BookletChart™

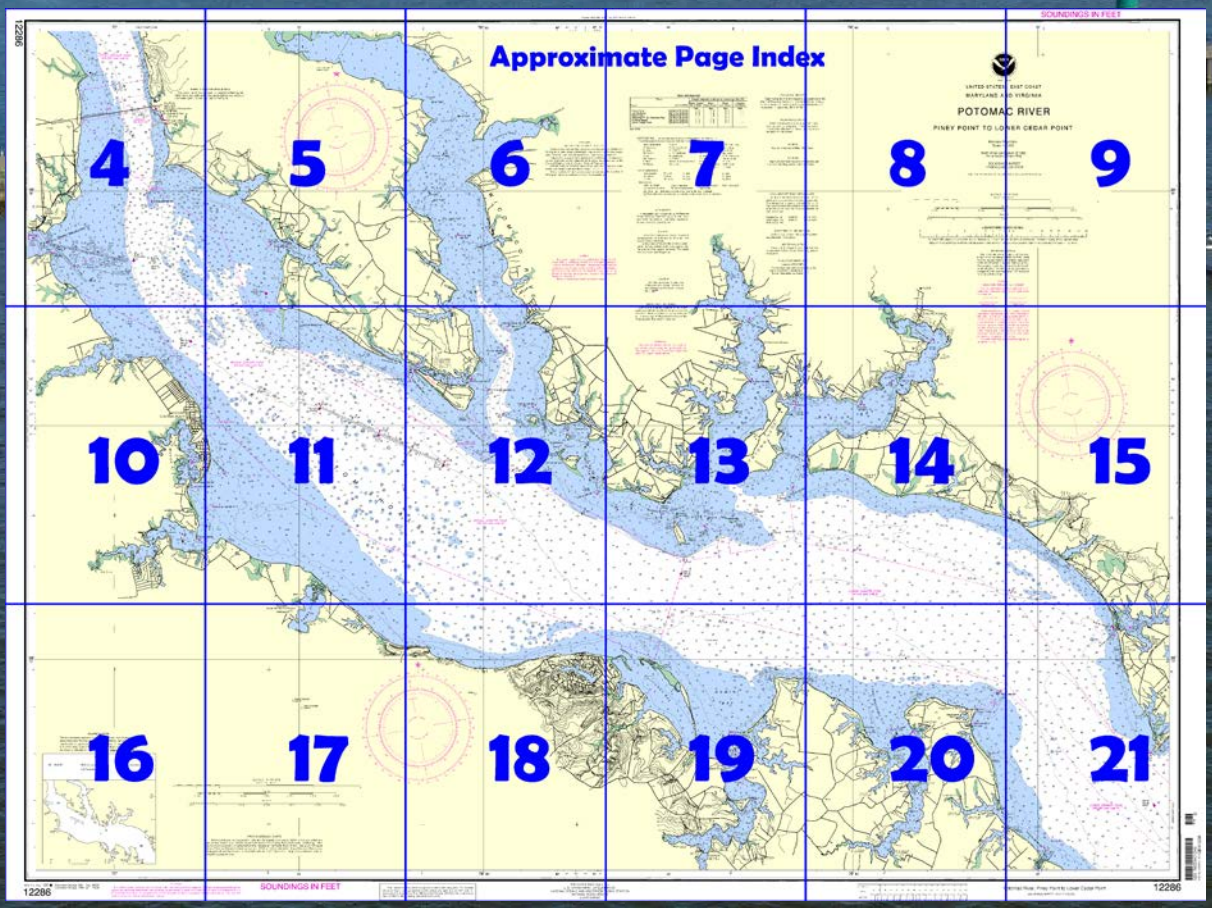
Potomac River – Piney Point to Lower Cedar Point

NOAA Chart 12286

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=12286

(Selected Excerpts from Coast Pilot)
Channels.–The depth is 24 feet for the Potomac River from the mouth to Hains Point. Channel depths of 38 feet are to Ragged Point; thence the depth through the dredged cuts is 18 feet to Hains Point.
The current off the Potomac River can be hazardous to smaller vessels at ebb tide, and when wind and current are opposed, and with northwest winds.
The current is weak in the lower part of the river, averaging less than 1.0 knot.
Danger zones for military operations extend upriver to 4 miles above the Harry W. Nice (Potomac River Bridge) Bridge (U.S. Route 301).
Herring Creek is entered by a marked channel protected by jetties; the depth in the entrance channel was 4½ feet; depths inside are 9 to 1 feet. Lights mark the ends of the jetties. A marina has gasoline, diesel fuel, berths, and marine supplies. Another marina is on the south side 1.2 miles above the entrance; depths of 4 feet are alongside the piers. Gasoline, water, berths, and marine supplies are available.
Lower Machodoc Creek; depths of 15 to 11 feet for 2 miles; the depths decrease to 4 feet 4 miles above the entrance. The critical points are marked as far as the narrows 2.2 miles from the entrance.
Branson Cove is entered by a marked channel; the depth was 6 feet to the basin; thence ranging from 1½ feet at the edge to 7 feet in the middle in the basin. **Coles Point** has piers with depths of 6 feet. Small-craft facilities can provide gasoline, diesel fuel, water, ice, berths, and marine supplies.
Nomini Creek is entered through a channel to Hickory Point. The channel is marked by lights and daybeacon; the depths were 7 feet in the east half and 5½ feet in the west half of the channel to Light 5, thence 8½ feet to the end of the project. Depths of 5 feet may be carried to the second bridge, thence 3 feet for 0.5 mile.
Currioman Bay has depths of 7 to 10 feet in the entrance and back of Hollis Marsh; the Potomac River entrance at the northwest end of Hollis Marsh has depths of 2 to 3 feet. The entrance from Nomini Bay is marked by buoys and a daybeacon.
Combs Creek had a depth of 5 feet along the middle. The entrance is between spits marked by daybeacons and stakes. Gasoline and marine supplies are available.
A channel with a depth of 6 feet, marked by piles, leads into the bight southwest of Combs Creek. Gasoline, berths, supplies can be obtained.
Lovers Point. A bar with depths of less than 1 foot extends 500 yards northwest from the point and is marked at its outer end by a light.
St. Clements Bay. The eastern entrance between Heron Island Bar and the mainland is by the way of the Breton Bay lane through fishtraps; this entrance has depths of 20 to 16 feet. The middle entrance between Heron Island Bar and St. Clements Island has depths of 15 feet and is approached through a lane in fishtraps on an initial course of **352°;** this entrance is is marked by a light and buoys.
St. Patrick Creek is entered through a marked channel; the midchannel depth in the channel was 4½ feet. There are small-craft facilities above **Palmers**. The **speed limit** is 6 miles per hour.
Anchorages.–Vessels bound up or down the river anchor anywhere near the channel where the bottom is soft; vessels sometimes anchor in Cornfield Harbor or St. Marys River.
Danger zones and restricted area.–The Potomac River and its tributaries are used extensively by the military establishments for testing operations and gunnery practice. (Limits and regulations for these areas are given in **334.230, 334.240, and 334.250,** chapter 2.)
Currents.–The current in Chesapeake Bay off the mouth of Potomac River can be hazardous to smaller vessels and pleasure boats at ebb tide, and when wind and current are opposed, and with northwest winds. These conditions are more pronounced off Smith Point.
Pilotage, Potomac River.–Pilotage is compulsory on the Potomac River for foreign vessels and U.S. vessels under register in the foreign trade. Limits of the **fishtrap** areas that extend upriver as far as St. Clements Island are shown on the charts.
Danger zones for military testing operations extend upriver to about 4 miles above the Harry W. Nice (Potomac River Bridge) Bridge (U.S. Route 301), Mile 43.4. (See **334.230,** chapter 2, for limits and regulations.)

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

CAUTION

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

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION

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

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.

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.

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

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.

AIDS TO NAVIGATION

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

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.

Heathsville, VA	WXM-57	162.400 MHz
Washington, DC (Manassas, VA)	KHB-36	162.550 MHz

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.

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 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.462" northward and 1.111" eastward to agree with this chart.

NOTE D

UNEXPLODED ORDNANCE

Due to hazards of unexploded ordnance, no person or craft in the Middle Danger Zone shall approach closer than 100 yards to the shoreline of the Naval Surface Warfare Center, Dahlgren.

River currents may have transported ordnance outside the charted limits of the Middle Danger Zone.

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.

HARRY W NICE MEMORIAL BRIDGE

The center line of the main span is marked by a flashing red AERO obstruction light and a fixed green light surmounted by 3 fixed white lights mounted vertically 15 feet apart.

AUTHORITIES

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

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.

SOURCE DIAGRAM

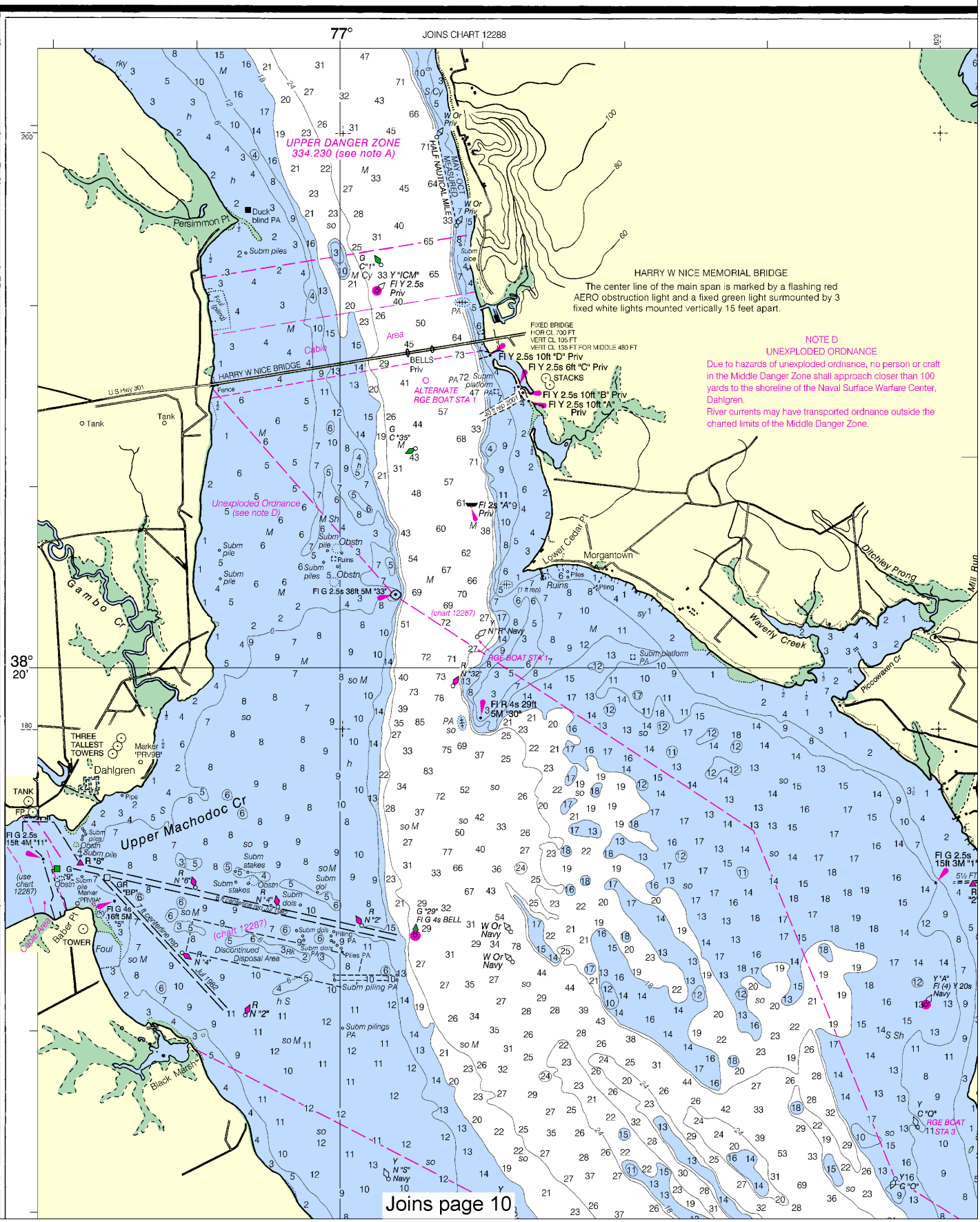
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on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

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Piney Point	(38°08'N/76°32'W)	1.6	1.5	0.1
Lower Cedar Point	(38°20'N/76°59'W)	1.7	1.6	0.1
Colonial Beach	(38°15'N/76°58'W)	1.9	1.8	0.1
Mount Holly	(38°06'N/76°44'W)	1.7	1.6	0.1

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.

(Aug 2011)



4

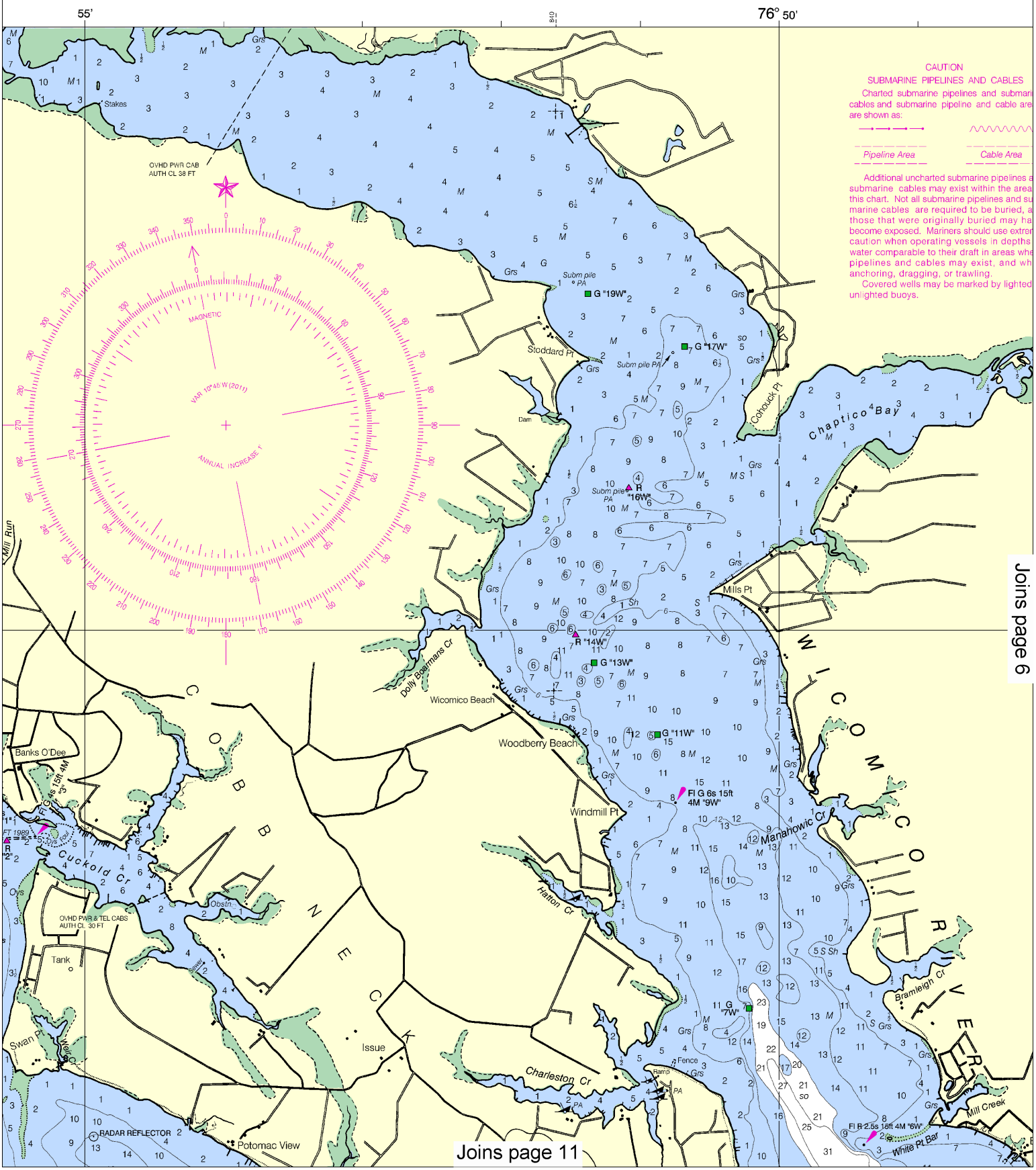
Note: Chart grid lines are aligned with true north.

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

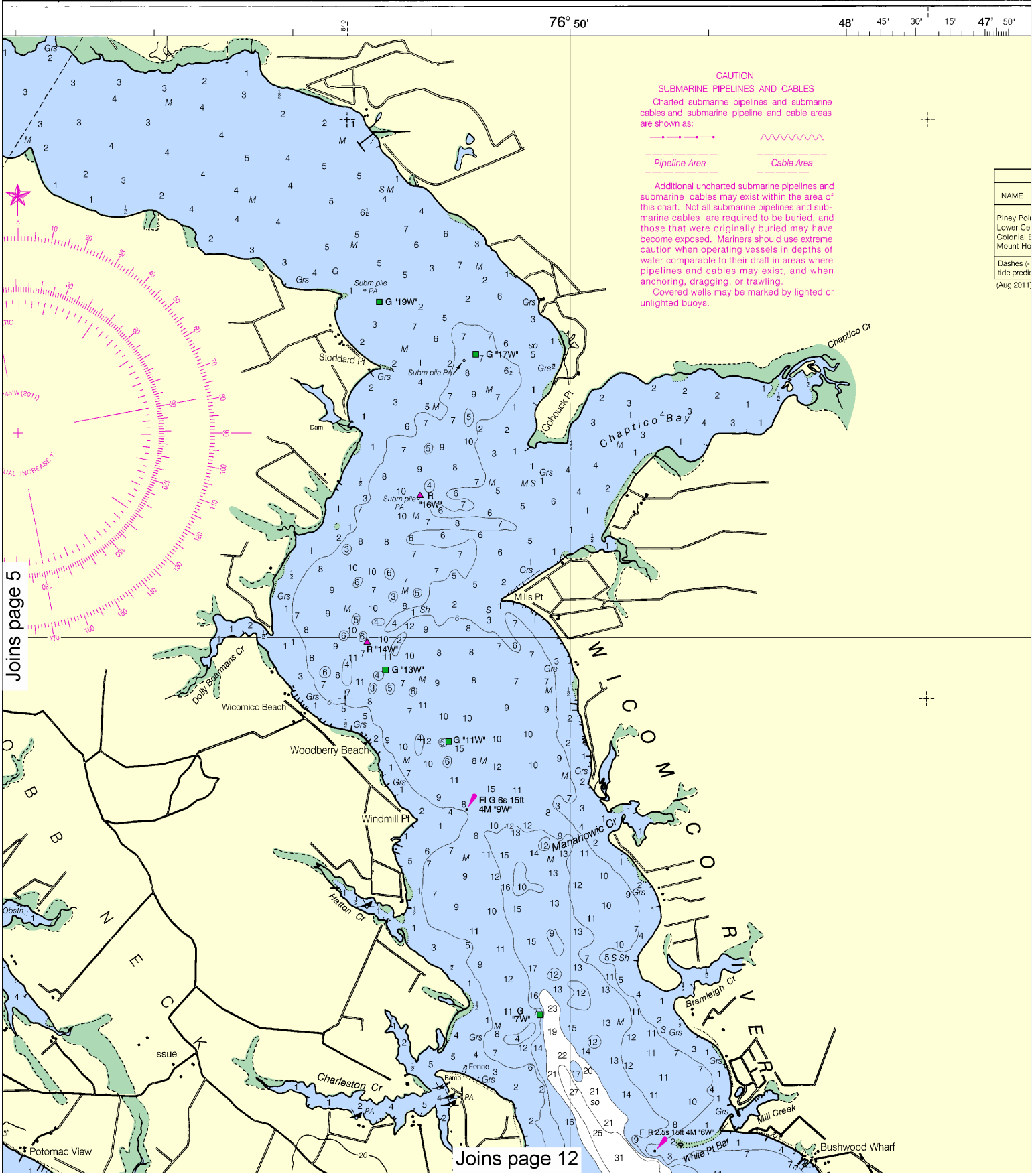
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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.



6

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.

45' 880 76° 40'

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
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11)

HEIGHTS

Heights in feet above Mean High Water.

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SUPPLEMENTAL INFORMATION

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

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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.

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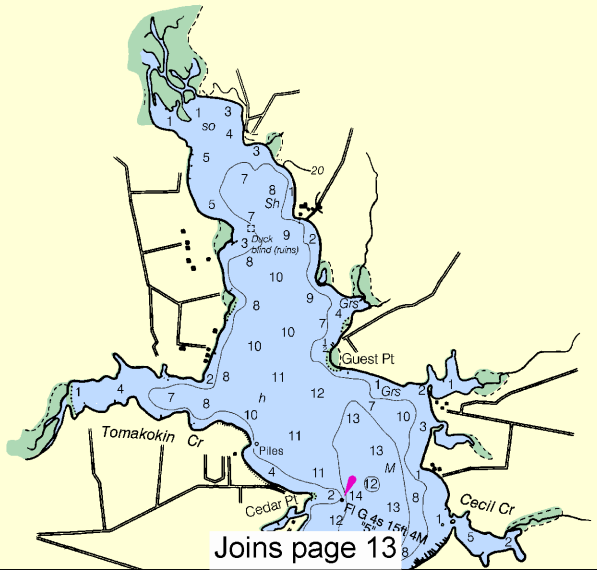

Joins page 13

Joins page 8

45'

76° 40'

ght referred to datum of soundings (MLLW)		
an Higher gh Water	Mean High Water	Mean Low Water
feet	feet	feet
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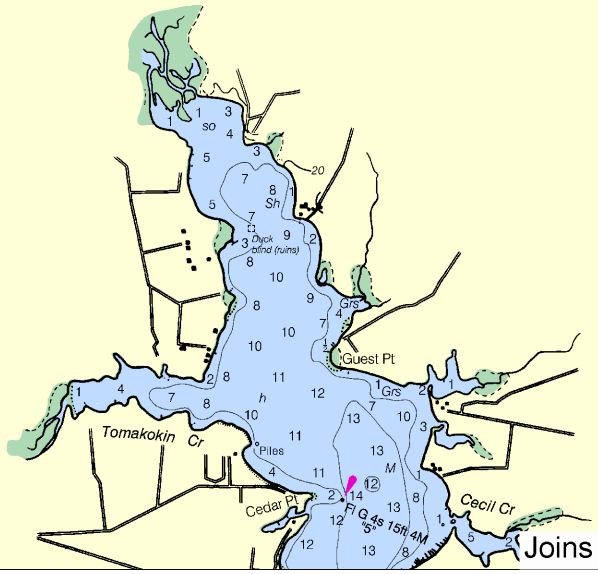
Joins page 7



Joins page 14

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.

35'

926

200

180

38° 20'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MARYLAND AND VIRGINIA

POTOMAC RIVER

PINEY POINT TO LOWER CEDAR POINT

Mercator Projection
Scale 1:40,000

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.

SCALE 1:40,000

Nautical Miles
½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

Meters
1000 0 1000 2000 3000 4000 5000

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

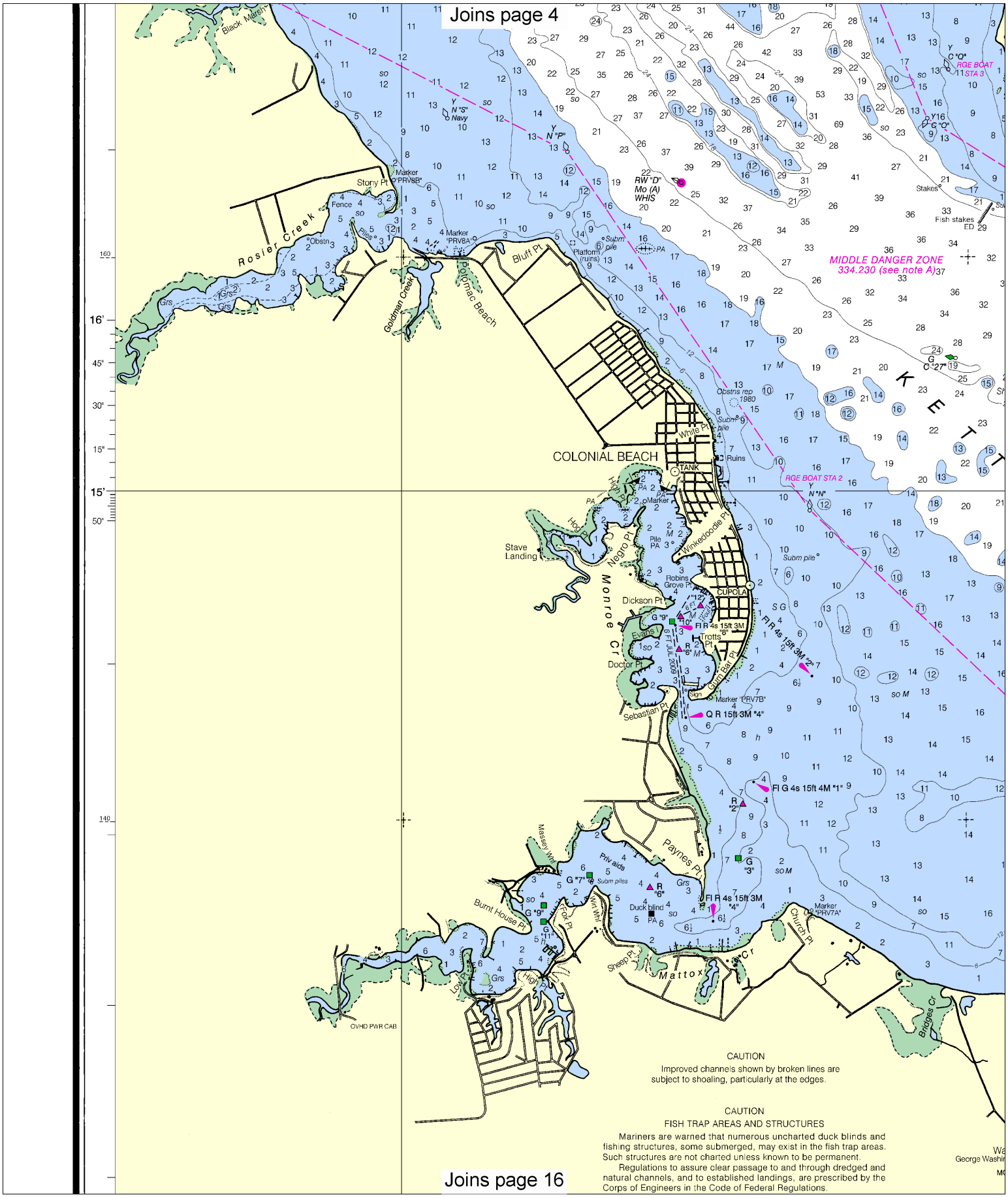
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

RDTOWN

6 Miles

Joins page 15



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

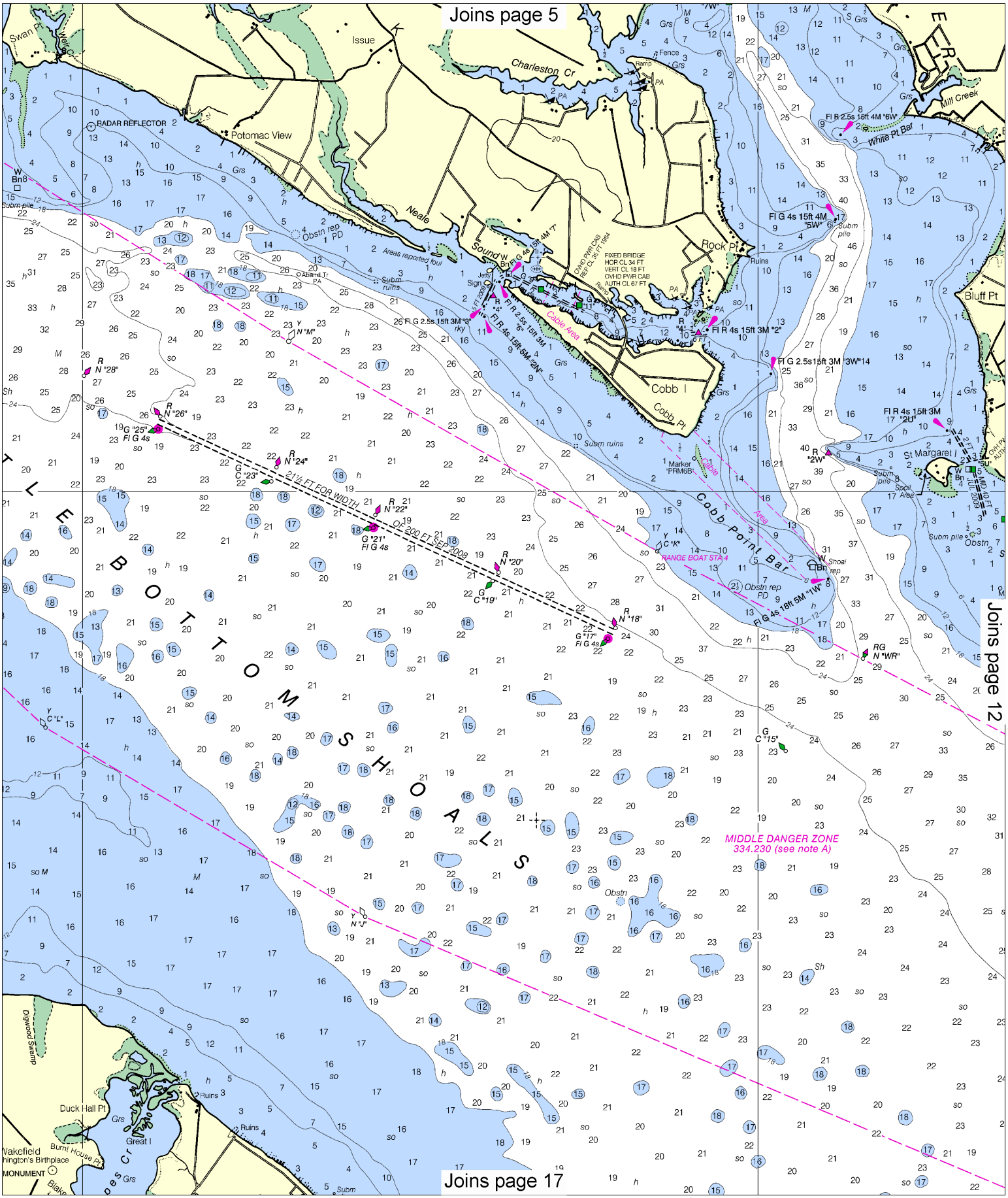
Nautical Miles

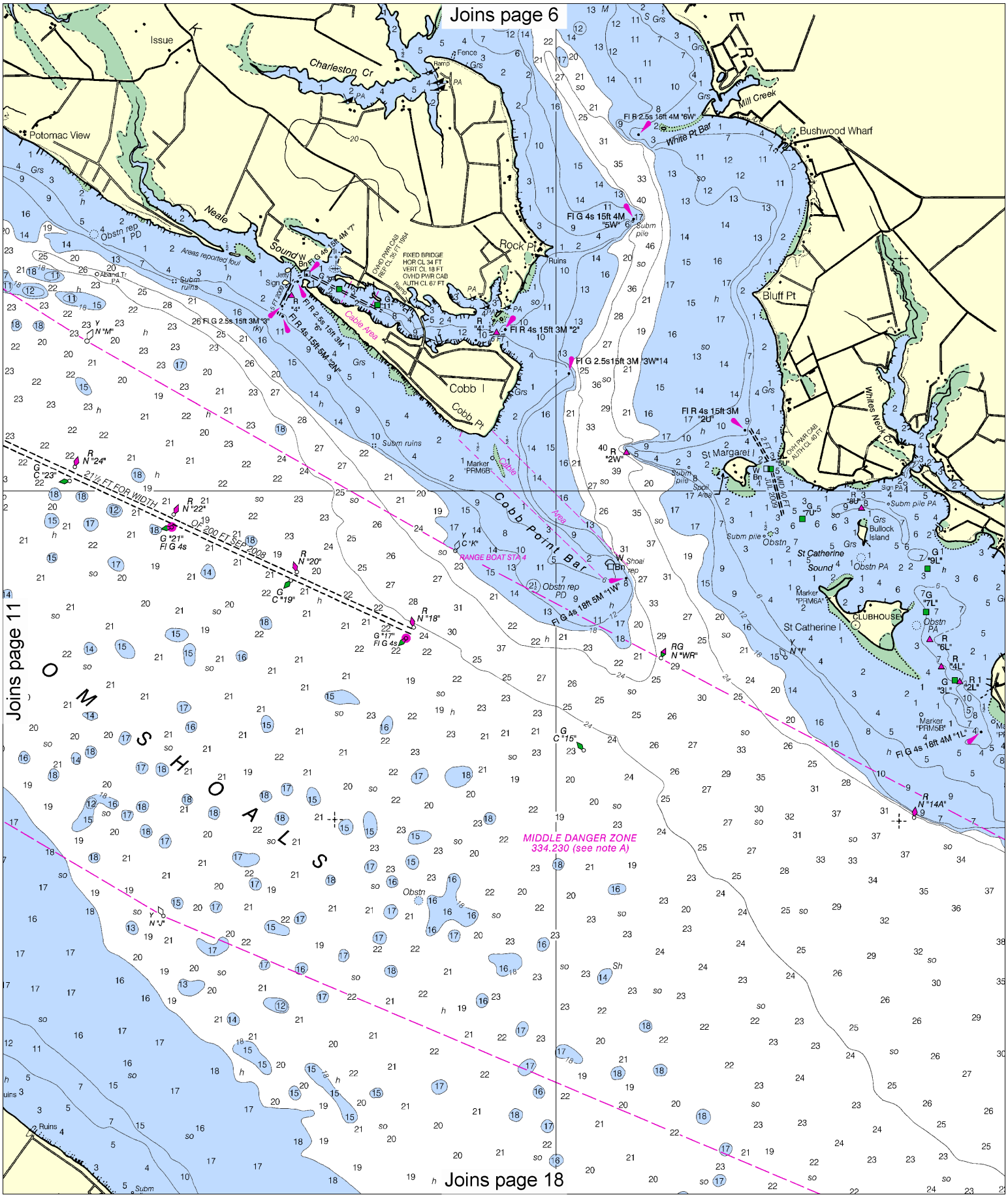
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Joins page 12
Joins page 17
Swan Pt
Issue
Charleston Cr
Potomac View
RADAR REFLECTOR
Neale Sound
Rock Pt
Mill Creek
White Pt Bar
Bluff Pt
Cobb I
Cobb Pt
Cobb Point Bar
St Margaret I
Marker 'PRM6B'
Cable Area
Fl R 2.5s 15ft 4M "6W"
Fl G 4s 15ft 4M "5W"
Fl G 2.5s15ft 3M "3W"14
Fl R 4s 15ft 3M "2"
Fl R 4s 15ft 3M "2U"
Fl G 4s 18ft 5M "1W"
Fl G 4s 15ft 4M "7"
Fl R 2.5s 15ft 3M "5"
Fl R 4s 15ft 5M "2N"
Fl G 2.5s 15ft 3M "3"
FIXED BRIDGE HOR CL 34 FT VERT CL 18 FT OVHD PWR CAB AUTH CL 67 FT
OVHD PWR CAB REP OCT 25, FT 1994
R "28"
R "26"
G "25" Fl G 4s
R "24"
G "23"
21½ FT FOR WIDTH OF 200 FT SEP 2008
R "22"
G "21" Fl G 4s
R "20"
G "19"
R "18"
G "17" Fl G 4s
TOLEDO BOTTOM SHOALS
MIDDLE DANGER ZONE 334.230 (see note A)
RANGE BOAT STA 4
Obstn rep PD
Shoal rep
Subm ruins
Subm pile
Areas reported foul
Obstn
Duck Hall Pt
Great I
Burnt House Pt
Digwood Swamp
Wakefield
hington's Birthplace
MONUMENT



12

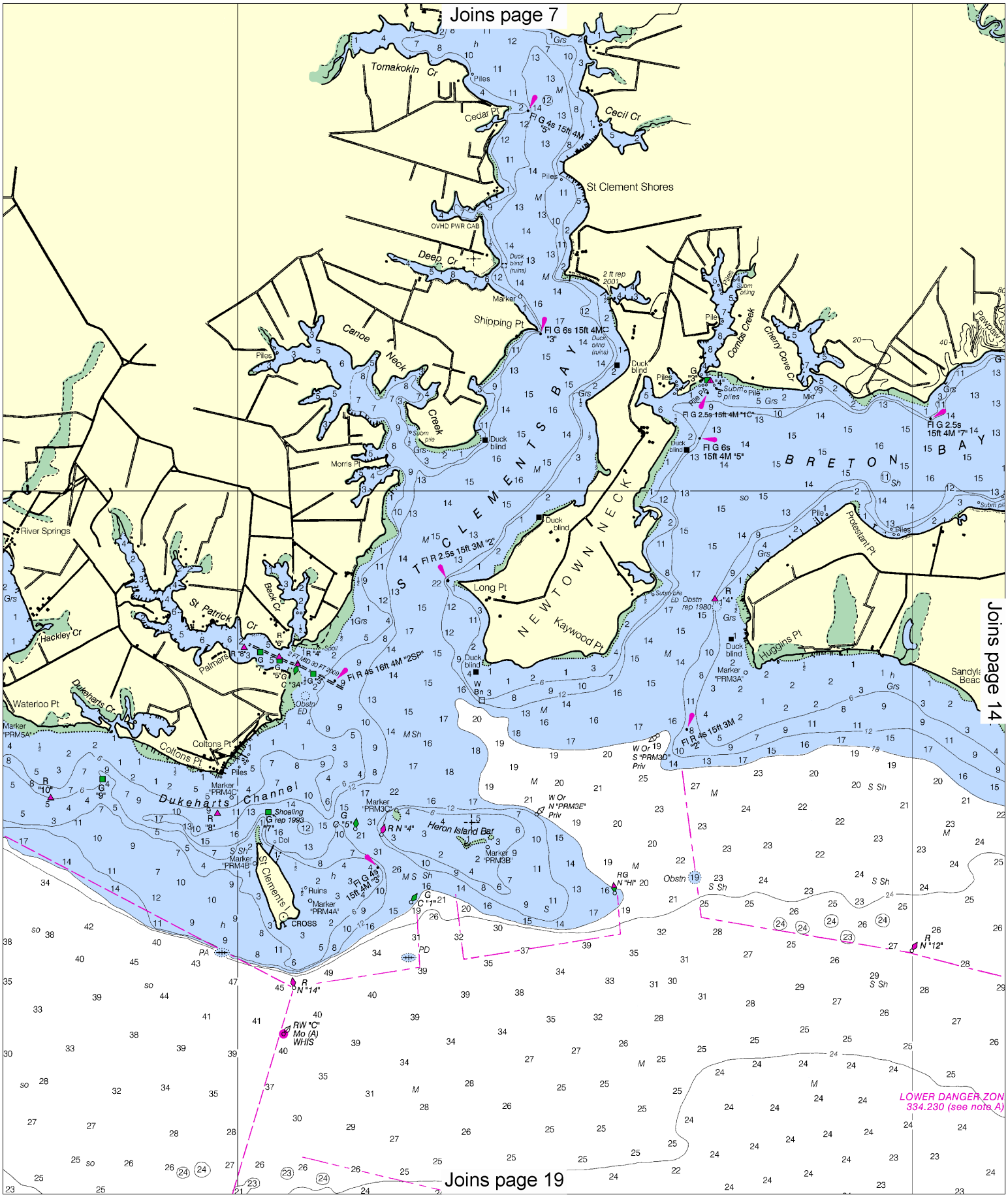
Note: Chart grid lines are aligned with true north.

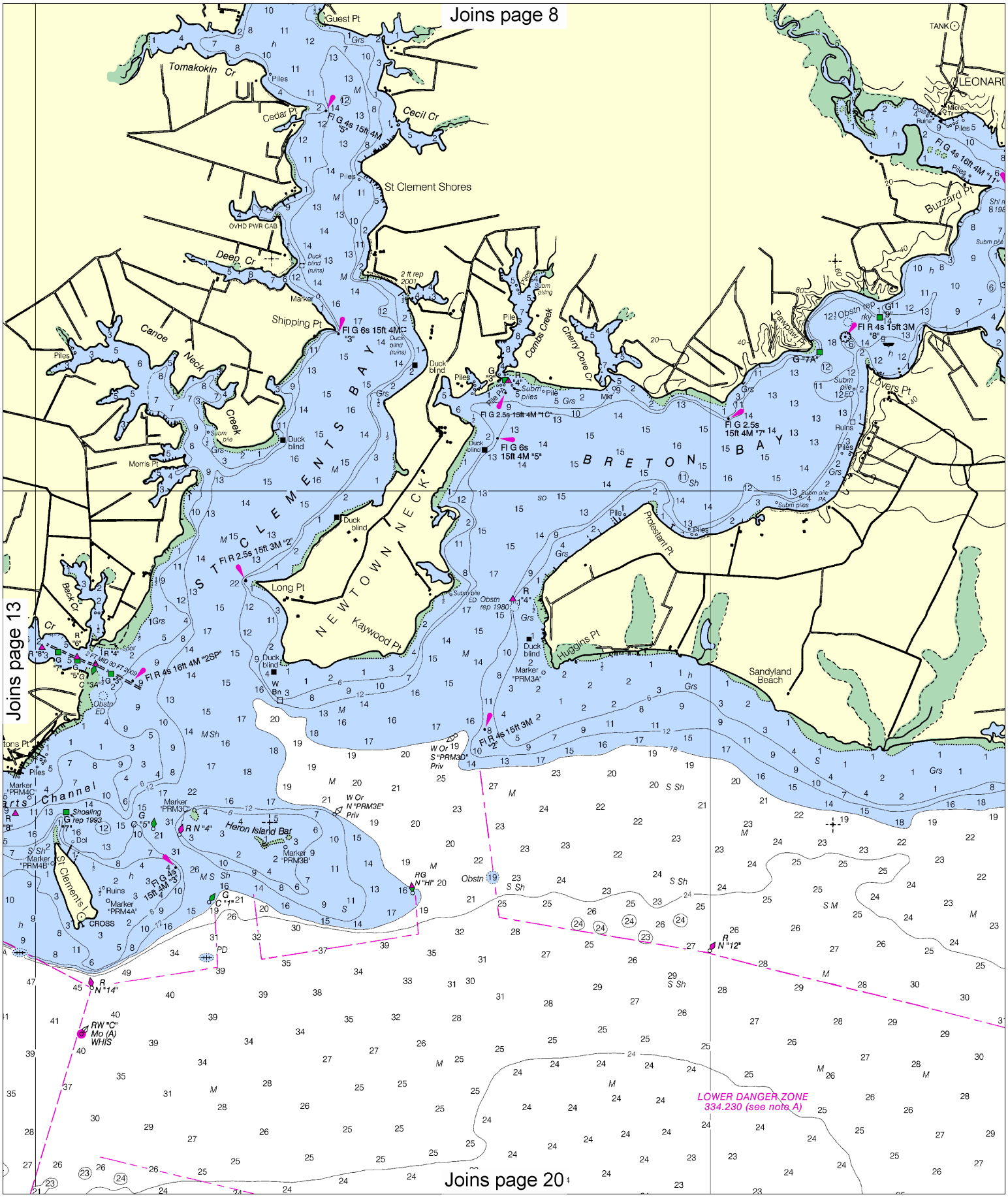
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
Tomakokin Cr
Cedar Pt
Cecil Cr
St Clement Shores
OVHD PWR CAB
Deep Cr
Shipping Pt
Canoe Neck Creek
Morris Pt
ST CLEMENTS BAY
NEWTOWN NECK
Combs Creek
Cherry Cove Cr
BRETON BAY
Protestant Pt
Long Pt
Kaywood Pt
Huggins Pt
River Springs
Hackley Cr
St Patrick Cr
Back Cr
Palmers
Dukeharts Cr
Waterloo Pt
Coltons Pt
Dukeharts Channel
Heron Island Bar
St Clements I
Sandyl
Beac
Joins page 14
Joins page 19
LOWER DANGER ZON
334.230 (see note A)



14

Note: Chart grid lines are aligned with true north.

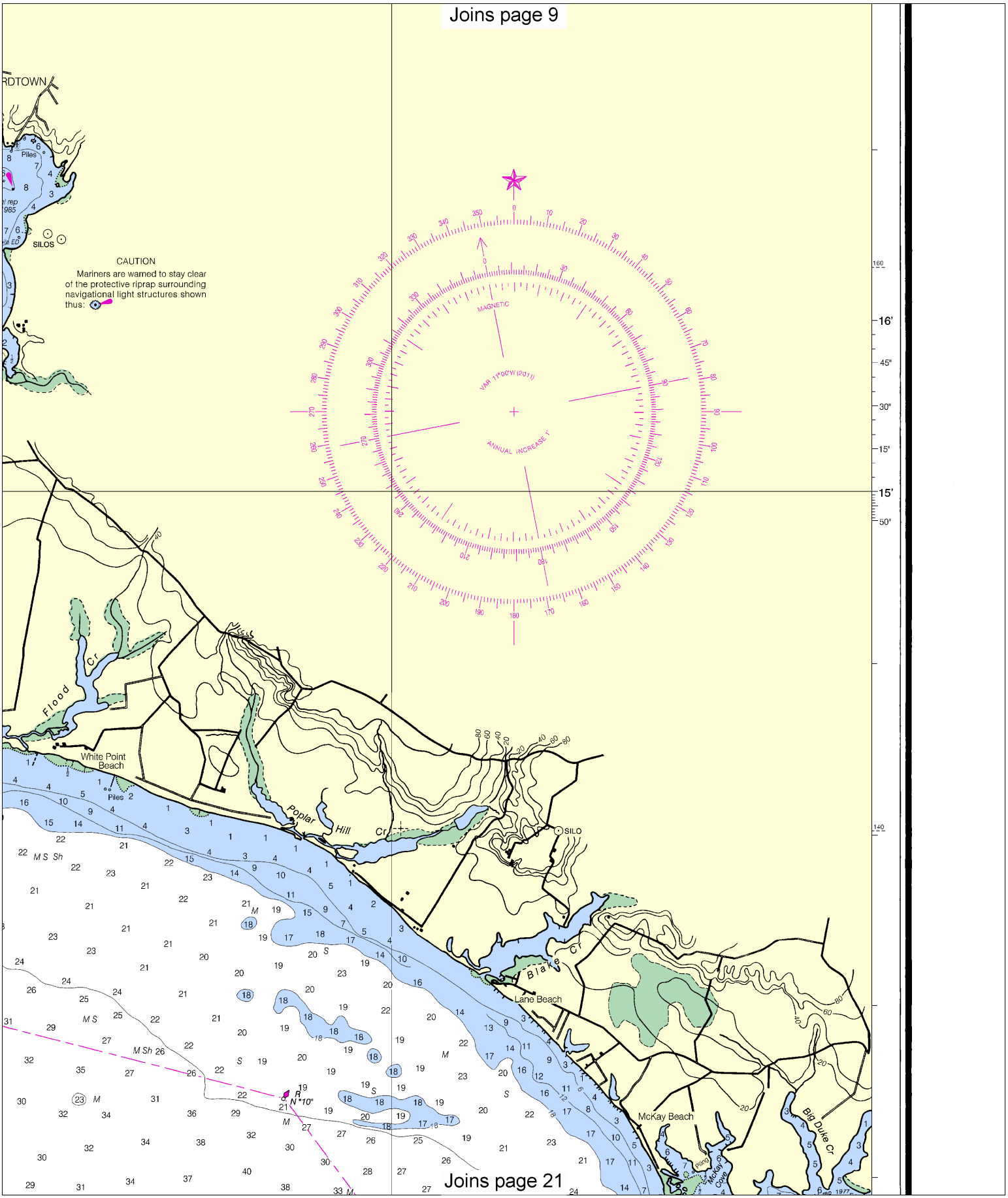
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 9



Joins page 21

Joins page 10

CAUTION

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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.

38° 10'

120

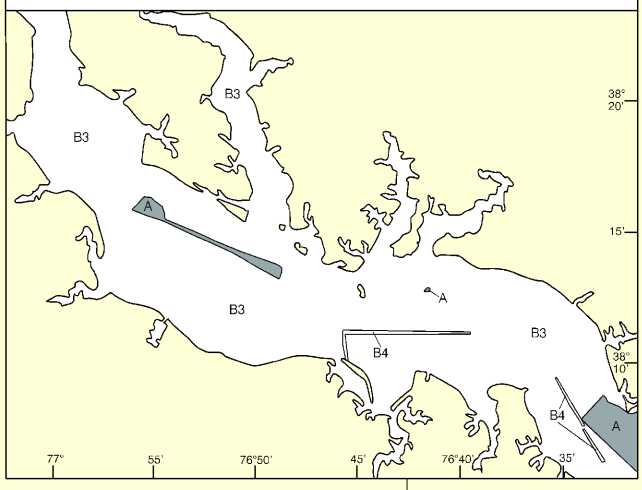
100

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	1990-2007	NOS Surveys	full bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



LOGARITHMIC SPEED SCA

1 2 3 4 5 6 7 8 9 10

To find SPEED, place one point of dividers on distance run (in any unit) and the other
right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0

SCALE 1:40,000

Nautical Miles

1 ½ 0 1

Yards

1000 0 1000 2000

Meters

1000 0 1000 2000

77°

820

31st Ed., Oct. / 11 ■ Corrected through NM Oct. 1/11
Corrected through LNM Sep. 27/11

12286

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.

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16

Note: Chart grid lines are aligned with true north.

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

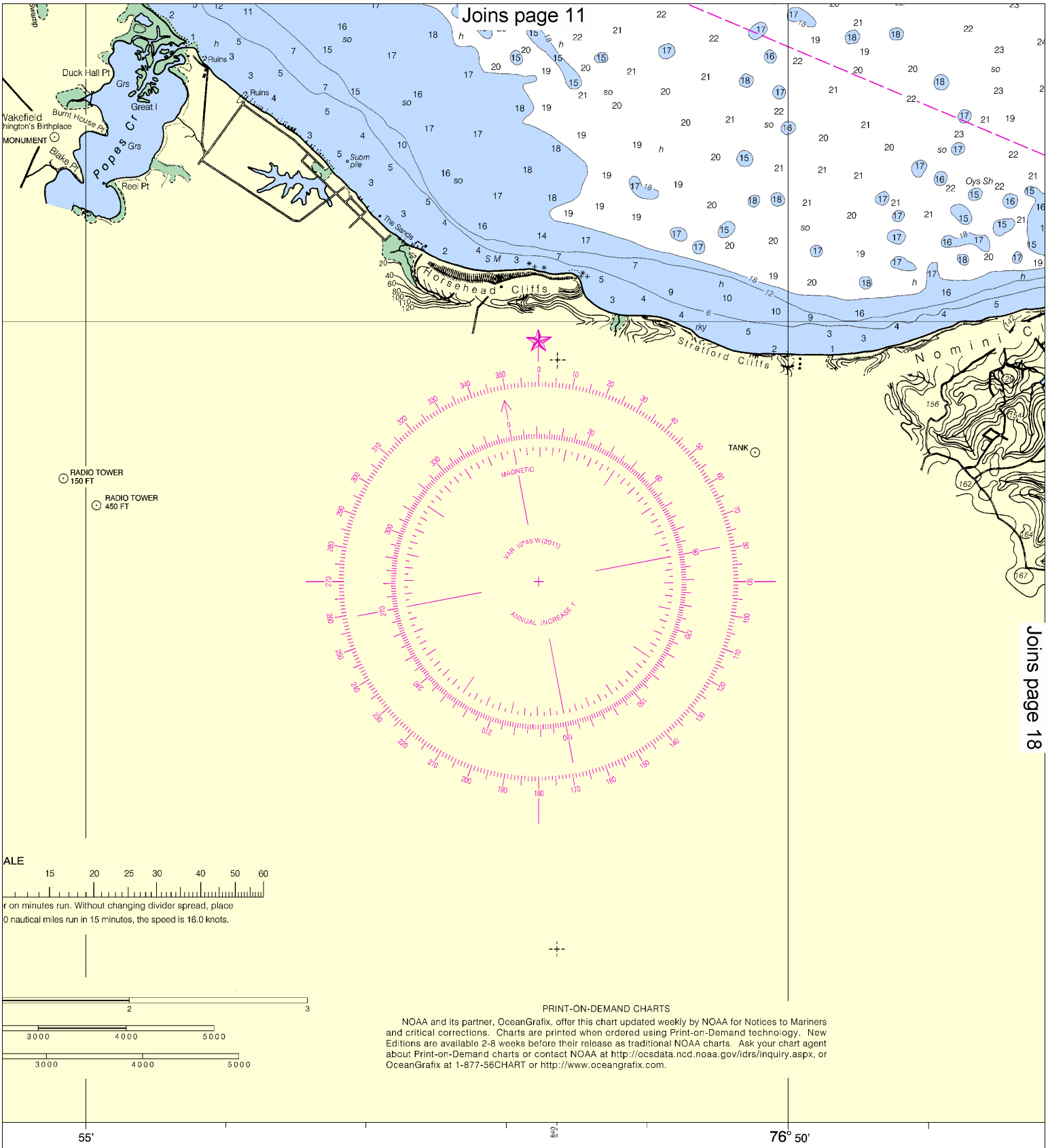
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.



PRINT-ON-DEMAND CHARTS

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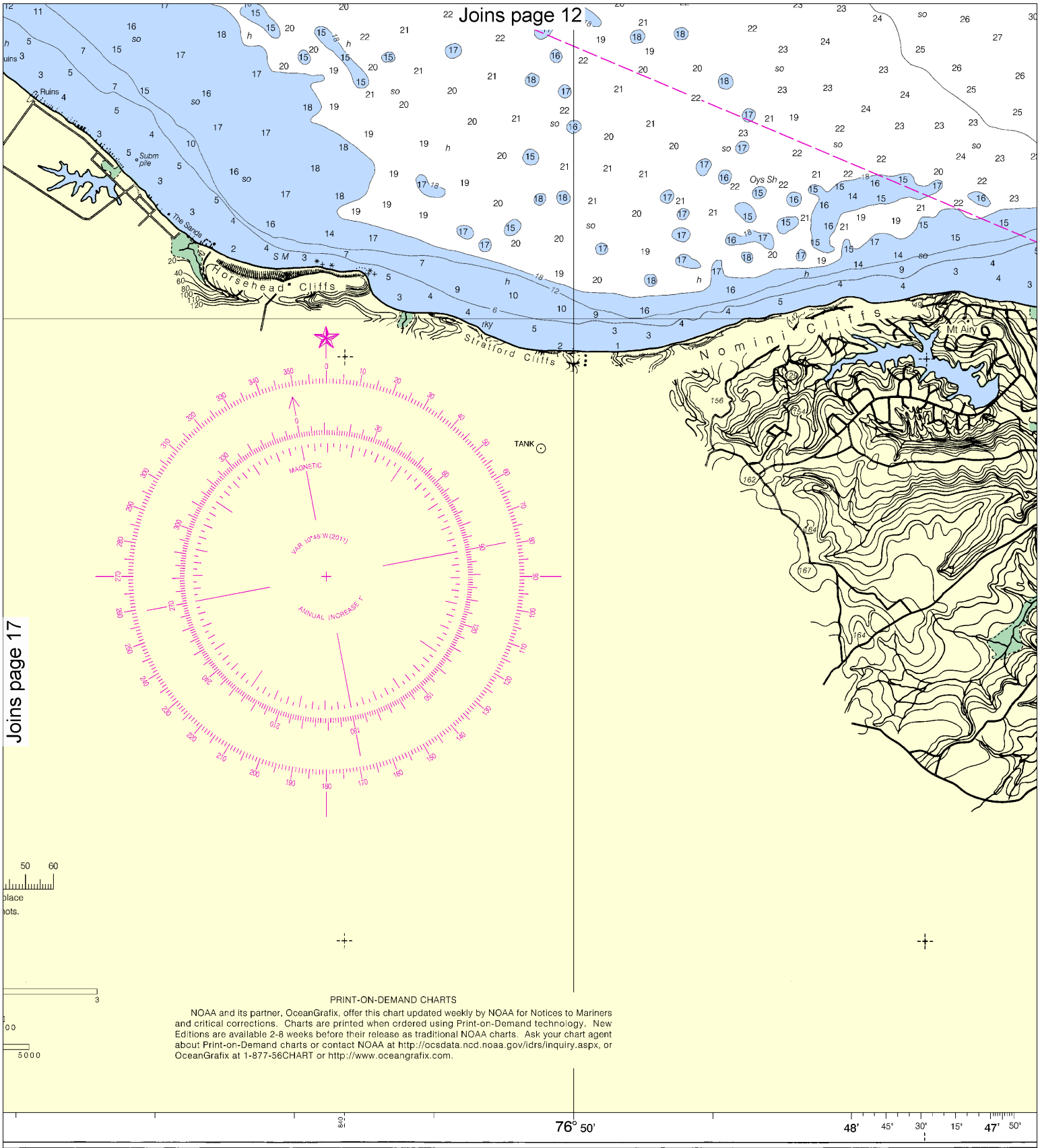
chart has been designed to promote safe navigation. The National
ncourages users to submit corrections, additions, or comments for
hart to the Chief, Marine Chart Division (N/CS2), National Ocean
Silver Spring, Maryland 20910-3282.

SOUNDINGS IN FEET



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Note: Chart grid lines are aligned with true north.

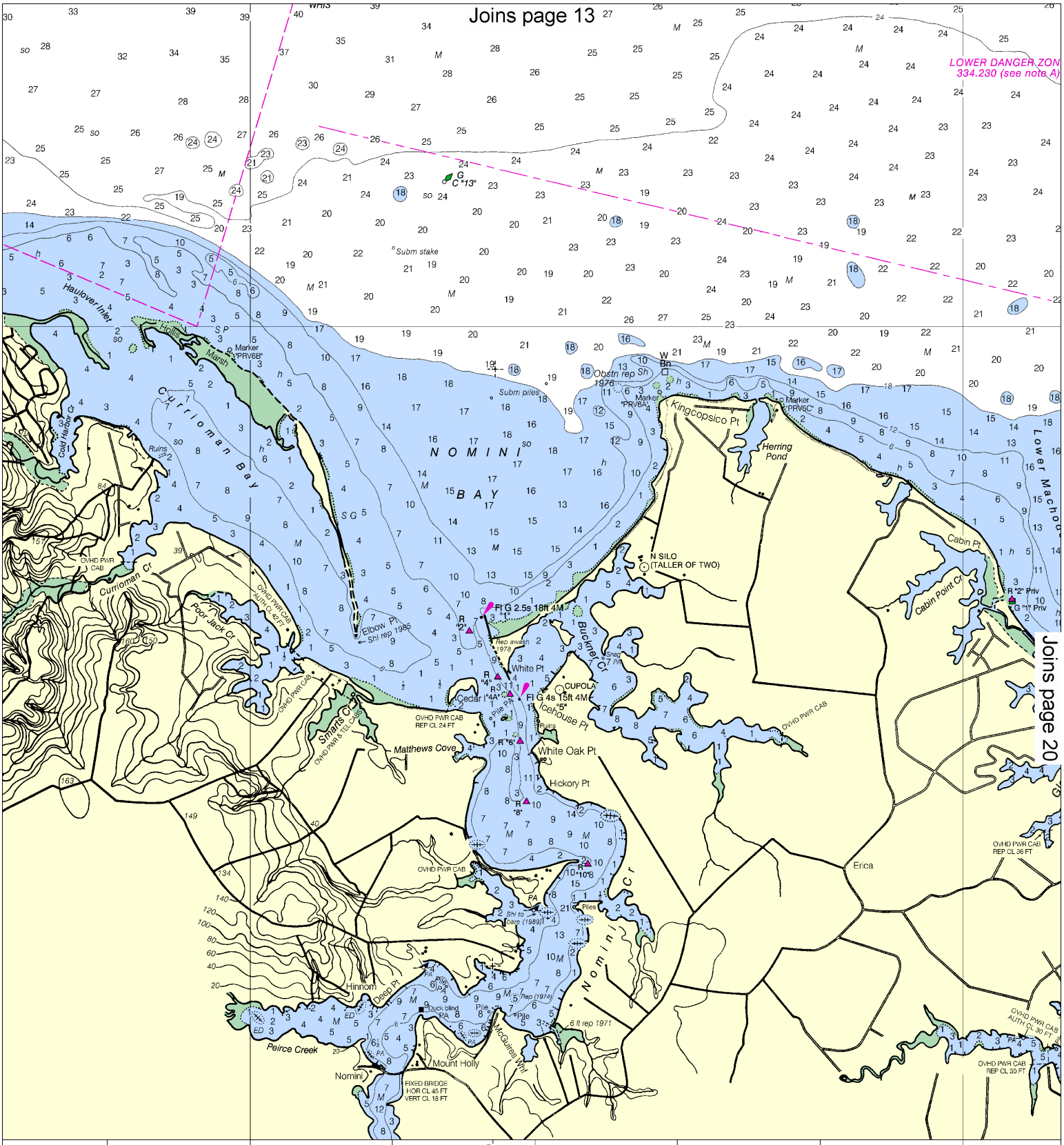
Printed at reduced scale.

~~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.



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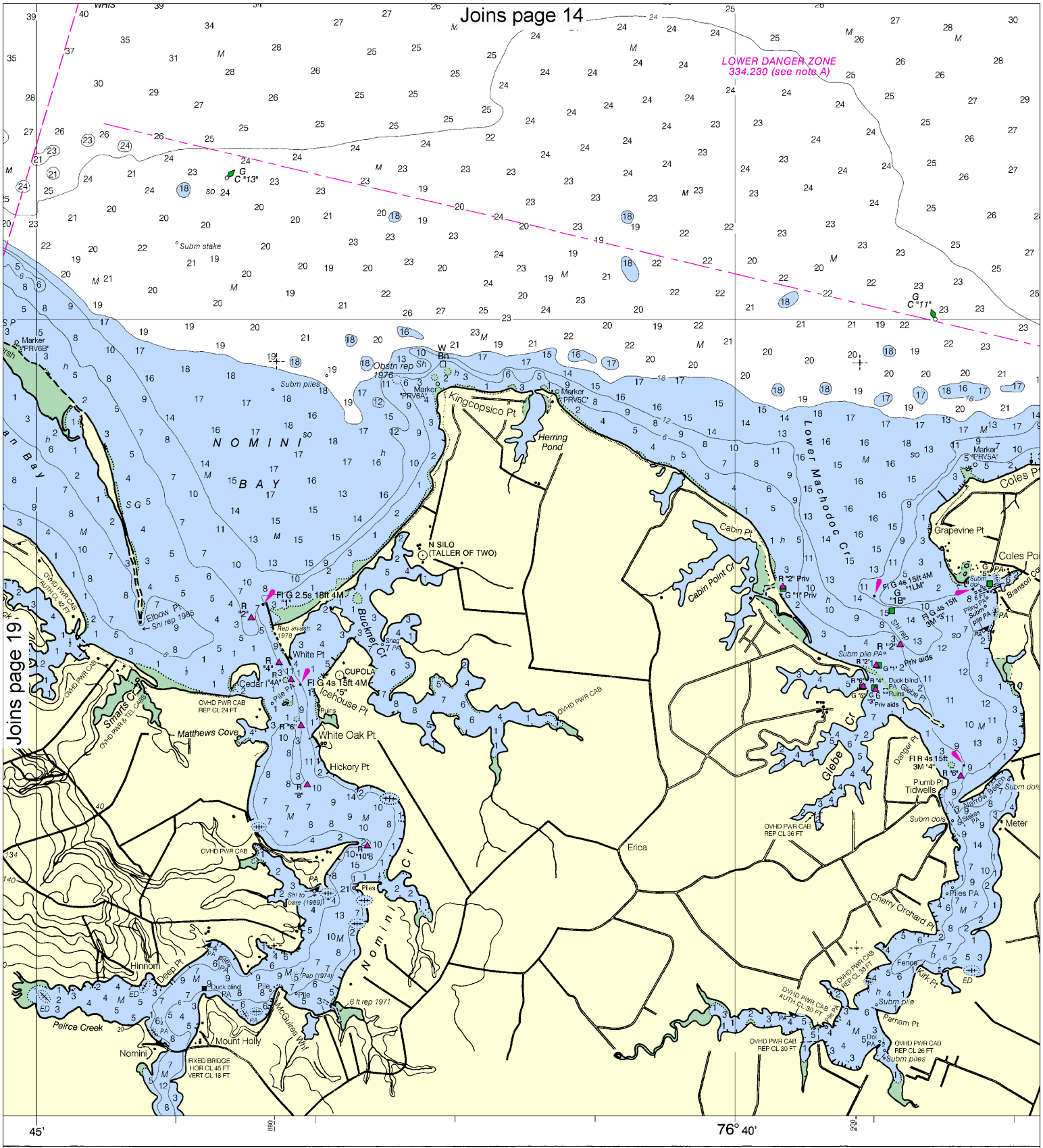


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

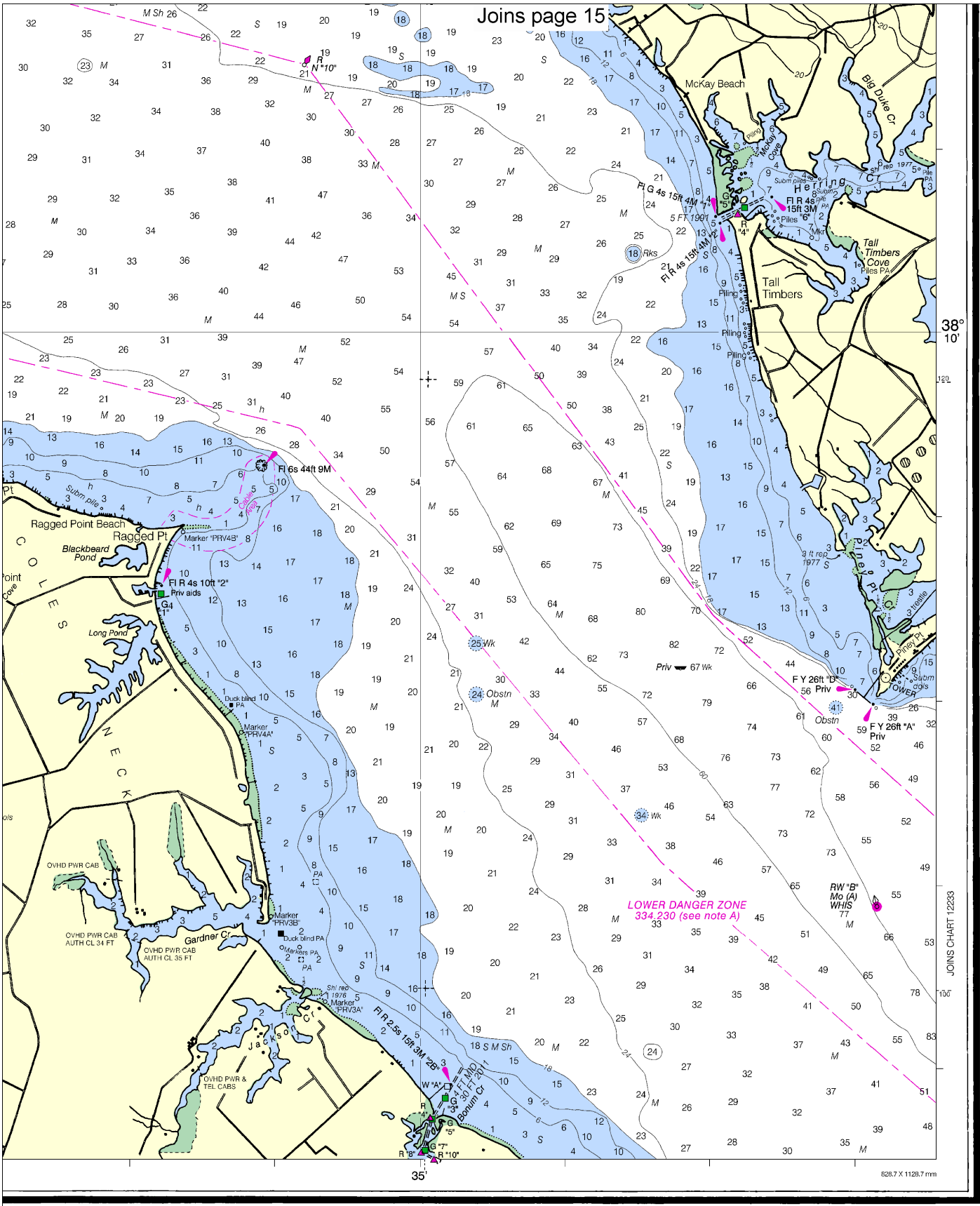
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Potomac River, Piney Point to Lower Cedar Point

SOUNDINGS IN FEET - SCALE 1:40,000

12286

ED. NO. 31

NSN 7642014010349 NGA REFERENCE NO. 12BHA12286

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

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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/**
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Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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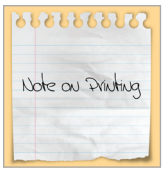

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