THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MARYLAND

HEAD OF CHESAPEAKE BAY

Mercator Projection
Scale 1:40,000 at Lat. 39°27'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

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 fourth American Datum of 1927 must be corrected an average of 1 second of latitude and 1.189" eastward to agree with this chart.

AIDS TO NAVIGATION

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

NOAA WEATHER RADIO BROADCASTS

NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from this 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	KXK-87	162.500 MHz

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.

SUPPLEMENTAL INFORMATION

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

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.

Lights may be extinguished 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.

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.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Regulations governing the waters covered by this chart are listed in this 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.

NOTE B

CAUTION

Unexploded ammunition or ordnance (duds) may exist within the limits of the Restricted Area.

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.

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

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. Surface markers are not always placed on these structures.

Regulations to assure clear passage to and through dredged, and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus:

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

CAUTION

BASCULE BRIDGE CLEARANCES

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

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cable areas and submarine pipeline and cable areas are shown thus:

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 submarine pipelines and cables exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

(A)Accurate location) o(Approximate location)

HEIGHTS

Heights in feet above Mean High Water.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802, VHF-FM Ch. 16, or to the nearest U.S. Coast Guard facility. If immediate communication is impossible (33 CFR 153).

TRAFFIC LIGHT

Traffic light is in operation at Old Town Point Wharf. Consult the Regulations for the Control of Traffic in the Canal before entering. See United States Coast Pilot 3.

NOTE C

Mariners are advised to use particular caution in the Chesapeake and Delaware Canal and its approach via Elk River as far south as Turkey Point due to strong eddies and washes caused by large vessels.

For additional information, see Chapter 7, U.S. Coast Pilot 3.

ELK RIVER

Shifting channel exists between Plum Point and Elkton in Oct 1982. The controlling depth Sudlersville between Locust Point and Elkton was reported to be 1 foot in Dec 1971 - July 2011.

CHESAPEAKE AND DELAWARE CANAL CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUN 2014

CONTROLLING DEPTHS IN FEET AT LOCAL MEAN LOWER LOW WATER *					PROJECT DIMENSIONS		
NAME OF CHANNEL	OUTBOUND LANE	MIDDLE HALF OF CHANNEL	INBOUND LANE	DATE OF SURVEY	WIDTH BOTTOM	DEPTH PROJECT	DEPTH MLLW
SOUTH END OF ROCKS ISLAND TO HOWELL POINT	36.0	34.0	32.0	1-12, 3-14	450	4.28	36
NORTH POINT TO HOWELL POINT	35.0	35.0	35.0	2-12	450	4.75	35
HOWELL POINT TO GROVE POINT	35.0	36.0	36.0	2-14	450	3.57	35
GROVE POINT TO TURKEY POINT	32.0	34.0	34.0	3,5,8-14	450	3.46	35
TURKEY POINT TO OLD TOWN POINT WHARF	33.0	33.0	31.0	4,5-14	450	5.45	35
OLD TOWN POINT WHARF TO BULL WINDMILL POINT	31.0	35.0	32.0	3-14	450	1.79	35
BULL WINDMILL POINT TO CHESAPEAKE CITY BRIDGE	36.0	31.0	26.0	4,5-14	450	3.53	35
CHESAPEAKE CITY BRIDGE TO BETHEL	31.0	31.0	29.0	4-14	450	1.32	35

* ENTERING FROM CHESAPEAKE BAY

NOTE : CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.

SOURCE DIAGRAM

The outlined areas represent the bents 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	1990-2000	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1950-1969	NOS Surveys	partial bottom coverage
B6	Pre-1950	NOS Surveys	partial bottom coverage

CONTINUATION OF BIRD RIVER

Scale 1:40,000

76°25' — 39°23' — Cable Area — Bird River — Cable Area — 39°21' — 76°23'

JONES CHART 12278 ABOVE

This nautical chart has been designed to promote safe navigation. The National Ocean Service welcomes your comments and suggestions for improvements to improving this chart to the Chief, Marine Chart Division (N/CS3), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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 for 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/mcd

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