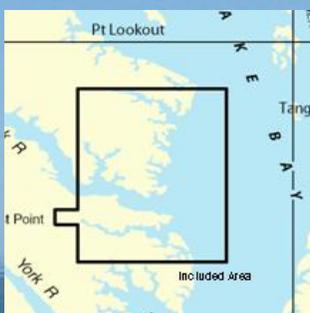


BookletChart™

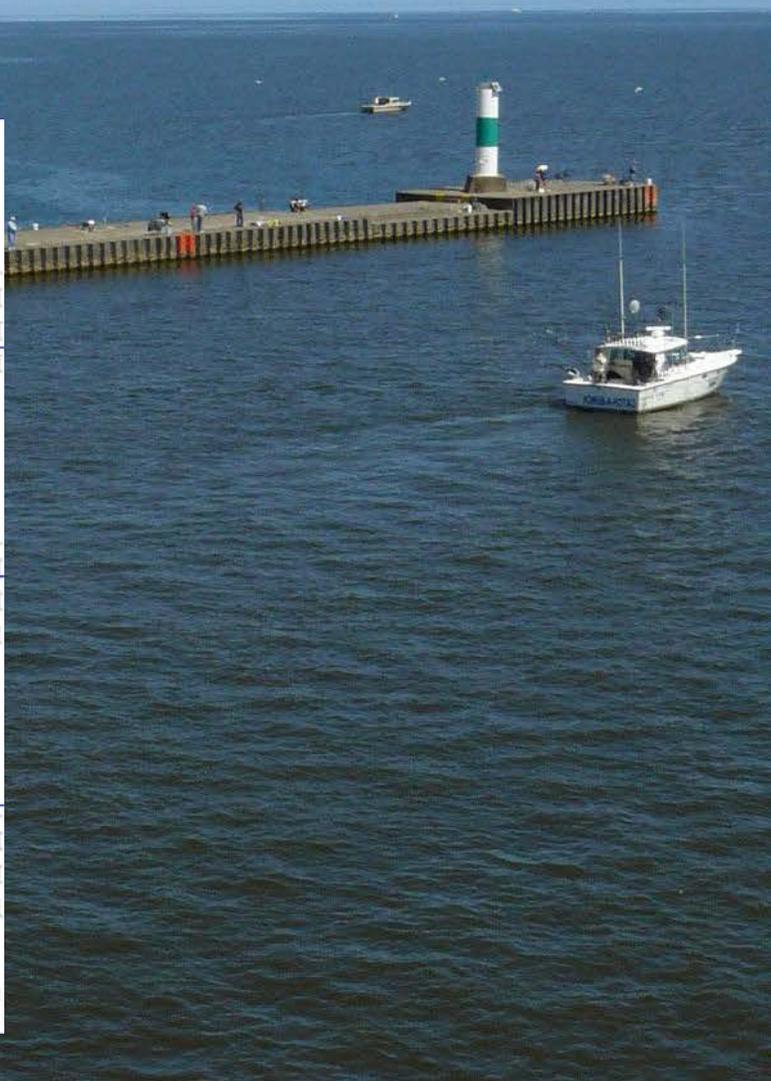


Rappahannock River Entrance – Piankatank and Great Wicomico Rivers NOAA Chart 12235

*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.

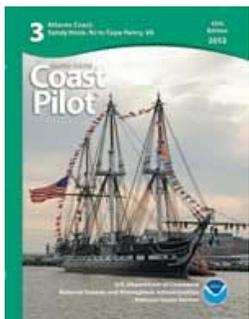
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12235>.



(Selected Excerpts from Coast Pilot)
Piankatank River is 11 miles northward of Wolf Trap Light. The entrance is between **Cherry Point** (37°31.0'N., 76°17.8'W.), at the north end of **Gwynn Island**, and **Stingray Point**, 2.5 miles to the northward. The entrance point is 45.3 miles above the Virginia Capes. **Stingray Point Light** (37°33'41"N., 76°16'12"W.), 34 feet above the water, is shown from a platform with a green and white diamond-shaped daymark on piles in depths of 6 feet 1.3 miles east of the point.

Traffic on Piankatank River consists of fish, shellfish, and shells. Drafts of vessels using the river are mostly 6 feet, but drafts up to 11 feet are on record. The river has depths of about 18 feet in the approach from

northeastward through a buoyed lane in the fishtraps, 16 feet or more to the fixed bridge 9 miles above the mouth, and 7 feet to Freeport, 13.5 miles above the mouth. Lights and buoys mark the lower 6 miles of the river channel.

During severe winters, the Piankatank River is sometimes closed by ice for short periods. Hull repairs can be made to medium-size vessels in Fishing Bay; gasoline and diesel fuel are available.

Jackson Creek, on the north side of Piankatank River 1 mile above the mouth, has a dredged entrance channel marked by a light and daybeacons. In 2010, the controlling depth was 3 feet in the right half of the channel with shoaling to 1 foot in the left half to Daybeacon 7, thence 3.2 feet (8.3 feet at midchannel) to Daybeacon 10; inside Jackson Creek, above Daybeacon 10, natural depths of about 8 to 9 feet were available in the middle of the creek channel. Stakes usually define the channel edges. **Deltaville** is at the head of the north arm.

Hills Bay, on the south side of Piankatank River 2 miles above the mouth, has general depths of 14 to 20 feet, and is the approach to Queens Creek and Milford Haven.

Queens Creek, at the head of Hills Bay, is entered by a dredged channel that leads across the bar at the entrance and thence to a turning basin about 0.6 mile above the entrance. In 2009, the controlling depth was 6 feet in the entrance channel and basin. The channel across the bar and to the turning basin is marked by lights and daybeacons. A few broken piles that remain of the wooden jetty on the north side of the entrance are marked at the outer end by a daybeacon.

Milford Haven, the strait between Gwynn Island and the mainland to the southwestward, is entered from the head of Hills Bay. Traffic on the waterway consists chiefly of fish and shellfish carried in vessels drawing up to 7 feet. In 2010, a marked channel with a controlling depth of 1.4 feet in the left half and 8.2 feet in the right half of the channel, leads from Hills Bay to natural depths of 15 to 8 feet in Milford Haven.

The jetty on **Narrows Point**, at the north side of the Hills Bay entrance to Milford Haven, is marked by a light. The highway bridge from the mainland to Gwynn Island has a swing span with a clearance of 12 feet in the north opening. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.)

A marina on Gwynn Island just west of the bridge has gasoline, diesel fuel, supplies, and berths; hull and engine repairs can be made; lift, 40 tons, railway, 60-foot long. A public landing pier is on Gwynn Island just east of the bridge. **Milford Haven Coast Guard Station** is 0.2 mile east of the south end of the bridge.

Callis Wharf at Grimstead, on the Gwynn Island side of Milford Haven 0.7 mile from the jetty, has depths of 9 feet at the face. Gasoline, diesel fuel, and some other supplies are available. A marine railway on the southeast side of the entrance to **Edwards Creek**, 0.5 mile eastward of Callis Wharf, can handle boats up to 35 feet for hull repairs.

A wharf at **Cricket Hill**, on the west side of **Lanes Creek**, opposite Edwards Creek, has gasoline, diesel fuel, and ice; depths of 8 feet are reported at the face.

Milford Haven can also be entered from Chesapeake Bay at the south end of Gwynn Island. This passage, known as **The Hole in the Wall** has a reported controlling depth of about 4 feet and is used by small local boats, but is exposed to heavy seas. The passage is marked by lights, daybeacons, and a buoy. Local knowledge is recommended when transiting the passage.

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>

12235

76° 30'

28° 45' 30' 15' 27° 50'

SCALE 1 Nautical 1 Yard



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

VIRGINIA

CHESAPEAKE BAY

RAPPAHANNOCK RIVER ENTRANCE

PIANKATANK AND GREAT WICOMICO RIVERS

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

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.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1)
Aids to Navigation (lights are white unless otherwise indicated):

- | | | | |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green | Mo morse code | R TR radio tower |
| Al alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | iso isophase | OBSC obscured | s seconds |
| En boaton | LT HO lighthouse | OC occulting | SEC sector |
| C can | M nautical mile | Or orange | S: M statute miles |
| DIA diaphone | m minutes | Q quick | VQ very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mir marker | Ra Rad radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |

- Bottom characteristics:
- | | | | |
|--------------|-----------|-------------|-----------|
| Co coral | gy gray | Oye oysters | so soft |
| Bks boulders | G gravel | Rk rock | Sh shells |
| bk broken | Grs grass | S sand | sy sticky |
| Cy clay | M mud | | |
- Miscellaneous:
- | | | | |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized | Obstr obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |
- (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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.

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 0.475" northward and 1.200" eastward to agree with this chart.

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

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

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
	Great Wicomico River Light	(37°48'N/76°16'W)	feet 1.2	feet 1.1	feet --
	Dixie, Piankatank River	(37°30'N/76°25'W)	1.5	1.4	0.1

Disables (---) 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>. (May 2011)

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

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus: (Accurate location) (Approximate location)

Joins page 8

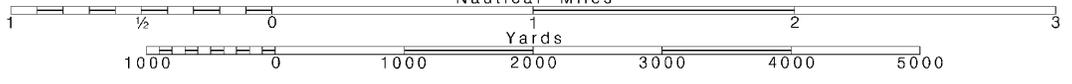
4

Note: Chart grid lines are aligned with true north.

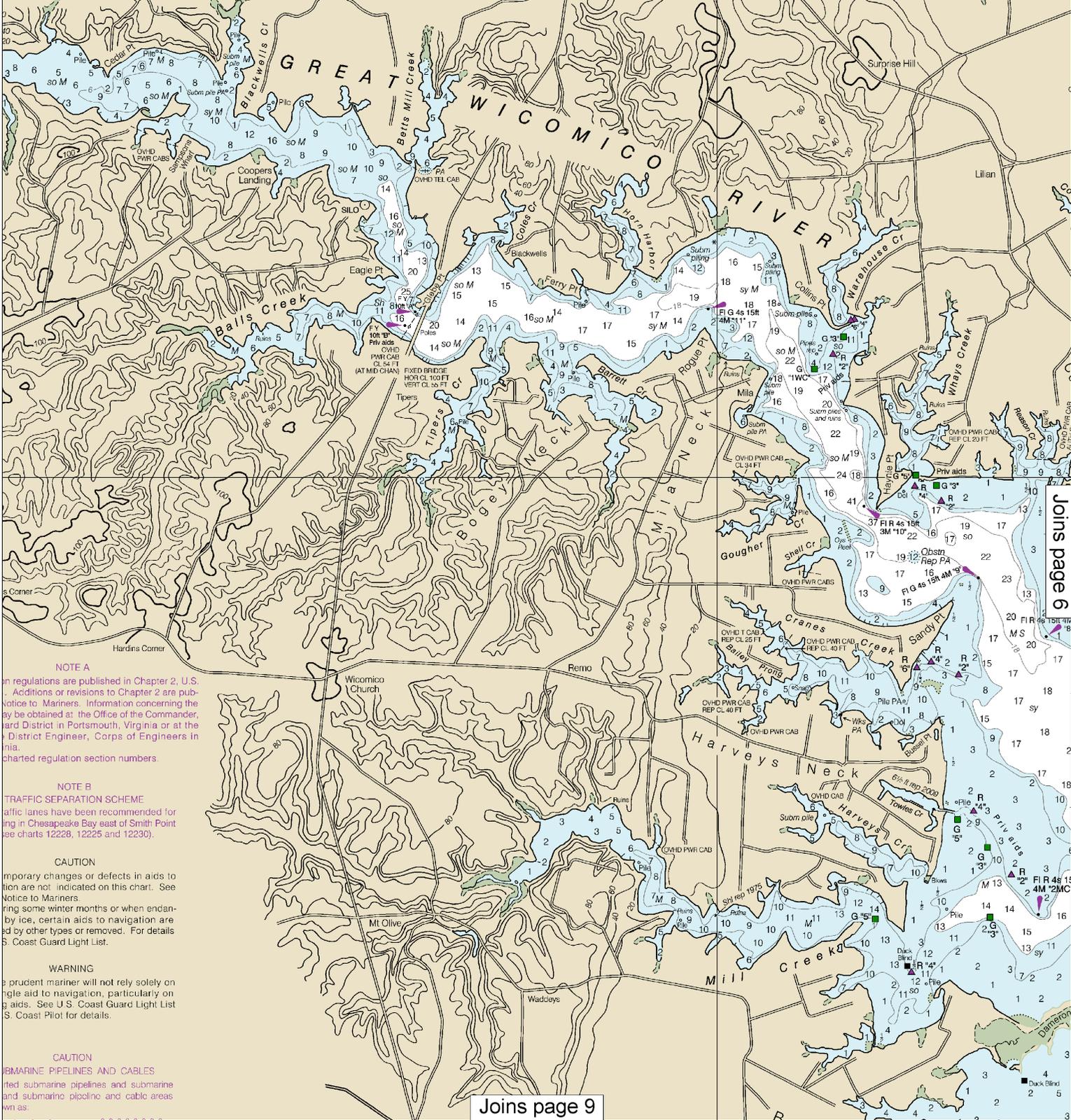
Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.



1:40,000
Stat Miles



NOTE A
Regulations are published in Chapter 2, U.S. Coast Pilot. Additions or revisions to Chapter 2 are published by the Office of the Commander, U.S. Coast Guard District in Portsmouth, Virginia or at the District Engineer, Corps of Engineers in Annapolis, Maryland.
Charted regulation section numbers.

NOTE B
TRAFFIC SEPARATION SCHEME
Traffic lanes have been recommended for use in Chesapeake Bay east of Smith Point (see charts 12228, 12225 and 12230).

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.
During some winter months or when encumbered 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 lighted aids. See U.S. Coast Guard Light List or U.S. Coast Pilot for details.

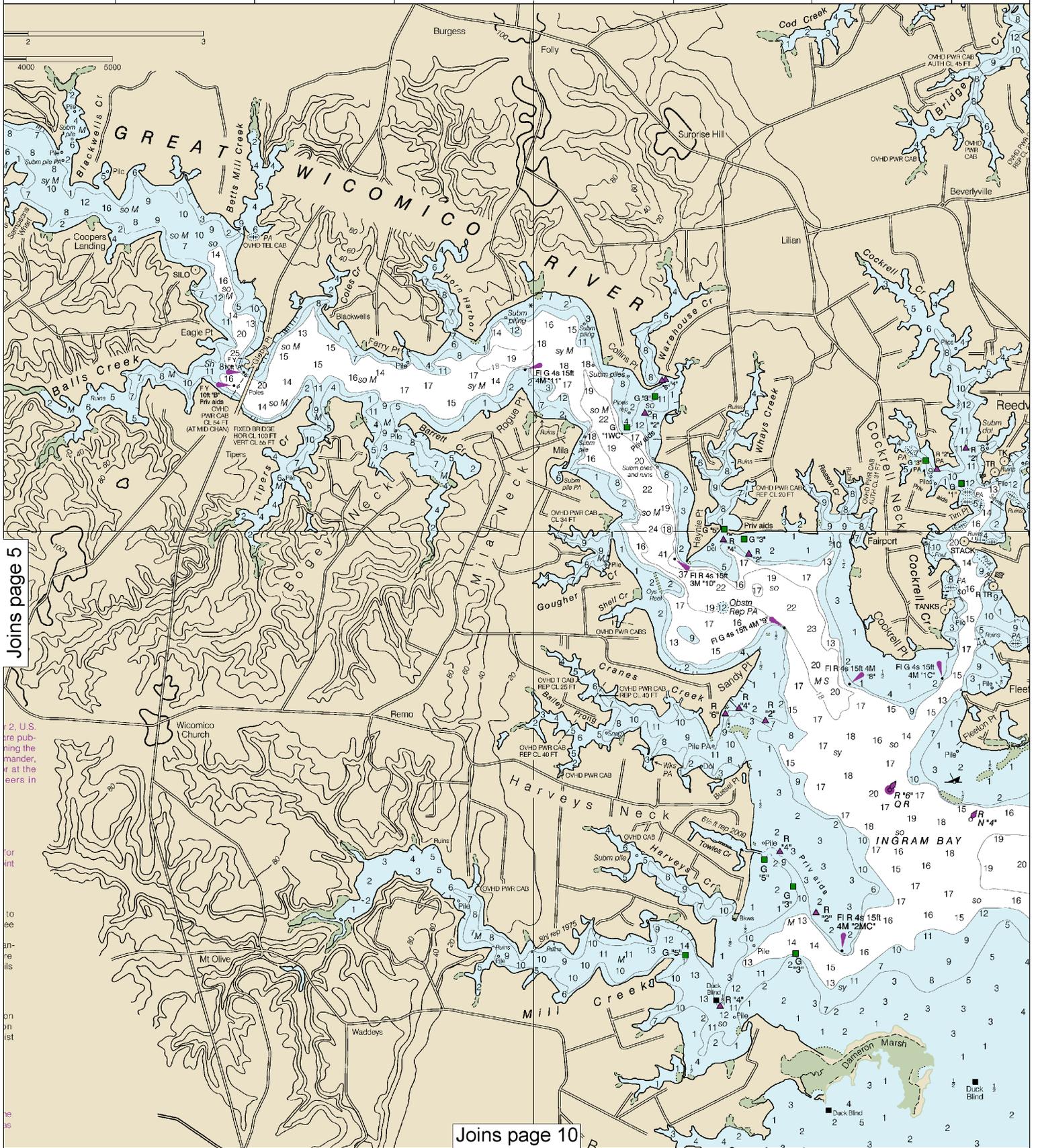
CAUTION
SUBMARINE PIPELINES AND CABLES
Marked submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as follows:

Joins page 9

Joins page 6

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.

20'



Joins page 5

Joins page 10

U.S. are publishing the mander, r at the ears in
or int
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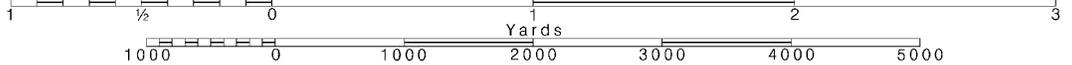


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

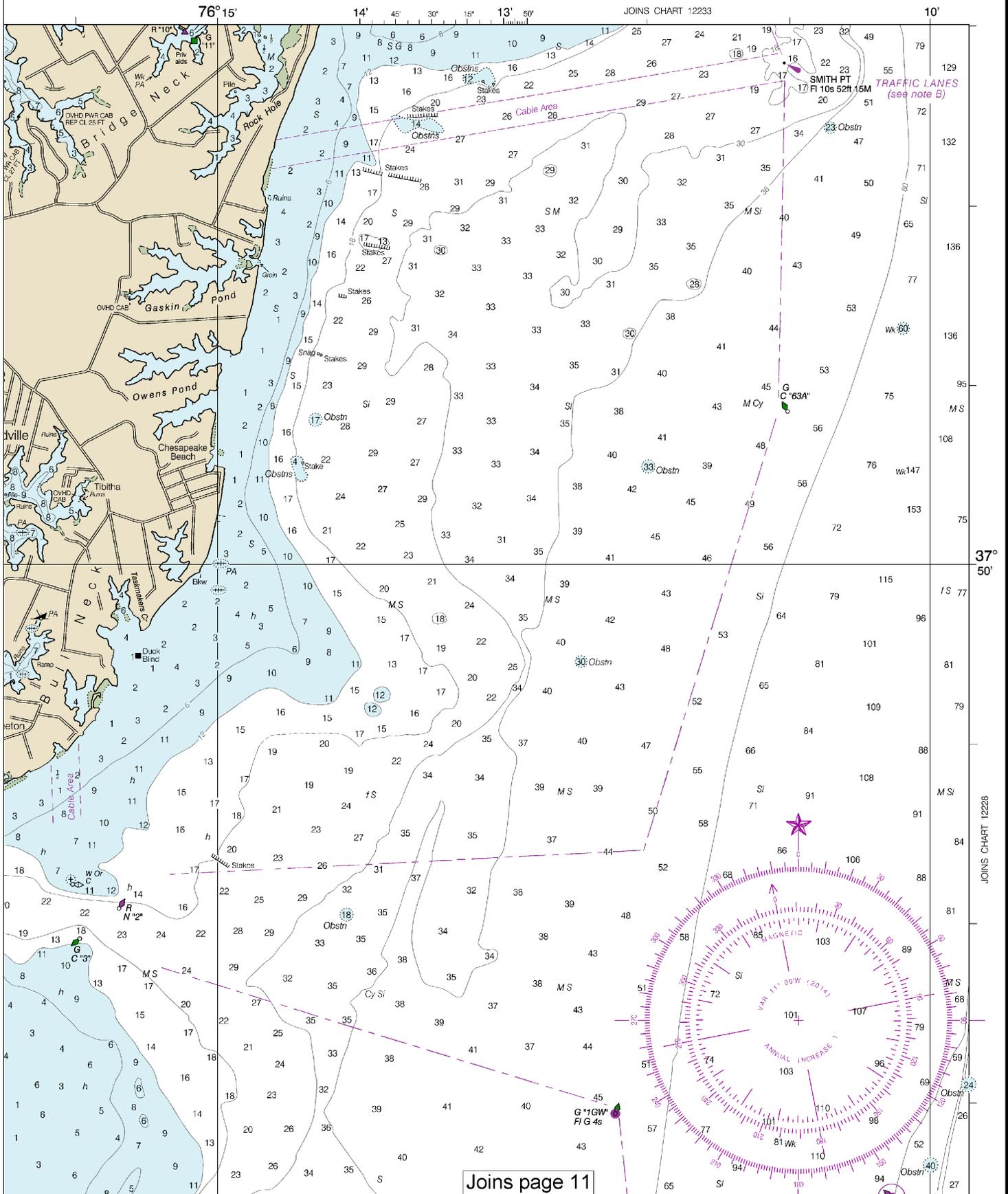
SCALE 1:40,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET

12235



Joins page 11

34th Ed., Feb. 2014. Last Correction: 11/30/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)



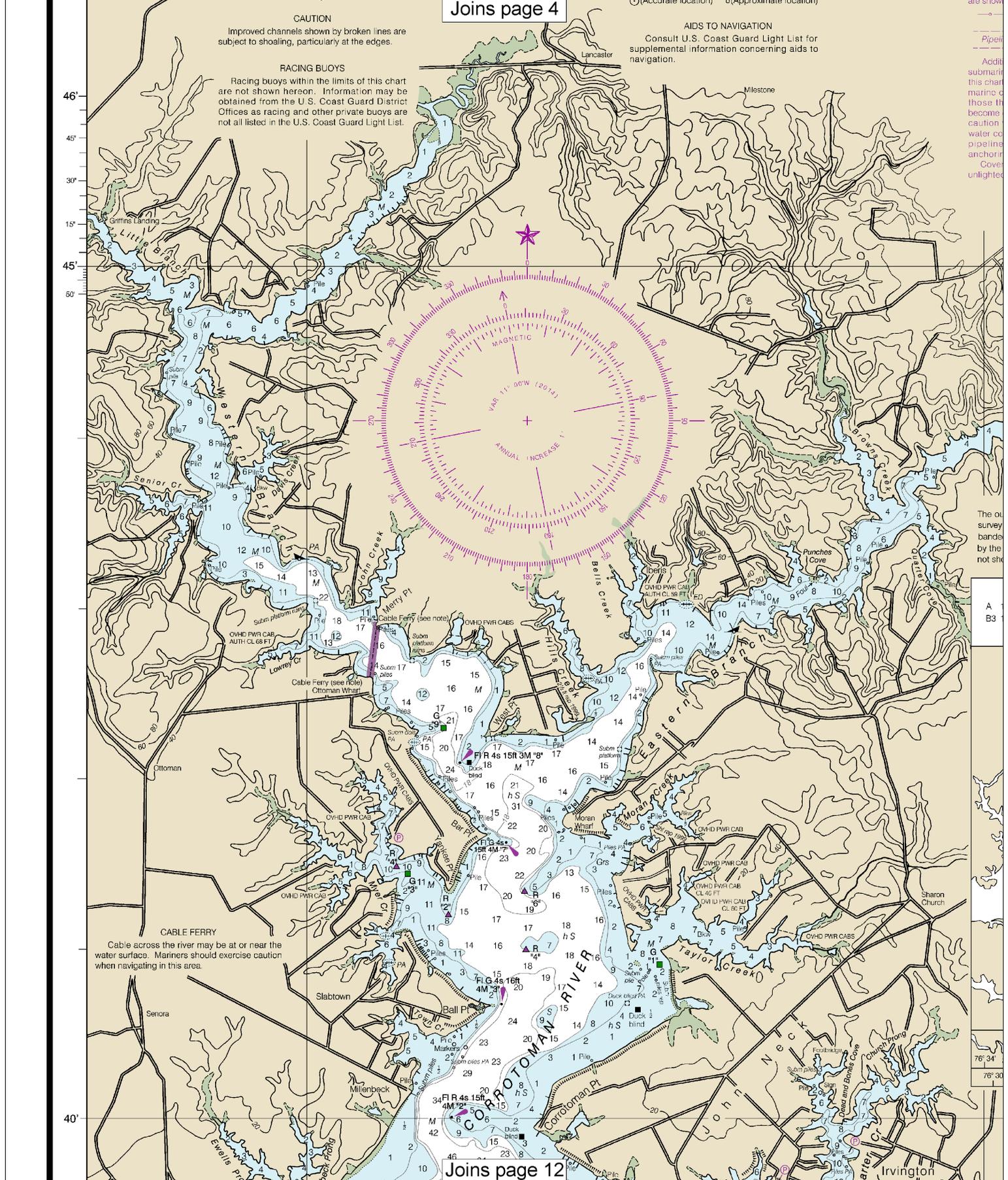
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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

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.

Additional information concerning this chart may be obtained from the U.S. Coast Guard District Office. Caution should be exercised when navigating in this chart. The U.S. Coast Guard is not responsible for damage to property or injury to persons resulting from the use of this chart.

46°
45°
30'
15'
45'
50'



Note: Chart grid lines are aligned with true north.

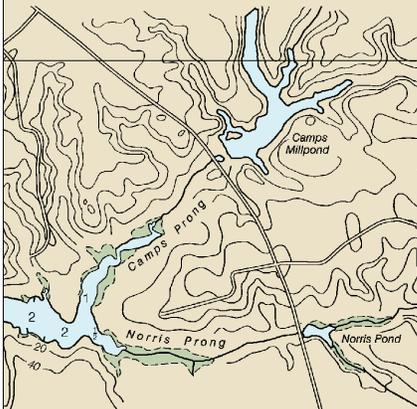
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



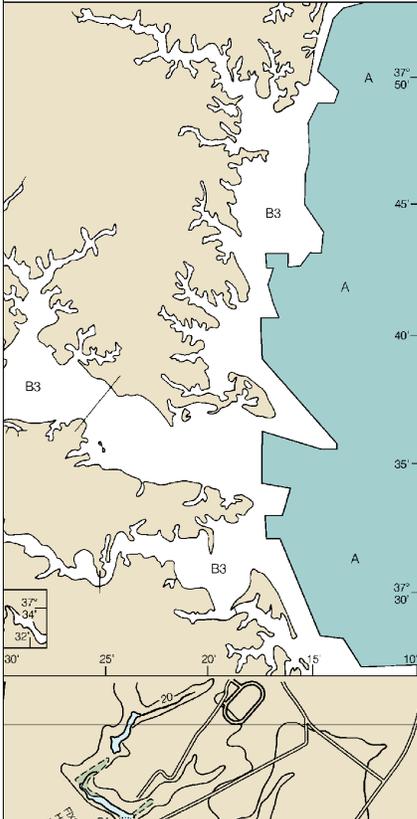
Additional uncharted submarine pipelines and electric cables may exist within the area of chart. Not all submarine pipelines and cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when dredging, dragging, or trawling. Dredged wells may be marked by lighted or unlighted buoys.



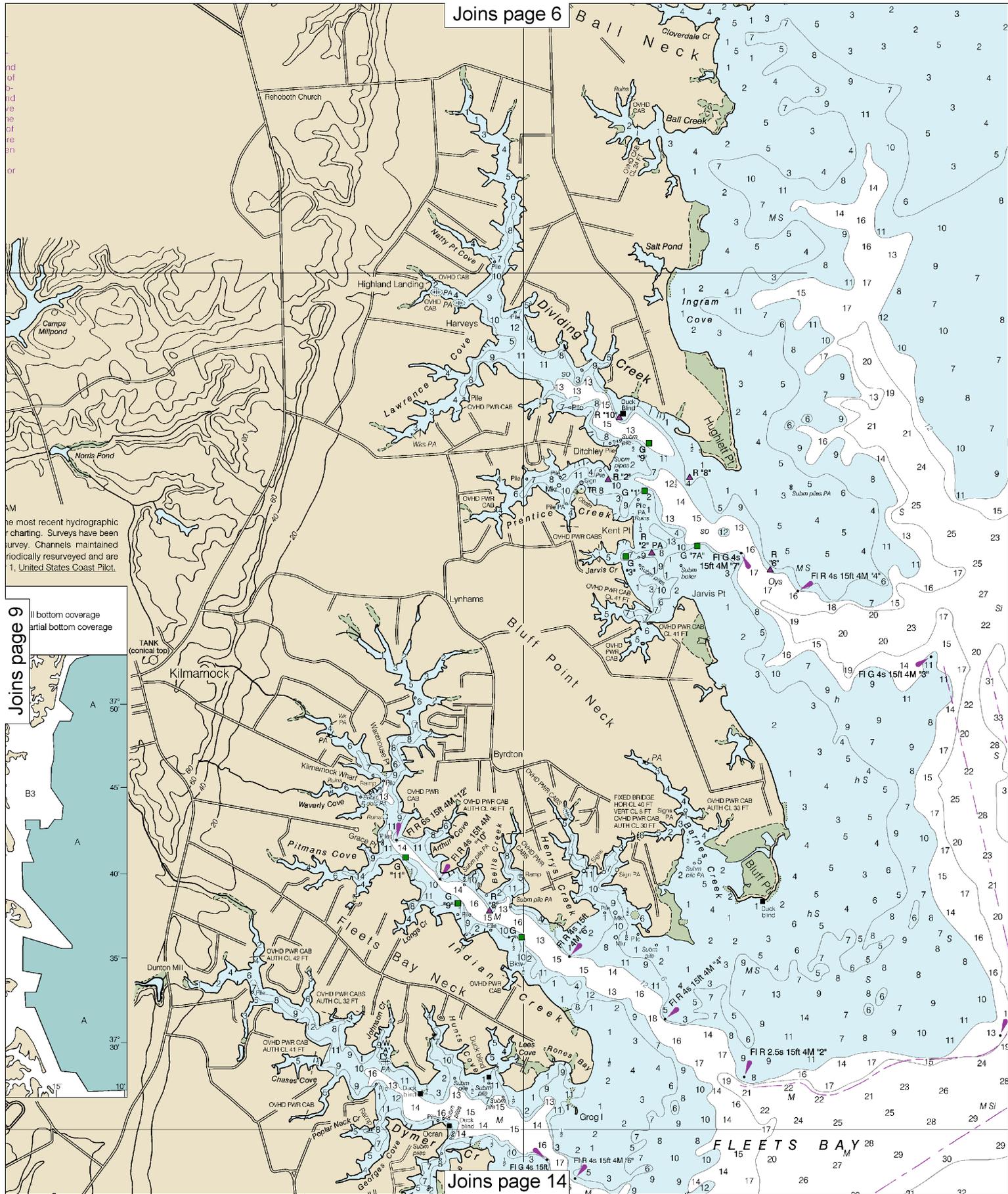
Outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been conducted in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

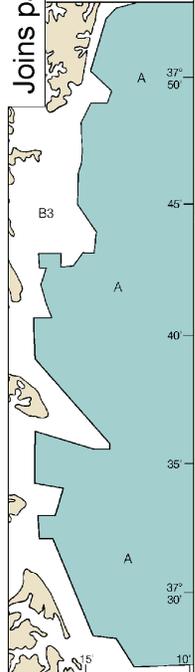
1990-2009	NOS Surveys	full bottom coverage
1940-1969	NOS Surveys	partial bottom coverage



Joins page 6



Joins page 9



Joins page 14

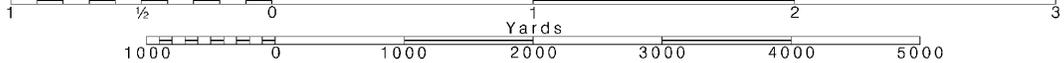
10

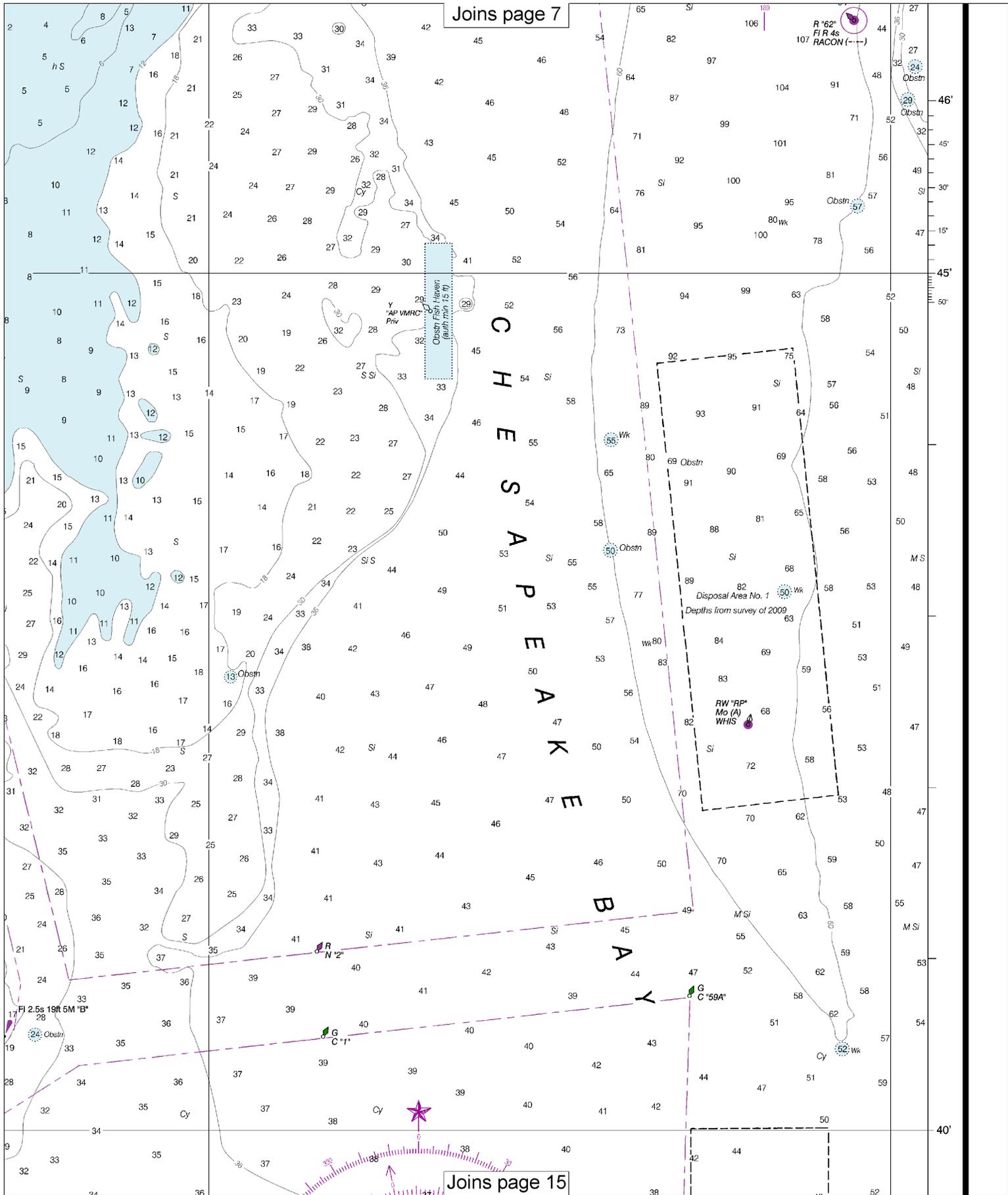
Note: Chart grid lines are aligned with true north.

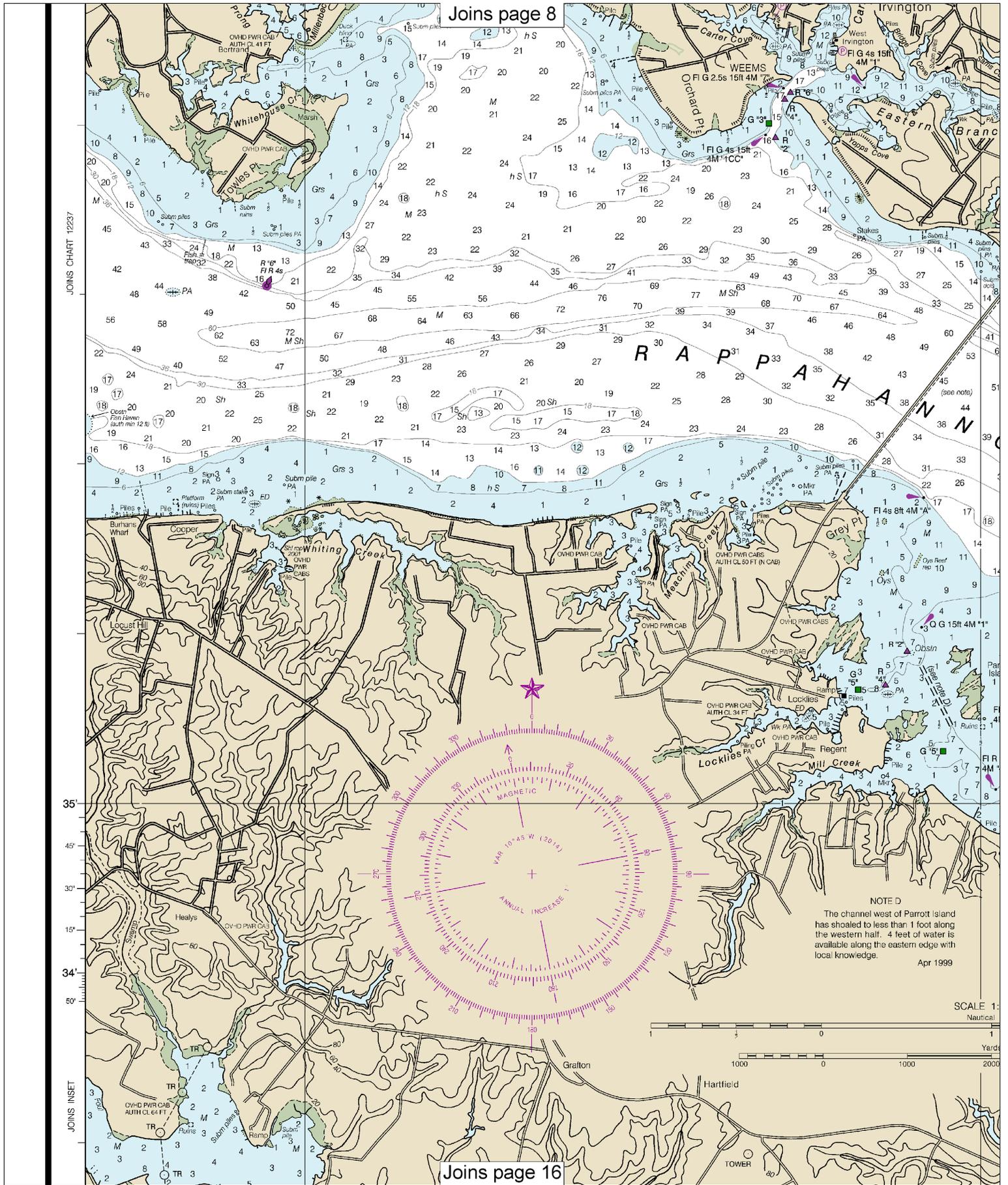
Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.







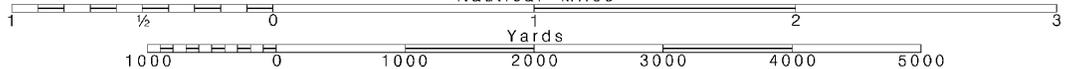
12

Note: Chart grid lines are aligned with true north.

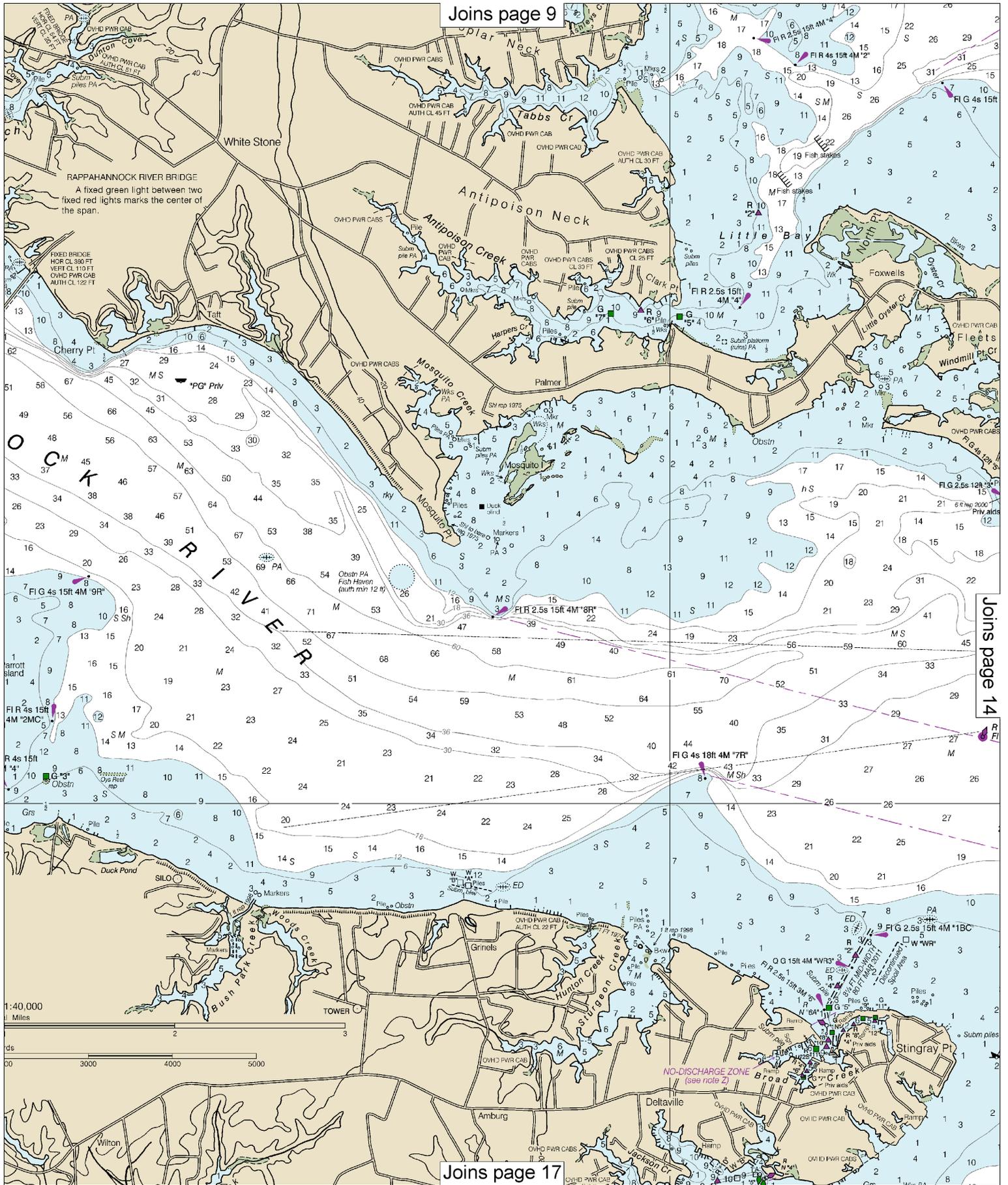
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

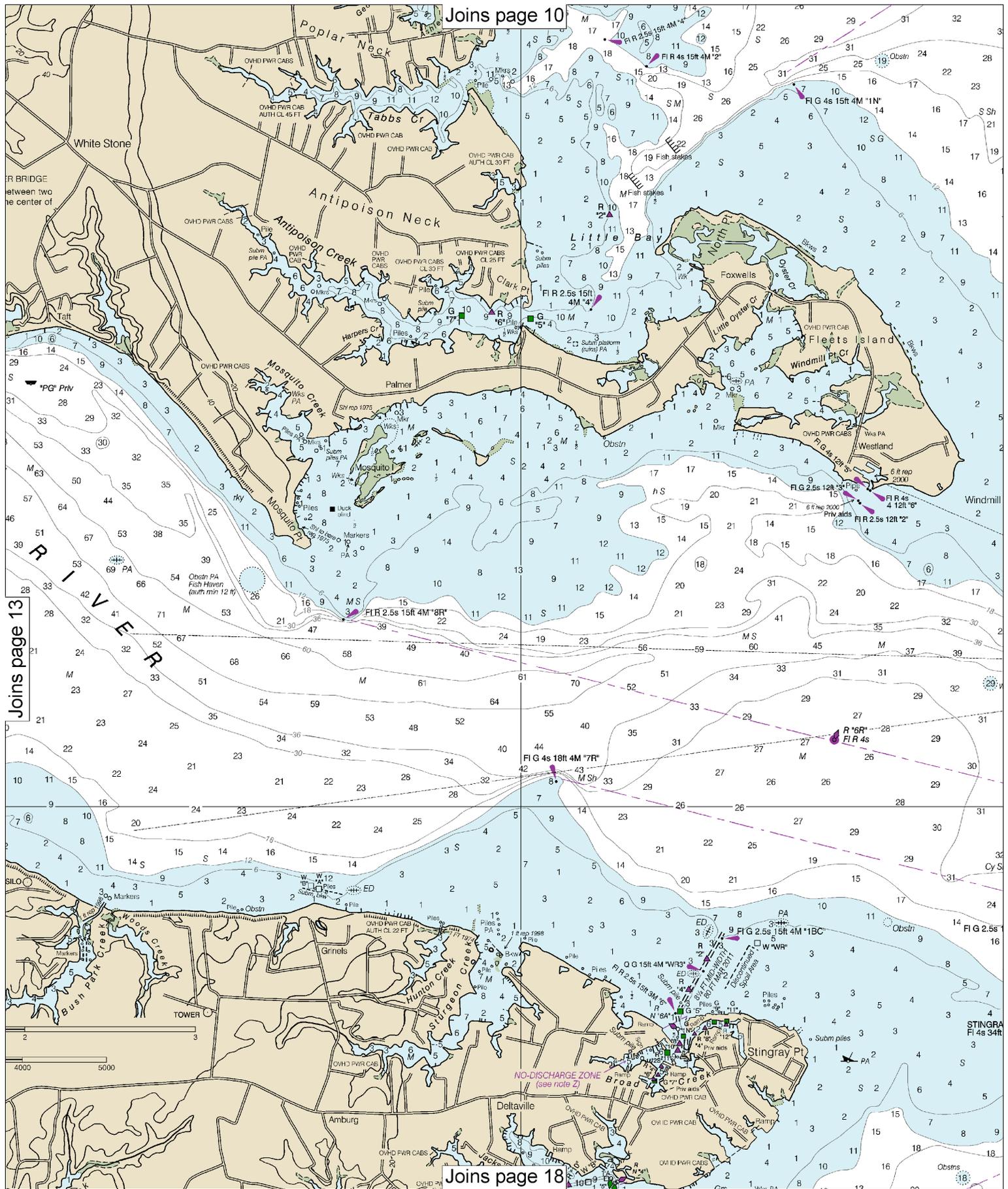


Joins page 9



Joins page 14

Joins page 17



Note: Chart grid lines are aligned with true north.

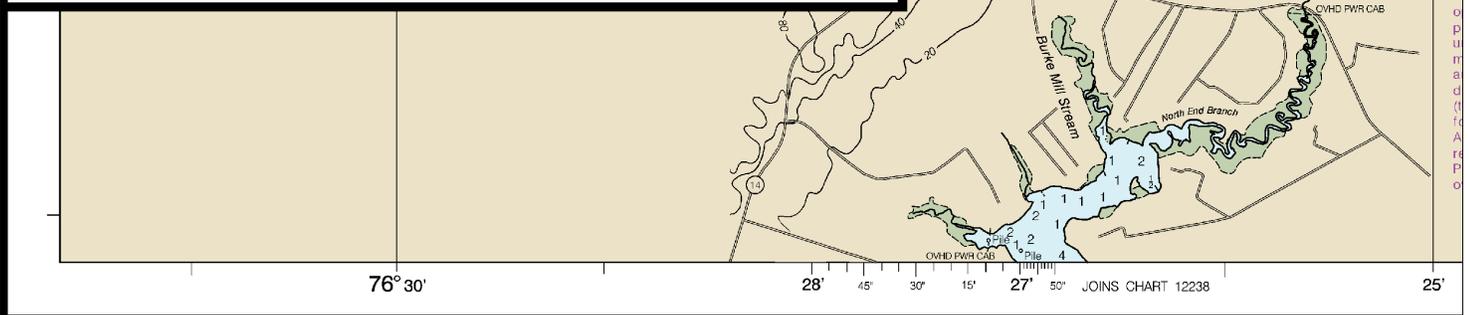
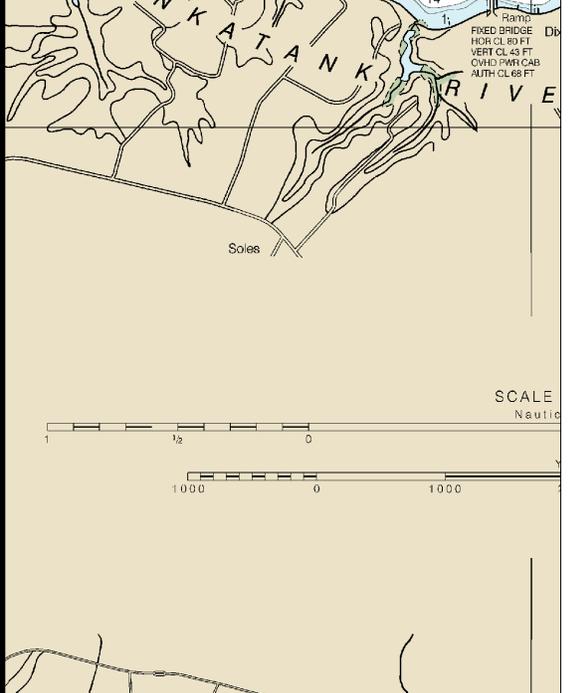
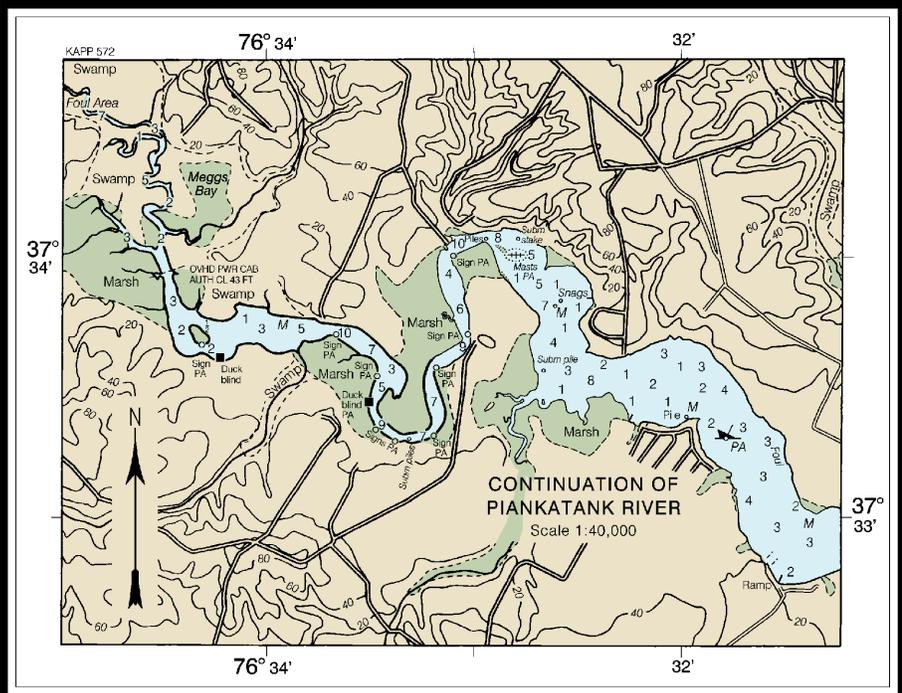
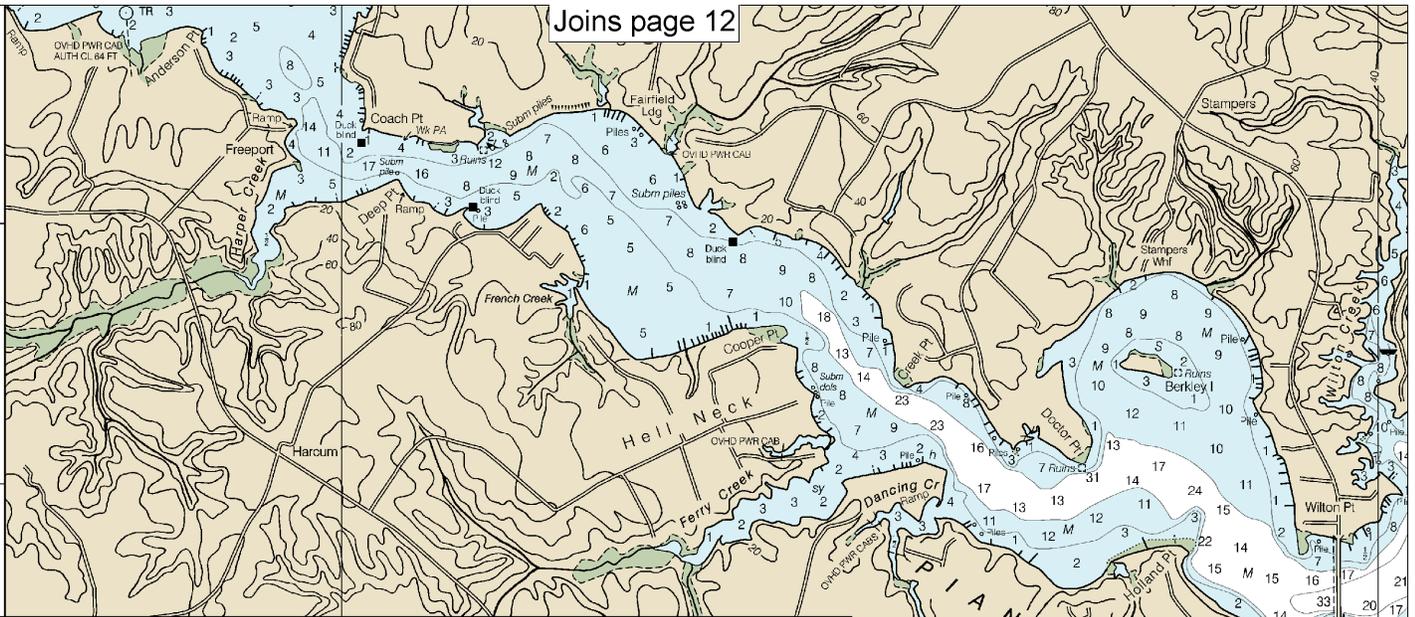
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Joins page 12



12235

34th Ed., Feb. 2014. Last Correction: 11/30/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

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 you about this chart at <http://www.noaa.gov>

16

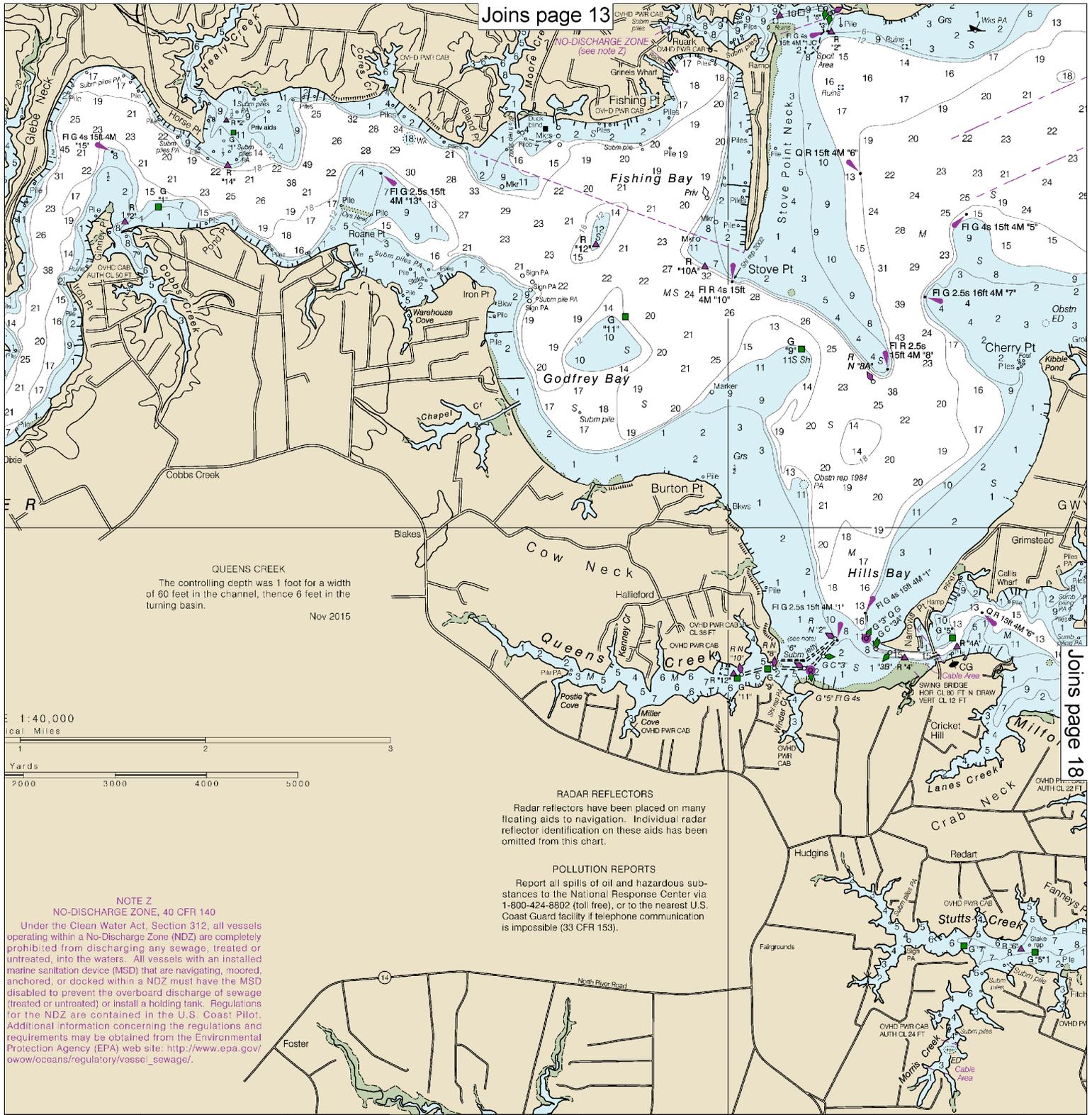
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

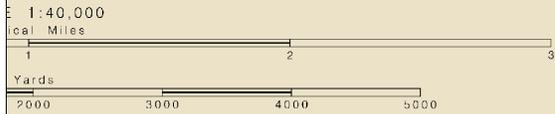
SCALE 1:40,000
Nautical Miles

See Note on page 5.





QUEENS CREEK
 The controlling depth was 1 foot for a width of 60 feet in the channel, thence 6 feet in the turning basin.
 Nov 2015



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.

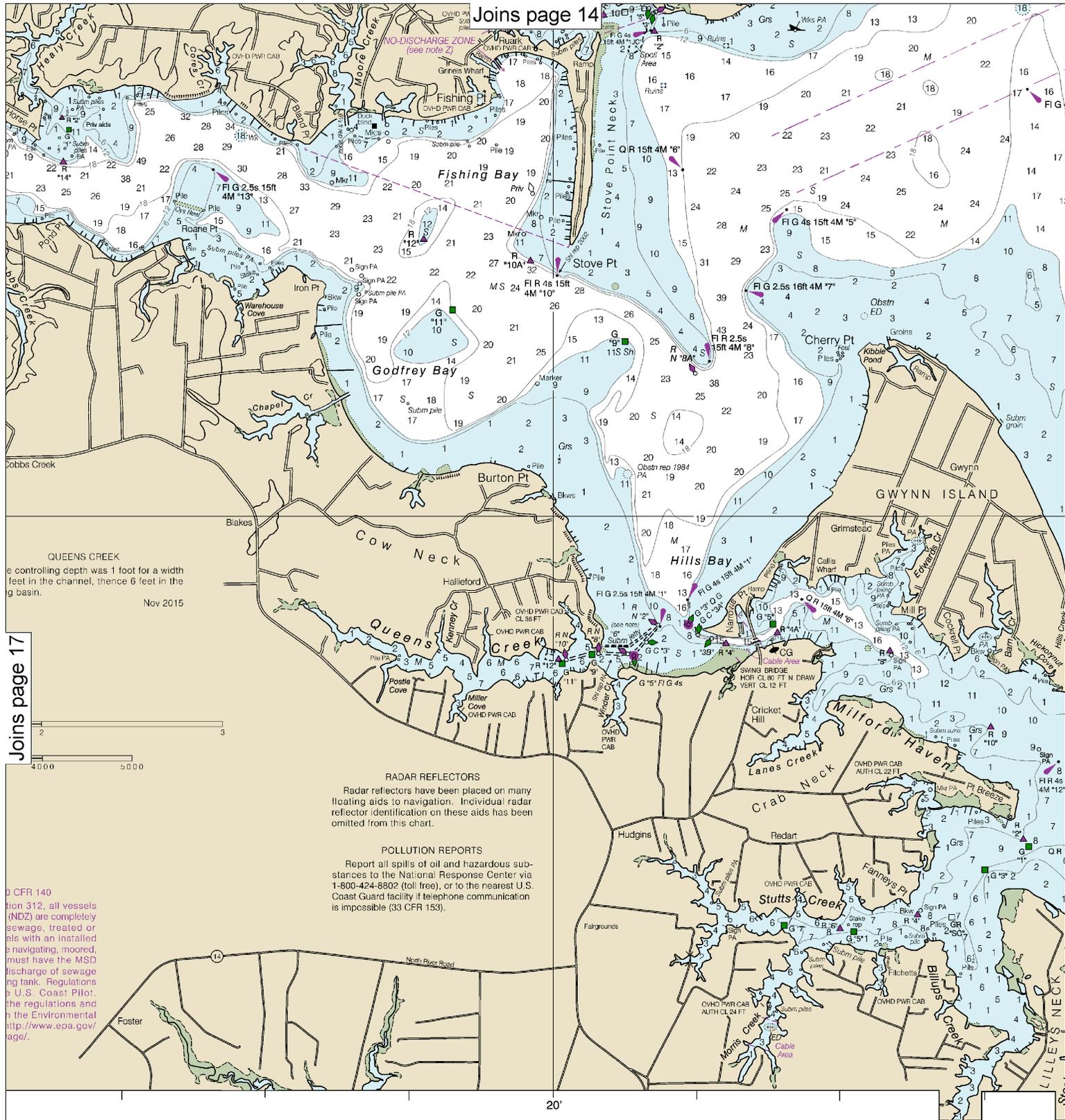
POLLUTION REPORTS
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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/.

users to submit inquiries, discrepancies or comments
<http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

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

SOUNDINGS



Joins page 17

33 CFR 140
 Section 312, all vessels
 (NDZ) are completely
 sewage, treated or
 els with an installed
 navigating, moored,
 must have the MSD
 discharge of sewage
 ng tank. Regulations
 U.S. Coast Pilot,
 the regulations and
 n the Environmental
 (http://www.epa.gov/
 age/).

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.

POLLUTION REPORTS
 Report all spills of oil and hazardous sub-
 stances to the National Response Center via
 1-800-424-8302 (toll free), or to the nearest U.S.
 Coast Guard facility if telephone communication
 is impossible (33 CFR 153).

is or comments
 nfact.htm.

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

SOUNDINGS IN FEET

18

Note: Chart grid
 lines are aligned
 with true north.

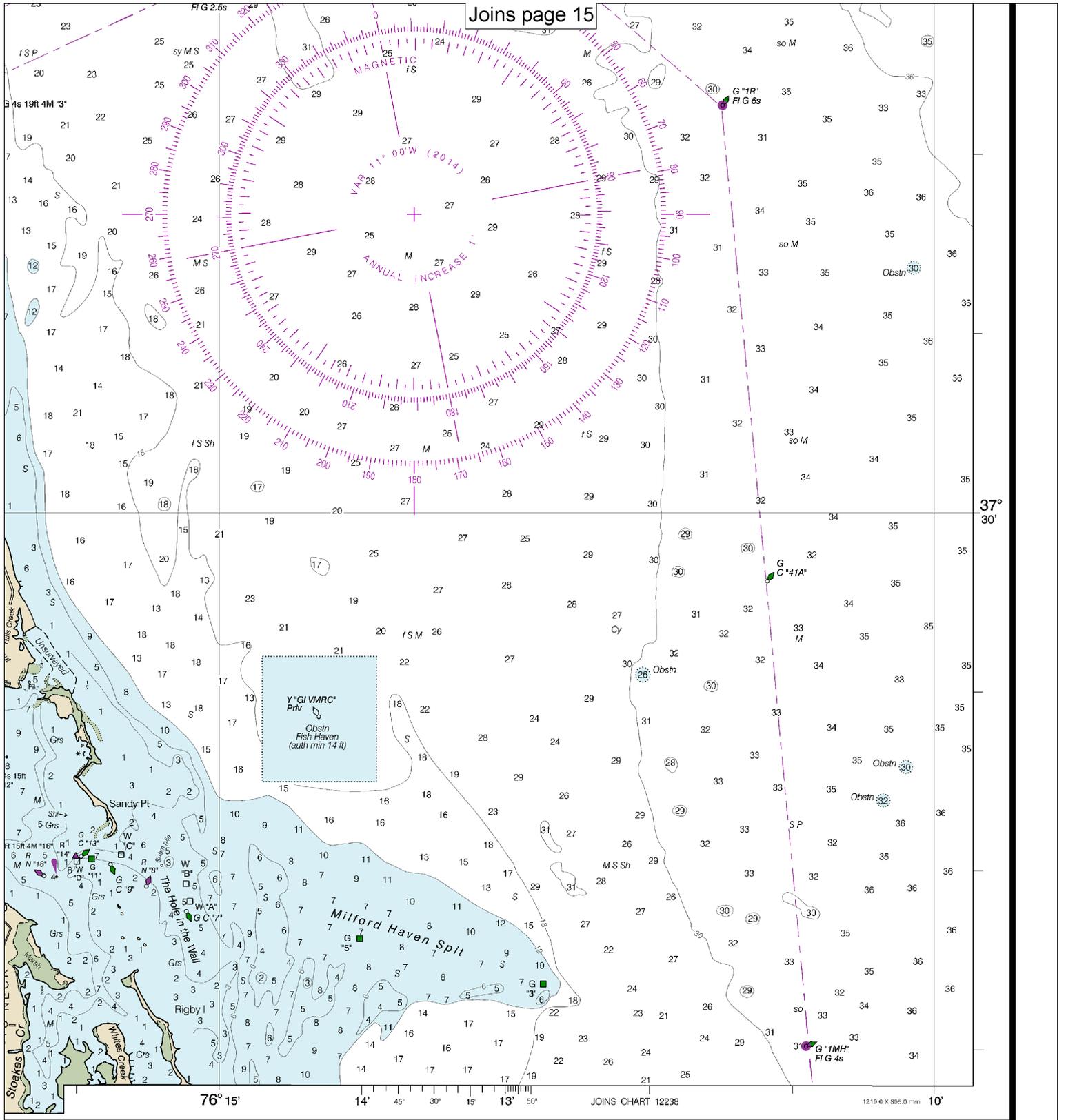
Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



Joins page 15



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

Rappahannock River Entrance
SOUNDINGS IN FEET - SCALE 1:40,000

12235



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>



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