

BookletChart™

Head of Chesapeake Bay

NOAA Chart 12274

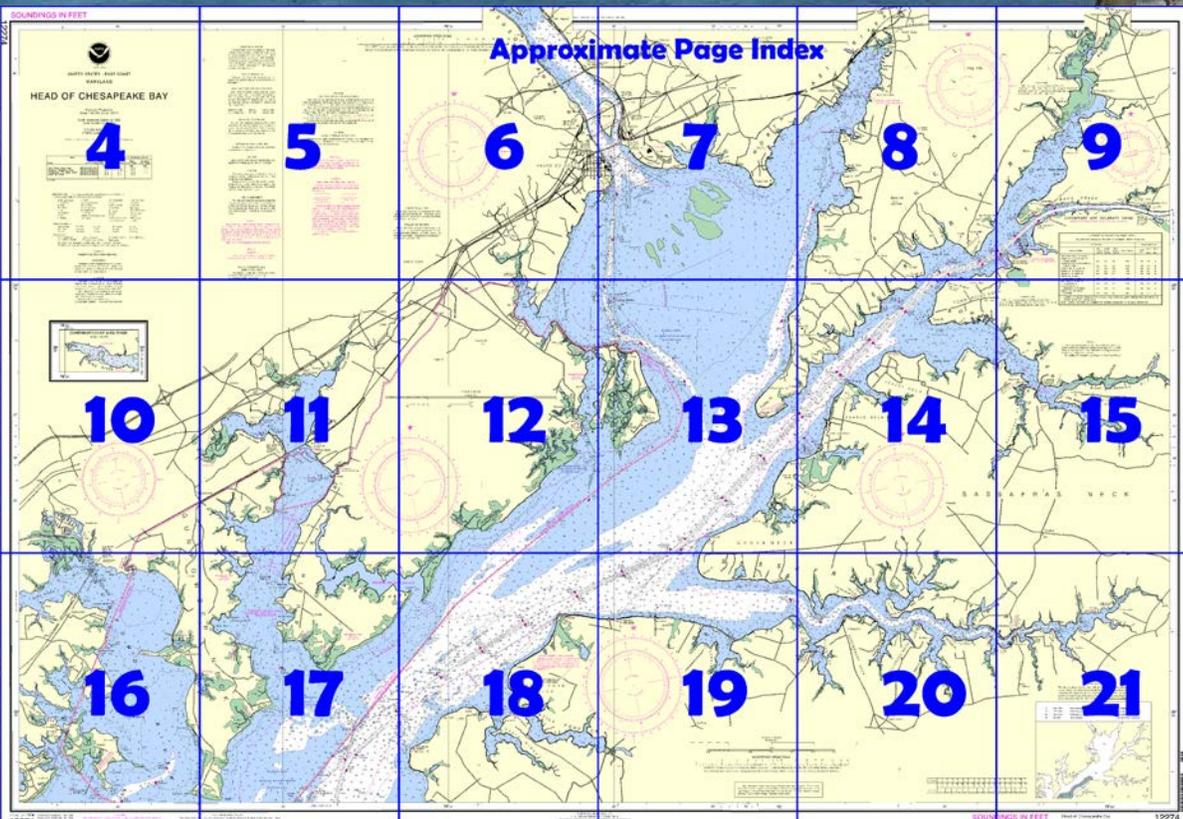


A reduced-scale NOAA nautical chart for small boaters

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
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.

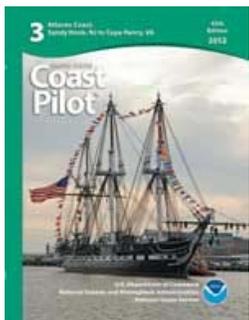
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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

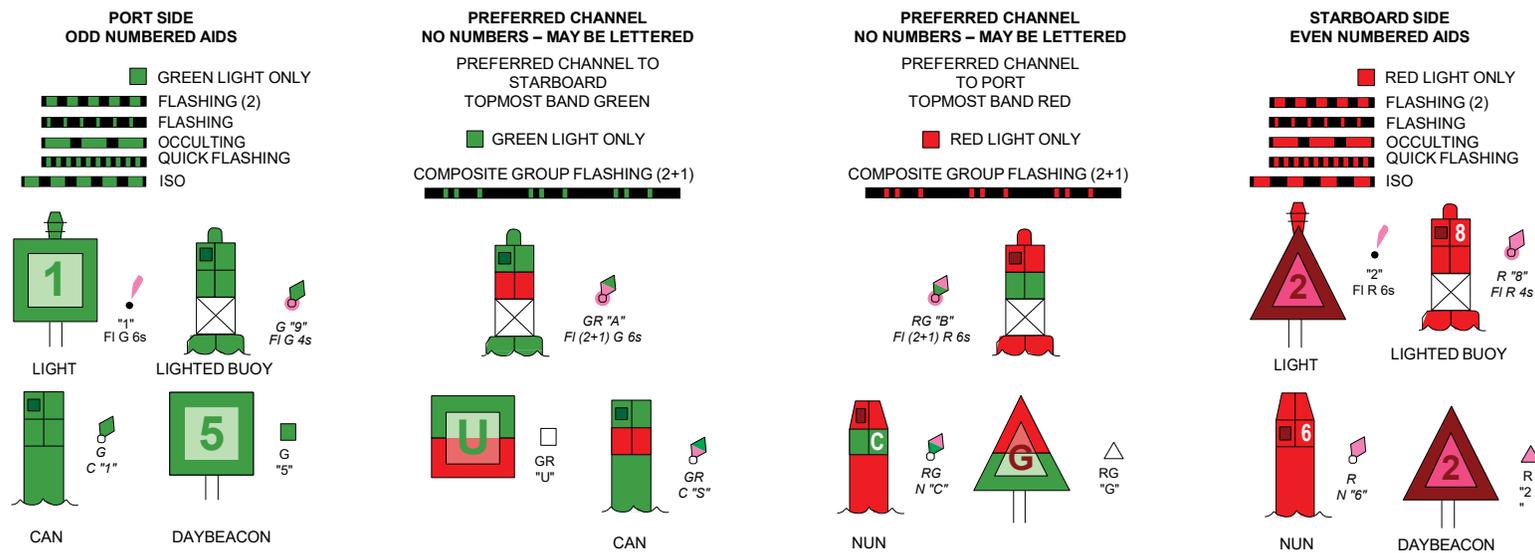
Navigation Manager Regions



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.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
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/76°49'W)	3.3	3.1	0.2
Havre de Grace	(39°32'N/76°06'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
Ai alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is 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 muc	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.

HORIZO

The horizontal ref is North American Dat for charting purpose to the World Geodetic Geographic positio American Datum of 1 average of 0.392' nor to agree with this ch

AIDS TO

Consult U.S. Co supplemental inform navigation.

NOAA WEATHER

The NOAA Weath below provide contin The reception ran nautical miles from th as much as 100 nau high elevations.

Baltimore, MD
Suclersville, MD

SMALL CR

During the boat warnings will be di sunset on Maryland while underway in Chesapeake Bay a

SUPPLEMEN

Consult U.S. Co supplemental inform

Improved channels subject to shoaling, p

Temporary char navigation are not in Local Notice to Marit During some win gered by ice, certa replaced by other typ see U.S. Coast Guard

AUT

Hydrography and Ocean Service, Coa data from the Corps Survey, and U.S. Co

Navigation regulations, Coast Pilot 3. Additions or lished in the Notice to Marit regulations may be obtained 5th Coast Guard District in Office of the District Eng Baltimore, Maryland. Refer to charted regula

Unexploded amm may exist within the lin

PLANE CO

(based d The Maryland Sta chart at 20,000 foot in The last three digits a

OYSTER A

Oyster bed aquaculture lea this chart. Mariners are caut exist and watermen may be a

Joins page 10

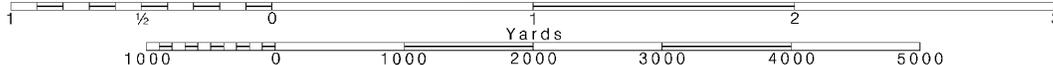
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



15'

76°10'

HORIZONTAL DATUM
 Reference datum of this chart is the datum of 1983 (NAD 83), which is considered equivalent to the World Geodetic System 1984 (WGS 84). Positions referred to the North of 1927 must be corrected anorthward and 1.189" eastward of this chart.

TO NAVIGATION
 Coast Guard Light List for information concerning aids to navigation.

FOR RADIO BROADCASTS
 Other radio stations listed in this chart include continuous weather broadcasts. Range is typically 20 to 40 miles from the antenna site, but can be up to 100 miles for stations at sea.

KEC-83 162.400 MHz
 WXK-97 162.500 MHz

DRAFT WARNINGS
 During the fishing season small-craft are prohibited from sunrise to sunset. Marine Police Cruisers are in Maryland waters of the Chesapeake Bay and tributaries.

ADDITIONAL INFORMATION
 Coast Pilot 3 for important information.

CAUTION
 Aids shown by broken lines are particularly at the edges.

CAUTION
 Damages or defects in aids to navigation are indicated on this chart. See the Light List.
 Inter months or when endantennas are removed. For details see the Light List.

AUTHORITIES
 Bathymetry by the National Oceanic and Atmospheric Administration, with additional data by the Corps of Engineers, Geological Survey, and the U.S. Coast Guard.

NOTE A
 Corrections are published in Chapter 2, U.S. Coast and Geodetic Survey, or revisions to Chapter 2 are published in the U.S. Coast and Geodetic Survey. Information concerning the chart is available at the Office of the Commander, U.S. Coast Guard, in Portsmouth, Virginia or at the District Office, U.S. Coast Guard, in Baltimore, Maryland. For details see the Light List.

NOTE B
CAUTION
 Munition or ordnance (duds) are shown in the Restricted Area.

COORDINATE GRID
 Grid is on NAD 1927.
 State Grid is indicated on this chart. Intervals thus: --- are omitted.

AQUACULTURE
 Obstructions may exist within the limits of the charted area that numerous markers may be active in the area. Caution should be exercised.

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.

CAUTION
BASCULE BRIDGE CLEARANCES
 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.

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.

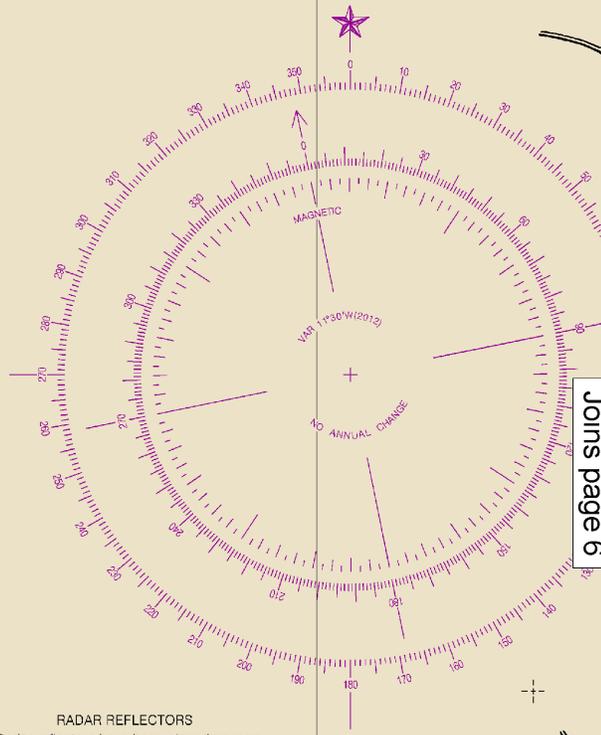
CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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.

CAUTION
 Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
 (●) (Accurate location) (○) (Approximate location)

HEIGHTS
 Heights in feet above Mean High Water.



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.

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).

ABERDEEN

TANK

Joins page 11

Joins page 6

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.

05'

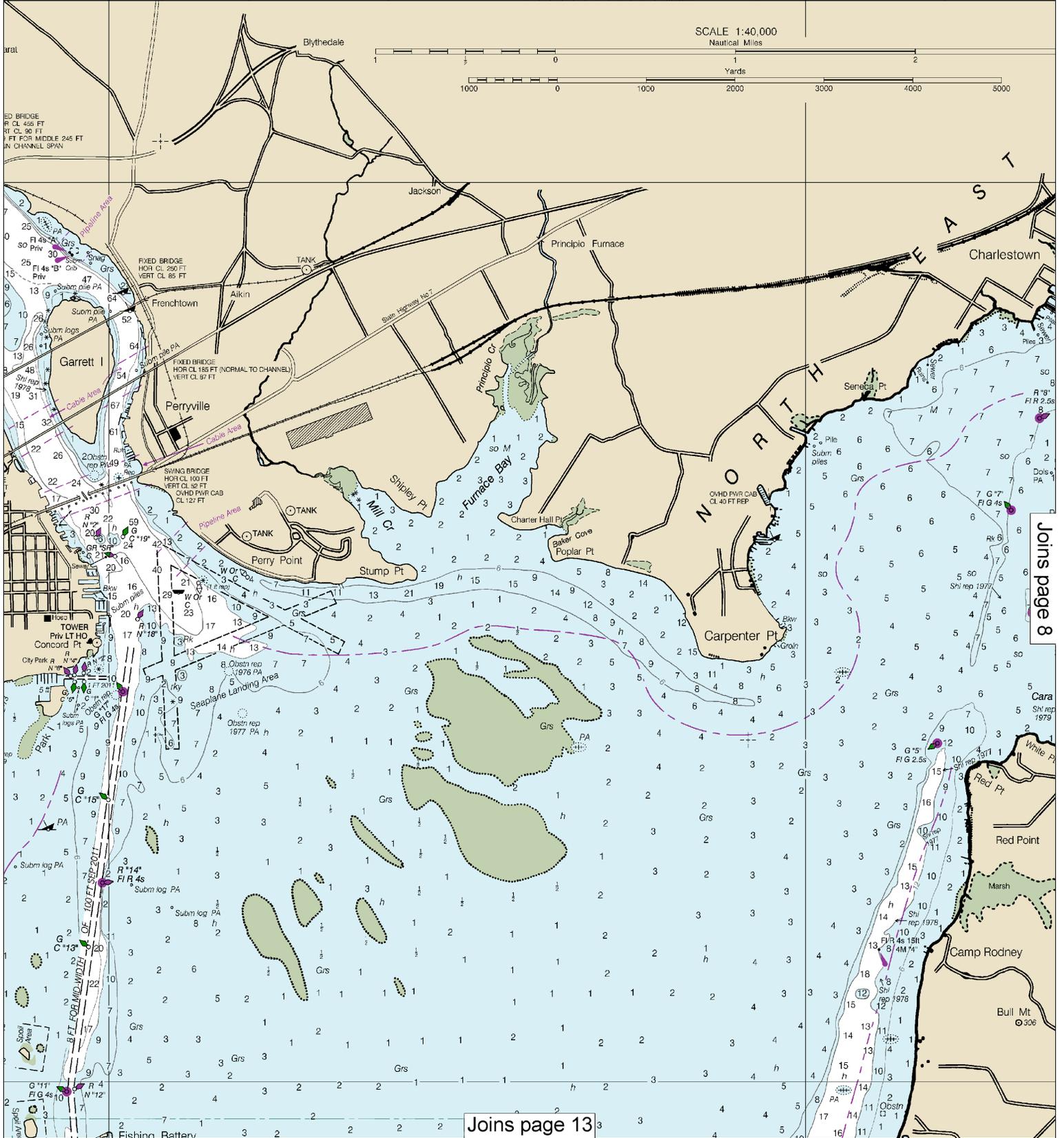
02' 45' 30' 15' 01' 50'

76°

SCALE 1:40,000
Nautical Miles

Yards

1000 0 1000 2000 3000 4000 5000

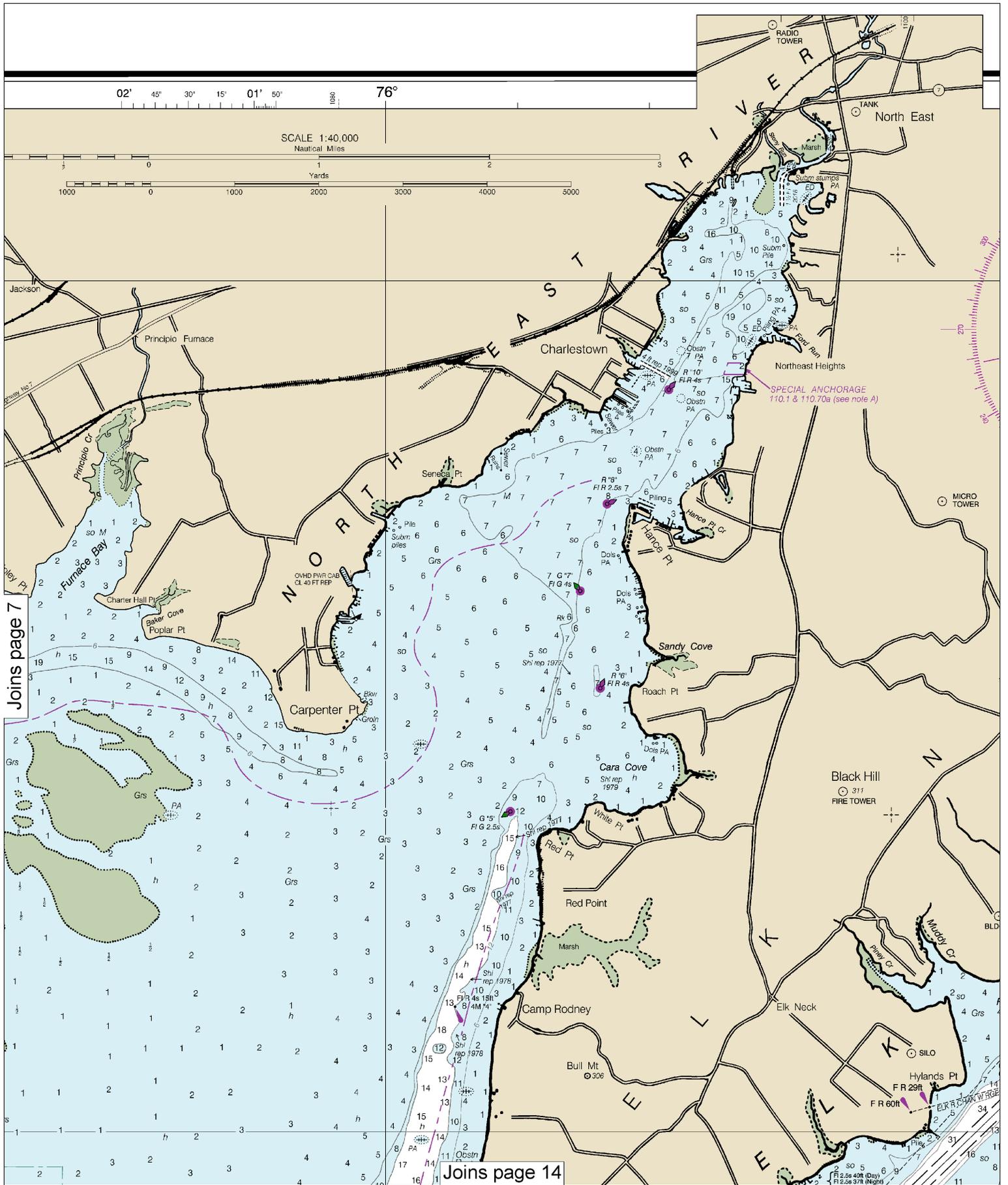


Joins page 8

Joins page 13

Use ENC charts for the most up to date information. References to other charts may no longer be applicable.
 39th Ed., Sep. 2020. Last Correction: 7/8/2022. Cleared through:
 LNM: 2622 (6/28/2022), NM: 2922 (7/16/2022)





Joins page 7

Joins page 14

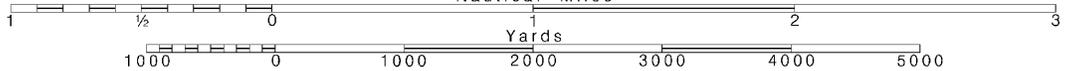


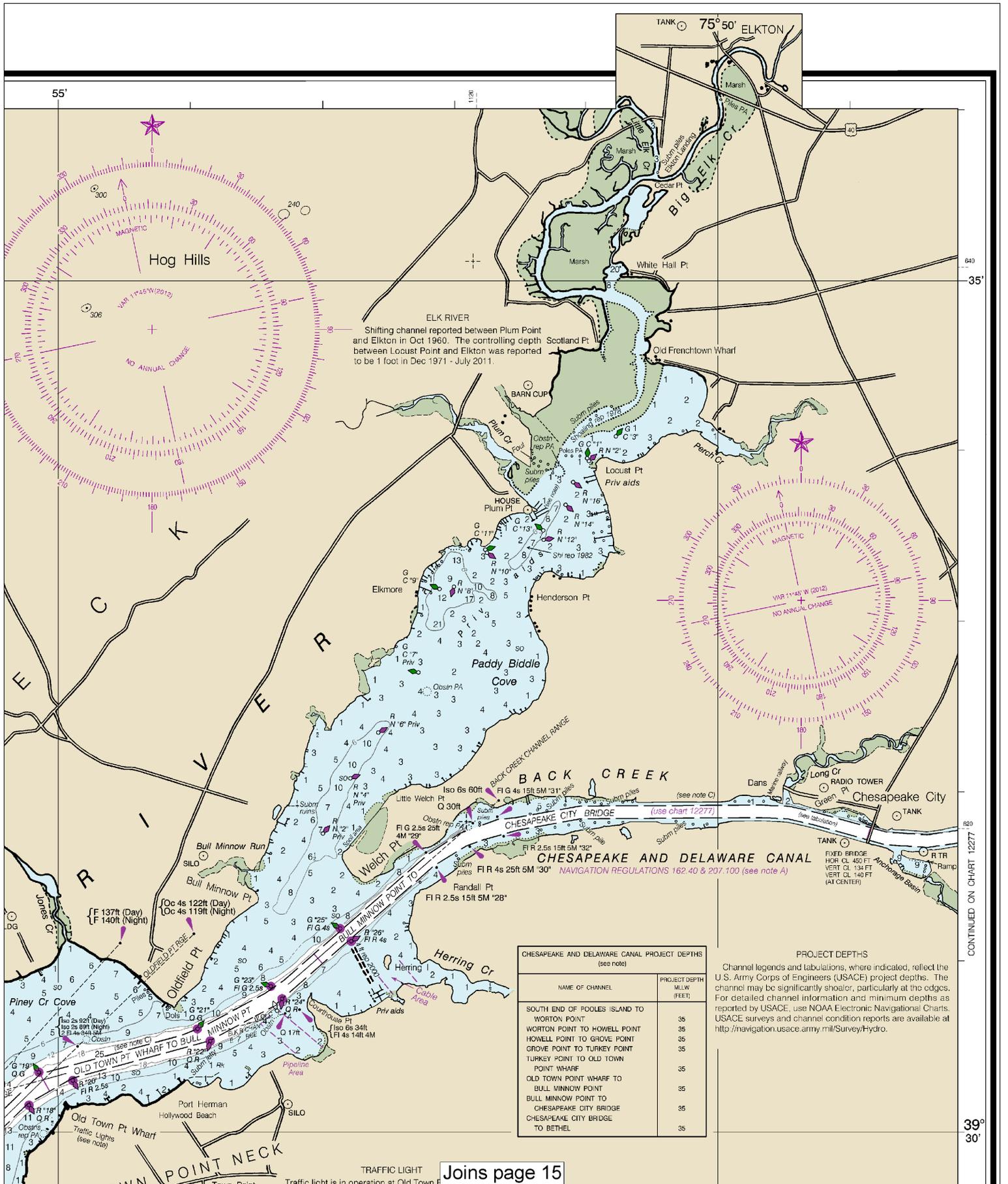
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





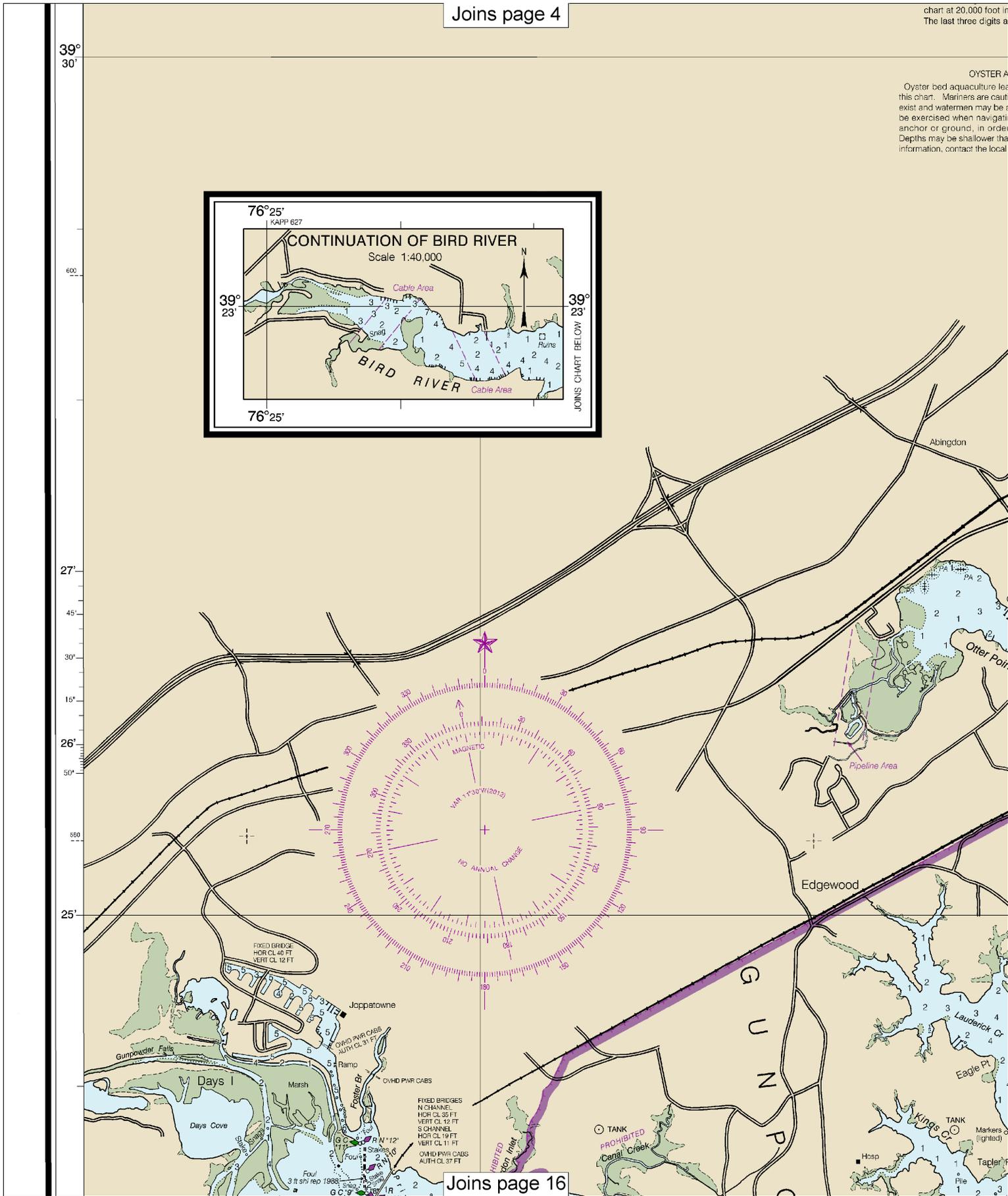
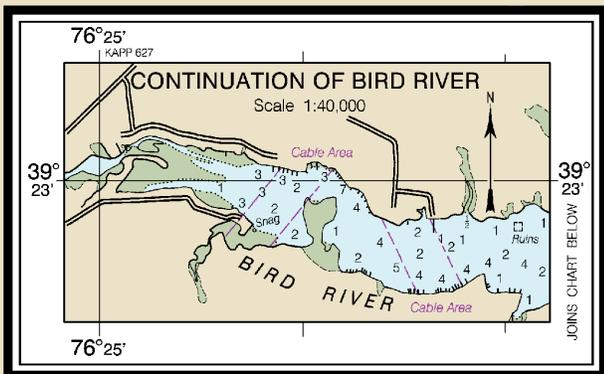
Joins page 15

35'

CONTINUED ON CHART 12277

39° 30'

OYSTER A
Oyster bed aquaculture lea
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be exercised when navigati
anchor or ground, in orde
 Depths may be shallower th
information, contact the local



Joins page 16

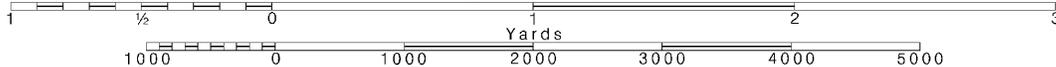
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

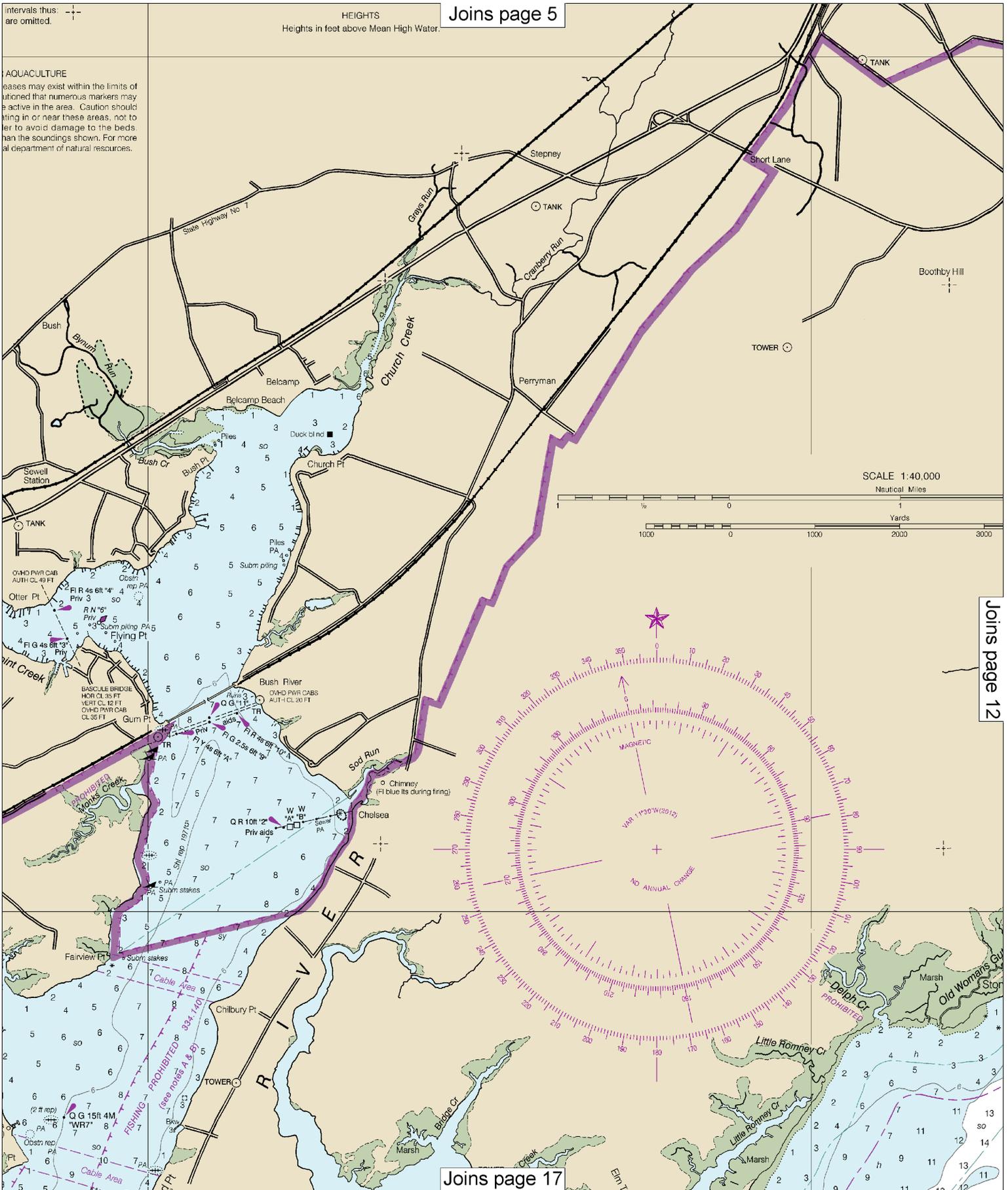


Intervals thus: are omitted.

AQUACULTURE
Obstructions may exist within the limits of the charted area. Caution should be exercised in or near these areas, not to enter to avoid damage to the beds and the soundings shown. For more information, contact the Department of Natural Resources.

HEIGHTS
Heights in feet above Mean High Water.

Joins page 5



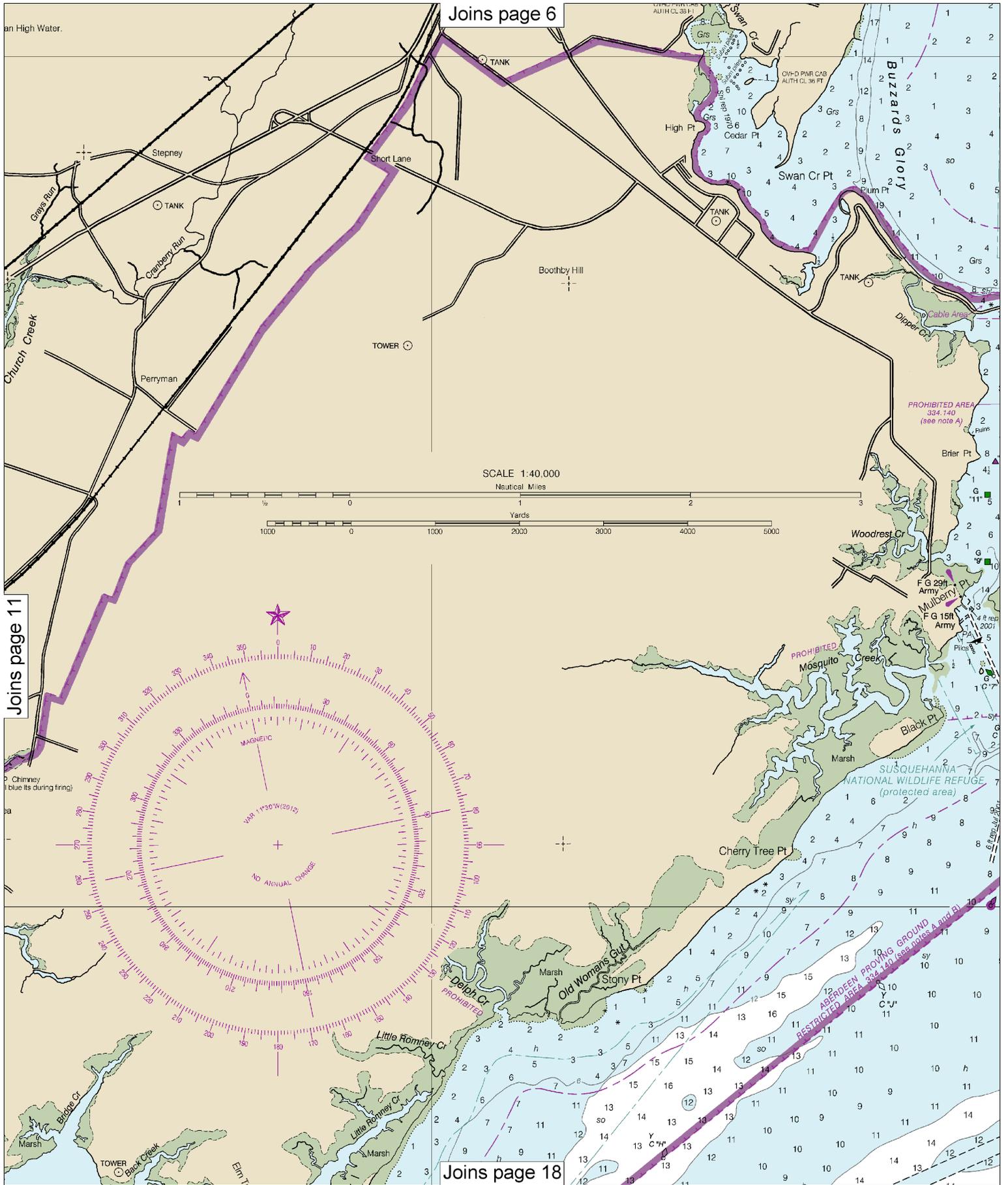
SCALE 1:40,000

Nautical Miles

Yards

Joins page 12

Joins page 17



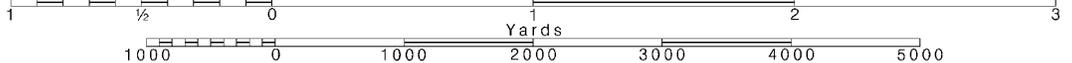
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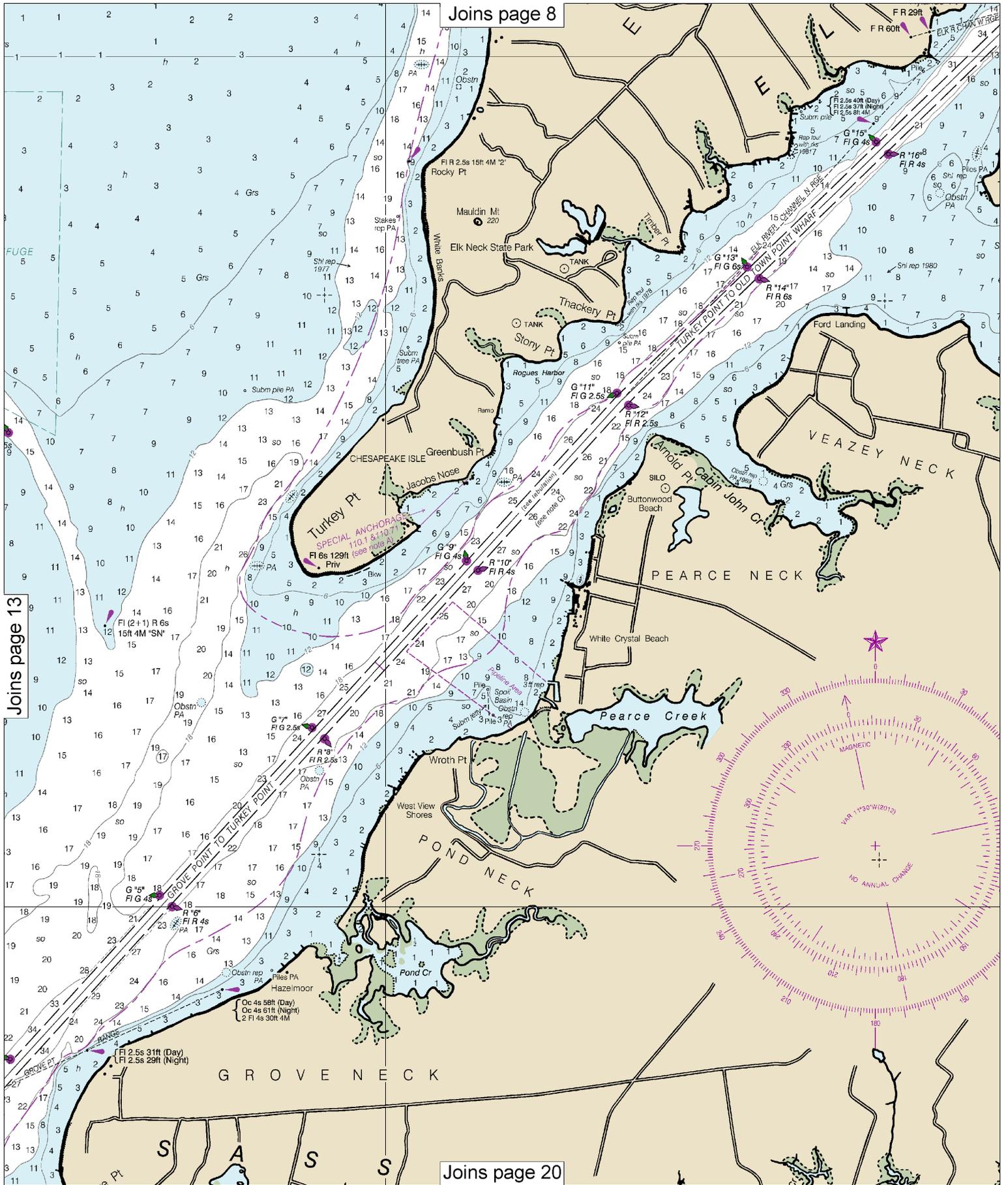
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.





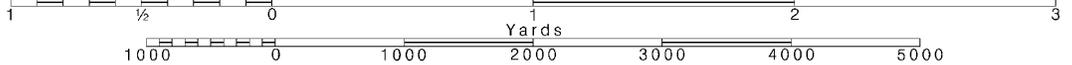
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

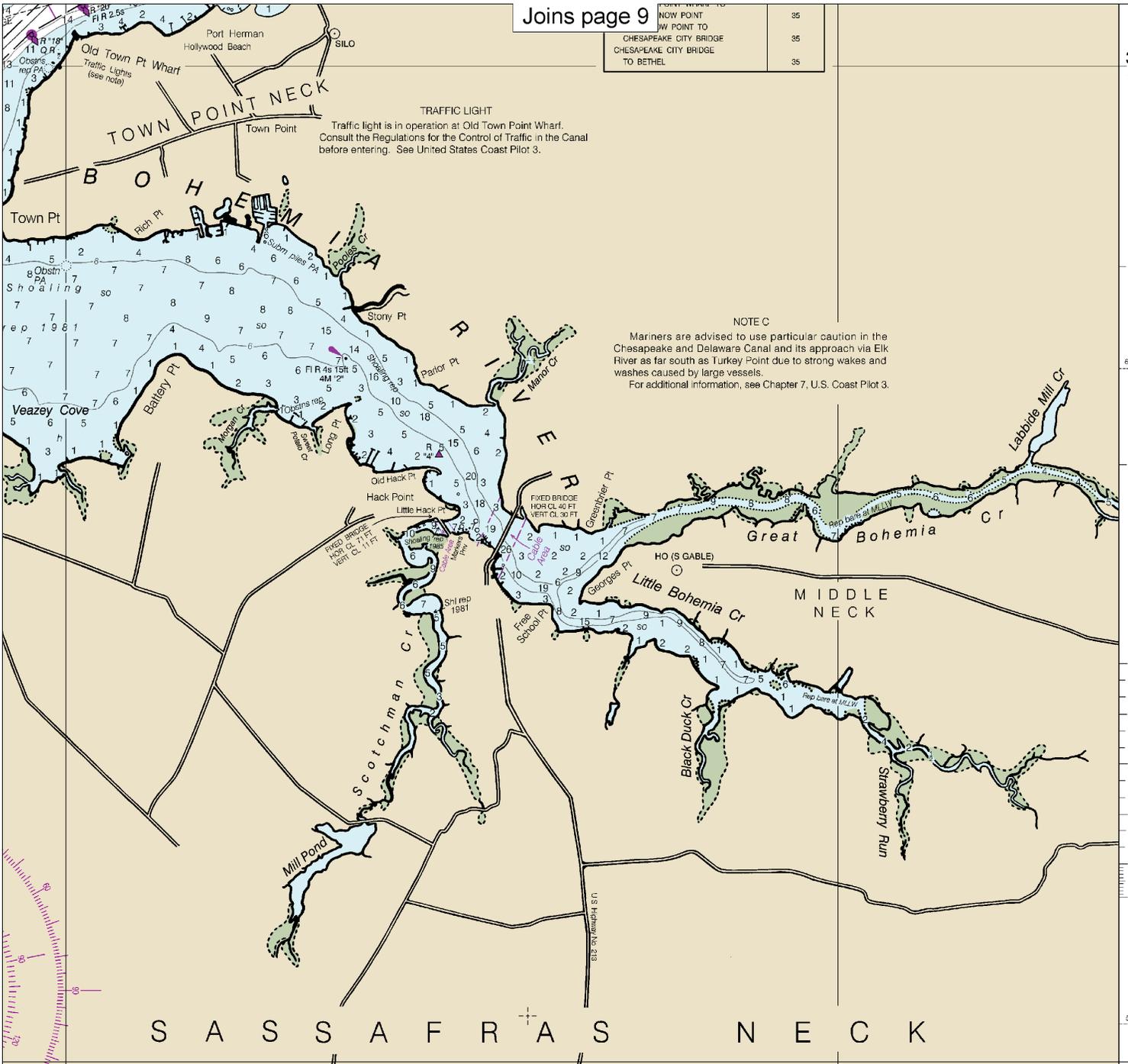
See Note on page 5.



Joins page 9

FROM POINT TO	35
NOW POINT TO	35
CHESAPEAKE CITY BRIDGE	35
CHESAPEAKE CITY BRIDGE TO BETHEL	35

39° 30'



600
27'
45'
30'
15'
26'
50'
25'

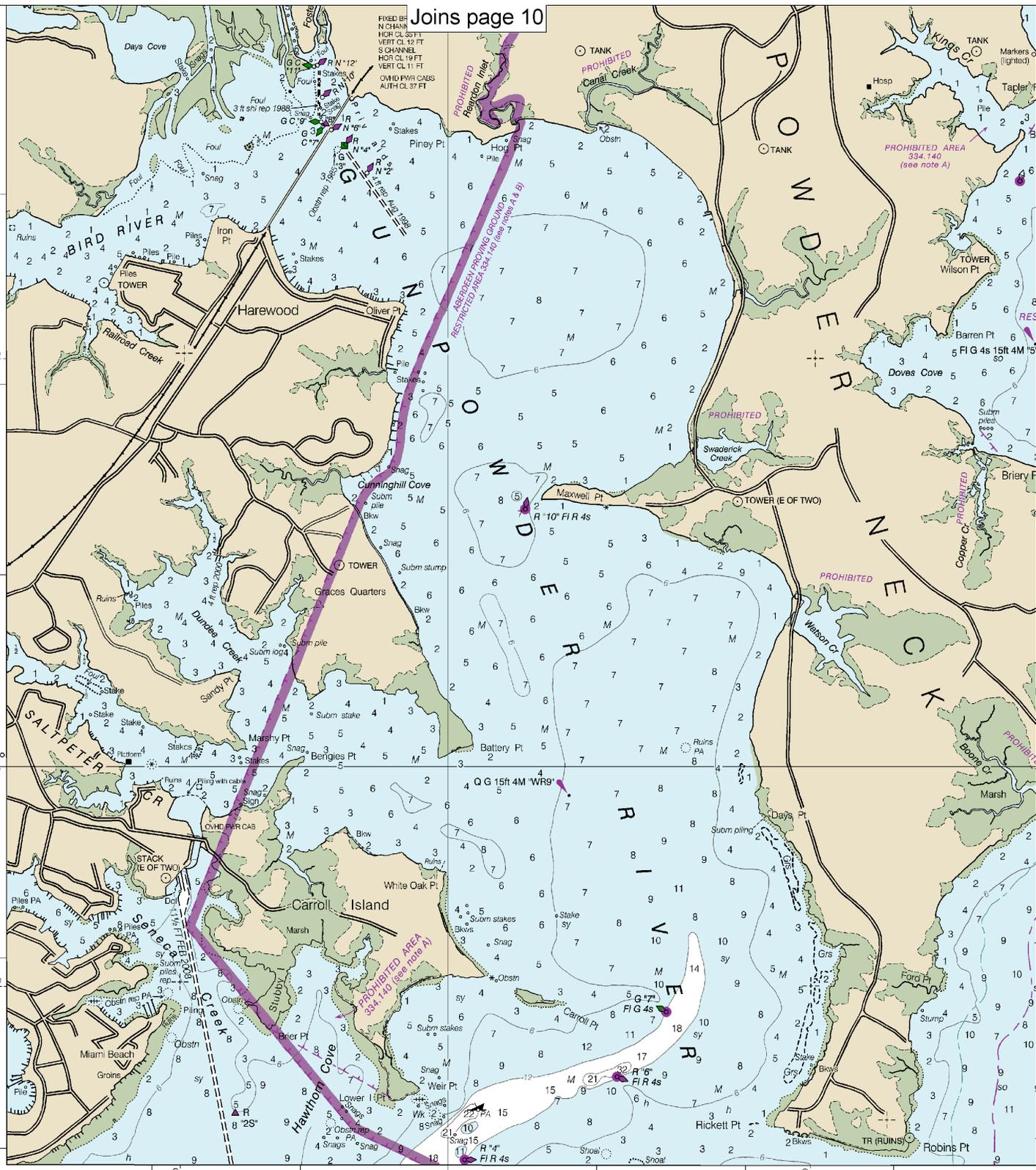
Joins page 21

JOINS INSET ABOVE

39° 20'

540

20'



12274

Use ENC charts for the most up to date information. References to other charts may no longer be applicable.
 39th Ed., Sep. 2020, Last Correction: 7/8/2022, Cleared through:
 LNM: 2622 (6/28/2022), NM: 2922 (7/16/2022)

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.

16

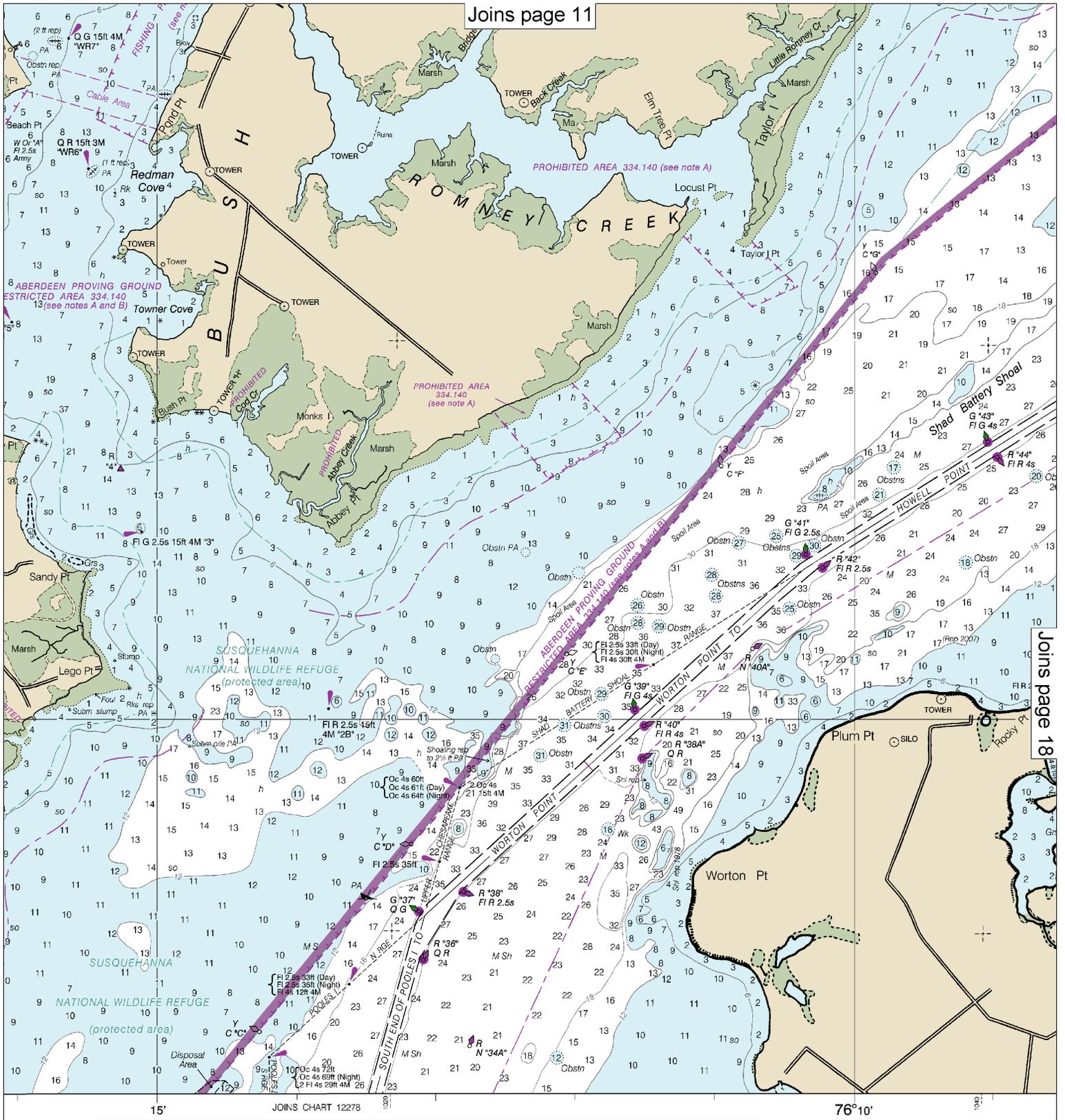
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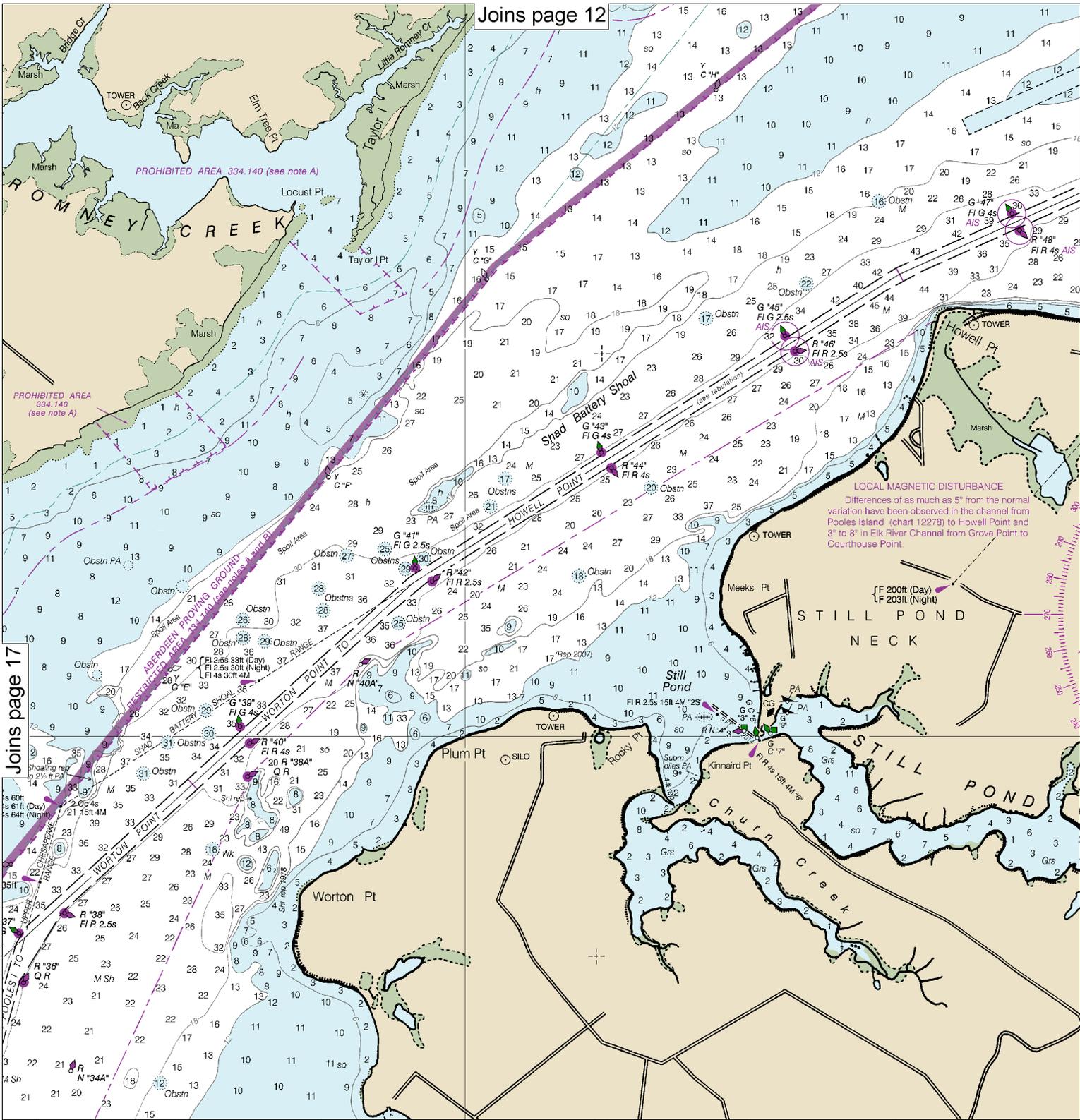
SCALE 1:40,000
 Nautical Miles

See Note on page 5.





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Joins page 17

Published at U.S. DEPT. OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION NATIONAL COAST AND GEODETIC SURVEY

18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

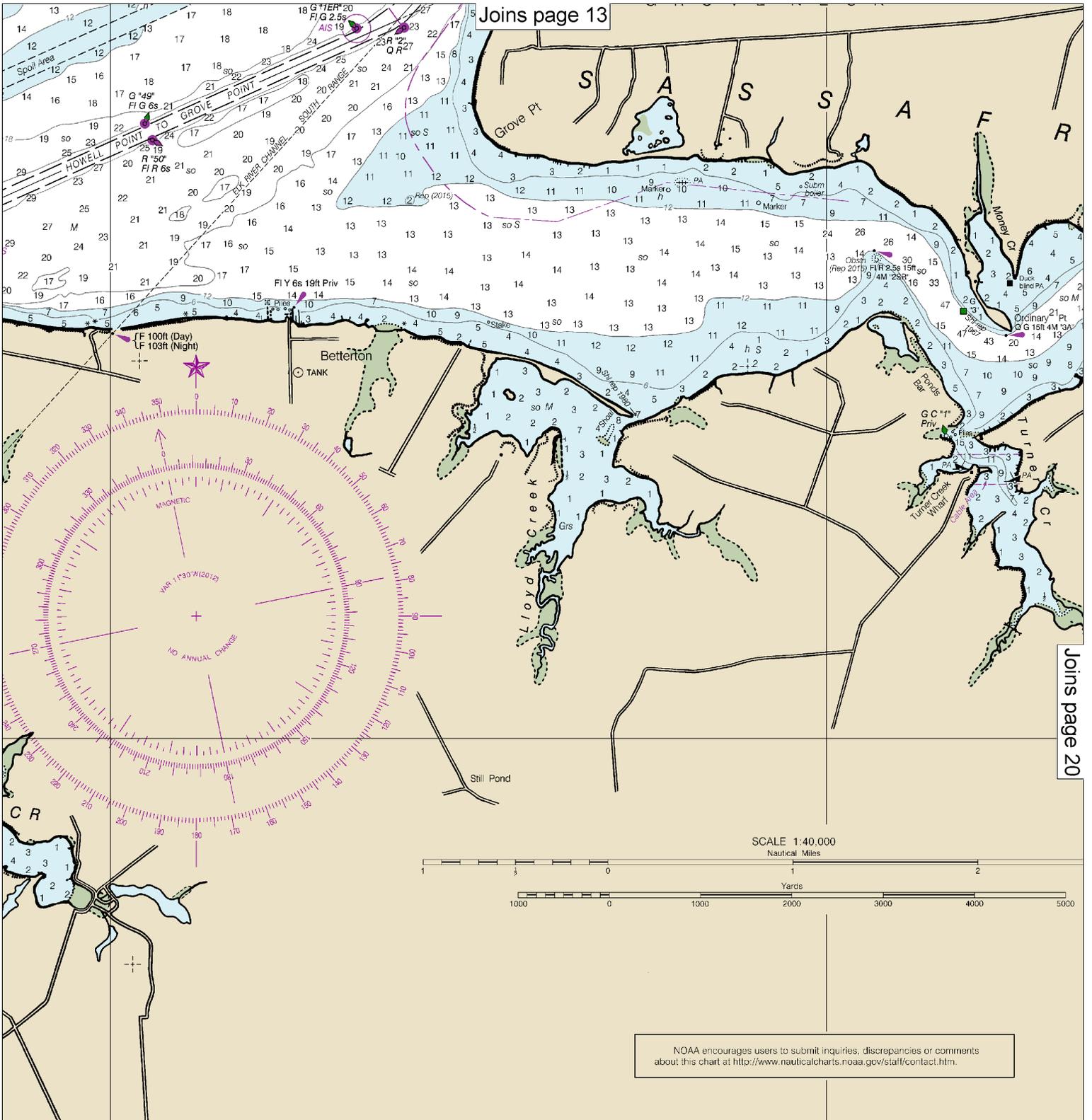
SCALE 1:40,000 Nautical Miles

See Note on page 5.



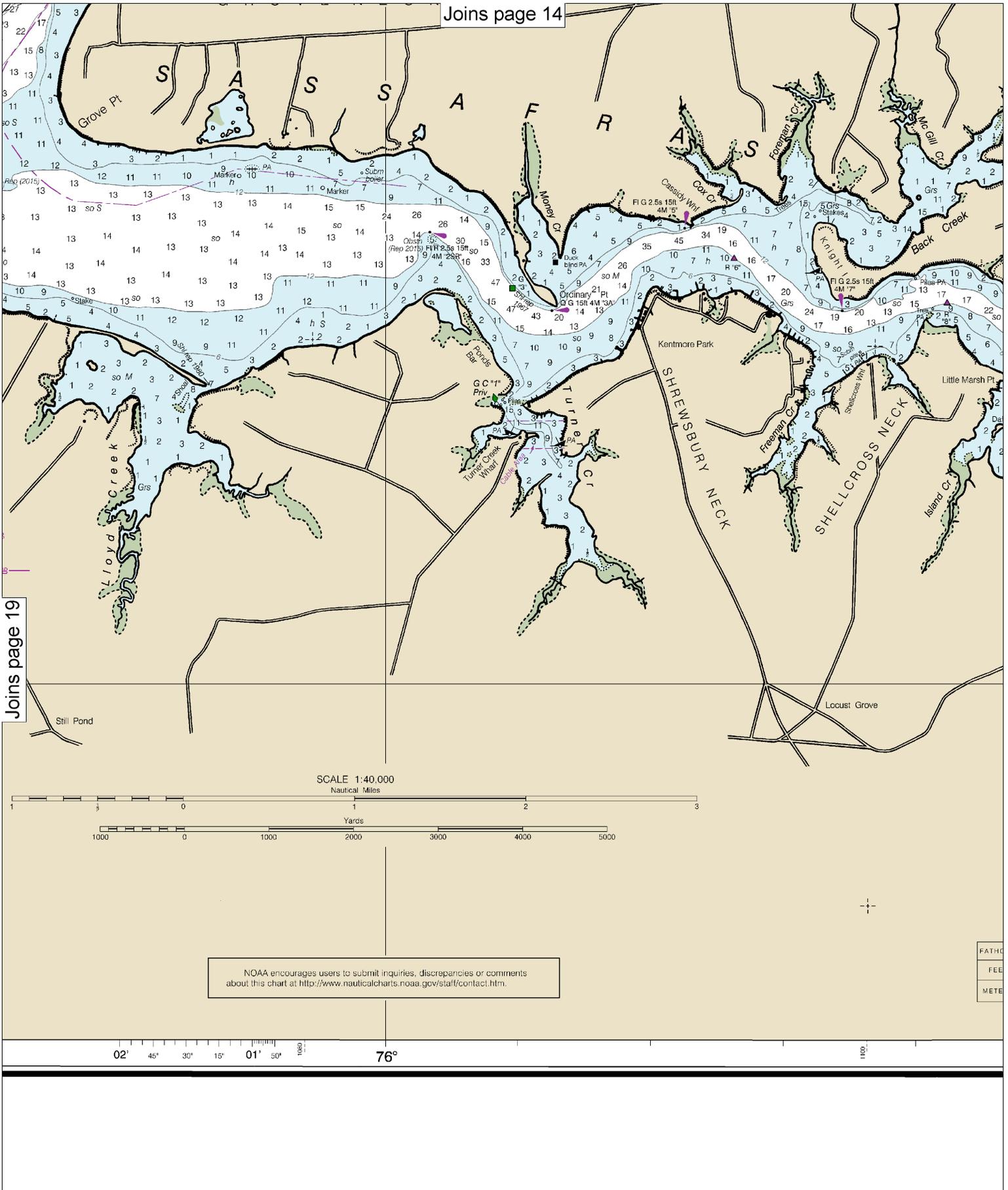
Joins page 13

Joins page 20

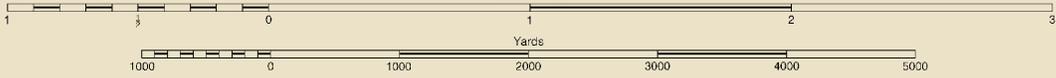


NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

at Washington, D.C.
MENT OF COMMERCE
D ATMOSPHERIC ADMINISTRATION
L OCEAN SERVICE
AST SURVEY



SCALE 1:40,000
Nautical Miles



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

FATHOM
FEET
METERS

02' 45' 30' 15' 01' 50' 76° 100'

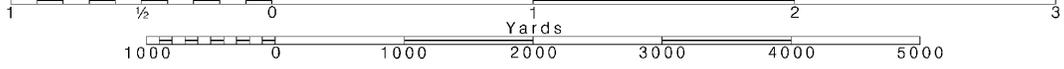


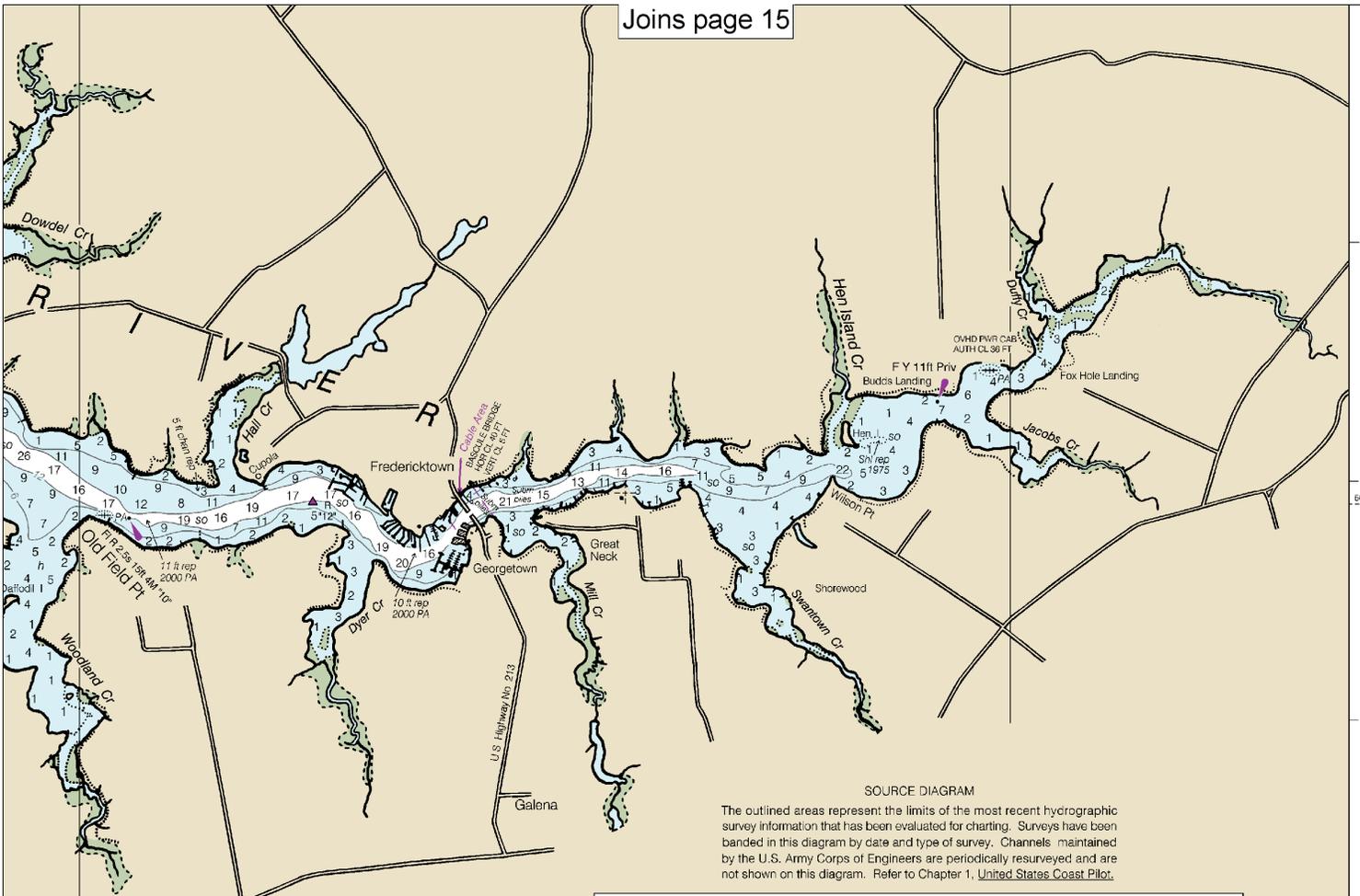
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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

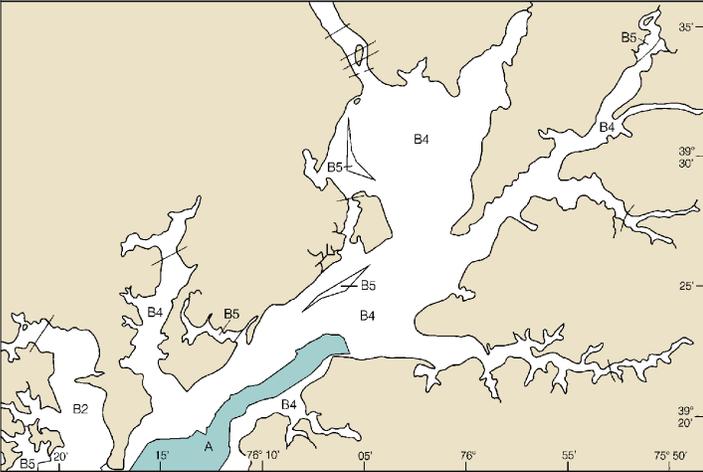




SOURCE DIAGRAM

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	1930-2000	NOS Surveys full bottom coverage
B2	1970-1989	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage
B5	Pre-1900	NOS Surveys partial bottom coverage

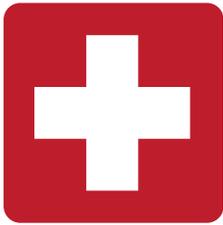


55' 1120 75° 50' 837.1 X 1246.2 mm

SOUNDINGS IN FEET

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

12274



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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