Neuse River and Upper Part of Bay River
NOAA Chart 11552

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
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)

Bay River about 10 miles southward of Pamlico Point Light PP empties into the western part of Pamlico Sound between Jones Bay and the mouth of Neuse River. The natural channel, from the entrance to the mouth of Trent Creek about 12 miles above the entrance, is marked by lights and daybeacons and, in 1963, had depths of 9 feet or more. It can be followed readily. Above this point, a dredged channel leads to Bayboro, which is practically the head of navigation. In 1983, the reported controlling depth was 10 feet. The dredged channel is marked by daybeacons to Stonewall. An overhead power cable crossing the river about 0.3 mile below Bayboro has a clearance of 75 feet.

In 1986, a visible piling extending about 10 feet above the water was reported to be about 500 yards east of Bay River Light 1 in about 39°09'47"N., 76°31'42"W.; caution is advised.

The route of the Intracoastal Waterway is along Bay River for 4 miles, thence northward through Gale Creek.

Vandemere is a town on the north side of Bay River 8 miles above the mouth. Gasoline, diesel fuel, a launching ramp, and some supplies are available. There are two marine railways that can haul out vessels up to 65 feet in length for hull repairs and there is a machine shop with engine repair service. In 1983, the reported controlling depth was 8 feet to Vandemere, and thence 8 feet alongside the piers and 4 feet at end of railways.

Stonewall is a small town on the south side of the river 14 miles above the mouth; most of its docks are in ruins.

Bayboro. 15 miles above the mouth of the river, has docks in fair condition on the east side of the creek leading to Mill Pond. In 1983, depths of 7 feet were reported alongside the oil and fish docks. Gasoline, ice, and some supplies are obtainable here. Navigation above Bayboro is restricted by fixed bridges at the town.

Neuse River rises in the northern part of North Carolina and flows for about 250 miles in an east-southeasterly direction into the western end of Pamlico Sound. Its mouth is about 5 miles wide, but is reduced to a navigable width of about 2 miles by shoals which extend from either side. The river has natural depths of 13 feet or more for 25 miles above its mouth. Strangers should not attempt to navigate the river above this point. The river channel is marked by lights, buoyes and daybeacons to about 4 miles above the city of New Bern, 34 miles above its mouth.

Tides.–Neuse River has practically no tide, the variation in water level being due principally to winds. Easterly winds cause high water and westerly winds low water, the maximum variations with heavy gales amounting to about 2 feet above or below the normal in the lower part of the river, and about 3 or 4 feet at New Bern.

Broad Creek empties into the north side of Neuse River about 4 miles above the mouth. In 1983, the reported controlling depth in the creek was 5 feet for 2.5 miles, thence 4 feet to Whortonsville. A light marks the entrance to the creek. Grace Harbor is an artificial basin with an entrance channel that is located about 1.4 miles west of the entrance light on the south side of the creek. A full service marina is located there with transient berths, water, ice, electricity, gasoline, and diesel fuel. In 2010, the approach and alongside depths were reported to be 8 feet.

Pamlico is a village on the south side of the creek, 3 miles above the entrance. Whortonsville is on the east side of the entrance to Brown Creek about 0.5 mile northeast of Pamlico, and on the opposite side of Broad Creek. Berthage, electricity, water, limited marine supplies and a launching ramp are available at the pier which has a depth of 5 feet.

South River flows into the south side of Neuse River about 8 miles above the mouth. The entrance is marked by lights. In 2001, the channel had a reported midchannel depth of 10 feet for about 3 miles; thence in 2000, there was 6 feet for another 4.5 miles. The danger zones of several bombing, rocket firing, and strafing areas are in Turnagain Bay and Rattan Bay, in Neuse River, and in Long Bay and West Bay in Pamlico Sound. (See 334.420, chapter 2, for limits and regulations.)
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

<table>
<thead>
<tr>
<th>LIGHT</th>
<th>LIGHTED BUOY</th>
<th>PREFERRED CHANNEL NO NUMBERS – MAY BE LETTERED</th>
</tr>
</thead>
<tbody>
<tr>
<td>GREEN LIGHT ONLY</td>
<td>COMPOSITE GROUP FLASHING (2+1)</td>
<td></td>
</tr>
<tr>
<td>FLASHING (2)</td>
<td>TO PORT</td>
<td></td>
</tr>
<tr>
<td>OCCULTING</td>
<td>TOPMOST BAND</td>
<td></td>
</tr>
<tr>
<td>QUICK FLASHING</td>
<td>GREEN</td>
<td></td>
</tr>
<tr>
<td>ISO</td>
<td>LIGHT</td>
<td></td>
</tr>
</tbody>
</table>

STARBOARD SIDE EVEN NUMBERED AIDS

<table>
<thead>
<tr>
<th>LIGHT</th>
<th>LIGHTED BUOY</th>
<th>PREFERRED CHANNEL NO NUMBERS – MAY BE LETTERED</th>
</tr>
</thead>
<tbody>
<tr>
<td>RED LIGHT ONLY</td>
<td>COMPOSITE GROUP FLASHING (2+1)</td>
<td></td>
</tr>
<tr>
<td>FLASHING (2)</td>
<td>TO PORT</td>
<td></td>
</tr>
<tr>
<td>OCCULTING</td>
<td>TOPMOST BAND</td>
<td></td>
</tr>
<tr>
<td>QUICK FLASHING</td>
<td>RED</td>
<td></td>
</tr>
<tr>
<td>ISO</td>
<td>LIGHT</td>
<td></td>
</tr>
</tbody>
</table>

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.

Navigation Managers Area of Responsibility

Northeast
Lt. Cmdr. Meghan McGovern
meghan.mcgovern@noaa.gov

Chesapeake and Delaware Bay
Steve Soherr
steve.soherr@noaa.gov

Mid-Atlantic
Lt. Ryan Wartick
ryan.wartick@noaa.gov

Southeast
Kyle Ward
kyle.ward@noaa.gov

California
Jeff Ferguson
jeffrey.ferguson@noaa.gov

Alaska
Lt. Matthew Forney (temporary)
matthew.forney@noaa.gov

Great Lakes
Tom Loeper
thomas.loeper@noaa.gov

Western Gulf Coast
Alan Bunn
alan.bunn@noaa.gov

Central Gulf Coast
Tim Osborn
tim.osborn@noaa.gov

South Florida
Puerto Rico
Vacant
Contact Central Gulf Coast or Southeast Navigation Managers

U.S. Virgin Islands
Michael Henderson
michael.henderson@noaa.gov

South Florida
Puerto Rico
U.S. Virgin Islands
Michael Henderson
Southeast
Kyle Ward
kyle.ward@noaa.gov

U.S. Virgin Islands
Michael Henderson
michael.henderson@noaa.gov

2
2
C
U
5
1
Note: Chart grid lines are aligned with true north.

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

A UPPER PART OF BAY RIVER

Mercator Projection
Scale 1:40,000 at Lat 35° 01'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

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).

CAUTION:
1. Improved channel charts shown by broken lines are subject to shoaling, particularly at the edges.
2. Temporary changes or deletions in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS:
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. This reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New Bern, NC KEC-84 162.400 MHz

SUPPLEMENTAL INFORMATION:
Consult U.S. Coast Guard Light List for important supplemental information.

CAUTION:
Numerous fish traps and snares have been reported in the area of this chart. Some may be submerged. Small craft should use caution when operating outside the main channel.

POLLI ON REPORTS:
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (NRC) or to the nearest U.S. Coast Guard facility. If telephonic communication is impossible, call (330) 153

WARNING:
The prudent mariner will not rely solely on the printed aids to navigation, particularly on fishing aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Note: Chart grid lines are aligned with true north.

Scale 1:40,000
Nautical Miles
1 2 3 4 5
Yards
1000 0 1000 2000 3000 4000 5000 6000

SOURCE:
B3 1943-1969 NOS Surveys partial
B4 1969-1999 NOS Surveys partial

RACING Buoys

See Note on page 5.

Page 5

Joins page 6

Joins page 10
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

Have all persons put on life jackets!

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.

For the latest news from Coast Survey, follow @NOAAcharts

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.