

BookletChart™

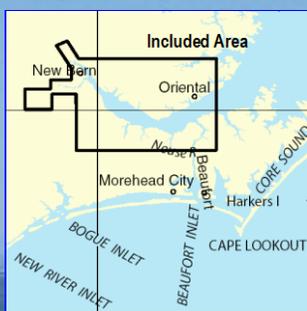


Neuse River and Upper Part of Bay River

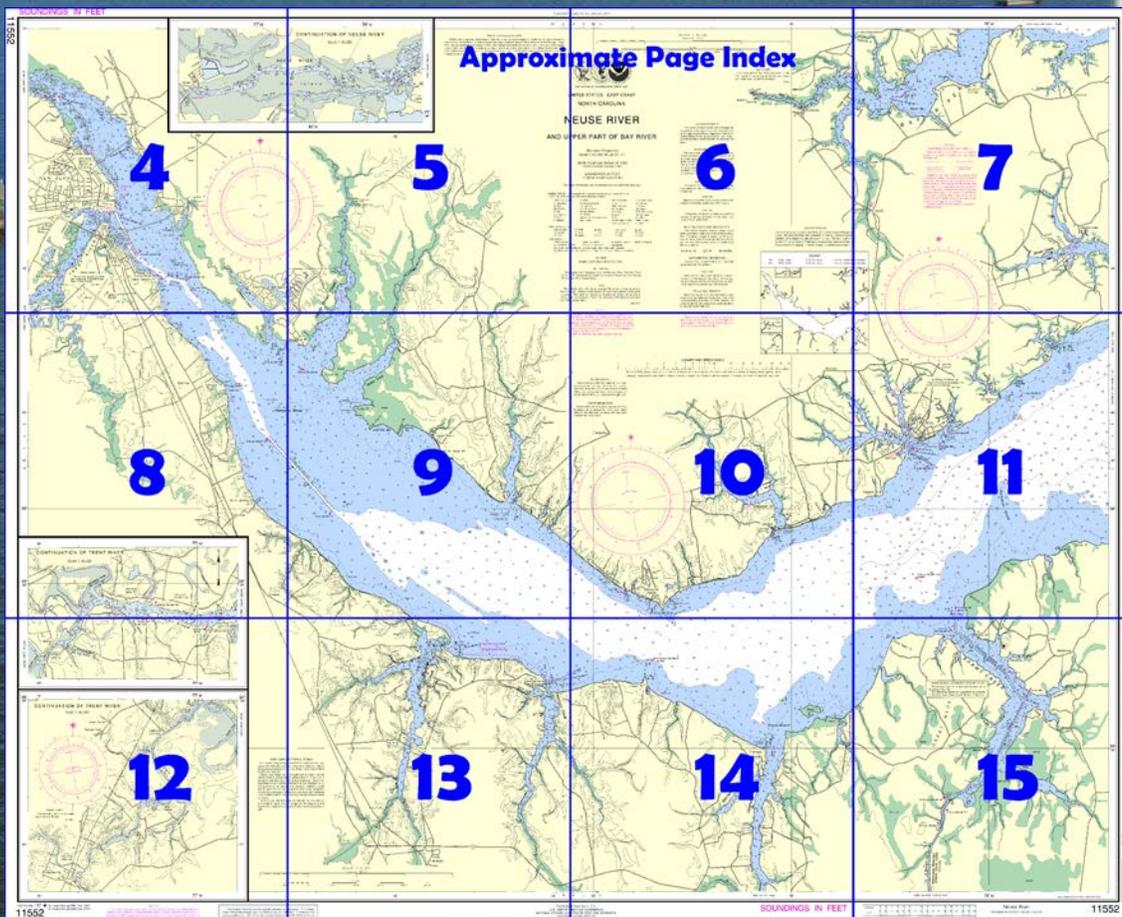
NOAA Chart 11552

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.

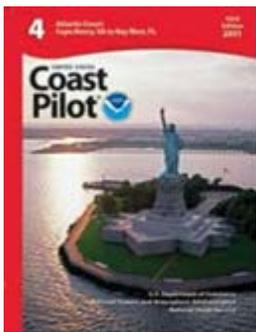
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11552>.



(Selected Excerpts from Coast Pilot)

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 an 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.

Broad Creek empties into the north side of Neuse River about 4 miles above the mouth. In 1983, the reported controlling depth in the creek was 5 feet for 2.5 miles, thence 4 feet to Whortonsville. A light marks the entrance to the creek. Grace Harbor is an artificial basin with an entrance channel that is located about 1.4 miles west of the entrance light on the south side of the creek. A full service marina is located there with transient berths, water, ice, electricity, gasoline, and diesel fuel. In 2010, the approach and alongside depths were reported to be 8 feet.

Pamlico is a village on the south side of the creek, 3 miles above the entrance. **Whortonsville** is on the east side of the entrance to **Brown Creek** about 0.5 mile northeast of Pamlico, and on the opposite side of Broad Creek. Berthage, electricity, water, limited marine supplies and a launching ramp are available at the pier which has a depth of 5 feet.

South River flows into the south side of Neuse River about 8 miles above the mouth. The entrance is marked by lights. In 2001, the channel had a reported midchannel depth of 10 feet for about 3 miles; thence in 2000, there was 6 feet for another 4.5 miles.

The **danger zones** of several bombing, rocket firing, and strafing areas are in Turnagain Bay and Rattan Bay, in Neuse River, and in Long Bay and West Bay in Pamlico Sound. (See **334.420**, chapter 2, for limits and regulations.)

**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

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

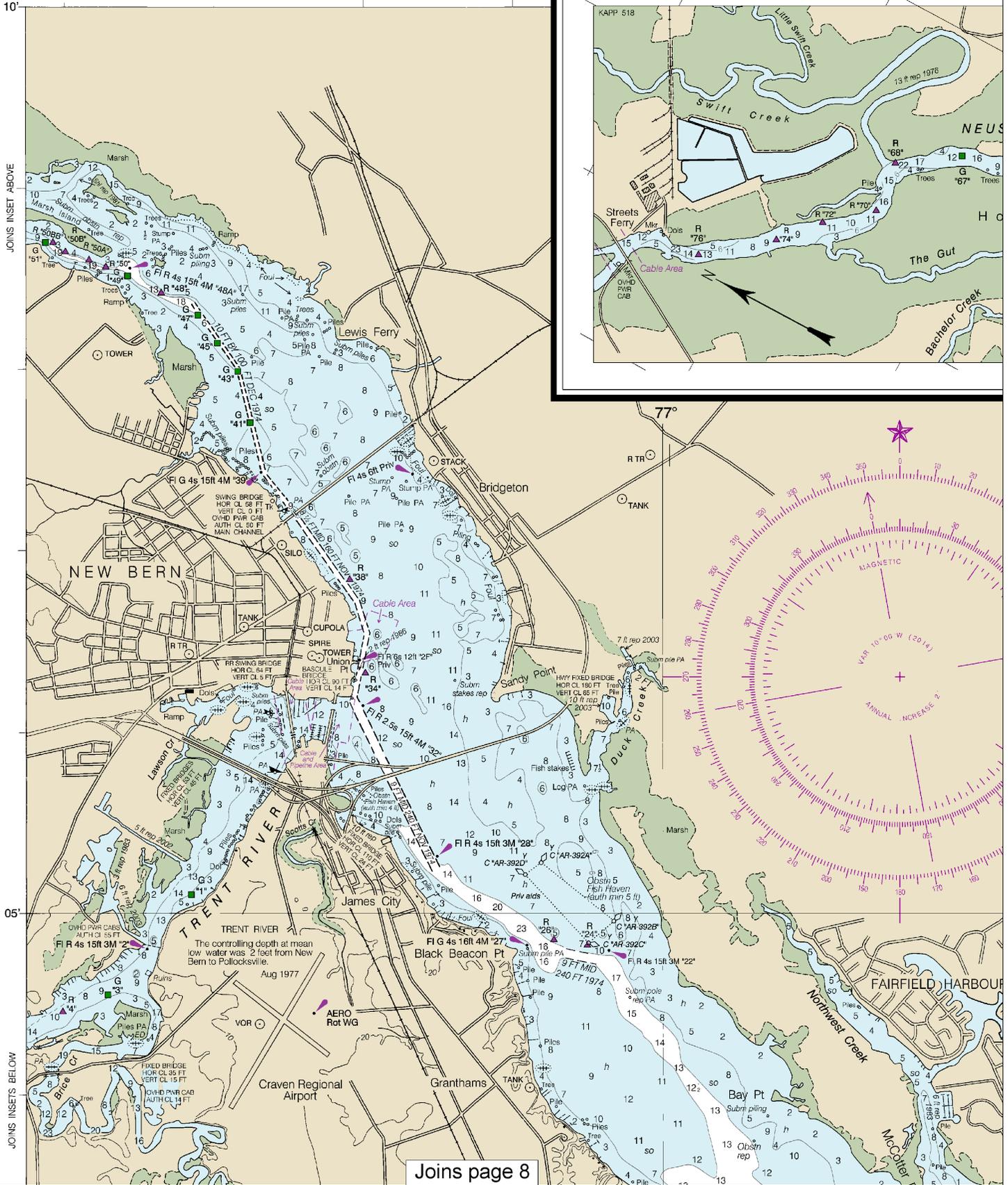
on navigable waters except Western Rivers



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

11552



Joins page 8

Printed at reduced scale.

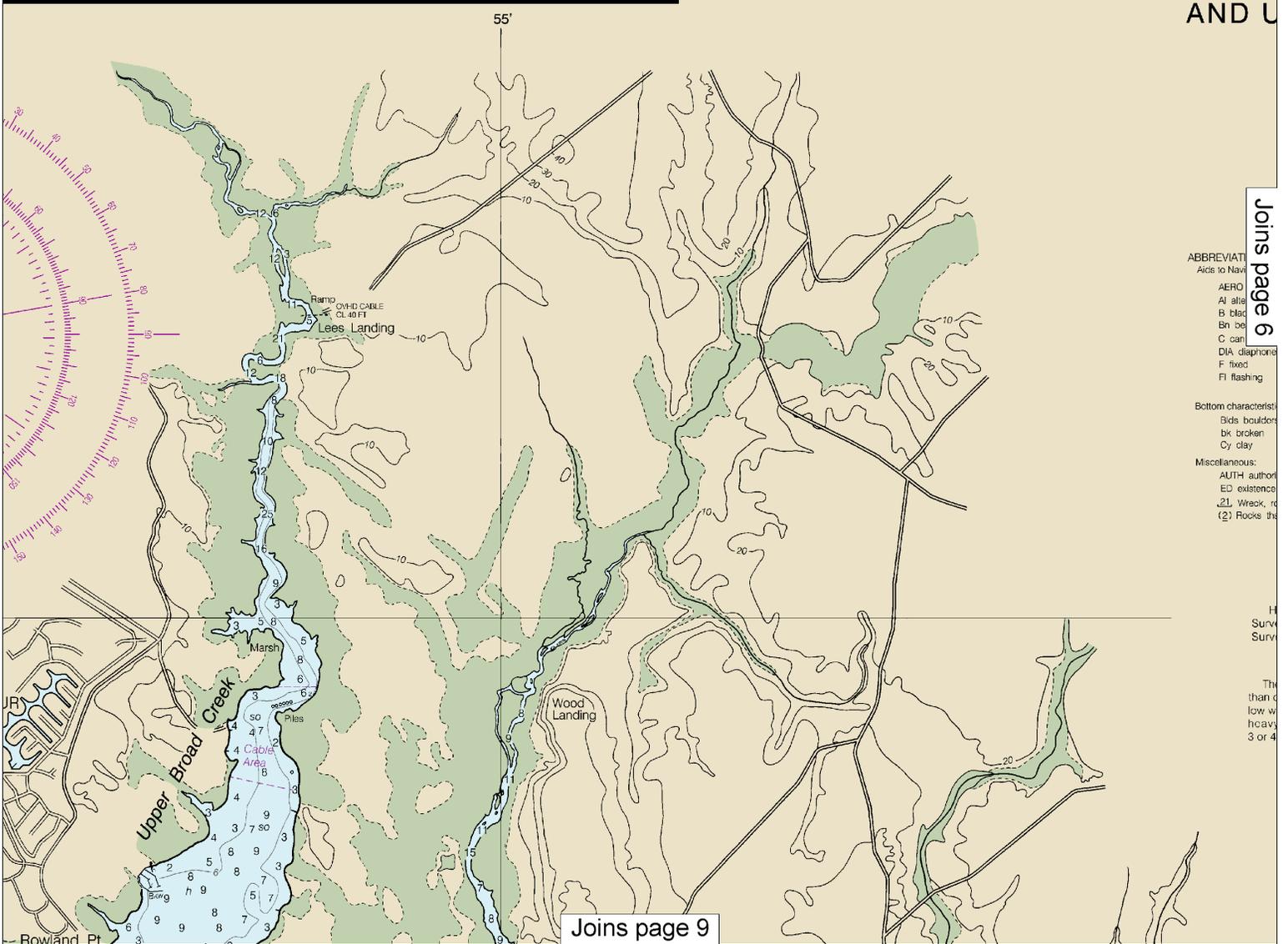
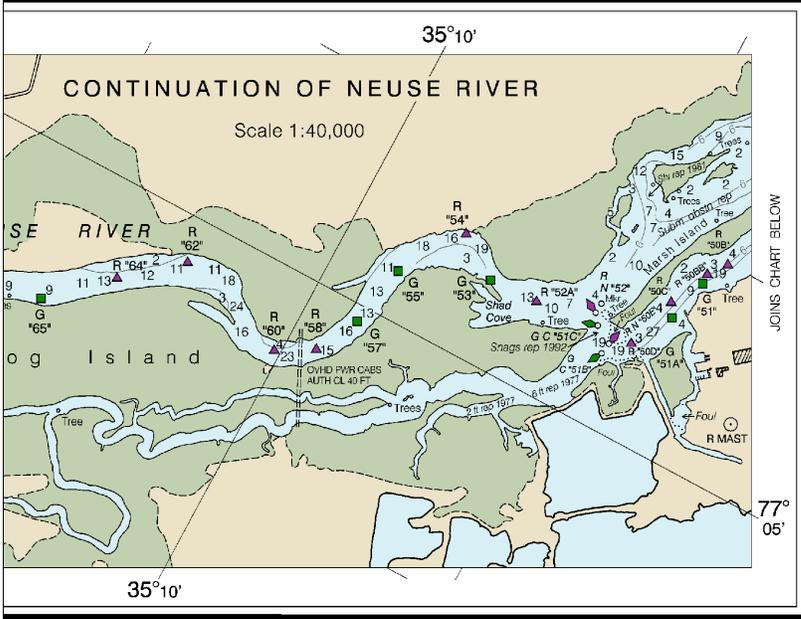
SCALE 1:40,000
Nautical Miles

See Note on page 5.

4

Note: Chart grid lines are aligned with true north.





AND U

Joins page 6

- ABBREVIATIONS to Navigation
- AERO
 - Al alle
 - B black
 - Bn be
 - C can
 - DIA diaphone
 - F fixed
 - Fl flashing
- Bottom characteristics
- Bds boulders
 - bk broken
 - Cy clay
- Miscellaneous:
- AUTH authorized
 - ED existence
 - (2) Wreck, rock
 - (2) Rocks, this

H
Surv
Surv

The
than d
low w
heavy
3 or 4

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.

45' 30' 15' 50' 50'

45'

SCALE 1:40,000
Nautical Miles

Yards
1000 0 1000 2000 3000 4000 5000



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
NORTH CAROLINA

NEUSE RIVER

UPPER PART OF BAY RIVER

Mercator Projection
Scale 1:40,000 at Lat 35° 01'

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.

(For complete list of Symbols and Abbreviations, see Chart No. 1.)
(Lights are white unless otherwise indicated.)

Joins page 5

- | | | | |
|-------|--------------------------|------------------------|--------------------|
| Light | G green | Mo morse code | R TR radio tower |
| Light | IQ interrupted quick | N nun | Rot rotating |
| Light | Is isophase | OBSC obscured | S seconds |
| Light | LT LC lighthouse | Oc occulting | SEC sector |
| Light | M nautical mile | Or orange | St M statute miles |
| Light | m minutes | Q quick | VQ very quick |
| Light | MICRO TR microwave tower | R red | W white |
| Light | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| Light | | R Bn radiobeacon | Y yellow |
-
- | | | | |
|------------------|-----------|---------|-------------|
| Characteristics: | | | |
| boulders | Co coral | gy gray | Oys oysters |
| broken | G gravel | h hard | Rk rock |
| by | Grs grass | M mud | S sand |
| by | | | sy sticky |
-
- | | | | |
|-------------------|-------------------------|----------------------|----------------|
| US: | | | |
| authorized | Obstr obstruction | PD position doubtful | Subm submerged |
| distance doubtful | PA position approximate | Rsp reported | |
- Track, rock, obstruction, or shoal swept clear to the depth indicated.
Objects that cover and uncover, with heights in feet above datum of soundings.

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.

TIDES

The periodic tides in the Neuse and Bay Rivers have a mean range less than one foot. Easterly winds cause high water and westerly winds cause low water. The maximum rise above normal or fall below normal due to heavy gales amounts to 2 feet at the entrance to Neuse River and 3 or 4 feet at New Bern.

May 2014

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.

RACING BUOYS

Racing buoys within the limits of this chart

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 0.577' northward and 1.205' eastward to agree with this chart.

AIDS TO NAVIGATION

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

CAUTION

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

CAUTION

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

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

SUPPLEMENTAL INFORMATION

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

CAUTION

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

POLLUTION REPORTS

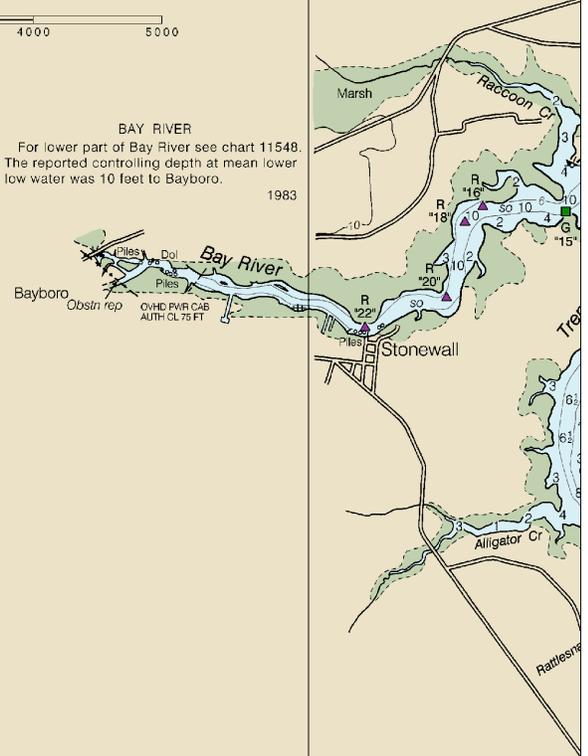
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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

BAY RIVER
For lower part of Bay River see chart 11548. The reported controlling depth at mean lower low water was 10 feet to Bayboro.

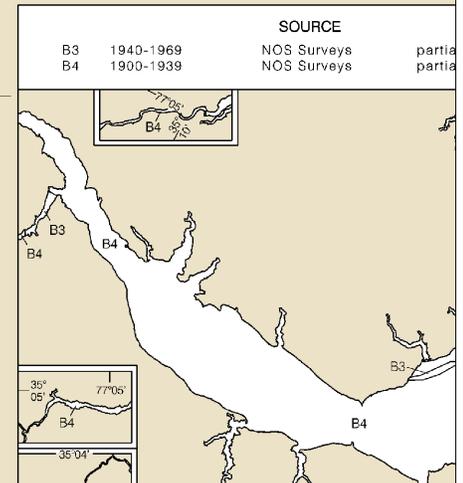


SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys conducted in this diagram by date and type of survey. Channels surveyed by the U.S. Army Corps of Engineers are periodically resurveyed but not shown on this diagram. Refer to Chapter 1, United States

SOURCE

B3	1940-1969	NOS Surveys	partial
B4	1900-1939	NOS Surveys	partial



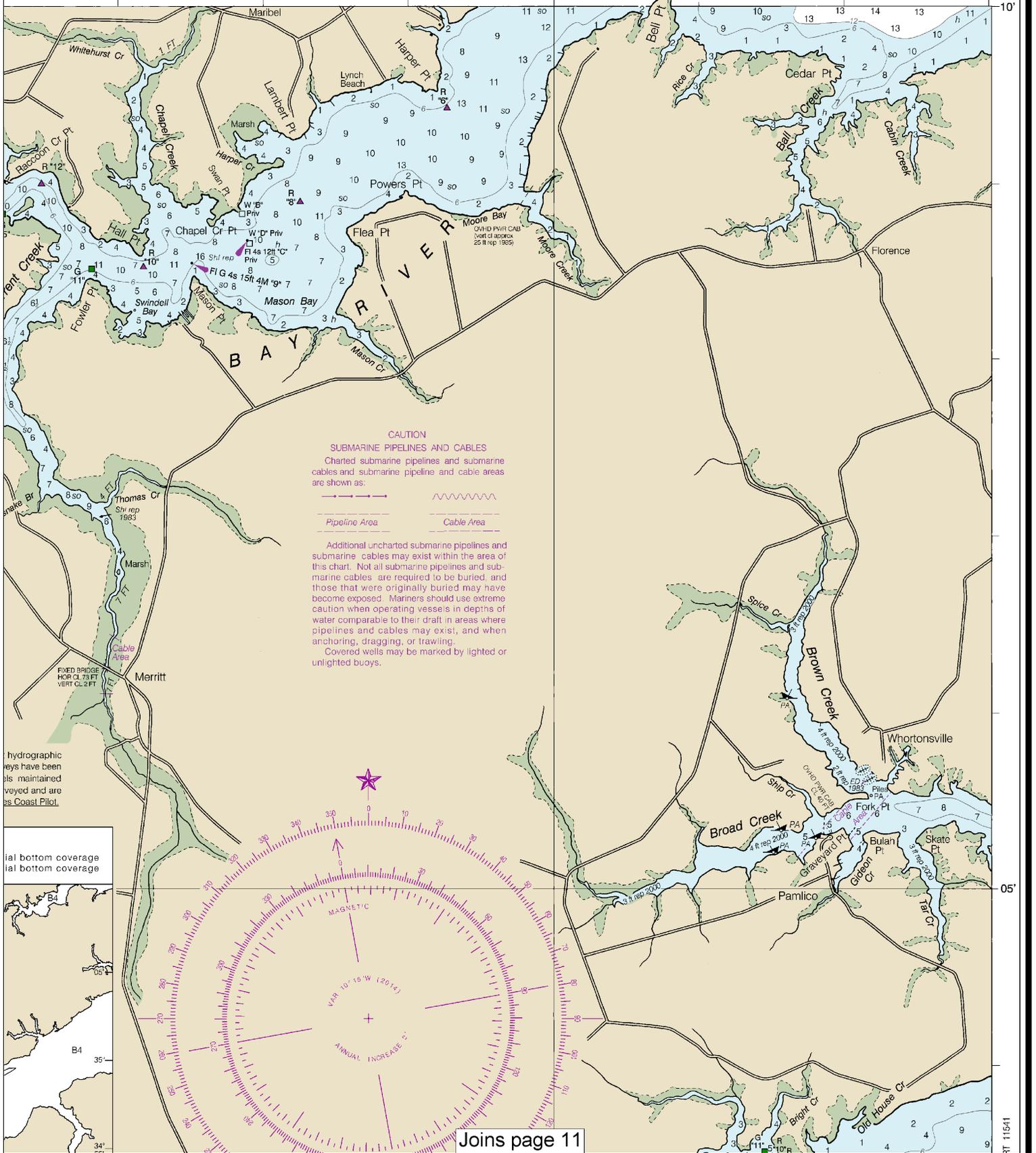
Note: Chart grid lines are aligned with true north.

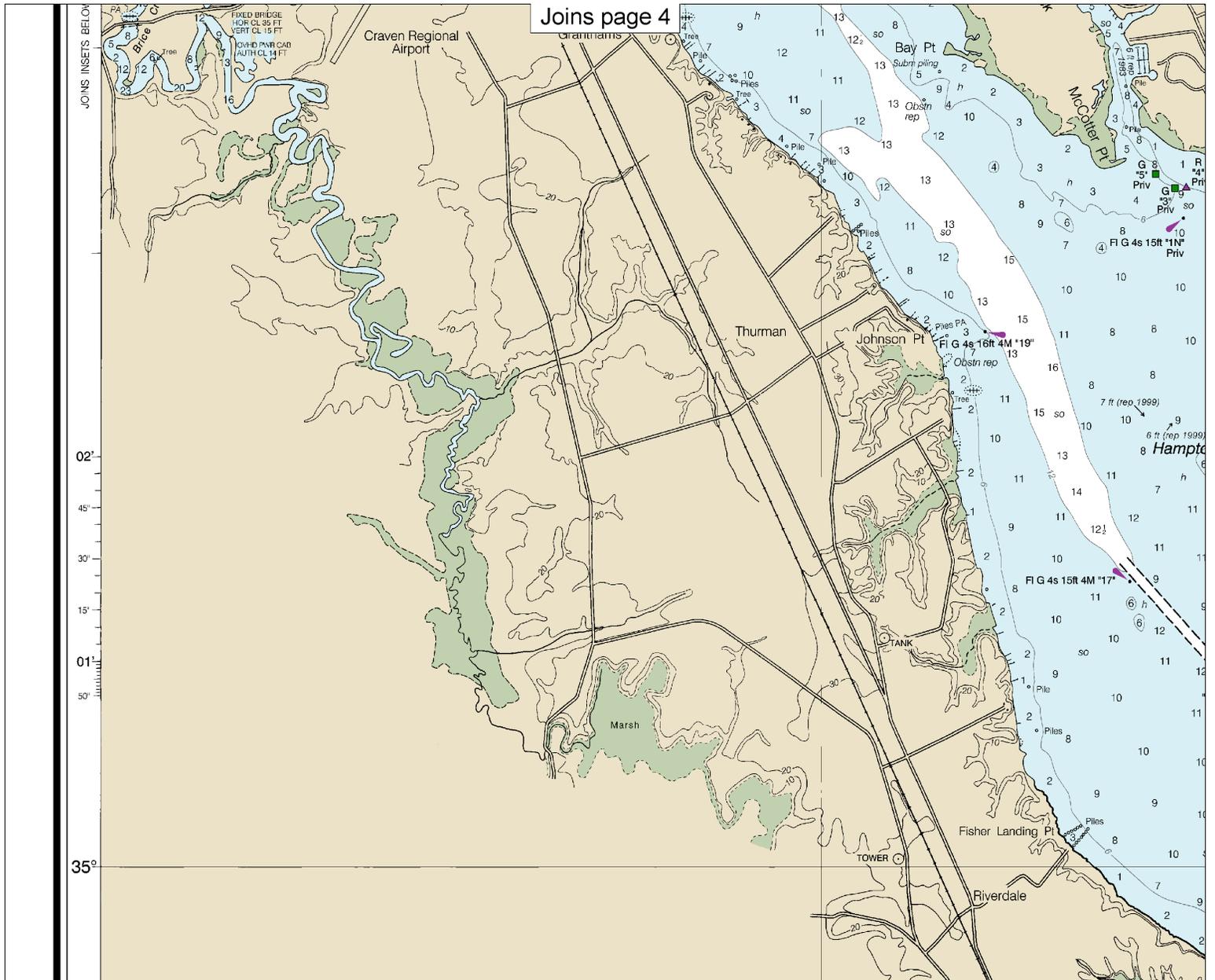
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SCALE 1:40,000
Nautical Miles

See Note on page 5.

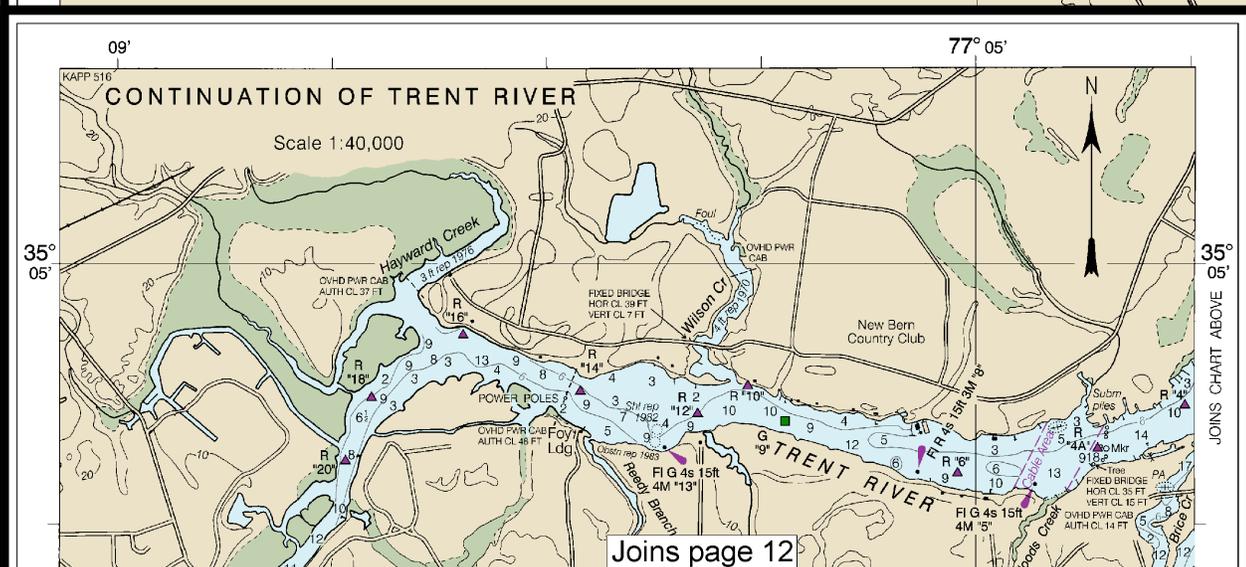
Yards
1 1/2 0 1000 2000 3000 4000 5000





Joins page 4

JOINS INSETS BELOW
02'
45'
30'
15'
01'
50'
35°



Joins page 12

JOINS CHART ABOVE



Note: Chart grid lines are aligned with true north.

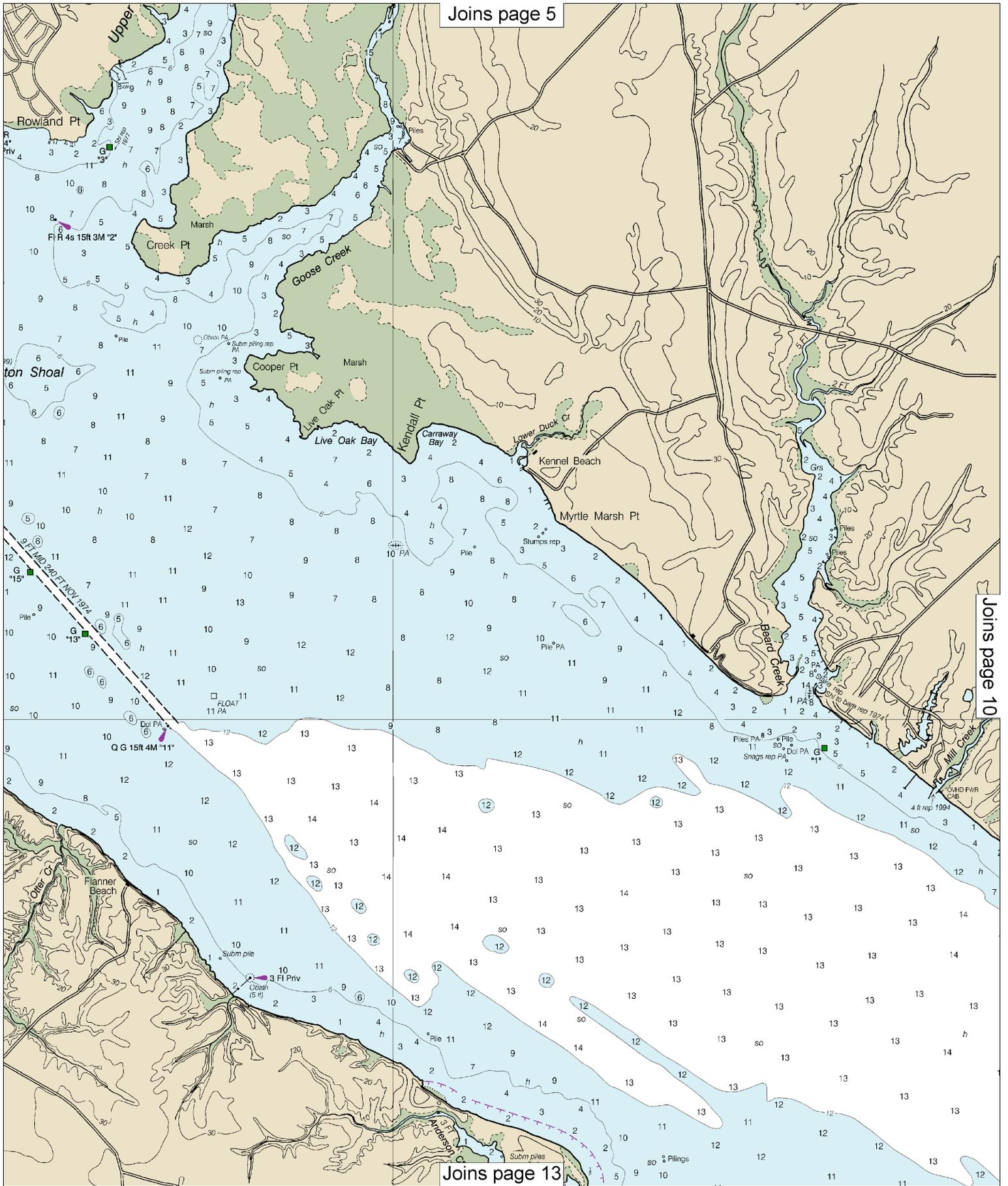
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SCALE 1:40,000
Nautical Miles

See Note on page 5.



Joins page 5



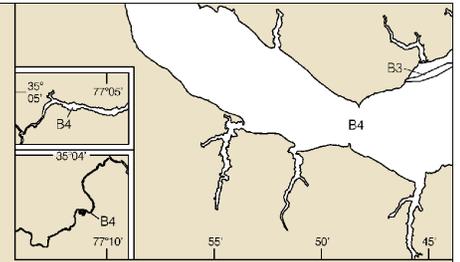
Joins page 10

Joins page 13

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.

Joins page 6

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.



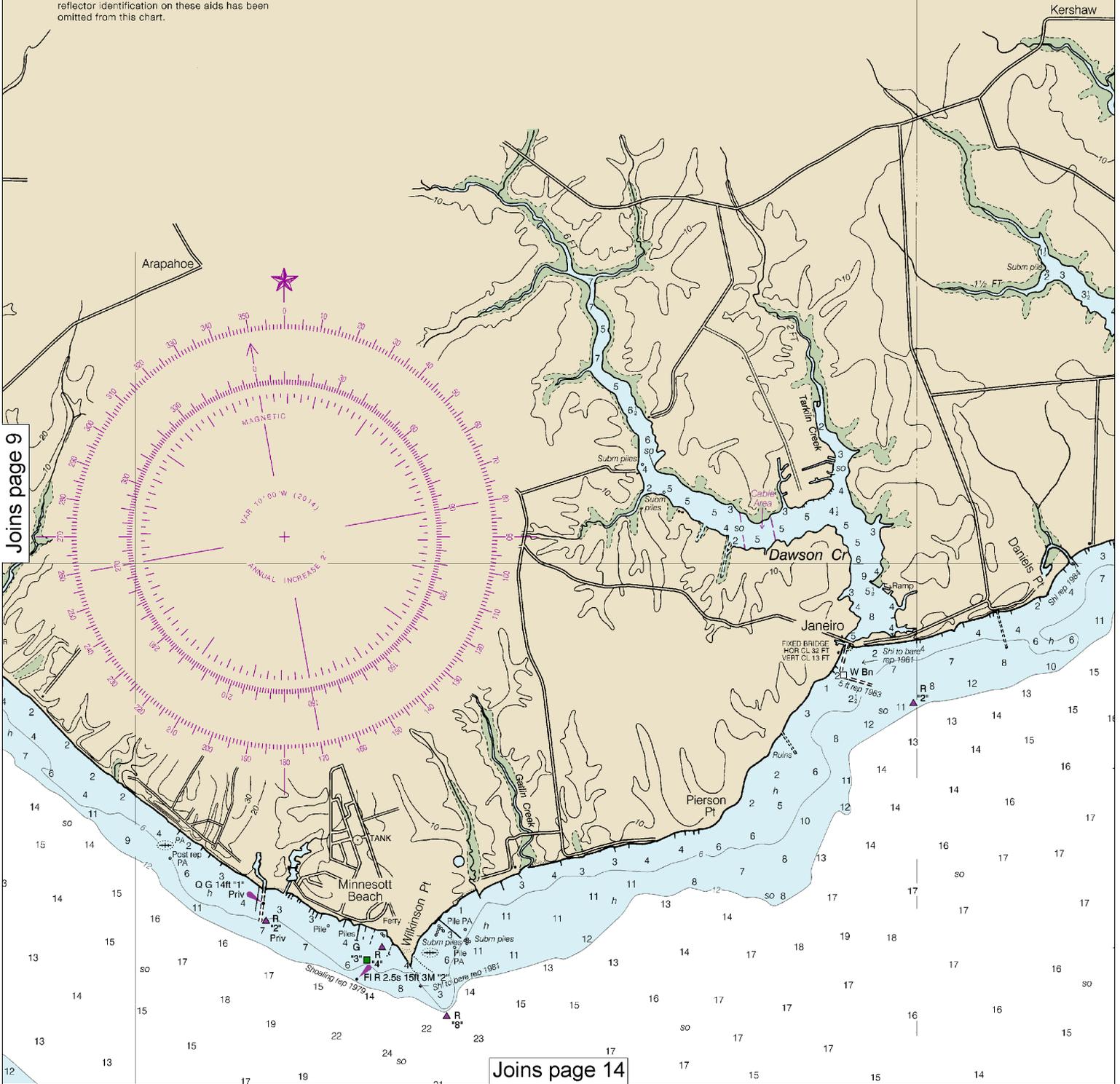
RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

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.

Joins page 9



Joins page 14

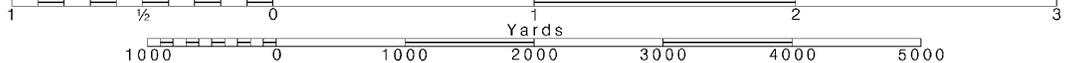
10

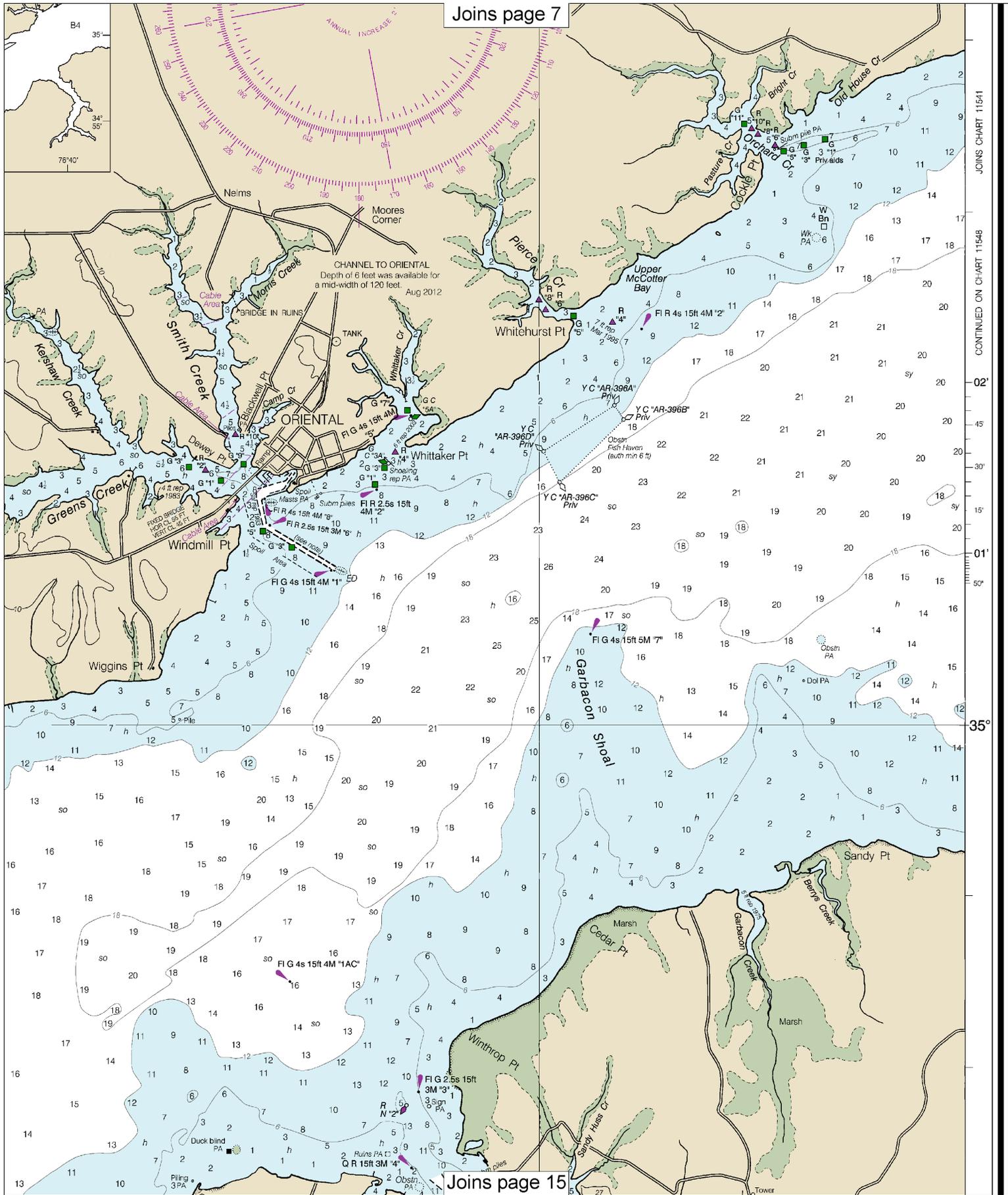
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

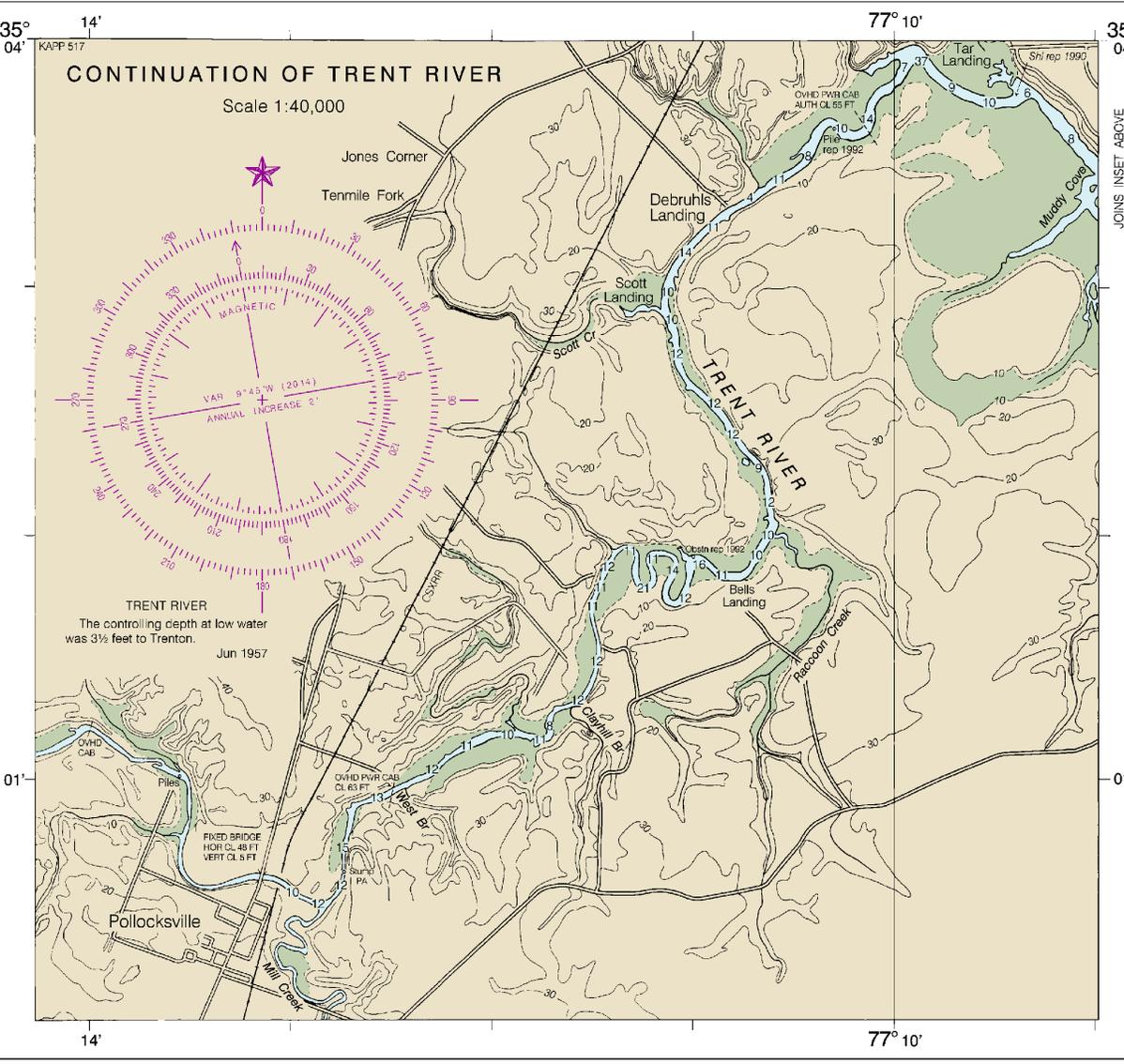
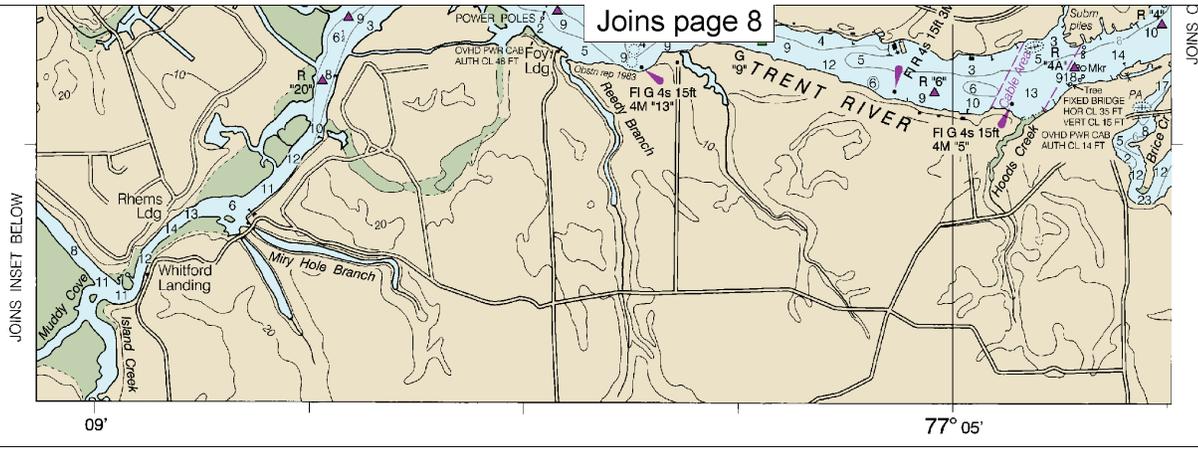
SCALE 1:40,000
Nautical Miles

See Note on page 5.





JOINS CHART 11541
CONTINUED ON CHART 11548



HURRICANES AND TROPICAL STORMS
 Hurricanes, tropical storms, and tropical waves cause considerable damage to navigation and moored vessels in unknown locations. Charted soundings, which reflect actual conditions, may have been changed or otherwise modified. Mariners should not rely upon the position of wrecks and submerged obstructions from charted locations. Pipe piles may be present or moved. Mariners are urged to exercise caution and are requested to report aids to navigation that are missing or in hazard to navigation to the nearest Coast Guard cutter or unit.

11552

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, discrepancies, or corrections about this chart at <http://www.nauticalcharts.noaa.gov/staff/corrections>.

21st Ed., Jul. 2014. Last Correction: 12/5/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

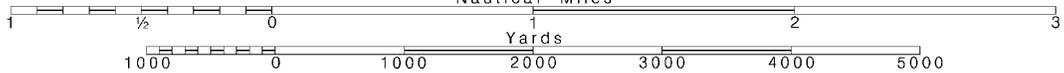
12

Note: Chart grid lines are aligned with true north.

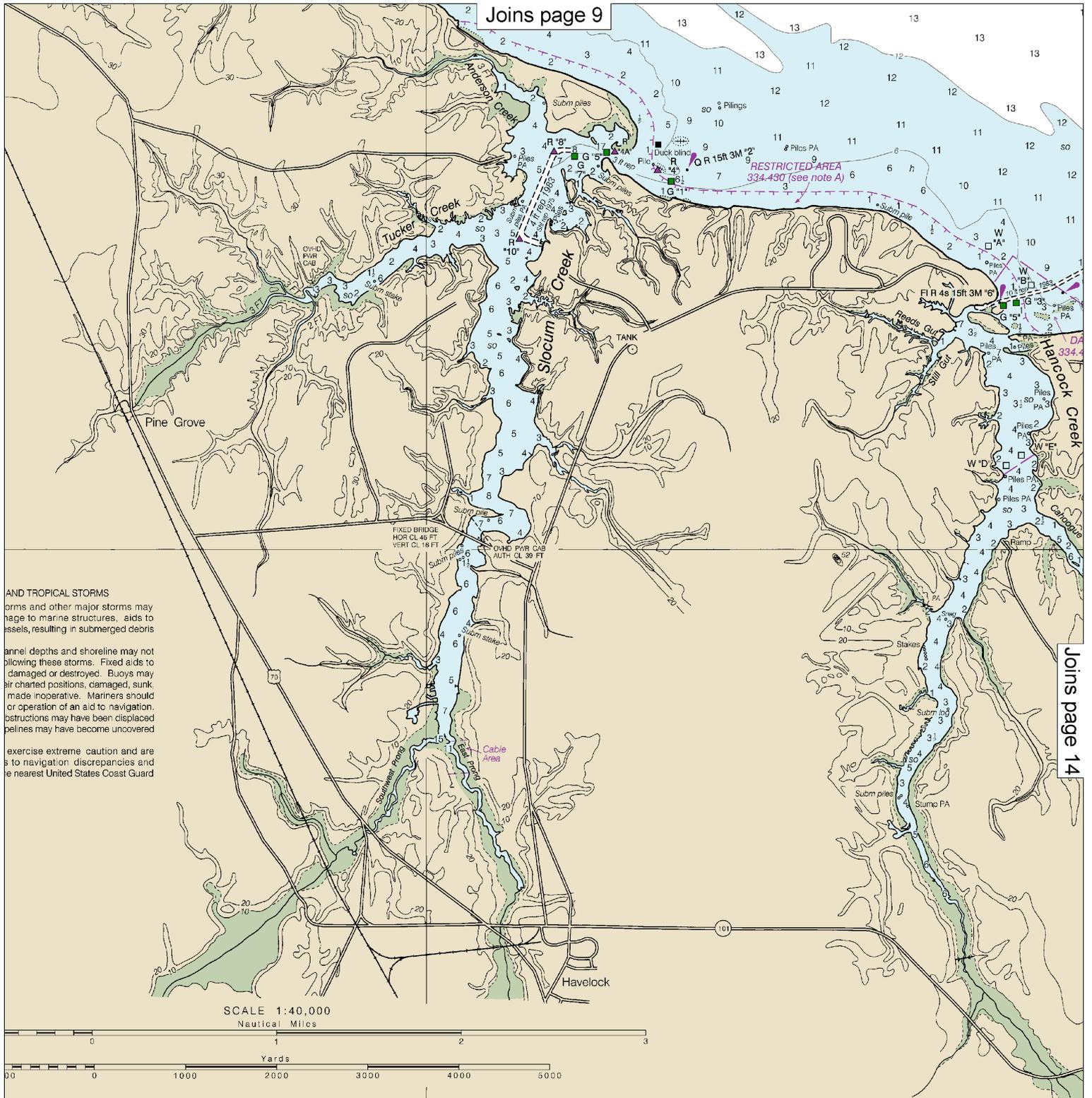
Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



Joins page 9



AND TROPICAL STORMS
 orms and other major storms may
 age to marine structures, aids to
 ssels, resulting in submerged debris

annel depths and shoreline may not
 plowing these storms. Fixed aids to
 damaged or destroyed. Buoys may
 air charted positions, damaged, sunk
 made inoperative. Mariners should
 or operation of an aid to navigation.
 obstructions may have been displaced
 pelines may have become uncovered

exercise extreme caution and are
 s to navigation discrepancies and
 e nearest United States Coast Guard

Joins page 14

SCALE 1:40,000
Nautical Miles



55'

51' 45'

cies or comments
contact.htm

Published
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND
ATMOSPHERIC ADMINISTRATION
NATIONAL CENTER FOR
Nautical Charting



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.