THE NATION'S CHARTMAKER SINCE 1807

NAUTICAL CHART 12285

POTOMAC RIVER

WASHINGTON, DC
MARYLAND
VIRGINIA

PUBLIC BOATING INSTRUCTION PROGRAMS

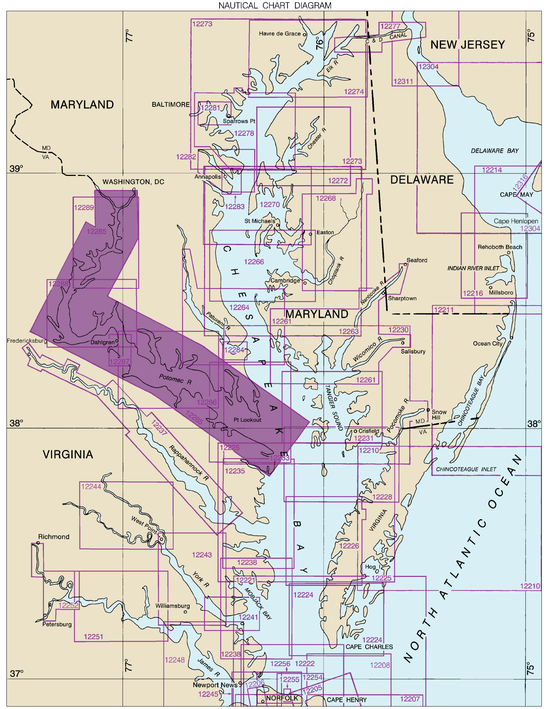
The United States Power Squadron and U.S. Coast Guard Auxiliary, national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, North Carolina 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.

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

NAUTICAL CHART DIAGRAM



12285

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Point Lookout	(38°02'N/76°19'W)	1.5	1.4	0.2
Piney Point	(38°08'N/76°32'W)	1.6	1.5	0.1
Colton Point	(38°13'N/76°45'W)	2.1	1.9	0.1
Riverside	(38°23'N/77°10'W)	1.5	1.4	0.1
Indian Head	(38°36'N/77°11'W)	2.1	1.9	0.1
Alexandria	(38°48'N/77°02'W)	3.0	2.8	0.2
Marshall Hall	(38°41'N/77°06'W)	2.6	2.4	0.1
Washington Channel	(38°52'N/77°01'W)	3.2	2.9	0.1
Quantico	(38°31'N/77°17'W)	1.6	1.5	0.1
Aquia Creek	(38°25'N/77°21'W)	1.5	1.4	0.1
Mathias Point	(38°24'N/77°03'W)	1.4	1.3	0.1
Colonial Beach	(38°15'N/76°58'W)	1.9	1.8	0.1
Ragged Point	(38°08'N/76°37'W)	1.7	1.6	0.1
Lewisetta	(38°00'N/76°28'W)	1.5	1.4	0.1
Bladensburg	(38°56'N/76°56'W)	3.3	3.1	0.2
Washington Navy Yard	(38°52'N/77°00'W)	3.2	3.0	0.2
Kenilworth Aquatic Garden	(38°55'N/76°57'W)	3.3	3.1	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.

(Apr 2015)

SCALE 1:80,000
Statute Miles

U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION NATIONAL OCEAN SERVICE

12285

Disclaimer: 2015 Print on Demand (POD) products are derived from the official NOAA raster navigational charts. Any modifications to the official NOAA raster navigational charts made by POD providers are not reflected in the POD product. Mariners should consult the latest edition of the official NOAA raster navigational chart for the most current information.

42nd Ed., Aug. 2015. Last Correction: 12/2/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).

If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

This chart was distributed as a PDF (Portable Document Format). Printing PDFs may alter the chart scale, color, or legibility that may impact suitability for navigation. Printed charts provided by NOAA certified Print on Demand (POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod

KMPP 354

12285

POTOMAC RIVER

Numerous markers, established and maintained by the Potomac River Fisheries Commission, mark the Maryland and Virginia jurisdictional fishing boundaries.

The markers display identifying letters "PRM" and "PRV" and numbers.

Pump-out facilities

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.

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).

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.

COURSES

Courses are TRUE and must be CORRECTED for any variation and compass deviation. The mileage figures on courses are International Nautical Miles and are indicated thus:

SCALE 1:80,000

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

CAUTION

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

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

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COURSES

Courses are TRUE and must be CORRECTED for any variation and compass deviation. The mileage figures on courses are International Nautical Miles and are indicated thus:

HARRY W. NICE BRIDGE

The center line of the main span is marked by a flashing red AERO obstruction light and a fixed green light surmounted by three fixed white lights mounted vertically 15 feet apart.

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).

POTOMAC RIVER

Numerous markers, established and maintained by the Potomac River Fisheries Commission, mark the Maryland and Virginia jurisdictional fishing boundaries.

The markers display identifying letters "PRM" and "PRV" and numbers.

AIDS TO NAVIGATION

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

Pump-out facilities

NOTE B

UNEXPLODED ORDNANCE

Unexploded ordnance may exist within the charted limits. River currents may have transported ordnance outside the areas shown.

NOTE D

UNEXPLODED ORDNANCE

Due to hazards of unexploded ordnance, no person or craft in the Middle Danger Zone shall approach closer than 100 yards to the shoreline of the Naval Surface Warfare Center, Dahlgren.

River currents may have transported ordnance outside the charted limits of the Middle Danger Zone.

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.

SPEED REGULATIONS

No vessel shall be propelled or operated at a greater rate than six statute miles per hour in the Potomac River upstream from the Arlington Memorial Bridge, in the Washington Channel upstream from Haines Point, in the Anacostia River upstream from Greenleaf Point to the Benning Road Bridge, nor within or bordering any of the anchorage areas; nor shall any vessel be propelled or operated at a greater rate than ten statute miles per hour when passing the wharf area of Alexandria, Virginia, except in case of emergency.

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

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (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.

NOTE D

Numerous private buoys mark channel and basin at Marbury Point.

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.

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.

CAUTION

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

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.

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.

POTOMAC RIVER

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Pump-out facilities

CAUTION

FISH TRAP AREAS AND STRUCTURES

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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.

NOTE A

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Refer to charted regulation section numbers.

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.

CAUTION

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

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

42nd Ed., Aug. 2015. Last Correction: 12/13/2016. Cleared through: LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016)

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NAUTICAL CHART 12285
POTOMAC RIVER
DISTRICT OF COLUMBIA
MARYLAND - VIRGINIA

THE NATION'S CHARTMAKER SINCE 1807

Mercator Projection
Scale 1:80,000

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.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS
Heights in feet above Mean High Water.

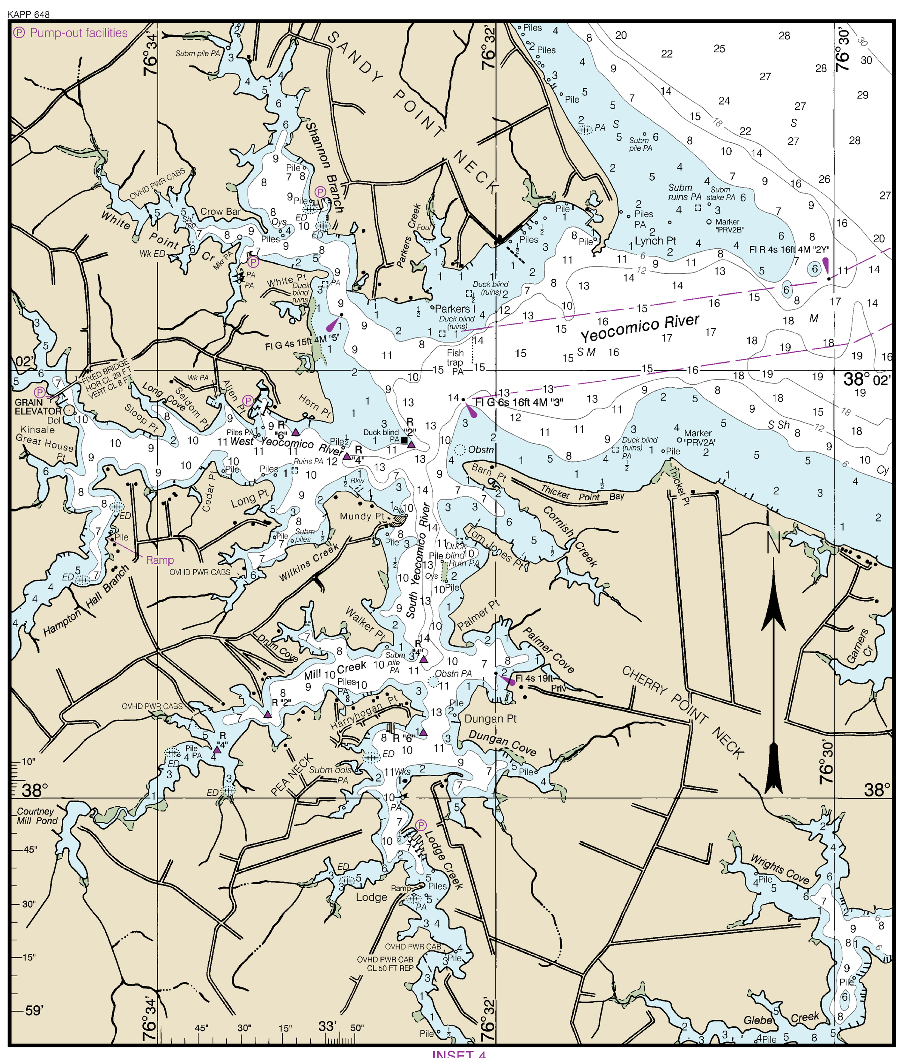
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

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.

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.

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

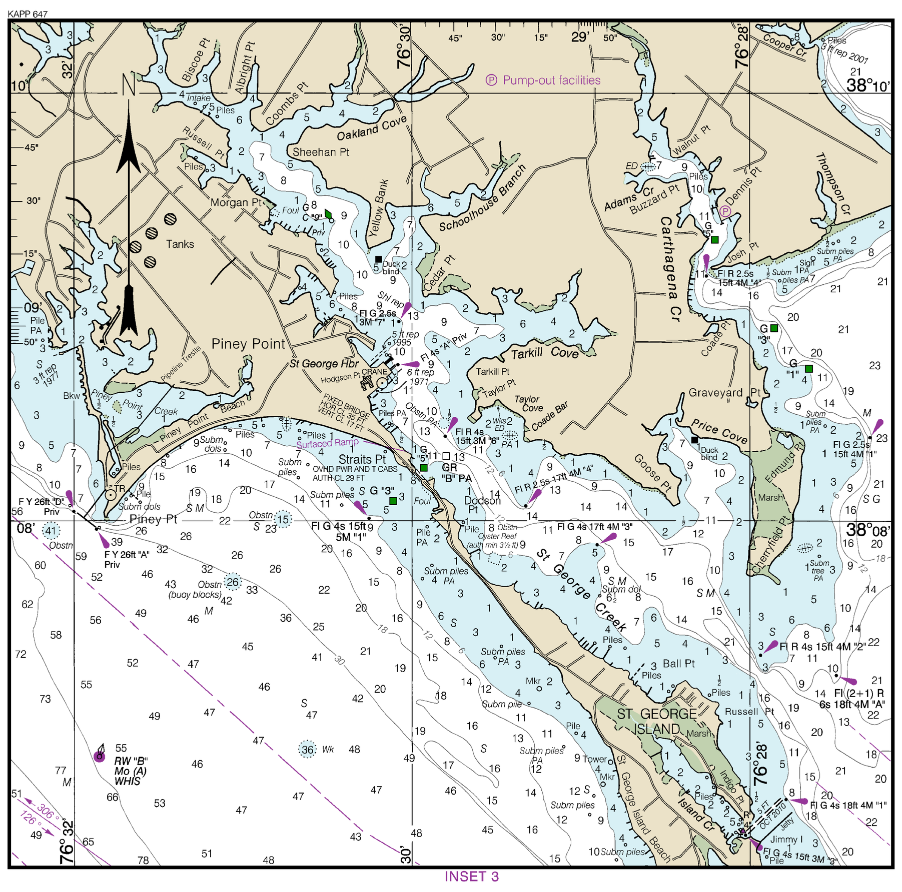
KAPP 648



INSET 4

SCALE 1:40,000
Nautical Miles
Yards

KAPP 647

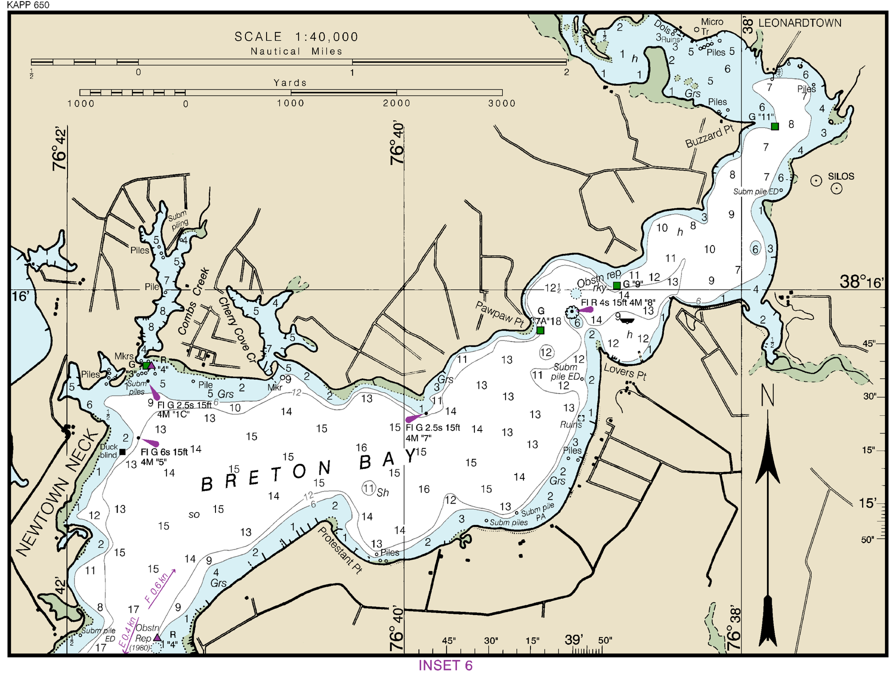


INSET 3

SCALE 1:40,000
Nautical Miles
Yards

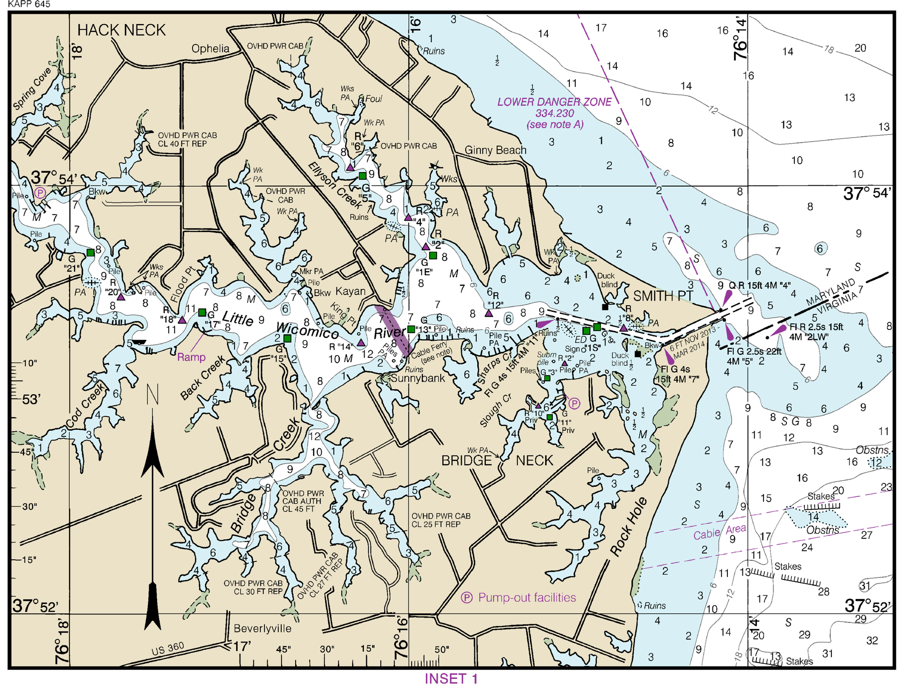
KAPP 650

SCALE 1:40,000
Nautical Miles
Yards



INSET 6

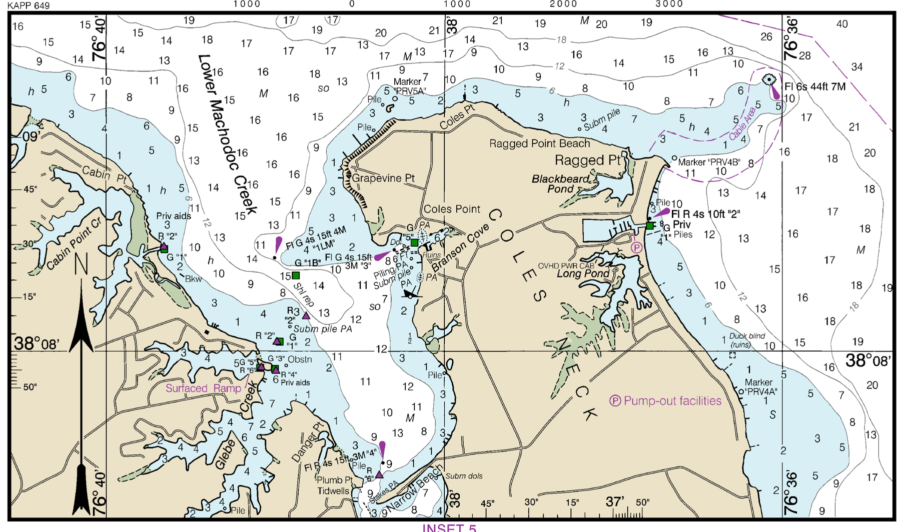
KAPP 645



INSET 1

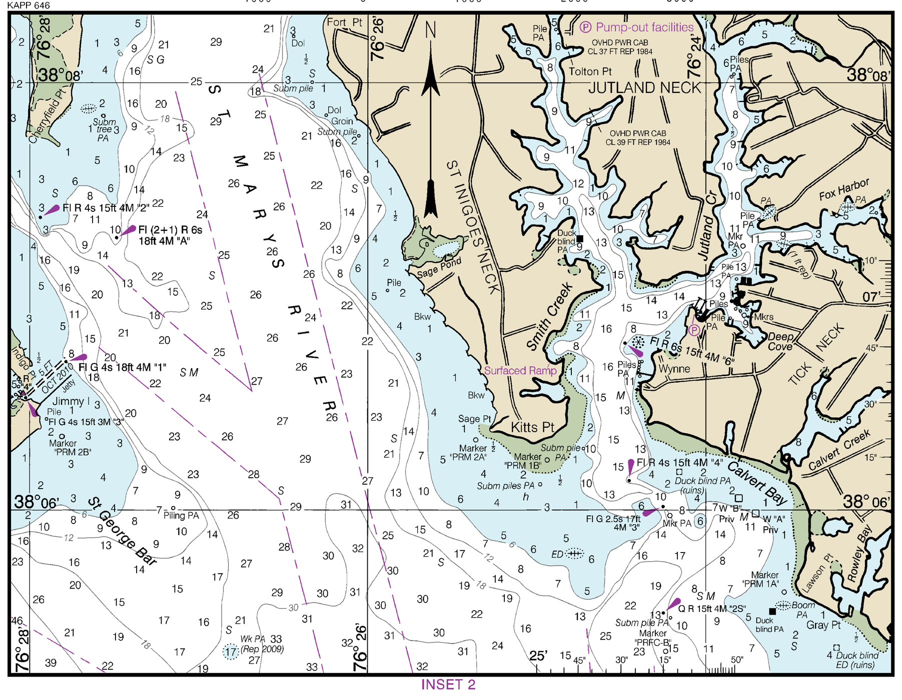
SCALE 1:40,000
Nautical Miles
Yards

KAPP 649



INSET 5

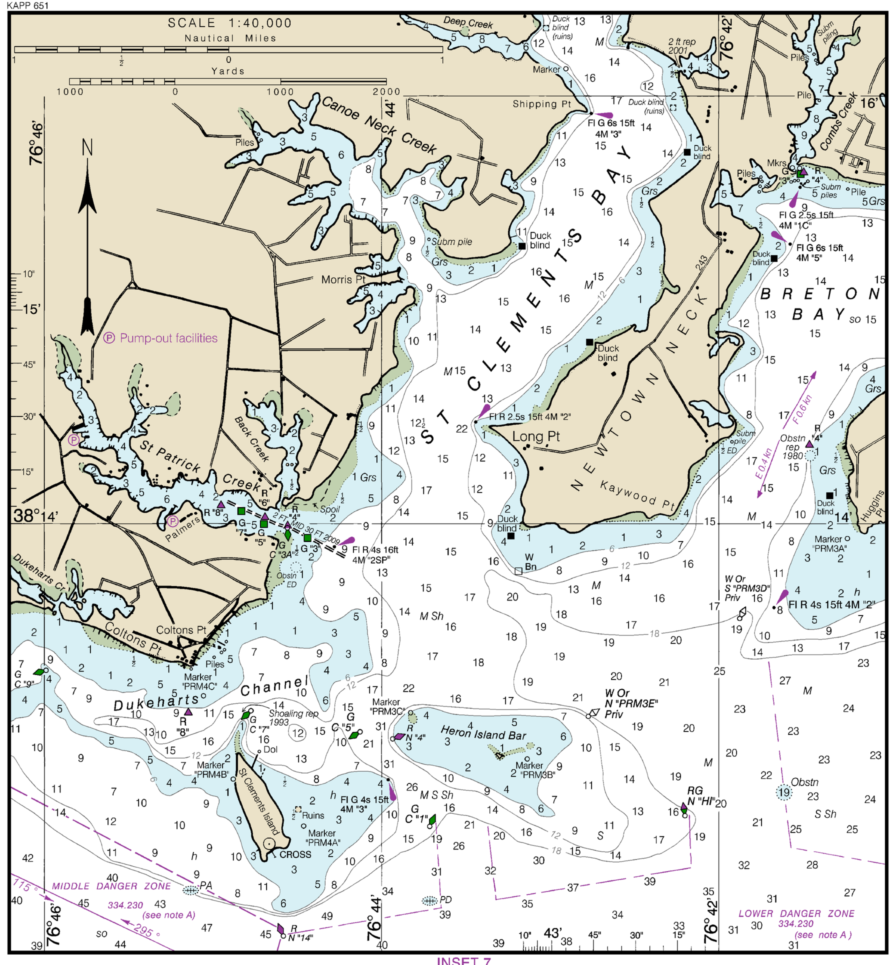
KAPP 646



INSET 2

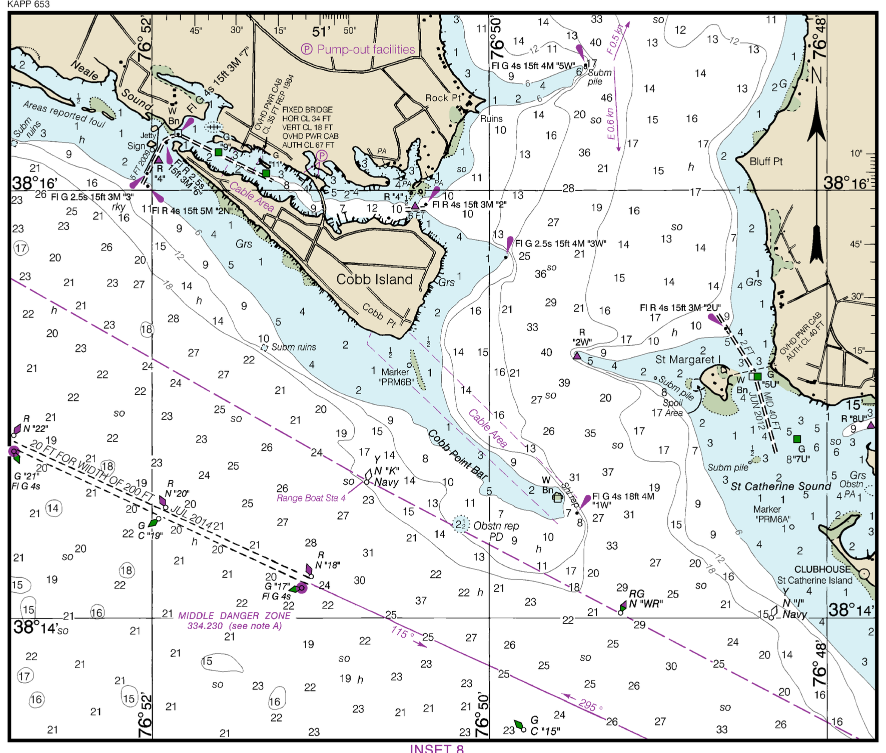
KAPP 651

SCALE 1:40,000
Nautical Miles
Yards



INSET 7

KAPP 653



INSET 8

SCALE 1:40,000
Nautical Miles
Yards

DETERMINATION OF WIND SPEED FROM SEA CONDITION

Wind Speed (knots)	Wind Description	Sea Conditions	Wind Force (Beaufort)	Probable Wave Height (feet)
0-1	Calm	Sea smooth and mirror-like.	0	-
1-3	Light air	Scale-like ripples without foam crests.	1	¼
4-6	Light breeze	Small, short wavelets; crests have a glassy appearance and do not break.	2	½
7-10	Gentle breeze	Large wavelets; some crests begin to break; foam of glassy appearance. Occasional white foam crests.	3	2
11-16	Moderate breeze	Small waves, becoming longer; fairly frequent white foam crests.	4	4
17-21	Fresh breeze	Moderate waves, taking a more pronounced long form; many white foam crests; there may be some spray.	5	6
22-27	Strong breeze	Large waves begin to form; white foam crests are more extensive everywhere; there may be some spray.	6	10
28-33	Near gale	Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind; spindrift begins.	7	14
34-40	Gale	Moderately high waves of greater length; edges of crests break into spindrift; foam is blown in well-marked streaks along the direction of the wind.	8	18

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

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

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

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQUENCY	BROADCAST TIMES
HEATHSVILLE, VA	WXM-57	162.40 MHz	24 HOURS DAILY
SALISBURY, MD	KEC-92	162.475 MHz	24 HOURS DAILY
WASHINGTON, DC (MANASSAS, VA)	KHB-36	162.55MHz	24 HOURS DAILY

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

	TELEPHONE	OFFICE HOURS
BALTIMORE, MD/ WASHINGTON, DC	*(703) 260-0107	24 HOURS DAILY
WAKEFIELD, VA	*(757) 899-4200	24 HOURS DAILY

*RECORDED

PUBLIC BOATING INSTRUCTION PROGRAMS
The United States Power Squadron and U.S. Coast Guard Auxilliary, 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, North Carolina 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.

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PLACE		Height referred to datum of soundings (MLLW)		
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Bladensburg	(38°56'N/76°56'W)	3.3	3.1	0.2
Washington Navy Yard	(38°52'N/77°00'W)	3.2	3.0	0.2
Kenilworth Aquatic Garden	(38°55'N/76°57'W)	3.3	3.1	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.
(Apr 2015)

CAUTION
WARNINGS CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small 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 0.423" northward and 1.116" eastward to agree with this chart.

DISTANCE OF THE HORIZON
The following table gives the distance, in nautical miles, of the visible horizon for various heights of the eye above sea level. The actual distance varies somewhat as refraction changes.

Height, feet	Nautical miles	Height, feet	Nautical miles	Height, feet	Nautical miles	Height, feet	Nautical miles	Height, feet	Nautical miles	Height, feet	Nautical miles
1	1.1	6	2.8	11	3.8	16	4.6	21	5.2	26	5.8
2	1.6	7	3.0	12	4.0	17	4.7	22	5.4	27	5.9
3	2.0	8	3.2	13	4.1	18	4.9	23	5.5	28	6.1
4	2.3	9	3.4	14	4.3	19	5.0	24	5.6	29	6.2
5	2.6	10	3.6	15	4.4	20	5.1	25	5.7	30	6.3

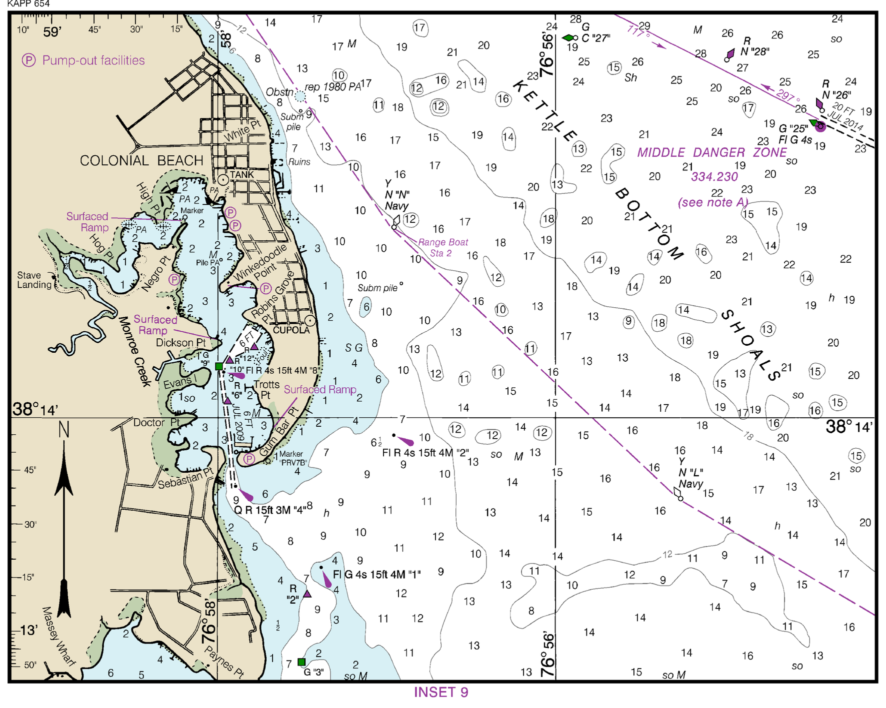
RULES OF THE ROAD
(ABRIDGED)
Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the 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."

SAFETY HINTS
1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

COURSES
Courses are TRUE and must be CORRECTED for any variation and compass deviation. The mileage figures on courses are International Nautical Miles and are indicated thus.

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.

KAPP 654



INSET 9

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 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.

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.

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) o(Approximate location)

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 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

Bottom characteristics:

Blds 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:

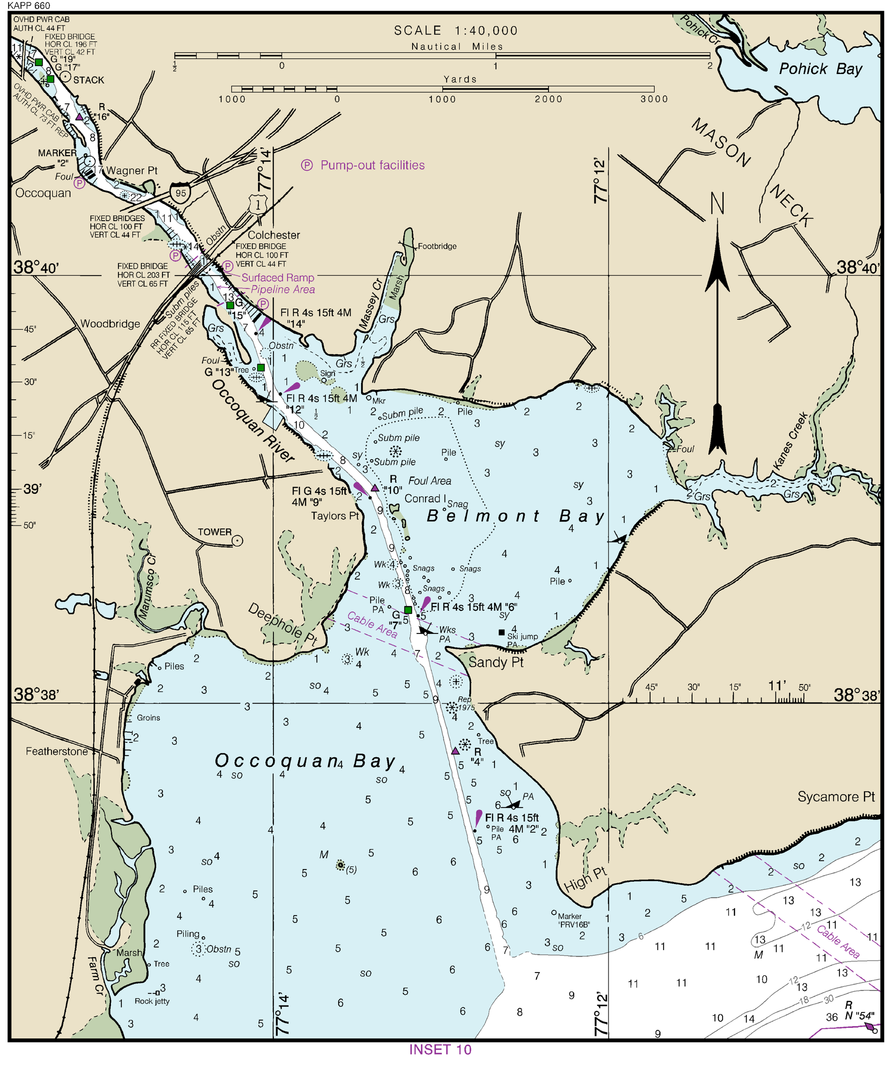
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21 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.

Currents: E 0.6 kn ebb current with average maximum velocity of 0.6 knot.
F 0.5 kn flood current with average maximum velocity of 0.5 knot.

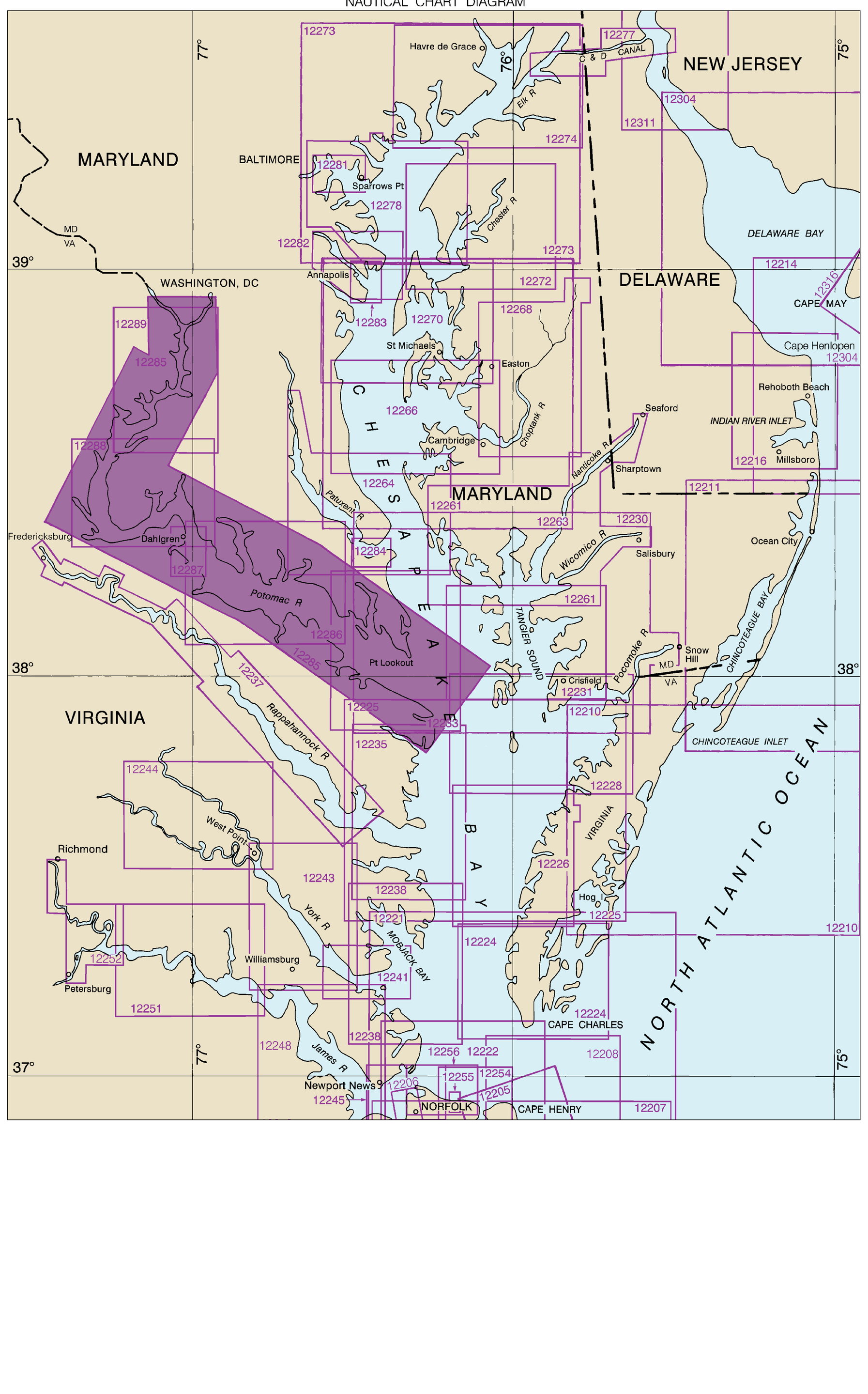
KAPP 660

SCALE 1:40,000
Nautical Miles
Yards



INSET 10

NAUTICAL CHART DIAGRAM



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