

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been conducted in this diagram by date and type of survey. Changes indicated by the U.S. Army Corps of Engineers are periodically measured and are not shown on this diagram. Refer to Chapter 1, Light States Coast Pilot.

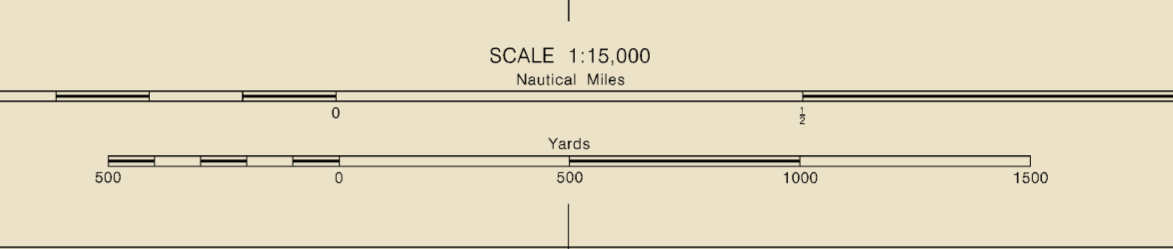
SOURCE	DATE	COVERAGE
A	1990-2015	Full bottom coverage
B1	1990-2002	partial bottom coverage
B2	2000-1989	partial bottom coverage
B4	1900-1939	partial bottom coverage



BALTIMORE HARBOR

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

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



BALTIMORE HARBOR PROJECT DEPTHS

NAME OF CHANNEL	PROJECT DEPTH
EMERSON CHANNEL	10
FERRY BAR CHANNEL	10
MIDDLE BRANCH PATAPSCO RIVER	10
PORT MCHERRY ANGLE ON THE FERRY BAR CHANNEL	10
WEST CHANNEL	10

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 1983 must be corrected an average of 2.0' northward and 1.2' eastward to agree with this chart.

RACAR REFLECTORS
Radar reflectors have been placed on many leading 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. Their 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.

Station	Frequency	Power	Location
Baltimore, MD	162.400 MHz	100 W	MD
Sudbury, MD	162.500 MHz	100 W	MD
Washington DC	162.500 MHz	100 W	DC

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.

TOTAL VISION

PLACE	Height referred to depth of soundings (MLLW)
NAME	Mean High Water
For Monkey	High Water
	Low Water
	Mean Low Water
	Lowest Low Water

ABBREVIATIONS
For complete list of Symbols and Abbreviations, see Chart 1.

FISHING AND HUNTING STRUCTURES
Inshore fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and rock traps, some submerged, may exist in the area of this chart, particularly in the near shore areas. Mariners should proceed with caution.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (24-hour), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (24 hours, 153).

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

HEIGHTS
Heights in feet above Mean High Water.

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

CAUTION
Charted submarine pipelines and submarine cables and submarine power and data lines reflect identification on these aids has been omitted from this chart.

NOTE
Navigation regulations are published in Chapter 2 of 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 at the Office of the Commandant, U.S. Coast Guard District in Washington, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland.

ANCHORAGE AREAS
Limits and assigned numbers of anchorage areas are shown in magenta.

GENERAL ANCHORAGE
1 2 3A 3B
3C 4 5 6

DEAD SHIP ANCHORAGE
7

CAUTION
For bascule bridges, whose spans do not open to a full upright or vertical position, unbraked vessel clearance is not available for the entire charted horizontal clearance.

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

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

WARNING
The publisher makes no warranty with respect to any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.