

BookletChart™

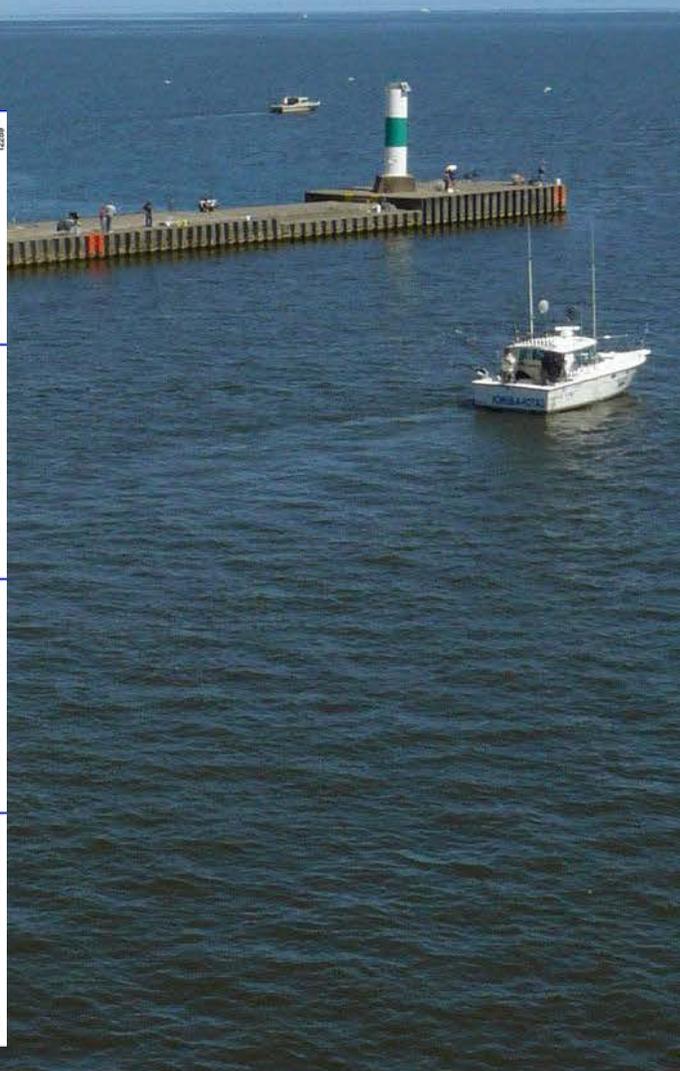
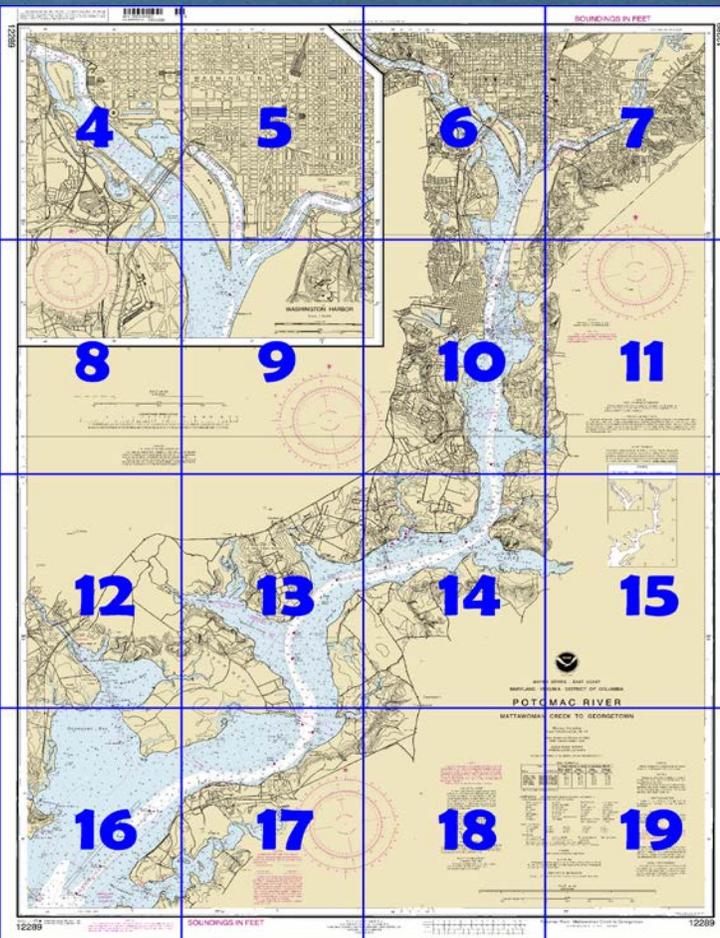


Potomac River – Mattawoman Creek to Georgetown NOAA Chart 12289

*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



**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.

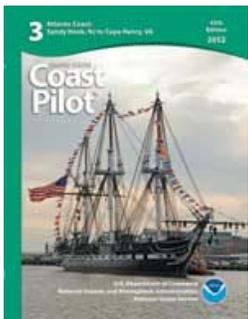
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12289>



(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.

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.

**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.

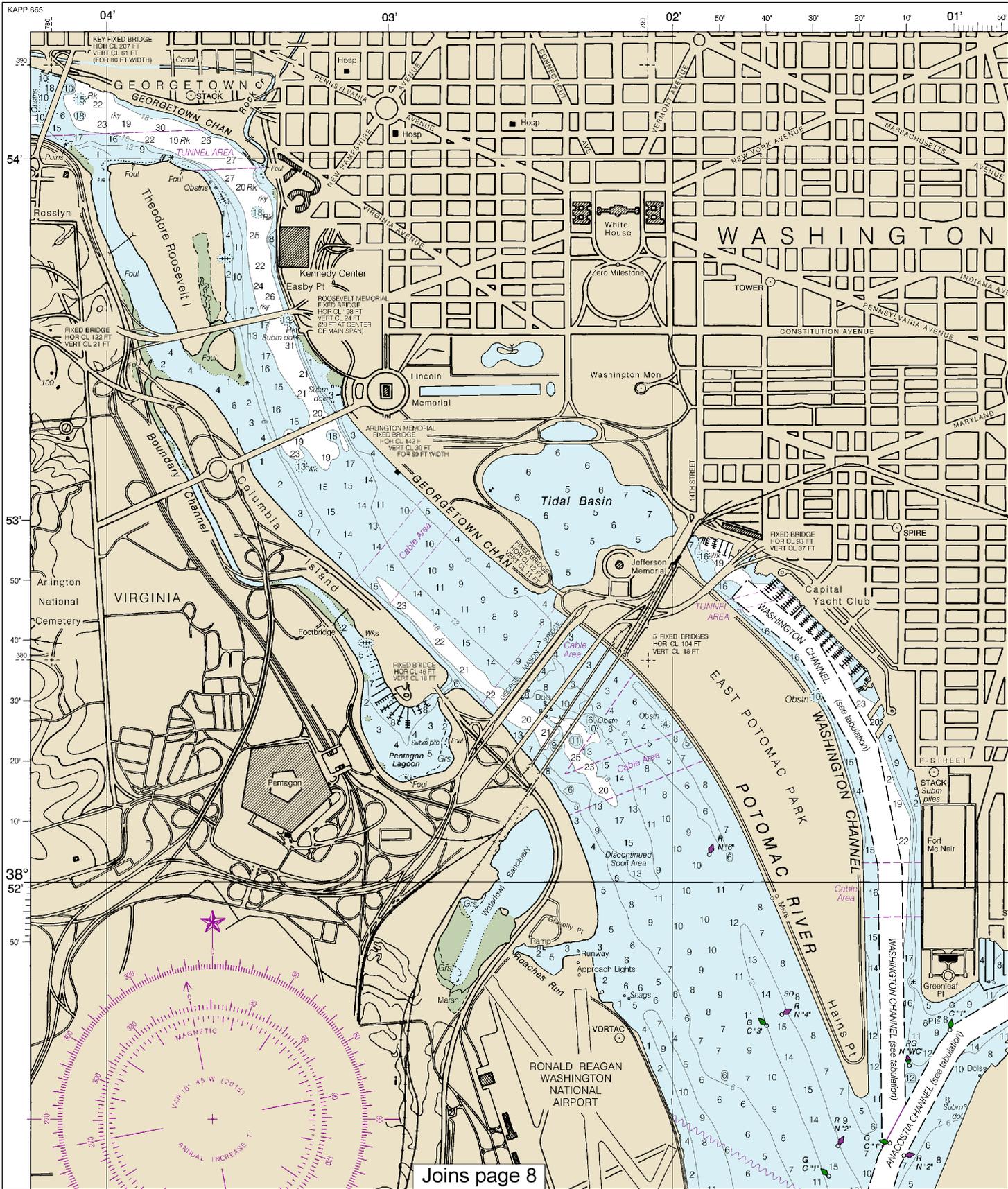
Lateral System As Seen Entering From Seaward

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>

12289



Joins page 8

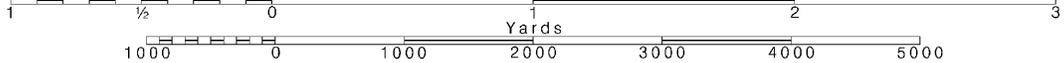
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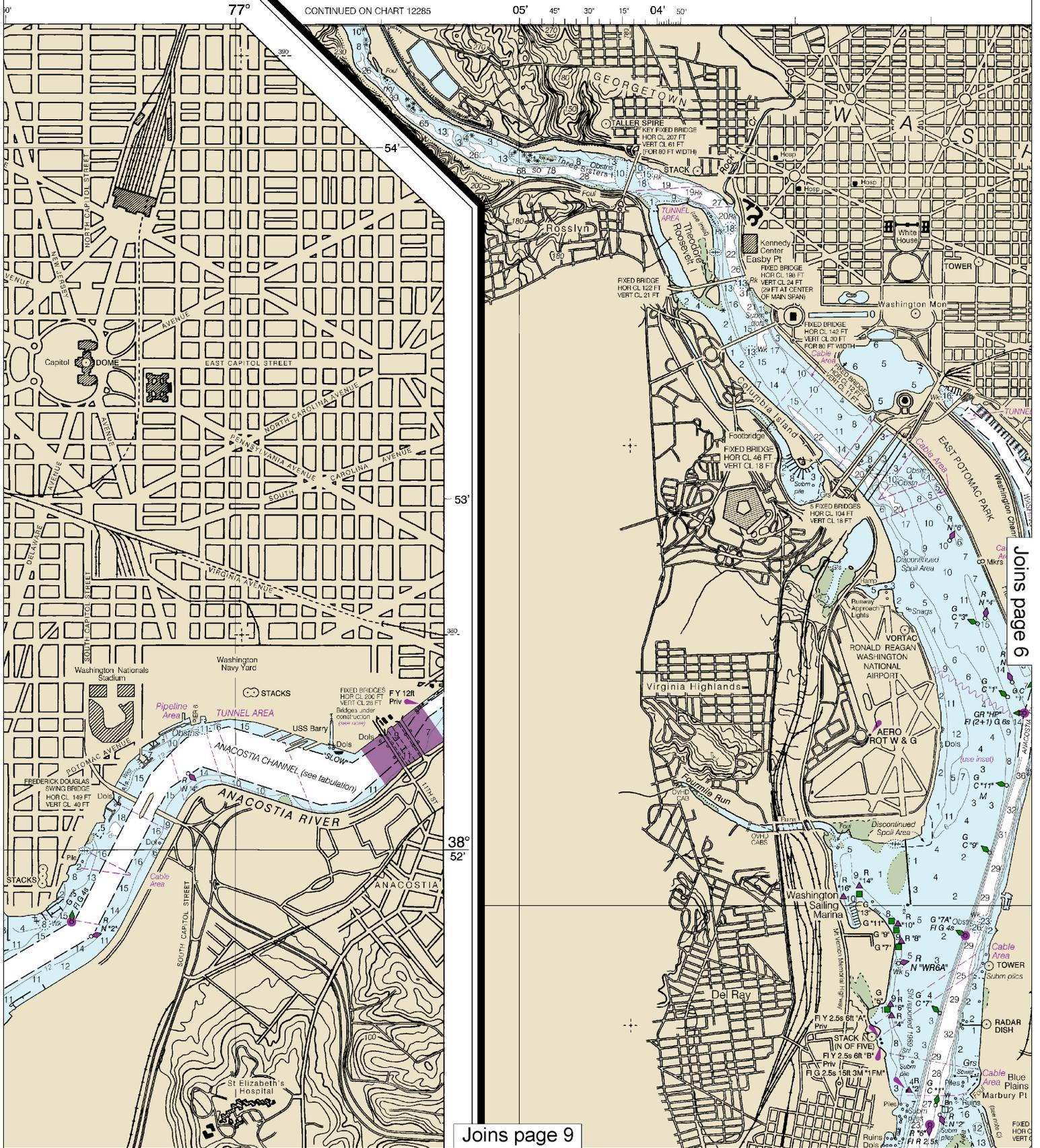
SCALE 1:40,000
Nautical Miles

See Note on page 5.

4

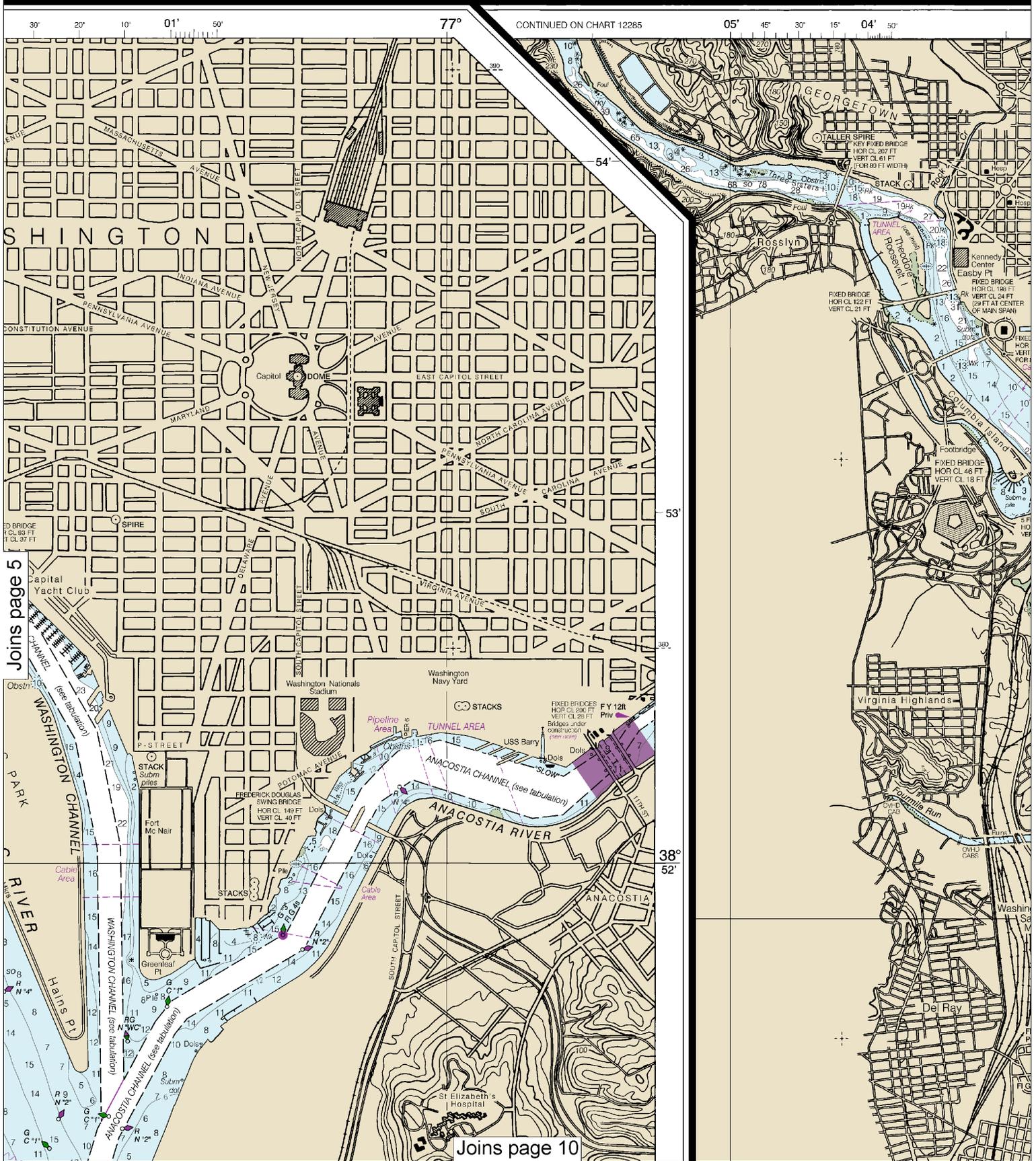
Note: Chart grid lines are aligned with true north.





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.





Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



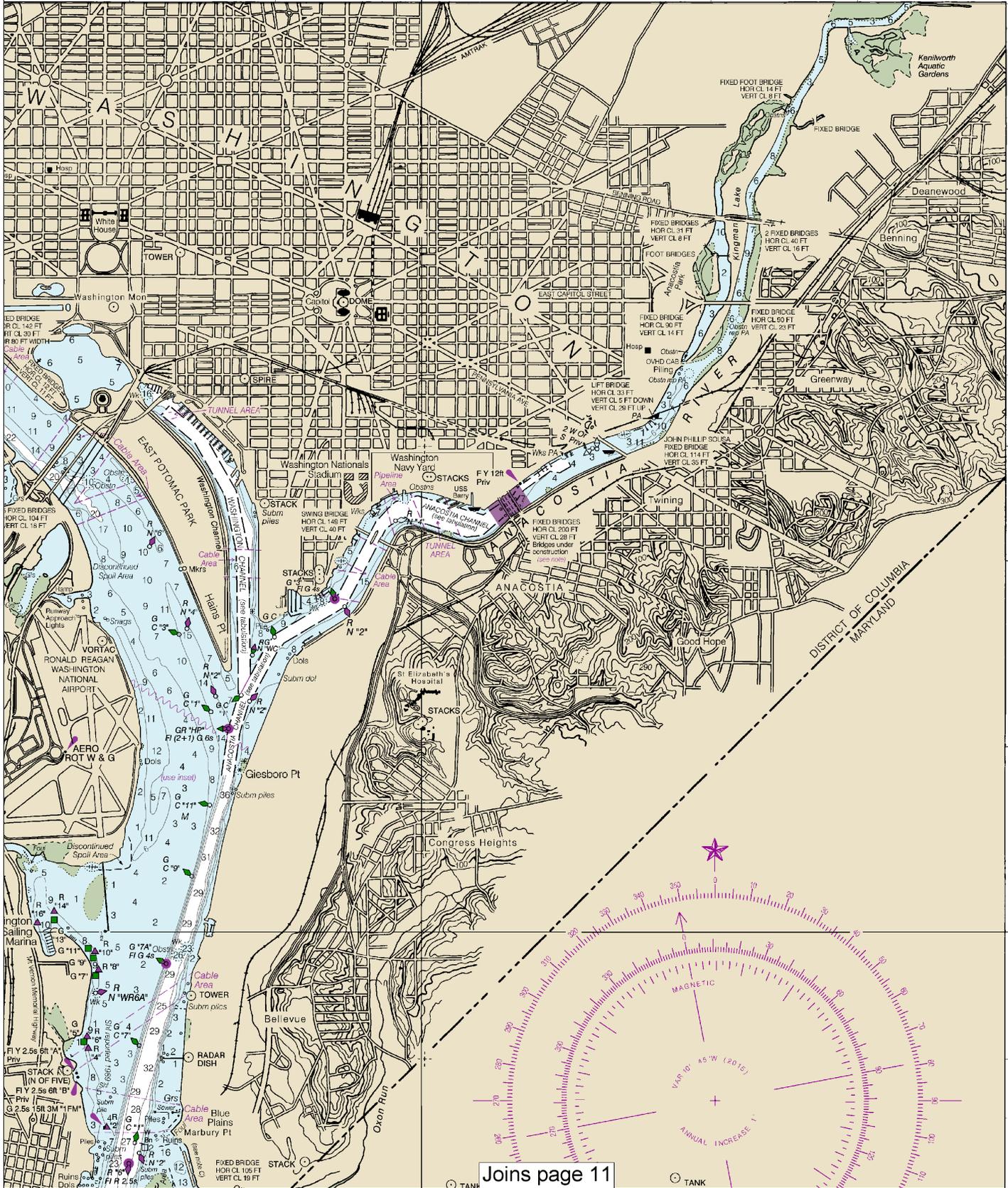
SOUNDINGS IN FEET

12289

CONTINUED ON CHART 12285

77°

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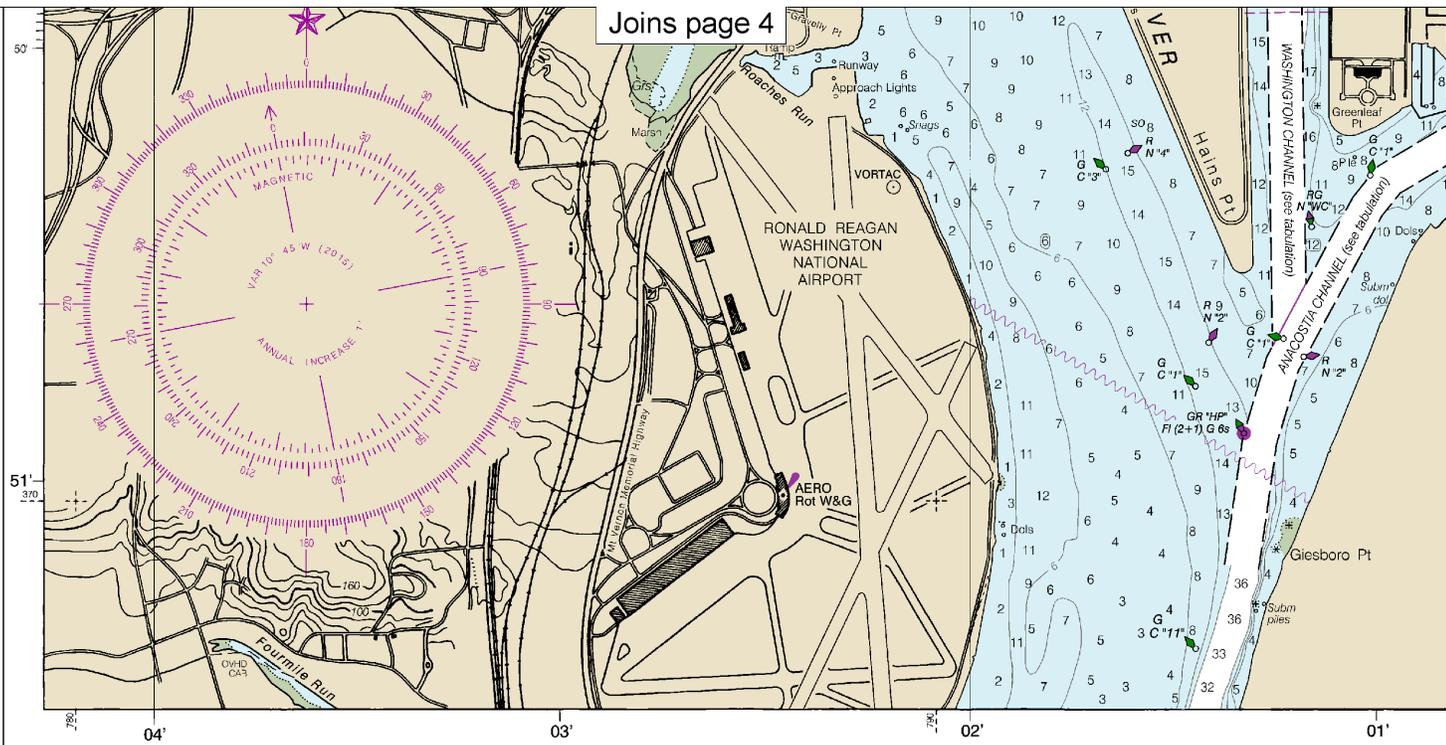


Joins page 11

51st Ed., Aug. 2015. Last Correction: 12/13/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016)

7

Joins page 4



Joins page 12

SCALE 1:40,000
Nautical Miles



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.

Joins page 12

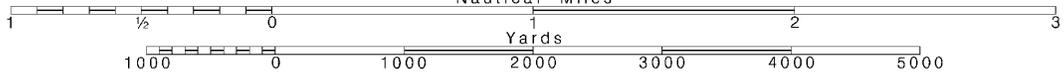


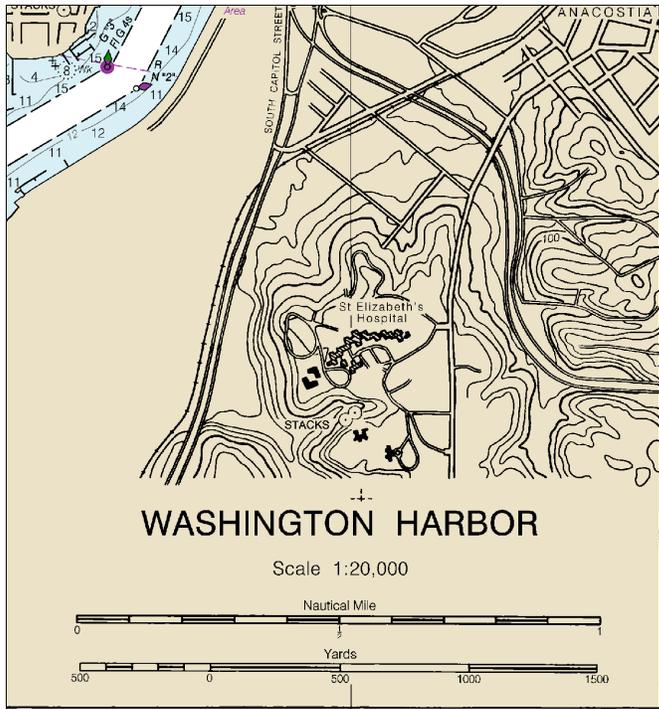
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

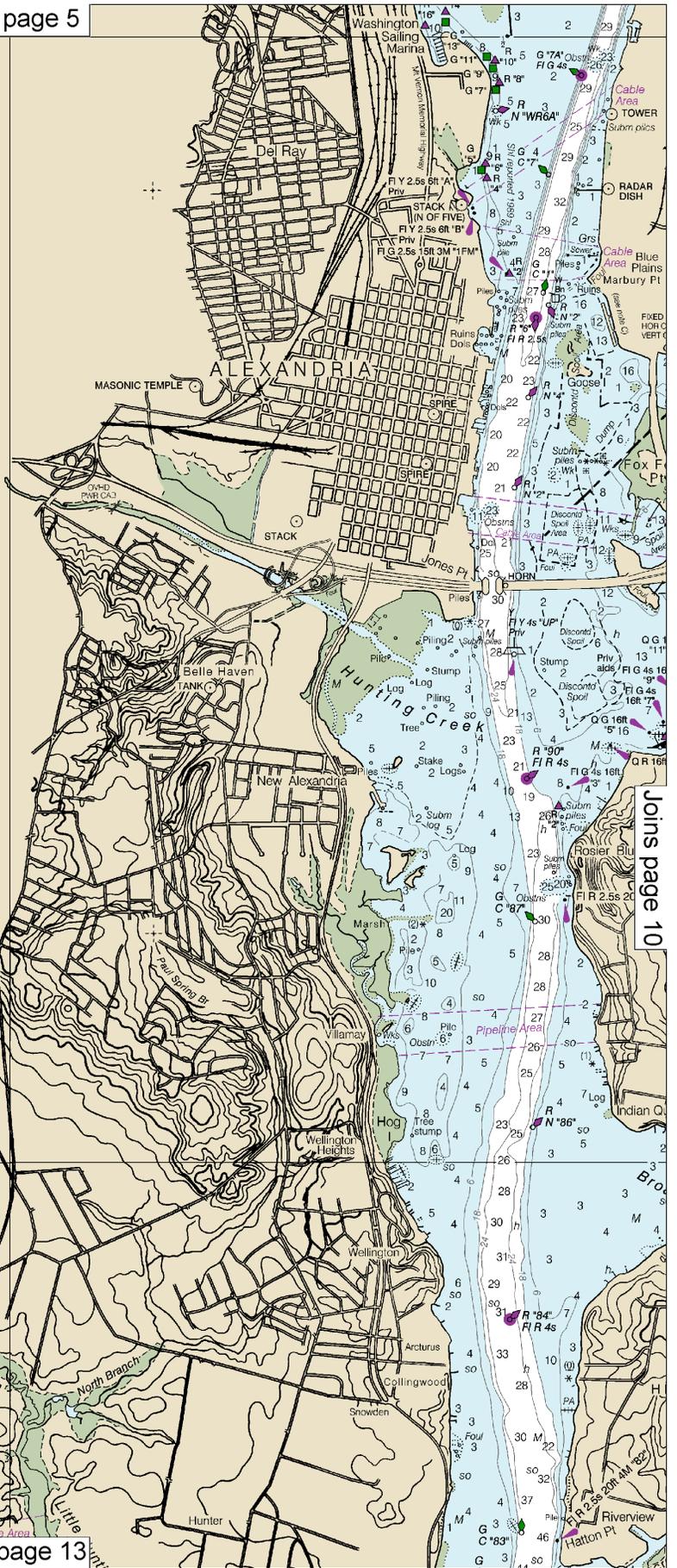
SCALE 1:40,000
Nautical Miles

See Note on page 5.

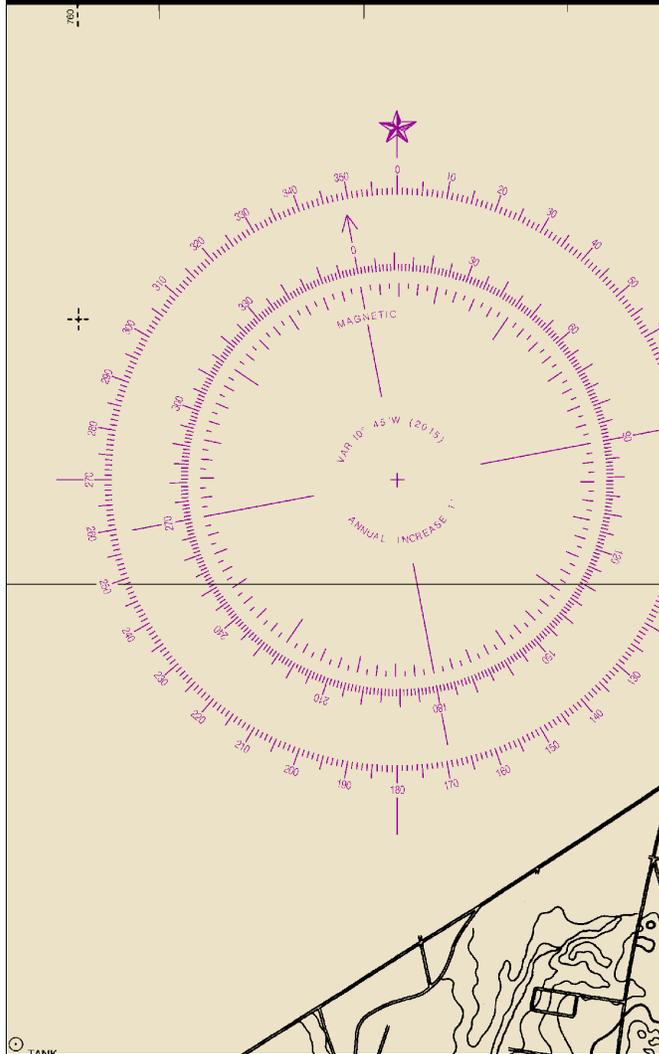


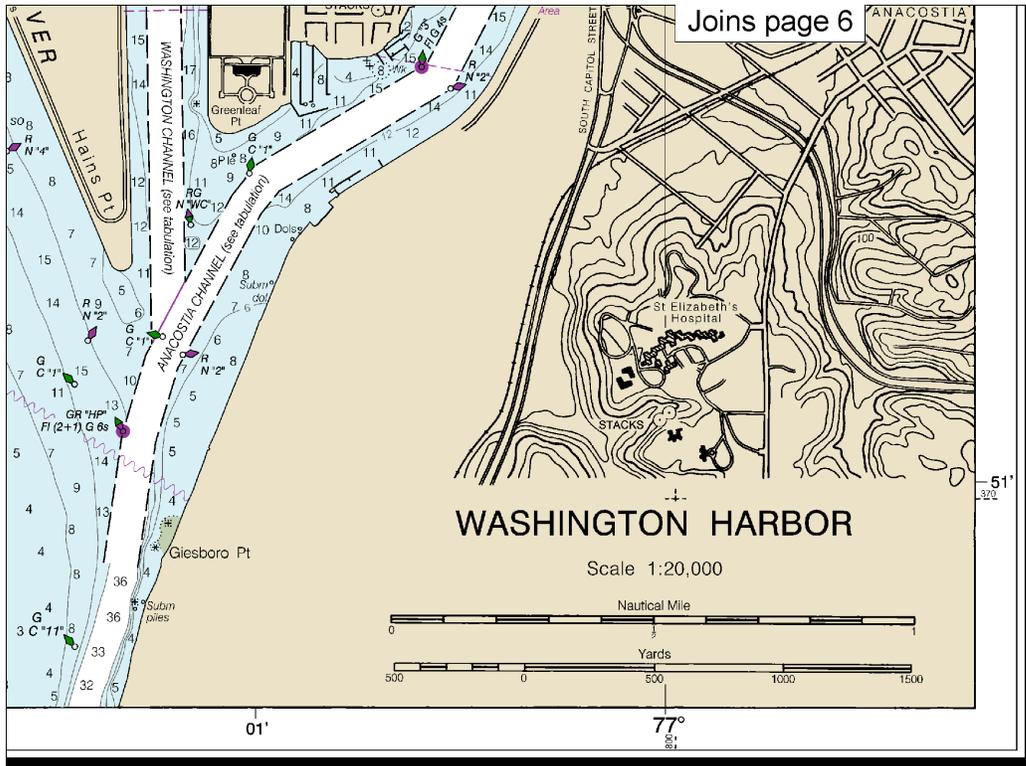


Joins page 5

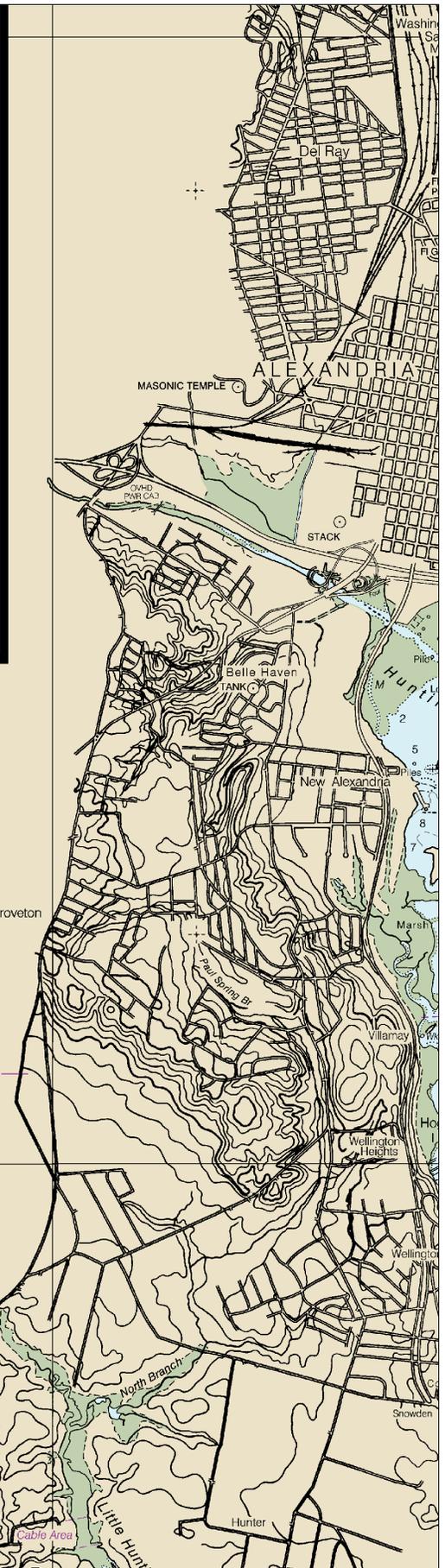


Joins page 10

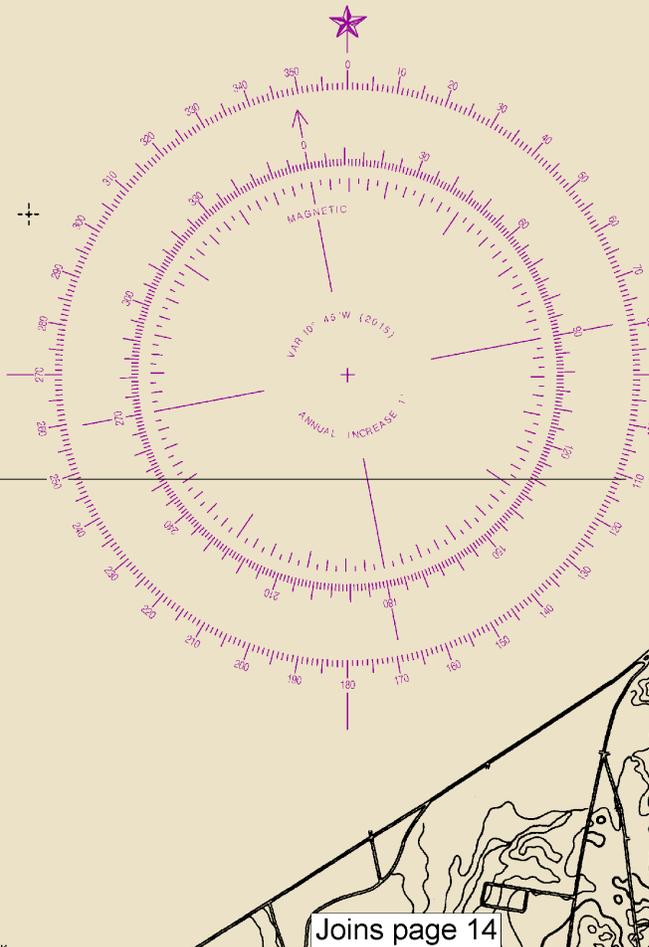




Joins page 6



Joins page 9



Joins page 14

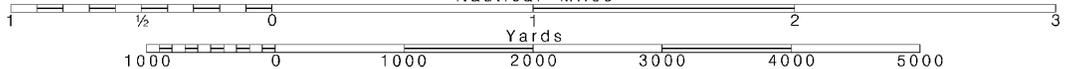
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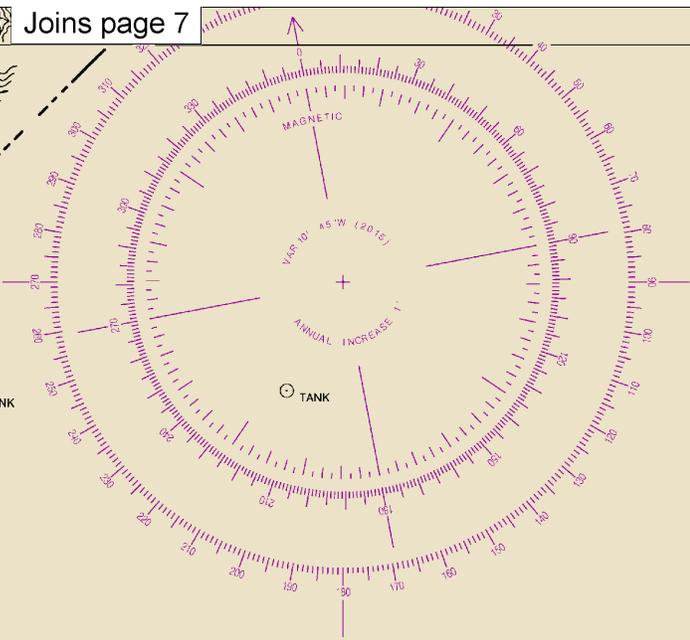
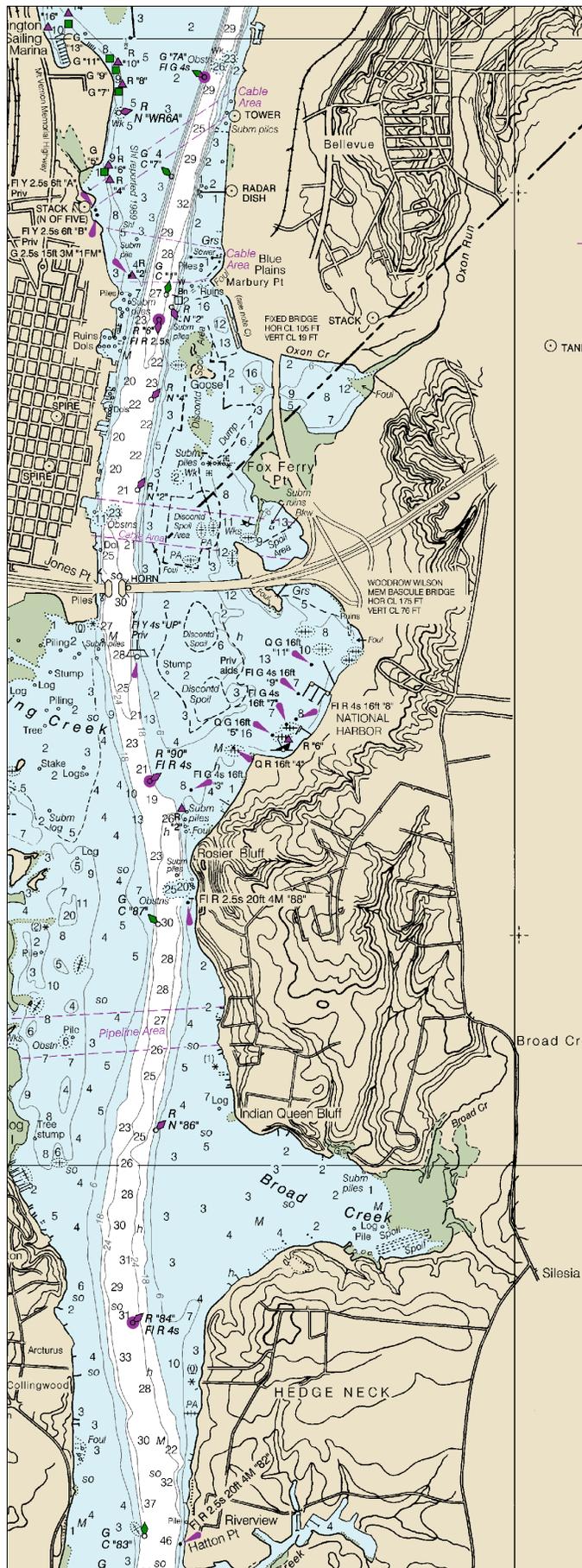
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





ANACOSTIA AND WASHINGTON CHANNEL DEPTHS
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2015
 AND SURVEYS TO OCT 2015

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
ANACOSTIA CHANNEL	6.0	4.0	4.0	10-15	400	3.0	24
WASHINGTON CHANNEL	9.0	11.0	11.0	10-15	400	2.0	24

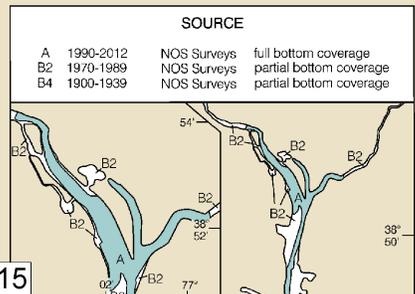
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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.

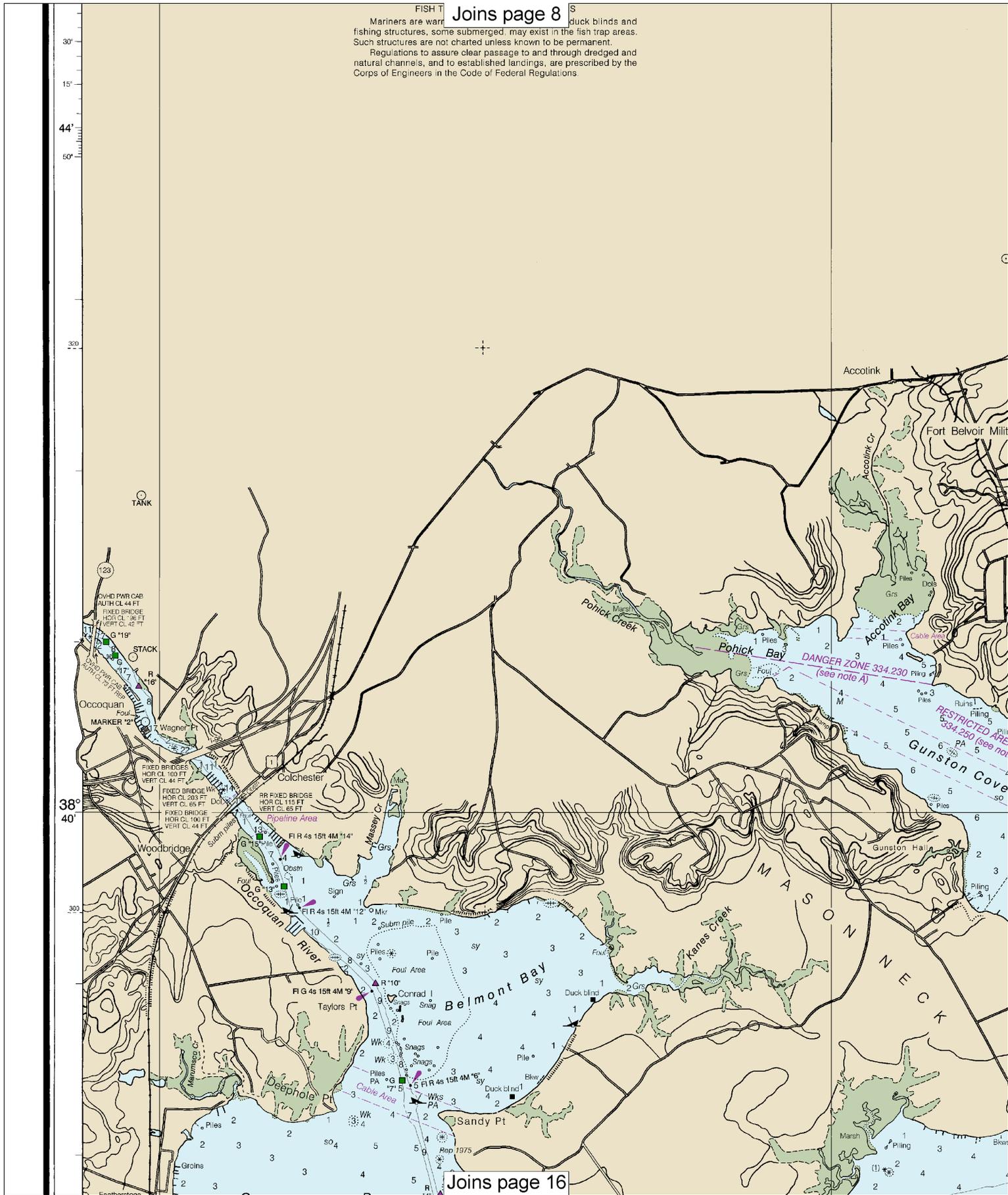
NOTE C
 Numerous private buoys mark channel and basin at Marbury Point.

CAUTION
 Fixed and floating obstructions, some submerged, may exist within the magenta tinted 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 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.



FISH T Joins page 8 S
 Mariners are warned 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.



Joins page 16

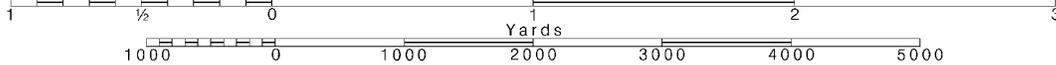
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

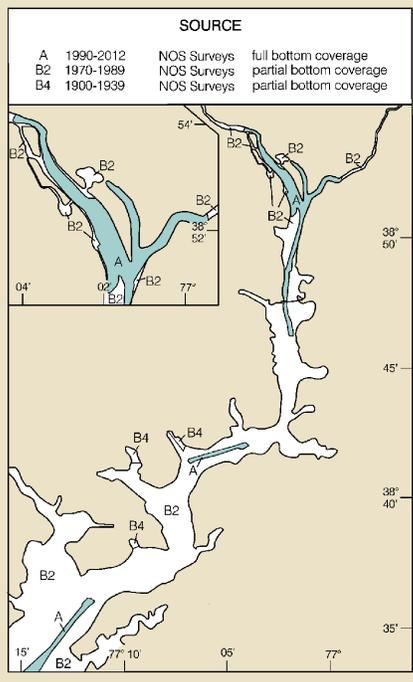
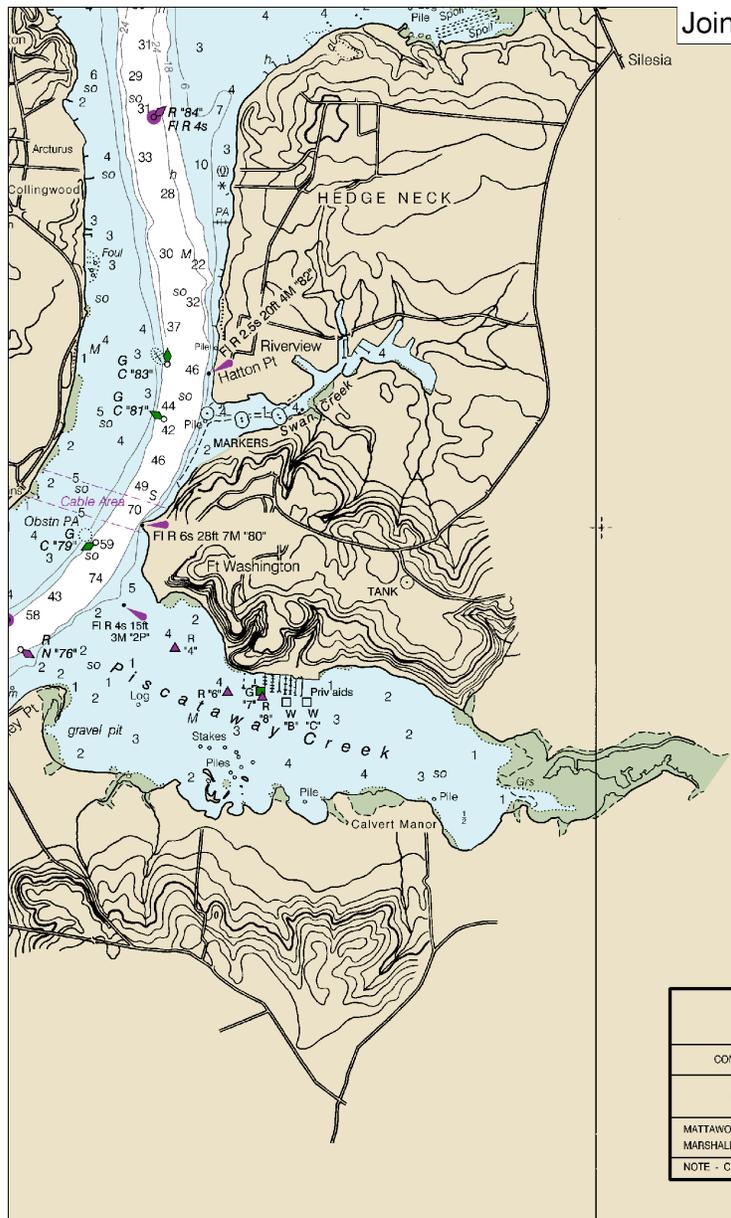
See Note on page 5.





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Unshaded areas represent the limits of the most recent hydrographic 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.



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.

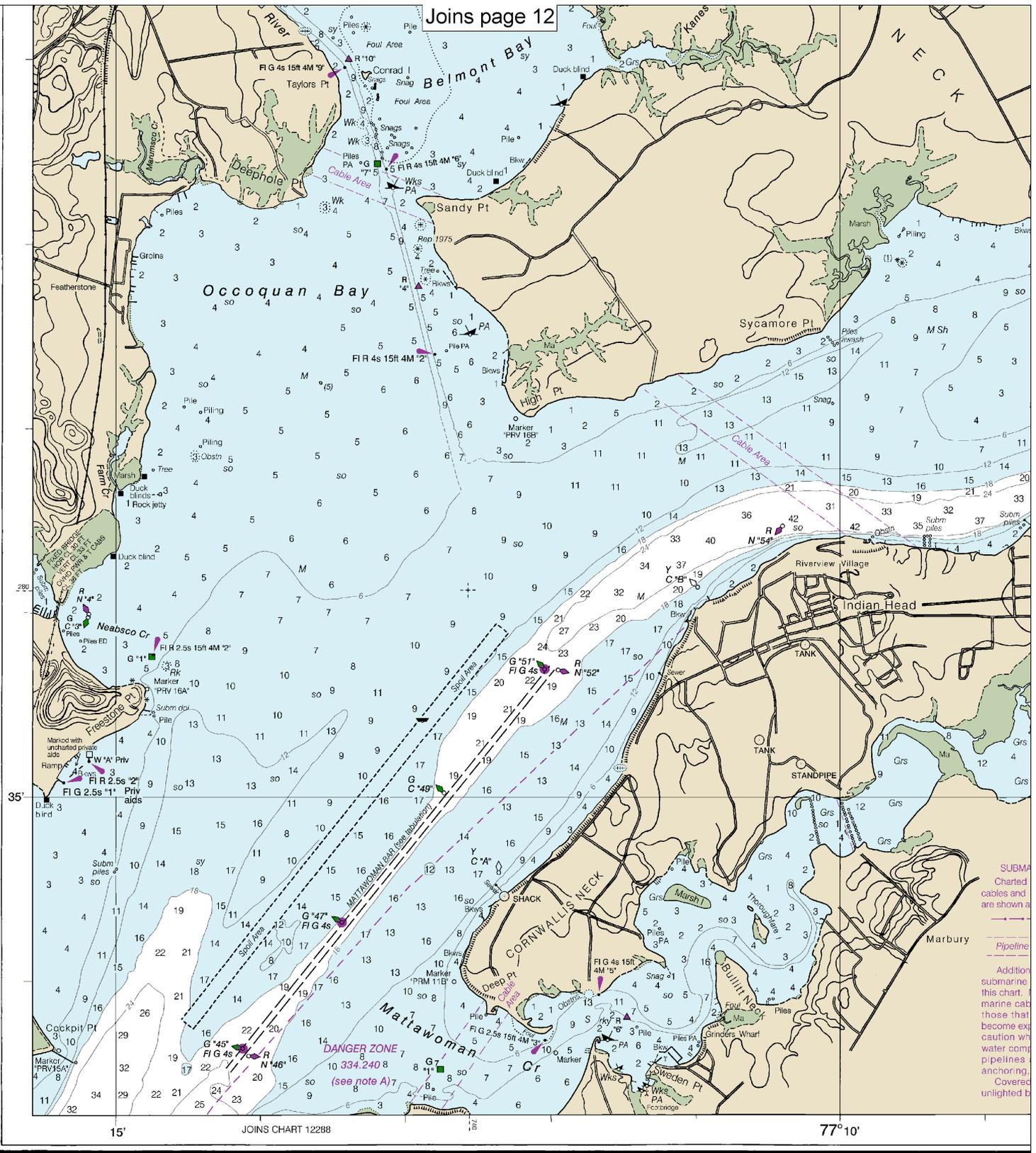
POTOMAC RIVER CHANNEL DEPTHS
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2014
 AND SURVEYS TO JUL 2014

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
MATTAWOMAN BAR	19.0	19.0	20.0	7-14	200	3.0	24
MARSHALL HALL BAR	23.0	23.0	24.0	7-14	200	2.0	24

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.



UNITED STATES - EAST COAST
 MARYLAND - VIRGINIA - DISTRICT OF COLUMBIA
POTOMAC RIVER
 MATTAWOMAN CREEK TO GEORGETOWN



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51st Ed., Aug. 2015. Last Correction: 12/13/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016)

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.

SOUND

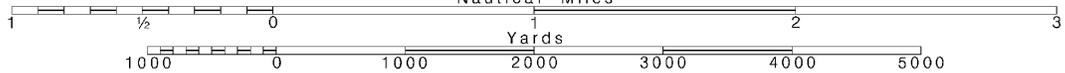
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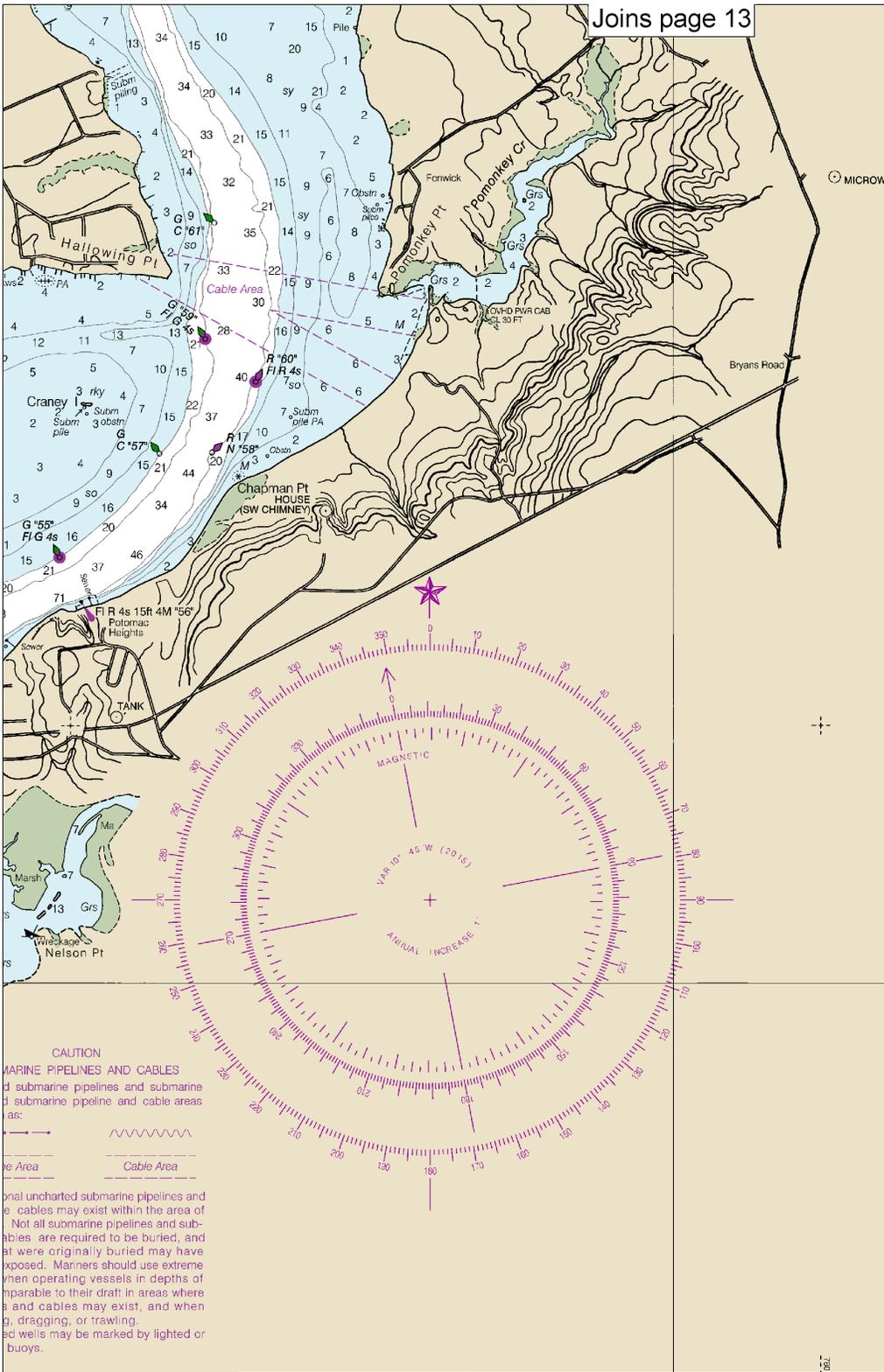
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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.

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 0.407' northward and 1.079' eastward to agree with this chart.

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.

Baltimore, MD	KEC-83	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).

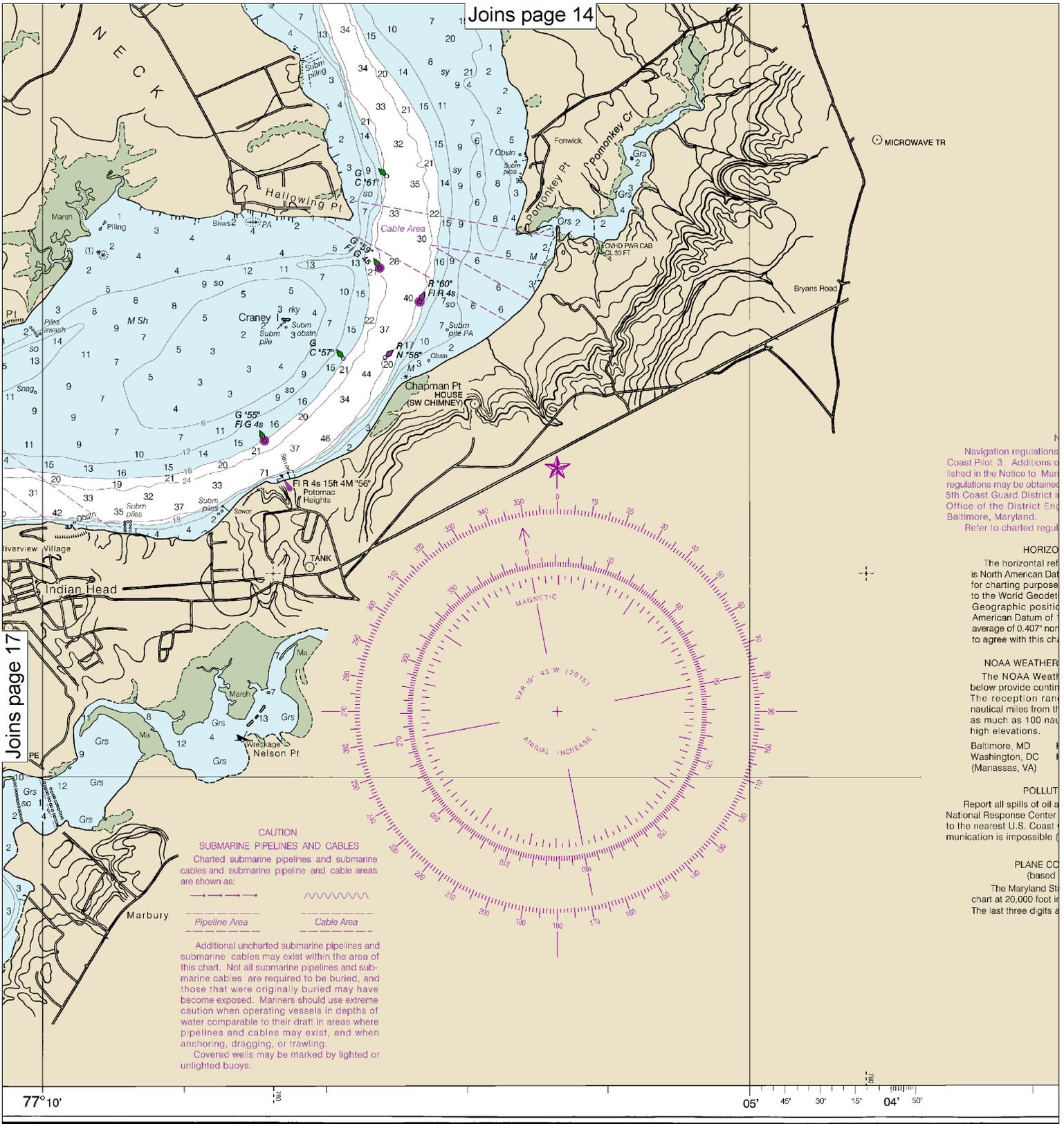
PLANE COORDINATE GRID
 (based on NAD 1927)
 The Maryland State Grid is indicated on this chart at 20,000 foot intervals thus: .
 The last three digits are omitted.

CAUTION
MARINE PIPELINES AND CABLES
 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 dredging, dragging, or trawling. Lighted wells may be marked by lighted or unlighted buoys.

DEPTHS IN FEET

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

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16



Navigation regulations
 Coast Pilot 3. Additions of
 lished in the Notice to Mar
 regulations may be obtained
 5th Coast Guard District in
 Office of the District Eng
 Baltimore, Maryland.
 Refer to charted regul

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 Baltimore, MD
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CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine
 cables and submarine pipeline and cable areas
 are shown as:
 Pipeline Area Cable Area
 Additional uncharted submarine pipelines and
 submarine cables may exist within the area of
 this chart. Not all submarine pipelines and sub-
 marine 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.

SOUNDINGS IN FEET

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

FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6

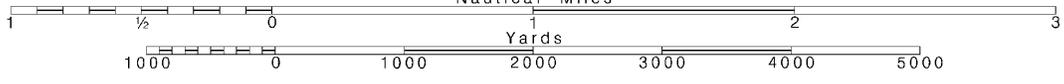
al-Intelligence
 ates shown in
 the lower left

Note: Chart grid
 lines are aligned
 with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
MARYLAND - VIRGINIA - DISTRICT OF COLUMBIA

POTOMAC RIVER
MATTAWOMAN CREEK TO GEORGETOWN

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

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.

NOTE A
This chart is published in Chapter 2, U.S. Sailing Directions, or revisions to Chapter 2 are published in the U.S. Sailing Directions. Information concerning the chart should be obtained at the Office of the Commander, U.S. Coast Guard, in Portsmouth, Virginia or at the District Engineer, Corps of Engineers in Washington, D.C. See the publication section numbers.

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Indian Head	(38°36'N/77°11'W)	2.1	1.9	0.1
Marshal Hall	(38°41'N/77°06'W)	2.6	2.4	0.1
Alexandria	(38°48'N/77°02'W)	3.0	2.8	0.2
Washington	(38°52'N/77°01'W)	3.2	2.9	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>. (Jun 2015)

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 | Is 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 | M/CRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |

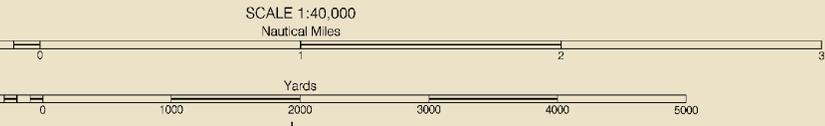
- Bottom characteristics:**
- | | | | | |
|--------------|-----------|---------|-------------|-----------|
| Bds boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Grs grass | M mud | S sand | sy sticky |

- Miscellaneous:**
- | | | | |
|-----------------------|-------------------------|----------------------|---------------|
| AUTH authorized | Obstr obstruction | PD position doubtful | Sum 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.

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.

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



77°

1006.3 X 710.1 mm

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

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.

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

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.

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.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

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.

VERTICAL DATUM
Reference datum of this chart is the datum of 1983 (NAD 83), which is considered equivalent to the datum of the World Geodetic System 1984 (WGS 84). Soundings referred to the North American Datum of 1927 must be corrected an amount of 1.079' eastward.

TR RADIO BROADCASTS
Other Radio stations listed in this chart are for weather broadcasts. The frequency is typically 20 to 40 MHz above the antenna site, but can be up to 100 nautical miles for stations at sea.

- KEC-83 162.400 MHz
- KHB-36 162.550 MHz

HAZARDOUS SUBSTANCES
and hazardous substances to the public are listed in this chart. For information on how to report a spill, call 1-800-424-8902 (toll free), or contact your nearest Coast Guard facility if telephone communication is not possible (33 CFR 153).

COORDINATE GRID
The coordinate grid is based on NAD 1927. The State Grid is indicated on this chart by dashed lines. Intervals are omitted where they are not shown.

7	8	9	10	11	12	13	14	15	16	17									
42	48	54	60	66	72	78	84	90	96	102									
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Potomac River, Mattawoman Creek to Georgetown
SOUNDINGS IN FEET - SCALE 1:40,000

12289



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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