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
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.


(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 hogs 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.”
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

PORT SIDE
ODD NUMBERED AIDS

GREEN LIGHT ONLY
FLASHING (2)
FLASHING
OCCULTING
QUICK FLASHING
ISO

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTEDER
PREFERRED CHANNEL TO STARBOARD
TOPMOST BAND GREEN
GREEN LIGHT ONLY
COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO PORT
TOPMOST BAND RED
RED LIGHT ONLY
COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE
EVEN NUMBERED AIDS

RED LIGHT ONLY
FLASHING (2)
FLASHING
OCCULTING
QUICK FLASHING
ISO

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
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.
Note: Chart grid lines are aligned with true north.
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.

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
- Chart and chart related inquiries and comments — http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
- Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
- Tides and Currents — http://tidesandcurrents.noaa.gov
- National Data Buoy Center — http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.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

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!

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.

NOAA’s Office of Coast Survey  The Nation’s Chartmaker