

# BookletChart™



## Chesapeake Bay – Pocomoke and Tangier Sounds

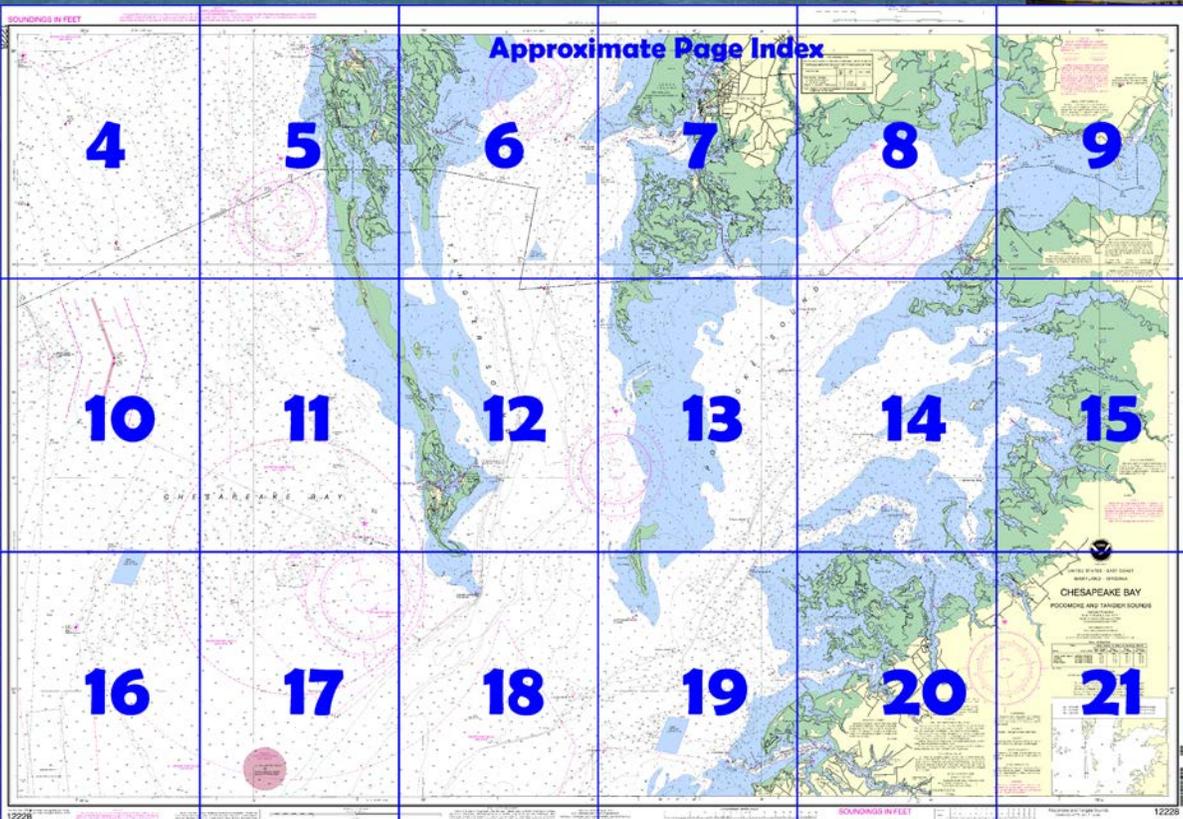
NOAA Chart 12228

*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=12228>.



**(Selected Excerpts from Coast Pilot)**  
**Onancock Creek** (37°43.4'N., 75°51.1'W.), 38 miles north of Cape Charles, has traffic in petroleum products, sand, and gravel. A marked dredged channel leads across the entrance bar and up the creek to an anchorage basin off the town of **Onancock**, about 4.3 miles above the mouth, thence to channels in the **North Branch** and **Central Branch** at the head of the creek. In 2010, the midchannel controlling depths were 5 feet to Onancock, thence 7 feet in the North Branch, with 8 feet in the North Branch basin, thence 4.5 feet in Central Branch to the first bridge, thence 4 to 6 feet in the anchorage basin.

Water and electricity are available at the public dock at Onancock. Gasoline is available at the oil wharf opposite the town dock. Diesel fuel is available by truck. The **harbormaster** makes berthing assignments and monitors VHF-FM channel 16.

**Chesconessex Creek** is 2 miles northward of Onancock Creek. In 1976, shoaling to an unknown extent was reported in the approach to the creek between Chesconessex Buoy 1 and Light 2. Above Light 2, depths are about 8 feet for 1 mile above the mouth to the middle of **Tobacco Island**, thence in 1997, favoring the south side of the channel, 6 feet to **Chesconessex**, about 2 miles above the mouth of the creek; thence in 2001, depths of about 1 to 3 feet could be carried to about 0.4 mile above the town. The creek is used by small local boats.

The approach to Chesconessex Creek from eastward of Watts Island Light is marked by buoys and a light; the channel above the entrance is marked by daybeacons and sometimes bush stakes.

The southern and main entrance to **Pocomoke Sound**, between the southern end of **Watts Island** and **Pocomoke Sound Light 6** (37°47'49"N., 75°50'19"W.), is 40 miles northward of Cape Charles. Extensive flats occupy most of the sound. A channel, wide and deep at the entrance but comparatively shallow in its most northerly part, leads to Pocomoke River, the most important tributary.

The shores of Pocomoke Sound are low and without prominent natural landmarks. The critical points along the main channel between the entrance and the mouth of Pocomoke River are marked by lights and buoys. The Virginia-Maryland boundary line is marked by buoys with orange and white bands, and diamond-shaped white daybeacons with orange reflective borders.

The sound is used by many local oyster and fishing boats and by some tugs and barges. Small boats can enter from northwestward in Tangier Sound by way of Broad Creek, which is discussed later.

A string of marshy islands and large shoals separates the lower part of Pocomoke Sound from Tangier Sound on the westward. **Watts Island**, southernmost of the string, is marshy and wooded. Watts Island Warning Light is 0.6 mile south-southwestward of the island.

**Little Fox Island**, 5 miles northward of the entrance, is low with flats between it and Watts Island. The flats are shallow and should not be navigated without local knowledge. **Great Thorofare**, just northward of Little Fox Island, has depths of 2 feet and is used by local boats.

Just north of Pocomoke Sound Light 6, a marked crooked tributary channel with depths of 8 feet or more leads between shallow flats for 5 miles into a dredged channel in Deep Creek. In 2005, the controlling depth in the dredged channel from the entrance to the turning basin at the town of **Deep Creek** was 1.9 feet; depths from 1.2 to 2.5 feet were in the turning basin. The channel is marked by lights and daybeacons. Deep Creek is used only by small local boats, many of which enter from Hunting Creek on the eastward by way of **The Notch**, a passage behind the 1.5 mile chain of islands which separates the outer parts of the two creeks; the controlling depth in The Notch is about 2 feet; the channel is marked by bush stakes.

Another tributary channel, 3.5 miles northeastward of Pocomoke Sound Light 6, leads to **Hunting Creek** along the south side of **Guilford Flats** and southward through **The Thorofare** to the wharf at **Hopkins** on the east side of Hunting Creek, 2.5 miles above the mouth. The marked channel has depths of 7 feet or more to within 0.7 mile of Hopkins, thence 2.5 feet to the wharf.

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

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



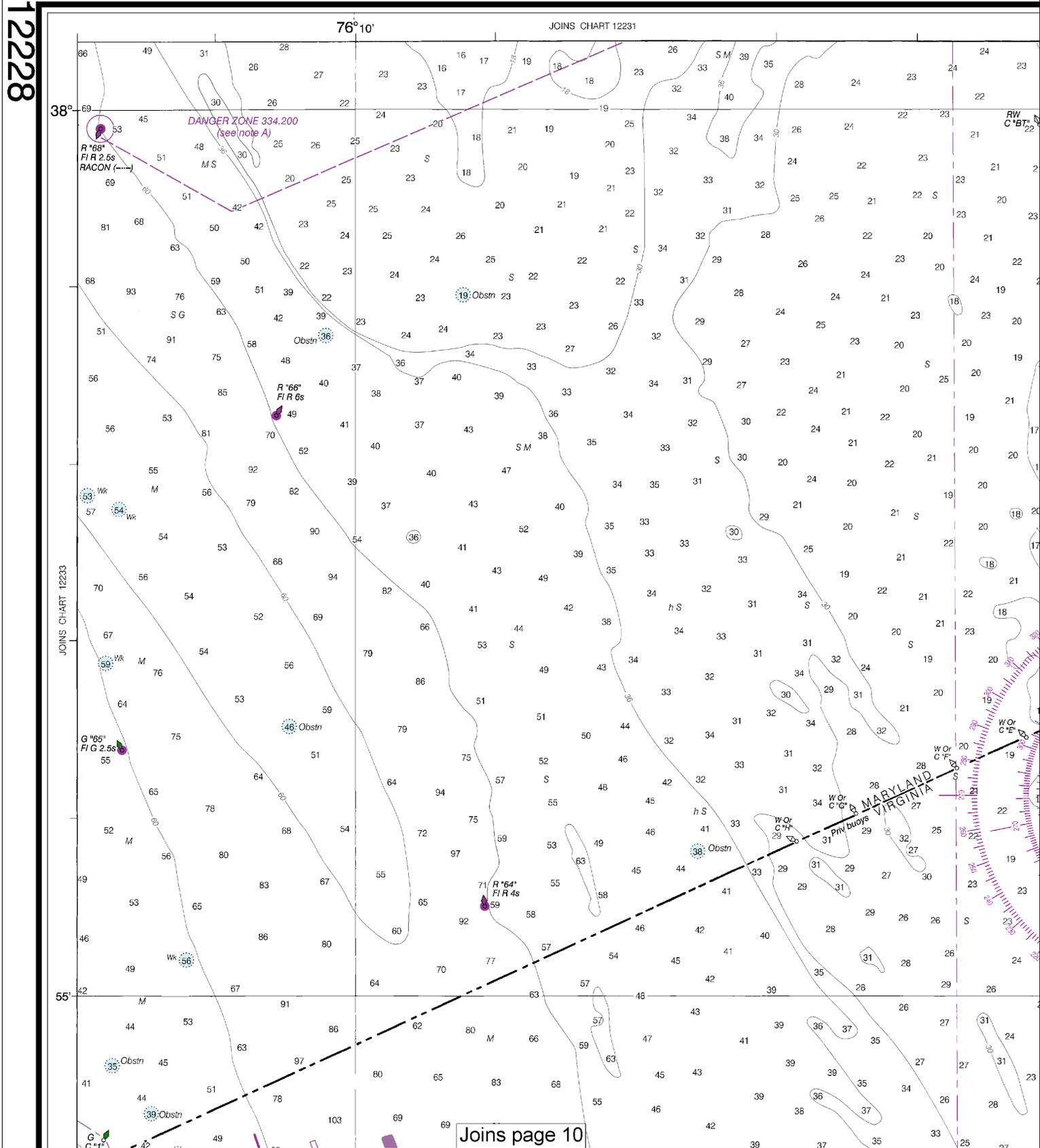
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

# SOUNDINGS IN FEET

NOTE B  
TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart in the vicinity of Smith Point are RECOMMENDED for all vessels except of collisions but are not intended in any way to supersede or alter the applicable Rules of the Road. The recommended band which separates the courses of inbound and outbound vessels. Vessels should leave the buoy on their port hand.

12228



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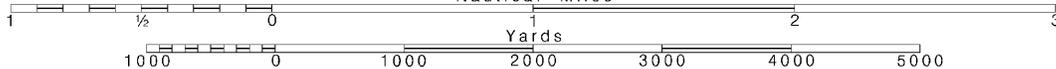
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SCALE 1:40,000  
Nautical Miles

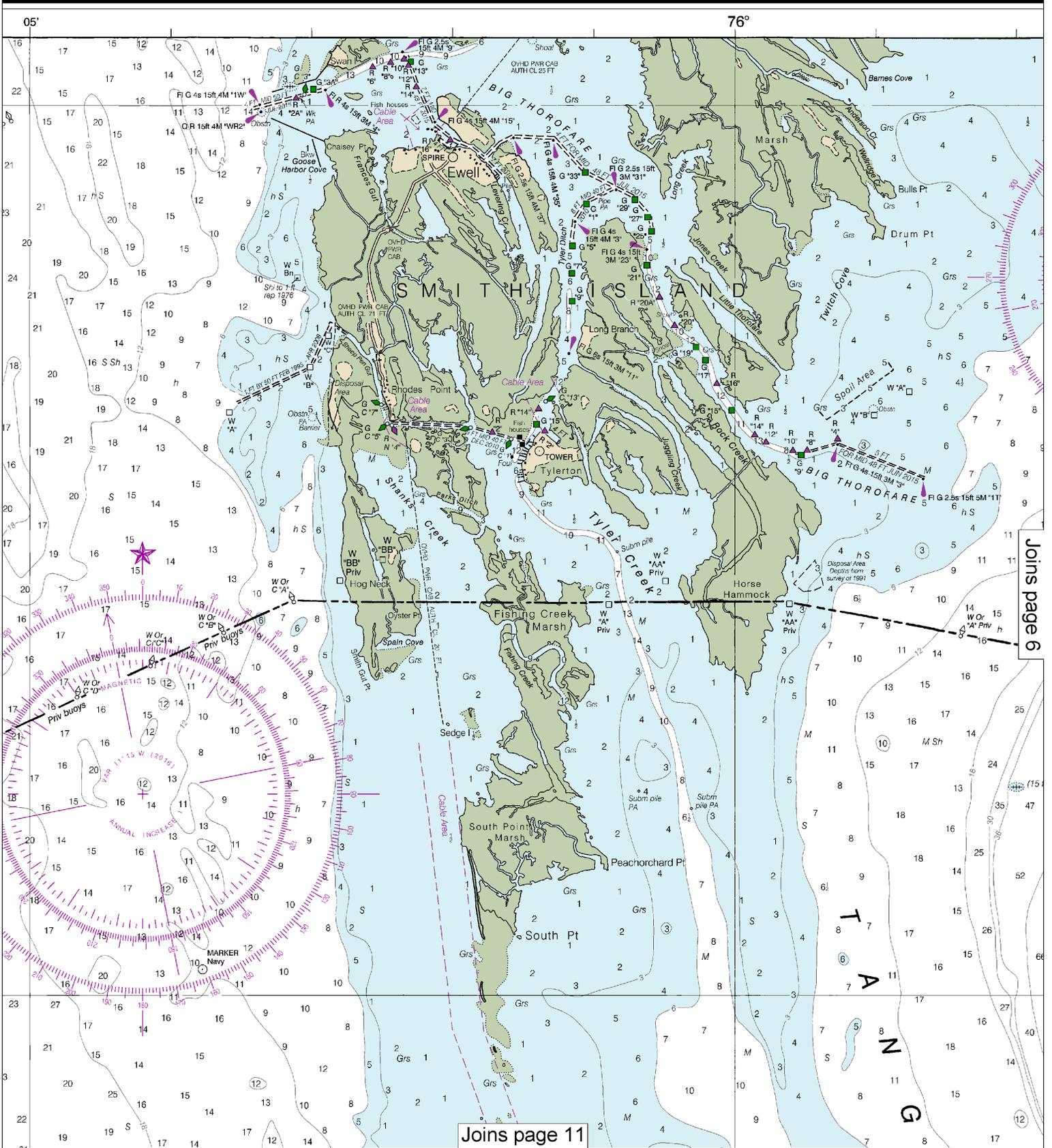
See Note on page 5.

4

Note: Chart grid lines are aligned with true north.



pt small craft. They have been designed to aid in the prevention of collisions. A preferred route is marked by a fairway buoy and a tinted magenta band.

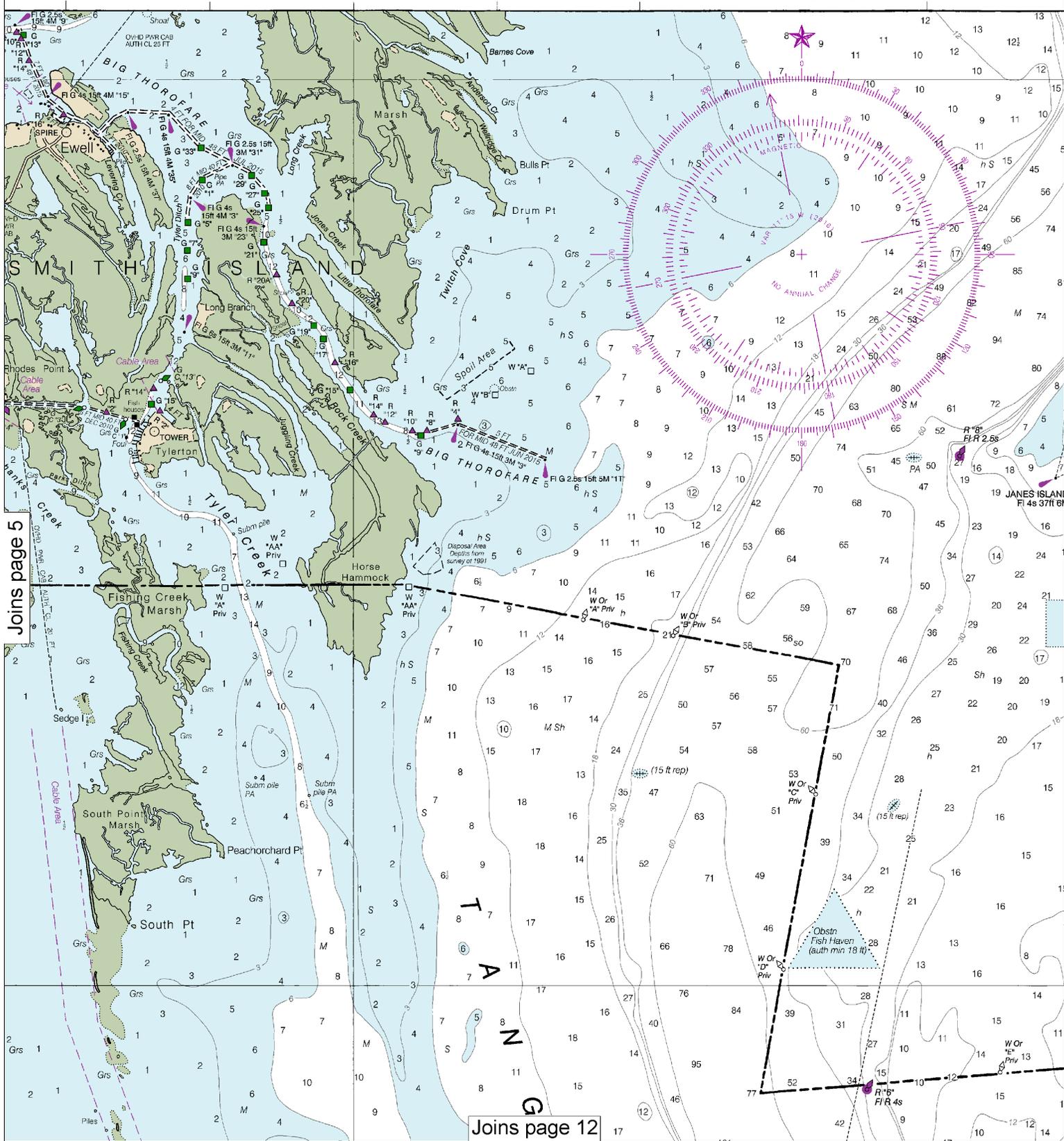


This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



76°

JOINS CHART 12231



Joins page 5

Joins page 12

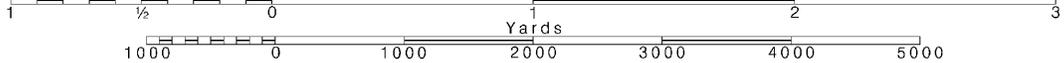
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



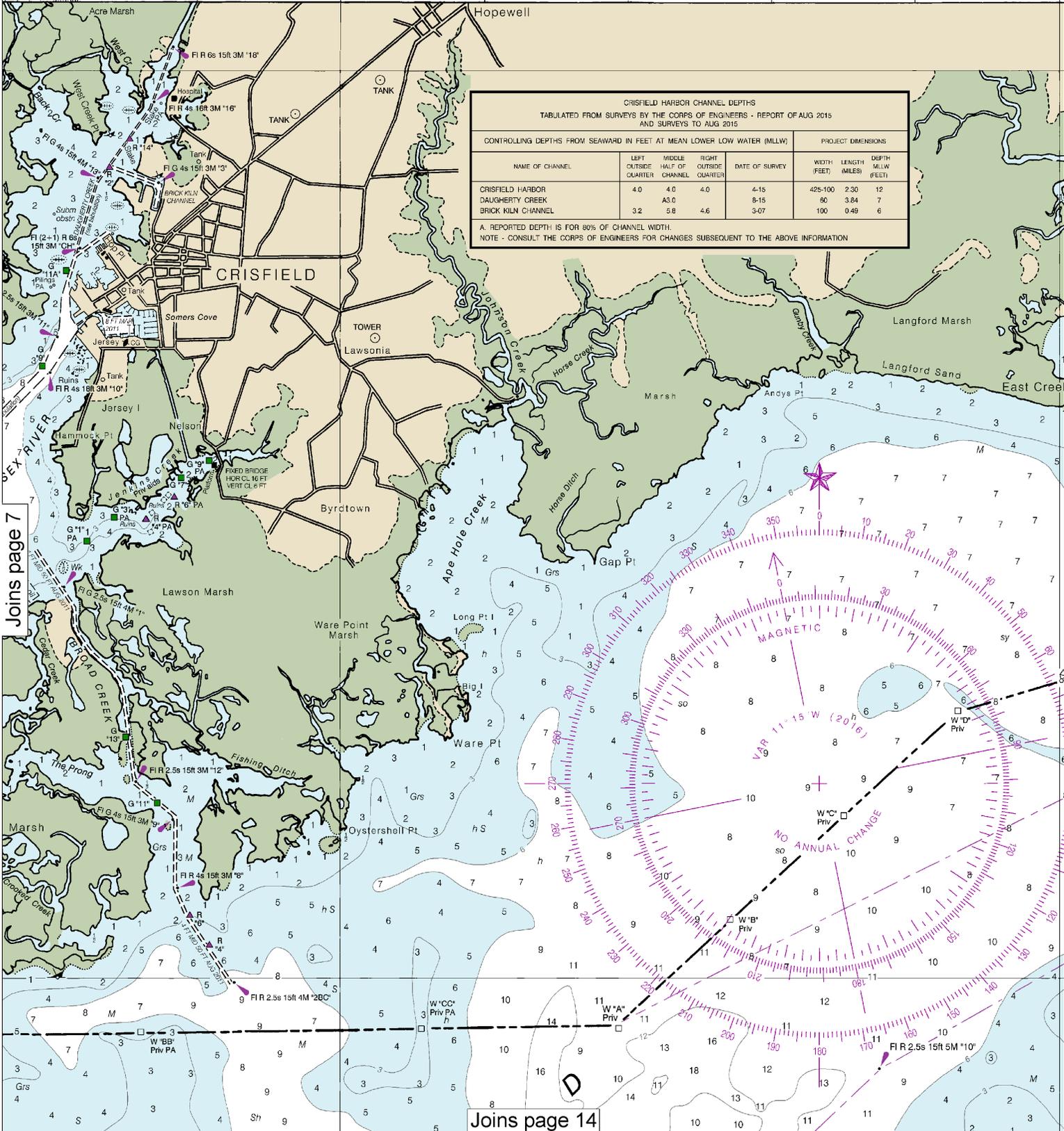
Note: Chart grid lines are aligned with true north.







16° 52' 50" 50' 45'



**CRISFIELD HARBOR CHANNEL DEPTHS**  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2015  
AND SURVEYS TO AUG 2015

NAME OF CHANNEL	CONTROLLING 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 MLLW (FEET)
CRISFIELD HARBOR	4.0	4.0	4.0	4-15	425-100	2.30	12
DAUGHERTY CREEK		A3.0		8-15	60	3.84	7
BRICK KILN CHANNEL	3.2	5.8	4.6	3-07	100	0.49	6

A. REPORTED DEPTH IS FOR 80% OF CHANNEL WIDTH.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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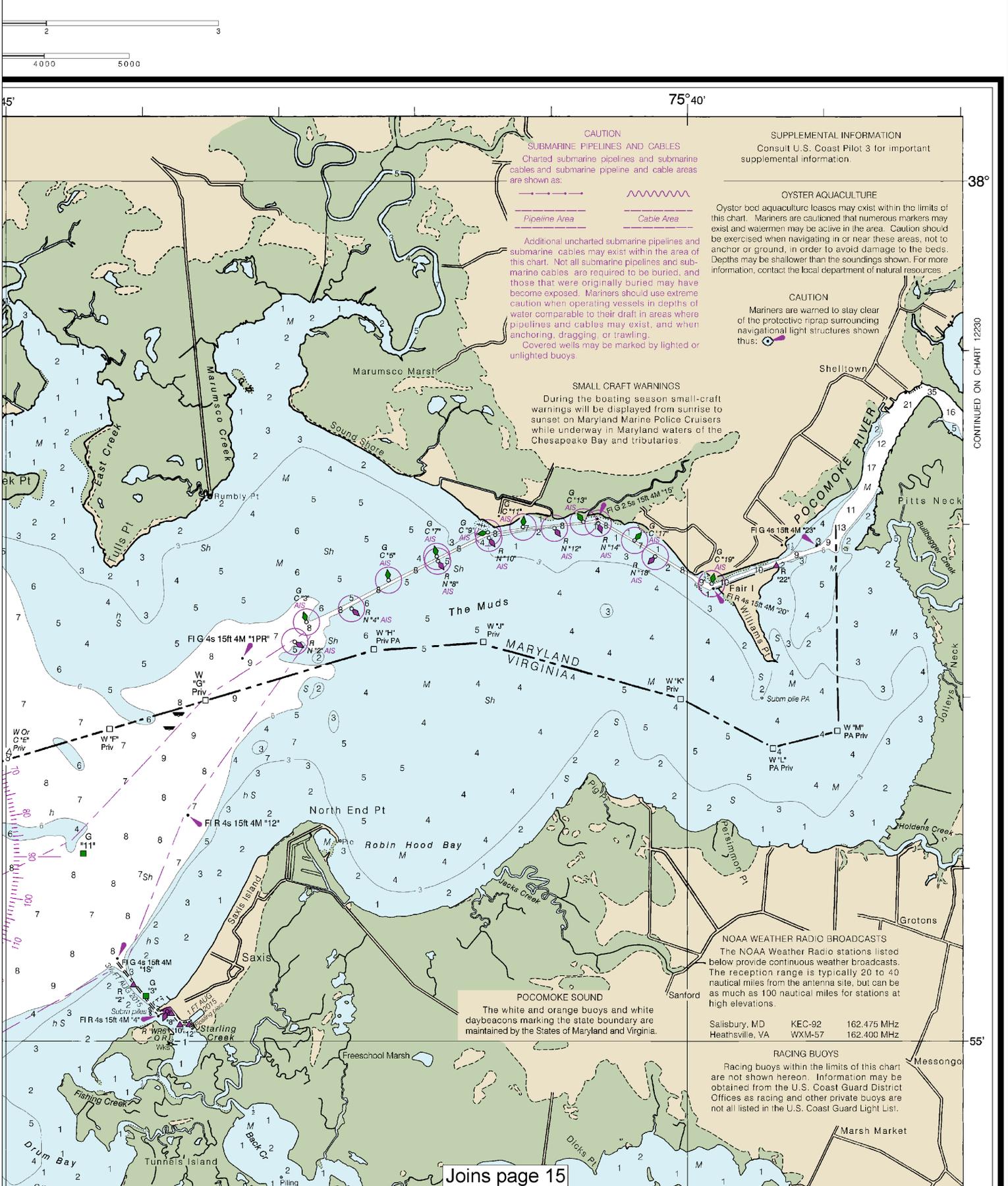
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

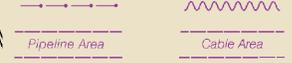
SCALE 1:40,000  
Nautical Miles

See Note on page 5.





**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.

**SUPPLEMENTAL INFORMATION**  
 Consult U.S. Coast Pilot 3 for important supplemental information.

**OYSTER AQUACULTURE**  
 Oyster bed aquaculture leases may exist within the limits of this chart. Mariners are cautioned that numerous markers may exist and watermen may be active in the area. Caution should be exercised when navigating in or near these areas, not to anchor or ground, in order to avoid damage to the beds. Depths may be shallower than the soundings shown. For more information, contact the local department of natural resources.

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

**SMALL CRAFT WARNINGS**  
 During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

MARYLAND  
 VIRGINIA

**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.

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

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

**POCOMOKE SOUND**  
 The white and orange buoys and white daybeacons marking the state boundary are maintained by the States of Maryland and Virginia.

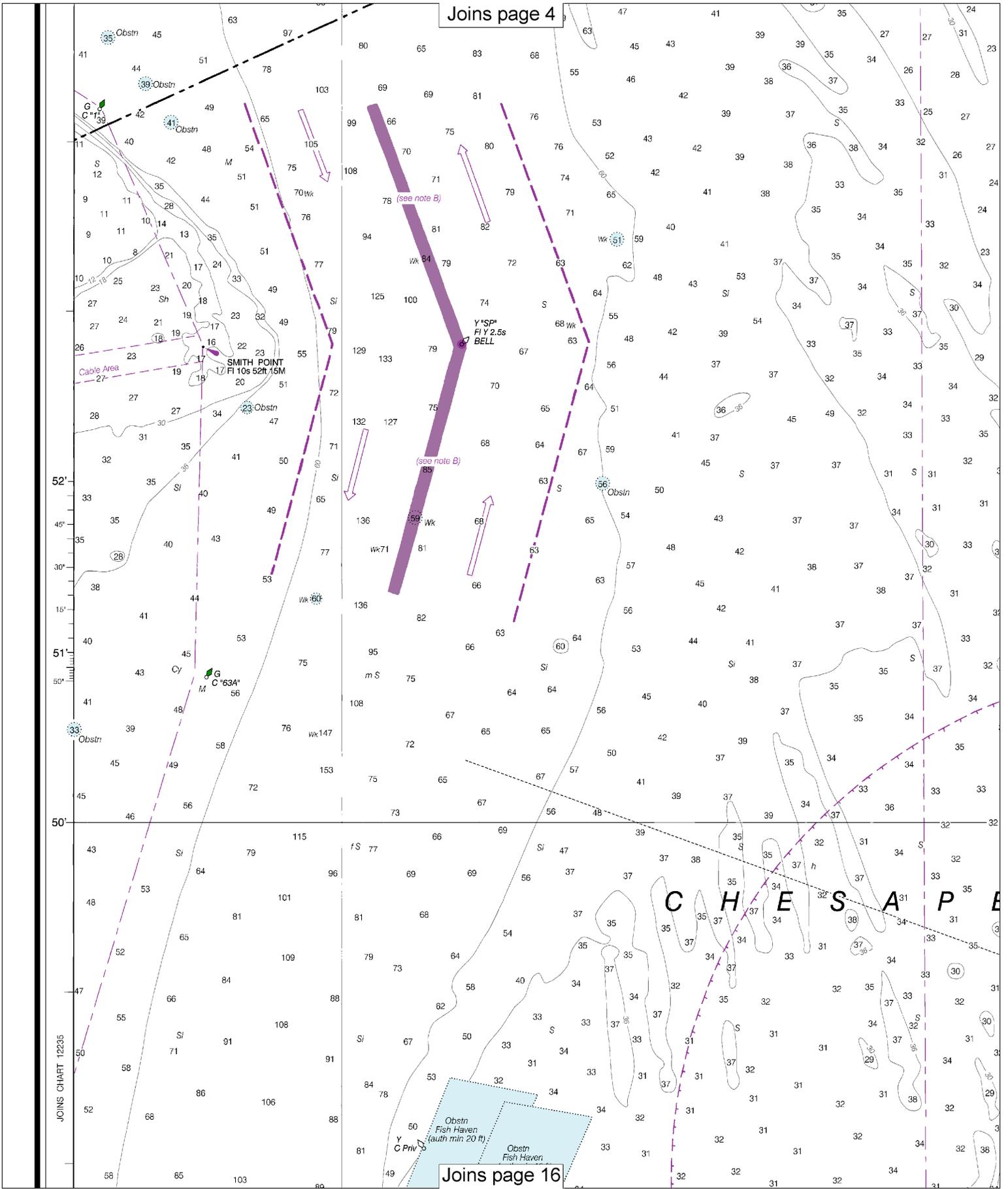
Joins page 15

38°

CONTINUED ON C-CHART 12230

55°

Joins page 4



Joins page 16

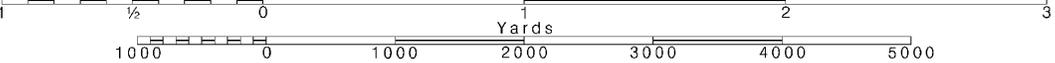
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000

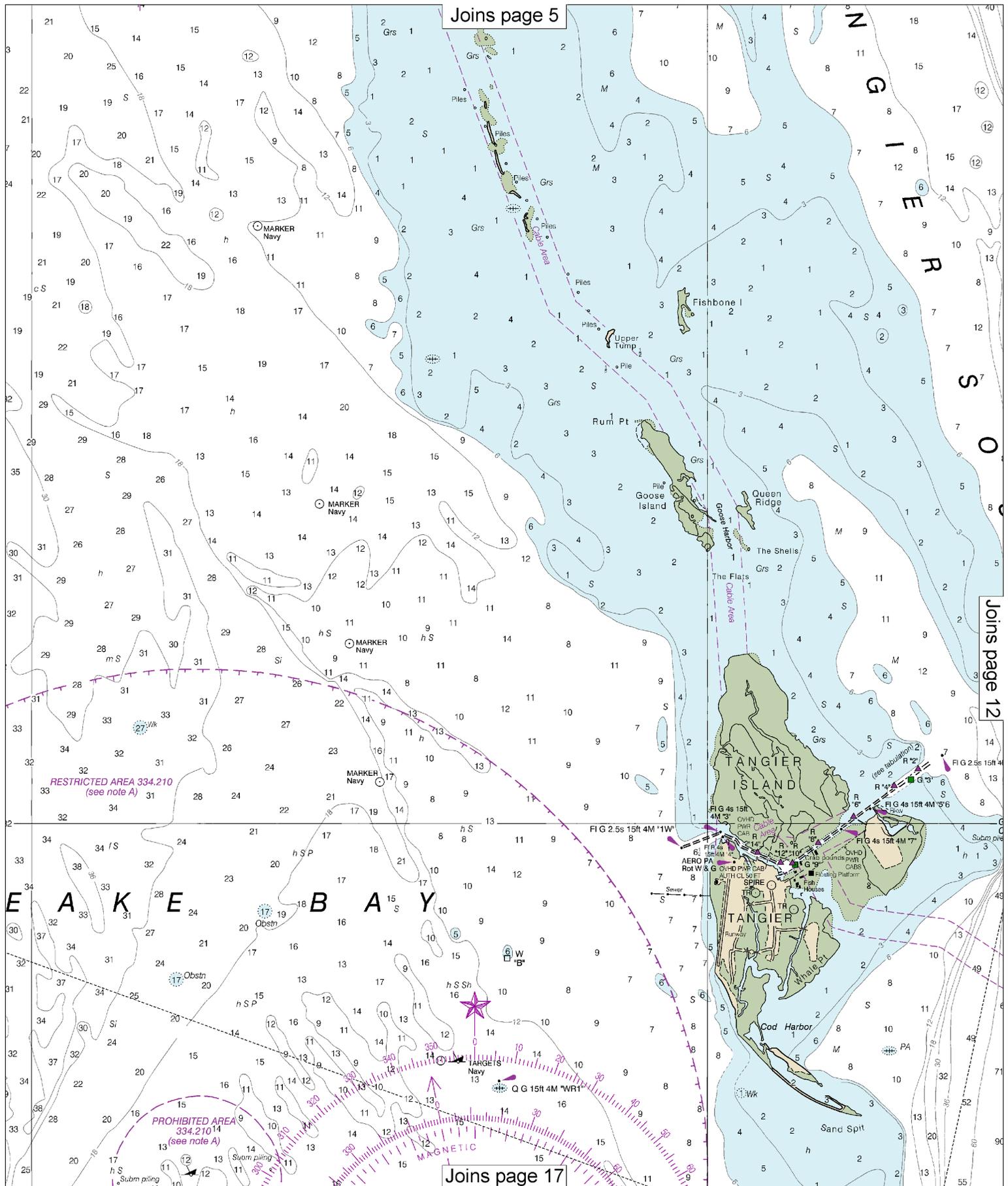
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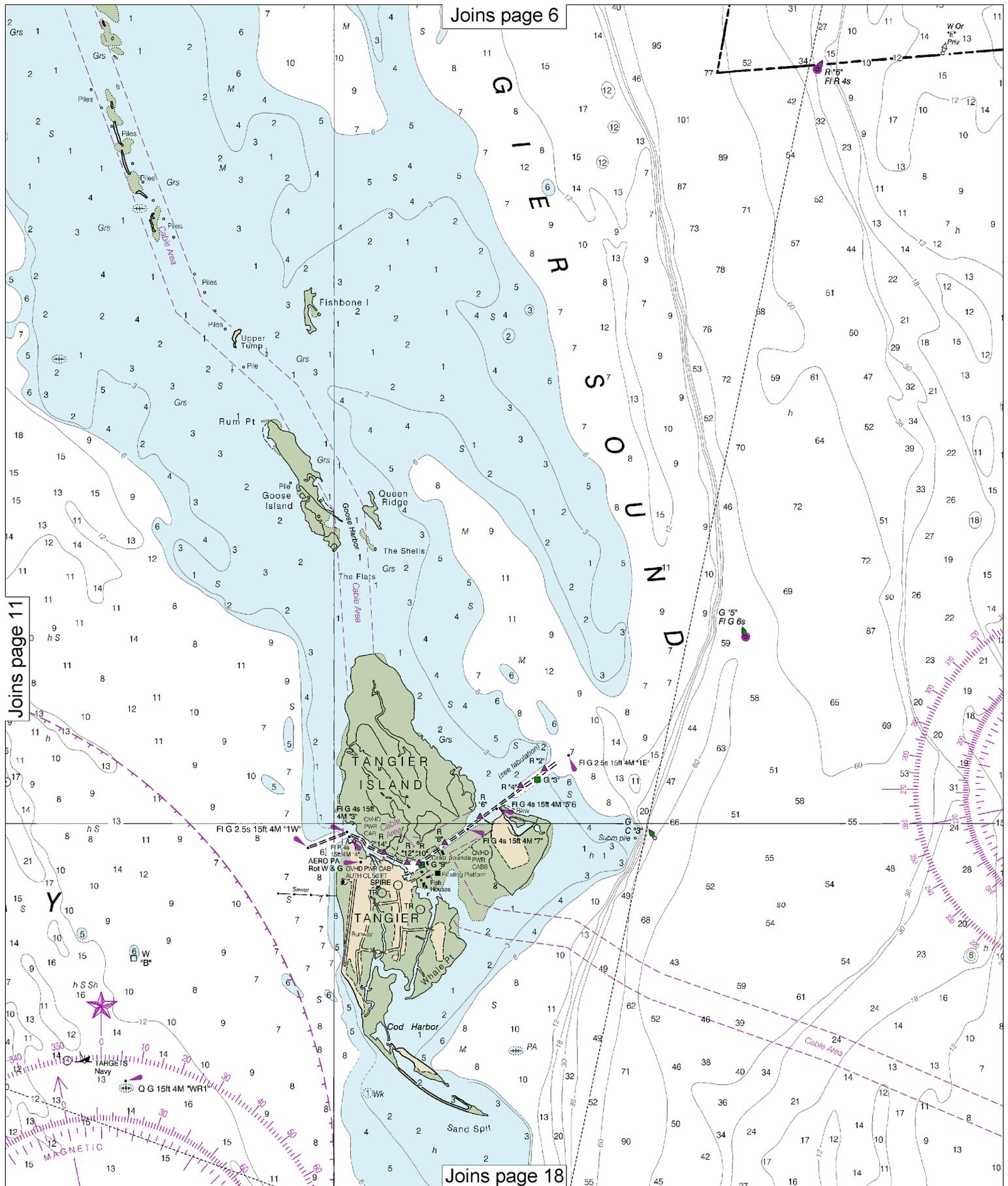


Joins page 5

Joins page 12

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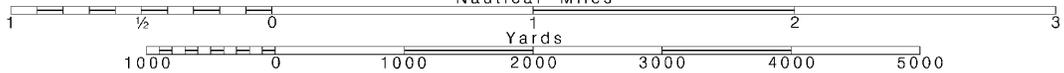
**12**

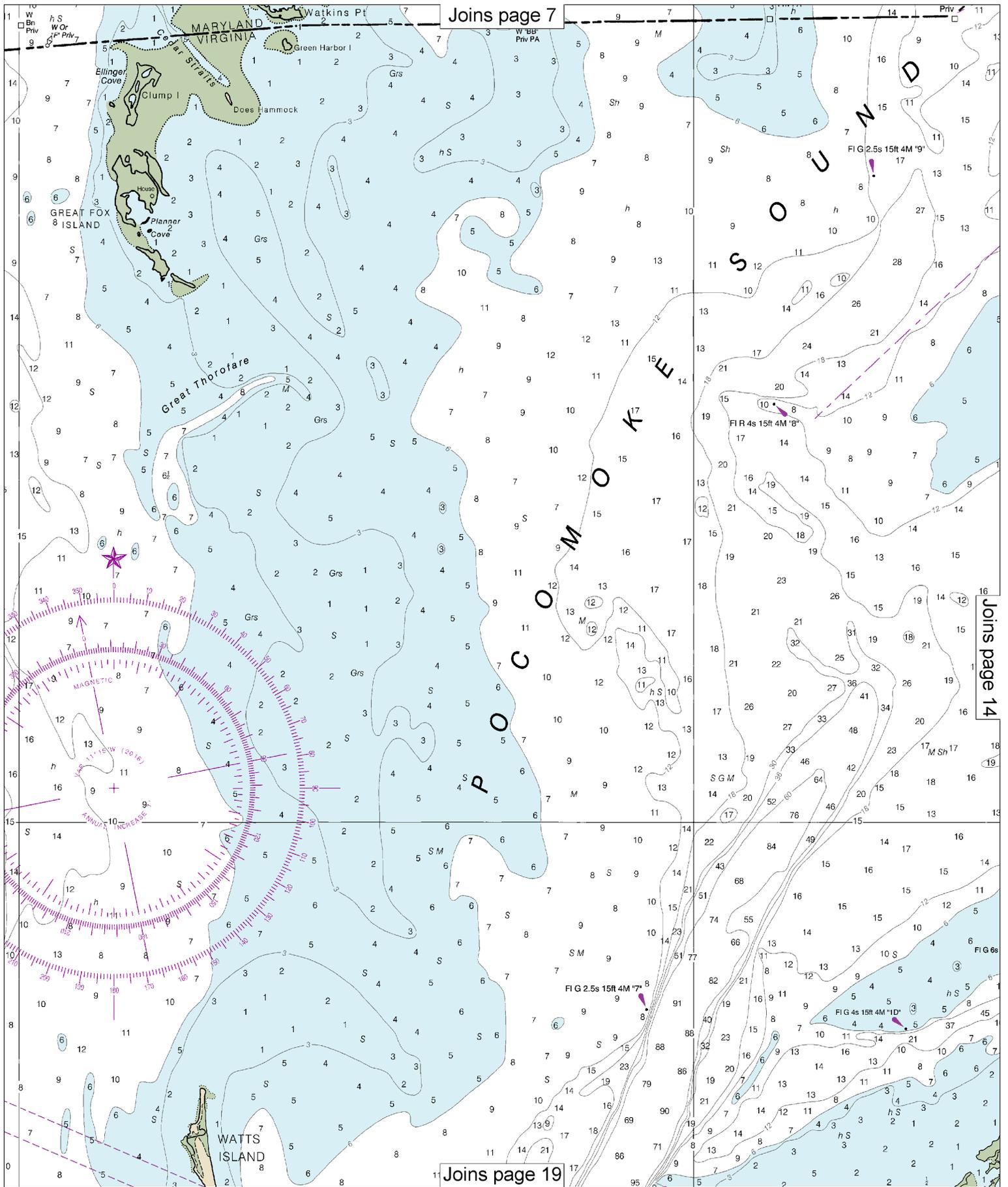
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

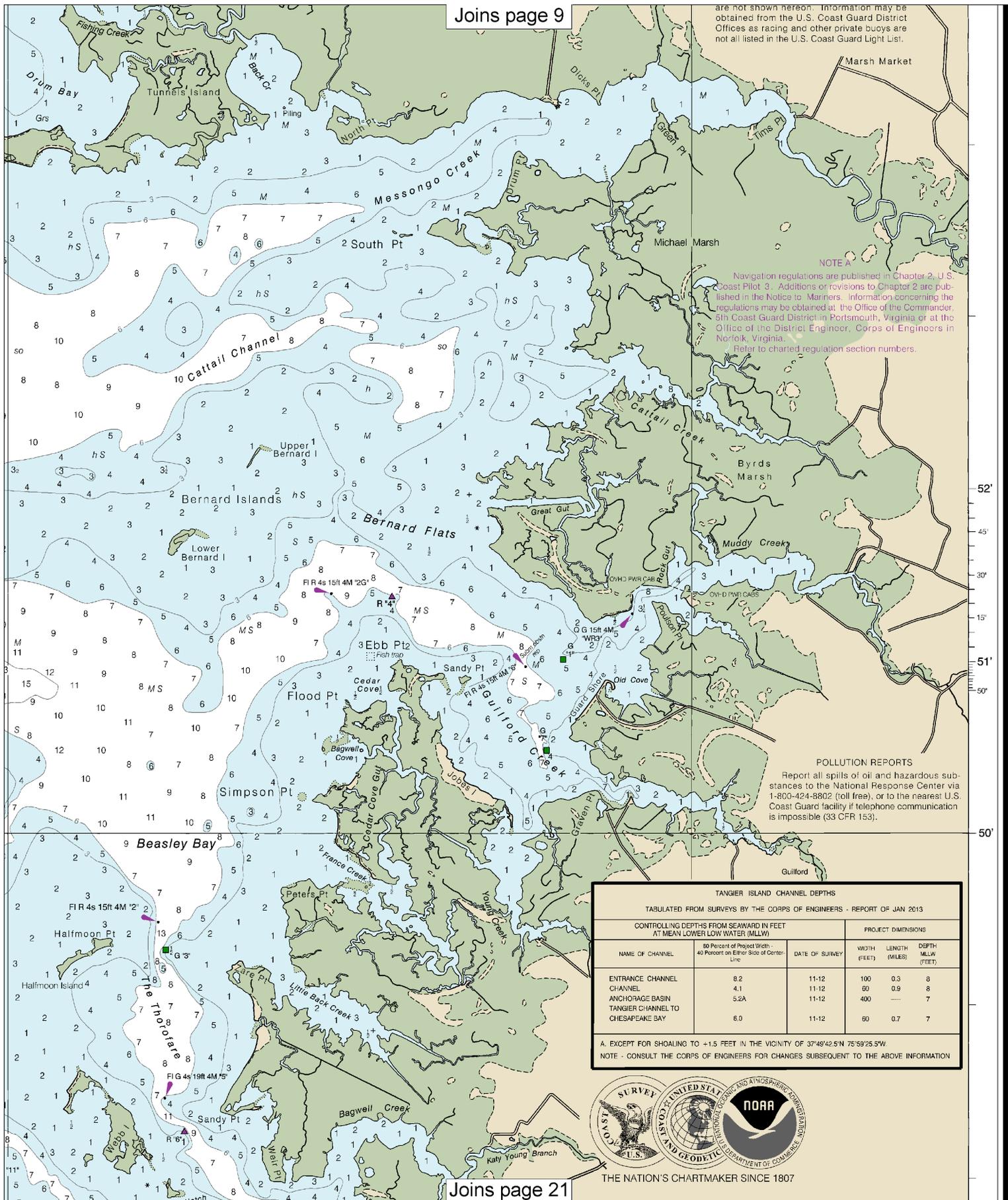
See Note on page 5.







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



**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, 6th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia.  
Refer to charted regulation section numbers.

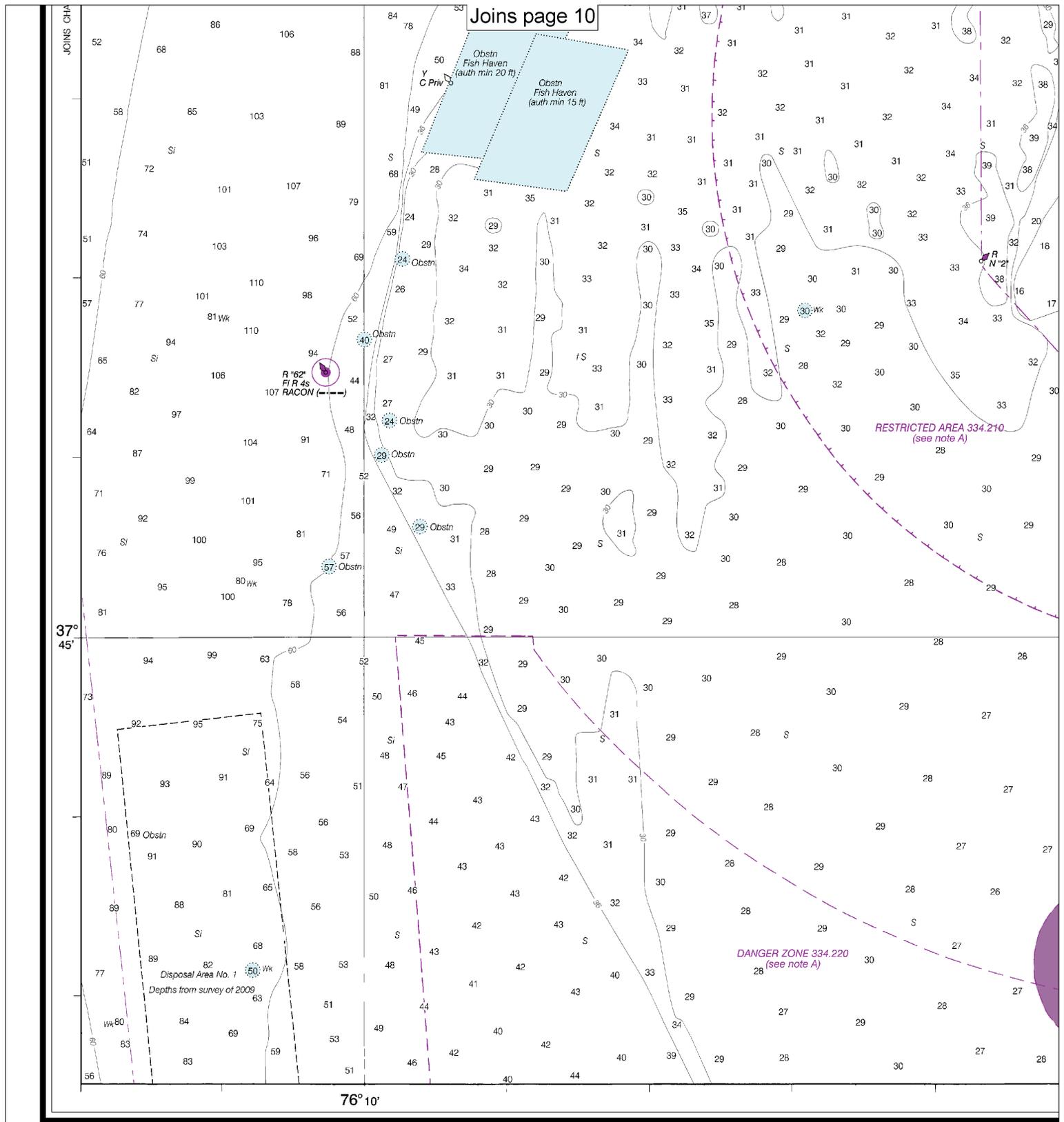
**POLLUTION REPORTS**

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).

TANGIER ISLAND CHANNEL DEPTHS					
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2013					
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			PROJECT DIMENSIONS		
NAME OF CHANNEL	60 Percent of Project Width - 40 Percent on Either Side of Center-Line	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
ENTRANCE CHANNEL	8.2	11-12	100	0.3	8
CHANNEL	4.1	11-12	60	0.9	8
ANCHORAGE BASIN	5.2A	11-12	400	—	7
TANGIER CHANNEL TO CHESAPEAKE BAY	6.0	11-12	60	0.7	7

A. EXCEPT FOR SHOALING TO +1.5 FEET IN THE VICINITY OF 37°48'42.5"N 76°59'25.5"W  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION





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37° 45'

76° 10'

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).

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

12228

34th Ed., May 2016. Last Correction: 11/14/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

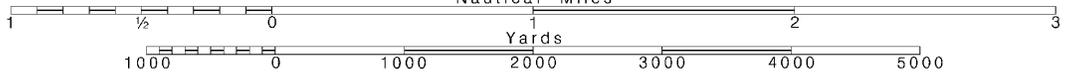
16

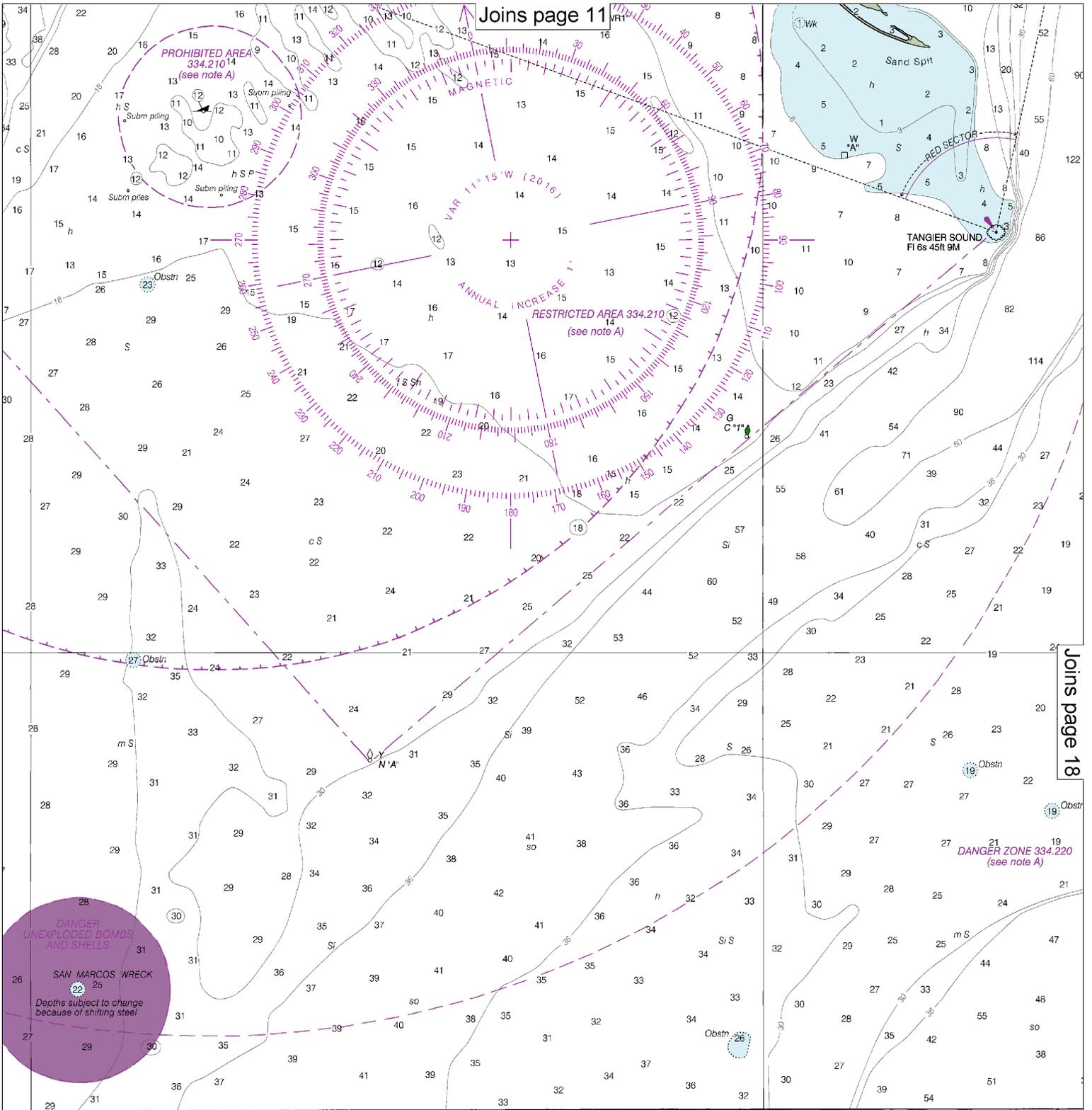
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

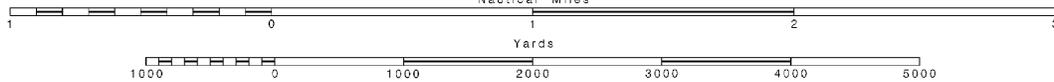
See Note on page 5.

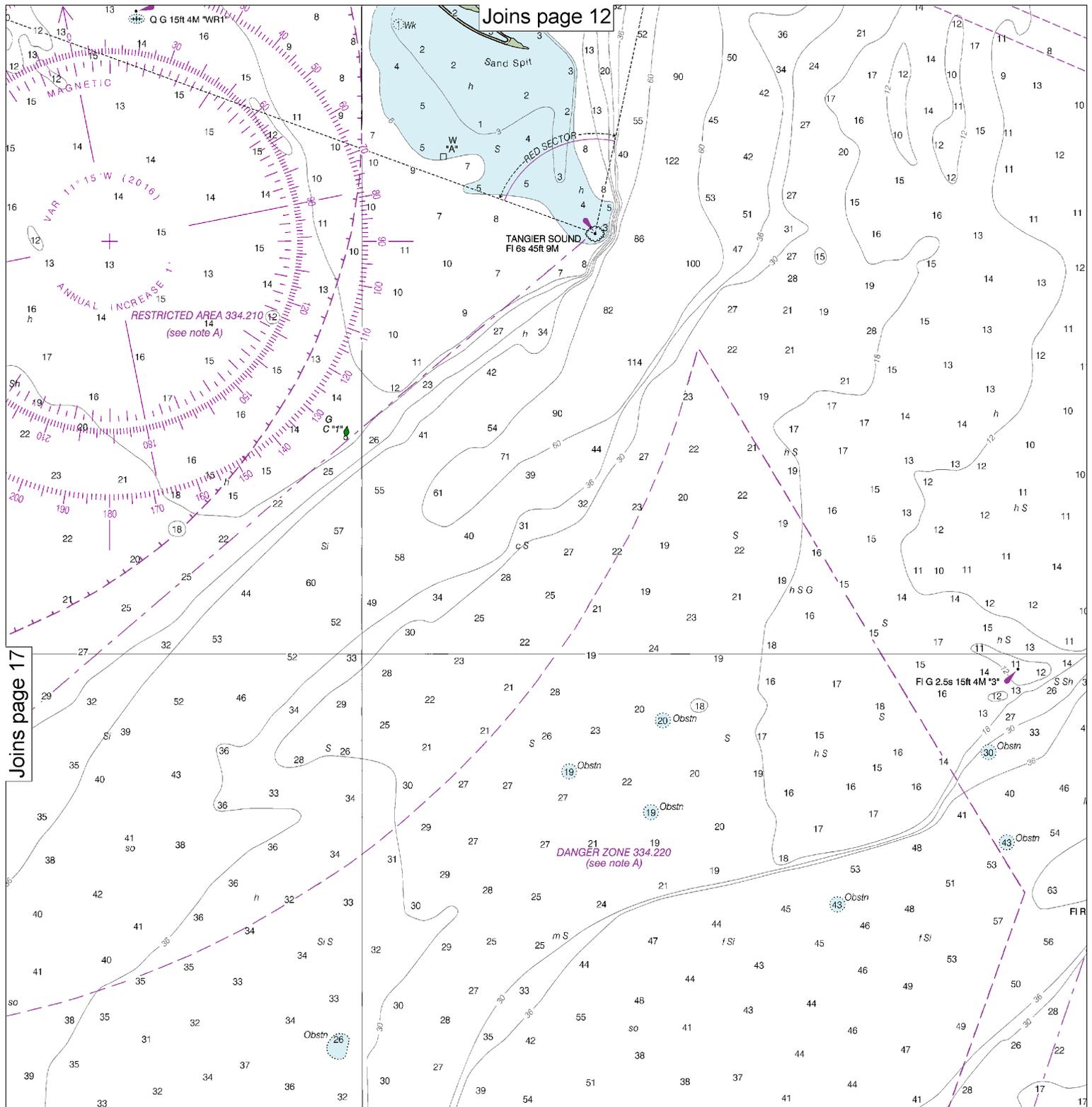




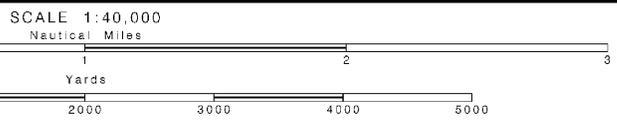
05' JOINS CHART 12226 76°

SCALE 1:40,000  
Nautical Miles





JOINS CHART 12226



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U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL COAST GUARD

**18**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

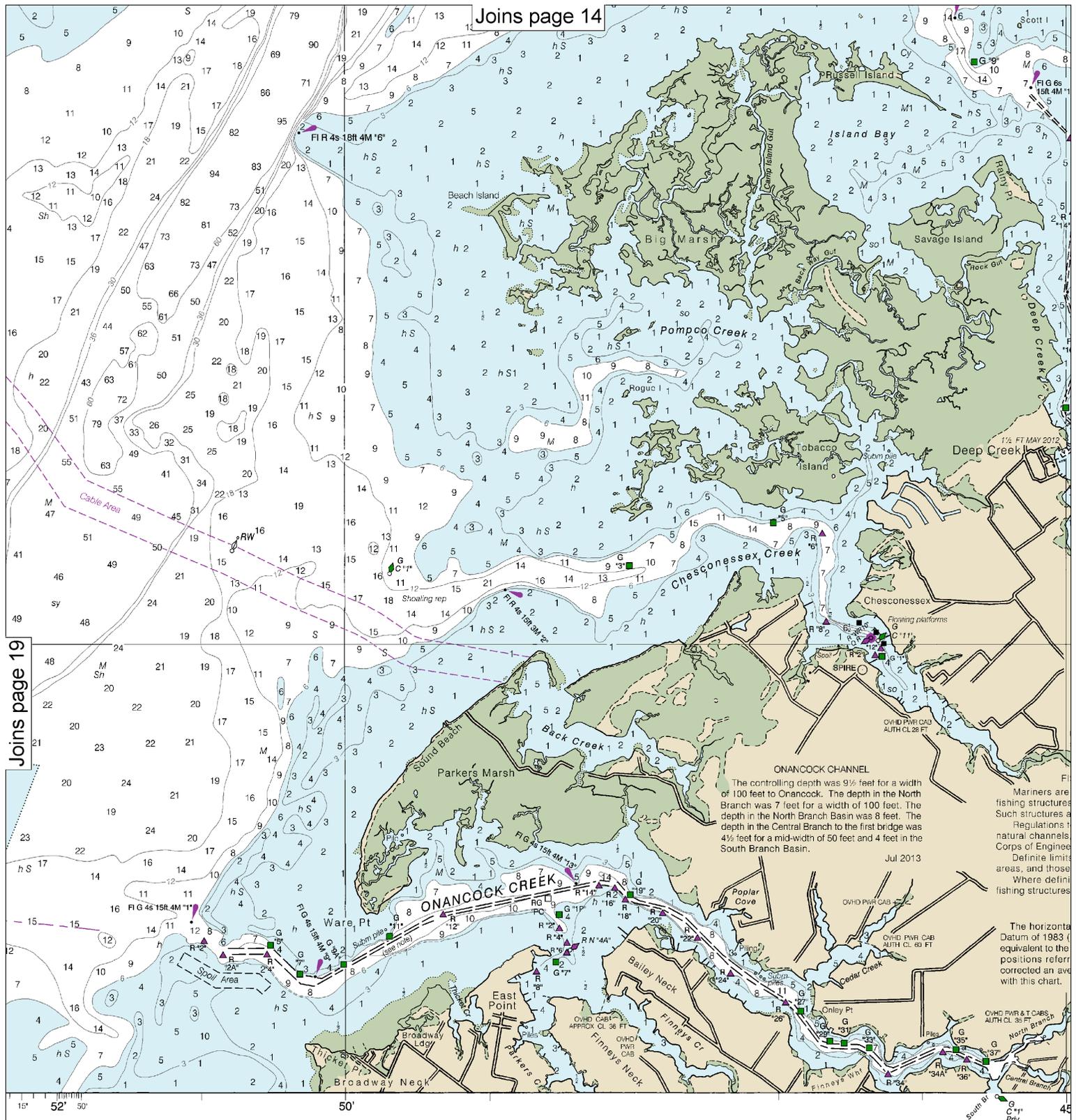


See Note on page 5.





at Washington, D.C.  
 DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL SYSTEM OF LIGHTS AND SIGNALS  
 Nautical Chart Service  
 EAST SURVEY



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**ONANCOCK CHANNEL**  
 The controlling depth was 9½ feet for a width of 100 feet to Onancock. The depth in the North Branch was 7 feet for a width of 100 feet. The depth in the North Branch Basin was 8 feet. The depth in the Central Branch to the first bridge was 4½ feet for a mid-width of 50 feet and 4 feet in the South Branch Basin.  
 Jul 2013

Fishing structures are fishing structures. Such structures are Regulators of natural channels. Corps of Engineers. Define limits areas, and those Where define fishing structures.

The horizontal Datum of 1983 (equivalent to the positions referred corrected an ave with this chart.

# SOUNDINGS IN FEET



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.





UNITED STATES - EAST COAST  
 MARYLAND - VIRGINIA

# CHESAPEAKE BAY

## POCOMOKE AND TANGIER SOUNDS

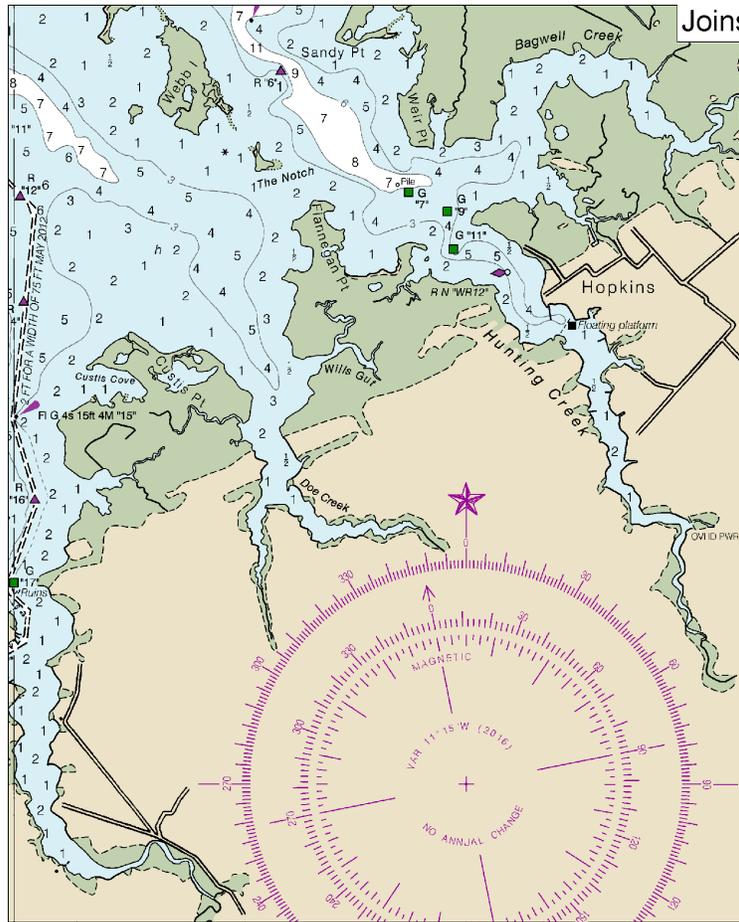
Mercator Projection  
 Scale 1:40,000 at Lat. 37°51'

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

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov)



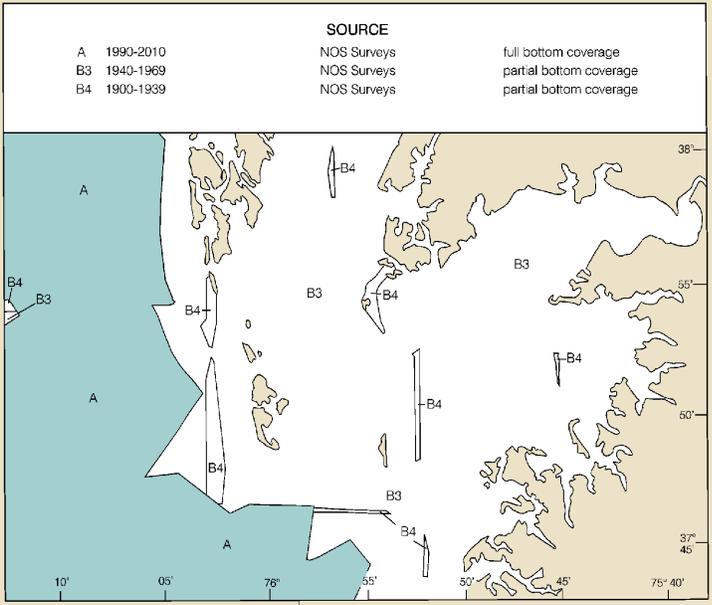
TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Ewell, Smith Island	(38°00'N/76°02'W)	1.9	1.7	0.1
Crisfield	(37°59'N/75°52'W)	2.1	2.0	0.1
Shelltown	(37°59'N/75°38'W)	2.7	2.5	0.1
Watts Island	(37°48'N/75°54'W)	1.8	1.7	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>. (Mar 2016)

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.



**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**  
**FISH TRAP AREAS AND STRUCTURES**  
 Be warned that numerous uncharted duck blinds and traps, some submerged, may exist in the fish trap areas. They are not charted unless known to be permanent. To assure clear passage to and through dredged and shoals, and to established landings, are prescribed by the U.S. Coast Guard in the Code of Federal Regulations.  
 Limits of fish trap areas have been established in some cases. Limits are shown thus:  
 Limits have not been prescribed, the location of traps is restricted only by the regulations.

**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 coordinates referred to the North American Datum of 1927 must be corrected by a convergence of 0.456" northward and 1.246" eastward to agree with the datum of this chart.

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

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

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

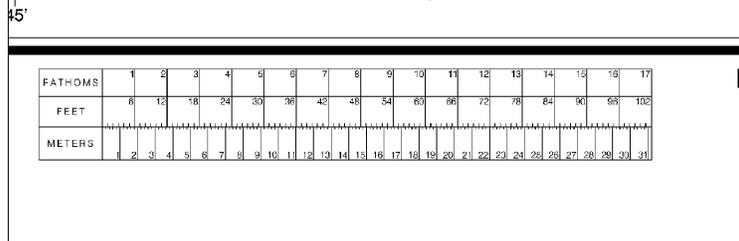
**AIDS TO NAVIGATION**  
 Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**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.

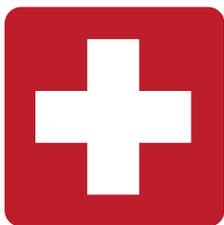
ANANCOCK  
 TANK

37°  
45'



Pocomoke and Tangier Sounds  
 SOUNDINGS IN FEET - SCALE 1:40,000

12228



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](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>



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