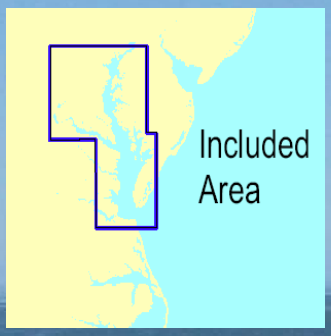
BookletChart™

Chesapeake Bay

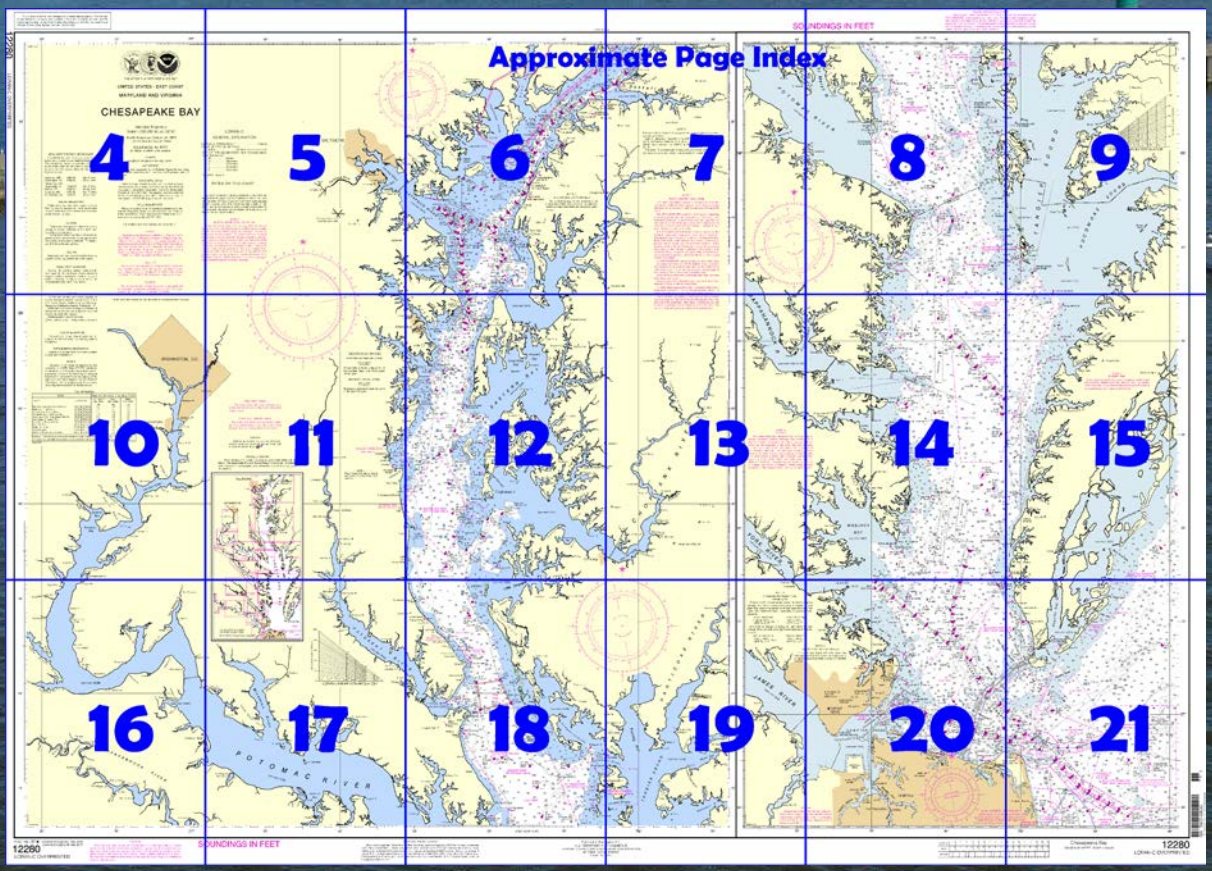
NOAA Chart 12280

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/coastpilot_w.php?book=3.

(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 sigted 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 Inner 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.)

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

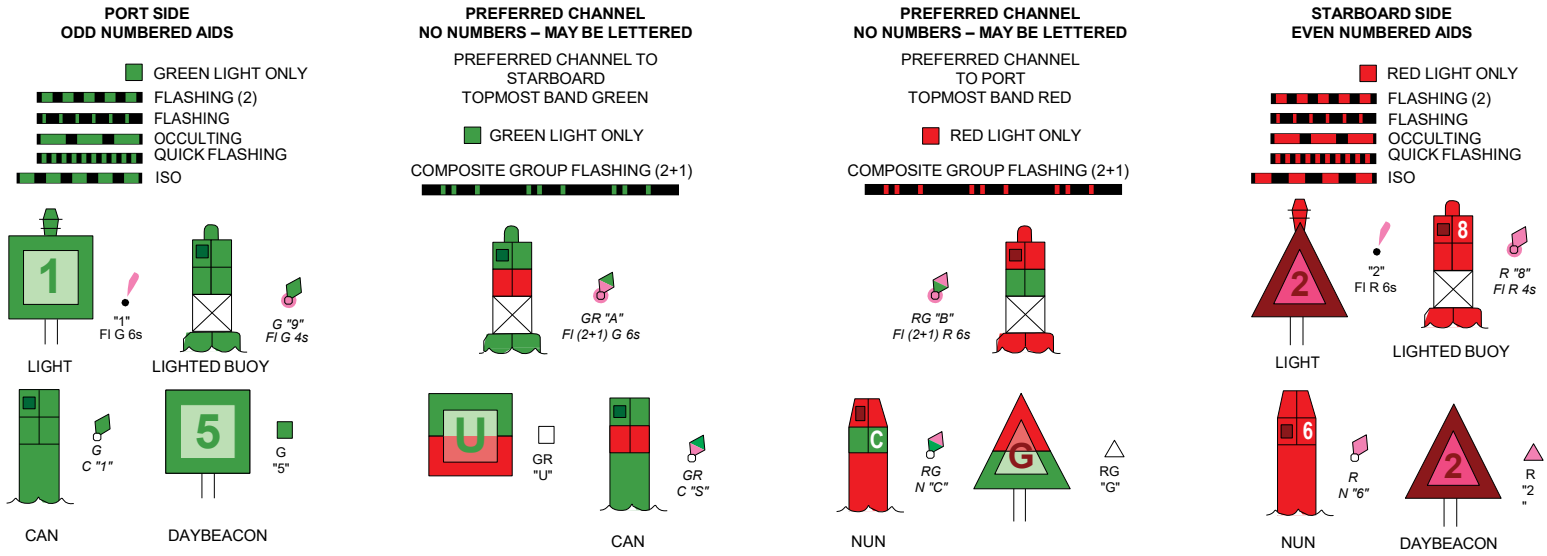
RCC Norfolk	Commander 5th CG District Norfolk, VA	(575) 398-6231

Navigation Manager Regions

To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/

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

12280

20' 10' 77° 50'

KAPP 2974

NOAA

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

UNITED STATES - EAST COAST

MARYLAND AND VIRGINIA

CHESAPEAKE BAY

20'

10'

39°

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

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.

Baltimore, MD	KEC-63	162.400 MHz
Washington, DC (Manassas, VA)	KHB-36	162.550 MHz
Heathsville, VA	WXM-57	162.400 MHz
Norfolk, VA	KHB-37	162.550 MHz
Salisbury, MD	KEC-92	162.475 MHz
Sudlersville, MD	WXK-97	162.500 MHz

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.

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

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 Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

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) o(Approximate location)

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.

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.

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).

For Symbols and Abbreviations see Chart No. 1

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 3 & 4. 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, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland or Norfolk, Virginia.

Refer to charted regulation section numbers.

CAUTION

This chart is not intended for navigating the tributaries and nearshore waters of the Chesapeake Bay. Many wrecks, obstructions and aids to navigation have been omitted from this chart. For detailed information use larger scale charts.

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.

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

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

SUPPLEMENTAL INFORMATION

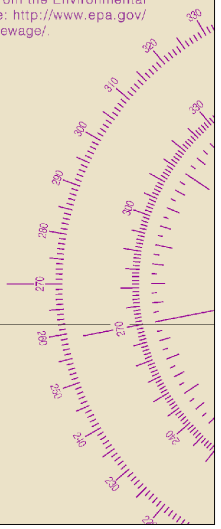
Consult U.S. Coast Pilots 3 & 4 for important supplemental information.

AIDS TO NAVIGATION

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

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

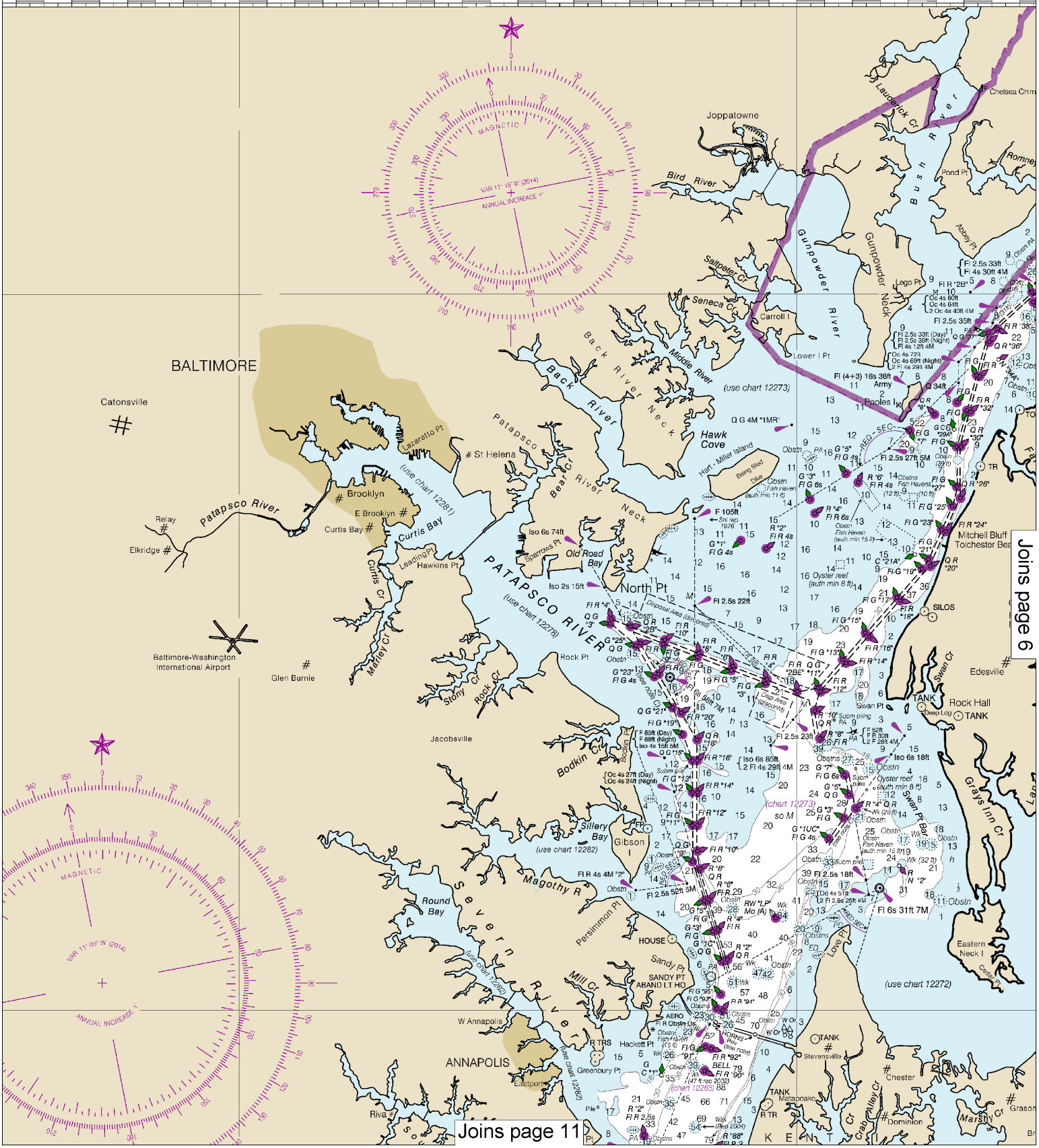
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within 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/.



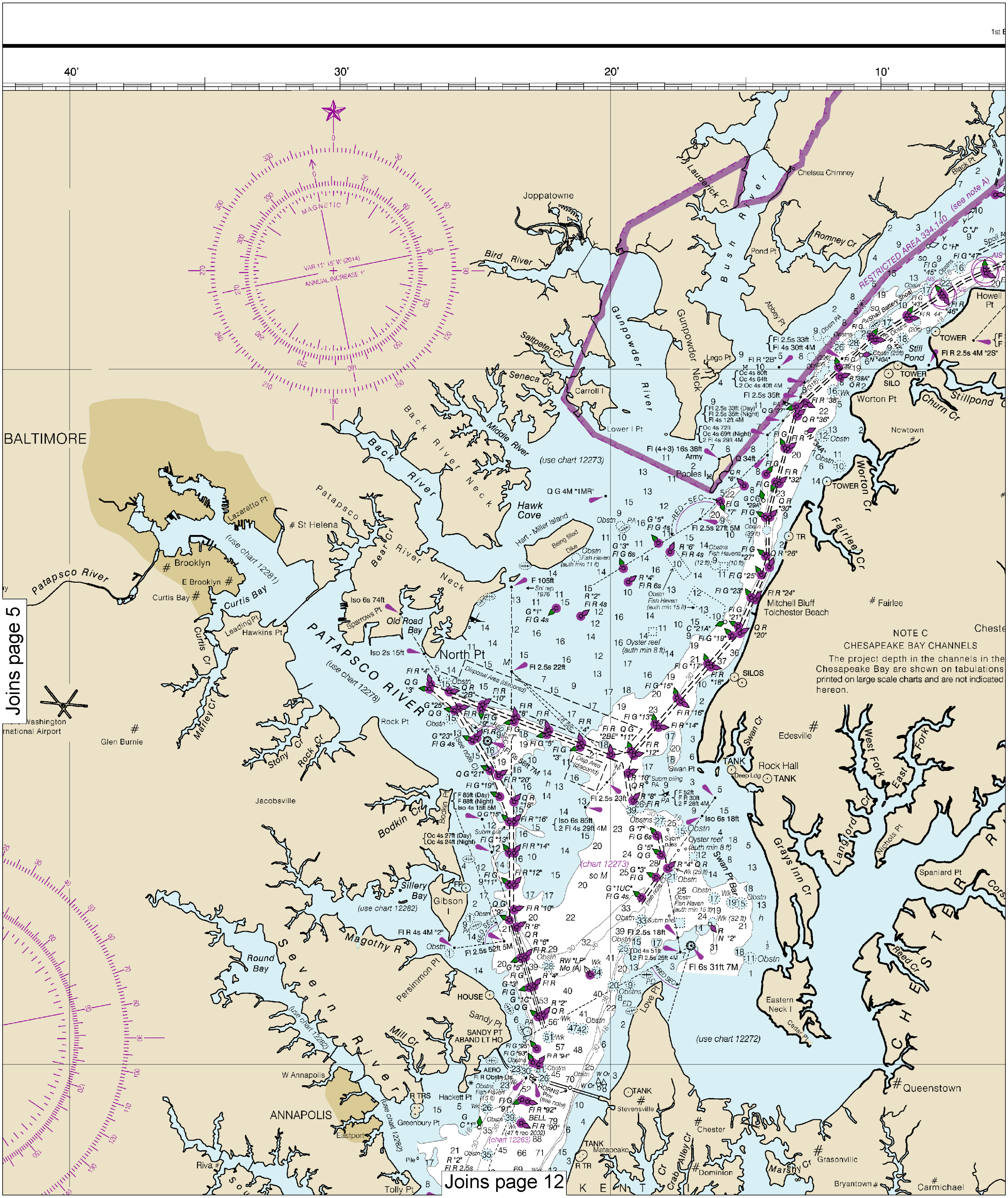
Joins page 10

4

Note: Chart grid lines are aligned with true north.

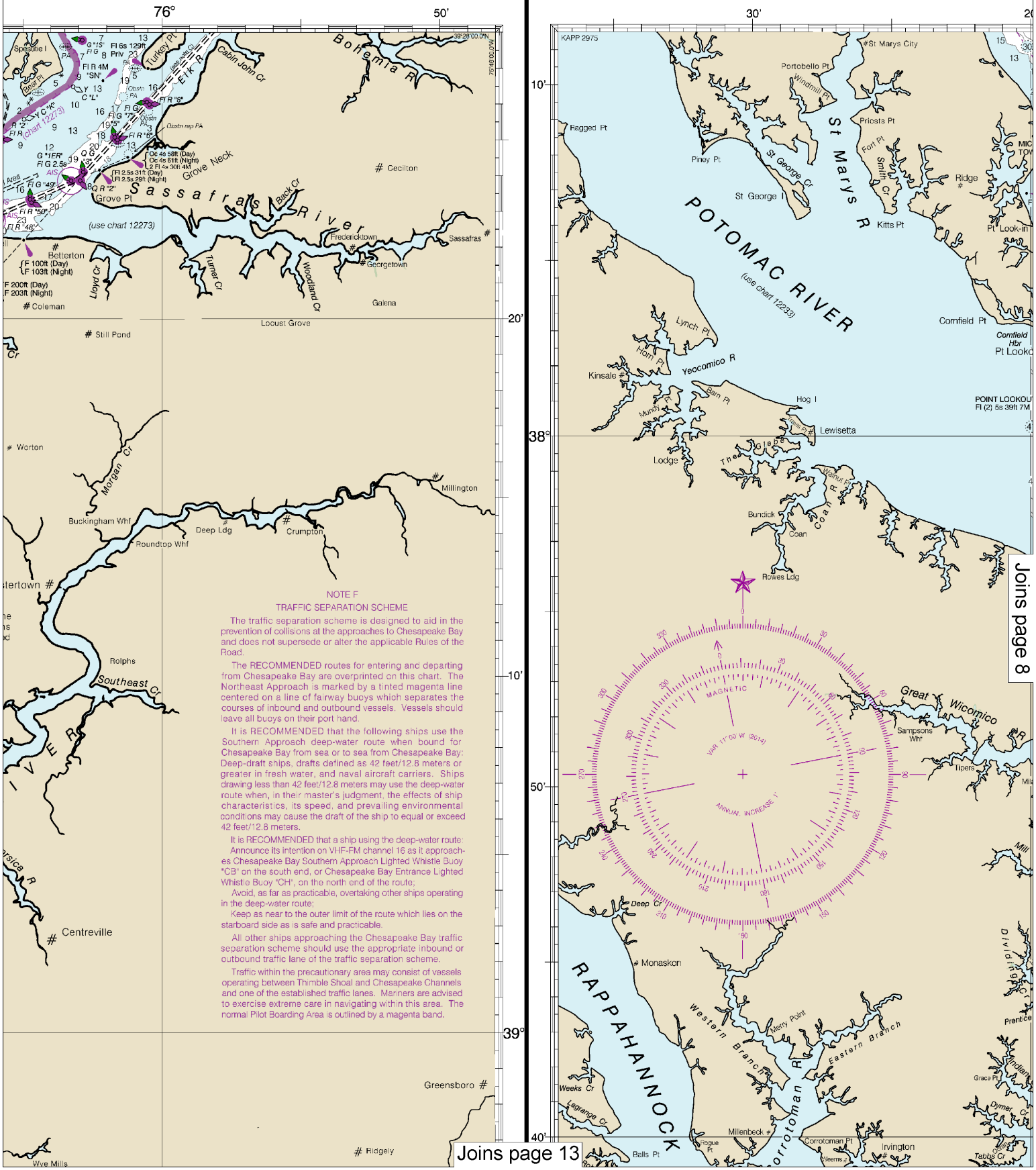


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:266666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

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 fairway 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, drafts 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 Lighted Whistle Buoy "CB" on the south end, or Chesapeake Bay Entrance Lighted Whistle Buoy "CH", on the north end of the route;

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

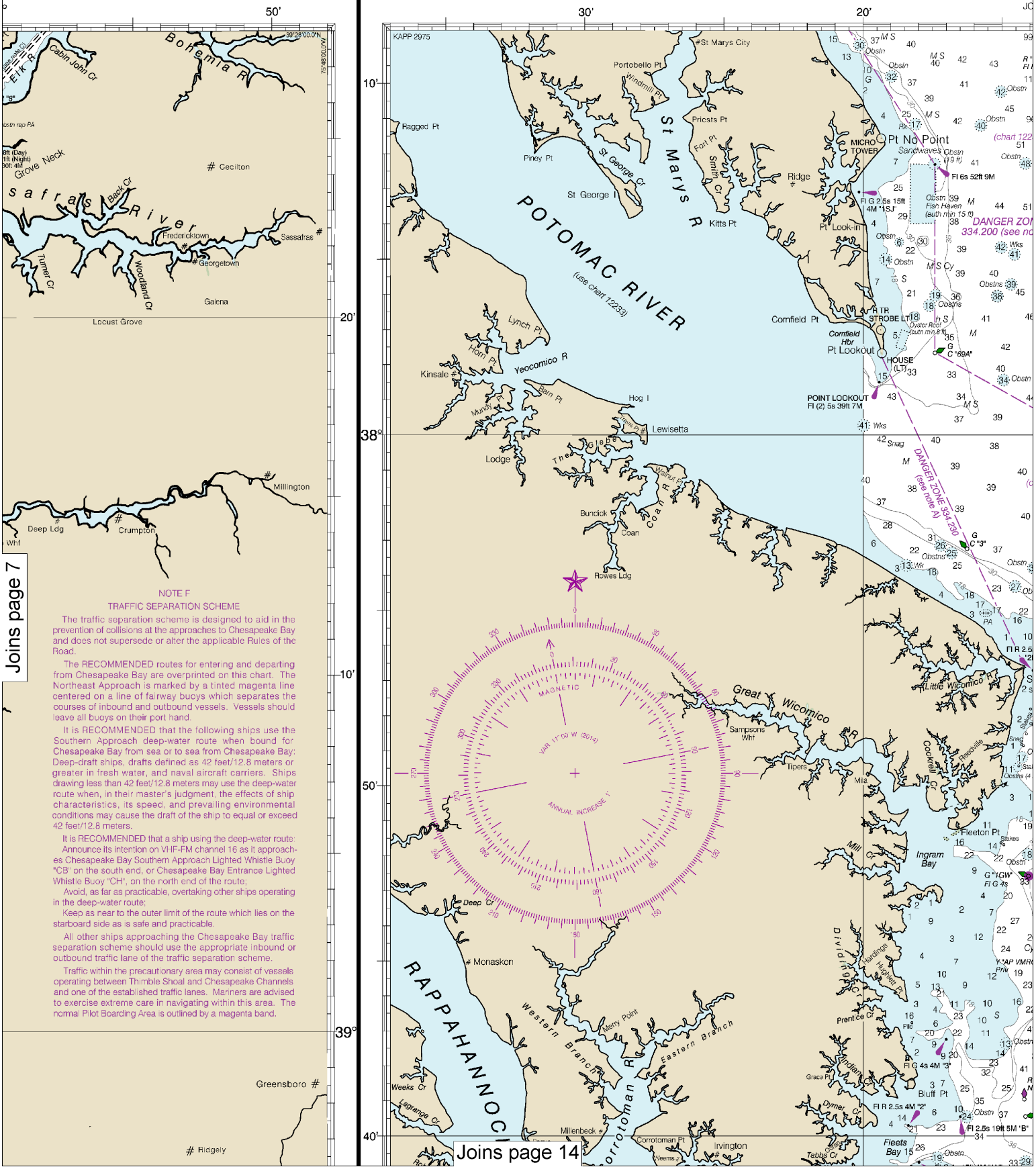
Keep as near to the outer limit of the route which lies on the starboard side as is safe and practicable.

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

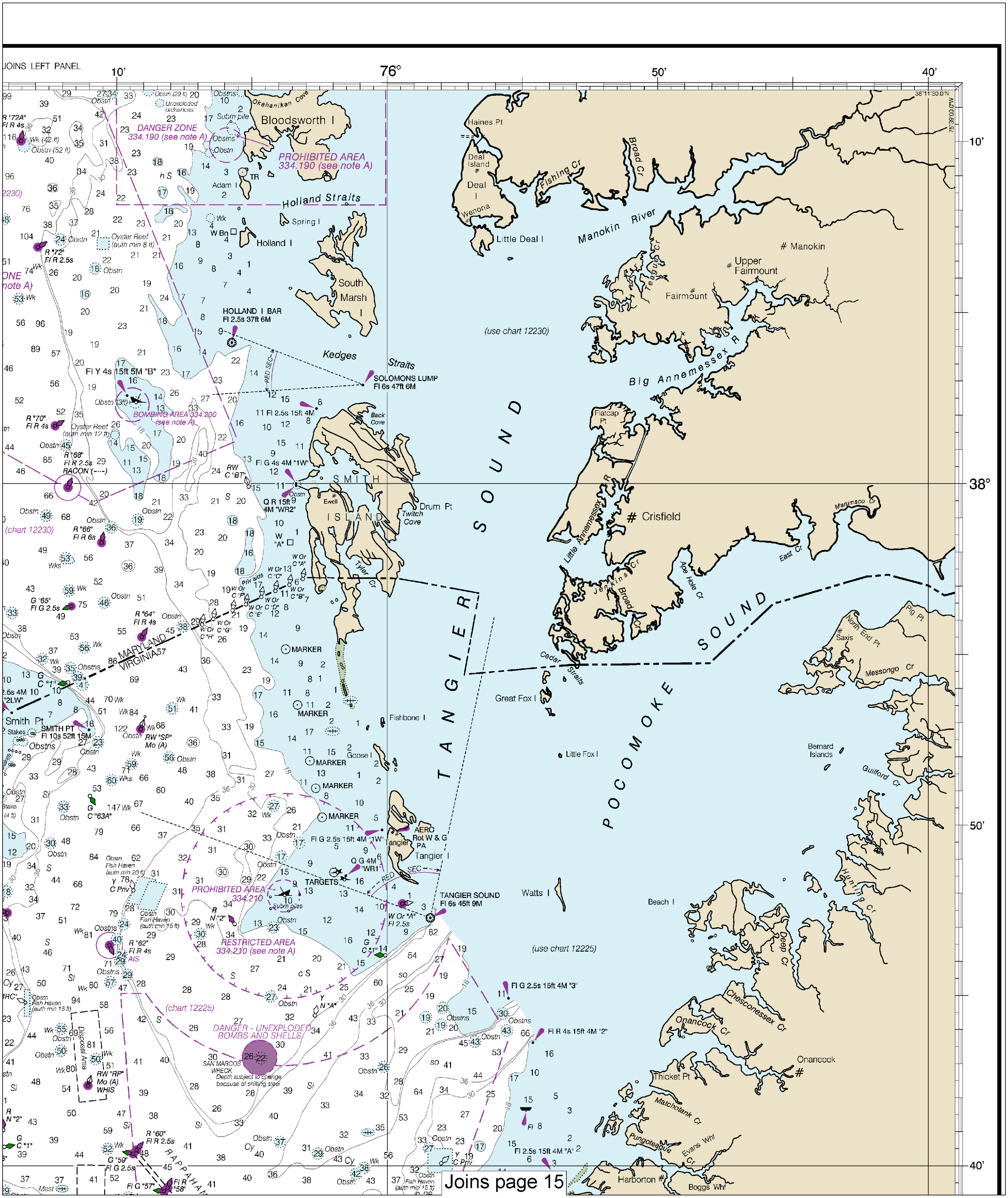
Traffic within the precautionary area may consist of vessels operating between Thimble Shoal and Chesapeake Channels and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The normal Pilot Boarding Area is outlined by a magenta band.

Joins page 8

Joins page 13



Note: Chart grid lines are aligned with true north.


JOINS LEFT PANEL
10'
76°
50'
40'
38°
Bloodsworth I
Okahanikan Cove
DANGER ZONE
334.190 (see note A)
PROHIBITED AREA
334.190 (see note A)
Adam I
Holland Straits
Spring I
Holland I
South Marsh I
HOLLAND I BAR
Fl 2.5s 37ft 6M
Kedges Straits
SOLOMONS LUMP
Fl 6s 47ft 6M
BOMBING AREA 334.200
(see note A)
Haines Pt
Deal Island
Deal I
Wenona
Little Deal I
Fishing Cr
Broad Cr
Manokin River
Manokin
Upper Fairmount
Fairmount
Big Annemessex R
(use chart 12230)
Flatcap Pt
SMITH ISLAND
Ewell
Back Cove
Drum Pt
Twitch Cove
Tyler Cr
Crisfield
Little Annemessex R
Jenkins Cr
Broad Cr
Ape Hole Cr
East Cr
Marumsco Cr
TANGIER SOUND
POCOMOKE SOUND
MARYLAND
VIRGINIA
Cedar Straits
Great Fox I
Fishbone I
Goose I
Little Fox I
Saxis
North End Pt
Pig Pt
Messongo Cr
Bernard Islands
Guilford Cr
Smith Pt
SMITH PT
Fl 10s 52ft 15M
(chart 12230)
(chart 12225)
AERO
Rot W & G
Tangier
Tangier I
Watts I
Beach I
TANGIER SOUND
Fl 6s 45ft 9M
TARGETS
PROHIBITED AREA
334.210
RESTRICTED AREA
334.210 (see note A)
(use chart 12225)
Hunting Cr
Deep Cr
Chesconessex Cr
Onancock Cr
Onancock
Thicket Pt
Matchotank Cr
Pungoteague Cr
Evans Whf
Harborton
Boggs Whf
DANGER - UNEXPLODED
BOMBS AND SHELLS
SAN MARCOS WRECK
Depth subject to change because of shifting sand
Disposal Area
Fl G 2.5s 15ft 4M "3"
Fl R 4s 15ft 4M "2"
Fl 2.5s 15ft 4M "A"
RAPPAHANNOCK
Joins page 15

Joins page 4

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) o(Approximate location)

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.

Th olely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Betterton, Sassafras River Entrance	(39°22'N/76°04'W)	2.2	1.8	0.2
Baltimore, Ft. McHenry	(39°16'N/76°35'W)	1.7	1.4	0.2
Chestertown, Chester River	(39°12'N/76°04'W)	2.7	2.2	0.4
Annapolis, U.S. Naval Academy	(38°59'N/76°29'W)	1.4	1.2	0.2
Washington D.C., Washington Channel	(38°52'N/77°01'W)	3.2	2.9	0.1
Cambridge, Choptank River	(38°34'N/76°04'W)	2.0	1.8	0.2
Wolf Trap Light	(37°23'N/76°11'W)	1.8	1.7	0.1
Hampton Roads, Sewells Point	(36°57'N/76°20'W)	2.8	2.5	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.ncaa.gov.

(Jan 2014)

FISH TRAP AREAS

Fish trap areas and buoys marking the areas are not shown on this chart. See larg scale charts.

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling with the areas of the larger scale charts are sho thereon and are not repeated on this chart.

CAUTION

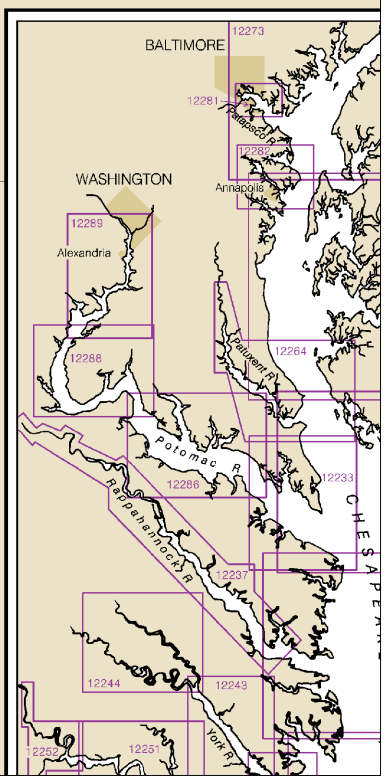
Mariners are warned to stay clear of the pr tective riprap surrounding navigational lig structures shown thus:

SOURCE DIAGRAMS

The entire area of this chart is covered by larger scal below. See larger scale charts for Source Diagrams which of the most recent hydrographic survey information that has for charting.

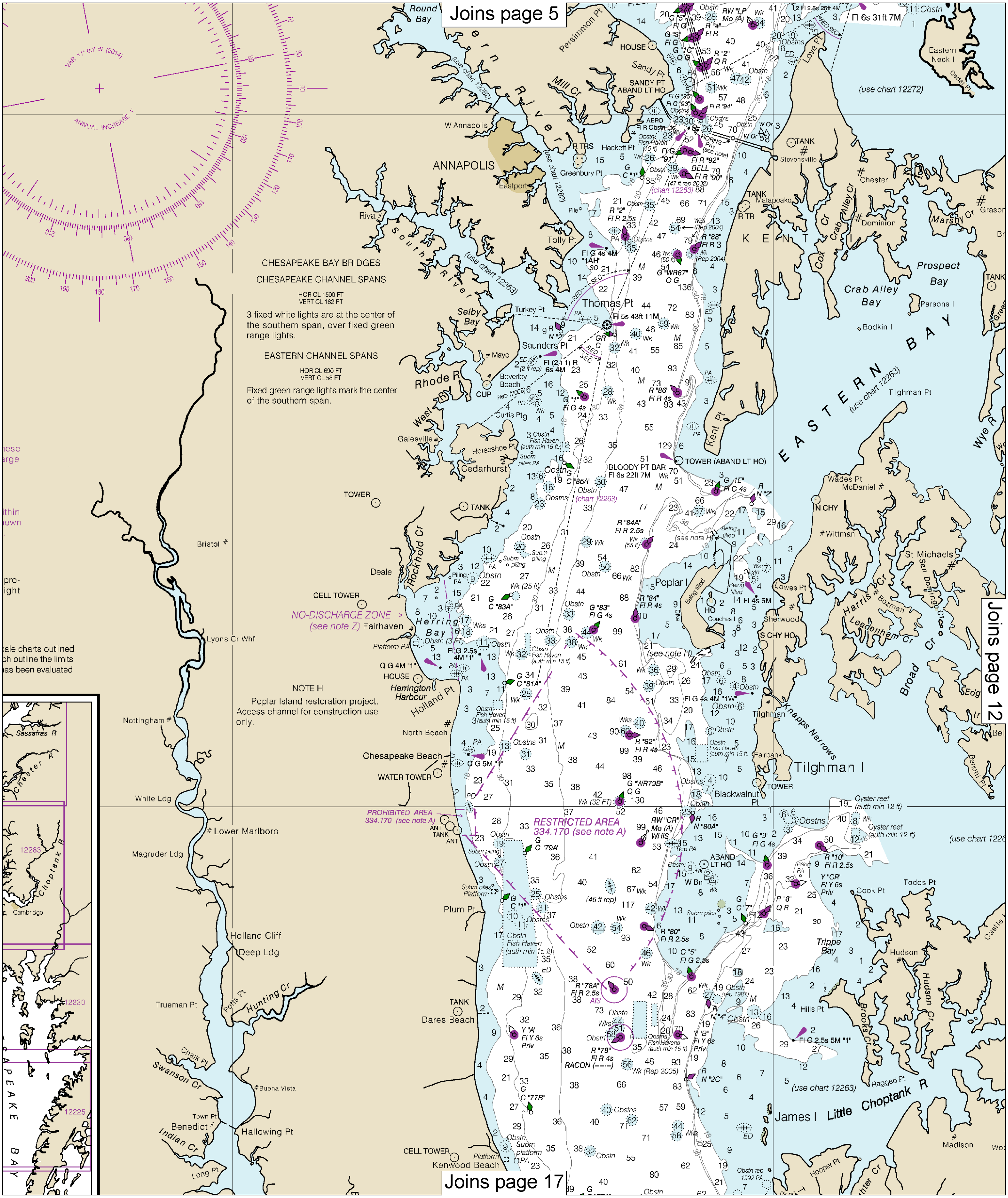
WASHINGTON, D.C.
Anacostia
Glesboro Pt
Marbury Pt
ALEXANDRIA
Fox Ferry Pt
NATIONAL HARBOR
Rosier Bluff
Broad Cr
Sheridan Pt
Riverview
Mt Vernon
(use chart 12289)
Whitestone Pt
Bryan Pt
Piscataway Cr
Marshall Hall
Occoquan #
Occoquan River
Mason Neck
Gunston Cove
Belmont Bay
Hallowing Pt
Occoquan Bay
High Pt
Craney I.
Chapman Pt
Glymont
Indian Head
Freestone Pt
Mattawoman Cr
Deep Pt
Dumfries
Cockpit Pt
Quantico Cr
Stump Neck
Chicamuxen Cr
Quantico #
Poseys Whf
Chopawamsic Cr
Sandy Pt
Port Tobacco
Tobacco R

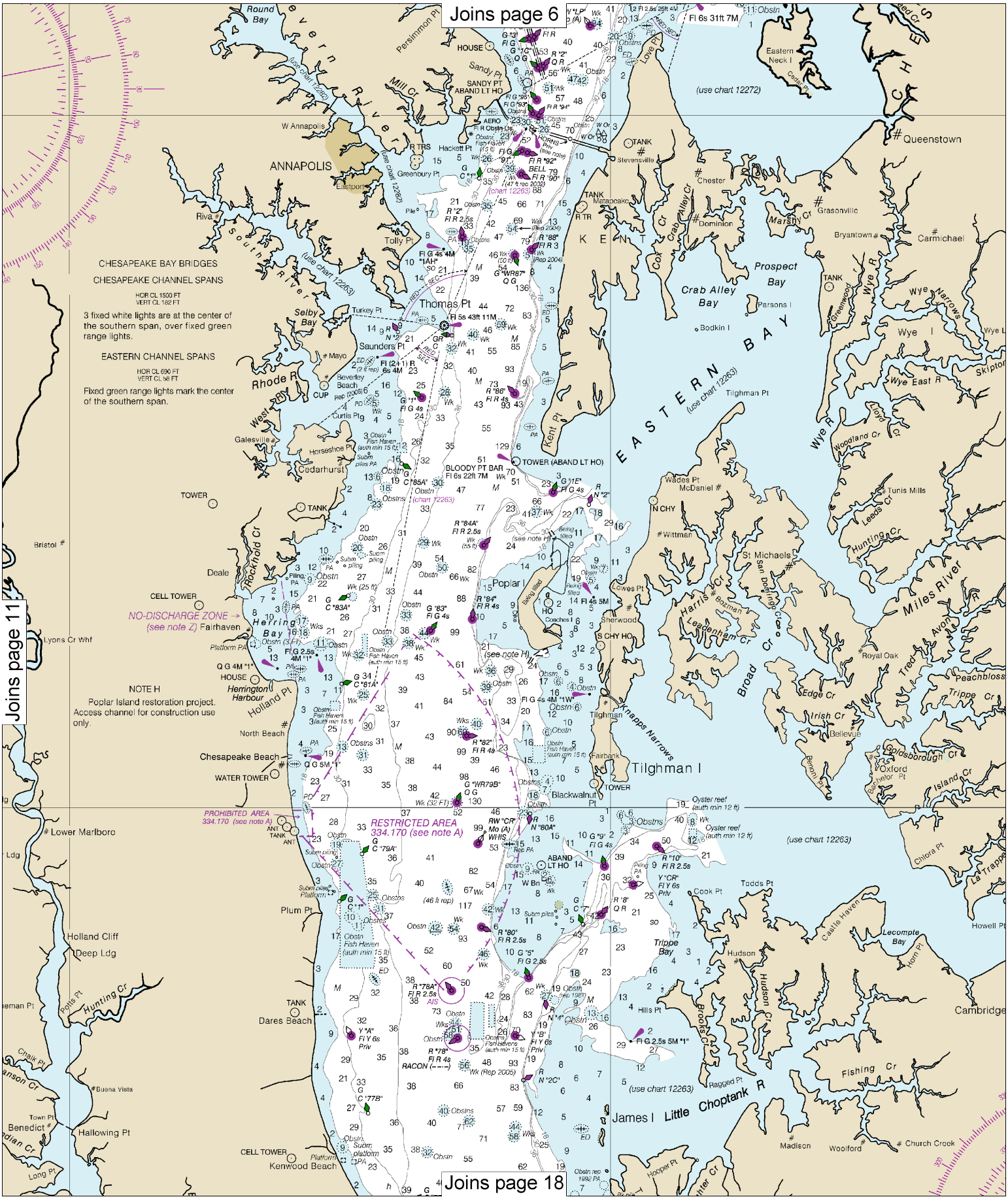
39°
50'
40'
30'



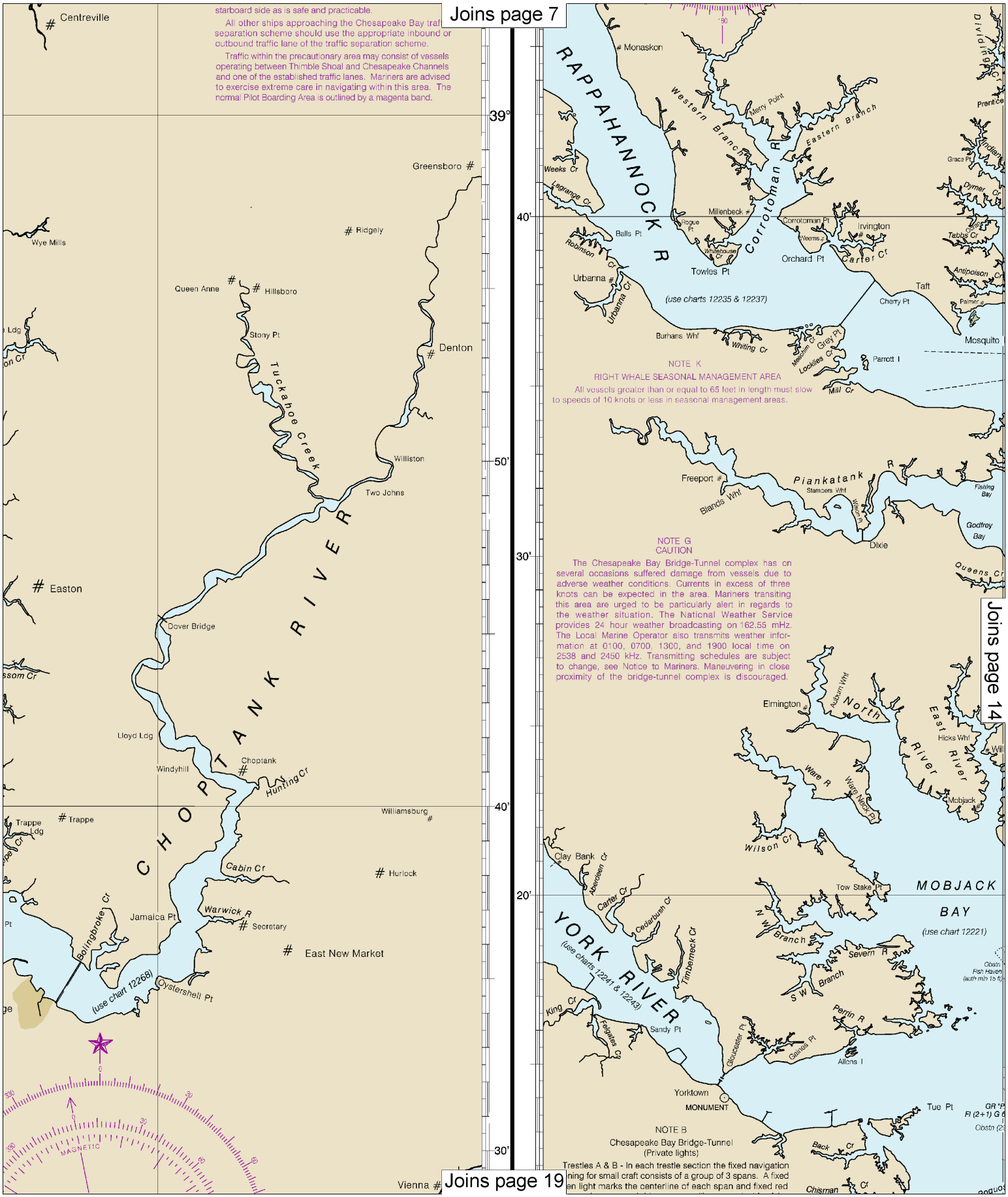
Joins page 16

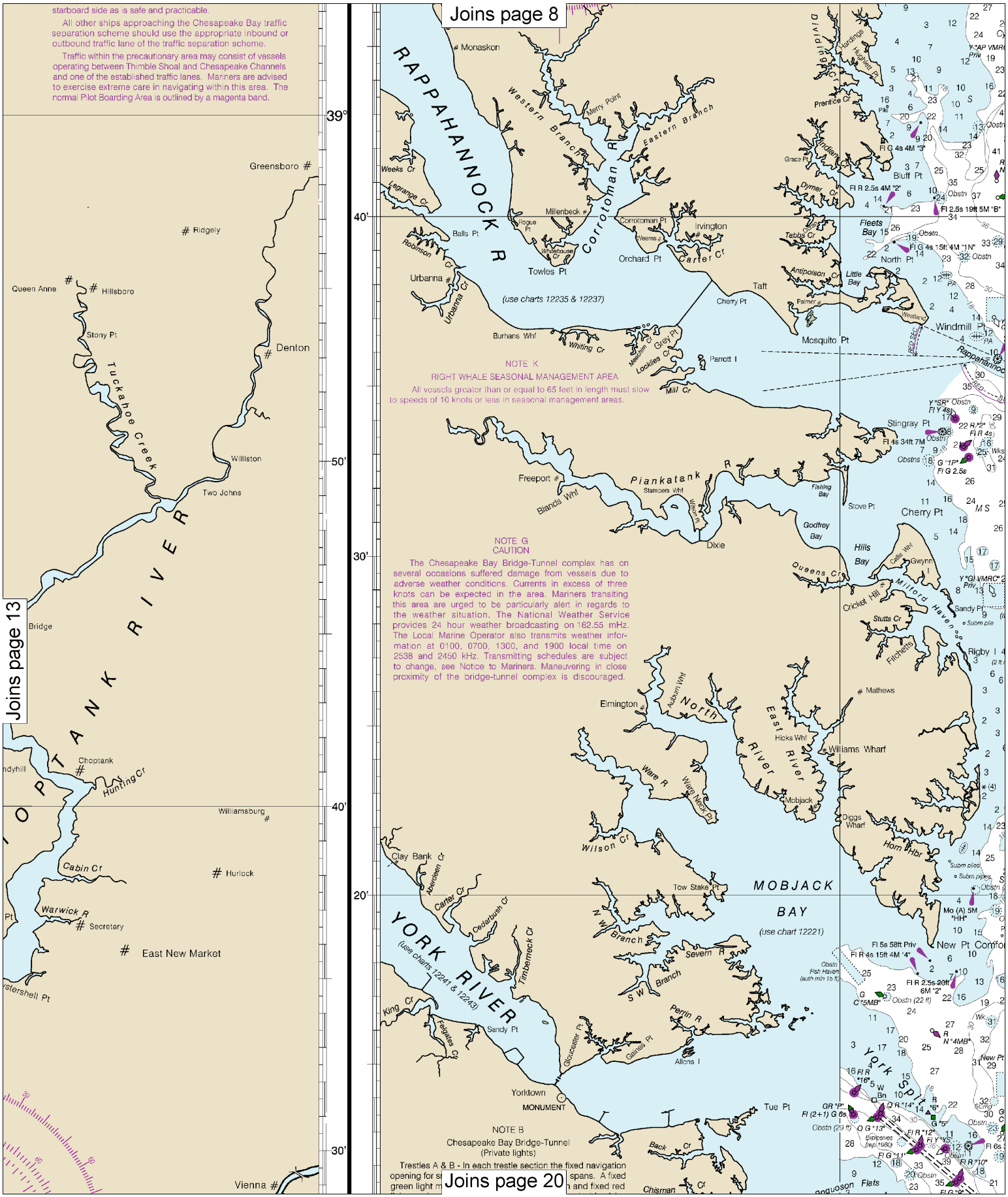
Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 12
Joins page 17
ANNAPOLIS
W Annapolis
Eastport
Severn River
(use chart 12282)
Mill Cr
Round Bay
Persimmon Pt
Sandy Pt
SANDY PT ABAND LT HO
HOUSE
Hackett Pt
Greenbury Pt
R TRS
South River
(use chart 12263)
Riva
Tolly Pt
Thomas Pt
Fl 5s 43ft 11M
Turkey Pt
Selby Bay
Saunders Pt
Mayo
Beverley Beach
Rhode R
West R
CUP
Curtis Pt
Galesville
Horseshoe Pt
Cedarhurst
TOWER
TANK
Rockhold Cr
Deale
CELL TOWER
Bristol
NO-DISCHARGE ZONE
(see note Z)
Fairhaven
Herring Bay
Lyons Cr Whf
HOUSE
Herrington Harbour
Holland Pt
North Beach
Chesapeake Beach
WATER TOWER
Nottingham
White Ldg
PROHIBITED AREA 334.170 (see note A)
RESTRICTED AREA 334.170 (see note A)
Lower Marlboro
Magruder Ldg
Plum Pt
Holland Cliff
Deep Ldg
Trueman Pt
Potts Pt
Hunting Cr
Dares Beach
Chalk Pt
Swanson Cr
Buena Vista
Town Pt
Benedict
Hallowing Pt
Indian Cr
Long Pt
CELL TOWER
Kenwood Beach
CHESAPEAKE BAY BRIDGES
CHESAPEAKE CHANNEL SPANS
HOR CL 1500 FT
VERT CL 182 FT
3 fixed white lights are at the center of the southern span, over fixed green range lights.
EASTERN CHANNEL SPANS
HOR CL 690 FT
VERT CL 58 FT
Fixed green range lights mark the center of the southern span.
NOTE H
Poplar Island restoration project. Access channel for construction use only.
VAR 11° 00' W (2014)
ANNUAL INCREASE 1'
BLOODY PT BAR
Fl 6s 22ft 7M
TOWER (ABAND LT HO)
Poplar I
Coaches I
Tilghman I
Tilghman
Knapps Narrows
Fairbank
Blackwalnut Pt
Sherwood
ABAND LT HO
Stevensville
KENT
Matapeake
Kent Pt
Chester
Cox Cr
Crab Alley Cr
Crab Alley Bay
Dominion
Marshy Cr
Grason
Prospect Bay
Parsons I
Bodkin I
Eastern Neck I
Love Pt
(use chart 12272)
EASTERN BAY
(use chart 12263)
Tilghman Pt
Wye R
Wades Pt
McDaniel
N CHY
Wittman
St Michaels
San Domingo Cr
Harris Cr
Bozman
Leadenham Cr
Broad Cr
Lowes Pt
S CHY HO
Oyster reef (auth min 12 ft)
Cook Pt
Todds Pt
Tripps Bay
Hudson
Hudson Cr
Brooks Cr
Hills Pt
Ragged Pt
James I
Little Choptank R
Madison
Hooper Pt
Fl 6s 31ft 7M
Sassafras R
Chester R
Choptank R
Cambridge
12263
12230
12225
CHESAPEAKE BAY



Note: Chart grid lines are aligned with true north.


Joins page 7
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 Thimble Shoal 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 band.
Centreville
Greensboro
Ridgely
Wye Mills
Queen Anne
Hillsboro
Stony Pt
Tuckahoe Creek
Denton
Williston
Two Johns
Easton
Dover Bridge
Lloyd Ldg
Windyhill
Choptank
Hunting Cr
CHOPTANK RIVER
Trappe
Trappe Ldg
Williamsburg
Cabin Cr
Hurlock
Jamaica Pt
Warwick R
Secretary
East New Market
Bolingbroke Cr
(use chart 12268)
Oystershell Pt
Vienna
Joins page 19
39°
40'
50'
30'
40'
20'
30'
RAPPAHANNOCK R
Monaskon
Western Branch
Merry Point
Eastern Branch
Corrotoman R
Weeks Cr
Legrange Cr
Milenbeck
Rogue Pt
Corrotoman Pt
Irvington
Weems
Balls Pt
Whitehouse Cr
Orchard Pt
Carter Cr
Robinson Cr
Urbanna
Urbanna Cr
Towles Pt
(use charts 12235 & 12237)
Taft
Cherry Pt
Burhans Whf
Whiting Cr
Grey Pt
Mosquito
Parrott I
Lockles Cr
Mill Cr
NOTE K
RIGHT WHALE SEASONAL MANAGEMENT AREA
All vessels greater than or equal to 65 feet in length must slow to speeds of 10 knots or less in seasonal management areas.
Freeport
Blands Whf
Piankatank R
Stampers Whf
Fishing Bay
Godfrey Bay
Dixie
NOTE G
CAUTION
The Chesapeake Bay Bridge-Tunnel complex has on several occasions suffered damage from vessels due to adverse weather conditions. Currents in excess of three knots can be expected in the area. Mariners transiting this area are urged to be particularly alert in regards to the weather situation. The National Weather Service provides 24 hour weather broadcasting on 162.55 mHz. The Local Marine Operator also transmits weather information at 0100, 0700, 1300, and 1900 local time on 2538 and 2450 kHz. Transmitting schedules are subject to change, see Notice to Mariners. Maneuvering in close proximity of the bridge-tunnel complex is discouraged.
Joins page 14
Elmington
Auburn Whf
North River
East River
Hicks Whf
Ware R
Ware Neck Pt
Mobjack
Wilson Cr
Clay Bank Cr
Aberdeen Cr
Carter Cr
Cedarbush Cr
Timbermeck Cr
Tow Stake Pt
MOBJACK BAY
(use chart 12221)
N W Branch
Severn R
S W Branch
YORK RIVER
(use charts 12241 & 12243)
King Cr
Sandy Pt
Felgates Cr
Gloucester Pt
Gaines Pt
Perrin R
Allens I
Yorktown
MONUMENT
Tue Pt
NOTE B
Chesapeake Bay Bridge-Tunnel
(Private lights)
Trestles A & B - In each trestle section the fixed navigation lighting for small craft consists of a group of 3 spans. A fixed green light marks the centerline of each span and fixed red
Back Cr
Chisman Cr
MAGNETIC



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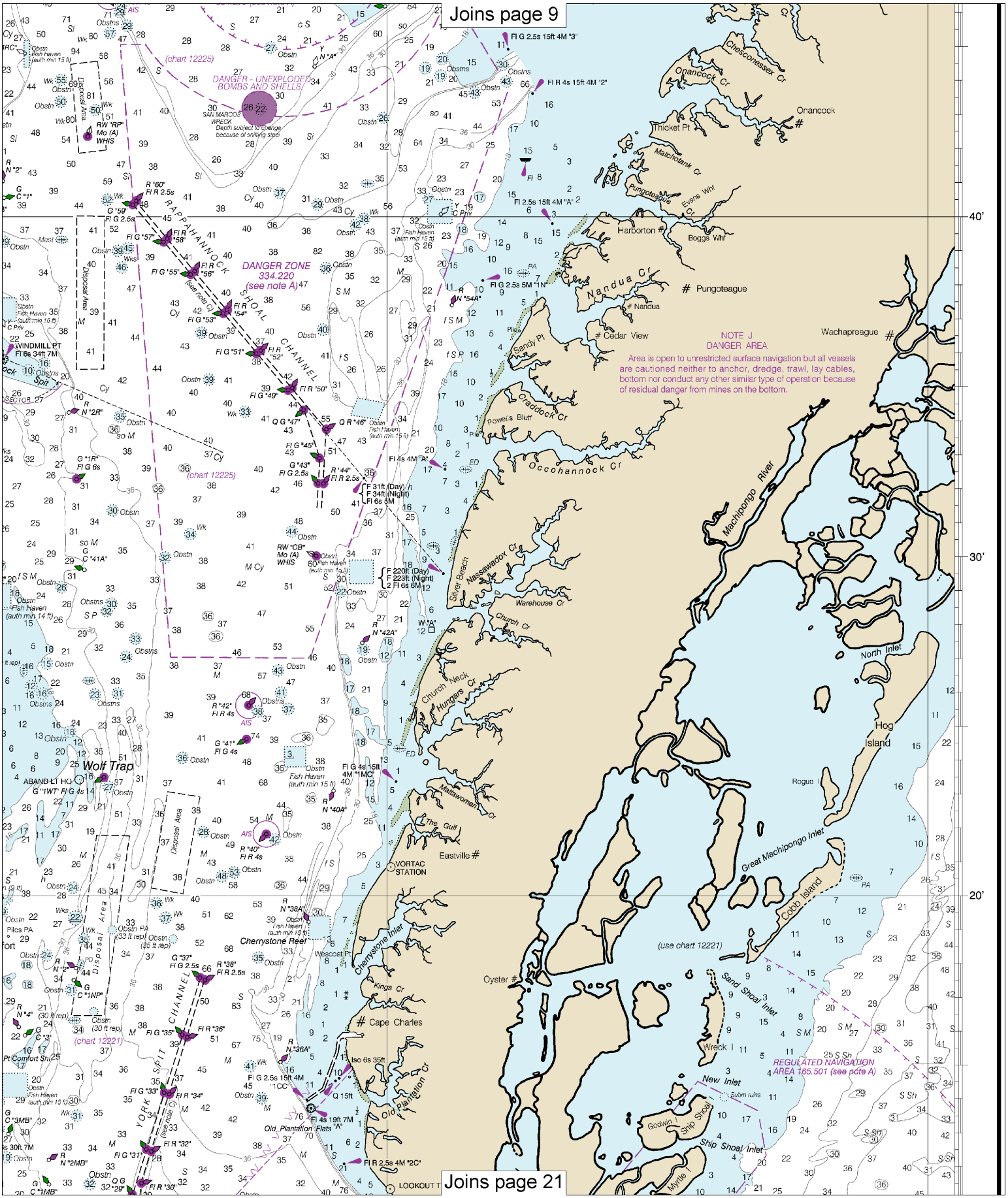
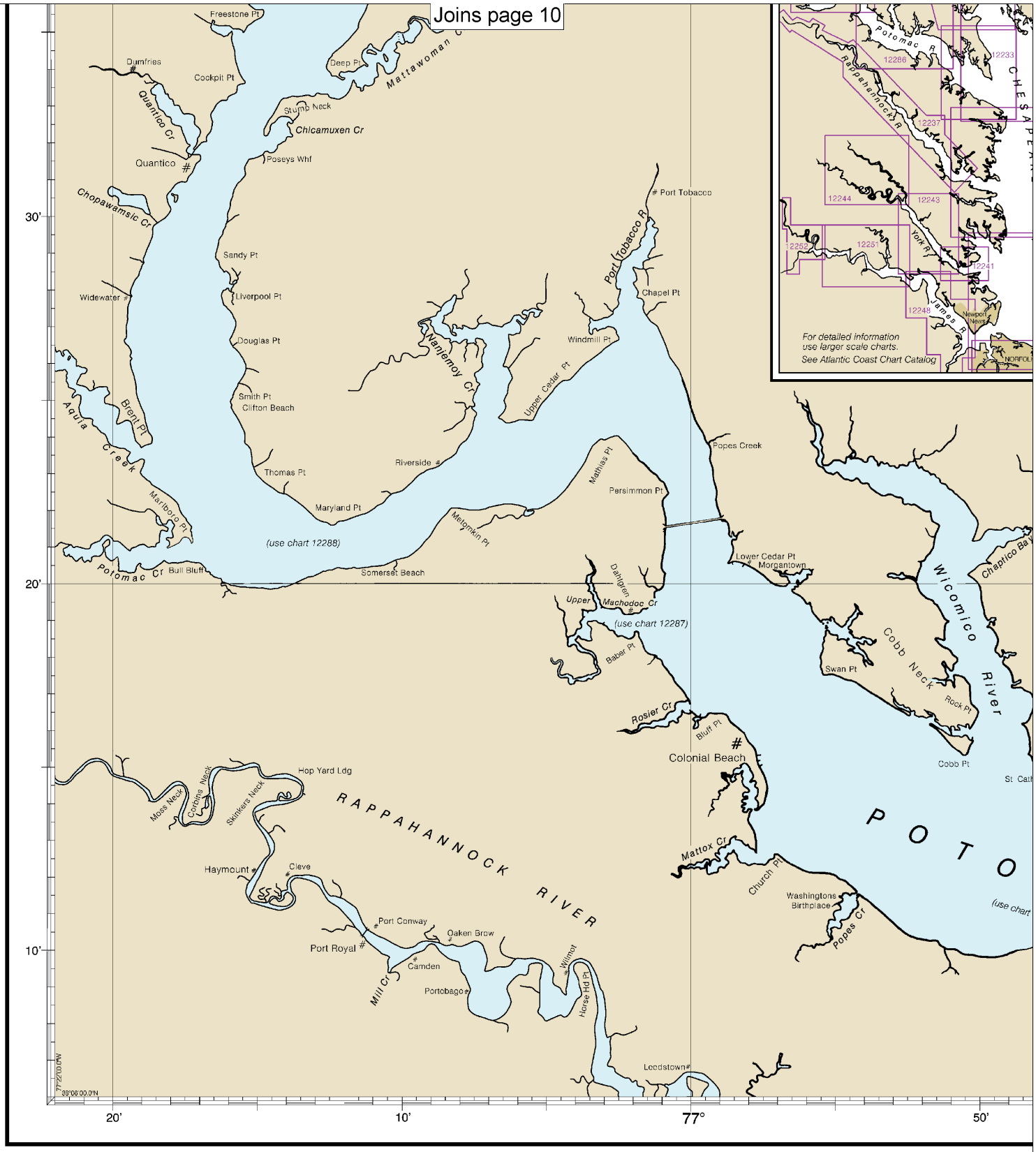
Note: Chart grid lines are aligned with true north.


Joins page 9
DANGER - UNEXPLODED BOMBS AND SHELLS
SAN MARCOS WRECK
Depth subject to change because of shifting steel
DANGER ZONE
334.220
(see note A)
RAPPAHANNOCK SHOAL CHANNEL
NOTE J
DANGER AREA
Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom nor conduct any other similar type of operation because of residual danger from mines on the bottom.
Wolf Trap
Cherrystone Reef
YORK SPIT CHANNEL
REGULATED NAVIGATION AREA 165.501 (see note A)
(use chart 12221)
(chart 12225)
(chart 12221)
Joins page 21
Onancock
Pungoteague
Harborton
Nandua
Cedar View
Wachapreague
Eastville
Cape Charles
Oyster
Hog Island
Cobb Island
Machipongo River
Occohannock Cr
Nassawadox Cr
Silver Beach
Old Plantation Cr
Cherrystone Inlet
Great Machipongo Inlet
Sand Shoal Inlet
New Inlet
Ship Shoal Inlet
North Inlet
40'
30'
20'



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 about this chart at http://www.nauticalcharts.noaa.gov/staff/cont

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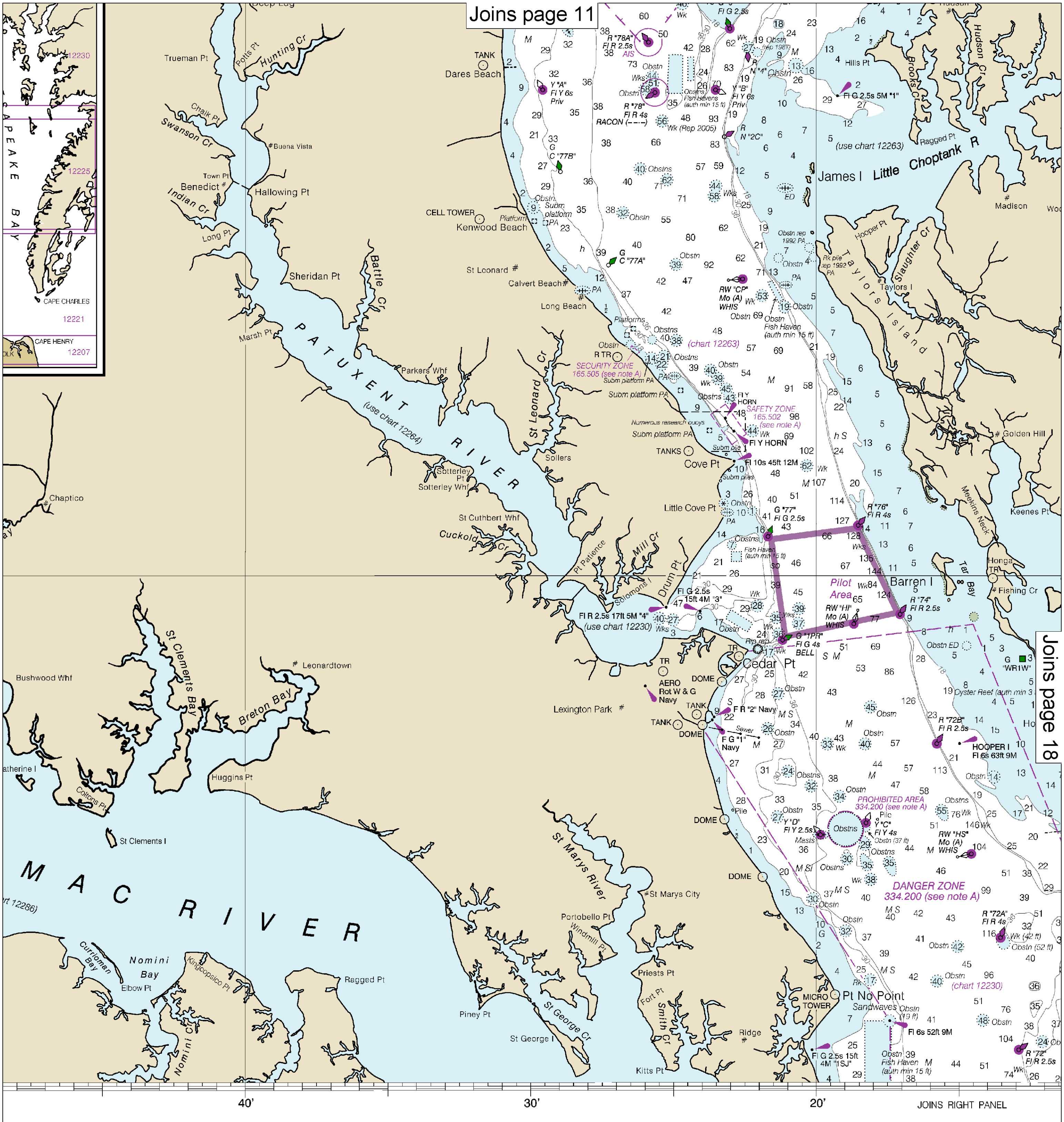
Use ENC charts for the most up to date information. References to other charts may no longer be applicable.

12th Ed., Sep. 2020. Last Correction: 4/19/2024. Cleared through:
LNM: 1624 (4/16/2024), NM: 1724 (4/27/2024)

Note: Chart grid lines are aligned with true north.



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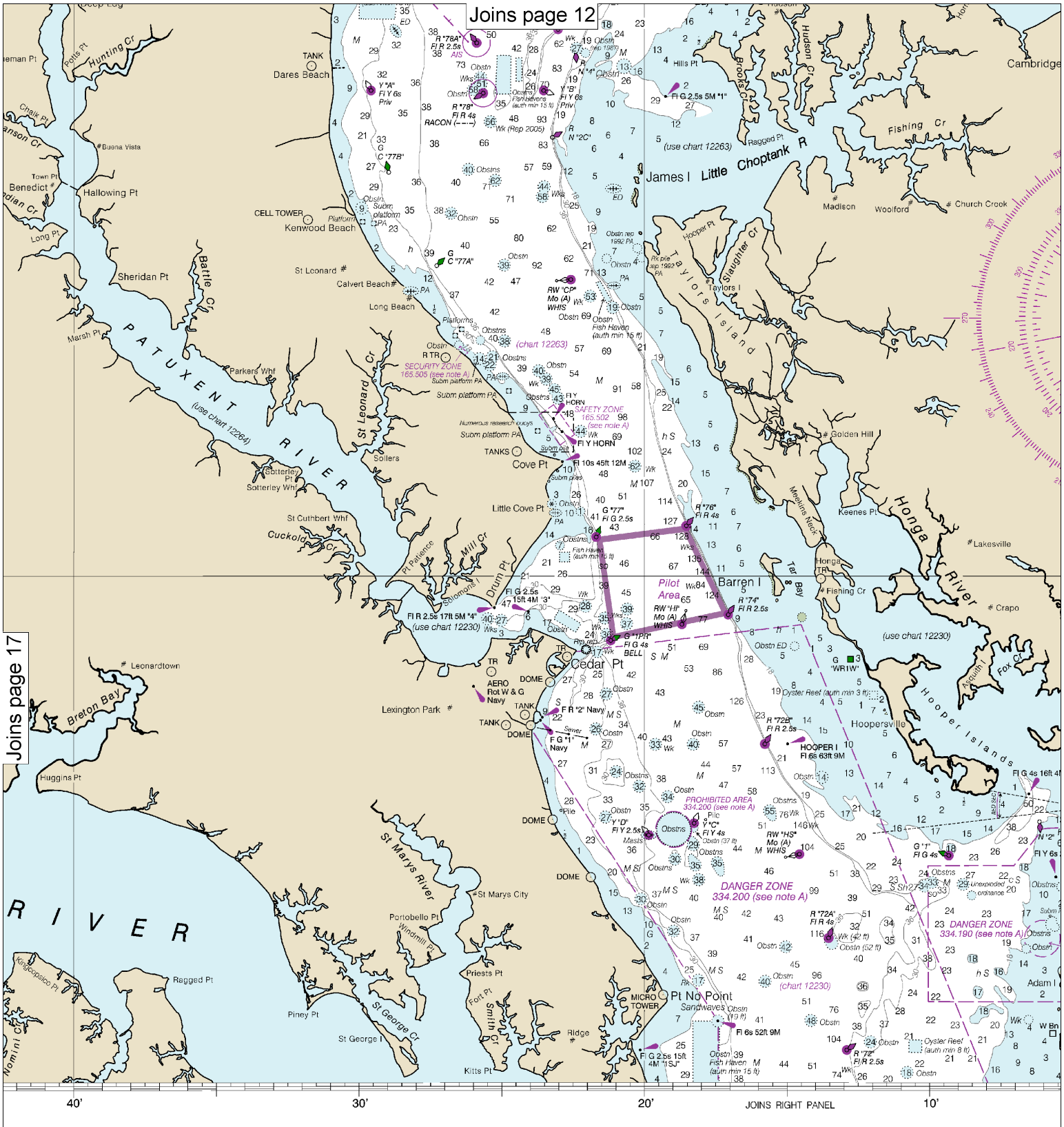

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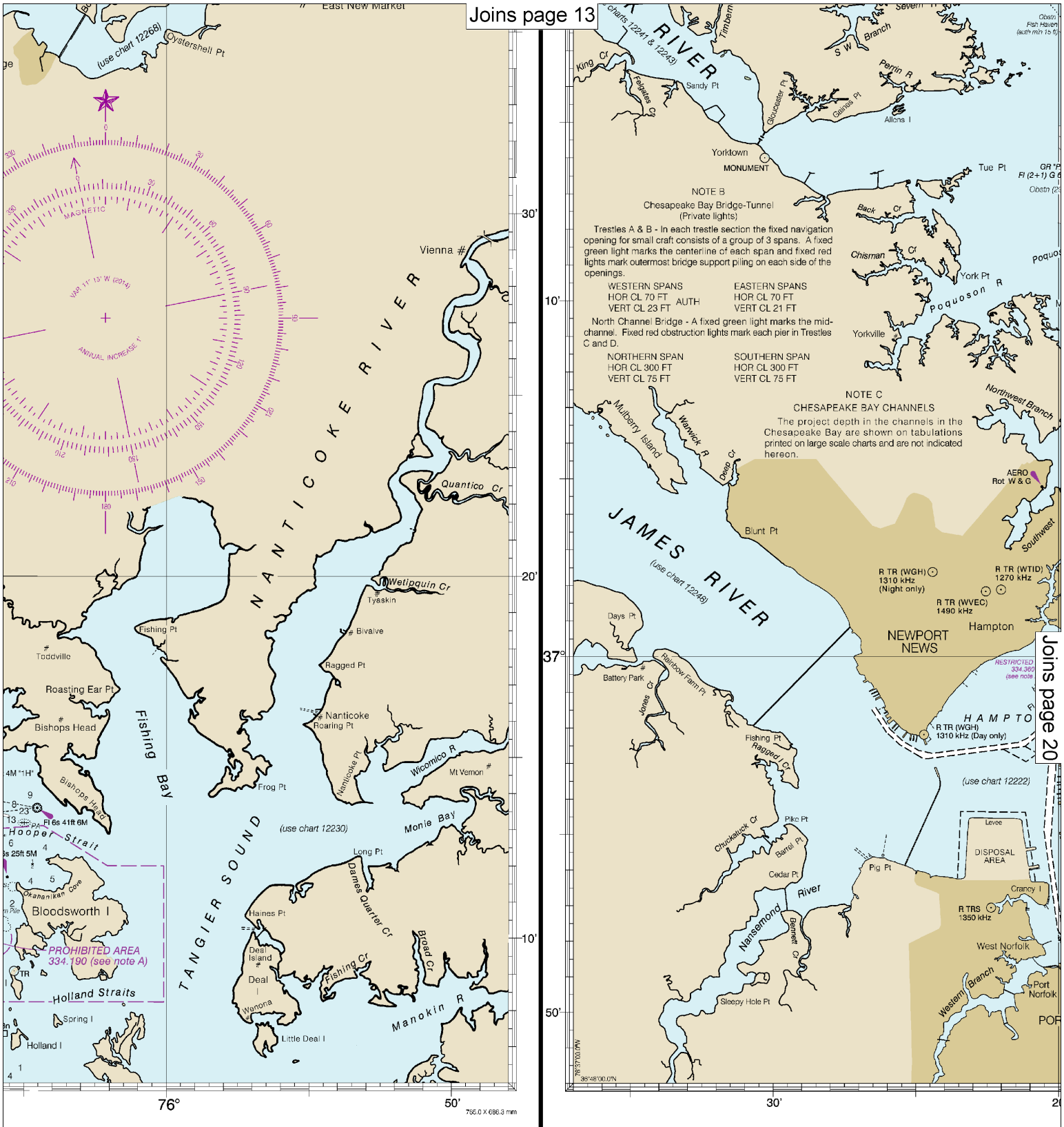

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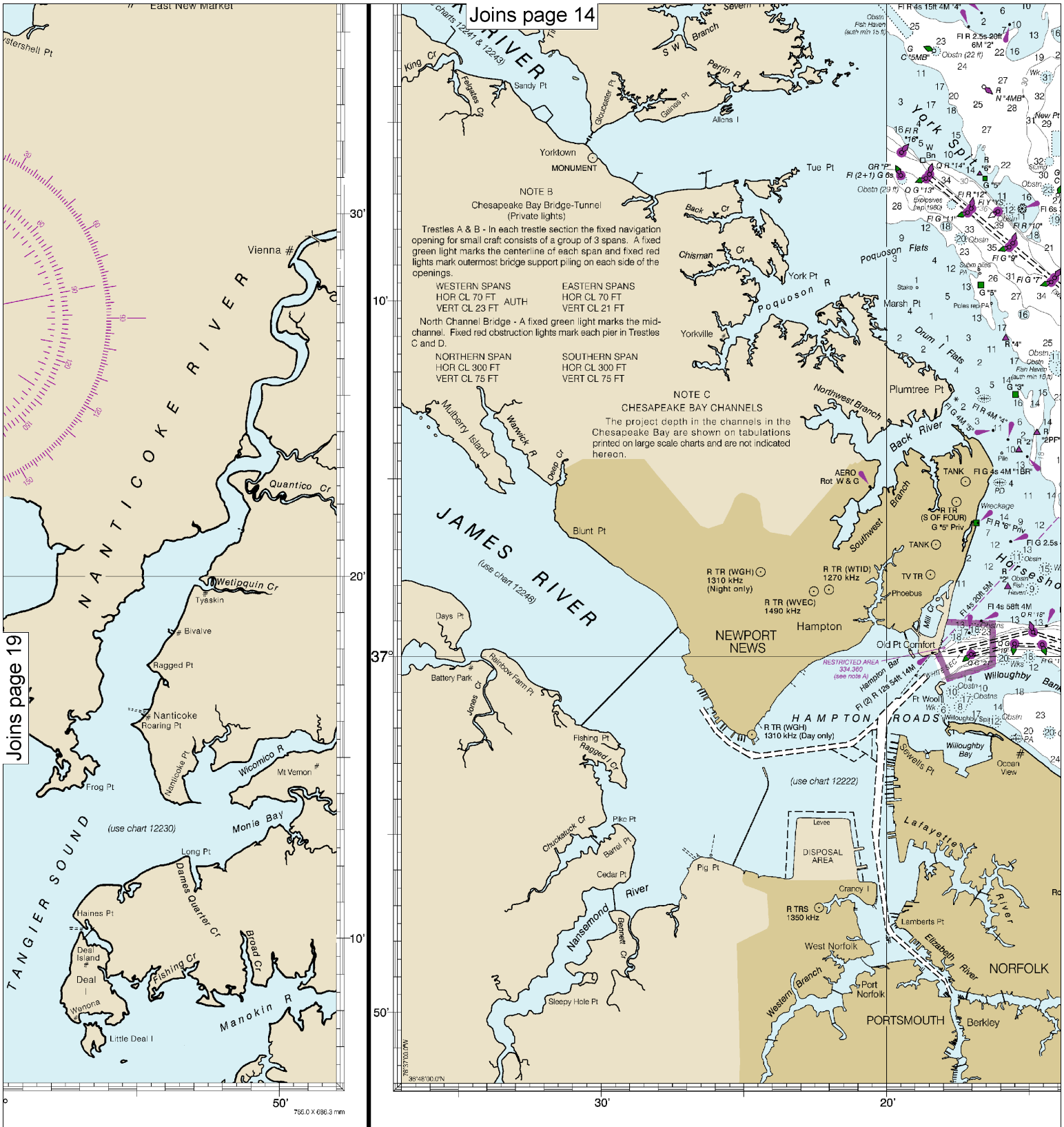
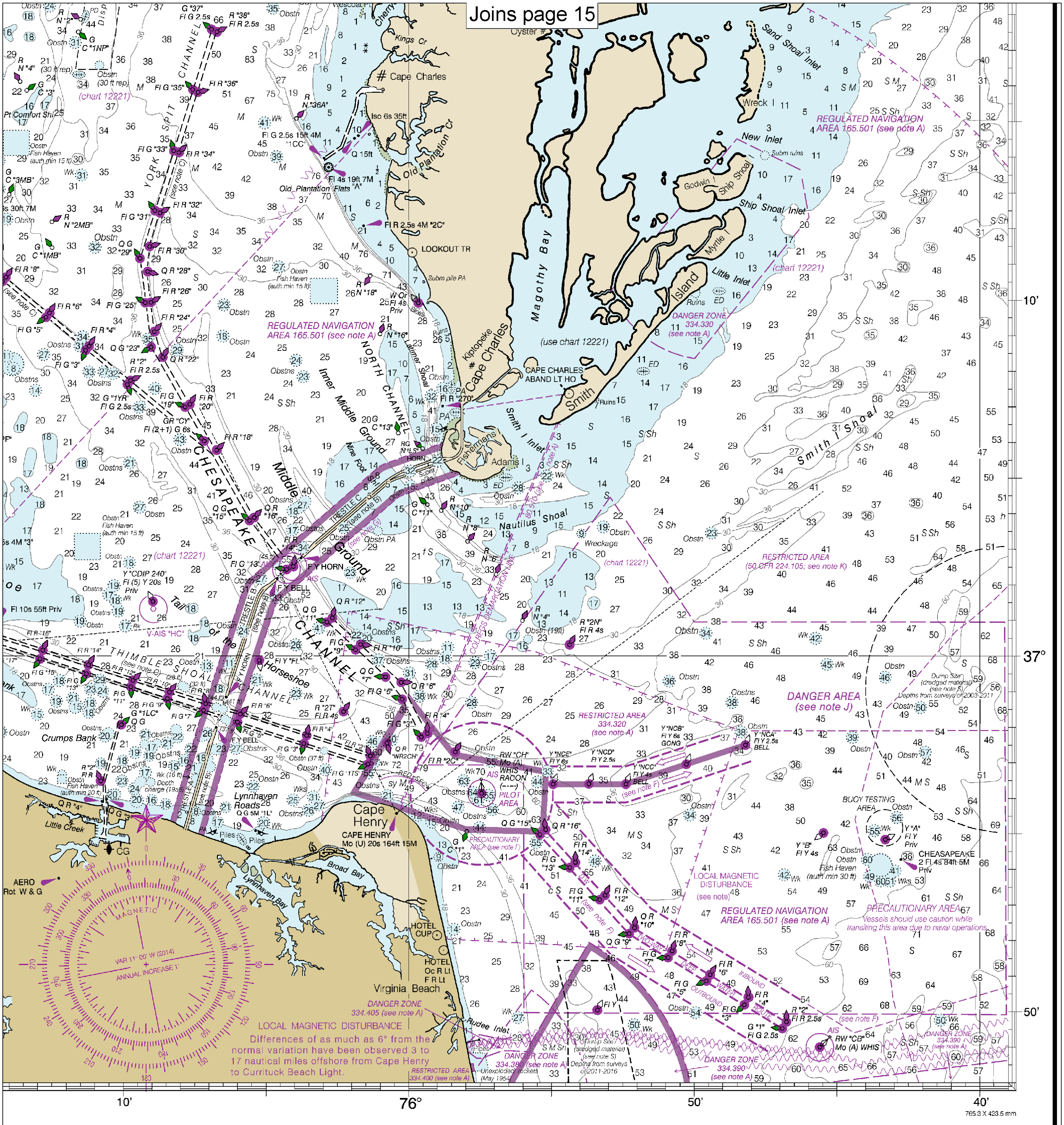


SOUNDINGS IN FEE

Note: Chart grid lines are aligned with true north.



ET

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	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Chesapeake Bay

SOUNDINGS IN FEET - SCALE 1:200,000

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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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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/

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