

BookletChart™



Chesapeake Bay – Severn and Magothy Rivers

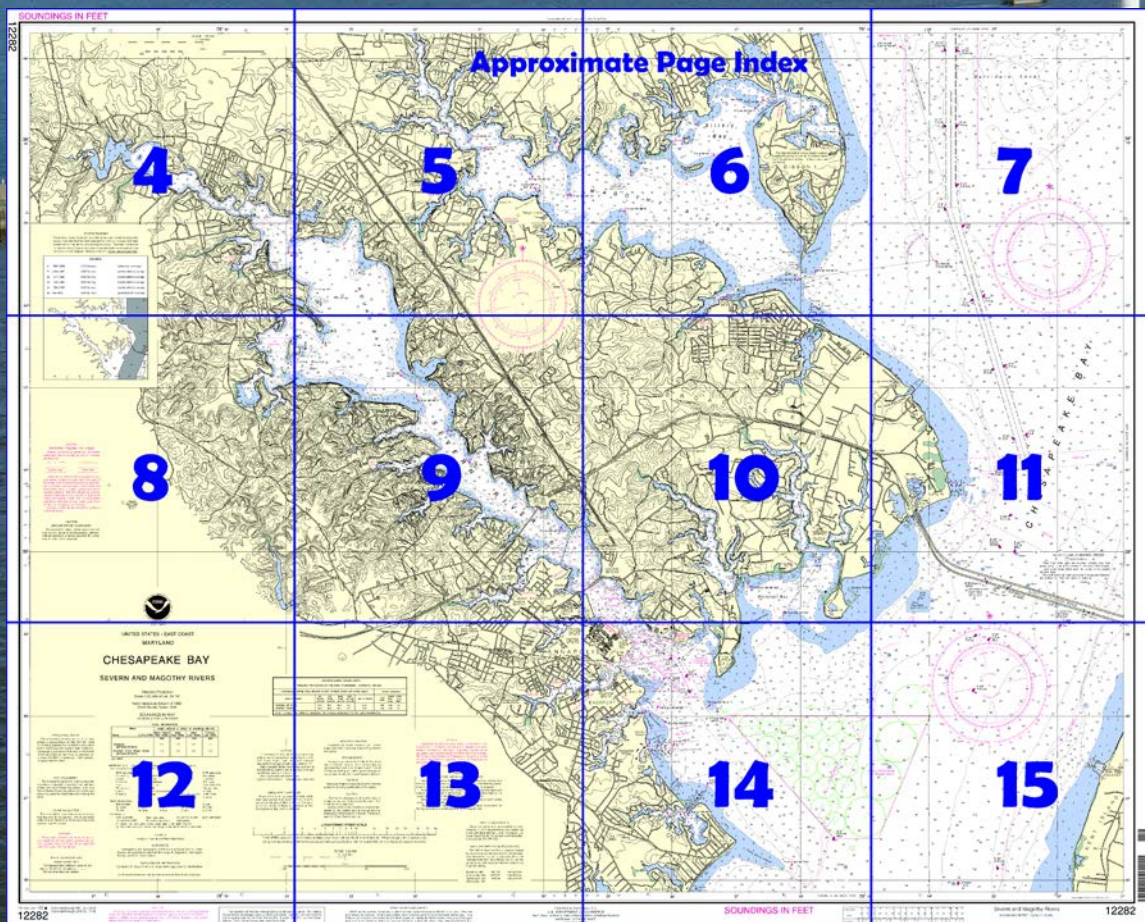
NOAA Chart 12282

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=12282>.



(Selected Excerpts from Coast Pilot)

Severn River, the approach to Annapolis, empties into Chesapeake Bay 127 miles above the Virginia Capes. Commercial traffic consists of tour boats, fishing and shell fishing craft. Naval craft and many pleasure craft use the river.

The river has main channel depths of 17 feet or more from the entrance to Annapolis, thence 15 feet or more for 8 miles, thence 11 to 7 feet for 2 miles to within 1 mile of

the head. The channel is well marked as far as Annapolis, above which it is marked at the critical points and is easy to follow.

Tides and currents.—The tide is greatly influenced by winds. The current velocity seldom exceeds 0.5 knot. Ice rarely interferes with navigation

except in severe winters, and then only for a short time.

The Severn River Comprehensive Vessel Management Plan regulations established maximum speed limits for day and night operation of boats and minimum wake speed limits for the Severn River and its tributaries. These speed limits vary and are marked by white and orange regulatory markers. For more information contact Maryland Department of Natural Resources, Marine Police, Tawes State Office Building, Annapolis, MD 21401; telephone 410-260-8880.

Weems Creek (39°00.0'N., 76°30.1'W.), on the southwest side of Severn River 3.2 miles above the mouth, has depths of 13 feet for 0.8 mile, thence 11 to 7 feet for 0.3 mile to near the head. A shoal extends 300 yards eastward from the point on the north side of the entrance, and is marked by a buoy. The highway bridge 0.5 mile above the entrance has a swing span with a width of 28 feet and a clearance of 8 feet. The fixed highway bridge about 500 feet above the drawbridge has a clearance of 28 feet. A private special purpose buoy at the mouth of Weems Creek marks a **speed controlled area**.

U.S. Route 50/301 fixed highway bridge over Severn River, 3.5 miles above the mouth, has a clearance of 80 feet at the center span.

Round Bay, an expansion of Severn River beginning 6 miles above the mouth and continuing for 2 miles, has depths of 17 to 23 feet and is traveled extensively by motorboats. **Little Round Bay**, west of Round Bay, has depths of 17 to 19 feet, and is marked by daybeacons. Depths of 4 feet can be carried to a boatyard in **Browns Cove**, behind **St. Helena Island**. Berths, electricity, gasoline, diesel fuel, water, ice, launching ramp, pump-out station, storage and some marine supplies can be obtained. A 35-ton lift is available for hull and engine repairs.

Forked Creek, on the north side of Severn River 9 miles above the mouth, has depths of 16 to 10 feet for most of its 0.4 mile length. Marine services are on the creek with 4 to 6 feet available alongside. Berths, electricity, water, ice and a launching ramp are available. A marine railway can handle crafts to 50 feet; lift to 9 tons for hull and engine repairs.

There is a small-boat basin on the east side of Severn River, 11 miles above the mouth. The controlling depth to the basin is about 3 feet.

Whitehall Bay, on the west side of Chesapeake Bay, is between Greenbury Point (38°58.5'N., 76°27.3'W.) and **Hackett Point**, 1.5 miles to the northeastward. The bay has general depths of 13 to 6 feet. The entrance channel is about 300 yards wide between **Whitehall Flats** on the west and **North Shoal** on the east, both with depths of 3 to 4 feet; a light marks the western limit of North Shoal. A lighthouse at **Sharps Point**, on the west side of the entrance to Whitehall Creek Entrance Light 2W, provides a well-marked approach to the channel between North Shoal and Whitehall Flats.

Mill Creek, which empties into the northwest corner of Whitehall Bay, is entered through a privately dredged entrance channel marked by a light and daybeacons; in 1998, the reported controlling depth was 7 feet. The depths above the dredged channel are 7 to 14 feet for 1.5 miles to near the head of the creek. Gasoline is available at a pier 0.7 mile above the entrance.

Whitehall Creek, which empties into the northeast corner of Whitehall Bay, has depths of 9 to 13 feet for 1.5 miles, then shoals gradually to 1-foot at the head 0.5 mile farther up. The narrow, crooked entrance channel is marked by lights and daybeacons. In 1998, shoaling to 6 feet was reported in the channel between daybeacons 4 and 5. A 35-ton lift is available on the east side of the creek, 1 mile above the mouth.

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

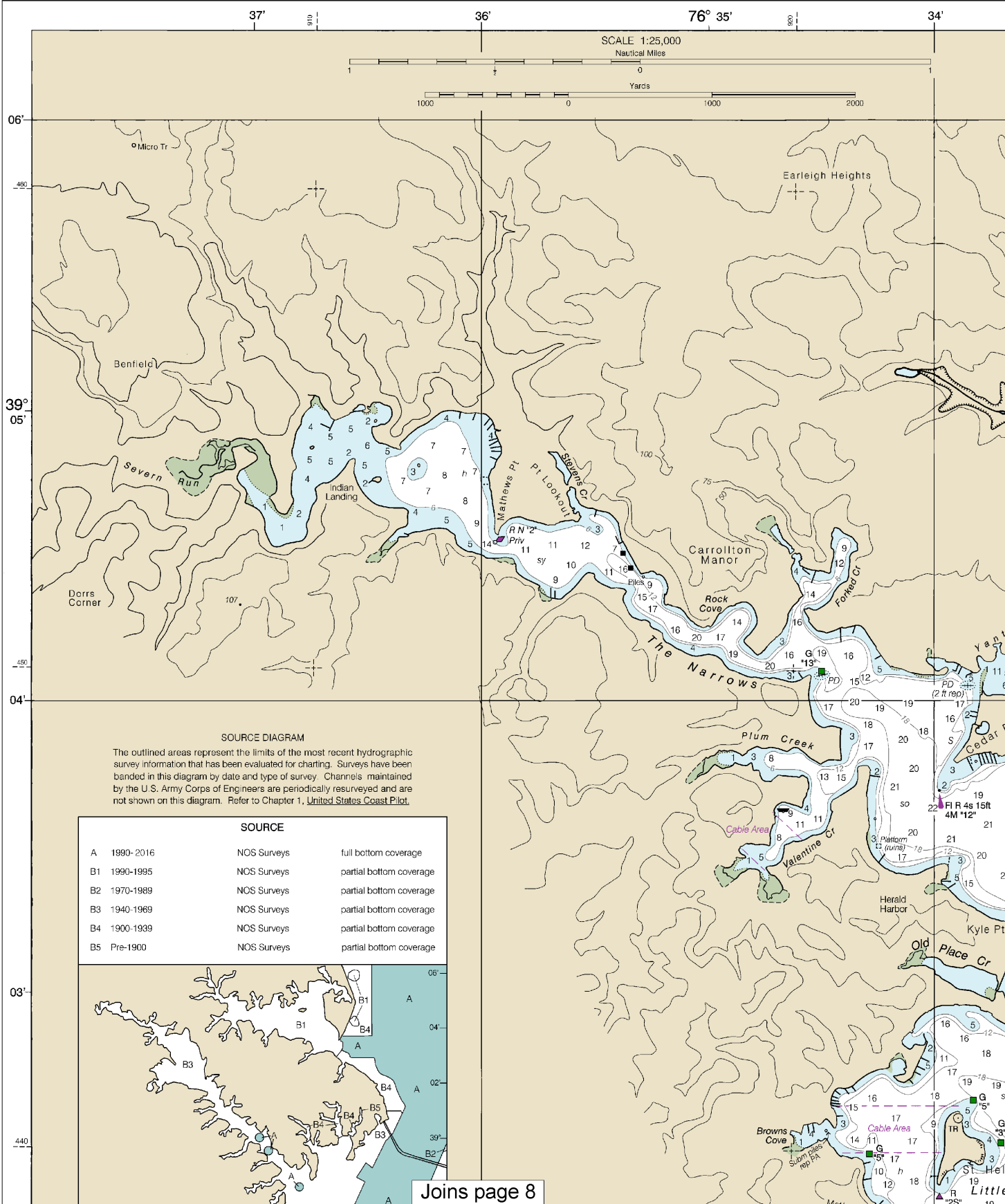
on navigable waters except Western Rivers



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

12282

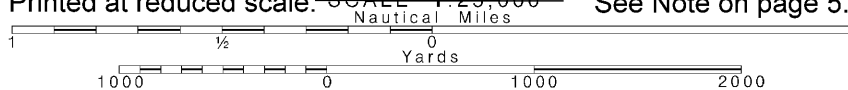


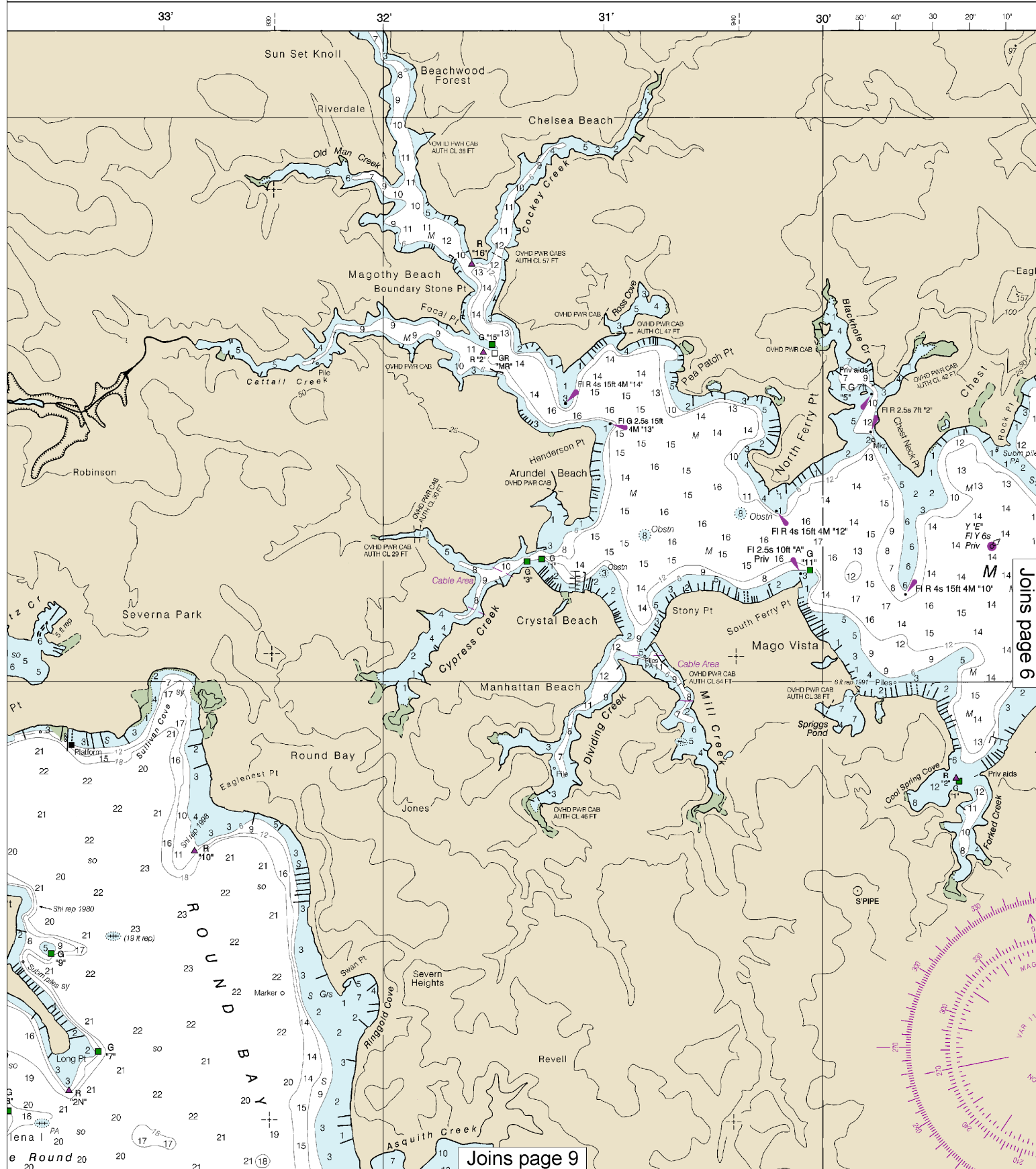
4

Note: Chart grid lines are aligned with true north.

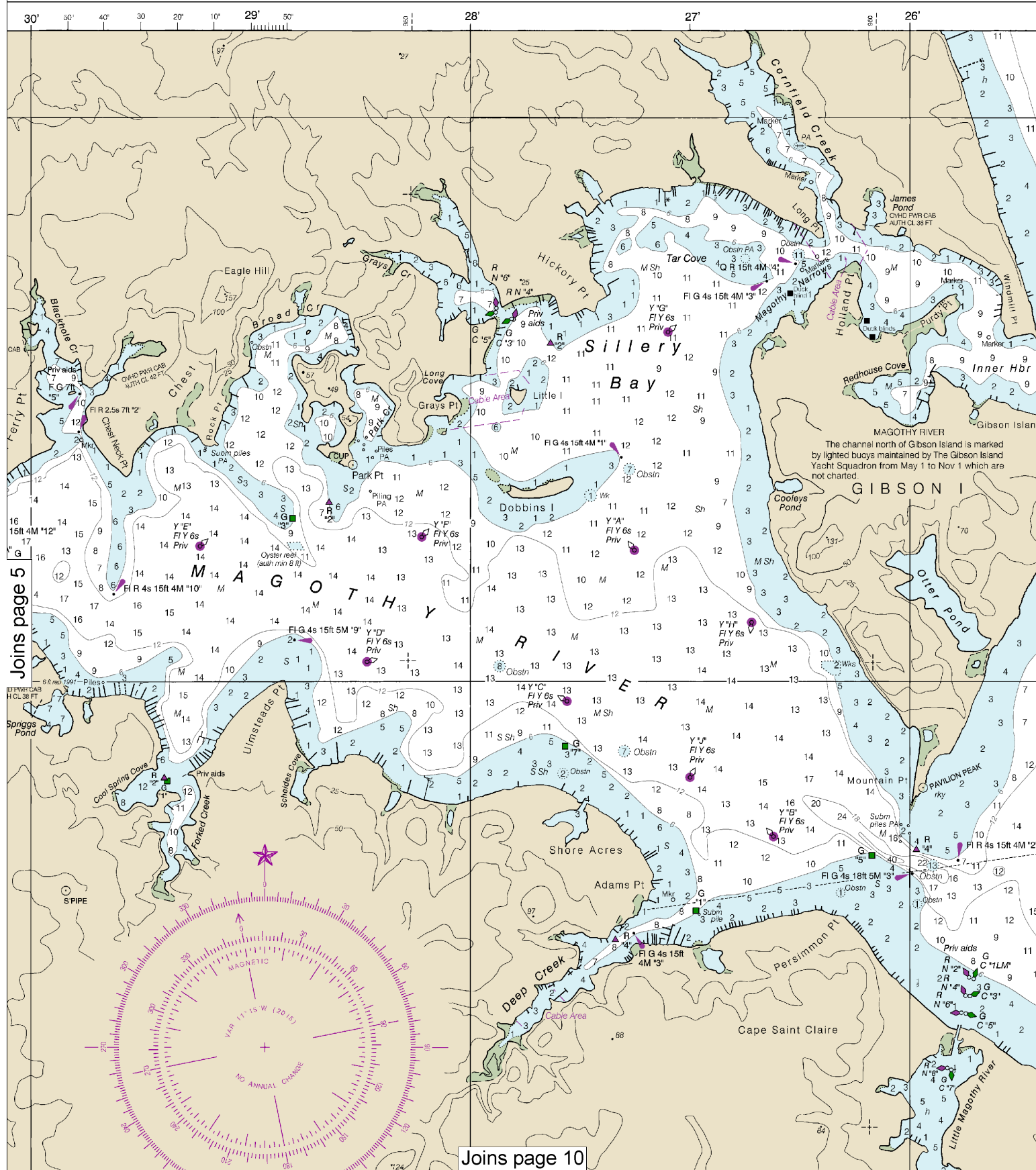
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See Note on page 5.





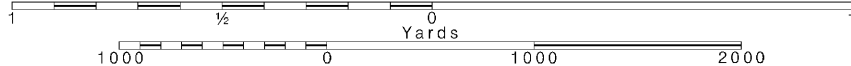
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:33333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



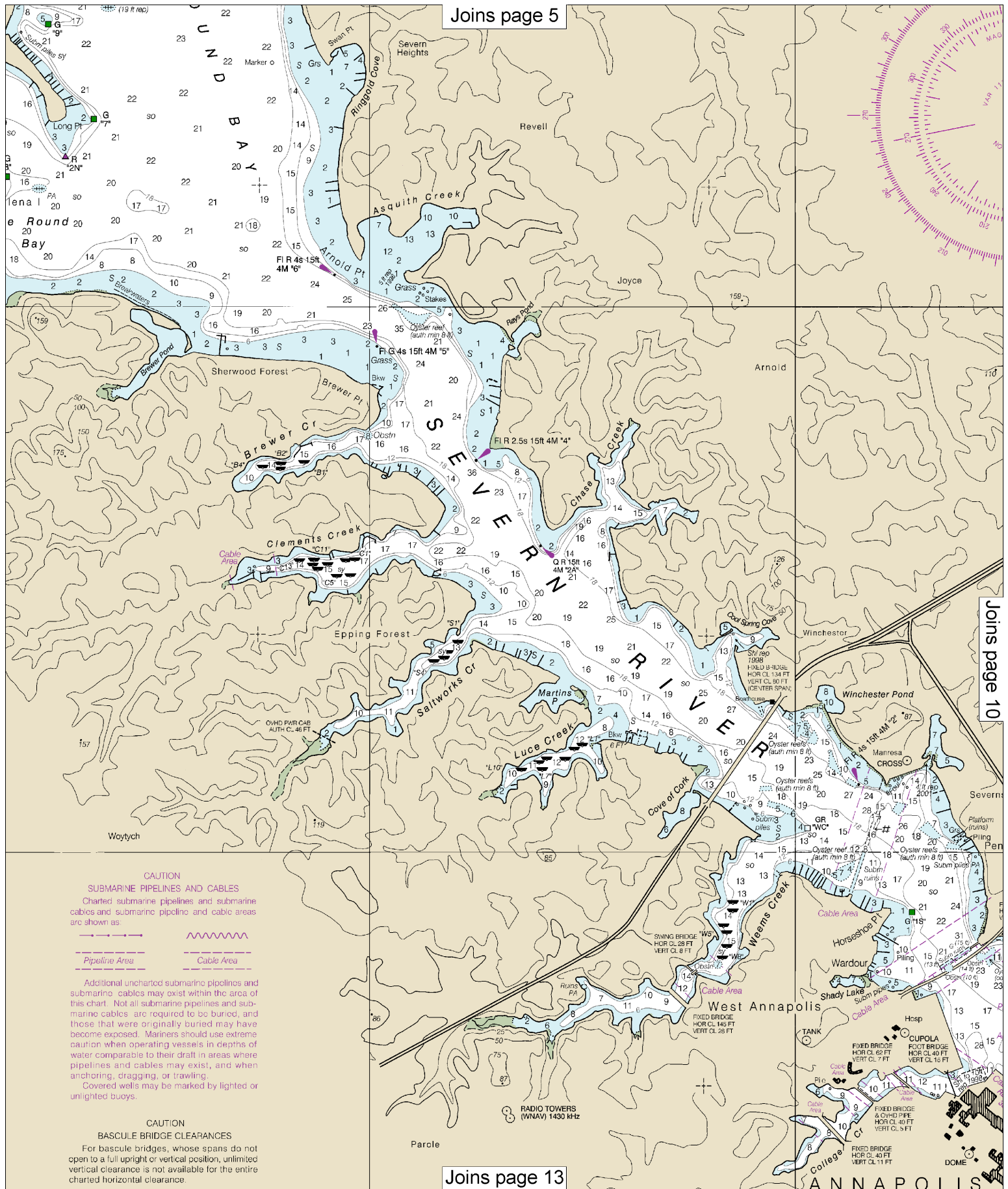
Note: Chart grid lines are aligned with true north.

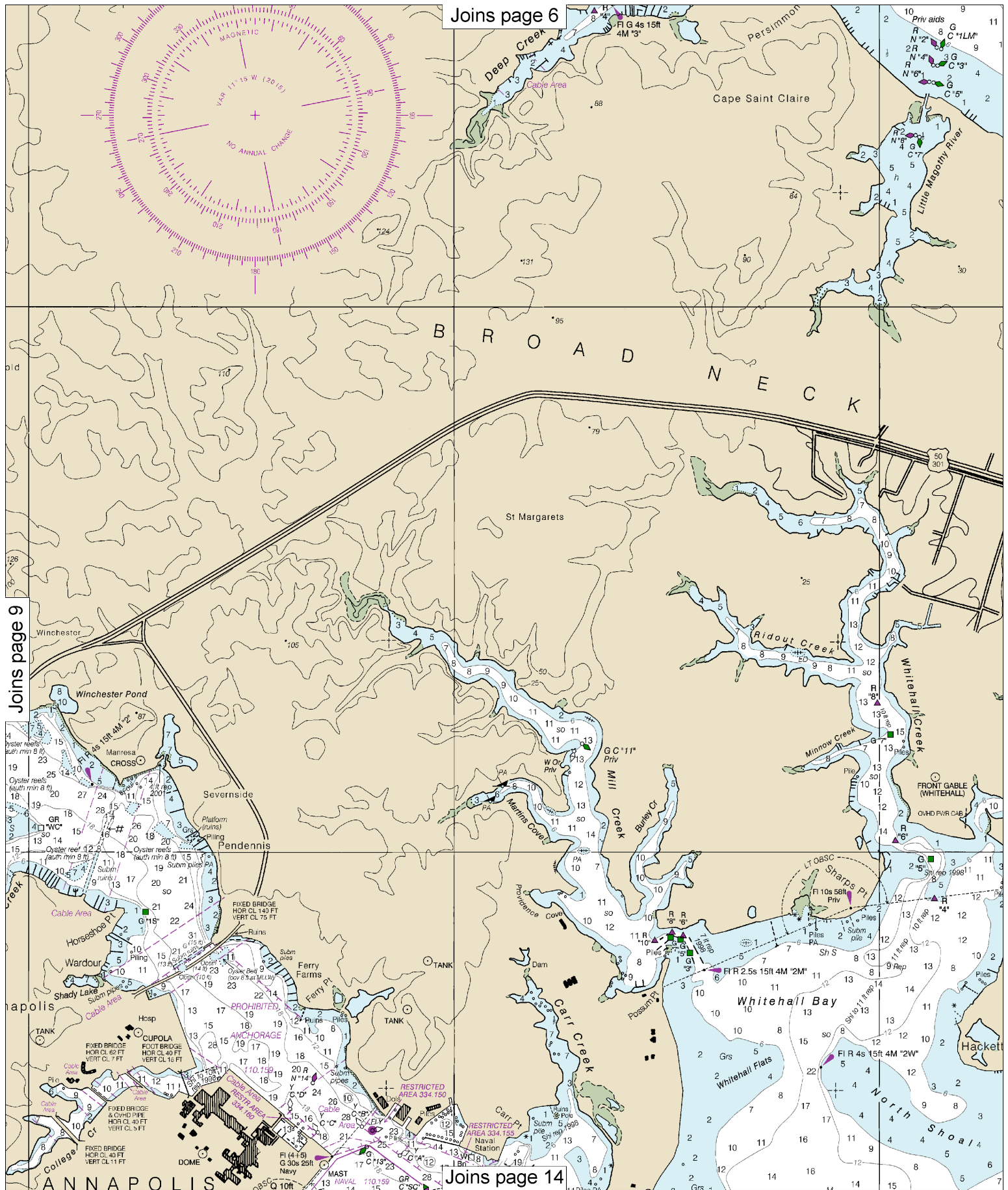
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Nautical Miles

See Note on page 5.



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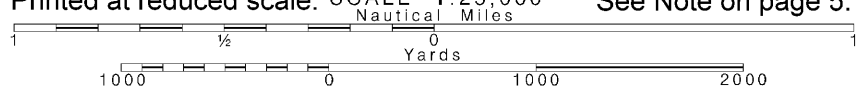




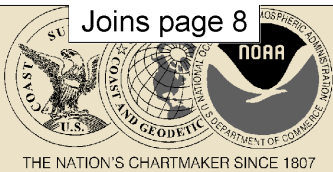
10

Note: Chart grid lines are aligned with true north.

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See Note on page 5.



UNITED STATES - EAST COAST

MARYLAND

CHESAPEAKE BAY

SEVERN AND MAGOTHY RIVERS

Mercator Projection
Scale 1:25,000 at Lat. 39° 01'

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

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Annapolis	(38°59'N/76°29'W)	1.4	1.2	0.2
Mountain Point	(39°04'N/76°26'W)	1.2	1.0	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> (Mar 2015)

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	IC interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT LC 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
		R Bn 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	Gr 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.			

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, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

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

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 0.400' northward and 1.140' 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.

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.

PLANE COORDINATE GRID (based on NAD 1927)

The Maryland State Grid is indicated on this chart at 10,000 foot intervals thus:
The last three digits are omitted.

Limitations on the aids to marine navigation U.S. Coast Guard Light List Geographic Spatial-Intelligence Radio direction-finding broadcasting stations should be used with caution. Station positions are (C) (Accurate location)

SMALL CRAFT

During the boating season, warnings will be displayed on Maryland Nautical charts while underway in Maryland Chesapeake Bay and

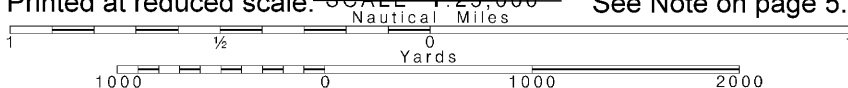
12282

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, discrepancies about this chart at <http://www.nauticalcharts.noaa.gov/staff/cor>

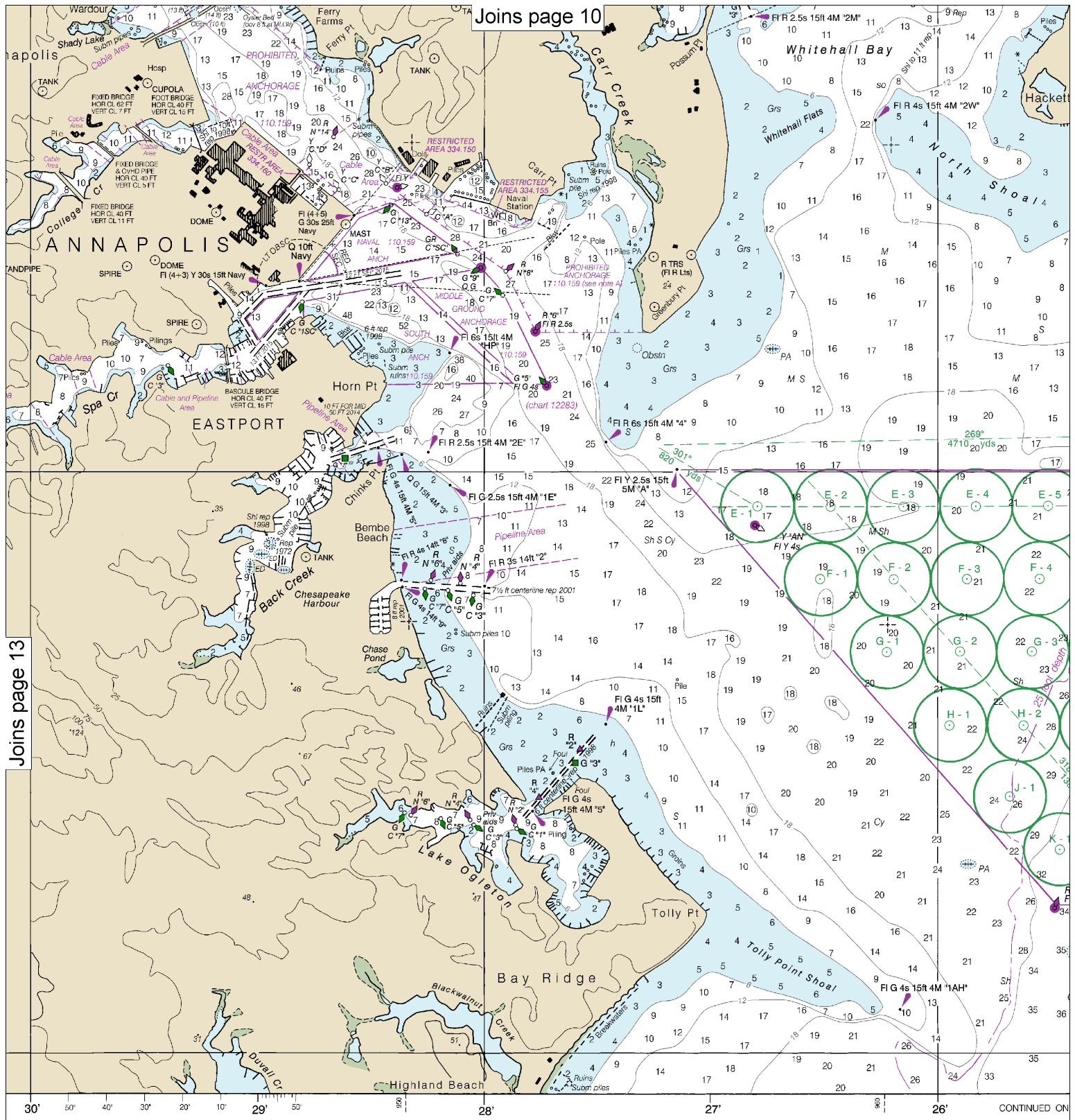
This is the Last Edition of this chart. It will be canceled on Mar 6, 2024
38th Ed., Jul. 2020. Last Correction: 2/27/2024. Cleared through:
LNM: 0924 (2/27/2024), NM: 1024 (3/9/2024)

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.



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Note: Chart grid lines are aligned with true north.



Joins page 13

Joins page 10

CONTINUED ON

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

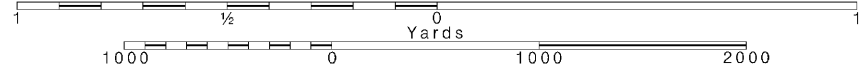
SOUNDINGS IN FEET

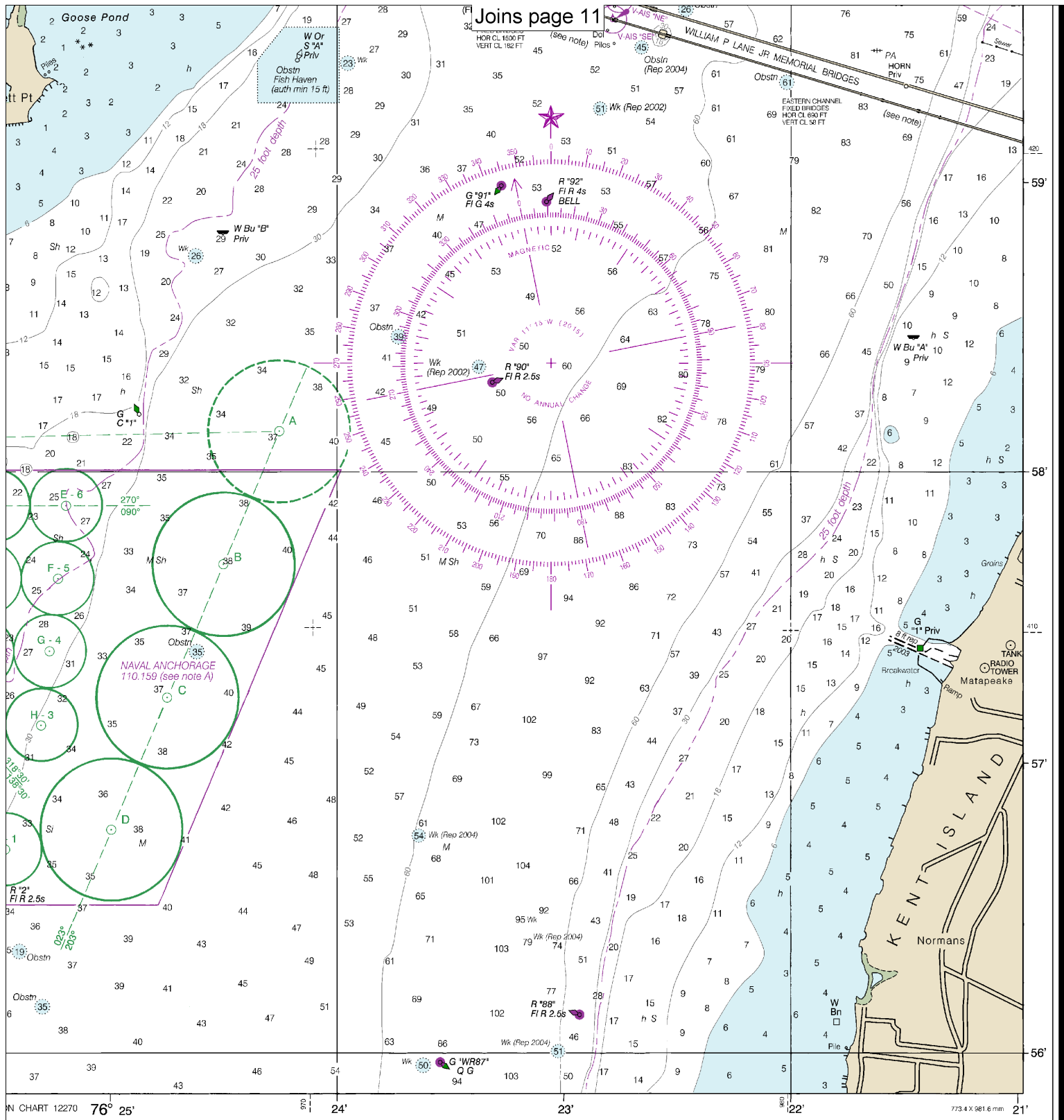
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000

See Note on page 5.





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



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	—	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.