

BookletChart™

Head of Chesapeake Bay

NOAA Chart 12274

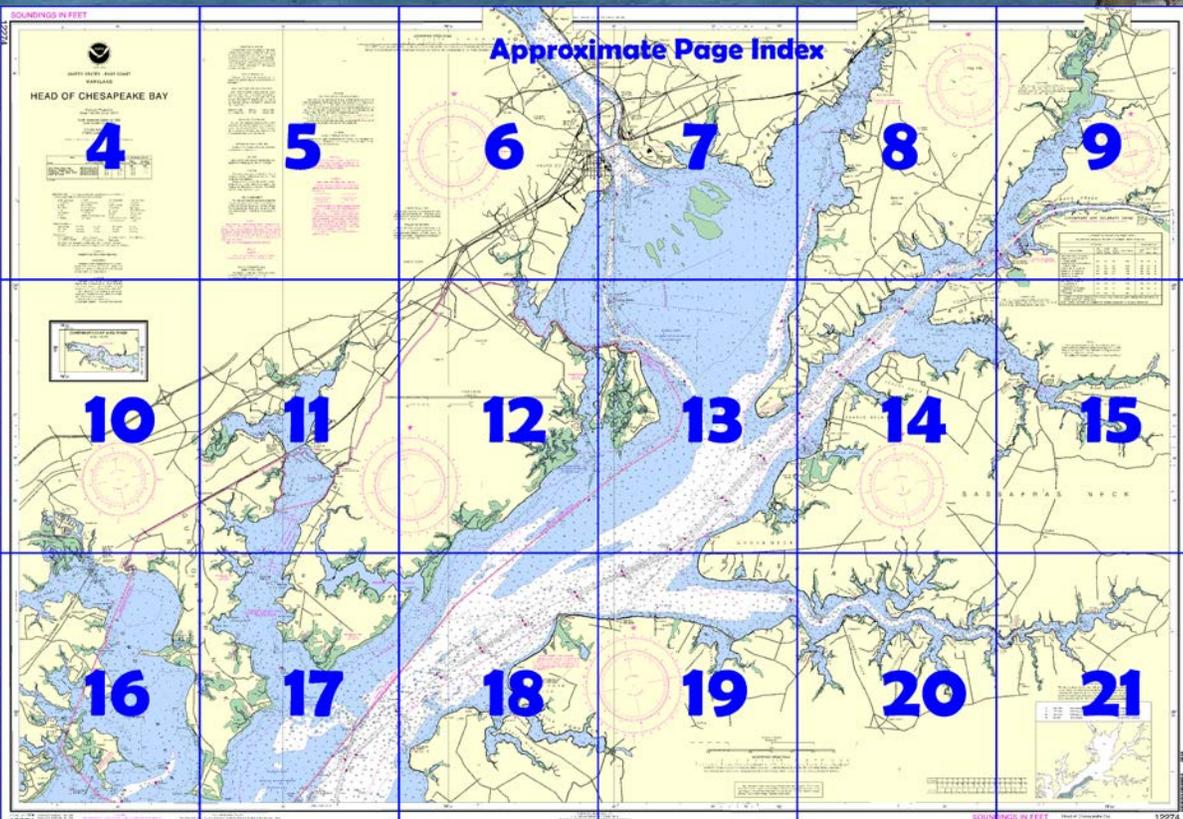


A reduced-scale NOAA nautical chart for small boaters

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.

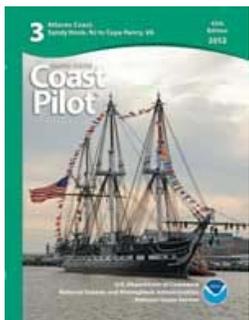
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12274>



(Selected Excerpts from Coast Pilot)

Gunpowder River is entered through a channel marked by a light and buoys west of **Spry Island Shoal**; the shoal is covered 2 to 4 feet; the channel had depths of 8 feet for 2 miles; 2 to 9 feet for 4 miles; 3 feet in a channel leading to a creek below **Joppatowne**, with depths of 4 to 7 feet and 4 feet in the marina basin.

Marinas above the bridge have slips, gasoline, and marine supplies.

Some waters of the Aberdeen Proving

Ground are closed to the public at all times. Others have a limited access during specified hours.

Bush River. The lower 5 miles are within Aberdeen Proving Ground

constituting prohibited land areas and restricted and dangerous water areas.

The river has depths of 7 feet to the railroad bridge 6.3 miles above the mouth, thence 5 to 6 feet for another 1.5 miles. The approach to the river and the channel are marked by buoys and a light as far as **Tapler Point**, and by a light on the east side 0.3 mile south of the railroad bridge, which shows a high-intensity beam down river; the lower light, off the western shore about 2.7 miles above the mouth shows high-intensity beams up and down river.

Still Pond has depths of 9 to 11 feet and is a good anchorage during easterly winds. **Churn Creek** has depths of 2 feet in the entrance and deeper water inside.

Stillpond Creek is entered through a narrow channel; the depth was 7½ feet through the entrance. A light and buoys mark the entrance. The channel inside Stillpond Creek is marked by a daybeacon and buoys.

Stillpond Coast Guard Station is on the north side of the entrance to Stillpond Creek.

Sassafras River. The entrance is between **Howell Point** and **Grove Point**. The river is used by vessels drawing up to 12 feet.

The river channel has depths of 13 feet to a point 1 mile above the U.S. Route 213 bridge, thence 7 to 3 feet for 2 miles. The channel is marked as far as the highway bridge.

Fredericktown and **Georgetown** are connected by a bridge that has a clearance of 5 feet. The bridgetender monitors VHF-FM channel 16 and works on channels 13 and 68; call sign KYU-699. The **speed limit** is 6 miles per hour in Sassafras River 0.5 mile above and below the bridge.

There are facilities on both sides of the river below the bridge with berthing, electricity, water, gasoline, diesel fuel, and marine supplies.

Spesutie Narrows is a channel leads from the flats off southern entrance to a basin at Mulberry Point; depth was 5 feet to the basin with 2½ to 5 feet at the landings. Entrance channel is marked by buoys and lighted ranges; the inner channel is marked by daybeacons. Spesutie Island and Spesutie Narrows are within Aberdeen Proving Ground constituting prohibited land areas and restricted and dangerous water areas.

Mariners are required to observe the speed regulation in Elk River, Back Creek, and Chesapeake and Delaware Canal.

The current velocity is 0.8 knot.

Bohemia River has depths of 7 feet or more for 4 miles to the junction of **Great Bohemia Creek** and **Little Bohemia Creek**; 6 to 4 feet for 1.5 miles in Great Bohemia Creek; 7 feet for 1 mile in Little Bohemia Creek. The cove on the southwest side of Bohemia River 3 miles above the entrance has depths of 3 to 5 feet and is a small-boat anchorage.

The **speed limit** is 6 miles per hour from the highway bridge to 1 mile downstream in Bohemia River.

There are small-craft facilities along the north side of Bohemia River and along the south side of the river below the bridge.

Above Back Creek, the channel in Elk River is marked by buoys to

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

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat. 39°27'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

ELK RIVER
Shifting channel reported between Plum Point and Elkton in Oct 1960. The controlling depth between Locust Point and Elkton was reported to be 6 feet in Dec 1971 - Apr 1973.

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
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.

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.

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.

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)

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 0.392' northward and 1.169' eastward to agree with this chart.

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-63	162.400 MHz
Sudlersville, MD	WXK-97	162.500 MHz

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 5° from the normal variation have been observed in the channel from Pooles Island (chart 12278) to Howell Point and 3° to 8° in Elk River Channel from Grove Point to Courthouse Point.

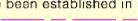
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

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.

TRAFFIC LIGHT
Traffic light is in operation at Old Town Point Wharf. Consult the Regulations for the Control of Traffic in the Canal before entering. See United States Coast Pilot 3.

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.

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.

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.

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
NAME	(LAT/LONG)	feet	feet	feet
Pond Point, Bush River	(39°23'N/76°15'W)	1.8	1.4	0.2
Betterton, Sassafras River	(39°22'N/76°04'W)	2.2	1.8	0.2
Chesapeake City, Back Creek	(39°32'N/75°49'W)	3.3	3.1	0.2
Havre de Grace	(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>. (Jul 2012)

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)
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	36.1	36.3	4-11	400	4.75 35
HOWELL POINT TO GROVE POINT	37.0	36.3	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. SOUNDINGS ARE 25 FEET NEAR THE EDGE.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SOUNDINGS IN FEET

12274



UNITED STATES - EAST COAST
MARYLAND

HEAD OF CHESAPEAKE BAY

Mercator Projection
Scale 1:40,000 at Lat. 39°27'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Pond Point, Bush River	(39°23'N/76°15'W)	1.8	1.4	0.2
Betterton, Sassafras River	(39°22'N/76°04'W)	2.2	1.8	0.2
Chesapeake City, Back Creek	(39°32'N/75°49'W)	3.3	3.1	0.2
Havre de Grace	(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>.
(Jul 2012)

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

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

AERC aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is 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:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr 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	

(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.

HORIZON
The horizontal reference is North American Datum of 1983 for charting purposes to the World Geodetic System 1984. Geographic position is based on the North American Datum of 1983. The average of 0.392" north to agree with this chart.

AIDS TO NAVIGATION
Consult U.S. Coast and Geodetic Survey supplemental information for navigation.

NOAA WEATHER SERVICE
The NOAA Weather Service buoys provide continuous real-time data. The reception range is up to 100 nautical miles from the buoy. The buoys measure as much as 100 nautical miles high elevations.

Baltimore, MD
Sudlersville, MD

SMALL CRAFT
During the boating season, small craft warnings will be disseminated by radio while underway in the Chesapeake Bay area.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast and Geodetic Survey supplemental information for navigation.

CAUTION
Improved channels and shoals are subject to shoaling, particularly during low water.

CAUTION
Temporary channel changes and navigation are not indicated. Local Notice to Mariners will be issued. During some winter months, channels may be closed or replaced by other types of navigation. See U.S. Coast Guard Notices to Mariners.

AUTHORITY
Hydrographic and Topographic Survey, U.S. Coast and Geodetic Survey, and U.S. Coast Guard.

NOTICE
Navigation regulations are published in the Notice to Mariners. Regulations may be obtained from the Office of the District Engineer, Baltimore, Maryland. Refer to charted regulations.

CAUTION
Unexploded ammunition may exist within the limits of the chart.

PLANE COORDINATES
(based on the Maryland State Plane chart at 20,000 foot interval). The last three digits are omitted.

Joins page 10

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

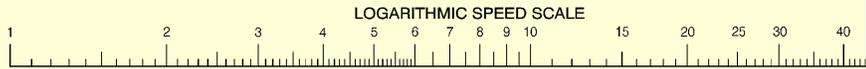
SCALE 1:40,000
Nautical Miles

See Note on page 5.



15'

76° 10'



VERTICAL DATUM
Reference datum of this chart is Mean High Water of 1983 (NAD 83), which is considered equivalent to the North American Datum of 1983 (NAD 83). Readings referred to the North American Datum of 1927 must be corrected an amount of 1.189' eastward.

COAST GUARD LIGHT LIST
For information concerning aids to navigation, consult the U.S. Coast Guard Light List.

RADIO BROADCASTS
Weather Radio stations listed on this chart are for weather broadcasts. The antenna site, but can be used for other stations at a distance of 20 to 40 nautical miles.

KEC-83 162.400 MHz
WXK-97 162.500 MHz

RAFT WARNINGS
During the fishing season small-craft are prohibited from sunrise to sunset in the waters of the Chesapeake Bay and its tributaries.

ADDITIONAL INFORMATION
Consult Coast Pilot 3 for important information.

CAUTION
Aids shown by broken lines are particularly at the edges.

CAUTION
Damages or defects in aids to navigation are indicated on this chart. See the U.S. Coast Guard Light List for details.

PROSPECTS
Topography by the National Geodetic Survey, with additional data from the U.S. Geological Survey and the U.S. Coast Guard.

NOTE A
Aids are published in Chapter 2, U.S. Coast Pilot, and revisions to Chapter 2 are published in the U.S. Coast Pilot. Information concerning the U.S. Coast Pilot is available at the Office of the Commander, U.S. Coast Guard, Portsmouth, Virginia or at the U.S. Coast Guard, Corps of Engineers in the U.S. Coast Pilot section numbers.

NOTE B
CAUTION
Aids to navigation (buoys) are shown in the Restricted Area.

COORDINATE GRID
The coordinate grid is indicated on this chart. Intervals of 1' are omitted.

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.

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.

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.

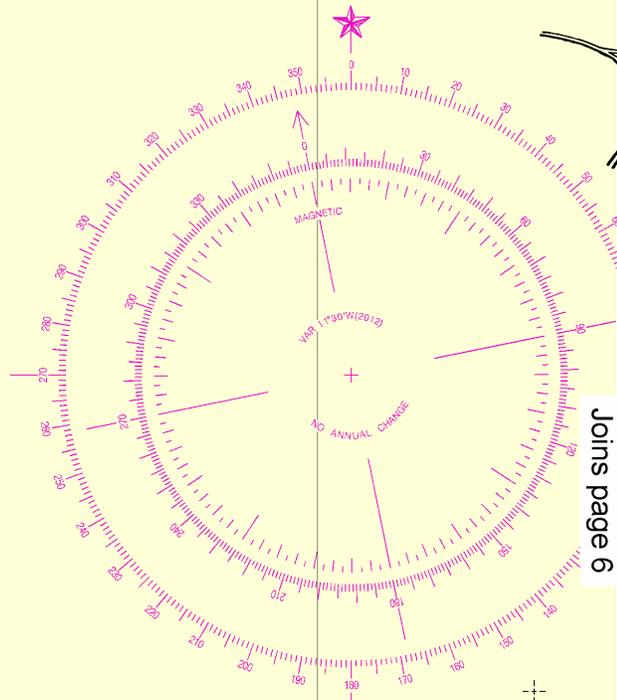
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SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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.

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)

HEIGHTS
Heights in feet above Mean High Water.



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).

ABERDEEN

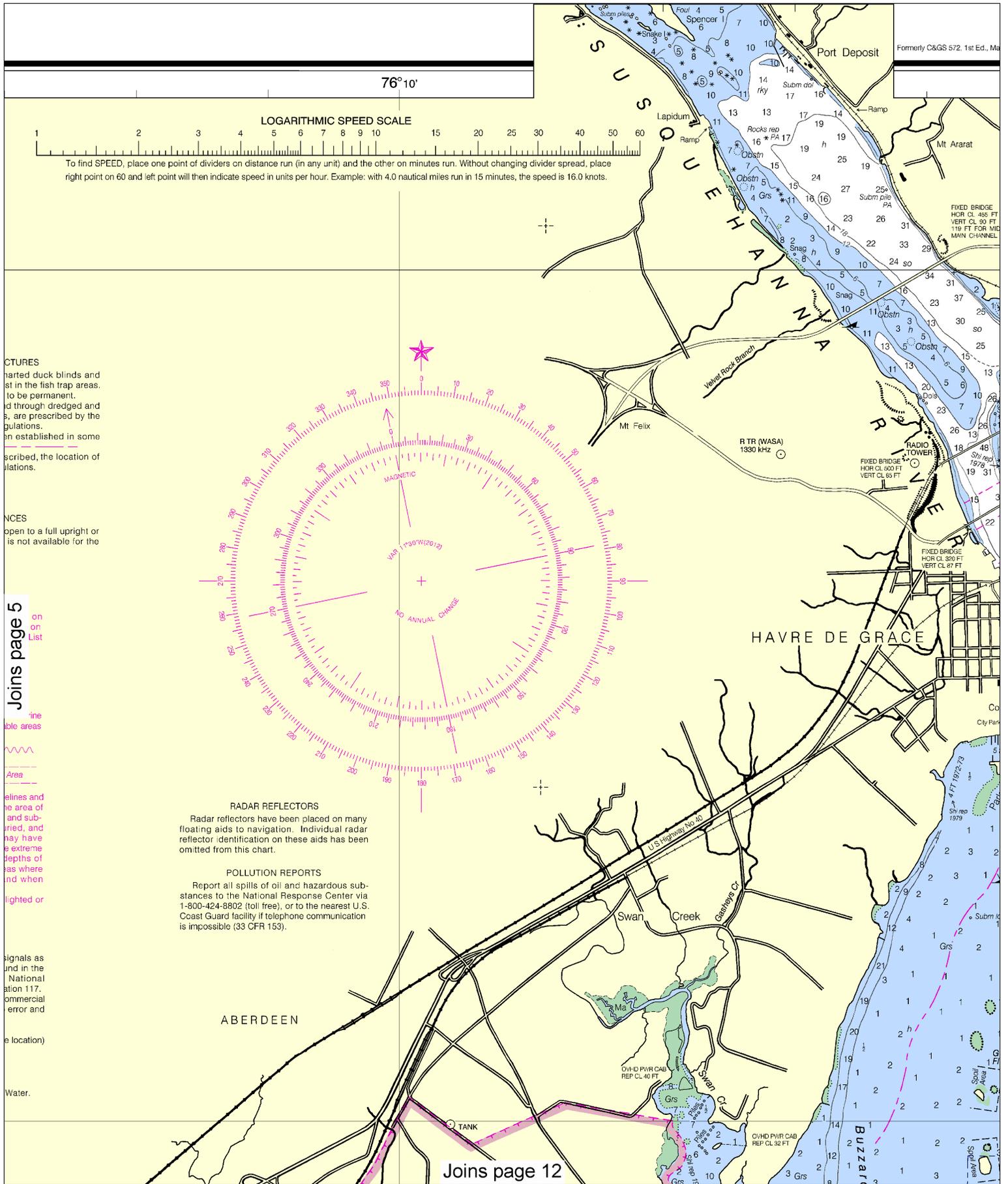
TANK

Joins page 11

Joins page 6

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.



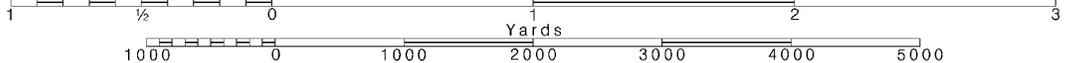


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



05'

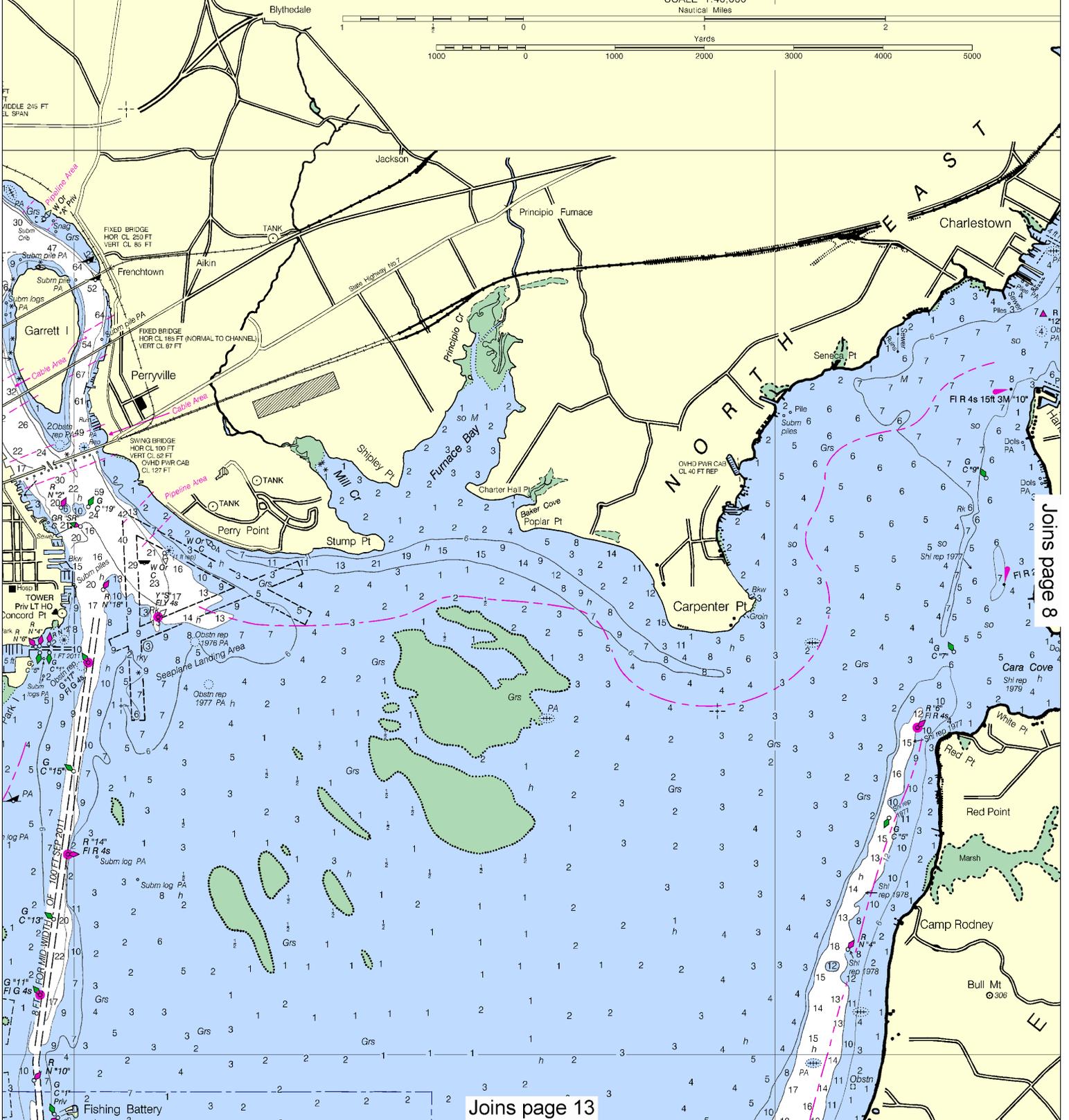
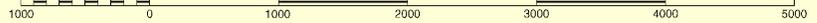
02' 45' 30' 15' 01' 50'

76°

SCALE 1:40,000

Nautical Miles

Yards

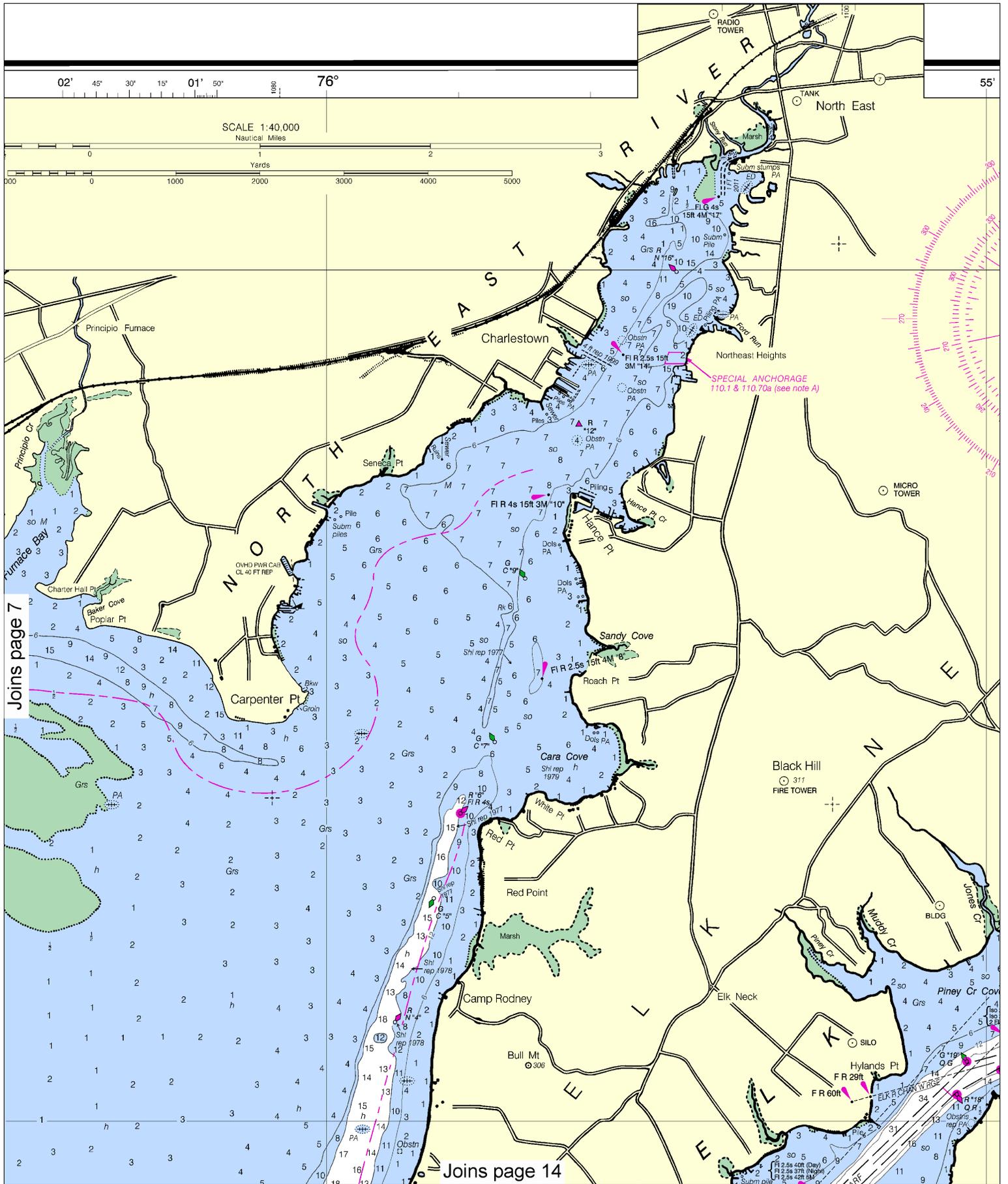


Joins page 13

Joins page 8

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0113 1/1/2013, NGA Weekly Notice to Mariners: 0113 1/5/2013, Canadian Coast Guard Notice to Mariners: n/a.





Joins page 7

Joins page 14

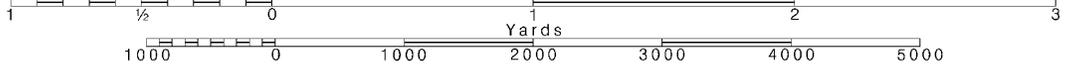


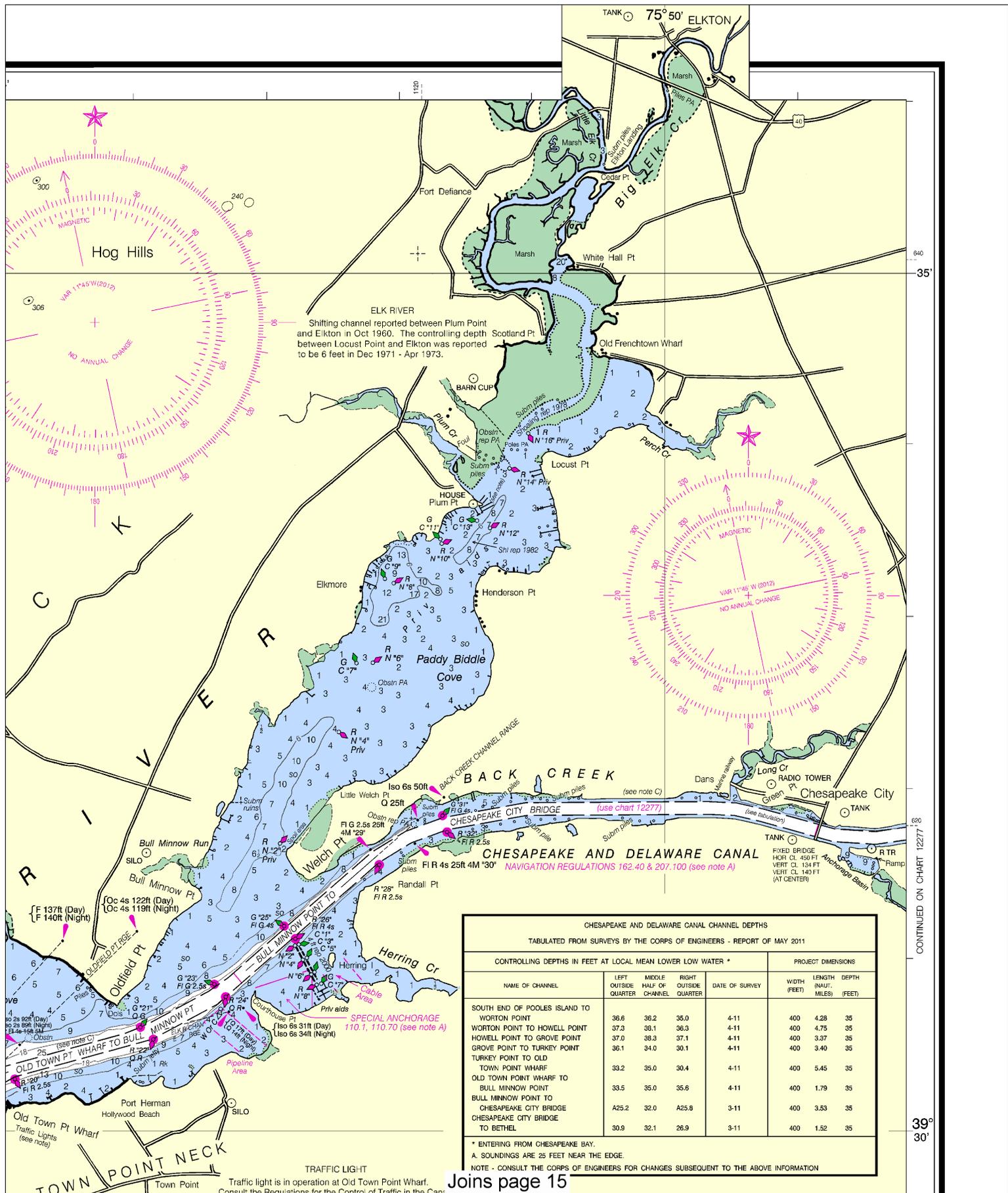
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





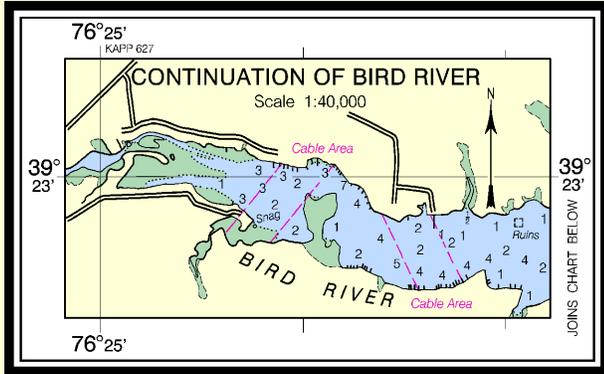
Shifting channel reported between Plum Point and Elkton in Oct 1960. The controlling depth between Locust Point and Elkton was reported to be 6 feet in Dec 1971 - Apr 1973.

Joins page 15

CONTINUED ON CHART 12277

39° 30'

39°
30'



600

39°
23'

39°
23'

JOINS CHART BELOW

27'

45'

30'

15'

26'

50'

580

25'

50'

50'

50'

50'

50'

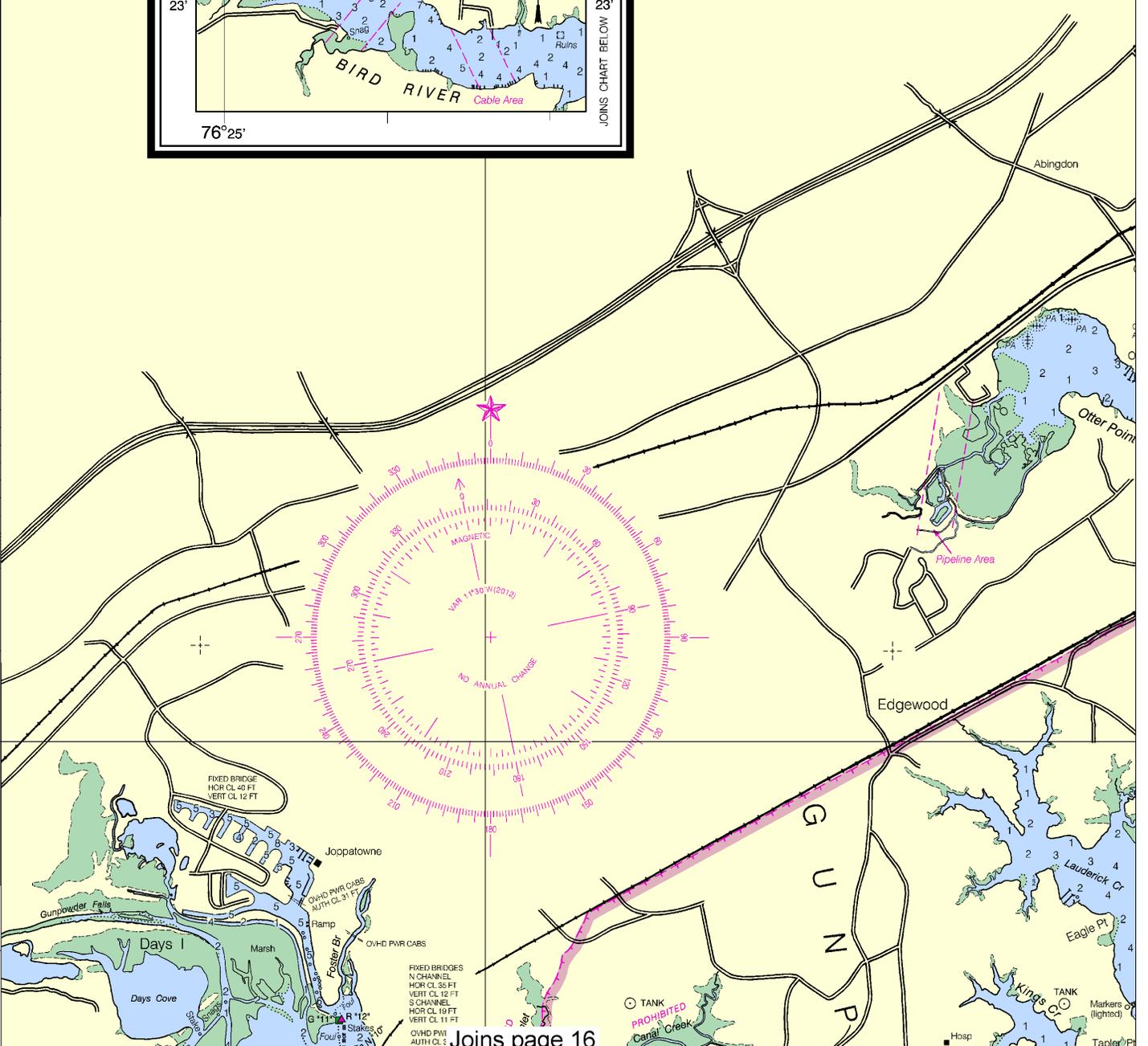
50'

50'

50'

50'

50'



Joins page 16

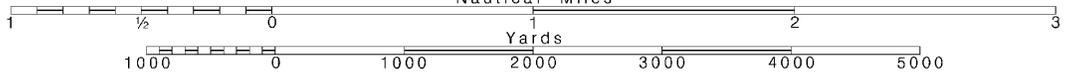
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

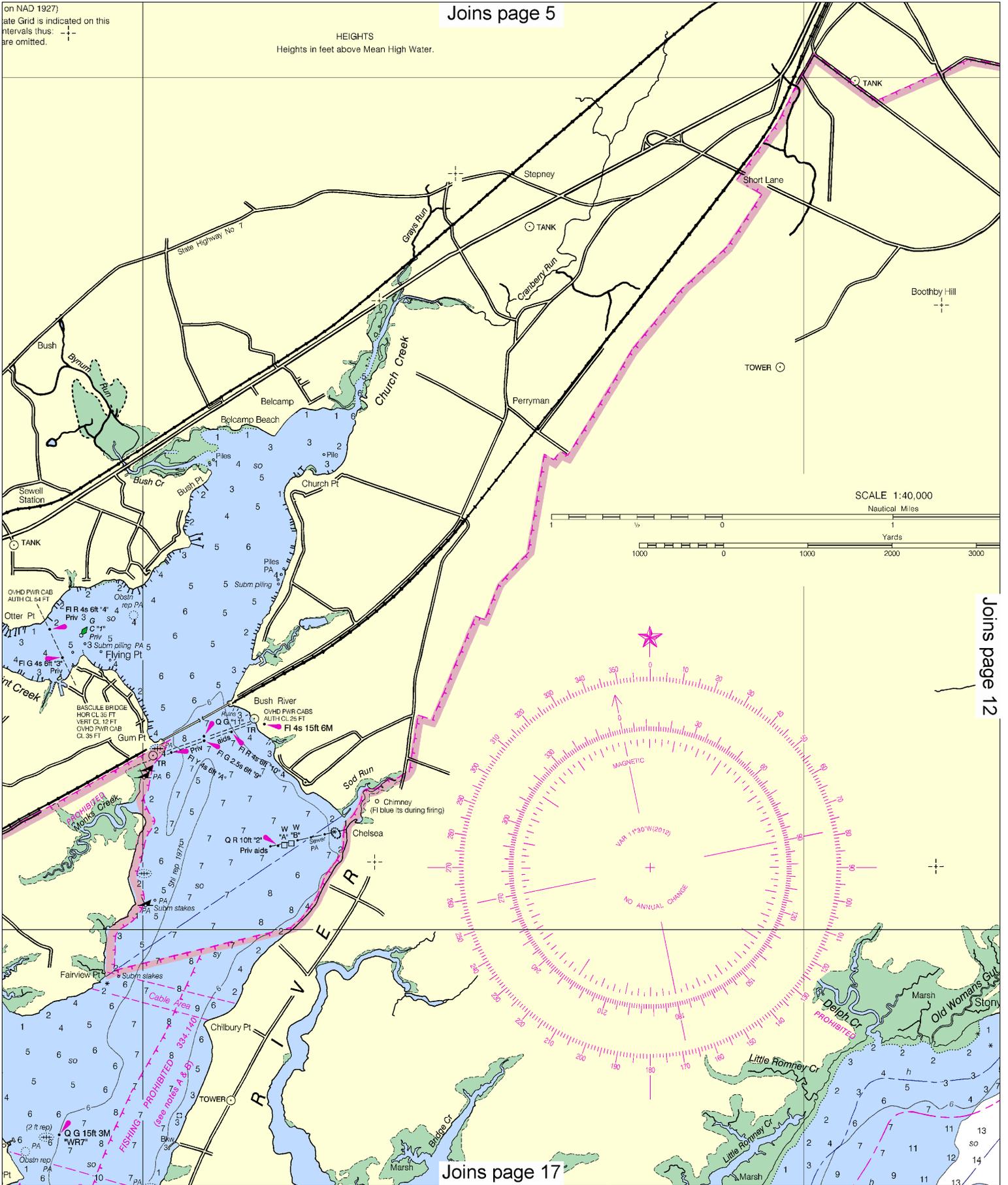
See Note on page 5.



(on NAD 1927)
date Grid is indicated on this
intervals thus: \pm
are omitted.

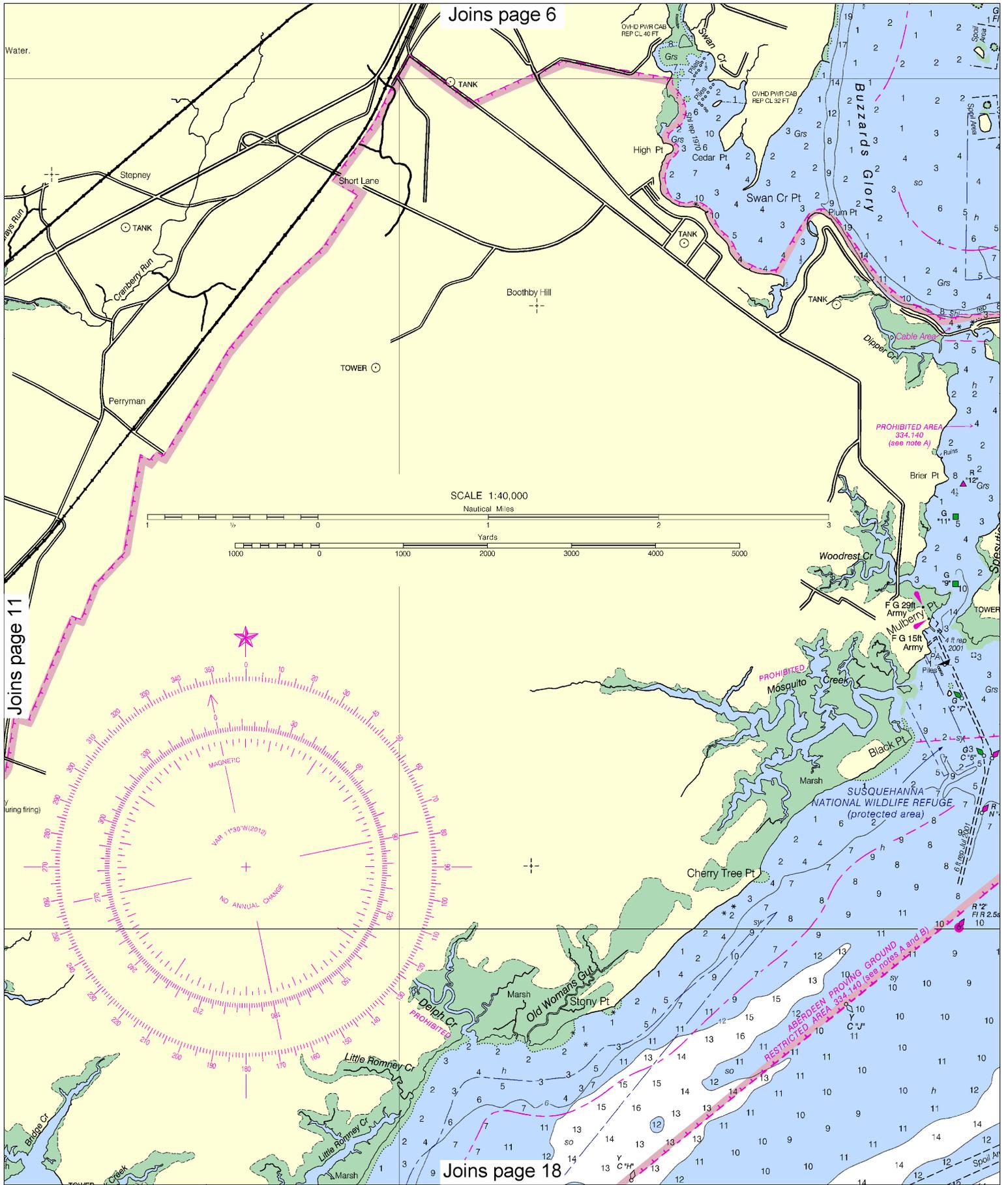
Joins page 5

HEIGHTS
Heights in feet above Mean High Water.



Joins page 12

Joins page 17



12

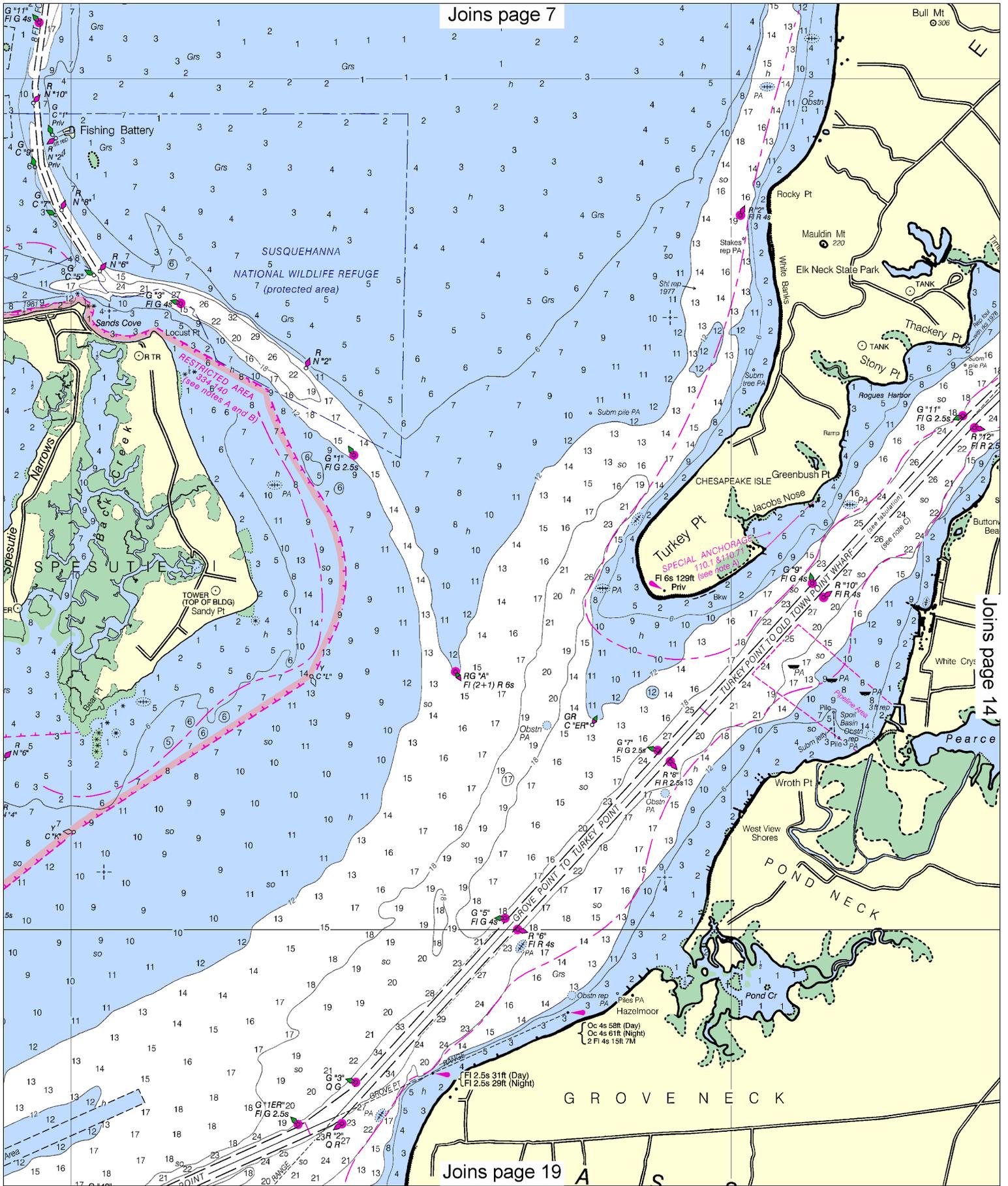
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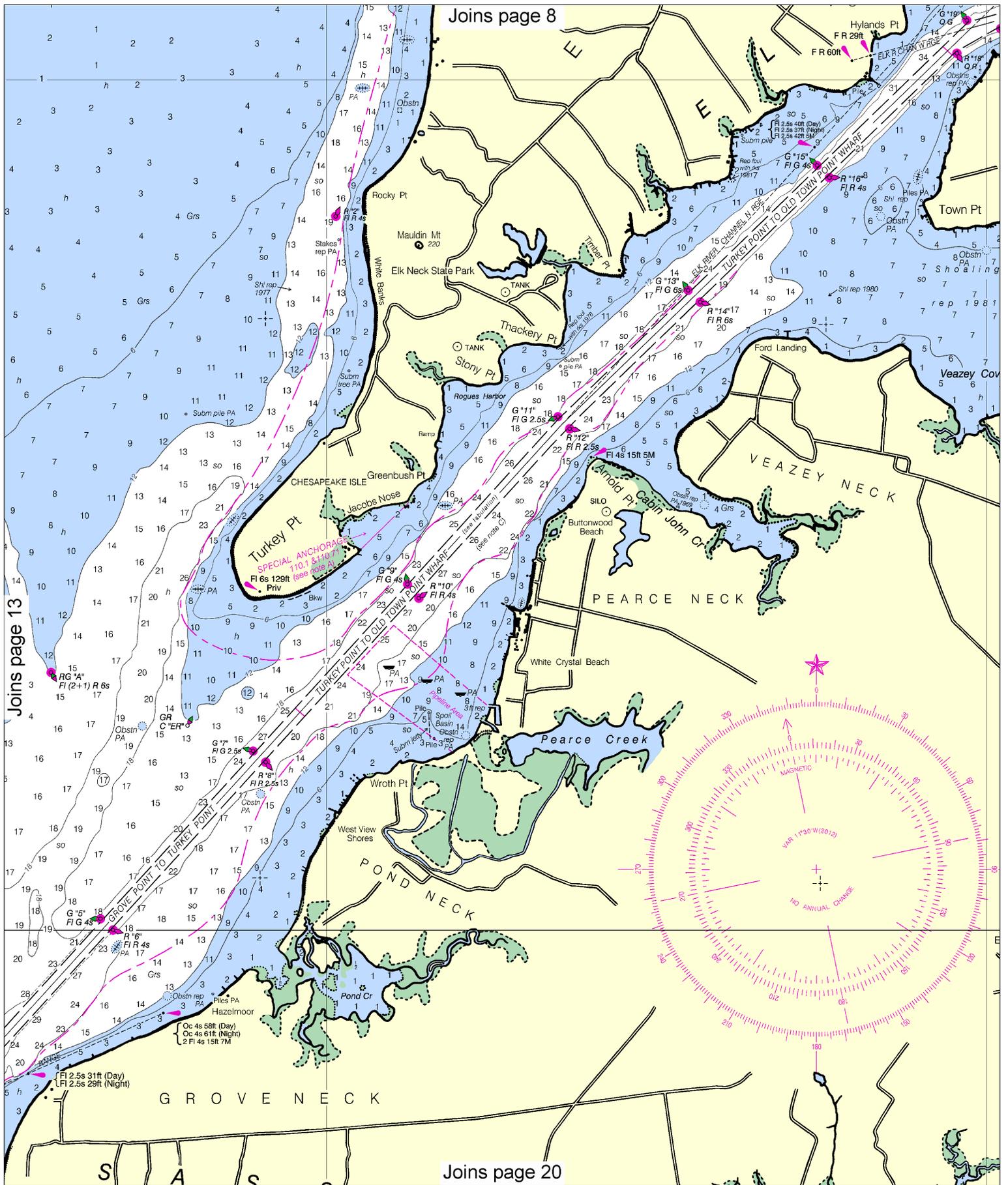
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







Joins page 10



36th Ed., Sep. 12 ■ Corrected through NM Sep. 1/12
 Corrected through LNM Aug. 28/12

12274

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 chart is available in corrections. Charts are printed available 2-8 weeks before the Print-on-Demand charts.

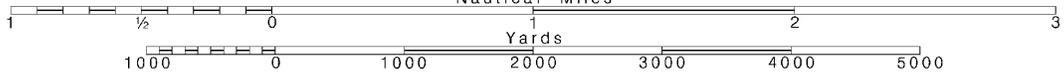
16

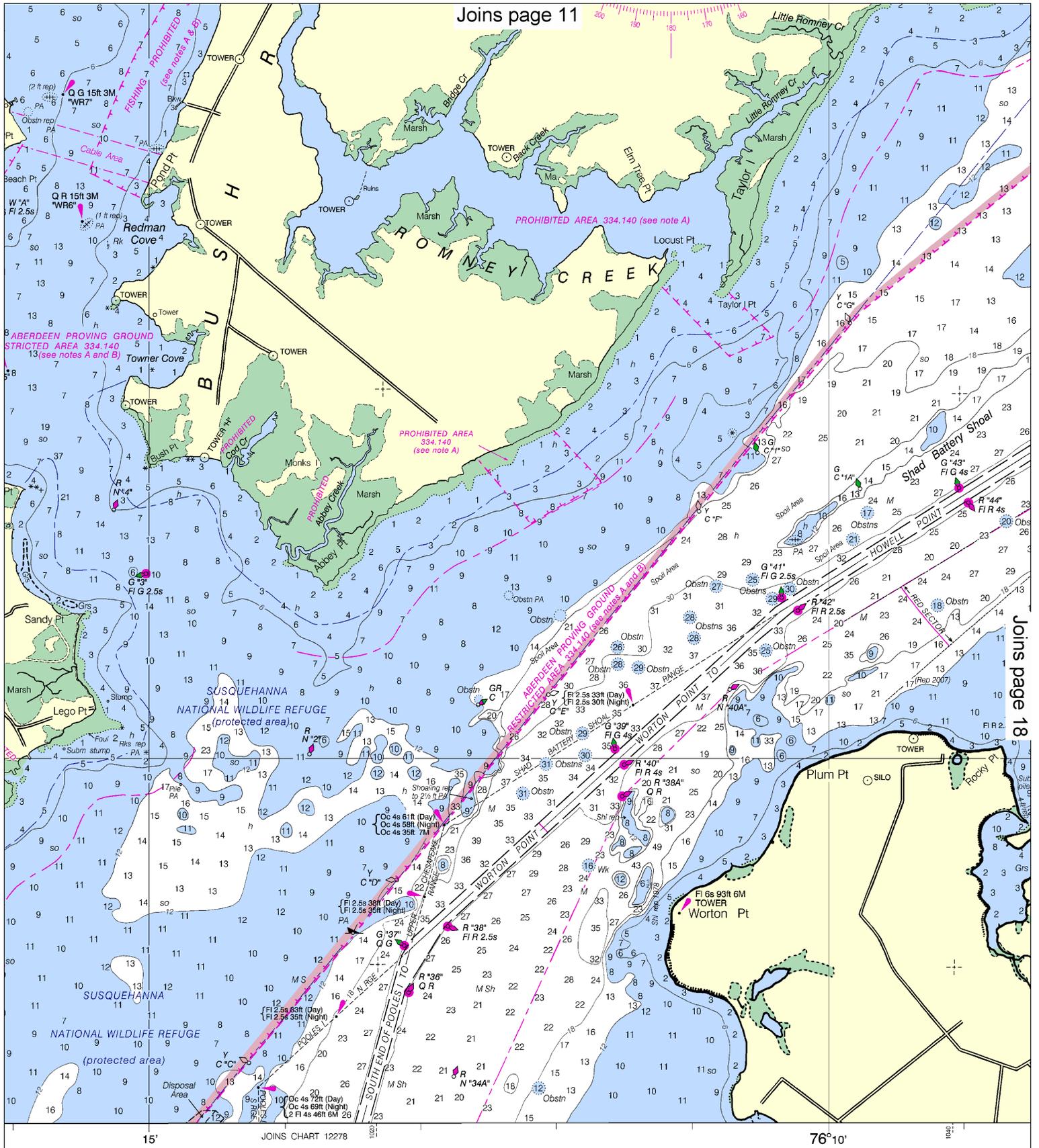
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

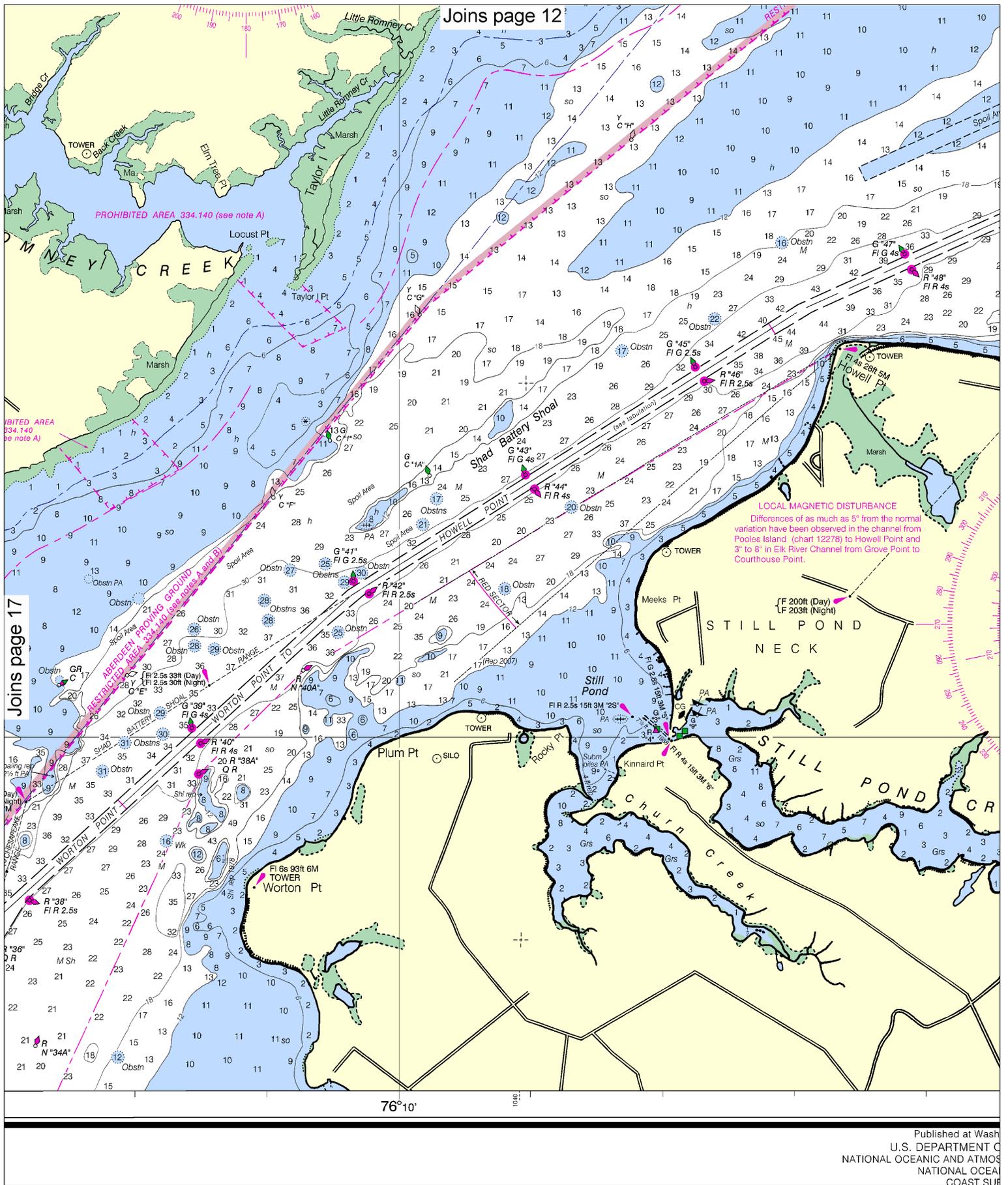
See Note on page 5.





Joins page 18

PRINT-ON-DEMAND CHARTS
 in a version updated weekly by NOAA for Notices to Mariners and critical
 tted when ordered using Print-on-Demand technology. New Editions are
 their release as traditional NOAA charts. Ask your chart agent about



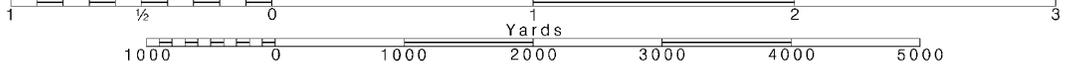
18

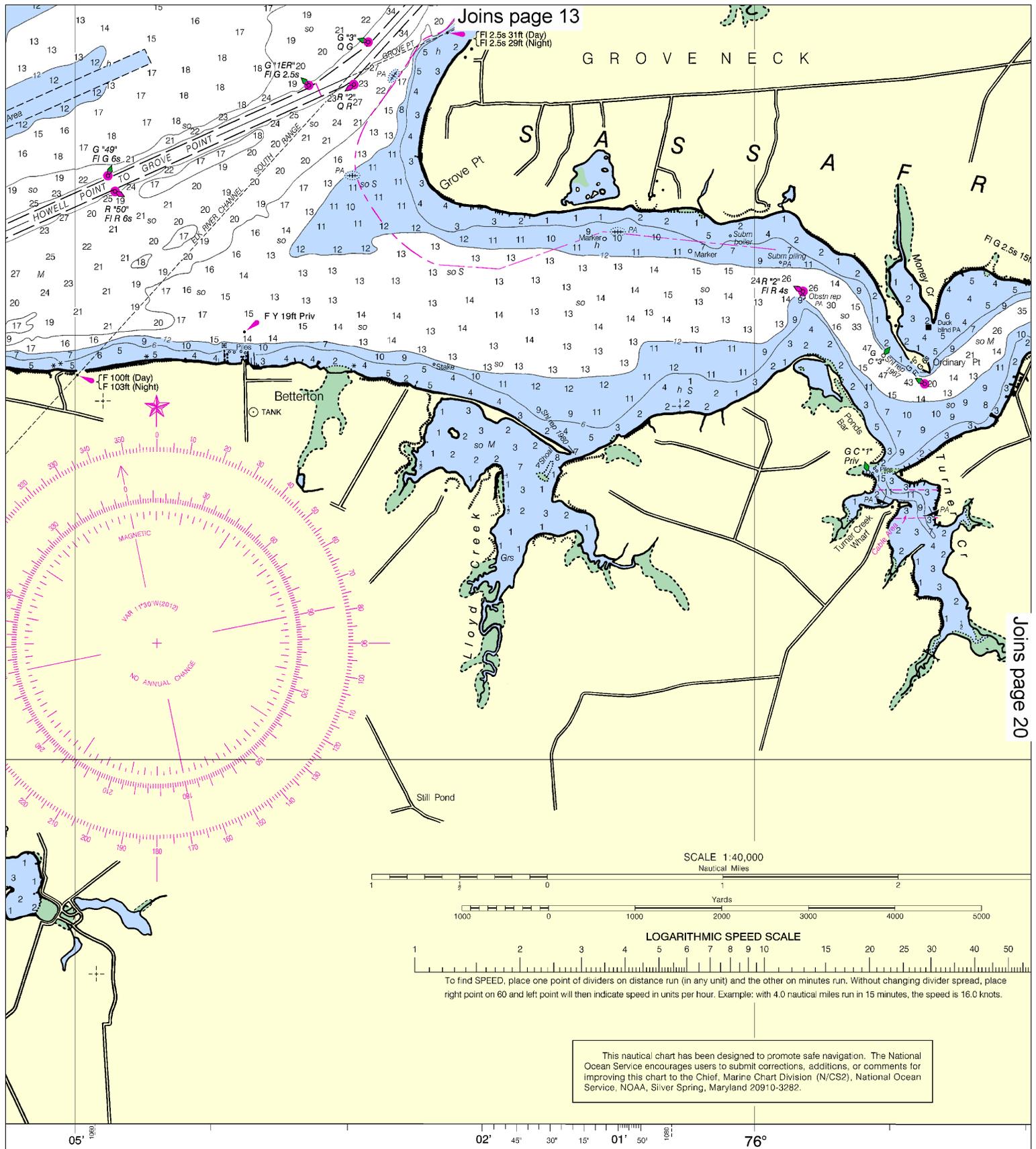
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



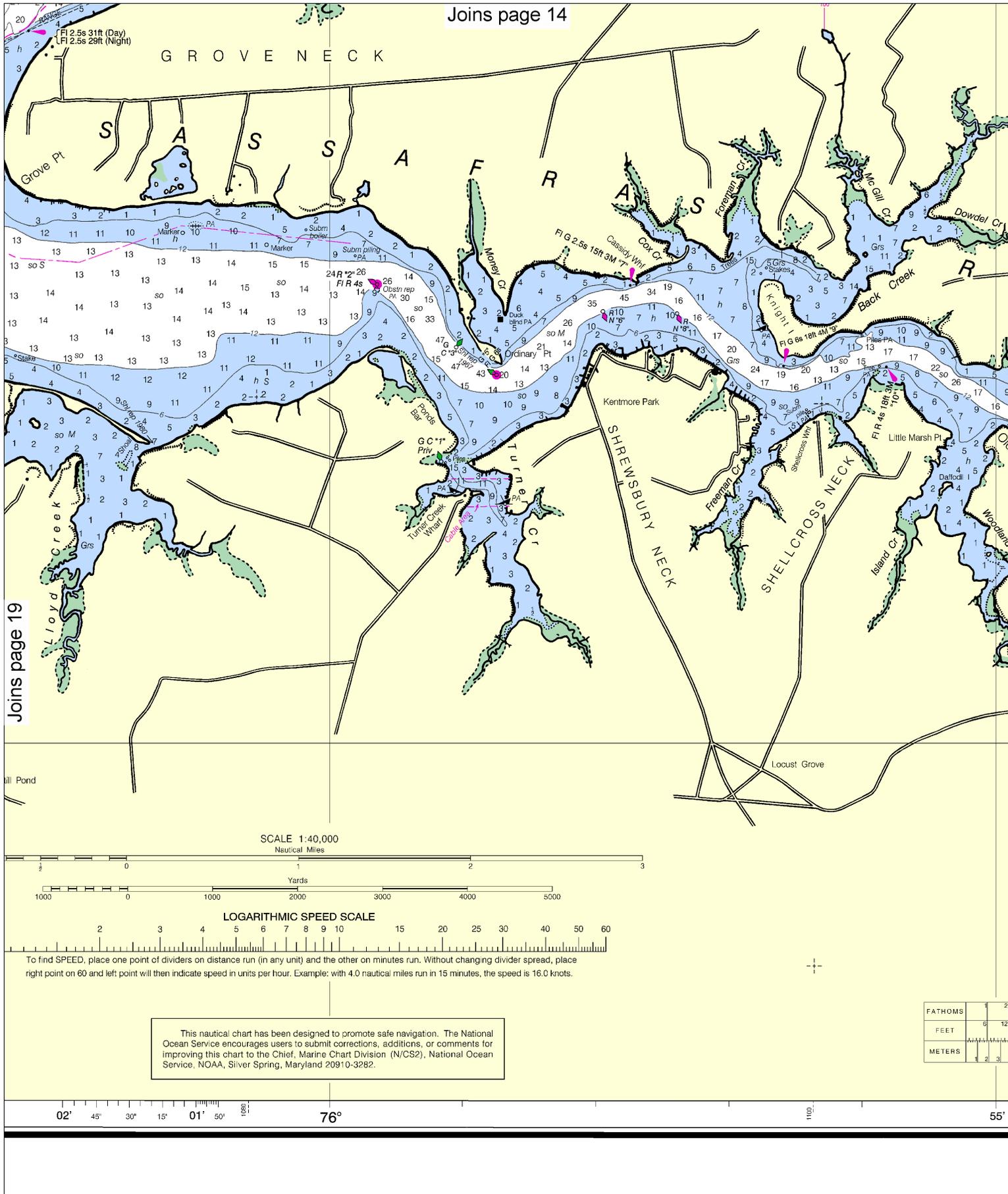


Joins page 13

Joins page 20

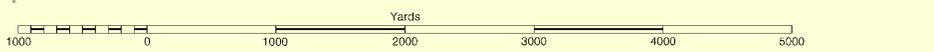
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Washington, D.C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 SURVEY

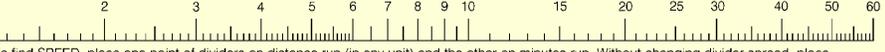


Joins page 19

SCALE 1:40,000
Nautical Miles



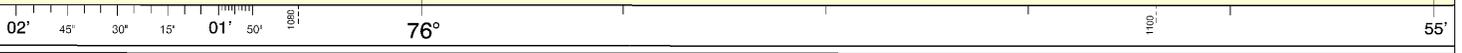
LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

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FATHOMS	1	2
FEET	6	12
METERS	1	3



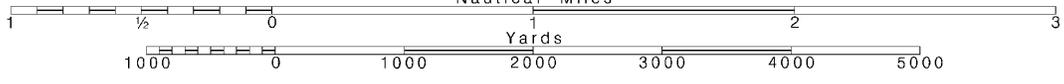
20

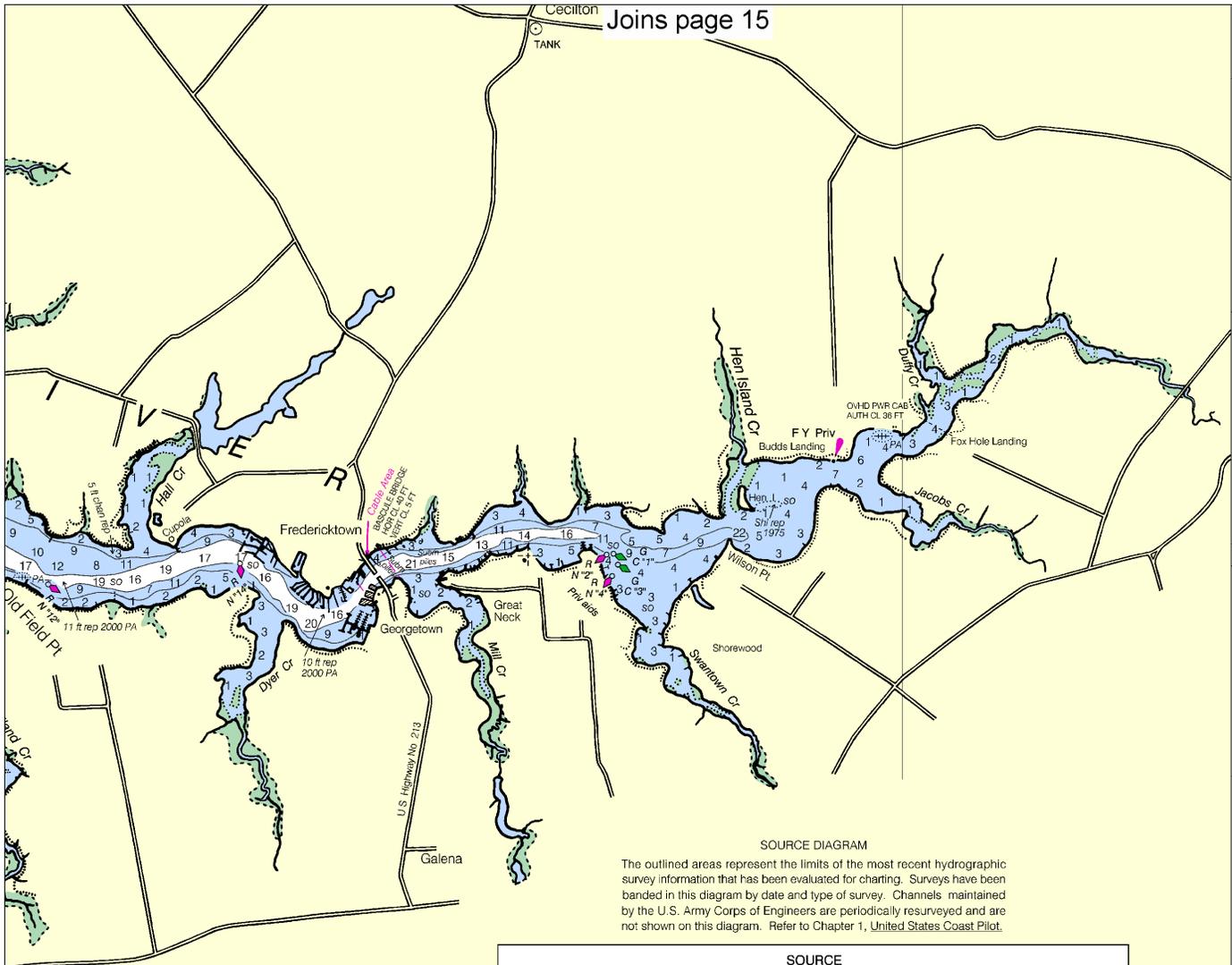
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

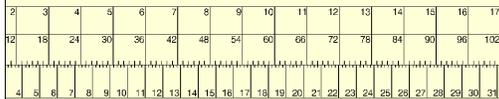
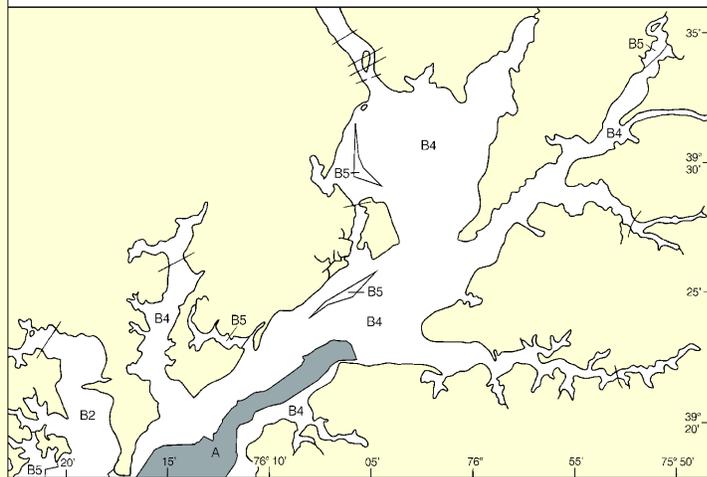
SCALE 1:40,000
Nautical Miles

See Note on page 5.





SOURCE		
A	1990-2000	NOS Surveys full bottom coverage
B2	1970-1989	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage
B5	Pre-1900	NOS Surveys partial bottom coverage



1120

75° 50'

837.1 X 1248.2 mm

39° 20'

SOUNDINGS IN FEET

Head of Chesapeake Bay
 SOUNDINGS IN FEET - SCALE 1:40,000

12274





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.

