

UNITED STATES - EAST COAST MARYLAND CHESAPEAKE BAY EASTERN BAY AND SOUTH RIVER

Metric Projection
Scale 1:60,000 at Lat. 38° 32'

SOUNDINGS IN FEET
AT MEAN LOW WATER

Soundings	TIDE INFORMATION	
	Mean High Water	Mean Low Water
12	0.0	-1.0
11	0.0	-1.0
10	0.0	-1.0
9	0.0	-1.0
8	0.0	-1.0
7	0.0	-1.0
6	0.0	-1.0
5	0.0	-1.0
4	0.0	-1.0
3	0.0	-1.0
2	0.0	-1.0
1	0.0	-1.0

For Symbols and Abbreviations see C.G.S. Chart No. 1

CAUTION
Improved charts show the latest known information and are subject to change, particularly in the case of

NOTICE
Navigation regulations are published in Chapter 2, Coast Pilot 3, or subsequent parts, supplements and notices to Mariners. Copies of the regulations may be obtained at the office of the District Engineer, Corps of Engineers, or Baltimore.

Refer to section numbers shown with area designation.

Explosive Landing Areas - vessels may pass through this area at any time, but shall give preference the right of way.

CAUTION
Masters are warned to stay clear of the protected structure and surrounding light structures.

CAUTION
Temporary obstructions are shown in red and are subject to change without notice. Refer to section numbers shown with area designation.

CAUTION
Fishing boats are shown in blue and are subject to change without notice. Refer to section numbers shown with area designation.

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TIDAL CURRENT DATA

Station	Position	Direction		Force	
		Mean High Water	Mean Low Water	Mean High Water	Mean Low Water
CHESAPEAKE BAY	37° 45' N, 76° 55' W	12	12	1.0	1.0
		11	11	1.0	1.0
EASTERN BAY	38° 00' N, 76° 45' W	12	12	1.0	1.0
		11	11	1.0	1.0
WEST AND SOUTH RIVERS	38° 15' N, 76° 30' W	12	12	1.0	1.0
		11	11	1.0	1.0
SOUTH AND WEST RIVERS	38° 30' N, 76° 15' W	12	12	1.0	1.0
		11	11	1.0	1.0
CHESAPEAKE RIVER	38° 45' N, 76° 00' W	12	12	1.0	1.0
		11	11	1.0	1.0
SOUTH AND WEST RIVERS	39° 00' N, 75° 45' W	12	12	1.0	1.0
		11	11	1.0	1.0

- WHITE SIGNALS**
- 1. A white signal is used to mark a danger or obstruction.
 - 2. A white signal is used to mark a danger or obstruction.
 - 3. A white signal is used to mark a danger or obstruction.
 - 4. A white signal is used to mark a danger or obstruction.
- SHORT BEAMS**
- 1. A short beam is used to mark a danger or obstruction.
 - 2. A short beam is used to mark a danger or obstruction.
 - 3. A short beam is used to mark a danger or obstruction.
 - 4. A short beam is used to mark a danger or obstruction.
- LONG BEAMS**
- 1. A long beam is used to mark a danger or obstruction.
 - 2. A long beam is used to mark a danger or obstruction.
 - 3. A long beam is used to mark a danger or obstruction.
 - 4. A long beam is used to mark a danger or obstruction.

CAUTION
Small craft should stay clear of large navigational and government vessels when in the vicinity of the right-of-way.

CAUTION
All craft should avoid areas where the size of the flag is not square with a diagonal white stripe, is displayed.

CHESAPEAKE BAY SEA CONDITION REPORTS
Section 1, on-the-scene reports are broadcast during the day and weather and tide.

WHILE UNDERWAY
Anchorages: When at anchor, use a 30-foot or more anchor. When at anchor, use a 30-foot or more anchor.

AT ANCHOR
All boats: 5 strands of ball every 100 feet.

DAY: Steady and regularly used and lower area substituted to each side.
NIGHT: Flares on the bow or stern or burning for bow, all barrel, and on stern.
DAY OF NIGHT: Continuous sounding of fog signal apparatus, or firing a gun.

FORECASTING HINTS
With present communications, forecast facilities and other aids, the skilled mariner does not avoid hazards before the elements. In addition to these aids, mariners should have a good understanding of the significance of wind and barometric changes. In addition, local bar operators, not equipped with adequate communications, may report to local weather stations. They should have an understanding of the significance of local wind shifts and barometric tendencies as signs of changing weather.

SAFETY HINTS

1. Keep your chart up to date by applying all notices to mariners.
2. Read carefully all notices printed on your chart, with special reference to those which apply to your area.
3. Learn the meaning of each symbol and abbreviation on your chart.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the declination of your line.
5. Constantly use your chart from the beginning to the end of each trip.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.
7. Store warning flag locations and small craft warning signals have been changed for your safety.

RESTRICTED AREA "C"
Through navigation of commercial vessels and the general public in area "C" of all areas.

SPA CREEK, ANNAPOLIS, MD.

**CHESAPEAKE BAY
EASTERN BAY AND SOUTH RIVER
SOUNDINGS IN FEET - SCALE 1:60,000**

550-SC PRICE \$1.50

Chart 550-SC provides additional information for the small craft operator.