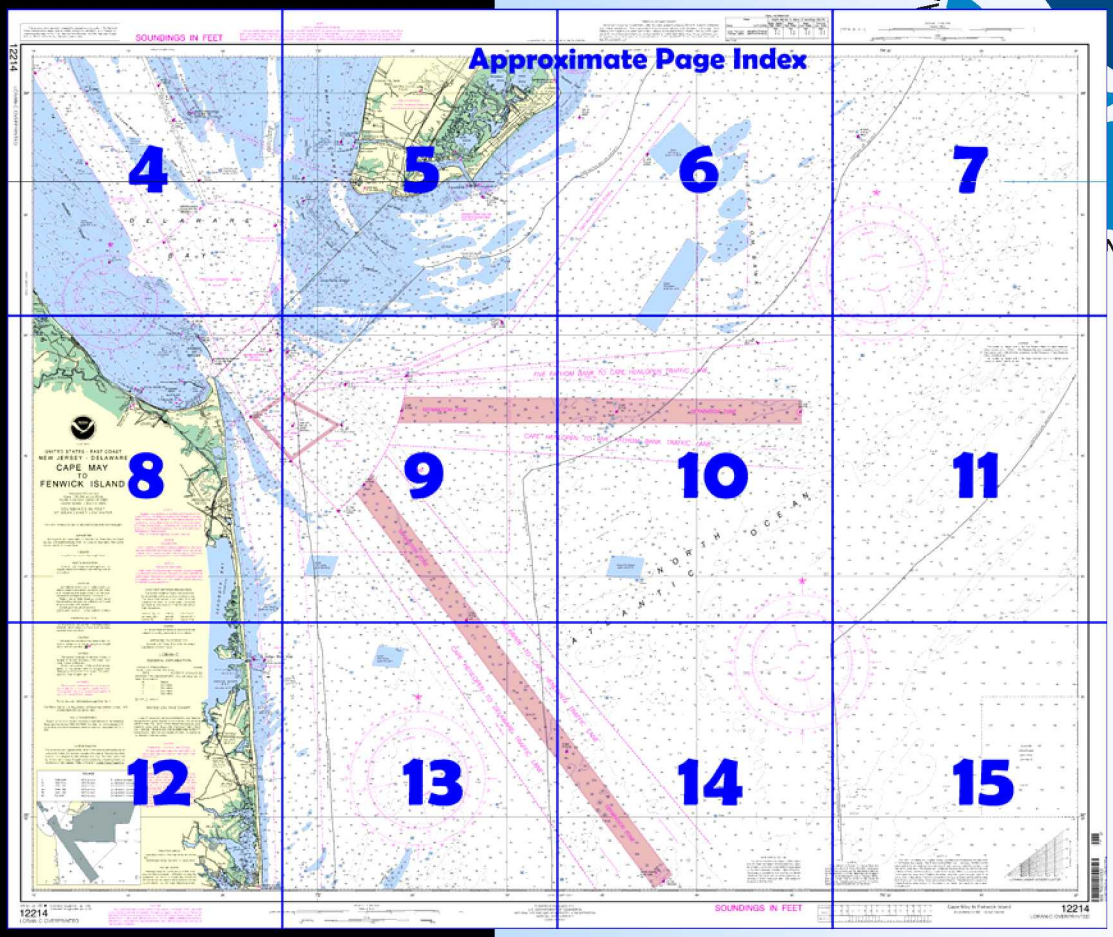
BookletChart™

Cape May to Fenwick Island

(NOAA Chart 12214)

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 all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

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™?

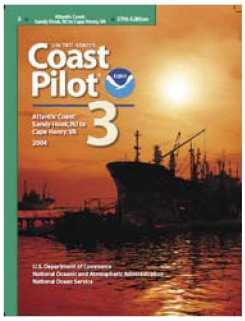
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this 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.



[Coast Pilot 3, Chapter 6 excerpts]

(58) **Delaware Bay** and Delaware River form the boundary between the State of New Jersey on the east and the States of Delaware and Pennsylvania on the west. The bay is an expansion of the lower part of Delaware River; the arbitrary dividing line, 42 miles above the Delaware Capes, extends from Liston Point, Del., to Hope Creek, N.J. Deep-draft vessels use the Atlantic entrance, which is about 10 miles wide between Cape May on the northeast and Cape Henlopen on the southwest. Vessels with drafts less than 33 feet can enter Delaware River from Chesapeake Bay through the Chesapeake and Delaware Canal 7.

(62) **Cape May** is the extensive peninsula on the northeast side of the entrance to Delaware Bay. **Cape May Light** (38°55'59"N., 74°57'37"W.), 165 feet above the water, is shown from a white tower with a red cupola and two white dwellings nearby on Cape May Point.

(63) The shoals off Cape May are mixed clay and sand and have the consistency of hardpan; the ridges run in approximately the same directions as the currents. **Cape May Channel,** 1 mile southwest of the cape, is an unmarked passage between shoals, with depths from 2 to 4 feet on either side. The channel is seldom used, and then only by fishing vessels and pleasure craft; local knowledge is required for safe passage.

(64) The channels have strong currents, and many tide rips form near **Prissy Wicks Shoal,** which has depths as little as 2 feet about 2 miles south of Cape May Light. In Cape May Channel, the current velocity is 1.5 knots on the flood and 2.3 knots on the ebb.

(65) **Overfalls Shoal** has a depth of 10 feet about 4 miles southwestward of Cape May Light. The 30-foot curve extends 3 miles farther in the general direction of Cape Henlopen and has a depth of 15 feet just inside its outermost limit.

(66) **McCrie Shoal**, 7 miles southeast of Cape May Light, has a least charted depth of 19 feet; a lighted gong buoy is on the southeast side of the shoal.

(67) **Five Fathom Bank** has a least charted depth of 19 feet about 15 miles eastward of Cape May Light. The area, enclosed by the 30-foot curve, is about 9 miles long, north to south, and about 2 miles wide. The greater part of Five Fathom Bank is within authorized fishtrap limits. Several buoys are moored around the bank.

(68) **Five Fathom Bank Lighted Buoy F** (38°46'49"N., 74°34'32'W.) is about 20 miles east-southeast of Cape May Light. The buoy is yellow, shows a flashing yellow light, and is equipped with a racon.

(69) **Cape Henlopen** (see also chart 12216), on the southwest side of the entrance to Delaware Bay, is marked by a number of towers and buildings. About 0.5 mile southward from the tip of the cape is a visual **reporting station** and radio control point for the Philadelphia Maritime Exchange.

(72) **Hen and Chickens Shoal** extends southeastward from the tip of Cape Henlopen. The shoal has depths of 5 feet 1.3 miles from the tip of the cape and 12 feet 1.7 miles farther to the southeastward. The northeast side of the shoal is marked by buoys.

(73) The Cape May-Lewes Ferry crosses the main channel in Delaware Bay about 4 miles northward of Cape Henlopen. The ferry usually departs Lewes from the southern entrance to Harbor of Refuge and enters Lewes from the northern entrance to Harbor of Refuge.

(74) **Delaware Lighted Buoy D** (38°27'18"N., 74°41'47"W.), is about 28 miles southeastward of Cape Henlopen. The buoy is yellow, shows a flashing yellow light, and is equipped with a racon.

(89) Delaware Bay is shallow along its northeastern and southwestern sides, and there are extensive shoal areas close to the main channel. The bay has natural depths of 50 feet or more for a distance of 5 miles above the Capes; thence Federal project depths of 40 feet to the upper end of Newbold Island, 110 miles above the Capes, thence 25 feet to the Trenton Marine Terminal, 115 miles above the Capes, and thence 12 feet to the railroad bridge at Trenton. (See Notice to Mariners and latest editions of the charts for controlling depths.)

(92) Mariners are warned that submarine cables are in the north corner of the anchorage on the northeast side of New Castle Range. Furthermore, submerged pipelines are in the southwest part of the anchorage on the southeast side of Marcus Hook Range and in the middle of the anchorage southeast of Mifflin Range.

(93) In December 1983, shoaling to 34 feet was reported in the northeast corner of the anchorage off Mispillion River in about 39°01'12"N., 75°13'42"W.

(94) In bad weather tows and small craft sometimes anchor behind the breakwaters north and west of Cape Henlopen.

(95) The mean range of tide is 4.2 feet in Breakwater Harbor, 5.5 feet at Reedy Point, 5.6 feet at Marcus Hook, 5.9 feet at Philadelphia, and 8.0 feet at Trenton.

(96) The current velocity is 1.8 knots in Delaware Bay entrance. (See the Tidal Current Tables for daily predictions.) The tables also list current differences and other constants for about 55 other places in Delaware Bay and River.

Table of Selected Chart Notes

OYSTER GROUNDS

CAUTION - Numerous stakes and obstructions exist within these areas.

Corrected through NM Oct. 20/07
Corrected through LNM Oct. 9/07

HEIGHTS

Heights in feet above Mean High Water.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus:

Submerged piling may exist in these areas.

CAUTION

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

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 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.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

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 0.404" northward and 1.359" eastward to agree with this chart.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

For Symbols and Abbreviations see Chart No. 1

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

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.

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.

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

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) o(Approximate location)

AIDS TO NAVIGATION

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

SUPPLEMENTAL INFORMATION

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

Mercator Projection
Scale 1:80,000 at Lat.38°44'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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 C

PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Delaware Bay and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The normal Pilot Cruising Area is outlined by a magenta band.

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, Pennsylvania.

Refer to charted regulation section numbers.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9960.....99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 9960-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

Additional information can be obtained 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).

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.

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.

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

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.

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.

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.

PRINT-ON-DEMAND CHARTS

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 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

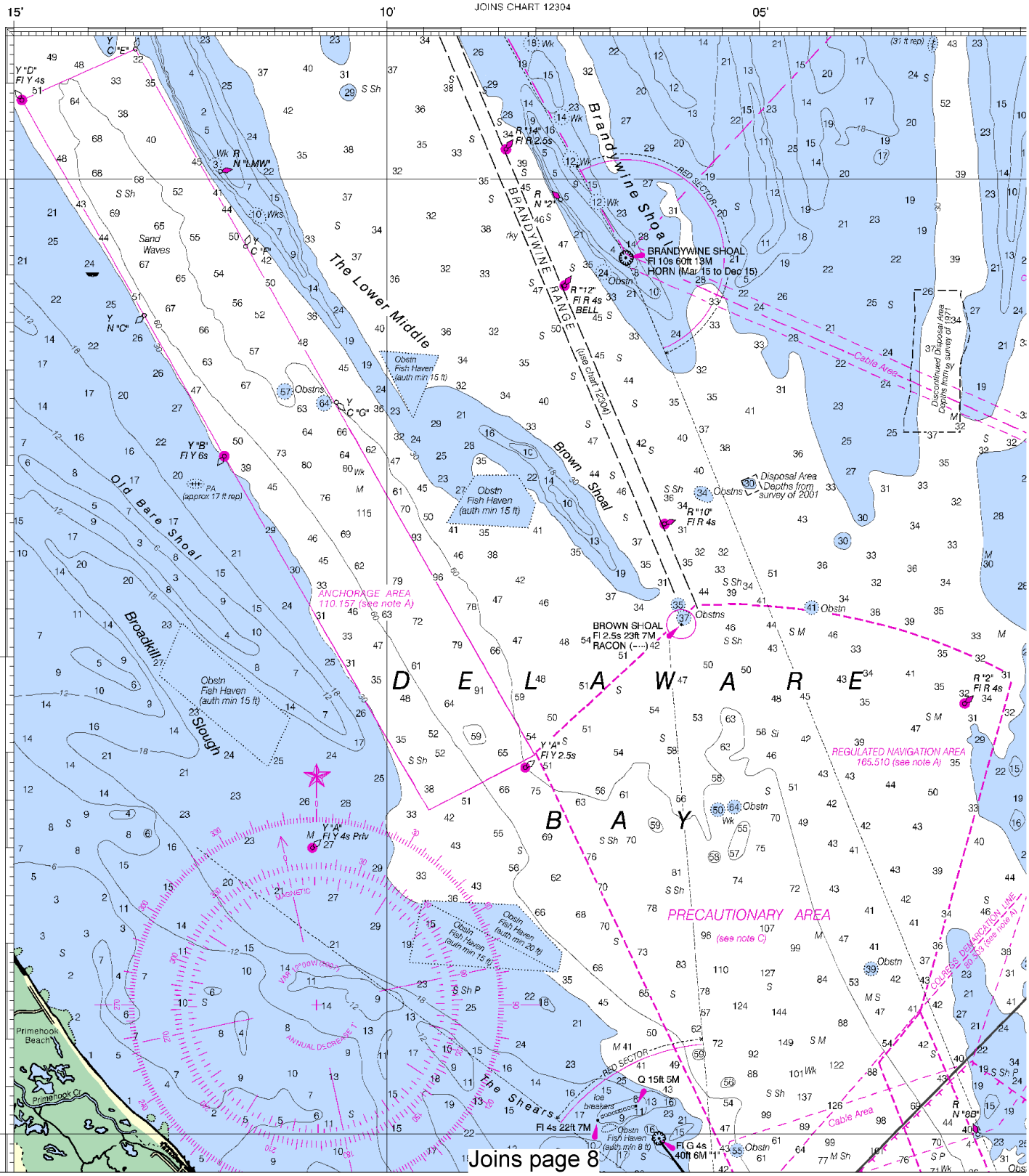
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SOUNDINGS IN FEET

One-way traffic lanes overprinted on this c
been designed to aid in the prevention of co
the applicable Rules of the Road. Separ
Separation zones should not be used except

12214

LORAN-C OVERPRINTED



Joins page 8

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

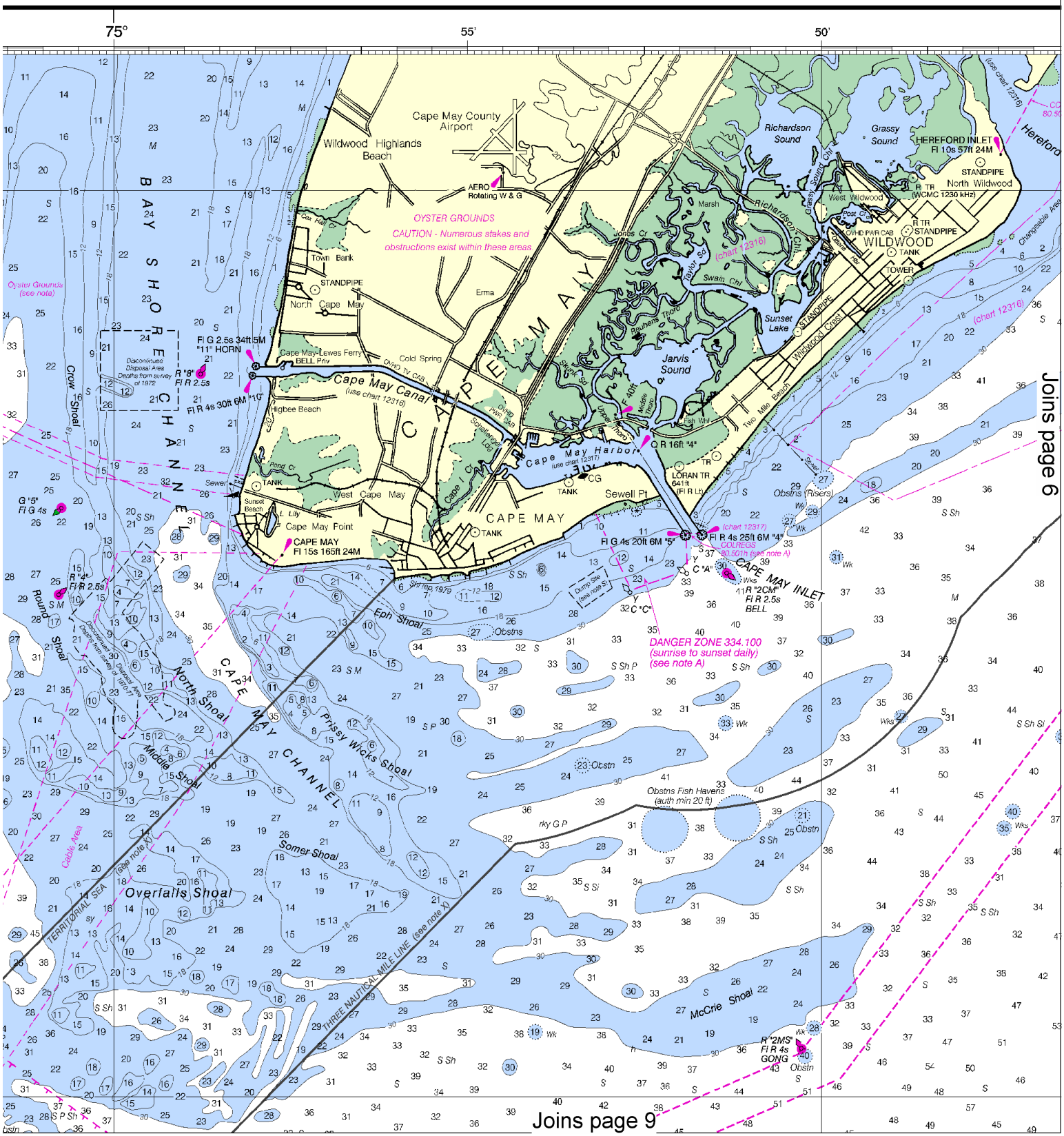
1000 0 2000 4000 6000 8000 10000

NOTE D

TRAFFIC SEPARATION SCHEME

s chart are RECOMMENDED for use by all vessels traveling between the points involved. They have collisions at the approaches to Delaware Bay, but are not intended in any way to supersede or alter paration zones are intended to separate inbound and outbound traffic and to be free of ship traffic. ept for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.

Formerly C&GS 1219, 1st Ed., Aug. 1912 G-1948-



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.

9, 1st Ed., Aug. 1912 G-1948-719 KAPP 554

PRINT-ON-DEMAND CHARTS

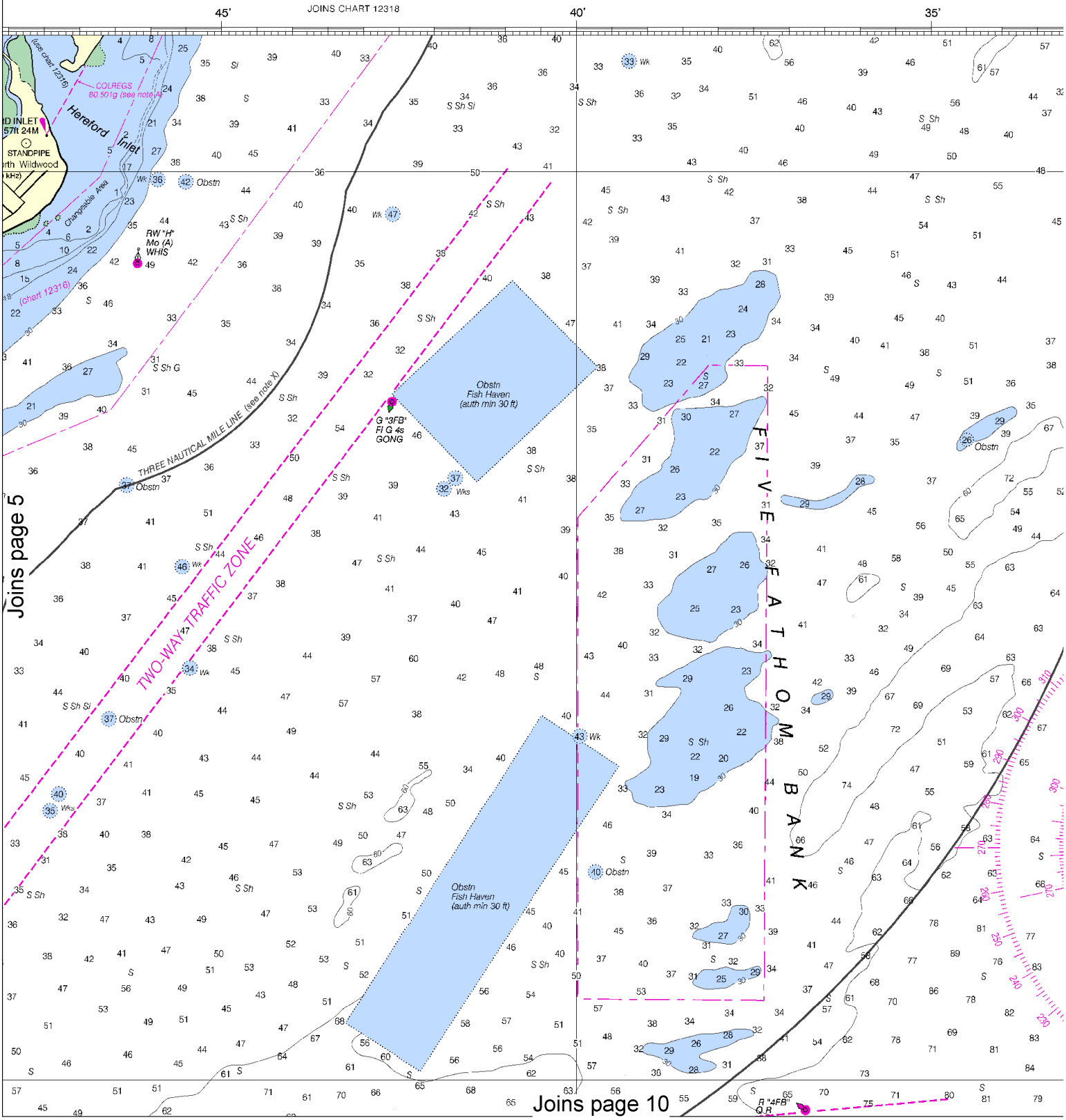
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

TIDAL INFORMATION

PLACE		Height referred to datum of sour	
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water
		foot	foot
Cape May Point	(38°57'N/74°58'W)	5.4	5.0

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-tim tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents

(Oct 2007)



Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

Yards

North

oundings (MLLW)

	Mean Low Water
	feet
	0.2

tide water levels, nts.noaa.gov.

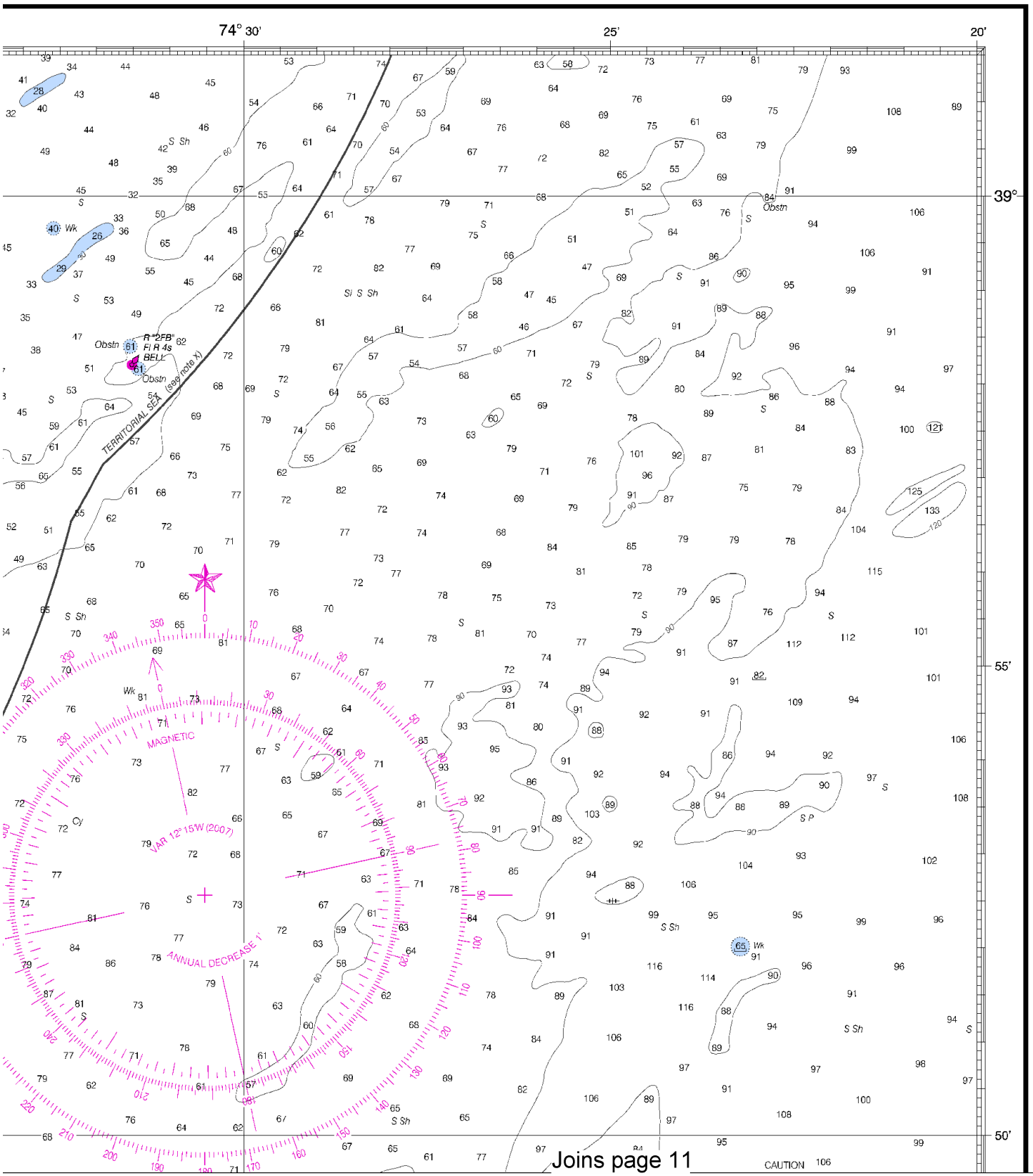
SCALE 1:80,000

Nautical Miles

1 ½ 0 1 2 3 4 5 6 7

Yards

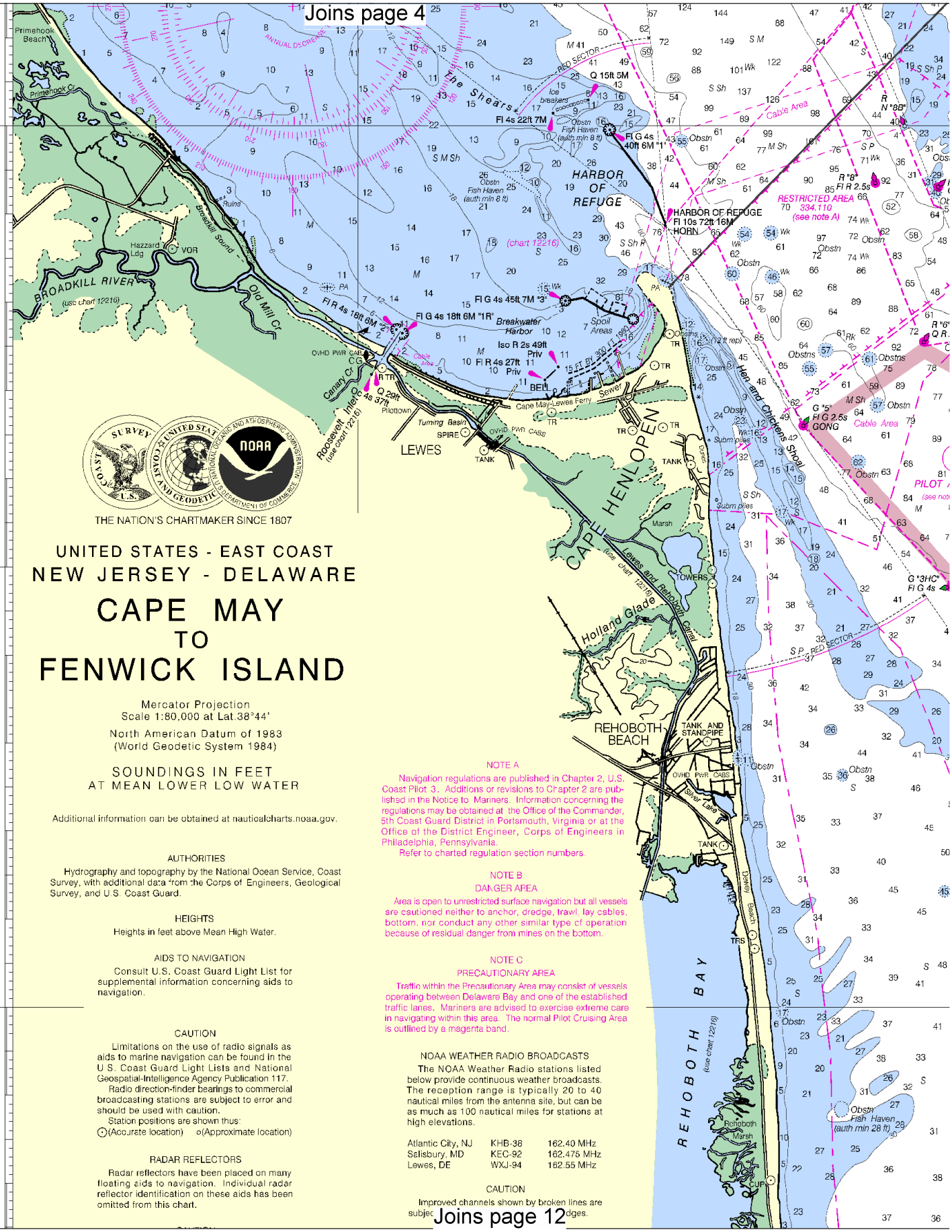
1000 0 5000 10000



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0810 2/23/2010,
NGA Weekly Notice to Mariners: 1010 3/6/2010,
Canadian Coast Guard Notice to Mariners: n/a .

Joins page 4



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
NEW JERSEY - DELAWARE

CAPE MAY TO FENWICK ISLAND

Mercator Projection
Scale 1:80,000 at Lat.38°44'

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.

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.

HEIGHTS

Heights in feet above Mean High Water.

AIDS TO NAVIGATION

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

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) o(Approximate location)

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 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, Pennsylvania.

Refer to charted regulation section numbers.

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 C

PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Delaware Bay and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The normal Pilot Cruising Area is outlined by a magenta band.

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.

Atlantic City, NJ	KHB-38	162.40 MHz
Salisbury, MD	KEC-92	162.475 MHz
Lewes, DE	WXJ-94	162.55 MHz

CAUTION

Improved channels shown by broken lines are subject to changes.

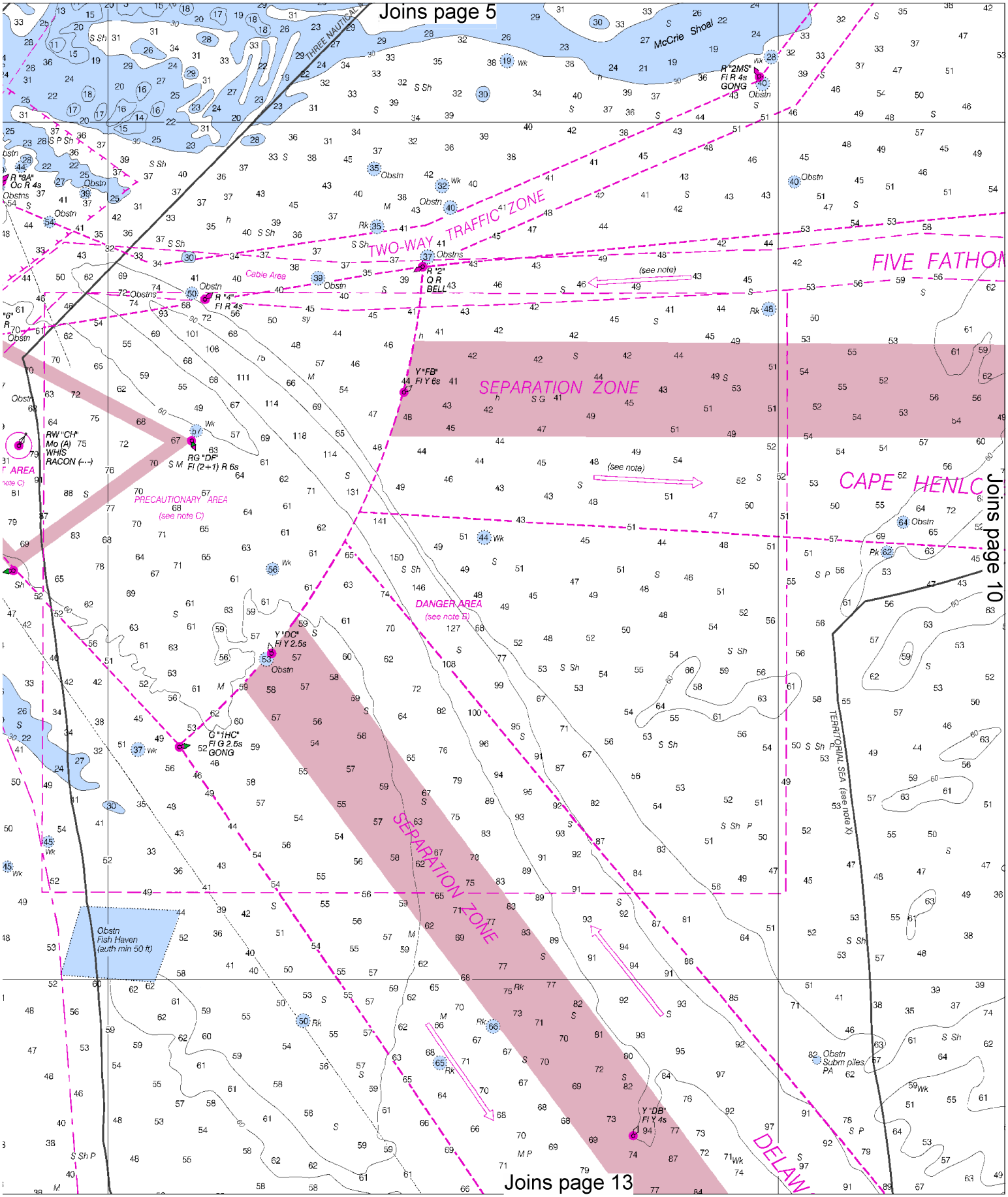
Joins page 12

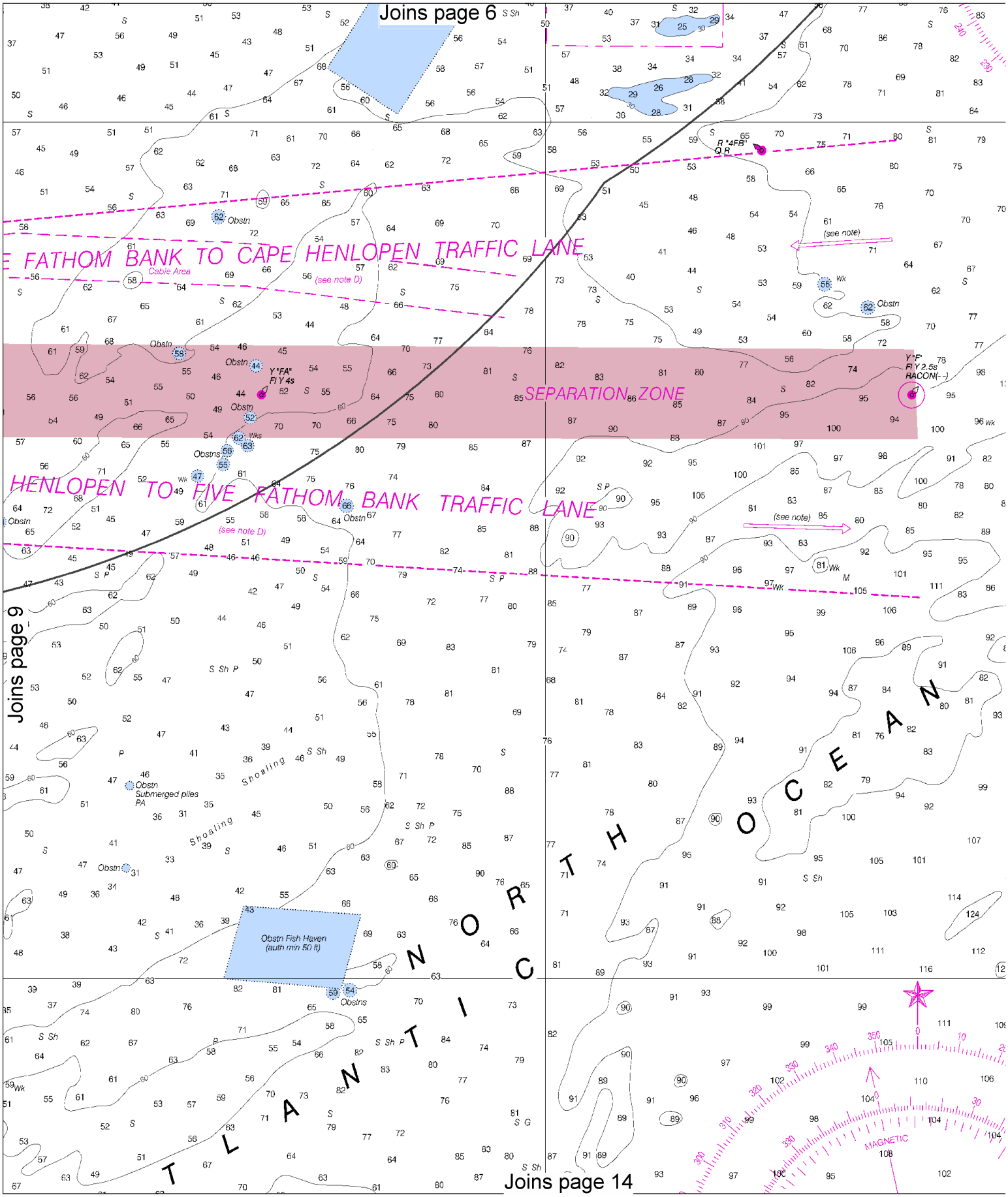
North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000


Joins page 5
Joins page 10
Joins page 13
THREE NAUTICAL M
McCrie Shoal
TWO-WAY TRAFFIC ZONE
FIVE FATHOM
SEPARATION ZONE
CAPE HENLO
PRECAUTIONARY AREA
(see note C)
DANGER AREA
(see note B)
Cable Area
(see note)
TERRITORIAL SEA (see note X)
Obstn
Fish Haven
(auth min 50 ft)
DELAW



North

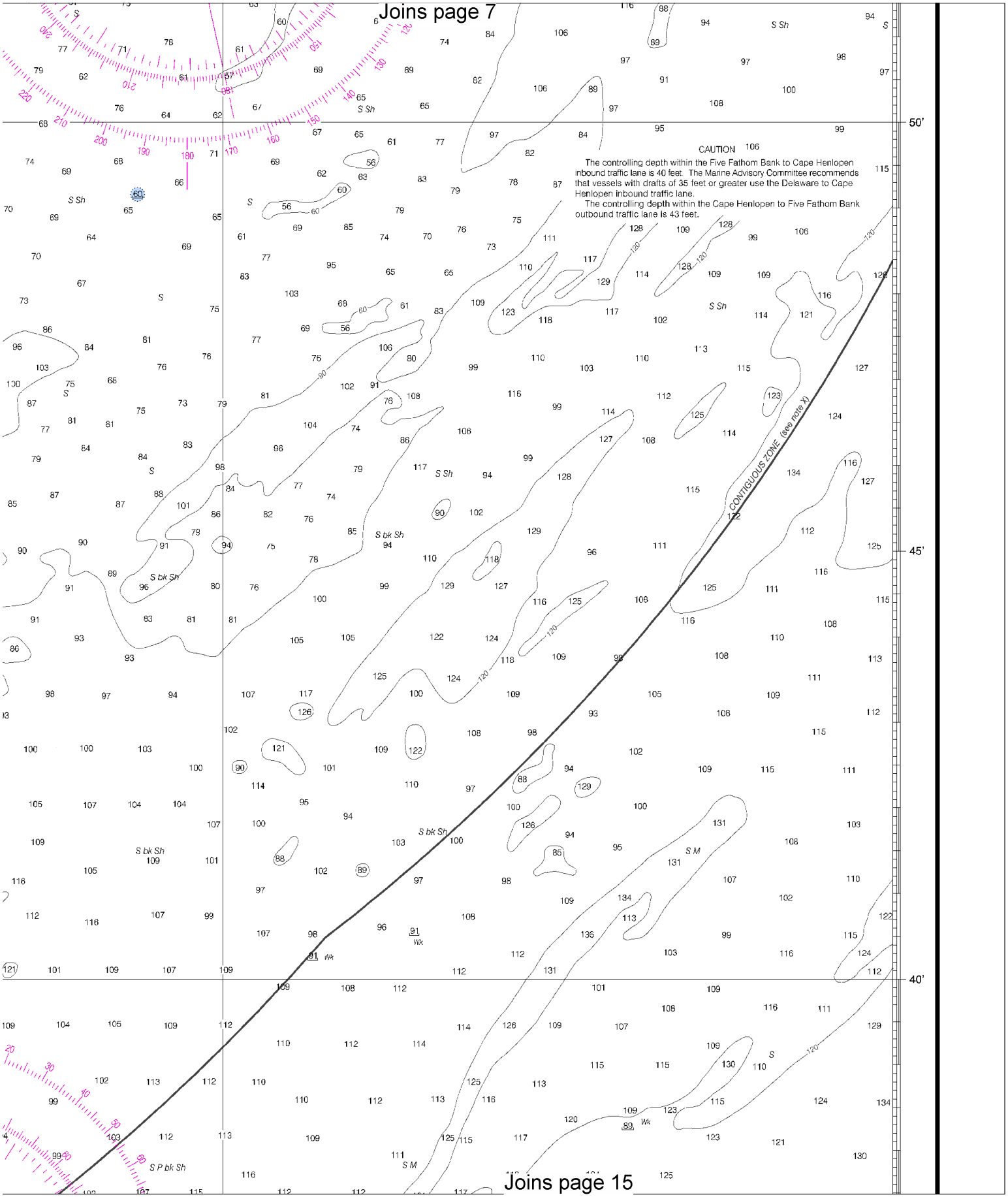
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 7
CAUTION
The controlling depth within the Five Fathom Bank to Cape Henlopen inbound traffic lane is 40 feet. The Marine 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.
CONTIGUOUS ZONE (see note X)
50'
45'
40'
Joins page 15

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) o(Approximate location)

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.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

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.

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

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

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).

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	1990-2004	NOS Surveys	full bottom coverage
B1	1990-2001	NOS Surveys	partial 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

Joins page 8

...w provide continuous weather broadcasts. ... 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.

Atlantic City, NJ	KHB-38	162.40 MHz
Salisbury, MD	KEC-92	162.475 MHz
Lewes, DE	WXJ-94	162.55 MHz

CAUTION

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

SUPPLEMENTAL INFORMATION

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

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9960.....99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).

M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 9960-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

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 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.

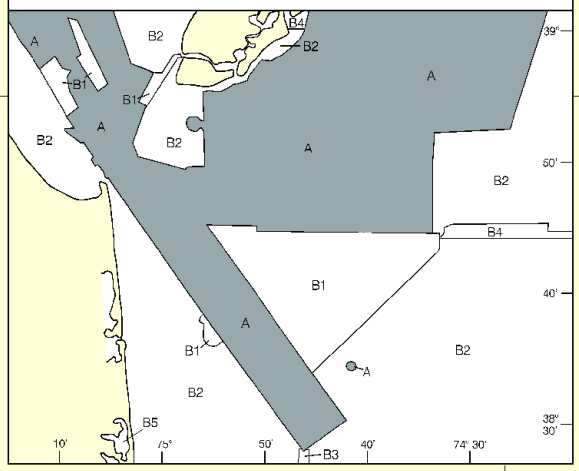
FISH TRAP AREAS

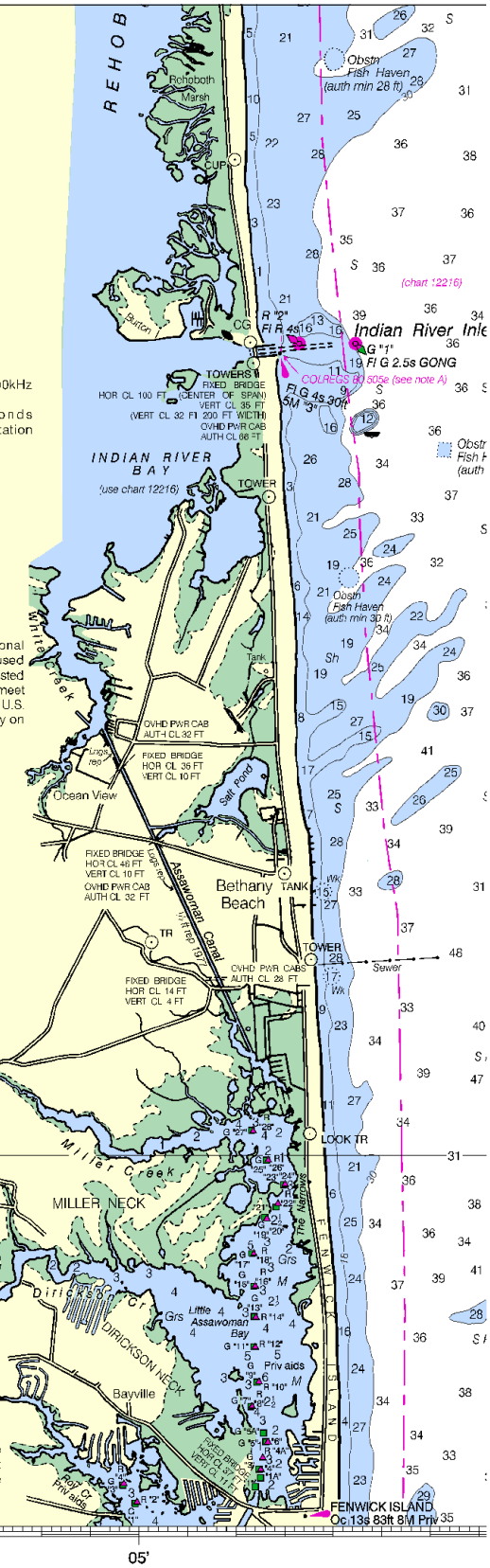
Boundary lines of fish trap areas are shown thus:

Submerged piling may exist in these areas.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.





48th Ed., Oct. / 07
Corrected through NM Oct. 20/07
Corrected through LNM Oct. 9/07

12214

LORAN-C OVERPRINTED

CAUTION

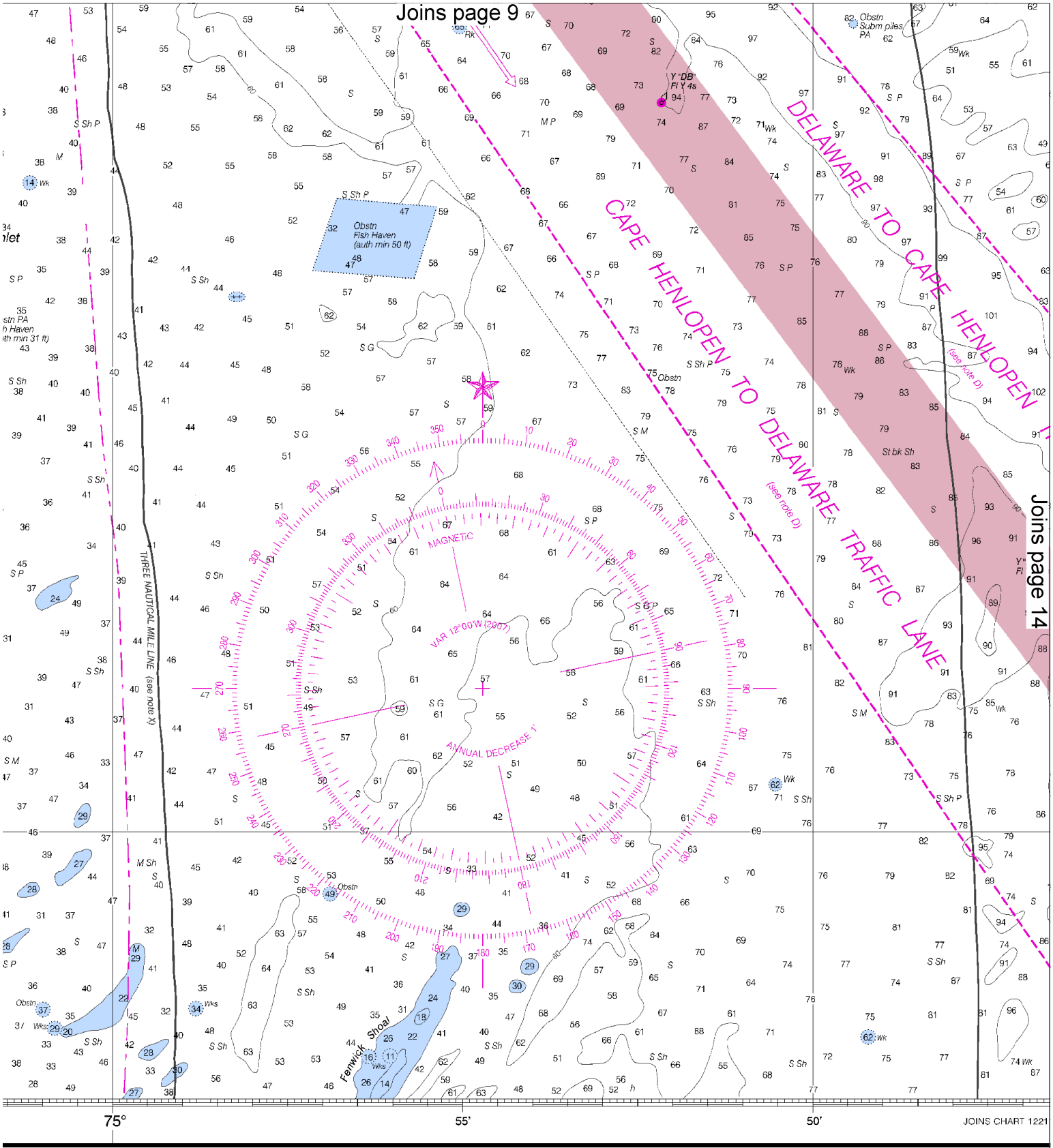
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000



SCALE 1:80,000
Nautical Miles
0 1 2 3 4 5 6 7
Yards
1000 0 5000 10000

Published at Washington, D.
U.S. DEPARTMENT OF COMM
NATIONAL OCEANIC AND ATMOSPHERIC
NATIONAL OCEAN SERVIC
COAST SURVEY

Joins page 10

Joins page 13

A T L A N

HENLOPEN TRAFFIC LANE

(see note D)

SEPARATION ZONE

Y "DA"
Fl Y 2.5s

Obstn

Y
ODAS "44009"
Fl (4) Y 20s
PA

Y "D"
Fl Y 6s
RACON(- - -)

MAGNETIC

VAR 12°15'W (2007)

ANNUAL DECREASE 1'

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 0.404" northward and 1.359" eastward to agree with this chart.

JOINS CHART 12211

45'

40'

35'

hed at Washington, D.C.
RTMENT OF COMMERCE
AND ATMOSPHERIC ADMINISTRATION
ONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

FATHOM
FEET
METER

North

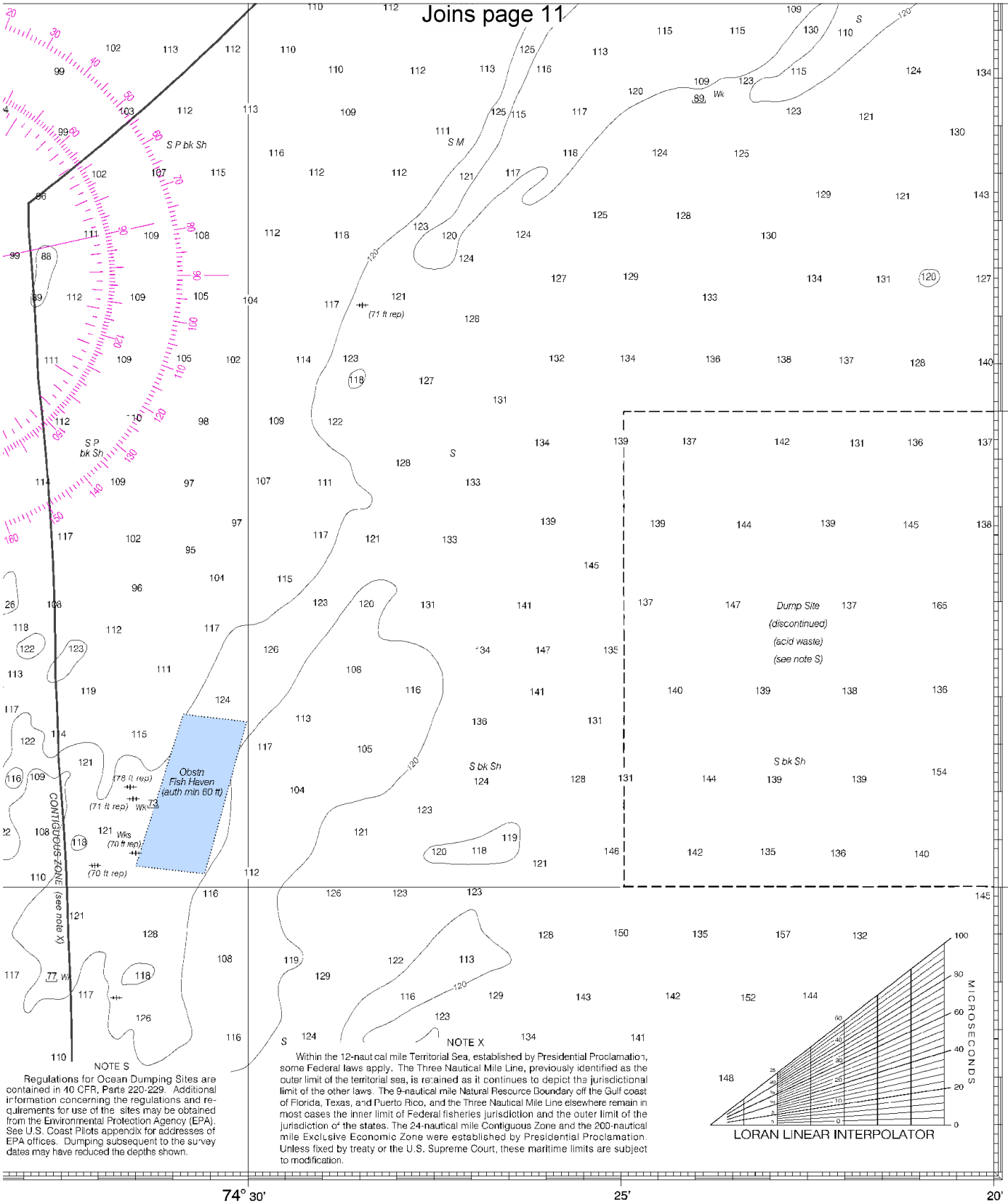
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000



NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

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.

ED NO. 48

NSN 7642014010303 NGA REFERENCE NO. 12AHA12214

OMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
ET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	
ERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	19	20	21	22	23	24	25	26	27	28	29	30	31					

Cape May to Fenwick Island

SOUNDINGS IN FEET - SCALE 1:80,000

12214

LORAN-C OVERPRINTED

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 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 800-418-7314/410-576-2525
Coast Guard Cape May – 609-898-6995/6996
Coast Guard Indian River – 302-227-2440
Coast Guard Curtis Bay – 410-576-2625
New Jersey Marine Patrol, Burlington – 609-387-1221
Delaware Marine Police – 302-736-4580

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

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, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.