

BookletChart™



Chesapeake Bay – Patuxent River and Vicinity

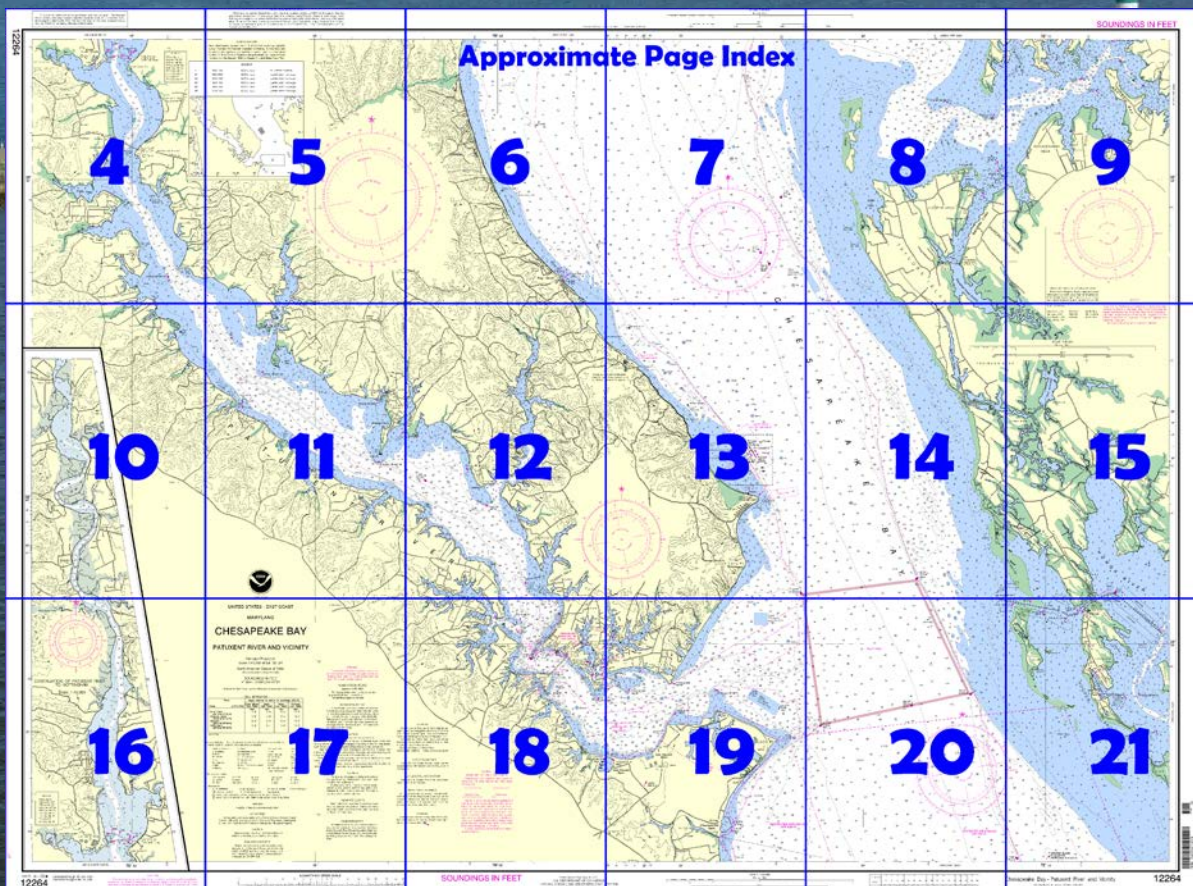
NOAA Chart 12264

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	(575) 398-6231
	Norfolk, VA	

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/>

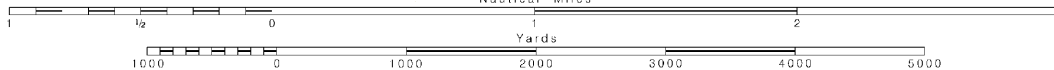
Lateral System As Seen Entering From Seaward

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>

SCALE 1:40,000
Nautical Miles



JOINS INSET BELOW

40'

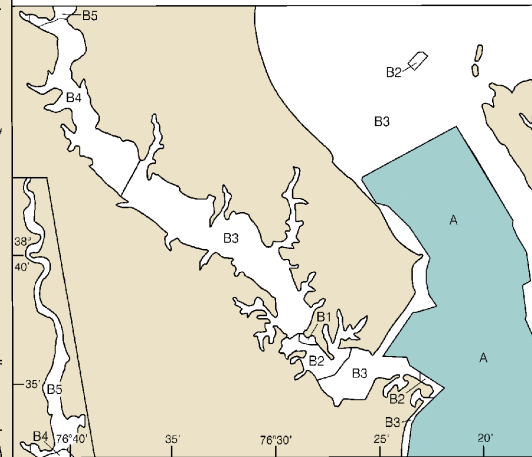
SOURCE DIAGRAM

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.

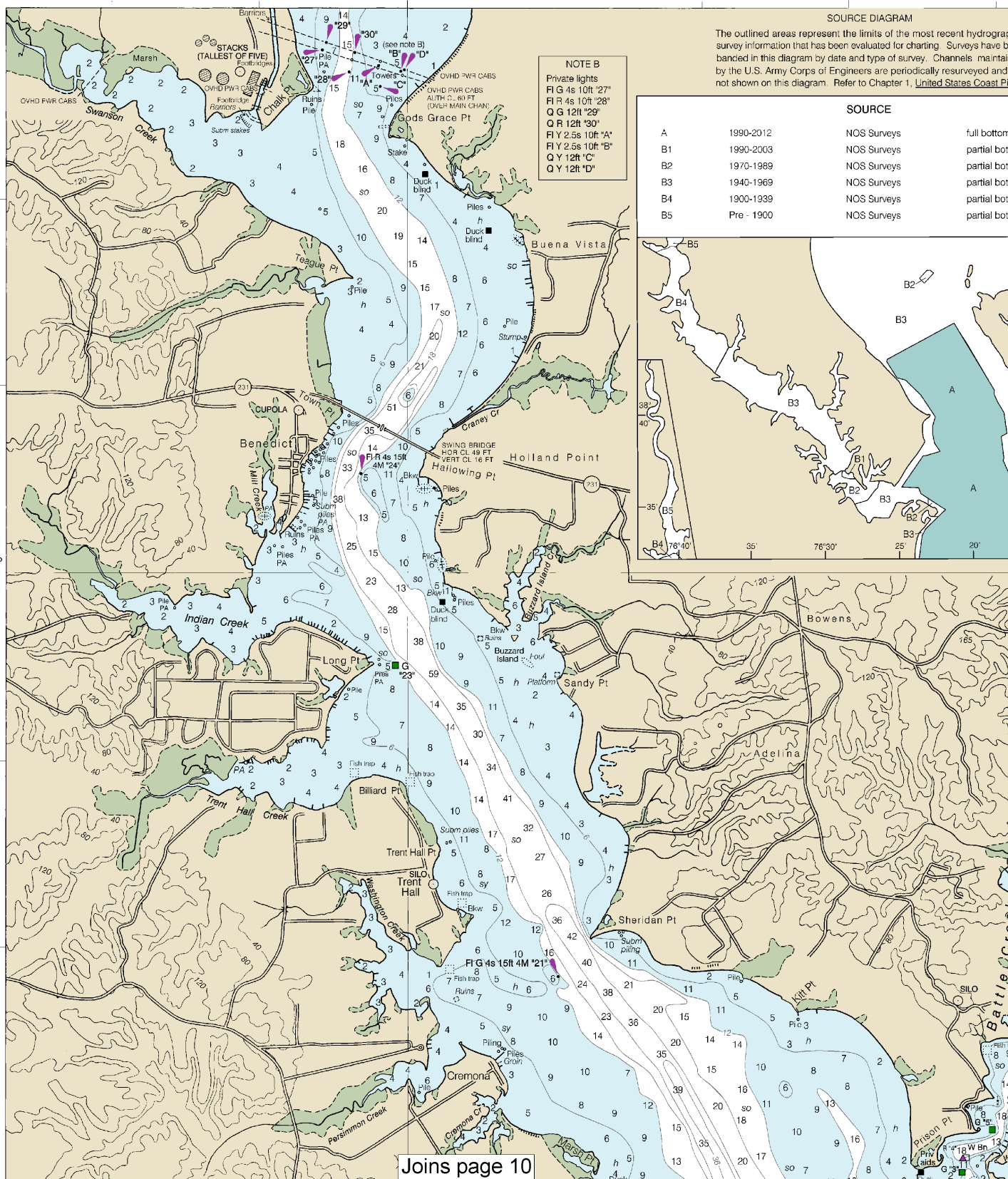
SOURCE

A	1990-2012	NOS Surveys	full bottom
B1	1990-2003	NOS Surveys	partial bottom
B2	1970-1989	NOS Surveys	partial bottom
B3	1940-1969	NOS Surveys	partial bottom
B4	1900-1939	NOS Surveys	partial bottom
B5	Pre - 1900	NOS Surveys	partial bottom

NOTE B
Private lights
Fl G 4s 10ft '27"
Fl R 4s 10ft '28"
Q G 12ft '29"
Q R 12ft '30"
Fl Y 2.5s 10ft 'A'
Fl Y 2.5s 10ft 'B'
Q Y 12ft 'C'
Q Y 12ft 'D'



38°
30'



Joins page 10

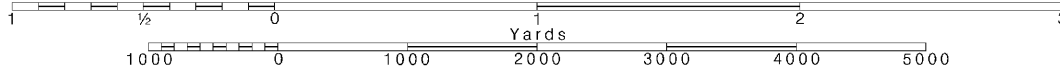
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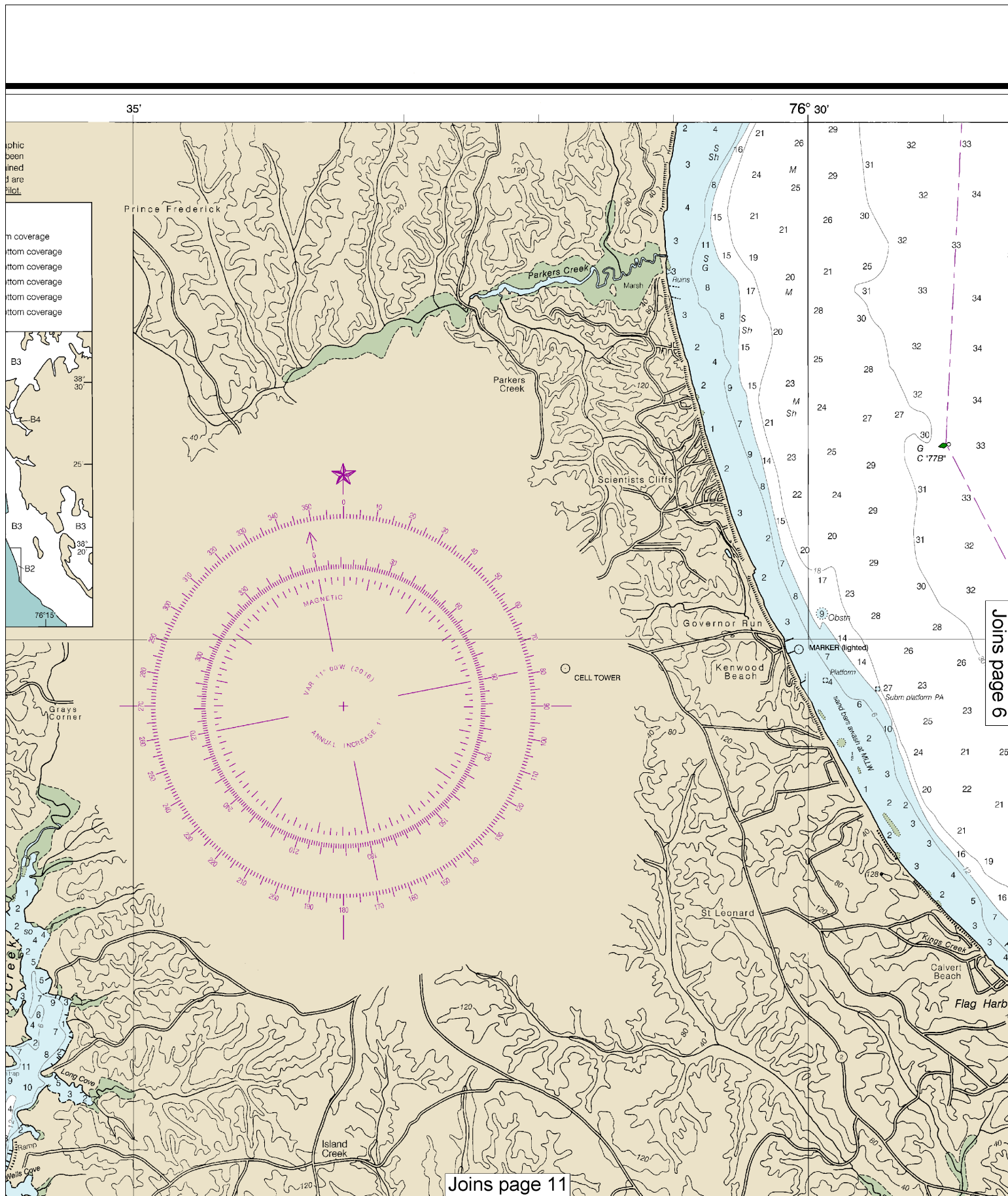
SCALE 1:40,000
Nautical Miles

See Note on page 5.

4

Note: Chart grid lines are aligned with true north.

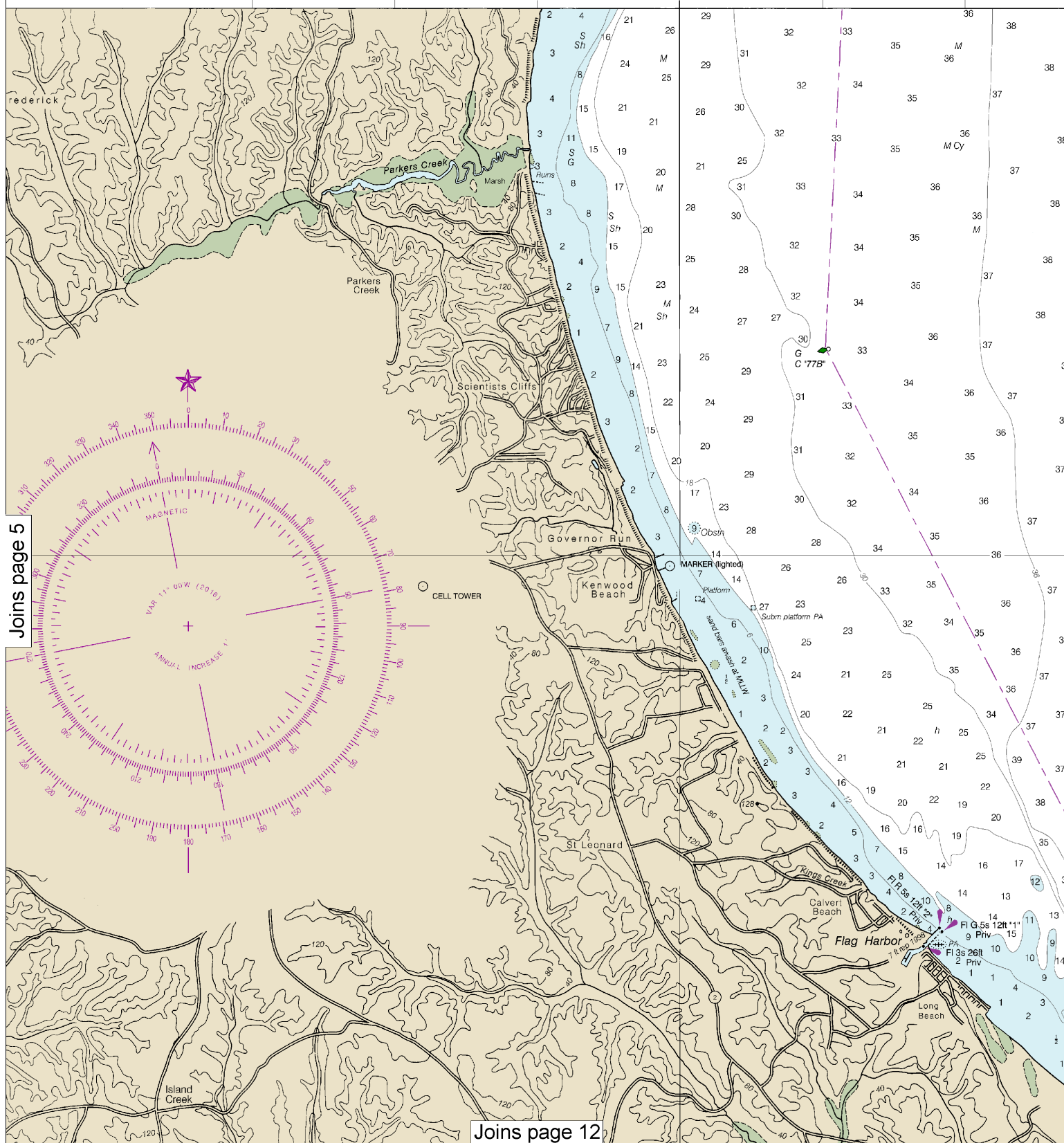




This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:53333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

76° 30'

JOINS CHART 12266



Joins page 5

Joins page 12

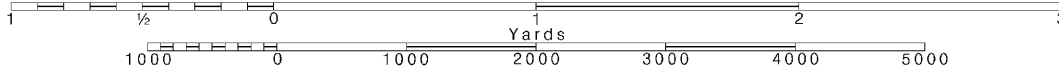
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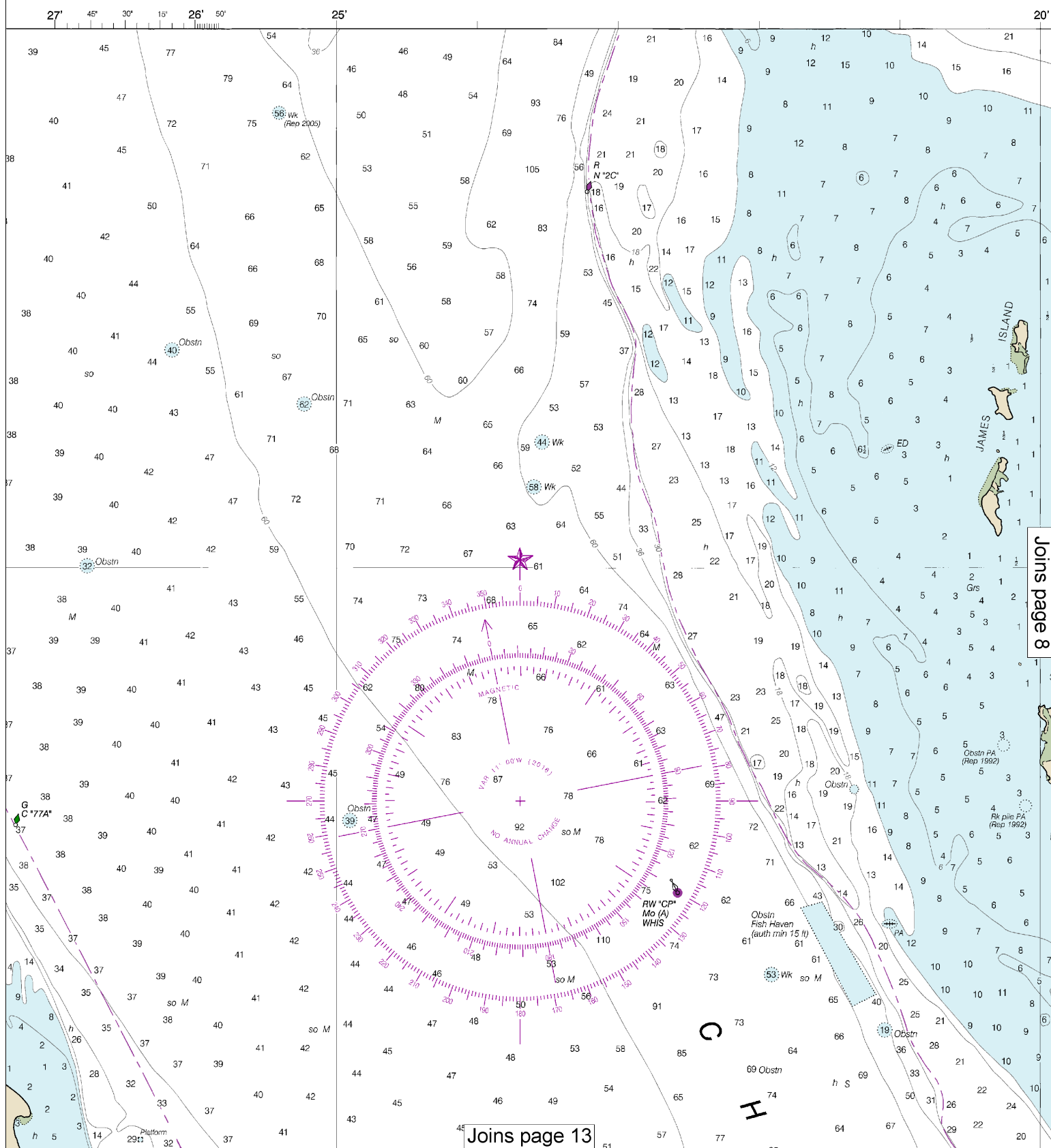
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

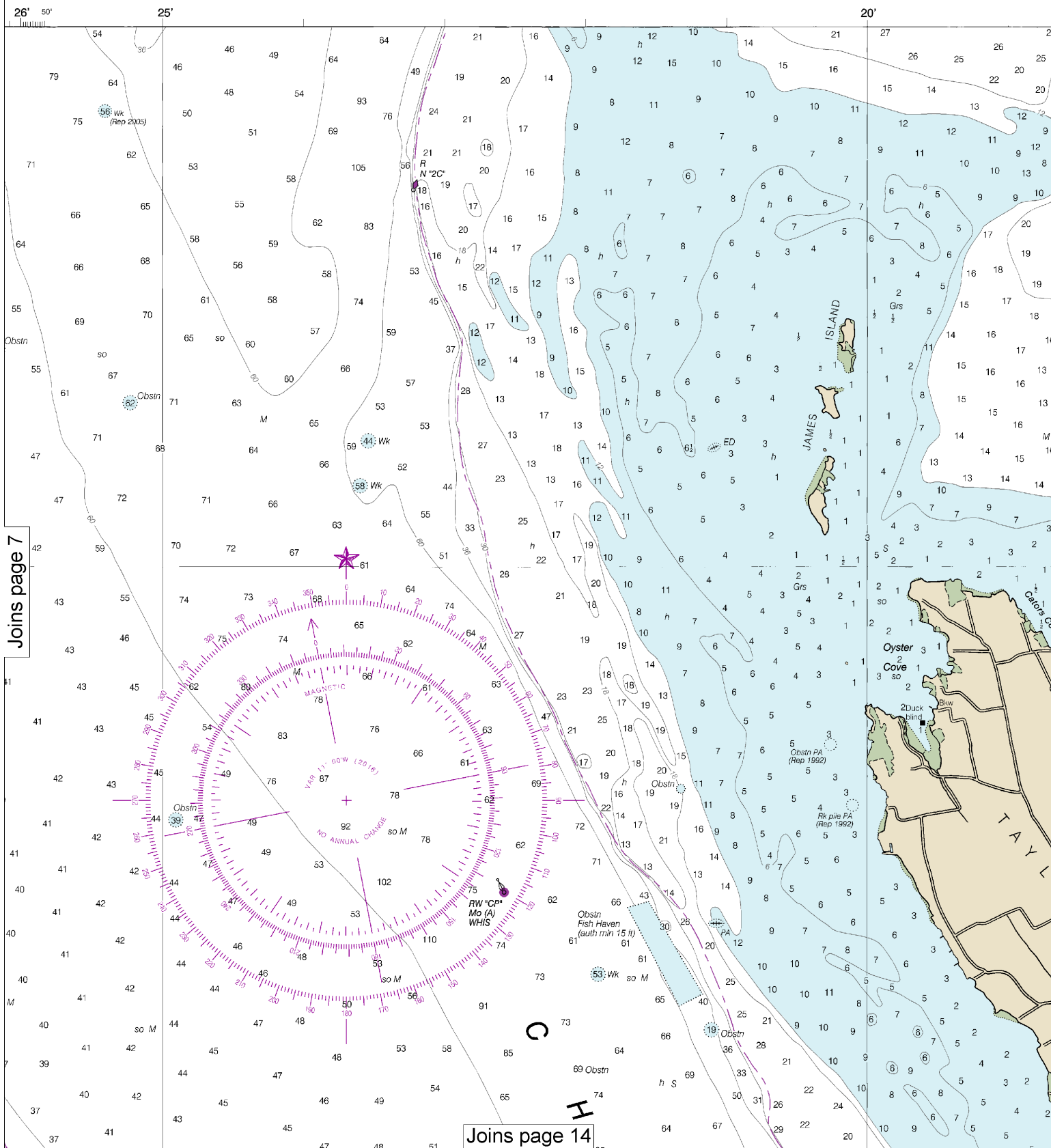
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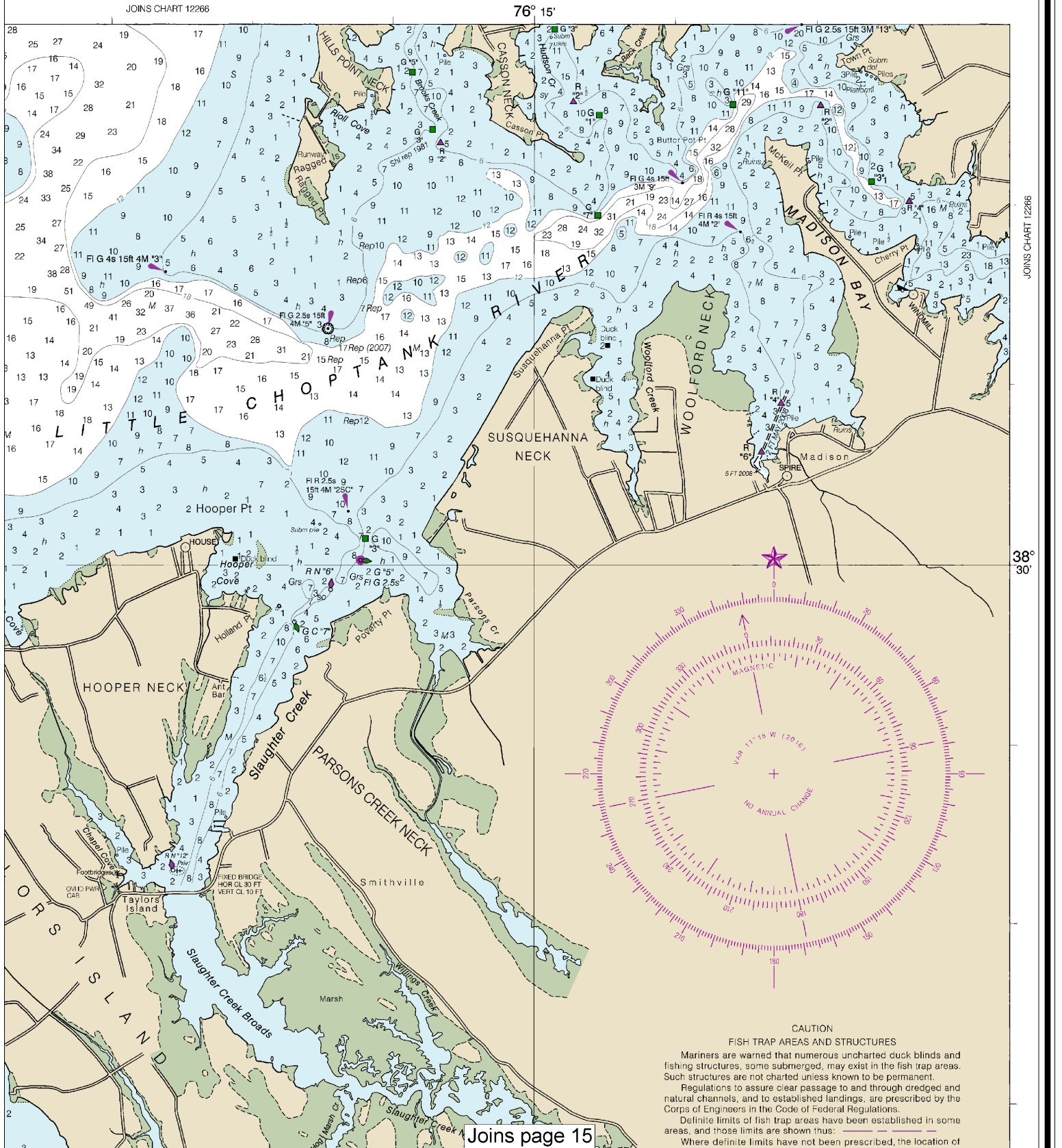




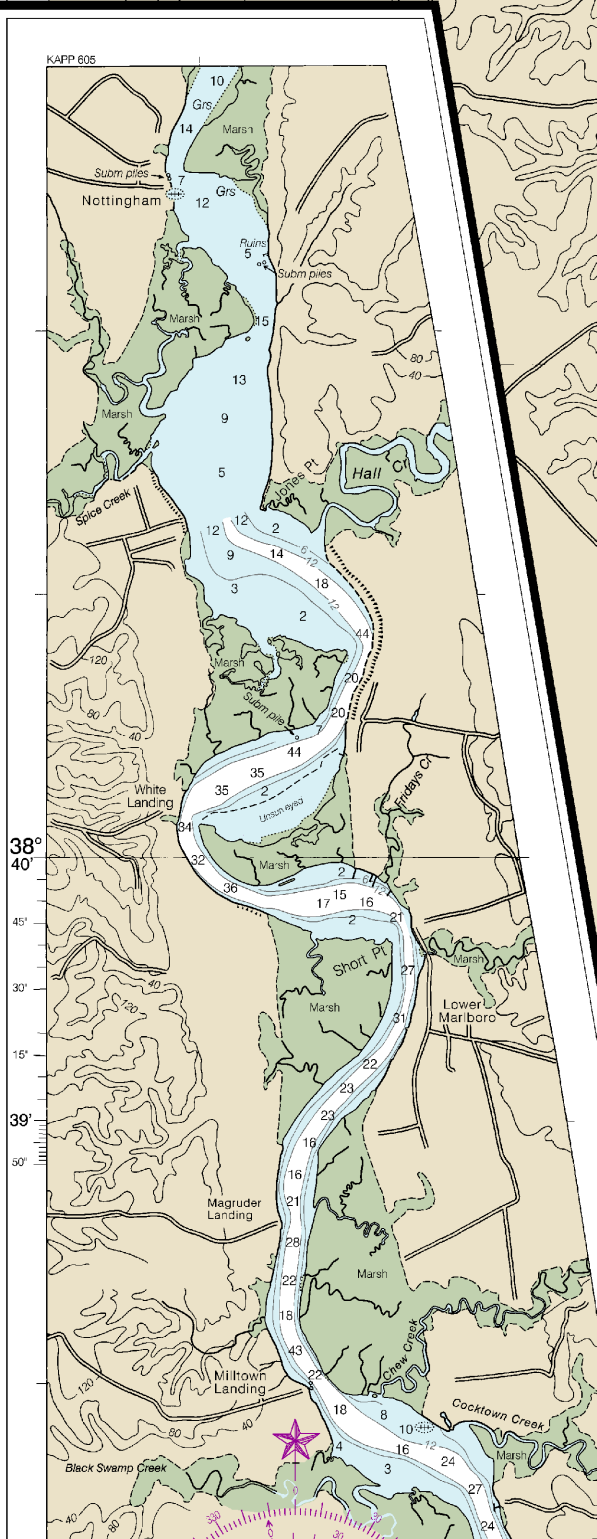
Joins page 8

Joins page 13

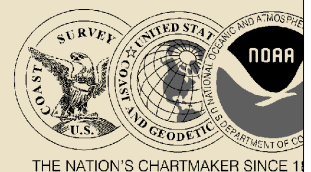




Joins page 4



Joins page 16



UNITED STATES - EAST COAST

MARYLAND

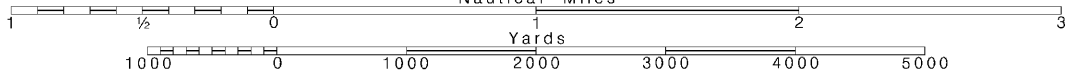
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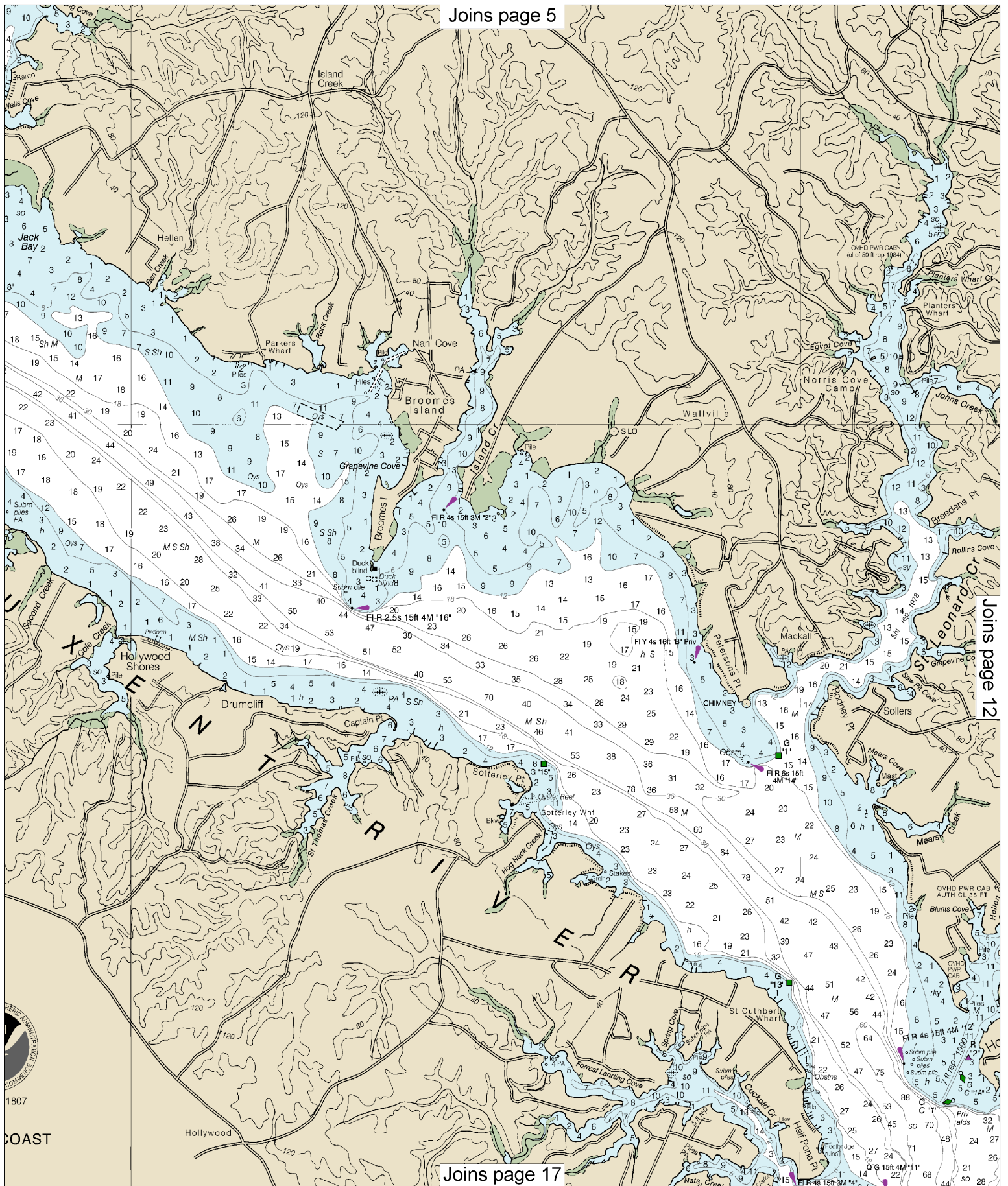
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SCALE 1:40,000
Nautical Miles

See Note on page 5.

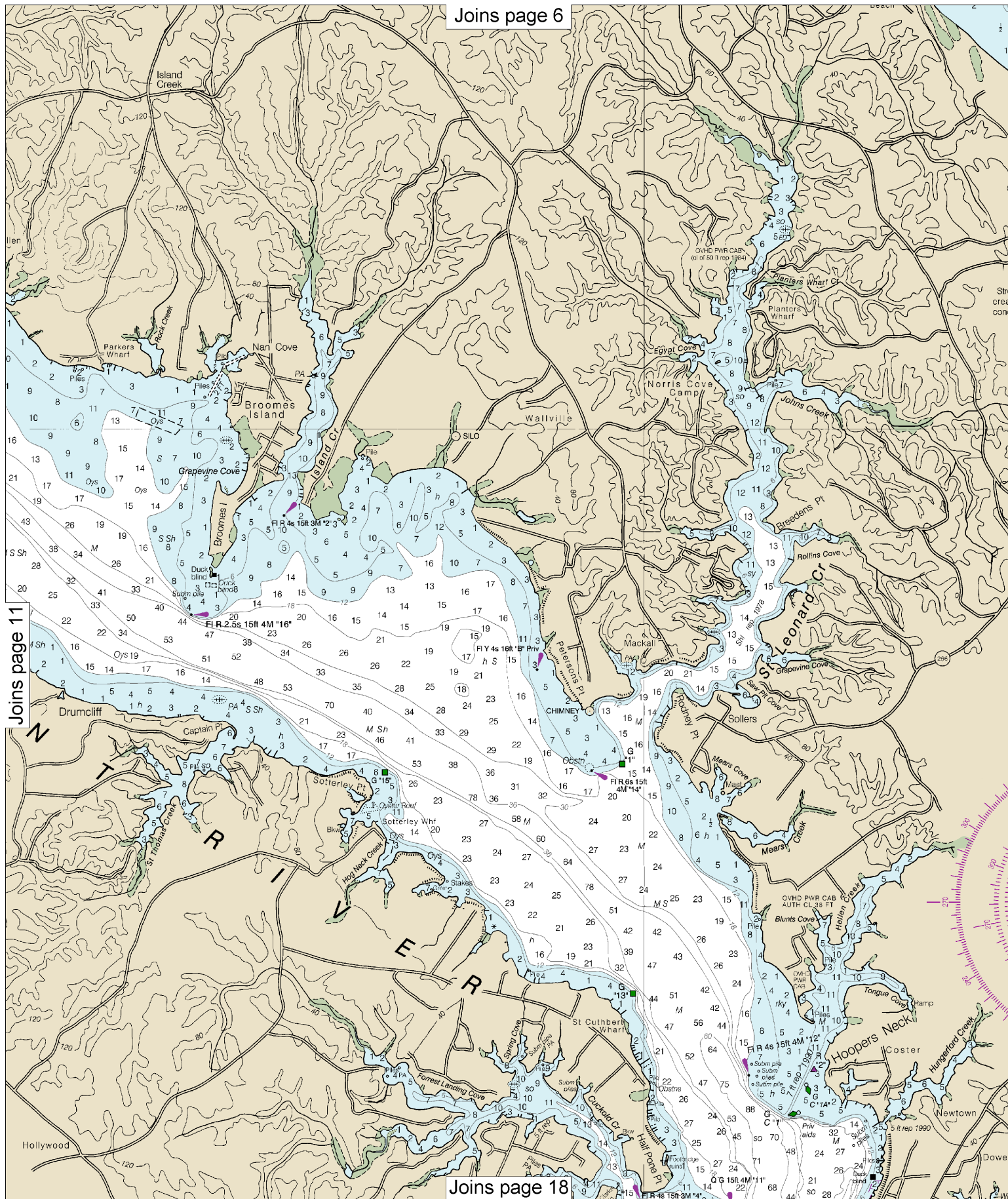


Joins page 5



Joins page 12

Joins page 17



Joins page 11

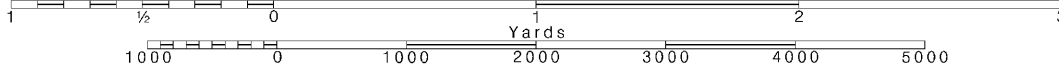
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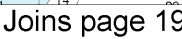
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







UNITED STATES - EAST COAST

MARYLAND

CHESAPEAKE

PATUXENT RIVER AND

Mercator Projection

Scale 1:40,000 at Lat. 38° 24'

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	Mean Higher High Water	Mean Lower Low Water
Broomes Island	(38°25'N/76°33'W)	feet	2.0	2.4
Benedict	(38°31'N/76°40'W)	feet	2.0	2.4

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Tide predictions, and local current predictions are available on the internet from <http://tidesandcurrents.noaa.gov> (Mar 2016)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1)

AERO aeronautical	G green	Mo moose code
Al alternating	IQ interrupted quick	N nun
B black	iso isophase	OBSC obscured
Bn beacon	LT LC lighthouse	OC occulting
C can	M nautical mile	OR orange
D/A diaphone	m minutes	Q quick
F fixed	MICRO TR microwave tower	R red
Fl flashing	Mkr marker	Ra Ref radar range
		Rn Bn radiobeacon

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

Miscellaneous:		
AUTH authorized	Obstn obstruction	PD position doubtful
ED existence doubtful	PA position approximate	Rep reported
<u>21</u> Wreck, rock, obstruction, or shoal swept clear to the depth indicated.		
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.		

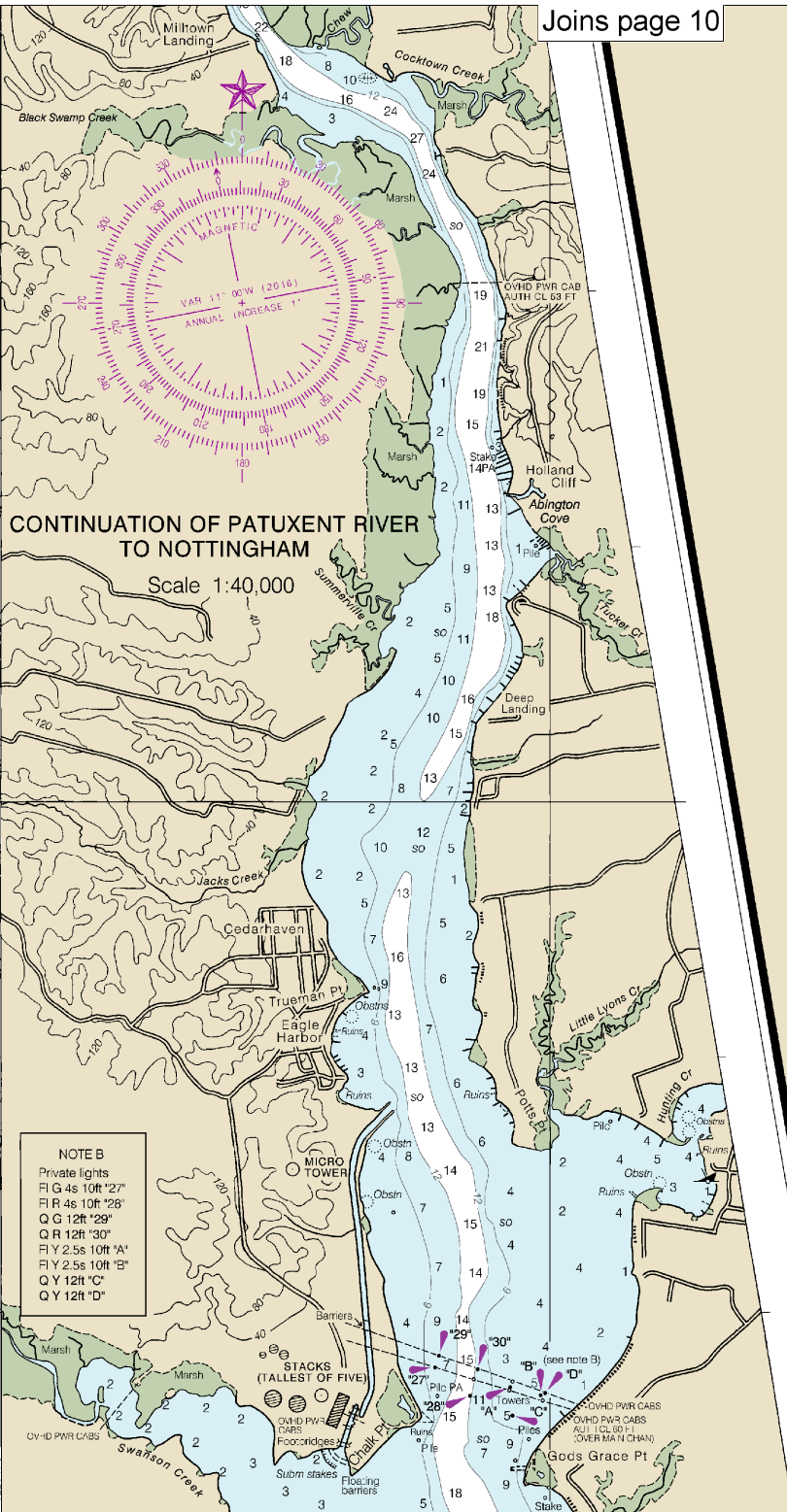
AUTHORITIES

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

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	KHB-36	162.550 MHz
(Manassas, VA)		



NOTE B

Private lights
Fl G 4s 10ft *27"
Fl R 4s 10ft *28"
Q G 12ft *29"
Q R 12ft *30"
FLY 2.5s 10ft *A"
FLY 2.5s 10ft *B"
Q Y 12ft *C"
Q Y 12ft *D"

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 Mar 6, 2024

34th Ed., Jun. 2019, Last Correction: 11/14/2023. Cleared through:
LNM: 0724 (2/13/2024), NM: 0924 (3/2/2024)

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

12264

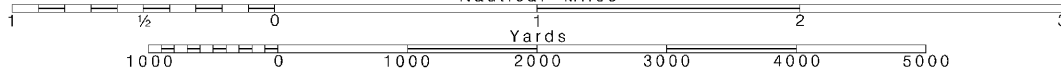
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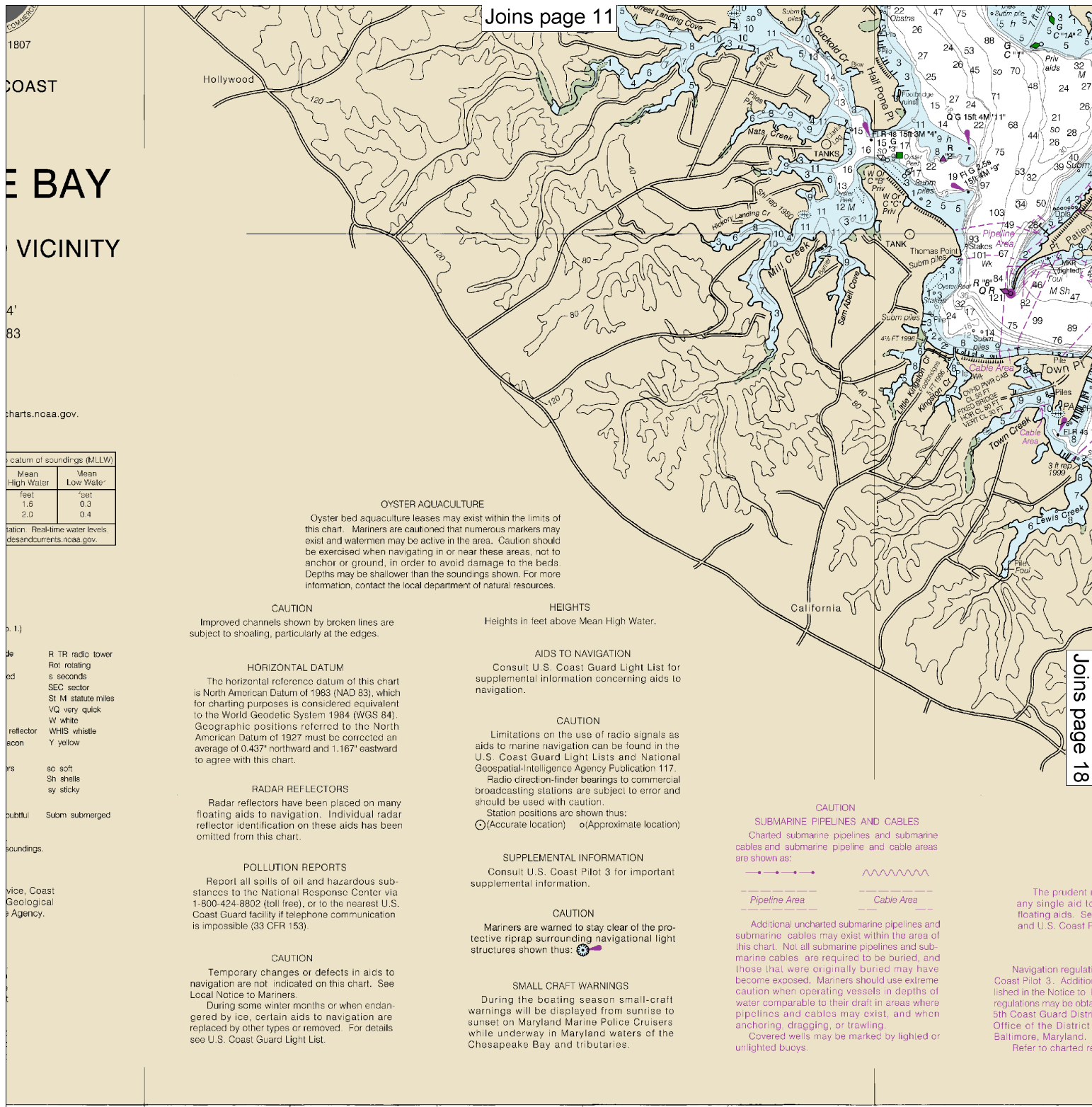
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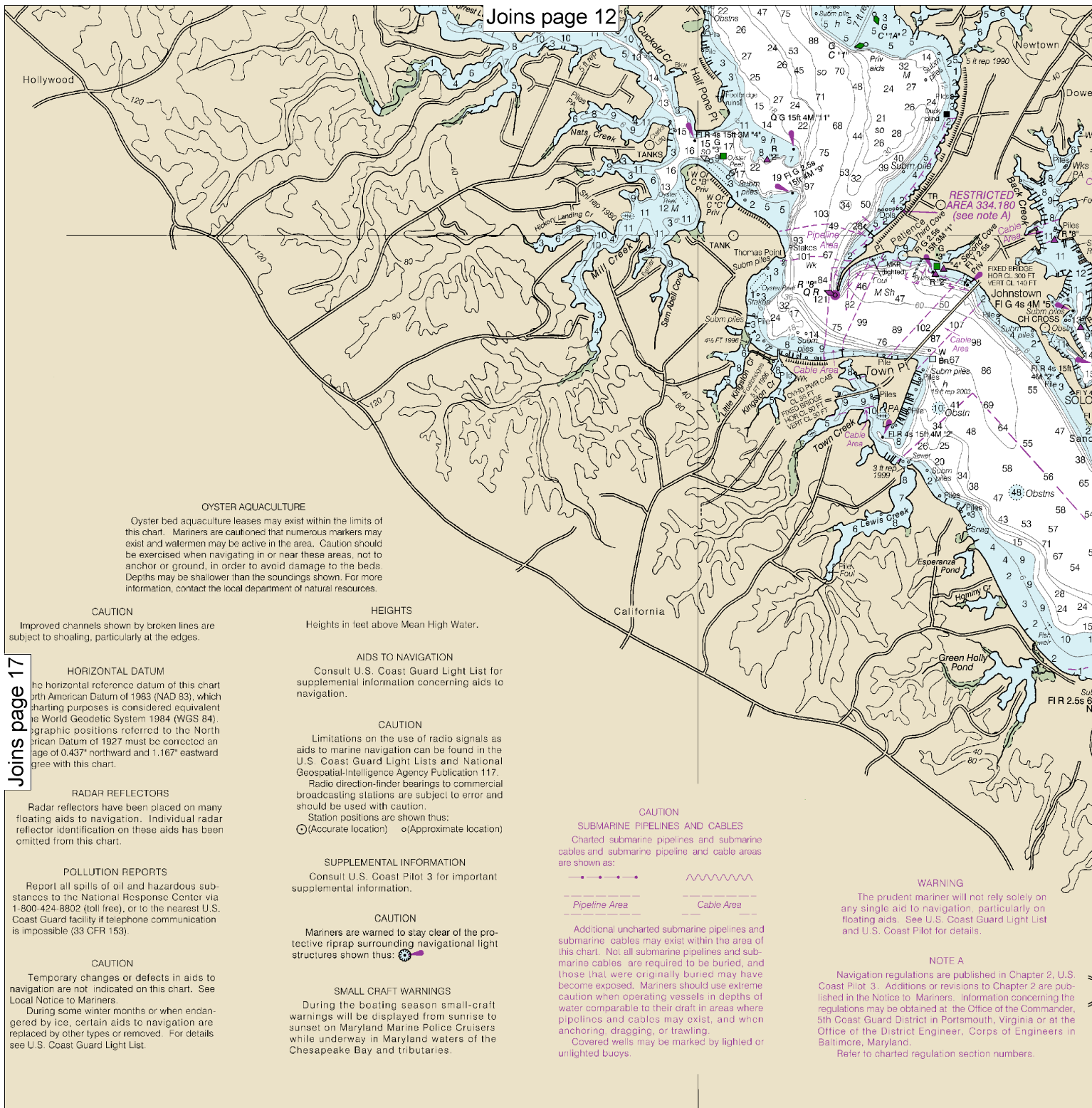
SCALE 1:40,000
Nautical Miles

See Note on page 5.



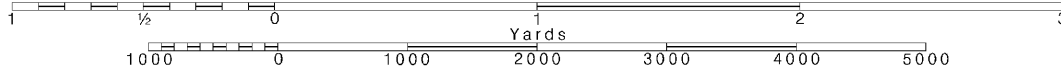


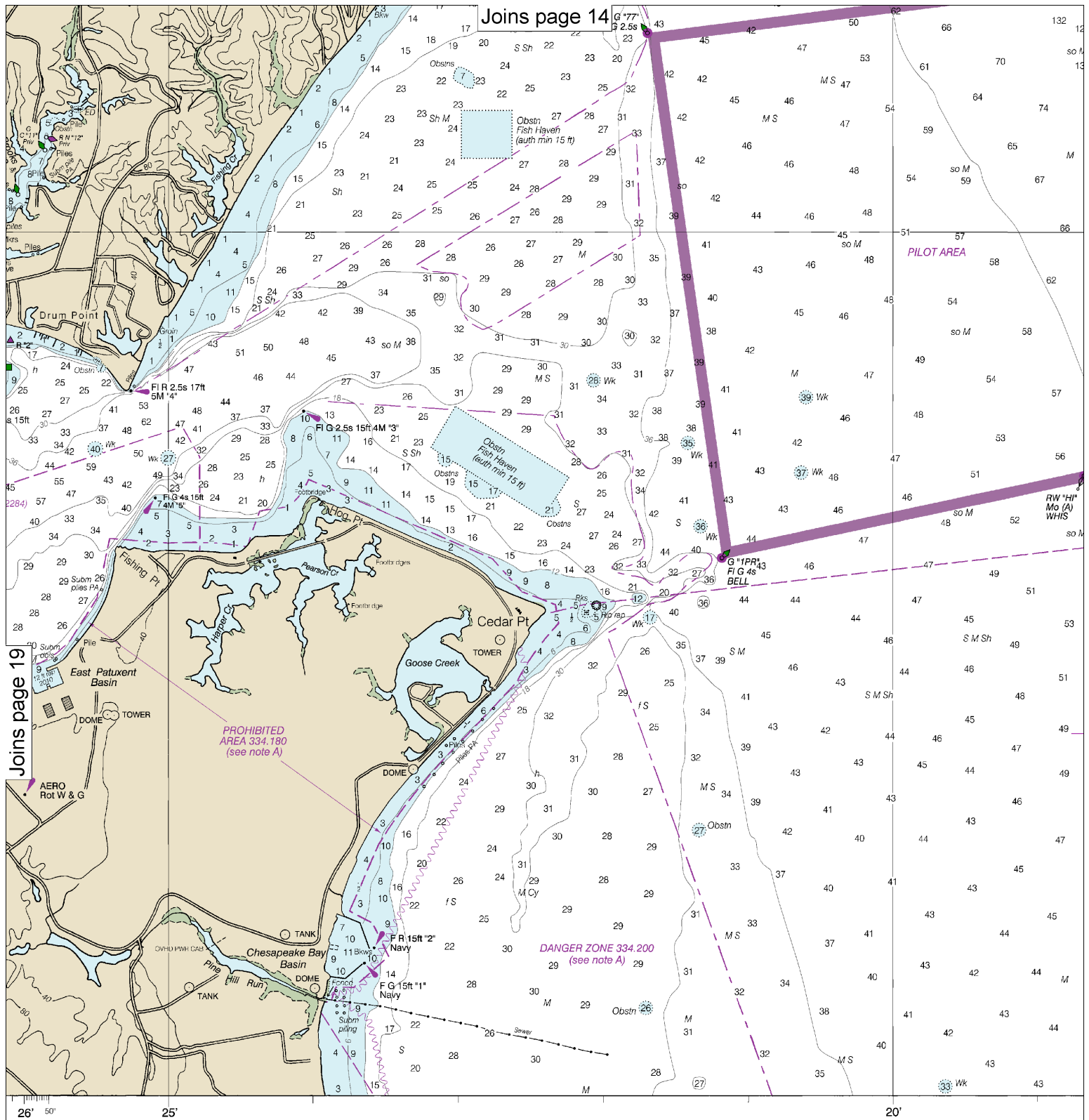
SOUNDINGS IN FEET	
NATIONAL	
17	



SOUNDINGS IN FEET

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





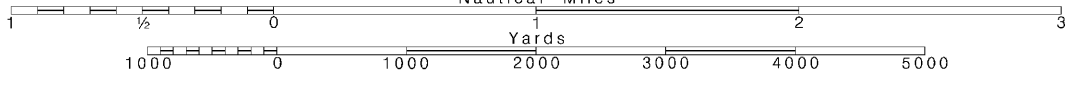
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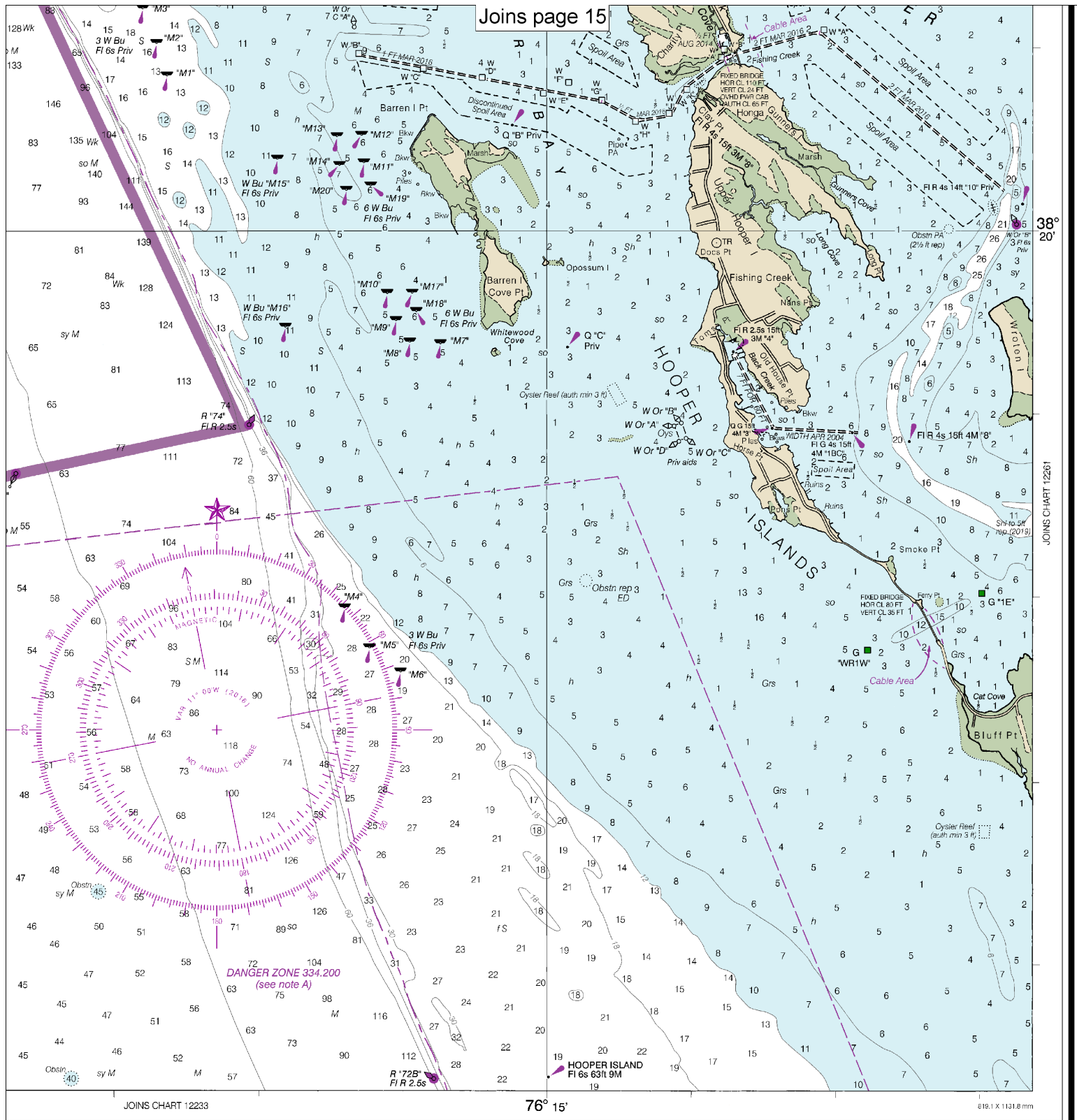
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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







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!



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://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
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.