NAUTICAL CHART 12237

THE NATION'S CHARTMAKER SINCE 1807

VIRGINIA
RAPPAHANNOCK RIVER
CORROTOMAN RIVER TO FREDERICKSBURG

Chart 12237

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

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO	aeronautical	G	green	Mo	morse code	R TR	radio tower
Al	alternating	IQ	interrupted quick	N	nun	Rot	rotating
B	black	Iso	isophase	OBSC	obscured	s	seconds
Bn	beacon	LT HO	lighthouse	Oc	occulting	SEC	sector
C	can	M	nautical mile	Or	orange	St M	statute miles
DIA	diaphone	m	minutes	Q	quick	VQ	very quick
F	fixed	MICRO TR	microwave tower	R	red	W	white
Fl	flashing	Mkr	marker	Ra Ref	radar reflector	WHIS	whistle
				R Bn	radiobeacon	Y	yellow

Bottom characteristics:

Blds	boulders	Co	coral	gy	gray	Oys	oysters	so	soft
bk	broken	G	gravel	h	hard	Rk	rock	Sh	shells
Cy	clay	Grs	grass	M	mud	S	sand	sy	sticky

Miscellaneous:

AUTH	authorized	Obstn	obstruction	PD	position doubtful	Subm	submerged
ED	existence doubtful	PA	position approximate	Rep	reported		

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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
Millenbeck	(37°40'N/76°29'W)	1.5	1.4	0.1
Urbanna	(37°39'N/76°34'W)	1.6	1.5	0.1
Bayport	(37°45'N/76°40'W)	1.8	1.7	0.1
Wares Wharf	(37°52'N/76°47'W)	2.1	1.9	0.1
Tappahannock	(37°56'N/76°51'W)	1.9	1.8	0.1
Saunders Wharf	(38°05'N/77°02'W)	1.7	1.6	0.1
Park Turn	(38°13'N/77°15'W)	2.4	2.3	0.1
Hopyard Landing	(38°15'N/77°14'W)	2.4	2.2	0.1
Massaponax Sand & Gravel	(38°15'N/77°25'W)	2.8	2.6	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.

(Nov 2013)

MARINE WEATHER FORECASTS

NATIONAL WEATHER SERVICE	TELEPHONE NUMBERS	OFFICE HOURS
Baltimore, MD / Washington, DC	*(703) 260-0107	24 hours daily
Wakefield, VA	*(757) 899-4200	24 hours daily
Newport, NC	*(252) 223-5737	24 hours daily

* Recorded

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ.	BROADCAST TIMES
Manassas, VA	KHB-36	162.55 MHz	24 hours daily
Salisbury, MD	KEC-92	162.475 MHz	24 hours daily
Norfolk, VA	KHB-37	162.55 MHz	24 hours daily
Heathsville, VA	WXM-57	162.40 MHz	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES-EST	SPECIAL WARNING
Hampton Roads, VA	NMN-80	2670 kHz	8:33 AM & 9:03 PM	* Recorded

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281.

USCGAUX-5th Coast Guard District, Federal Building, 431 Crawford St., Portsmouth, VA 23704-5004, Tel. 804-398-6208 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

MERCATOR PROJECTION AT SCALE 1:20,000 & 40,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
NORTH AMERICAN DATUM OF 1983
(WORLD GEODETIC SYSTEM 1984)

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.

AIDS TO NAVIGATION

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

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

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.

SUPPLEMENTAL INFORMATION

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

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

Formerly 605-SC, 1st Ed., 1965

KAPP 579

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

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

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

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).

CAUTION
WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

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 0.477" northward and 1.115" eastward to agree with this chart.

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

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) o(Approximate location)

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area   Cable Area

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.

SCALE 1:20,000

JOINS PANEL ABOVE

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(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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.

Ⓟ Pump-out facilites

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

TIDAL CURRENT DATA

PLACE	POSITION		MAXIMUM CURRENTS			
			Flood		Ebb	
	Lat.	Long.	Direction (true)	Average velocity	Direction (true)	Average velocity
RAPPAHANNOCK RIVER			deg.	knots	deg.	knots
Towles Point	37°38'N	76°30'W	274	0.6	103	0.5
Rogue Point, 0.8 mile WNW. of	37°40'N	76°33'W	0	0.6	195	0.6
Waterview, 1.3 miles NNE. of	37°45'N	76°36'W	340	0.7	155	0.6
Tarpley Point, 1.5 miles south of	37°46'N	76°39'W	300	0.7	105	0.7
Jones Point, 1.4 miles NNW. of	37°48'N	76°42'W	315	1.1	105	0.9
Sharps, 1.2 miles south of	37°48'N	76°42'W	290	0.9	95	0.8
Bowlers Rock, 0.2 mile north of	37°50'N	76°44'W	315	1.0	135	1.1
Accaceek Point, 0.3 mile SW. of	37°53'N	76°47'W	335	1.2	150	1.0
Tappahannock Bridge, 1.8 miles SE. of	37°55'N	76°49'W	315	1.4	105	1.3
Tappahannock Bridge	37°56'N	76°51'W	315	1.3	135	1.2
Port Royal	38°10'N	77°11'W	310	0.7	130	0.7

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CAUTION

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All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

SCALE 1:40,000

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

29th Ed., Oct. 2020. Last Correction: 1/10/2022. Cleared through:
LNM: 1122 (3/15/2022), NM: 1422 (4/2/2022)

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