BookletChart™

Choptank River – Cambridge to Greensboro
NOAA Chart 12268

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
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 and shoaling to 0.3-foot on the centerline in about 38°36'43"N., 75°57'58"W. Gasoline is available. A marine railway on the south side of the entrance to the river can haul out boats up to 60 feet for repairs; gasoline is available.

Cabin Creek, Mile 22.6E, has depths of 3 feet to the fixed highway bridge 1 mile above the entrance, thence 2 feet for 0.5 mile nearly to the head. Private daybeacons mark the creek to below the bridge. The bridge has a width of 17 feet and a clearance of 7 feet.

Hunting Creek at Mile 25.2E has depths of 3 feet for 3 miles to a fixed highway bridge. The fixed highway bridge 0.4 mile above the entrance has a width of 17 feet and a clearance of 7 feet.

Choptank is a village at Mile 25.6N. The small yacht harbor at Choptank has depths of 2 to 3 feet behind its wooden bulkheads. A 6 mph, no-wake speed limit is enforced. Gasoline is available. The overhead power cable at Mile 30.7 has a clearance of 139 feet. Dover Bridge, Mile 33.0, has a swing span with a clearance of 10 feet. (See 117.1 through 117.49, and 117.553(a), chapter 2, for drawbridge regulations.)

Tuckahoe Creek is at Mile 39.5N. The channel in the creek has depths of 8 feet for 2.7 miles, thence 5 feet for 6 miles, and thence less than a foot to the fixed highway bridge from Hillsboro to Queen Anne, at the head of navigation 11 miles above the entrance. Tuckahoe Bridge, 1.7 miles above the entrance, has a 40-foot fixed span with a clearance of 17 feet. The channel is unmarked, crooked, and difficult to navigate in places without local knowledge. The flats are covered with tuckahoes or marsh grass in the summer. The creek is used only by small fishing and pleasure boats. The overhead power and telephone cables just north of the bridge have a clearance of 25 feet. The overhead power cable across the creek about 6 miles above the mouth has a clearance of 32 feet.

Williston is a small settlement with a bulkhead landing at Mile 42.0E. Choptank River is constricted by Pealiquor Shoal at Mile 44.3. A dredged channel through the shoal area, in 1977, had a centerline controlling depth of 5.5 feet.

Denton is a town at Mile 46.6E. The highway bridge over the river here has a fixed span with a clearance of 25 feet. The railroad bridge 0.4 mile above the highway bridge has a swing span with a clearance of 6 feet. (See 117.1 through 117.59 and 117.553, chapter 2, for drawbridge regulations.) The fixed bridge 0.4 mile above the railroad bridge has a clearance of 25 feet. The least clearance of the overhead power cables crossing Choptank River at Denton and above is 47 feet.

Greensboro is a town at the head of navigation at Mile 53.4W. In 1975, the centerline controlling depth in the dredged channel above Denton was 2 feet to the bridge at Greensboro. The fixed highway bridge at Greensboro has a width of 37 feet and a clearance of 10 feet. Gasoline and some marine supplies can be obtained in town.

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.


(Selected Excerpts from Coast Pilot)

The fixed highway bridge over Choptank River at the southeast side of Cambridge, Mile 15.5, has a clearance of 50 feet. Sections of the former swing bridge have been converted to recreational fishing piers. A hotel marina about 1.1 miles SE of the bridge, on the south side of the river, has gasoline, diesel fuel, berths, electricity, pump-out station, marine supplies and electronic repairs available.

Warwick River, Mile 20.4E, is entered through a marked dredged channel which leads to the bulkhead wharves at Secretary, 1 mile above the entrance. In 2009, the channel had a midchannel controlling depth of 4 feet and lesser depths along the edges near the head of the project.
Lateral System As Seen Entering From Seaward

PORT SIDE
ODD NUMBERED AIDS

- LIGHT
- LIGHTED BUOY
- CAN
- DAYBEACON

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED

- PREFERRED CHANNEL TO STARBOARD
TOPMOST BAND GREEN
- GREEN LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED

- PREFERRED CHANNEL TO PORT
TOPMOST BAND RED
- RED LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE
EVEN NUMBERED AIDS

- RED LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

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
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.
OYSTER AQUACULTURE

Oyster bed aquaculture leases may exist within the limits of this chart. Mariners are cautioned that numerous oyster beds exist in this 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: Chart grid lines are aligned with true north.
CAUTION
Fixed and floating obstructions, some submerged, may exist within the magnetic lines of bridge construction area. Mariners are advised to proceed with caution.

MARINE
Markers are warned to stay clear of the project area surrounding navigational light structures shown above.

WARNING
The project area 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
Improved channels shown by broken lines are subject to shifting, particularly at the edges.

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 alternate 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.

RADAR REFLECTORS
Red radar reflectors have been placed on many afloat aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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.

POLUTION 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 not available.
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**

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 151).

**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 beacons to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown as:
- (Accurate location)
- (Approximate location)

**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  NCE23 157.400 MHz
- Salisbury, MD  NCE25 157.475 MHz
- Lewes, DE  WXJ04 152.550 MHz
- Sudlersville, MD  WXK97 152.500 MHz

**FISHING AND HUNTING STRUCTURES**

Unmarked fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

**CAUTION**

**BASELINE BRIDGE CLEARANCES**

For bascule bridges, where spans do not open to a full swing or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**SCALE 1:40,000**

**SOUNDINGS IN FEET**

Choptank River, Cambridge to Greensboro

SOUNDINGS IN FEET - SCALE 1:40,000

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VHF Marine Radio channels for use on the waterways:
Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Distress Call Procedures
• Make sure radio is on.
• Select Channel 16.
• Press/Hold the transmit button.
• Clearly say: “MAYDAY, MAYDAY, MAYDAY.”
• Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
• Release transmit button.
• Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References
Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Chart and chart related inquiries and comments — http://ocsdata.ncoo.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 Hurrican 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.