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.


(Selected Excerpts from Coast Pilot)
Chesapeake Bay, the largest inland body of water along the Atlantic coast of the United States, is 168 miles long with a greatest width of 23 miles. The bay is the approach to Norfolk, Newport News, Baltimore, and many lesser ports. Deep-draft vessels use the Atlantic entrance, which is about 10 miles wide between Fishermans Island on the north and Cape Henry on the south. Medium-draft vessels can enter from Delaware Bay on the north via Chesapeake and Delaware Canal, and lightdraft vessels can enter from Albemarle Sound on the south via the Intracoastal Waterway.

The waters surrounding a vessel that is carrying liquefied petroleum gas are a safety zone while the vessel transits the Chesapeake Bay and Elizabeth River. (See 165.506, chapter 2, for limits and regulations.)

North Atlantic Right Whales—Endangered North Atlantic right whales may occur within 30 miles of the Virginia coasts in the approaches to the Chesapeake Bay (peak season: November through April, although right whales have been sighted in the area year round). (See North Atlantic Right Whales, indexed as such in Chapter 3, for more information on right whales and recommend measures to avoid collisions.) All vessels 65 feet or greater in length overall (L.O.A.) and subject to the jurisdiction of the United States are restricted to speeds of 10 knots or less in a Seasonal Management Area existing around the entrance to the Chesapeake Bay between November 1 and April 30. The area is defined as the waters within a 20-nm radius of 37°00'36.9"N., 75°57'50.5"W. (See 50 CFR 224.105 in Chapter 2 for regulations, limitations, and exceptions.)

Chesapeake Light (36°54'17"N., 75°42'46"W.), 117 feet above the water, is shown from a blue tower on a white superstructure on four piles, 14 miles eastward of Cape Henry. The name CHESAPEAKE is displayed on all sides. A sound signal and racon are at the light. A fish haven, consisting of sunken fishing-boat hulls and marked by private unlighted buoys, is about 0.4 mile southwestward of the light.

Cape Charles, on the north side of the entrance, is low and bare, but the land back of it is high and wooded. Wise Point is the most southerly mainland tip of the cape. Low Fishermans Island, a National Wildlife Refuge, is 1 mile south of Wise Point.

The southwest end of Smith Island is 2.4 miles eastward of Wise Point; the island is 6 miles long, low and sparsely wooded, and awash at half tide midway along its length.

Cape Charles Light (37°07'23"N., 75°54'23"W.), 180 feet above the water, is shown from an octagonal, pyramidal skeleton tower, upper part black and lower part white, on the southwestern part of Smith Island.

Smith Island Shoal, which breaks in heavy weather, has depths of 21 feet 7.5 miles east-southeast of Cape Charles Light. Depths less than 40 feet extend another 5 miles northeastward. Outer limits of the shoal area are marked by a lighted buoy.

Nautilus Shoal, which extends 4 miles southeastward from Fishermans Island, has patches with depths of 6 to 11 feet. The buoyed channel along the southwest side of Nautilus Shoal, thence northward between Fishermans Island and Inner Middle Ground, had a controlling depth of about 16 feet in 1977-1980. The channel is used by local vessels drawing up to 12 feet. This channel is not recommended for strangers because of shifting shoals. In 1996, a 10-foot shoal was reported 1.5 miles S of Fishermans Island in about 37°03'31.2"N., 075°57'27.0"W. Breakers frequently occur along the axis of Middle Ground, starting on the seaward side of the Chesapeake Bay Bridge Tunnel and continuing the entire length of the shoal. This phenomenon appears to be associated with large swells rolling in from sea from the south-southeast to southeast.

Cape Henry, on the south side of the entrance, has a range of sand hills about 80 feet high.

Cape Henry Light (36°55'35"N., 76°00'26"W.), 164 feet above the water, is shown from an octagonal, pyramidal tower, upper and lower half of each face alternately black and white, on the beach near the turn of the cape.

A naval restricted area extends northward and eastward from Cape Henry. (See 334.320, chapter 2, for limits and regulations.)
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

PORT SIDE
ODD NUMBERED AIDS
- GREEN LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
- PREFERRED CHANNEL TO STARBOARD
- TOPMOST BAND GREEN
- GREEN LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
- PREFERRED CHANNEL TO PORT
- TOPMOST BAND RED
- RED LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE
EVEN NUMBERED AIDS
- RED LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

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

UNITED STATES - EAST COAST
MARYLAND AND VIRGINIA

CHESAPEAKE BAY

Mercator Projection
Scale 1:200,000 at Lat. 38°10'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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, 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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

POULATION REPORTS
Report all spills of oil and hazardous substances to the National Response Center, 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility. If telephone communication is impossible (33 CFR 155).

For Symbols and Abbreviations see Chart No. 1

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

SMALL CRAFT WARNINGS
During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland and Virginia coastlines and in the Chesapeake Bay. Any small craft operating within this area should proceed with caution.

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 Geodetic Intelligence Agency Publication 117.

For Chart Grids see Chart No. 1

Note: Chart grid lines are aligned with true north.
NOTE F

TRAFFIC SEPARATION SCHEME

The traffic separation scheme is designed to aid in the prevention of collisions at the approaches to Chesapeake Bay and does not supersede or alter the applicable Rules of the Road.

The RECOMMENDED routes for entering and departing from Chesapeake Bay are overprinted on this chart. The Northeast Approach is marked by a tinted magenta line centered on a line of ferry buoys which separates the courses of inbound and outbound vessels. Vessels should leave all buoys on their port hand.

It is RECOMMENDED that the following ships use the Southern Approach deep-water route when bound for Chesapeake Bay from sea or to sea from Chesapeake Bay: Deep-draft ships, draft defined as 42 feet (12.8 meters) or greater in fresh water, and naval aircraft carriers, ships drawing less than 42 feet (12.8 meters) may use the deep-water route when, in their master’s judgment, the effects of ship characteristics, its speed, and prevailing environmental conditions may cause the draft of the ship to equal or exceed 42 feet (12.8 meters).

It is RECOMMENDED that a ship using the deep-water route:

Announce its intention on VHF-FM channel 16 as it approaches Chesapeake Bay Southern Approach Lightvessel Buoy "CG," on the south end, or Chesapeake Bay Entrance Lightvessel Buoy "CH," on the north end of the route.

Avoid, as far as practicable, overtaking other ships operating in the deep-water route.

Keep as near to the outer limit of the route which lies on the starboard side as is safe and practicable.

All other ships approaching the Chesapeake Bay traffic separation scheme should use the appropriate inbound or outbound traffic lane of the traffic separation scheme. Traffic within the precautionary area may consist of vessels operating between Thomas Point Shoal and Chesapeake Channel and one of the southeastern traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The northbound traffic division is outlined by a magenta band.
NOTE F

TRAFFIC SEPARATION SCHEME

The traffic separation scheme is designed to avoid the occurrence of collisions at the approaches to the Chesapeake Bay and does not supersede or alter the applicable Rules of the Road.

The RECOMMENDED routes for entering and departing from Chesapeake Bay are superimposed on this chart. The Northeast Approach is marked by a white magenta line centered on a line of ferryway buoys which separate the courses of inbound and outbound vessels. Vessels should leave all buoys on their port hand.

It is RECOMMENDED that the following ships use the Southern Approach deep-water route when bound for the Chesapeake Bay from east or to east from the Chesapeake Bay. Deep-draft ships, defined as 47 feet/14 meters or greater in register, and vessels sailing in line may use the deep-water route when, in their master’s judgment, the effects of ship characteristics, ice or snow, and prevailing environmental conditions may cause the draft of the ship to equal or exceed 47 feet/14 meters.

It is RECOMMENDED that a ship using the deep-water route announce its intention on VHF-AM channel 16 as it approaches the Chesapeake Bay Entrance Light. Lighted buoy "C1", or the south end, or Chesapeake Bay Entrance Lighted Buoy "C1", on the north end of the route. Avoid, as far as practicable, overtaking other ships operating in the deep-water route.

Keep as near to the outer limit of the route which lies on the starboard side as is safe and practicable.

All vessels approaching the Chesapeake Bay traffic separation scheme should use the appropriate inbound or outbound traffic lane of the traffic separation scheme.

Traffic within the confluence area may consist of vessels operating between the Three States and Chesapeake Channels and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The normal Pilot Boarding Area is outlined by a magenta line.

Note: Chart grid lines are aligned with true north.
NOTE
TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart in the vicinity of Smith Point are RECOMMENDED for all vessels except small craft. They have been designed to aid in the prevention of collisions but are not intended in any way to supersede or alter the applicable Rules of the Road. The recommended route is marked by a layside buoy and a fixed egg-crate band which separates the courses of inbound and outbound vessels. Vessels should leave the buoy on their port hand.
Note: Chart grid lines are aligned with true north.
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Joins page 14

Joins page 19
Note: Chart grid lines are aligned with true north.
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.

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.nrd.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 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

Have all persons put on life jackets!

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.