BookletChart™

Potomac River – Mattawoman Creek to Georgetown
NOAA Chart 12289

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 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=122

(Selected Excerpts from Coast Pilot)

Channels.—The depth is 24 feet for Potomac River from the mouth to Hains Point; 38 feet or more are available to Ragged Point, 20 miles above the mouth; thence about 18 feet to Hains Point. Vessels anchor near the channel where the bottom is soft; vessels anchor in Cornfield Harbor or St. Marys River. Near the mouth of the river, small craft can find anchorage in the tributaries.

Neabsco Creek has depths of 4 to 2 feet. Gasoline, berths, water, and marine supplies can be obtained at the facilities above the bridge.

Occoquan River.—A marked channel leads to Occoquan; the depth was 2 feet (6 feet at mid-channel) from the entrance in Occoquan Bay to Light 12. The channel is marked to the first bridge.

Occoquan.—Channel depths off the Occoquan bulkheads are 7 feet in the east half and 5½ feet in the west half of the channel. Small-craft facilities above the first bridge provide gasoline, water, berths, and marine supplies.

Indian Head.—The small-boat basin on the lower side has depths of 4 feet. A fog signal is on an intake house above the wharf. Mariners are advised to use caution in the vicinity of the upper wharf because divers may be training in the area.

Pohick Bay and Accotink Bay have depths of 2 to 3 feet for about 0.5 mile from the junction. Pohick Bay is foul with submerged duckblind and fish stakes. Parts of both bays are within the danger zone of a Fort Belvoir target range.

Mount Vernon, the home of George Washington, is at Mile 83.2N. The buildings are open to the public daily from 0900 to 1700 during the summer and 0900 to 1600 during the winter. The buoyed channel leading to Mount Vernon wharf had a depth of 6 feet (7 feet midchannel) to the wharf. The Harbormaster regulates all vessels in the waters of the District of Columbia. The person in charge of any vessel, 26 feet or more long, entering the harbor, shall, if he intends to remain over 24 hours, report without delay and shall report immediately before departing, to the harbormaster at the Harbor Precinct wharf, Maine Avenue and M Street, SW., or to any police officer under his command. Permission to anchor in the District of Columbia must be obtained from the harbormaster. Both the harbormaster and the police boat monitor VHF-FM channel 16; call sign KUF-703.

A dredged channel leads from the Potomac River off Hains Point into the Anacostia River to a basin off Washington Navy Yard, through the 11th and 12th street bridges, and to a turning basin about 2.0 miles above the Hains Point Junction Lighted Buoy (38°51.1'N., 77°01.3'W.); the depths were 10 feet (14 feet at midchannel) to the basin off Washington Navy Yard; 13 feet in the basin except for lesser depths to 5½ feet along the south edge; 10 feet to the turning basin and 5 to 7 feet in the turning basin; 5 to 8 feet above the turning basin to Benning Road Bridge, thence 4 feet were available to the head except for shoaling to 2 feet in the south half of the channel at the bend just below Kenilworth Aquatic Gardens.

Georgetown Channel: the midchannel depth was 12 feet to above Buoy 4; by favoring the west shore 11 feet to 0.4 mile below Arlington Memorial Bridge; 14 feet at midchannel to the Francis Scott Key Bridge at Georgetown. The channel from Key Bridge to Chain Bridge has unpredictable currents and numerous shoals and rocks. This part of the channel is used by small craft with local knowledge.

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.
Lateral System As Seen Entering From Seaward
on navigable waters except Western Rivers

PORT SIDE
ODD NUMBERED AIDS
- GREEN LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

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

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

STARBOARD SIDE
EVEN NUMBERED AIDS
- RED LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at http://www.navcen.uscg.gov

To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/
WASHINGTON HARBOR

Scale 1:20,000

Note: Chart grid lines are aligned with true north.
ANACOSTIA AND WASHINGTON CHANNEL, DEPTHS
TANDEM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 1969
AND SUBMERS TO DEC 1969

<p>| CONTROLLING DEPTHS FROM SHEARWATER AT MEAN LOW WATER BULLS |</p>
<table>
<thead>
<tr>
<th>MEASUREMENT</th>
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<tr>
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<tr>
<td>WASHINGTON CHANNEL</td>
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</table>

| PROJECT DIRECTIONS |
|---|---|
| NAME OF POINT | 10-15 |
| WASHINGTON POINT | 20-24 |

<table>
<thead>
<tr>
<th>REMARKS</th>
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<tbody>
<tr>
<td>NOTE: CONSULT THE CORPS OF ENGINEERS FOR CHANGED ADJUSTMENTS TO THE ABOVE INFORMATION</td>
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CALTOL
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NOTE C
Numerous private buoys mark channel and beam at Marbury Point.

CAUTION
Fixed and floating obstructions, some submerged, may exist within the margins of rated bridge construction area. Mariners are advised to proceed with caution.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been plotted 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.
Note: Chart grid lines are aligned with true north.
VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

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.nco.ncoa.gov/ids/inquiry.aspx?frompage=ContactUs
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
- Tides and Currents — http://tidesandcurrents.noaa.gov
- National Data Buoy Center — http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/
- National Hurricane Center — http://www.nhc.noaa.gov/
- Pacific Tsunami Warning Center — http://ptwc.weather.gov/
- Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA’s Office of Coast Survey  The Nation’s Chartmaker