

BookletChart™



Patuxent River – Solomons Island and Vicinity

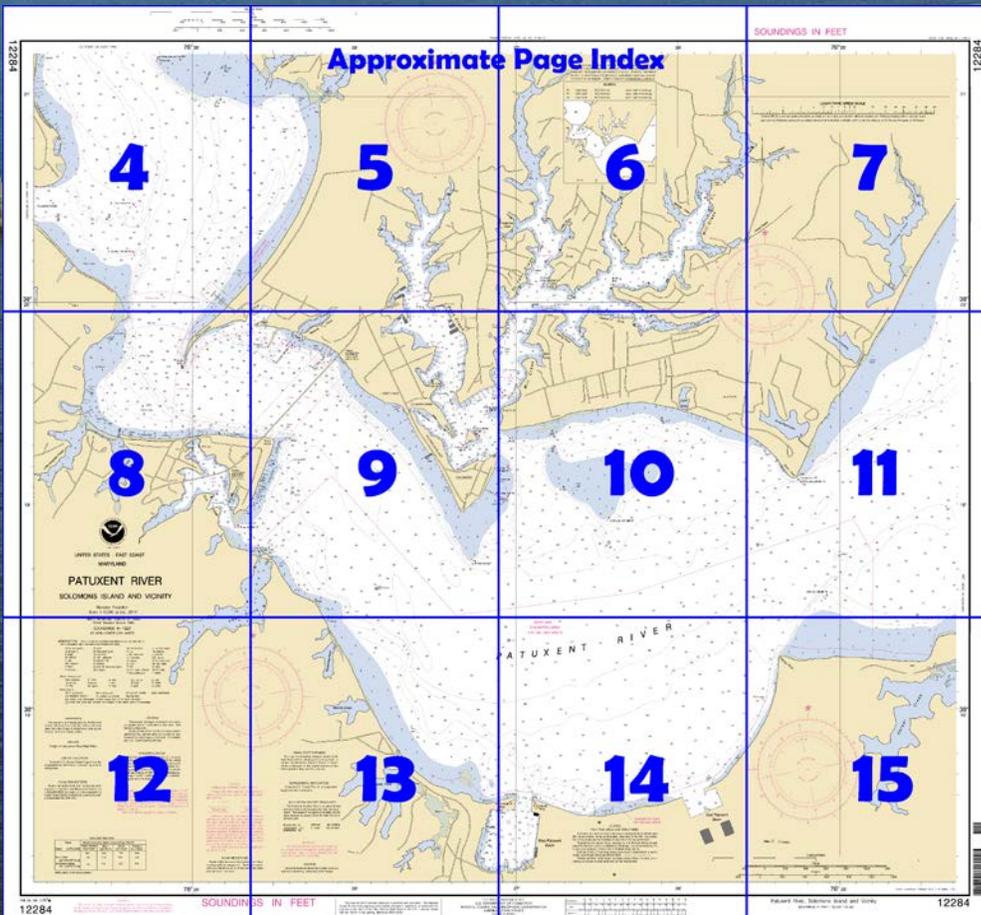
NOAA Chart 12284

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.

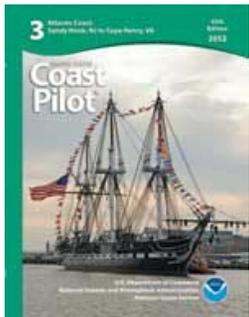
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12284>.



(Selected Excerpts from Coast Pilot)

Patuxent River empties into the west side of Chesapeake Bay 89.3 miles above the Virginia Capes. Commercial traffic consists chiefly of shellfish and shells, and petroleum products. Drafts of vessels using the river are mostly 7 feet or less and seldom exceed 12 feet.

The river has natural depths of 25 to 30 feet in the approach, 30 to over 100 feet for 16 miles upstream, thence 23 feet to the

Benedict highway bridge 19 miles above the mouth, thence 10 feet for 12 miles to within 2 miles of Nottingham, thence 6 feet for 5 miles, and thence 3 feet to Hills Bridge, 40 miles above the mouth. The channel is not difficult to follow as far as the Benedict bridge, and the principal

shoals are marked by lights and daybeacons; the channel above the bridge is narrow in places and is marked for about another 2.5 miles. Anchorage can be had off the mouth of Patuxent River; shelter from westerly winds is found in depths of 20 to 30 feet close to shore on the north side of the approach. Shelter from easterly winds is found in depths of 30 to 50 feet in the channel about 1.5 miles above the entrance.

Bottom in Patuxent River channel is mostly soft as far as the Benedict highway bridge, and vessels can anchor where convenient. Small vessels anchor in the creeks back of Solomons Island, but there is little swinging room. St. Leonard Creek is a good small-vessel anchorage in any weather.

The current velocity is 0.4 knot in the entrance to Patuxent River off Drum Point. Ice closes the river to near the mouth in severe winters. Marine supplies and complete hull and machinery repairs are available along the Patuxent River. Principal locations are in the creeks behind Solomons Island, i.e., Back Creek and Mill Creek. Facilities are also available in Town Creek, Cuckold Creek, Island Creek, and at Benedict. Patuxent River empties into the head of the bight between Cedar Point and **Cove Point**, 5 miles to the northward. **Cove Point Light** (38°23'11"N., 76°22'54"W.), 45 feet above the water, is shown from a white tower on the point. The light is 1 mile west of a point on the bay ship channel 92.6 miles above the Capes. The high bluffs on **Little Cove Point**, 1.5 miles to the southward, are prominent.

The entrance to Patuxent River is between **Drum Point** and **Fishing Point**, 0.9 mile to the southward. The shoals that extend off Fishing Point and **Hog Point**, 1 mile to the east-northeastward, are marked at their outer ends by lights. A fish haven, marked by buoys, is about 1 mile east-southeastward of Light 3. A light is just off Drum Point.

Mileages on Patuxent River, shown as Mile 8W, 11E, etc., are the nautical miles above the midchannel point on a line drawn between Drum and Fishing Points. The letters N, S, E, and W following the numerals denote by compass points the side of the river where each feature is located.

The **Patuxent River Naval Air Station** is along the south side of the entrance. The inclosed seaplane basins, East Patuxent Basin at Mile 0.8S, and West Patuxent Basin at Mile 1.35S have general depths of 9 to 4 feet, and 15 to 7 feet, respectively. Lights mark the entrance points to West Patuxent Basin. A **restricted area** off the air station begins about 2.4 miles south of Cedar Point and extends north to the mouth of Patuxent River, thence upstream for about 2.5 miles. (See **334.180**, chapter 2, for limits and regulations.)

Solomons Island, Mile 1.8N, is joined to the mainland on the northwest by a causeway. The shoal that extends 500 yards southward from **Sandy Point**, at the south end of the island, is marked at its outer end by a light. **Solomons**, is the village on the island. The pier of the **Chesapeake Biological Laboratory** on the east side of the island has depths of 8 feet at the outer end and is marked by a private light.

Back Creek and **Mill Creek** have a common entrance between Solomons Island and the mainland 200 yards to the north-northeastward. The marked main approach, between the island and the shallow middle ground to the eastward, has depths of 20 to 25 feet. The second marked approach, between the middle ground and the mainland to the northward, has depths of 12 feet.

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

RCC Norfolk

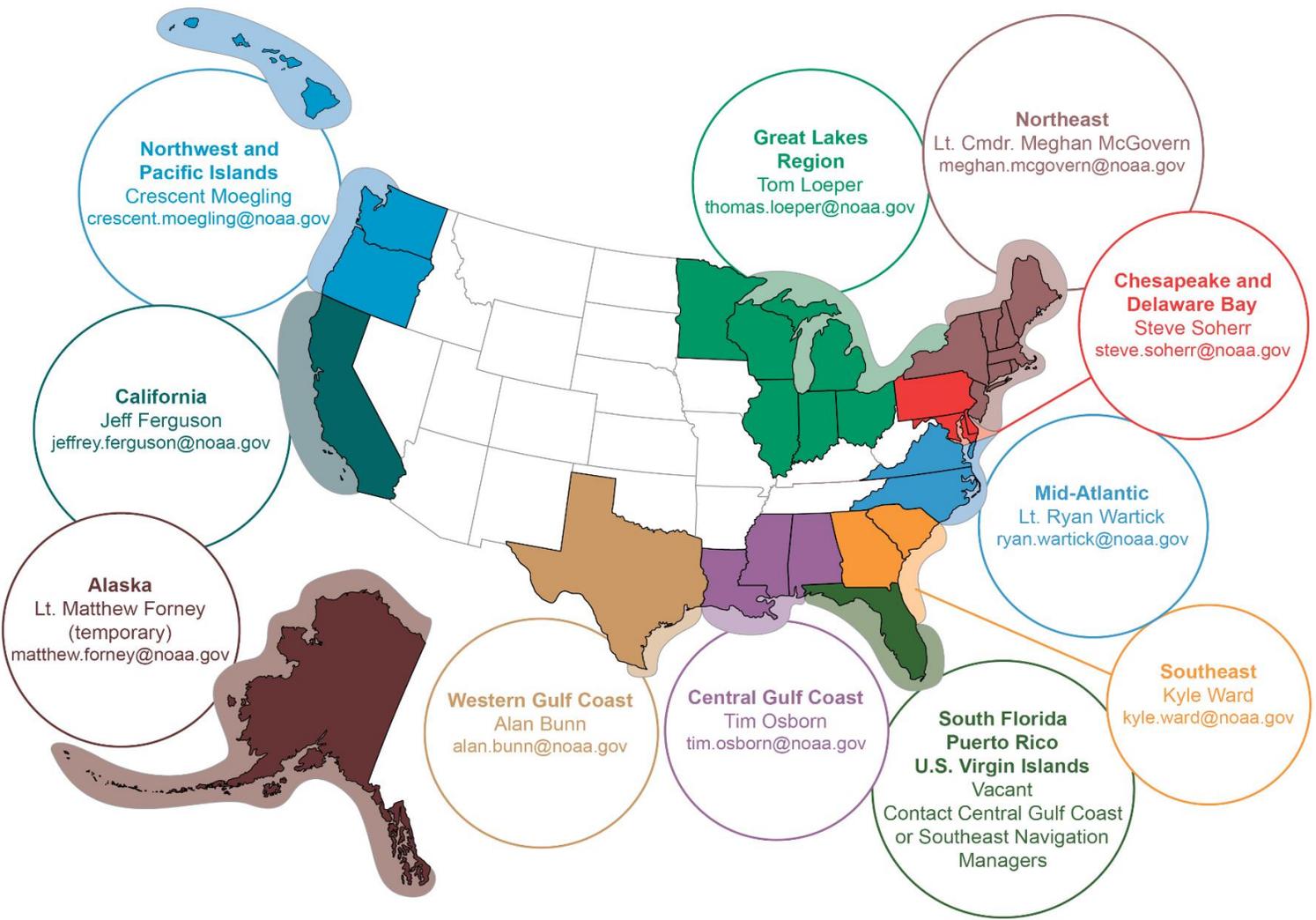
Commander

5th CG District

Norfolk, VA

(575) 398-6231

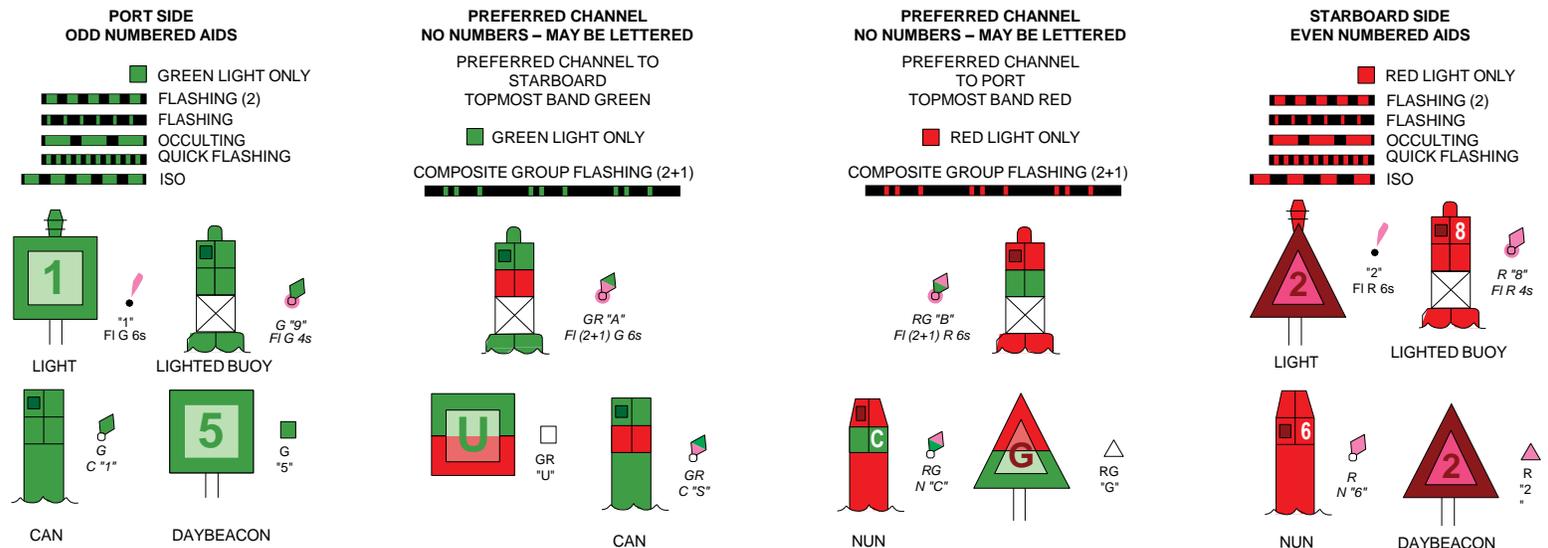
Navigation Managers Area of Responsibility



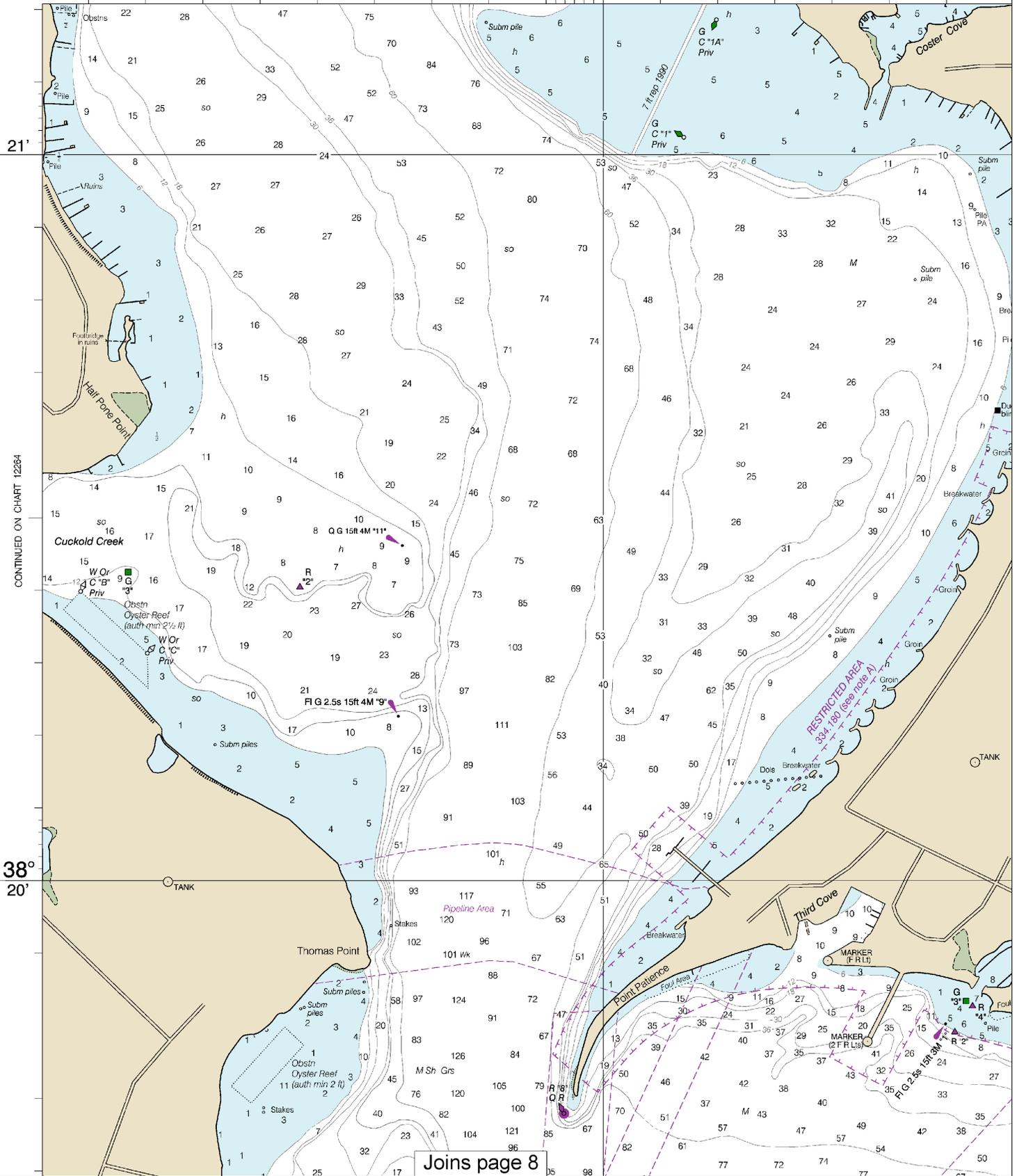
To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



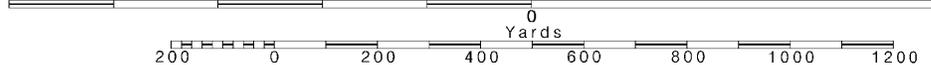
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>



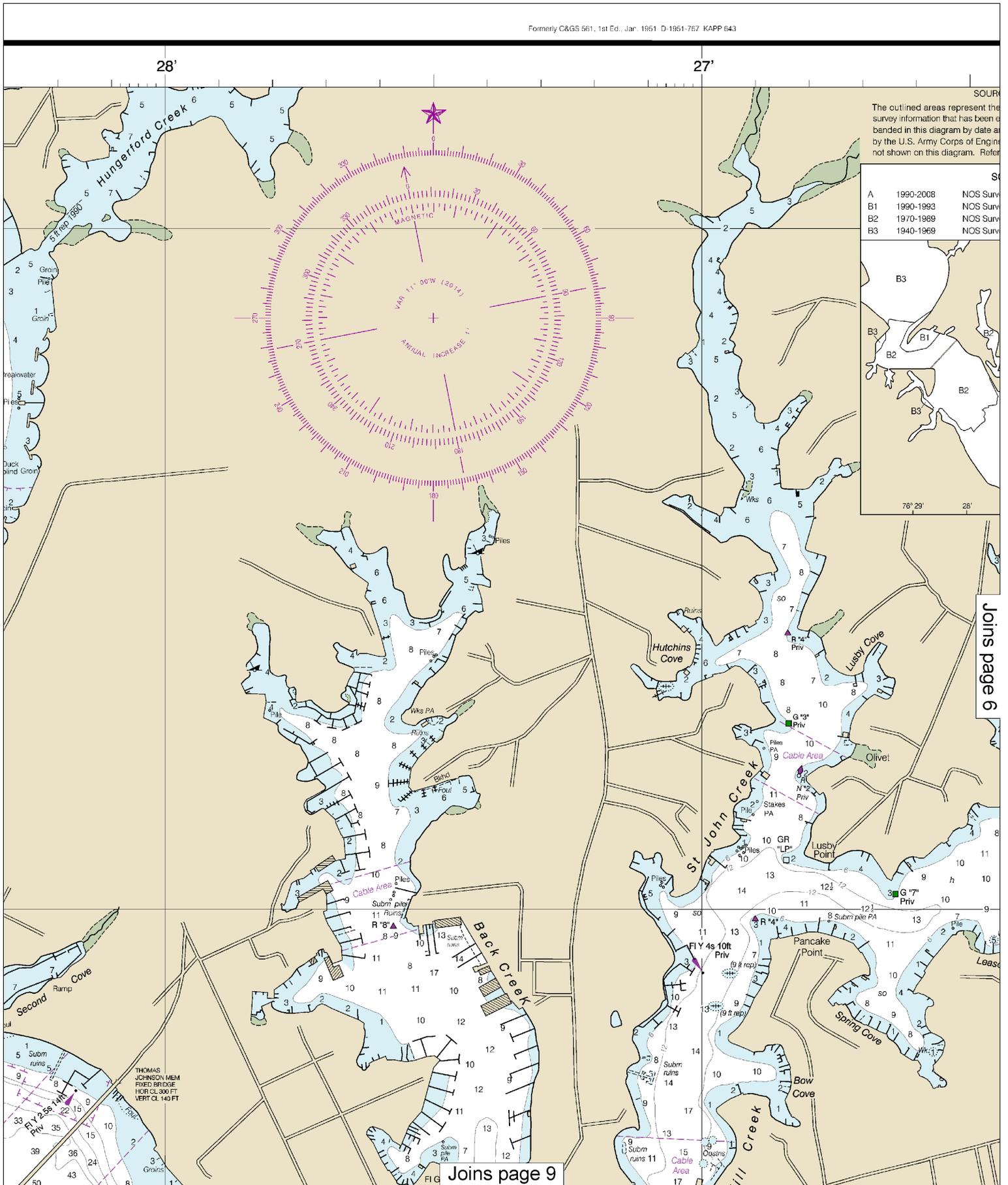
Joins page 8

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.



Joins page 6

FIG. Joins page 9

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.

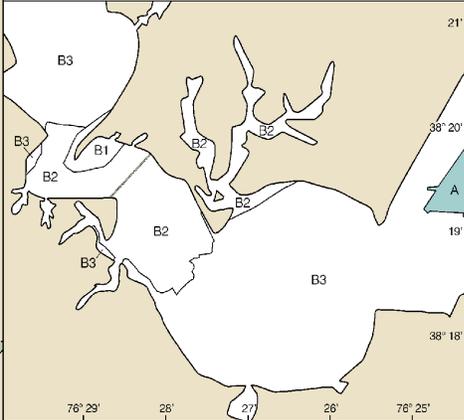


SOURCE DIAGRAM

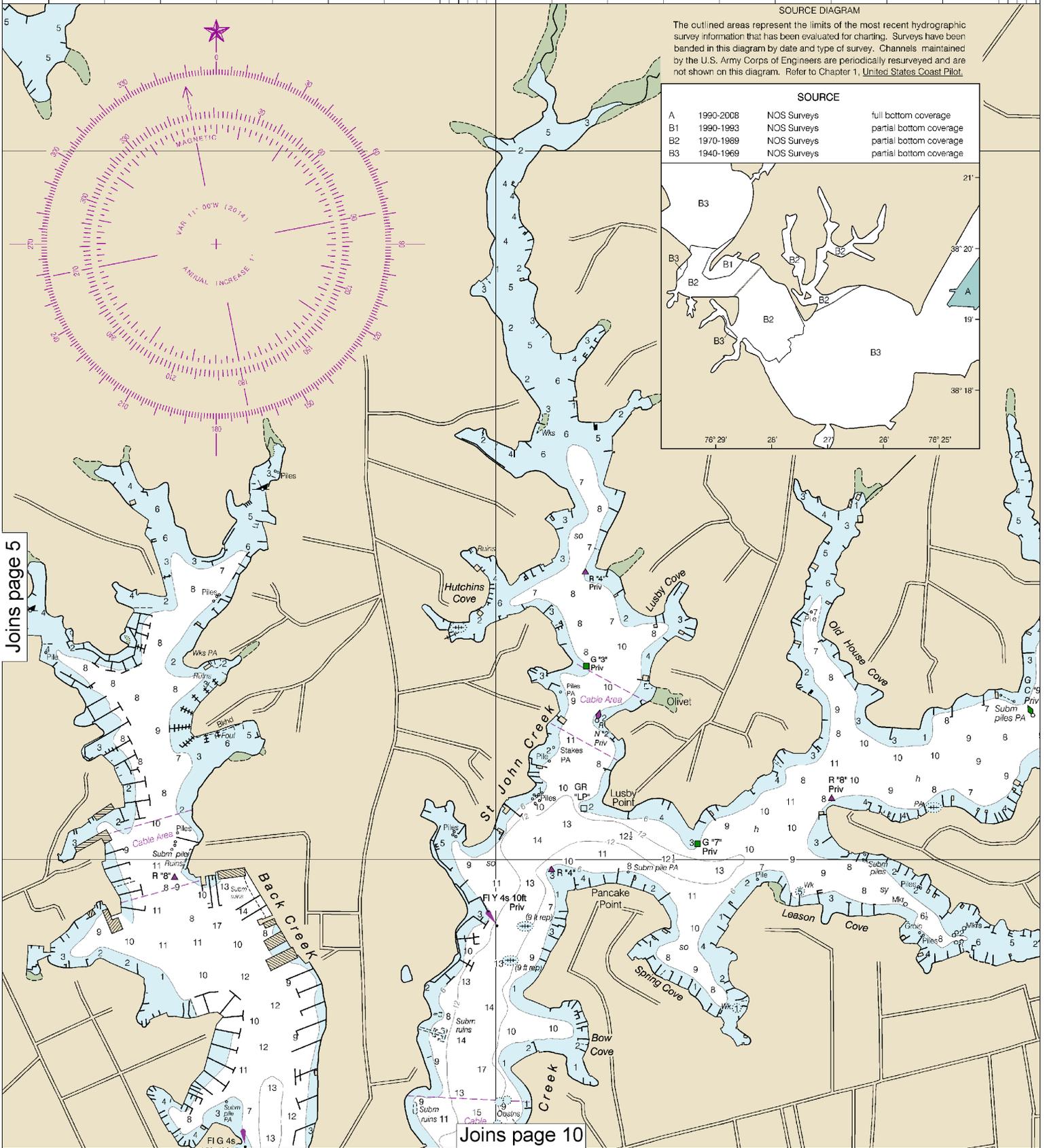
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on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

SOURCE

A	1990-2008	NOS Surveys	full bottom coverage
B1	1990-1993	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage



Joins page 5



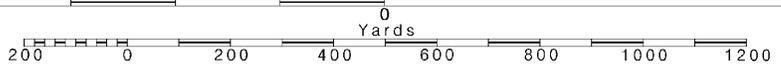
Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.

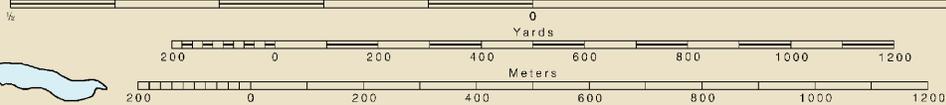


SOUNDINGS IN FEET

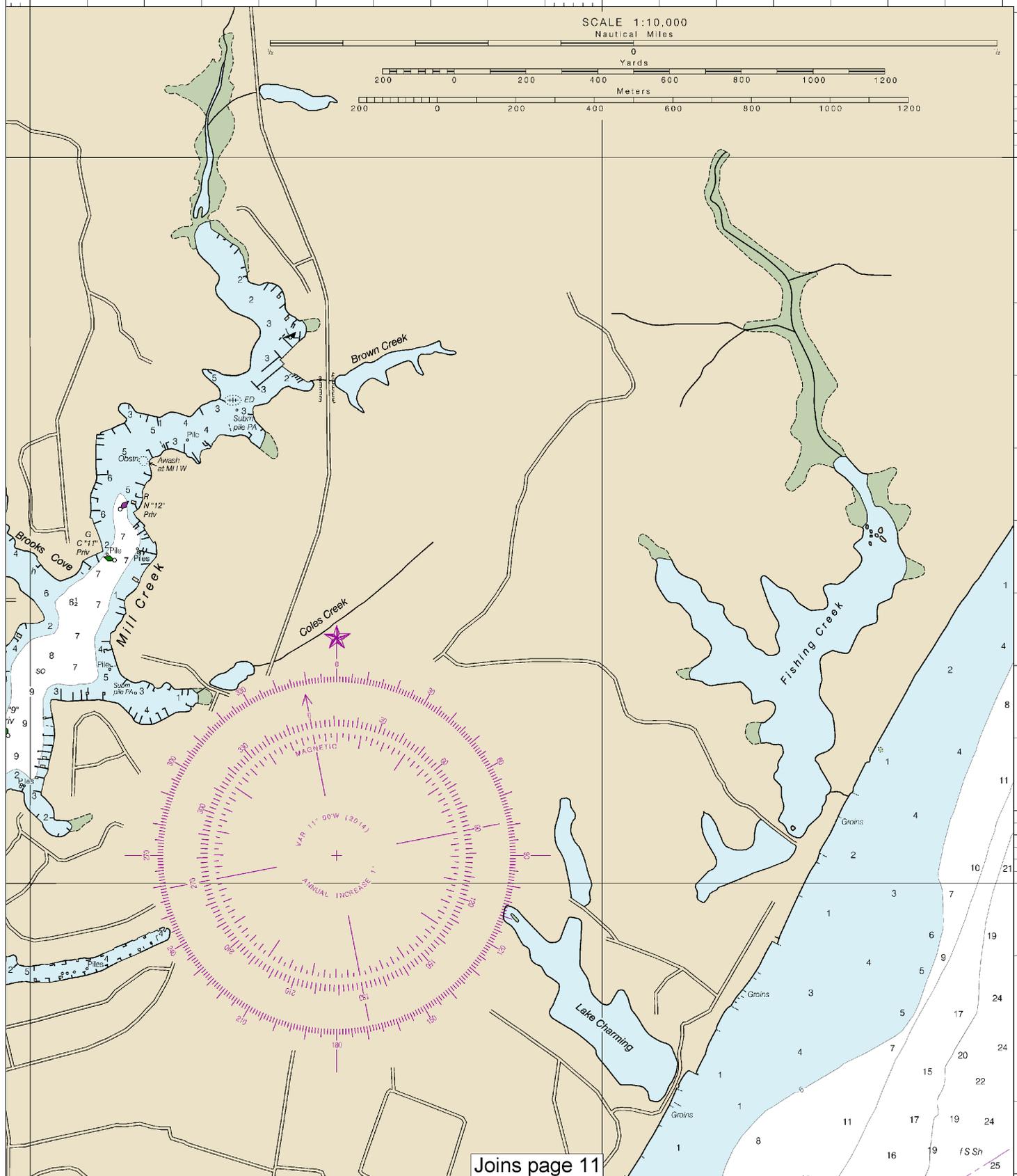
26'

76°25'

SCALE 1:10,000
Nautical Miles



21'



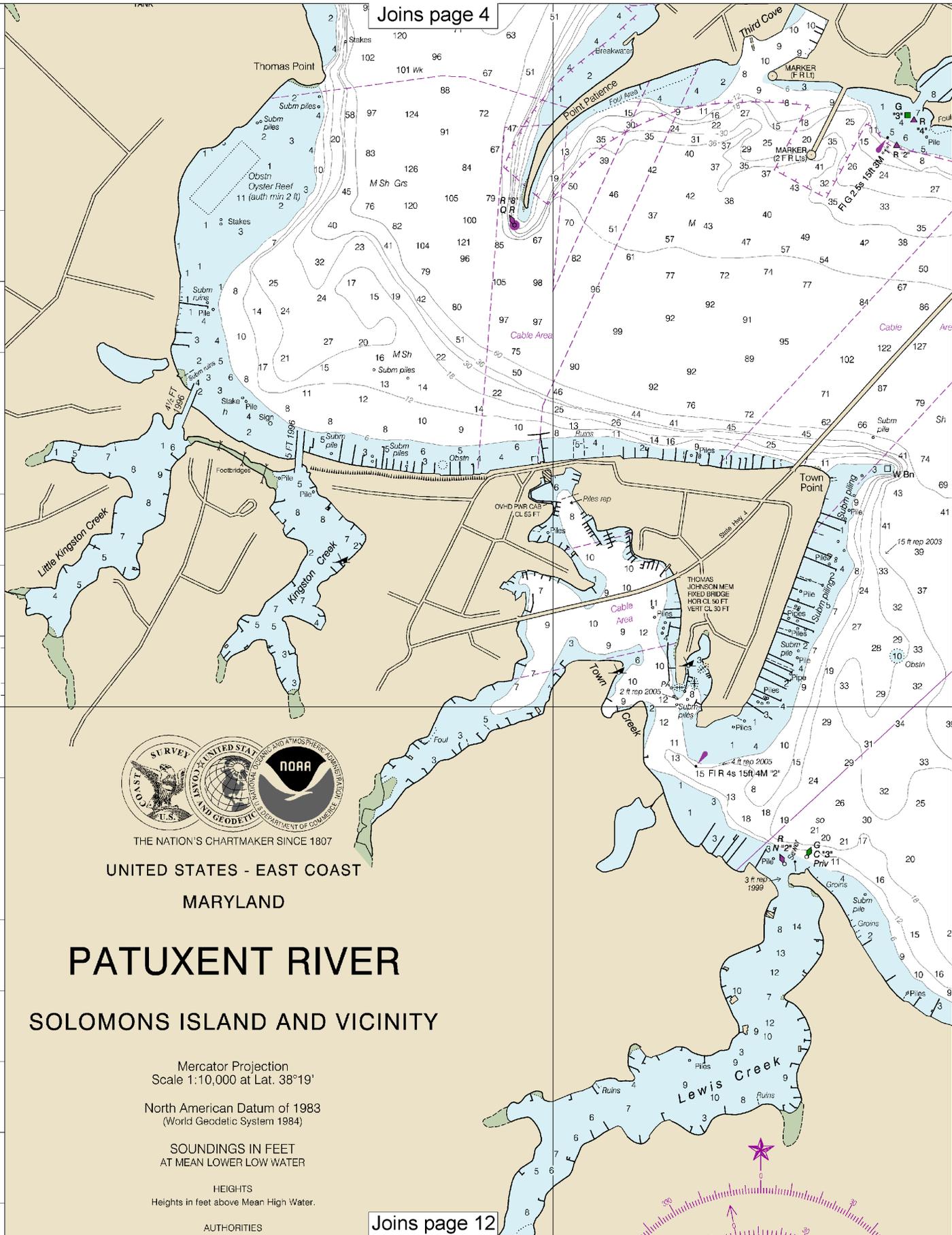
38°
20'

Joins page 11

17th Ed., Sep. 2014. Last Correction: 12/13/2016. Cleared through:
LNM: 0317 (1/17/2017), NM: 0417 (1/28/2017)



Joins page 4



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
MARYLAND

PATUXENT RIVER

SOLOMONS ISLAND AND VICINITY

Mercator Projection
Scale 1:10,000 at Lat. 38°19'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES

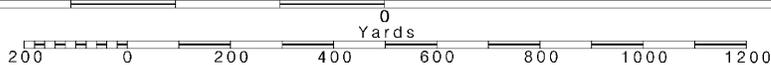
Joins page 12

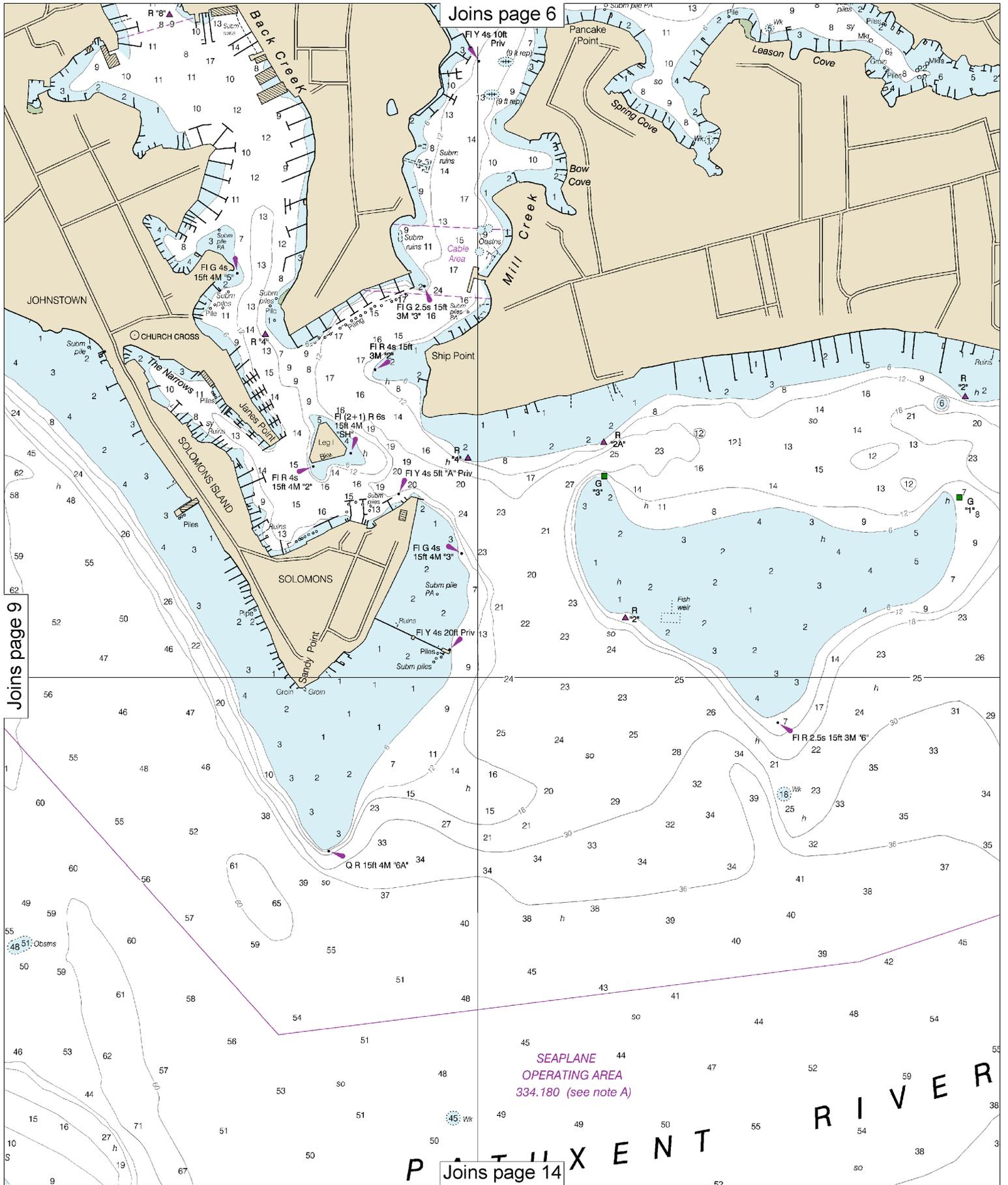


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



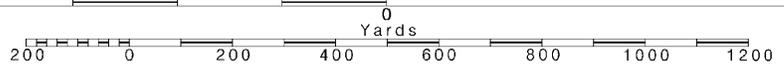


10

Note: Chart grid lines are aligned with true north.

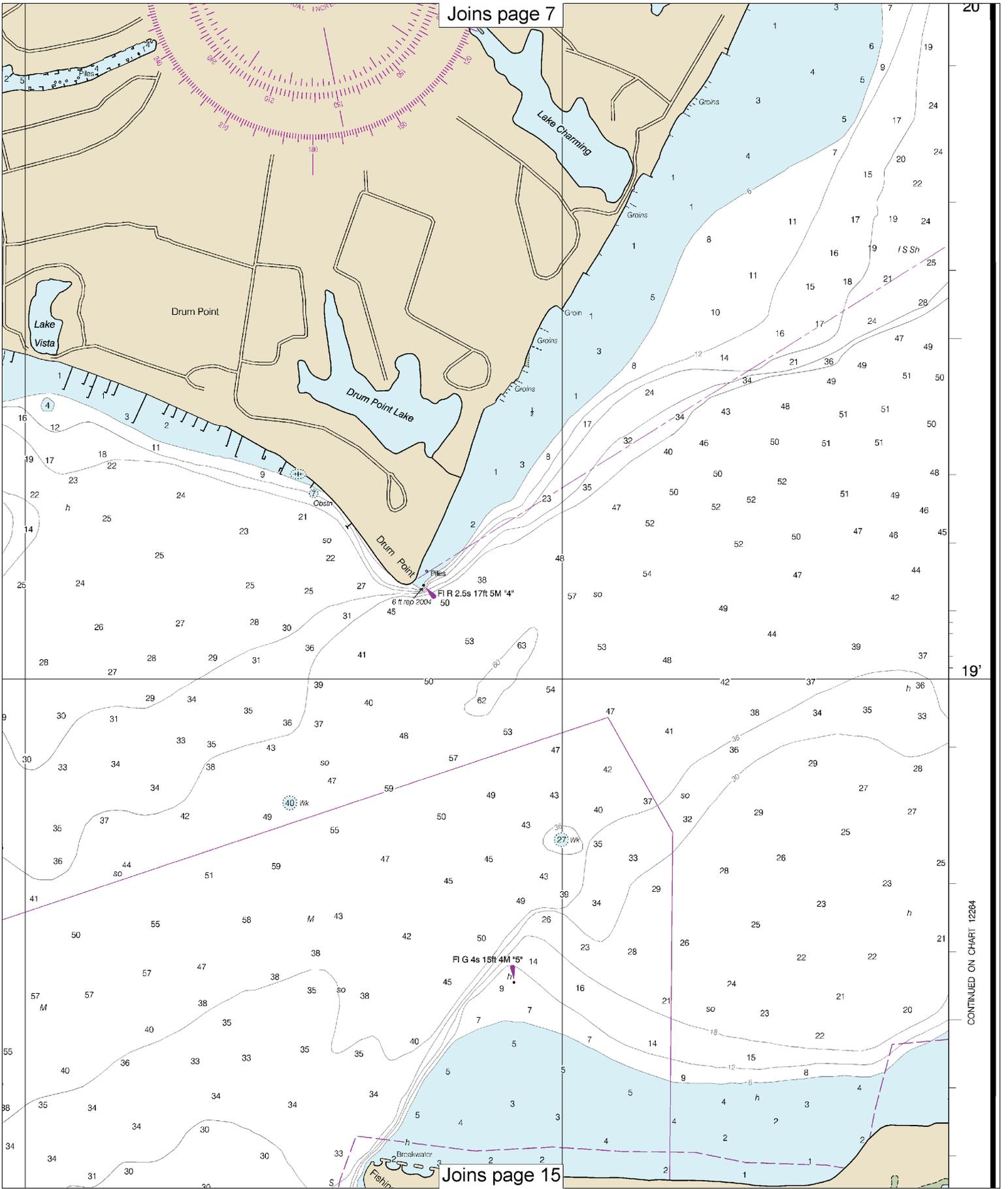
Printed at reduced scale. —SCALE 1:10,000—
Nautical Miles

See Note on page 5.



Joins page 7

20



19'

Joins page 15

CONTINUED ON CHART 12264

SOLOMONS ISLAND AND VICINITY

Mercator Projection
Scale 1:10,000 at Lat. 38°19'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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.

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.

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

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.

Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

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 0.447" northward and 1.159" eastward to agree with this chart.

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 impossible (33 CFR 153).

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.

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

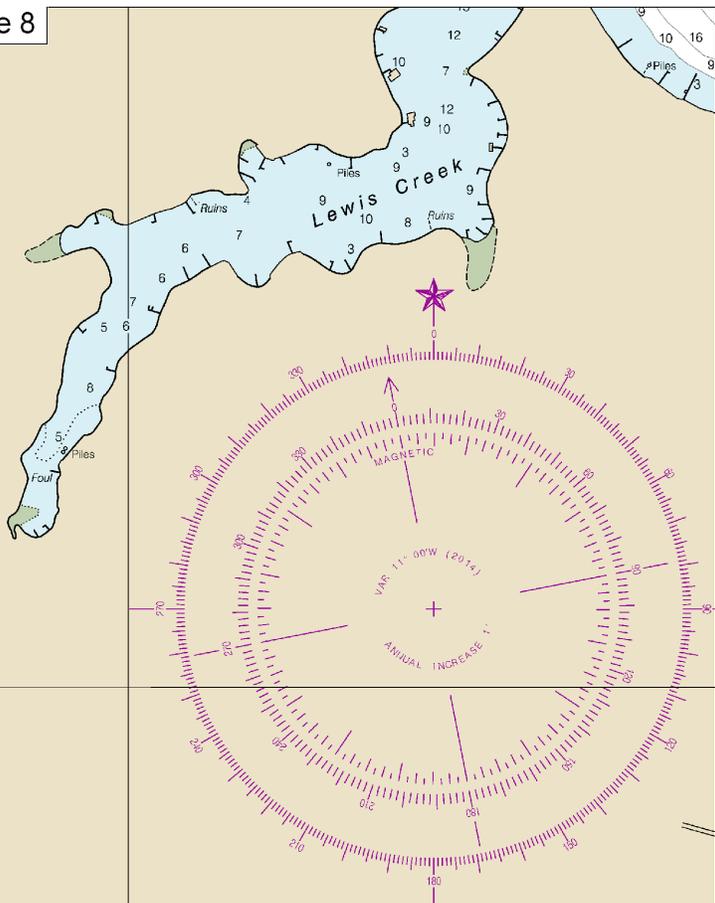
OYSTER AQUACULTURE
Oyster bed aquaculture leases may exist within the limits of this chart. Mariners are cautioned that numerous markers may exist and watermen may be active in the area. Caution should be exercised when navigating in or near these areas, not to anchor or ground, in order to avoid damage to the beds. Depths may be shallower than the soundings shown. For more information, contact the local department of natural resources.

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.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	PLAGE		
		NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Solomons Island	(38°19'N/76°27'W)	1.5	1.3	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://tidssandcurrents.noaa.gov>.
(Aug 2014)



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 comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

NOAA WEATHER RADIO
The NOAA Weather Radio reception range is to nautical miles from the antenna as high elevations.

Heathsville, VA WXN-57
Washington, DC KHB-36
(Manassas, VA)

SMALL CRAFT WA
During the boating season, sunset warnings will be displayed on Maryland Marine while underway in Maryland Chesapeake Bay and tributaries.

CAUTION
Improved channels shown subject to shoaling, particularly in Lewis Creek.

SCALE 1:10,000
Nautical Miles



76° 29'

12284

17th Ed., Sep. 2014. Last Correction: 12/13/2016. Cleared through:
LNM: 0317 (1/17/2017), NM: 0417 (1/28/2017)

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.

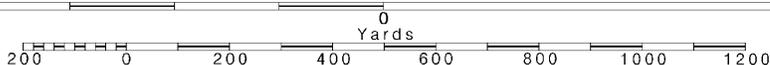
NOAA encourages users to submit inquiries, discrepancies or about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact>



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 9

SEAPLANE OPERATING AREA 334.180 (see note A)

PATUXENT

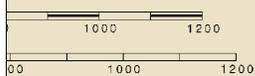
Joins page 14

NO BROADCASTS
Radio stations listed
weather broadcasts,
typically 20 to 40
miles, but can be
miles for stations at

162.400 MHz
162.550 MHz

WARNINGS
Season small-craft
avoided from sunrise to
sunset by Police Cruisers
in the waters of the
tributaries.

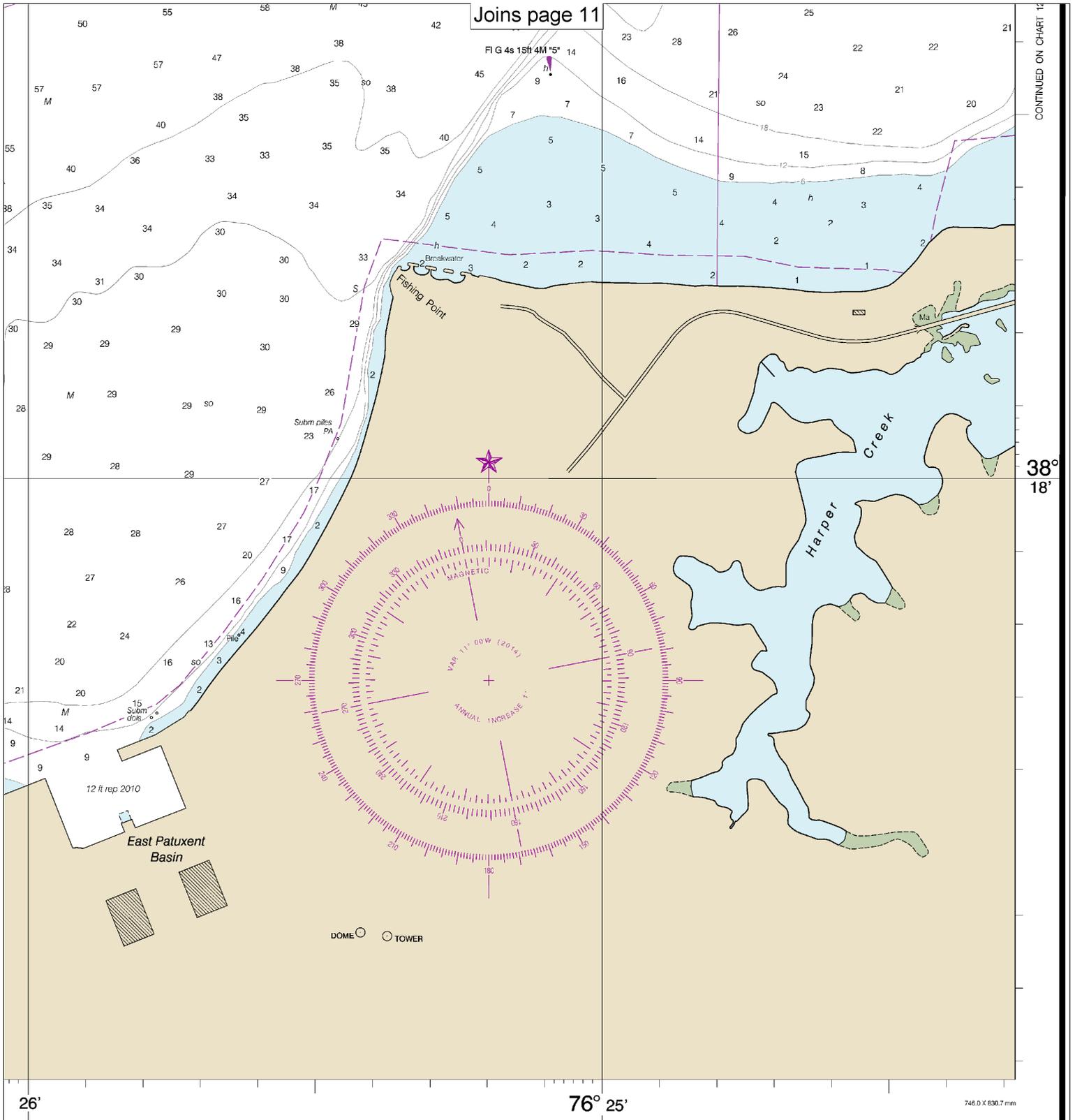
IN
shown by broken lines are
likely at the edges.



SOUNDINGS IN FEET

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

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



Patuxent River, Solomons Island and Vicinity
SOUNDINGS IN FEET - SCALE 1:10,000

12284



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>



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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.