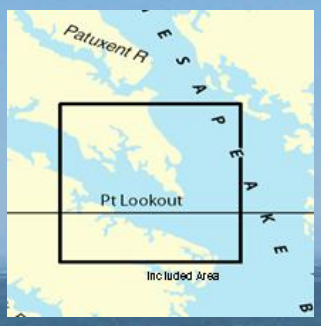
BookletChart™

Potomac River – Chesapeake Bay to Piney Point

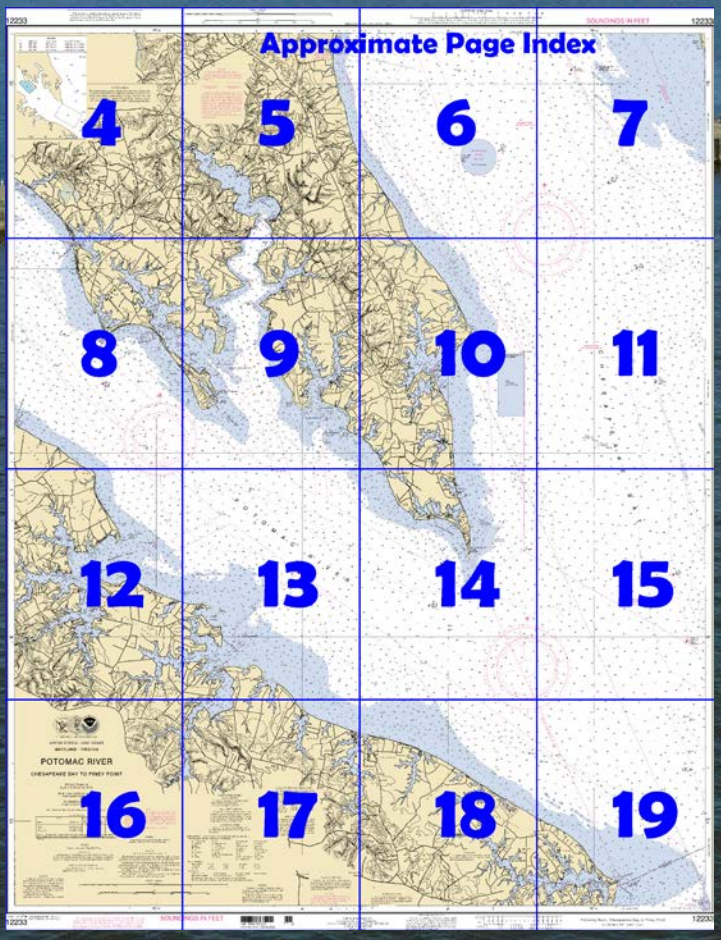
NOAA Chart 12233

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.

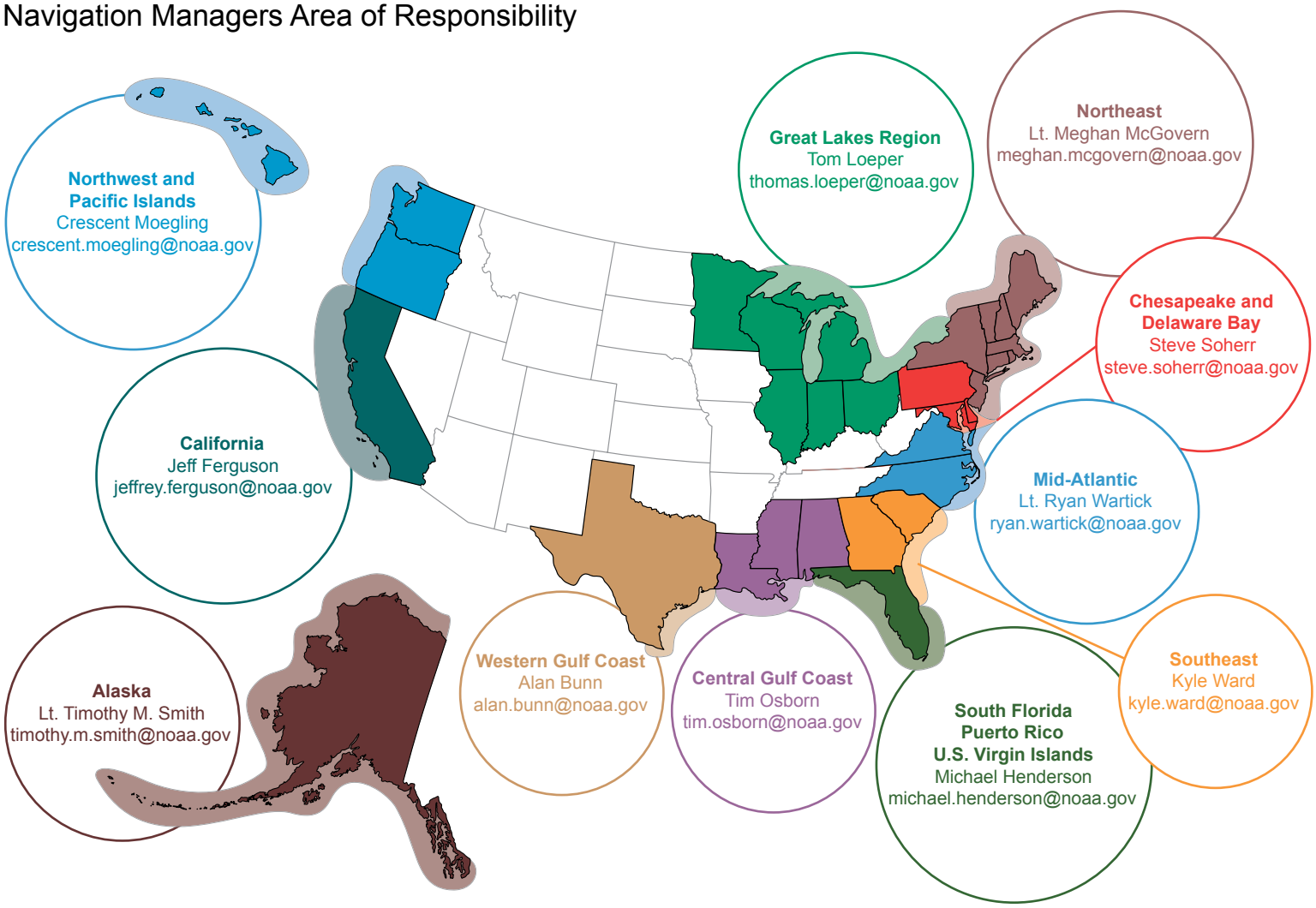
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12233

(Selected Excerpts from Coast Pilot)
Vessels anchor near the channel where the bottom is soft. Smith Creek has the best protection from winds.
The current off the Potomac River can be hazardous at ebb tide, when wind and current are opposed, and with northwest
Smith Point. A shoal area extends eastward from the point; depths as little as 8 feet 2 miles from shore.
Little Wicomico River. A marked channel leads from the Potomac River/Chesapeake Bay junction through a jettied entrance to a marked channel. In 1990, the controlling depth was 7 feet in the entrance; inside the entrance, a depth of 6 feet. The approach is marked by a light. A daybeacon and a light are on the ends of the jetties, and daybeacons mark the upper reaches for 3 miles.
Slough Creek. marked by daybeacon. Small-craft facilities provide gasoline, diesel fuel, water, ice, berths, and marine supplies.
A cable ferry crosses Little Wicomico River at **Sunnybank**. When the ferry is underway, the unmarked cable is suspended 3 feet above the water surface. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**
Cornfield Harbor is sheltered from winds; vessels use it as an anchorage for the night.
Lake Conoy. Entered from Cornfield Harbor through a marked channel; in 1976, the depths were 8 feet in the entrance and 6 feet in the basin. The facility on the east shore has gasoline, water, ice, marine supplies, and a sewage pump-out station. No overnight berthing is permitted; anchorage in the basin is allowed in an emergency.
Coan River has depths of 13 to 7 feet to within 0.5 mile of the head. The entrance to Coan River is marked by buoys and lights; the channel inside is marked at critical points by daybeacons and bush stakes.
Kingscote Creek has depths of 8 feet. A shoal extends halfway across the entrance from the west side. Gasoline, diesel fuel, water, ice, berths, and marine supplies are at **Lewisetta.**
Glebe has depths of 9 to 13 feet to the forks 1.5 miles above the entrance.
Stevens Point. Gasoline, diesel fuel, and some supplies are available.
Smith Creek has the protection from winds. A depth of 9 feet can be carried to the junction of the two branches.
Wynne. Facilities provide gasoline, diesel fuel, water, ice, berths, and marine supplies.
St. Marys River. The channel has depths of 20 feet or more to St. Marys City, then shoals to 12 feet at **Martin Point** and to 8 feet **Tippity Wichity Island**. The course through the fishtraps is **345°.**
Island Creek is entered by a marked channel which leads to fishing piers and a turning basin. In 1994, the channel had a depth of 2½ feet with 5 feet in the basin.
St. George Creek has a channel with depths of 9 feet for 3.5 miles.
A marked channel enters St. George Creek north of St. George Island. In 1983, the channel had a depth of 2 feet.
Morgan Point. Gasoline, water, and berths are available.
Carthagena Creek. Marked by daybeacons and a light.
Dennis Point, can provide berths, gasoline, diesel fuel, and marine supplies.
St. Inigoes Creek. Depths of 11 feet can be carried to the junction of St. Inigoes Creek **Church Cove**.
Cove. **St. Inigoes Coast Guard Station** is on the west side of its entrance.
Anchorages.–Vessels bound up or down the river anchor anywhere near the channel where the bottom is soft; vessels sometimes anchor in Cornfield Harbor or St. Marys River.
Danger zones and restricted area.–The Potomac River and its tributaries are used extensively by the military establishments for testing operations and gunnery practice. (Limits and regulations for these areas are given in **334.230, 334.240, and 334.250,** chapter 2.)
Currents.–The current in Chesapeake Bay off the mouth of Potomac River can be hazardous to smaller vessels and pleasure boats at ebb tide, and when wind and current are opposed, and with northwest winds. These conditions are more pronounced off Smith Point.
Pilotage, Potomac River.–Pilotage is compulsory on the Potomac River for foreign vessels and U.S. vessels under register in the foreign trade.

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 Managers Area of Responsibility

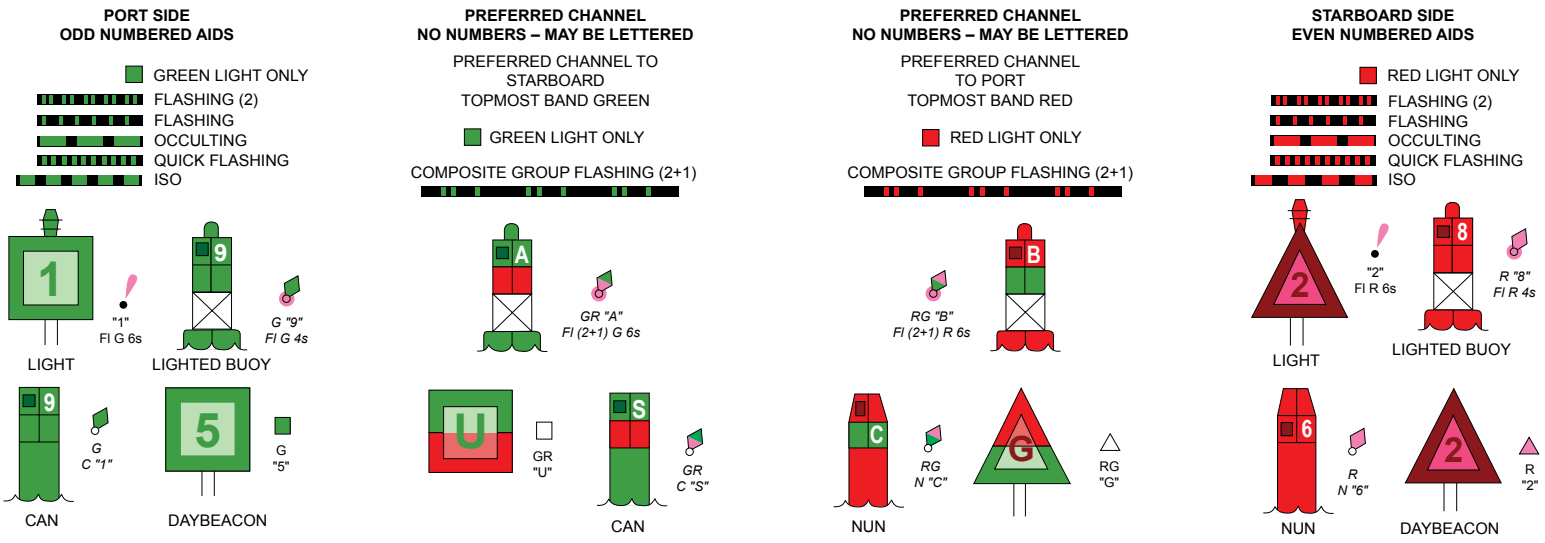


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

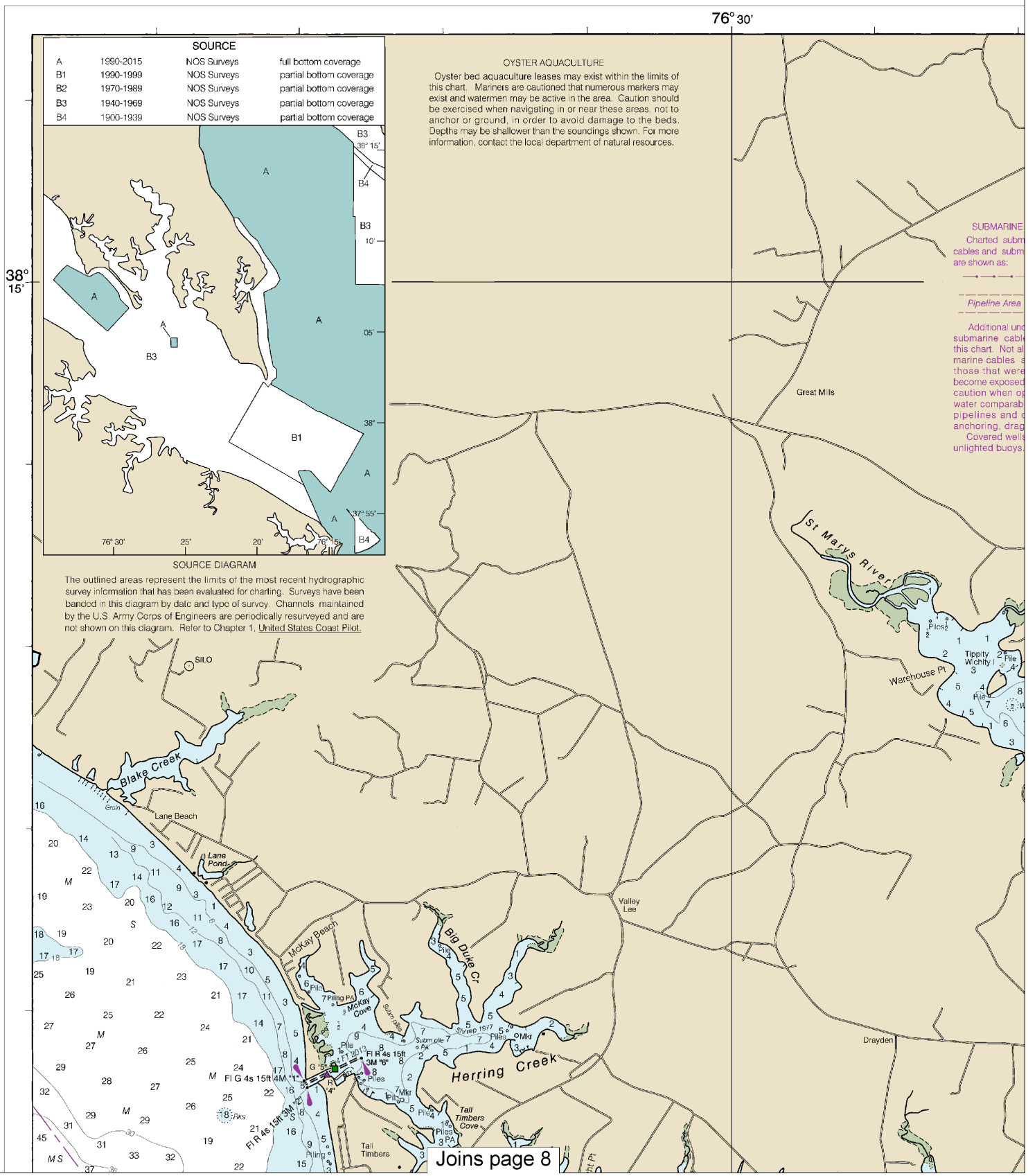
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

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*



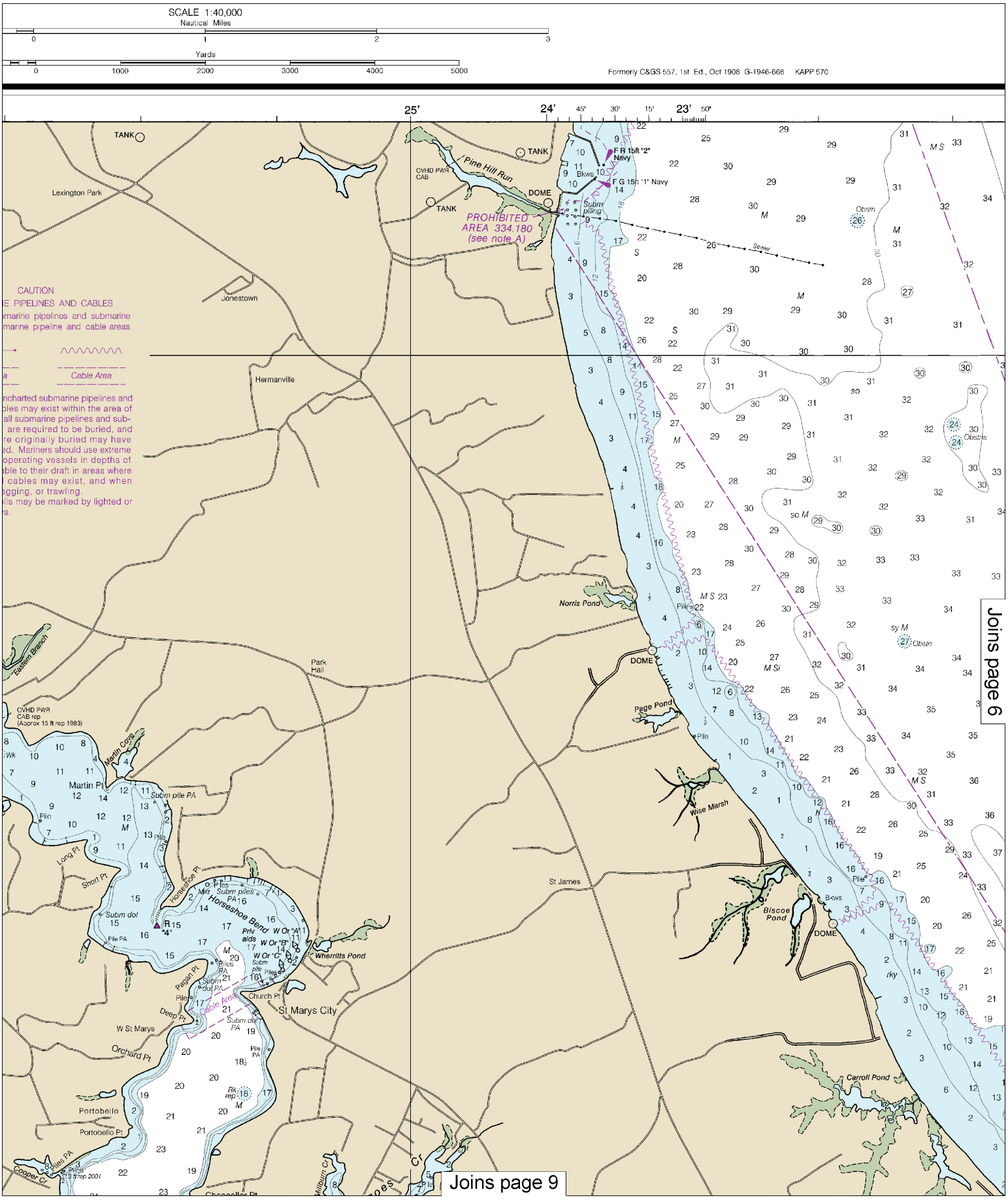
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

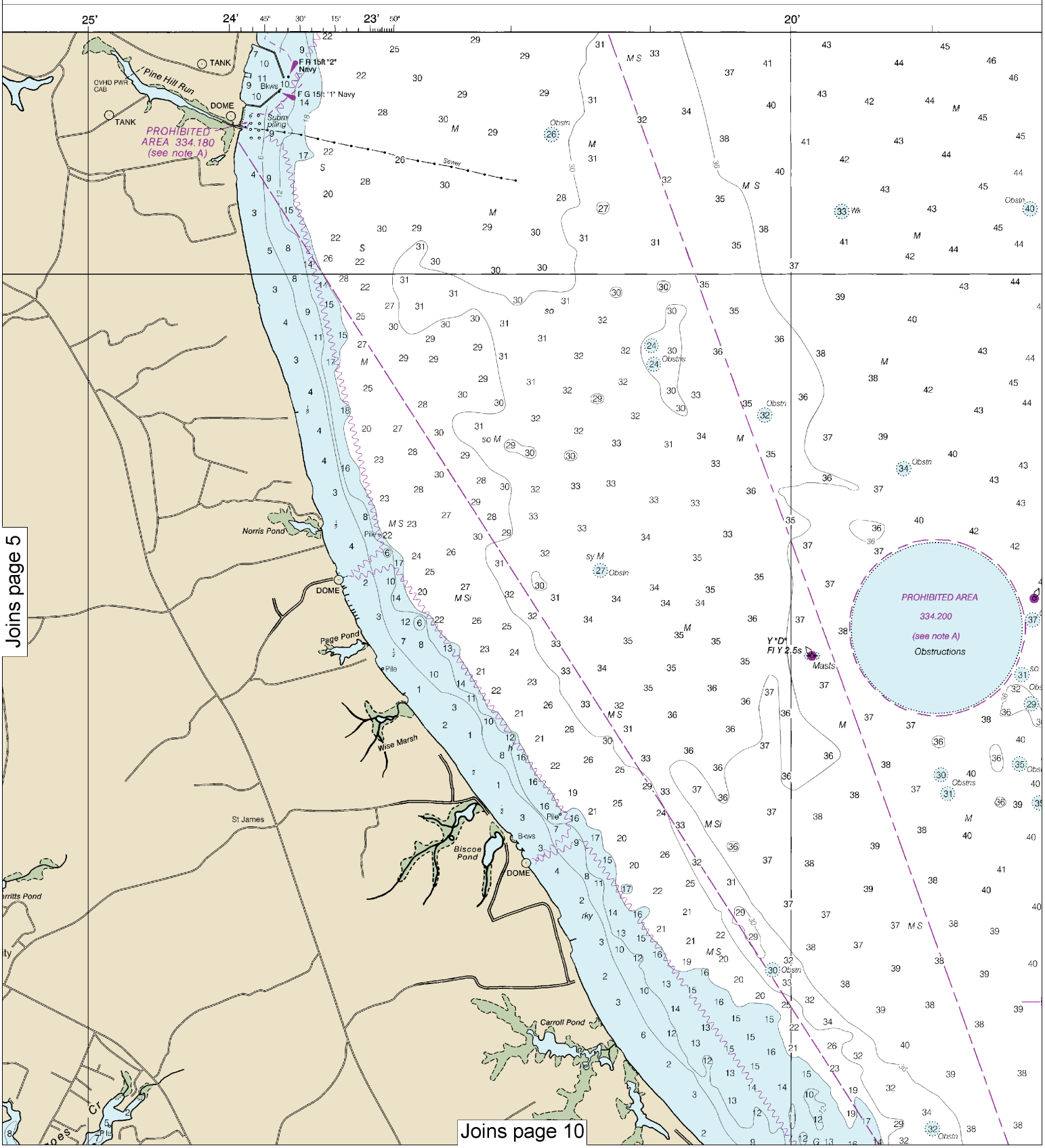
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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.

Formerly C&GS 557, 1st Ed., Oct 1908 G-1946-668 KAPP 570



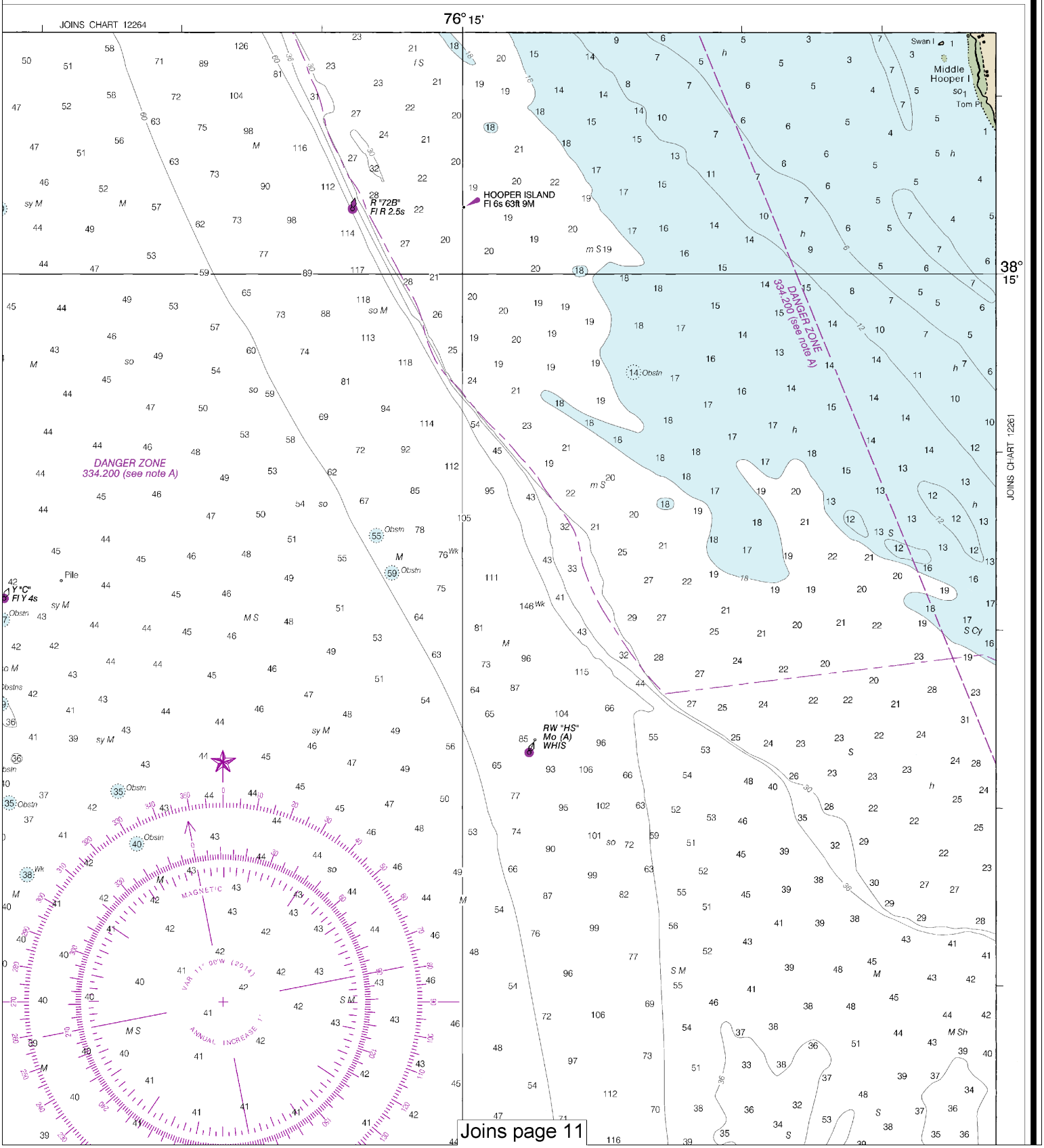
Printed at reduced scale. ~~SCALE 1:40,000~~

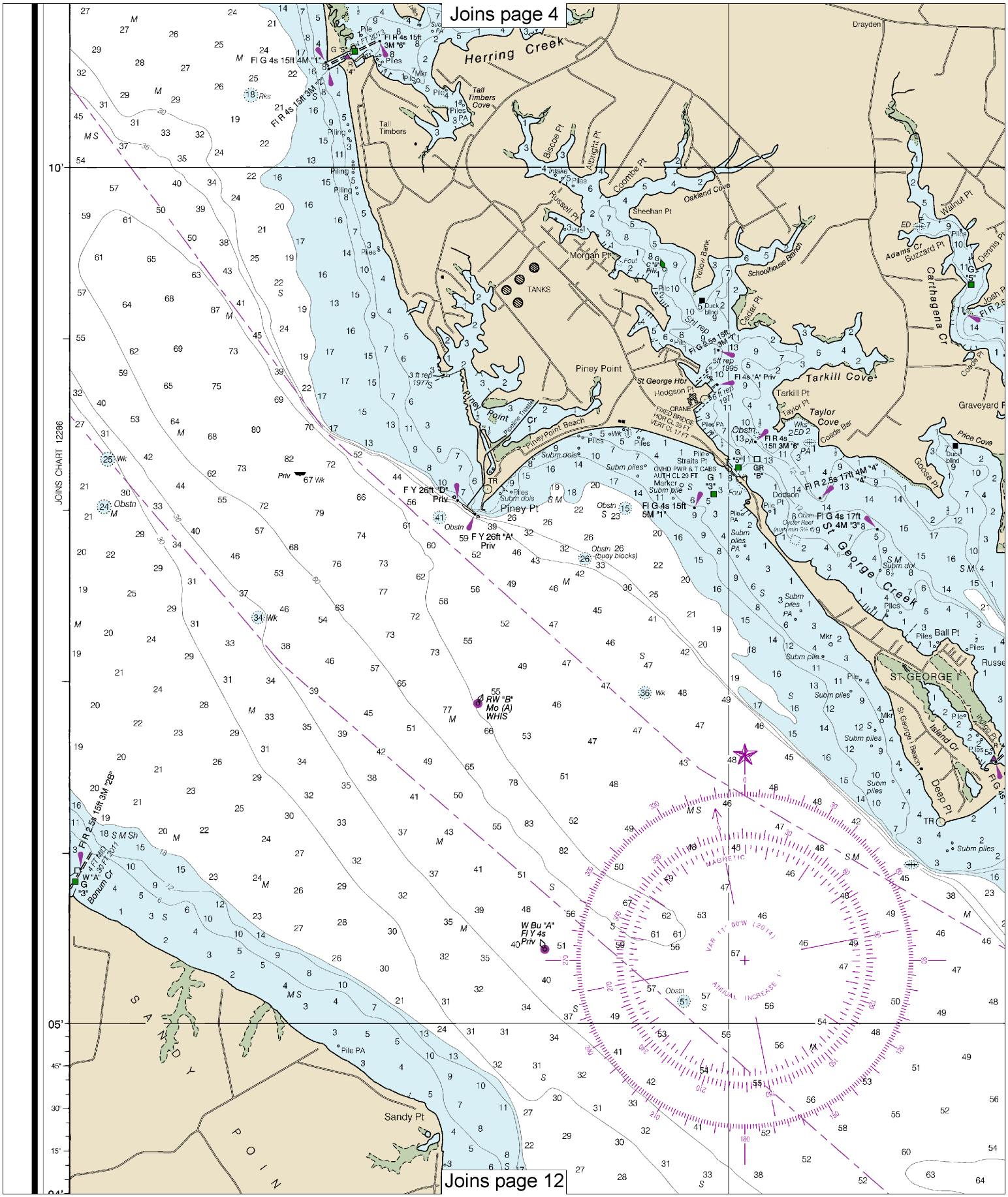
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Note: Chart grid lines are aligned with true north.


JOINS CHART 12264
76° 15'
38° 15'
JOINS CHART 12261
HOOPER ISLAND
Fl 6s 63ft 9M
R "72B"
Fl R 2.5s
DANGER ZONE
334.200 (see note A)
DANGER ZONE
334.200 (see note A)
Middle Hooper I
Tom Pt
Swan I
RW "HS"
Mo (A)
WHIS
Y "C"
Fl Y 4s
Pile
MAGNETIC
VAR 11° 00'W (2014)
ANNUAL INCREASE 1'
Joins page 11



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

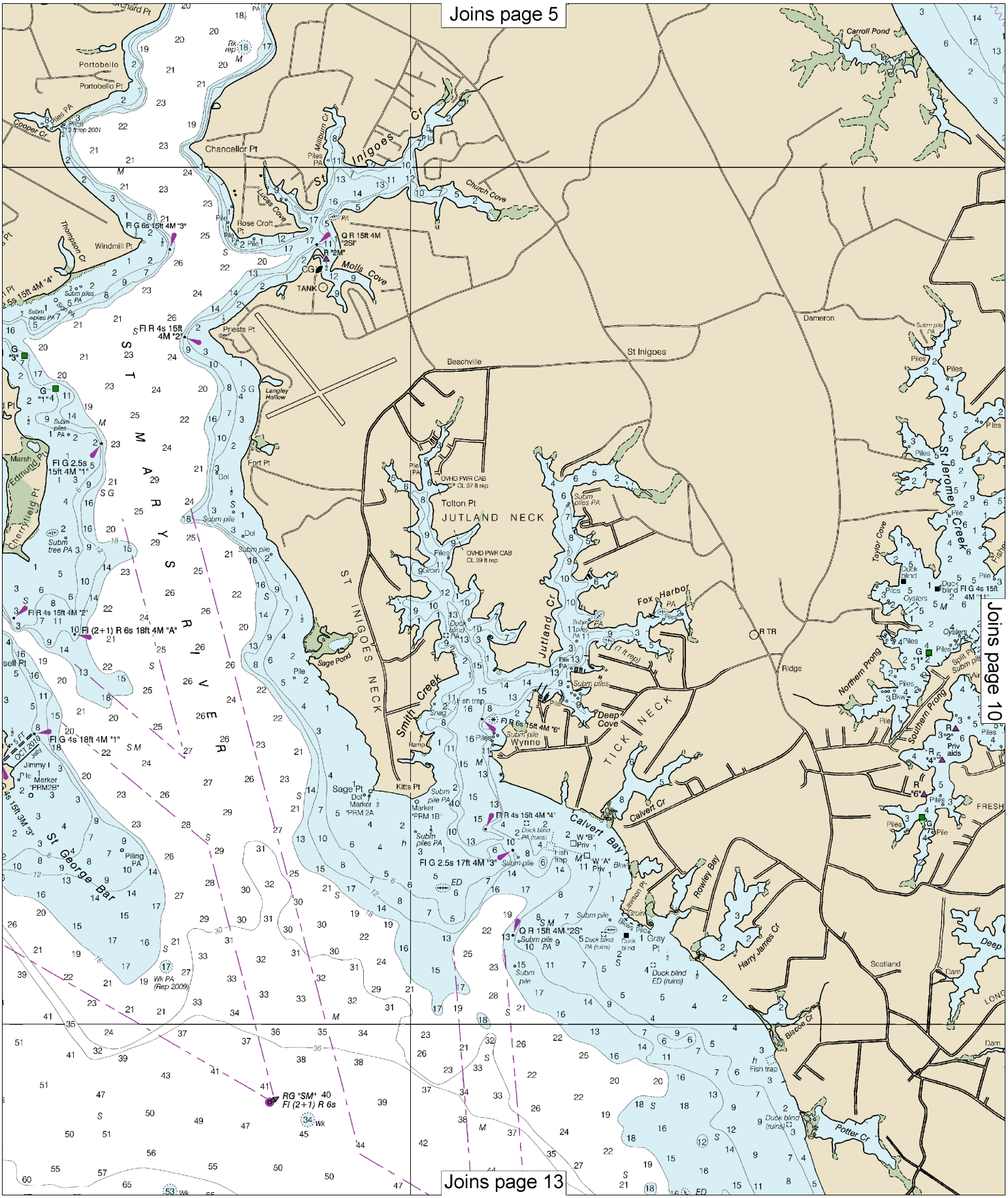
Nautical Miles

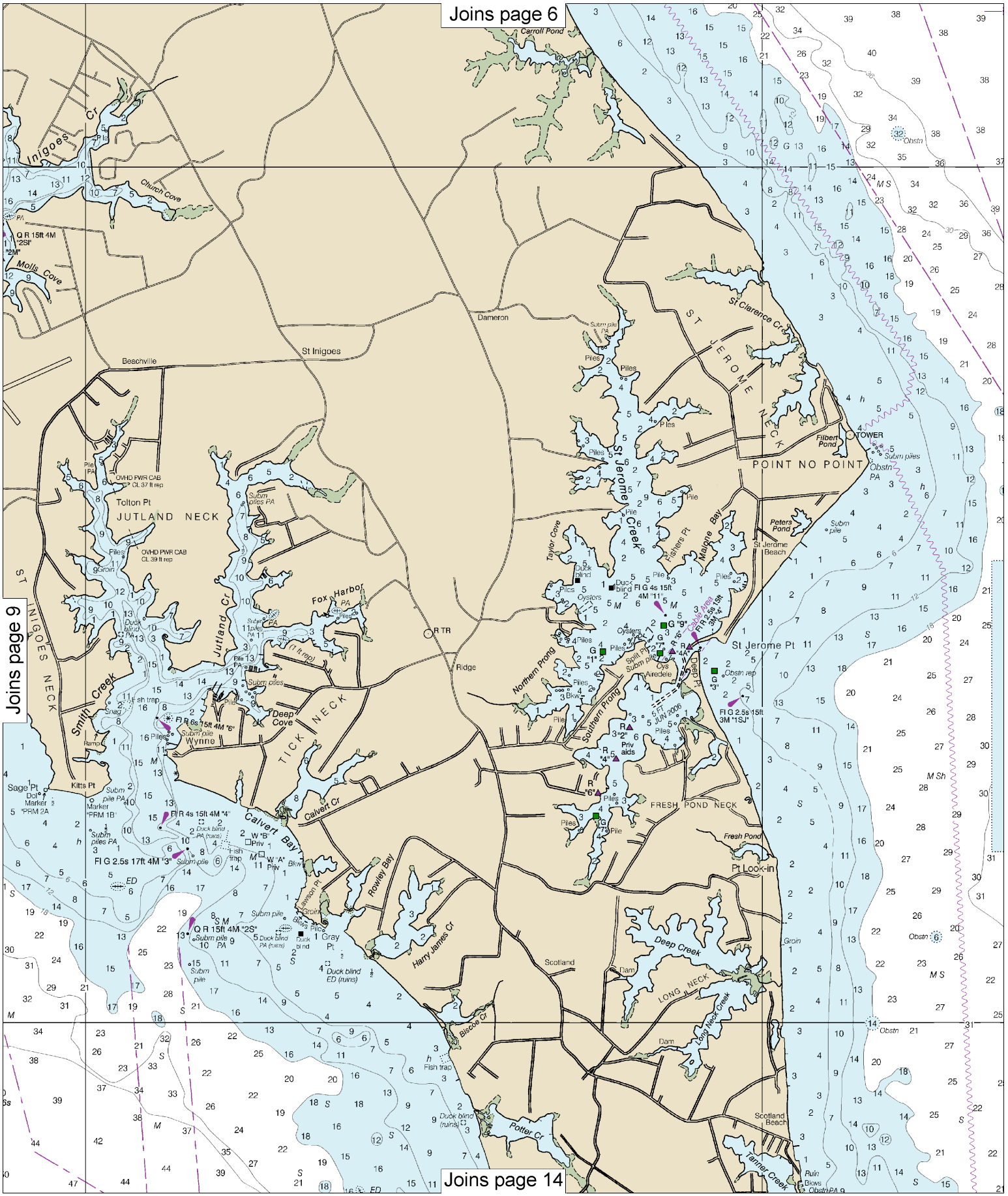
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Joins page 10
Joins page 13
Portobello
Portobello Pt
Cooper Cr
Chancellor Pt
Millburn Cr
St Inigoes Cr
Church Cove
Lucas Cove
Rose Croft Pt
Windmill Pt
Thomson Cr
Mills Cove
Priests Pt
Beachville
St Inigoes
Dameron
Carroll Pond
Langley Hollow
Fort Pt
Marsh Pt
Edmunds Pt
Cherryfield Pt
Tolton Pt
JUTLAND NECK
OVHD PWR CAB CL 37 ft rep
OVHD PWR CAB CL 39 ft rep
Jutland Cr
Fox Harbor
R TR
Ridge
Taylor Cove
St Jerome Creek
Northern Prong
Southern Prong
Spill Pt
Priv aids
FRESH
ST INIGOES NECK
Sage Pond
Smith Creek
Deep Cove
TICK NECK
Wynne
Sage Pt
Kitts Pt
Marker "PRM 1B"
Marker "PRM 2A"
Calvert Cr
Calvert Bay
Rowley Bay
Harry James Cr
Scotland
Deep
Biscoe Cr
Potter Cr
Gray Pt
Jimmy I
Marker "PRM2B"
St George Bar
Piling PA
Wk PA (Rep 2009)
Fl G 6s 15ft 4M "3"
Q R 15ft 4M "2S"
R "2M"
CG
TANK
Fl R 4s 15ft 4M "2"
Fl G 2.5s 15ft 4M "1"
Fl (2+1) R 6s 18ft 4M "A"
Fl G 4s 18ft 4M "1"
Fl R 6s 15ft 4M "6"
Fl R 4s 15ft 4M "4"
Fl G 2.5s 17ft 4M "3"
Q R 15ft 4M "2S"
RG "SM" 40
Fl (2+1) R 6s
Fl G 4s 15ft 4M "11"
Duck blind
Duck blind ED (ruins)
Duck blind (ruins)
Fish trap
Oysters
Subm piles
Subm pile
Subm tree PA
Dol
Ramp
Snag
Groin
Wk
ED
Priv
Bkw
SAINT MARYS RIVER



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

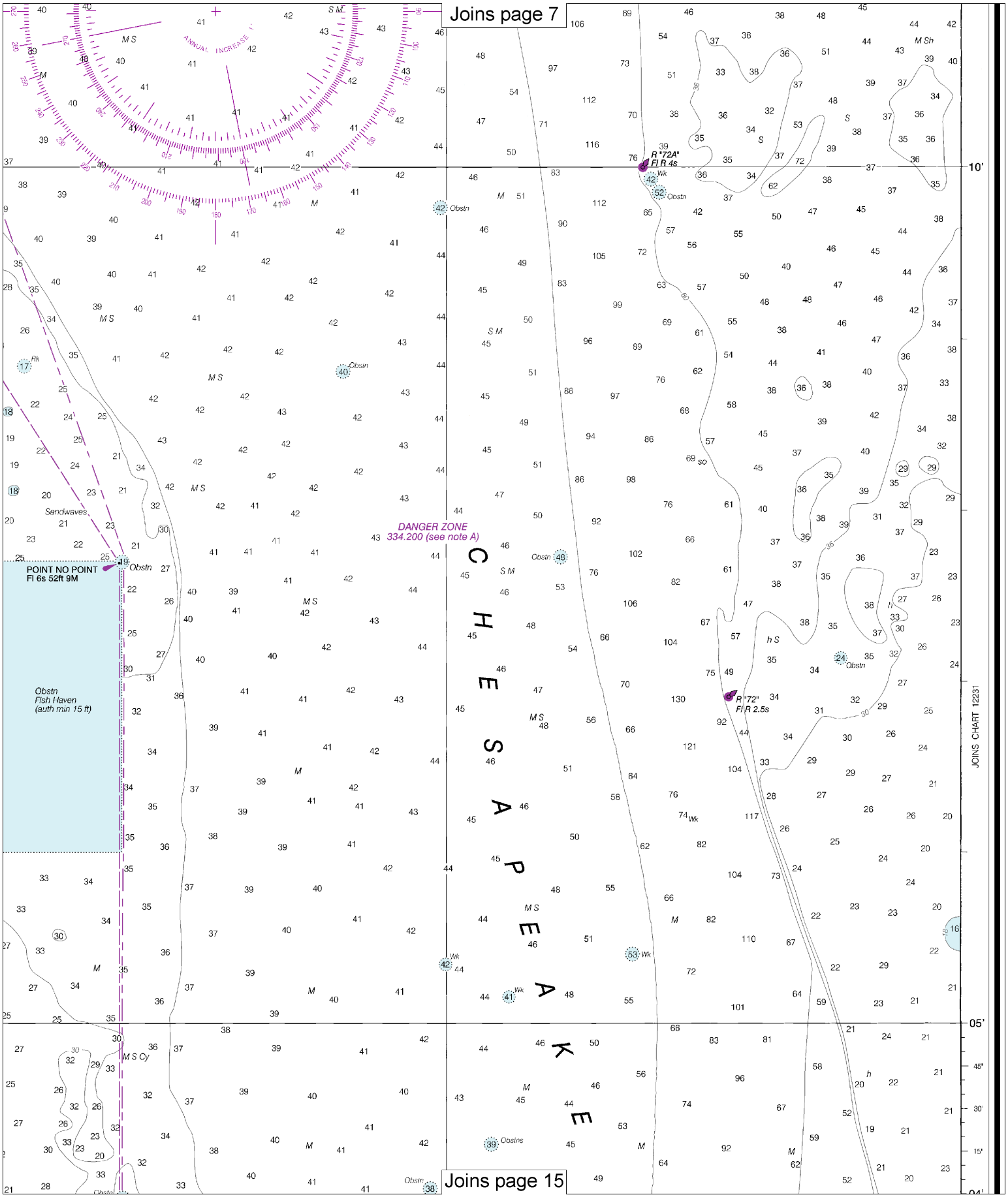
Nautical Miles

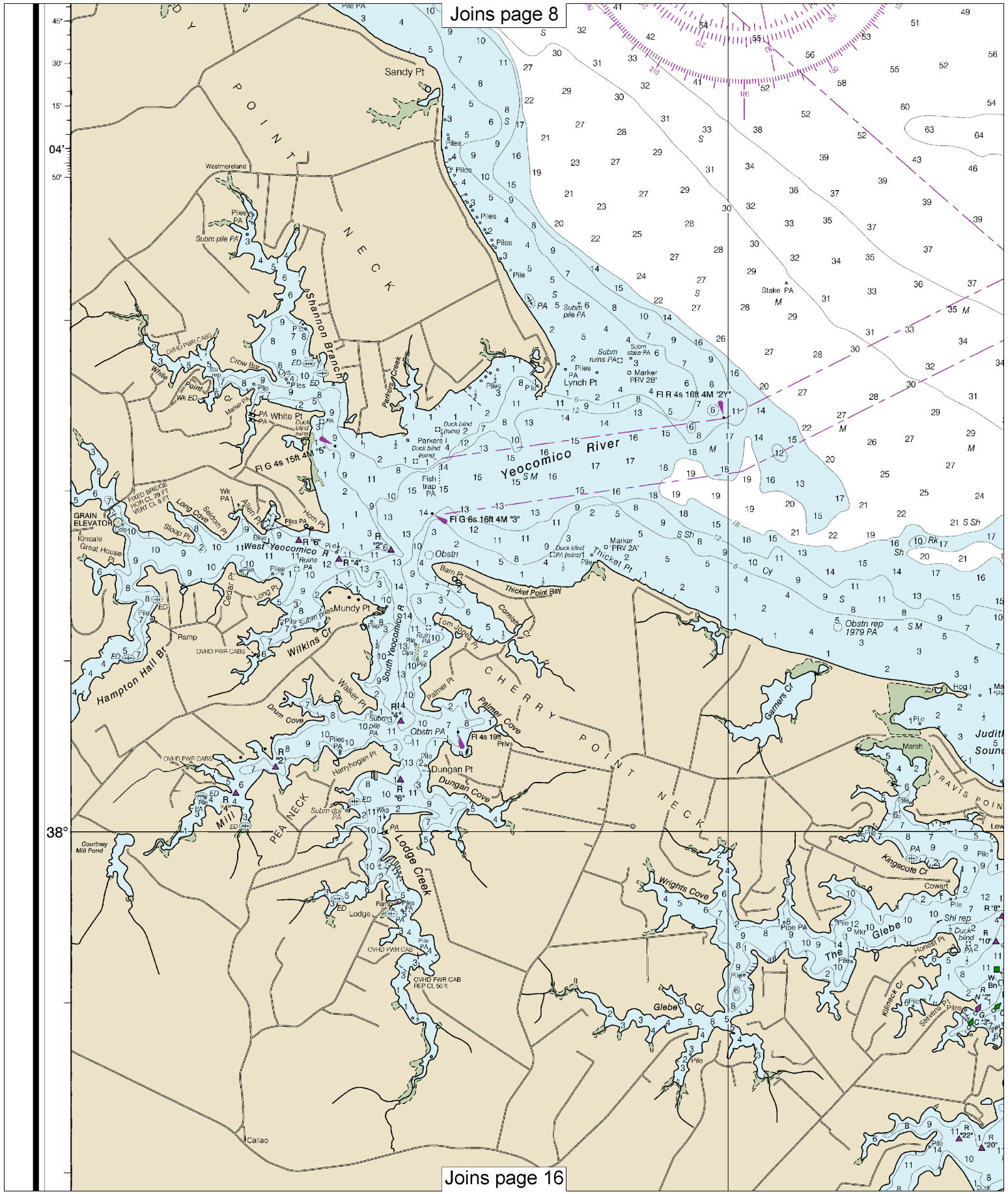
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
POINT NO POINT
Fl 6s 52ft 9M
Obstn
Fish Haven
(auth min 15 ft)
Sandwaves
DANGER ZONE
334.200 (see note A)
R "72"
Fl R 2.5s
R "72A"
Fl R 4s
CHESAPEAKE
JOINS CHART 12231
Joins page 15



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

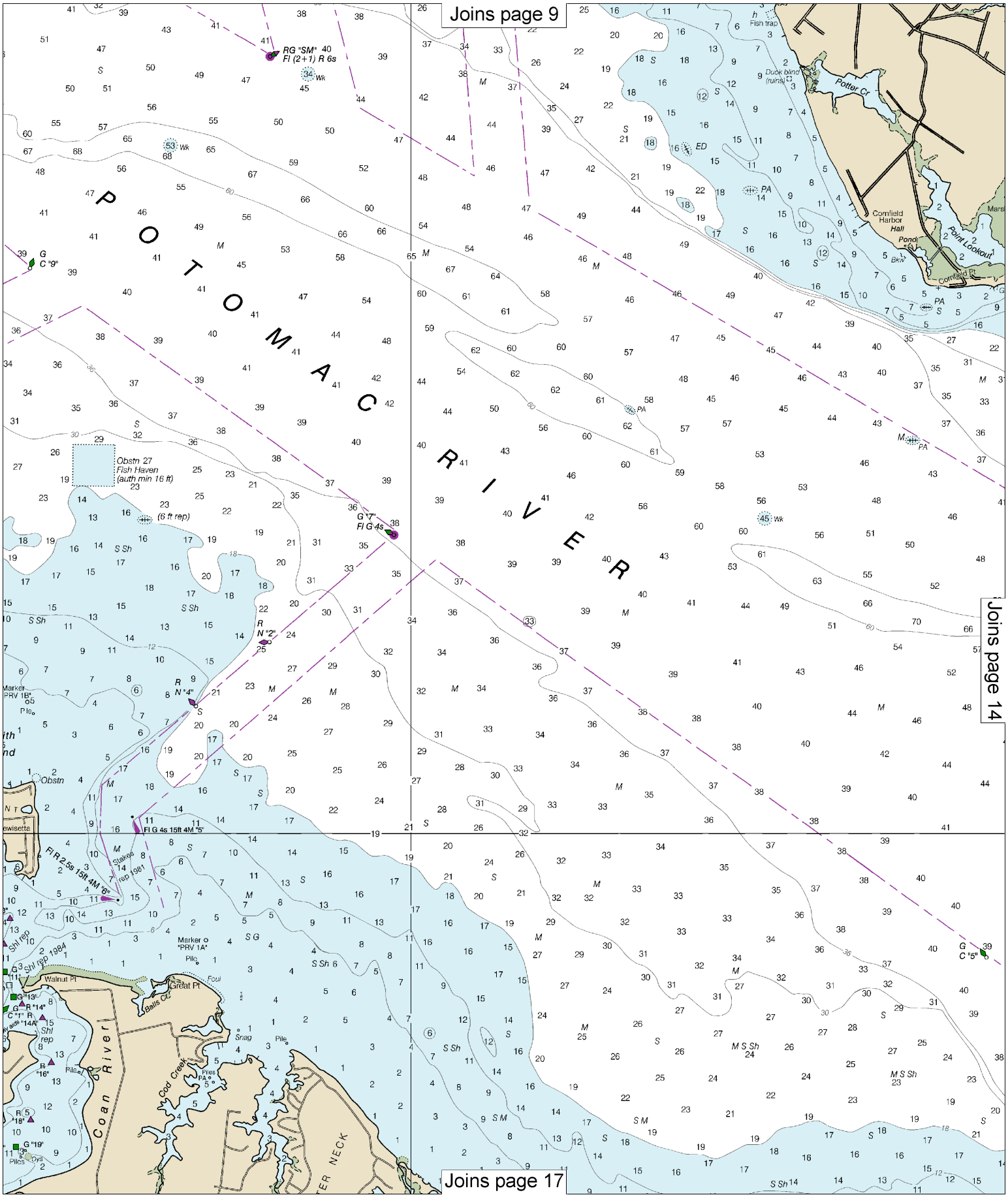
Nautical Miles

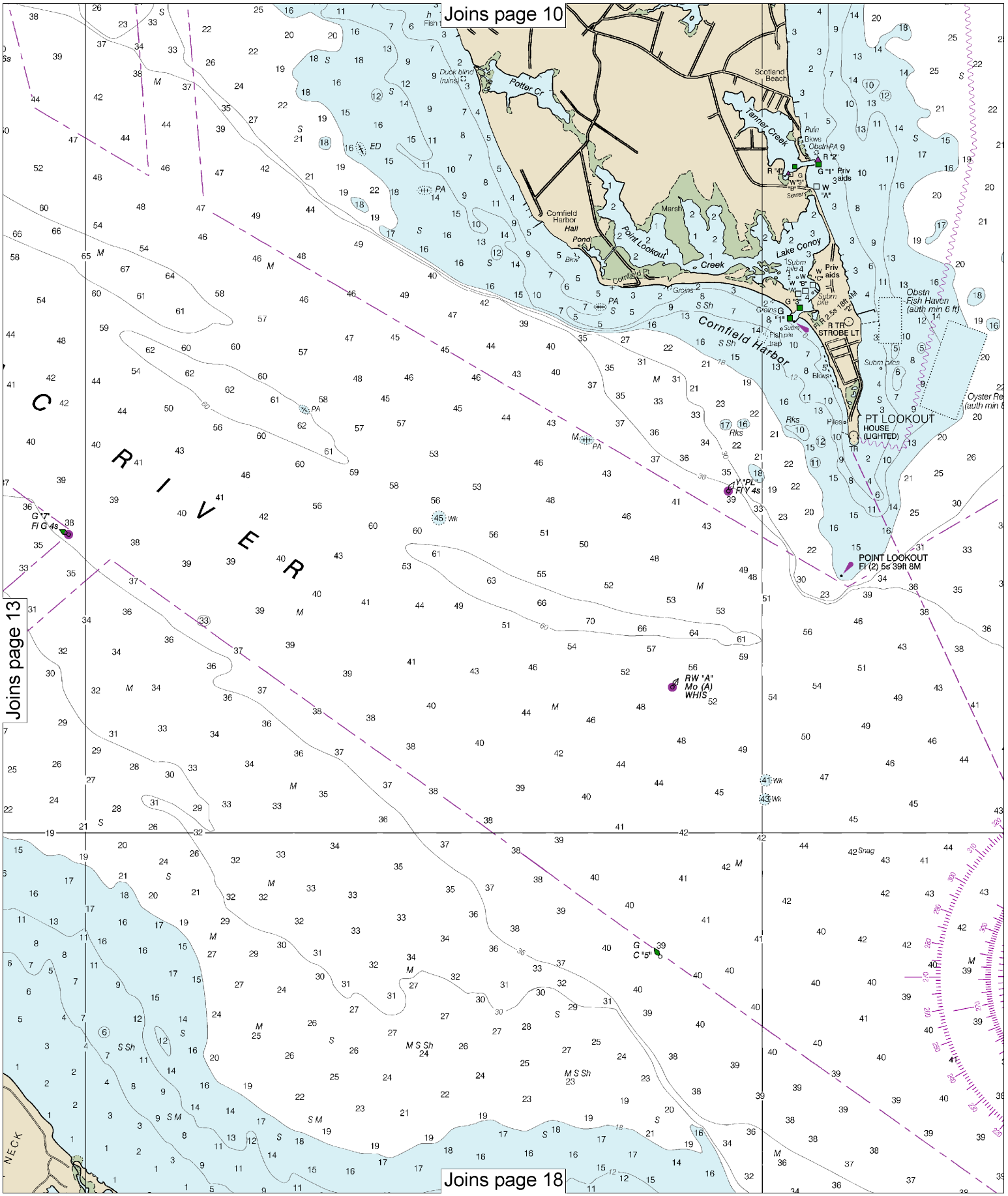
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 9
POTOMAC RIVER
RG "SM" 40
Fl (2+1) R 6s
Wk
G "9"
Obstn 27
Fish Haven
(auth min 16 ft)
(6 ft rep)
G "7"
Fl G 4s
R "2"
R "4"
Fl G 4s 15ft 4M "5"
Fl R 2.5s 15ft 4M "6"
Stakes rep 1981
Shl rep 1984
Marker "PRV 1A"
Obstn
Walnut Pt
Great Pt
Bells Cr
Cod Creek
Coan River
Potter Cr
Duck blind (ruins)
Fish trap
Cornfield Harbor
Hall
Pondi
Point Lookout
Cornfield Pt
Marsh
G "5"
Joins page 14
Joins page 17



14

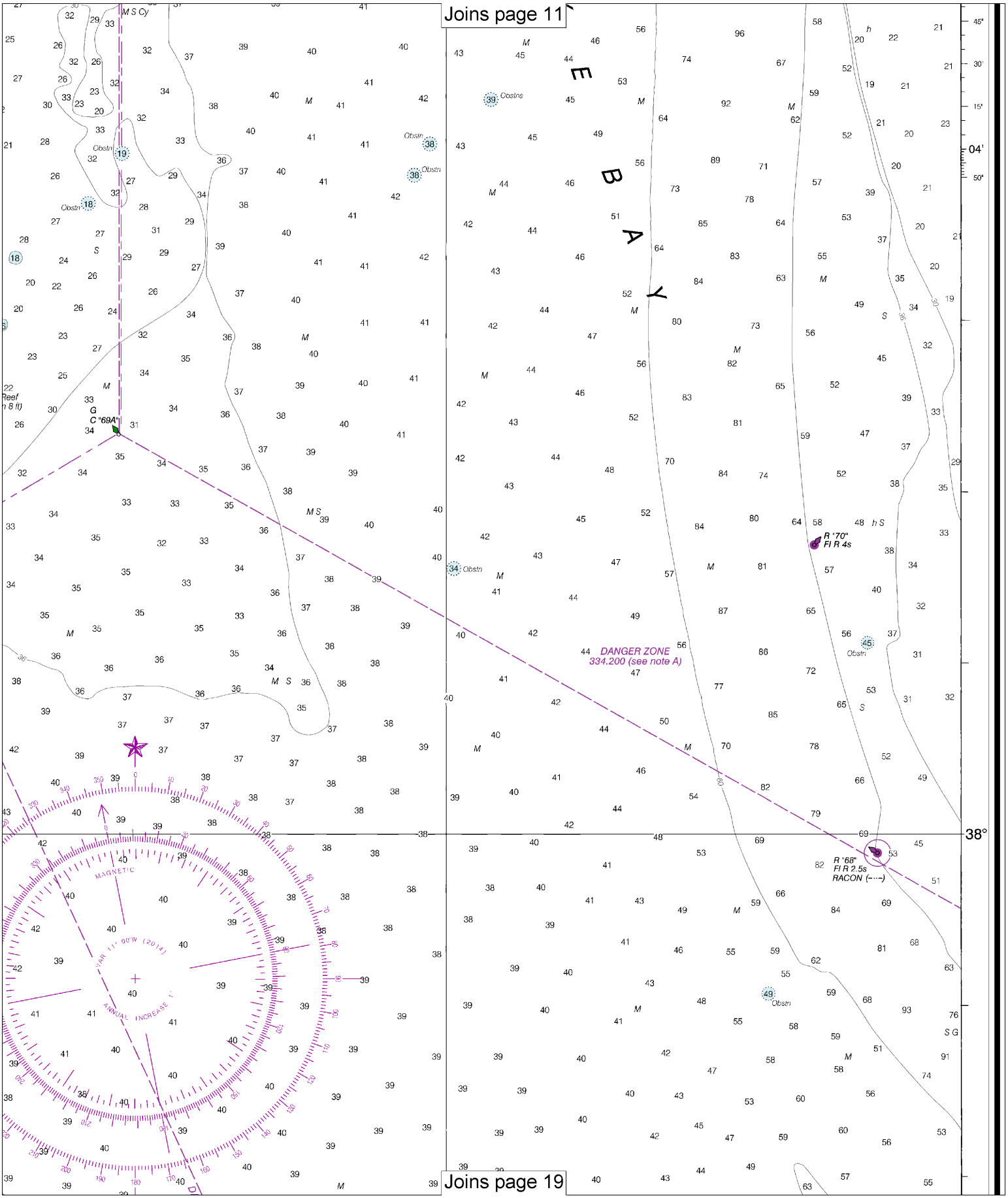
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

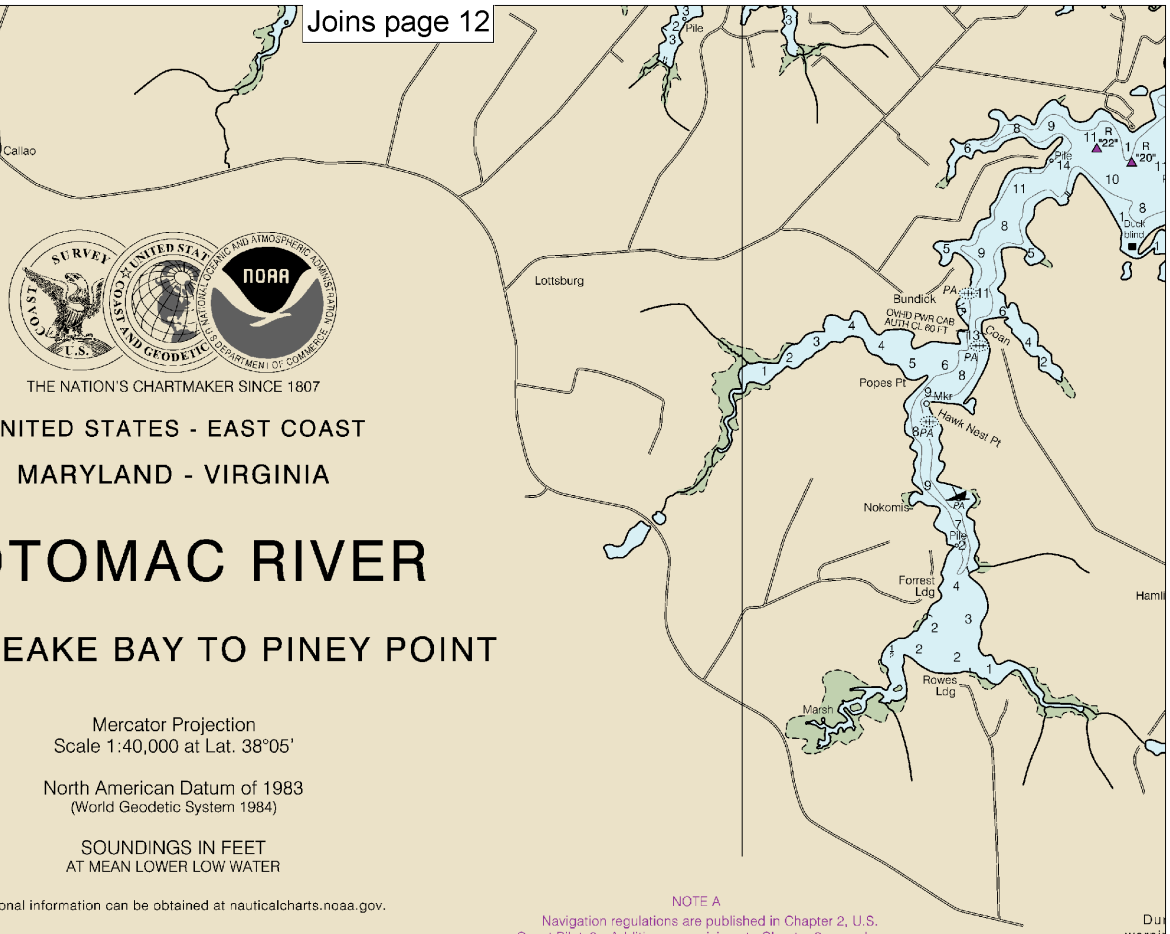
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
E B A Y
M S Cy
Obstn
Obstns
Reef
(8 ft)
G
C "69A"
M S
R "70"
Fl R 4s
DANGER ZONE
334.200 (see note A)
38°
R "68"
Fl R 2.5s
RACON (–··–)
MAGNETIC
VAR 11° 00'W (2014)
ANNUAL INCREASE 1°
Joins page 19

Joins page 12



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MARYLAND - VIRGINIA

POTOMAC RIVER

CHESAPEAKE BAY TO PINEY POINT

Mercator Projection
Scale 1:40,000 at Lat. 38°05'

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.

37° 55'

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
Kinsale	(38°02'N/76°35'W)	1.4	1.3	0.1
Piney Point	(38°08'N/76°32'W)	1.6	1.5	0.1
Point Lookout	(38°02'N/76°19'W)	1.5	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.

(Nov 2013)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland.

Refer to charted regulation section numbers.

CAUTION

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

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, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION

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

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

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)

ABBREVIATIONS (For complete list of Aids to Navigation (lights are white unless

AERO aeronautical	G gre
Al alternating	IQ int
B black	Iso is
Bn beacon	LT H
C can	M na
DIA diaphone	m mi
F fixed	MICR
Fl flashing	Mkr r

Bottom characteristics:

Blds boulders	Co coral
bk broken	G gravel
Cy clay	Grs grass

Miscellaneous:

AUTH authorized	Obs
ED existence doubtful	PA

21 Wreck, rock, obstruction, or s
(2) Rocks that cover and uncove

SCALE 1:40,000

Nautical Miles: 1 ½ 0 1 2

Yards: 1000 0 1000 2000 3000 4000 5000

76° 30'

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 com about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm

12233

38th Ed., Jan. 2014. Last Correction: 11/29/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

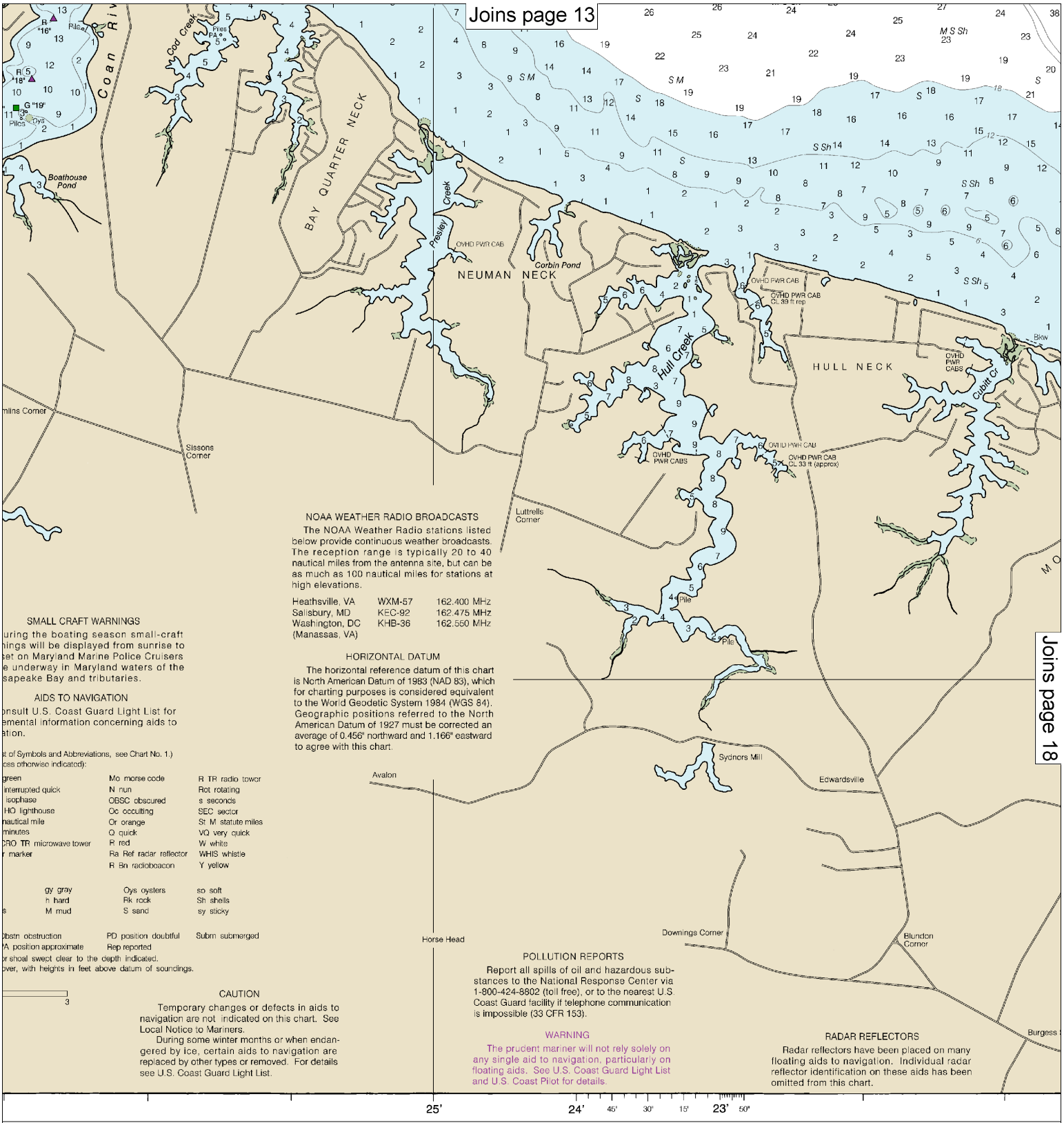
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



SMALL CRAFT WARNINGS

uring the boating season small-craft
hings will be displayed from sunrise to
et on Maryland Marine Police Cruisers
e underway in Maryland waters of the
sapeake Bay and tributaries.

AIDS TO NAVIGATION

onsult U.S. Coast Guard Light List for
emental information concerning aids to
ation.

t of Symbols and Abbreviations, see Chart No. 1.)
ess otherwise indicated):

green	Mo morse code	R TR radio tower
interrupted quick	N nun	Rot rotating
isophase	OBSC obscured	s seconds
HO lighthouse	Oc occulting	SEC sector
nautical mile	Or orange	St M statute miles
minutes	Q quick	VQ very quick
CRO TR microwave tower	R red	W white
r marker	Ra Ref radar reflector	WHIS whistle
	R Bn radiobeacon	Y yellow

gy gray	Oys oysters	so soft
h hard	Rk rock	Sh shells
M mud	S sand	sy sticky

Obstn obstruction PD position doubtful Subm submerged
PA position approximate Rep reported
or shoal swept clear to the depth indicated.
over, with heights in feet above datum of soundings.

3

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.

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.

Heathsville, VA	WXM-57	162.400 MHz
Salisbury, MD	KEC-92	162.475 MHz
Washington, DC (Manassas, VA)	KHB-36	162.550 MHz

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 0.456" northward and 1.166" eastward to agree with 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).

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.

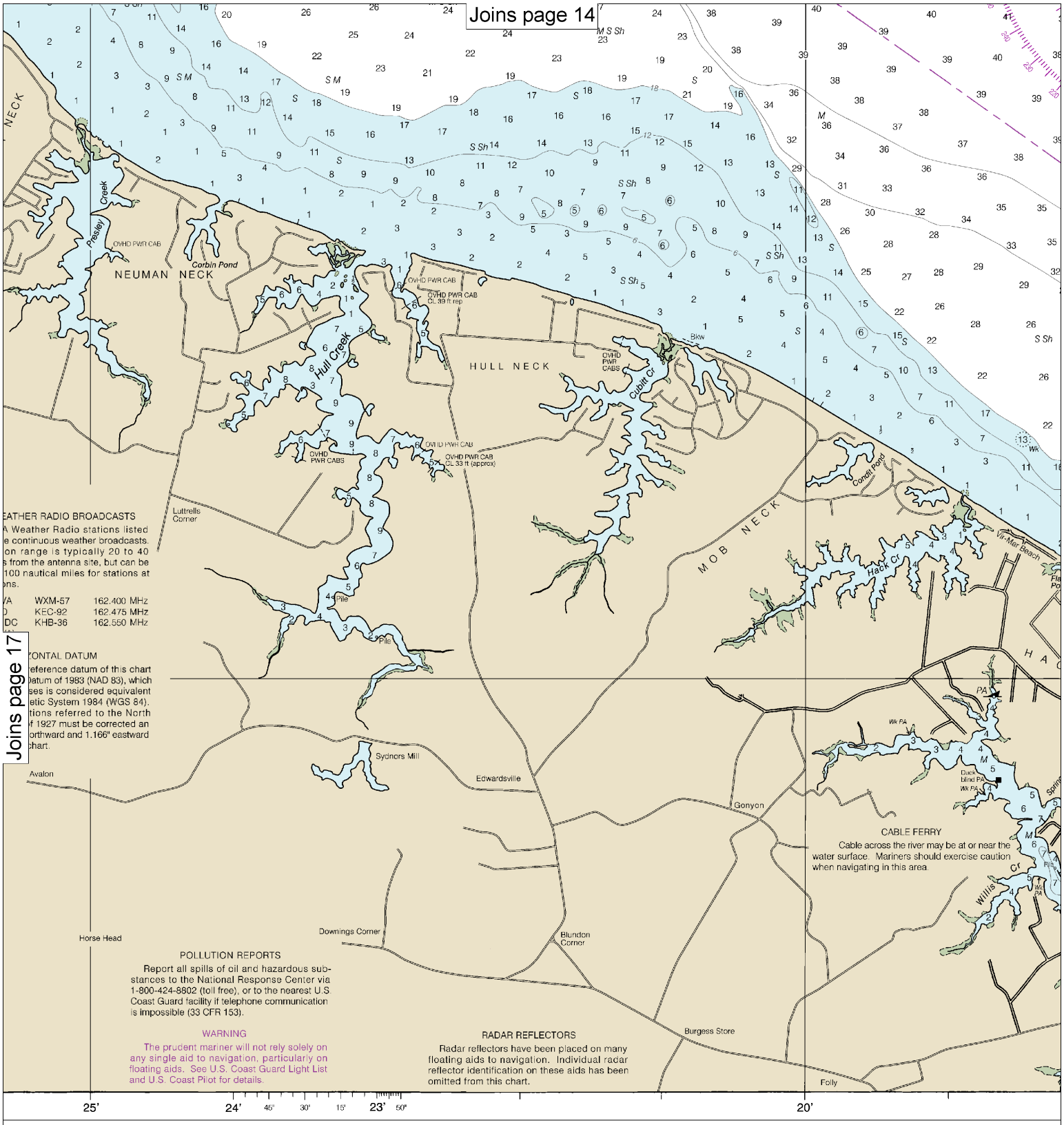
RADAR REFLECTORS

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

mments
tm.

SOUNDINGS IN FEET

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



S IN FEET

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

FATHOMS	1	2	3	4	
FEET	6	12	18	24	
METERS	1 2 3 4 5 6 7 8				

Note: Chart grid lines are aligned with true north.

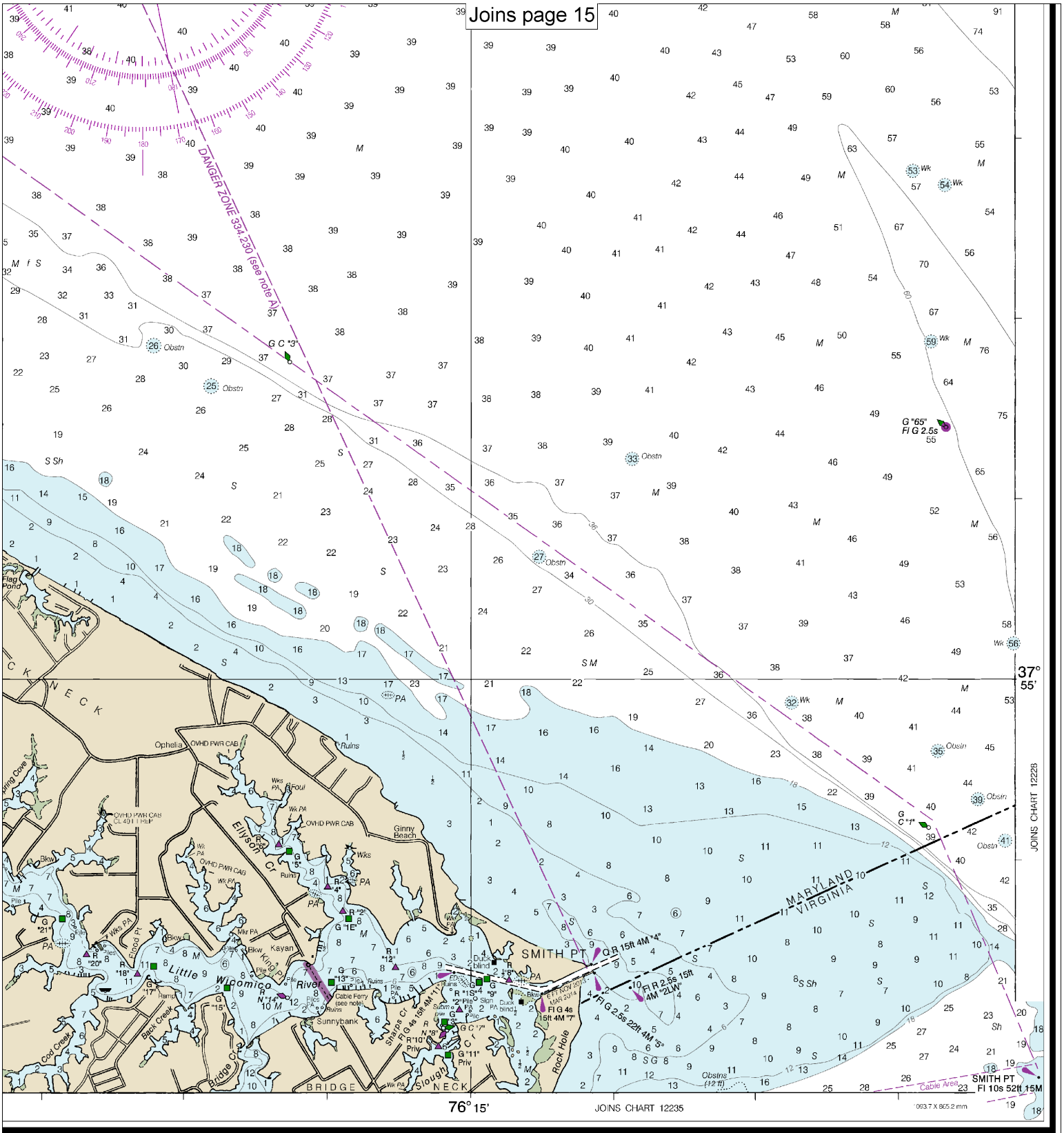
Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Potomac River, Chesapeake Bay to Piney Point

SOUNDINGS IN FEET - SCALE 1:40,000

12233

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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