125095-9 3-1399

You are bound for Baltimore via Cape Henry on a 15 knot ship. If the flood at Chesapeake Bay entrance begins at 1800 EST (ZD +5), at what time would you depart from the Chesapeake Bay entrance to have the most favorable current?

A. 1700 hours
Incorrect: Line A in the diagram falls all within the *EBB* current portion of the diagram. Leaving at this time does not provide the vessel with any favorable current. Heading north, you would encounter opposing current the whole voyage.

B. 1800 hours
Incorrect: Line B in the diagram alternates within the *EBB* current portion and *FLOOD* current portion of the diagram. The average velocity for this line is 0.0 knots, corresponding to a slack current. Slack current is most favorable when docking a vessel not necessarily when enroute to port. Therefore, leaving at this time does not provide the vessel with the most favorable current.

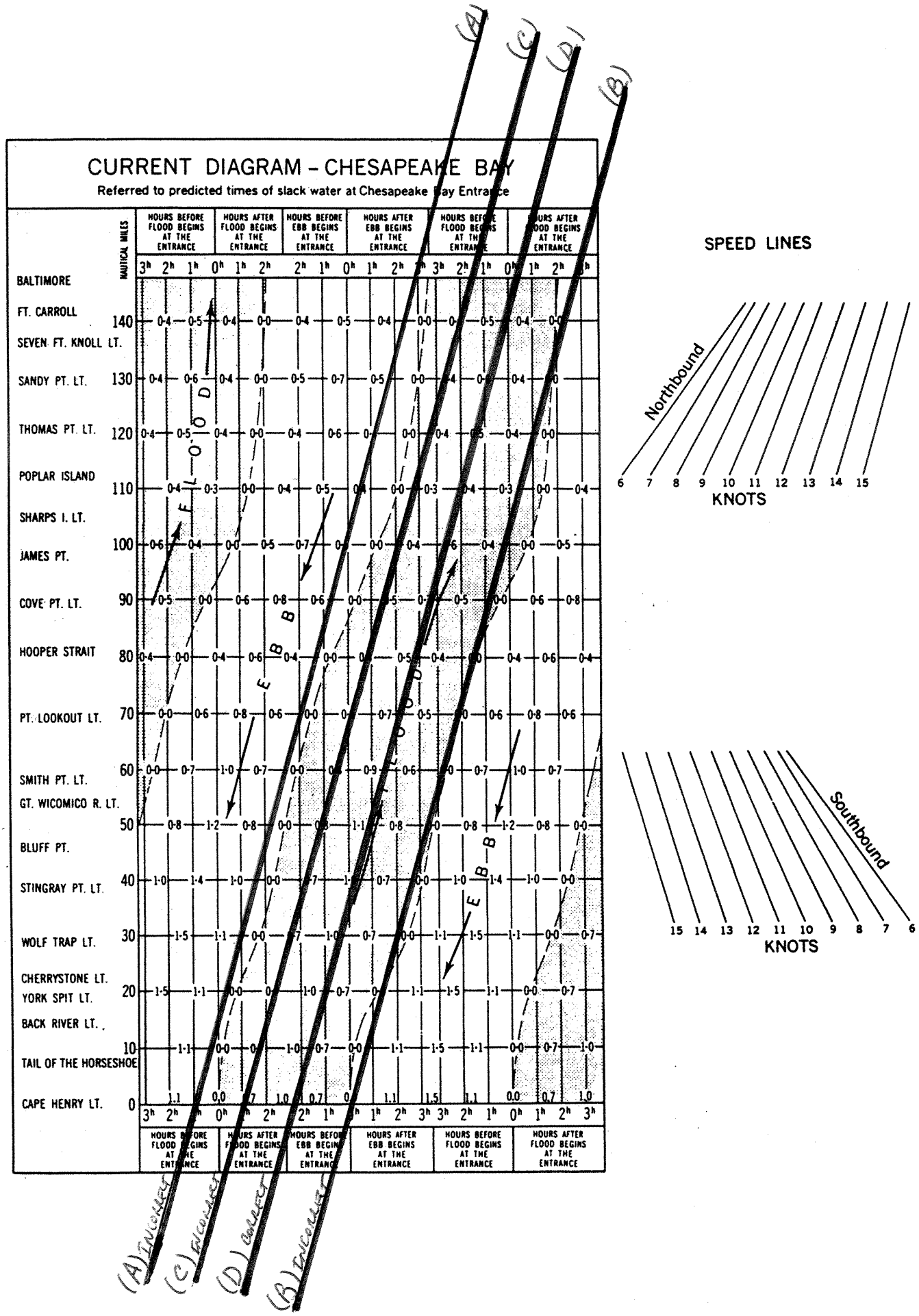
C. 1900 hours
Incorrect: Line C in the diagram falls all within the FLOOD current portion of the diagram. However, the average velocity of current leaving at this time only corresponds to approximately 0.5 knots. Therefore, leaving at this time does not provide the vessel with the most favorable current.

D. 2030 hours
Correct: Line D in the diagram falls all within the FLOOD current portion of the diagram AND, the average velocity of current leaving at this time corresponds to approximately 0.8 knots. Therefore, leaving at this time provides the vessel with the most favorable current.

Reference: Current Diagram for Chesapeake Bay found in Reprints of the Tide Tables and Tidal Current Tables

Quoted from Reprints:

"*To determine the time of a favorable current for passing through the bay*.- With parallel rulers transfer to the diagram the direction of the speed line corresponding to normal speed of vessel, moving the ruler over the diagram until its edge runs approximately through the general line of greatest current of un-shaded portion if southbound and shaded portion if northbound. An average of the figures along edge of ruler will give average strength of current. The time (before or after ebb or flood begins at the entrance) for leaving any place in the left margin of diagram will be found vertically above the point where the parallel ruler cuts the horizontal line opposite the place in question."


CURRENT DIAGRAM - CHESAPEAKE BAY
Referred to predicted times of slack water at Chesapeake Bay Entrance
NAUTICAL MILES
HOURS BEFORE FLOOD BEGINS AT THE ENTRANCE
HOURS AFTER FLOOD BEGINS AT THE ENTRANCE
HOURS BEFORE EBB BEGINS AT THE ENTRANCE
HOURS AFTER EBB BEGINS AT THE ENTRANCE
BALTIMORE
FT. CARROLL
SEVEN FT. KNOLL LT.
SANDY PT. LT.
THOMAS PT. LT.
POPLAR ISLAND
SHARPS I. LT.
JAMES PT.
COVE PT. LT.
HOOPER STRAIT
PT. LOOKOUT LT.
SMITH PT. LT.
GT. WICOMICO R. LT.
BLUFF PT.
STINGRAY PT. LT.
WOLF TRAP LT.
CHERRYSTONE LT.
YORK SPIT LT.
BACK RIVER LT.
TAIL OF THE HORSESHOE
CAPE HENRY LT.
(A)
(C)
(D)
(B)
SPEED LINES
Northbound
6 7 8 9 10 11 12 13 14 15
KNOTS
Southbound
15 14 13 12 11 10 9 8 7 6
KNOTS