BookletChart™

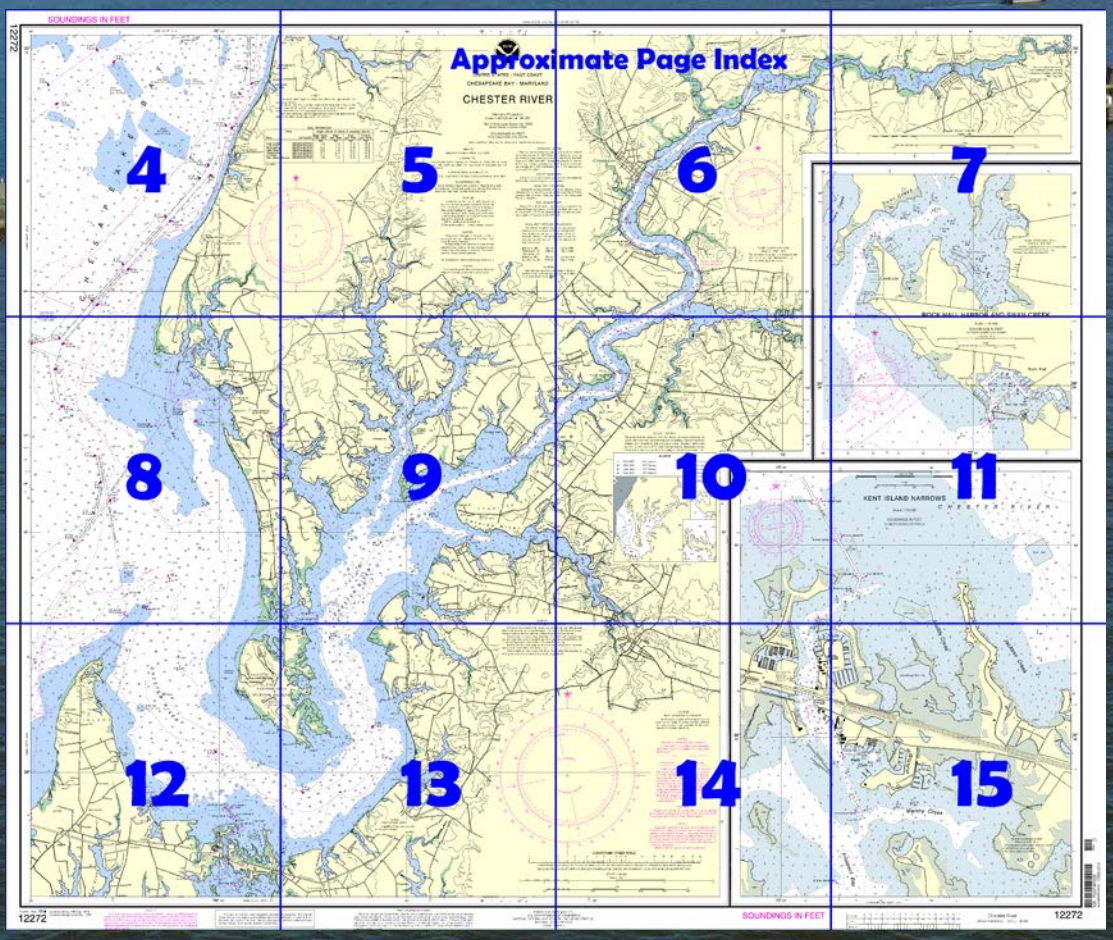
Chester River

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.

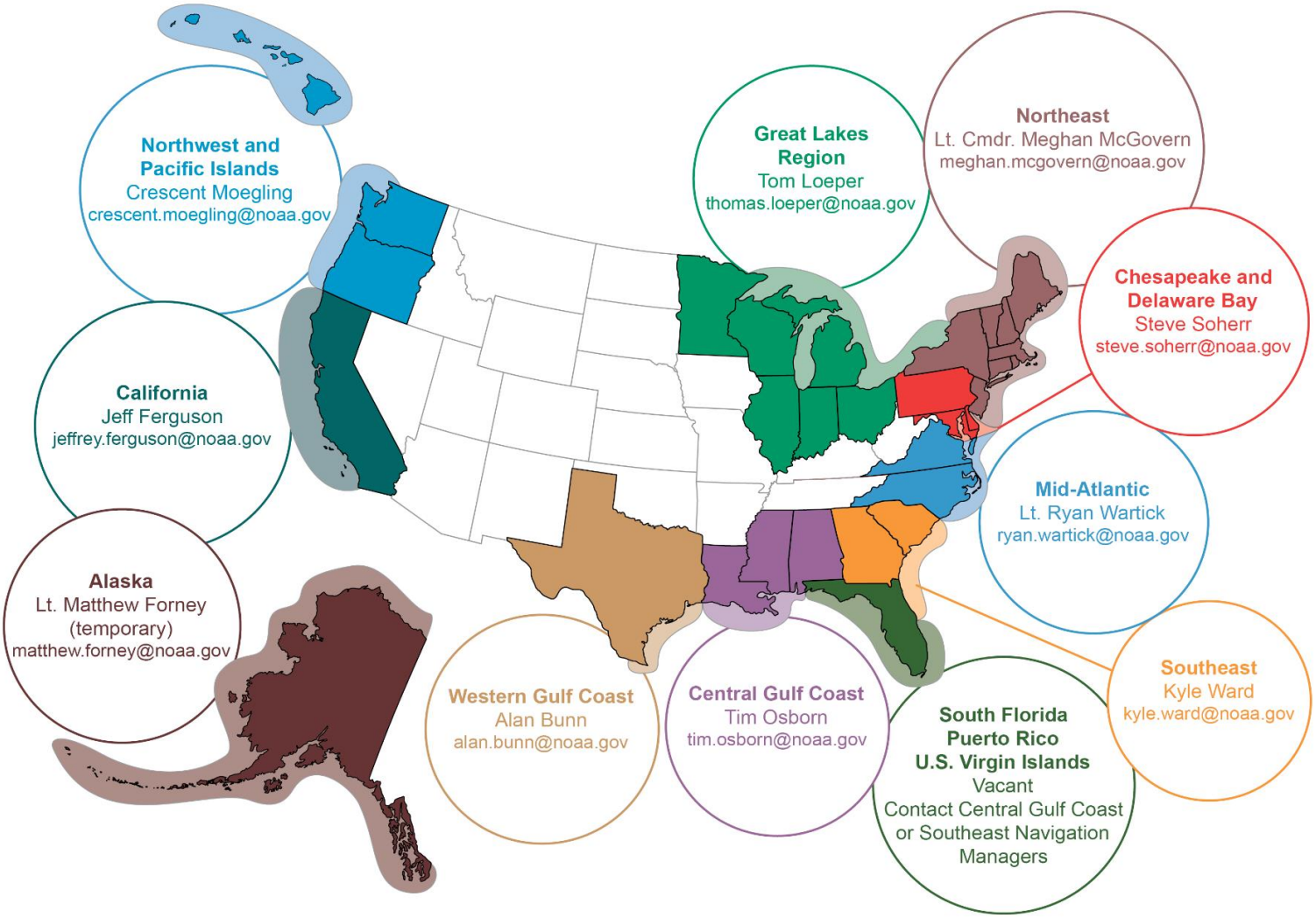
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12272.

(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 **Skinners 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

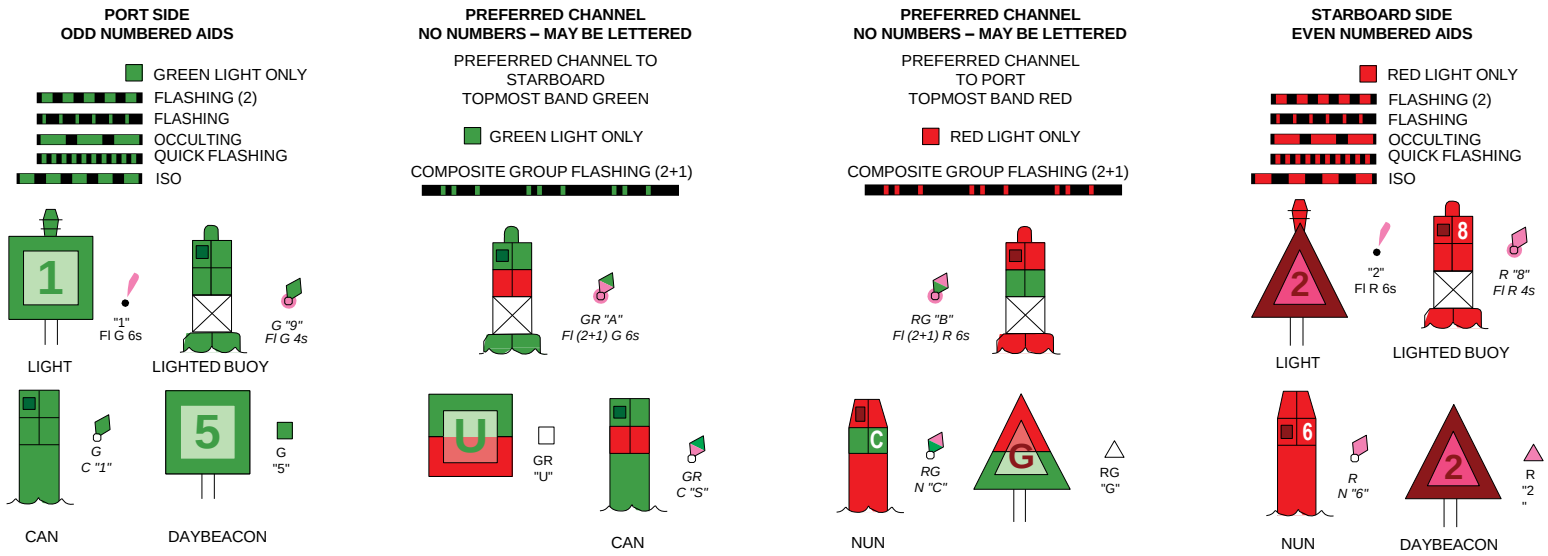
Navigation Managers Area of Responsibility



To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

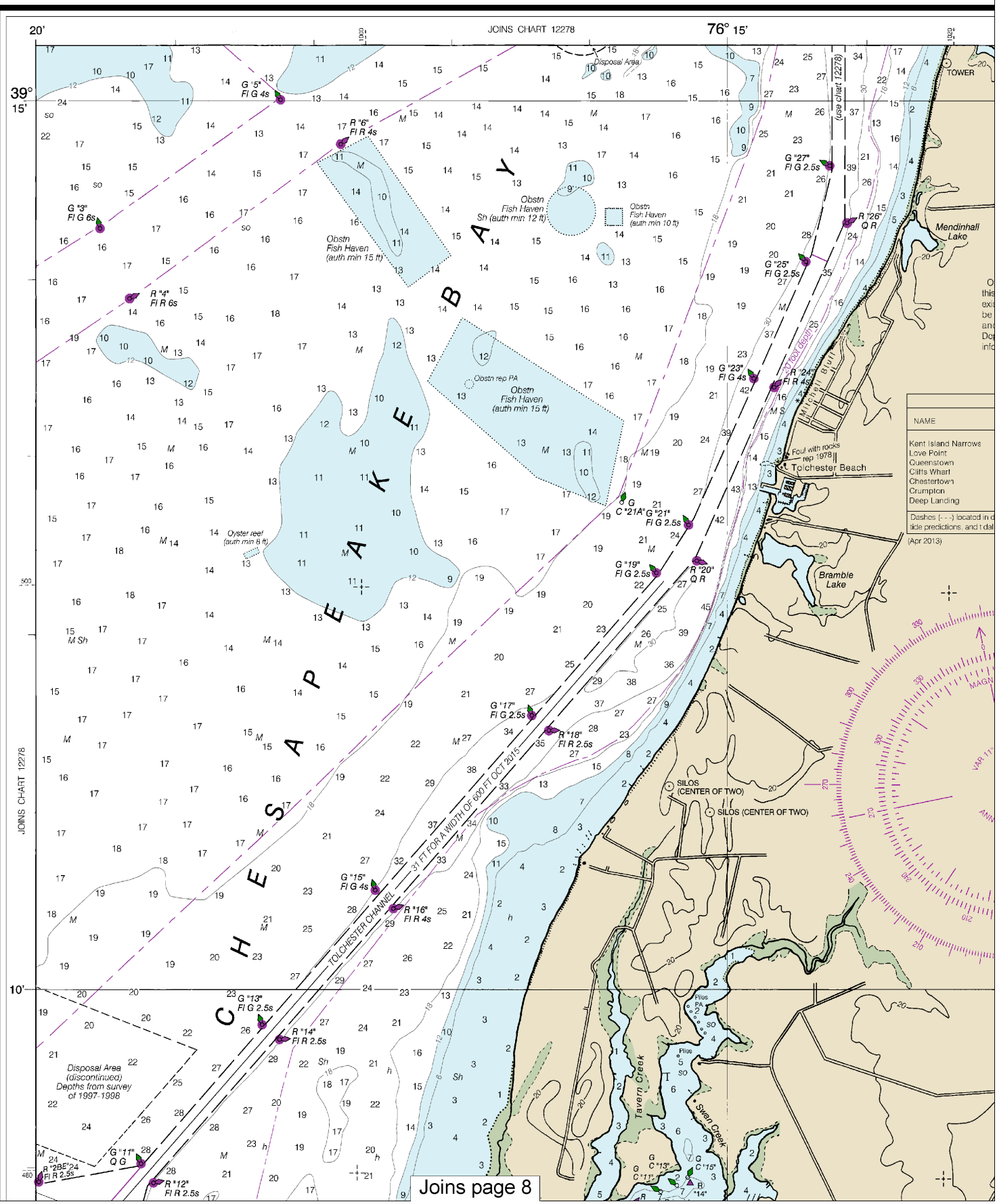
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.
These volumes are available online at *http://www.navcen.uscg.gov*

SOUNDINGS IN FEET

12272



Joins page 8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Formerly C&GS 548, 1st Ed., Feb. 1912 C-1944-620 K

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

CHESAPEAKE BAY - MARYLAND

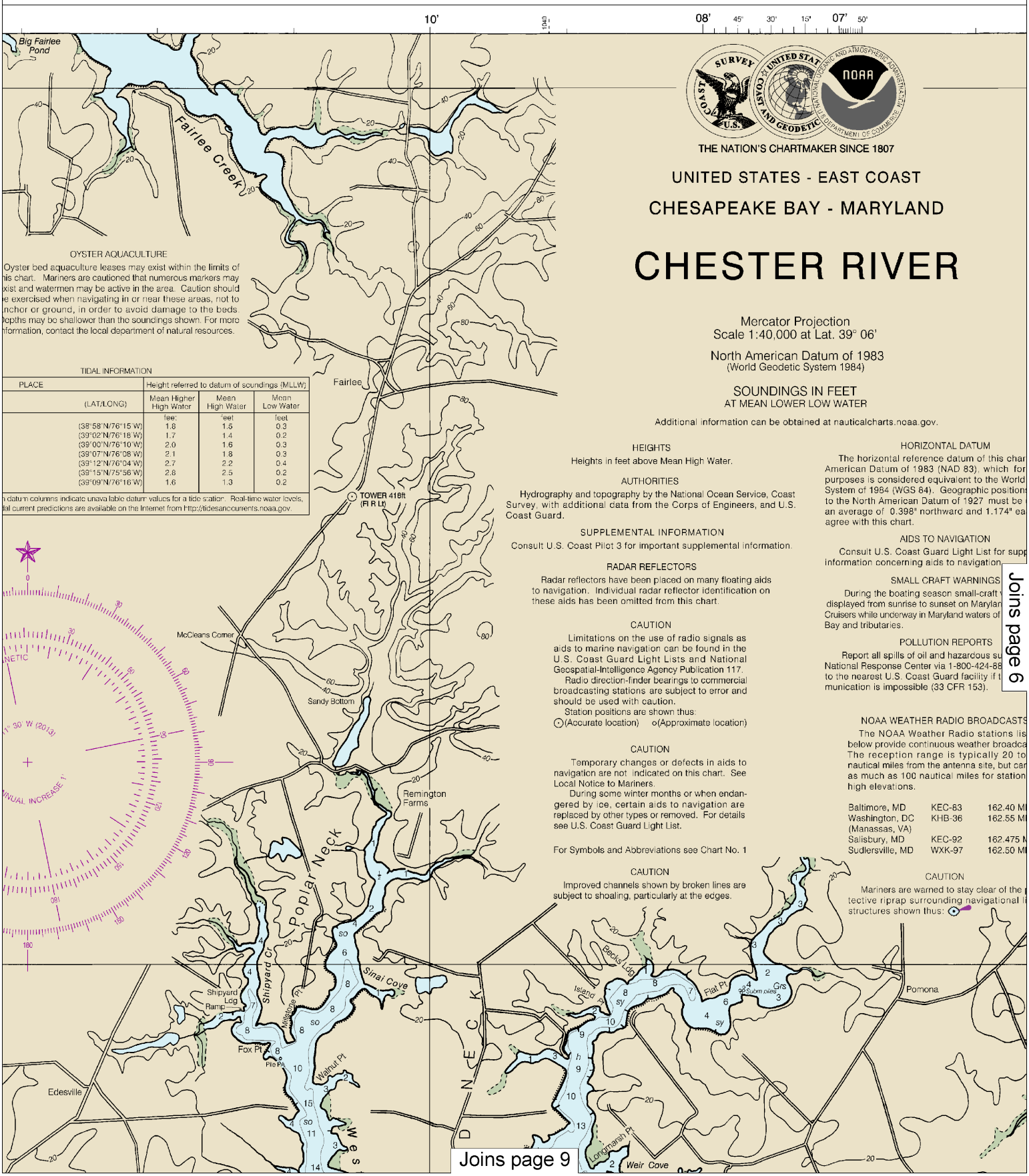
CHESTER RIVER

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.



OYSTER AQUACULTURE

Oyster bed aquaculture leases may exist within the limits of this chart. Mariners are cautioned that numerous markers may exist and watermen may be active in the area. Caution should be exercised when navigating in or near these areas, not to anchor or ground, in order to avoid damage to the beds. Depths may be shallower than the soundings shown. For more information, contact the local department of natural resources.

TIDAL INFORMATION

PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
(38°58'N/76°15'W)	1.8	1.5	0.3
(39°02'N/76°18'W)	1.7	1.4	0.2
(39°00'N/76°10'W)	2.0	1.6	0.3
(39°07'N/76°08'W)	2.1	1.8	0.3
(39°12'N/76°04'W)	2.7	2.2	0.4
(39°15'N/75°56'W)	2.8	2.5	0.2
(39°09'N/76°16'W)	1.6	1.3	0.2

datum columns indicate unavailable datum values for a tide station. Real-time water levels, tidal current predictions are available on the Internet from http://tidesandcurrents.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) o(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 char American Datum of 1983 (NAD 83), which for purposes is considered equivalent to the World System of 1984 (WGS 84). Geographic position to the North American Datum of 1927 must be an average of 0.398" northward and 1.174" ea agree with this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supp information concerning aids to navigation.

SMALL CRAFT WARNINGS

During the boating season small-craft displayed from sunrise to sunset on Marylan Cruisers while underway in Maryland waters of Bay and tributaries.

POLLUTION REPORTS

Report all spills of oil and hazardous su National Response Center via 1-800-424-88 to the nearest U.S. Coast Guard facility if t munication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations lis below provide continuous weather broadca The reception range is typically 20 to nautical miles from the antenna site, but car as much as 100 nautical miles for station high elevations.

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

CAUTION

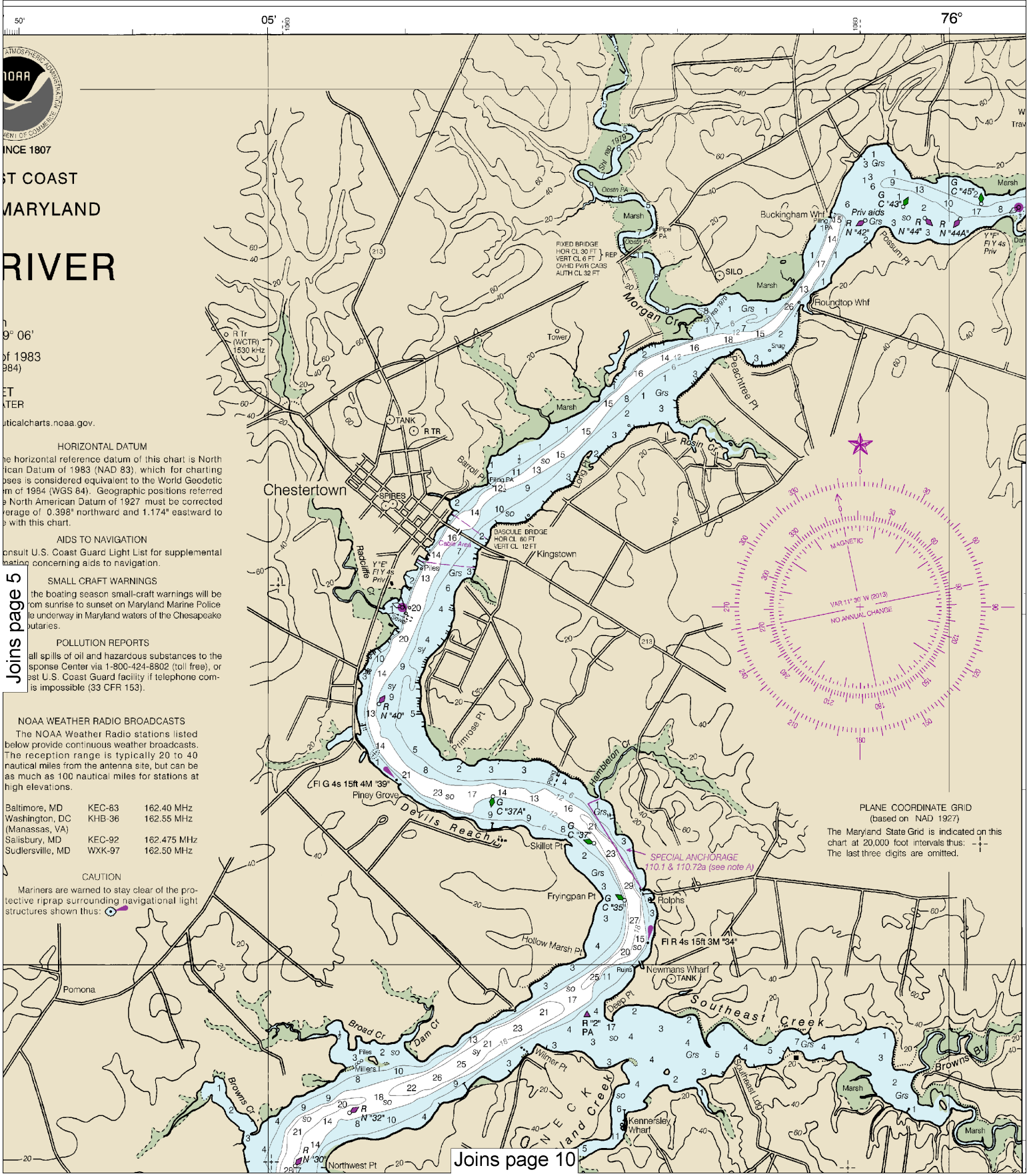
Mariners are warned to stay clear of the p tective riprap surrounding navigational structures shown thus:

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.

Formerly C&GS 548, 1st Ed., Feb. 1912 C-1944-620 KAPP 622



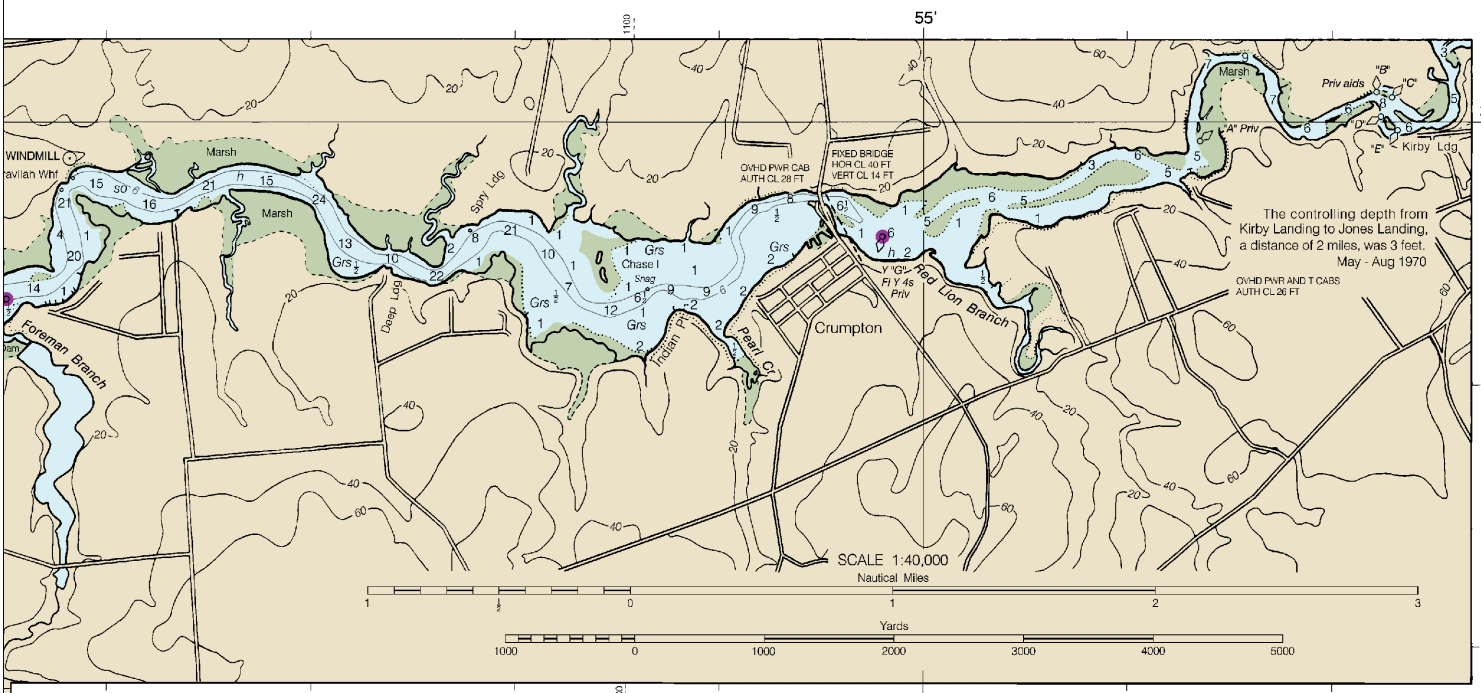
6

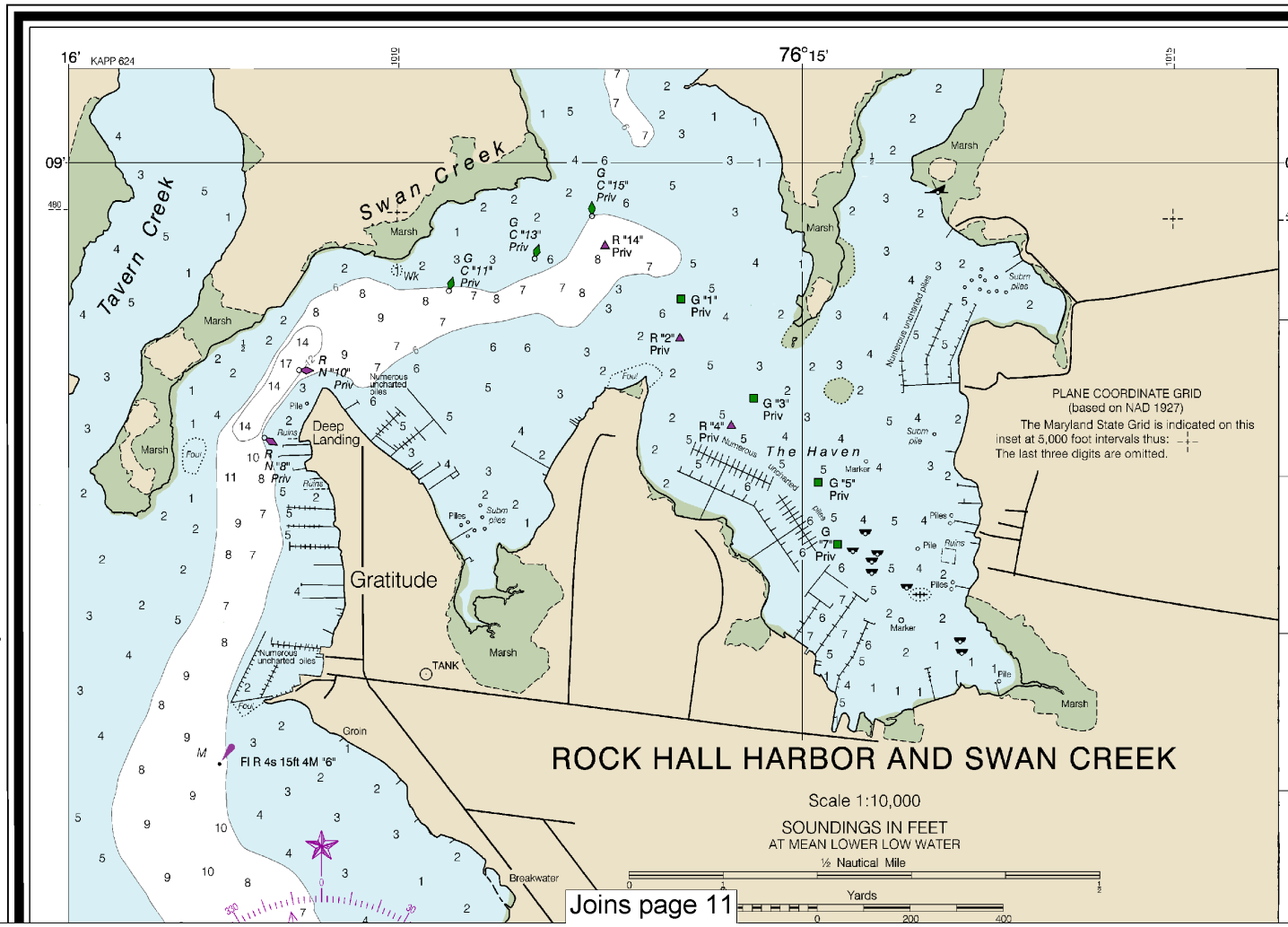
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000





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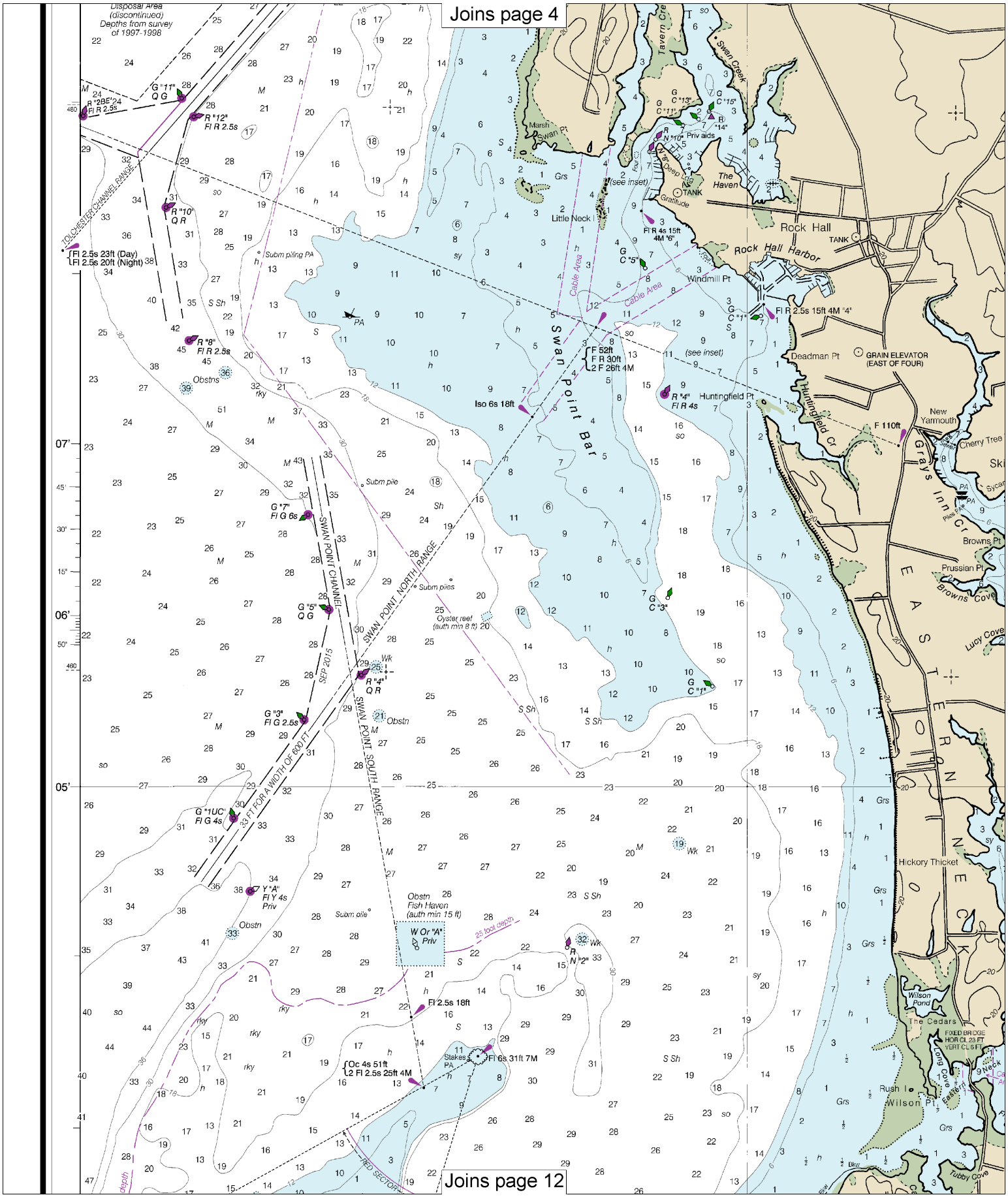


8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

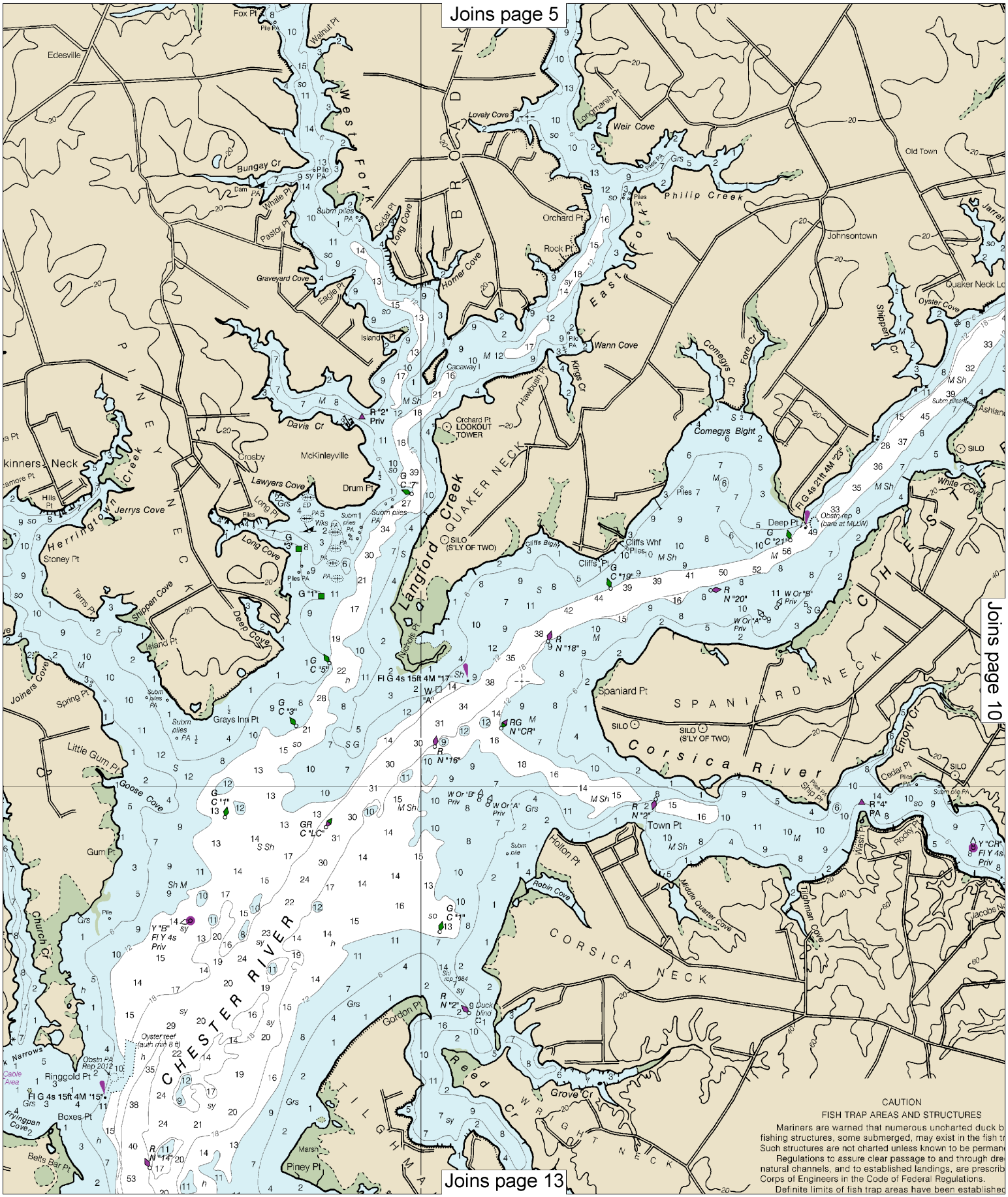
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

Joins page 5



Joins page 10

Joins page 13

Joins page 6

Joins page 9

Joins page 14

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.

SOURCE

A	1990-2002	NOS Surveys	full bottom coverage
B1	1990-1999	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

CAUTION

SH TRAP AREAS AND STRUCTURES

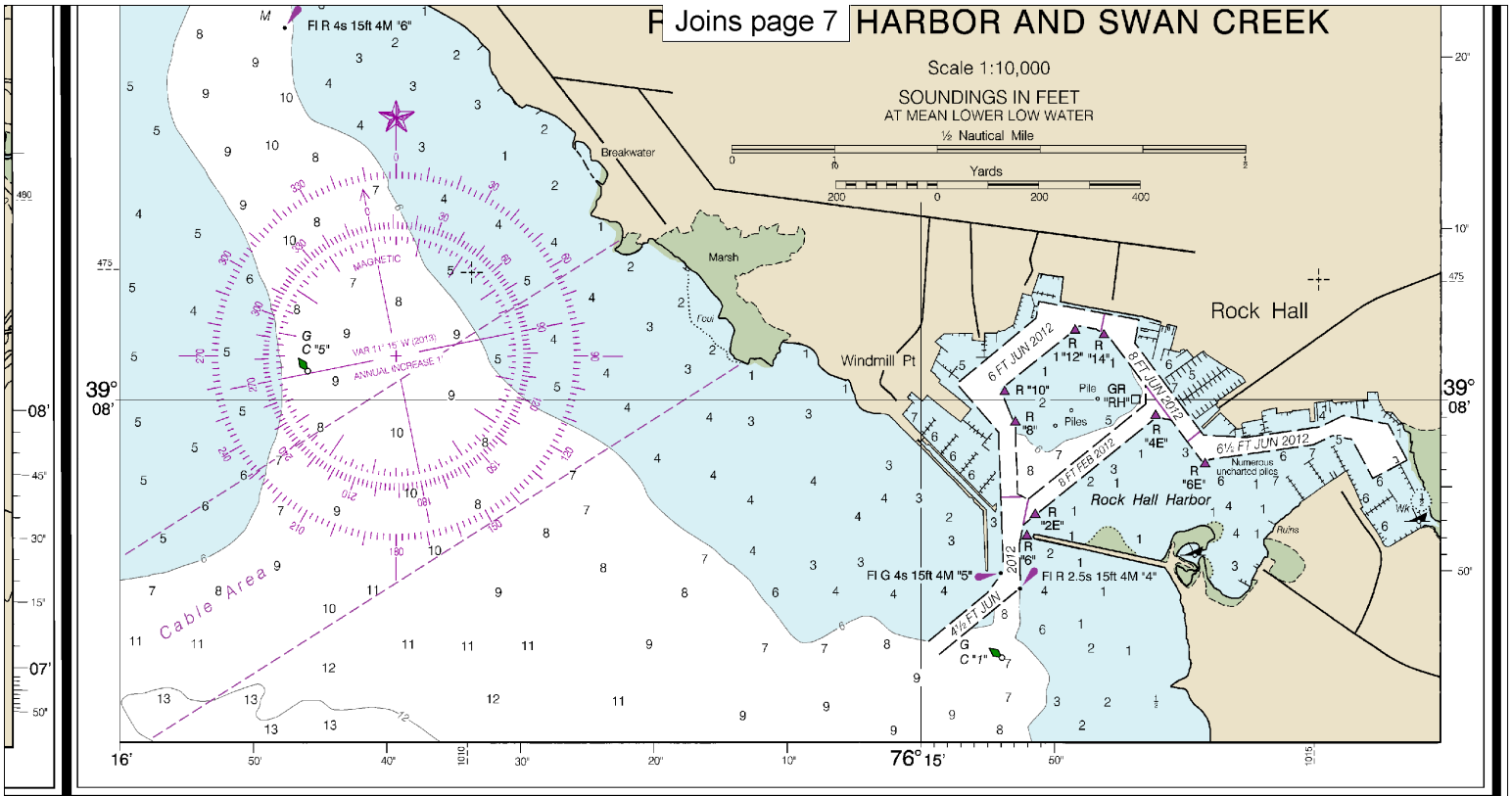
warned that numerous uncharted duck blinds and s, some submerged, may exist in the fish trap areas. are not charted unless known to be permanent. o assure clear passage to and through dredged and , and to established landings, are prescribed by the rs in the Code of Federal Regulations. s of fish trap areas have been established in some

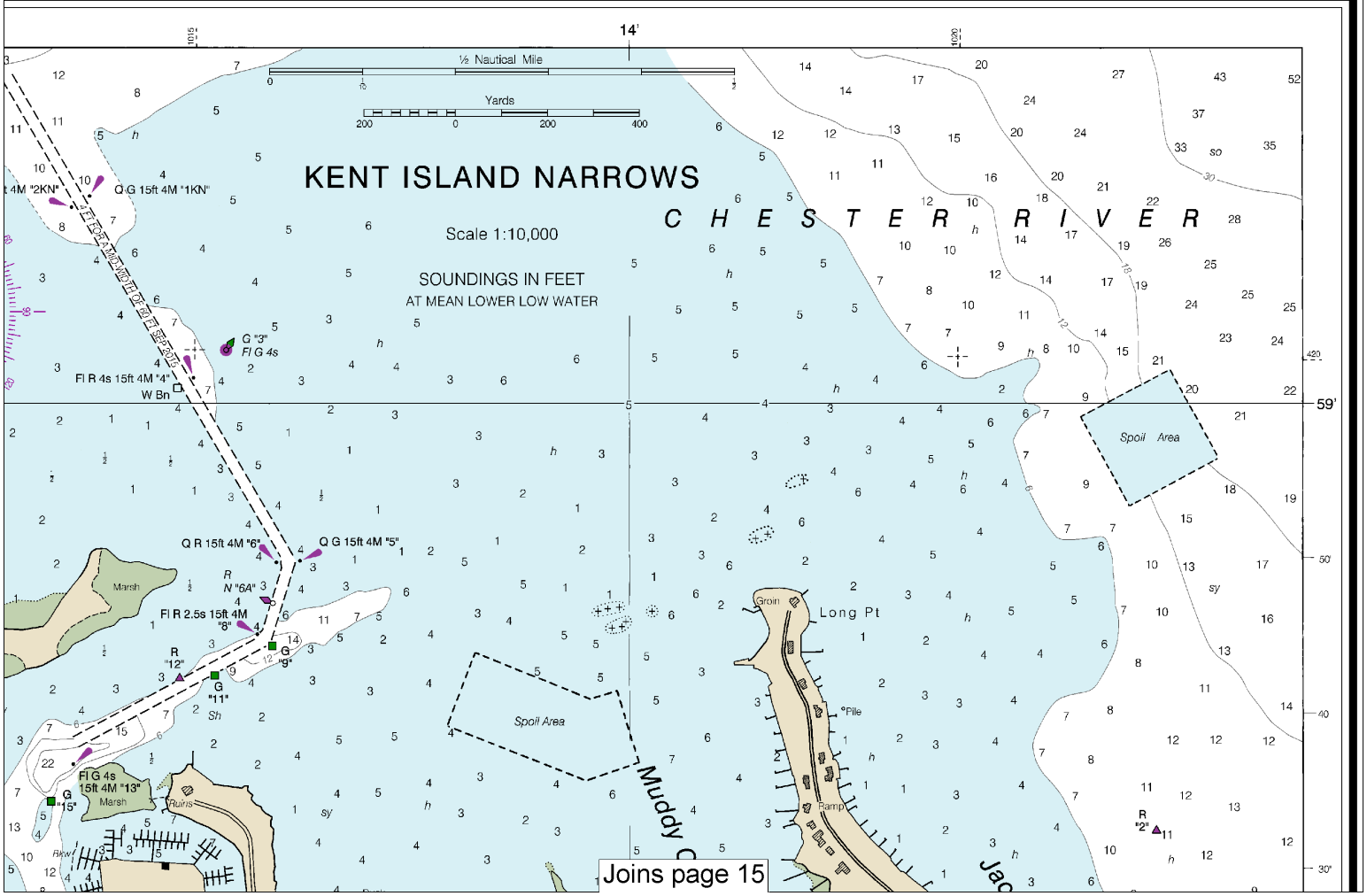
Note: Chart grid lines are aligned with true north.

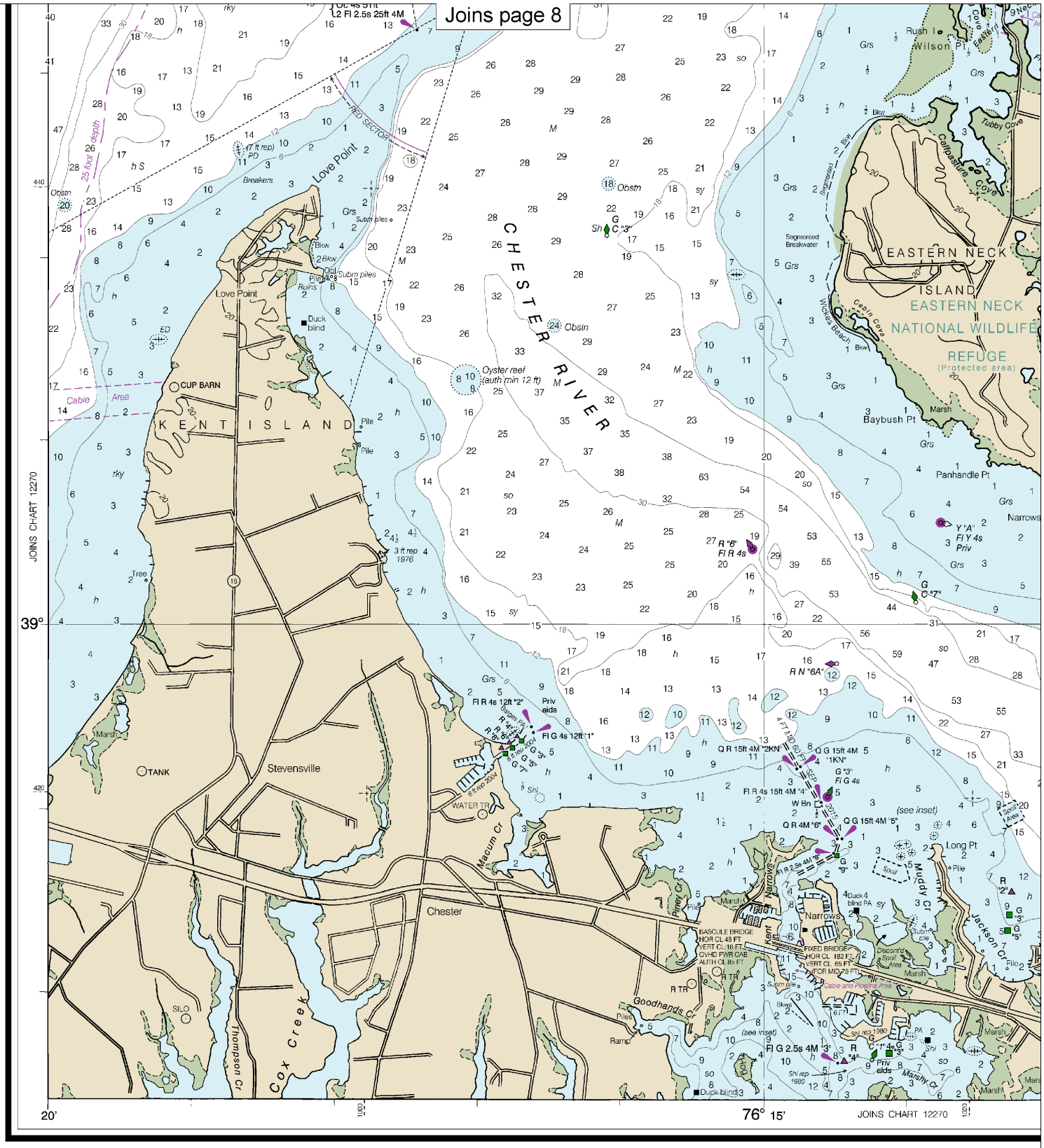
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 7
HARBOR AND SWAN CREEK
Scale 1:10,000
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
½ Nautical Mile
Yards
Breakwater
Marsh
Rock Hall
Windmill Pt
Rock Hall Harbor
Cable Area
Fl R 4s 15ft 4M "6"
Fl G 4s 15ft 4M "5"
Fl R 2.5s 15ft 4M "4"
39° 08'
76° 15'


KENT ISLAND NARROWS
Scale 1:10,000
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
½ Nautical Mile
Yards
C H E S T E R R I V E R
Q G 15ft 4M "1KN"
Fl R 4s 15ft 4M "4"
W Bn
G "3"
Fl G 4s
Q R 15ft 4M "6"
Q G 15ft 4M "5"
Fl R 2.5s 15ft 4M "8"
Fl G 4s 15ft 4M "13"
Spoil Area
Long Pt
Marsh
Joins page 15



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.

NOAA encourages users to submit inquiries, discrepancies or about this chart at http://www.nauticalcharts.noaa.gov/staff/contact

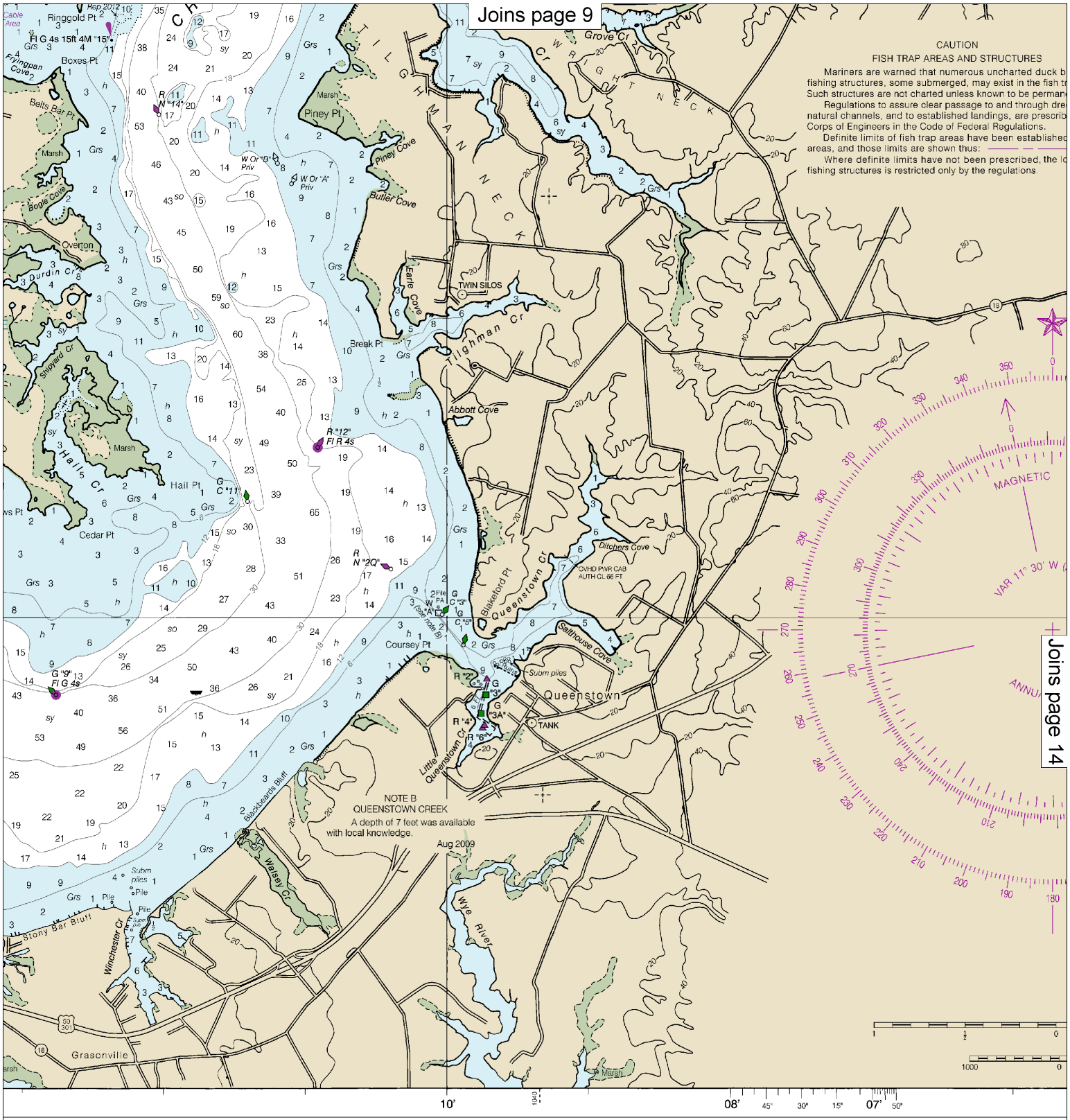
33rd Ed., Jan. 2017. Last Correction: 1/27/2017. Cleared through:
LNM: 0417 (1/24/2017), NM: 0517 (2/4/2017)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



or comments
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Published at Washington, D.
U.S. DEPARTMENT OF COMM
NATIONAL OCEANIC AND ATMOSPHERIC A
NATIONAL OCEAN SERVICE
COAST SURVEY

Joins page 10

Joins page 13

CAUTION

SH TRAP AREAS AND STRUCTURES

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te limits have not been prescribed, the location of s is restricted only by the regulations.

Centreville Ldg

TANK

Centreville

MAGNETIC

VAR 11° 30' W (2013)

ANNUAL INCREASE 1'

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

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

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.

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 A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice 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.

SCALE 1:40,000

Nautical Miles

Yards

39°

05'

Kent Island Narrows

Marsh

Footbridge

Ramp

BASCULE BRIDGE
HOR CL 48 FT
VERT CL 18 FT
OVHD PWR CAB
AUTH CL 65 FT

Riprap

38° 58'

Hog Island

Shoal

76° 15'

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEE

Note: Chart grid lines are aligned with true north.

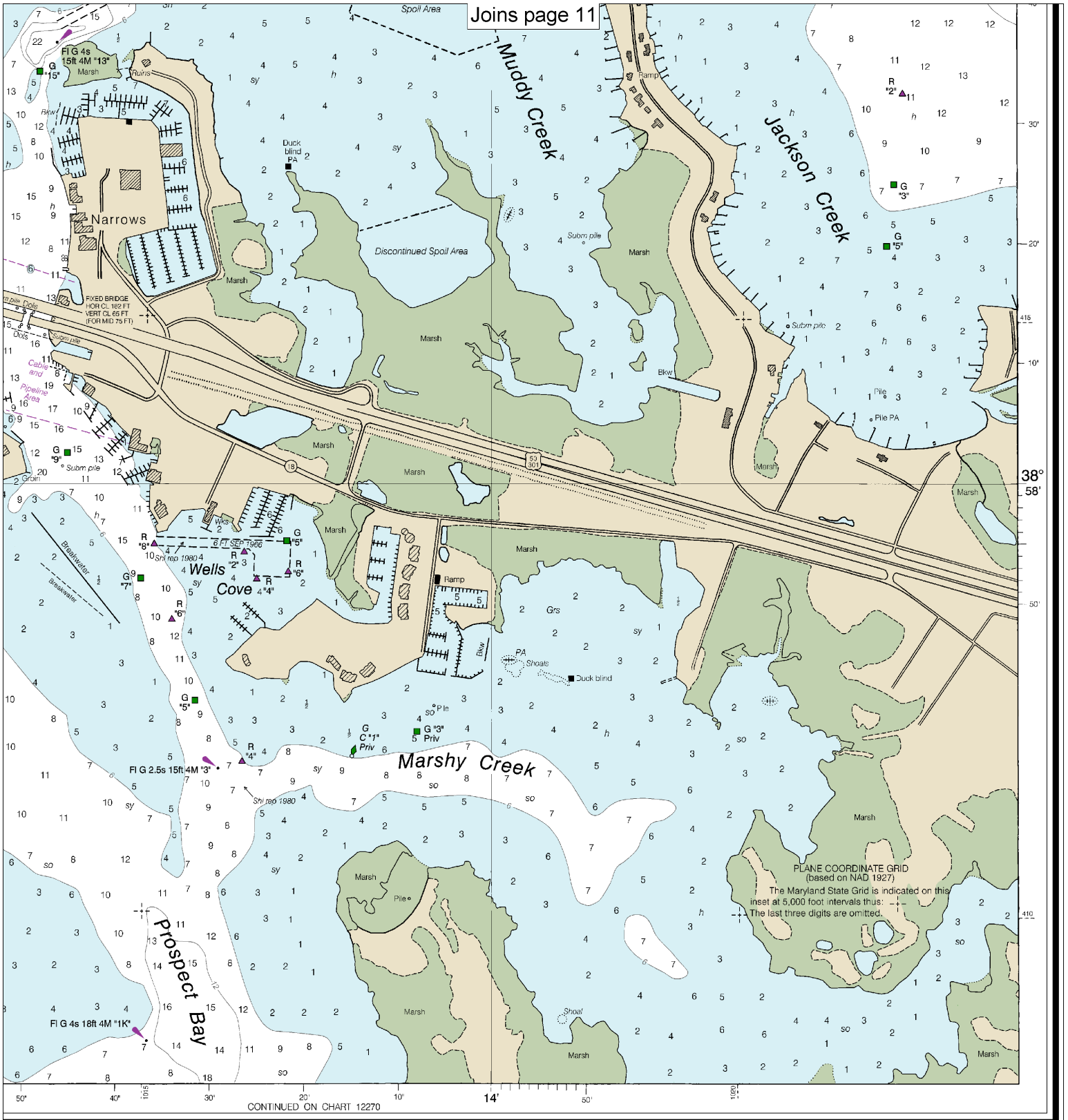
Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

Yards

See Note on page 5.



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 18 19 20 21 22 23 24 25 26 27 28 29 30 31																

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@NOAAcharts**

Note on Printing

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.

NOAA's Office of Coast Survey — The Nation's Chartmaker