

BookletChart™



Chesapeake Bay – Cape Charles to Wolf Trap

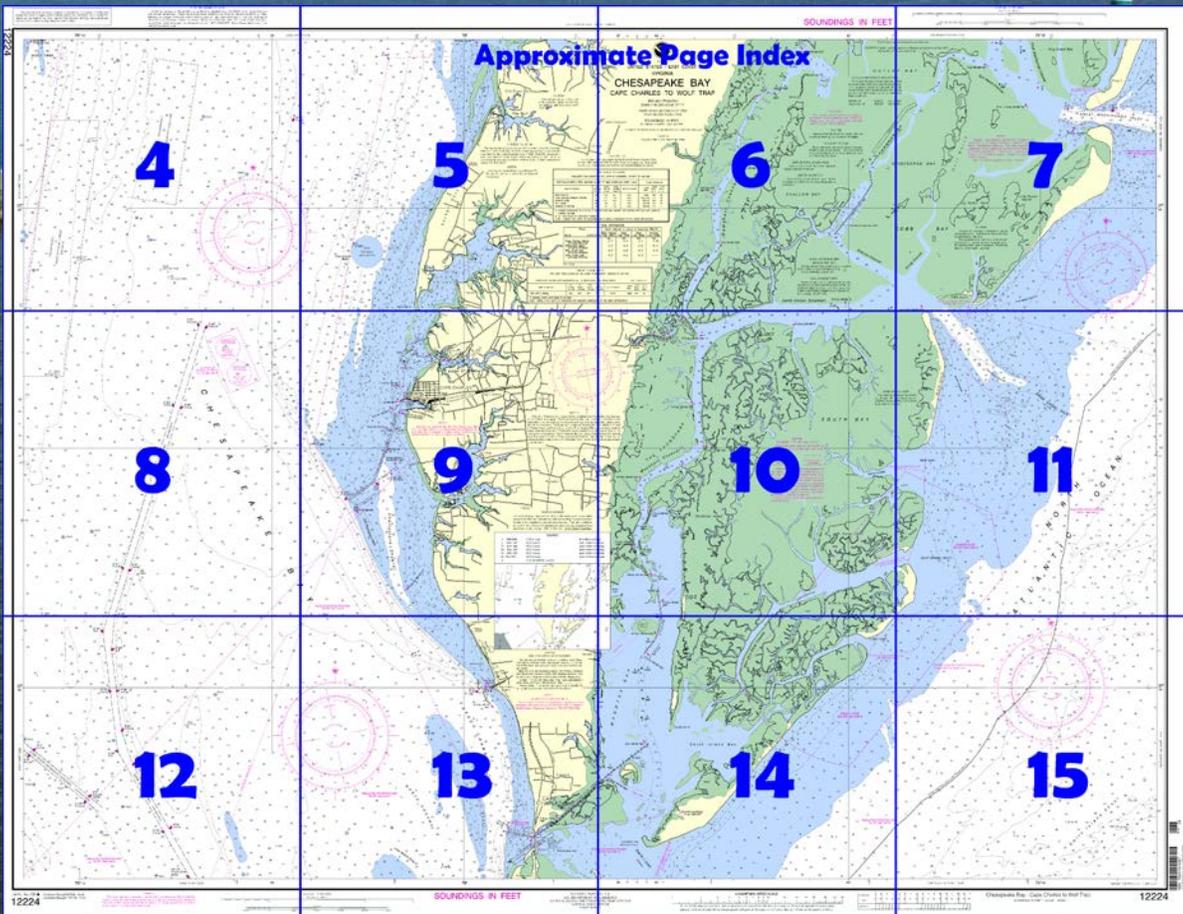
NOAA Chart 12224

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
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.

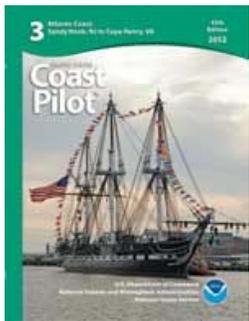
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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 **Wescoat 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

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

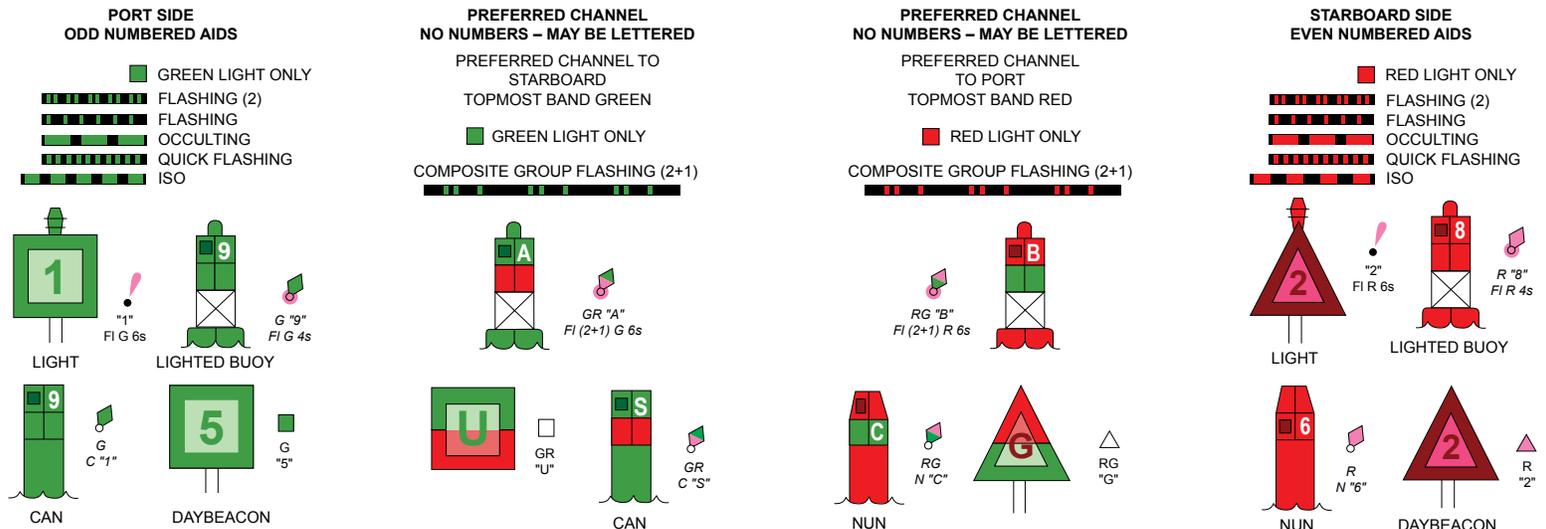
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

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

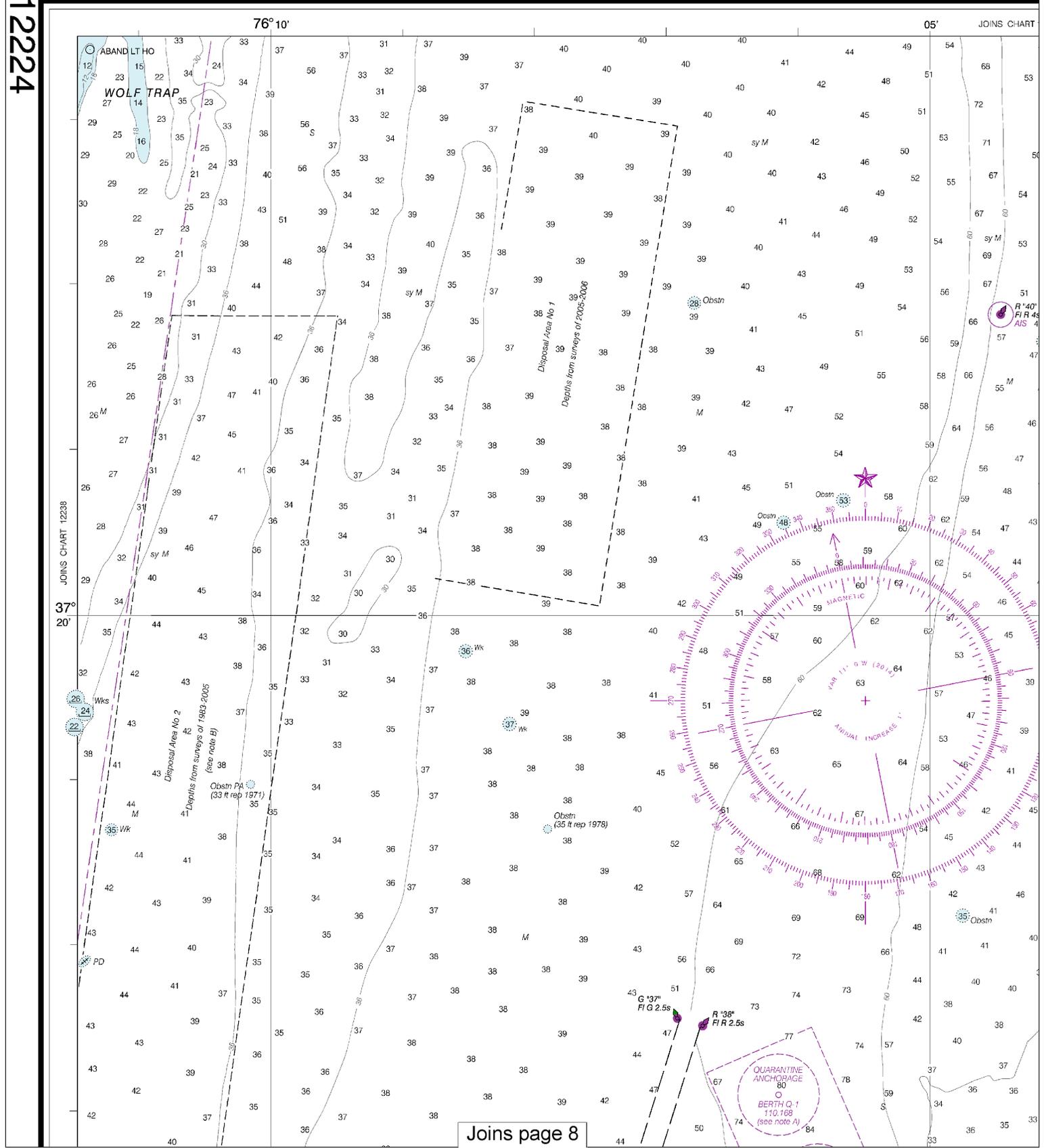
on navigable waters except Western Rivers



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>

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

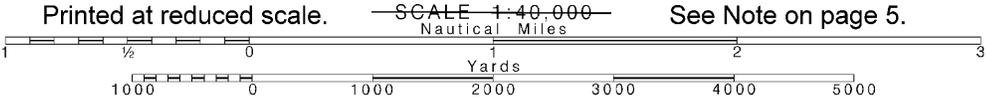
12224



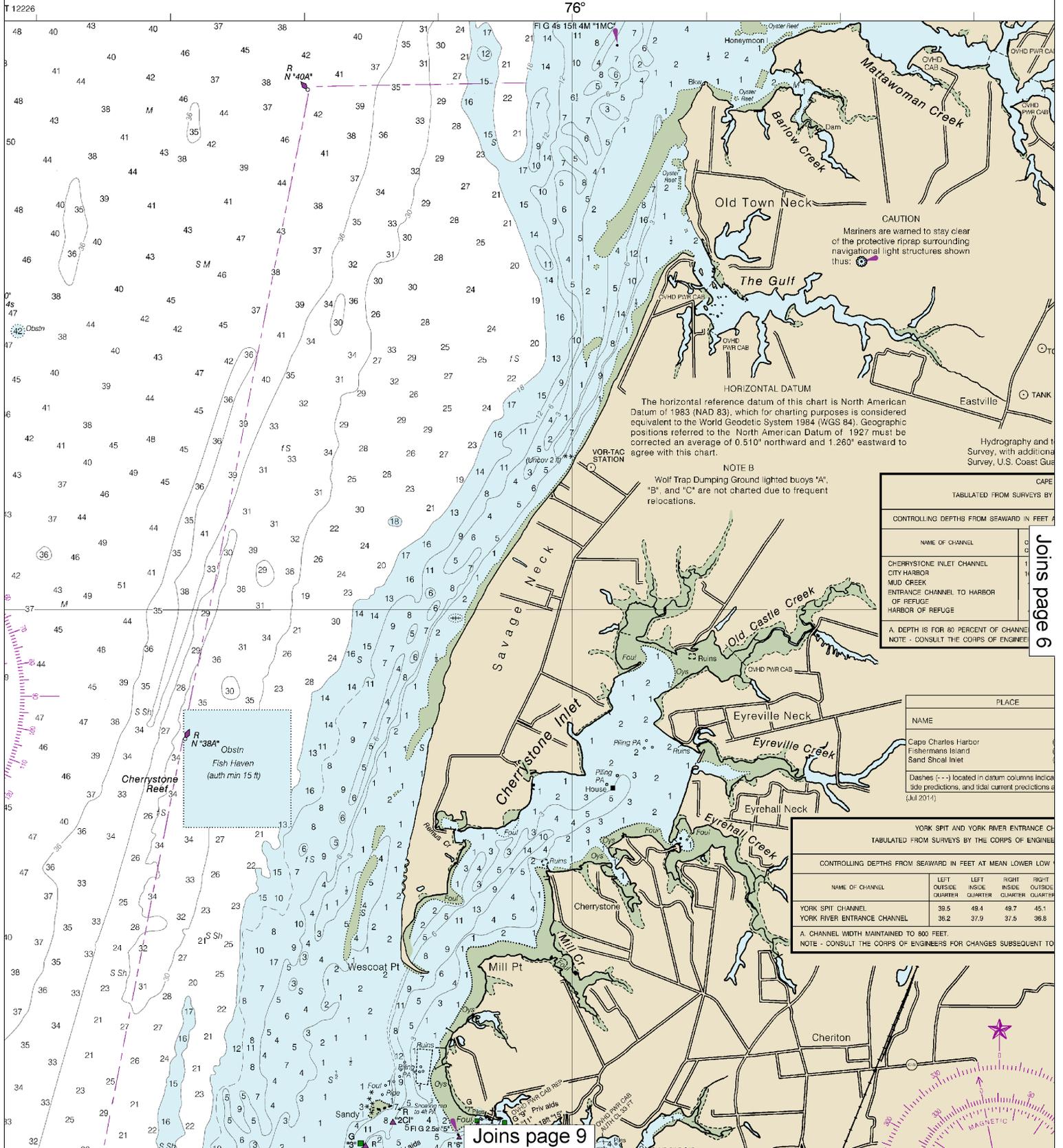
Joins page 8

4

Note: Chart grid lines are aligned with true north.



See Note on page 5.



Joins page 6

Joins page 9

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57142. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



56° 45' 30' 15' 55' 50'

50'



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.

HEIGHTS
Heights in feet above Mean High Water.

NOAA WEATHER
The NOAA Weather Service provides continuous reception range nautical miles from this station as much as 100 nautical miles.

Norfolk, VA
Heathsville, VA

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
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.

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.

by clear bunding
s shown

James Crossroads
TOWER
Eastville
TANK
U.S. Hwy. 46 S

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.

CAPE CHARLES CITY HARBOR

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAR 2015

Joins page 5

LEVEL	DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
CHANNEL	11.1	11.3	11.8	3-15	500	2.8	18
	16.3	17.2	14.4	3-15	400-1000	0.8	18
	4.8	4.8	4.8	3-15	100-180	0.1	10
HARBOR		46.0		3-15	60	0.1	7
	4.9	4.9	4.9	3-15	200-250	0.1	7

PERCENT OF CHANNEL WIDTH.
CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Charles Harbor	(37°16'N/76°01'W)	2.7	2.4	0.1
Charles Island	(37°06'N/75°59'W)	3.4	3.2	0.1
Charles Inlet	(37°18'N/75°47'W)	4.5	4.2	0.2

--- located in datum columns indicates unavailable datum values for a tide station. Real-time water levels, predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

PIT AND YORK RIVER ENTRANCE CHANNEL DEPTHS

SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2015

LEVEL	DEPTHS IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT INSIDE QUARTER	LEFT OUTSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
CHANNEL	49.5	49.4	49.7	45.1	8-15	1000A	19.0	50
	48.2	37.9	37.5	36.8	11-11,12-12	750	13.8	37

PERCENT OF CHANNEL WIDTH.
CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET

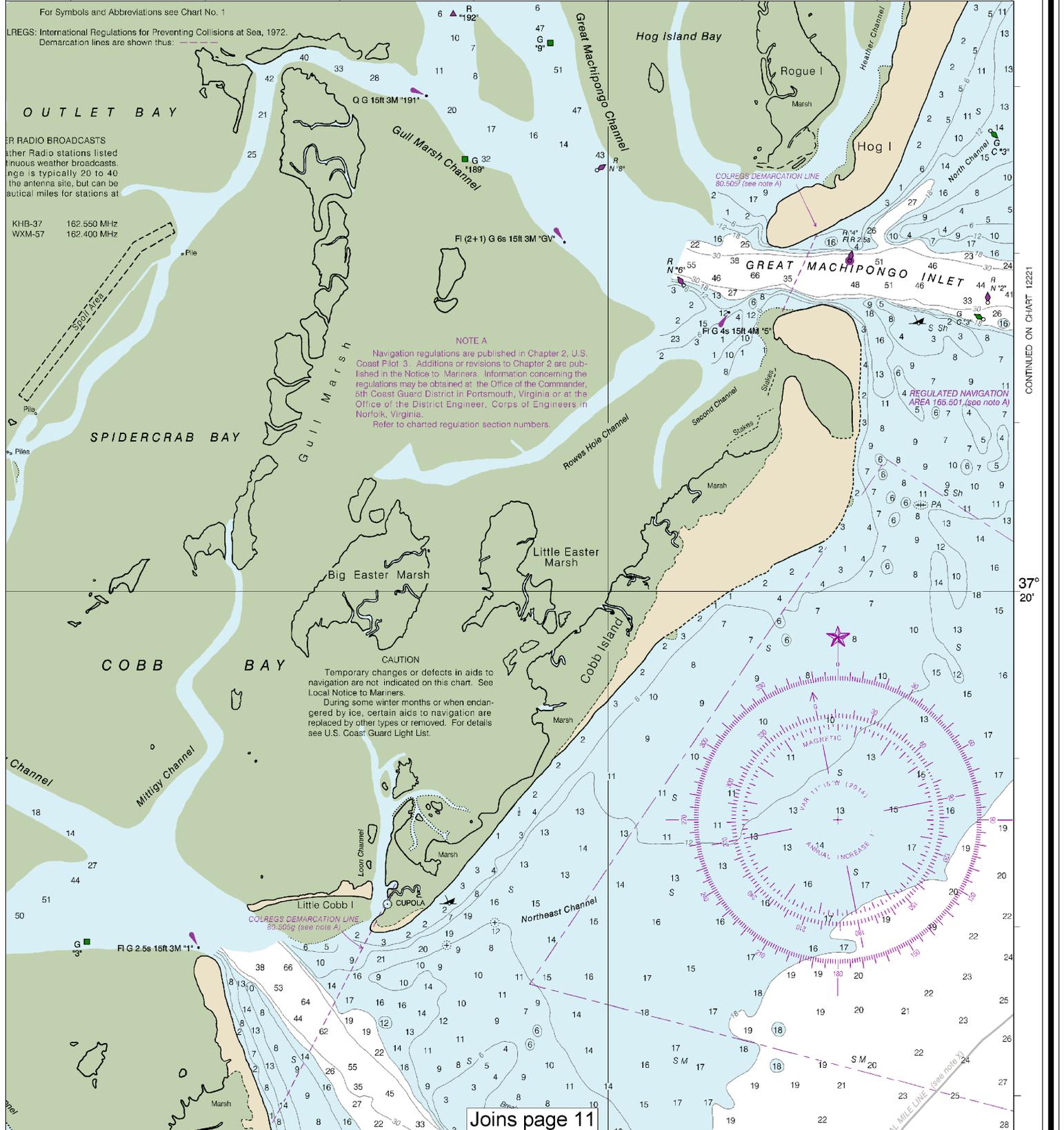
SCALE 1:40,000

Nautical Miles



CONTINUED ON CHART 12210

75°45'

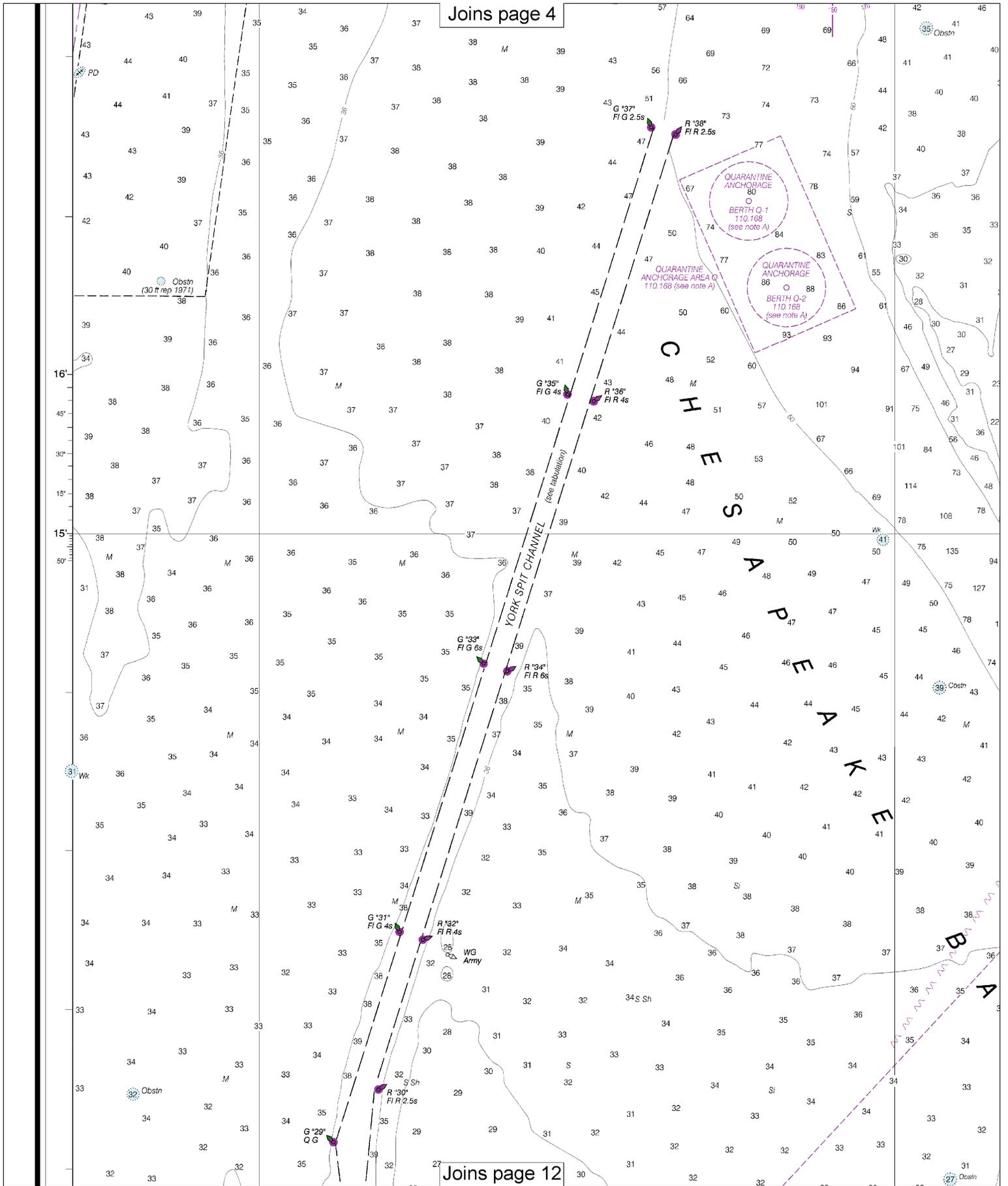


CONTINUED ON CHART 12221

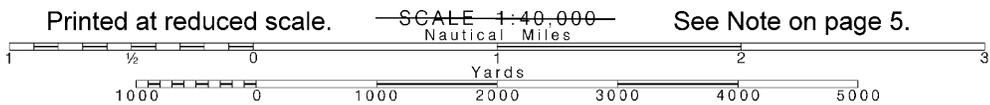
37° 20'

26th Ed., Aug. 2014. Last Correction: 11/18/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)





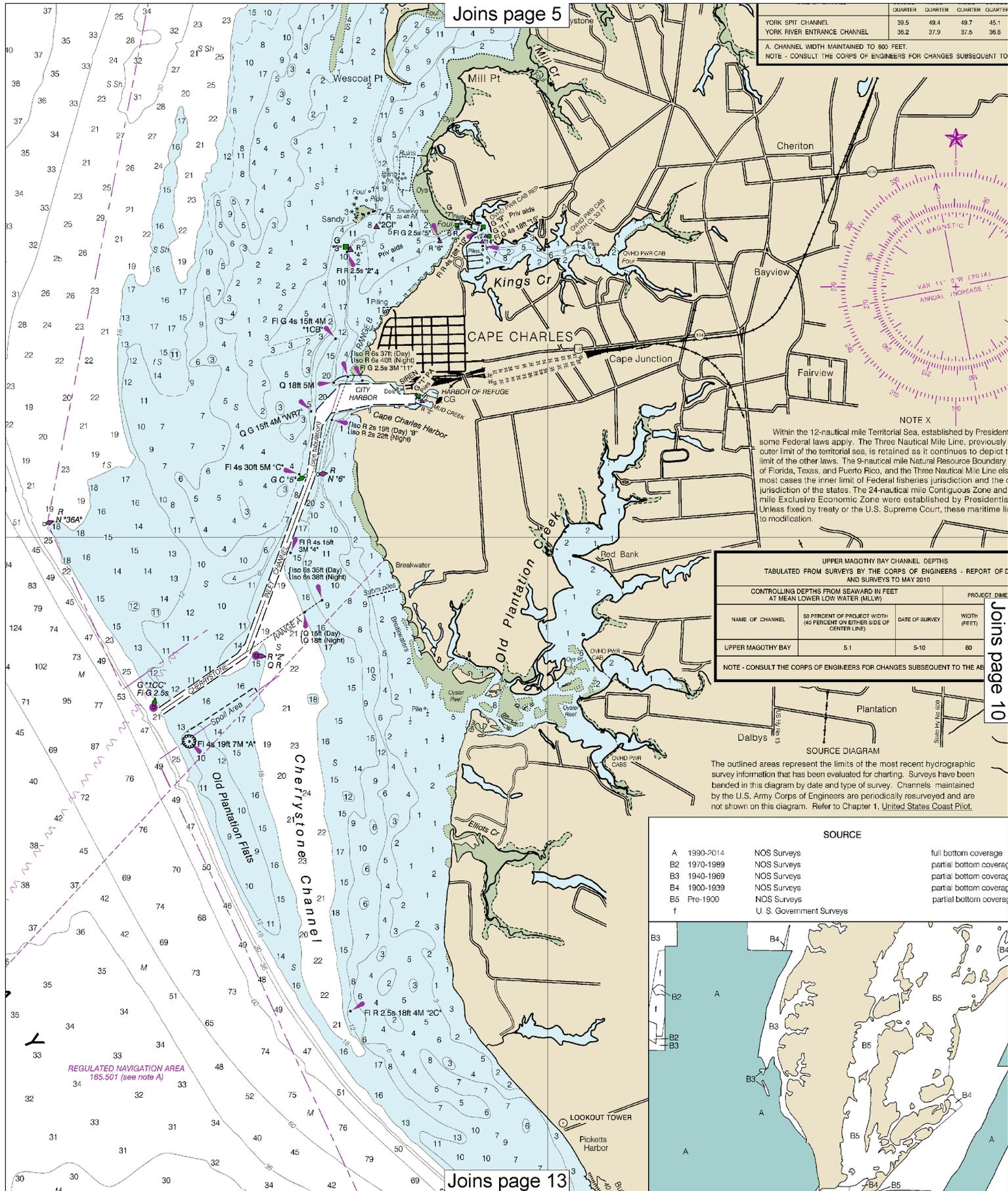
Note: Chart grid lines are aligned with true north.



See Note on page 5.

	QUARTER	QUARTER	QUARTER	QUARTER
YORK SPIT CHANNEL	39.5	49.4	49.7	45.1
YORK RIVER ENTRANCE CHANNEL	38.2	37.9	37.5	36.8

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 a 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 Unless fixed by treaty or the U.S. Supreme Court, these maritime li to modification.

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

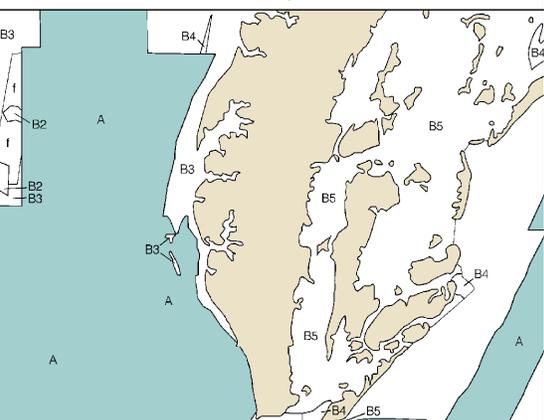
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DME
NAME OF CHANNEL	50 PERCENT OF PROJECT WIDTH (40 PERCENT ON EITHER SIDE OF CENTER LINE)	DATE OF SURVEY	WIDTH (FEET)	
UPPER MAGOTHY BAY	5:1	5-10	80	

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

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	1990-2014	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	

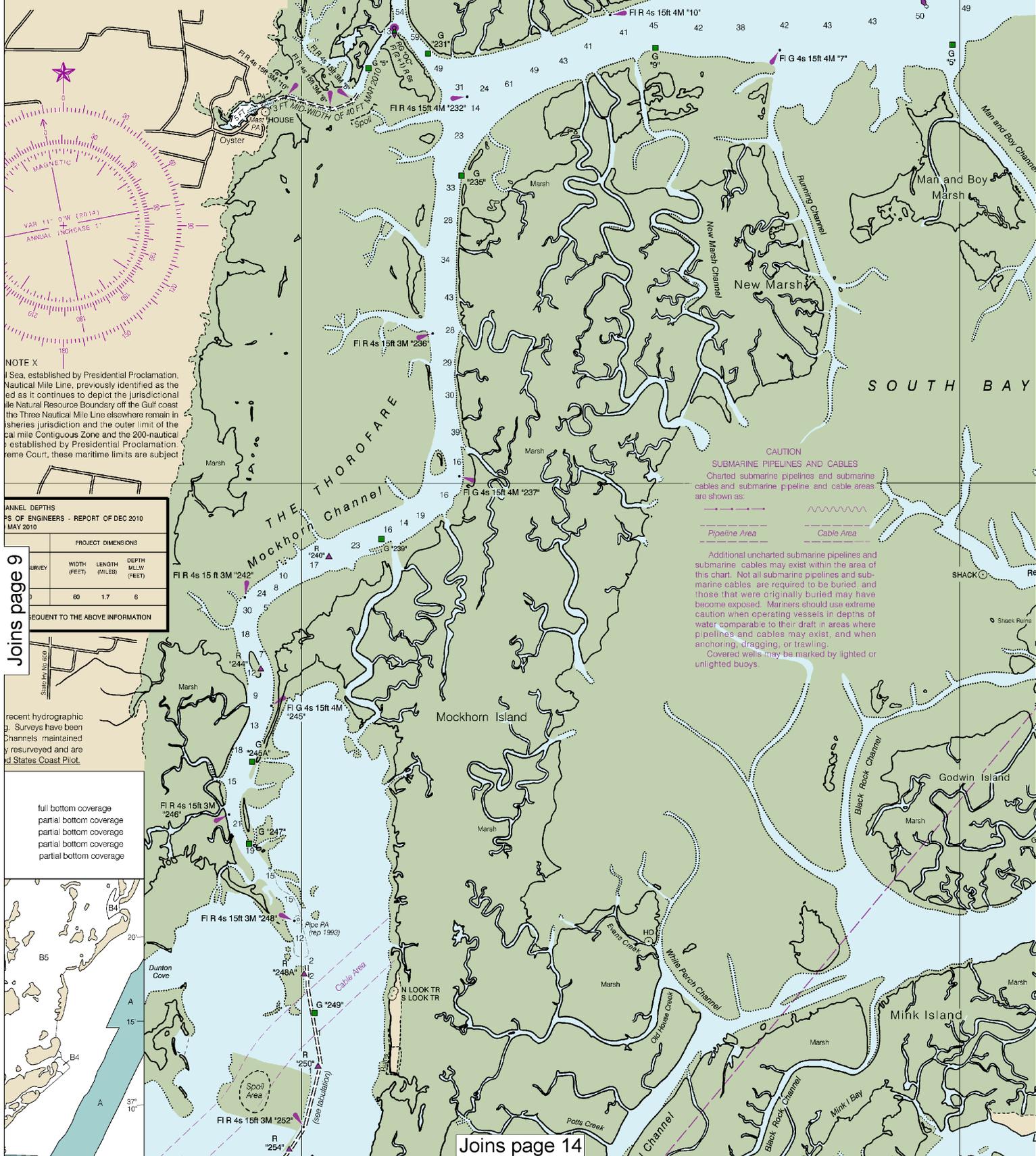


QUARTER	QUARTER	QUARTER	QUARTER	(FEET)	(MILES)	(FEET)
82.5	49.4	49.7	45.1	8-15	1000A	19.0 50
82.2	37.9	37.5	36.8	11-11,2-12	750	13.8 37

ET.
IS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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1-800-424-8802 (for help), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



NOTE X
The Sea, established by Presidential Proclamation, Nautical Mile Line, previously identified as the Three Nautical Mile Line elsewhere remain in fisheries jurisdiction and the outer limit of the 200-mile Contiguous Zone and the 200-nautical mile Court, these maritime limits are subject to change.

PROJECT DIMENSIONS		
SURVEY	WIDTH (FEET)	DEPTH (FEET)
1	60	1.7
2	1.7	6

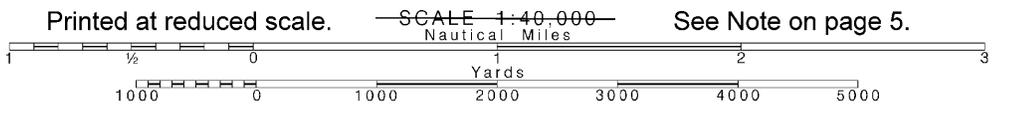
SEQUENT TO THE ABOVE INFORMATION

Recent hydrographic surveys have been maintained by resurveyed and are States Coast Pilot.

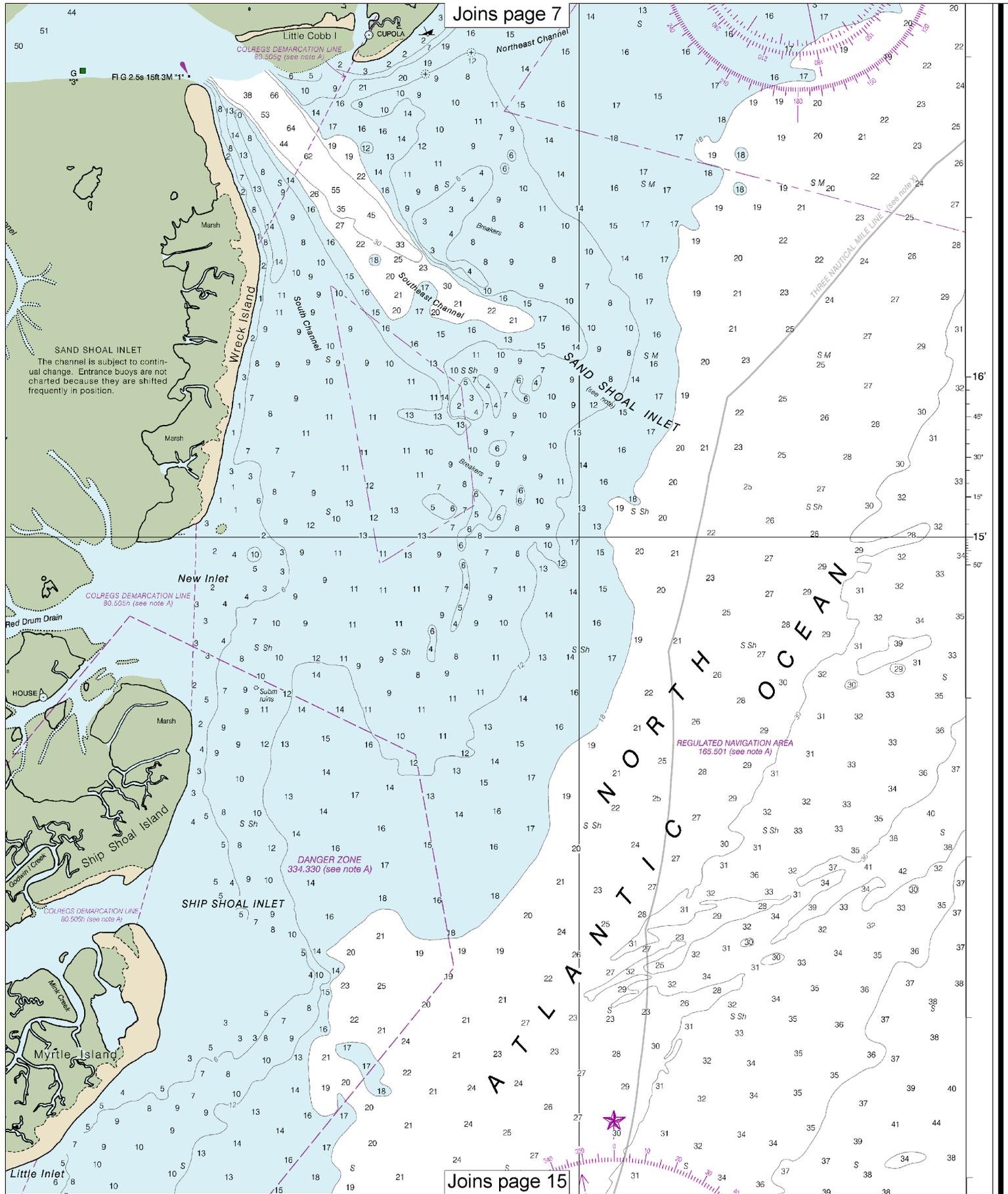
full bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage



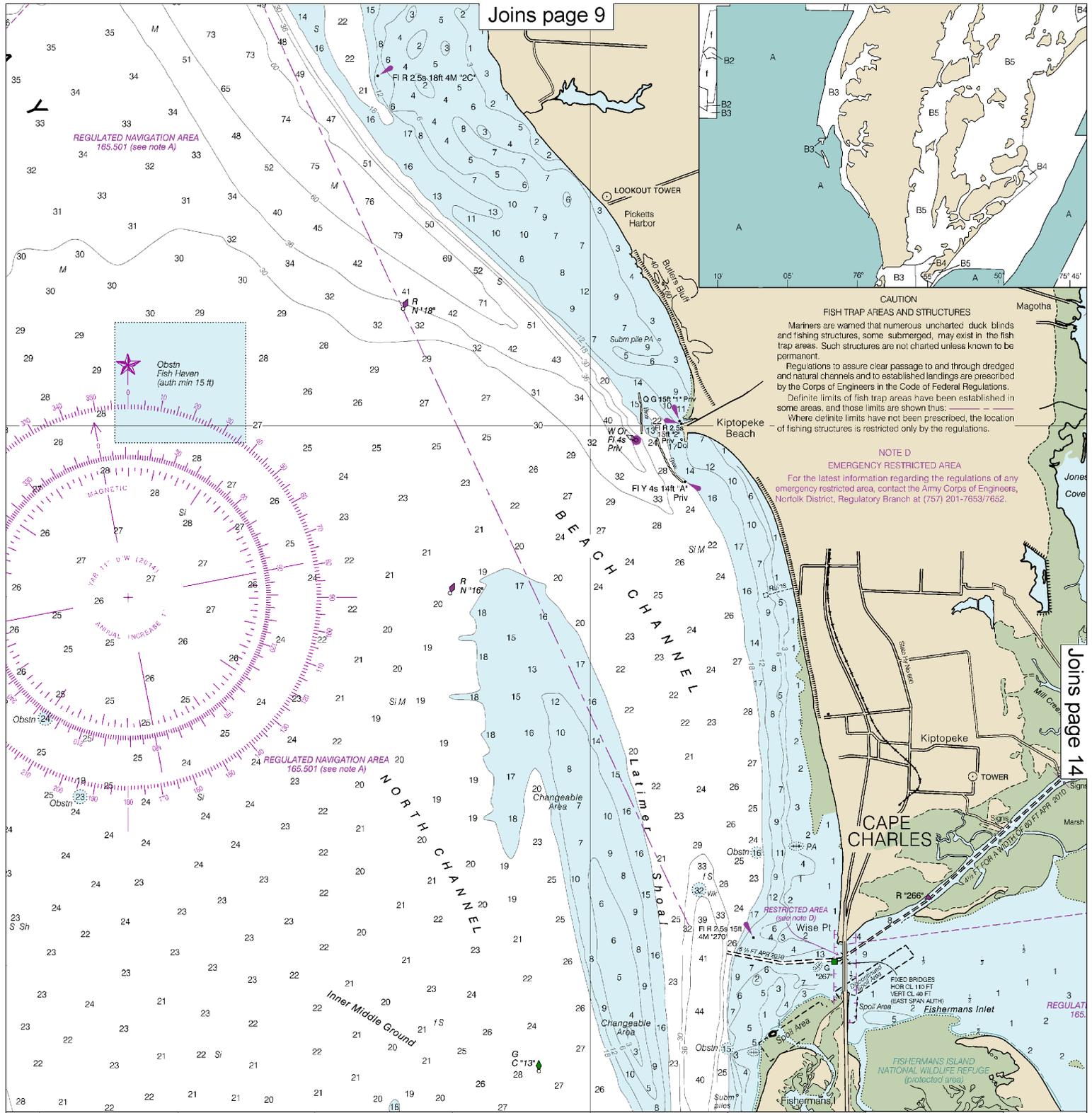
Note: Chart grid lines are aligned with true north.



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SCALE 1:40,000

Nautical Miles

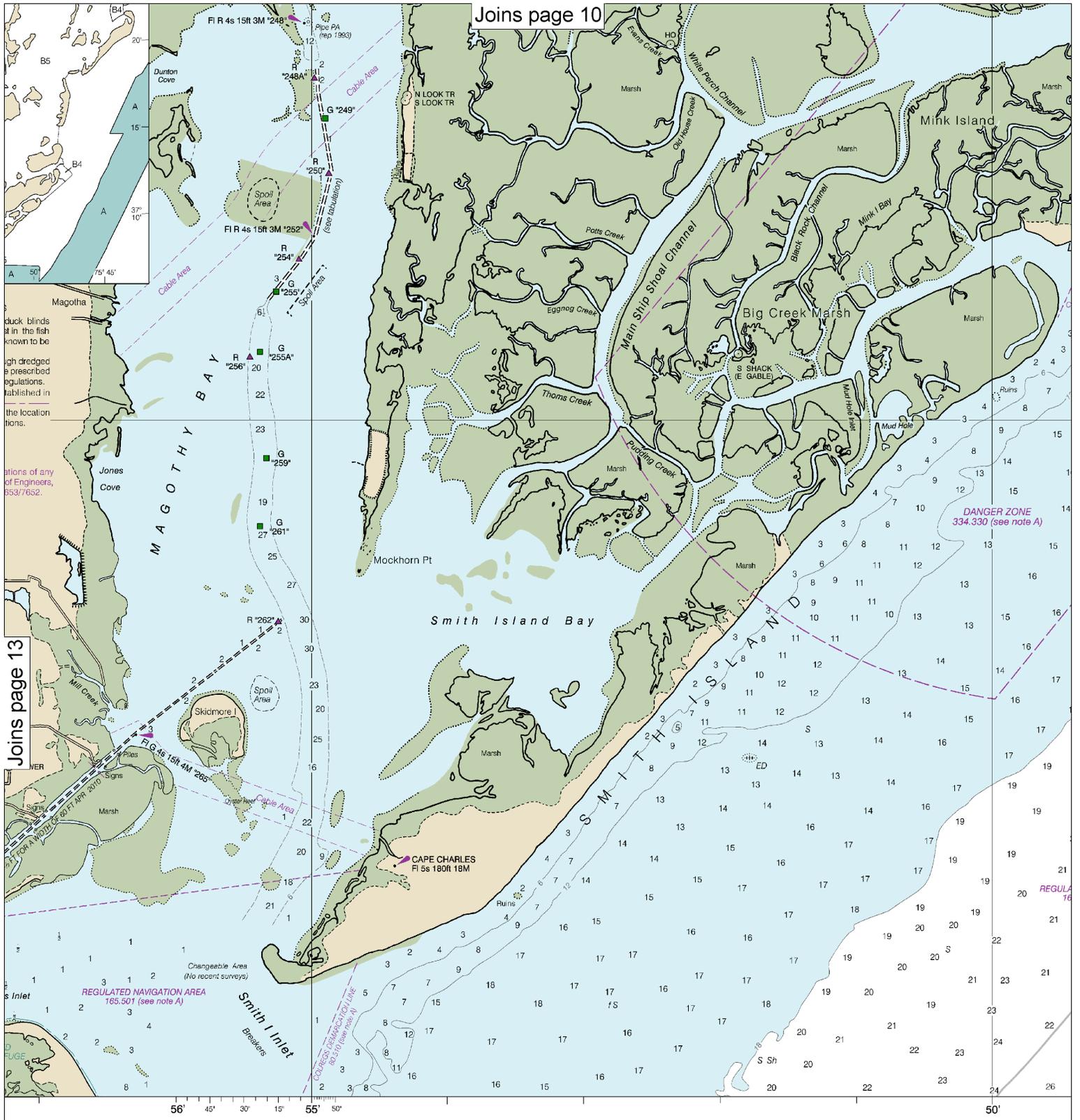


Yards



SOUNDINGS IN FEET

Published at Washington
 U.S. DEPARTMENT OF COAST AND GEODYSY
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



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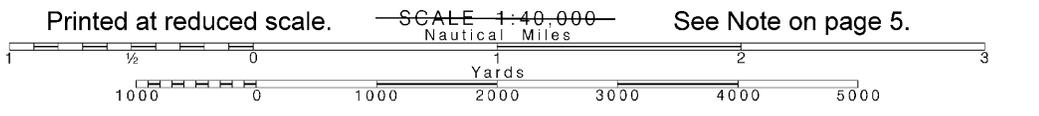
Joins page 13

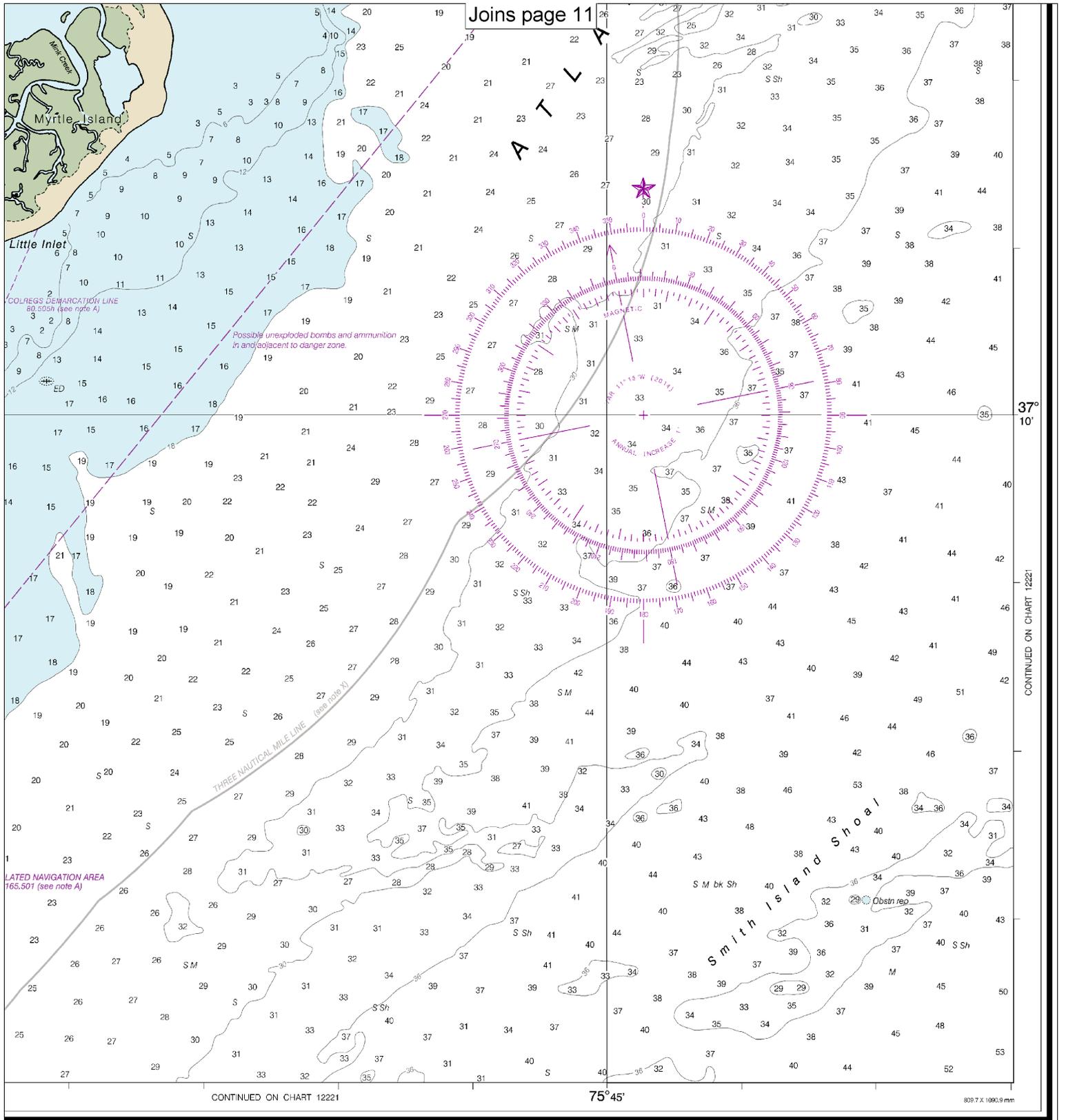
Published at Washington, D.C.
 DEPARTMENT OF COMMERCE
 NAUTIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS
FEET
METERS

14

Note: Chart grid lines are aligned with true north.





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ATLANTA

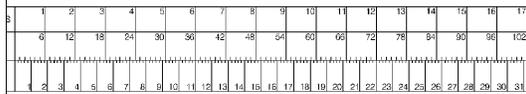
37° 10'

CONTINUED ON CHART 12221

CONTINUED ON CHART 12221

75° 45'

809.7 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>
- 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.