SOUNDINGS IN FEET

12230

LORAN-C OVERPRINTED

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

Formerly C&GS 1224, 1st Ed., July 1913 D-1954-848

Nautical Chart Catalog No. 1, Panel D, E

Nautical Miles 0 ½ 1 2 3 4 5 6

Yards 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

(JOINS CHART 12263) (CONTINUED ON CHART 12263)

TIDAL INFORMATION

Height referred to datum of soundings (MLLW)

Place Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Pocomoke City	(38°10'N/75°34'W)	1.8	1.7	0.1	-3.5
Crisfield	(37°58'N/75°52'W)	2.3	2.1	0.1	-3.5
Point Lookout Light	(38°02'N/76°20'W)	1.5	1.4	0.3	-3.5
Point Lookout	(38°02'N/76°19'W)	1.5	1.4	0.3	-3.5
Drum Point	(38°19'N/76°25'W)	1.8	1.5	0.6	-3.5

(1294) (Latest information available)

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

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

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

Bottom characteristics:

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

Miscellaneous:

AUTH authorized
Obstn obstruction
ED existence doubtful
PA position approximate
PD position doubtful
Rep reported
Subm submerged
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

LORAN LINEAR INTERPOLATOR

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Salisbury, Md.	KEC-92	162.475 MHz
Heathsville, Va.	WXM-57	162.40 MHz
Washington, D.C. (Manassas, Va.)	KHB-36	162.55 MHz
Lewes, Del.	WXJ-94	162.55 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.

UNITED STATES — EAST COAST

MARYLAND — VIRGINIA

CHESAPEAKE BAY

SMITH POINT TO COVE POINT

Mercator Projection
Scale 1:80,000 at Lat. 38°00'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HEIGHTS
Heights in feet above Mean High Water.

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 anchorages are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits for fish trap areas have been established in some areas and limits are shown on the chart. Where definite limits have not been prescribed the location of fishing structures is restricted only by the regulations.

NOTE C

WICOMICO RIVER

The controlling depth in the lower low water was 10 feet for a middle width of 75 feet to Salisbury

May-June 1975 thru July 1983

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained from the Office of the Commander, 5th Coast Guard District in Portsmouth, Va., or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland. Refer to charted regulation section numbers.

CONTINUATION OF POCOMOKE RIVER

Scale 1:80,000

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.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Charted hydrography may originate from these and prior surveys.

SOURCE		
a 1944-79	NOS Surveys	1: 5,000
b 1943-86	NOS Surveys	1:10,000
c 1942-87	NOS Surveys	1:20,000
d 1953	NOS Surveys	1:30,000
e 1981-85	Corps of Engineers Surveys	

AUTHORITIES

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

SUPPLEMENTAL INFORMATION

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

AIDS TO NAVIGATION

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

PLANE COORDINATE GRID

(based on NAD 1927)

The Maryland State Grid is indicated on this chart at 40,000 foot intervals thus: + :
The last three digits are omitted.

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.

CAUTION

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

CAUTION

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

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

Lights may be lighter 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.

LITTLE ANNEMESSEX RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 1980

CONTROLLING DEPTHS (DEPTHS FROM SOUNDINGS IN FEET AT MEAN LOWER LOW WATER)

NAME OF CHANNEL	DEPTH ALONG (FEET)	WIDTH ALONG (FEET)	DATE OF SURVEY
FROM CHANNEL ENTRANCE (37°57'58.6" N 75°52'46.5" W) TO HOP POINT CHANNEL	8.1	420-666	3-84
THENCE TO DAUGHERTY CREEK CANAL	9.6	CENTERLINE	9-85

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS

SURVEYED BY CORPS OF ENGINEERS

PRODUCED BY STAMPTON-MARTIN-MEYNER

A QUAD PWR CABS AUTO CL 57 FT
B SWING BRIDGE HOR CL 80 FT VERT CL 4 FT
C BASCULE BRIDGE HOR CL 80 FT VERT CL 5 FT
D FIXED BRIDGE HOR CL 80 FT VERT CL 39 FT

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and 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 0.42" northward and 1.216" eastward to agree with this chart.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense Mapping 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) x(Approximate location)

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.

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.

LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL
9960 ..... 99,600 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
V ..... Secondary
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 9960-X

RATES ON THIS CHART

9960-X 9960-Y 9960-Z

The Loran-C correction tables published by the Defense Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the accuracy and accuracy criteria established by U.S. Coast Guard. Mariners, however, are cautioned not to rely solely on the lattices in inshore waters.

(CONTINUED ON CHART 12233) (CONTINUED ON CHART 12264) (CONTINUED ON CHART 12226) (CONTINUED ON CHART 12230)

(Inner Nautilus 74 00cm. N. S. x 100.46cm. E.W.)

51st Ed., Mar 30/96

12230

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

NOTE B

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 fair way buoy and a tinted magenta band which separates the courses of inbound and outbound vessels. Vessels should leave the buoy on their port hand.

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

SOUNDINGS IN FEET

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

(Chesapeake Bay, Smith Point to Cove Point)

SOUNDINGS IN FEET - SCALE 1:80,000

12230

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ED NC 51