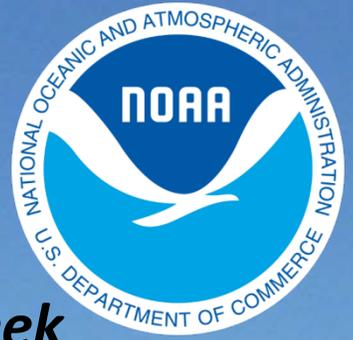


BookletChart™

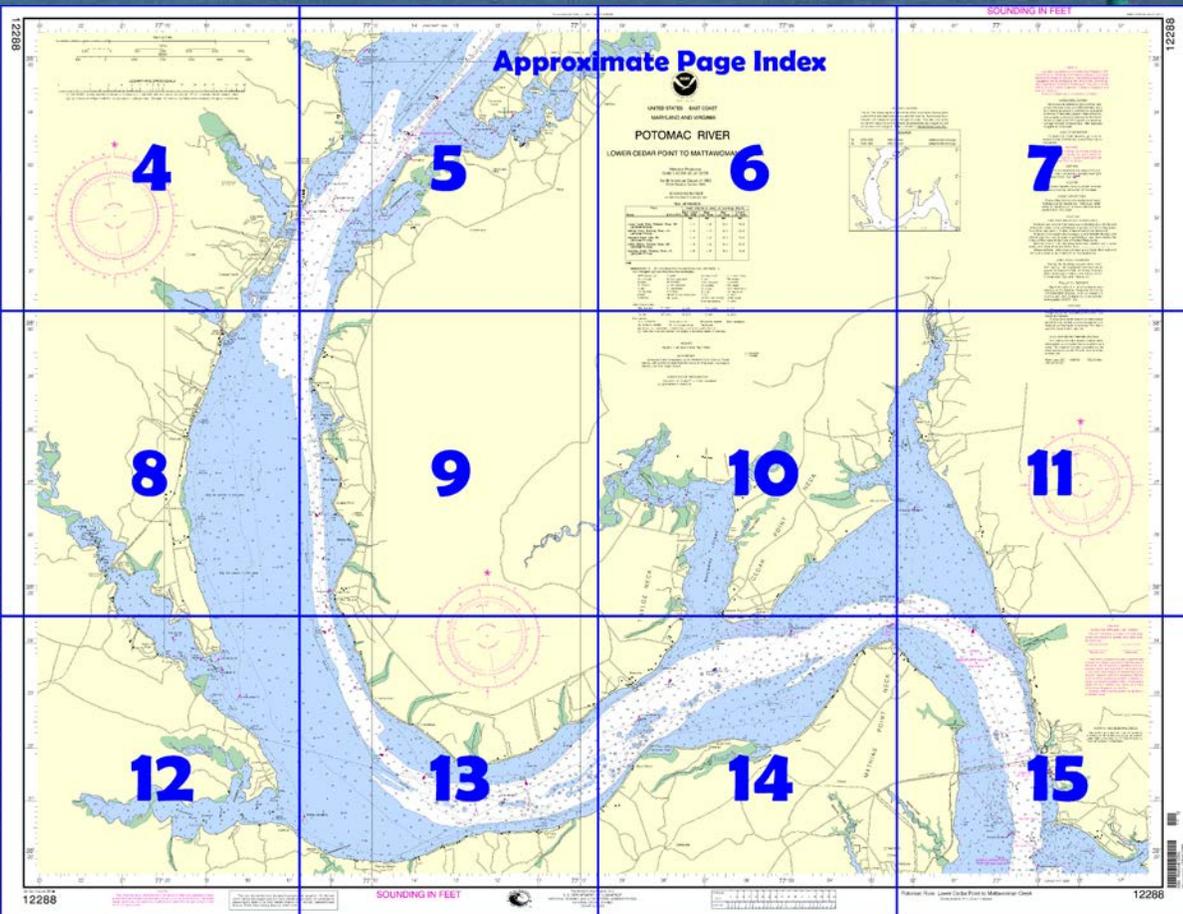


Potomac River – Lower Cedar Point to Mattawoman Creek NOAA Chart 12288

*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.

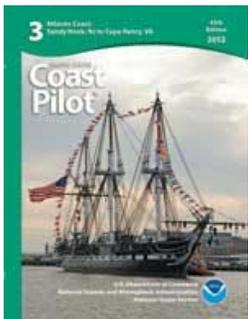
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12288>



(Selected Excerpts from Coast Pilot)

There is a small-boat basin and marina just above the Harry W. Nice Bridge. The entrance channel and basin have depths of 6 feet. Gasoline, diesel fuel, berths, and marine supplies are available.

A **danger zone** for military testing operations extends 4 miles upriver from the Harry W. Nice Bridge.

Persimmon Point. A 3-foot shoal is 0.6 mile southeastward of the point on the west edge of the channel.

Popes Creek is not navigable. The village of **Popes Creek** 0.2 mile northward, has limited quantities of gasoline available at a pier. Between Popes Creek and Upper Cedar Point, the Maryland shore of

Potomac River bends northward 2 miles to form **Tobacco River Flats**, which have shoal spots of 3 to 5 feet but generally navigable depths of 7 to 10 feet. **Port Tobacco River**, at the head of the bight, has depths of 7 feet for 1.6 miles and thence 5 to 3 feet for another 1.3 miles. A light and daybeacons mark the channel.

Port Tobacco is now the head of navigation. Marinas at the town have gasoline, berths, and some supplies.

Upper Cedar Point is marked by a light shown from a skeleton tower on piles in depths of 3 feet on the north edge of the channel. Give the light a berth of at least 200 yards.

Nanjemoy Creek has a controlling depth of 4 feet in a marked channel to a small craft launching ramp 4 miles above the entrance.

Metomkin Point. A light, shown from a pile structure in depths of 1 foot 0.5 mile off the point, marks the shallowest part of a shoal area along the southeast edge of the channel.

Maryland Point Light (38°21.0'N., 77°11.9'W.) is shown from a skeleton tower with a black and white diamond-shaped daymark on piles in depths of 9 feet on the south edge of the Potomac River channel. Other shoals east and west of the light are marked by buoys.

Gasoline and some supplies can be obtained at **Fairview Beach**. Depths to the fuel pier are 4 feet.

Potomac Creek is used only by small motorboats. The creek has depths of 7 feet in the entrance, thence 3 feet for 2 miles. The best water favors the south side of the entrance. Gasoline and water are available at small-craft facilities on the south side of the creek 1 mile and 2 miles above the entrance.

Aquia Creek has depths of 4 to 5 feet to the railroad bridge, and thence 2 feet to **Coals Landing**. The entrance is marked by lights and daybeacons. Small-craft facilities are on the south side of the creek close above and below the bridge

There is danger of striking submerged hulks in the mile-wide former restricted anchorage area that extended 2.5 miles upriver along the Virginia shore from directly opposite Smith Point.

Mallows Bay is a ship graveyard area; the western danger limit is a line from Liverpool Point to Sandy Point. A buoy marks the inner edge of the river channel off the bay. The southern part of the bay has unobstructed depths of 5 feet to the submerged wreck near the head.

An aviation school wharf at Mile 66.2W has depths of 8 feet at the outer end. The short dredged channel to the wharf has a reported controlling depth of 6 feet. About 0.2 mile north of the wharf, a diversion canal 5 feet deep connects **Chopawamsic Creek** with the Potomac River.

Quantico is a training site of the **U.S. Marine Corps**. Except in emergencies, the pier and harbor are restricted to government vessels.

Anchorage.—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.

Pilotage, Potomac River.—Pilotage is compulsory on the Potomac River for foreign vessels and U.S. vessels under register in the foreign trade.

**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. 6/07
Corrected through LNM Sep. 25/07

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat. 38°28'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDING IN FEET
AT MEAN LOWER LOW WATER

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.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides 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.
Washington, DC KHB-36 162 55 MHz
(Manassas, VA)

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 B
UNEXPLODED ORDNANCE
Unexploded ordnance may exist within the charted limits. River currents may have transported ordnance outside the areas shown.

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.

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
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.

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

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

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 Norfolk, Virginia.
Refer to charted regulation section numbers.

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

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 0.444" northward and 1.084" eastward to agree with this chart.

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.

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.

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
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.

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).

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water		Mean Low Water	
		Mean Higher High Water	Mean High Water	Mean Low Water	Mean Low Water
Lower Cedar Point, Potomac River, MD (38°20'N/ 76°59'W)	feet	1.7	1.6	feet	0.1
Mathias Point, Potomac River, VA (38°24'N/ 77°03'W)	feet	1.4	1.3	feet	0.1
Clifton Beach, Potomac River, MD (38°25'N/ 77°16'W)	feet	1.3	1.2	feet	0.1
Quantico, Potomac River, VA (38°31'N/ 77°17'W)	feet	1.6	1.5	feet	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 2007)

POTOMAC RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2009 AND SURVEYS TO AUG 2009

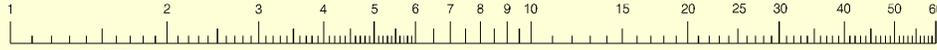
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
MATTAWOMAN BAR	21.0	21.0	21.0	8-09	200	3.0	24

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

12288

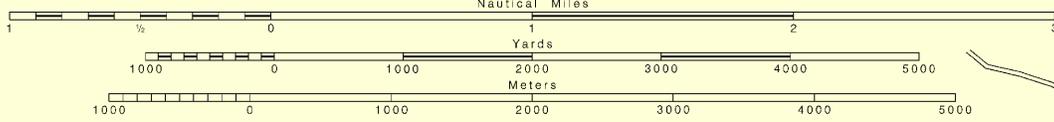
23' 22' 21' 77° 20' 19' 18' 17'

LOGARITHMIC SPEED SCALE

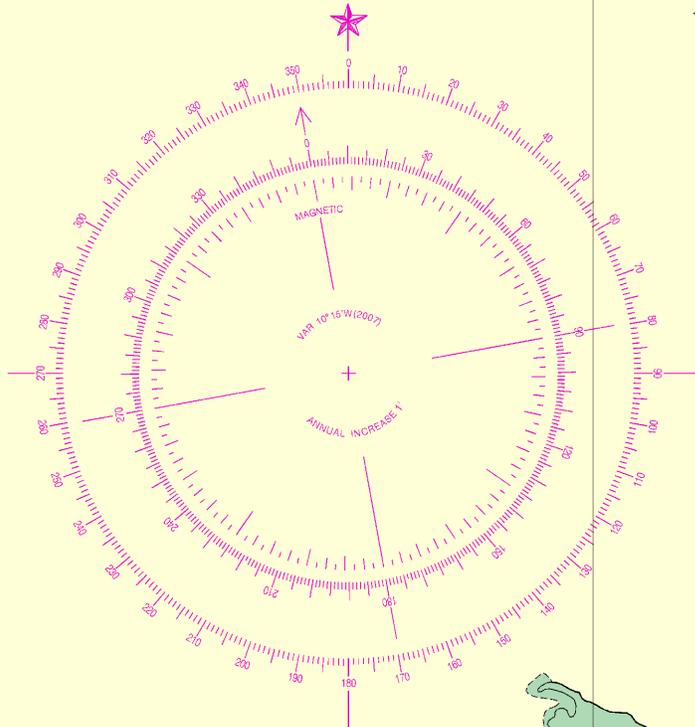


To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

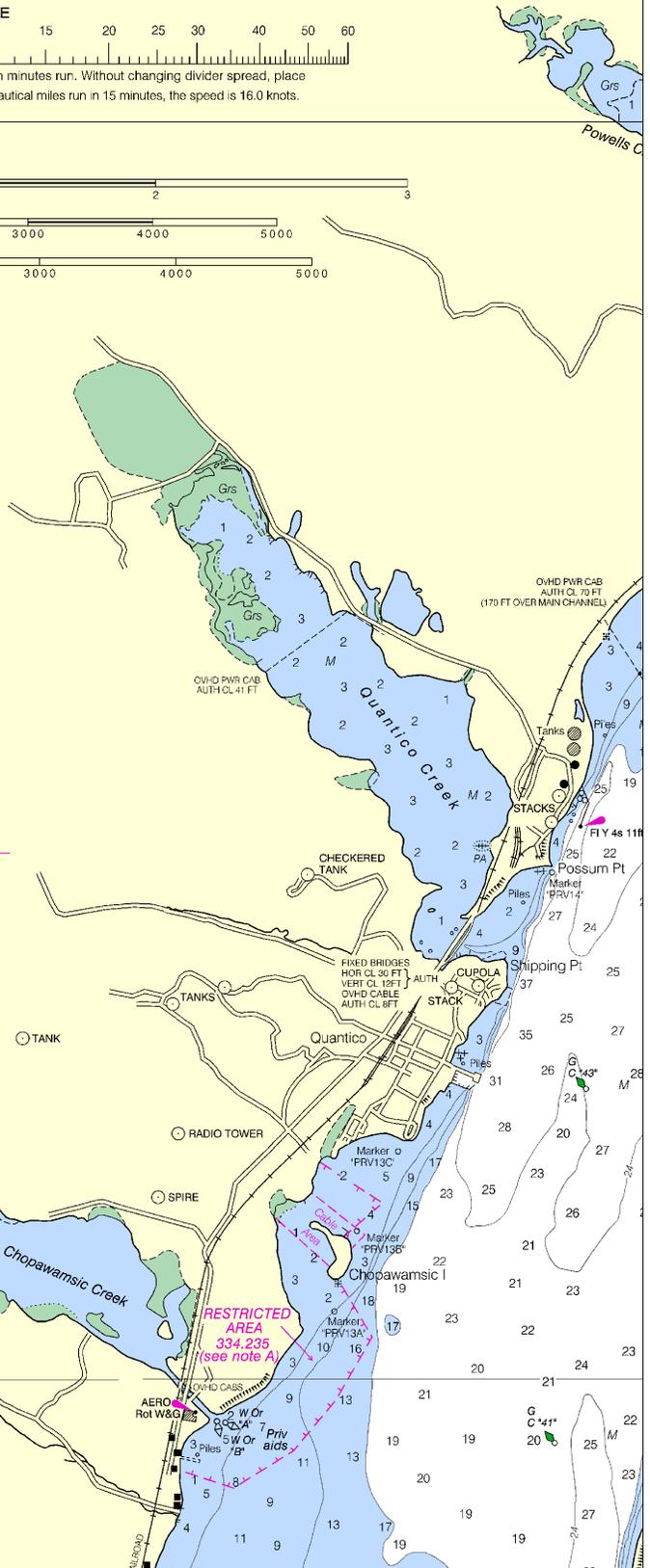
SCALE 1:40,000



38° 35' 34' 33' 32' 31' 30'



Joins page 8



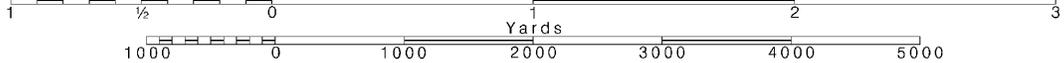
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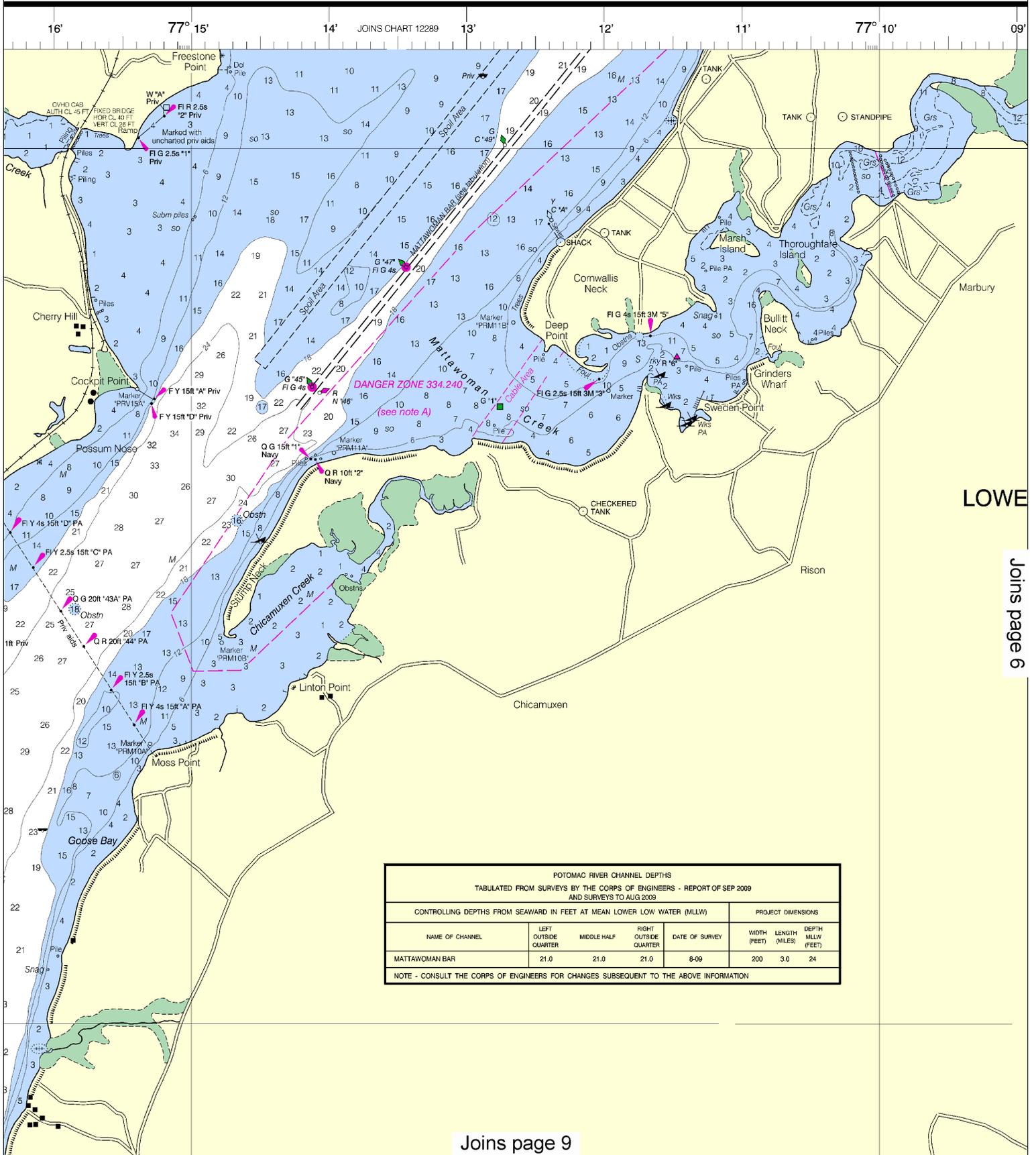
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.





LOWE

Joins page 6

POTOMAC RIVER CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2009 AND SURVEYS TO AUG 2009						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	DEPTH (FEET)
MATTAWOMAN BAR	21.0	21.0	21.0	8-09	200	24

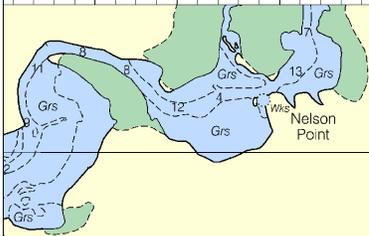
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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.



09' 08' 07' 06' 77° 05' 04' 03'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
MARYLAND AND VIRGINIA

POTOMAC RIVER

LOWER CEDAR POINT TO MATTAWOMAN CREEK

Mercator Projection
Scale 1:40,000 at Lat. 38°28'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDING IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE	NAME	(LAT./LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
Lower Cedar Point, Potomac River, MD		(38°20'N/ 76°59'W)	1.7	1.6	0.1
Mattias Point, Potomac River, VA		(38°24'N/ 77°03'W)	1.4	1.3	0.1
Clifton Beach, Potomac River, MD		(38°25'N/ 77°16'W)	1.3	1.2	0.1
Quantico, Potomac River, VA		(38°31'N/ 77°17'W)	1.6	1.5	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 2007)

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

- Aids to Navigation (lights are white unless otherwise indicated):
- AERO aeronautical
 - Al alternating
 - B black
 - Bn beacon
 - C can
 - DIA diaphone
 - F fixed
 - Fl flashing
 - G green
 - IQ interrupted quick
 - ISO isophase
 - LT HQ lighthouse
 - M nautical mile
 - m minutes
 - MICRO TR microwave tower
 - Mir marker
 - Mo morse code
 - N nun
 - OBSC obscured
 - Oc occulting
 - Or orange
 - Q quick
 - R rd
 - Ra Ref radar reflector
 - R Bn radiobeacon
 - R TR radio tower
 - Rot rotating
 - s seconds
 - SEC sector
 - St M statute miles
 - VQ very quick
 - W white
 - WHIS whistle
 - Y yellow

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

- Miscellaneous:
- AUTH authorized
 - ED existence doubtful
 - 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.
 - Obstn obstruction
 - PA position approximate
 - PD position doubtful
 - Rep reported
 - Subm submerged

HEIGHTS

Heights in feet above Mean High Water.

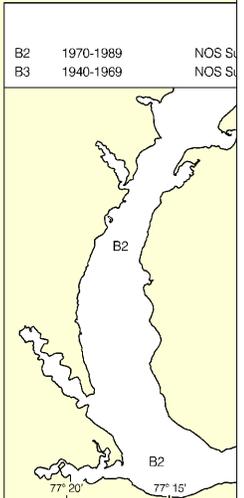
AUTHORITIES

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



LOOKOUT TOWER

The outlined areas represent survey information that has been banded in this diagram by data by the U.S. Army Corps of Engineers not shown on this diagram. R



Joins page 5



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Joins page 10

SOUNDINGS IN FEET

02' 01' 77° 59' 58' 57'

38° 35'

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 Norfolk, Virginia.
Refer to charted regulation section numbers.

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 0.444" northward and 1.084" eastward to agree with this chart.

AIDS TO NAVIGATION

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

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.

CAUTION

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

CAUTION

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.

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.

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).

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.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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.

Joins page 11 KHB-36 162.55 MHz

34'

33'

32'

31'

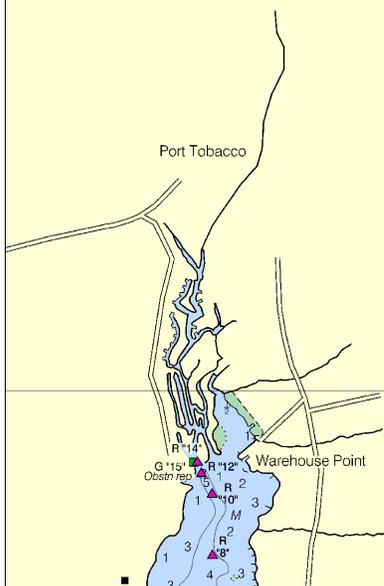
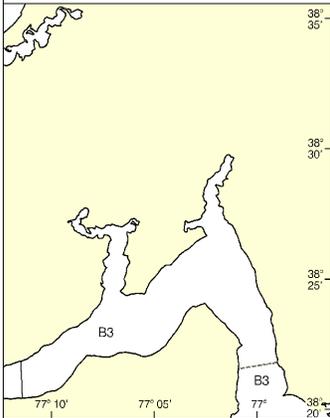
38° 30'

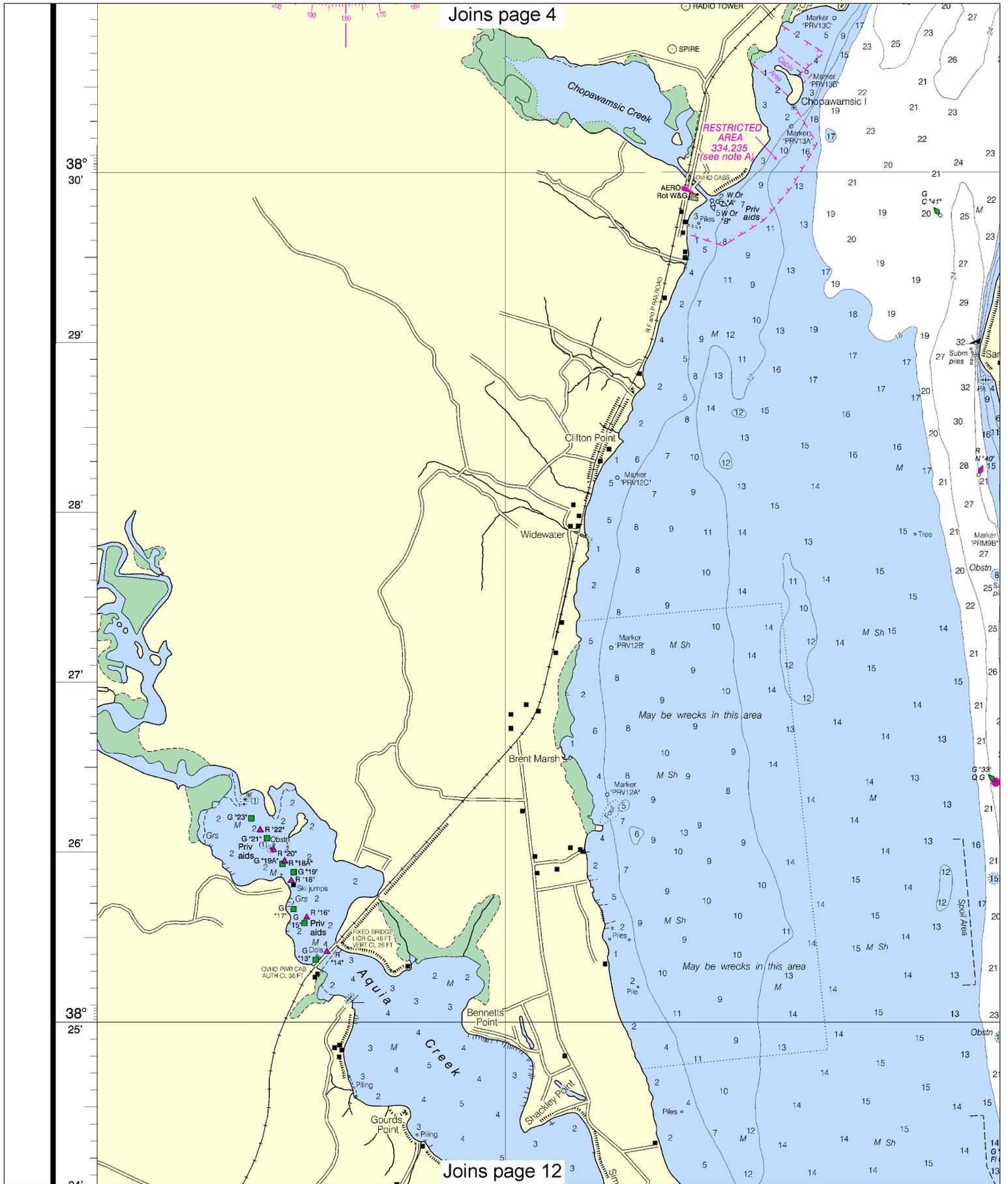
SOURCE DIAGRAM

Within the limits of the most recent hydrographic surveys have been evaluated for charting. Surveys have been noted by date and type of survey. Channels maintained by the Corps of Engineers are periodically resurveyed and are noted as such. Refer to Chapter 1, United States Coast Pilot.

SOURCE

Surveys partial bottom coverage
Surveys partial bottom coverage



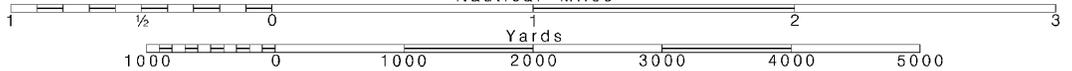


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

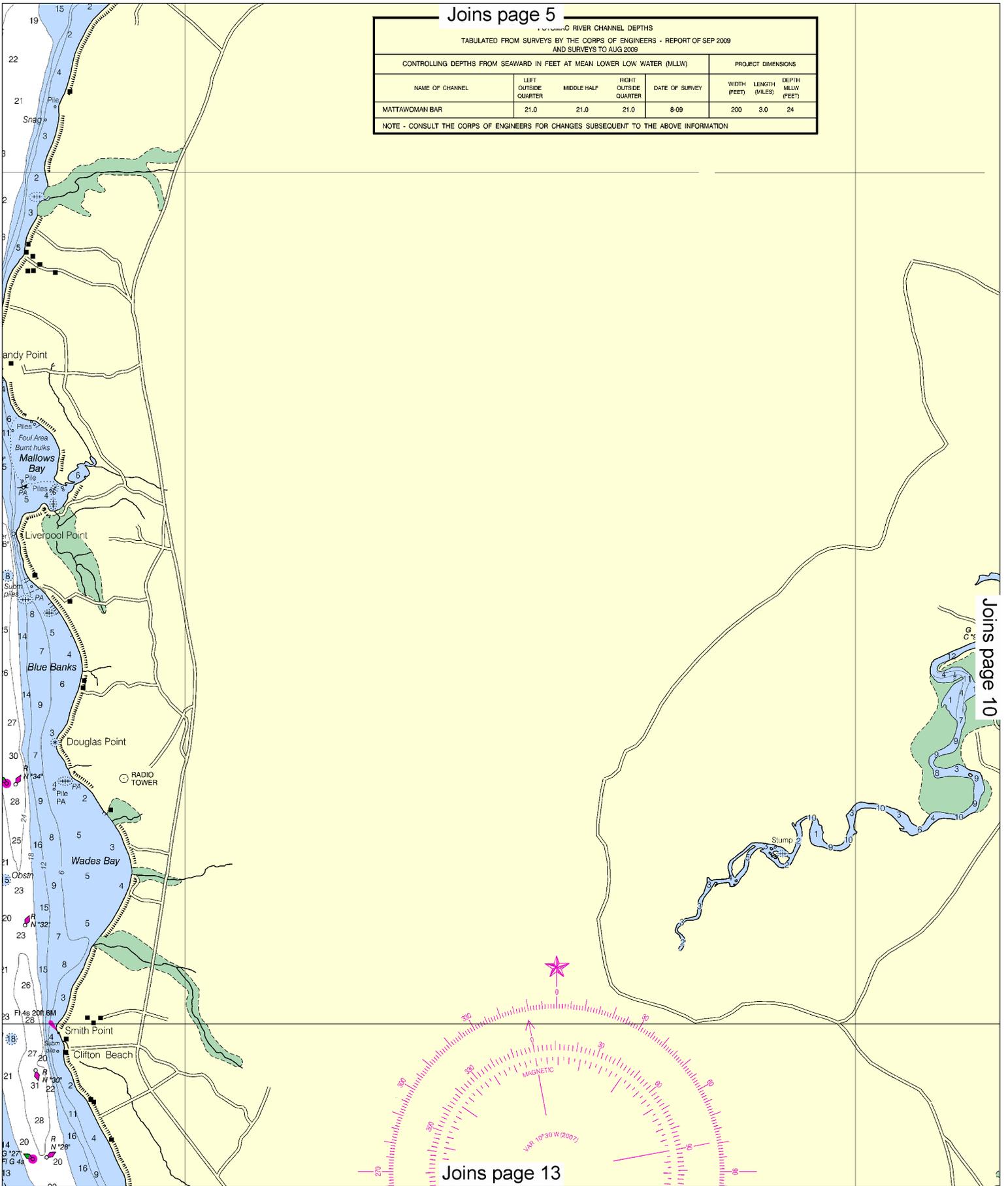
See Note on page 5.



Joins page 5

MATTAWOMAN RIVER CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2009 AND SURVEYS TO AUG 2008						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)
MATTAWOMAN BAR	21.0	21.0	21.0	8-09	200	3.0

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



Joins page 10

Joins page 13

Joins page 6

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

Bottom characteristics:

Blds boulders	Co coral	gy gray	Cys 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	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) 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.

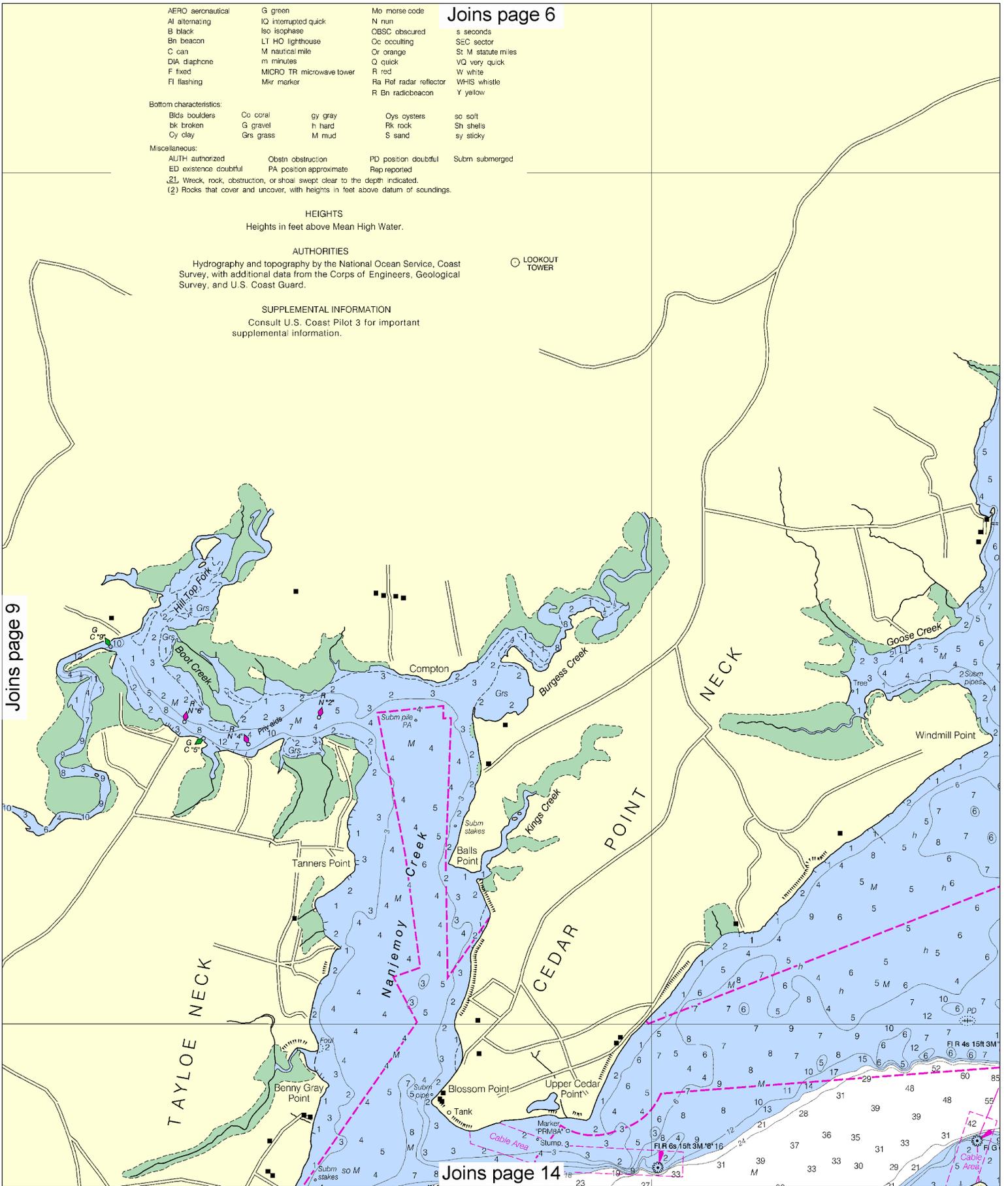
HEIGHTS
 Heights in feet above Mean High Water.

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

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

LOOKOUT TOWER

Joins page 9



Joins page 14

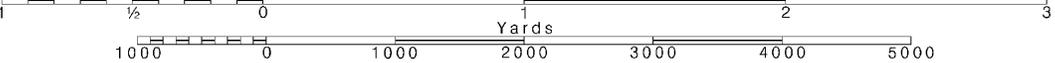
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



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).

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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.

NOAA WEATHER RADIO BROADCASTS

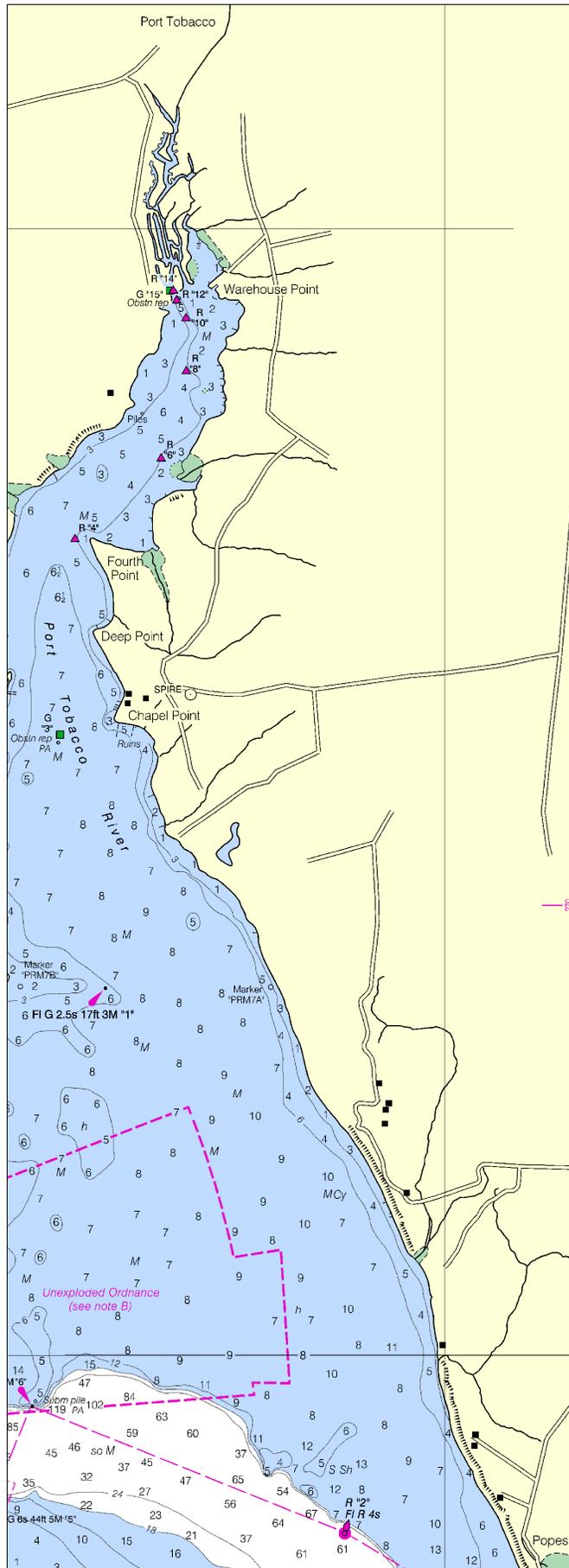
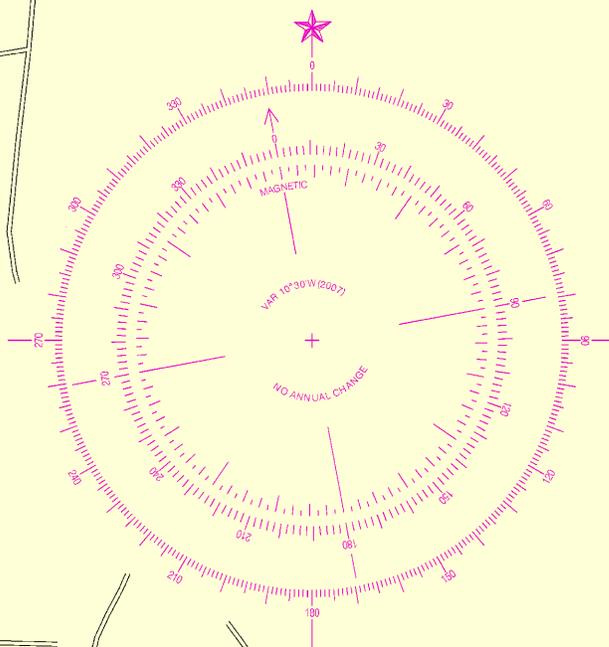
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Washington, DC KHB-36 162.55 MHz (Manassas, VA)

NOTE B

UNEXPLODED ORDNANCE

Unexploded ordnance may exist within the charted limits. River currents may have transported ordnance outside the areas shown.



38° 30'

29'

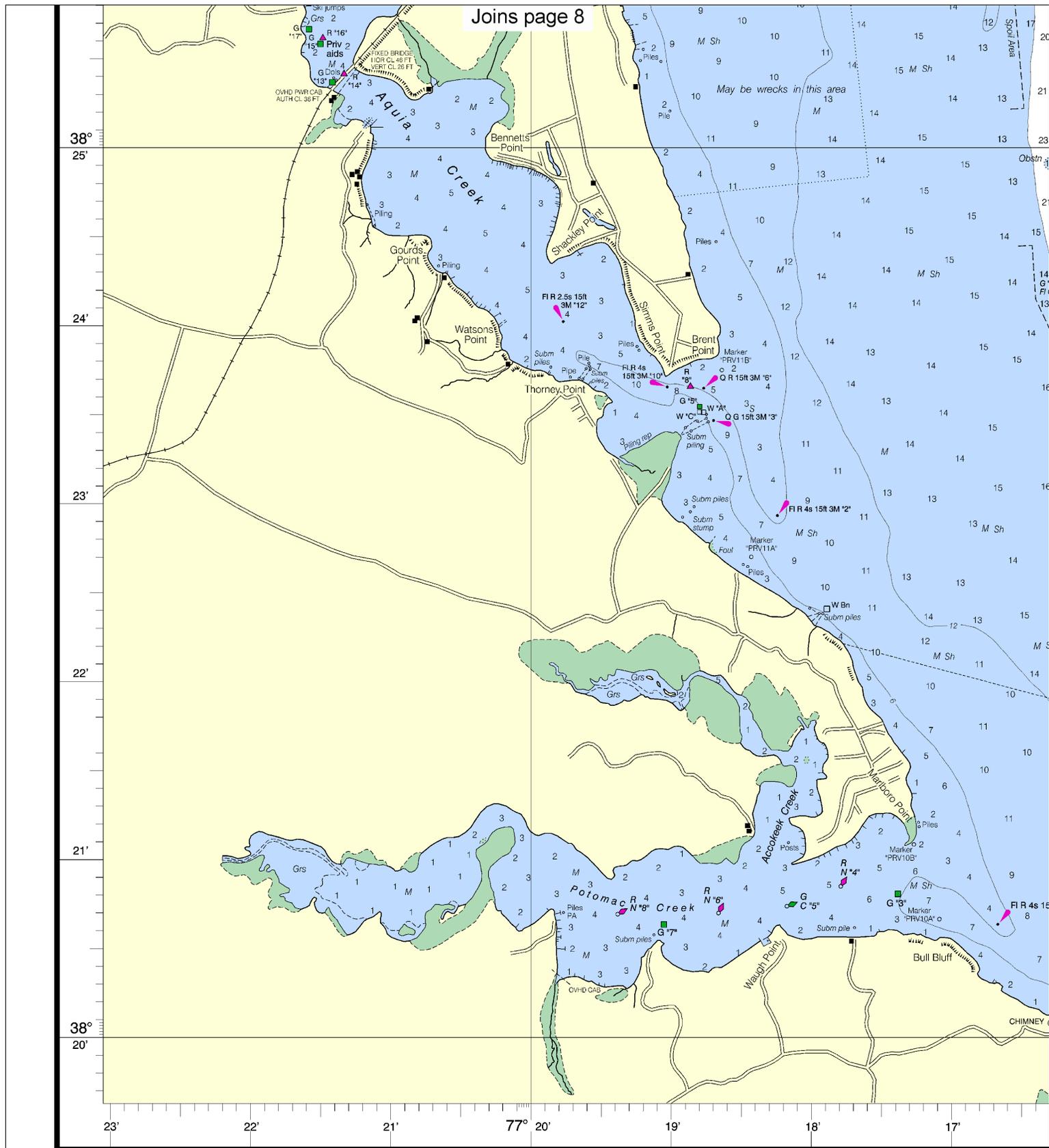
28'

27'

26'

38° 25'

CAUTION SUBMARINE PIPELINES AND CABLES Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



20th Ed., Oct. / 07 ■ Corrected through NM Oct. 6/07
 Corrected through LNM Sep. 25/07

12288

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.

SOUNDINGS IN FEET

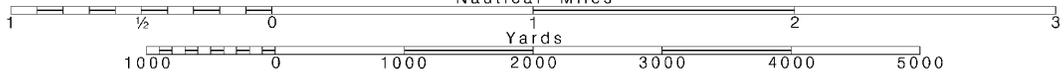
12

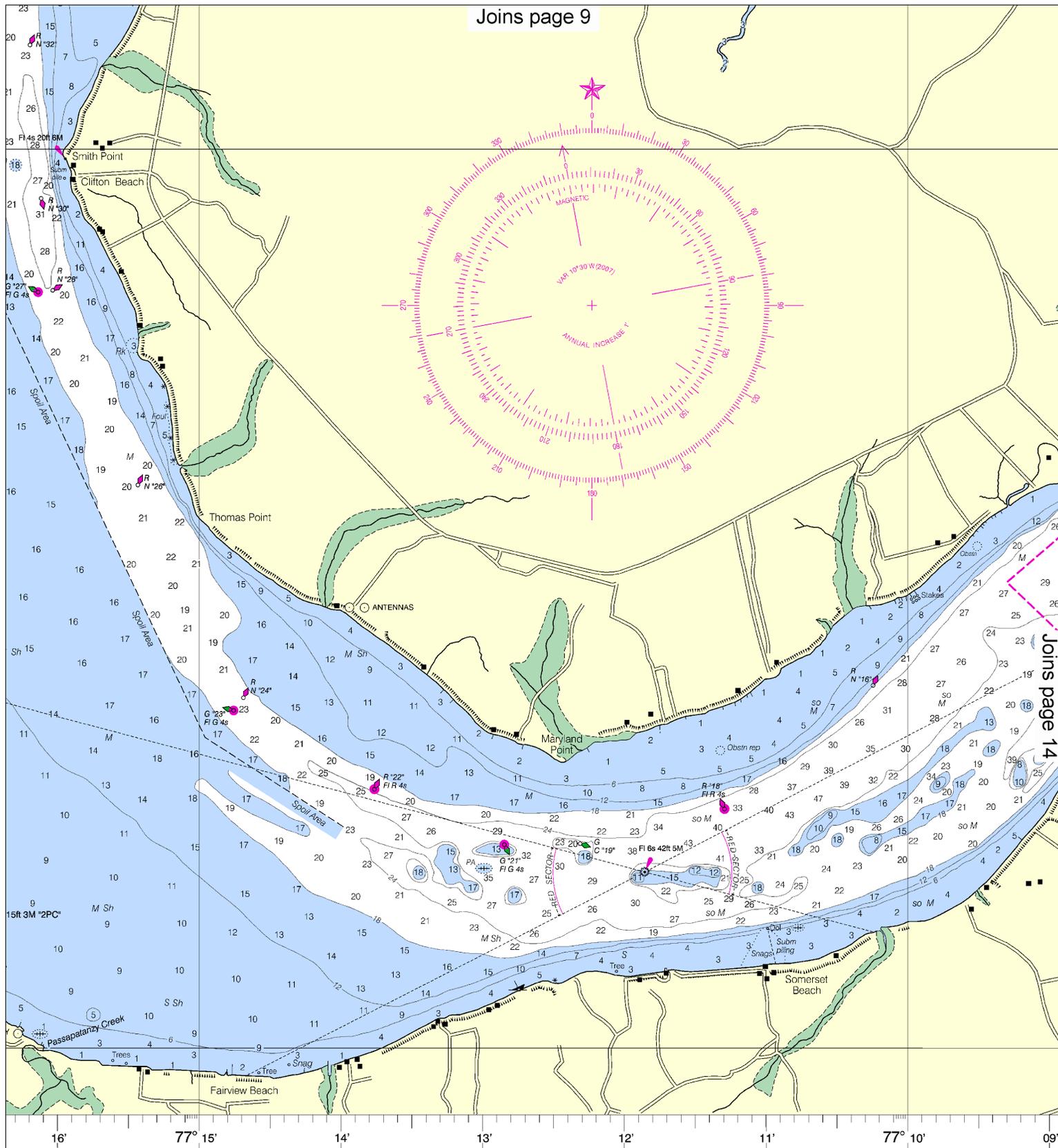
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

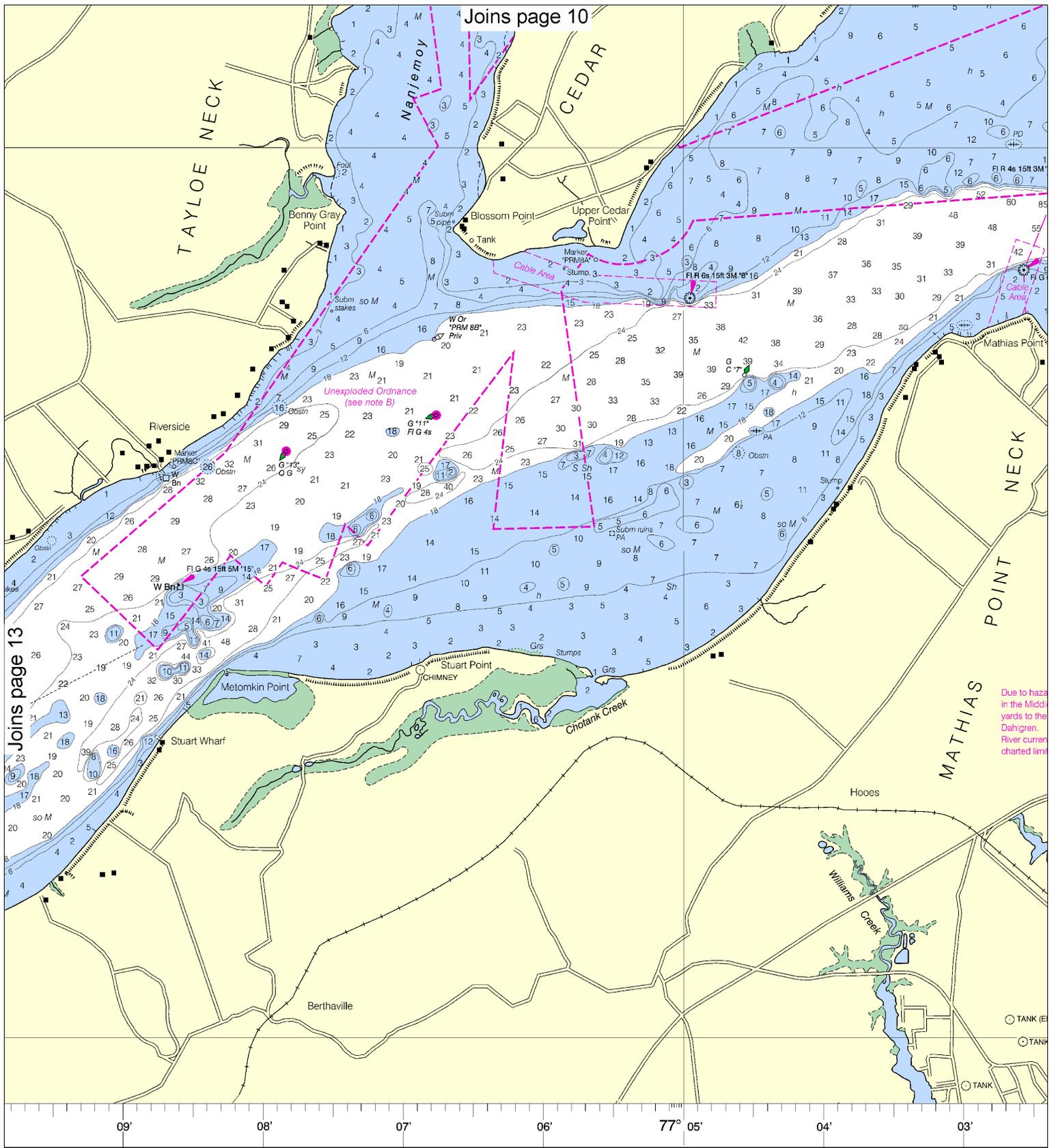
See Note on page 5.





NOAA
 PRINT-ON-DEMAND CHARTS
 NOAA and its partner, OceanGrafix, offer this chart 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 or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

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



Joins page 13

Joins page 10

Due to hazard in the Middle yards to the Dahlgren River current charted limit

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

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/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

FATHOMS	1	2	3	4	5	6	7	8	9	10	11
FEET	6	12	18	24	30	36	42	48	54	60	66
METERS	1	2	3	4	5	6	7	8	9	10	11

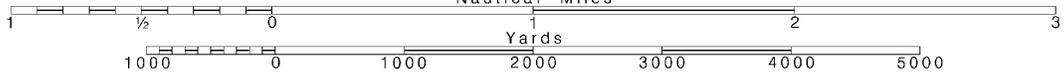
14

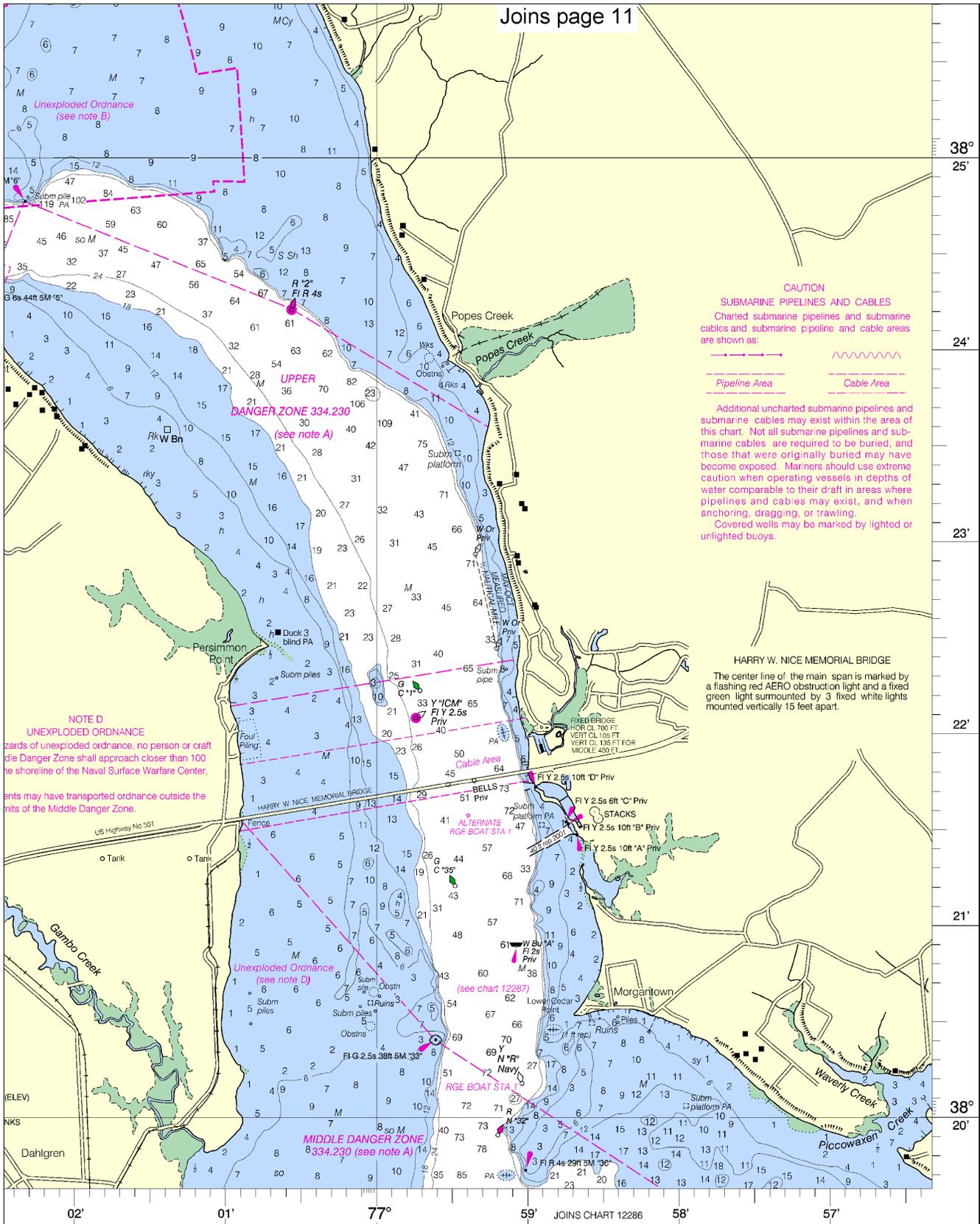
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





38° 25'

24'

23'

22'

21'

38° 20'



NSN 7642014010355
 NSA REFERENCE NO. 12BHA12288

Potomac River, Lower Cedar Point to Mattawoman Creek

SOUNDINGS IN FEET-SCALE 1:40,000

12288

12	13	14	15	16	17
72	76	84	90	96	102
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					



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>



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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.

