

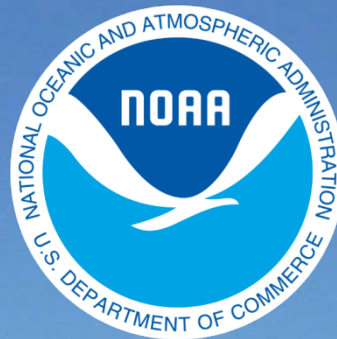
BookletChart™

Chesapeake Bay – Sandy Point to Susquehanna River

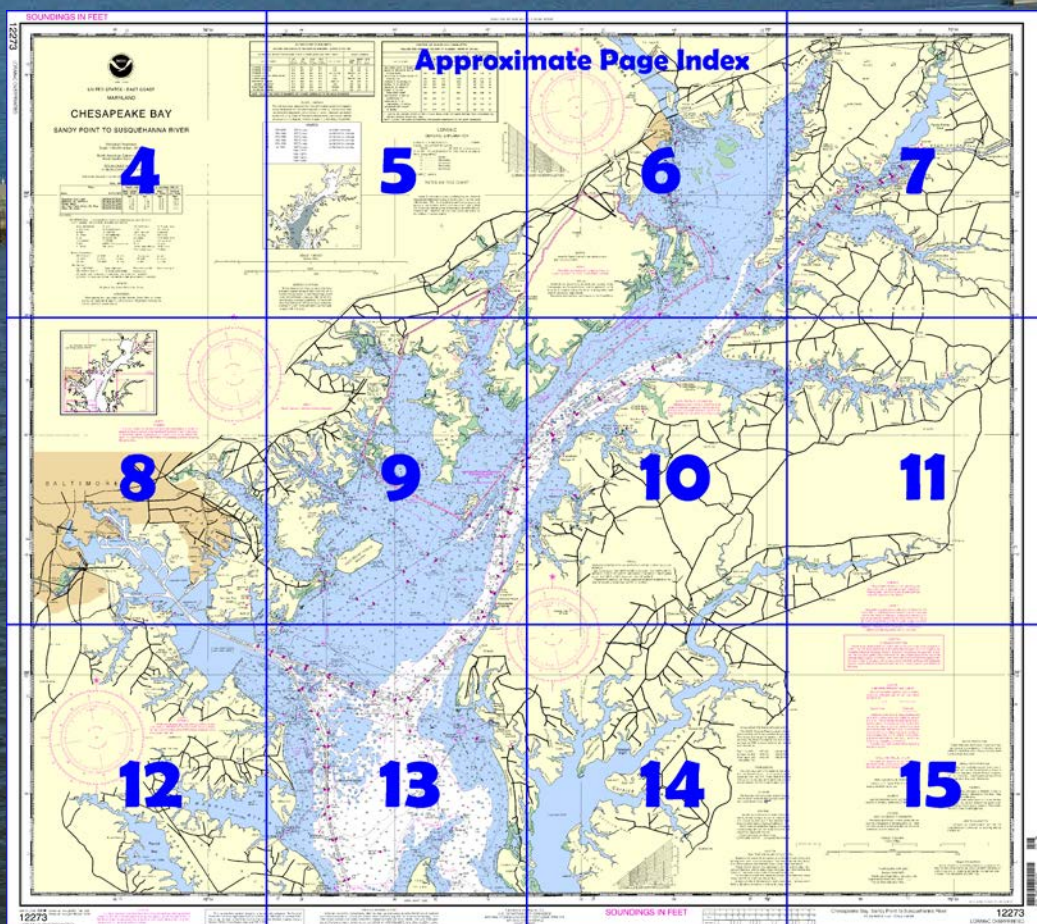
NOAA Chart 12273

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

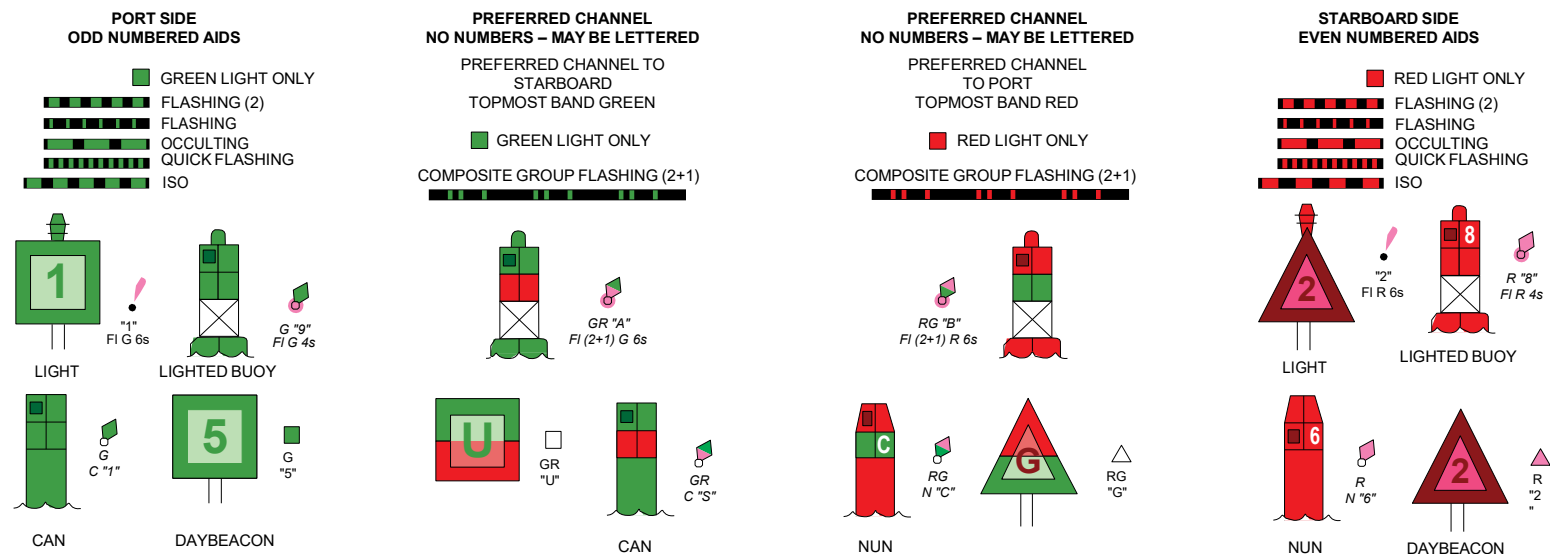
Navigation Manager Regions



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>

12273

35'

76°30'



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

| NAME | PLACE (LAT/LONG) | Height referred to datum of soundings (MLLW) | | |
|-----------------------------------|---------------------|--|--------------------|-------------------|
| | | Mean Higher High Water | Mean High Water | Mean Low Water |
| Old Town Point Wharf, Elk River | (39°30'N/76°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 |
| Baltimore, Ft. M'Henry | (39°16'N/76°35'W) | 1.7 | 1.4 | 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>. (Jan 2014)

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 | Rol 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 |
| H flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |

Bottom characteristics:

| | | | | |
|---------------|-----------|---------|-------------|-----------|
| Blde boulders | Co coral | gy grey | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rc rock | Sh shells |
| Cy clay | Grs grass | M muc | S sand | sy sticky |

Miscellaneous:

| | | | |
|-----------------------|-------------------------|-----------------------|----------------|
| AUTH authorized | Obstr obstruction | PD position: doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rpt reported | |

(2) 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

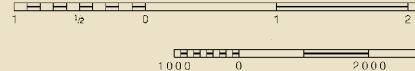
Heights in feet above Mean High Water.

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.

The outlined survey information banded in this chart is by the U.S. Army and not shown on the

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

f
g
h
i

The height is North American Datum of 1983 for chart to the W. Geographical American average to agree

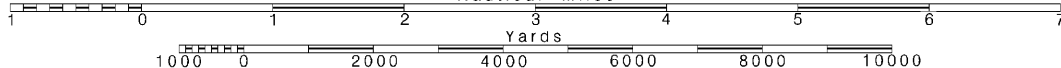
Havre de Grace

Joins page 8

Printed at reduced scale.

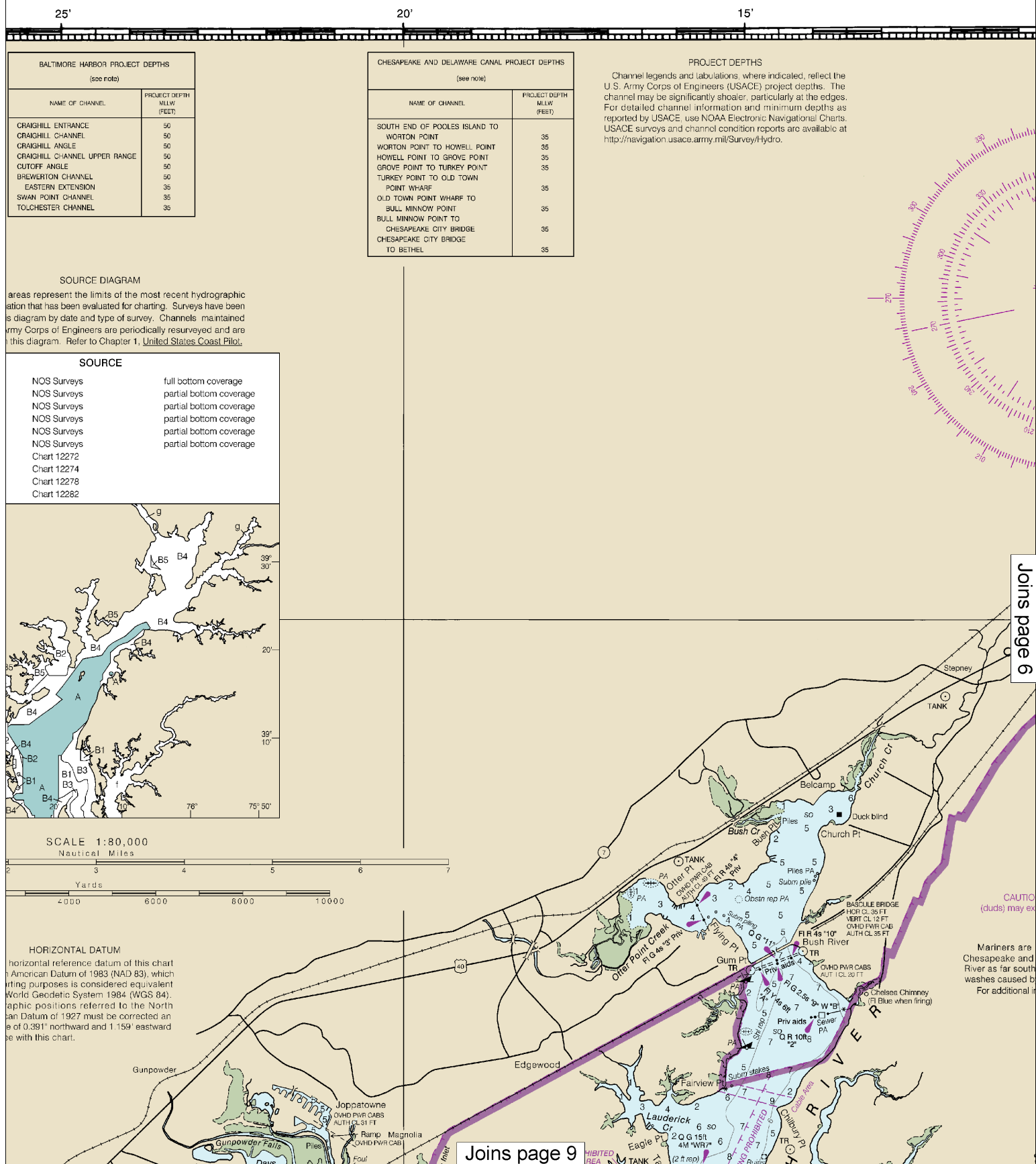
SCALE 1:80,000
Nautical Miles

See Note on page 5.

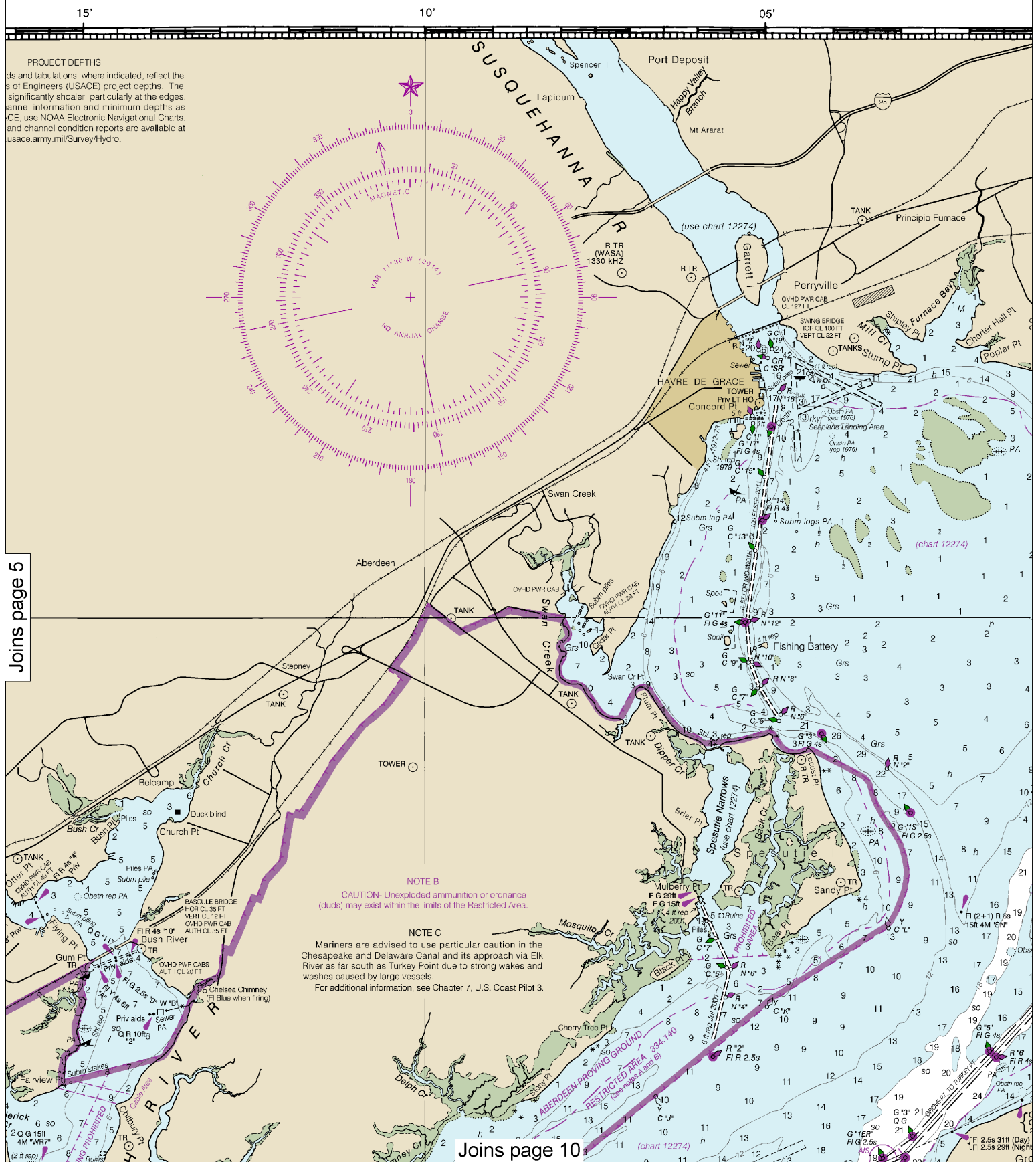


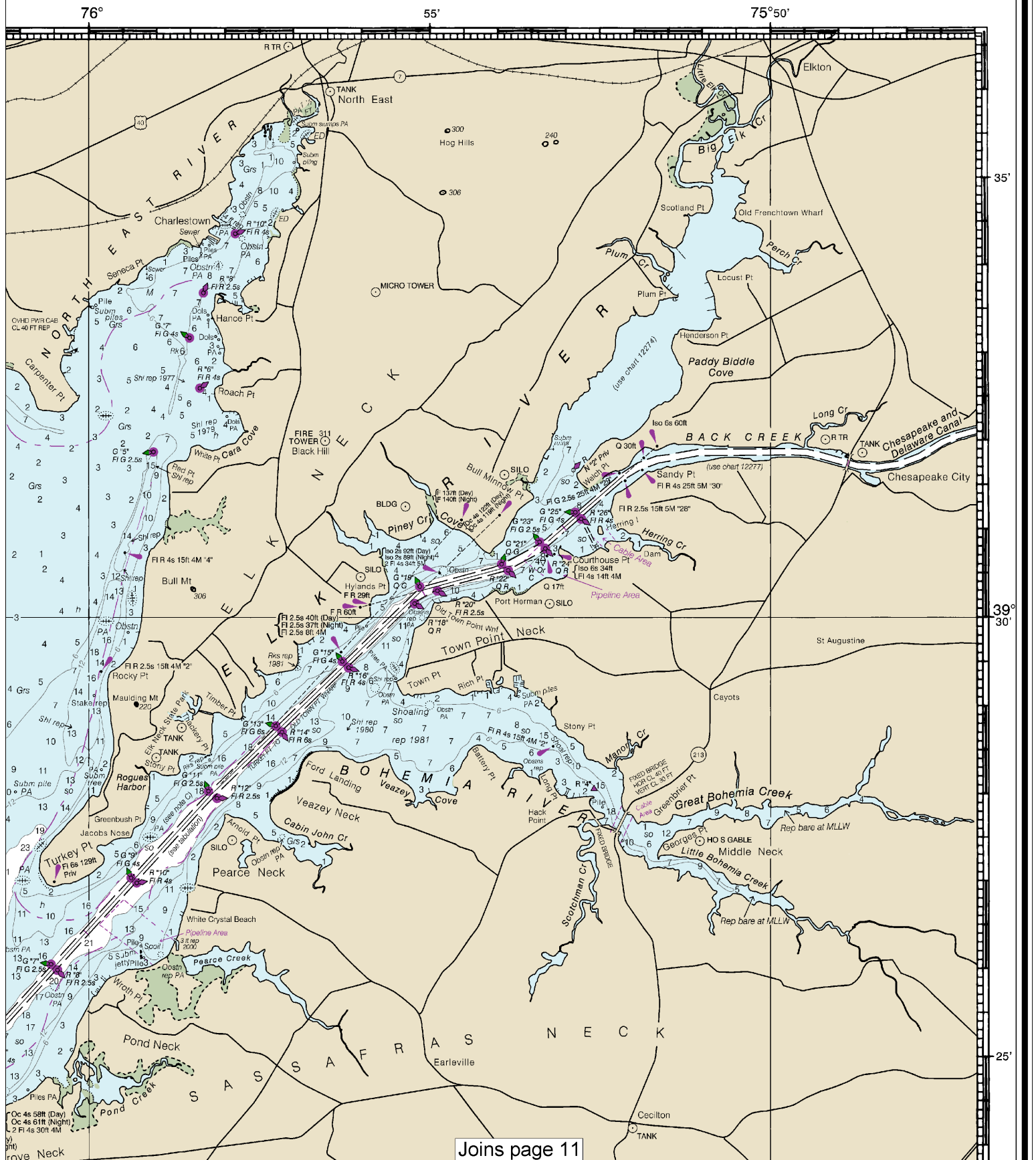
Note: Chart grid lines are aligned with true north.

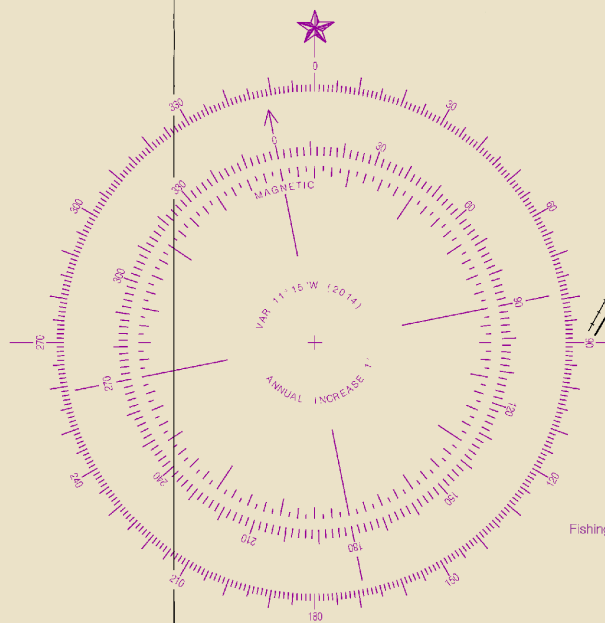
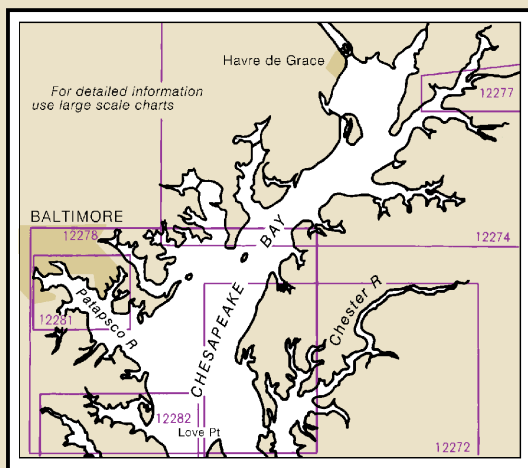
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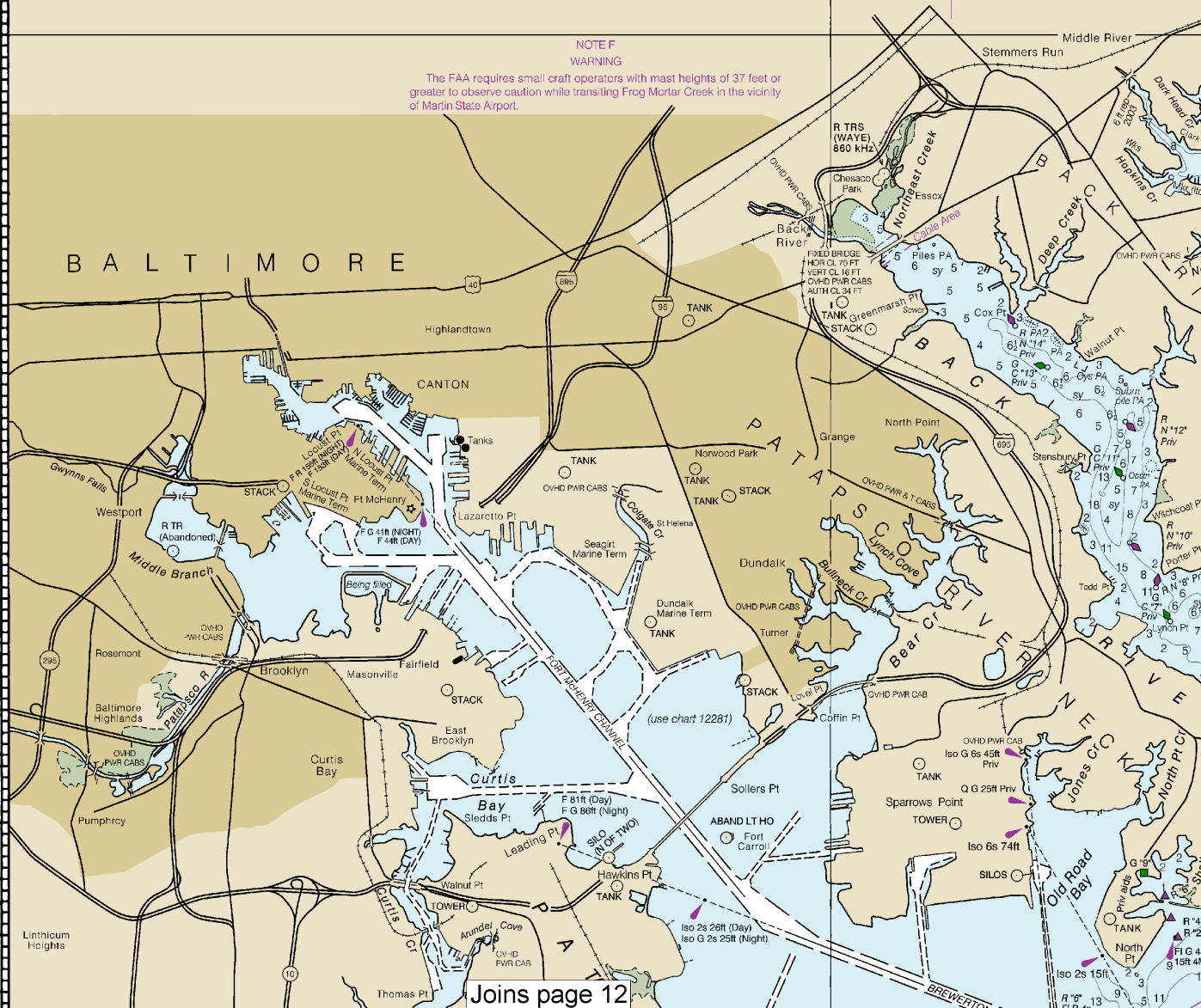
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.







**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

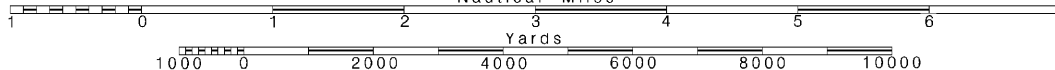
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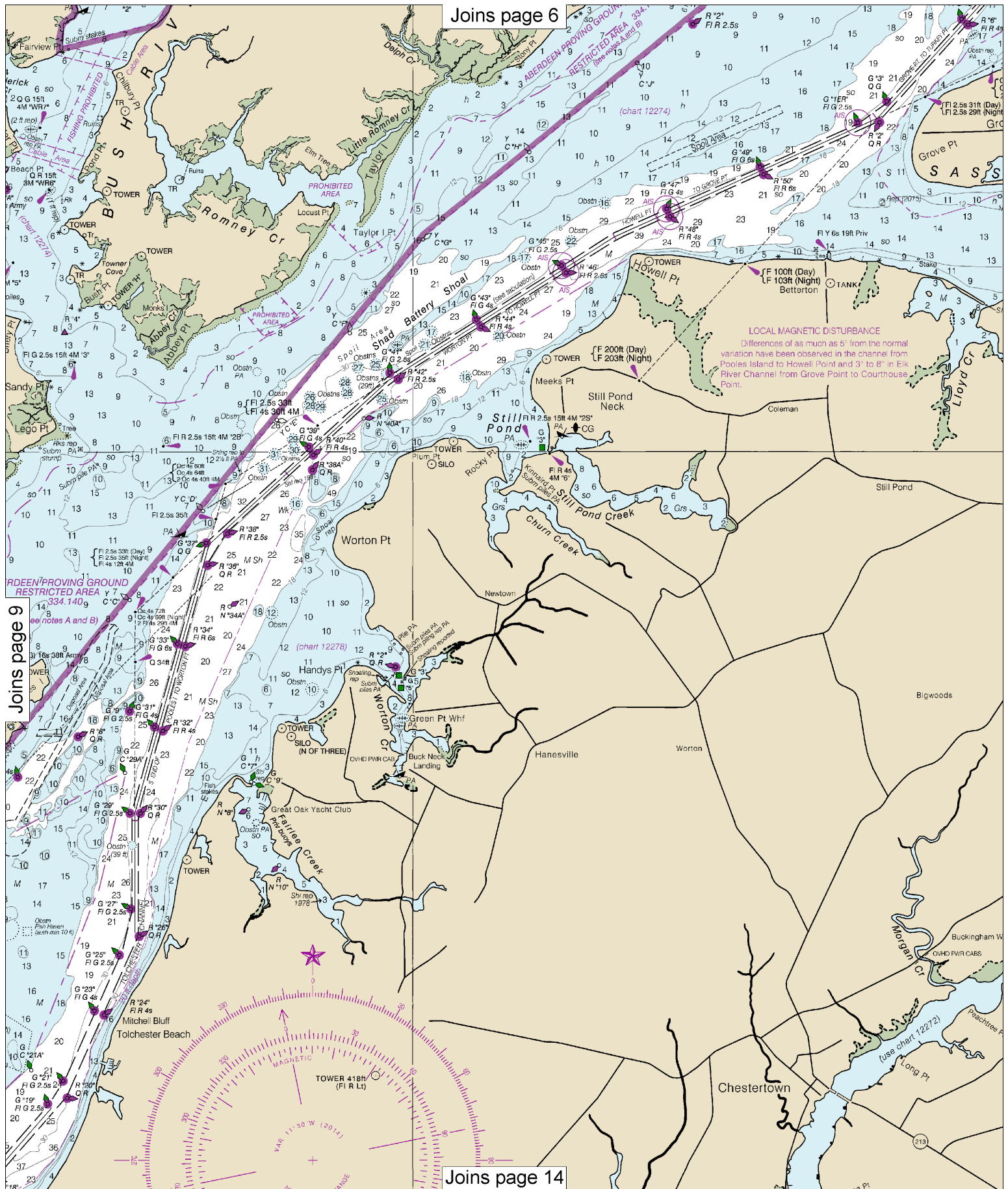
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

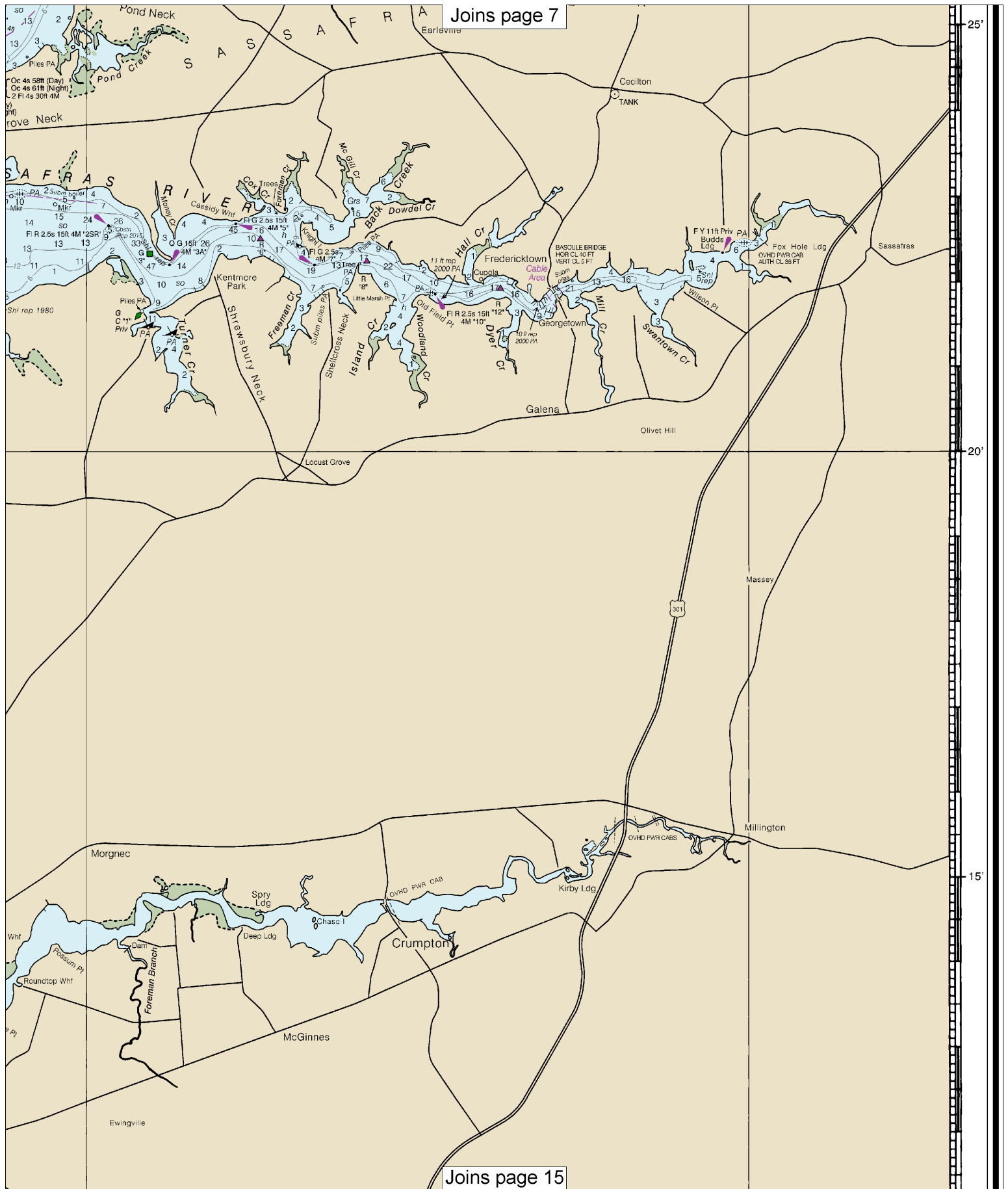
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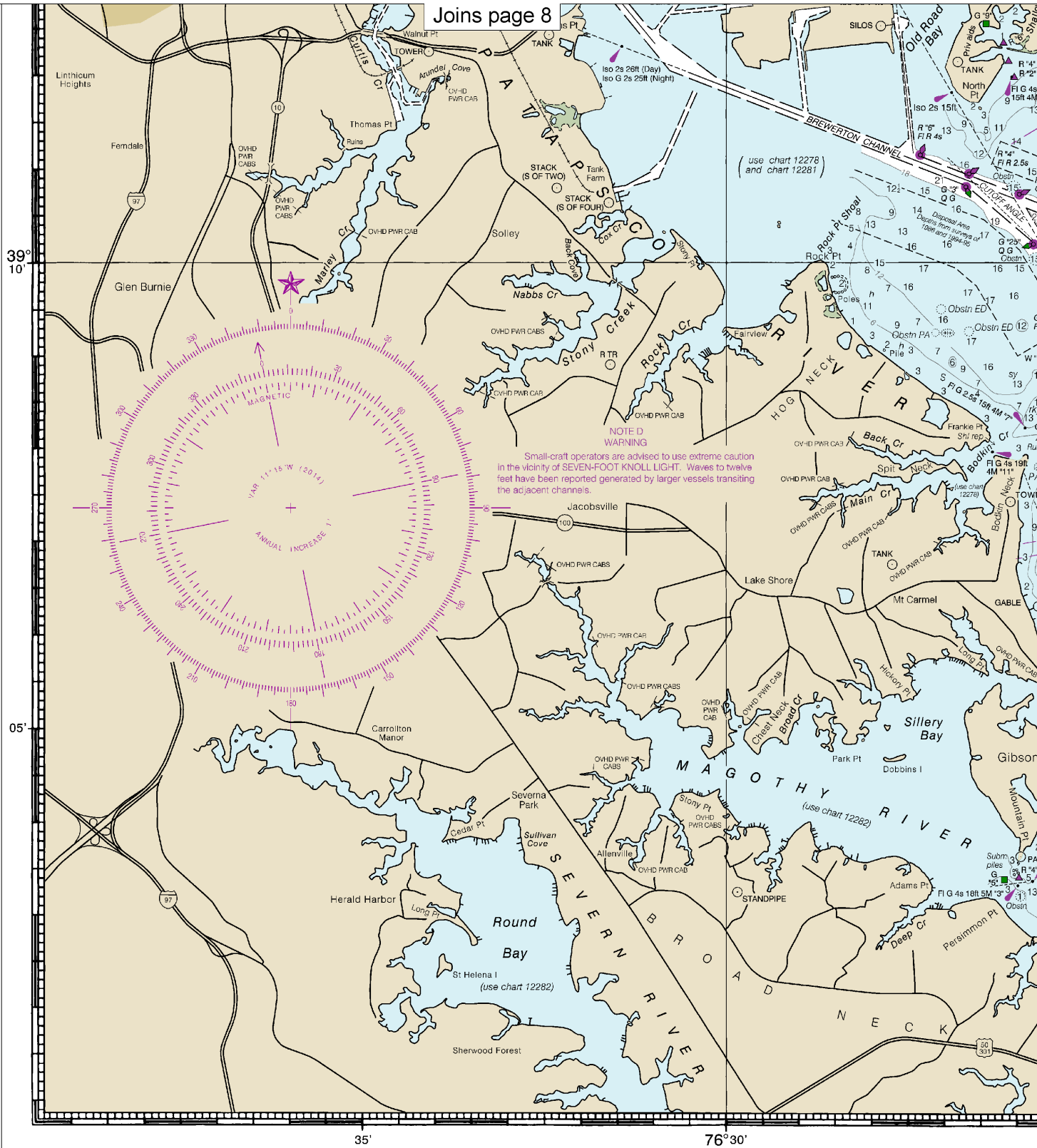




10

Note: Chart grid lines are aligned with true north.





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 is the Last Edition of this chart. It will be canceled on Apr 3, 2024
61st Ed., Aug. 2020. Last Correction: 12/8/2023. Cleared through:
LNM: 1124 (3/12/2024), NM: 1324 (3/30/2024)

NOAA encourages users to submit inquiries, discrepancies about this chart at <http://www.nauticalcharts.noaa.gov/staff/cont>

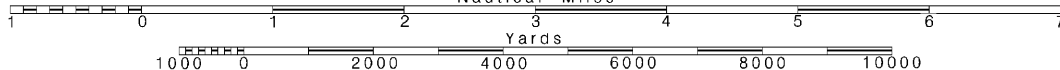
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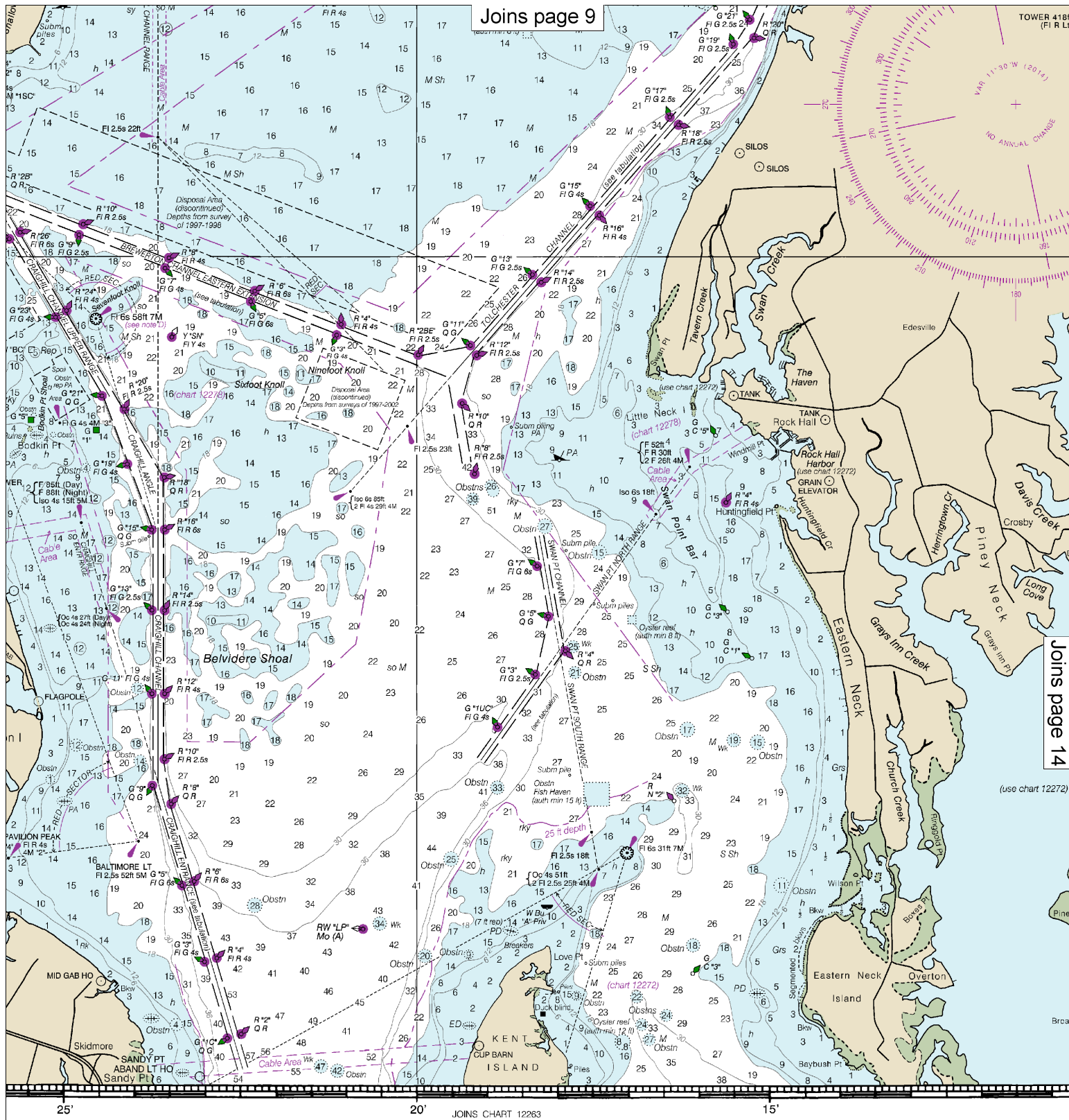
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





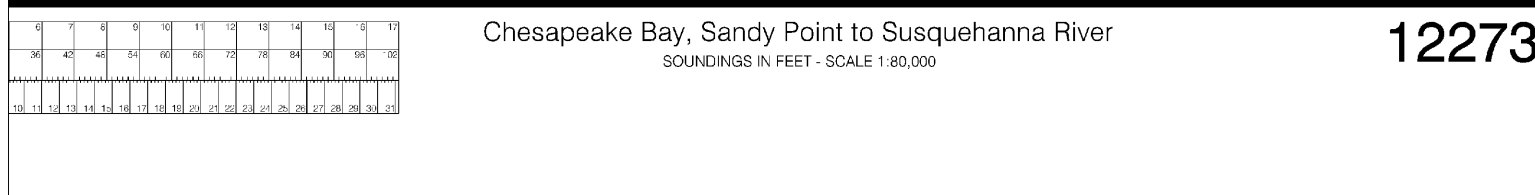
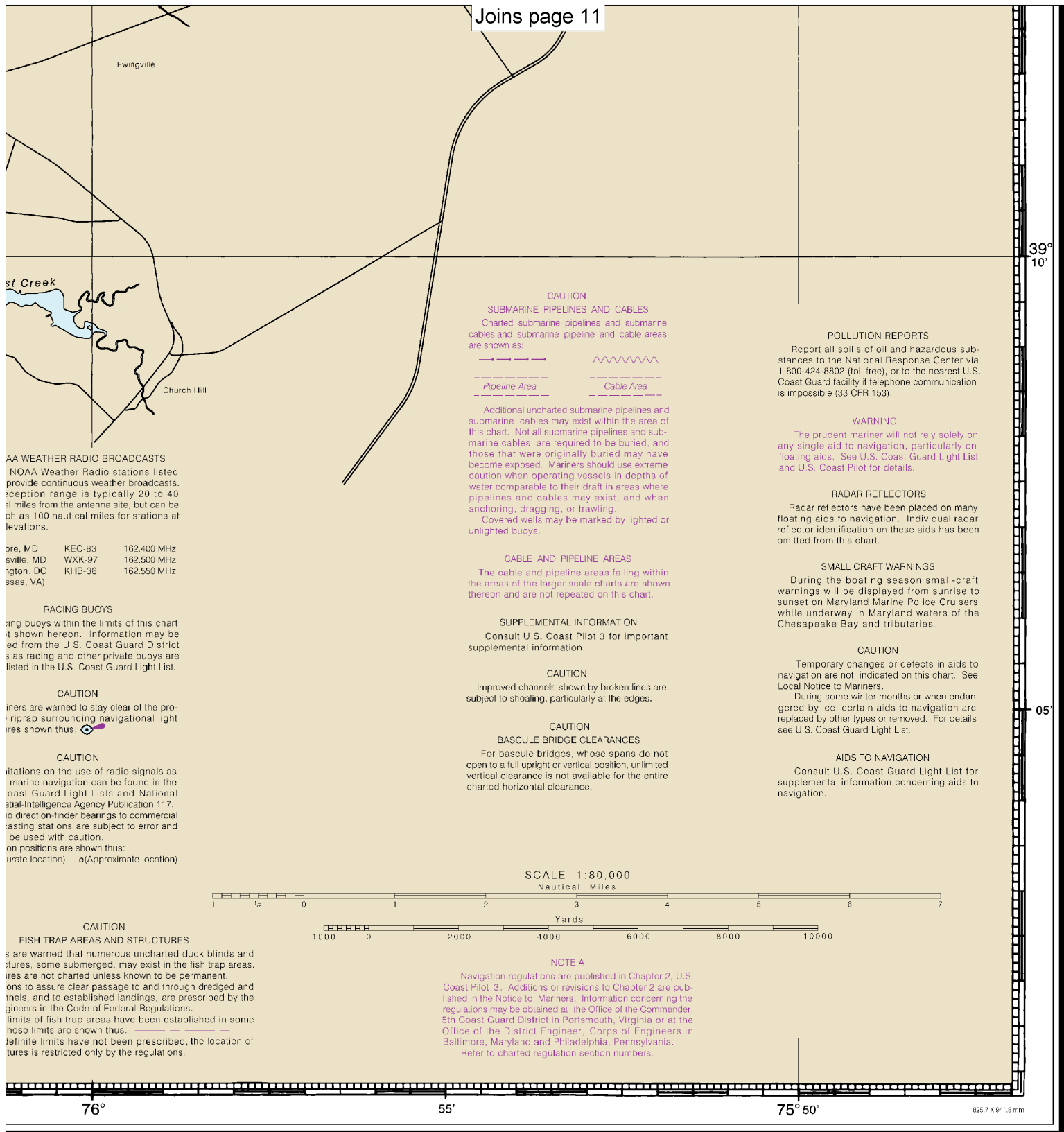
Joins page 9

Joins page 14

es or comments
ntact.htm.

SOUNDINGS IN FEET

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





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.

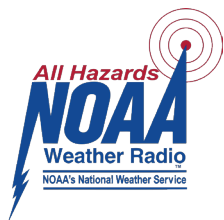
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

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.



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/>

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!

Quick References

| | | |
|---|---|---|
| Nautical chart related products and information | — | http://www.nauticalcharts.noaa.gov |
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| 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.