

# BookletChart™

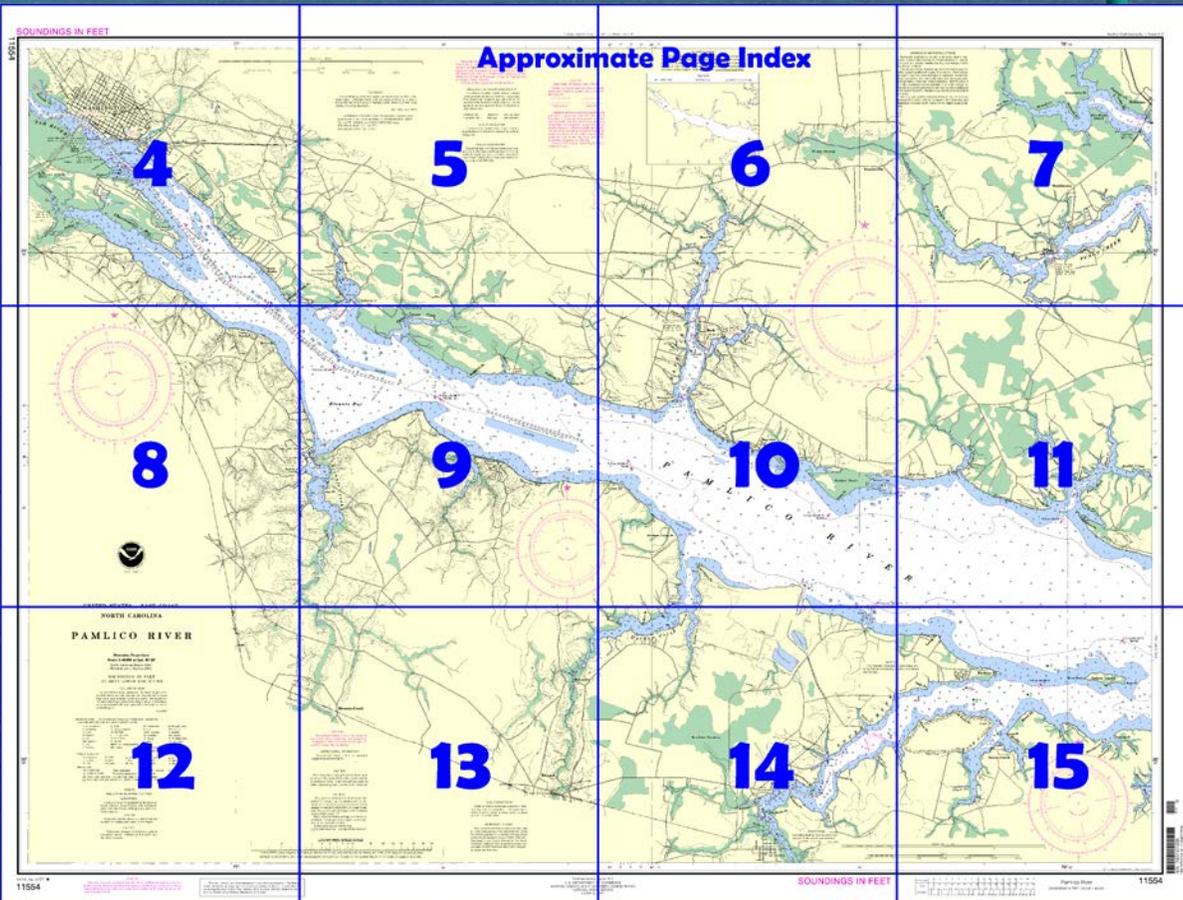


## Pamlico River NOAA Chart 11554

*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.

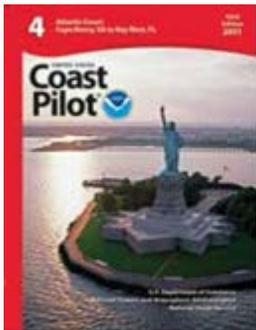
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11554>.



**(Selected Excerpts from Coast Pilot)**  
**Pamlico River** and **Tar River** are the two names applied to the same river; it is known as the Pamlico below Washington, N.C., and as the Tar above that point. The river rises in Person County, flows in a general southeasterly direction, and empties into the northwestern part of Pamlico Sound. Pamlico River, in 1963, had depths of 12 feet or more for a distance of 20 miles above the mouth to a point just above Core Point.

Above this point a dredged channel leads to Washington, and, in Tar River, a natural channel leads for about 15 miles to the entrance to Hardee Creek, thence for another 3 miles to Greenville. In 1975, the

midchannel controlling depth in the dredged channel was 9 feet to a point about 0.4 mile above the second bridge at Washington; thence in Tar River, in 1956-1975, centerline depths of 2½ feet to Hardee Creek, except for shoaling to less than 1 foot at the entrance to Hardee Creek, and thence 2½ feet from Hardee Creek to Greenville. The channel is marked by lights to Washington.

Pamlico River is nontidal; variations in the water level at Washington, due to prevailing winds, seldom exceed 2 feet. The extreme range of the flood or freshet stage for Tar River is 34 feet at Tarboro, 75 miles above the mouth. For the lower section, the extreme range due to winds is 8.5 feet.

**South Creek**, about 11 miles above the entrance to Pamlico River, empties into the river from the southward. The deeper entrance is southward of **Indian Island** and the shoal extending westward from that island to **Hickory Point** (35°21.8'N., 76°41.9'W.), the north point at the entrance to the creek. In 1983, a reported draft of 5 feet could be taken through the channel across the shoal west of Indian Island; a light and a daybeacon mark the best water. The creek has depths of 7 feet or more for 4 miles above Hickory Point. Above this point, a dredged channel leads to Aurora, and thence to Idalia, about 9 miles above Hickory Point. In 1977, the midchannel controlling depth was 4 feet to Aurora; thence in 1976, a centerline depth of 3½ feet to Idalia. The channel is marked by daybeacons as far as Aurora.

**Aurora** is a town on the west side of South Creek, about 7 miles above Hickory Point. An oil dock here is in ruins. State Route 33 highway bridge, with a 37-foot fixed span and a clearance of 5 feet, crosses the creek at Aurora. Small boats use the creek as far as **Idalia**, about 2 miles above Aurora.

A channel, marked by private daybeacons, leads to a barge slip at a phosphate plant on the north side of South Creek 3.9 miles southwest of Hickory Point. In 1983, the slip had reported depths of 10 feet.

**Bond Creek** and **Muddy Creek** share a common entrance close eastward of South Creek, about 1 mile southward of Hickory Point. The town of **South Creek**, about 0.5 mile above the entrance, is bordered on the west by Bond Creek, and on the east by Muddy Creek. The entrance is marked by daybeacons. A crabmeat packinghouse is on the east side of town. In 1983, a reported depth of 5 feet could be taken in Bond Creek for about 2.3 miles. In 1990, an obstruction was reported in Bond Creek in about 35°20'26"N., 76°41'49"W. Gasoline and diesel fuel are available at the crabmeat packinghouse pier on Muddy Creek.

**North Creek** empties into Pamlico River directly opposite South Creek. The channel had a reported centerline depth of 4 feet for about 1.5 miles in 1983, and is marked by a light and daybeacons, but its navigation should not be attempted by strangers. In East Fork, the channel, in 1983, had a reported centerline depth of 5 feet for 1.5 miles above the entrance.

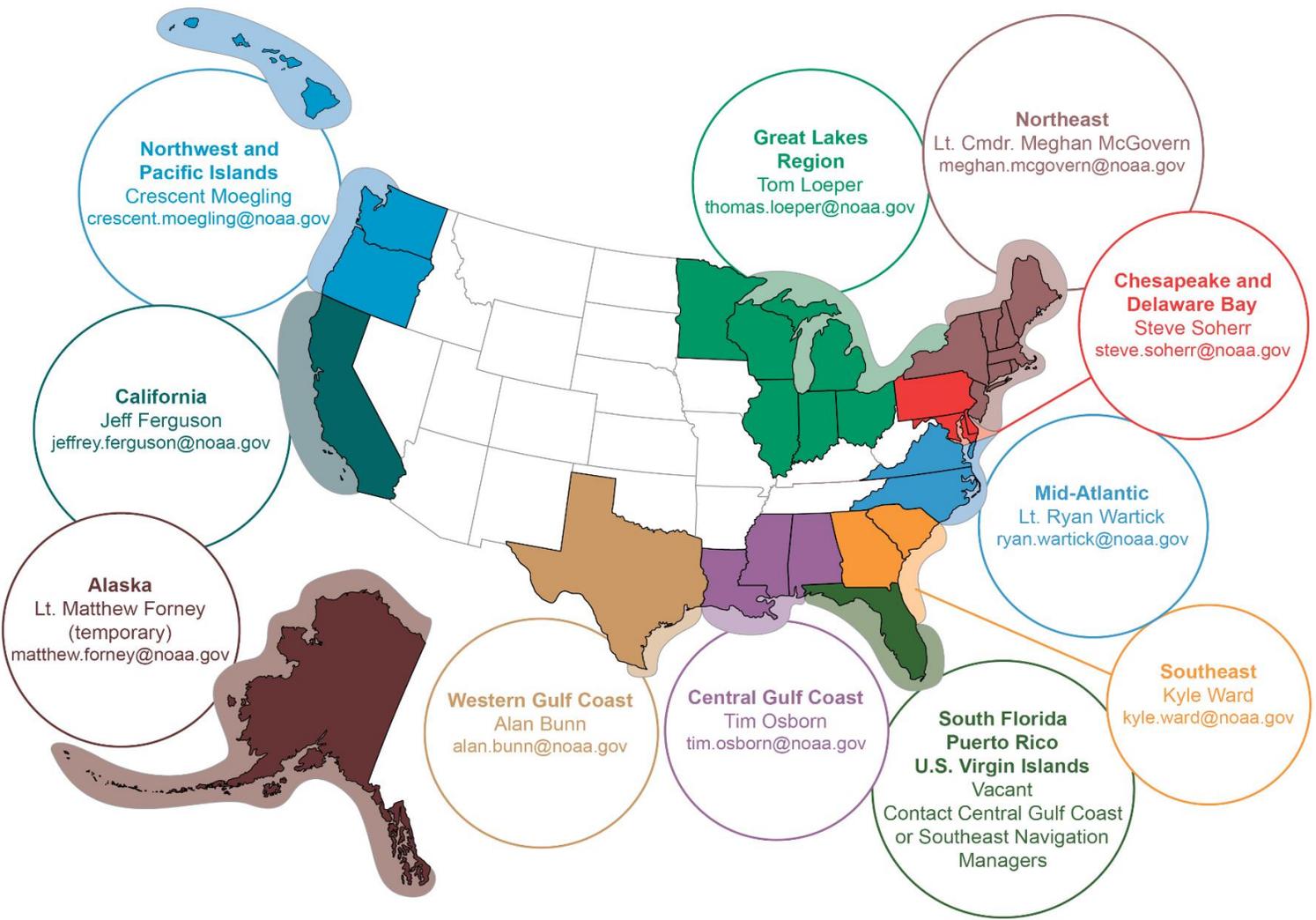
A ferry, operated by the State Roads Commission, crosses Pamlico River about 15 miles above the mouth. The marked channels leading to the northern terminal in **Gaylord Bay**, about 3.5 miles westward of North Creek, and to the southern terminal about 3 miles westward of Hickory Point, had reported depths of 7 feet in 1983.

A privately dredged channel leads to a basin of a phosphate plant on the south side of Pamlico River, about 15.5 miles above the mouth and 4 miles westward of Hickory Point. The channel is marked by private daybeacons. In 1983, the reported controlling depth was 10 feet. The structures at the plant are the most conspicuous objects in the area.

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

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

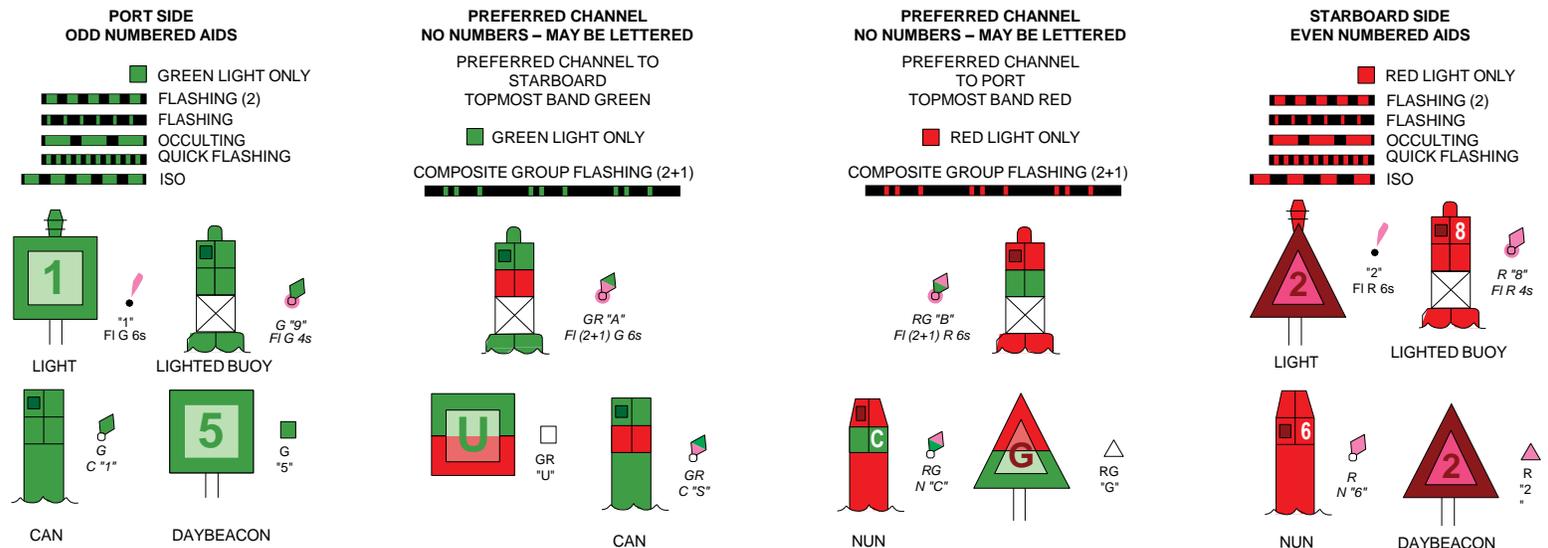
# Navigation Managers Area of Responsibility



To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](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

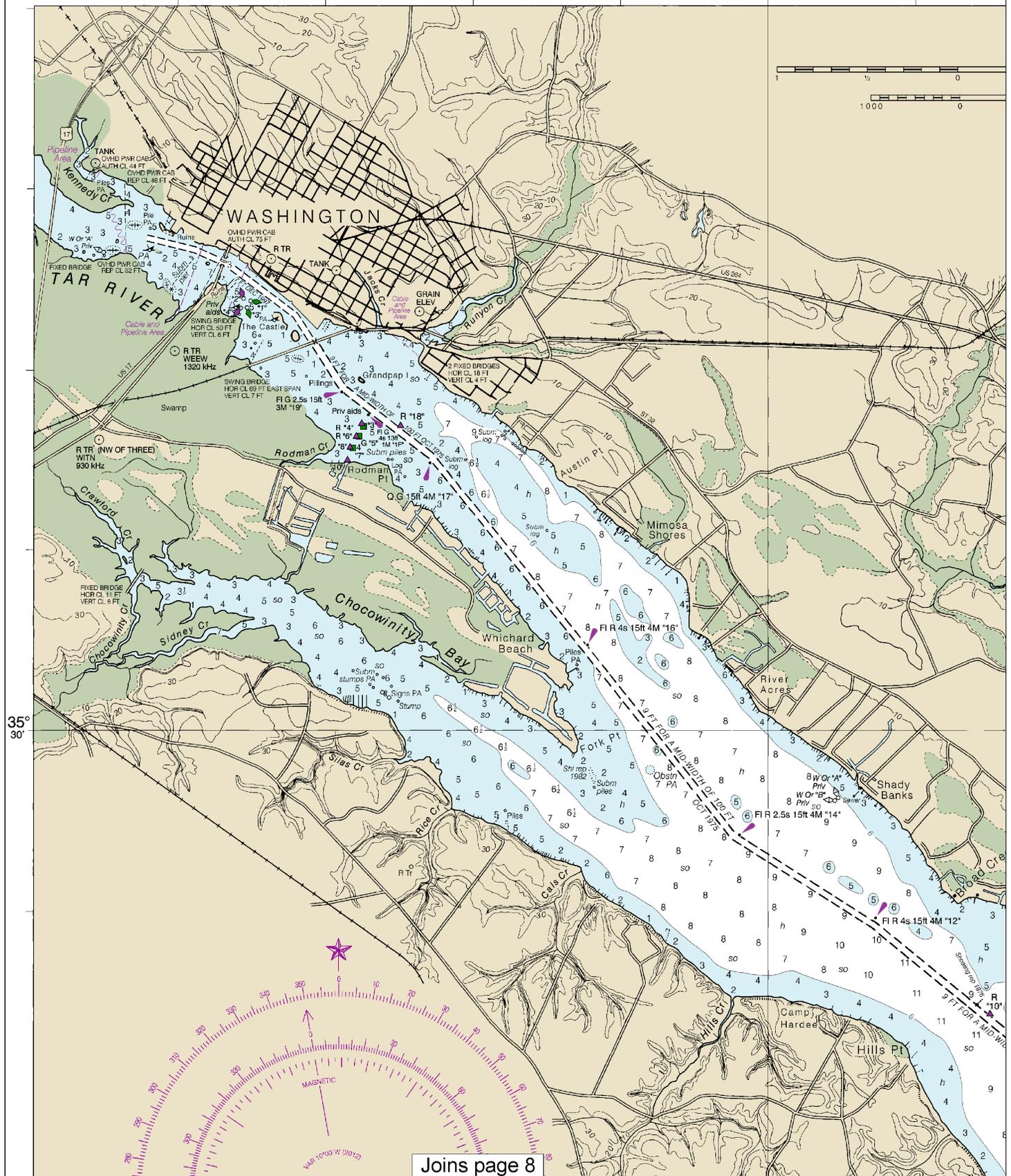


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

# SOUNDINGS IN FEET

11554

77°



Joins page 8

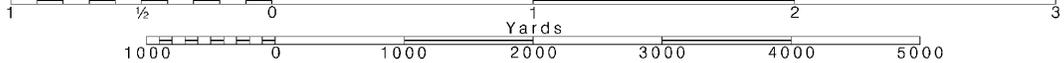
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



55°

SCALE 1:40,000  
Nautical Miles

Yards

1000 2000 3000 4000 5000



Joins page 6

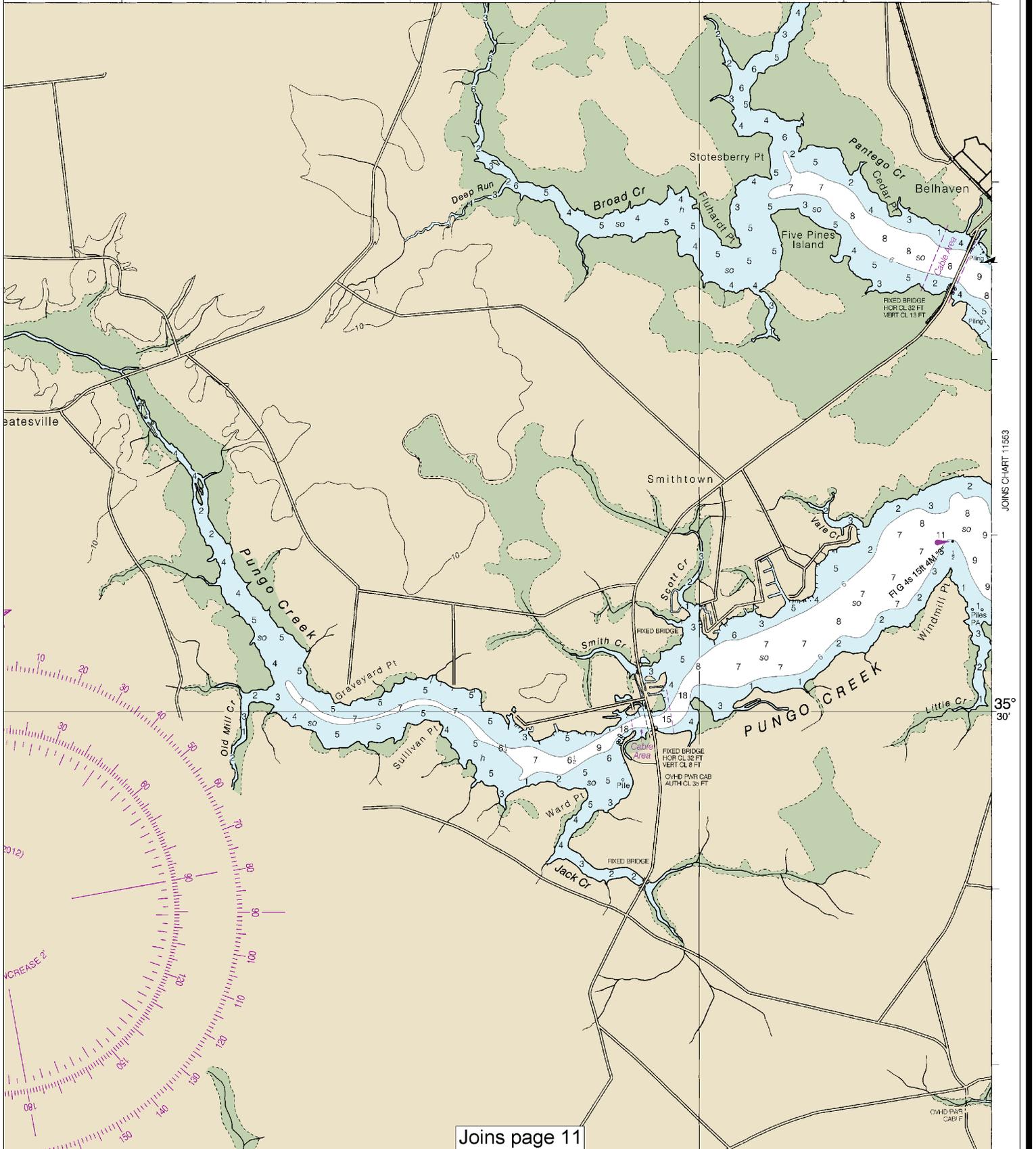
Joins page 9

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.





76° 40'



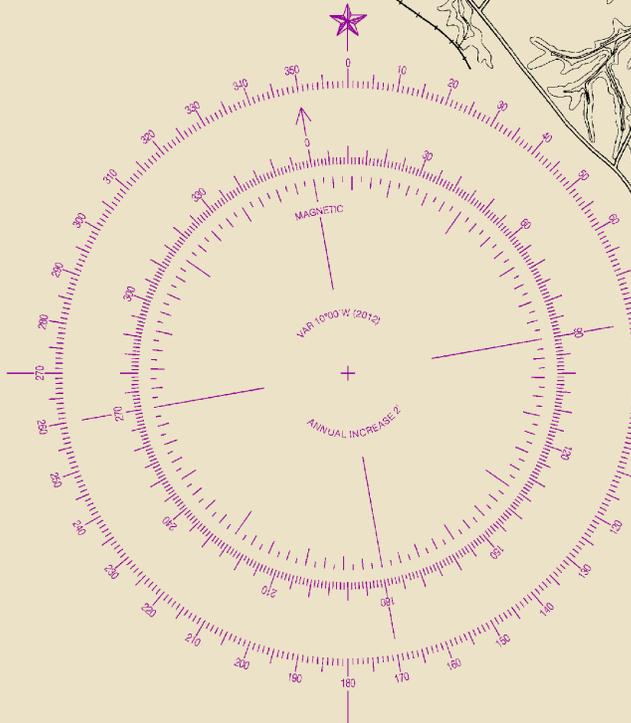
JOINS CHART 11563

35° 30'

Joins page 11

17th Ed., Jan. 2012. Last Correction: 11/29/2016. Cleared through:  
 LNM: 0317 (1/17/2017), NM: 0417 (1/28/2017)





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST  
NORTH CAROLINA

# PAMLICO RIVER

Mercator Projection  
Scale 1:40,000 at Lat. 35°26'

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).

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.

TIDAL INFORMATION

In the Pamlico River, generally, the mean range of the periodic tide is less than one-half foot. Easterly winds cause high water and westerly winds low water, the maximum variation with heavy gales amounting to about 2 feet above or below normal in the lower part of the river and 3 or 4 feet at Washington.

Dec 2011

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent

CAUTION

Temporary changes or defects in aids to navigation. See Local Notices to Mariners.

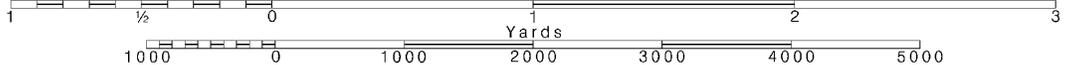


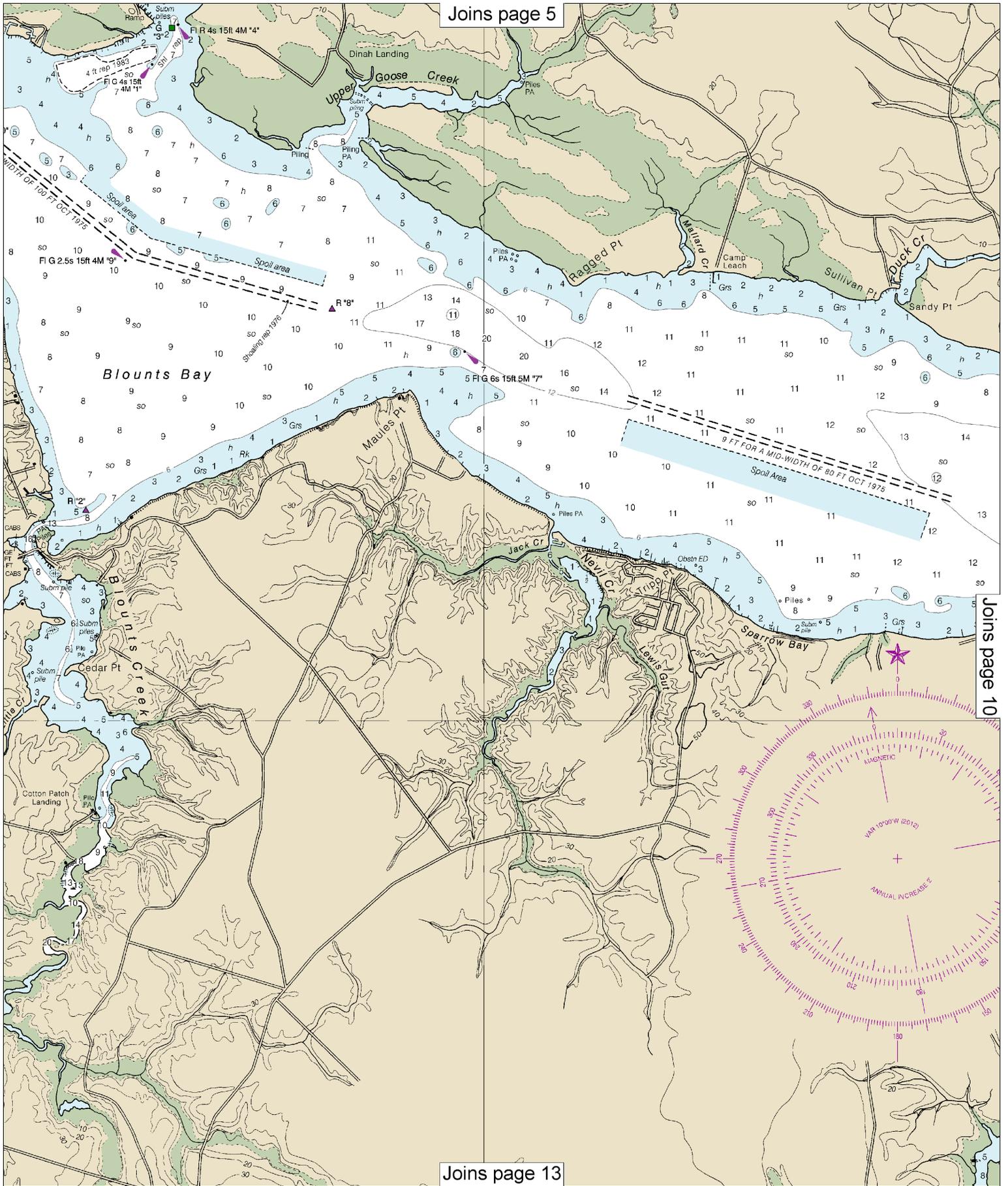
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

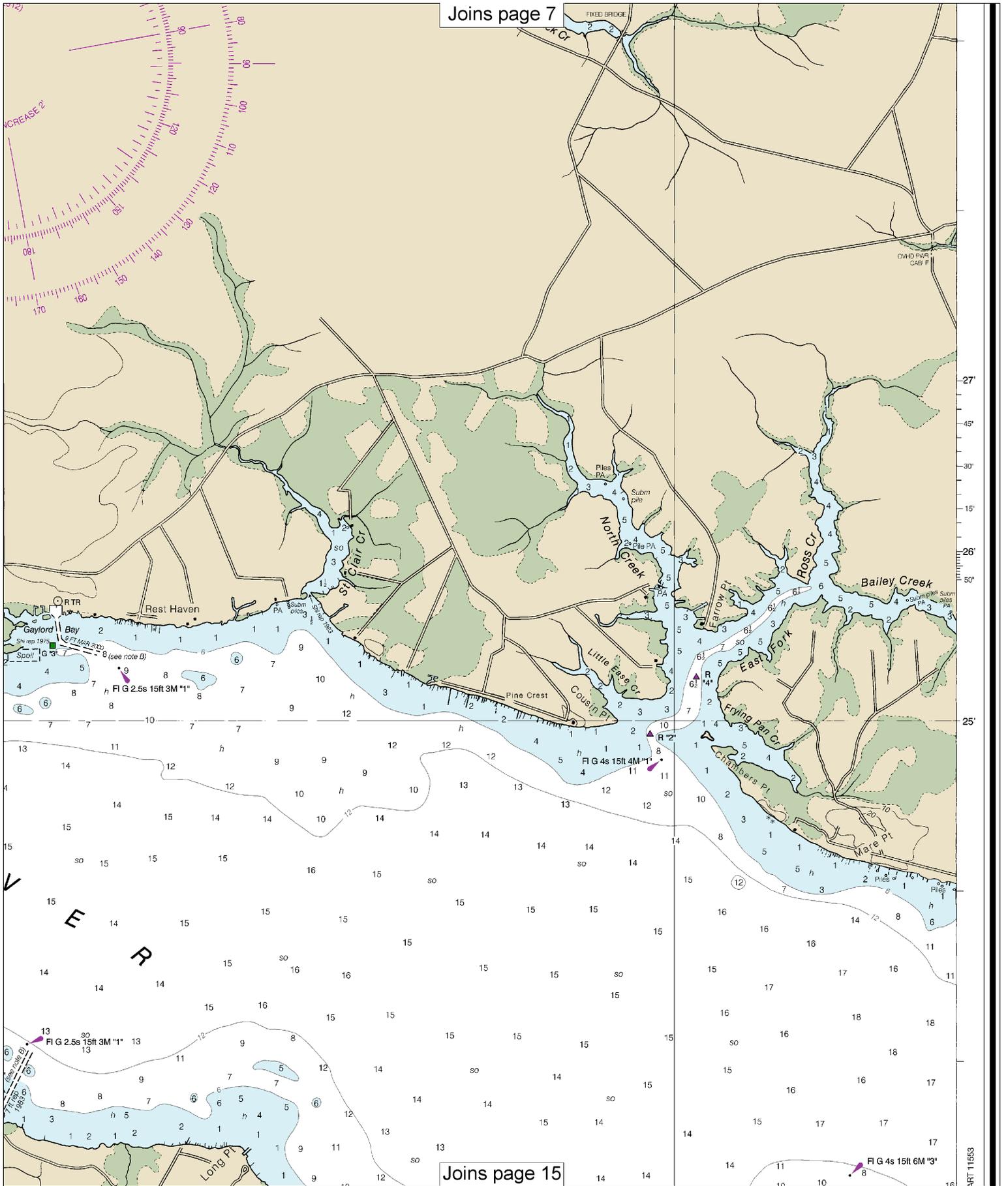
SCALE 1:40,000  
Nautical Miles

See Note on page 5.









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

**HEIGHTS**

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**AUTHORITIES**

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Dec 2011

**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 0.599" northward and 1.223" eastward to agree with this chart.

**SUPPLEMENTAL INFORMATION**

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

**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**

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.

**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)

**CAUTION**

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

**AIDS TO NAVIGATION**

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

**RADAR REFLECTORS**

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

**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**CAUTION**

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

**NOAA WEATHER RADIO BROADCASTS**

The NOAA Weather Radio stations listed below provide 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.

Windsor, NC	WNG-537	162.525 MHz
New Bern, NC	KEC-84	162.400 MHz

**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	IQ interrupted quick	N nun	Rot rotating
B black	iso 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	Mk marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow
<b>Bottom characteristics:</b>			
Bds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	so soft
Cy clay	Grs grass	M mud	Rk rock
			S sand
			sh shells
			sy sticky
<b>Miscellaneous:</b>			
AUTH authorized	Obstn 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.			

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
 Charted submarine pipelines and cables and submarine pipeline and cables are shown as:



Additional uncharted submarine cables may exist within this chart. Not all submarine pipeline cables are required to be those that were originally buried and become exposed. Mariners should caution when operating vessels in water comparable to their draft in pipelines and cables may exist. Anchoring, dragging, or trawling covered wells may be marked with unlighted buoys.

35° 20'

77°

**11554**

**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>

17th Ed., Jan. 2012. Last Correction: 11/29/2016. Cleared through:  
 LNM: 0317 (1/17/2017), NM: 0417 (1/28/2017)



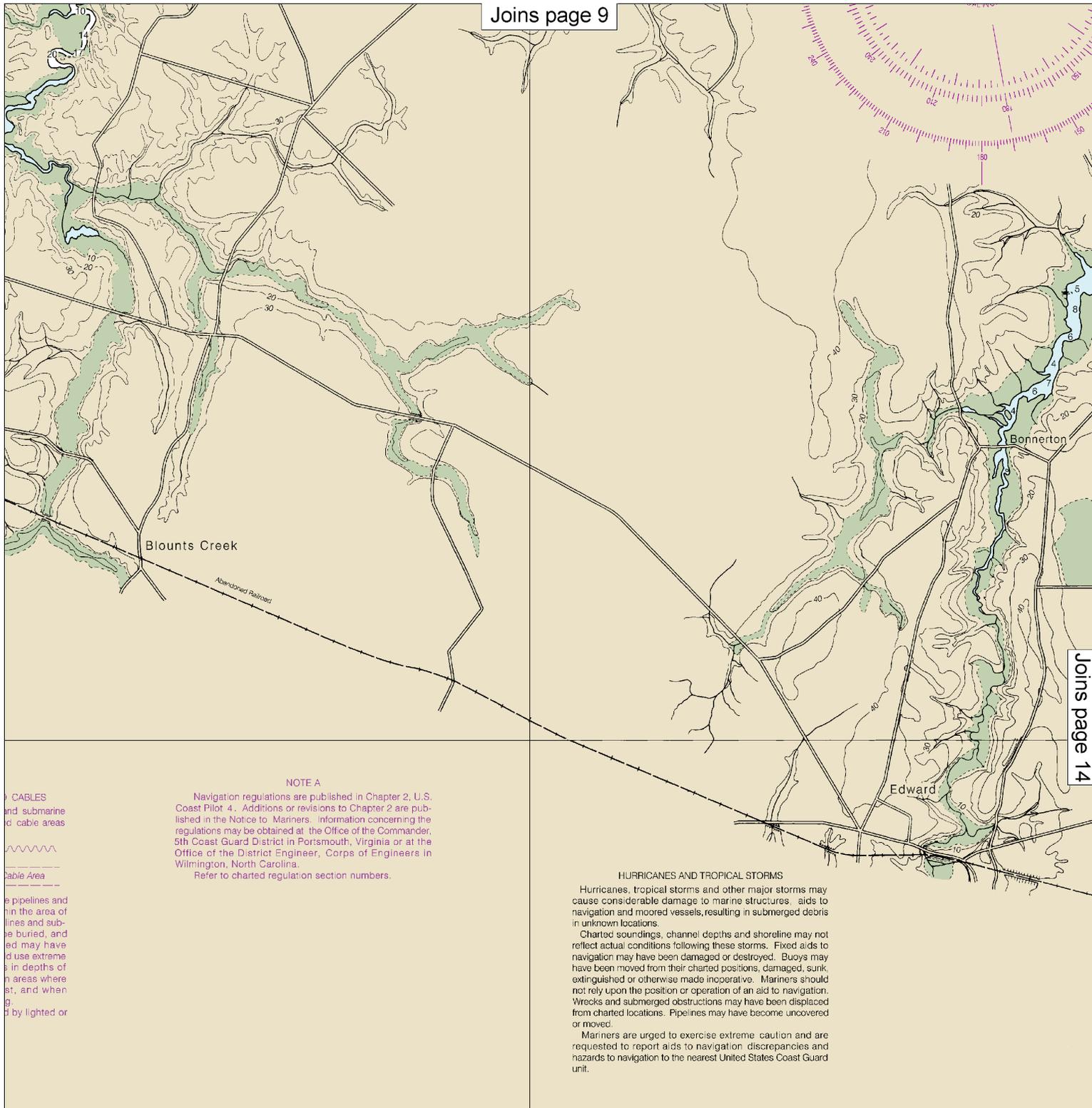
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

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 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.

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.

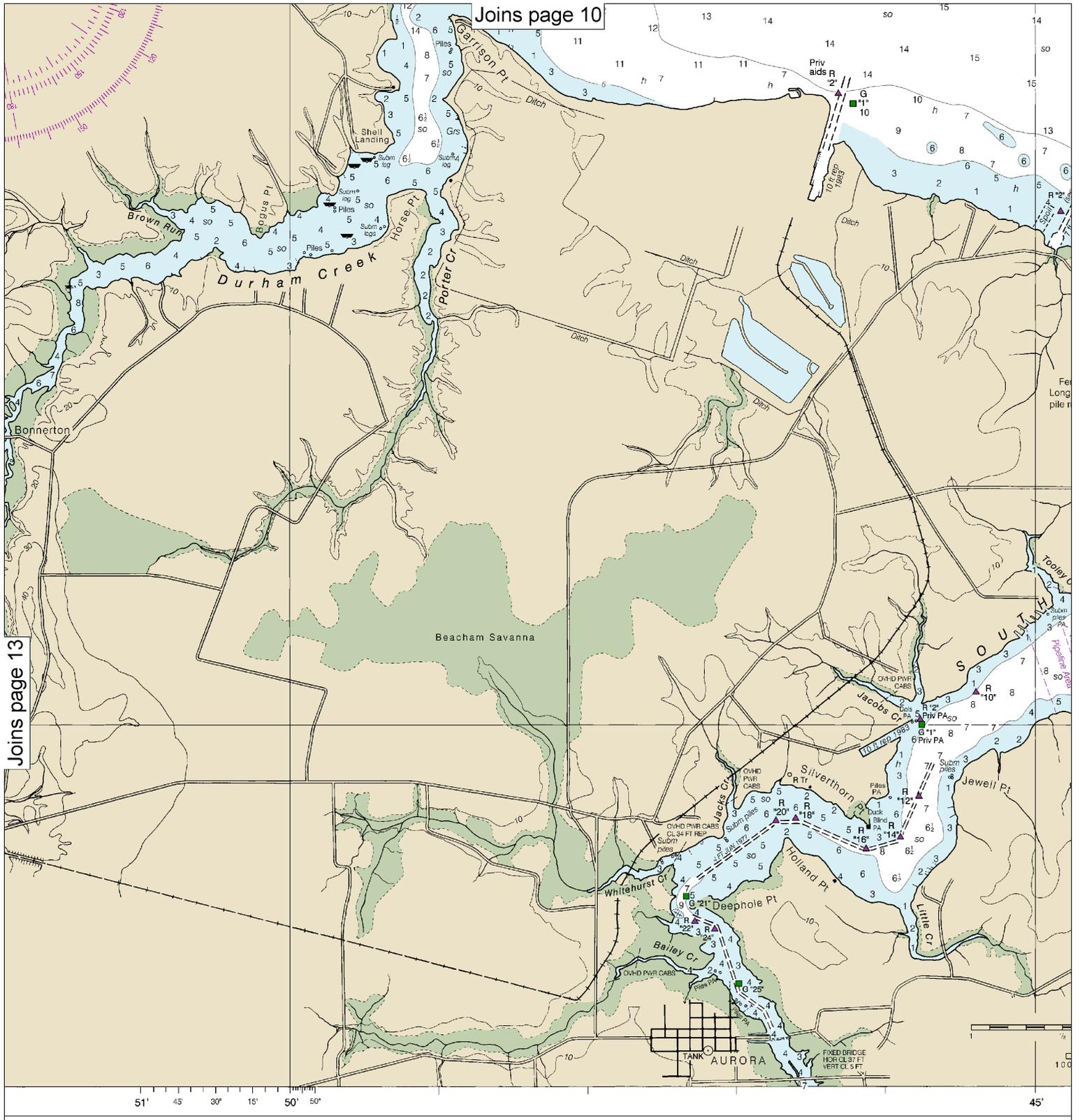
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not 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.

55'

or comments  
fact.htm.

Published at Wash  
U. S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEANIC AND ATMOSPHERIC DATA CENTER  
COAST SURVEILLANCE CENTER

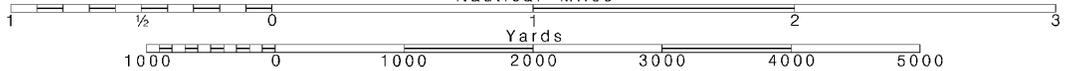


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.







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>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.