

# BookletChart™

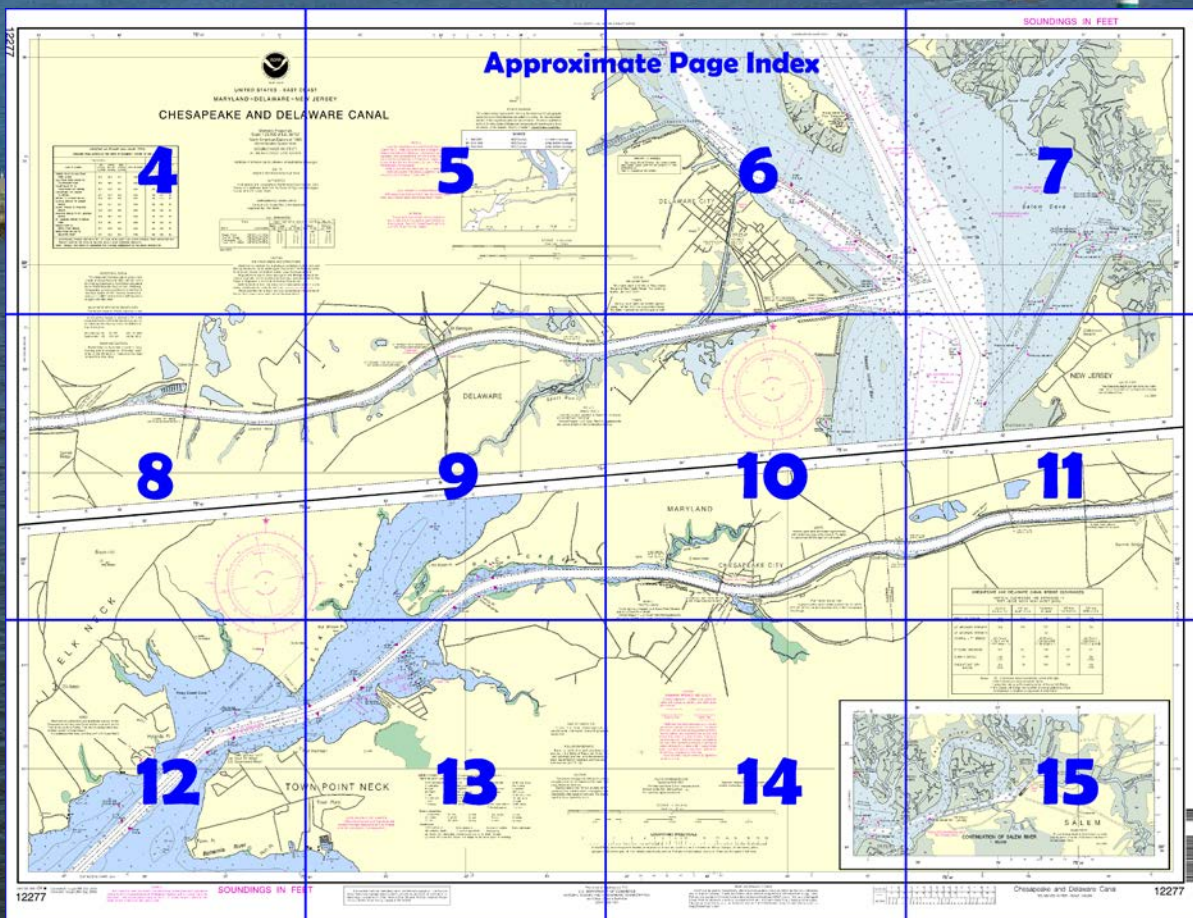
## Chesapeake and Delaware Canal NOAA Chart 12277



*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=12277>.



#### (Selected Excerpts from Coast Pilot)

The **Chesapeake and Delaware Canal** is a sea-level waterway that extends from Delaware River at Reedy Point, DE, to **Back Creek** at Chesapeake City, MD, thence down Back Creek to Elk River and Chesapeake Bay. The Reedy Point entrance is 51 miles above the Delaware Capes, 35.5 miles below Philadelphia, 62 miles from Baltimore, and 187.5 miles from the Virginia Capes. **Miles** in the following text are the distances in

nautical miles along the canal from the middle of Delaware River. **Reedy Point**, at Mile 0.7 on the north side of the Delaware entrance, is jettied and is marked by a light; the jetty on the south side is similarly marked.

**Note.**—The system of marking the channel with buoys and lights is from each entrance and reverses at Chesapeake City. Even numbers and flashing red lights are on the north side and odd numbers and flashing green lights are on the south side between the Delaware Bay entrance and Chesapeake City. Even numbers and flashing red lights are on the south side and odd numbers and flashing green lights are on the north side from Chesapeake City to the west end of the canal. Each bend along the canal is marked by an amber light.

In addition to the navigational aids, the north and south banks of the Chesapeake and Delaware Canal are lighted by lumenaries spaced 500 feet apart on poles at a height of 25 feet mean high water. They are designed to illuminate the banks at the water's edge to assist ships navigating the canal at night. The U.S. Army Corps of Engineer-maintained poles are 250 feet apart with a light on every other pole.

**Navigation regulations.**—The following regulations are from 33 CFR 162 and 33 CFR 207:§162.40 **Inland waterway from Delaware River to Chesapeake Bay, DE and MD (Chesapeake and Delaware Canal).**

(a) **Applicability.** The regulations in this section are applicable to that part of the inland waterway from Delaware River to Chesapeake Bay, DE and MD, between Reedy Point, Delaware River, and Old Town Point Wharf, Elk River.

(b) **Speed.** No vessel in the waterway shall be raced or crowded alongside another vessel. Vessels of all types, including pleasure craft, are required to travel at all times at a safe speed throughout the canal and its approaches so as to avoid damage by suction or wave wash to wharves, landings, riprap protection, or other boats, or injury to persons. Pilots and vessel operators transiting the canal and its approaches are warned that violation of this rule may result in having their privilege to transit the canal suspended. Passages of vessels through the canal will be monitored and specific cases will be investigated where damage by suction or wave wash does occur.

Owners and operators of yachts, motorboats, rowboats, and other craft are cautioned that large deep-draft ocean-going vessels and other large commercial vessels ply the canal, and such owners and operators should be particularly careful to moor or anchor well away from the main ship channels, with moorings and lines which are sufficient and proper.

(c) **Right-of-way.** All vessels proceeding with the current shall have the right-of-way over those proceeding against the current. Large vessels or tows must not overtake and attempt to pass other large vessels or tows in the waterway. All small pleasure craft shall relinquish the right-of-way to deeper draft vessels, which have a limited maneuvering ability due to their draft and size.

(d) **Stopping in waterway.** Vessels will not be permitted to stop or anchor in the ship channel.

(e) **Water skiing.** Water skiing in the waterway is prohibited between Reedy Point and Welch Point.

(f) **Sailboats.** Transiting the canal by vessels under sail is

An anchorage basin is provided on the south side of the canal at Mile 12.8, opposite Chesapeake City. The entrance to the basin is subject to periodic shoaling.

Regulations for the use of the anchorage and mooring basin are given in **207.100(e)** provided previously in this chapter.

A **special anchorage**, with depths of 3 to 4 feet, is on the southeast side of the canal at Mile 16.3, northeastward of Courthouse Point. (See **110.1** and **110.70**, chapter 2, for limits and regulations.)

### **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>



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST  
MARYLAND - DELAWARE - NEW

# CHESAPEAKE AND DELA

Mercator Projection  
Scale 1:20,000 at Lat. 39°32'  
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)

HEIGHTS  
Heights in feet above Mean High Water.

AUTHORITIES  
Hydrography and topography by the National Ocean Service Survey, with additional data from the Corps of Engineers, U.S. Army, and U.S. Coast Guard.

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

## TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum	
		Mean Higher High Water	Mean Lower Low Water
Reedy Point	(39°34'N/75°34'W)	5.6	2.7
Summit Bridge	(39°32'N/75°44'W)	3.8	2.7
Chesapeake City	(39°32'N/75°49'W)	3.3	2.7
Old Town Point Wharf	(39°30'N/75°55'W)	2.7	2.7

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Aug 2014)

## CAUTION FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blind 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 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 fishing structures is restricted only by the regulations.

CHESAPEAKE AND DELAWARE CANAL PROJECT DEPTHS (see note)	
NAME OF CHANNEL	PROJECT DEPTH MLLW (FEET)
TURKEY POINT TO OLD TOWN POINT WHARF	35
OLD TOWN POINT WHARF TO BULL MINNOW POINT	35
BULL MINNOW POINT TO CHESAPEAKE CITY BRIDGE	35
CHESAPEAKE CITY BRIDGE TO BETHEL	35
BETHEL TO GUTHRIES RUN	35
GUTHRIES RUN TO SUMMIT BRIDGE	35
SUMMIT BRIDGE TO CONRAIL BRIDGE	35
CONRAIL BRIDGE TO ST. GEORGES BRIDGE	35
ST. GEORGES BRIDGE TO BIDDLE POINT	35
BIDDLE POINT TO REEDY POINT BRIDGE	35
REEDY POINT BRIDGE TO DELAWARE RIVER WIDENERS	35

PROJECT DEPTHS  
Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoaler, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, use NOAA Electronic Navigational Charts. USACE surveys and channel condition reports are available at <http://navigation.usace.army.mil/Survey/Hydro>.

SALEM RIVER CHANNEL TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUL 2018						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	DEPTH (FEET)
ELSINBORO POINT TO OAKWOOD BEACH	7.4	11.3	10.6	7-18	150	1.48
OAKWOOD BEACH TO SINICKSON LANDING	9.2	14.9	14.3	7-18	150	1.56
SINICKSON LANDING TO END OF PROJECT	8.9	16.5	10.7	7-18	150	0.71
TURNING BASIN	TURNING BASIN PROJECT WIDTH			7-18	320	0.2
	80%	100%				
	11.4	9.5				

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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.

Philadelphia, PA KIH-28 162.475 MHz  
Sudlersville, MD WXX-97 162.500 MHz

## 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.

Joins page 8

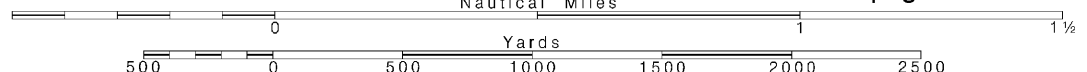
Canal Station

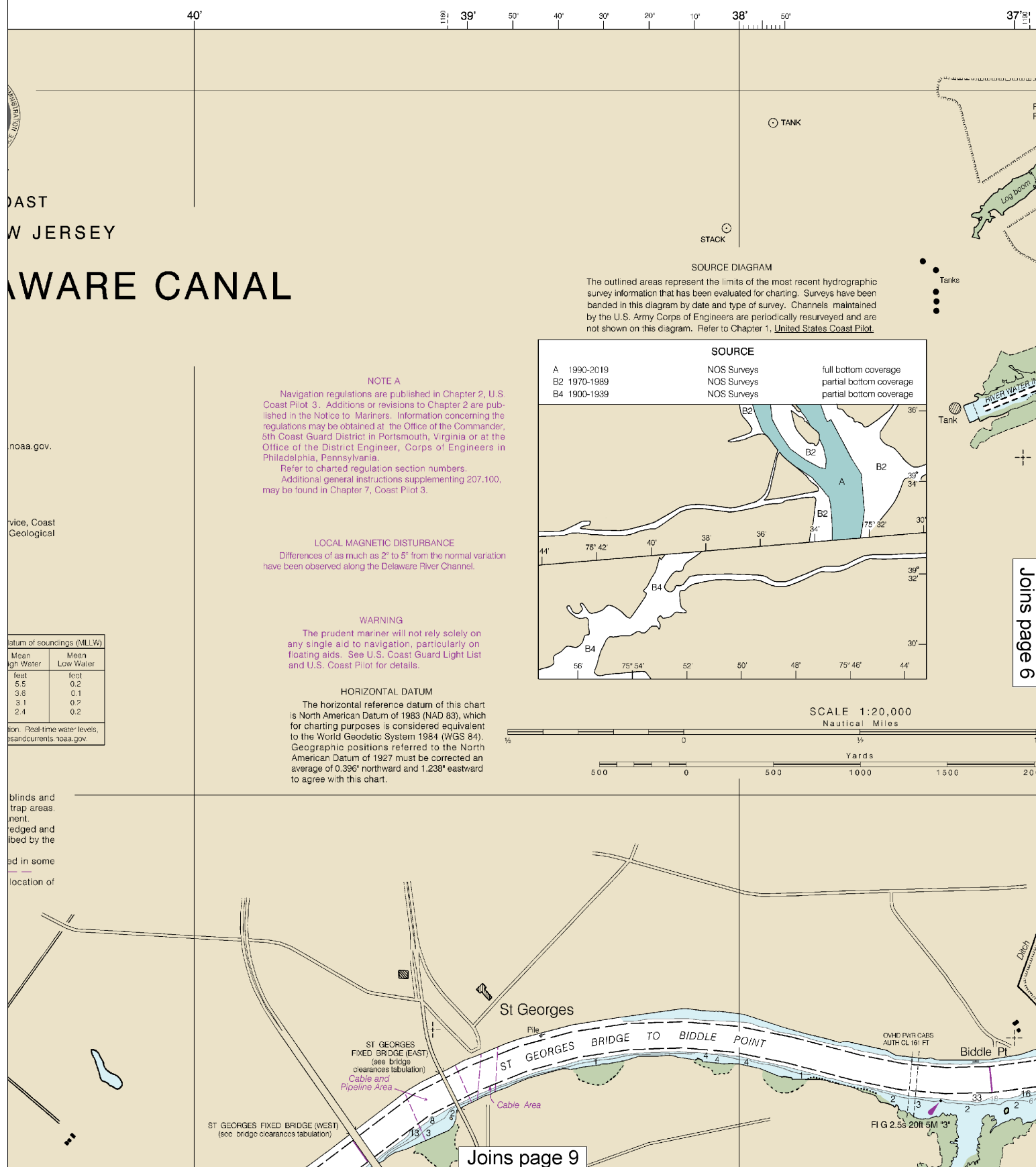
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

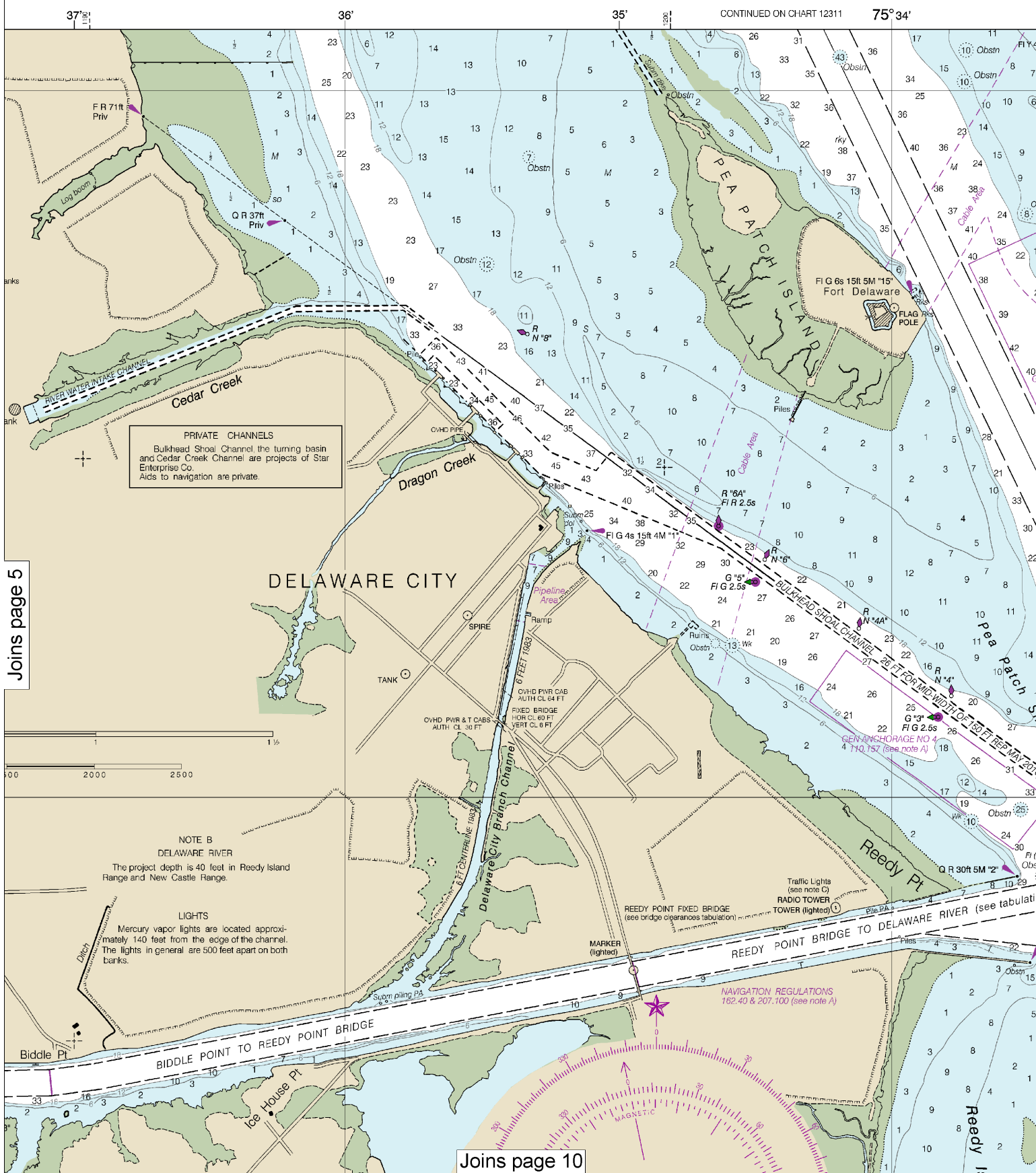
SCALE 1:20,000  
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:26666. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



Joins page 5

Joins page 10

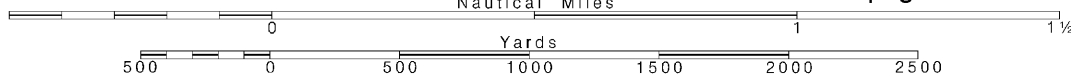
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Note: Chart grid lines are aligned with true north.

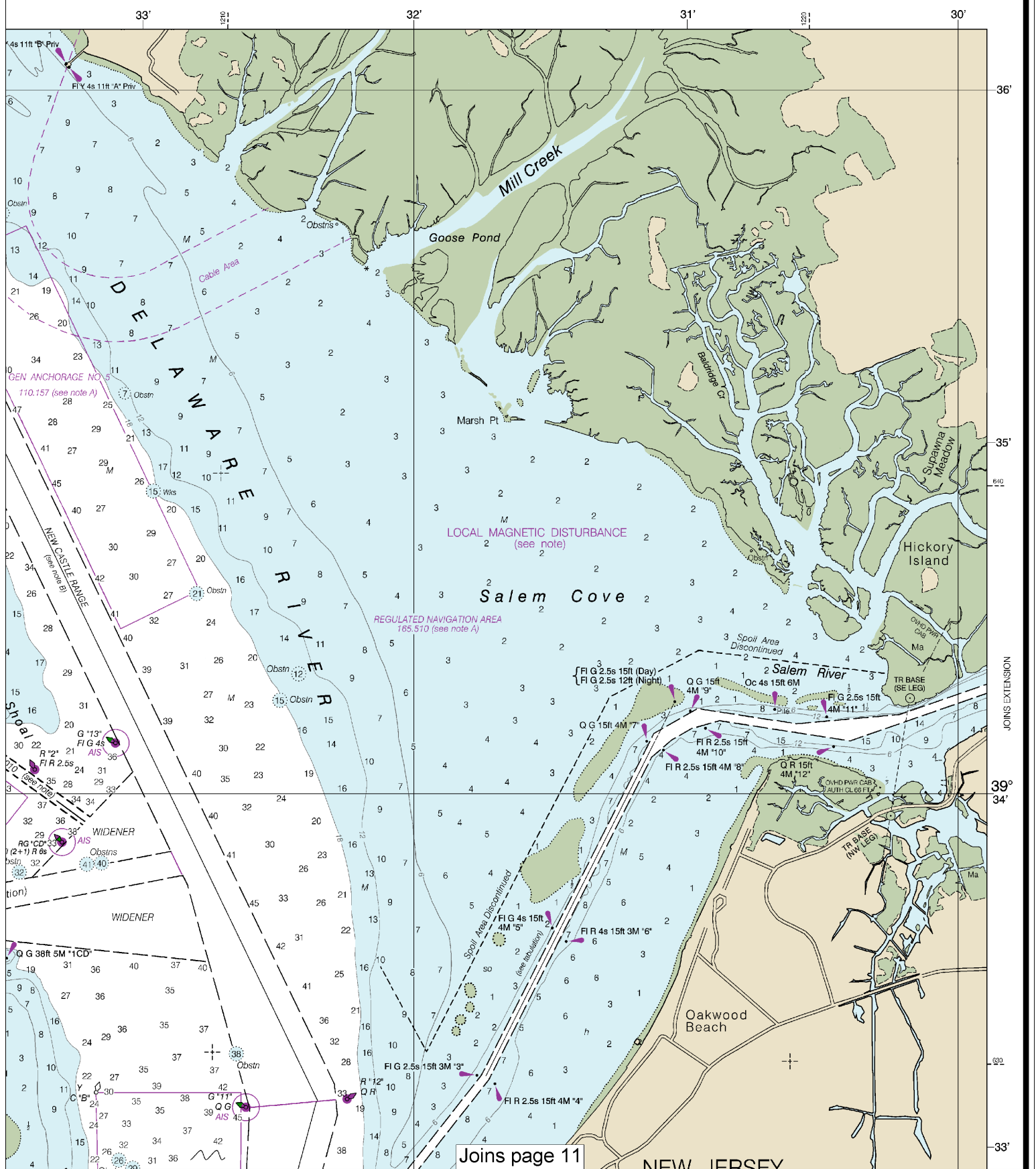
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



## SOUNDINGS IN FEET



This is the Last Edition of this chart. It will be canceled on Mar 6, 2024  
37th Ed., Aug. 2019. Last Correction: 9/5/2023. Cleared through:  
LNM: 0724 (2/13/2024), NM: 0924 (3/2/2024)



LANDING SINNICKSON LANDING TO END OF PROJECT	8.9	16.5	10.7	7.1
TURNING BASIN PROJECT WIDTH	80%	100%		
TURNING BASIN	11.4	9.5	7-18	320 0.2 18

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

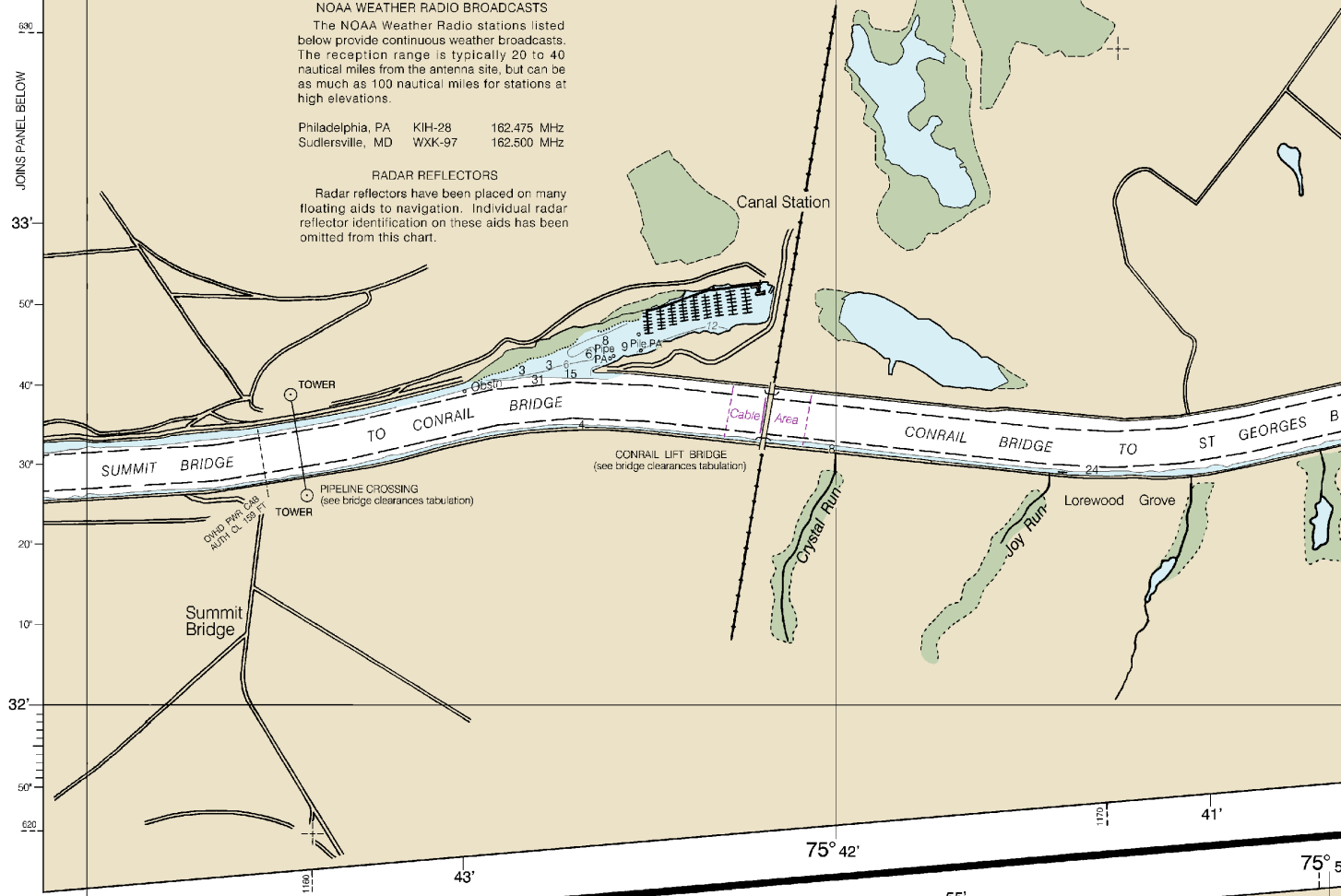
Joins page 4

Where definite limits have not been prescribed, the fishing structures is restricted only by the regulations.

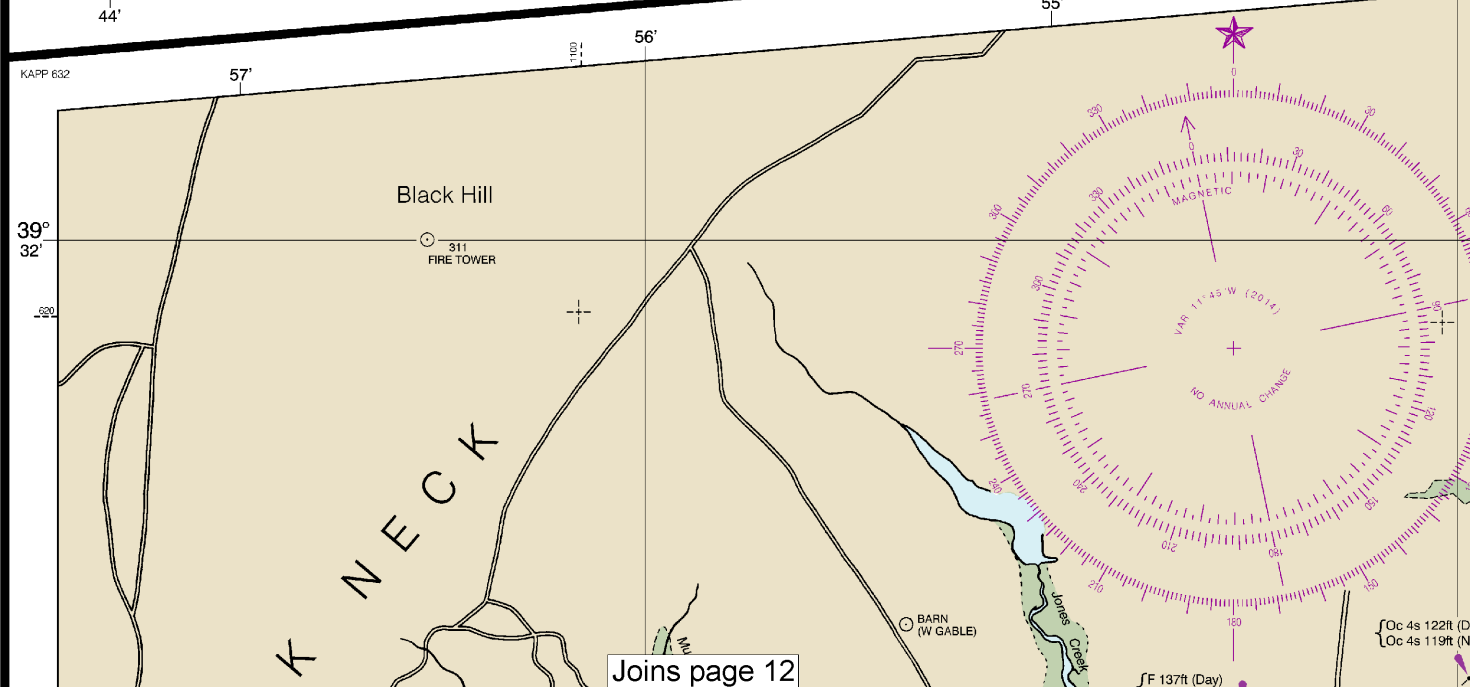
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Sudlersville, MD WXK-97 162.500 MHz

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



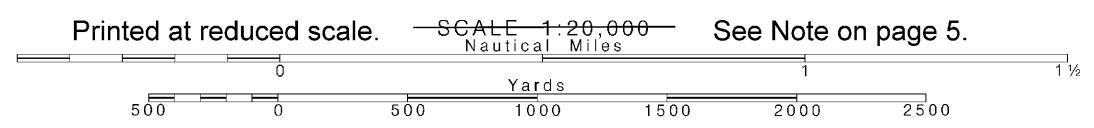
KAPP 632



Joins page 12

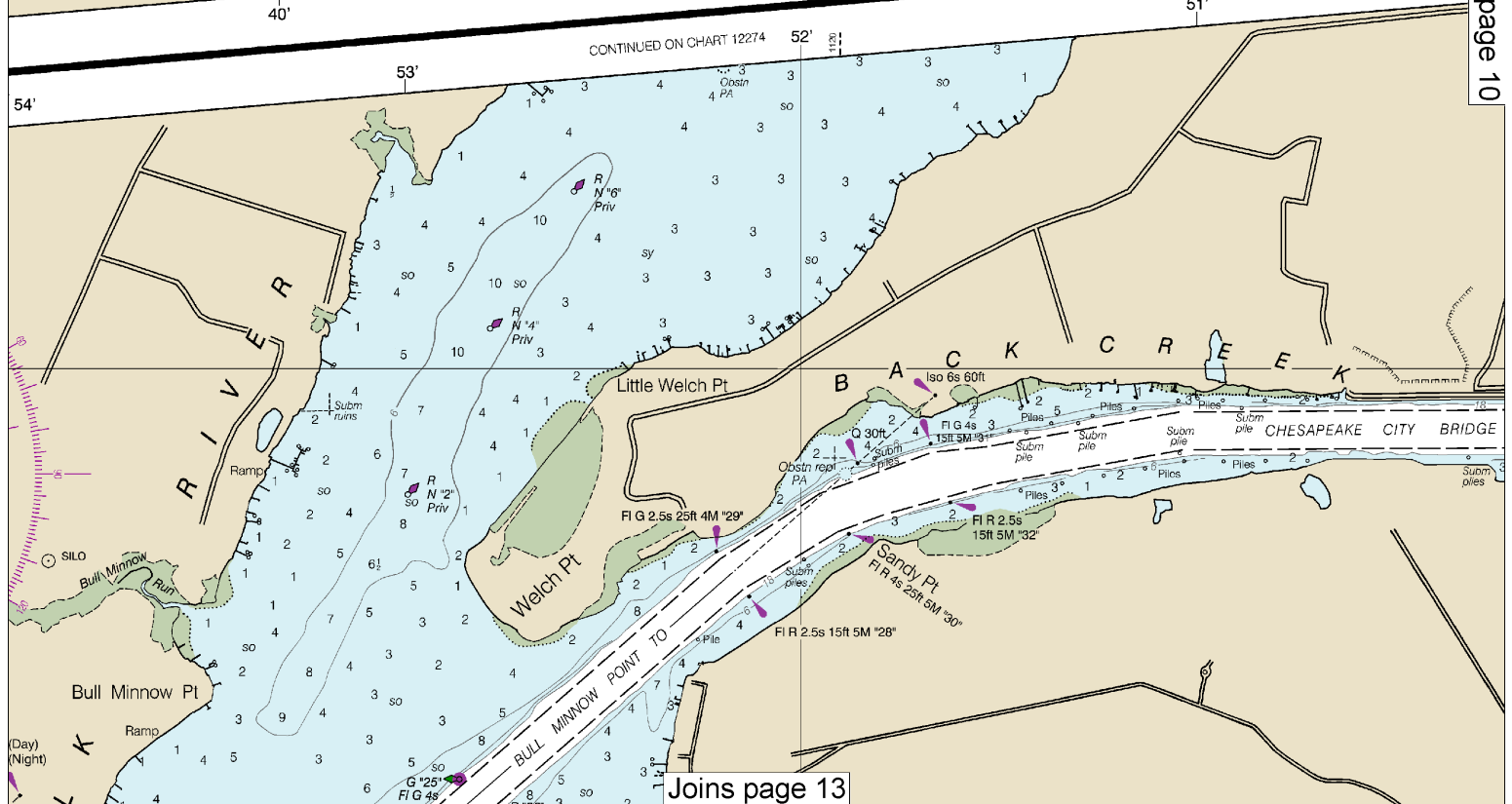
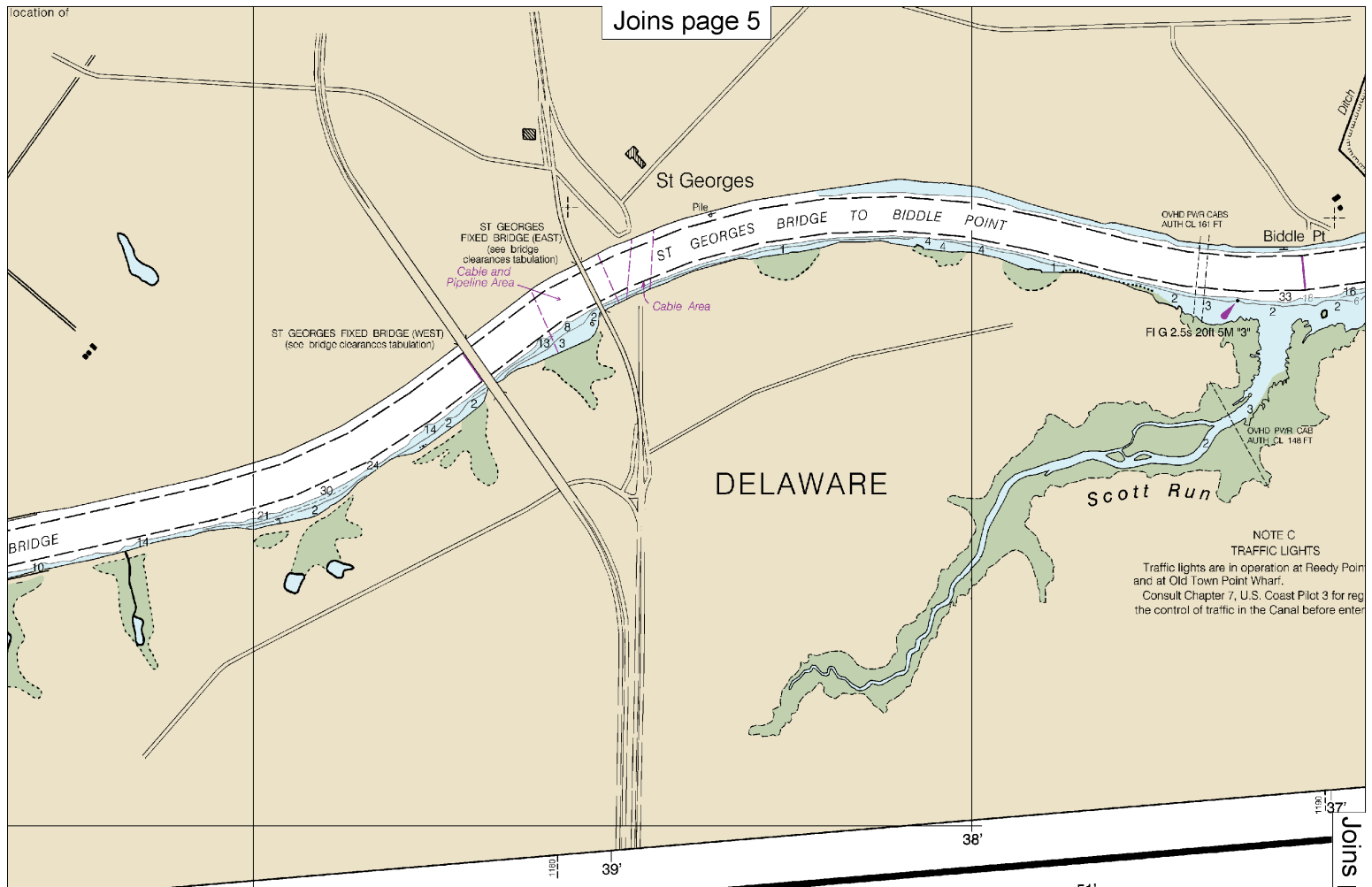


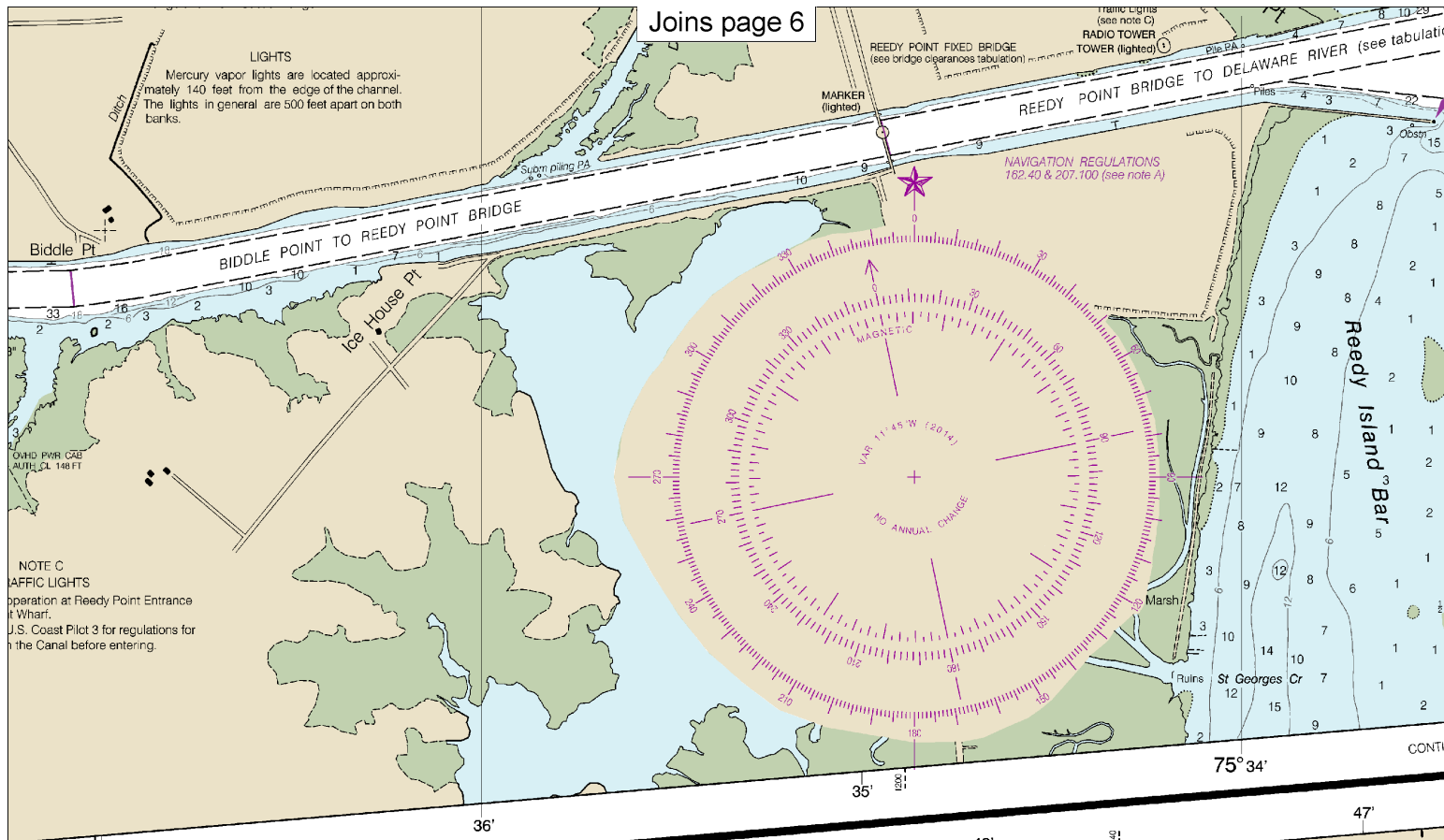
Note: Chart grid lines are aligned with true north.



See Note on page 5.







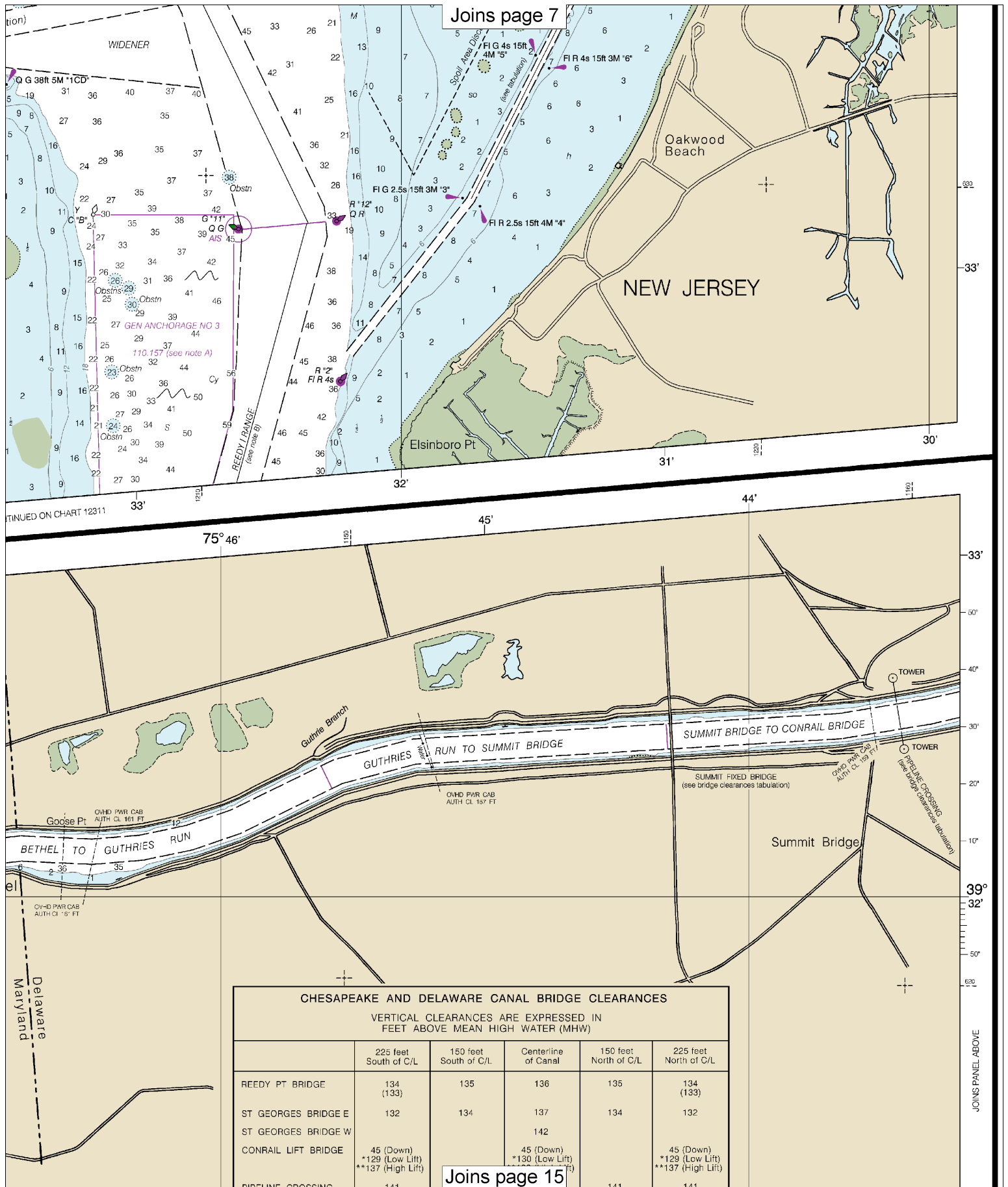
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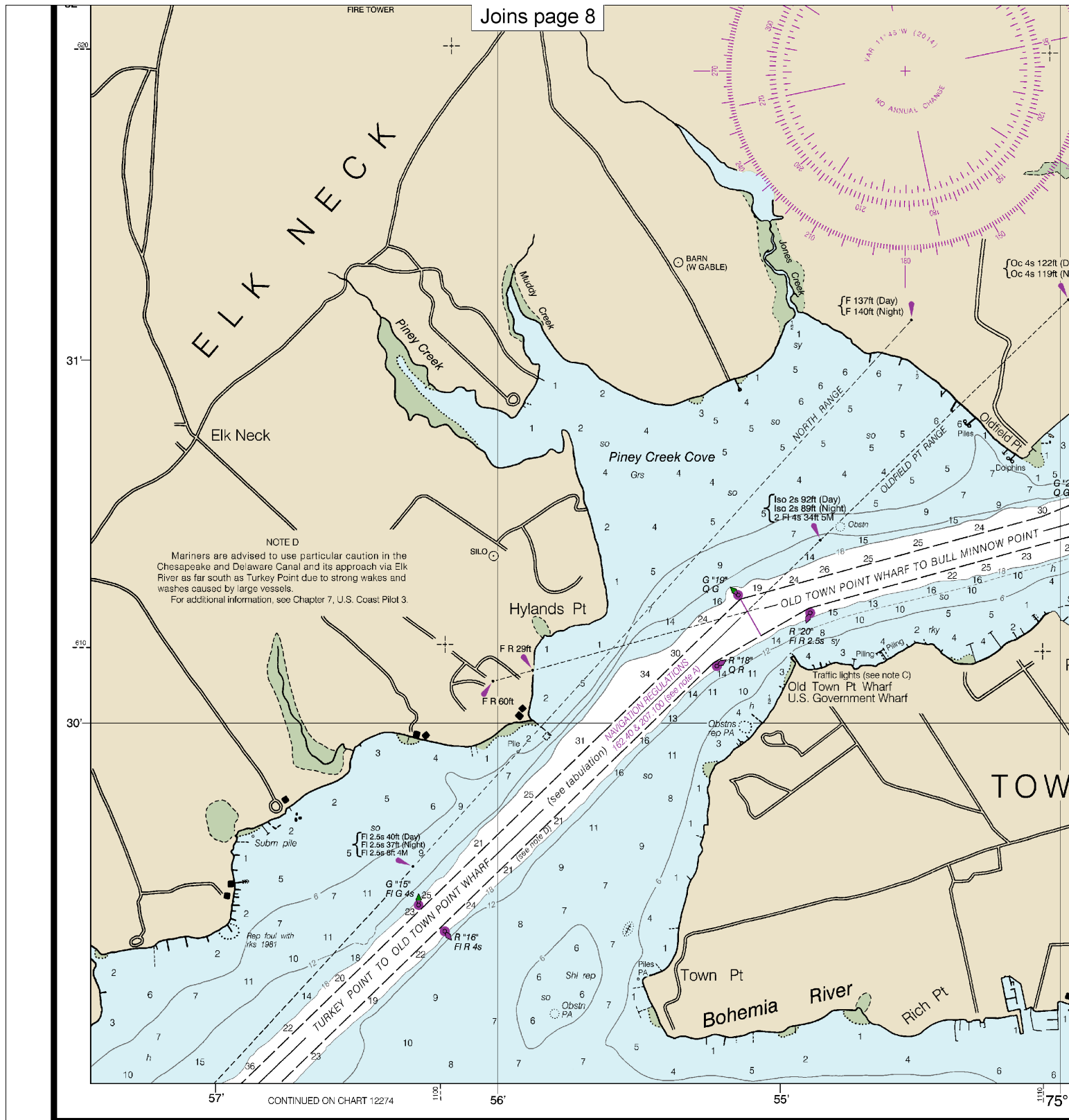
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





12277

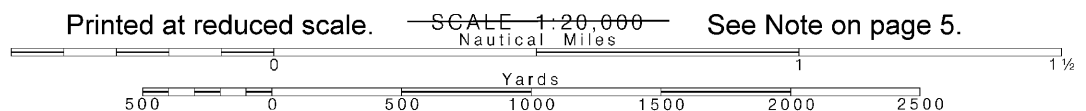
This is the Last Edition of this chart. It will be canceled on Mar 6, 2024  
37th Ed., Aug. 2019. Last Correction: 9/5/2023. Cleared through:  
[NM: 0724 (2/13/2024), NM: 0824 (3/2/2024)]

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

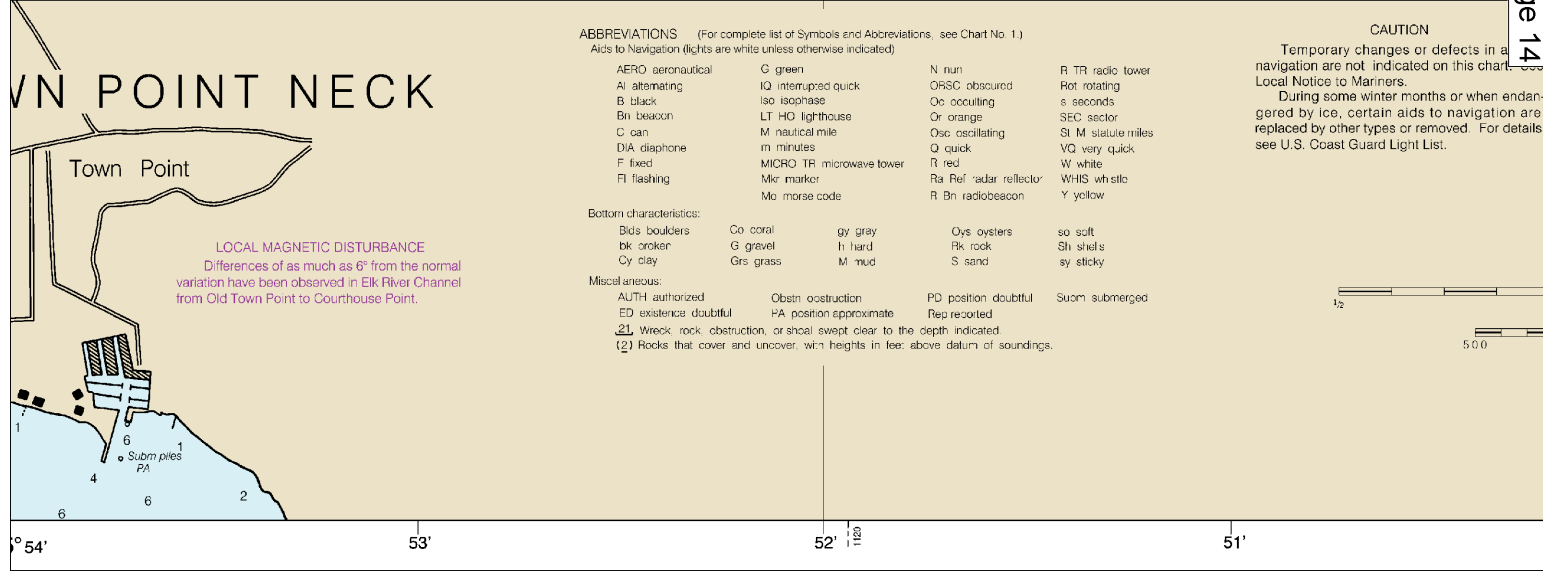
SOUNDINGS IN FE

12

Note: Chart grid lines are aligned with true north.

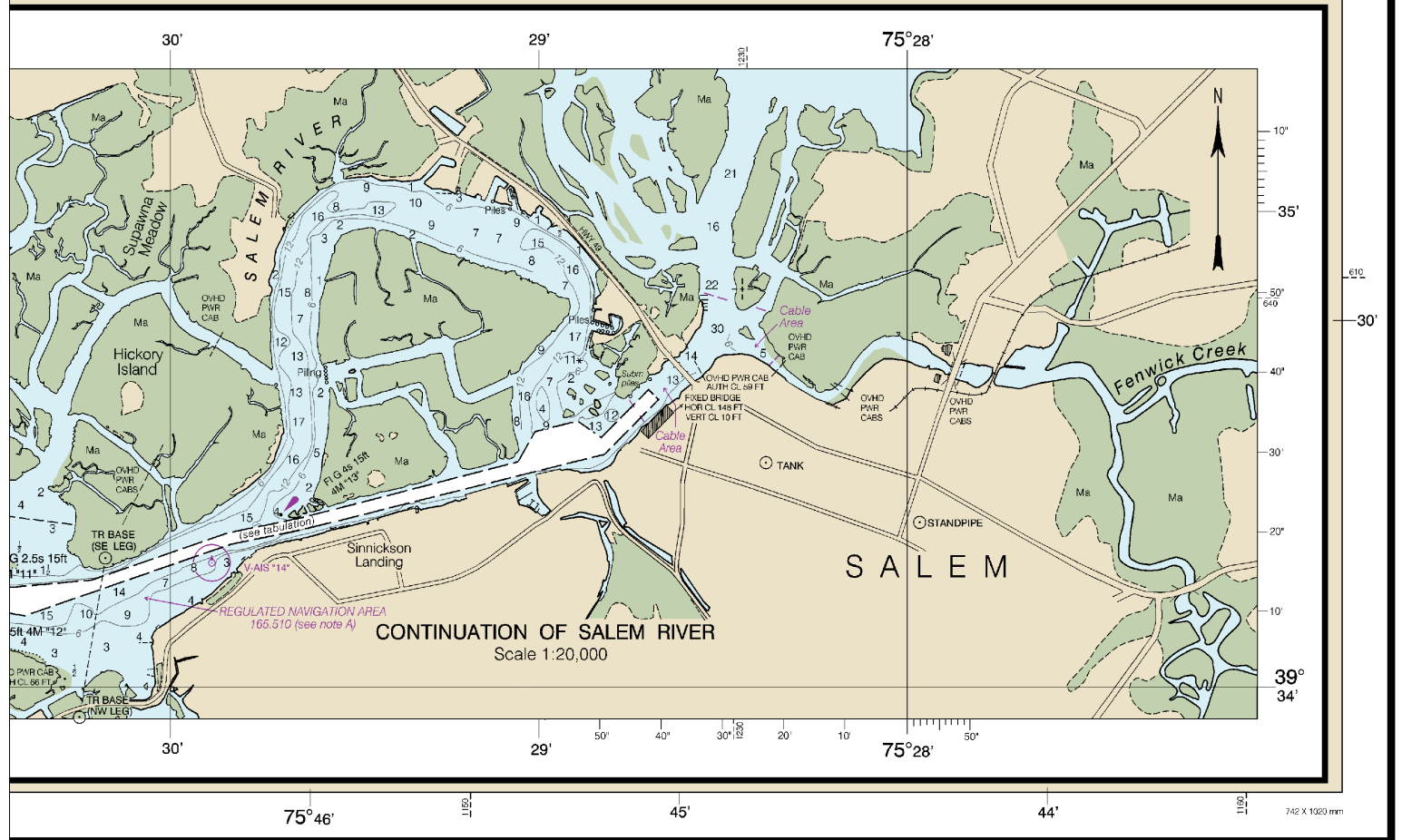






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U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEANIC SURVEY  
COAST AND GEODETIC SURVEY





FATHOMS	1	2		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

Chesapeake and Delaware Canal  
SOUNDINGS IN FEET - SCALE 1:20,000

12277



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.



**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.