

BookletChart™

Cape May to Cape Hatteras

NOAA Chart 12200

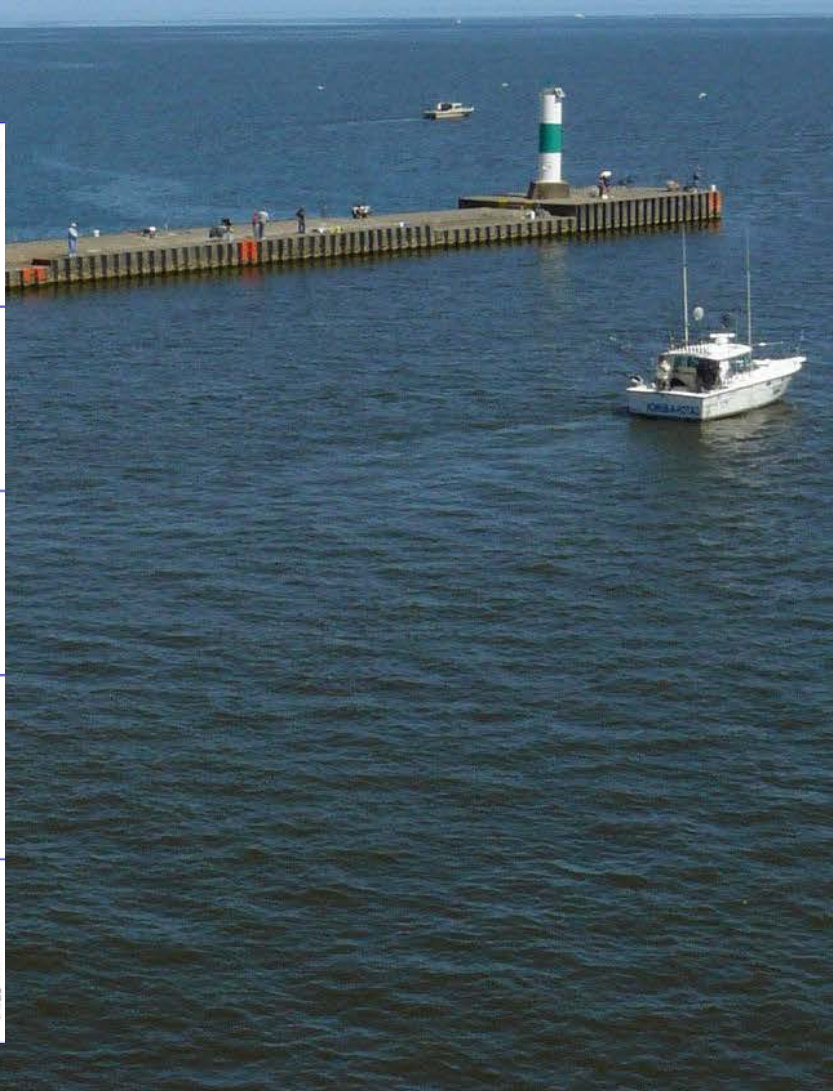
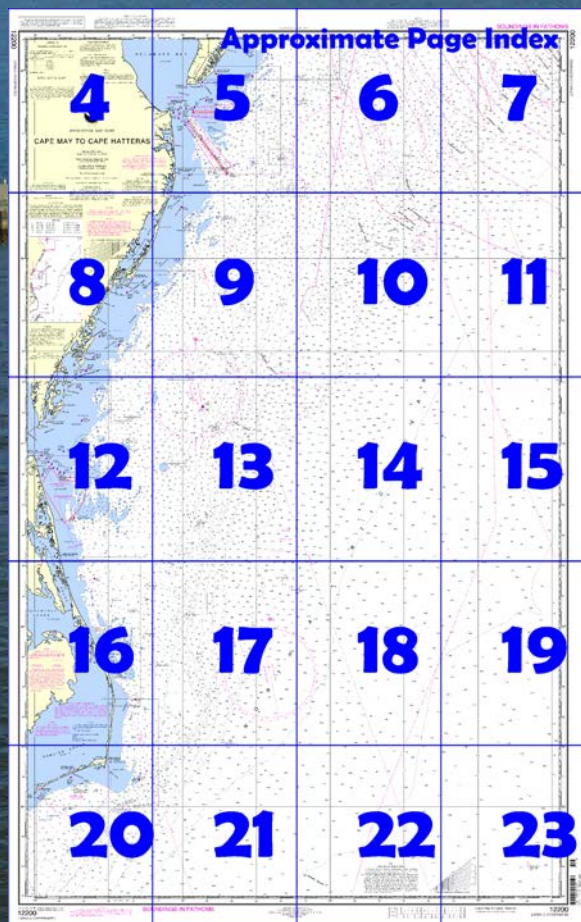


A reduced-scale NOAA nautical chart for small boaters

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=12200>.



(Selected Excerpts from Coast Pilot)

This chapter describes a 190-mile section of the Virginia and North Carolina coastline between Cape Henry and Cape Lookout, known as The Outer Banks, and the series of sounds and tributary waters behind the banks through which the Intracoastal Waterway passes from Chesapeake Bay southward. The Outer Banks, a line of long, low, and narrow islands, include the Portsmouth Islands, the uninhabited Core

Banks, and Bodie, Hatteras, and Ocracoke Islands, parts of which comprise the Cape Hatteras National Seashore. The Intracoastal Waterway is described in chapter 12.

There are no deepwater ports along this stretch of the coast. Oregon, Hatteras, and Ocracoke Inlets provide the main entrances to the shallow, sandy-bottom waters behind The Outer Banks. These inlets are used principally by fishing vessels.

Discussed in this chapter are the waters of Albemarle Sound and its tributaries Little, Perquimans, Chowan, and Roanoke Rivers, and the towns of Hertford, Edenton, and Plymouth; Croatan and Roanoke Sounds, Roanoke Island, and the towns of Kitty Hawk, Nags Head, Manteo, and Wanchese; Pamlico Sound and the towns of Rodanthe, Avon, Buxton, Hatteras, and Ocracoke which are on the western side of The Outer Banks; Pamlico River and the towns of Swanquarter, Bath, and Washington; Neuse River and the town of New Bern; and Core Sound, Cedar Island, and the towns of Atlantic, Sealevel, Davis, and Marshallberg. These ports and waters support considerable traffic in barges and pleasure craft, and a large fishing and boatbuilding industry. There are many off-lying shoals and other hazards along this coast including Diamond Shoals and Cape Lookout Shoals. Deep-draft vessels should give these dangers a wide berth.

Many **restricted** and **danger areas** are located offshore and in the inland waters. (See **165** and **334**, chapter 2 for rules and regulations.)

The low sandy beaches of the coastline do not present any good radar targets. However, four Navy-maintained offshore towers, 16 to 32 miles east to northeast of Oregon Inlet, are reported to be prominent and to be good radar targets. The towers, each 72 feet high and marked by lights and sound signals, are in about

35°57'00"N., 75°15'58"W.;

36°13'35"N., 75°15'01"W.;

36°03'53"N., 74°58'59"W.;

and 35°47'11"N., 75°05'42"W.

The Traffic Separation Scheme at the entrance to Chesapeake Bay is described in United States Coast Pilot 3, Atlantic Coast—Sandy Hook to Cape Henry.

North Atlantic Right Whales.—Endangered North Atlantic right whales are often seen within 30 miles of the Virginia and North Carolina coasts from November through April. (See **North Atlantic right whales**, indexed as such, in chapter 3 for more information on right whales and recommended measures to avoid collisions.)

All vessels 65 feet or greater in length overall (L.O.A.) and subject to the jurisdiction of the United States are restricted to speeds of 10 knots or less in Seasonal Management Area existing around the entrance to the Chesapeake Bay and the Ports of Morehead City and Beaufort, North Carolina between November 1 and April 30. The areas are defined as the waters within a 20-nm radius of 37°00'36.9"N., 75°57'50.5"W. (Chesapeake Bay) and 34°41'32.0"N., 76°40'08.3"W. (Morehead City and Beaufort). (See **50 CFR 224.105** in chapter 2 for regulations, limitations, and exceptions.)

Weather, Cape Henry to Cape Lookout and vicinity.—This stretch of coast is subject to strong winds and rough seas from both tropical and extratropical storms and occasionally to dense, spring, sea fog which hugs coastal routes landward of the Gulf Stream. Rough weather and numerous shoals have combined to give the seas off the Outer Banks the reputation of "Graveyard of the Atlantic."

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

RCC Norfolk

Commander

5th CG District

Norfolk, VA

(575) 398-6231

Navigation Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

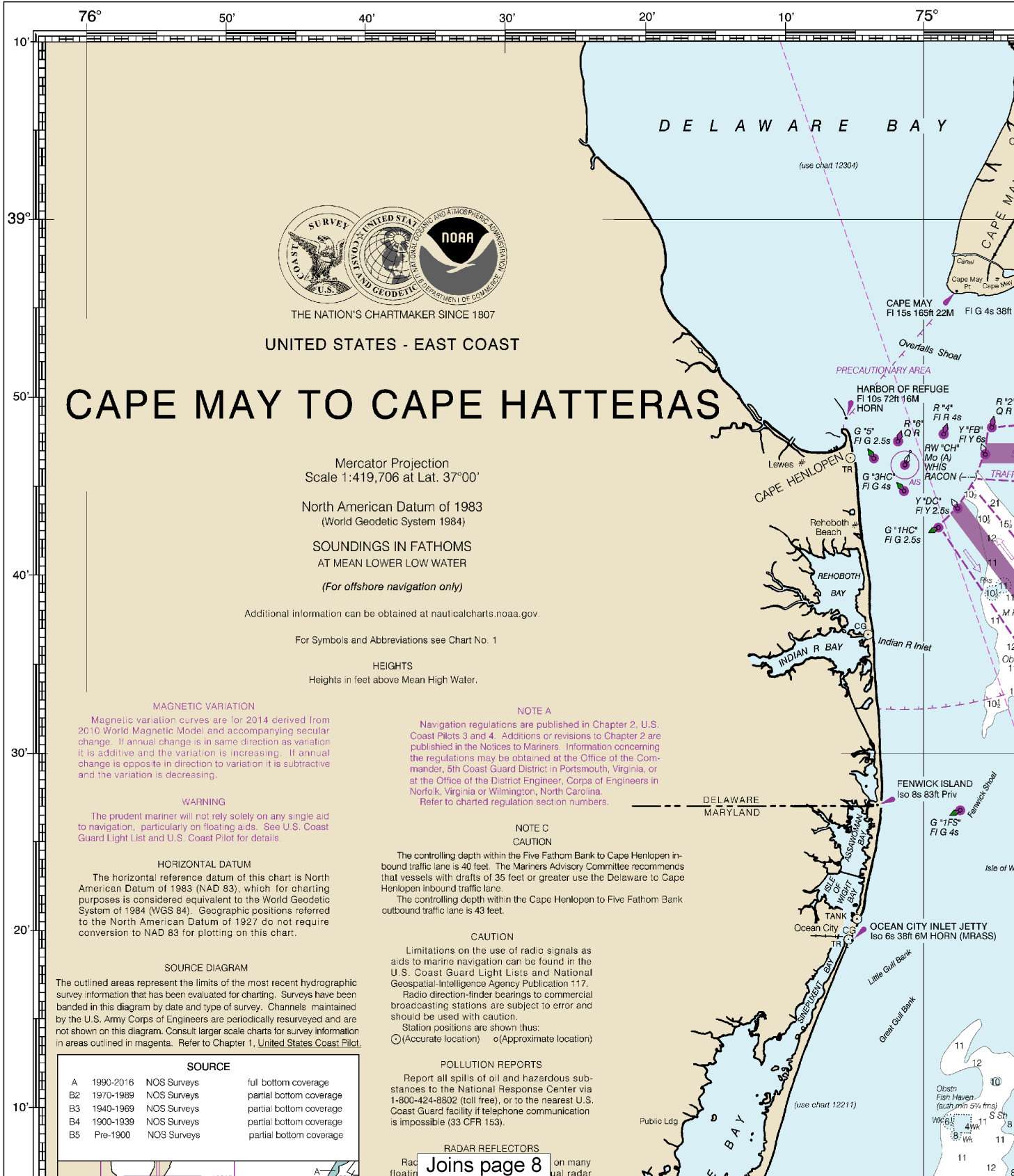
Lateral System As Seen Entering From Seaward

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>

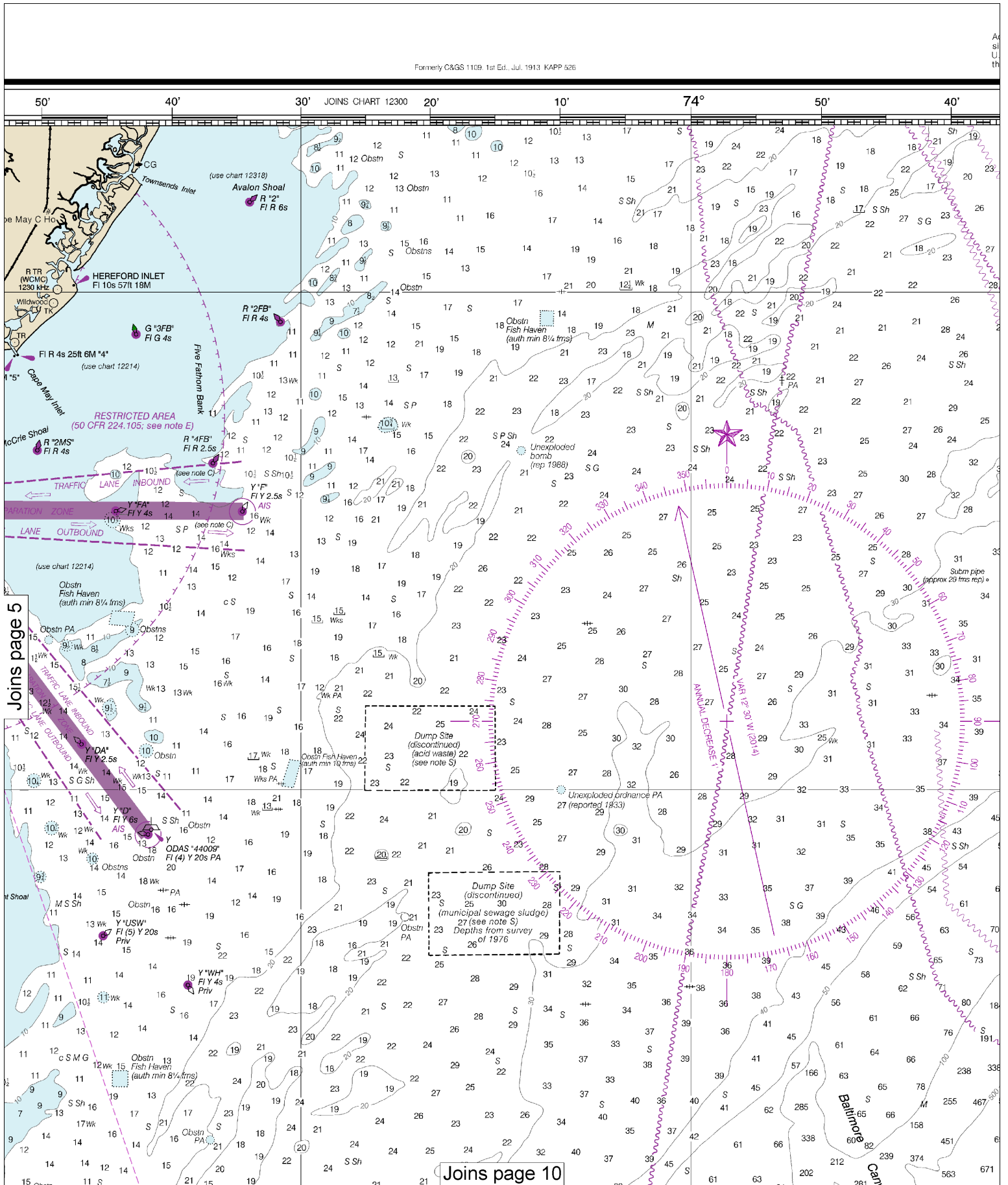
12200



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Note: Chart grid lines are aligned with true north.

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:559608. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



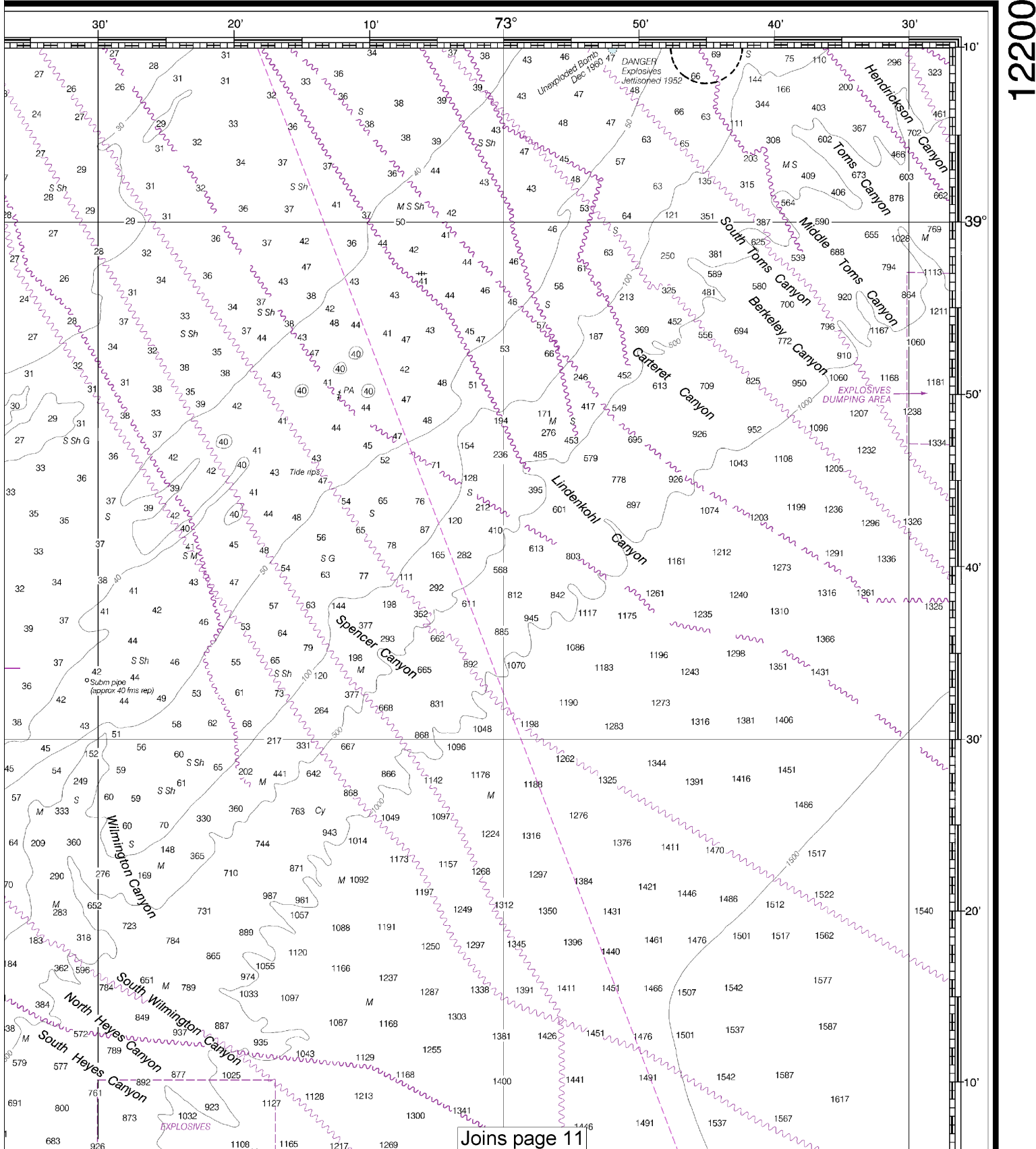
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Note: Chart grid lines are aligned with true north.

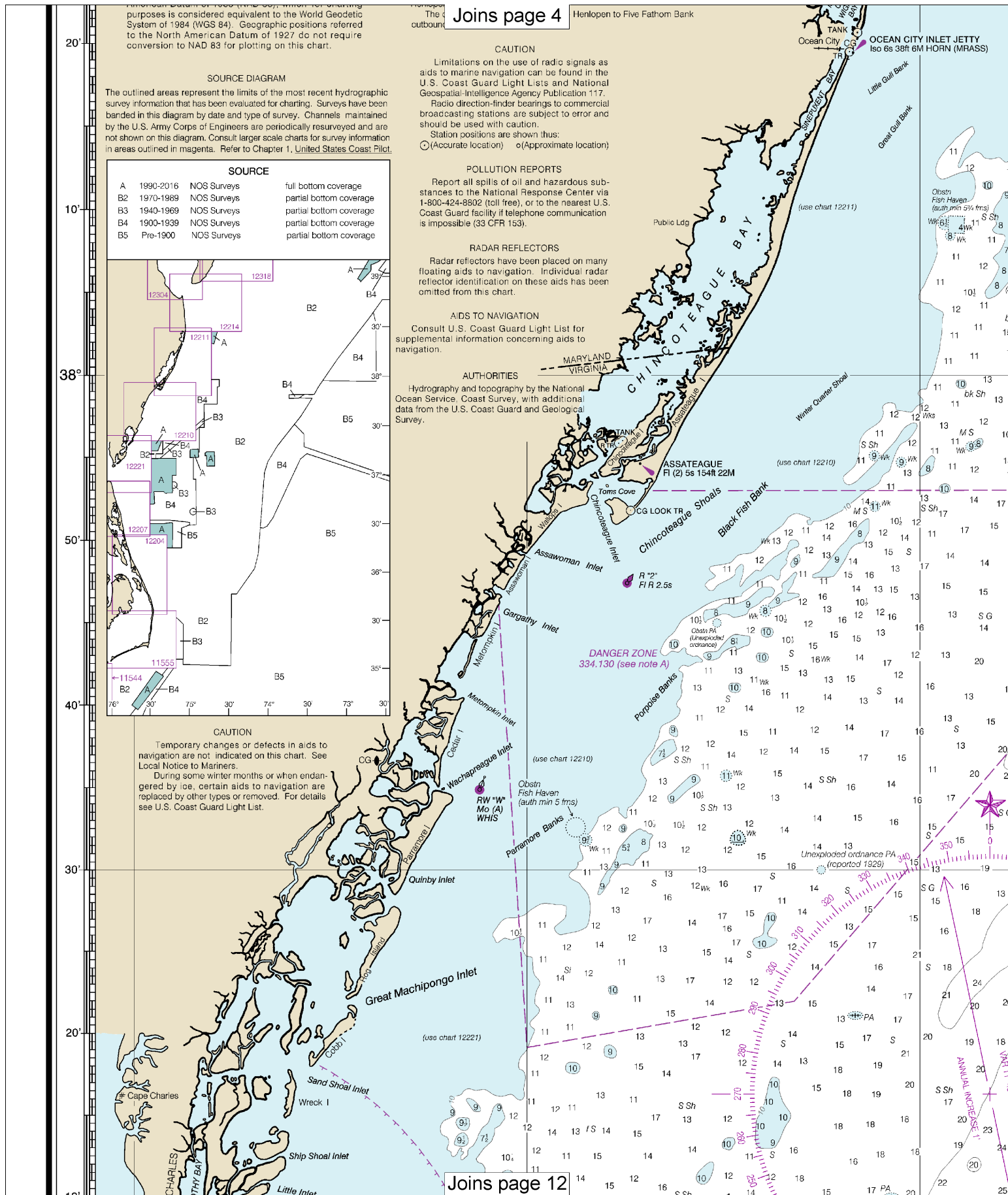
NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping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

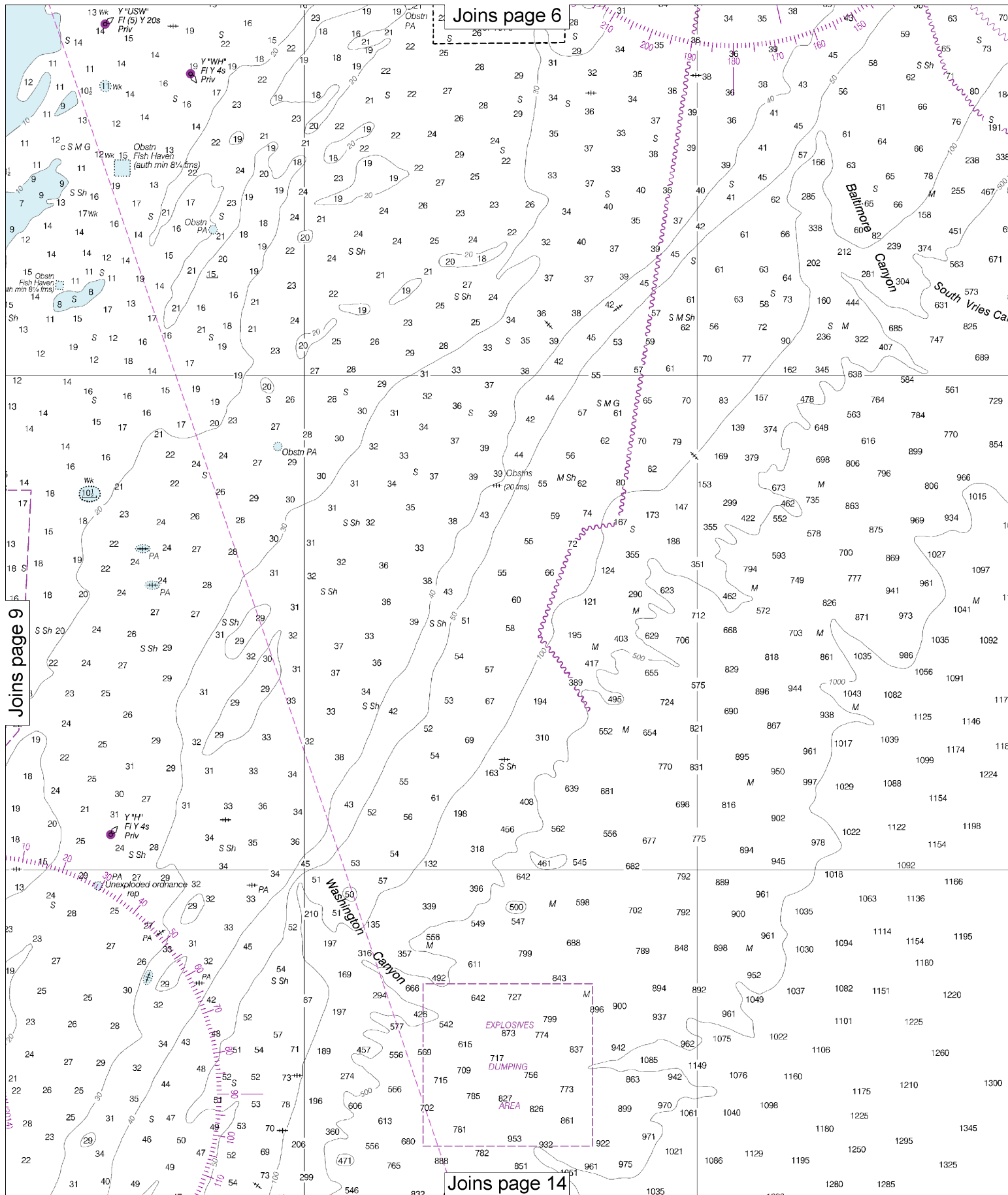
SOUNDINGS IN FATHOMS

12200



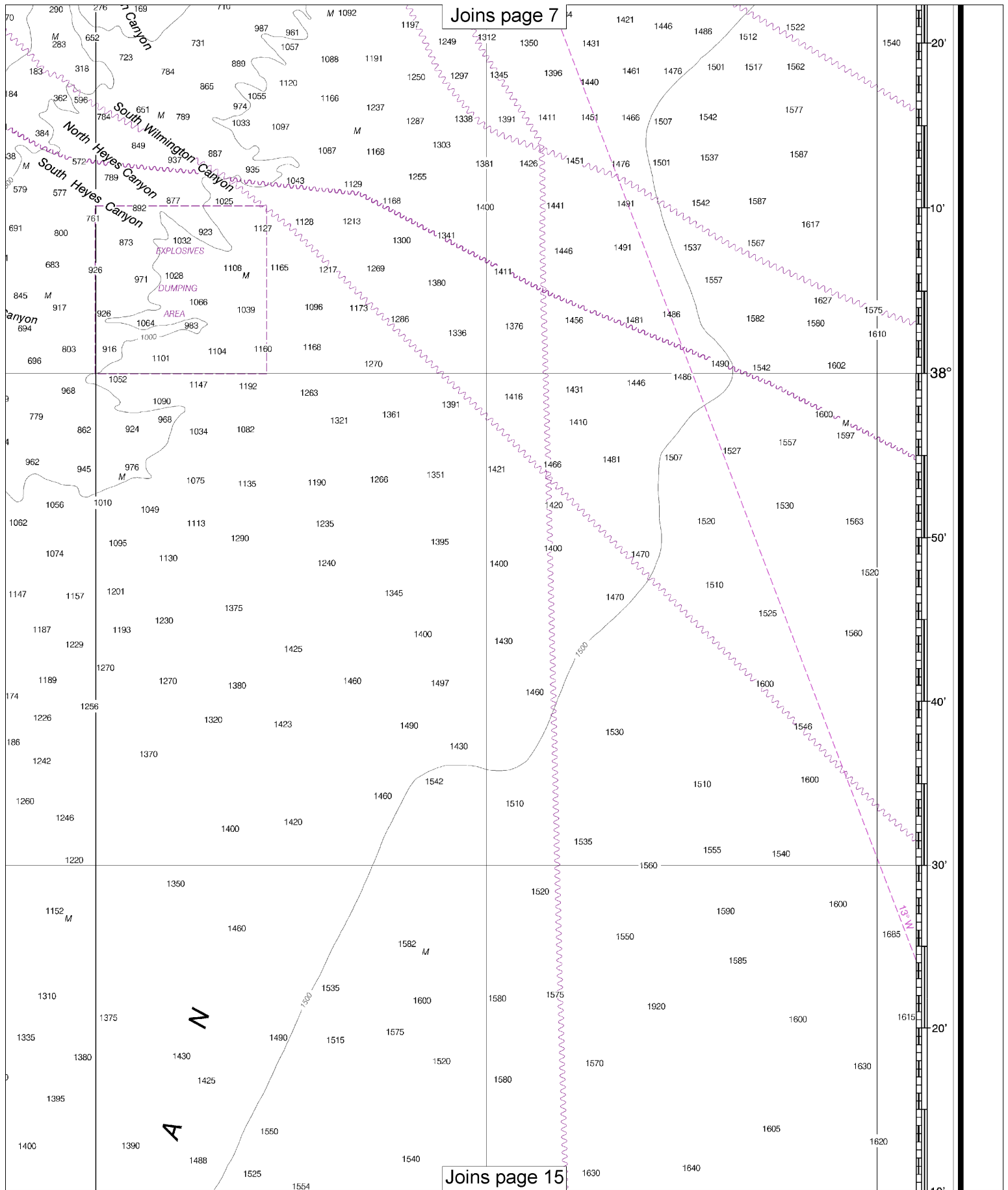
Use ENC charts for the most up to date information. References to other charts may no longer be applicable.
53rd Ed., Oct. 2018. Last Correction: 4/5/2024. Cleared through:
LNM: 1624 (4/16/2024), NM: 1724 (4/27/2024)

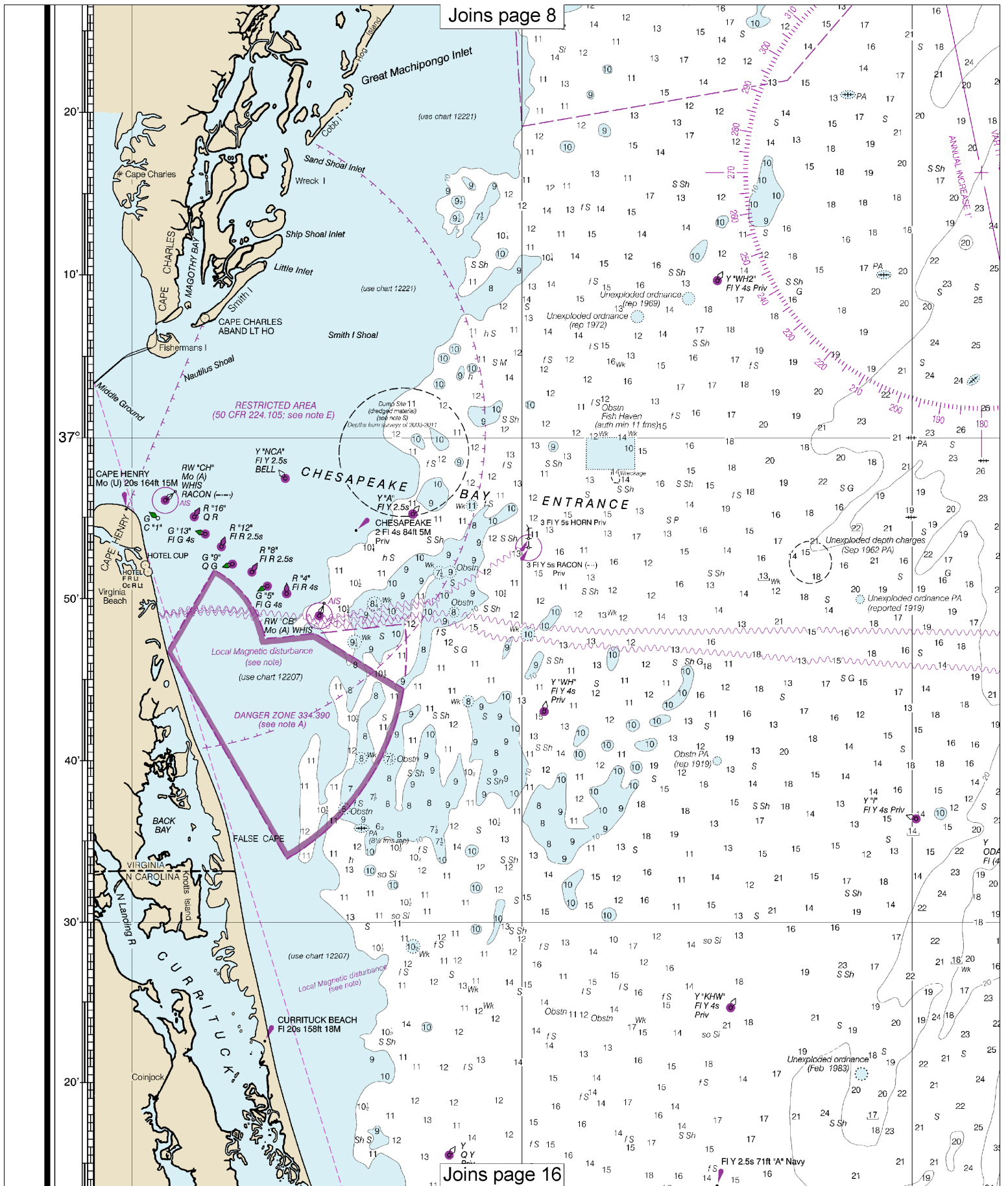




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Note: Chart grid lines are aligned with true north.

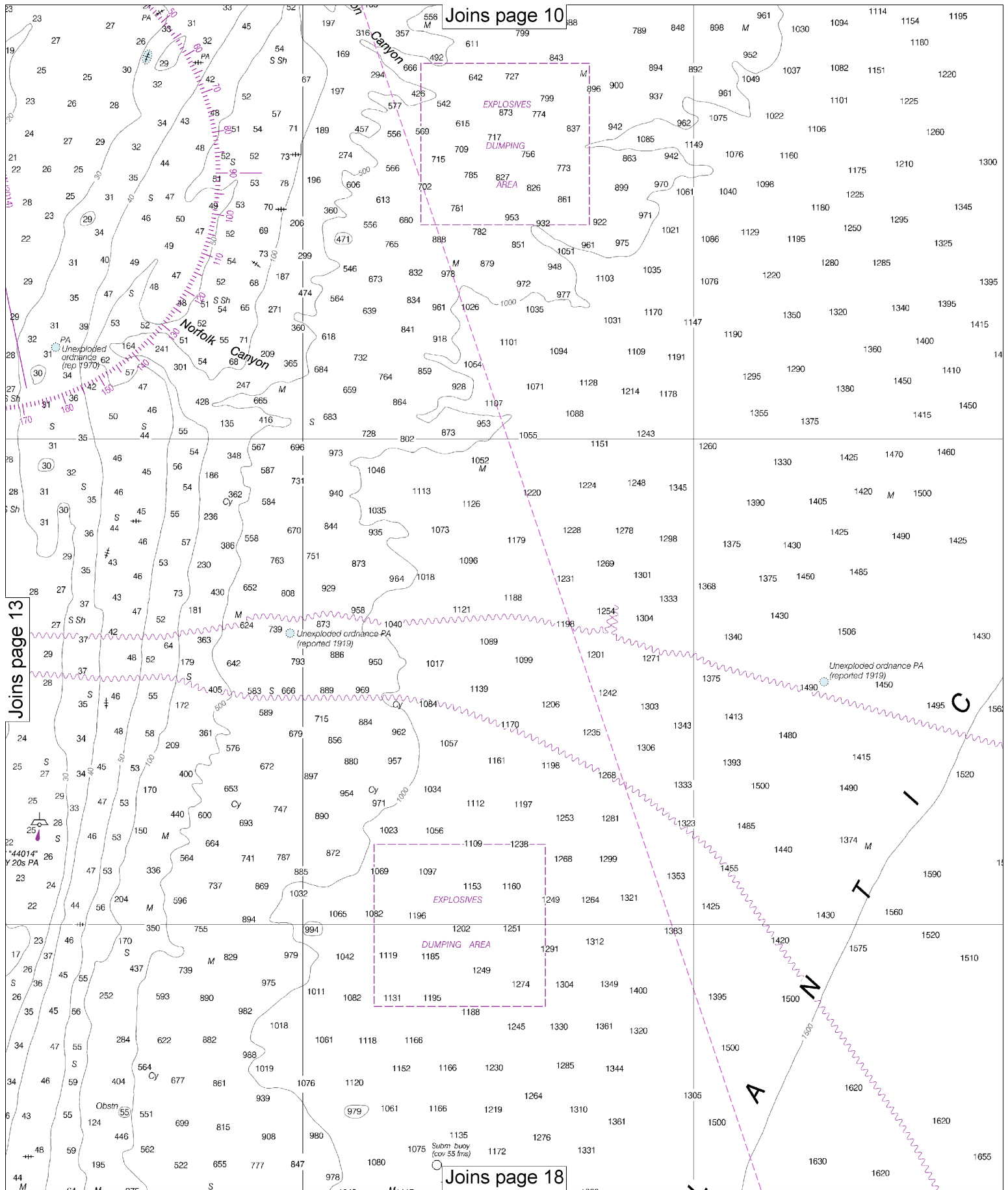


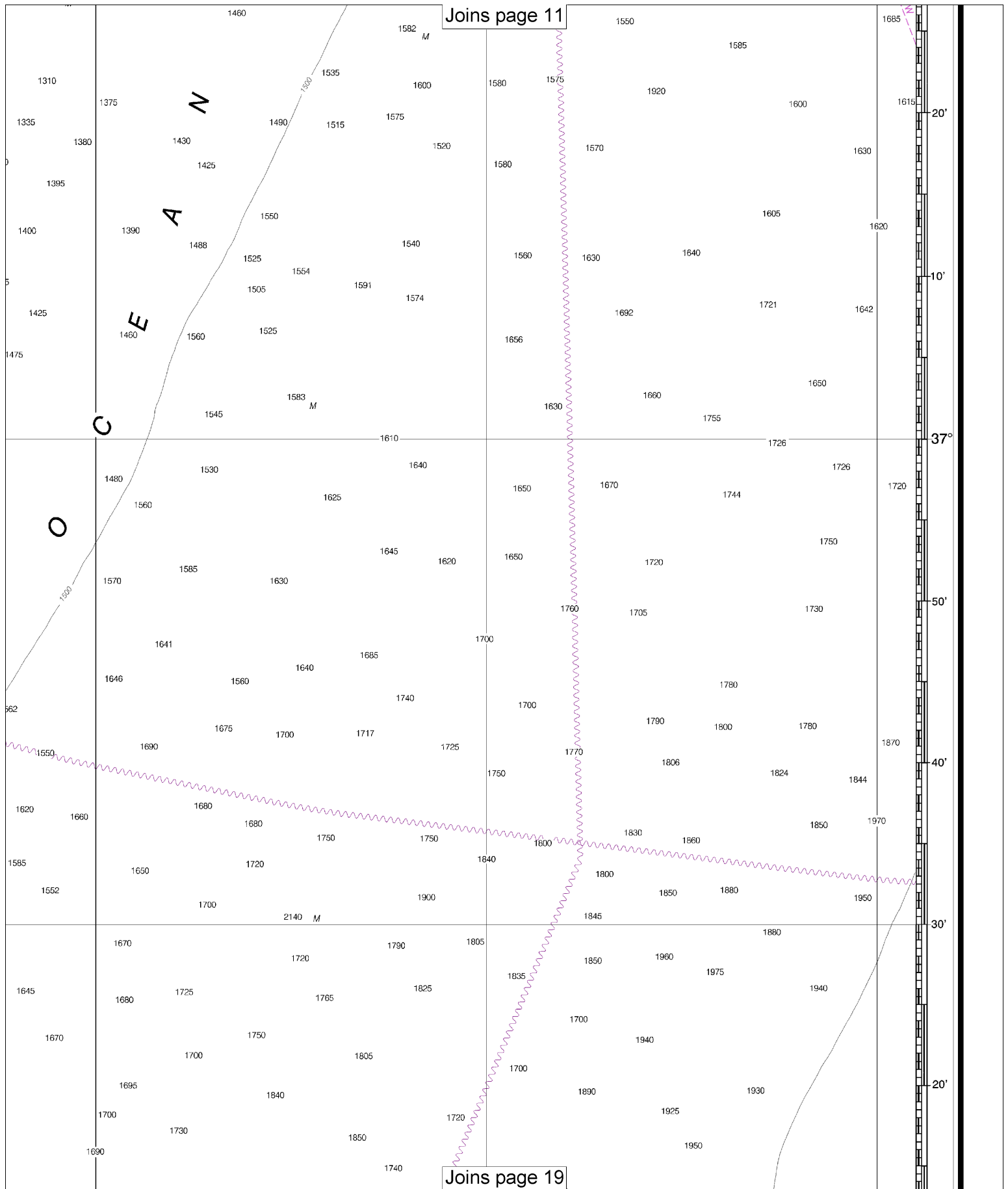


Joins page 9

Joins page 14

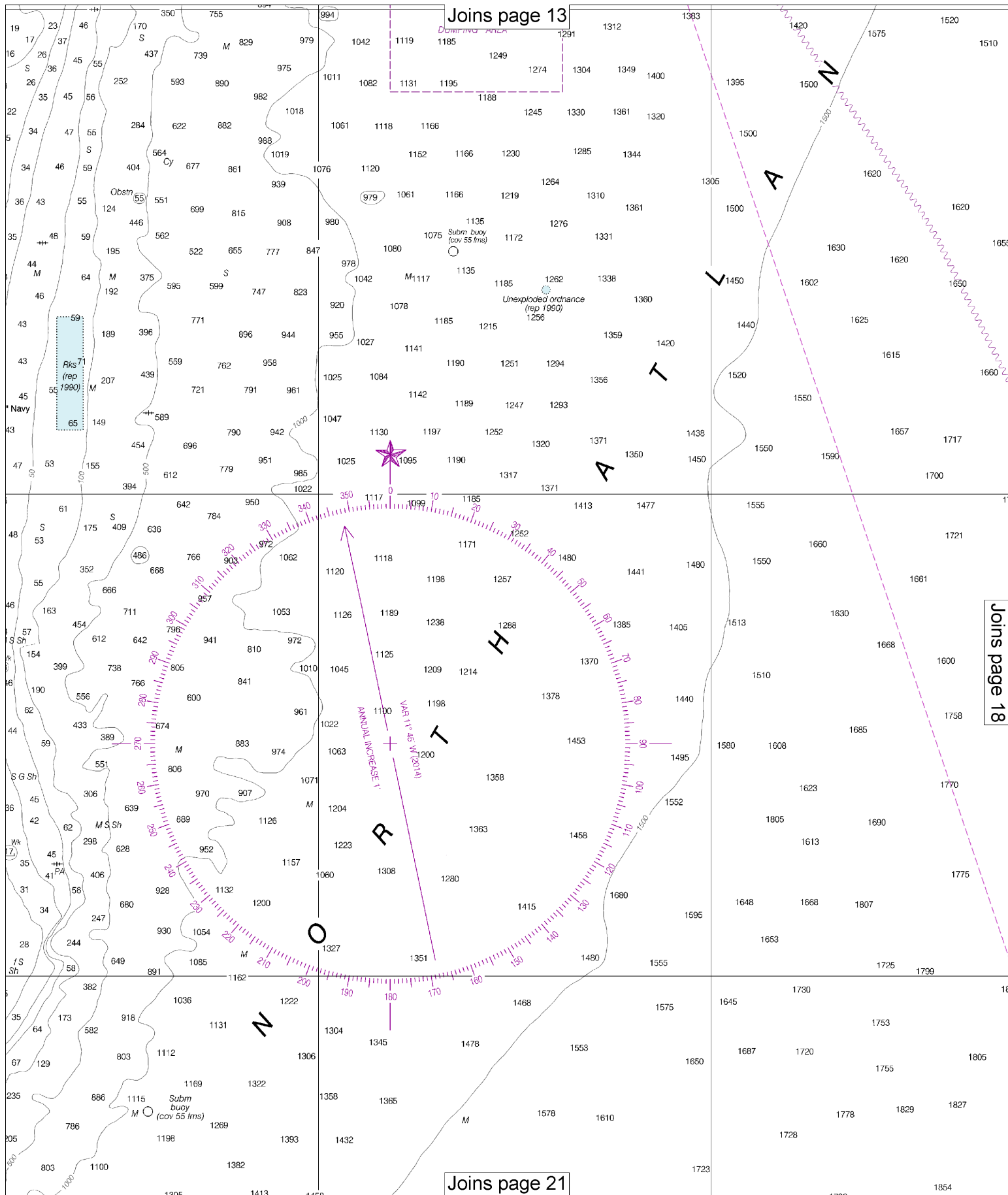
Joins page 17

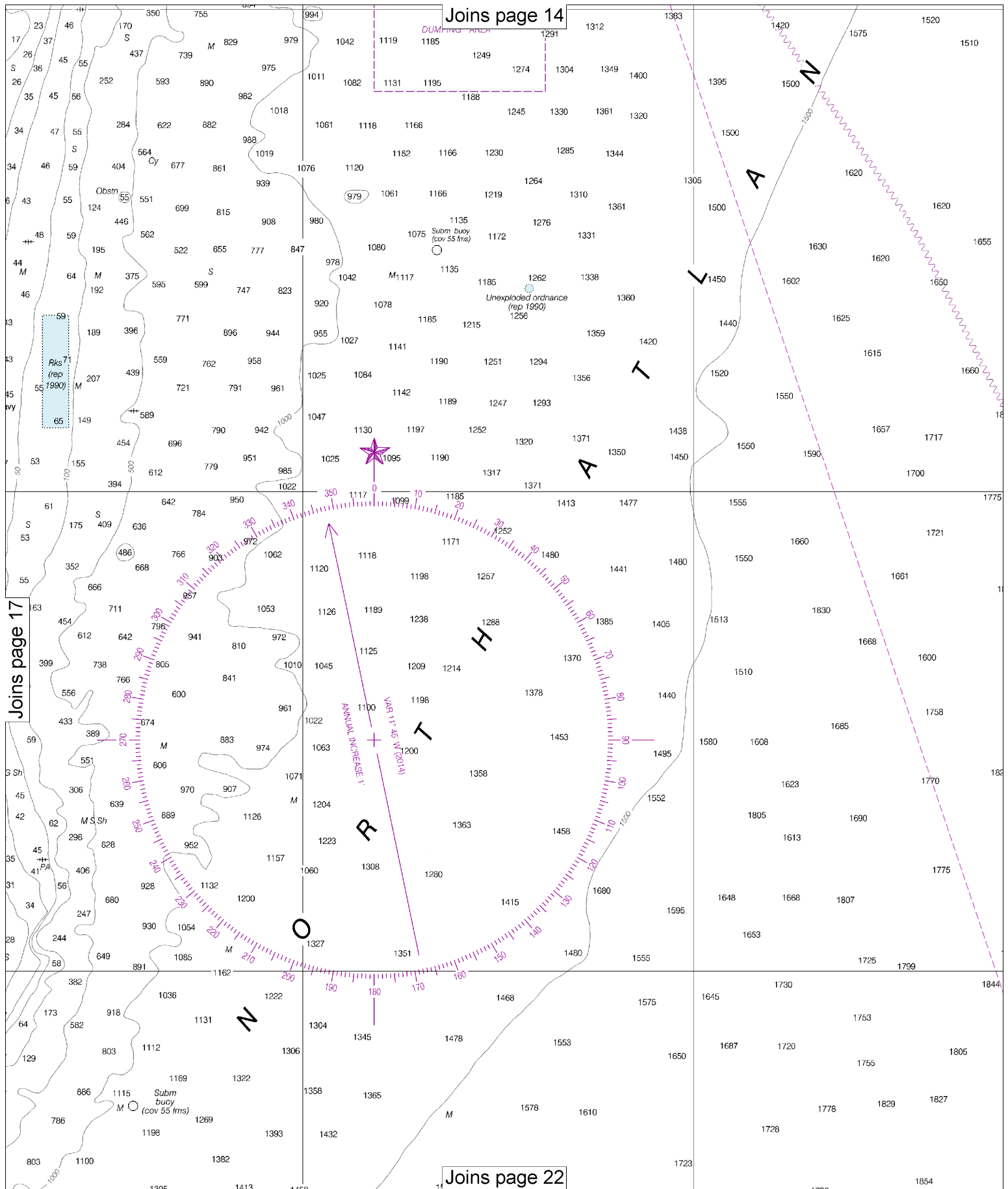


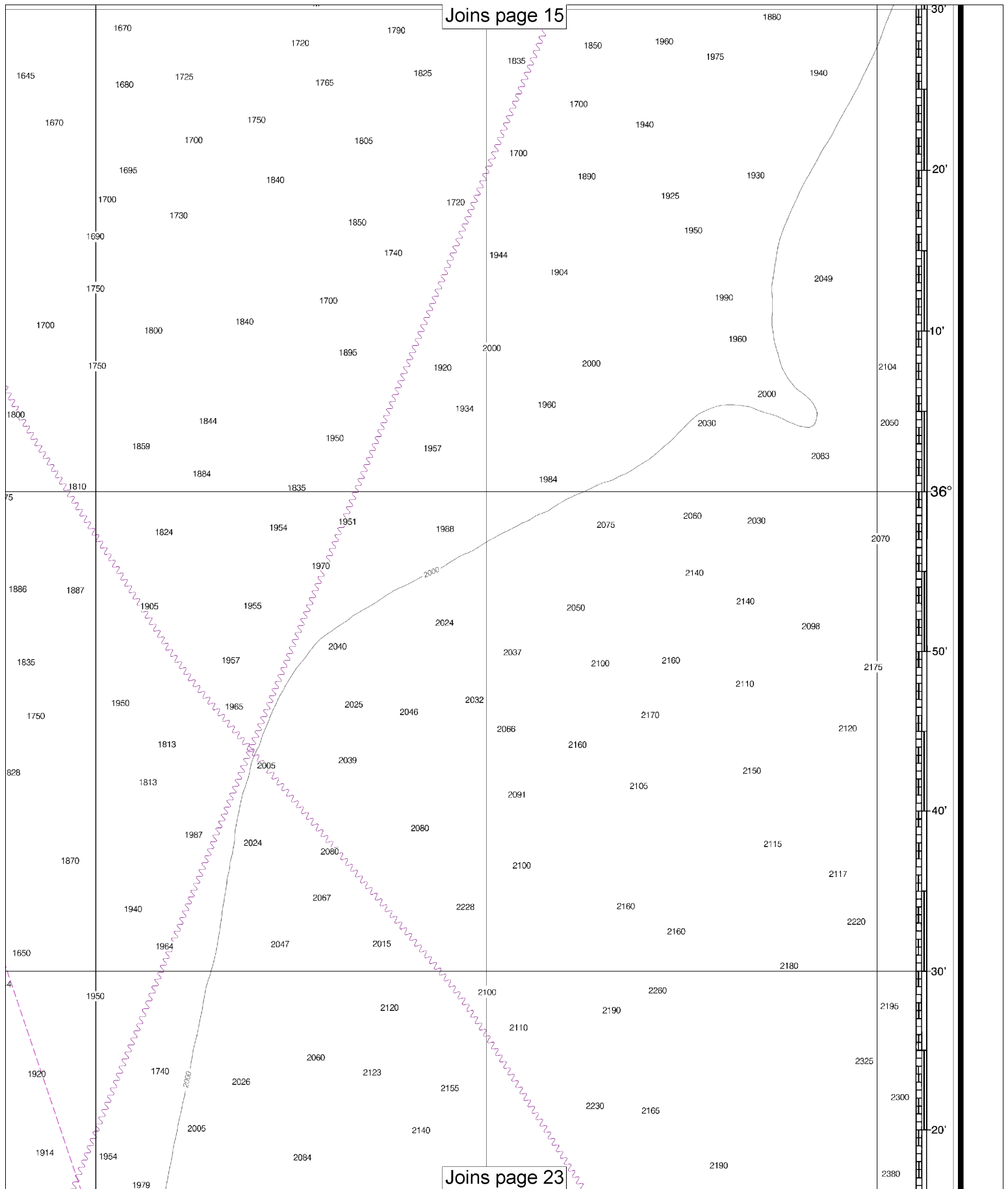




Note: Chart grid lines are aligned with true north.







observed 3 to 17 nautical miles offshore from Cape Beach Light. Differences of as much as 11" from the been observed 5 to 7 nautical miles offshore from Culpeper Beach Light. The Wimble Shoals. Differences of as much as 3" from the normal variation have been observed 6 to 12 nautical miles offshore from Wimble Shoals to Cape Hatteras.

NOTE B DANGER AREA

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

MARINER ACTIVATED SOUND SIGNALS
Sound signals labeled with (MRASS) require user activation. See USCG Light List.

NOTE D

Anchoring, fishing, or diving within the boundary of the Monitor National Marine Sanctuary is prohibited without a permit.
For information write:

Monitor National Marine Sanctuary
NOAA
Building 1519
Fort Eustis, Virginia, 23604-5544

PAMLICO SOUND
(use chart 11555)

HATTERAS INLET
Iso 6s 48ft 10M

HATTERAS BIGHT

CAPE HATTERAS
FI 7.5s 192ft 24M

CAPE HATTERAS
(use chart 11555)

OCRACOE INLET
F 75ft 15M

OCRACOE LT
F 75ft 15M

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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.

Use ENC charts for the most up to date information. References to other charts may no longer be applicable.

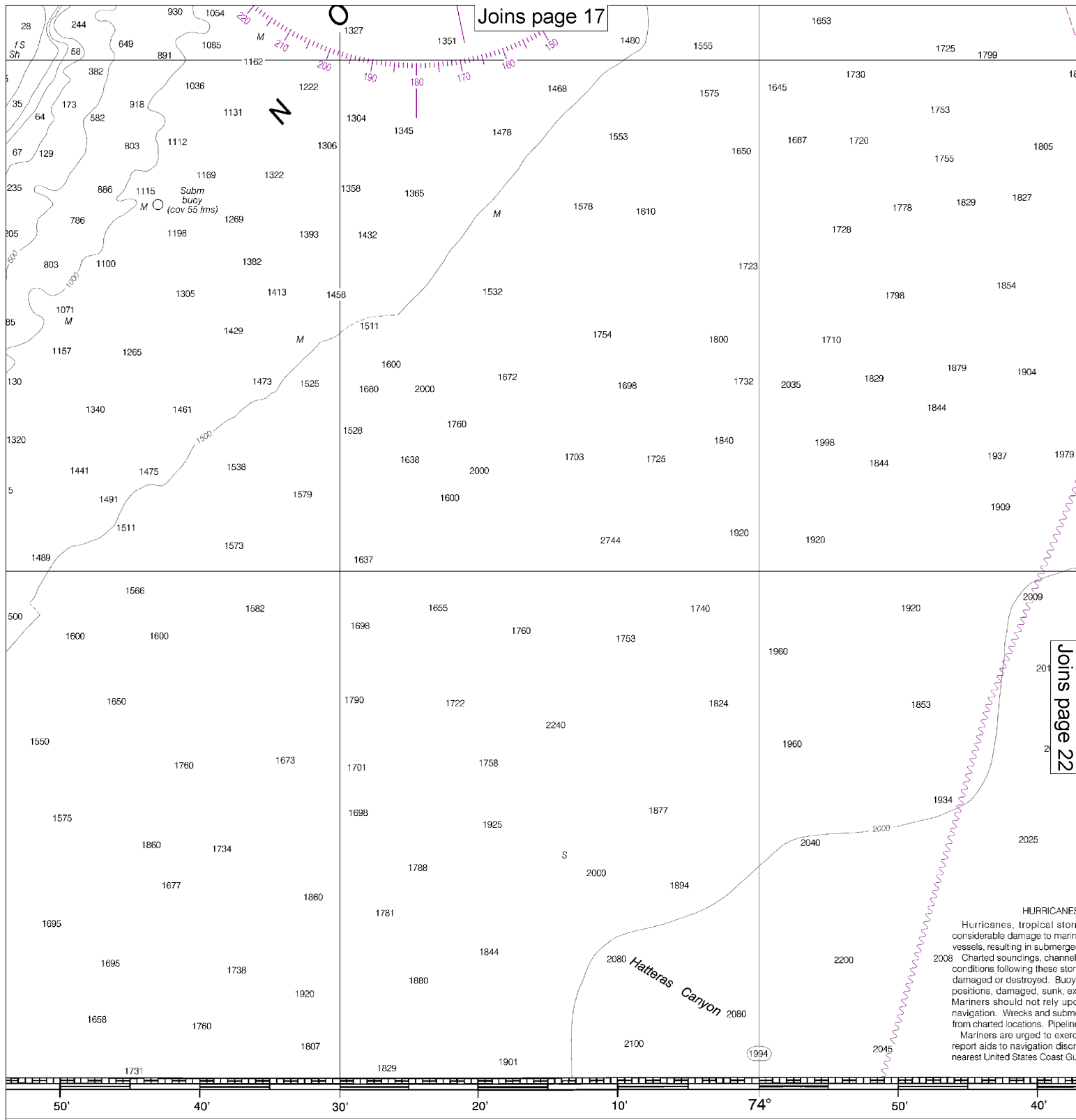
53rd Ed., Oct. 2018. Last Correction: 4/5/2024. Cleared through:
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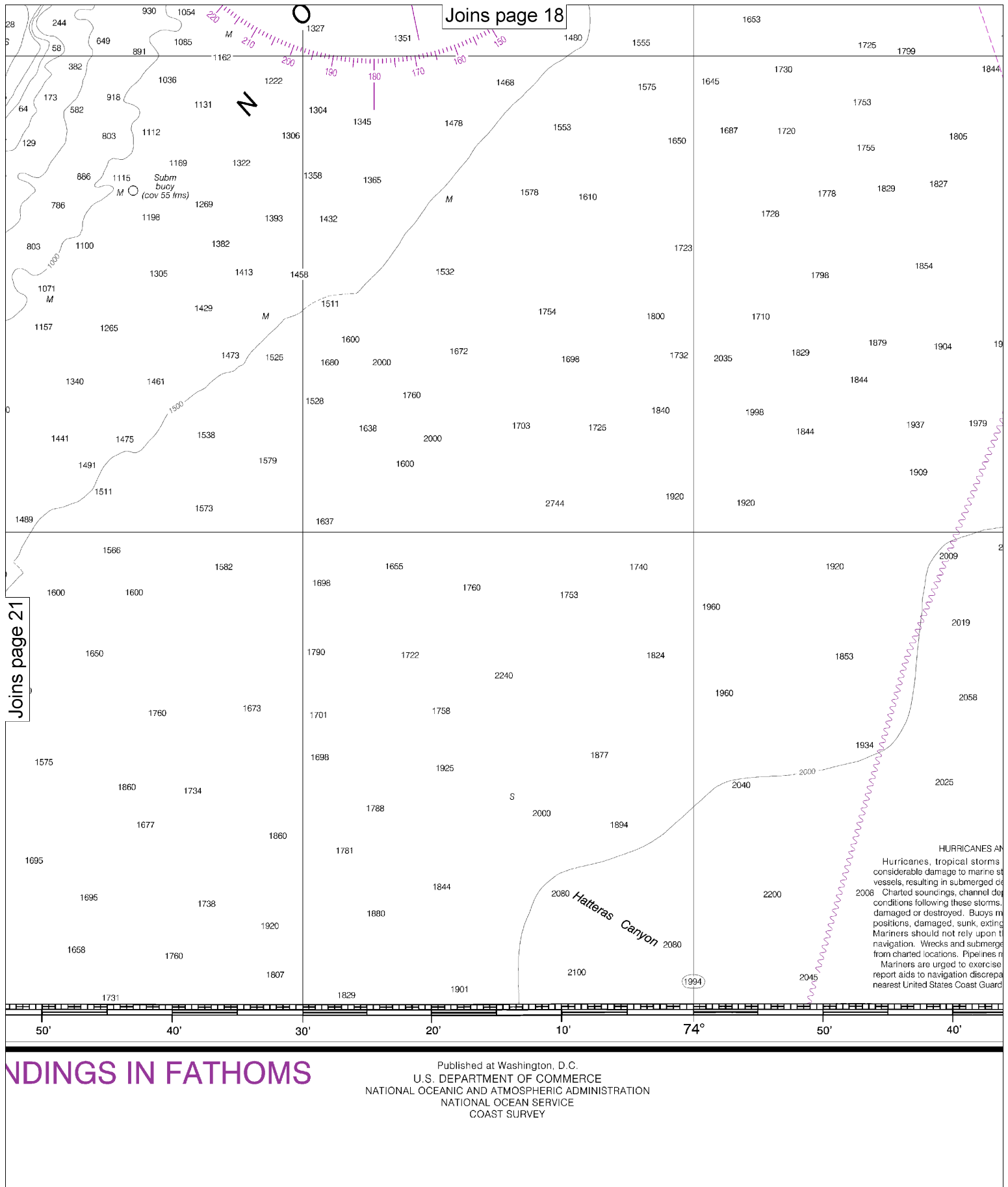
20

Note: Chart grid lines are aligned with true north.



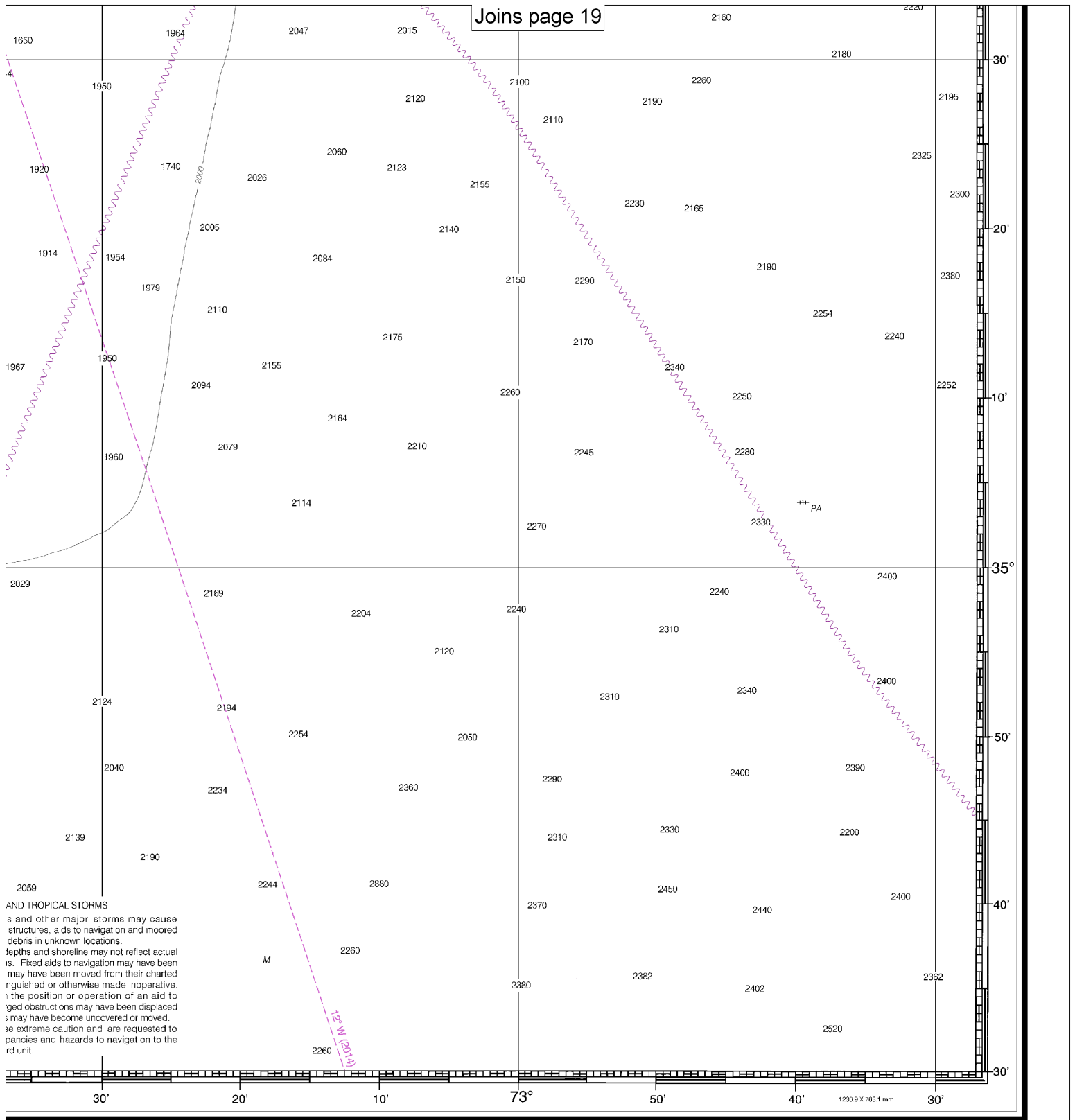
INDINGS IN FATHOMS

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



22

Note: Chart grid
lines are aligned
with true north.



AND TROPICAL STORMS
s and other major storms may cause
structures, aids to navigation and moored
debris in unknown locations.
depths and shoreline may not reflect actual
is. Fixed aids to navigation may have been
may have been moved from their charted
ingushed or otherwise made inoperative.
the position or operation of an aid to
ged obstructions may have been displaced
may have become uncovered or moved.
se extreme caution and are requested to
pancies and hazards to navigation to the
rd unit.

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

Cape May to Cape Hatteras
SOUNDINGS IN FATHOMS - SCALE 1:419,706

12200



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



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