Chesapeake Bay – Mobjack Bay and York River Entrance
NOAA Chart 12238

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=122

(Selected Excerpts from Coast Pilot)
Poquoson River has depths of 7 feet to the village Yorkville. The marked approach to the river is from northeastward and is clear of fish traps for a width of 400 yards. There is a light on either side of the entrance.

Bennett Creek has depths of 6 feet to Easton Cove. The channel is marked as far as White House Cove; the channel in White House Cove is marked by daybeacons and has depths of 8 to 2 feet for 0.7 mile above the mouth. Gasoline and diesel fuel are available at a marina near the south end of the cove. A “no wake” speed limit is in effect in White House Cove.

Chisman Creek has depths of 9 feet or more in a narrow channel for 1.3 miles above its entrance. There are boatyards on the south side, 1 mile above the entrance; gasoline is available. The creek is marked by daybeacons and a light.

Back Creek has depths of 7 feet for 2 miles. The entrance is marked by lights and daybeacons. A State-owned wharf on the south side, 1.4 miles above the mouth, has a depth of about 9 feet at the face. Gasoline, diesel fuel, limited berthing, and supplies are available at a marina on the south side, 1.8 miles above the mouth.

Passage northward from Back Creek to York River can be made through the Thoroughfare, about 0.8 mile from the mouth of Back Creek. In 1991, the dredged channel, marked by lights and daybeacons, had a midchannel controlling depth of 3 feet.

York River has a broad and fairly straight channel, is well marked. In 1982, the controlling depth in the dredged sections of the river was 18 feet to West Point. Vessels can anchor in the wider parts of York River channel aside from the naval areas described later.

The currents in York River follow the general direction of the channel except in the narrowest parts where there is a tendency to set a vessel onto the shoals. The velocity varies throughout the river.

Caution.—Ships and craft in York River are to proceed at reduced speed and exercise extreme caution in order to reduce water motion and to prevent damage to the Virginia Fisheries Laboratory equipment and facilities located downstream from the Coleman Memorial Bridge. In no instance should the speed of ships underway upriver from the Turn Marshes Light exceed 12 knots.

Supplies are available at Yorktown, West Point.

York Spit extends outward along the northeast side of the York River approach channel for 7 miles from Guinea Marshes; the inner half of the spit has depths of 1 to 6 feet, and the outer half 10 to 20 feet.

York Spit Light (37°12.6’N., 76°15.3’W.), 30 feet above the water, is shown from a pile with a red and white diamond-shaped daymark, in depths of 11 feet near the outer end of the spit.

The swash channel through York Spit 5 miles northwest of York Spit Light has a controlling depth of 7 feet; it is marked by a light and daybeacons. A cluster of submerged piling is on the east side of the channel about 1 mile above the entrance.

New Point. A marina, 3.5 miles above the entrance, has gasoline, diesel fuel, and some supplies.

Winter Harbor is entered through a dredged channel marked by lights and daybeacons. The channel leads to a turning basin and public landing. In August 2000, the controlling depth was less than 1 foot to the turning basin with 1 to 3 feet in the basin, except for shoaling to bare along the north edge.

Caution.—Ships and craft underway in York River are to proceed at reduced speed and exercise extreme caution in order to reduce generated water motion and to prevent damage to the Virginia Institute of Marine Science equipment and facilities located downstream from the Coleman Memorial Bridge, near Gloucester Point. Ships and craft loading volatile fuels at the Giant Industries refinery pier, and other craft and property close to the shores of the river. In no instance should the speed of ships underway upriver from the Turn Marshes Light exceed 12 knots.

Pilotage, York River.—Pilotage on the York River is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade.

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

GREEN LIGHT ONLY
FLASHING (2)
FLASHING 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)

STARBORAD SIDE
EVEN NUMBERED AIDS

RED LIGHT ONLY
FLASHING (2)
FLASHING 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.
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.
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.

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
- 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

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!

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