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12272

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.

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 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.

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

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.

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).

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 (Manassas, VA)	KHB-36	162.55 MHz
Salisbury, MD	KEC-92	162.475 MHz
Sudlersville, MD	WXK-97	162.50 MHz

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

TIDAL INFORMATION

PLACE NAME (LATITUDE/LONGITUDE)	Height; referred to datum of soundings (MLLW) Mean High Water (feet)	Mean High Water (feet)	Mean Low Water (feet)
Kent Island Narrows (38°58'N/76°15'W)	1.8	1.5	0.3
Love Point (39°12'N/76°18'W)	1.7	1.4	0.2
Queenstown (39°00'N/76°10'W)	2.0	1.6	0.3
Cliffs Wharf (39°12'N/76°04'W)	2.1	1.8	0.3
Chestertown (39°12'N/76°04'W)	2.1	1.7	0.4
Crouch Cove (39°16'N/76°14'W)	2.6	2.3	0.2
Deep Landing (39°19'N/76°16'W)	1.6	1.3	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
Apr 2013

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.

SPECIAL ANCHORAGE
(11° 5' E 110.7m (see note A))

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
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.

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.

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

LOGARITHMIC SPEED SCALE
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SCALE 1:40,000
Nautical Miles
Yards

The controlling depth from Kirby Landing to Jones Landing, a distance of 2 miles, was 3 feet May - Aug 1970
DATED PHOTO AND T CASS AUTH CL 3617

ROCK HALL HARBOR AND SWAN CREEK

Scale 1:10,000
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

KENT ISLAND NARROWS

Scale 1:10,000
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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.

Last Correction: 9/11/2015. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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NATIONAL OCEAN SERVICE
COAST SURVEY

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FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15

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