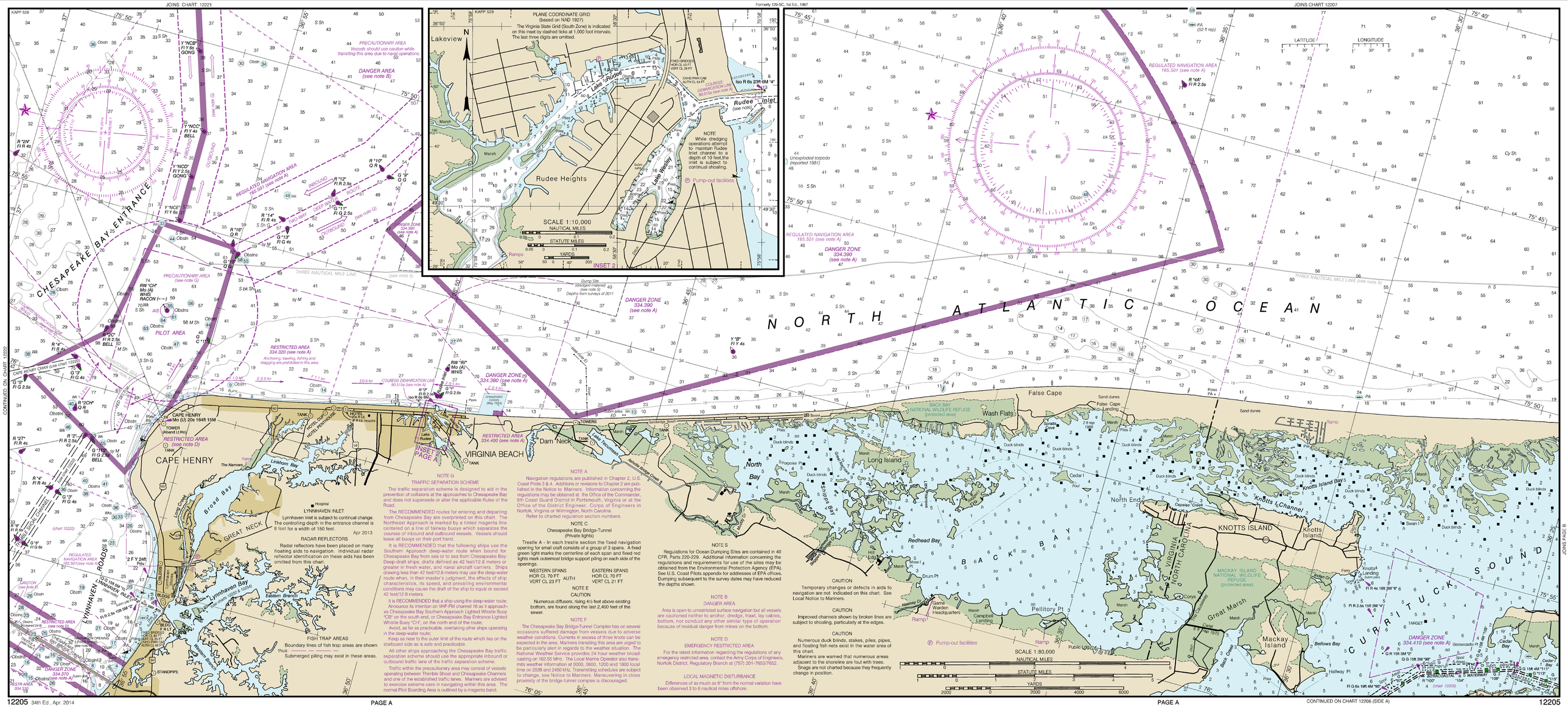
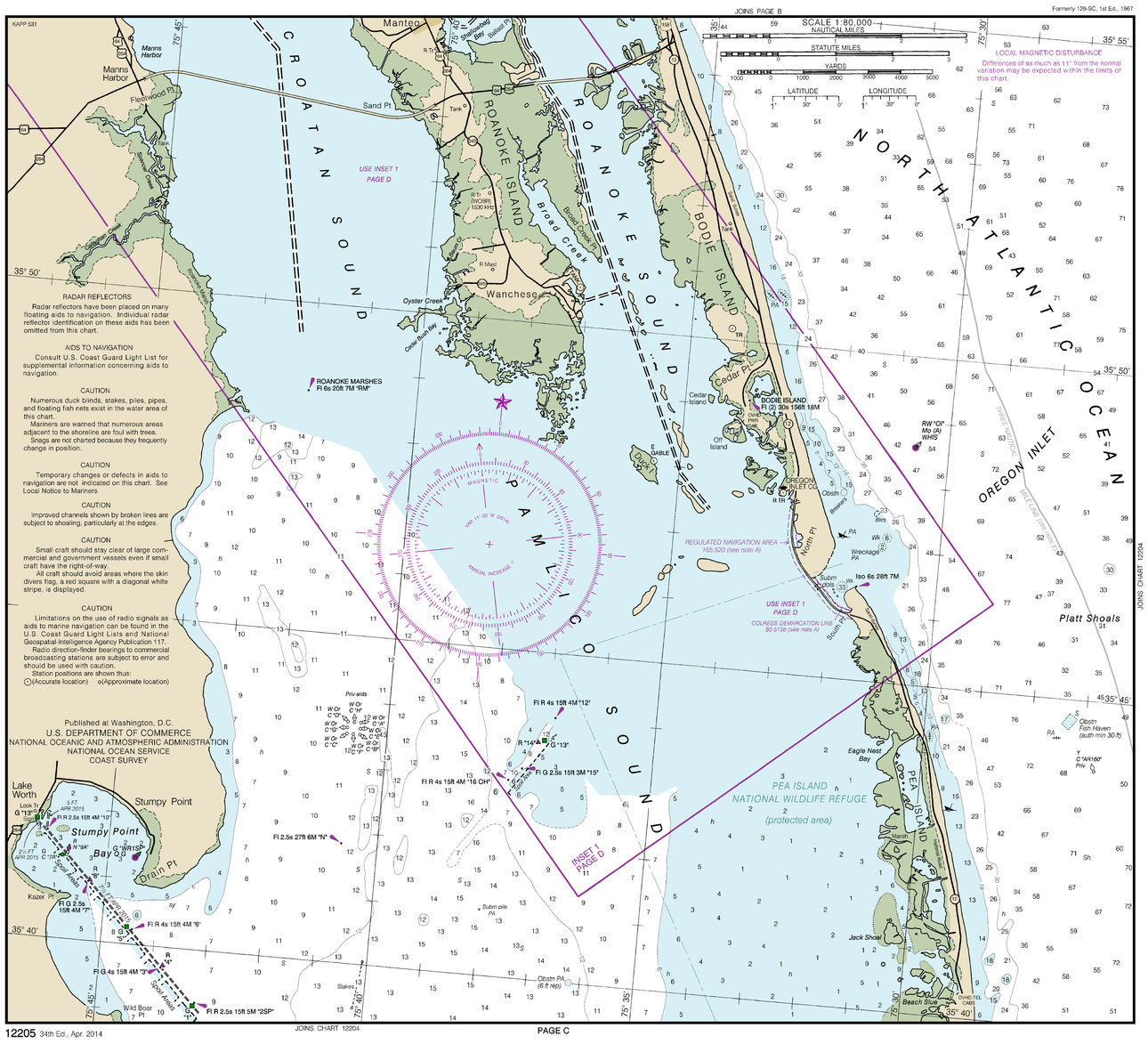




TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Chesapeake Bay Bridge Tunnel	(36°58'N/76°07'W)	2.9	2.7	0.1
Lynnhaven Inlet	(36°54'N/76°05'W)	2.6	2.4	0.1
Cape Henry	(36°56'N/76°00'W)	3.5	3.2	0.1
Rudee Inlet	(36°50'N/75°58'W)	3.7	3.4	0.1
Sandbridge	(36°42'N/75°55'W)	3.8	3.5	0.2
Duck Pier	(36°11'N/75°45'W)	3.7	3.4	0.1
Oregon Inlet Marina	(35°48'N/75°33'W)	1.2	1.0	0.1

NOTE: Within the Sounds, except near the inlets, the periodic tide has a mean range less than one-half foot.

Dashes (- - -) 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. (Mar 2014)

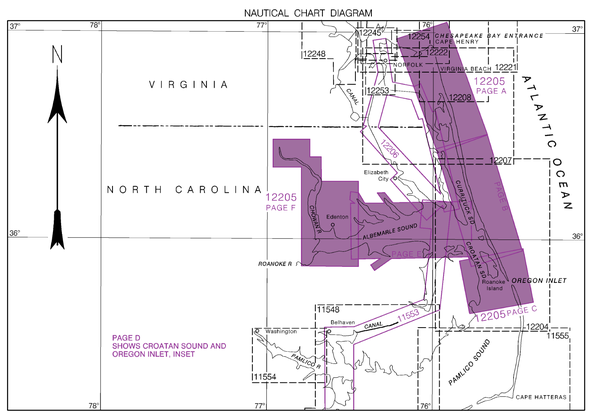
PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadron and U.S. Coast Guard Auxiliary, national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, North Carolina 27612, 919-821-0281.

USCGAUX - 5th Coast Guard District, Federal Building, 431 Crawford St., Portsmouth, VA 23704-5004, Tel. 804-398-6208 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

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



MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Baltimore, MD/ Washington, DC	*(703) 260-0107	24 hours daily
Wakefield, VA	*(757) 899-4200	24 hours daily
Newport, NC	*(252) 223-5737	24 hours daily

*Recorded

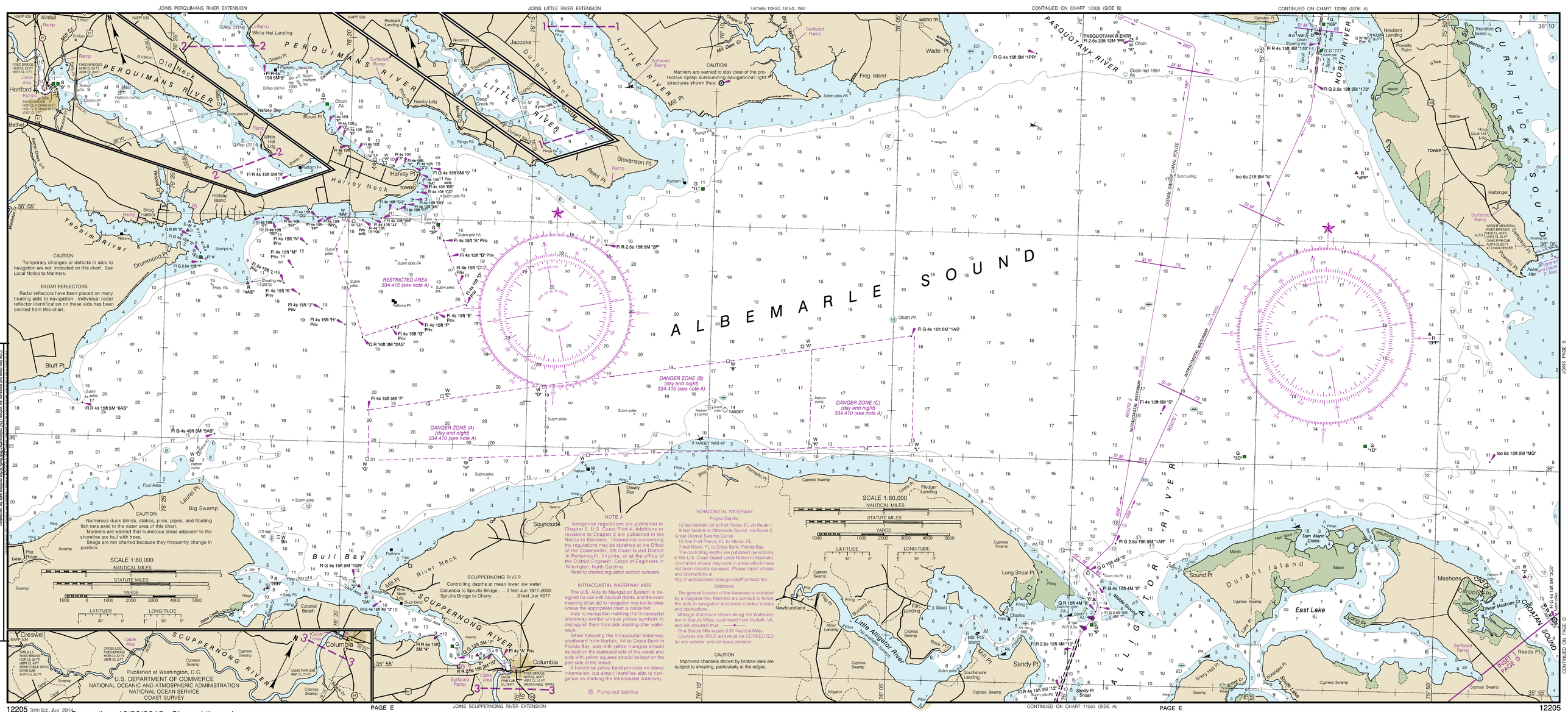
NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ.	BROADCAST TIMES
Norfolk, VA	KHB-37	162.550	24 hours daily
Manteo, NC	WXH-26	162.425	24 hours daily
Windsor, NC	WNG-537	162.525	24 hours daily
Cape Hatteras, NC	KIG-77	162.475	24 hours daily
New Bern, NC	KEC-84	162.400	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ. (kHz)	BROADCAST TIMES - CST	SPECIAL WARNING
Hampton Roads, VA	NMN 80 (USCG)	2670 (A3H)	+8:33am, 9:03pm	On receipt
Cape Hatteras, NC	NMN 13 (USCG)	2670 (A3H)	+8:03am, 8:33pm	On receipt

+Broadcast one hour later during Daylight Saving Time. Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.



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

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NAUTICAL CHART 12205
CAPE HENRY TO PAMLICO SOUND INCLUDING ALBEMARLE SOUND
VIRGINIA - NORTH CAROLINA

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

HEIGHTS
Heights in feet above Mean High Water.

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

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

Mercator Projection at Scale 1:80,000
North American Datum of 1983 (World Geodetic System 1984)
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

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

SOUNDING DATUM
The plane of reference for depth measurements in the Atlantic Ocean is Mean Lower Low Water (MLLW). In the sounds and rivers shown on this chart, except near the inlets, the periodic tide has a mean range of less than one half foot. In these areas, the plane of reference for depth measurements is Low Water Datum (LWD), which is determined by subtracting one half foot from observed Mean Sea Level (MSL).

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 0.558" northward and 1.235" eastward to agree with this chart.

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.

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.

Pump-out facilities

LOCAL MAGNETIC DISTRUBANCE
Differences of as much as 11° from the normal variation have been observed 5 to 7 nautical miles offshore.

NORTH ATLANTIC OCEAN

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

CAUTION
Numerous duck blinds, stakes, piles, pipes, and floating fish nets exist in the water area of this chart.
Mariners are warned that numerous areas adjacent to the shoreline are foul with trees.
Snags are not charted because they frequently change in position.

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.

USE INSET 1 PAGE D

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.

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

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.

CONTINUED ON PAGE B

ROANOKE SOUND
BODIE ISLAND
CROATAN SOUND
ALBEMARLE SOUND
PAMLICO SOUND
NORTH ATLANTIC OCEAN
OREGON INLET
PEA ISLAND
PEA ISLAND NATIONAL WILDLIFE REFUGE (protected area)
ROANOKE MARSHES

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.

PLANE COORDINATE GRID
(based on NAD 1927)
North Carolina State Grid is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

PAMLICO AND ROANOKE SOUND CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
LIGHT 54 TO WANCHESE CHANNEL	8.0	8.0	7.0	7,9-15	100	4.3	12
WANCHESE CHANNEL	8.2	4.4	3.1	6,7-15	100	0.8	12
WANCHESE CHANNEL TO WASHINGTON BAUM BRIDGE	A8.0	A6.8	A4.5	8,9-15	100	4.0	12
WASHINGTON BAUM BRIDGE TO MANTEO CHANNEL	6.0	6.7	7.3	8-15	100	1.8	12
MANTEO CHANNEL	6.3	4.9	3.2	8-15	100-200	1.6	12
MANTEO CHANNEL TO ALBEMARLE SOUND	3.5	5.2	7.2	8-15	100	1.6	10

A. EXCEPT FOR SHOALING TO 2.0 FEET FROM 35°50'50.1"N, 75°36'31.5"W TO 35°51'07.3"N, 75°36'40.9"W.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.

CHOWAN RIVER EXTENSION
SCALE 1:80,000

CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CABLE FERRY
Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

MEHERRIN RIVER
Overhead crossing between the mouth of Meherrin River and Murfreesboro:
FIXED BRIDGE
HOR CL 80 FT
VERT CL 24 FT (HW)

MEHERRIN RIVER
The controlling depth at mean water level between the mouth and Murfreesboro was 10 feet. Feb 1965

NOTE A
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Refer to charted regulation section numbers.

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.

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.

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).

EDENTON HARBOR
The controlling depths at MLLW were 7½ feet for a width of 120 feet from the channel entrance to the turning basin; thence 7½ feet for a width of 120 feet in that portion of the northwestern turning basin between Broad Street and Granville Street. The remainder of the northwestern and the northeastern turning basin has shoaled to 5½ feet.
Jun 1977

KENDRICK CREEK
The controlling depth to Mackeys was 5½ feet.

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USCGAUX - 5th Coast Guard District, Federal Building, 431 Crawford St, Portsmouth, VA 23704-5004, 804-393-6486 or USCG Headquarters (G-BAU), Washington D.C. 20593-0001.

ROANOKE RIVER
Controlling depths at Mean Lower Low Water
Albemarle Sound to Plymouth 10½ ft for mid-width of 120 ft Jun 1977
Plymouth to Hamilton 3 ft for mid-width of 40 ft Jun 1977
Hamilton to Palmyra Landing Bare at MLLW Jun 1977
Overhead Crossings
Overhead crossings between Plymouth and Palmyra Landing:
Power cables, minimum AUTH CL 75 FT (Normal Water Level)
Bridges, minimum HOR CL 75 FT minimum VERT CL 4 FT (HW)

CASHIE RIVER
Overhead crossing between Roanoke River and Windsor, via the Thorofare:
Power Cable
AUTH CL 55 FT (Normal Water Level)

CASHIE RIVER
The controlling depth at mean lower low water from Roanoke River to Windsor, via the Thorofare, was 9 ft Jun 1977. Shoaling and many obstructions were reported 1969.

CASHIE RIVER
A cable ferry exists on the Cashie River near San Souci.

Last Correction: 10/15/2015. Cleared through:
LNM: 4115 (10/13/2015), NM: 4215 (10/17/2015)

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