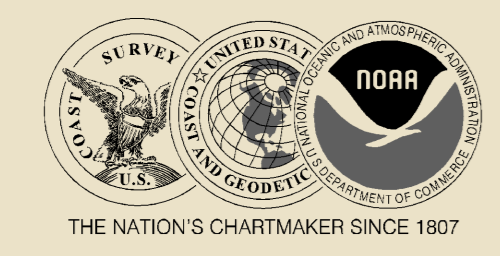


SOURCE

A. 1990-2016	NOS Surveys	Full bottom coverage
B1. 1990-1999	NOS Surveys	partial bottom coverage
B2. 1970-1989	NOS Surveys	partial bottom coverage
B3. 1940-1969	NOS Surveys	partial bottom coverage
B4. 1900-1939	NOS Surveys	partial bottom coverage
B5. Pre-1900	NOS Surveys	partial bottom coverage



UNITED STATES - EAST COAST  
MARYLAND  
**CHESAPEAKE BAY**  
SEVERN AND MAGOTHY RIVERS

Mercator Projection  
Scale 1:25,000 at Lat. 39° 01'  
North American Datum of 1983

BALTIMORE HARBOR CHANNEL, BERTHS

NAME OF CHANNEL	DEPTH IN FEET AT MEAN LOW WATER (MEAN LOW)	DEPTH IN FEET AT MEAN HIGH WATER (MEAN HIGH)	DEPTH IN FEET AT MEAN LOW WATER (MEAN LOW)	DEPTH IN FEET AT MEAN HIGH WATER (MEAN HIGH)
GENERAL ENTRANCE	50	50	50	50
WEST ANNOPIUS	45	45	45	45
EAST ANNOPIUS	45	45	45	45
WESTPORT	45	45	45	45
EASTPORT	45	45	45	45

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

**IDEAL INFORMATION**

PLACE	HEIGHT REFERRED TO DATUM OF SOUNDINGS (MLLW)
NAME	(SOUNDING)
MEAN HIGH WATER	1.2
MEAN LOW WATER	0.0
LOWEST LOW WATER	-1.2
MEAN TIDE	0.0
MEAN RANGE	1.2
MEAN RANGE	1.2
MEAN RANGE	1.2

**ABBREVIATIONS** - (for complete list of symbols and abbreviations, see Chart No. 1)

**HORIZONTAL DATUM**

The horizontal datum of this chart is North American Datum of 1983 (NAD 83), which for engineering purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1983 must be corrected an average of 0.400' northward and 1.140' eastward to agree with this chart.

**RADAR REFLECTORS**

Radar reflectors have been placed on many sounding aids to navigation. Individual radar reflector color and number are shown on the lower left side of this chart.

**WARNING**

The greatest danger 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.

**PLANE COORDINATE GRID**

Based on NAD 83.

The Maryland State Grid is indicated on this chart at 1:50,000 scale.

The last three digits are omitted.

**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.

**SCALE 1:25,000**

1:25,000  
1:50,000  
1:100,000

**CAUTION**

SUBMARINE PIPELINES AND CABLES

Channel submarine cables and submarine pipelines and cables are shown in this chart. These cables were originally placed for telegraph and telephone service, but they may now be used for other purposes. Submarine cables and pipelines may be damaged by anchors, moorings, and other gear. Caution should be exercised when anchoring or mooring in these areas. Control will be marked by lights or colored buoys.

**CAUTION**

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a height or vertical clearance, vertical clearance is not available for the entire channel bottom clearance.

**CAUTION**

OBSTRUCTIONS TO NAVIGATION

Obstructions to navigation are shown in this chart. Obstructions are not shown in this chart. Obstructions are not shown in this chart. Obstructions are not shown in this chart.

**CAUTION**

SMALL CRAFT WARNINGS

During the boating season small-craft warnings will be displayed from sources to current on Maryland Marine Police Coasters while underway in Maryland waters of the Chesapeake Bay and tributaries.

**NOTE**

Navigational regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to this publication are not indicated in this chart. See the Office of the Commander, U.S. Coast Guard Sector of Baltimore, Virginia, or at the Office of the Chief Engineer, Corps of Engineers in Baltimore, Maryland.

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