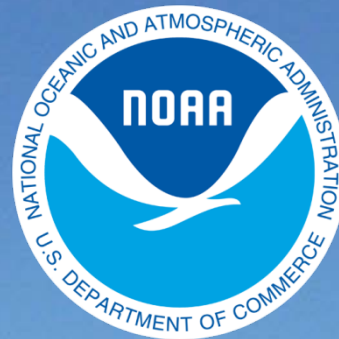


BookletChart™



Chesapeake Bay – Wolf Trap to Smith Point

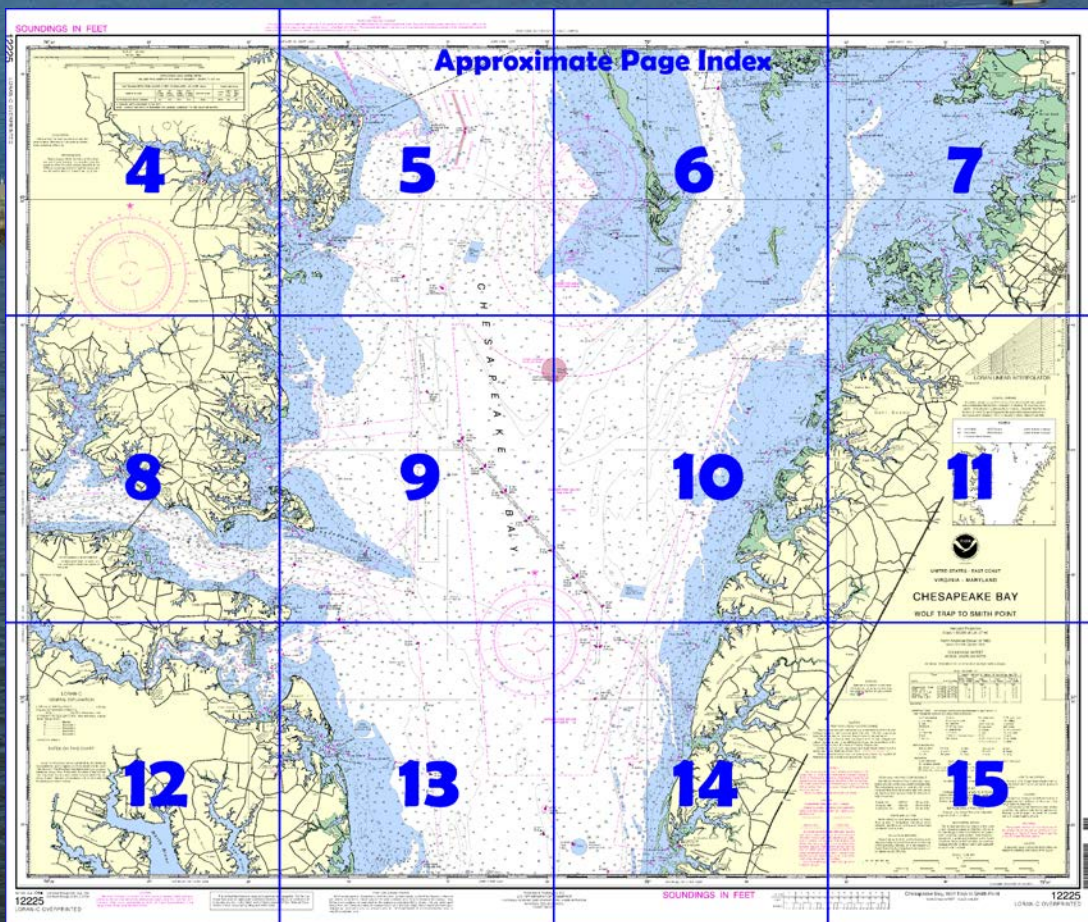
NOAA Chart 12225

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=12225>



(Selected Excerpts from Coast Pilot)

The **Chesapeake Bay Bridge-Tunnel** extends from Cape Charles across the bay entrance to a point 6 miles westward of Cape Henry. The 15-mile crossing has vehicular tunnels under Chesapeake Channel and Thimble Shoal Channel with fixed bridges over Fishermans Inlet and secondary channels. In addition to the channel buoys and lights, daybeacons and fog signals mark the openings at Chesapeake and Thimble Shoal Channels. At night the floodlighted tunnel

houses are more prominent than the privately maintained lights marking the channels. In July 1996, a two-lane low level and high level fixed span bridge was under construction about 267 yards westward of the existing

fixed highway bridge across Chesapeake Bay; upon completion, the clearances will be the same as the existing bridge.

Caution.—The Chesapeake Bay Bridge-Tunnel complex has on several occasions suffered damage from vessels. In every case, adverse weather prevailed with accompanying strong winds from the northwest quadrant generally related to a frontal system. Weather deterioration in the lower bay is quite often sudden and violent and constitutes an extreme hazard to vessels operating or anchoring in this area. The proximity of the bridge-tunnel complex to main shipping channels and anchorages adds to the danger. Currents in excess of 3.0 knots can be expected in the area.

Normal precautions dictated by prudent seamanship are expected of all vessels. Mariners transiting this area are, however, urged to be particularly alert in regards to the weather. To assist in this respect, the National Weather Service provides 24-hour weather broadcasting on 162.55 MHz. The local Marine Operator also transmits weather information at 0000, 0600, 1200, and 1800 local time on 2450 kHz and 2538 kHz. Information of a pending weather frontal passage should be met with advance preparations. Engines readied for short notice maneuvering and anchor details alerted are considered minimum prudent precautions. Maneuvering in close proximity of the bridge-tunnel complex is also discouraged.

Traffic Separation Scheme (Chesapeake Bay Entrance).—The scheme provides for inbound-outbound traffic lanes to enter or depart Chesapeake Bay from the northeastward and from the south-eastward. (See chart 12221.)

A precautionary area with a radius of 2 miles is centered on Chesapeake Bay Entrance Lighted Whistle Buoy CH (36°56'08"N., 75°57'27"W.). A racon is at the buoy.

The northeasterly inbound-outbound traffic lanes are separated by a line of four fairway buoys on bearing 250°-070°. The outermost buoy in the line is 6.4 miles 313° from Chesapeake Light and the innermost buoy is 4.5 miles 074° from Cape Henry Light.

The southeasterly approach is marked by Chesapeake Bay Southern Approach Lighted Whistle Buoy CB (36°49'00"N., 75°45'36"W.). A racon is on the buoy. The inbound/outbound traffic lanes are separated by a **Deep-Water Route** marked by lighted buoys on bearings 302°-122° and 317°-137°. The Deep-Water Route is intended for deep draft vessels and naval aircraft carriers entering or departing Chesapeake Bay. A vessel using the Deep-Water Route is advised to announce its intentions on VHF-FM channel 16 as it approaches Lighted Whistle Buoy CB on the south end, and Lighted Whistle Buoy CH on the north end of the route. All other vessels approaching the Chesapeake Bay Traffic Separation Scheme should use the appropriate inbound/outbound lanes of the northeasterly or southeasterly approaches.

The Coast Guard advises that upon entering the traffic lanes, all inbound vessels are encouraged to make a security broadcast on VHF-FM channel 13, announcing the vessel's name, location, and intentions.

Currents.—The current velocity is 1.0 knot on the flood and 1.5 knots on the ebb in Chesapeake Bay Entrance. (See the Tidal Current Tables for daily predictions.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Norfolk Commander
5th CG District (757) 398-6231
Norfolk, VA

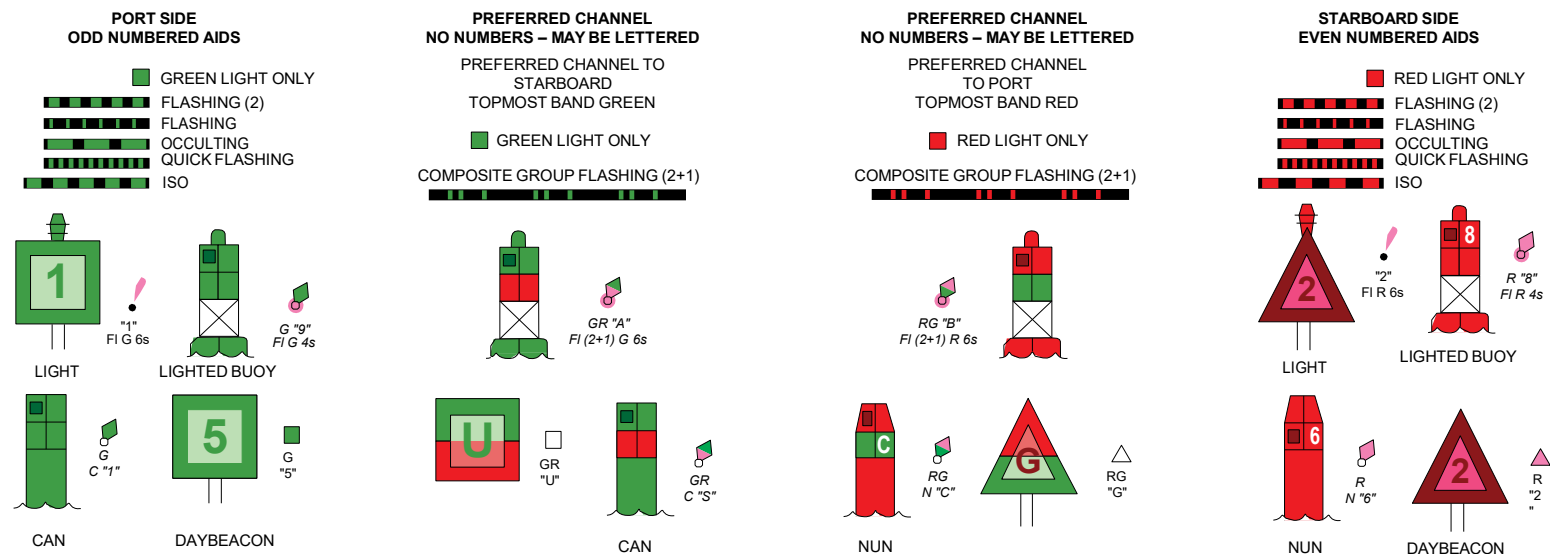
Navigation Manager Regions



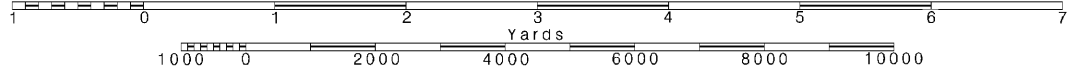
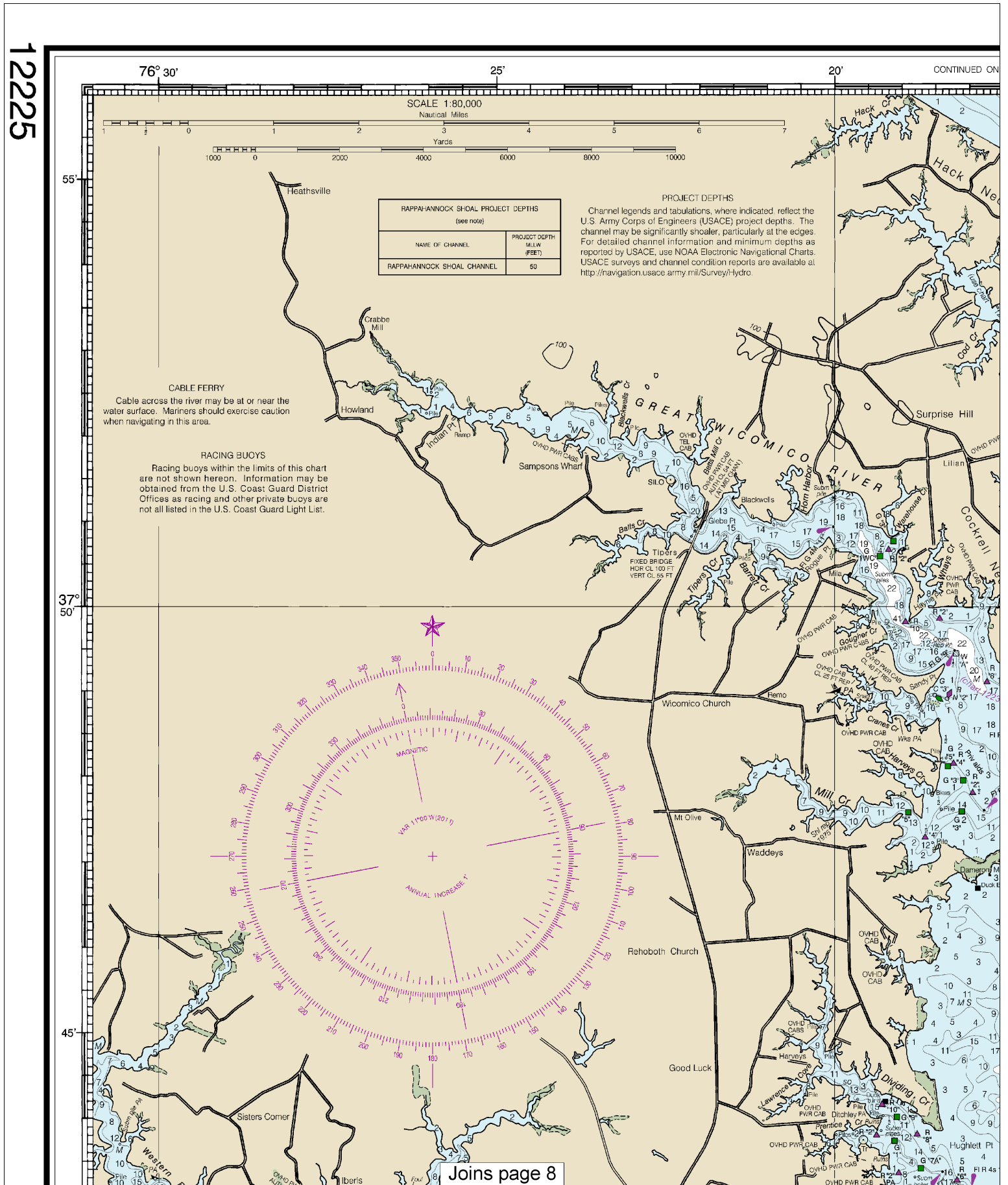
To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

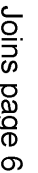
Lateral System As Seen Entering From Seaward

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>





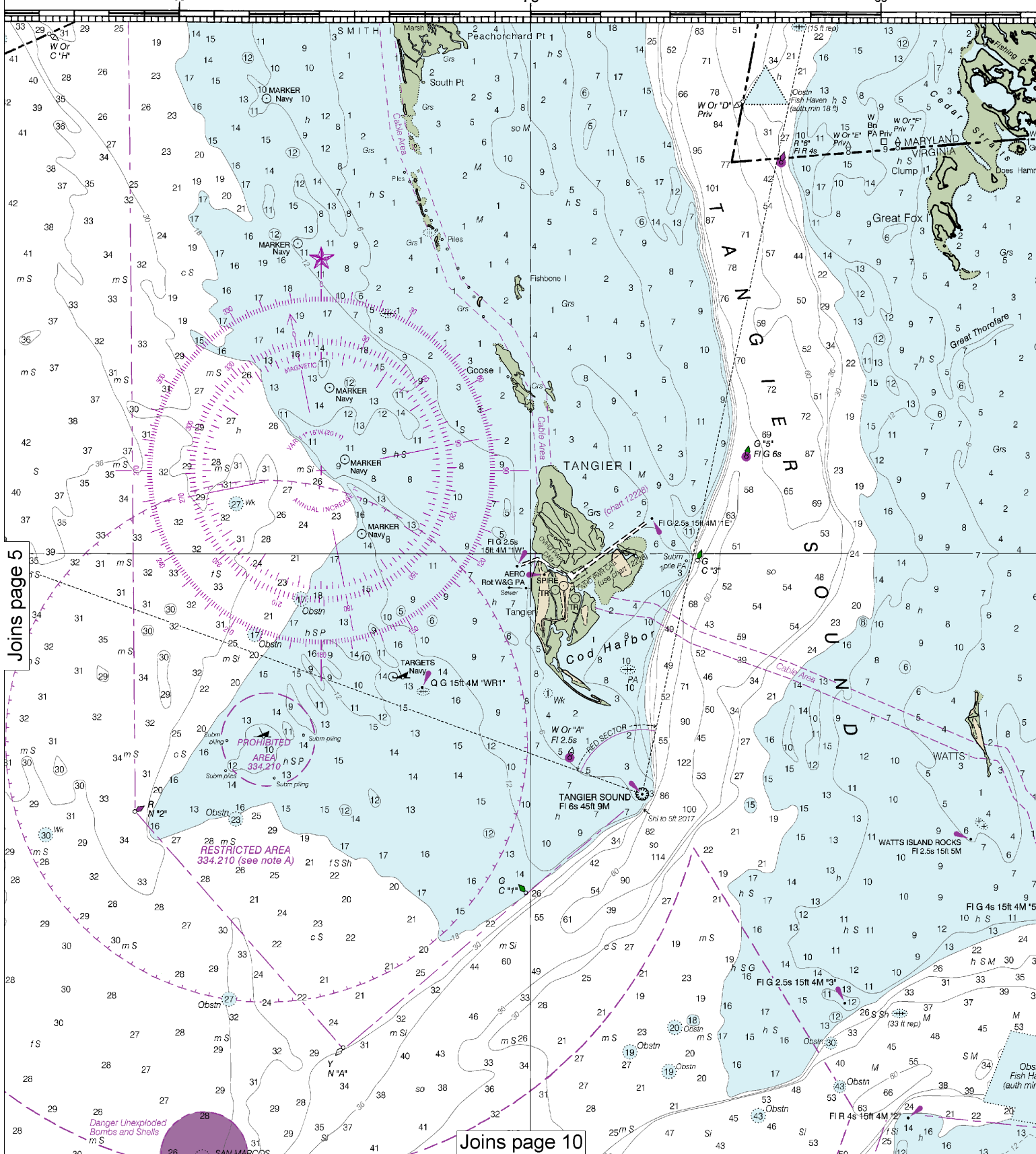
5

CHART 12230

05'

76°

55'



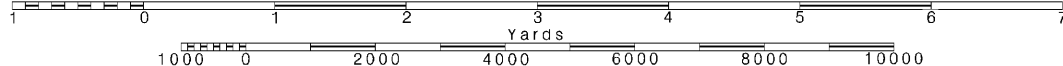
Joins page 5

Joins page 10

Printed at reduced scale.

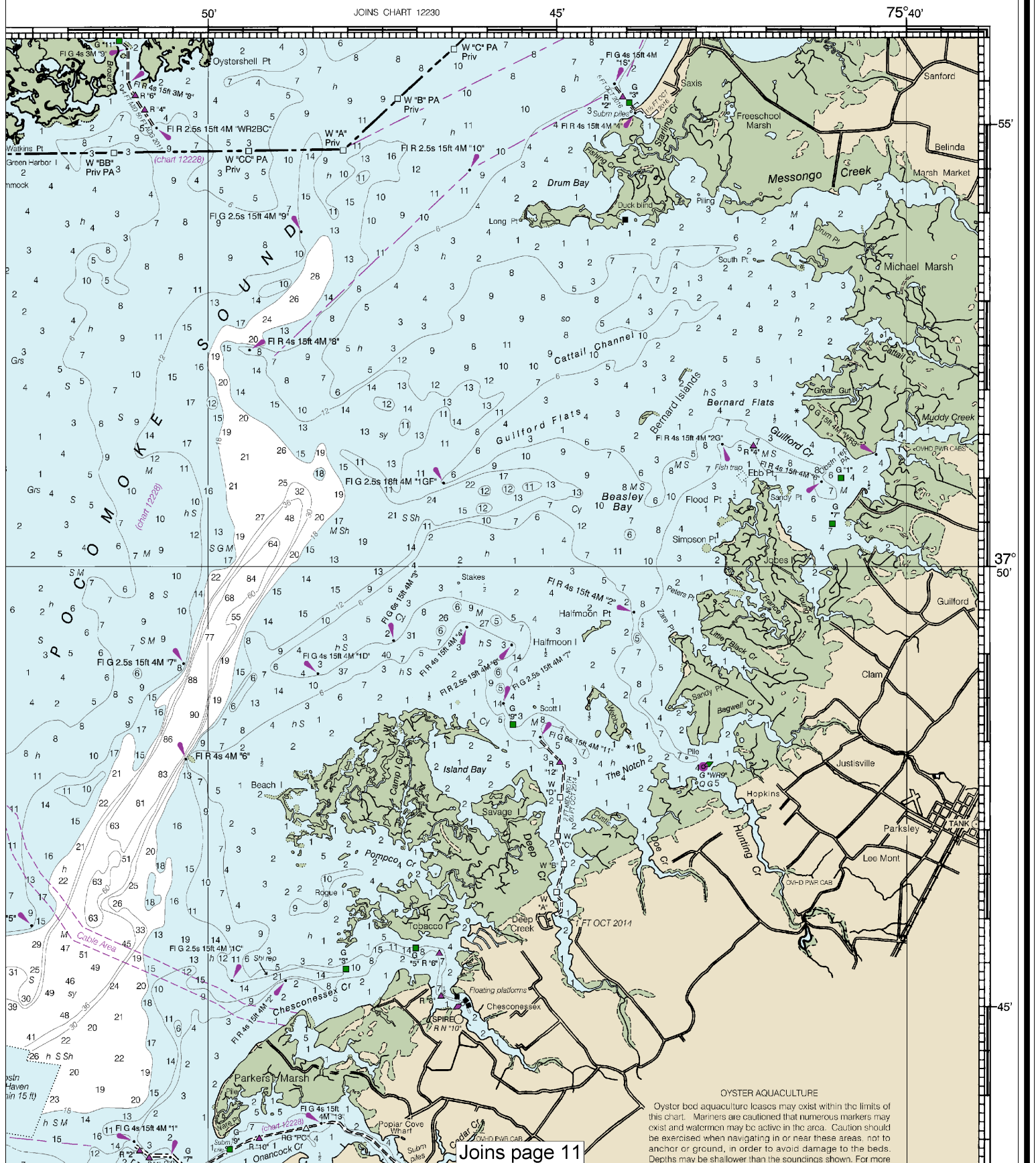
SCALE 1:80,000
Nautical Miles

See Note on page 5.

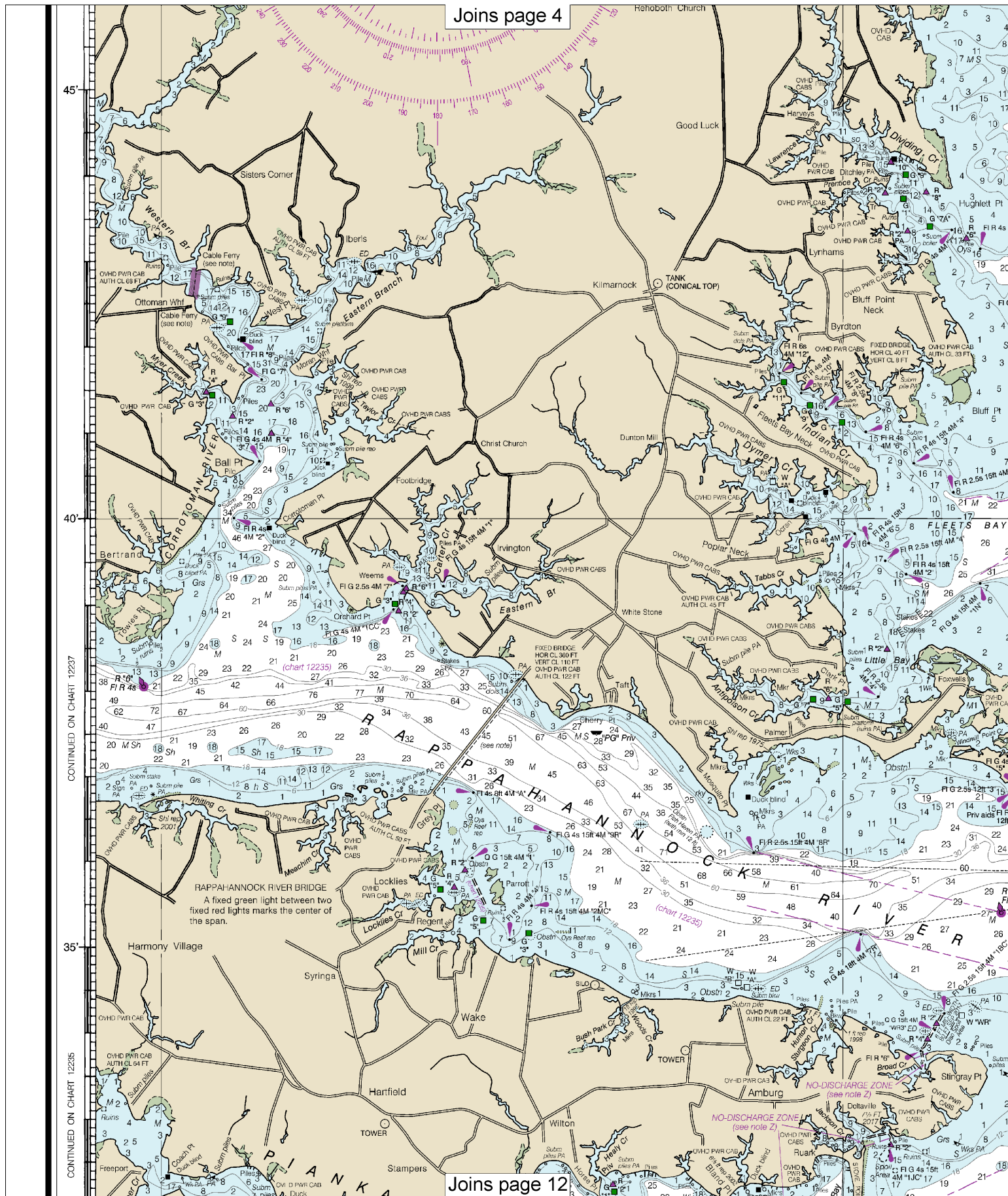


6

Note: Chart grid lines are aligned with true north.



Joins page 11



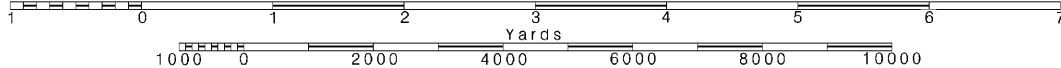
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





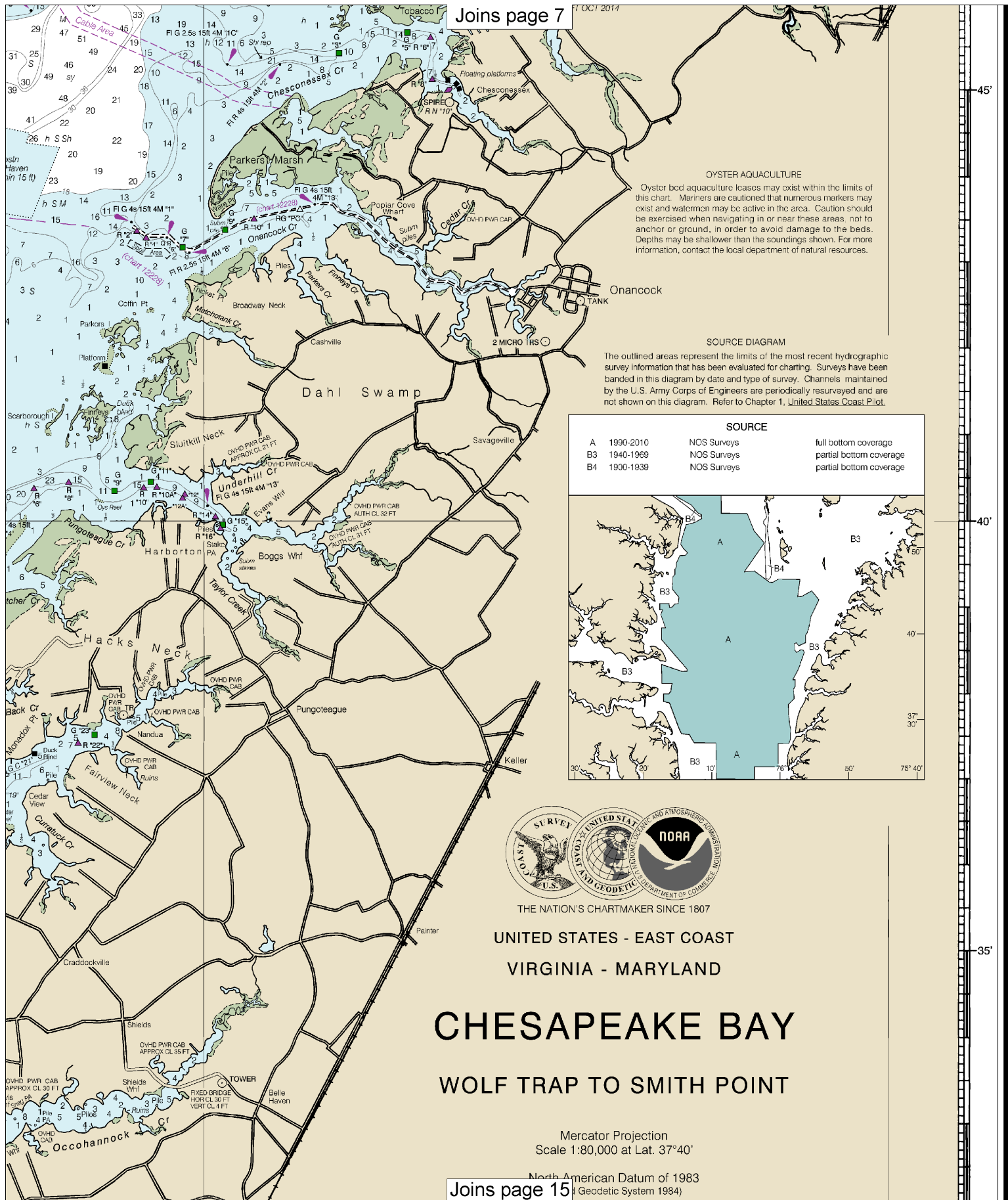
This nautical chart depicts the Scarborough Shoal area, characterized by numerous depth contours and navigational markers. Key features include:

- San Marcos Wreck:** A large, dark purple circular area labeled "SAN MARCOS WRECK" with a note "Depth subject to change because of shifting steel".
- Danger Zones:** A purple-shaded area labeled "DANGER UNEXPLODED Bombs and Shells" and another labeled "DANGER ZONE 334.220 (see note A)".
- Navigational Aids:** Numerous buoys and lights are marked, including "R 54° Fl R 4s", "G 53° Fl G 4s", "R 52° Fl R 6s", "G 47° Fl G 4s", "R 50° Fl R 4s", "G 49° Fl G 4s", "R 46° Fl R 4s", "G 43° Fl G 2.5s", and "R 44°".
- Geographical Features:** Labels for "Fish Haven", "Scarborough Neck", "Craddock Neck", "Sandy Pt", "Back Creek", "Ponells Bluff", and "Morley Wh".
- Chart Details:** The chart includes a magnetic variation line labeled "MAGNETIC" and "VAR 1°00'W (2011)". It also features a scale bar and a compass rose.

The chart is bordered by "Joins page 6" at the top, "Joins page 9" on the left, and "Joins page 14" at the bottom.

Note: Chart grid lines are aligned with true north.

SCALE 1:80,000
Nautical Miles



OYSTER AQUACULTURE

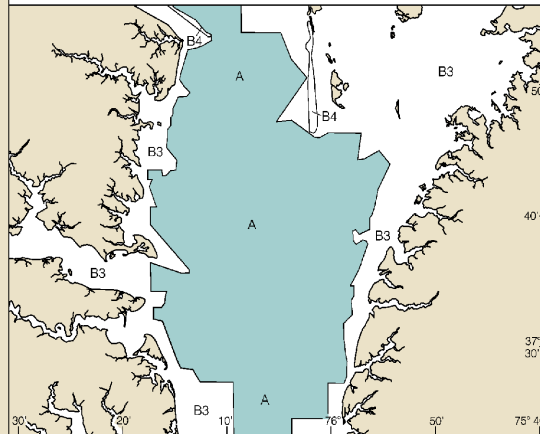
Oyster bed aquaculture leases may exist within the limits of this chart. Mariners are cautioned that numerous markers may exist and watermen may be active in the area. Caution should be exercised when navigating in or near these areas, not to anchor or ground, in order to avoid damage to the beds. Depths may be shallower than the soundings shown. For more information, contact the local department of natural resources.

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	1990-2010	NOS Surveys	full bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

VIRGINIA - MARYLAND

CHESAPEAKE BAY

WOLF TRAP TO SMITH POINT

Mercator Projection
Scale 1:80,000 at Lat. 37°40'

North American Datum of 1983
(Geodetic System 1984)

CONTINUED ON CHART 12235

37°
30'

25'

76°30'

25'

CONTINUED ON CHART 12238

20'

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

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.

12225

This is the Last Edition of this chart. It will be canceled on Apr 3, 2024
62nd Ed., Aug. 2019. Last Correction: 3/25/2024. Cleared through:
LNM: 1224 (3/19/2024), NM: 1424 (4/6/2024)

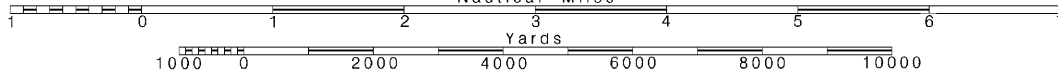
12

Note: Chart grid lines are aligned with true north.

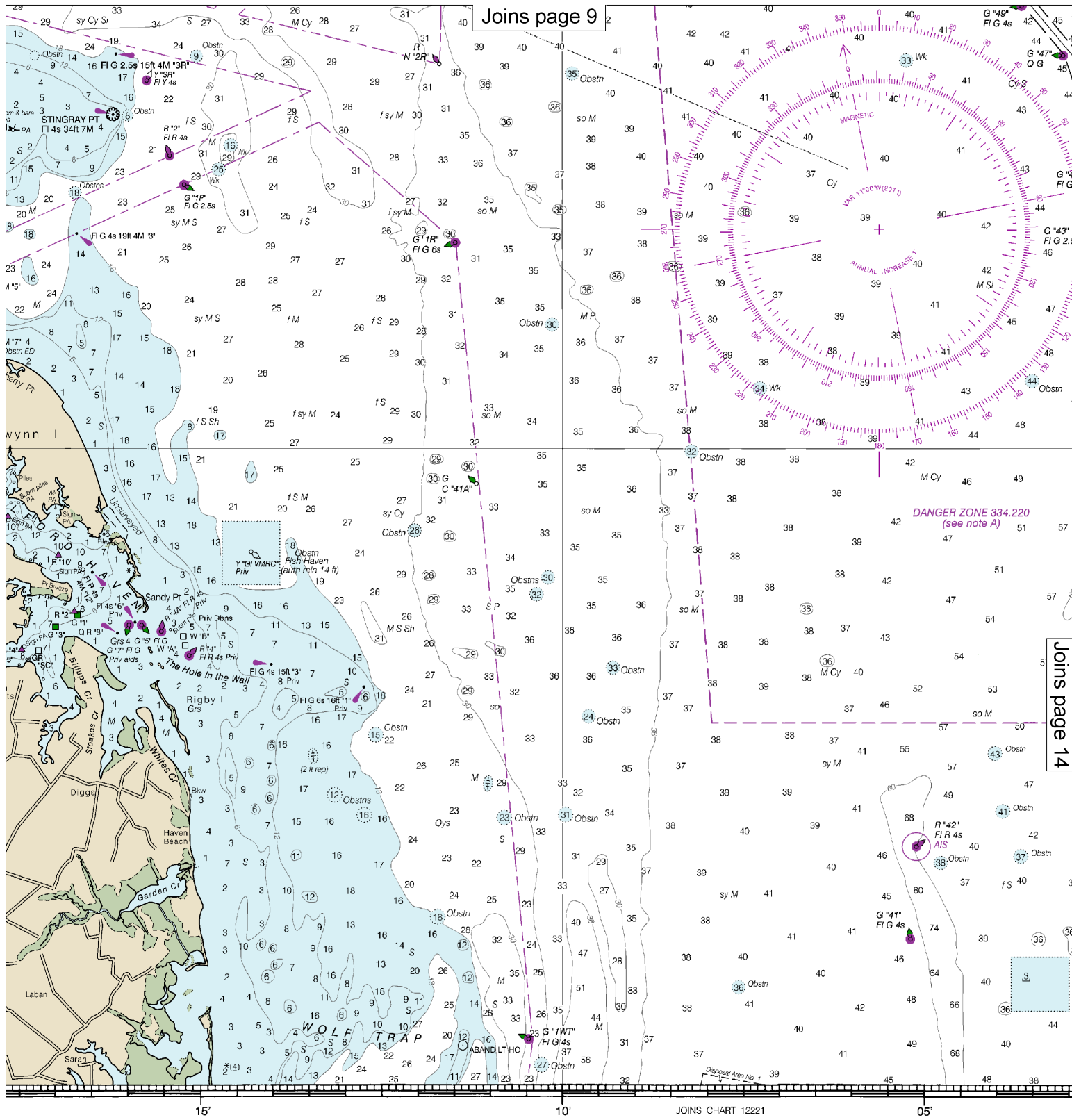
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



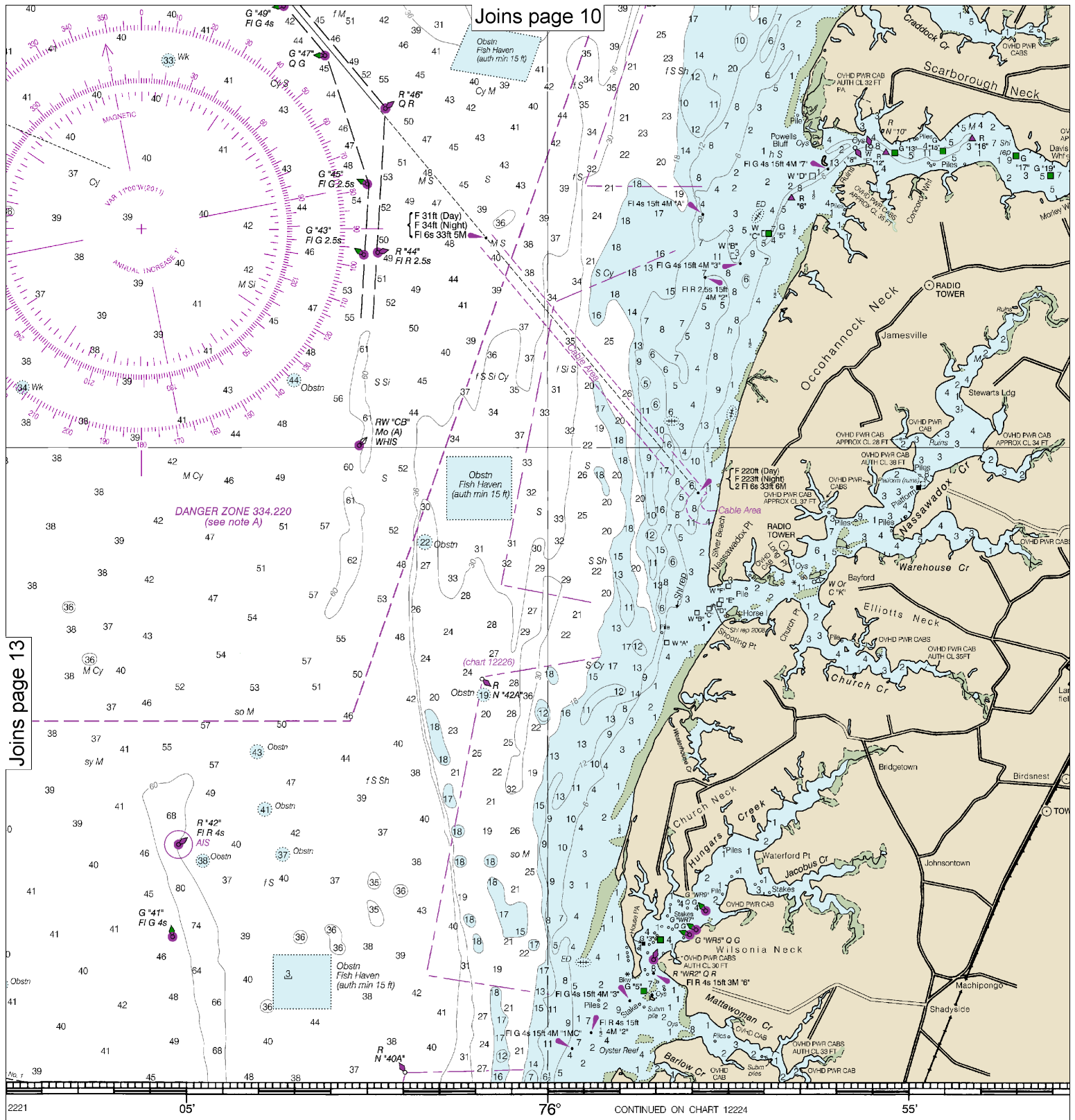
Joins page 9



Joins page 14

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

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Joins page 10

Joins page 13

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

FATHOMS	1
FEET	6
METERS	1.2

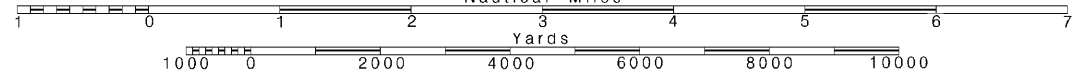
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



CHESAPEAKE BAY

WOLF TRAP TO SMITH POINT

Mercator Projection
Scale 1:80,000 at Lat. 37°40'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
	Watts Island	(37°48' N/75°54' W)	1.8	1.7	0.1
	Wolf Trap	(37°23' N/76°11' W)	1.8	1.7	0.1

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>. (Oct 2011)

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

CAUTION
FISH TRAP AREAS AND STRUCTURES
Mariners are warned that numerous uncharted duck blinds 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 clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.
Definite limits of fish trap areas have been established in some areas, and those limits are shown thus:
Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

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 Norfolk, Virginia.

Refer to charted regulation section numbers.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

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.

Norfolk, VA	KHB-37	162.550 MHz
Salisbury, MD	KEC-92	162.475 MHz
Heathsville, VA	WXM-57	162.400 MHz

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).

HEIGHTS

Heights in feet above Mean High Water.

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.

SUPPLEMENTAL INFORMATION

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

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 0.482" northward and 1.225" eastward to agree with this chart.

AIDS TO NAVIGATION

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

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.

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.

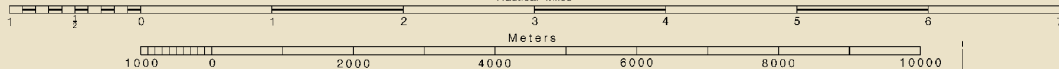
CAUTION

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

SCALE 1:80,000

Nautical Miles

Meters



50'

45'

75°40'

763.0 X 965.8 mm

Chesapeake Bay, Wolf Trap to Smith Point

SOUNDINGS IN FEET - SCALE 1:80,000

12225



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.

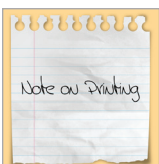
<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	— http://www.nauticalcharts.noaa.gov
Interactive chart catalog	— http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	— http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsddata.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 Weather Service	— http://www.weather.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



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