

BookletChart™

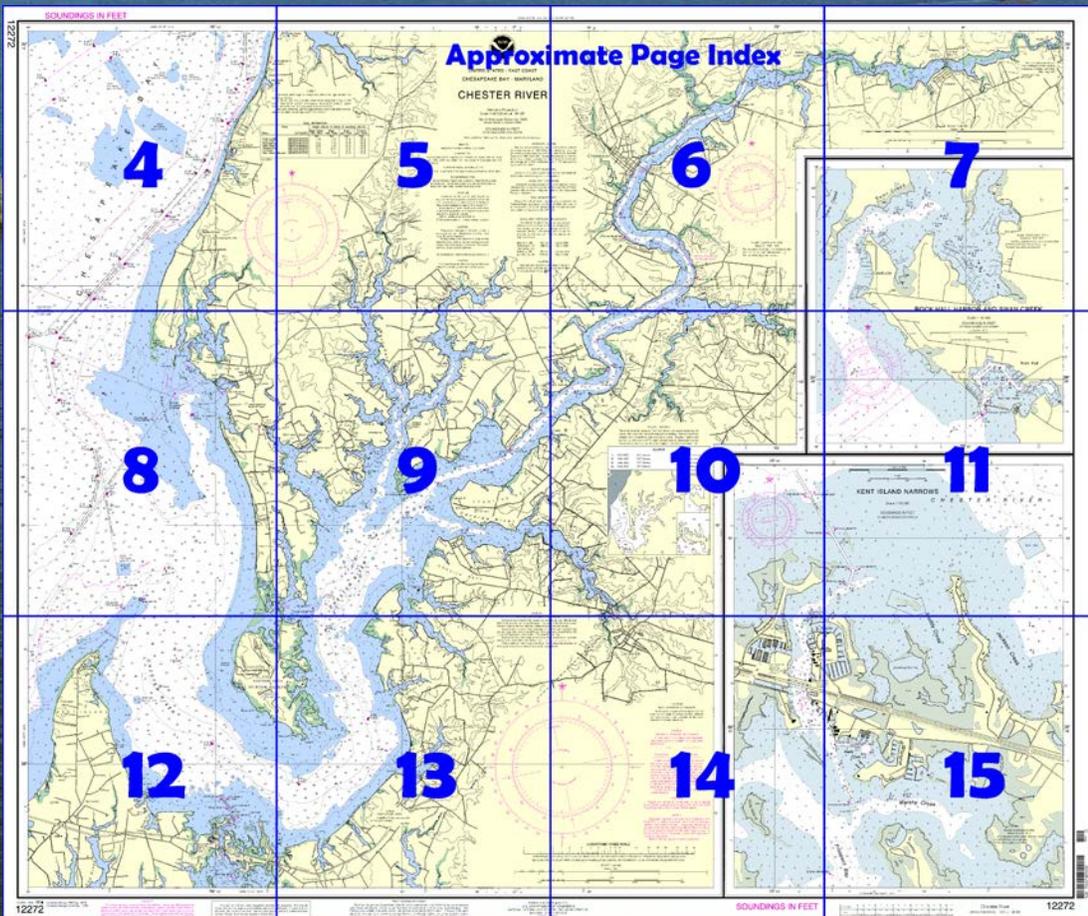
Chester River NOAA Chart 12272



*A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

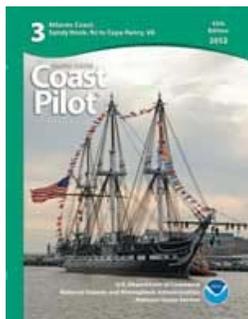
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12272>.



(Selected Excerpts from Coast Pilot)

Love Point Light (39°03'25"N., 76°16'59"W.), 35 feet above the water, is shown from a skeleton tower, with a red and white diamond-shaped daymark, 1.4 miles northeast of Love Point.

The main entrance to **Chester River** is between **Love Point**, the northern end of Kent Island, and **Eastern Neck Island**, 3 miles to the eastward. The approach is northward and eastward of Love Point Light.

A fish haven, marked by a buoy, is in the approach to Chester River about 0.8 mile north-northwest of Love Point Light.

Light-draft vessels can also enter from Eastern Bay and Miles River on the southward by way of Kent Island Narrows. Traffic on the river

consists chiefly of petroleum products and shellfish.

Mileages on Chester River are designated Mile 7S, 11W, etc., which are the nautical miles above the entrance. The letters N, S, E, or W, following the numerals indicate the side of the river by compass point direction where each feature is located.

Chester River has channel depths of 13 feet or more to Chestertown, thence 7 feet to Crumpton, and thence 5 feet to Kirby Landing, Mile 35.2S. The channel is marked for about 32 miles to Crumpton. Above Chestertown, deepest water is difficult to follow except with local knowledge and extreme caution.

Currents.—The current velocity is less than 1.0 knot. The river is usually closed to navigation by ice for extended periods during ordinary winters; in mild winters the channel is kept clear most of the time by powerboats. The river water is fresh above Chestertown.

Love Point is a village on the point on the west side of the entrance to Chester River. Shells are received by barge at the old railroad pier on the river side of the village.

Eastern Neck Island, on the east side of the entrance, is about 3 miles long in a northwest-southeast direction. The island is sparsely wooded with extensive grassy flats along the south shore. It is connected with the mainland on the north by a fixed highway bridge, clearance 6 feet, over **Eastern Neck Narrows**, which is very narrow and little used.

At Mile 2.7S, a privately marked channel leads to a basin with a marina on its south side. In 2004, 8.0 feet was reported in the approach and 6.0 feet alongside. Gasoline, diesel fuel, berths, electricity, water, ice, some marine supplies, and a pump-out station are available.

Kent Island Narrows entrance is at Mile 4.0S. A marked channel, leads from Chester River to Prospect Bay; the chart is the guide. In 2010, the controlling depth was 3.9 feet (4.8 feet at midchannel). Very heavy traffic can be expected through the channel during the summer months, especially on weekends.

The State Route 50/301 highway bridge over the narrows has a fixed span with a clearance of 65 feet. Immediately south of the fixed highway bridge is the MD ROUTE 18 (old State Route 50/301) bascule bridge with a 48-foot span and a clearance of 18 feet. The bridgetender monitors VHF-FM channel 16 and works on channels 13 and 68; call sign KXE-254. (See **117.1 through 117.59 and 117.561**, chapter 2, for drawbridge regulations.) The nearby overhead power cable has a clearance of 85 feet. Temporary mooring areas for vessels awaiting bridge openings have been established by the State of Maryland on the west side of the channel about 50 yards north of the bridge, and 100 yards and 650 yards south of the bridge.

Jackson Creek, Mile 5S, has depths of 2 to 7 feet at the entrance and is used as an anchorage by oyster boats; the channel is marked. The bottom is covered with grass.

Queenstown Creek, Mile 6.1E, is entered through a marked channel which leads to a turning basin at **Queenstown**, on the southeast side of **Little Queenstown Creek**. In 2009, the controlling depths were 3.8 feet in the east half and 1.5 feet in the west half of the channel to a point about 200 yards above Buoy 5, thence 6.1 feet to the basin with 5.5 feet in the basin.

Grays Inn Creek, Mile 10.7W, has depths of 8 feet for 2.3 miles to a small settlement on the west side, then shoals gradually to 1 foot. About 1.8 miles above the mouth, a marina on **Skinner's Neck** has a marine railway that can haul out craft up to 45 feet for repairs; gasoline is available.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Norfolk

Commander

5th CG District

Norfolk, VA

(575) 398-6231

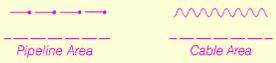
Table of Selected Chart Notes

The controlling depth from Kirby Landing to Jones Landing, a distance of 2 miles, was 3 feet.
May - Aug 1970

NOTE B
QUEENSTOWN CREEK
A depth of 7 feet was available with local knowledge.
Aug 2009

HEIGHTS
Heights in feet above Mean High Water.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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.

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

For Symbols and Abbreviations see Chart No. 1

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

Mercator Projection
Scale 1:40,000 at Lat. 39° 06'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The 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.

Baltimore, MD	KEC-83	162.40 MHz
Washington, DC	KHB-36	162.55 MHz
(Manassas, VA)		
Salisbury, MD	KEC-92	162.475 MHz
Sudlersville, MD	WXK-97	162.50 MHz

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

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.

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.398" northward and 1.174" eastward to agree with this chart.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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 at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland.
Refer to charted regulation section numbers.

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

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence 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:
○ (Accurate location) ◐ (Approximate location)

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.

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.

NOTE C
Tolchester Sector Light A is equipped with a fixed light divided into sectors as follows:
red sector - from 001.5° to 046°; white sector - from 046° to 047.5°; red sector - from 047.5° to 87.5°; white sector - from 87.5° to 090.5°; green sector - from 090.5° to 187°; obscured - from 187° to 001.5°.
Tolchester Directional Light is equipped with a fixed white light down the channel centerline, visible only from 041.5° to 046.5°.

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

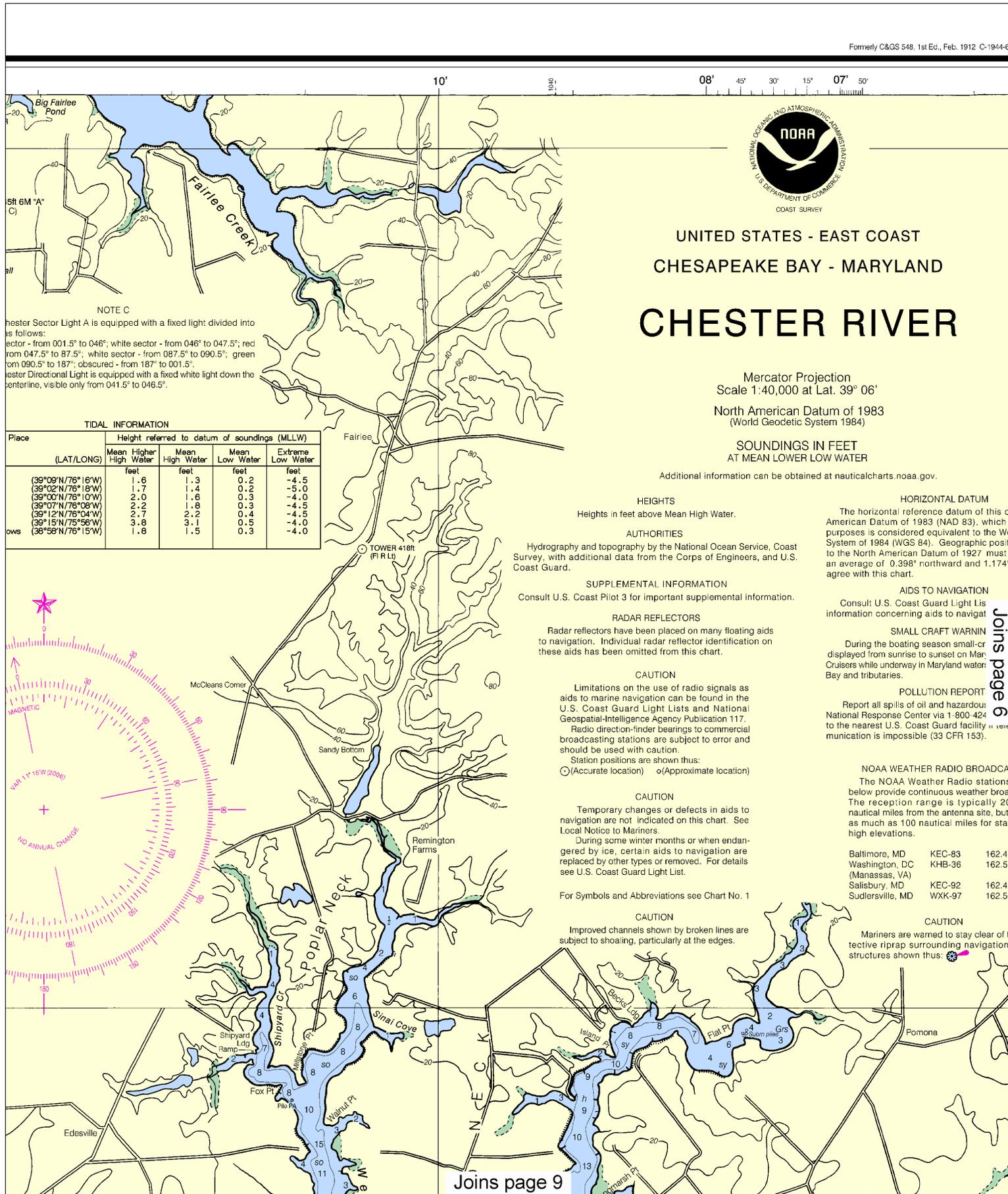
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and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

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 landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.
Definite limits of fish trap areas have been established in some areas, and those limits are shown thus:
Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

TIDAL INFORMATION

Place	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)			
		Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
Name	(LAT/LONG)	feet	feet	feet	feet
Deep Landing	(39°09'N/76°16'W)	1.6	1.3	0.2	-4.5
Love Point	(39°02'N/76°18'W)	1.7	1.4	0.2	-5.0
Queenstown	(39°07'N/76°10'W)	2.0	1.6	0.3	-4.0
Cliffs Wharf	(39°07'N/76°08'W)	2.2	1.8	0.3	-4.5
Chestertown	(39°12'N/76°04'W)	2.7	2.2	0.4	-4.5
Crumpton	(39°15'N/75°56'W)	3.8	3.1	0.5	-4.0
Kent Island Narrows	(38°58'N/76°15'W)	1.8	1.5	0.3	-4.0

(Sep 2004)



5ft 6M "A" (C)

NOTE C
 Chester Sector Light A is equipped with a fixed light divided into sectors as follows:
 - red sector - from 001.5° to 046°; white sector - from 046° to 047.5°; red sector - from 047.5° to 87.5°; white sector - from 087.5° to 090.5°; green sector - from 090.5° to 187°; obscured - from 187° to 001.5°.
 Chester Directional Light is equipped with a fixed white light down the centerline, visible only from 041.5° to 046.5°.

TIDAL INFORMATION

Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean High High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
(39°09'N/76°16'W)	1.6	1.3	0.2	-4.5
(39°02'N/76°18'W)	1.7	1.4	0.2	-5.0
(39°00'N/76°10'W)	2.0	1.6	0.3	-4.0
(39°07'N/76°08'W)	2.2	1.8	0.3	-4.5
(39°12'N/76°04'W)	2.7	2.2	0.4	-4.5
(39°15'N/75°58'W)	3.8	3.1	0.5	-4.0
(38°58'N/76°15'W)	1.8	1.5	0.3	-4.0

UNITED STATES - EAST COAST
 CHESAPEAKE BAY - MARYLAND
CHESTER RIVER

Mercator Projection
 Scale 1:40,000 at Lat. 39° 06'
 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.

HEIGHTS
 Heights in feet above Mean High Water.

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

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

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.

CAUTION
 Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence 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:
 ○ (Accurate location) ◦ (Approximate location)

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

For Symbols and Abbreviations see Chart No. 1

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

HORIZONTAL DATUM
 The horizontal reference datum of this chart is the North American Datum of 1983 (NAD 83), which purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions are referred to the North American Datum of 1927 must be corrected by an average of 0.398' northward and 1.174' westward to agree with this chart.

AIDS TO NAVIGATION
 Consult U.S. Coast Guard Light Lists for information concerning aids to navigation.

SMALL CRAFT WARNING
 During the boating season small-craft are advised to exercise caution in the Chester River. Cruisers while underway in Maryland waters should be aware of the following:
 Bay and tributaries.

POLLUTION REPORT
 Report all spills of oil and hazardous materials to the nearest U.S. Coast Guard facility. Reporting information is imposable (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS
 The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 nautical miles from the antenna site, but may be as much as 100 nautical miles for stations at high elevations.

Baltimore, MD	KEC-83	162.40
Washington, DC	KHB-36	162.55
(Manassas, VA)		
Salisbury, MD	KEC-92	162.47
Sudlersville, MD	WXK-97	162.50

CAUTION
 Mariners are warned to stay clear of protective riprap surrounding navigation structures shown thus: *

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



05' 1080

76°

D
R

ONTAL DATUM
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equivalent to the World Geodetic
atum of 1927 must be corrected
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O NAVIGATION
Light List for supplemental
avigation.

WARNINGS
small-craft warnings will be
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nd waters of the Chesapeake

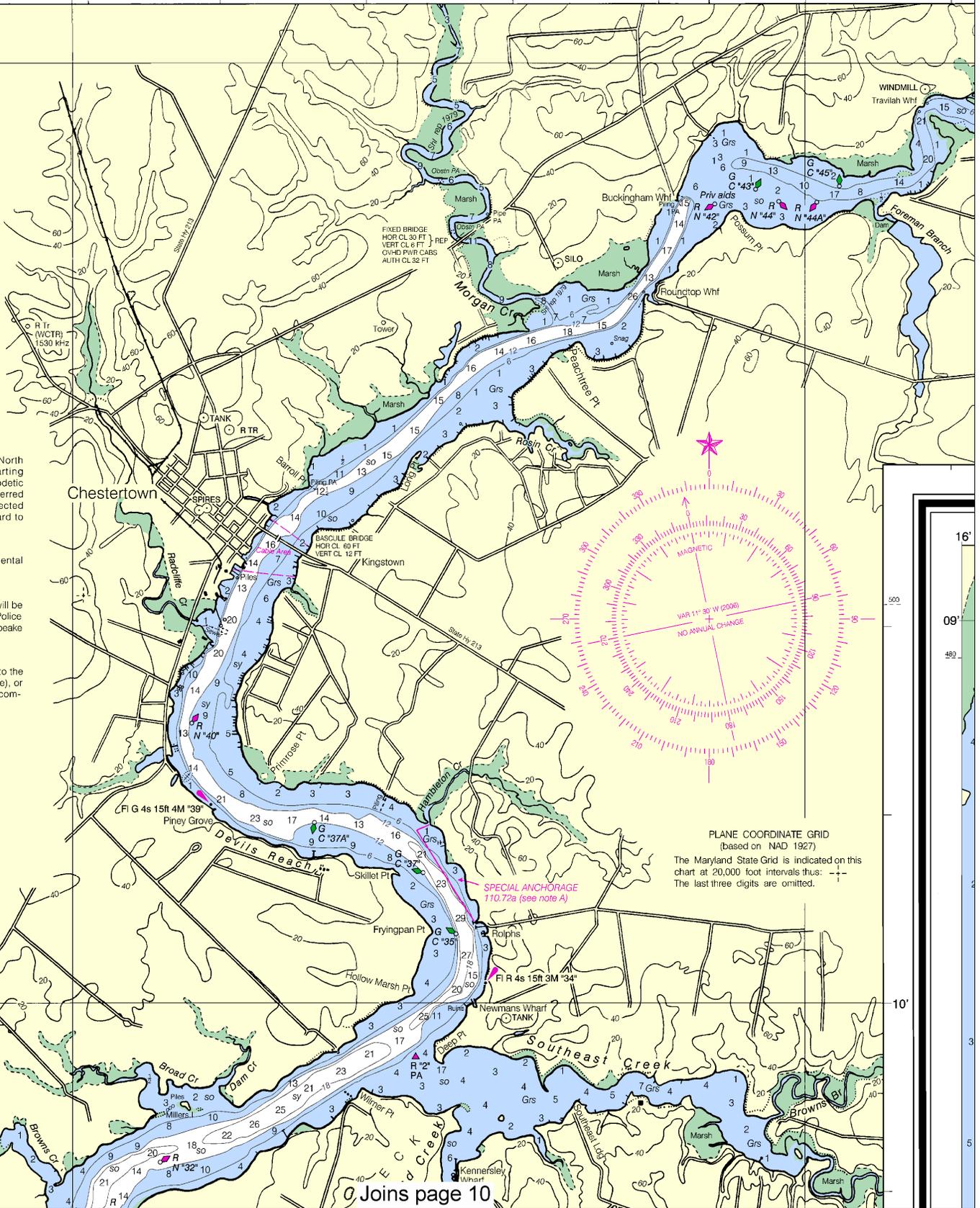
REPORTS
azardous substances to the
-800 424-8802 (toll free), or
ward facility if telephone com-
(33 CFR 153).

R RADIO BROADCASTS
ther Radio stations listed
uous weather broadcasts.
ge is typically 20 to 40
the antenna site, but can be
utical miles for stations at

KEC-83 162.40 MHz
KHB-36 162.55 MHz

KEC-92 162.475 MHz
WVK-97 162.50 MHz

CAUTION
need to stay clear of the pro-
ounding navigational light
us.



Joins page 5

Joins page 10

PLANE COORDINATE GRID
(based on NAD 1927)
The Maryland State Grid is indicated on this
chart at 20,000 foot intervals thus: ---
The last three digits are omitted.



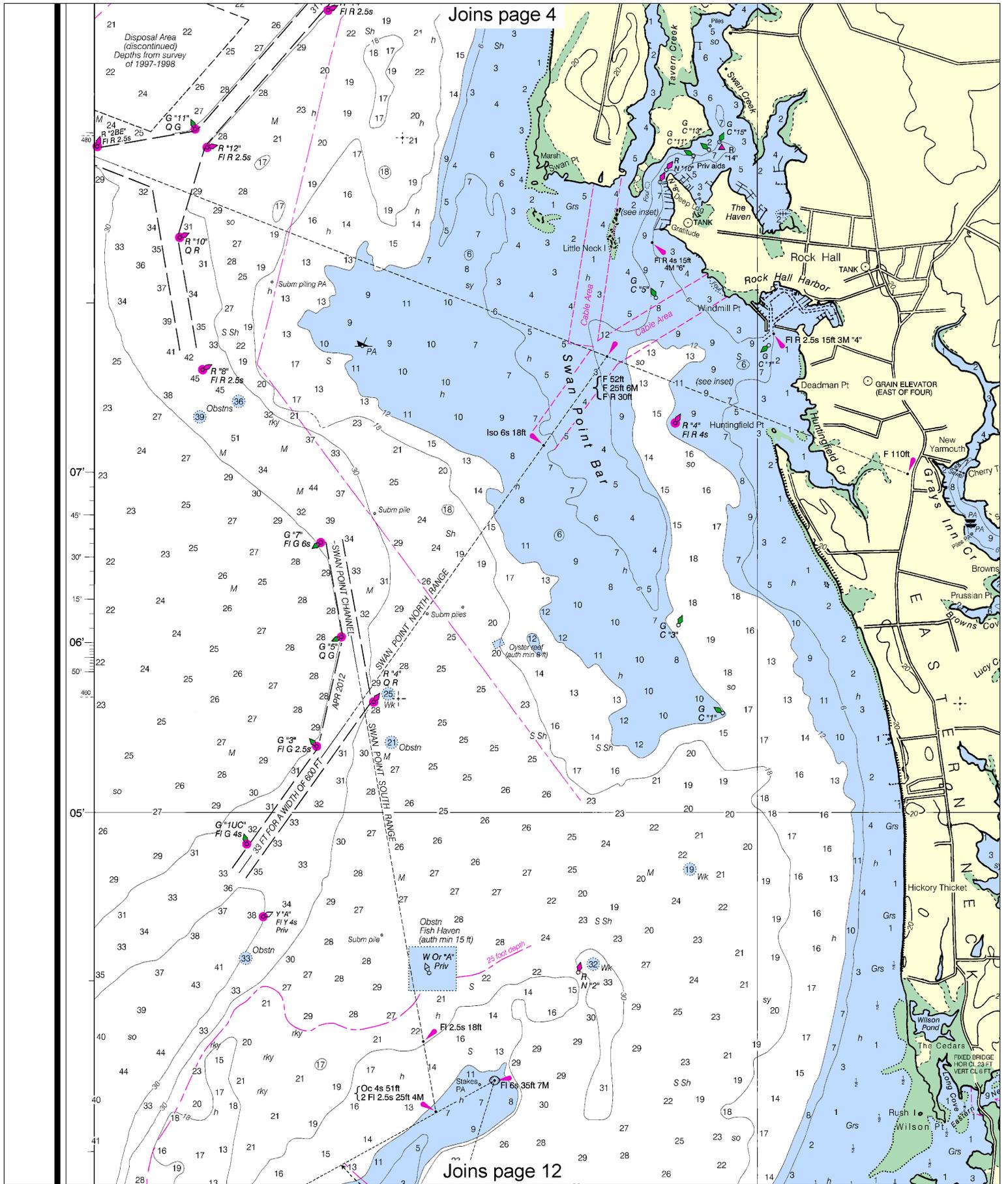
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



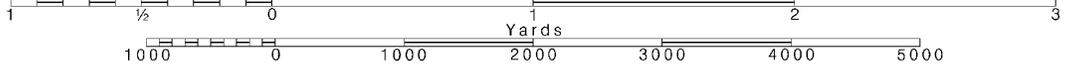


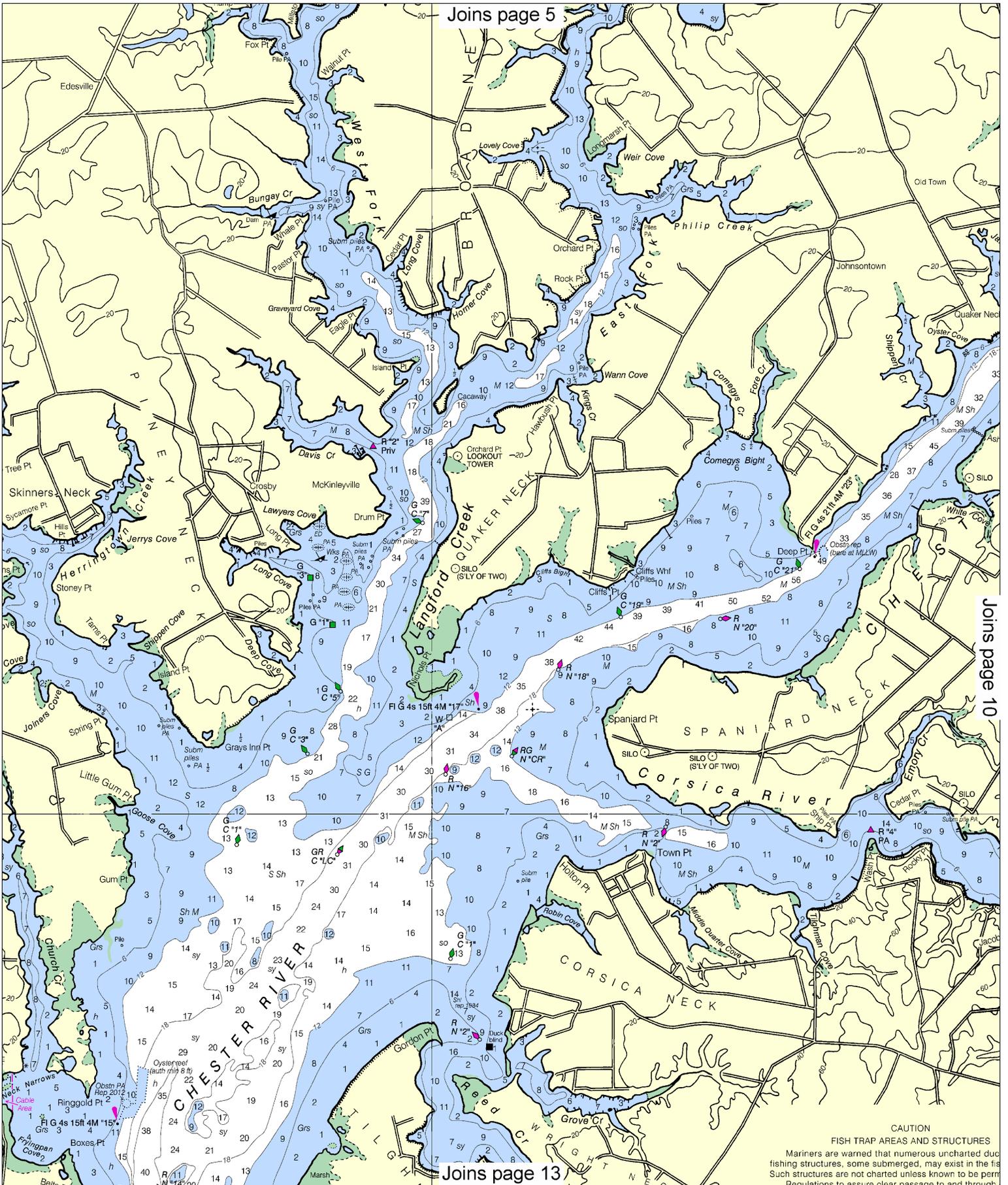
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

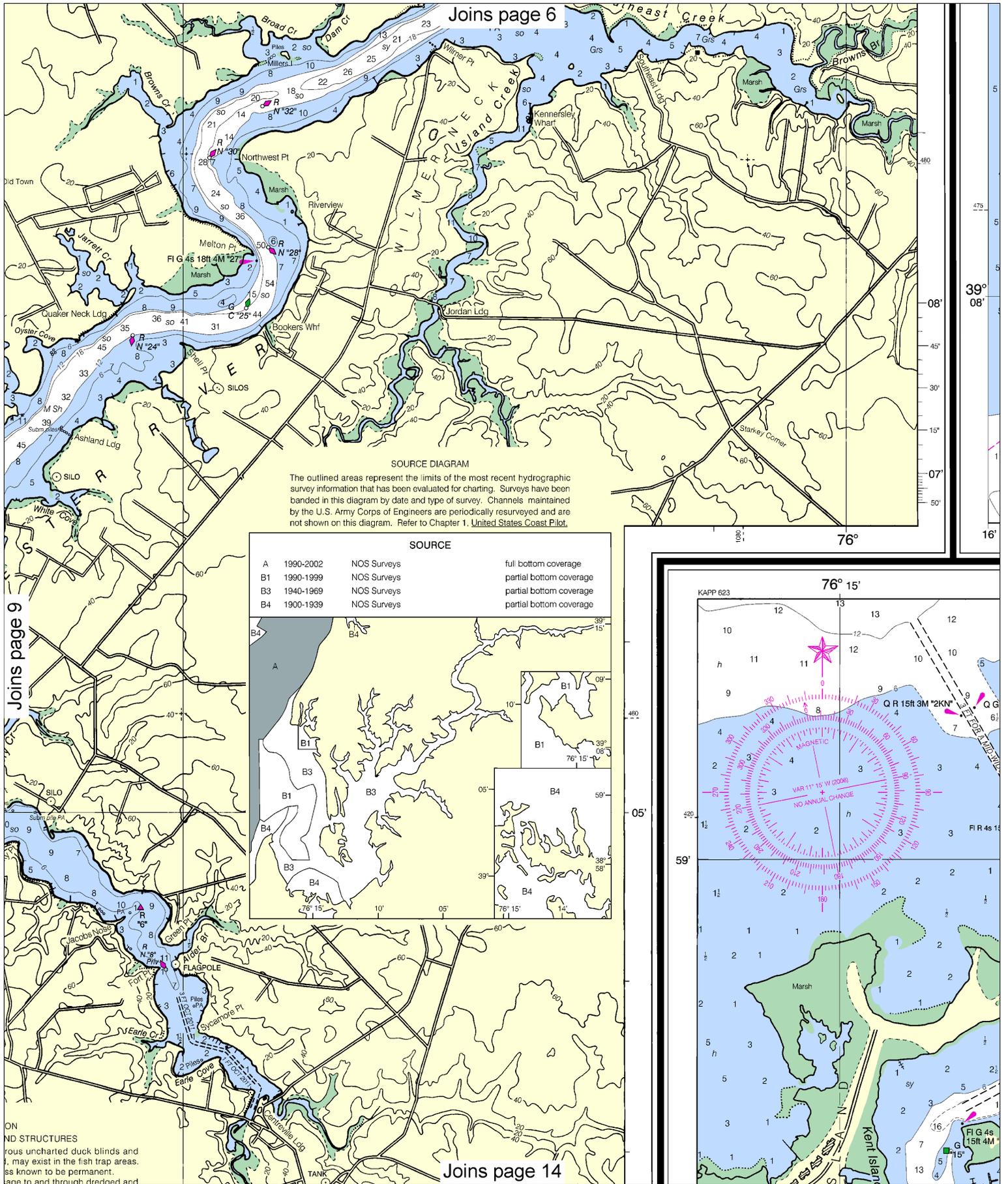
SCALE 1:40,000
Nautical Miles

See Note on page 5.





CAUTION
 FISH TRAP AREAS AND STRUCTURES
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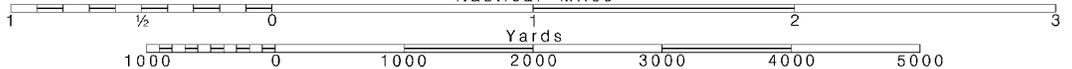
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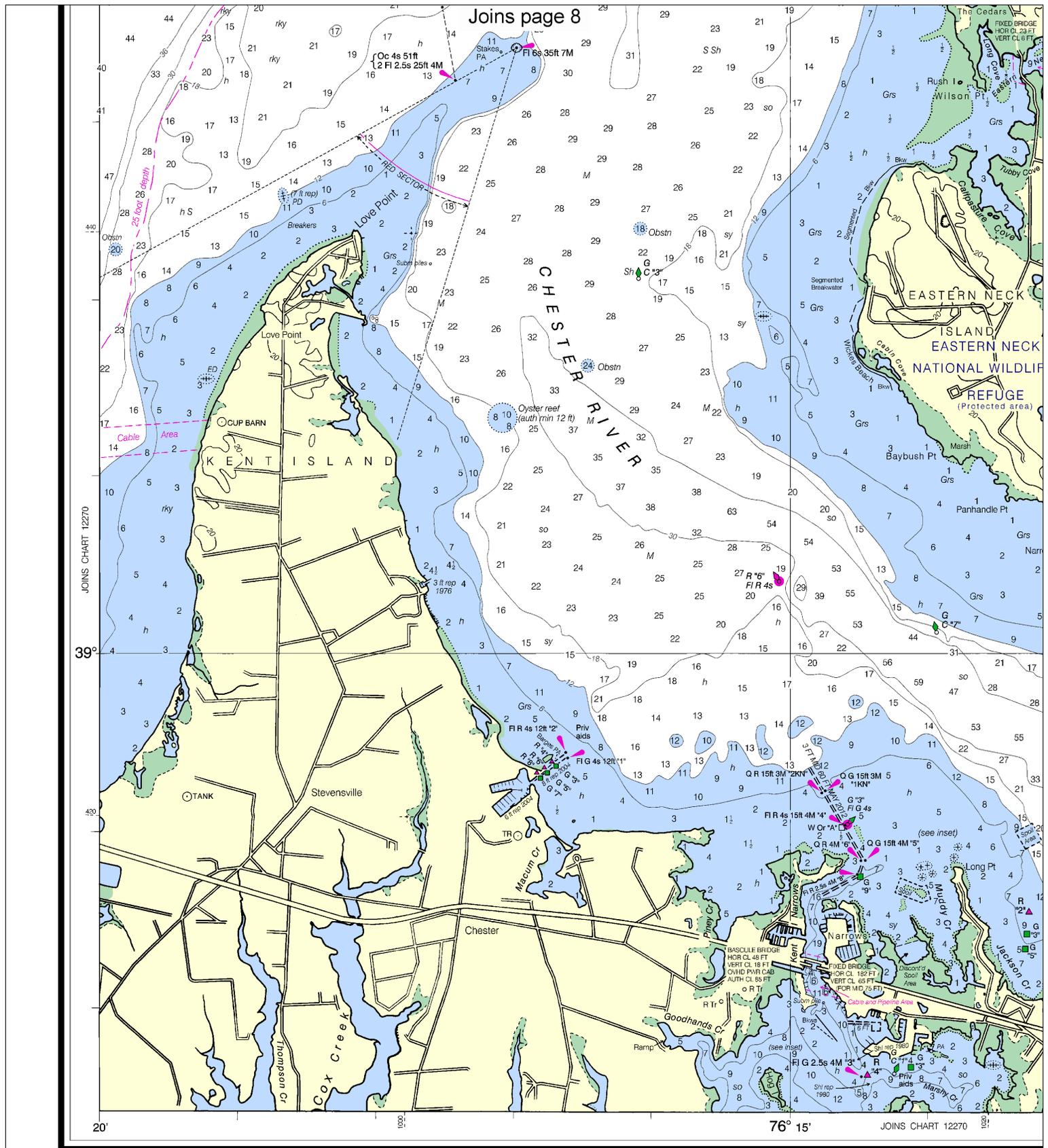
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





31st Ed., Sep. / 06 ■ Corrected through NM Sep. 16/06
 Corrected through LNM Sep. 12/06

12272

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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

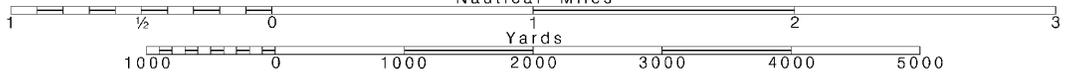
12

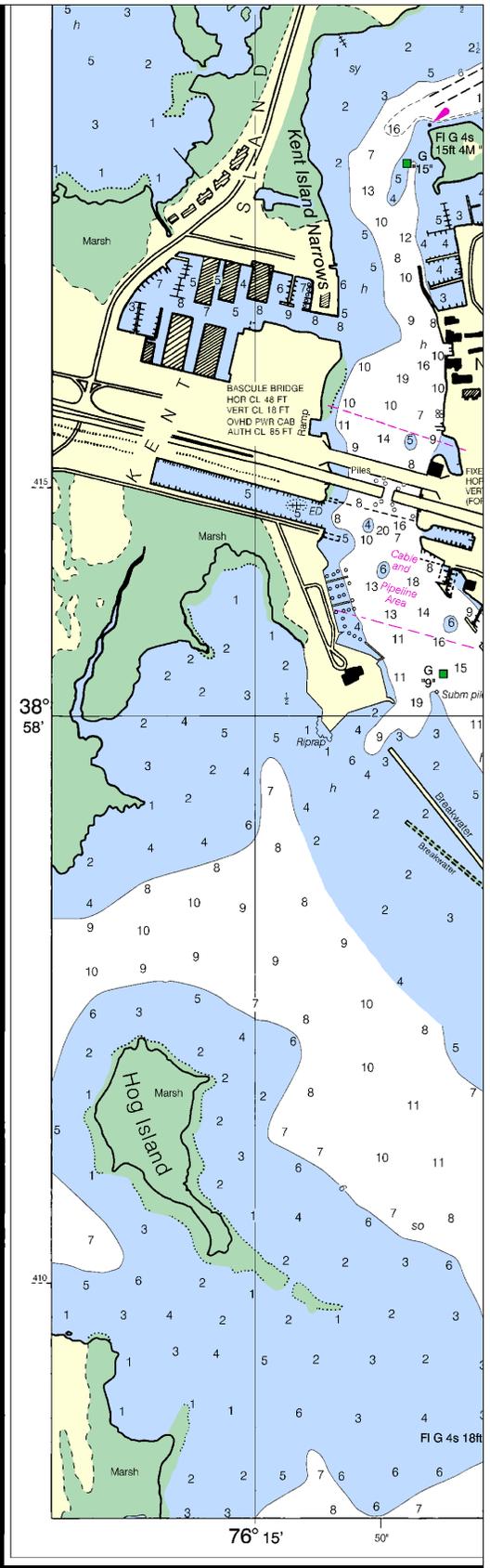
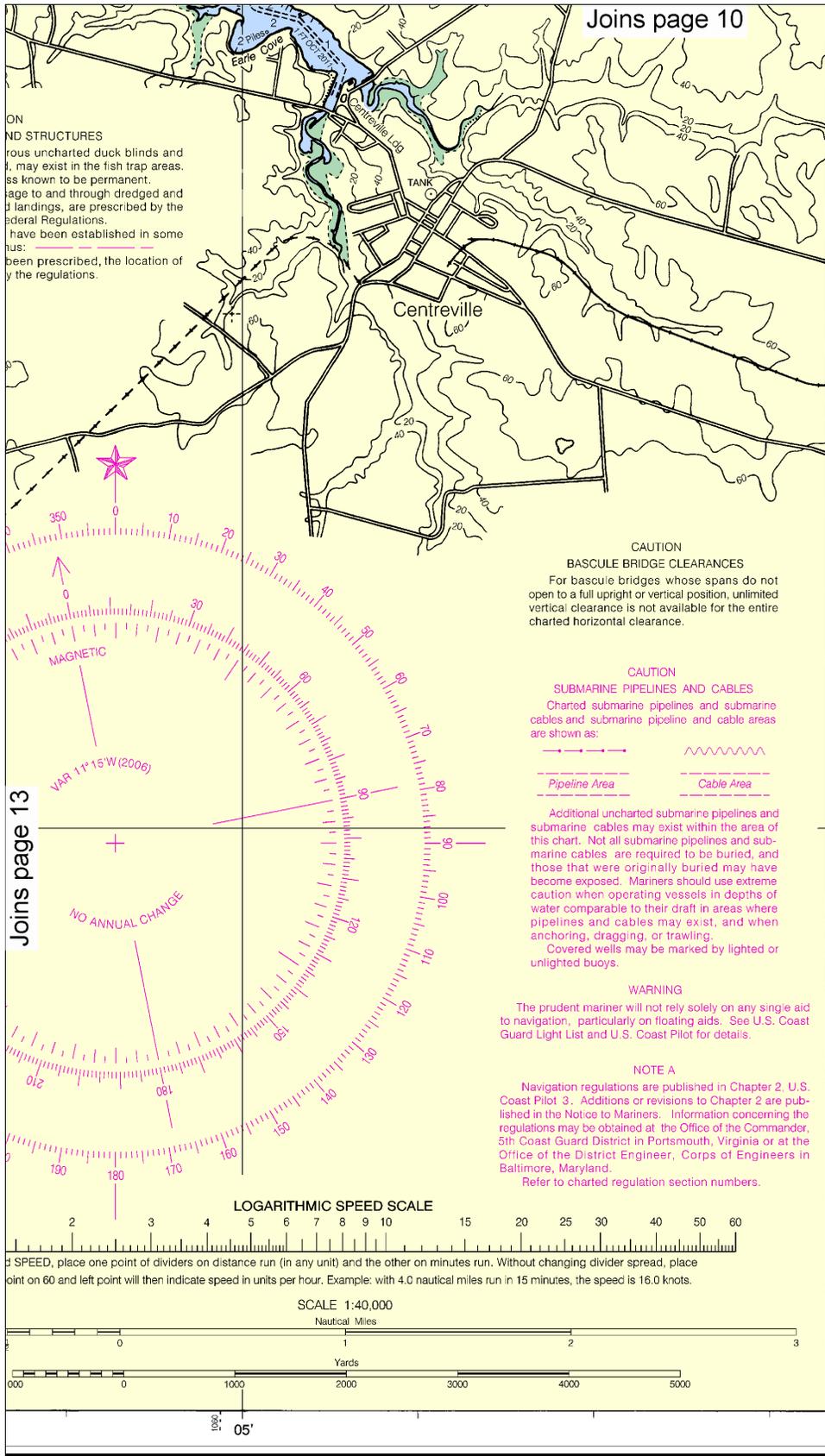
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





Printed at Washington, D.C.
 DEPARTMENT OF COMMERCE
 NAUTICAL AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEANIC AND ATMOSPHERIC SERVICE
 COAST SURVEY

SOUNDINGS IN FEET

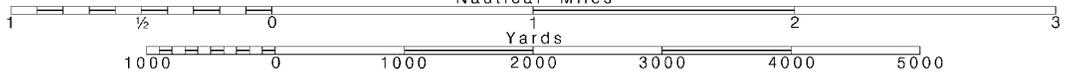
14

Note: Chart grid lines are aligned with true north.

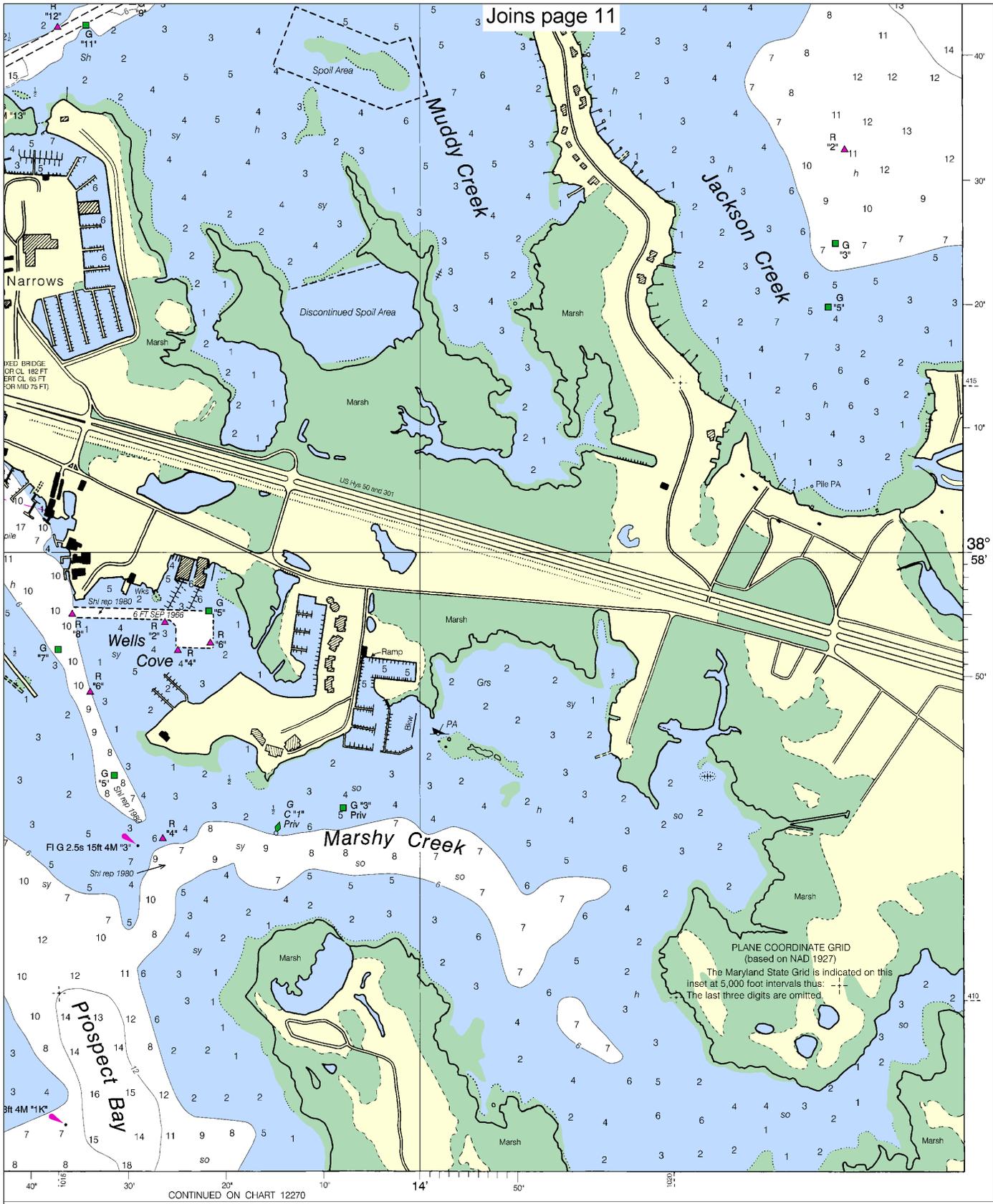
Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



Joins page 11



38° 58'

50'

410'

CONTINUED ON CHART 12270

PLANE COORDINATE GRID
(based on NAD 1927)
The Maryland State Grid is indicated on this
inset at 5,000 foot intervals thus: ---
The last three digits are omitted.

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

Chester River
SOUNDINGS IN FEET - SCALE 1:40,000

12272





EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

