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
**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=122

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(Selected Excerpts from Coast Pilot)

The Cape May-Lewes Ferry crosses the channel in Delaware Bay northward of Cape Henlopen. In bad weather small craft anchor behind the breakwaters north and west of Cape Henlopen. Harbor of Refuge is behind the breakwater that begins 0.7 mile north of Cape Henlopen and extends north-northwestward. Harbor of Refuge Light (38°48.9’N, 75°05.6’W.), 72 feet above the water, is shown from a white conical tower on a cylindrical substructure near the south end of the breakwater; the station has a fog signal. A light marks the breakwater near its northern end.

The harbor has depths of 17 to 70 feet between the breakwater and a shoal ridge. 8 to 12 feet deep, 1 mile to the southwestward. The entrance from across The Shears has depths of 10 feet or less. Harbor of Refuge affords good protection during easterly gales.

Breakwater Harbor is excellent for light-draft vessels in all weather except heavy northwesterly gales and even then affords considerable protection.

Two channels lead through Breakwater Harbor. The channel from the northeast and the ferry basin had depths of 10 feet. The channel from the north had a depth of 10 feet.

Roosevelt Inlet. The inlet is protected by jetties that are awash at low water; each marked by a light on its outer end. The channel is marked by the jetty lights and a 213° lighted range. The current velocity is 0.9 knot in Roosevelt Inlet. Gasoline and diesel fuel can be obtained at a yacht club on the northeast side.

Broadkill River is entered by an inside passage that extends 2 miles from the Roosevelt Inlet jetties to the old mouth of the river.

Twin bridges over Broadkill River have a clearance of 18 feet. Above the bridges, the river has numerous snags and much floating debris.

The Lewes and Rehoboth Canal extends 8 miles from Roosevelt Inlet to Rehoboth Bay. The entrance to Rehoboth Bay is between marked, submerged, stone jetties southwest of Dewey Beach. The speed limit is 4 miles per hour in the canal.

Bridges and cables.—The U.S. Route 9 Business highway bridge over the canal at Lewes has a bascule span with a clearance of 15 feet. The overhead power cable to the west of the bridge has a clearance of 68 feet. The Delaware Coast Line railroad bridge, 0.2 mile southeastward of the highway bridge, has a 46-foot swing span with a clearance of 10 feet; the span remains in the open position except for infrequent passage of trains; the overhead cable at the bridge has a clearance of 68 feet. The U.S. Route 9 fixed highway bridge 100 yards southeastward of the railroad bridge has a 46-foot span with a clearance of 35 feet. These bridges restrict the normal water flow in the canal and produce very strong currents. Small craft should proceed with caution in these areas.

The State Route 1 Alternate highway bridge over the canal at Rehoboth Beach, 6.5 miles from Roosevelt Inlet, has a 49-foot bascule span with a clearance of 16 feet; the overhead power cables on the north side of the bridge have a least clearance of 55 feet. The State Route 1 fixed highway bridge, 0.3 mile farther southward, has a clearance of 35 feet. The overhead power cables on the north and south side of the bridge have a least clearance of 55 feet. (See 117.1 through 117.59 and 117.239, chapter 2, for drawbridge regulations.)

A channel leads from Indian River Inlet through Indian River Bay and up Indian River to Millsboro, 12 miles above the inlet. The channel from the entrance to Buoy 20 in Indian River Bay is subject to continual change due to severe shoaling. The channel is marked by uncharted buoys that are frequently shifted to mark the best water. The channel to Millsboro is marked by daybeacons and seasonal buoys.

Currents.—The current velocity is about 2 knots; caution is necessary, because the buoys sometimes tow under. The fixed highway bridge over Indian River Inlet has a clearance of 35 feet for a midwidth of 100 feet or 32 feet for a width of 200 feet. The stub ends of a former drawbridge, now used as fishing piers, are close westward of the bridge. An overhead power cable with a clearance of 66 feet crosses the inlet about 100 yards westward of the bridge.

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

RCC Norfolk Commander 5th CG District (575) 398-6231
Norfolk, VA
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

PORT SIDE
ODD NUMBERED AIDS

<table>
<thead>
<tr>
<th>Light</th>
<th>Lighted Buoy</th>
<th>Green Light Only</th>
<th>Flashing (2)</th>
<th>Flashing</th>
<th>Occulting</th>
<th>Quick Flashing</th>
<th>ISO</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>Red Light Only</td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

PREferred CHANNEL
NO NUMBERS – MAY BE LETTERED

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<th>Preferred Channel to Starboard</th>
<th>Preferred Channel to Port</th>
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<th>Compostie Group Flashing (2+1)</th>
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</thead>
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<tr>
<td>Topmost Band Green</td>
<td>Topmost Band Red</td>
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</tbody>
</table>

STARBOARD SIDE
EVEN NUMBERED AIDS

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<th>Lighted Buoy</th>
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<th>Flashing (2)</th>
<th>Flashing</th>
<th>Occulting</th>
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<th>ISO</th>
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</thead>
<tbody>
<tr>
<td>2</td>
<td></td>
<td>Red Light Only</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

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.
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 page 8

Area is open to unrestricted surface navigation, but all vessels are cautioned to proceed to anchor, drogue, trawl, lay cables, bottom, or conduct any other similar type of operation because of residual danger from mines on the bottom.

NOTE C

PRECAUTIONARY AREA

Traffic lanes and the associated pre-cautionary area established at the approaches to Delaware Bay are completely shown on Chart 12214. Traffic within the Precautionary Area may consist of vessels operating between Delaware Bay and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The normal Pilot Uplanders Area is outlined by a magenta line.

NOTE D

CAUTION

The aids to navigation in Delaware Bay and Indian River Inlet are unreliable and the remaining portions of fixed aids, damaged or destroyed by ice or coastal storms, may be hazardous to navigation. Extreme caution is necessary when navigating these waters. Aids to navigation, Indian River Inlet Light 4 to 17 marks a shifting channel, and are not shown.

Total Information

<table>
<thead>
<tr>
<th>NAME</th>
<th>DATE</th>
<th>Mean High</th>
<th>Mean Low</th>
<th>Mean High Water</th>
<th>Mean Low Water</th>
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</thead>
<tbody>
<tr>
<td>False Bottom Beach</td>
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<td>4.1</td>
<td>4.2</td>
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</tbody>
</table>

Additional information can be obtained at: https://www.navcen.uscg.gov.

For Symbols and Abbreviations see Chart No. 1

COLDRECS: International Regulations for Preventing Collisions at Sea, 1972. Division lines are shown thus:

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

Temporary changes or defects in aids to navigation are not indicated on this chart. See local notice to mariners. During stormy weather 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

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown here.

CAUTION

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

SOUNDINGS

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 https://charts.noaa.gov.

Note: Chart grid lines are aligned with true north.
INDIAN RIVER
The controlling depth was 16 feet for a width of 200 feet in Indian River Inlet to the fixed bridge. Position of aids 4 to 28 mark a shifting channel from the fixed bridge to Buoy 30. Buoy 4 to 17 are not charted due to the continually changing depths. The controlling depth was 1 foot from Buoy 19 to Millsboro.

Sep 1995 - Jul 2014

UNITED STATES - EAST COAST
DELAWARE
CAPE HENLOPEN TO INDIAN RIVER INLET

Mercator Projection
Scale 1:40,000 at Lat. 38°42'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

Note: Chart grid lines are aligned with true north.
Printed at reduced scale. See Note on page 5.
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.

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
Chart and chart related inquiries and comments — http://ocsdata.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/nfd/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 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.