SOUNDINGS IN FEET

12280

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
MARYLAND AND VIRGINIA
CHESAPEAKE BAY

Mercator Projection
Scale 1:200,000 at Lat. 38°10'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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
Washington, DC (Manassas, VA)	KHB-36	162.550 MHz
Heathsville, VA	WXM-57	162.400 MHz
Norfolk, VA	KHB-37	162.550 MHz
Salisbury, MD	KEC-82	162.475 MHz
Sudlersville, MD	WXK-97	162.500 MHz

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.

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.

CAUTION

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

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

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) ⊙Approximate location)

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.

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

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).

For Symbols and Abbreviations see Chart No. 1

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 3 & 4. 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 or Norfolk, Virginia.
Refer to charted regulation section numbers.

CAUTION

This chart is not intended for navigating the tributaries and nearshore waters of the Chesapeake Bay. Many wrecks, obstructions and aids to navigation have been omitted from this chart. For detailed information use larger scale charts.

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.

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

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilots 3 & 4 for important supplemental information.

AIDS TO NAVIGATION

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

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are enforced by the U.S. Coast Guard. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/

NOTE C
CHESAPEAKE BAY CHANNELS

The controlling depth in the channels in the Chesapeake Bay are shown on tabulations printed on large scale charts and are not indicated hereon.

NOTE F
TRAFFIC SEPARATION SCHEME

The traffic separation scheme is designed to aid in the prevention of collisions at the approaches to Chesapeake Bay and does not supersede or alter the applicable Rules of the Road.

The RECOMMENDED routes for entering and departing from Chesapeake Bay are overprinted on this chart. The Northeast Approach is marked by a tinted magenta line overprint. Vessels in the Northeast Approach should leave all buoys on their port hand vessels. Vessels should leave all buoys on their port hand.

It is RECOMMENDED that the following ships use the Southern Approach: deep-water route when bound for Chesapeake Bay from sea or to sea from Chesapeake Bay. Deep-draft ships, drafts defined as 42 feet/12.8 meters or greater in fresh water, and naval aircraft carriers. Ships drawing less than 42 feet/12.8 meters may use the deep-water route when, in their master's judgment, the effects of ship characteristics, its speed, and prevailing environmental conditions combine the draft of the ship to equal or exceed 42 feet/12.8 meters.

It is RECOMMENDED that a ship using the deep-water route: Announce her presence on VHF channel 16 as it approaches Chesapeake Bay Southern Approach Lighted Whistle Buoy "CS" on the south end, or Chesapeake Bay Entrance Lighted Whistle Buoy "CH", on the north end of the route.

Avoid, as far as practicable, overtaking other ships operating in the deep-water route.

Keep as near to the outer limit of the route which lies on the starboard side as is safe and practicable.

Vessels not proceeding through the Chesapeake Bay traffic separation scheme should use the appropriate inbound or outbound traffic lane of the traffic separation scheme.

Traffic within the precautionary area may consist of vessels operating between Thimble Shoal and Chesapeake Channels and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The normal Pilot Boarding Area is outlined by a magenta barry.

NOTE E
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.

TIDAL INFORMATION

PLACE NAME	(LATITUDE) (LONGITUDE)	Height referred to datum of sounding: (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
Solomons, Gales Creek	(38°19'N) (76°27'W)	0.3	0.3	0.2
Solomons, Solomons Island	(38°19'N) (76°27'W)	0.7	0.6	0.0
Baltimore, Ft. Monroe	(37°14'N) (76°18'W)	1.7	1.6	0.2
Chesapeake, Chicken Point	(39°32'N) (76°04'W)	2.7	2.2	0.4
Annapolis, U.S. Naval Academy	(38°59'N) (76°29'W)	1.4	1.2	0.2
Baltimore, Fort McHenry Channel	(39°16'N) (76°34'W)	1.2	1.0	0.1
Cambridge, Choptank River	(38°34'N) (76°04'W)	2.0	1.8	0.2
Wolf Trap Light	(37°23'N) (76°11'W)	1.8	1.7	0.1
Hampton Roads, Sewells Point	(36°57'N) (76°20'W)	2.8	2.5	0.1

Gauges = ( ) 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)

NOTE G
CAUTION

The Chesapeake Bay Bridge-Tunnel complex has on several occasions suffered damage from vessels due to adverse weather conditions. Currents in excess of three knots can be expected in the area. Mariners transiting this area are urged to be particularly alert in regards to weather conditions. Current information is available on channels 24 Hour weather broadcasting on 162.55 mhz. The Local Marine Operator also transmits weather information at 0100, 0700, 1300, and 1900 local time on 2536 and 2450 kHz. Transmitting schedules are subject to change, see Notice to Mariners. Maneuvering in close proximity of the bridge-tunnel complex is discouraged.

FISH TRAP AREAS

Fish trap areas and buoys marking these areas are not shown on this chart. See large scale charts.

CABLE AND PIPELINE AREAS

The cable and pipeline areas failing within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

CAUTION

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

SOURCE DIAGRAMS

The entire area of this chart is covered by larger scale charts outlined below. See larger scale charts for Source Diagrams which outline the limits of the most recent hydrographic survey information that has been evaluated for charting.

BALTIMORE
WASHINGTON
For detailed information use larger scale charts.
See Atlantic Coast Chart Catalog

WASHINGTON, D.C.

NOTE H
Poplar Island restoration project. Access channel for construction use only.

CHESAPEAKE BAY BRIDGES
CHESAPEAKE CHANNEL SPANS
HOR CL 1000 FT
VERT CL 186 FT
3 fixed white lights are at the center of the southernmost span, over fixed green range lights.
EASTERN CHANNEL SPANS
HOR CL 600 FT
VERT CL 187 FT
Fixed green range lights mark the center of the southern span.

NOTE B
Chesapeake Bay Bridge-Tunnel
(Private lights)
Trestles A & B - In each trestle section the fixed navigation opening is one small craft channel of a group of 3 spans. A fixed green light marks the centerline of each span and fixed red lights mark outermost bridge support piling on each side of the opening.
WESTERN SPANS
HOR CL 70 FT
VERT CL 23 FT AUTH
EASTERN SPANS
HOR CL 70 FT
VERT CL 21 FT
North Channel Bridge - A fixed green light marks the midchannel. Fixed red obstruction lights mark each pier in Trestles C and D.
NORTHERN SPAN
HOR CL 300 FT
VERT CL 70 FT
SOUTHERN SPAN
HOR CL 300 FT
VERT CL 70 FT

NOTE C
CHESAPEAKE BAY CHANNELS
The controlling depth in the channels in the Chesapeake Bay are shown on tabulations printed on large scale charts and are not indicated hereon.

JOINS LEFT PANEL

JOINS RIGHT PANEL

11th Ed., Feb. / 14
12280
Last Correction: 10/19/2015. Cleared through:
LNM: 4015 (10/6/2015), NM: 4215 (10/17/2015)

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 not included.

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm

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NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

Chesapeake Bay
SOUNDINGS IN FEET - SCALE 1:200,000

12280