What is a NOAA RespondersChart?

The **NOAA RespondersChart™** is a tool for oil spill response, hurricane recovery, search and rescue, homeland security, and other incidents where the nautical chart is a natural tool for planning, coordinating, or sharing information. Responders can download these charts, digitally annotate them with incident-specific information, and then print copies, or distribute electronic copies via e-mail or by posting for use on the Internet.

NOAA RespondersCharts are provided for free, in Adobe PDF format at www.NauticalCharts.gov/RespondersChart. Commenting and annotating usage rights have been enabled. **Adobe Reader 7.0 or later is required** to use the commenting and annotating functionality. Adobe Reader is free at www.Adobe.com.

RespondersCharts have been reduced in size to 11” by 17” so as to be printable on a wide variety of printers. Because of the severe reduction in scale, detailed information is difficult to read. Use full scale NOAA nautical charts for navigation.

Tips for Commenting and Annotating

Pictures and text can be **Cut** and **Pasted** directly from an authoring package such as Microsoft Word. Try it to see how it behaves.

Use the menu items **Tools** -> **Drawing Markup** -> **TextBox** or **CallOut** to insert boxes for text. Then type or cut and paste text into the boxes.

Highlight a TextBox or CallOut, right click on your mouse, and select **Properties** to change the fill color and border of the item.

Use the menu items **Tools** -> **Commenting** -> **Stamps** to replace the “Revised” stamp with one containing the current date.

Use the menu items **Tools** -> **Drawing Markup** -> **Line**, **Polygon Line**, **Polygon Tool**, etc. to draw on the chart. Add explanations of your additions with the **Tools** -> **Drawing Markup** -> **CallOut**s.

Use the menu items **Help** -> **Complete Help** to learn all about the commenting and annotating tools available in Adobe Reader.

Tips for Printing

Use the menu item **File** -> **Print** -> **Name** to select your printer. Then select **Properties** to perform the detailed setup.

Set the **paper size** to 11”x17”, and the **orientation** to “portrait.”

To print the charts with your markups, choose **Document With Stamps** or **Document With Markups** from the **Comments and Forms** pop-up menu in the **Print** dialog box.

Set the other options for your printer, such as setting “Page Scaling” to “None,” indicating which tray has 11”x17” paper, and the number of copies.

If your printer can print 2-sided, find the checkbox for that feature, and check it. If not, select “print odd pages” then reinsert the paper and select “print even pages” to get 2-sided printing.

If you do use 2-sided printing, the additional settings **Booklet Layout, Left Edge Binding, 2 pages/sheet** gives the most convenient combination of front and back side orientations.

Save a copy to your computer.
Then use Adobe Reader 7.0 'Tools' to

Place your incident-specific information here.

Points of Contact

REVISED
1:12 pm, Aug 24, 2006

RespondersChart

Chesapeake and Delaware Canal

(NOAA Chart 12277)

A miniaturized NOAA nautical chart for incident response planning and mangement. Use the full size NOAA chart for navigation.

- ☑ *Annotate Using Tools in Adobe Reader 7.0*
- ☑ *PDF Format Prints on most printers*
- ☑ *Convenient 11”x17” Size*
- ☑ *Post on the Internet*
- ☑ *Compiled by NOAA, the Nation’s Chartmaker.*

National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey

www.NauticalCharts.NOAA.gov
1-301-713-2770

UNITED STATES - EAST COAST

MARYLAND-DELAWARE-NEW JERSEY

CHESAPEAKE AND DELAWARE CANAL

Mercator Projection
Scale 1:20,000 at Lat. 39°32'
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.

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, Geological Survey, and U.S. Coast Guard.

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

TIDAL INFORMATION

Place Name	LOCATION	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean Lower High Water	Mean Higher Low Water	Mean Lower Low Water	Extreme Low Water
		feet	feet	feet	feet	feet
Reedy Point	39°34'N 75°34'W	5.2	4.5	0.0	0.0	-1.6
Summit Bridge	39°32'N 75°40'W	5.2	4.5	0.0	0.0	-1.6
Chesapeake City	39°30'N 75°49'W	5.0	4.4	0.0	0.0	-1.6
Town Point Wharf	39°30'N 75°54'W	5.4	4.7	0.0	0.0	-1.9

(Apr 2003)

CAUTION
FISHING AND AREAS AND STRUCTURES
Mariners are cautioned that submerged unmarked duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are prohibited unless known to be permanent. Regulations to ensure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers, U.S. Army. See Chapter 7, U.S. Coast Pilot 3.

Certain fishing areas have been established for the taking of oysters, and those limits are shown thus: Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

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 at Philadelphia, Pennsylvania.
Refer to chart-ref regulation section numbers.
Additional general restrictions supplementing 207.190, may be found in Chapter 7, Coast Pilot 3.

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 2°5.5° from the normal variation have been observed within the Reedy Point Channel.

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.

SOUNDING DIAGRAM
The hydrographic survey represented on this chart is the most complete survey information that has been available for charting. Surveys have been bandied 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.

SURVEY		
A 1980-2001	NOS Surveys	full bottom coverage
B2 1970-1980	NOS Surveys	partial bottom coverage
B4 1900-1959	NOS Surveys	partial bottom coverage

SCALE 1:20,000
Nautical Miles

PRIVATE CHANNELS
Bulkhead Shoal Channel, the mooring basin and Canal Shore Channel are property of Star Enterprise Co.
Refs. to navigation are private.

DELAWARE CITY

DELAWARE

MARYLAND

NEW JERSEY

CHESAPEAKE CITY

TOWN POINT NECK

ELK NECK

Black Hill

Elk Neck

Summit

St Georges

Canal Station

Port Herman

Bohemia River

Reedy Island Bar

Oakwood Beach

Elsinboro Pt

Hickory Island

Summit Bridge

Bethel

Salem Cove

Mill Creek

Geese Point

Scott Run

Dragon Creek

Back Creek

Lang Creek

Little Welch Pt

Welch Pt

Hyland Pt

Town Point

Rich Pt

Turkey Pt

Piney Creek Cove

Howing Creek

Lorewood Grove

Sunset Park

Summit Heights

Fenwick Creek

Heavy Island

Salem Landing

CONTINUED ON CHART 12274

CONTINUED ON CHART 12311

CHESAPEAKE AND DELAWARE CANAL BRIDGE CLEARANCES
VERTICAL CLEARANCES ARE EXPRESSED IN FEET ABOVE MEAN HIGH WATER (MHW)

	225 feet South of C/L	150 feet South of C/L	Centerline of Canal	150 feet North of C/L	225 feet North of C/L
REEDY PT. BRIDGE	134 (133)	135	135	135	135 (133)
ST. GEORGES BRIDGE N			142		
CONRAIL LIFT BRIDGE	45 (Down) *135 (Low Lift) **137 (High Lift)		45 (Down) *135 (Low Lift) **139 (High Lift)		45 (Down) *139 (Low Lift) **137 (High Lift)
PIPELINE CROSSING	141	141	141	141	141
SUMMIT BRIDGE	135 (135)	137	138	137	135 (131)
CHESAPEAKE CITY BRIDGE	136 (135)	138	140	139	136 (134)

Notes: 135 - Clearances below lowest deep girder of bridge.
134 - Clearances below fixed span lights.
*Normal low limit stop for raised position of Conrail Lift Bridge.
**The Conrail Lift Bridge limit extends allows an additional 4 feet of clearance. Indicated by alignment of white lines.

Pilot Transfer Station Note:
A pilot transfer station exists between 39° 31' 50" N, 075° 47' 31" W, one mile on either side of the Chesapeake City Bridge.

CONTINUATION OF SALEM RIVER
1 : 20,000

SALEM
SALEM RIVER
The controlling depth at mean lower low water was 10 feet for a width of 150 feet in the channel across Salem Cove.
July 2005