11520

Formerly C&GS 1110, 1st Ed., July 1914 C-1914-142 KAPP 377

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

CAPE HATTERAS TO CHARLESTON

Mercator Projection
Scale 1:432,720 at Lat 34°

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

(For offshore navigation only)

Additional information can be obtained 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
Bl 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 racar reflector	WHS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bld boulders	Co coral	gr grity	Oys oysters	sn soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gm green	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obsn observation	PD position doubtful	Subm submerged
ED existence doubtful	Pk position approximate	Rep reported	
Wk 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.			

HEIGHTS
Heights in feet above Mean High Water.

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

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).

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.

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

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 exercise extreme caution when navigating in the vicinity of 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.

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 secured to prevent the discharge of sewage, treated or untreated, or retain 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/.

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

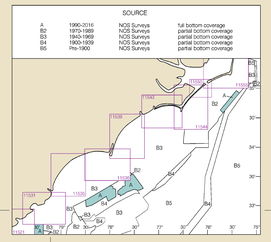
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning these regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia and the 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina.
Refer to charted regulation section numbers.

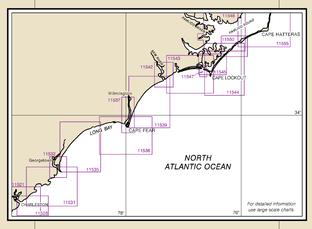
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Consult large scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990-2016	NOS Surveys	full bottom coverage
B2	1973-1989	NOS Surveys	partial bottom coverage
B3	1943-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage





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

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 225-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA) Region III, Philadelphia, Pennsylvania and Region of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE D
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.

NOTE E
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 keep fishing craft out of the traffic lanes. It should not be used except for crossing purposes. When crossing traffic lanes and the separation zone use extreme caution.

NOTE F
RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards.

NOTE G
RIGHT WHALE SEASONAL MANAGEMENT AREA
All vessels greater than or equal to 65 feet in length must slow to speeds of 10 knots or less in seasonal management areas.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) ⊙(approximate location)

MAGNETIC VARIATION
Magnetic variation curves are for 2013 derived from 2010 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

LOCAL MAGNETIC DISTURBANCE
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 C
CAUTION
Hydrography is not charted on Diamond Shoals due to the changeable nature of the area. Navigation in the area is extremely hazardous to all types of craft.

LOCAL MAGNETIC DISTURBANCE
(see note)

DANGER AREA
(see note B)

MOREHEAD CITY PORT AND INLAND WATERWAY
(Protected area: 15 CFR 922; see note A)

RESTRICTED AREA
(50 CFR 224.105; see note G)

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RIGHT WHALE CRITICAL HABITAT
(see note F)

DANGER ZONE
(see note B)

RESTRICTED AREA
(see note B)

NORTH ATLANTIC OCEAN

CONTINUED ON CHART 11009

JOINS CHART 11480

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 for 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.

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

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FATHOMS

FATHOMS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
FEET	0	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45
METERS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15

Cape Hatteras to Charleston
SOUNDINGS IN FATHOMS - SCALE 1:432,720

11520

This is the Last Edition of this chart. It will be canceled on Oct 30, 2024
45th Ed., Sep. 2013. Last Correction: 6/7/2024. Cleared through:
LNM: 2224 (5/28/2024). NM: 2424 (6/15/2024)
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.

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