

BookletChart™

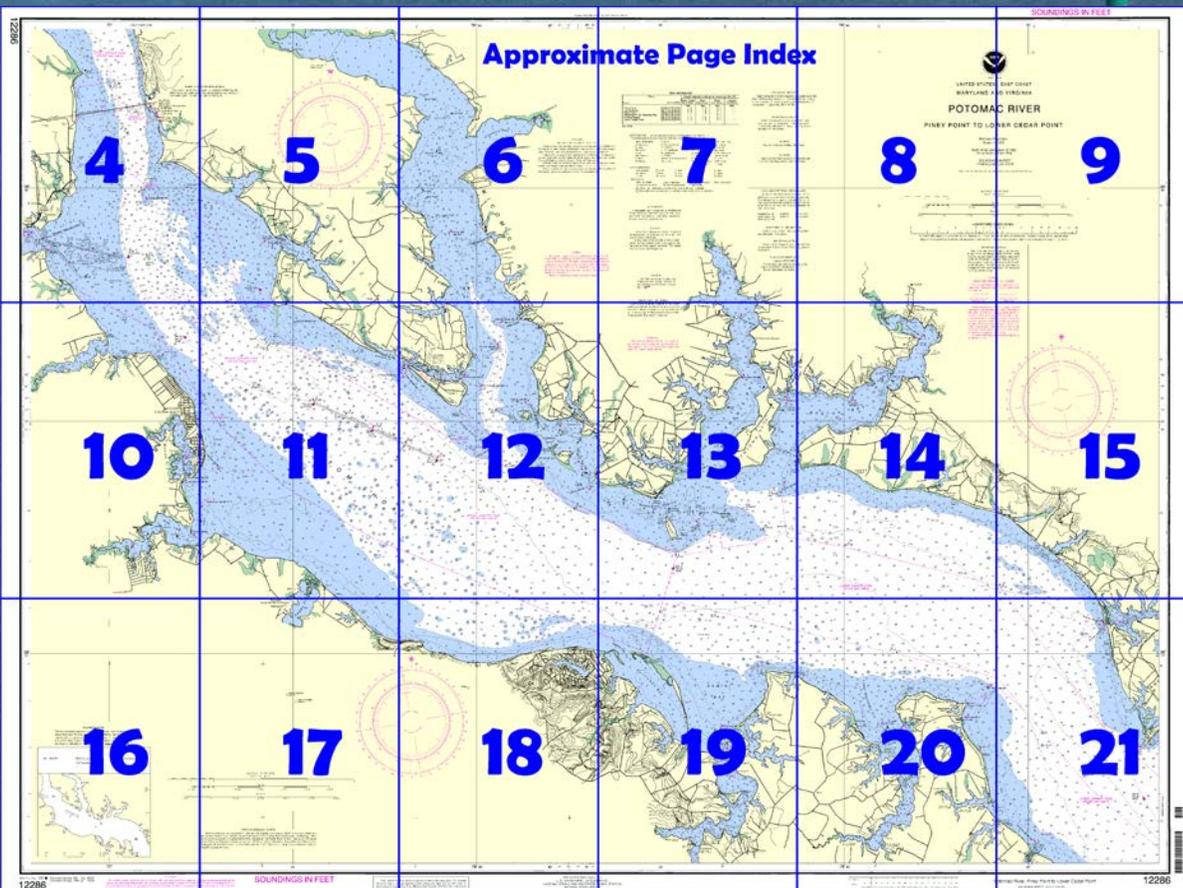


Potomac River – Piney Point to Lower Cedar Point NOAA Chart 12286

*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.

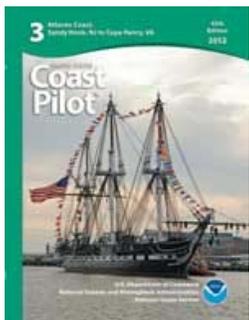
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12286>



(Selected Excerpts from Coast Pilot)

Channels.—The depth is 24 feet for the Potomac River from the mouth to Hains Point. Channel depths of 38 feet are to Ragged Point; thence the depth through the dredged cuts is 18 feet to Hains Point. The current off the Potomac River can be hazardous to smaller vessels at ebb tide, and when wind and current are opposed, and with northwest winds. The current is weak in the lower part of the river, averaging less than 1.0 knot.

Danger zones for military operations extend upriver to 4 miles above the Harry W. Nice (Potomac River Bridge) Bridge (U.S. Route 301). **Herring Creek** is entered by a marked channel protected by jetties; the

depth in the entrance channel was 4½ feet; depths inside are 9 to 1 feet. Lights mark the ends of the jetties. A marina has gasoline, diesel fuel, berths, and marine supplies. Another marina is on the south side 1.2 miles above the entrance; depths of 4 feet are alongside the piers. Gasoline, water, berths, and marine supplies are available.

Lower Machodoc Creek; depths of 15 to 11 feet for 2 miles; the depths decrease to 4 feet 4 miles above the entrance. The critical points are marked as far as the narrows 2.2 miles from the entrance.

Branson Cove is entered by a marked channel; the depth was 6 feet to the basin; thence ranging from 1½ feet at the edge to 7 feet in the middle in the basin. **Coles Point** has piers with depths of 6 feet. Small-craft facilities can provide gasoline, diesel fuel, water, ice, berths, and marine supplies.

Nomini Creek is entered through a channel to Hickory Point. The channel is marked by lights and daybeacon; the depths were 7 feet in the east half and 5½ feet in the west half of the channel to Light 5, thence 8½ feet to the end of the project. Depths of 5 feet may be carried to the second bridge, thence 3 feet for 0.5 mile.

Currioman Bay has depths of 7 to 10 feet in the entrance and back of Hollis Marsh; the Potomac River entrance at the northwest end of Hollis Marsh has depths of 2 to 3 feet. The entrance from Nomini Bay is marked by buoys and a daybeacon.

Combs Creek had a depth of 5 feet along the middle. The entrance is between spits marked by daybeacons and stakes. Gasoline and marine supplies are available.

A channel with a depth of 6 feet, marked by piles, leads into the bight southwest of Combs Creek. Gasoline, berths, supplies can be obtained.

Lovers Point. A bar with depths of less than 1 foot extends 500 yards northwest from the point and is marked at its outer end by a light.

St. Clements Bay. The eastern entrance between Heron Island Bar and the mainland is by the way of the Breton Bay lane through fishtraps; this entrance has depths of 20 to 16 feet. The middle entrance between Heron Island Bar and St. Clements Island has depths of 15 feet and is approached through a lane in fishtraps on an initial course of 352°; this entrance is marked by a light and buoys.

St. Patrick Creek is entered through a marked channel; the midchannel depth in the channel was 4½ feet. There are small-craft facilities above **Palmers.** The **speed limit** is 6 miles per hour.

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. Limits of the **fishtrap** areas that extend upriver as far as St. Clements Island are shown on the charts.

Danger zones for military testing operations extend upriver to about 4 miles above the Harry W. Nice (Potomac River Bridge) Bridge (U.S. Route 301), Mile 43.4. (See **334.230**, 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

Navigation Managers Area of Responsibility



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.

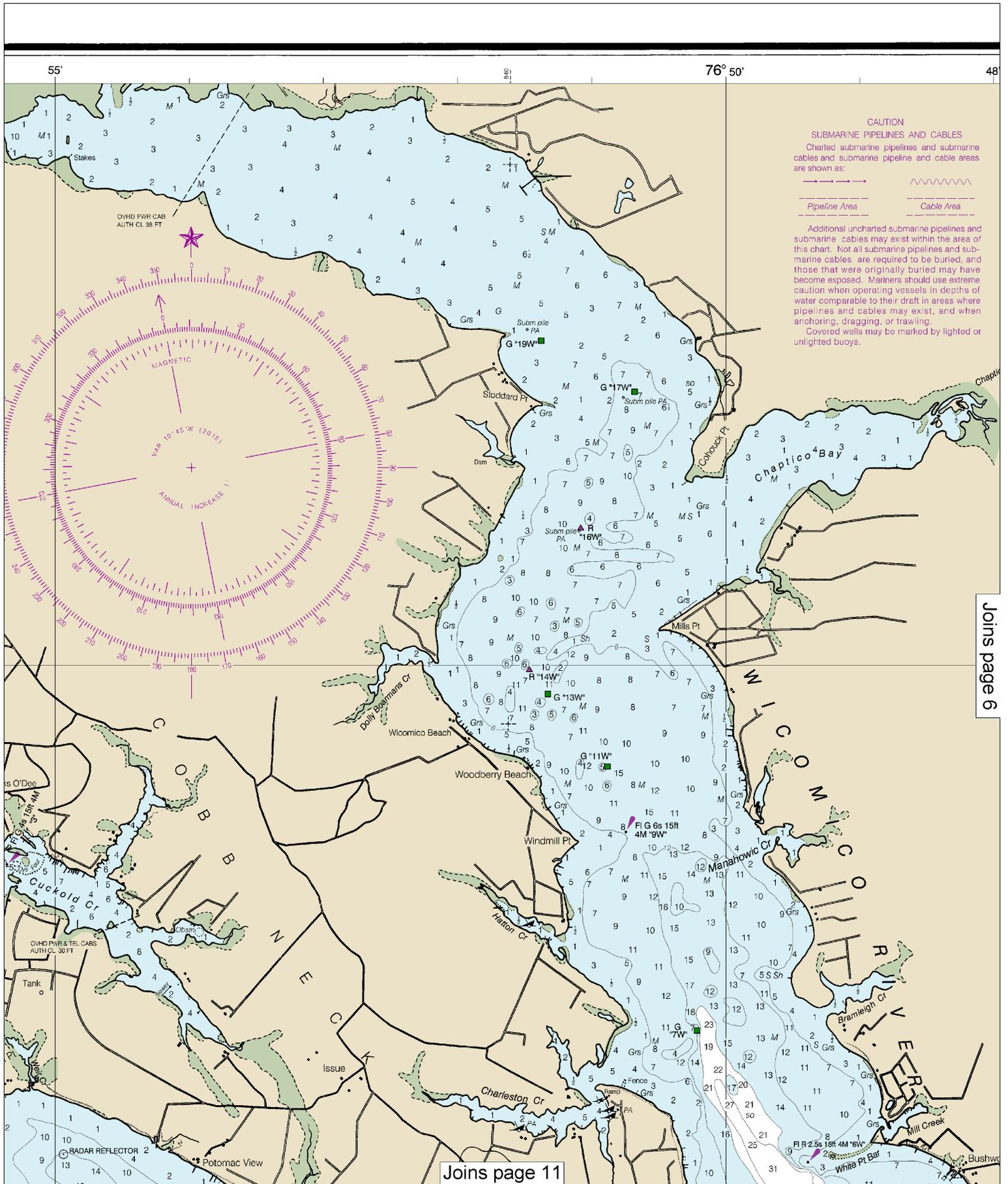
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



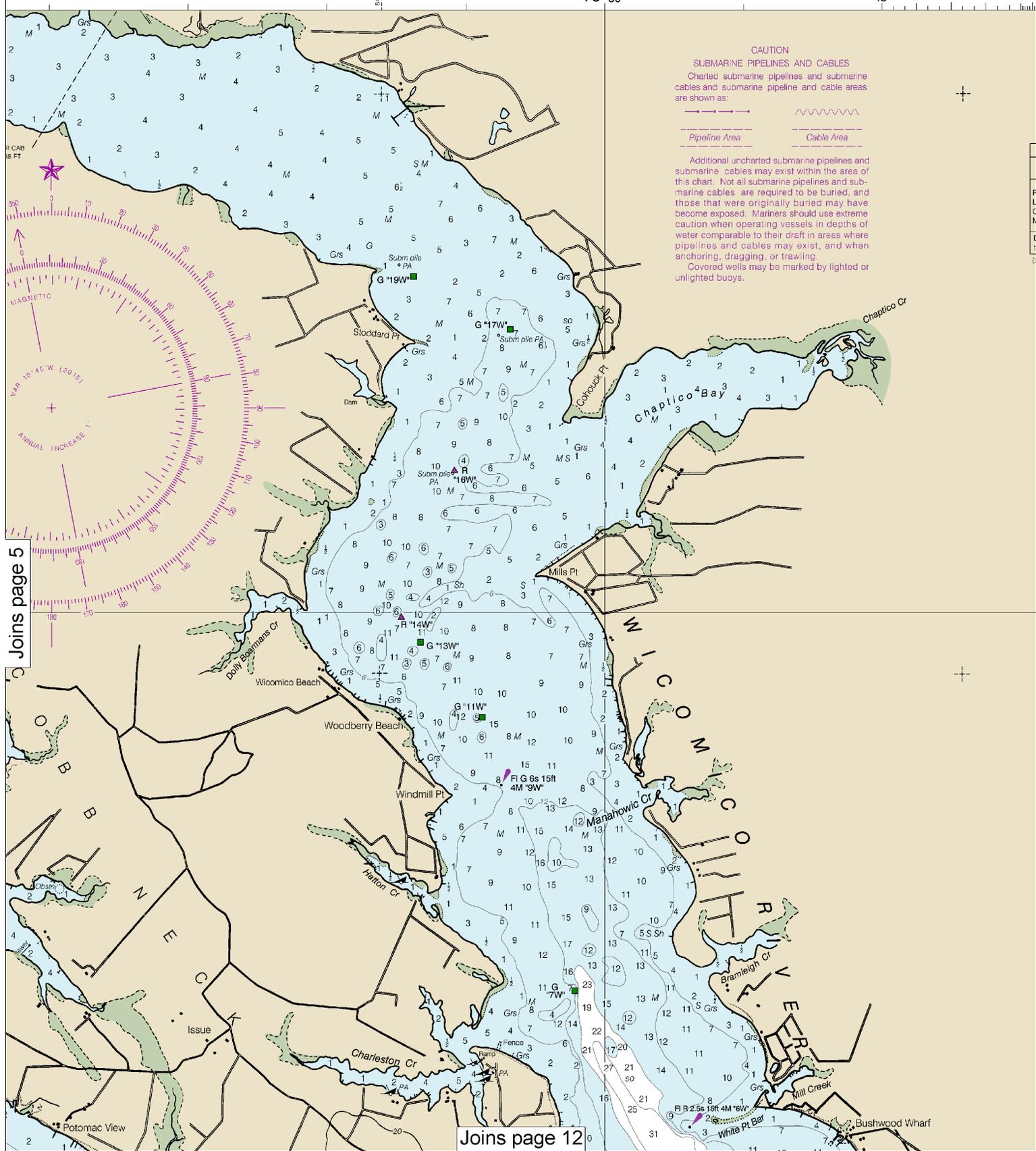
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>



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.

76° 50'

48' 45' 30' 15' 47'



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 walls may be marked by lighted or unlighted buoys.

Joins page 5

Joins page 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.



50' 45' 880' 76° 40'

OYSTER AQUACULTURE

Oyster bed aquaculture leases may exist within the limits of this chart. Mariners are cautioned that numerous markers 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.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Piney Point	(38°08'N/76°32'W)	1.6	1.5	0.1
Lower Cedar Point	(38°20'N/76°59'W)	1.7	1.6	0.1
Colonial Beach	(38°15'N/76°58'W)	1.9	1.8	0.1
Mount Holly	(38°06'N/76°44'W)	1.7	1.6	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>.

(Dec 2014)

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.

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 Baltimore, Maryland.

Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION

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

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 0.462' northward and 1.111' eastward to agree with this chart.

PLANE COORDINATE GRID

(based on NAD 1927)

The Maryland State Grid is indicated on this chart at 20,000 foot intervals thus: ---
The last three digits are omitted.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide 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.

Heathsville, VA WXM-57 162.400 MHz
Washington, DC KHB-36 162.550 MHz
(Manassas, VA)

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).

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.

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

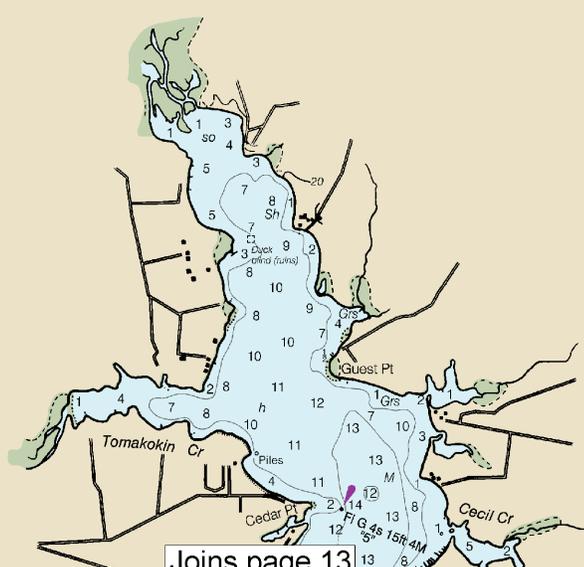
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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.



Joins page 8

45°

76° 40'

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HEIGHTS

n feet above Mean High Water.

AUTHORITIES

Topography by the National Ocean Service, Coast and Geodetic Survey, and the Corps of Engineers, Geological Survey.

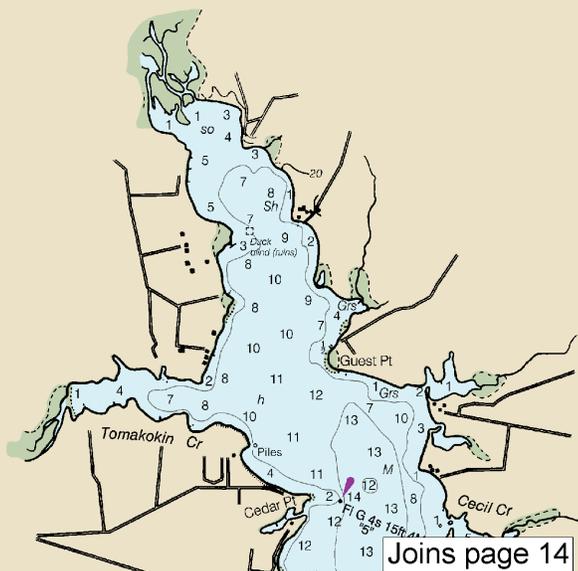
NOTE A

Regulations are published in Chapter 2, U.S. Coast Pilot. Editions or revisions to Chapter 2 are published in the U.S. Coast Pilot. Information concerning the U.S. Coast Pilot is available from the Office of the Commandant, U.S. Coast Guard, District of Portsmouth, Virginia or at the District Engineer, Corps of Engineers in the District. For more information, see the U.S. Coast Pilot regulation section numbers.

ADDITIONAL INFORMATION

U.S. Coast Pilot 3 for important information.

Joins page 7



Joins page 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.



35' 800



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
MARYLAND AND VIRGINIA

POTOMAC RIVER

PINEY POINT TO LOWER CEDAR POINT

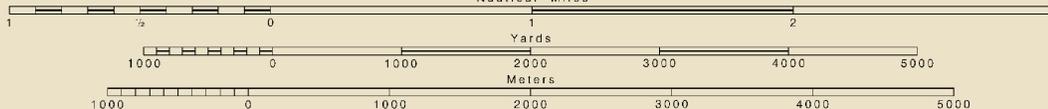
Mercator Projection
Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

SCALE 1:40,000
Nautical Miles



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	Iso 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 claphone	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

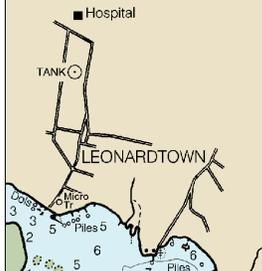
Bottom characteristics:

Bids boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sn shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstm obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

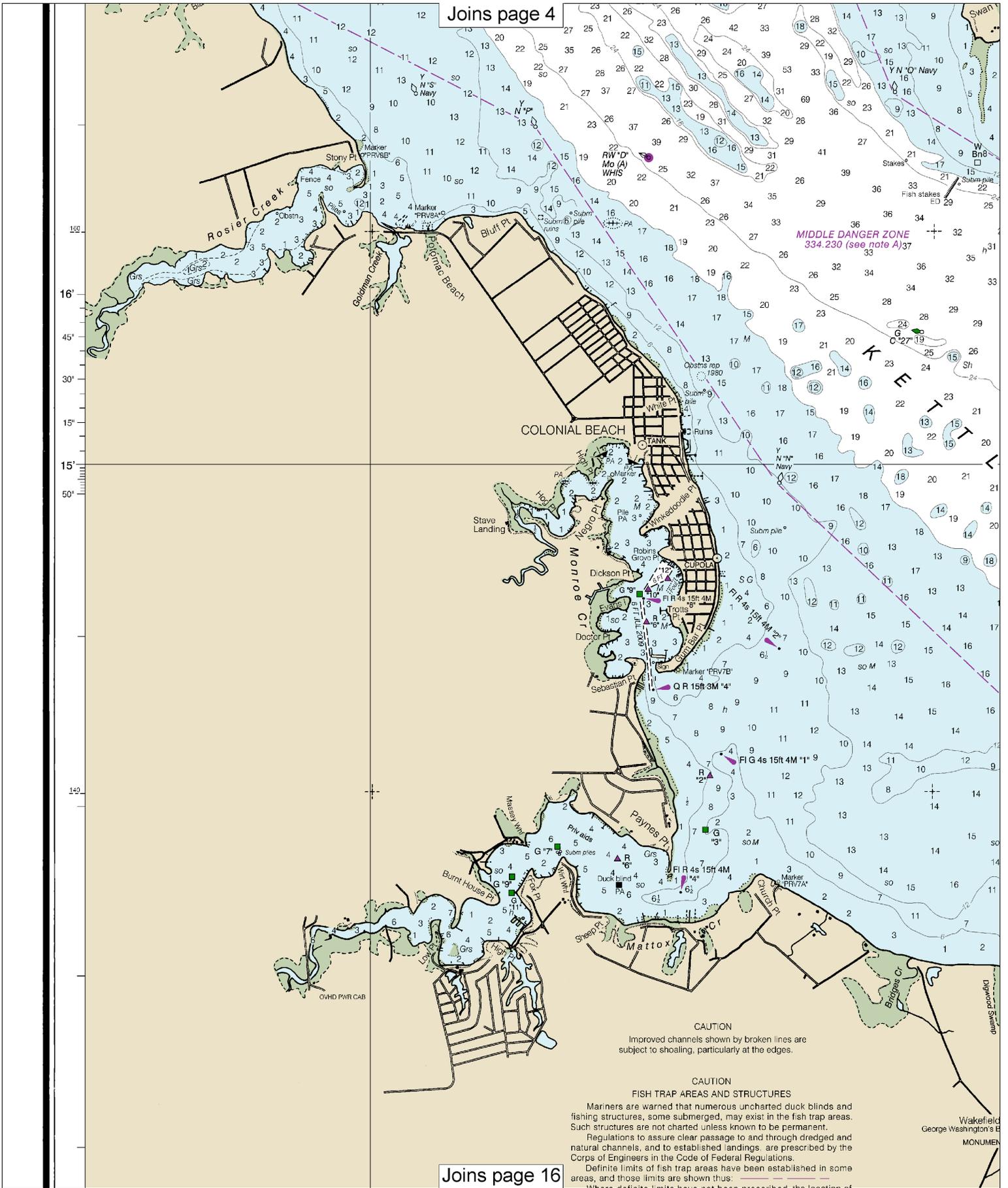
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.



Joins page 15

38° 20'

180



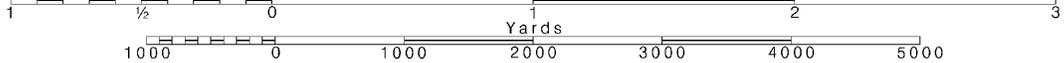
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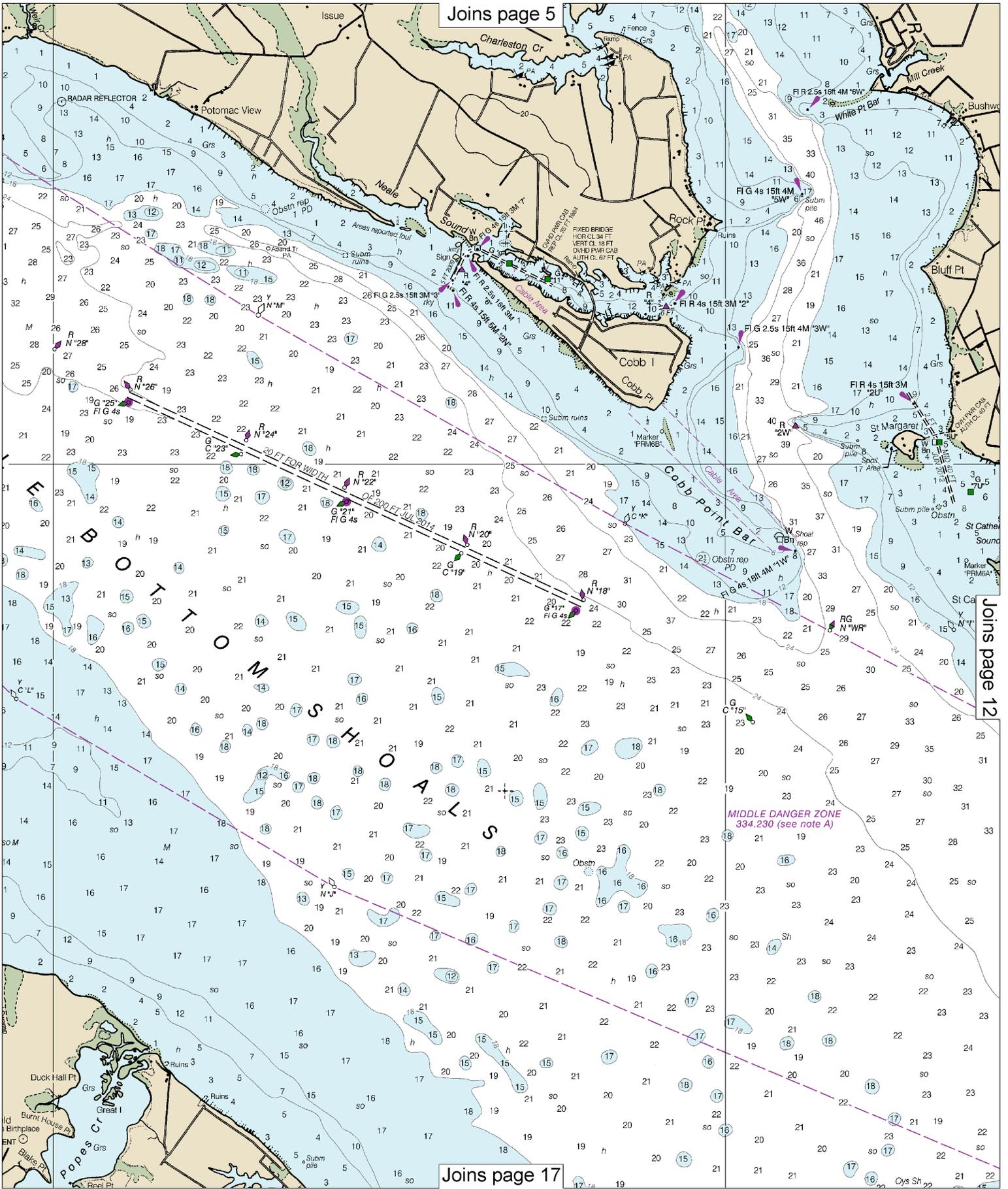
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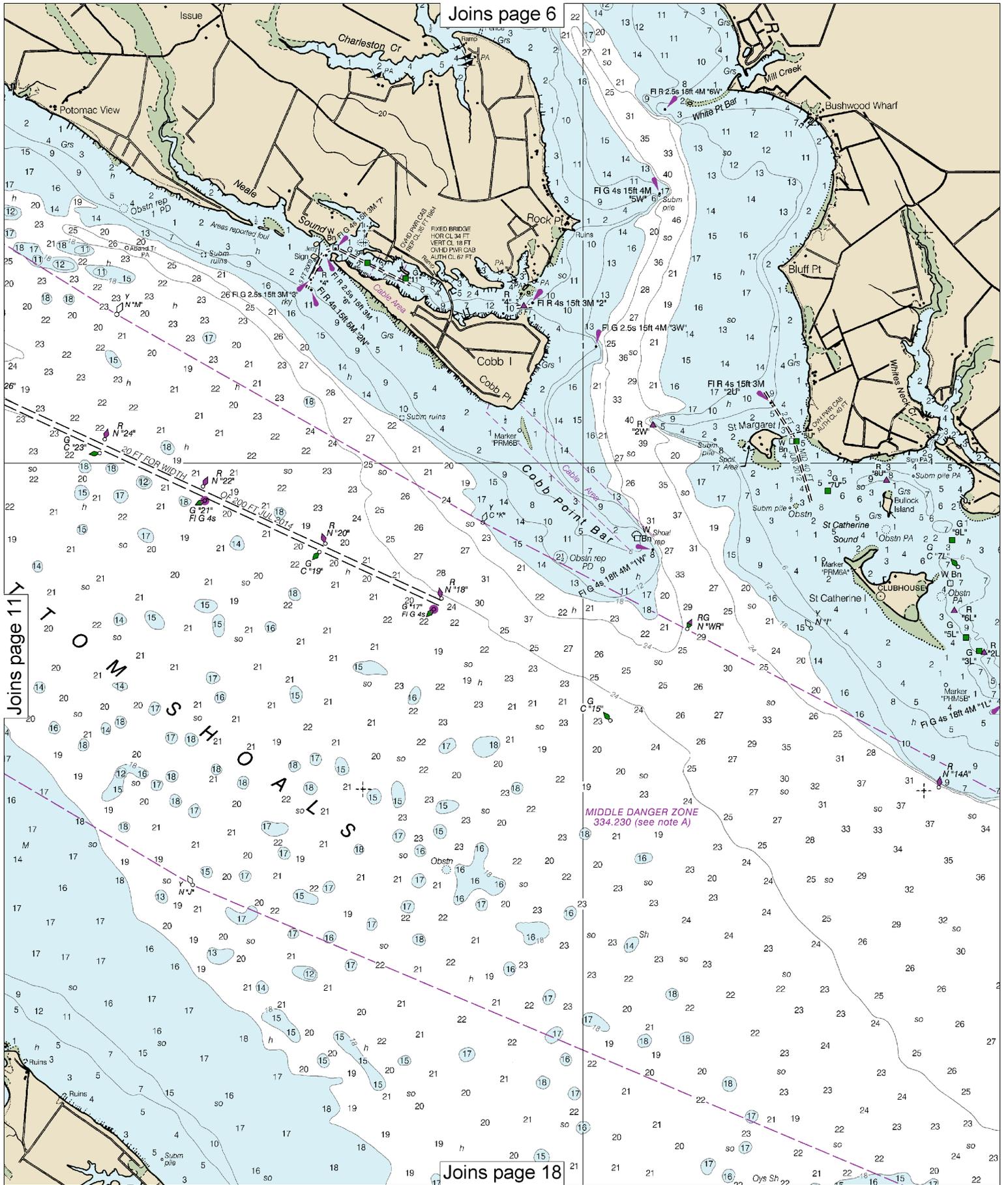
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SCALE 1:40,000 Nautical Miles

See Note on page 5.







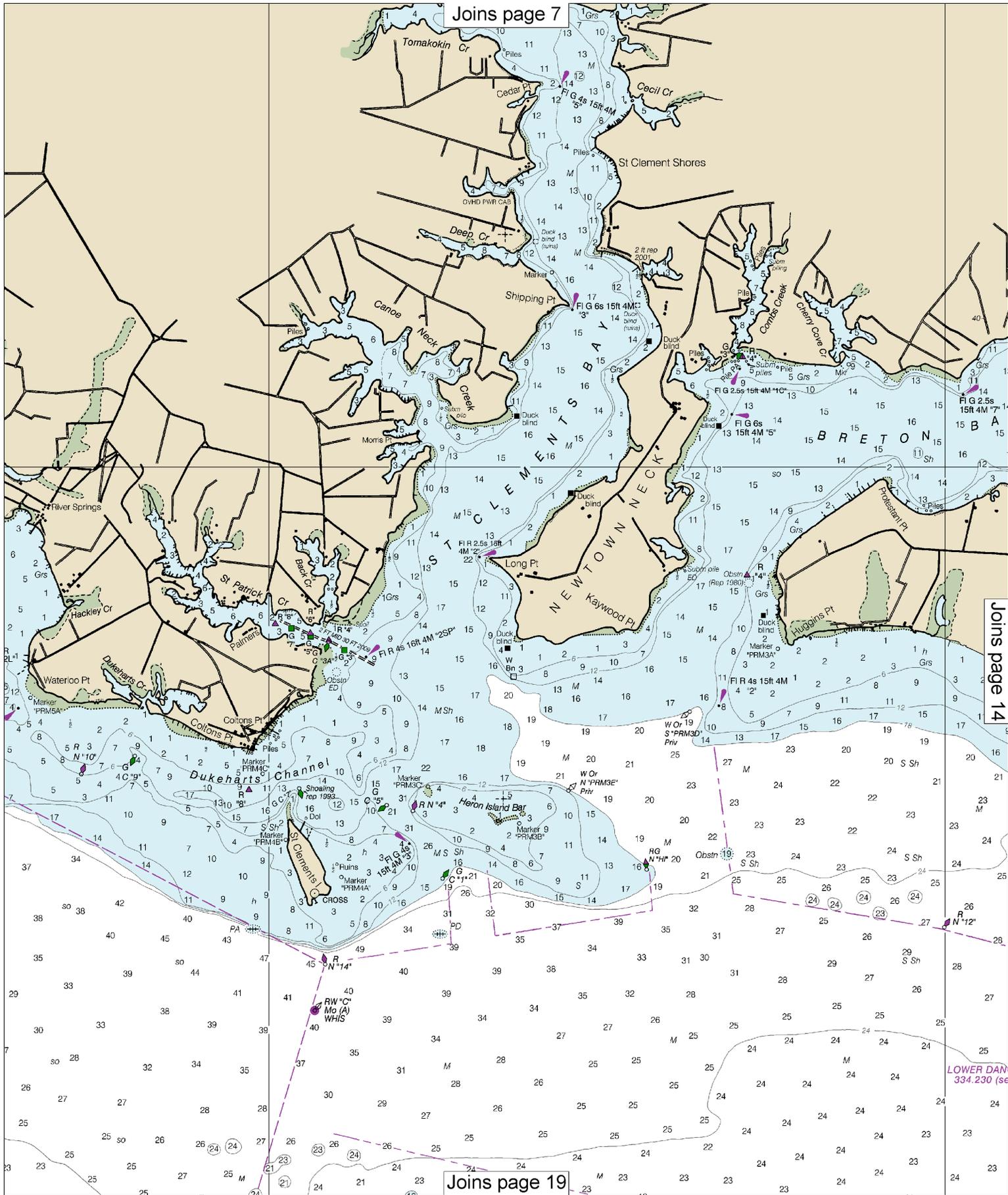
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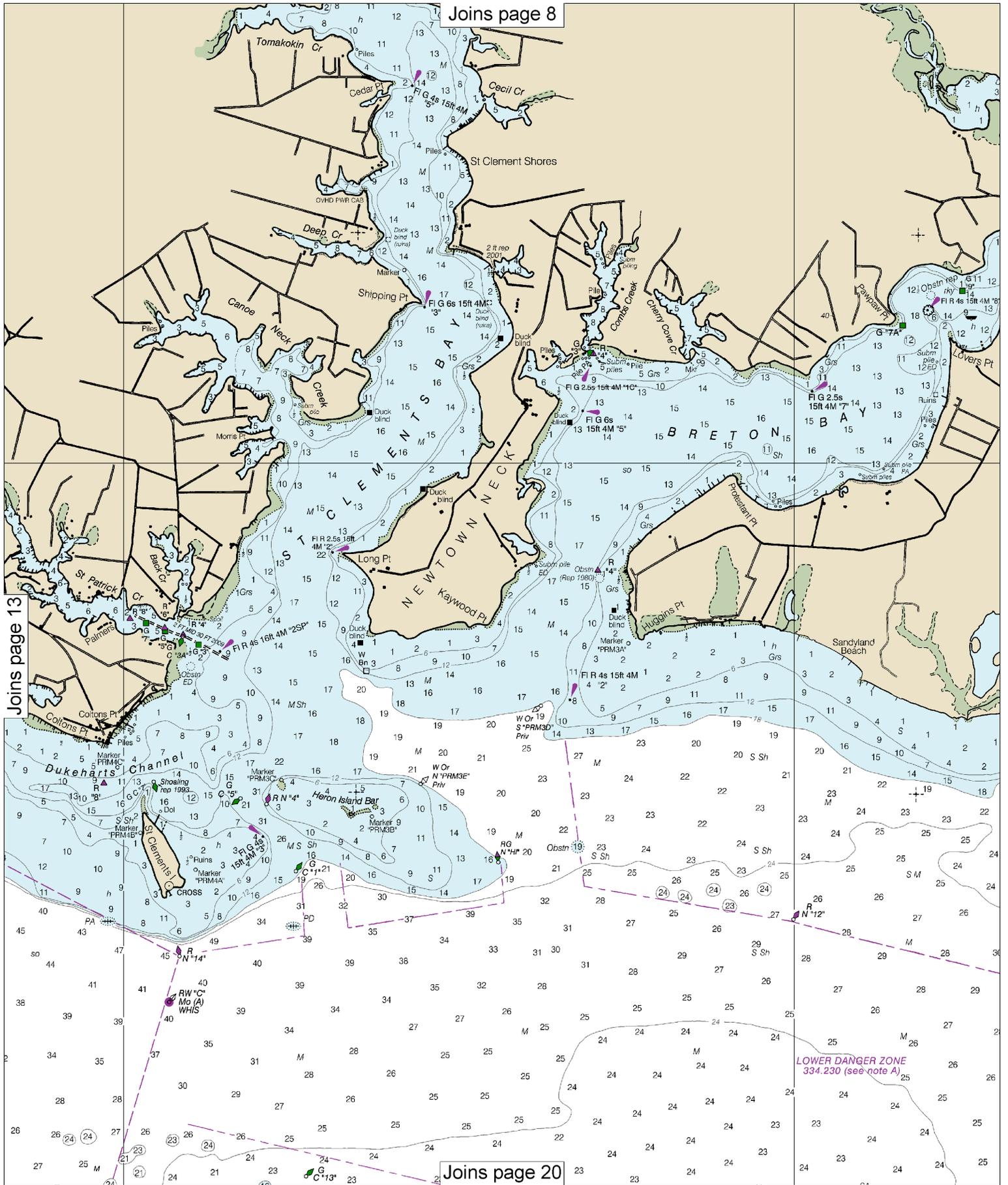
SCALE 1:40,000
Nautical Miles

See Note on page 5.

12



LOWER DAN 334.230 (se)



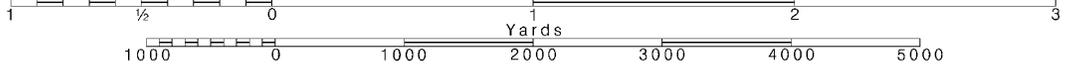
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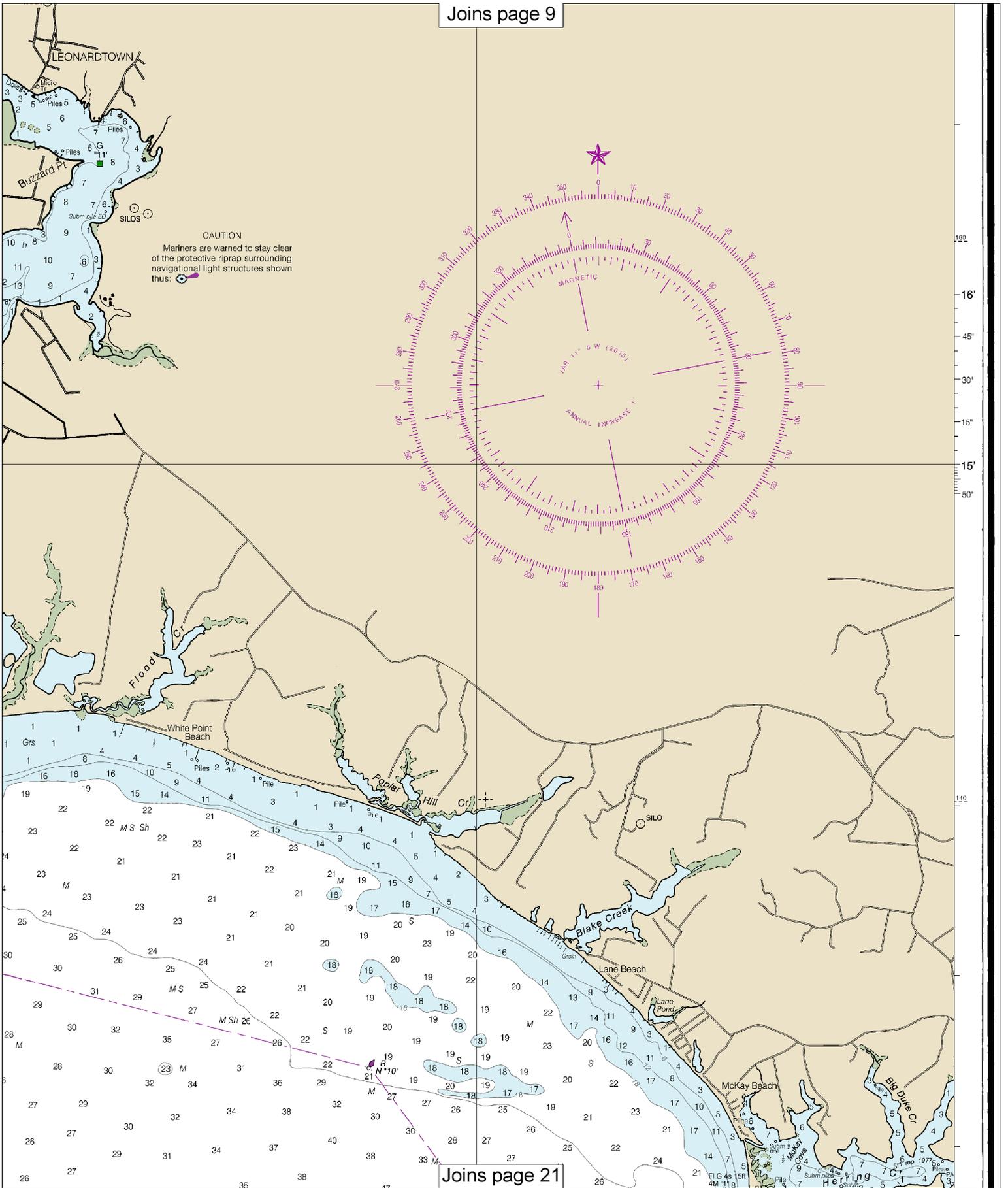
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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.

Wakefield
George Washington's B
MONUMEN

RADIO TO
15

38°
10'

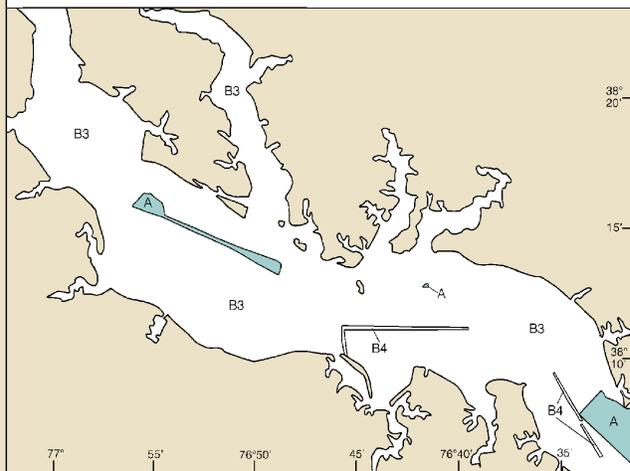
120

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.

SOURCE

A	1990-2007	NOS Surveys	full bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



SCALE 1:40,000

Nautical Miles

Yards

Meters

12286

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.

NOAA encourages you
about this chart at <http://www.noaa.gov>

32nd Ed., Jan. 2015. Last Correction: 11/29/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

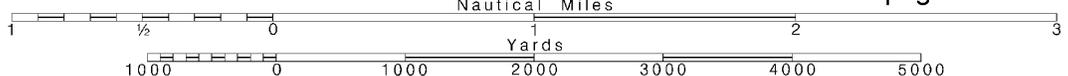
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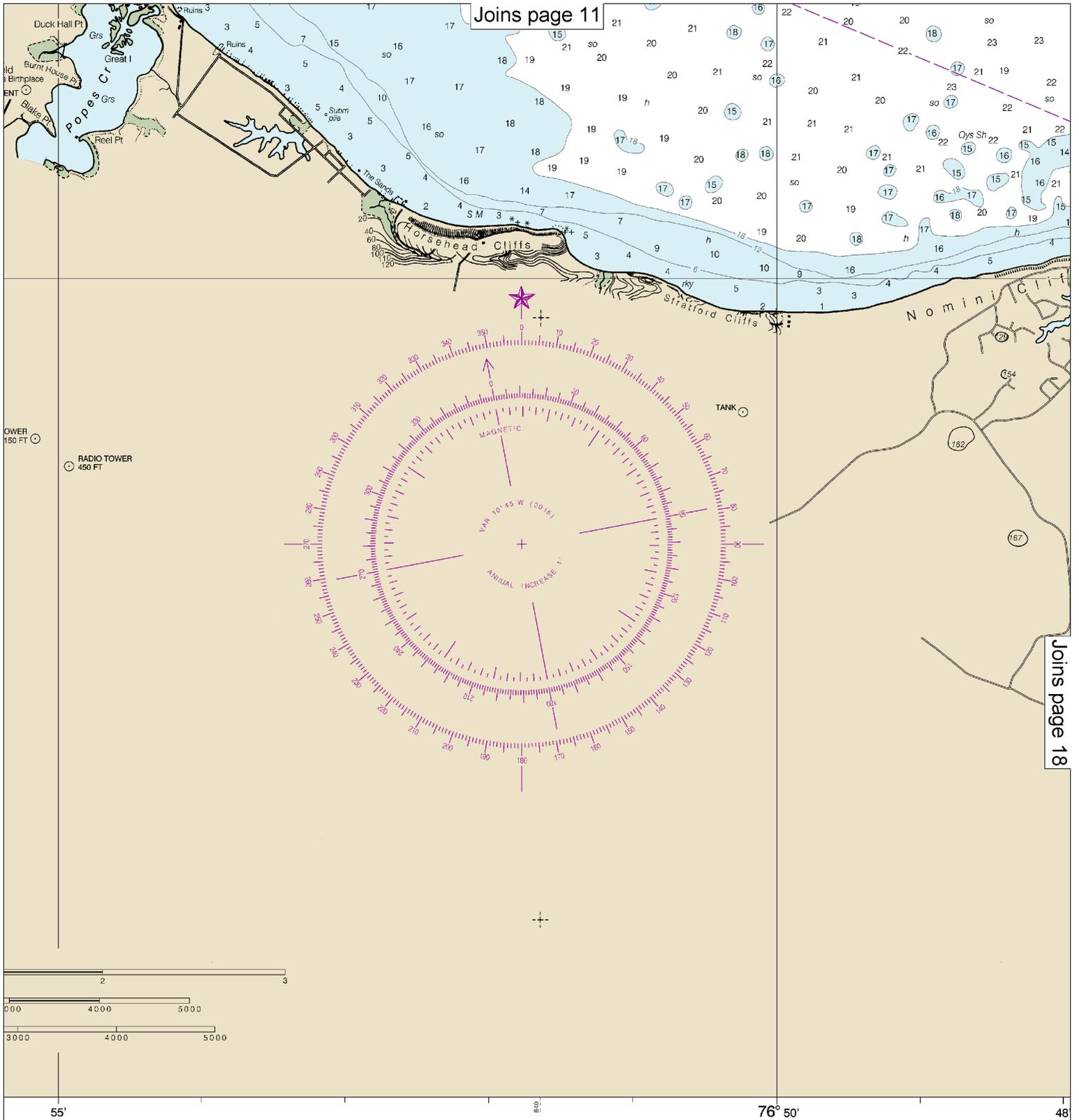
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000

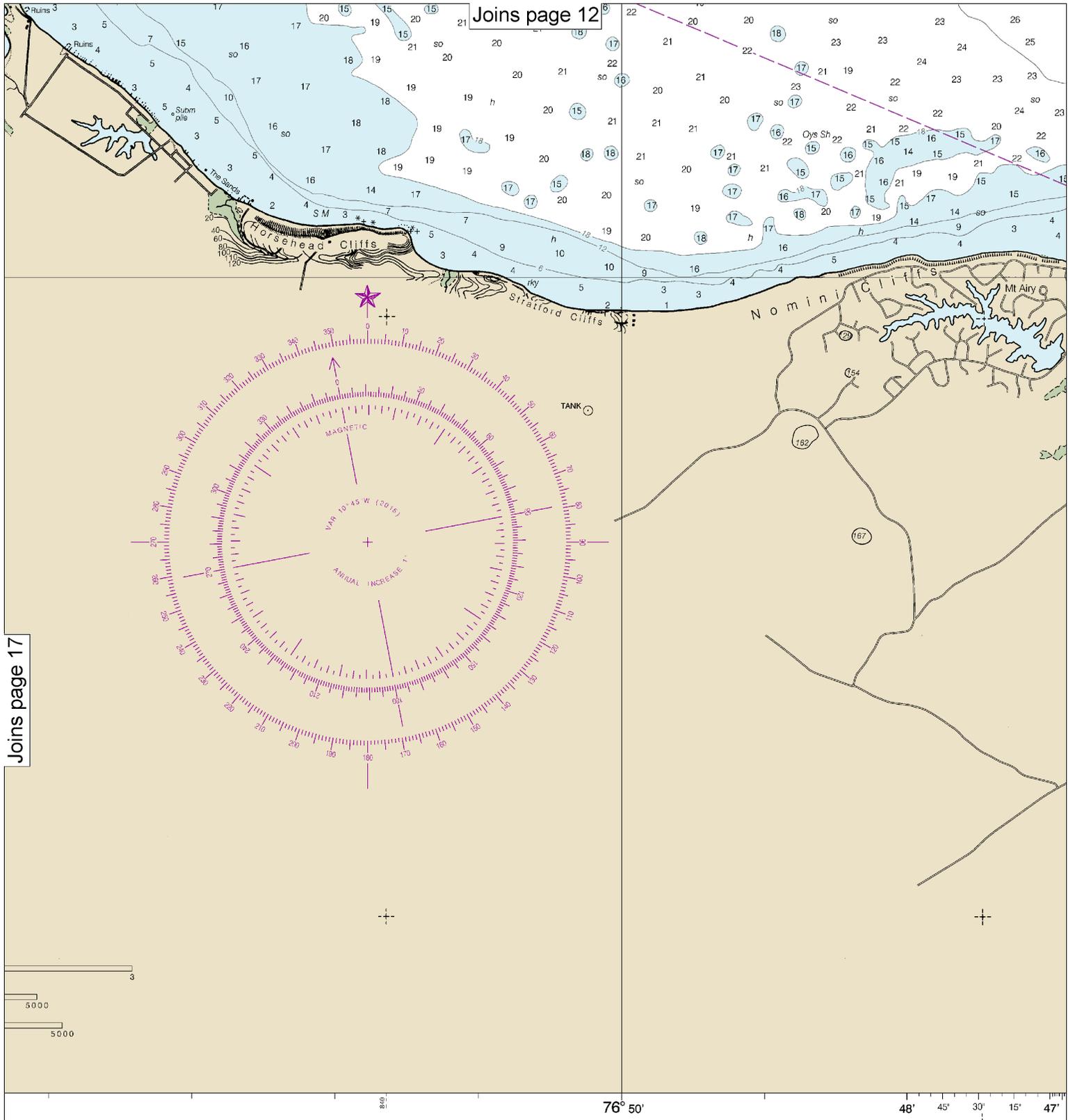
See Note on page 5.





users to submit inquiries, discrepancies or comments
<http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

SOUNDINGS IN FEET



Joins page 17

Joins page 12

files or comments
contact.htm.

SOUNDINGS IN FEET

Published at
U.S. DEPARTM
NATIONAL OCEANIC AND
NATIONAL
COA

18

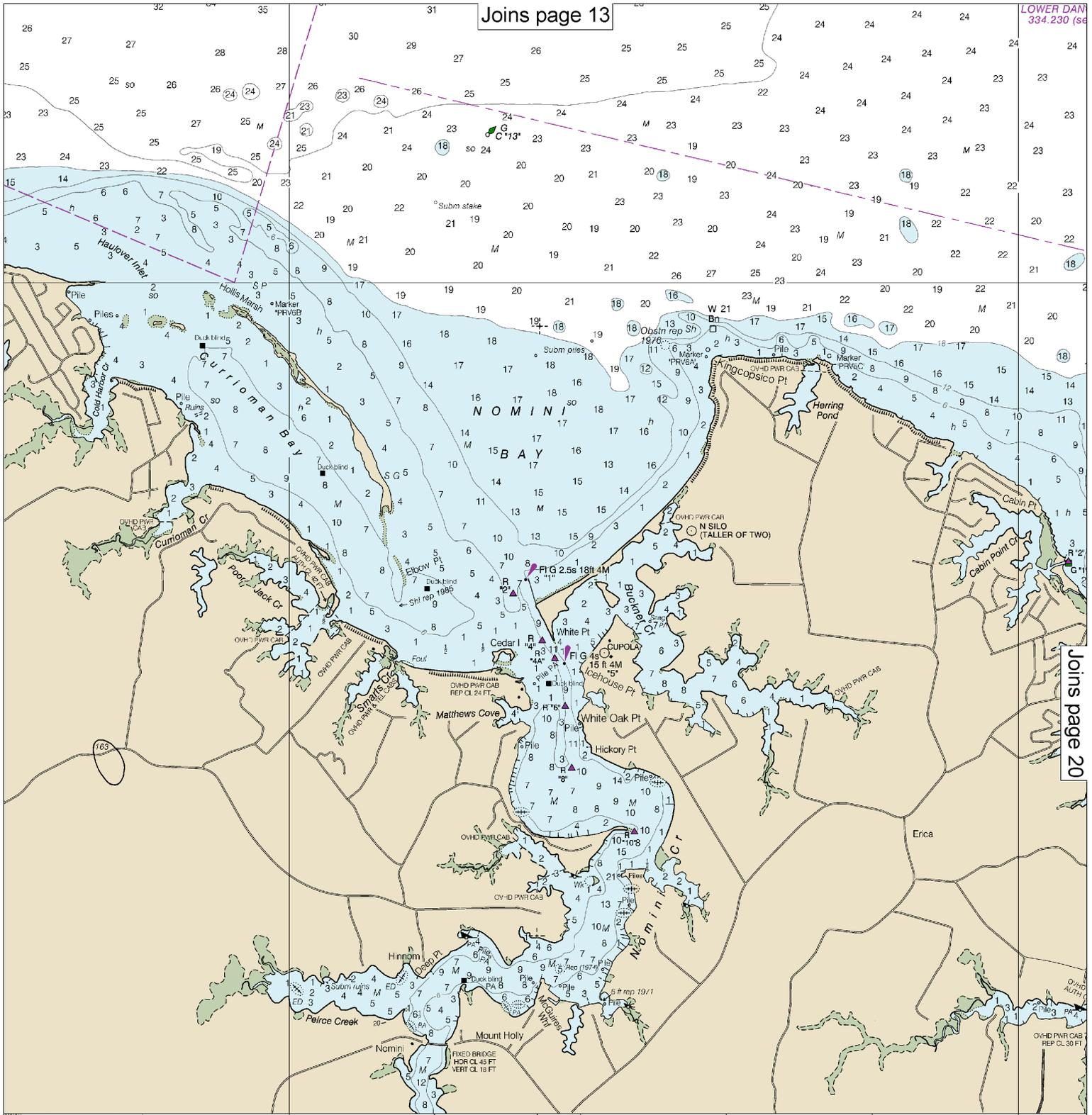
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SCALE 1:40,000
Nautical Miles

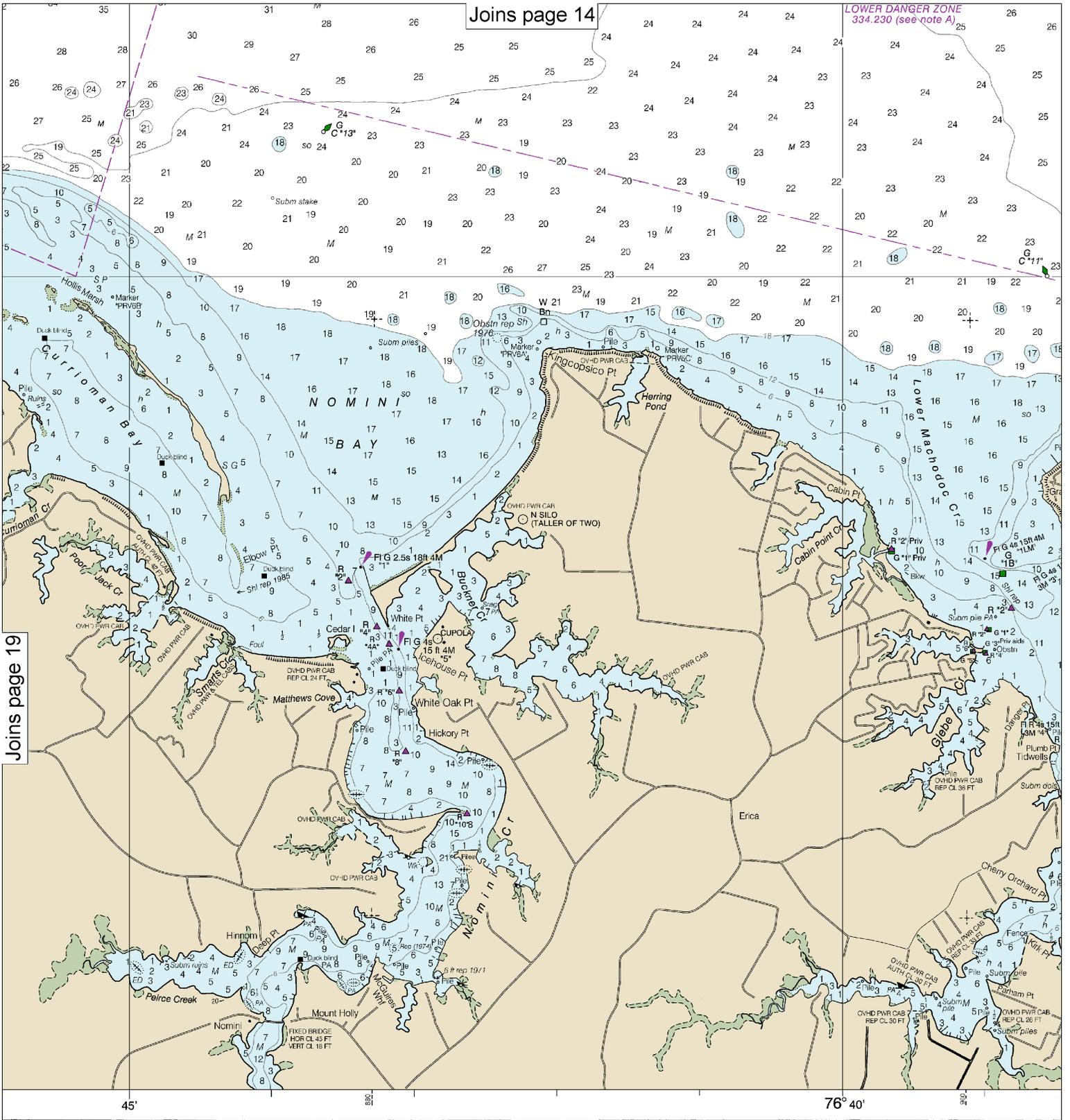
See Note on page 5.





Joins page 20

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



Joins page 19

TION

FATHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3

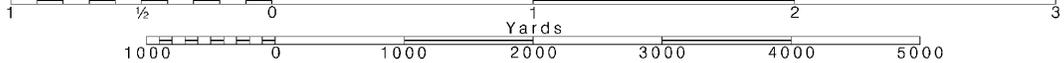


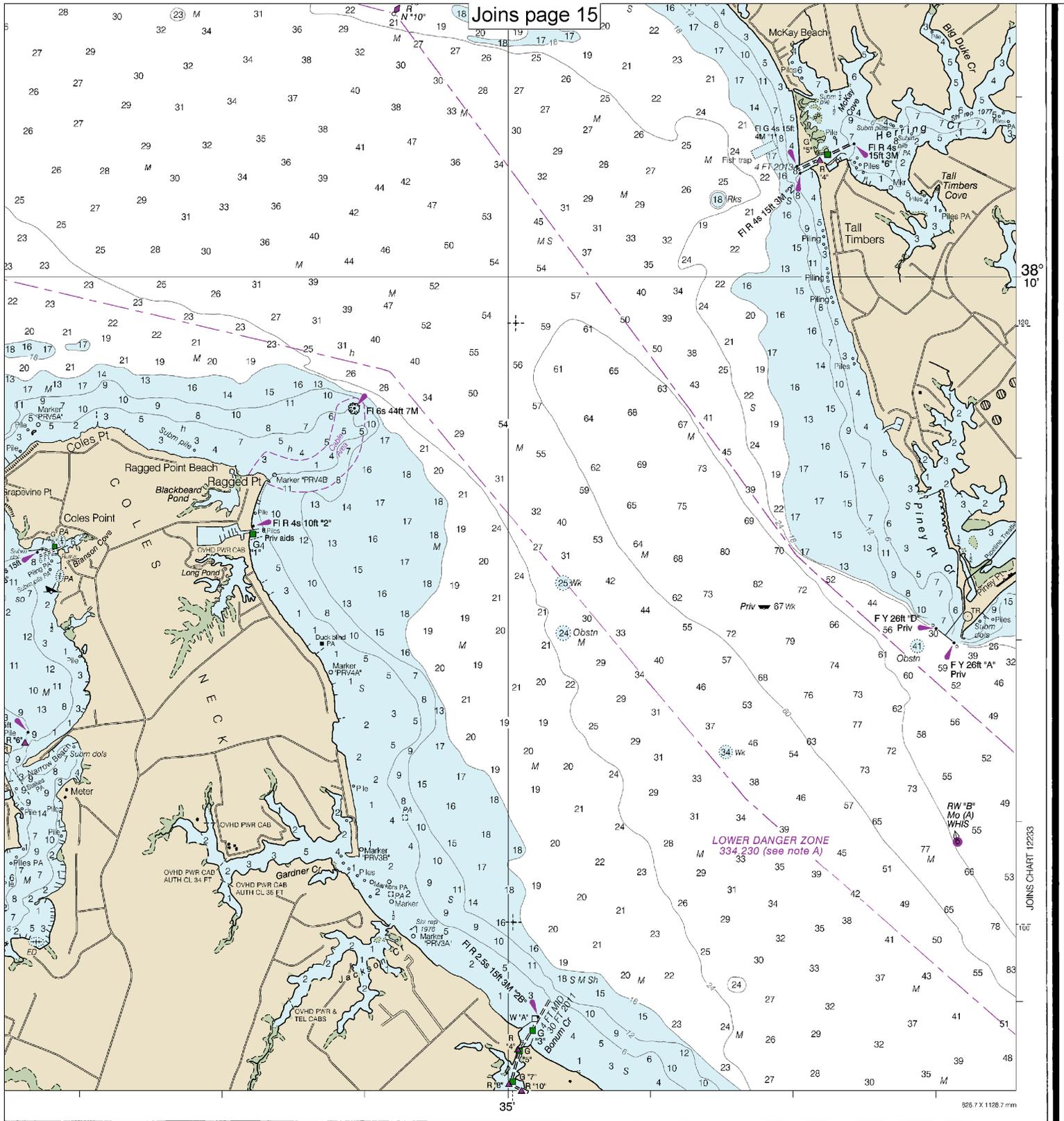
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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

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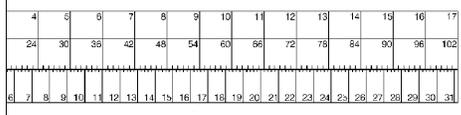




38° 10'

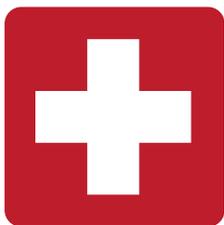
JOINS CHART 12233

826 X 1128.7 mm



Potomac River, Piney Point to Lower Cedar Point
 SOUNDINGS IN FEET - SCALE 1:40,000

12286



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
- 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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