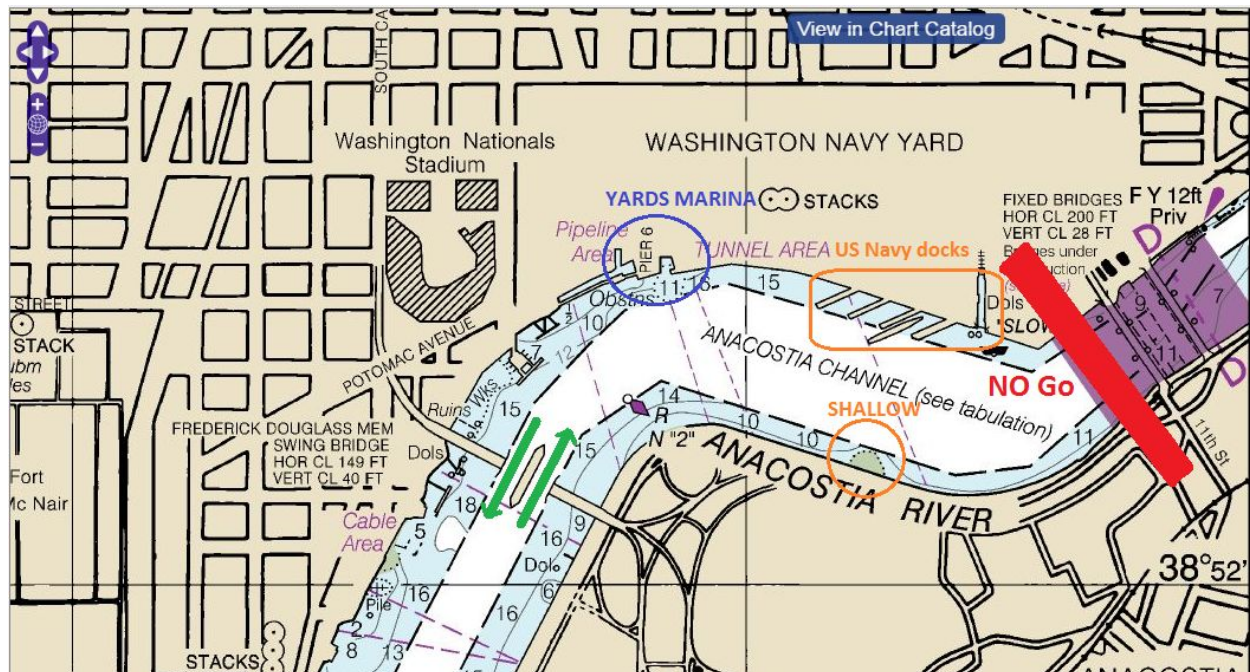


Anacostia Channel Familiarization Sheet

Situation: The 2016 SCOW Board is revising the cruiser boundary on the Anacostia Channel to allow passage underneath the Frederick Douglass Memorial Bridge and establishing a new boundary at the Martin Luther King Jr. Ave SE/ 11th St. Bridge. This document serves to inform skippers of important safety considerations and hazards unique to this area:

1. Pass underneath the center of the Frederick Douglass Memorial Swing bridge.
2. There is a shallow hazard on the Maryland/southern bank of the Anacostia Channel.
3. Stay clear of the US Navy docks.
4. Do not pass underneath the Martin Luther King Jr. Ave SE/ 11th St. Bridge.



(NOAA Chart 12285, 8/1/2015)

- **Frederick Douglass Memorial Swing Bridge**
 - Pass with caution underneath the center of the Frederick Douglas Memorial Bridge. Depths have not been explored outside the center of the bridge, and the clearance is lower the further you get away from the center of the bridge. There is limited visibility through the bridge. This is

an area with large volume of traffic by motorcraft, jetskis, and rental kayaks.

- The clearance under the bridge is 40 feet at mean higher high water (MHHW), and the tallest mast in our fleet (Rebecca) has been measured at 36.5 feet from the top of the mast to the waterline. The antennae is estimated to add another 1.5 feet. **Before passing underneath the bridge, check the gauge at the base of the bridge (see photograph below) to ensure that you have enough clearance for safe passage. Thirty-nine (39) feet is the limit. If the gauge reads less than 39 feet, passage is not permitted.**
- The tidal range (difference between high and low tide) at this location of the Potomac is approximately 3 feet. During normal river conditions that exist most of the time, clearance should be sufficient even during high tide. However, during times of higher water levels that may exist during/after heavy rainfall in the Potomac watershed, the clearance may be initially adequate (39 feet or greater) at a particular instance but as the tide rises become less than 39 feet, trapping the skipper and boat on the other side of the bridge until the tide lowers again. Thus, during times of higher than normal river levels, the skipper should consider at what point of the tide it is (low, high, in-between) and thus how much farther the water level will rise before proceeding under the bridge to avoid being trapped and late in returning the boat.
- **Hazard - Shallow area**
 - Skippers risk running aground in this area marked on the map. There is a drain visible on shore that can be used as a landmark warning you of this hazard. Watch your depth closely when you sail near here.
- **Hazard - Navy docks**

- Keep clear of the US Navy docks.
- **New Boundary - Martin Luther King Jr. Ave SE/ 11th St. Bridge**
 - Do not attempt to pass underneath this bridge. There is not enough clearance (only 28 ft).



- **Yards Marina**
 - Temporary docking available at Yards Marina. As of 2016, fee is \$20 for 4 hours, contact Yards Marina at 202-484-0309, Office@YardsMarina.com, or VHF Channel 16 during business hours.
- **SCOW bridge policy** - Use the motor underneath bridges.
 - “Cruising boats may be sailed upriver only to the 14th Street Bridge or the second bridge on the Anacostia River. Boats may be sailed as far downriver as the skipper pleases, provided that the boat can be returned on time. Boats must be motored under the Wilson Bridge and the

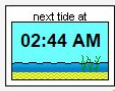
Frederick Douglass Memorial Bridge. The sails may be left up while motoring if steering will not be affected.” (SCOW Cruiser SIF, 2016).

- For first-time excursion, SCOW recommends contacting Joe Leoncio, River and Bay Director 2016, for safety briefing at 703-314-7583.
- **Checking/predicting the river lever and clearance via the Internet**
 - The nearest NOAA buoy reporting the water level is located in the Washington Channel and may be accessed using this address <https://tidesandcurrents.noaa.gov/stationhome.html?id=8594900>
 - It is not required to check the water level remotely before setting sail (as is the case with wind forecasts), but during periods of higher water levels, skippers wishing to determine in advance for the purposes of trip planning whether it will be possible to go under the bridge may use that NOAA website
 - The website by default reports the water level observation above MLLW (Mean Lower Low Water). The nominal bridge vertical clearance of 40 feet (listed on charts) is measured based on MHW (Mean High Water). The difference between MHW and MLLW is 2.94 feet. Therefore, a water level observation of 3.94 ft above MLLW approximately corresponds to a vertical clearance of 39 feet.

Washington, DC - Station ID: 8594900

Station Info	Today's Tides	Photos	Sensor Information	Observations	Directions and Map	Available Products
Established:	Nov 10, 1924					
Time Meridian:	75° W					
Present Installation:	Feb 22, 1995					
Date Removed:	N/A					
Water Level Max (ref MHHW):	7.88 ft. Oct 17, 1942					
Water Level Min (ref MLLW):	-5.05 ft. Feb 26, 1967					
Mean Range:	2.79 ft.					
Diurnal Range:	3.17 ft.					
Latitude	38° 52.4' N					
Longitude	77° 1.3' W					
NOAA Chart#:	12289					
Met Site Elevation:	7.1 ft. above MSL					

Today's Tides (LST/LDT)



next tide at
02:44 AM

1:49 AM	low	0.1 ft.
7:16 AM	high	3.5 ft.
2:40 PM	low	0.0 ft.
7:50 PM	high	3.1 ft.

Predicted water levels above MLLW, actual water levels may differ

Observations

Water Levels
2.11ft.
above MLLW
as of 08/01/2016 17:18 LST/LDT

