

# BookletChart™



## Chesapeake Bay – Cape Charles to Wolf Trap

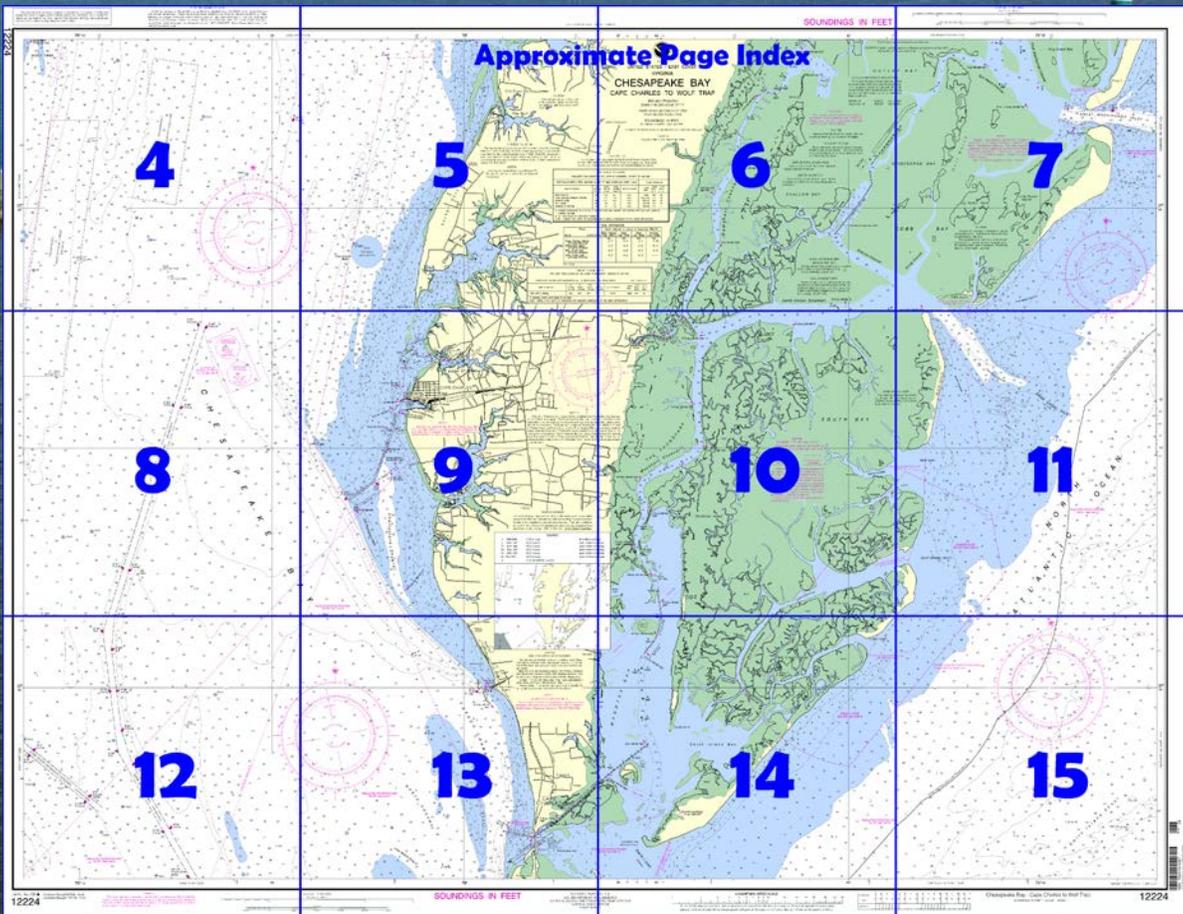
NOAA Chart 12224

*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](http://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.

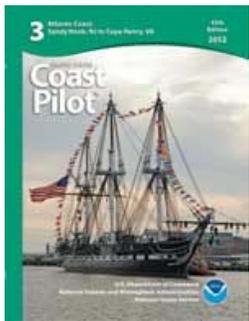
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12224>



**(Selected Excerpts from Coast Pilot)**

**Kiptopeke Beach** is a former ferry terminal. The offshore breakwaters are obsolete ships filled with sand and sunk.

**Old Plantation Creek** has depths of about a foot. Many of the bars and middle grounds are marked by discolored water, and the channel usually is marked by bush stakes, but it is narrow and difficult to navigate without local knowledge.

**Old Plantation Flats Light** (37°13.8'N., 76°02.8'W.), 39 feet above the water, is

shown from a pile with a black and white diamond-shaped daymark in 11 feet on the north end of the flats 1.5 miles from shore. The current velocity is about 1.3 knots 0.5 mile west of the light.

**Cape Charles Harbor** is a dredged basin on the south side of the town of **Cape Charles**. A well-marked dredged channel leads to the harbor on the north. Two small dredged basins are eastward of the main harbor basin. The northerly basin is known as the Harbor of Refuge, and the southerly basin as Mud Creek Basin.

**Cape Charles Coast Guard Station** is on the spit between Mud Creek and the Harbor of Refuge.

The tidal currents set across the entrance to and across the southwest section of the dredged channel, but farther north they follow the general direction of the axis. The channel is exposed to westerly winds, but is partially protected by the flats to the westward, and seldom is too rough for motorboats; the larger vessels and tows occasionally are a hazard to small boats.

Cape Charles Harbor is a terminus of the Eastern Shore Railroad. Floats are brought into the harbor. Due to the limited maneuvering room, larger vessels and tows are sometimes a hazard to small craft. The tugs that handle the floats monitor VHF-FM channels 13 and 16.

There is public access to the bulkheads and slips at the eastern end of the harbor. Anchoring is forbidden in any part of the harbor or the basins. A "no-wake" **speed limit** is enforced. A **harbormaster** enforces harbor regulations, and a **dockmaster** supervises docking at the municipal facilities. Gasoline, diesel fuel, and water are available. Some marine supplies may be obtained in town.

**Cherrystone Channel** is a passage inside Old Plantation Flats that leads from deep water 2 miles south-southeastward of Old Plantation Flats Light northward to Kings Creek and Cherrystone Inlet. Cherrystone Channel above Cape Charles Harbor is marked by lights and daybeacons to the vicinity of **Sandy Island**. This part of the channel has depths of 10 feet, but is narrow in places, and local knowledge is required to carry the best water. The recommended southerly approach to Kings Creek and Cherrystone Inlet is via the marked dredged channel to Cape Charles Harbor.

**Kings Creek** has depths of 3½ feet for 1 mile upstream. The shoal that extends out from the north side of the entrance bares at low water; lights and daybeacons mark the entrance. Gasoline, berths, and marine supplies are available inside the entrance.

**Cherrystone Inlet** has depths of 5 feet for 2 miles, thence 4 to 2 feet to the upper end. The channel in the inlet sometimes is marked by bush stakes, but it is narrow and difficult to navigate without local knowledge. Boats bound for Kings Creek or Cherrystone Inlet can leave the Cape Charles Harbor channel west of the jetty on the north side of the harbor entrance and proceed in marked Cherrystone Channel. Depths of 2 to 4 feet over the flats limit the draft. The area between Sandy Island and **Wescoast Point**, 0.3 mile to the northward, bares at low water.

The **danger zone** of a bombing and gunnery range is centered on Myrtle Island, 6 miles northeastward of Cape Charles Light. (See **334.330**, chapter 2, for limits and regulations.)

**Caution.**—The Chesapeake Bay Bridge-Tunnel complex has suffered damage from vessels. In every case, adverse weather prevailed with accompanying strong winds from the northwest quadrant generally related to a frontal system. Weather deterioration in the lower bay is often sudden and violent and constitutes an extreme hazard to vessels operating or anchoring in this area. The proximity of the bridge-tunnel complex to main shipping channels and anchorages adds to the danger. Currents in excess of 3.0 knots can be expected in the area.

**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

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

Possible unexploded bombs and ammunition in an adjacent danger zone.

**Mercator Projection**  
Scale 1:40,000 at Lat. 37°12'  
North American Datum of 1983  
(World Geodetic System 1984)  
**SOUNDINGS IN FEET**  
AT MEAN LOWER LOW WATER

**SAND SHOAL INLET**  
The channel is subject to continual change. Entrance buoys are not charted because they are shifted frequently in position.

**HEIGHTS**  
Heights in meters above Mean High Water.

**NOTE B**  
Wolf Trap Dumping Ground lighted buoys "A", "B", and "C" are not charted due to frequent relocations.

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

**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.

**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.

**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).

For Symbols and Abbreviations see Chart No. 1

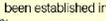
**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**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.

**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.

**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.

Norfolk, VA	KHB-37	162.550 MHz
Heathsville, VA	WXM-57	162.400 MHz

**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 for 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.

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

**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 0.51° northward and 1.260° eastward to agree with 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. Refer to Chapter 1, United States Coast Pilot.

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

**UPPER MAGOTHY BAY CHANNEL DEPTHS**  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2010 AND SURVEYS TO MAY 2010

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			PROJECT DIMENSIONS		
NAME OF CHANNEL	80 PERCENT OF PROJECT WIDTH (80 PERCENT ON EITHER SIDE OF CENTER LINE)	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (MLLW) (FEET)
UPPER MAGOTHY BAY	5.1	5-10	60	1.7	6

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

**TIDAL INFORMATION**

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Cape Charles Harbor	(37°16'N/76°01'W)	2.7	2.4	0.1
Fishermans Island	(37°05'N/75°59'W)	3.4	3.2	0.1
Sand Shoal Inlet	(37°18'N/76°47'W)	4.5	4.2	0.2

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>. (Mar 2011)

**CAPE CHARLES CITY HARBOR**  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2010 AND SURVEYS TO MAY 2010

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (MLLW) (FEET)
CHERRYSTONE INLET CHANNEL	10.3	11.3	12.0	5-10	A500	2.8	18
HARBOR BASIN	6.7	14.4	13.7	5-10	400-1000	0.6	18
MUD CREEK	0.7	0.7	0.7	5-10	100-180	0.1	10
ENTRANCE CHANNEL TO HARBOR		B6.2		5-10	60	0.1	7
HARBOR OF REFUGE	4.6	4.6	4.6	5-10	200-250	0.1	7

A. CHANNEL MAINTAINED TO A WIDTH OF 300 FEET.  
B. DEPTH IS FOR 80 PERCENT OF CHANNEL WIDTH.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

**YORK SPIT AND YORK RIVER ENTRANCE CHANNEL DEPTHS**  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2011

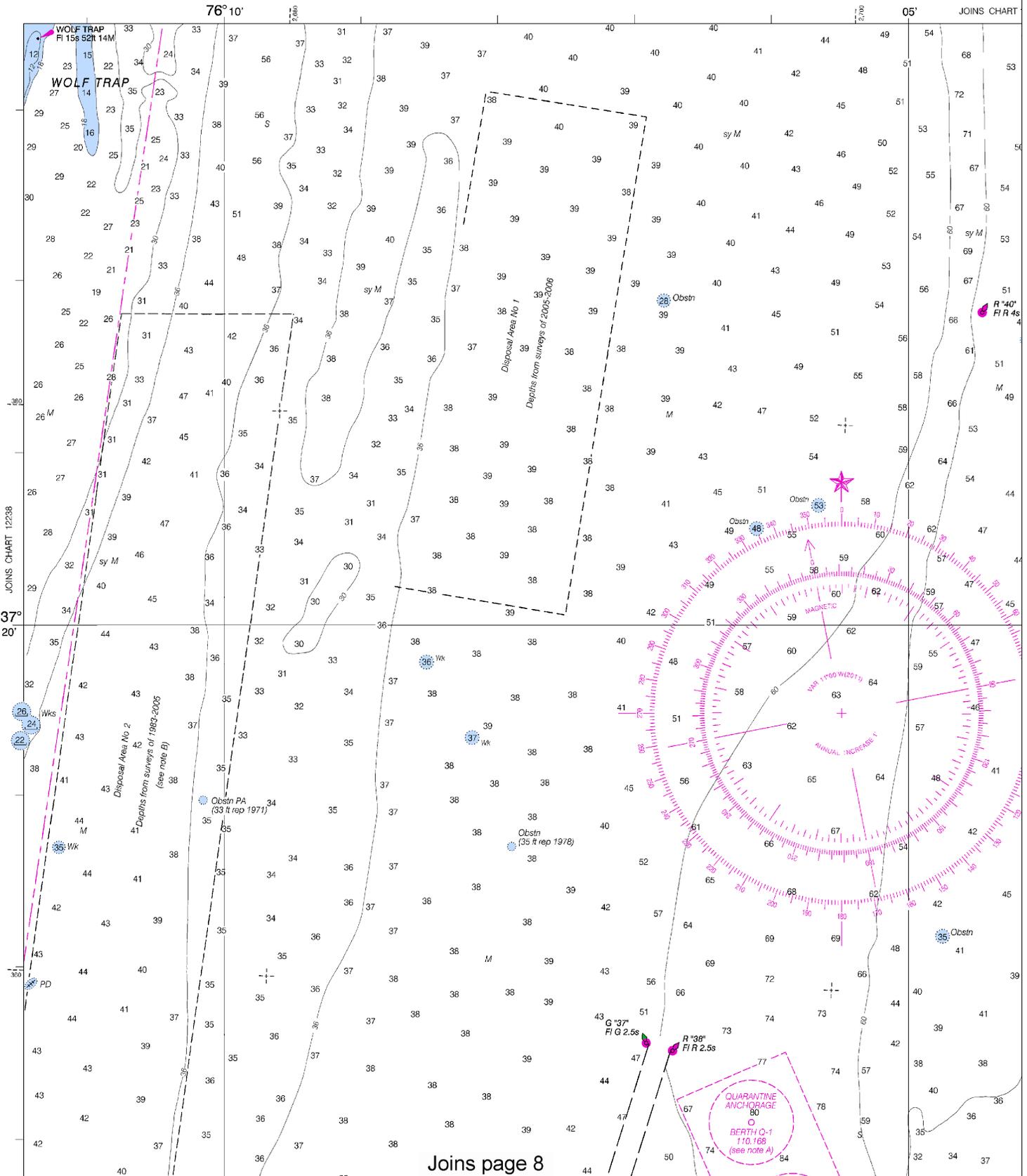
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
YORK SPIT CHANNEL	39.9	49.5	50.1	44.8	10-11-11	1000A	18.4	50
YORK RIVER ENTRANCE CHANNEL	35.6	37.5	37.7	37.0	8-09-10	750	17.0	37

A. CHANNEL WIDTH MAINTAINED TO 900 FEET.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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/CSD), 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://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

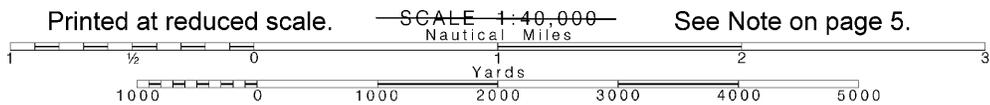
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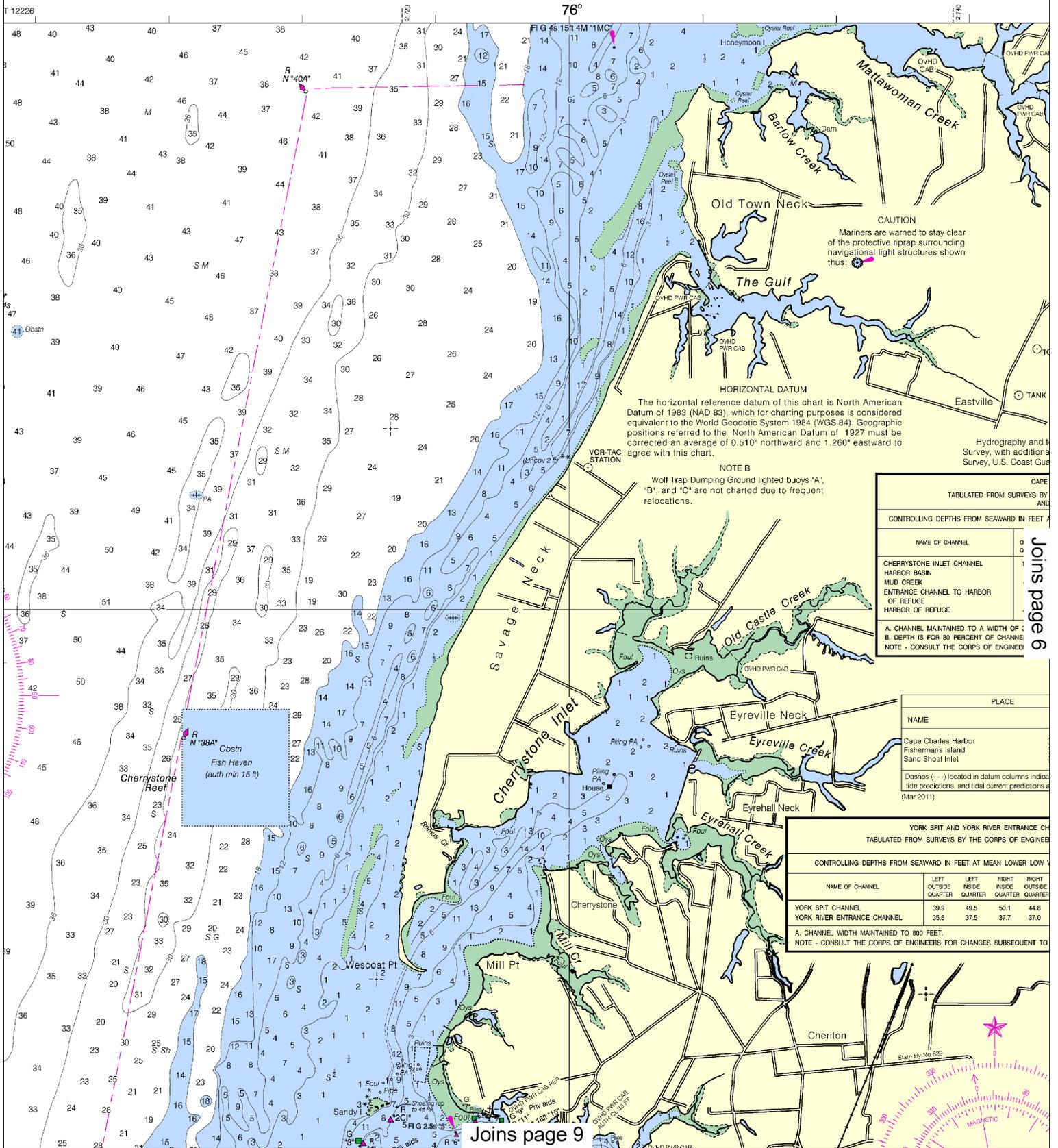


Joins page 8

4

Note: Chart grid lines are aligned with true north.



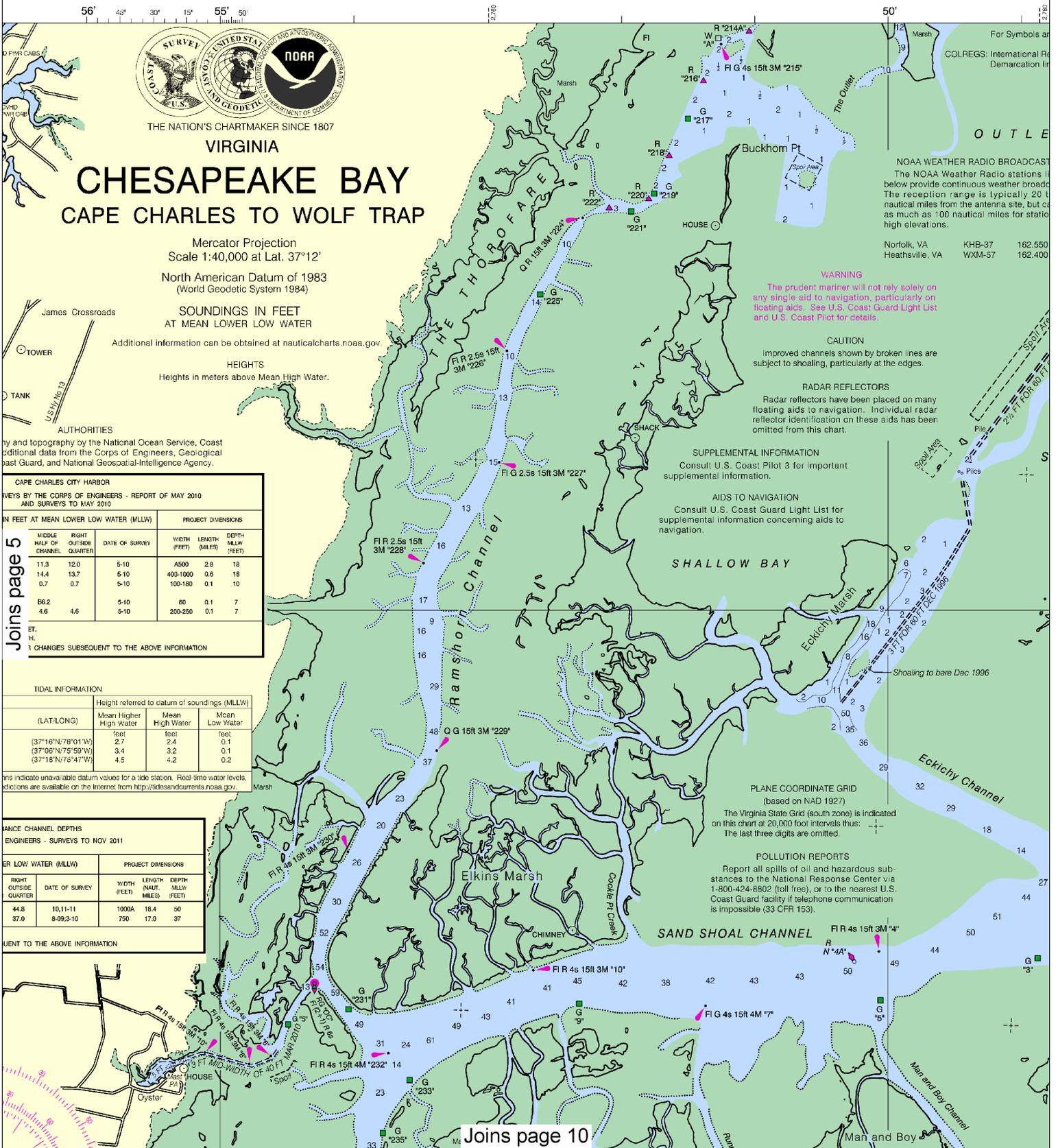


Joins page 6

Joins page 9

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57143. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





THE NATION'S CHARTMAKER SINCE 1807

VIRGINIA

# CHESAPEAKE BAY

## CAPE CHARLES TO WOLF TRAP

Mercator Projection  
Scale 1:40,000 at Lat. 37°12'

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](http://nauticalcharts.noaa.gov)

HEIGHTS  
Heights in meters above Mean High Water.

**AUTHORITIES**

Hydrography by the National Ocean Service, Coast and Geodetic Survey, and the U.S. Army Corps of Engineers, Hydrographic Survey, and National Geospatial-Intelligence Agency.

**CAPE CHARLES CITY HARBOR**  
SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2010  
AND SURVEYS TO MAY 2010

DEPTH IN FEET AT MEAN LOWER LOW WATER (MLLW)			PROJECT DIMENSIONS		
MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
11.3	12.0	5-10	A500	2.8	18
14.4	13.7	5-10	400-1000	0.6	18
0.7	0.7	5-10	100-180	0.1	10
B6.2		5-10	60	0.1	7
4.6	4.6	5-10	200-250	0.1	7

ET. 11  
1 CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

**TIDAL INFORMATION**  
Height referred to datum of soundings (MLLW)

(LAT:LONG)	Mean Higher High Water	Mean Low Water	Mean Low Water
	feet	feet	feet
(37°16'N/76°01'W)	2.7	2.4	0.1
(37°06'N/75°59'W)	3.4	3.2	0.1
(37°18'N/76°47'W)	4.5	4.2	0.2

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**SHALLOW CHANNEL DEPTHS**  
ENGINEERS - SURVEYS TO NOV 2011

DEPTH AT MEAN LOWER LOW WATER (MLLW)		PROJECT DIMENSIONS		
RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
44.8	10,11-11	1000A	18.4	50
37.0	8-9/93-10	750	17.0	37

1 CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

**NOAA WEATHER RADIO BROADCAST**  
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Norfolk, VA KHB-37 162.550  
Heathsville, VA WXM-57 162.400

**WARNING**  
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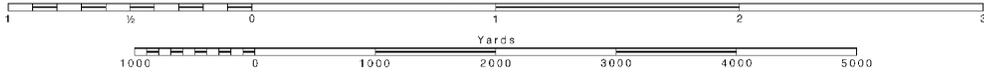
**CAUTION**  
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**RADAR REFLECTORS**  
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**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 3 for important supplemental information.

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

**PLANE COORDINATE GRID**  
(based on NAD 1927)  
The Virginia State Grid (south zone) is indicated on this chart at 20,000 foot intervals thus: 14 18 22 26 30 34 38 42 46 50 54 58 62 66 70 74 78 82 86 90 94 98 102 106 110 114 118 122 126 130 134 138 142 146 150 154 158 162 166 170 174 178 182 186 190 194 198 202 206 210 214 218 222 226 230 234 238 242 246 250 254 258 262 266 270 274 278 282 286 290 294 298 302 306 310 314 318 322 326 330 334 338 342 346 350 354 358 362 366 370 374 378 382 386 390 394 398 402 406 410 414 418 422 426 430 434 438 442 446 450 454 458 462 466 470 474 478 482 486 490 494 498 502 506 510 514 518 522 526 530 534 538 542 546 550 554 558 562 566 570 574 578 582 586 590 594 598 602 606 610 614 618 622 626 630 634 638 642 646 650 654 658 662 666 670 674 678 682 686 690 694 698 702 706 710 714 718 722 726 730 734 738 742 746 750 754 758 762 766 770 774 778 782 786 790 794 798 802 806 810 814 818 822 826 830 834 838 842 846 850 854 858 862 866 870 874 878 882 886 890 894 898 902 906 910 914 918 922 926 930 934 938 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4154 4158 4162 4166 4170 4174 4178 4182 4186 4190 4194 4198 4202 4206 4210 4214 4218 4222 4226 4230 4234 4238 4242 4246 4250 4254 4258 4262 4266 4270 4274 4278 4282 4286 4290 4294 4298 4302 4306 4310 4314 4318 4322 4326 4330 4334 4338 4342 4346 4350 4354 4358 4362 4366 4370 4374 4378 4382 4386 4390 4394 4398 4402 4406 4410 4414 4418 4422 4426 4430 4434 4438 4442 4446 4450 4454 4458 4462 4466 4470 4474 4478 4482 4486 4490 4494 4498 4502 4506 4510 4514 4518 4522 4526 4530 4534 4538 4542 4546 4550 4554 4558 4562 4566 4570 4574 4578 4582 4586 4590 4594 4598 4602 4606 4610 4614 4618 4622 4626 4630 4634 4638 4642 4646 4650 4654 4658 4662 4666 4670 4674 4678 4682 4686 4690 4694 4698 4702 4706 4710 4714 4718 4722 4726 4730 4734 4738 4742 4746 4750 4754 4758 4762 4766 4770 4774 4778 4782 4786 4790 4794 4798 4802 4806 4810 4814 4818 4822 4826 4830 4834 4838 4842 4846 4850 4854 4858 4862 4866 4870 4874 4878 4882 4886 4890 4894 4898 4902 4906 4910 4914 4918 4922 4926 4930 4934 4938 4942 4946 4950 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7354 7358 7362 7366 7370 7374 7378 7382 7386 7390 7394 7398 7402 7406 7410 7414 7418 7422 7426 7430 7434 7438 7442 7446 7450 7454 7458 7462 7466 7470 7474 7478 7482 7486 7490 7494 7498 7502 7506 7510 7514 7518 7522 7526 7530 7534 7538 7542 7546 7550 7554 7558 7562 7566 7570 7574 7578 7582 7586 7590 7594 7598 7602 7606 7610 7614 7618 7622 7626 7630 7634 7638 7642 7646 7650 7654 7658 7662 7666 7670 7674 7678 7682 7686 7690 7694 7698 7702 7706 7710 7714 7718 7722 7726 7730 7734 7738 7742 7746 7750 7754 7758 7762 7766 7770 7774 7778 7782 7786 7790 7794 7798 7802 7806 7810 7814 7818 7822 7826 7830 7834 7838 7842 7846 7850 7854 7858 7862 7866 7870 7874 7878 7882 7886 7890 7894 7898 7902 7906 7910 7914 7918 7922 7926 7930 7934 7938 7942 7946 7950 7954 7958 7962 7966 7970 7974 7978 7982 79



CONTINUED ON CHART 12210

75°45'

and Abbreviations see Chart No. 1

Regulations for Preventing Collisions at Sea, 1972.

Lines are shown thus:

ET BAY

STS listed dcasts. to 40 can be ions at

50 MHz 30 MHz

1798 1799

SPIDERCRAB BAY

COBB BAY

27

FIG 2.5s 15ft 3M '1'

Marsh

Drainers

Little Cobb I

Loon Channel

MITIGY CHANNEL

Little Easter Marsh

Big Easter Marsh

Cobb Island

Rowes Hole Channel

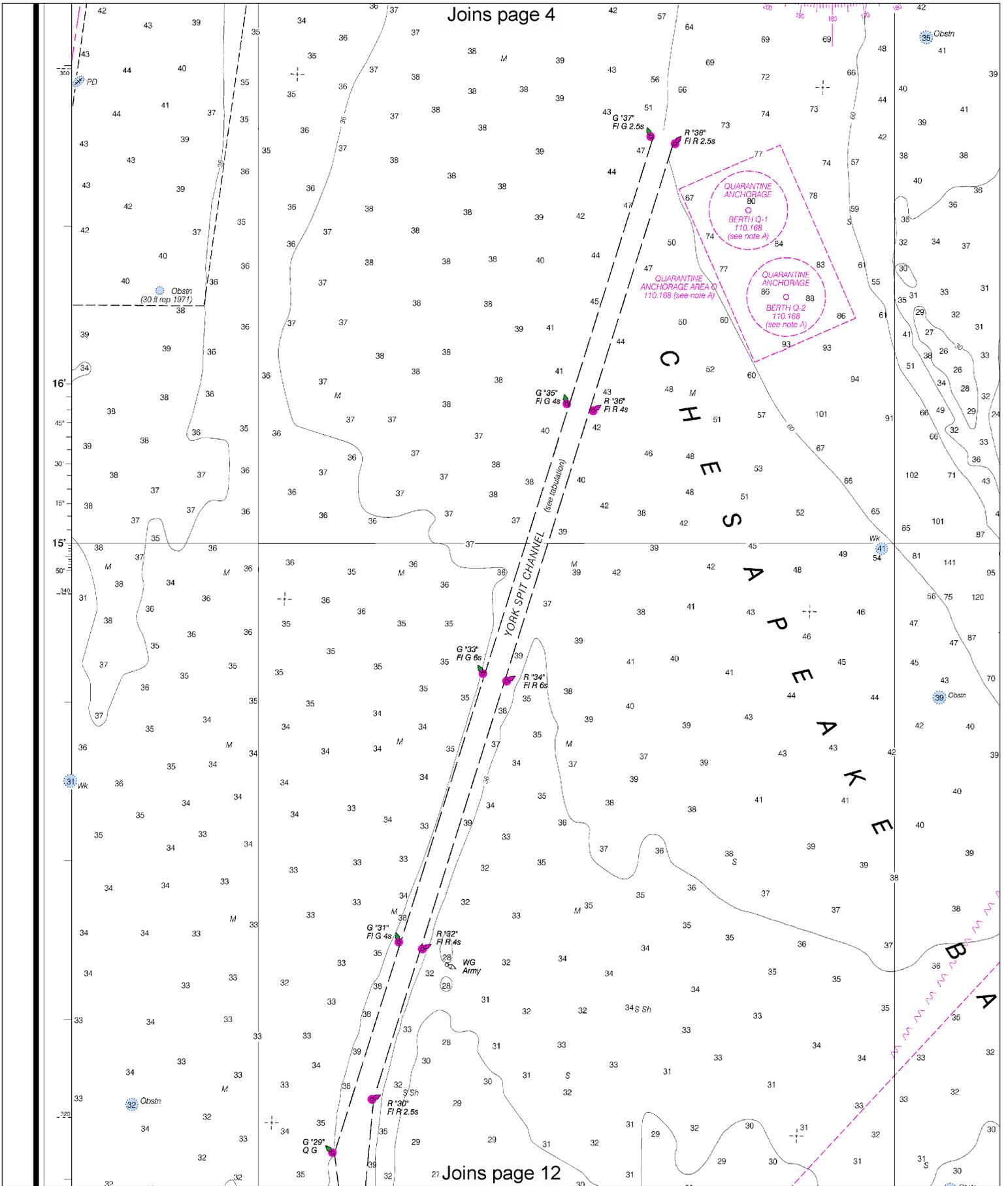
Second Channel

Stakes

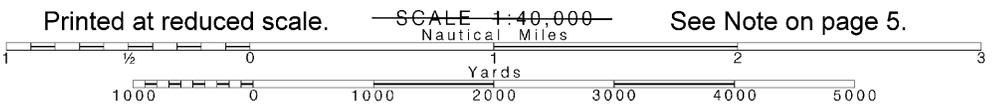
Marsh

Rowes Hole Channel

Second Channel



Note: Chart grid lines are aligned with true north.

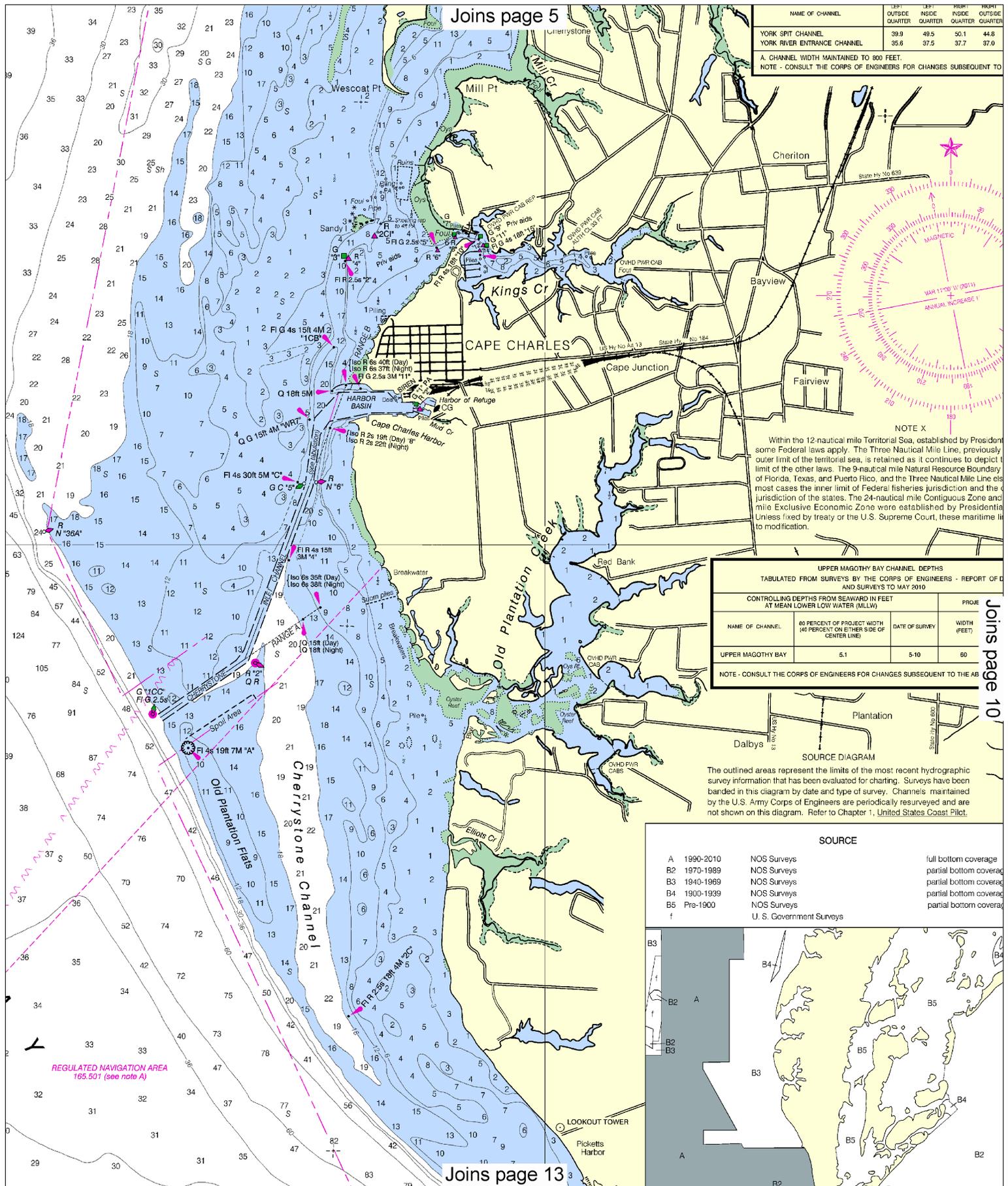


See Note on page 5.

Joins page 5

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER
YORK SPIT CHANNEL	39.9	49.5	50.1	44.8
YORK RIVER ENTRANCE CHANNEL	35.6	37.5	37.7	37.0

A CHANNEL WIDTH MAINTAINED TO 800 FEET.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO



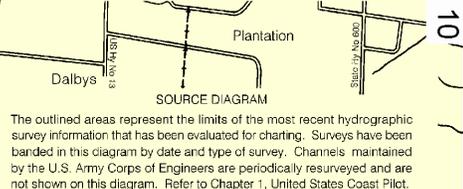
NOTE X  
Within the 12-nautical mile Territorial Sea, established by President some Federal laws apply. The Three Nautical Mile Line, previously outer limit of the territorial sea, is retained as it continues to depict limit of the other laws. The 9-nautical mile Natural Resource Boundary of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line also most cases the inner limit of Federal fisheries jurisdiction and the jurisdiction of the states. The 24-nautical mile Contiguous Zone and mile Exclusive Economic Zone were established by Presidential Unies fixed by treaty or the U.S. Supreme Court, these maritime li to modification.

UPPER MAGOOTHY BAY CHANNEL DEPTHS  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF D AND SURVEYS TO MAY 2010

NAME OF CHANNEL	80 PERCENT OF PROJECT WIDTH (40 PERCENT ON EITHER SIDE OF CENTER LINE)	DATE OF SURVEY	PROJE WIDTH (FEET)
UPPER MAGOOTHY BAY	5.1	5-10	60

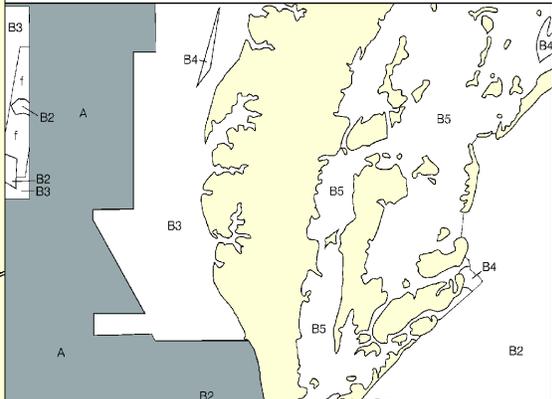
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE AB

Joins page 10



SOURCE

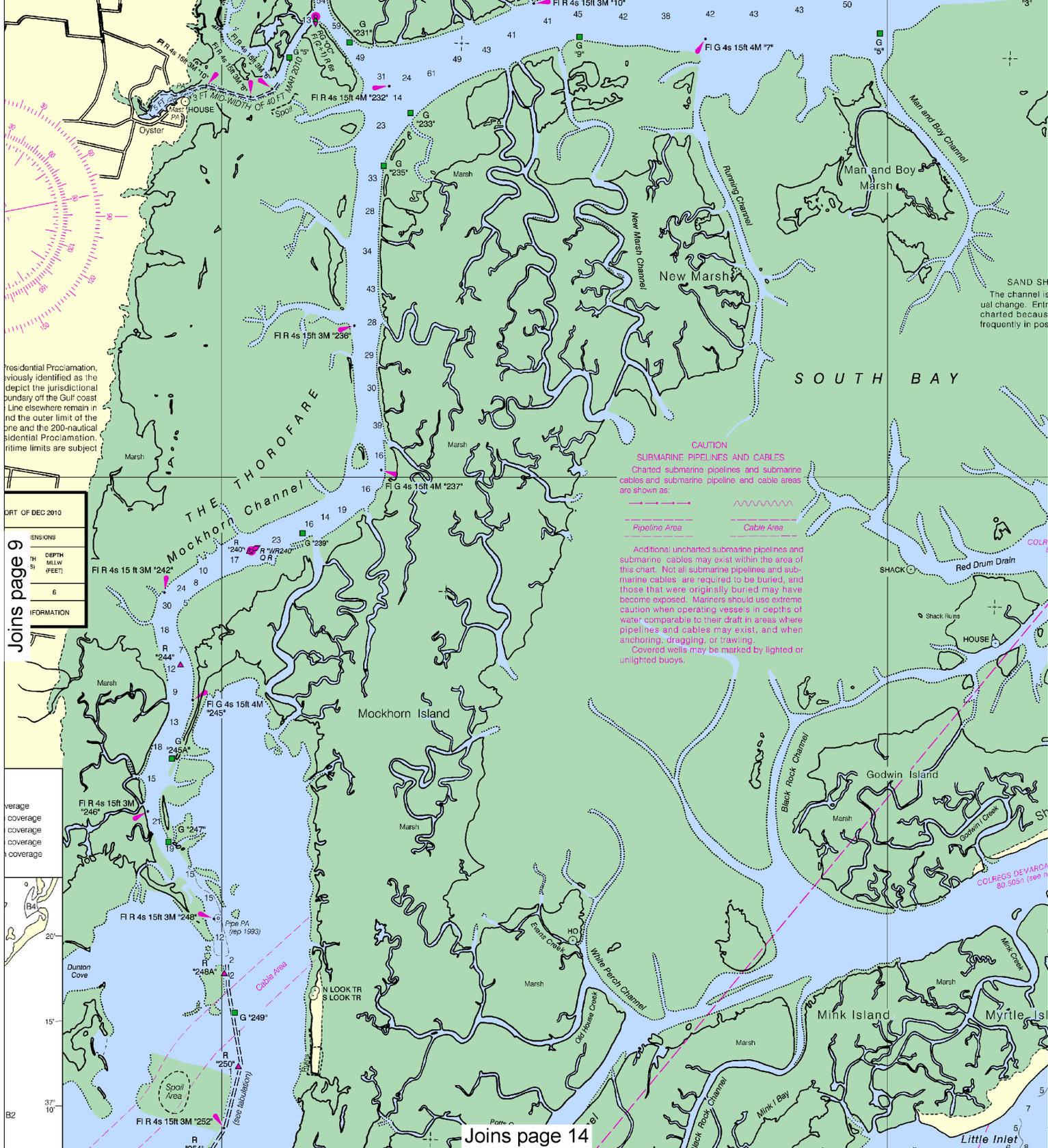
A	1990-2010	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage
f		U. S. Government Surveys	



Joins page 13

RIGHT QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
44.8	10-11-11	1000A	18.4	50
37.0	8-9-10	750	17.0	37

REFER TO THE ABOVE INFORMATION



Joins page 6

stences to the National Response Center at 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Residential Proclamation, previously identified as the depict the jurisdictional boundary of the Gulf coast Line elsewhere remain in the outer limit of the one and the 200-nautical Proclamation. ntime limits are subject

JOINS page 9

DEPTH BELOW (FEET)	EXTENSIONS
6	

INFORMATION

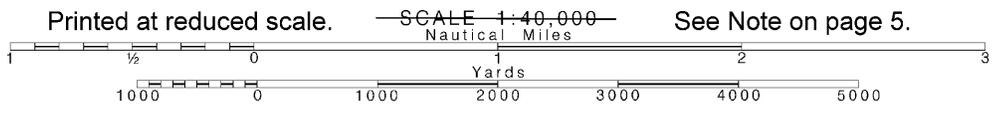
average coverage coverage coverage coverage

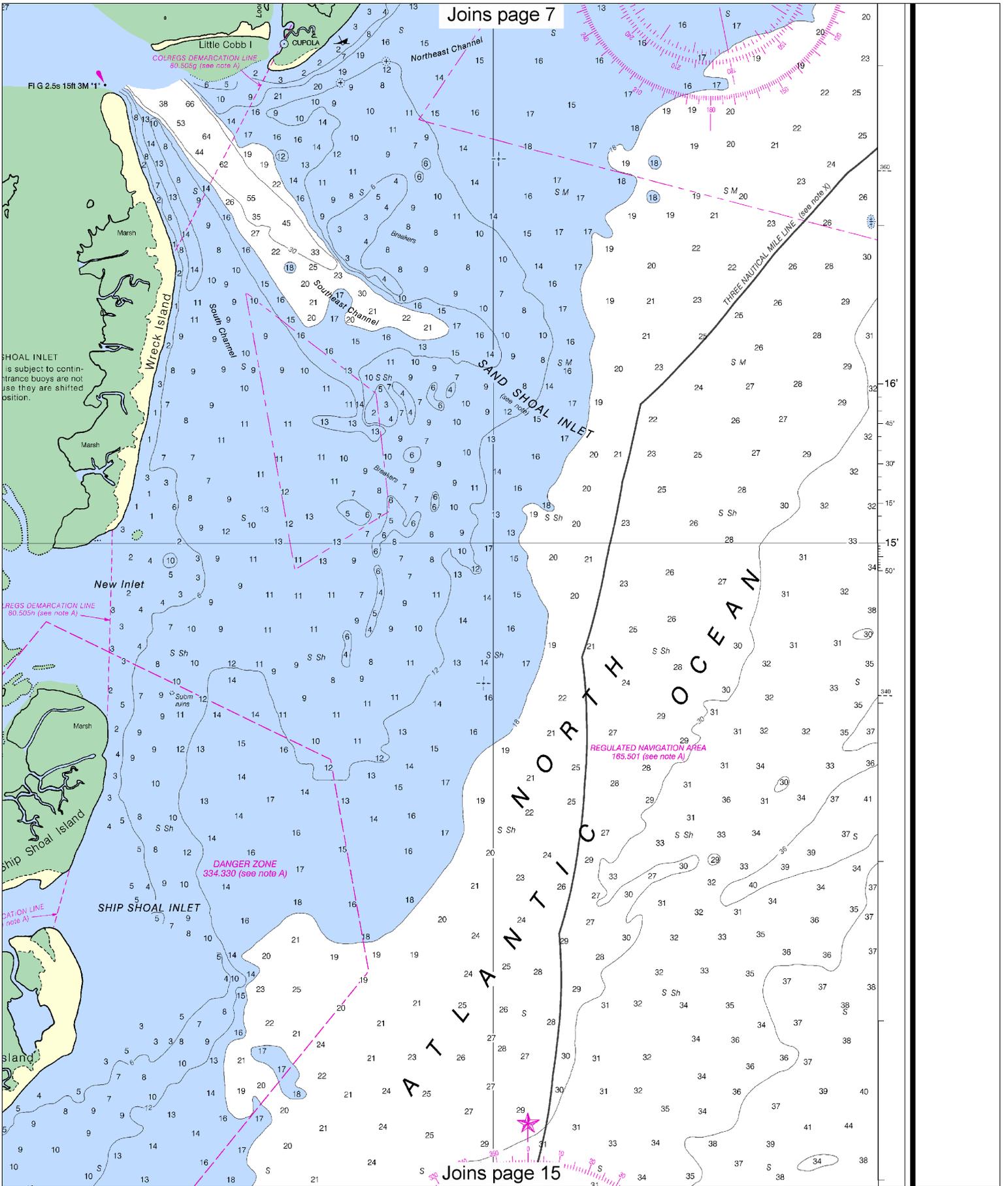
B2

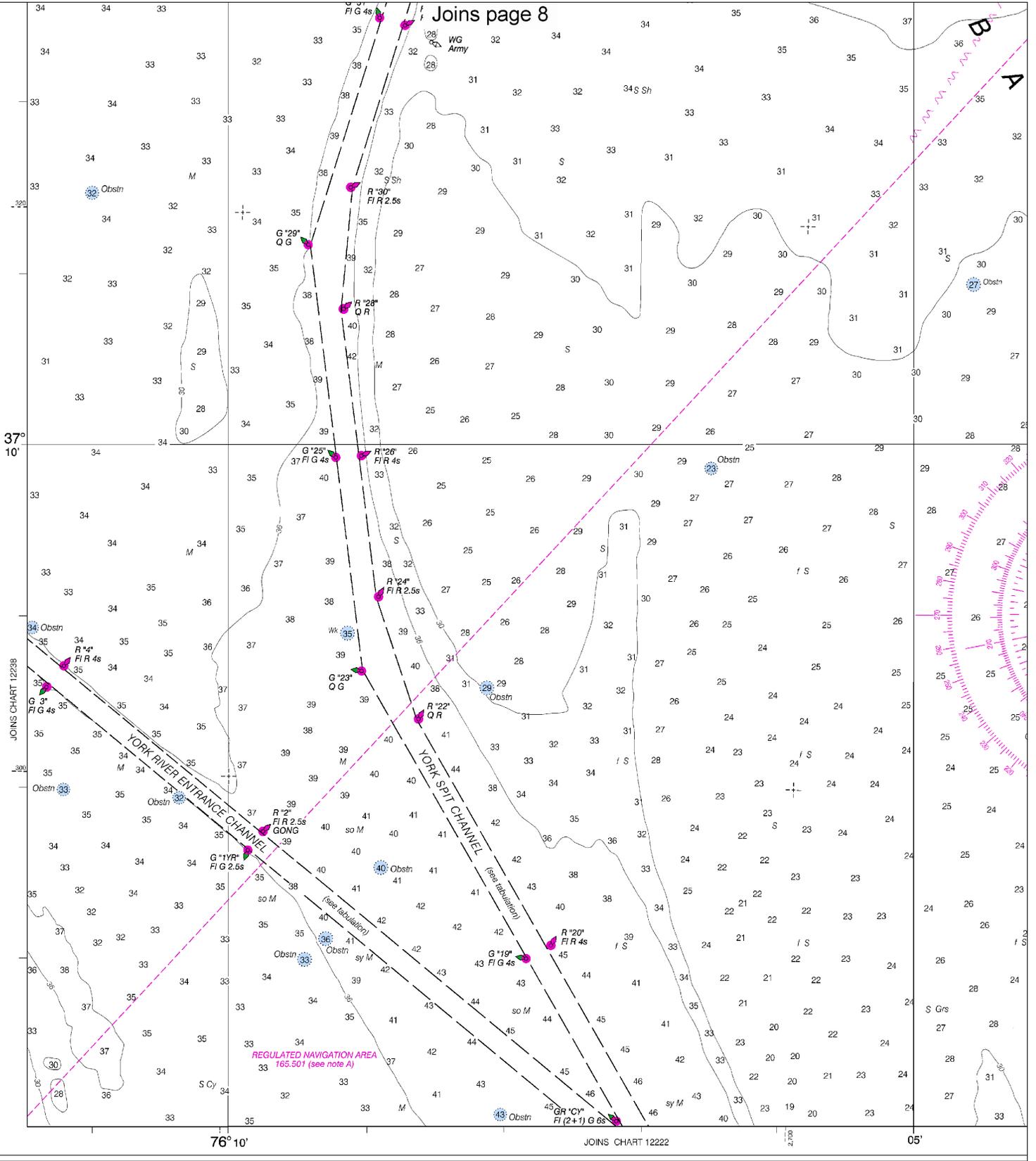
Joins page 14

**10**

Note: Chart grid lines are aligned with true north.

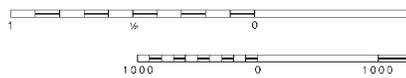






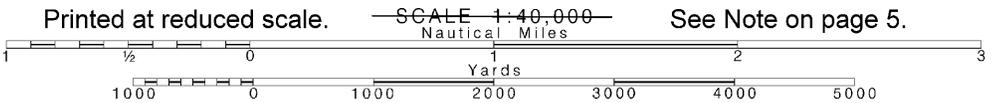
25th Ed., Apr. / 11 ■ Corrected through NM Apr. 9/11  
 Corrected through LNM Apr 4/11  
**12224**

**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](http://nauticalcharts.noaa.gov).



**12**

Note: Chart grid lines are aligned with true north.

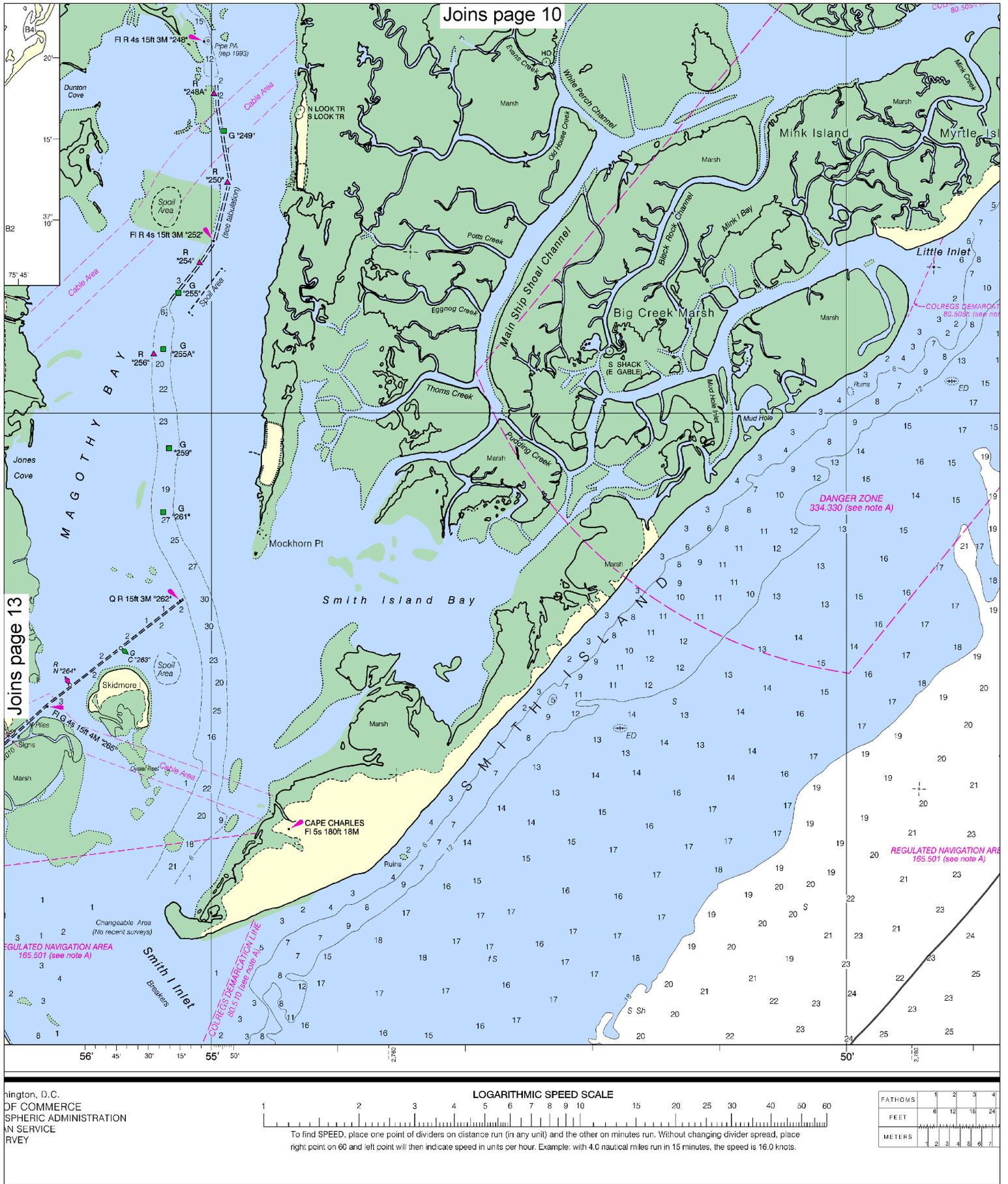


Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

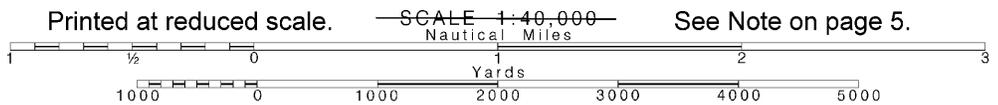
See Note on page 5.

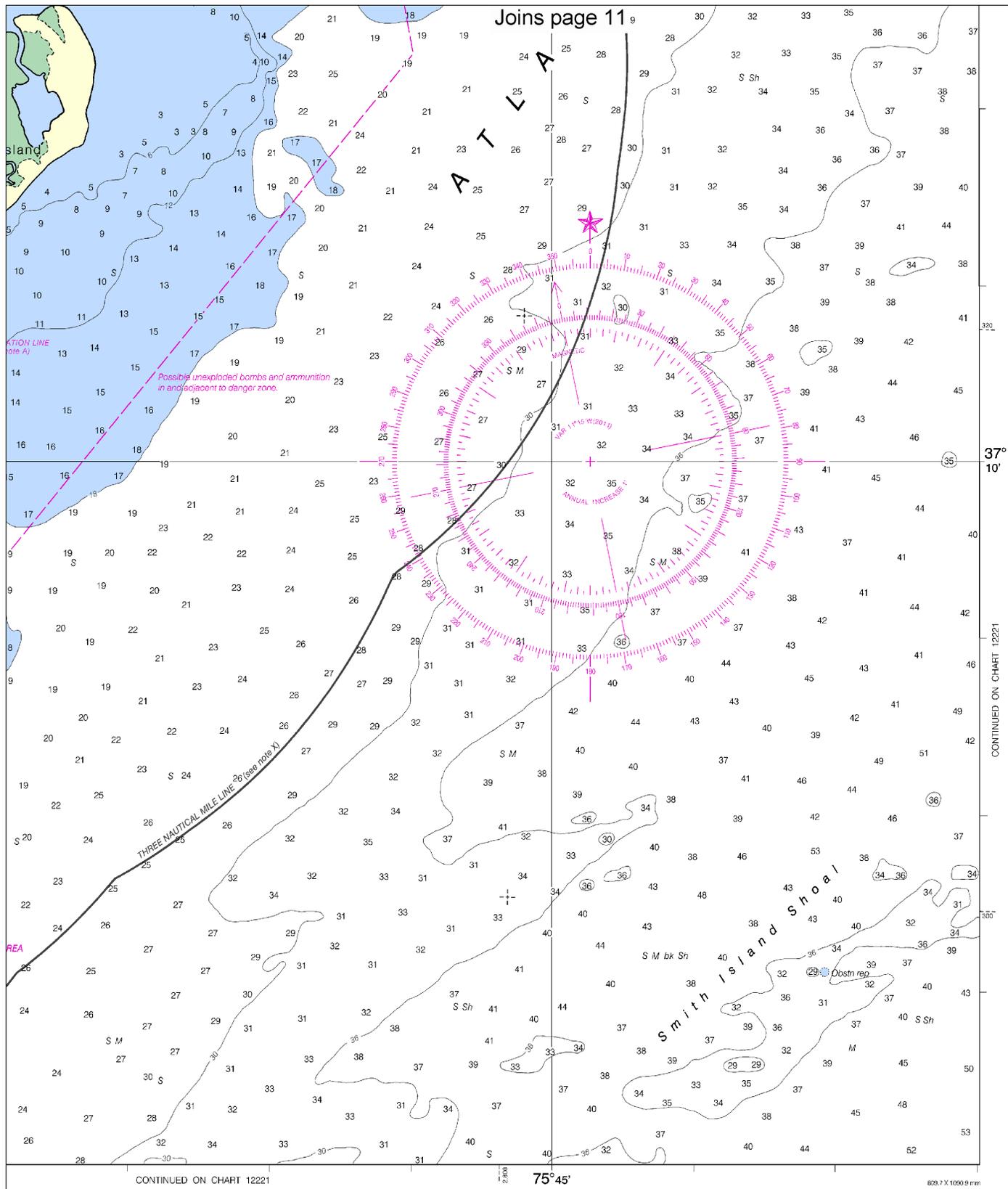




# 14

Note: Chart grid lines are aligned with true north.





Joins page 11

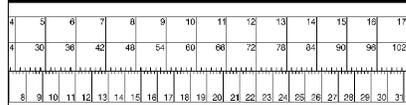
37° 10'

CONTINUED ON CHART 12221

CONTINUED ON CHART 12221

75° 45'

829.7 X 1090.9 mm



Chesapeake Bay - Cape Charles to Wolf Trap  
SOUNDINGS IN FEET - SCALE 1:40,000

12224

15



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](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.

