

# BookletChart™

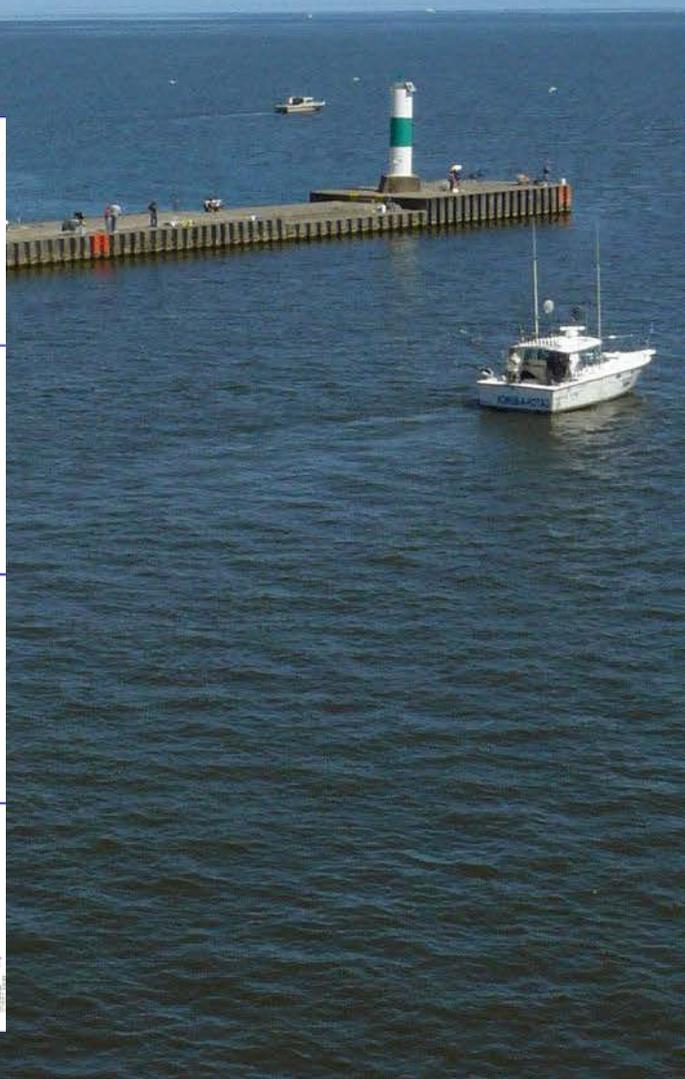
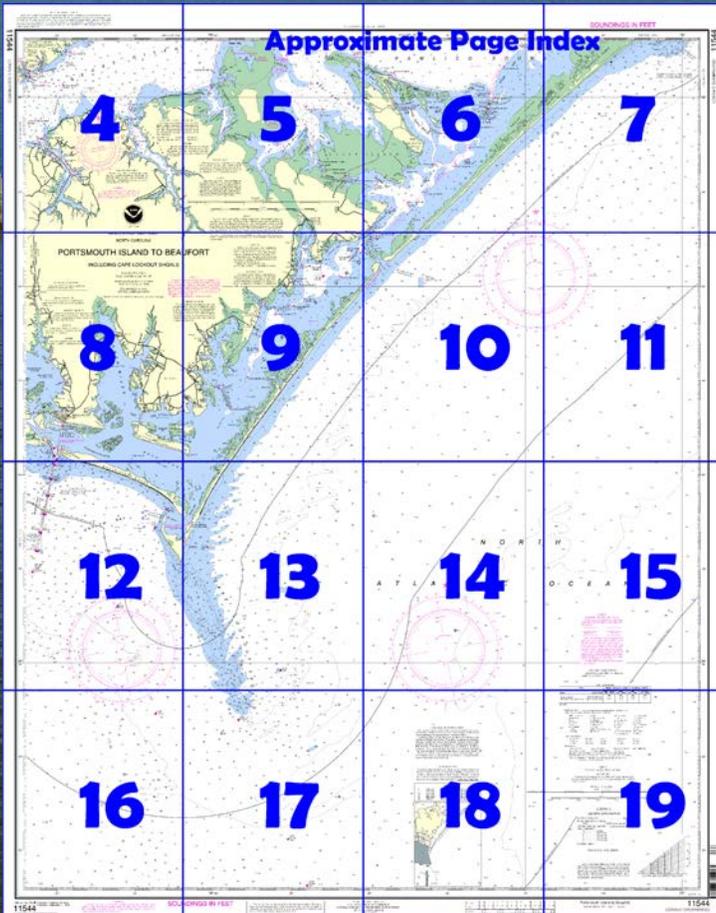


## Portsmouth Island to Beaufort, Including Cape Lookout Shoals NOAA Chart 11544

*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.

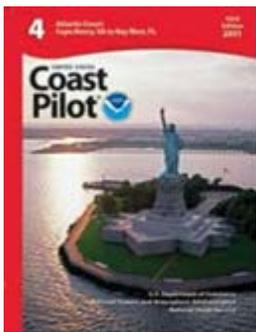
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11544>.



**(Selected Excerpts from Coast Pilot)**

**Cape Lookout** is the extremity of a long and very narrow sand beach projecting into the sea where the coast angles sharply westward. **Cape Lookout Light** (34°37'22"N., 76°31'28"W.), 156 feet above the water, is shown from a black and white diagonally checkered tower on the north point of the cape. **Cape Lookout National Seashore**, a Marine Protected Area (MPA), is located between Ocracoke Inlet and Beaufort Inlet.

**Cape Lookout Shoals** extend about 9 miles south-southeastward from the cape where they are marked by a lighted buoy. Their greatest width is about 2 miles, and depths over the shoals range from 2 to 18 feet.

**Lookout Breakers** is the local name for the ridge, covered 2 feet, about 4 miles out on the shoals south of the cape. Between Lookout Breakers and the cape are several other spots which break heavily.

Outside the shoals proper is an irregular shoal with a depth of 29 feet over it in about 34°25'26"N., 76°23'41"W.; thence about 3 miles south-southeastward there is a wreck cleared to 39 feet. These can be avoided by passing south of the lighted bell buoy about 18 miles south-southeastward of the cape. In thick weather a vessel should stay in 14 fathoms or more if uncertain of its position. A number of wrecks and fish havens with varying depths over them are in the vicinity of the shoals; some are marked.

**Bay River** about 10 miles southward of Pamlico Point Light PP empties into the western part of Pamlico Sound between Jones Bay and the mouth of Neuse River. The natural channel, from the entrance to off the mouth of Trent Creek about 12 miles above the entrance, is marked by lights and daybeacons and, in 1963, had depths of 9 feet or more. It can be followed readily. Above this point, a dredged channel leads to Bayboro, which is practically the head of navigation. In 1983, the reported controlling depth was 10 feet. The dredged channel is marked by daybeacons to Stonewall. An overhead power cable crossing the river about 0.3 mile below Bayboro has a clearance of 75 feet.

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

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

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

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

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

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

**Tides.**—Neuse River has practically no tide, the variation in water level being due principally to winds. Easterly winds cause high water and westerly winds low water, the maximum variations with heavy gales amounting to about 2 feet above or below the normal in the lower part of the river, and about 3 or 4 feet at New Bern. Freshets of 10 to 20 feet occur in the upper reaches of the river above New Bern, but have little effect at or below the town.

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

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

# 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).

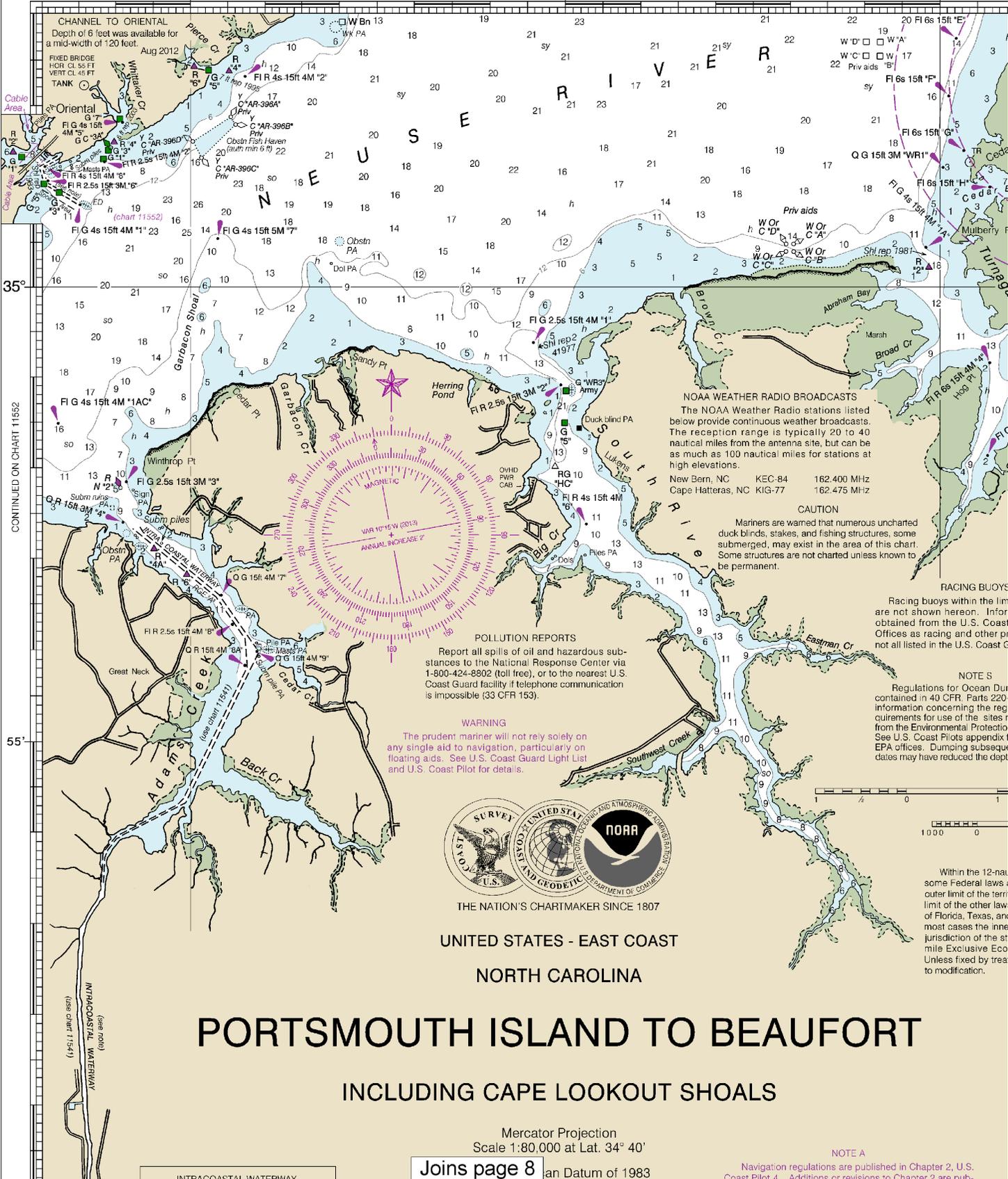
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## 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>

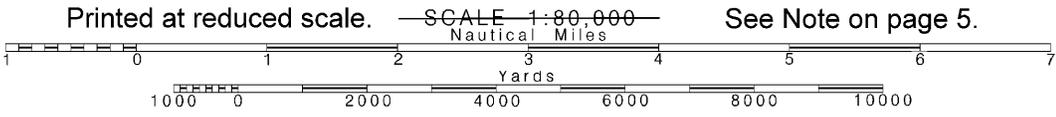


UNITED STATES - EAST COAST  
NORTH CAROLINA  
**PORTSMOUTH ISLAND TO BEAUFORT**  
INCLUDING CAPE LOOKOUT SHOALS

Mercator Projection  
Scale 1:80,000 at Lat. 34° 40'  
Joins page 8  
Jan Datum of 1983

**4**

Note: Chart grid lines are aligned with true north.



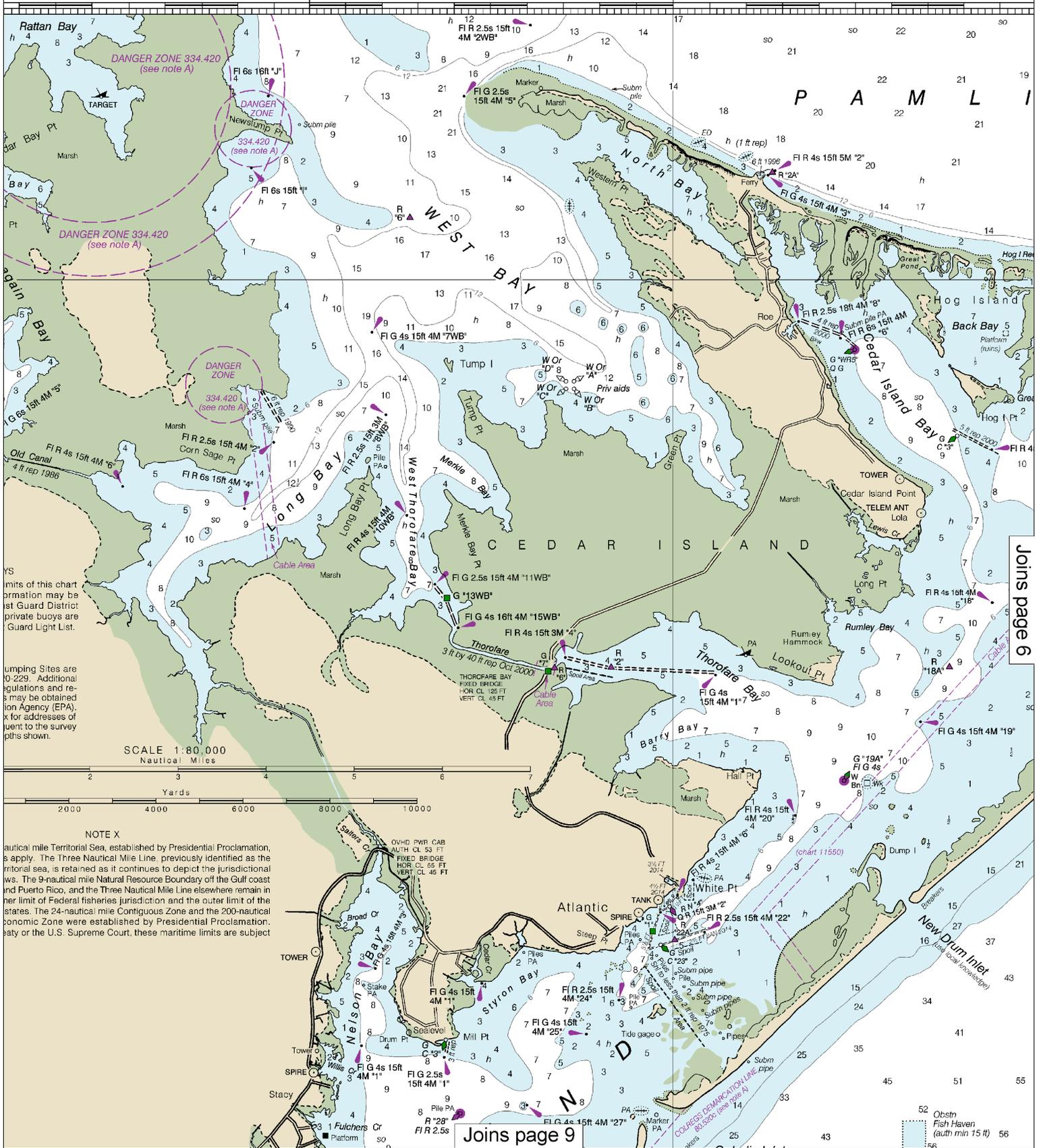
See Note on page 5.

NOTE A  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in subsequent editions.

25'

20'

JOINS CHART 11548



limits of this chart information may be best Guard District private buoys are Guard Light List.

umping Sites are 0-229. Additional regulations and restrictions may be obtained from Agency (EPA). For addresses of agent to the survey points shown.

SCALE 1:80,000  
Nautical Miles  
2000 4000 6000 8000 10000  
Yards

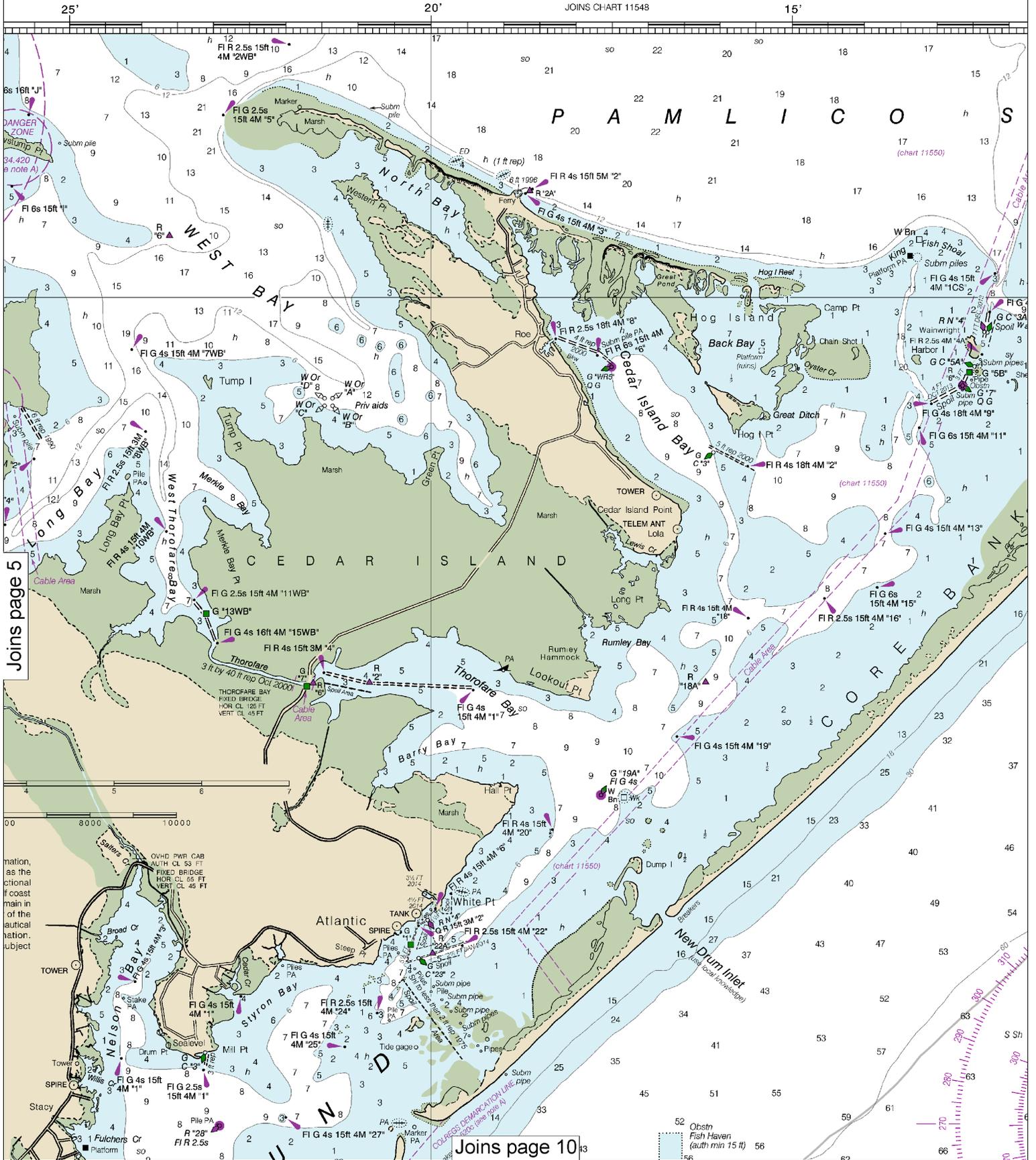
NOTE X  
nautical mile Territorial Sea, established by Presidential Proclamation, apply. The Three Nautical Mile Line, previously identified as the territorial sea, is retained as it continues to depict the jurisdictional waters. The 9-nautical mile Natural Resource Boundary of the Gulf coast and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in their limit of Federal fisheries jurisdiction and the outer limit of the states. The 24-nautical mile Contiguous Zone and the 200-nautical nautical zone were established by Presidential Proclamation. Any or the U.S. Supreme Court, these maritime limits are subject

Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





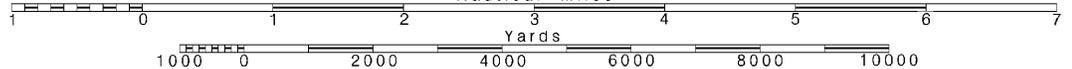
Joins page 5

Joins page 10

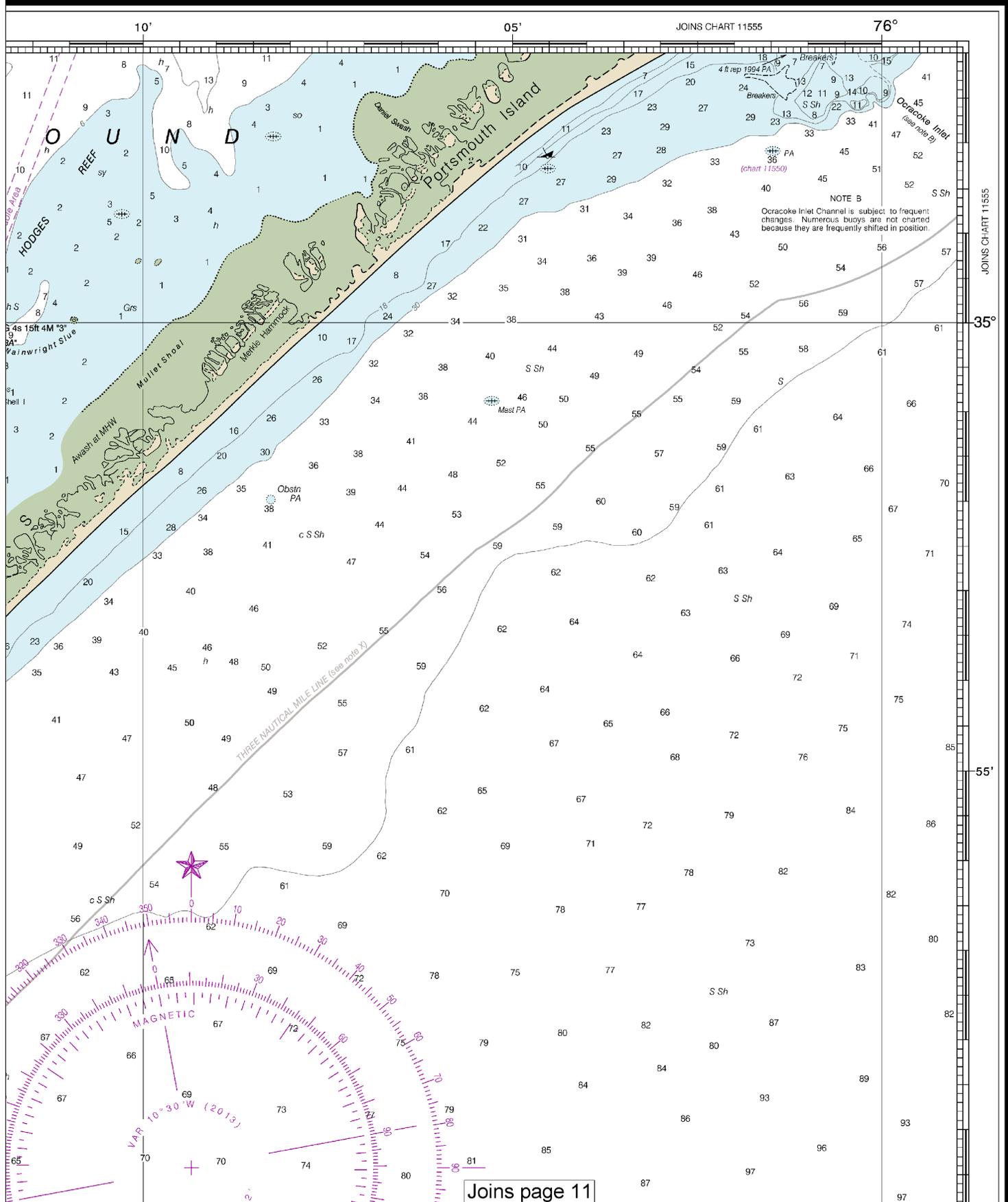
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.



Joins page 11

41st Ed., Dec. 2013. Last Correction: 12/13/2016. Cleared through:  
 LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016)



# PORTSMOUTH ISLAND TO BEAUFORT

## INCLUDING CAPE LOOKOUT SHOALS

Mercator Projection  
Scale 1:80,000 at Lat. 34° 40'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

### 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.

### 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 0.584' northward and 1.256' eastward to agree with this chart.

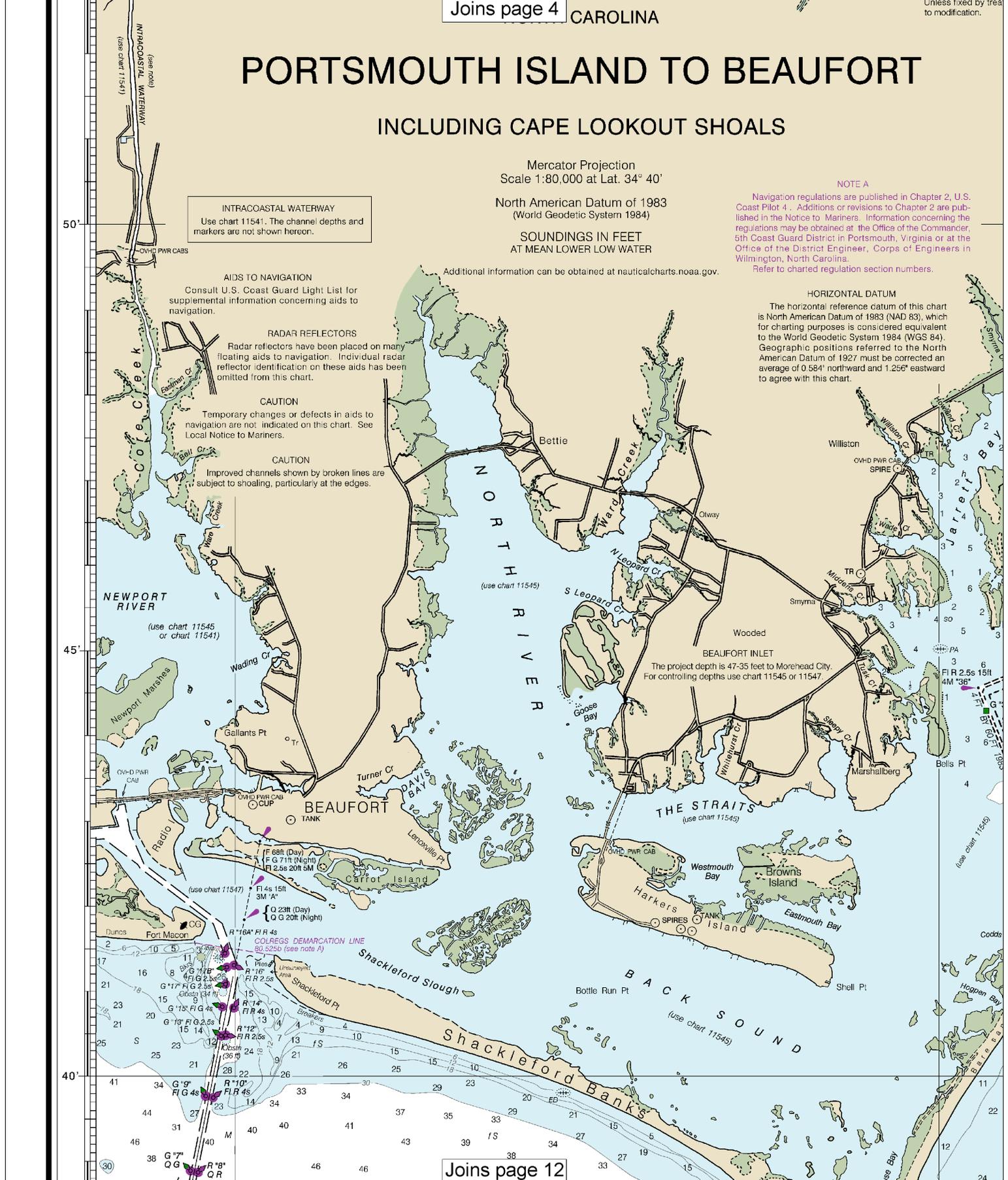
**INTRACOASTAL WATERWAY**  
Use chart 11541. The channel depths and markers are not shown hereon.

**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.

**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.



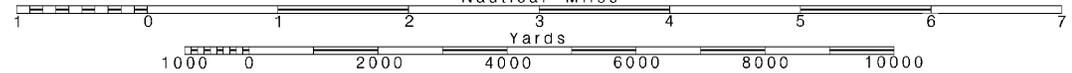
Joins page 12

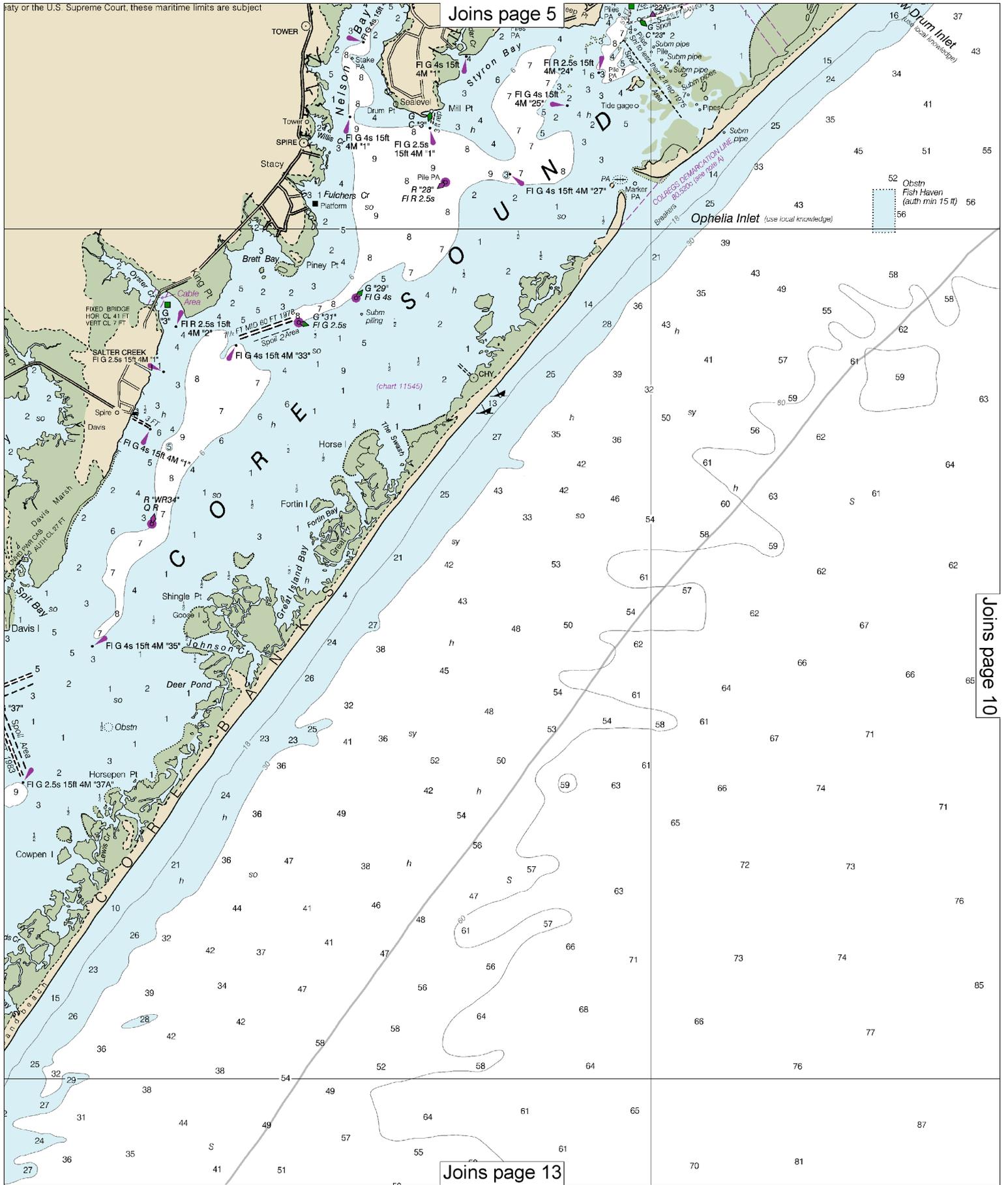


Note: Chart grid lines are aligned with true north.

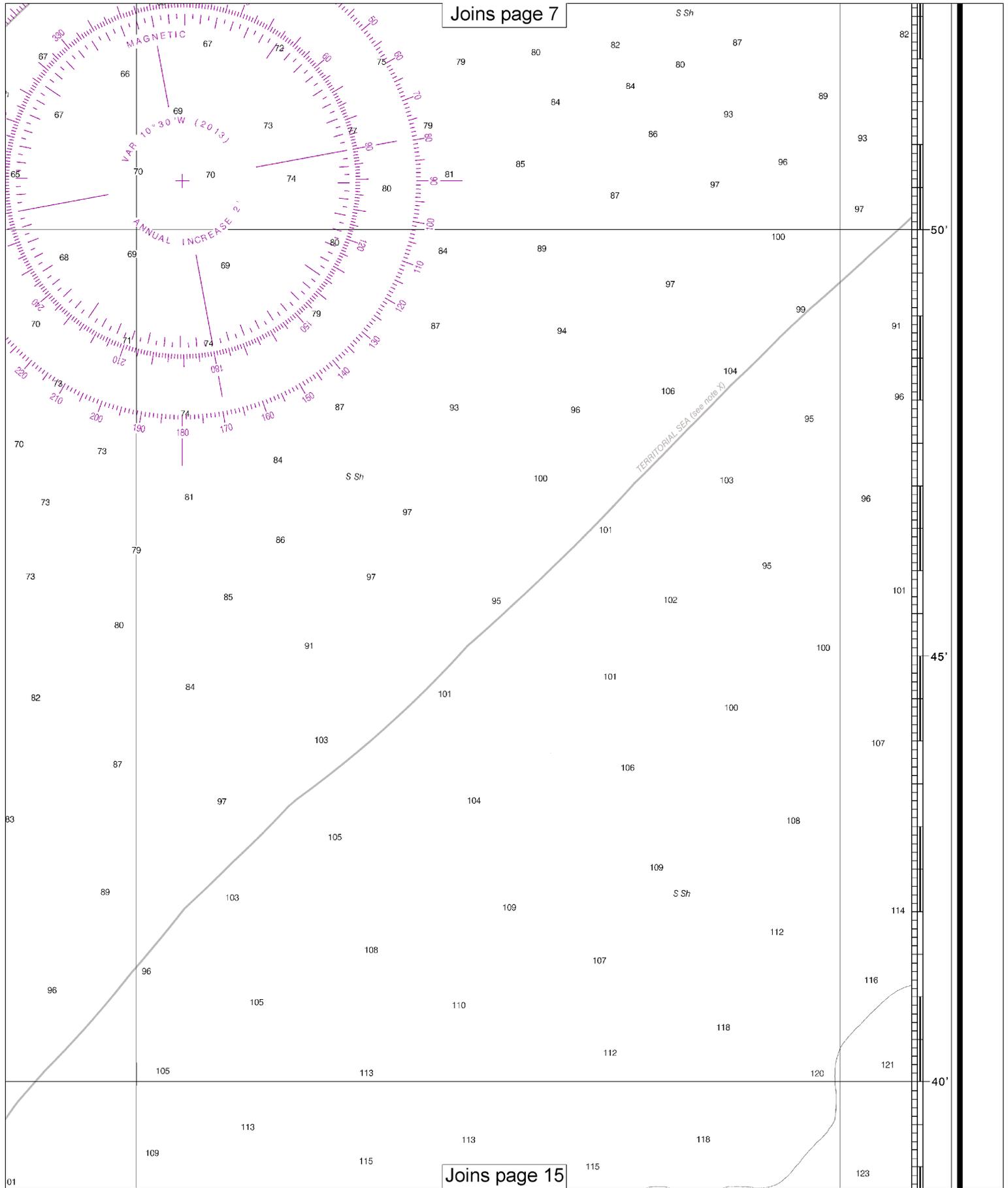
Printed at reduced scale. SCALE 1:80,000 Nautical Miles

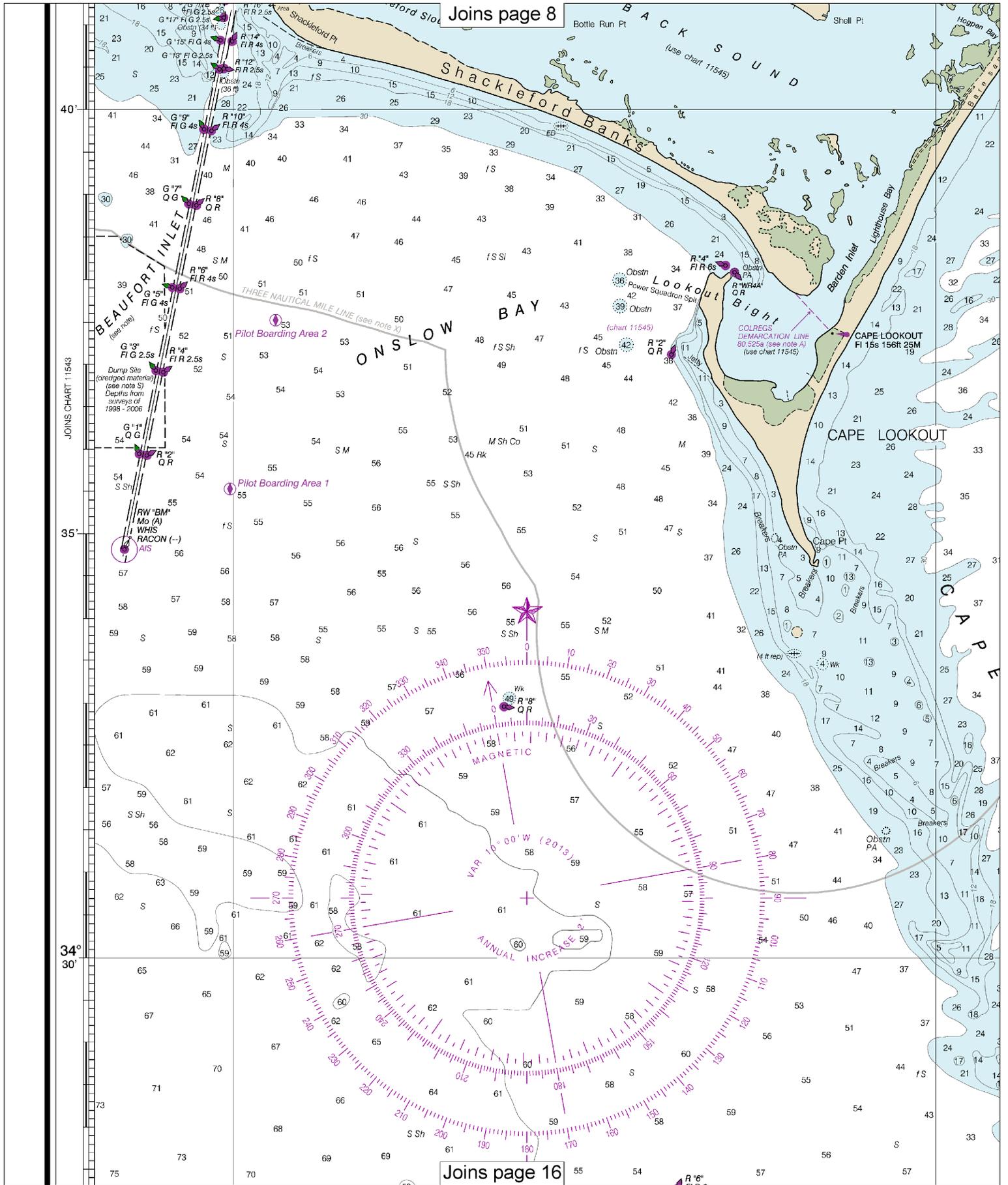
See Note on page 5.











Joins page 8

Joins page 16

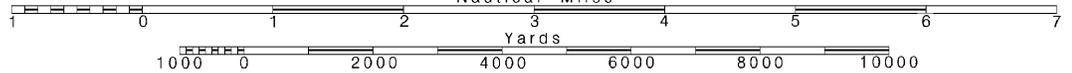
**12**

Note: Chart grid lines are aligned with true north.

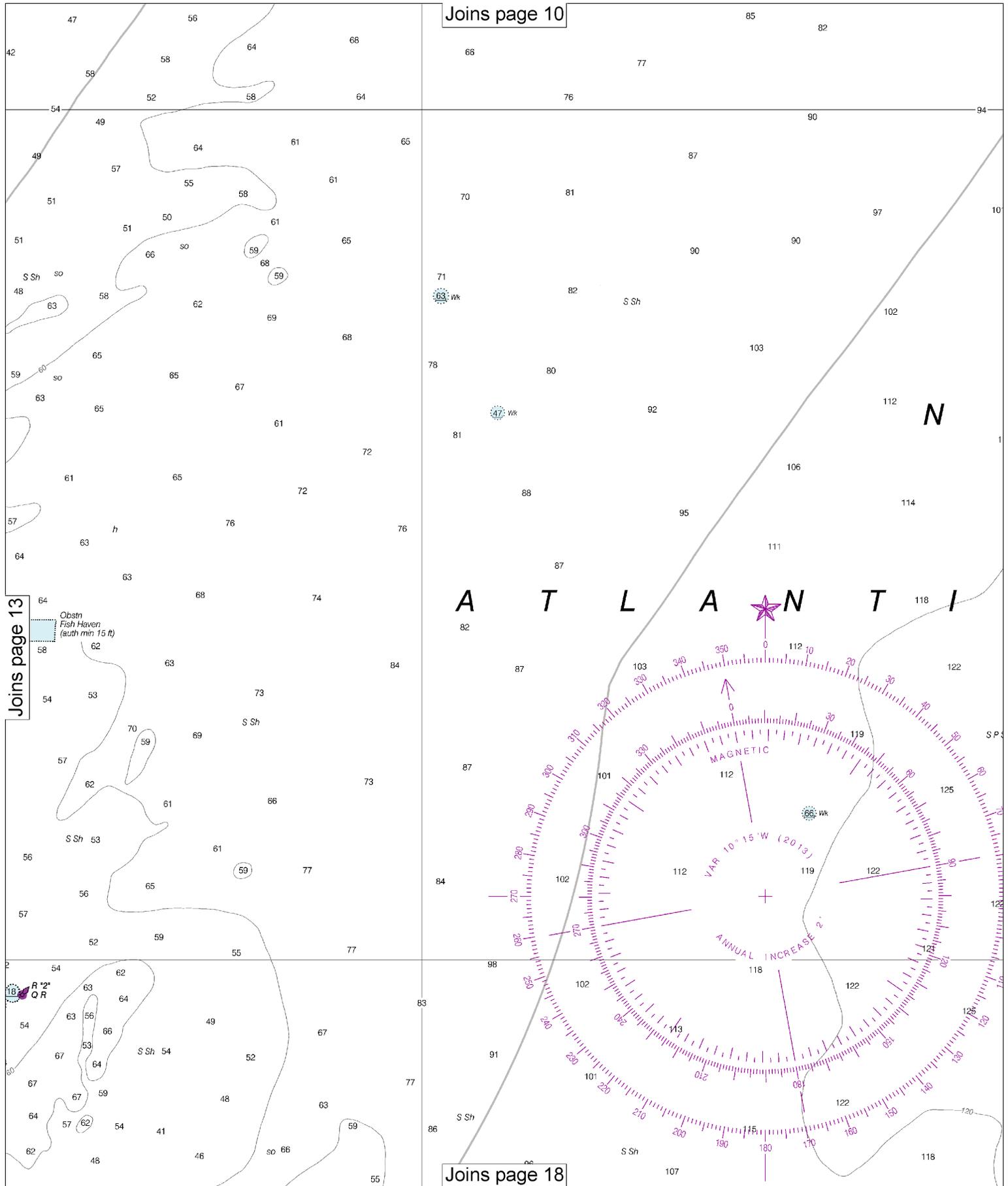
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SCALE 1:80,000  
Nautical Miles

See Note on page 5.

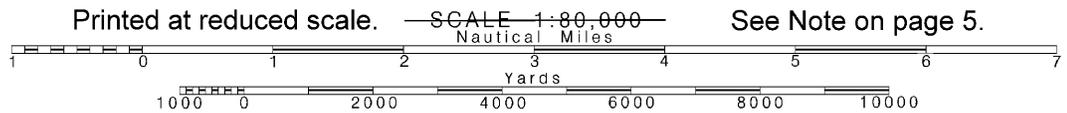


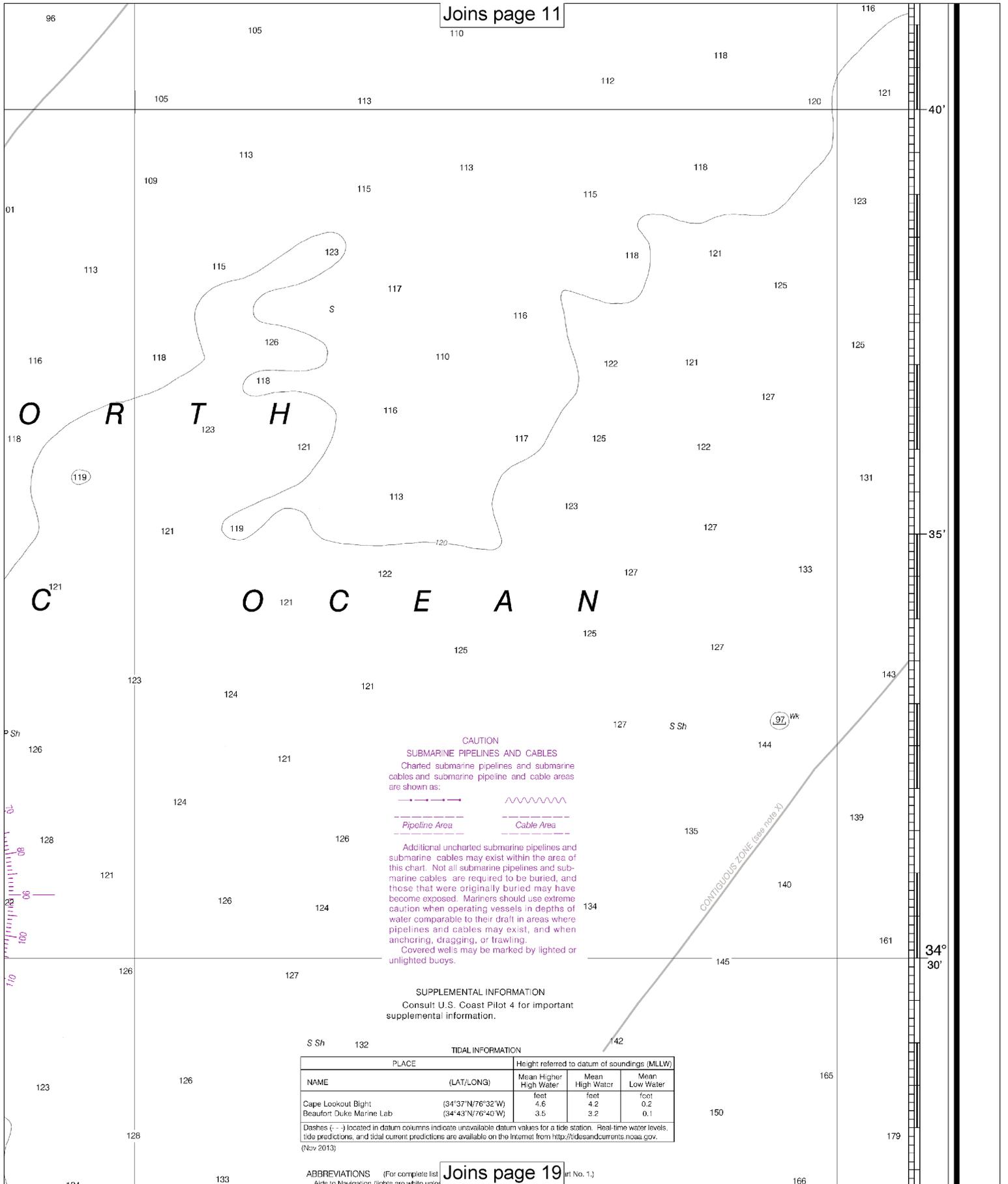


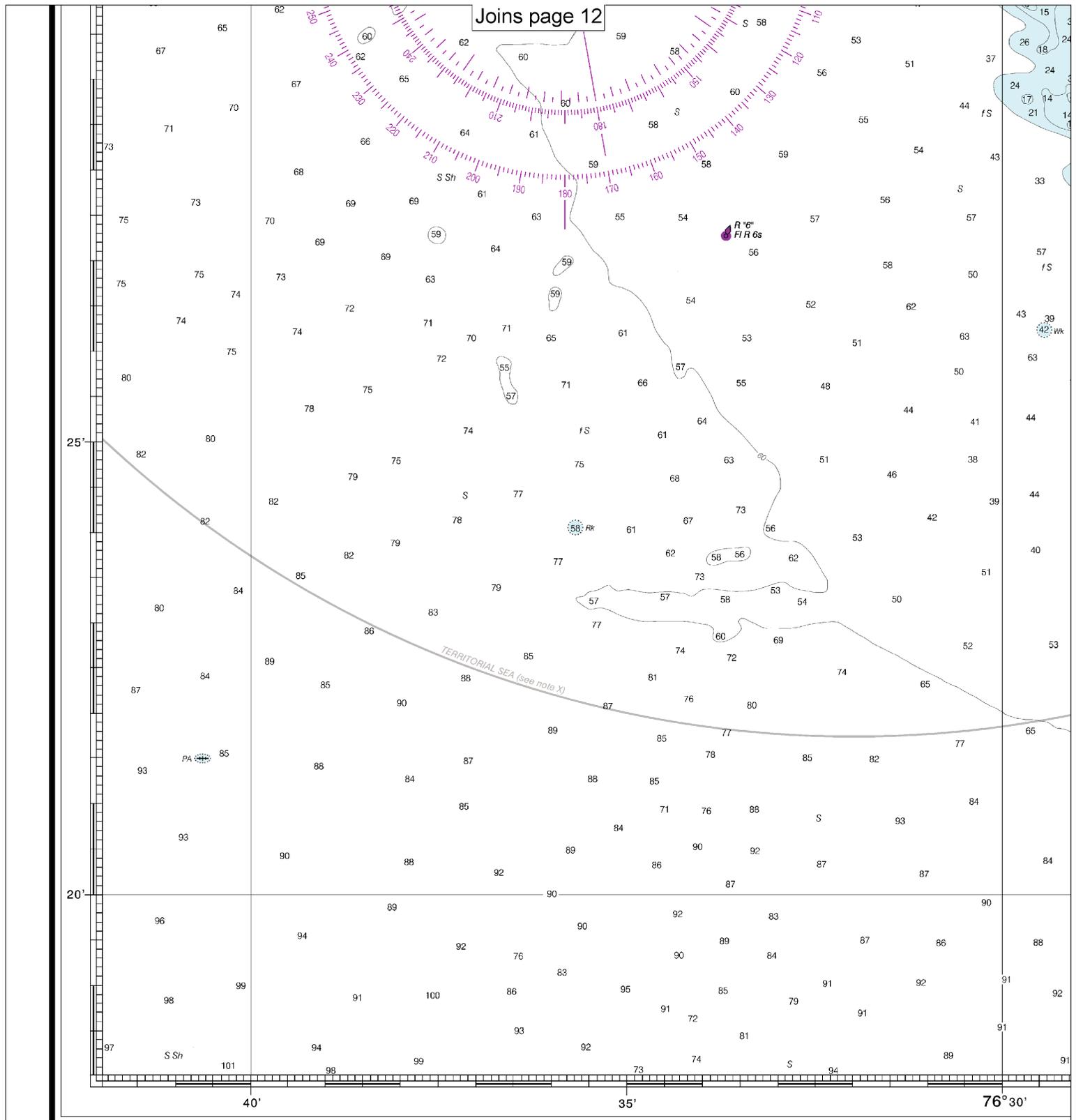


14

Note: Chart grid lines are aligned with true north.







11544

41st Ed., Dec. 2013. Last Correction: 12/13/2016. Cleared through:  
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016)

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](http://nauticalcharts.noaa.gov).

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

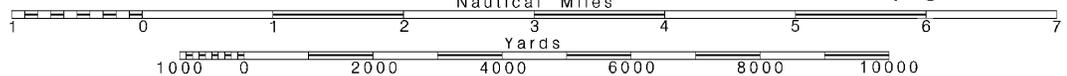
16

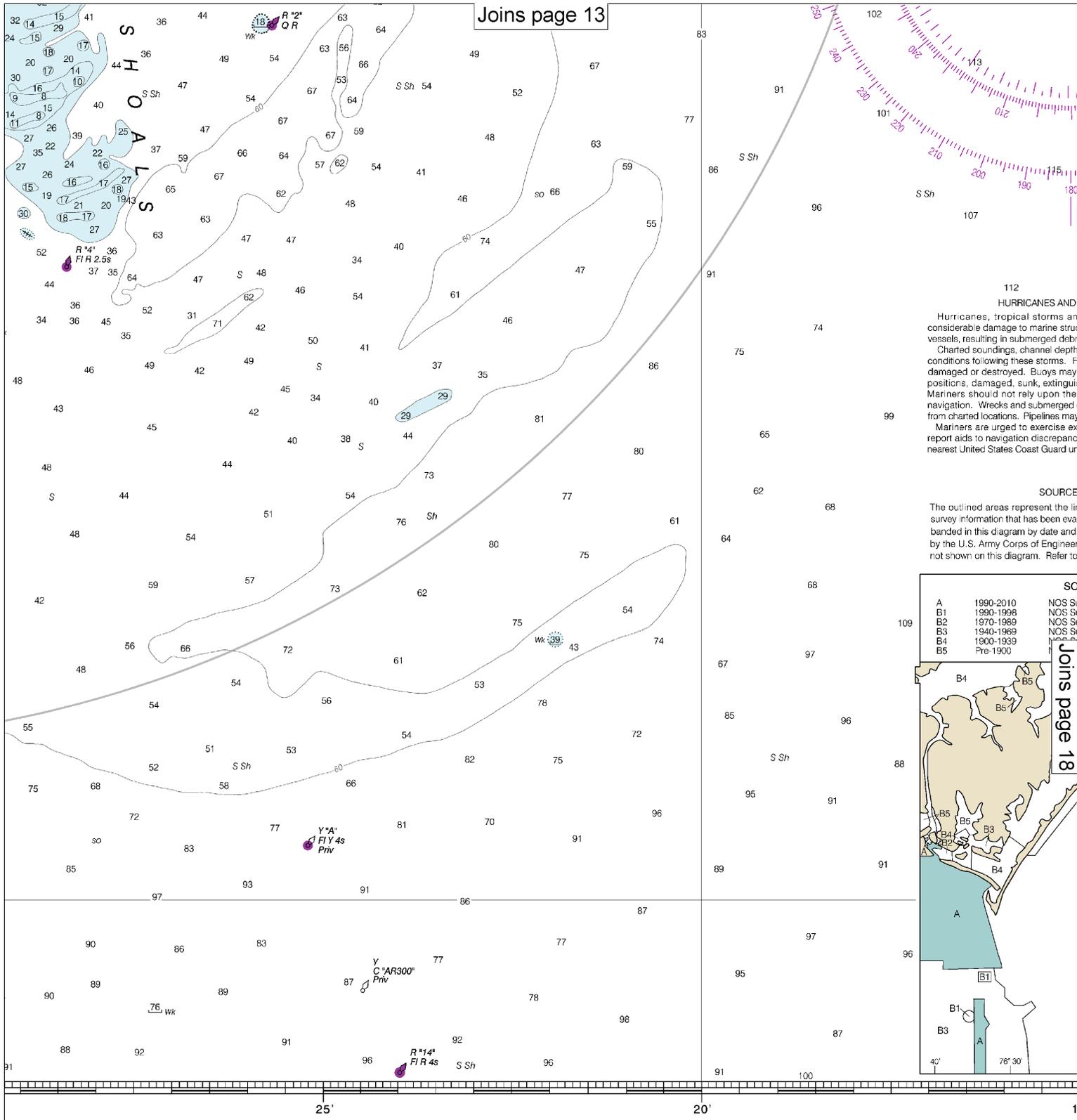
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





112  
**HURRICANES AND**  
 Hurricanes, tropical storms and  
 considerable damage to marine struc-  
 tures, resulting in submerged debris.  
 Chartered soundings, channel depth  
 conditions following these storms. If  
 damaged or destroyed. Buoys may  
 positions, damaged, sunk, extinguished  
 Mariners should not rely upon the  
 navigation. Wrecks and submerged  
 from charted locations. Pipelines may  
 Mariners are urged to exercise extra  
 report aids to navigation discrepancy  
 nearest United States Coast Guard ur

**SOURCE**  
 The outlined areas represent the li-  
 survey information that has been eval-  
 banded in this diagram by date and  
 by the U.S. Army Corps of Engineer  
 not shown on this diagram. Refer to

**SC**

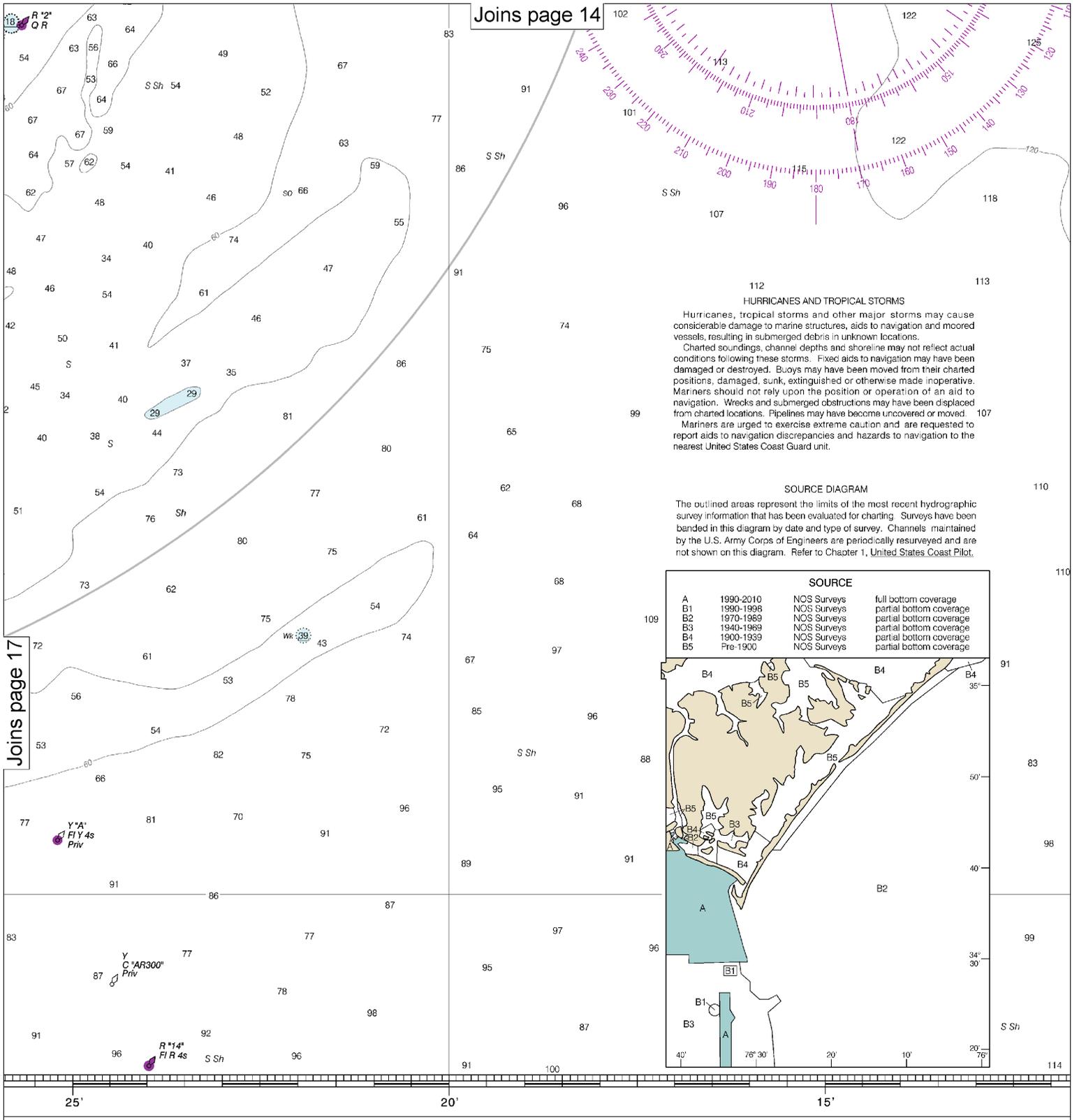
A	1990-2010	NOS S
B1	1990-1998	NOS S
B2	1970-1969	NOS S
B3	1940-1969	NOS S
B4	1900-1939	NOS S
B5	Pre-1900	NOS S

Joins page 18

or comments  
 tact.htm.

# SOUNDINGS IN FEET

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

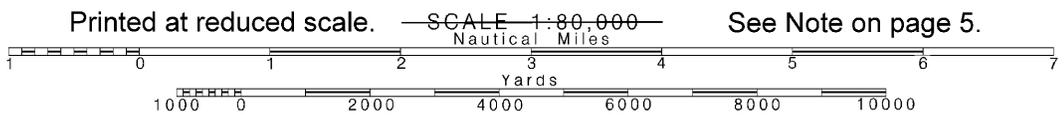


Joins page 17

# DEPTHS IN FEET

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

Note: Chart grid lines are aligned with true north.



See Note on page 5.

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

S Sh 132

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TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Cape Lookout Bight	(34°37'N/76°32'W)	foot 4.6	foot 4.2	foot 0.2
Beaufort Duke Marine Lab	(34°43'N/76°40'W)	foot 3.5	foot 3.2	foot 0.1

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 2013)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G groin	Mo morse code	R TR radio tower
A/ alternating	IQ interrupted quick	N nun	Rct rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

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

Miscellaneous:

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

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.  
 COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
 Demarcation lines are shown thus: - - - - -

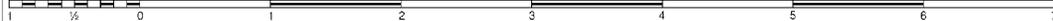
HEIGHTS  
 Heights in feet above Mean High Water.

AUTHORITIES

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

SCALE 1:80,000

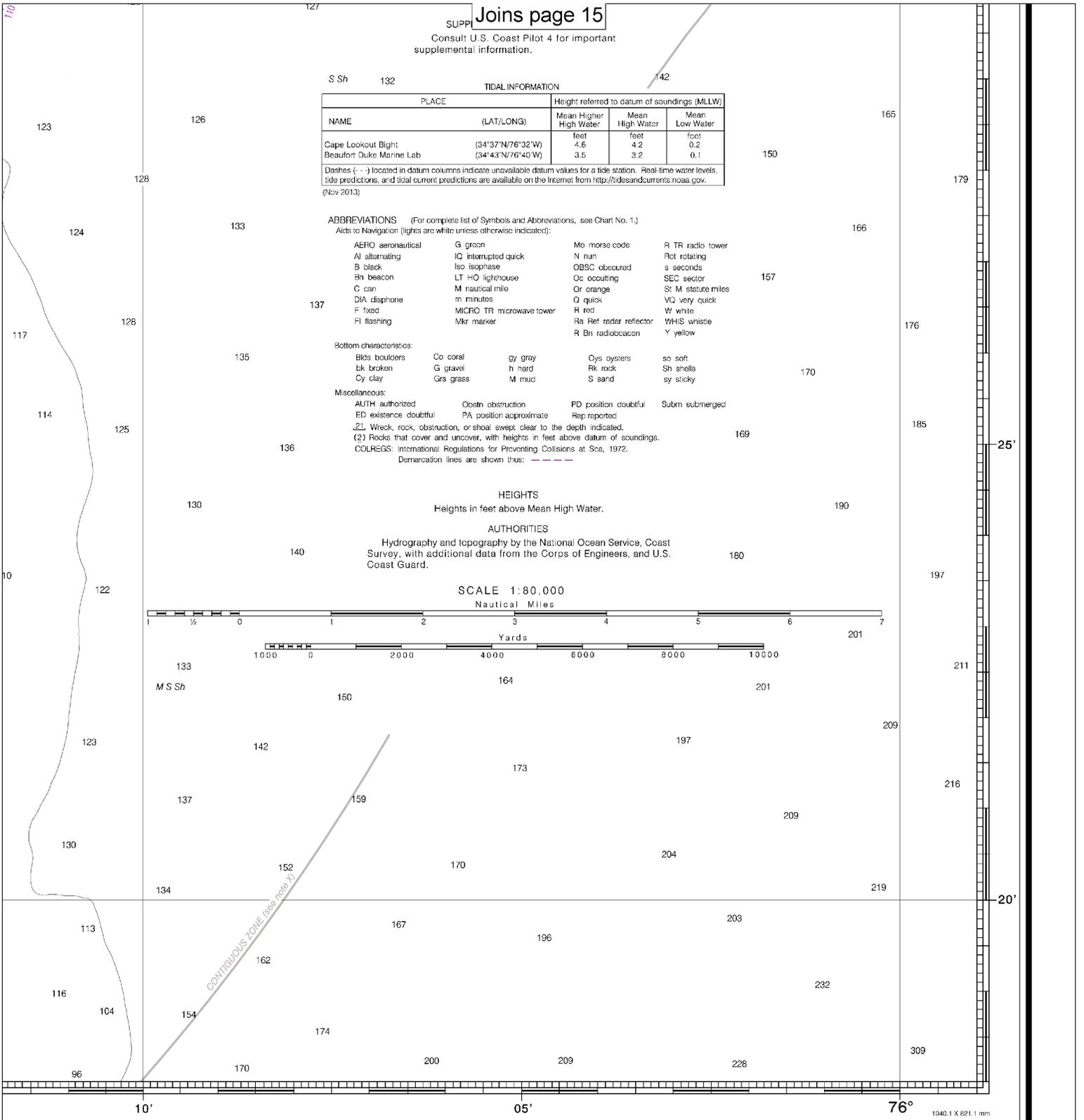
Nautical Miles



Yards



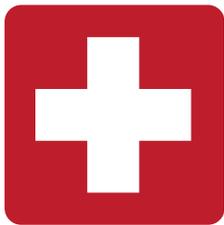
CONTIGUOUS ZONE (see page X)



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

Portsmouth Island to Beaufort  
 SOUNDINGS IN FEET - SCALE 1:80,000

11544



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.