NAUTICAL CHART 11534
INTRACOASTAL WATERWAY

THE NATION'S CHARTMAKER SINCE 1807

NORTH CAROLINA - SOUTH CAROLINA
MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK

Chart 11534

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.

HEIGHTS
Heights in feet above Mean High Water.

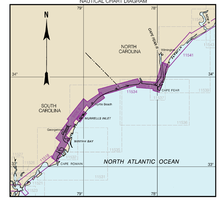
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, Photogrammetry Branch, the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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

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 waters covered by this chart. Critical corrections from these publications to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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).

NAUTICAL CHART DIAGRAM



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.

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 diver flag, a red square with a diagonal white stripe, is displayed.

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

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.

CAUTION
WARNING CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage of vessels which can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually require a considerable distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and powerboats may unexpectedly find themselves unable to maneuver. Bow and stern wakes can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

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

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)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
(All depths are given in feet and heights in feet unless otherwise indicated)

(NTM) Notice to Mariners	Mon Monument	Wk Wreck	R TR radio tower
Al alternating	Mo (A) Morse (A)	Wk (exposed)	Rad reflector
Bn beacon	Mon (PA) monument (public art)	Wk (submerged)	Ra TR radio transmitting antenna
Bu buoy	Obscured (dashed)	Wk (visibility unknown)	Rad Sta radio station
C con	Obstn obstruction	Wk (showing mast)	RC racon
Ch chart	Or orange	Wk (showing portion of hull)	Ro (W) rocks (awash)
F fixed	Pa pile	Wy wire	Ro (D) rocks (dries)
Fl flashing	Pil pier	Y yellow	Ro (P) rocks (position approximate)
Fog fog signal	Pos position		Ro (U) rocks (position uncertain)
G green	Q quick		Rot rotating
Gy gray	R red		Sph spherical
Horn horn	Ra radar		Spr spire
Ice ice	Ra Ref radar reflector		Stack stack
Iso isolated	Rep reported (position doubtful)		Tr tripod
L light	Ru ruins		Tk tank
LB lifeboat	Sec sector		Tow tower
Lt light	Shoal shoal		Tr trestle
M mile	Sig signal		Tun tunnel
Mag magnetic	Sm smoke		V violet
Mkd marked	Sta station		W white
Mo (C) Morse (C)	Stack stack		Y yellow

Buildings conspicuous
- ch church
- cs castle
- gl gilly
- Gas gasholder
- ind industrial
- Mon monument
- pa public art
- Pan pantheon
- Pyr pyramid
- sch school
- Tank watertank
- tr tower
- Wd windmill

Pump-out facilities

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with navigation charts. Aids to navigation are placed where navigation may not be clear unless the appropriate chart is consulted.
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
Aids marking the U.S. Intracoastal Waterway southward from Norfolk, VA to Ocean Bank in Florida Bay, side-with yellow triangles should be kept on the starboard side of the vessel and with yellow squares should be kept on the port side of the vessel.
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published weekly by the National Ocean Service (NOS) and NIMA. Copies of these publications may be obtained at the Office of the Coast Pilot, 8th Coast Guard District in Portsmouth, Virginia and the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina and Charleston, South Carolina.
Refer to charted regulation section numbers.

INTRACOASTAL WATERWAY
Project Depths
12 feet Norfolk, VA to Fort Pierce, FL; 10 feet Fort Pierce, FL to Miami, FL; 7 feet Miami, FL to Key Largo, FL
Consult the U.S. Army Corps of Engineers for Intracoastal Waterway project depths. Report aids to Mariners and other navigation hazards or restrictions.
Uncharted shoals may exist in areas which have not been recently surveyed. Please report shoals and obstructions at:
http://nauticalcharts.noaa.gov/hsd/contact.htm
Distances
The general location of the Waterway is indicated by a magenta line. Mariners are advised to follow the aids to navigation and avoid charted shoals when navigating.
Mileage distances when along the Waterway are in Statute Miles, southward from Norfolk, VA, Mile 0 to Key Largo, FL, Mile 1090.
One Statute Mile equals 0.87 Nautical Miles.
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

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NOTE B
Anchorage regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published weekly by the National Ocean Service (NOS) and NIMA. Copies of these publications may be obtained at the Office of the Coast Pilot, 8th Coast Guard District in Portsmouth, Virginia and the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina and Charleston, South Carolina.
Refer to charted regulation section numbers.

NOTE C
Fixed security barriers have been installed at the following locations in Cape Fear River:
The Military Ocean Terminal at Sunny Point, fronting white lighted pilings and quick flashing yellow lights.

NOTE D
RIGHT WHALE CRITICAL HABITAT
(precautionary area, 50 CFR 226.202, 224.105(c, see note H)
It is illegal to approach any right whale anywhere closer than 500 yards.

NOTE H
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
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables with submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional unsurveyed submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where submarine pipelines and cables may exist, and when anchoring, dragging, or trawling.
Vessels navigating may be marked by lighted or unlighted buoys.

NOTE
Southport Range Outboard/Inboard Precision Directional Light Sector Arcs
two 0.3s from 144° to 147°
F Red under 0.3s from 147° to 148°
two F lb from 148° to 151°

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine facilities, landmarks, and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions after the passage of such storms. Aids to navigation may be damaged or destroyed. Buoys may be carried off station from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Lights may be out of order. Fog signals may not be audible at all times for navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners should exercise extreme caution and are urged to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

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 World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.9'10" northwest and 0.8'W eastward to agree with this chart.

MARINE WEATHER FORECASTS

NATIONAL WEATHER SERVICE	TELEPHONE NUMBERS	OFFICE HOURS
Wilmington, NC	*(910) 762-4280	24 hours daily
Morehead City, NC	*(252) 726-8841	24 hours daily
Charleston, SC	*(843) 747-1859	9:00 AM - 4:30 PM M-F

*Recorded

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Wilmington, NC	WXK 23	162.550	24 hours daily
Charleston, SC	KHB-29	162.550	24 hours daily
Morehead City, NC	WXJ-97	162.400	24 hours daily
Georgetown, SC	WNG-608	162.550	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
U.S. MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ. (kHz)	BROADCAST TIMES (LOCAL)
Ft. Macon, NC	NMN-22 (USCG)	*2670 (ASH)	7:40 AM, 8:03 PM (warnings on receipt)
Charleston, SC	NMB (USCG)	*2670 (ASH) + 1637.1 MHz (Ch. 23)	11:20 AM, 11:20 PM + (warnings on receipt) (warnings on receipt)

* Preceded by announcement on 2182 kHz and 156.8 MHz
+ Broadcast one hour later during Daylight Savings Time

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean High or High Water	Mean Low or Low Water	Mean Range
Shem Point, NC	(34°05'/77°56'W)	4.2	0.2	4.0
Wrightsville Beach, NC	(34°13'/77°48'W)	4.4	0.2	4.2
Sunset Beach Pier, NC	(33°52'/78°30'W)	3.5	0.2	3.3
Little River Inlet, SC	(33°51'/78°33'W)	3.5	0.2	3.3
Socastee Bridge, SC	(33°41'/78°55'W)	3.2	0.2	3.0
Myrtle Beach, SC	(33°39'/78°53'W)	3.6	0.2	3.4
Winyah Bay, SC	(33°20'/79°11'W)	4.0	0.2	3.8
Georgetown Lighthouse, SC	(33°12'/79°11'W)	4.1	0.2	3.9
Cape Romain, SC	(33°01'/79°21'W)	3.7	0.2	3.5

Datum — 0 located at datum shown below unavailable (tidal values for a time station). Real-time water levels, tide predictions, and tidal current predictions are available on the internet from http://tidesandcurrents.noaa.gov.
Rev 05/10

CAUTION
USACE conducts hydrographic surveys to monitor navigation conditions. These surveys are not intended to detect underwater features. Uncharted features hazardous to surface navigation are not expected but may exist in federal channels.

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 impede, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
The overtaking vessel 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."

SAFETY HINTS
1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north for the center of the chart. Also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain a running position on the chart by relating charted features with those you can identify in your surroundings.

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

This chart is canceled. No new editions will be issued.

49th Ed., May 2010, Last Correction: 7/26/2025, Cleared through
LNM: 29/25 (7/18/2025) NM: 29/25 (7/18/2025)
Corrected thru NM and LNM of date of last edition, the first Notice should measure six inches. (152 millimeters)