BookletChart™

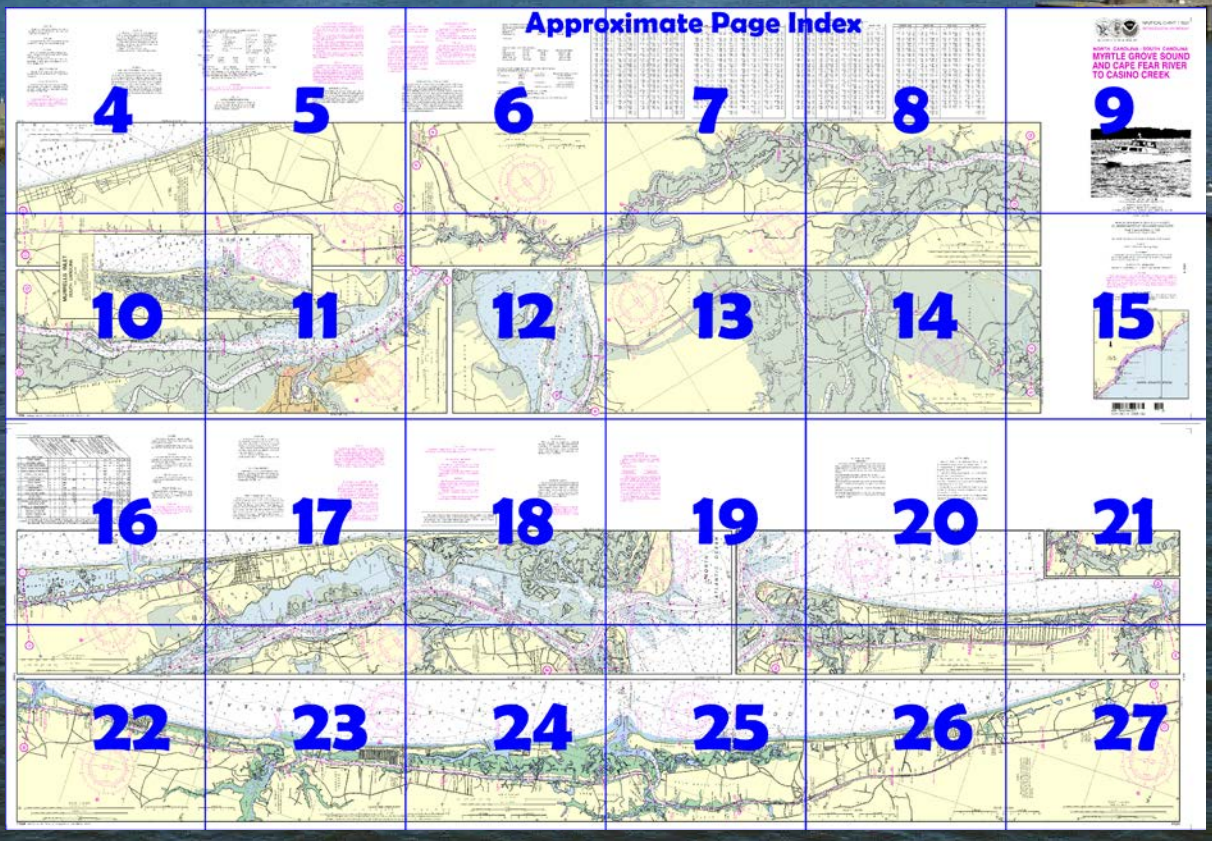
Myrtle Grove Sound and Cape Fear River to Casino Creek

NOAA Chart 11534

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.

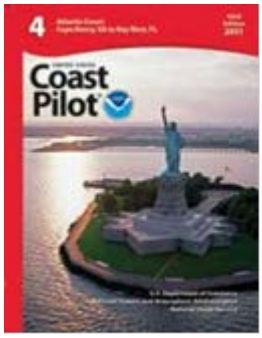
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=11534.

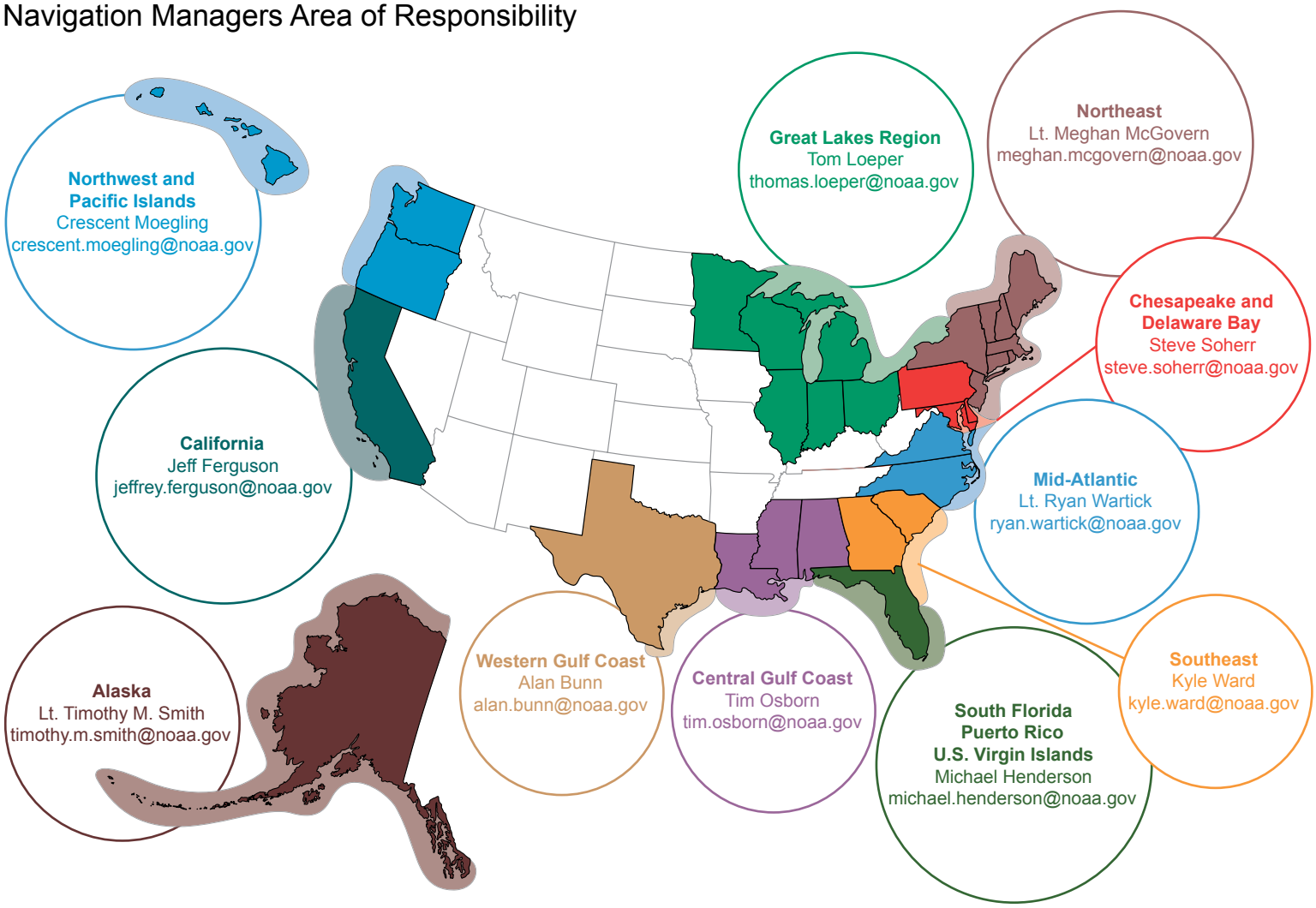


(Selected Excerpts from Coast Pilot)
Carolina Beach Inlet is about 7 miles south of Masonboro Inlet. A lighted whistle buoy marks the approach to the inlet. The inlet is marked by unlighted buoys and is used as an access to the Intracoastal Waterway. A 452-foot tower is prominent at 34°05.0'N., 77°53.1'W. in the inlet approach. The inlet is subject to continual change and should be used only with local knowledge.
Carolina Beach is a resort about 3 miles southward of Carolina Beach Inlet and 12 miles northward of Cape Fear. A dredged channel connects the landlocked basin at the town with Myrtle Grove Sound and the Intracoastal Waterway. In 2003, the controlling depth was 4.2 feet. Daybeacons mark the channel.
Some of the more prominent landmarks that can be seen from seaward along this section of the coast are: a group of four towers centered in 34°03.8'N., 77°54.8'W., 2 miles north-northwestward of Carolina Beach; a water tank at Carolina Beach; a tank and radar domes at **Kure Beach**, 3.8 miles and 5 miles southward of the towers; and the stack, microwave tower, and buildings of the nuclear powerplant on the west side of the Cape Fear River, 7.4 miles southwestward of the towers.
New Inlet, about 17.5 miles south of Masonboro Inlet and 4.7 miles north-northeast of Cape Fear, is constantly changing and was reported closed in 1983.
Lockwoods Folly Inlet is entered over a shifting bar 11 miles westward of Cape Fear River. Strangers should not attempt it as the inlet is enclosed by breakers at virtually all stages of tide and wind. Due to frequent changes, mariners are advised to seek local knowledge before entering the inlet. The approach to the inlet is marked by a lighted whistle buoy. The buoys marking the inlet are not charted, because they are frequently shifted in position to mark the best water. There are three charted wrecks, all showing at low water, near the entrance to the inlet; two are at the mouth, and the other is about 0.3 mile to the westward 200 yards offshore. A high sand dune is east of the inlet.
Lockwoods Folly River is navigable from the ocean to the Intracoastal Waterway, at the head of the marshes inside the inlet, and thence to a fixed highway bridge at **Supply**, which is at the practical head of navigation 16 miles above the waterway. The channel is narrow, bordered on both sides by oyster bars covered at high water, and not maintained. In 2008, the controlling depth was 4.3 feet from the Intracoastal Waterway to Supply. The river channel is marked by daybeacons to a pier at **Varnumtown**, about 1.6 miles northward of the Intracoastal Waterway where gasoline and water can be obtained. The river is used by commercial shrimp boats to Varnumtown.
An **explosives anchorage** is centered about 3.5 miles southwestward of Lockwoods Folly Inlet. (See **110.170**, chapter 2, for limits/regulations.)
Shallotte Inlet, 19 miles westward of Cape Fear River, is entered over a shifting bar and has a winding entrance. A lighted whistle buoy marks the entrance. The bar channel is subject to continual change, and the buoys marking it are shifted frequently to mark the best water, and therefore not charted. The inlet, used only by local fishermen and not recommended to strangers, provides an access from the sea to the Intracoastal Waterway and to **Shallotte River.** The river is navigable to the town of **Shallotte**, about 8 miles above the inlet. In 2008, the river from the Intracoastal Waterway to Shallotte was shoal to bare in several areas; extreme caution is advised. The mean range of tide is 4.6 feet near the inlet and about 3 feet at Shallotte.
Berthage, electricity, gasoline, water, ice, and wet and dry storage are available at the marina on the west bank of Shallotte River, about 0.6 mile above the Intracoastal Waterway. Hull and engine repairs can be made. The facility at Bowen Point is also described with the Intracoastal Waterway in Chapter 12.
There are three marinas on Main Creek; two are at the landing, and the other is eastward of the landing on the west side of the barrier beach. Berthage, electricity, gasoline, diesel fuel, water, ice, launching ramps, and some marine supplies are available at all facilities; hull repairs can be made at all the facilities.

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

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

Navigation Managers Area of Responsibility

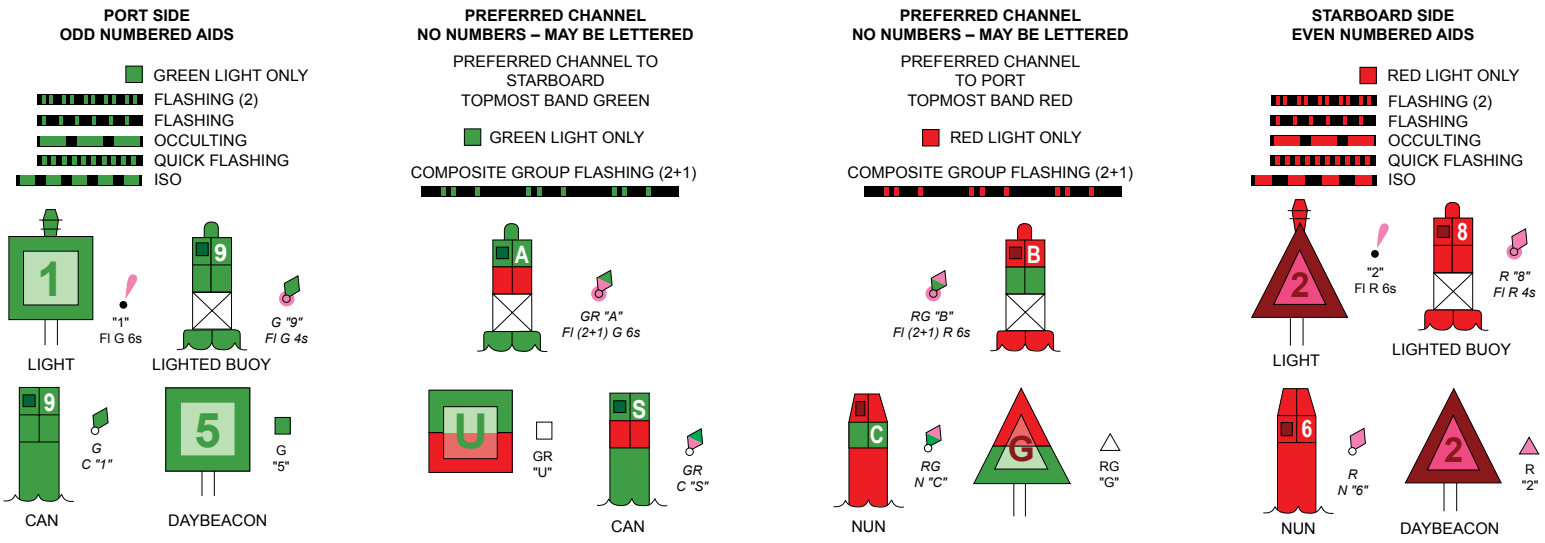


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

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

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

AIDS TO NAVIGATION

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

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.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) o(Approximate location)

ABBREVIATIONS (For comple

Aids to Navigation (lights are whit

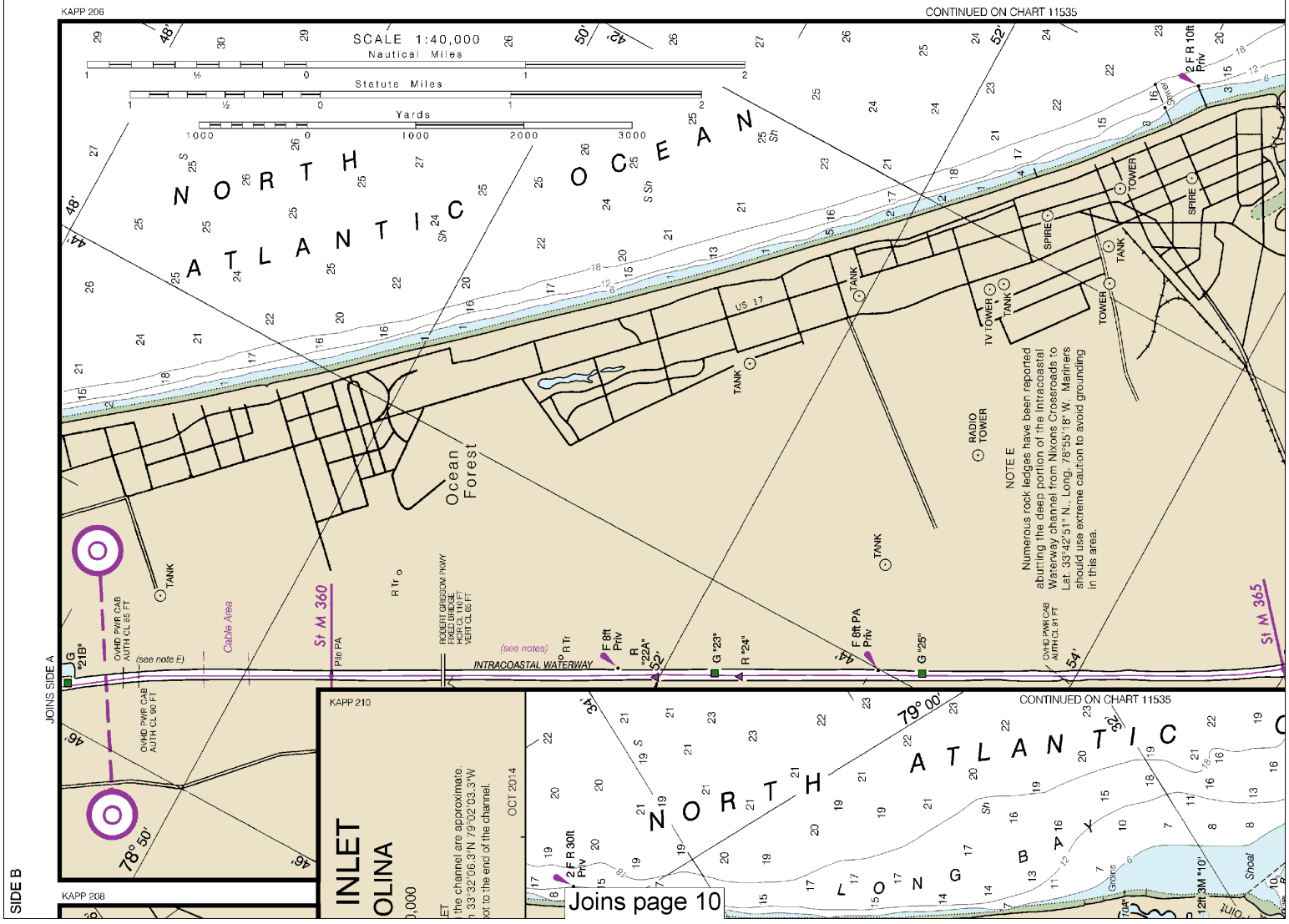
AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co
G gr
Grs

Miscellaneous:

AUTH authorized
ED existence doubtful
(2) Rocks that cover and
COLREGS: International R
Demarcation li



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

plete list of Symbols and Abbreviations, see Chart No. 1.)
hite unless otherwise indicated):

G green	Mo morse code	R TR radio tower
IQ interrupted quick	N nun	Rot rotating
Iso isophase	OBSC obscured	s seconds
LT HO lighthouse	Oc occulting	SEC sector
M nautical mile	Or orange	St M statute miles
m minutes	Q quick	VQ very quick
MICRO TR microwave tower	R red	W white
Mkr marker	Ra Ref radar reflector	WHIS whistle
	R Bn radiobeacon	Y yellow

coral	gy gray	Oys oysters	so soft
gravel	h hard	Rk rock	Sh shells
s grass	M mud	S sand	sy sticky

Obstn obstruction PD position doubtful Subm submerged
PA position approximate Rep reported
ction, or shoal swept clear to the depth indicated.
d uncover, with heights in feet above datum of soundings.
Regulations for Preventing Collisions at Sea, 1972.
lines are shown thus: — — — —

Ⓟ Pump-out facilities

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

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 and 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina and Charleston, South Carolina.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.610" northward and 0.876" 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:

Pipeline Area *Cable Area*

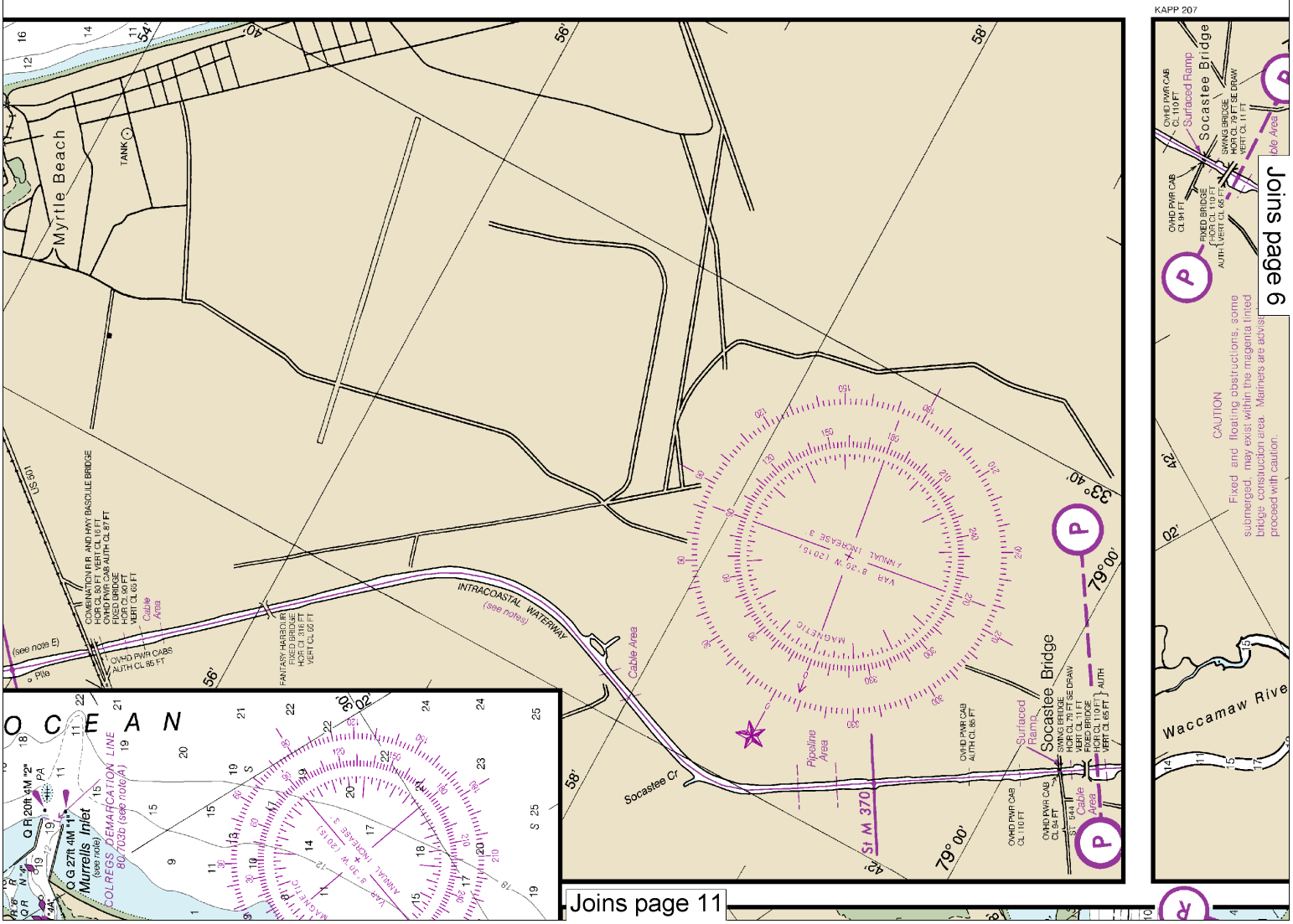
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels 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.

HURRICANES AND T

Hurricanes, tropical storms and
considerable damage to marine structu
vessels, resulting in submerged debris
Charted soundings, channel depths
conditions following these storms. Fix
damaged or destroyed. Buoys may h
positions, damaged, sunk, extinguish
Mariners should not rely upon the p
navigation. Wrecks and submerged ob
from charted locations. Pipelines may h
Mariners are urged to exercise extr
report aids to navigation discrepancie
nearest United States Coast Guard unit

KAPP 207



Joins page 11

Joins page 6

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

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.

INTRACOASTAL WATERWAY

Project Depths

12 feet Norfolk, VA to Fort Pierce, FL; 10 feet Fort Pierce, FL to Miami, FL; 7 feet Miami, FL to Cross Bank in Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners. Uncharted shoals may exist in areas which have not been recently surveyed. Please report shoals and obstructions at: http://nauticalcharts.noaa.gov/staff/contact.htm

Distances

The general location of the Waterway is indicated by a magenta line. Mariners are advised to follow the aids to navigation and avoid charted shoals and obstructions.

Mileage distances shown along the Waterway are in Statute Miles. southward from Norfolk, VA. and are indicated thus:

One Statute Mile equals 0.87 Nautical Miles.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

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.

MARINE WEATHER FORECASTS

NATIONAL WEATHER SERVICE	TELEPHONE NUMBERS	OFFICE HOURS
Wilmington, NC	*(910) 762-4289	24 hours daily
Newport, NC	*(252) 223-5737	24 hours daily
Charleston, SC	*(843) 747-5859	9:00 AM - 4:30 PM M-F

*Recorded

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Wilmington, NC	KHB-31	162.550	24 hours daily
Charleston, SC	KHB-29	162.550	24 hours daily
Myrtle Beach, SC	KEC-95	162.400	24 hours daily
Georgetown, SC	WNG-628	162.500	24 hours daily

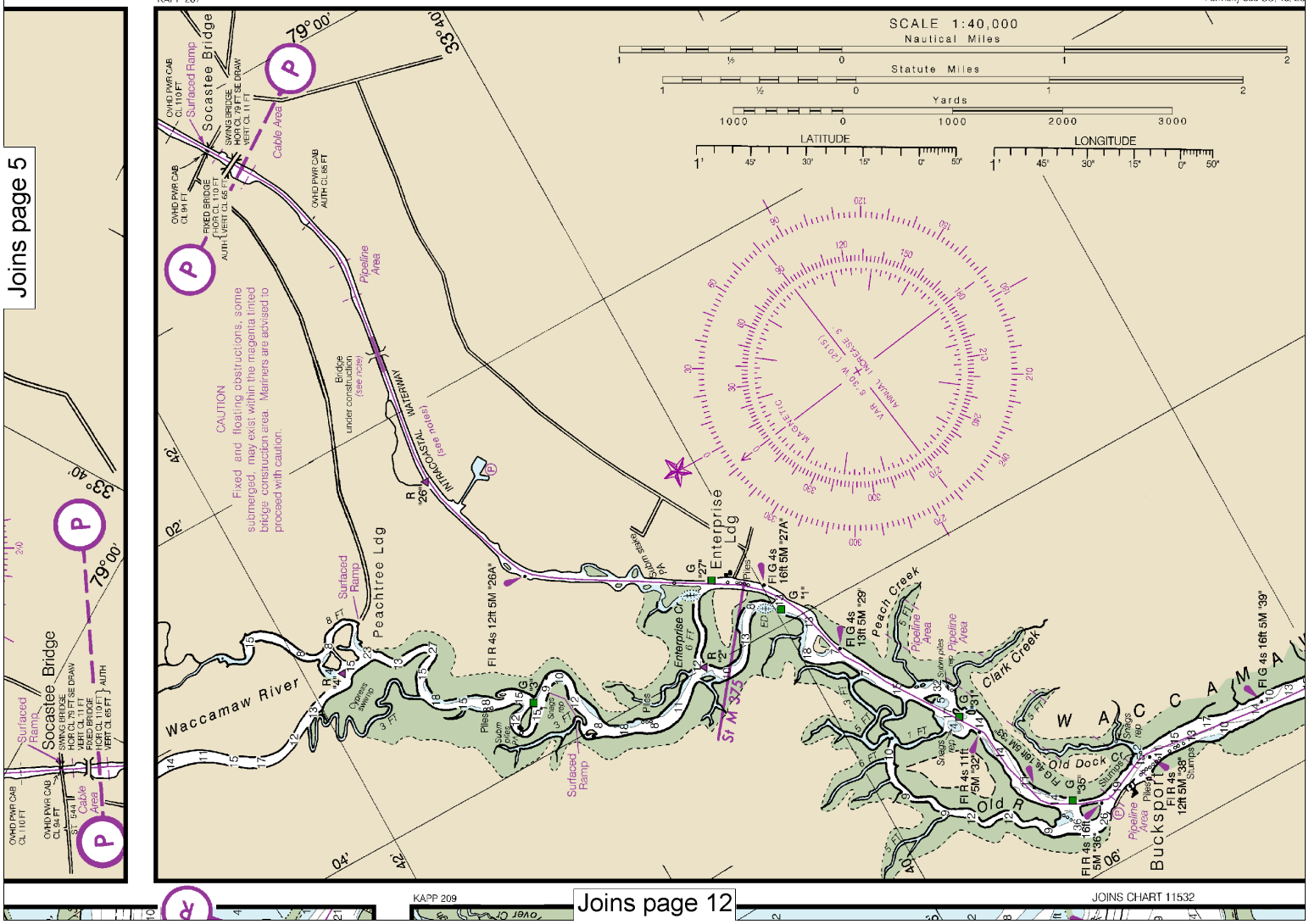
BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ. (kHz)	BROADCAST TIMES (LOCAL)
Ft. Macon, NC	NMN-37 (USCG)	*2670 (A3H)	7:40 AM, 8:03 PM (warnings on receipt)
Charleston, SC	NMB (USCG)	*2670 (A3H)	11:20 AM, 11:20 PM + (warnings on receipt)
		*157.1 MHz (Ch. 22)	(warnings on receipt)

* Preceded by announcement on 2182 kHz and 156.8 MHz

\+ Broadcast one hour later during Daylight Savings Time

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

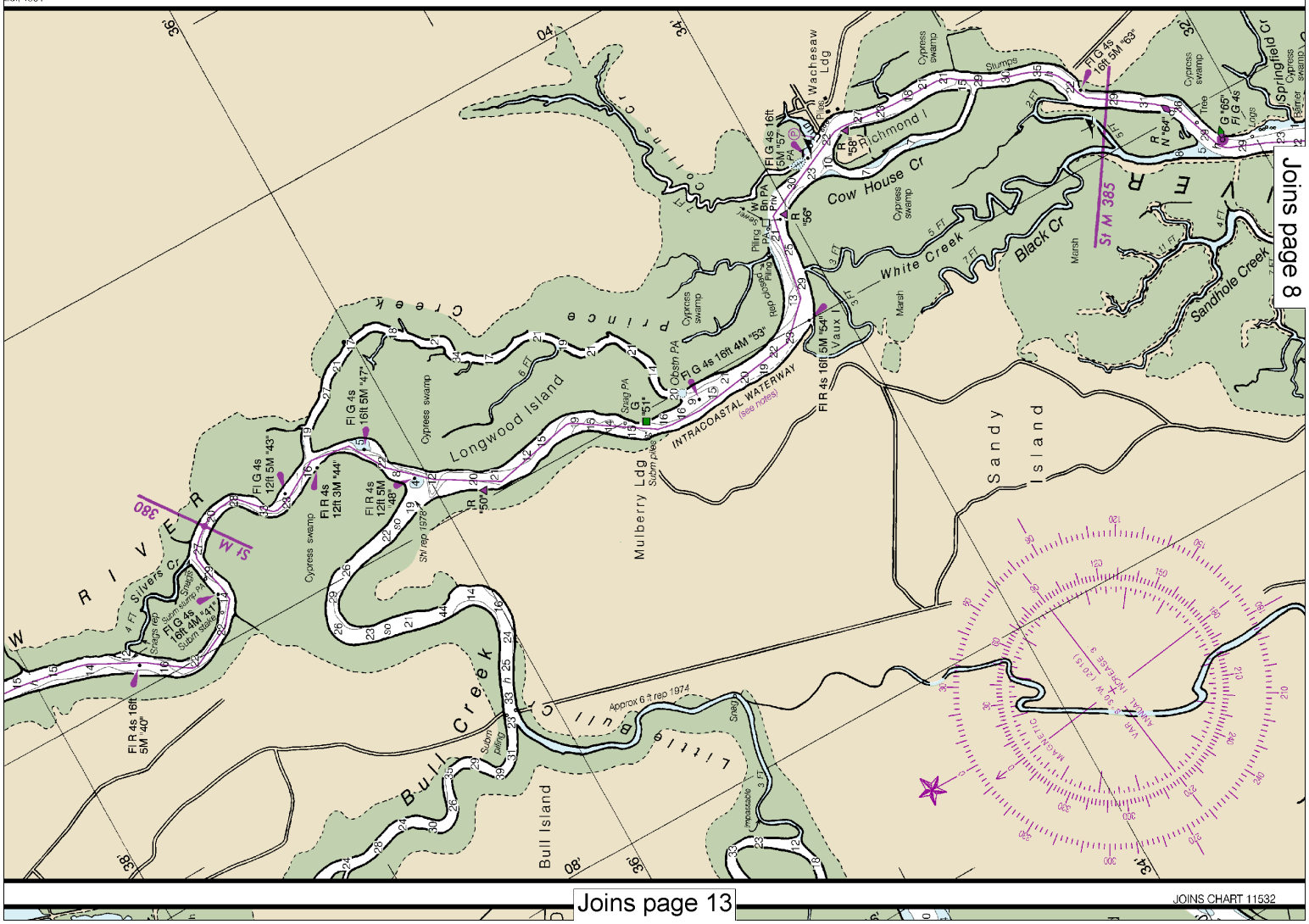
Yards

See Note on page 5.

NAME
Orton Point, NC
Southport, NC
Sunset Beach Pi
Myrtle Beach Air
Socastee Bridge
Myrtle Beach, SC
Oaks Creek, SC
Georgetown Ligh
Cape Romain, S
Dashes (- - -) loca tide predictions, a

(Nov 2015)

Ed., 1964

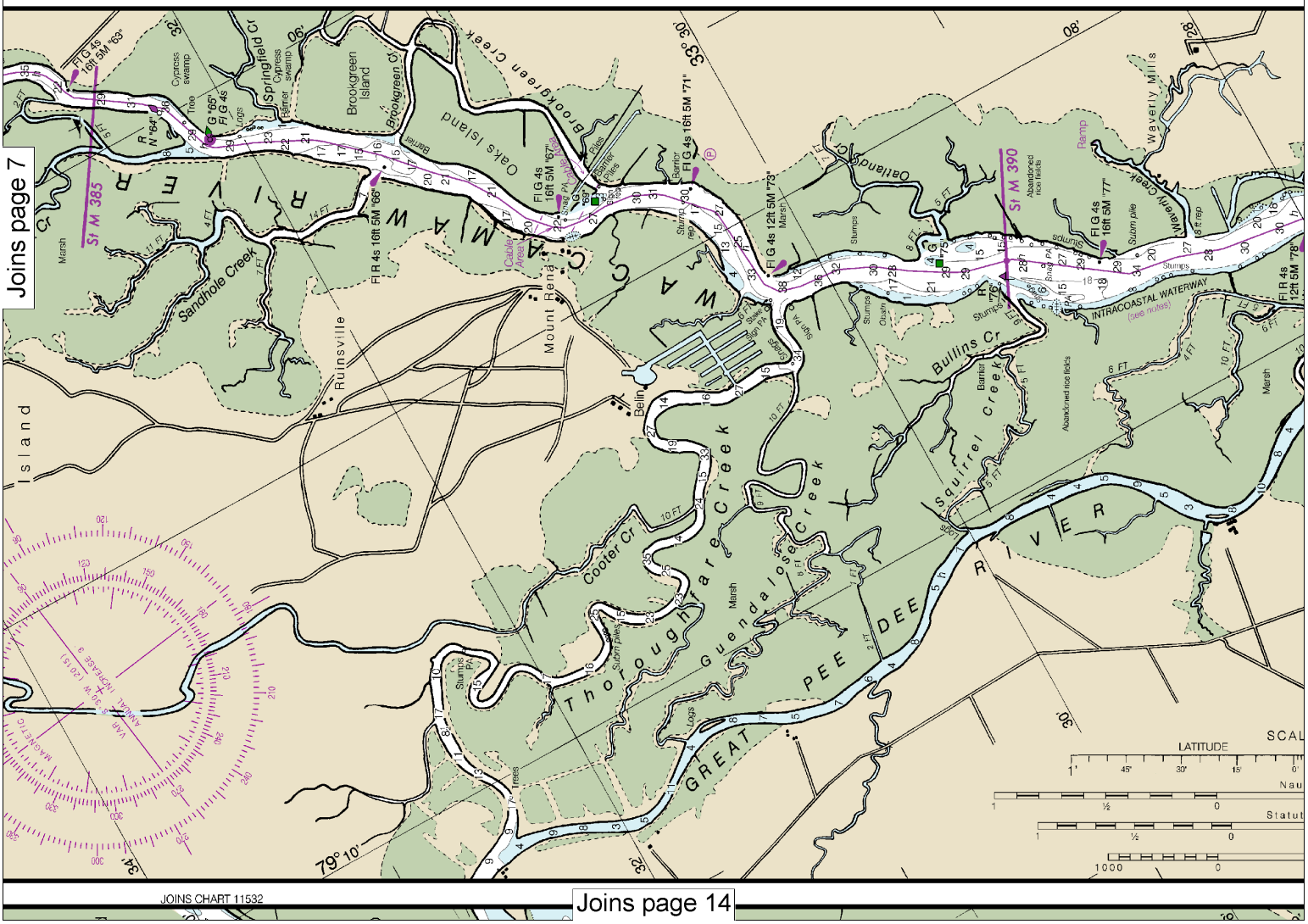


TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Orton Point, NC	(34°03'N/77°56'W)	4.6	4.3	0.1
Southport, NC	(33°55'N/78°01'W)	4.7	4.4	0.1
Sunset Beach Pier, NC	(33°52'N/78°30'W)	5.5	5.1	0.2
Myrtle Beach Airport, SC	(33°49'N/78°43'W)	3.3	3.0	0.2
Socastee Bridge, SC	(33°41'N/79°00'W)	2.4	2.2	0.1
Myrtle Beach, SC	(33°39'N/78°55'W)	5.6	5.2	0.2
Oaks Creek, SC	(33°32'N/79°03'W)	4.8	4.5	0.2
Georgetown Lighthouse, SC	(33°13'N/79°11'W)	4.4	4.1	0.2
Cape Romain, SC	(31°01'N/79°21'W)	5.2	4.9	0.2

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

(Nov 2015)



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

THE NATION'S CHARTMAKER SINCE 1807

NAUTICAL CHART 11534
INTRACOASTAL WATERWAY

NORTH CAROLINA - SOUTH CAROLINA

MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK

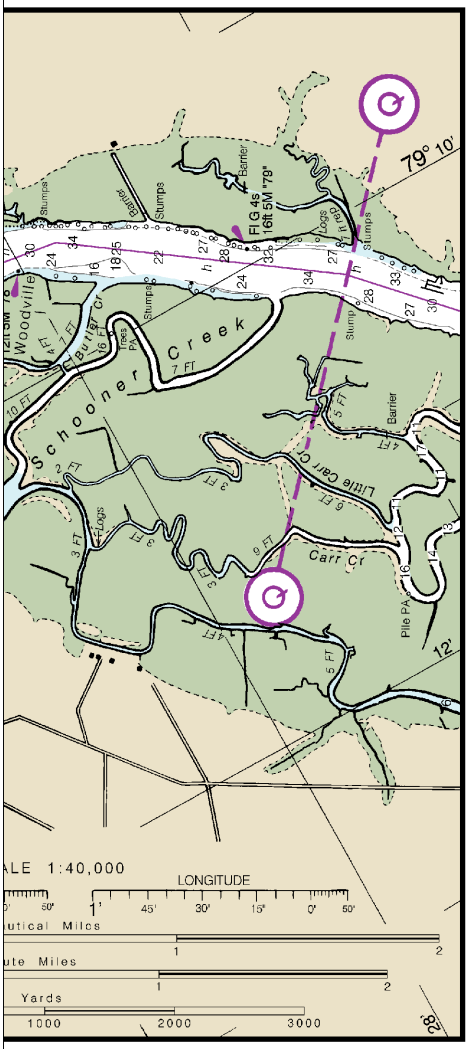


Chart 11534

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

MERCATOR PROJECTION AT SCALE 1:40,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

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

HEIGHTS
Heights in feet above Mean High Water.

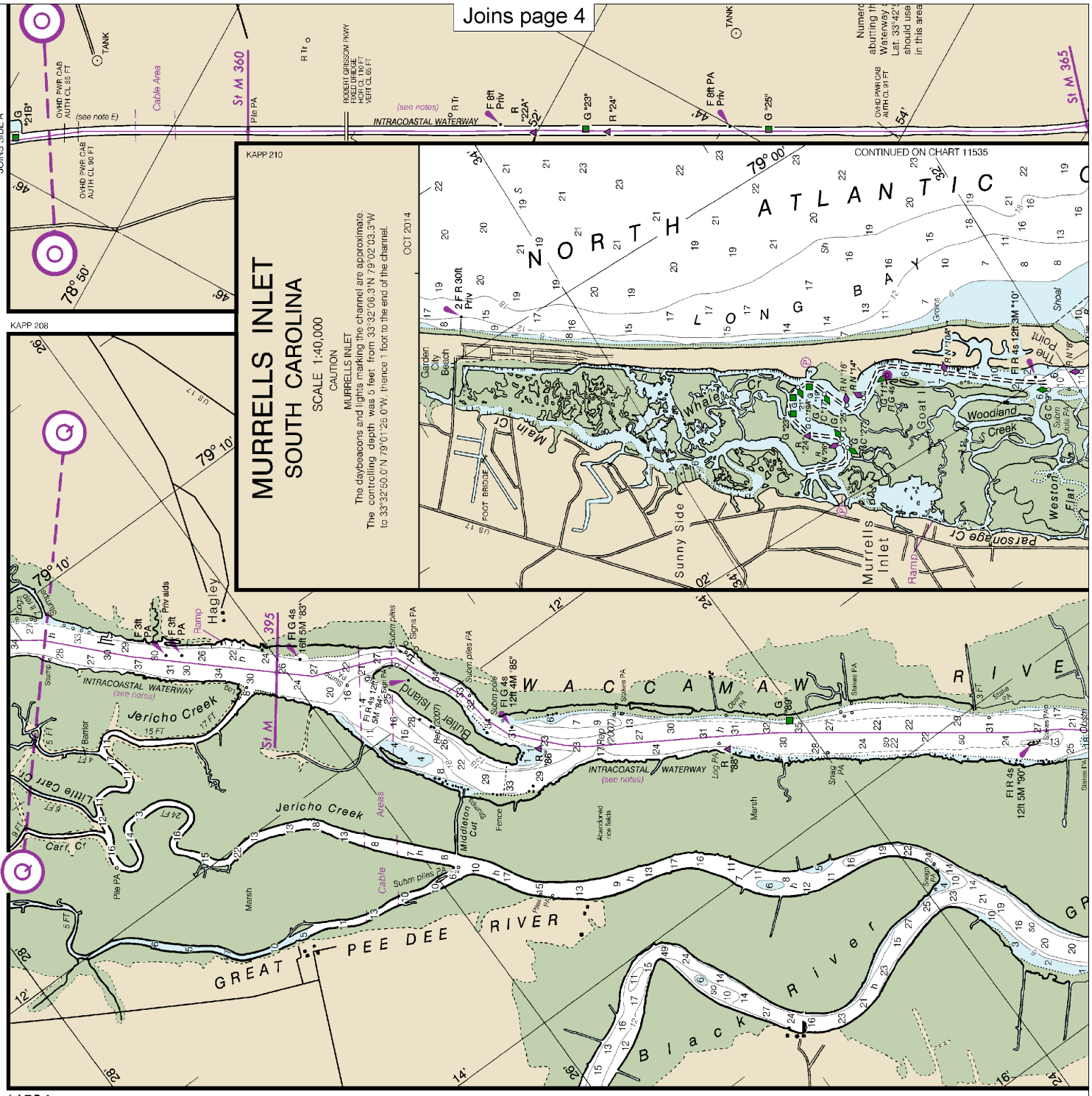
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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

Joins page 15

SIDE E

Joins page 4



11534

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. C
Additional information concerning the regul

Joins page 16

CAUTION

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CAUTION

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CAUTION

Small craft should stay clear of large com-

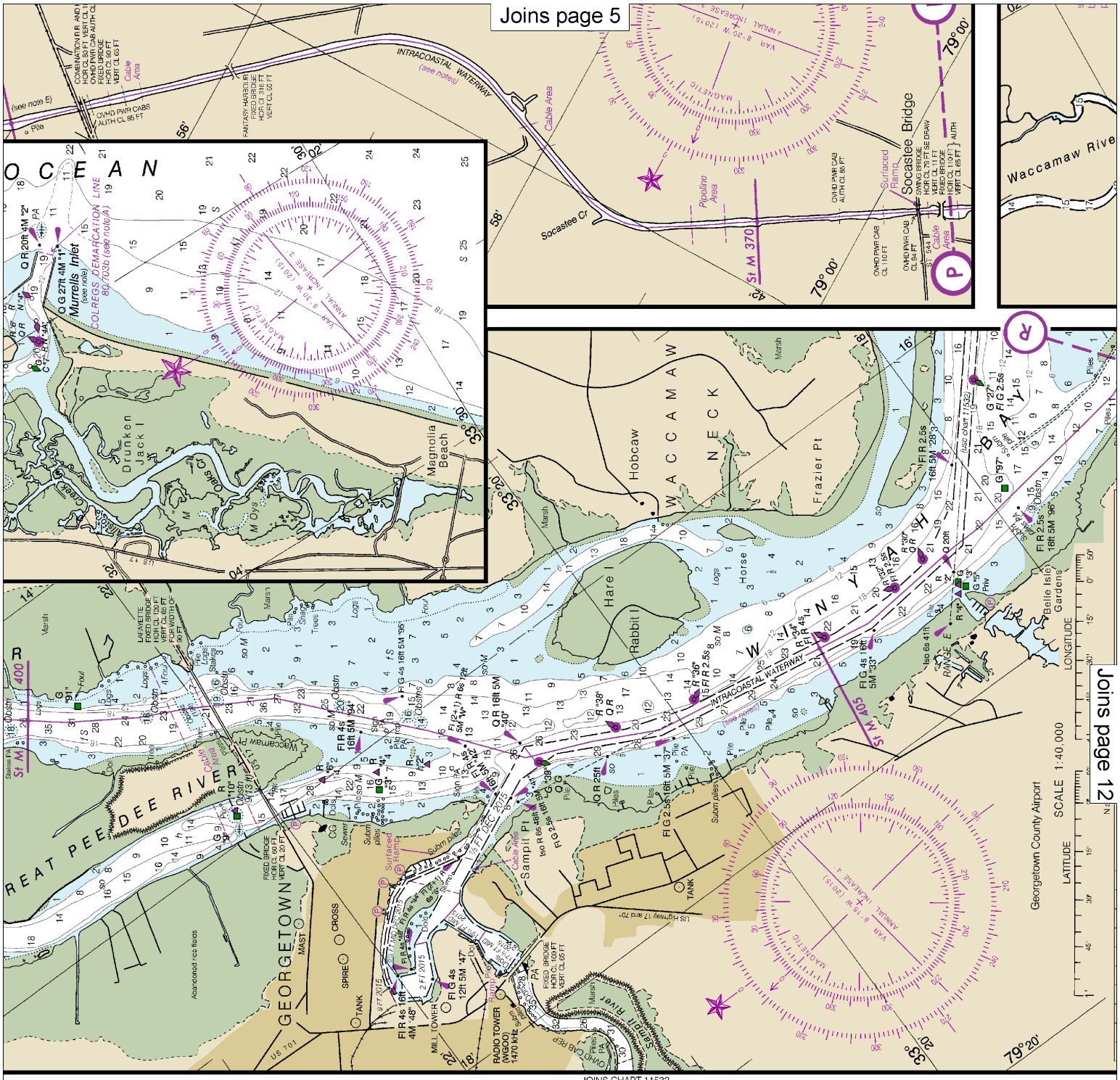
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.



JOINS CHART 11532

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

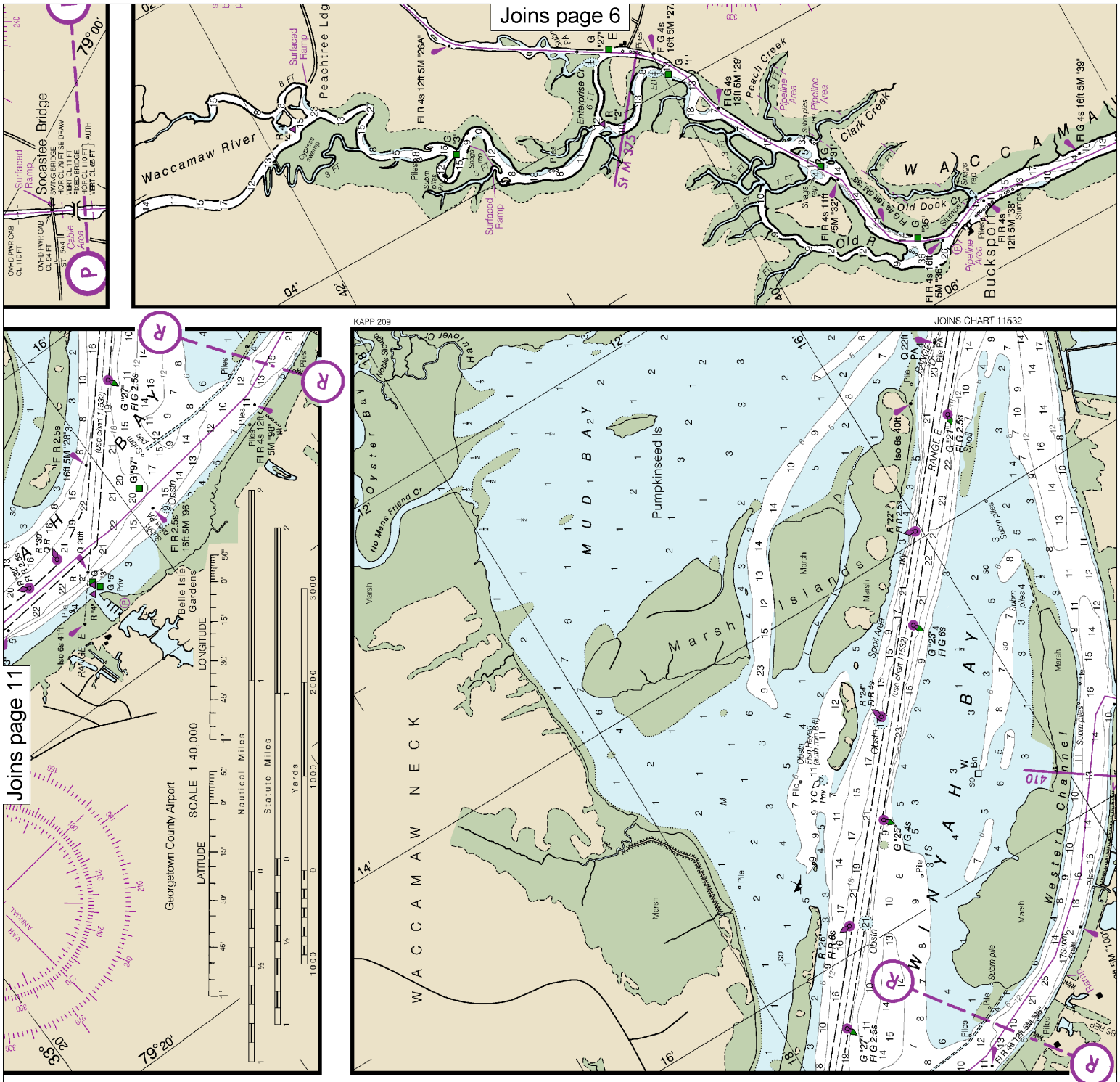
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) o(Approximate location)

NOTE 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 and 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina and Charleston, South Carolina. Refer to charted regulation section numbers.



INTRACOASTAL WATERWAY

Project Depths

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The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners. Uncharted shoals may exist in areas which have not been recently surveyed. Please report shoals and obstructions at: http://nauticalcharts.noaa.gov/staff/contact.htm

Distances

NOTE C

Entrances to Inlets

The channels are subject to continual changes. Entrance buoys are not charted because they are frequently shifted in position. Passage through the inlets is not recommended without local knowledge of all hazardous conditions affecting the areas.

NOTE F

Fixed security barriers have been installed at

Note: Chart grid lines are aligned with true north.

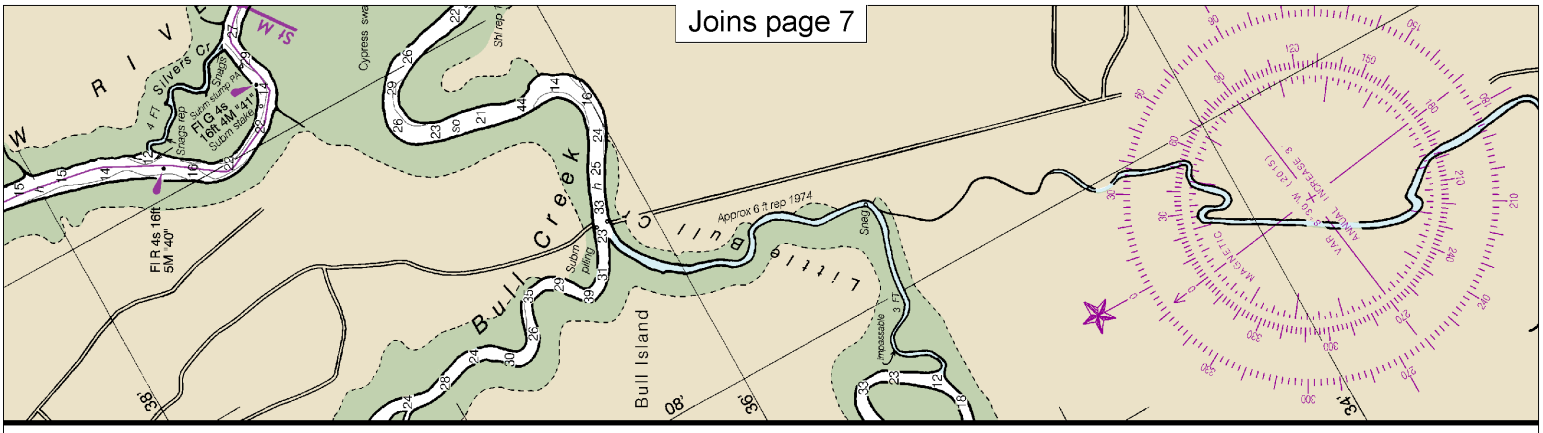
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

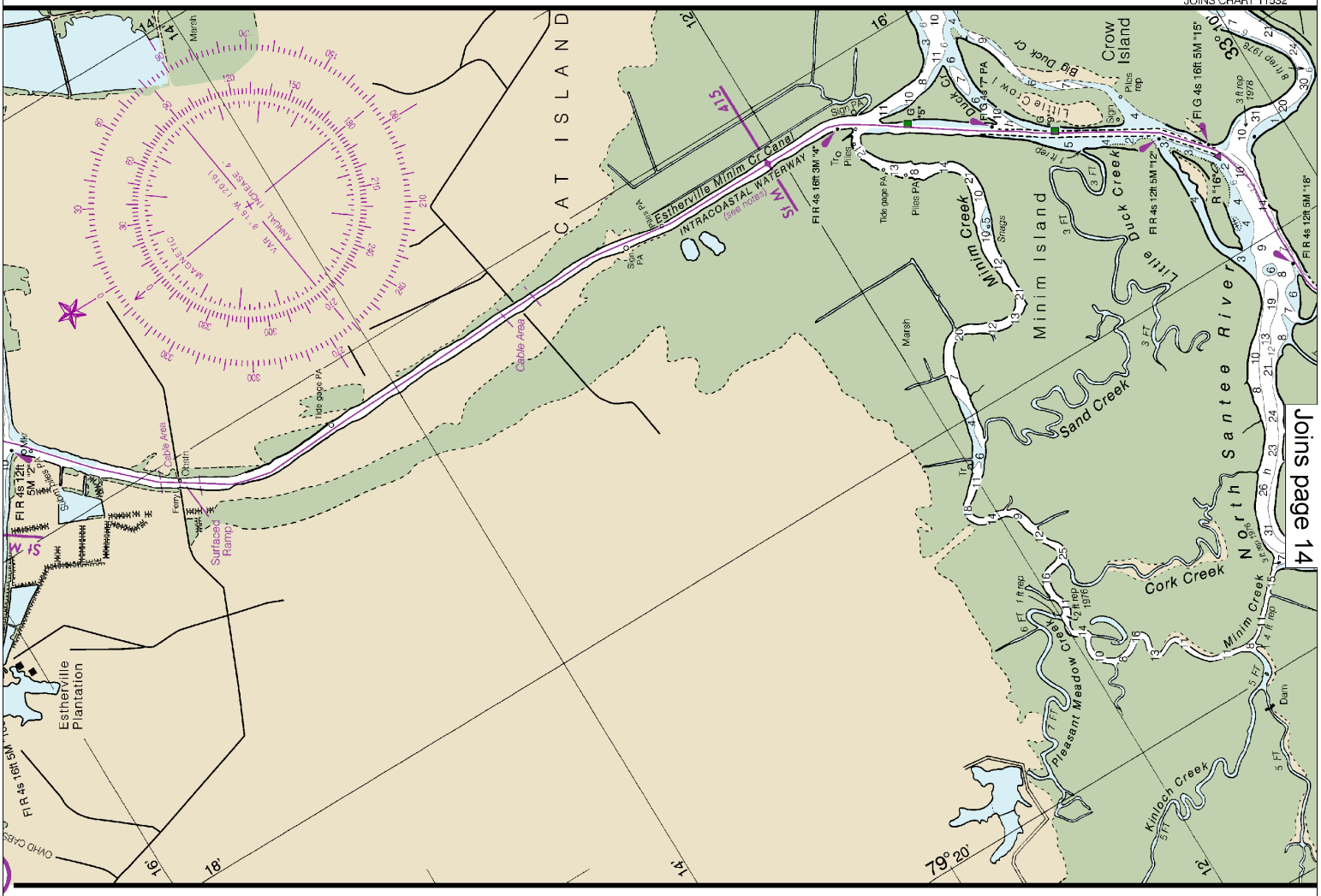
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 7



JOINS CHART 11532



Joins page 14

CAUTION

SUBMARINE PIPELINES AND CABLES

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

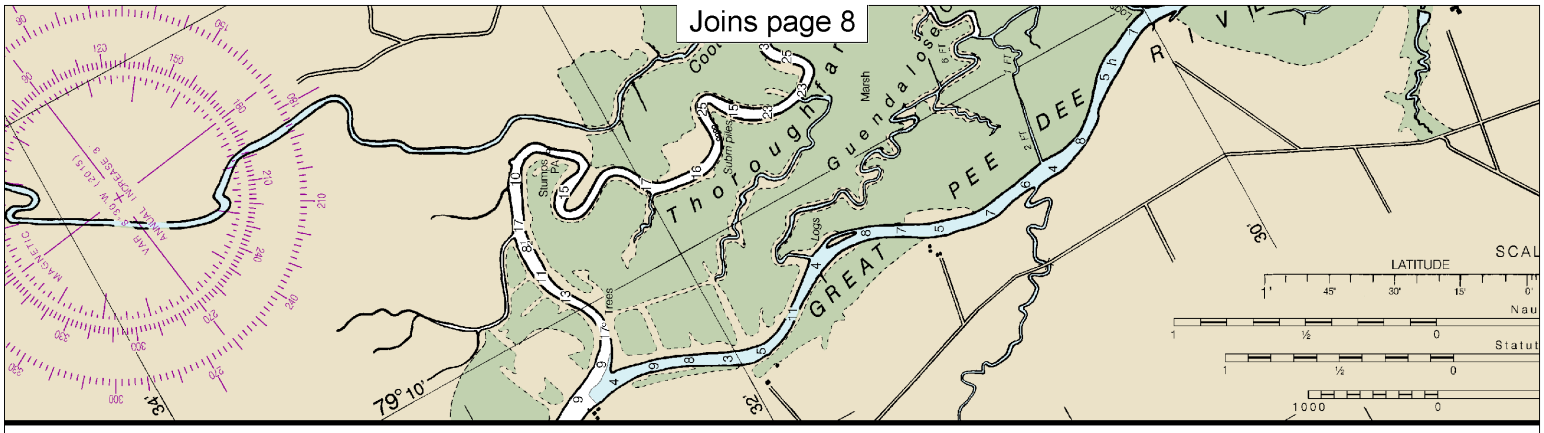
Pipeline Area

Cable Area

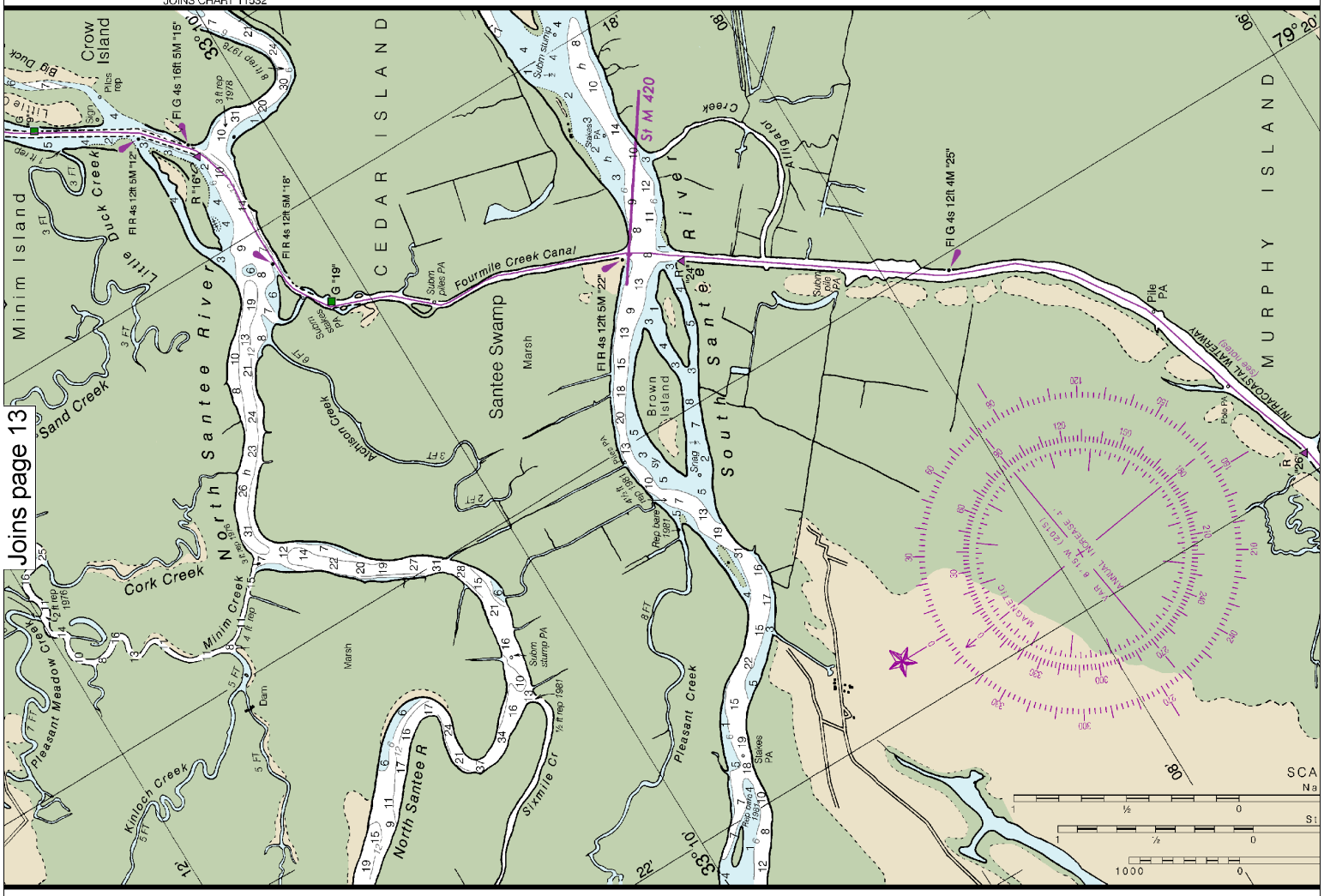
Additional uncharted submarine pipelines and submarine cables may exist within the area of

Joins page 19

Joins page 8



JOINS CHART 11532



Joins page 13

Joins page 20

RULES (AB

SAFETY HINTS
1. Keep your chart up to date by applying al

Note: Chart grid lines are aligned with true north.

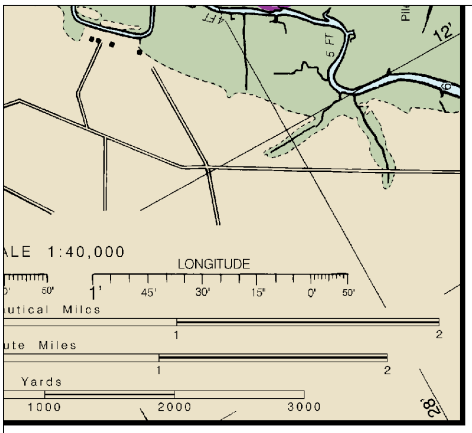
Printed at reduced scale. ~~SCALE 1:40,000~~

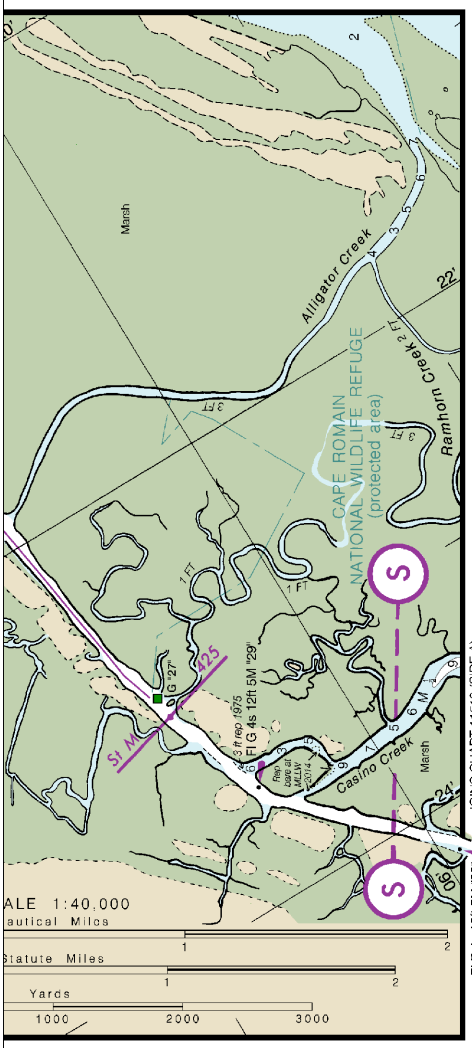
Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 9





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

MERCATOR PROJECTION AT SCALE 1:40,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

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

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.

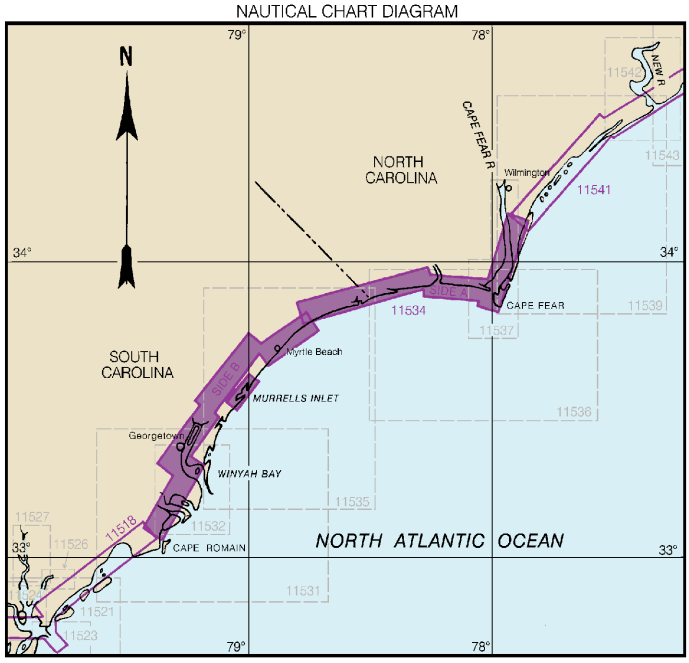
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.

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.

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).

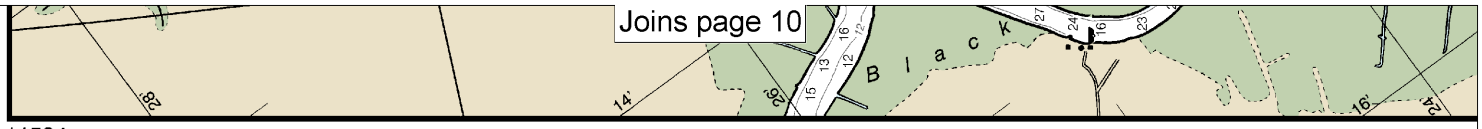
SIDE B

NAUTICAL CHART DIAGRAM



Joins page 21

Joins page 10



11534

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

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

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

AIDS TO NAVIGATION

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

RADAR REFLECTORS

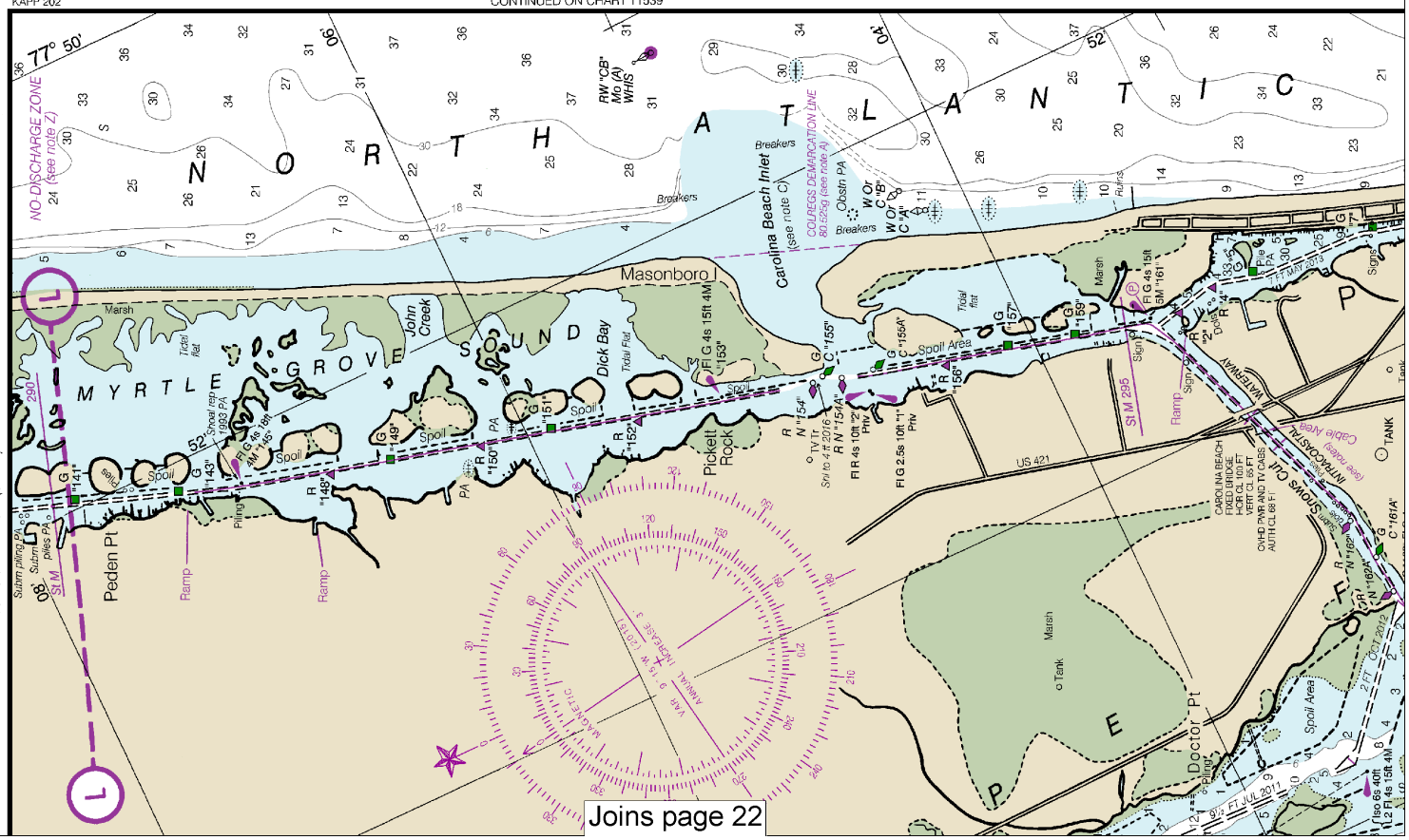
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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.

KAPP 202

CONTINUED ON CHART 11539



Joins page 22

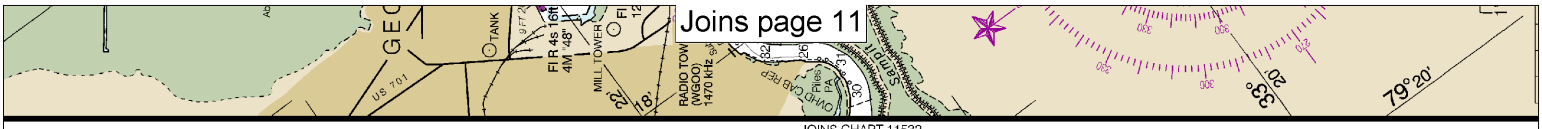
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) o(Approximate location)

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 and 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina and Charleston, South Carolina.

Refer to charted regulation section numbers.

INTRACOASTAL WATERWAY AIDS

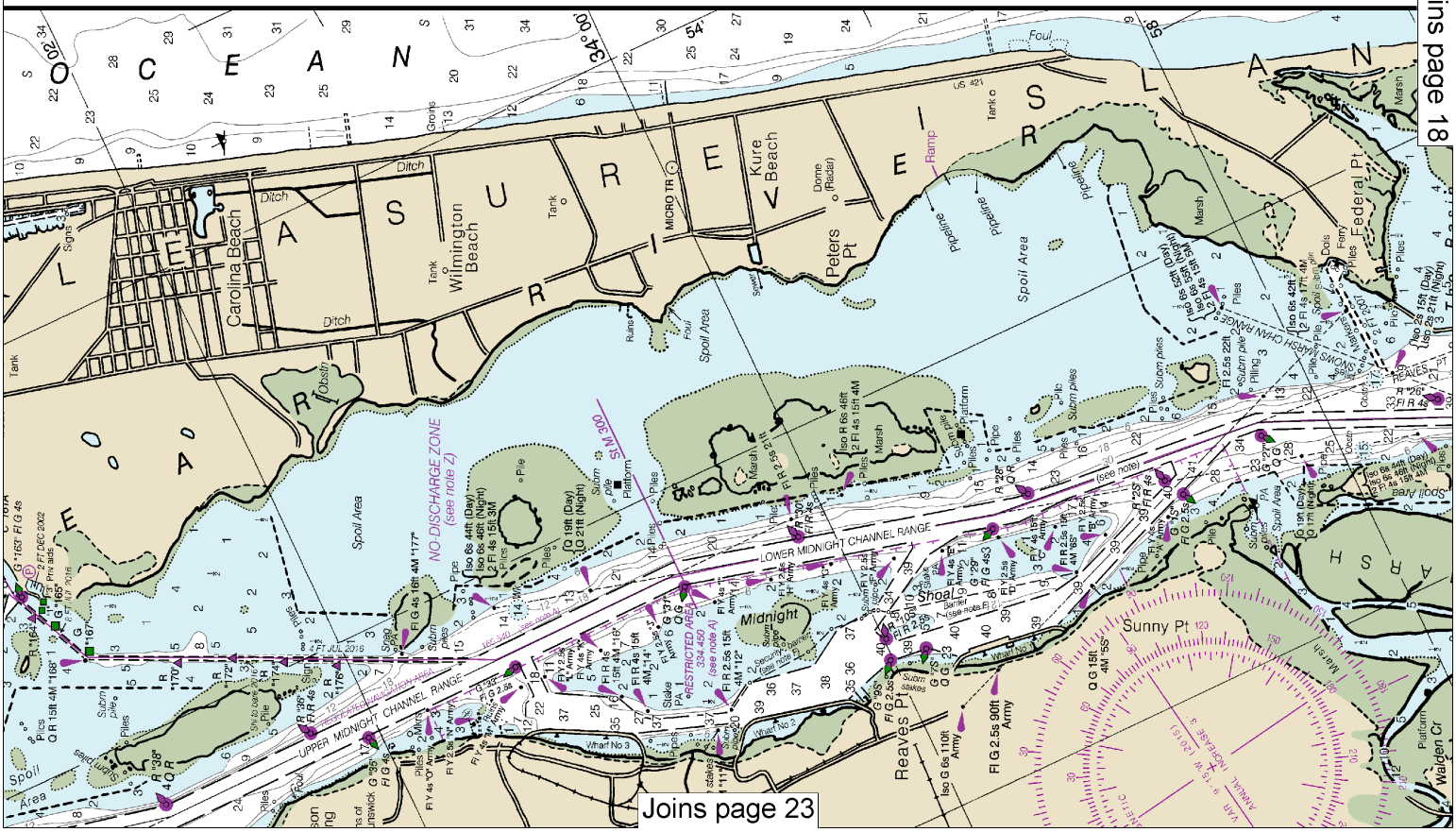
The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

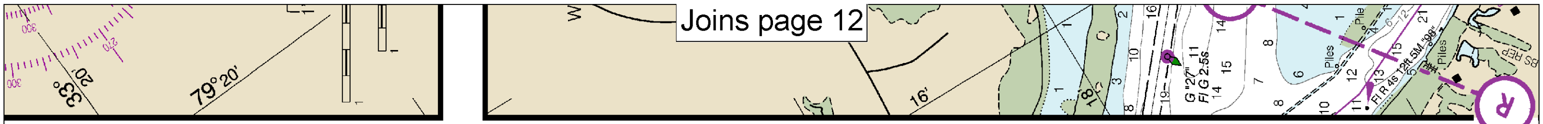
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

NOAA about this





Joins page 12

INTRACOASTAL WATERWAY

Project Depths

12 feet Norfolk, VA to Fort Pierce, FL; 10 feet Fort Pierce, FL to Miami, FL; 7 feet Miami, FL to Cross Bank in Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners. Uncharted shoals may exist in areas which have not been recently surveyed. Please report shoals and obstructions at:
http://nauticalcharts.noaa.gov/staff/contact.htm

Distances

The general location of the Waterway is indicated by a magenta line. Mariners are advised to follow the aids to navigation and avoid charted shoals and obstructions.

Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: ——•——

One Statute Mile equals 0.87 Nautical Miles.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

Ⓟ Pump-out facilities

NOTE C

Entrances to Inlets

The channels are subject to continual changes. Entrance buoys are not charted because they are frequently shifted in position. Passage through the inlets is not recommended without local knowledge of all hazardous conditions affecting the areas.

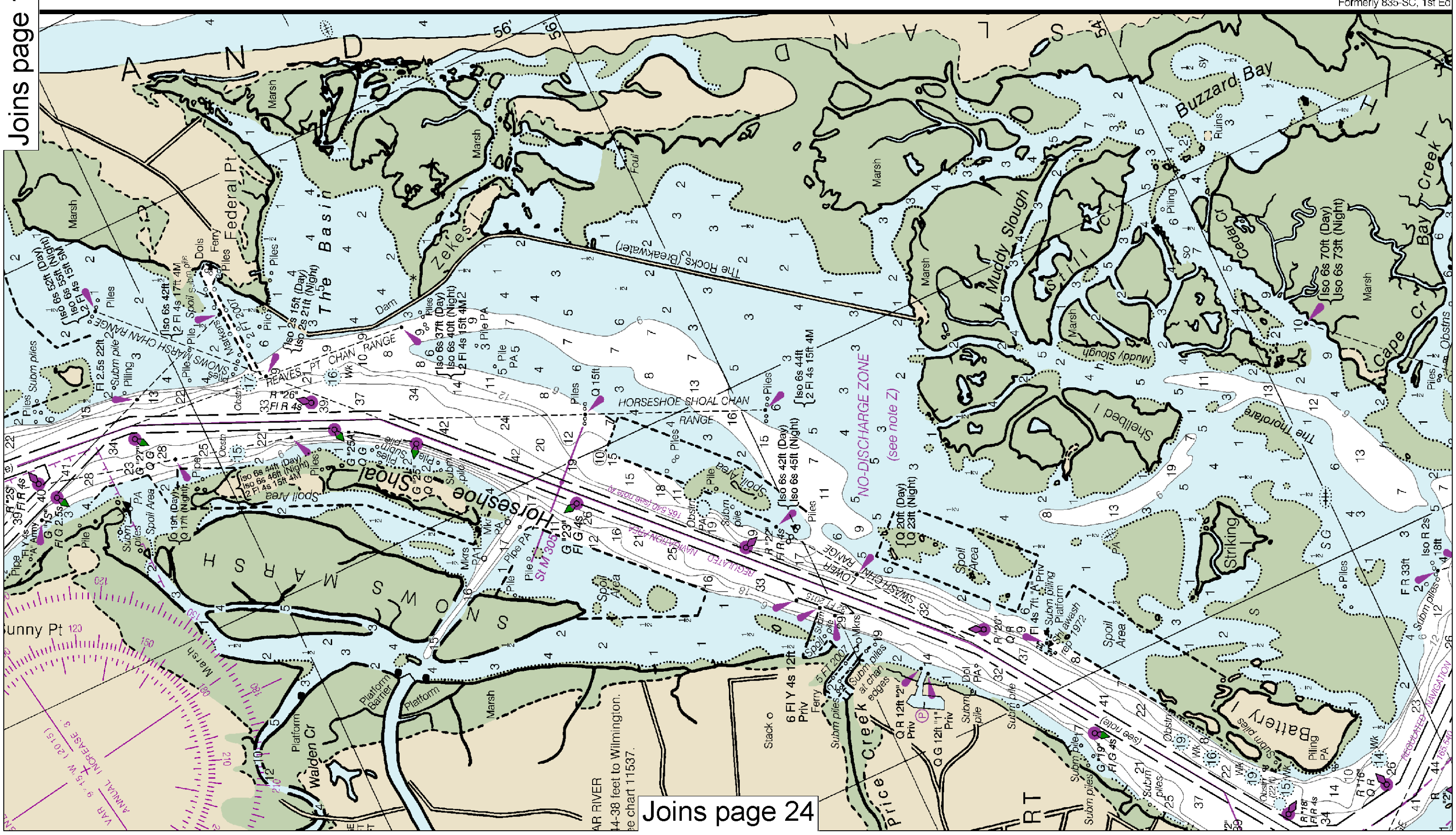
NOTE F

Fixed security barriers have been installed at the Military Ocean Terminal at Sunny Point. The barriers are marked by numerous quick flashing white lighted pilings and quick flashing yellow lights.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

Formerly 835-SC, 1st Ed

Joins page 17



Joins page 24

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

See Note on page 5.

Nautical Miles: 1, ½, 0, 1, 2, 3

Yards: 1000, 0, 1000, 2000, 3000, 4000, 5000

Joins page 13

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.

Joins page 20

Joins page 25

Joins page 14

RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

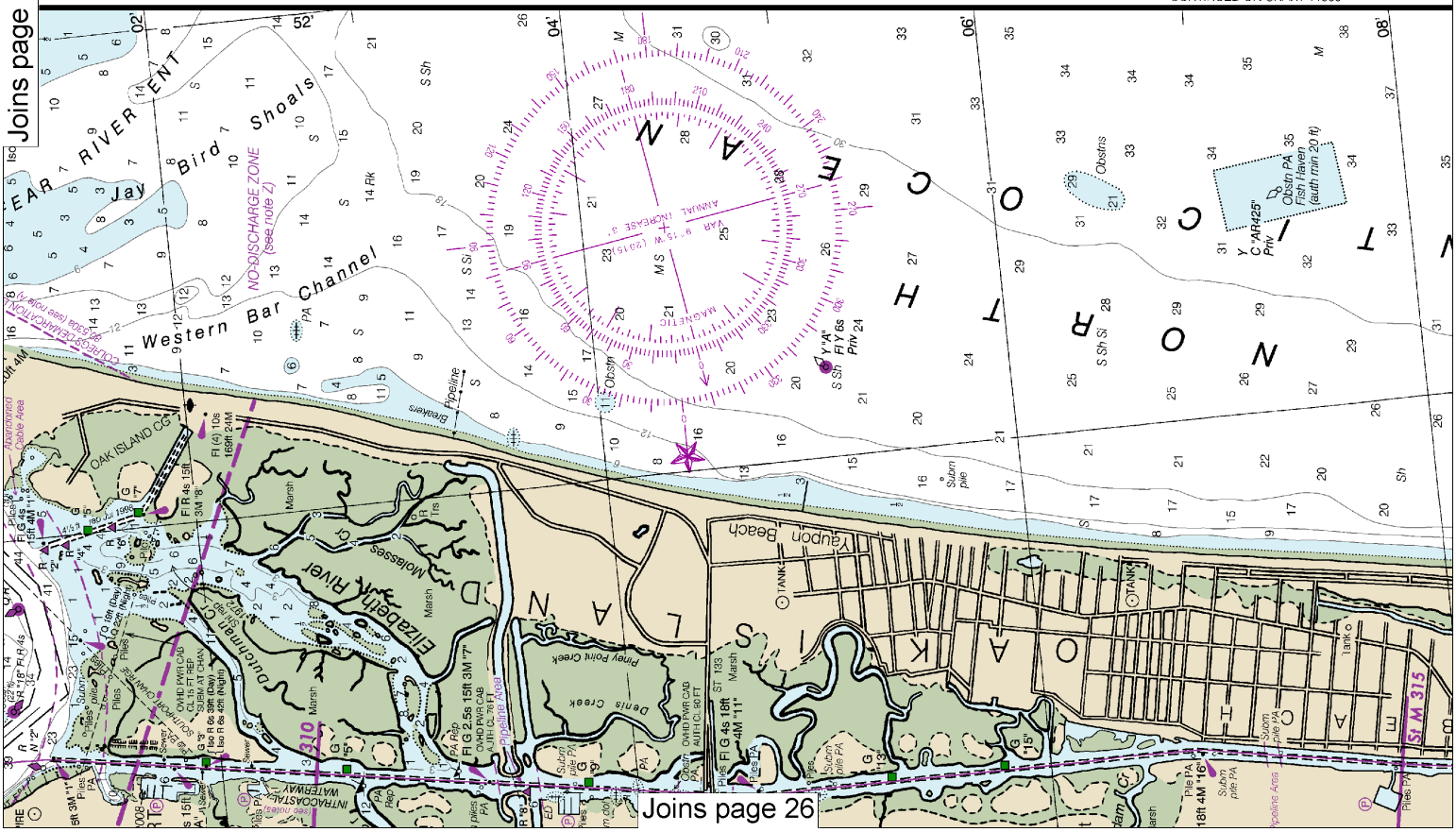
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

SAFETY HINTS

1. Keep your chart up to date by applying al to Mariners corrections when you receive them
2. Read carefully all notes printed on your ch is vital to your safety afloat.
3. Learn the meaning of each symbol and ab on your chart from Chart No. 1.
4. The compass on your chart shows the varia true north, however you must also correct you for the deviation of your boat.
5. Constantly use your chart from the beginnir of each trip. Keep in mind the orientation of with respect to the chart.
6. Maintain your position on the chart by relatir features with those you can identify in your sur

Joins page 19

CONTINUED ON CHART 11536



Joins page 26

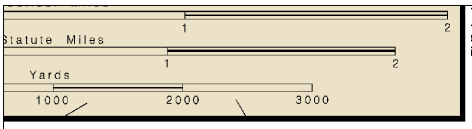
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Joins page 15

all Notices
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chart, each

abbreviation

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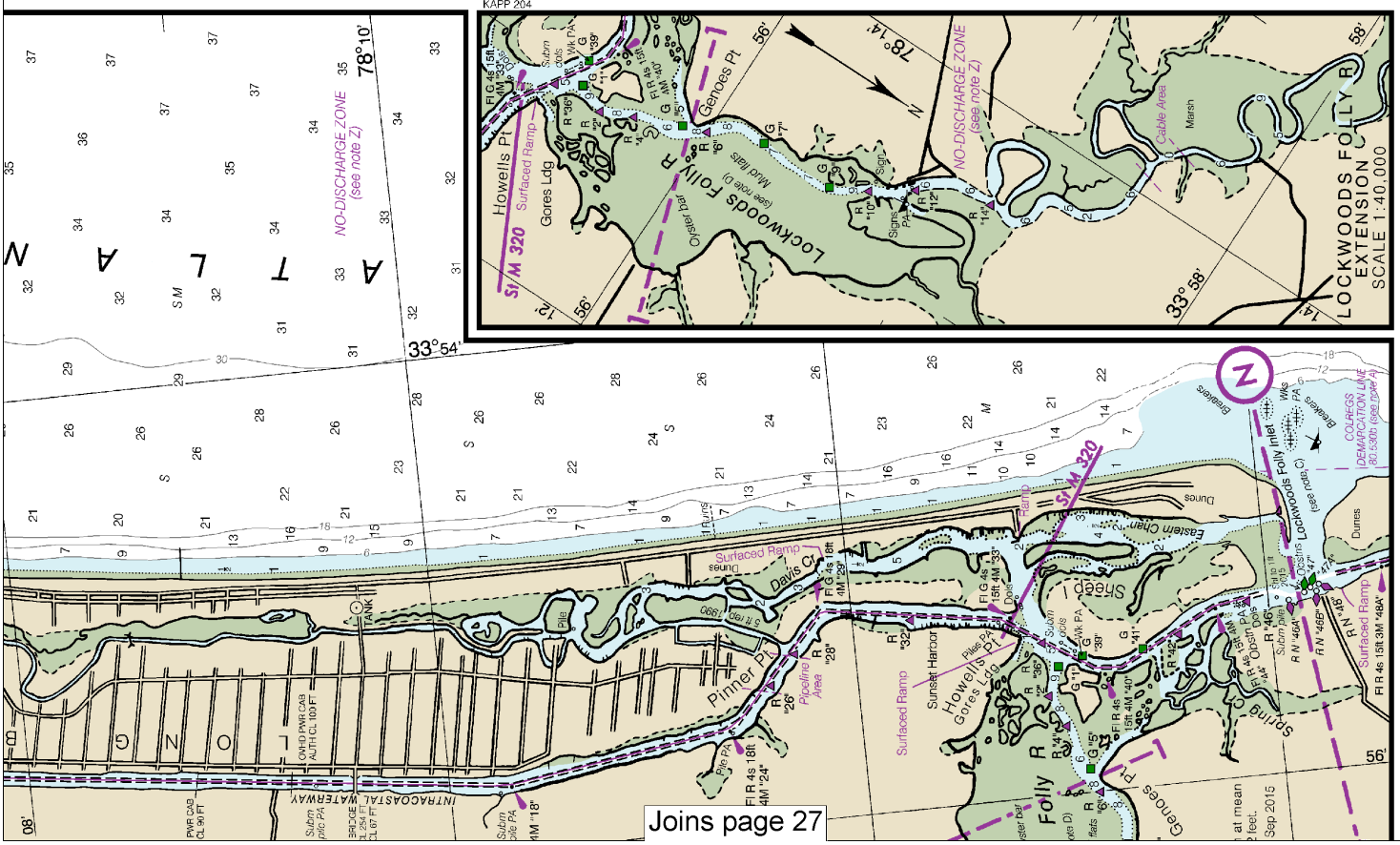
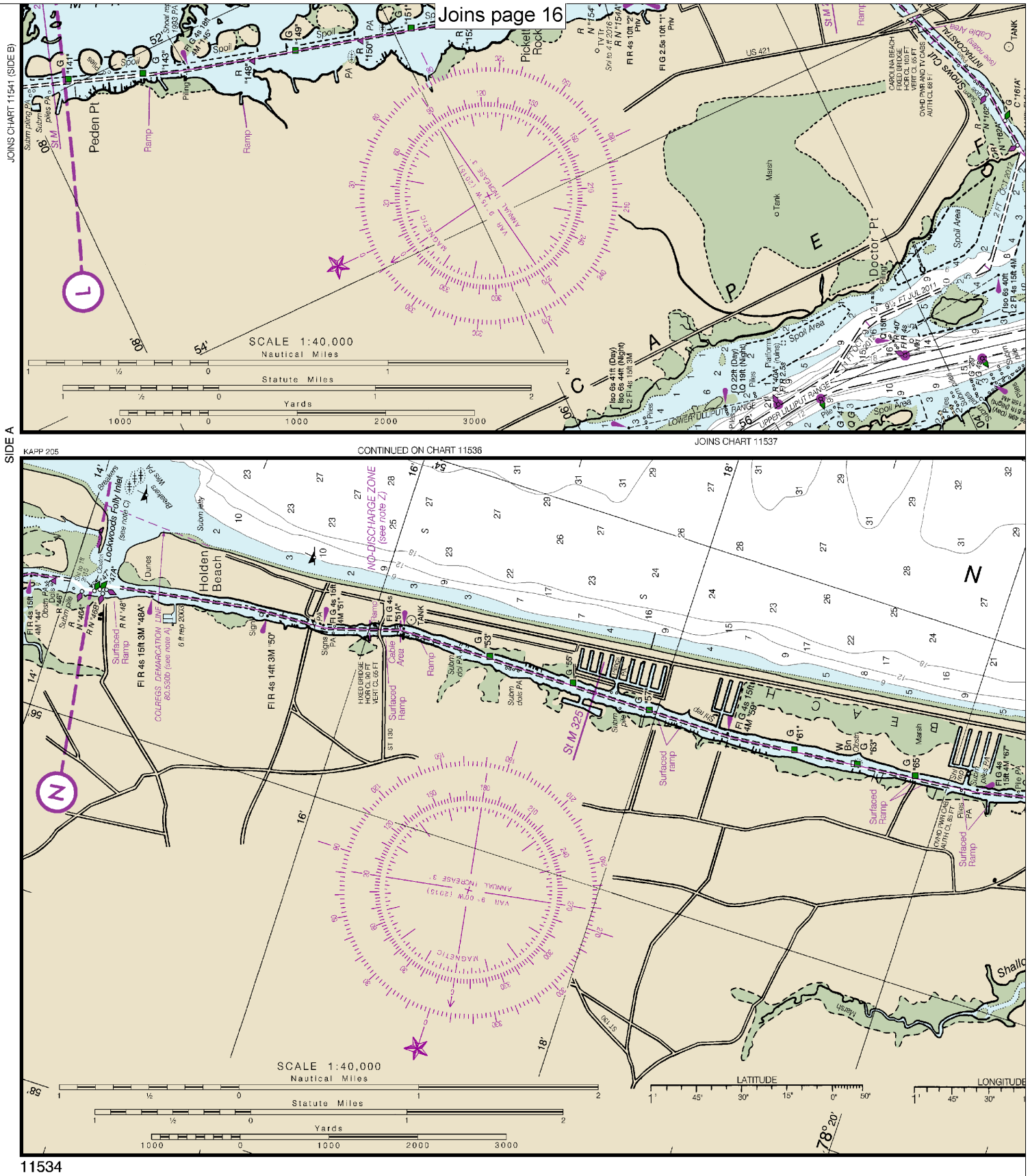


Joins page 27



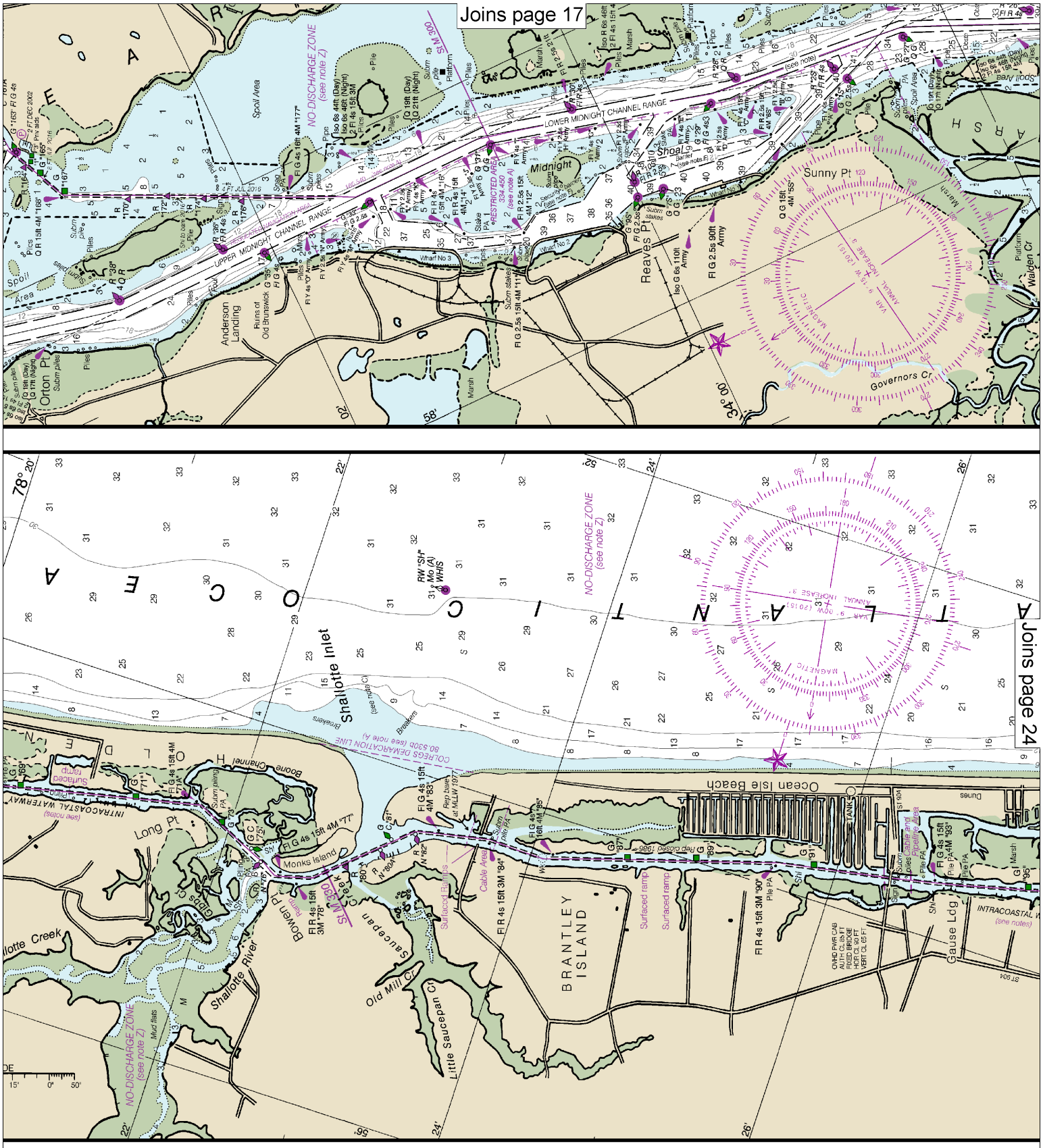
39th Ed., Nov. 2015. Last Correction: 12/13/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016)

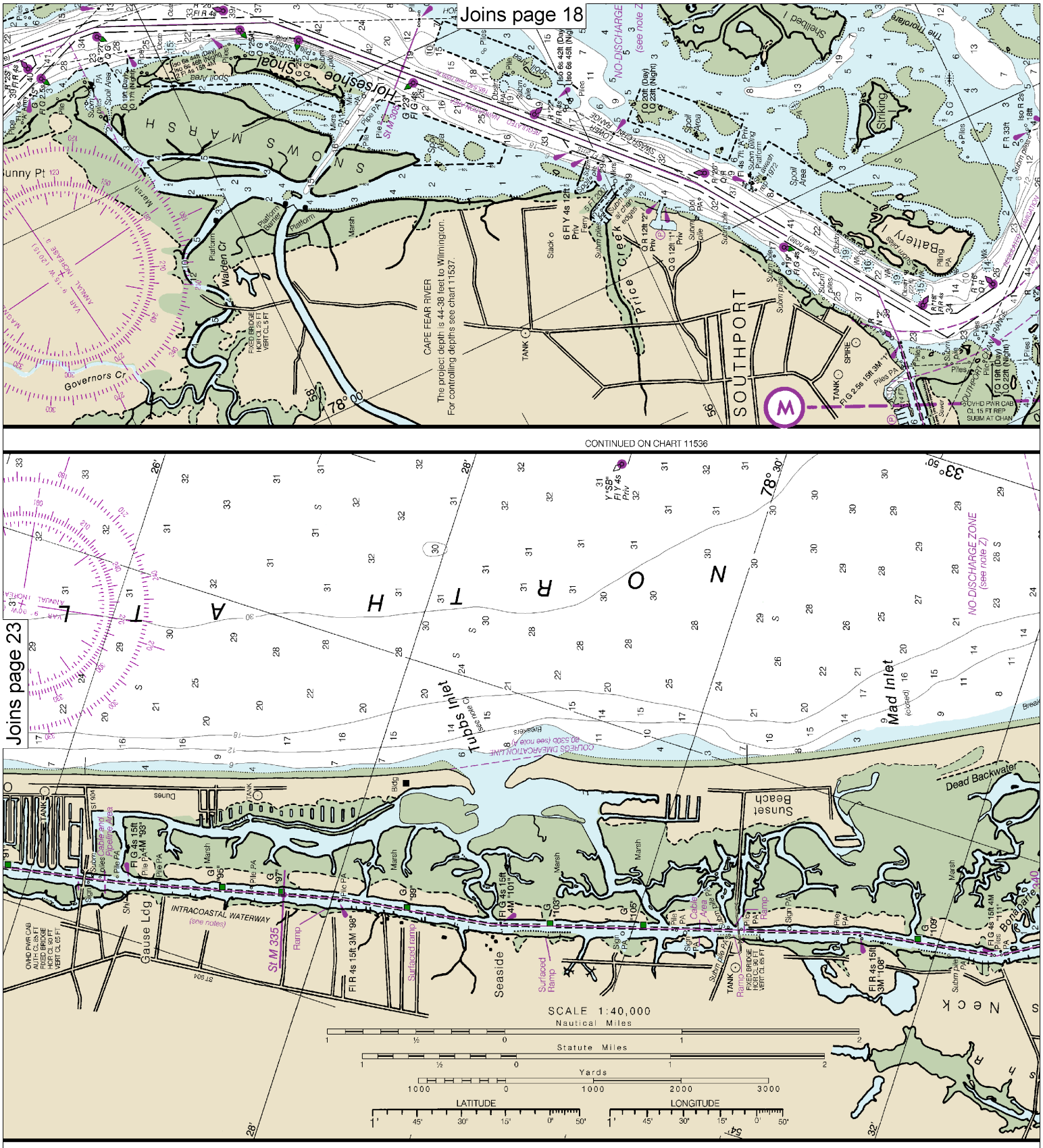
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000


Joins page 17
Joins page 24
NO-DISCHARGE ZONE (see note Z)
LOWER MIDNIGHT CHANNEL RANGE
UPPER MIDNIGHT CHANNEL RANGE
Midnight Shoals
Sunny Pt
Reaves Pt
Governors Cr
Anderson Landing
Ruins of Old Brunswick
Orton Pt
Spoil Area
Wharf No 3
Wharf No 2
Shallotte Inlet
Ocean Isle Beach
BRANTLEY ISLAND
Long Pt
Monks Island
Gibbs Cr
Bowen Pt
Shallotte River
Old Mill Cr
Little Saucepan Cr
Saucepan
Gause Ldg
Boone Channel
COLREGS DEMARCATION LINE 80.30b (see note A)
INTRACOASTAL WATERWAY (see notes)
Surfaced ramp
Cable Area
Breakers
Dunes
78° 20'
34° 00'



Note: Chart grid lines are aligned with true north.

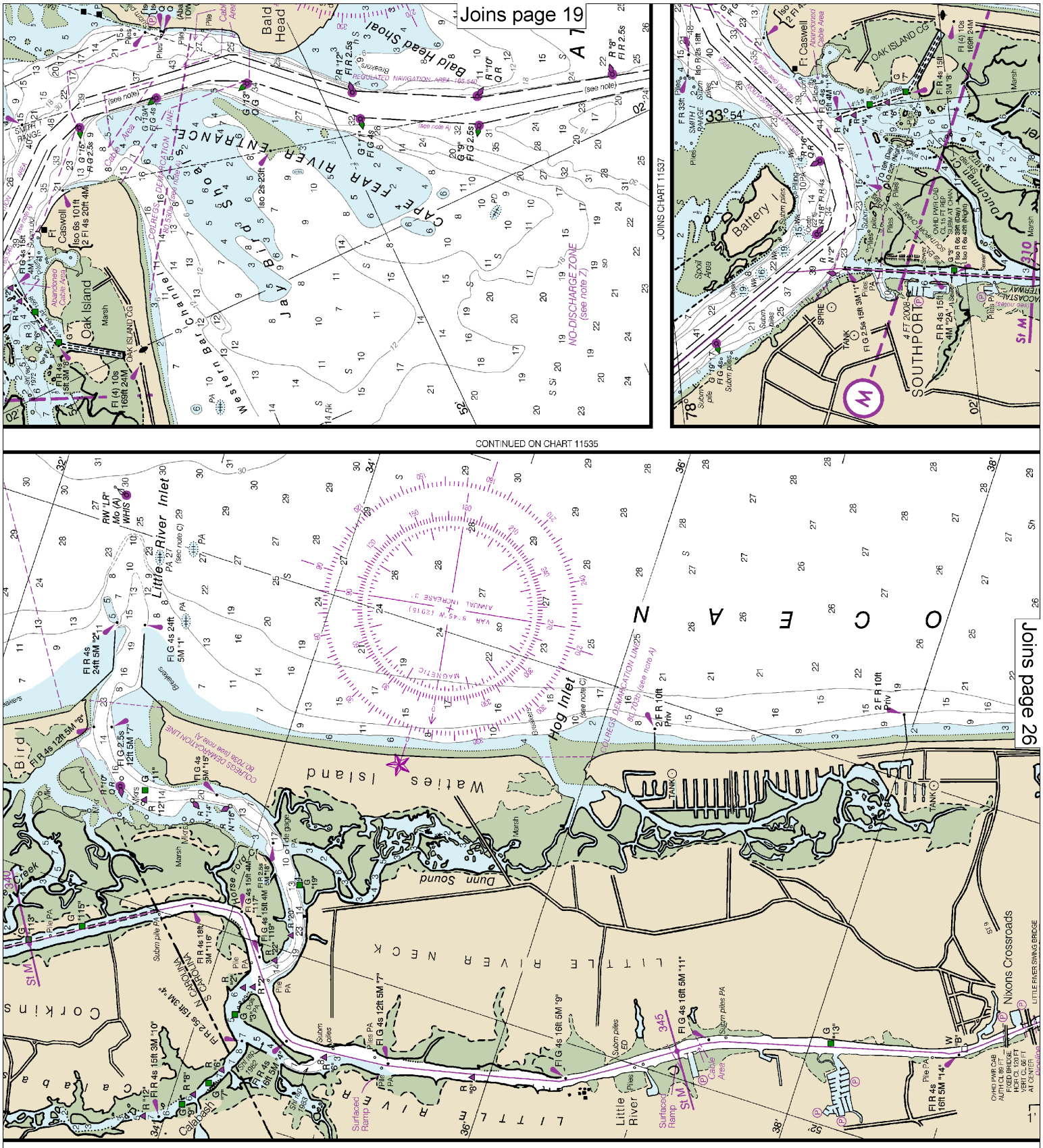
Printed at reduced scale.

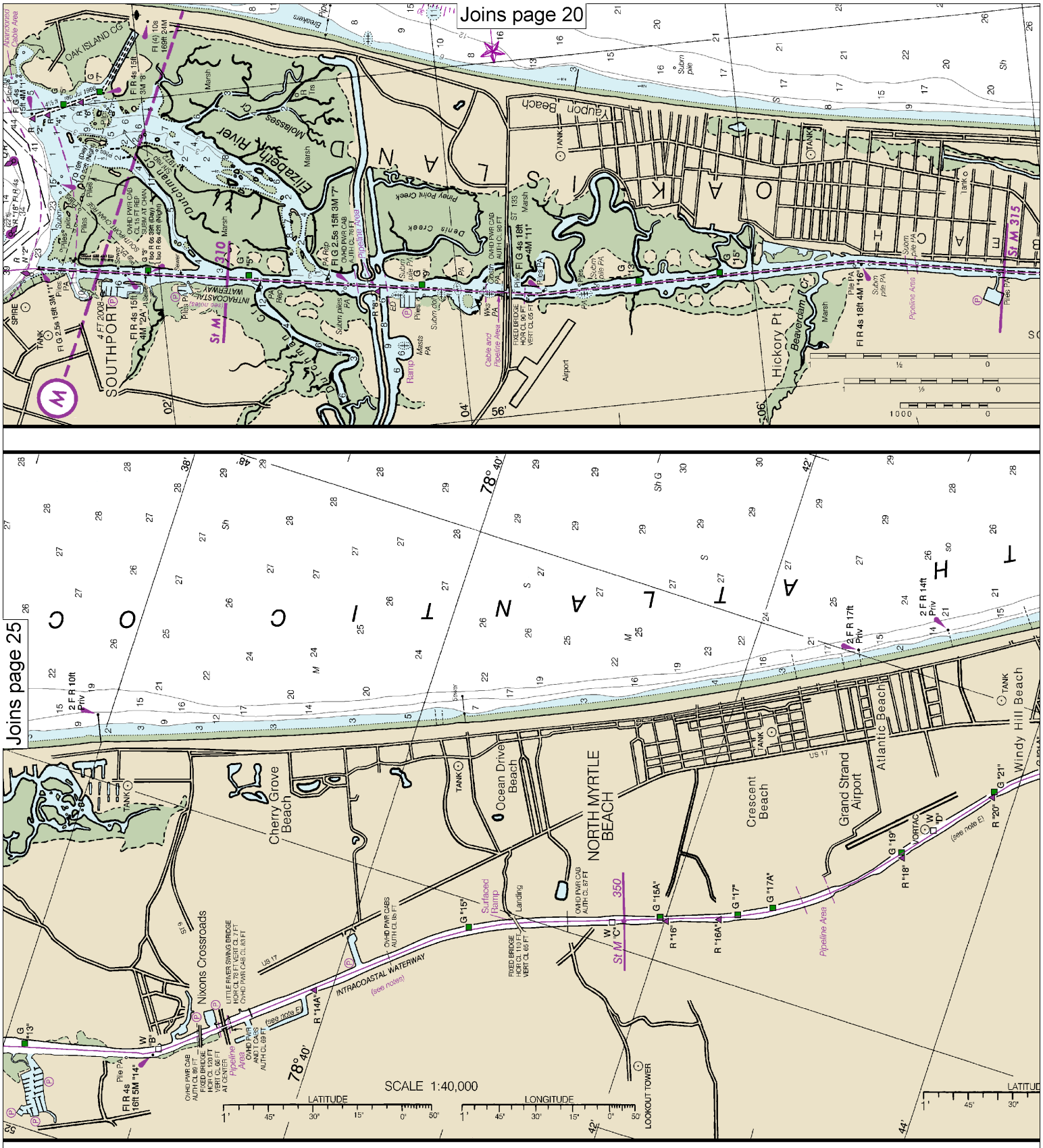
~~SCALE 1:40,000~~

Nautical Miles

Yards

See Note on page 5.


Joins page 19
Bald Head
Bald Head Shoal
CAPE FEAR RIVER ENTRANCE
Jay Bird Shoal
Western Bar Channel
Oak Island
Ft Caswell
OAK ISLAND CG
Battery
Spoil Area
SOUTHPORT
Dutchman Creek
JOINS CHART 11537
CONTINUED ON CHART 11535
Little River Inlet
Hog Inlet
OCEAN
Bird Island
Waties Island
Dunn Sound
LITTLE RIVER NECK
Corkins Creek
Calabash Creek
Little River
Nixons Crossroads
Joins page 26



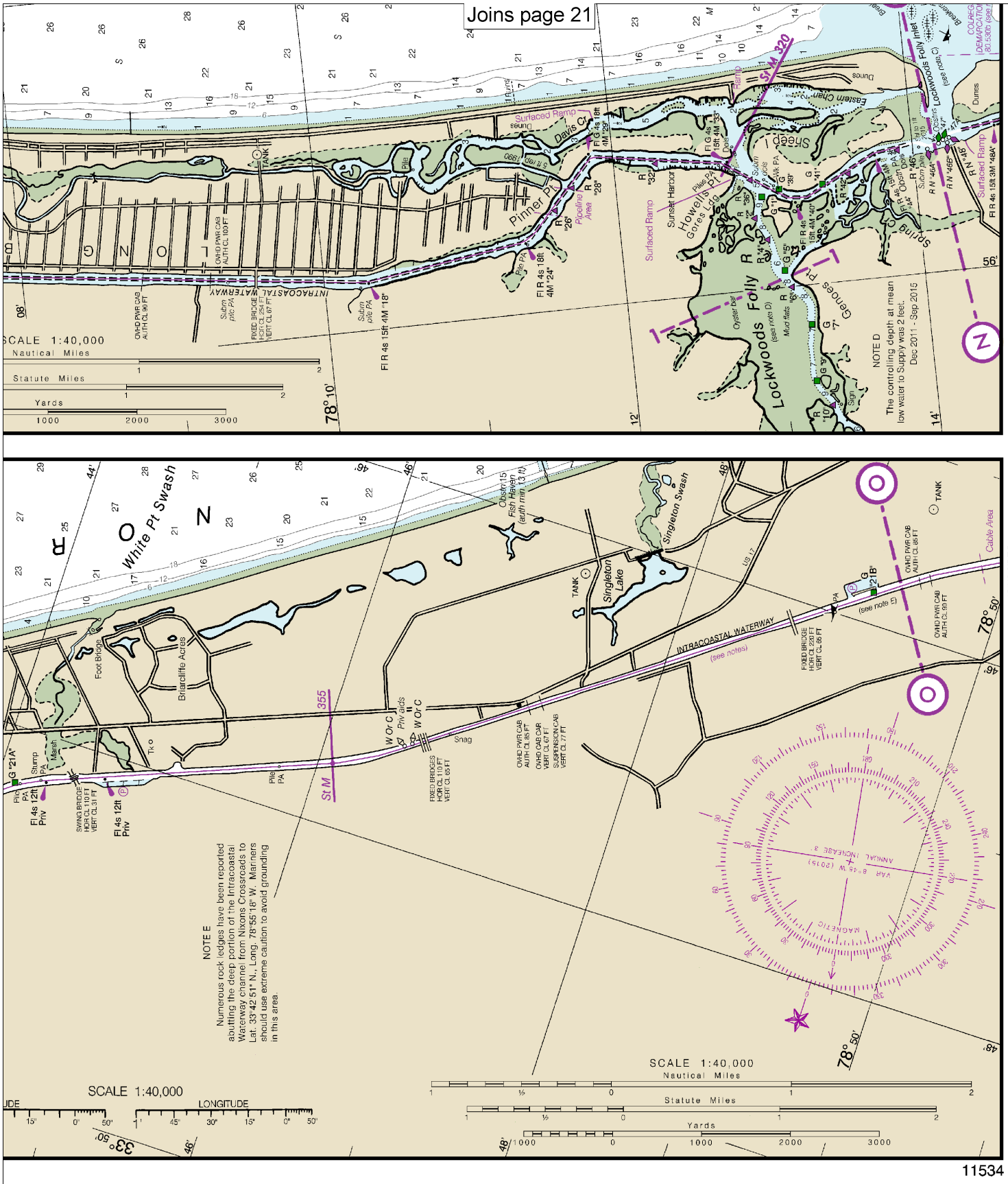
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 21
SIDE A
JOINS SIDE B
INTRACOASTAL WATERWAY
Lockwoods Folly Inlet
Lockwoods Folly R
Davis Cr
Pinner Pt
Howells Pt
Genoes Pt
Spring Cr
Sheep Island
Eastern Chan
Singleton Swash
Singleton Lake
White Pt Swash
Briarcliffe Acres
Foot Bridge
Surfaced Ramp
Sunset Harbor
Oyster bar
Mud flats
Dunes
Snag
Cable Area
NOTE D
The controlling depth at mean low water to Supply was 2 feet. Dec 2011 - Sep 2016
NOTE E
Numerous rock ledges have been reported abutting the deep portion of the Intracoastal Waterway channel from Nixons Crossroads to Lat. 33°42'51" N., Long. 78°55'16" W. Mariners should use extreme caution to avoid grounding in this area.
SCALE 1:40,000
Nautical Miles
Statute Miles
Yards
78° 10'
78° 50'
33° 50'
LONGITUDE
11534

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

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

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican 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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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.

NOAA's Office of Coast Survey The Nation's Chartmaker