

BookletChart™

Annapolis Harbor

NOAA Chart 12283



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=12283>.



(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.

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. A marine railway, 1.3 miles above entrance, can handle boats up to 40 feet. Gasoline and water are available just west of the railway.

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

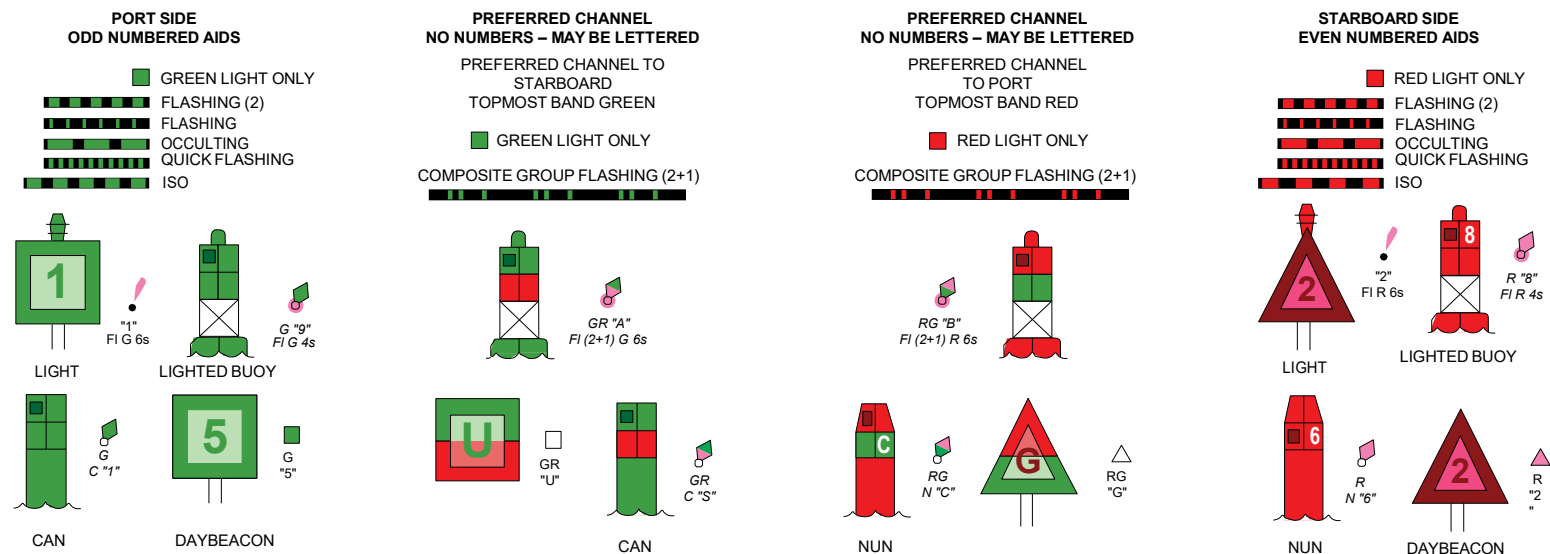
Navigation Manager Regions



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>

12283

CAUTION

FISH TRAP AREAS AND STRUCTURES

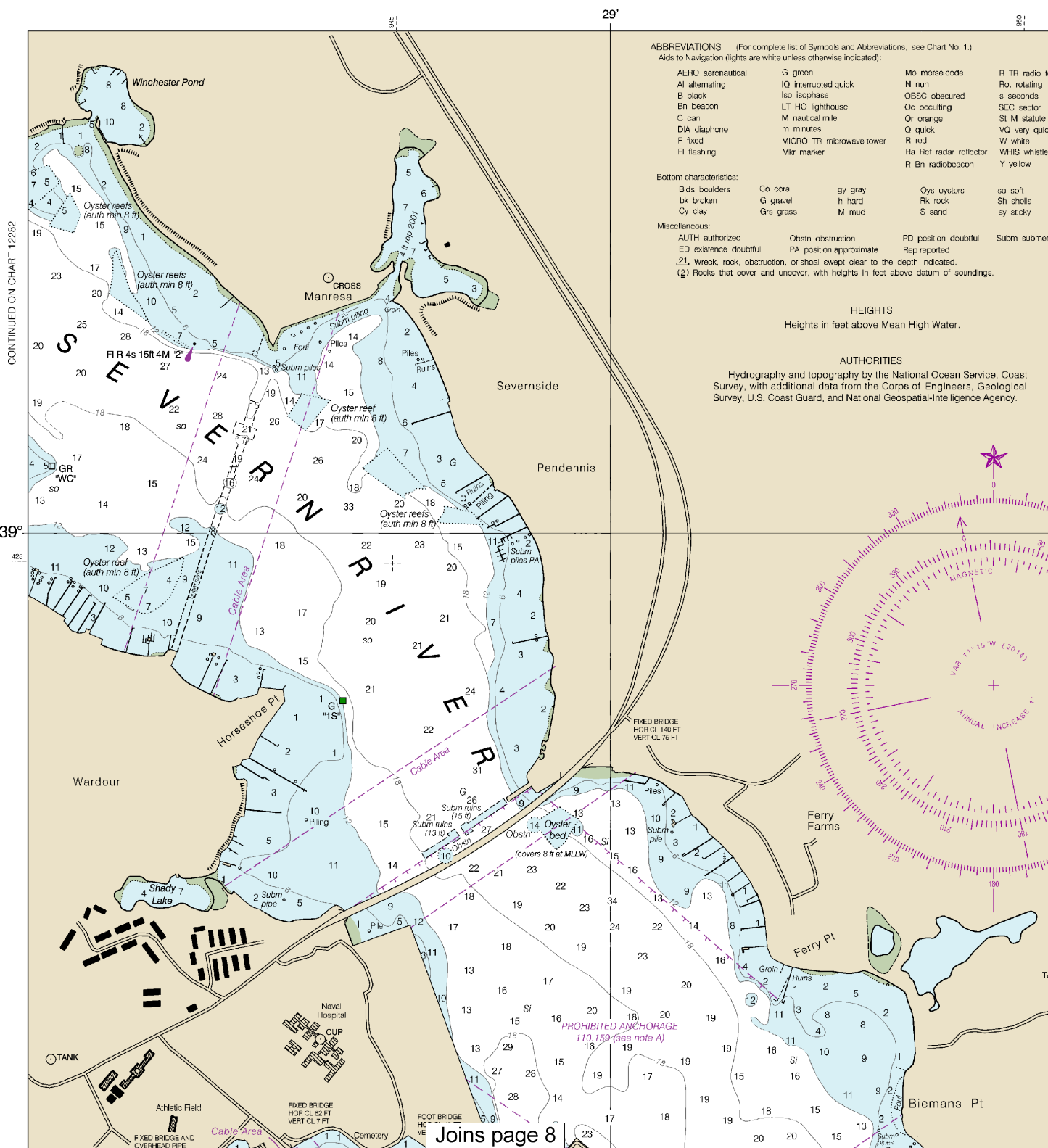
Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and 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 location of fishing structures is restricted only by the regulations.

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



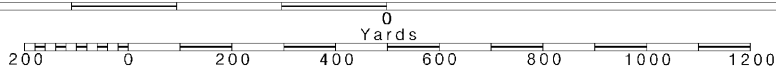
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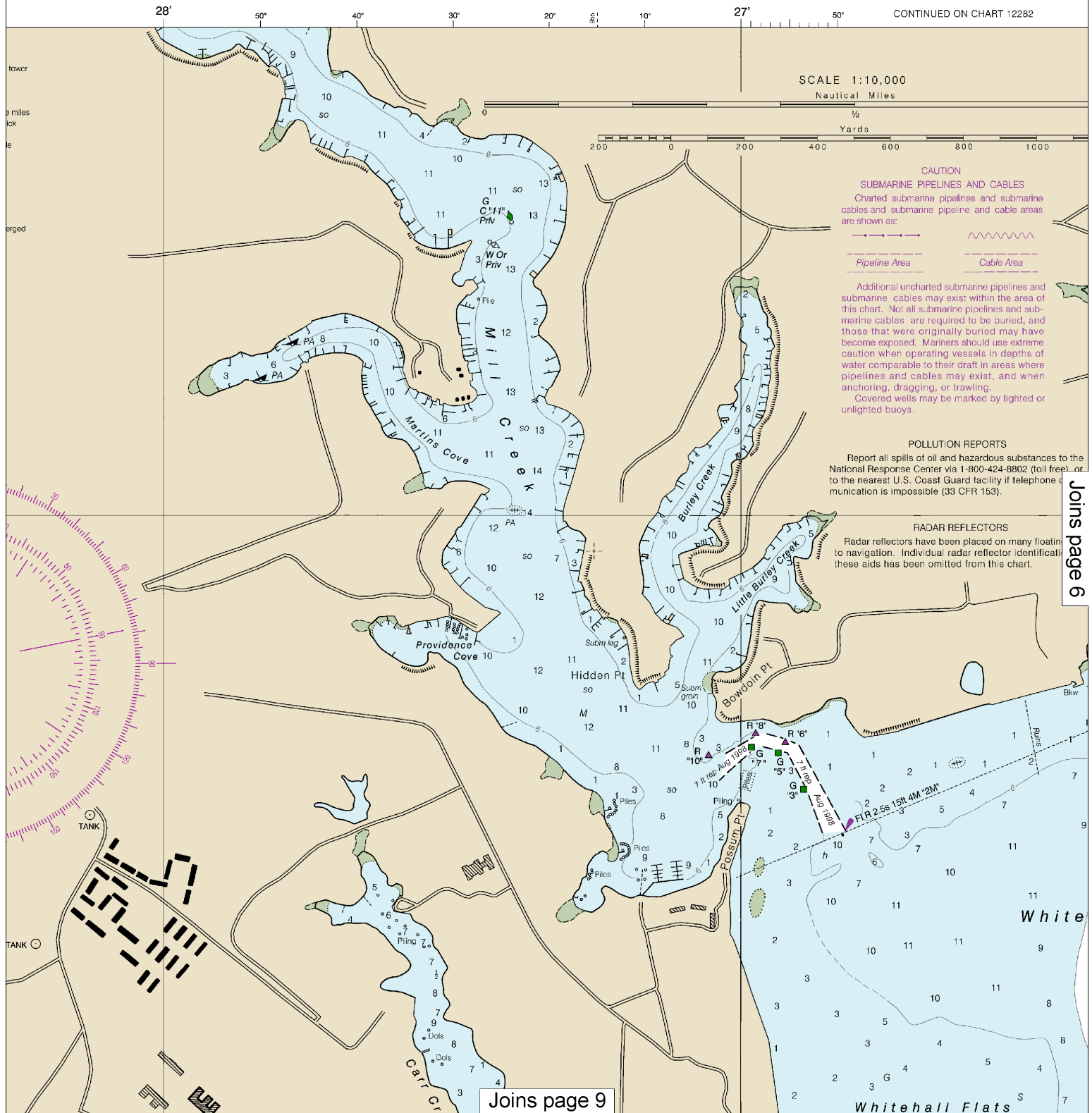
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Symbols and Abbreviations, see Chart No. 1,
otherwise indicated:

en	Mo morse code	R TR radio tower
erupted quick	N run	Rot rotating
phase	OBSC obscured	s seconds
lighthouse	Oc occulting	SEC sector
ical mile	Or orange	St M statute miles
ures	Q quick	VQ very quick
D TR microwave tower	R rod	W white
arker	Ra Ref radar reflector	WHIS whistle
	R Bn radiobeacon	Y yellow
gy gray	Oys oysters	so soft
h hard	Rk rock	Sh shells
M mud	S sand	sy sticky

in obstruction PD position doubtful Subm submerged
position approximate Rep reported
hoal swept clear to the depth indicated.
r, with heights in feet above datum of soundings.

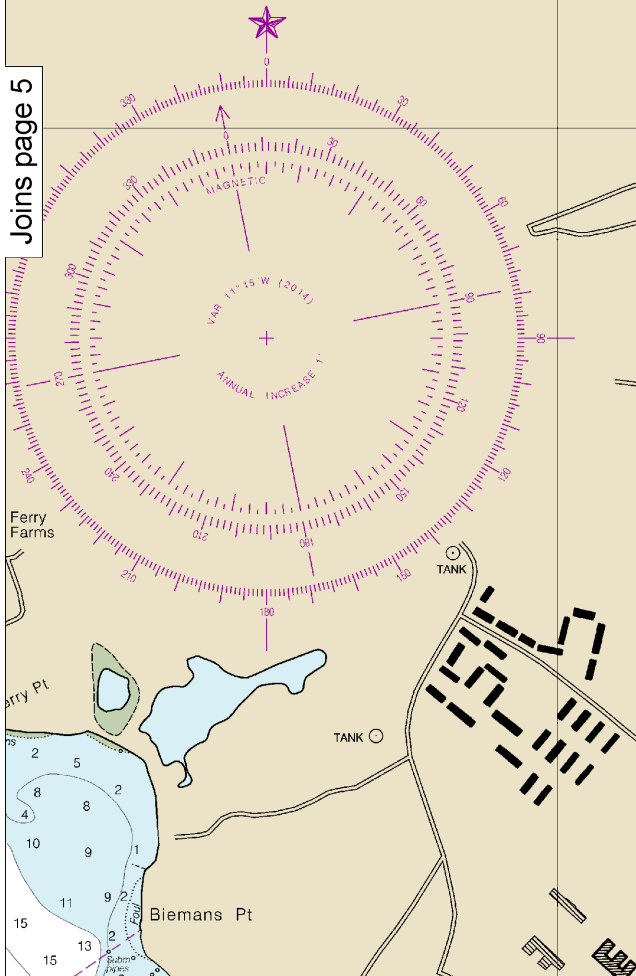
HEIGHTS

hts in feet above Mean High Water.

AUTHORITIES

topography by the National Ocean Service, Coast
al data from the Corps of Engineers, Geological
uard, and National Geospatial-Intelligence Agency.

Joins page 5



Joins page 10

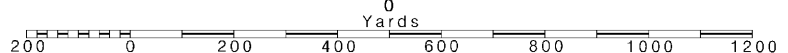
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Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

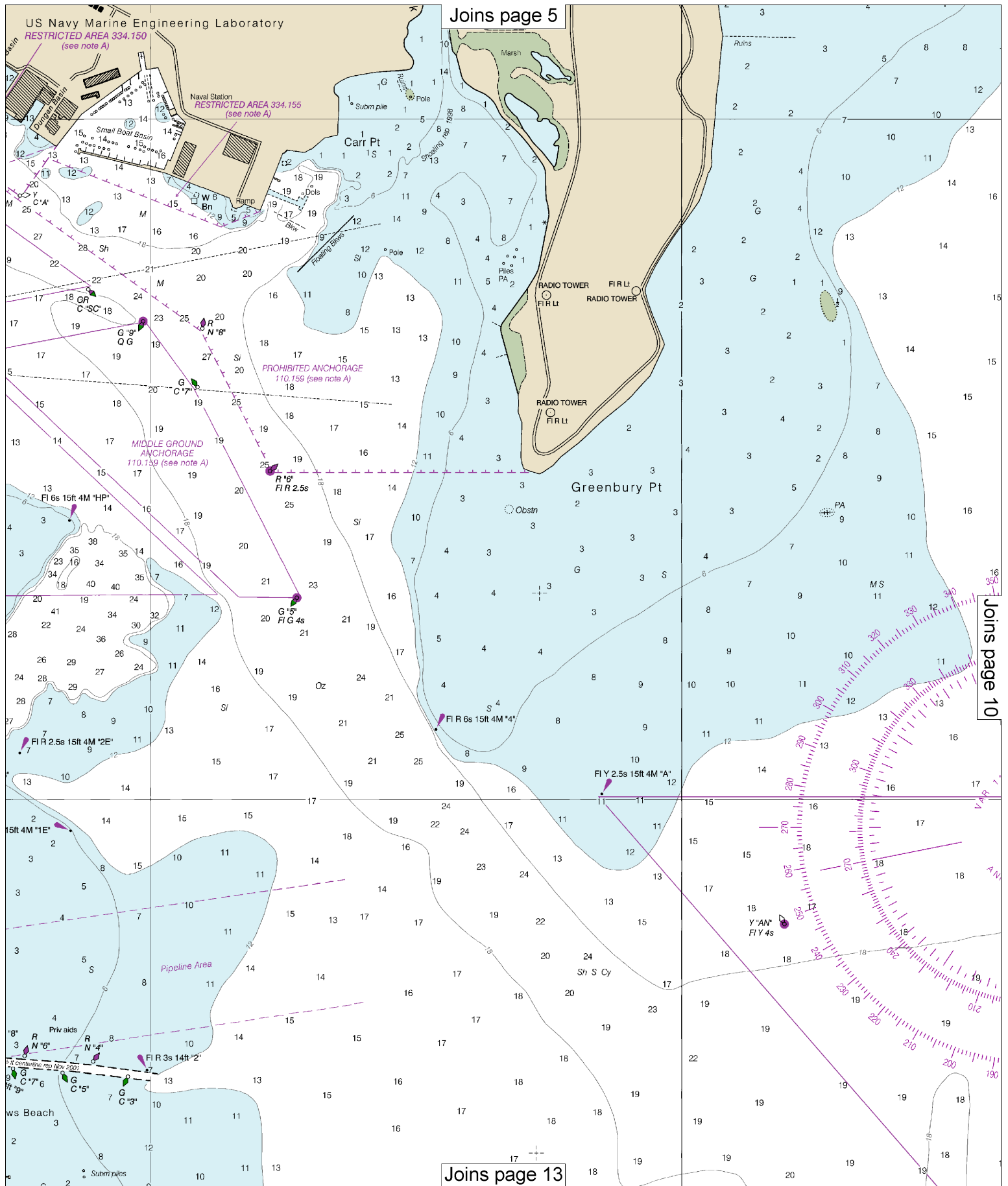
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Nautical Miles

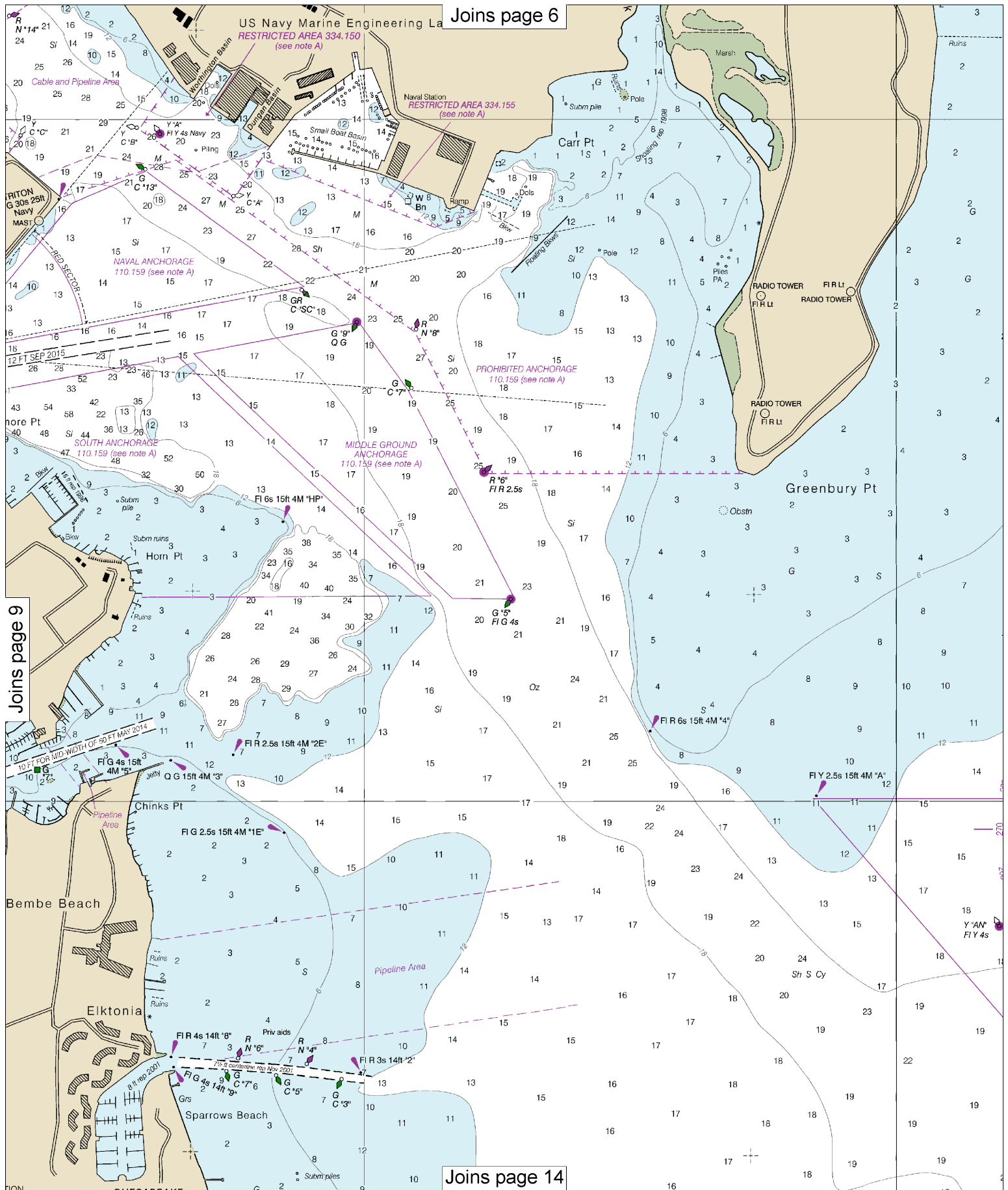
See Note on page 5.



SCALE 1
Nautical







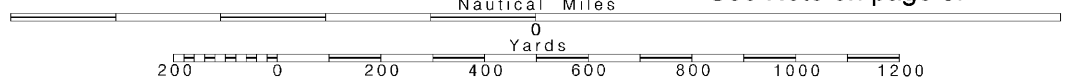
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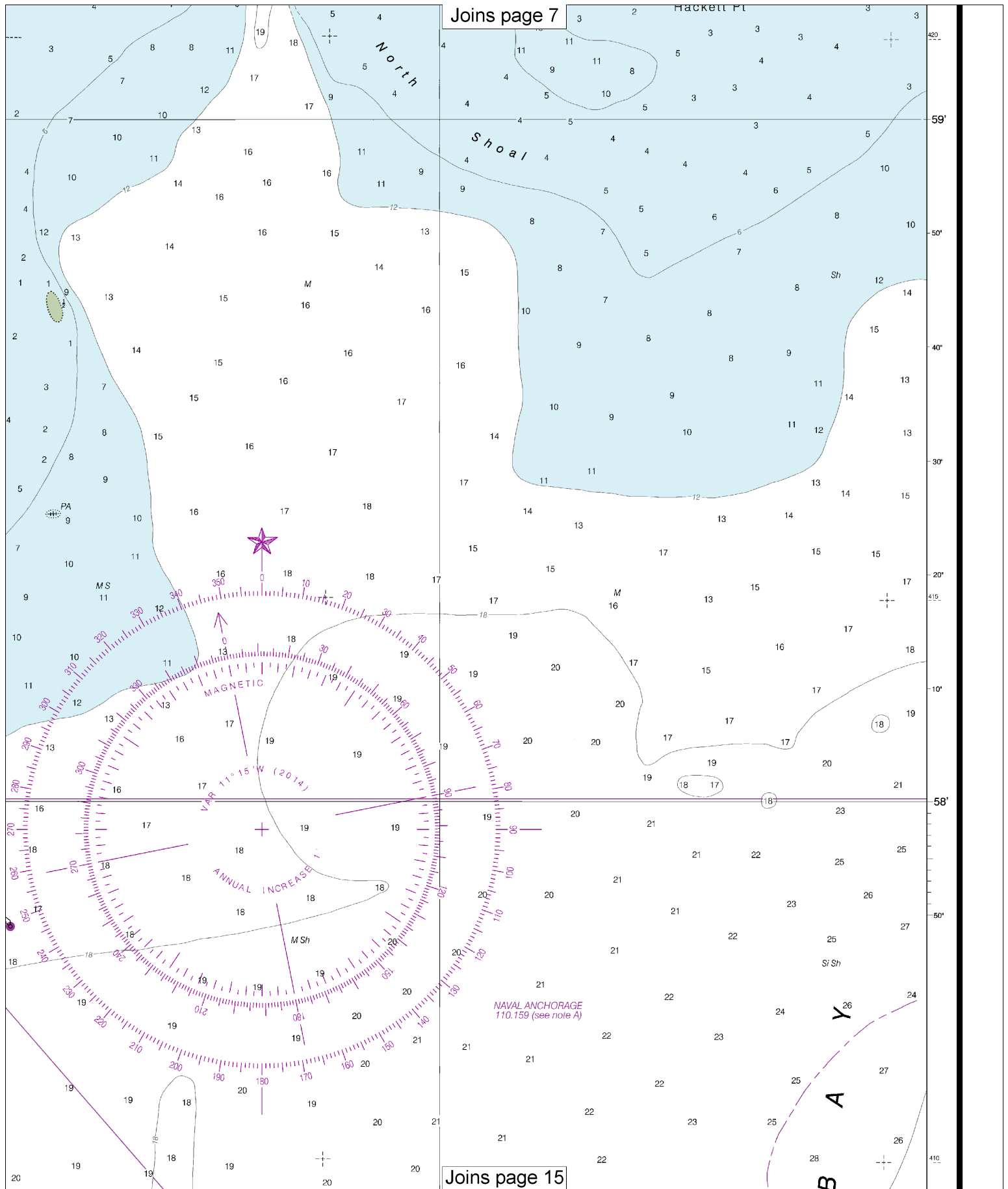
Note: Chart grid lines are aligned with true north.

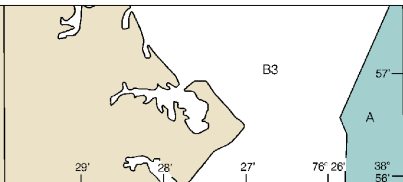
Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.







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.

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 0.402' northward and 1.144' eastward to agree with this chart.

CAUTION

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

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.

NOAA WEATHER RADIO BROADCASTS

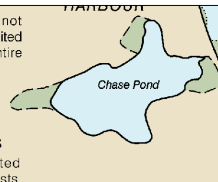
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Baltimore, MD KEC-83 162.400 MHz
Washington, DC KHB-36 162.550 MHz
(Manassas, VA)

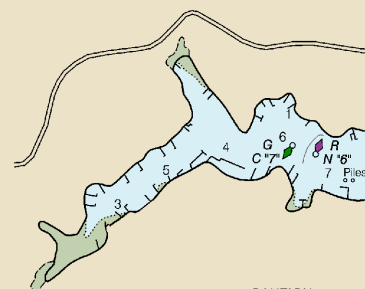
PLANE COORDINATE GRID

(based on NAD 1927)

The Maryland State Grid is indicated on this chart at 5,000 foot intervals thus:
The last three digits are omitted.



Annapolis Roads



CAUTION

Limitations on the use of radio aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Geospatial-Intelligence Agency Publications. Radio direction-finder bearings to coast broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

RACING BUOYS

Racing buoys within the limits of the harbor are not shown hereon. Information obtained from the U.S. Coast Guard Light Lists and other private publications may not all be listed in the U.S. Coast Guard Light Lists.

SMALL CRAFT WARNINGS

During the boating season small craft warnings will be displayed from sunset on Maryland Marine Police website while underway in Maryland waters of Chesapeake Bay and tributaries.

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.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MARYLAND

ANNAPOLIS HARBOR

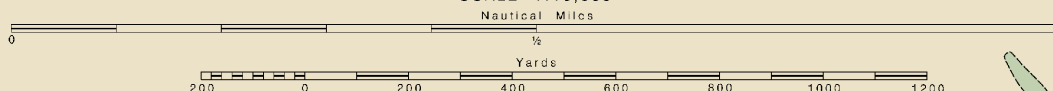
Mercator Projection
Scale 1:10,000

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.

SCALE 1:10,000



SUPPLEMENTAL INFORMATION

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

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.

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Annapolis, U.S. Naval Academy	(38°59'N/76°29'W)	1.4	1.2	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 2014)

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

29th Ed., Aug. 2014. Last Correction: 2/12/2024. Cleared through:
LNM: 0724 (2/13/2024), NM: 0924 (3/2/2024)

SOUNDINGS IN FEET

12283

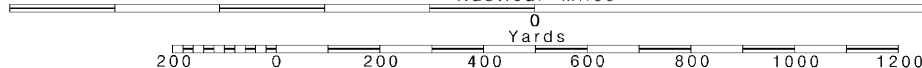
12

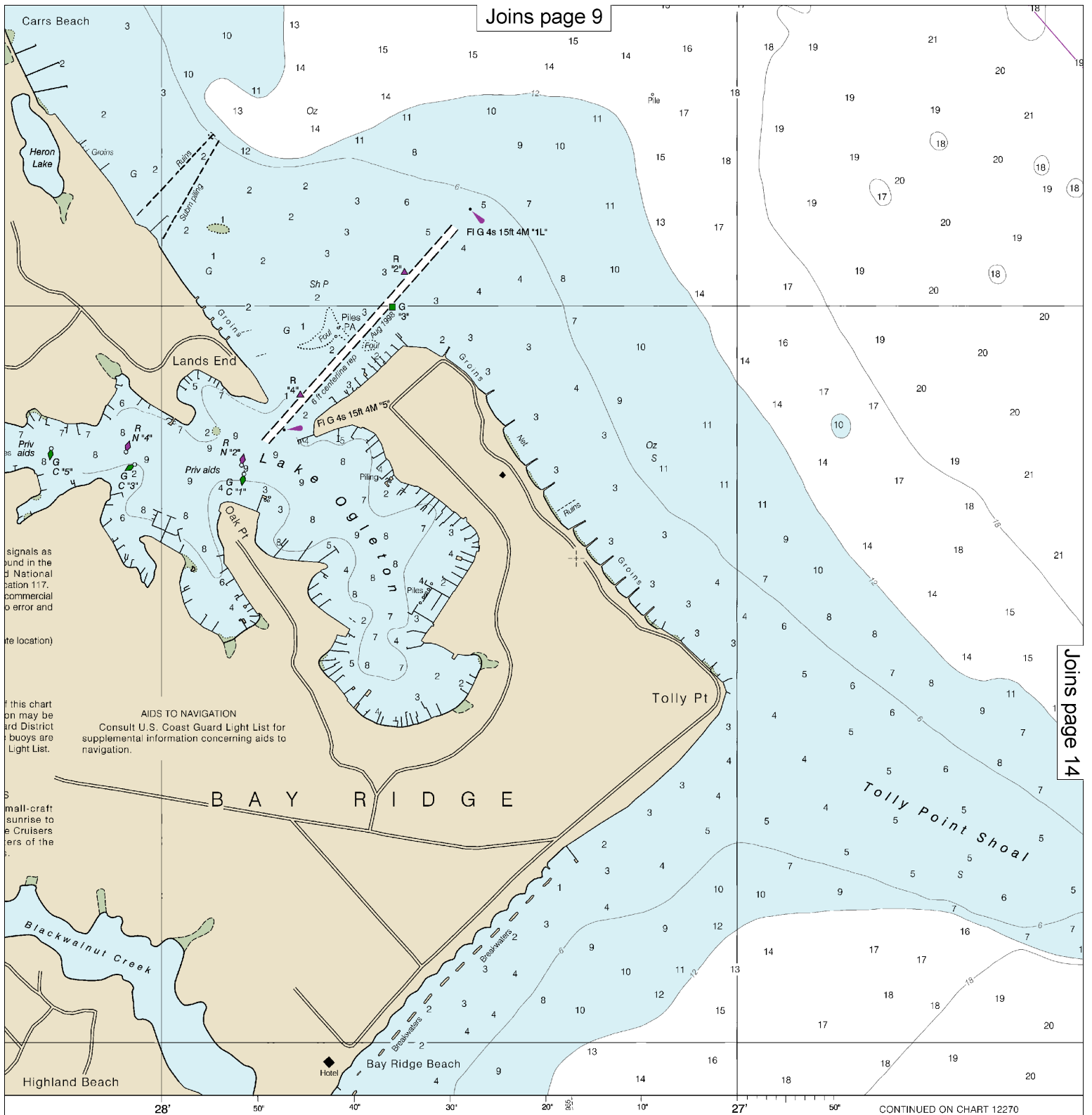
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

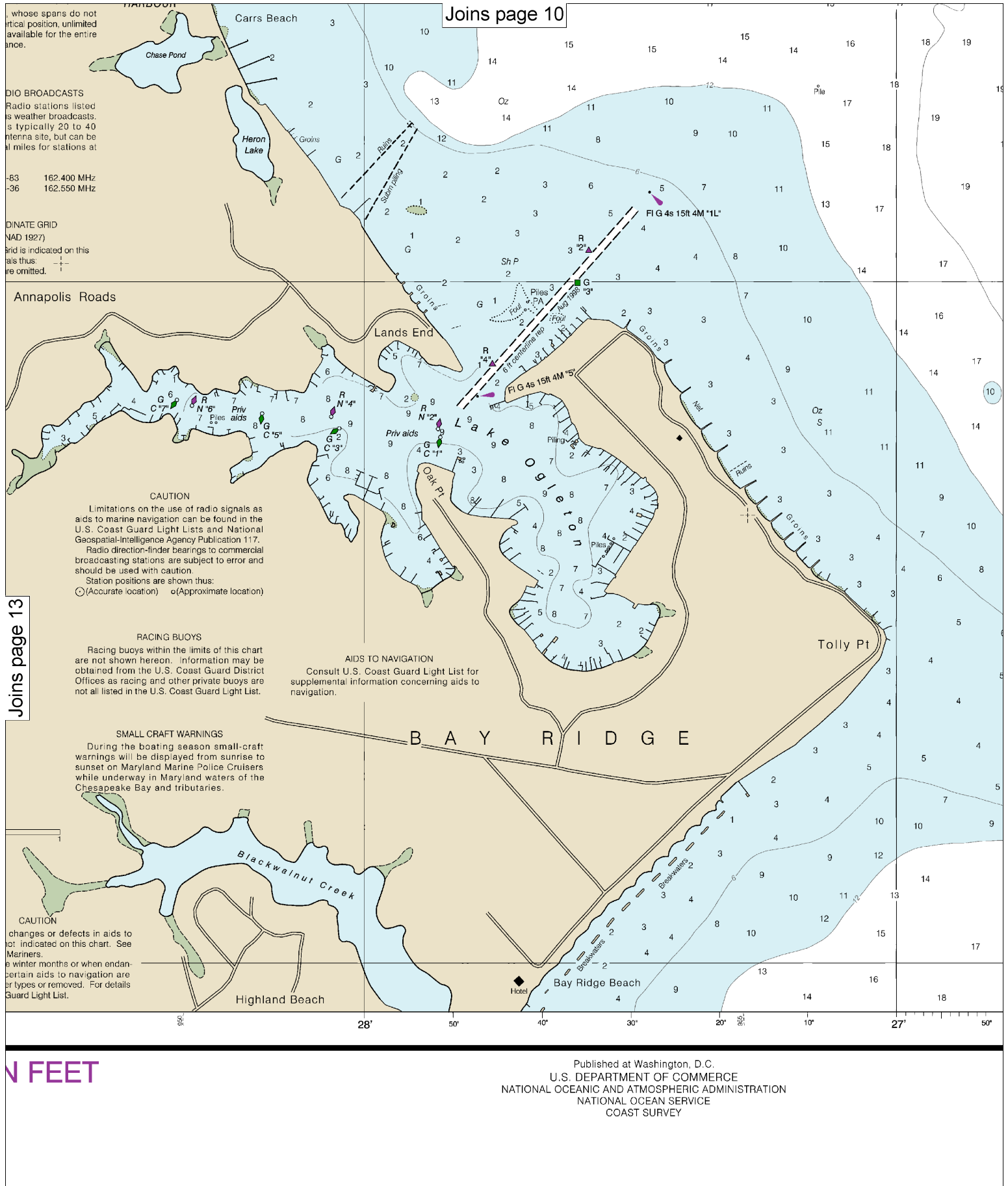
SCALE 1:10,000
Nautical Miles

See Note on page 5.





FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6



Joins page 13

Joins page 10

N FEET

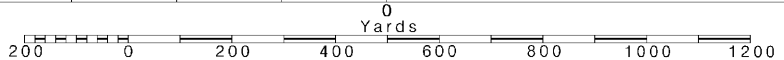
14

Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

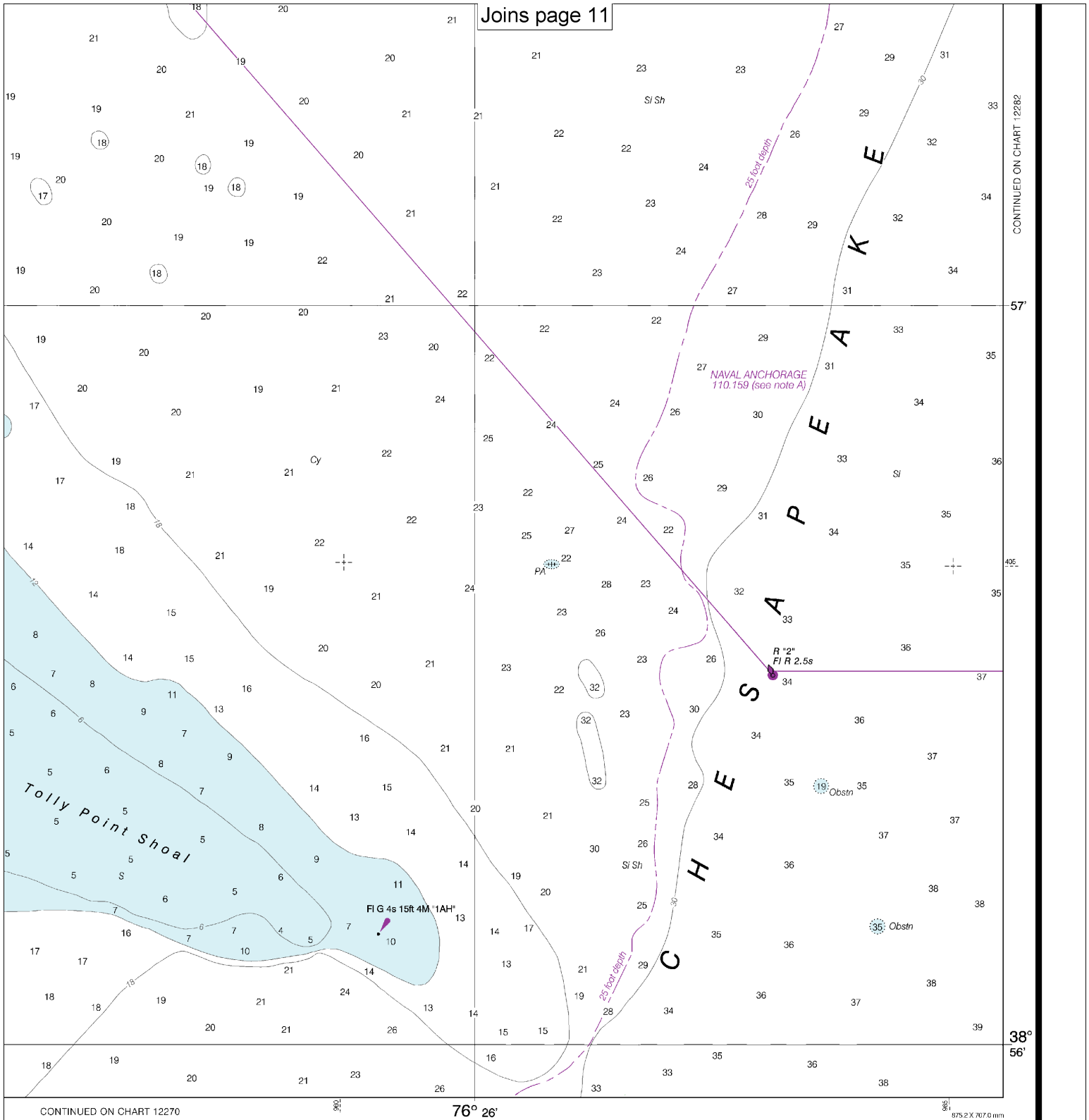
SCALE 1:10,000
Nautical Miles

See Note on page 5.



Joins page 11

CONTINUED ON CHART 12282



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

Annapolis Harbor
SOUNDINGS IN FEET - SCALE 1:10,000

12283



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.

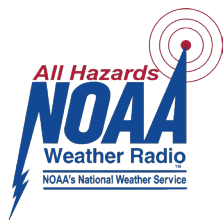
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

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.