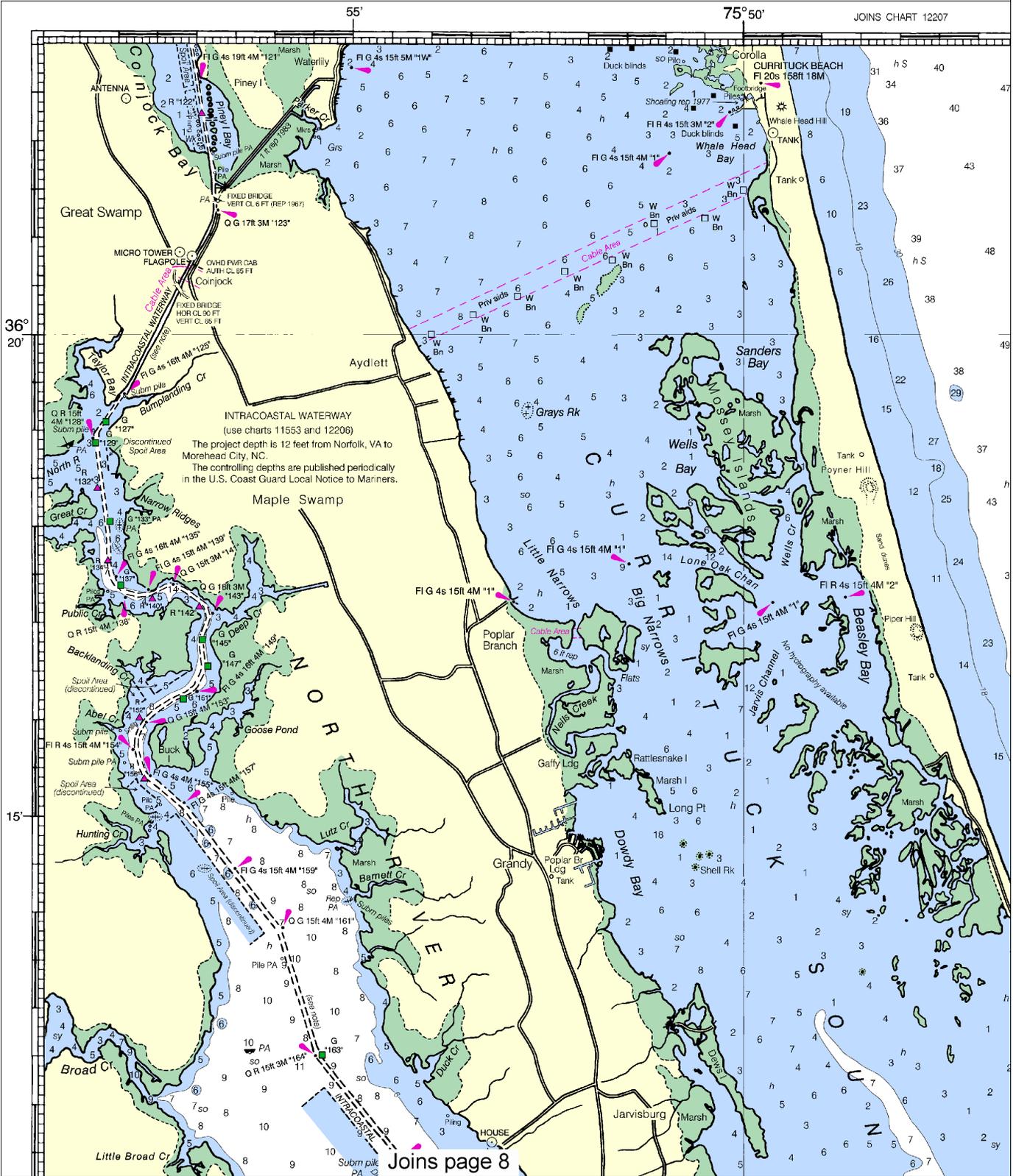
Refer to charted regulation section numbers.

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

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

PRINT-ON-DEMAND CHARTS

12204

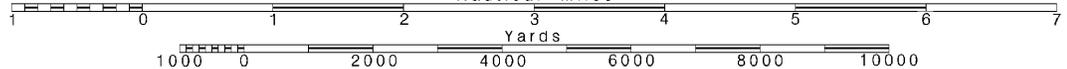


Joins page 8

Printed at reduced scale.

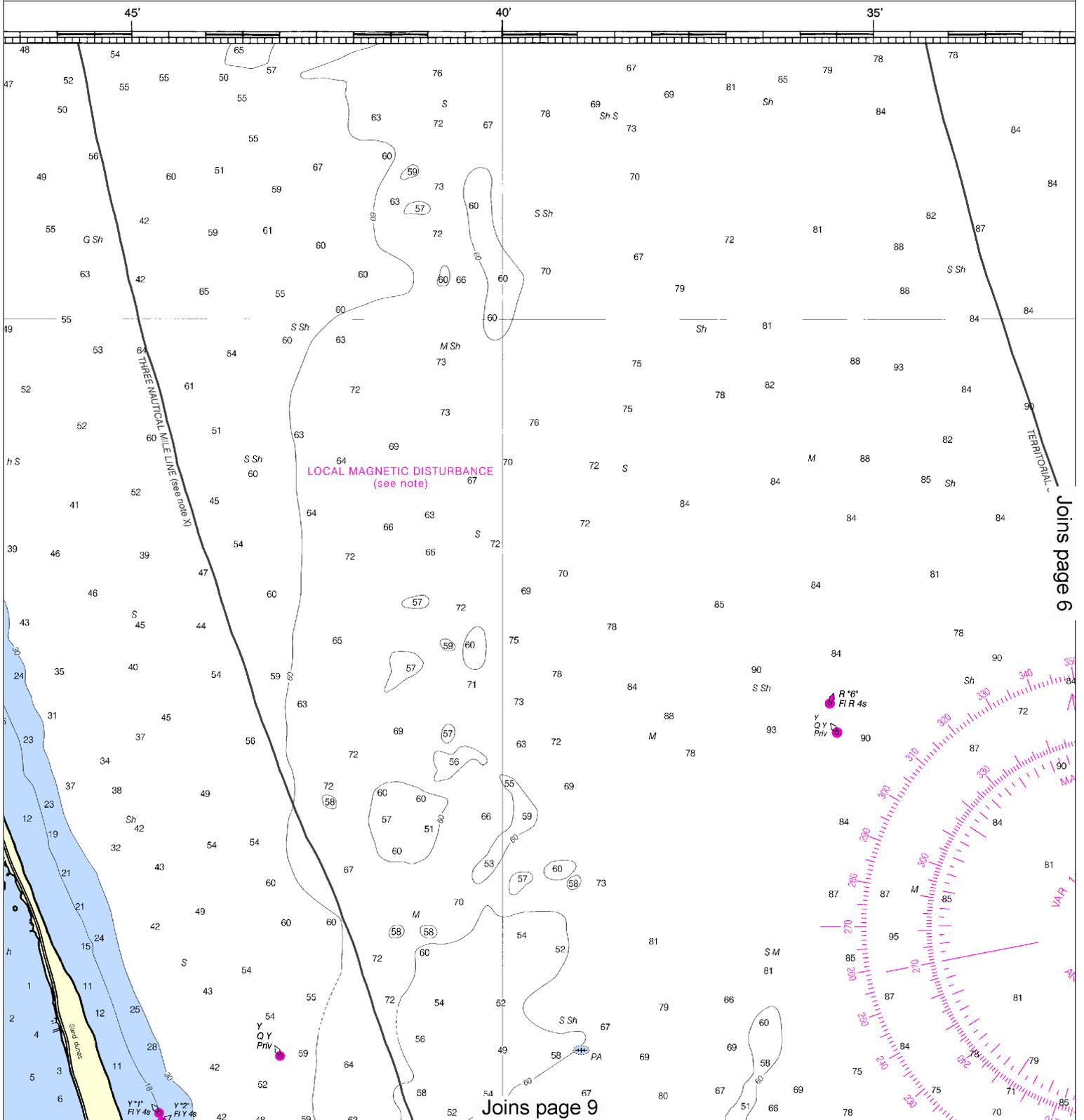
SCALE 1:80,000
Nautical Miles

See Note on page 5.



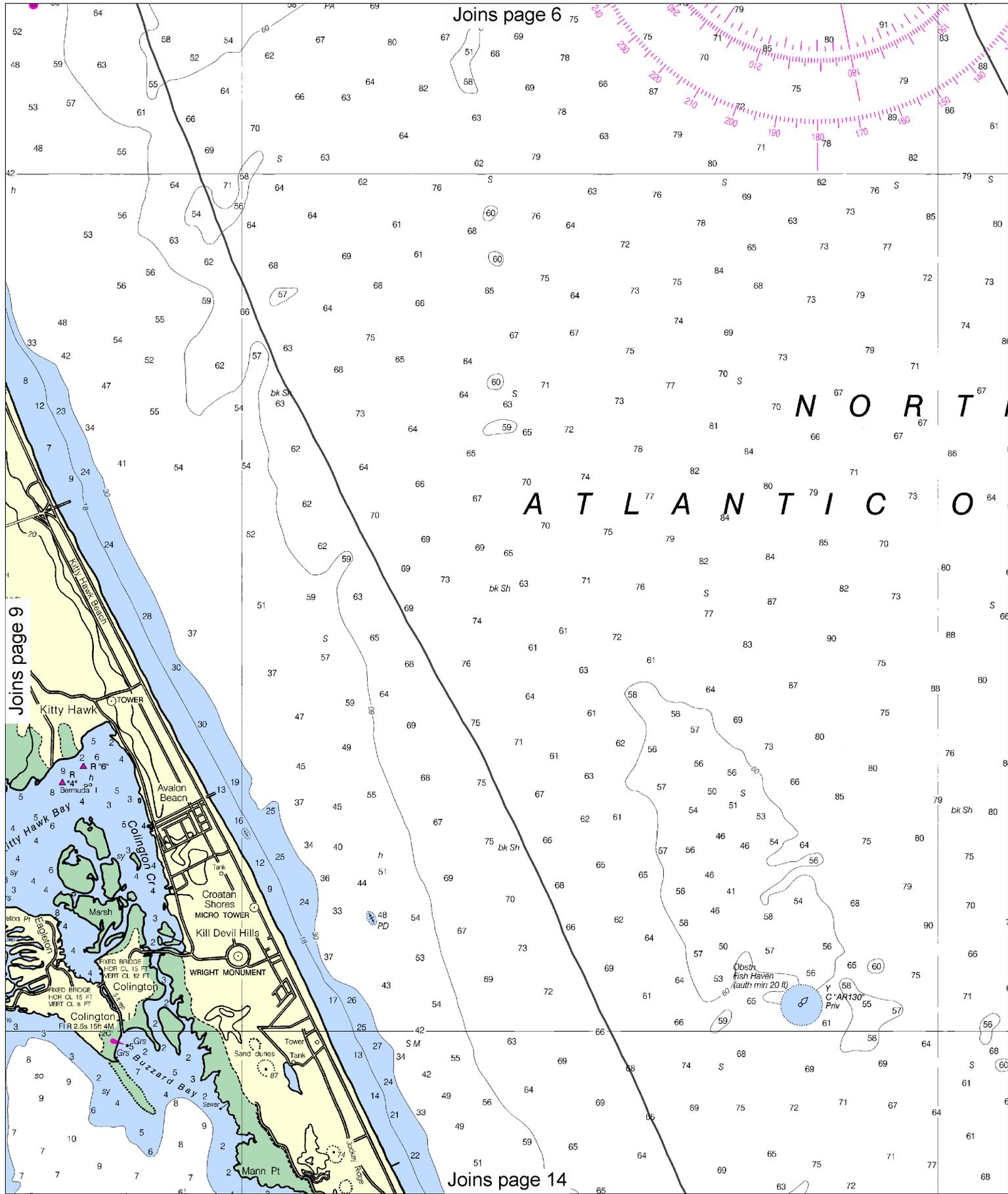
4

Note: Chart grid lines are aligned with true north.



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.





Joins page 9

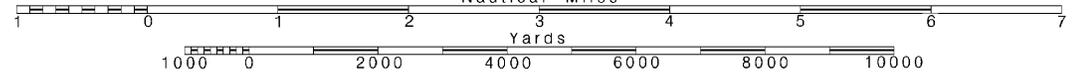
Joins page 14

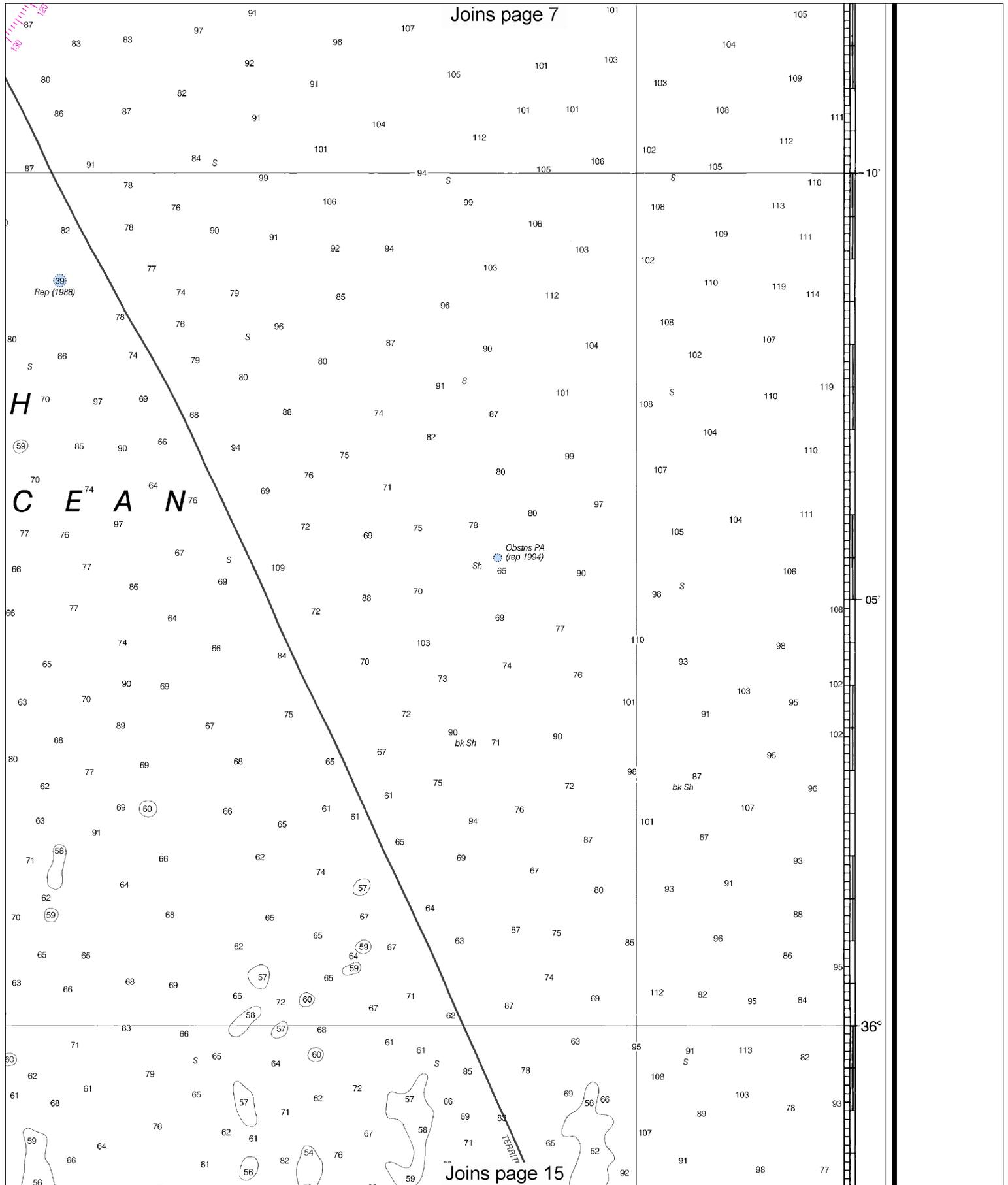
10

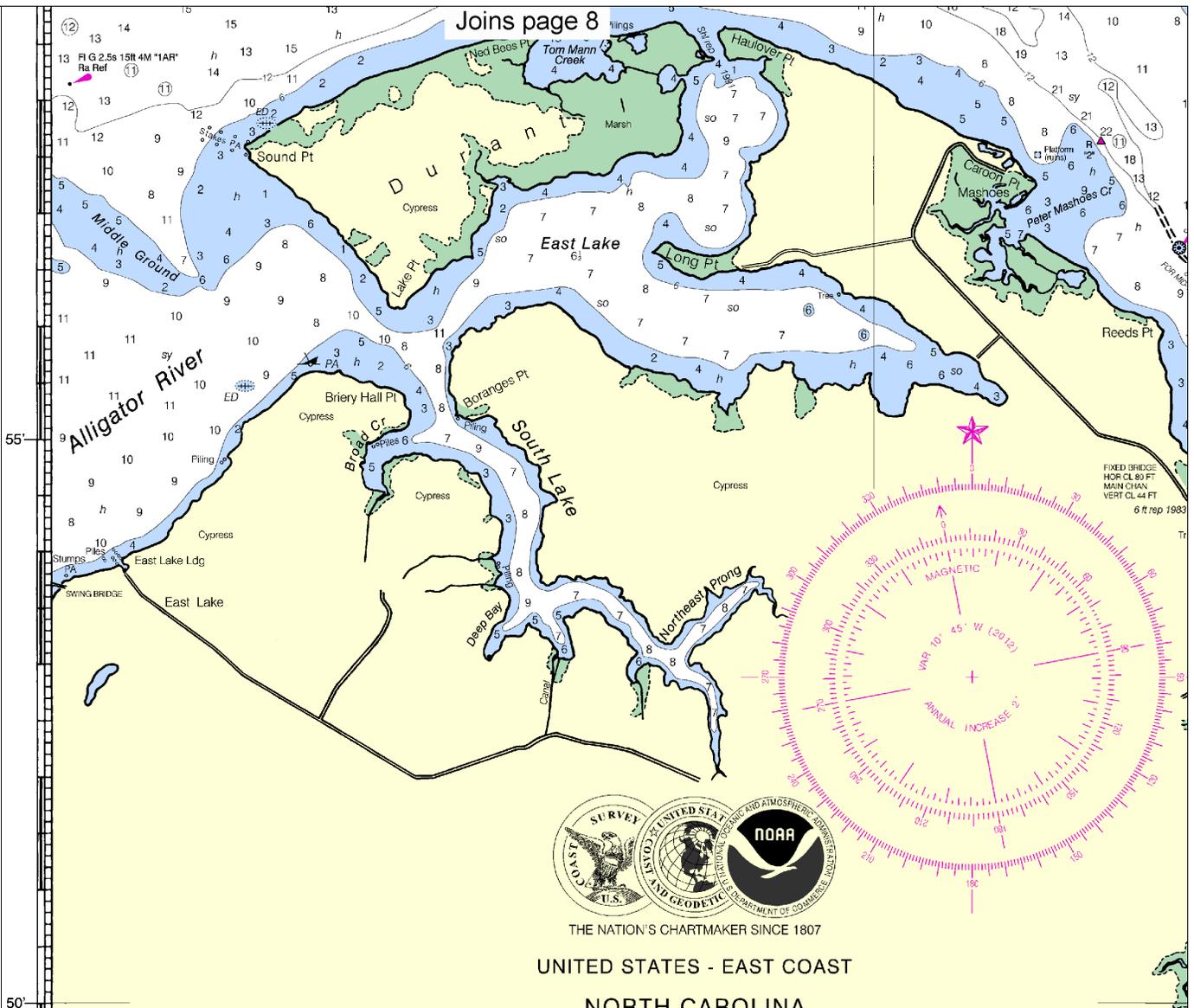
Note: Chart grid lines are aligned with true north.

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

See Note on page 5.







THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
NORTH CAROLINA

CURRITUCK BEACH LIGHT TO WIMBLE SHOALS

Mercator Projection
Scale 1:80,000 at Lat. 35° 58'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: - - - - -

Additional information can be obtained from the following sources:

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		
A	1990-2002	NOS Surveys full bottom coverage
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

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 0.603' northward and 1.348' eastward to agree with this chart.

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 for stations at

HEIGHTS
Heights in feet above Mean High Water.

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

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

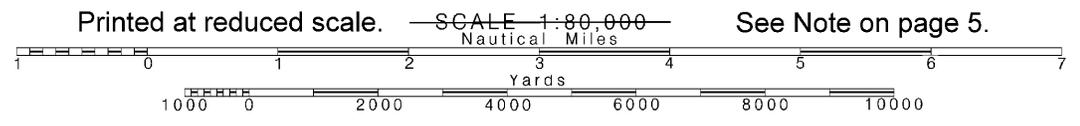
POLLUTION REPORTS
Report all spills of oil and hazardous substances.

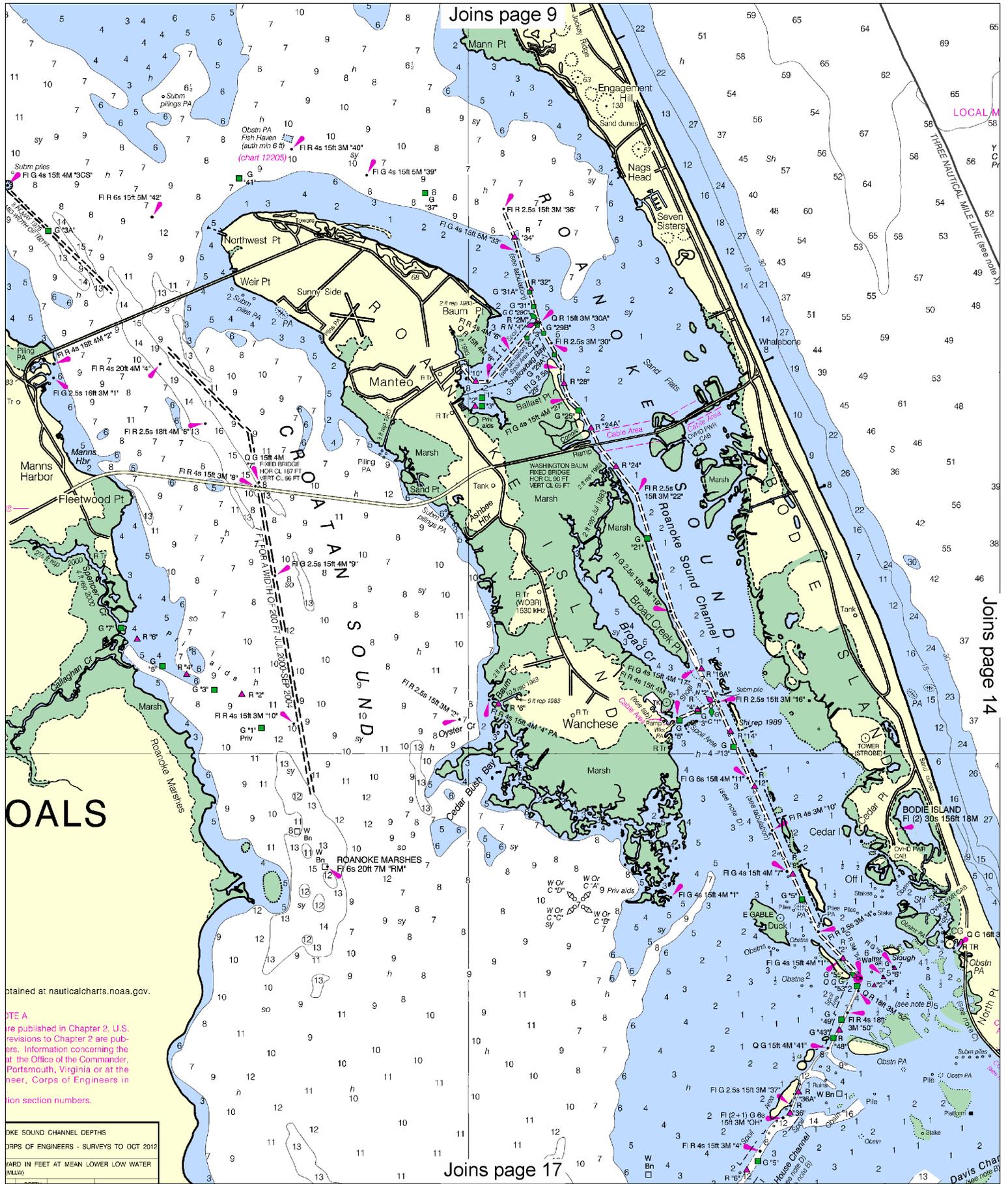
NOTES
Navigation regulations are contained in Coast Pilot 4. Additions or revisions to these regulations may be obtained at the 5th Coast Guard District in Portsmouth, Office of the District Engineer, Wilmington, North Carolina. Refer to charted regulations.

PAMlico AND ROANOKE
TABULATED FROM SURVEYS BY THE COAST SURVEY
CONTROLLING DEPTHS FROM SEAWARD

12

Note: Chart grid lines are aligned with true north.



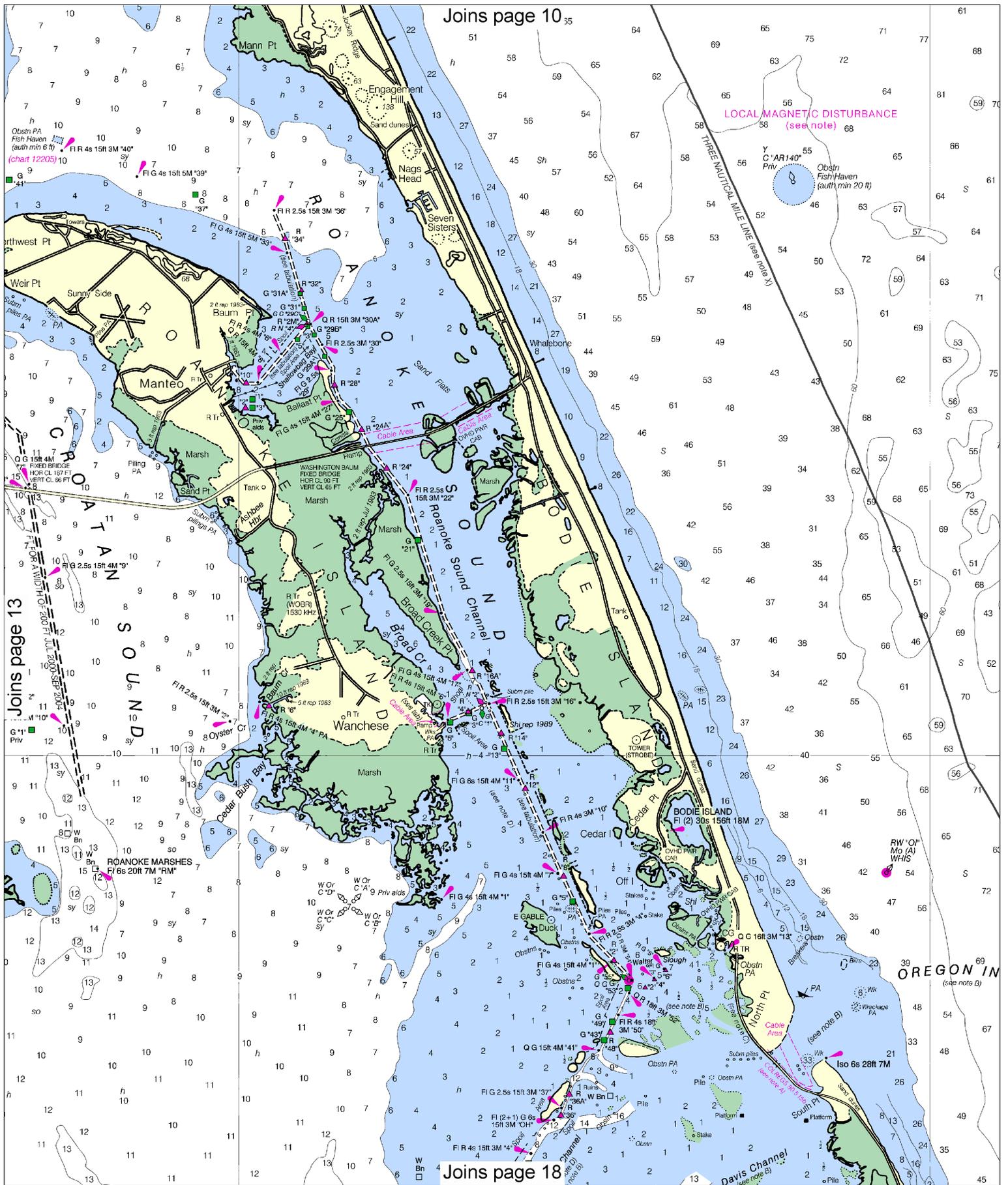


obtained at nauticalcharts.noaa.gov.

NOTE A
 are published in Chapter 2, U.S.
 revisions to Chapter 2 are pub-
 lished. Information concerning the
 at the Office of the Commander,
 Portsmouth, Virginia or at the
 near. Corps of Engineers in
 tion section numbers.

ROANOKE SOUND CHANNEL DEPTHS
DRPS OF ENGINEERS - SURVEYS TO OCT 2012
HARD IN FEET AT MEAN LOWER LOW WATER
(MLLW)

Joins page 17



Joins page 10

Joins page 13

Joins page 18

LOCAL MAGNETIC DISTURBANCE
(see note)

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

14

Note: Chart grid lines are aligned with true north.



B2	1970-1969	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

Joins page 12

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.

Norfolk, VA	KHB-37	162.550 MHz
Martine, NC	WVH-26	162.425 MHz
Cape Hatteras, NC	KIG-77	162.475 MHz

CAUTION

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

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).

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 11° from the normal variation have been observed 5 to 7 nautical miles offshore from Currituck Beach Light to Wimple Shoals.

FAMILCO AND ROANOKE
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS

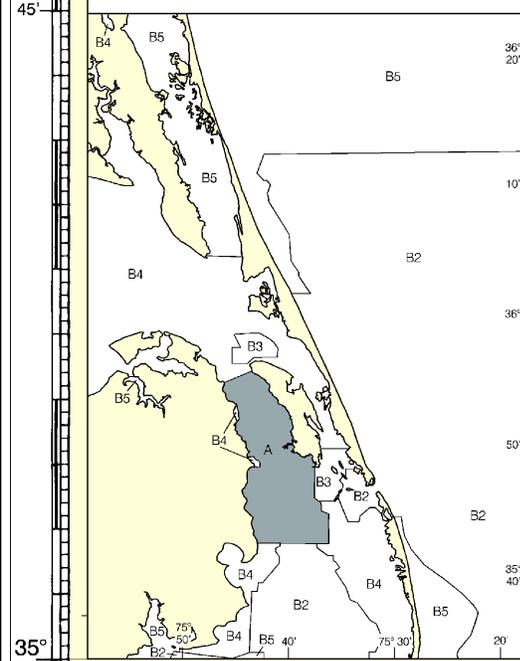
CONTROLLING DEPTHS FROM SEAWARD

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD
ALBEMARLE SOUND TO MANTO CHANNEL (S 35°04.5'N, 75°38'58.7"W)	35°05.0'N, 75°36'31.5"W
MANTO CHANNEL	35°47'21.4"N, 75°34'20.1"W
MANTO TO WANCHESE CHANNEL	
WANCHESE CHANNEL	
WANCHESE TO LIGHT 54 (S 47°21.4'N, 75°34'20.1"W)	

A. EXCEPT FOR SHOALING TO 1.0 FEET
35°05.0'N, 75°36'31.5"W

B. EXCEPT FOR SHOALING TO 3.3 FEET
35°47'21.4"N, 75°34'20.1"W

NOTE - CONSULT THE CORPS OF ENGINEERS SUBSEQUENT TO THE ABOVE INFO



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: (o) (Accurate location) (o) (Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES

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

Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

NOTE C

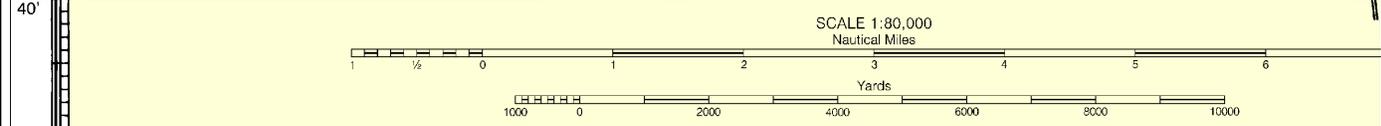
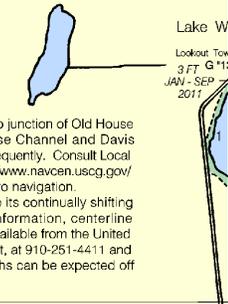
HERBERT C. BONNER FIXED BRIDGE
HOR CL 130 FT (MAIN CHANNEL SPAN)
VERT CL 65 FT (VERT CL 15 FT AT APPROACH SPANS)

NOTE D

Additional uncharted piles and pipes, submerged or visible, may exist in this area.

NOTE B

The aids in Oregon Inlet, Oregon Inlet Channel to junction of Old House Channel, and buoys in Walter Slough, Old House Channel and Davis Channel are not charted because they are moved frequently. Consult Local Notice to Mariners, 5th Coast Guard District at <http://www.navcen.uscg.gov/inm/d5/default.htm> for the latest positions of aids to navigation. Hydrography in Oregon Inlet is not shown due to its continually shifting nature. The most recent hydrographic survey information, centerline waypoints and a centerline controlling depth are available from the United States Army Corps of Engineers, Wilmington District, at 910-251-4411 and <http://www.saw.usace.army.mil/nav>. Shoaler depths can be expected off the centerline.



CAUTION

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

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: (o)

FISHING AND HUNTING STRUCTURES

Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

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.

WARNING

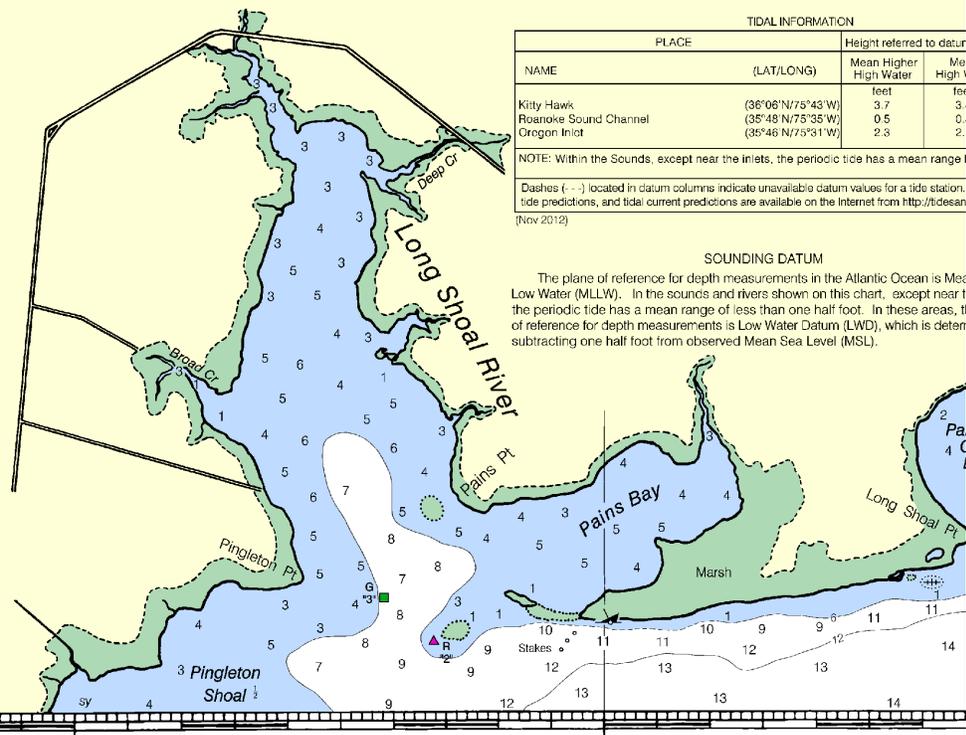
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

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

SUPPLEMENTAL INFORMATION

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



TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum	
			Mean Higher High Water	Mean High Water
	Kitty Hawk	(36°06'N/75°43'W)	3.7	3.1
	Roanoke Sound Channel	(35°48'N/75°35'W)	0.5	0.0
	Oregon Inlet	(35°46'N/75°31'W)	2.3	2.2

NOTE: Within the Sounds, except near the inlets, the periodic tide has a mean range of 1.0 foot.

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station; tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Nov 2012)

SOUNDING DATUM

The plane of reference for depth measurements in the Atlantic Ocean is Mean Low Water (MLLW). In the sounds and rivers shown on this chart, except near the inlets, the periodic tide has a mean range of less than one half foot. In these areas, the reference for depth measurements is Low Water Datum (LWD), which is determined by subtracting one half foot from observed Mean Sea Level (MSL).

38th Ed., Dec. /12 ■ Corrected through NM Dec. 8/12
Corrected through LNM Dec. 4/12

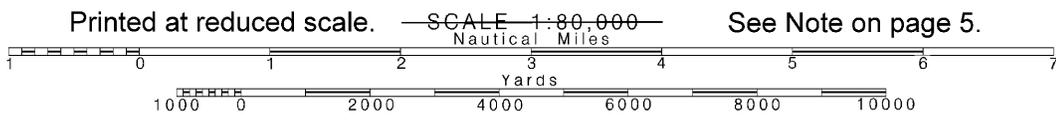
12204

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

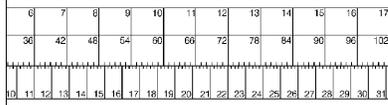
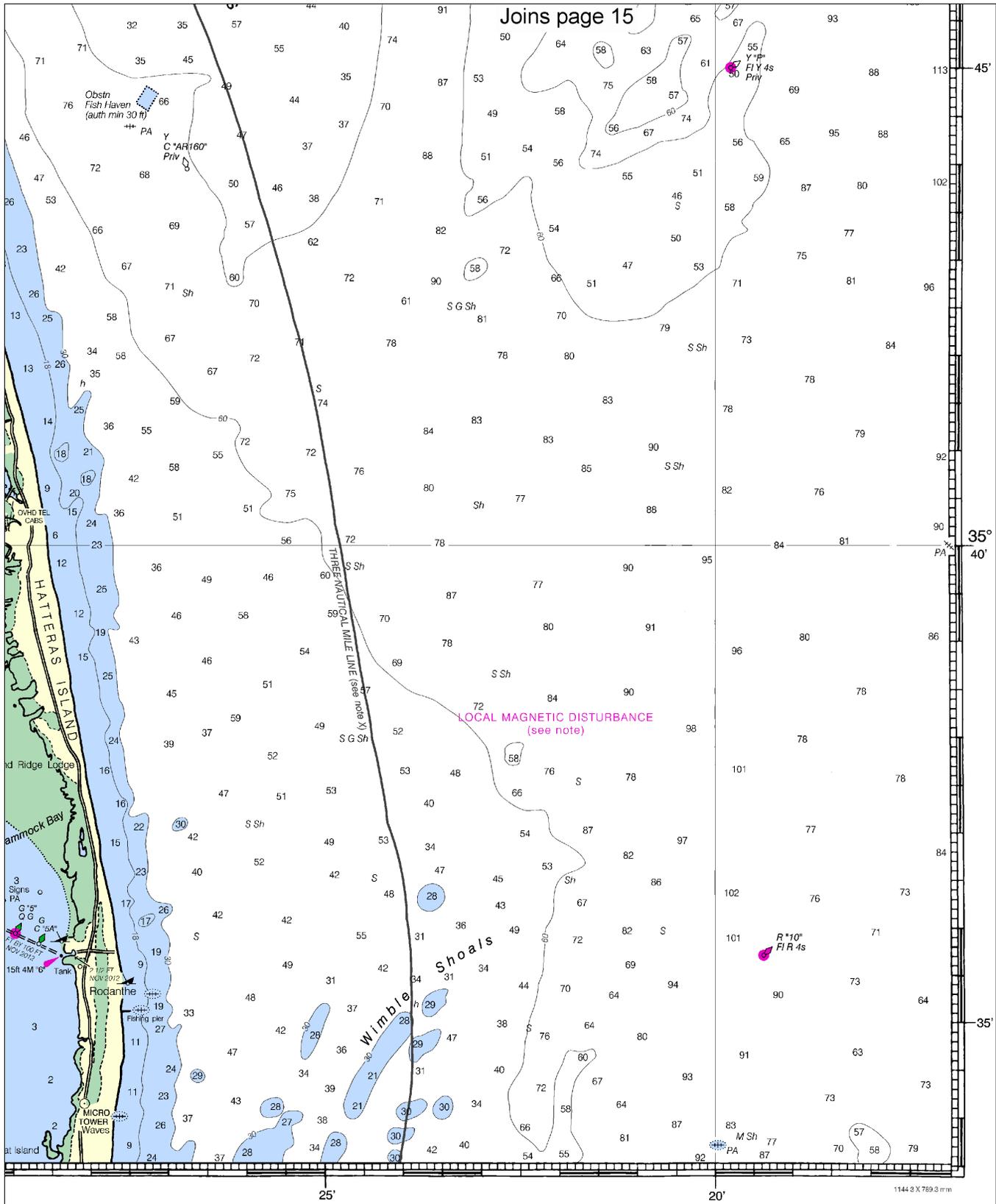
SOUNDINGS IN

Note: Chart grid lines are aligned with true north.



See Note on page 5.

Joins page 15



Currituck Beach Light to Wimble Shoals
SOUNDINGS IN FEET - SCALE 1:80,000

12204



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>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

