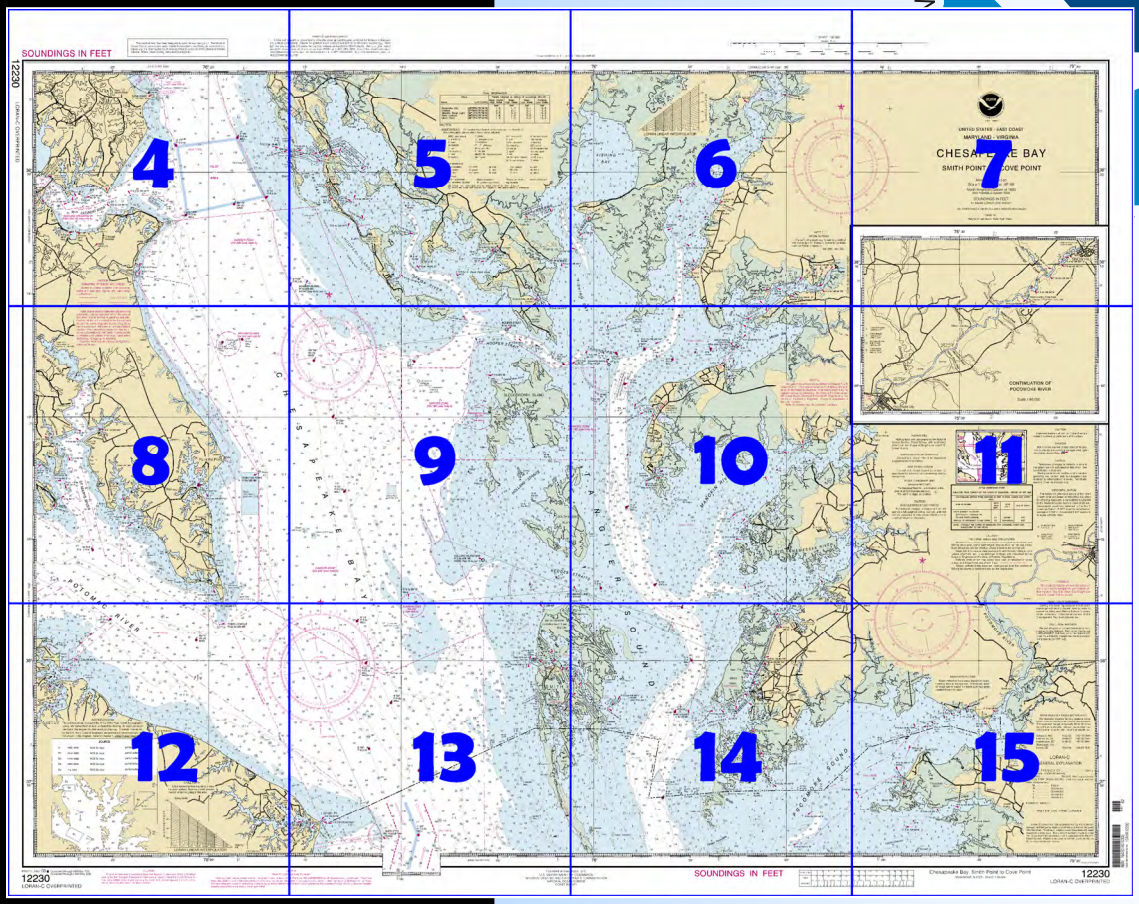
BookletChart™

Chesapeake Bay - Smith Point to Cove Point

(NOAA Chart 12230)

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 all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.noaa.gov
301-713-2770

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

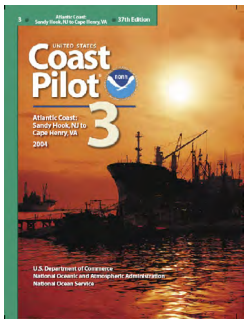
The charts and bar scales in this BookletChart have been reduced to **75%** of original scale, and are printed at the new scale of **1:106,667**.

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 (formerly NIMA) 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 were:

Coast Guard Local Notice to Mariners: **28/05 dated July 12, 2005**
NGA Weekly Notice to Mariners: **29/05 dated July 16, 2005**
Canadian Coast Guard Notice to Mariners: **Not Applicable**



[Coat Pilot 3, Chapter 14 excerpts]

(48) **Pocomoke River** flows into the northeast end of the Pocomoke Sound 15.5 miles above Pocomoke Sound Light 6. The river has traffic in petroleum products, sand and gravel, pulpwood, and some fish products. The marked approach through Pocomoke Sound has natural depths of 7 feet or more for 12.5 miles above the southern entrance, then the route passes through a marked dredged cut to the mouth of Pocomoke River. In June 2000, the controlling depth in the dredged section was 1.7 feet (4.9 feet at midchannel). The cut is subject to continual shoaling, and lesser depths may be found, particularly on the southerly side of the channel.

(49) Pocomoke River has depths of 7 feet or more from the mouth for 14 miles to Pocomoke City, thence 5 feet or more for 12 miles to Snow Hill. Navigation is easy for 20 miles, but the remainder of the channel to Snow Hill is narrow and requires local knowledge to carry the best water. The mean range of tide is 2.4 feet at Shelltown and 1.6 feet at Pocomoke City, but is considerably affected by winds. Freshets cause a rise of 1 to 5 feet at Snow Hill, but are not dangerous. The water is fresh above **Rehobeth**, 7.5 miles above the mouth.

(50) **Shelltown** is a village on the west bank of Pocomoke River 1 mile above the mouth. Gasoline, diesel fuel, and some supplies can be obtained in the village. Marine railways at Shelltown can handle craft up to 40 feet long.

(51) **Pocomoke City,** on the east bank 14 miles above the mouth, has bus and rail communication, and all kinds of supplies. There are public landings at the highway bascule bridge. Electricity, water, and pumpout facilities are available. The railroad bridge over the river at Pocomoke City has a swing span with a clearance of 4 feet; the best water is in the western opening.) The overhead power cables 0.3 mile below the bridge have a clearance of 57 feet. The highway bridge 0.5 mile above the railroad bridge has a bascule span with a clearance of 3 feet. The fixed highway bridge 1 mile above the railroad bridge has a clearance of 35 feet.

(52) A dredged channel about 22 miles above the mouth of Pocomoke River leads southerly from the river to **Shad Landing State Park;** State Park, Shad Landing 12230 a marina and turning basin are at the head of the channel. In January 1983, the midchannel controlling depth was 4 feet in the channel, and depths of 6 to 7 feet were in the basin. The channel is marked by a light and a daybeacon. Gasoline and some supplies are available.

(53) **Snow Hill**, the town on the east bank 26 miles above the mouth, has rail freight service. The highway bridge just above the wharves has a 40-foot bascule span with a clearance of 2 feet. An overhead power cable just above the bridge has a clearance of 61 feet. The river is navigable for 2 miles above the bridge. Gasoline and some supplies are available in the town.

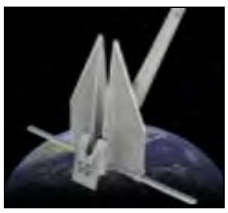
(54) A line of marshy islands and flats, with Tangier Island at the south end, separates Tangier Sound from Chesapeake Bay to the westward; the principal thorofares between the islands are Kedges and Hooper Straits.

(58) **Tangier Sound,** its main entrance 1 mile northeastward of Tangier Sound Light, affords a broad and deep channel extending the 28-mile length of the sound. Extensive flats border the sound, but the critical points are marked by lights and buoys.

(59) The town of Tangier can be reached from either Chesapeake Bay or Tangier Sound through well-marked dredged channels. In January 2001, the controlling depths were 6.1 feet (6.5 feet at midchannel) from Chesapeake Bay and 6.0 feet (7.3 feet at midchannel) from Tangier Sound; a depth of 7.0 feet was in the anchorage basin at Tangier with lesser depths along the N and S edges.

(60) (**Note** that the numbering system of marking the aids to navigation in the channel from Chesapeake Bay to Tangier Sound and from Tangier Sound to Chesapeake Bay is not continuous but changes in about 37°49'54"N., 75°59'49"W.) (61) An overhead power cable with a clearance of 50 feet crosses the channel at Tangier. Gasoline, diesel fuel, and some marine supplies are available at Tangier; a marine railway here can handle craft up to 50 feet for hull and engine repairs.

(62) The flats between Tangier Island and Smith Island, on the north, are shallow and can be navigated only by very small boats at high water.



Anchoring

To anchor, bring the bow into the wind or current and put the engine in neutral. When the vessel comes to a stop, lower, do not throw, the anchor over the bow. The anchor line should be 5 to 7 times the depth of the water. Do not anchor by the stern.

Table of Chart Notes

BIG THOROFARE
Controlling depth 3 feet.
May 1991

Corrected through NM May 7/05
Corrected through LNM May 3/05

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

A	OVHD PWR CABS AUTH CL 57 FT	C	BASCULE BRIDGE HOR CL 65 FT VERT CL 3 FT
B	SWING BRIDGE HOR CL 60 FT VERT CL 4 FT	D	FIXED BRIDGE HOR CL 55 FT VERT CL 35 FT

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 and U.S. Coast Guard.

CAUTION

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

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.

PLANE COORDINATE GRID

(based on NAD 1927)

The Maryland State Grid is indicated on this chart at 40,000 foot intervals thus: The last three digits are omitted.

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.

AIDS TO NAVIGATION

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

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

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.

SUPPLEMENTAL INFORMATION

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

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

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).

NOAA WEATHER RADIO BROADCASTS

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

Salisbury, MD	KEC-92	162.475 MHz
Heathsville, VA	WXM-57	162.40 MHz
Washington, DC (Manassas, VA)	KHB-36	162.55 MHz
Lewes, DE	WXJ-94	162.55 MHz

NOTE C

WICOMICO RIVER

The controlling depth was 12 feet for a width of 150 feet to light 37, thence 11½ feet for a middle width of 75 feet to Salisbury.

Mar 1995 - Sep 1997

SMALL CRAFT WARNINGS

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

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.

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 0.442" northward and 1.216" eastward to agree with 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.

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 Norfolk, Virginia.

Refer to charted regulation section numbers.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9960.....99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).

M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 9960-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

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.

NOTE B

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart in the vicinity of Smith Point are RECOMMENDED for all vessels except small craft. They have been designed to aid in the prevention of collisions but are not intended in any way to supersede or alter the applicable Rules of the Road. The recommended route is marked by a fairway buoy and a tinted magenta band which separates the courses of inbound and outbound vessels. Vessels should leave the buoy on their port hand.

LITTLE ANNEMESSEX RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 1995

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
FROM CHANNEL ENTRANCE (37°57'56.5" N, 75°52'48.8" W)			
TO HOP POINT CHANNEL	9.1	425-266	3-94
THENCE TO DAUGHERTY CREEK CANAL	5.0	CENTERLINE	6-95

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

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

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.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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	IQ interrupted quick	N nun	Rot rotating
B black	Iso 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
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) 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.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Pocomoke City	(38°05'N/75°34'W)	1.8	1.7	0.1	-3.5
Crisfield	(37°59'N/75°52'W)	2.3	2.1	0.1	-3.5
Sharkfin Shoal Light	(38°12'N/75°59'W)	2.5	2.3	0.1	-3.5
Point Lookout	(38°02'N/76°19'W)	1.8	1.5	0.3	-3.5
Drum Point	(38°19'N/76°25'W)	1.8	1.5	0.3	-3.5

(May 2003)

SOUNDINGS IN FEET

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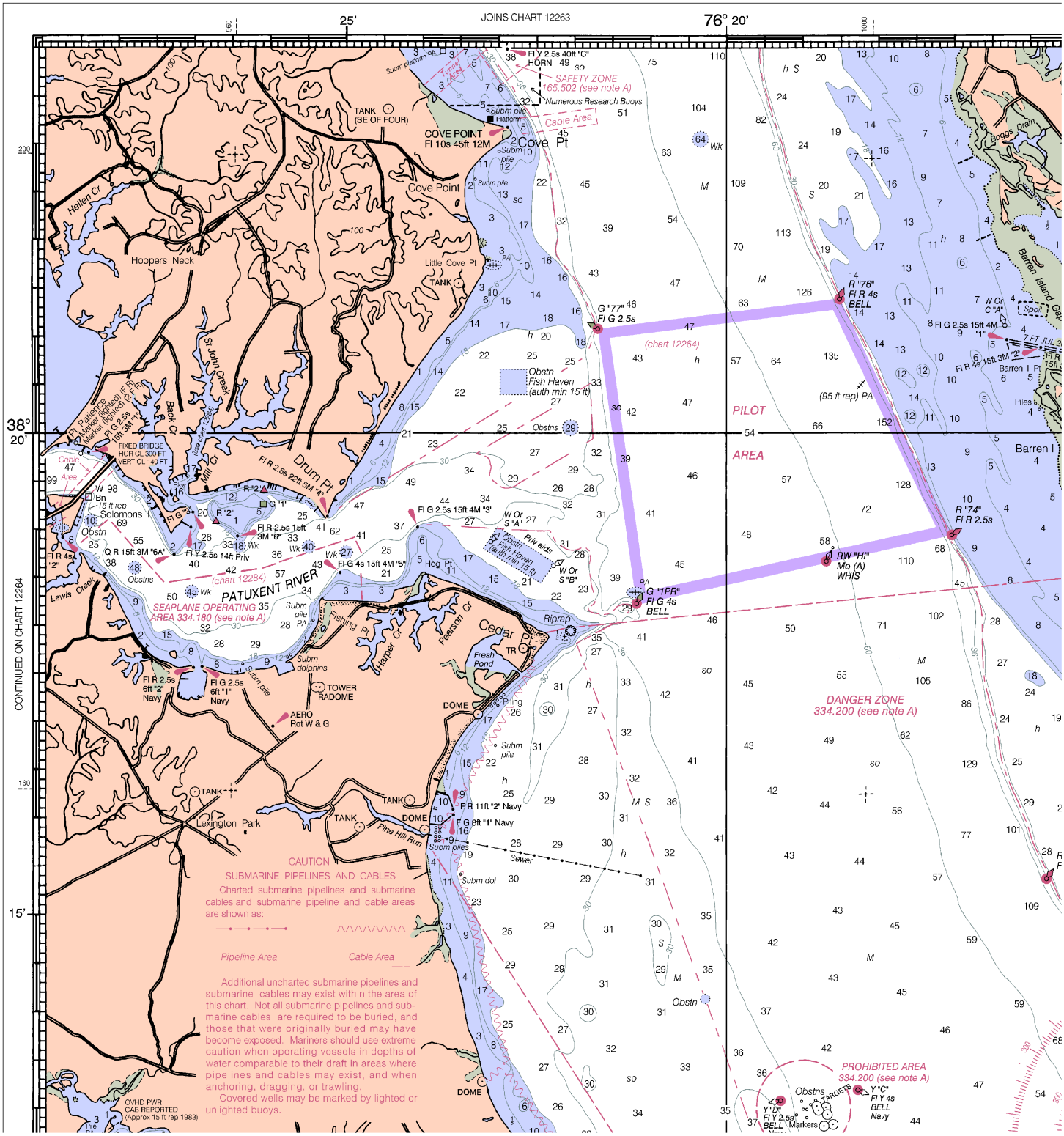
12230

LORAN-C OVERPRINTED



4

North

Printed at reduced scale

SCALE 1:80,000

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

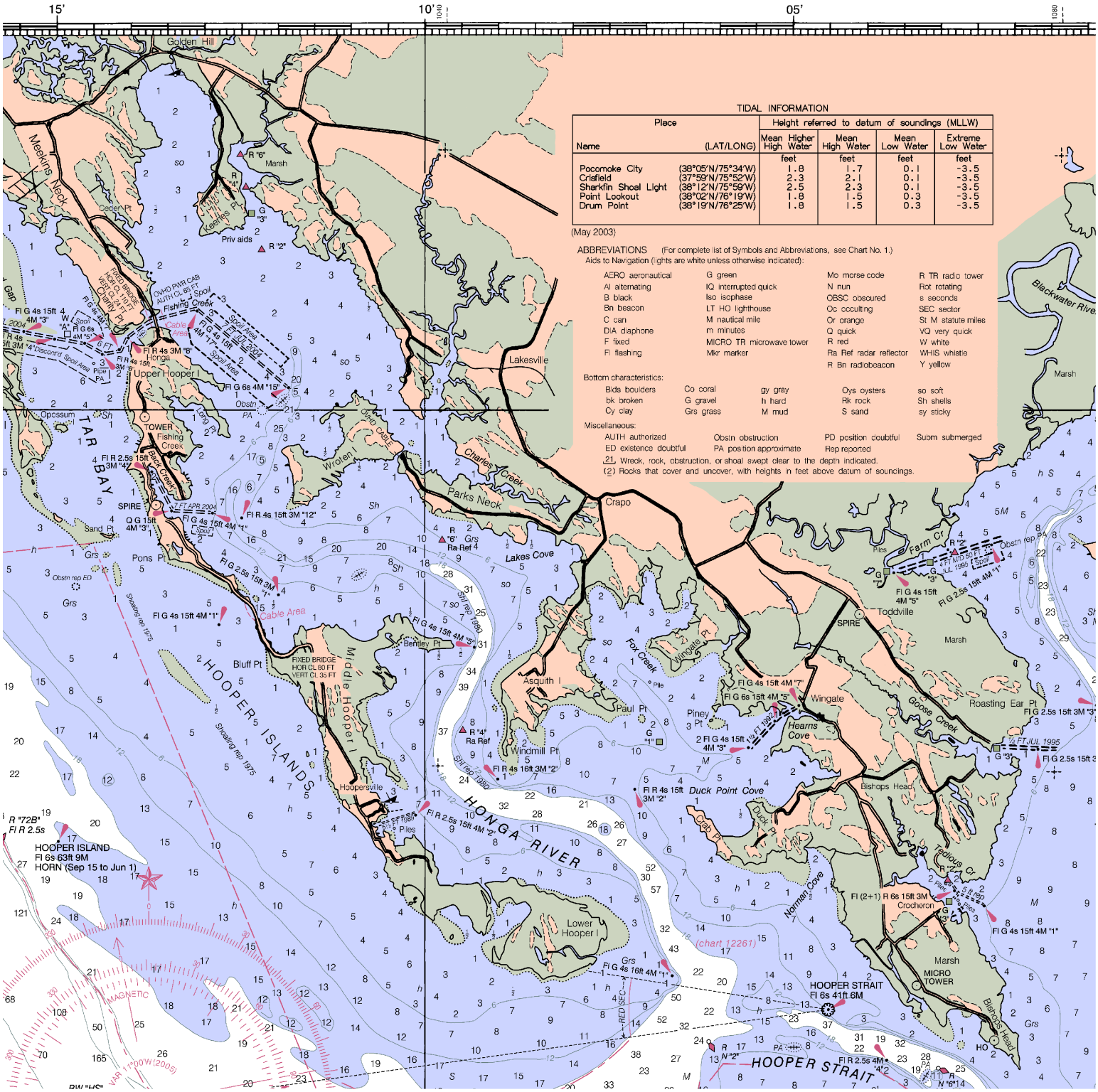
See page 2

North

PRINT-ON-DEMAND CHARTS

partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners tions. Charts are printed when ordered using Print-on-Demand technology. New able 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent emand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, harts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or x.com.

Formerly C&GS 1224, 1st Ed., July 1913 D-



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(May 2003)

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C can	M nautical mile	Or orange	St M statute miles		
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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:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn 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.
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SCALE 1:80,000

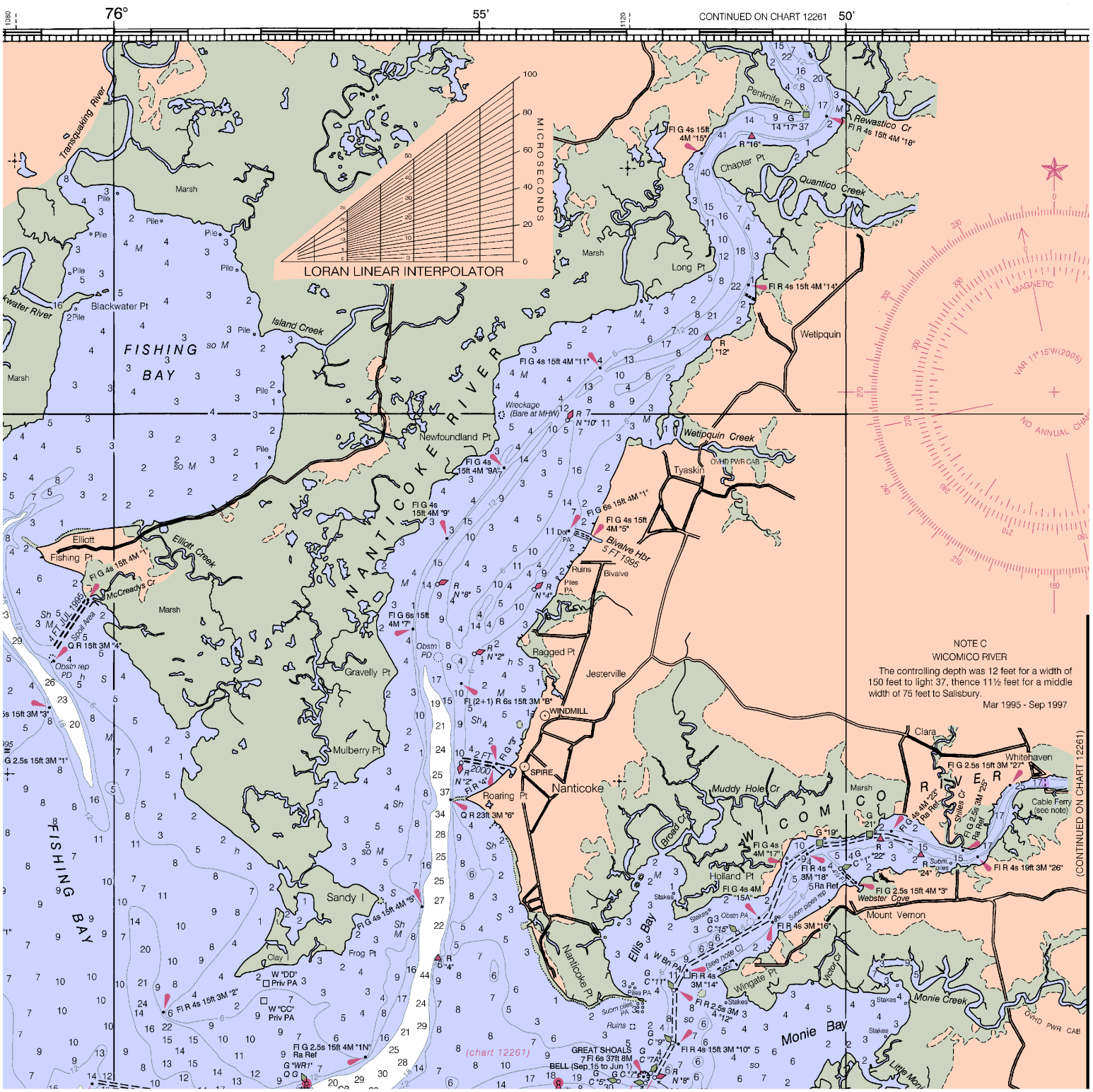
Nautical Miles

1 0 1 2 3

Yards

1000 0 2000 4000 6000

July 1913 D-1954-848 KAPP 567



North

Printed at reduced scale

SCALE 1:80,000

Nautical Miles

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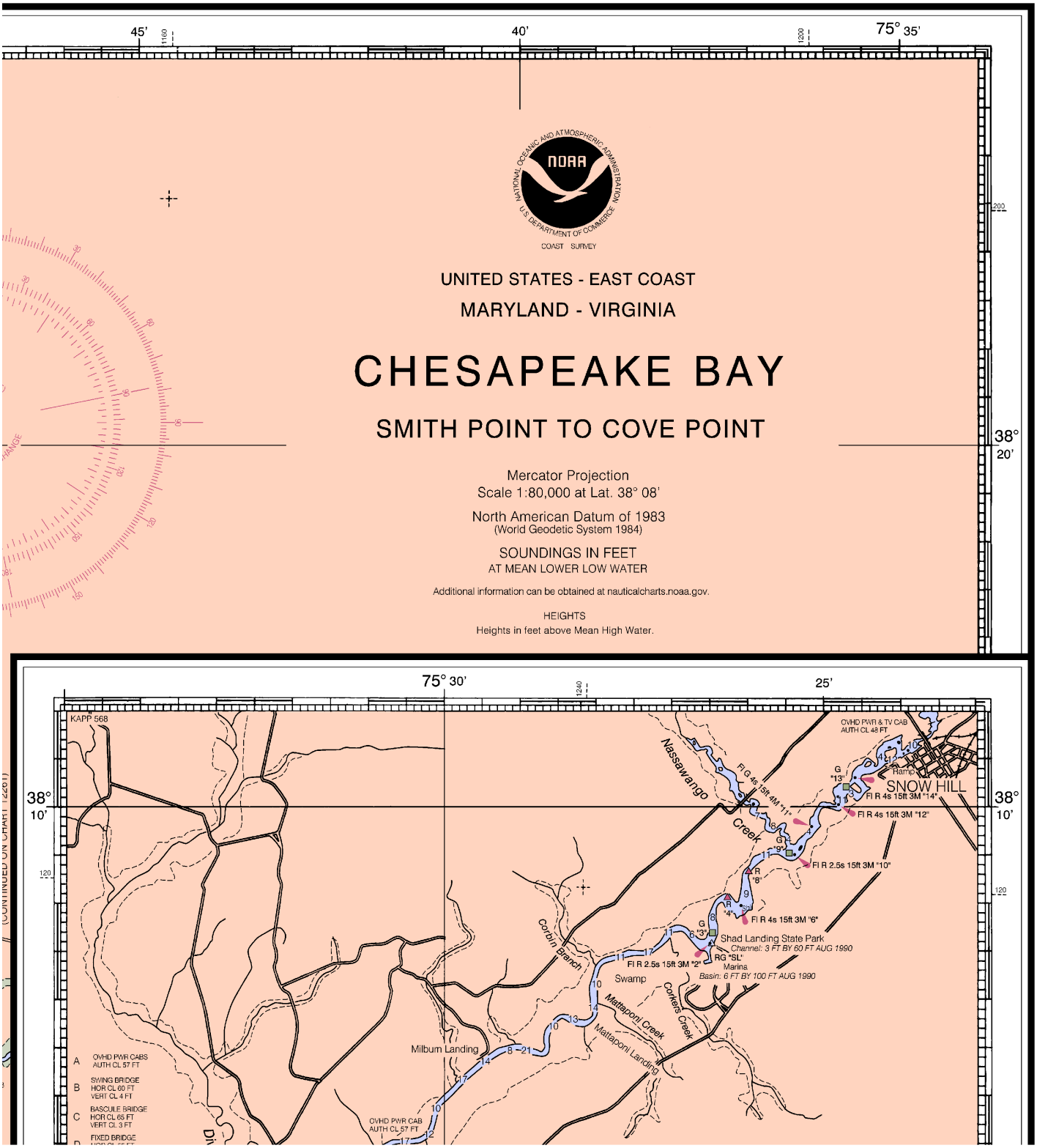
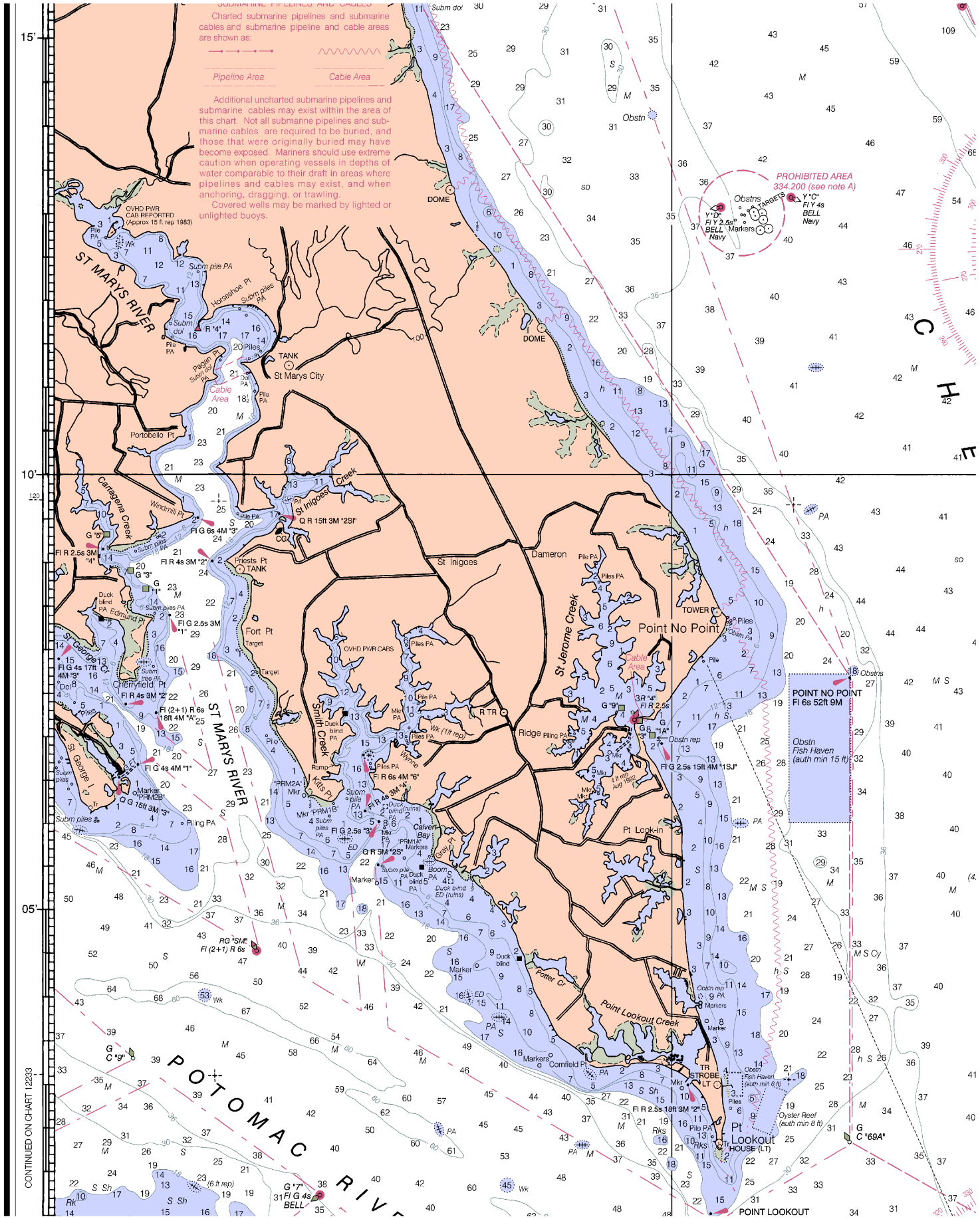
Yards

1000 0 2000 4000 6000 8000 10000

See page 2

North


45'
40'
75° 35'
38° 20'
NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY
UNITED STATES - EAST COAST
MARYLAND - VIRGINIA
CHESAPEAKE BAY
SMITH POINT TO COVE POINT
Mercator Projection
Scale 1:80,000 at Lat. 38° 08'
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.
HEIGHTS
Heights in feet above Mean High Water.
75° 30'
25'
38° 10'
KAPP 568
Nassawango Creek
SNOW HILL
Fl R 4s 15ft 3M "14"
Fl R 4s 15ft 3M "12"
Fl R 2.5s 15ft 3M "10"
Fl R 4s 15ft 3M "6"
Shad Landing State Park
Channel: 3 FT BY 60 FT AUG 1990
RG "SL"
Marina
Basin: 6 FT BY 100 FT AUG 1990
Fl R 2.5s 15ft 3M "2"
Corbin Branch
Swamp
Mattaponi Creek
Corkers Creek
Mattaponi Landing
Milburn Landing
OVHD PWR & TV CAB
AUTH CL 48 FT
OVHD PWR CABS
AUTH CL 57 FT
SWING BRIDGE
HOR CL 60 FT
VERT CL 4 FT
BASCULE BRIDGE
HOR CL 65 FT
VERT CL 3 FT
FIXED BRIDGE
OVHD PWR CAB
AUTH CL 57 FT



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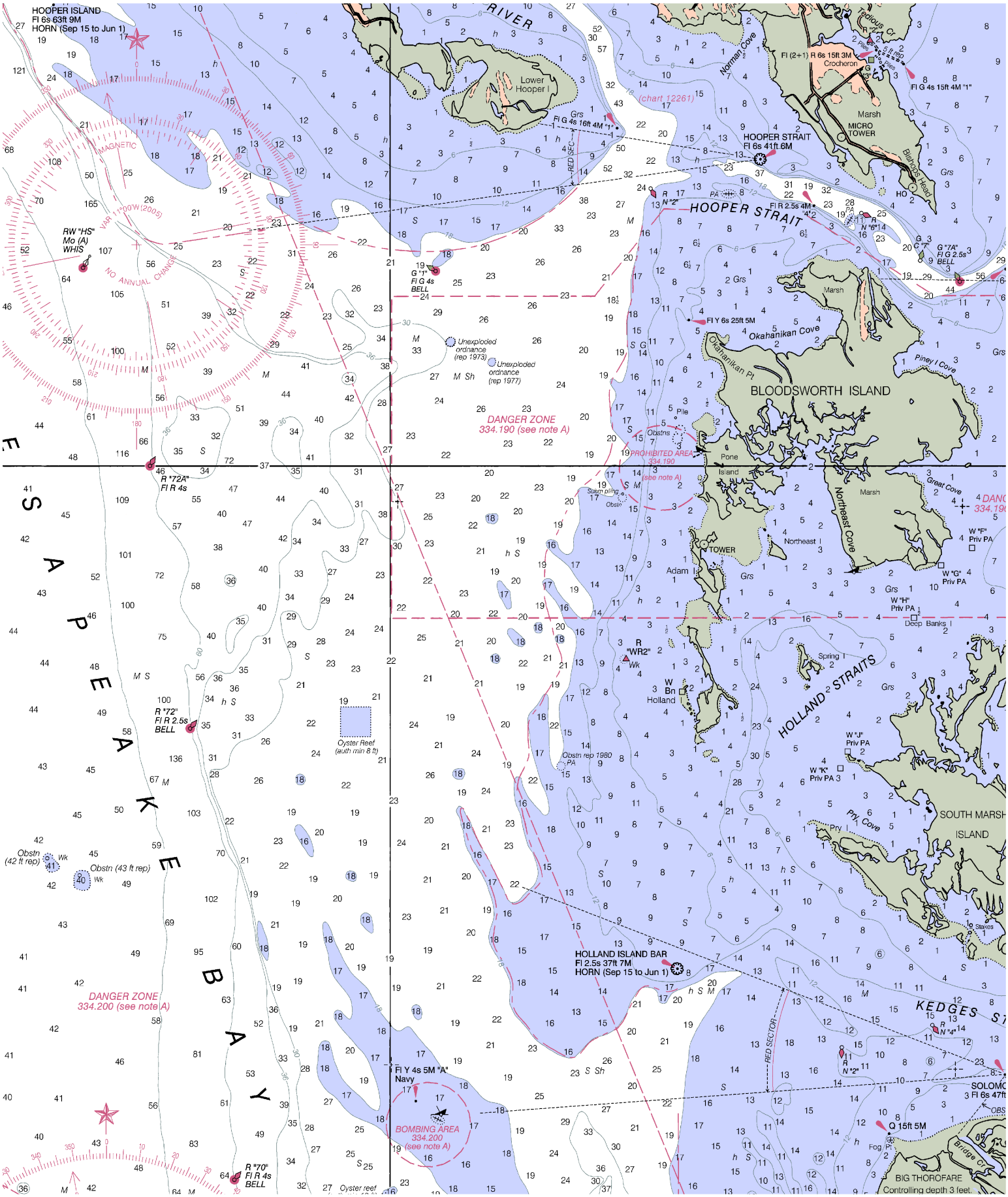
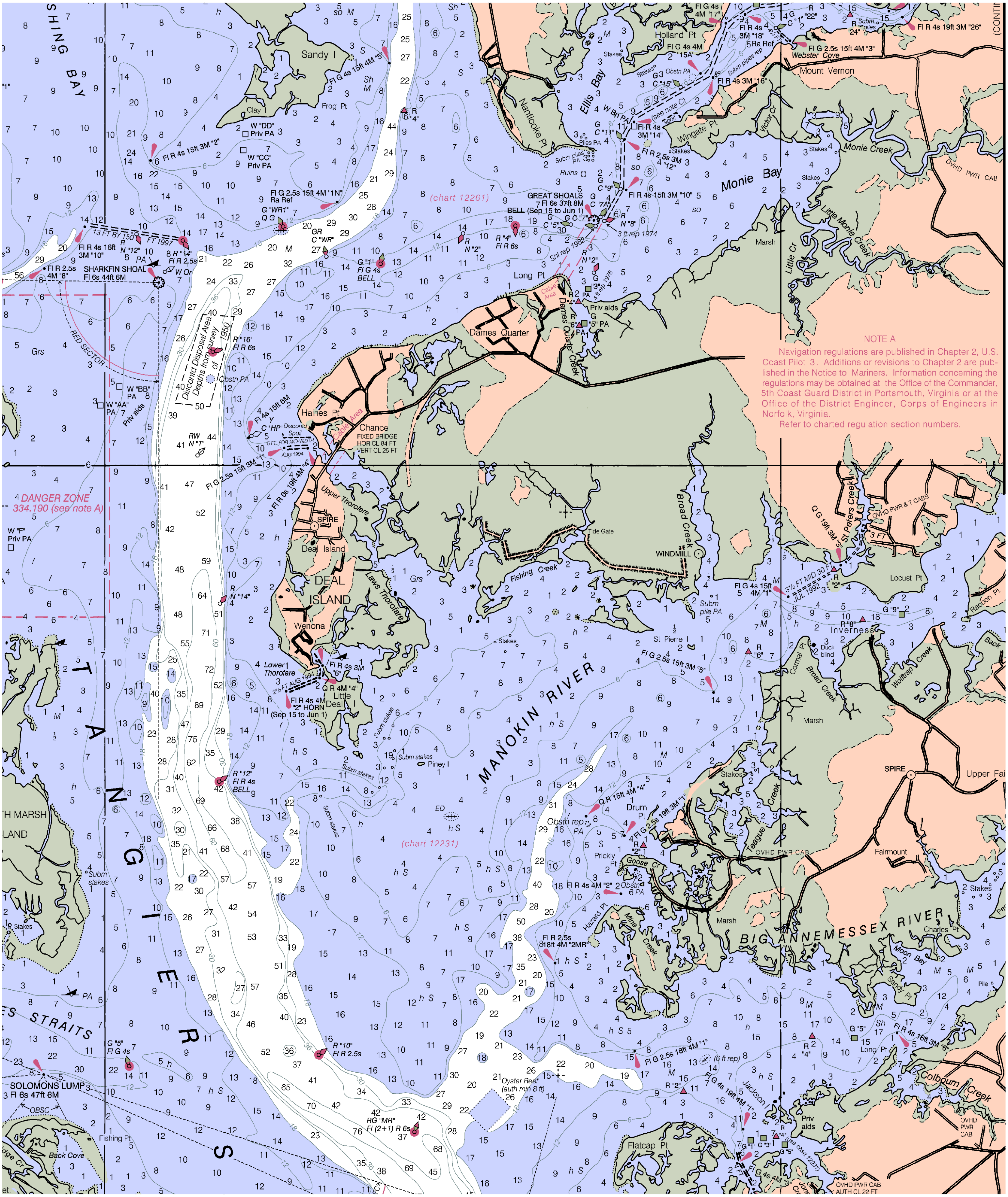

HOOPER ISLAND
Fl 6s 63ft 9M
HORN (Sep 15 to Jun 1)
RIVER
Lower Hooper I
Grs
Fl G 4s 16ft 4M "1"
RED SECT
(chart 12261)
Norman Cove
Tedious Cr.
Fl (2+1) R 6s 15ft 3M
Crocheron
Fl G 4s 15ft 4M "1"
Marsh
MICRO TOWER
HOOPER STRAIT
Fl 6s 41ft 6M
Bishops Head
HO
HOOPER STRAIT
Fl R 2.5s 4M "4"
G "7A"
Fl G 2.5s
BELL
MAGNETIC
VAR 14°00'W(2005)
NO ANNUAL CHANGE
RW "HS"
Mo (A)
WHIS
G "1"
Fl G 4s
BELL
Unexploded ordnance (rep 1973)
Unexploded ordnance (rep 1977)
Fl Y 6s 25ft 5M
Okahanikan Cove
Okahanikan Pt
Piney I Cove
BLOODSWORTH ISLAND
DANGER ZONE
334.190 (see note A)
PROHIBITED AREA
334.190
(see note A)
Pone
Island
Marsh
Great Cove
Northeast Cove
Northeast I
TOWER
Adam I
Grs
W "F"
Priv PA
W "G"
Priv PA
W "H"
Priv PA
Deep Banks I
R "72A"
Fl R 4s
R "WR2"
Wk
W Bn
Holland I
HOLLAND STRAITS
Spring I
W "J"
Priv PA
W "K"
Priv PA 3
SOUTH MARSH ISLAND
Pry I
Pry Cove
Stakes
R "72"
Fl R 2.5s
BELL
Oyster Reef
(auth min 8 ft)
Obstn rep 1980
PA
Obstn
(42 ft rep)
Wk
Obstn (43 ft rep)
Wk
CHESAPEAKE BAY
DANGER ZONE
334.200 (see note A)
HOLLAND ISLAND BAR
Fl 2.5s 37ft 7M
HORN (Sep 15 to Jun 1)
KEDGES ST
Fl Y 4s 5M "A"
Navy
BOMBING AREA
334.200
(see note A)
R "70"
Fl R 4s
BELL
Oyster reef
Q 15ft 5M
Fog Pt
Bridge Ct
BIG THOROFARE
Controlling depth 3 feet.



10

North

Printed at reduced scale

SCALE 1:80,000

Nautical Miles

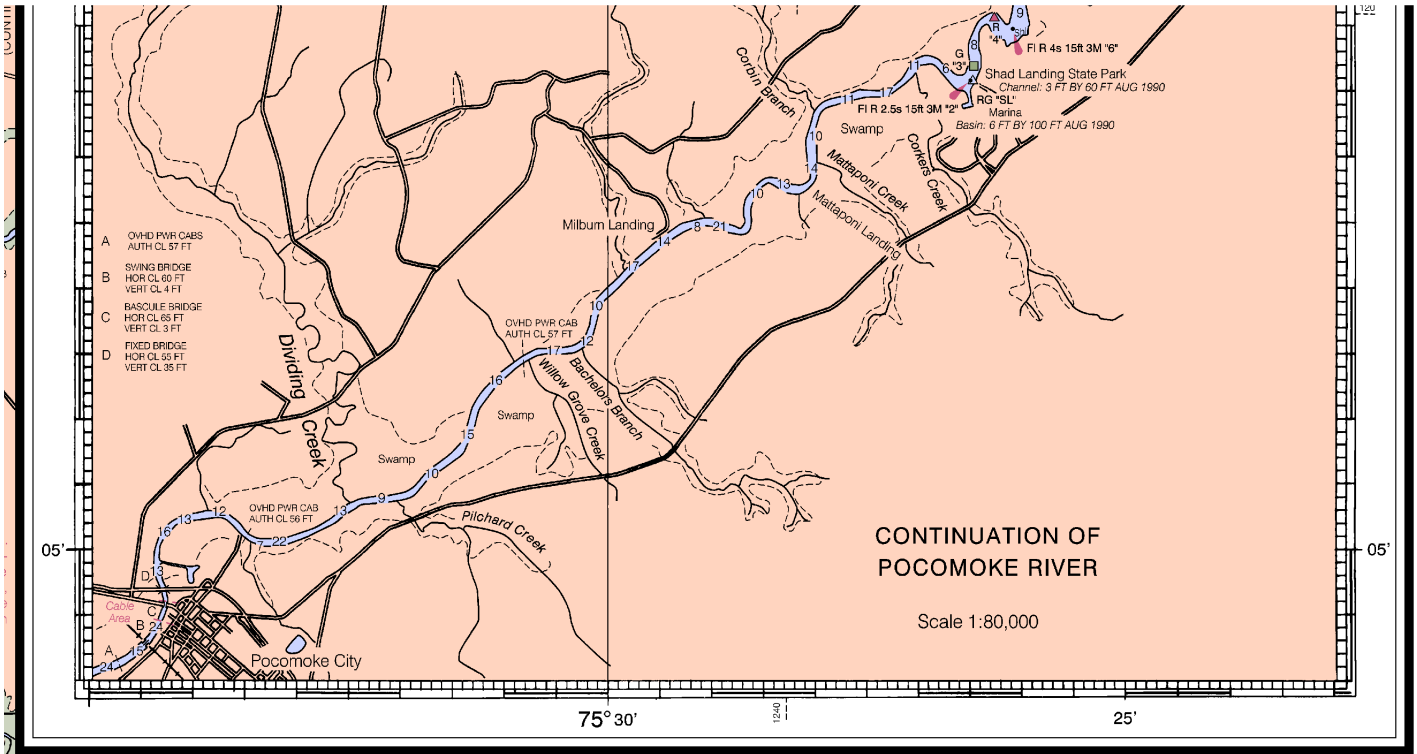
1 0 1 2 3 4 5 6 7

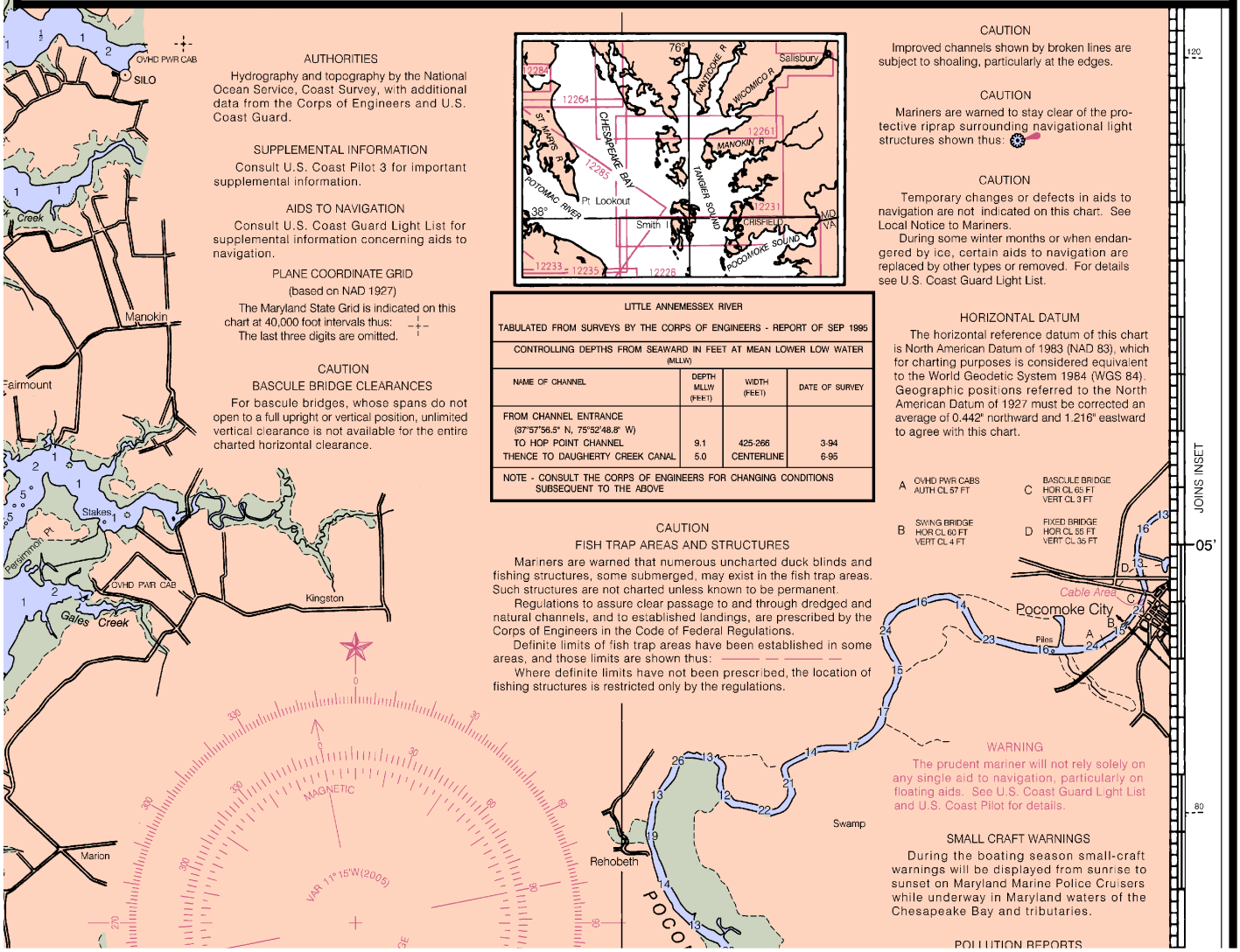
Yards

1000 0 2000 4000 6000 8000 10000

See page 2

North





AUTHORITIES

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

SUPPLEMENTAL INFORMATION

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

AIDS TO NAVIGATION

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

PLANE COORDINATE GRID

(based on NAD 1927)

The Maryland State Grid is indicated on this chart at 40,000 foot intervals thus: The last three digits are omitted.

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.

LITTLE ANNEMESSEX RIVER			
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 1995			
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			
NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
FROM CHANNEL ENTRANCE (37°57'56.5" N, 75°52'48.8" W)			
TO HOP POINT CHANNEL	9.1	425-266	3-94
THENCE TO DAUGHERTY CREEK CANAL	5.0	CENTERLINE	6-95
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE			

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

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

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

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.

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 0.442" northward and 1.216" eastward to agree with this chart.

A OVHD PWR CABS AUTH CL 57 FT
B SWING BRIDGE HOR CL 60 FT VERT CL 4 FT
C BASCULE BRIDGE HOR CL 65 FT VERT CL 3 FT
D FIXED BRIDGE HOR CL 55 FT VERT CL 35 FT

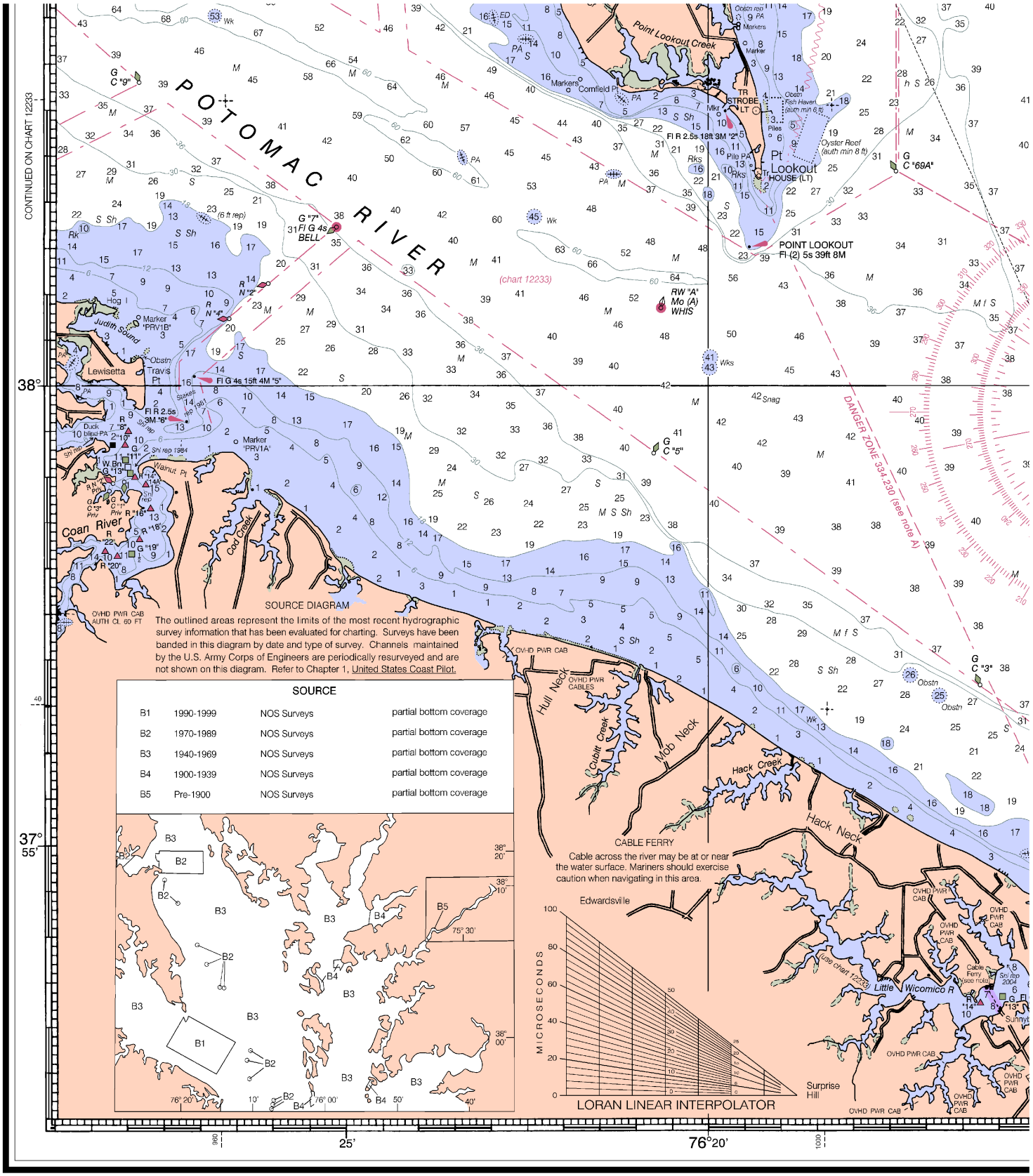
WARNING

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.

SMALL CRAFT WARNINGS

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

POLLUTION REPORTS



62nd Ed., May/ 05 ■ Corrected through NM May 7/05
Corrected through LNM May 3/05

12230

LORAN-C OVERPRINTED

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.

NOTE

TRAFFIC SEPARAT

One-way traffic lanes overprinted on this chart in the vicinity of Smith P been designed to aid in the prevention of collisions but are not intended The recommended route is marked by a fairway buoy and a tinted magenta Vessels should leave the buoy on their port hand.

12

North

Printed at reduced scale

SCALE 1:80,000

Nautical Miles

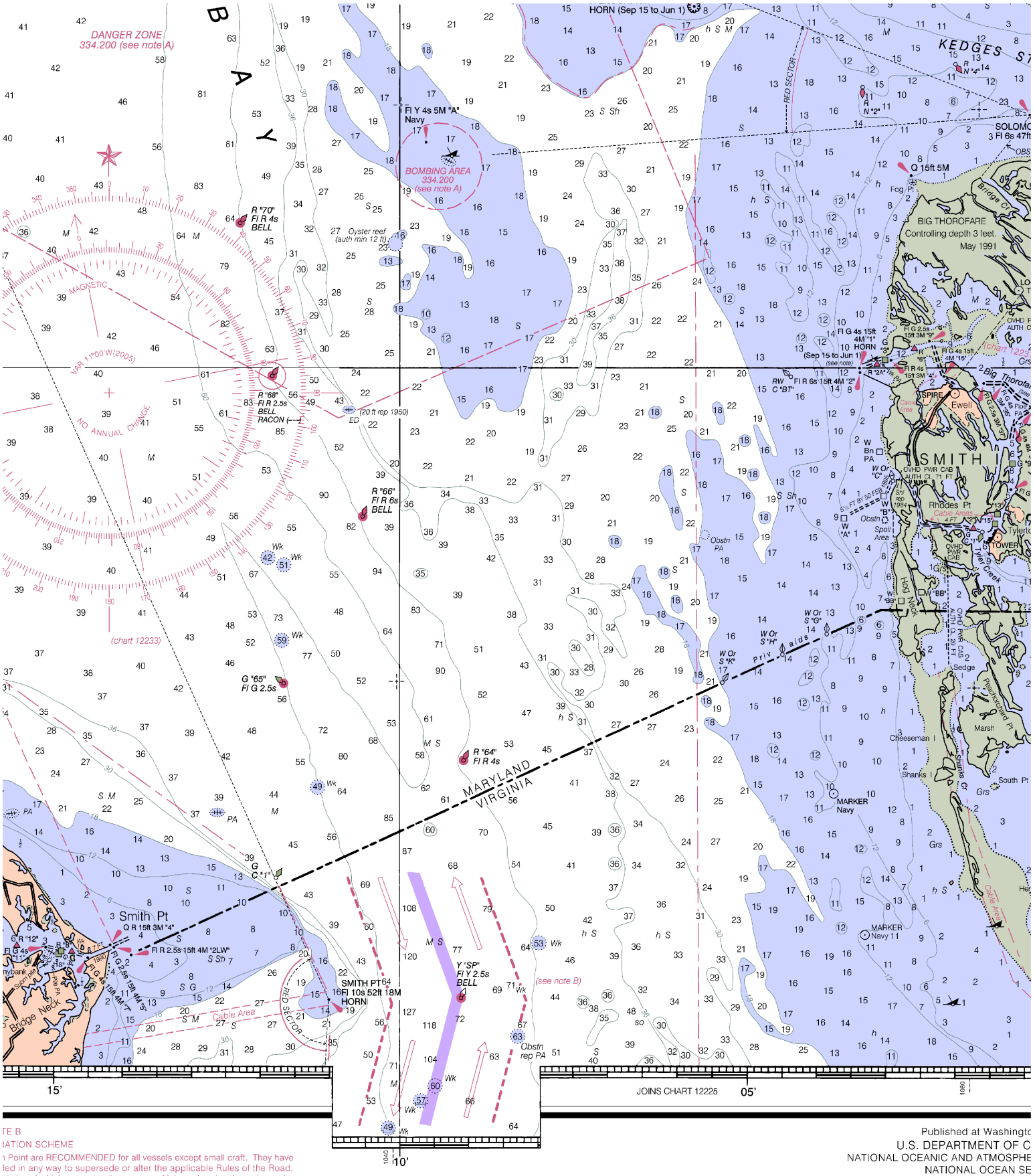
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See page 2

North



TE B
ATION SCHEME
Point are RECOMMENDED for all vessels except small craft. They have
ded in any way to supersede or alter the applicable Rules of the Road.
nta band which separates the courses of inbound and outbound vessels.

Published at Washingtc
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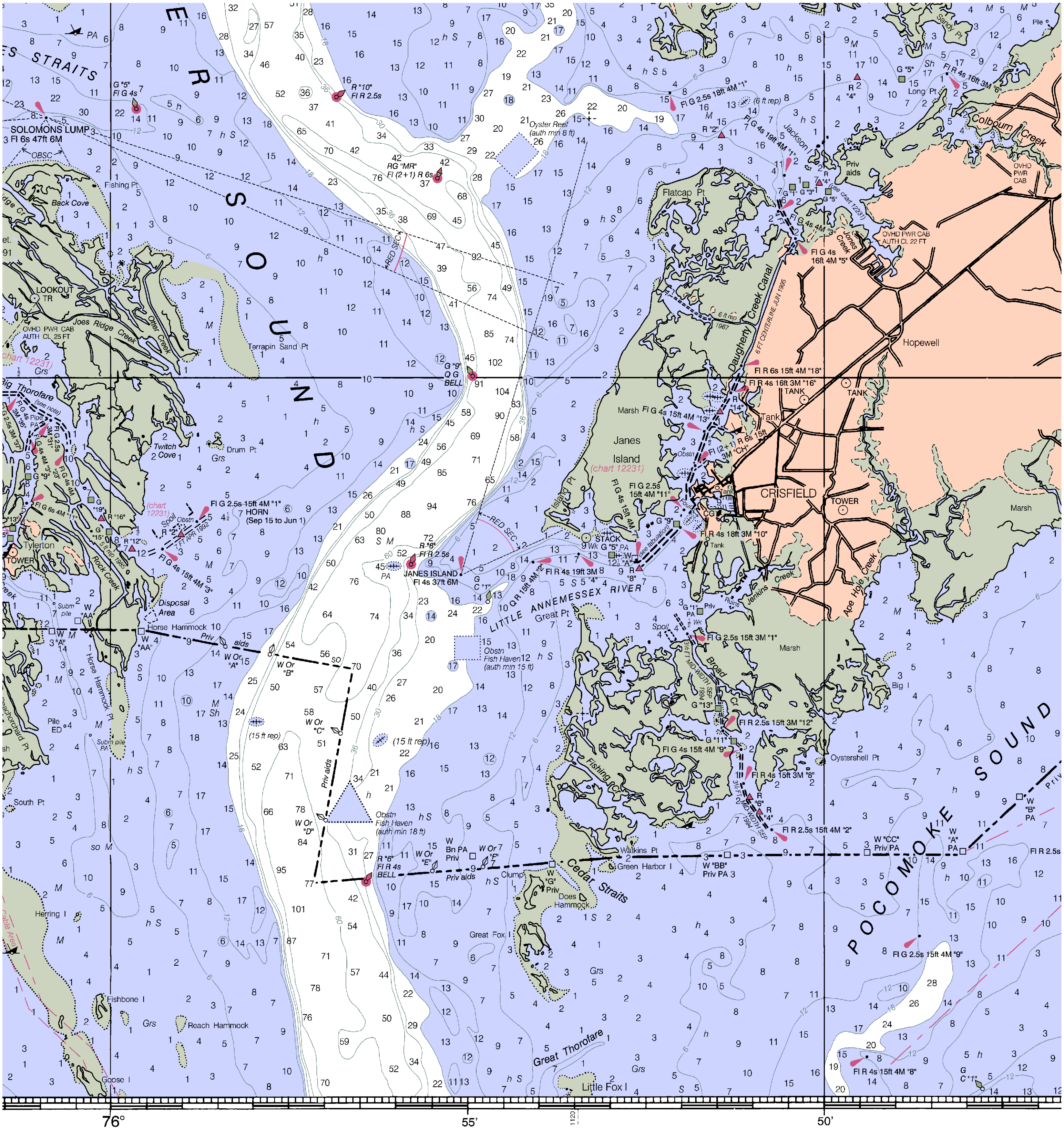


Washington, D.C.
NT OF COMMERCE
TMOSPHERIC ADMINISTRATION
CEAN SERVICE
SURVEY

SOUNDINGS IN FEET

FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1 2	3 4	5 6	7 8	9 10	11 12

North

Printed at reduced scale

SCALE 1:80,000

Nautical Miles

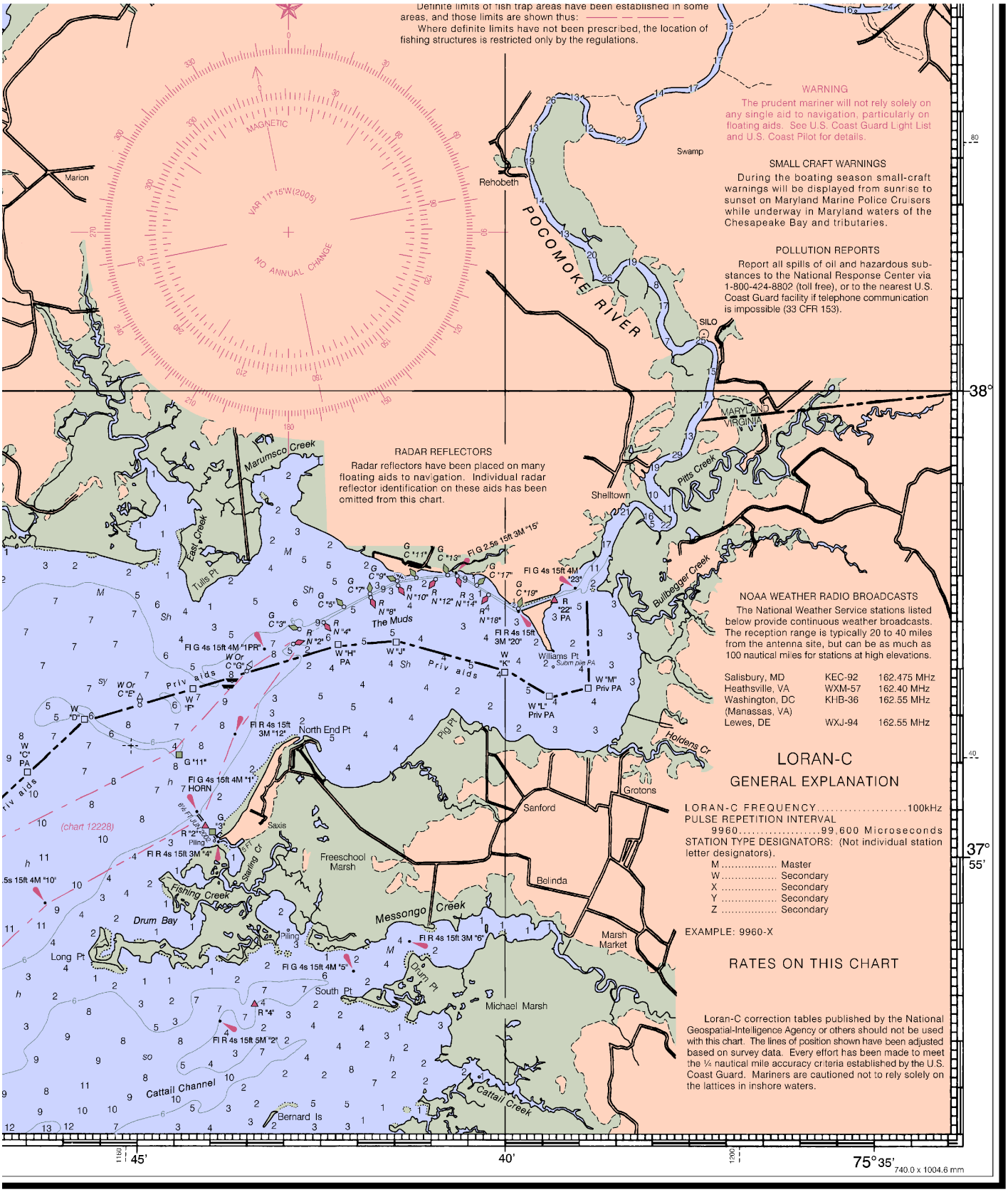
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See page 2

North



Chesapeake Bay, Smith Point to Cove Point
SOUNDINGS IN FEET - SCALE 1:80,000
12230
LORAN-C OVERPRINTED
ED. NO. 62
NSN 7642014010305 12AHA12230
NGA REFERENCE NO.

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Intership safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, 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 22 – 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 & 78 – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue – 800-418-7314/410-576-2525
Coast Guard Crisfield – 410-968-0323
Coast Guard Milford Haven – 804-725-2125/3732
Coast Guard Portsmouth – 757-483-8526/8527
St.Inigoes – 301-872-4344/4345
Maryland Natural Resources Police – 410-260-8888
Virginia Marine Police – 800-541-4646

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

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.

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NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes, producing over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Electronic Navigational Charts® (ENCs) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at: www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (RNCs) – RNCs are georeferenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at: www.NauticalCharts.NOAA.gov.

Official BookletCharts™ - BookletCharts™ are reduced scale NOAA charts printed in page-sized pieces. The "home edition" can be downloaded from NOAA for free and printed. The "professional edition", containing additional boating, safety, and educational edition is available for NOAA chart agents or over the Internet.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from official NOAA chart agents or downloaded for free at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated each week by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print on Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Chart No. 1, Nautical Chart Symbols – This reference publication depicts basic chart elements and explains nautical chart symbols and abbreviations. Download it for free at: www.NauticalCharts.NOAA.gov.

Coast Survey Navigation Managers – These ambassadors to the maritime community maintain a regional presence for NOAA and help identify the challenges facing marine transportation and boating. They are listed at http://nauticalcharts.noaa.gov/nsd/reps.htm.

Internet sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.

NOAA, the Nation's Chartmaker