THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

CAPE MAY TO CAPE HATTERAS

Mercator Projection
Scale 1:419,706 at Lat. 37°00'

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.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS
Heights in feet above Mean High Water.

MAGNETIC VARIATION
Magnetic variation curves are for 2014 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.

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.

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.

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 larger 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	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilots 3 and 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia, or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia or Wilmington, North Carolina. Refer to charted regulation section numbers.

NOTE C
CAUTION
The controlling depth within the Five Fathom Bank to Cape Henlopen inbound traffic lane is 40 feet. The Mariners Advisory Committee recommends that vessels with drafts of 35 feet or greater use the Delaware to Cape Henlopen inbound traffic lane.
The controlling depth within the Cape Henlopen to Five Fathom Bank outbound traffic lane is 43 feet.

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)

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.

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

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

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

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

NOTE D
Anchoring, fishing, or diving within the boundary of the Monitor National Marine Sanctuary is prohibited without a permit.
For information write:
Monitor National Marine Sanctuary
NOAA
Building 1519
Fort Eustis, Virginia, 23604-5544

NOTE E
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.

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 6° from the normal variation have been observed 3 to 17 nautical miles offshore from Cape Henry to Currituck Beach Light. Differences of as much as 11° from the normal variation have been observed 5 to 7 nautical miles offshore from Currituck Beach Light to Wimble Shoals. 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.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area — Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within this 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 pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

MARINER ACTIVATED SOUND SIGNALS
Sound signals labeled with (MRASS) require user activation. See USCG Light List.

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 not rely upon the position or operation of an aid to navigation. 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.

CHESAPEAKE BAY ENTRANCE
RESTRICTED AREA (50 CFR 224.105; see note E)
DANGER ZONE 334.390 (see note A)
Local Magnetic disturbance (see note)
(use chart 12207)
(use chart 12200)

CURRITUCK SOUND
(use chart 12205)

ALBEMARLE SOUND
(use chart 12205)

PAMLICO SOUND
(use chart 11555)

CAPE HATTERAS
(use chart 11555)

Chart 12318

Territorial Waters
Limit of US Territorial Waters
Limit of US Contiguous Zone
Limit of US Contiguous Zone 24

GlobeNet Seg 1
GlobeNet Seg 5
GlobeNet Seg 5 (OOS)
TAT 3
TAT 4
TAT 7
TAT 8
TAT 14 Seg G
APOLLO South
Gemini - Bermuda
Seabras-1
DUNANT
MAREA
BRUSA S1
MAC Seg 1

Gemini - Bermuda
APOLLO South
Seabras-1
TAT 14 Seg G
TAT 8
TAT 7
TAT 4
TAT 3
GlobeNet Seg 1
GlobeNet Seg 5
GlobeNet Seg 5 (OOS)
DUNANT
MAREA
BRUSA S1
MAC Seg 1
GlobeNet Seg 5

Cape May C Hbr
Cape May Inlet
Cape May Canal
Delaware Bay
Overfalls Shoal
McCrie Shoal
Five Fathom Bank
Harbor of Refuge
Lewes
Cape Henlopen
Rehoboth Beach
Indian R Inlet
Indian R Bay
Fenwick Island
Delaware
Maryland
Fenwick Shoal
Isle of Wight Shoal
Ocean City Inlet
Ocean City
Assateague Island
Assateague
Maryland
Virginia
Chincoteague Bay
Chincoteague
Toms Cove
Chincoteague Shoals
Black Fish Bank
Assawoman Inlet
Wachapreague Inlet
Metompkin Inlet
Gargathy Inlet
Porpoise Banks
Parramore Banks
Quinby Inlet
Great Machipongo Inlet
Sand Shoal Inlet
Ship Shoal Inlet
Little Inlet
Cape Charles
Smith I Shoal
Nautilus Shoal
Middle Ground
Cape Henry
Virginia Beach
Lynnhaven Inlet
False Cape
Back Bay
Currituck Beach
Currituck Sound
North Landing R
Albemarle Sound
Roanoke Sound
Croatan Sound
Oregon Inlet
Bodie Island
Pea Island
Chicamacomico
Wimble Shoals
Avon
Hatteras Inlet
Ocracoke Inlet
Ocracoke
Hatteras Island
Pamlico Sound
Diamond Shoals
Cape Hatteras
Hatteras Bight
Norfolk Canyon
Baltimore Canyon
South Virginia Canyon
South Wilmington Canyon
North Heyes Canyon
South Heyes Canyon
Wilmington Canyon
Spencer Canyon
Lindenkohl Canyon
Berkeley Canyon
South Toms Canyon
Middle Toms Canyon
Hatteras Canyon
Atlantic Ocean
Explosives Dumping Area
Unexploded Ordnance Area
Dump Site (discontinued)
Unexploded ordnance (rep 1919)
Unexploded ordnance (rep 1960)
Unexploded ordnance (rep 1972)
Unexploded ordnance (rep 1975)
Unexploded ordnance (Feb 1983)
Unexploded ordnance (rep 1993)
Unexploded depth charges (Sep 1962 PA)
Unexploded ordnance PA (reported 1929)
Unexploded ordnance PA (reported 1933)
Unexploded ordnance PA (reported 1919)
Unexploded ordnance PA (reported 1915)
Unexploded ordnance PA (reported 1929)
Obstn Fish Haven (auth min 6½ fms)
Obstn Fish Haven (auth min 5½ fms)
Obstn Fish Haven (auth min 5 fms)
Obstn Fish Haven (auth min 3½ fms)
Obstn Fish Haven (auth min 2½ fms)
Obstn (2½ fms)
Obstn PA
Subm buoy (cov 55 fms)
Subm buoy (cov 50 fms)
Subm pipe (approx 29 fms req) +
Subm pipe (approx 40 fms req) +
Tide rip(s)
Rec 71 (rep 1990)
Rec 71 (rep 1995)
ODAS "44014" 23 Ft (4) Y 20s PA
ODAS "44009" Ft (4) Y 20s PA
Fl R 4s 26ft 6M "4"
Fl R 4s 38ft 6M "5"
Fl 3FB 15s 165ft 22M
Fl 10s 72ft 16M HORN
Fl 15s 165ft 22M
Fl 2.5s 71ft "A" Navy
Fl 2.5s 71ft "B" Navy
Fl 2.5s 71ft "C" Navy
Fl 2.5s 71ft "D" Navy
Fl 2.5s 71ft "G" Navy
Fl 2.5s 71ft "H" Navy
Fl Y 2.5s 71ft "A" Navy
Fl Y 2.5s 71ft "B" Navy
Fl Y 2.5s 71ft "C" Navy
Fl Y 2.5s 71ft "D" Navy
Fl Y 2.5s 71ft "G" Navy
Fl Y 2.5s 71ft "H" Navy
Fl R 4s 15ft 22M
Fl 20s 15ft 15M
Fl 5s 192ft 24M
Fl 4s 84ft 5M
Fl 4s 38ft 6M HORN (MRASS)
Fl 6s 48ft 10M
Iso 6s 83ft Priv
Iso 6s 38ft 6M HORN (MRASS)
Iso 8s 83ft Priv
Q 9ft
Q R
Q G
Q W
Q Y
Y 20s Priv
Y 2.5s
Y 4s
Y Fl 4s
Y Fl 2.5s
Y Fl 4s
Y Fl 6s
Y Fl 20s
Y Fl 20s Priv
Y 2.5s Priv
Y 4s Priv
Y Fl 4s Priv
Y Fl 6s Priv
Y Fl 20s Priv
Y 20s PA
Y Fl 20s PA
Y 2.5s 15ft "NCA" BELL
Y 2.5s 15ft "NCB" BELL
Y 2.5s 15ft "NCC" BELL
Y 2.5s 15ft "NCD" BELL
Y 2.5s 15ft "NCE" BELL
Y 2.5s 15ft "NCF" BELL
Y 2.5s 15ft "NCG" BELL
Y 2.5s 15ft "NCH" BELL
Y 2.5s 15ft "NCI" BELL
Y 2.5s 15ft "NCJ" BELL
Y 2.5s 15ft "NCK" BELL
Y 2.5s 15ft "NCL" BELL
Y 2.5s 15ft "NCM" BELL
Y 2.5s 15ft "NCN" BELL
Y 2.5s 15ft "NCO" BELL
Y 2.5s 15ft "NCP" BELL
Y 2.5s 15ft "NCQ" BELL
Y 2.5s 15ft "NCR" BELL
Y 2.5s 15ft "NCS" BELL
Y 2.5s 15ft "NCT" BELL
Y 2.5s 15ft "NCU" BELL
Y 2.5s 15ft "NCV" BELL
Y 2.5s 15ft "NCW" BELL
Y 2.5s 15ft "NCX" BELL
Y 2.5s 15ft "NCY" BELL
Y 2.5s 15ft "NCZ" BELL
Y 2.5s 15ft "NCA" BELL
Y "NCA" Fl Y 2.5s BELL
Y "NCB" Fl Y 2.5s BELL
Y "NCC" Fl Y 2.5s BELL
Y "NCD" Fl Y 2.5s BELL
Y "NCE" Fl Y 2.5s BELL
Y "NCF" Fl Y 2.5s BELL
Y "NCG" Fl Y 2.5s BELL
Y "NCH" Fl Y 2.5s BELL
Y "NCI" Fl Y 2.5s BELL
Y "NCJ" Fl Y 2.5s BELL
Y "NCK" Fl Y 2.5s BELL
Y "NCL" Fl Y 2.5s BELL
Y "NCM" Fl Y 2.5s BELL
Y "NCN" Fl Y 2.5s BELL
Y "NCO" Fl Y 2.5s BELL
Y "NCP" Fl Y 2.5s BELL
Y "NCQ" Fl Y 2.5s BELL
Y "NCR" Fl Y 2.5s BELL
Y "NCS" Fl Y 2.5s BELL
Y "NCT" Fl Y 2.5s BELL
Y "NCU" Fl Y 2.5s BELL
Y "NCV" Fl Y 2.5s BELL
Y "NCW" Fl Y 2.5s BELL
Y "NCX" Fl Y 2.5s BELL
Y "NCY" Fl Y 2.5s BELL
Y "NCZ" Fl Y 2.5s BELL
Y "KHW" Fl Y 4s Priv
Y "HP" Fl Y 4s Priv
Y "HF" Fl Y 4s Priv
Y "WH" Fl Y 4s Priv
Y "P" Fl Y 4s Priv
Y "NCOP 242" Fl (5) Y 20s Priv
Y "NCOP 255" Fl (5) Y 20s Priv
R "2" Fl R 2.5s
R "4" Fl R 4s
R "6" Fl R 4s
R "8" Fl R 2.5s
R "12" Fl R 2.5s
R "16" Q R
R "12" Q R
R "4" Fl R 4s
R "2" Fl R 4s
R "2MS" Fl R 4s
R "4FB" Fl R 2.5s
R "2FB" Fl R 4s
R "2" Q R
R "4" Fl R 4s
RW "CH" Mo (A) W HWS RACON (—.)
RW "CM" Mo (A) W HWS RACON (—.)
RW "HF" Mo (A) W HWS
RW "NC" Mo (A) W HWS
RW "CH" Mo (A) W HWS RACON (—.)
RW "HF" Mo (A) W HWS
RW "N" Mo (A) W HWS
G "1HC" Fl G 2.5s
G "3HC" Fl G 4s
G "5" Fl G 2.5s
G "7" Fl G 4s
G "9" Q G
G "13" Fl G 4s
G "1FS" Fl G 4s
G "3FB" Fl G 4s
G "5" Fl G 4s
G "1" Q G
G "3" Q G
G "5" Fl G 4s
G "7" Fl G 4s
G "9" Q G
G "13