

BookletChart™

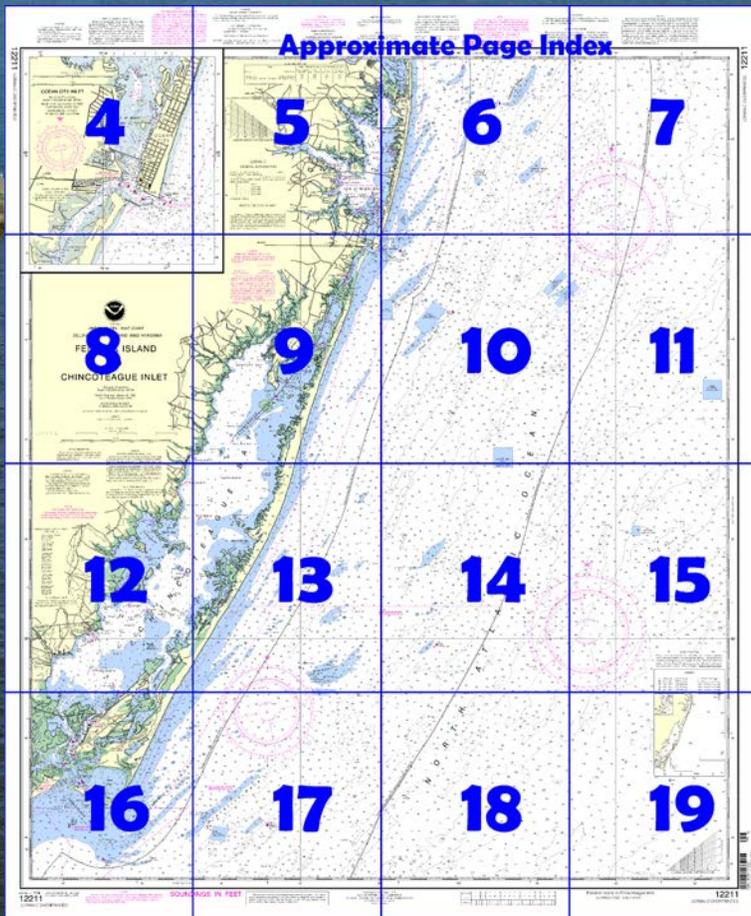
Fenwick Island to Chincoteague Inlet NOAA Chart 12211



*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.

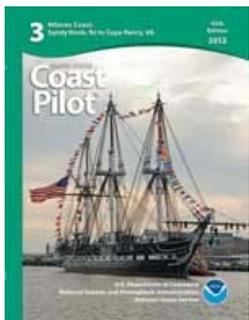
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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.

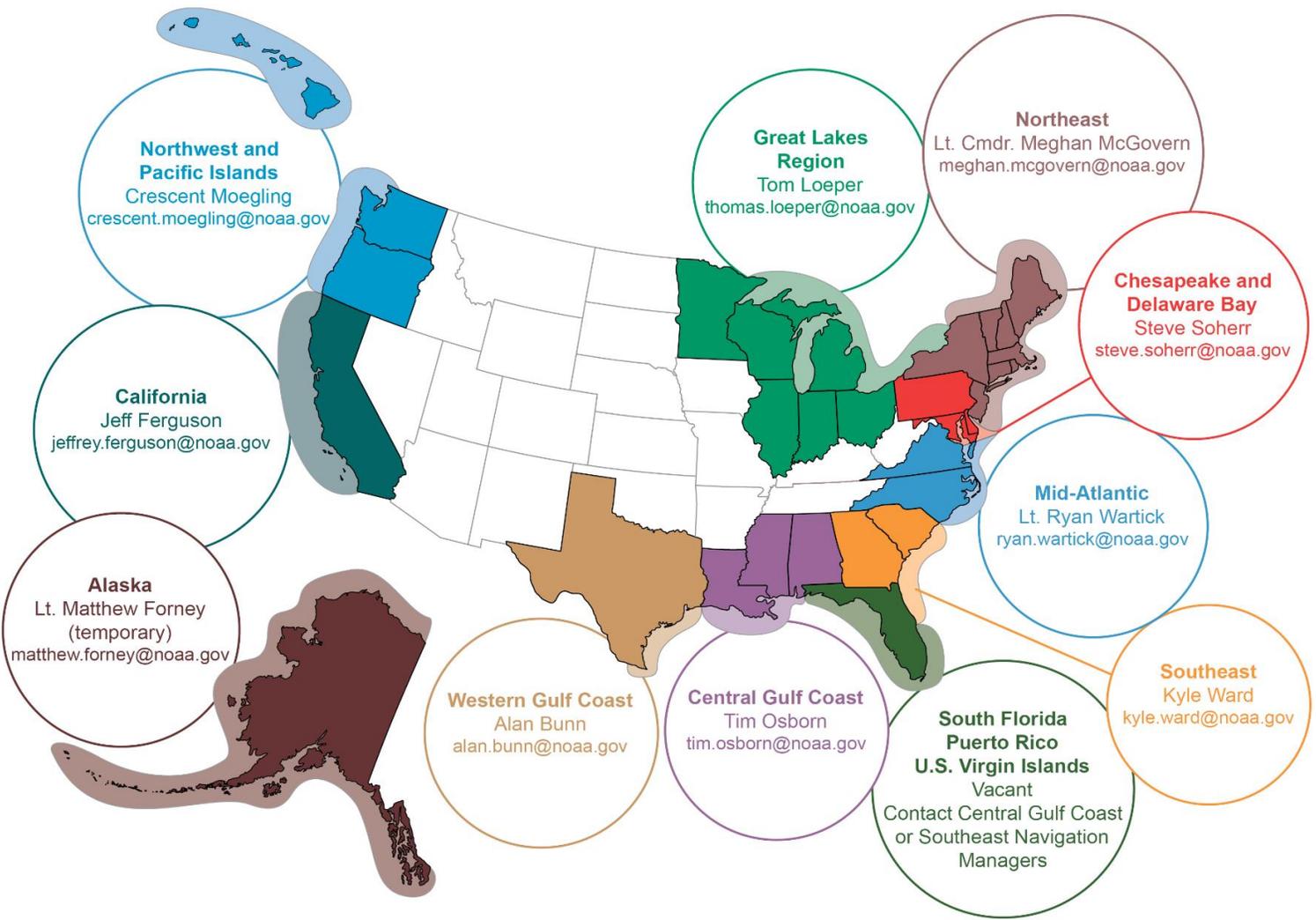
The entrance to **Ocean City Inlet** is marked by a light near the outer end of the north jetty and lighted buoys that are shifted in position with changing channel conditions. During the summer months fishing vessels anchor at the entrance to the inlet near the north and south jetties. Within the inlet 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

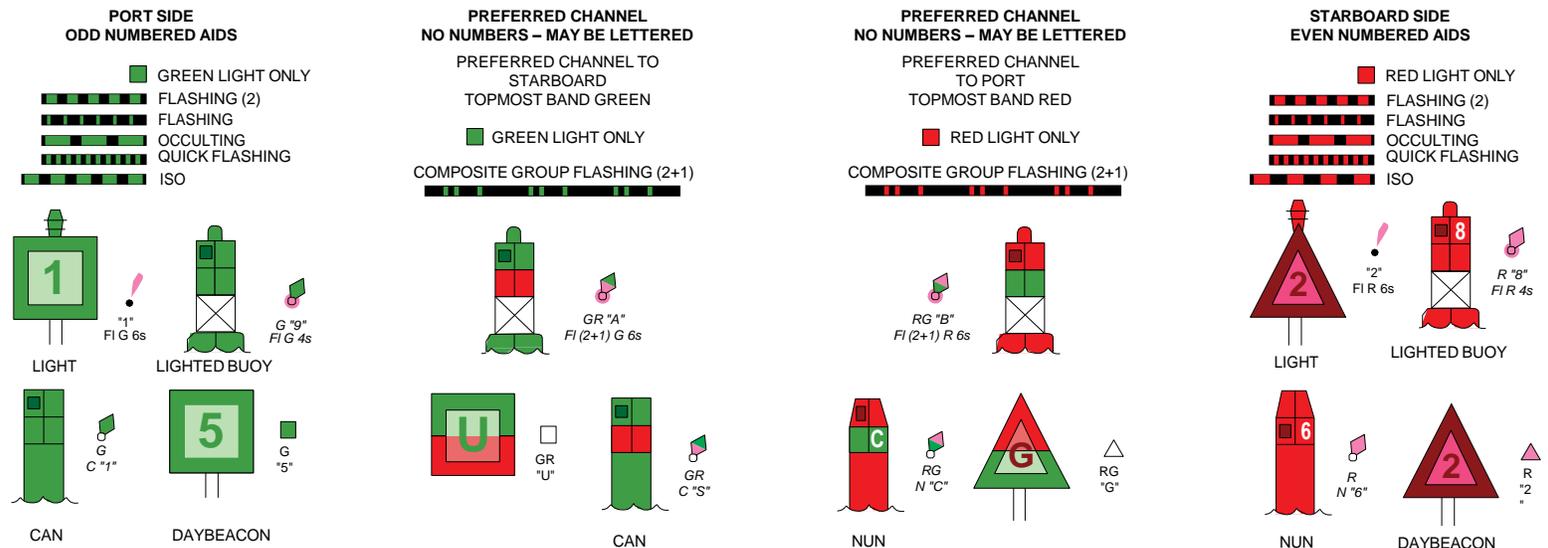
Navigation Managers Area of Responsibility



To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



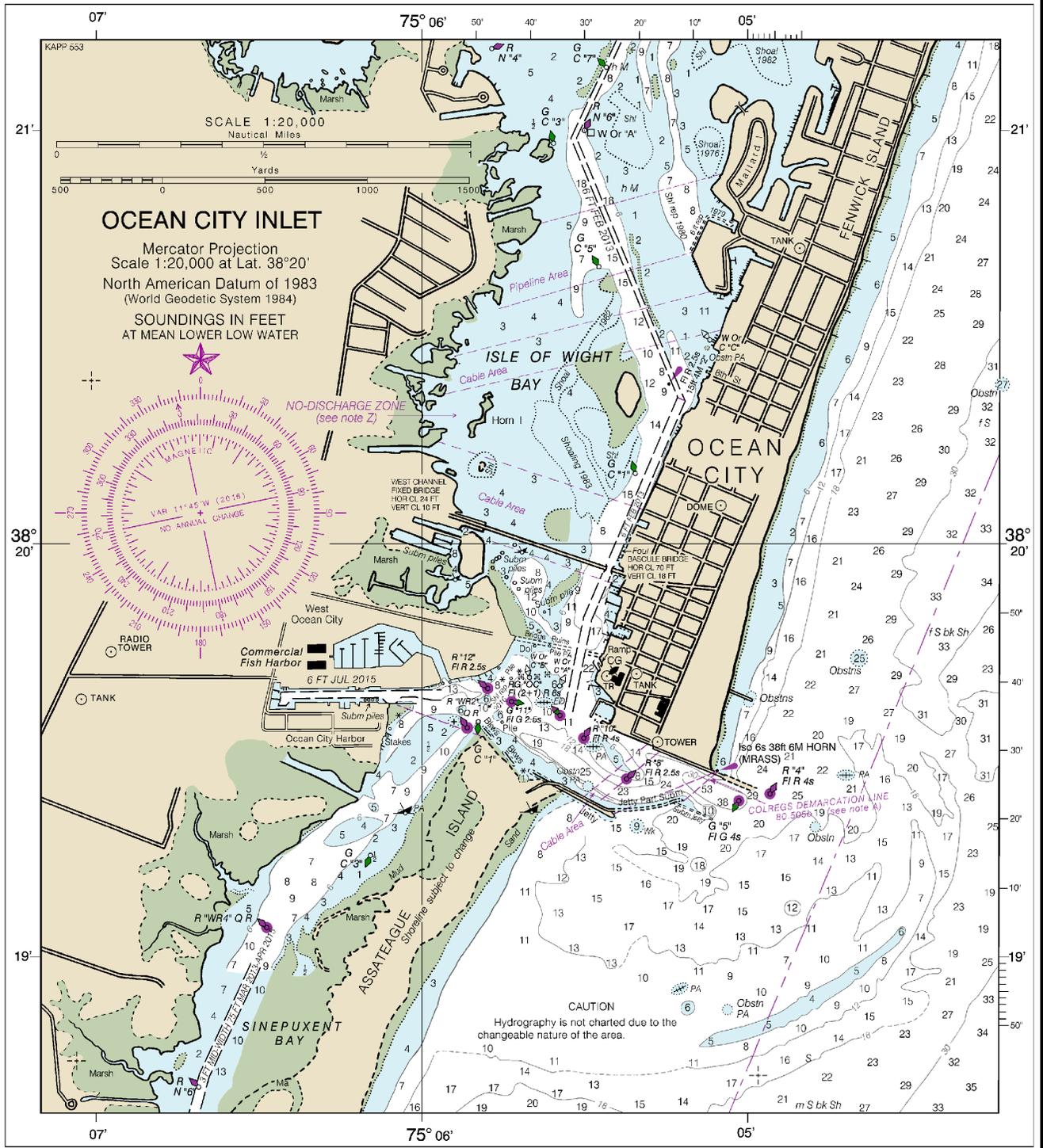
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

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/.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

12211



BASCULE
For bascule be open to a full upright vertical clearance charted horizontal

Limitations of aids to marine navigation U.S. Coast Guard Geospatial-Intelligence Radio direction broadcasting station should be used by Station position (Accurate location)

NOAA WEATHER
The NOAA Weather below provide coastal reception nautical miles from as much as 100 high elevations.

Salisbury, MD
Lewes, DE

Radar reference to navigate these aids

For Symbols
COLREGS: International Demarcation

SUBMARINE
Charted submarine cables and submarine cables are shown as follows:

Pipeline Area

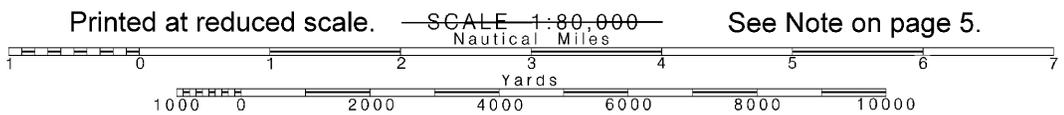
Additional information concerning submarine cables on this chart. Not marine cables

Joins page 8

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

4

Note: Chart grid lines are aligned with true north.



Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

CAUTION

FISH TRAP AREAS AND

Mariners are warned that numerous fishing structures, some submerged. Such structures are not charted unless Regulations to assure clear passage natural channels, and to establish Corps of Engineers in the Code of Federal Regulations. Definite limits of fish trap areas are shown. Where definite limits have not been established, fishing structures are restricted only by

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.

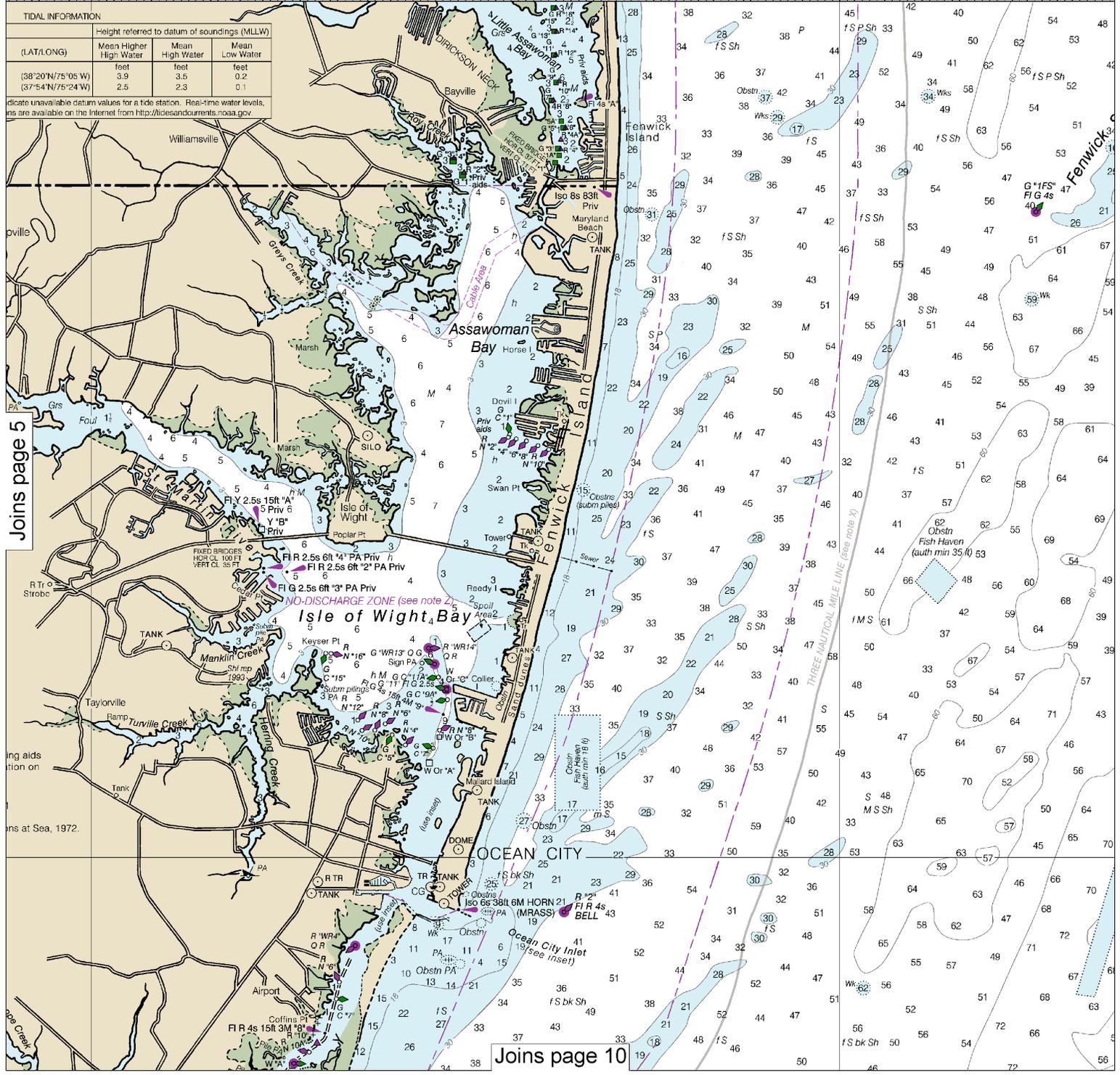
Formerly C&GS 1220, 1st Ed., Oct. 1912 G-1949-741 KAPP 552

10'

05'

75°

JOINS CHART 12214



Joins page 5

Joins page 10

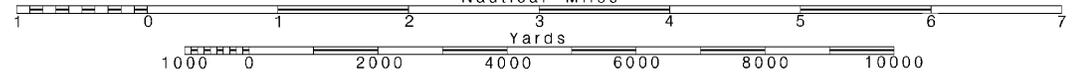


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000 Nautical Miles

See Note on page 5.

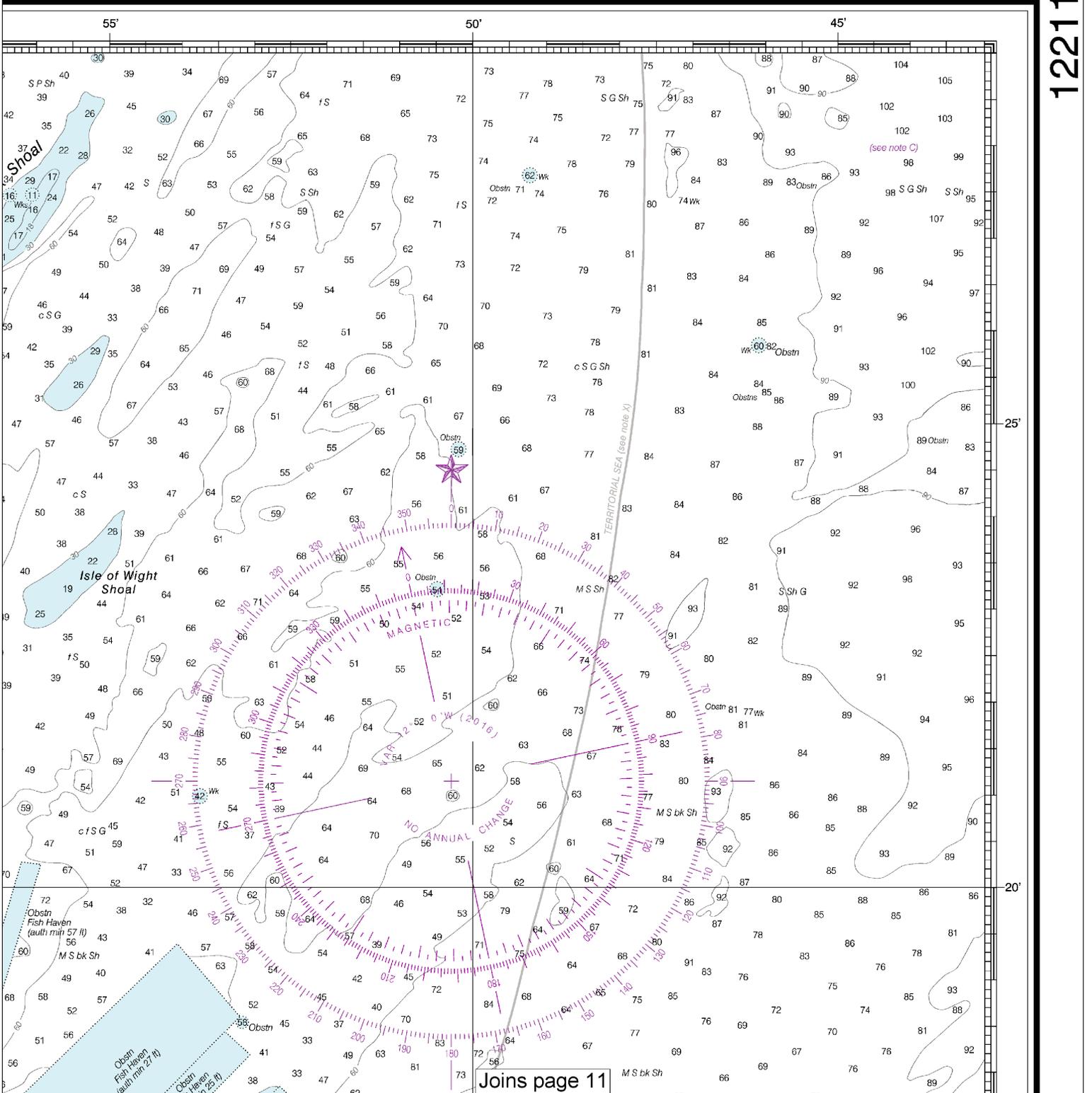


ION
AND STRUCTURES
erous uncharted duck blinds and
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less known to be permanent.
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NOTE X

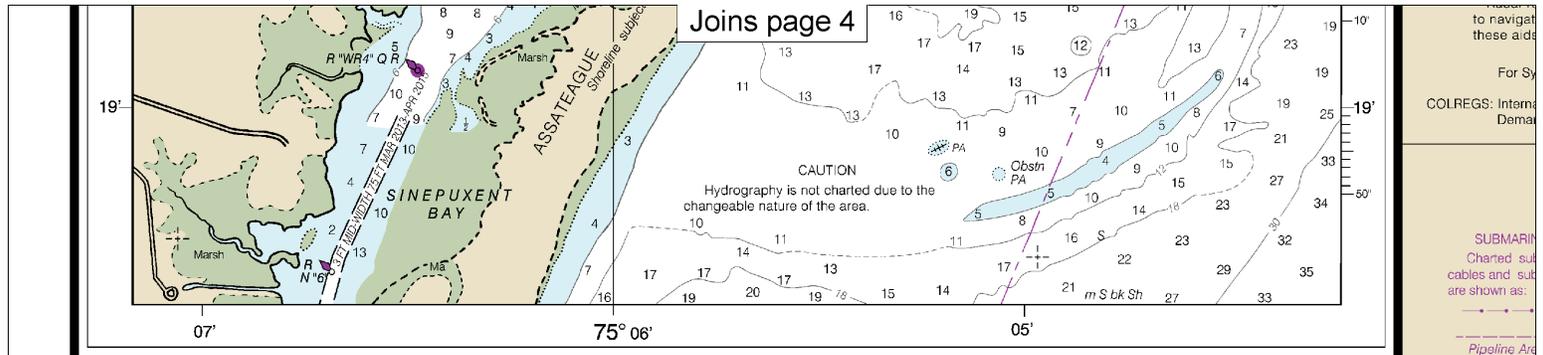
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical 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.

SOUNDINGS IN FEET



12211





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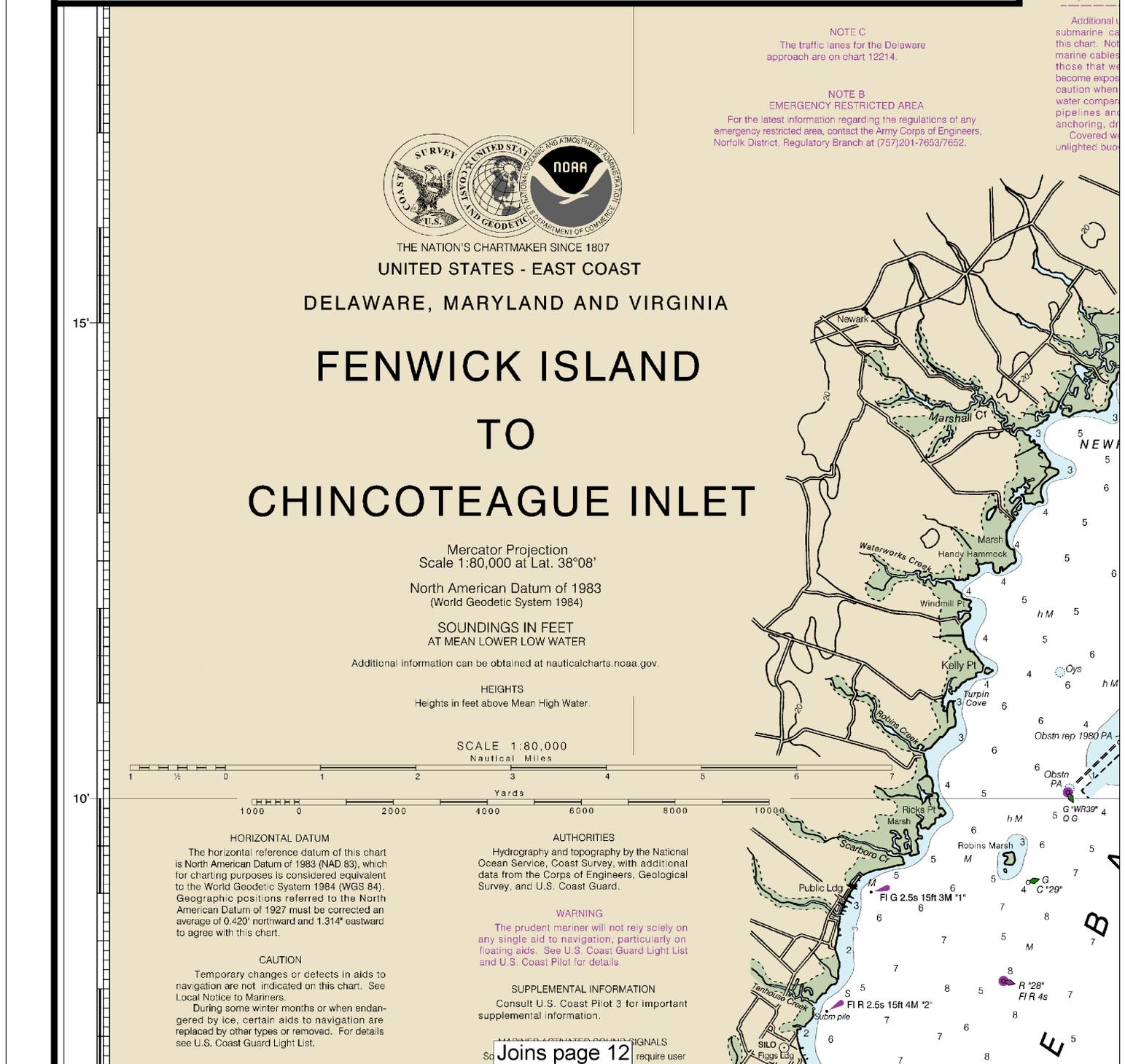
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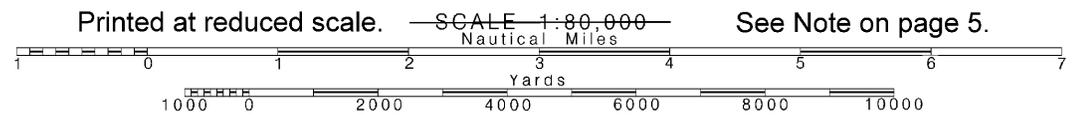
SUBMARIN
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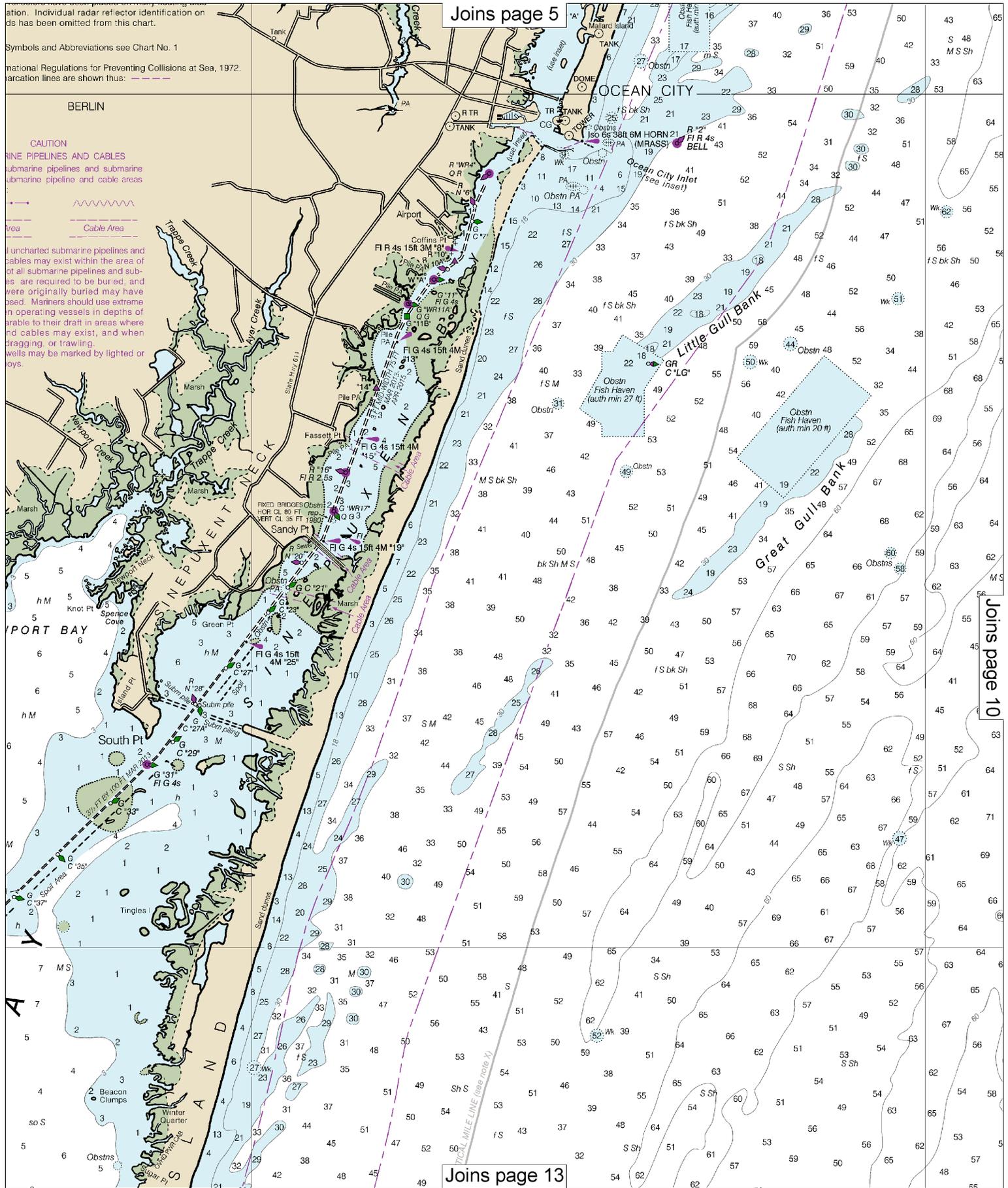
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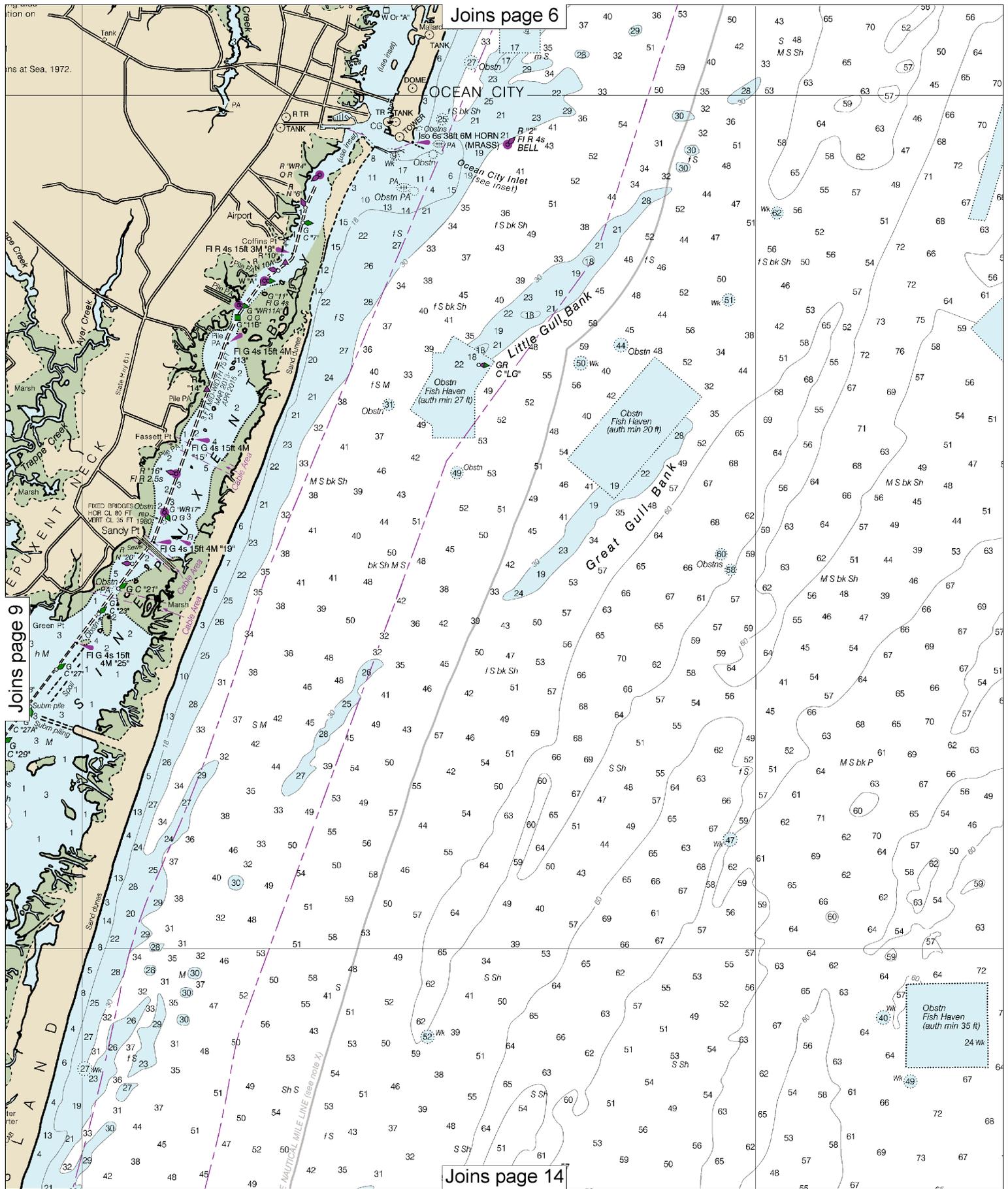
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Note: Chart grid lines are aligned with true north.







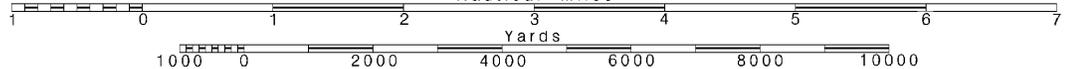
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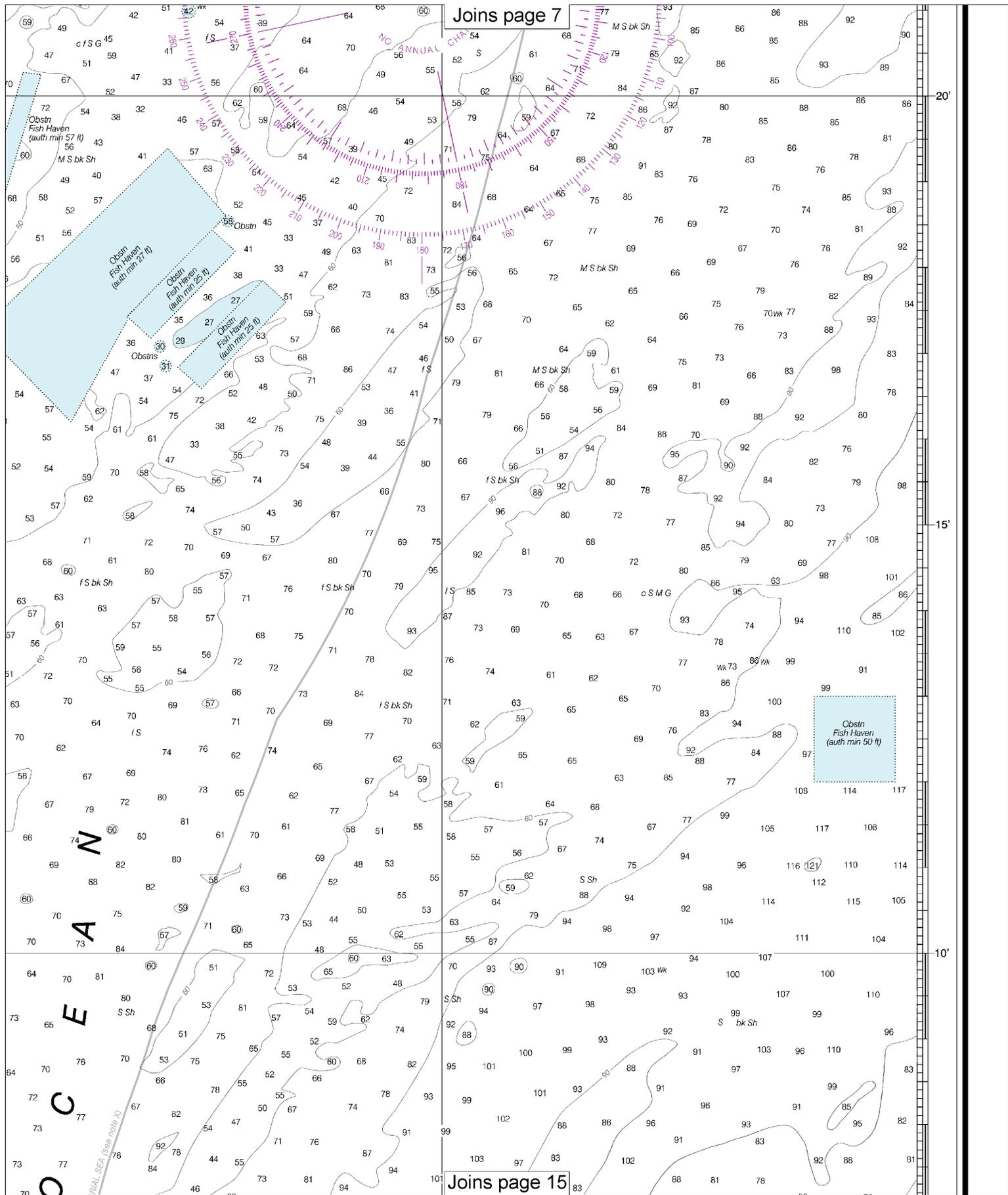
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

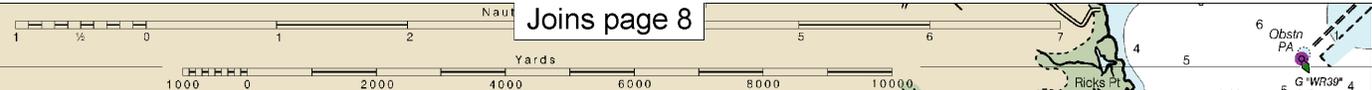
SCALE 1:80,000
Nautical Miles

See Note on page 5.





10'



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.

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.

MARINER ACTIVATED SOUND SIGNALS

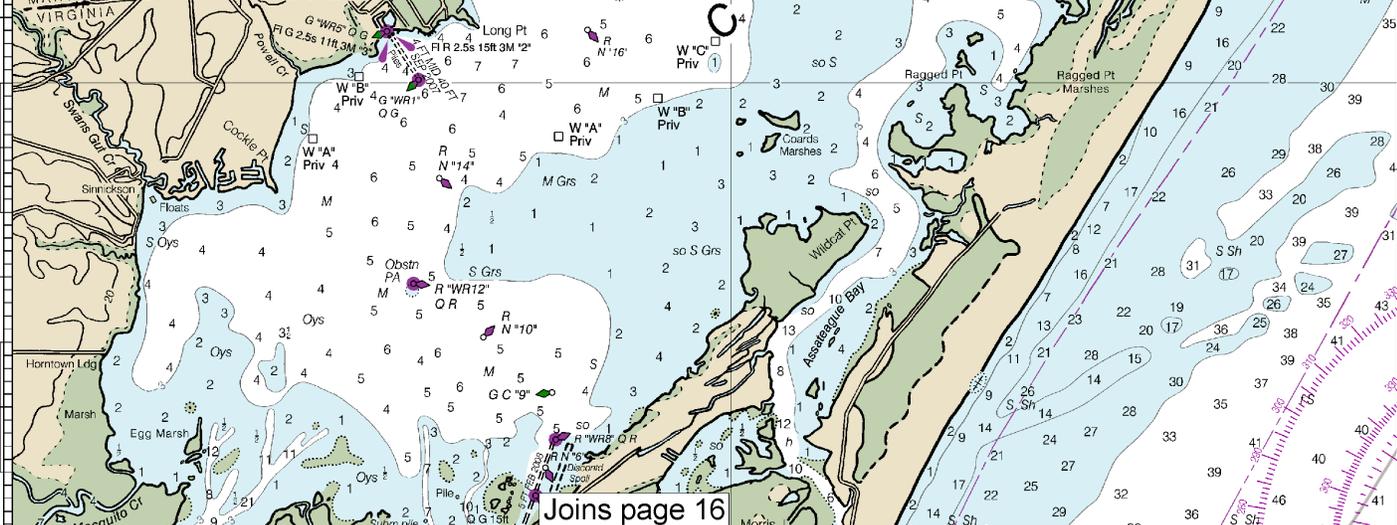
Sound signals labeled with (MRASS) require user activation. See USCG Light List.

CHINCOTEAGUE BAY BRIDGES AND CABLES

- BLACK NARROWS FIXED BRIDGE HOR CL 60 FT VERT CL 15 FT OVID PWR CAB REF CL 27 FT WIRE NARROWS FIXED BRIDGE HOR CL 40 FT VERT CL 10 FT OVID PWR CAB AUTH CL 25 FT
- QUEEN SOUND FIXED BRIDGE HOR CL 33 FT VERT CL 13 FT OVID PWR CAB AUTH CL 33 FT
- COCKLE CREEK FIXED BRIDGE HOR CL 33 FT VERT CL 13 FT OVID PWR CAB AUTH CL 33 FT
- MOSQUITO CREEK FIXED BRIDGE HOR CL 33 FT VERT CL 10 FT OVID PWR CAB AUTH CL 31 FT

MARYLAND VIRGINIA

38°



Joins page 16

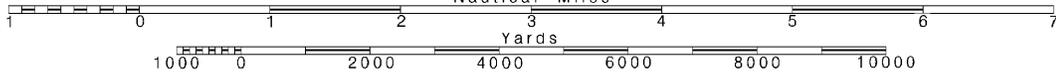
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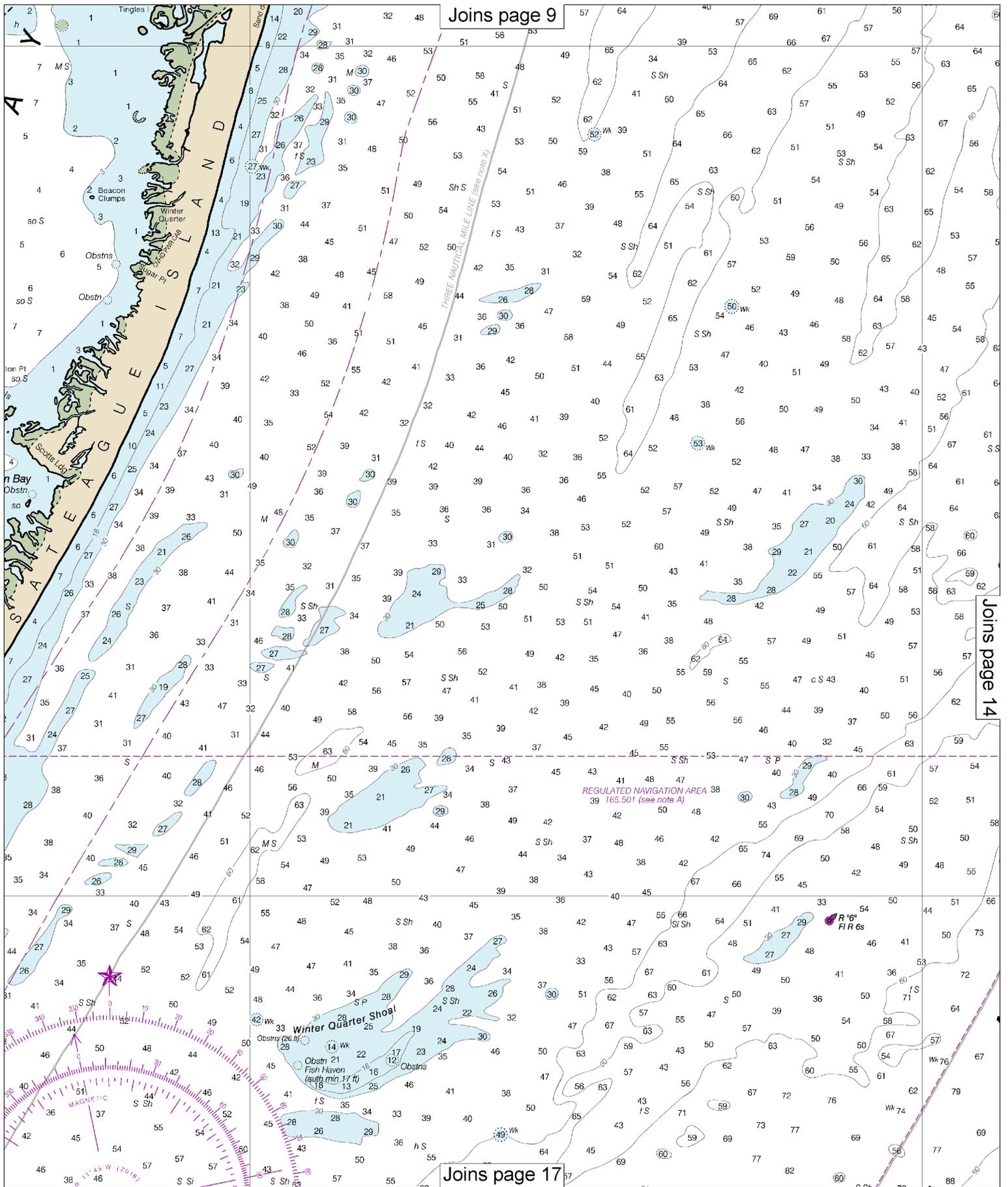
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000 Nautical Miles

See Note on page 5.

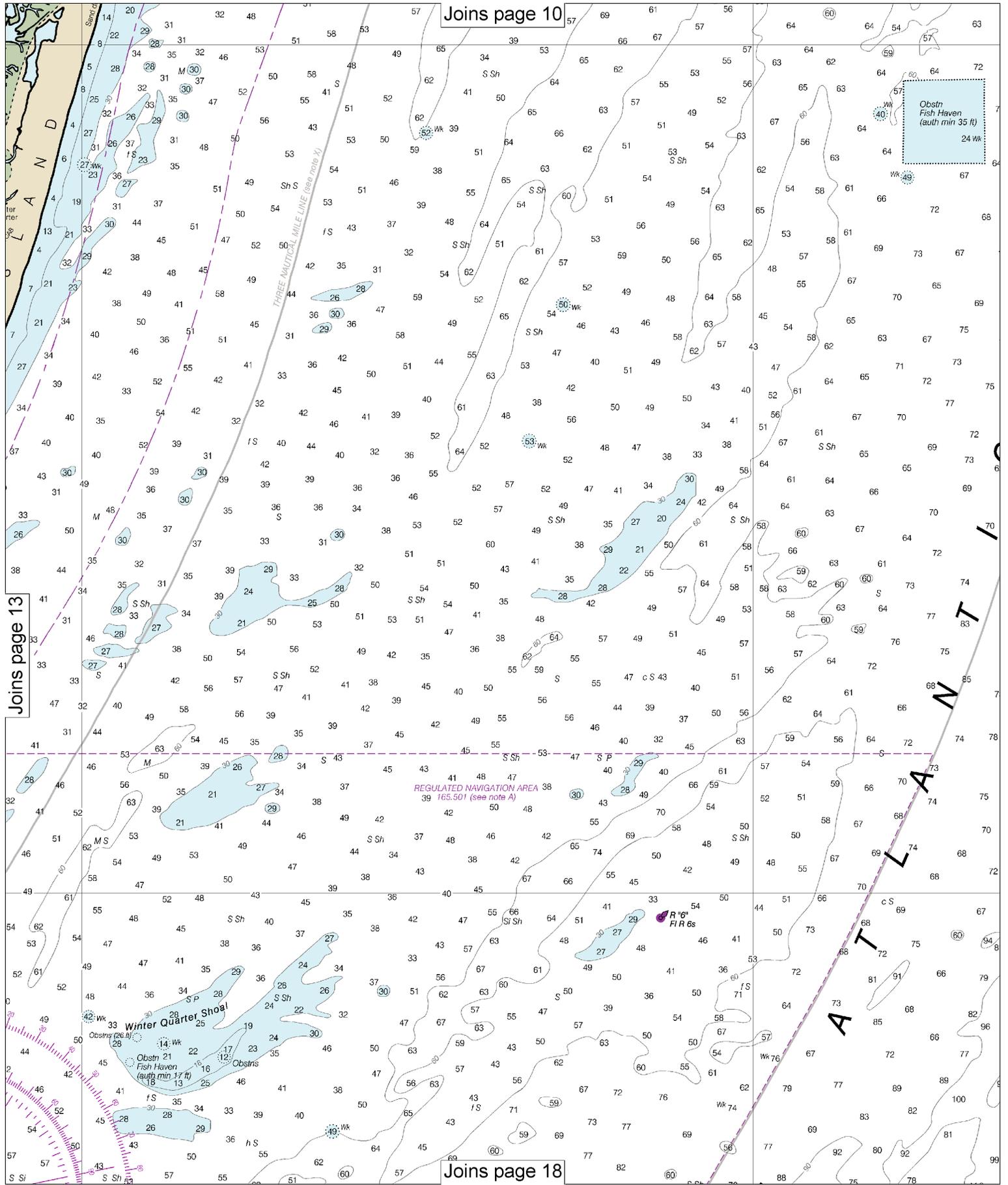




Joins page 9

Joins page 14

Joins page 17



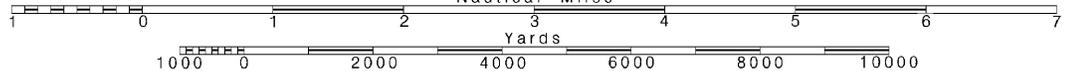
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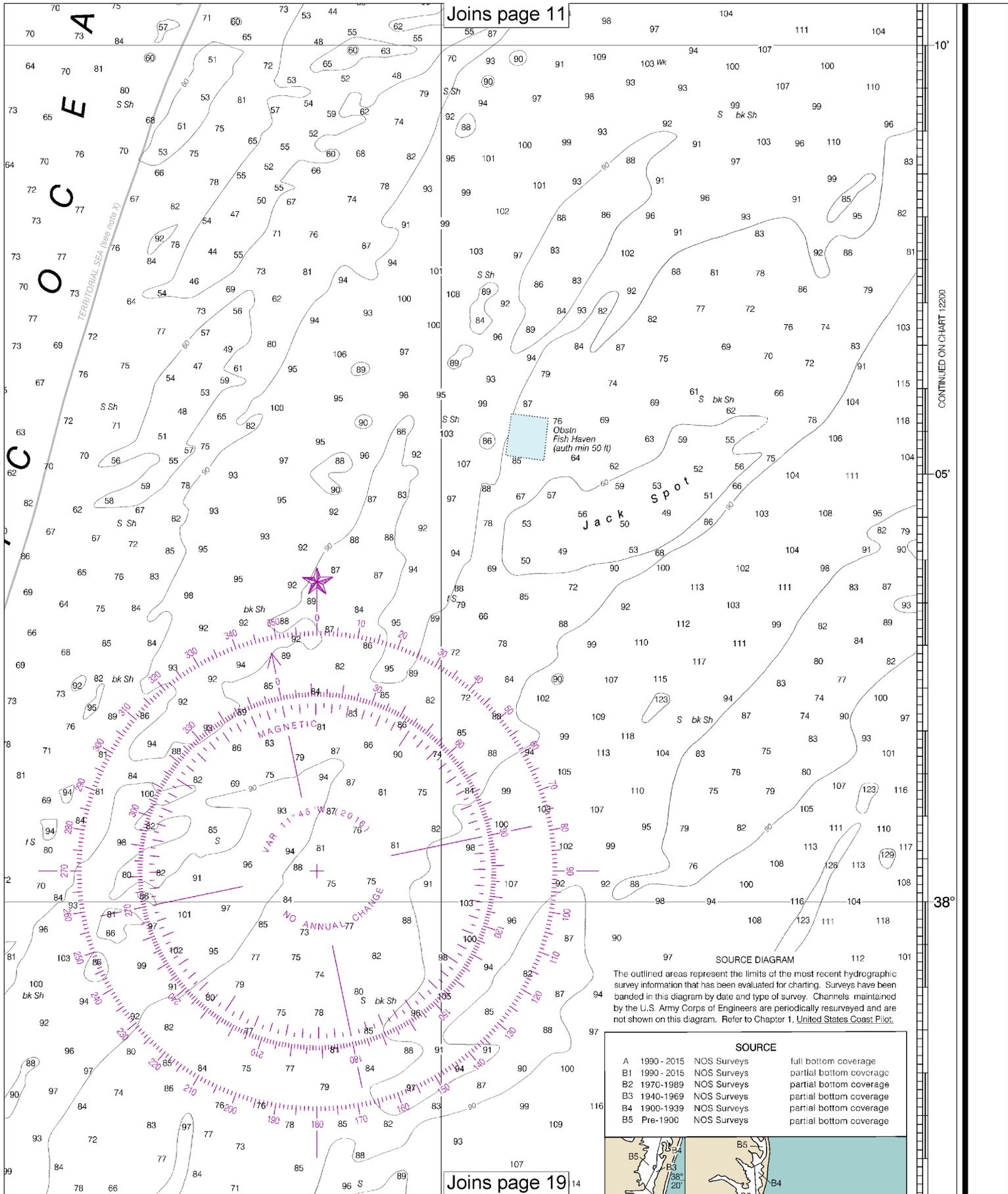
Note: Chart grid lines are aligned with true north.

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SCALE 1:80,000
Nautical Miles

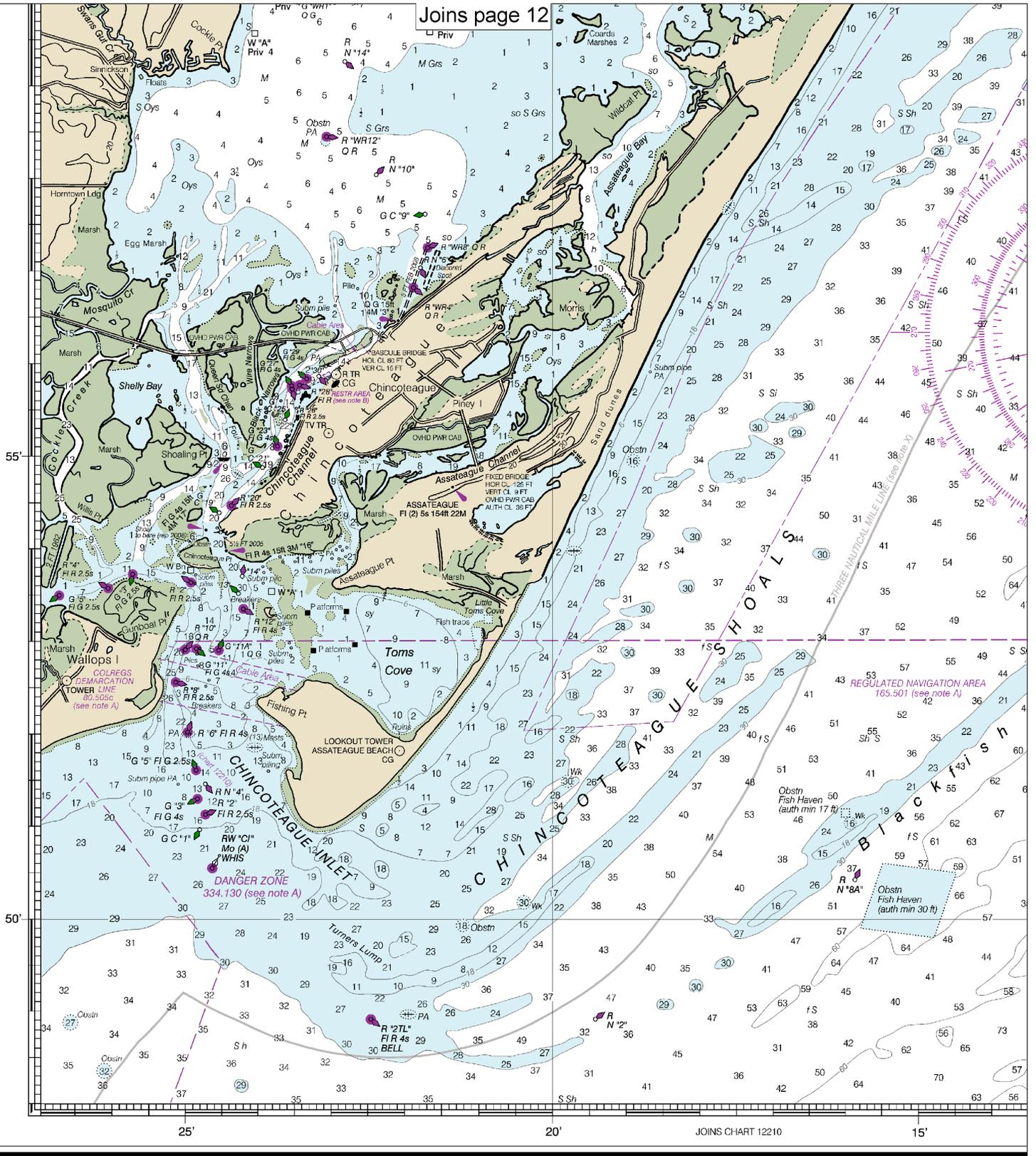
See Note on page 5.





CONTINUED ON CHART 12200

38°



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 FEE

47th Ed., Feb. 2017. Last Correction: 2/10/2017. Cleared through:
 LNM: 0617 (2/7/2017), NM: 0717 (2/18/2017)

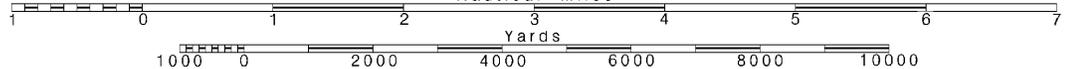
16

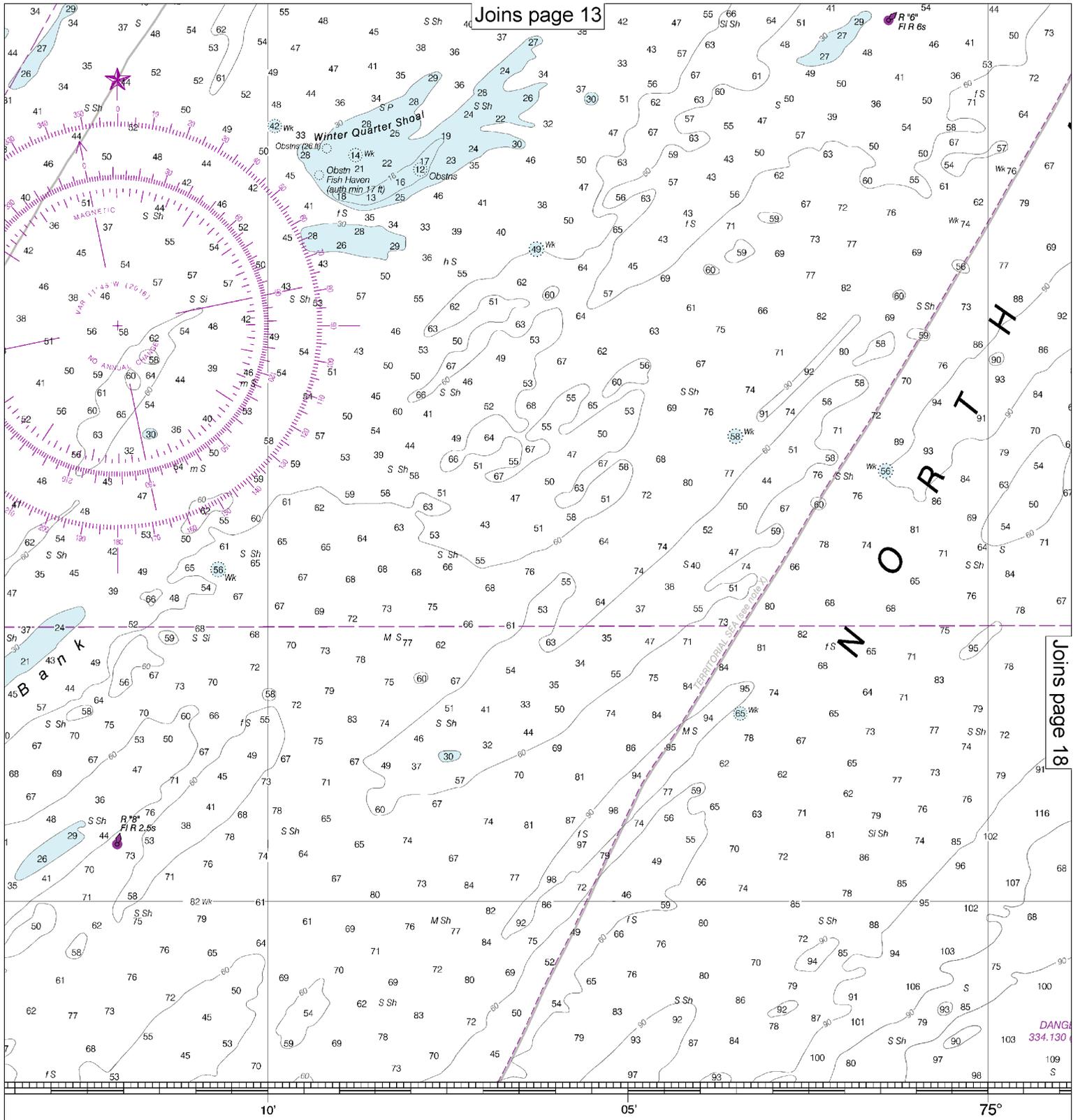
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 Nautical Miles

See Note on page 5.



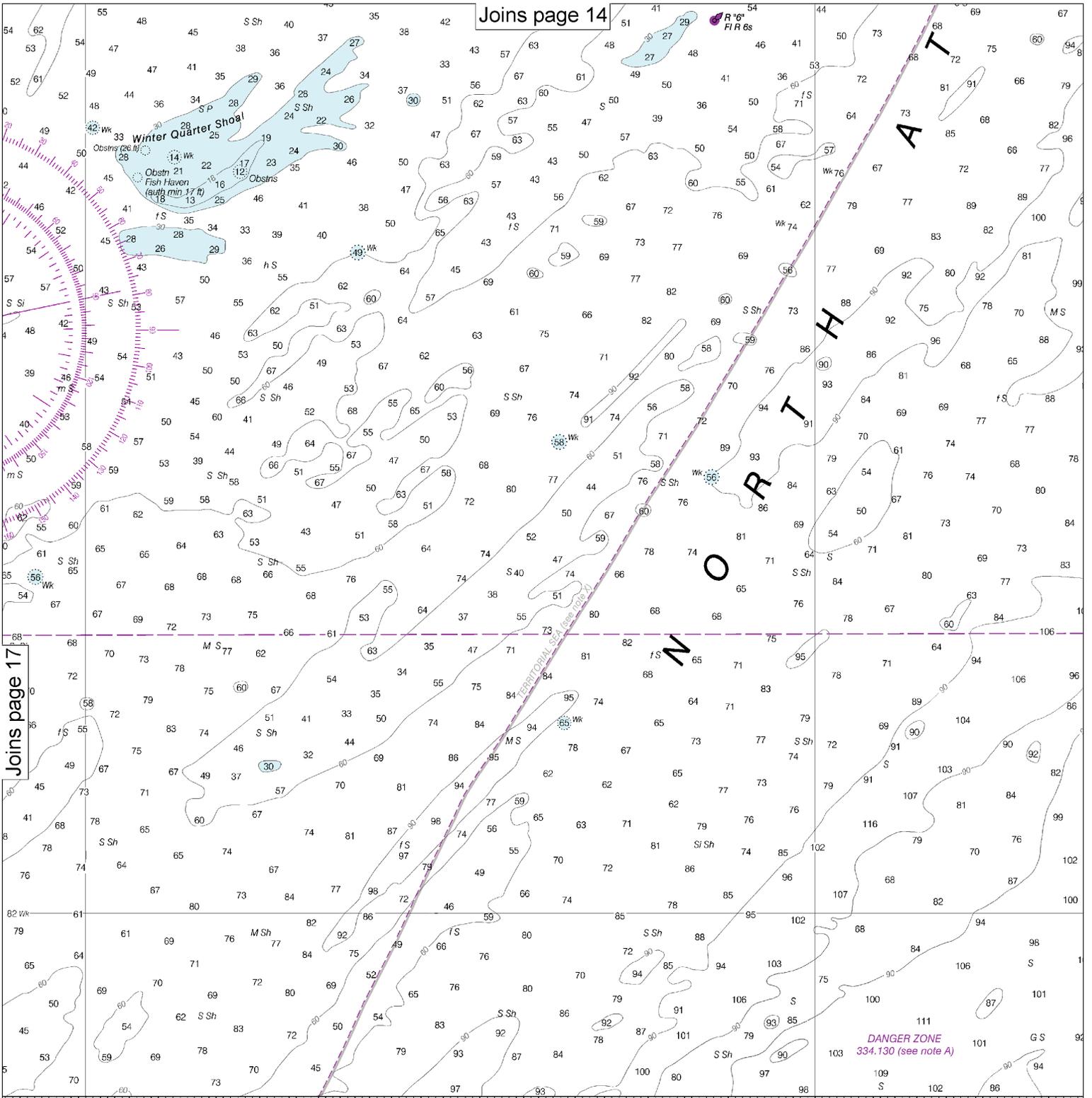


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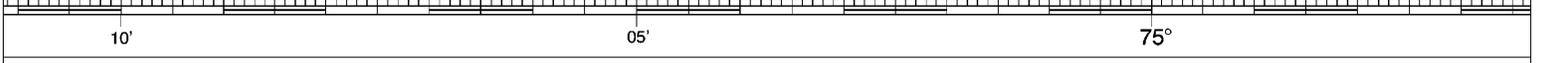
POLLUTION REPORTS
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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

FATHOMS	1
FEET	6
METERS	1.2



Joins page 17



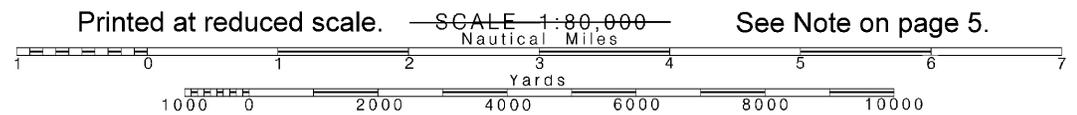
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 COAST SURVEY

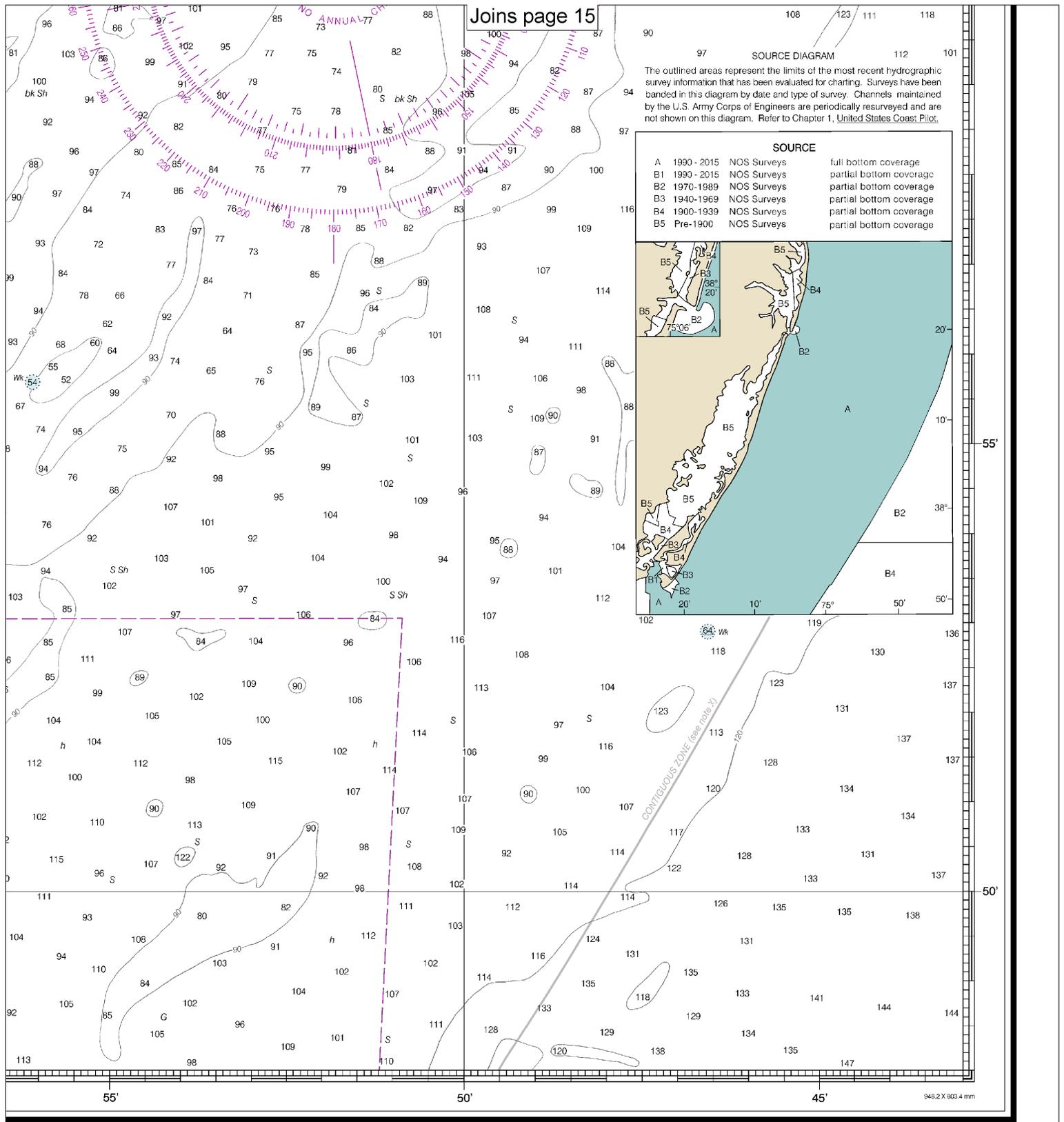
FATHOMS	1	2	3	4	5	6	7	8	9
FEET	6	12	18	24	30	36	42	48	54
METERS	1	2	3	4	5	6	7	8	9

18

Note: Chart grid
 lines are aligned
 with true north.



See Note on page 5.



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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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 @NOAAcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.