BookletChart™

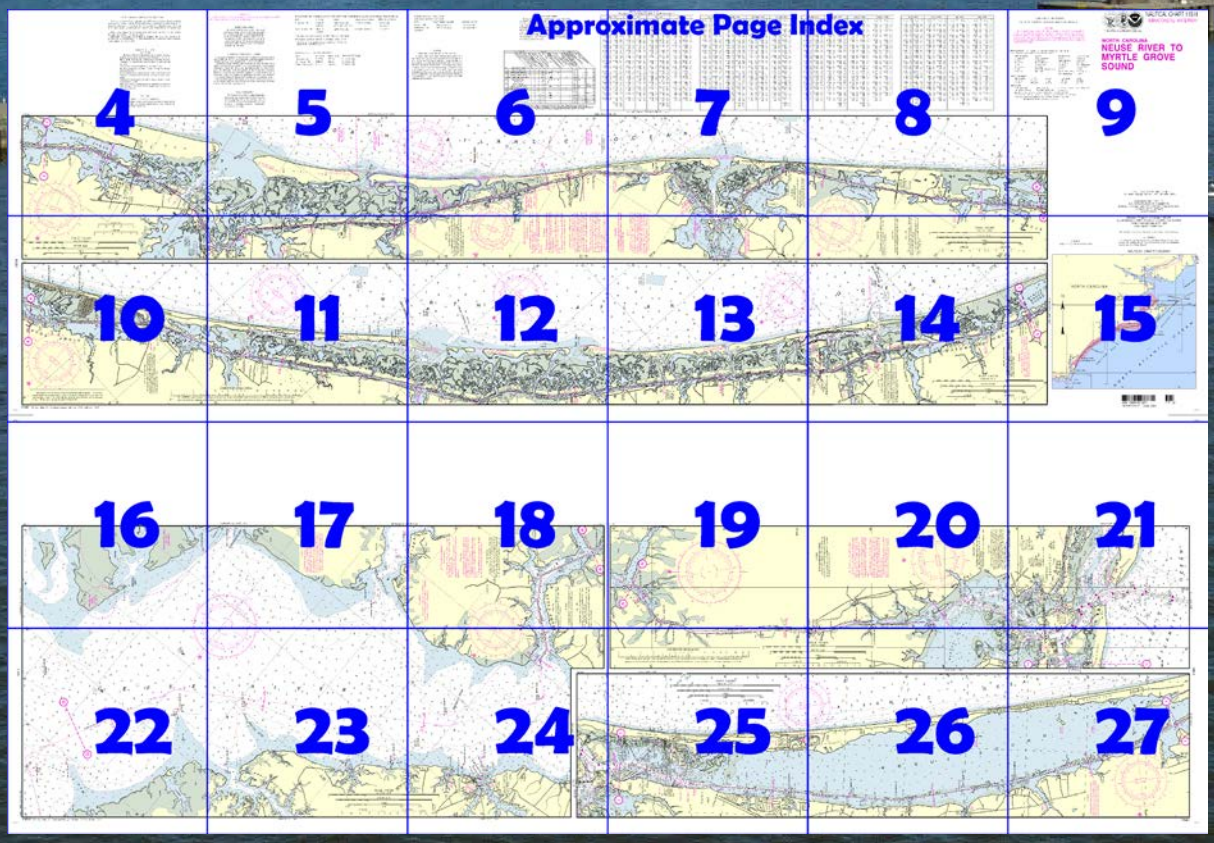
Intracoastal Waterway – Neuse River to Myrtle Grove Sound

NOAA Chart 11541

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.

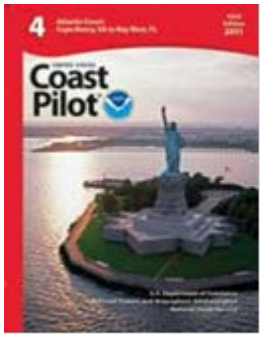
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=11541.

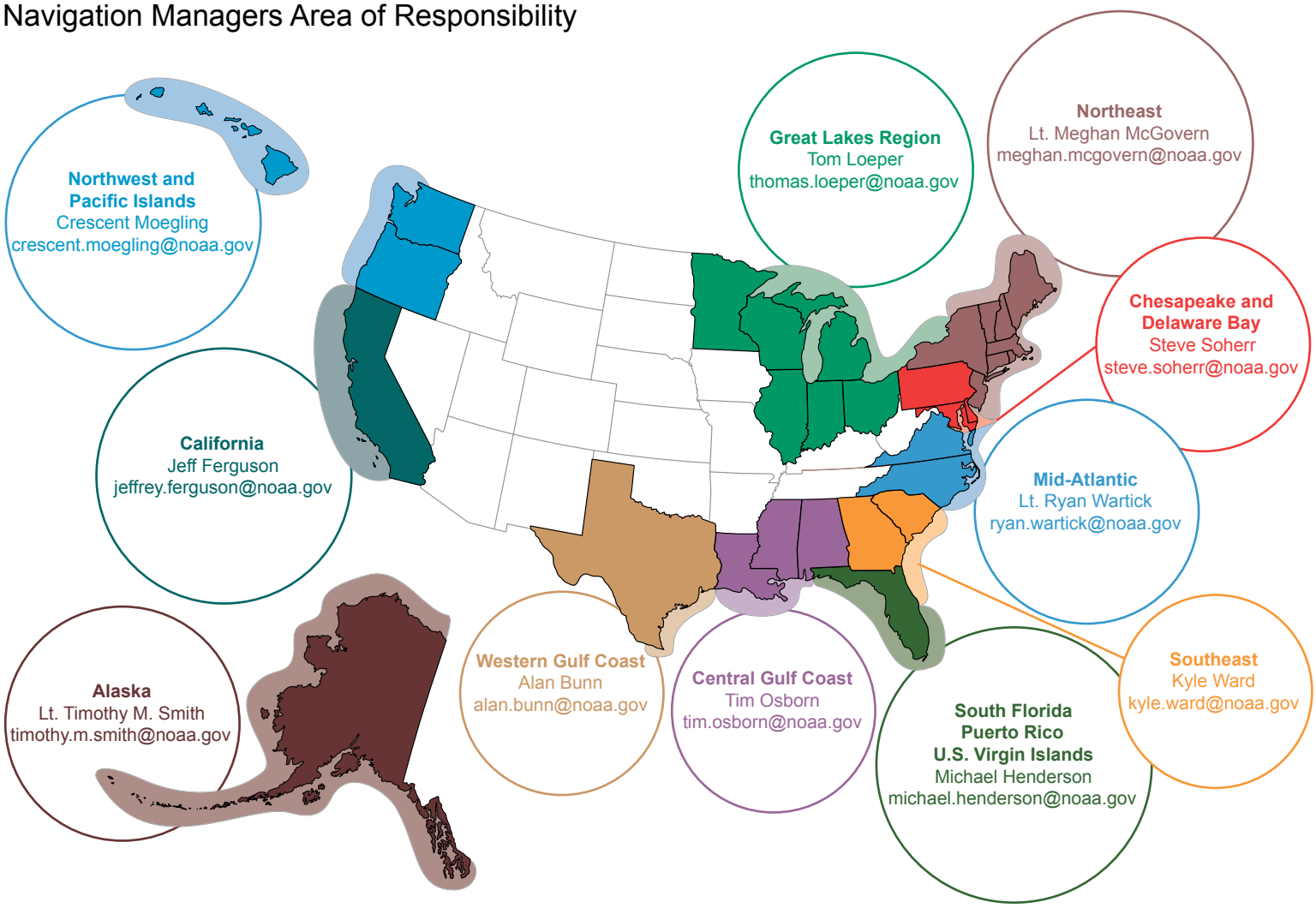


(Selected Excerpts from Coast Pilot)
Garbacon Shoal extends halfway across Neuse River from the southern shore 10 miles above the mouth, leaving a clear width of about 0.8 mile between the 12-foot contours. The outer end of the shoal is marked by a light.
Whittaker Creek, on the north side of Neuse River opposite Garbacon Shoal, is marked by lights and daybeacons. In 2003, the privately dredged entrance channel had a reported controlling depth of 6.1 feet. An uncharted private range marks the entrance channel. Several small-craft facilities are in the creek. (See the small-craft facilities tabulation on chart 11541 for services and supplies available.)
Oriental is a small town at the entrance to **Smith Creek** on the north bank of the Neuse River about 11 miles above the mouth. Fishing is the principal industry and seafood is trucked to the interior. The harbor is protected by a rubble-mound breakwater marked by a light off the end. A dredged channel, marked by lights and daybeacons, leads from Neuse River to a basin at Oriental. In 2009, the midchannel controlling depth in Smith Creek was 7 feet with 7 to 10 feet in the basin. In 1992, shoaling to 3 feet was reported northeast of Windmill Point, on the west side of the channel in about 35°01'14"N., 76°42'00"W. The harbor provides excellent anchorage for small craft. Two marinas are in the harbor and basin. (See the small-craft facilities tabulation on chart 11541 for services and supplies available.)
A fixed highway bridge 0.2 mile above the entrance to Smith Creek has a clearance of 45 feet. An abandoned railroad bridge crosses **Morris Creek** about 1 mile above the highway bridge. **Greens Creek** joins Smith Creek at **Dewey Point** just above the highway bridge. Good anchorage was reported in Greens Creek for vessels drawing less than 4 feet.
Adams Creek empties into the south side of Neuse River about 13 miles above the mouth. The creek is part of the Intracoastal Waterway and is described in chapter 12.
Clubfoot Creek flows into Neuse River from southward about 15 miles above the mouth. The approach is marked by a daybeacon and the entrance by a light and daybeacons. The channel southward of the light is narrow with shoals rising abruptly on both sides. Depths in the channel, in 2002, were reported to be 4.5 feet or more for 3 miles above the light. A marina on the west shore of Clubfoot Creek, at the entrance to Mitchell Creek, has berths, electricity, gasoline, diesel fuel, pump-out station, water, and ice.
Dawson Creek, on the north side of Neuse River about 14 miles above the mouth, is entered through a dredged channel, marked by daybeacons, that leads from the river to the mouth of the creek. In 1983, the reported controlling depth was 5 feet. A highway bridge with a 32-foot fixed span and a clearance of 13 feet crosses the mouth of the creek at **Janeiro**.
Hancock Creek is on the south side of Neuse River about 20 miles above the mouth. In 1983, the reported controlling depths were 7 feet through the narrow entrance channel to the Marine Corps Air Station basin just inside the mouth, thence 12 feet in the basin. Lights and daybeacons mark the channel. A launching ramp and pier are on the east side of the creek about 1.5 miles above the mouth.
A **restricted area** at the Cherry Point Marine Corps Air Station, which includes Hancock and Slocum Creeks and their tributaries, is described in **334.430**, chapter 2.
Slocum Creek, on the south side of Neuse River 22 miles above the mouth, in 1983, had a reported controlling depth of 4 feet for 4 miles to the forks. Along the East Prong, a foot bridge across the creek obstructs passage for further navigation. A light and daybeacons mark the critical parts of the channel at the entrance to the creek. A highway bridge with 32-foot fixed span and a vertical clearance of 3 feet crosses 3 miles above the entrance. An overhead cable with a clearance of 39 feet crosses the creek just below the bridge.
Beard Creek is on the north side of Neuse River opposite Slocum Creek. The mouth of the creek is marked by a daybeacon. The reported controlling depth from the entrance to the highway bridge, 2.3 miles upstream, was 4 feet in 1983. Good anchorage may be found off the eastern side of the entrance.

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

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

Navigation Managers Area of Responsibility

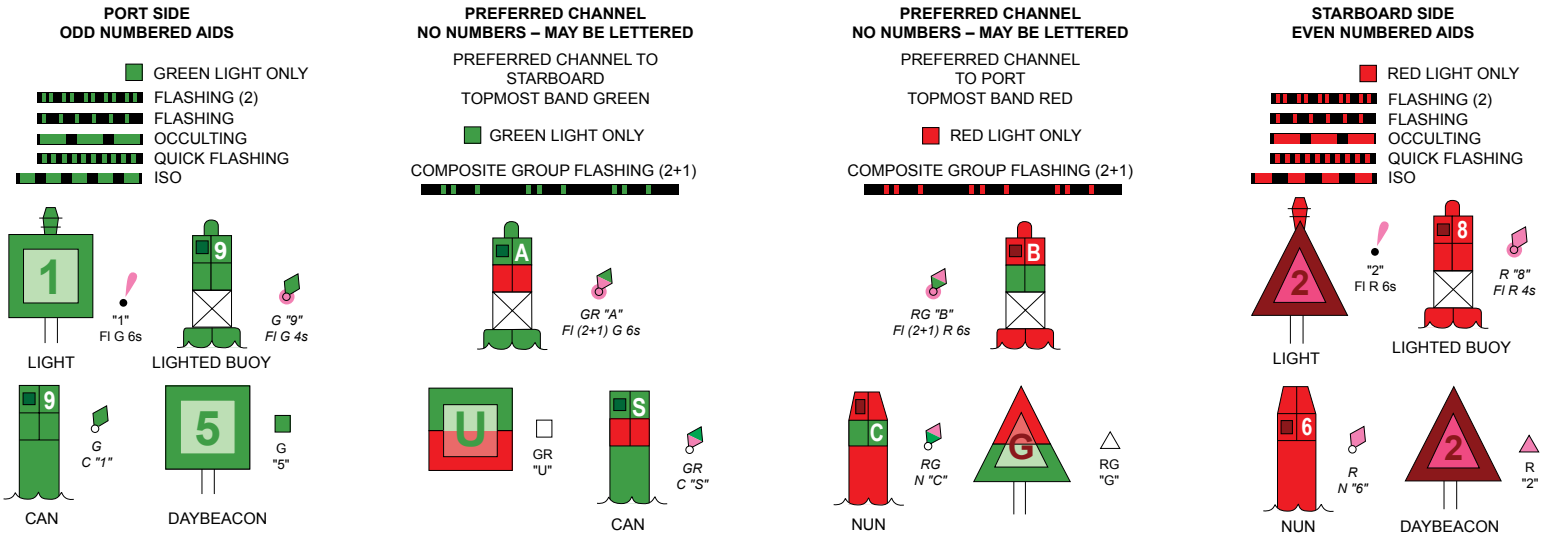


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*

PUBLIC BOATING INSTRUCTION PROGRAMS

The Unired States Power Squadrons (USPS) and US Coast Guard Auxillary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For more information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, P.O. Box 30423, Raleigh, NC 27612. Tel. 919-821-0281.
USCGAUX - 5th Coast Guard District, Federal Building, 431 Crwford St., Portsmouth, VA 23704-5004, Tel. 804-398-6208 or USCG Headquarters (G-BAU). Washington, DC 20593-0001.

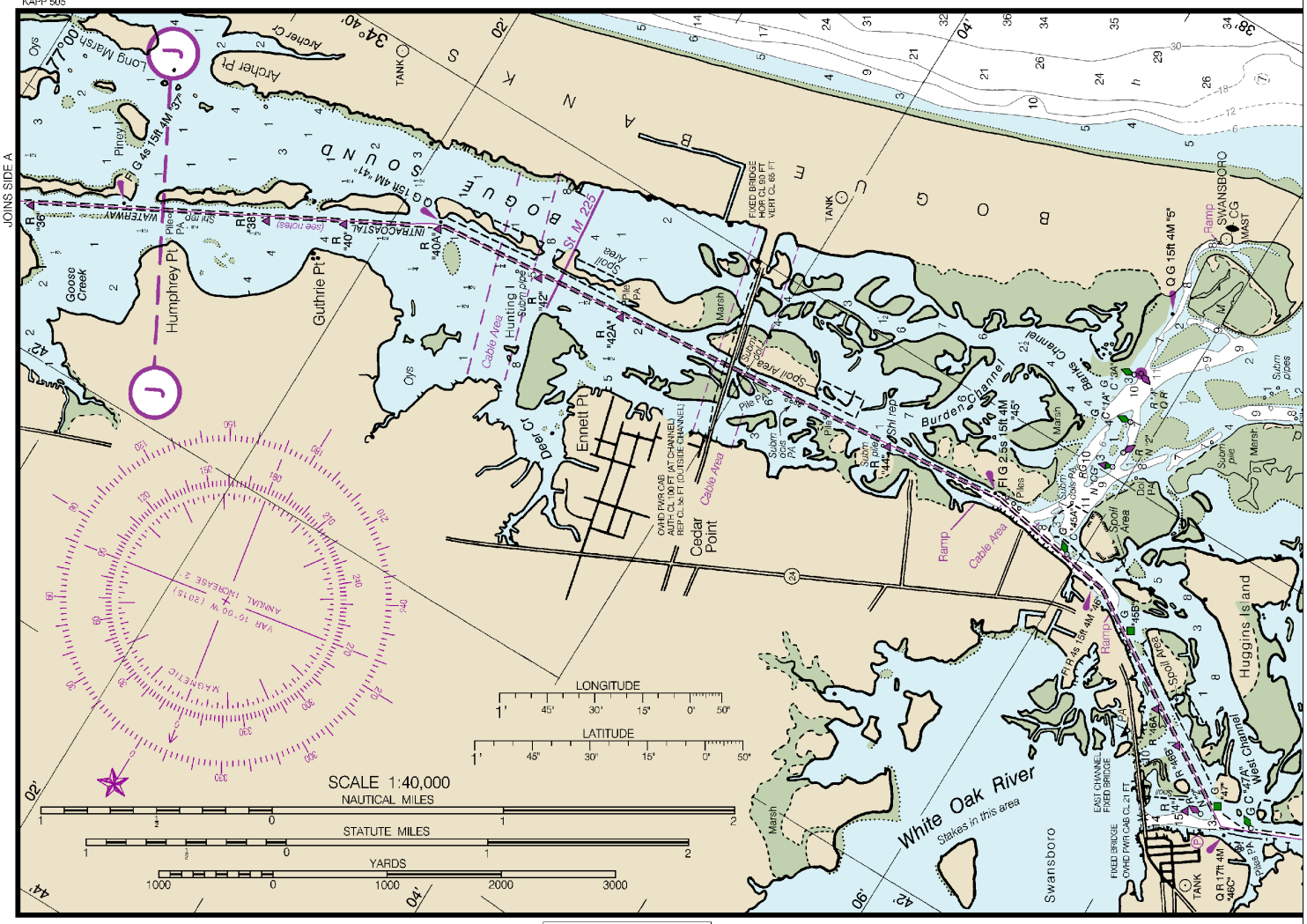
RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

CAUTION
BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

Hurricanes
considerable d
vessels, result
Charted sou
conditions foll
damaged or d
positions, dar
Mariners shou
navigation. W
from charted lo
Mariners are
report aids to
nearest United



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Ⓟ Pump-out facilities

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 0.588" northward and 1.157" eastward to agree with this chart.

HURRICANES AND TROPICAL STORMS

es, tropical storms and other major storms may cause e damage to marine structures, aids to navigation and moored ulting in submerged debris in unknown locations. oundings, channel depths and shoreline may not reflect actual ollowing these storms. Fixed aids to navigation may have been destroyed. Buoys may have been moved from their charted amaged, sunk, extinguished or otherwise made inoperative. ould not rely upon the position or operation of an aid to Wrecks and submerged obstructions may have been displaced l locations. Pipelines may have become uncovered or moved. are urged to exercise extreme caution and are requested to o navigation discrepancies and hazards to navigation to the ed States Coast Guard unit.

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Ft. Macon Power Squadron, District 27, United States Power Squadrons, for continually providing essential information for revising this chart.

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES	SPECIAL WARNING
Ft. Macon, NC	NMN-37	*2670 (A3H) kHz	7:40am, 8:03pm	*On receipt
	(USCG)	157.1 MHz (Ch. 22)		*On receipt
Cape Hatteras, NC	NMN-13 (USCG)	2670 (A3H) kHz	+8:03am, 8:33pm	On receipt

*Preceded by announcement on 2182 kHz and 156.8 MHz.

+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.

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (kHz)	BROADCAST TIMES
New Bern, NC	KEC-84	162.400	24 hours daily
Wilmington, NC	KHB-31	162.550	24 hours daily
Cape Hatteras, NC	KIG-77	162.475	24 hours daily

MARINE WEATHER FORE
NATIONAL WEATHER SER

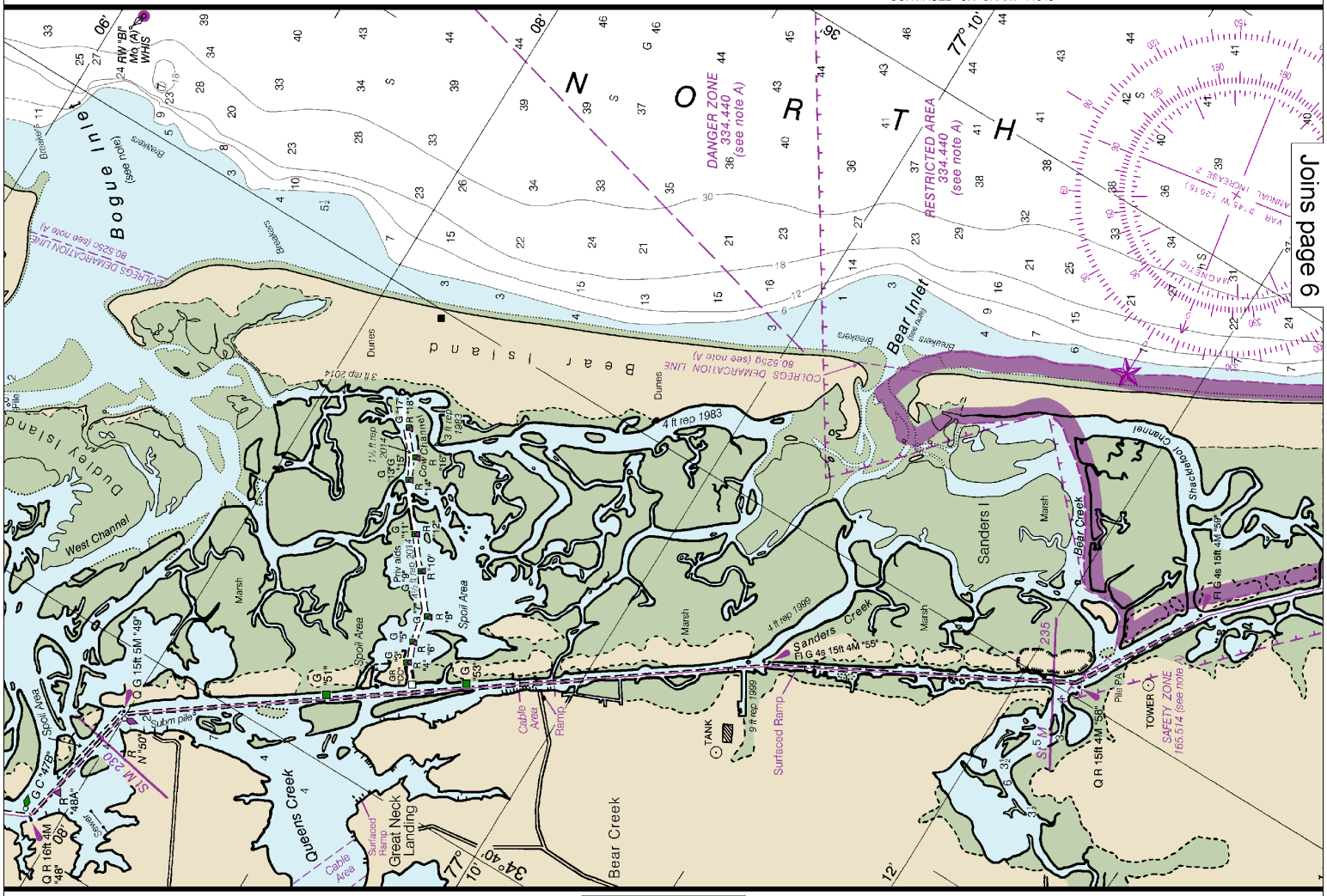
CITY	TELE
Newport, NC	*(
Wilmington, NC	*(

*Recorded

CAU
WARNINGS CONCERI

The "Rules of the Road" sta not impede the passage of a within a narrow channel or appear to move slowly due t transit at speeds in excess distance in which to maneu superstructure may block sailboats and sailboards may unable to maneuver. Bow and to small vessels. Large vesse craft close to their bows.

CONTINUED ON CHART 11543



CONTINUED ON CHART 11539

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.

TIONS
ING

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

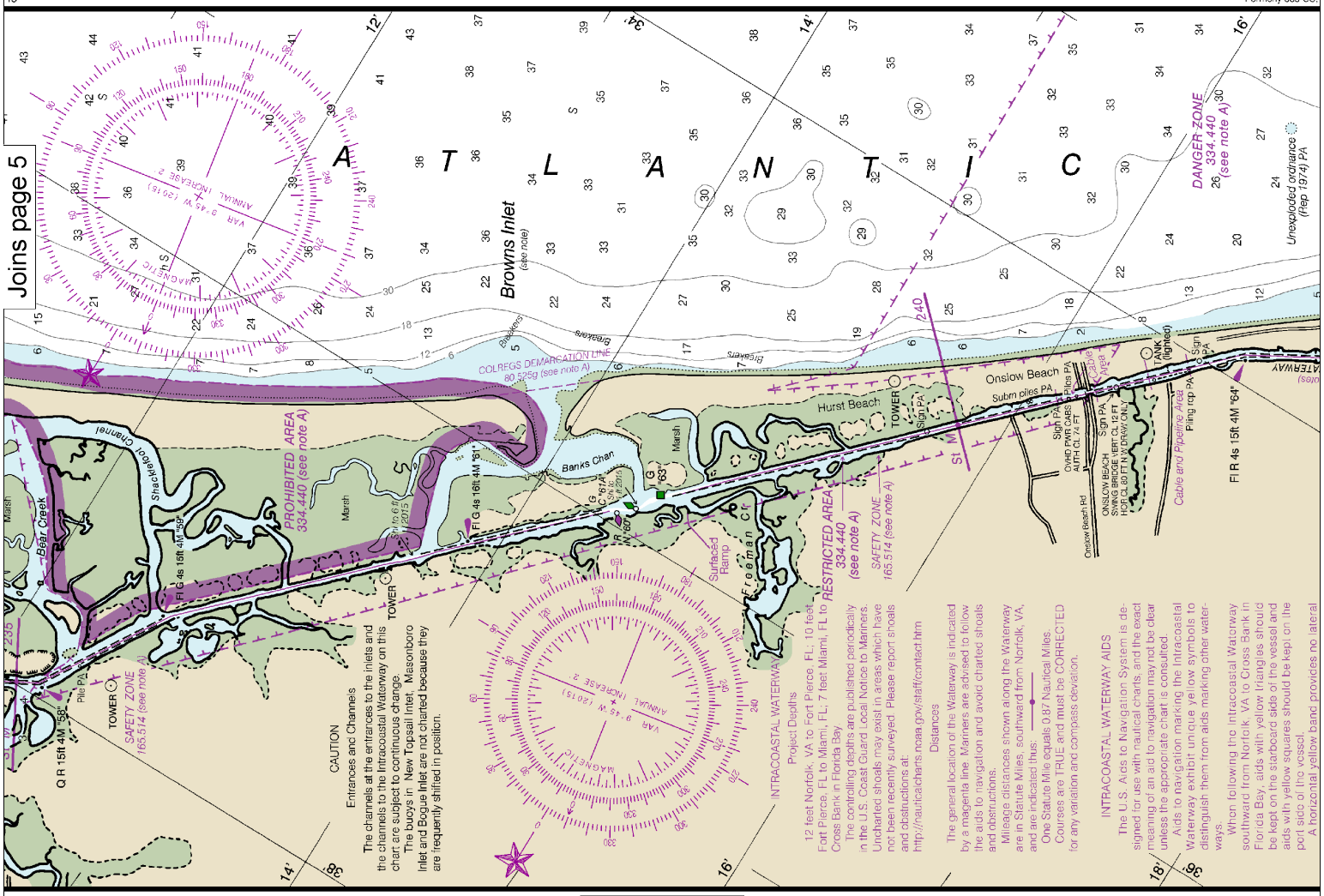
CITY	TELEPHONE NUMBER	OFFICE HOURS
Newport, NC	*(252) 223-5737	24 hours daily
Wilmington, NC	*(910) 762-4289	24 hours daily

*Recorded

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

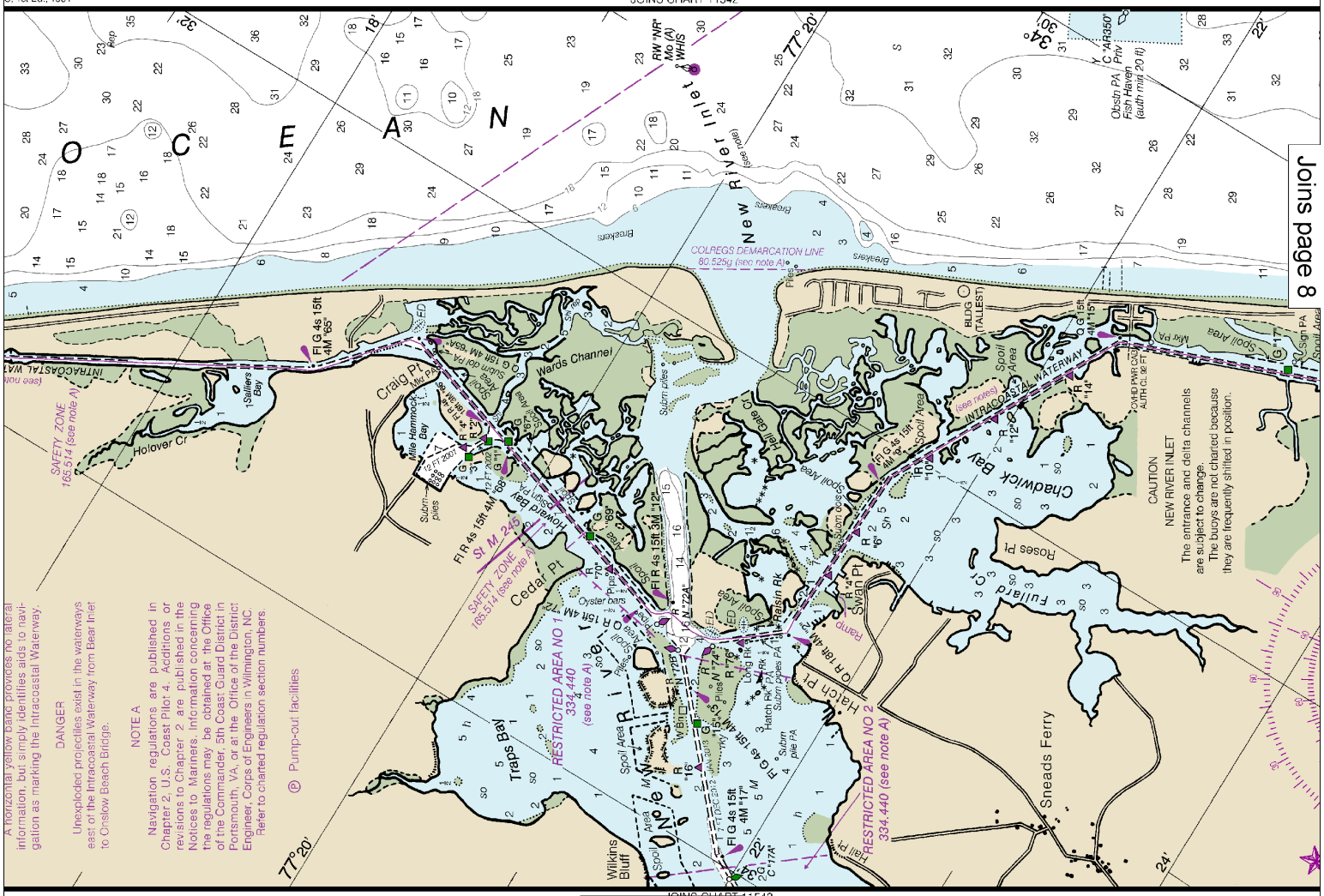
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

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
Core Creek Bridge	(34°50'N/76°42'W)	2.3	2.2	0.1
Newport River	(34°46'N/76°40'W)	3.5	3.2	0.1
Beaufort, Duke Marine Lab	(34°43'N/76°40'W)	3.5	3.2	0.1
Beaufort, Taylor Creek	(34°43'N/76°39'W)	3.2	3.0	0.1
Fort Macon	(34°42'N/76°41'W)	3.5	3.3	0.1
Triple S. Marina	(34°42'N/76°43'W)	3.2	2.9	0.1
Morehead City Harbor	(34°43'N/76°44'W)	3.5	3.2	0.1
Atlantic Beach Bridge	(34°43'N/76°44'W)	2.7	2.5	0.1
Coral Bay	(34°42'N/76°46'W)	1.8	1.7	0.1
Spooner Creek	(34°44'N/76°48'W)	2.0	1.8	0.1
New River Inlet	(34°32'N/77°20'W)	3.4	3.1	0.1
Ocean City Beach	(34°27'N/77°30'W)	4.7	4.3	0.2
New Topsail Inlet	(34°22'N/77°38'W)	3.4	3.1	0.1
Wrightsville Beach	(34°13'N/77°47'W)	4.3	4.0	0.1

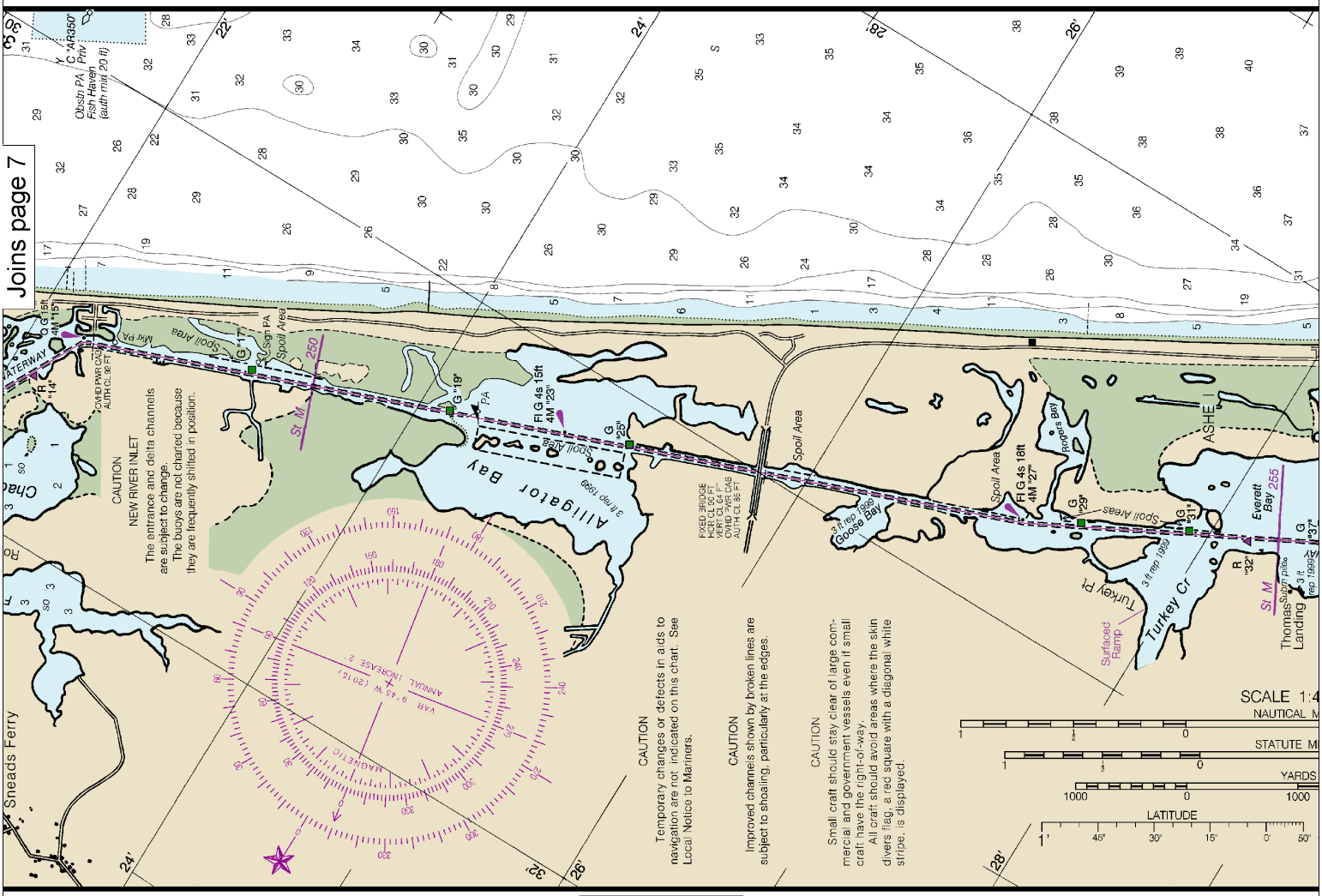
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Aug 2015)



Last Correction: 7/6/2016. Cleared through:
LNM: 2716 (7/5/2016), NM: 2816 (7/9/2016)

Soundings (MLLW)
Mean Low Water
feet
0.1
0.1
0.1
0.1
0.1
0.1
0.1
0.1
0.1
0.1
0.1
0.2
0.1
0.1

time water levels, nts.noaa.gov.



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

NAUTICAL CHART 11541
INTRACOASTAL WATERWAY

THE NATION'S CHARTMAKER SINCE 1807

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.

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	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Submr submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) 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.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: — — — —

NORTH CAROLINA
NEUSE RIVER TO MYRTLE GROVE SOUND

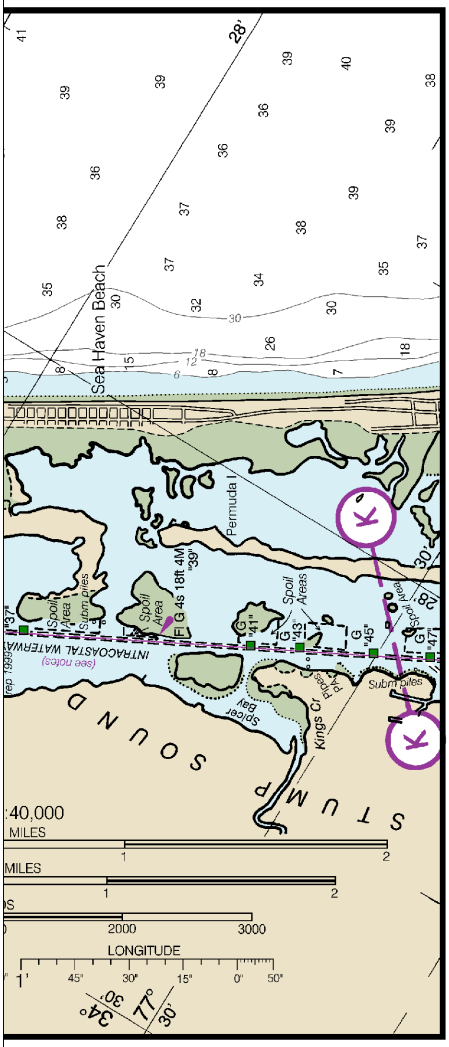


Chart 11541 41th Ed., Nov. 2015

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

Mercator Projection At Scale 1:40,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

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

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.

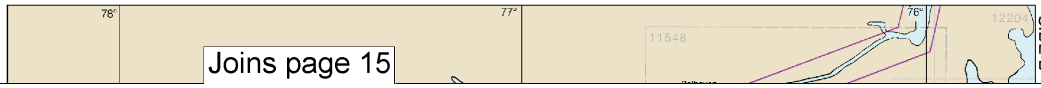
HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

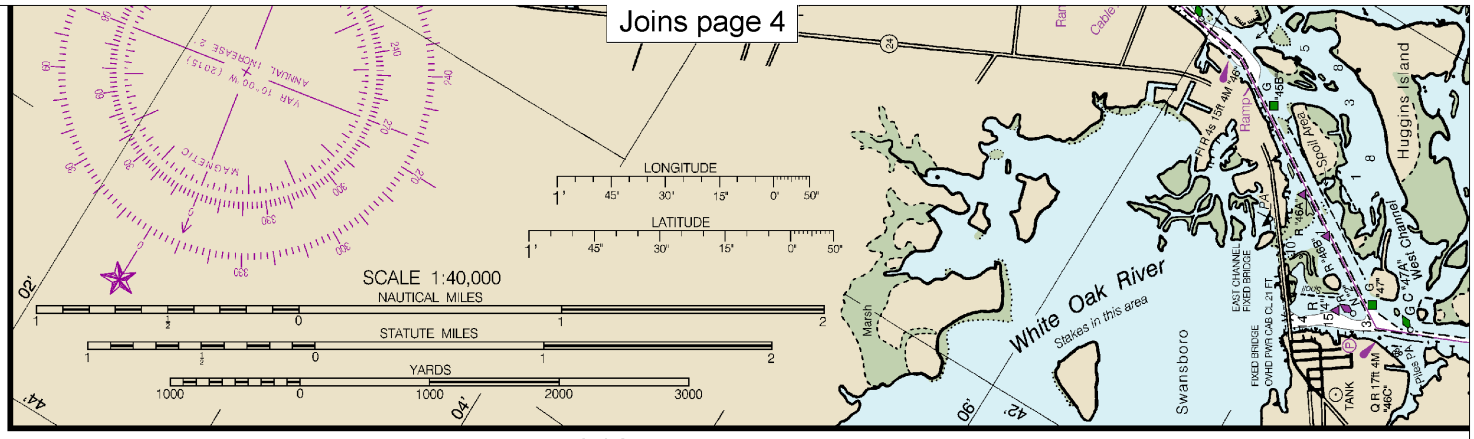
Consult U.S. Coast Pilot 4 for important supplemental information.

NAUTICAL CHART DIAGRAM



Joins page 15

Joins page 4



SIDE B

KAPP 504 JOINS CHART 11542

NO-DISCHARGE ZONE (see note Z)

77° 30'

Ocean City Beach

West Onslow Beach

Surf City

Spoil Areas

Spoil Area

Pelican Bay

Waters St. M

Morris Ldg

Dixon Pt

Hollow Pt Ldg

Batts Mill Cr

Old Ldg

Sears Ldg

Becky's Creek

Edens Ldg

Watts Ldg

STUMP SOUND

Cable and Pipeline Area

Tank

Bridge in ruins

SWING BRIDGE HOR CL 62 FT VERT CL 12 FT OVHD PWR CABLE 44 FT CL 61 FT

Q R 4M "92A"

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

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

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).

11541 41th Ed., Nov. 2015

Joins page 16

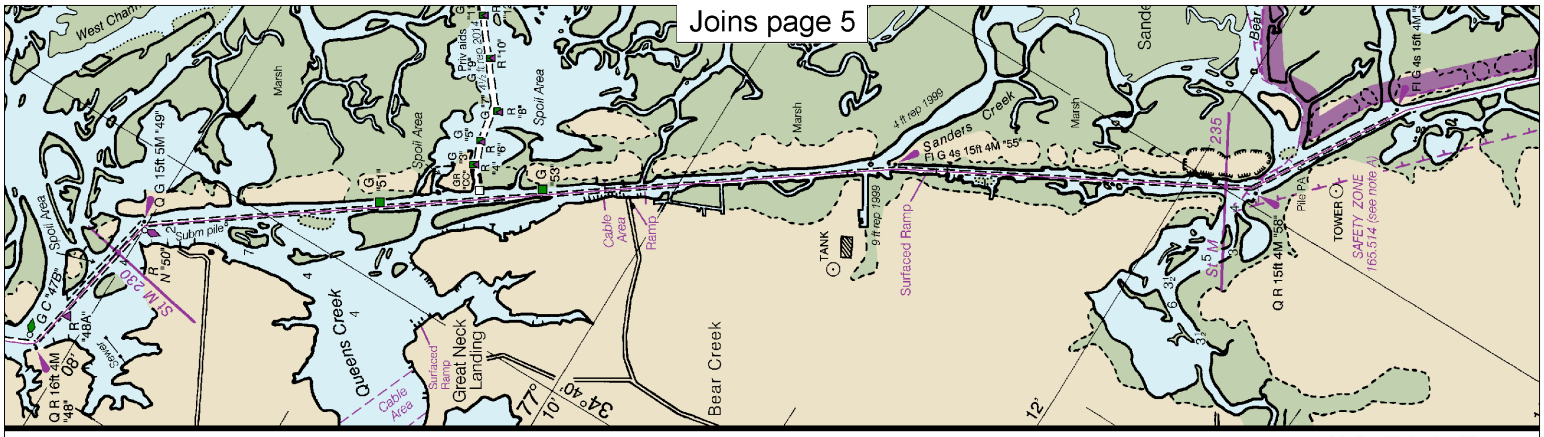
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

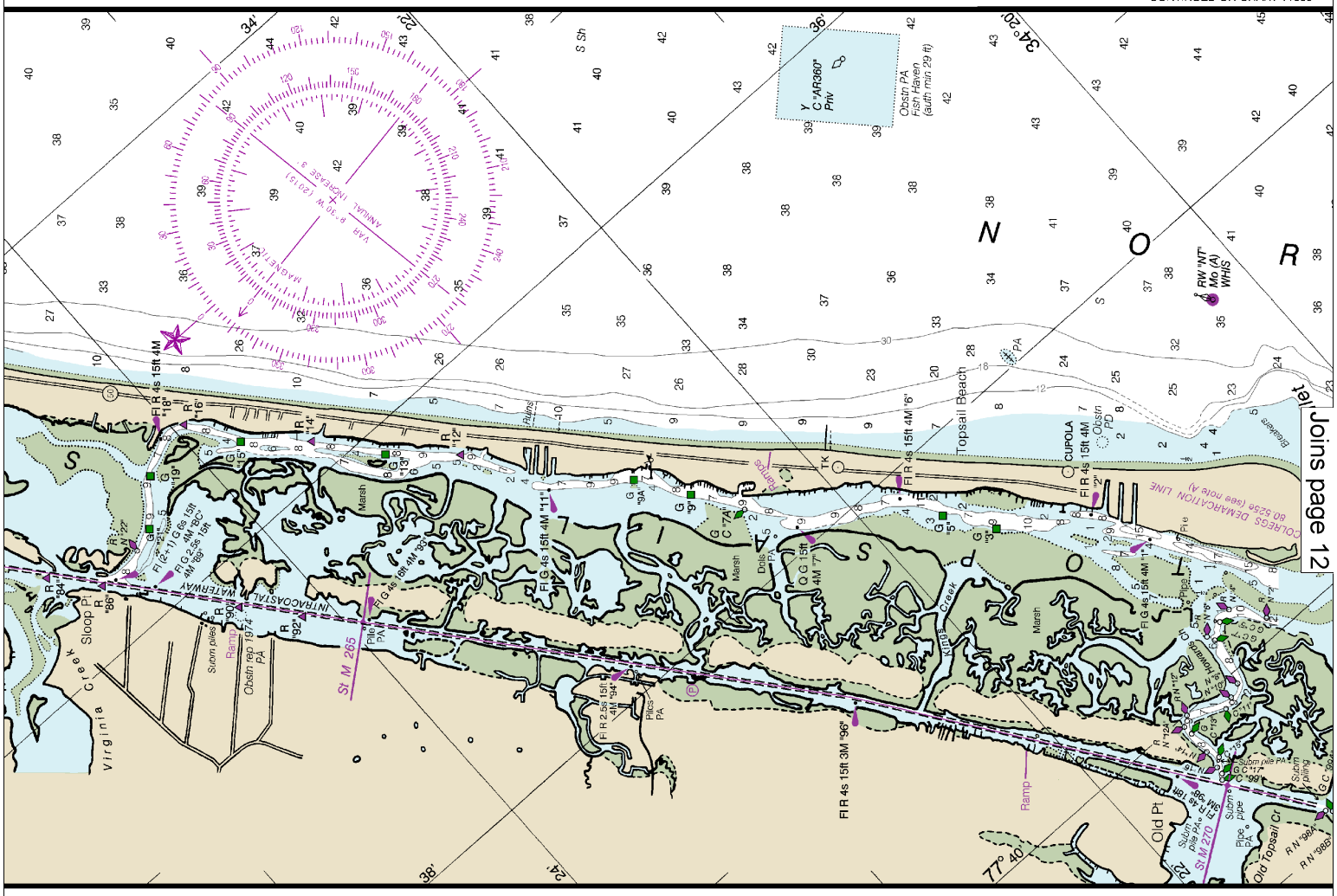
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 5



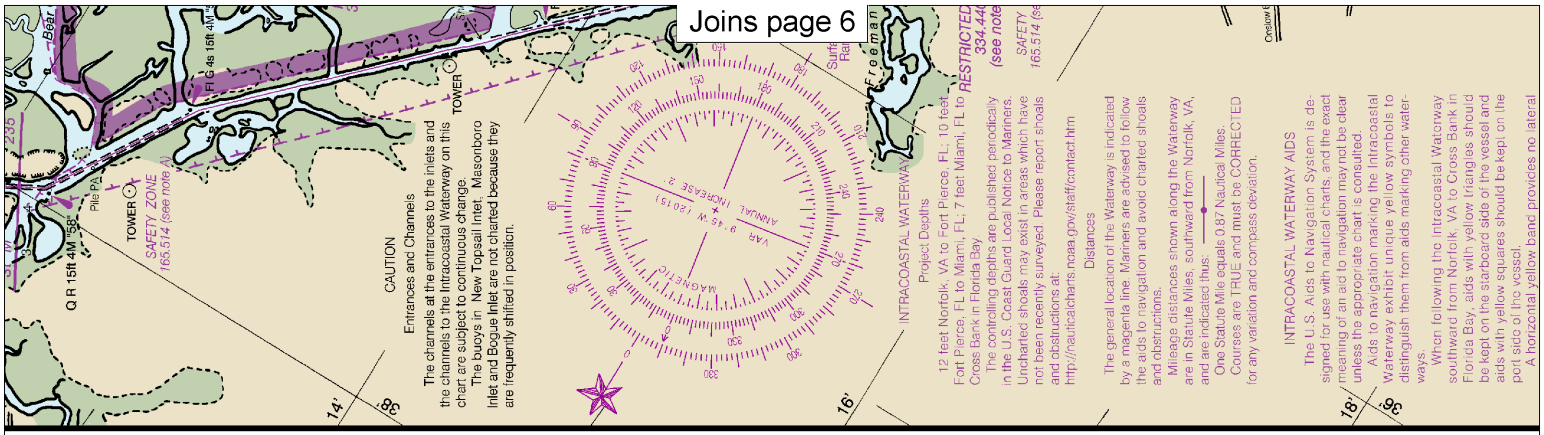
CONTINUED ON CHART 11539



Joins page 12

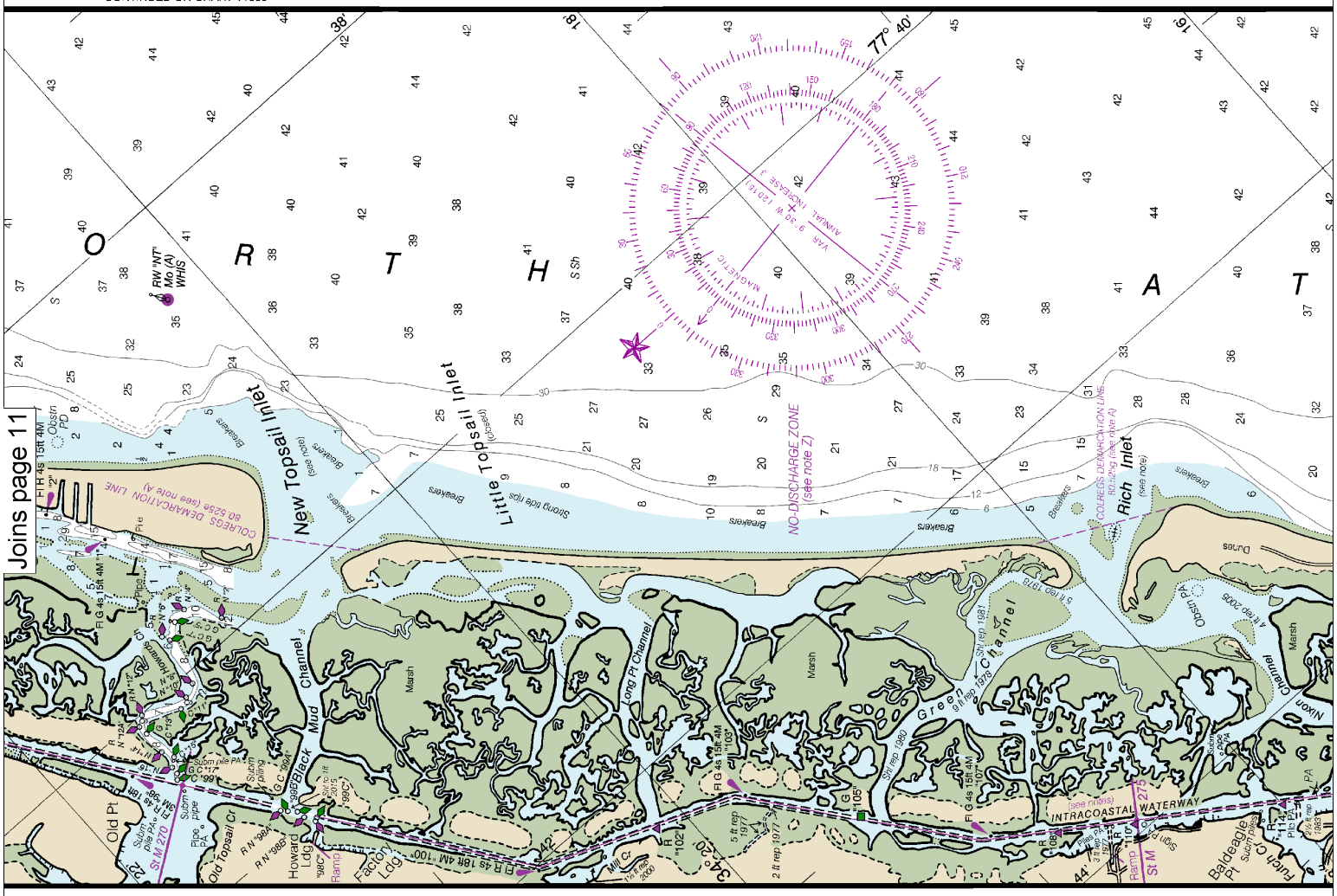
Joins page 17

Joins page 6



CONTINUED ON CHART 11539

Joins page 11



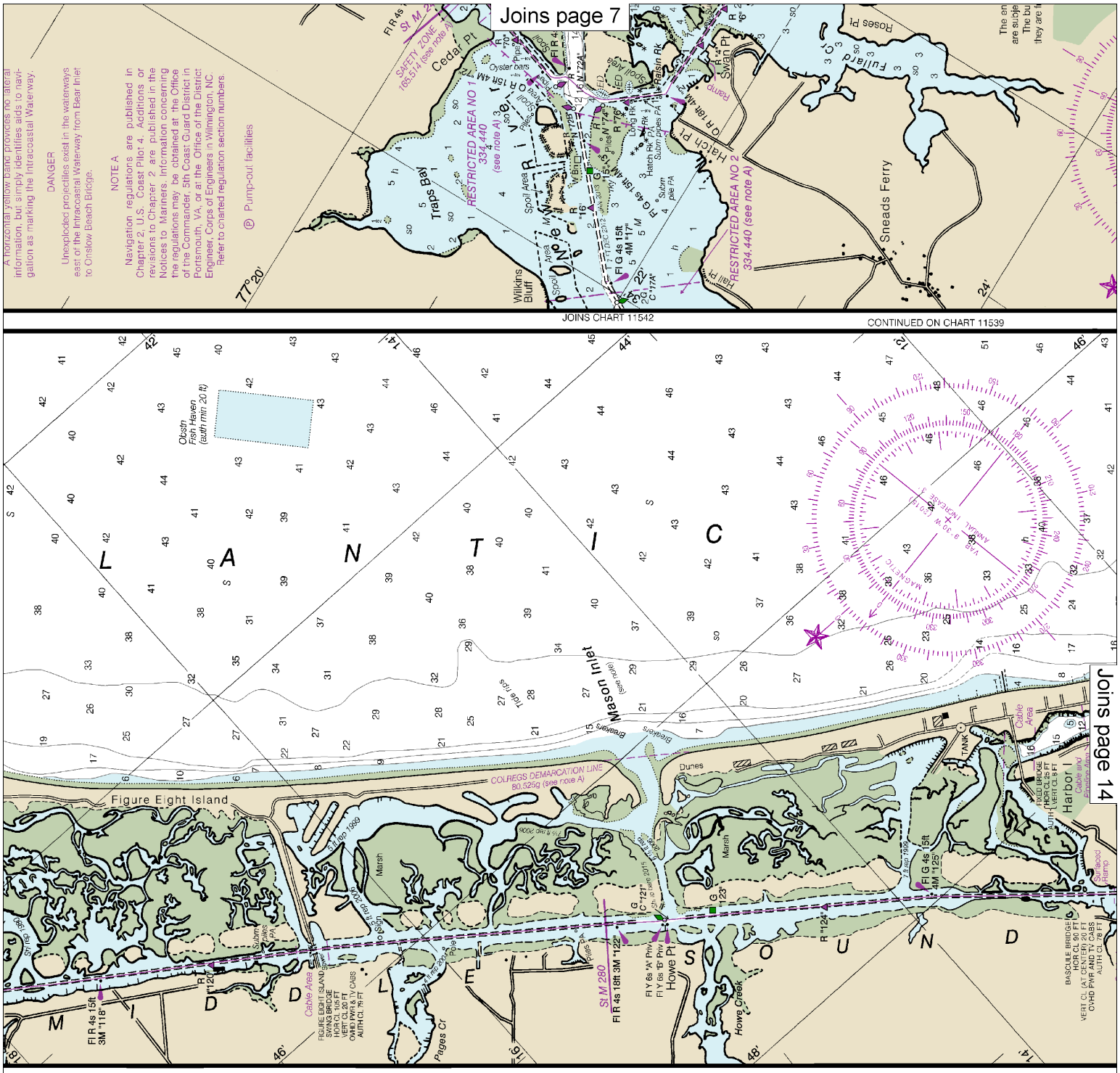
Joins page 18

Note: Chart grid lines are aligned with true north.

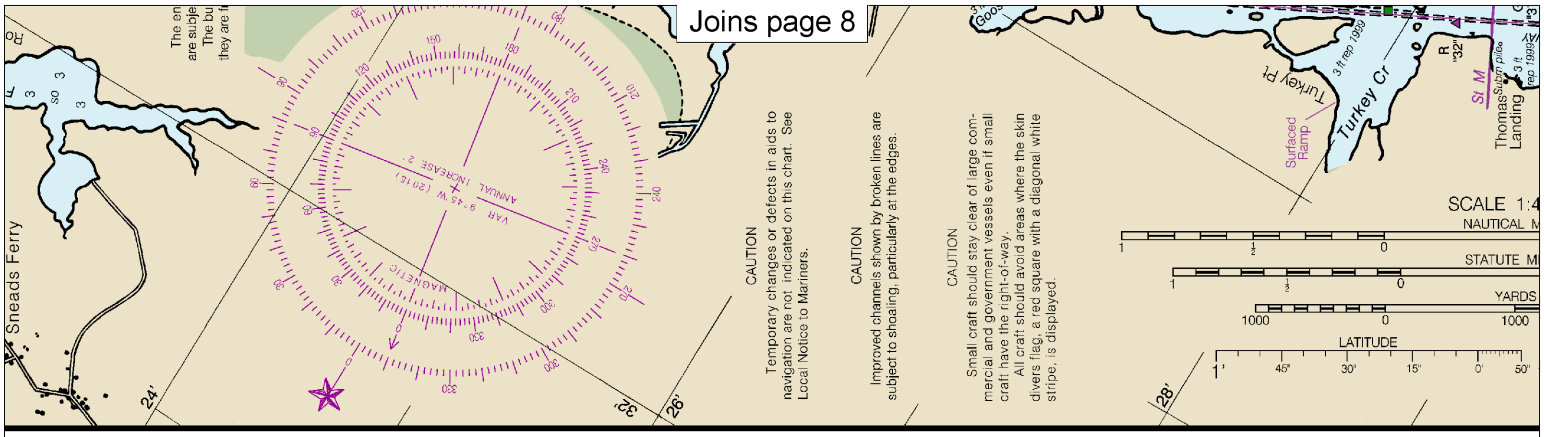
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

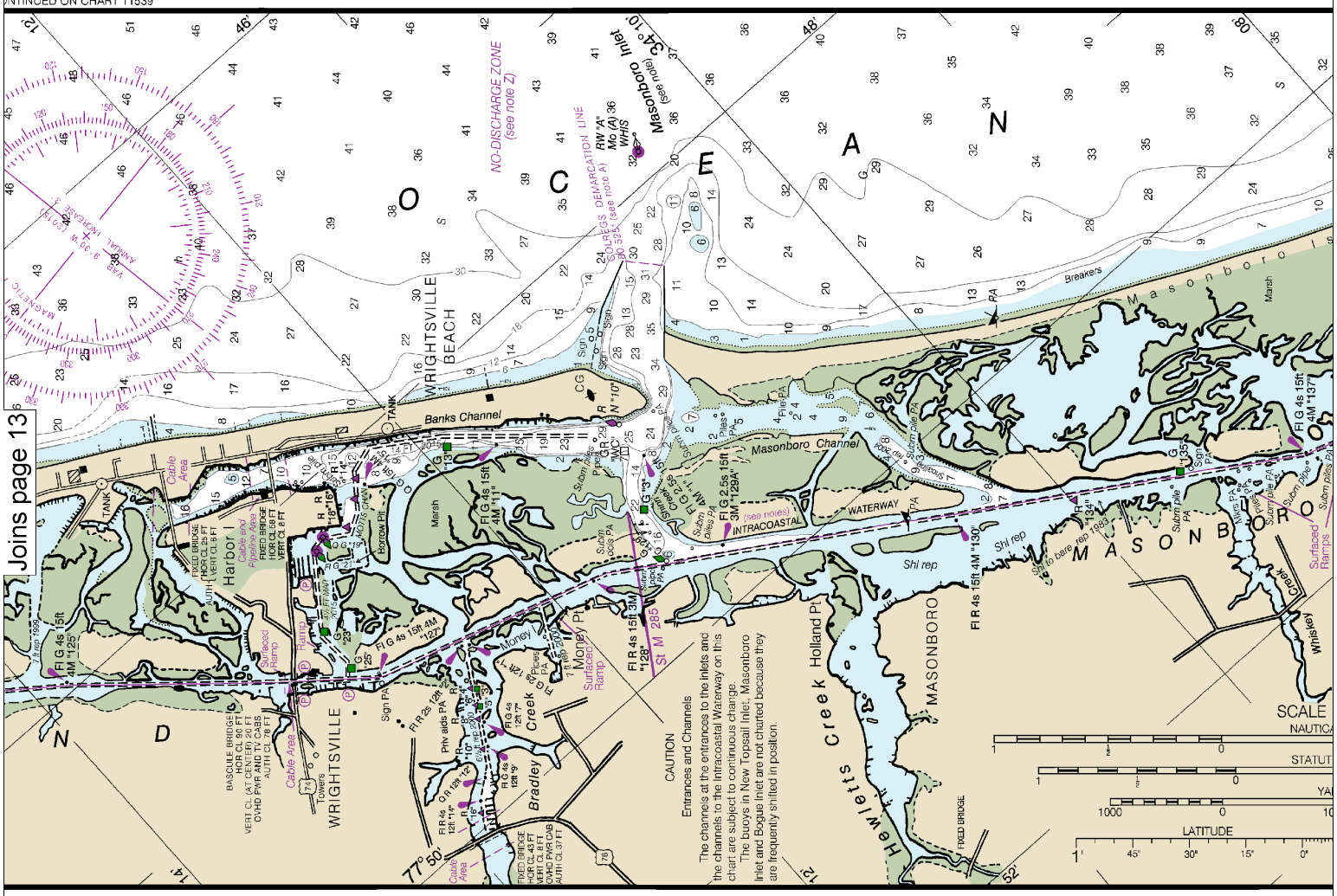

Joins page 7
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.
DANGER
Unexploded projectiles exist in the waterways east of the Intracoastal Waterway from Bear Inlet to Onslow Beach Bridge.
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, VA, or at the Office of the District Engineer, Corps of Engineers in Wilmington, NC.
Refer to charted regulation section numbers.
Pump-out facilities
Cedar Pt
Traps Bay
Wilkins Bluff
Hatch Pt
Swan Pt
Fullard Cr
Roses Pt
Sneads Ferry
RESTRICTED AREA NO 1 334.440 (see note A)
RESTRICTED AREA NO 2 334.440 (see note A)
SAFETY ZONE 165.514 (see note A)
Ramp
JOINS CHART 11542
CONTINUED ON CHART 11539
Obstn Fish Haven (auth min 20 ft)
L A N T I C
Masonboro Inlet
Figure Eight Island
COLREGS DEMARCATION LINE 80.525g (see note A)
Breakers
Dunes
Marsh
Tide rips
Cable Area
Howe Pt
Howe Creek
Pages Cr
Harbor I
Surfwood Hamp
Joins page 14
Joins page 19

Joins page 8



NTINUED ON CHART 11539

Joins page 13



Joins page 20

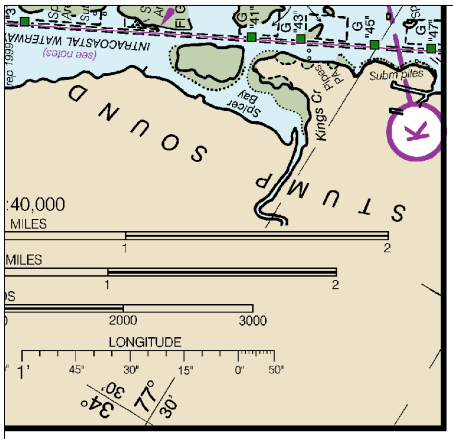
Note: Chart grid lines are aligned with true north.

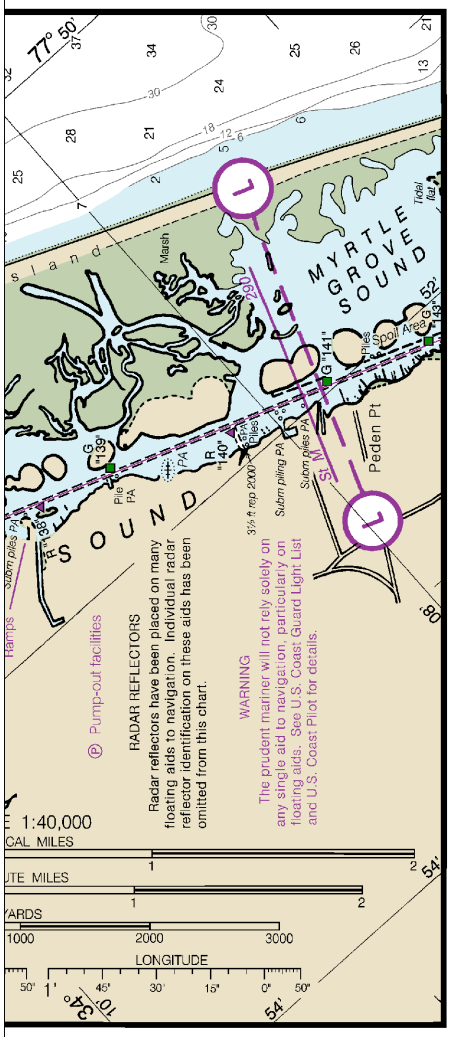
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 9





North American Datum of 1983
(World Geodetic System 1984)

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

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.

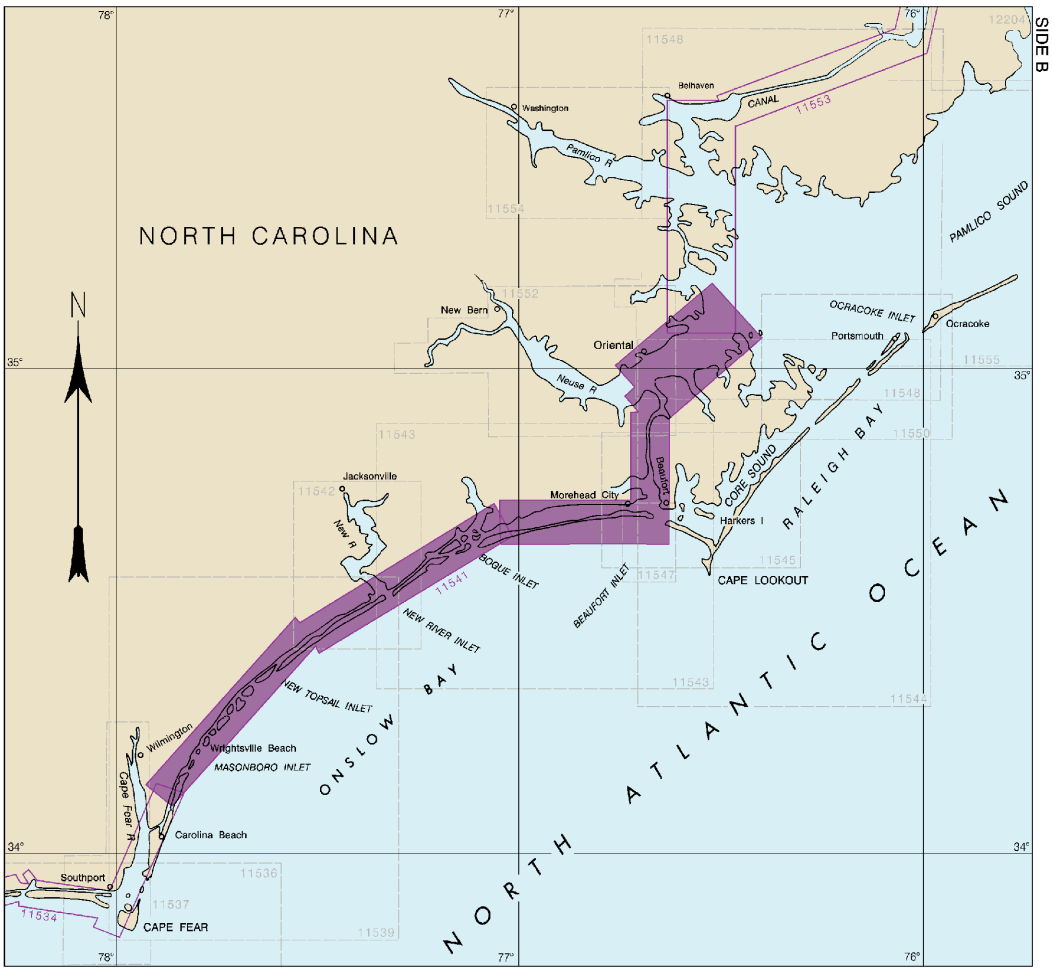
HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

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

NAUTICAL CHART DIAGRAM

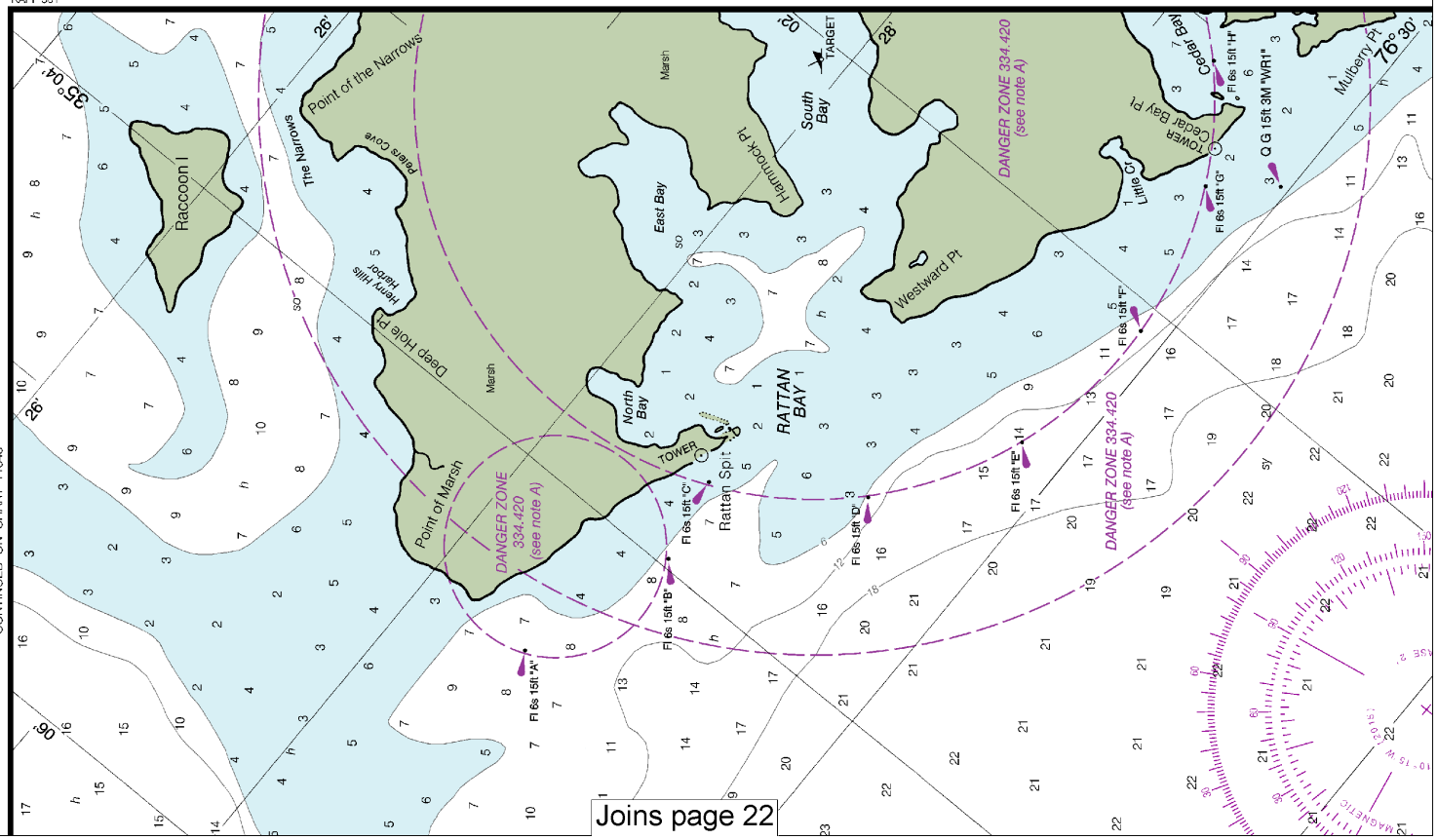


Joins page 21

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

Joins page 10

KAPP 501



CONTINUED ON CHART 11548

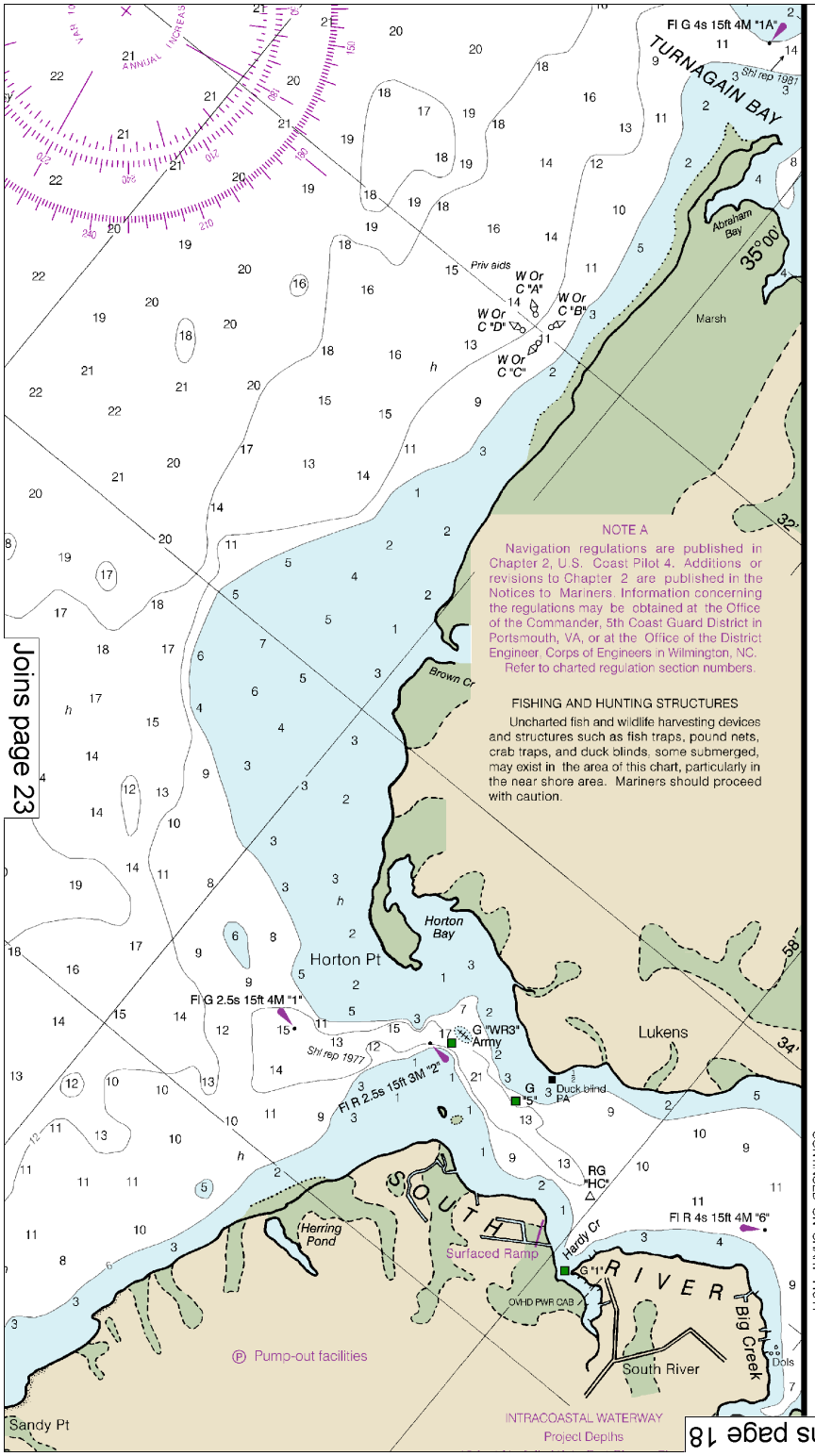
Joins page 22

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

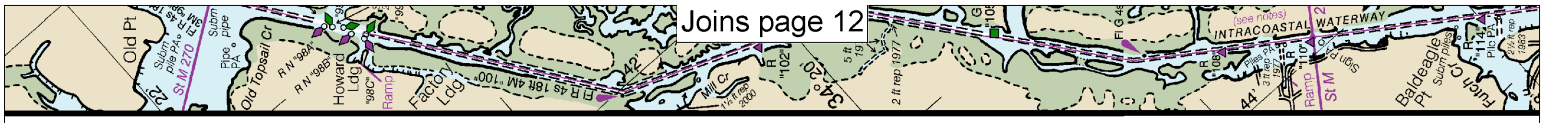
Nautical Miles: 1 ½ 0 1 2 3

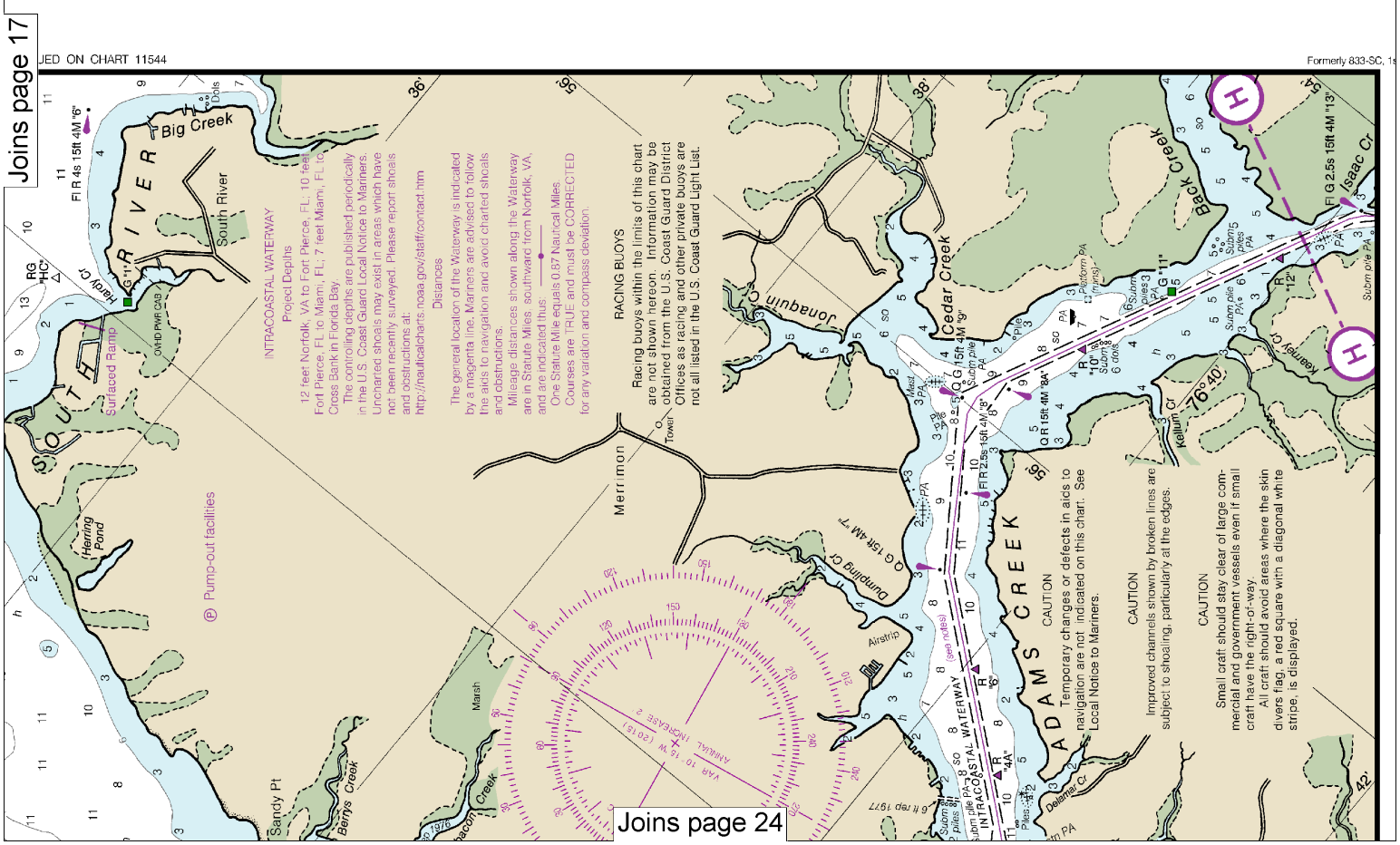
Yards: 1000 0 1000 2000 3000 4000 5000



TINUED ON CHART 11548

CONTINUED ON CHART 11544



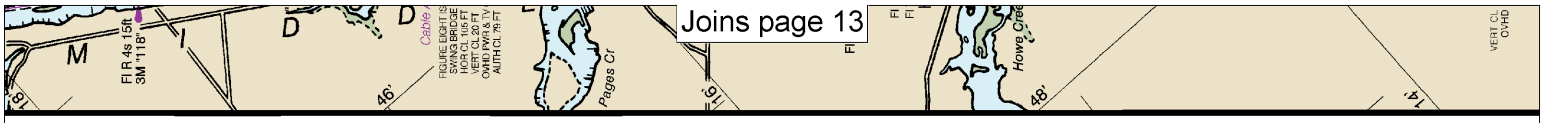


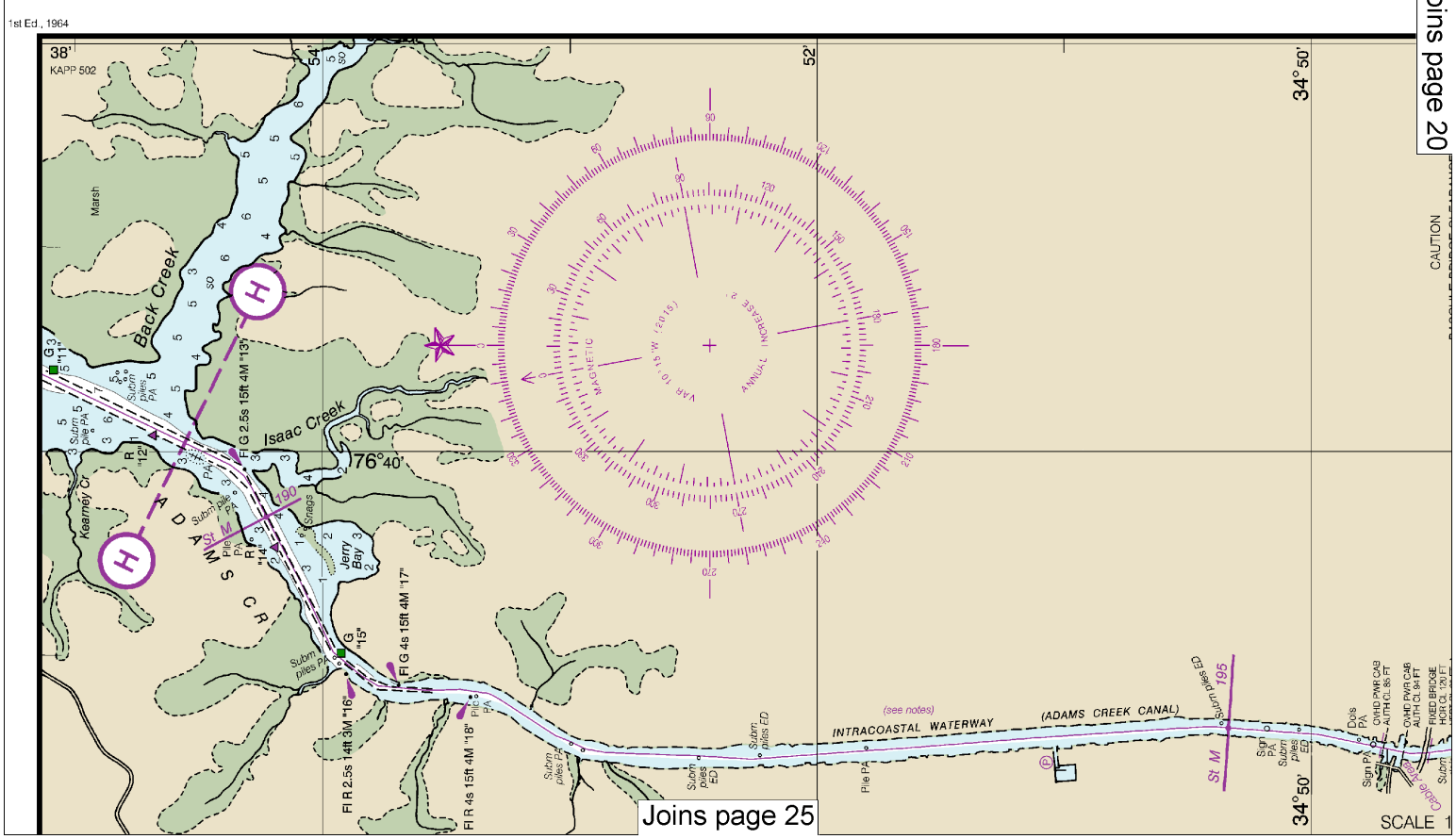
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

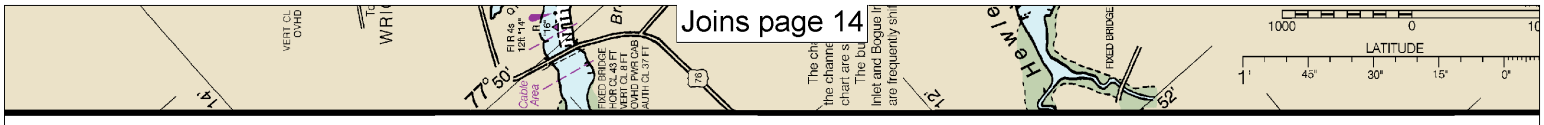
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

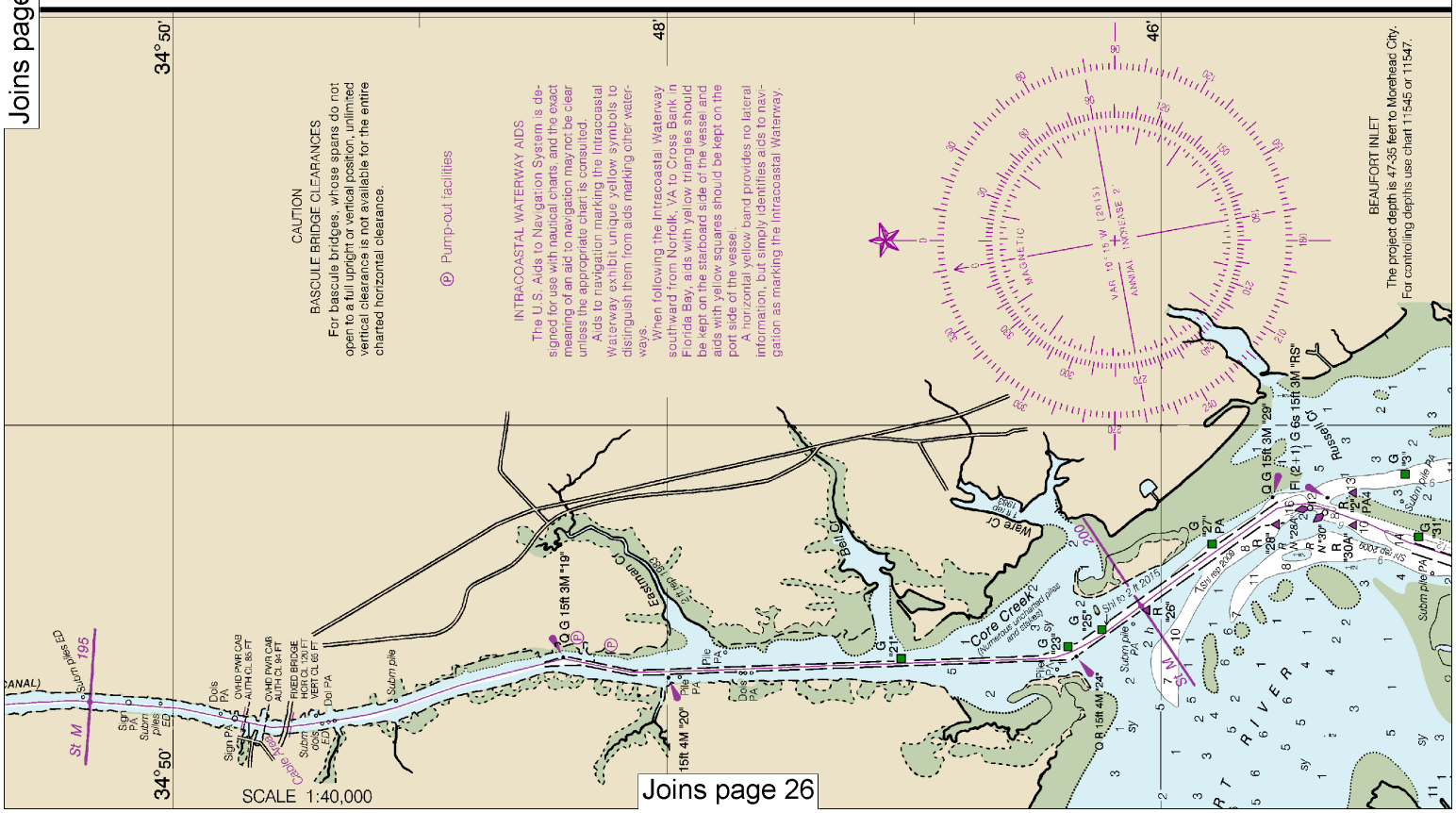

Joins page 13
Fl R 4s 15ft
3M "118"
Pages Cr
Howe Cree
VERT CL
OVHD


1st Ed., 1964
KAPP 502
Marsh
Back Creek
Isaac Creek
Kearney Cr
ADAMS CR
Jerry Bay
Snags
Fl G 2.5s 15ft 4M "13"
Fl G 4s 15ft 4M "17"
Fl R 2.5s 14ft 3M "16"
Fl R 4s 15ft 4M "18"
76°40'
34°50'
INTRACOASTAL WATERWAY
(ADAMS CREEK CANAL)
(see notes)
St M
CAUTION
SCALE 1
Joins page 20
Joins page 25

Joins page 14



Joins page 19



Joins page 26

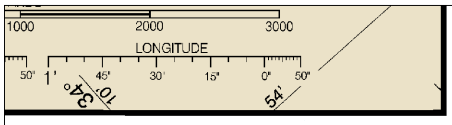
Note: Chart grid lines are aligned with true north.

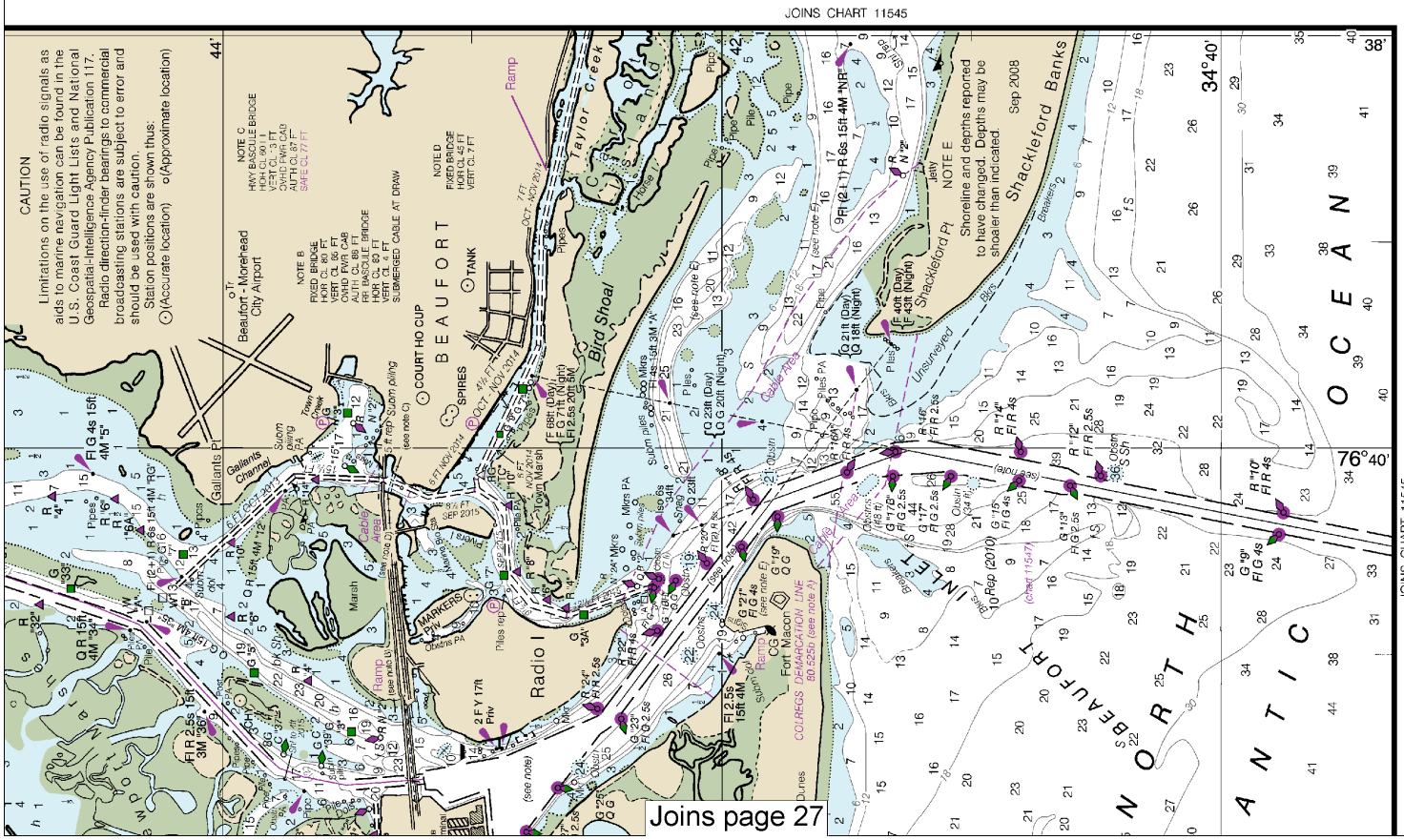
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

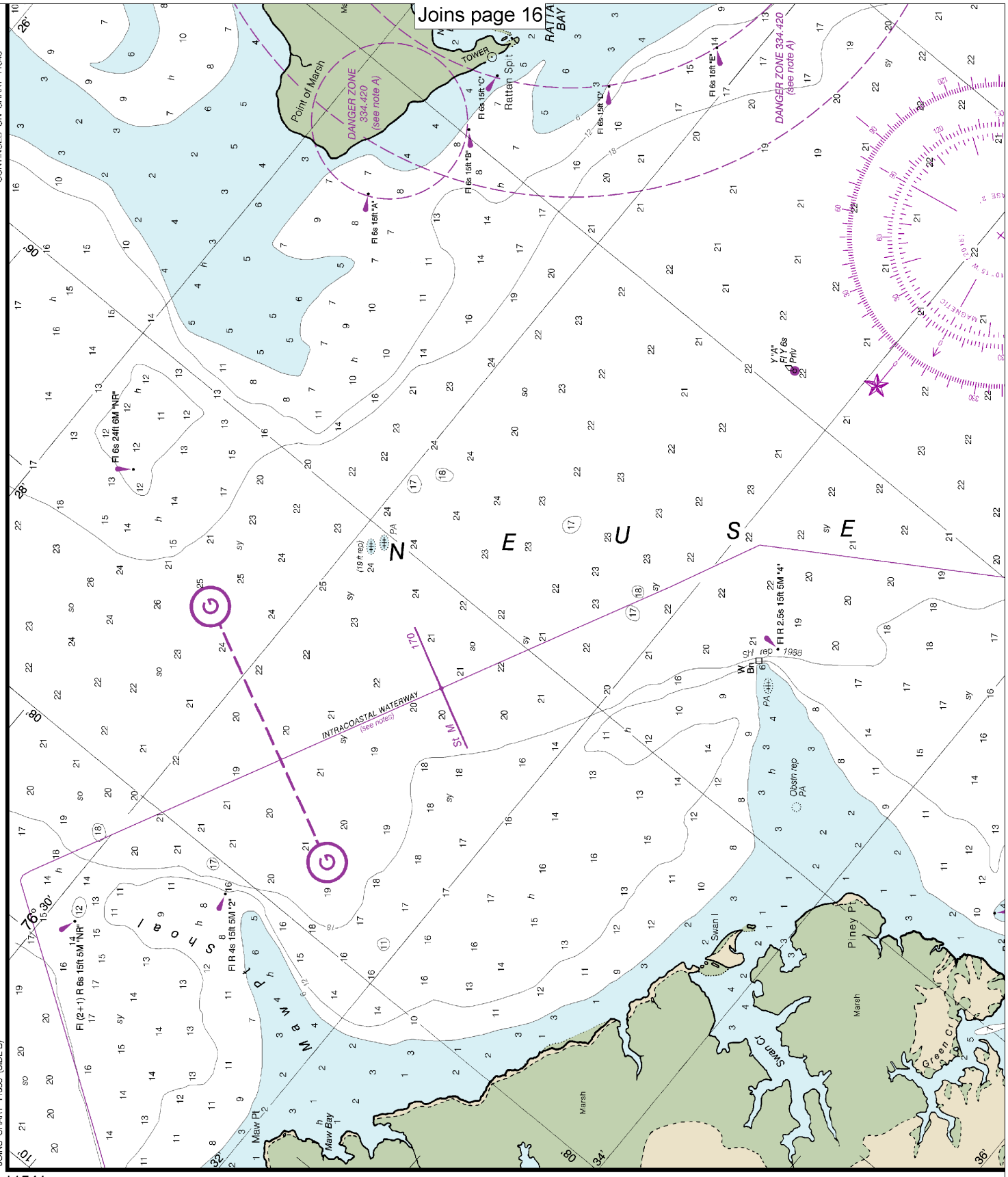
Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 15





Joins page 27



11541 41th Ed., Nov. 2015

Last Correction: 7/6/2016. Cleared through:
LNM: 2716 (7/5/2016), NM: 2816 (7/9/2016)

Note: Chart grid lines are aligned with true north.

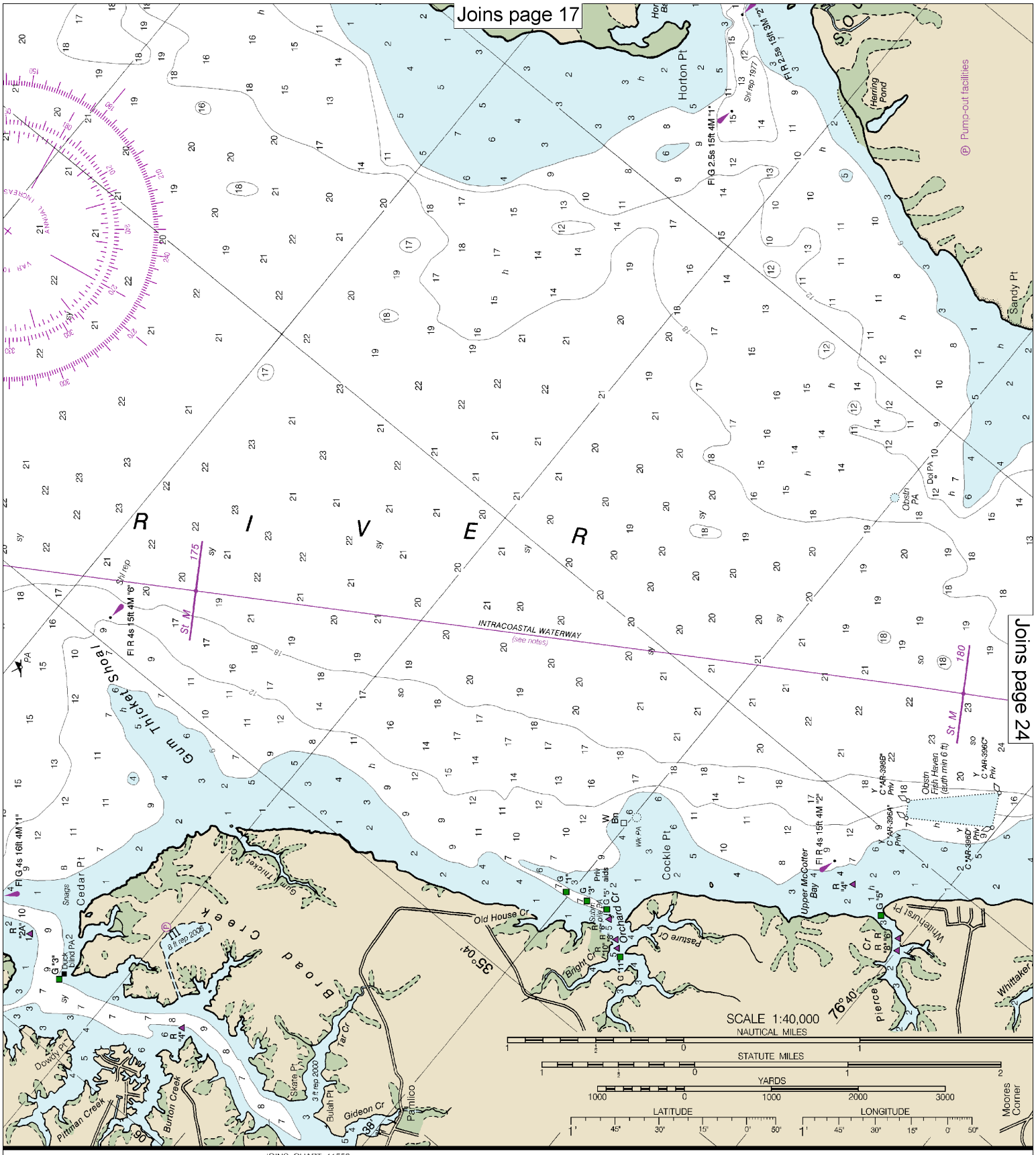
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

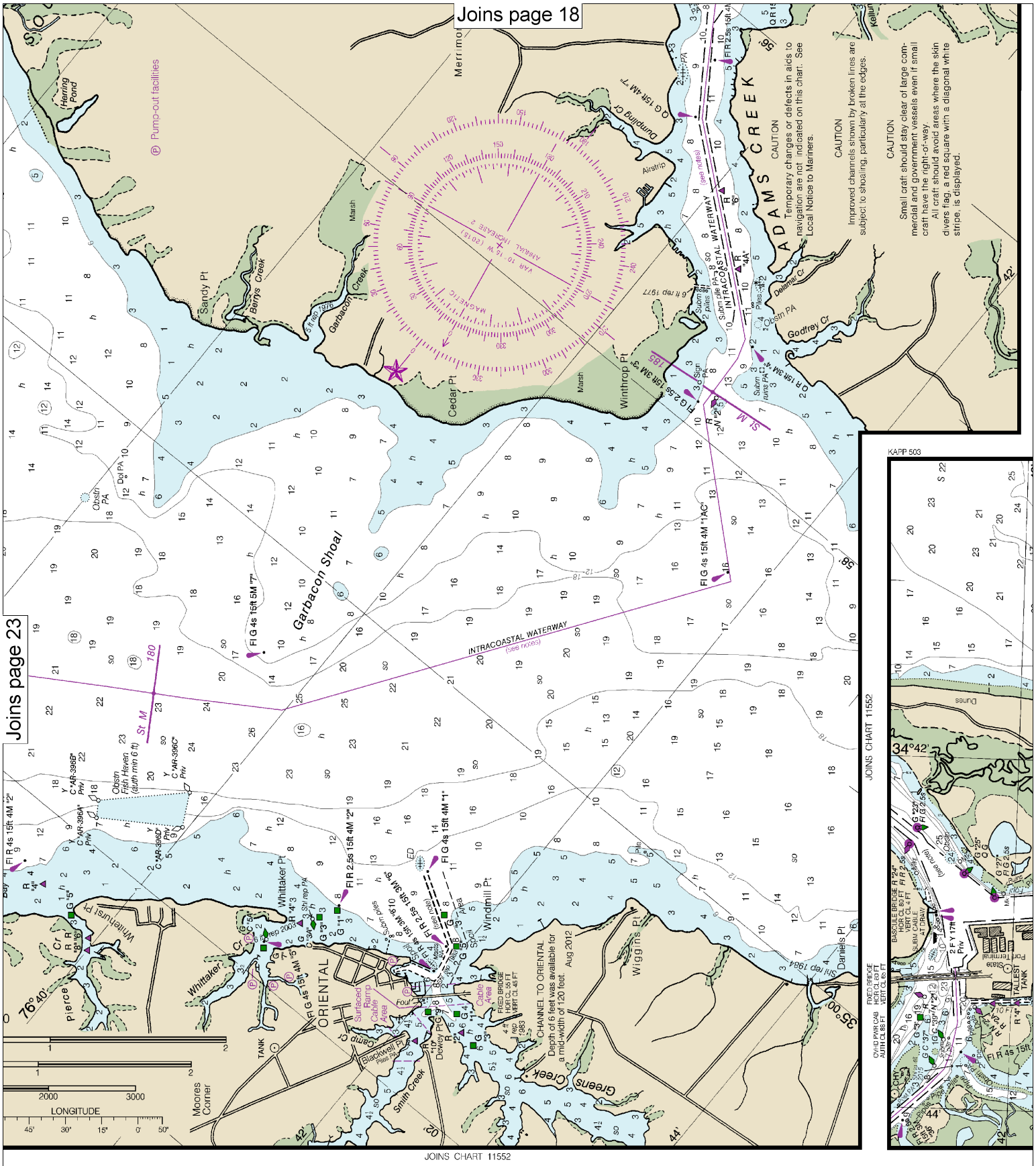
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 17



Joins page 24

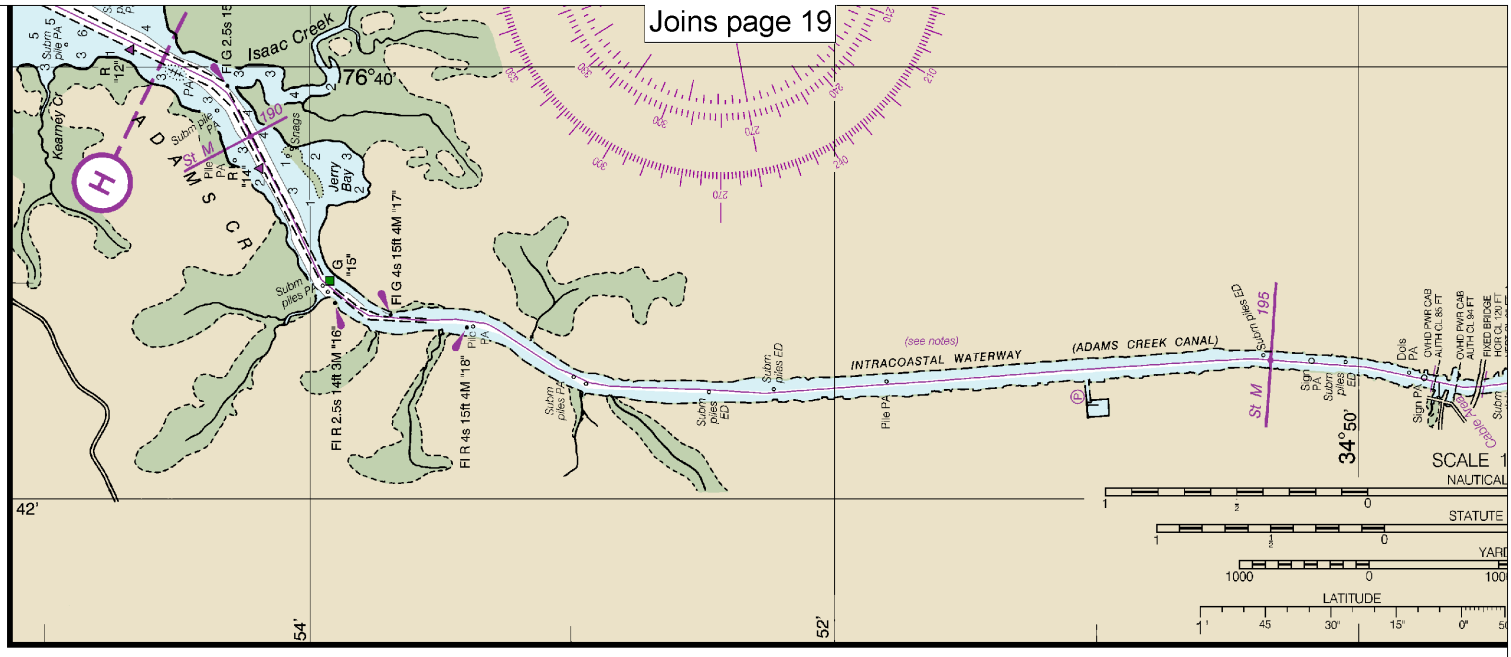


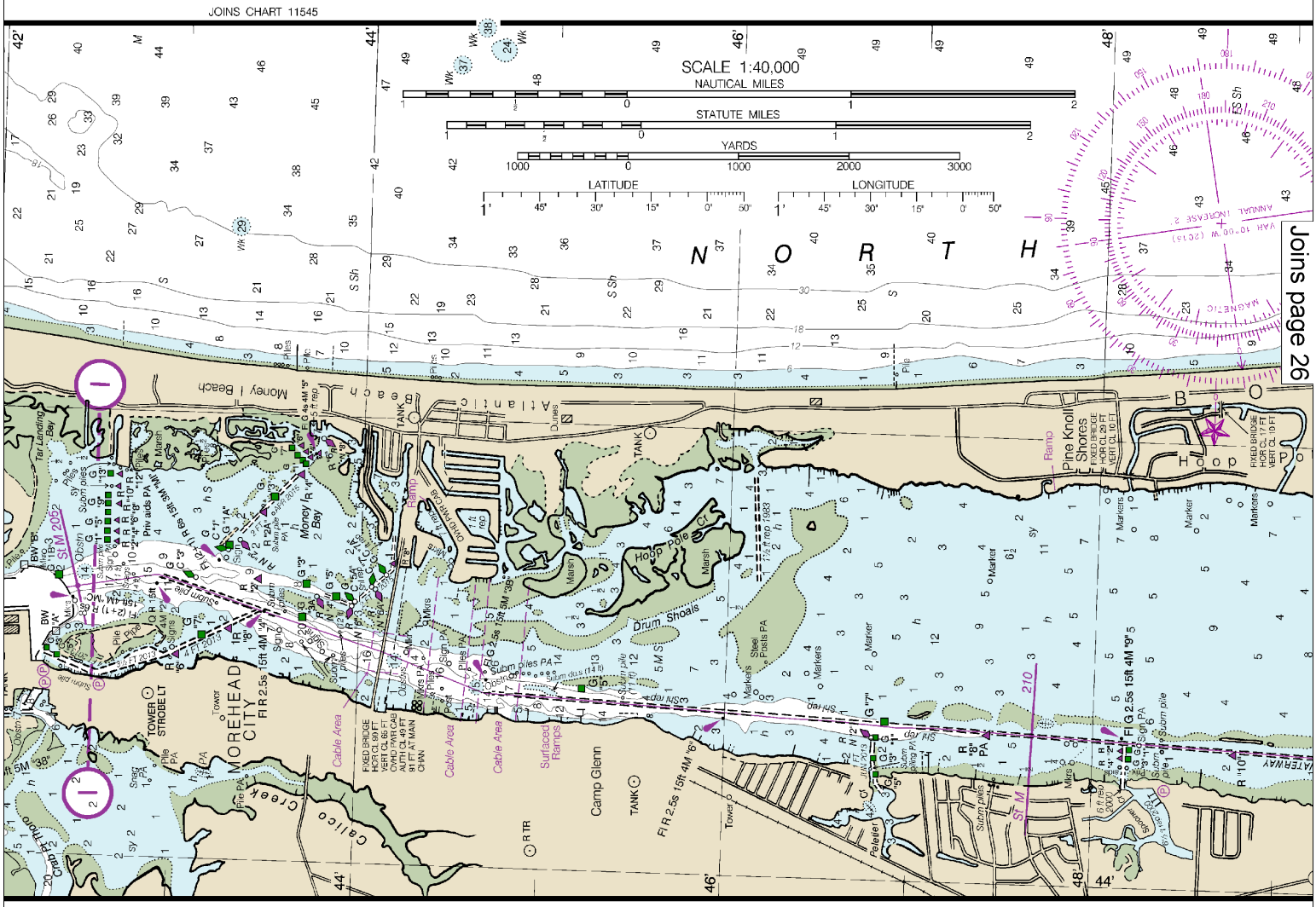
Note: Chart grid lines are aligned with true north.

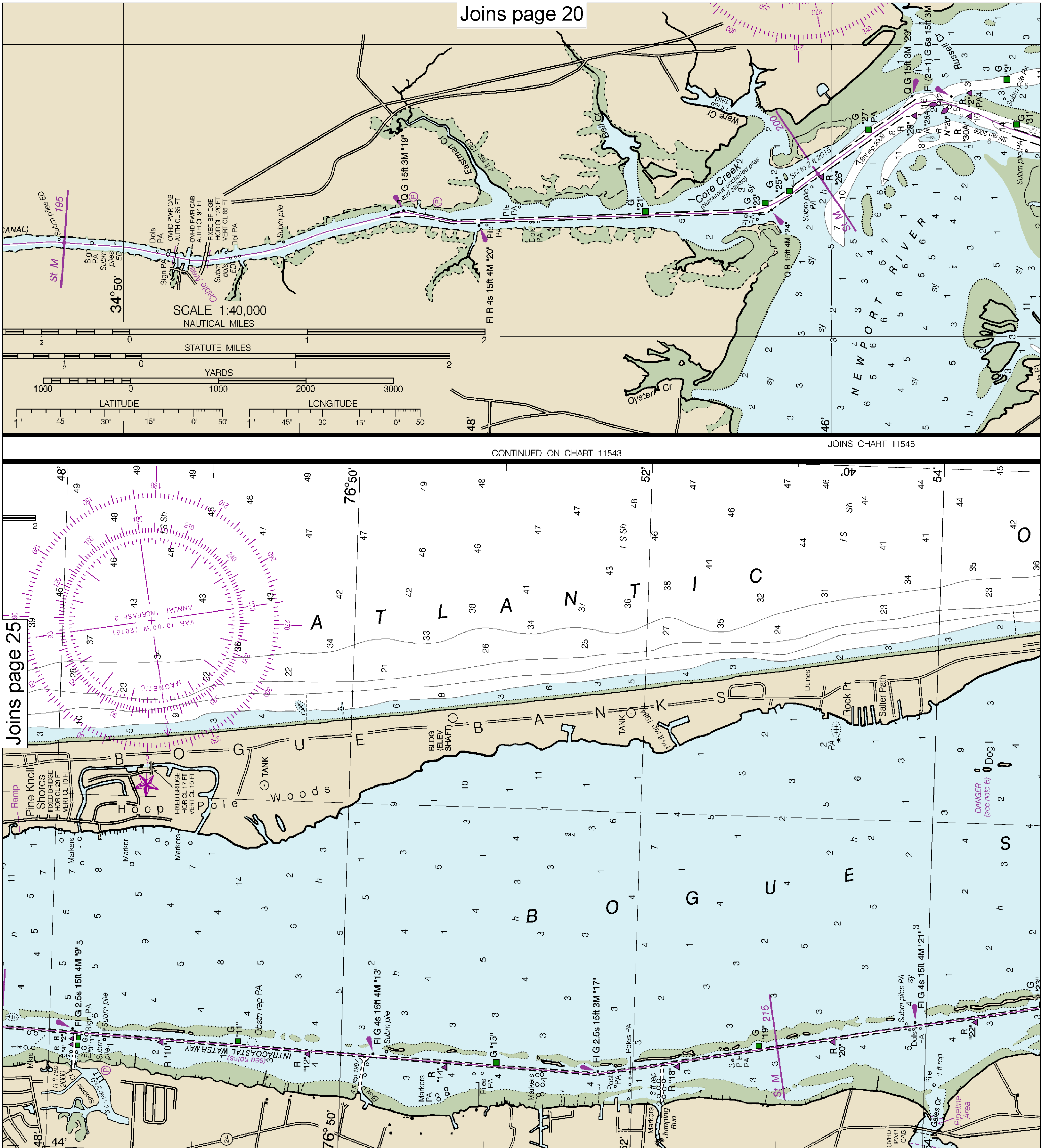
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 19
Isaac Creek
76°40'
Kearney Cr
ADAMS CR
Jerry Bay
Fl G 4s 15ft 4M "17"
Fl R 2.5s 14ft 3M "16"
Fl R 4s 15ft 4M "18"
INTRACOASTAL WATERWAY
(ADAMS CREEK CANAL)
(see notes)
34°50'
SCALE 1
NAUTICAL
STATUTE
YARD
LATITUDE
42'
54'
52'


JOINS CHART 11545
SCALE 1:40,000
NAUTICAL MILES
STATUTE MILES
YARDS
LATITUDE
LONGITUDE
N O R T H
Joins page 26
Money Beach
Atlantic Beach
Money Bay
Drum Shoals
Hoop Pole Cr
Pine Knoll Shores
Hoop
MOREHEAD CITY
Calico Creek
Camp Glenn
Cable Area
Surfaced Ramps
Ramp
TOWER
STROBE LT
Fl R 2.5s 15ft 4M "9"
Fl G 2.5s 15ft 4M "9"
42'
44'
46'
48'

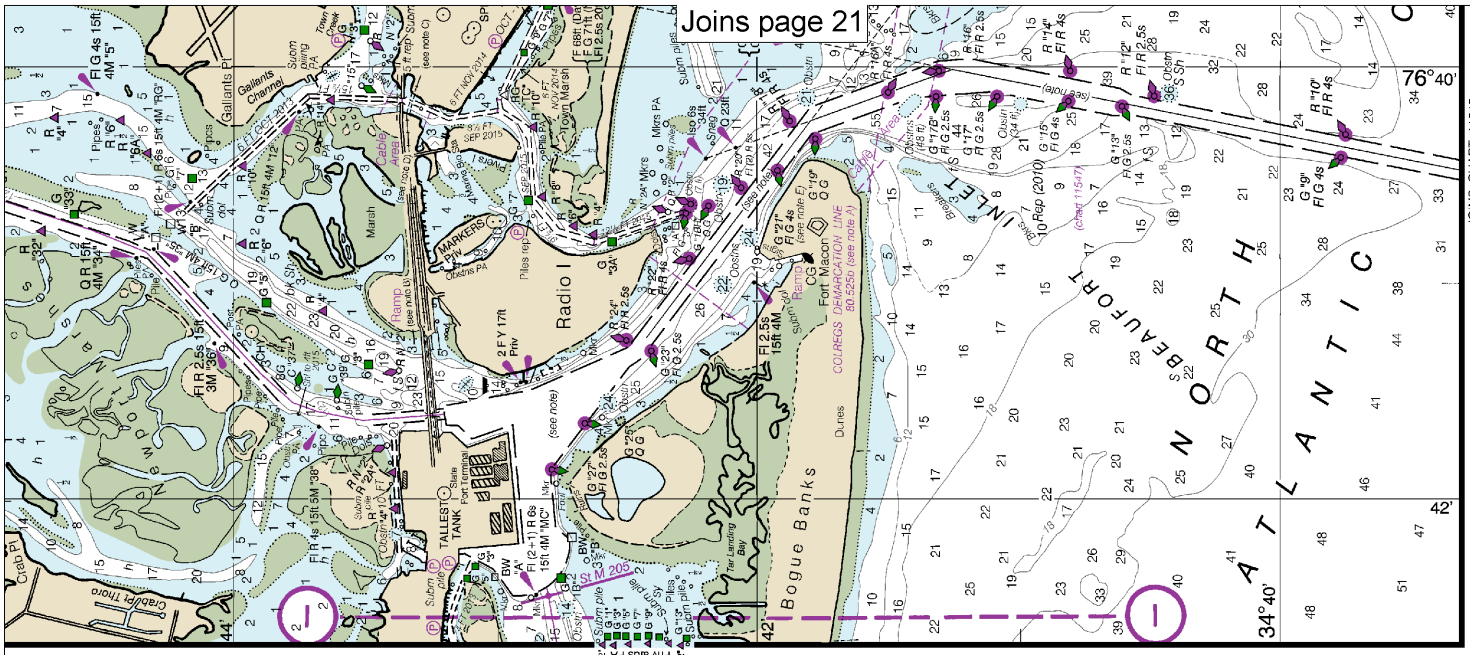


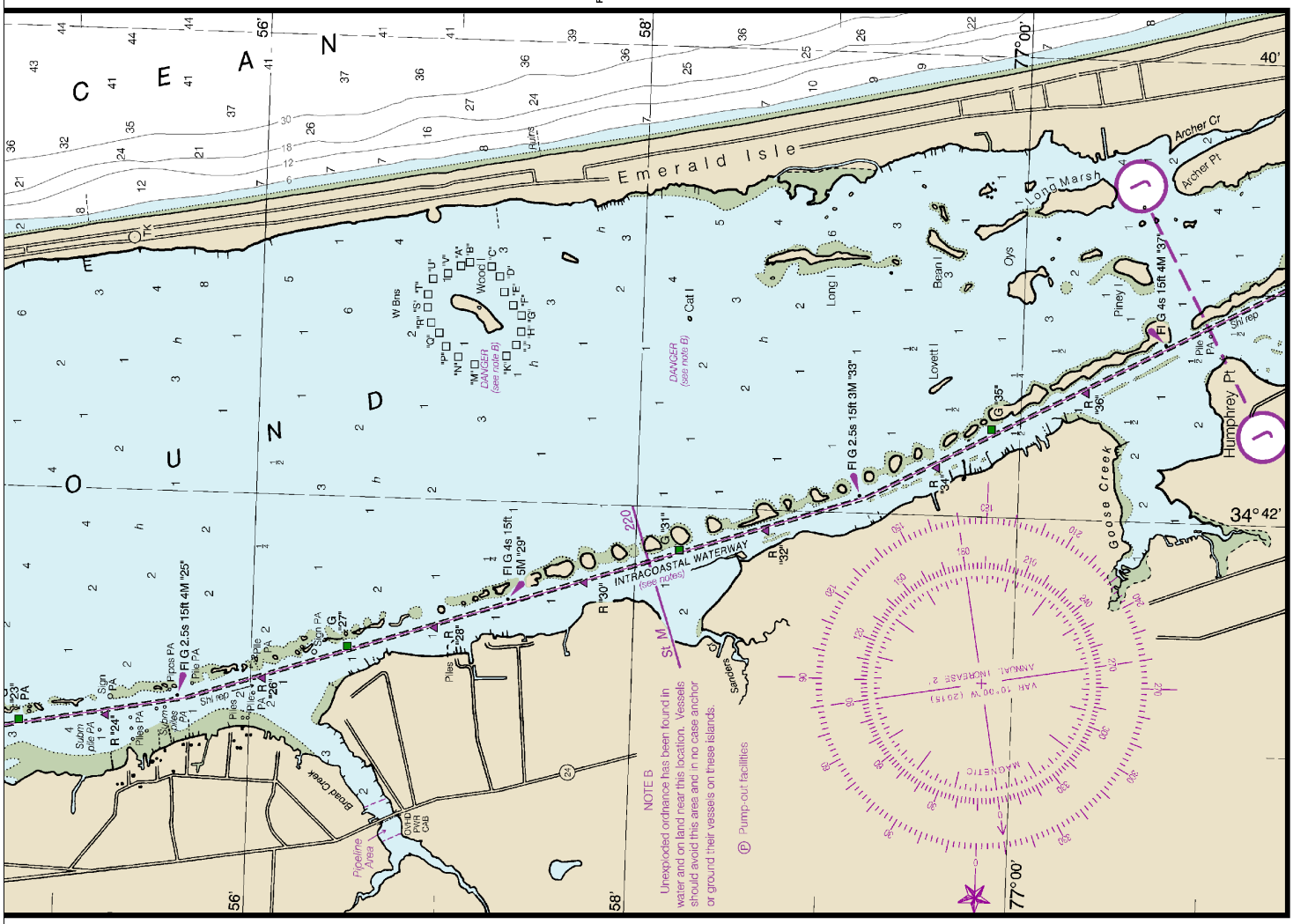
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles
Yards

See Note on page 5.

Note: Chart grid lines are aligned with true north.


Joins page 21
JOINS CHART 11545
SIDE A
Radio I
Bogue Banks
Fort Macon
BEAUFORT INLET
NORTH ATLANTIC
76°40'
42'
34°40'


JOINS SIDE B
OCEAN SOUND
Emerald Isle
Long Marsh
Archer Cr
Archer Pt
Humphrey Pt
Goose Creek
Bogue Creek
INTRACOASTAL WATERWAY
DANGER (see note B)
NOTE B
Unexploded ordnance has been found in water and on land near this location. Vessels should avoid this area and in no case anchor or ground their vessels on these islands.
Pump-out facilities
56'
58'
77°00'
40'
34°42'

11541

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican 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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Note on Printing

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.

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