BookletChart™

Chesapeake Bay –
Severn and Magothy Rivers
NOAA Chart 12282

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.


(Selected Excerpts from Coast Pilot)

Severn River, the approach to Annapolis, empties into Chesapeake Bay 127 miles above the Virginia Capes. Commercial traffic consists of tour boats, fishing and shell fishing craft. Naval craft and many pleasure craft use the river.

The river has main channel depths of 17 feet or more from the entrance to Annapolis, thence 15 feet or more for 8 miles, thence 11 to 7 feet for 2 miles to within 1 mile of the head. The channel is well marked as far as Annapolis, above which it is marked at the critical points and is easy to follow.

Tides and currents.—The tide is greatly influenced by winds. The current velocity seldom exceeds 0.5 knot. Ice rarely interferes with navigation except in severe winters, and then only for a short time.

The Severn River Comprehensive Vessel Management Plan regulations established maximum speed limits for day and night operation of boats and minimum wake speed limits for the Severn River and its tributaries. These speed limits vary and are marked by white and orange regulatory markers. For more information contact Maryland Department of Natural Resources, Marine Police, Tawes State Office Building, Annapolis, MD 21401; telephone 410-260-8880.

Weems Creek (39°00.0'N., 76°30.1'W.), on the southwest side of Severn River 3.2 miles above the mouth, has depths of 13 feet for 0.8 mile, thence 11 to 7 feet for 0.3 mile to near the head. A shoal extends 300 yards eastward from the point on the north side of the entrance, and is marked by a buoy. The highway bridge 0.5 mile above the entrance has a swing span with a width of 28 feet and a clearance of 8 feet. The fixed highway bridge about 500 feet above the drawbridge has a clearance of 28 feet. A private special purpose buoy at the mouth of Weems Creek marks a speed controlled area.

U.S. Route 50/301 fixed highway bridge over Severn River, 3.5 miles above the mouth, has a clearance of 80 feet at the center span.

Round Bay, an expansion of Severn River beginning 6 miles above the mouth and continuing for 2 miles, has depths of 17 to 23 feet and is traveled extensively by motorboats. Little Round Bay, west of Round Bay, has depths of 17 to 19 feet, and is marked by daybeacons. Depths of 4 feet can be carried to a boatyard in Browns Cove, behind St. Helena Island. Berths, electricity, gasoline, diesel fuel, water, ice, launching ramp, pump-out station, storage and some marine supplies can be obtained. A 35-ton lift is available for hull and engine repairs.

Forked Creek, on the north side of Severn River 9 miles above the mouth, has depths of 16 to 10 feet for most of its 0.4 mile length. Marine services are on the creek with 4 to 6 feet available alongside. Berths, electricity, water, ice and a launching ramp are available. A marine railway can handle crafts to 50 feet; lift to 7 tons for hull and engine repairs.

There is a small-boat basin on the east side of Severn River, 11 miles above the mouth. The controlling depth to the basin is about 3 feet.

Whitehall Bay, on the west side of Chesapeake Bay, is between Greenbury Point (38°58.5'N., 76°27.3'W.) and Hackett Point, 1.5 miles to the northeastward. The bay has general depths of 13 to 6 feet. The entrance channel is about 300 yards wide between Whitehall Flats on the west and North Shoal on the east, both with depths of 3 to 4 feet; a light marks the western limit of North Shoal. A lighthouse at Sharps Point, on the west side of the entrance to Whitehall Creek Entrance Light 2W, provides a well-marked approach to the channel between North Shoal and Whitehall Flats.

Mill Creek, which empties into the northwest corner of Whitehall Bay, is entered through a privately dredged entrance channel marked by a light and daybeacons; in 1998, the reported controlling depth was 7 feet. The depths above the dredged channel are 7 to 14 feet for 1.5 miles to near the head of the creek. Gasoline is available at a pier 0.7 mile above the entrance.

Whitehall Creek, which empties into the northeast corner of Whitehall Bay, has depths of 9 to 13 feet for 1.5 miles, then shoals gradually to 1-foot at the head 0.5 mile farther up. The narrow, crooked entrance channel is marked by lights and daybeacons. In 1998, shoaling to 6 feet was reported in the channel between daybeacons 4 and 5. A 35-ton lift is available on the east side of the creek, 1 mile above the mouth.

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

RCC Norfolk Commander 5th CG District (575) 398-6231 Norfolk, VA
NOAA’s navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers.

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.
SOUNINGS IN FEET

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. Charts maintained by the U.S. Army Corps of Engineers are periodically revisued and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A 1990-2016 NOS Surveys full bottom coverage
B1 1990-1995 NOS Surveys partial bottom coverage
B2 1970-1989 NOS Surveys partial bottom coverage
B3 1940-1969 NOS Surveys partial bottom coverage
B4 1900-1989 NOS Surveys partial bottom coverage
B5 Pre-1900 NOS Surveys partial bottom coverage

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. See Note on page 5.
WILLIAM F. LANE JR MEMORIAL BRIDGES
(SOUTH SPAN)

Three fixed white lights are mounted vertically over fixed
green range lights at the center of the main channel span.
Fixed green range lights mark the center of the eastern
channel span.
The north and south entrances to the Chesapeake Channel
are marked by fixed red lights on dolphins.
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Infra-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 tending a cable.

Covered wells may be marked by lighted or unlighted buoys.

**CAUTION**

**BACKLITE BRIDGE CLEARANCES**

For bascule bridges, whose spans do not open to a full vertical clearances, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**PROJECT DEPTHS**

General legends, symbols, and abbreviations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The charted depths may be significantly shallower, particularly at the edges. For detailed channel information or minimum depths as reported by USACE, use NOA Electronic Navigational Chart (ENC) USACE survey and channel condition reports are available at [http://www.nauticalcharts.usace.army.mil/](http://www.nauticalcharts.usace.army.mil/)

**NAVIGATION**

**AIDS TO NAVIGATION**

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

**RAILING BUOYS**

Railing buoys within the limits of the chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as listed in the U.S. Coast Guard Light List.

**CAUTION**

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

**CAUTION**

Temporary changes or additions in aids to navigation are not indicated on this chart. Use Local Notices 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.

**NOTE A**

Navigation regulations are published in Chapter 2, U.S. Coast Pilot. Addenda or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commandant, 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.

**SCALE 1:25,000**

Nautical Mile

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**CAUTION**

**OYSTER AQUACULTURE**

Oyster bed aquaculture leases may exist within the limits of this chart. Mariners are cautioned that numerous markers may exist and oystermen may be active in the area. Mariners should be particularly alert when navigating in or near these areas.

**CAUTION**

**FISH TRAP AREAS AND STRUCTURES**

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

**CAUTION**

**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 155).

**NOAA WEATHER RADIO BROADCASTS**

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The broadcast range extends approximately 20 to 45 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
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Note: Chart grid lines are aligned with true north.
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/

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.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 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

For the latest news from Coast Survey, follow @NOAAcharts

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.