

BookletChart™



Chesapeake Bay – Patuxent River and Vicinity

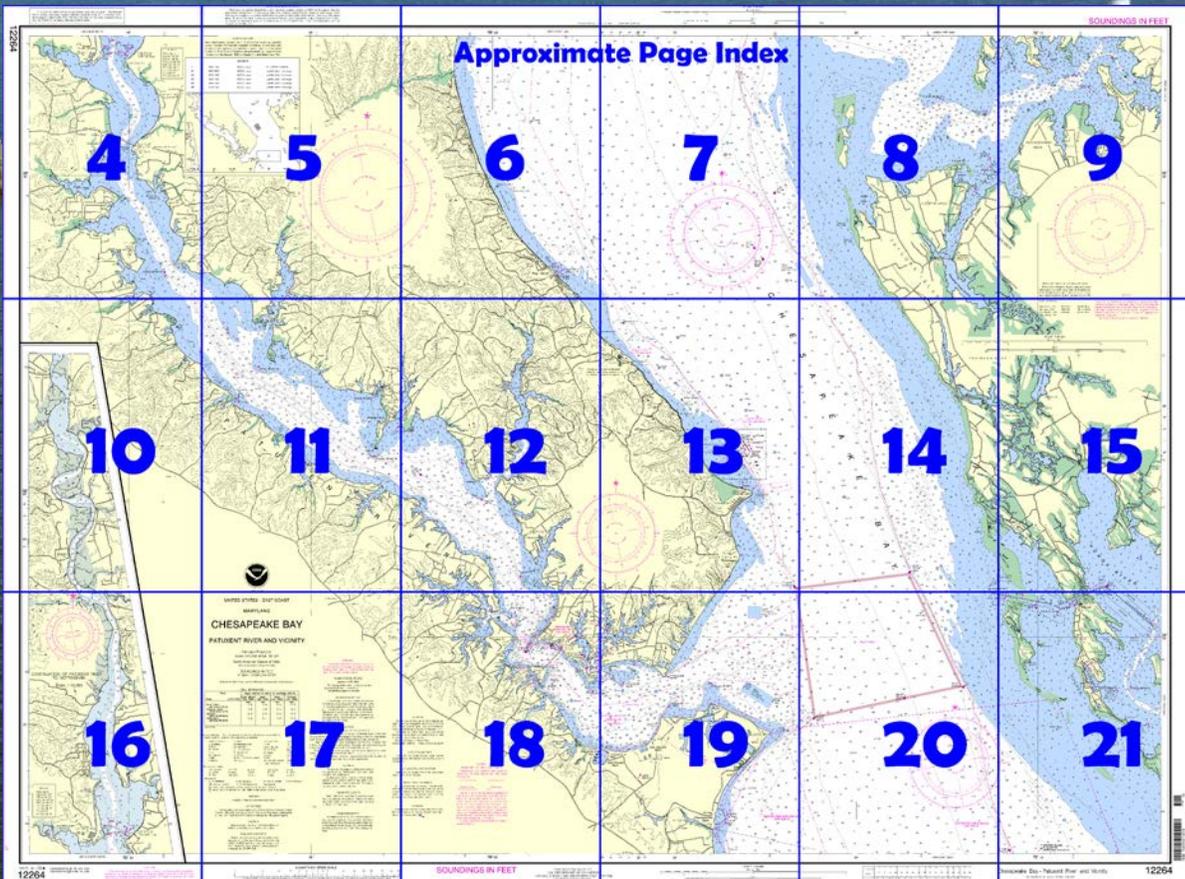
NOAA Chart 12264

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=12264>.



(Selected Excerpts from Coast Pilot)

The enclosed naval seaplane basin 8.5 miles north-northwestward of Point No Point and 2 miles southwestward of Cedar Point has depths of about 10 feet. The entrance to the basin is between two breakwaters, each marked at their outer ends by a light.

Cedar Point (38°17.9'N., 76°22.5'W.) is 10 miles north-northwest of Point No Point. The ruins of an abandoned lighthouse are on the tiny islet 0.3 mile off the point. The shoal

extending 0.5 mile eastward from the islet is marked at its outer end by a lighted buoy. A **fish haven**, marked by private buoys, is 0.6 mile northwestward of Cedar Point.

Patuxent River empties into the west side of Chesapeake Bay 89.3 miles above the Virginia Capes. Commercial traffic consists chiefly of shellfish and shells, and petroleum products. Drafts of vessels using the river are mostly 7 feet or less and seldom exceed 12 feet.

The river has natural depths of 25 to 30 feet in the approach, 30 to over 100 feet for 16 miles upstream, thence 23 feet to the Benedict highway bridge 19 miles above the mouth, thence 10 feet for 12 miles to within 2 miles of Nottingham, thence 6 feet for 5 miles, and thence 3 feet to Hills Bridge, 40 miles above the mouth. The channel is not difficult to follow as far as the Benedict bridge, and the principal shoals are marked by lights and daybeacons; the channel above the bridge is narrow in places and is marked for about another 2.5 miles.

Anchorage can be had off the mouth of Patuxent River; shelter from westerly winds is found in depths of 20 to 30 feet close to shore on the north side of the approach. Shelter from easterly winds is found in depths of 30 to 50 feet in the channel 1.5 miles above the entrance. Bottom in Patuxent River channel is mostly soft as far as the Benedict highway bridge, and vessels can anchor where convenient. Small vessels anchor in the creeks back of Solomons Island, but there is little swinging room. St. Leonard Creek is good small-vessel anchorage in any weather. The current velocity is 0.4 knot in the entrance to Patuxent River off Drum Point. Ice closes the river to near the mouth in severe winters. Marine supplies and complete hull and machinery repairs are available along the Patuxent River. Principal locations are in the creeks behind Solomons Island, i.e., Back Creek and Mill Creek. Facilities are also available in Town Creek, Cuckold Creek, Island Creek, and at Benedict. Patuxent River empties into the head of the bight between Cedar Point and **Cove Point**, 5 miles to the northward. **Cove Point Light** (38°23'11"N., 76°22'54"W.), 45 feet above the water, is shown from a white tower on the point. The light is 1 mile west of a point on the bay ship channel 92.6 miles above the Capes. The high bluffs on **Little Cove Point**, 1.5 miles to the southward, are prominent.

The entrance to Patuxent River is between **Drum Point** and **Fishing Point**, 0.9 mile to the southward. The shoals that extend off Fishing Point and **Hog Point**, 1 mile to the east-northeastward, are marked at their outer ends by lights. A fish haven, marked by buoys, is about 1 mile east-southeastward of Light 3. A light is just off Drum Point.

Mileages on Patuxent River, shown as Mile 8W, 11E, etc., are the nautical miles above the midchannel point on a line drawn between Drum and Fishing Points. The letters N, S, E, and W following the numerals denote by compass points the side of the river where each feature is located.

The **Patuxent River Naval Air Station** is along the south side of the entrance. The enclosed seaplane basins, East Patuxent Basin at Mile 0.8S, and West Patuxent Basin at Mile 1.35S have general depths of 9 to 4 feet, and 15 to 7 feet, respectively. Lights mark the entrance points to West Patuxent Basin. A **restricted area** off the air station begins about 2.4 miles south of Cedar Point and extends north to the mouth of Patuxent River, thence upstream for about 2.5 miles. (See **334.180**, chapter 2, for limits and regulations.)

Solomons Island, Mile 1.8N, is joined to the mainland on the northwest by a causeway. The shoal that extends 500 yards southward from **Sandy Point**, at the south end of the island, is marked at its outer end by a light. **Solomons**, is the village on the island. The pier of the **Chesapeake Biological Laboratory** is on the east side of the island.

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

RCC Norfolk	Commander	(575) 398-6231
	5th CG District	
	Norfolk, VA	

Table of Selected Chart Notes

NOTE B
Private lights
Fl G 4s 10ft 27"
Fl R 4s 10ft 28"
Fl G 2.5s 12ft 29"
Fl R 2.5s 12ft 30"
Fl Y 2.5s 10ft 31"
Fl Y 2.5s 10ft 32"
Fl Y 2.5s 12ft 33"

NOTE B
Private lights
Fl G 4s 10ft 27"
Fl R 4s 10ft 28"
Fl G 2.5s 12ft 29"
Fl R 2.5s 12ft 30"
Fl Y 2.5s 10ft 31"
Fl Y 2.5s 10ft 32"
Fl Y 2.5s 12ft 33"

NOTE C
Strong currents exist in this area creating hazardous navigating conditions. Use extreme caution.

HEIGHTS
Heights in feet above Mean High Water.

SMALL CRAFT WARNINGS
During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

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

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
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)

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.

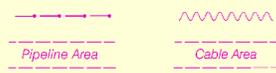
NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Heathsville, VA	WXM-57	162.40 MHz
Salisbury, MD	KEC-92	162.475 MHz
Washington, DC	KHB-36	162.55 MHz
(Manassas, VA)		

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

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

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 0.437" northward and 1.167" eastward to agree with this chart.

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.

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.

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 Baltimore, Maryland.
Refer to charted regulation section numbers.

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

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.

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.

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:

Bids 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	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

① 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

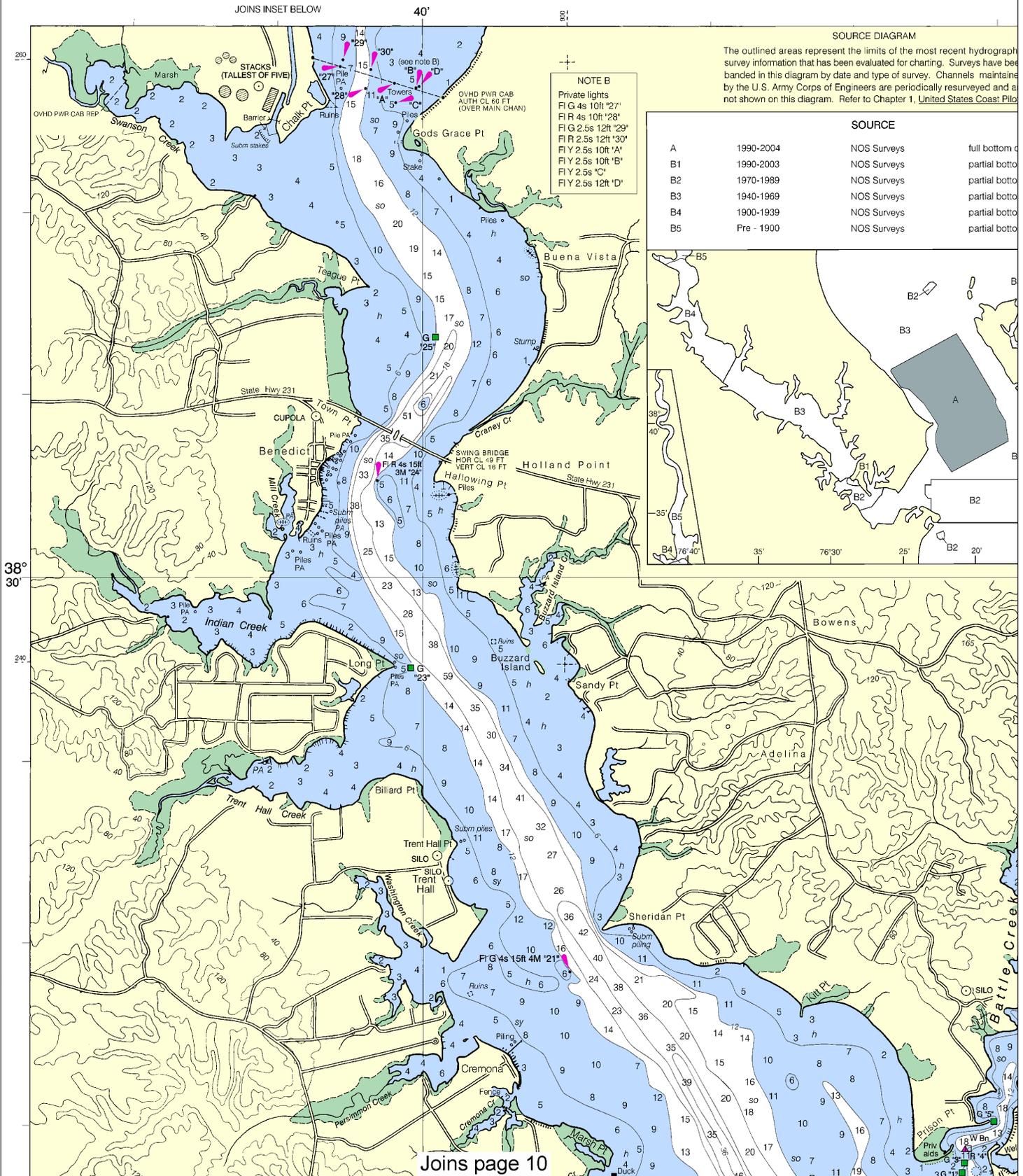
PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Drum Point	(38°19'N/76°25'W)	1.8	1.5	0.3
Broomes Island	(38°23'N/76°33'W)	2.0	1.6	0.3
Benedict	(38°31'N/76°40'W)	2.4	2.0	0.4
Nottingham	(38°43'N/76°42'W)	3.8	3.1	0.6

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 2007)

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.

NOAA and its partner, OceanGrafix, offer this and critical corrections. Charts are printed when Editions are available 5-8 weeks before their release about Print-on-Demand charts or contact NOAA help@NauticalCharts.gov, or OceanGrafix help@OceanGrafix.com.

12264



4

Note: Chart grid lines are aligned with true north.

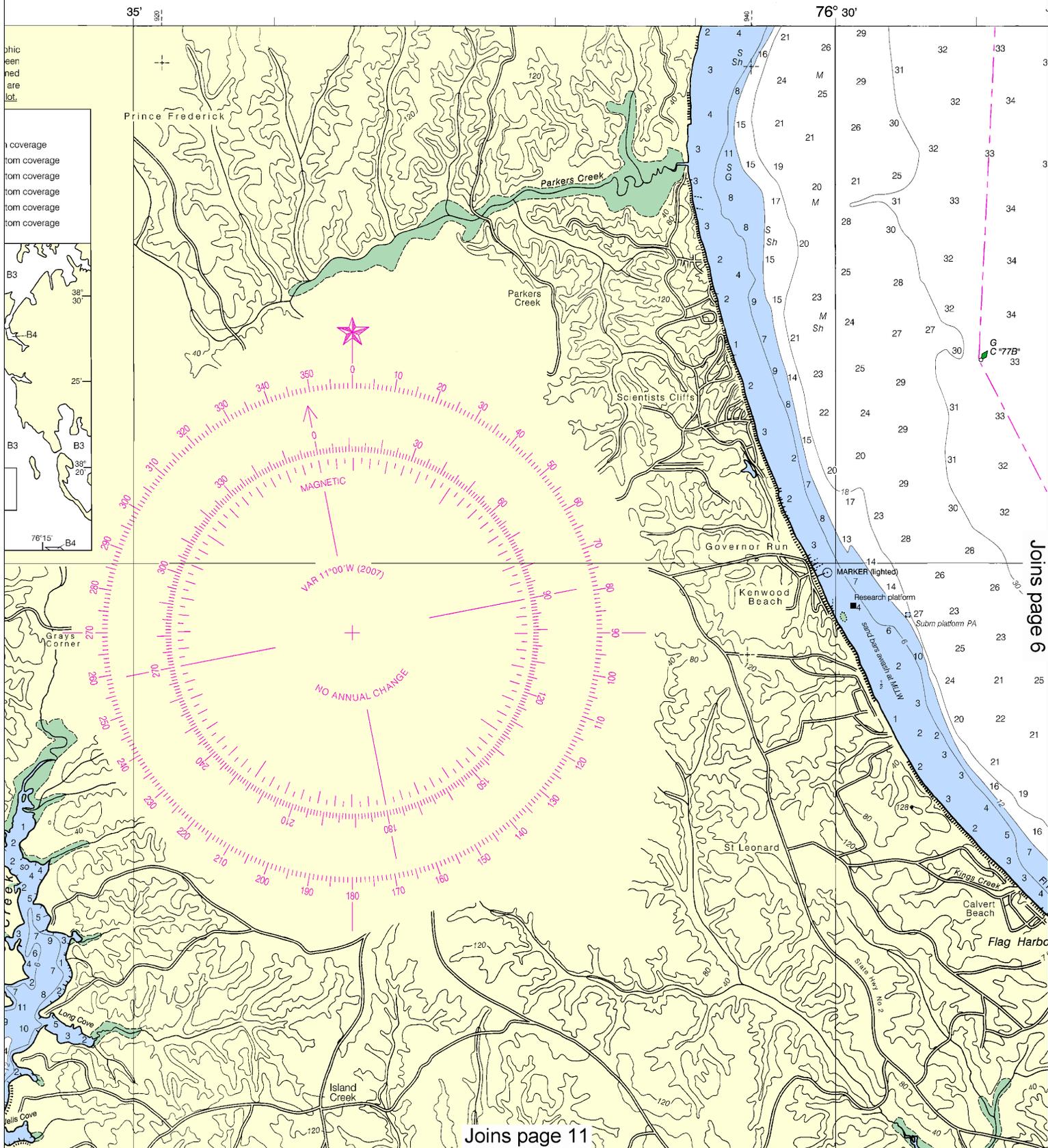
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



This chart updated weekly by NOAA for Notices to Mariners when ordered using Print-on-Demand technology. New please as traditional NOAA charts. Ask your chart agent NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, fax at 1-877-56CHART, <http://OceanGrafix.com>, or



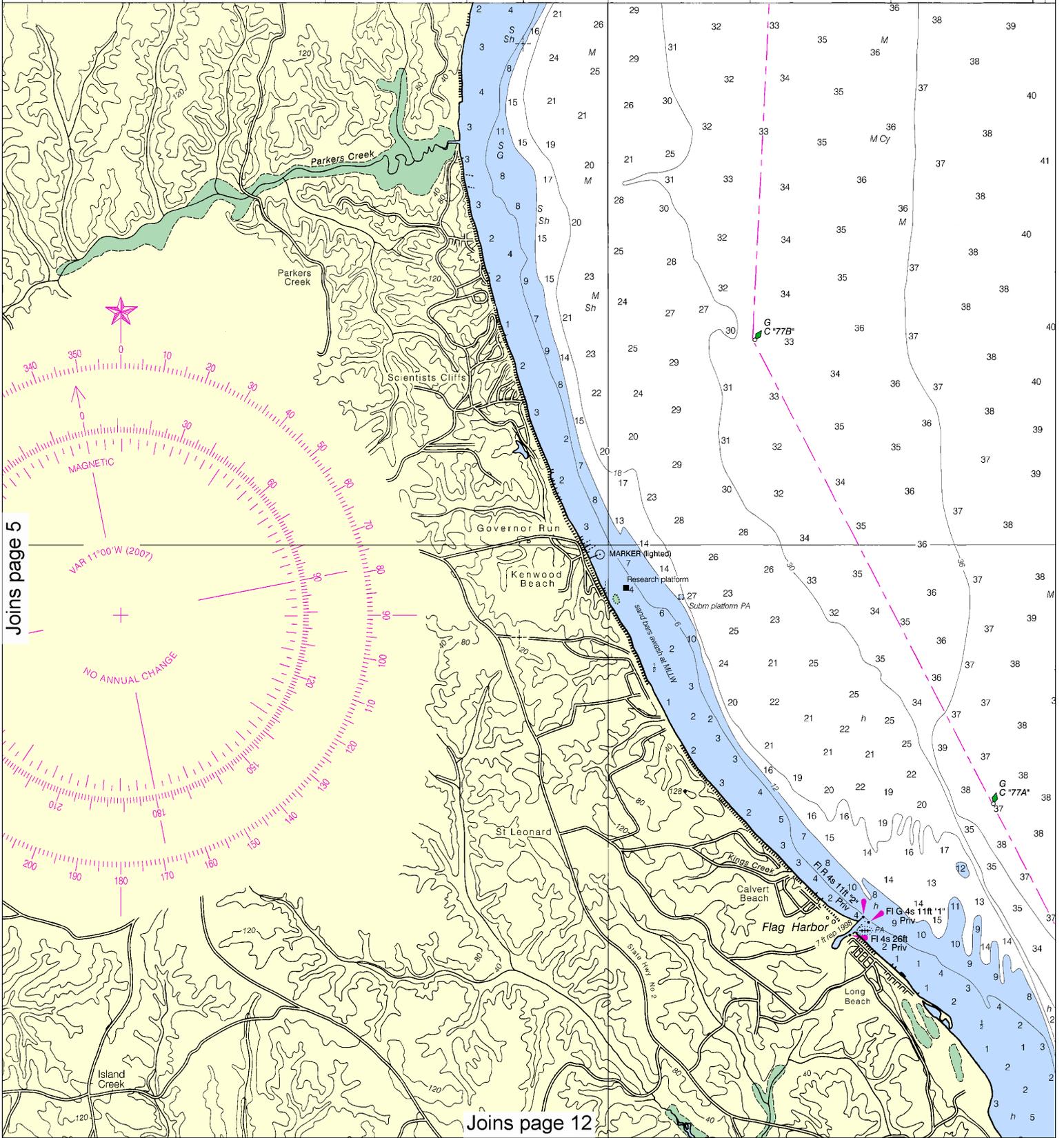
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



76° 30'

JOINS CHART 12266

27'



Joins page 5

Joins page 12

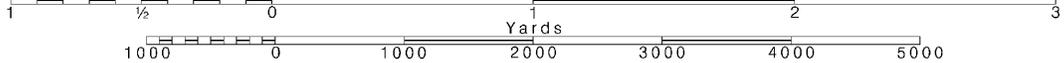
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Note: Chart grid lines are aligned with true north.

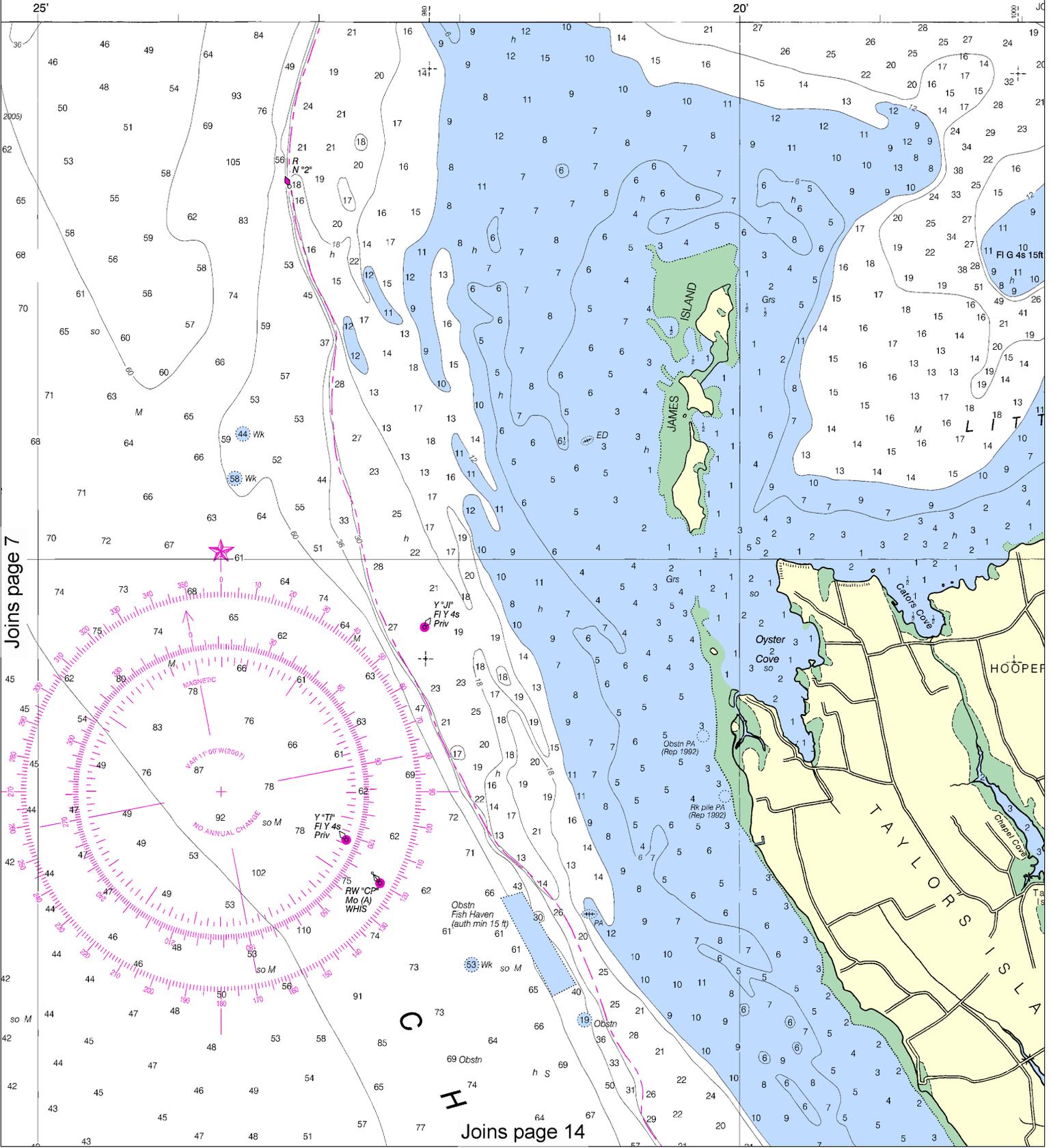
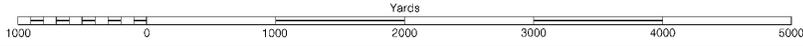
Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.



SCALE 1:40,000
Nautical Miles



Joins page 7

Joins page 14



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

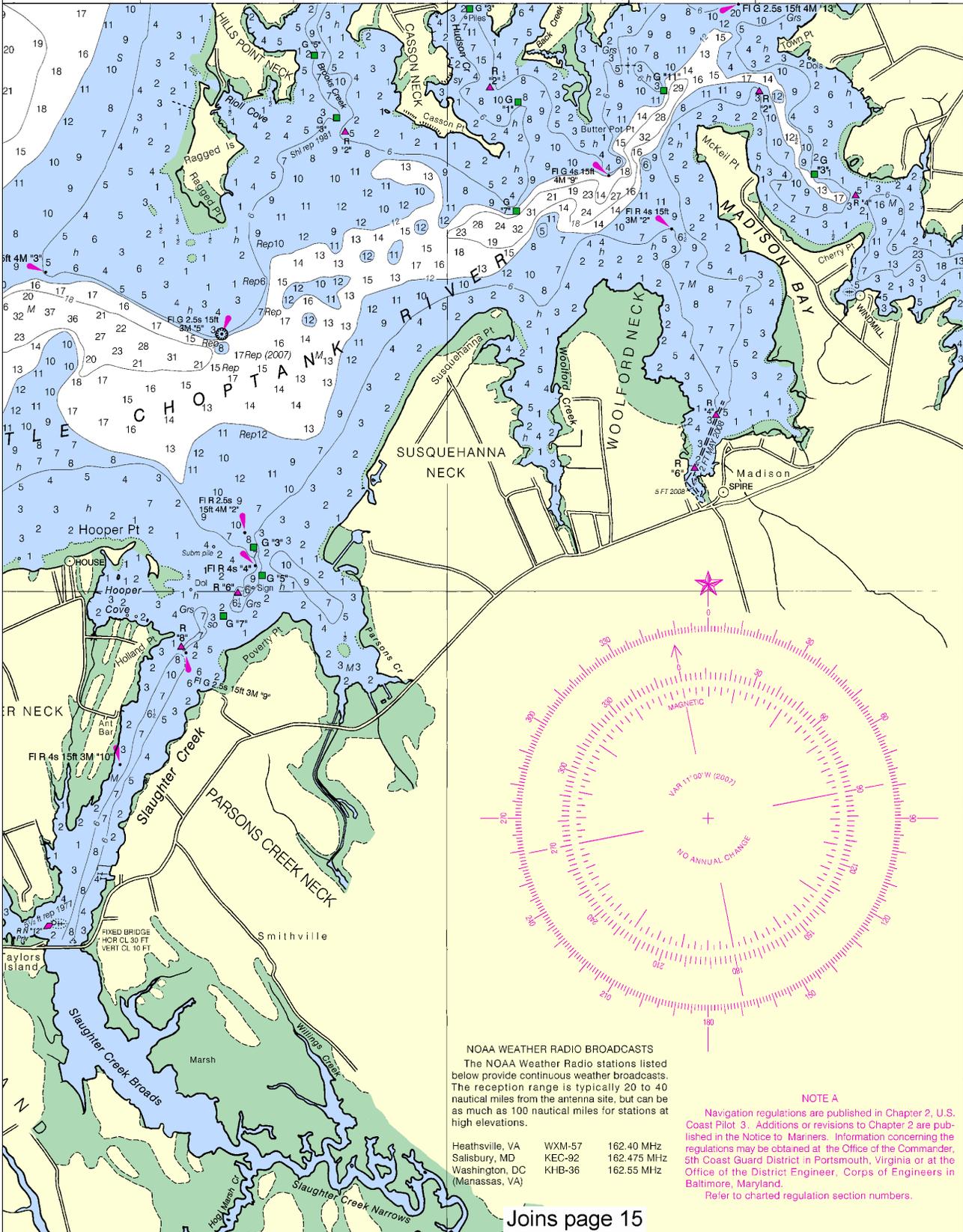
See Note on page 5.



SOUNDINGS IN FEET

JOINS CHART 12266

76° 15'



JOINS CHART 12266

38° 30'

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.

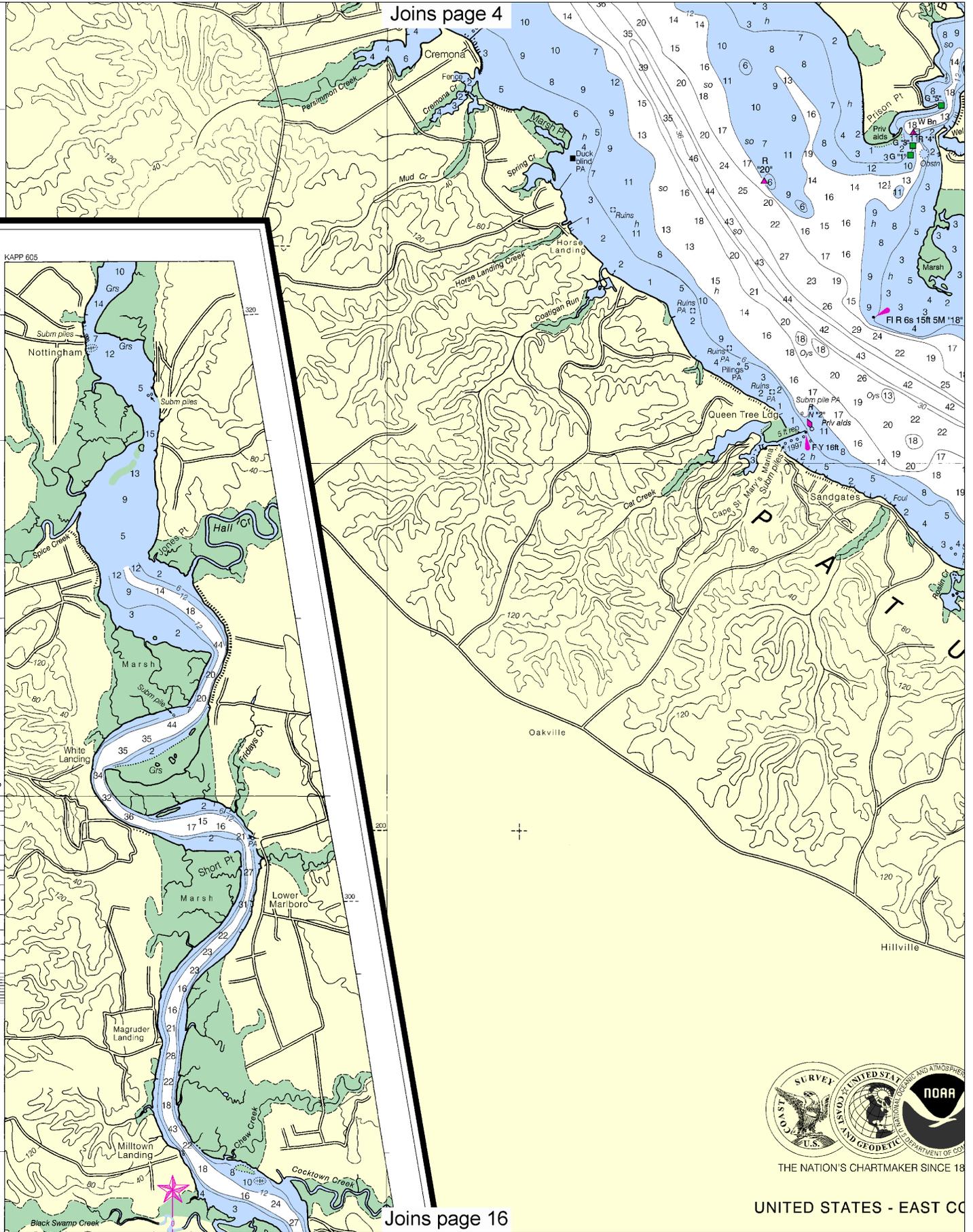
Heathsville, VA	WXM-57	162.40 MHz
Salisbury, MD	KEC-92	162.475 MHz
Washington, DC (Manassas, VA)	KHB-36	162.55 MHz

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 Baltimore, Maryland.
 Refer to charted regulation section numbers.

Joins page 15

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Joins page 16



THE NATION'S CHARTMAKER SINCE 18

UNITED STATES - EAST CO

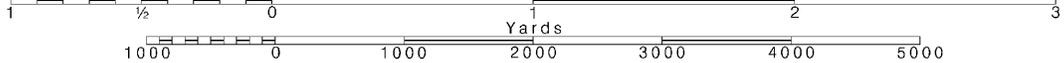
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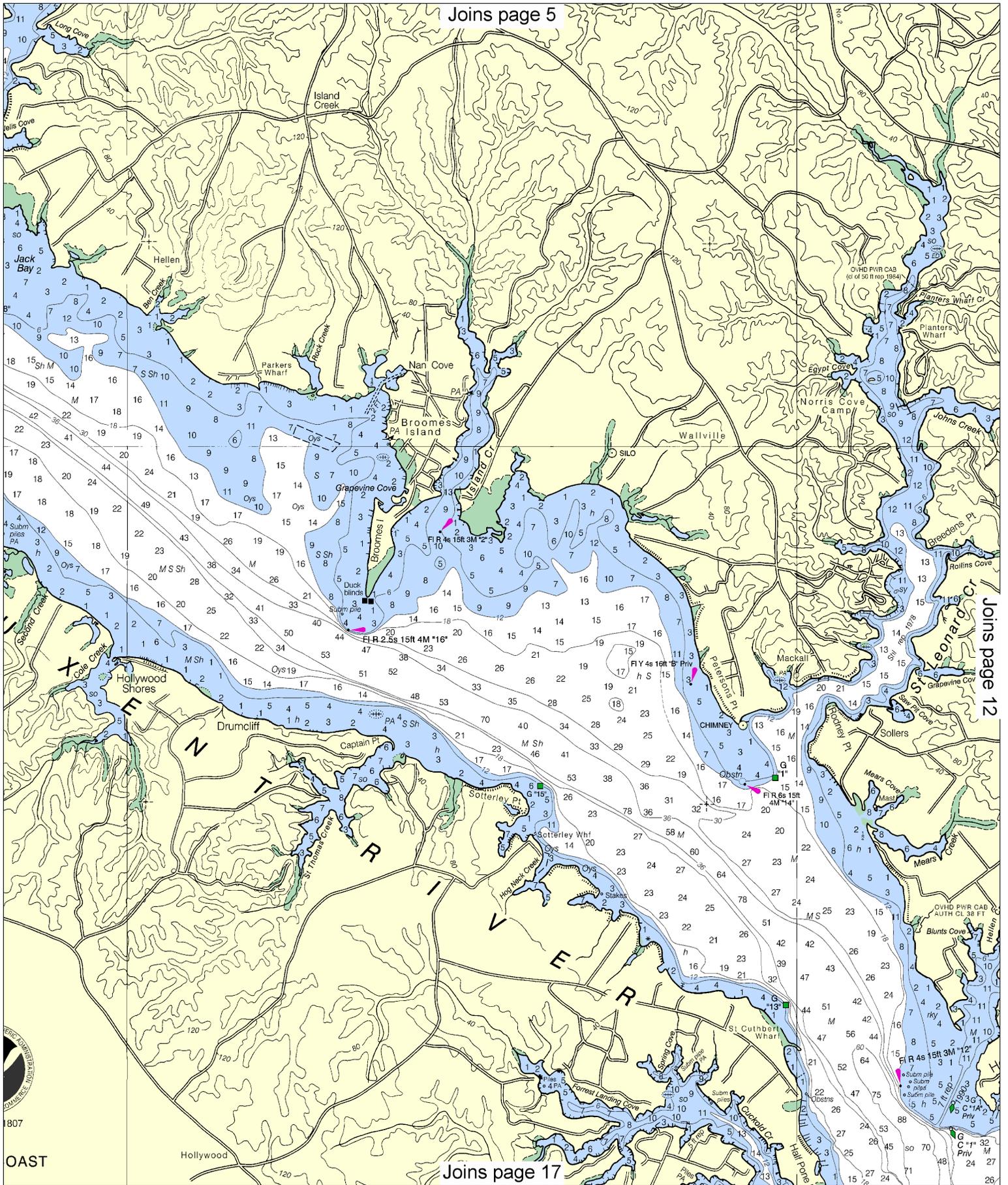
Note: Chart grid lines are aligned with true north.

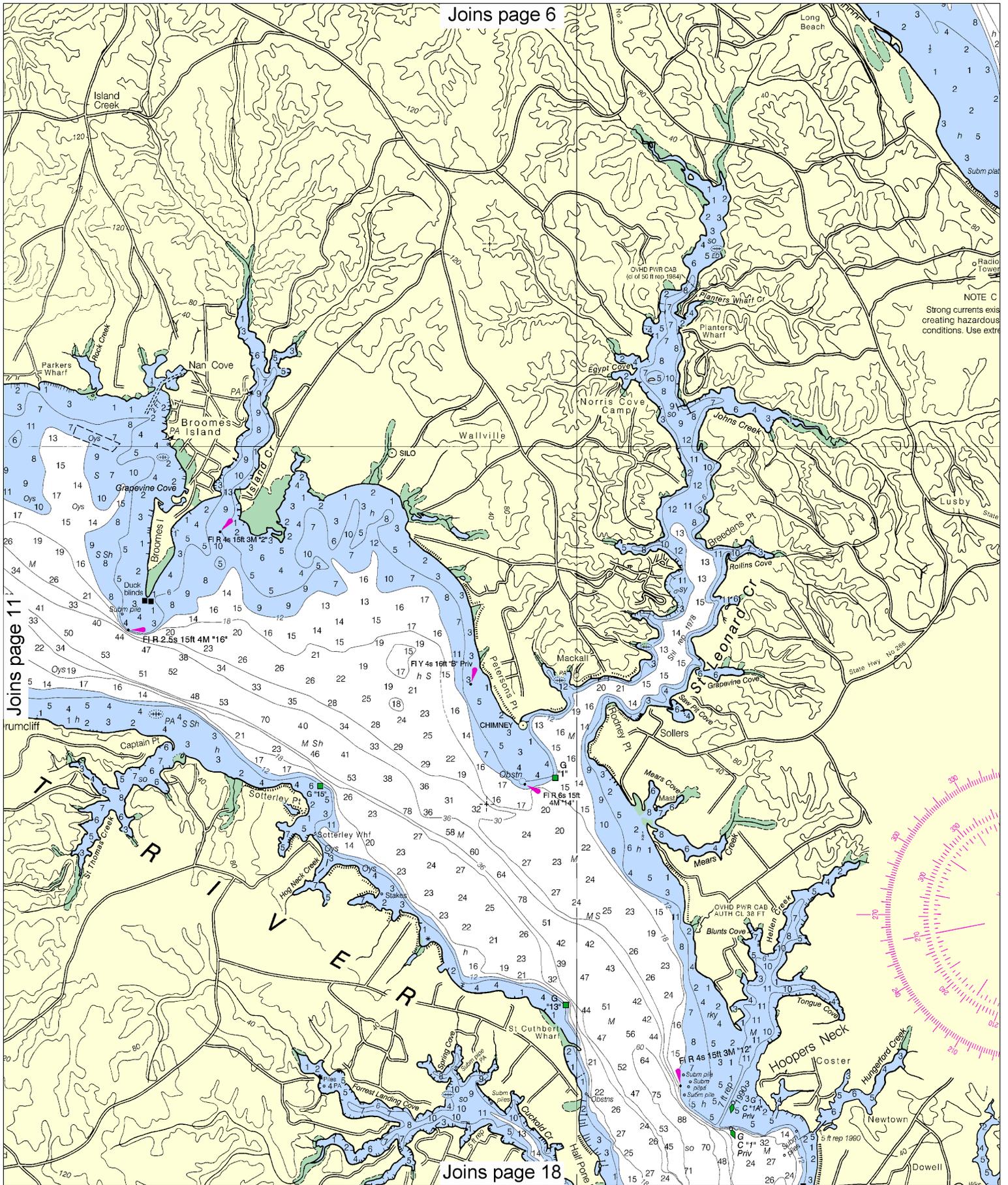
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SCALE 1:40,000
Nautical Miles

See Note on page 5.







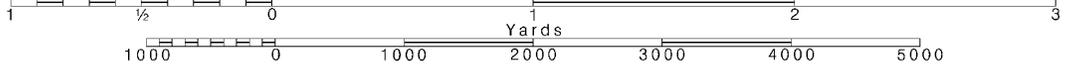
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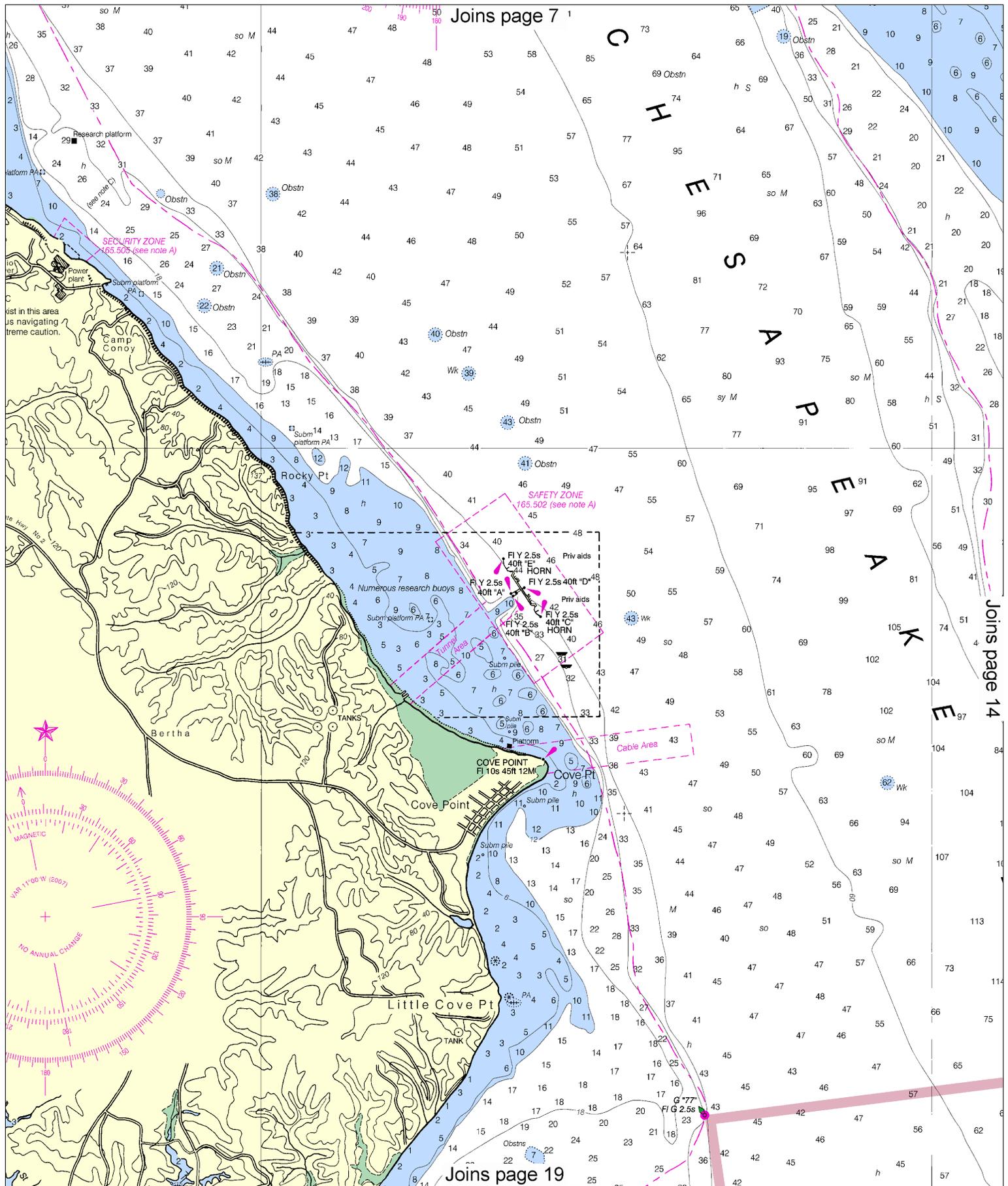
Note: Chart grid lines are aligned with true north.

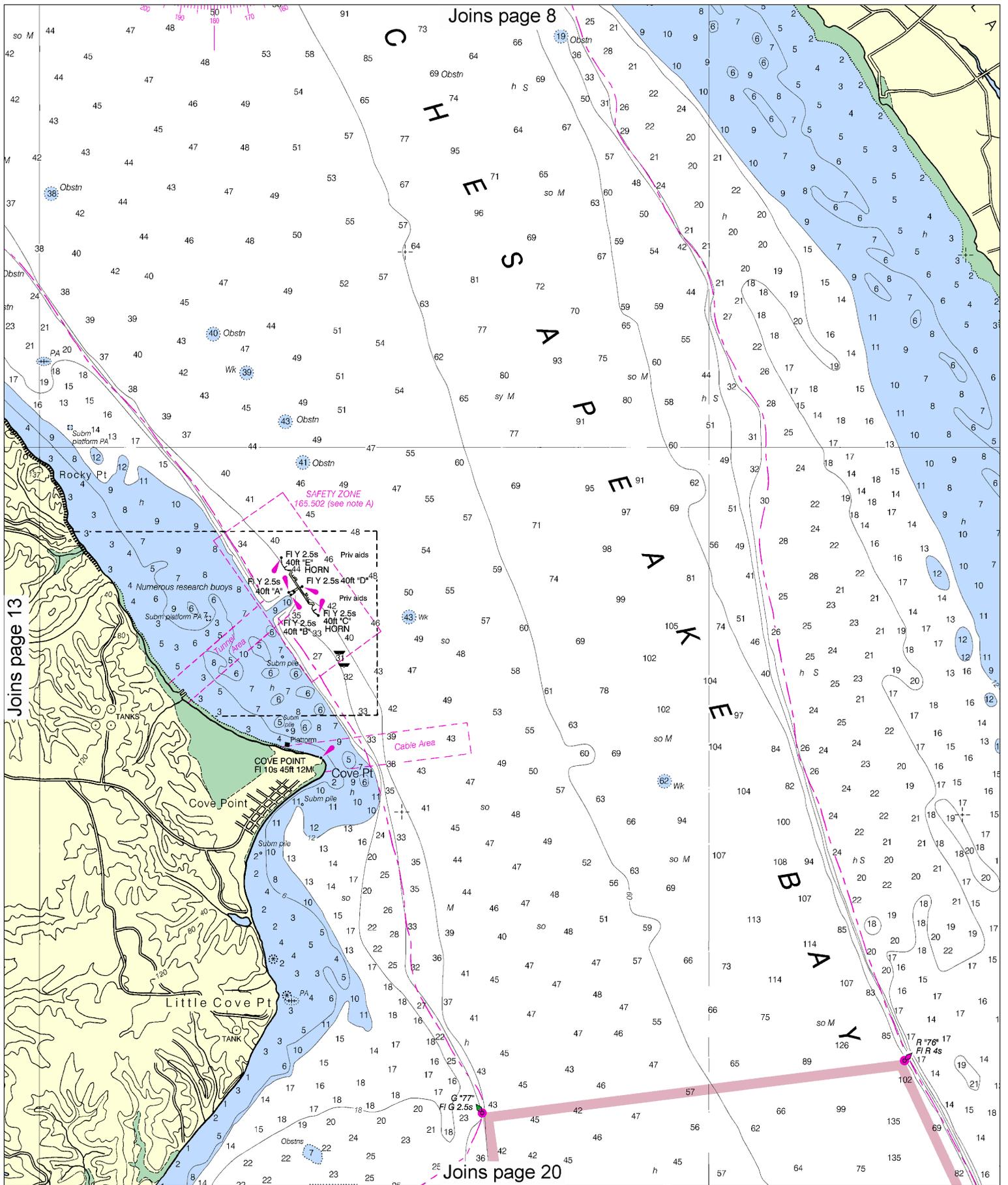
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







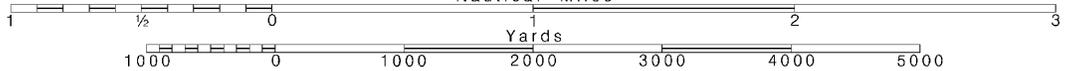
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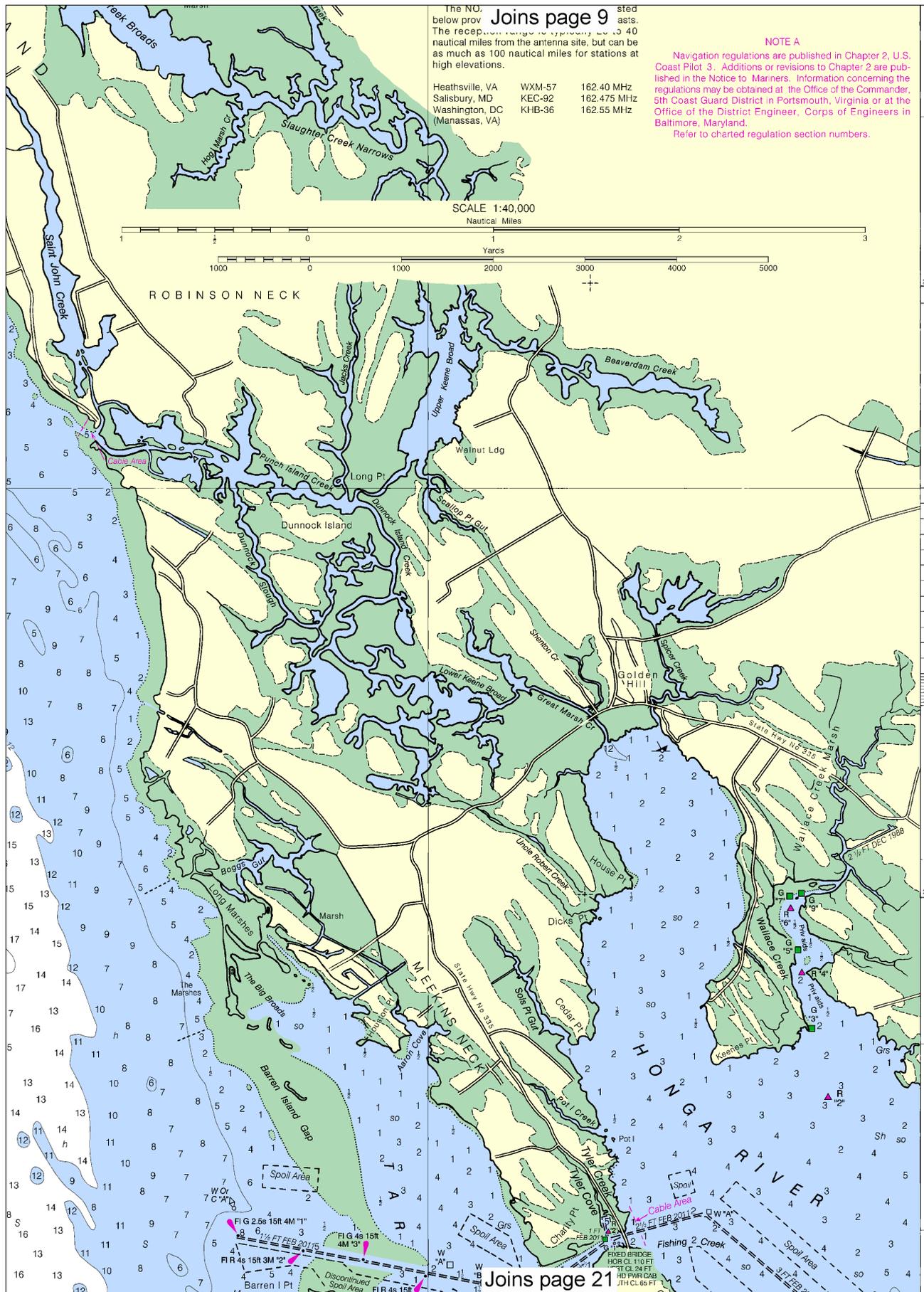
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



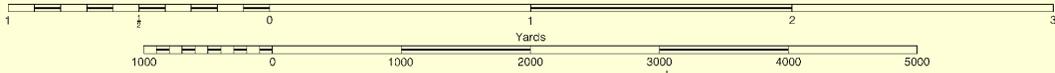


The NO. 1 station is located below provided. The reception range is typically 25 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Station	Frequency
Heathsville, VA WXM-57	162.40 MHz
Salisbury, MD KEC-92	162.475 MHz
Washington, DC KHB-36	162.55 MHz

NOTE A
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 Refer to charted regulation section numbers.

SCALE 1:40,000
 Nautical Miles



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Joins page 21



THE NATION'S CHARTMAKER SINCE 18

UNITED STATES - EAST CO

MARYLAND

CHESAPEAKE

PATUXENT RIVER AND

Mercator Projection
Scale 1:40,000 at Lat. 38° 24'

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	Height referred to datum	Mean Higher High Water	Mean Lower Low Water
NAME	(LAT/LONG)	feet	feet
Drum Point	(38°19'N/76°25'W)	1.8	2.0
Broomes Island	(38°25'N/76°33'W)	2.0	2.4
Benedict	(38°31'N/76°40'W)	2.4	3.8
Nottingham	(38°43'N/76°42'W)	3.8	

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (May 2007).

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
 - Al alternating IQ interrupted quick N nun
 - B black Iso isophase OBSC obscured
 - Bn beacon LT lighthouse Oc occulting
 - C can M nautical mile Or orange
 - DIA diaphone m minutes Q quick
 - F fixed MICHO TR microwave tower R red
 - Fl flashing Mir marker Re Ref radar ref R Bn radiobeacon
- Bottom characteristics:
- Blds boulders Co coral gy gray Oys oysters
 - bk broken G gravel h hard Rk rock
 - Cy clay Grs grass M mud S sand
- Miscellaneous:
- AUTH authorized Obstr obstruction PD position doubtful
 - 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.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

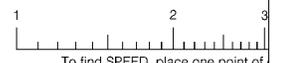
Hydrography and topography by the National Ocean Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

CAUTION

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

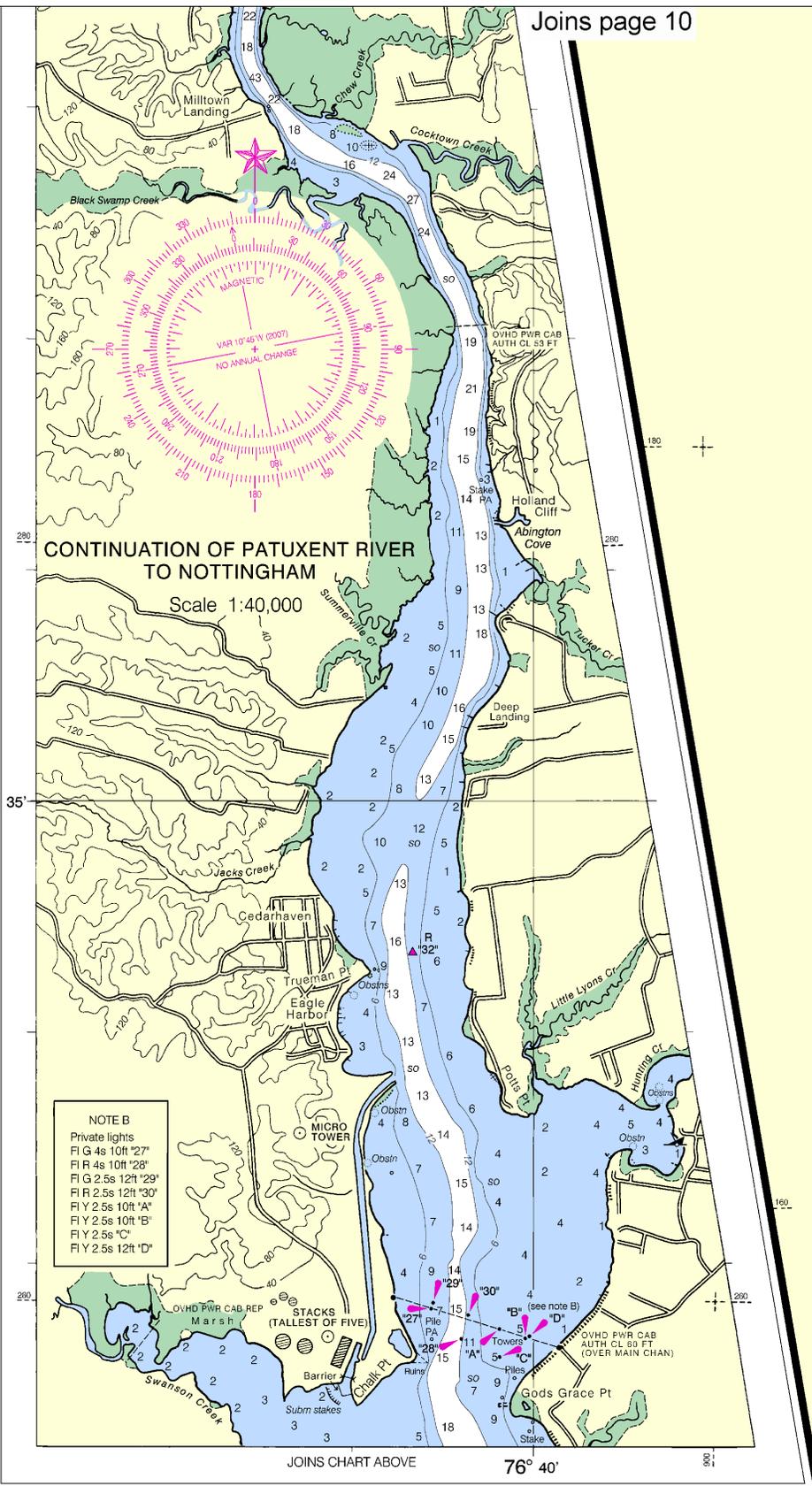
POLLUTION REPORTS

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).



To find SPEED, place one point of right point on 60 and left point will tell

Joins page 10



NOTE B
Private lights
Fl G 4s 10ft "27"
Fl R 4s 10ft "28"
Fl G 2.5s 12ft "29"
Fl R 2.5s 12ft "30"
Fl Y 2.5s 10ft "A"
Fl Y 2.5s 10ft "B"
Fl Y 2.5s "C"
Fl Y 2.5s 12ft "D"

JOINS CHART ABOVE 76° 40'

30th Ed., Jul. /07
12264

Corrected through NM Jul. 14/07
Corrected through LNM Jul. 3/07

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.

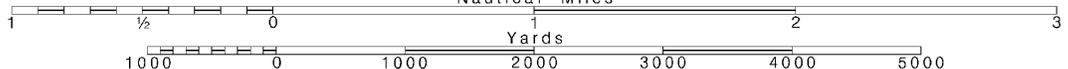
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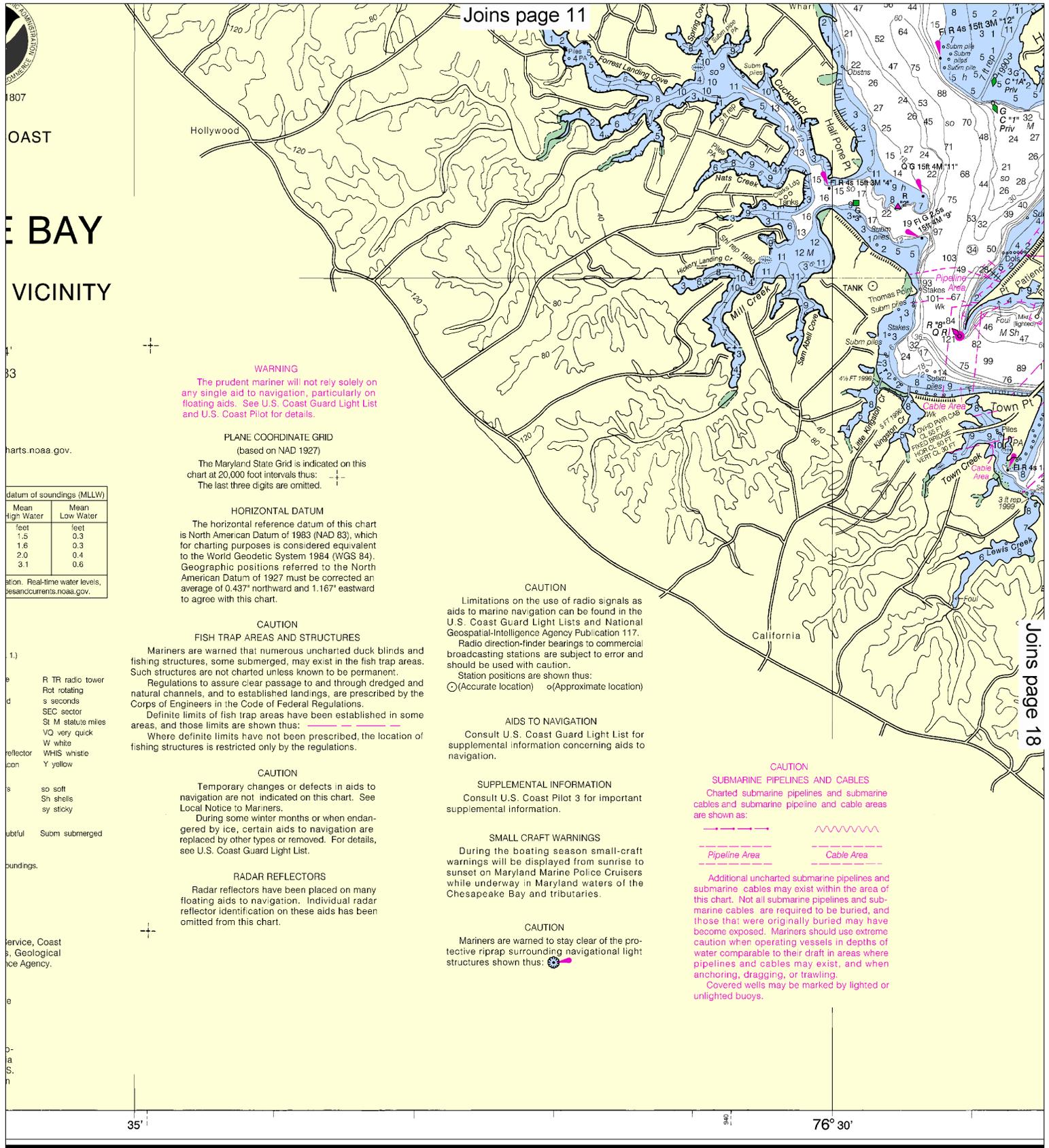
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





1807
COAST
BAY
VICINITY

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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.

PLANE COORDINATE GRID
(based on NAD 1927)
The Maryland State Grid is indicated on this chart at 20,000 foot intervals thus: $\frac{1}{1}$
The last three digits are omitted.

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 0.437' northward and 1.167' eastward to agree with this chart.

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Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

CAUTION
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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.

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.

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)

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

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

SMALL CRAFT WARNINGS
During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: $\frac{1}{1}$

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
 $\frac{1}{1}$ Pipeline Area $\frac{1}{1}$ Cable Area

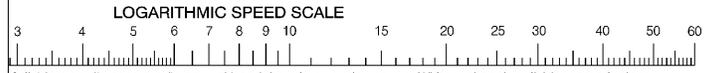
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels 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.

datum of soundings (MLLW)	
Mean High Water	Mean Low Water
feet 1.5	feet 0.3
1.6	0.3
2.0	0.4
3.1	0.6

ation. Real-time water levels, hessancurrents.noaa.gov.

- R TR radio tower
- Rot rotating
- s seconds
- SEC sector
- St M statute miles
- VQ very quick
- W white
- WHIS whistle
- Y yellow
- so soft
- Sh shells
- sy sticky
- Subm submerged

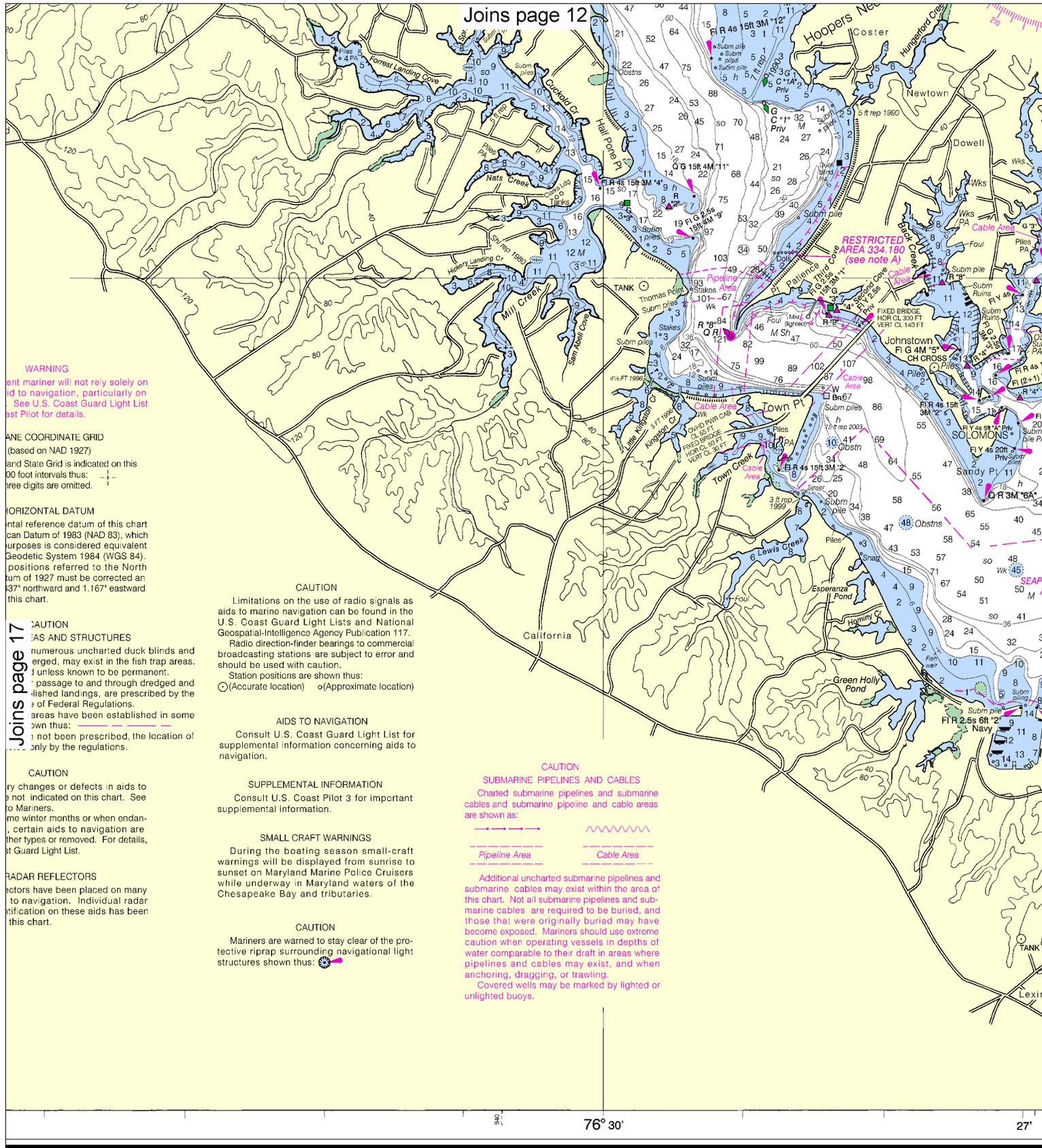
service, Coast
s, Geological
ice Agency.



of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SOUNDINGS IN FEET

NATIONAL



WARNING
The mariner will not rely solely on this chart for navigation, particularly on the U.S. Coast Guard Light List for details.

COORDINATE GRID
(based on NAD 1927)
The State Grid is indicated on this chart at 100-foot intervals thus: $\frac{1}{10}$ (three digits are omitted).

HORIZONTAL DATUM
The horizontal datum of this chart is the North American Datum of 1983 (NAD 83), which for all purposes is considered equivalent to the Geodetic System 1984 (GGS 84). Positions referred to the North American Datum of 1927 must be corrected an 837' northward and 1.167' eastward from this chart.

CAUTION
UNCHARTED DUCK BLINDS AND STRUCTURES
Numerous uncharted duck blinds and structures, which may exist in the fish trap areas, unless known to be permanent, may obstruct passage to and through dredged and uncharted landings, are prescribed by the regulations of Federal Regulations. Areas have been established in some waters which have not been prescribed, the location of which is only by the regulations.

CAUTION
Changes or defects in aids to navigation are not indicated on this chart. See the U.S. Coast Guard Light List for details.

RADAR REFLECTORS
Radar reflectors have been placed on many aids to navigation. Individual radar reflector information on these aids has been shown on this chart.

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)

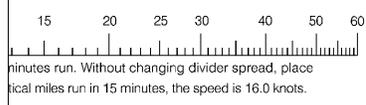
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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

SMALL CRAFT WARNINGS
During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

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

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.



SOUNDINGS IN FEET

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NATIONAL OCEAN SERVICE
COAST SURVEY

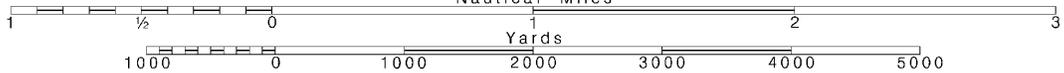
18

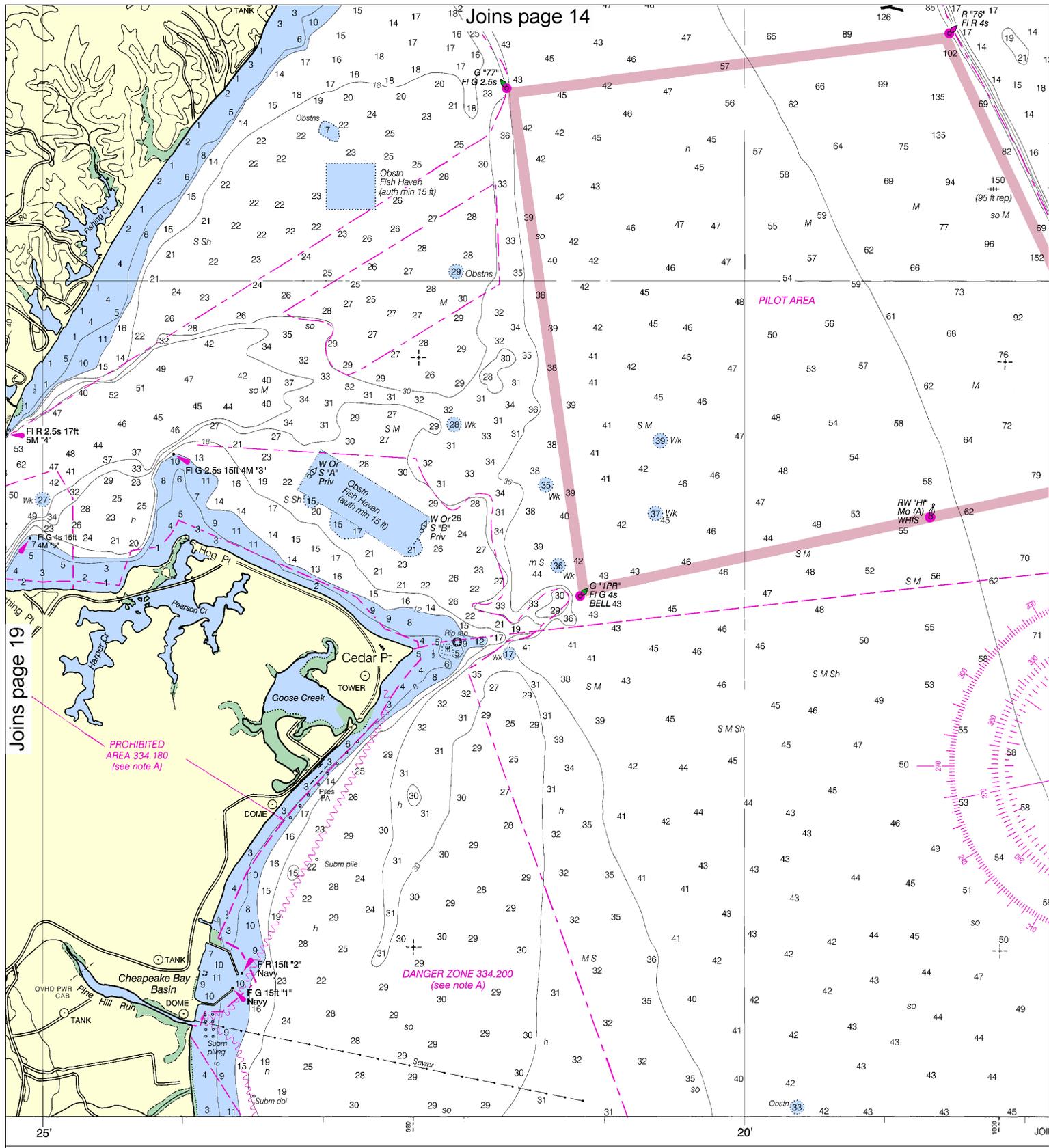
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





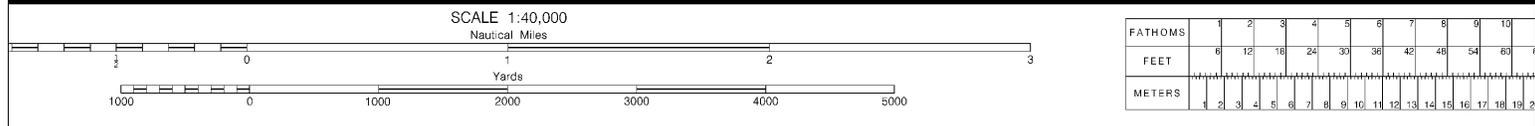
Joins page 14

Joins page 19

PROHIBITED AREA 334.180 (see note A)

DANGER ZONE 334.200 (see note A)

PILOT AREA



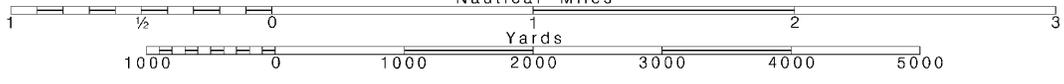
20

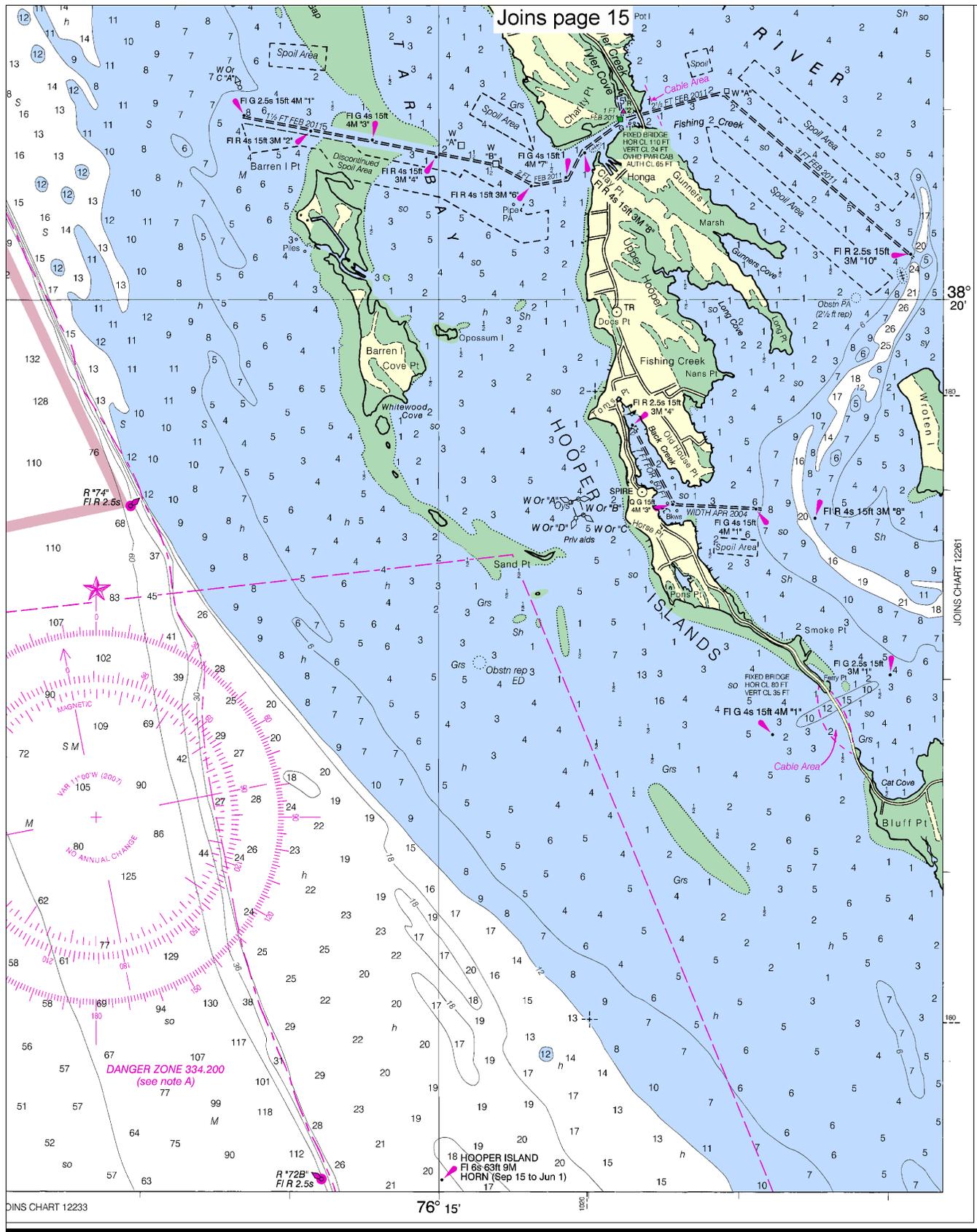
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





JOINS CHART 12261

ED. NO. 30

NSN 7642014010319
 NGA REFERENCE NO. 12AHA12264

Chesapeake Bay - Patuxent River and Vicinity
 SOUNDINGS IN FEET - SCALE 1:40,000

12264

21



EMERGENCY INFORMATION

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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- 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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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.

