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
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 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=12244

(Selected Excerpts from Coast Pilot)

This chapter describes the western shore of Chesapeake Bay from Old Point Comfort to the Potomac River including its principal tributaries Back, Poquoson, York, Piankatank, Rappahannock, and Great Wicomico Rivers, and Mobjack Bay. Also discussed are the ports of Yorktown, Fredericksburg, West Point, Tappahannock, Kilmarnock, and Reedville, as well as several of the smaller ports and landings on these waterways.

York River

York River formed by the junction of Mattaponi and Pamunkey Rivers 29 miles above the mouth, is 15 miles northward of Old Point Comfort and 26 miles by the main channel from Cape Henry. Traffic on York River consists chiefly of pulpwood, petroleum products, military supplies, and shellfish. Drafts of vessels using the river are mostly 18 feet or less, but deep-draft vessels navigate the lower reaches.

West Point, at the junction of Mattaponi and Pamunkey Rivers 29 miles above the mouth of York River, has waterborne commerce in pulpwood, paper products, and petroleum. The town is the terminus of a Southern Railway branch line. The pulp, paper, and paperboard wharves just above the Eltham Bridge have reported depths of 16 feet alongside.

Mattaponi River, which empties into York River eastward of West Point (37°31.7’N., 76°47.7’W.), is one of two tributaries that combine to form York River. Drafts of vessels using the river above West Point usually do not exceed 10 feet.

Controlling depths in Mattaponi River are as follows: 12 feet to Courthouse Landing, 13 miles above the mouth; thence 9 feet for 10 miles to Locust Grove; and thence 2 feet to Aylett, 32 miles above the mouth.

The channel in Mattaponi River is unmarked and is difficult to navigate without local knowledge. The mean range of tide is 2.8 feet at West Point and 3.9 feet at Walkerton. Freshets occur at irregular intervals, being more severe in March and April, and have reached a height of 17 feet above low water at Aylett, though this is exceptional; the freshest rise is negligible at and below West Point.

The Walkerton highway bridge, 24.5 miles above the mouth of Mattaponi River, has a fixed span with a clearance of 20 feet. Two fixed bridges cross the river at Aylett, 32 miles above the mouth; minimum clearance is 20 feet. The minimum clearance of the overhead power cables between the bridges at Walkerton and Aylett is 42 feet.

Caution.—Ships and craft underway in York River are to proceed at reduced speed and exercise extreme caution in order to reduce generated water motion and to prevent damage to the Virginia Institute of Marine Science equipment and facilities located downstream from the Coleman Memorial Bridge, near Gloucester Point, ships and craft loading volatile fuels at the Giant Industries refinery pier, and other craft and property close to the shores of the river. In no instance should the speed of ships underway upriver from the Toms Marshes Light exceed 12 knots.

Pilotage, York River.—Pilotage on the York River is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade. A naval explosives handling berth is northward of the Coast Guard pier. (See 334.260, chapter 2, for limits and regulations.) In May 2002, an obstruction was within the naval explosives handling berth 1150 yards northward of the Coast Guard T-pier in about 37º14’09”N., 76º38’36”W. The Yorktown Naval Weapons Station piers on the southwest side of York River, 8 miles above the mouth, have depths of about 36 to 39 feet at their outer ends. A prohibited area and a restricted area for mine service testing are off the piers. (See 334.260, chapter 2, for limits and regulations.) A naval anchorage begins off the Naval Weapons Station piers and extends upriver about 4 miles. (See 110.166, chapter 2, for limits and regulations.)

The Naval Supply Center piers at Cheatham Annex Depot, on the southeast side of York River 11.5 miles above the mouth, have reported depths of 22 feet at the southeasterly T-pier, and 20 feet alongside the inside face and 21.5 feet alongside the outside face of the northwesterly L-pier; greater depths are close off the outside faces of both piers. The piers are within a naval restricted area. (See 334.270, 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 (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

![Map of Navigation Managers Area of Responsibility](image)

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
Note: Chart grid lines are aligned with true north.
PAMUNKEY AND MATTAPONI RIVERS

Mercator Projection
Scale 1:40,000 at Lat. 37°40'
North American Datum of 1983
(World Geodetic System 1994)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

TIDAL INFORMATION

<table>
<thead>
<tr>
<th>NAME</th>
<th>LAT/LONG</th>
<th>Mean Higher High Water</th>
<th>Mean Lower Low Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wicomico (Peters Ferry), Mattaponi R.</td>
<td>37°31'N 76°17'W</td>
<td>3.9</td>
<td>0.2</td>
</tr>
<tr>
<td>Pottapawomoc-Mattaponi River</td>
<td>37°31'N 76°17'W</td>
<td>2.8</td>
<td>0.2</td>
</tr>
<tr>
<td>Mattaponi River</td>
<td>37°31'N 76°18'W</td>
<td>3.1</td>
<td>0.1</td>
</tr>
</tbody>
</table>

Coastal waters in range column indicate unavailable parameters for that station. Real-time water levels, tide predictions, and other information can be obtained online from tides.noaa.gov.

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

Arrow Foot (Large):
- Black
- Green
- White

DIRECTIONAL INFORMATION

Drilled submersible pipes and submarine cables are required to be built, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to those in areas where pipelines and cables may exist, and when anchoring, dragging, or tautening. Covered wells may be marked by lighted or unlighted buoys.

CAUTION

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

SUPPLEMENTAL INFORMATION

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

AIDS TO NAVIGATION

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

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 tiding aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
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
- Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
- Chart and chart related inquiries and comments — http://ocsdata.ncdc.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

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