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 **Acacotink Bay** have depths of 2 to 3 feet for about 0.5 mile from the junction. Pohick Bay is foul with submerged duckbill 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.

**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. 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.
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

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
WASHINGTON HARBOR

Scale 1:20,000

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. See Note on page 5.
CAUTION

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 buoy marks channel and basin at Mattaby Point.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the major fixed 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 made 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 1990-1992 NOS Surveys
B1 1979-1989 NOS Surveys
B4 1969-1989 NOS Surveys
full bottom coverage
partial bottom coverage
partial bottom coverage
OYSTER AQUACULTURE

Oyster bed aquaculture leases may exist within the limits of the chart. Molluscs are cultured that numerous molluscs may exist and watermen may be active in the area. Caution should be exercised when navigating in or near these areas; not to anchor or ground. In order to avoid damage to the beds, depths may be shallower than the soundings shown. For more information, contact the local department of natural resources.

<table>
<thead>
<tr>
<th>POTOMAC RIVER CHANNEL DEPTHS</th>
</tr>
</thead>
<tbody>
<tr>
<td>TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2014 AND SURVEYS TO JUL 2014</td>
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</table>

<table>
<thead>
<tr>
<th>NAME OF CHANNEL</th>
<th>LEFT QUARTER</th>
<th>MIDDLE</th>
<th>RIGHT QUARTER</th>
<th>DATE OF SURVEY</th>
<th>NORTH LENGTH</th>
<th>SUMMER</th>
<th>WINTER</th>
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<tr>
<td>MATTAWOMAN BAY</td>
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<td>18.0</td>
<td>20.0</td>
<td>7/14</td>
<td>300</td>
<td>3.0</td>
<td>24</td>
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<tr>
<td>SPRINGFIELD HALL</td>
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<td>23.0</td>
<td>24.0</td>
<td>7/14</td>
<td>300</td>
<td>2.0</td>
<td>24</td>
</tr>
</tbody>
</table>

NOTE: CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.
# Poto Mac River

## Mattawoman Creek to Georgetown

**Mercator Projection**  
Scale 1:40,000 at Lat. 38° 44'

North American Datum of 1983  
(WGS 84 Ellipsoid)

**SOUNDINGS IN FEET**  
At Mean Lower Low Water

Additional information can be obtained at navcenpubs.navcen.noaa.gov.

## Tidal Information

<table>
<thead>
<tr>
<th>Name</th>
<th>Height (feet)</th>
<th>Mean High (feet)</th>
<th>Mean Low (feet)</th>
<th>Low Water (feet)</th>
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<tr>
<td>Index Number</td>
<td>6</td>
<td>115</td>
<td>0.9</td>
<td>0.6</td>
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<tr>
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<tr>
<td>Alexandria</td>
<td>0.8</td>
<td>8.6</td>
<td>5.6</td>
<td>5.3</td>
</tr>
</tbody>
</table>

**Disclaimer:**  
Values in column indicate significant departure of values for the specific tidal predictions. Real-time water-surface level predictions, and tidal current predictions are available on the Internet from http://elevation.nos.noaa.gov.

## Abbreviations

- AFO = aeroflotu  
- KG = neap-spring  
- N = neap  
- S = spring  
- G = green  
- S = red  
- M = yellow  
- Y = white  
- Br = ship name  
- KI = radar reflector  
- R = red reflector  
- B = white reflector  
- I = yellow reflector  
- O = orange  
- G = green  
- H = red  
- Y = yellow  
- N = blue  
- N = red

**Warnings:**  
The prudent mariner will not rely solely on any single aid to navigation. Additional information may be obtained from the U.S. Coast Guard District Offices as well as other private buoys that are not listed in the U.S. Coast Guard Light List.

## Racial Ranges

- Racing buoys within the limits of this chart are not shown herein. Information may be obtained from the U.S. Coast Guard District Offices as well as other private buoys that are not listed in the U.S. Coast Guard Light List.

**Small Craft Warning:**  
During the boating season, small-craft warnings will be displayed from sunrise to sunset during Maryland Marine Police Cruises.

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**Scale:** 1:40,000  
**Nautical Miles:**  
<table>
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</table>
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.

**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/](http://www.nws.noaa.gov/nwr/)

**Quick References**

- Nautical chart related products and information — [http://www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — [http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm](http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm)
- Tides and Currents — [http://tidesandcurrents.noaa.gov](http://tidesandcurrents.noaa.gov)
- Contact Us — [http://www.nauticalcharts.noaa.gov/staff/contact.htm](http://www.nauticalcharts.noaa.gov/staff/contact.htm)

**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!**

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.