BookletChart™

Cape Henlopen to Indian River Inlet
NOAA Chart 12216

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 waterways, 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=12216

(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.

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.
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

<table>
<thead>
<tr>
<th>PORT SIDE</th>
<th>ODD NUMBERED AIDS</th>
<th>PREFERRED CHANNEL NO NUMBERS – MAY BE LETTERED</th>
<th>PREFERRED CHANNEL NO NUMBERS – MAY BE LETTERED</th>
<th>STARBOARD SIDE</th>
<th>EVEN NUMBERED AIDS</th>
</tr>
</thead>
<tbody>
<tr>
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<td>GREEN LIGHT ONLY</td>
<td>PREFERRED CHANNEL TO STARBOARD TOPMOST BAND GREEN</td>
<td>PREFERRED CHANNEL TO PORT TOPMOST BAND GREEN</td>
<td>RED LIGHT ONLY</td>
<td>FLAShING (2)</td>
</tr>
<tr>
<td>NUTED BUOY</td>
<td>FLASHING (2)</td>
<td>COMPOSITE GROUP FLASHING (2+1)</td>
<td>COMPOSITE GROUP FLASHING (2+1)</td>
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<td>OCCULTING QUICK FLASHING ISO</td>
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<tr>
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<td>OCCULTING</td>
<td>ISO</td>
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<tr>
<td>DAYBEACON</td>
<td>QUICK FLASHING</td>
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<td></td>
<td>ISO</td>
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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
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.
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Area is open to unrestricted surface navigation, but all vessels are cautioned to anchor, dredge, 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 precautionary 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 Cutlmark Area is outlined by a magenta band.

NOTE D
CAUTION
The aids to navigation in Matfieldton 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 in navigating these waters is advised. Indian River Inlet Buoy 4 to 17 mark a shifting channel and are not shown.

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.

Salem, MD

KSC-K 640 kHz

162.575 MHz

KXWX 162.555 MHz

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.

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 C.F.R. 155).

SOUND 31

12216


Printed at reduced scale. See Note on page 5.

Note: Chart grid lines are aligned with true north.

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 nuncharts.noaa.gov.
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
- 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/nsd/cpdownload.htm
- Tides and Currents — http://tidesandcurrents.noaa.gov
- 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.

NOAA’s Office of Coast Survey
The Nation’s Chartmaker