

# BookletChart™

## Head of Chesapeake Bay

NOAA Chart 12274

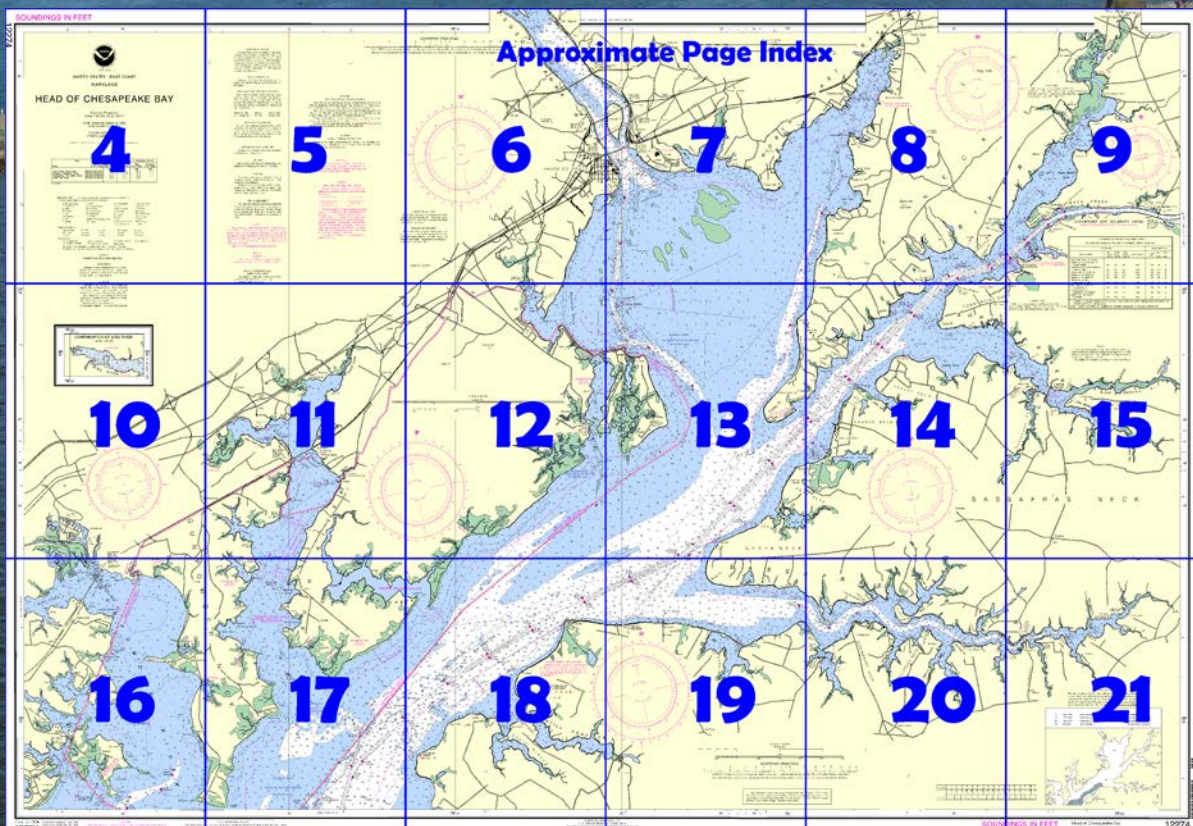


*A reduced-scale NOAA nautical chart for small boaters*

*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](http://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=12274>



#### (Selected Excerpts from Coast Pilot)

**Gunpowder River** is entered through a channel marked by a light and buoys west of **Spry Island Shoal**; the shoal is covered 2 to 4 feet; the channel had depths of 8 feet for 2 miles; 2 to 9 feet for 4 miles; 3 feet in a channel leading to a creek below **Joppatowne**, with depths of 4 to 7 feet and 4 feet in the marina basin.

Marinas above the bridge have slips, gasoline, and marine supplies.

Some waters of the Aberdeen Proving

Ground are closed to the public at all times. Others have a limited access during specified hours.

**Bush River.** The lower 5 miles are within Aberdeen Proving Ground

constituting prohibited land areas and restricted and dangerous water areas.

The river has depths of 7 feet to the railroad bridge 6.3 miles above the mouth, thence 5 to 6 feet for another 1.5 miles. The approach to the river and the channel are marked by buoys and a light as far as **Tapler Point**, and by a light on the east side 0.3 mile south of the railroad bridge, which shows a high-intensity beam down river; the lower light, off the western shore about 2.7 miles above the mouth shows high-intensity beams up and down river.

**Still Pond** has depths of 9 to 11 feet and is a good anchorage during easterly winds. **Churn Creek** has depths of 2 feet in the entrance and deeper water inside.

**Stillpond Creek** is entered through a narrow channel; the depth was 7½ feet through the entrance. A light and buoys mark the entrance. The channel inside Stillpond Creek is marked by a daybeacon and buoys.

**Stillpond Coast Guard Station** is on the north side of the entrance to Stillpond Creek.

**Sassafras River.** The entrance is between **Howell Point** and **Grove Point**. The river is used by vessels drawing up to 12 feet.

The river channel has depths of 13 feet to a point 1 mile above the U.S. Route 213 bridge, thence 7 to 3 feet for 2 miles. The channel is marked as far as the highway bridge.

**Fredericktown** and **Georgetown** are connected by a bridge that has a clearance of 5 feet. The bridgetender monitors VHF-FM channel 16 and works on channels 13 and 68; call sign KYU-699. The **speed limit** is 6 miles per hour in Sassafras River 0.5 mile above and below the bridge.

There are facilities on both sides of the river below the bridge with berthing, electricity, water, gasoline, diesel fuel, and marine supplies.

**Spesutie Narrows** is a channel leads from the flats off southern entrance to a basin at Mulberry Point; depth was 5 feet to the basin with 2½ to 5 feet at the landings. Entrance channel is marked by buoys and lighted ranges; the inner channel is marked by daybeacons. Spesutie Island and Spesutie Narrows are within Aberdeen Proving Ground constituting prohibited land areas and restricted and dangerous water areas.

Mariners are required to observe the speed regulation in Elk River, Back Creek, and Chesapeake and Delaware Canal.

The current velocity is 0.8 knot.

**Bohemia River** has depths of 7 feet or more for 4 miles to the junction of **Great Bohemia Creek** and **Little Bohemia Creek**; 6 to 4 feet for 1.5 miles in Great Bohemia Creek; 7 feet for 1 mile in Little Bohemia Creek. The cove on the southwest side of Bohemia River 3 miles above the entrance has depths of 3 to 5 feet and is a small-boat anchorage.

The **speed limit** is 6 miles per hour from the highway bridge to 1 mile downstream in Bohemia River.

There are small-craft facilities along the north side of Bohemia River and along the south side of the river below the bridge.

Above Back Creek, the channel in Elk River is marked by buoys to

**Warning.**—Small-craft operators in Frog Mortar Creek are advised to use caution in the vicinity of Martin State Airport. Small-craft with masts exceeding 37 feet in height above the waterline create an obstruction to low-flying aircraft. Operators of such vessels transiting Frog Mortar Creek should contact Martin State Airport Control Tower by telephone at 410-238-1008 when visibility is less than 1.0 statute mile so approaching aircraft can be warned. Tower operations are from 0600 to 2200 daily.

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

RCC Norfolk

Commander

5th CG District

Norfolk, VA

(575) 398-6231



# Navigation Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



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

# SOUNDINGS IN FEET

12274



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MARYLAND

## HEAD OF CHESAPEAKE BAY

Mercator Projection  
Scale 1:40,000 at Lat. 39°27'

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](http://nauticalcharts.noaa.gov).

### TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Pond Point, Bush River	(39°23'N/76°15'W)	1.8	1.4	0.2
Betterton, Sassafras River	(39°22'N/76°04'W)	2.2	1.8	0.2
Chesapeake City, Back Creek	(39°32'N/75°49'W)	3.3	3.1	0.2
Havre de Grace	(39°32'N/76°05'W)	2.5	2.1	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>.  
(Jul 2012)

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

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		Rn radiobeacon	Y yellow

### Bottom characteristics:

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

### Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
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 soundings.

### HORIZONTAL DATUM

The horizontal datum is North American Datum of 1983 for charting purposes. The datum is based on the World Geodetic System 1984. The datum is based on the average of 0.392" north to agree with this chart.

### AIDS TO NAVIGATION

Consult U.S. Coast Guard for supplemental information on navigation.

### NOAA WEATHER

The NOAA Weather Service provides continuous reception range (CRR) nautical miles from the station as much as 100 nautical miles high elevations.

Baltimore, MD  
Sudlersville, MD

### SMALL CRAFT

During the boat season, small craft warnings will be displayed on Maryland's state website while underway in Chesapeake Bay and the Potomac River.

### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Guard for supplemental information.

### CHANGES

Improved channels and shoaling, please refer to the latest edition of this chart.

### CHANGES

Temporary changes in navigation are not in this chart. Local Notice to Mariners will be issued during some winter months by the U.S. Coast Guard.

### AUTOMATICALLY

Hydrographic and Ocean Service, Coast and Geodetic Survey, and U.S. Coast Guard.

### NAVIGATION REGULATIONS

Navigation regulations are published in the Notice to Mariners. Regulations may be obtained from the Office of the District Engineer, Baltimore, Maryland. Refer to charted regulations.

### NAVIGATION REGULATIONS

Unexploded ammunition may exist within the limits of this chart.

### PLANE COORDINATES

(based on the Maryland State Plane chart at 20,000 foot interval. The last three digits are omitted.)

### OYSTER BEDS

Oyster bed aquaculture leases are shown on this chart. Mariners are cautioned that oyster beds may exist and watermen may be present.

Joins page 10

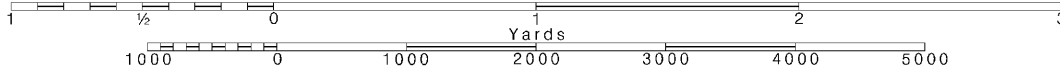
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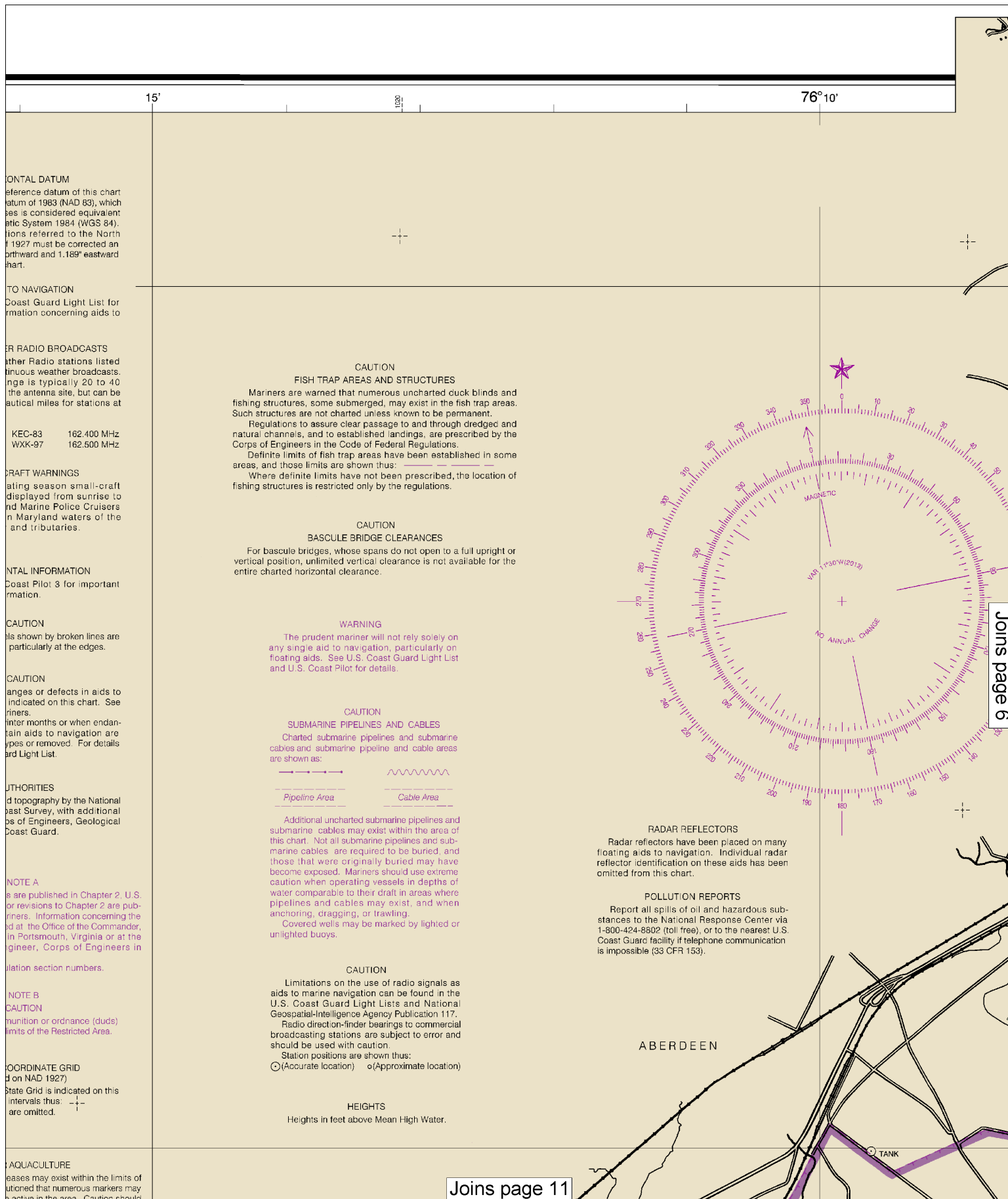
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

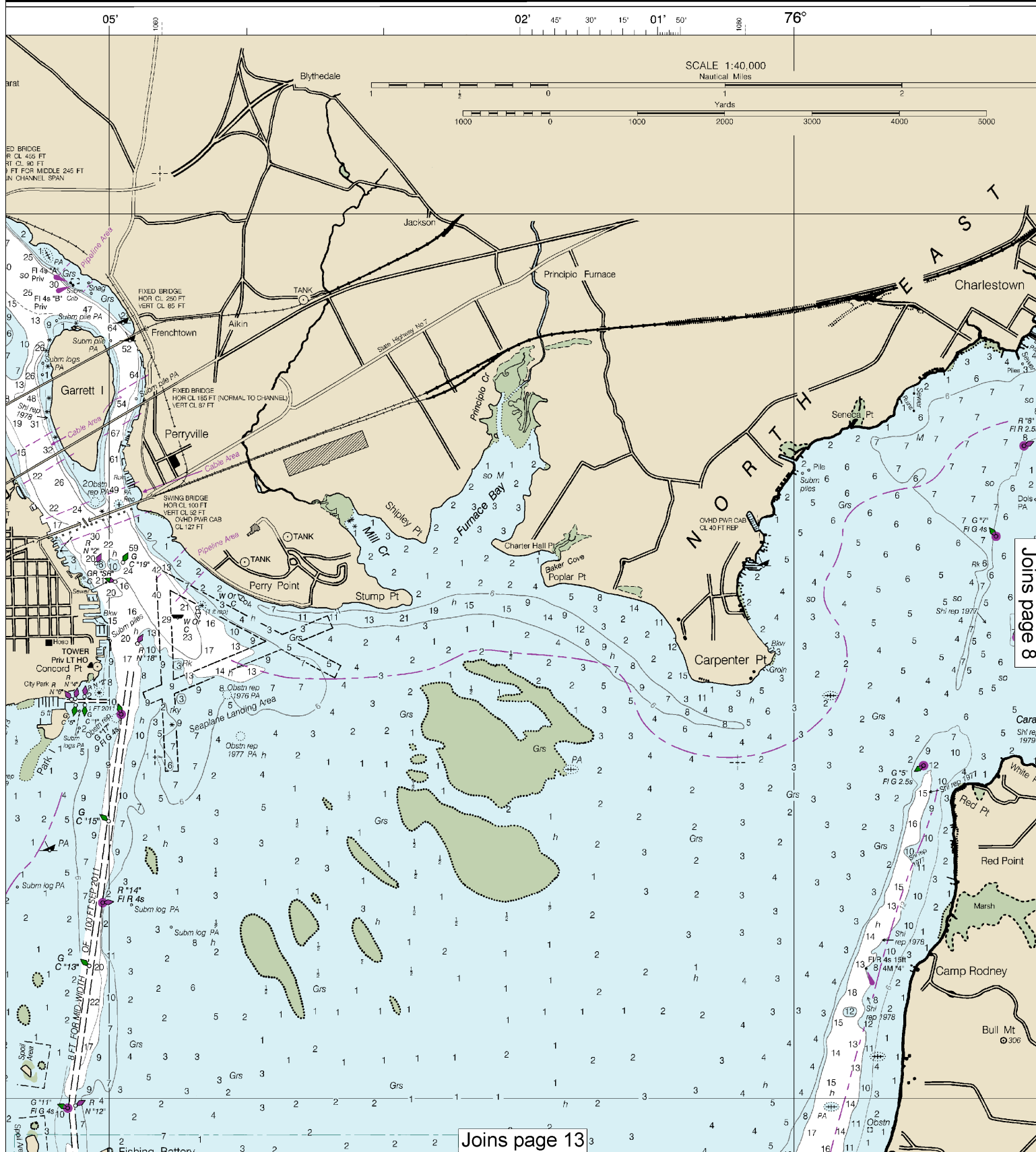
See Note on page 5.





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.





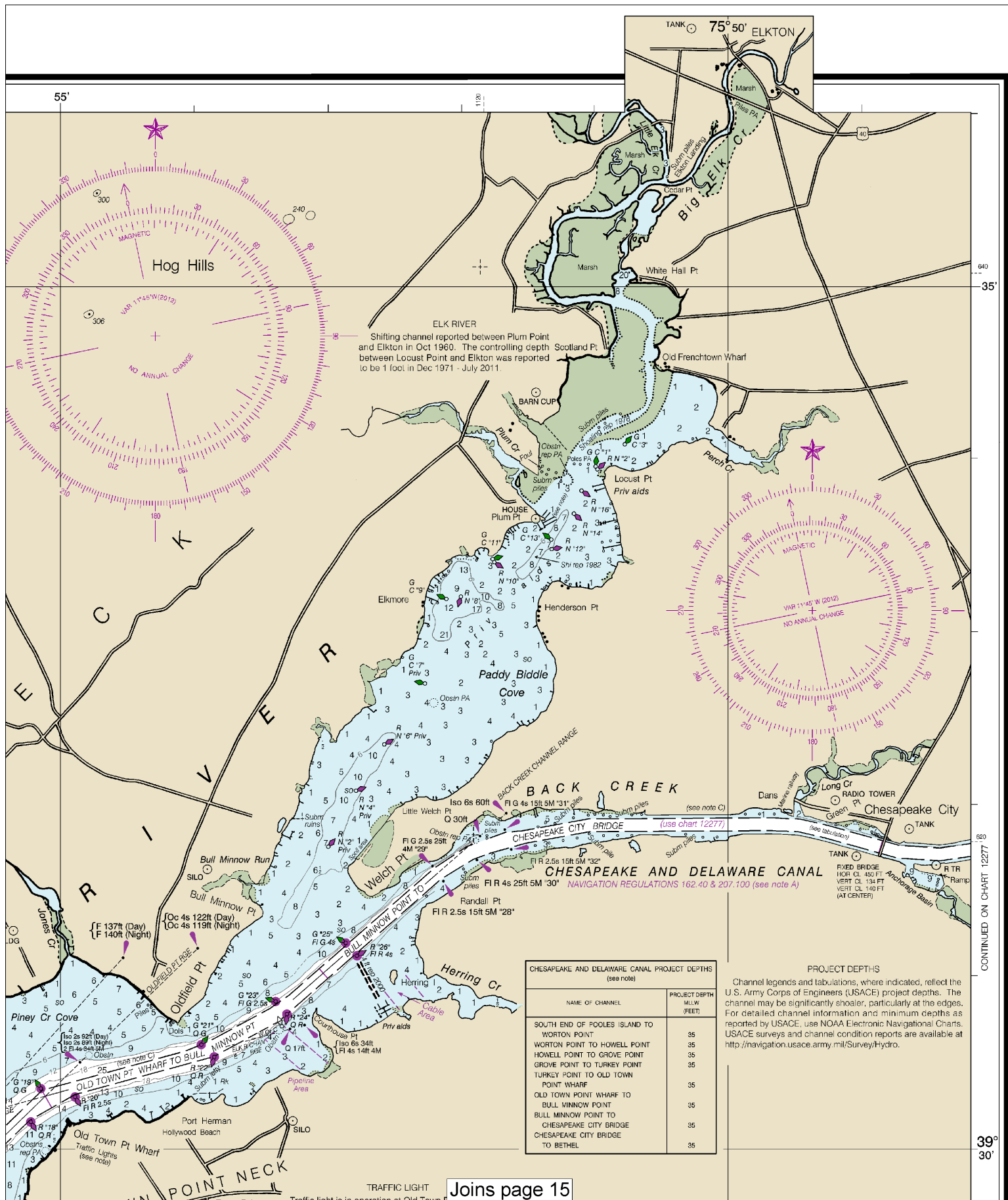
This is the Last Edition of this chart. It will be canceled on Mar 6, 2024  
 39th Ed., Sep. 2020. Last Correction: 12/8/2023. Cleared through:  
 LNM: 0724 (2/13/2024), NM: 0924 (3/2/2024)

Hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).







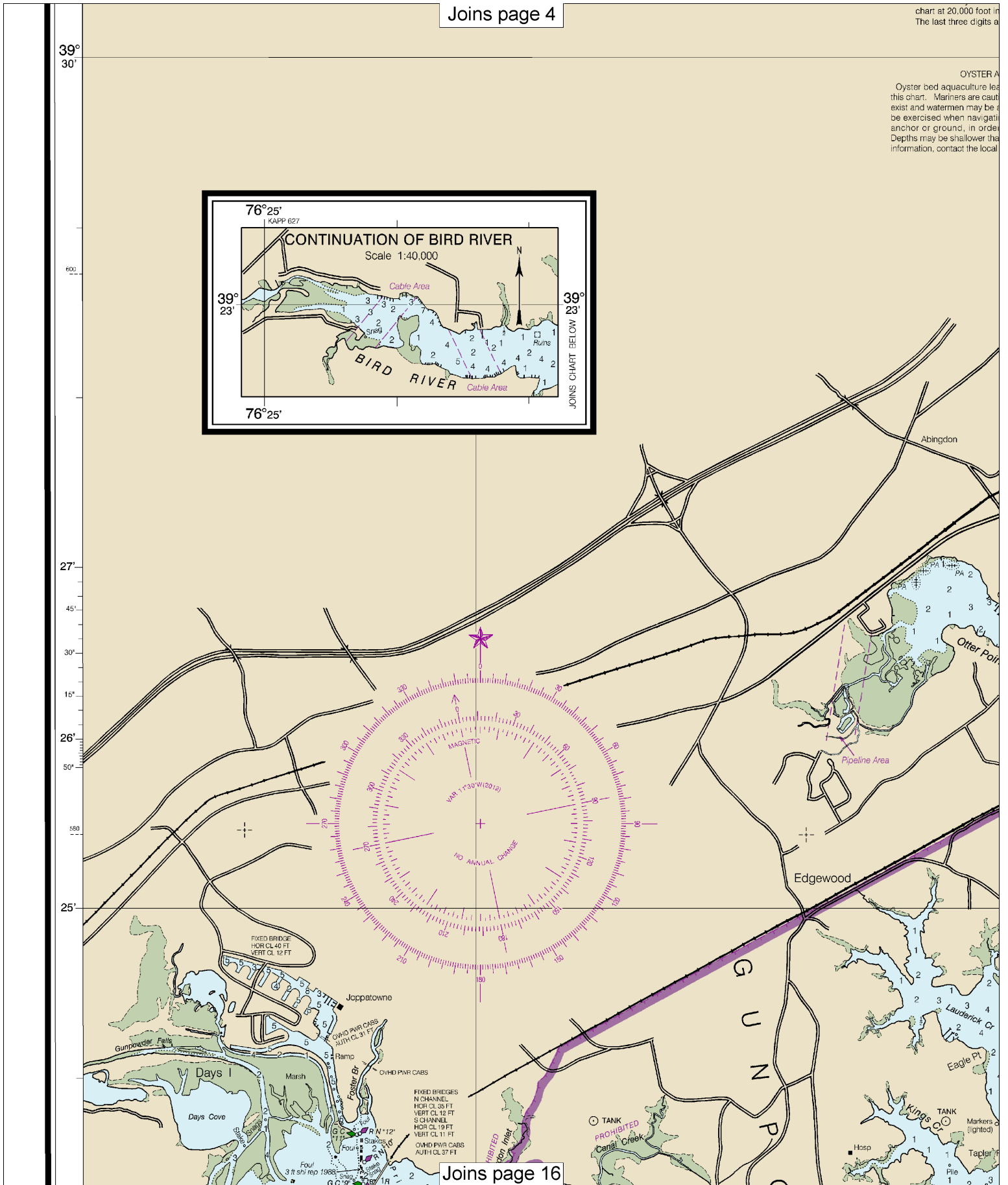
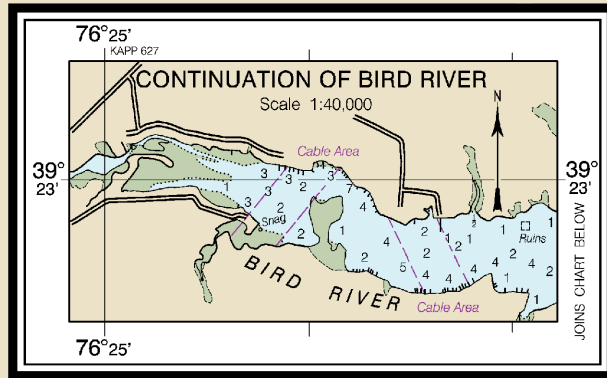


39° 30'

CONTINUED ON CHART 12277

OYSTER A

Oyster bed aquaculture lea  
this chart. Mariners are caut  
exist and watermen may be s  
be exercised when navigati  
anchor or ground, in order  
Depths may be shallower tha  
information, contact the local



Joins page 16

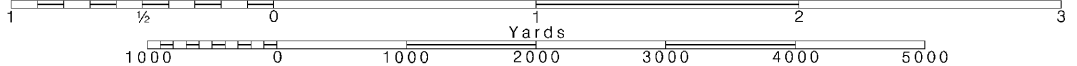
10

Note: Chart grid  
lines are aligned  
with true north.

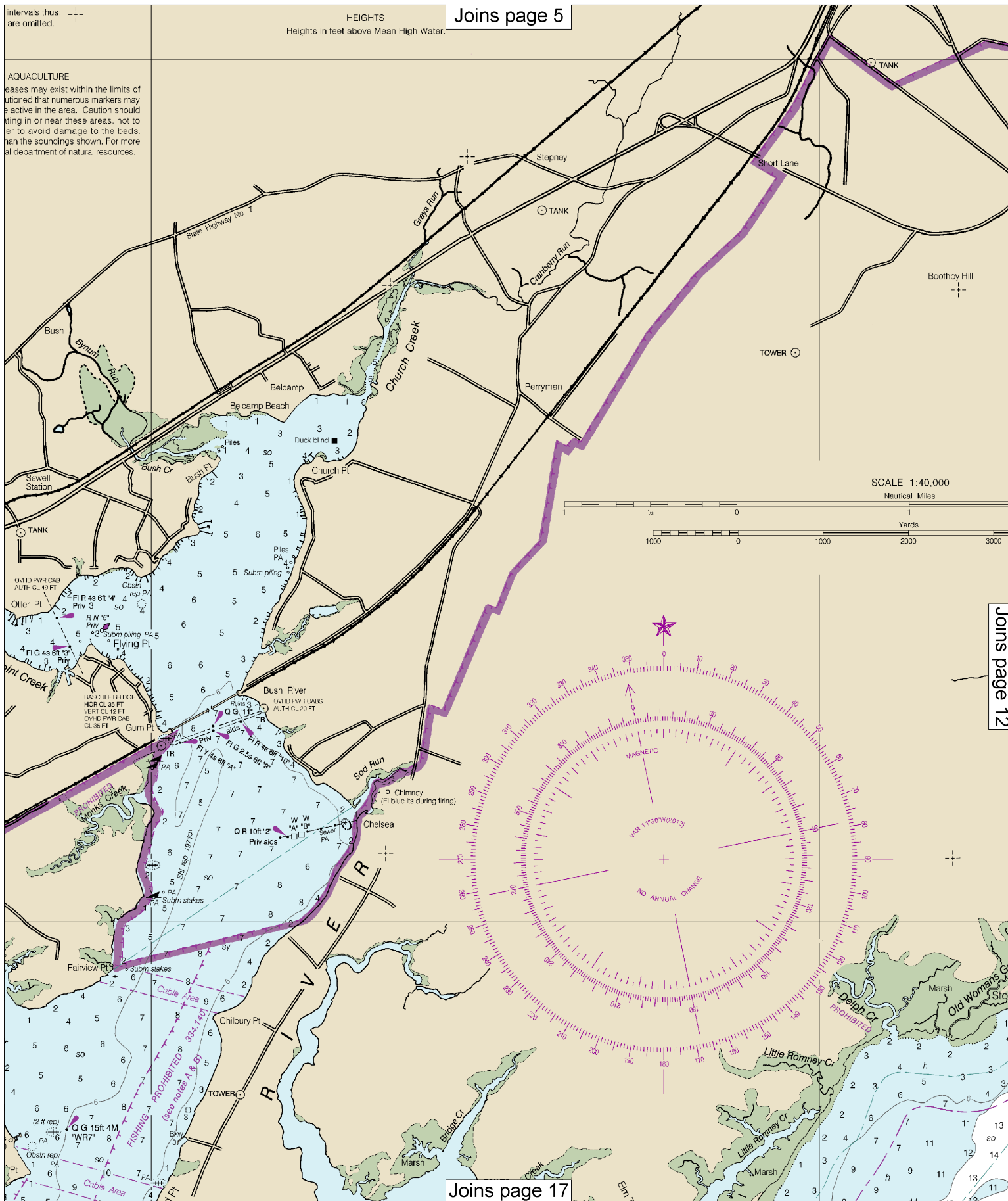
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

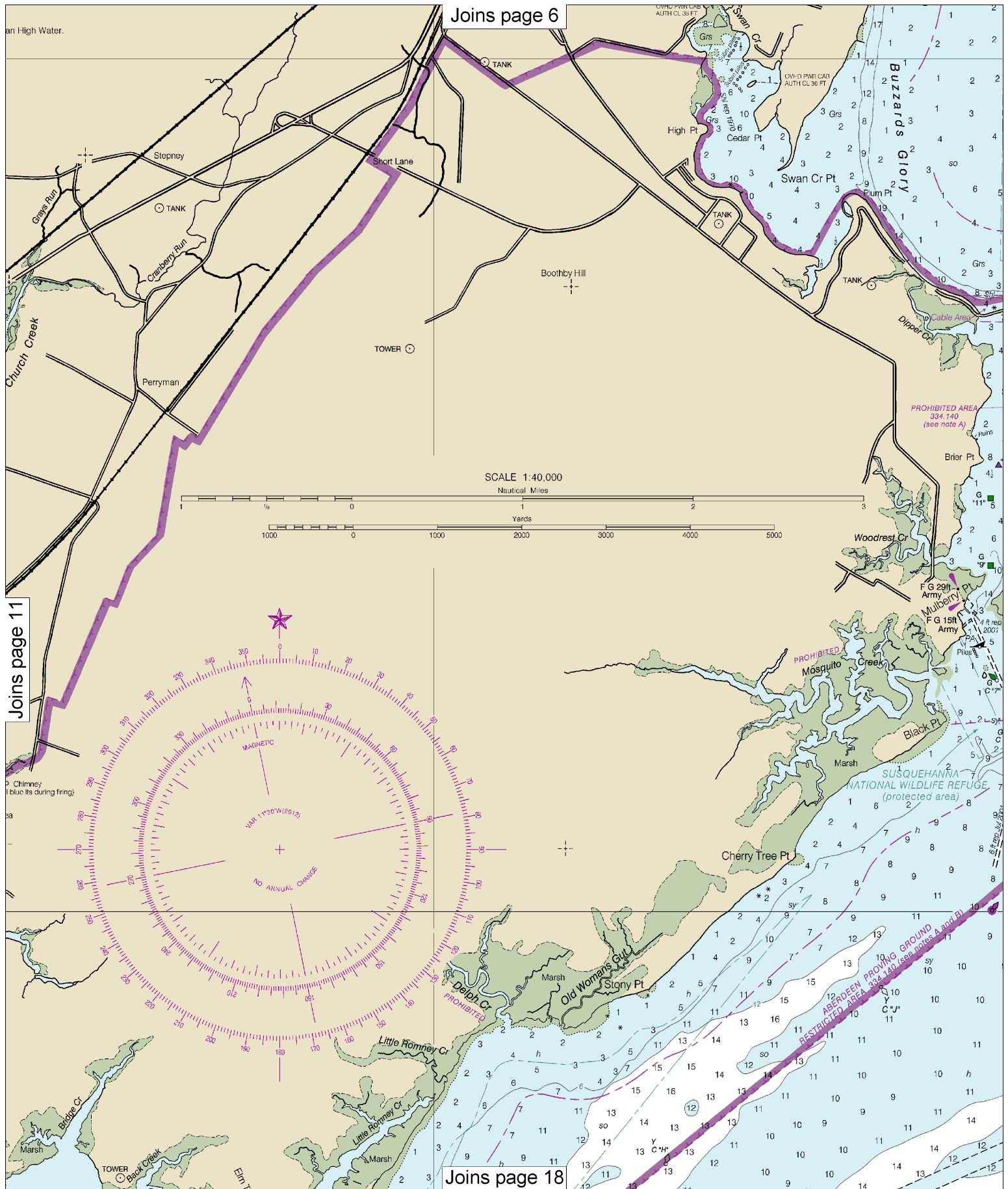


leases may exist within the limits of the area mentioned that numerous markers may be active in the area. Caution should be exercised in or near these areas, not to disturb or avoid damage to the beds, and the soundings shown. For more information, contact the Department of Natural Resources.



Joins page 12





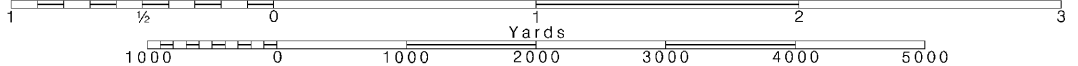
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

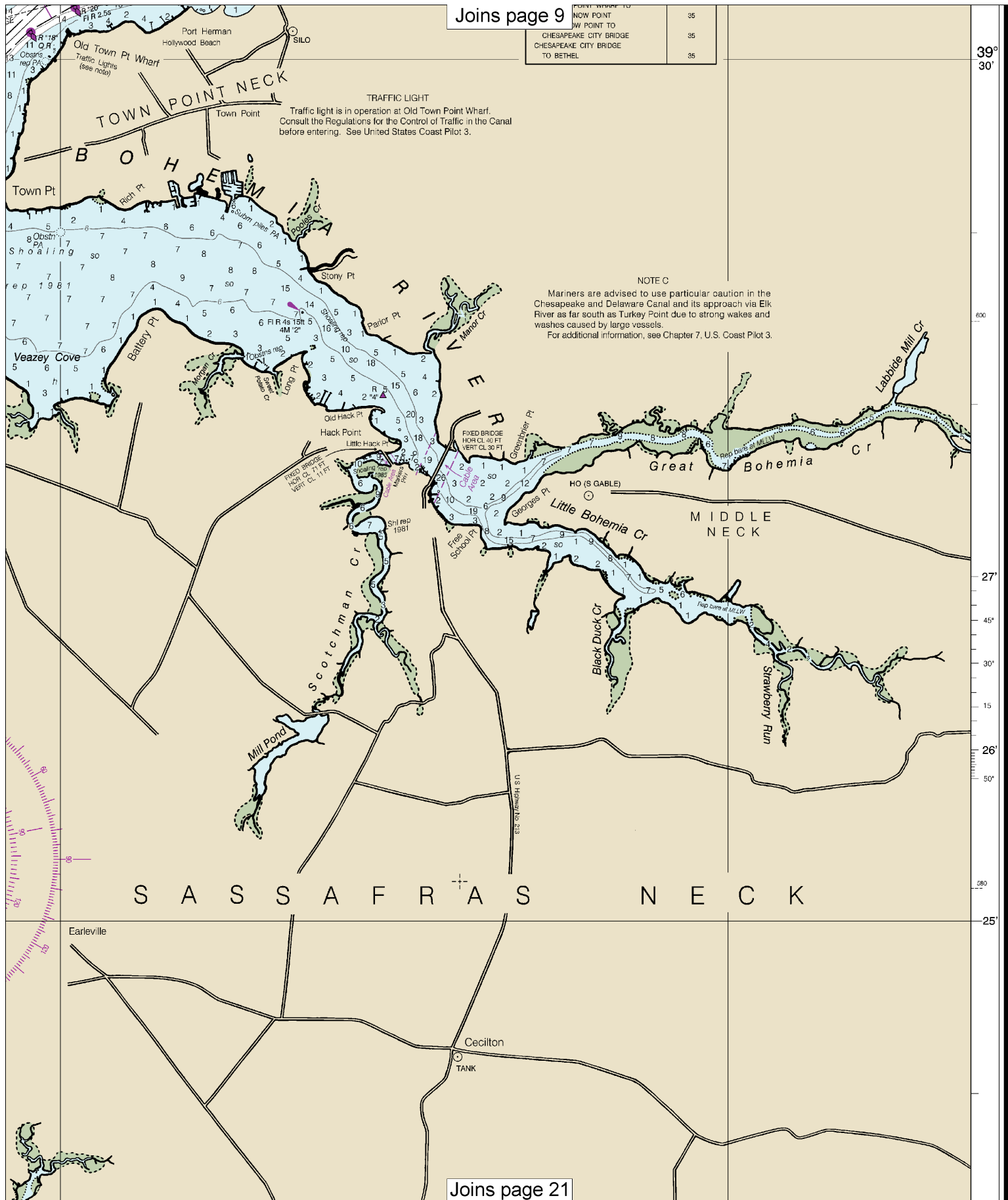
See Note on page 5.









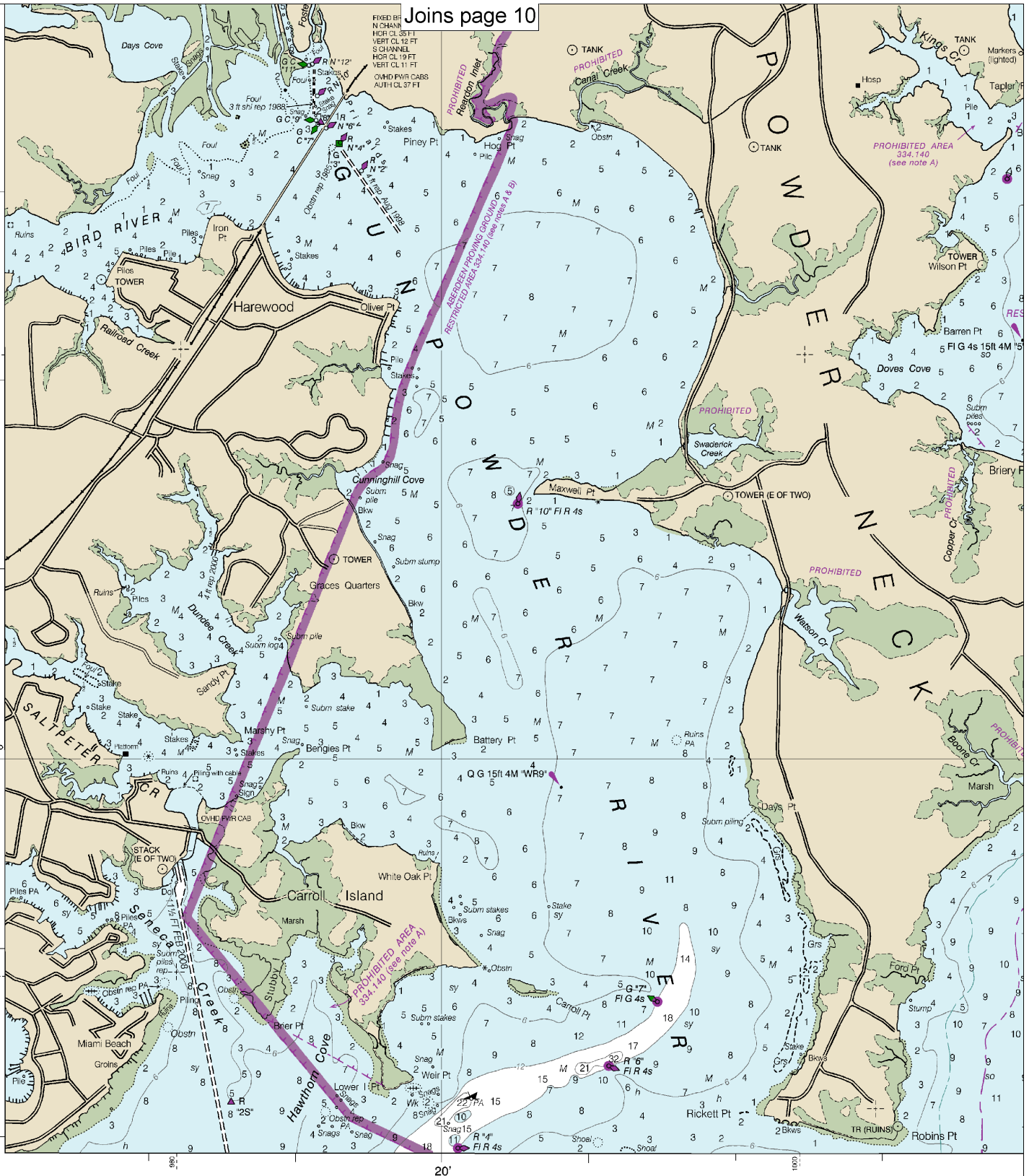


JOINS INSET ABOVE

39° 20'

540

20'



12274

This is the Last Edition of this chart. It will be canceled on Mar 6, 2024  
39th Ed., Sep. 2020, Last Correction: 12/8/2023. Cleared through:  
LNM: 0724 (2/13/2024), NM: 0924 (3/2/2024)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the date hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

16

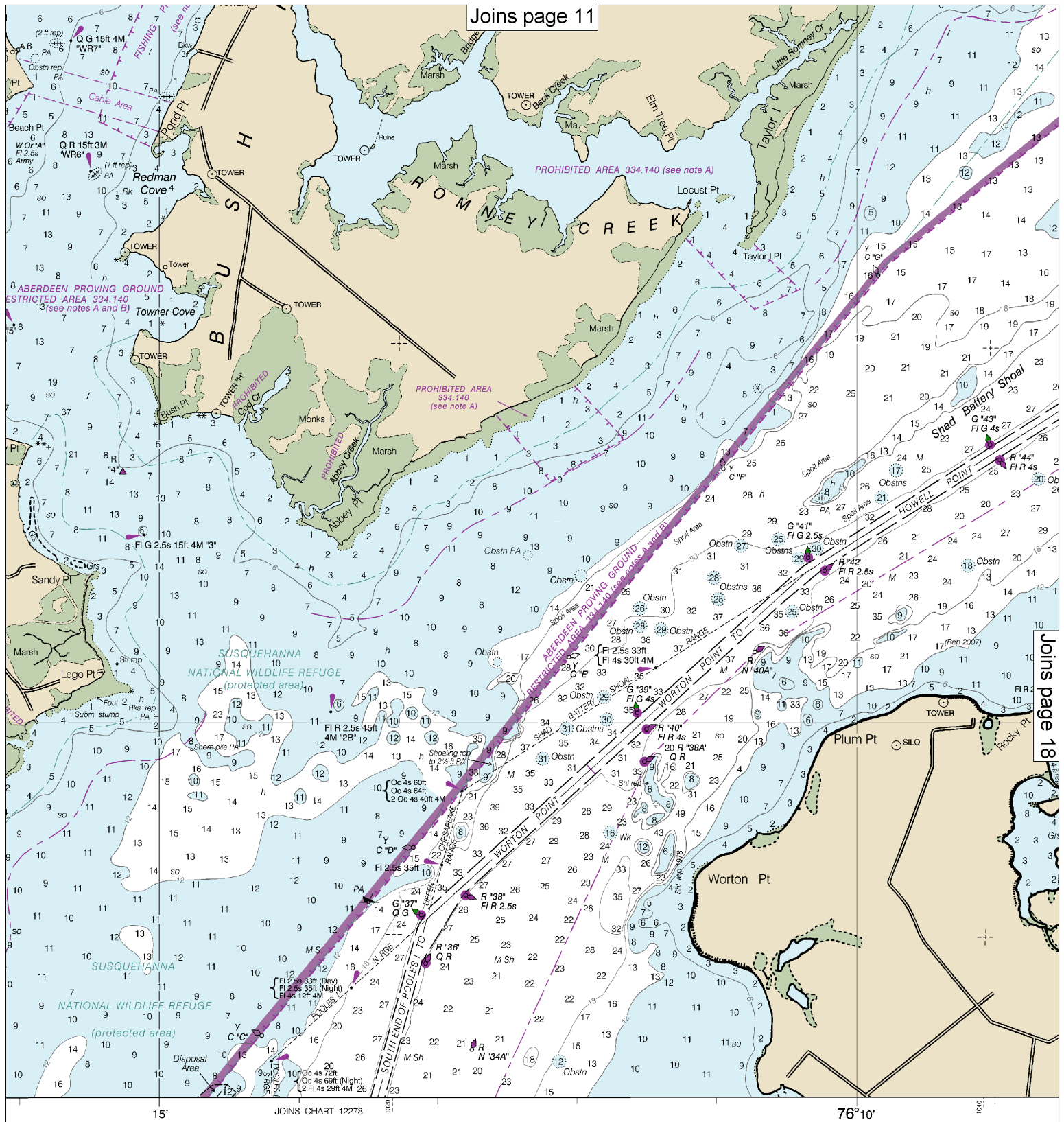
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

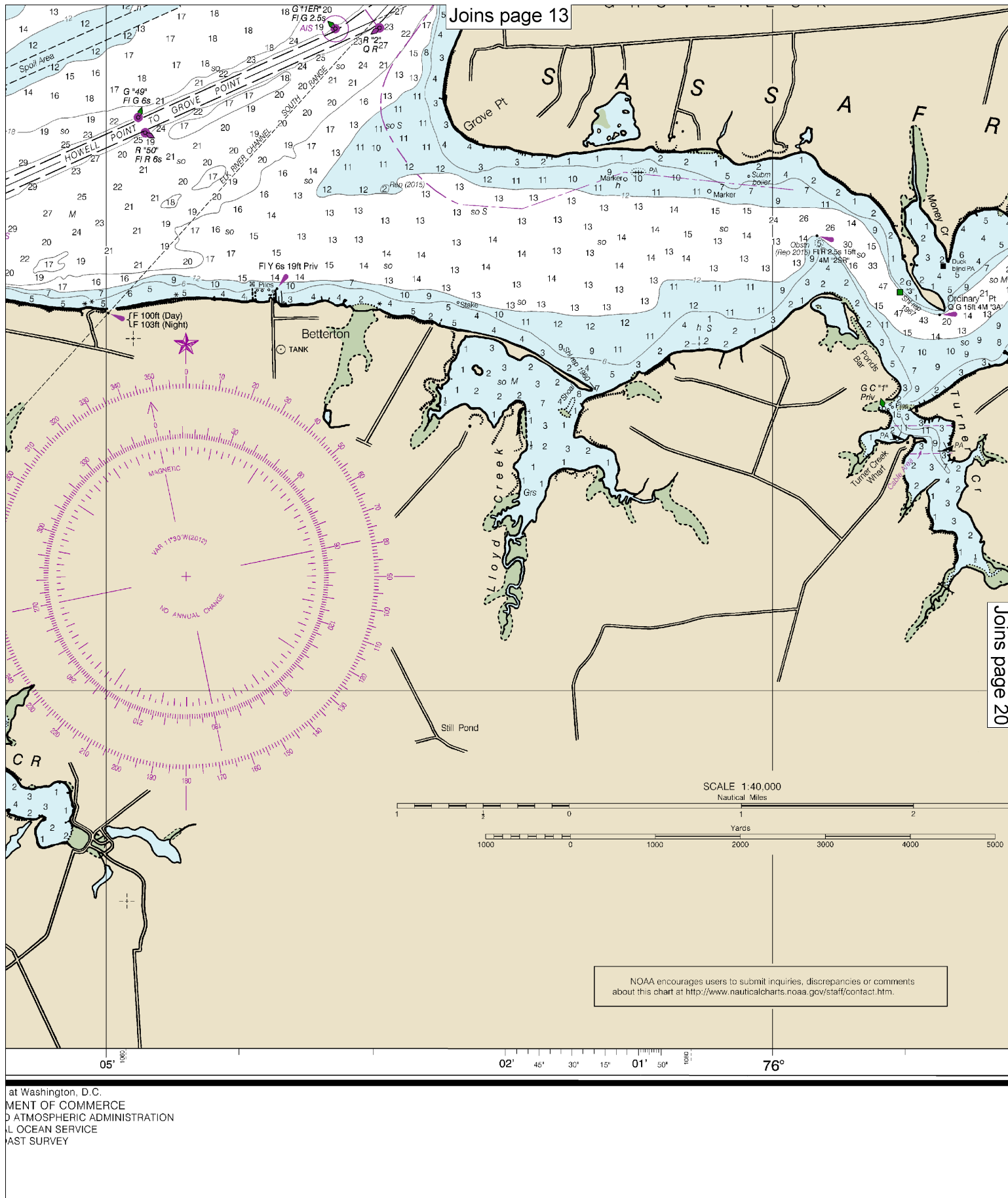


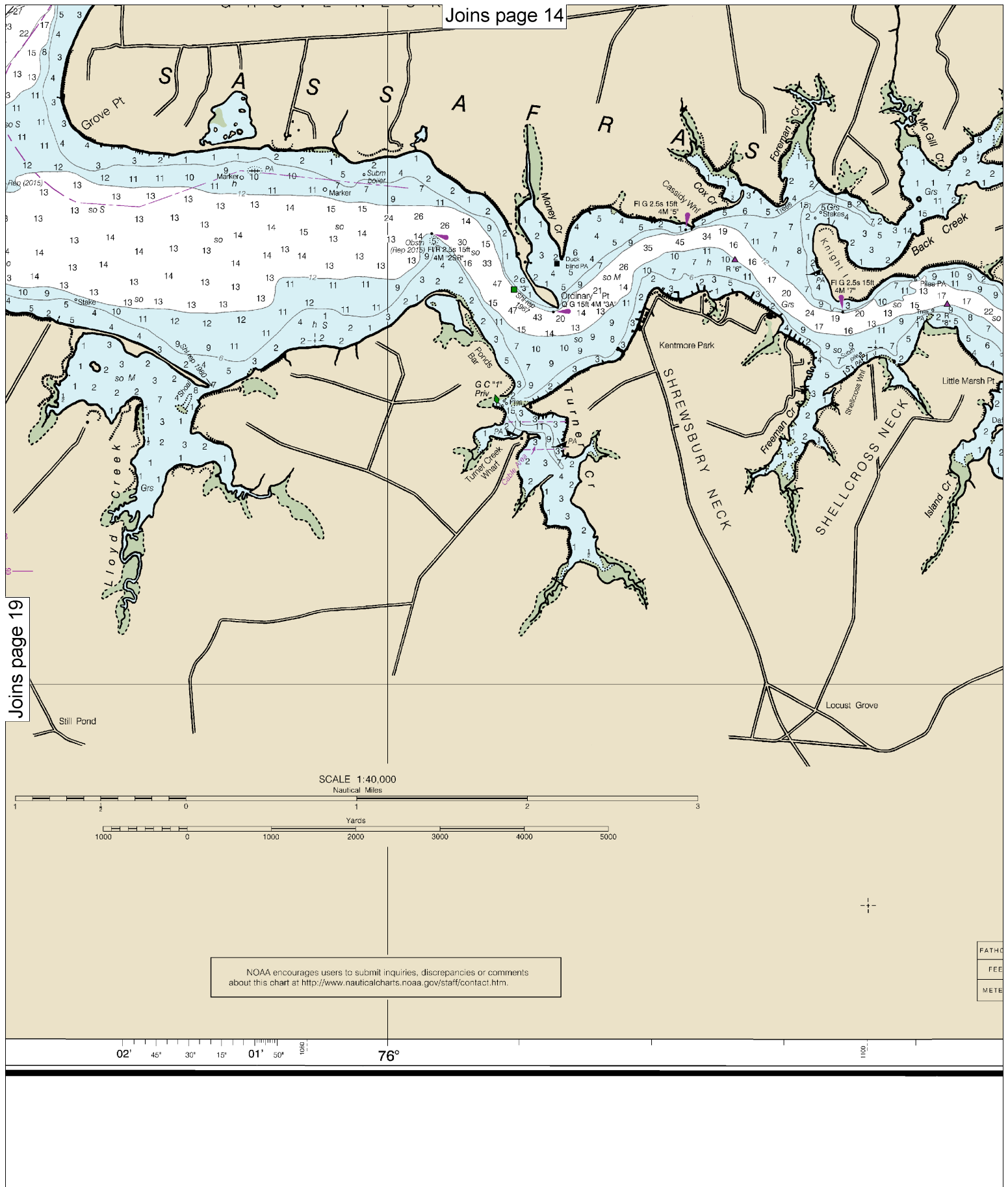


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 ict to the dates shown in  
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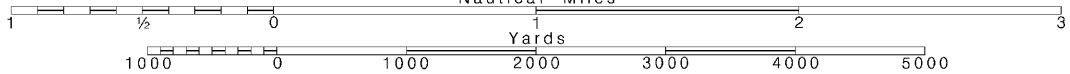
20

Note: Chart grid lines are aligned with true north.

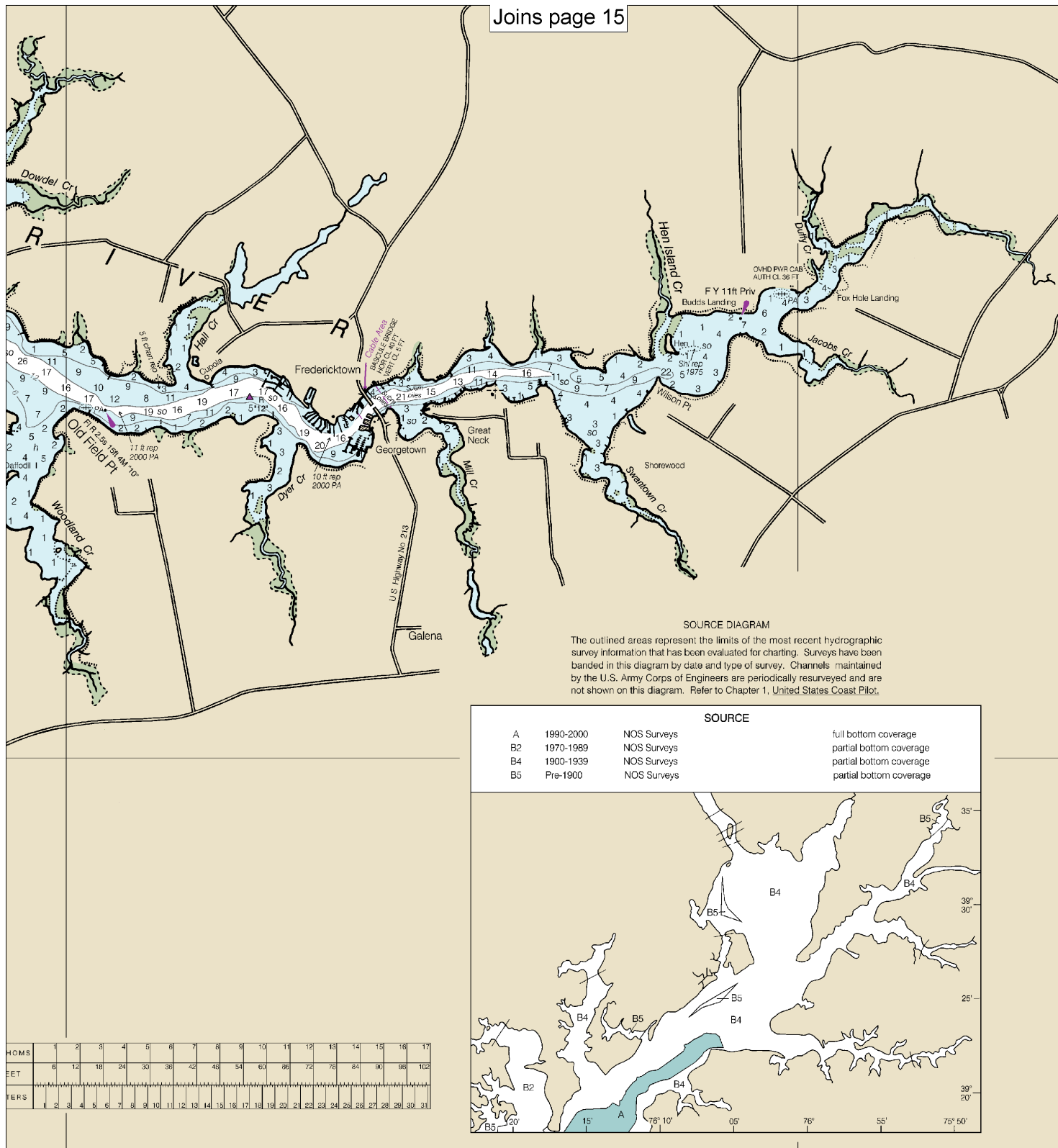
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







SOUNDINGS IN FEET

Head of Chesapeake Bay  
SOUNDINGS IN FEET - SCALE 1:40,000

12274



## 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.



**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/>

## 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!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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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.