THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

NORTH CAROLINA

CAPE FEAR RIVER

CAPE FEAR TO WILMINGTON

Mercator Projection
Scale 1:40,000 at Lat. 34°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Formerly C&GS 426, 1st Ed., Aug. 1950 G-1950-760 KAPP 200

SCALE 1:40,000
Nautical Miles
Yards
Meters

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Bald Head	(33°53'N/78°09'W)	5.0	4.7	0.2
Southport	(33°55'N/78°01'W)	4.7	4.4	0.1
Reaves Point	(34°00'N/77°57'W)	4.6	4.2	0.2

Datfeet (- -) 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.

(Jan 2015)

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

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.

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, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — —

Additional information can be obtained at nauticalcharts.noaa.gov.

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

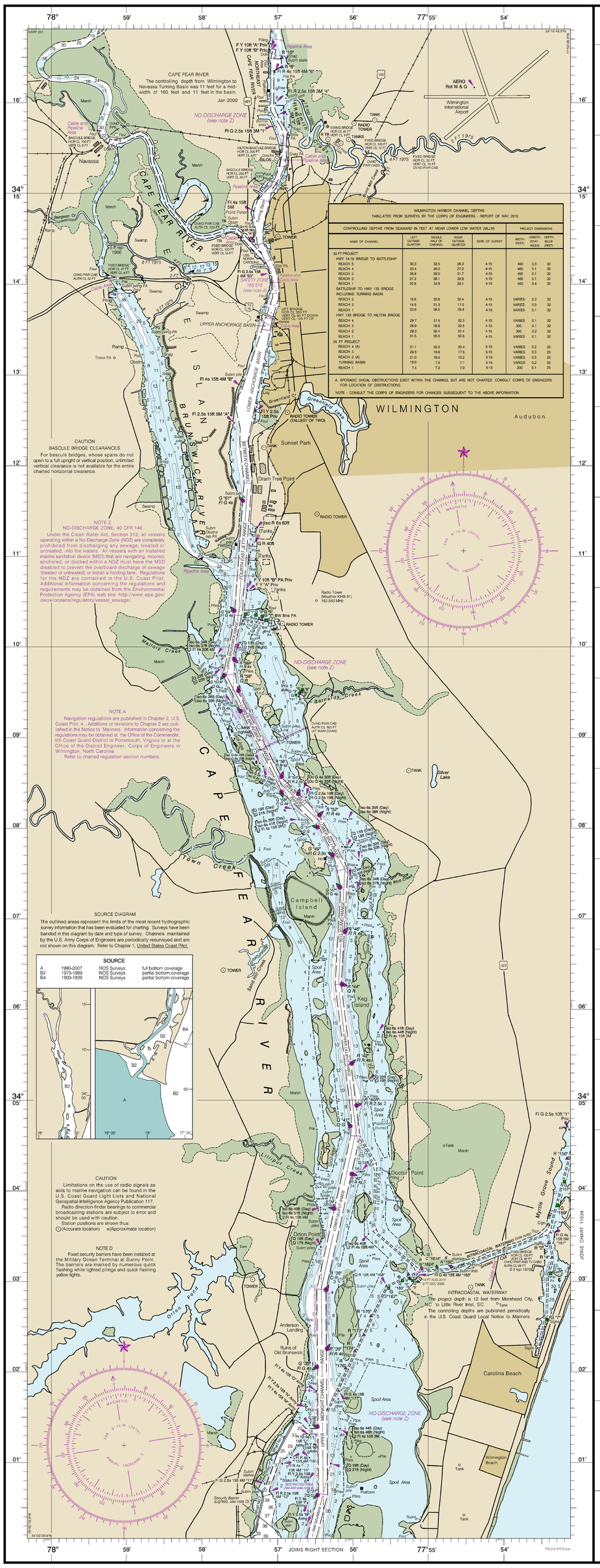
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

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

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).

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

SOUNDINGS IN FEET

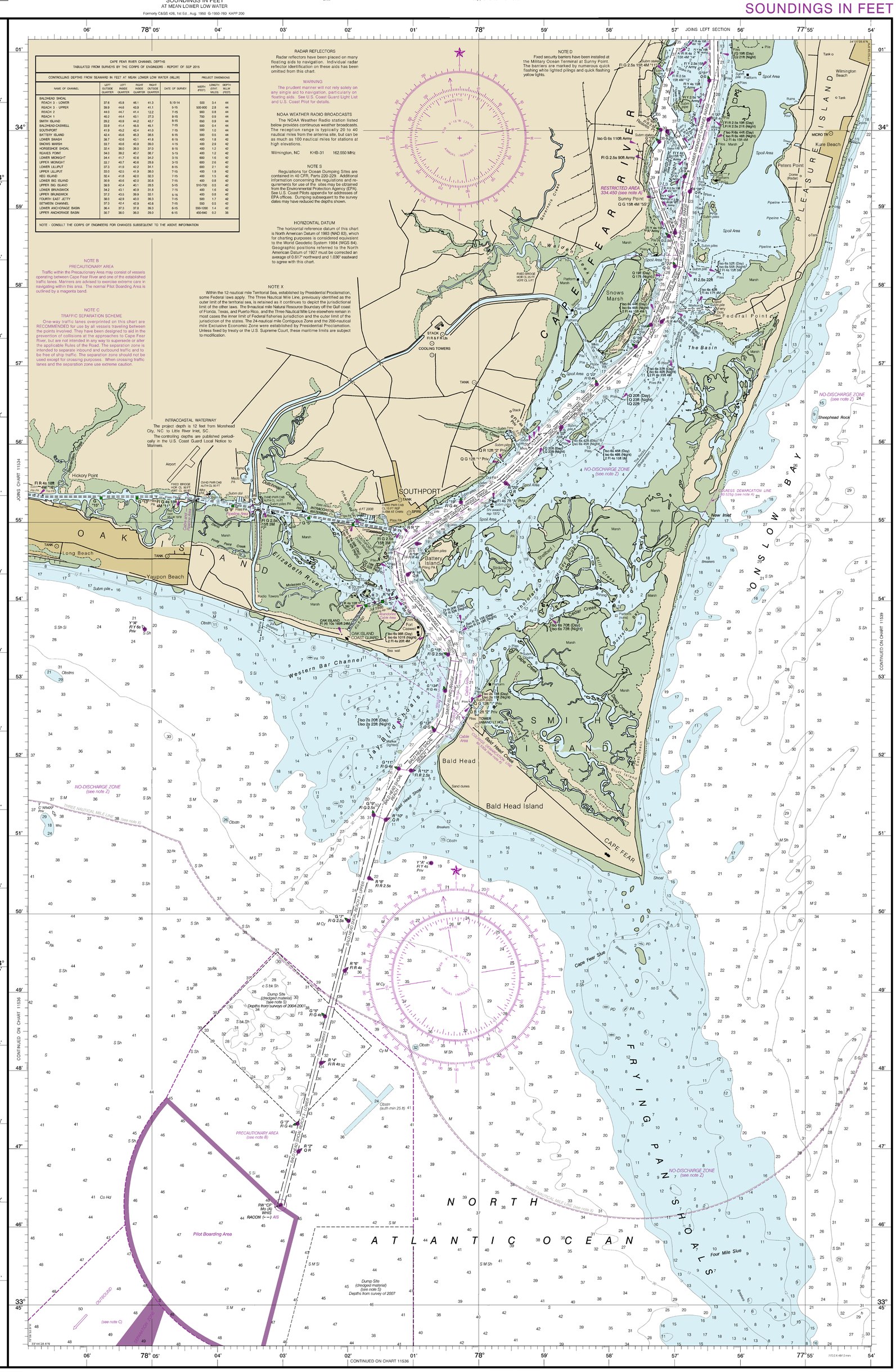


WILMINGTON HARBOR CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2015

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW): LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS: WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH MLLW (FEET)
32 FT PROJECT							
HWY 74/76 BRIDGE TO BATTLESHIP							
REACH 5	30.3	32.5	26.3	4-15	400	0.3	32
REACH 4	33.4	36.0	27.0	4-15	400	0.1	32
REACH 3	36.8	39.0	31.7	4-15	400	0.1	32
REACH 2	27.3	36.1	30.8	4-15	400	0.1	32
REACH 1	20.9	34.9	30.1	4-15	400	0.4	32
BATTLESHIP TO HWY 133 BRIDGE INCLUDING TURNING BASIN							
REACH 3	18.6	35.6	32.4	4-15	VARIES	0.2	32
REACH 2	14.8	31.3	17.0	4-15	VARIES	0.3	32
REACH 1	33.6	36.5	28.4	4-15	VARIES	0.1	32
HWY 133 BRIDGE TO HILTON BRIDGE							
REACH 4	29.7	31.5	32.3	4-15	VARIES	0.1	32
REACH 3	36.9	29.8	32.5	4-15	300	0.1	32
REACH 2	29.3	30.4	31.4	4-15	300	0.2	32
REACH 1	31.5	35.0	30.8	4-15	VARIES	0.1	32
35 FT PROJECT							
REACH 4 (A)	31.1	32.0	30.4	5-15	VARIES	0.2	35
REACH 3	20.5	19.8	17.6	5-15	VARIES	0.3	25
REACH 2 (A)	21.0	18.5	15.2	5-15	VARIES	0.5	25
TURNING BASIN	18.0	7.5	7.1	5-15	VARIES	0.2	25
REACH 1	7.4	7.2	7.6	5-15	200	0.1	25

A SPORADIC SHOAL OBSTRUCTIONS EXIST WITHIN THE CHANNEL BUT ARE NOT CHARTED. CONSULT CORPS OF ENGINEERS FOR LOCATION OF OBSTRUCTIONS.

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



CAPE FEAR RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2015

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW): LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS: WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH MLLW (FEET)
BALDHEAD SHOAL								
REACH 3 - LOWER	37.6	45.8	46.1	41.3	9,10-14	500	3.4	44
REACH 3 - UPPER	39.9	44.6	43.9	41.1	5-15	500-900	2.8	44
REACH 2	44.0	44.7	41.4	12.2	7-15	900	0.8	44
REACH 1	40.2	44.4	43.1	27.3	8-15	700	0.9	44
SMITH ISLAND	29.2	40.9	44.2	43.7	5-15	650	0.9	44
BALDHEAD-CADWELL	33.9	41.4	45.5	45.1	7-15	500	0.4	44
SOUTHPORT	41.9	45.2	42.4	41.0	7-15	500	1.0	44
BATTERY ISLAND	42.4	45.6	45.3	38.5	6-15	500	0.5	44
LOWER SWASH	38.7	42.6	43.1	41.8	6-15	400	1.8	42
SNOWS MARSH	33.7	40.6	40.9	38.0	4-15	400	2.9	42
HORSESHOE SHOAL	32.4	38.0	38.0	37.0	6-15	400	1.2	42
REAVES POINT	34.0	39.2	40.7	38.7	5-15	400	1.2	42
LOWER MIDNIGHT	34.4	41.7	42.6	34.2	3-15	600	1.6	42
UPPER MIDNIGHT	33.7	40.7	40.6	28.8	3-15	600	2.6	42
LOWER LILLIPUT	37.3	41.9	42.2	34.1	8-15	600	2.1	42
UPPER LILLIPUT	33.0	42.5	41.9	38.0	7-15	400	1.9	42
KEG ISLAND	32.4	41.8	42.0	32.3	7-15	400	1.5	42
LOWER BIG ISLAND	30.9	40.6	42.0	30.8	7-15	400	0.8	42
UPPER BIG ISLAND	38.9	42.4	40.1	28.5	5-15	510-700	0.5	42
LOWER BRUNSWICK	34.2	43.1	40.9	31.8	7-15	400	1.6	42
UPPER BRUNSWICK	37.2	43.5	39.9	33.1	5-15	400	0.8	42
FOURTH EAST JETTY	38.0	42.9	43.0	38.3	7-15	500	1.7	42
BETWEEN CHANNEL	37.3	42.4	42.9	40.8	7-15	550	0.5	42
LOWER ANCHORAGE BASIN	36.4	37.3	37.8	39.3	6-15	555-1200	1.4	42
UPPER ANCHORAGE BASIN	30.7	36.0	36.0	29.0	6-15	400-840	0.2	38

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

NOTE B
PRECAUTIONARY AREA
Traffic within the Precautionary Area may consist of vessels operating between Cape Fear River and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The normal Pilot Boarding Area is outlined by a magenta band.

NOTE C
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to Cape Fear River, but are not intended in any way to supersede or alter the applicable Rules of the Road. The separation zone is intended to separate inbound and outbound traffic and to be free of ship traffic. The separation zone should not be used except for crossing purposes. When crossing traffic lanes and the separation zone use extreme caution.

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.

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.

Wilmington, NC	KHB-31	162.550 MHz

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.

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 0.617" northward and 1.036" eastward to agree with this chart.

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.

NOTE D
Fixed security barriers have been installed at the Military Ocean Terminal at Sunny Point. The barriers are marked by numerous quick flashing white lighted pilings and quick flashing yellow lights.

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.

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).

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

SOUNDINGS IN FEET

40th Ed., Feb. 2015
11537

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.

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

SCALE 1:40,000
Nautical Miles
Yards
Meters

Cape Fear River
SOUNDINGS IN FEET – SCALE 1:40,000

11537

Last Correction: 10/20/2015. Cleared through:
LNM: 4115 (10/13/2015), NM: 4215 (10/17/2015)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

This chart was distributed as a PDF (Portable Document Format). Printing PDFs may alter the chart scale, color, or legibility that may impact suitability for navigation. Printed charts provided by NOAA certified Print on Demand (POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod