BookletChart™

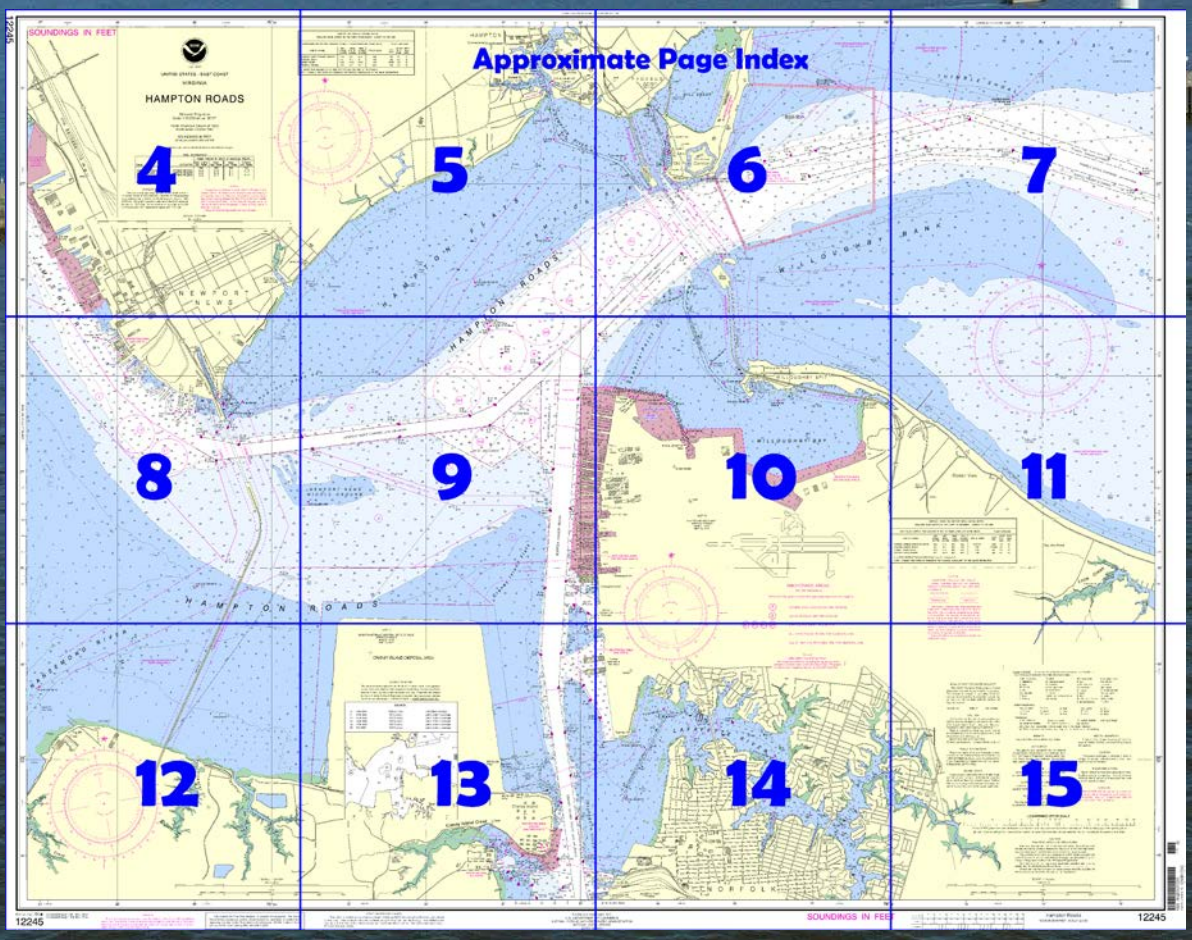
Hampton Roads

NOAA Chart 12245

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

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

What is a BookletChart™?

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

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

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

Notice to Mariners Correction Status

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

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12245

(Selected Excerpts from Coast Pilot)
Thimble Shoal Light (37°00.9'N., 76°14.4'W.), 55 feet above the water, is shown from a red conical tower on a brown cylindrical pier on the eastern edge of the shoal; a fog signal is sounded from the station.
A **bridge-tunnel complex** crosses Chesapeake Bay from Willoughby Spit to Hampton.
Old Point Comfort, is the site of historic **Fort Monroe. Old Point Comfort Light** (37°00.1'N., 76°18.4'W.), 54 feet above the water, is shown from a white tower. Only Government craft can tie up at the wharf on the south waterfront of Old Point Comfort.

A naval **restricted area** extends eastward and southward of Old Point Comfort, and a **danger zone** of an army firing range extends to seaward from a point 1.5 miles northward of the point.
Hampton Bar begins about 200 yards southwestward of Old Point Comfort and extends 2 miles southwestward; depths on the bar are 1 to 5 feet. The bar is marked by two lights and by a buoy and daybeacon along its southern edge.
A dredged channel, marked by a light and daybeacons, leads along the west side of Old Point Comfort to **Phoebus** and has a depth of 12 feet. The wharves have depths of 8 to 12 feet at their outer ends, but are in poor condition. Small craft can anchor in depths of 8 to 20 feet along the sides of the channel. The Fort Monroe yacht piers are on the east side of the channel 0.4 mile above Old Point Comfort.
Hampton River is entered by a marked channel through Hampton Bar and Flats to a point just below the highway bridge at Hampton. Federal project depths are 12 feet.
Sunset Creek is entered by a marked dredged channel leading westward from the channel in the river and has a federal project of 12 feet.
The commercial wharves at Hampton have depths of 7 to 12 feet at their faces. The public landing 500 yards below the bridge has depths of 8 feet at the face; small boats anchor between the public landing and the bridge. The wharves along Sunset Creek have depths of 4 to 9 feet at their outer ends.
Supplies and fuel are available at Hampton. A yacht club and several marinas have berthing space.
Newport News Middle Ground Light (36°56.7 'N., 76°23.5'W.), 52 feet above the water, is shown from a red conical tower on a red cylindrical pier in 15 feet of water near the western end of the shoal; a seasonal fog signal is at the light.
Newport News Creek is a city-owned small-boat harbor. In July 2000, the controlling depth was 12.0 feet in the dredged channel to the head of the project, except for a depth of 11.5 feet in the right outside quarter channel edge about 0.18 mile from the channel entrance. Fuel, supplies, and slips are available.
Anchorages.–Numerous general, explosives, naval, and small-craft anchorages are in Hampton Roads and Elizabeth River. (See **110.1 and 110.168,** chapter 2, for limits and regulations.)
The Newport News to Craney Island pipeline is a 24-inch diameter submerged pipeline carrying natural gas. The method of construction involved directional drilling from five locations along the length of the pipeline termed "Stitch Points," labeled A through E on charts 12245 and 12222. The pipeline runs between 6 and 65 feet below the seabed. (See Coast Pilot 3, chapter 9 for complete details.)
The **currents** are influenced by the winds & may attain velocities in excess of the tabulated values.
Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) The **quarantine anchorage** is southeastward of York Spit Channel Lighted Buoy 38.
Hampton Roads is a **customs port of entry.**
A naval **restricted area** extends eastward and southward of Old Point Comfort, and a **danger zone** of an army firing range extends to seaward from a point 1.5 miles northward of the point. (See **334.350,** and **334.360,** chapter 2, respectively, for limits and regulations.)
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.)

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

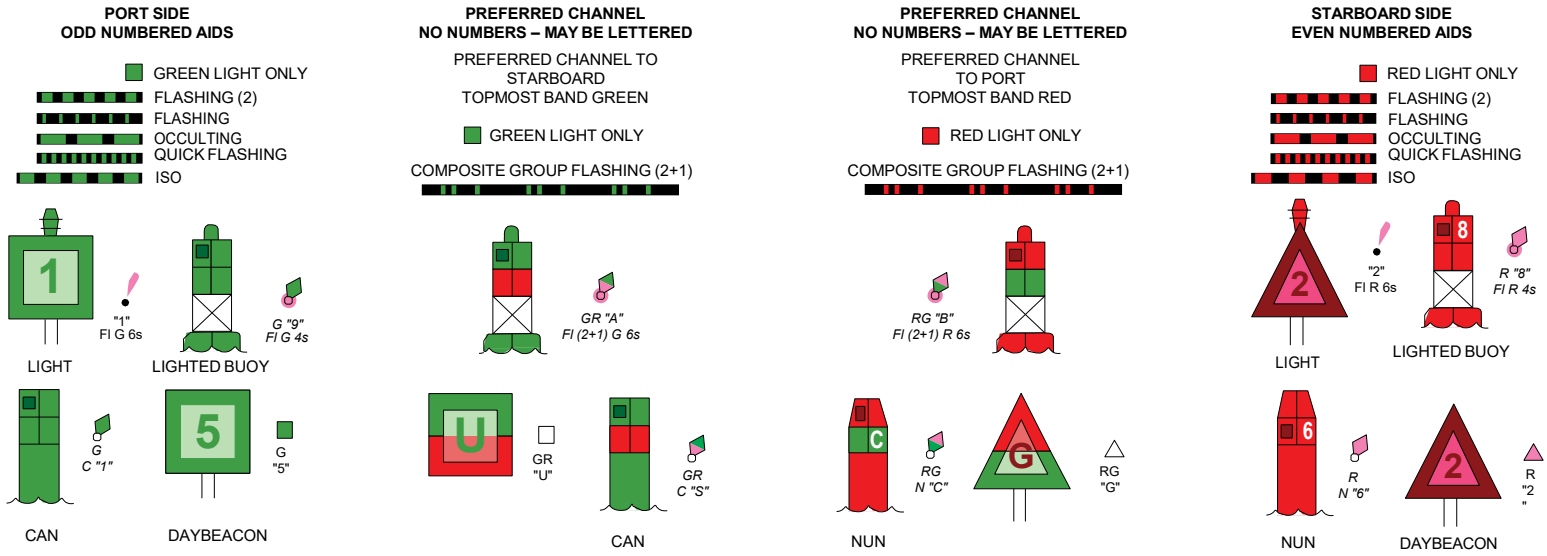
RCC Norfolk	Commander 5th CG District Norfolk, VA	(575) 398-6231

Navigation Manager Regions

To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/

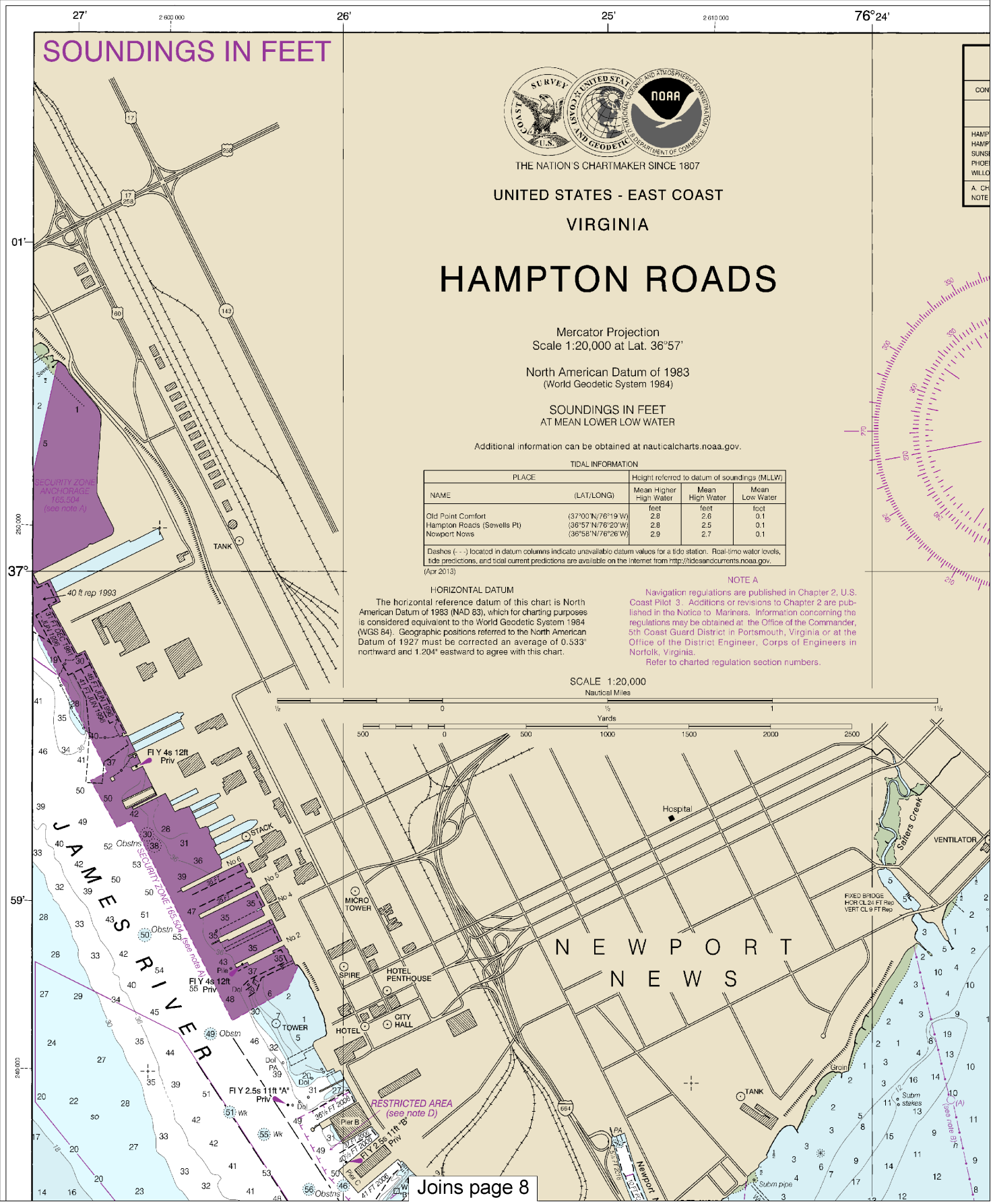
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.
These volumes are available online at *http://www.navcen.uscg.gov*

12245



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500

HAMPTON, PHOEBUS AND WILLOUGHBY CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2017

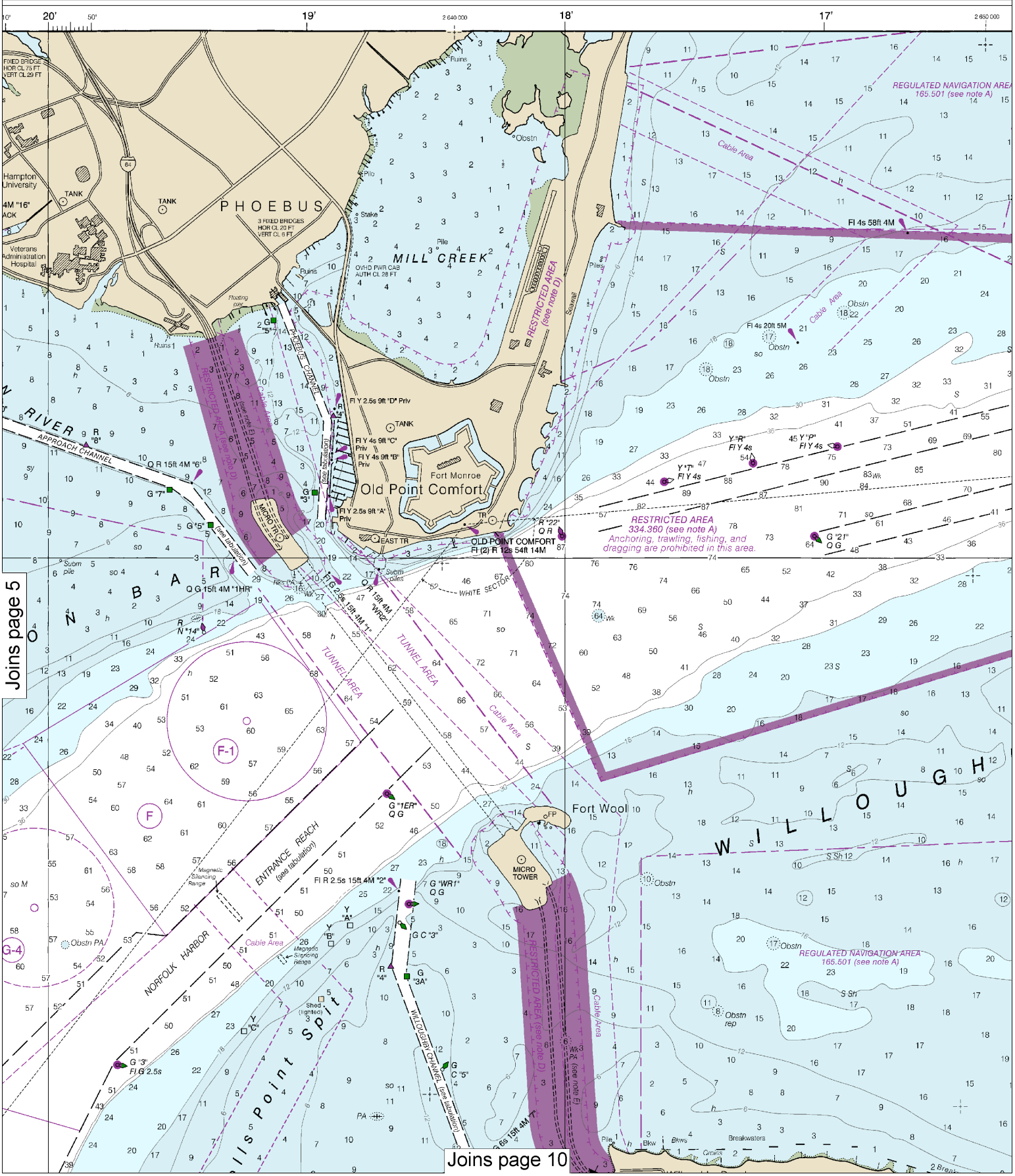
NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
MPTON CREEK APPROACH CHANNEL	10.8	12.4	11.6	11-17	200	1.2	12
MPTON CREEK CHANNEL	8.3	10.8	8.7	11-17	150	1.4	12
NSET CREEK	10.2	5.0	9.4	11-17	100-80	0.7	12
EBUS CHANNEL	12.5	12.1	11.7	6-03	150	0.7	12
LOUGHBY CHANNEL	2.2	2.3	8.4	4-17	A300	1.6	10

CHANNEL WIDTH MAINTAINED AT 200 FEET SOUTH OF 36°58'43.0"N, 76°18'38.5"W.
TE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

23' 2 620 000 22' 21' 50" 40" 30" 20" 10" 20' 50"

HAMPTON
MICRO TR
FIXED BRIDGE HOR CL 75 FT VERT CL 29 FT
R "26" Priv
Obstn
Piles
Priv aids
Hospital
R "20"
R "18"
TOWER
Hampton University
TANK
Fl (2+1) G 6s 15ft 3M "SC"
Sunset Cr
(see tab)
Fl R 4s 15ft 4M "16"
STACK
Jones Cr
Ruins
Cable Area
Veterans Administration Hospital
HAMPTON CREEK
G "13"
R "14"
Obstn
Fl R 4s 15ft "2" Priv
HAMPTON RIVER CHANNEL
R "12"
R "10"
Q G 15ft 4M "11"
APPROACH CHANNEL
R "8"
Hospital
MAGNETIC
VAR 10° 45' W (2013)
ANNUAL INCREASE 1'
Piles
G "3"
R "4"
Platform (ruins)
Y "B" Fl Y 4s Priv
Subm pile
Fl 6s "I" Priv
Fl 6s "J" Priv
Y "C" Fl Y 4s Priv
Fl 6s "H" Priv
Fl 6s "G" Priv
Fl 6s "F" Priv
Y "A" Fl Y 4s Priv
Fl 6s "E" Priv
Y "D" Fl Y 4s Priv
Ruins
Tower (ruins)
Subm pile
Subm poles
PA
Fl 4s 15ft 5M
Obstn
R "16"
G "1"
Fl R 2.5s 15ft 4M "2"
ED
R "18"
HAMPTON FLATS
HAMPTON ROADS
REGULATED NAVIGATION AREA
165.501 (see note A)
MOORING
Explosives (rep 1962) PD
Obstn (Anchor chain)
G-4
G-3
G
Fl 6s "A" Navy
R N "20"
R "2NN" Fl R 2.5s
Obstn PA
so M
so
S
Joins page 6
Joins page 9

This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:28571. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

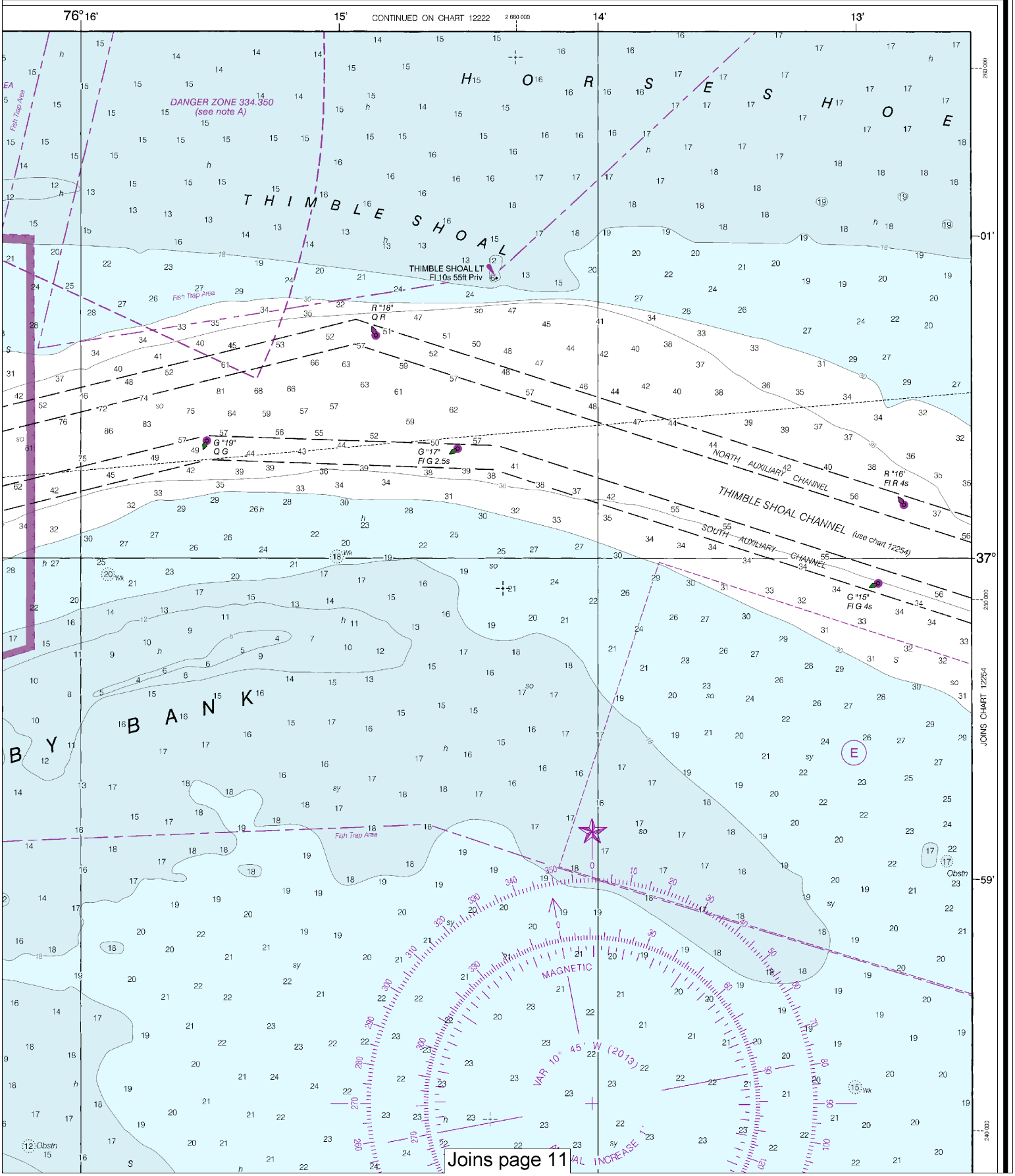


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

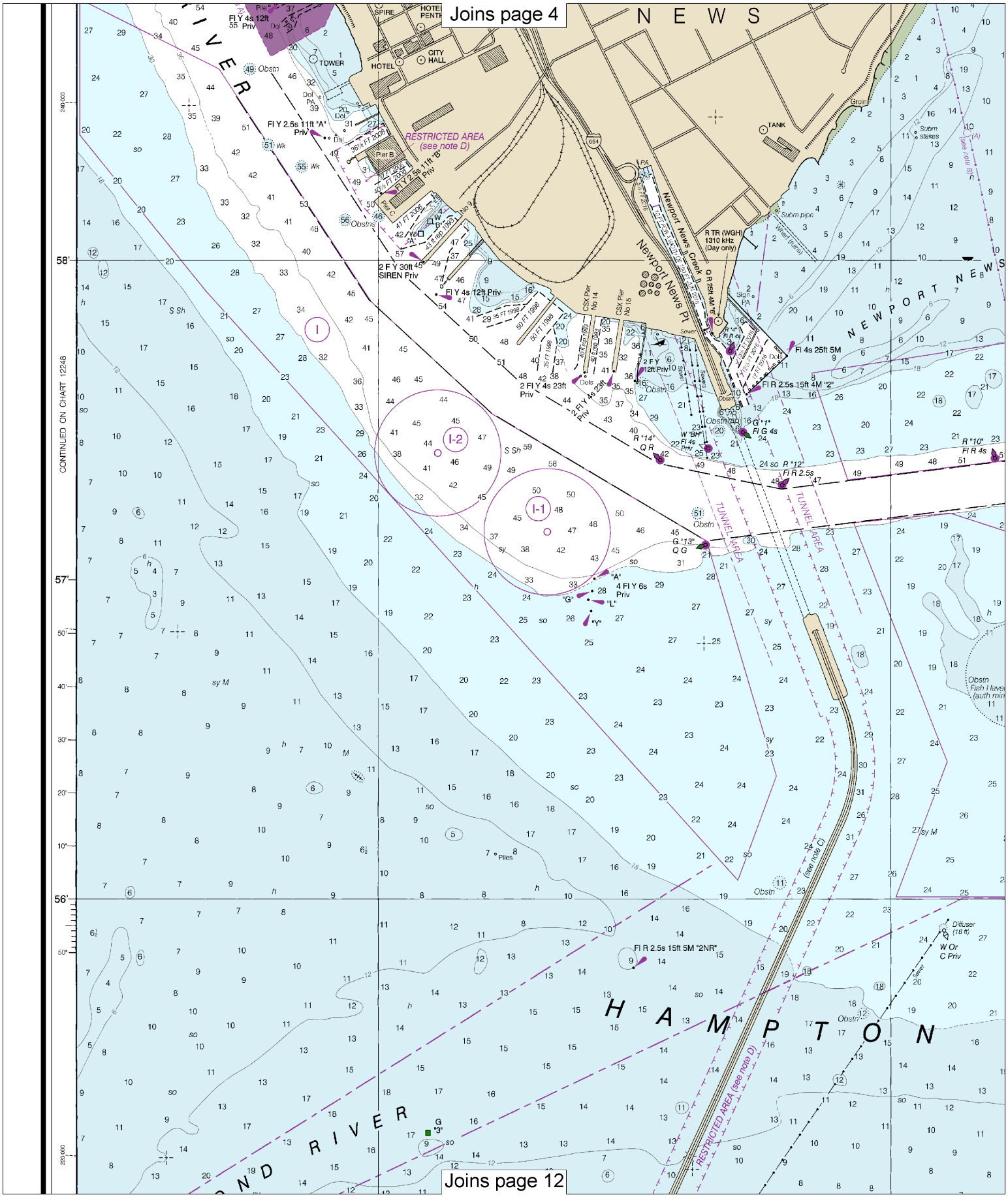
Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



Joins page 11

his is the Last Edition of this chart. It will be canceled on Mar 6, 2024
1st Ed., Aug. 2020. Last Correction: 2/28/2024. Cleared through:
NM: 0924 (2/27/2024), NM: 1024 (3/9/2024)



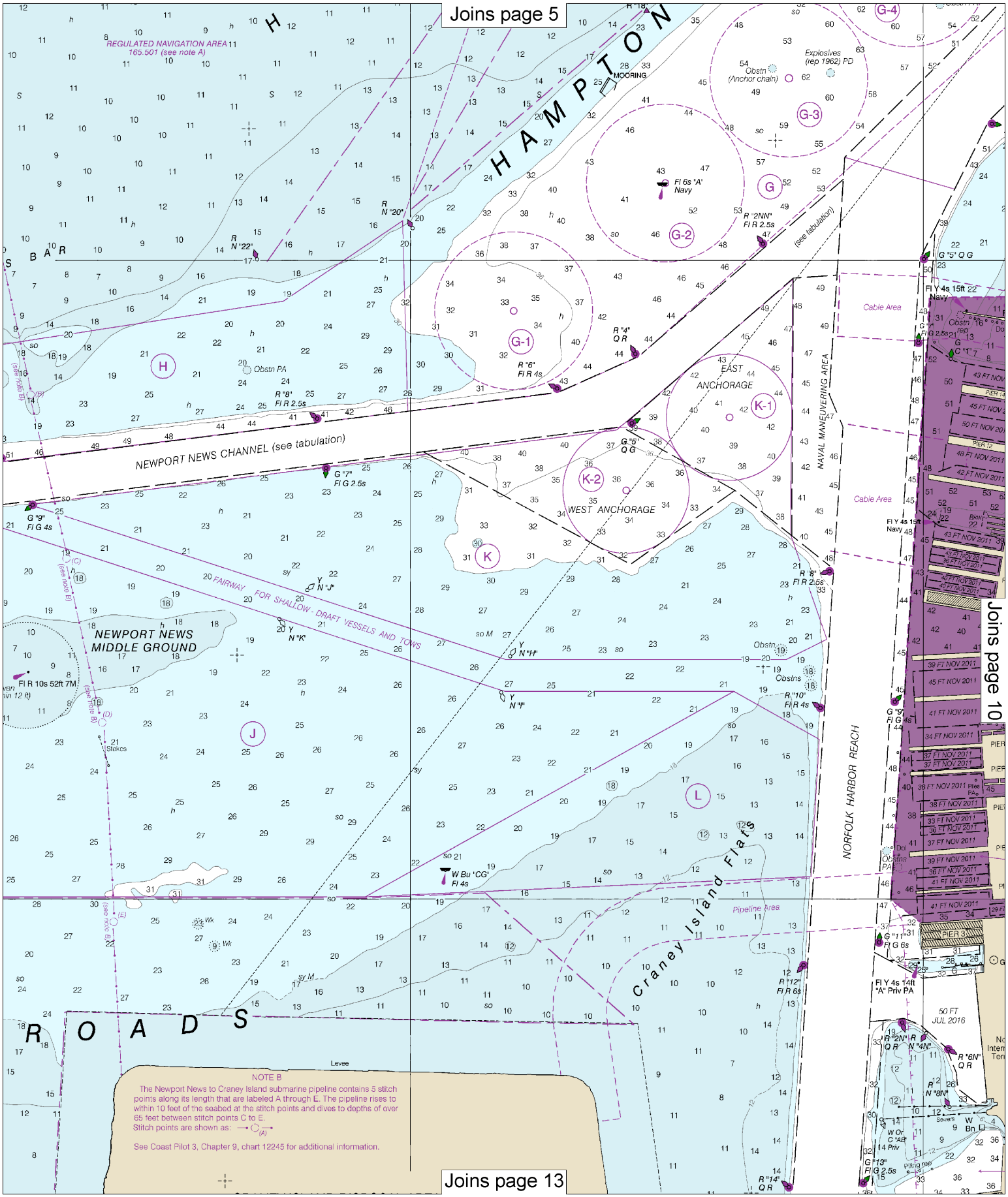
8

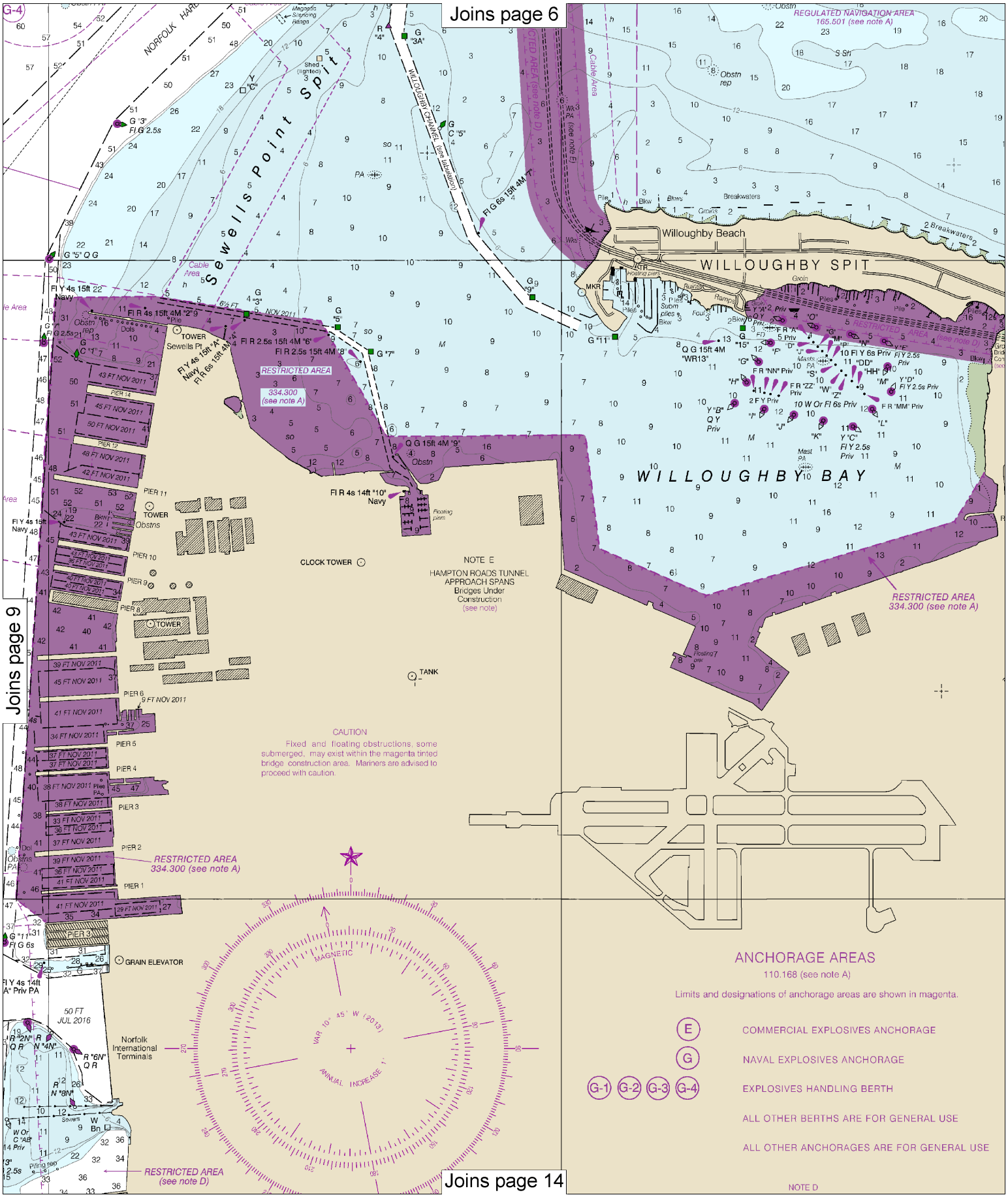
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500


Joins page 5
HAMPTON
REGULATED NAVIGATION AREA
165.501 (see note A)
MOORING
Explosives
(rep 1962) PD
Obstn
(Anchor chain)
G-4
G-3
G
G-2
G-1
Fl 6s "A"
Navy
R "2NN"
Fl R 2.5s
(see tabulation)
R "20"
R "22"
BAR
H
Obstn PA
R "8"
Fl R 2.5s
R "4"
Q R
R "6"
Fl R 4s
EAST
ANCHORAGE
K-1
K-2
WEST ANCHORAGE
K
NAVAL MANEUVERING AREA
NEWPORT NEWS CHANNEL (see tabulation)
G "7"
Fl G 2.5s
G "5"
Q G
G "9"
Fl G 4s
FAIRWAY FOR SHALLOW - DRAFT VESSELS AND TOWS
Y
N "J"
Y
N "K"
Y
N "H"
Y
N "I"
NEWPORT NEWS
MIDDLE GROUND
Fl R 10s 52ft 7M
Stakes
J
L
R "10"
Fl R 4s
R "12"
Fl R 6s
W Bu "CG"
Fl 4s
Craney Island Flats
NORFOLK HARBOR REACH
Pipeline Area
Cable Area
Cable Area
Fl Y 4s 15ft
Navy
Fl Y 4s 15ft
Navy
G "5" Q G
G "9"
Fl G 4s
G "11"
Fl G 6s
Fl Y 4s 14ft
"A" Priv PA
50 FT
JUL 2016
R "2N"
Q R
R "4N"
R "6N"
Q R
R "8N"
G "13"
Fl G 2.5s
R "14"
Q R
Joins page 10
Joins page 13
ROADS
Levee
NOTE B
The Newport News to Craney Island submarine pipeline contains 5 stitch points along its length that are labeled A through E. The pipeline rises to within 10 feet of the seabed at the stitch points and dives to depths of over 65 feet between stitch points C to E.
Stitch points are shown as: (A)
See Coast Pilot 3, Chapter 9, chart 12245 for additional information.



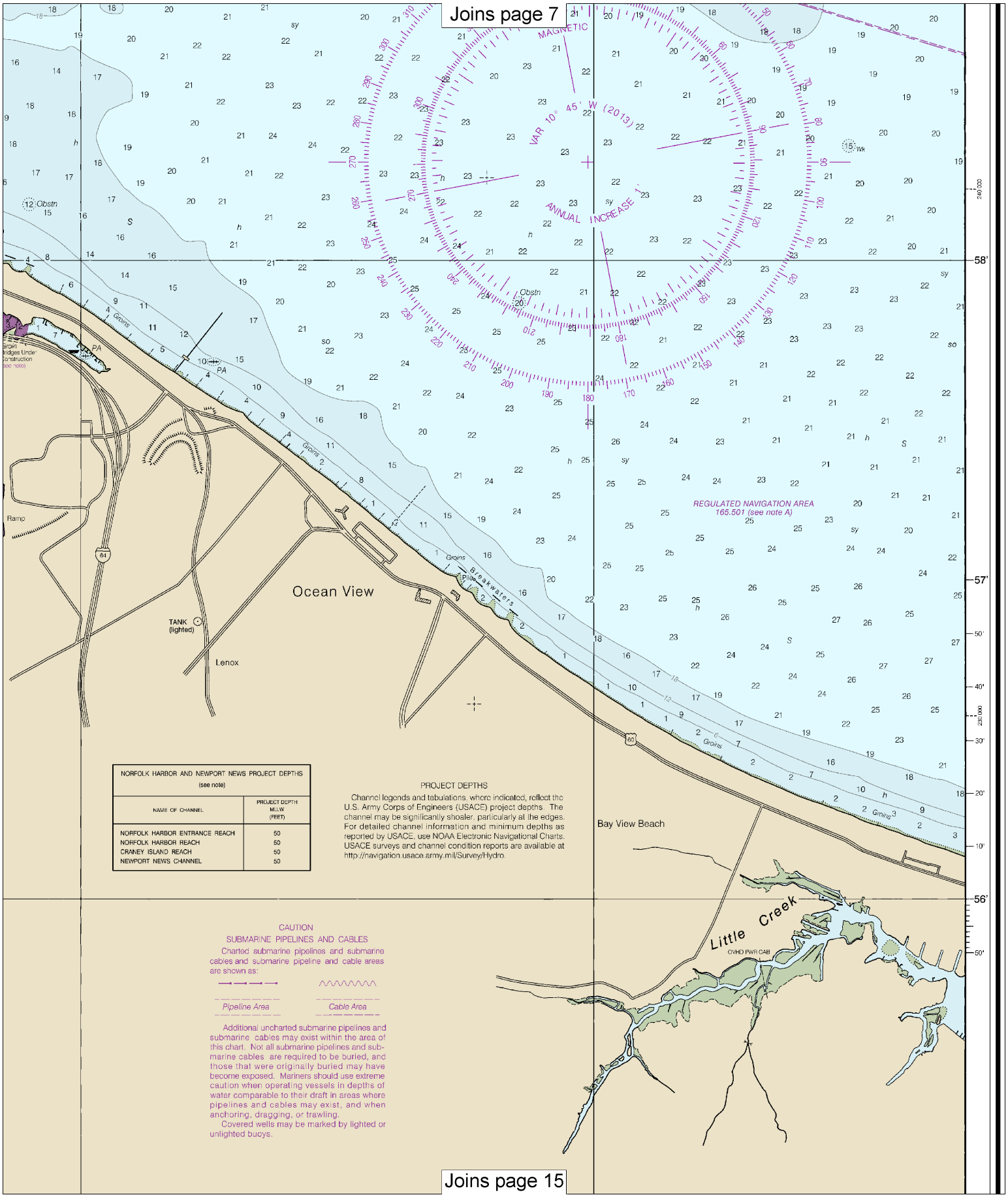
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Joins page 7



NORFOLK HARBOR AND NEWPORT NEWS PROJECT DEPTHS (see note)	
NAME OF CHANNEL	PROJECT DEPTH MLLW (FEET)
NORFOLK HARBOR ENTRANCE REACH	50
NORFOLK HARBOR REACH	50
CRANEY ISLAND REACH	50
NEWPORT NEWS CHANNEL	50

PROJECT DEPTHS

Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoaler, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, use NOAA Electronic Navigational Charts. USACE surveys and channel condition reports are available at http://navigation.usace.army.mil/Survey/Hydro.

CAUTION

SUBMARINE PIPELINES AND CABLES

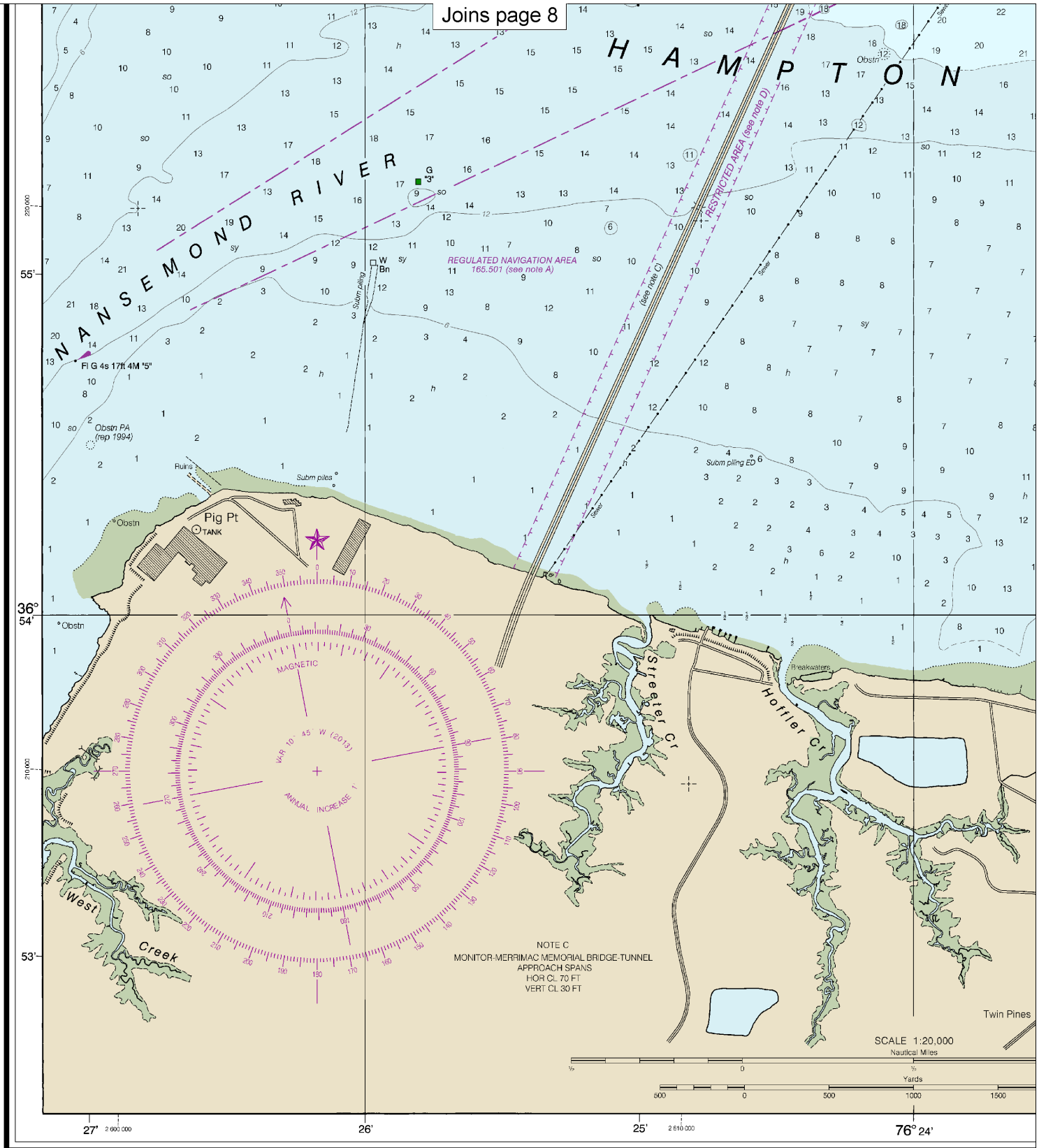
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

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

Covered wells may be marked by lighted or unlighted buoys.

Joins page 15



12245

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.

NOAA encourages users to submit inquiries about this chart at http://www.nauticalcharts.noaa.gov

This is the Last Edition of this chart. It will be canceled on Mar 6, 2024

71st Ed., Aug. 2020. Last Correction: 2/28/2024. Cleared through:
LNM: 0924 (2/27/2024), NM: 1024 (3/9/2024)

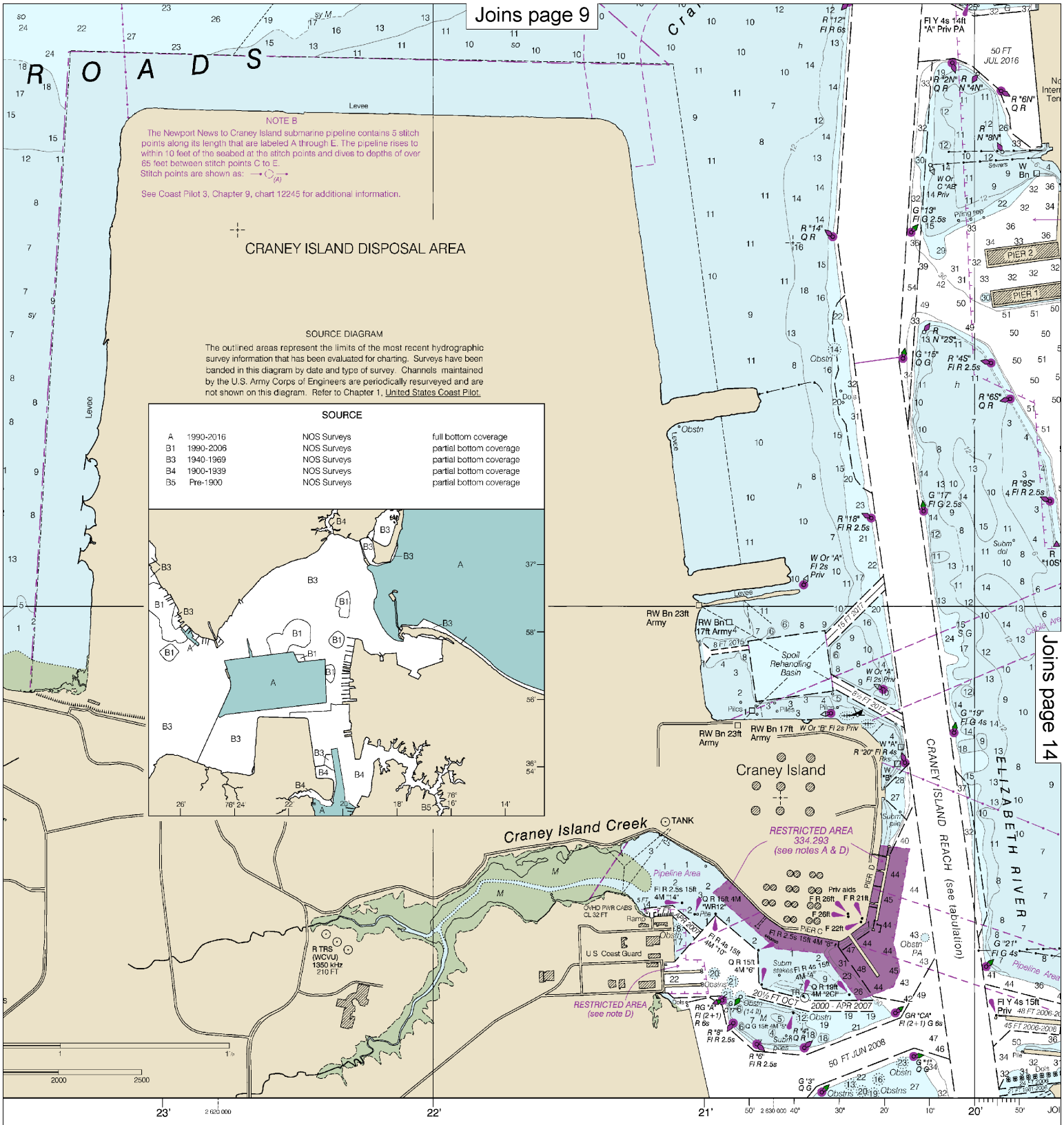
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500

Joins page 9



ries, discrepancies or comments
noaa.gov/staff/contact.htm.

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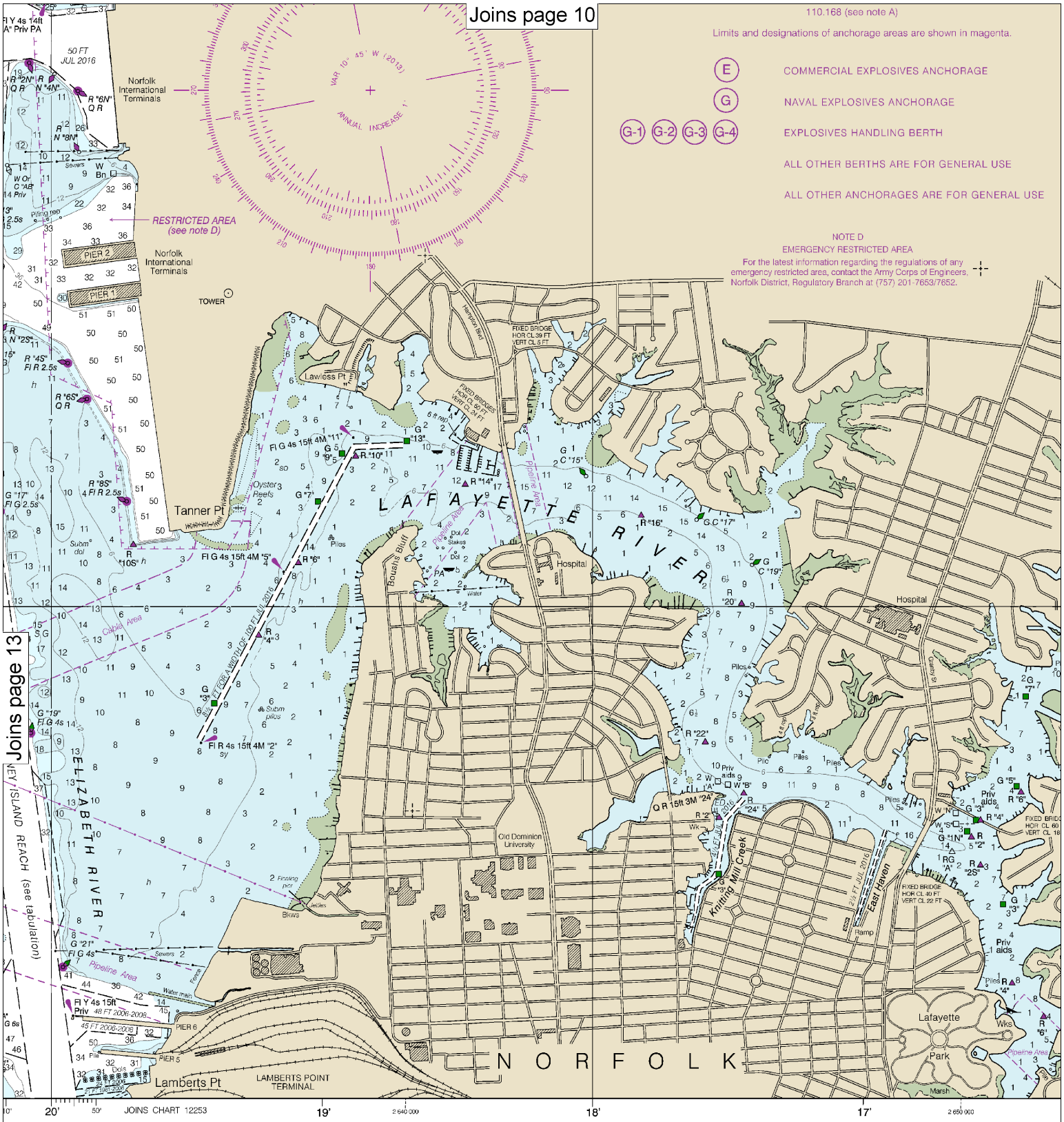

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U.S. DEPARTMENT OF COMMERCE
OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS I

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

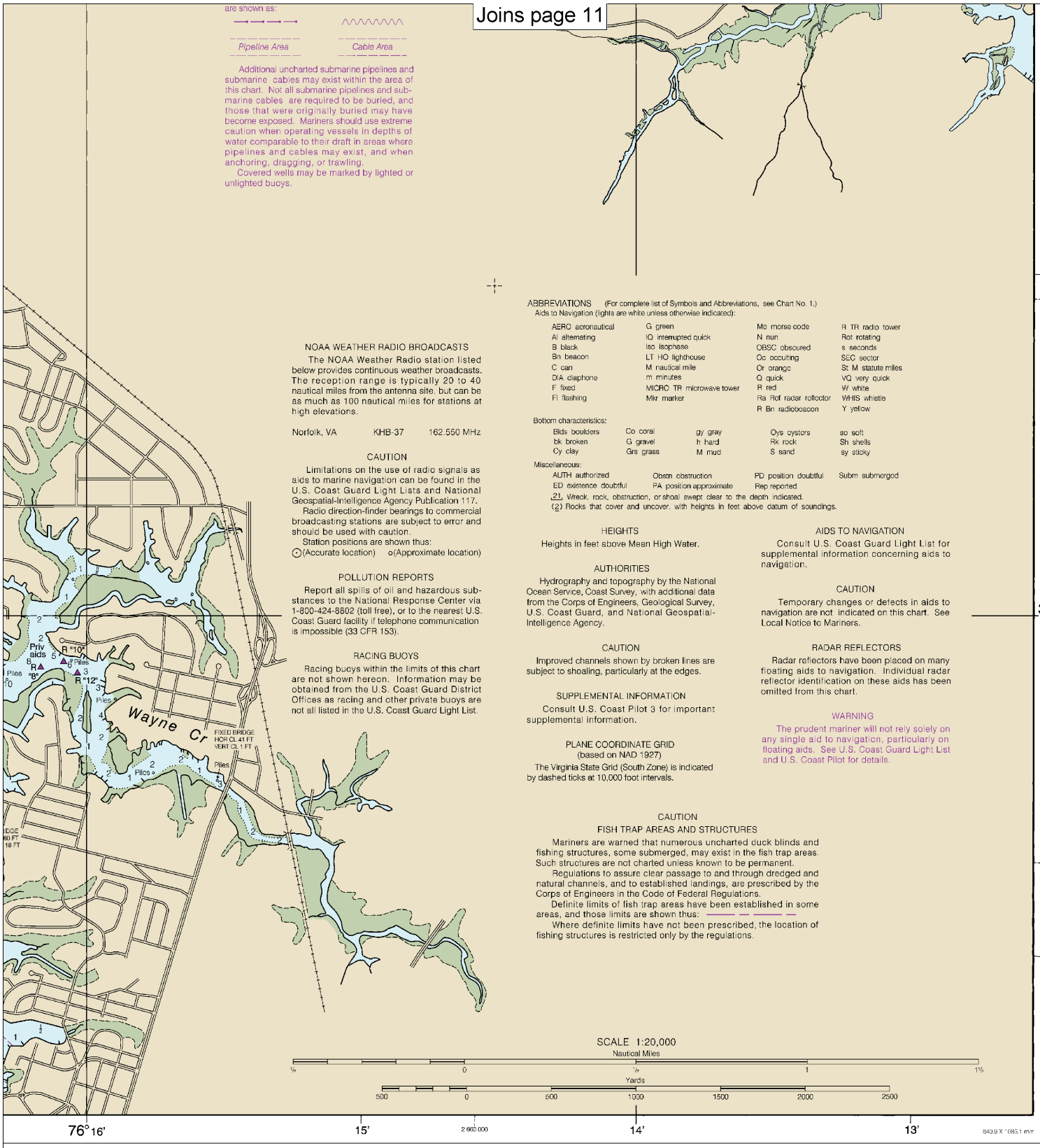
Joins page 11

are shown as:

Pipeline Area — Cable Area

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

Covered wells may be marked by lighted or unlighted buoys.



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

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

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

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

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).

RACING BUOYS

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

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

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

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

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

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

CAUTION

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

SUPPLEMENTAL INFORMATION

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

PLANE COORDINATE GRID
(based on NAD 1927)

The Virginia State Grid (South Zone) is indicated by dashed ticks at 10,000 foot intervals.

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.

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

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: — — — —

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

SCALE 1:20,000

Nautical Miles: 1/2 0 1/2 1 1 1/2

Yards: 500 0 500 1000 1500 2000 2500

840.9 X 1085.1 mm

N FEET

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Hampton Roads

SOUNDINGS IN FEET - SCALE 1:20,000

12245

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican 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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