BookletChart™

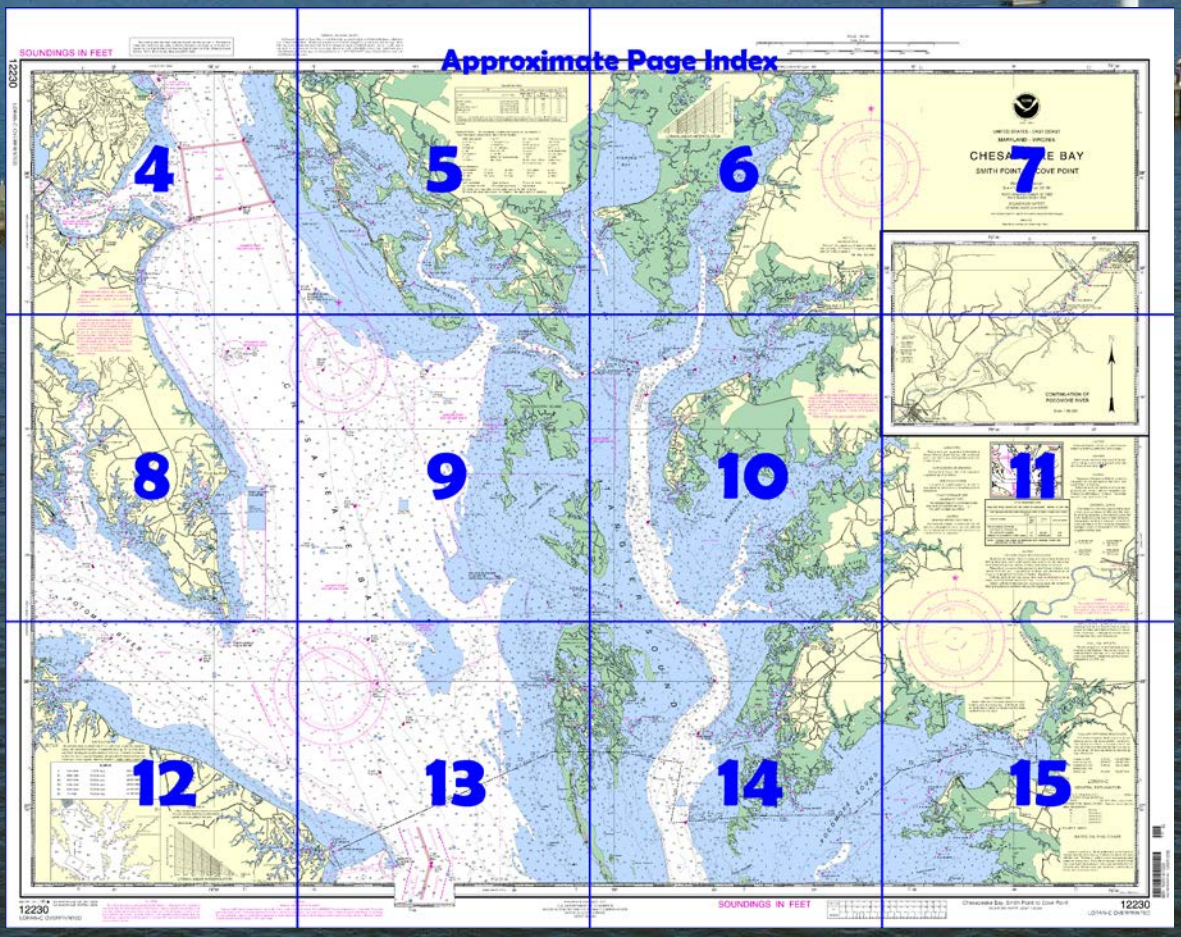
Chesapeake Bay – Smith Point to Cove Point

NOAA Chart 12230

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=12230

(Selected Excerpts from Coast Pilot)
Pocomoke River flows into the northeast end of the Pocomoke Sound 15.5 miles above Pocomoke Sound Light 6. The river has traffic in petroleum products, sand and gravel, pulpwood, and some fish products. The marked approach through Pocomoke Sound has natural depths of 7 feet or more for 12.5 miles above the southern entrance, then the route passes through a marked dredged cut to the mouth of Pocomoke River. In June 2000, the controlling depth in the dredged section was 1.7 feet (4.9 feet at midchannel). The cut is subject to continual shoaling, and lesser depths may be found, particularly on the southerly side of the channel.

Pocomoke River has depths of 7 feet or more from the mouth for 14 miles to Pocomoke City, thence 5 feet or more for 12 miles to Snow Hill. Navigation is easy for 20 miles, but the remainder of the channel to Snow Hill is narrow and requires local knowledge to carry the best water. The mean range of tide is 2.4 feet at Shelltown and 1.6 feet at Pocomoke City, but is considerably affected by winds. Freshets cause a rise of 1 to 5 feet at Snow Hill, but are not dangerous. The water is fresh above **Rehobeth**, 7.5 miles above the mouth.
Shelltown is a village on the west bank of Pocomoke River 1 mile above the mouth. Gasoline, diesel fuel, and some supplies can be obtained in the village. Marine railways at Shelltown can handle craft up to 40 feet long.
Pocomoke City, on the east bank 14 miles above the mouth, has bus and rail communication, and all kinds of supplies. There are public landings at the highway bascule bridge. Electricity, water, and pumpout facilities are available. The railroad bridge over the river at Pocomoke City has a swing span with a clearance of 4 feet; the best water is in the western opening.) The overhead power cables 0.3 mile below the bridge have a clearance of 57 feet. The highway bridge 0.5 mile above the railroad bridge has a bascule span with a clearance of 3 feet. The fixed highway bridge 1 mile above the railroad bridge has a clearance of 35 feet.
A dredged channel about 22 miles above the mouth of Pocomoke River leads southerly from the river to **Shad Landing State Park.**
State Park, Shad Landing. 12230 A marina and turning basin are at the head of the channel. In January 1983, the midchannel controlling depth was 4 feet in the channel, and depths of 6 to 7 feet were in the basin. The channel is marked by a light and a daybeacon. Gasoline and some supplies are available.
Snow Hill, the town on the east bank 26 miles above the mouth, has rail freight service. The highway bridge just above the wharves has a 40-foot bascule span with a clearance of 2 feet. An overhead power cable just above the bridge has a clearance of 61 feet. The river is navigable for 2 miles above the bridge. Gasoline and some supplies are available in the town.
A line of marshy islands and flats, with Tangier Island at the south end, separates Tangier Sound from Chesapeake Bay to the westward; the principal thorofares between the islands are Kedges and Hooper Straits.
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 **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.

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

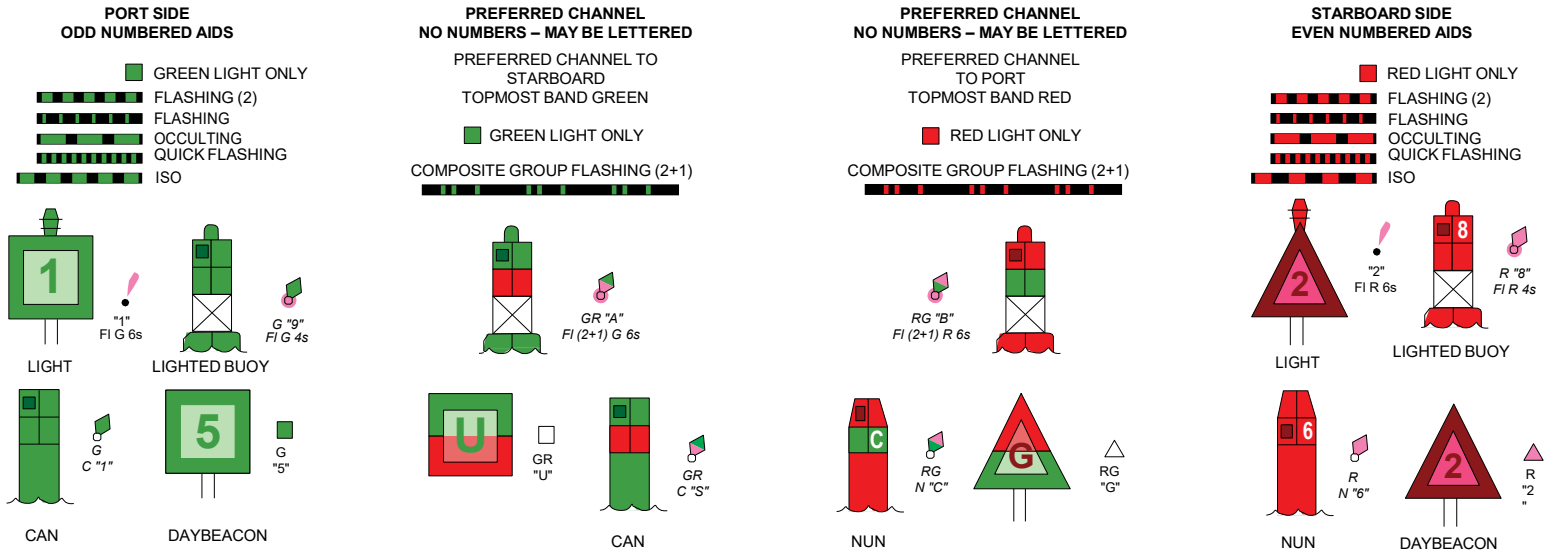
RCC Norfolk	Commander 5th CG District Norfolk, VA	(575) 398-6231

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

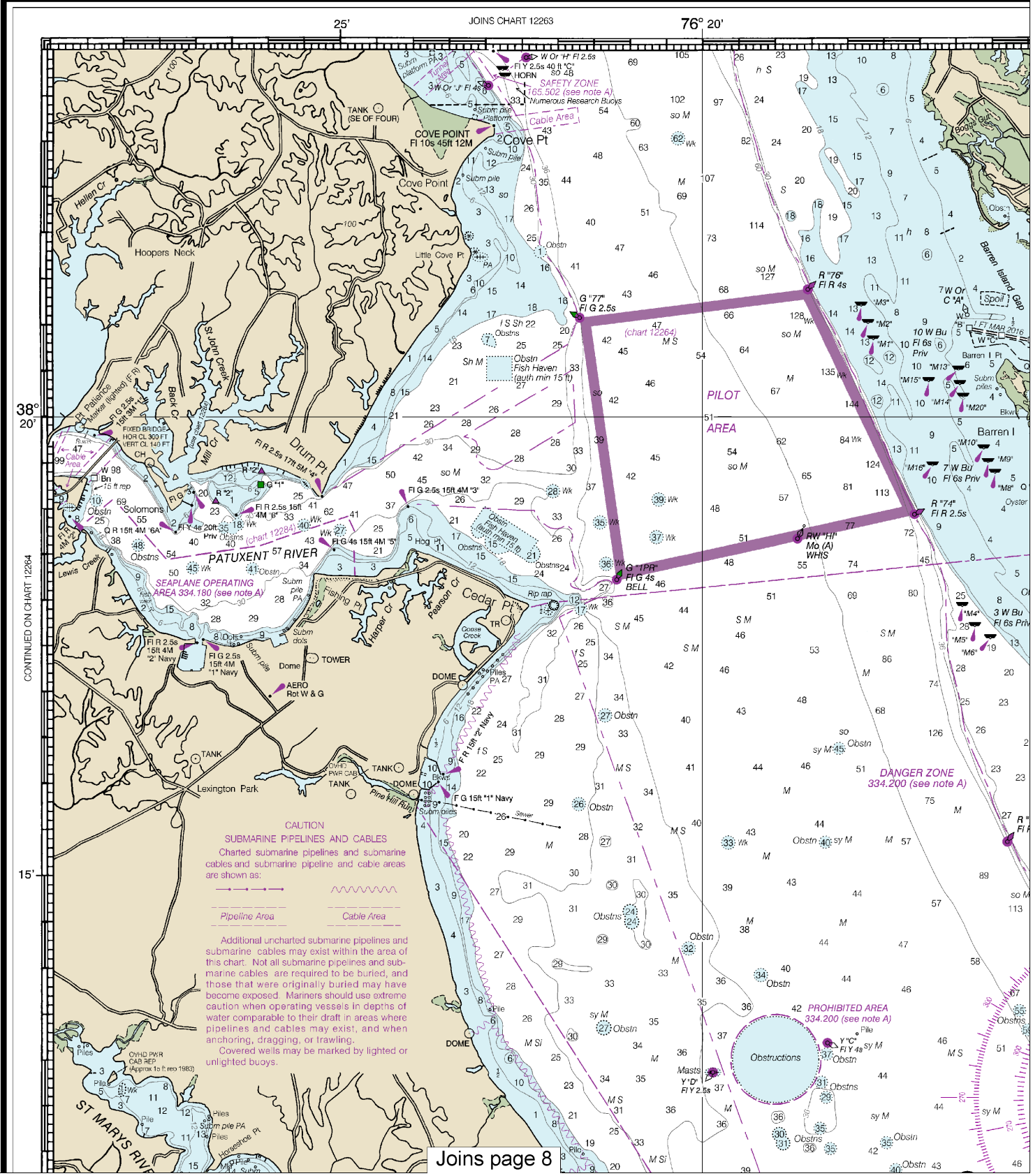
on navigable waters except Western Rivers



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*

SOUNDINGS IN FEET

12230



4

Note: Chart grid lines are aligned with true north.

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

See Note on page 5.

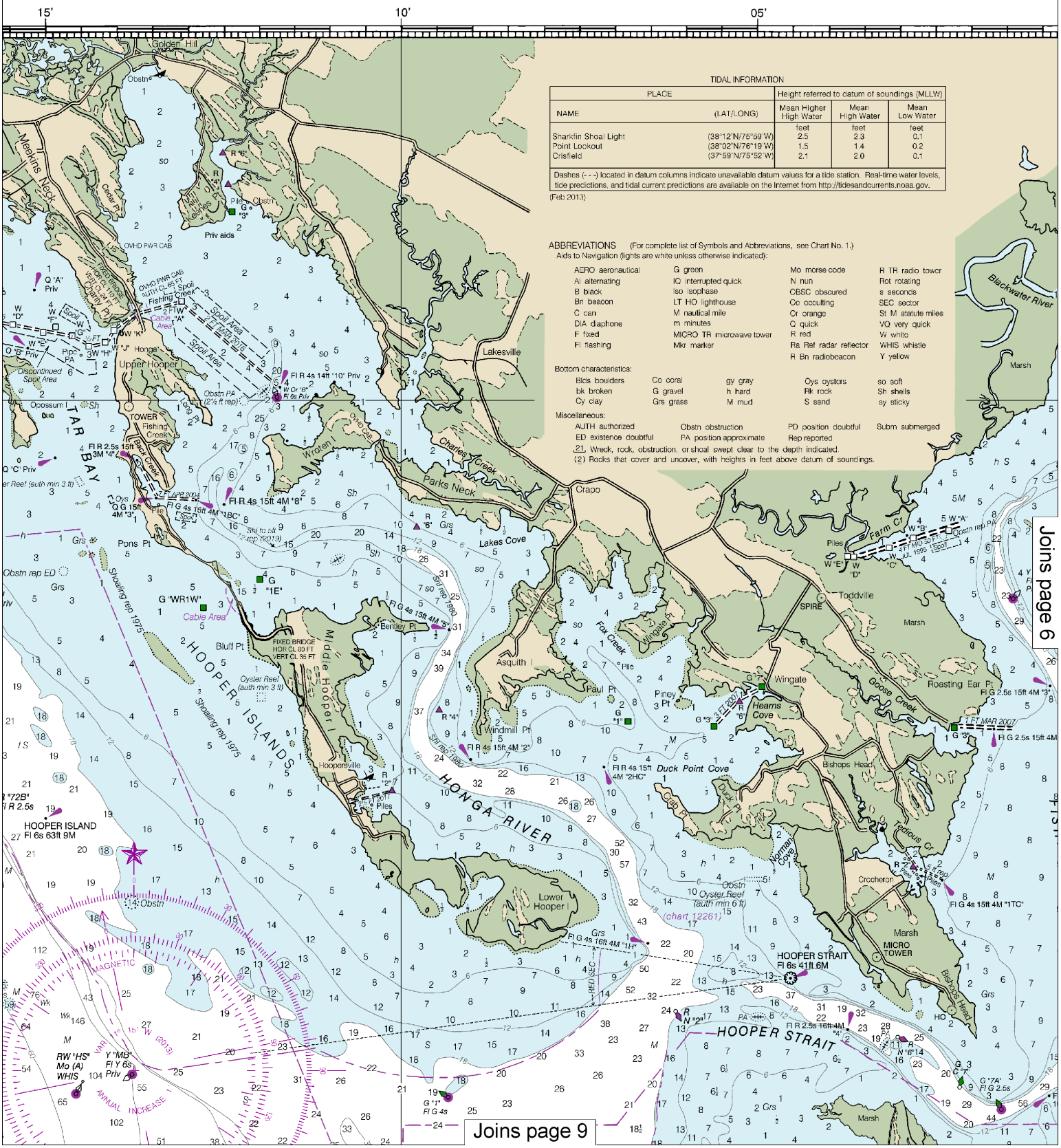
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

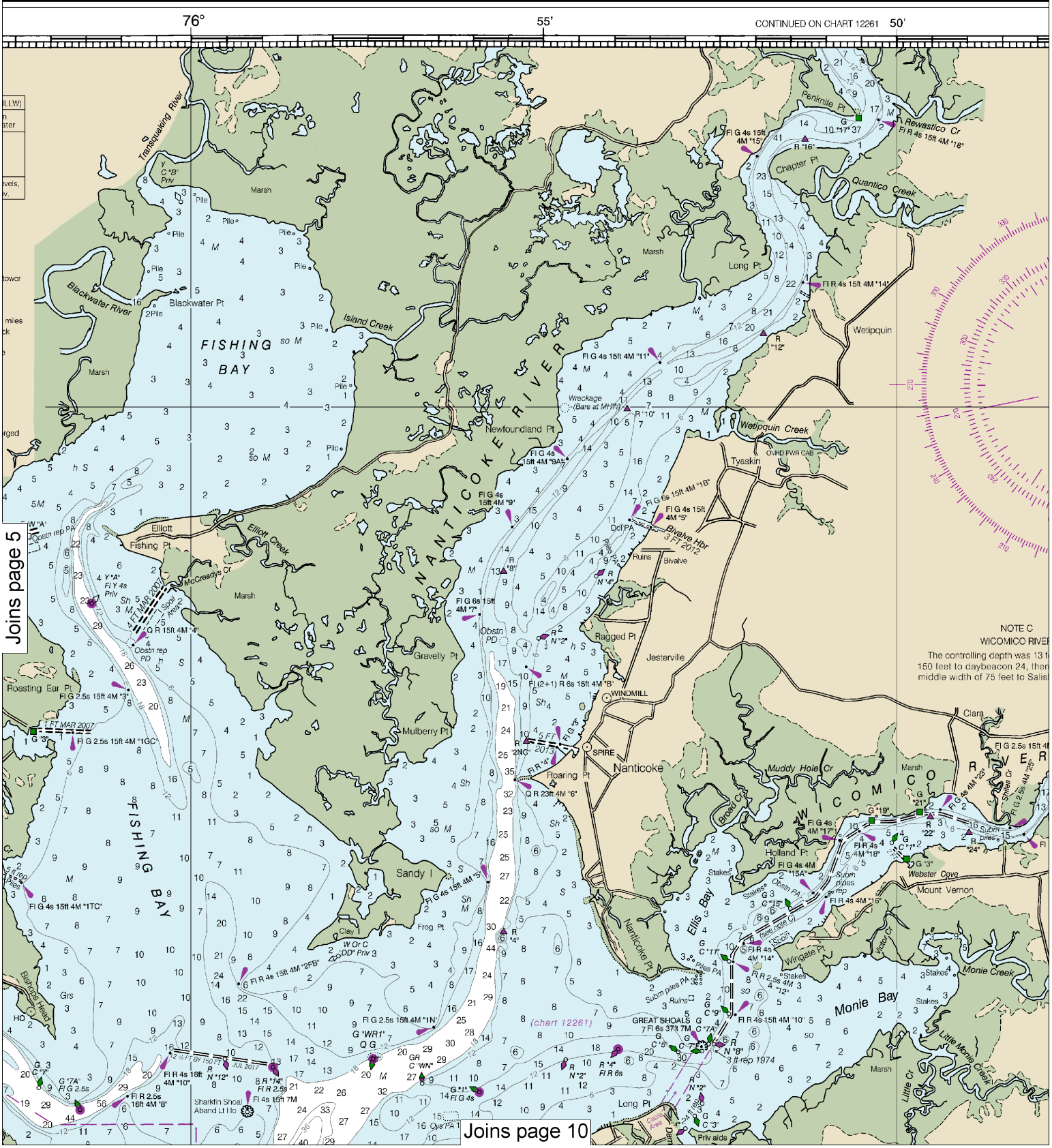
1000 0 2000 4000 6000 8000 10000

courages users to submit inquiries, discrepancies or comments
art at http://www.nauticalcharts.noaa.gov/staff/contact.htm.



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.

ry C&GS 1224, 1st Ed., July 1913 D-1954-848 KAPP 567



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.

E 1:80,000

tical Miles

3 4 5 6 7

Yards

6000 8000 10000

45' 40' 75° 35'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MARYLAND - VIRGINIA

CHESAPEAKE BAY

SMITH POINT TO COVE POINT

Mercator Projection
Scale 1:80,000 at Lat. 38° 08'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

HEIGHTS
Heights in feet above Mean High Water.

MAGNETIC

VAR 11° 30' W (2013)

ANNUAL INCREASE 1'

38° 20'

75° 30' 25'

38° 10'

KAPP 568

Nassawango Creek

SNOW HILL

OVHD PWR & TV CAB
AUTH CL 48 FT

Ramp

Shad Landing State Park
Channel: 3 FT BY 60 FT DEC 2006
Marina
Basin: 7 FT BY 100 FT DEC 2006

Corbin Branch

Swamp

Mattaponi Creek

Corkers Creek

Mattaponi Landing

Milburn Landing

A OVHD PWR CABS AUTH CL 57 FT

B SWING BRIDGE HOR CL 60 FT VERT CL 4 FT

C BASCULE BRIDGE HOR CL 65 FT VERT CL 9 FT

D FIXED BRIDGE HOR CL 56 FT VERT CL 35 FT

OVHD PWR CAB
AUTH CL 57 FT

Willow Grove Cr

Bachelors Branch

Dividing Creek

Swamp

Swamp

N

Joins page 11

ER
3 feet for a width of
ence 12 feet for a
isbury.
Jul 2017

Whitehaven
4M "27"

Cable Ferry
(see note)

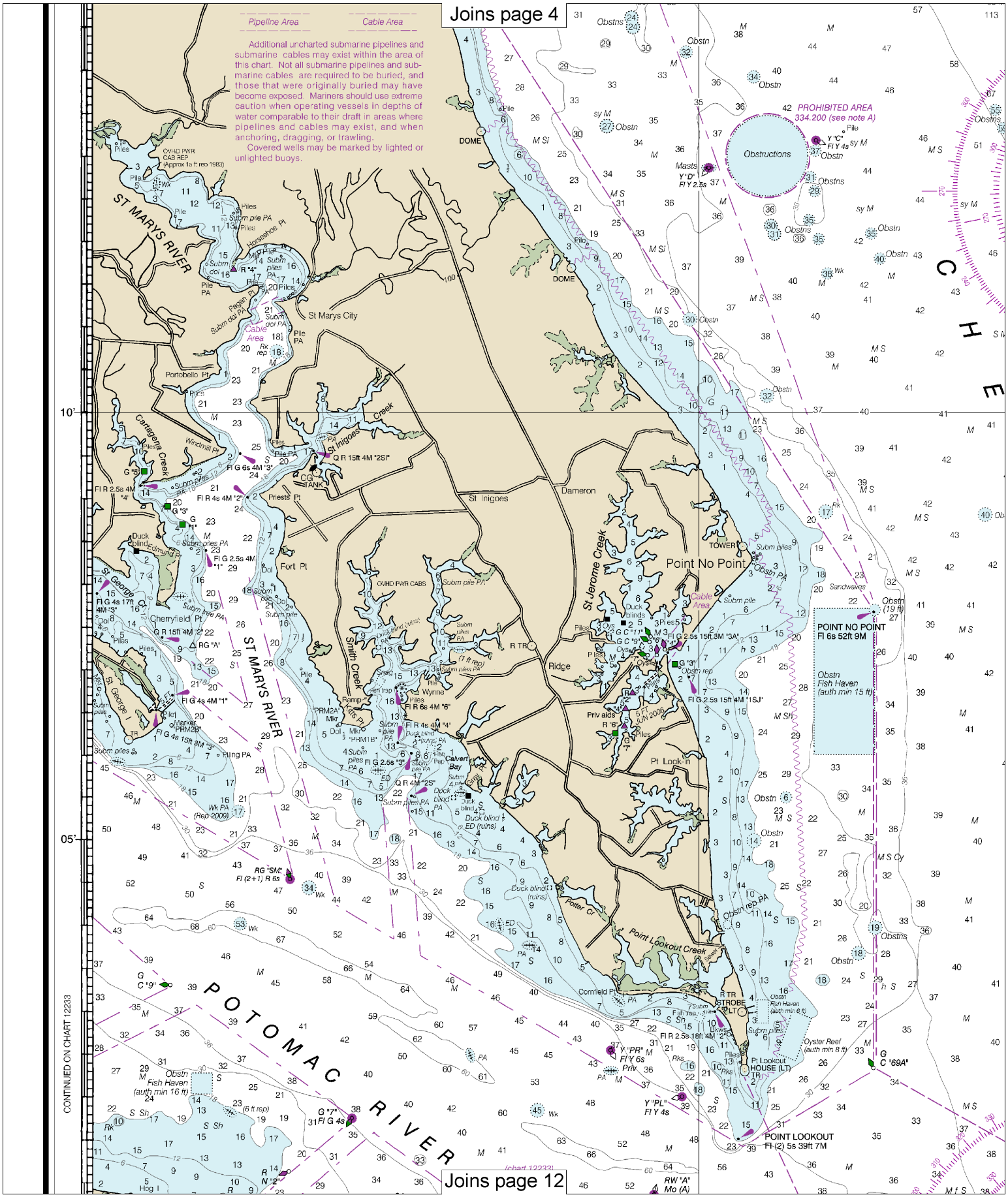
Fl R 4s 19ft 4M "26"

OVHD PWR CAB

(CONTINUED ON CHART 12261)

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

67th Ed., Jan. 2017. Last Correction: 3/27/2024. Cleared through:
LNM: 1324 (3/26/2024), NM: 1424 (4/6/2024)



8

Note: Chart grid lines are aligned with true north.

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

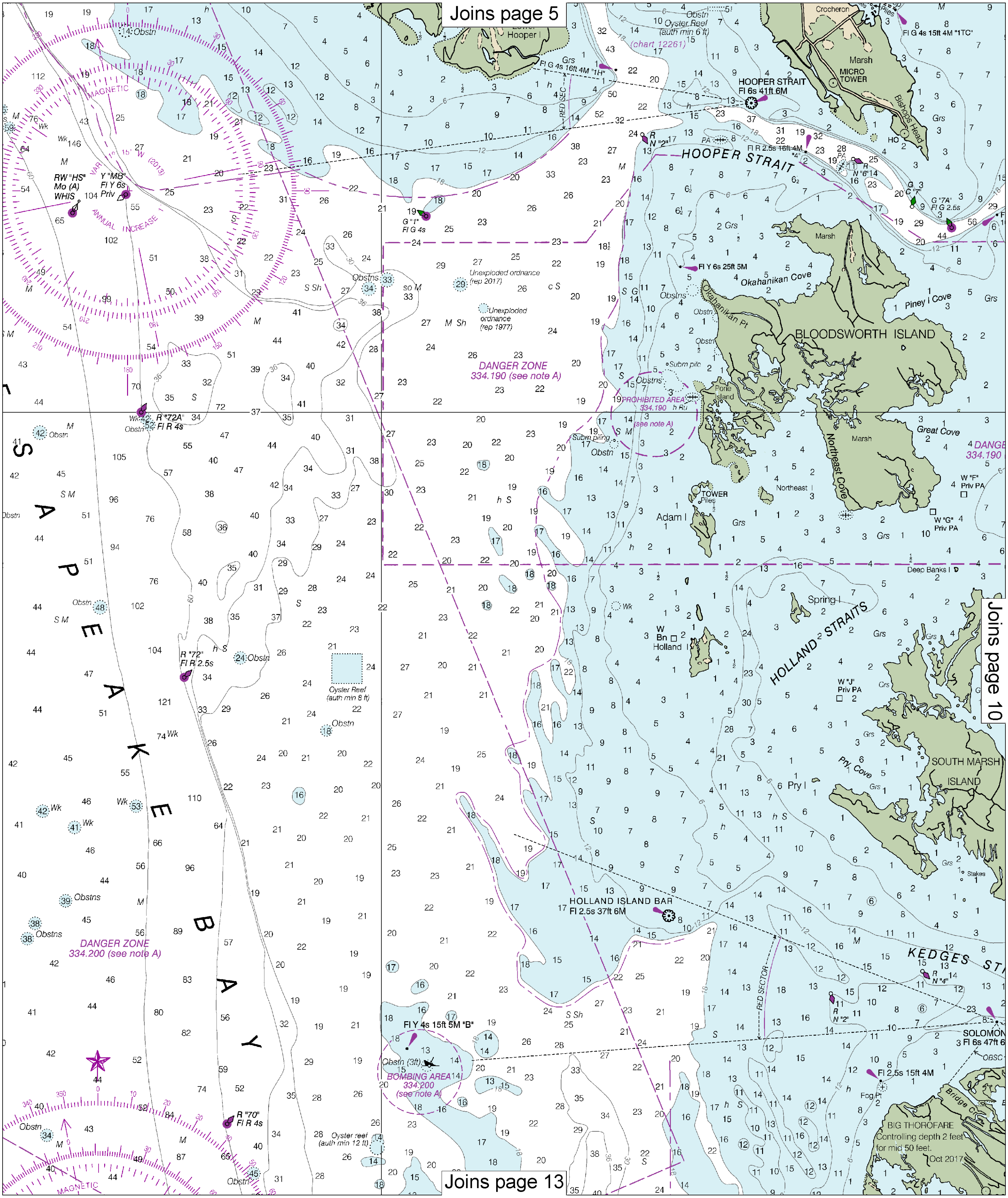
Nautical Miles

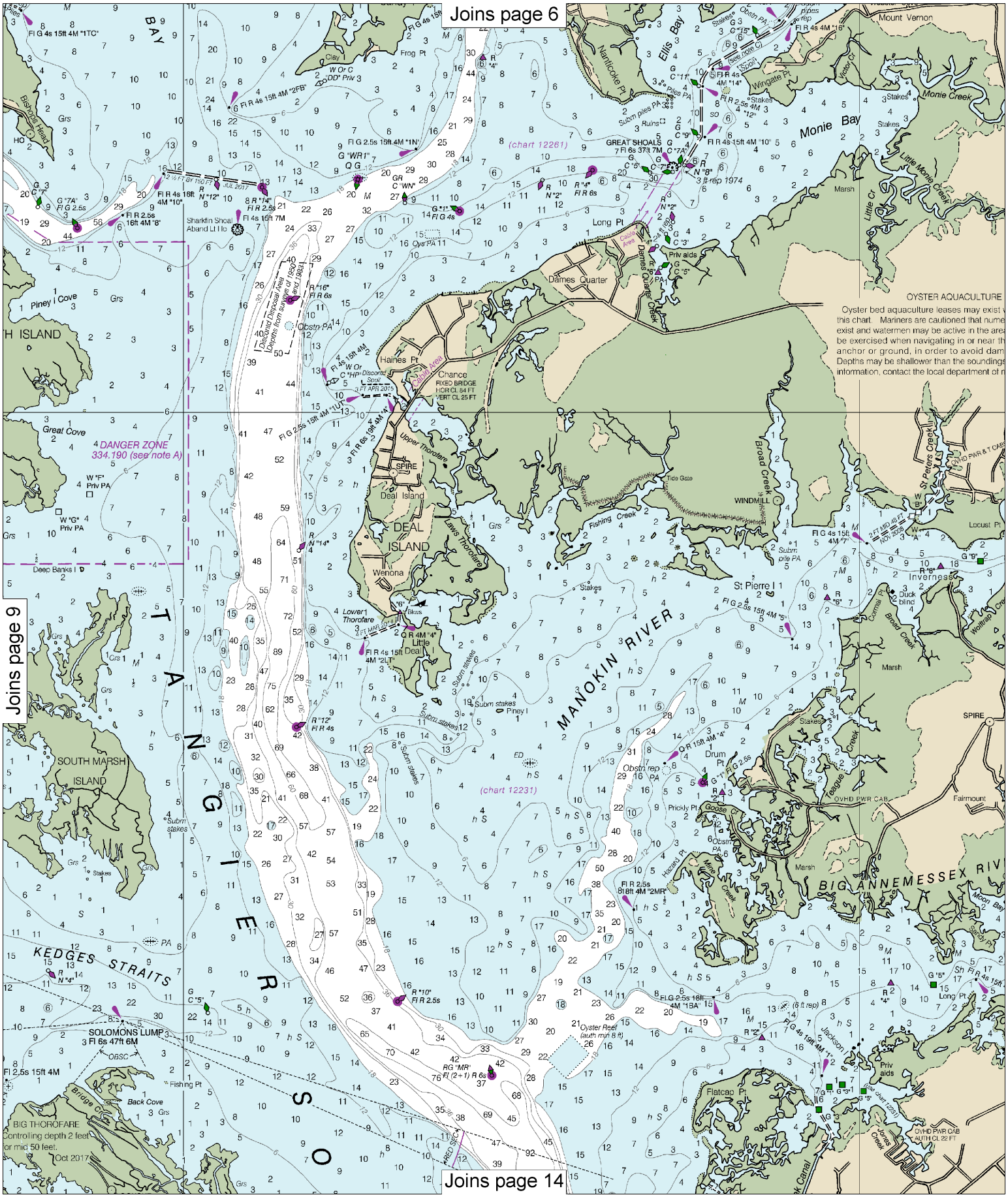
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 5
Joins page 10
Joins page 13
Lower Hooper I
Crocheron
(chart 12261)
Oyster Reef (auth min 6 ft)
Fl G 4s 16ft 4M "1H"
RED SEC
HOOPER STRAIT Fl 6s 41ft 6M
MICRO TOWER
Marsh
Bishops Head
Fl G 4s 15ft 4M "1TC"
HOOPER STRAIT
R N "2"
Fl R 2.5s 16ft 4M "4"
R N "6"
G C "7"
G "7A" Fl G 2.5s
MAGNETIC
VAR 11° 15' W (2013)
ANNUAL INCREASE
RW "HS" Mo (A) WHIS
Y "MB" Fl Y 6s Priv
G "1" Fl G 4s
Unexploded ordnance (rep 2017)
Unexploded ordnance (rep 1977)
DANGER ZONE 334.190 (see note A)
Fl Y 6s 25ft 5M
Okahanikan Cove
Okahanikan Pt
Piney I Cove
BLOODSWORTH ISLAND
Subm pile
Pone Island
PROHIBITED AREA 334.190
(see note A)
Subm piling
R "72A" Fl R 4s
Great Cove
Northeast Cove
W "F" Priv PA
W "G" Priv PA
TOWER Piles
Adam I
Northeast I
Deep Banks I
Spring I
HOLLAND STRAITS
W Bn Holland I
W "J" Priv PA
C H E S A P E A K E   B A Y
R "72" Fl R 2.5s
Oyster Reef (auth min 8 ft)
SOUTH MARSH ISLAND
Pry Cove
Pry I
Stakes
DANGER ZONE 334.200 (see note A)
HOLLAND ISLAND BAR Fl 2.5s 37ft 6M
KEDGES STRAIT
RED SECTOR
R N "2"
R N "4"
SOLOMONS LUMP Fl 6s 47ft
OBSC
Fl 2.5s 15ft 4M
Fog Pt
Bridge Cr
BIG THOROFARE Controlling depth 2 feet for mid 50 feet. Oct 2017
Fl Y 4s 15ft 5M "B"
Obstn (3ft)
BOMBING AREA 334.200 (see note A)
R "70" Fl R 4s
Oyster reef (auth min 12 ft)



10

Note: Chart grid lines are aligned with true north.

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

Nautical Miles

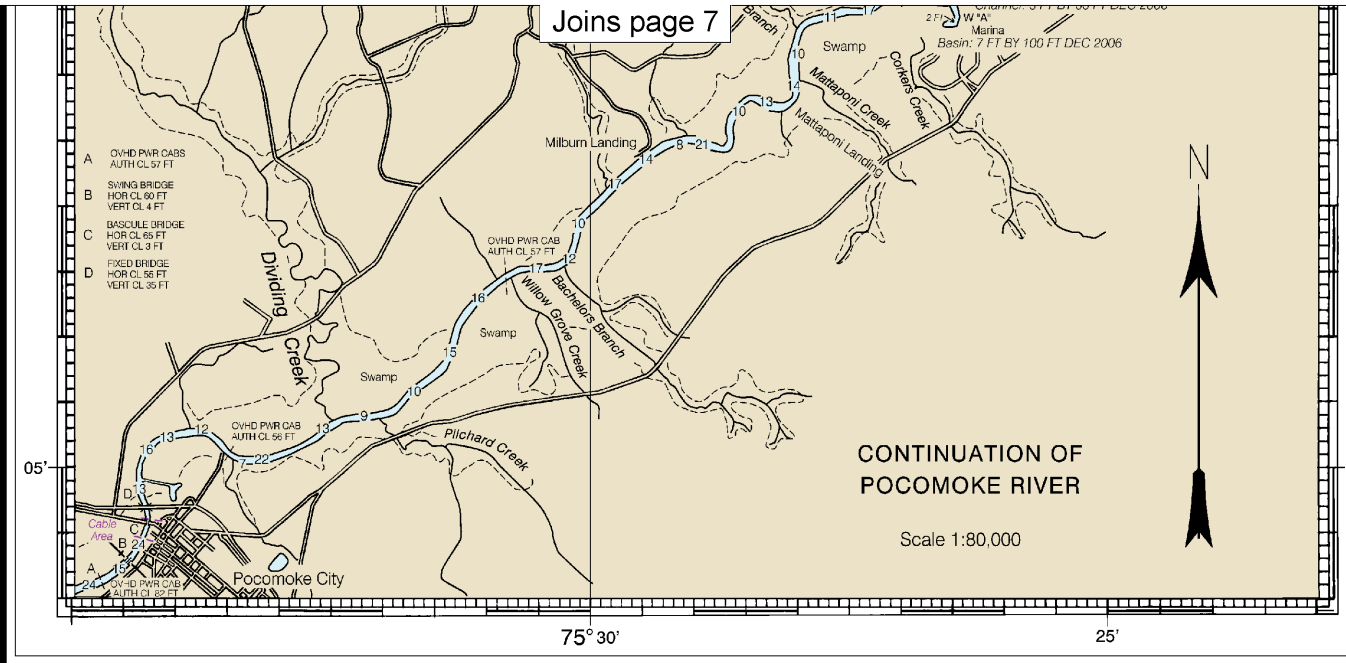
1 0 1 2 3 4 5 6 7

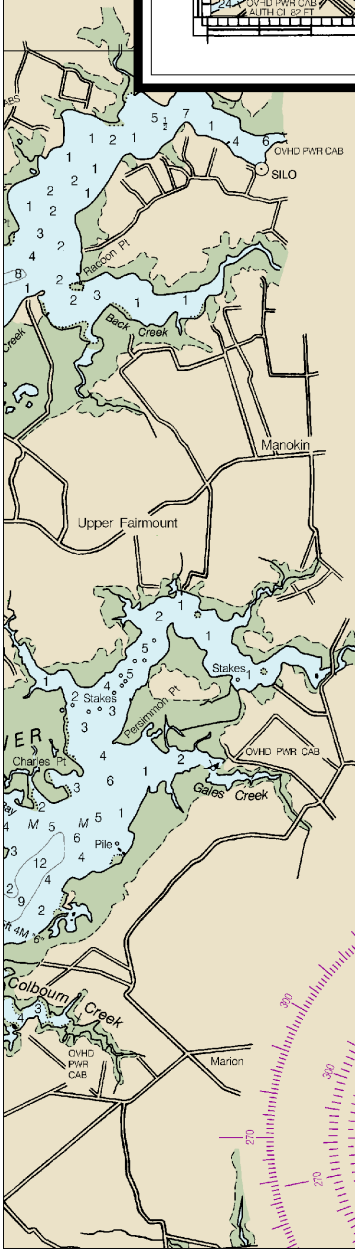
Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Joins page 7





AUTHORITIES

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

SUPPLEMENTAL INFORMATION

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

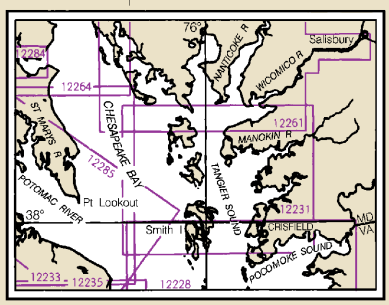
AIDS TO NAVIGATION

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

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.



CRISFIELD HARBOR CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2018
AND SURVEYS TO MAR 2018

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
CRISFIELD HARBOR	4.0	4.0	4.0	4-15	425-100	2.30	12
DAUGHERTY CREEK		A2.1		3-18	60	3.84	7
BRICK KILN CHANNEL	3.2	5.8	4.6	3-07	100	0.49	6

A. REPORTED DEPTH IS FOR 80% OF CHANNEL WIDTH.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

A OVHD PWR CABS AUTH CL 57 FT
B SWING BRIDGE HOR CL 60 FT VERT CL 4 FT
C BASCULE BRIDGE HOR CL 65 FT VERT CL 3 FT
D FIXED BRIDGE HOR CL 55 FT VERT CL 35 FT

CAUTION

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

CAUTION

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

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

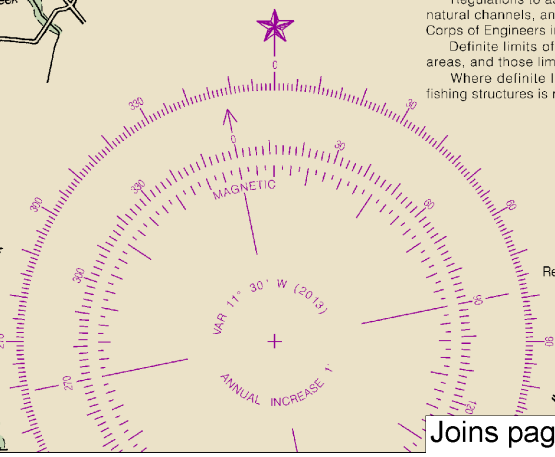
FISH TRAP AREAS AND STRUCTURES

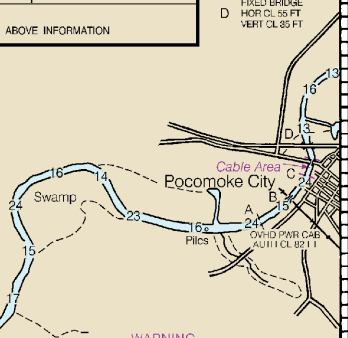
Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

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.





JOINS INSET

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.

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).

Joins page 15

Joins page 8

CONTINUED ON CHART 12233

POTOMAC RIVER

POINT LOOKOUT
Fl (2) 5s 39ft 7M

Fl R 2.5s 18ft 4M "2"

Y "PR" Fl Y 6s

Y "PL" Fl Y 4s

RW "A" Mo (A) WHIS

Fl G 4s 15ft 4M "5"

Fl R 2.5s) 4M "6"

Fl G 4s

Lewisetta

Travis Pt

Coan River

Cod Creek

Walnut Pt

Hog I

Judith Sound

Fish Haven (auth min 16 ft)

Oyster Reef (auth min 8 ft)

Comfield Pt

Cornfield Harbor

Strobe (LT)

Lookout Creek

Hull Neck

Cubitt Creek

Mob Neck

Hack Creek

Hack Neck

Edwardsville

Little Wicomico R

Surprise Hill

Sunnybank

DANGER ZONE 334-230 (see note A)

(chart 12233)

(see chart 12233)

38°

37°
55'

25'

76°20'

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	1990-2017	NOS Surveys	full bottom coverage
B1	1990-1999	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
B5	Pre-1900	NOS Surveys	partial bottom coverage

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

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.

12230

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

67th Ed., Jan. 2017. Last Correction: 3/27/2024. Cleared through:
LNM: 1324 (3/26/2024), NM: 1424 (4/6/2024)

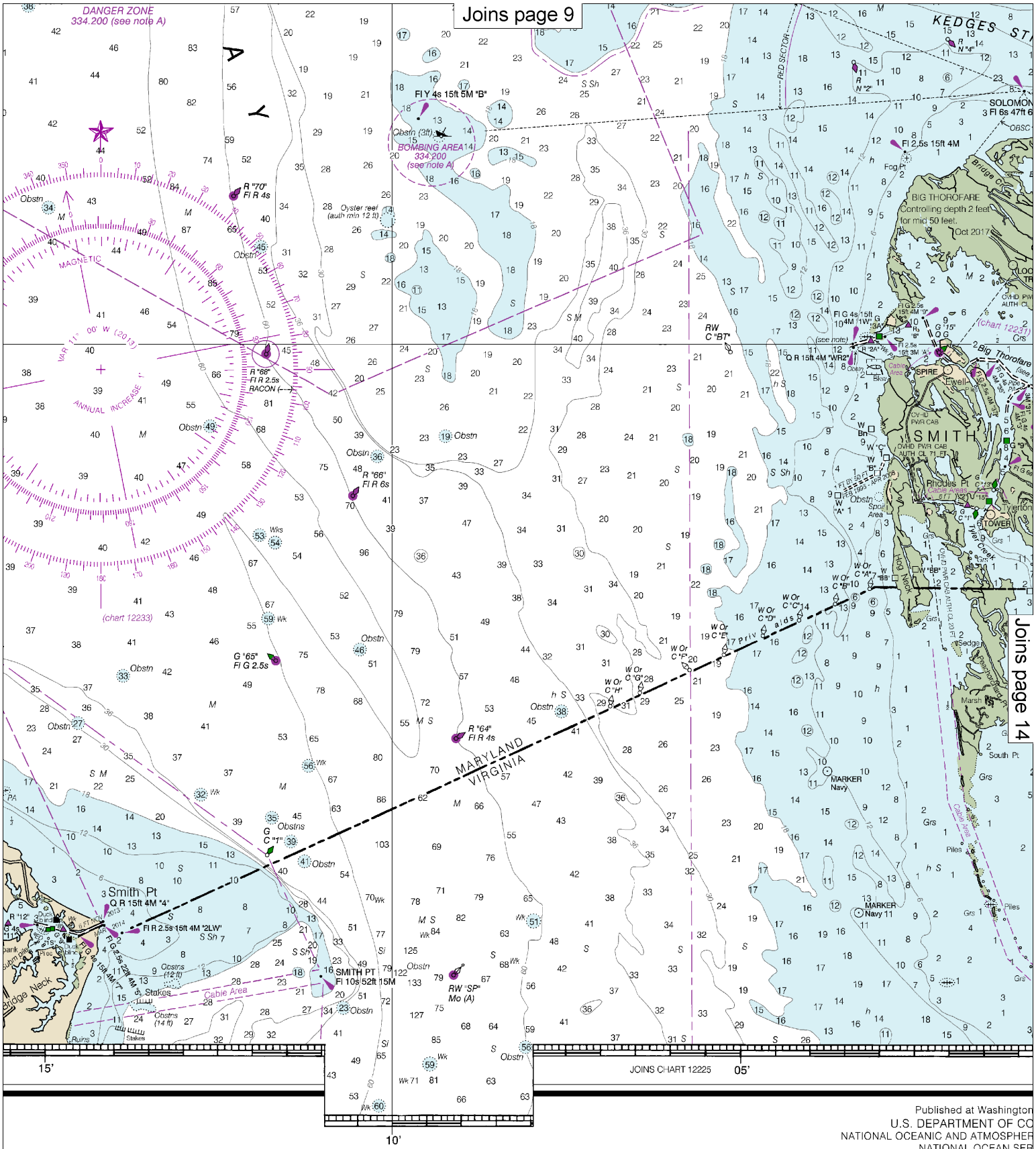
Note: Chart grid lines are aligned with true north.

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



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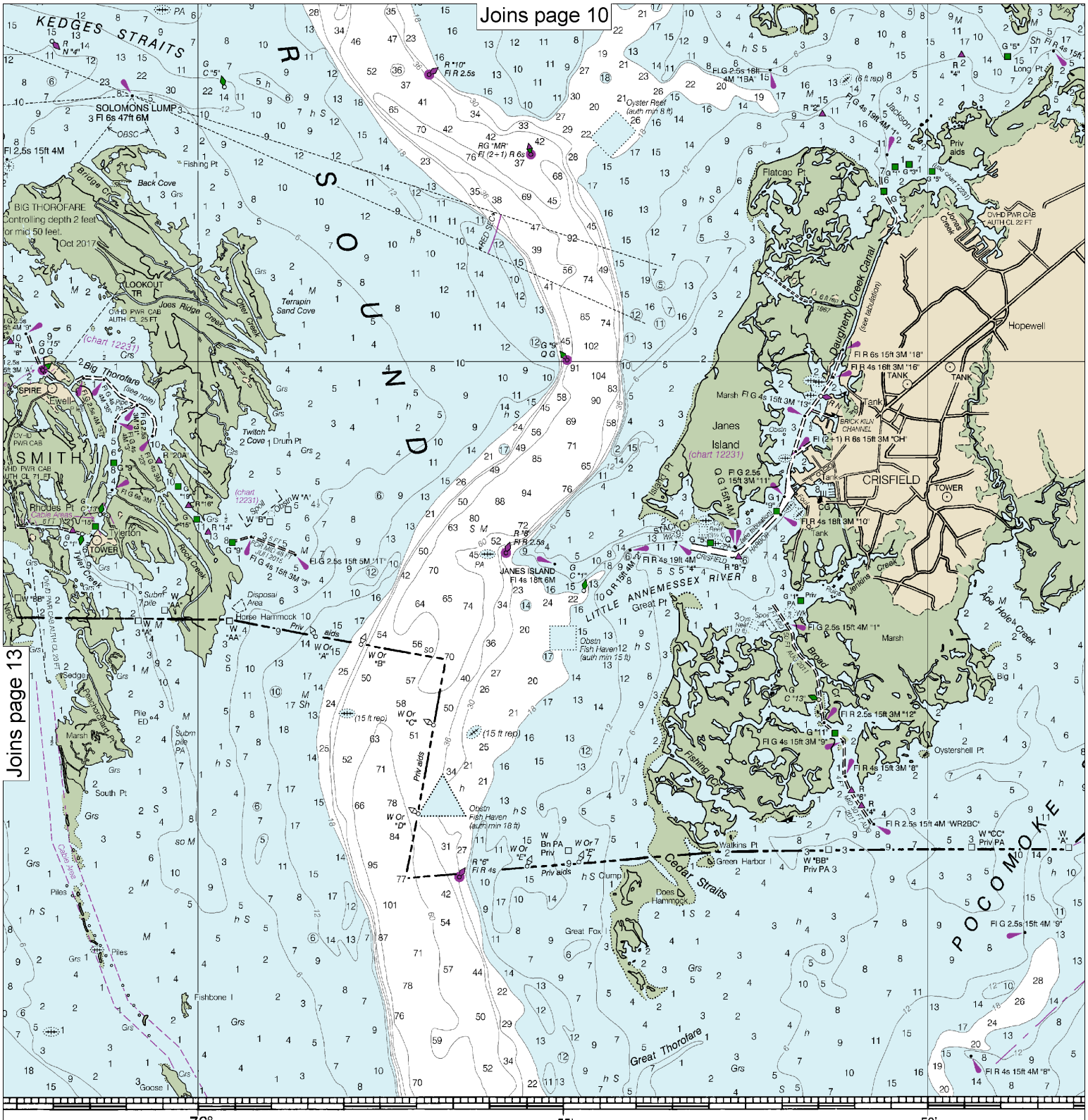
NATIONAL OCEAN SER
COAST SURVEY



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

SOUNDINGS IN FEET

FATHOMS	1	2
FEET	6	12
METERS	1	2 3 4 5

Note: Chart grid lines are aligned with true north.

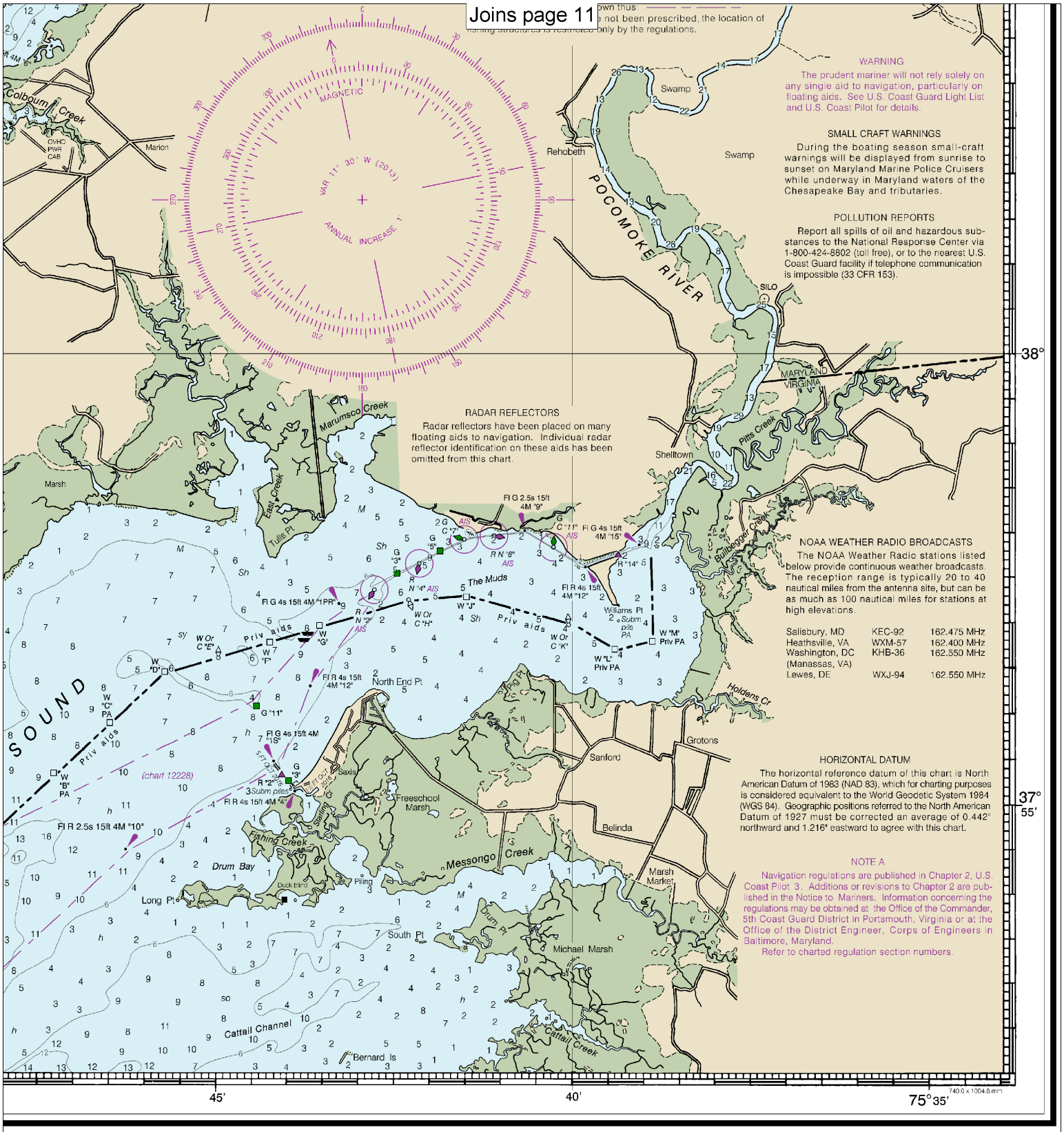
Printed at reduced scale. ~~SCALE 1:80,000~~

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



Chesapeake Bay, Smith Point to Cove Point

SOUNDINGS IN FEET - SCALE 1:80,000

12230

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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