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

Approximate Page Index:

10  11  12  13  14  15
16  17  18  19  20  21
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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=12274

(Selected Excerpts from Coast Pilot)
Gunpowder River is entered through a channel marked by a light and buoys west of Spry Island Shoal; the shoal is covered 2 to 4 feet; the channel had depths of 8 feet for 2 miles; 2 to 9 feet for 4 miles; 3 feet in a channel leading to a creek below Joppatowne, with depths of 4 to 7 feet and 4 feet in the marina basin. Marinas above the bridge have slips, gasoline, and marine supplies. Some waters of the Aberdeen Proving Ground are closed to the public at all times. Others have a limited access during specified hours. Bush River. The lower 5 miles are within Aberdeen Proving Ground constituting prohibited land areas and restricted and dangerous water areas.

The river has depths of 7 feet to the railroad bridge 6.3 miles above the mouth, thence 5 to 6 feet for another 1.5 miles. The approach to the river and the channel are marked by buoys and a light as far as Tapler Point, and by a light on the east side 0.3 mile south of the railroad bridge, which shows a high-intensity beam down river; the lower light, off the western shore about 2.7 miles above the mouth shows high-intensity beams up and down river.

Still Pond has depths of 9 to 11 feet and is a good anchorage during easterly winds. Churn Creek has depths of 2 feet in the entrance and deeper water inside.

Stillpond Creek is entered through a narrow channel; the depth was 7½ feet through the entrance. A light and buoys mark the entrance. The channel inside Stillpond Creek is marked by a daybeacon and buoys.

Stillpond Coast Guard Station is on the north side of the entrance to Stillpond Creek.
Sassafras River. The entrance is between Howell Point and Grove Point. The river is used by vessels drawing up to 12 feet. The river channel has depths of 13 feet to a point 1 mile above the U.S. Route 213 bridge, thence 7 to 3 feet for 2 miles. The channel is marked as far as the highway bridge.
Fredericktown and Georgetown are connected by a bridge that has a clearance of 5 feet. The bridgетender monitors VHF-FM channel 16 and works on channels 13 and 68; call sign KYU-699. The speed limit is 6 miles per hour in Sassafras River 0.5 mile above and below the bridge. There are facilities on both sides of the river below the bridge with berthing, electricity, water, gasoline, diesel fuel, and marine supplies.
Spesutie Narrows is a channel leads from the flats off southern entrance to a basin at Mulberry Point; depth was 5 feet to the basin with 2½ to 5 feet at the landings. Entrance channel is marked by buoys and lighted ranges; the inner channel is marked by daybeacons. Spesutie Island and Spesutie Narrows are within Aberdeen Proving Ground constituting prohibited land areas and restricted and dangerous water areas. Mariners are required to observe the speed regulation in Elk River, Back Creek, and Chesapeake and Delaware Canal. The current velocity is 0.8 knot.

Bohemia River has depths of 7 feet or more for 4 miles to the junction of Great Bohemia Creek and Little Bohemia Creek; 6 to 4 feet for 1.5 miles in Great Bohemia Creek; 7 feet for 1 mile in Little Bohemia Creek. The cove on the southwest side of Bohemia River 3 miles above the entrance has depths of 3 to 5 feet and is a small-boat anchorage. The speed limit is 6 miles per hour from the highway bridge to 1 mile downstream in Bohemia River. There are small-craft facilities along the north side of Bohemia River and along the south side of the river below the bridge.

Above Back Creek, the channel in Elk River is marked by buoys to Warning--Small-craft operators in Frog Mortar Creek are advised to use caution in the vicinity of Martin State Airport. Small-craft with masts exceeding 37 feet in height above the waterline create an obstruction to low-flying aircraft. Operators of such vessels transiting Frog Mortar Creek should contact Martin State Airport Control Tower by telephone at 410-238-1008 when visibility is less than 1.0 statute mile so approaching aircraft can be warned. Tower operations are from 0600 to 2200 daily.

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

RCC Norfolk Commander 5th CG District (575) 398-6231
Norfolk, VA
NOAA’s navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers.

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

PORT SIDE

ODD NUMBERED AIDS

GREEN LIGHT ONLY
FLAShING (2)
FLASHING
OCCULTING
QUICK FLASHING
ISO

PREFERRED CHANNEL

NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO STARBOARD
TOPMOST BAND GREEN
GREEN LIGHT ONLY
COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL

NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO PORT
TOPMOST BAND RED
RED LIGHT ONLY
COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE

EVEN NUMBERED AIDS

RED LIGHT ONLY
FLAShING (2)
FLASHING
OCCULTING
QUICK FLASHING
ISO

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.
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 landmarks, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Dredging limits of fish trap areas have been established in some areas, and those limits are shown thus.

Where detailed limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

CAUTION

BASELINE TIDGE CLEARANCES

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

WARNING

The present 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.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charked submarine pipelines and submarine cables are exist within the area of the 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

LIMITATIONS ON THE USE OF RADIO SIGNALS AS AIDS TO MARINE NAVIGATION CAN BE FOUND IN THE U.S. COAST GUARD LIGHT LIST AND NATIONAL GEOSTATION-ALIGNED AGENCY PUBLICATION 117.

Radar direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
12274

Use NOAA electronic navigational charts for the most up-to-date information.
LNM 5119 (12/17/2019), NA 5219 (12/03/2018)

CAUTION
This chart has been corrected from the Notice to Mariners (N&I) published weekly by the National Agency and the Local Notice to Mariners (L&N) issued periodically by each U.S. Coast Guard district. Chart updates consist of the Notice to Mariners published after the date hand corner are available at nauticalcharts.noaa.gov.

Printed at reduced scale.
SCALE 1:40,000
1 Nautical Mile = 1500 Yards

See Note on page 5.

Note: Chart grid lines are aligned with true north.
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.

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**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!**

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**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.

**Quick References**

- Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
- Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrrc.shtml
- 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
- National Data Buoy Center — http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.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

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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