

# Norfolk Harbor and Elizabeth River

## Chart 12253

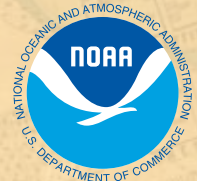
# BookletChart

Commemorative Edition – June, 2012

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
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker



United States – East Coast  
VIRGINIA  
NORFOLK HARBOR  
AND  
ELIZABETH RIVER

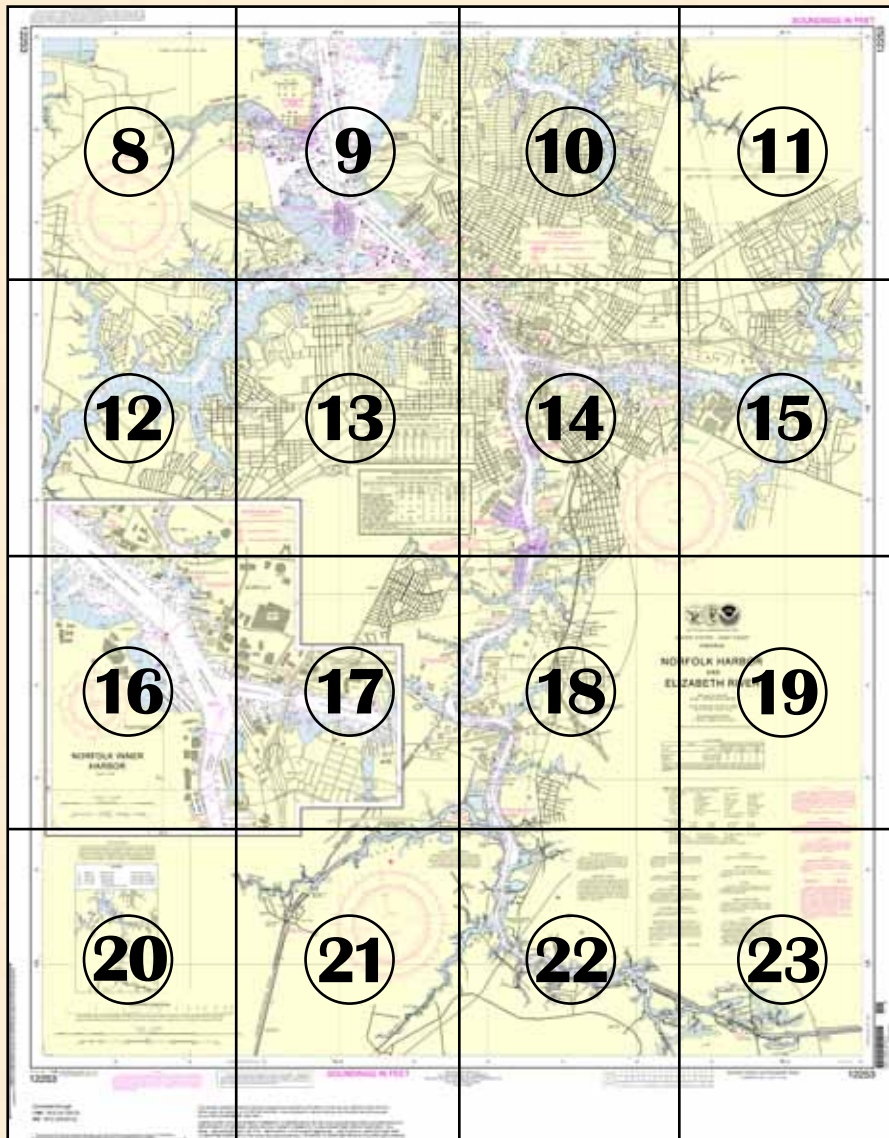


2012-2015  
"Our Flag Was Still There"

NOAA is proud to join with the nation's ports, the U.S. Navy, and OpSail, to celebrate the bicentennial of the War of 1812, a pivotal time in our nation's history.

This special commemorative BookletChart, which adds event berthing areas, historical background, and images to NOAA's regular BookletChart, can be downloaded for printing on any home printer. 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.

For the latest information, please check in regularly at [nauticalcharts.noaa.gov/WarOf1812](http://nauticalcharts.noaa.gov/WarOf1812).





## Norfolk, the U.S. Navy, and the War of 1812

On the eve of the United States' declaration of war against the United Kingdom in June 1812, Commodore John Rodgers advised removing U.S. frigates from Norfolk, Virginia, given the ease with which the British could blockade the port. What he foresaw came to pass, for Norfolk became a principal magnet for enemy attack. The importance of Norfolk and the Chesapeake Bay to the national economy and finances, combined with the bay's navigability and Norfolk's apparent vulnerability, made the city an attractive target to the enemy.

In the early years of the 19th century, Norfolk was a vibrant commercial port serving the tobacco economy of the Chesapeake Bay. Vessels built in Norfolk shipyards collected barrels of tobacco from wharves along the bay's numerous rivers and carried them to markets in Europe. Those ships returned with manufactures and luxury goods in their holds. Taxes on those imports, in turn, constituted a major portion of the revenue that supported the national government. The city's craftsmen and chandleries helped sustain the region's maritime economy. Norfolk's neighbor, the Gosport Navy Yard, one of the Navy's six principal yards, maintained some of the frigates and gunboats that served as the naval defense of the United States.

In the early months of 1813 a powerful British squadron took station in Lynnhaven Bay, between Norfolk and the mouth of Chesapeake Bay. This squadron dominated the bay, blockading it and launching a number of raids on bay towns. The squadron's arrival prevented the sailing of the U.S. frigate *Constellation*, fitting out at the Gosport Navy Yard. In fact, *Constellation's* destruction was one of the invaders' objectives.

In June the Americans took advantage of a lull in the wind to attack one of the frigates of the British squadron. Fifteen gunboats, their crews reinforced by sailors from *Constellation* as well as from the Virginia militia, attacked the becalmed HM frigate *Junon*. The Americans inflicted considerable damage before withdrawing when a rising wind enabled ships of the British squadron to come to *Junon's* aid. A few days later, at the Battle of Craney Island, these American forces repelled a British assault aimed at Norfolk. As a result, the British postponed their plans to capture the city and instead turned their fury against the town of Hampton, where they committed excesses of rapine and pillage against the civilian population.



USS *Constellation* was one of six frigates authorized for construction under the Naval Act of 1794. In January 1813, she was dispatched to the Hampton Roads area. (Navy Art Collection, Naval History & Heritage Command)



Commodore John Rodgers commanded USS *President* on four cruises during the War of 1812. (Naval History & Heritage Command)

In 1814 the British kept up their blockade of the Chesapeake Bay. They also continued contemplating the destruction of Norfolk and the Gosport Navy Yard, but shifted their focus from direct amphibious attack to landing troops on the Portsmouth side. American reinforcements to the city's defenses, however, dampened British enthusiasm for such an undertaking. The U.S. Navy, for its part, recognizing *Constellation* had little chance of breaking through the blockade, transferred some of the warship's crew to the forces fighting on the Canadian frontier and others to the Gosport Navy Yard flotilla. With 21 gunboats manned by spring 1814, the flotilla acted as a worrisome threat to the British blockading squadron.

With the war's end in February 1815, the Navy Department ordered the laying up of all but two of the gunboats at Norfolk. The people of Norfolk were now at peace and safe from attack, thanks to a determined and able defense against a capable and powerful foe.

## Virginia and the U.S. Coast Survey

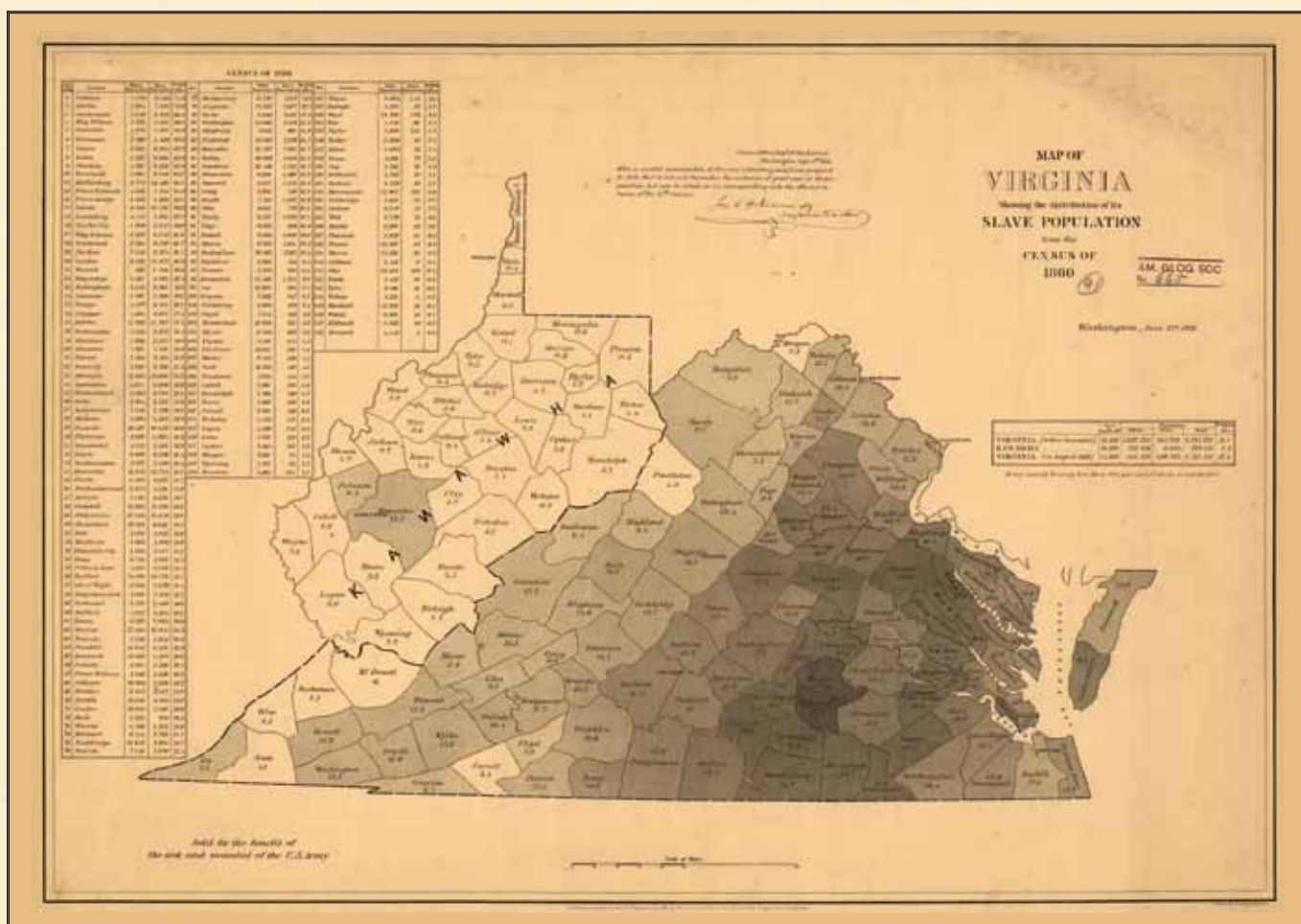
In 1807, losing ships to accidents in U.S. coastal waters was a common occurrence. The young nation needed nautical charts, so President Thomas Jefferson signed a law authorizing the Survey of the Coast. The Survey would measure water depths, establish a spatial reference system from which we determine location, and produce the nation's navigational charts.

At the same time, relations between the United States, England, and France grew contentious, and Jefferson instituted an economic embargo against the countries. The unsettled international climate, with the U.S. effectively terminating the American merchant marine and international trade, delayed the Survey for the rest of the Jefferson Administration.

Jefferson's successor, James Madison, reinstated the Survey and sent Hassler to Great Britain in late 1811 to procure survey instruments. President Madison declared war on Great Britain eight months after Hassler's arrival in London, and Hassler was unable to return to the U.S. until 1817. When he came back, he brought equipment and some of the best experts in Europe with him.

By 1850, the U.S. Coast Survey was in full operation. Surveyors were working on every part of the U.S. coastline, and Norfolk had a chart of its harbor by 1855.

Coast Survey's mapping in Virginia was not limited to nautical charts, however. In June 1861, a Coast Survey cartographer, Edwin Hergesheimer, prepared a unique map that showed the proportions of the slave populations of each of the Virginia counties, based on the 1860 Census. The Survey followed it up in September 1861 with a larger map showing slave proportions for all of the Southern slave-owning states. These maps are arguably some of the country's most important maps, used to educate people in Northern states about slavery as the Civil War intensified.



Map of Virginia showing the distribution of its slave population from the Census of 1860  
(American Geographical Society Library, University of Wisconsin-Milwaukee Libraries)

Today, America's coastal waters remain as central to the nation's prosperity as they were 200 years ago. Mariners still rely on NOAA's Coast Survey navigational charts, constantly updated with the accuracy and precision needed to protect life and property. Over 30,000 historical maps and charts are online for your exploration, at [nauticalcharts.noaa.gov/history](http://nauticalcharts.noaa.gov/history)



# NOAA's Navigation Services serve American communities coast to coast



*President Thomas Jefferson* founded the U.S. Coast Survey in 1807 and tasked it with creating charts of the nation's coastal waters so America's young shipping industry could thrive. Today, America's coastal waters remain as central to the nation's prosperity as they were 200 years ago, and NOAA's Coast Survey is still making the nation's charts.

The nation's economy depends on a robust and reliable marine transportation system. From America's agricultural communities – whose farm exports reached a record \$136.3 billion in 2011 – to the 13 million people with jobs that rely on commercial ports, to the 10 million Americans who take a cruise every year, businesses and families everywhere rely on a safe, efficient, and dependable marine transportation system. The ships and ports that are charged with the safe transport of people and products, in turn, rely on the critical informational infrastructure and services provided by NOAA's Navigation Services.



## Stay safe with NOAA nautical charts

Recreational boaters, unlike commercial mariners, are not required to carry nautical charts. As coastal waterways grow more crowded, however, smart boaters use the latest nautical charts, updated by NOAA with the precision and accuracy that mariners rely on. Obtaining the latest chart is easier than ever. It can be as easy as clicking a link. [www.nauticalcharts.noaa.gov/staff/charts.htm](http://www.nauticalcharts.noaa.gov/staff/charts.htm)

## Plan for fun and safety at the Bicentennial War of 1812 events

Special commemorative charts and posters: [www.nauticalcharts.noaa.gov/WarOf1812/](http://www.nauticalcharts.noaa.gov/WarOf1812/)

Event calendars and websites: [www.ourflagwasstillthere.org/events.html](http://www.ourflagwasstillthere.org/events.html)

nowCoast marine observations: [nowcoast.noaa.gov](http://nowcoast.noaa.gov)

Marine weather forecasts: [www.nws.noaa.gov/om/marine/home.htm](http://www.nws.noaa.gov/om/marine/home.htm)

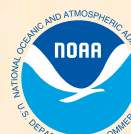
Tides and Currents: <http://www.ourflagwasstillthere.org/events.html>

Buoy observations: [www.ndbc.noaa.gov](http://www.ndbc.noaa.gov)

NOAA's mission is to understand and predict changes in the Earth's environment, from the depths of the ocean to the surface of the sun, and to conserve and manage our coastal and marine resources.

Visit us online at [www.noaa.gov](http://www.noaa.gov), or on Facebook at [www.facebook.com/usnoaagov](http://www.facebook.com/usnoaagov).

Follow NOAA's Office of Coast Survey on Twitter @nauticalcharts.



2012-2015  
"Our Flag Was Still There"

This BookletChart is published by  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
nauticalcharts.noaa.gov

## Q What are nautical charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, and other aids to navigation. The information promotes safe and efficient navigation.

Chart carriage is mandatory on the commercial ships that carry goods to and from America's shores. They are also used on every Navy and Coast Guard ship, fishing boats, and passenger vessels. Smart recreational boaters also carry nautical charts.

## Q What is a BookletChart?

The BookletChart helps recreational boaters locate themselves on water. It has been reduced in scale for convenience, but otherwise contains all the information

of the full-scale nautical chart. (This special commemorative edition also contains event and historical information not available on full-scale charts.) The bar scales are reduced, but accurately measure distances. (See the note at the bottom of page X for the reduction in scale applied to this chart. Whenever possible, use the official full-scale NOAA nautical chart for navigation. Check your local marine store, or go to [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov) for a list of chart agents. This BookletChart does not fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

## Q 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. NOAA has made additional chart corrections in advance of their publication in a Notice to Mariners. Coast Pilot excerpts are not updated from the time of publication.

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## Excerpts from U.S. Coast Pilot 3, chapter 9

**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.

A **naval restricted area** is along the south sides of Craney Island.

**Western Branch** (36°52.0'N., 76°19.7'W.) empties into the southwest side of Elizabeth River 5.8 miles south of Sewells Point and 23.8 miles from the capes. A marked channel leads from the main channel in Elizabeth River for 4.5 miles upstream. In 2007, the controlling depth was 17.1 feet (17.9 feet at midchannel) in the dredged channel to the first bridge, thence 16.3 feet (17.9 feet at midchannel) to the head of the project about 0.25 mile above the first bridge; then in 1980, about 7 feet could be carried to **Drum Point**, 0.5 mile above the third bridge.

A 540-foot lighted pier about 1 mile above the entrance to Western Branch extends to the northern edge of the marked channel; mariners are advised to use caution in the area. A fixed highway bridge, about 1.2 miles above the entrance, has a clearance of 45 feet.

**West Norfolk**, northward of the fixed bridge, has a shipyard and small-craft facilities. Supplies, fuel, and slips are available. Repairs can be made; largest marine railway, 220 feet.

**Scott Creek** (36°51.1'N., 76°18.5'W.), on the southwest side of Elizabeth River, 7.3 miles from Sewells Point, is entered through a channel marked by daybeacons. In 2008, the controlling depth was 4.9 feet (6.8 feet at midchannel) to Daybeacon 5, thence 2.6 feet (3.5 feet at midchannel) to the head of the project. The channel leads to old fishing wharves now used by pleasure craft. A marina with a 60-ton lift is on the S side of the creek about 0.4 mile above channel entrance. A marina is on the point on the south side of the creek, about 0.9 mile above the channel entrance, and had a reported depth of 4 feet in the approach and alongside the piers. Berthage, electricity, water, ice, towing, launching ramp, a 40-foot marine

railway, and a 30-ton lift are available; hull, engine, and electrical repairs can be made.

**Hospital Point**, on the southwest side of Elizabeth River 7.5 miles from Sewells Point, is the site of a U.S. Naval Hospital. The main hospital building, the largest structure along the southwest side of Elizabeth River, is visible for many miles. The hospital landing has depths of about 18 feet at the face.

**Norfolk**, or parts of it, has been described at some length in the preceding text. The midpoint of the downtown section can be taken as the **City Wharf** (36°50.9'N., 76°17.8'W.) at the foot of West Main Street, which is on the northwest side of Elizabeth River 7.7 miles from Sewells Point and 25.7 miles from the Virginia Capes. 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**, opposite Hospital Point 7.5 miles from Sewells Point, has entrance depths of about 3 feet with deeper water inside, but the entrance is restricted by a 48-foot-wide fixed highway bridge with a clearance of 13 feet. Small-craft anchorages are in Smith Creek.

**Waterside** is in the downtown area of Town Point, on Norfolk, the north side of the intersection between Elizabeth River and Eastern Branch. A municipal marina at this popular tourist stop has reported 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 **Berkley**, a subdivision, 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**, the continuation of Elizabeth River south of the junction with Eastern 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.



# 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.

## SUPPLEMENTAL INFORMATION

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

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)

## 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.

## 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

## AIDS TO NAVIGATION

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

## 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).

## 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

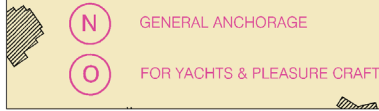
### INTRACOASTAL WATERWAY

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.

## ANCHORAGE AREAS

110.168 (see note A)

Limits and designations of anchorage areas are shown in magenta.



## 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.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

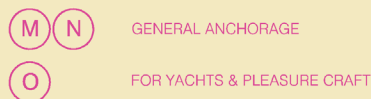
## SOURCE DIAGRAM

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.

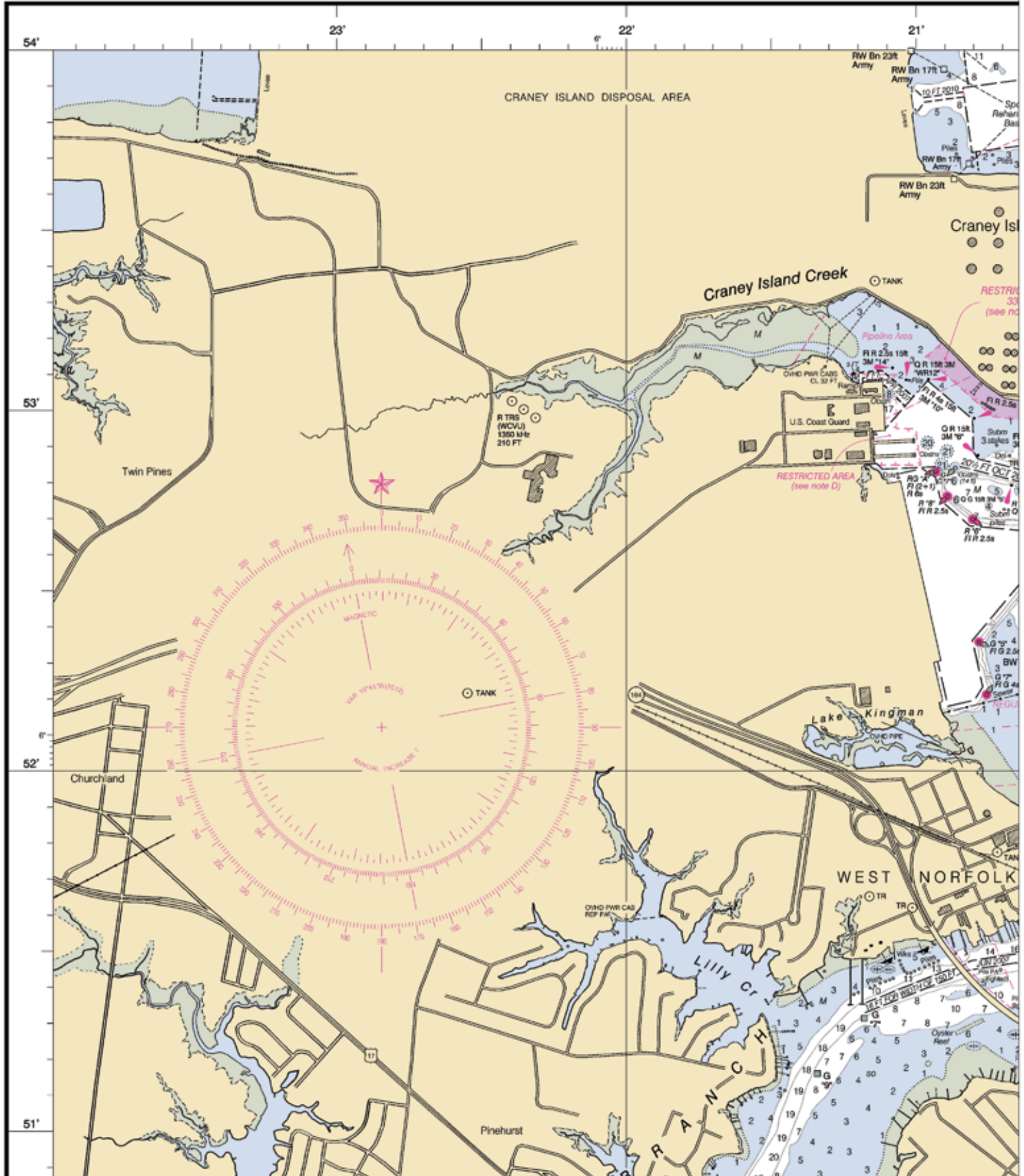


## CAUTION

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).

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 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.nod.noaa.gov/dirs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

12253

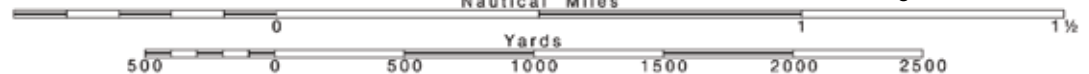


Joins Page 12

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on Page 9



Note: Chart grid lines are aligned with true north.






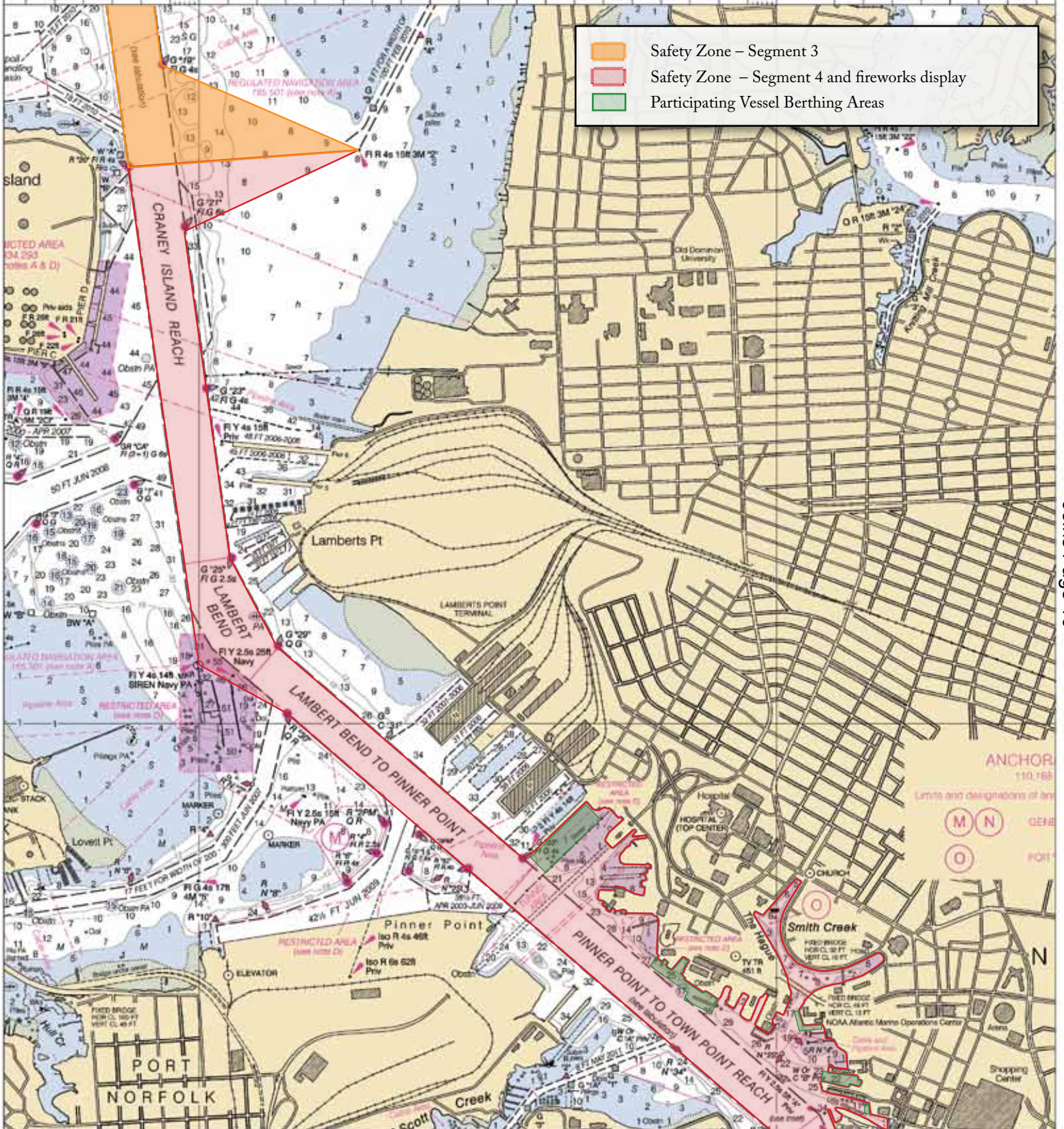
76° 20'

19'

JOINS CHART 12245

18'

|   |   |
|---|---|
|  | Safety Zone – Segment 3                       |
|  | Safety Zone – Segment 4 and fireworks display |
|  | Participating Vessel Berthing Areas           |






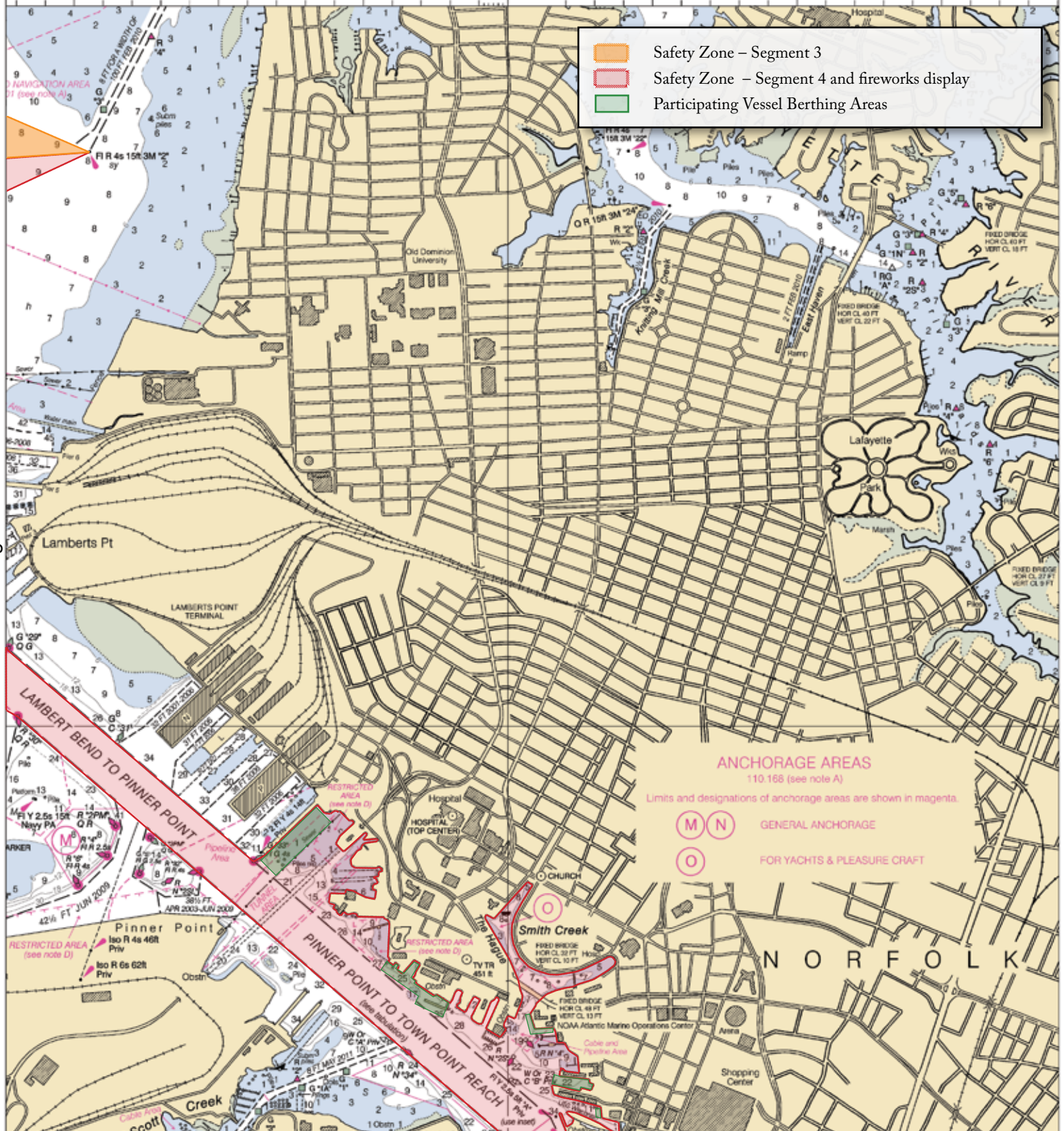
Joins Page 10

Joins Page 13

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.



|   |   |
|---|---|
|  | Safety Zone – Segment 3                       |
|  | Safety Zone – Segment 4 and fireworks display |
|  | Participating Vessel Berthing Areas           |



Joins Page 9

**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

Joins Page 14

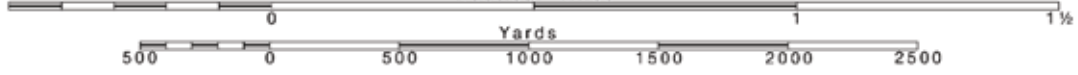
Printed at reduced scale.

SCALE 1:20,000

See Note on Page 9

**10**

Note: Chart grid lines are aligned with true north.





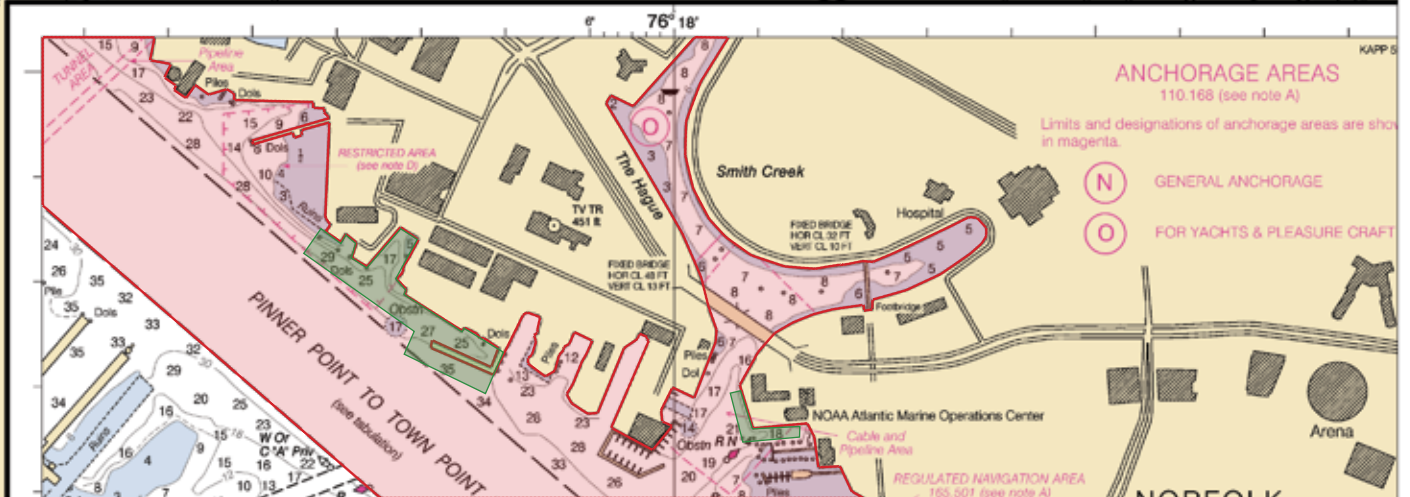
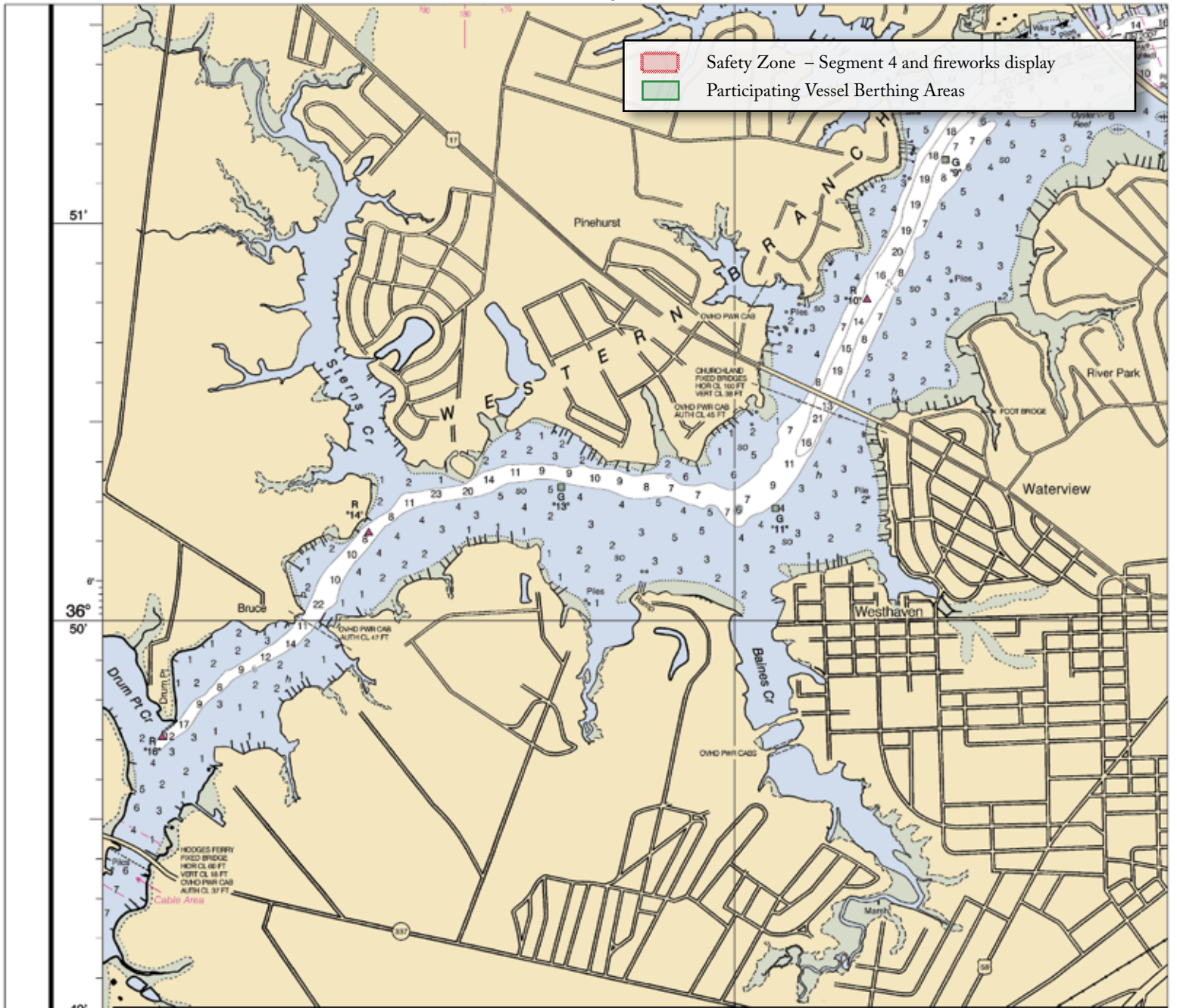
SOUNDINGS IN FEET

12253



Joins Page 15

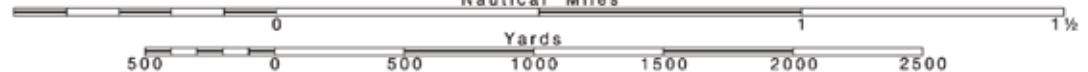
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 1712 4/24/2012,  
NGA Weekly Notice to Mariners: 1712 4/28/2012,  
Canadian Coast Guard Notice to Mariners: n/a.



Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

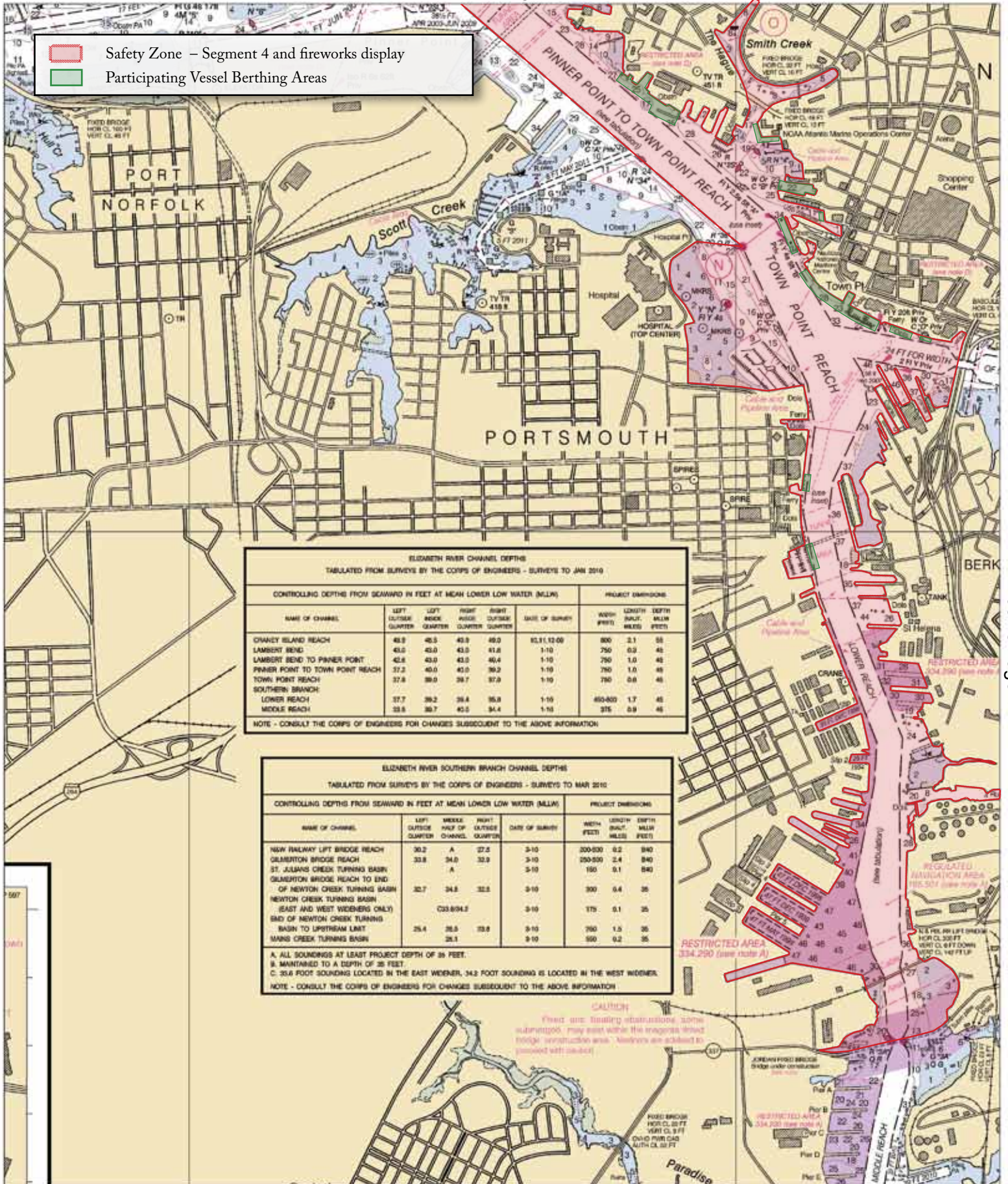
See Note on Page 9



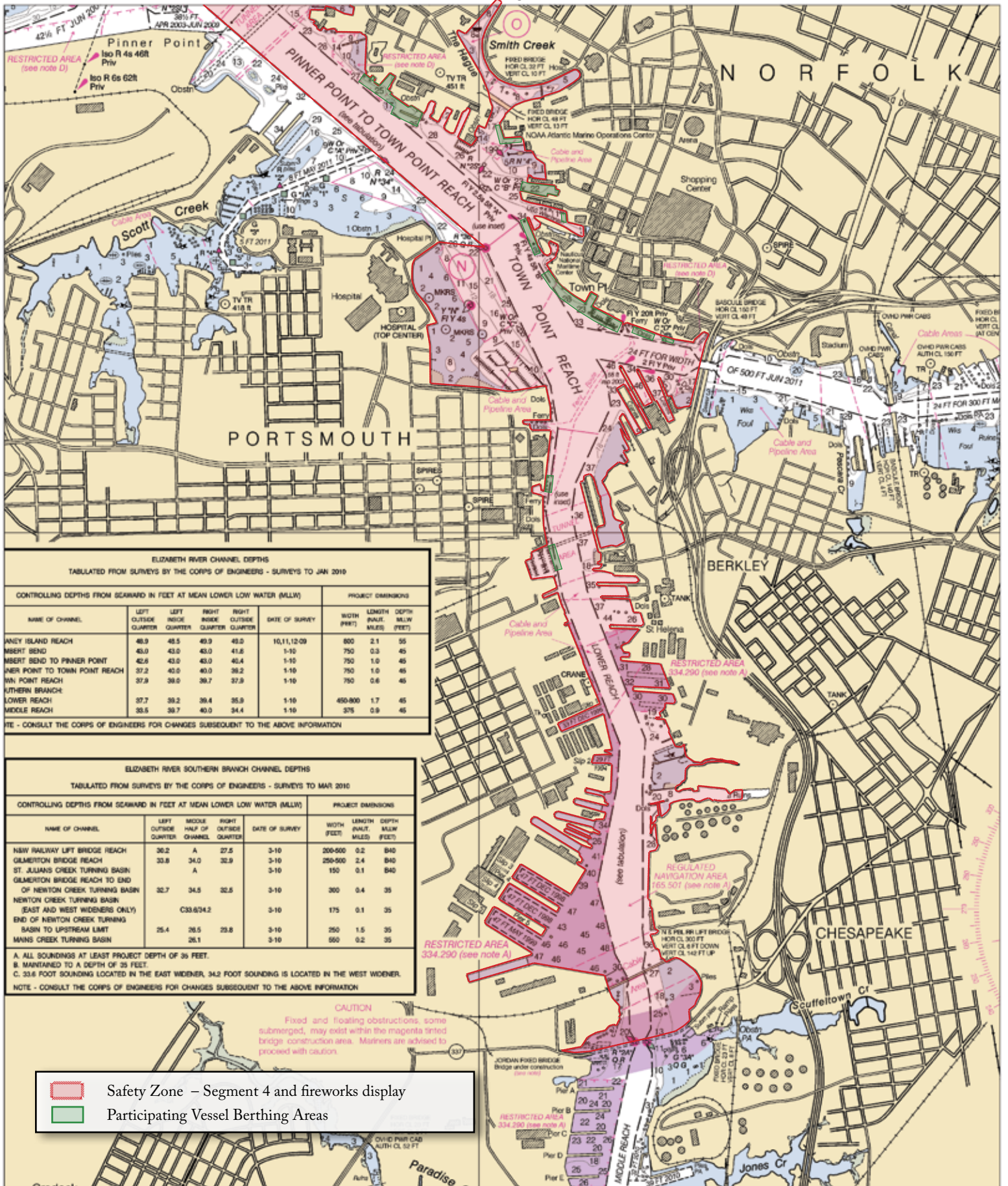
12

Note: Chart grid lines are aligned with true north.









ELIZABETH RIVER CHANNEL DEPTHS  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2010

| 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) |
| WANEY ISLAND REACH             | 48.9   | 48.5                | 49.9                 | 49.0                  | 10,11,12-09    | 800                | 2.1                  | 35           |
| WBERT BEND                     | 43.0   | 43.0                | 43.0                 | 41.6                  | 1-10           | 750                | 0.3                  | 45           |
| WBERT BEND TO PINNER POINT     | 42.8   | 43.0                | 43.0                 | 42.4                  | 1-10           | 750                | 1.0                  | 45           |
| WBER POINT TO TOWN POINT REACH | 37.2   | 40.0                | 40.0                 | 38.2                  | 1-10           | 750                | 1.0                  | 45           |
| WYN POINT REACH                | 37.9   | 38.0                | 38.7                 | 37.9                  | 1-10           | 750                | 0.6                  | 45           |
| WUTHERN 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) |
| NEW RAILWAY LIFT BRIDGE REACH                               | 36.2   | A                      | 37.5                  | 3-10           | 200-600            | 0.2                  | 840          |
| GILMERTON BRIDGE REACH                                      | 33.8   | 34.0                   | 32.9                  | 3-10           | 250-500            | 2.4                  | 840          |
| ST. JULIAN'S CREEK TURNING BASIN                            |  | A                      |                       | 3-10           | 150                | 0.1                  | 840          |
| 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)    | C33.6/34.2   |                        |                       | 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. 33.6 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

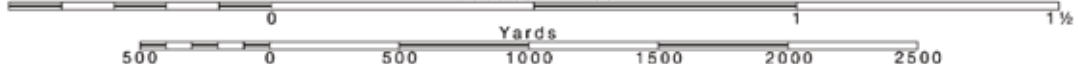
**CAUTION**  
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

- Safety Zone - Segment 4 and fireworks display
- Participating Vessel Berthing Areas

Printed at reduced scale.

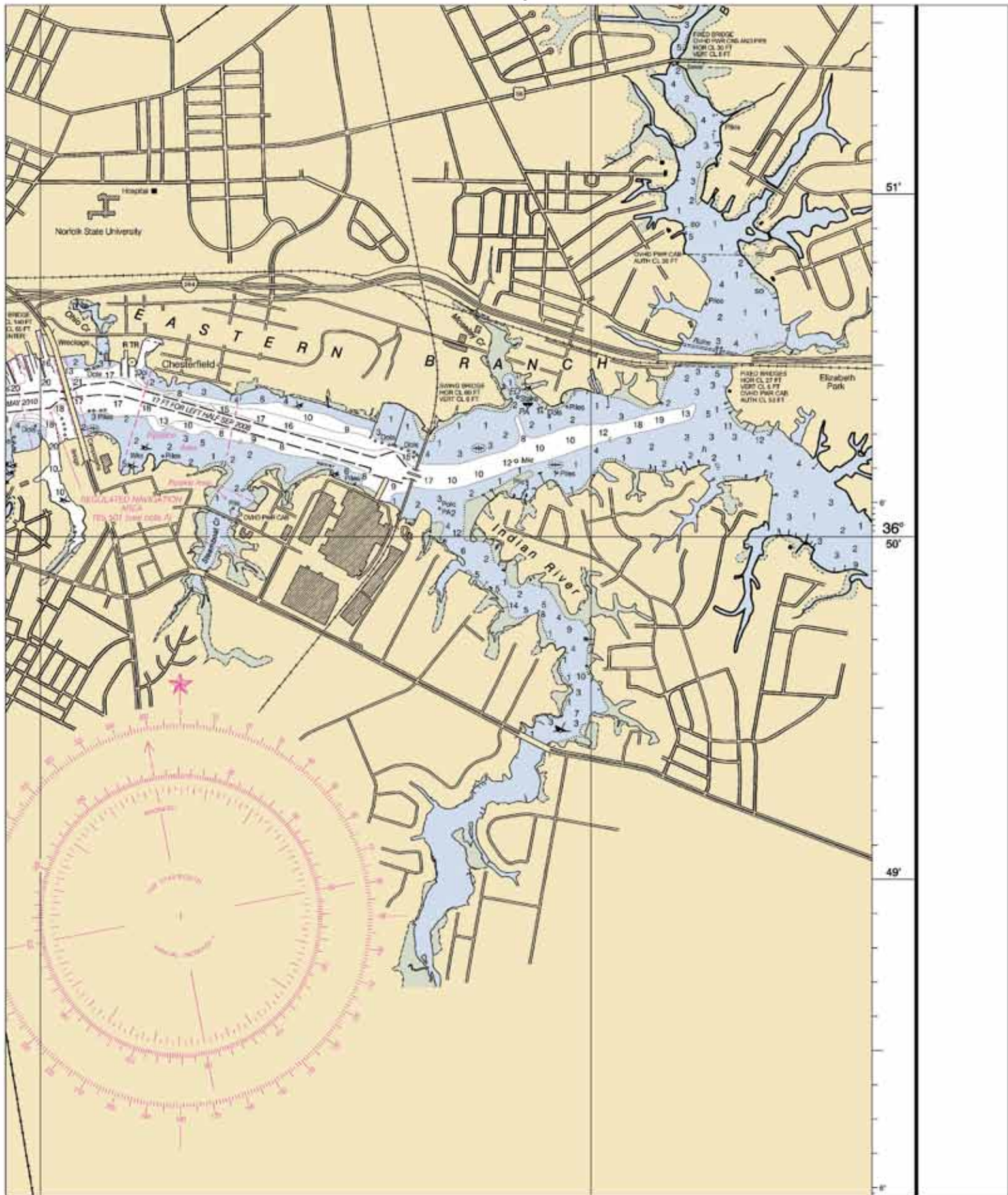
SCALE 1:20,000  
Nautical Miles

See Note on Page 9

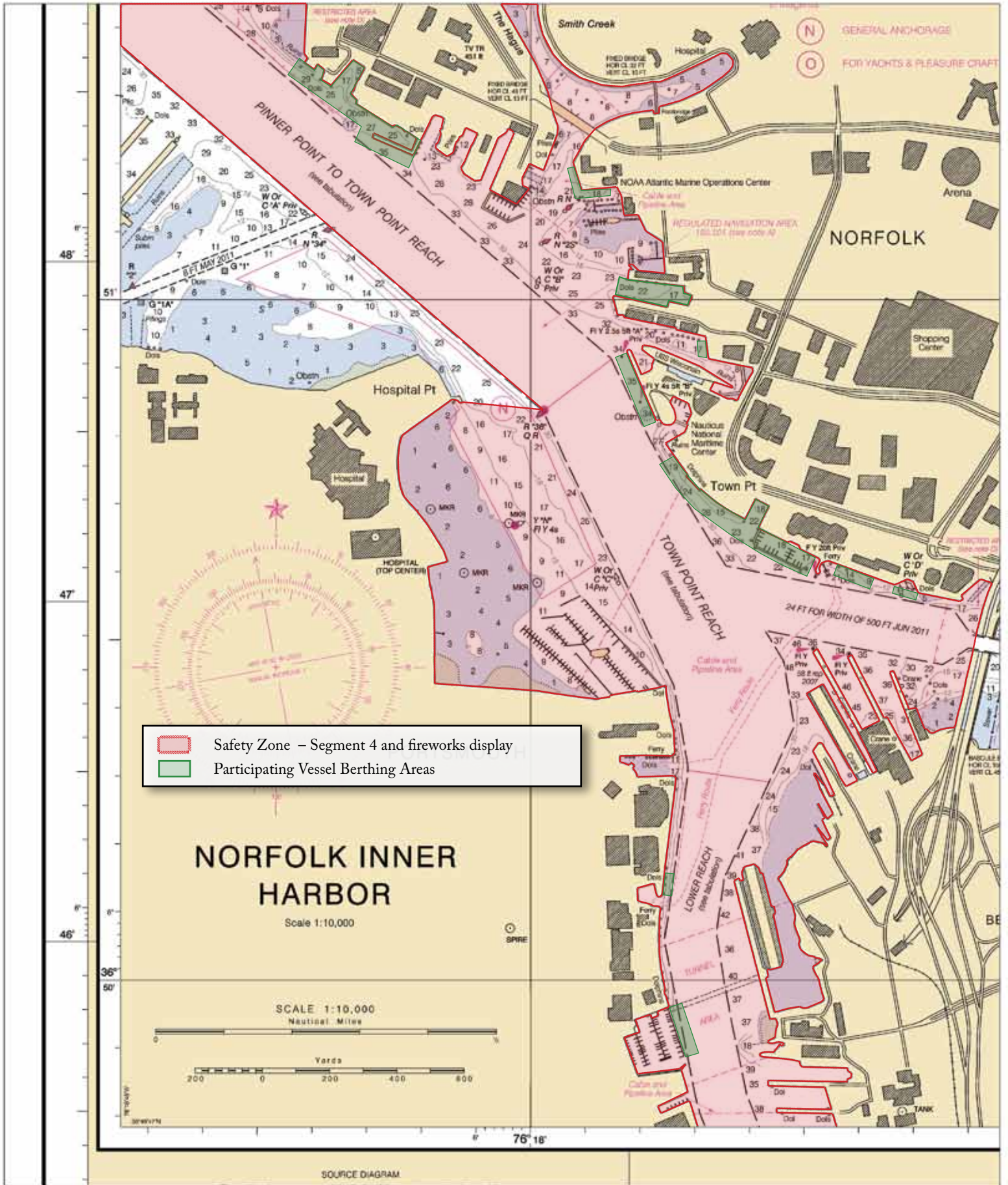


Note: Chart grid lines are aligned with true north.







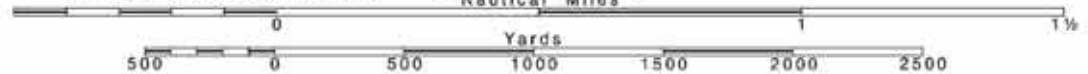


Printed at reduced scale.

SCALE 1:20,000

See Note on Page 9

Note: Chart grid lines are aligned with true north.




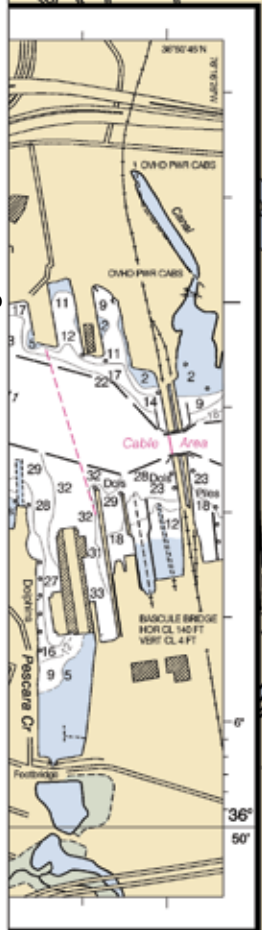
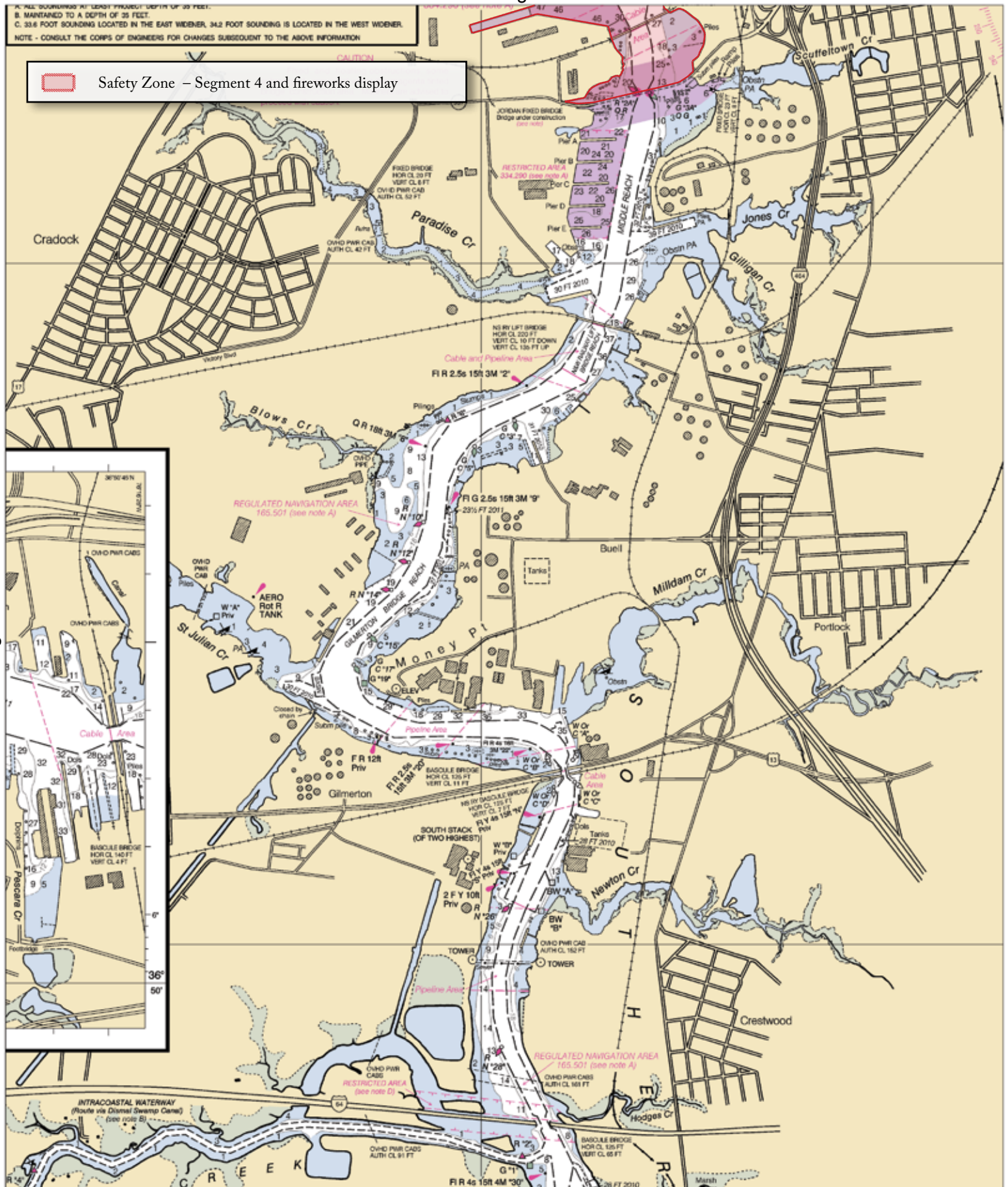






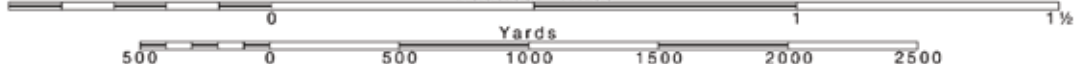
A. ALL SOUNDINGS AT LEAST PROJECT DEPTH OF 25 FEET.  
B. MAINTAINED TO A DEPTH OF 25 FEET.  
C. 33.6 FOOT SOUNDING LOCATED IN THE EAST WIDENER, 34.2 FOOT SOUNDING IS LOCATED IN THE WEST WIDENER.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

 Safety Zone - Segment 4 and fireworks display



Printed at reduced scale. SCALE 1:20,000 Nautical Miles

See Note on Page 9



Joins Page 17

18

Note: Chart grid lines are aligned with true north.





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 [naucalcharts.noaa.gov](http://naucalcharts.noaa.gov).

TIDAL INFORMATION

| PLACE         | HEIGHT REFERRED TO DATUM OF SOUNDINGS (MLLW) | TIDE                   |                 |                |
|---------------|--|------------------------|-----------------|----------------|
|               |  | Mean Higher High Water | Mean High Water | Mean Low Water |
| Craney Island | (36°54'N/76°20'W)                            | 2.8                    | 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):

- |                 |                         |                        |                   |
|-----------------|-------------------------|------------------------|-------------------|
| AEHO omniredual | G green                 | Mo moose code          | R RH red tower    |
| A alternating   | IQ interrupted quick    | N nun                  | RR racing         |
| B black         | Isa isoclass            | OSSC obscured          | S seconds         |
| Bn beacon       | LT HO lighthouse        | O sounding             | SEC sector        |
| C can           | M nautical mile         | O orange               | S N statute miles |
| DA diaphone     | m minute                | Q quick                | VO very quick     |
| F fixed         | MCHO TR microwave tower | R red                  | W white           |
| F flashing      | MV marker               | Ra Ref radar reflector | WES white         |
|                 |                         | R Bn radiobeacon       | Y yellow          |

Bottom characteristics:

- |           |          |         |            |          |
|-----------|----------|---------|------------|----------|
| Sls silt  | Co coral | Gr gray | Oye oyster | so soft  |
| bc broken | G gravel | H hard  | Rk rock    | St stony |
| Cy clay   | Gr grass | M mud   | S sand     | sy stony |

Miscellaneous:

- |  |                         |                      |               |
|--|-------------------------|----------------------|---------------|
| AUTH authorized  | Obsv obstruction        | PD position doubtful | Sub submerged |
| ED existence doubtful  | PA position approximate | Rep reported         |               |
| JL 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 Notices to Mariners. Information concerning this regulation may be obtained at the Office of the Commander 3rd Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Office of Engineers in Norfolk, Virginia.

Refer to related regulation section numbers.

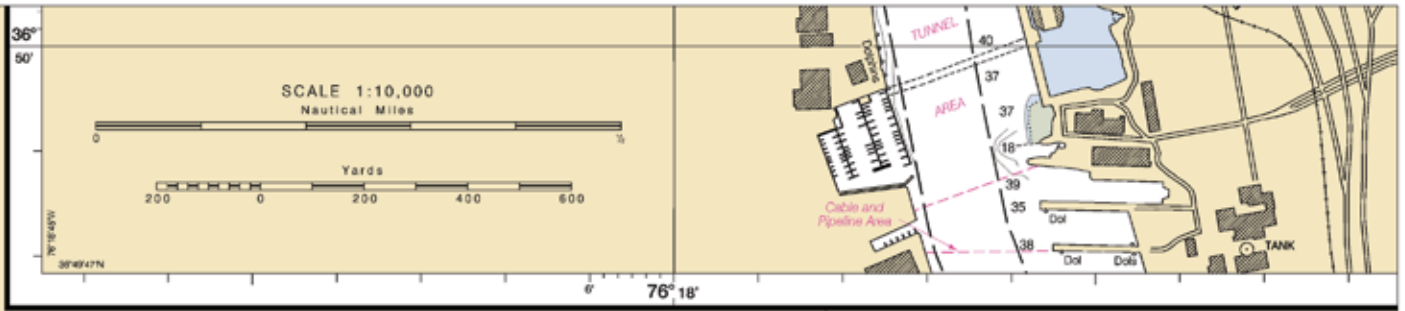
NOTE B

EMERGENCY RESTRICTED AREA

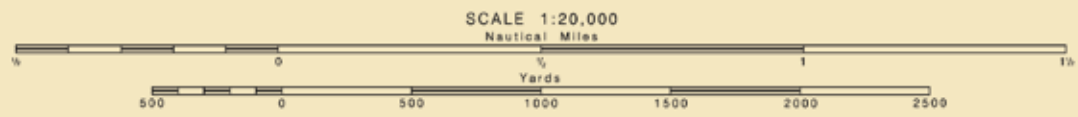
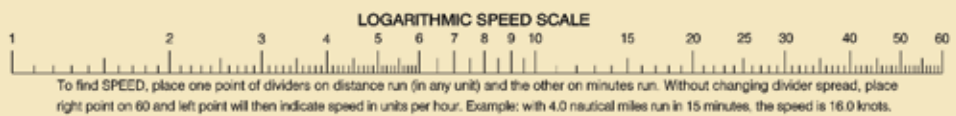
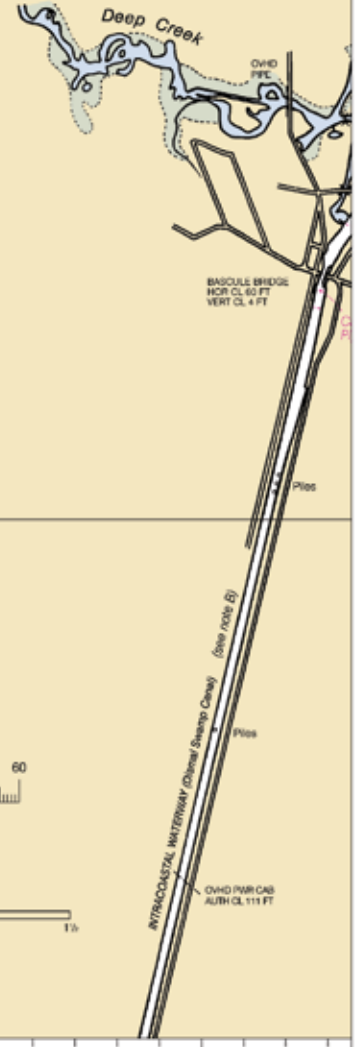
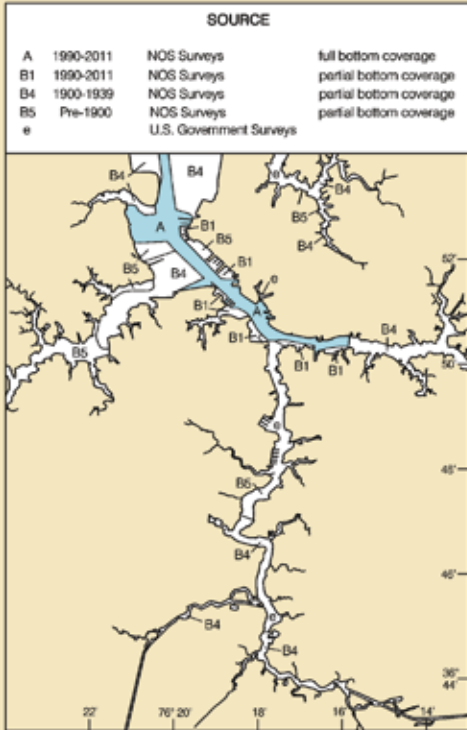
For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 333-7652/7652.

WARNING

The product name and title fully comply with the requirements of 46 CFR 160.101-1.



**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.

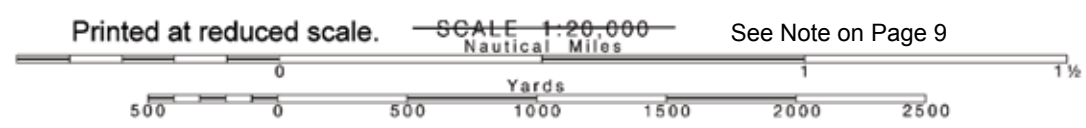


47th Ed., Apr. / 12 ■ Corrected through NM Apr. 14/12  
Corrected through LNM Apr. 10/12  
**12253**

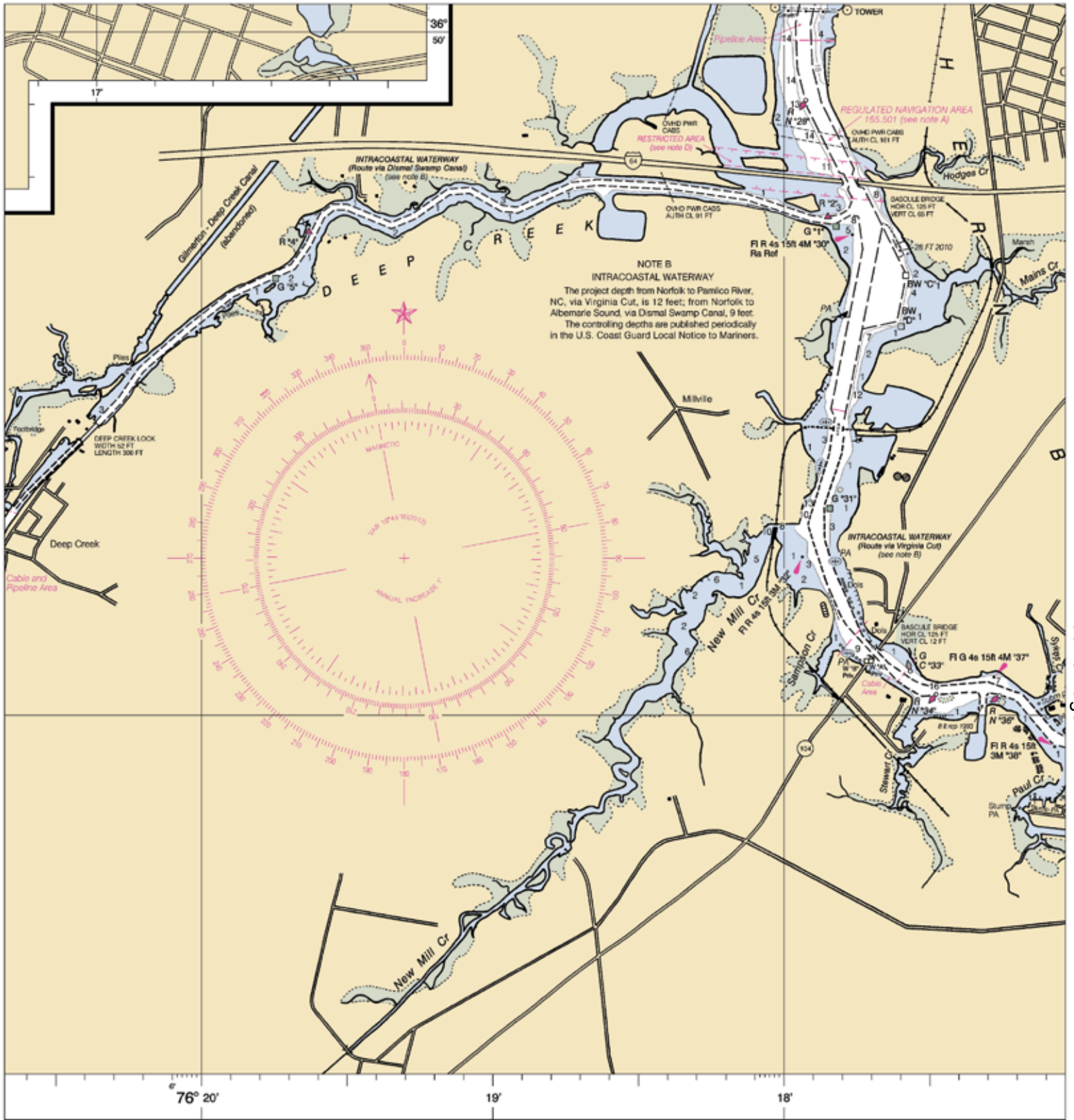
**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected 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 encourage users to submit corrections, additions, or deletions to the Chief, Marine Chart Division (N/C52), Service, NOAA, Silver Spring, Maryland 20910-3282.

Note: Chart grid lines are aligned with true north.





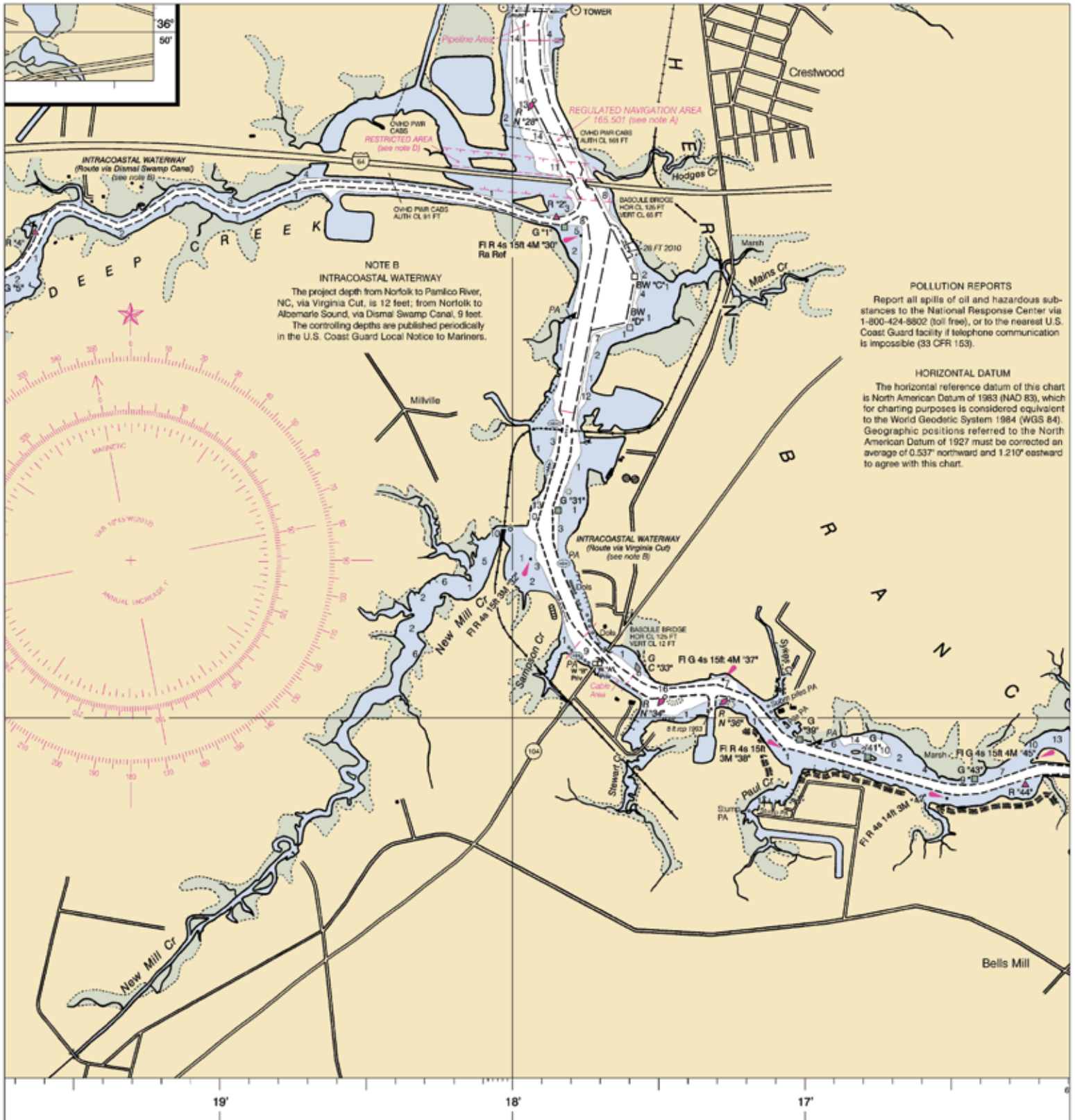


ation. The National s, or comments for 2), National Ocean

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

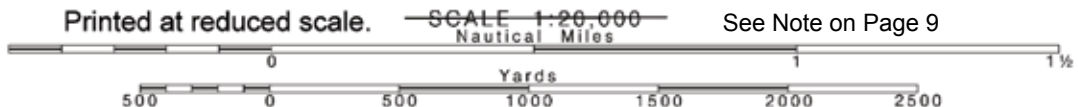
Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

|         |   |    |
|---------|---|----|
| FATHOMS | 1 | 2  |
| FEET    | 6 | 12 |
| METERS  | 1 | 2  |

Joins Page 21

22

Note: Chart grid lines are aligned with true north.



**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

|                    |                          |                        |                    |
|--------------------|--------------------------|------------------------|--------------------|
| A/E/O aeronautical | G green                  | Mo Morse code          | R TR radio tower   |
| A alternating      | IQ interrupted quick     | N nun                  | Rot rotating       |
| B black            | iso isobase              | OSCC obscured          | s seconds          |
| Bn beacon          | LT HO lighthouse         | Oo occulting           | SEC sector         |
| C can              | M nautical mile          | Or orange              | St M statute miles |
| DA diaphone        | m minutes                | Q quick                | VO very quick      |
| F fixed            | MICRO TR microwave tower | R red                  | W white            |
| Fl flashing        | Mkr marker               | Ra Ref radar reflector | WhS whistle        |
|                    |                          | R Bn radiobeacon       | Y yellow           |

**Bottom characteristics:**

|              |           |         |             |           |
|--------------|-----------|---------|-------------|-----------|
| Sls boulders | Co coral  | Gr gray | Oys oysters | so soft   |
| bk broken    | G gravel  | h hard  | Rk rock     | Sh shells |
| Cy clay      | Grs grass | M mud   | S sand      | sy stony  |

**Miscellaneous:**

|                       |                         |                      |                |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized       | Obn obstruction         | PD position doubtful | Subn submerged |
| ED existence doubtful | PA position approximate | Rep reported         |                |

⊔ Whisk, 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) 201-7663/7662.

**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**

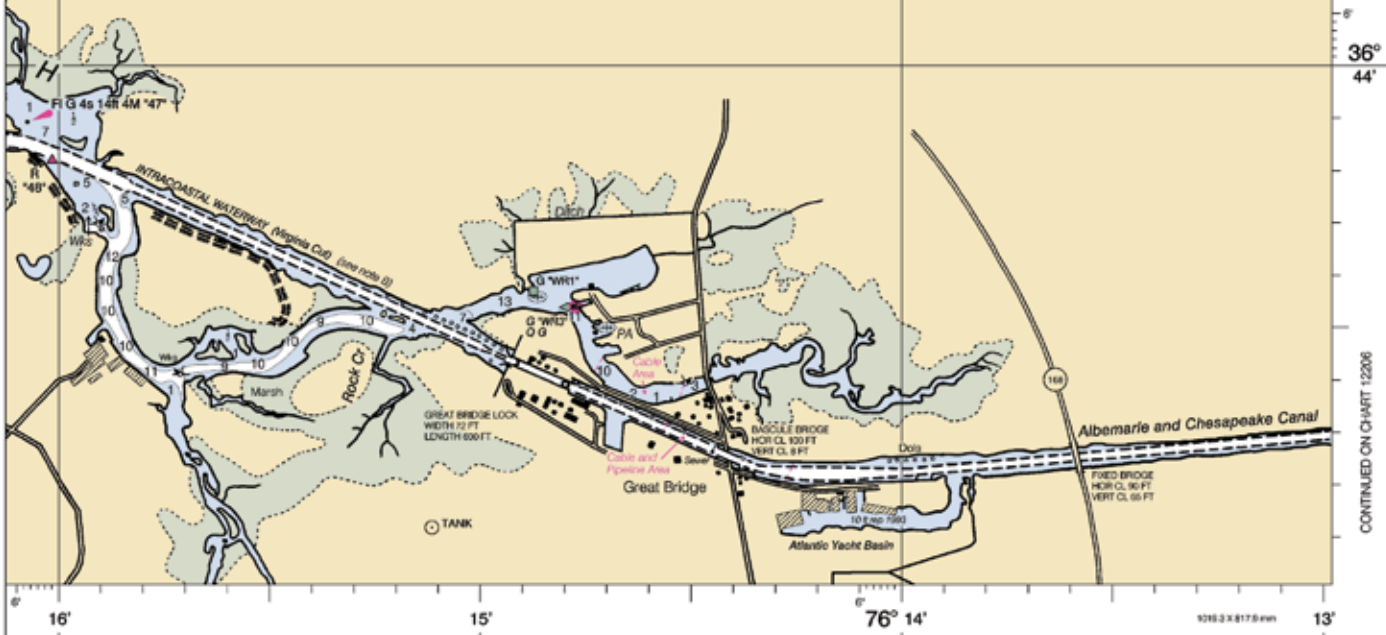
**SUBMARINE PIPELINES AND CABLES**

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

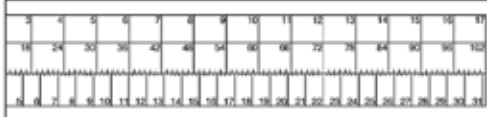


Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels 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.



45'  
36°  
44'  
CONTINUED ON CHART 12253



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

**12253**

NSN 7642014010314  
 NSA REFERENCE NO. 12AHA12253  
 EDITION 47



# 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.

**Mobile Phones** — Call 911 for water rescue.

Coast Guard Search & Rescue:

Sector Hampton Roads (emergency/primary) 757-668-5555

Sector Hampton Roads (toll free) 877-722-5727

Virginia Marine Police 800-541-4646

**NOAA Weather Radio (MHz)** — 162.400, 162.425, 162.450, 162.475, 162.500, 162.525, 162.550

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. Respond to distress signals, but do not endanger yourself.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.oceangrafix.com](http://www.oceangrafix.com)

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-references digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be

downloaded from NOAA for free and printed from [www.nauticalcharts.noaa.gov/bookletcharts](http://www.nauticalcharts.noaa.gov/bookletcharts)

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side and safety, boating and educational information on the reverse. they can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are nine text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. [www.nauticalcharts.noaa.gov/viewer](http://www.nauticalcharts.noaa.gov/viewer)

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### Internet Sites

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

[www.noaa.gov](http://www.noaa.gov)

[www.tidesandcurrents.noaa.gov](http://www.tidesandcurrents.noaa.gov)

[www.nos.noaa.gov](http://www.nos.noaa.gov)