

BookletChart™

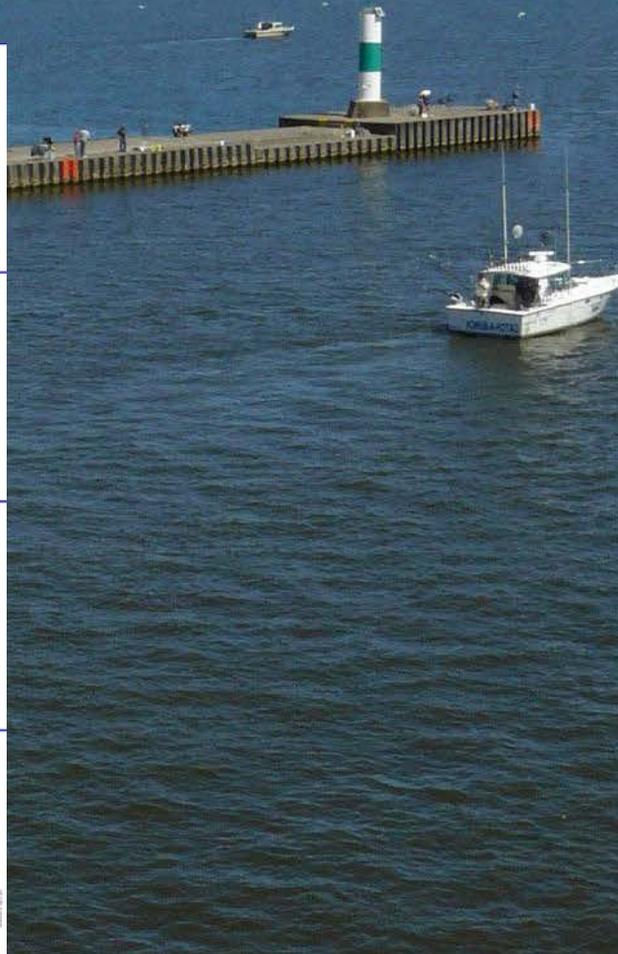
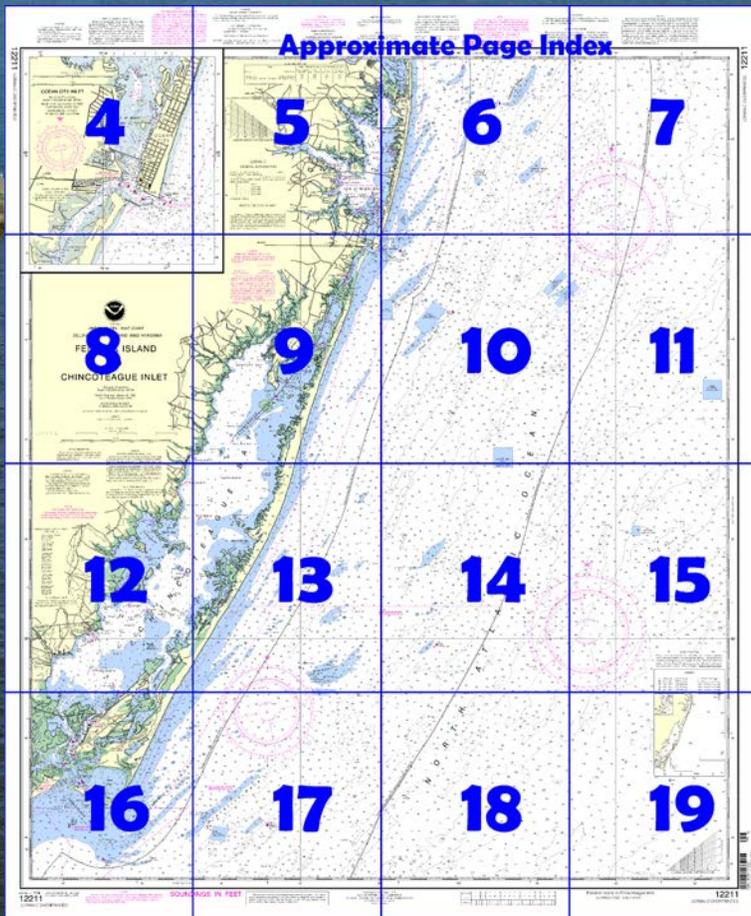
Fenwick Island to Chincoteague Inlet NOAA Chart 12211



*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



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

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.

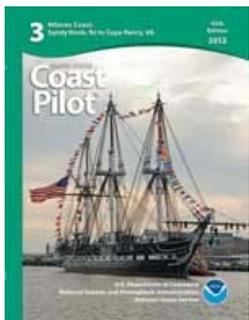
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12211>



(Selected Excerpts from Coast Pilot)

The currents have considerable velocity in the inlets and channels - as much as 3 knots may be encountered.

Fenwick Island Light (38°27'06"N., 75°03'18"W.), 83 feet above the water, is shown from a white tower, about 0.3 mile back of the beach.

Fenwick Shoal has a least depth of 14 feet, but the westerly of two wrecks near the crest of the shoal is covered only 6 feet. A lighted gong buoy marks the southwest end.

Isle of Wight Shoal has a depth of 20 feet. A narrow thoroughfare links the southern end of Little Assawoman Bay with Assawoman Bay; the controlling depth is about 2 feet. It is

navigable by small boats with local knowledge. The bridge near the north end has a clearance of 11 feet.

Assawoman Bay and **Isle of Wight Bay** have depths of 4 to 6 feet along their western sides.

Ocean City Inlet is the only break in the barrier beach between Indian River Inlet and Chincoteague Inlet. The entrance is between stone jetties, but the north jetty and the outer end of the south jetty are covered at high water. **Ocean City Coast Guard Station** is 0.6 mile inside the inlet on the southwest side.

Little Gull Bank has a depth of 15 feet and is marked at its southwest end by a buoy. **Great Gull Bank** has a depth of 17 feet at its southwest end.

There are no harbors of refuge for deep-draft vessels along this coast. The inlets are subject to frequent change, and their navigation requires local knowledge.

Fishtrap areas along the coast from Cape Henlopen to Cape Charles have been established under Federal authority and are shown on the charts. Numerous pile remains of former traps are said to menace inshore navigation.

Navigational aids.—Most of the navigable inlets are marked by buoys, but the channels shift and the buoys cannot always be depended upon to mark the best water. Breakers form on the shoals even in ordinary weather and are good marks. Some of the interior channels are marked by daybeacons and lights, but others are marked only by bush stakes. The channels through the flats can be followed best at low water when the flats are visible.

Tides.—The mean range of tide varies from 2.7 to 4.4 feet along the coast; high and low waters occur at about the same time as at Sandy Hook. Levels in the inside waters are greatly affected by winds, westerly winds producing low water and easterly winds high water. In Assawoman, Isle of Wight, Sinepuxent, and Chincoteague Bays, northerly and southerly winds drive the water to the ends of the bays. With strong winds of long duration, depths may be as much as 3 feet above or below the normal level.

Currents.—The currents have considerable velocity in the inlets and in the narrow channels connecting the inlets with adjacent bays and sounds. Velocities of as much as 3 knots may be encountered at times in places where the currents are strongest.

The entrance to **Ocean City Inlet** is marked by a light near the outer end of the north jetty and lighted buoys that are shifted in position with changing channel conditions. During the summer months fishing vessels anchor at the entrance to the inlet near the north and south jetties. Within the inlet a strong ebb current exists. Caution is advised when entering and transiting the inlet. The mean range of tide is 3.4 feet. A large, cylindrical water tank, about 1.5 miles west of Ocean City Inlet, is prominent and is a good landmark while entering the inlet. Lights, lighted and unlighted buoys, and a daybeacon mark the channel to Isle of Wight Bay.

The U.S. Route 50 highway bridge over Isle of Wight Bay from the mainland to Ocean City, 0.9 mile above the entrance jetties, has a bascule span with a clearance of 18 feet. The bridgetender monitors VHF-FM channel 16 and works on channels 13, and 68; call sign KYU-698. (See **117.1 through 117.59 and 117.559**, chapter 2, for drawbridge regulations.) Pile remains of an abandoned highway bridge are 0.2 mile south of the bridge.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Norfolk Commander
5th CG District (575) 398-6231
Norfolk, VA

Table of Selected Chart Notes

CHINCOTEAGUE BAY BRIDGES AND CABLES

CHINCOTEAGUE CHANNEL SWING BRIDGE Bridge under construction (See 1102)

BLACK NARROWS FIXED BRIDGE Bridge under construction (See 1126)

OVD PWR CAB REP CL 27 FT

WIRE NARROWS FIXED BRIDGE HOR CL 40 FT VERT CL 10 FT OVD PWR CAB AUTH CL 26 FT

QUEEN SOUND FIXED BRIDGE HOR CL 33 FT VERT CL 13 FT OVD PWR CAB AUTH CL 33 FT

COCKLE CREEK FIXED BRIDGE HOR CL 33 FT VERT CL 13 FT OVD PWR CAB AUTH CL 33 FT

MOSQUITO CREEK FIXED BRIDGE HOR CL 33 FT VERT CL 10 FT OVD PWR CAB AUTH CL 31 FT

NOTE C

The traffic lanes for the Delaware approach are on chart 12214.

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Hydrography is not charted due to the changeable nature of the area.

Mercator Projection
Scale 1:80,000 at Lat. 38°08'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CHINCOTEAGUE INLET

The channel is subject to continual changes. Entrance buoys are not charted because they are frequently shifted in position.

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.

For Symbols and Abbreviations see Chart No. 1

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.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted 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 pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AUTHORITIES

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

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)

AIDS TO NAVIGATION

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

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.

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). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.420" northward and 1.314" eastward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The 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.

Salisbury, MD	KEC-92	162.475 MHz
Lewes, DE	WXJ-94	162.550 MHz

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).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice 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 Philadelphia, Pa., Baltimore, Md., or Norfolk, Va. Refer to charted regulation section numbers.

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.

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 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/owow/oceans/regulatory/vessel_sewage/.

NOTE B

EMERGENCY RESTRICTED AREA

For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757)201-7653/7652.

97

SOURCE DIAGRAM

112

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.

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.

CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: — — — — —

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus: - - - - -

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 limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone 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 modification.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Ocean City	(38°20'N/75°05'W)	feet 3.9	feet 3.5	feet 0.2
Chincoteague Channel (south end)	(37°54'N/75°24'W)	2.5	2.3	0.1

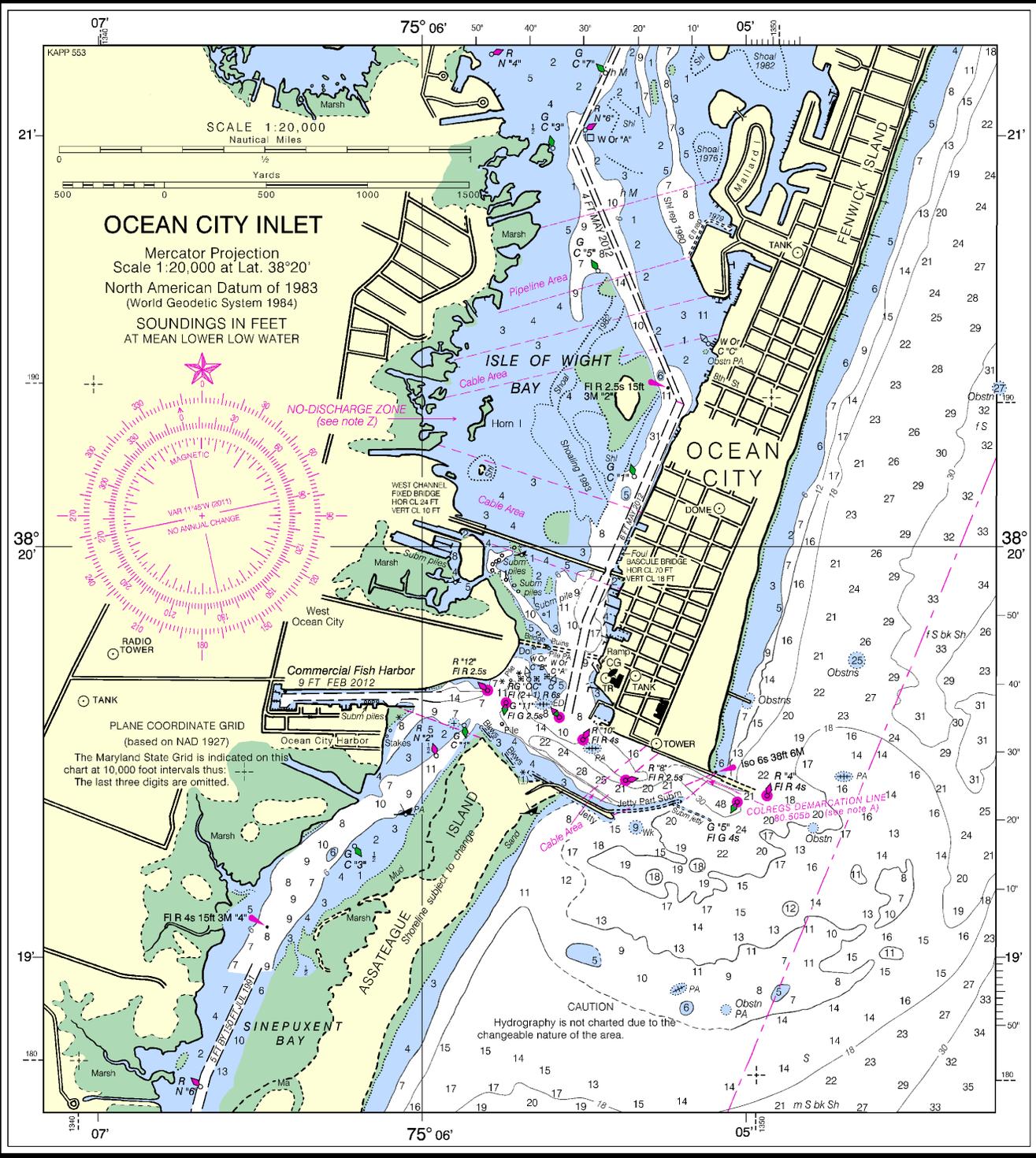
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Jan 2011)

NO Under the operating with prohibited untreated, in marine sancta anchored, o disabled to (treated or u for the NDA. Additional i requirement: Protection A owow/ocean

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocdata.nod.noaa.gov/ids/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

12211



The Ma chart at 40 The las

BAS For bas open to a full vertical clea charted hor

Limitat aids to mar U.S. Coast Geospatial- Radio dir broadcasti should be u Station p (Accurate

NOAA W The NOAA below provi The recep nautical mil 200 as much as high elevat

Salisbury, M Lewes, DE

COLREGS:

SUE Chart cables an are show

Pipel

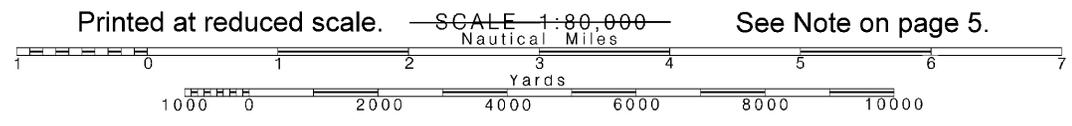
Addi submar this cha

Joins page 8

NOTE C
 The traffic lanes for the Delaware

4

Note: Chart grid lines are aligned with true north.



See Note on page 5.

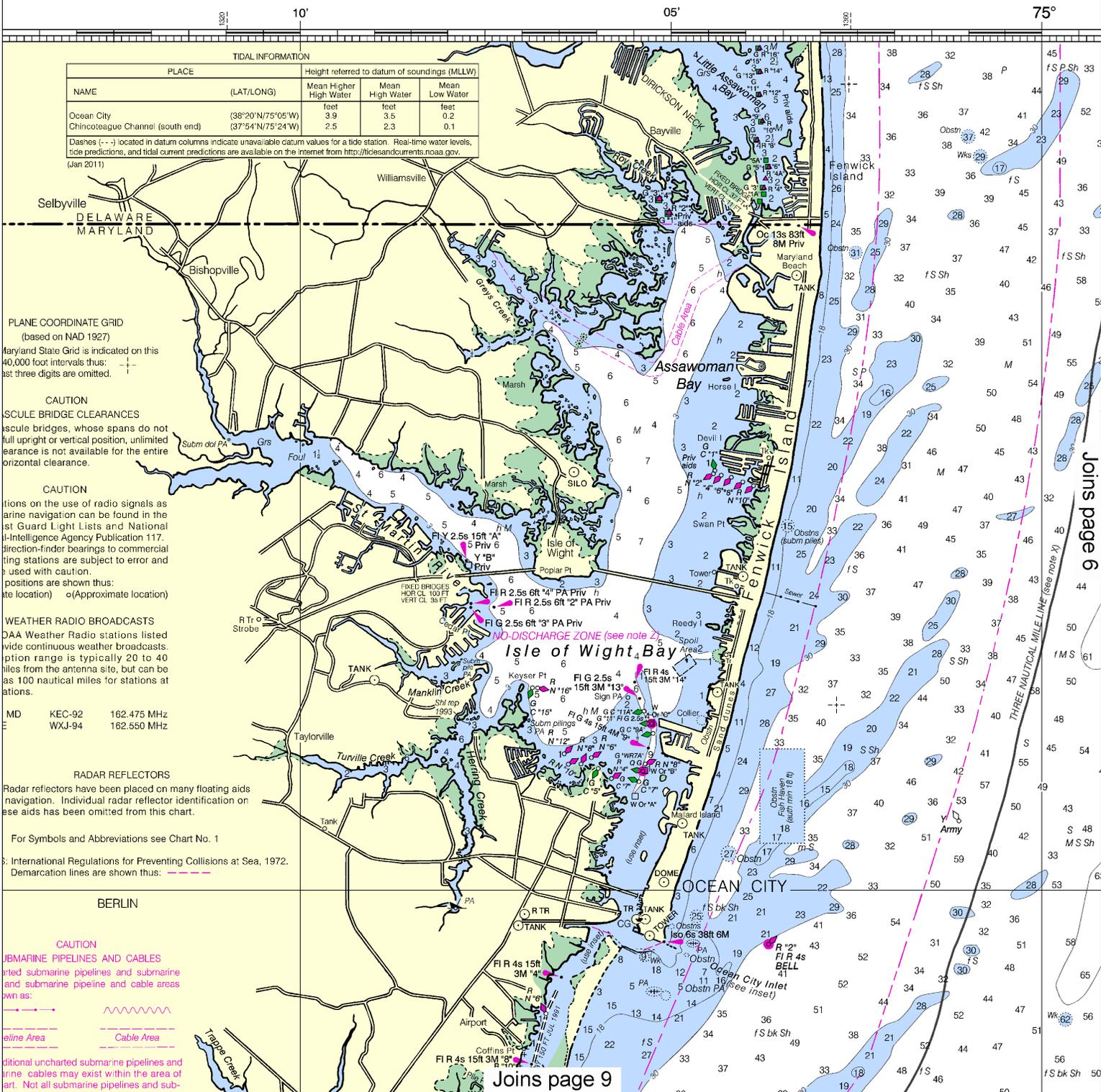
NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
 he Clean Water Act, Section 312, all vessels within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or into the waters. All vessels with an installed sanitation device (MSD) that are navigating, moored, or docked within a NDZ must have the MSD to prevent the overboard discharge of sewage (untreated) or install a holding tank. Regulations NDZ are contained in the U.S. Coast Pilot. Information concerning the regulations and MSD's may be obtained from the Environmental Agency (EPA) web site: http://www.epa.gov/regs/regulatory/vessel_sewage/.

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 be 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.

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).

NOTE A
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice 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 Philadelphia, Pa., Baltimore, Md., or Norfolk, Va. Refer to charted regulation section numbers.

Formerly C&GS 1220, 1st Ed., Oct. 1912 G-1949-741 KAPP 552



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

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 in 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.

Formerly C&GS 1220, 1st Ed., Oct. 1912 G-1949-741 KAPP 552

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).

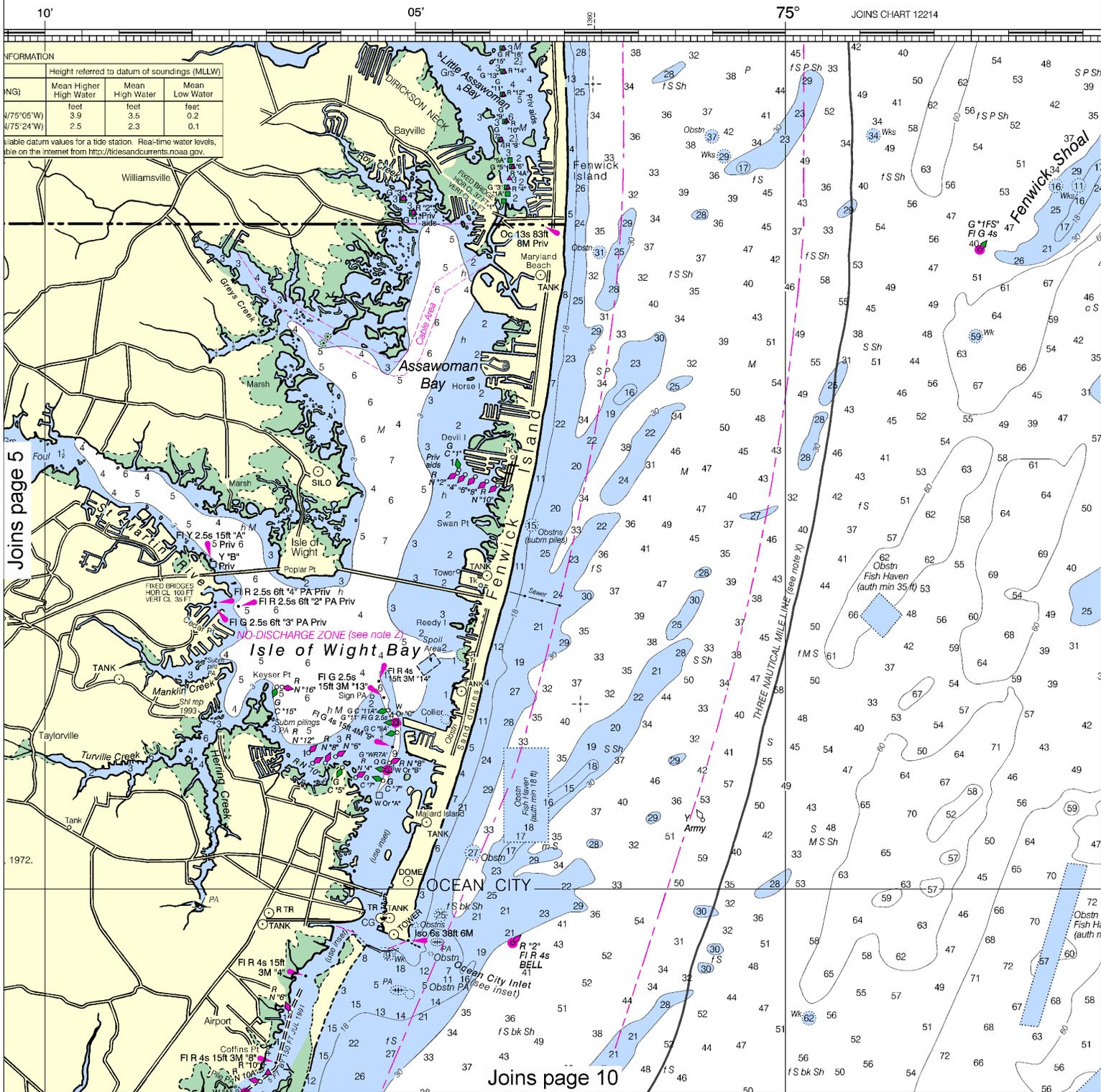
CAUTION

FISH TRAP AREAS AND STRUCTURES

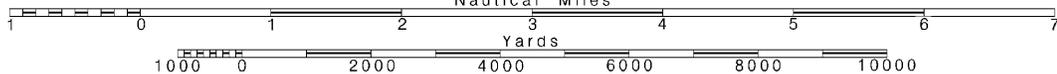
Mariners are warned that numerous uncharted fishing structures, some submerged, may exist. Such structures are not charted unless known. Regulations to assure clear passage to and from natural channels, and to established landings of fish are in the Code of Federal Regulations. Definite limits of fish trap areas have been shown, and those limits are shown thus: ———— Where definite limits have not been prescribed fishing structures is restricted only by the regulations.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice 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 Philadelphia, Pa., Baltimore, Md., or Norfolk, Va. Refer to charted regulation section numbers.



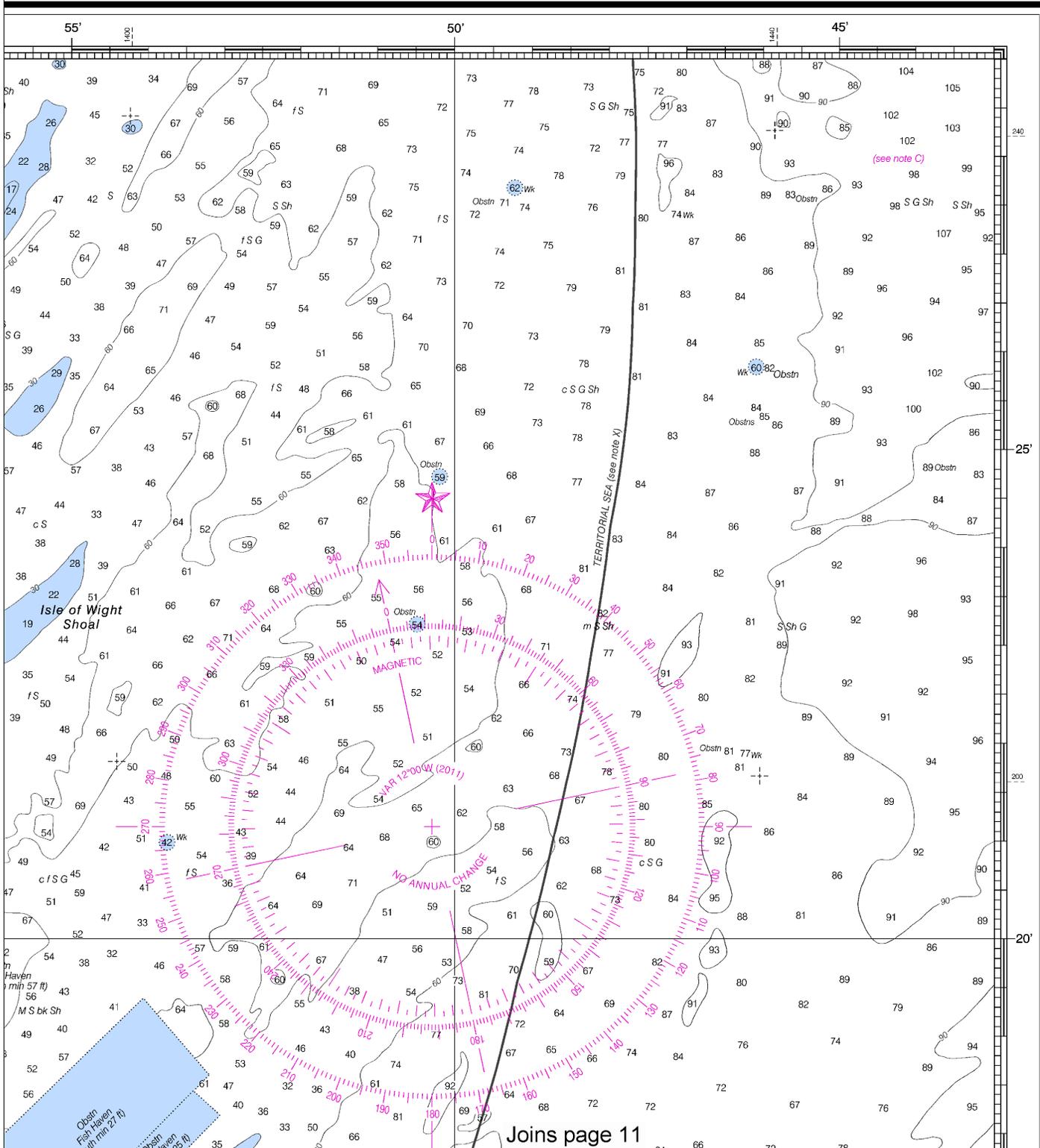
Note: Chart grid lines are aligned with true north.



PICTURES
 charted duck blinds and
 list in the fish trap areas.
 n) to be permanent.
 and through dredged and
 gs, are prescribed by the
 gulations.
 ren established in some
 scribed, the location of
 gulations.

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
 limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast
 of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in
 most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the
 jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical
 mile Exclusive Economic Zone were established by Presidential Proclamation.
 Unless fixed by treaty of the U.S. Supreme Court, these maritime limits are subject
 to modification.

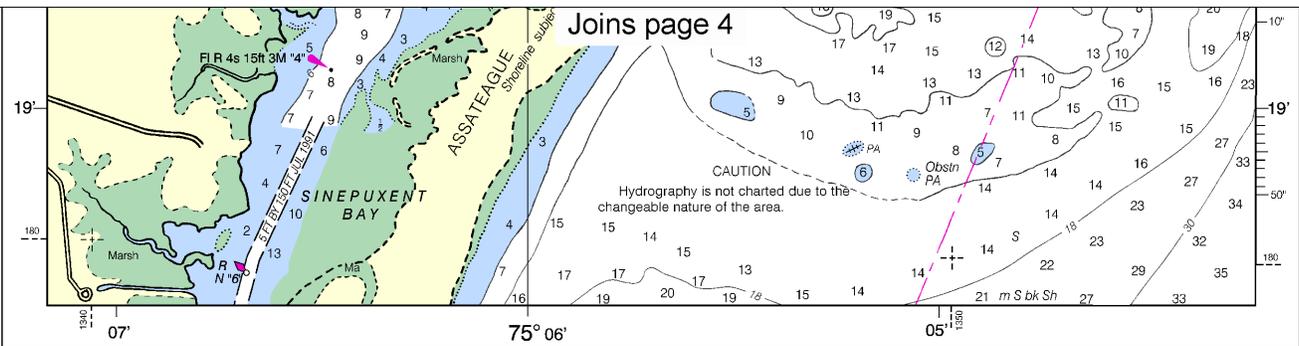
SOUNDINGS IN FEET



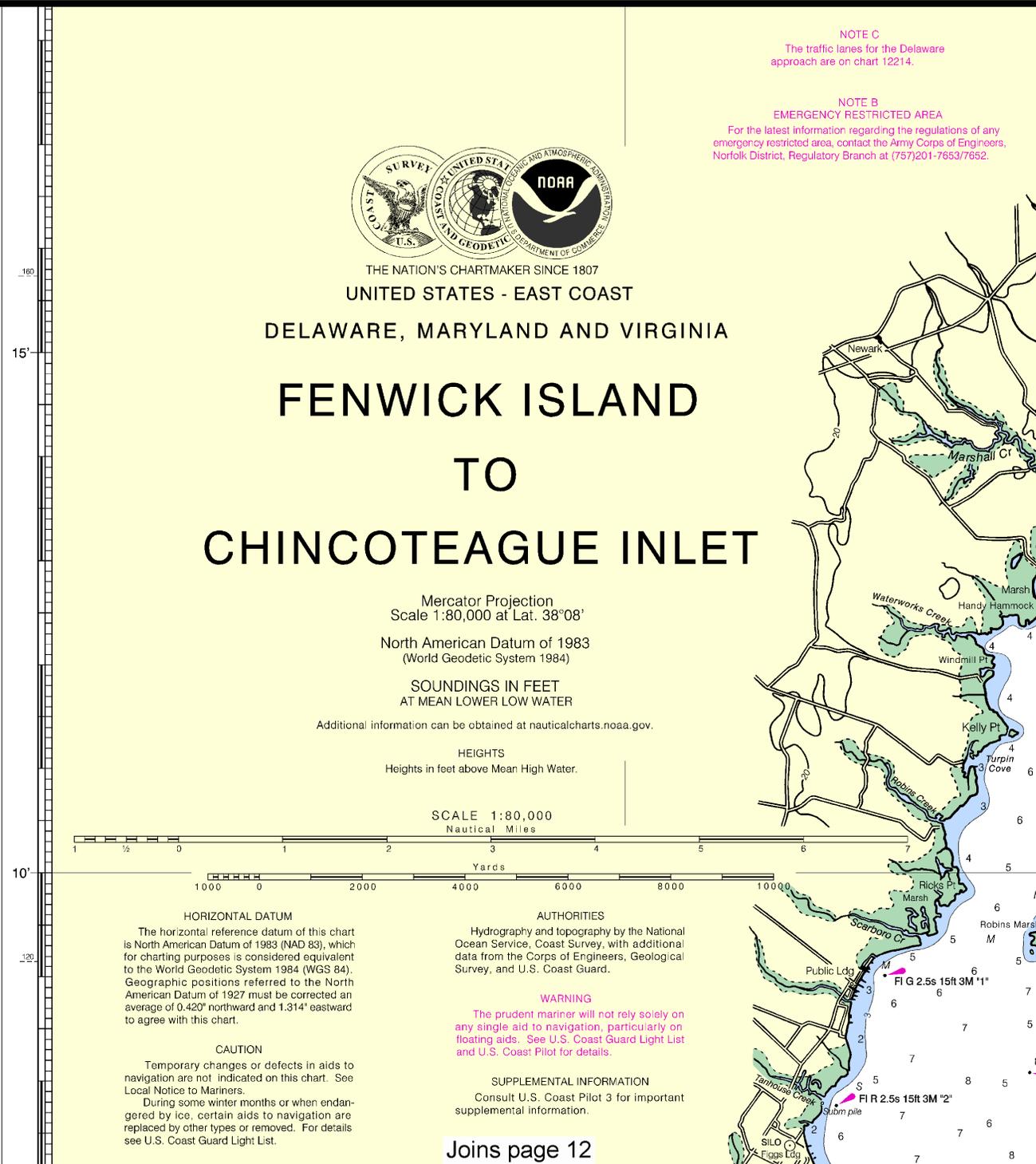
12211

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
 NGA Weekly Notice to Mariners: 0413 1/26/2013,
 Canadian Coast Guard Notice to Mariners: n/a.





to n
thes
COLREGS:
SUE
Chart
cables at
are show
Pipel
Addi
submar
this char
marine
those th
become
caution
water co
pipelin
anchor
Cove
unlighte



NOTE C
The traffic lanes for the Delaware approach are on chart 12214.

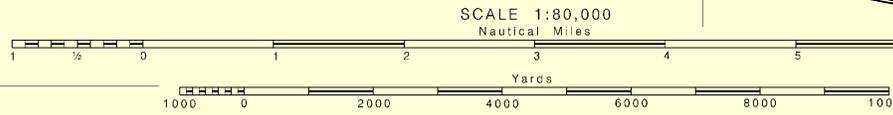
NOTE B
EMERGENCY RESTRICTED AREA
For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757)201-7653/7652.



THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - EAST COAST
DELAWARE, MARYLAND AND VIRGINIA
FENWICK ISLAND
TO
CHINCOTEAGUE INLET

Mercator Projection
 Scale 1:80,000 at Lat. 38°08'
 North American Datum of 1983
 (World Geodetic System 1984)
SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.
HEIGHTS
 Heights in feet above Mean High Water.



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). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.420" northward and 1.314" eastward to agree with this chart.

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.

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

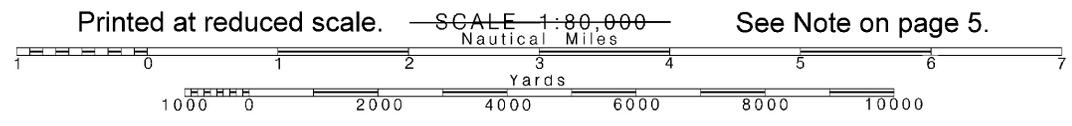
WARNING
 The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION
 Consult U.S. Coast Pilot 3 for important supplemental information.

Joins page 12



Note: Chart grid lines are aligned with true north.



Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

See Note on page 5.

navigation. Individual radar reflector identification or
se aids has been omitted from this chart.

For Symbols and Abbreviations see Chart No. 1

International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:  

BERLIN

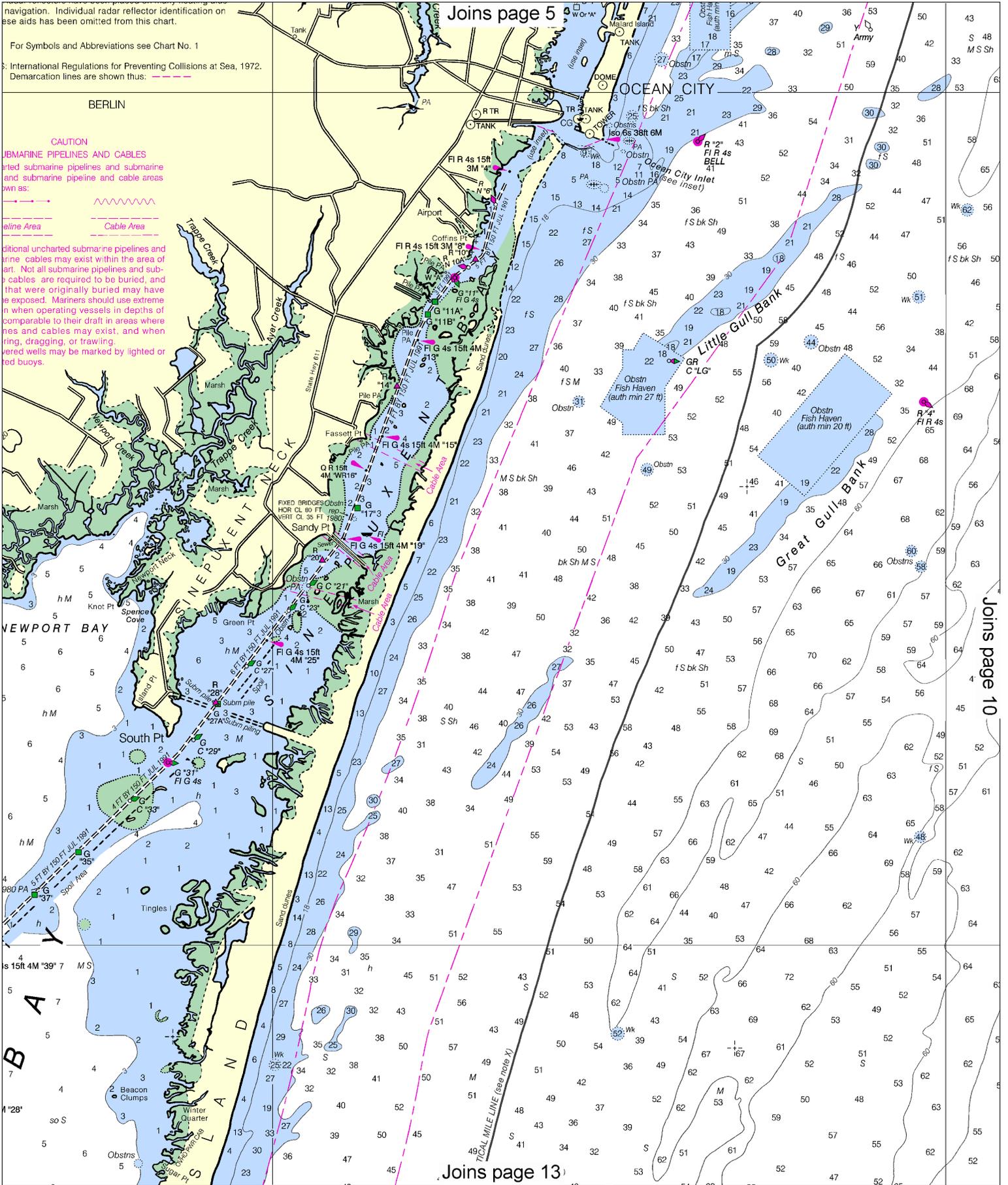
CAUTION

UNCHARTED SUBMARINE PIPELINES AND CABLES

Additional uncharted submarine pipelines and
cables may exist within the area of
this chart. Not all submarine pipelines and sub-
marine 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
comparable to their draft in areas where
pipelines and cables may exist, and when
trawling, dragging, or trawling.
Uncharted wells may be marked by lighted or
red buoys.

 Pipeline Area
 Cable Area

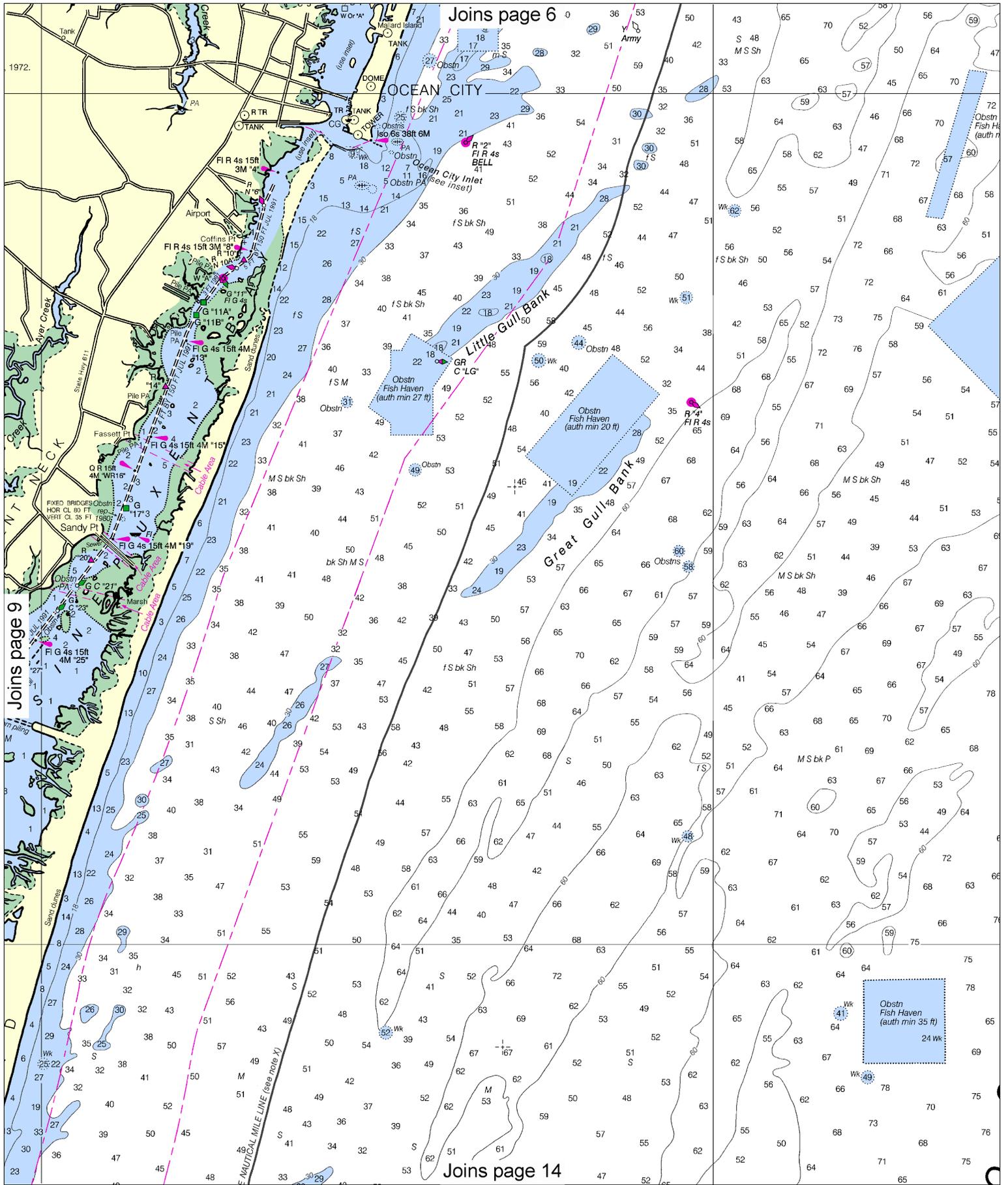
Additional uncharted submarine pipelines and
cables may exist within the area of
this chart. Not all submarine pipelines and sub-
marine cables are required to be buried, and
those that were originally buried may have
become exposed. Mariners should use extreme
caution when operating vessels in depths of
comparable to their draft in areas where
pipelines and cables may exist, and when
trawling, dragging, or trawling.
Uncharted wells may be marked by lighted or
red buoys.



Joins page 5

Joins page 10

Joins page 13



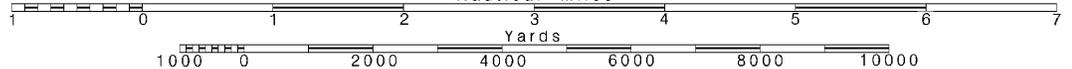
10

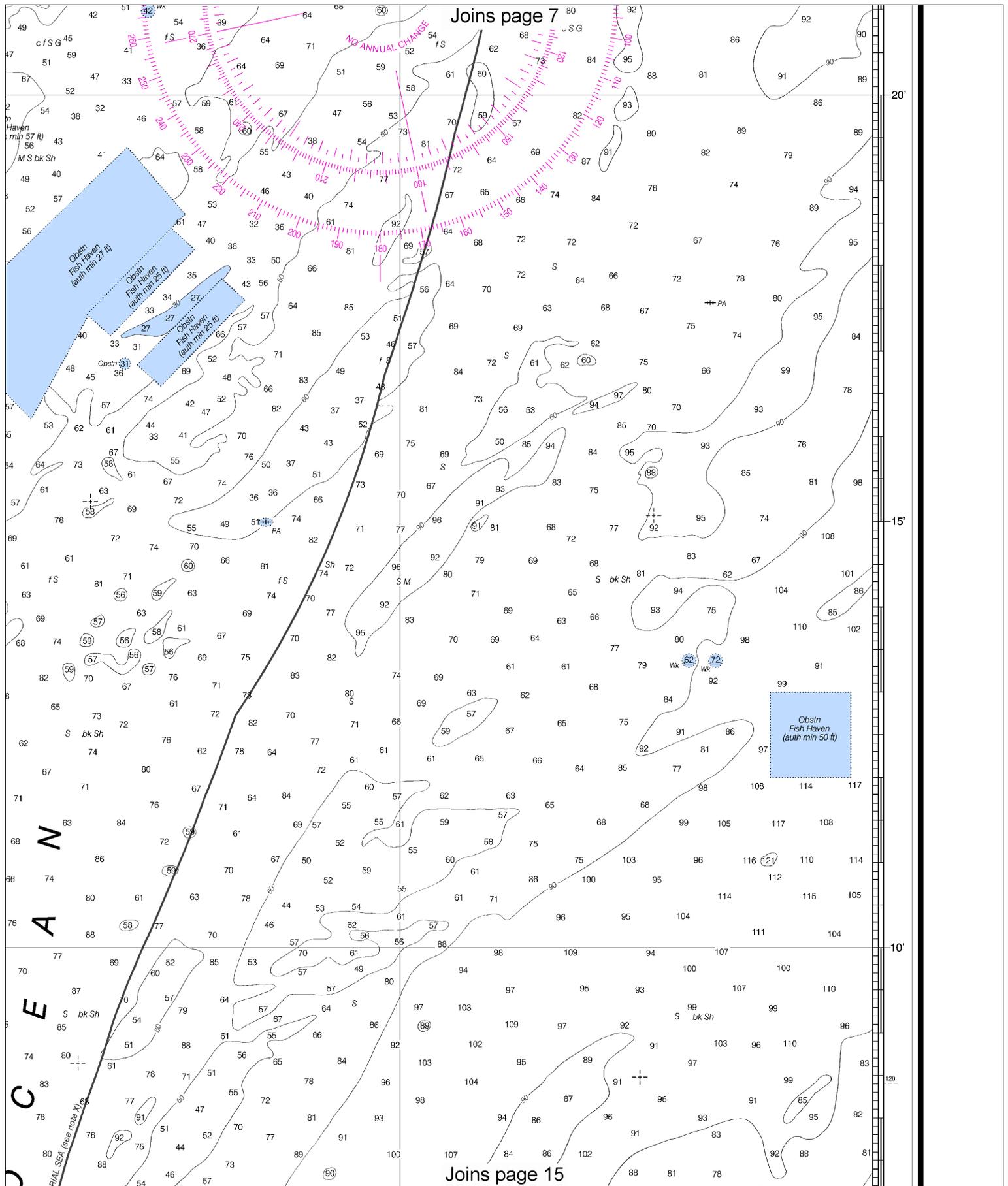
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

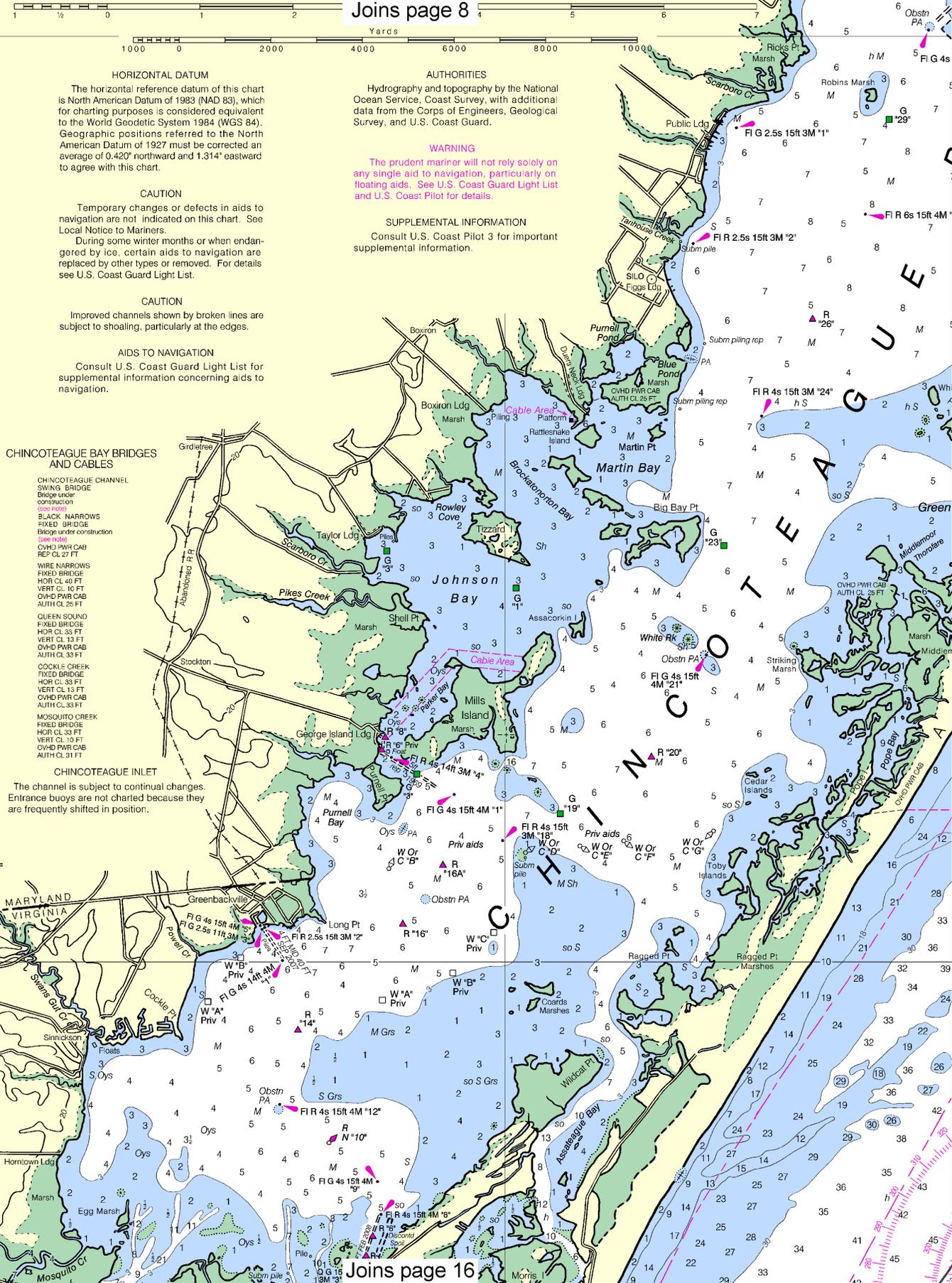




Joins page 7

Joins page 15

10'
120'
05'
38'



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). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.42" northward and 1.314" eastward to agree with this chart.

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.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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 Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

CHINCOTEAGUE BAY BRIDGES AND CABLES

- CHINCOTEAGUE CHANNEL SWING BRIDGE Bridge under construction
- BLACK NARROWS FIXED BRIDGE Bridge under construction
- CVHD PWR CAB REP CL 27 FT
- WIRE NARROWS FIXED BRIDGE HOR CL 46 FT VERT CL 10 FT CVHD PWR CAB AUTH CL 25 FT
- QUEEN SOUND FIXED BRIDGE HOR CL 33 FT VERT CL 13 FT CVHD PWR CAB AUTH CL 33 FT
- COCKLE CREEK FIXED BRIDGE HOR CL 33 FT VERT CL 13 FT CVHD PWR CAB AUTH CL 33 FT
- MOSQUITO CREEK FIXED BRIDGE HOR CL 33 FT VERT CL 13 FT CVHD PWR CAB AUTH CL 31 FT

CHINCOTEAGUE INLET

The channel is subject to continual changes. Entrance buoys are not charted because they are frequently shifted in position.

MARYLAND VIRGINIA

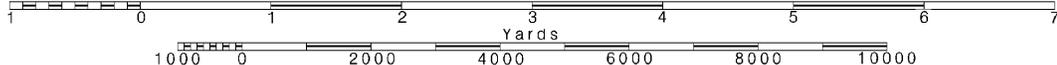
12

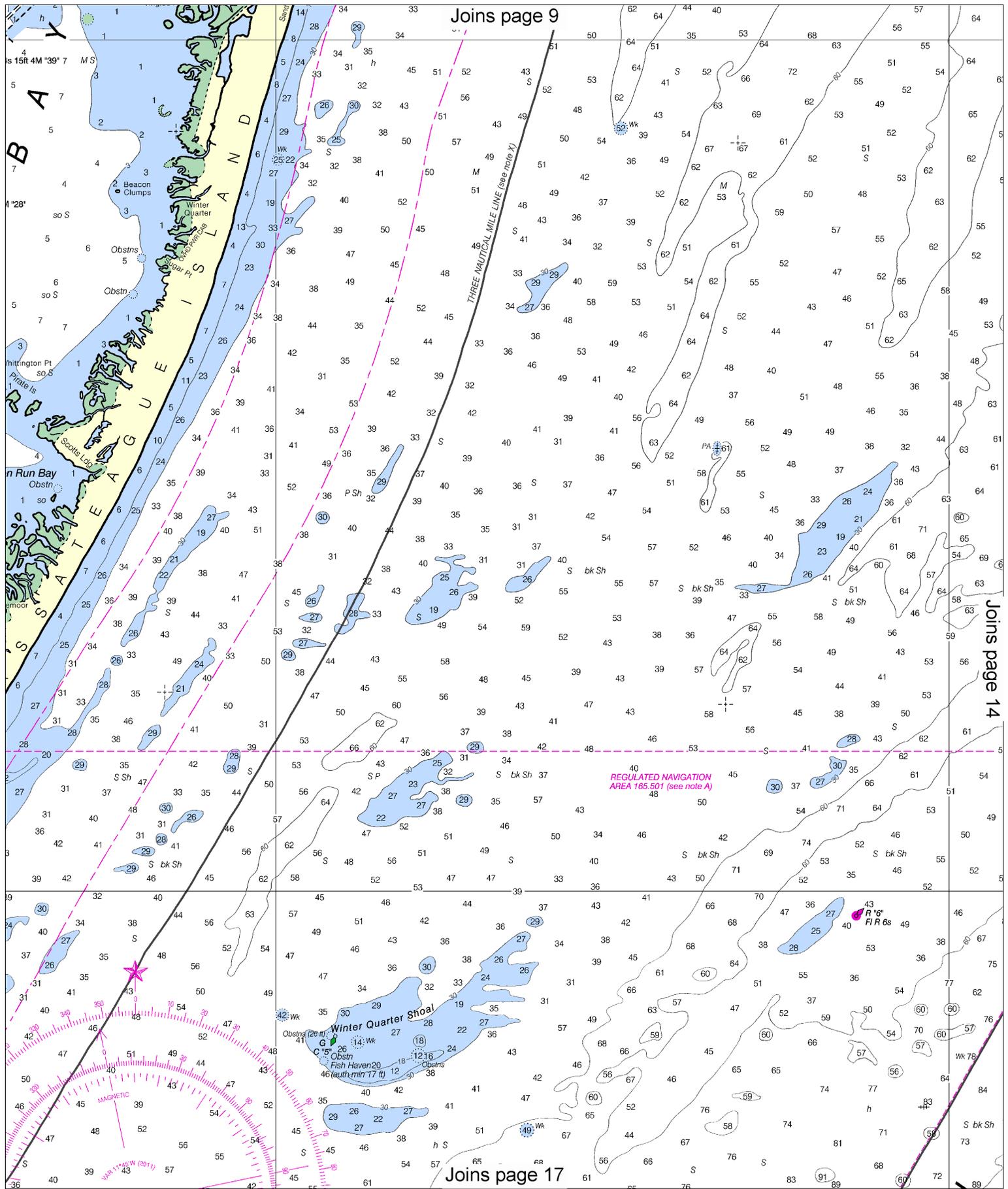
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000 Nautical Miles

See Note on page 5.





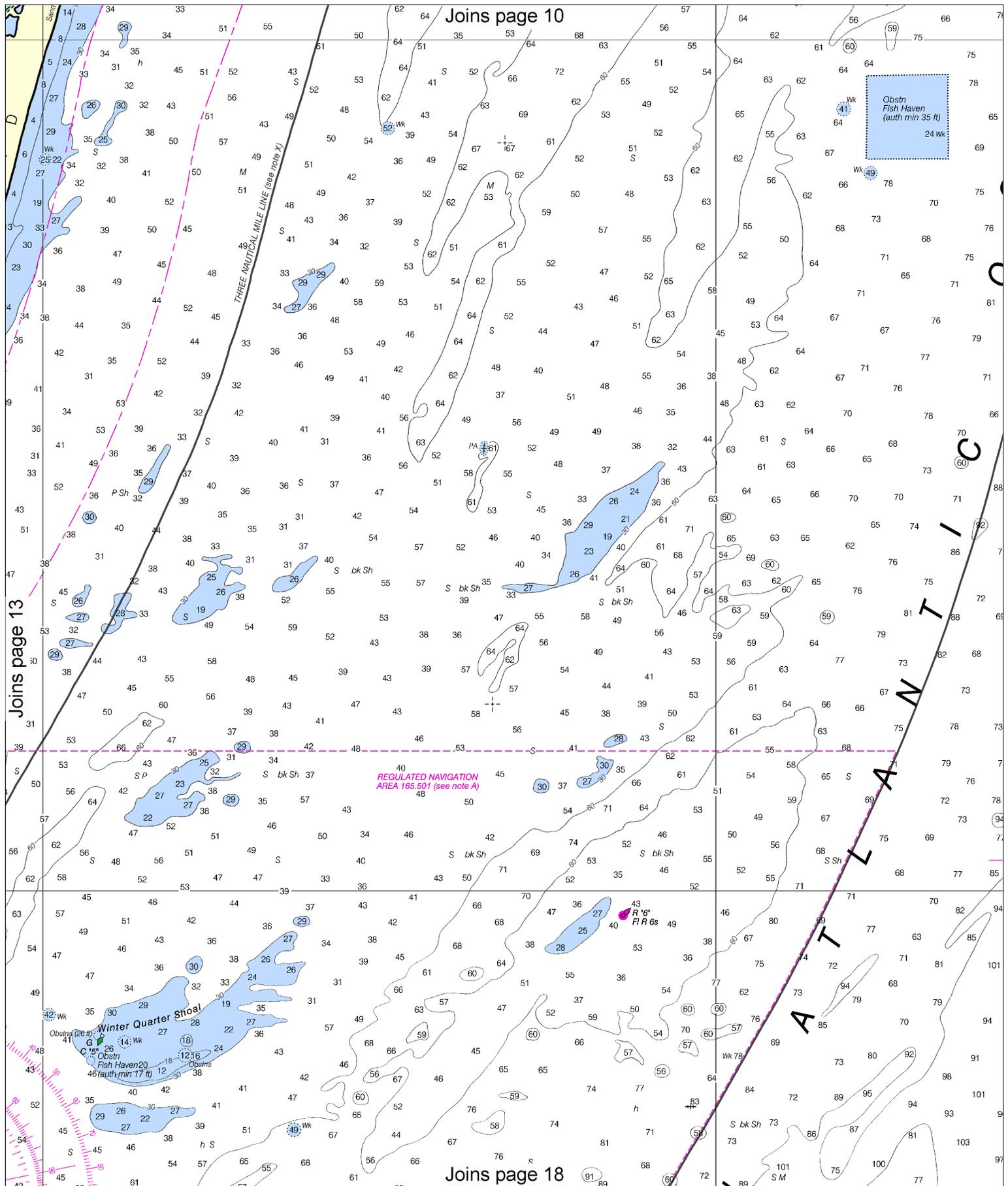
Joins page 9

Joins page 14

Joins page 17

REGULATED NAVIGATION
AREA 165.501 (see note A)

MAGNETIC
VAR 11°45'W (2011)



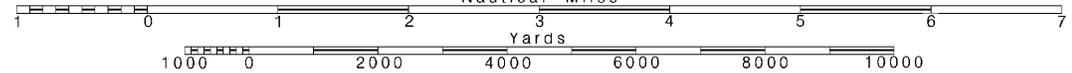
14

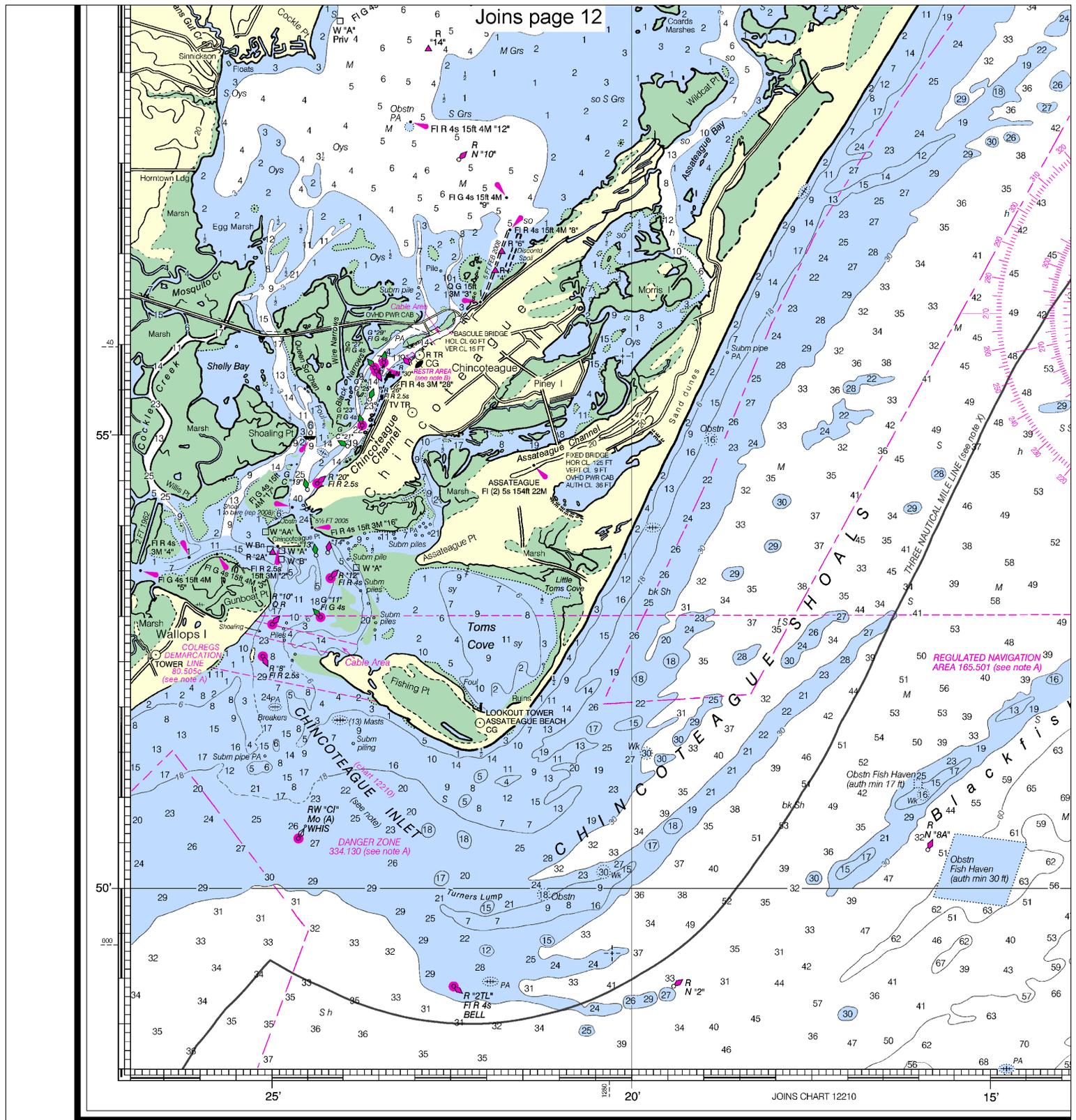
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





Joins page 12

44th Ed., Feb. / 11 ■ Corrected through NM Feb. 19/11
 Corrected through LNM Feb. 15/11
12211

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 to 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.

SOUNDINGS IN FE

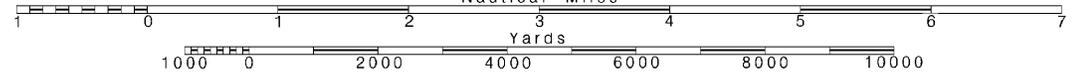
16

Note: Chart grid lines are aligned with true north.

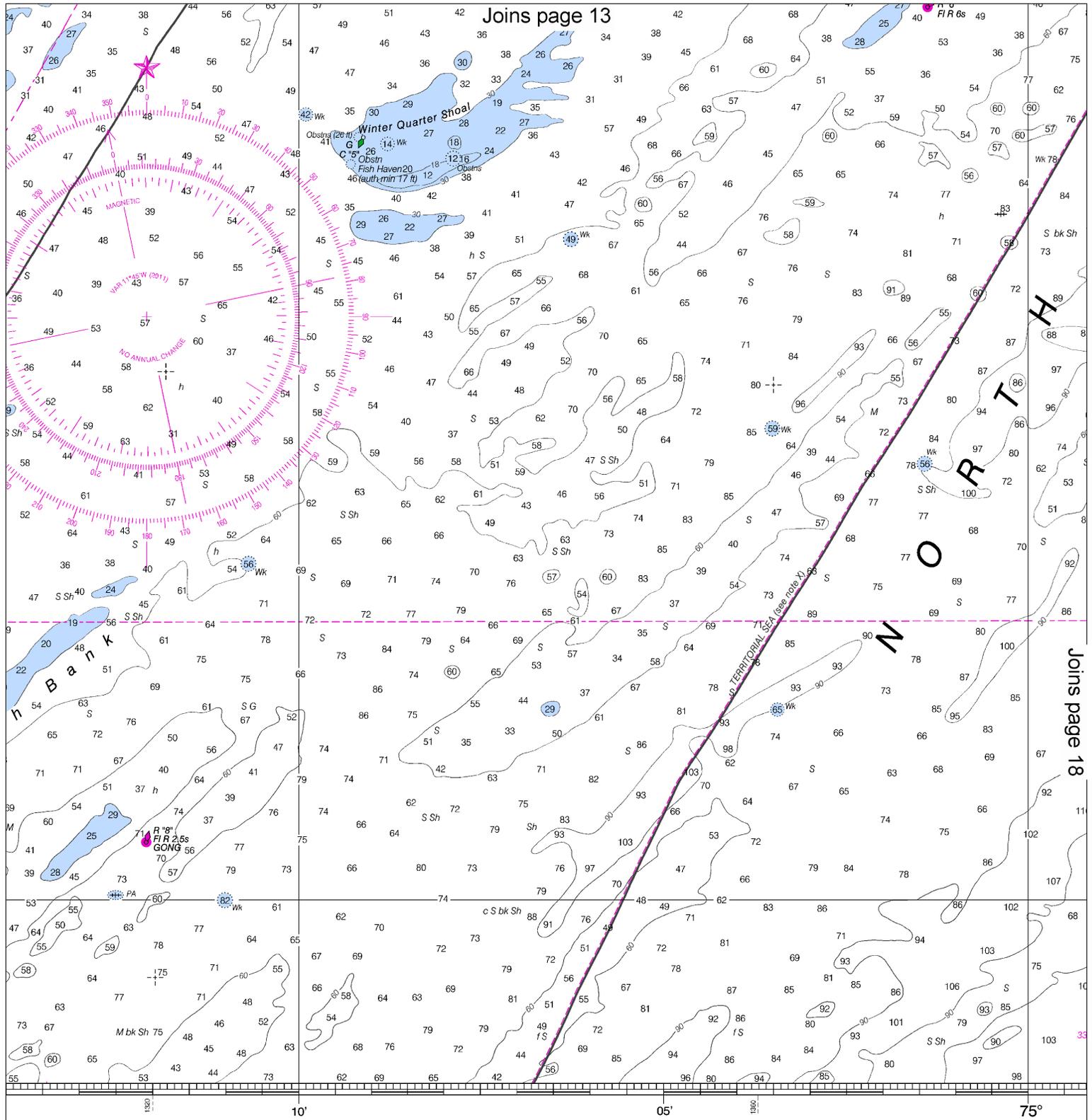
Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

See Note on page 5.



Joins page 13

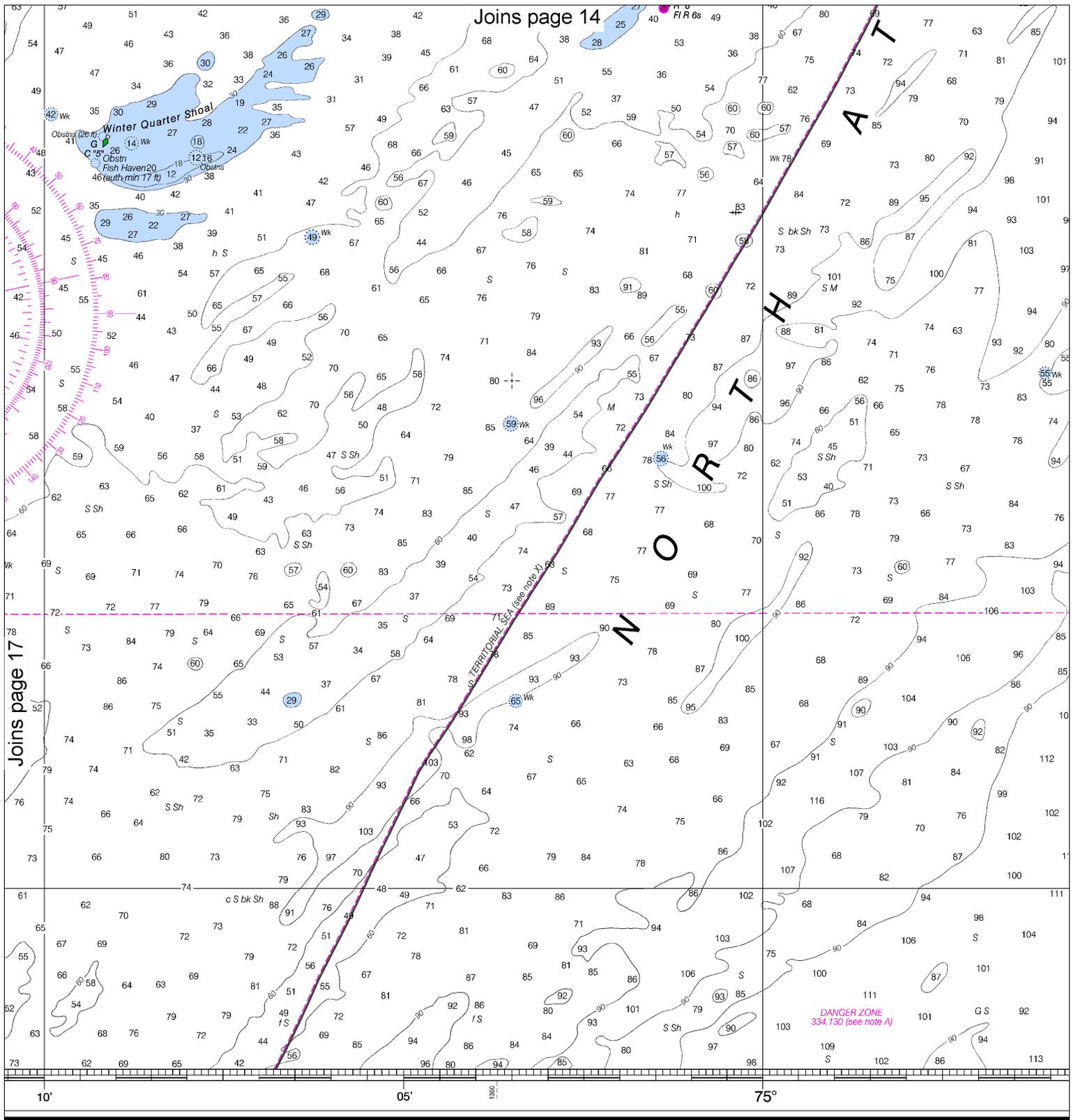


Joins page 18

EET

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS
FEET
METERS



Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

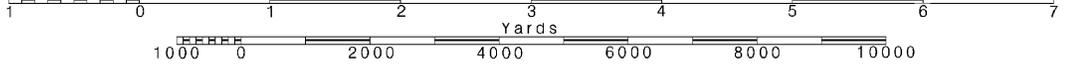
FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108	114	120
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.

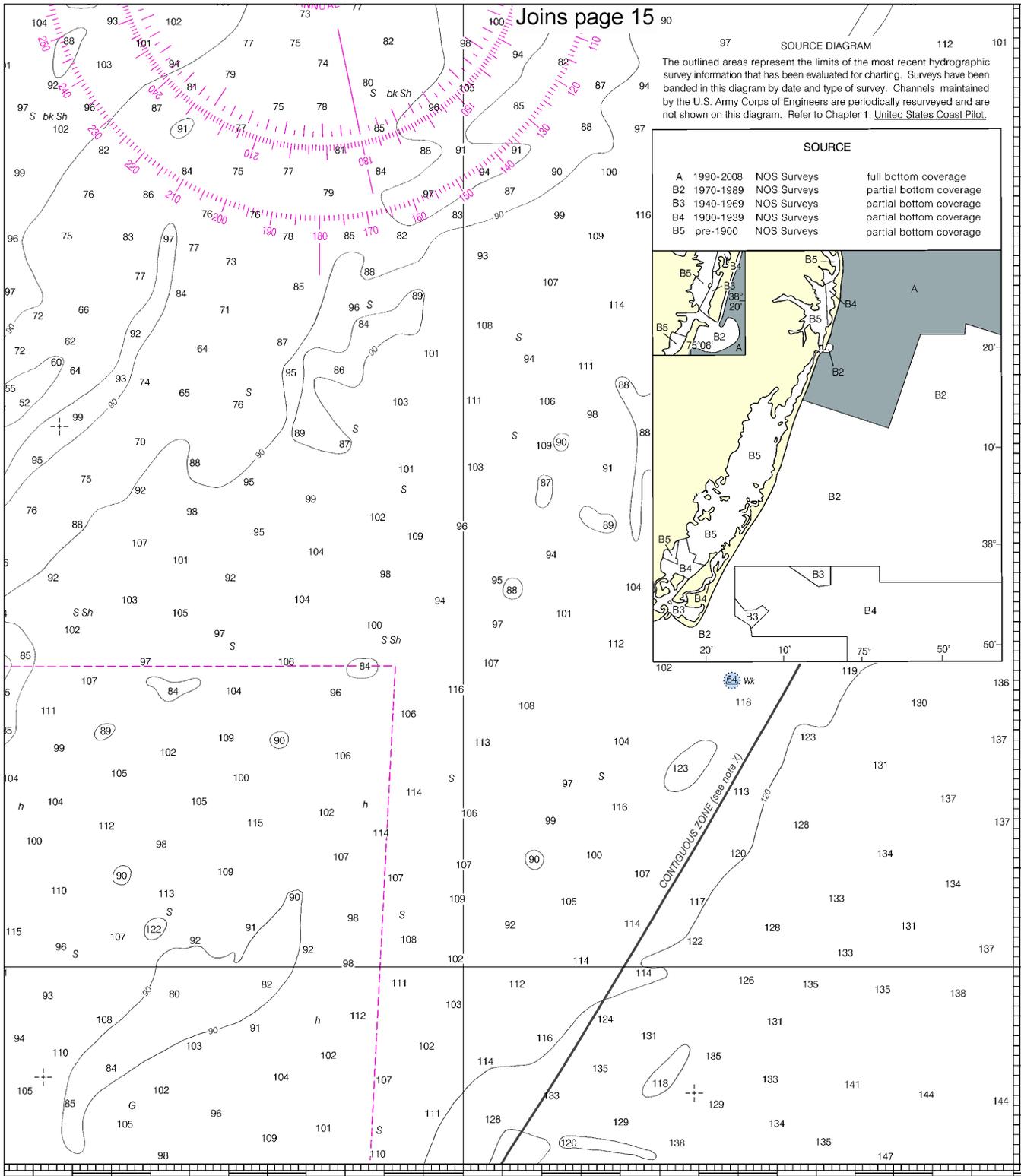
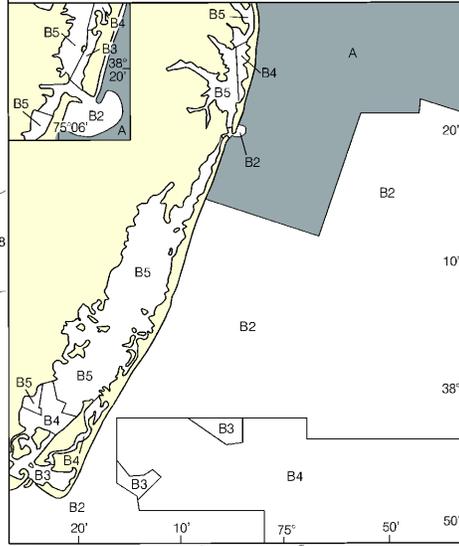


SOURCE DIAGRAM

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 1990-2008 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



11	12	13	14	15	16	17
96	72	76	84	90	96	102
21	22	23	24	25	26	27
28	29	30	31			

Fenwick Island to Chincoteague Inlet
SOUNDINGS IN FEET - SCALE 1:80,000

12211





EMERGENCY INFORMATION

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.

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.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM 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 Weather Service — <http://www.weather.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 @nauticalcharts



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.

