

BookletChart™

Potomac River – Dalgren and Vicinity

NOAA Chart 12287

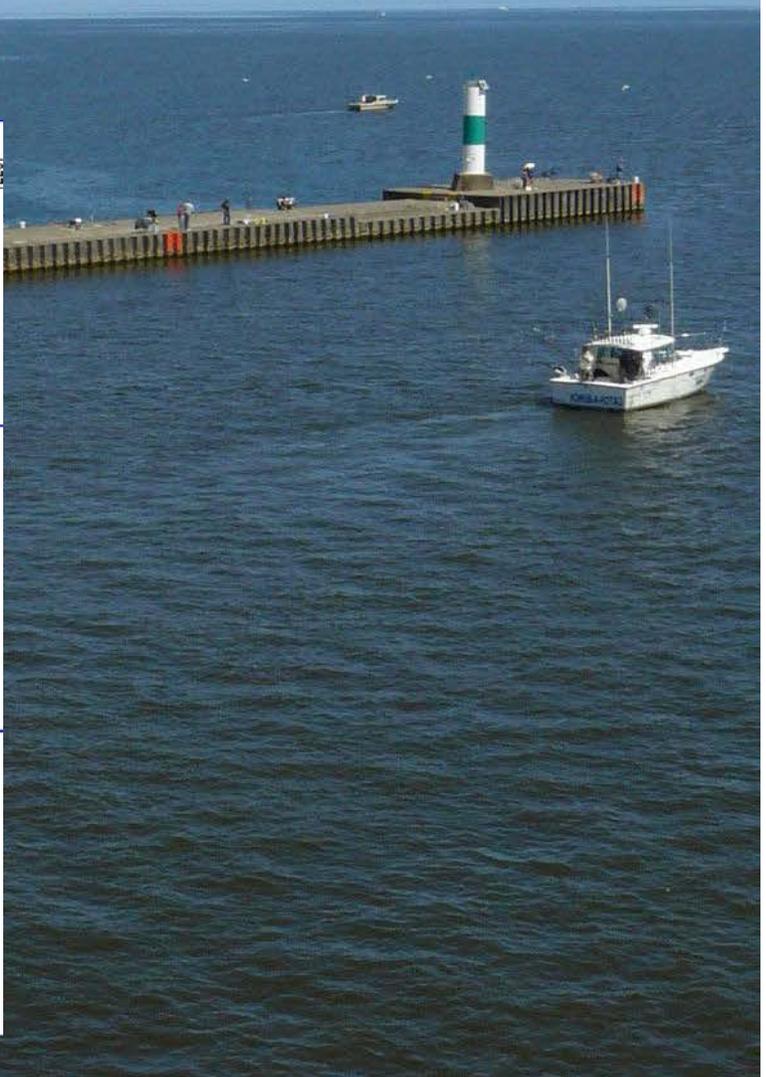
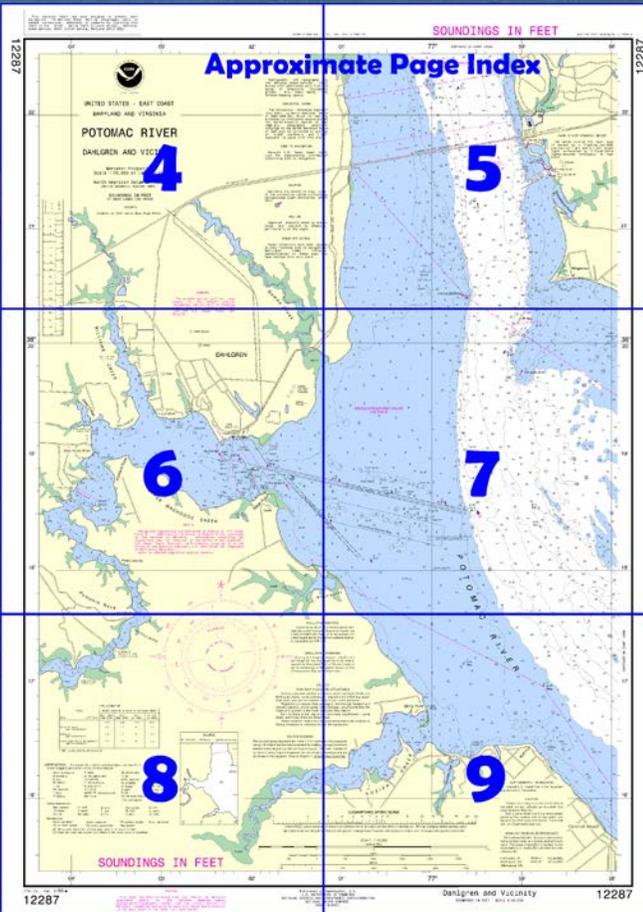


A reduced-scale NOAA nautical chart for small boaters

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.

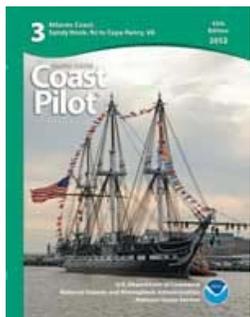
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12287>.



(Selected Excerpts from Coast Pilot)

Potomac Beach is at Mile 38.8W. A private pier is the only usable landing. In 1982, a reported depth of 2 feet was available to the landing.

Rosier Creek, entered just westward of Potomac Beach, has depths of 2 feet in the entrance and 5 to 2 feet for 1 mile upstream. The creek has no wharves and is little used.

Upper Machodoc Creek is at Mile 40.2W.

The **Naval Surface Weapons Center** is at **Dahlgren**, on the north side of the entrance to the creek, but also occupies land for a considerable distance along the south shore; the center monitors VHF-FM channel 16 (156.80 MHz). (See **334.230**, chapter 2, for the limits and regulations

governing the danger zones.) The tanks and radio masts at Dahlgren are prominent.

Two well-marked, Navy-maintained channels lead from Potomac River to the basin and wharves at Dahlgren. In 1982, the main channel leading from westward, and the cutoff channel leading from southeastward, had reported centerline controlling depths of 8 feet and 7 feet, respectively. A **282°** lighted range marks the main channel.

Above Dahlgren, Upper Machodoc Creek had a midchannel controlling depth of 2 feet in 2009 to **Little Ferry Landing**, about 3.5 miles above the entrance, thence 7 to 2 feet for another 2 miles to **Milford Landing**. Only small piers are found along the banks. A fixed highway bridge with a 47-foot span and a clearance of 10 feet crosses the creek 3.7 miles above the entrance.

Williams Creek, on the north side of Upper Machodoc Creek 1 mile above the mouth, has depths of 4 to 2 feet to the highway bridge 1.1 miles above the entrance. An overhead power cable 0.6 mile above the entrance has a clearance of 28 feet.

A marina is on the north side of the entrance to Williams Creek. Gasoline, diesel fuel, berthing with electricity, a pump-out station, a launching ramp, wet and dry storage, and marine supplies are available. In 2010, a depth of 6 feet alongside was reported. Hull, engine, and electronic repairs can be made; lift capacity, 12 tons.

Lower Cedar Point is at Mile 42.1E. A light is shown from a white skeleton tower on piles in depths of 3 feet on the west edge of the main channel 0.7 mile westward of the point.

Morgantown is on the south side of Lower Cedar Point. There are strong cross currents south of the point. The landings that remain intact are suitable only for small boats.

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

RCC Norfolk Commander
5th CG District (575) 398-6231
Norfolk, VA

Table of Selected Chart Notes

Corrected through NM Oct. 3/09
Corrected through LNM Sep. 29/09

HEIGHTS

Heights in feet above Mean High Water.

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.

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.

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).

CAUTION

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

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.

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.

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 0.49' northward and 1.093' eastward to agree with this chart.

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.

For Symbols and Abbreviations see Chart No. 1

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.

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-67	162.400 MHz
Washington, DC	KHB-36	162.550 MHz
(Manassas, VA)		

o Tank

CAUTION

o Tank

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

AUTHORITIES

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

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.

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	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Lower Cedar Point	(38°20'N/76°59'W)	feet 1.7	feet 1.6	feet 0.1
Dahlgren	(38°19'N/77°02'W)	1.8	1.7	0.1
Colonial Beach	(38°15'N/76°58'W)	1.9	1.8	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>. (Sep 2009)

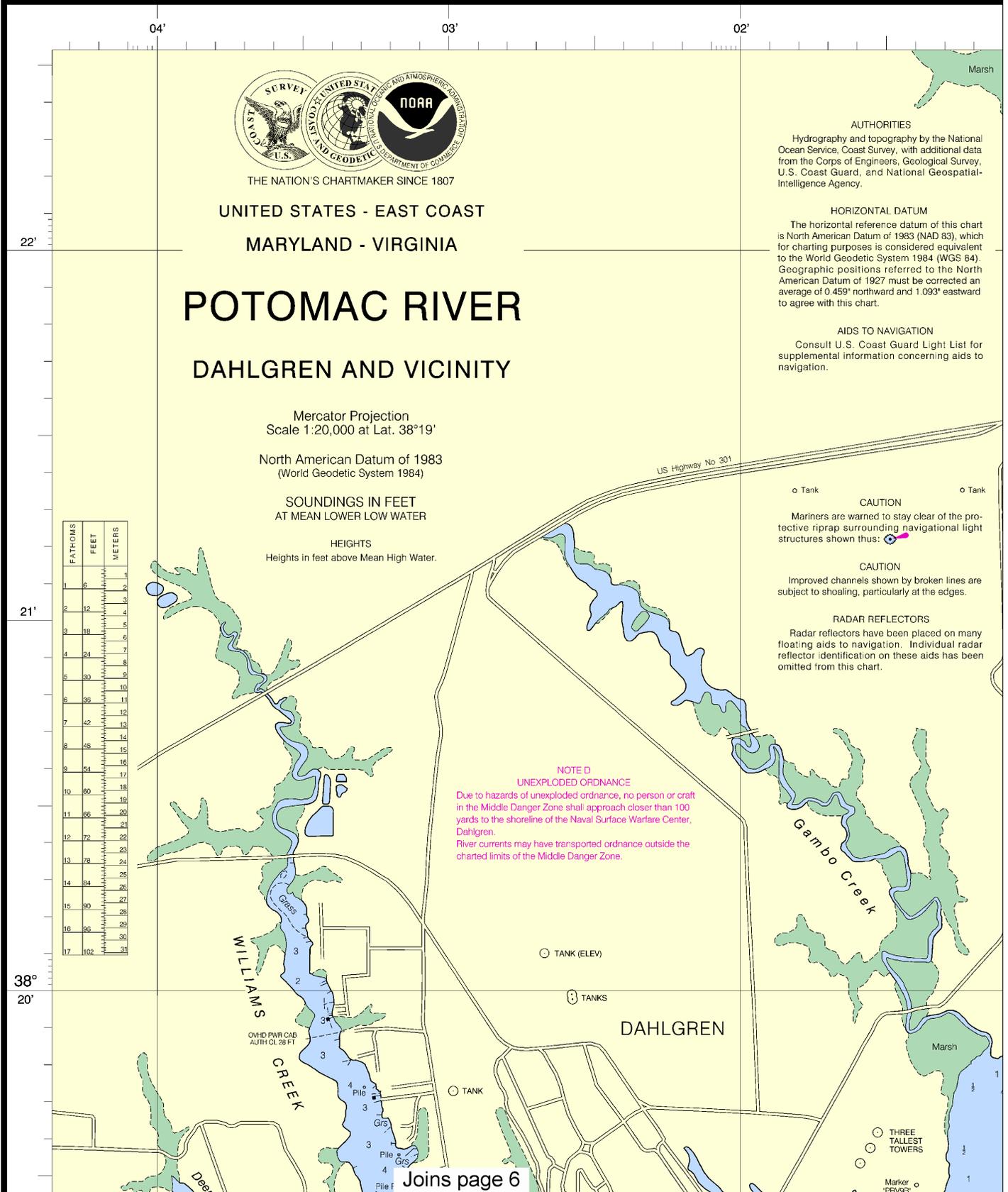
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

Formerly C&GS 556, 1st Ed., Jan. 1

12287



FATHOMS	FEET	METERS
1	6	1.1
2	12	2.1
3	18	3.3
4	24	4.3
5	30	5.5
6	36	6.6
7	42	7.6
8	48	8.8
9	54	9.8
10	60	11.0
11	66	12.1
12	72	13.1
13	78	14.3
14	84	15.3
15	90	16.5
16	96	17.5
17	102	18.6

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

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 0.459' northward and 1.093' eastward to agree with this chart.

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

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

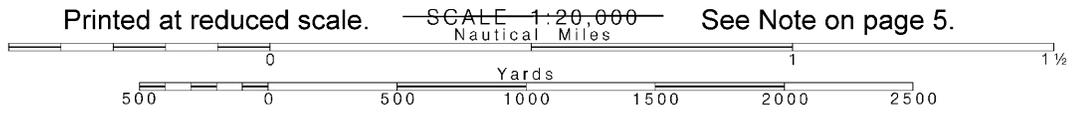
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Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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.

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.
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4

Note: Chart grid lines are aligned with true north.

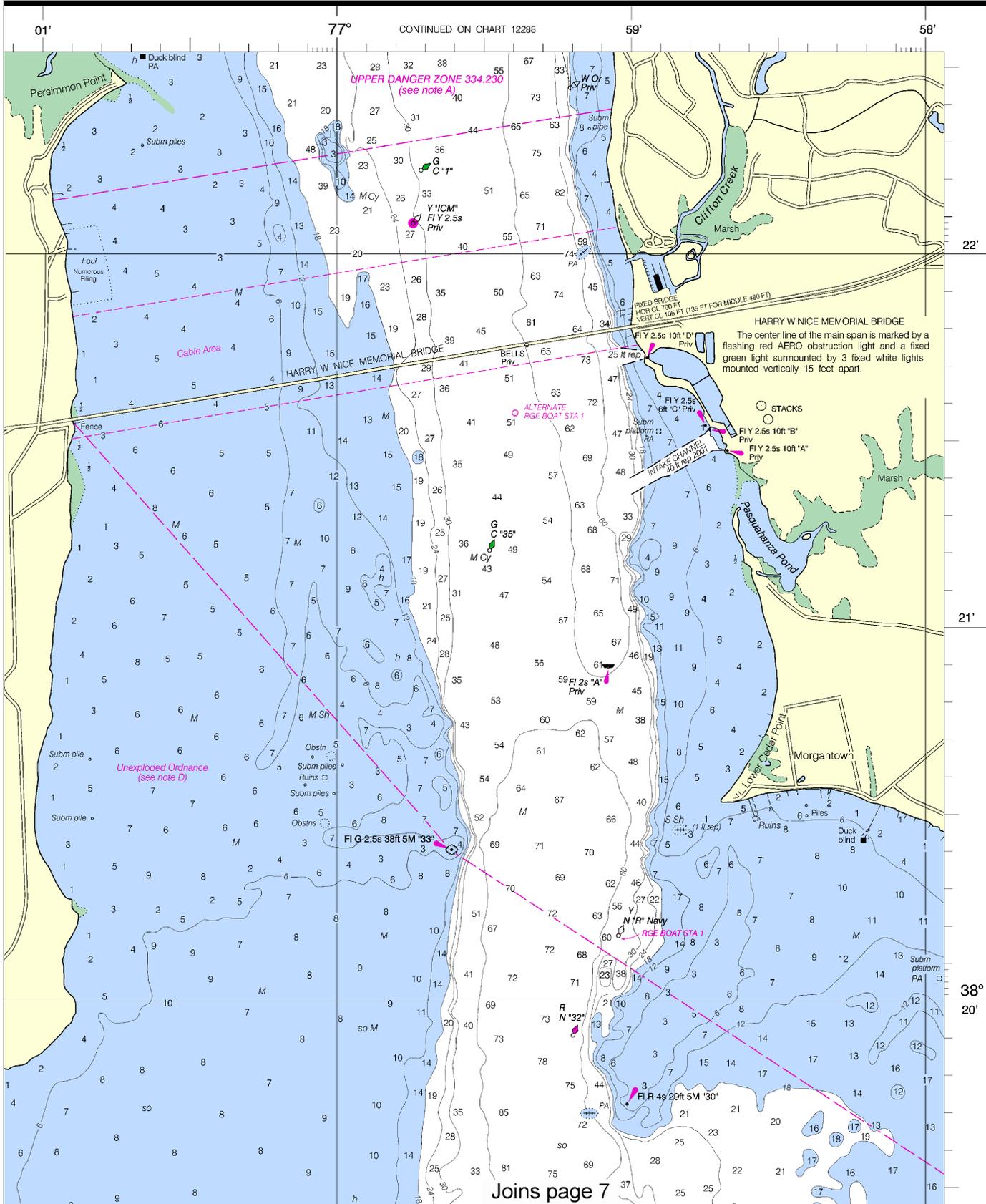


See Note on page 5.

Joins page 6

SOUNDINGS IN FEET

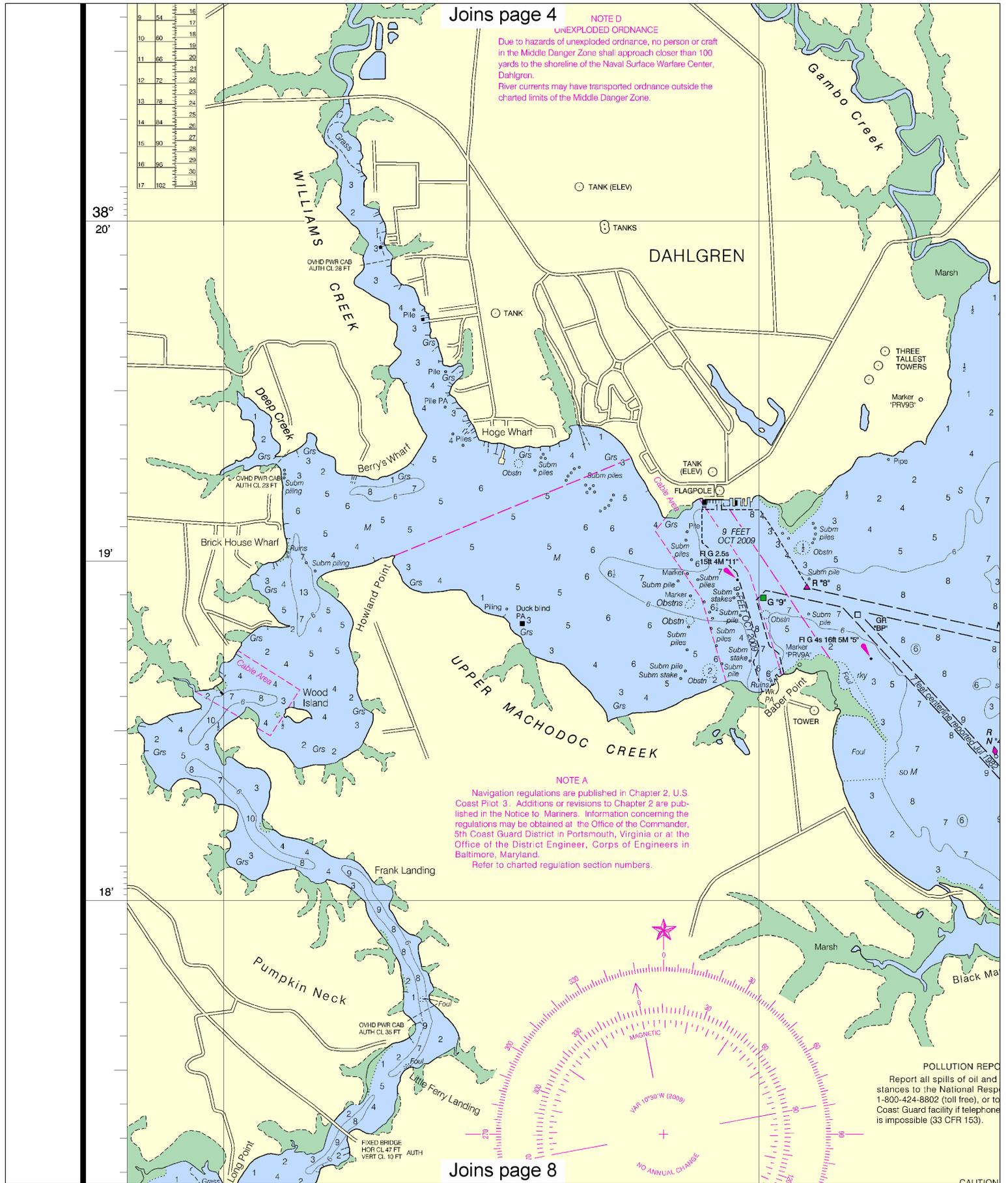
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Joins page 7

This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:26667. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.





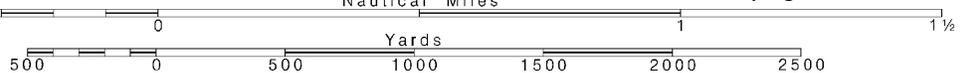
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

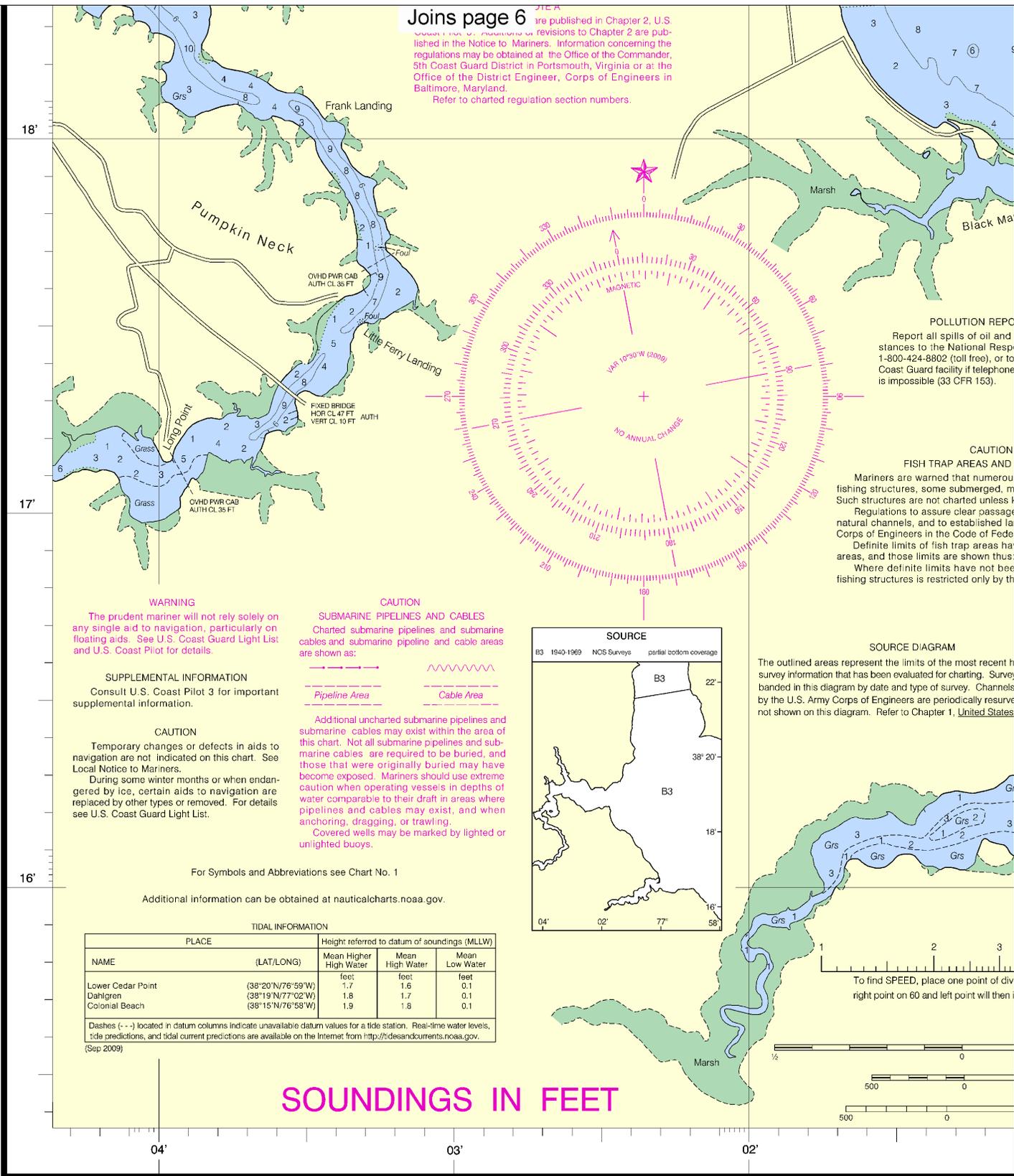
SCALE 1:20,000
 Nautical Miles

See Note on page 5.



Joins page 6

are published in Chapter 2, U.S. 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.



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

CAUTION
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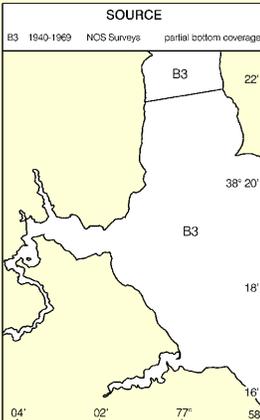
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POLLUTION REPORTING
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Mariners are warned that numerous fishing structures, some submerged, exist in this area. Such structures are not charted unless they are known to obstruct clear passage through natural channels, and to established local channels. Definite limits of fish trap areas have been established, and those limits are shown thus. Where definite limits have not been established, fishing structures is restricted only by the

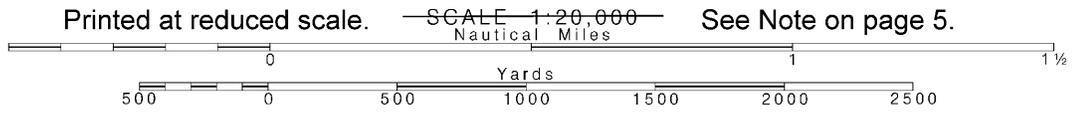
18th Ed., Oct. / 09 ■ Corrected through NM Oct. 3/09
Corrected through LNM Sep. 29/09
12287

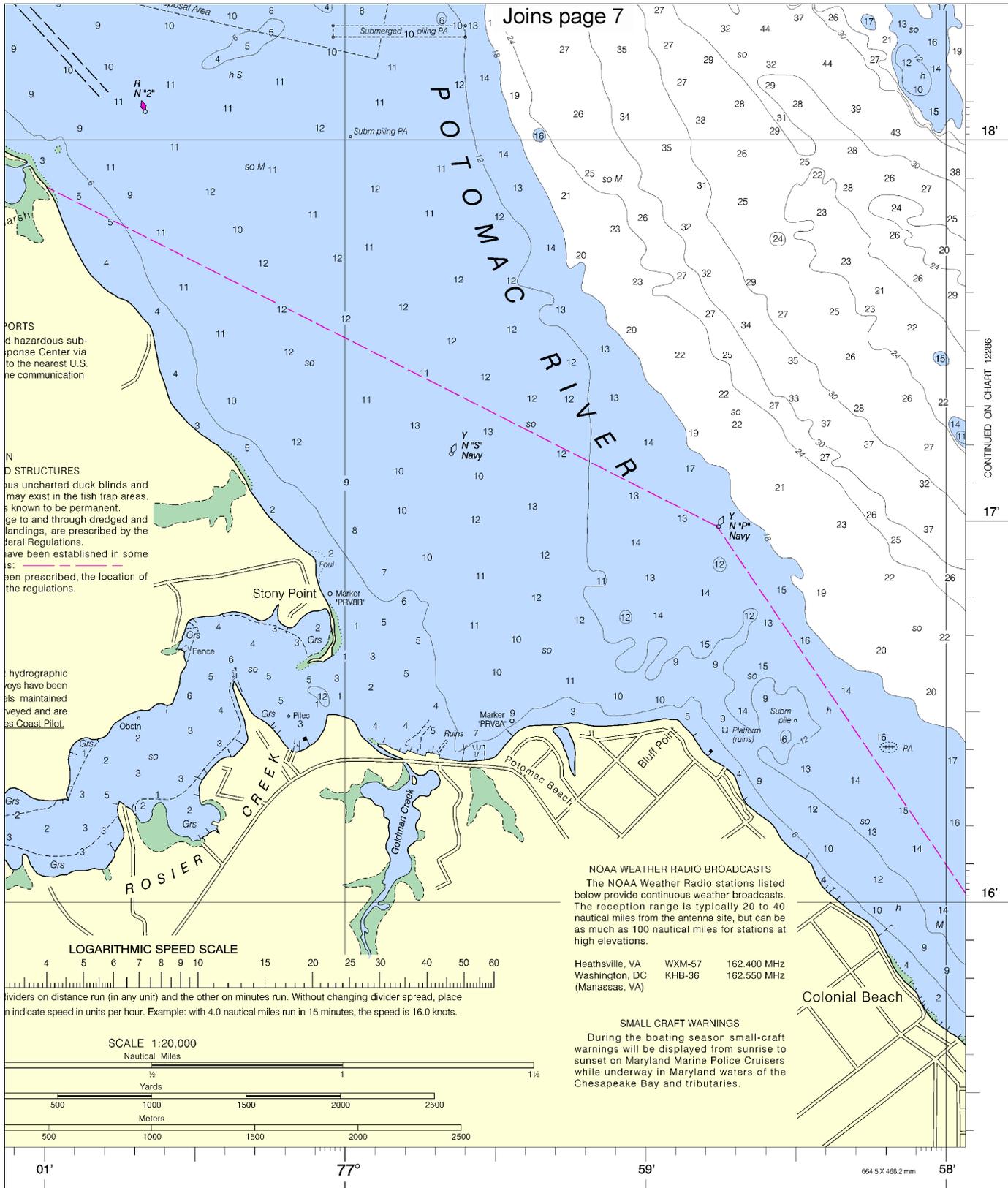
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected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

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEANIC SURVEYING CENTER



Note: Chart grid lines are aligned with true north.





PORTS
 and hazardous sub-
 response Center via
 to the nearest U.S.
 ne communication

ND STRUCTURES
 bus uncharted duck blinds and
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NOAA WEATHER RADIO BROADCASTS
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Washington, DC	KHB-36	162.550 MHz
(Manassas, VA)		

SMALL CRAFT WARNINGS
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CONTINUED ON CHART 12286

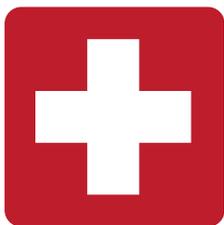


Washington, D.C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 U.S. COAST AND GEODETIC SURVEY

Dahlgren and Vicinity
 SOUNDINGS IN FEET - SCALE 1 : 20,000

12287





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.

