

# BookletChart™



## Cape Fear River – Cape Fear to Wilmington

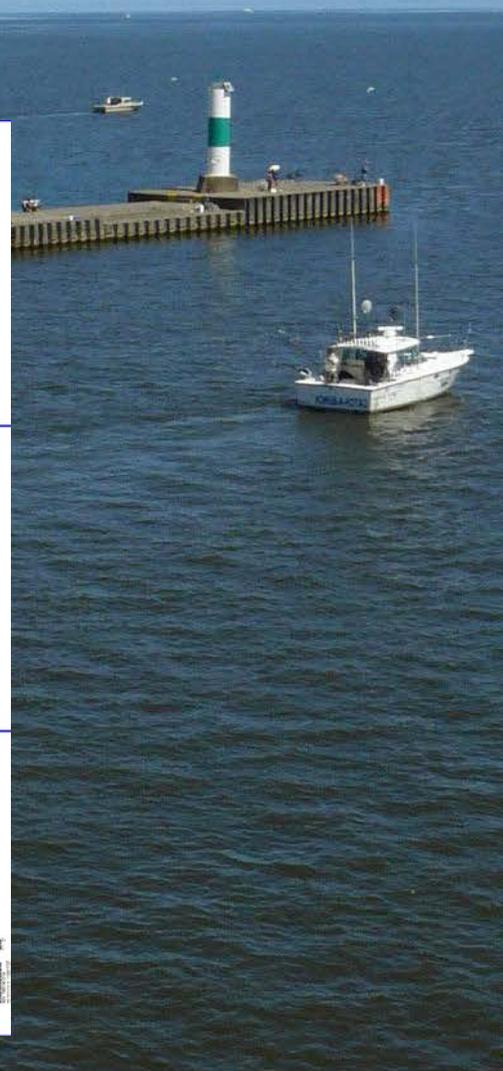
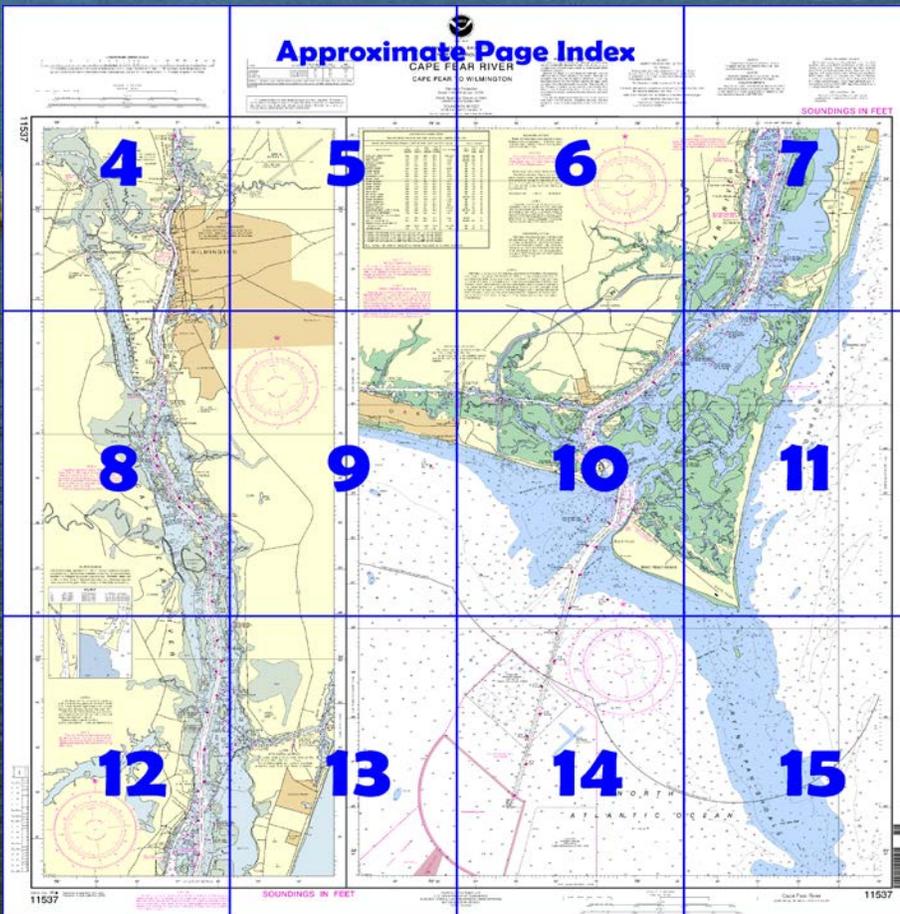
NOAA Chart 11537

*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](http://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.

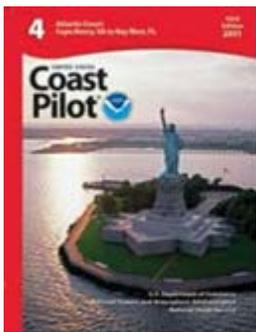
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11537>.



**(Selected Excerpts from Coast Pilot)**  
**Cape Fear River**, 370 miles long and the approach to the city of Wilmington, empties into the sea immediately westward of Cape Fear. Barge traffic is active as far as **Fayetteville**, 125 miles above the mouth. **Wilmington**, 24 miles above the mouth, on the east bank of Cape Fear River, is the leading port of North Carolina. It is 363 miles south of Norfolk, VA, and 315 miles north of Jacksonville, FL, by coastwise routes. Exports are tobacco, woodpulp,

bulk cement, fabricated metal products, and scrap metal. Imports are petroleum products, fertilizers, ferrous and non-ferrous ores, lumber, paper, salt, sulfur, textiles, iron and steel products, fabricated metal

products, and bulk chemicals. There are many tourist attractions and points of historical interest in the city and vicinity, including the USS NORTH CAROLINA, a World War II memorial, which is berthed on the west bank of Cape Fear River opposite Wilmington.

**Prominent features.**—**Oak Island Light** (33°53'34"N., 78°02'06"W.), 169 feet above the water, is shown from a 155-foot cylindrical tower, upper part black, middle white, and lower part gray, on Oak Island on the western side of Cape Fear River entrance. It is the most conspicuous object in the approach. The abandoned lighthouse, known as "Old Baldy", on the west side of Smith Island, and the buildings of the **Oak Island Coast Guard Station**, westward of Fort Caswell, are also conspicuous.

Water tanks at Yaupon Beach, Southport and at Kure Beach and two silver radar domes about 1.3 miles southward of the tank at Kure Beach are visible well to seaward. The floodlights at the buildings on the beach about 1 mile westward of Oak Island Light are reported to be highly visible at night. The lights on the stack, microwave tower, and on the buildings of the nuclear powerplant, on the west side of Cape Fear River 2.5 miles above Southport, are prominent at night.

Frying Pan Shoals platform tower (33°29'06"N., 77°35'24"W.) is reported to be a good radar target in the approach to Cape Fear River. It is also reported that under ideal conditions the configuration of Cape Fear and Oak Island Light prove of some value as radar targets when closer in; these targets, however, should not be relied upon too strongly.

**Channels.**—A Federal project provides for a channel 40 feet deep over the ocean bar, thence 38 feet for 24 miles to Wilmington including the turning basin off the southerly part of the city; thence in Northeast Cape Fear River 32 feet to and including a turning basin 0.4 mile above the mouth, thence 32 feet to Hilton Bridge about 1.2 miles above the mouth, and thence 25 feet to the upstream limit of the Federal project about 1.5 miles above the bridge, including a turning basin about 1 mile above the bridge. (See Notice to Mariners and latest editions of charts for controlling depths.) The channel is well marked with lighted ranges and other aids.

An overhead power cable with a clearance of 165 feet over the main channel crosses Cape Fear River about 18.8 miles above the mouth. U.S. Route 74/76 highway lift bridge with a clearance of 65 feet down and 135 feet up crosses Cape Fear River at Wilmington, about 23.5 miles above the mouth. The bridgetender monitors VHF-FM channel 16 and works on channels 13 and 18; telephone 910-251-5773. (See 117.1 through 117.49, chapter 2, for drawbridge regulations.) Bridges crossing Cape Fear River above Wilmington are discussed later in this chapter.

**Anchorage.**—Fair anchorage is available in the Cape Fear River abreast the town of Southport. The holding ground is good, but because of strong tidal currents vessels should anchor with a good scope of chain. This anchorage is sometimes used as a harbor of refuge in the winter by coasting vessels.

Vessels awaiting entrance to the river may find good holding ground in about 7 fathoms within 0.6 mile southeastward of the sea buoy (Cape Fear River Entrance Lighted Whistle Buoy CF). The area to the northwestward of the sea buoy is reported to be rocky and foul, and some vessels have lost anchors or broken flukes in the area.

**Dangers.**—Frying Pan Shoals are the principal danger in the approaches to Cape Fear River. Isolated wrecks, some marked, and obstructions with varying depths over them are in the approaches. In 2007, a rock was reported with shoaling to 28 feet at 33°42'38"N., 78°02'08"W.

### 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](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).  
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

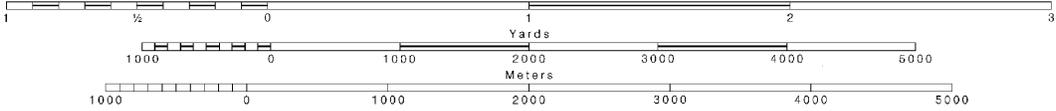
on navigable waters except Western Rivers



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>

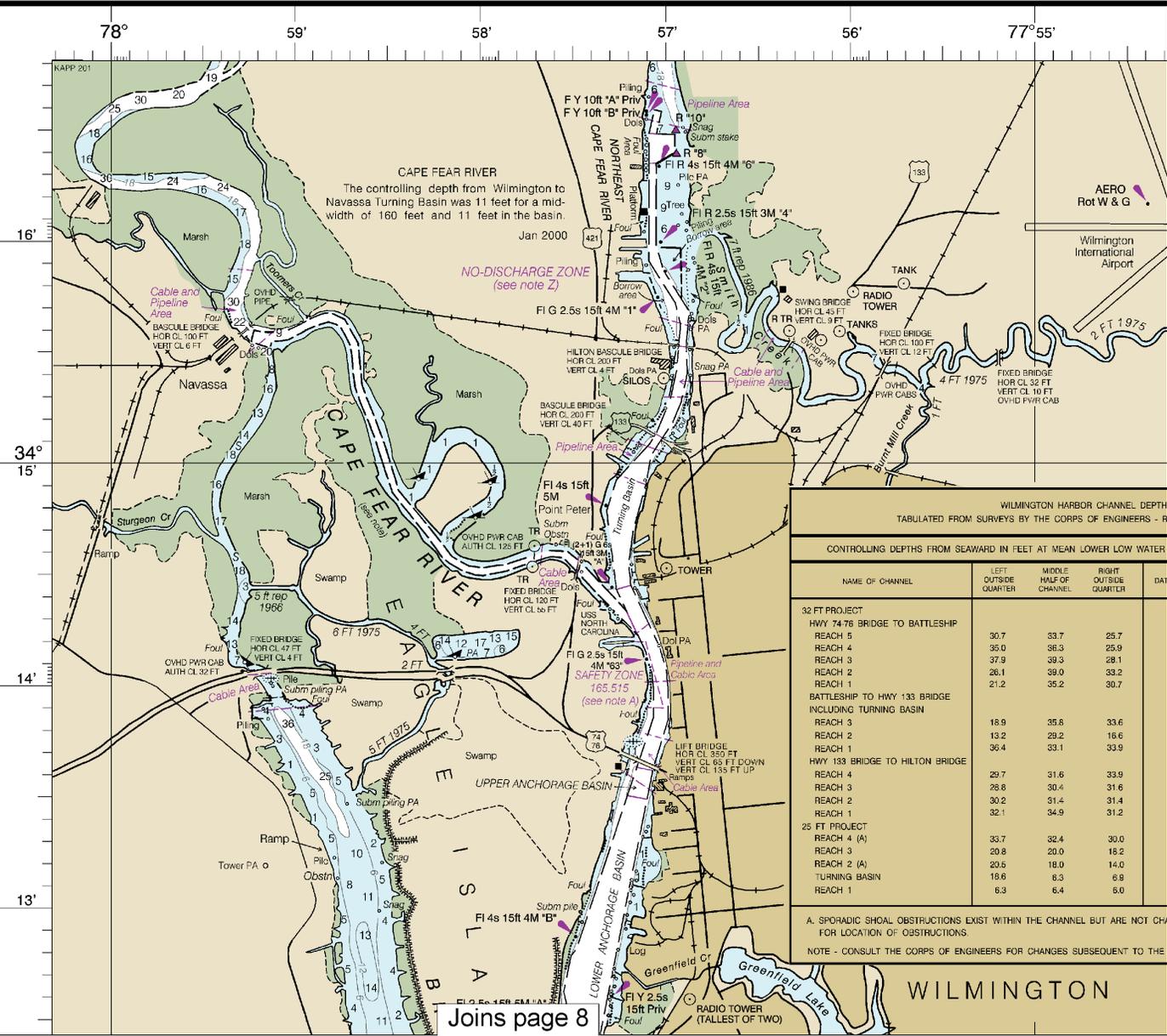
PLACE
NAMF
Bald Head Southport Reeves Point
Dashes (---) located in datum columns in tide predictions, and tidal current prediction (Jan 2015).

SCALE 1:40,000  
Nautical Miles



NOAA encourages users to  
about this chart at <http://www.n>

11537



WILMINGTON HARBOR CHANNEL DEPTH  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - R

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATUM
32 FT PROJECT				
HWY 74-76 BRIDGE TO BATTLESHIP				
REACH 5	30.7	33.7	25.7	
REACH 4	35.0	36.3	25.9	
REACH 3	37.9	39.3	28.1	
REACH 2	26.1	39.0	33.2	
REACH 1	21.2	35.2	30.7	
BATTLESHIP TO HWY 133 BRIDGE INCLUDING TURNING BASIN				
REACH 3	18.9	25.8	33.6	
REACH 2	13.2	29.2	16.6	
REACH 1	36.4	33.1	33.9	
HWY 133 BRIDGE TO HILTON BRIDGE				
REACH 4	29.7	31.6	33.9	
REACH 3	28.8	30.4	31.6	
REACH 2	30.2	31.4	31.4	
REACH 1	32.1	34.9	31.2	
25 FT PROJECT				
REACH 4 (A)	33.7	32.4	30.0	
REACH 3	20.8	20.0	18.2	
REACH 2 (A)	20.5	18.0	14.0	
TURNING BASIN	18.6	6.3	6.8	
REACH 1	6.3	6.4	6.0	

A. SPORADIC SHOAL OBSTRUCTIONS EXIST WITHIN THE CHANNEL BUT ARE NOT SHOWN FOR LOCATION OF OBSTRUCTIONS.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE

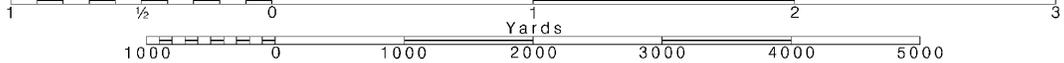
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

4

Note: Chart grid lines are aligned with true north.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST  
NORTH CAROLINA

CAPE FEAR RIVER  
CAPE FEAR TO WILMINGTON

Mercator Projection  
Scale 1:40,000 at Lat. 34°00'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Formerly C&GS 426, 1st Ed., Aug. 1950 G-1950-760 KAPP 200

TIDAL INFORMATION

(LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
(33°53'N/78°00'W)	feet 5.0	feet 4.7	feet 0.2
(33°55'N/78°01'W)	4.7	4.4	0.1
(34°00'N/77°57'W)	4.6	4.2	0.2

Indicate unavailable datum values for a tide station. Real-time water levels, tides and currents are available on the Internet from <http://tidesandcurrents.noaa.gov>.

to submit inquiries, discrepancies or comments  
[nauticalcharts.noaa.gov/staff/contact.htm](mailto:nauticalcharts.noaa.gov/staff/contact.htm).

HURRICANES

Hurricanes, tropical storms cause considerable damage to navigation and moored vessels in unknown locations.

Charted soundings, which reflect actual conditions of navigation may have been moved from the extinguished or otherwise not rely upon the position of wrecks and submerged dangers from charted locations. Pilots are urged to request to report aid hazards to navigation to their unit.

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.

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.

Wilmington, NC KHB-31 162.550 MHz

NOTE S

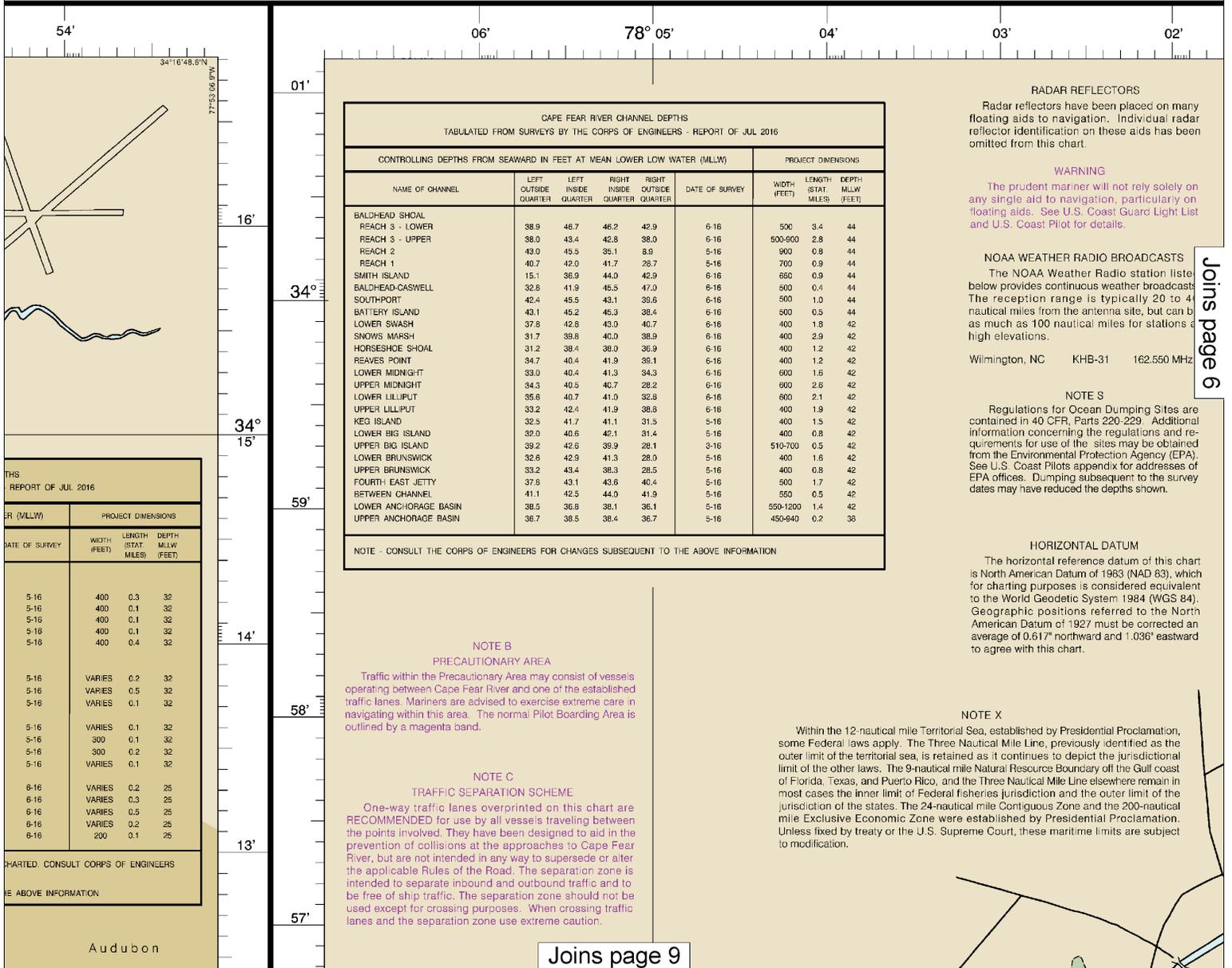
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

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 0.617' northward and 1.036' eastward to agree with this chart.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty of the U.S. Supreme Court, these maritime limits are subject to modification.



THIS REPORT OF JUL 2016

DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT MILES)	DEPTH (FEET)
5-16	400	0.3	32
5-16	400	0.1	32
5-16	400	0.1	32
5-16	400	0.1	32
5-16	400	0.4	32

DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT MILES)	DEPTH (FEET)
5-16	VARIABLES	0.2	32
5-16	VARIABLES	0.5	32
5-16	VARIABLES	0.1	32
5-16	VARIABLES	0.1	32
5-16	300	0.1	32
5-16	300	0.2	32
5-16	VARIABLES	0.1	32
6-16	VARIABLES	0.2	25
6-16	VARIABLES	0.3	25
6-16	VARIABLES	0.5	25
6-16	VARIABLES	0.2	25
6-16	200	0.1	25

CHARTED: CONSULT CORPS OF ENGINEERS

SEE ABOVE INFORMATION

Audubon

NOTE B PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Cape Fear River and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The normal Pilot Boarding Area is outlined by a magenta band.

NOTE C TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to Cape Fear River, but are not intended in any way to supersede or alter the applicable Rules of the Road. The separation zone is intended to separate inbound and outbound traffic and to be free of ship traffic. The separation zone should not be used except for crossing purposes. When crossing traffic lanes and the separation zone use extreme caution.

Joins page 9

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.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST  
NORTH CAROLINA

CAPE FEAR RIVER  
CAPE FEAR TO WILMINGTON

Mercator Projection  
Scale 1:40,000 at Lat. 34°00'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Formerly C&GS 426, 1st Ed., Aug. 1950 G-1950-760 KAPP 200

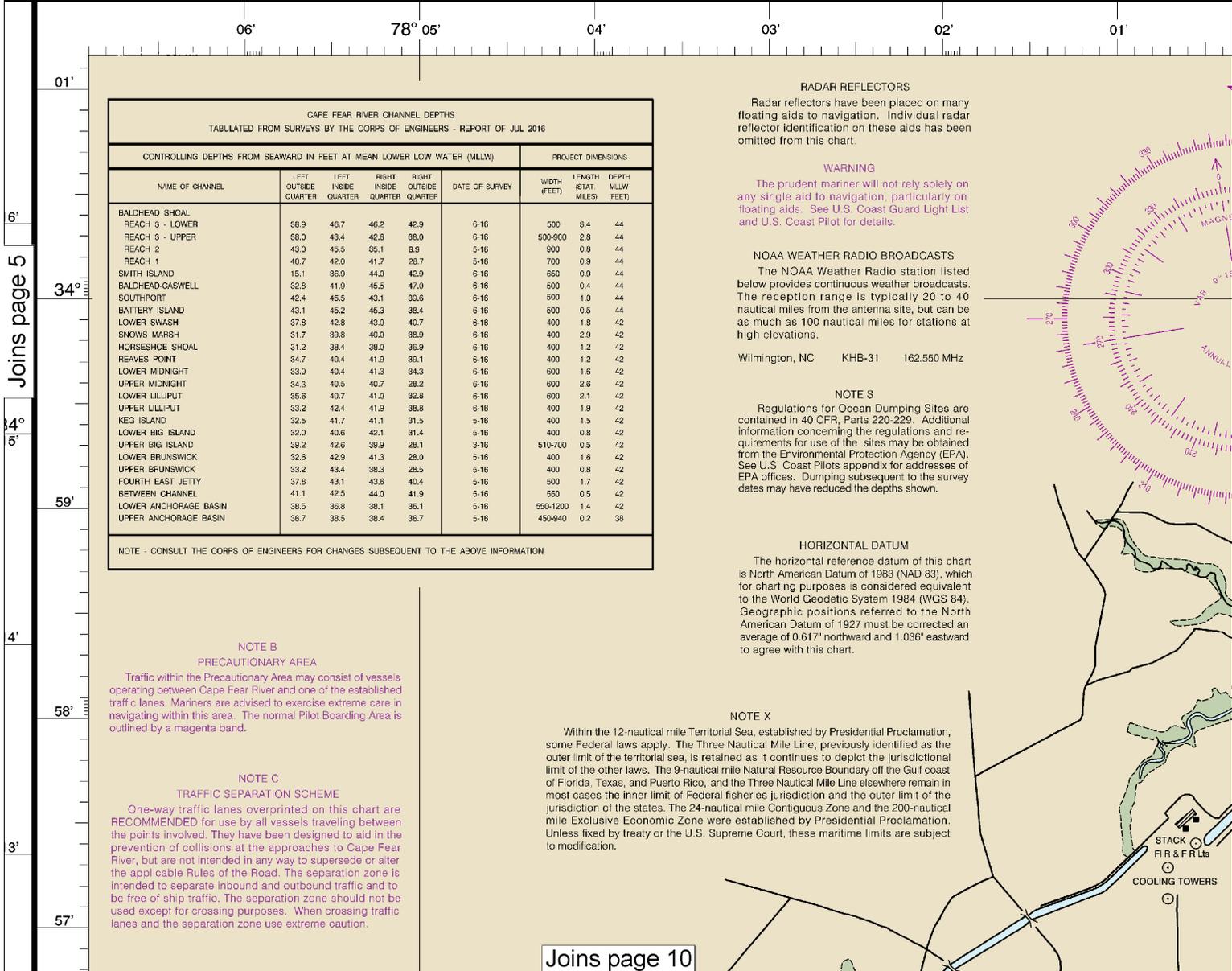
HURRICANES AND TROPICAL STORMS

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.

Soundings (MLLW)
Mean Low Water
feet
0.2
0.1
0.2
Water levels, noaa.gov



Joins page 5

Joins page 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.





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

**NOTE 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/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

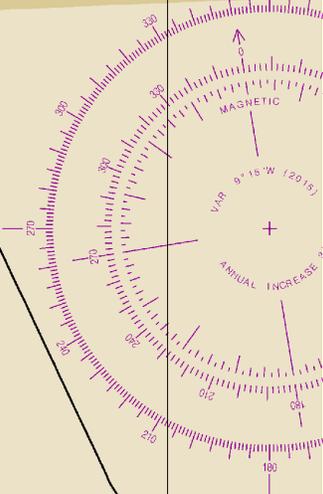
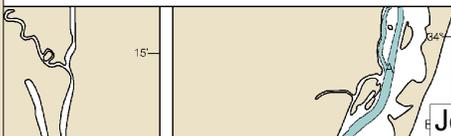
**NOTE A**

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.

**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	1990-2007	NOS Surveys full bottom coverage
B2	1970-1989	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage



Note: Chart grid lines are aligned with true north.

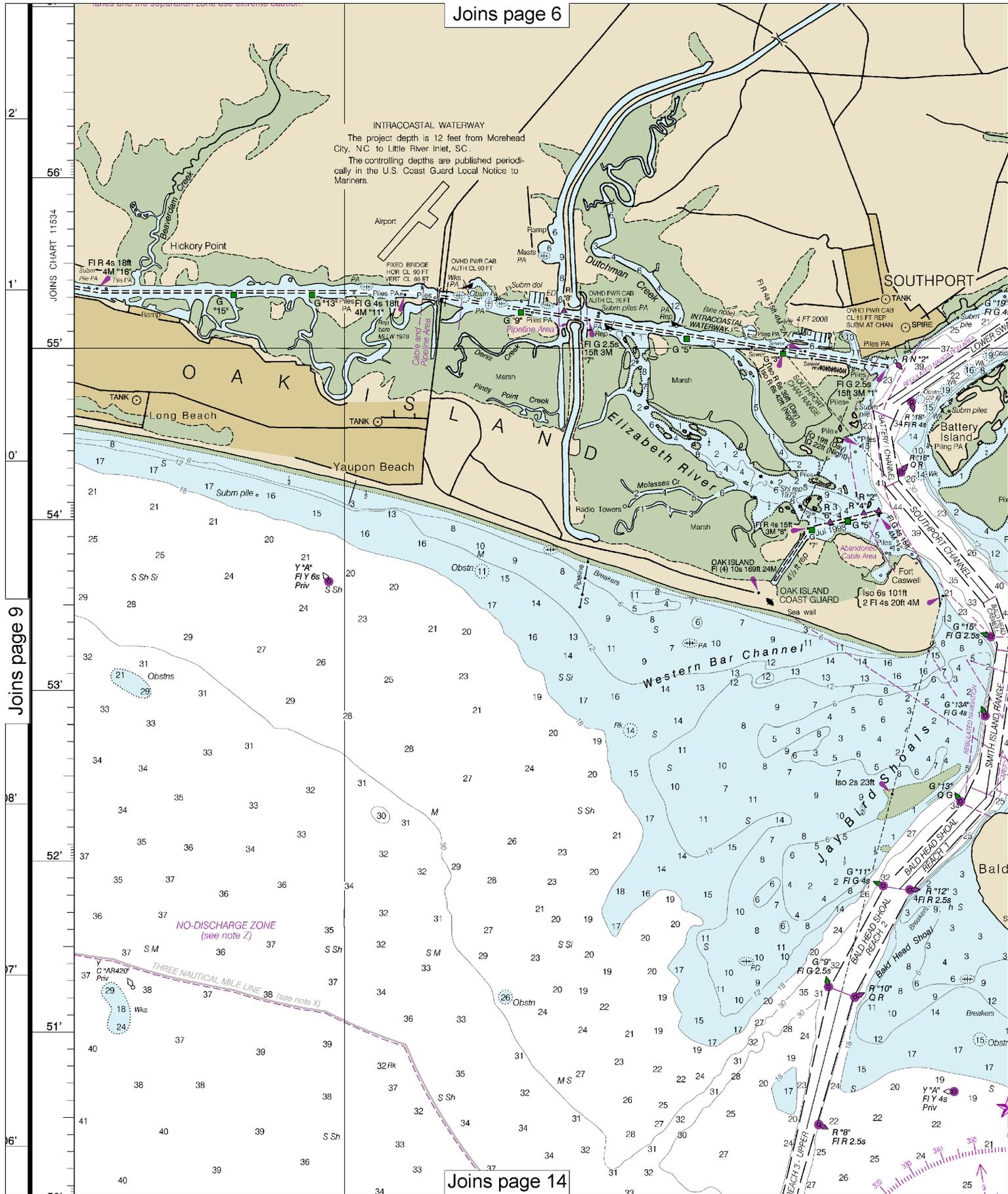
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SCALE 1:40,000  
 Nautical Miles

See Note on page 5.

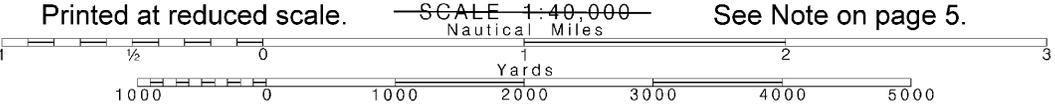




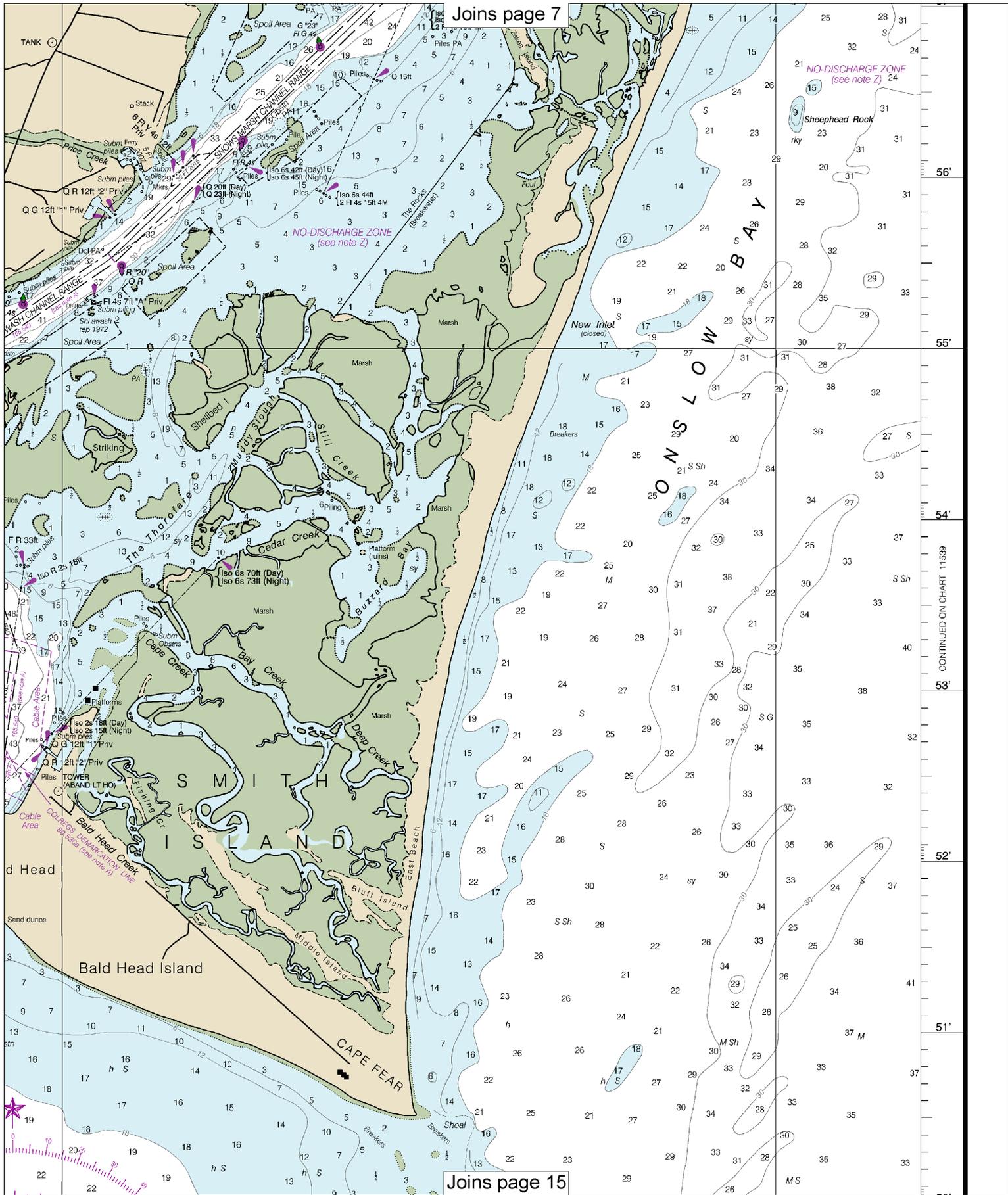


10

Note: Chart grid lines are aligned with true north.



See Note on page 5.



CONTINUED ON CHART 11539

34° 05'

04'

03'

02'

01'

78°

59'

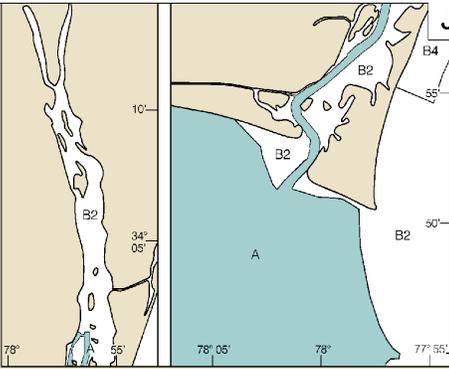
58'

57'

JOINS RIGHT SECTION

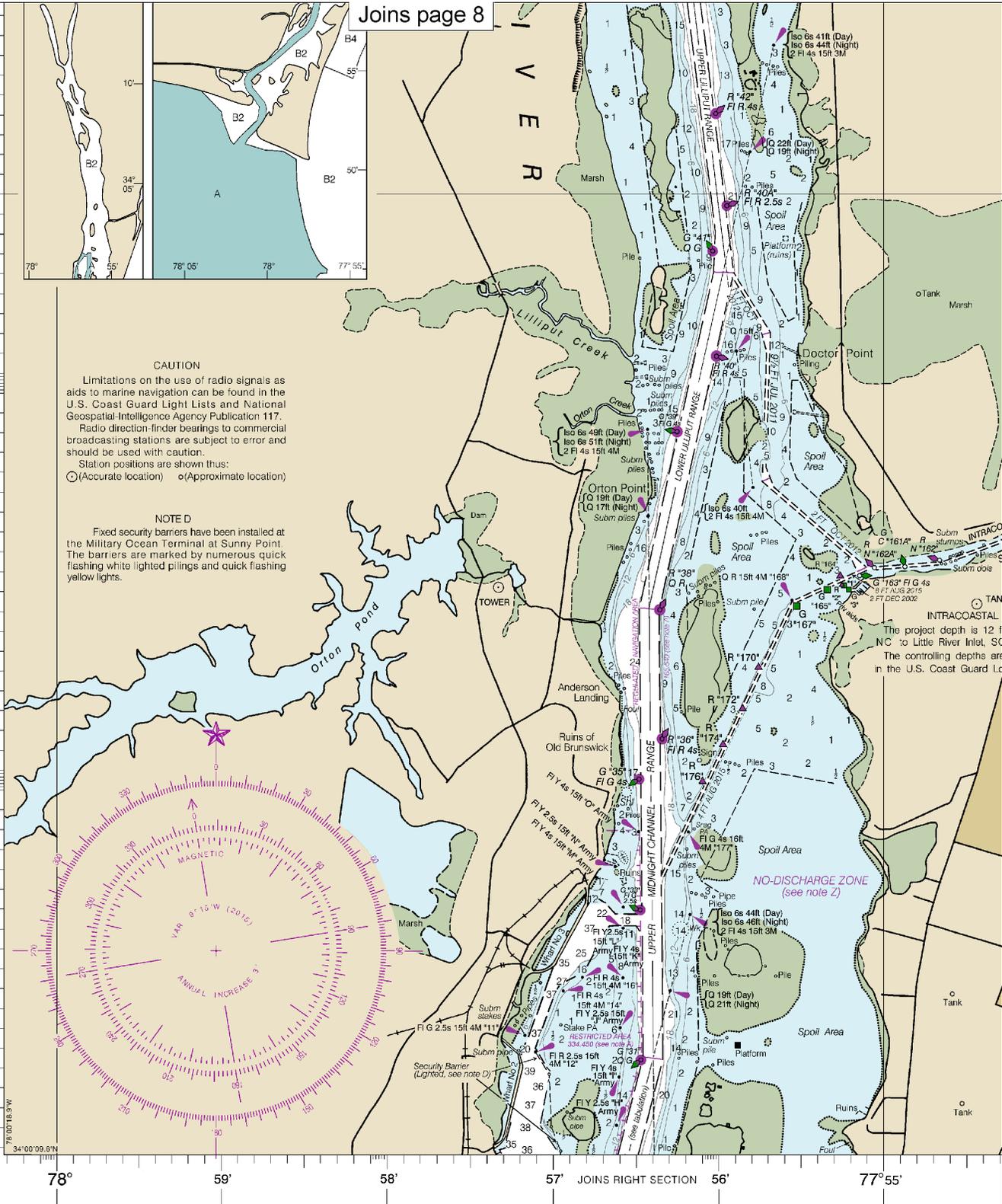
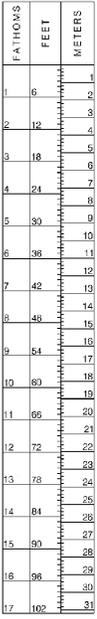
56'

77° 55'



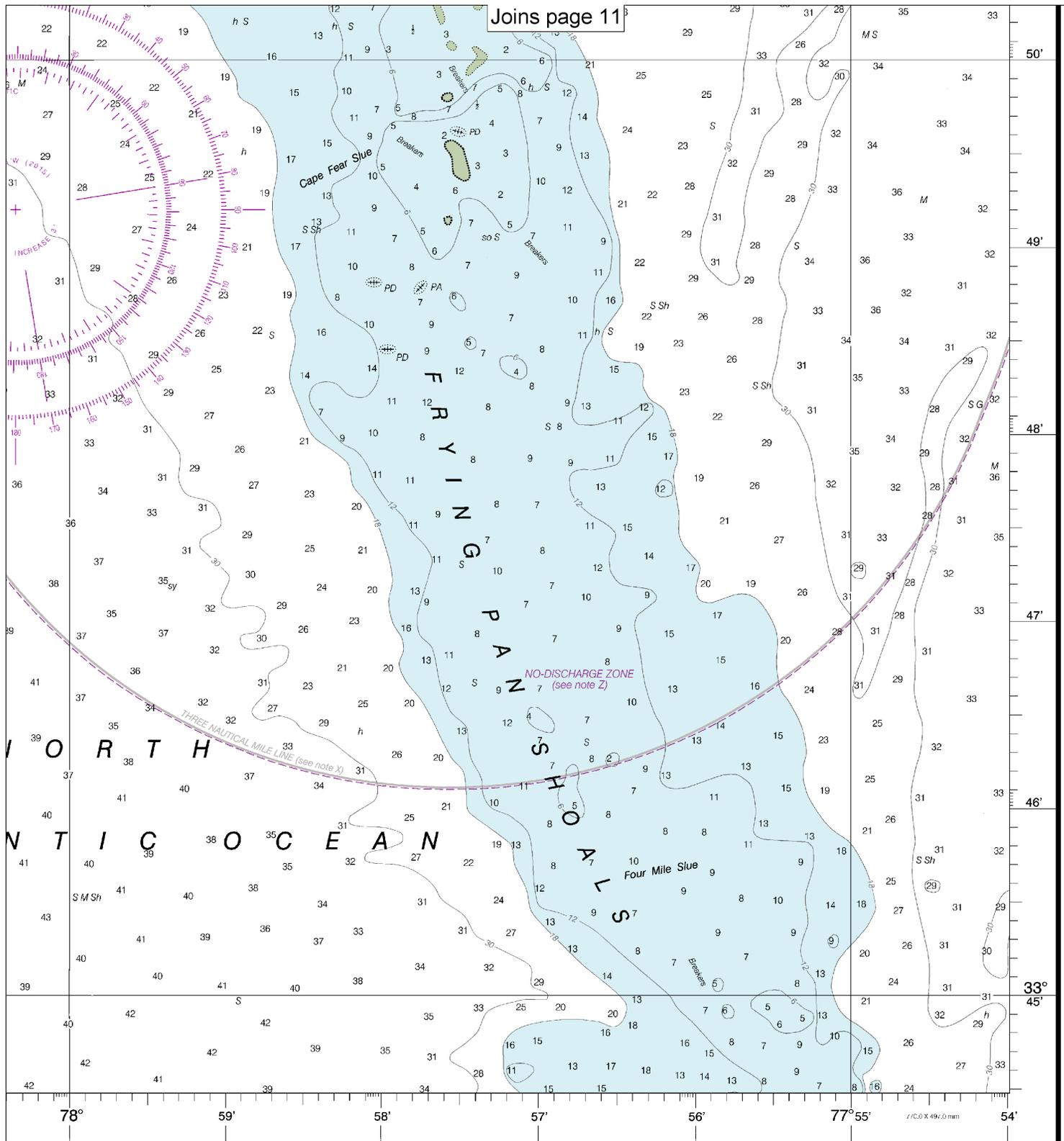
**CAUTION**  
 Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
 Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
 Station positions are shown thus:  
 ○ (Accurate location)    ◦ (Approximate location)

**NOTED**  
 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.

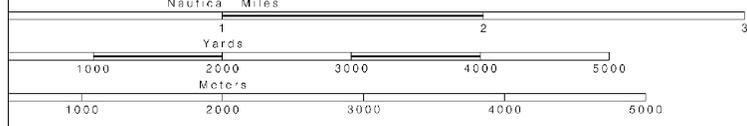








SCALE 1:40,000  
Nautical Miles



Cape Fear River  
SOUNDINGS IN FEET - SCALE 1:40,000

11537



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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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](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 @NOAAcharts



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.