

# BookletChart™

## Norfolk Harbor and Elizabeth River

NOAA Chart 12253

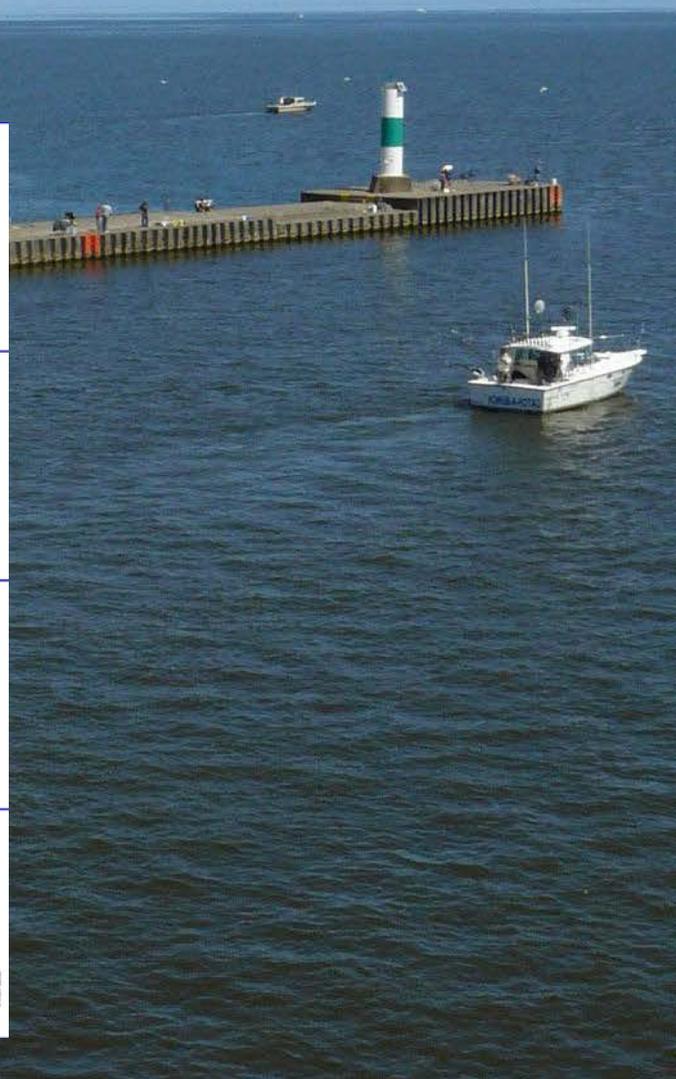
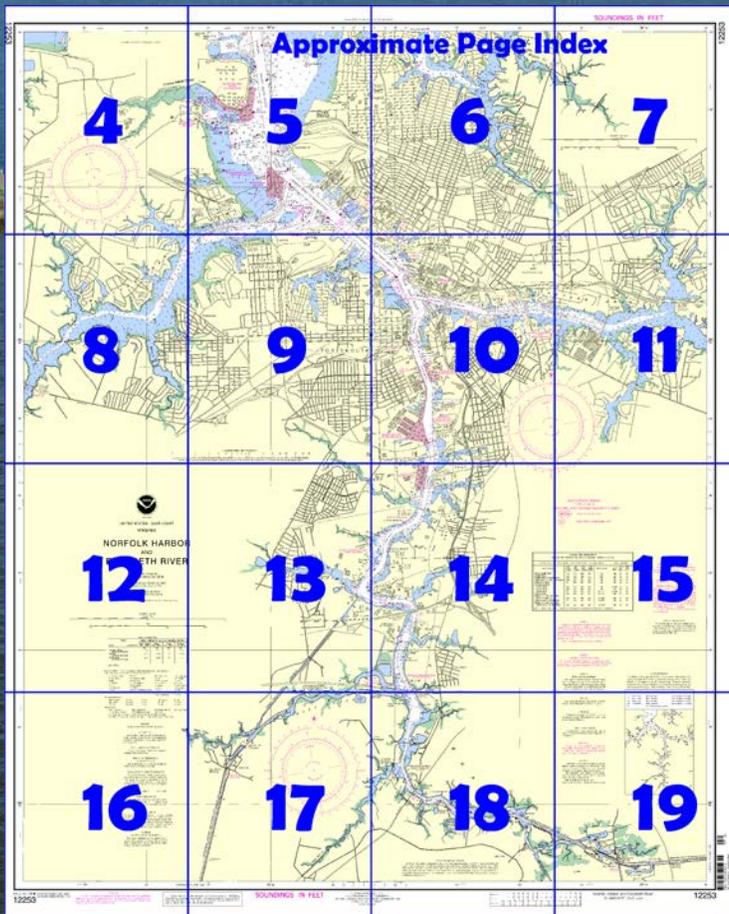


*A reduced-scale NOAA nautical chart for small boaters*

*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](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

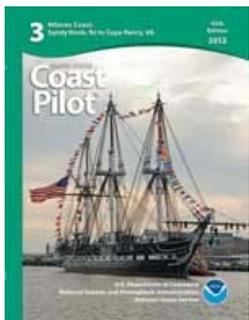
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12253>



**(Selected Excerpts from Coast Pilot)**

**Craney Island.** The offshore wharf and piers are used only by Government vessels. Two daybeacons off the northeast end of Craney Island mark submerged rocks. A submerged water main crosses from Craney Island to the north side of Lamberts Point; vessels are not to anchor in the vicinity of the lighted range that marks the crossing. **Portsmouth Coast Guard Station** is on the west side of Craney Island Creek.

**Western Branch.** A marked channel leads

from the main channel in Elizabeth River for 4.5 miles upstream. In January 1998, the controlling depth was 17 feet (18 feet at midchannel) in the dredged channel to the first bridge, thence 16 feet (18 feet at

midchannel) to the head of the project about 0.25 mile above the first bridge; then about 7 feet could be carried to **Drum Point**, 0.5 mile above the third bridge.

A 540-foot lighted pier 1 mile above the entrance to Western Branch extends to the northern edge of the marked channel.

**West Norfolk** has a shipyard and small-craft facilities. Supplies, fuel, and slips are available.

A 280-foot fishing pier extends from the southeast shore about 1.4 miles above the Churchland bridges.

**Scott Creek** is entered through a channel, marked by daybeacons, which had a controlling depth of 8 feet. The channel leads to old fishing wharves now used by pleasure craft. A marina is on the point on the south side of the creek, about 0.9 mile above the channel entrance, and had a depth of 4 feet in the approach and alongside the piers. Berthage, electricity, water, ice, towing, and launching ramp.

**Hospital Point** is the site of a U.S. Naval Hospital. The main hospital building is visible for many miles.

**Norfolk.** The midpoint of the downtown section can be taken as the **City Wharf** at the foot of West Main Street. City Wharf has depths of 15 feet at the face, but is in poor condition. The wharves northwest and southwest of West Main Street have depths of 14 to 20 feet alongside.

**Smith Creek** has entrance depths of about 3 feet with deeper water inside, but the entrance is restricted by a highway bridge with a clearance of 13 feet. **Small-craft anchorages** are in Smith Creek.

**Waterside** is in the downtown area of **Point**. A municipal marina has depths of about 16 feet at the entrance, inside the marina, and alongside the berths. Transient berths are available year-round. A sewage pump-out station is at the marina. Electricity is at the berths; ice and provisions are available nearby. The marina staff monitors VHF-FM channels 16 and 68.

Above the Norfolk Southern Railway Bridge, the natural channel has depths of 10 to 18 feet to the forks 3.3 miles from the entrance, and usually is marked by bush stakes.

Downtown Norfolk is on the north side of Eastern Branch, and is on the south side. Traffic is fairly heavy as far as Campostella Bridge. Depths at most of the piers on both sides of the branch range from 14 to 25 feet.

**Southern Branch** is a part of the **Intracoastal Waterway** route southward to Albemarle Sound.

A **speed limit** of 6 knots is prescribed for that part of Southern Branch between Eastern Branch and the first bridge.

A **safety zone** is in effect in the Elizabeth River when a naval aircraft carrier transits the river to or from the Norfolk Naval Shipyard. (See **334.290**, chapter 2, for limits and regulations.)

**Craney Island**, now a part of the mainland, is on the west side of Elizabeth River 4.5 miles south of Sewells Point. The low and thinly wooded area is the site of a navy fuel depot, and the offshore wharf and piers, all on the eastern side, are used only by Government vessels. Two daybeacons close off the northeast end of Craney Island mark submerged rocks. The offshore wharf and piers have depths of 22 to 47 feet alongside. A submerged water main crosses from Craney Island to the north side of Lamberts Point; vessels are cautioned not to anchor in the vicinity of the lighted range that marks the crossing. **Portsmouth Coast Guard Station** is on the west side of the entrance to Craney Island Creek.

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

RCC Norfolk      Commander  
5th CG District      (575) 398-6231  
Norfolk, VA

# Table of Selected Chart Notes

Corrected through NM Apr. 14/12  
Corrected through LNM Apr. 10/12

**HEIGHTS**  
Heights in feet above Mean High Water.

**Mercator Projection**  
Scale 1:20,000 at Lat. 36°49'

North American Datum of 1983  
(World Geodetic System 1984)

**SOUNDINGS IN FEET**  
AT MEAN LOWER LOW WATER

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

**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 0.537" northward and 1.210" eastward to agree with this chart.

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

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

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

**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.

**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.

**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio station listed below provides 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.

Norfolk, VA   KHB-37   162.550 MHz

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

**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.

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**NOTE B**  
**INTRACOASTAL WATERWAY**  
The project depth from Norfolk to Pamlico River, NC, via Virginia Cut, is 12 feet; from Norfolk to Albemarle Sound, via Dismal Swamp Canal, 9 feet. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

**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 Norfolk, Virginia. Refer to charted regulation section numbers.

**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.

**ANCHORAGE AREAS**  
110.168 (see note A)  
Limits and designations of anchorage areas are shown in magenta.

**M N** GENERAL ANCHORAGE  
**O** FOR YACHTS & PLEASURE CRAFT

**TIDAL INFORMATION**

PLACE	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
Craney Island	2.9	2.7	0.1
Norfolk	3.1	2.9	0.1
Portsmouth	3.1	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>. (Mar 2012)

**ELIZABETH RIVER SOUTHERN BRANCH CHANNEL DEPTHS**  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAR 2010

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 (NAUT. MILES)	DEPTH (FEET)
N&W RAILWAY LIFT BRIDGE REACH	30.2	A	27.5	3-10	200-500	0.2	B40
GILMERTON BRIDGE REACH	33.8	34.0	32.8	3-10	250-500	2.4	B40
ST. JULIANS CREEK TURNING BASIN		A		3-10	150	0.1	B40
GILMERTON BRIDGE REACH TO END OF NEWTON CREEK TURNING BASIN	32.7	34.5	32.5	3-10	300	0.4	35
NEWTON CREEK TURNING BASIN (EAST AND WEST WIDENERS ONLY)		C33.8/34.2		3-10	175	0.1	35
END OF NEWTON CREEK TURNING BASIN TO UPSTREAM LIMIT	25.4	25.5	23.8	3-10	250	1.5	35
MAINS CREEK TURNING BASIN		26.1		3-10	550	0.2	35

A. ALL SOUNDINGS AT LEAST PROJECT DEPTH OF 35 FEET.  
B. MAINTAINED TO A DEPTH OF 35 FEET.  
C. 33.6 FOOT SOUNDING LOCATED IN THE EAST WIDENER. 34.2 FOOT SOUNDING IS LOCATED IN THE WEST WIDENER.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

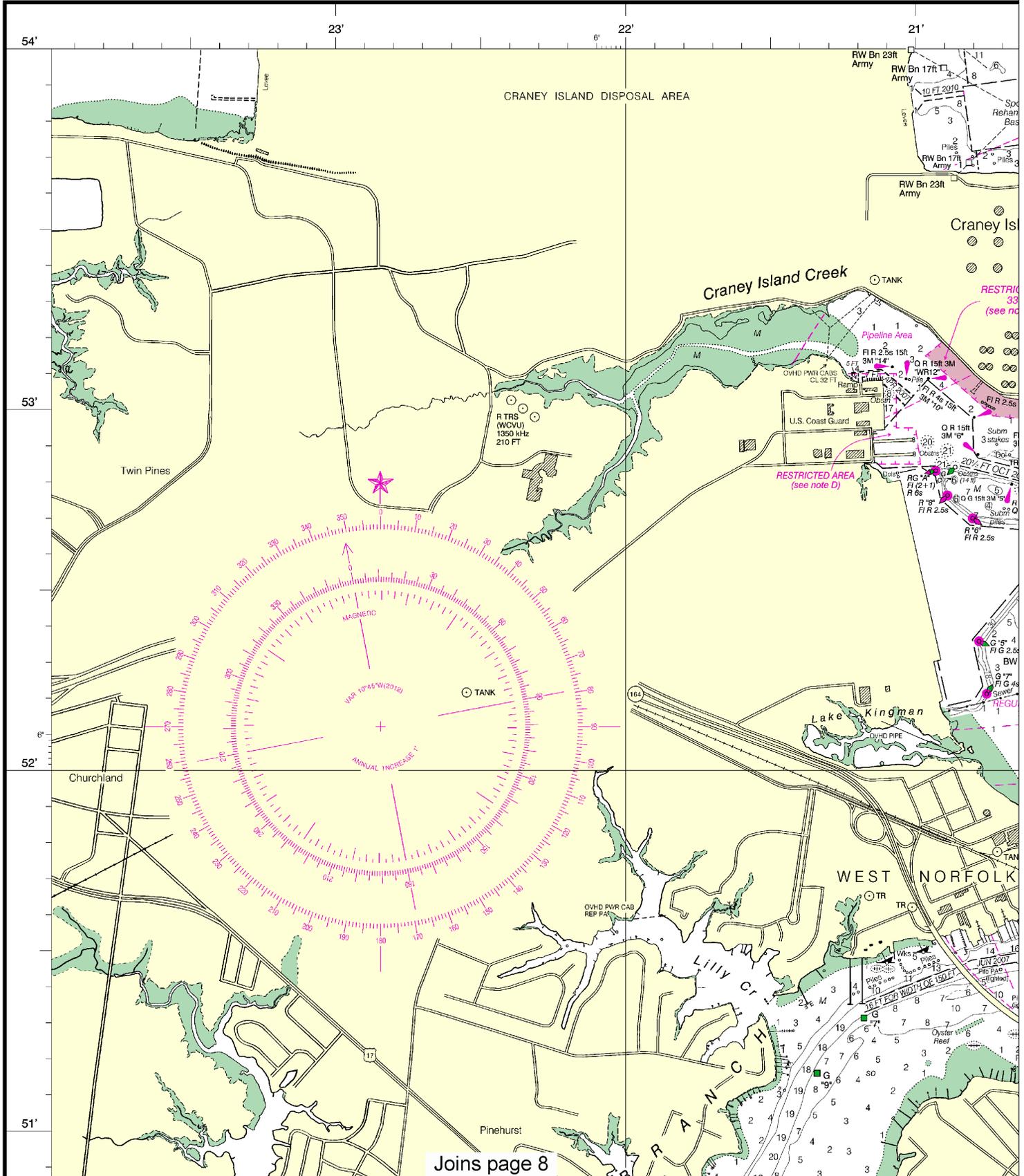
**ELIZABETH RIVER CHANNEL DEPTHS**  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
CRANEY ISLAND REACH	49.3	51.6	50.2	49.8	9,10,11,11;1-12	800	2.1	55
LAMBERT BEND	43.0	43.0	43.0	41.6	1-10	750	0.3	45
LAMBERT BEND TO PINNER POINT	42.6	43.0	43.0	40.4	1-10	750	1.0	45
PINNER POINT TO TOWN POINT REACH	37.2	40.0	40.0	38.2	1-10	750	1.0	45
TOWN POINT REACH	37.9	39.0	39.7	37.9	1-10	750	0.6	45
SOUTHERN BRANCH: LOWER REACH	37.7	39.2	39.4	35.9	1-10	450-900	1.7	45
MIDDLE REACH	33.5	38.7	40.0	34.4	1-10	375	0.9	45

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

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-6 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.ncd.noaa.gov/drs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

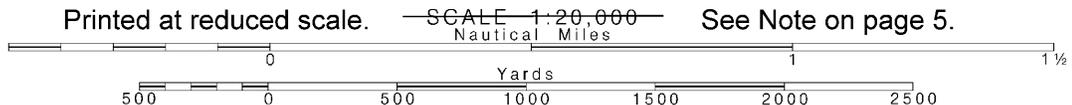
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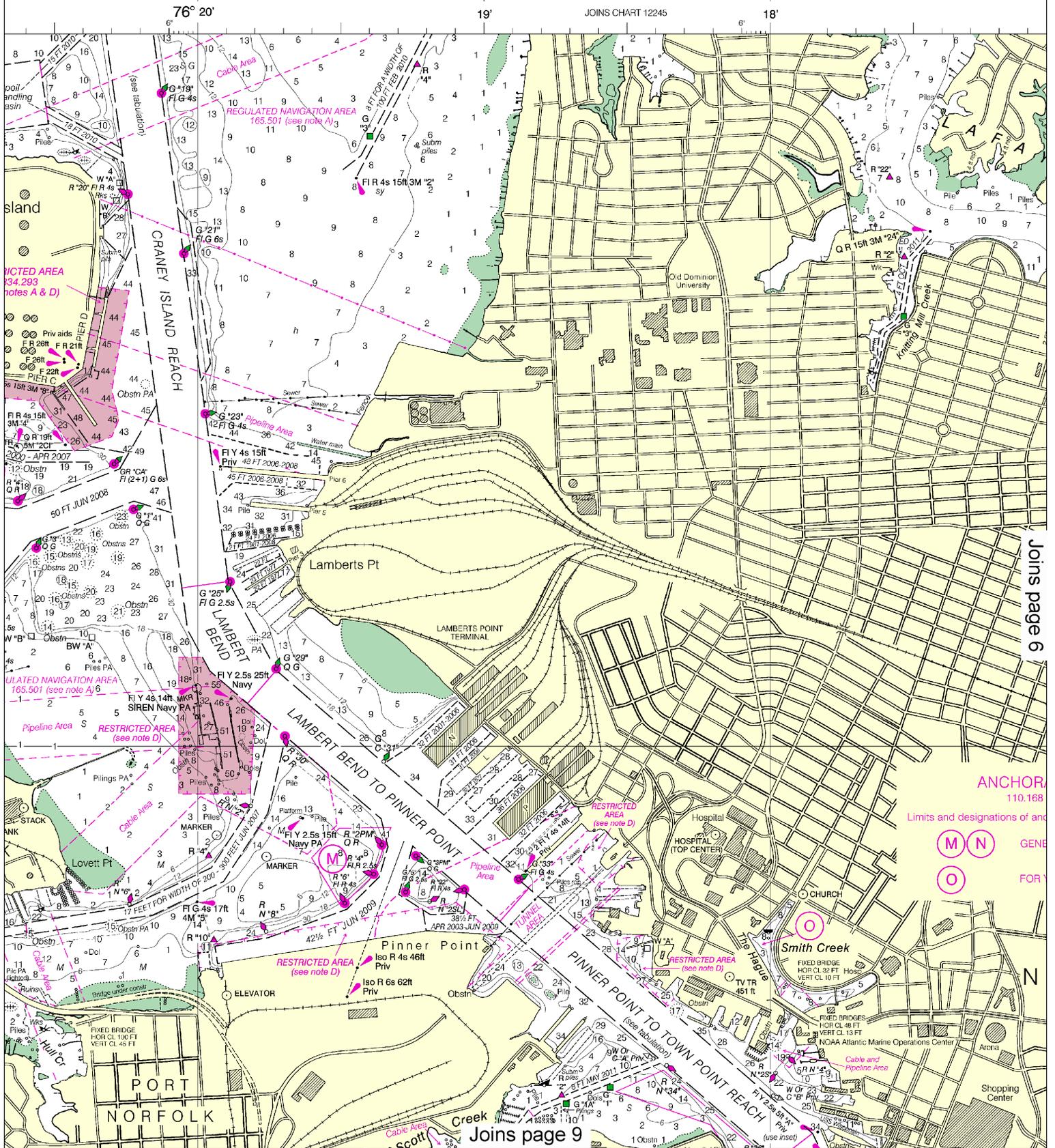


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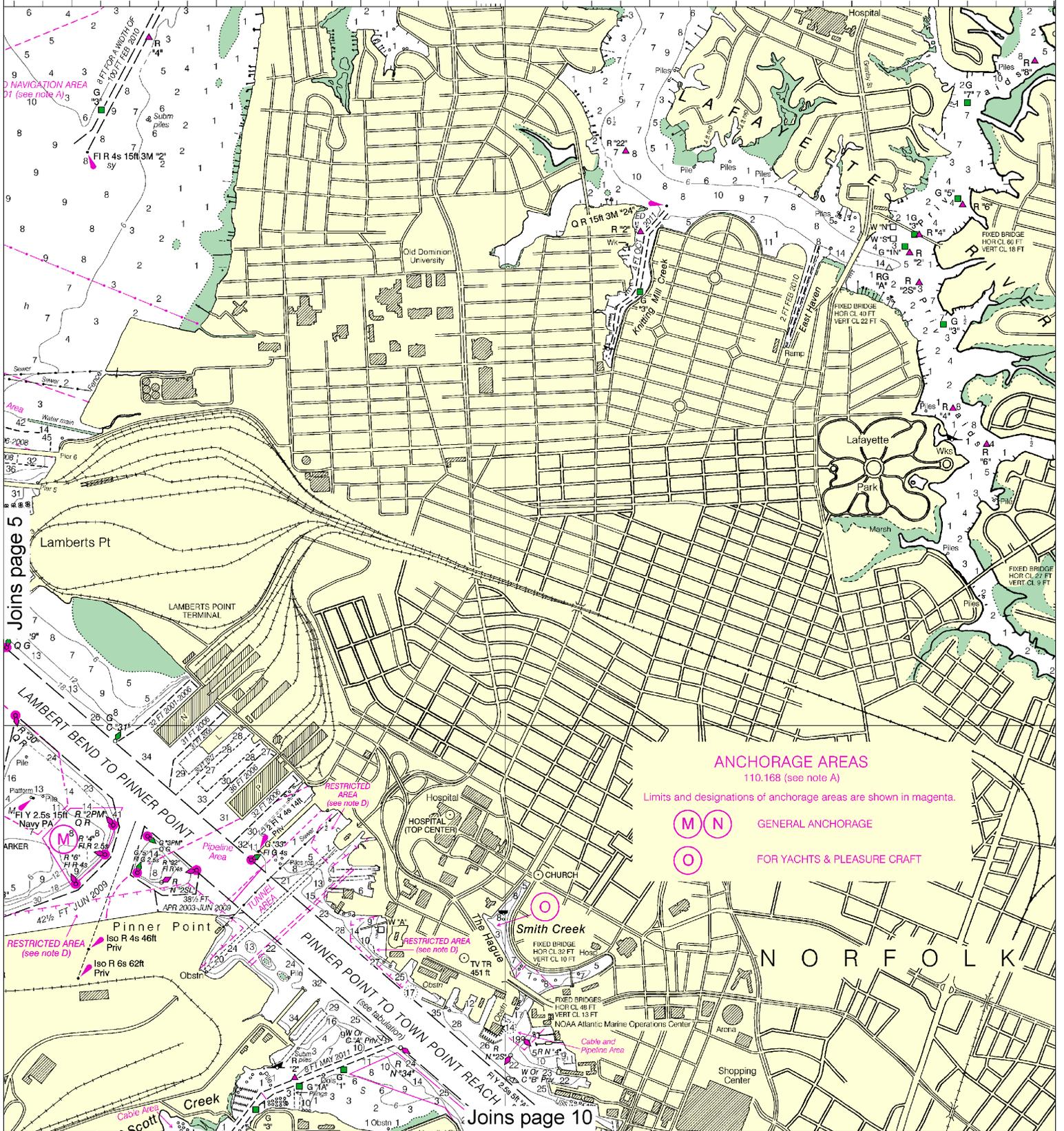
Note: Chart grid lines are aligned with true north.





This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





**ANCHORAGE AREAS**

110.168 (see note A)

Limits and designations of anchorage areas are shown in magenta.



GENERAL ANCHORAGE



FOR YACHTS & PLEASURE CRAFT

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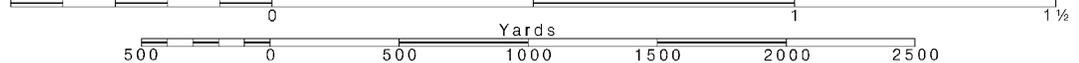


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

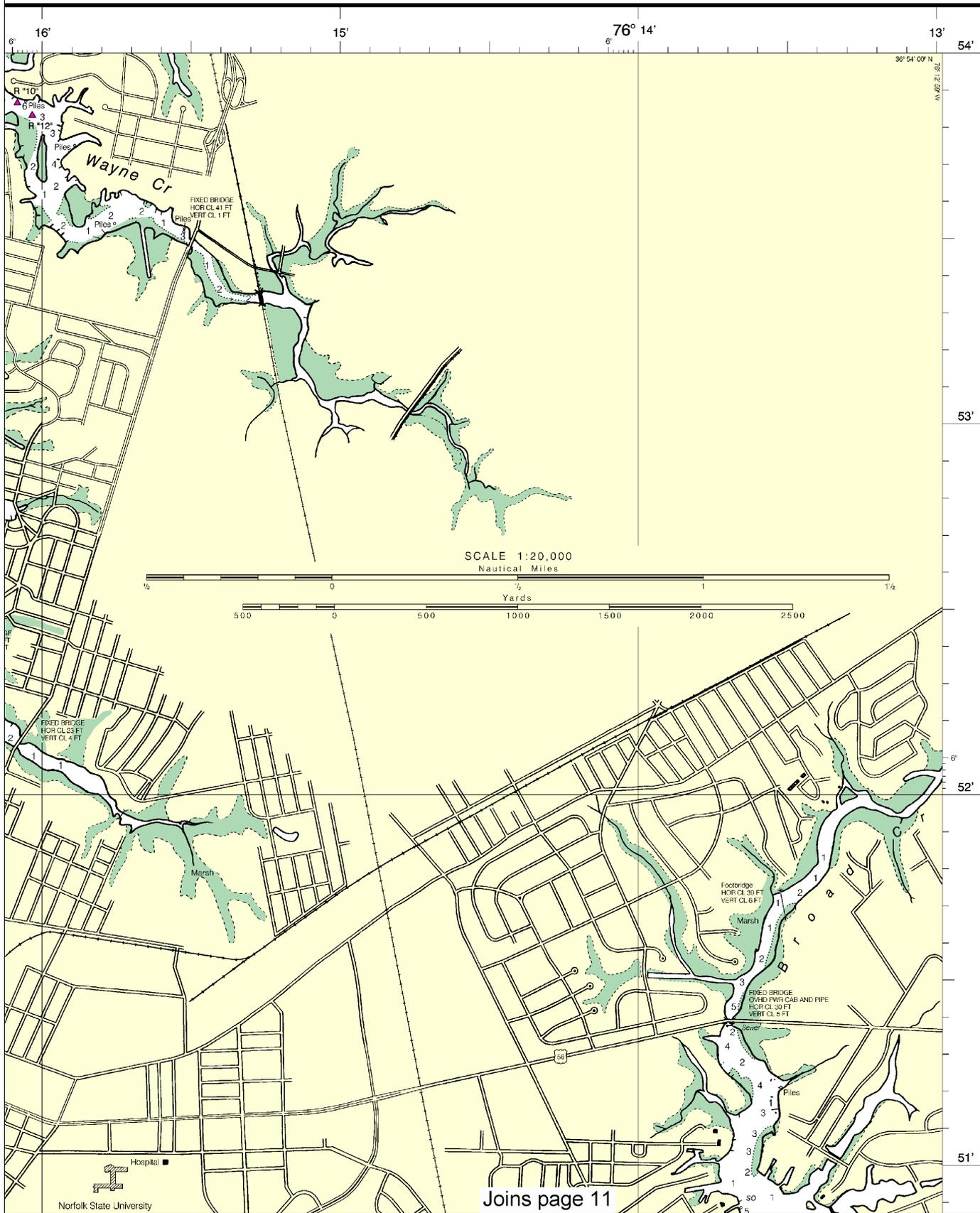
SCALE 1:20,000  
Nautical Miles

See Note on page 5.



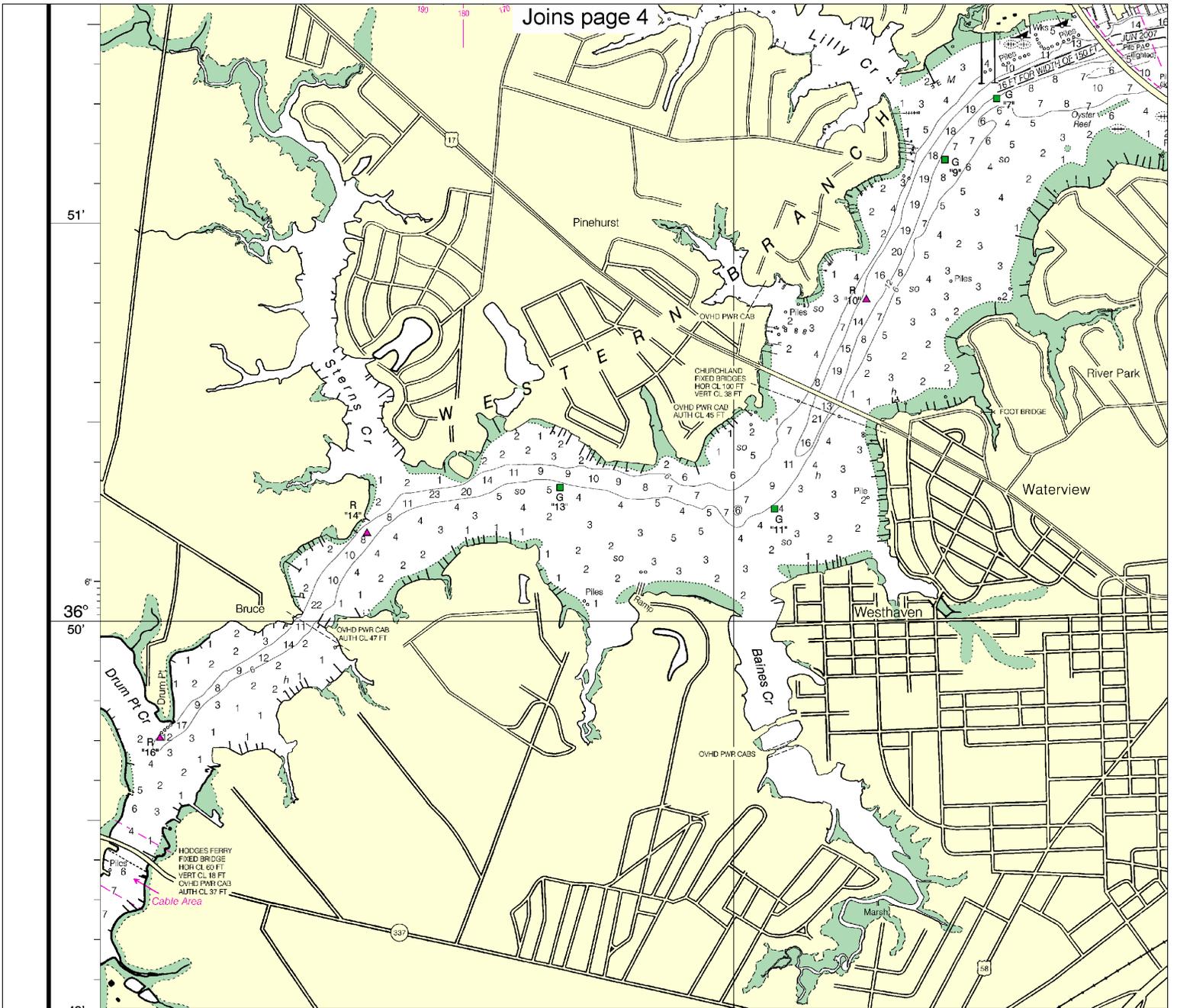
# SOUNDINGS IN FEET

12253



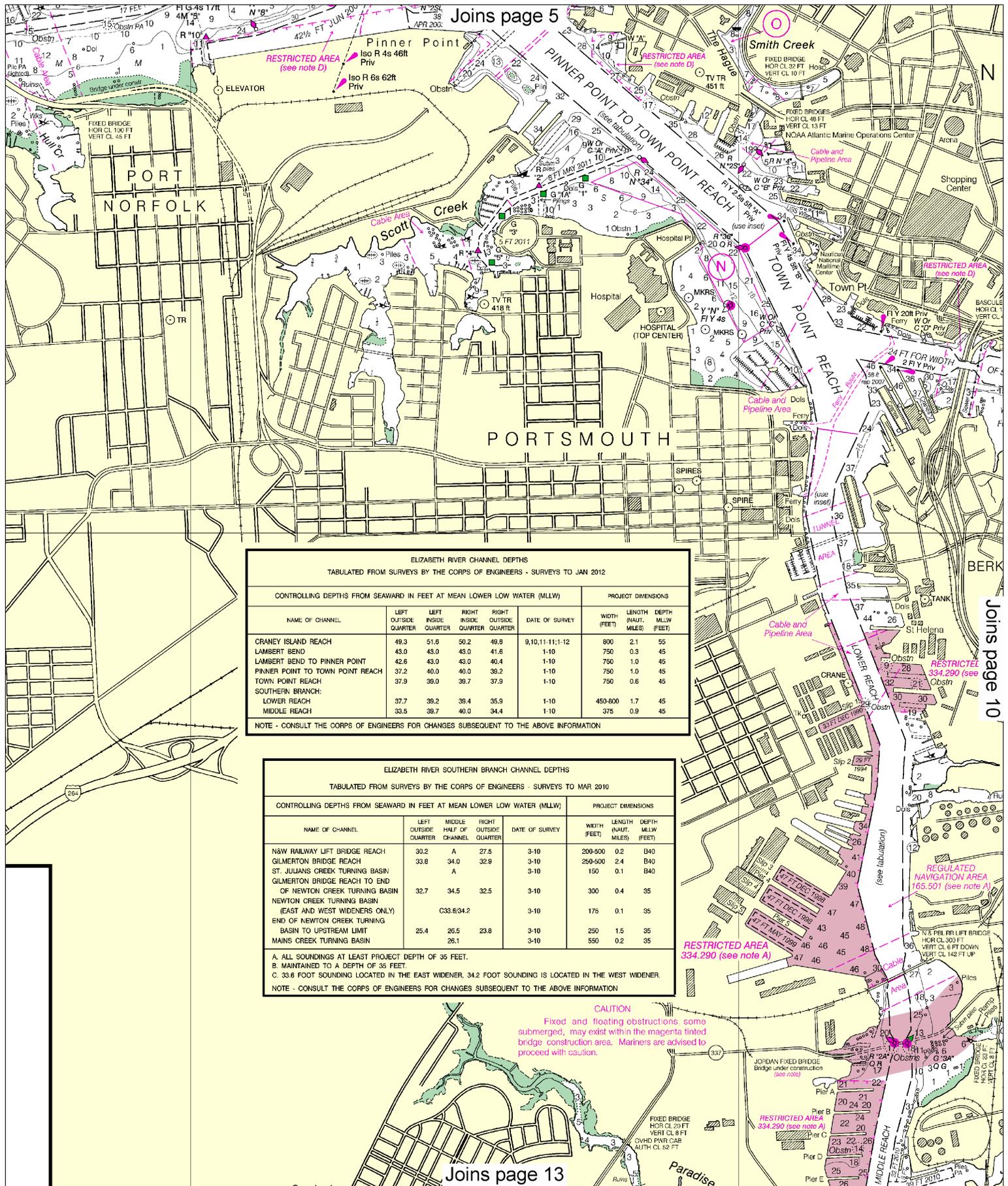
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0513 1/29/2013,  
NGA Weekly Notice to Mariners: 0413 1/26/2013,  
Canadian Coast Guard Notice to Mariners: n/a.





Note: Chart grid lines are aligned with true north.





ELIZABETH RIVER CHANNEL DEPTHS  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
CRANEY ISLAND REACH	49.3	51.6	50.2	49.8	9,110,11:11-12	800	2.1	55
LAMBERT BEND	43.0	43.0	43.0	41.6	1-10	750	0.3	45
LAMBERT BEND TO PINNAR POINT	42.6	43.0	43.0	40.4	1-10	750	1.0	45
PINNAR POINT TO TOWN POINT REACH	37.2	40.0	40.0	39.2	1-10	750	1.0	45
TOWN POINT REACH	37.9	39.0	39.7	37.9	1-10	750	0.6	45
SOUTHERN BRANCH:								
LOWER REACH	37.7	39.2	39.4	35.9	1-10	450-800	1.7	45
MIDDLE REACH	33.5	39.7	40.0	34.4	1-10	375	0.9	45

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

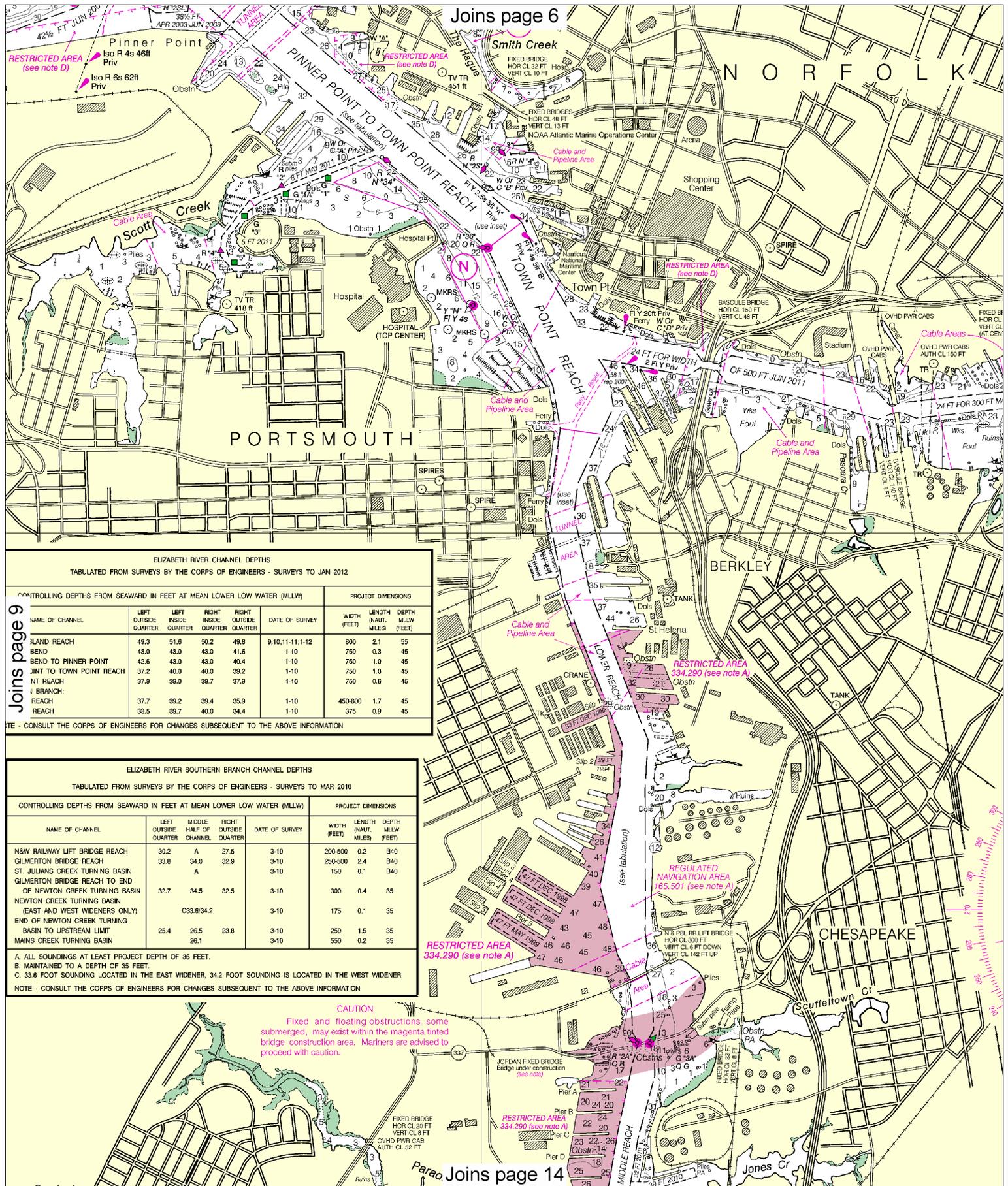
ELIZABETH RIVER SOUTHERN BRANCH CHANNEL DEPTHS  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAR 2010

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 (NAUT. MILES)	DEPTH (FEET)
NSW RAILWAY LIFT BRIDGE REACH	30.2	A	27.5	3-10	200-500	0.2	B40
GILMERTON BRIDGE REACH	33.8	34.0	32.9	3-10	250-500	2.4	B40
ST. JULIAN'S CREEK TURNING BASIN	A			3-10	150	0.1	B40
GILMERTON BRIDGE REACH TO END OF NEWTON CREEK TURNING BASIN	32.7	34.5	32.5	3-10	300	0.4	35
NEWTON CREEK TURNING BASIN (EAST AND WEST WIDENERS ONLY)	C33.8/34.2			3-10	175	0.1	35
END OF NEWTON CREEK TURNING BASIN TO UPSTREAM LIMIT	25.4	26.5	23.8	3-10	250	1.5	35
MAINS CREEK TURNING BASIN	26.1			3-10	550	0.2	35

A. ALL SOUNDINGS AT LEAST PROJECT DEPTH OF 35 FEET.  
B. MAINTAINED TO A DEPTH OF 35 FEET.  
C. 33.8 FOOT SOUNDING LOCATED IN THE EAST WIDENER, 34.2 FOOT SOUNDING IS LOCATED IN THE WEST WIDENER.

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

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



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ELIZABETH RIVER CHANNEL DEPTHS  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS			
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
SLAND REACH	49.3	51.6	50.2	49.8	9,10,11-11;12	800	2.1	55
BEND	43.0	43.0	43.0	41.6	1-10	750	0.3	45
BEND TO PINNER POINT	42.6	43.0	43.0	40.4	1-10	750	1.0	45
POINT TO TOWN POINT REACH	37.2	40.0	40.0	39.2	1-10	750	1.0	45
TOWN POINT REACH	37.9	39.0	39.7	37.9	1-10	750	0.6	45
LOWER BRANCH REACH	37.7	39.2	39.4	35.9	1-10	450-800	1.7	45
MIDDLE REACH	33.5	39.7	40.0	34.4	1-10	375	0.9	45

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

ELIZABETH RIVER SOUTHERN BRANCH CHANNEL DEPTHS  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAR 2010

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			PROJECT DIMENSIONS			
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
N&W RAILWAY LIFT BRIDGE REACH	30.2	A	27.5	3-10	200-500	0.2	B40
GILMERTON BRIDGE REACH	33.8	34.0	32.9	3-10	250-500	2.4	B40
ST. JULIAN'S CREEK TURNING BASIN	A			3-10	150	0.1	B40
GILMERTON BRIDGE REACH TO END OF NEWTON CREEK TURNING BASIN	32.7	34.5	32.5	3-10	300	0.4	35
NEWTON CREEK TURNING BASIN (EAST AND WEST WIDENERS ONLY)	C33.8/34.2			3-10	175	0.1	35
END OF NEWTON CREEK TURNING BASIN TO UPSTREAM LIMIT	25.4	26.5	23.8	3-10	250	1.5	35
MAINS CREEK TURNING BASIN	26.1			3-10	550	0.2	35

A. ALL SOUNDINGS AT LEAST PROJECT DEPTH OF 35 FEET.  
B. MAINTAINED TO A DEPTH OF 35 FEET.  
C. 33.8 FOOT SOUNDING LOCATED IN THE EAST WIDENER, 34.2 FOOT SOUNDING IS LOCATED IN THE WEST WIDENER.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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

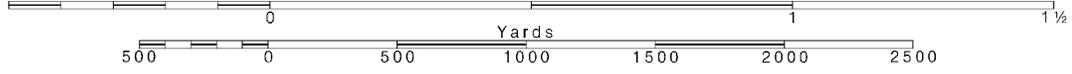
**10**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





51'

6'

36°

50'

49'

48'

47'

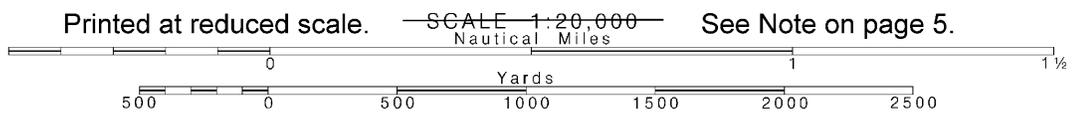
46'

SOURCE DIAGRAM

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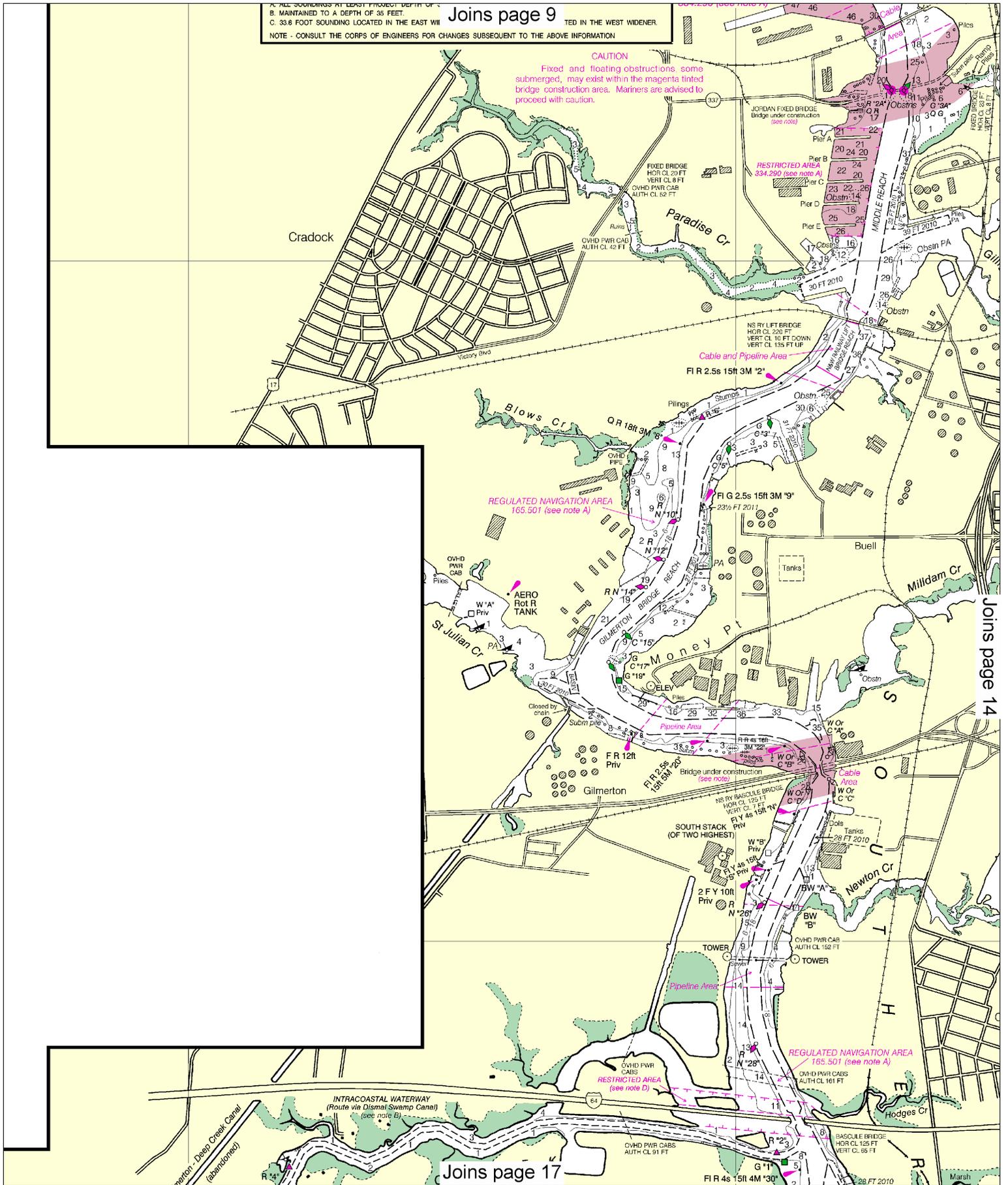
12

Note: Chart grid lines are aligned with true north.



A. ALL SOUNDINGS AT LEAST PROJECT DEPTH OF 3 FEET.  
 B. MAINTAINED TO A DEPTH OF 35 FEET.  
 C. 33.6 FOOT SOUNDING LOCATED IN THE EAST WIDENED IN THE WEST WIDENER.  
**Joins page 9**

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

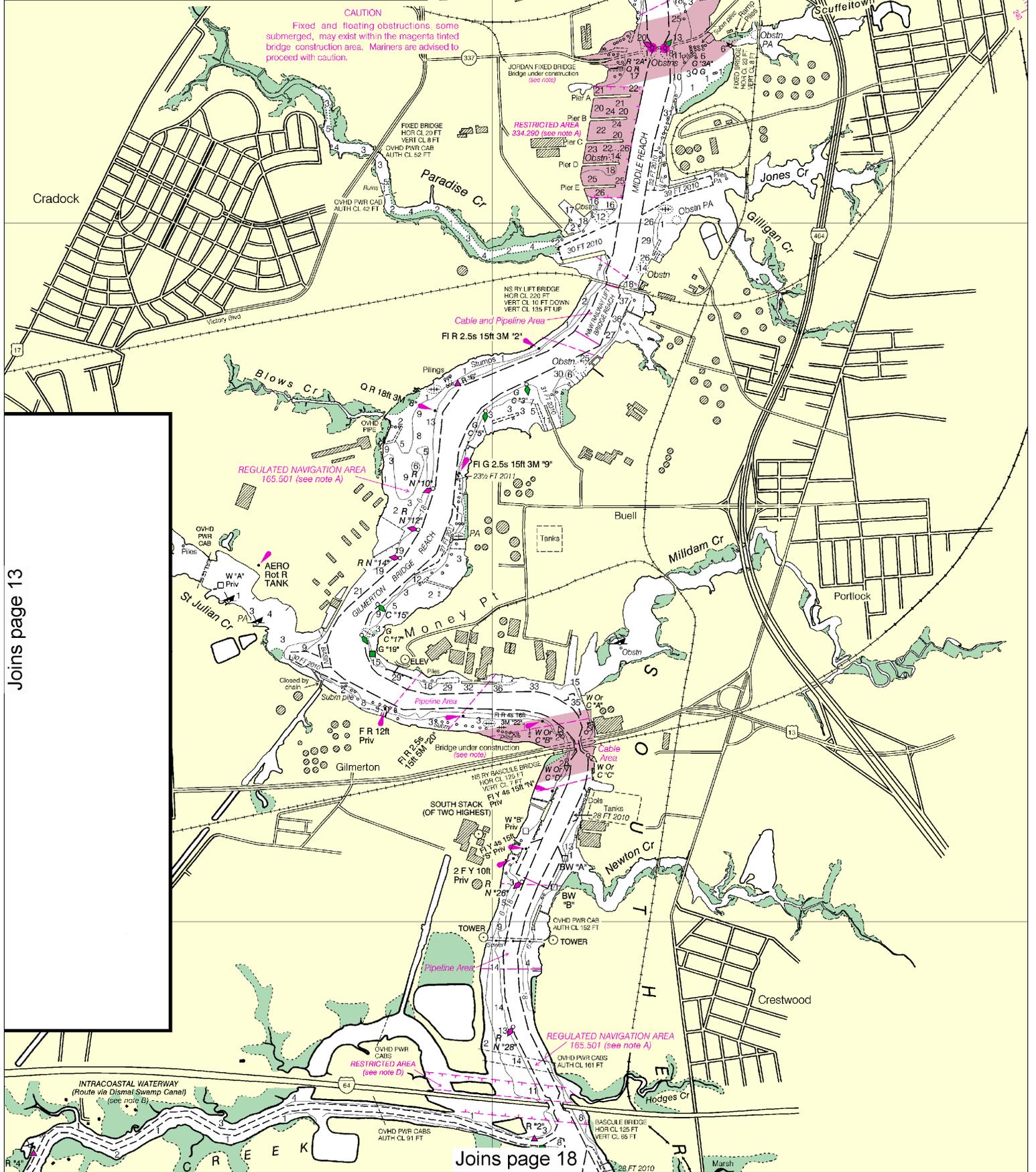


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A. ALL SOUNDINGS AT LEAST PROJECT DEPTH OF 35 FEET.  
 B. MAINTAINED TO A DEPTH OF 35 FEET.  
 C. 33.8 FOOT SOUNDING LOCATED IN THE EAST WIDENER, 34.2 FOOT SOUNDING IS LOCATED IN THE WEST WIDENER.  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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Note: Chart grid lines are aligned with true north.



See Note on page 5.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST  
 VIRGINIA  
**NORFOLK HARBOR  
 AND  
 ELIZABETH RIVER**

Mercator Projection  
 Scale 1:20,000 at Lat. 36°49'

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

TIDAL INFORMATION

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Craney Island	(36°54'N/76°20'W)	2.9	2.7	0.1
Norfolk	(36°51'N/76°18'W)	3.1	2.9	0.1
Portsmouth	(36°49'N/76°18'W)	3.1	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>. (Mar 2012)

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 |
| DJA 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:

- |              |           |         |             |           |
|--------------|-----------|---------|-------------|-----------|
| 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 | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported         |                |
- 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.

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 Norfolk, Virginia.  
 Refer to charted regulation section numbers.

NOTE D

**EMERGENCY RESTRICTED AREA**  
 For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7653/7652.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on

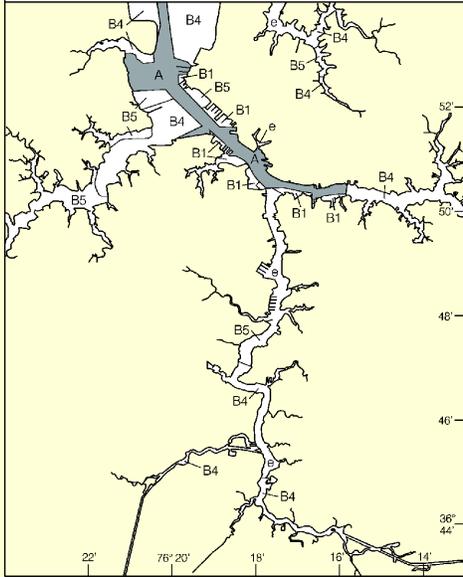
6'  
48'  
47'  
6'  
46'

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	1990-2011	NOS Surveys	full bottom coverage
B1	1990-2011	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage
e		U.S. Government Surveys	



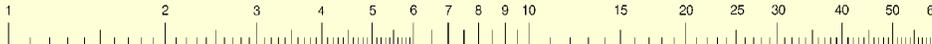
45'

6'

36°

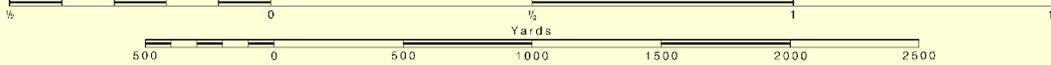
44'

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SCALE 1:20,000  
Nautical Miles

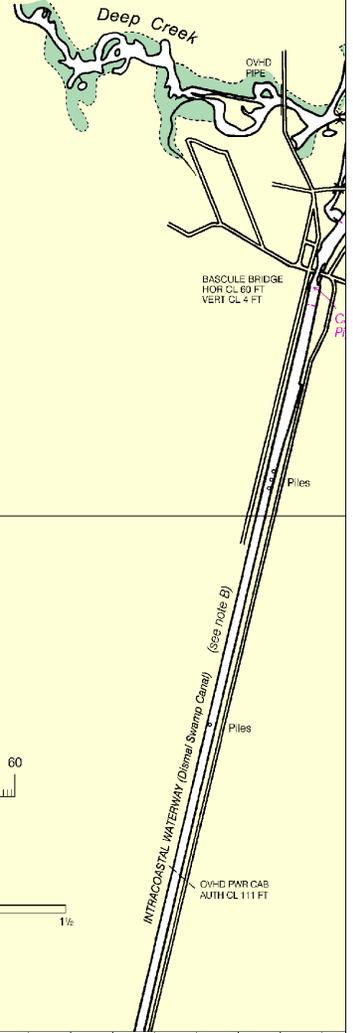


76° 23' 52" W  
36° 43' 01" N

23'

6'

CONTINUED ON CHART 12206 21'



47th Ed., Apr. / 12 ■ Corrected through NM Apr. 14/12  
Corrected through LNM Apr. 10/12

12253

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard and the National Ocean Service encourages users to submit corrections, additions, or improvements to the Chief, Marine Chart Division (N/CS2), Service, NOAA, Silver Spring, Maryland 20910-3282.

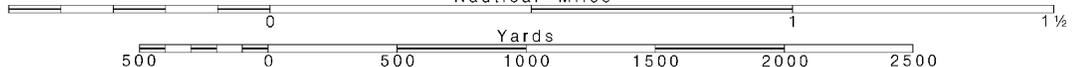
16

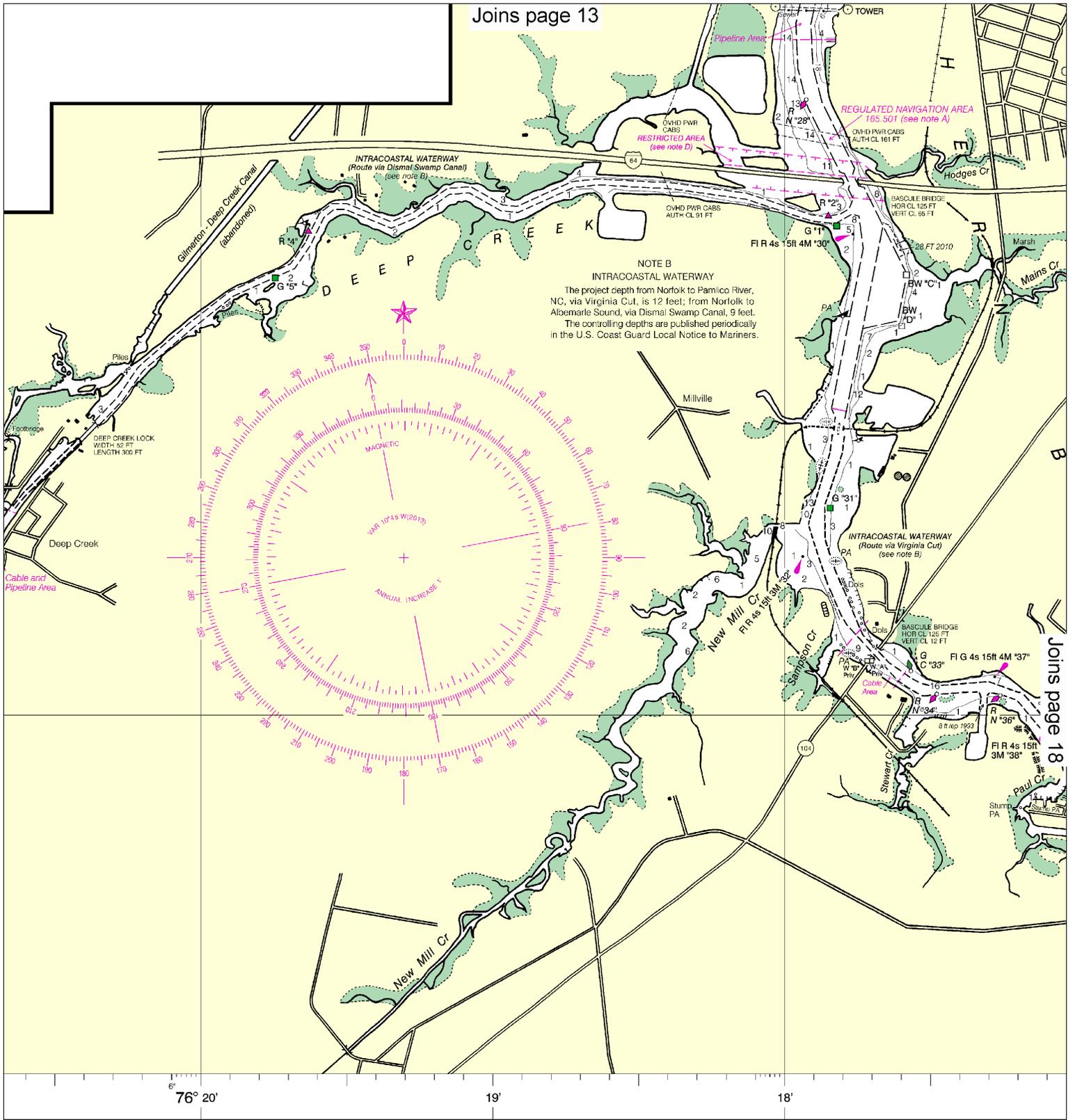
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



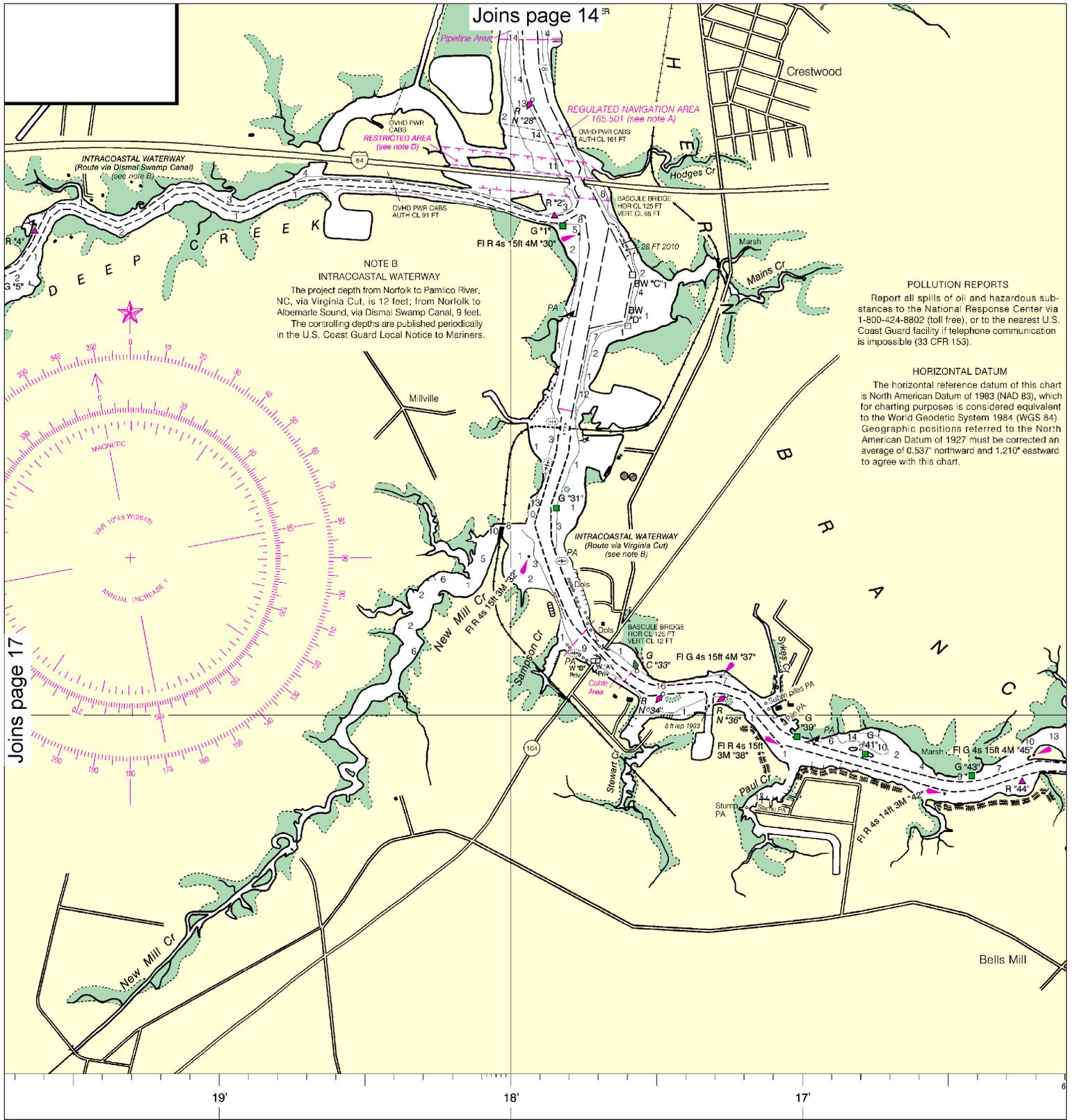


**NOTE B**  
**INTRACOASTAL WATERWAY**  
 The project depth from Norfolk to Pamlico River, NC, via Virginia Cut, is 12 feet; from Norfolk to Albemarle Sound, via Dismal Swamp Canal, 9 feet. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

ation. The National  
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 ), National Ocean

**SOUNDINGS IN FEET**

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



**NGS 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
FEET	6	12
METERS	1	2
	3	4

**18**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



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

AERO aeronautical	G green	Mo Morse code	R TR radio tower
A 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
D/A 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:**

Bkds 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	

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.

**AUTHORITIES**

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

**CAUTION**

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

**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.

**SUPPLEMENTAL INFORMATION**

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

**NOAA WEATHER RADIO BROADCASTS**

The NOAA Weather Radio station listed below provides 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.

Norfolk, VA      KHB-37      162.550 MHz

**HEIGHTS**

Heights in feet above Mean High Water.

**AIDS TO NAVIGATION**

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

**CAUTION**

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**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.

**CAUTION**

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:  
○ (Accurate location)      ◌ (Approximate location)

**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 Norfolk, Virginia.  
Refer to charted regulation section numbers.

**NOTE D**

**EMERGENCY RESTRICTED AREA**

For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7653/7652.

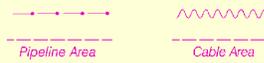
**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

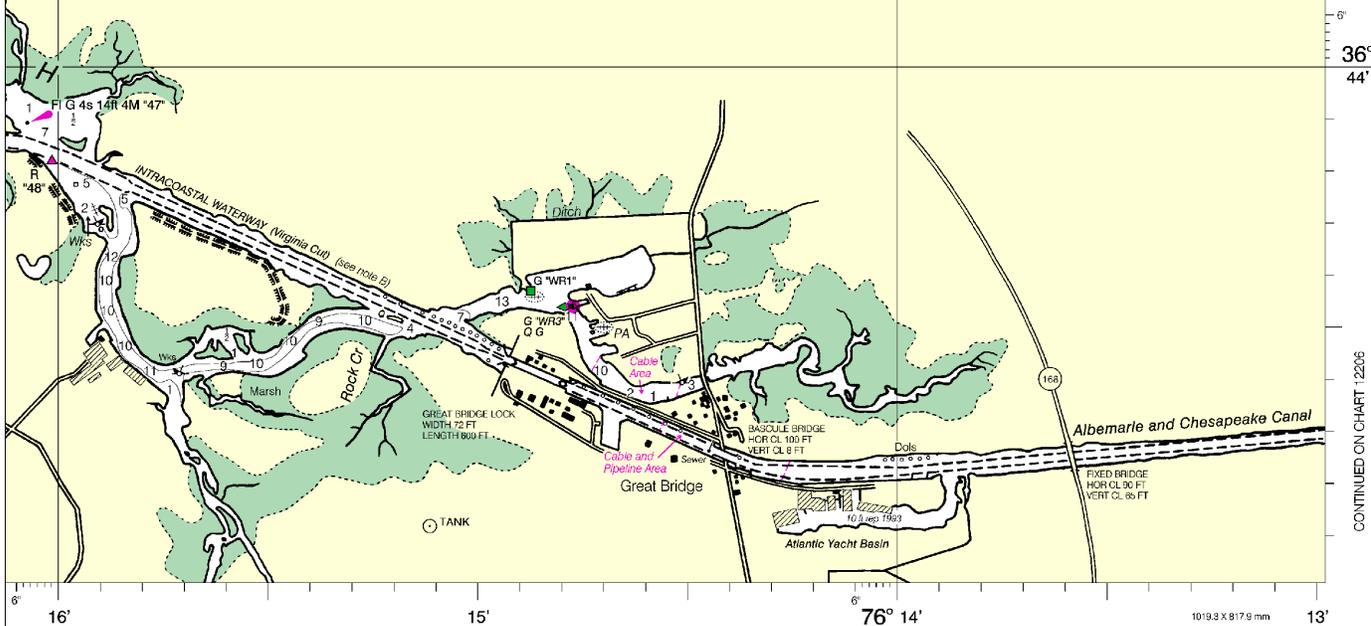
**CAUTION**

**SUBMARINE PIPELINES AND CABLES**

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

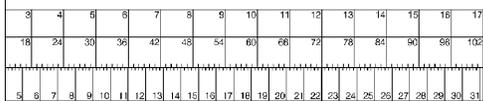


Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.



Norfolk Harbor and Elizabeth River  
SOUNDINGS IN FEET - SCALE 1:20,000

12253



ED. NO. 47

NSN 764201-4010314  
NGA REFERENCE NO. 12AHA12253

CONTINUED ON CHART 12206



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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

