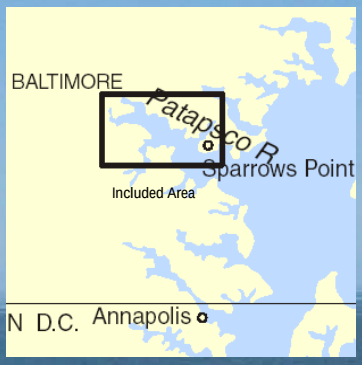
BookletChart™

Baltimore Harbor

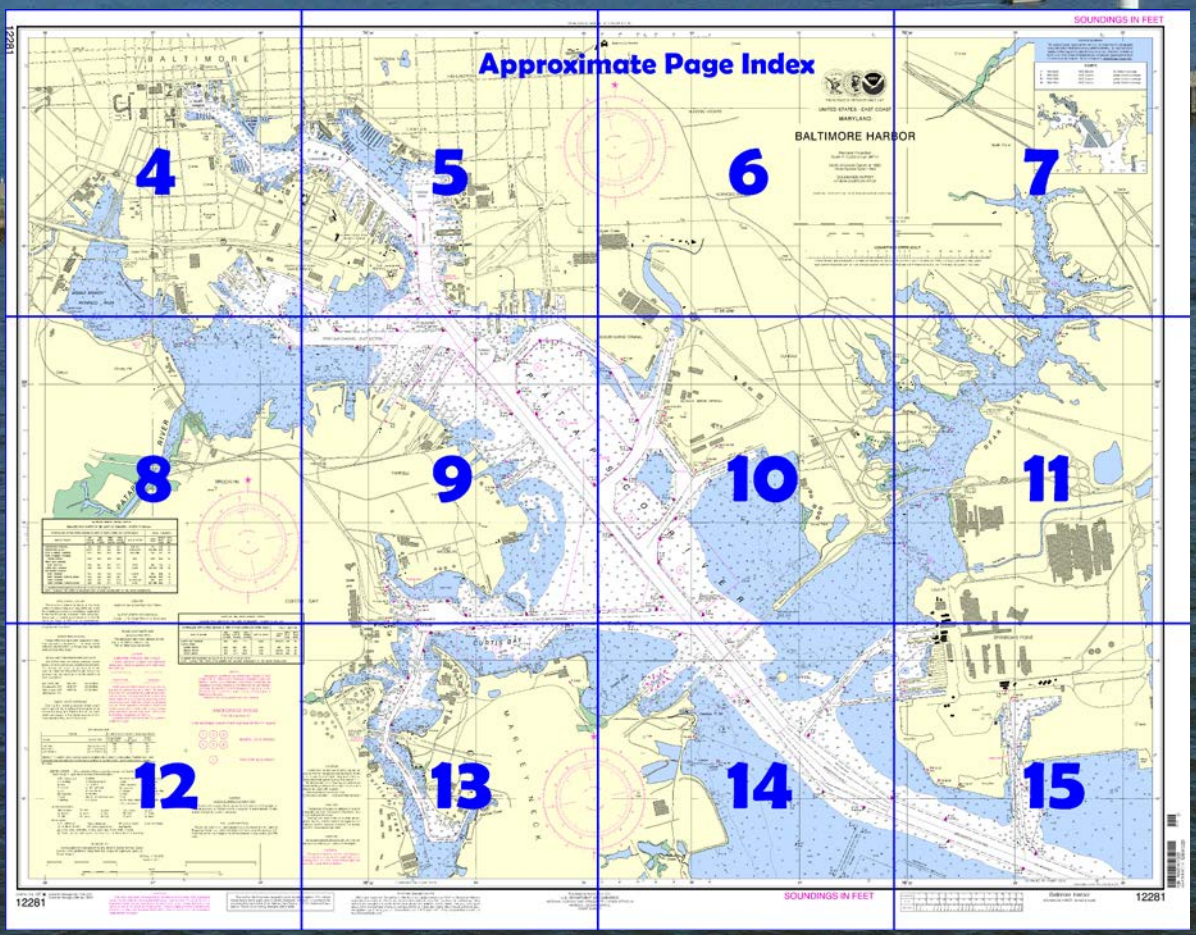
NOAA Chart 12281

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=12281

(Selected Excerpts from Coast Pilot)
Currents in the harbor are 0.8 knot on the flood and ebb. In May 1981, strong currents were reported in the vicinity of Fort Carroll and Brewerton Angle on the change of tides.
Bear Creek has channel depths of 8 feet or more almost to the head. Rocks, covered 2 feet and marked by a daybeacon, are 550 yards southeast of Sollers Point. Numerous piles and obstructions are in the entrance to the creek between Coffin Point and Lloyd Point.
Peachorchard Cove has depths of 7 feet for 0.4 mile to within 0.1 mile of its head. The railroad bridge 0.9 mile above the fixed bridge has clearance of 8 ft.
Lynch Cove has general midchannel depths of 8 feet or more for 0.6 mile, thence shoaling to 1 foot to the head 0.8 mile above the entrance. There are small-craft facilities in Lynch Cove.
Schoolhouse Cove has depths of 7 feet to near the head. A yacht club is on the east side of Bear Creek below Schoolhouse Cove. The bridge over Bear Creek above Schoolhouse Cove a clearance of 12 feet.
A 6 m.p.h. **speed limit** is enforced in Bear Creek above Lynch Cove on Saturdays, Sundays, and holidays.
Channels.–Federal project channels were discussed at the beginning of the chapter. The branch channels will be covered in the descriptions of the tributaries.
Anchorages.–General, dead ship, and small-craft anchorages are in Baltimore Harbor. (See **110.1 and 110.158**, chapter 2, for limits and regulations.)
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.
Fogs occur chiefly from October to March, inclusive. From April to September there are only a few days with dense fogs. Very light winds clear the fog away.
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.
Harbor regulations.–The Maryland Port Administration has general jurisdiction over the physical operation of Baltimore Harbor and issues rules and regulations pertaining to the use of the public wharves and piers. The Port Administration office is at the World Trade Center Baltimore, Baltimore, MD 21202

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

RCC Norfolk	Commander 5th CG District Norfolk, VA	(575) 398-6231

Table of Selected Chart Notes

Corrected through NM May 12/12
Corrected through LNM May 08/12

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:15,000 at Lat. 39°14'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW 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.

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

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.

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 0.387" northward and 1.128" eastward to agree with this chart.

CAUTION

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

FISHING AND HUNTING STRUCTURES

Uncharted 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

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

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.

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

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.

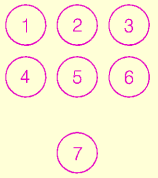
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

ANCHORAGE AREAS

110.158 (see note A)

Limits and assigned numbers of anchorage areas are shown in magenta



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.

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.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

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
Fort 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.

(Mar 2012)

CURTIS CREEK CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2010

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	33.0	33.0	8-10	200	0.54	35
MIDDLE REACH	19.0	17.0	15.0	8-10	200-380	1.09	22
UPPER REACH	19.0	17.0	15.0	8-10	200-100	0.55	22

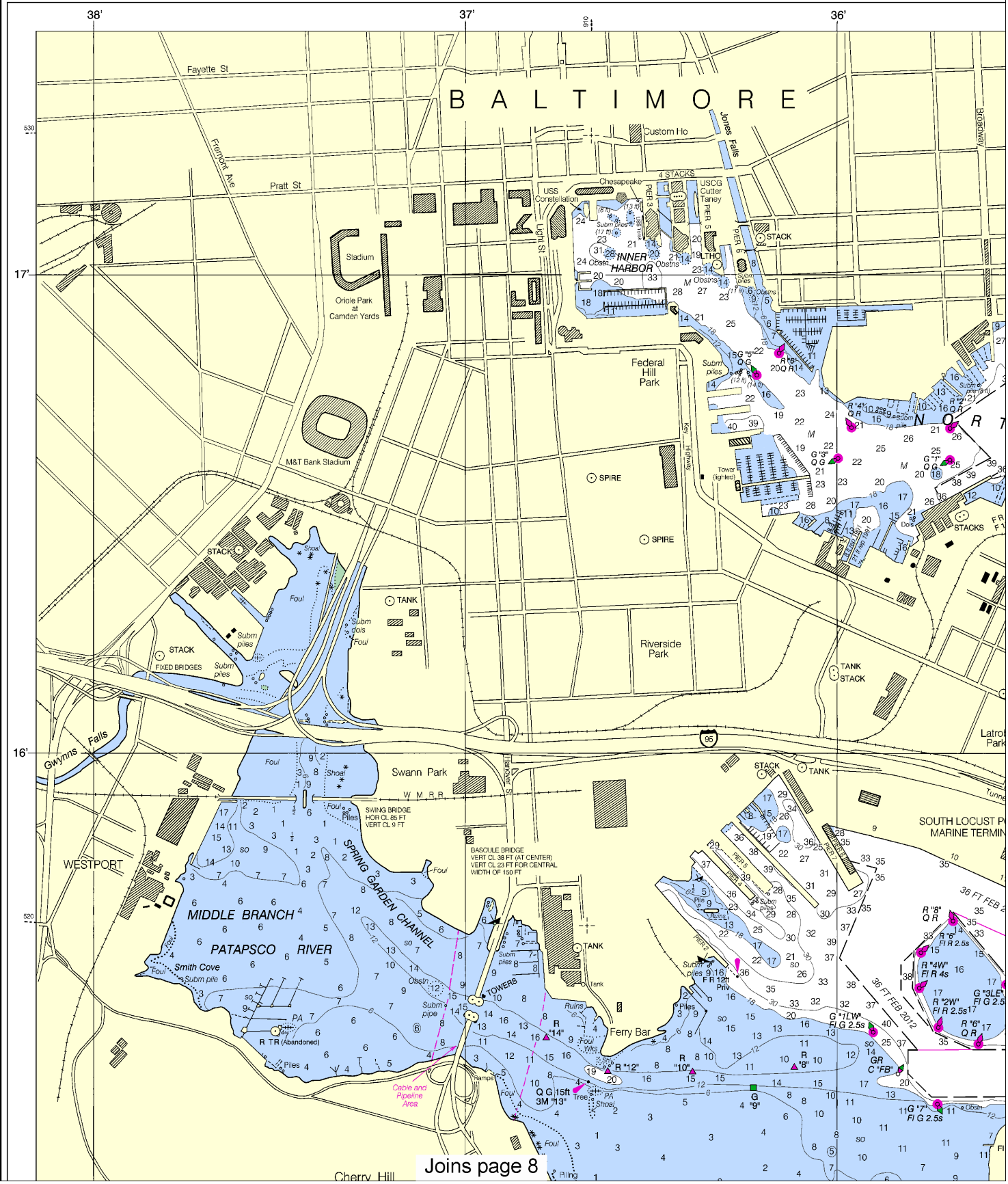
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

BALTIMORE HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2012

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)
BREWERTON CHANNEL	47.0	51.0	51.0	48.0	3-12	700	3.50	50
BREWERTON ANGLE	45.0	48.0	49.0	49.0	3-12	700-1460	1.10	50
FORT MCHENRY CHANNEL	50.0	50.0	50.0	50.0	3-10	700	4.22	50
FERRY BAR CHANNEL	34.0	38.0	30.0	35.0	4-11	600	1.50	42
CURTIS BAY CHANNEL	49.0	50.0	50.0	50.0	4-11	400-1275	2.25	50
NORTHWEST HARBOR								
EAST CHANNEL	41.0	44.0	46.0	43.0	12-11	600-950	1.52	49
WEST CHANNEL	38.0	39.0	36.0	36.0	12-11	600-1068	1.38	40

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



Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

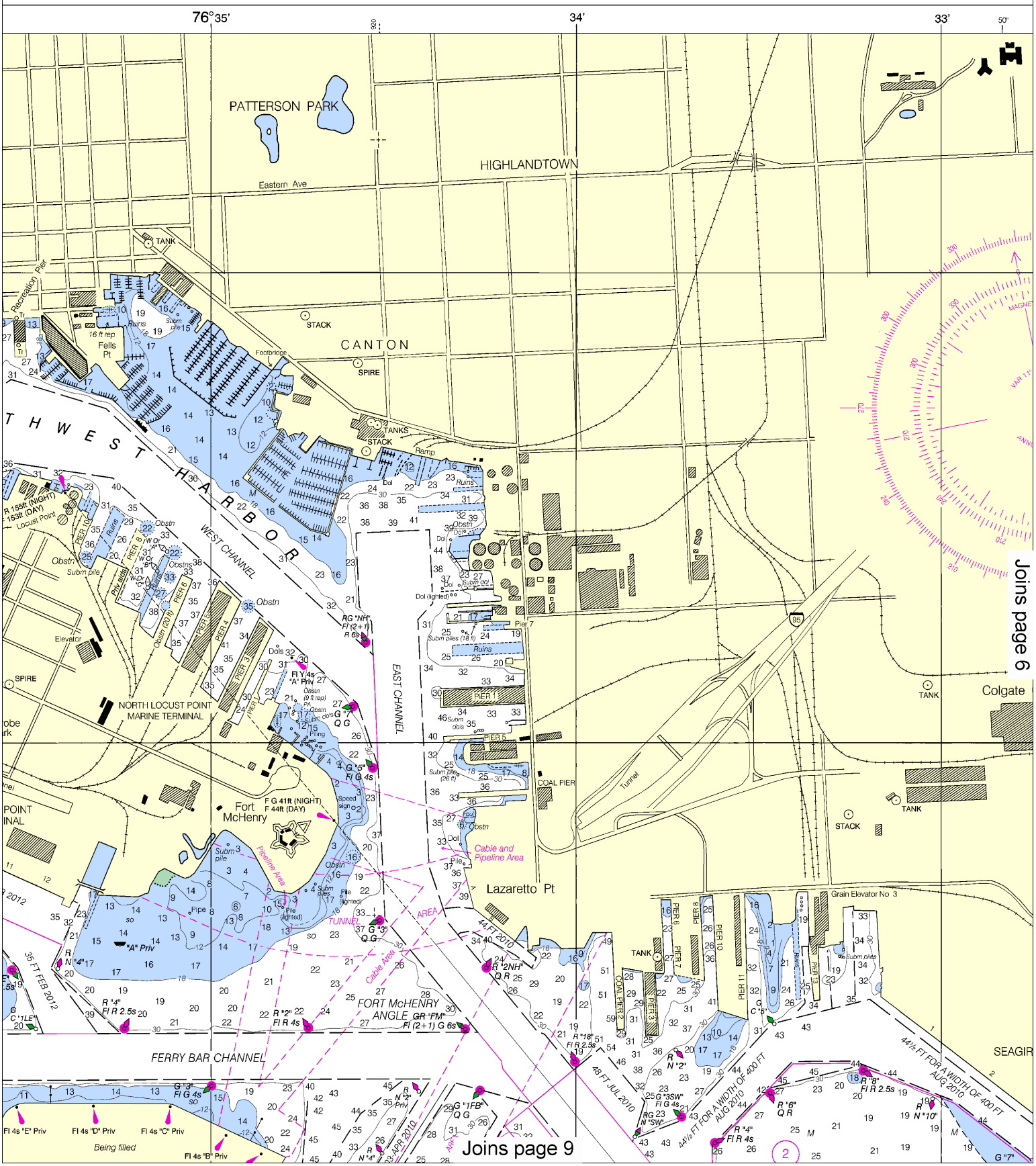
0 1

Yards

500 0 500 1000 1500

4

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:20000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

545, 1st Ed., Jun. 1921 C-1942-566 KAPP 640

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

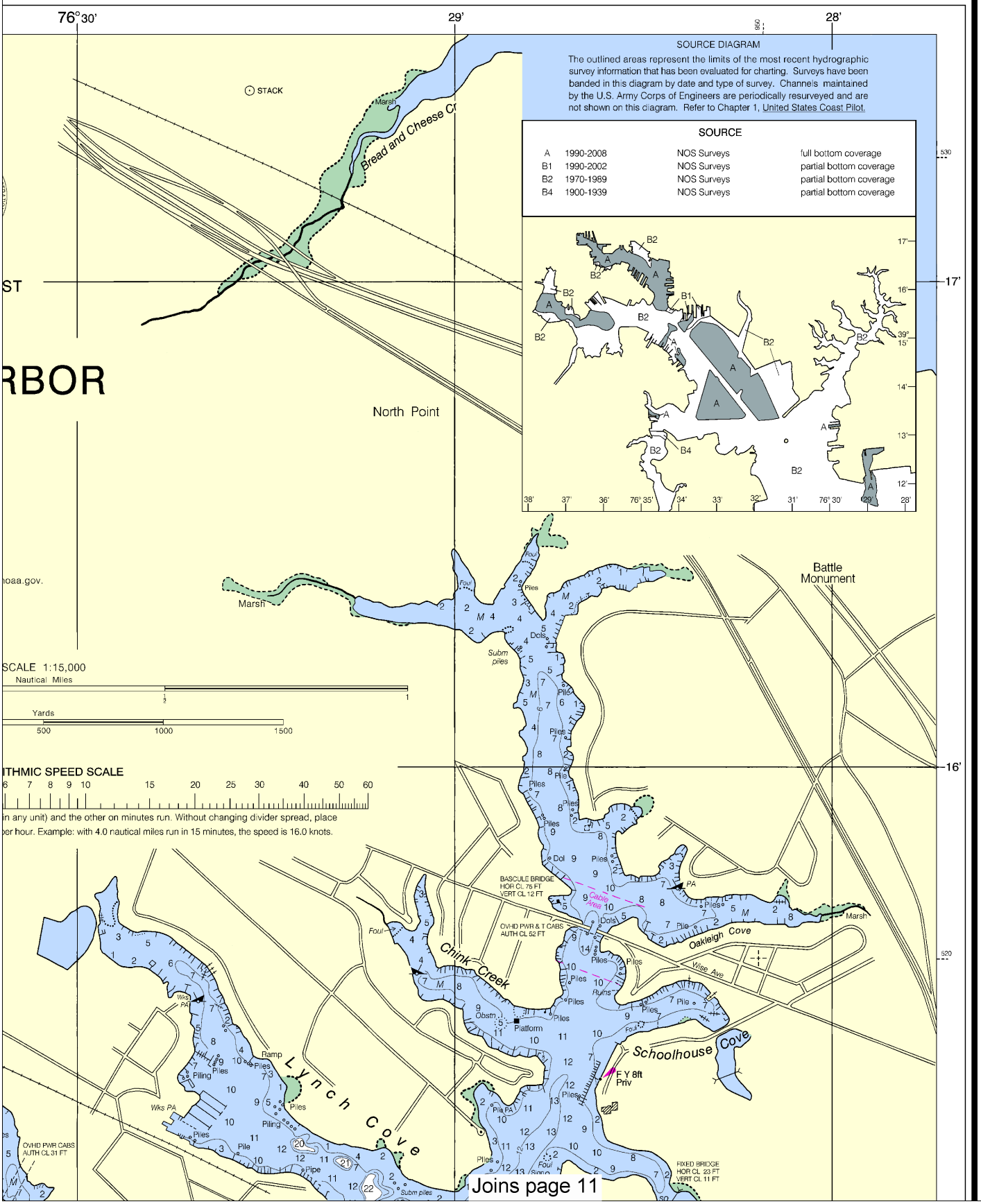
Nautical Miles

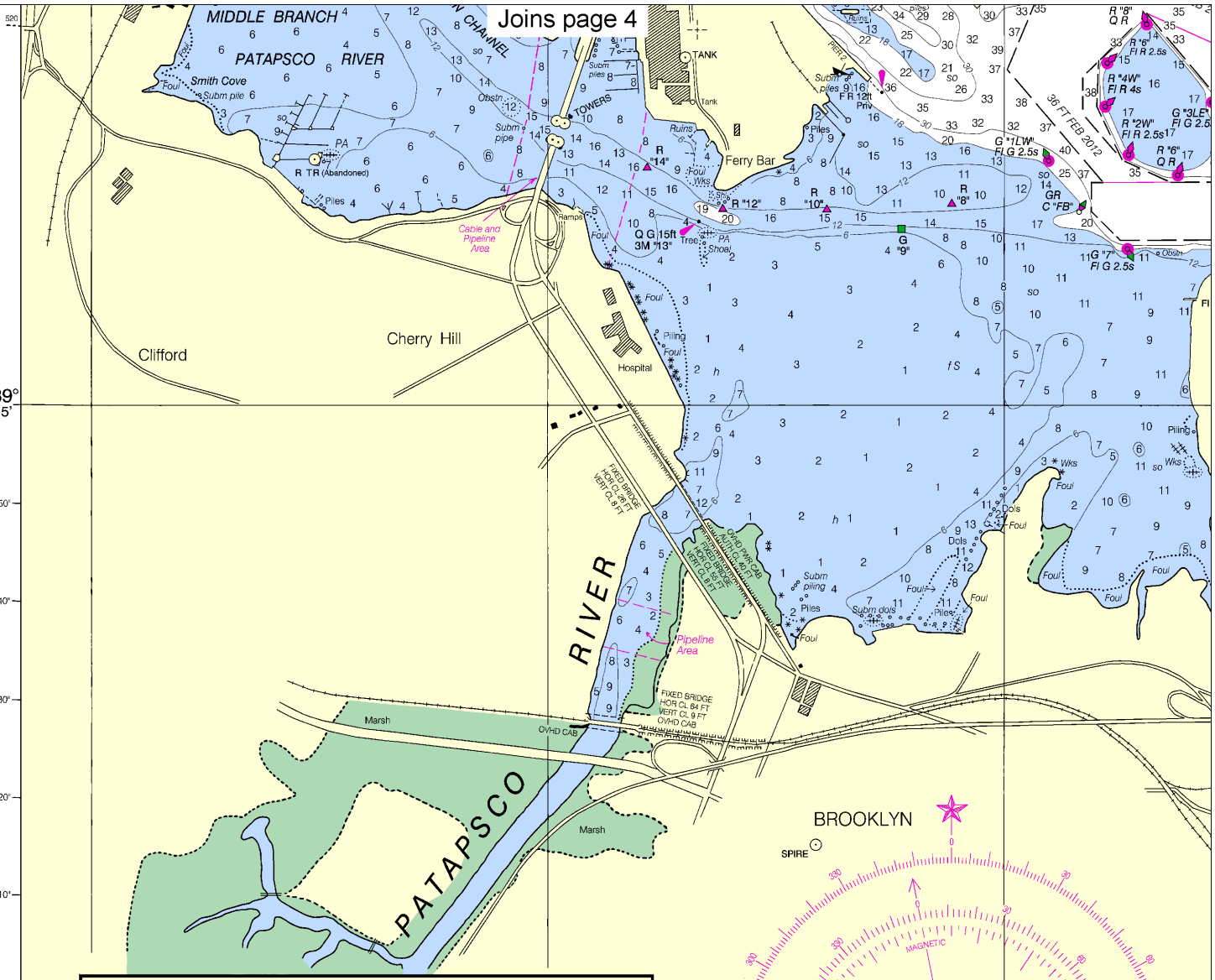
0 1

Yards

500 0 500 1000 1500

See Note on page 5.


76°30'
29'
28'
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 1990-2008 NOS Surveys full bottom coverage
B1 1990-2002 NOS Surveys partial bottom coverage
B2 1970-1989 NOS Surveys partial bottom coverage
B4 1900-1939 NOS Surveys partial bottom coverage
STACK
Marsh
Bread and Cheese Cr
North Point
Battle Monument
Marsh
SCALE 1:15,000
Nautical Miles
Yards
500
1000
1500
ITHMIC SPEED SCALE
in any unit) and the other on minutes run. Without changing divider spread, place
per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.
BASCULE BRIDGE
HOR CL 75 FT
VERT CL 12 FT
OVHD PWR & T CABS
AUTH CL 52 FT
Chink Creek
Oakleigh Cove
Wise Ave
Marsh
Platform
Schoolhouse Cove
F Y 8ft
Priv
Lynch Cove
Ramp
Piling
Wks PA
OVHD PWR CABS
AUTH CL 31 FT
FIXED BRIDGE
HOR CL 23 FT
VERT CL 11 FT
Joins page 11



BALTIMORE HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) * LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
BREWERTON CHANNEL	47.0	51.0	51.0	48.0	3-12	700	3.50	50
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* ALL DEPTHS REPORTED TO NEAREST FOOT

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE 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 0.387" northward and 1.128" eastward to agree with this chart.

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.

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

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

PLANE COORDINATE GRID

(based on NAD 1927)

The Maryland State Grid is indicated on this chart at 10,000 foot intervals thus: The last three digits a

Joins page 12

CURTIS

CURTIS CREEK CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2010

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
CURTIS CREEK							
LOWER REACH	32.0	33.0	33.0	8-10	200	0.54	35
MIDDLE REACH	19.0	17.0	15.0	8-10	200-380	1.09	22
UPPER REACH	10.0	17.0	15.0	8-10	200-100	0.55	22

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

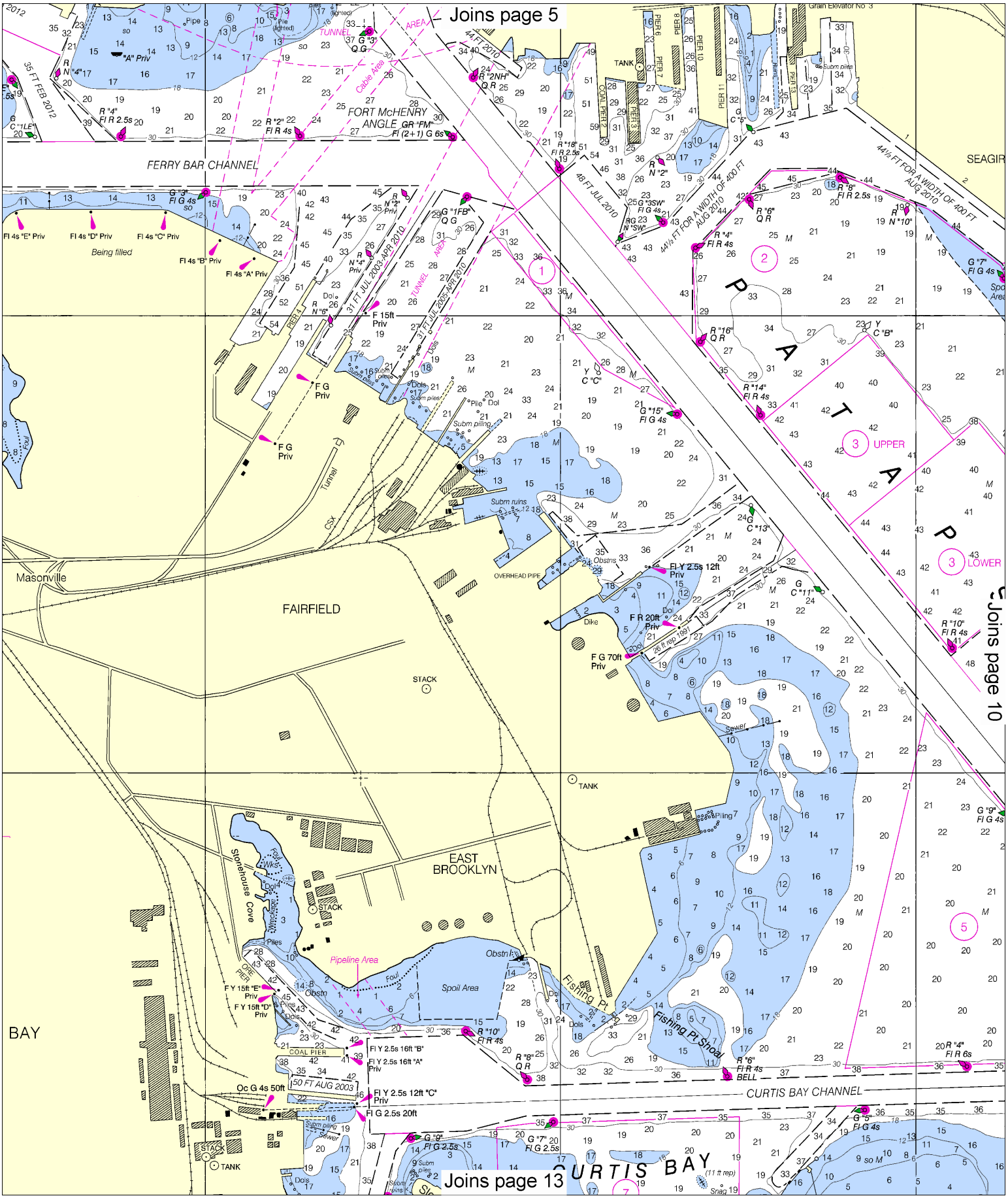
See Note on page 5.

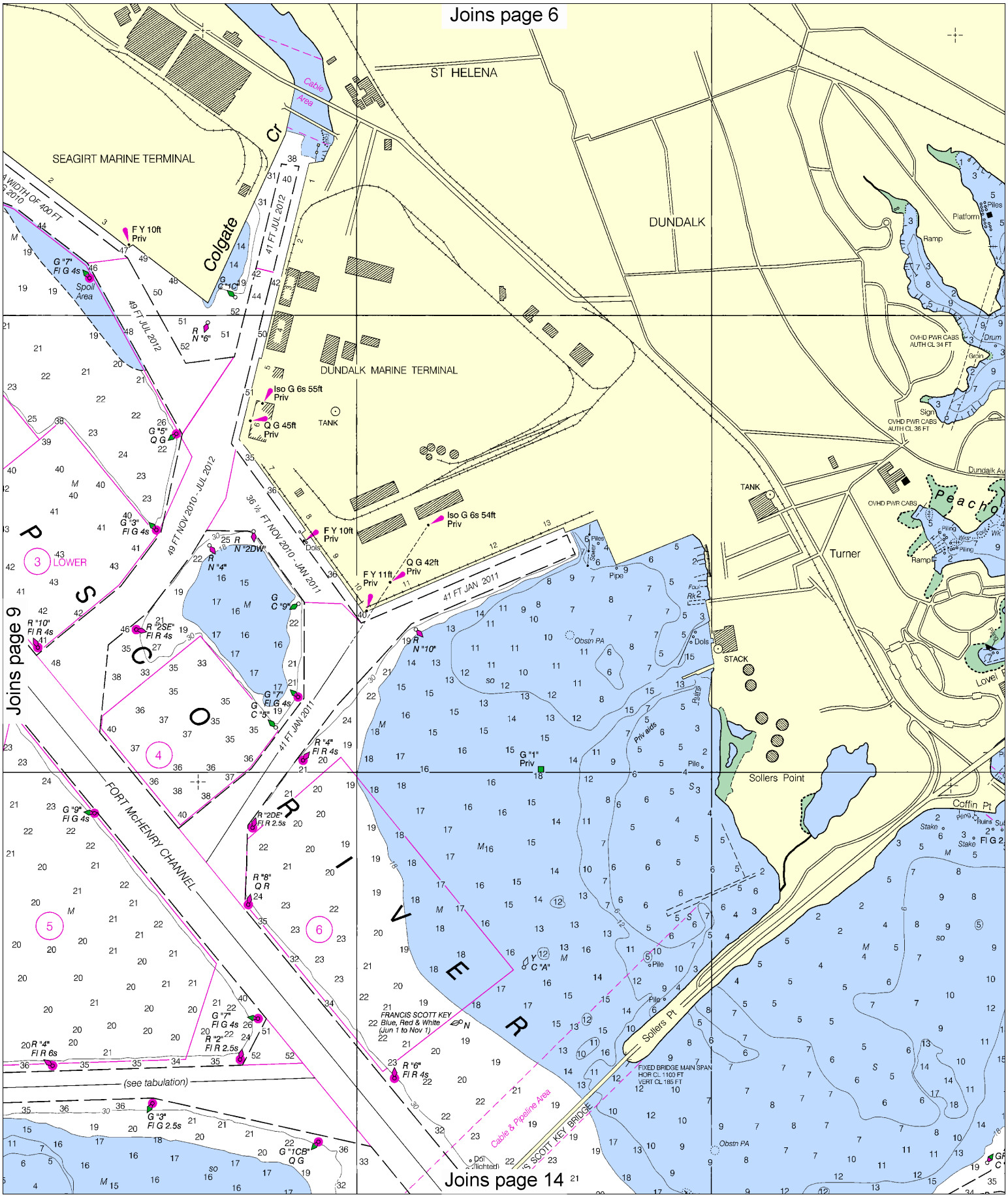
Nautical Miles

0 1

Yards

500 0 500 1000 1500


Joins page 5
Joins page 10
Joins page 13
FERRY BAR CHANNEL
FORT McHENRY ANGLE
Being filled
Masonville
FAIRFIELD
EAST BROOKLYN
BAY
CURTIS BAY CHANNEL
CURTIS BAY
Stonehouse Cove
Pipeline Area
Spoil Area
Fishing Pt
Fishing Pt Shoal
OVERHEAD PIPE
Subm ruins
Subm piling
Subm piles
Dike
Sewer
Piling
Piles
Wreckage
Foul
Obstn
Obstns
Dols
Dol
Pile
Pipe
Tunnel
CSX
TANK
STACK
COAL PIER
PIER 4
PIER 6
PIER 7
PIER 8
PIER 10
PIER 11
PIER 13
Grain Elevator No 3
SEAGIR
UPPER
LOWER
BELL
Snag
Fl 4s "E" Priv
Fl 4s "D" Priv
Fl 4s "C" Priv
Fl 4s "B" Priv
Fl 4s "A" Priv
F 15ft Priv
F G Priv
F G Priv
Fl Y 2.5s 12ft Priv
F R 20ft Priv
F G 70ft Priv
F Y 15ft "E" Priv
F Y 15ft "D" Priv
Fl Y 2.5s 16ft "B"
Fl Y 2.5s 16ft "A" Priv
Fl Y 2.5s 12ft "C" Priv
Fl G 2.5s 20ft
Oc G 4s 50ft
35 FT FEB 2012
31 FT JUL 2003-APR 2010
31 FT JUL 2005-APR 2010
48 FT JUL 2010
44½ FT FOR A WIDTH OF 400 FT AUG 2010
44½ FT FOR A WIDTH OF 400 FT AUG 2010
50 FT AUG 2003
26 ft rep 1991
Cable Area
TUNNEL AREA
PATAPSCO



10

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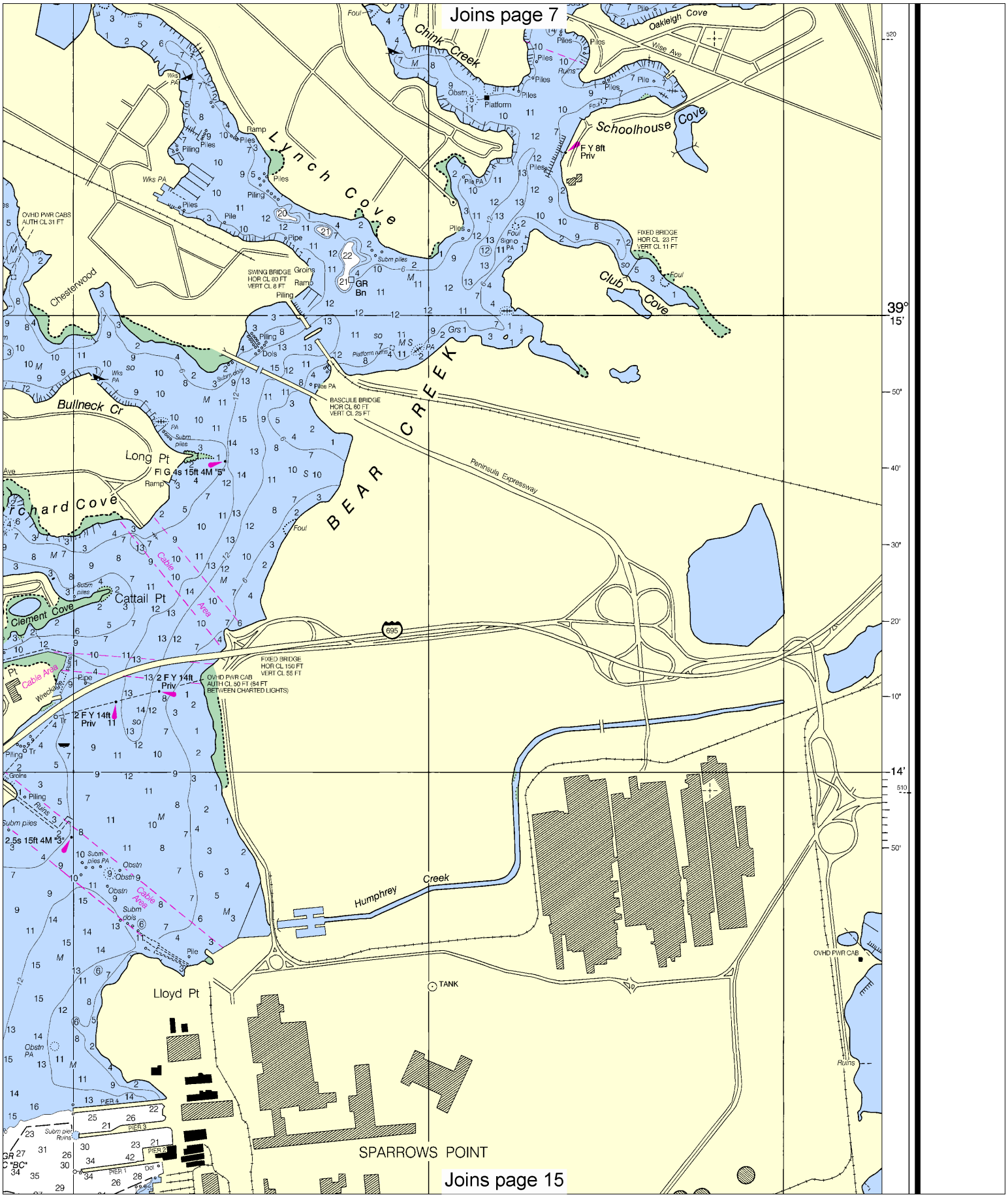
Nautical Miles

0 1

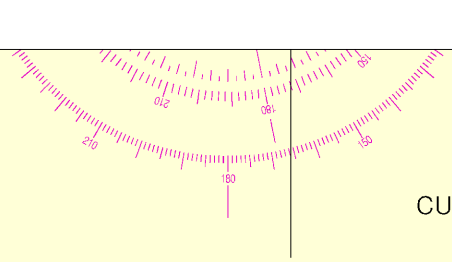
Yards

500 0 500 1000 1500


Joins page 7
Chink Creek
Oakleigh Cove
Vrise Ave
Lynch Cove
Schoolhouse Cove
F Y 8ft
Priv
Chesterwood
Club Cove
FIXED BRIDGE
HOR CL 23 FT
VERT CL 11 FT
SWING BRIDGE
HOR CL 80 FT
VERT CL 8 FT
BEAR CREEK
BASCULE BRIDGE
HOR CL 60 FT
VERT CL 25 FT
Bullneck Cr
Long Pt
Fl G 4s 15ft 4M "5"
Peninsula Expressway
Orchard Cove
Cattail Pt
Clement Cove
695
FIXED BRIDGE
HOR CL 150 FT
VERT CL 55 FT
OVHD PWR CAB
AUTH CL 50 FT (64 FT
BETWEEN CHARTED LIGHTS)
2 F Y 14ft
Priv
2.5s 15ft 4M "3"
Humphrey Creek
Lloyd Pt
TANK
OVHD PWR CAB
SPARROWS POINT
Joins page 15
39°
15'
14'

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

Joins page 8



CURTIS

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(Mar 2012)

CURTIS CREEK CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2010

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
CURTIS CREEK							
LOWER REACH	32.0	33.0	33.0	8-10	200	0.54	35
MIDDLE REACH	19.0	17.0	15.0	8-10	200-380	1.09	22
UPPER REACH	19.0	17.0	15.0	8-10	200-100	0.55	22

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

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.

ANCHORAGE AREAS

110.158 (see note A)

Limits and assigned numbers of anchorage areas are shown in magenta

1 2 3 4 5 6 GENERAL ANCHORAGES

7 DEAD SHIP ANCHORAGE

FISHING AND HUNTING STRUCTURES

Uncharted 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

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.

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).

ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

SCALE 1:15,000

Nautical Miles

½ 0 ½ 1

Yards

500 0 500 1000 1500

13' 12' 500 38' 37' 36'

54th Ed., May / 12 ■ Corrected through NM May 12/12
Corrected through LNM May 08/12
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.

This nautical chart has been designed to promote safe navigat
Ocean Service encourages users to submit corrections, additions,
improving this chart to the Chief, Marine Chart Division (N/CS2)
Service, NOAA, Silver Spring, Maryland 20910-3282.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

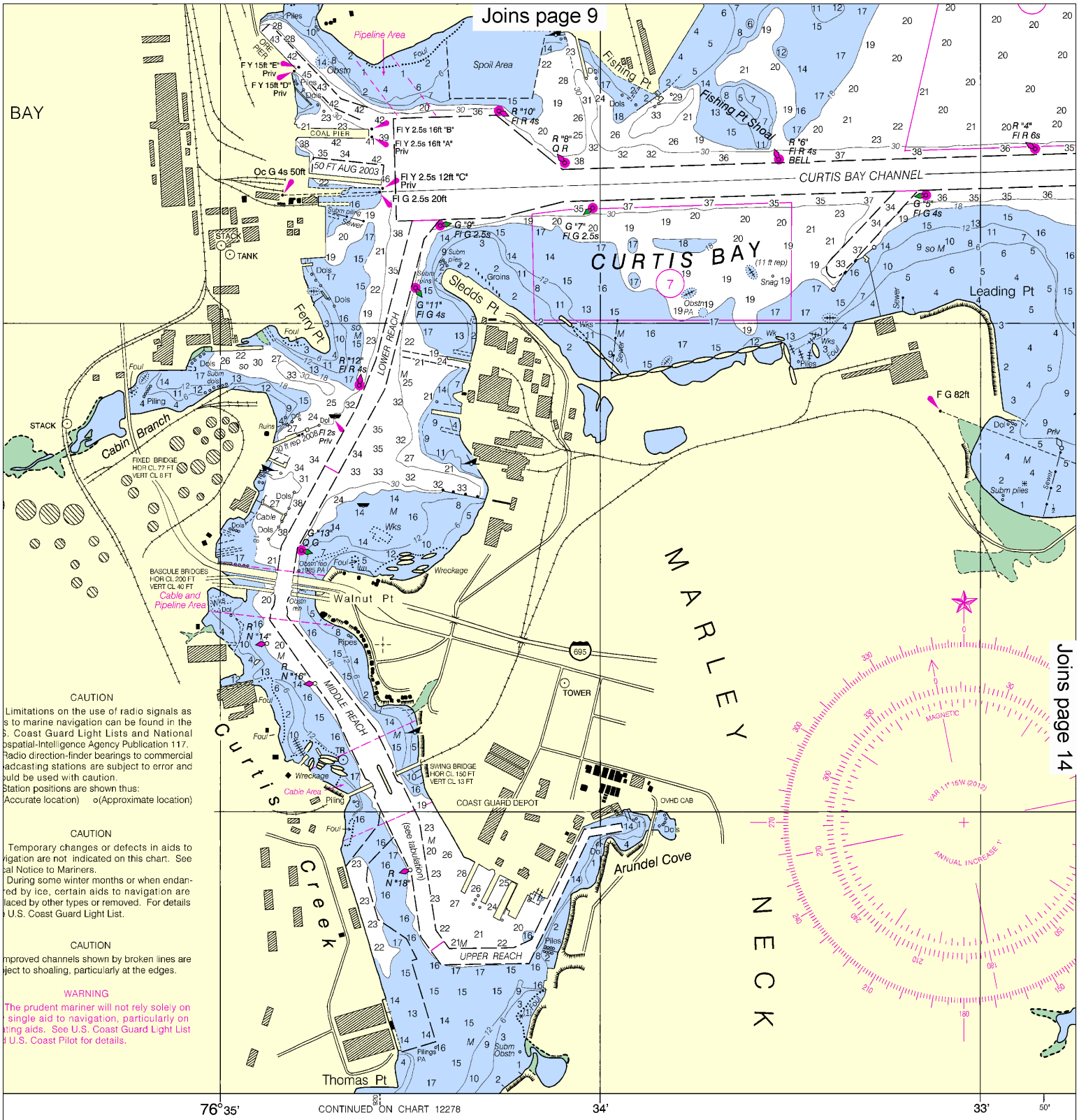
See Note on page 5.

Nautical Miles

0 1

Yards

500 0 500 1000 1500



CAUTION

Limitations on the use of radio signals as s to marine navigation can be found in the S. Coast Guard Light Lists and National ospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial adcasting stations are subject to error and ould be used with caution. Station positions are shown thus: (Accurate location) o(Approximate location)

CAUTION

Temporary changes or defects in aids to vigation are not indicated on this chart. See al Notice to Mariners. During some winter months or when endan- red by ice, certain aids to navigation are laced by other types or removed. For details e U.S. Coast Guard Light List.

CAUTION

mproved channels shown by broken lines are ject to shoaling, particularly at the edges.

WARNING

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

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PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.

Published at Washington, D.C
U.S. DEPARTMENT OF COMME
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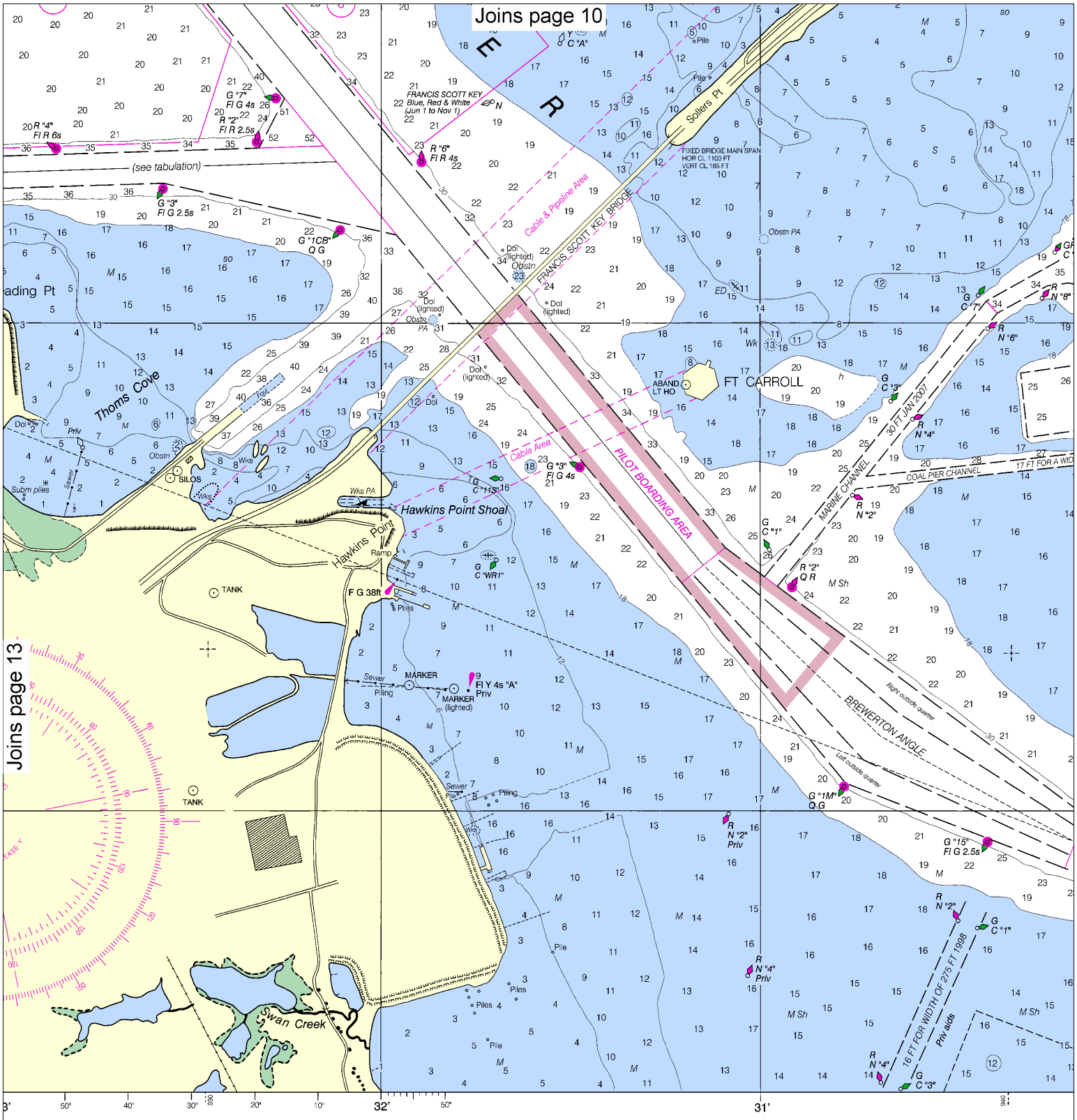

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ST SURVEY

SOUNDINGS IN FEET

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

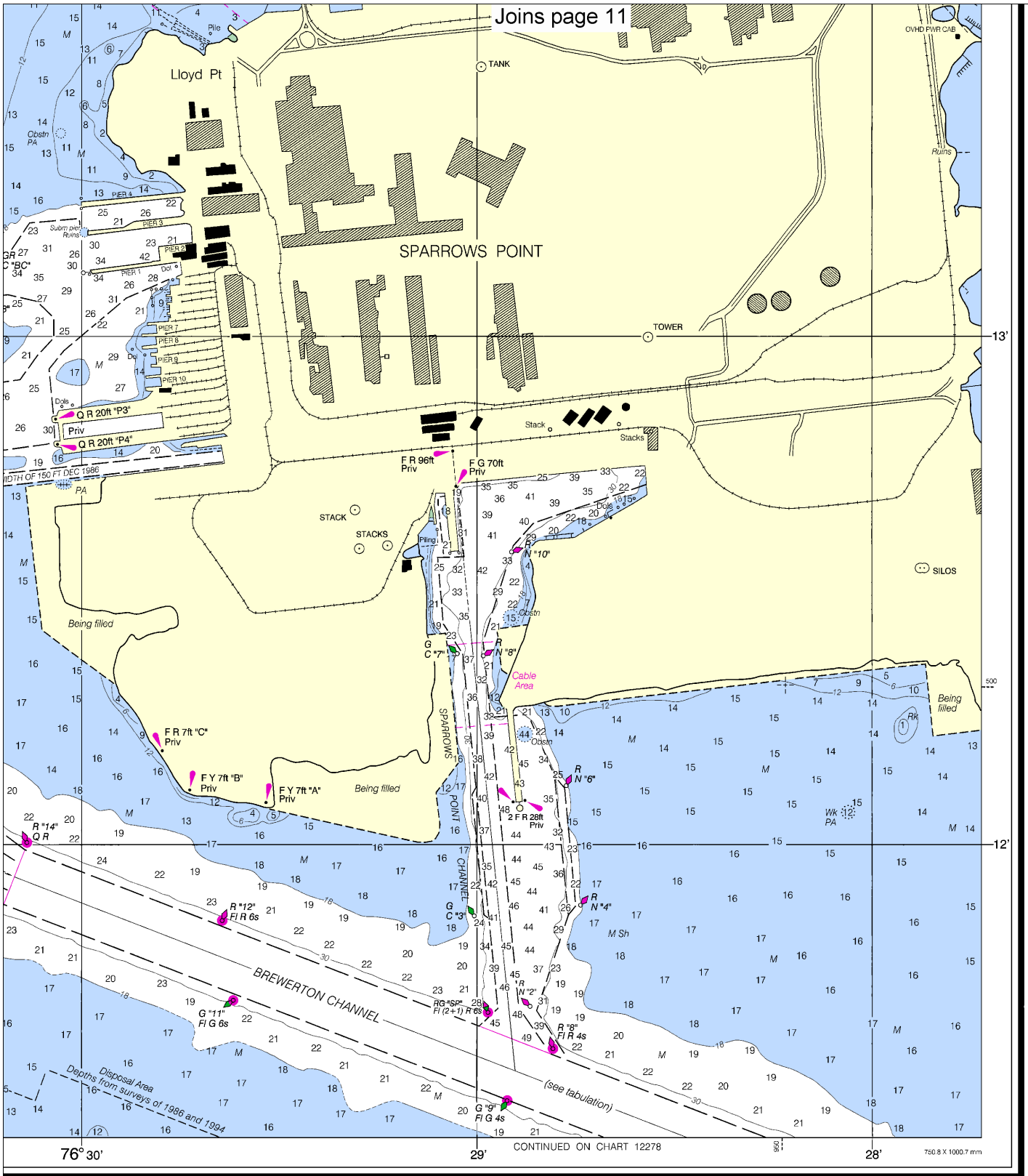
Nautical Miles

0 1

Yards

500 0 500 1000 1500

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

Baltimore Harbor

SOUNDINGS IN FEET - SCALE 1:15,000

12281

ED NO. 54
NSN 7642014010326 NGA REFERENCE NO. 12AHA12281

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

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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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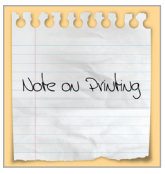

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