NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

Formerly C&GS 411, 1st Ed., Jan. 1954 KAPP 555

SOUNDINGS IN FEET

12216

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-2013	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

DELAWARE

CAPE HENLOPEN TO INDIAN RIVER INLET

Mercator Projection
Scale 1:40,000 at Lat. 38°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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 in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Philadelphia, Pennsylvania.

Refer to charted regulation section numbers.

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
Rehoboth Beach	(38°43'N/75°05'W)	4.4	4.1	0.2
Breakwater Harbor	(38°47'N/75°07'W)	4.7	4.2	0.2

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.noaa.gov.

(May 2012)

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

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Guard Pilot 3 for important supplemental information.

AIDS TO NAVIGATION

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

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) (Approximate location)

NOTE B

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.

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 Cruising Area is outlined by a magenta band.

NOTE D

CAUTION

The aids to navigation in Rehoboth 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 Buoys 4 to 17 mark a shifting channel and are not charted.

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.

Salisbury, MD	KEC-92	162.475 MHz
Lewes, DE	WXJ-94	162.550 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 CFR 153).

INDIAN RIVER

The controlling depth was 16 feet for a width of 200 feet in Indian River Inlet to the fixed bridge. Position of aids 4 to 28 mark a shifting channel from the fixed bridge to Buoy 30. Buoys 4 to 17 are not charted due to the continually changing depths. The controlling depth was 1 foot from Buoy 19 to Millsboro.

Sep 1995 - Jul 2014

ROOSEVELT INLET, LEWES AND REHOBOTH CANAL AND BROADKILL RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO APR 2017

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
ROOSEVELT INLET (A)	4.0	MID 100	4-17
LEWES AND REHOBOTH CANAL:			
INNER END OF JETTIES TO TURNING BASIN AT LEWES	5.0	MID 50	4-17
TURNING BASIN	5.0	MID 100-150	4-17
BROADKILL RIVER:			
INNER END OF JETTIES TO A POINT AT 38°47'28"N, 75°09'49"W	6.0	100	4-17

A. AREA IS SUBJECT TO FREQUENT CHANGES.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus:

Submerged piling may exist in these areas.

LEWES AND REHOBOTH CANAL

The Corps of Engineers has confirmed (April 2013) that the channel past the Turning Basin to Rehoboth Bay remains an authorized navigation project and has not been actively maintained since 1984. There are no plans to survey this project in the foreseeable future.

The controlling depth after the Turning Basin to Rehoboth Bay was 4 feet for the centerline of the channel.

Aug 1984

NOTE E

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.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

HORIZONTAL DATUM

The horizontal reference datum for this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System of 1984 (WGS 84). Geodetic positions referred to the North American Datum of 1927 must be corrected an average of 0.40" northward and 1.33" eastward to agree with this chart.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

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

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.

This chart is canceled. No new editions will be issued.

31st Ed., Nov. 2018. Last Correction: 7/29/2022. Cleared through:
LNM: 4122 (10/11/2022), NM: 4422 (10/29/2022).

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).

SOUNDINGS IN FEET

Cape Henlopen to Indian River Inlet
SOUNDINGS IN FEET - SCALE 1:40,000

12216