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.

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
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)

STARBOARD 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.
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 MLLW.

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). Geodetic 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 via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (24 CFR 103).

For Symbols and Abbreviations see Chart No. 1

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Rules 3.4. Additional 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 narrower 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 the fishing aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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

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 shown on this chart. The Northeast Approach is marked by a line of flashing 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, those defined as 50 feet (15.2 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 Radio channel 18 as it approaches the 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 Channel and one of the traffic-separated 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.
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 tine magenta line centered on a line of buoy markers which separates the course of inbound and outbound vessels. Vessels should leave all buoys on their port hand.

It is RECOMMENDED that the following ships use the Northern Approach deep-water route when bound for Chesapeake Bay from sea or to sea from Chesapeake Bay: Deep-draft ships, drafts defined as 49 feet (15 meters) or greater in fresh water, and naval aircraft carriers. Ships drawing less than 49 feet (15 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 49 feet (15 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 Entrance Lighted (Position 38°43’ N, 76°17′ W). For the southbound entrance, or Chesapeake Bay Entrance Lighted (Position 38°43’ N, 76°17′ W) 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 marked 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.

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

TRAFFIC SEPARATION SCHEME

One-way traffic lines overlaid 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 fakery buoy and a red egeant band which separates the courses of inbound and outbound vessels. Vessels should leave the buoy on their port hand.
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.
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.

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.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
- 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 @NOAAtweets

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