BookletChart™

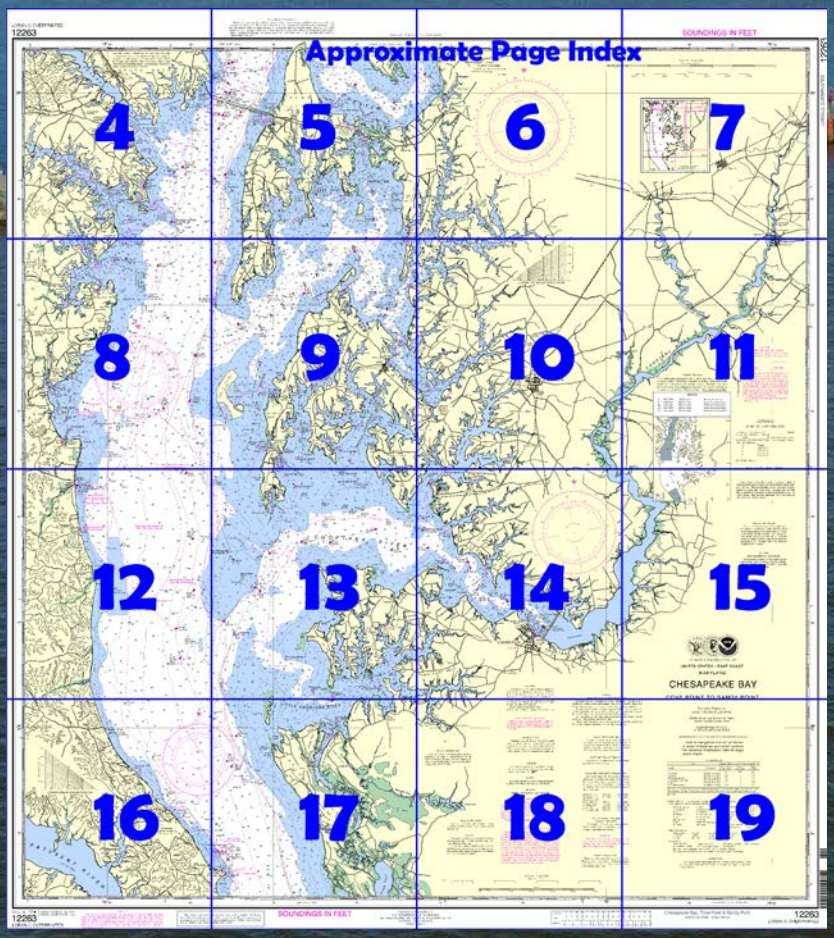
Chesapeake Bay – Cove Point to Sandy Point

NOAA Chart 12263

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=12263

(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. Except for the developed areas, the shore is mostly wooded.
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 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.)
Tidal Current Charts, Upper Chesapeake Bay, present a comprehensive view of the hourly speed and direction of the current northward of Cedar Point, at the south entrance to Patuxent River. The series of 12 charts may be obtained from NOS sales agents and from the National Ocean Service, Distribution Branch.
The **danger zone** of an aerial firing range and target area begins off Point Lookout and extends northward to **Cedar Point.** (See **334.200**, chapter 2, for limits and regulations.) The target areas in the danger zone are marked by lighted buoys.
A middle ground with depths of 10 to 18 feet is about 8 miles eastward of Point Lookout; the area is about 7 miles long in a north-south direction and 2 miles wide. The stranded wreck near the middle of the shoal is marked by lighted buoys.
A **fish haven** is about 4.4 miles NNE of Point Lookout in about 38°06'28"N., 76°17'57"W.
The two spans of the **William P. Lane, Jr. Memorial (Chesapeake Bay Bridge) Bridge (U.S. Route 50/301)** (see also charts 12270, 12263), Chesapeake Bay Bridge 130 miles above the Virginia Capes, are 3.7 miles long from shore to shore; the western end is 0.5 mile southwestward of Sandy Point, and the eastern, or Kent Island end, is 4 miles south-southwestward of Love Point.

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

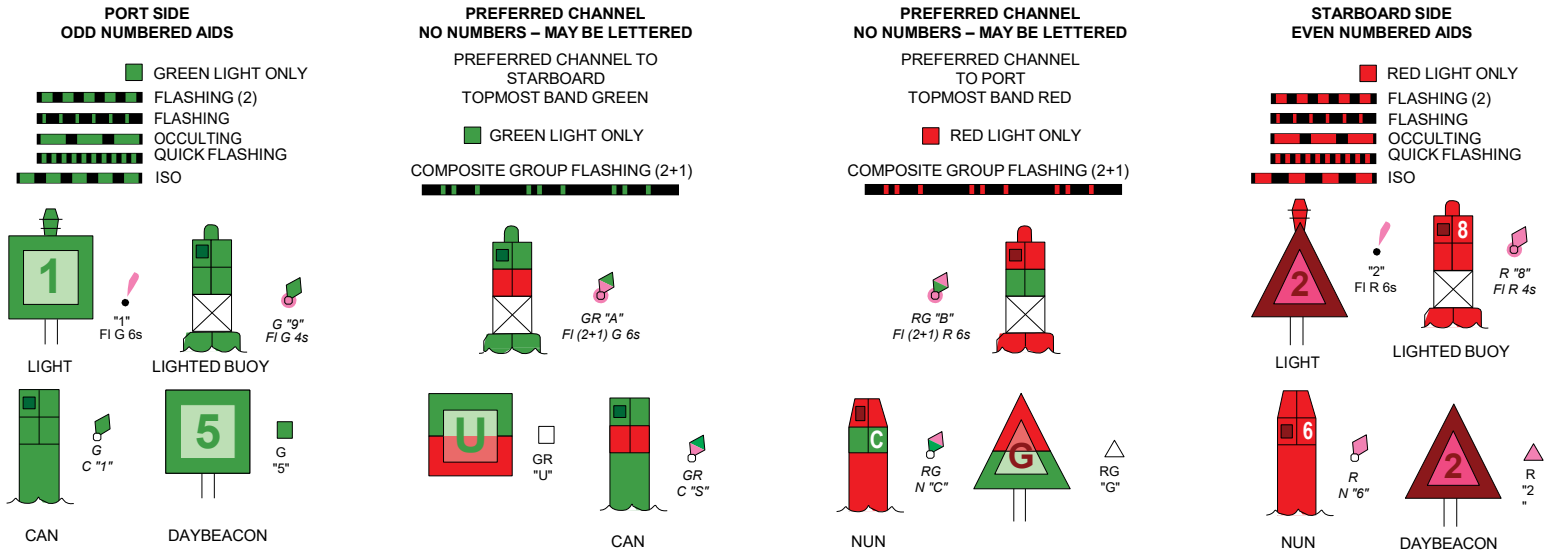
RCC Norfolk	Commander 5th CG District Norfolk, VA	(575) 398-6231

Navigation Manager Regions

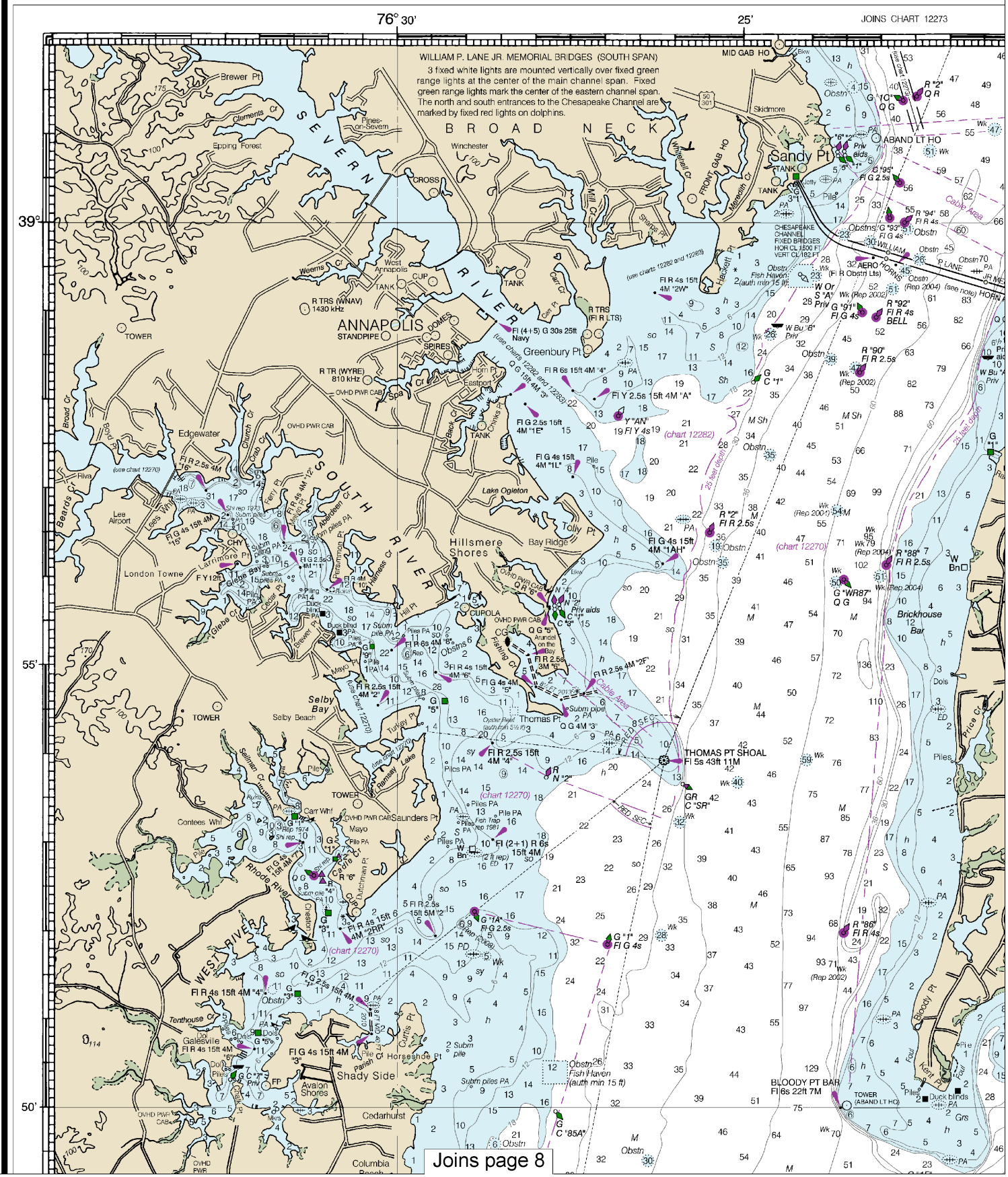
To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.
These volumes are available online at *http://www.navcen.uscg.gov*



4

Note: Chart grid lines are aligned with true north.

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

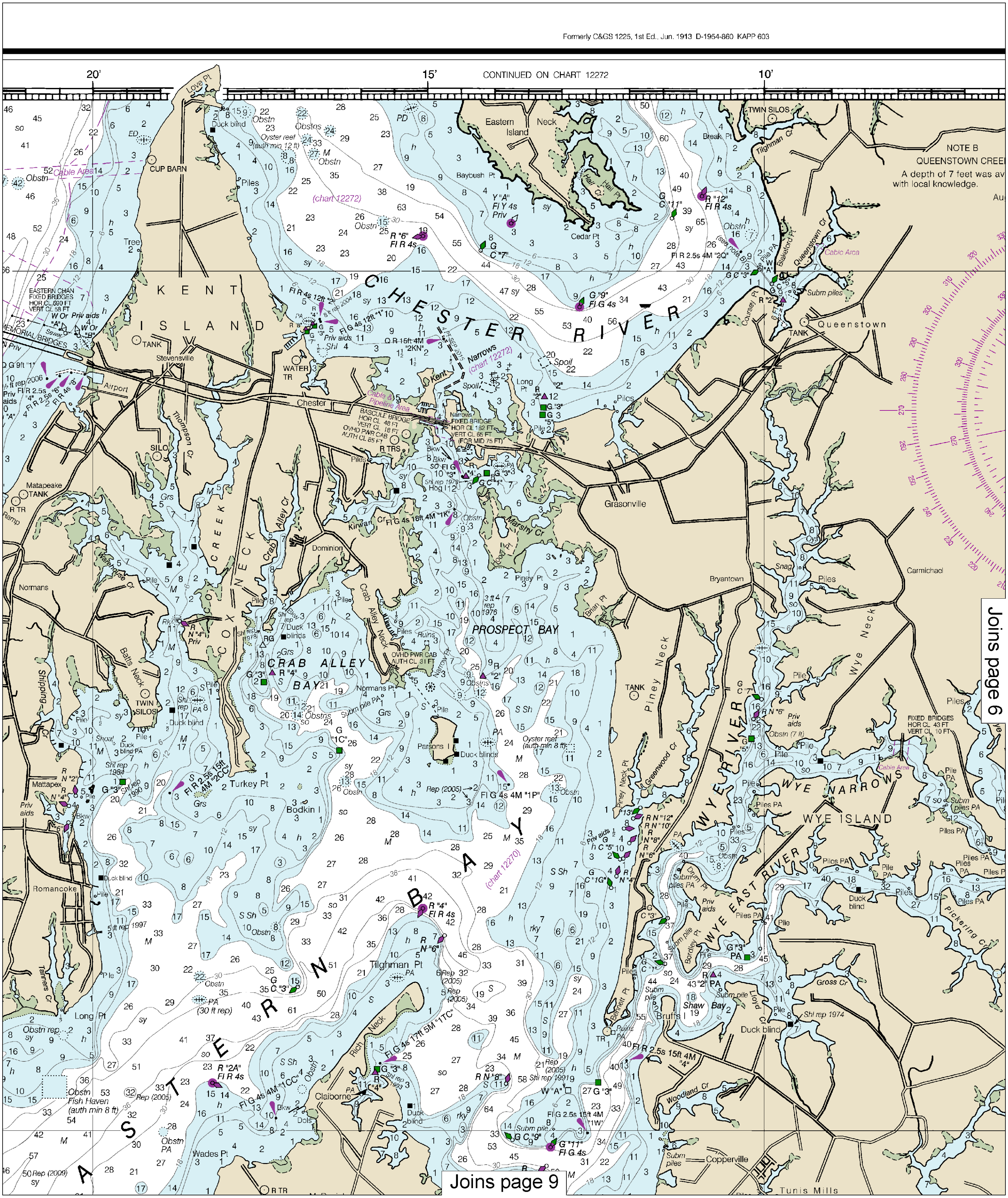
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

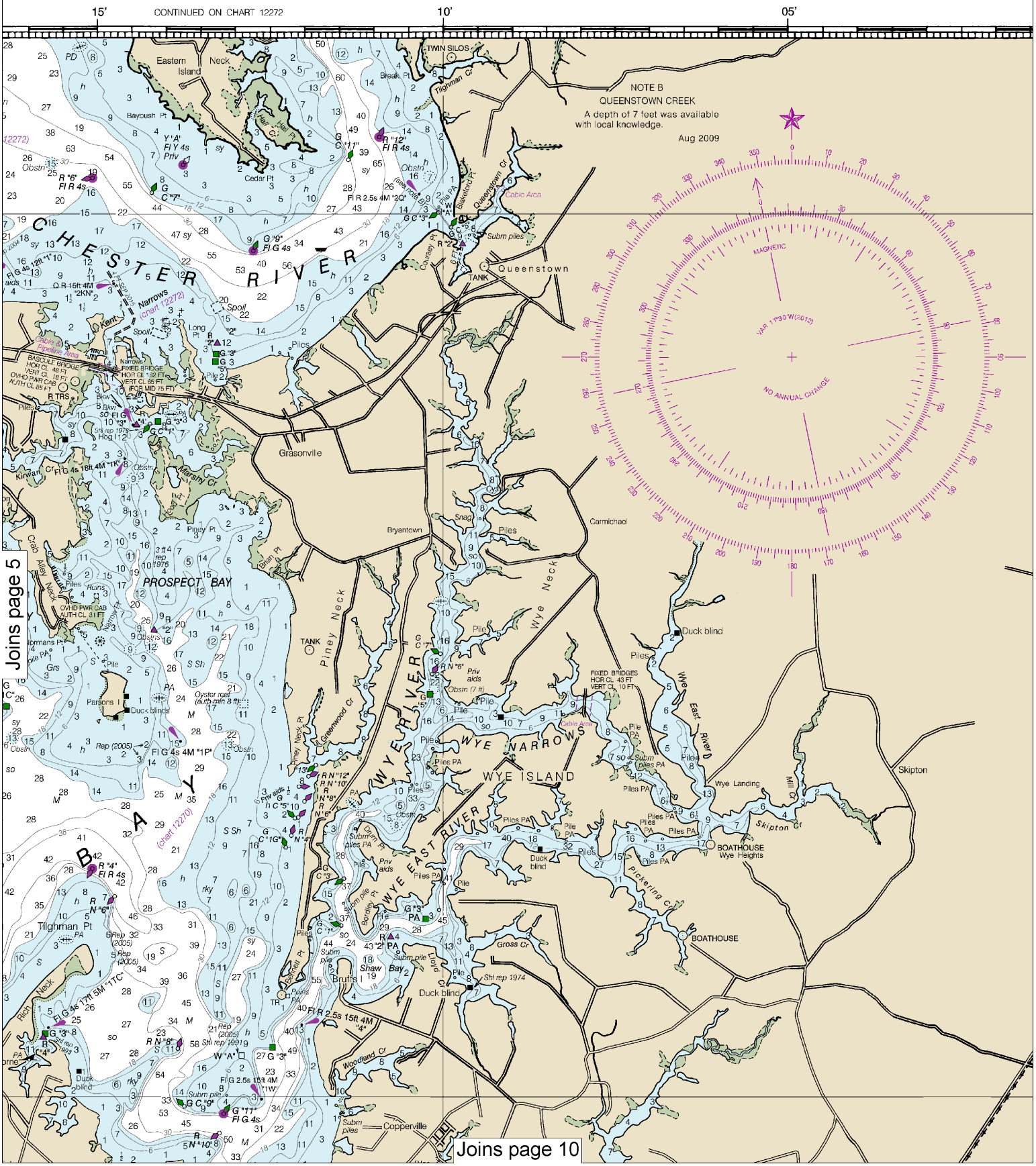
1000 0 2000 4000 6000 8000 10000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 1225, 1st Ed., Jun. 1913 D-1954-860 KAPP 603



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

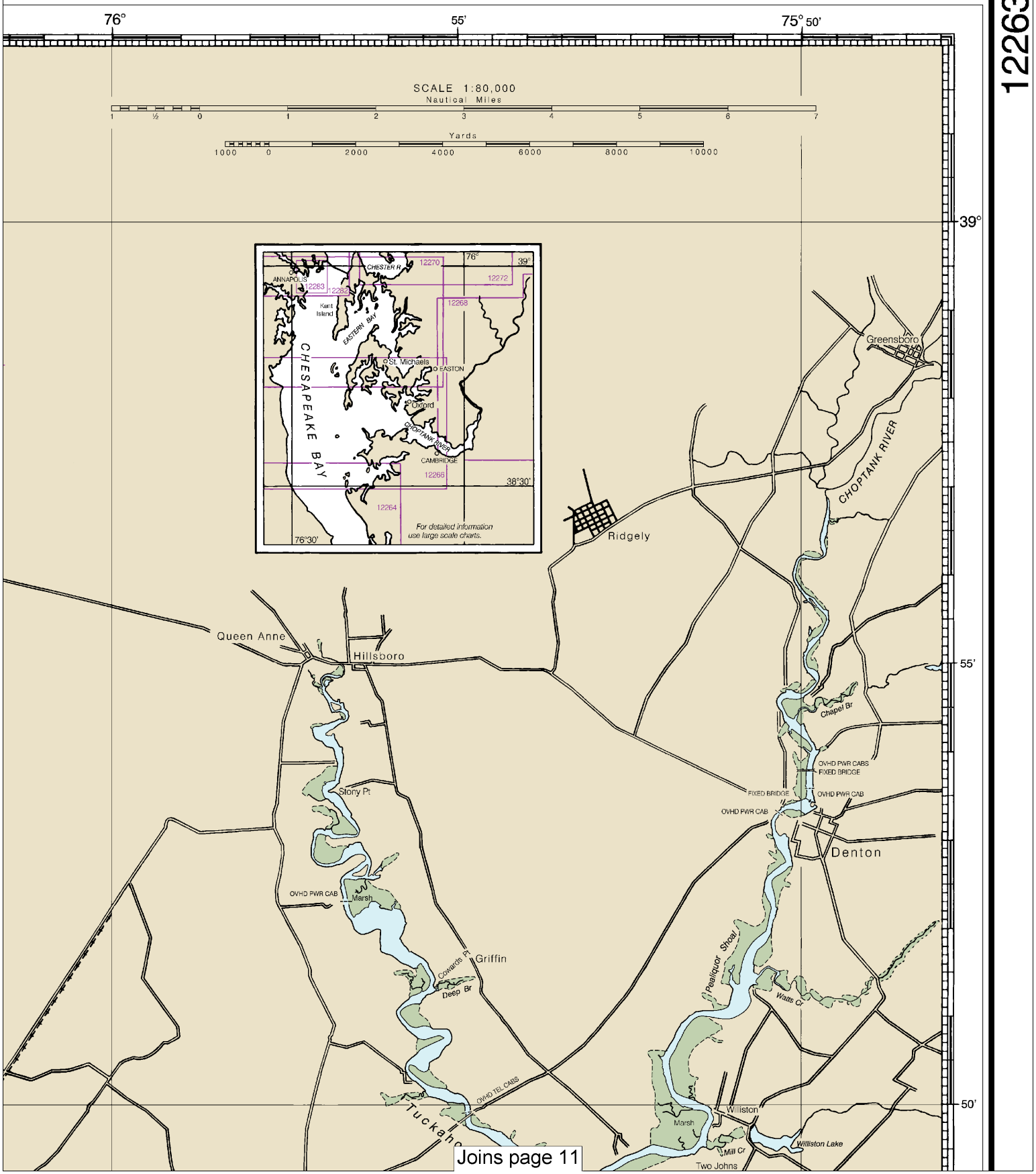
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Note: Chart grid lines are aligned with true north.

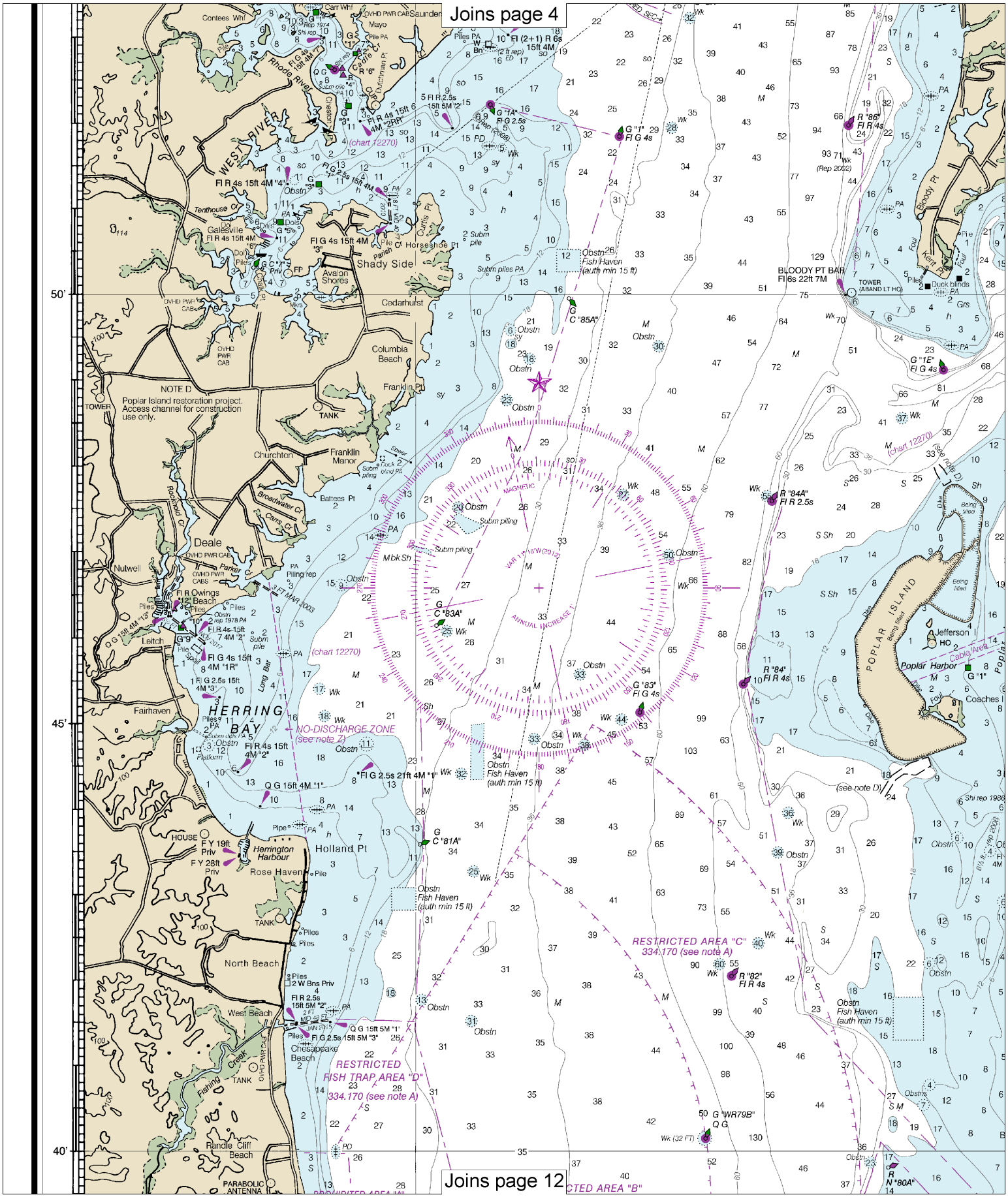
12263



Joins page 11

This is the Last Edition of this chart. It will be canceled on Apr 3, 2024

56th Ed., Dec. 2018. Last Correction: 3/8/2024. Cleared through:
LNM: 1124 (3/12/2024), NM: 1324 (3/30/2024)



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

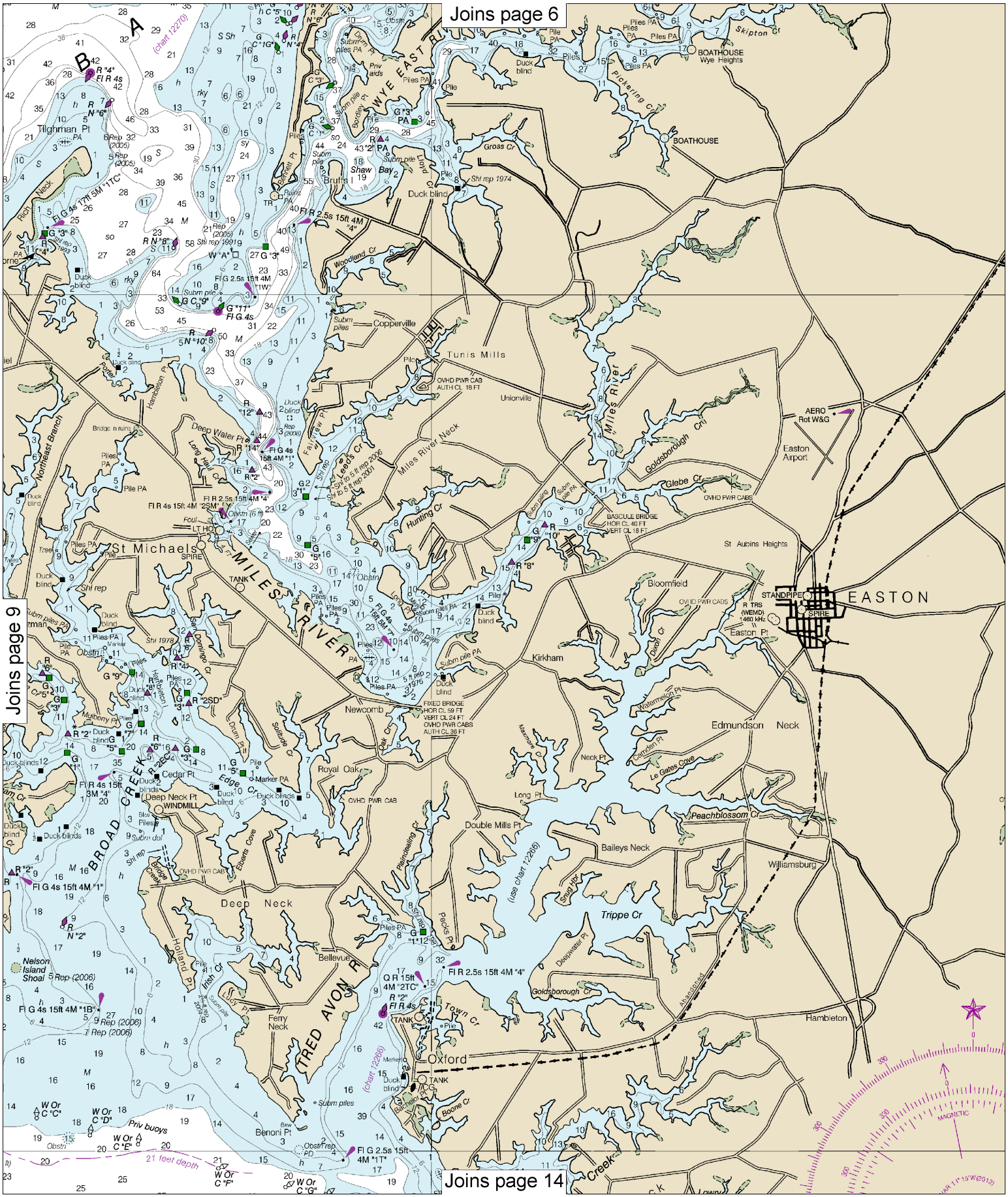
1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.

Joins page 5

Joins page 10

Joins page 13



10

Note: Chart grid lines are aligned with true north.

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

See Note on page 5.

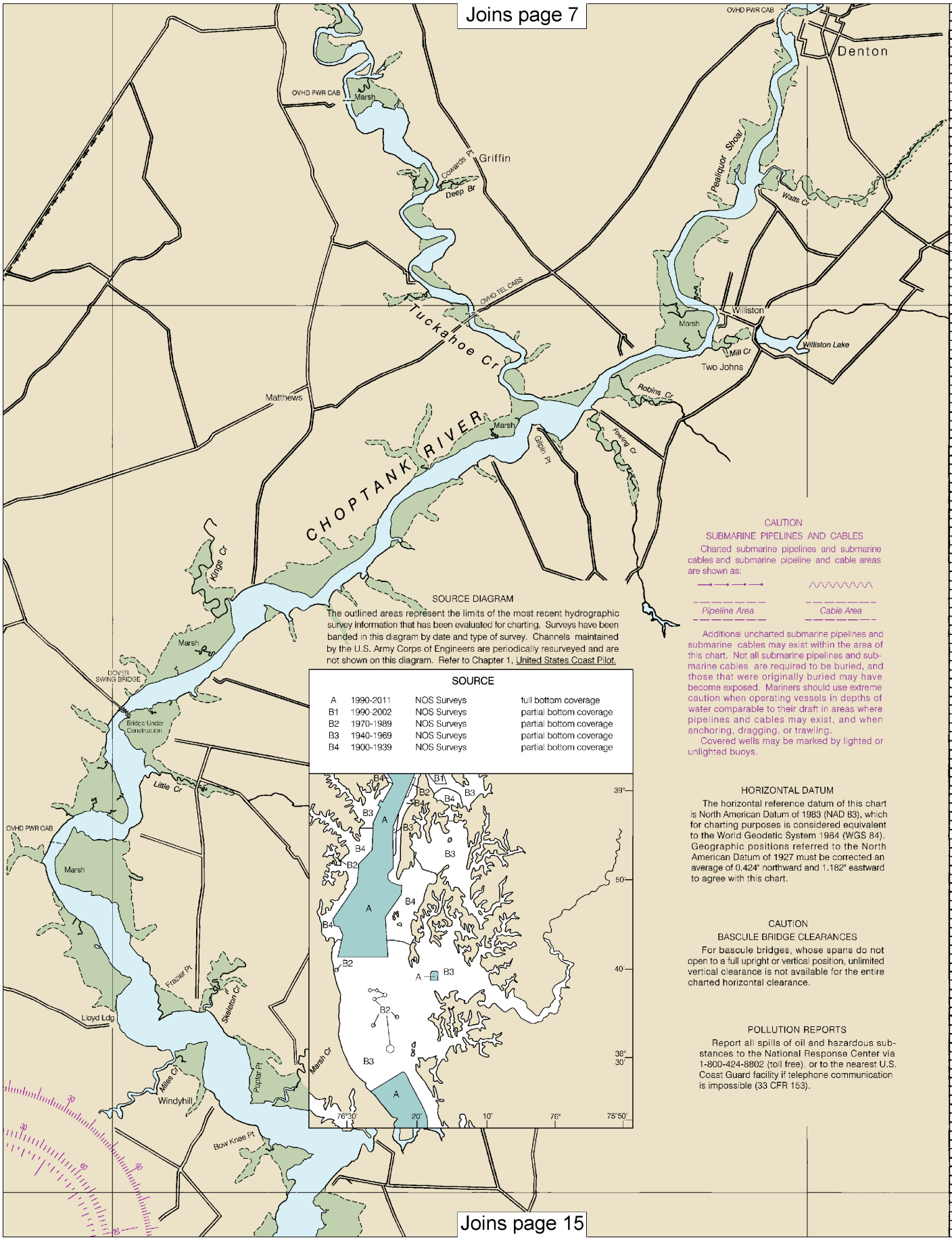
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

Joins page 7



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.

SOURCE

A	1990-2011	NOS Surveys	full bottom coverage
B1	1990-2002	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

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.

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 0.424" northward and 1.182" eastward to agree with this chart.

CAUTION

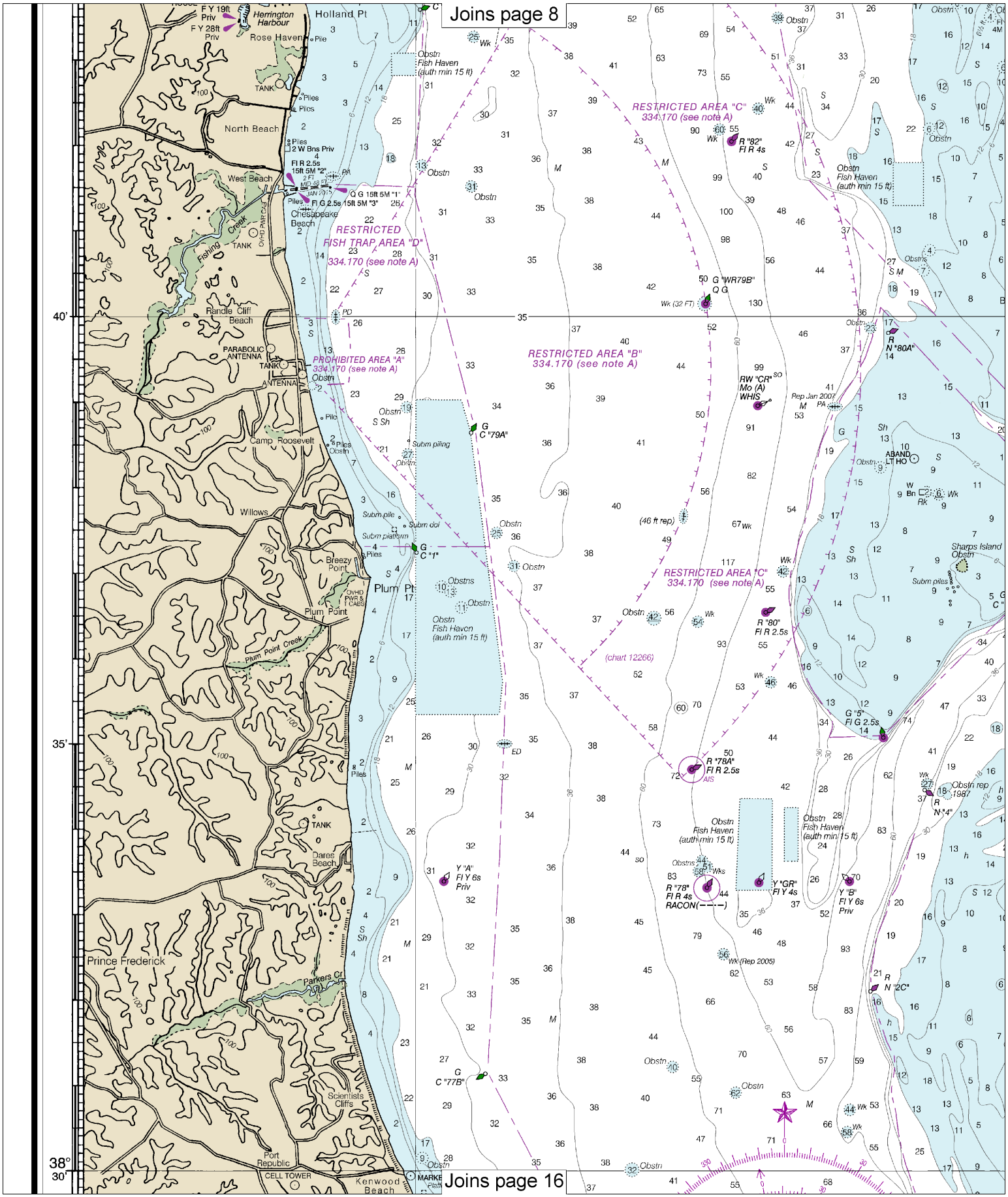
BASCULE BRIDGE CLEARANCES

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.

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).

Joins page 15



12

Note: Chart grid lines are aligned with true north.

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

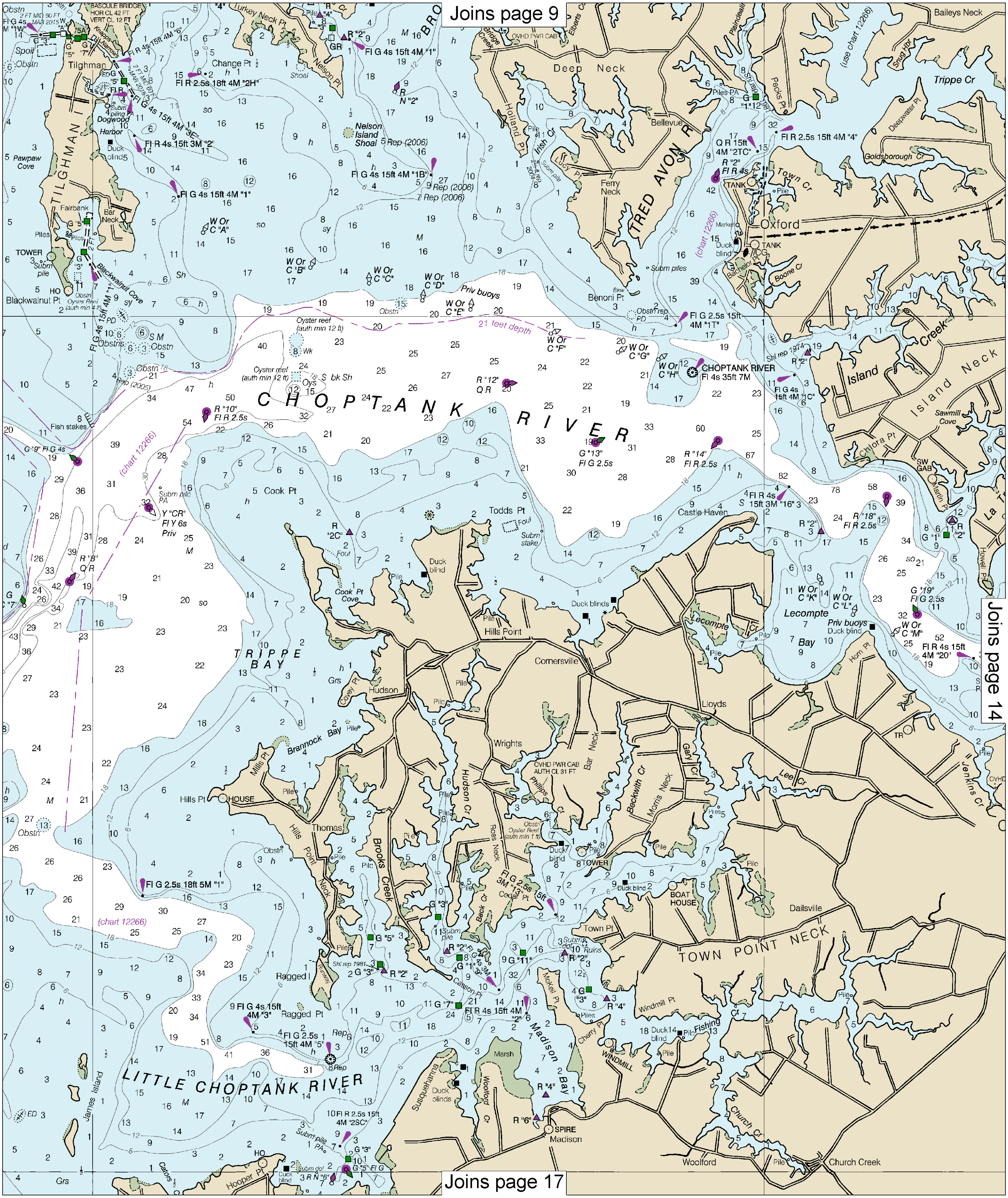
See Note on page 5.

Nautical Miles

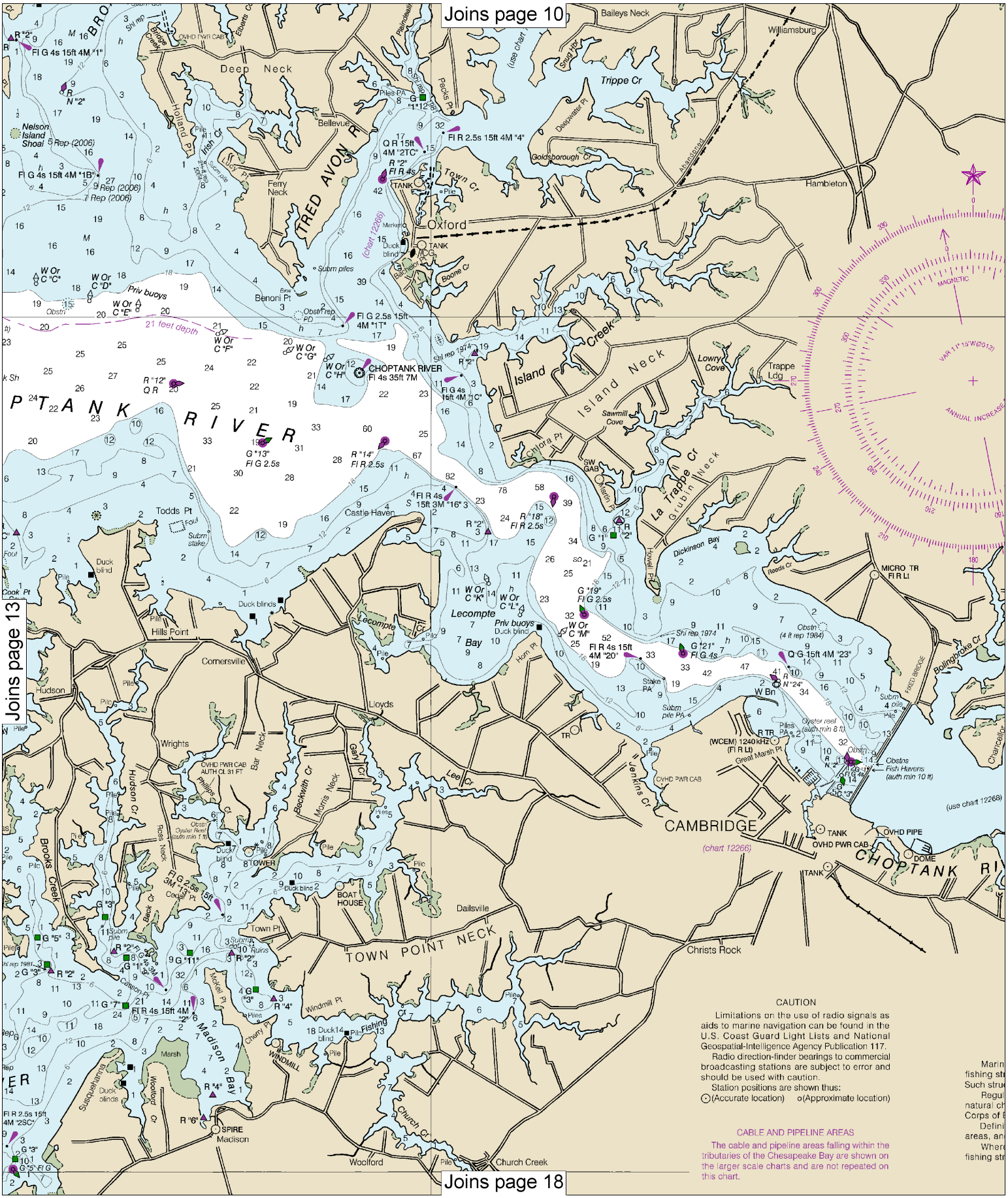
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000



Joins page 9
Joins page 14
Joins page 17
CHOPTANK RIVER
LITTLE CHOPTANK RIVER
TRIPPE BAY
TILGHMAN I
TRED AVON R
TOWN POINT NECK
Tilghman
Knapps Narrows
Change Pt
Nelson Pt
Turkey Neck Pt
Nelson Island Shoal
Dogwood Harbor
Pawpaw Cove
Fairbank
Bar Neck
Blackwalnut Cove
Blackwalnut Pt
Deep Neck
Holland Pt
Irish Cr
Bellevue
Ferry Neck
Oxford
Town Cr
Goldsborough Cr
Trippe Cr
Baileys Neck
Benoni Pt
Island Creek
Island Neck
Sawmill Cove
Choptank River Fl 4s 35ft 7M
21 feet depth
Castle Haven
Lecompte Bay
Lecompte Cr
Todds Pt
Cook Pt
Cook Pt Cove
Hills Point
Cornersville
Hudson
Lloyds
Wrights
Brannock Bay
Mills Pt
Hills Pt
Thomas
Hills Point Neck
Brooks Creek
Hudson Cr
Ross Neck
Phillips Cr
Bar Neck
Beckwith Cr
Morris Neck
Gary Cr
Lee Cr
Jenkins Cr
Cedar Pt
Back Cr
Town Pt
Dailsville
Ragged I
Ragged Pt
Casson Pt
McKeil Pt
Windmill Pt
Fishing Cr
Cherry Pt
Madison Bay
Madison
Woolford Cr
Susquehanna Pt
James Island
Hooper Pt
Church Cr
Church Creek
Woolford
(chart 12266)



Note: Chart grid lines are aligned with true north.

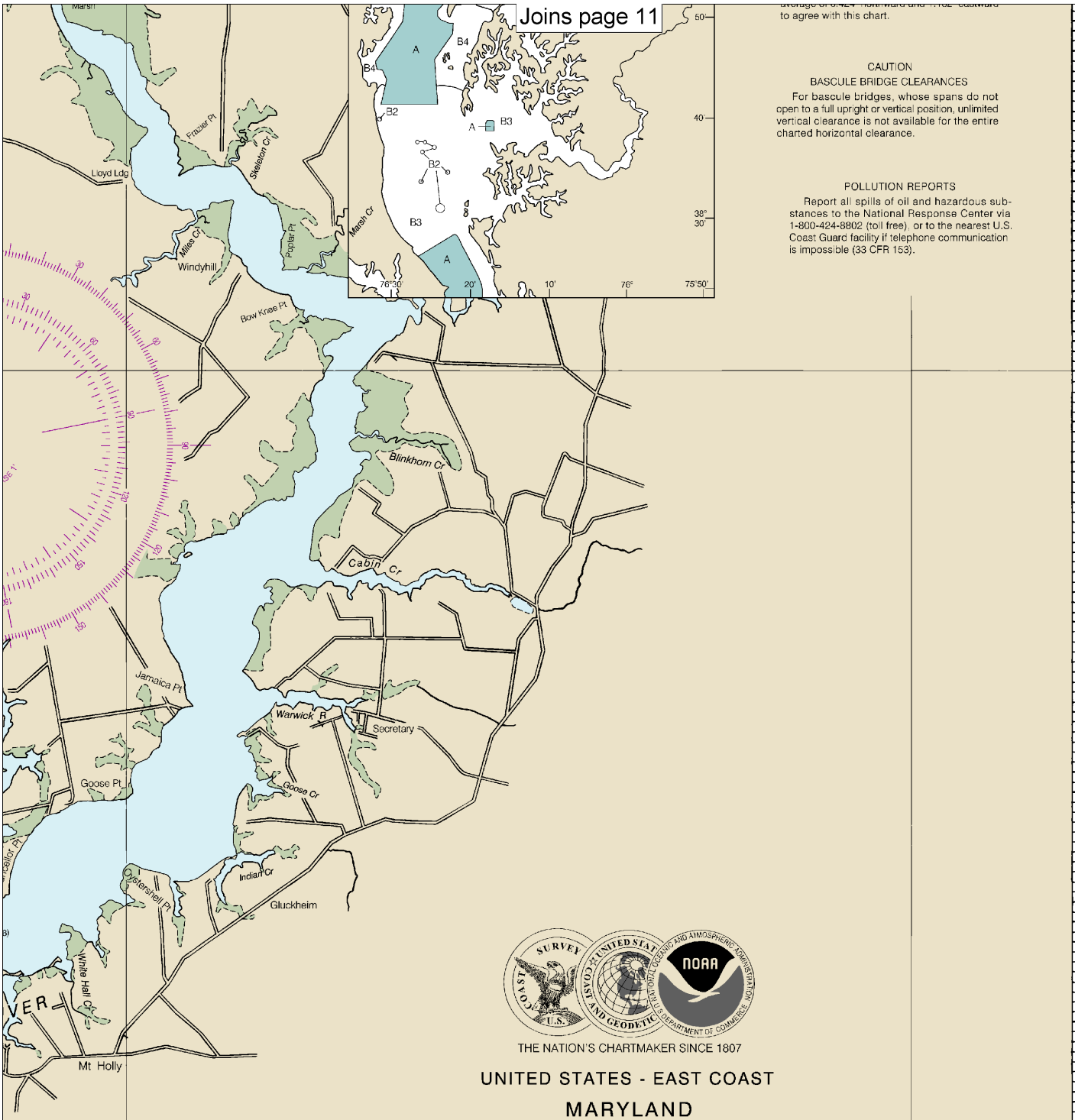
Printed at reduced scale. ~~SCALE 1:80,000~~

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 11



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CAUTION

FISH TRAP AREAS AND STRUCTURES

iners are warned that numerous uncharted duck blinds and structures, some submerged, may exist in the fish trap areas. uctures are not charted unless known to be permanent. ulations to assure clear passage to and through dredged and channels, and to established landings, are prescribed by the f Engineers in the Code of Federal Regulations. nite limits of fish trap areas have been established in some nd those limits are shown thus: ere definite limits have not been prescribed, the location of structures is restricted only by the regulations.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MARYLAND

CHESAPEAKE BAY

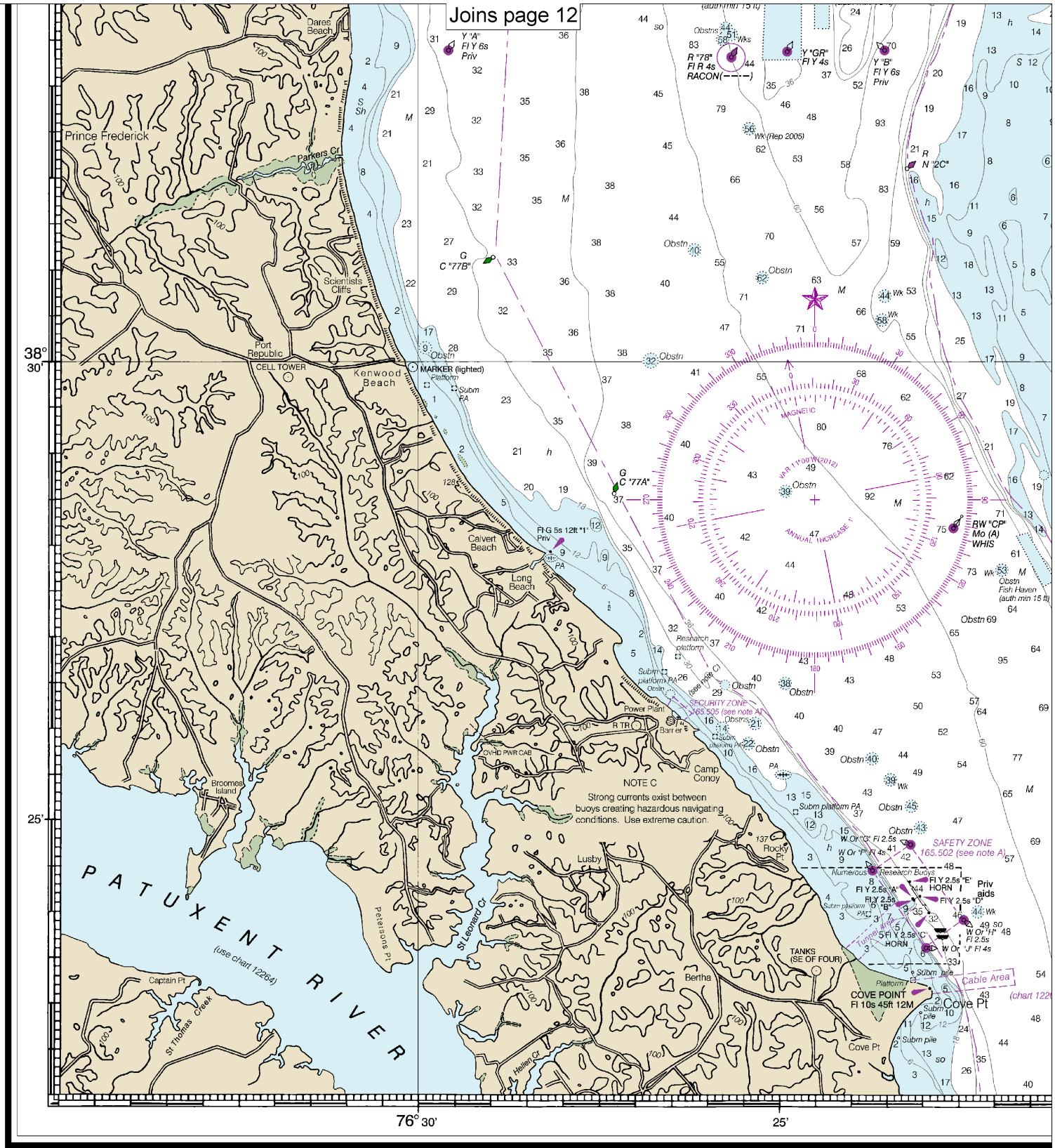
COVE POINT TO SANDY POINT

Mercator Projection
Scale 1:80,000 at Lat 38°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
WATER

Joins page 19



12263

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.

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

This is the Last Edition of this chart. It will be canceled on Apr 3, 2024

58th Ed., Dec. 2018. Last Correction: 3/8/2024. Cleared through:
LNM: 1124 (3/12/2024), NM: 1324 (3/30/2024)

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 13

Joins page 18

AIDS TO NAVIGATION

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

CAUTION

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

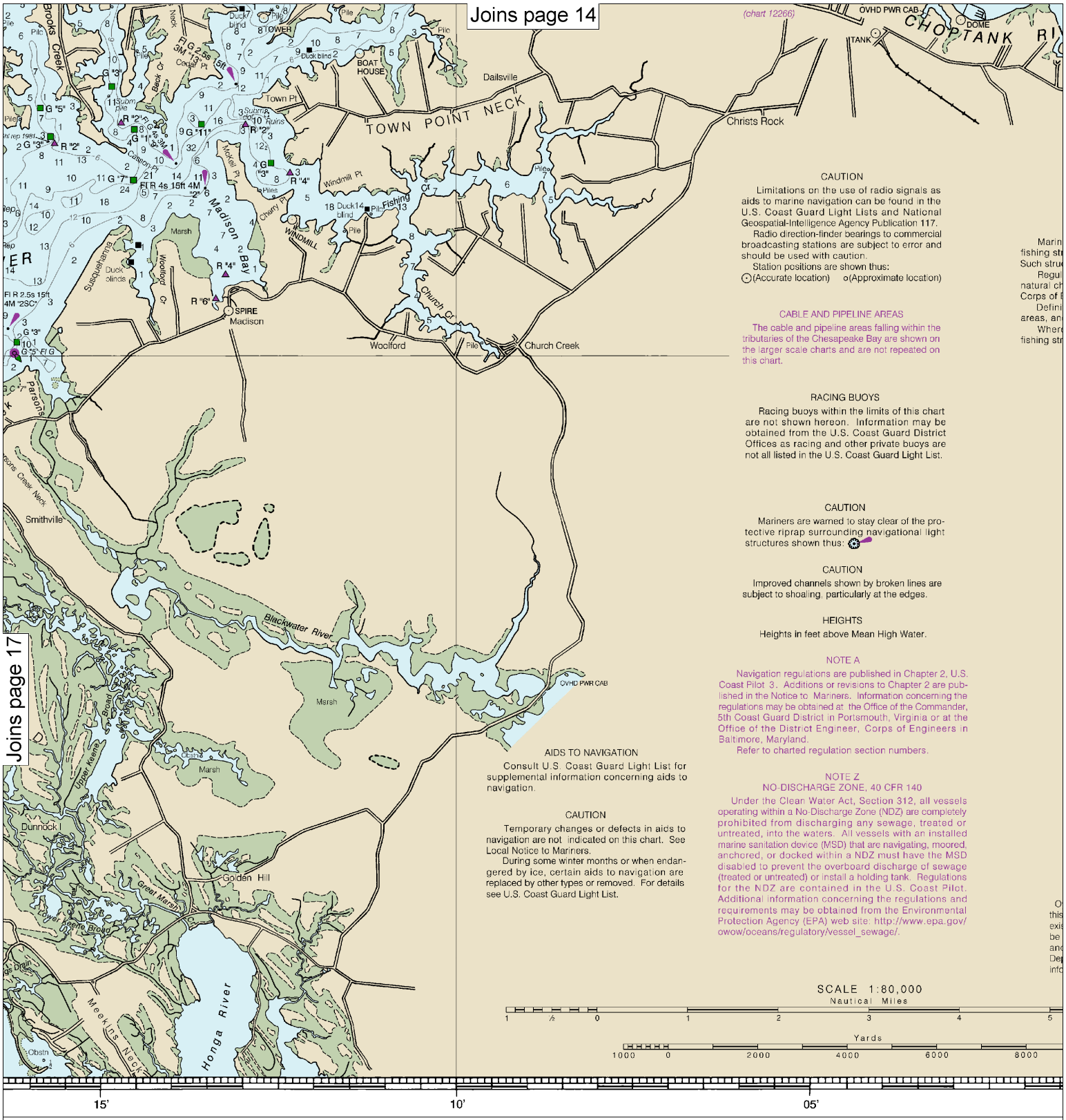
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

20' JOINS CHART 12230 15' 10'

r comments
act.htm.

SOUNDINGS IN FEET

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



N FEET

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

FATHOMS
FEET
METERS

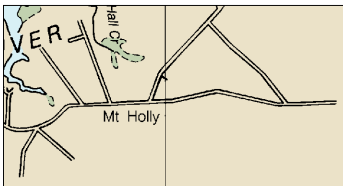
Note: Chart grid lines are aligned with true north.

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 15

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MARYLAND

CHESAPEAKE BAY

COVE POINT TO SANDY POINT

Mercator Projection
Scale 1:80,000 at Lat 38°42'

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.

Aids to navigation are not all shown in minor tributaries and small harbors. For detailed information refer to large scale charts.

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
Cove Point	(38°24'N/76°24'W)	1.4	1.1	0.1
Cambridge	(38°34'N/76°04'W)	2.0	1.8	0.2
Chesapeake Beach	(38°41'N/76°32'W)	1.5	1.2	0.2
St. Michaels, Miles River	(38°47'N/76°13'W)	1.9	1.7	0.3
Annapolis	(38°59'N/76°29'W)	1.4	1.2	0.2
Kent Island Narrows	(38°58'N/76°15'W)	1.8	1.5	0.3

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 2012)

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.

AUTHORITIES

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

CAUTION

FISH TRAP AREAS AND STRUCTURES

iners are warned that numerous uncharted duck blinds and structures, some submerged, may exist in the fish trap areas. uctures are not charted unless known to be permanent. ulations to assure clear passage to and through dredged and channels, and to established landings, are prescribed by the f Engineers in the Code of Federal Regulations. nite limits of fish trap areas have been established in some nd those limits are shown thus: ——— — ——— — ere definite limits have not been prescribed, the location of structures is restricted only by the regulations.

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.

SUPPLEMENTAL INFORMATION

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

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
Washington, DC (Manassas, VA)	KHB-36	162.550 MHz
Heathsville, VA	WXM-57	162.400 MHz
Salisbury, MD	KEC-92	162.475 MHz
Lewes, DE	WXJ-94	162.550 MHz
Sudlersville, MD	WXK-97	162.500 MHz

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

OYSTER AQUACULTURE

Oyster bed aquaculture leases may exist within the limits of his chart. Mariners are cautioned that numerous markers may xist and watermen may be active in the area. Caution should e exercised when navigating in or near these areas, not to nchor or ground, in order to avoid damage to the beds. epths may be shallower than the soundings shown. For more formation, contact the local department of natural resources.

6 7

10000

38° 30'

25'

76° 55' 75°50'

925.1 X 851.8 mm.

Chesapeake Bay, Cove Point to Sandy Point
SOUNDINGS IN FEET - SCALE 1:80,000

12263

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**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
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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