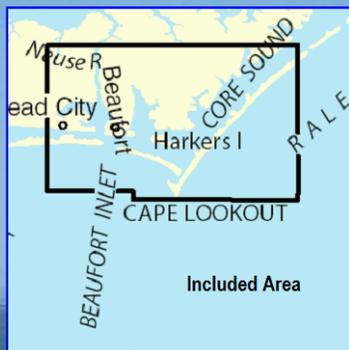


BookletChart™

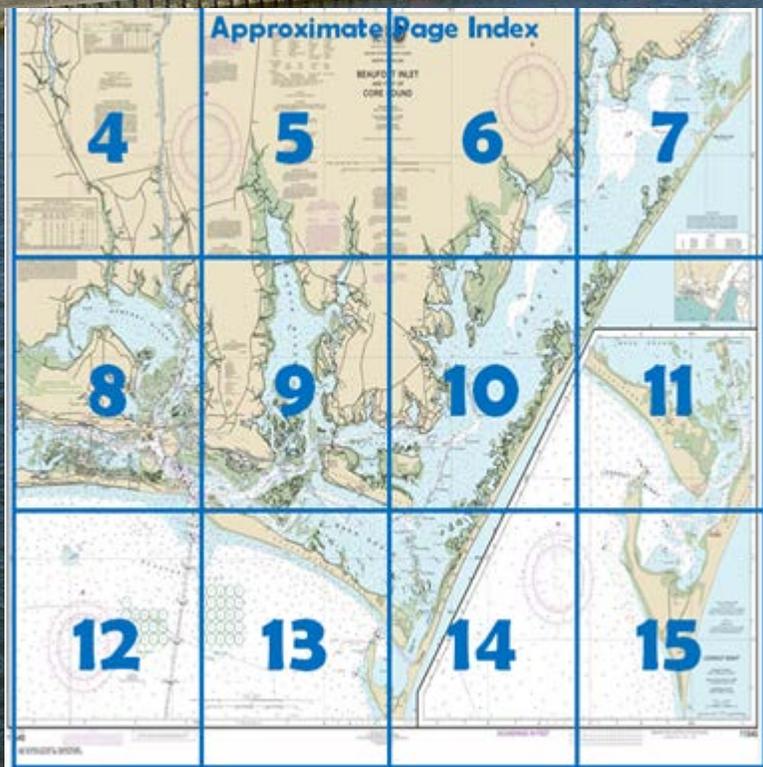
Beaufort Inlet and Part of Core Sound NOAA Chart 11545



*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.

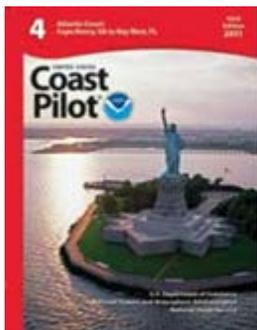
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11545>



(Selected Excerpts from Coast Pilot)
Diamond Shoals extend off Cape Hatteras. Depths of 3 feet have been found. **Hatteras Shoals**, with little water over them, are usually marked by breakers. **Outer Diamond Shoal**, with depths of 3 to 18 feet, are marked by breakers. A buoy marks the east extremity of Outer Diamond Shoal. Hydrography is not charted on Diamond Shoals due to the changeable nature. Navigation is extremely hazardous for all types of craft.

The wreckage of the Civil War Ironclad **MONITOR**, 7.7 miles south of the eastern limit of Diamond Shoals, has been designated **USS Monitor National Marine Sanctuary**.

Hatteras Inlet is entered over a shifting bar; local knowledge is recommended. The approach is marked by a lighted buoy; buoys marking the channel over the bar are not charted because they are frequently shifted. An 88-foot tower showing a white light on the east side of the inlet is a conspicuous mark.

Hatteras has stores, motels, and restaurants. **Hatteras Inlet Coast Guard Station** is on **Austin Creek**. There are wharves in the basin at Hatteras where berths, gasoline, diesel fuel, and marine supplies can be obtained.

Hatteras Inlet Channel leads to **Rollinson Channel**. The depth was 6 feet. The channel is marked by lights, buoys, and daybeacons. A side channel to Austin Creek had a depth of 5½ feet to the Coast Guard pier and ferry landing. The creek channel is marked by two lights. The tidal currents in the channel through the inlet attain velocities of about 2 knots.

Caution.—Hydrography is not charted on Diamond Shoals due to the changeable nature of the area. Navigation in the area is extremely hazardous for all types of craft. During strong winds the currents set across the shoals with great velocity.

The difficulty of making proper allowance for the Gulf Stream, and the strong currents near the shoals, may cause considerable error in the reckoning. When approaching in thick weather, and uncertain of the position, care should be taken to stay in at least 120 feet, or preferably 180 feet. Diamond Shoal Lighted Buoy 12 (35°09'05"N., 75°17'33"W.) marks the remaining structure of Diamond Shoal Light and is the guide for clearing the shoals.

Caution.—Numerous fishtraps, stakes, and pound nets have been reported in Pamlico Sound; some may be submerged. Small craft should use caution when operating outside the main channel. Pamlico Sound Light PS (35°25'29"N., 75°50'01"W.), 35 feet above the water, shown from a skeleton tower on a multi-pile structure with a red and white octagonal-shaped daymark, marks a dangerous wreck, reported covered 12 feet.

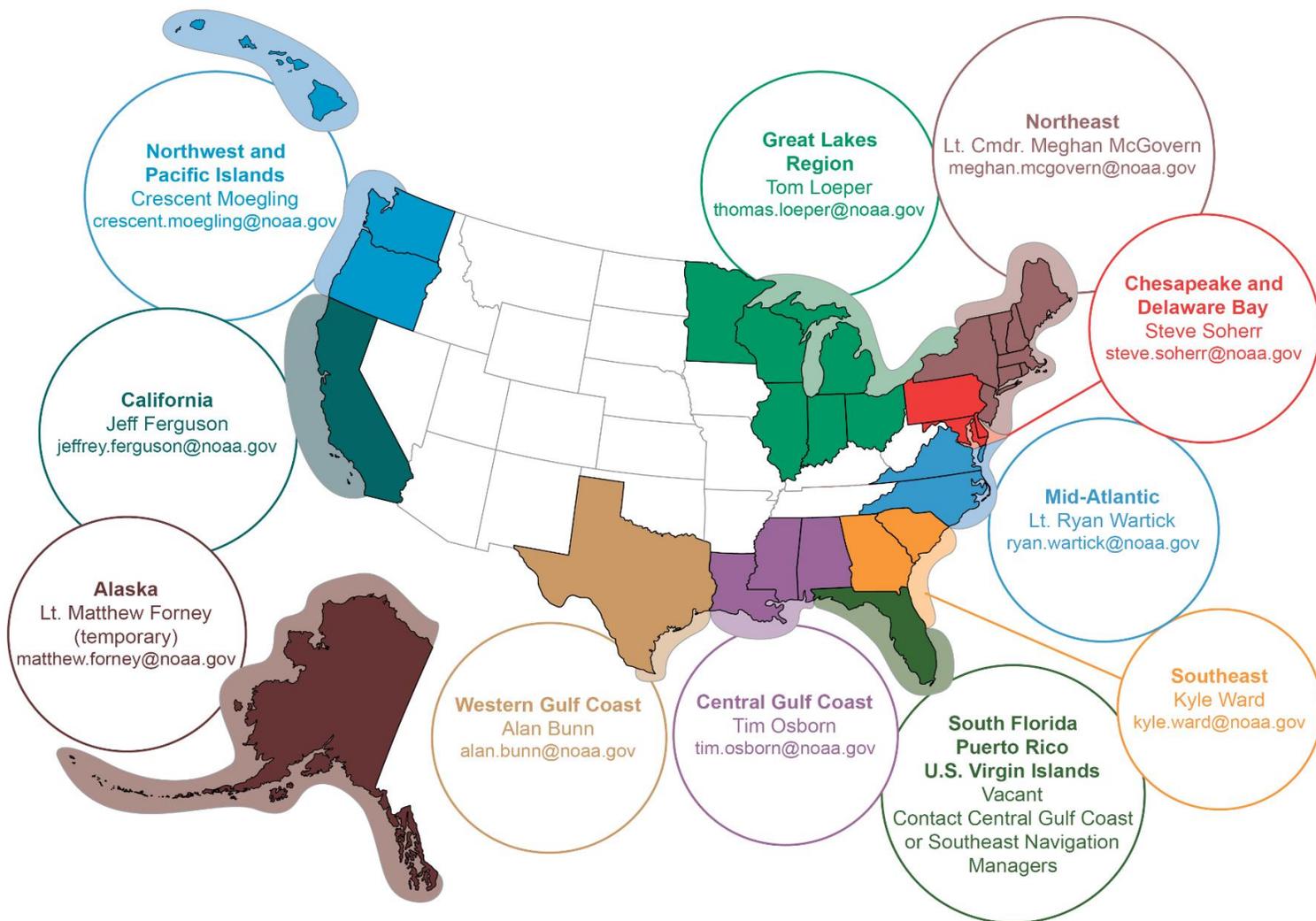
The northern and western shores of Pamlico Sound are broken by numerous small bays and two large rivers, Pamlico River and Neuse River. General depths in the middle of the sound are 14 to 24 feet, but shoals extend miles from shore in many places. **Bluff Shoal**, northward of Ocracoke Inlet, has 7 to 12 feet over it and extends completely across the sound. It is marked by a light. A dangerous wreck, reported covered 4 feet, is close northward of the light.

In the exposed parts of the sound, strong winds from any direction raise a short, choppy sea uncomfortable to small craft and even dangerous to open boats; but protected anchorage for small craft can be found in the many bays along the northern shore, and along the southern shore in several sloughs which lead to sheltered berths in the lee of shoals. Middletown Anchorage and the anchorage in the bight formed by the hook of Royal Shoal can be made either day or night, with caution. Currents are negligible except in the vicinity of the inlets.

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

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

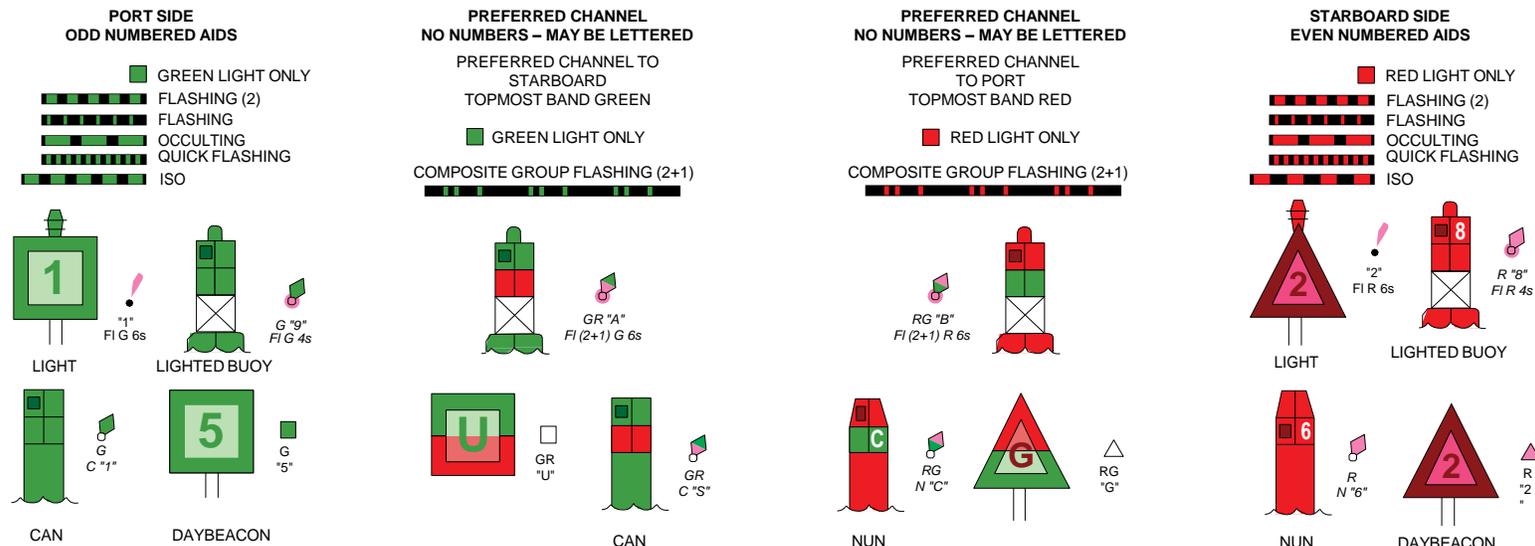
Navigation Managers Area of Responsibility



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

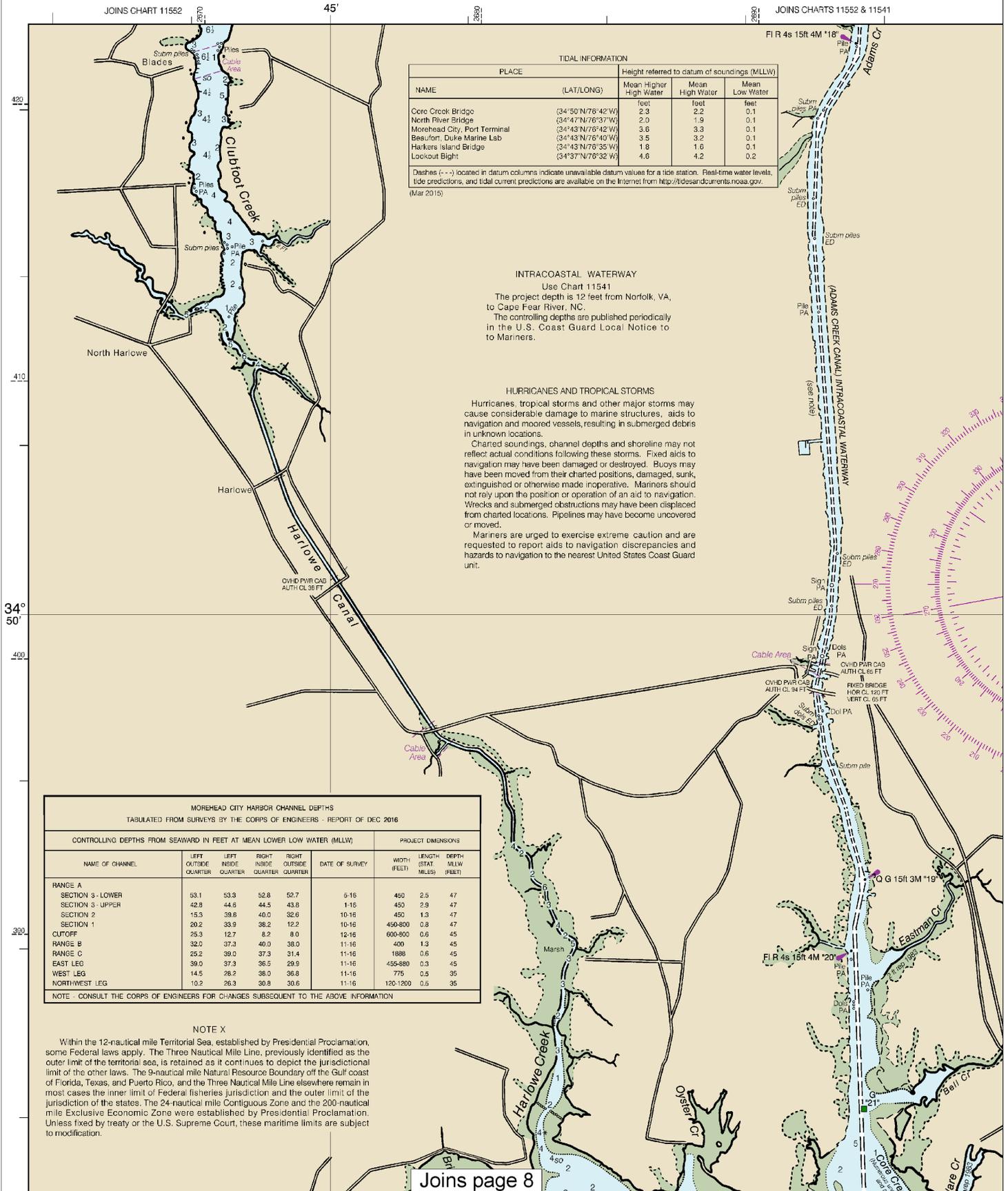
on navigable waters except Western Rivers



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>

SOUNDINGS IN FEET

11545



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



76° 40' 27 10 12 20 35' 34' 45' 30' 15' 33' 50'

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 0.580' northward and 1.248" eastward to agree with this chart.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.) Aids to Navigation (lights are white unless otherwise indicated):

- AERO aeronautical G green Mo Morse code R TR radio tower
Al alternating IO interrupted quick N nun Rot rotating
B black Iso isophase OBSC obscured s seconds SEC sector
Bn beacon LT HO lighthouse Oc occulting Or orange St M statute miles
C can M nautical mile Q quick W white VQ very quick
DIA diaphano m minus R red RA Ref radar reflector WHIS whistle
F fixed MICRO TR microwave tower Mkr marker R Bn radiobeacon Y yellow
FI flashing Mkr marker

Bottom characteristics:

- Bls 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
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
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, Geological Survey, and U.S. Coast Guard.

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.

PLANE COORDINATE GRID

(based on NAD 1927)

The North Carolina State Grid is indicated on this chart at 10,000 foot intervals thus: - - - - - The last three digits are omitted.

SUPPLEMENTAL INFORMATION

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

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.

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).

CAUTION

SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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

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.

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.

FIXED BRIDGE
HGR CL. 20 FT
VERT CL. 8 FT
OVRHD PWR CAB
AUX CL. 30 FT

Joins page 9

UNITED STATES
NORTH CAROLINA
BEAUFORT SOUND AND CURLEW BAY
CORE

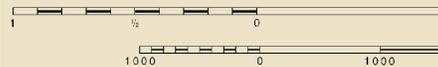
Mercator Scale 1:40,000

North America (World Geodetic System 1984)

SOUND AT MEAN LOW WATER

Additional information can be found in the U.S. Coast Pilot 4.

Joins page 6



Limitations of aids to marine navigation. U.S. Coast Guard Geospatial-Intelligence Radio direction broadcasting stations should be used if Station position is accurate location.

Numerous fish traps in the area of this chart; craft should use caution channel.

AID TO NAVIGATION Consult U.S. Coast Pilot 4 for supplemental information.

NOAA Weather Buoy The NOAA Weather Buoy below provides a forecast of the next 6 hours. The receptional nautil miles from as much as 100 high elevations.

New Bern, NC

The prudent mariner should use any single aid to navigation in conjunction with U.S. Coast Pilot 4.

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57142. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



33° 50' 76° 30'



UNITED STATES - EAST COAST NORTH CAROLINA JARRETT INLET AND PART OF BRETT SOUND

Mercator Projection
Scale 1:40,000 at Lat. 34°44'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Information can be obtained at nauticalcharts.noaa.gov.

Joins page 5

SCALE 1:40,000

Nautical Miles

Yards

2000 3000 4000 5000

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)

NOTE D

Numerous fish traps and stakes have been reported in the area of this chart; some may be submerged. Small boats should use caution when operating outside the main channel.

AIDS TO NAVIGATION

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

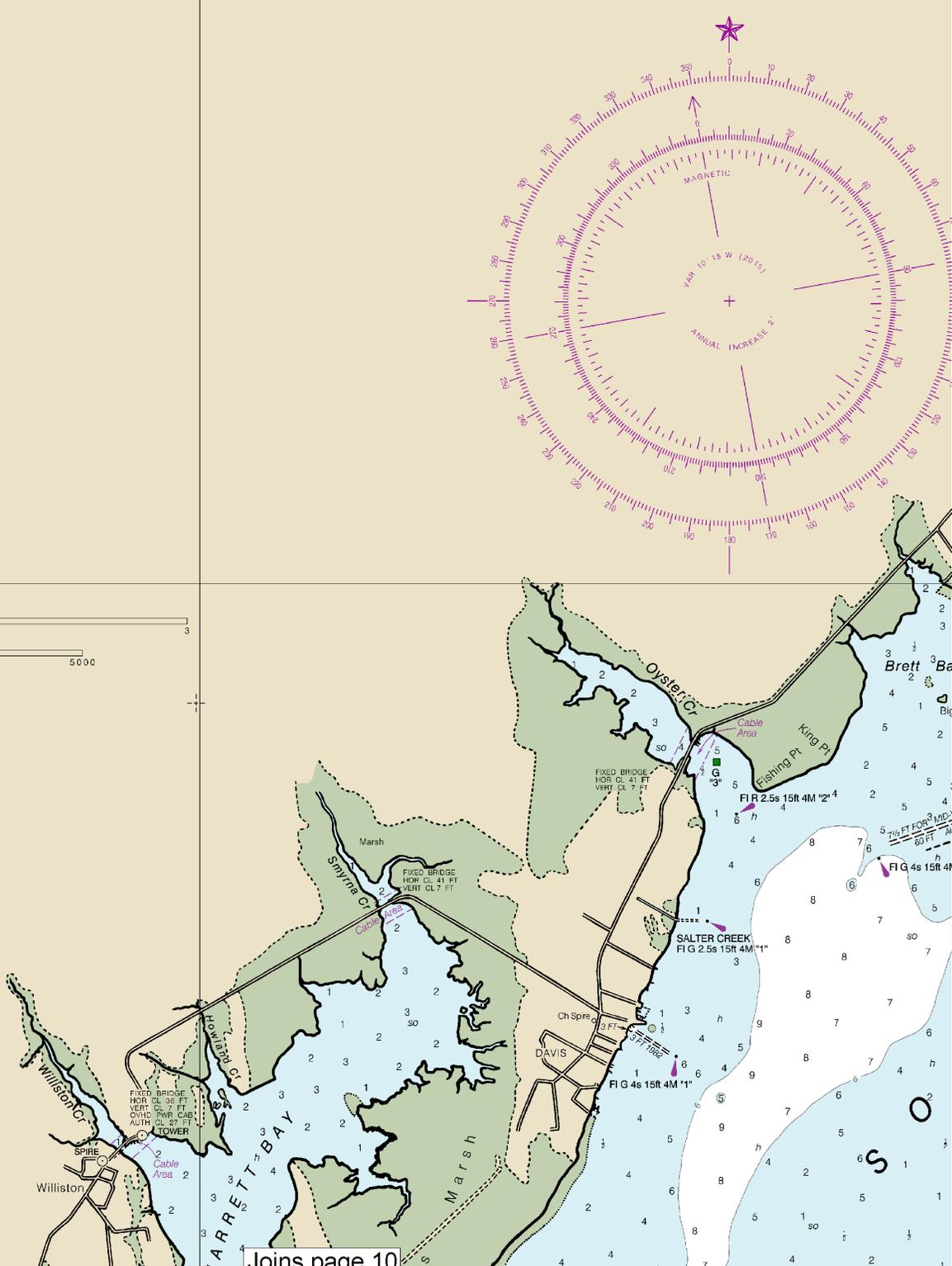
NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New Bern, NC KEC-84 162.400 MHz

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.



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.



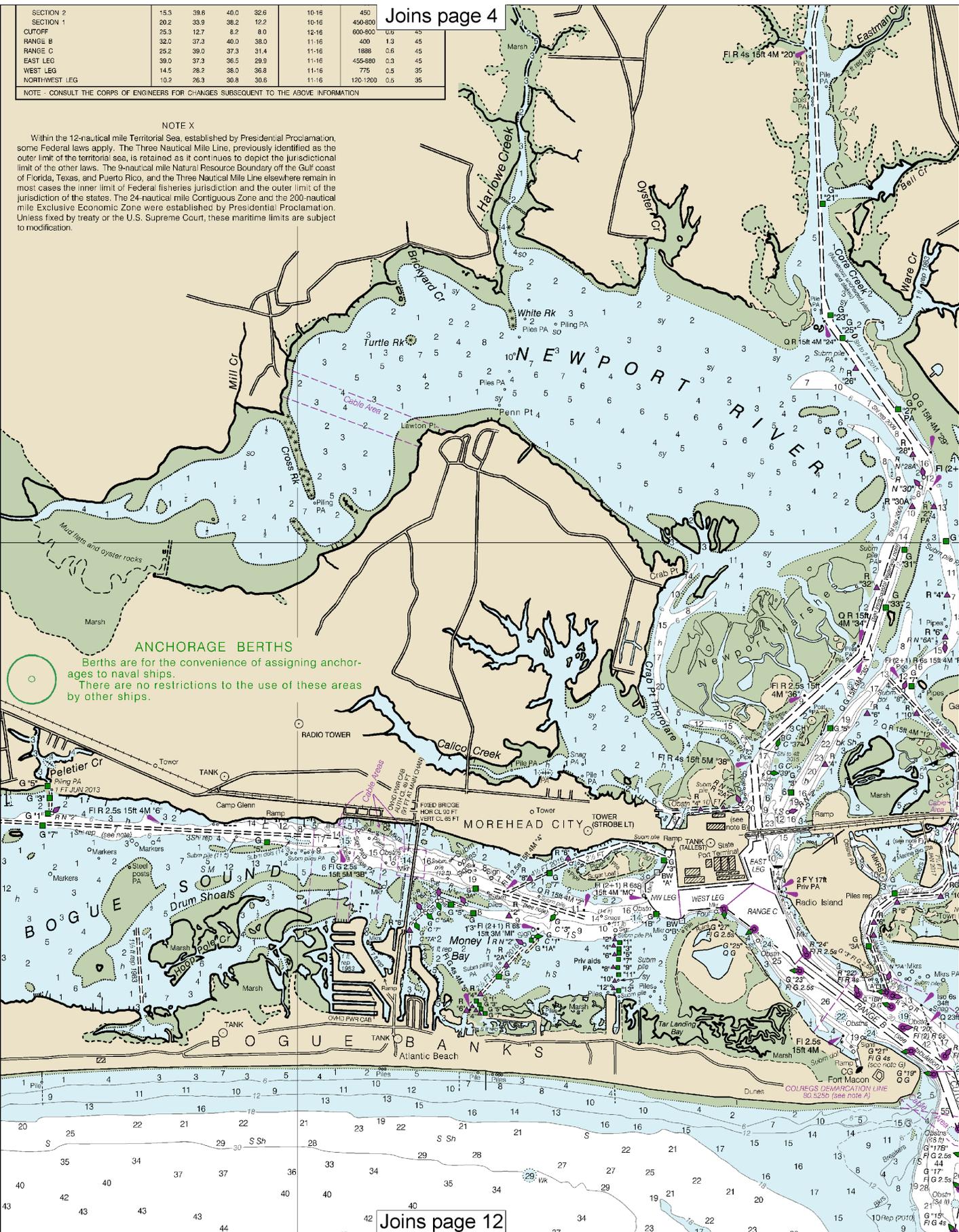
SECTION 2	15.3	39.6	40.0	32.6	10-18	450
SECTION 1	20.2	33.9	38.2	12.2	10-16	450-800
CUTOFF	25.3	12.7	8.2	8.0	12-16	600-800
RANGE B	32.0	37.3	40.0	38.0	11-16	400
RANGE C	25.2	39.0	37.3	31.4	11-16	1888
EAST LEG	39.0	37.3	36.5	29.9	11-16	455-880
WEST LEG	14.5	28.2	38.0	36.8	11-16	775
NORTHWEST LEG	10.7	26.3	30.8	30.6	11-16	120-1200

Joins page 4

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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 or the U.S. Supreme Court, these maritime limits are subject to modification.

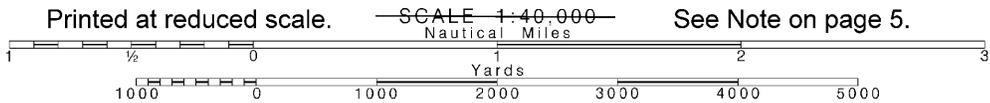


ANCHORAGE BERTHS
 Berths are for the convenience of assigning anchorages to naval ships.
 There are no restrictions to the use of these areas by other ships.

Joins page 12



Note: Chart grid lines are aligned with true north.



See Note on page 5.

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.

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 G
Shoreline and depths reported to have changed. Depths may be shallower than indicated.
Sep 2008

NOTE B
FIXED BRIDGE
HOR CL 20 FT
VERT CL 5 FT
O/H/D PWR CAB
AUTH CL 30 FT

NOTE C
HWY BASCULE BRIDGE
HOR CL 60 FT
VERT CL 13 FT
O/H/D PWR CAB
AUTH CL 87 FT
SUBM'D CBL AT DRAW

NOTE F
FIXED BRIDGE
HOR CL 45 FT
VERT CL 7 FT

Joins page 5

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.

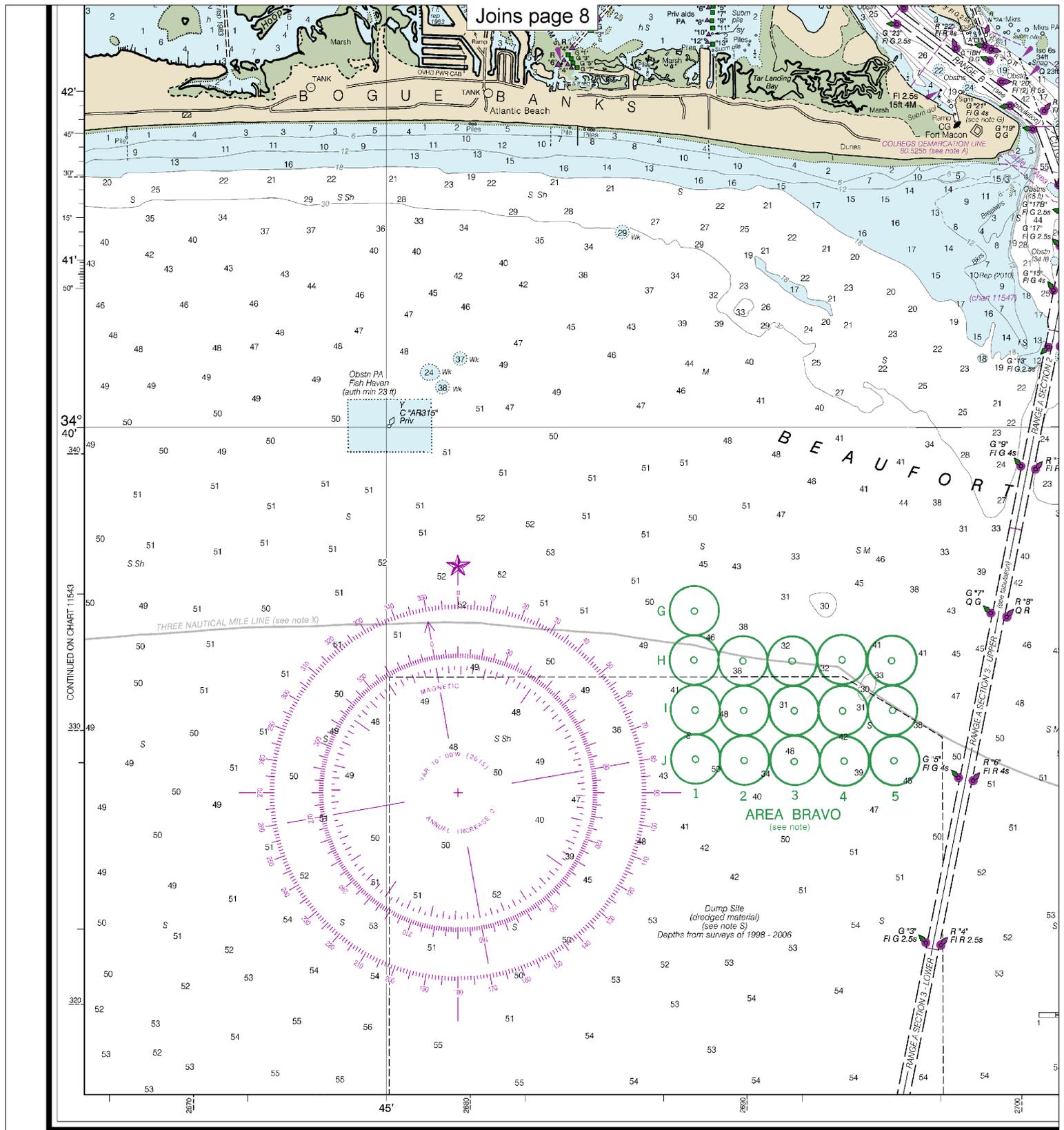
AID
Consult U.S.
supplemental in
navigation.

NOAA WEAT
The NOAA
below provides
The reception
nautical miles from
as much as 100
high elevations
New Bern, NC

The prudent
any single aid
floating aids. See
and U.S. Coast

Joins page 10

Joins page 13



Joins page 8

CONTINUED ON CHART 11543

11545

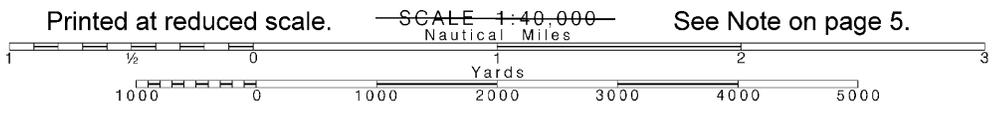
66th Ed., Jun. 2015. Last Correction: 2/10/2017. Cleared through:
LNM: 0617 (2/7/2017), NM: 0717 (2/18/2017)

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.

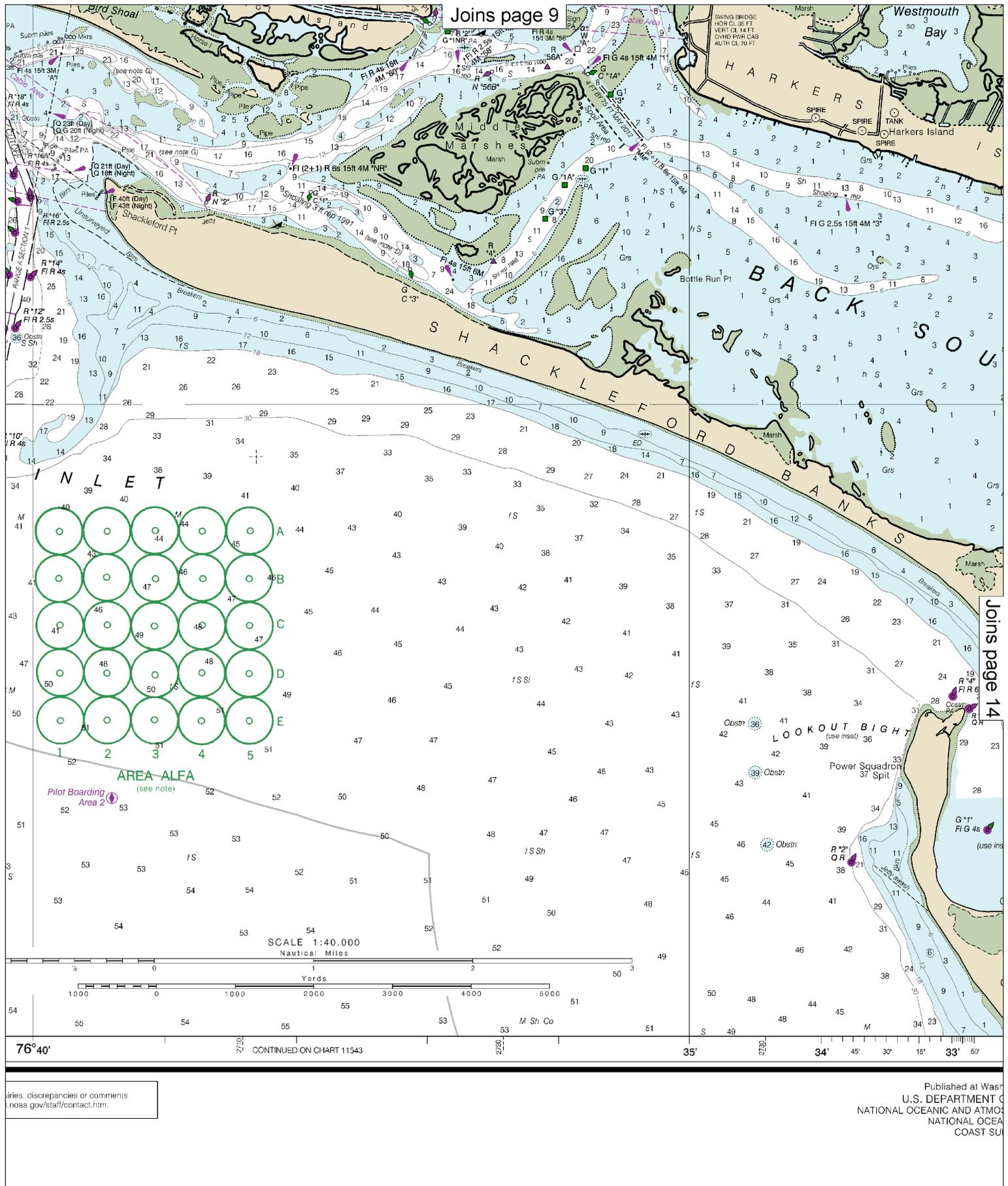
NOAA encourages users to submit inquiries about this chart at <http://www.nauticalcharts.noaa.gov>.

12

Note: Chart grid lines are aligned with true north.



See Note on page 5.

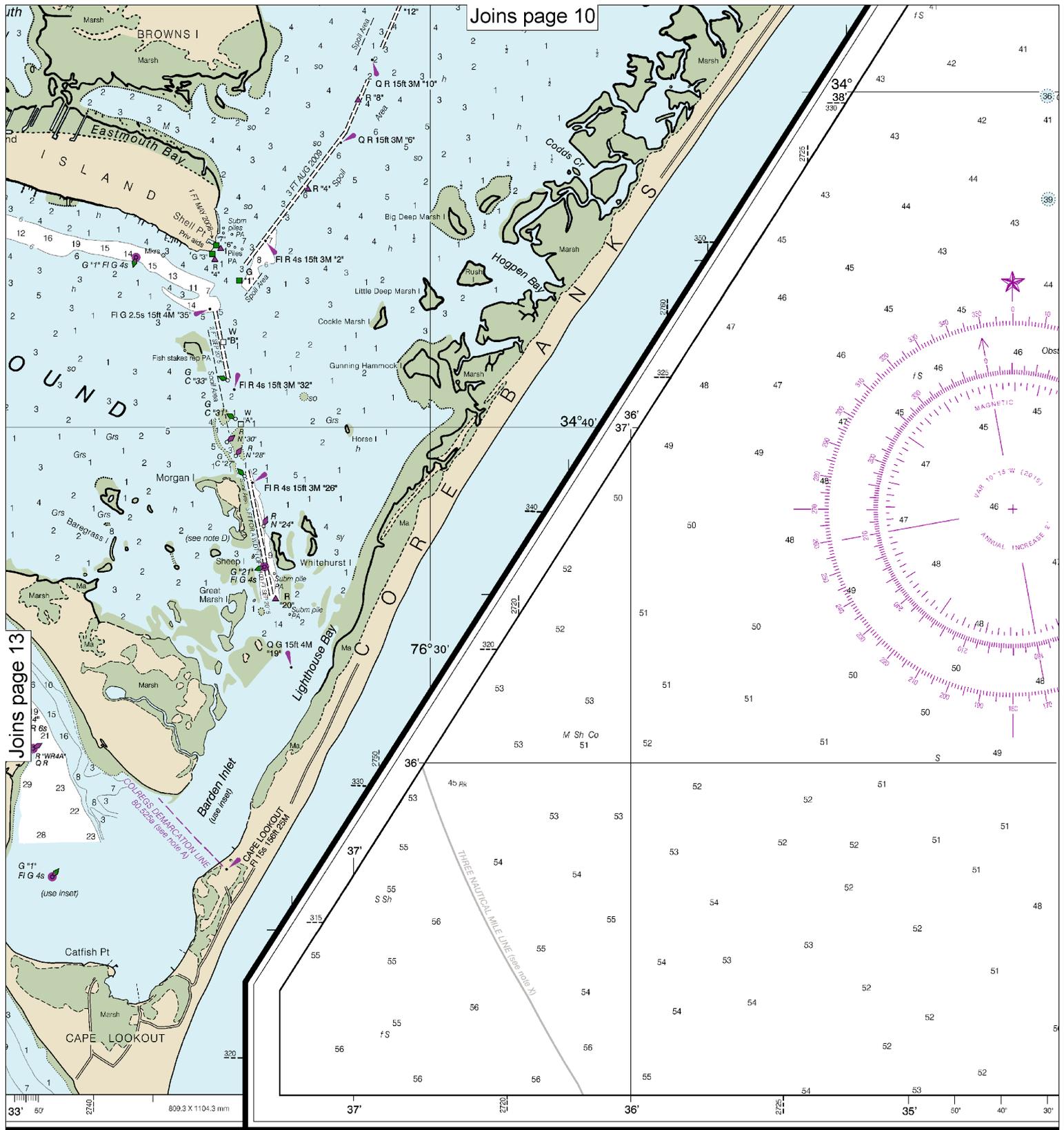


Joins page 9

Joins page 14

inquiries, discrepancies or comments
noaa.gov/staff/contact.htm

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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEANIC AND ATMOSPHERIC DATA CENTER
 COAST AND GEODETIC SURVEY



Joins page 10

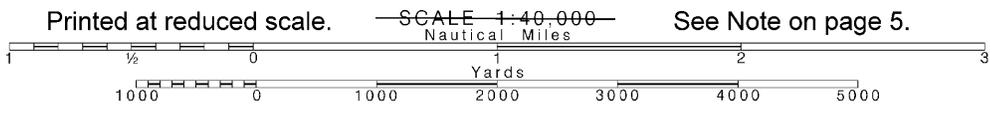
Joins page 13

Printed at Washington, D.C.
 DEPARTMENT OF COMMERCE
 COAST AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

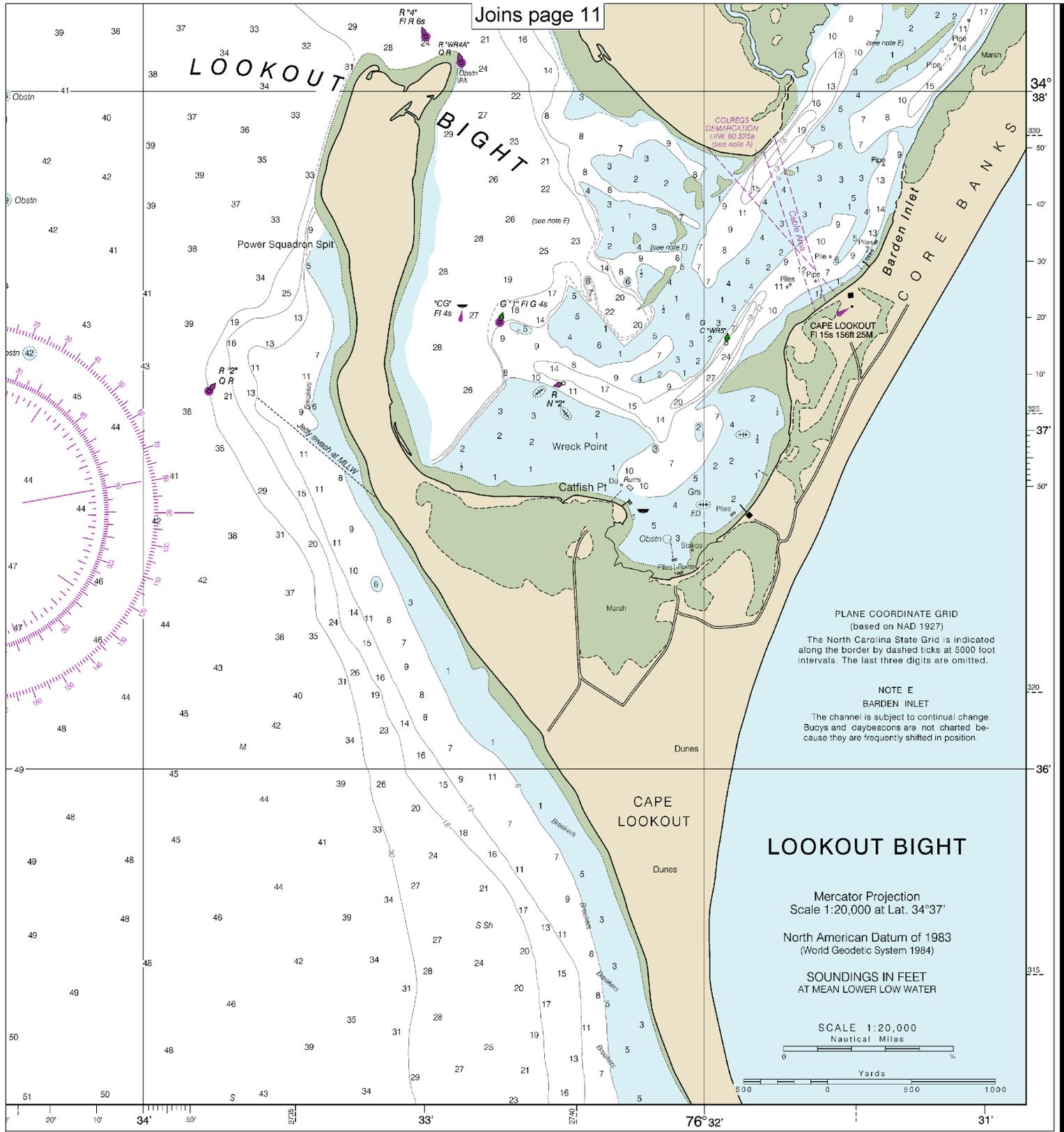
SOUNDINGS IN FEET

14

Note: Chart grid lines are aligned with true north.



See Note on page 5.



PLANE COORDINATE GRID
(based on NAD 1927)
The North Carolina State Grid is indicated along the border by dashed ticks at 5000 foot intervals. The last three digits are omitted.

NOTE E
BARDEN INLET
The channel is subject to continual change. Buoys and daybeacons are not charted because they are frequently shifted in position.

LOOKOUT BIGHT

Mercator Projection
Scale 1:20,000 at Lat. 34°37'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

SCALE 1:20,000
Nautical Miles



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108	114	120
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

Beaufort Inlet and Part of Core Sound
SOUNDINGS IN FEET - SCALE 1:40,000

11545



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
- 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.