

# BookletChart™



## Rappahannock River – Corrotoman River to Fredericksburg, VA NOAA Chart 12237

*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

| Approximate Page Index |    |    |    |    |    |
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**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://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=12237>.



**(Selected Excerpts from Coast Pilot)**  
**Rappahannock River** flows into the west side of Chesapeake Bay 45.7 miles by channel from the Virginia Capes. Fredericksburg, 93 miles above the mouth, is the head of practical navigation. Traffic on the river consists chiefly of pulpwood, shellfish and shells, chemicals, and some sand and gravel. Drafts of vessels using the river seldom exceed 11 feet and are mostly 6 feet or less.

**Mileages** on Rappahannock River, such as Mile 15N and Mile 32W, are the nautical miles above the midchannel point on a line drawn from Stingray Point to Windmill Point. The letters N, S, E, or W following the

numbers denote by compass points the side of the river where each feature is located.

The river has natural depths of 15 feet or more to the bridge at Tappahannock, 37.4 miles above the mouth. Above this point, a Federal project provides for dredging of the bars to provide a channel 12 feet deep to Fredericksburg. In 1955-1977, the controlling depths were 8.5 feet from the bridge at Tappahannock to the bridge at Port Royal, Mile 68.3, thence 9 feet to the Fredericksburg Bar, Mile 93.0, thence 6.5 feet to Steamboat Wharf and 4 feet to the Standard Oil Co. Wharf, Miles 93.1 and 93.2, respectively, at Fredericksburg.

In general, vessels can anchor anywhere near the channel of the Rappahannock River where the bottom is soft and the depth suitable. Deep-draft vessels will find good anchorage 3 to 5 miles from the mouth. Carter and Urbanna Creeks are used extensively as harbors by small craft.

The channel from the mouth of Rappahannock River to Tappahannock is comparatively straight, but gradually decreases in width and leads between shoals that make out from both banks. The principal dangers are marked. Strangers can take a draft of 10 feet to Tappahannock by day with the aid of the chart, but navigation of the narrow, crooked channel farther up requires local knowledge. There are rocks in places on both sides of the channel for 4 miles below Fredericksburg, and the shores should be given a good berth. Strangers can safely carry a draft of 5 feet to Fredericksburg with the aid of the chart.

**Currents.**—The **currents** follow the general direction of the channel. The velocities throughout the river are usually weak, averaging less than 1 knot at the entrance to 1.4 knots at Tappahannock. Times of slack water and strength of current become later going upriver. These normal conditions are subject to change by winds and changes in drainage flow.

**Ice.**—During severe winters, **ice** closes the river nearly to Tappahannock, but in ordinary winters the channels are usually kept open by the river traffic. Ice sufficient to interfere with navigation of small craft will usually be encountered in January and February, particularly above Port Royal.

**Supplies and Repairs.**—The principal places along Rappahannock River for supplies and small-vessel **repairs** are Broad Creek, Carter Creek, and Urbanna Creek.

The entrance to Rappahannock River is between Stingray Point and **Windmill Point**, 45.7 miles above the Capes. This is the **Mile 0.0** for distances on the Rappahannock. The shores on both sides of the entrance are wooded; the two lights, off Stingray and Windmill Points, are the most prominent landmarks.

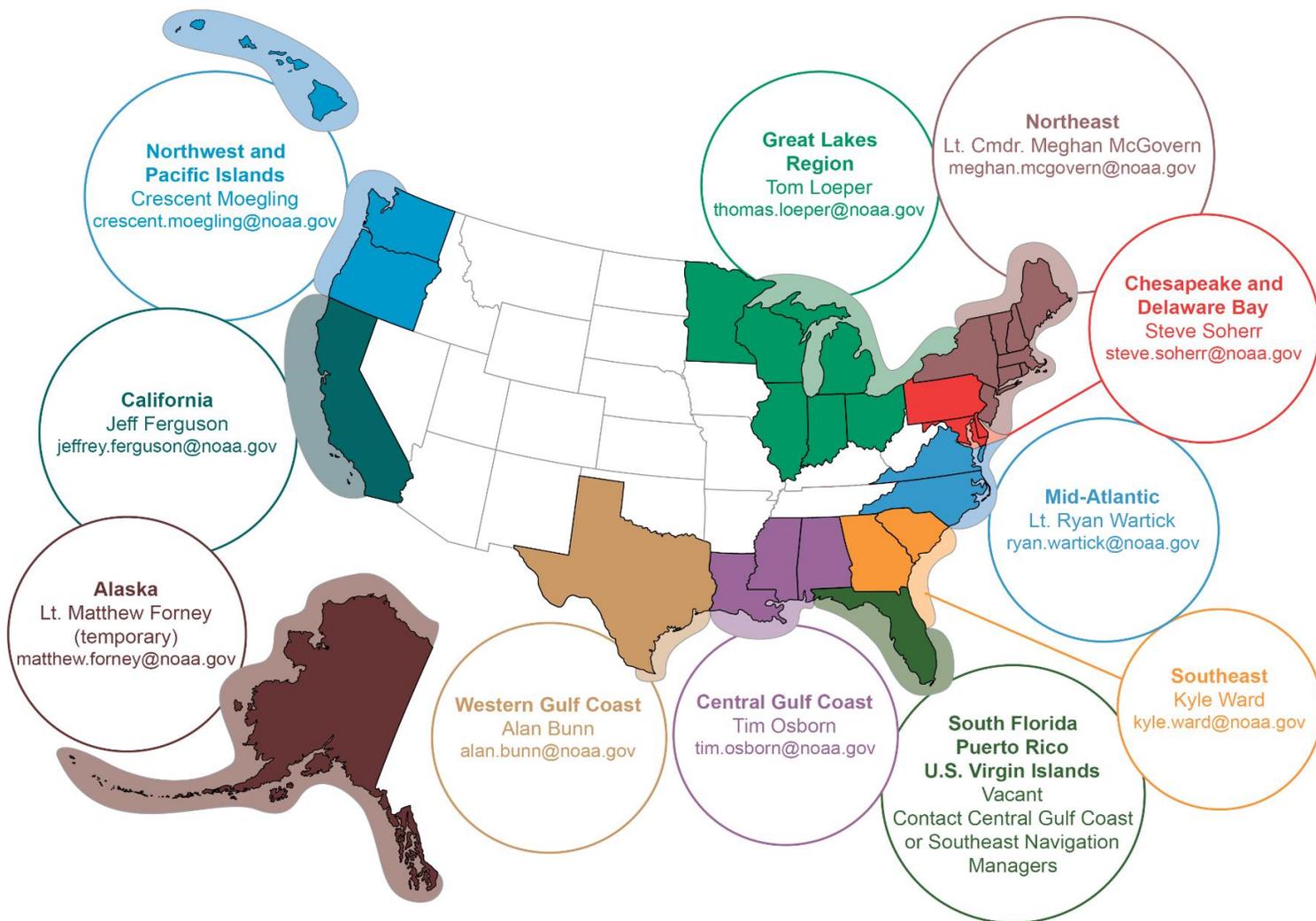
**Rappahannock Spit** extends southeastward from Windmill Point for about 4.5 miles, and has depths of 4 to 18 feet. **Windmill Point Light** (37°35'49"N., 76°14'10"W.), 34 feet above the water, is shown from a platform with a red and white diamond-shaped daymark, in depths of 12 feet on the spit 2.3 miles from the point.

Depths of 10 feet can be carried across Rappahannock Spit anywhere outside Windmill Point Light. About 0.4 mile outside the light, a buoyed lane that extends southwestward through the fishtraps is a short cut for lightdraft vessels approaching the river from northward.

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

RCC Norfolk      Commander  
5th CG District      (757) 398-6231  
Norfolk, VA

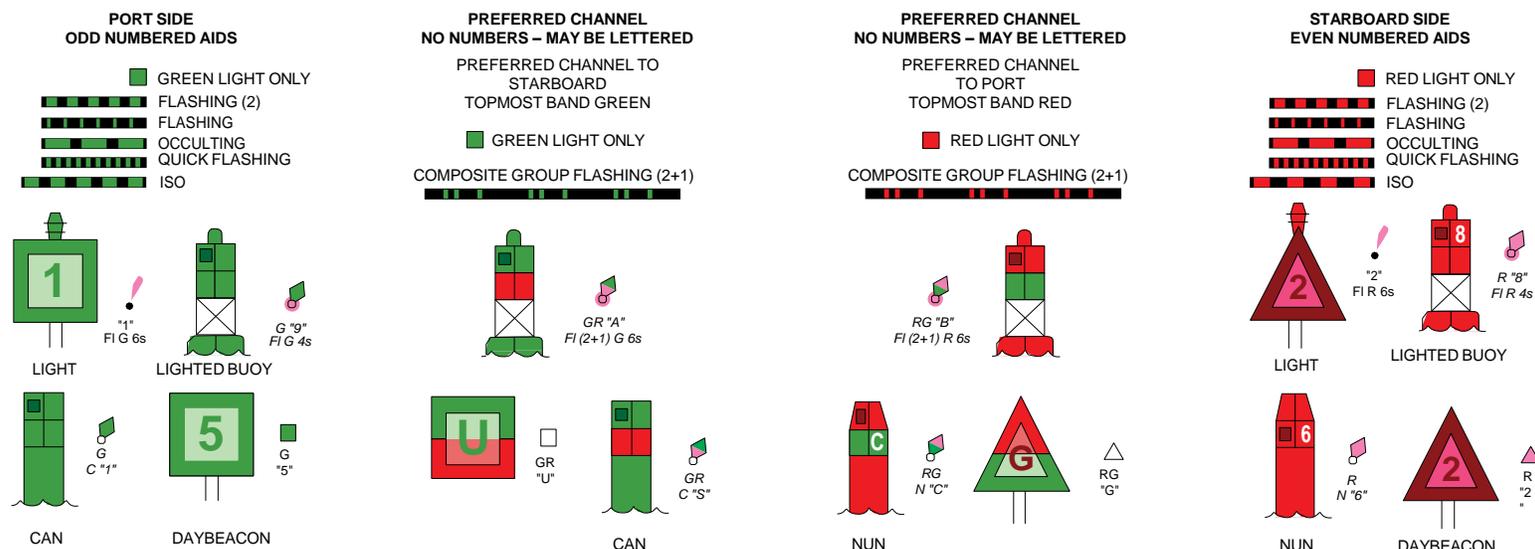
# Navigation Managers Area of Responsibility



To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).  
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

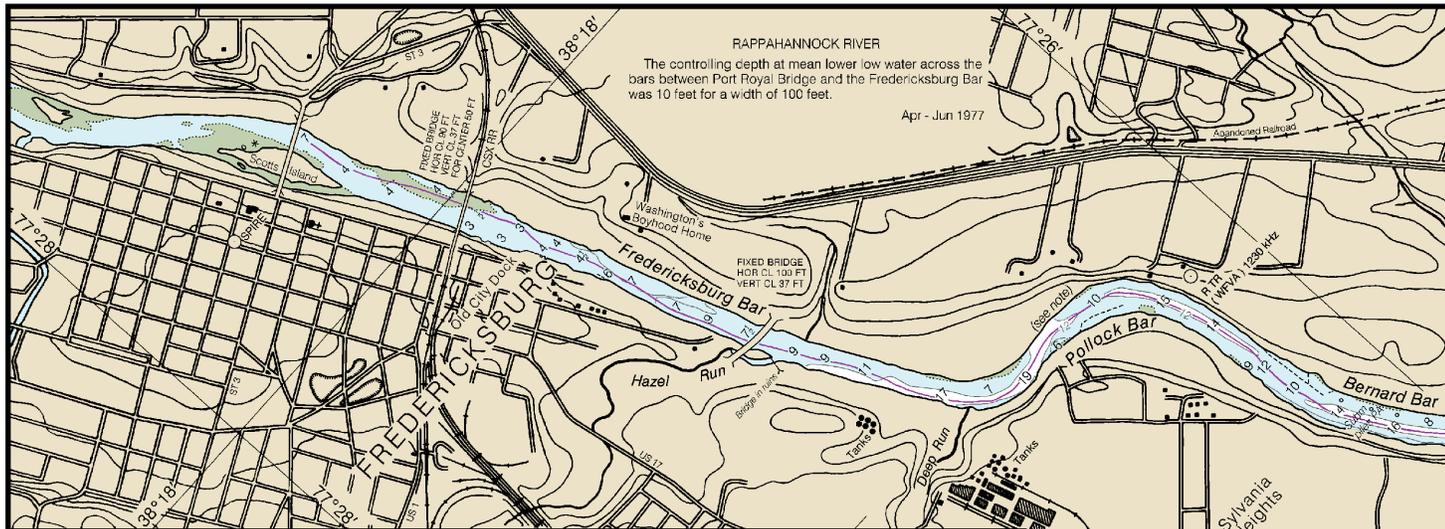
## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

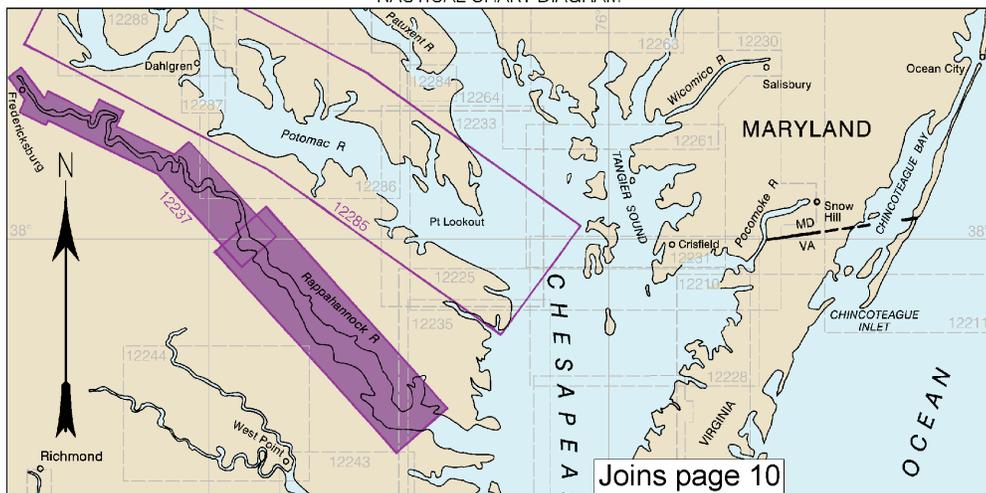


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

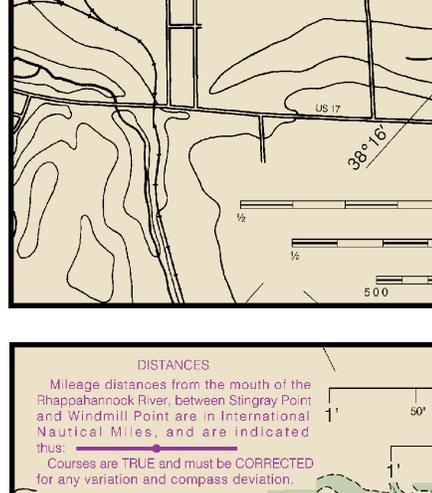
KAPP 578



NAUTICAL CHART DIAGRAM



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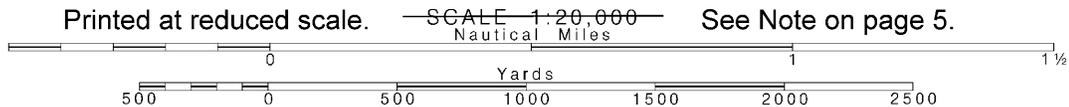
**DISTANCES**

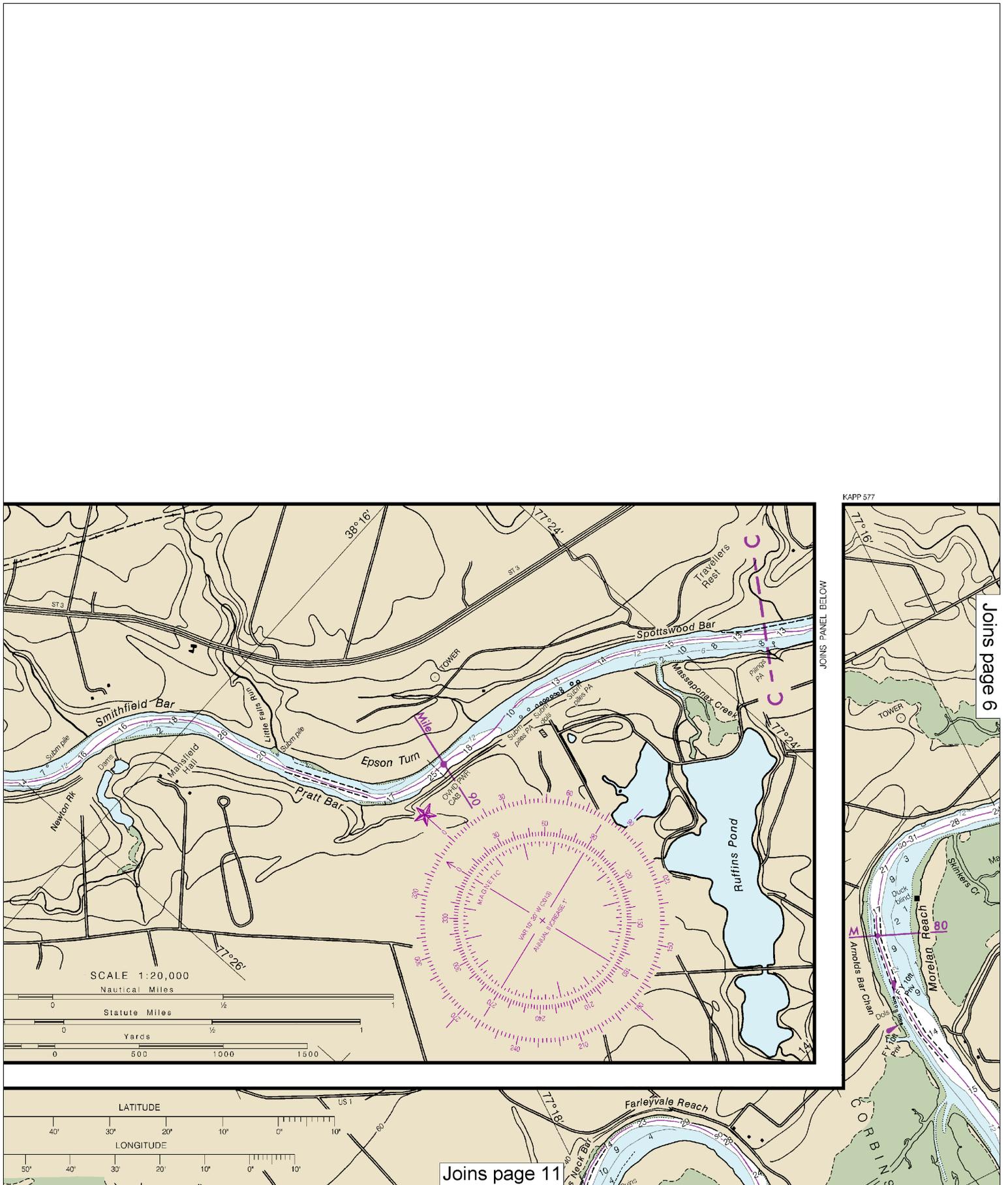
Mileage distances from the mouth of the Rappahannock River, between Stingray Point and Windmill Point, are in International Nautical Miles, and are indicated thus: ————

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

4

Note: Chart grid lines are aligned with true north.





KAPP 577

JOINS PANEL BELOW

Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



KAPP 577

Formerly 695-SC.



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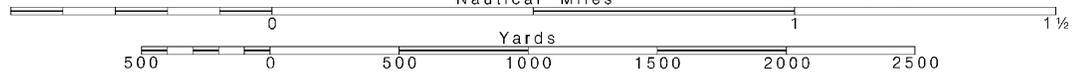


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



ABBREVIATION  
 Aids to Navigat  
 ALHO as  
 Al alterna  
 B black  
 Bn beaco  
 C can  
 DIA diap  
 F fixed  
 FI flashing

Bottom charac  
 Blde bou  
 bk broke  
 Cy clay

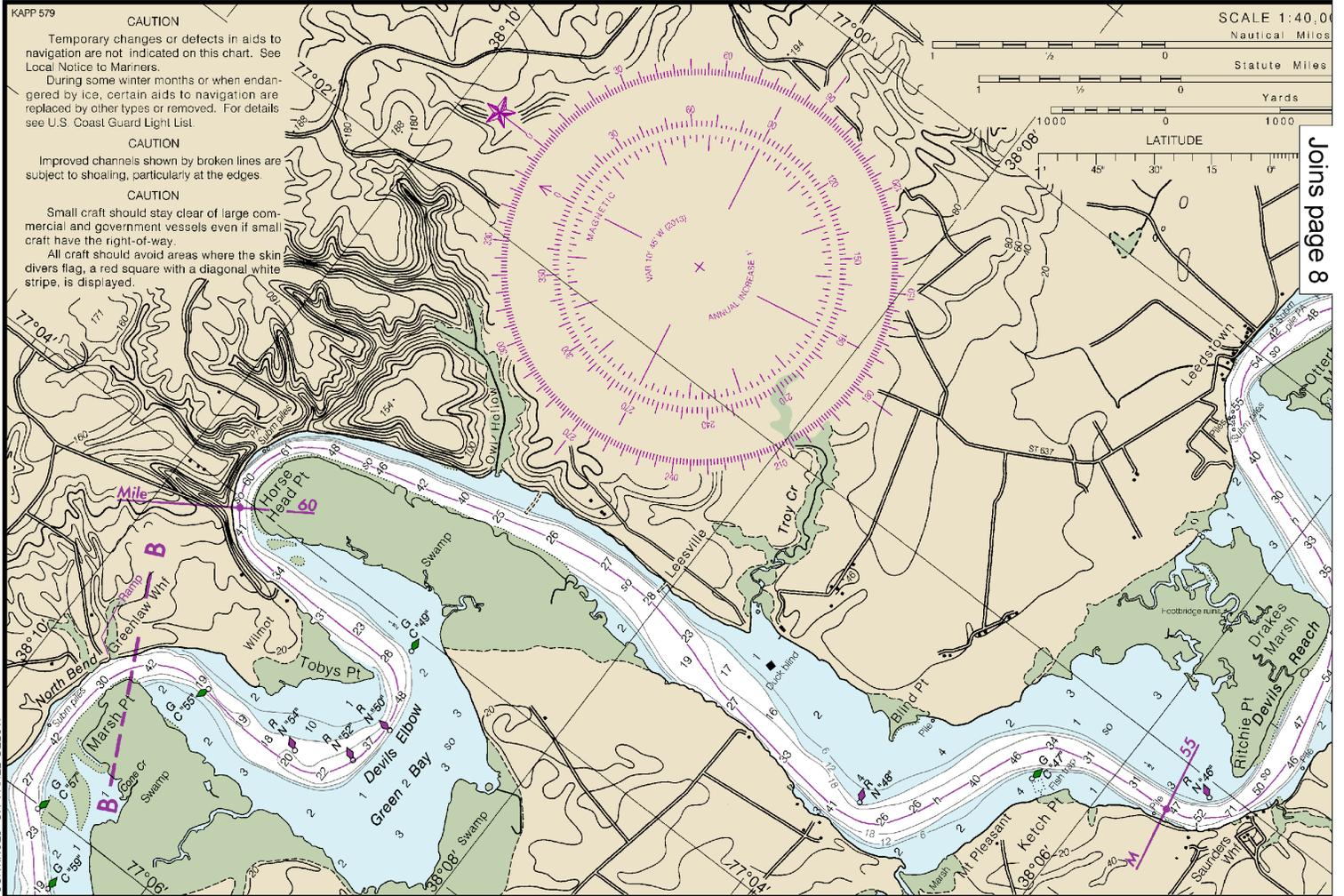
Miscellaneous:  
 AUTH au  
 FD exist  
 W Wed  
 (2) Rocks

TIDAL INFORMATION

| PLACE                    | NAMES             | Height referred to datum of soundings (MLLW) |                 |                |
|--------------------------|-------------------|--|-----------------|----------------|
|                          |                   | Mean Higher High Water                       | Mean High Water | Mean Low Water |
| Millenbeck               | (37°40'N/76°29'W) | 1.5  | 1.4             | 0.1            |
| Urbanna                  | (37°39'N/76°34'W) | 1.6  | 1.5             | 0.1            |
| Bayport                  | (37°43'N/76°40'W) | 1.8  | 1.7             | 0.1            |
| Weres Wharf              | (37°52'N/76°47'W) | 2.1  | 1.9             | 0.1            |
| Tappanannock             | (37°56'N/76°51'W) | 1.9  | 1.8             | 0.1            |
| Standers Wharf           | (38°03'N/77°02'W) | 1.7  | 1.6             | 0.1            |
| Park Turn                | (38°13'N/77°15'W) | 2.4  | 2.3             | 0.1            |
| Hopyard Landing          | (38°15'N/77°14'W) | 2.1  | 2.2             | 0.1            |
| Massaponax Sand & Gravel | (38°15'N/77°25'W) | 2.8  | 2.6             | 0.2            |

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>. (Nov 2013)

2, 1st Ed., 1965



28th Ed., Nov. 2013. Last Correction: 2/10/2017. Cleared through:  
 LNM: 0617 (2/7/2017), NM: 0717 (2/18/2017)

**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

|                   |                          |                        |                   |
|-------------------|--------------------------|------------------------|-------------------|
| AEHO aeronautical | G green                  | Mo Morse code          | R TR radio tower  |
| Al alternating    | IQ interrupted quick     | N nun                  | Rot rotating      |
| B black           | Is isophase              | OBSC obscured          | s seconds         |
| Bn beacon         | LT L-D lighthouse        | Oc occulting           | SEC sector        |
| C can             | M nautical mile          | Or orange              | Sl M stadia miles |
| DIA diaphone      | m minutes                | Q quick                | VG very quick     |
| F flash           | MICRO TR microwave tower | R red                  | W white           |
| Fl flashing       | Mkr marker               | Ra Ref radar reflector | WHIS whistle      |
|                   |                          | R Bn radiobeacon       | Y yellow          |

|                                |           |         |             |
|--------------------------------|-----------|---------|-------------|
| <b>Bottom characteristics:</b> |           |         |             |
| Bls boulders                   | Co coral  | gy grey | Oys oysters |
| bk broken                      | G gravel  | h harc  | so soft     |
| Cy clay                        | Grs grass | M mud   | Sh shells   |
|                                |           |         | sy sticky   |

|   |                         |                      |                |
|---|-------------------------|----------------------|----------------|
| <b>Miscellaneous:</b>   |                         |                      |                |
| AUTH authorized   | Obstr obstruction       | PD position doubtful | Subm submerged |
| FD existence doubtful   | PA position approximate | Reo 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 |                         |                      |                |

**MARINE WEATHER FORECASTS**

| NATIONAL WEATHER SERVICE       | TELEPHONE NUMBERS | OFFICE HOURS   |
|--------------------------------|-------------------|----------------|
| Baltimore, MD / Washington, DC | *(703) 260-0107   | 24 hours daily |
| Wakefield, VA                  | *(757) 899-4200   | 24 hours daily |
| Newport, NC                    | *(252) 223-5737   | 24 hours daily |

\* Recorded

**NOAA WEATHER RADIO BROADCASTS**

| CITY            | STATION | FREQ.       | BROADCAST TIMES |
|-----------------|---------|-------------|-----------------|
| Manassas, VA    | KHB-36  | 162.55 MHz  | 24 hours daily  |
| Salisbury, MD   | KEC-92  | 162.475 MHz | 24 hours daily  |
| Northfolk, VA   | KHB-37  | 162.55 MHz  | 24 hours daily  |
| Heathsville, VA | WXM-57  | 162.40 MHz  | 24 hours daily  |

**BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS**

| CITY              | STATION | FREQ.    | BROADCAST TIMES-EST | SPECIAL VA |
|-------------------|---------|----------|---------------------|------------|
| Hampton Roads, VA | NMN-80  | 2670 kHz | 8:33 AM & 9:03 PM   | * Recorded |

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

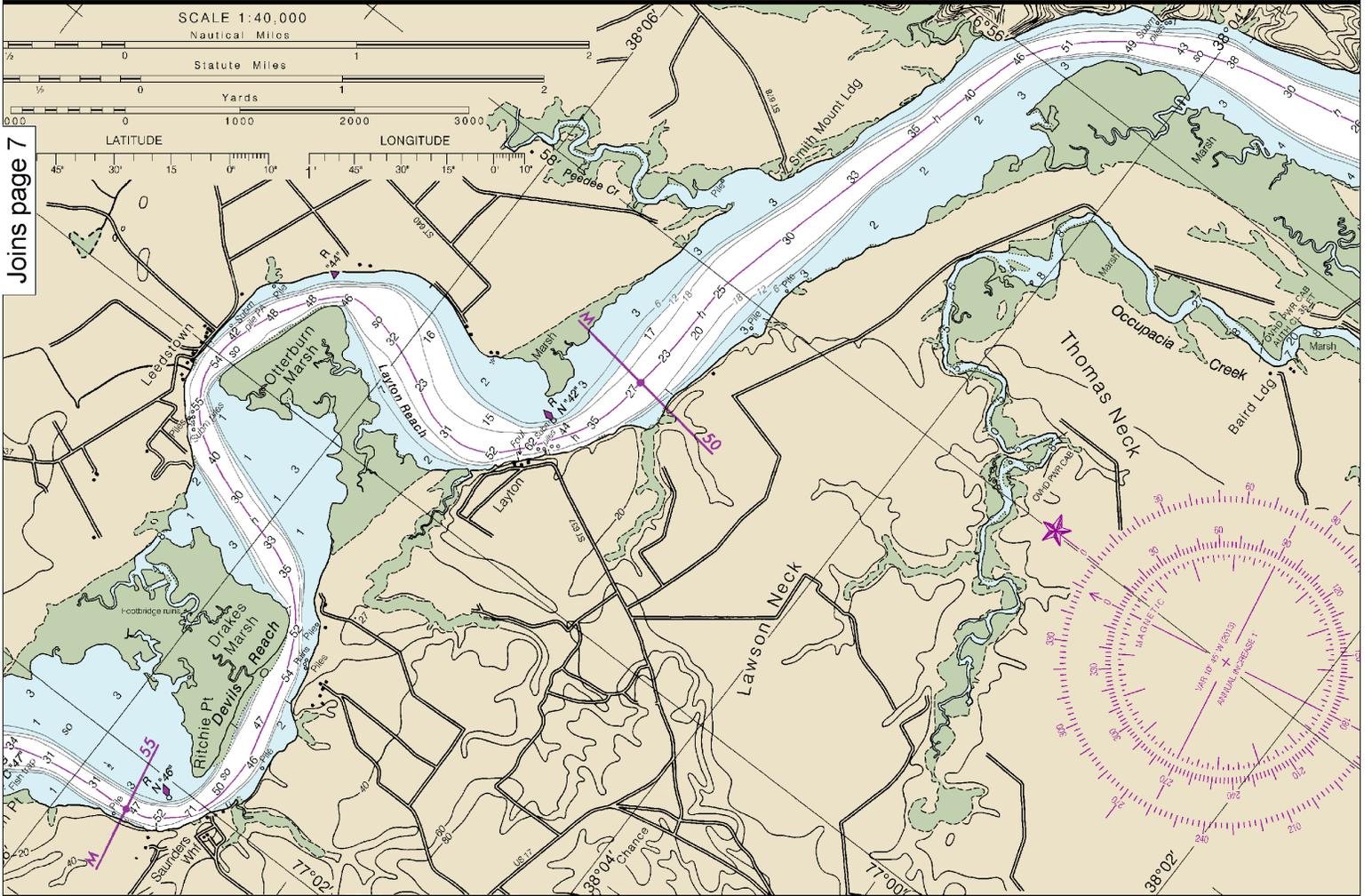
**PUBLIC BOATING INSTRUCTION PROGRAMS**

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281.

USCGAUX-5th Coast Guard District, Federal Building, 431 Crawford St., Portsmouth, VA 23704-5004, Tel. 804-398-6208 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

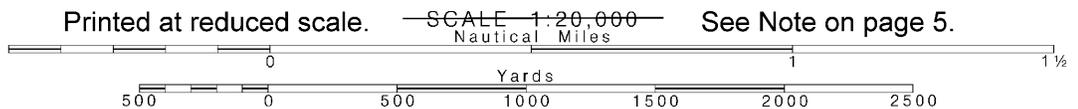
Vertical text on the left margin: "Joins page 7" and "Joins page 14".



Joins page 14



Note: Chart grid lines are aligned with true north.



MERCATOR PROJECTION AT SCALE 1:20,000 & 40,000  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
NORTH AMERICAN DATUM OF 1983  
(WORLD GEODETIC SYSTEM 1984)



# NAUTICAL CHART 12237

## VIRGINIA RAPPAHANNOCK RIVER CORROTOMAN RIVER TO FREDERICKSBURG

### 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.

### 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

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](http://nauticalcharts.noaa.gov).

### SUPPLEMENTAL INFORMATION

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

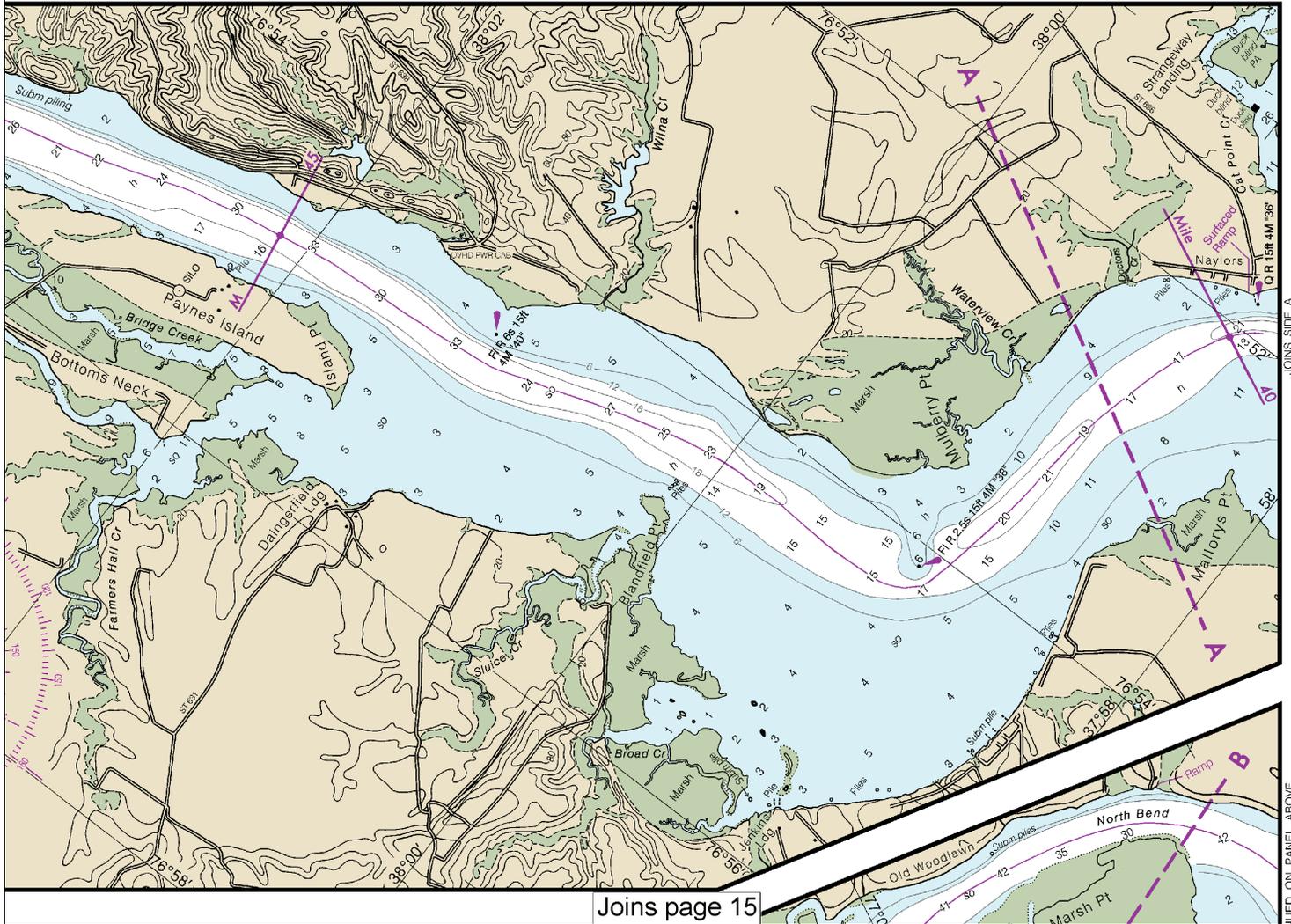
Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Chart 12237

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

WARNING

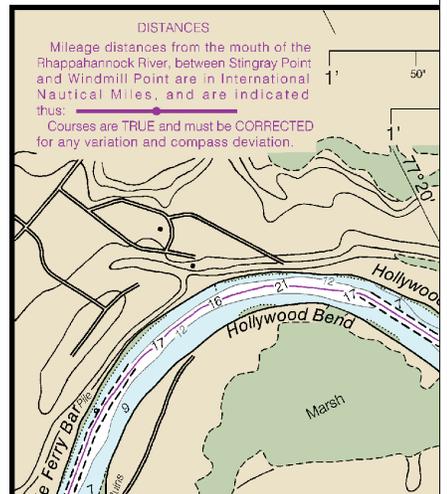
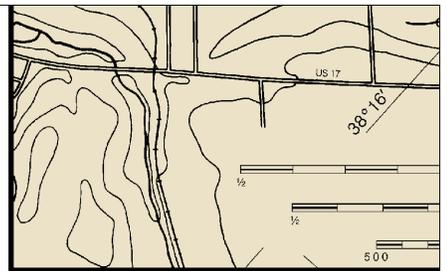
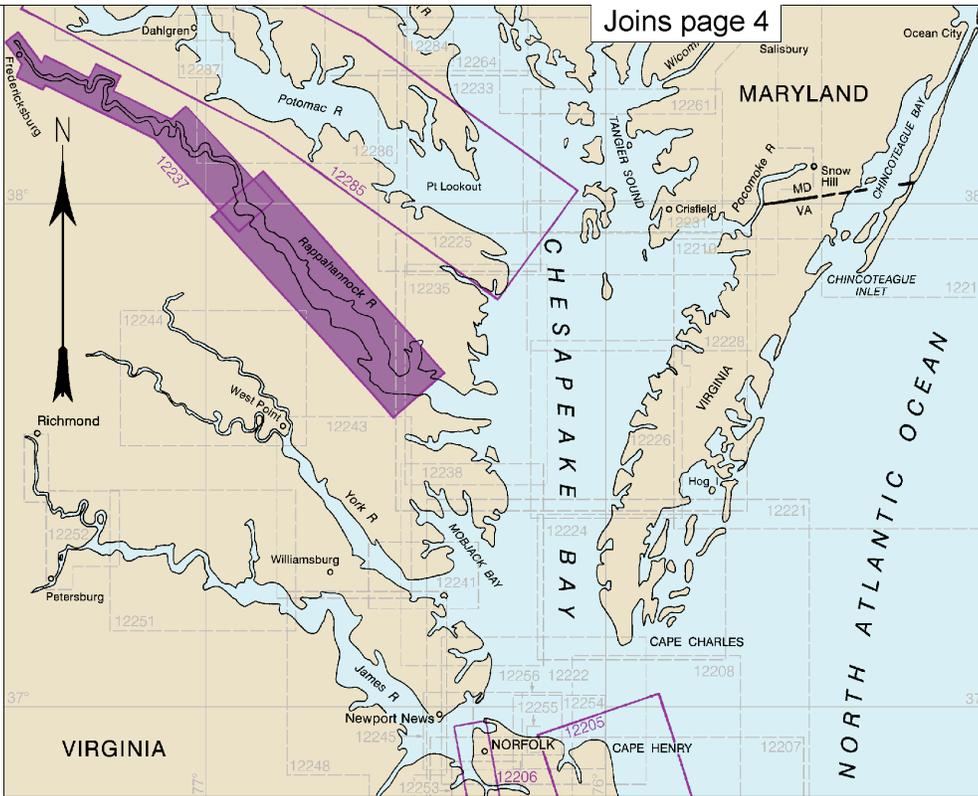
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Joins page 15

JOINS SIDE A  
JOINS SIDE B

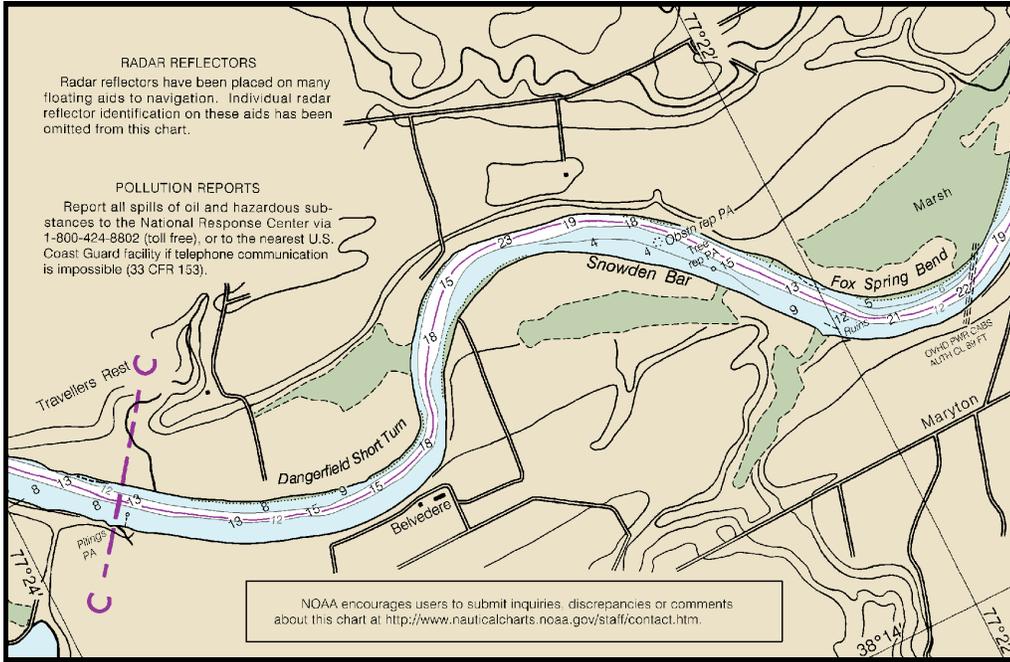
Joins page 4



SIDE B

**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.

**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).



**WARNINGS CONCERNING LARGE VESSELS**  
The "Rules of the Road" state that recreational not impede the passage of a vessel that can not within a narrow channel or fairway. Large vessels appear to move slowly due to their large size but transit at speeds in excess of 12 knots, requiring distance in which to maneuver or stop. A large superstructure may block the wind with the sailboats and sailboats may unexpectedly find unable to maneuver. Bow and stern waves can be to small vessels. Large vessels may not be able to craft close to their bows.

**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 0.477' northward and 1.115' eastward to agree with this chart.

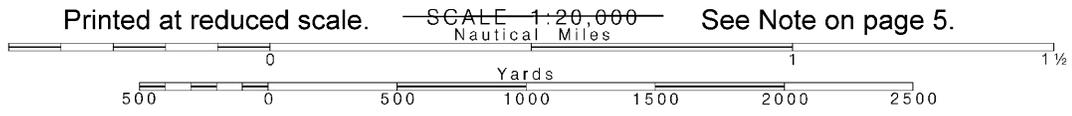
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

12237

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Note: Chart grid lines are aligned with true north.



See Note on page 5.

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SCALE 1:20,000

Nautical Miles

Statute Miles

Yards

500 1000 1500

LATITUDE

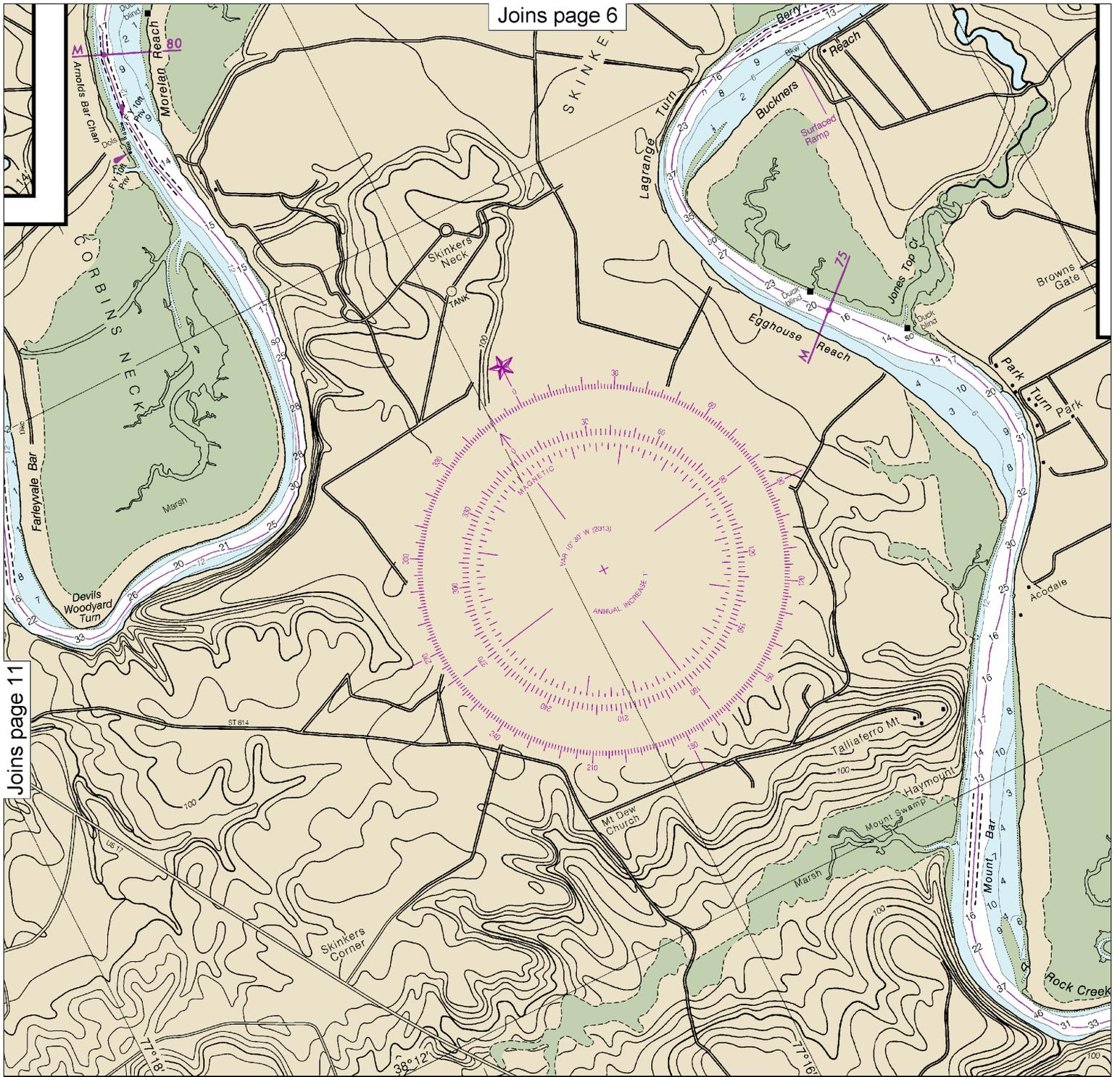
LONGITUDE

VESSELS  
Small boats shall  
navigate only  
vessels may  
but actually  
firing a great  
large vessel's  
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be hazardous  
e to see small

Joins page 12

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Joins page 6



Joins page 11

Joins page 18

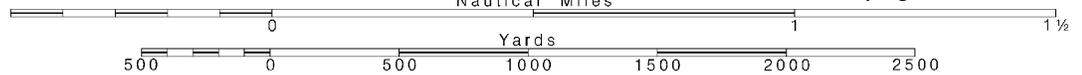
12

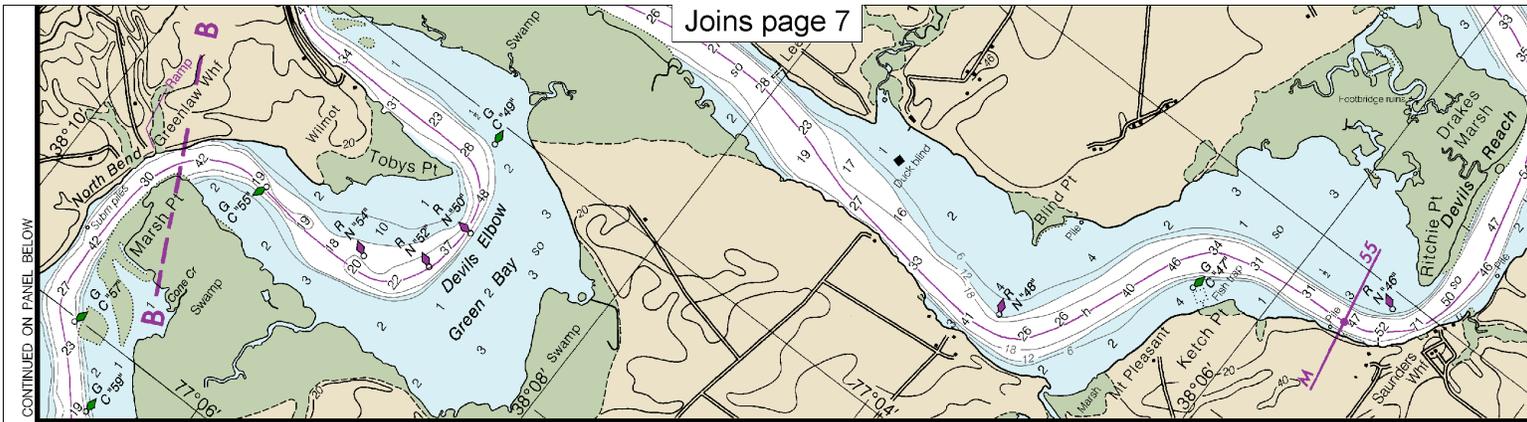
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

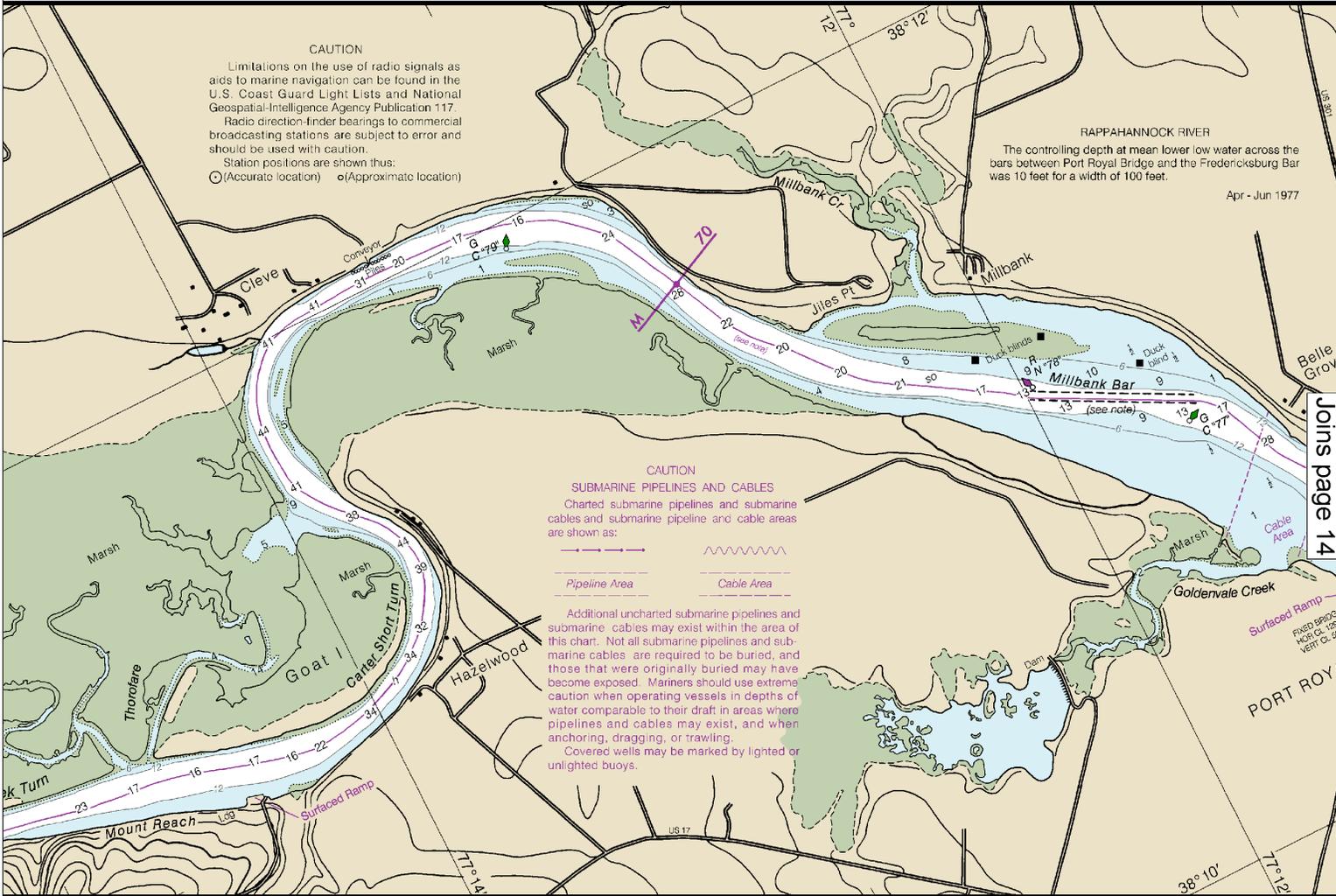
SCALE 1:20,000  
Nautical Miles

See Note on page 5.





CONTINUED ON PANEL BELOW



**CAUTION**  
 Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
 ○ (Accurate location)    ◐ (Approximate location)

**RAPPAHANNOCK RIVER**  
 The controlling depth at mean lower low water across the bars between Port Royal Bridge and the Fredericksburg Bar was 10 feet for a width of 100 feet.

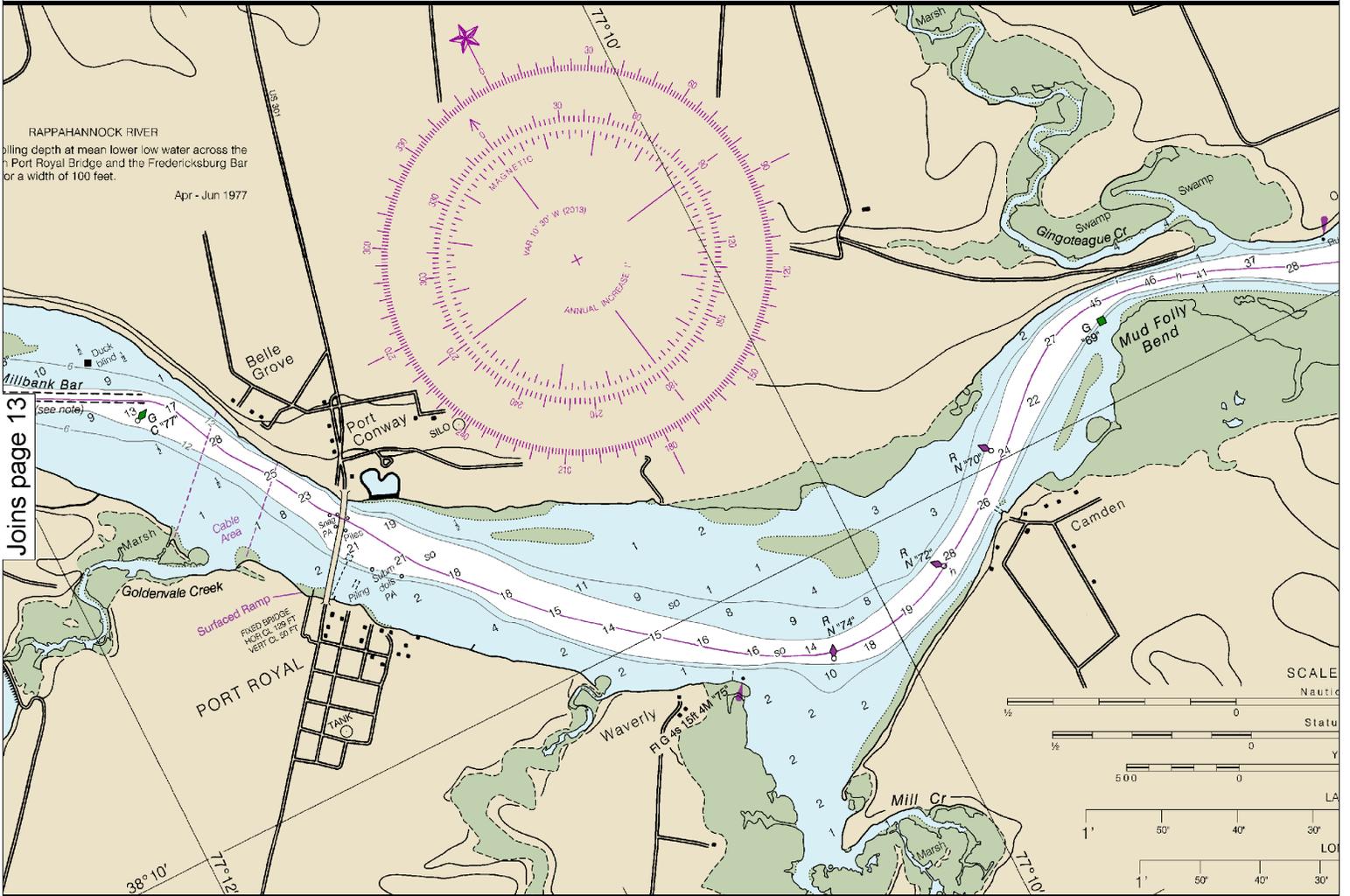
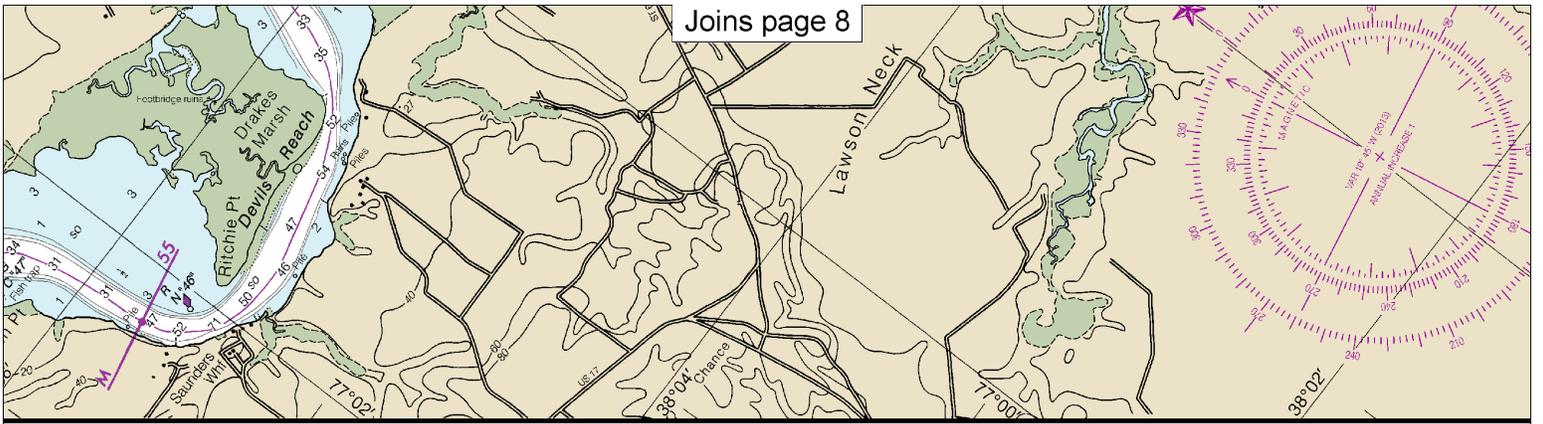
Apr - Jun 1977

**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.

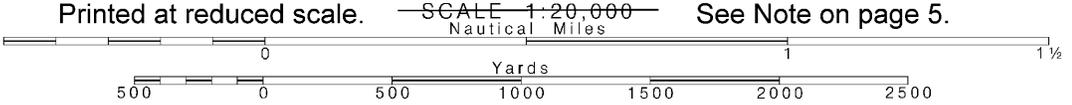
Joins page 14



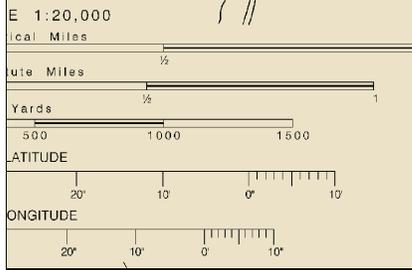
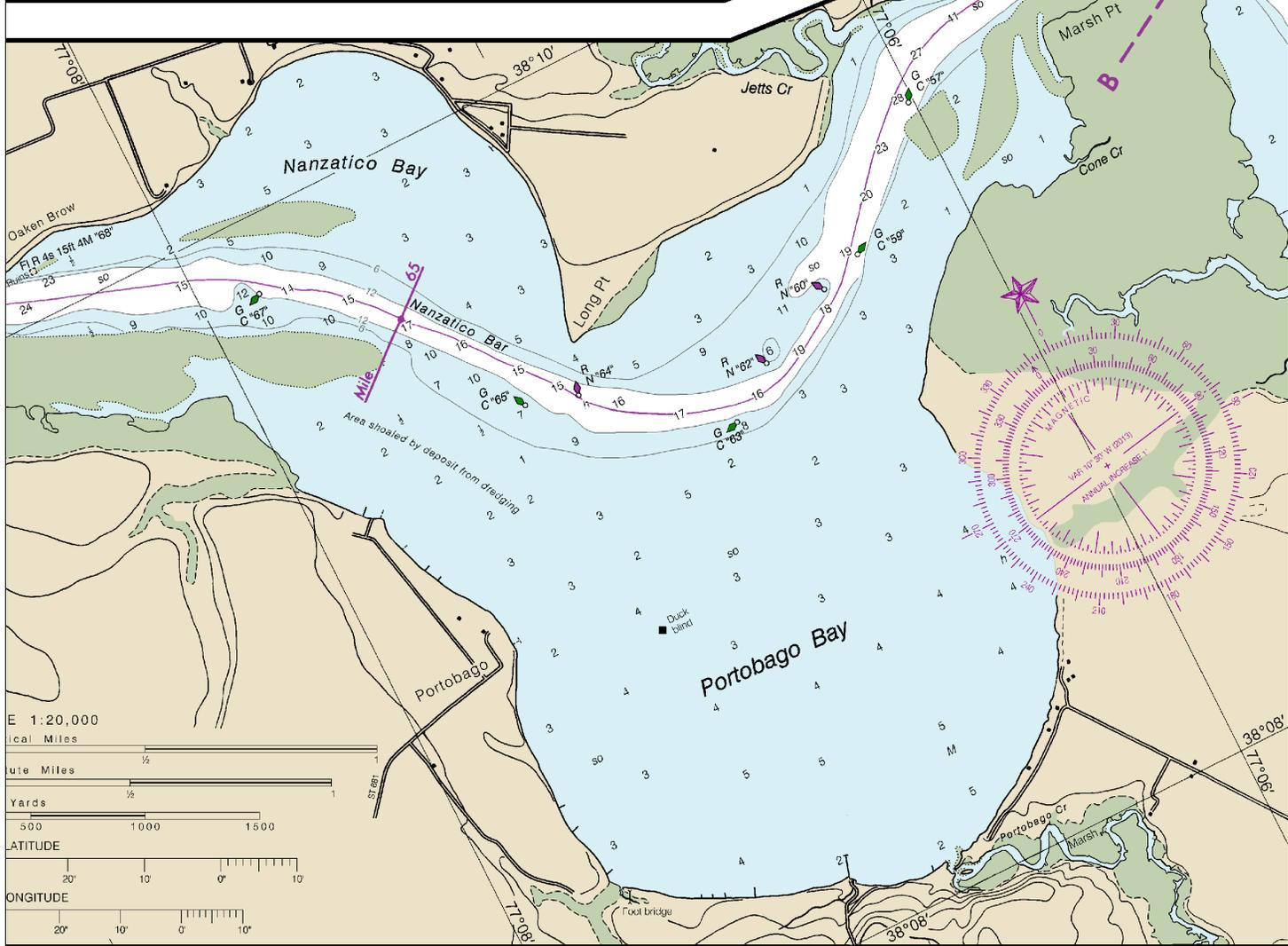
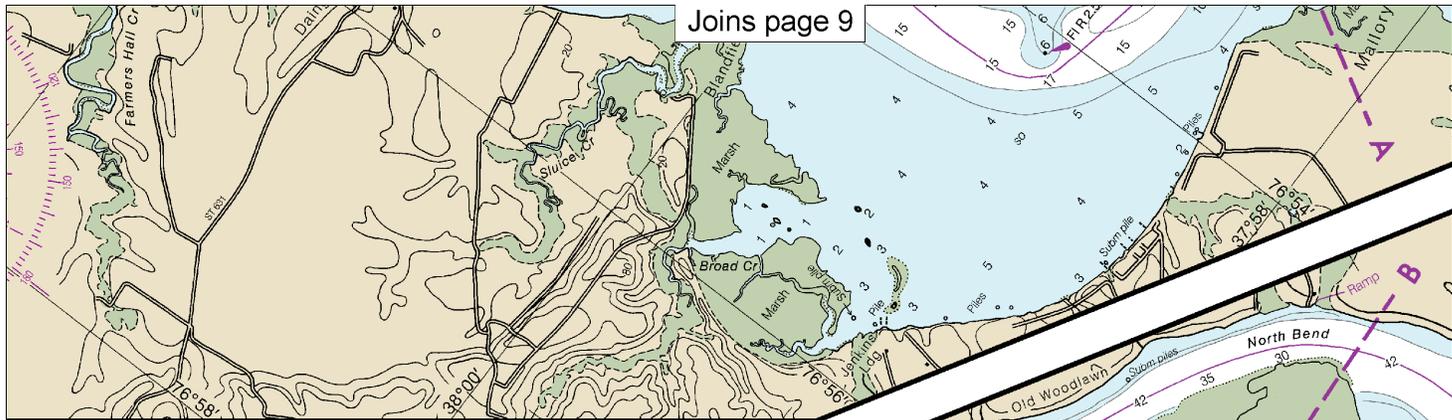
Joins page 20

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Note: Chart grid lines are aligned with true north.



Joins page 9



CONTINUED ON PANEL ABOVE

SIDE B

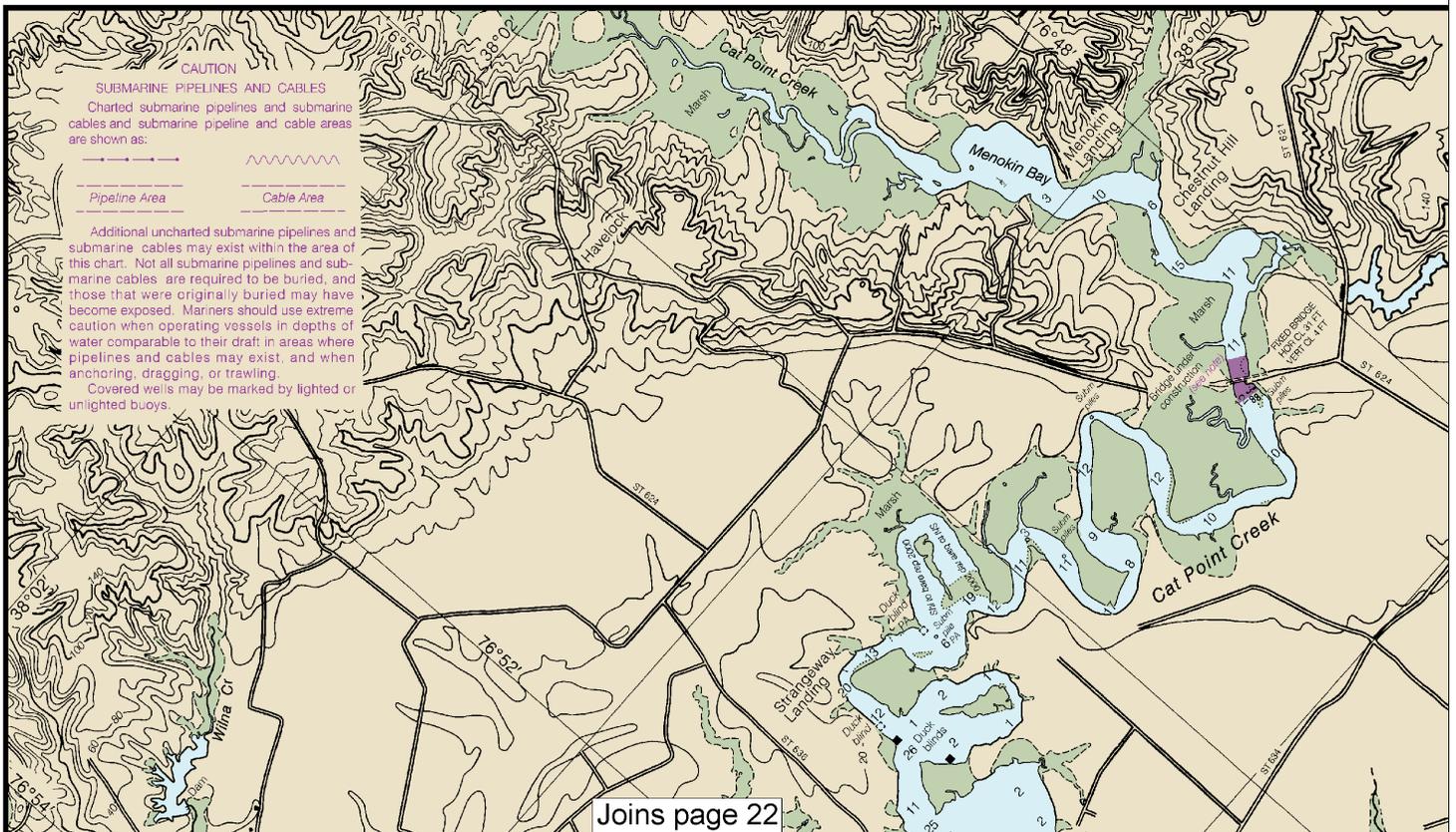
12237

Joins page 21

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12237



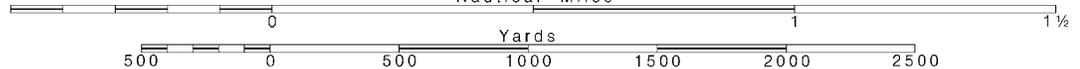
16

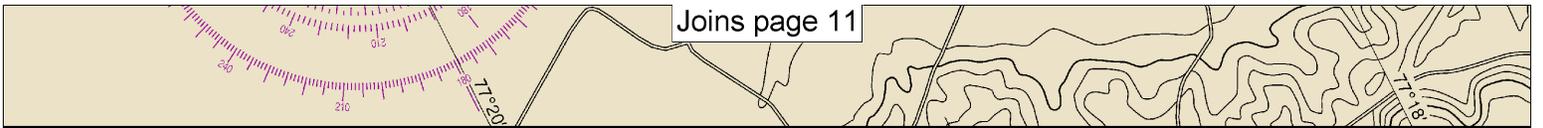
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

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

|                                |           |         |             |
|--------------------------------|-----------|---------|-------------|
| <b>Bottom characteristics:</b> |           |         |             |
| Blds boulders                  | Co coral  | gy gray | Oys oysters |
| bk broken                      | G gravel  | h hard  | so soft     |
| Cy clay                        | GrS grass | M mud   | Sh shells   |
|                                |           |         | S sand      |
|                                |           |         | sy sticky   |

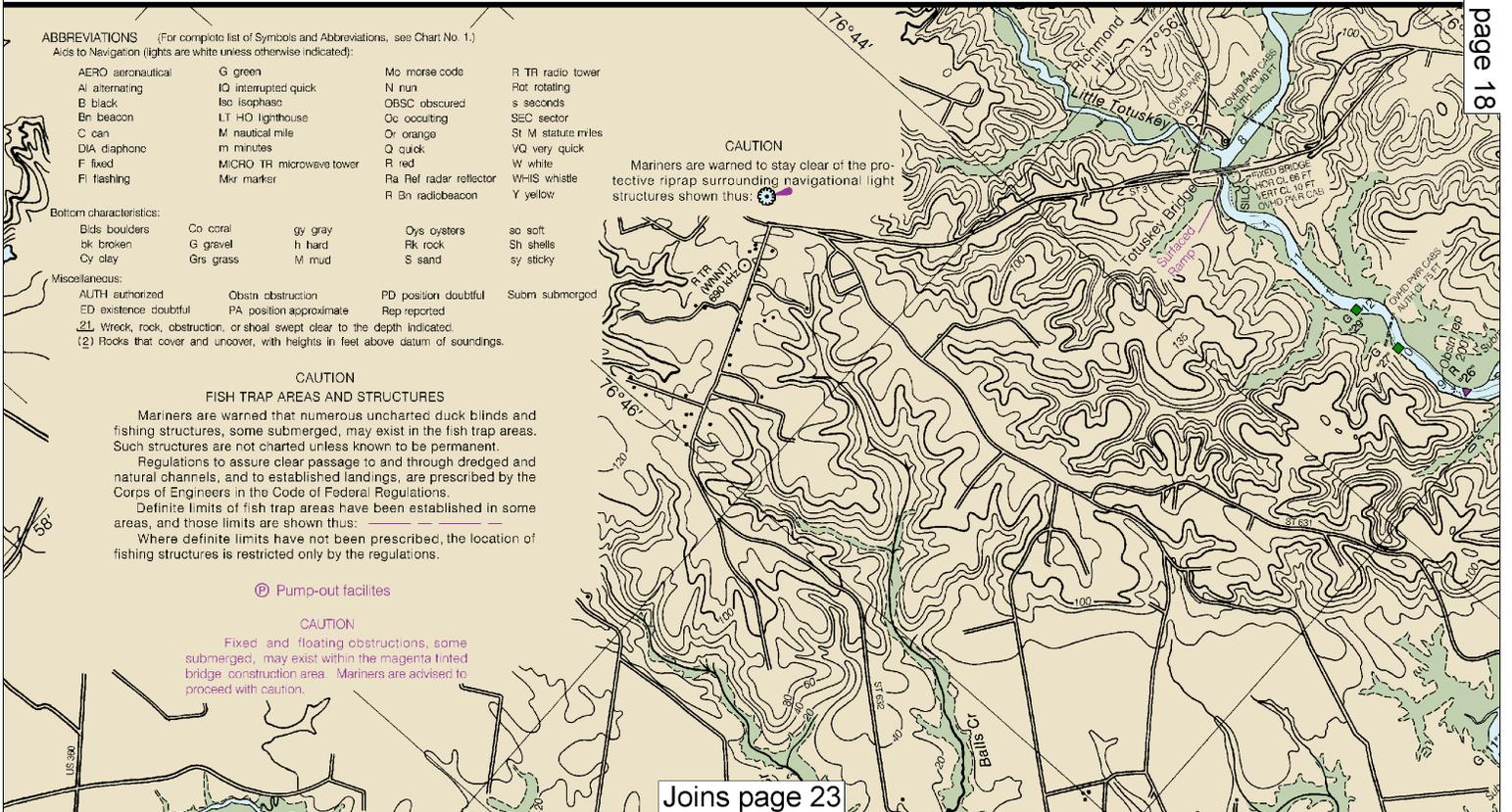
|  |                         |                      |                |
|--|-------------------------|----------------------|----------------|
| <b>Miscellaneous:</b>  |                         |                      |                |
| AUTH authorized  | Obstn obstruction       | PD position doubtful | 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. |                         |                      |                |

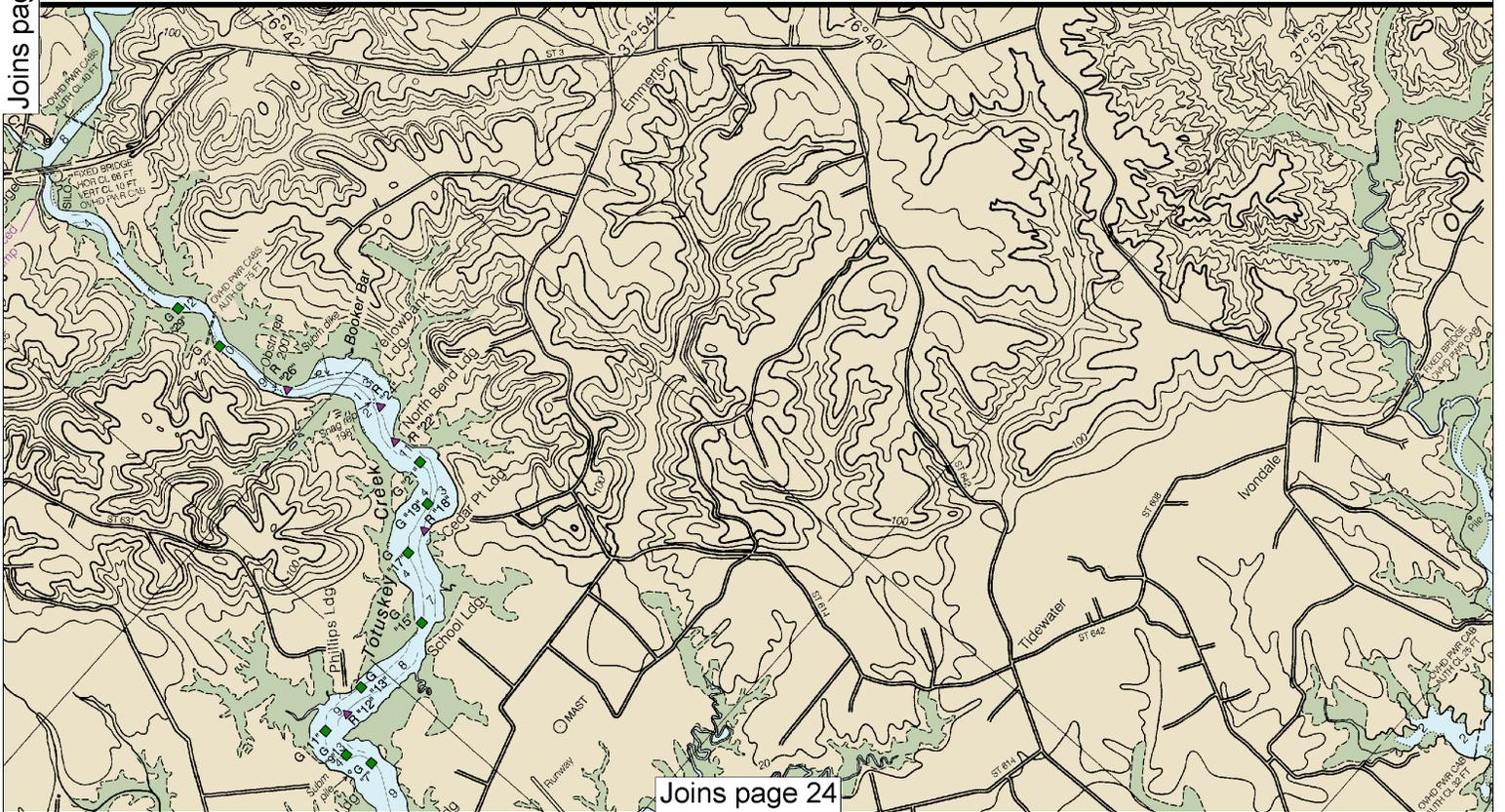
**CAUTION**  
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

**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.

Pump-out facilities

**CAUTION**  
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.



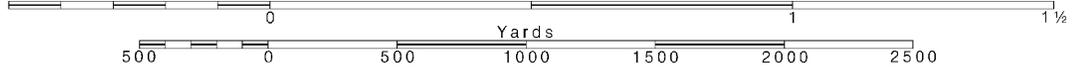


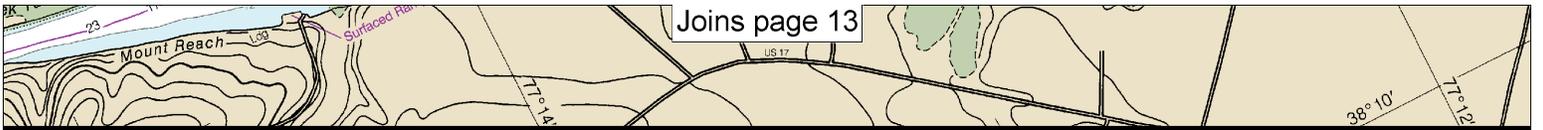
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

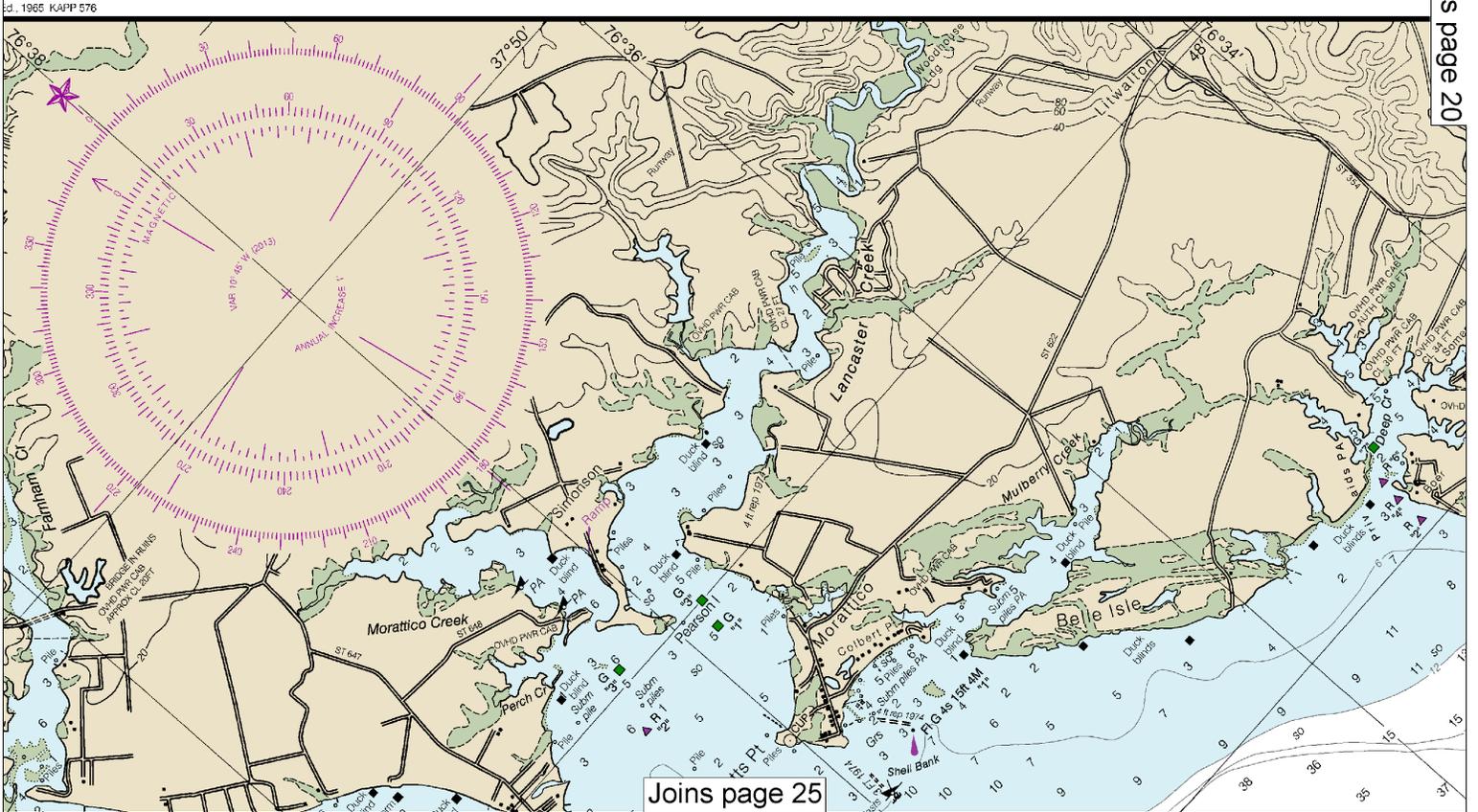
SCALE 1:20,000  
Nautical Miles

See Note on page 5.





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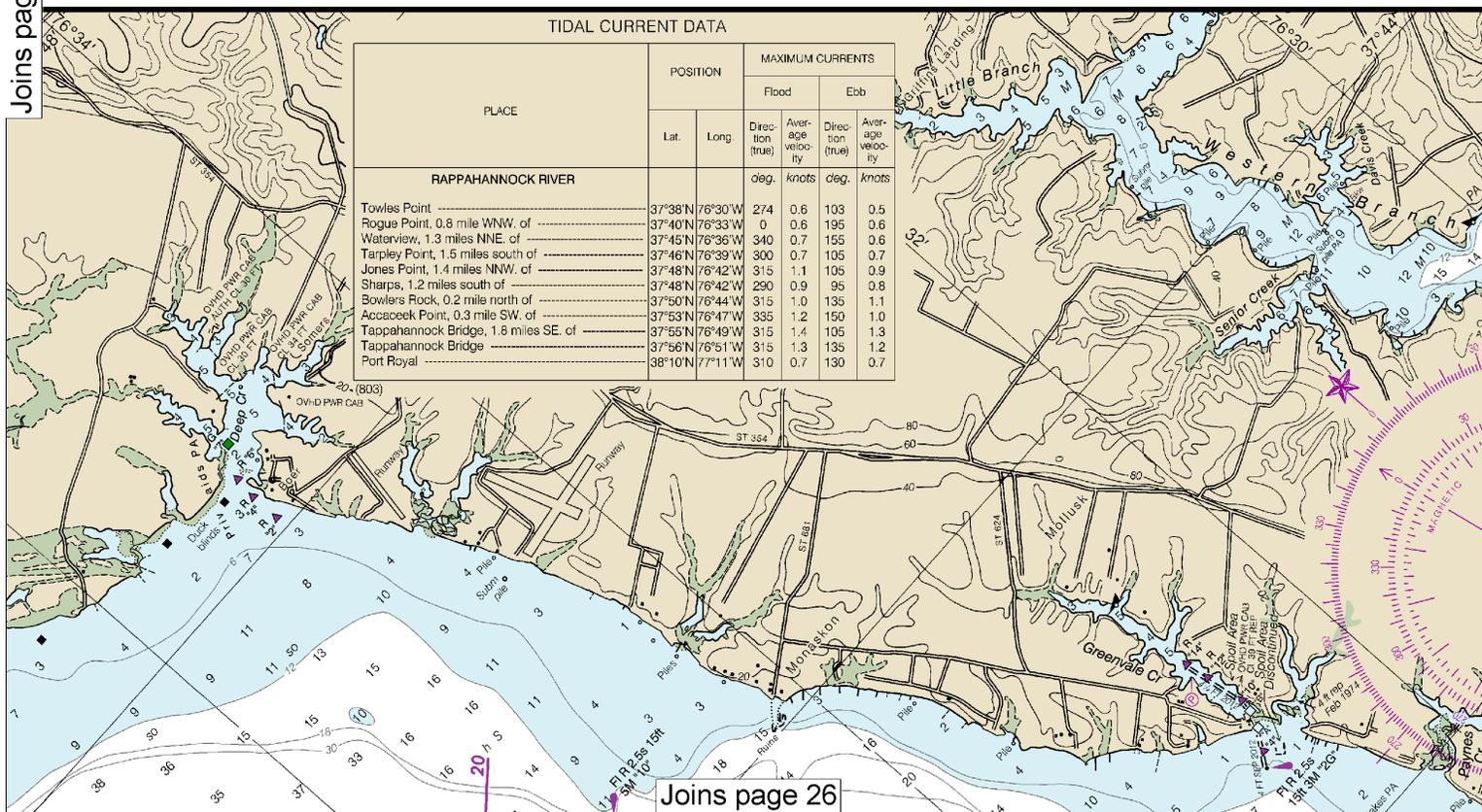


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Joins page 20

38°10' 77°12'

1' 50' 40' 30' LA LO

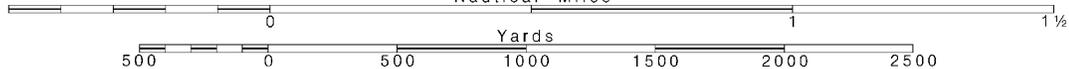


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000 Nautical Miles

See Note on page 5.

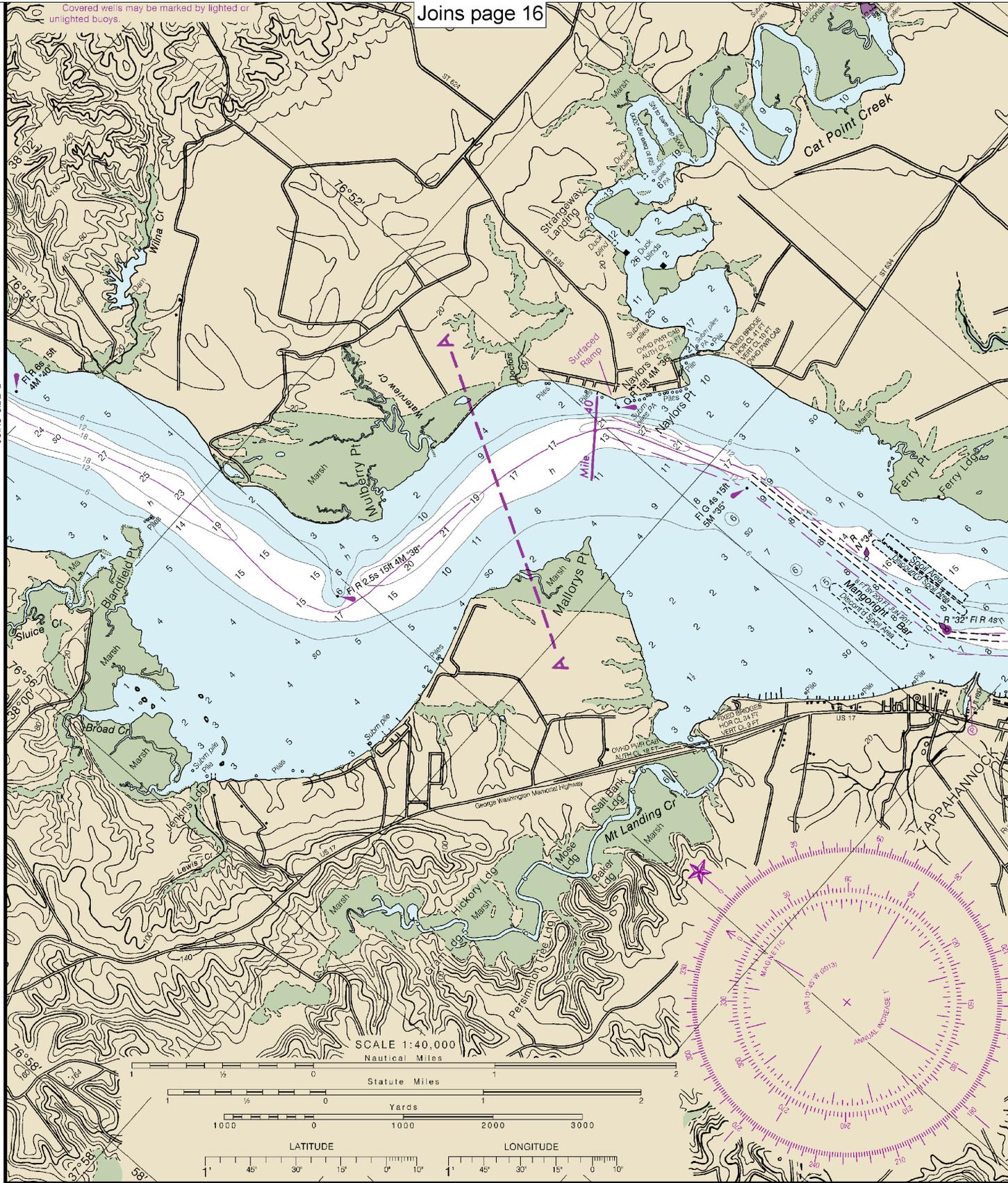




Covered wells may be marked by lighted or unlighted buoys.

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SIDE A  
JOINS SIDE B



12237

28th Ed., Nov. 2013. Last Correction: 2/10/2017. Cleared through:  
LNM: 0617 (2/7/2017), NM: 0717 (2/18/2017)

22

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



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.

Ⓢ Pump-out facilities

CAUTION

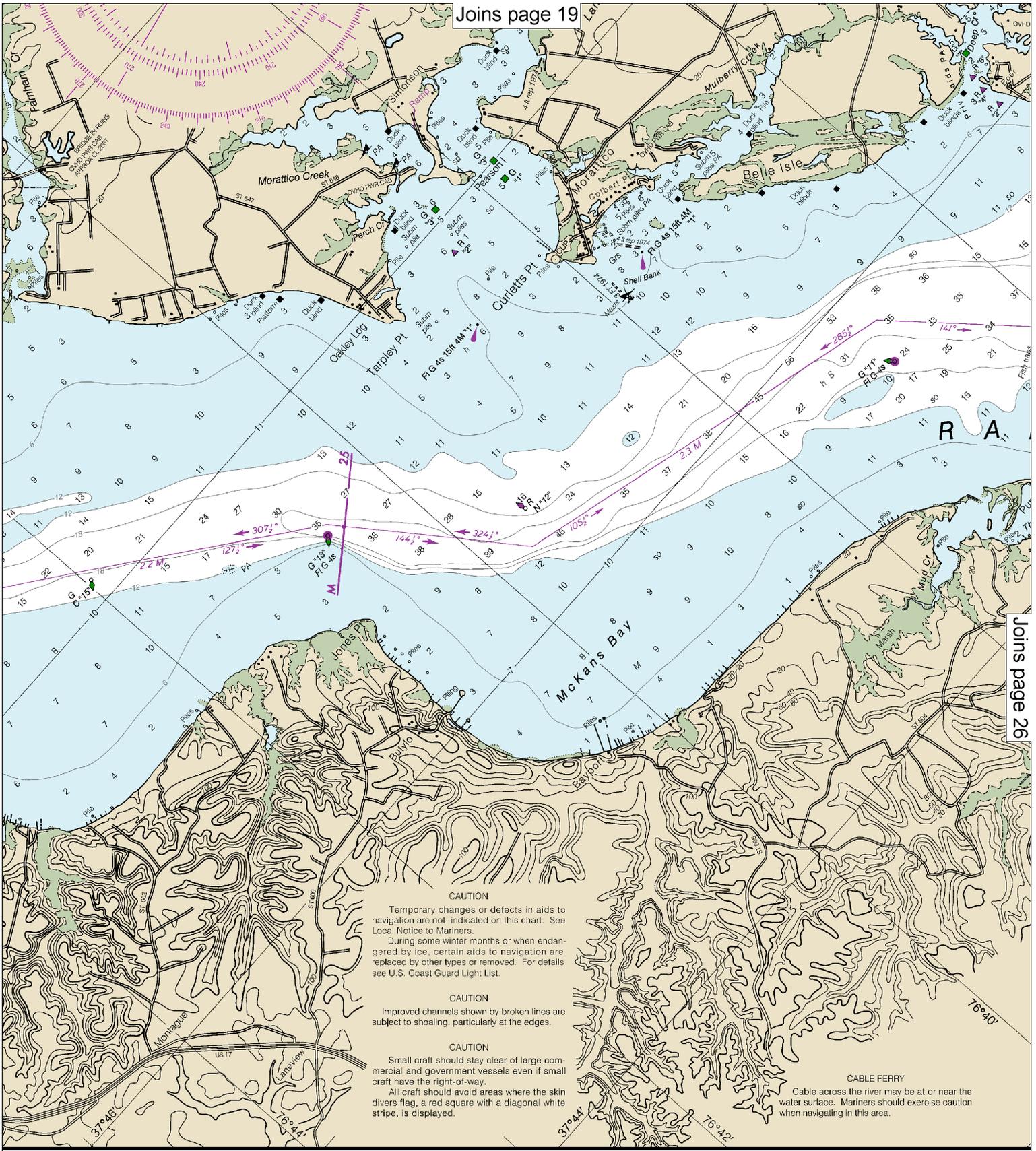
Fixed and floating obstructions, some submerged, may exist within the magenta lined bridge construction area. Mariners are advised to proceed with caution.

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**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.

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

**CAUTION**  
 Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.  
 All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

**CABLE FERRY**  
 Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.



**RULES OF THE ROAD  
(ABRIDGED)**

Motorcraft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

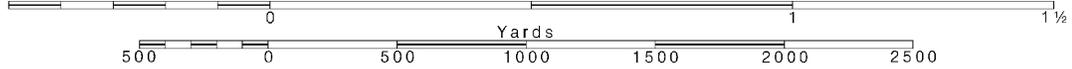
**CABLE FERRY**  
across the river may be at or near the place. Mariners should exercise caution navigating in this area.

Note: Chart grid lines are aligned with true north.

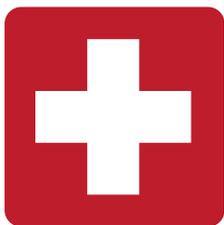
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.







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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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](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 @NOAAcharts



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.