

BookletChart™



Chesapeake Bay – Wolf Trap to Pungoteague Creek

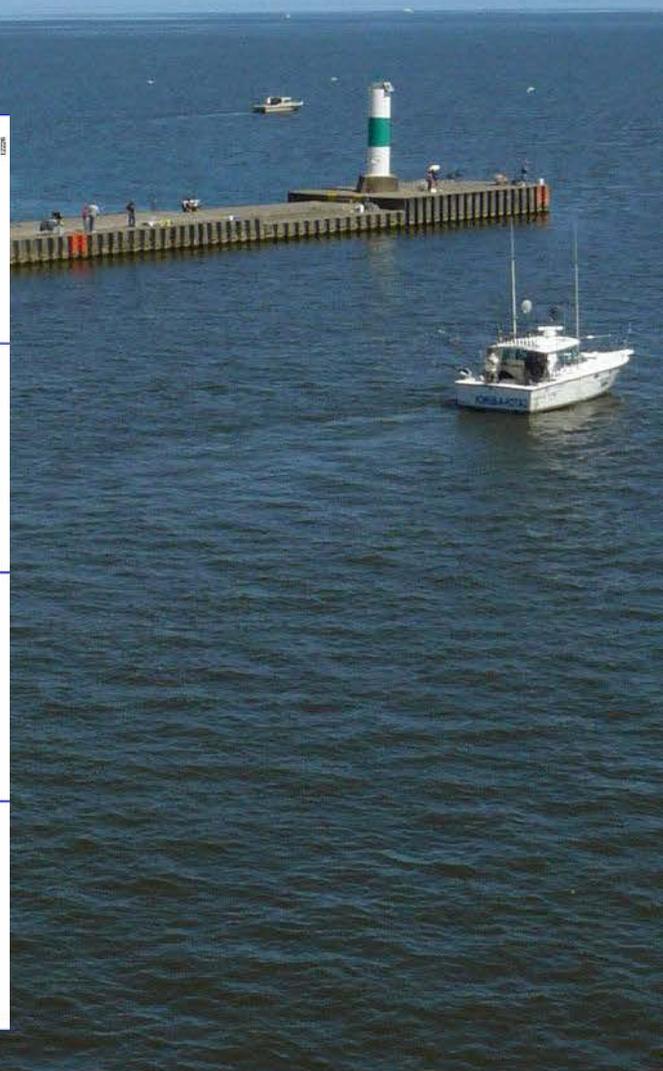
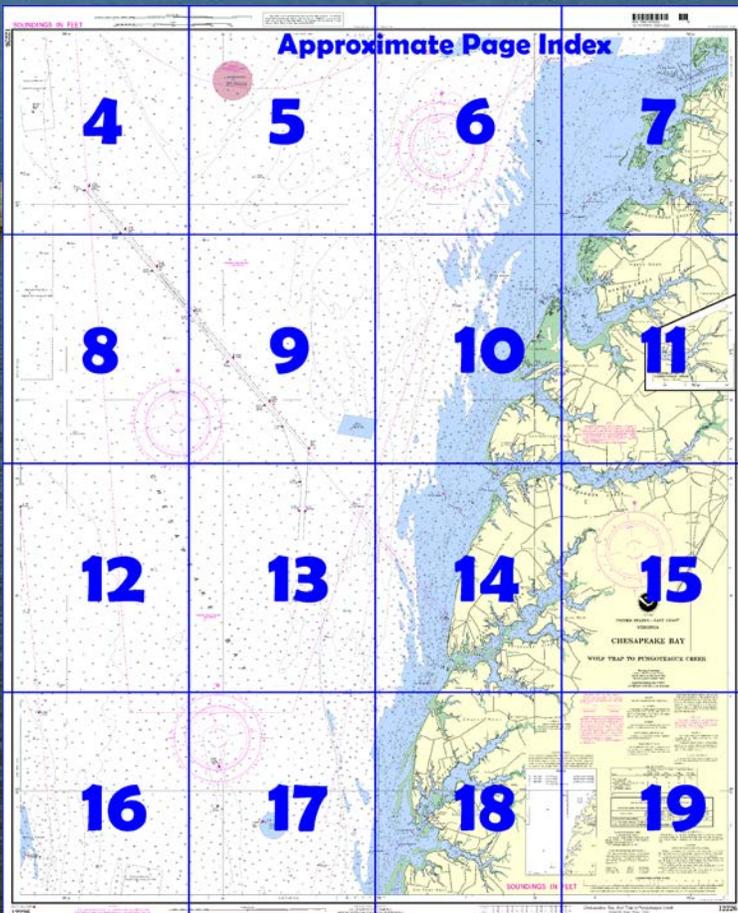
NOAA Chart 12226

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.

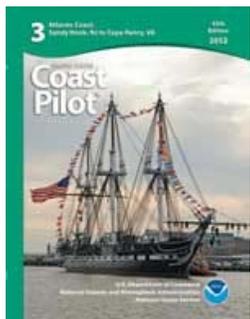
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12226>.



(Selected Excerpts from Coast Pilot)

Hungars Creek and Mattawoman Creek have a common outlet (37°23.7'N., 75°59.4'W.) to the bay 8 miles northward of Cape Charles Harbor (see chart 12224). Hungars Creek is marked by lights, daybeacons, and bush stakes, and Mattawoman Creek by bush stakes. Both creeks are difficult to follow without local knowledge. Hungars Creek extends about 4 miles in a northeasterly direction

to **Bridgetown**. Depths of 3 feet are available in the narrow entrance channel, marked by lights, thence decreasing to 1 foot to Bridgetown. Mattawoman Creek extends about 2 miles in a southeasterly direction and has several branches at its head. The best approach is to follow the

lights at the entrance of Hungars Creek to the light off **Wilsonia Neck**, then follow the bush stakes southeastward and southward along the shore. The controlling depth is about a foot to the head of navigation. The overhead power cables near the head of the creek have a minimum clearance of 33 feet.

A **danger zone** for naval firing begins about 12 miles north-northwestward of Cape Charles Harbor and extends northward to Tangier Sound Light, just south of **Tangier Island**. **Nassawadox Creek**, 13 miles northward of Cape Charles Harbor and about 5 miles northward of the entrance to Hungars Creek and Mattawoman Creek, extends about 5 miles to the northeast. The controlling depth across the bar is about 1 foot, thence 4 feet for 4 miles upstream. The channel is marked by a light and daybeacons for about 1.6 miles, but local knowledge is necessary to carry the best water. An overhead power cable with a clearance of 38 feet crosses the creek about 3 miles above the mouth. The flats on either side of the entrance are nearly bare at low water, are covered by marsh grass in the summer, and are usually well defined. **Bayford**, on the southeast side of the creek 1.5 miles above the mouth, has a wharf. The several creeks that branch off from Nassawadox Creek have depths of 3 feet or less. A marine railway at **The Saltworks**, on the north side of the creek, can handle boats up to 35 feet for hull and engine repairs.

Occhohannock Creek (37°33.0'N., 75°56.3'W.) flows into Chesapeake Bay from eastward 18 miles northward of Cape Charles Harbor; a fixed bridge 5.4 miles above the entrance is the head of navigation. The channel over the bar to the entrance of the creek has a Federal project depth of 9 feet and a width of 100 feet. (See Local Notice to Mariners and latest edition of chart for controlling depths.) Inside the creek, depths of about 5 feet can be carried to **Morley Wharf**, on the south side 4 miles above the entrance, with lesser depths to the fixed bridge. The channel over the bar of Occhohannock Creek is marked by lights and daybeacons, but it is narrow and tortuous, and difficult to navigate without local knowledge. The channel within the creek also is narrow, but the ends of the shoals are marked by daybeacons all the way to Morley Wharf. A public pier and boat ramp are at Morley Wharf. Gasoline, hull and engine repairs, a 25-ton travel lift, and limited marine supplies are available at **Davis Wharf**, on the north side of the creek.

Nandua Creek, 23 miles northward of Cape Charles Harbor and about 5 miles northward of Occhohannock Creek, is entered through a dredged channel which leads across the bar to the mouth of the creek. In 2011, the controlling depth was 2 feet in the dredged channel to the mouth of the creek; thence in 2007, 2.5 feet was reported in the creek channel to the wharf in ruins at the settlement of **Nandua**, 3 miles above the mouth. The bar channel, marked by lights and daybeacons, is narrow and shifting; local knowledge is required to carry the best water. The shoals at the entrance usually can be distinguished by the difference in color of the water, except in rough weather when the water is clouded. Daybeacons mark the critical parts of the channel to Nandua.

Back Creek, on the north side of Nandua Creek, 1 mile above the mouth, has depths of 3 feet to the village of **Hacksneck**.

Pungoteague Creek, 3 miles northeastward of Nandua Creek, has depths of 8 feet to the pier at **Harborton**, 2 miles above the mouth, and thence 4 feet to the ruins of **Boggs Wharf**, 3 miles above the mouth. Above this point the creek shoals rapidly. The entrance and inside channel are marked as far as Harborton. Barges load pulpwood at Harborton for delivery to West Point on York River.

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

RCC Norfolk

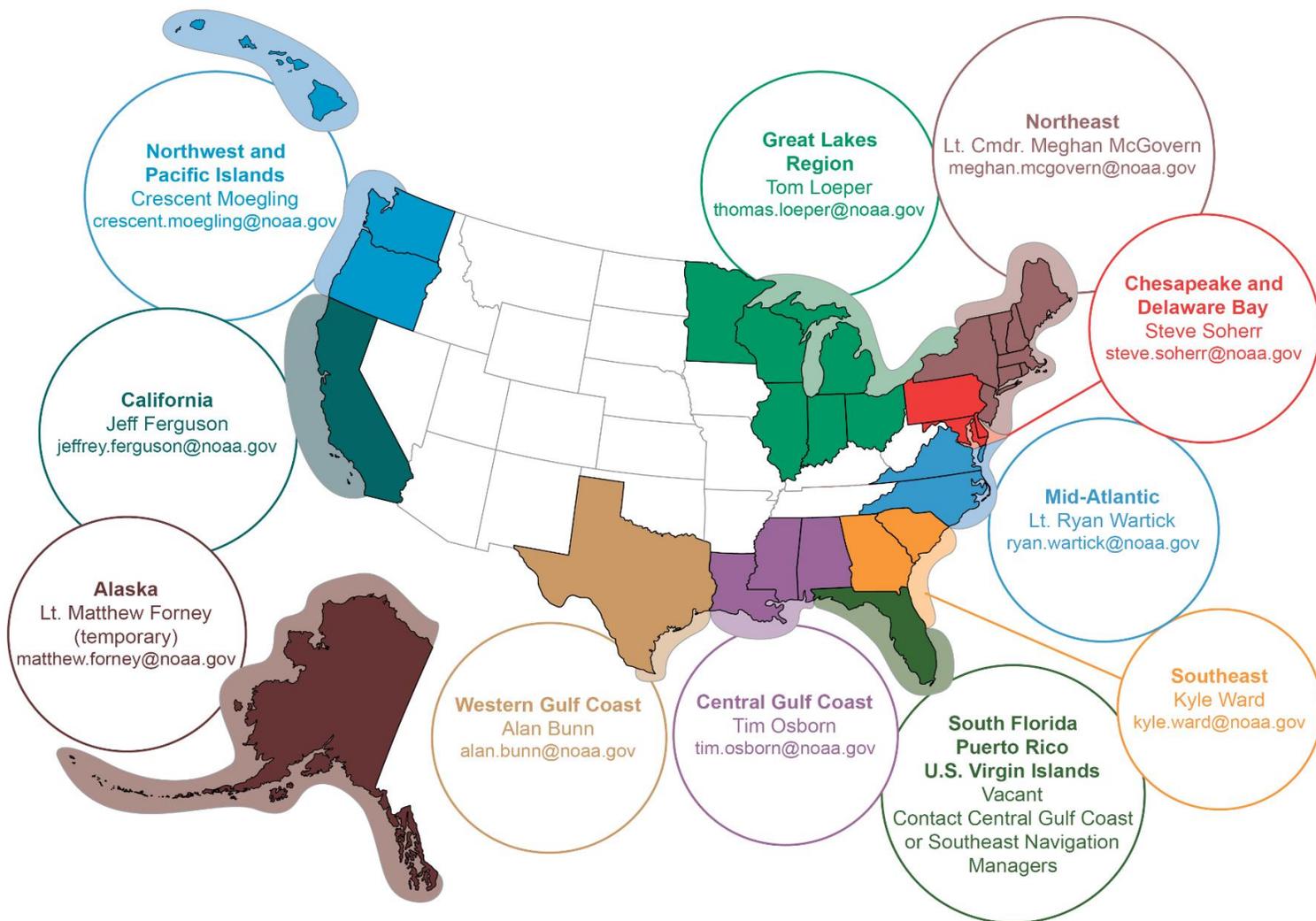
Commander

5th CG District

Norfolk, VA

(575) 398-6231

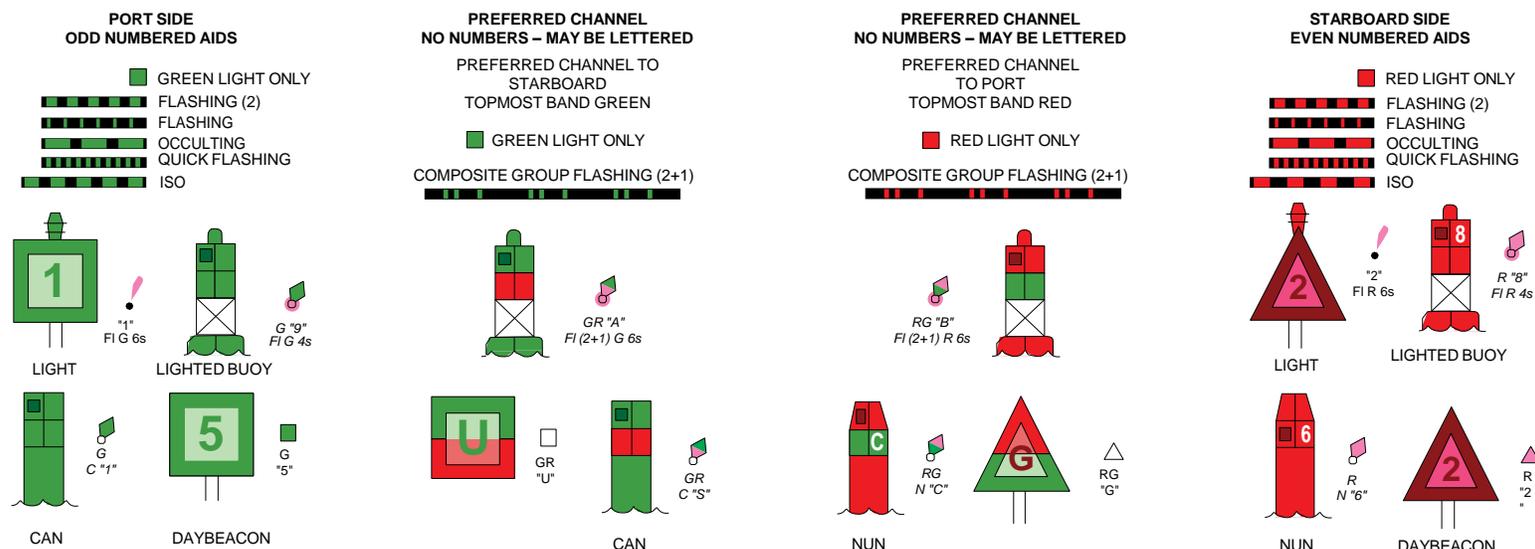
Navigation Managers Area of Responsibility



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



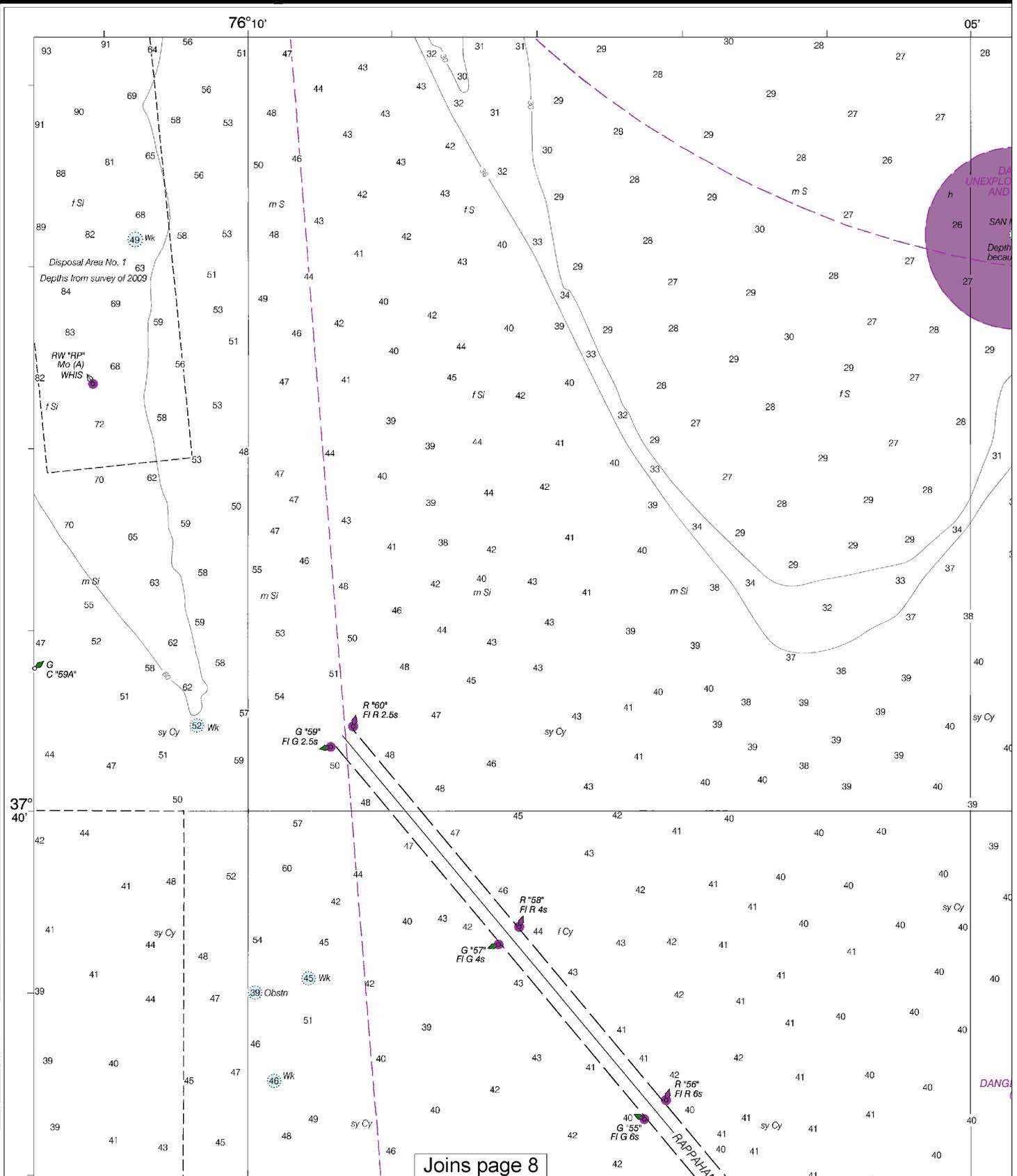
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

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

SCALE 1:40,000
Nautical Miles



12226



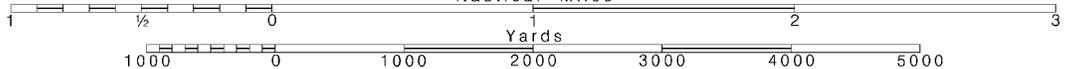
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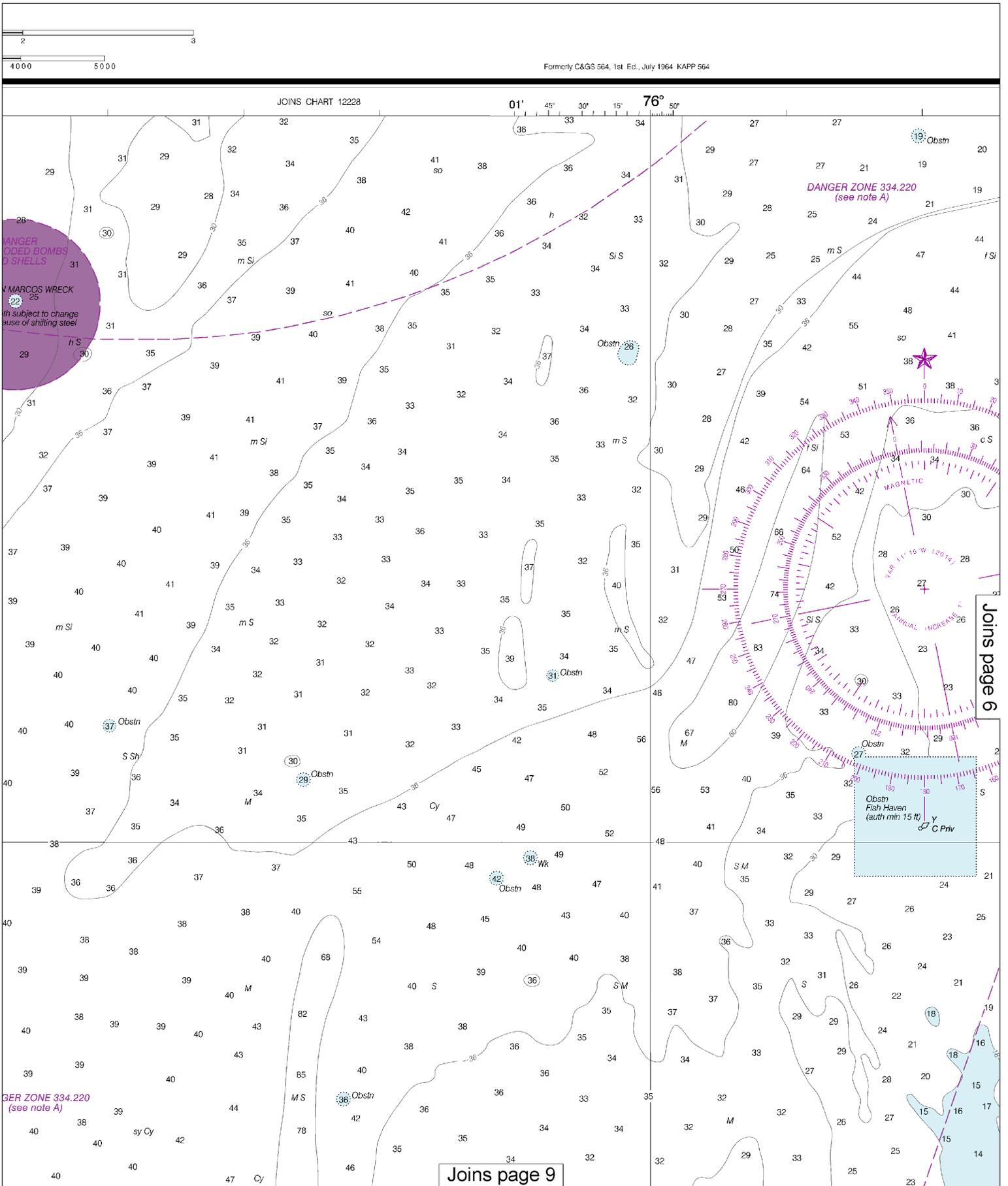
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



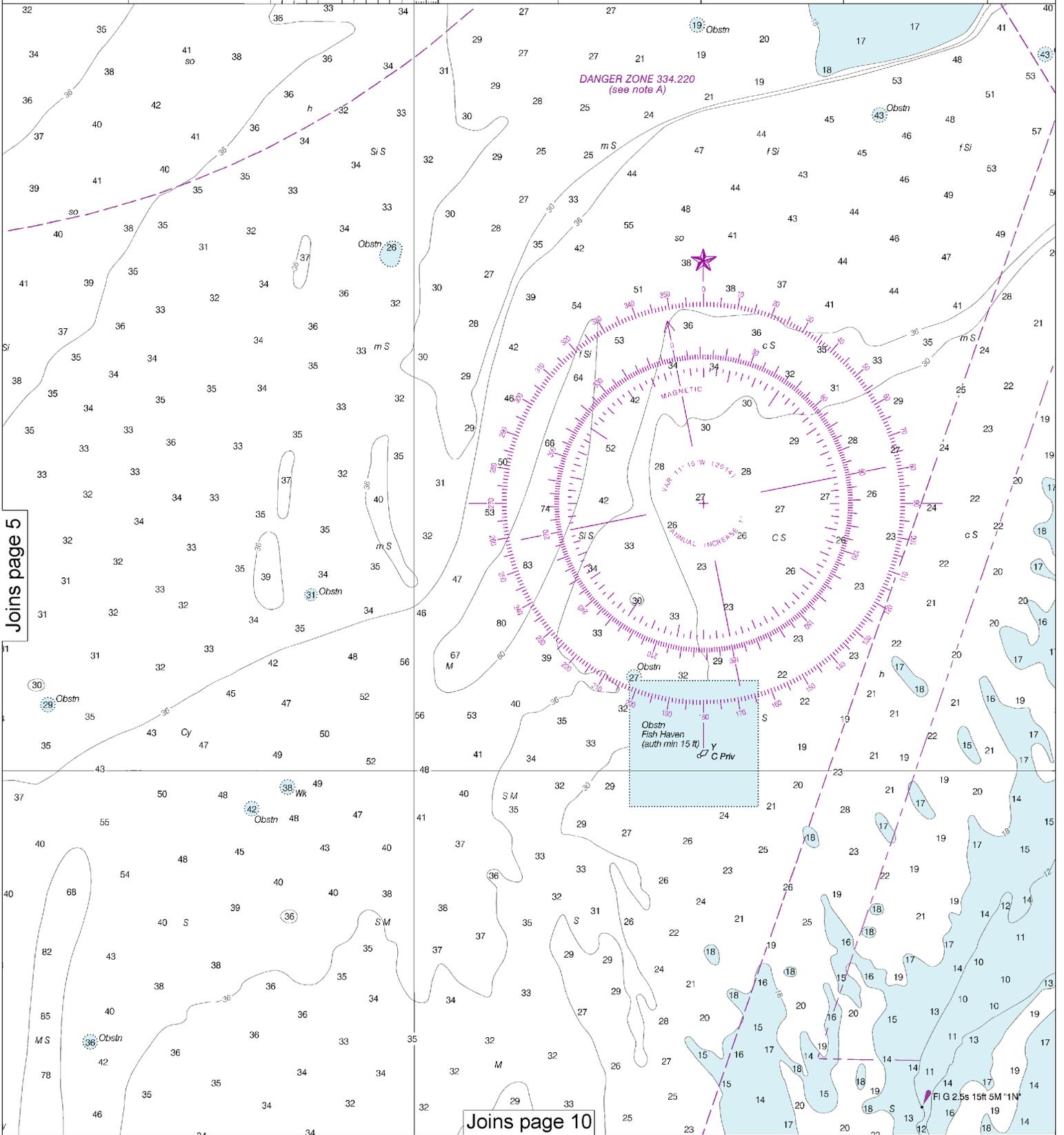


This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:53333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



JOINS CHART 12228

01' 45' 30' 15' 76° 50'



Joins page 5

Joins page 10

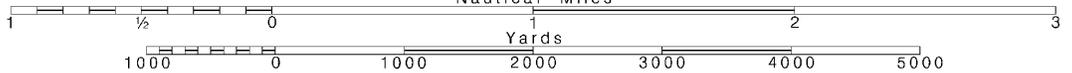
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SCALE 1:40,000
Nautical Miles

See Note on page 5.

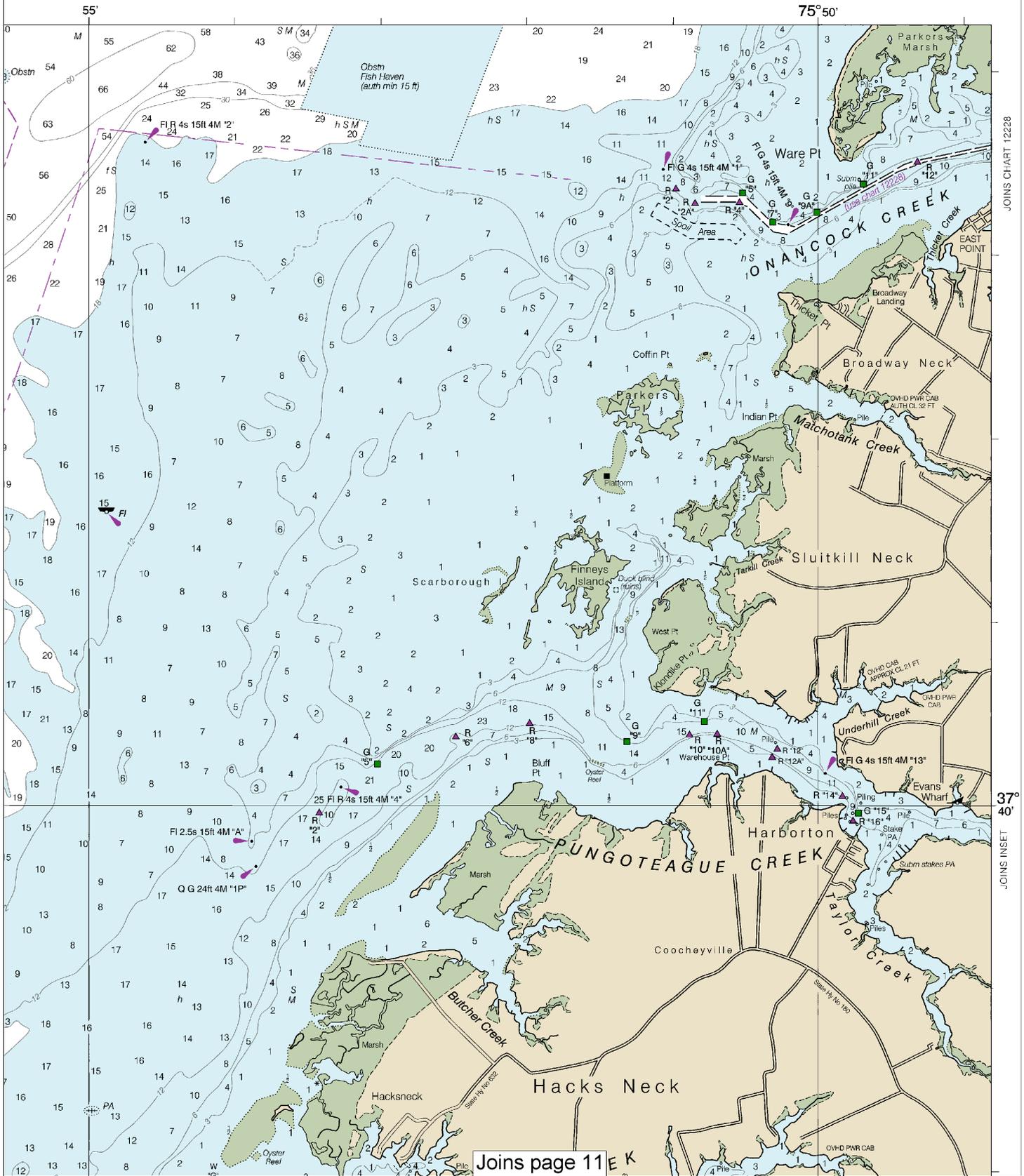


Note: Chart grid lines are aligned with true north.



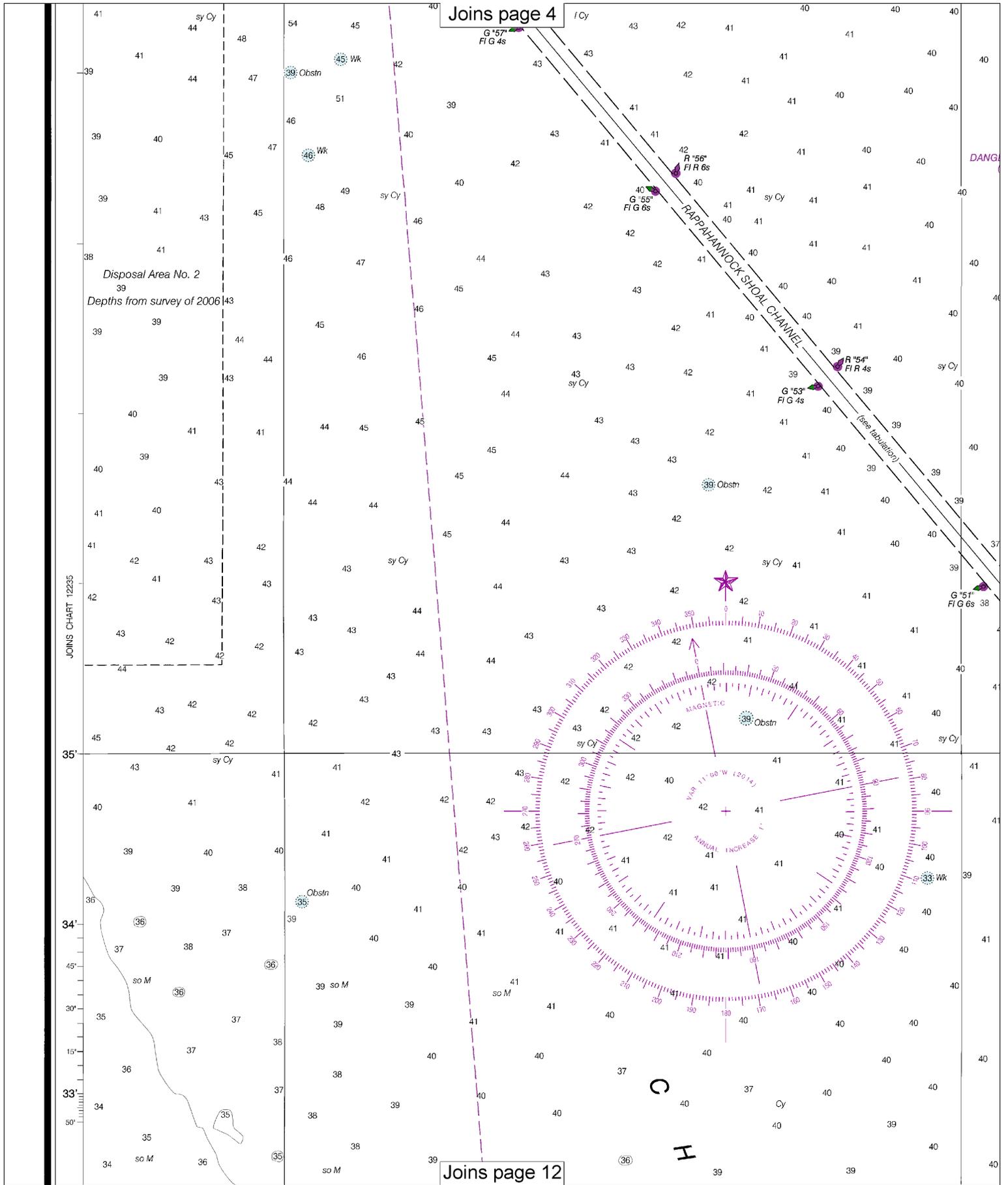
SOUNDINGS IN FEET

12226



19th Ed., Aug. 2014. Last Correction: 12/21/2016. Cleared through:
LNM: 0317 (1/17/2017), NM: 0417 (1/28/2017)





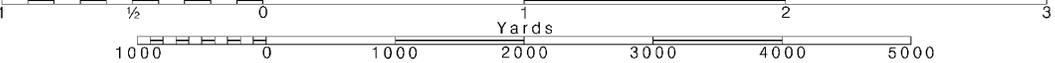
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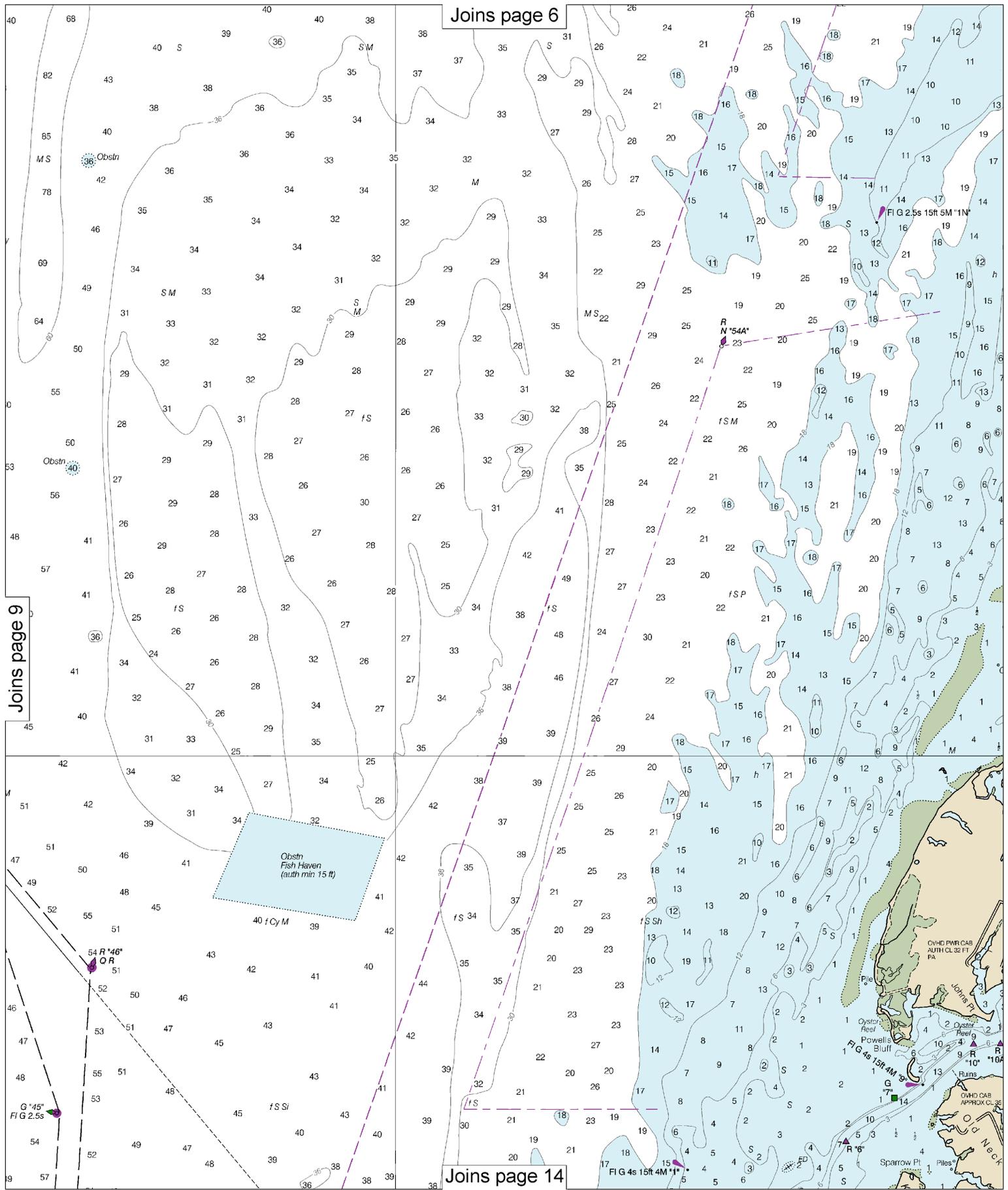
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





Joins page 9

Joins page 6

Joins page 14

10

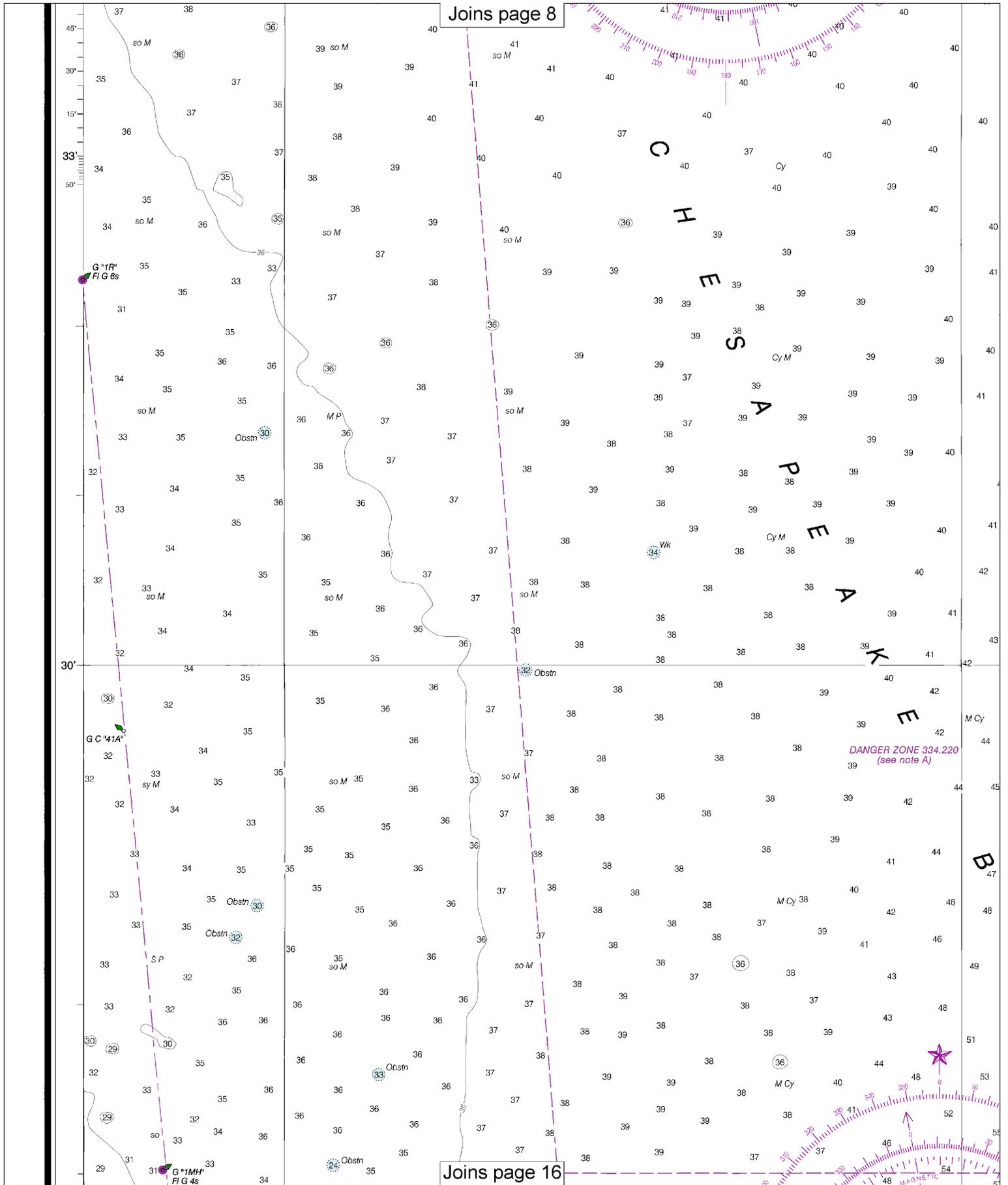
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





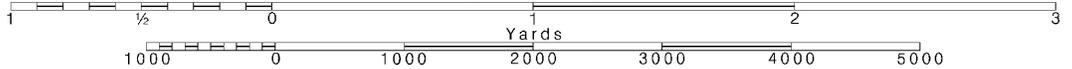
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

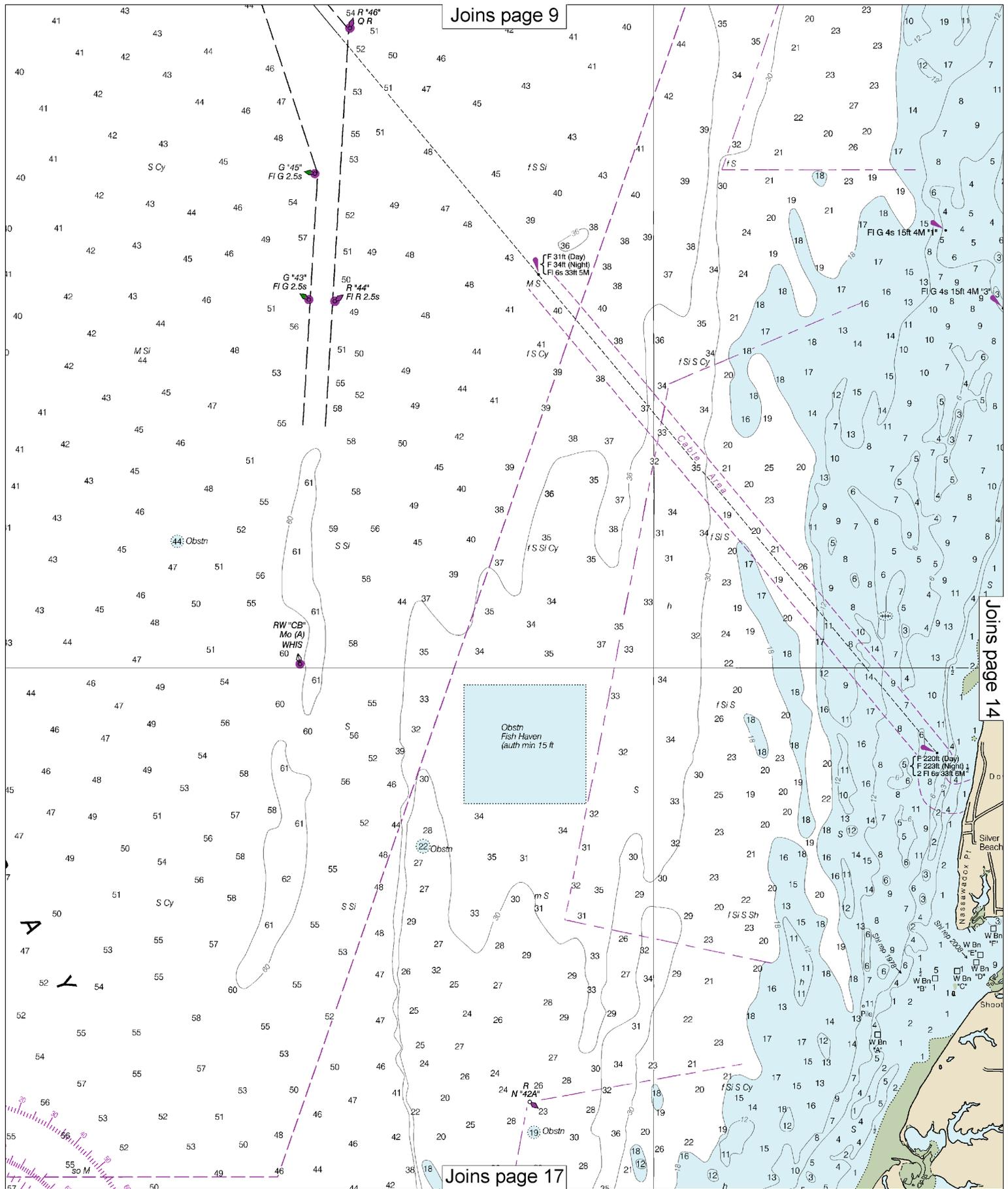
See Note on page 5.

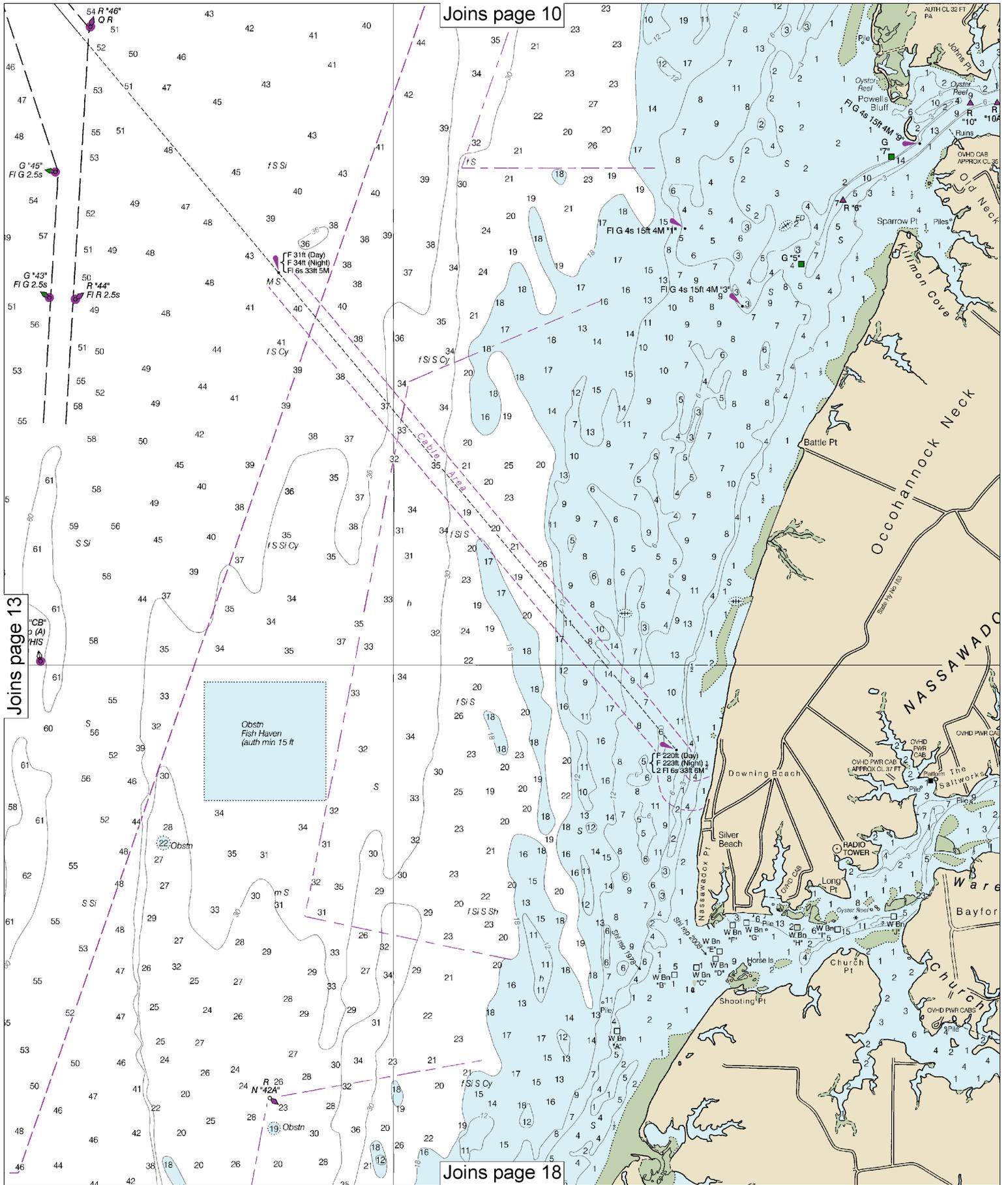


Joins page 9

Joins page 14

Joins page 17





Joins page 13

Joins page 10

Joins page 18

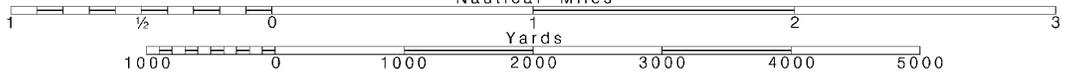
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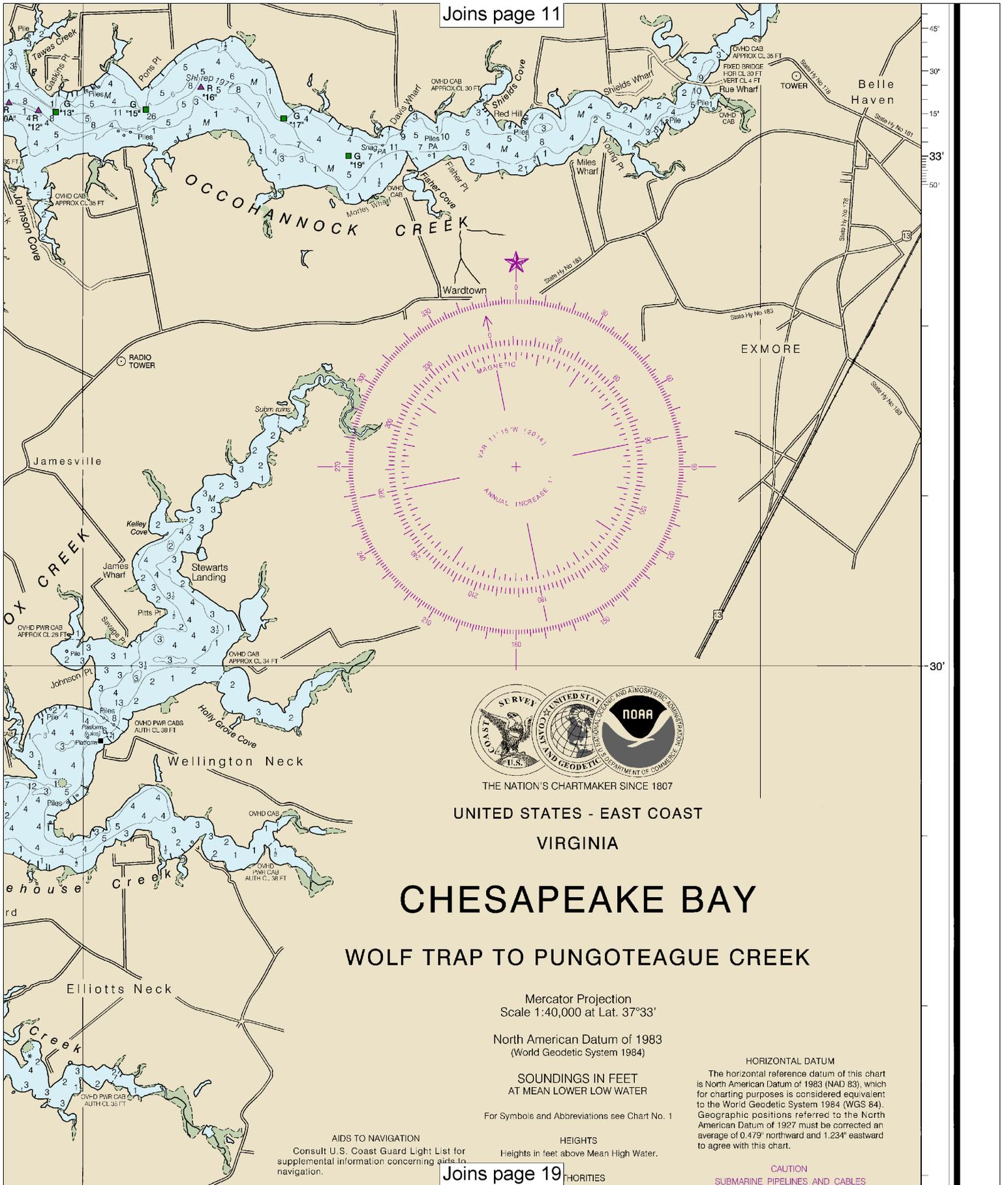
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
VIRGINIA

CHESAPEAKE BAY

WOLF TRAP TO PUNGOTEAGUE CREEK

Mercator Projection
Scale 1:40,000 at Lat. 37°33'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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.

HEIGHTS
Heights in feet above Mean High Water.

Joins page 19

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 0.479' northward and 1.234' eastward to agree with this chart.

CAUTION
SUBMARINE PIPELINES AND CABLES

JOINS CHART 12238

37° 25'

76° 10'

05'

12226

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.

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

19th Ed., Aug. 2014. Last Correction: 12/21/2016. Cleared through:
LNM: 0317 (1/17/2017), NM: 0417 (1/28/2017)

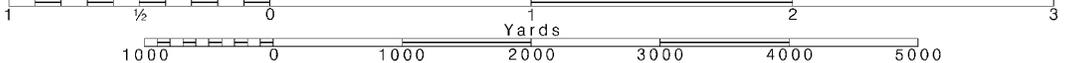
16

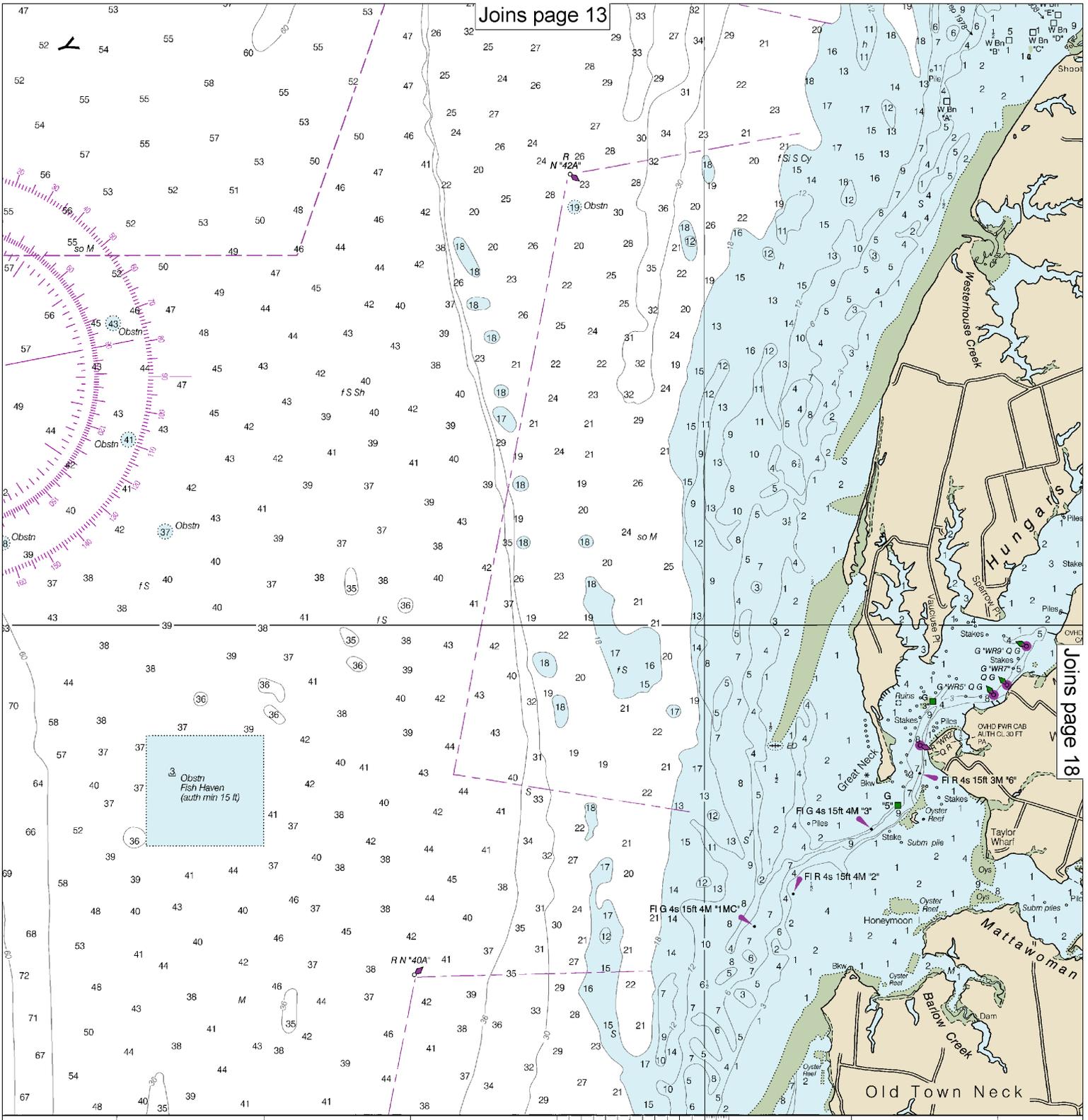
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



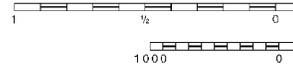


JOINS CHART 12224

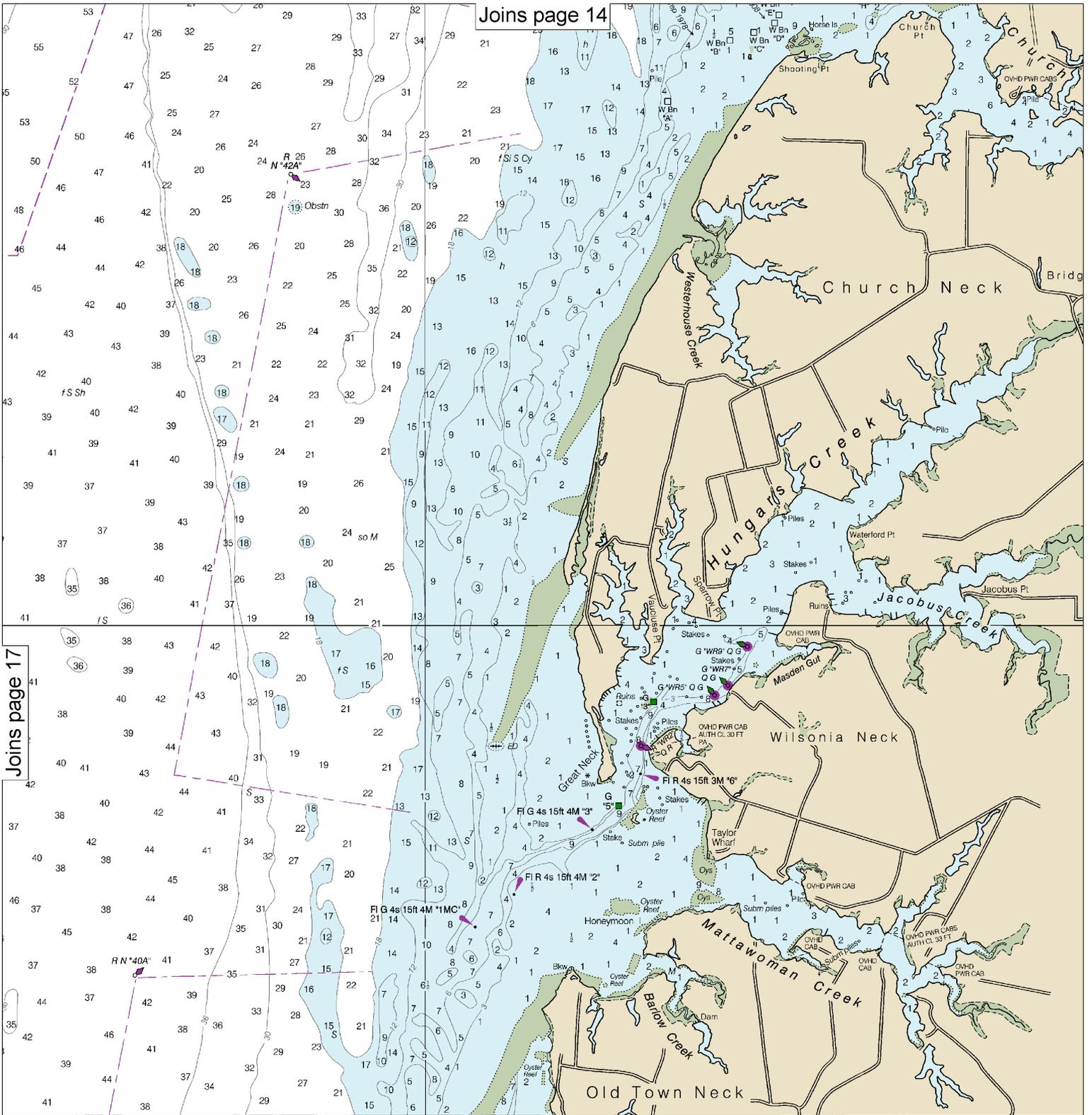
01' 45' 30' 15' 76° 50'

SOUNDINGS IN FEET

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



Joins page 14



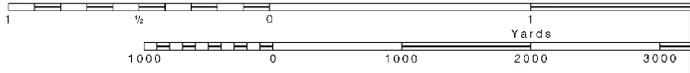
Joins page 17

RT 12224 01' 45' 30' 15' 76° 50'

DEPTHS IN FEET

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

SCALE 1:40,000 Nautical Miles



18

Note: Chart grid lines are aligned with true north.

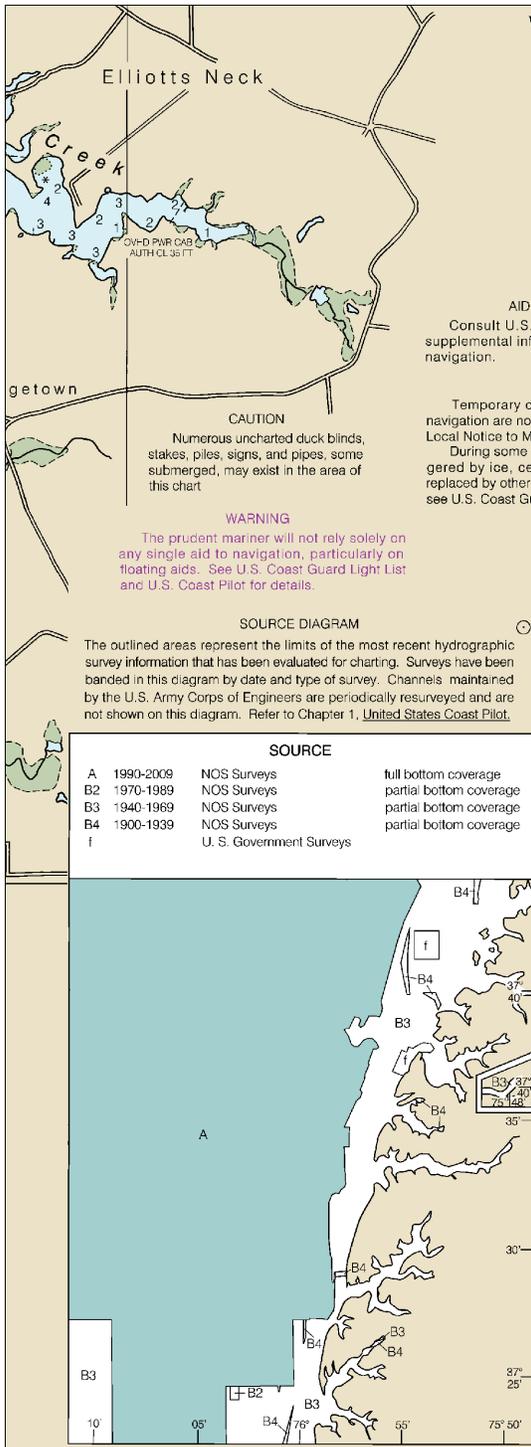
Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.



WOLF TRAP JOINS PAGE 15 PUNGOTEAGUE CREEK



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.

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.

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	1990-2009 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
f	U.S. Government Surveys	

Mercator Projection
Scale 1:40,000 at Lat. 37°33'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

HEIGHTS
Heights in feet above Mean High Water.

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

CAUTION
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.

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.

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 0.479' northward and 1.234' eastward to agree with this chart.

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.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Wolf Trap	(37°23' N/76°11' W)	feet 1.8	feet 1.7	feet 0.1
Gaskins Point, Occoquan Creek	(37°33' N/75°55' W)	1.9	1.8	0.1
Harborton, Pungoteague Creek	(37°40' N/75°50' W)	2.0	1.9	0.1

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jul 2014)

RAPPAHANNOCK SHOAL CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2014							
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)
RAPPAHANNOCK SHOAL CHANNEL	48.0	49.0	50.0	47.0	9-14	1000A	12.7 50

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

POLLUTION REPORTS

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

CAUTION

FISH TRAP AREAS AND STRUCTURES

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

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

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

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

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
Salsbury, MD	KEC-92	162.475 MHz
Heathsville, VA	WXM-57	162.400 MHz

Additional information can be obtained at nauticalcharts.noaa.gov.

37° 25'

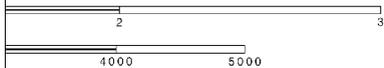
55'

75° 50'

1013.6 X 834.6 mm

Chesapeake Bay, Wolf Trap to Pungoteague Creek
SOUNDINGS IN FEET - SCALE 1:40,000

12226





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.