BookletChart™

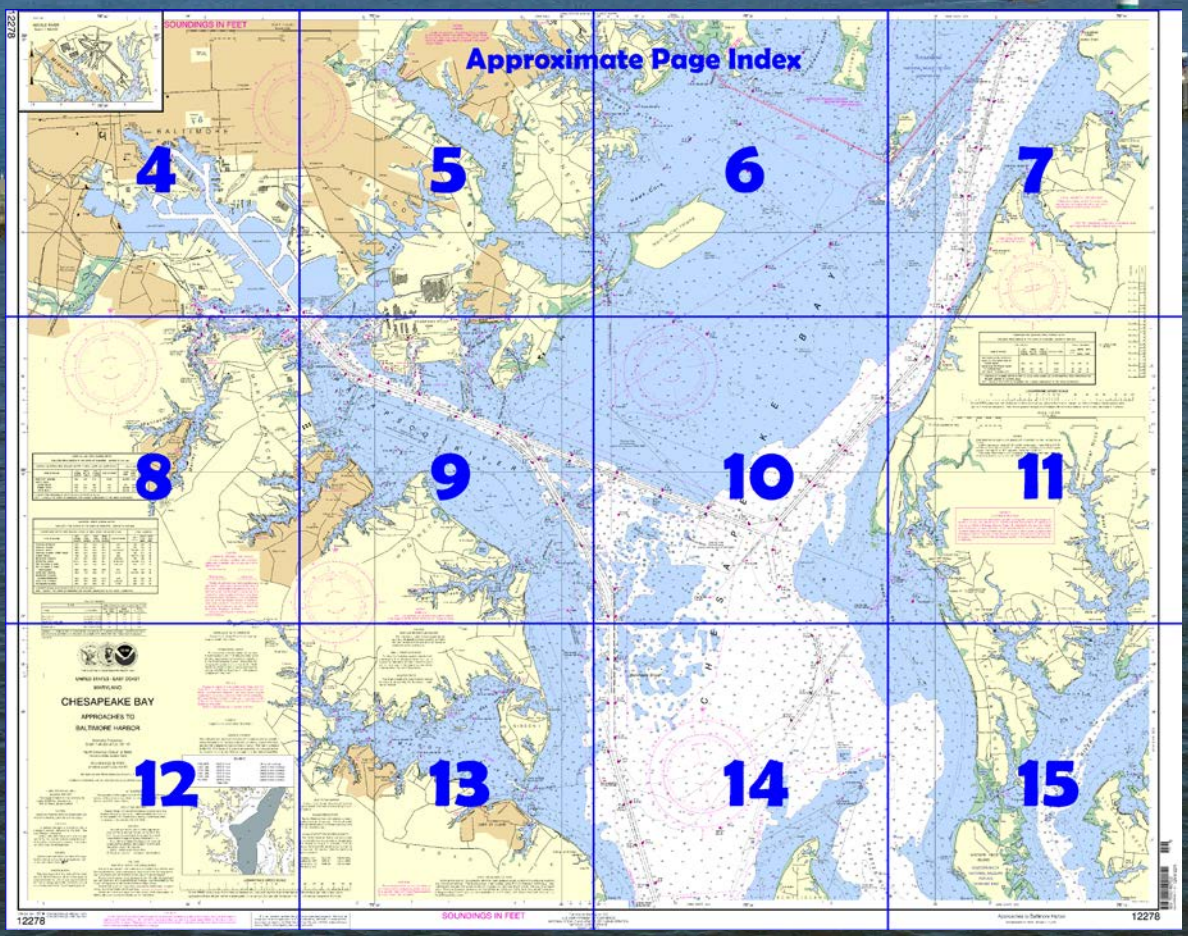
Chesapeake Bay – Approaches to Baltimore Harbor

NOAA Chart 12278

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.

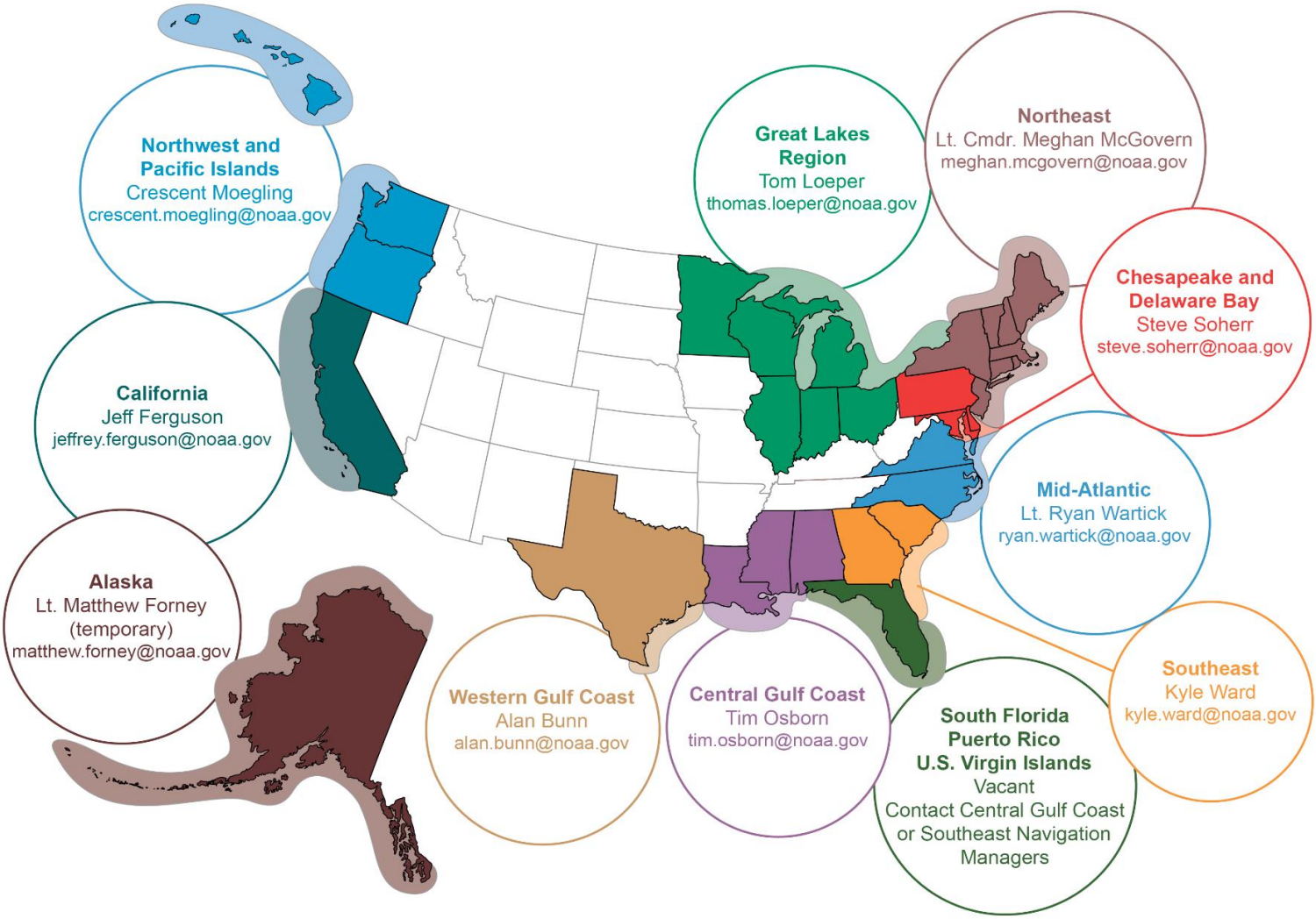
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12278

(Selected Excerpts from Coast Pilot)
Bodkin Creek has depths of 9 feet in the approaches and 7 to 9 feet into its branches. Shoaling to 3 feet is between Daybeacon 9 and Light 11.
Back Creek. A boatyard is in the upper part.
Main Creek is separated from Back Creek by **Spit Neck.** Both branches have depths of 7 to 9 feet almost to their heads.
Graveyard Point. Gasoline, diesel fuel, slips, and some marine supplies.
Rock Creek has depths of 11 feet almost to the head. It is marked.
Wall Cove; centerline depths of 10 feet for most of its length but shoaling to 5 feet near the head. The Maryland Yacht Club piers have depths of 13 feet. Available at Wall Cove and Rock Creek: marine supplies, gasoline, diesel fuel, and water.
Stony Creek has depths of 12 feet. The channel along the west side of the entrance is marked by a light and buoys; the east side is obstructed by rocks. A marina above the bridge has gasoline.
Nabbs Creek has depths of 12 feet almost to the head. A marina near the head has gasoline, diesel fuel, berths, and marine supplies.
Back Cove has depths of 12 feet to a boatyard. Gasoline is available.
Caution.–Large vessels transiting Craighill Channel Upper Range and Brewerton Channel Eastern Extension in the vicinity of Sevenfoot Knoll Light may generate large and dangerous wakes; waves as high as 10 to 12 feet have been reported. Small craft in the area are advised to use extreme caution.
Tides and currents.–Prolonged winds of constant direction may cause substantial variation in the tide. Currents in the harbor are 0.8 knot on the flood and ebb. (See the Tidal Current Tables for daily predictions.) In 1981, strong currents were reported in the vicinity of Fort Carroll and Brewerton Angle on the change of tides.
Pilotage, Baltimore.–Pilotage is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade bound to or from the port of Baltimore. Pilotage is optional for U.S. vessels under enrollment in the coastwise trade who have on board a pilot licensed by the Federal Government for these waters.
The Association of Maryland Pilots has an office in Baltimore (telephone: 410-276-1337, fax 410-276-1364, telex: 87-574 MARPILOTS BALTIMORE, cable address: MARPILOT BALTIMORE). They provide service to any port in Maryland and service between Baltimore and the entrance of the Chesapeake Bay at Cape Henry, VA. The pilot office also monitors VHF-FM channel 11.
The Chesapeake and Interstate Pilots Association offers pilot services to U.S. vessels, engaged in the coastwise trade, and public vessels to or from Baltimore, via the Chesapeake Bay if the vessel is entering from sea at Cape Henry or transiting between any port or place on the Chesapeake Bay and its tributaries. Pilot service is also offered to vessels to or from Baltimore that are transiting the Chesapeake and Delaware Canal. Pilots will meet vessels upon prior arrangement at Cape Henlopen or any port or place on the Delaware Bay and River, at Cape Henry or any port or place on the Chesapeake Bay and its tributaries. Pilots will also provide all pilot services required from the port of departure to the port of arrival. Arrangements for pilots may be made through the ships' agents or the pilot office in Norfolk (telephone, 757-855-2733).
Interport Pilots Agency, Inc. offers pilotage to public vessels and private vessels in the coastal trade operating between Baltimore Harbor and many northeast ports via the Chesapeake and Delaware Canal. The 24 hour telephone number is 732-787-5554 and the e-mail address is: interport@verizon.net. Additional information about Interport Pilots can be obtained at http://www.interportpilots.com.
Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)
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

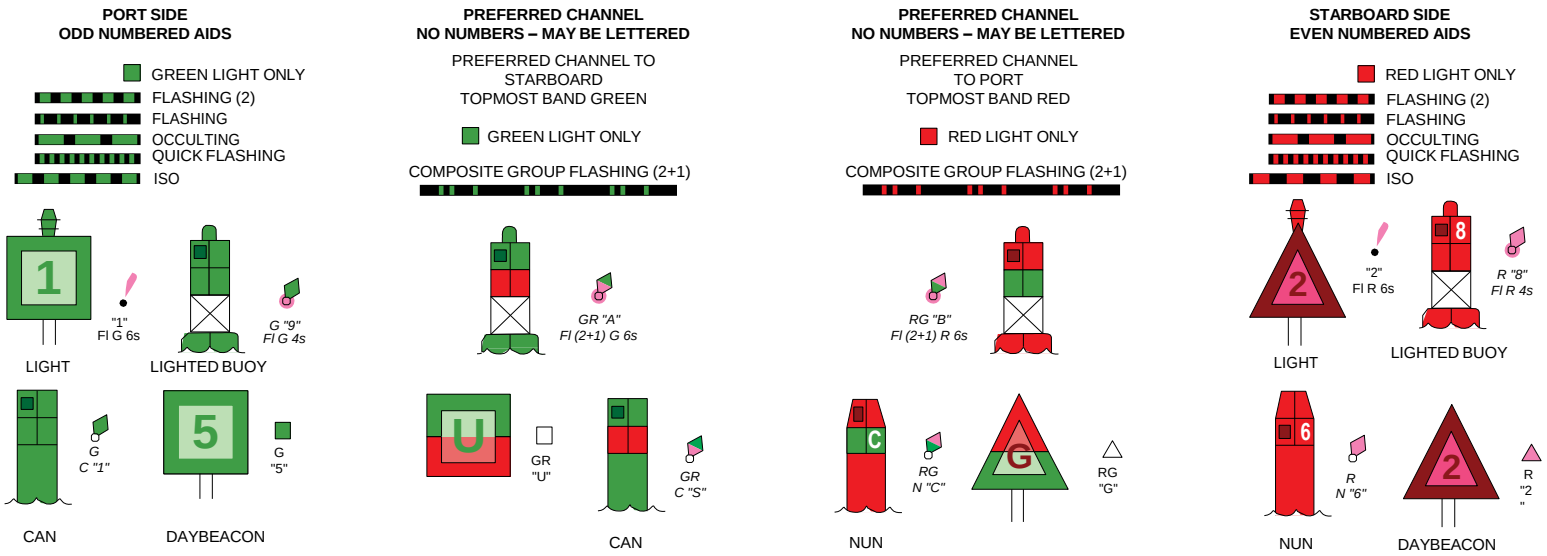
Navigation Managers Area of Responsibility



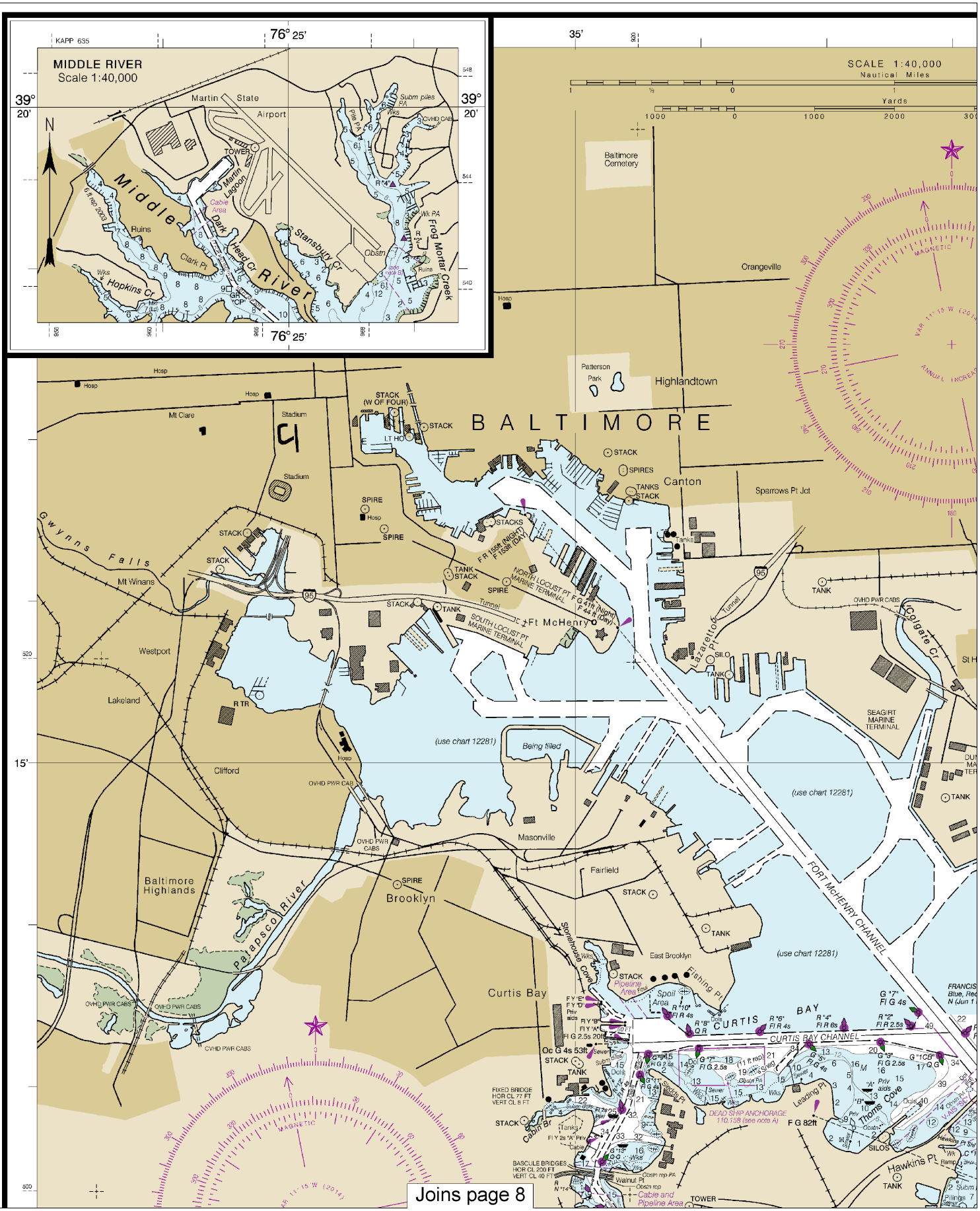
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

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*

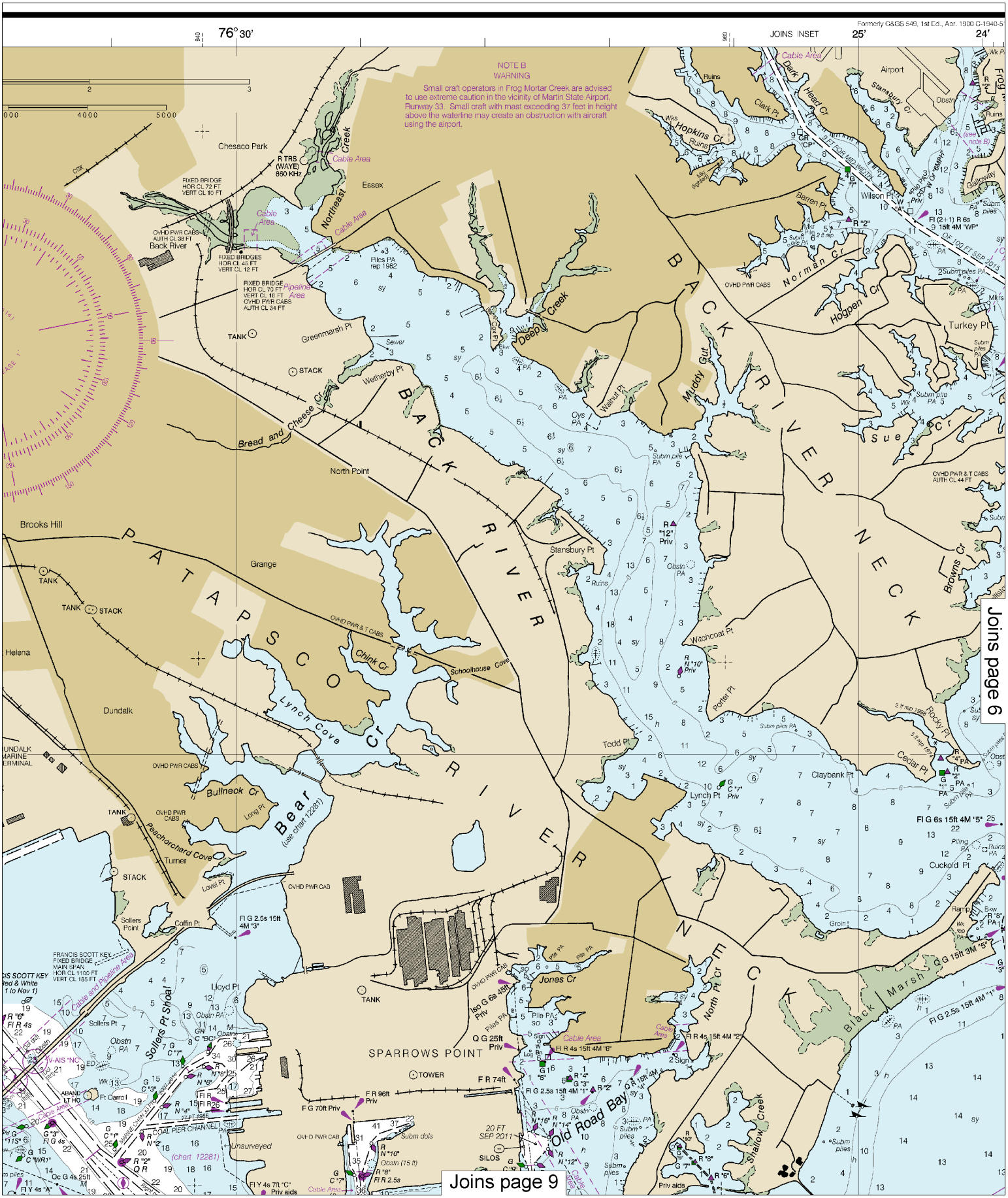


4

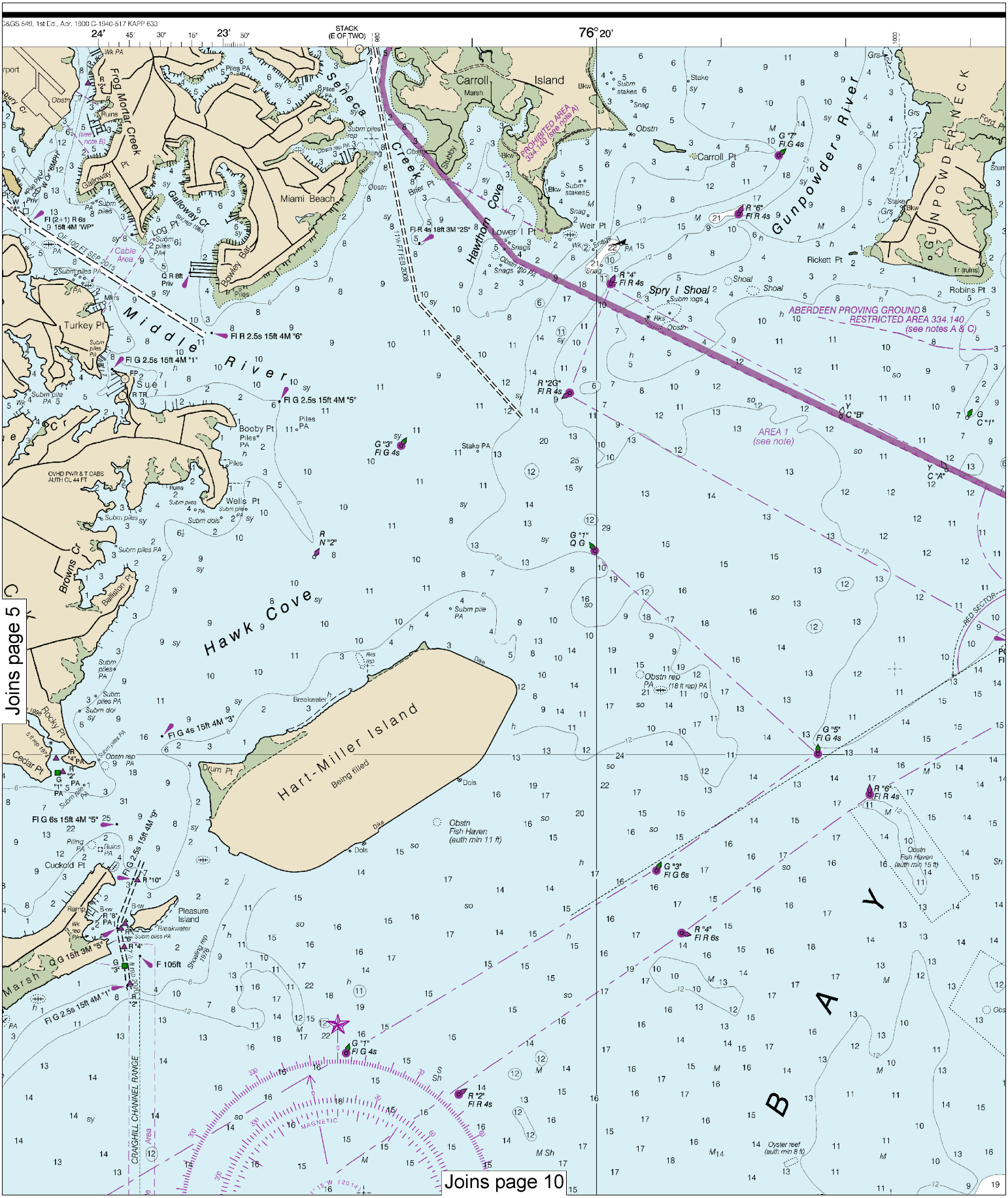
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ Nautical Miles

See Note on page 5.



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57142. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



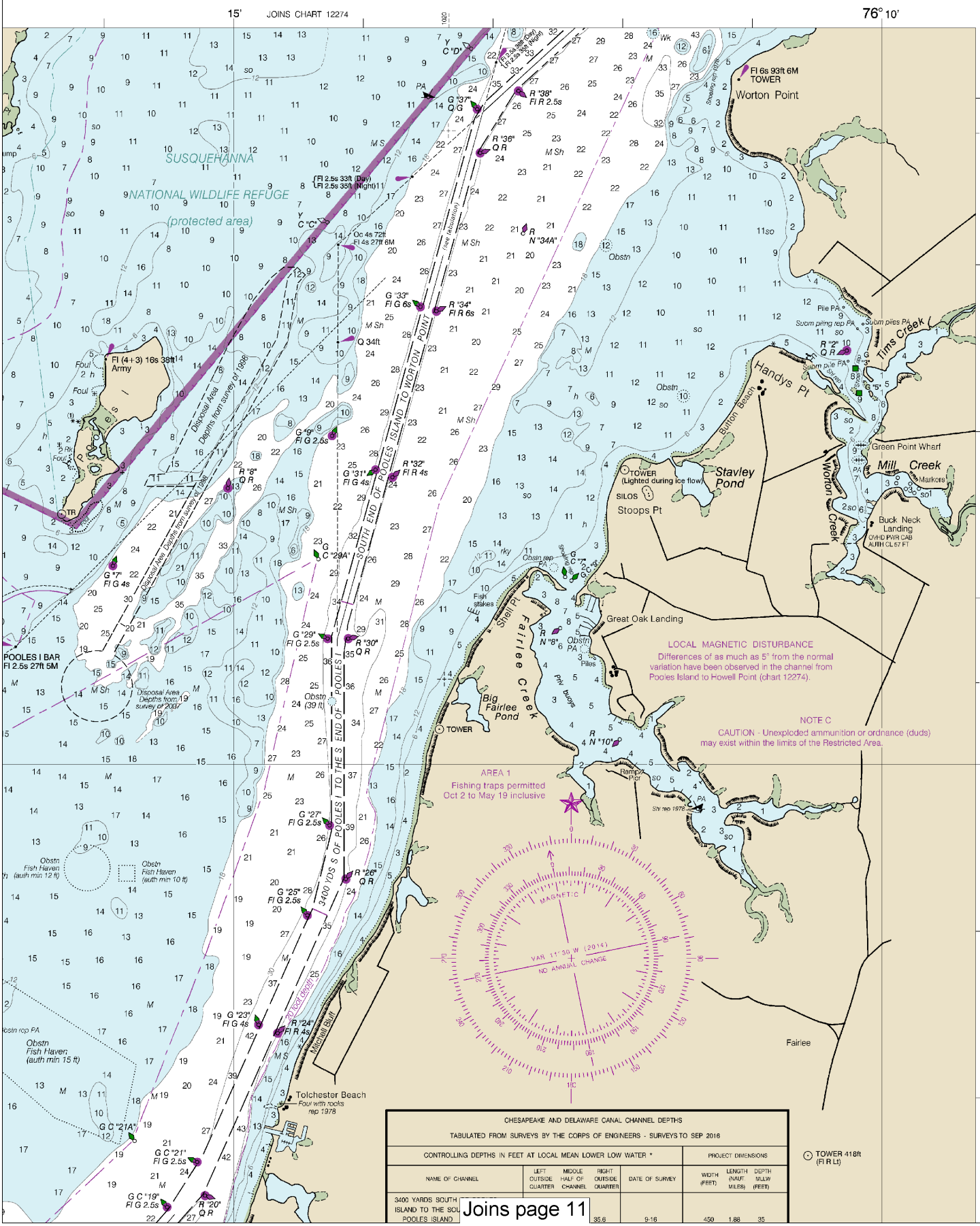
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



CHESAPEAKE AND DELAWARE CANAL CHANNEL DEPTHS

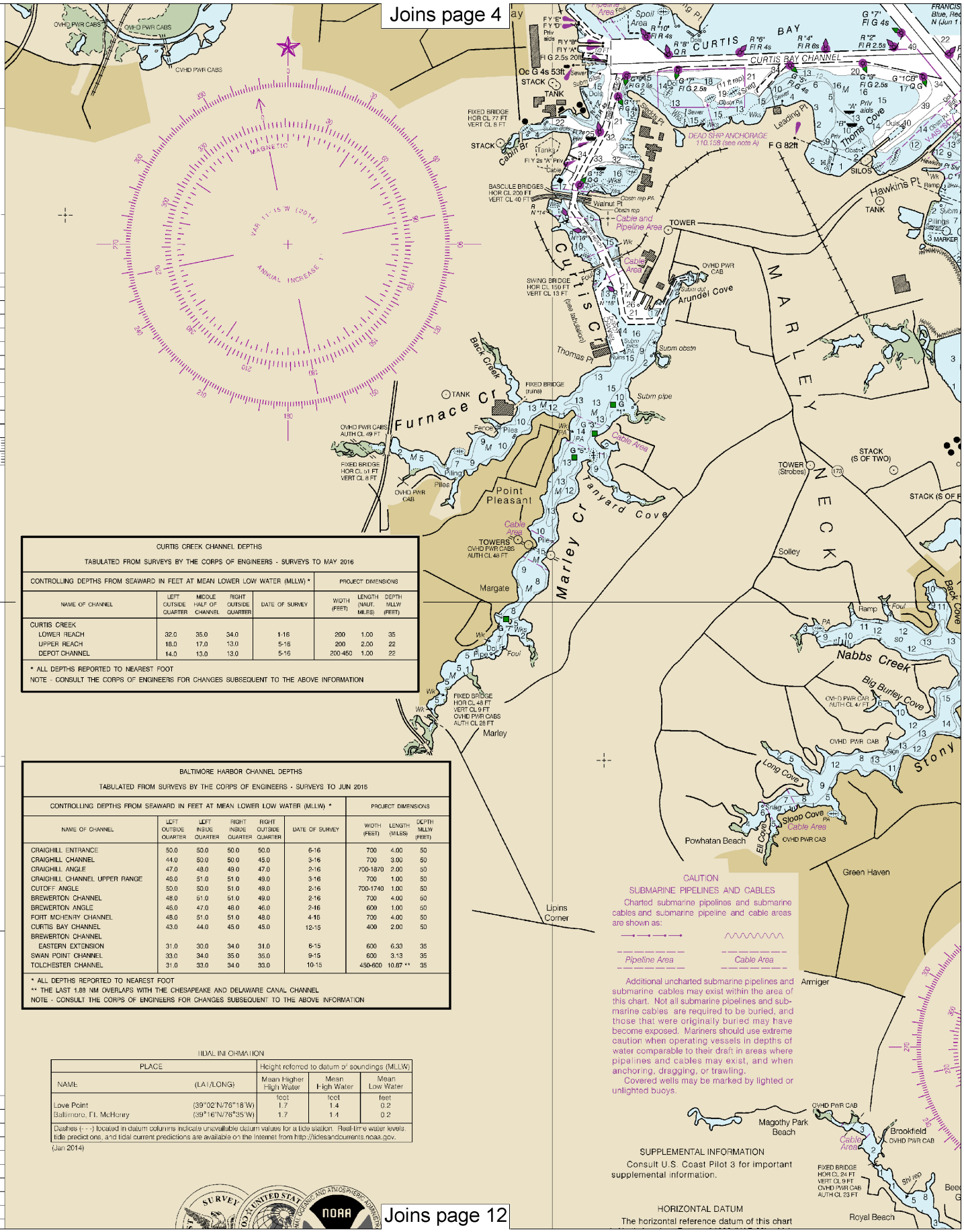
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2016

CONTROLLING DEPTHS IN FEET AT LOCAL MEAN LOWER LOW WATER *					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT MILES)	DEPTH MLLW (FEET)
3400 YARDS SOUTH ISLAND TO THE SOU POOLES ISLAND		35.6		9-16	450	1.88	35

Joins page 11

79th Ed., May 2014. Last Correction: 1/31/2017. Cleared through:
LNM: 0417 (1/24/2017), NM: 0517 (2/4/2017)

Joins page 4



CURTIS CREEK CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2016

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) *					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
CURTIS CREEK							
LOWER REACH	32.0	35.0	34.0	1-16	200	1.00	35
UPPER REACH	18.0	17.0	13.0	5-16	200	2.00	22
DEPOT CHANNEL	14.0	13.0	13.0	5-16	200-450	1.00	22

* ALL DEPTHS REPORTED TO NEAREST FOOT
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

BALTIMORE HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUN 2016

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) *						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
CRAIGHILL ENTRANCE	50.0	50.0	50.0	50.0	6-16	700	4.00	50
CRAIGHILL CHANNEL	44.0	50.0	50.0	45.0	3-16	700	3.00	50
CRAIGHILL ANGLE	47.0	48.0	49.0	47.0	2-16	700-1870	2.00	50
CRAIGHILL CHANNEL UPPER RANGE	48.0	51.0	51.0	49.0	3-16	700	1.00	50
CUTOFF ANGLE	50.0	50.0	51.0	49.0	2-16	700-1740	1.00	50
BREWERTON CHANNEL	48.0	51.0	51.0	49.0	2-16	700	4.00	50
BREWERTON ANGLE	46.0	47.0	48.0	46.0	2-16	600	1.00	50
FORT MCHENRY CHANNEL	48.0	51.0	51.0	48.0	4-16	700	4.00	50
CURTIS BAY CHANNEL	43.0	44.0	45.0	45.0	12-15	400	2.00	50
BREWERTON CHANNEL EASTERN EXTENSION	31.0	30.0	34.0	31.0	6-15	600	6.33	35
SWAN POINT CHANNEL	33.0	34.0	35.0	35.0	9-15	600	3.13	35
TOLCHESTER CHANNEL	31.0	33.0	34.0	33.0	10-15	450-600	10.87 **	35

* ALL DEPTHS REPORTED TO NEAREST FOOT
** THE LAST 1.88 NM OVERLAPS WITH THE CHESAPEAKE AND DELAWARE CANAL CHANNEL
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Love Point	(39°02'N/76°18'W)	1.7	1.4	0.2
Baltimore, Ft. McHenry	(39°16'N/76°35'W)	1.7	1.4	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.
(Jan 2014)

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.

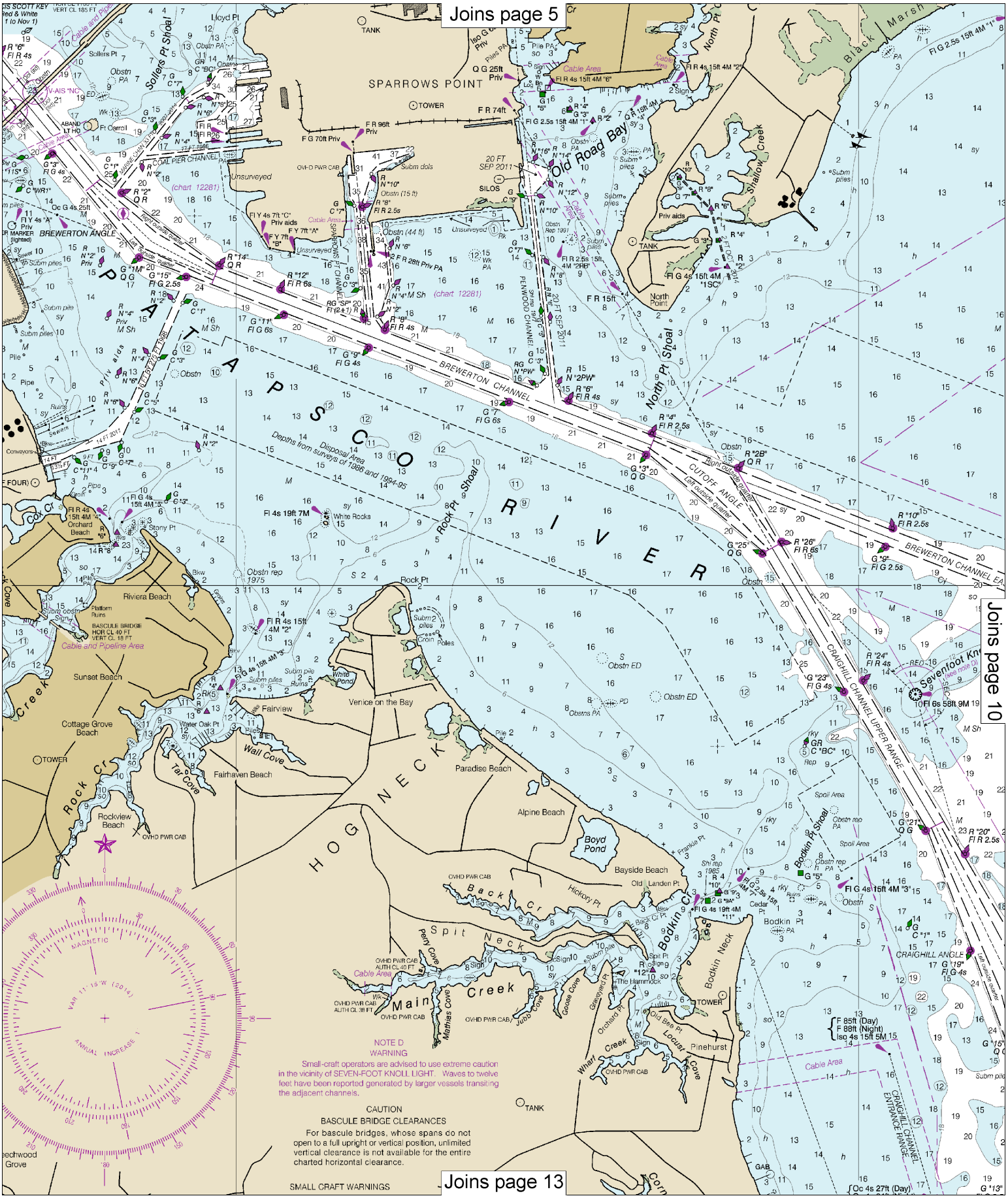
Joins page 12

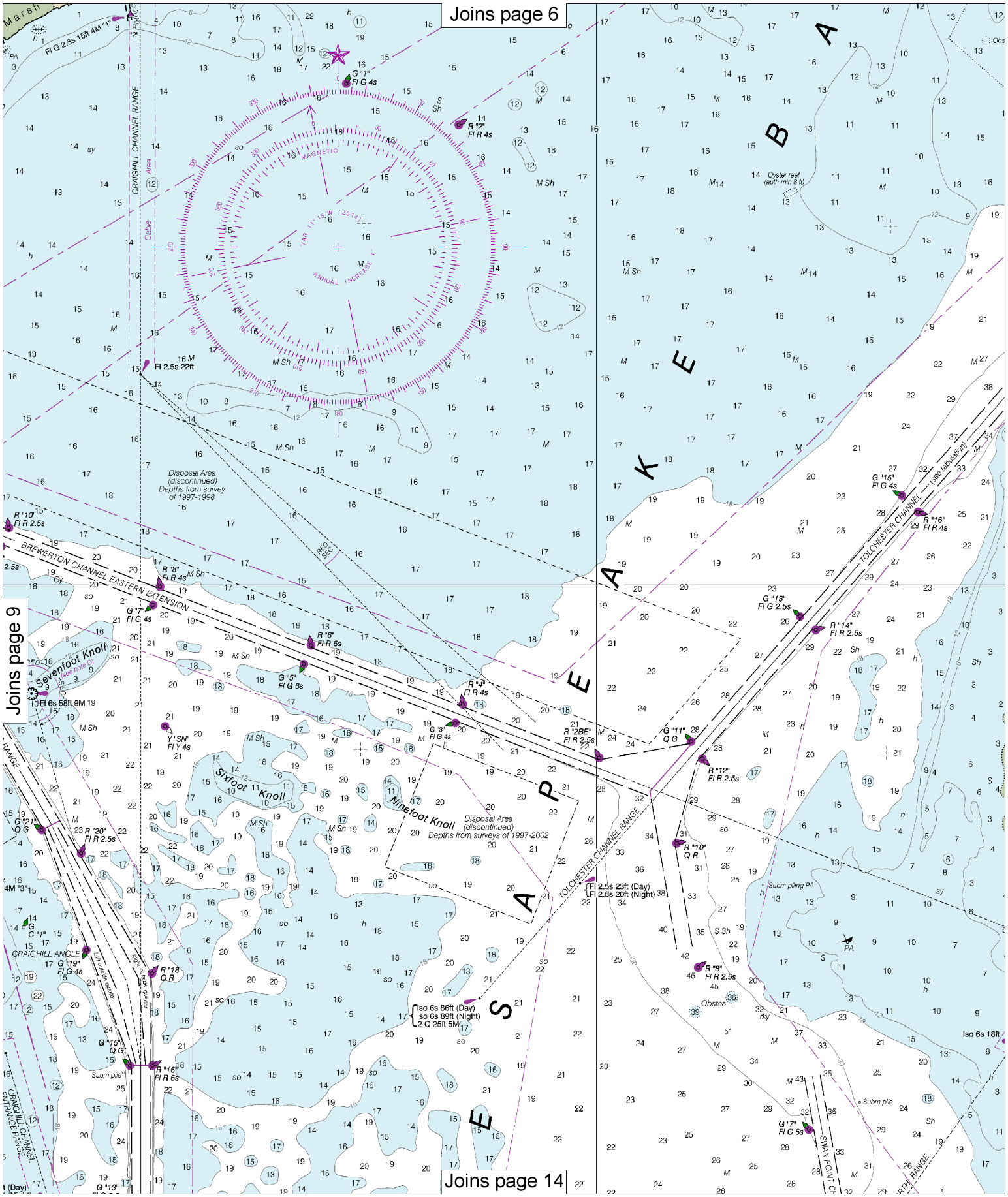
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 5
Joins page 10
Joins page 13
SPARROWS POINT
TOWER
TANK
SILOS
Old Road Bay
Shallow Creek
Black Marsh
North Pt
North Point
North Pt Shoal
Sollers Pt Shoal
Lloyd Pt
Sollers Pt
Fl Y 4s "A"
BREWERTON ANGLE
PATAPSCO RIVER
BREWERTON CHANNEL
CUTOFF ANGLE
Right outside quarter
Left outside quarter
Rock Pt Shoal
Rock Pt
Depths from surveys of 1986 and 1994-95
Disposal Area 1975
Fl 4s 19ft 7M
White Rocks
Riviera Beach
Platform Ruins
BASCULE BRIDGE HOR CL 40 FT VERT CL 15 FT
Cable and Pipeline Area
Sunset Beach
Cottage Grove Beach
Orchard Beach
Stony Pt
Rock Cr
Fairview
Venice on the Bay
Water Oak Pt
Wall Cove
Tar Cove
Fairhaven Beach
Rockview Beach
OVHD PWR CAB
Paradise Beach
HOG NECK
Alpine Beach
Boyd Pond
Bayside Beach
Old Landen Pt
Hickory Pt
Back Cr
Bodkin Cr
Bodkin Pt
Bodkin Pt Shoal
Bodkin Neck
Cedar Pt
Spit Neck
Perry Cove
Main Creek
Mathias Cove
Jubb Cove
Goose Cove
Graveyard Pt
Orchard Pt
The Hammock
Old Bee Pt
Locust Cove
Pinehurst
Wharf Creek
Spoil Area
CRAIGHILL CHANNEL UPPER RANGE
CRAIGHILL ANGLE
CRAIGHILL CHANNEL ENTRANCE RANGE
Sevenfoot Knoll
Fl 6s 58ft 9M
Fl 4s 15ft 4M "3"
Fl 4s 19ft 4M "11"
F 85ft (Day)
F 88ft (Night)
Iso 4s 15ft 5M
Cable Area
Obstn ED
Obstns PA
Obstn rep 1975
Obstn rep 1991
Obstn rep 1985
Subm piles
Subm pile
Ruins
Poles
Croin
Pile PA
Piles PA
Sign
Priv aids
Cable and Pipeline Area
Fl R 4s 15ft 4M "2"
Fl G 4s 15ft 4M "1"
Fl G 4s 15ft 4M "1SC"
Fl R 4s 15ft 4M "2"
Fl R 4s 15ft 4M "6"
Fl G 2.5s 15ft 4M "1"
Fl R 2.5s 15ft 4M "2RB"
F R 74ft
F R 15ft
F R 96ft Priv
F G 70ft Priv
Q G 25ft Priv
Fl G 2.5s 15ft 4M "1"
Fl R 2.5s 15ft 4M "2"
Fl G 2.5s 15ft 4M "1"
Fl G 2.5s
Fl R 2.5s
Fl R 6s
Fl G 6s
Fl G 4s
Fl R 4s
Fl Y 4s "A"
Fl Y 7ft "A"
Fl Y 7ft "C"
Oc G 4s 25ft
Oc 4s 27ft (Day)
2 F R 28ft Priv PA
20 FT SEP 2011
PENWOOD CHANNEL
(chart 12281)
(chart 12281)
Unsurveyed
Obstn (44 ft)
Obstn (15 ft)
Subm dols
OVHD PWR CAB AUTH CL 38 FT
OVHD PWR CAB AUTH CL 40 FT
NOTE D
WARNING
Small-craft operators are advised to use extreme caution in the vicinity of SEVEN-FOOT KNOLL LIGHT. Waves to twelve feet have been reported generated by larger vessels transiting the adjacent channels.
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.
SMALL CRAFT WARNINGS
MAGNETIC
VAR 11° 15'W (2014)
ANNUAL INCREASE 1'
GAB
Beechwood Grove



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

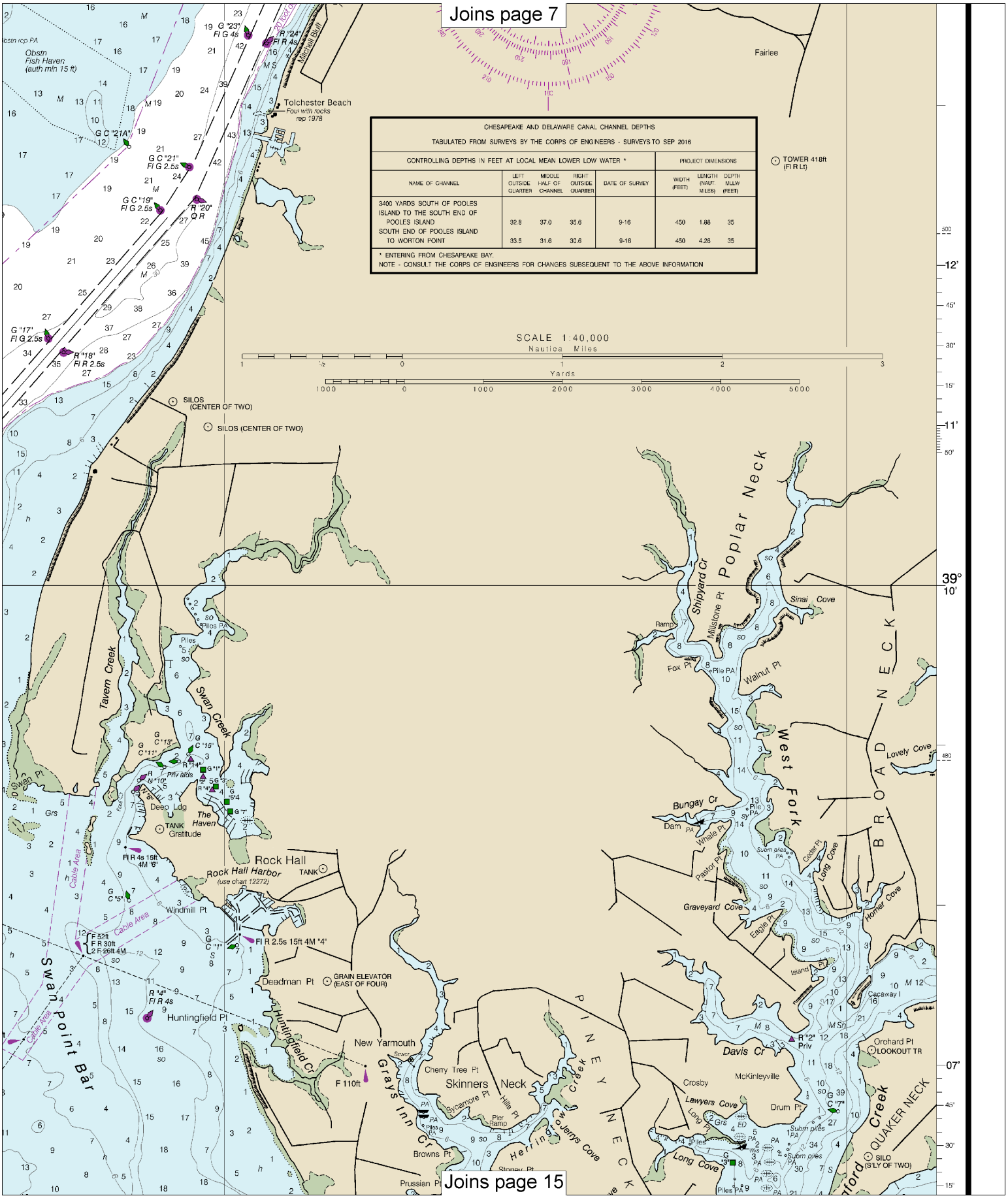
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.



CHESAPEAKE AND DELAWARE CANAL CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2016							
CONTROLLING DEPTHS IN FEET AT LOCAL MEAN LOWER LOW WATER *					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
3400 YARDS SOUTH OF POOLES ISLAND TO THE SOUTH END OF POOLES ISLAND	32.8	37.0	35.6	9-16	450	1.88	35
SOUTH END OF POOLES ISLAND TO WORTON POINT	33.5	31.6	30.6	9-16	450	4.28	35

* ENTERING FROM CHESAPEAKE BAY.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Joins page 8

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Love Point	(39°02'N/76°18'W)	1.7	1.4	0.2
Baltimore, Ft. McHenry	(39°16'N/76°35'W)	1.7	1.4	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.
(Jan 2014)

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MARYLAND

CHESAPEAKE BAY

APPROACHES TO BALTIMORE HARBOR

Mercator Projection
Scale 1:40,000 at Lat. 39°10'

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

PLANE COORDINATE GRID
(based on NAD 1927)

The Maryland State Grid is indicated on this chart at 20,000 foot intervals thus: –+– The last three digits are omitted.

CAUTION

Improved channels shown by broken lines are subject to shoaling, 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 other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

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

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

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.

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).

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) o(Approximate location)

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.

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.

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 0.392" northward and 1.140" eastward to agree with this chart.

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.

HEIGHTS

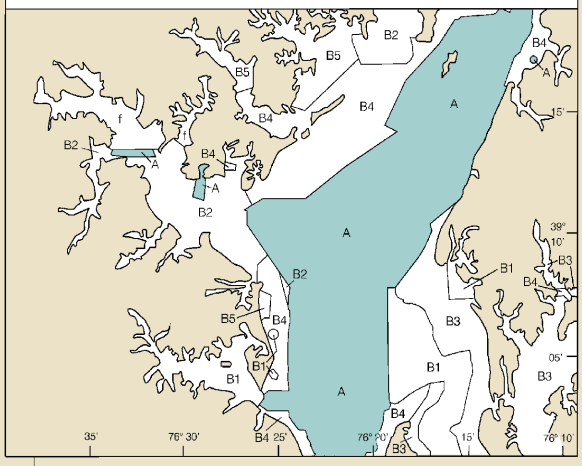
Heights in feet above Mean High Water.

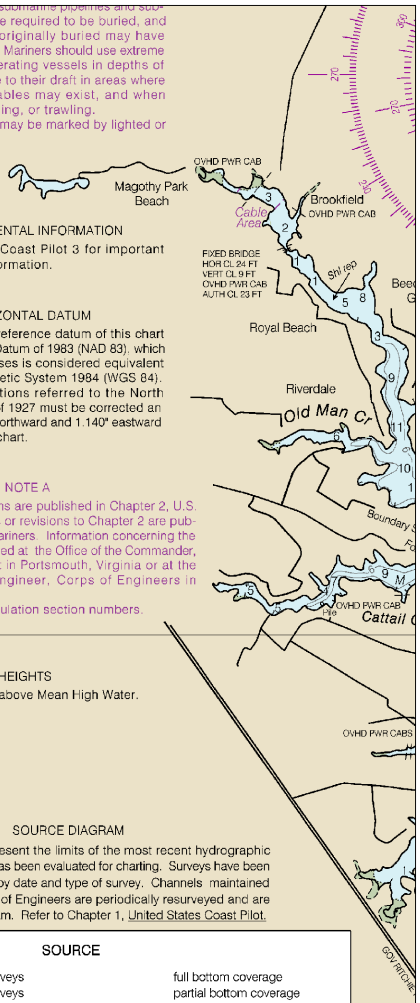
SOURCE DIAGRAM

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	1990-2005	NOS Surveys	full bottom coverage
B1	1990-1999	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage
f		Chart 12281	





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 ... about this chart at http://...

12278

79th Ed., May 2014. Last Correction: 1/31/2017. Cleared through:
LNM: 0417 (1/24/2017), NM: 0517 (2/4/2017)

12

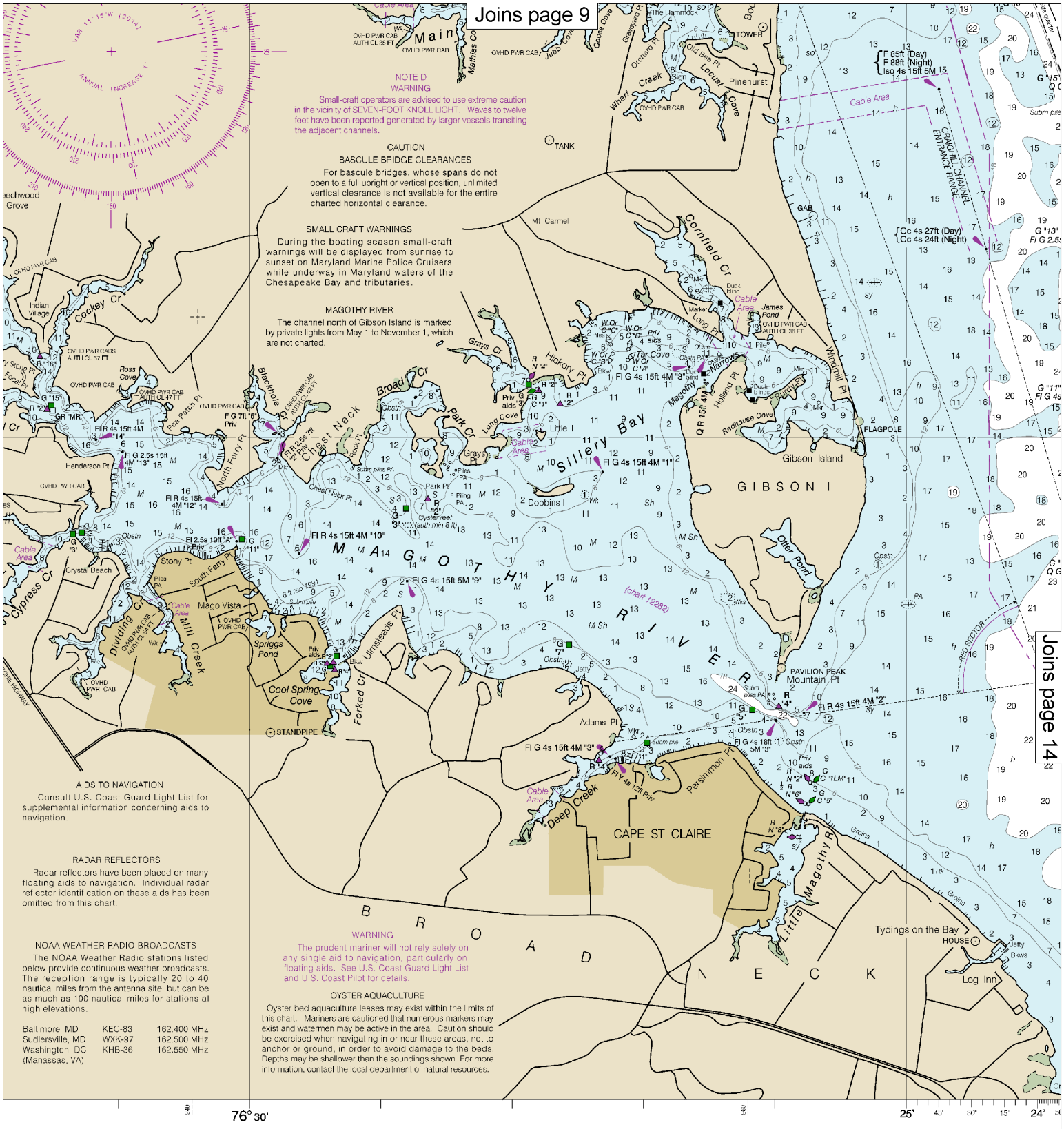
Note: Chart grid lines are aligned with true north.

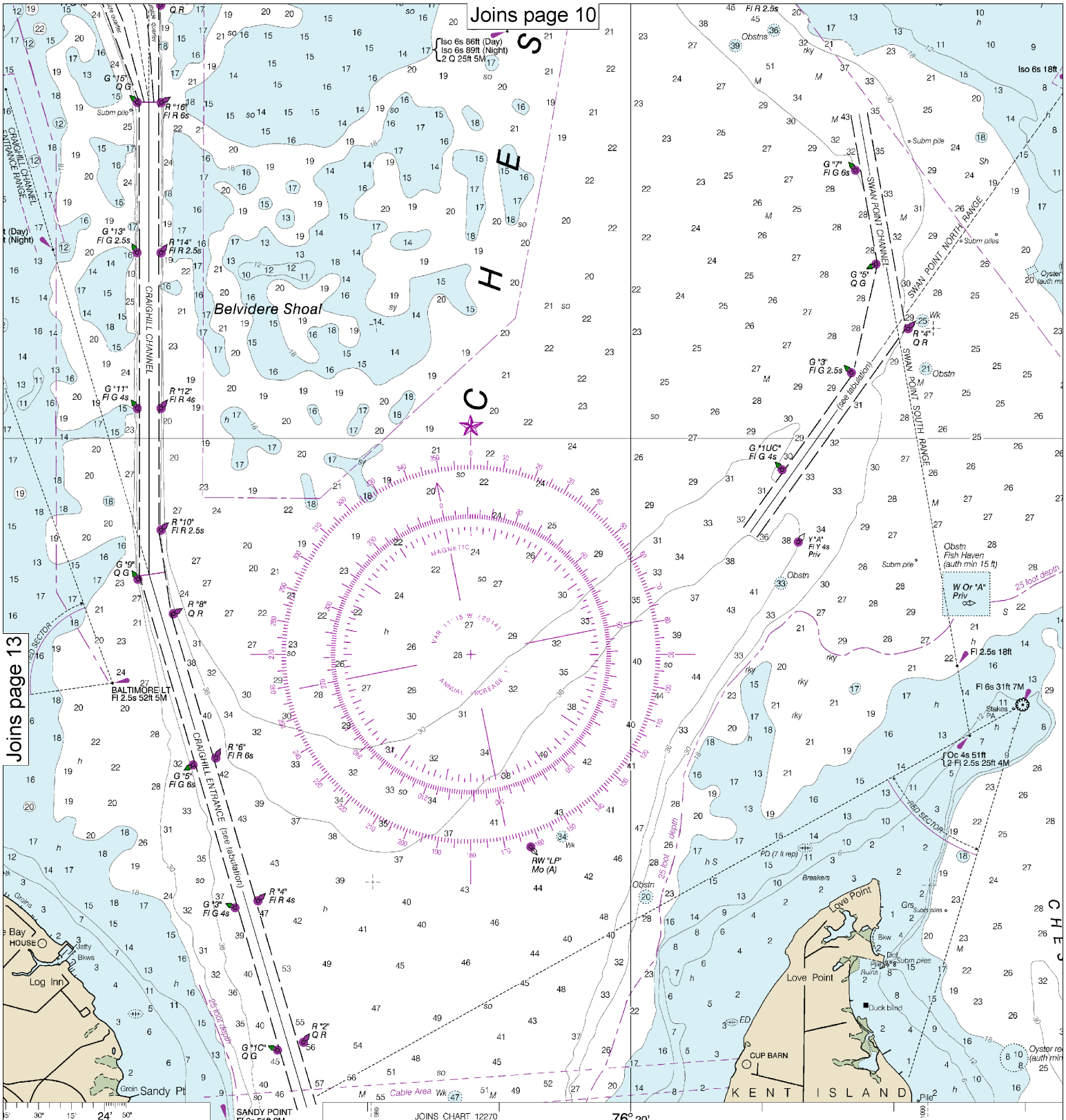
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 9
Joins page 14
NOTE D
WARNING
Small-craft operators are advised to use extreme caution in the vicinity of SEVEN-FOOT KNOLL LIGHT. Waves to twelve feet have been reported generated by larger vessels transiting the adjacent channels.
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.
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.
MAGOTHY RIVER
The channel north of Gibson Island is marked by private lights from May 1 to November 1, which are not charted.
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
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.
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 KEC-83 162.400 MHz
Sudlersville, MD WXK-97 162.500 MHz
Washington, DC (Manassas, VA) KHB-36 162.550 MHz
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.
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.
Main
Mt Carmel
Cornfield Cr
Cockey Cr
Indian Village
Ross Cove
Broad Cr
Park Cr
Long Cove
Grays Cr
Hickory Pt
Chest Neck
Blackhole Cr
Little I
Silley Bay
Dobbins I
Gibson Island
GIBSON I
FLAGPOLE
Redhouse Cove
Megothy Narrows
Holland Pt
Windmill Pt
James Pond
Otter Pond
Henderson Pt
North Ferry Pt
Creast Neck Pt
Park Pt
Oyster reef (auth min 8 ft)
Stony Pt
South Ferry Pt
Crystal Beach
Cypress Cr
Dividing Cr
Mill Creek
Mago Vista
Spriggs Pond
Cool Spring Cove
STANDPIPE
Forked Cr
Umsteads Pt
MAGOTHY RIVER
(chart 12282)
Adams Pt
Deep Creek
Persimmon Pt
CAPE ST CLAIRE
Mountain Pt
PAVILION PEAK
Little Magothy R
BROAD NECK
Tydings on the Bay
HOUSE
Log Inn
Jetty
Bkws
Pinehurst
The Hammock
TOWER
Old Bee Pt
Locust Cove
Orchard Pt
Graveyard Pt
Goose Cove
Jubb Cove
Wharf Creek
TANK
CRAIGHILL CHANNEL ENTRANCE RANGE
F 85ft (Day)
F 88ft (Night)
Iso 4s 15ft 5M 15
Oc 4s 27ft (Day)
Oc 4s 24ft (Night)
Cable Area
Subm pile
Subm piles PA
Obstn
Wk
Sh
M Sh
Grnds
Jetty
Bkws
OVHD PWR CAB
OVHD PWR CABS AUTH CL 57 FT
OVHD PWR CAB AUTH CL 47 FT
OVHD PWR CAB AUTH CL 36 FT
OVHD PWR CAB AUTH CL 54 FT
Fl R 4s 15ft 4M "14"
Fl G 2.5s 15ft 4M "13"
Fl R 4s 15ft 4M "12"
Fl 2.5s 10ft "A"
Fl R 4s 15ft 4M "10"
Fl G 4s 15ft 5M "9"
Fl G 4s 15ft 4M "1"
Fl G 4s 15ft 4M "3"
Q R 15ft 4M
Fl R 4s 15ft 4M "2"
Fl G 4s 15ft 4M "3"
Fl G 4s 18ft 5M "3"
Fl Y 4s 10ft Priv
F G 7ft "5" Priv
Priv aids
Fl R 2.5s 7ft "2" Priv
Fl R 4s 10ft "8" Priv
Fl G 4s 10ft "7" Priv
Fl R 4s 10ft "4" Priv
Fl G 4s 10ft "5" Priv
Fl G 4s 10ft "11" Priv
Fl R 4s 10ft "6" Priv
Fl G 4s 10ft "7" Priv
Fl R 4s 10ft "8" Priv
Fl G 4s 10ft "9" Priv
Fl R 4s 10ft "10" Priv
Fl G 4s 10ft "11" Priv
Fl R 4s 10ft



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ANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

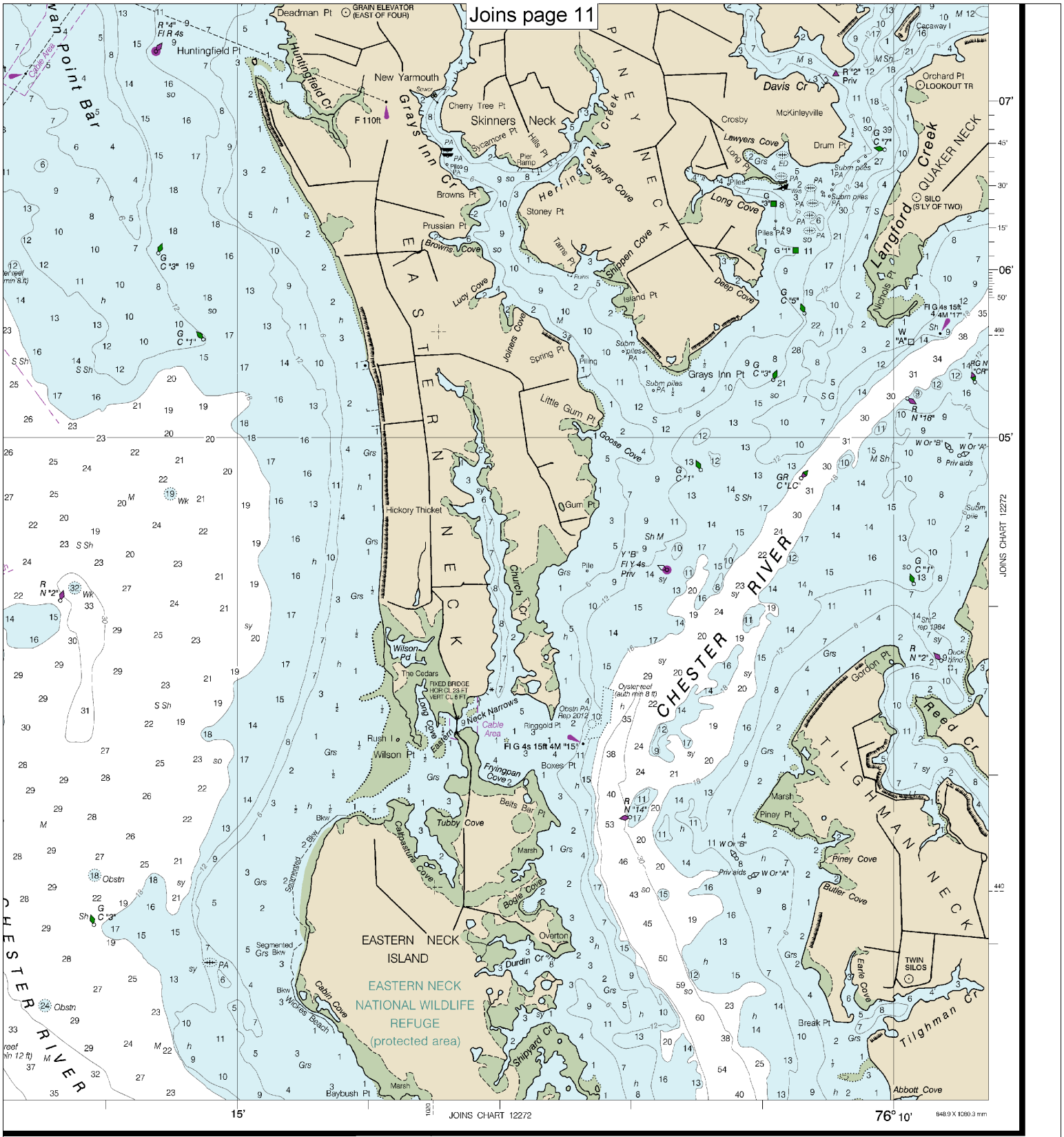
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Approaches to Baltimore Harbor

SOUNDINGS IN FEET - SCALE 1:40,000

12278

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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**
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Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
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 Weather Service	—	**http://www.weather.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.

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