

BookletChart™



Choptank River – Cambridge to Greensboro

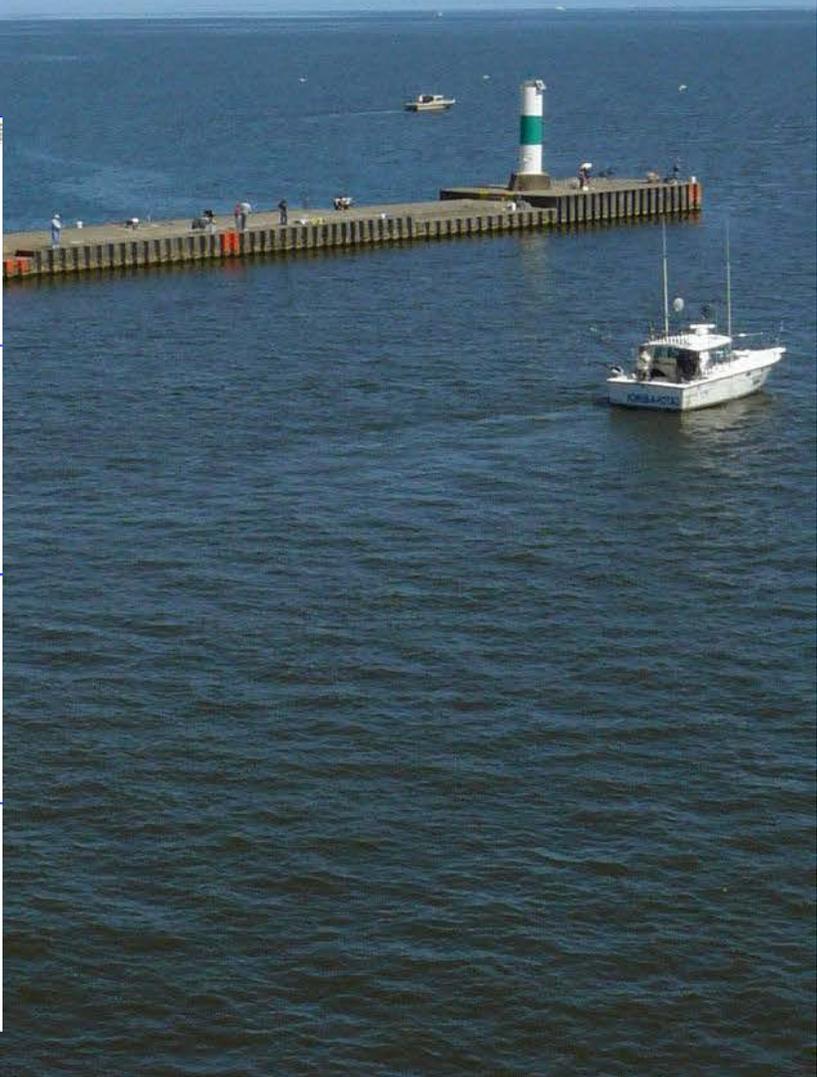
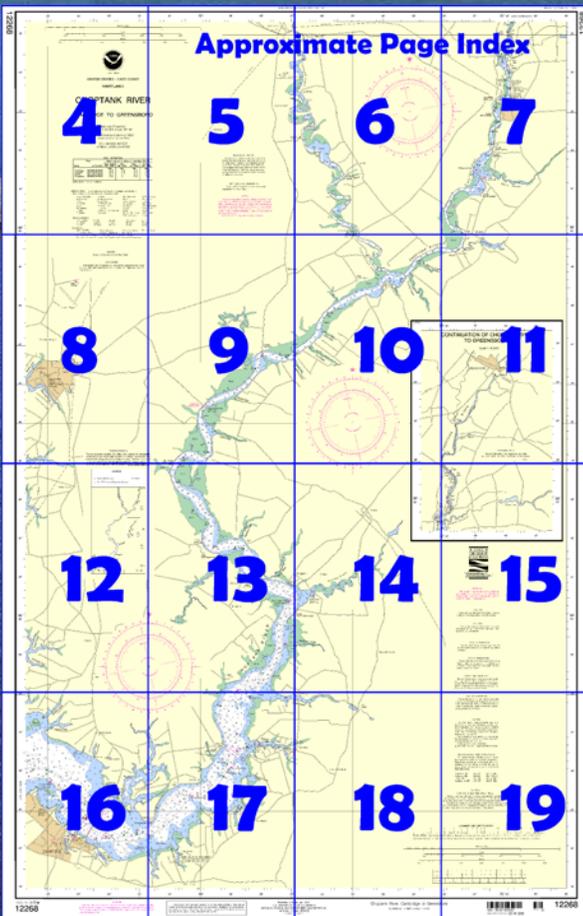
NOAA Chart 12268

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.

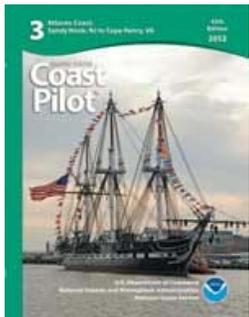
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12268>.



(Selected Excerpts from Coast Pilot)

The fixed highway bridge over Choptank River at the southeast side of Cambridge, Mile 15.5, has a clearance of 50 feet. Sections of the former swing bridge have been converted to recreational fishing piers. A hotel marina about 1.1 miles SE of the bridge, on the south side of the river, has gasoline, diesel fuel, berths, electricity, pump-out station, marine supplies and electronic repairs available.

Warwick River, Mile 20.4E, is entered through a marked dredged channel which leads to the bulkhead wharves at **Secretary**, 1 mile above the entrance. In 2009, the channel had a midchannel controlling depth of 4 feet and lesser depths along the edges near the head of the project

and shoaling to 0.3-foot on the centerline in about 38°36'43"N., 75°57'58"W. Gasoline is available. A marine railway on the south side of the entrance to the river can haul out boats up to 60 feet for repairs; gasoline is available.

Cabin Creek, Mile 22.6E, has depths of 3 feet to the fixed highway bridge 1 mile above the entrance, thence 2 feet for 0.5 mile nearly to the head. Private daybeacons mark the creek to below the bridge. The bridge has a width of 17 feet and a clearance of 7 feet.

Hunting Creek at Mile 25.2E has depths of 3 feet for 3 miles to a fixed highway bridge. The fixed highway bridge 0.4 mile above the entrance has a width of 17 feet and a clearance of 7 feet.

Choptank is a village at Mile 25.6N. The small yacht harbor at Choptank has depths of 2 to 3 feet behind its wooden bulkheads. A 6 mph, no-wake **speed limit** is enforced. Gasoline is available.

The overhead power cable at Mile 30.7 has a clearance of 139 feet.

Dover Bridge, Mile 33.0, has a swing span with a clearance of 10 feet. (See **117.1 through 117.49, and 117.553(a)**, chapter 2, for drawbridge regulations.)

Tuckahoe Creek is at Mile 39.5N. The channel in the creek has depths of 8 feet for 2.7 miles, thence 5 feet for 6 miles, and thence less than a foot to the fixed highway bridge from **Hillsboro** to **Queen Anne**, at the head of navigation 11 miles above the entrance. **Tuckahoe Bridge**, 1.7 miles above the entrance, has a 40-foot fixed span with a clearance of 17 feet.

The channel is unmarked, crooked, and difficult to navigate in places without local knowledge. The flats are covered with tuckahoes or marsh grass in the summer. The creek is used only by small fishing and pleasure boats. The overhead power and telephone cables just north of the bridge have a clearance of 25 feet. The overhead power cable across the creek about 6 miles above the mouth has a clearance of 32 feet.

Williston is a small settlement with a bulkhead landing at Mile 42.0E. Choptank River is constricted by **Pealiquor Shoal** at Mile 44.3. A dredged channel through the shoal area, in 1977, had a centerline controlling depth of 5.5 feet.

Denton is a town at Mile 46.6E. The highway bridge over the river here has a fixed span with a clearance of 25 feet. The railroad bridge 0.4 mile above the highway bridge has a swing span with a clearance of 6 feet.

(See **117.1 through 117.59 and 117.553**, chapter 2, for drawbridge regulations.) The fixed bridge 0.4 mile above the railroad bridge has a clearance of 25 feet. The least clearance of the overhead power cables crossing Choptank River at Denton and above is 47 feet.

Greensboro is a town at the head of navigation at Mile 53.4W. In 1975, the centerline controlling depth in the dredged channel above Denton was 2 feet to the bridge at Greensboro. The fixed highway bridge at Greensboro has a width of 37 feet and a clearance of 10 feet. Gasoline and some marine supplies can be obtained in town.

**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 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

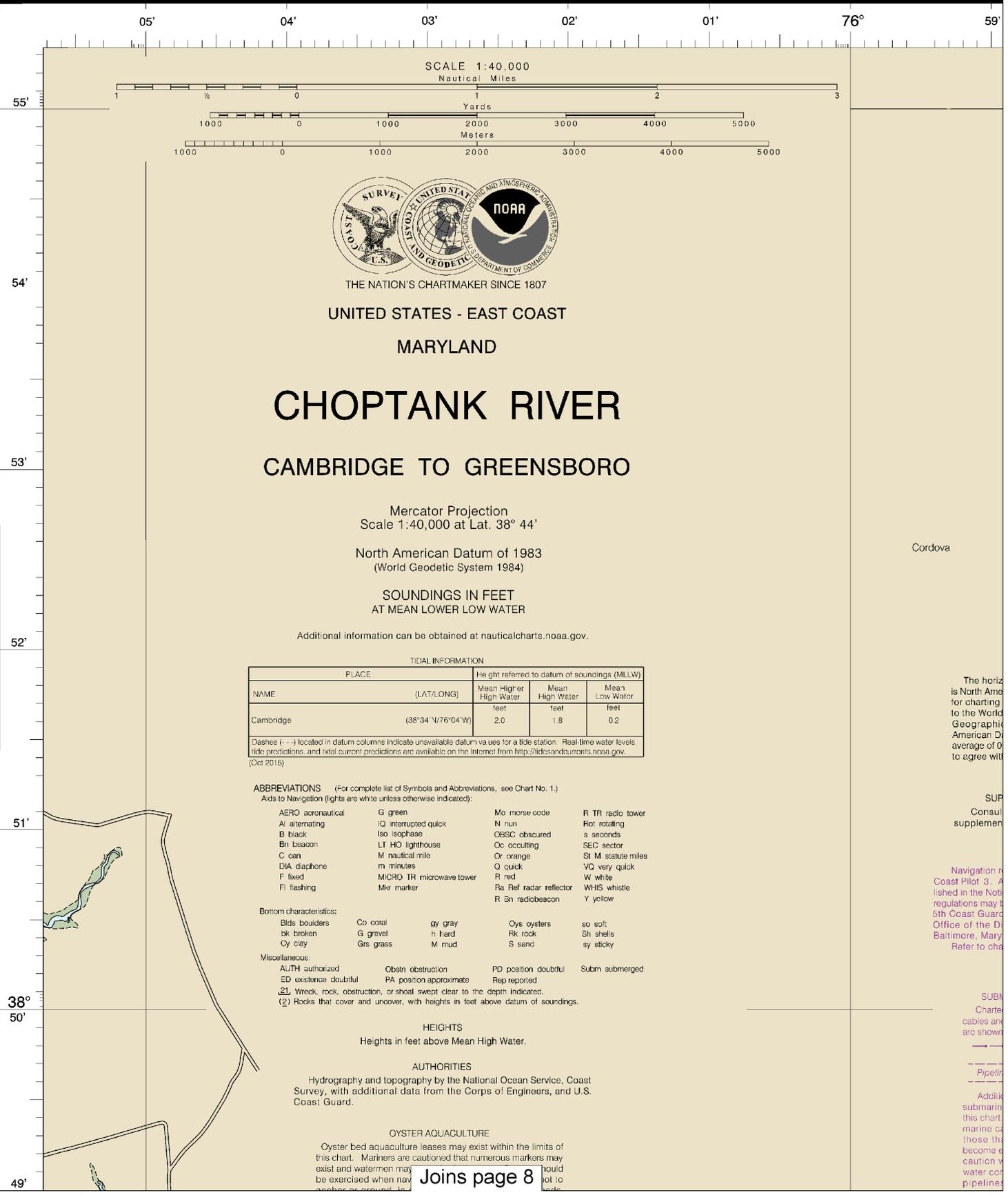


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

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

12268



The horizon is North America for charting to the World Geographic American Datum of 1983 to agree with SUP Consol supplement Navigation in Coast Pilot 3. A listed in the Notice regulations may 1 5th Coast Guard Office of the District Baltimore, Maryland Refer to chart

SUBM Charted cables and arc shown Pipelines Additional submarine in this chart marine cables those that become a caution in water corridors pipelines

4

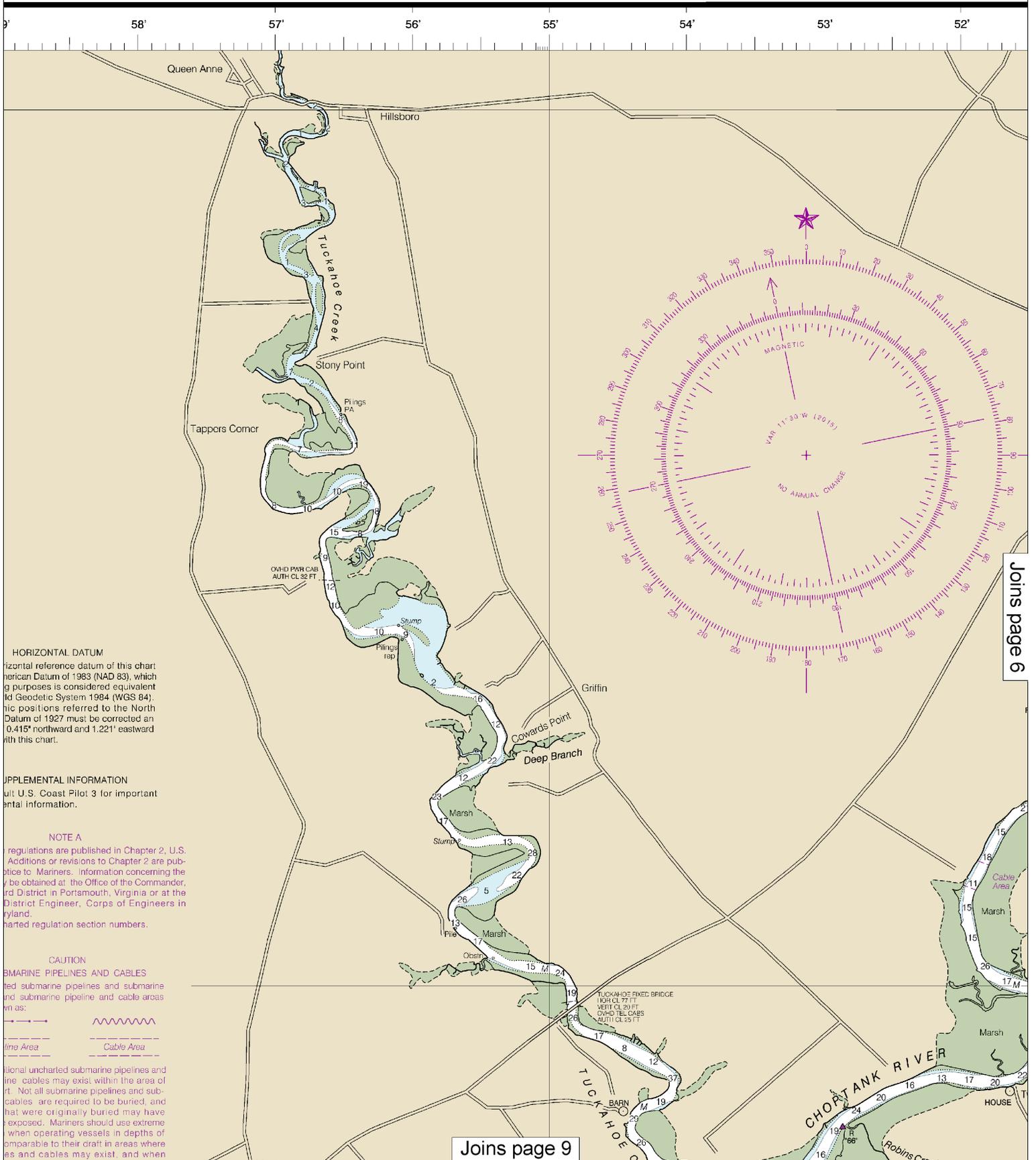
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





HORIZONTAL DATUM

Horizontal reference datum of this chart is the North American Datum of 1983 (NAD 83), which for all purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). All geographic positions referred to the North American Datum of 1927 must be corrected an 0.415' northward and 1.221' eastward when used with this chart.

SUPPLEMENTAL INFORMATION

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

NOTE A

Regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the U.S. Coast Pilot 3. Information concerning the regulations may be obtained at the Office of the Commander, 1st District in Portsmouth, Virginia or at the District Engineer, Corps of Engineers in Maryland. Refer to the pertinent regulation section numbers.

CAUTION

SUBMARINE PIPELINES AND CABLES
Uncharted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



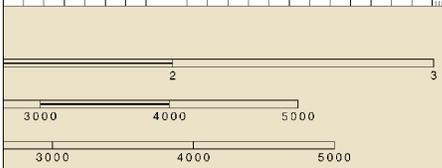
Additional uncharted submarine pipelines and submarine cables may exist within the area of the chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when

Joins page 6

Joins page 9

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.





AST
 VER
 ISBORO

Joins page 5

of soundings (MLLW)	
Mean High Water	Mean Low Water
Feet	Feet
1.8	0.2

ation: Real-time water levels
sundumbornis.noaa.gov.

- o. 1.)
- de R. TR redic tower
- red Rot rotating
- s seconds
- SEC sector
- St M statute miles
- VQ very quick
- W white
- reflector WHIS whistle
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Cordova

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 0.415" northward and 1.221" eastward to agree with this chart.

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

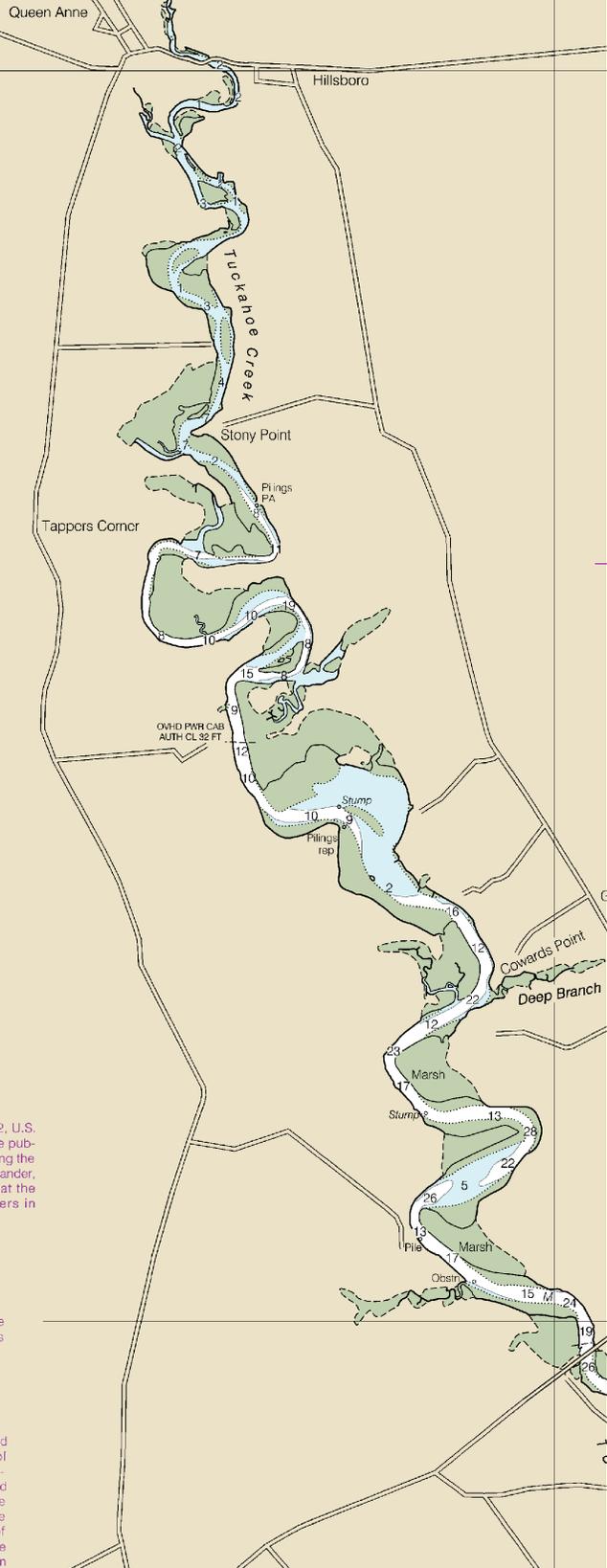
NOTE A
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the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

CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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 where pipelines or cables may be exposed.

Joins page 10



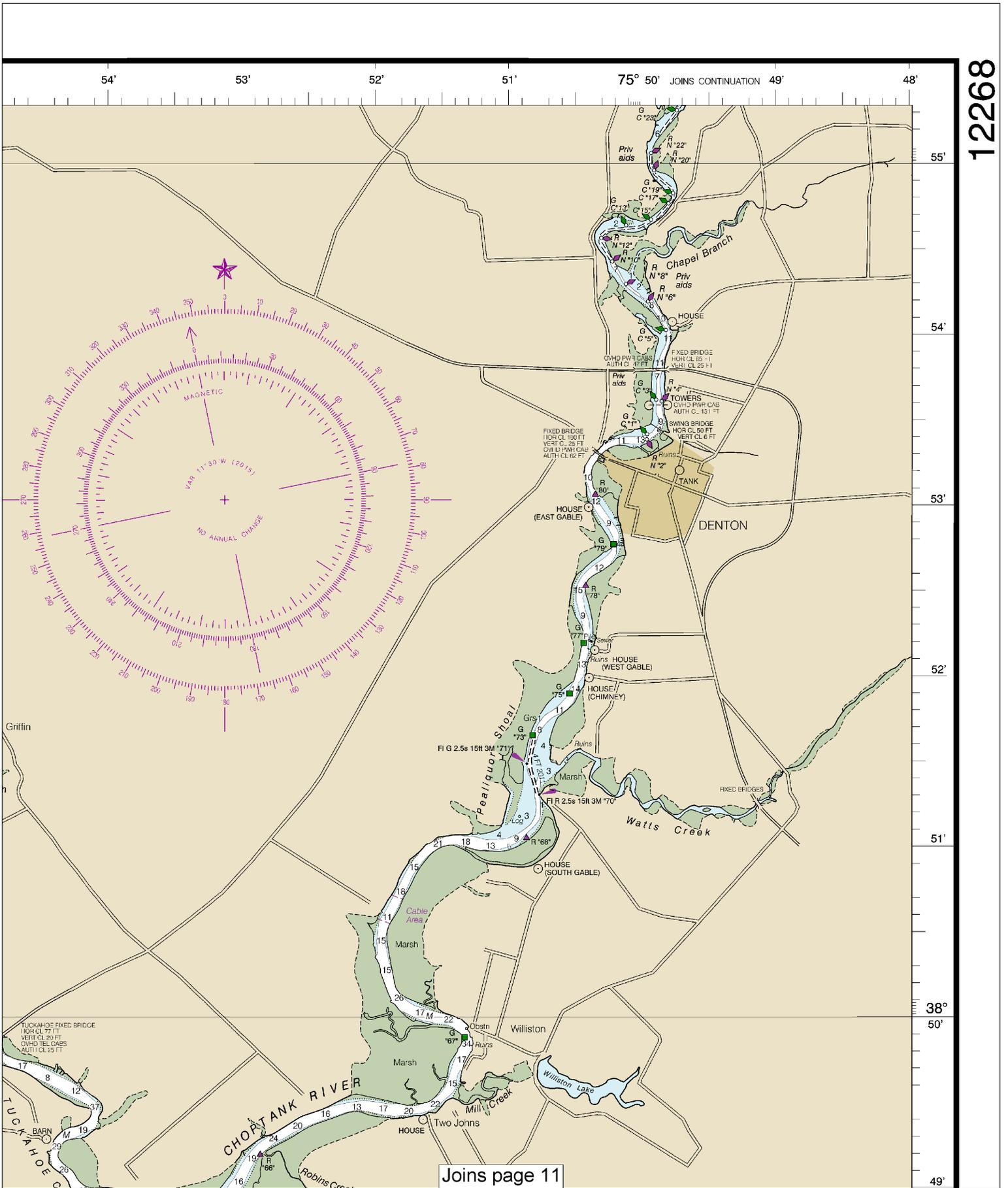
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Printed at reduced scale.

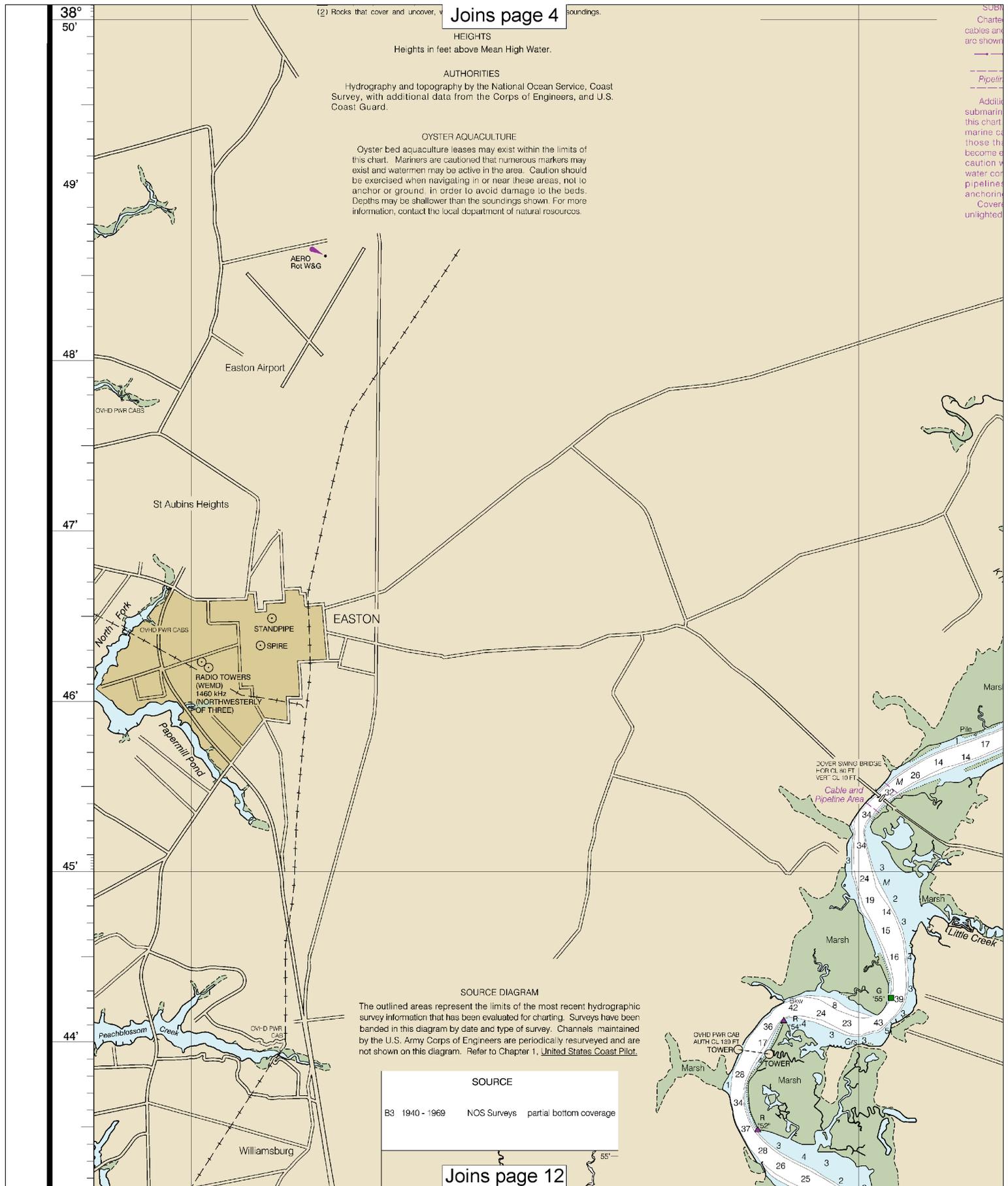
SCALE 1:40,000
 Nautical Miles

See Note on page 5.





Joins page 11



(2) Rocks that cover and uncover, soundings.

Joins page 4

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, and U.S. Coast Guard.

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.

Submarine cables and pipelines are shown in this chart. Additional information on these cables and pipelines can be found in the U.S. Coast Pilot. Covers unlighted.

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		
B3	1940 - 1969	NOS Surveys partial bottom coverage

Joins page 12

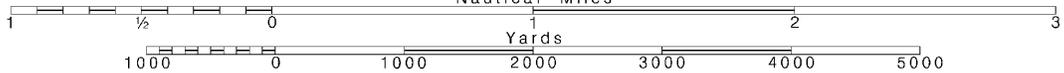


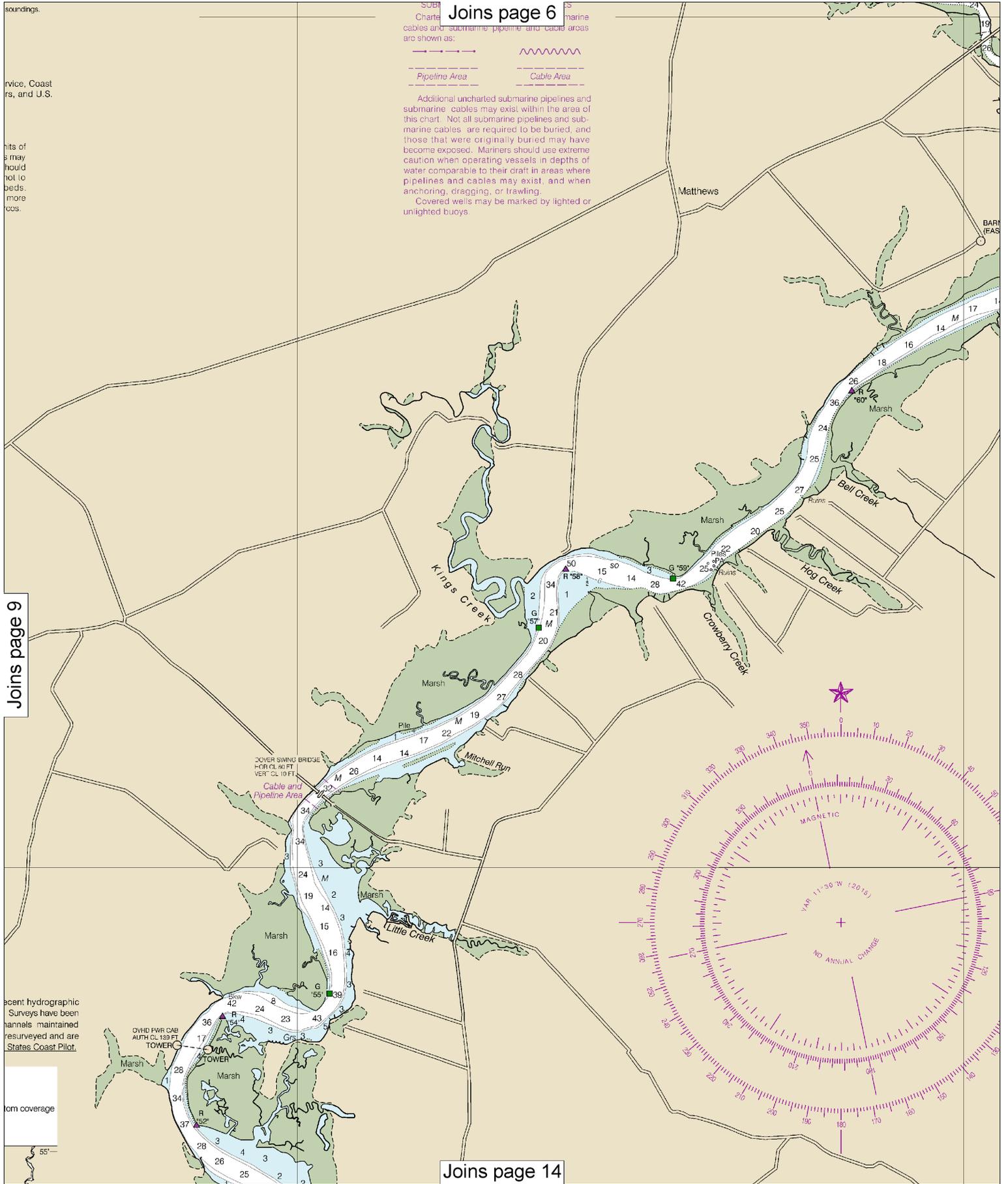
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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





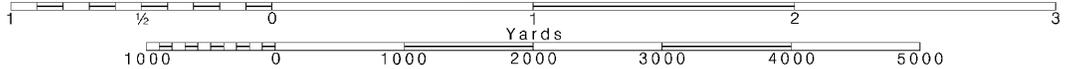
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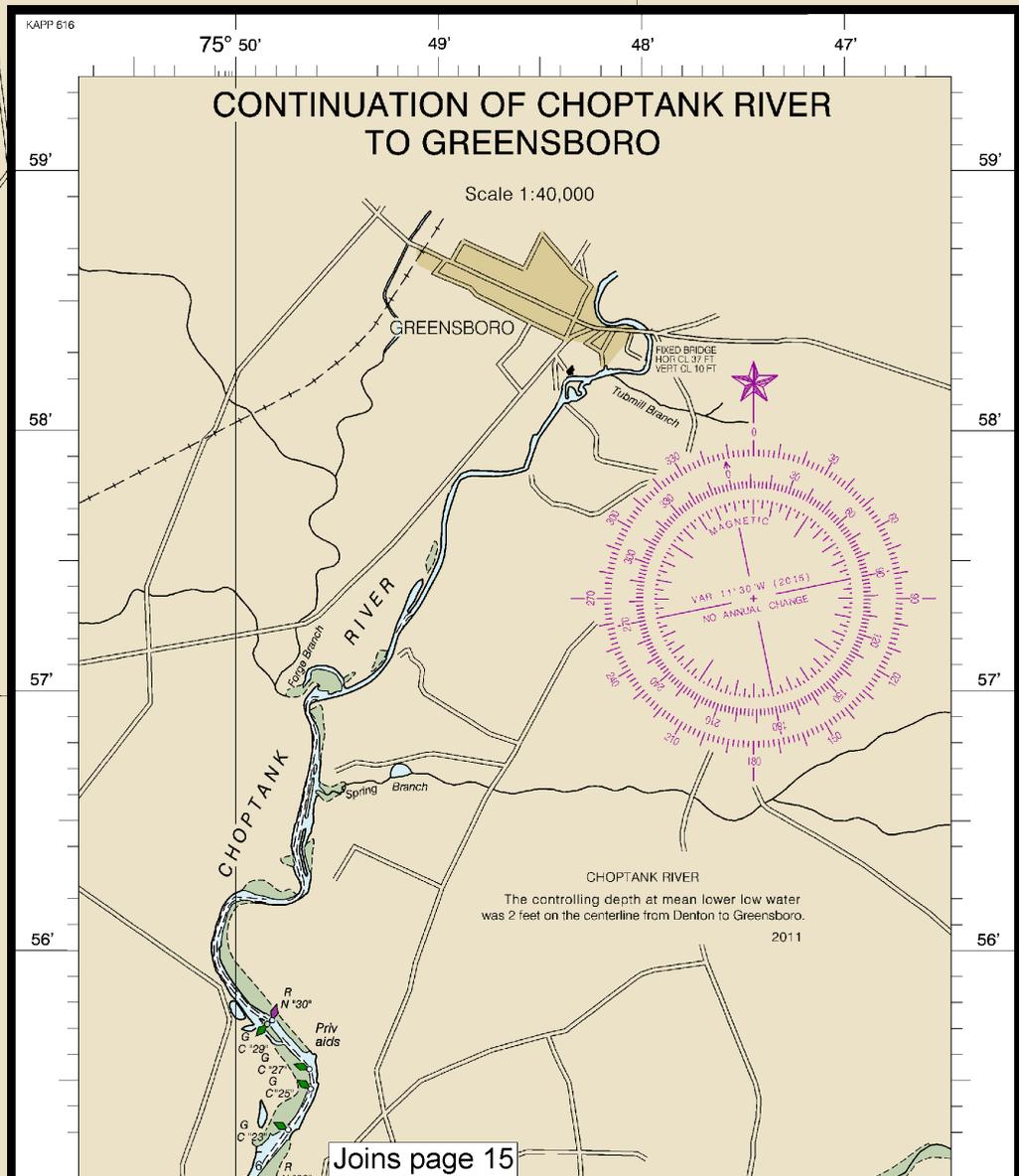
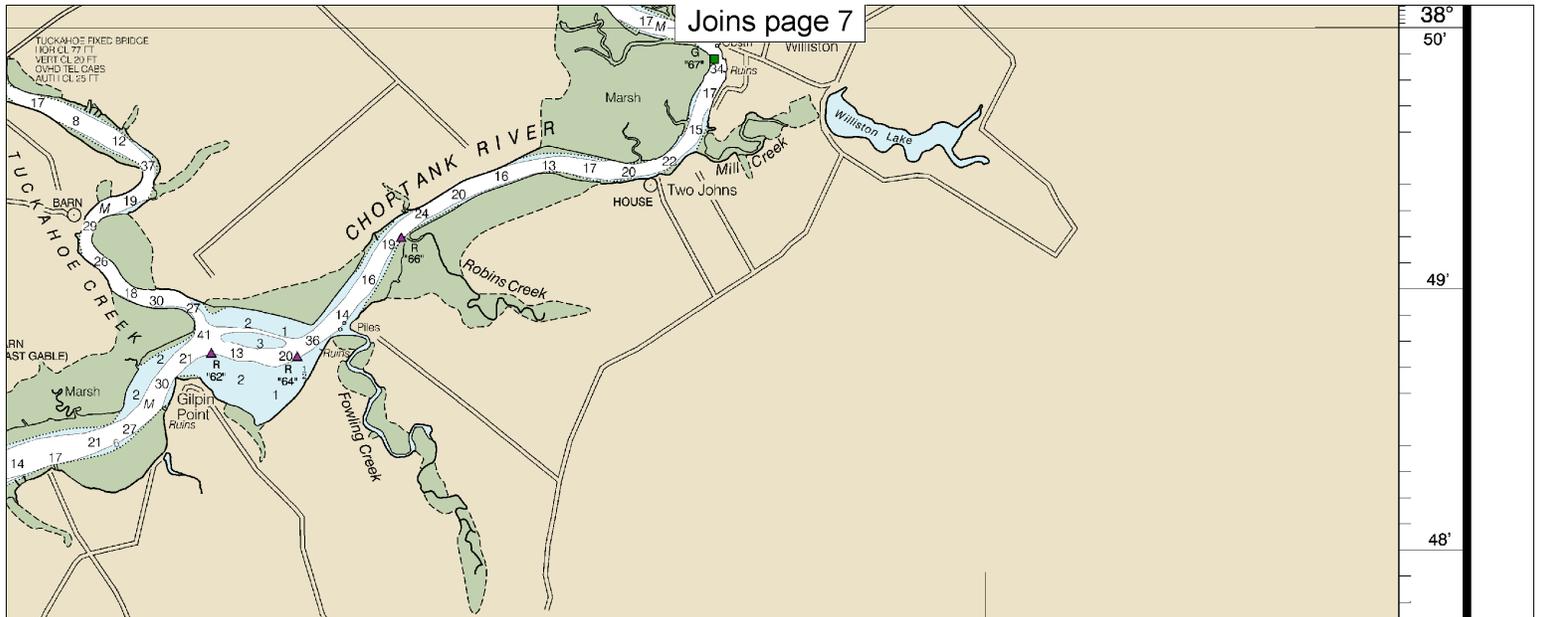
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

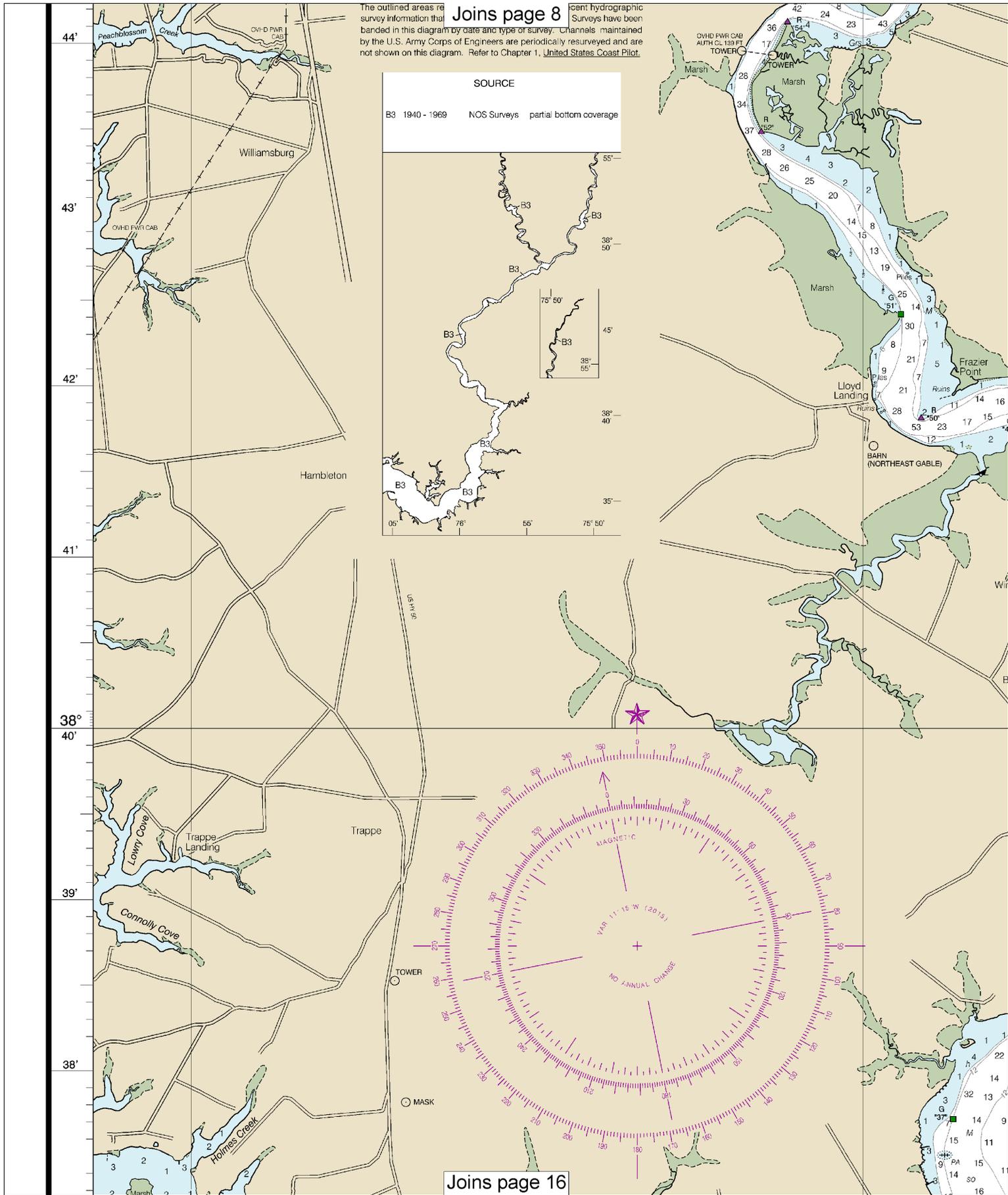
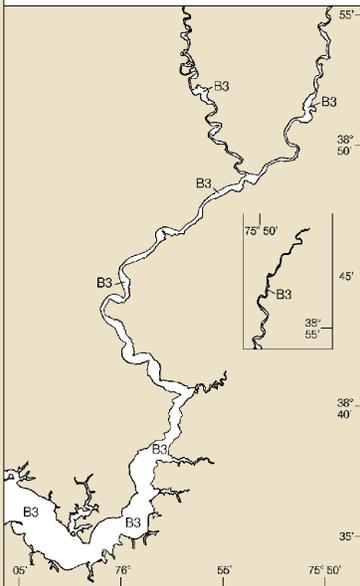




The outlined areas represent survey information that is recent hydrographic surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Joins page 8

SOURCE
 B3 1940 - 1969 NOS Surveys partial bottom coverage



Joins page 16

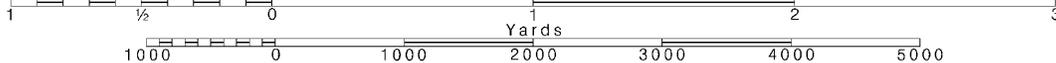
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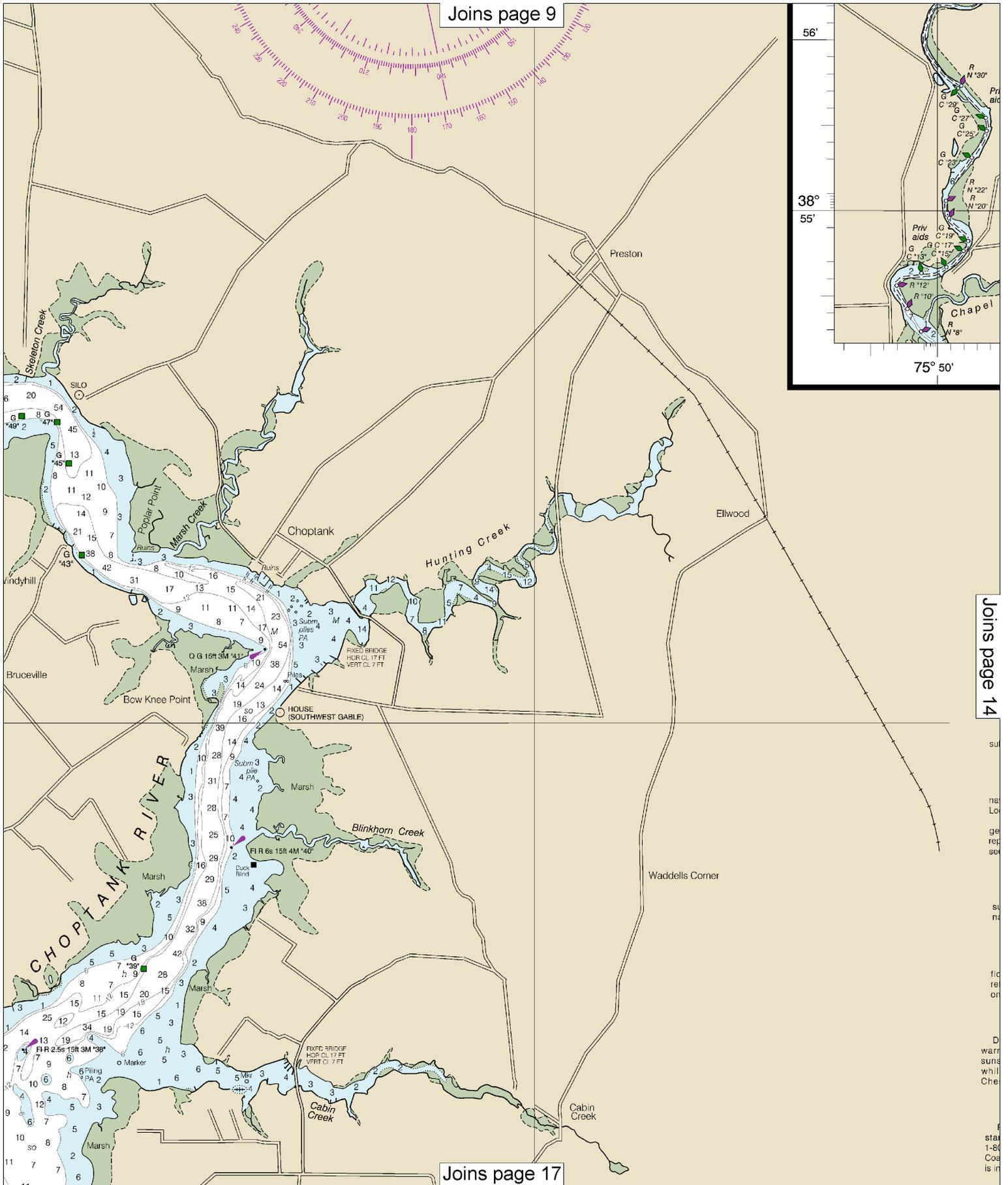
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





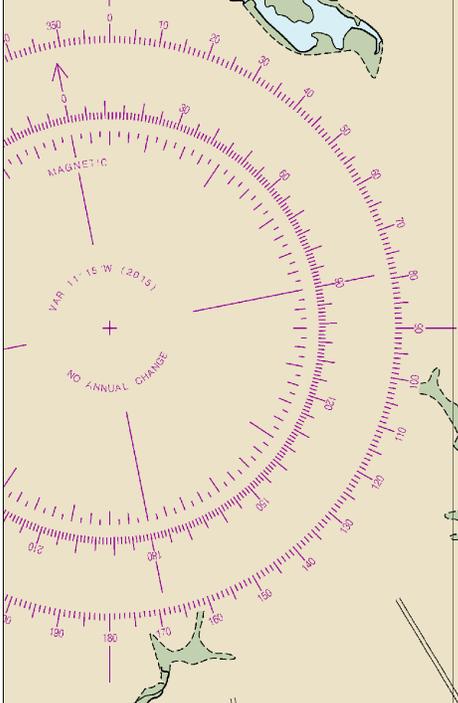
Recent hydrographic surveys have been maintained and are States Coast Pilot.

Bottom coverage

55°
38° 50'
45'
38° 40'
35°
75° 50'

Joins page 10

Joins page 13



Joins page 18

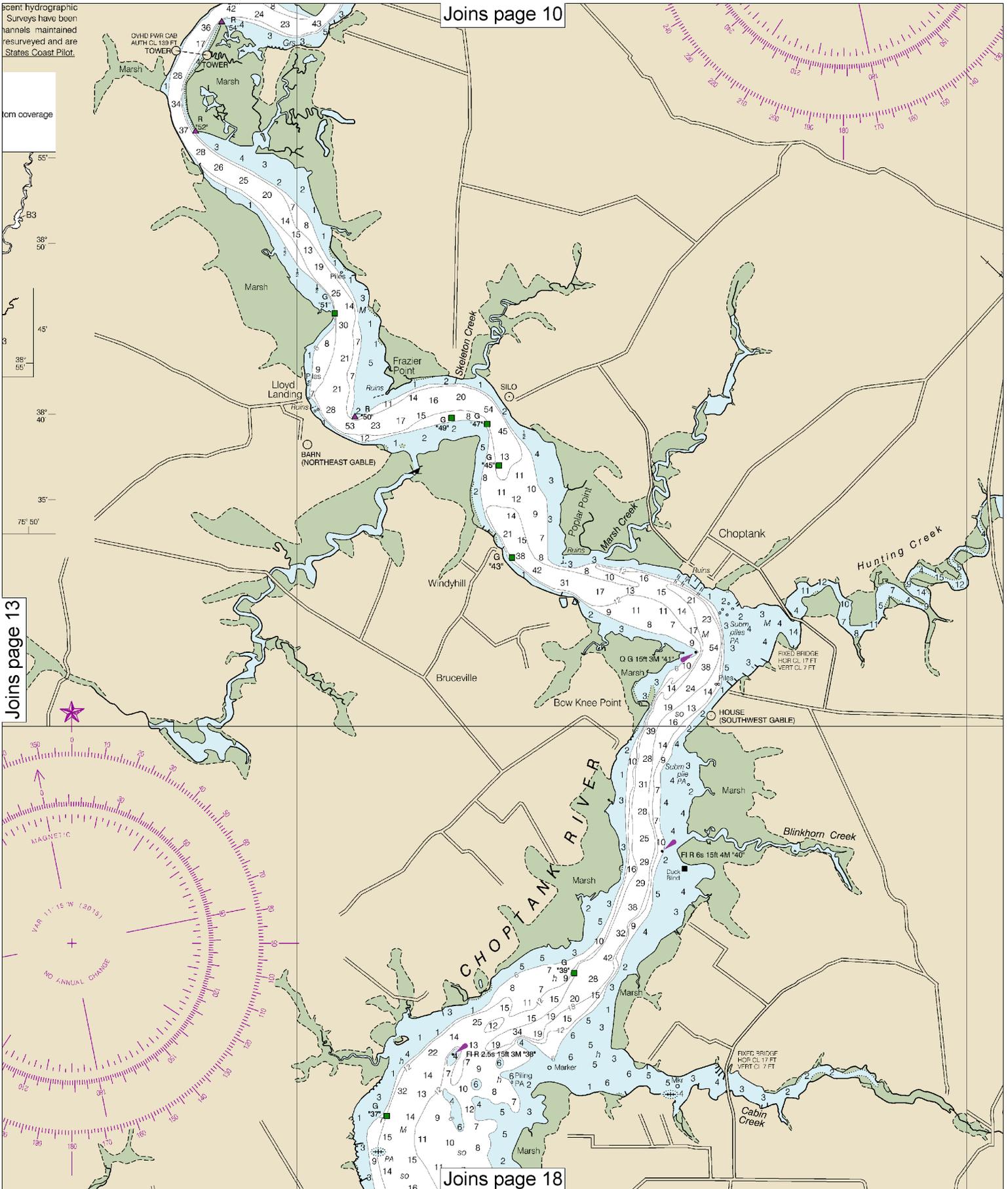
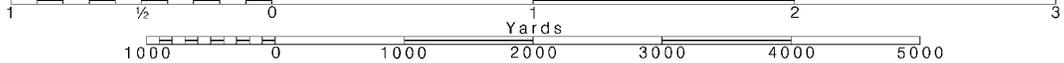
14

Note: Chart grid lines are aligned with true north.

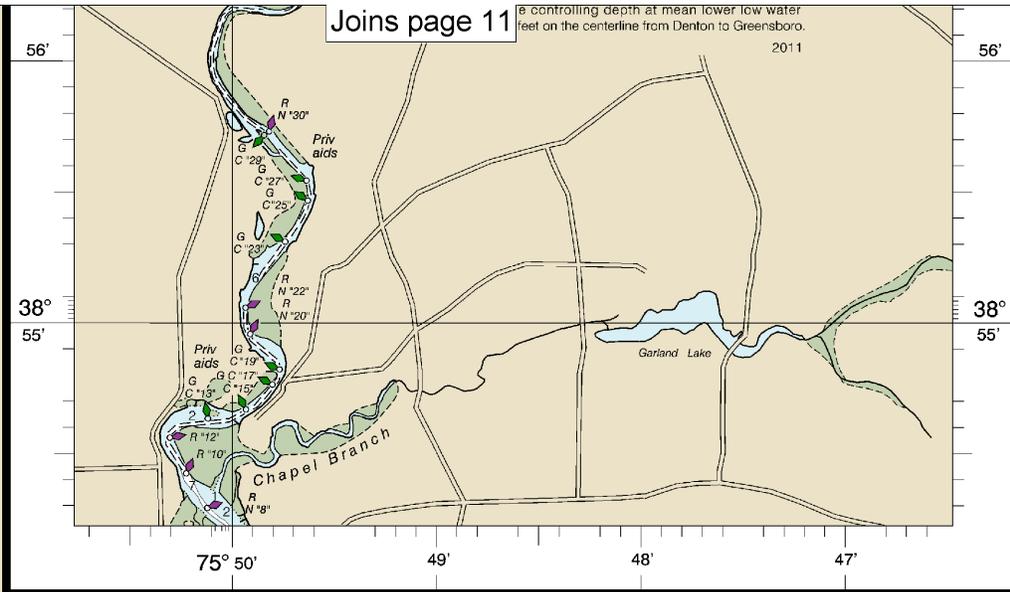
Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.



controlling depth at mean lower low water feet on the centerline from Denton to Greensboro. 2011



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

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.

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

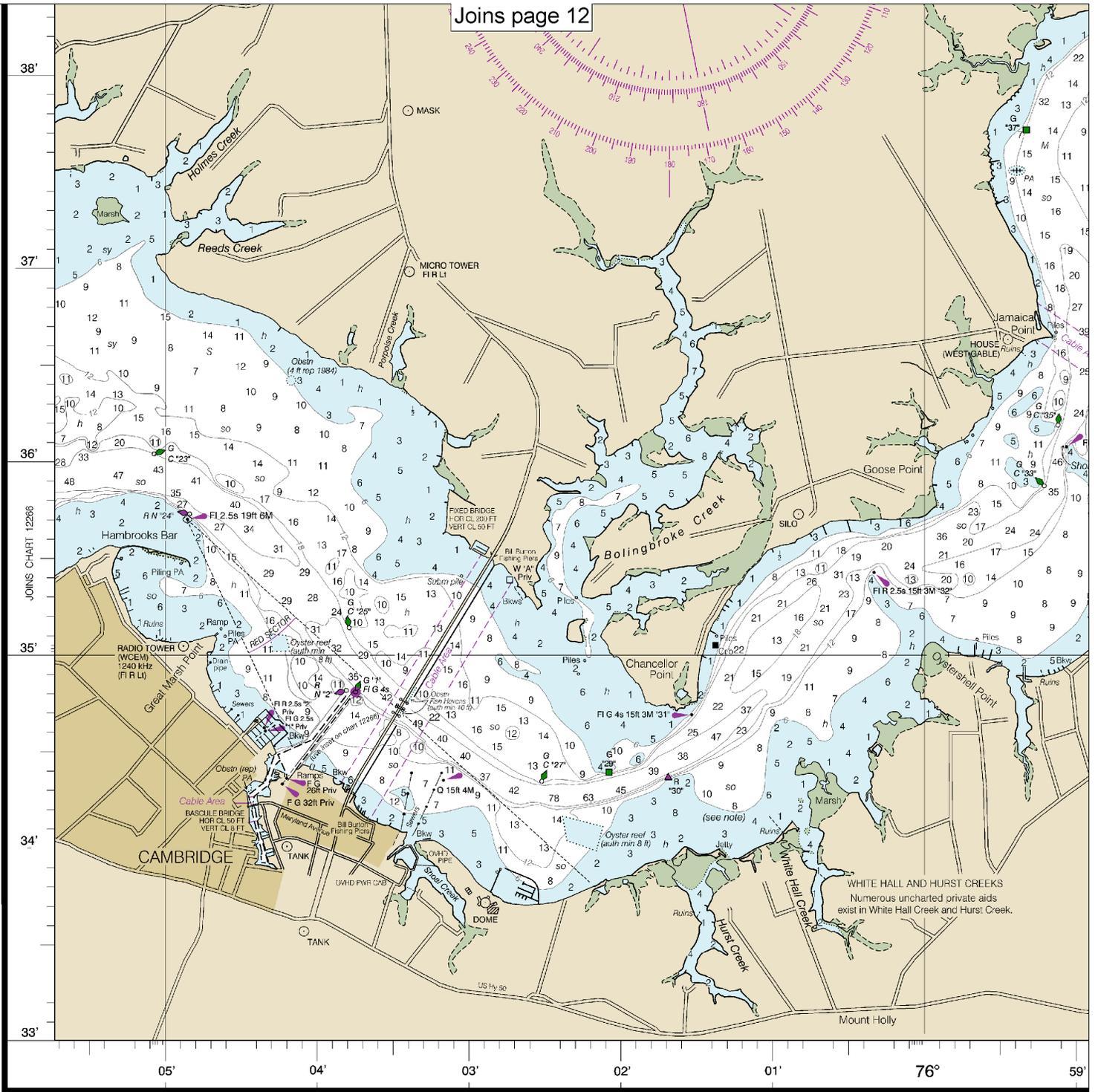
CAUTION
 Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
 During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

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

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.

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 in



12268

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.

12th Ed., Dec. 2015. Last Correction: 11/28/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

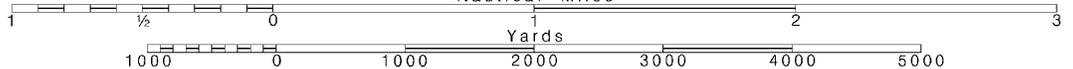
16

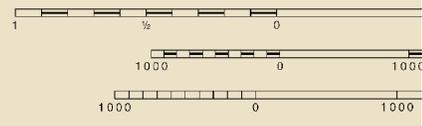
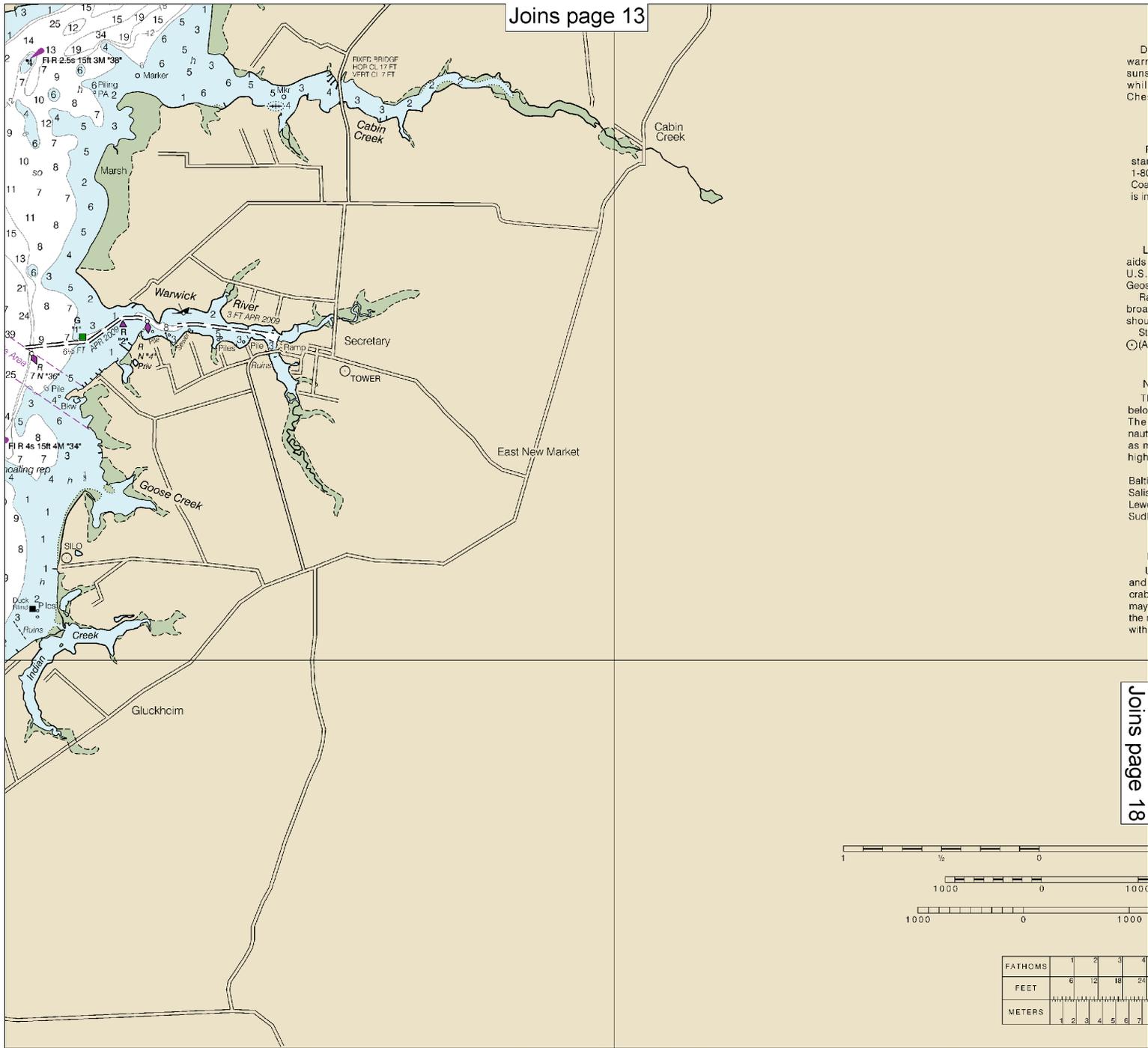
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





FATHOMS	1	2	3	4
FEET	6	12	18	24
METERS	1	2	3	4



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

SOUNDINGS IN FEET

Choptank

Joins page 15

SMALL CRAFT WARNINGS

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POLLUTION REPORTS

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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)

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.

Baltimore, MD	KEC-83	162.400 MHz
Salisbury, MD	KEC-92	162.475 MHz
Lewes, DE	WXJ-94	162.550 MHz
Sudlersville, MD	WXK-97	162.500 MHz

FISHING AND HUNTING STRUCTURES

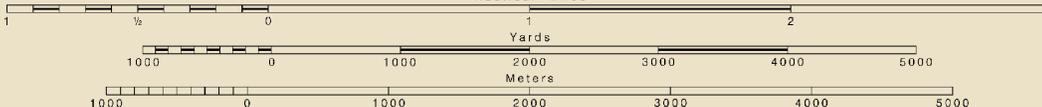
Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

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.

SCALE 1:40,000
Nautical Miles



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Cabin Creek

38'
37'
36'
35'
34'
33'

54' 53' 52' 51' 75° 50' 49' 48' 1032.3 X 642.9 mm

SOUNDINGS IN FEET

Choptank River, Cambridge to Greensboro
SOUNDINGS IN FEET - SCALE 1:40,000

12268



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!



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>



— For the latest news from Coast Survey, follow @NOAAcharts



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.