BookletChart™

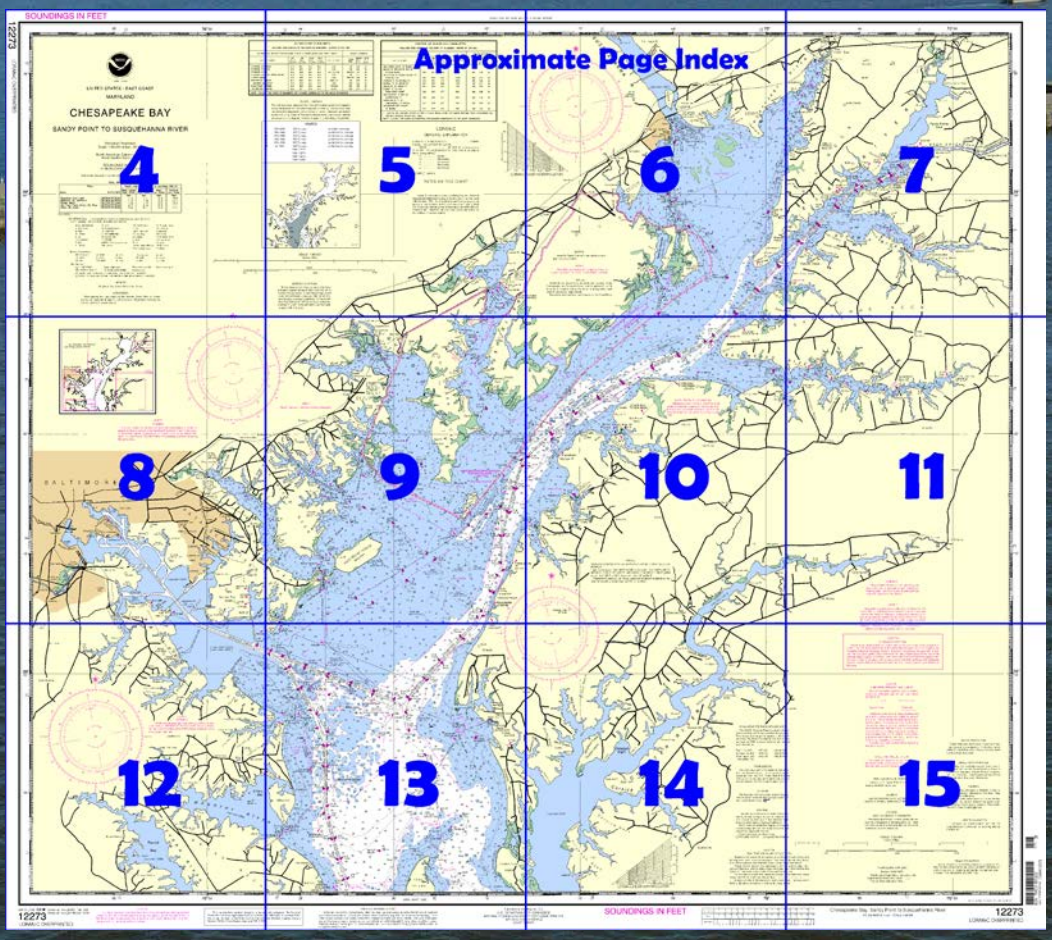
Chesapeake Bay – Sandy Point to Susquehanna River

NOAA Chart 12273

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=12273.

(Selected Excerpts from Coast Pilot)
From Potomac River to Patuxent River, the western shore of Chesapeake Bay is mostly low, although the 100-foot elevation does come within 1 mile of the water midway between the two rivers. Above Patuxent River, the ground rises and 100-foot elevations are found close back of the shore along the unbroken stretch northward to Herring Bay. Above Herring Bay, the 100-foot contour is pushed back by the tributaries. The bay channel has depths of 50 feet or more, and is well marked by lights and buoys.
The **fishtrap areas** that extend along this entire section of the western shore are marked at their outer limits and are shown on the charts.
Ice.–Ice is encountered in the tributaries, particularly during severe winters. When threatened by icing conditions, certain lighted buoys may be replaced by lighted ice buoys having reduced candlepower or by unlighted buoys, and certain unlighted buoys may be discontinued. (See Light List.)
During the ice navigation season, the waters of Chesapeake Bay and its tributaries north of Smith Point, but not including Patuxent River, are a **regulated navigation area.** (See **165.1 through 165.13, and 165.503,** chapter 2, for limits and regulations.)
The Eastern Shore of Chesapeake Bay, from Cape Charles to Chester River, is mostly low and has few prominent natural features. The mainland and the islands are subject to erosion, and many of the islands and points have completely washed away. **Fishtrap** limits are shown on the charts and usually are marked by black and white horizontal-banded buoys. In the tributaries of Pocomoke Sound, **ice** sufficient to interfere with the navigation of small vessels may be encountered at any time from January through March. The ice from Pocomoke Sound does not interfere with the larger vessels in the bay, but the smaller oyster and fishing boats frequently are held up and sometimes require assistance, especially in Kedges and Hooper Straits.
Patapsco River forms Baltimore Harbor, and Elk River is the approach to the Chesapeake and Delaware Canal. The other tributaries that empty into this part of the bay are seldom used by vessels drawing more than 12 feet. The shores are mostly wooded in the undeveloped areas and rise to considerable heights in the vicinity of Northeast and Susquehanna Rivers.
There are extensive shoal areas in the upper part of the bay, and **fishtraps** are numerous in season; fishtrap limits are shown on the chart. All of the tributaries are usually closed by ice for extended periods during the winter.
Middle River, 6.5 miles north-northeastward of North Point, is entered through a marked dredged channel which leads to an anchorage basin at the Martin Marietta Company plant at the head of **Dark Head Creek**, the east fork of the river 3.2 miles above the mouth. In 2009, the controlling depth was 8.0 feet at midchannel to the anchorage basin, thence 8.4 feet in the basin with lesser depths along the sides. The west fork of Middle River has depths of 7 feet to within 0.5 mile of a fixed bridge near the head.
A 6 m.p.h. **speed limit** is enforced on Saturdays, Sundays and holidays.
Sue Creek, on the south side of the entrance to Middle River, has depths of about 7 feet to the yacht club just inside the entrance, thence depths of 5 to 3 feet for 1 mile inside. The entrance is marked by a light.
Galloway Creek, a broad cove on the north side of Middle River just inside the entrance, has depths of 8 to 5 feet except along the shoreline.
Frog Mortar Creek, on the northeast side of Middle River 1.5 miles above the mouth, has depths of 6 to 8 feet. A 12-foot marked channel leads from Middle River to the Martin Marietta seaplane basin on the west side of the creek 0.5 mile above the entrance. A 6 m.p.h. **speed limit** is enforced on Saturdays, Sundays and holidays.
Warning.–Small-craft operators in Frog Mortar Creek are advised to use caution in the vicinity of Martin State Airport. Small-craft with masts exceeding 37 feet in height above the waterline create an obstruction to low-flying aircraft. Operators of such vessels transiting Frog Mortar Creek should contact Martin State Airport Control Tower by telephone at 410–238–1008 when visibility is less than 1.0 statute mile so approaching aircraft can be warned. Tower operations are from 0600 to 2200 daily.

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

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

Table of Selected Chart Notes

Corrected through NM Jan. 28/12
Corrected through LNM Jan. 24/12

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:80,000 at Lat. 39°18'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

AREA 1

Fishing Traps permitted Oct 2 to May 19 inclusive.

NOTE B

Havre De Grace Channel is marked by private aids, see chart 12274.

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.

Baltimore, MD	KEC-83	162.400 MHz
Sudlersville, MD	WXK-97	162.500 MHz
Washington, DC (Manassas, VA)	KHB-36	162.550 MHz

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 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 0.391" northward and 1.159" eastward to agree with this chart.

CAUTION

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

AIDS TO NAVIGATION

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

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.

CAUTION

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

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 5° from the normal variation have been observed in the channel from Pooles Island to Howell Point and 3° to 8° in Elk River Channel from Grove Point to Courthouse Point.

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.

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.

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

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)

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.

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.

CHESAPEAKE AND DELAWARE CANAL CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2011

CONTROLLING DEPTHS IN FEET AT LOCAL MEAN LOWER LOW WATER *					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
3400 YARDS SOUTH OF POOLES ISLAND TO THE SOUTH END OF POOLES ISLAND	36.2	37.1	37.0	5-11	400	1.88	35
SOUTH END OF POOLES ISLAND TO WORTON POINT	36.6	36.2	35.0	4-11	400	4.28	35
WORTON POINT TO HOWELL POINT	37.3	38.1	36.3	4-11	400	4.75	35
HOWELL POINT TO GROVE POINT	37.0	38.3	37.1	4-11	400	3.37	35
GROVE POINT TO TURKEY POINT	36.1	34.0	30.1	4-11	400	3.40	35
TURKEY POINT TO OLD TOWN POINT WHARF	33.2	35.0	30.4	4-11	400	5.45	35
OLD TOWN POINT WHARF TO BULL MINNOW POINT	33.5	35.0	35.6	4-11	400	1.79	35
BULL MINNOW POINT TO CHESAPEAKE CITY BRIDGE	A25.2	32.0	A25.8	3-11	400	3.53	35
CHESAPEAKE CITY BRIDGE TO BETHEL	30.9	32.1	26.9	3-11	400	1.52	35

* ENTERING FROM CHESAPEAKE BAY.
A. SOUNDINGSS ARE 25 FEET NEAR THE EDGE.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

12273

35' 1920 76°30' 1920

840

35'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MARYLAND

CHESAPEAKE BAY

SANDY POINT TO SUSQUEHANNA RIVER

Mercator Projection
Scale 1:80,000 at Lat. 39°18'

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 of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Baltimore, Ft. McHenry	(39°16'N/76°35'W)	1.7	1.4	0.2
Old Town Point Wharf, Elk River	(39°30'N/75°55'W)	2.7	2.4	0.2
Havre de Grace, Susquehanna River	(39°32'N/76°05'W)	2.5	2.1	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.

(Dec 2011)

39° 30'

600

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.

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.

25'

TABULATED FRO

CONTROLLING DEPTHS FROM SU

NAME OF CHANNEL
CRAIGHILL ENTRANCE
CRAIGHILL CHANNEL
CRAIGHILL ANGLE
CRAIGHILL CHANNEL UPPER RANGE
CUTOFF ANGLE
BREWERTON CHANNEL
EASTERN EXTENSION
SWAN POINT CHANNEL
TOLCHESTER CHANNEL

* ALL DEPTHS REPORTED TO NEARES
** THE LAST 1.88 NM OVERLAPS WITH
NOTE - CONSULT THE CORPS OF ENG

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banded in thi
by the U.S. A
not shown on

A	1990-2002
B1	1990-1999
B2	1970-1989
B3	1940-1969
B4	1900-1939
B5	Pre-1900
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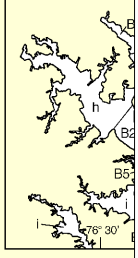
g	
h	
i	



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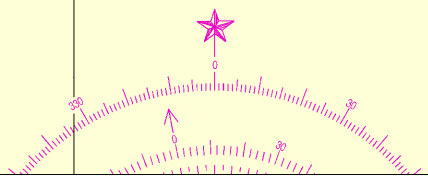

Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

25' 20' 15'

BALTIMORE HARBOR CHANNEL DEPTHS

ROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2012

SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) *					PROJECT DIMENSIONS		
LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
45.0	50.0	51.0	47.0	5-12	700	3.79	50
46.0	50.0	51.0	46.0	2-11	700	3.24	50
50.0	51.0	50.0	50.0	2-12	700-1870	1.88	50
48.0	50.0	50.0	47.0	6-11	700	2.00	50
45.0	46.0	47.0	46.0	2-12	700-1740	1.14	50
47.0	51.0	51.0	48.0	3-12	700	3.50	50
33.0	34.0	32.0	32.0	5-11	600	6.33	35
33.0	34.0	34.0	34.0	4-12	600	3.13	35
31.0	35.0	35.0	34.0	5-12	450-600	10.87 **	35

REST FOOT
ITH THE CHESAPEAKE AND DELAWARE CANAL CHANNEL
ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CHESAPEAKE AND DELAWARE CANAL CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2011

CONTROLLING DEPTHS IN FEET AT LOCAL MEAN LOWER LOW WATER *					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
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GROVE POINT TO TURKEY POINT	36.1	34.0	30.1	4-11	400	3.40	35
TURKEY POINT TO OLD TOWN POINT WHARF	33.2	35.0	30.4	4-11	400	5.45	35
OLD TOWN POINT WHARF TO BULL MINNOW POINT	33.5	35.0	35.6	4-11	400	1.79	35
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* ENTERING FROM CHESAPEAKE BAY.
A. SOUNDINGSS ARE 25 FEET NEAR THE EDGE.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SOURCE DIAGRAM

d areas represent the limits of the most recent hydrographic
mation that has been evaluated for charting. Surveys have been
his diagram by date and type of survey. Channels maintained
Army Corps of Engineers are periodically resurveyed and are
on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

2	NOS Surveys	full bottom coverage
9	NOS Surveys	partial bottom coverage
9	NOS Surveys	partial bottom coverage
9	NOS Surveys	partial bottom coverage
9	NOS Surveys	partial bottom coverage
	NOS Surveys	partial bottom coverage
	Chart 12272	
	Chart 12274	
	Chart 12278	
	Chart 12282	

SCALE 1:80,000
Nautical Miles
2 3 4 5 6 7
Yards
5000 10000

HORIZONTAL DATUM

he horizontal reference datum of this chart
rth American Datum of 1983 (NAD 83), which
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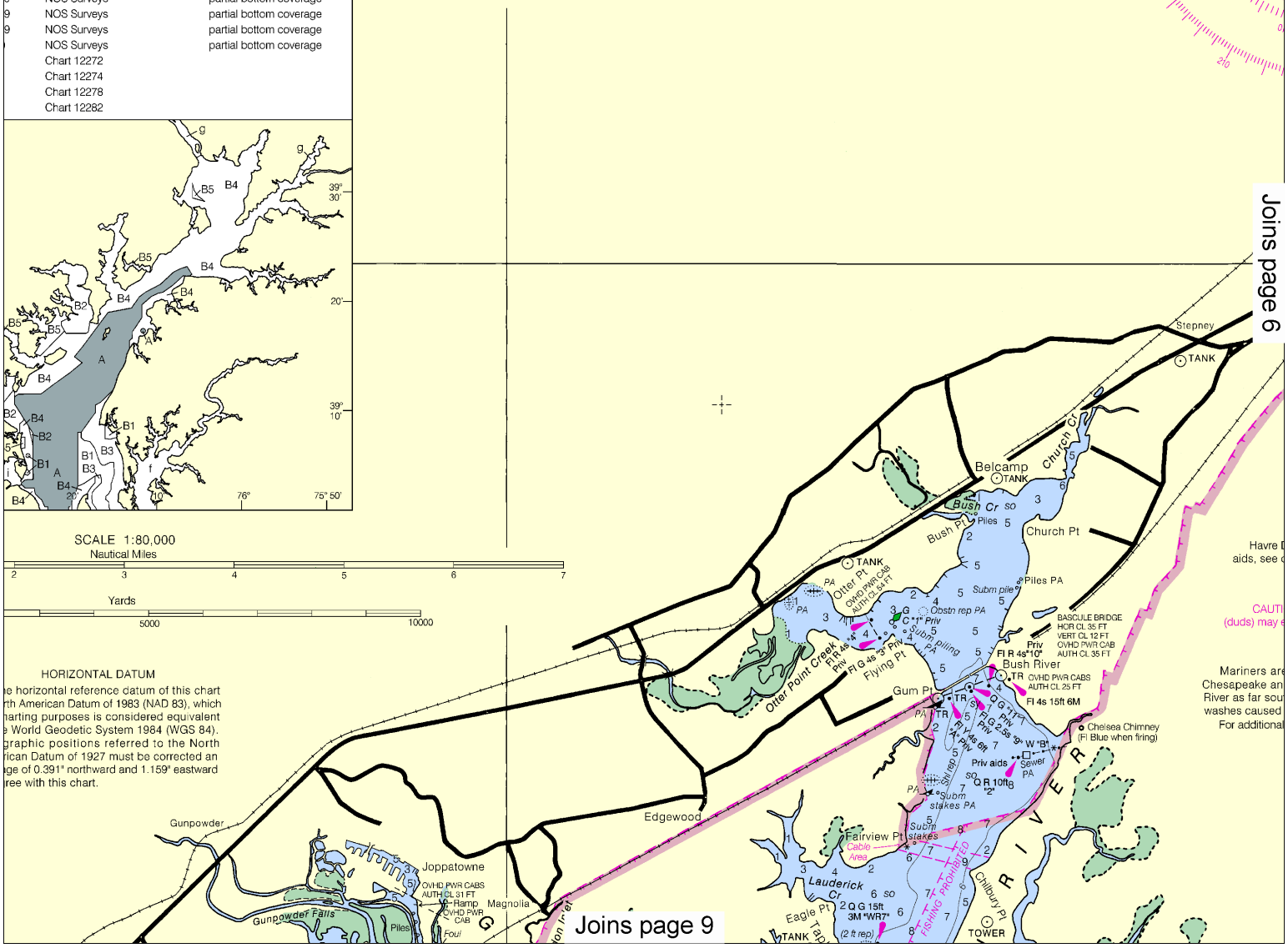
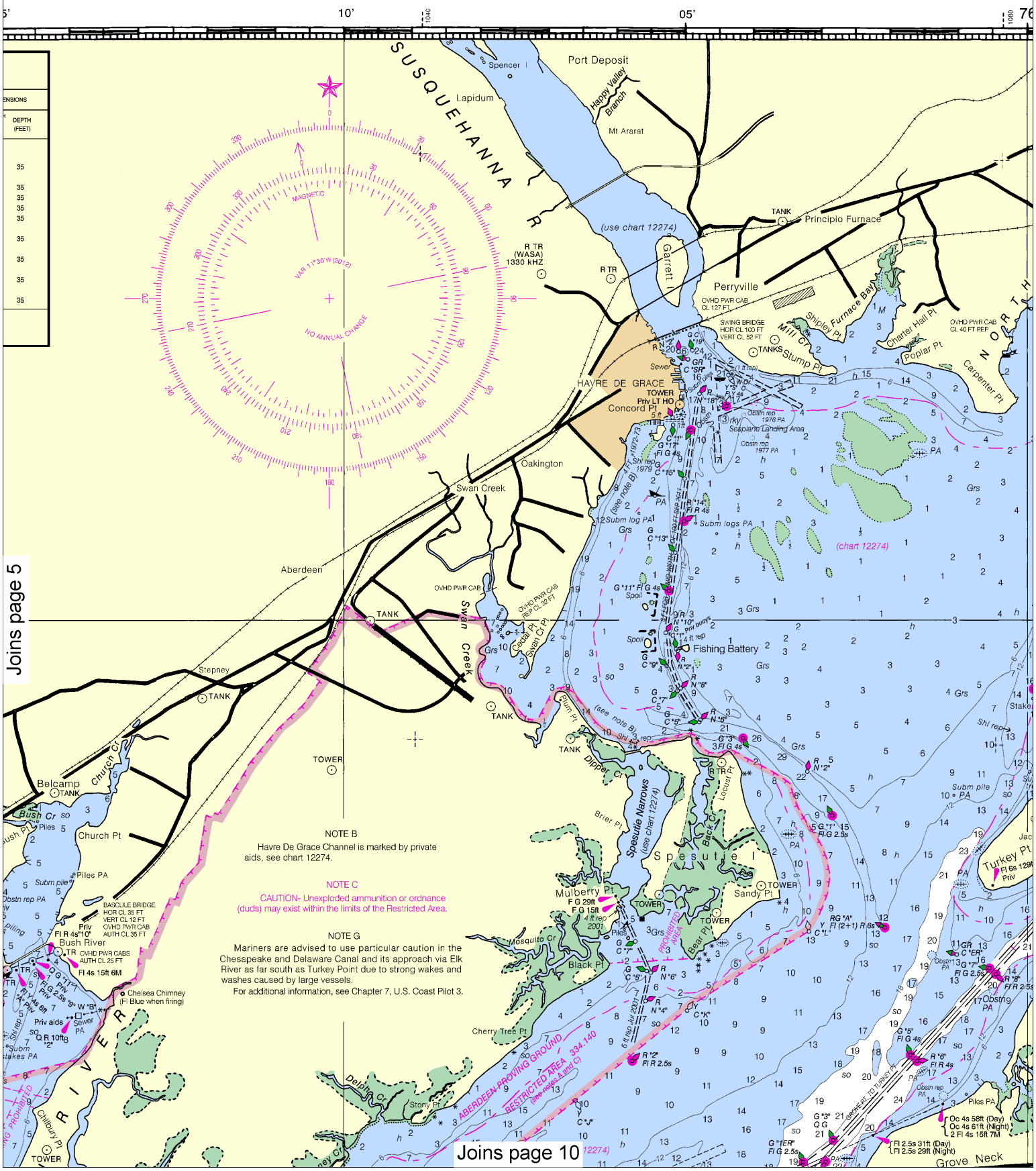


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 1226, 1st Ed., June 1913 C-1933-390 KAPP 625



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

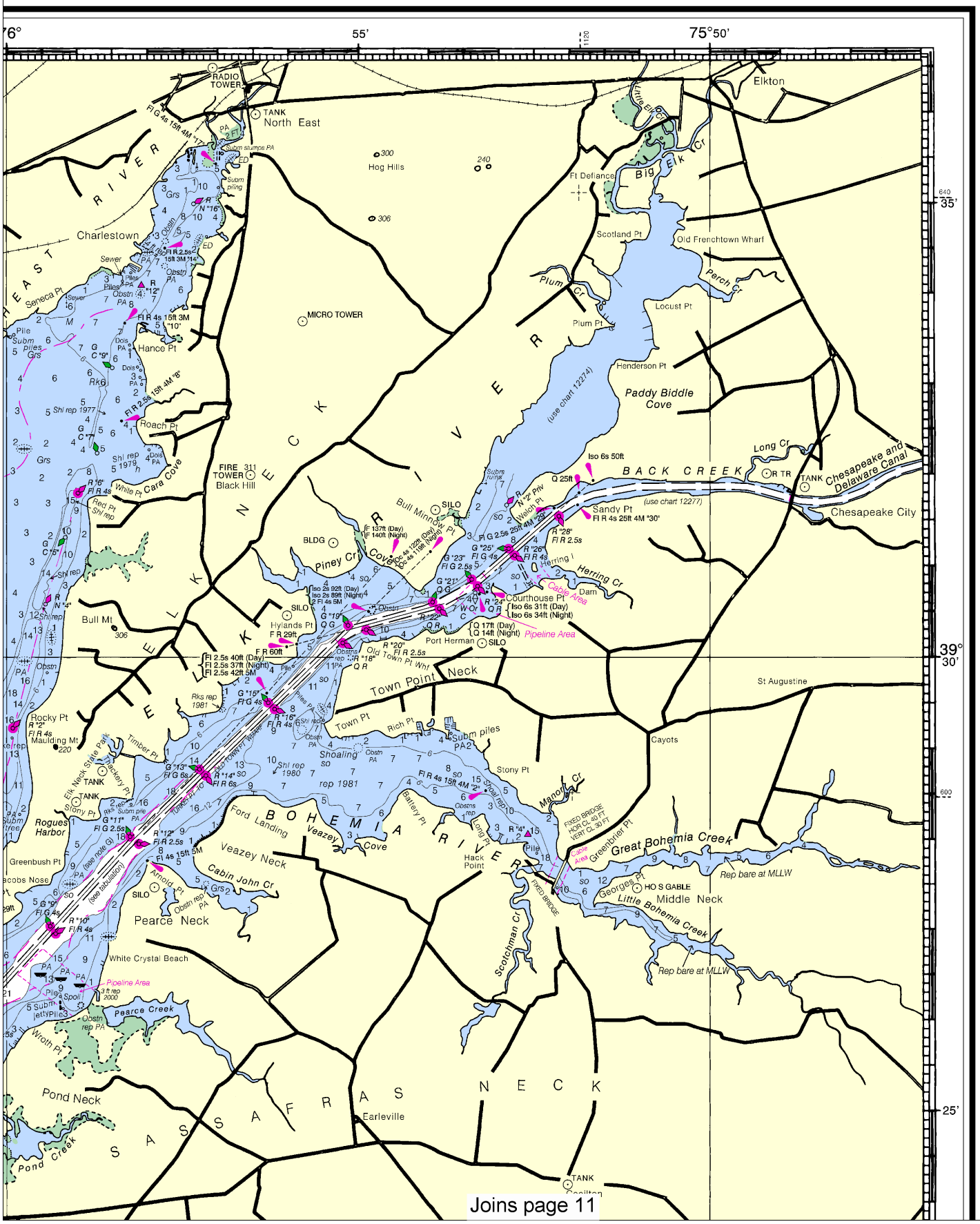
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

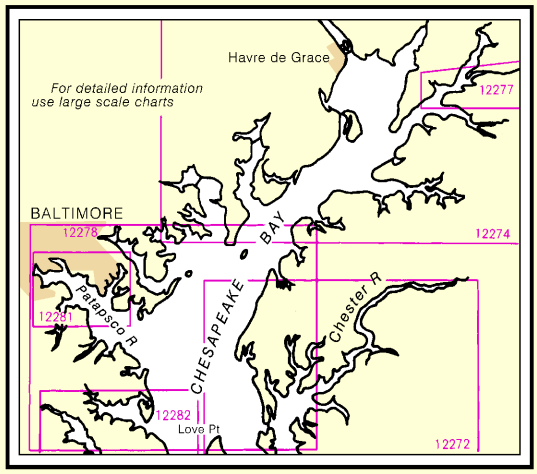
1000 0 2000 4000 6000 8000 10000

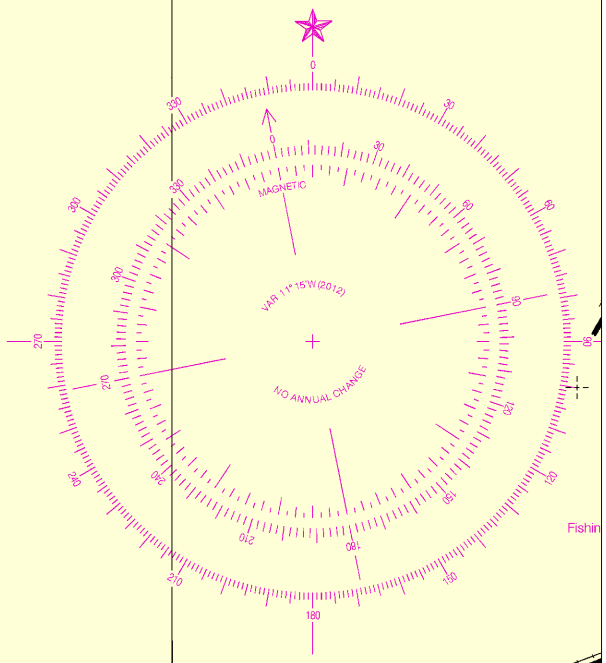
SOUNDINGS IN FEET



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
NGA Weekly Notice to Mariners: 0413 1/26/2013,
Canadian Coast Guard Notice to Mariners: n/a.

Joins page 4





NOTE F
WARNING
The FAA requires small craft operators with mast heights of 37 feet or greater to observe caution while transiting Frog Mortar Creek in the vicinity of Martin State Airport.

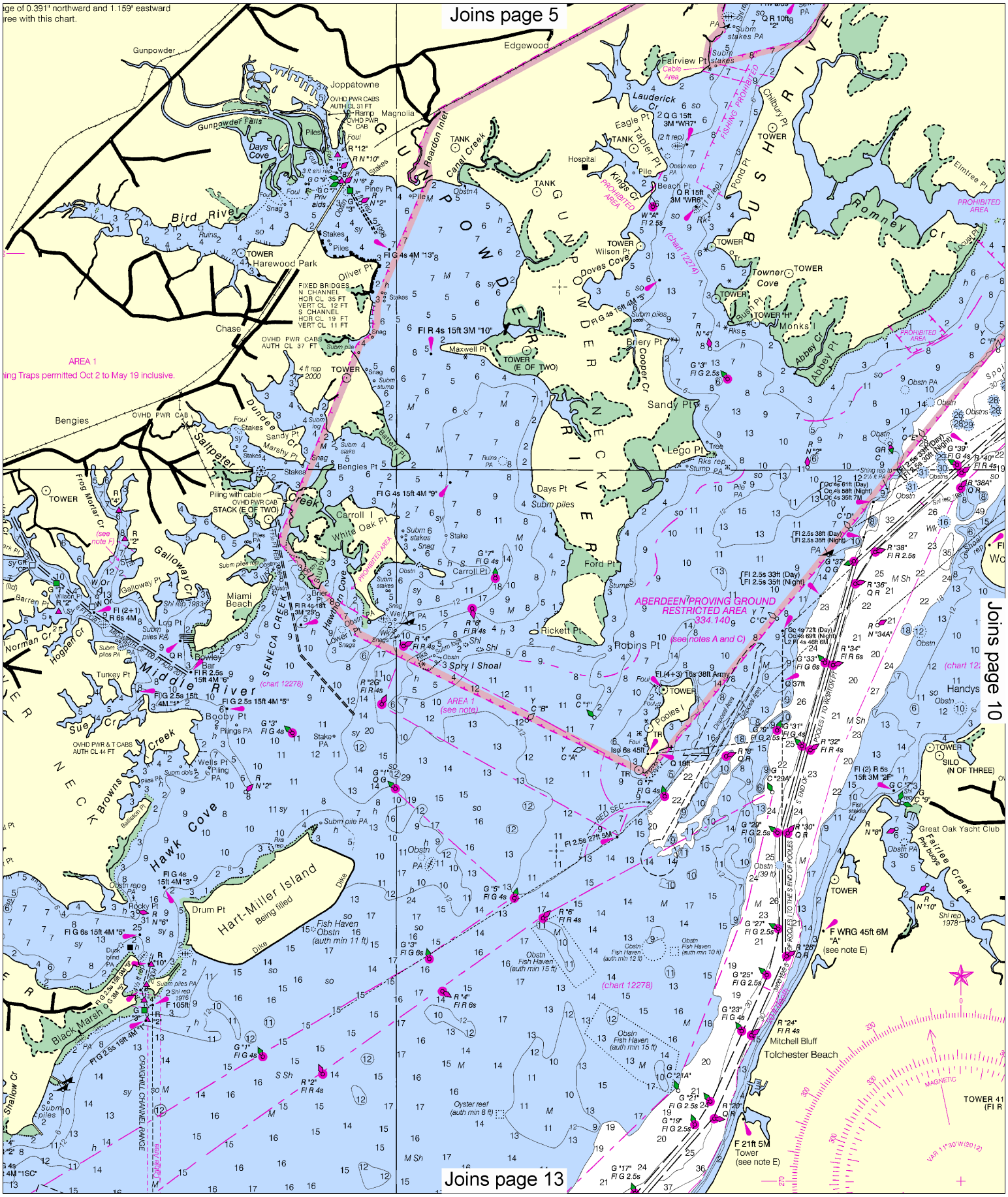
Joins page 12

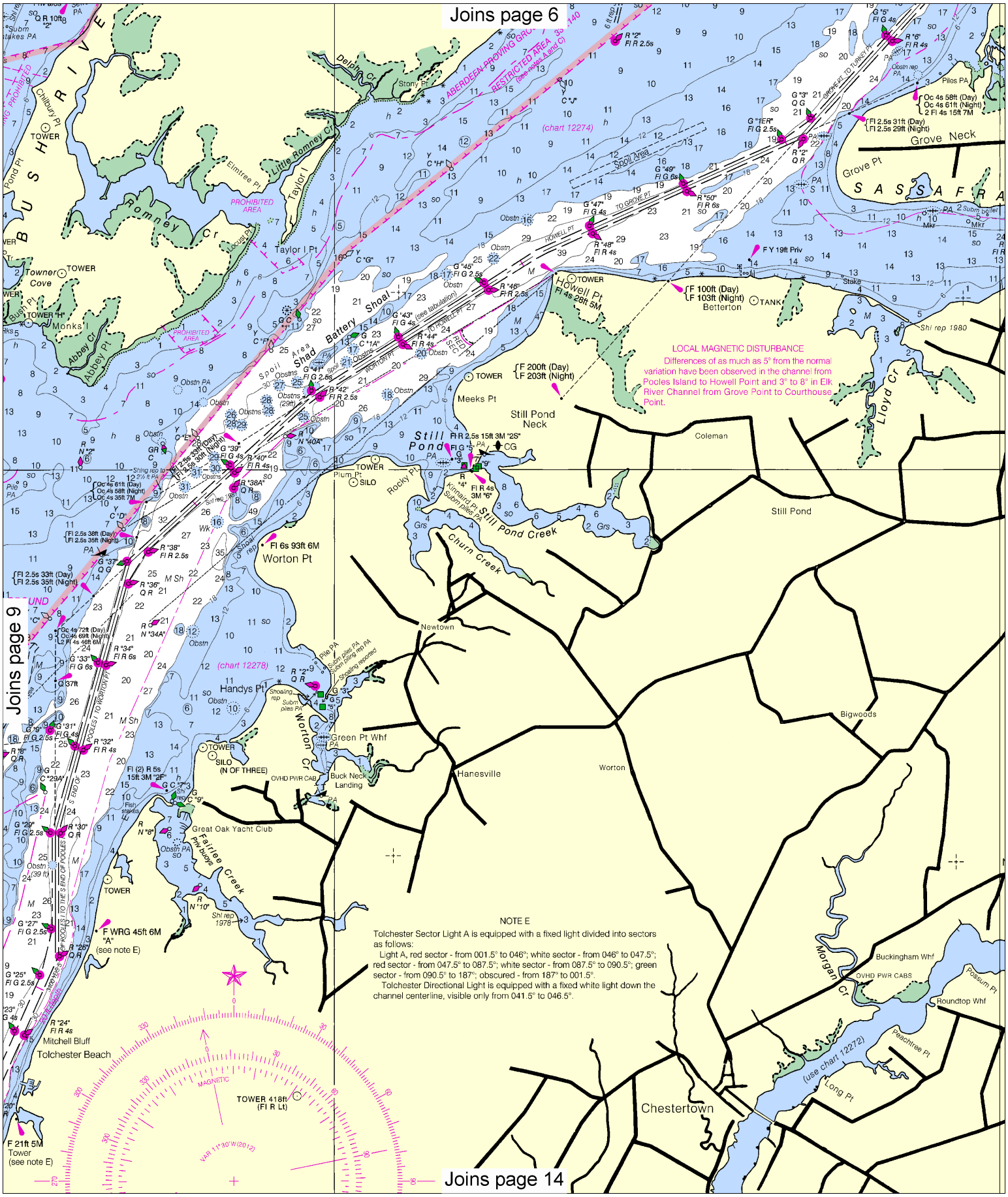
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

Yards

Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 10
Joins page 13
Gunpowder
Edgewood
Joppatowne
Magnolia
Gunpowder Falls
Days Cove
Bird River
Harewood Park
Chase
Bengies
Saltpeter Creek
Dundee Cr
Carroll I
White Oak Pt
Galloway Cr
Miami Beach
Middle River
Bowley Bar
Turkey Pt
Sue Cr
Browns Creek
Hawk Cove
Hart-Miller Island
Being filled
Drum Pt
Black Marsh
Seneca Creek
Hawthorn Cove
Rickett Pt
Robins Pt
Spry I Shoal
Ford Pt
Days Pt
Sandy Pt
Lego Pt
Briery Pt
Maxwell Pt
Wilson Pt
Doves Cove
Lauderick Cr
Fairview Pt
Eagle Pt
Tapler Pt
Hospital
Kings Cr
Beach Pt
Pond Pt
Chibury Pt
Towner Cove
Monks I
Abbey Pt
Romney Cr
Elmtree Pt
Bush Pt
Pooles I
Great Oak Yacht Club
Fairlee Creek
Mitchell Bluff
Tolchester Beach
Gunpowder River
Bush River
Chesapeake Bay
Reardon Inlet
Canal Creek
Oliver Pt
Piney Pt
Frog Mortar Cr
Norman Cr
Hogpen Cr
Barren Pt
Log Pt
Galloway Pt
Wilson Pt
Brier Pt
Lower Pt
Weir Pt
Carroll Pt
Bartlett Pt
Marshy Pt
Sandy Pt
Bailliston Pt
Rocky Pt
Dupk point
Shallow Cr
Craighill Channel Range
Cable Area
Fishing Prohibited
Prohibited Area
Aberdeen Proving Ground
Restricted Area
334.140
(see notes A and C)
AREA 1
(see note)
AREA 1
ing Traps permitted Oct 2 to May 19 inclusive.
Fish Haven Obstn
(auth min 11 ft)
Fish Haven
(auth min 15 ft)
Fish Haven
(auth min 12 ft)
Fish Haven
(auth min 10 ft)
Oyster reef
(auth min 8 ft)
(chart 12278)
(chart 12276)
(chart 12276)
Red Sec
Fl R 4s 15ft 3M "10"
Fl G 4s 4M "13"
Fl G 4s 15ft 4M "9"
Fl G 4s 15ft 4M "5"
Fl G 6s 15ft 4M "5"
Fl G 2.5s 15ft 4M "1"
Fl R 2.5s 15ft 4M "6"
Fl G 2.5s 15ft 4M "5"
Fl G 4s 15ft 4M "3"
Fl G 2.5s 15ft 4M
Fl 2.5s 27ft 5M
Q R 15ft 3M "WR6"
Q G 15ft 3M "WR7"
Q R 10ft
Iso 6s 45ft
Fl (4+3) 15s 38ft Army
Fl (2) R 5s 15ft 3M "2F"
F WRG 45ft 6M "A"
(see note E)
F 21ft 5M
Tower
(see note E)
TOWER 41
(Fl R
VAR 11°30'W(2012)
MAGNETIC



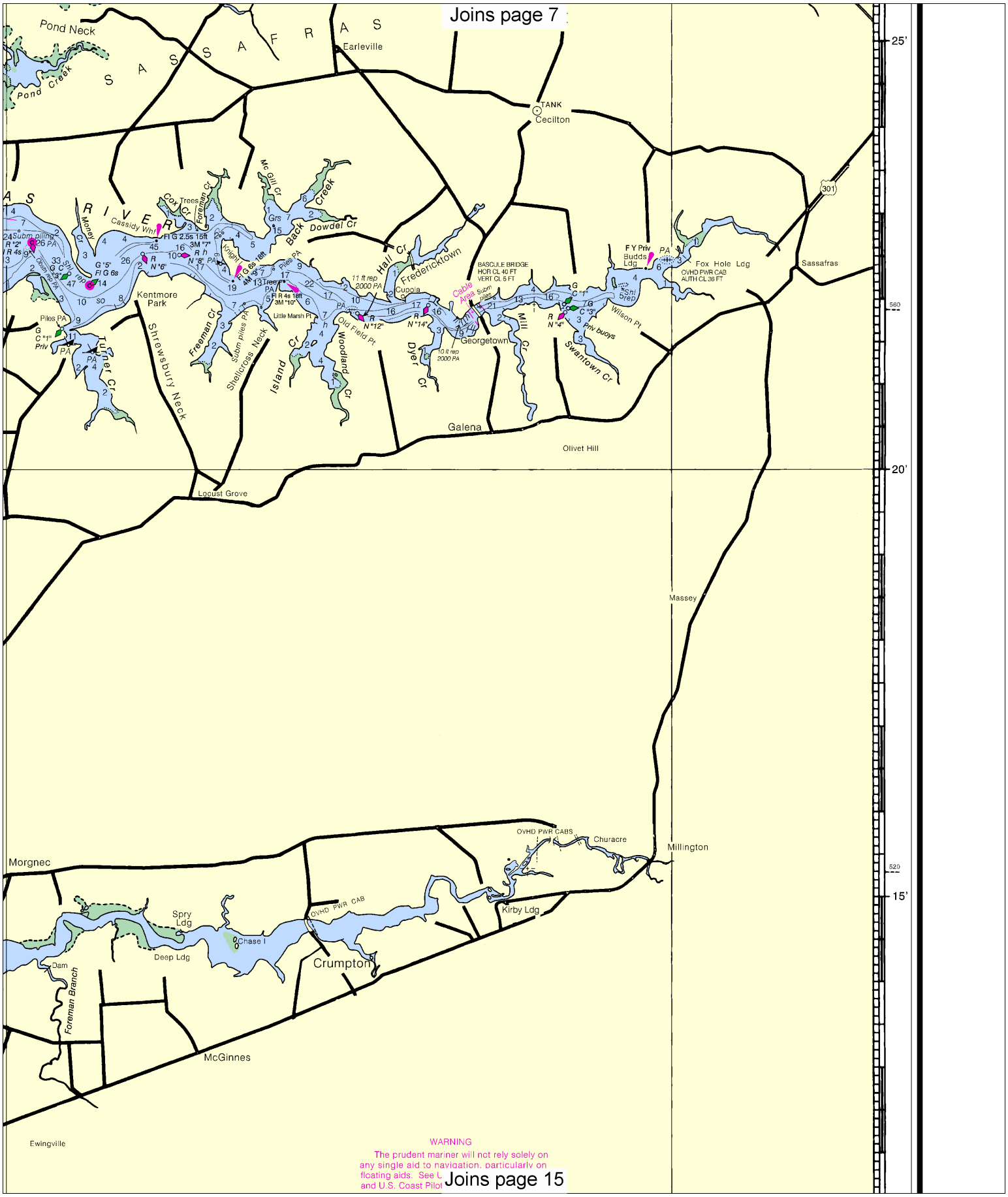
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

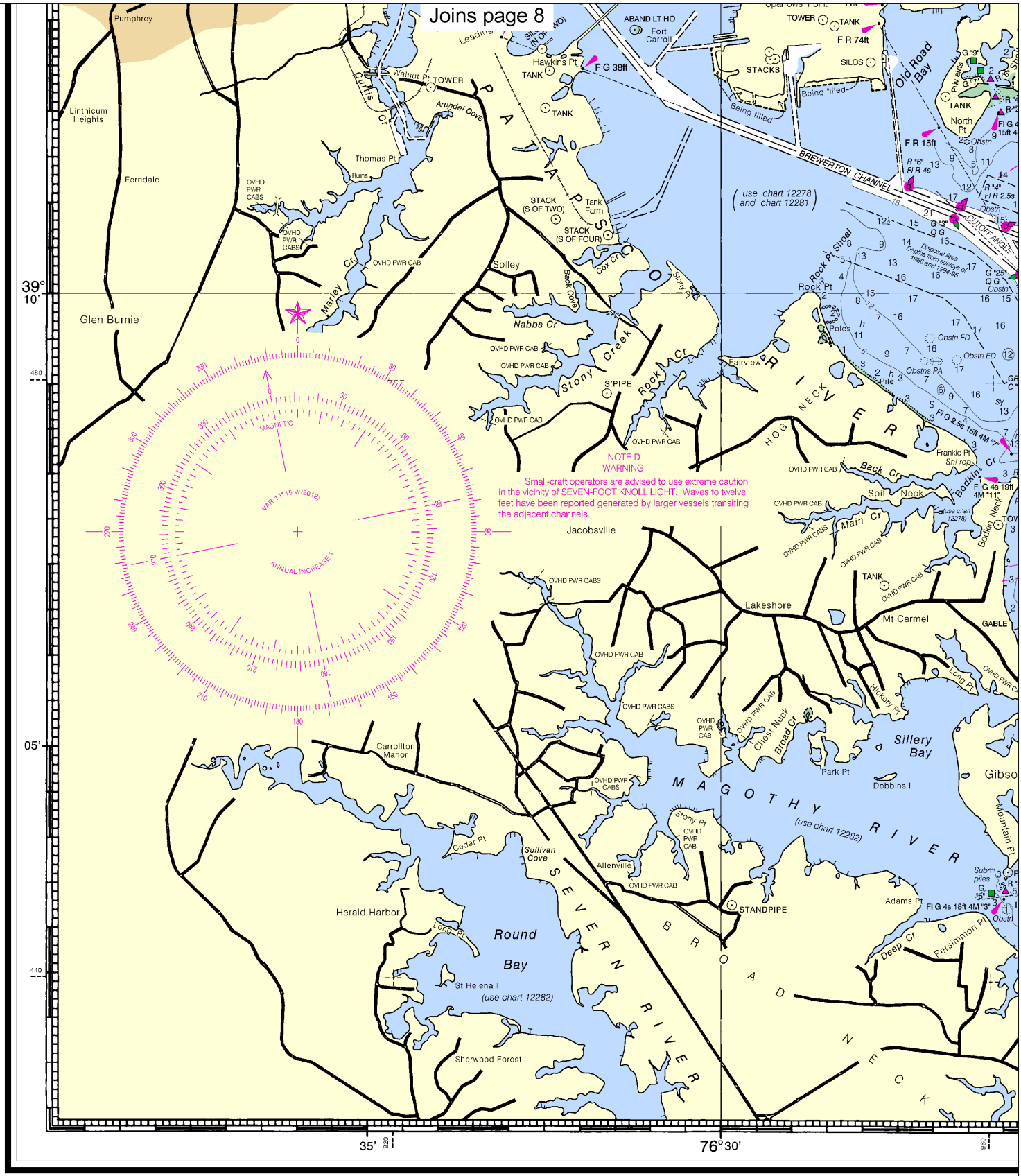
Yards: 1000 0 2000 4000 6000 8000 10000

Joins page 7



WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See L and U.S. Coast Pilot

Joins page 15



58th Ed., Jan. / 12 ■ Corrected through NM Jan. 28/12
Corrected through LNM Jan. 24/12

12273

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.

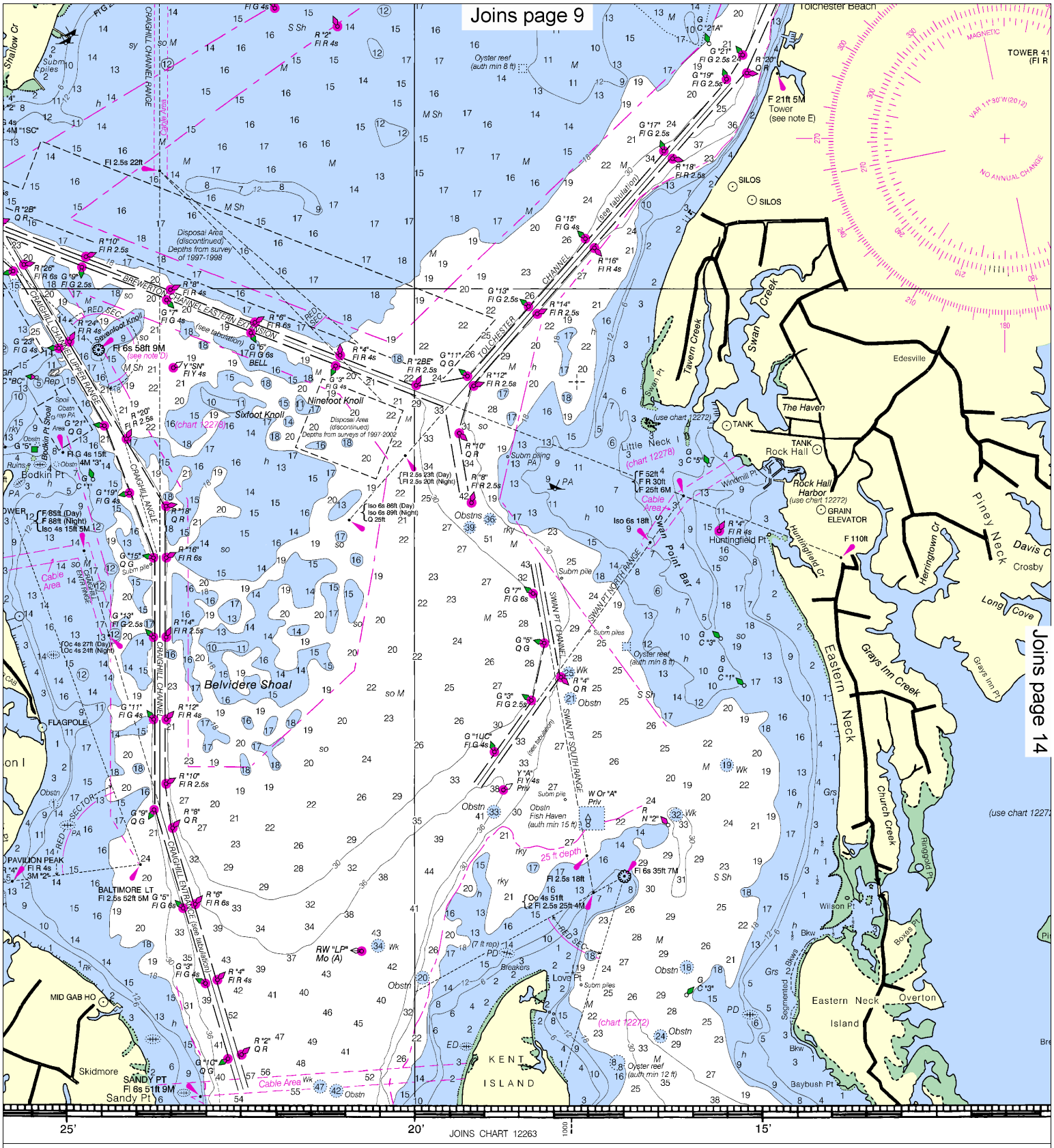
This nautical chart has been designed to pron
Ocean Service encourages users to submit correc
improving this chart to the Chief, Marine Chart D
Service, NOAA, Silver Spring, Maryland 20910-3

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000



omote safe navigation. The National
ections, additions, or comments for
Division (N/CS2), National Ocean
-3282.

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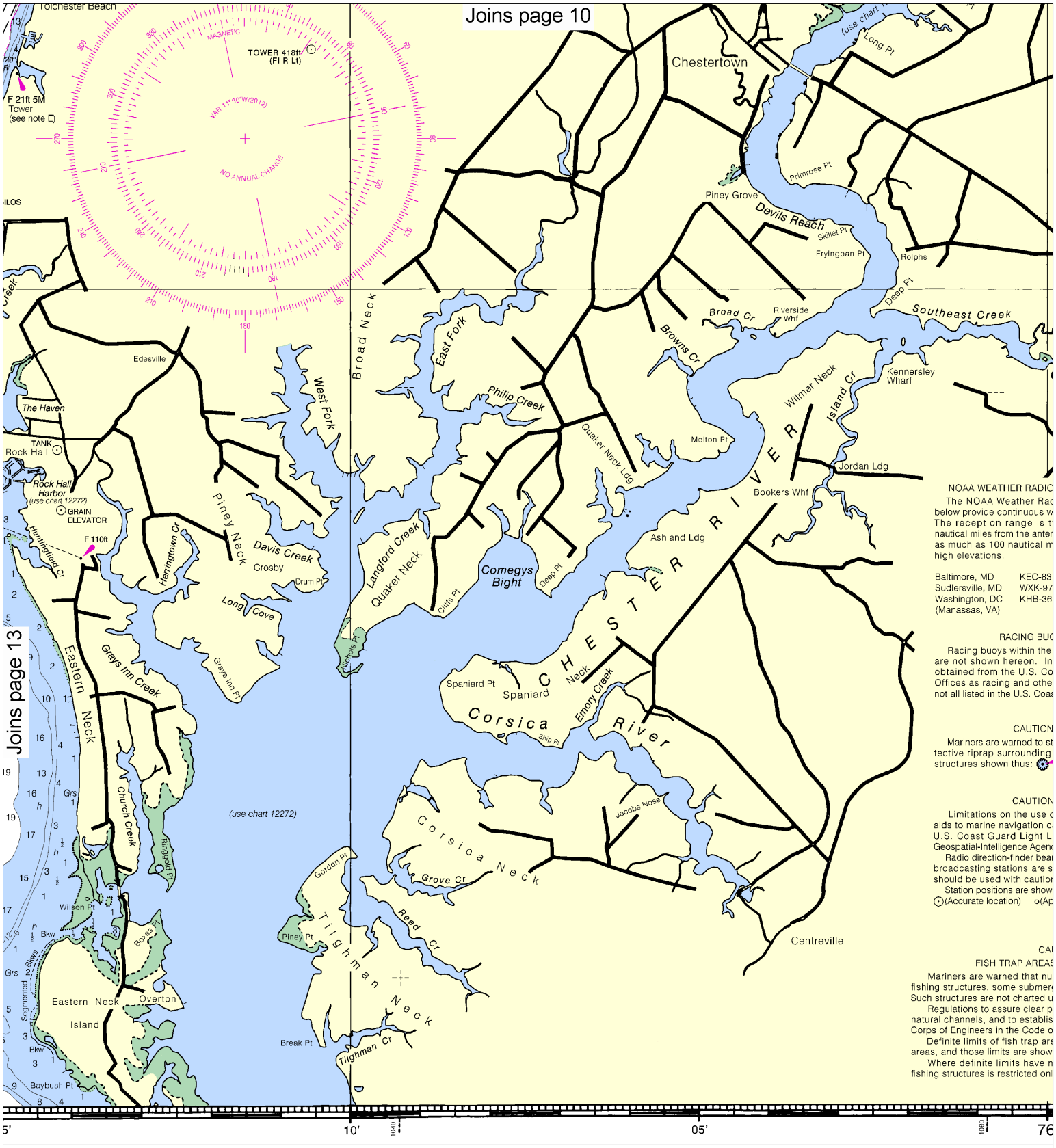
NATIONAL OCEAN SERVICE
COAST SURVEY



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NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

FATHOMS	1	2	3	4	5	6	7	8	9	
FEET	6	12	18	24	30	36	42	48	54	
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 1									

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Joins page 11

McGinnes

Ewingville

Church Hill

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 and Philadelphia, Pennsylvania.

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:

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.

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

SUPPLEMENTAL INFORMATION

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

CAUTION

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

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.

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.

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

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.

AIDS TO NAVIGATION

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

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).

PLANE COORDINATE GRID

(based on NAD 1927)

The Maryland State Grid is indicated on this chart at 40,000 foot intervals thus: The last three digits are omitted.

SCALE 1:80,000

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 5000 10000

39° 10'

480

05'

440

6°

55'

120

75° 50'

820.4 X 942.3 mm

IO BROADCASTS

adio stations listed
weather broadcasts.
typically 20 to 40
enna site, but can be
miles for stations at

83	162.400 MHz
97	162.500 MHz
86	162.550 MHz

UOYS

e limits of this chart
Information may be
Coast Guard District
her private buoys are
ast Guard Light List.

ON

stay clear of the pro-
g navigational light

ON

of radio signals as
can be found in the
Lists and National
ncy Publication 117.
earings to commercial
subject to error and
on.
wn thus:
Approximate location)

AUTION

AS AND STRUCTURES

umerous uncharted duck blinds and
erged, may exist in the fish trap areas.
unless known to be permanent.
passage to and through dredged and
lished landings, are prescribed by the
of Federal Regulations.
areas have been established in some
wn thus:
not been prescribed, the location of
nly by the regulations.

ED. NO. 58

NSN 7642014010322

NGA REFERENCE NO. 12AHA12273

Chesapeake Bay, Sandy Point to Susquehanna River

SOUNDINGS IN FEET - SCALE 1:80,000

12273

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!

All Hazards NOAA Weather Radio — NOAA's National Weather Service

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/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican 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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Note on Printing

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.

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