This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Formerly C&GS 411, 1st Ed., Jan. 1954 G-1953-837

SOUNDINGS IN FEET

Nautical Chart Catalog No. 1, Panel E

12216

NOTE F

Roosevelt Inlet Channel is subject to frequent changes.

ROOSEVELT INLET, LEWES AND REHOBOTH CANAL, AND BROADKILL RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS REPORT OF MAR 1995 AND SURVEYS TO MAR 1995

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER

NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
ROOSEVELT INLET	9.7	200	3-95
LEWES AND REHOBOTH CANAL			
INNER END OF JETTIES TO TURNING BASIN AT LEWES	8.6	100	3-95
TURNING BASIN	A8.1	CENTERLINE	3-95
THENCE TO REHOBOTH BAY	4.0	CENTERLINE	8-84
BROADKILL RIVER			
INNER END OF JETTIES TO A POINT AT 38°48'20"N, 75°11'35"W	7.3	100	12-94;3-95
THENCE TO MILTON	1.1	CENTERLINE	5-78

A. SHOALING TO 1.0 FOOT EXISTS ON THE EDGES OF THE TURNING BASIN.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: Submerged piling may exist in these 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). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.407" northward and 1.333" 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 privately maintained buoys are not all listed in the U.S. Coast Guard Light List.

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 19 mark a shifting channel and are not charted.

INDIAN RIVER

The controlling depth was 15 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 19 are not charted. The controlling depth was 1 foot from Buoy 19A to Millsboro.

Dec 1978 - Sep 1995

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).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions 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, U.S. Army Corps of Engineers in Philadelphia Pennsylvania.

Refer to charted regulation section numbers.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense Mapping 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)

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Salisbury, Md.	KEC-92	162.475 MHz
Lewes, Del.	WXJ-94	162.55 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.

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 triangular magenta band.

CAUTION

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

TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Breakwater Harbor	(38°47'N/75°07'W)	4.7	4.3	0.2	-4.0
Cape Henlopen	(38°48'N/75°05'W)	4.7	4.3	0.2	-4.0
Indian River Inlet (bridge)	(38°37'N/75°04'W)	3.0	2.8	0.1	-4.0
Rehoboth Beach	(38°43'N/75°05'W)	4.4	4.1	0.2	-4.0

(496)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See 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.

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.

For Symbols and Abbreviations see Chart No. 1.

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

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

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

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.

AIDS TO NAVIGATION

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

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

25th Ed., Jun. 15/96

12216

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

SOUNDINGS IN FEET

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NATIONAL OCEAN SERVICE
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