BookletChart™

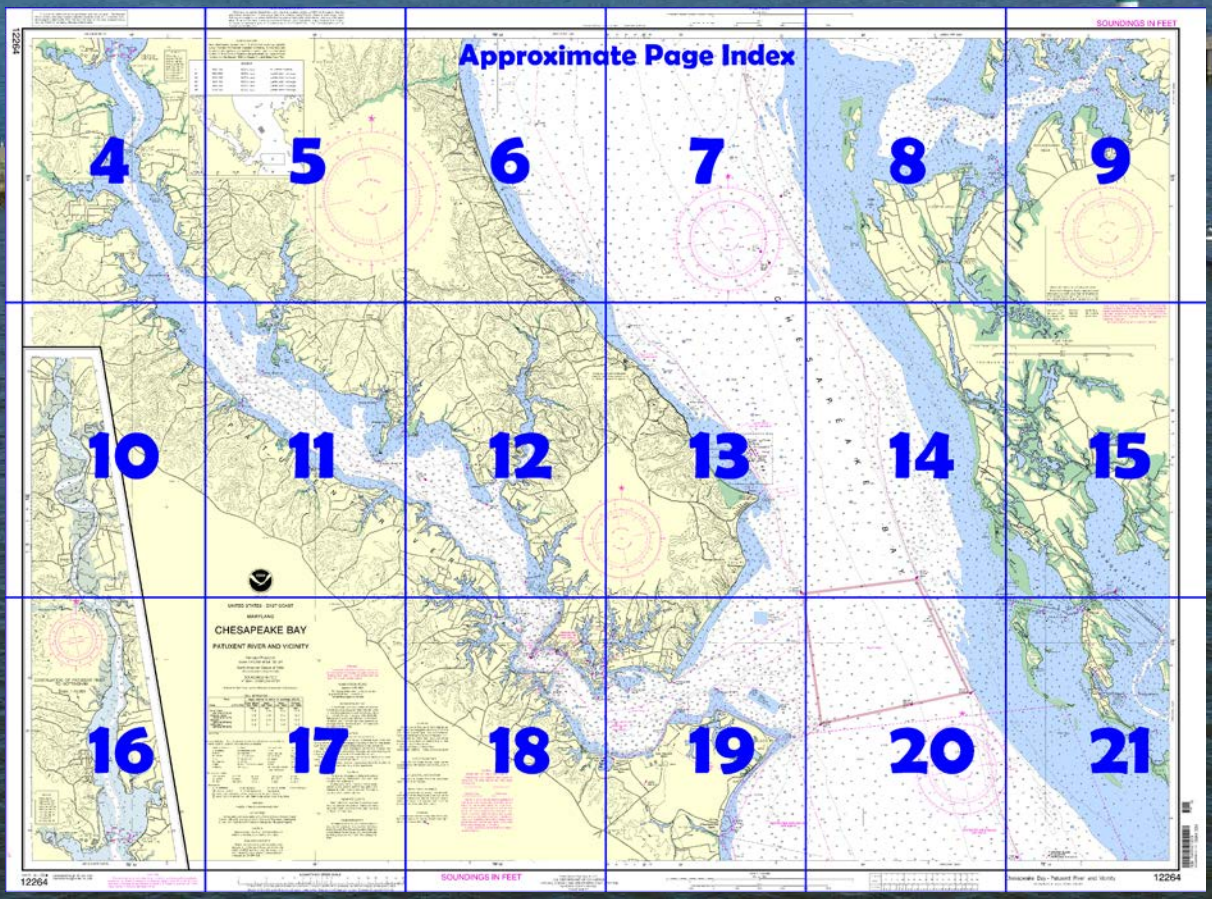
Chesapeake Bay – Patuxent River and Vicinity

NOAA Chart 12264

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=12264.

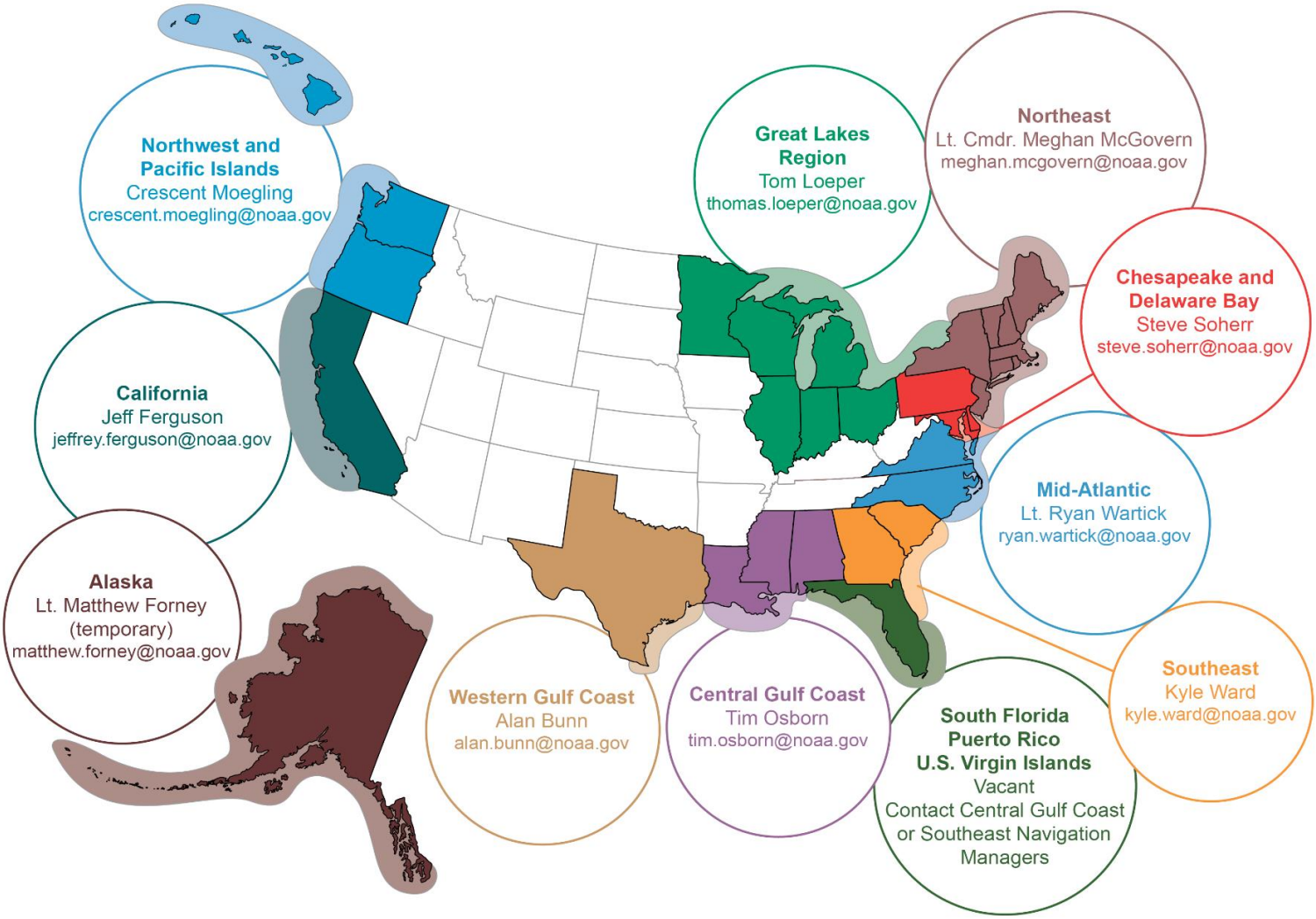
(Selected Excerpts from Coast Pilot)
The enclosed naval seaplane basin 8.5 miles north-northwestward of Point No Point and 2 miles southwestward of Cedar Point has depths of about 10 feet. The entrance to the basin is between two breakwaters, each marked at their outer ends by a light.
Cedar Point (38°17.9'N., 76°22.5'W.) is 10 miles north-northwest of Point No Point. The ruins of an abandoned lighthouse are on the tiny islet 0.3 mile off the point. The shoal extending 0.5 mile eastward from the islet is marked at its outer end by a lighted buoy. A **fish haven**, marked by private buoys, is 0.6 mile northwestward of Cedar Point.

Patuxent River empties into the west side of Chesapeake Bay 89.3 miles above the Virginia Capes. Commercial traffic consists chiefly of shellfish and shells, and petroleum products. Drafts of vessels using the river are mostly 7 feet or less and seldom exceed 12 feet.
The river has natural depths of 25 to 30 feet in the approach, 30 to over 100 feet for 16 miles upstream, thence 23 feet to the Benedict highway bridge 19 miles above the mouth, thence 10 feet for 12 miles to within 2 miles of Nottingham, thence 6 feet for 5 miles, and thence 3 feet to Hills Bridge, 40 miles above the mouth. The channel is not difficult to follow as far as the Benedict bridge, and the principal shoals are marked by lights and daybeacons; the channel above the bridge is narrow in places and is marked for about another 2.5 miles.
Anchorage can be had off the mouth of Patuxent River; shelter from westerly winds is found in depths of 20 to 30 feet close to shore on the north side of the approach. Shelter from easterly winds is found in depths of 30 to 50 feet in the channel 1.5 miles above the entrance. Bottom in Patuxent River channel is mostly soft as far as the Benedict highway bridge, and vessels can anchor where convenient. Small vessels anchor in the creeks back of Solomons Island, but there is little swinging room. St. Leonard Creek is good small-vessel anchorage in any weather.
The current velocity is 0.4 knot in the entrance to Patuxent River off Drum Point. Ice closes the river to near the mouth in severe winters.
Marine supplies and complete hull and machinery repairs are available along the Patuxent River. Principal locations are in the creeks behind Solomons Island, i.e., Back Creek and Mill Creek. Facilities are also available in Town Creek, Cuckold Creek, Island Creek, and at Benedict.
Patuxent River empties into the head of the bight between Cedar Point and **Cove Point,** 5 miles to the northward. **Cove Point Light** (38°23'11"N., 76°22'54"W.), 45 feet above the water, is shown from a white tower on the point. The light is 1 mile west of a point on the bay ship channel 92.6 miles above the Capes. The high bluffs on **Little Cove Point,** 1.5 miles to the southward, are prominent.
The entrance to Patuxent River is between **Drum Point** and **Fishing Point,** 0.9 mile to the southward. The shoals that extend off Fishing Point and **Hog Point,** 1 mile to the east-northeastward, are marked at their outer ends by lights. A fish haven, marked by buoys, is about 1 mile east-southeastward of Light 3. A light is just off Drum Point.
Mileages on Patuxent River, shown as Mile 8W, 11E, etc., are the nautical miles above the midchannel point on a line drawn between Drum and Fishing Points. The letters N, S, E, and W following the numerals denote by compass points the side of the river where each feature is located.
The **Patuxent River Naval Air Station** is along the south side of the entrance. The enclosed seaplane basins, East Patuxent Basin at Mile 0.8S, and West Patuxent Basin at Mile 1.35S have general depths of 9 to 4 feet, and 15 to 7 feet, respectively. Lights mark the entrance points to West Patuxent Basin. A **restricted area** off the air station begins about 2.4 miles south of Cedar Point and extends north to the mouth of Patuxent River, thence upstream for about 2.5 miles.
(See **334.180,** chapter 2, for limits and regulations.)
Solomons Island, Mile 1.8N, is joined to the mainland on the northwest by a causeway. The shoal that extends 500 yards southward from **Sandy Point,** at the south end of the island, is marked at its outer end by a light. **Solomons,** is the village on the island. The pier of the **Chesapeake Biological Laboratory** is on the east side of the island.

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

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

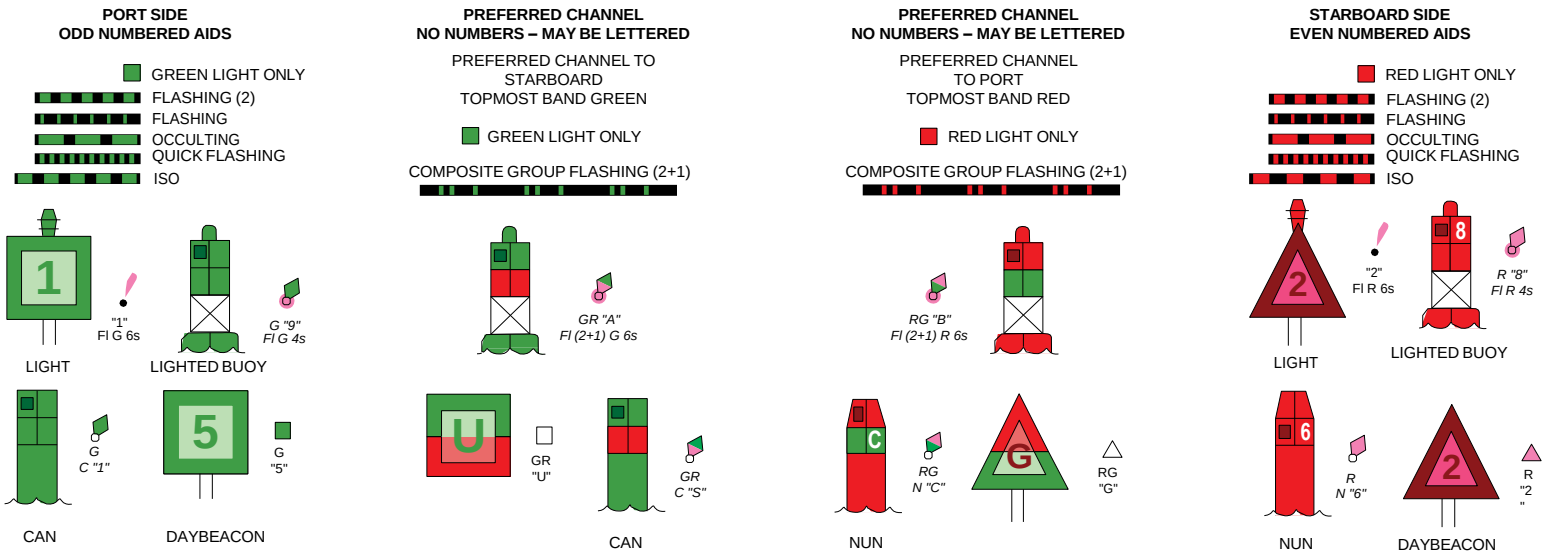
Navigation Managers Area of Responsibility



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*.

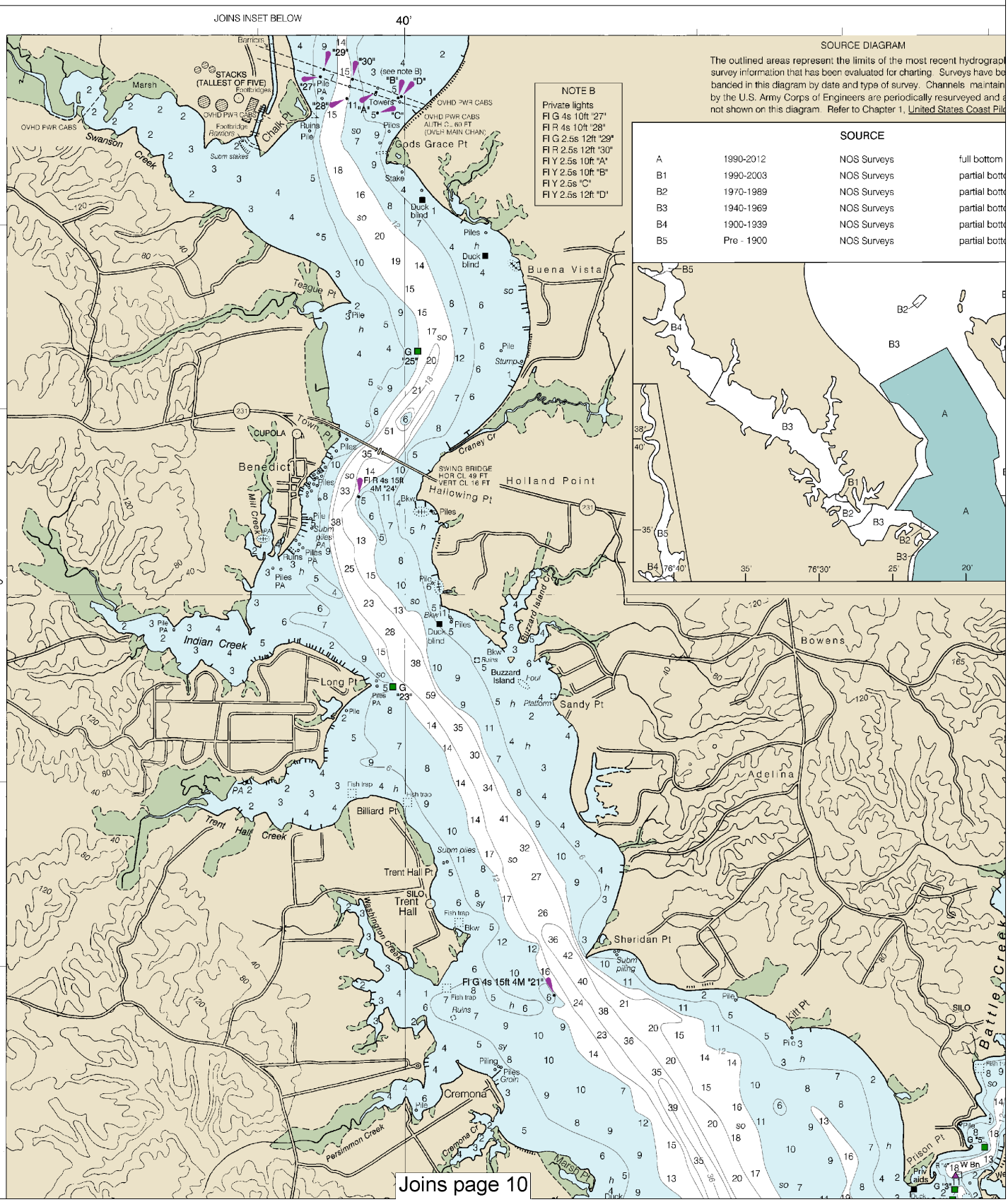
Lateral System As Seen Entering From Seaward

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*

SCALE 1:40,000
Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000



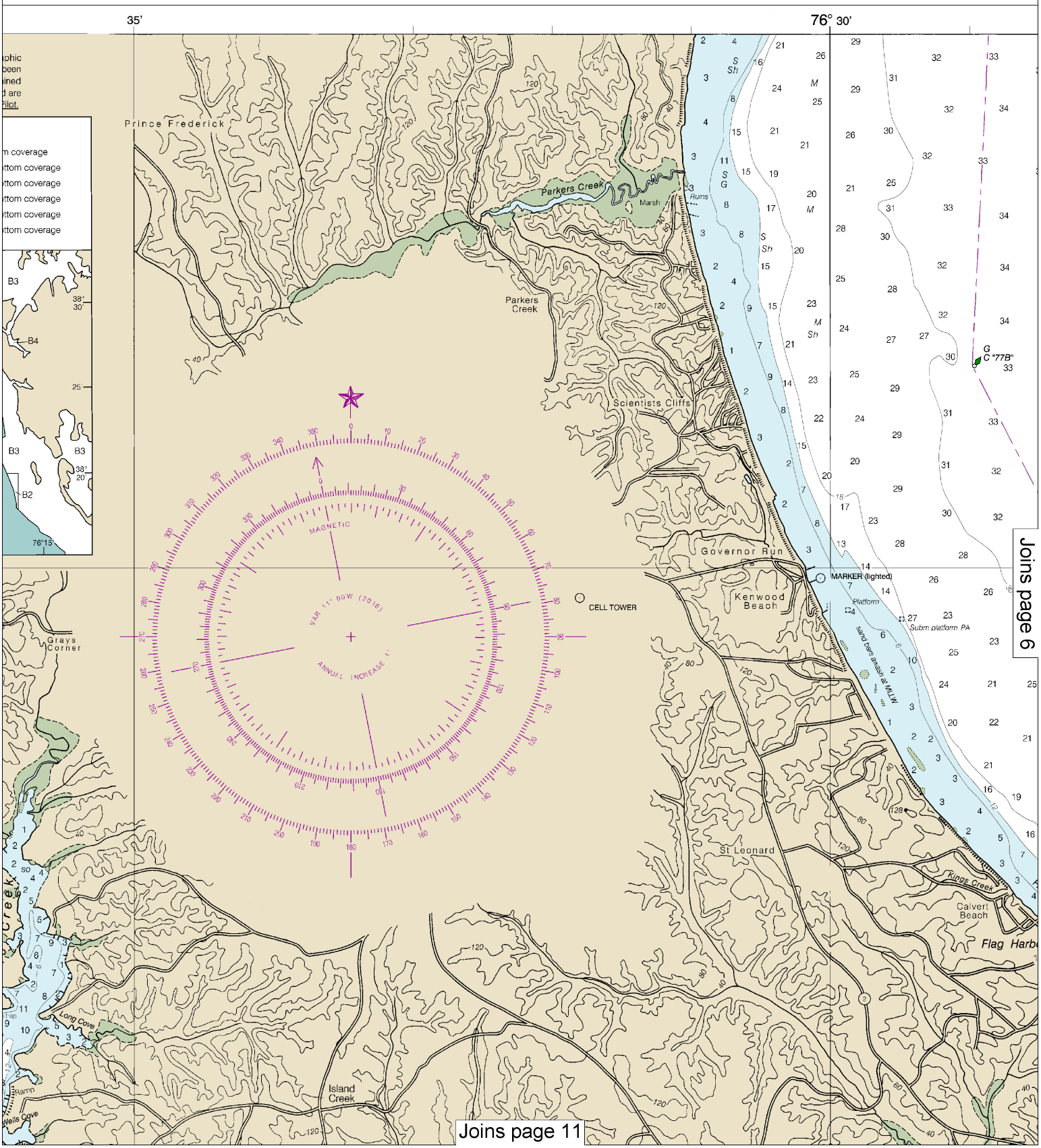
Joins page 10

Note: Chart grid lines are aligned with true north.

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

See Note on page 5.

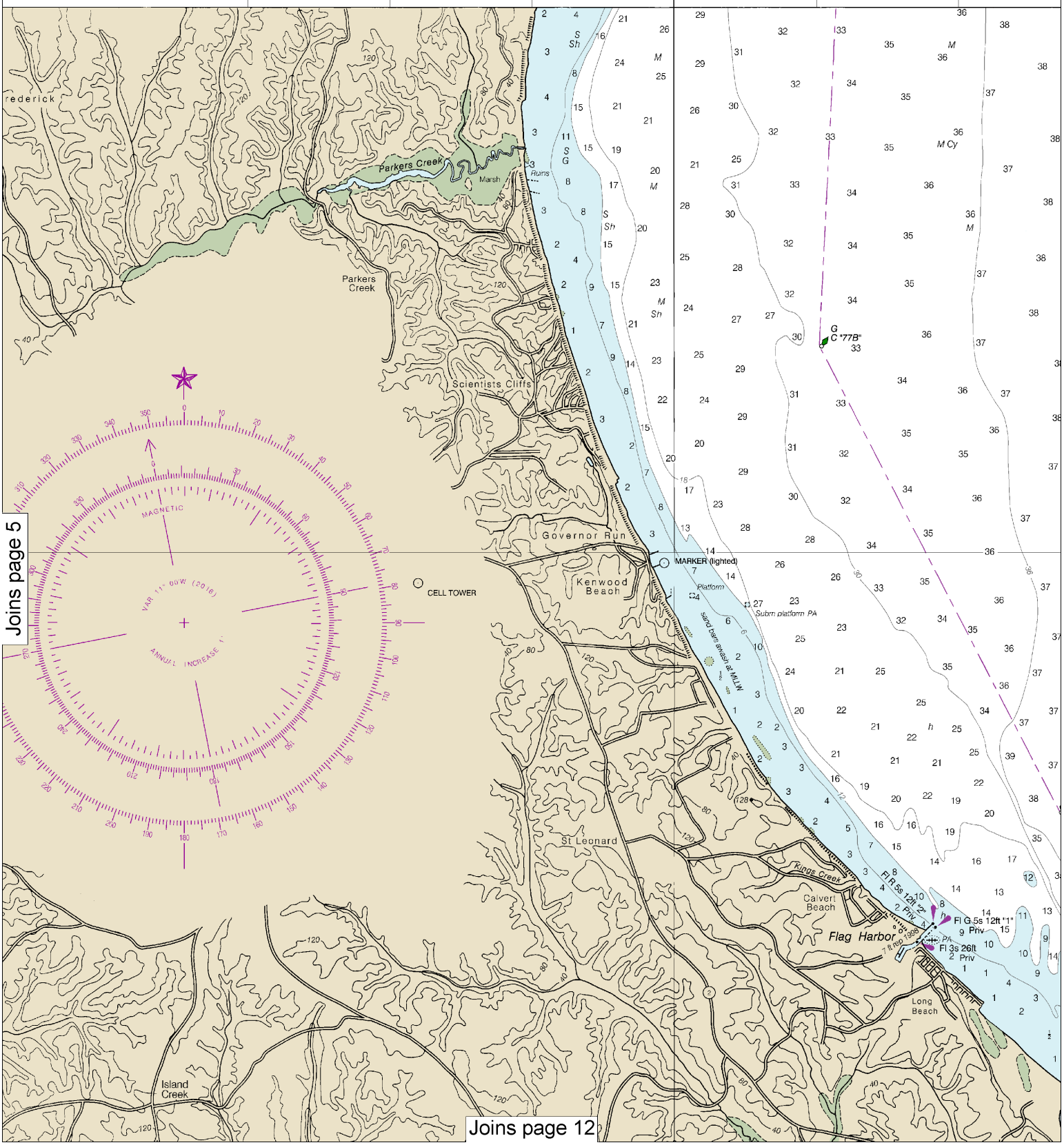
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000



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.

76° 30'

JOINS CHART 12266



Joins page 5

Joins page 12

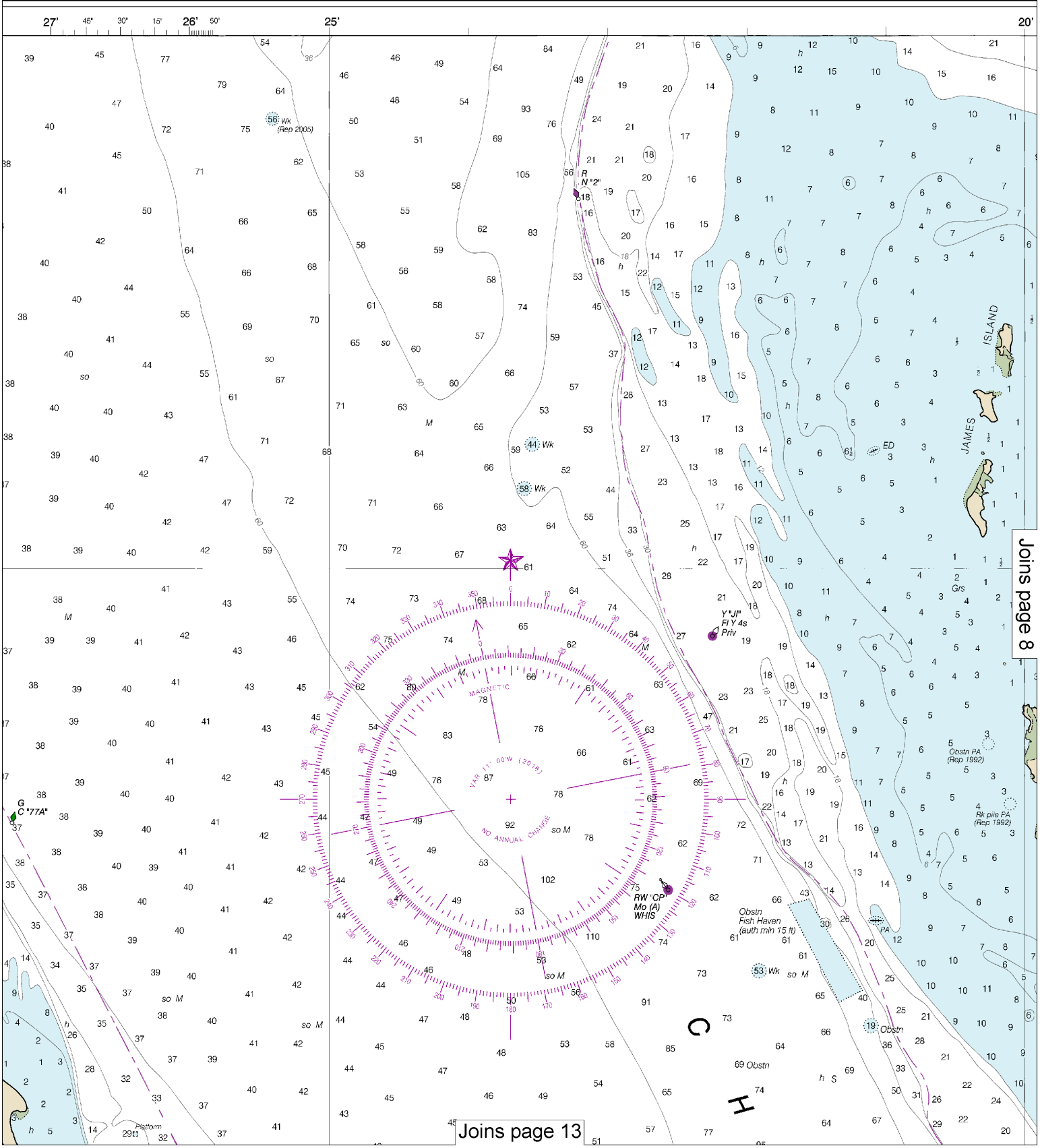
Note: Chart grid lines are aligned with true north.

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

Nautical Miles: 1 ½ 0 1 2 3

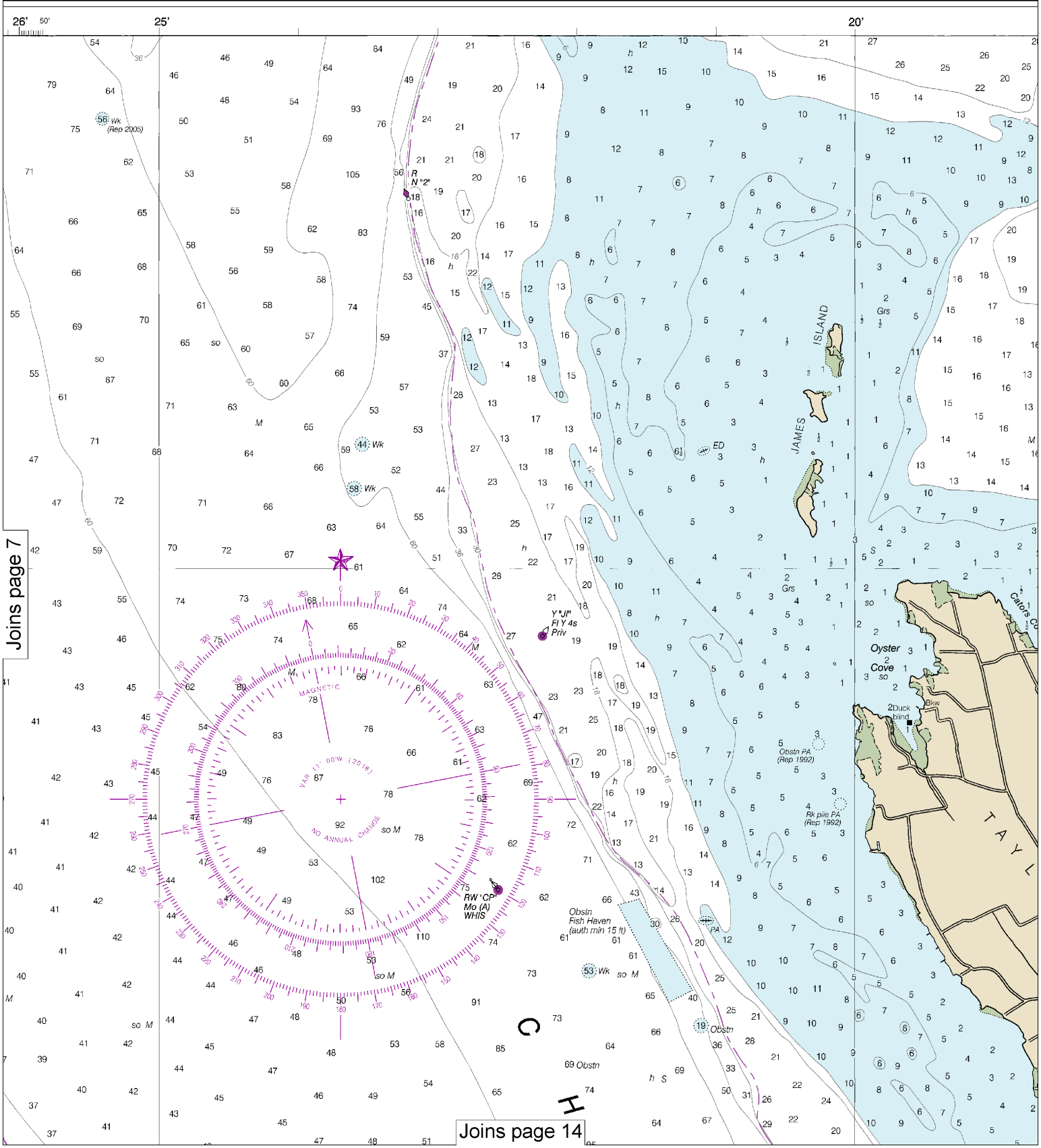
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



33rd Ed., Apr. 2016. Last Correction: 2/3/2017. Cleared through:
LNM: 0517 (1/31/2017), NM: 0617 (2/11/2017)

7



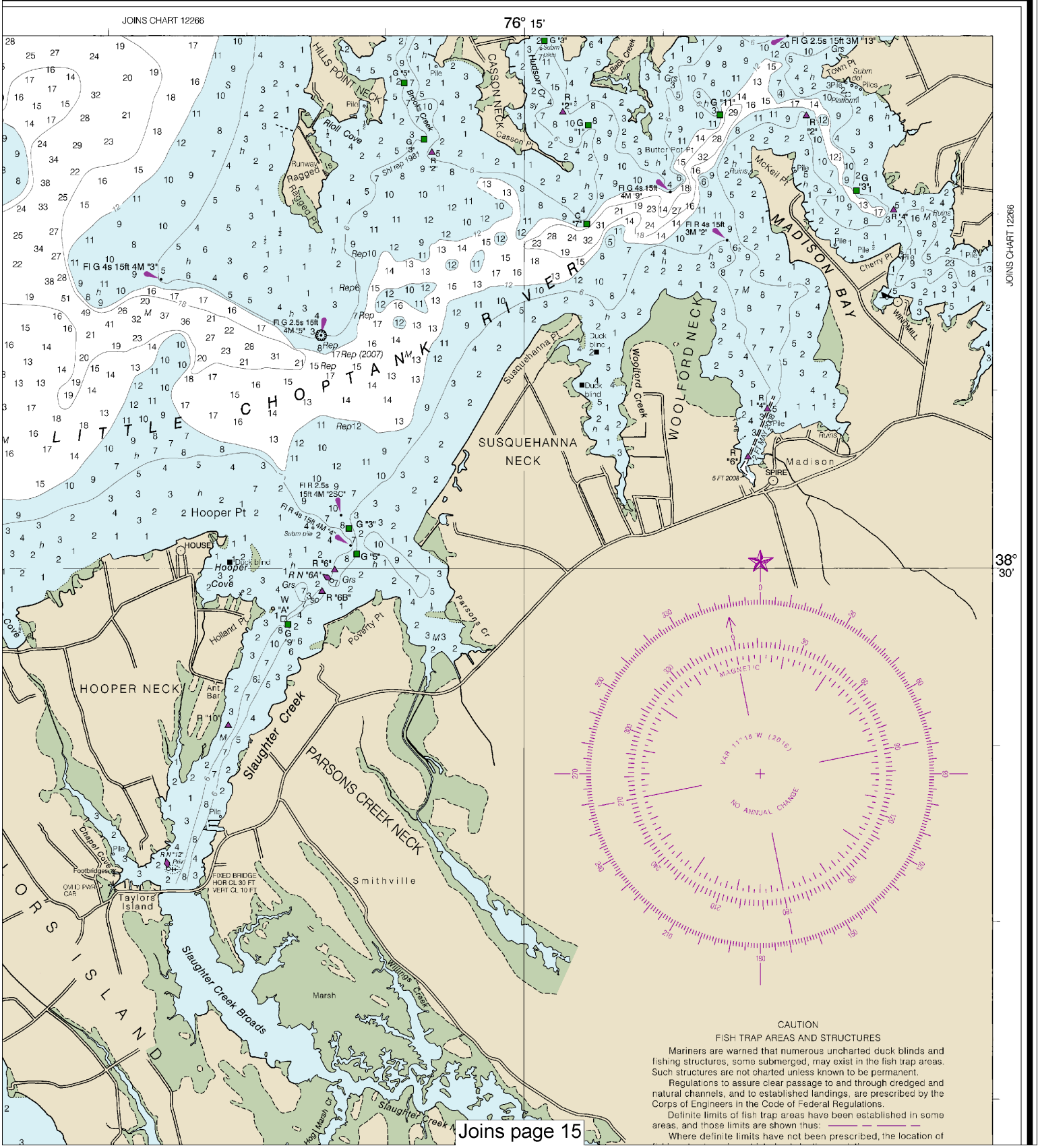
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

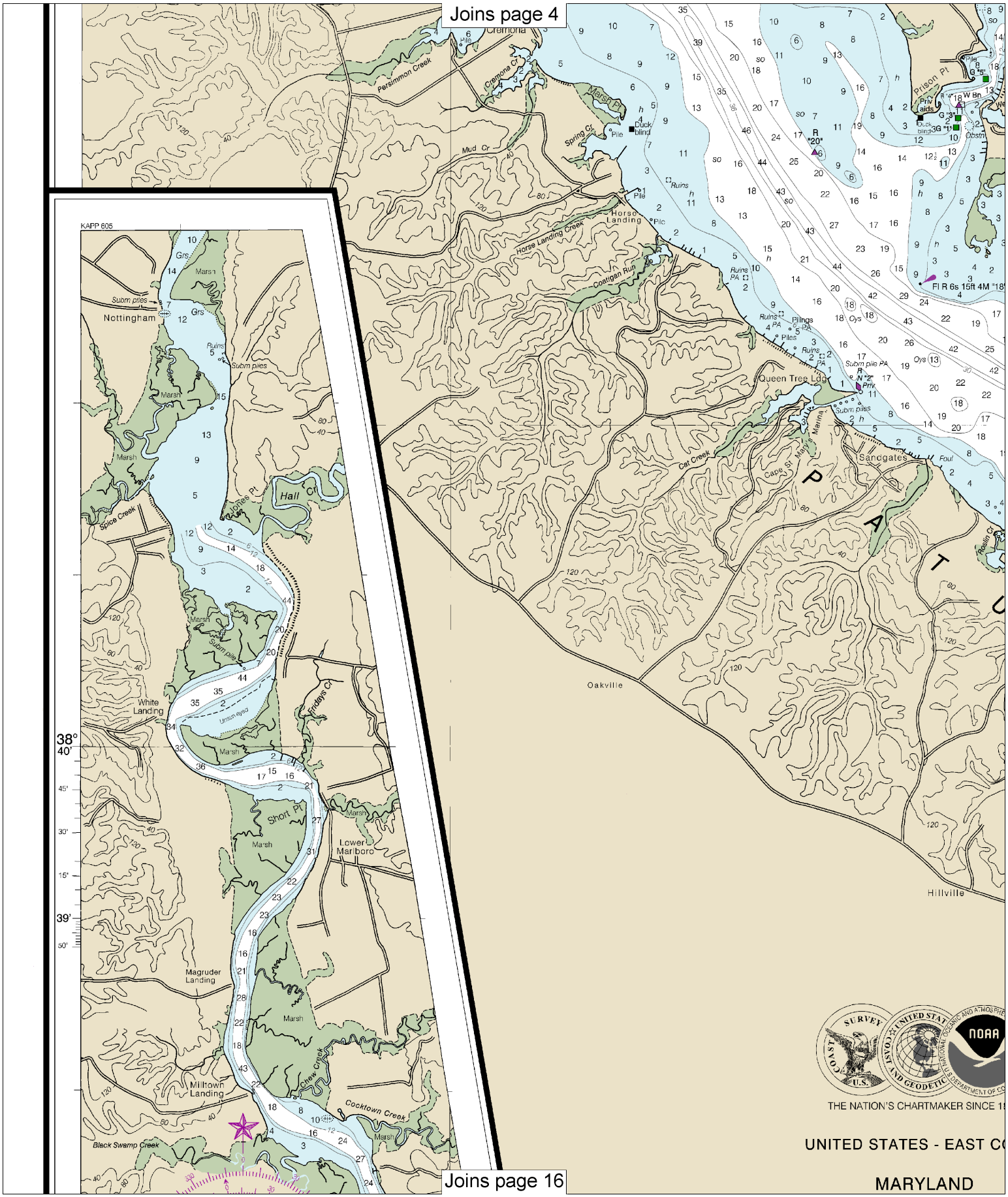
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Note: Chart grid lines are aligned with true north.



Joins page 15



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

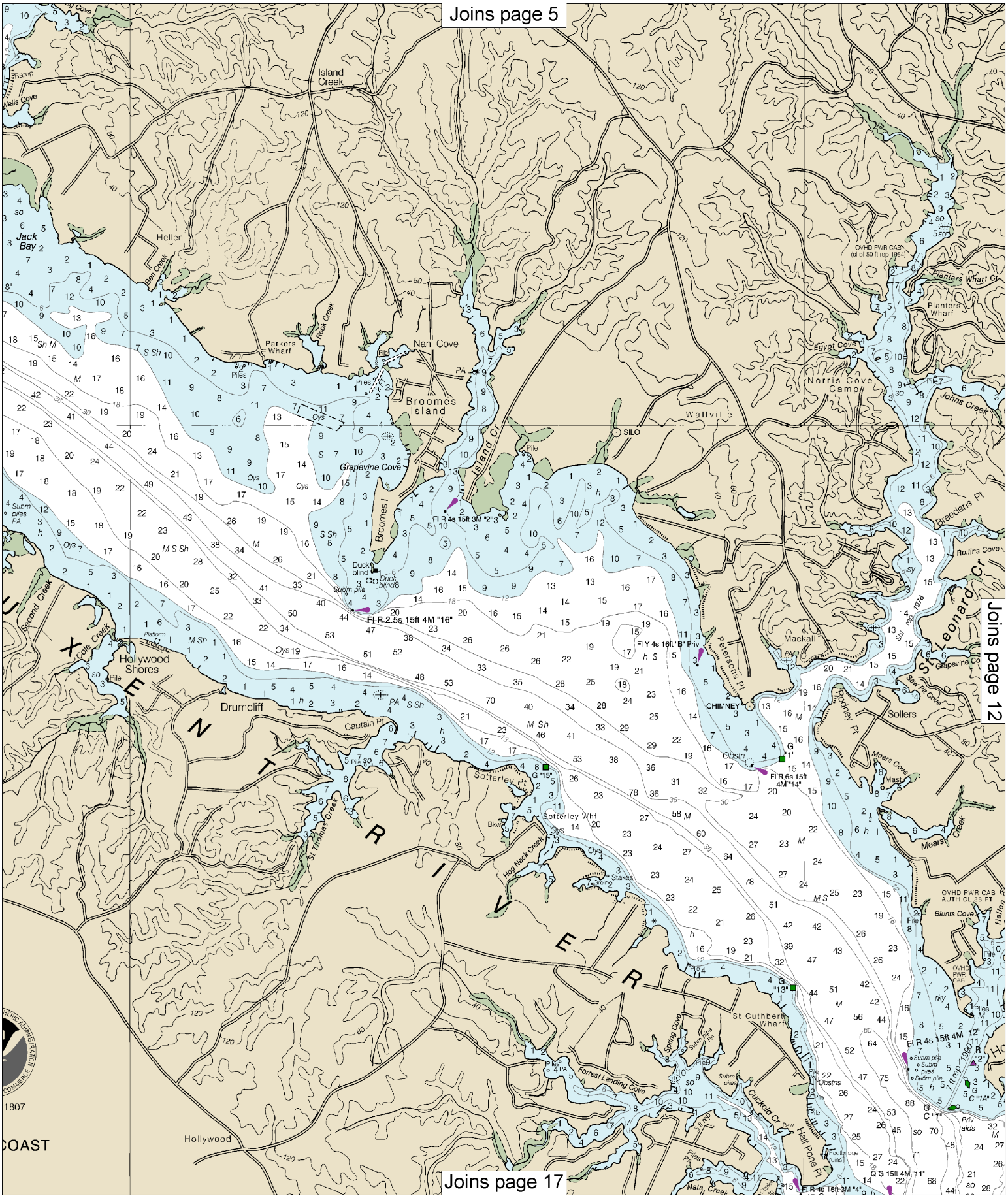
Nautical Miles

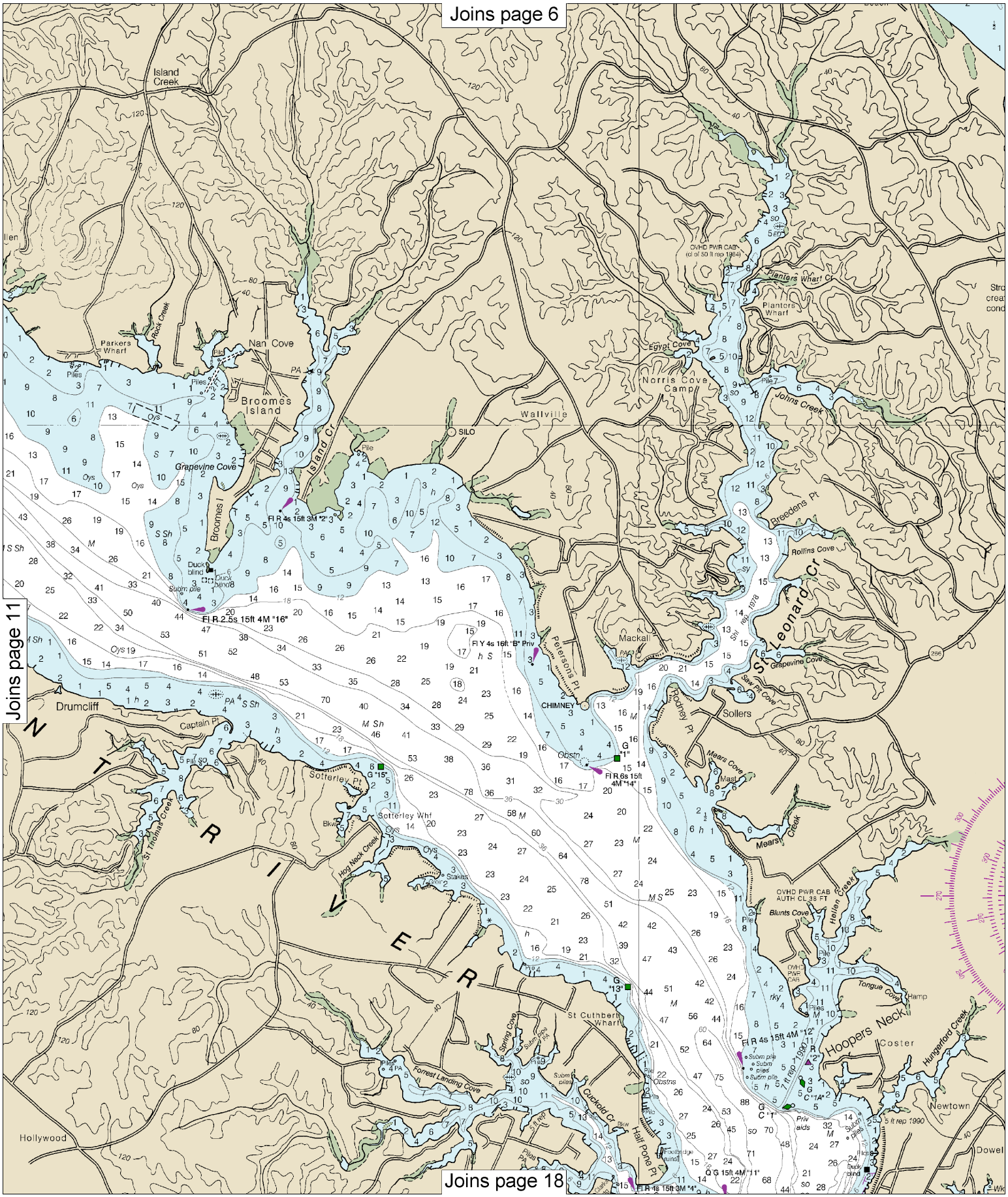
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Joins page 12
Joins page 17
Island Creek
Hellen
Jack Bay
Parkers Wharf
Nan Cove
Broomes Island
Grapevine Cove
Broomes I
Island Cr
Wallville
SILO
Norris Cove Camp
Egypt Cove
Planters Wharf
Johns Creek
Breedens Pt
Rollins Cove
St Leonard Cr
Mackall
Petersons Pt
CHIMNEY
Sollers
Rodney Pt
Mears Cove
Mears Creek
Hollywood Shores
Drumcliff
Captain Pt
Sotterley Pt
Sotterley Whf
Hog Neck Creek
St Thomas Creek
Second Creek
Cole Creek
Blunts Cove
St Cuthbert Wharf
Spring Cove
Forrest Landing Cove
Cuckold Cr
Half Pone Pt
Hollywood
COAST
1807
Fl R 4s 15ft 3M "2"
Fl R 2.5s 15ft 4M "16"
Fl Y 4s 16ft "B" Priv
Fl R 6s 15ft 4M "14"
Fl R 4s 15ft 4M "12"
Q G 15ft 4M "11"
Fl R 4s 15ft 3M "4"



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

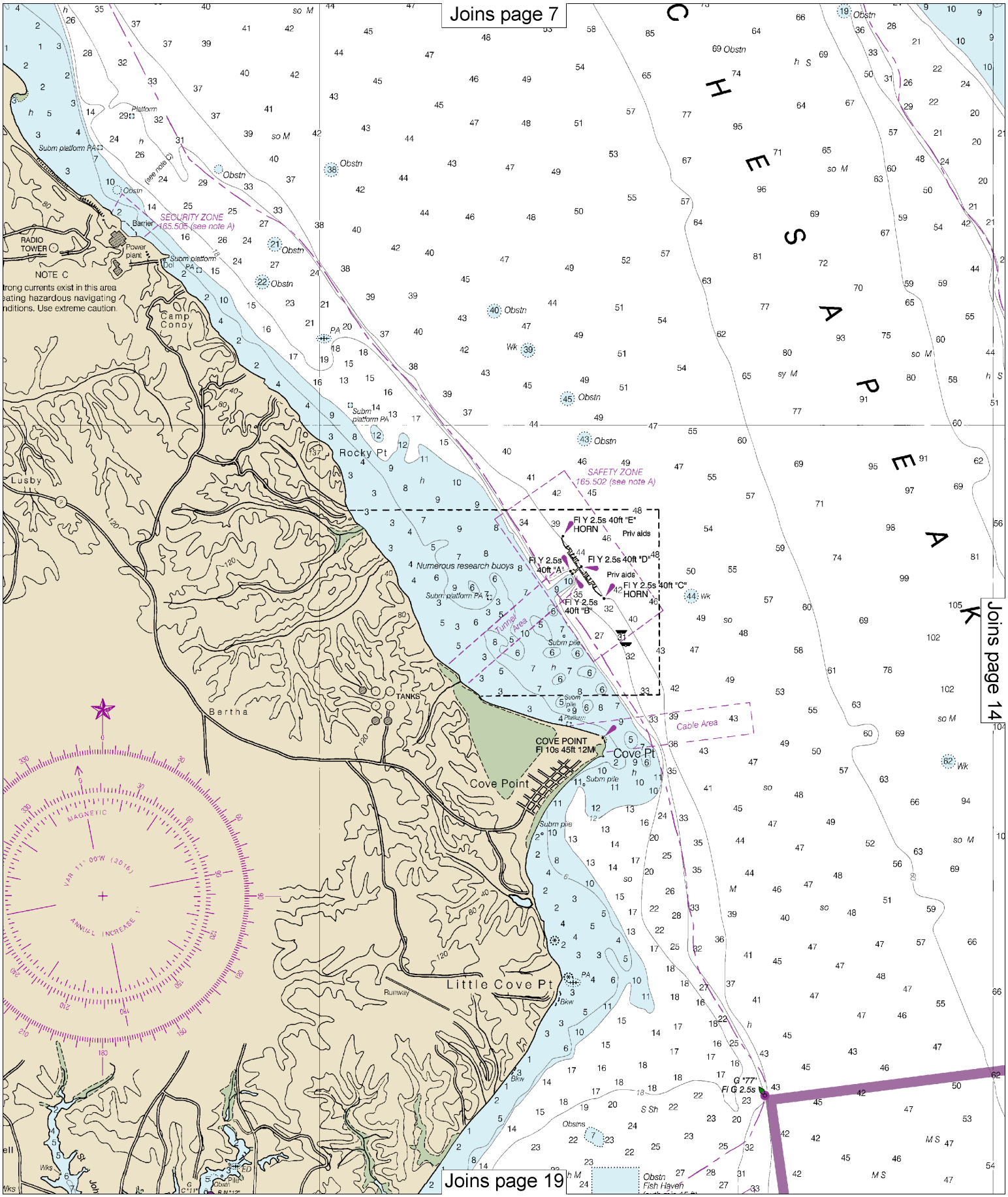
Nautical Miles

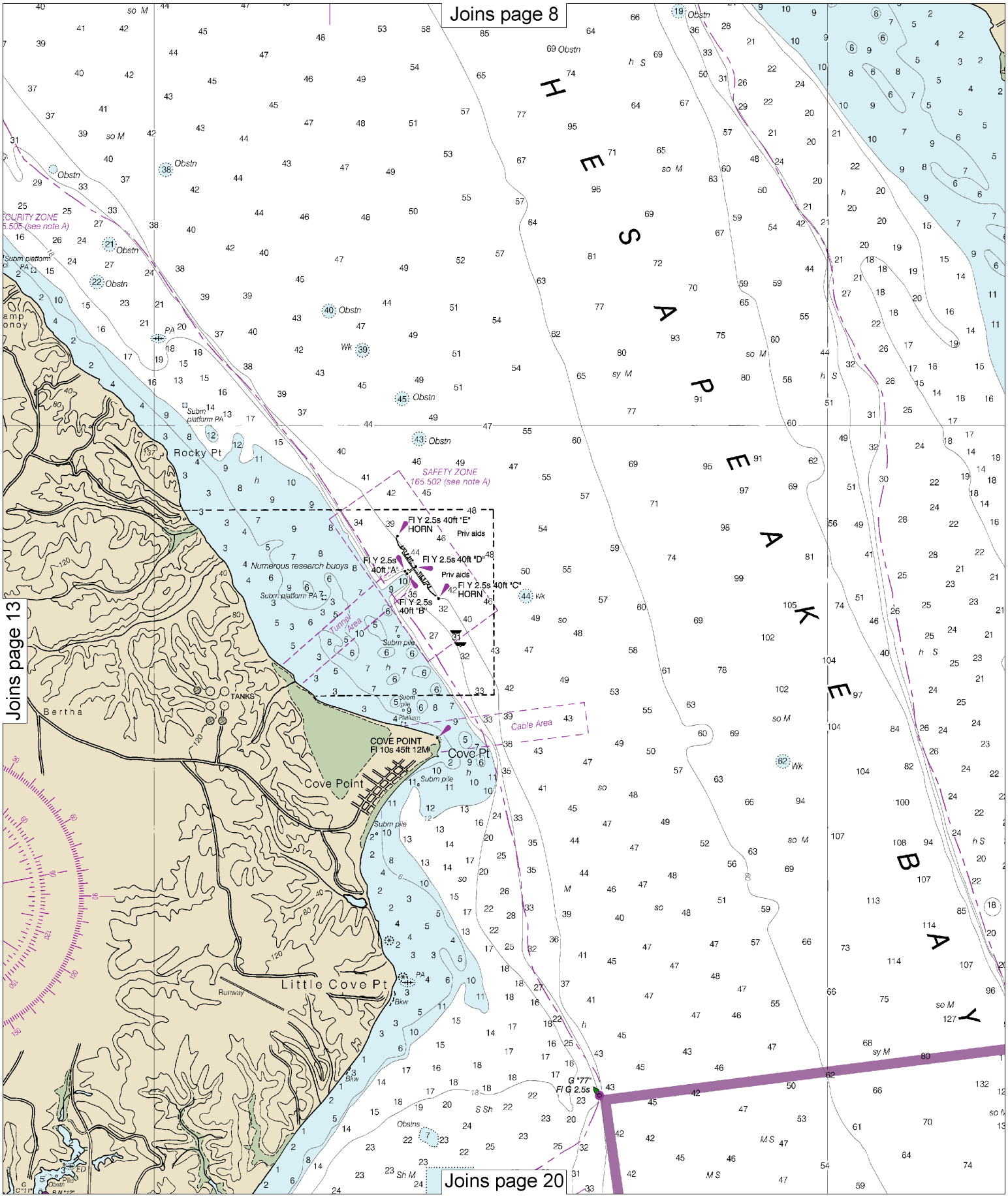
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
Joins page 14
Joins page 19
CHESAPEAK
SECURITY ZONE
165.505 (see note A)
SAFETY ZONE
165.502 (see note A)
RADIO TOWER
Power plant
Barrier
NOTE C
Camp Conoy
Rocky Pt
Lusby
Bertha
TANKS
Numerous research buoys
Fl Y 2.5s 40ft "E" HORN
Fl Y 2.5s 40ft "A"
Fl Y 2.5s 40ft "D"
Fl Y 2.5s 40ft "C" HORN
Fl Y 2.5s 40ft "B"
Priv aids
Tunnel Area
Cable Area
COVE POINT
Fl 10s 45ft 12M
Cove Pt
Cove Point
Little Cove Pt
Runway
MAGNETIC
VAR 11° 00'W (2016)
ANNUAL INCREASE 1'
G "77"
Fl G 2.5s
Obstn
Fish Haven



14

Note: Chart grid lines are aligned with true north.

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

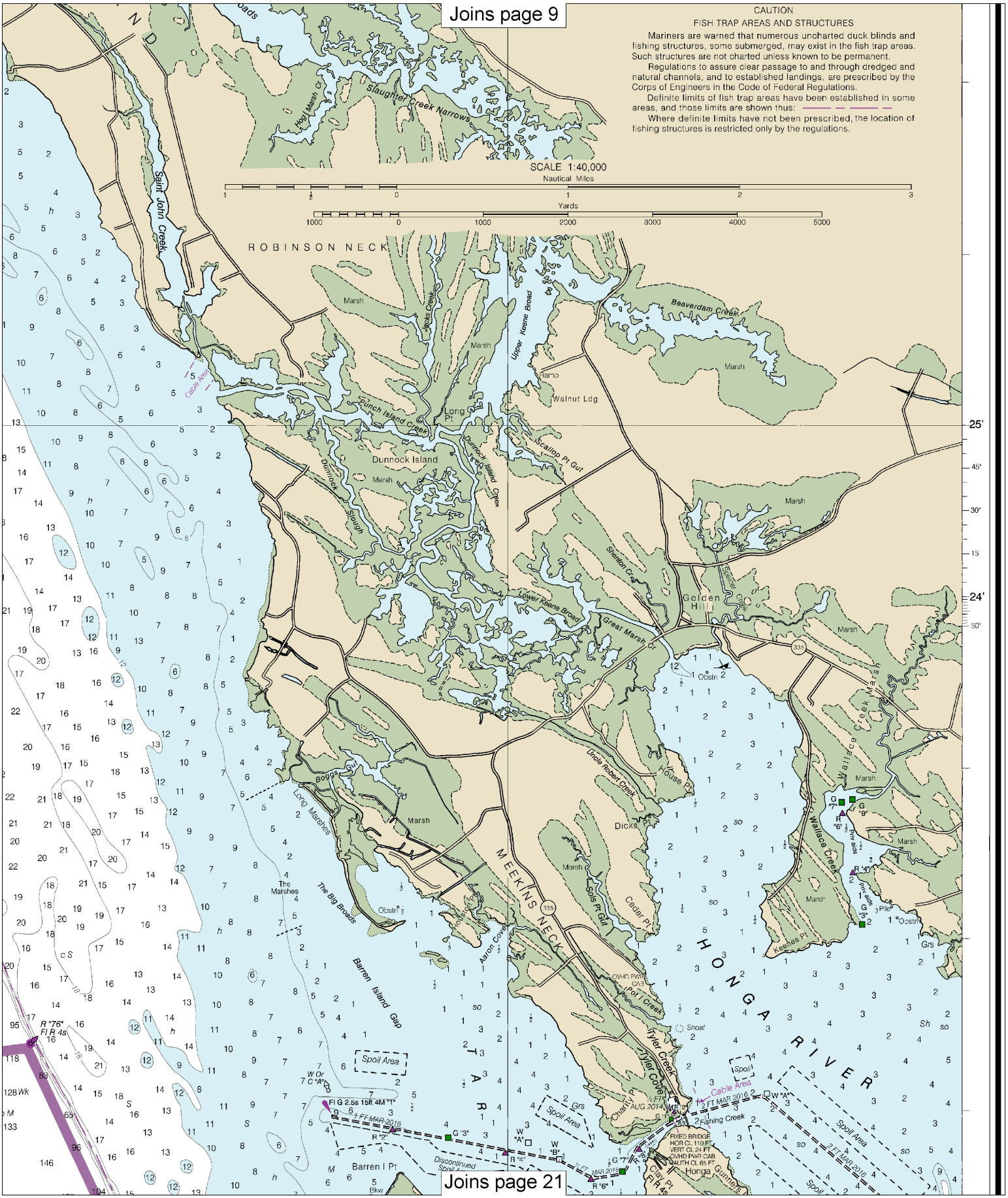
See Note on page 5.

Nautical Miles

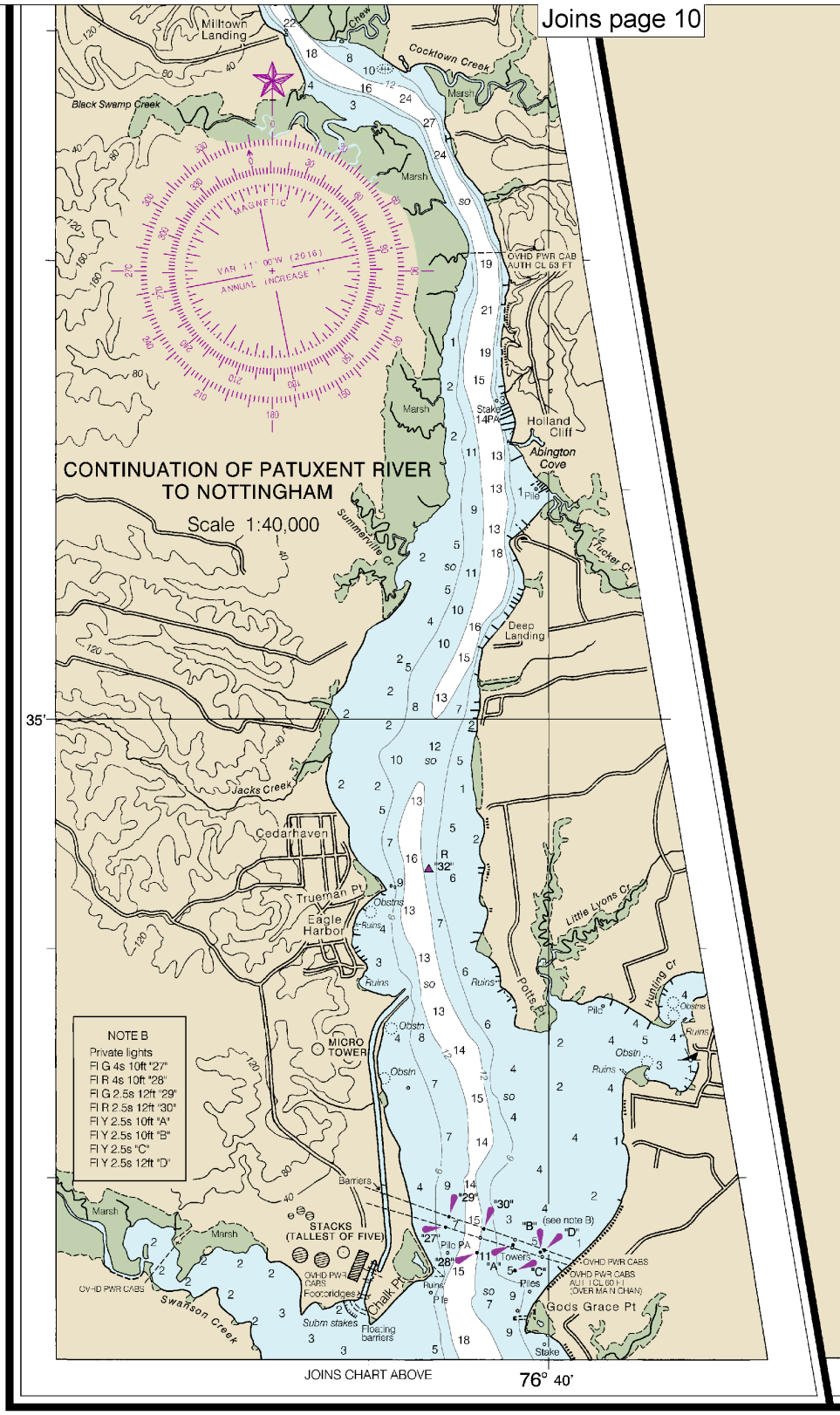
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000


Joins page 9
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.
SCALE 1:40,000
Nautical Miles
Yards
ROBINSON NECK
Saint John Creek
Slaughter Creek Narrows
Hog Marsh Cr
Beaverdam Creek
Upper Keene Broad
Walnut Ldg
Punch Island Creek
Long Pt
Dunnock Island
Dunnock Slough
Scallop Pt Gut
Shenton Cr
Golden Hill
Lower Keene Broad
Great Marsh Cr
Wallace Creek Marsh
Wallace Creek
Uncle Robert Creek
House Pt
Dicks
Boggs Gut
Long Marshes
The Marshes
The Big Broads
Barren Island Gap
MEEKINS NECK
Sols Pt Gut
Cedar Pt
Keenes Pt
HONGA RIVER
Tyler Creek
Tyler Cove
Spoil Area
Cable Area
Fishing Creek
Barren I Pt
Honga
Gunners
Clay Pt
Discontinued Spoil Area
Marsh
Obstn
Shoal
Grs
Pile
Priv aids
Fl G 2.5s 15ft 4M "1"
FIXED BRIDGE
HOR CL 110 FT
VERT CL 24 FT
OVHD PWR CAB
AUTH CL 65 FT
Joins page 21

Joins page 10



THE NATION'S CHARTMAKER SINCE 1

UNITED STATES - EAST C

MARYLAND

CHESAPEAKE

PATUXENT RIVER AND

Mercator Projection
Scale 1:40,000 at Lat. 38° 24'
North American Datum of 198
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalch

TIDAL INFORMATION

PLACE		Height referred to c	
NAME	(LAT/LONG)	Mean Higher High Water	H
		feet	
Broomes Island	(38°25'N/76°33'W)	2.0	
Benedict	(38°31'N/76°40'W)	2.4	

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide stat
tide predictions, and tical current predictions are available on the Internet from http://tide
(Mar 2016)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No.
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code
Al alternating	IQ interrupted quick	N nun
B black	Iso isophase	OBSC obscured
Bn beacon	LT HO lighthouse	Oc occulting
C can	M nautical mile	Or orange
DIA diaphone	m minutes	Q quick
F fixed	MICRO TR microwave tower	R red
Fl flashing	Mkr marker	Ra Ref radar re
		R Bn radiobeac

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position dou
ED existence doubtful	PA position approximate	Rep reported

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of so

AUTHORITIES

Hydrography and topography by the National Ocean Servi
Survey, with additional data from the Corps of Engineers, G
Survey, U.S. Coast Guard, and National Geospatial-Intelligence A

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

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.

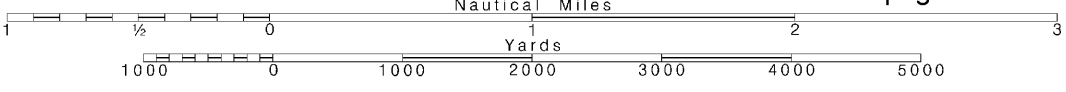
NOAA encourages users to submit inquiries, disc
about this chart at http://www.nauticalcharts.noaa.gov

12264

33rd Ed., Apr. 2016. Last Correction: 2/3/2017. Cleared through:
LNM: 0517 (1/31/2017), NM: 0617 (2/11/2017)

Note: Chart grid lines are aligned with true north.

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



See Note on page 5.

Joins page 11

1807

COAST

E BAY

VICINITY

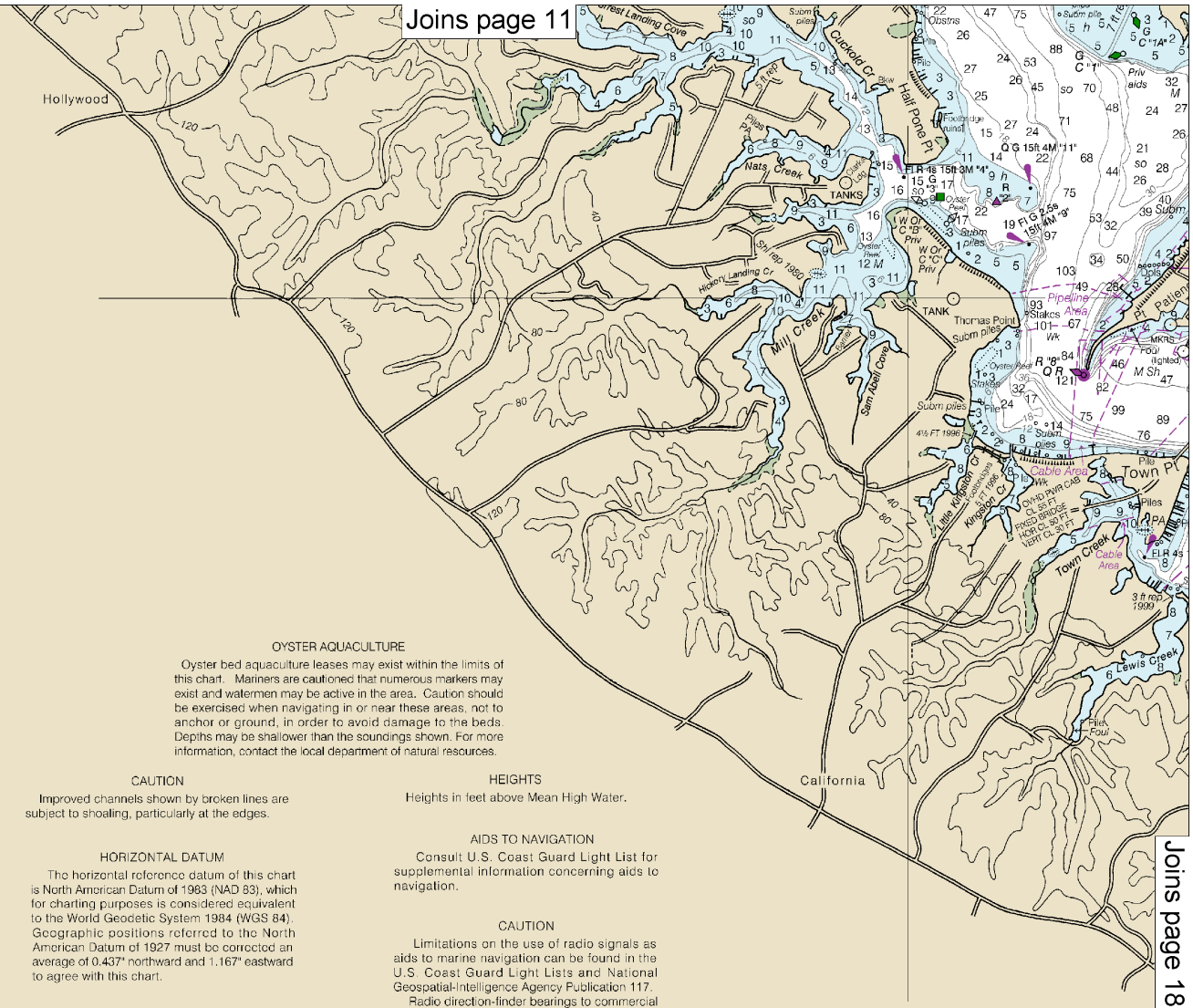
4'

83

charts.noaa.gov.

catum of soundings (MLLW)	
Mean High Water	Mean Low Water
feet	feet
1.6	0.3
2.0	0.4

tation. Real-time water levels, desandcurrents.noaa.gov.



Joins page 18

OYSTER AQUACULTURE

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

CAUTION

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

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 0.437" northward and 1.167" eastward to agree with this chart.

RADAR REFLECTORS

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

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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.

HEIGHTS

Heights in feet above Mean High Water.

AIDS TO NAVIGATION

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

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) o(Approximate location)

SUPPLEMENTAL INFORMATION

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

CAUTION

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

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.

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.

The prudent
any single aid to
floating aids. Se
and U.S. Coast P

Navigation regulat
Coast Pilot 3. Additio
lished in the Notice to
regulations may be obta
5th Coast Guard Distr
Office of the District
Baltimore, Maryland.
Refer to charted r

. 1.)

de R TR radio tower
Rot rotating
ed s seconds
SEC sector
St M statute miles
VQ very quick
W white
reflector WHIS whistle
acon Y yellow

rs so soft
Sh shells
sy sticky

oubtful Subm submerged

soundings.

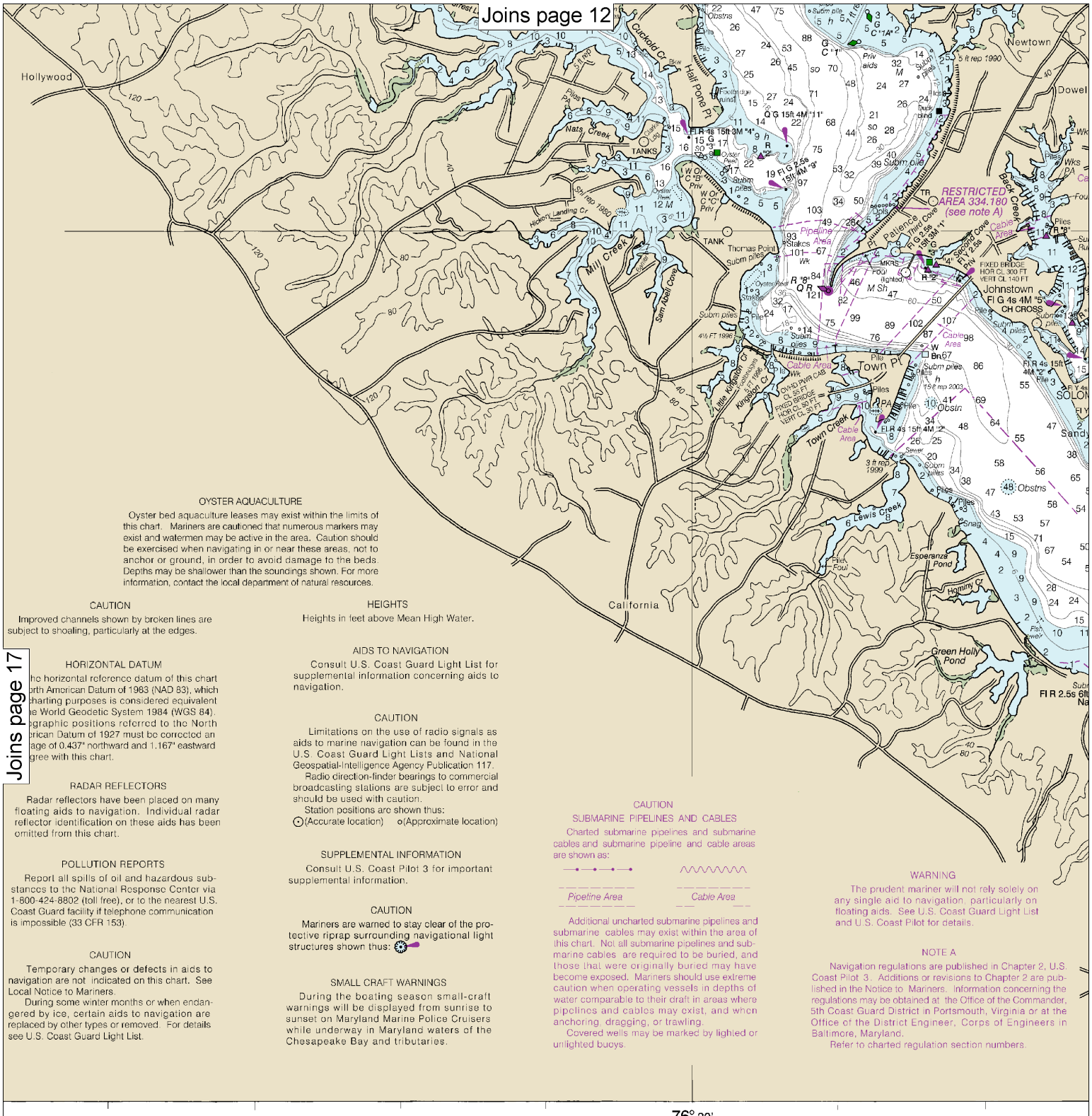
vice, Coast
Geological
e Agency.

35' 76° 30'

screpancies or comments
ov/staff/contact.htm.

SOUNDINGS IN FEET

NATIONA



SOUNDINGS IN FEET

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

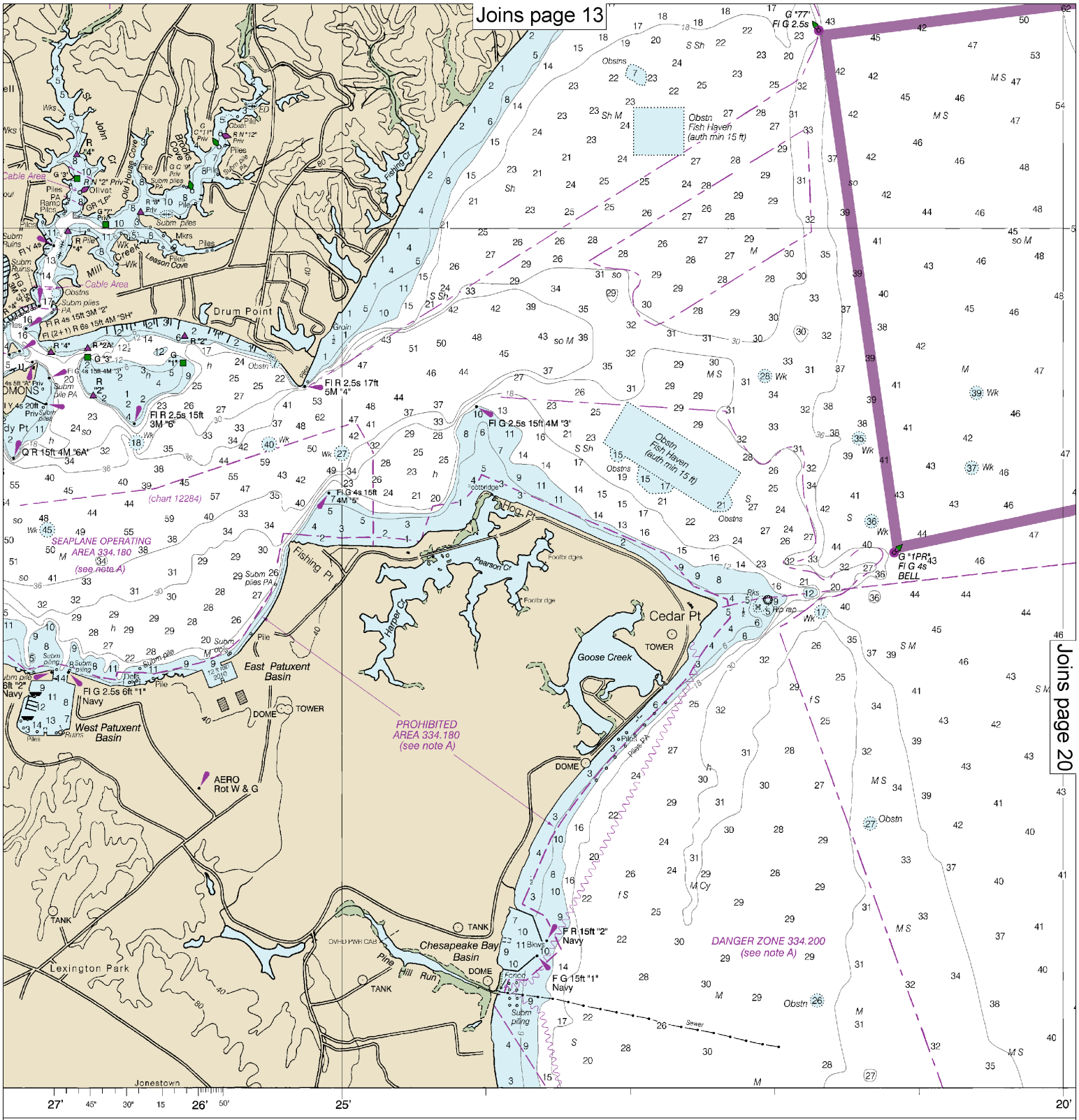
Note: Chart grid lines are aligned with true north.

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.



.C.
MERCE
ADMINISTRATION
CE

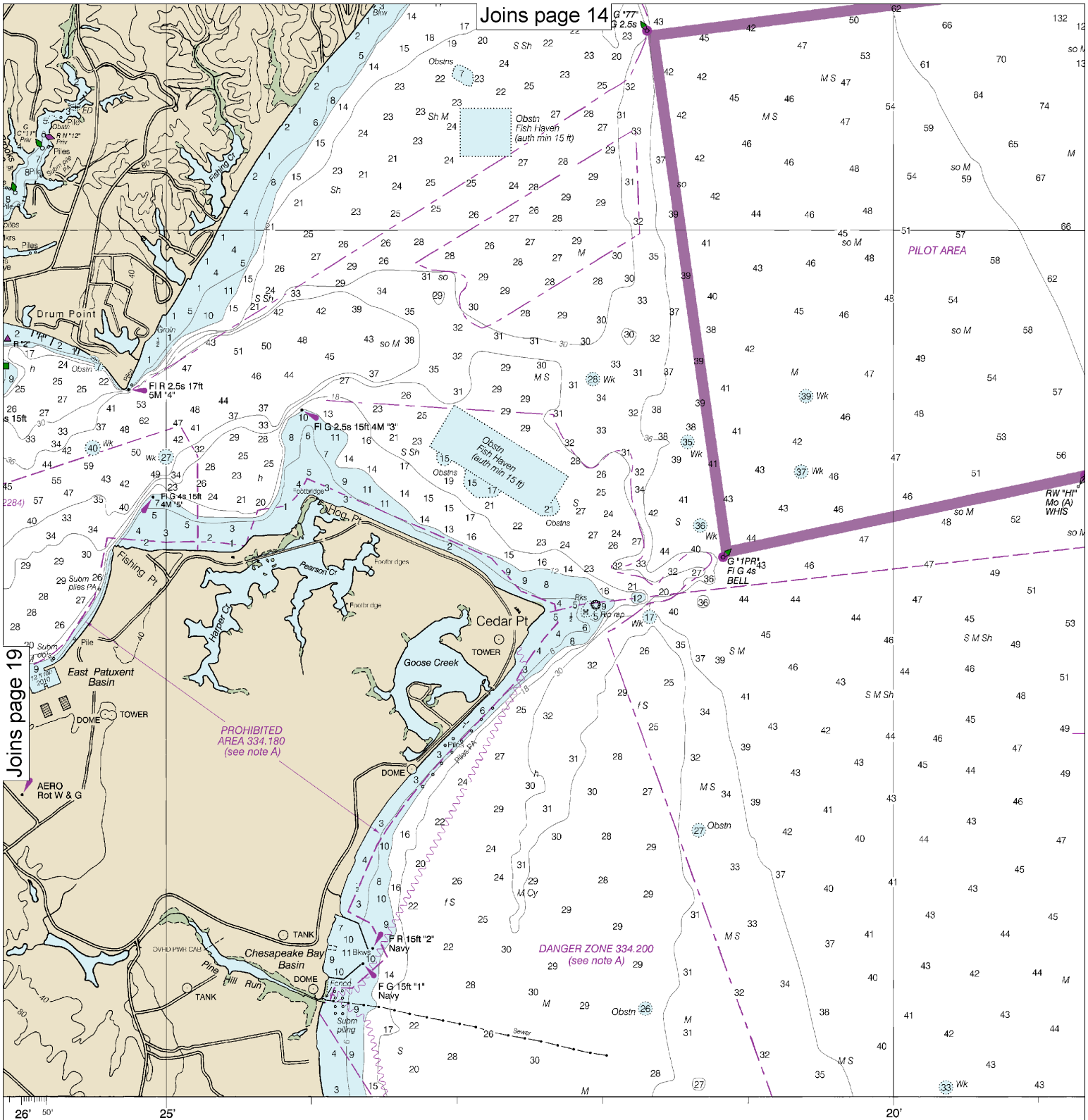
SCALE 1:40,000

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000



SCALE 1:40,000

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

FATHOMS	1	2	3	4	5
FEET	6	12	18	24	30
METERS	1 2 3 4 5 6 7 8 9 10				

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

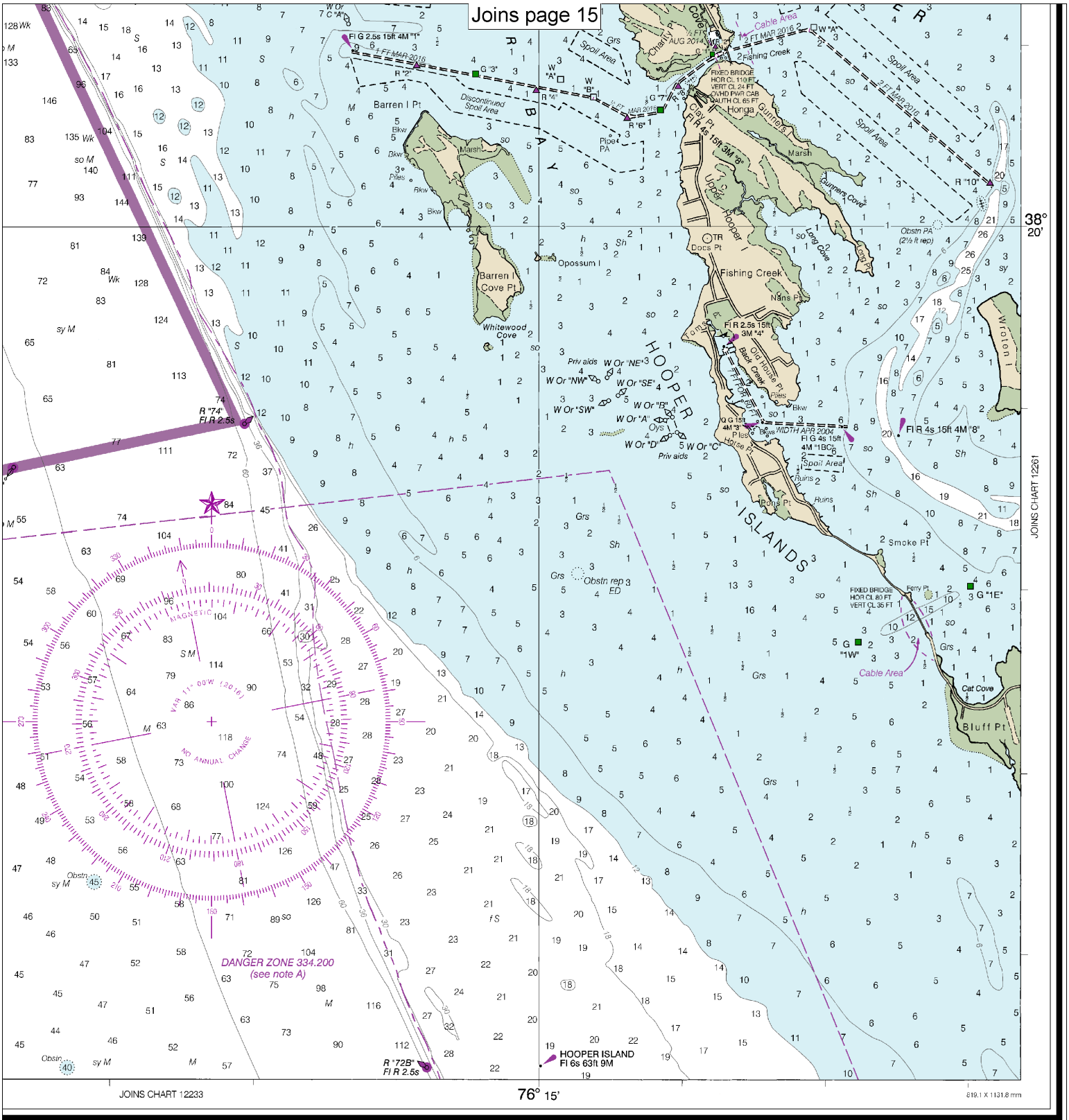
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Chesapeake Bay - Patuxent River and Vicinity

SOUNDINGS IN FEET - SCALE 1:40,000

12264

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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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.

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