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)
The Chesapeake and Delaware Canal is a sea-level waterway that extends from Delaware River at Reedy Point, DE, to Back Creek at Chesapeake City, MD, thence down Back Creek to Elk River and Chesapeake Bay. The Reedy Point entrance is 51 miles above the Delaware Capes, 35.5 miles below Philadelphia, 62 miles from Baltimore, and 187.5 miles from the Virginia Capes. Miles in the following text are the distances in nautical miles along the canal from the middle of Delaware River. Reedy Point, at Mile 0.7 on the north side of the Delaware entrance, is jetted and is marked by a light; the jetty on the south side is similarly marked.

Note: The system of marking the channel with buoys and lights is from each entrance and reverses at Chesapeake City. Even numbers and flashing red lights are on the north side and odd numbers and flashing green lights are on the south side between the Delaware Bay entrance and Chesapeake City. Even numbers and flashing red lights are on the south side and odd numbers and flashing green lights are on the north side from Chesapeake City to the west end of the canal. Each bend along the canal is marked by an amber light.

In addition to the navigational aids, the north and south banks of the Chesapeake and Delaware Canal are lighted by lumenaries spaced 500 feet apart on poles at a height of 25 feet mean high water. They are designed to illuminate the banks at the water’s edge to assist ships navigating the canal at night. The U.S. Navy Corps of Engineer-maintained poles are 250 feet apart with a light on every other pole.

Navigation regulations:—The following regulations are from 33 CFR 162 and 33 CFR 207 §162.40 Inland waterway from Delaware River to Chesapeake Bay, DE and MD (Chesapeake and Delaware Canal).

(a) Applicability. The regulations in this section are applicable to that part of the inland waterway from Delaware River to Chesapeake Bay, DE and MD, between Reedy Point, Delaware River, and Old Town Point Wharf, Elk River.

(b) Speed. No vessel in the waterway shall be raced or crowded alongside another vessel. Vessels of all types, including pleasure craft, are required to travel at all times at a safe speed throughout the canal and its approaches so as to avoid damage by suction or wave wash to wharves, landings, riprap protection, or other boats, or injury to persons. Pilots and vessel operators transiting the canal and its approaches are warned that violation of this rule may result in having their privilege to transit the canal suspended. Passages of vessels through the canal will be monitored and specific cases will be investigated where damage by suction or wave wash does occur. Owners and operators of yachts, motorboats, rowboats, and other craft are cautioned that large deep-draft ocean-going vessels and other large commercial vessels ply the canal, and such owners and operators should be particularly careful to moor or anchor well away from the main ship channels, with moorings and lines which are sufficient and proper.

(c) Right-of-way. All vessels proceeding with the current shall have the right-of-way over those proceeding against the current. Large vessels or tows must not overtake and attempt to pass other large vessels or tows in the waterway. All small pleasure craft shall relinquish the right-of-way to deeper draft vessels, which have a limited maneuvering ability due to their draft and size.

(d) Stopping in waterway. Vessels will not be permitted to stop or anchor in the ship channel.

(e) Water skiing. Water skiing in the waterway is prohibited between Reedy Point and Welch Point.

(f) Sailboats. Transiting the canal by vessels under sail is subject to periodic shoaling.

Regulations for the use of the anchorage and mooring basin are given in 207.100(e) provided previously in this chapter.

A special anchorage, with depths of 3 to 4 feet, is on the southeast side of the canal at Mile 16.3, northeastward of Courthouse Point. (See 110.1 and 110.70, 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
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

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
### Channels and Delaware Canal Channel Statistics

<table>
<thead>
<tr>
<th>NAME</th>
<th>LEFT OUTSIDE QUARTER</th>
<th>LEFT CENTER QUARTER</th>
<th>RIGHT CENTER QUARTER</th>
<th>RIGHT OUTSIDE QUARTER</th>
<th>DATE OF SURVEY</th>
<th>DEPTH MTS</th>
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<td>ALLON TO SALTERS RUN</td>
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* EMBANKMENTS FROM CHESTERTOWN BRIDGE

**Note:** Consult the Corps of Engineers for changes subsequent to the above information.

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### Salems Point Channel

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<th>RIGHT CENTER QUARTER</th>
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<th>DEPTH MTS</th>
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**Note:** Consult the Corps of Engineers for changes subsequent to the above information.

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### NOAA Weather Radio Broadcasts

- **Philadelphia, PA:** K1H-28 162.475 MHz
- **Sussexville, MD:** K1W-257 162.500 MHz

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**CAUTION:**

Fish trap Areas and Structures: Mariners are warned that numerous uncharted docks and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent. Regulations to assure safe passage to and through these natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

DEFINITIVE LIMITS of fish trap areas have been established, and those limits are shown that area.

Where definite limits have not been prescribed, the fishing structures are restricted only by the regulations.

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

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. 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, Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Philadelphia, Pennsylvania.

Refer to charted regulation section numbers.

Additional general instructions supplementing 207.100, may be found in Chapter 1, United States Coast Pilot.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 2° to 6° from the normal variation have been observed along the Delaware River Channel.

WARNING

The prudent mariner will not rely solely on any single, and to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.396' northward and 1.338' eastward to agree with this chart.

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. 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
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Chart and chart related inquiries and comments — http://ocsdata.ncdc.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/
NationalHurricaneCenter — http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center — http://ptwc.weather.gov/
Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm

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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.