BookletChart™

Cape Fear River –
Cape Fear to Wilmington
NOAA Chart 11537

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

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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.


(Channels—A Federal project provides for a channel 40 feet deep over the ocean bar, thence 38 feet for 24 miles to Wilmington including the turning basin off the southerly part of the city; thence in Northeast Cape Fear River 32 feet to and including a turning basin 0.4 mile above the mouth, thence 32 feet to Hilton Bridge about 1.2 miles above the mouth, and thence 25 feet to the upstream limit of the Federal project about 1.5 miles above the bridge, including a turning basin about 1 mile above the bridge. (See Notice to Mariners and latest editions of charts for controlling depths.) The channel is well marked with lighted ranges and other aids.

An overhead power cable with a clearance of 165 feet over the main channel crosses Cape Fear River about 18.8 miles above the mouth. U.S. Route 74/76 highway lift bridge with a clearance of 65 feet down and 135 feet up crosses Cape Fear River at Wilmington, about 23.5 miles above the mouth. The bridgetender monitors VHF-FM channel 16 and works on channels 13 and 18; telephone 910-251-5773. (See 117.1 through 117.49, chapter 2, for drawbridge regulations.) Bridges crossing Cape Fear River above Wilmington are discussed later in this chapter.

Anchorages—Fair anchorage is available in the Cape Fear River abreast the town of Southport. The holding ground is good, but because of strong tidal currents vessels should anchor with a good scope of chain. This anchorage is sometimes used as a harbor of refuge in the winter by coasting vessels.

Vessels awaiting entrance to the river may find good holding ground in about 7 fathoms within 0.6 mile southeastward of the sea buoy (Cape Fear River Entrance Lighted Whistle Buoy CF). The area to the northwestward of the sea buoy is reported to be rocky and foul, and some vessels have lost anchors or broken flukes in the area.

Dangers—Frying Pan Shoals are the principal danger in the approaches to Cape Fear River. Isolated wrecks, some marked, and obstructions with varying depths over them are in the approaches. In 2007, a rock was reported with shoaling to 28 feet at 33°42’38”N., 78°02’08”W.

U.S. Coast Guard Rescue Coordination Center

24 hour Regional Contact for Emergencies

RCC Miami Commander 7th CG District (305) 415-6800 Miami, FL
Lateral System As Seen Entering From Seaward
on navigable waters except Western Rivers

To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.uscg.gov/customer-service/assist/

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 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
CAPE FEAR RIVER
CAPE FEAR TO WILMINGTON

Mercator Projection
Scale 1:40,000 at Lat. 34°00'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Formerly CAPE FNL, Feb 1980 G-1880-702 KAPP 200

HURRICANES AND TROPICAL STORMS

-Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures and navigation and moved vessels, resulting in submerged objects 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. Boats may have been moved from their charted positions, damaged, sank, stranded or otherwise made inoperable. Mariners should not rely upon charted positions or operation of all aids to navigation.
-Weeds and submerged vegetation may have been displaced from charted locations. Pile areas may have become uncovered or moved.
-Backwaters are urged to exercise extreme caution and are required to report acts to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION

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

PROJECT DEPTHS

Channel legends and sublegends, where included, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be appreciably shallower, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, see NOAA Electronic Navigation Charts. USACE surveys and channel condition reports are available at http://mapdata.usace.army.mil/Goonvy/hydro.

NOTE B

Traffic within the Precinctary Area may consist of vessels operating between Cape Fear River and one or the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The normal Precinct Area is indicated by a magenta band.

NOTE C

TRAFFIC SEPARATION SCHEMES

One-way traffic lanes, overprinted on this chart are recommended for use by all vessels traveling between the ports involved. They have been designated to aid in the prevention of collisions at the approach 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 be free of ship traffic. The separation zone is used except for crossing traffic. When crossing traffic lanes and the separation zone use extreme caution.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three-Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limits of other laws. The 24-nautical mile Continental Shelf and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to jurisdiction.

NOTE Y

Right-Whale Seasonal Management Area

All vessels greater than or equal to 65 feet in length must allow to pass 15 knots or less in seasonal management areas.

Printed at reduced scale.

SCALE 1:40,000

Nautical Miles

Yards

1000 10 0 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.

See Note on page 5.
SOUNDINGS IN FEET

HEIGHTS
Heights are feet above Mean Sea Level.

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

For Symbols and Abbreviations see Chart No. 1.

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

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

FREIGHTERS: International Regulations for Preventing Collisions at Sea, 1972. Distances on the chart are shown in nautical miles.

Use ENC charts for the most up to date information. References to other charts may no longer be applicable.


SOUNDINGS IN FEET

NOTED
Fixed steel barges have been installed at the Military Ocean Terminal at Sunny Point. The barges are marked by continuous quick flashing white lights and quick flashing yellow lights.

RESTRICTED AREA
334-459 (see notes A)

Sunny Point
G G 1MR 14' 19'

Joins page 11
JOINS PAGE 4

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.

NOTE 2
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/conserv/protect/coastal/regulations/vessels_discharge/.

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 Chief, 5th Coast Guard District, Portsmouth, Virginia or at the Office of the District Engineer, U.S. Army Corps of Engineers, Wilmington, North Carolina. Refer to charted regulation section numbers.

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. Refer to Chapter 1, United States Coast Pilot.

SOURCE
A 1995-1997 NOS Surveys full bottom coverage
B1 1973-1989 NOS Surveys partial bottom coverage
B4 1993-1994 NOS Surveys partial bottom coverage

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:48,000

See Note on page 5.
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-finding bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus: (A) Accurate location, (A) Approximate location.

NOTE

Fixed security barriers have been installed at the Military Ocean Terminal at Sunray Point. The barriers are marked by numerous quick flashing white/green flashing and quick flashing yellow lights.
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
Chart updates (LNMs 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 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

For the latest news from Coast Survey, follow @NOAAcharts

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.