NO	SMALL CRAFT FACILITY	DEPTHS: CHART SIDE	DEPTHS: APPROACH-FEET (REPORTED)	DEPTHS: ALONGSIDE-FEET (REPORTED)	SERVICES: BERTHS-MOORINGS-ELECTRICITY (TRANSIENTS)	RAMP SURFACED-NATURAL	REPAIRS HULL-MOTOR-RADIO	MARINE RAILWAY-FEET	LIFT CAPACITY-TONS	BOAT RENTAL: CANOE-ROW-MOTOR-KAYAK	BOAT RENTAL: CHARTER-HOUSE-SAIL	FOOD-LODGING-CAMPING	TOILETS-SHOWERS-LAUNDRY PUMP-OUT STATION	WINTER STORAGE WET-DRY	SUPPLIES: NAUTICAL CHART SALES	WATER-ICE	GROCERIES-HARDWARE	BAIT-TACKLE	DIESEL OIL-GASOLINE
3	H&H MARINA	A	18	6	B E		HM		35			F	TSLP	WD		WI	H		DG
3D	PORTSMOUTH BOATING CENTER	A	8	8	B E		HMR		75				TSLP	WD	C	WI	H	BT	DG
5	SCOTTS CREEK MARINA	A	12	12	B E							F	TSLP	W		WI	GH		DG
7	TIDEWATER YACHT MARINA	A	20	12	B E		HMR		60			F	TSLP		C	WI	GH	BT	DG
7A	WATERSIDE MARINA	A	20	20	B E								TSLP			WI			DG
8	OCEAN MARINE YACHT CENTER	A	40	25	B E		HMR		60				TSLP	WD	C	WI	GH	BT	DG
9	ATLANTIC YACHT BASIN	A	10	8	B E		HMR	60					TSLP	W	C	WI	H		DG
11	CENTERVILLE WATERWAY MARINA	A	17	7	B E	S	M						TSLP	WD		WI	H	B	DG
14B	MIDWAY MARINA AND MOTEL	A	16	9	B E	S						FL	TSLP	D	C	WI	GH	BT	DG
15	COINJOCK MARINA & RESTAURANT	A	20	15	B E		MR					FL	TSLP		C	WI	GH		DG
18A	LAMB'S MARINA	B	8	8	BME	S						F	TSLP	W		WI	G	BT	DG

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.
THE TABULATED "APPROACH-FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.
THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

TIDAL INFORMATION

PLACE: NAME	PLACE: (LAT/LONG)	Height referred to datum of soundings (MLLW): Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Oregon Inlet Marina	(35°48'N/75°33'W)	1.2	1.0	0.1
Duck Pier	(36°11'N/75°45'W)	3.7	3.4	0.1
Money Point	(36°47'N/76°18'W)	3.2	3.0	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.
(Jan 2013)

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

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

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.546" northward and 1.233" eastward to agree with this chart.

PRINT-ON-DEMAND CHARTS
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://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.

MARINE WEATHER FORECASTS

NATIONAL WEATHER SERVICE	TELEPHONE NUMBERS	OFFICE HOURS
Baltimore, MD/ Washington, DC	*(703) 260-0107	24 hours daily
Wakefield, VA	*(757) 899-4200	24 hours daily
Newport, NC	*(252) 223-5737	24 hours daily

*Recorded

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Norfolk, VA	KHB-37	162.55	24 hours daily
Manteo, NC	WWH-26	162.425	24 hours daily
Cape Hatteras, NC	KIG-77	162.475	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES-CST	SPECIAL WARNING
Hampton Roads, VA	NMN-80 (USCG)	2670 (A3H)	+ 8:33 AM & 9:03 PM	On receipt
Cape Hatteras, NC	NMN-13 (USCG)	2670 (A3H)	+ 8:03 AM & 8:33 PM	On receipt

Broadcast one hour later during Daylight Saving Time
Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Mercator Projection at Scale 1:40,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

HEIGHTS
Heights in feet above Mean High Water.

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

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

Additional information can be obtained at nauticalcharts.noaa.gov.

PUBLIC BOATING INSTRUCTION PROGRAMS
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:
USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27622, 919-821-0281.
USCGAUX-5th Coast Guard District, Federal Building, 431 Crawford St., Portsmouth, VA 23704-5004. Tel. 804-398-6208 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

NAUTICAL CHART 12206
INTRACOASTAL WATERWAY

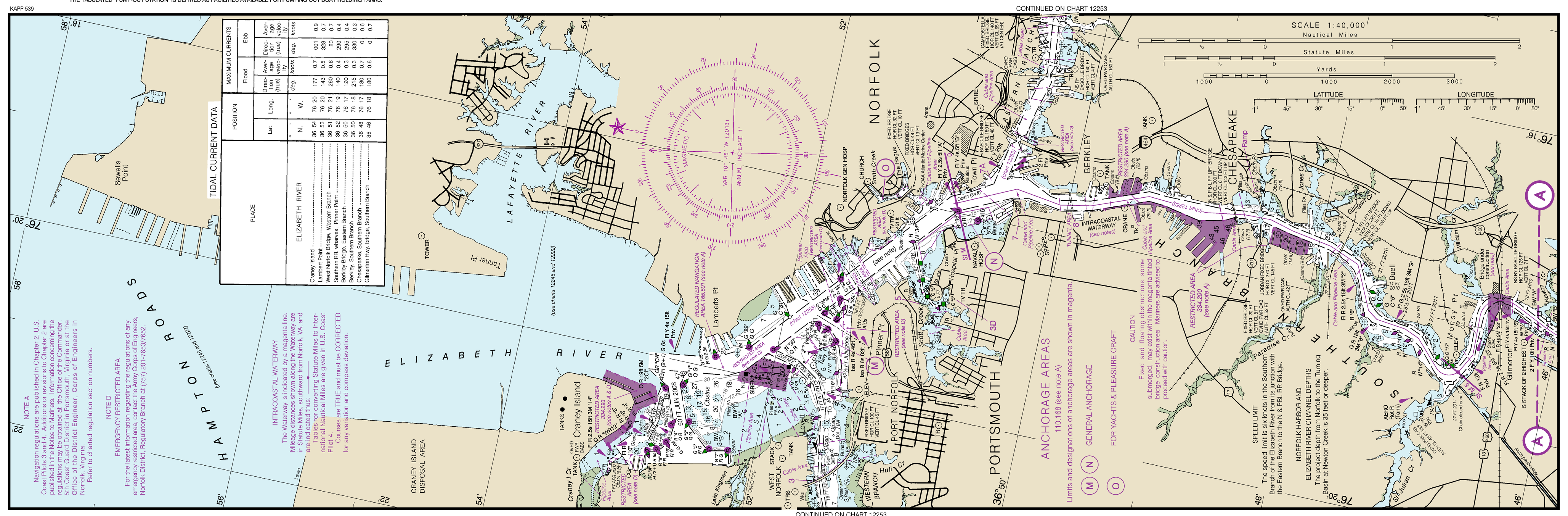
THE NATION'S CHARTMAKER SINCE 1807

VIRGINIA - NORTH CAROLINA

NORFOLK TO ALBEMARLE SOUND VIA NORTH LANDING RIVER OR GREAT DISMAL SWAMP CANAL

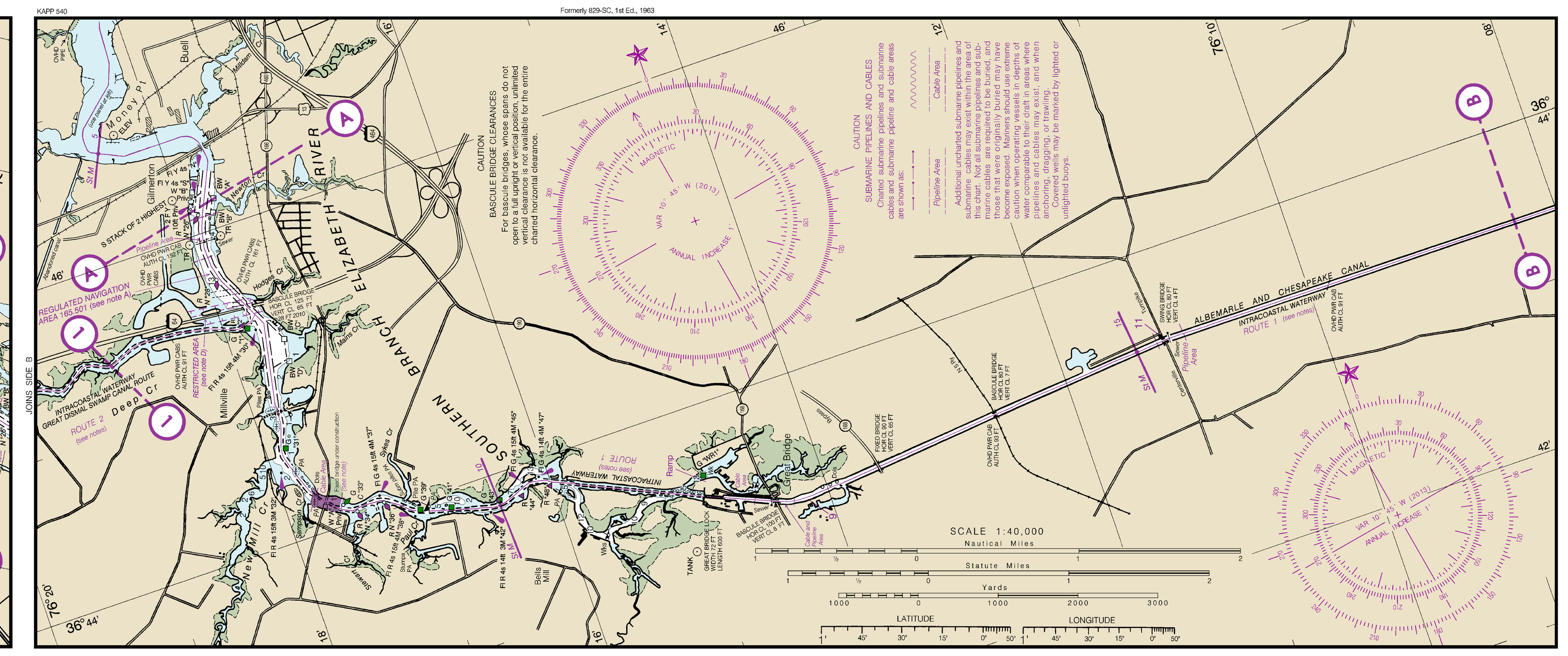
Chart 12206 34th Ed., Jan. /13

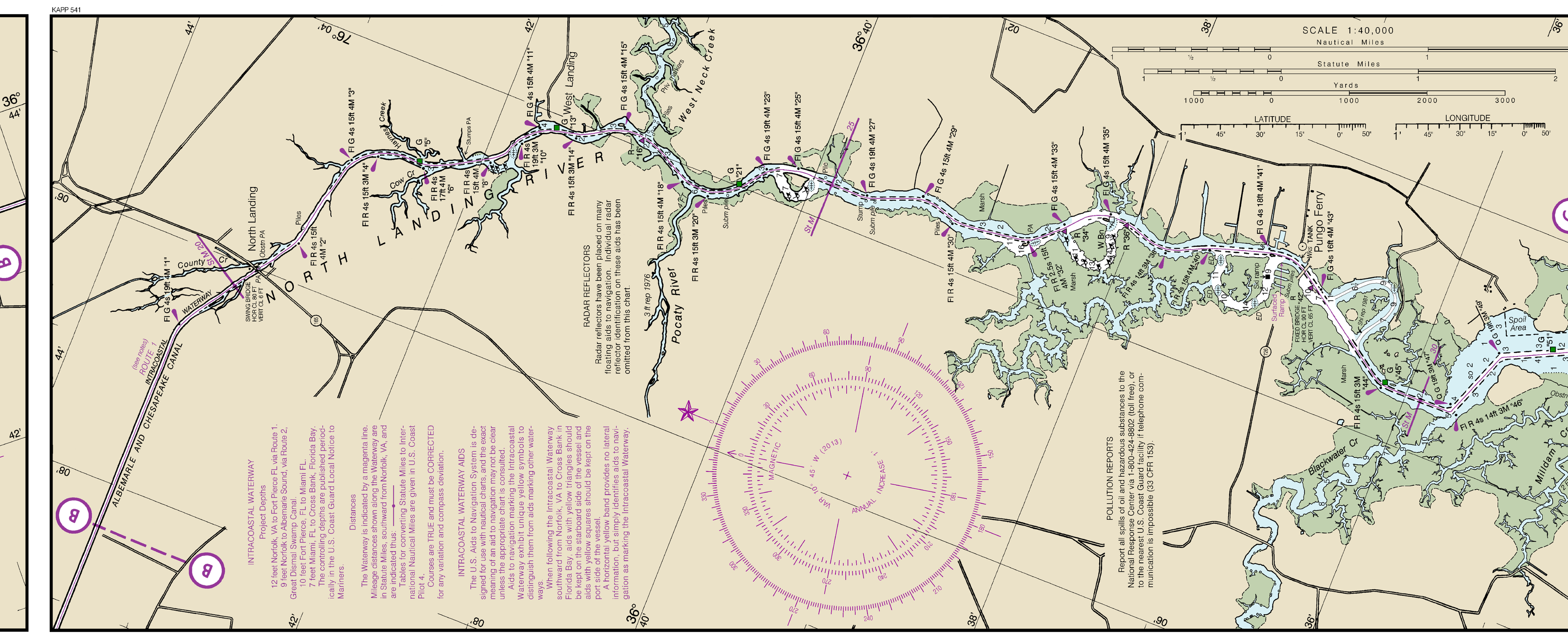
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

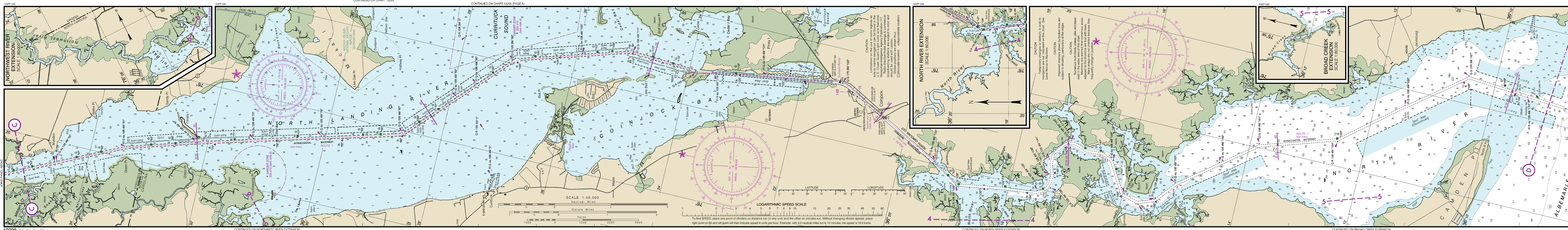


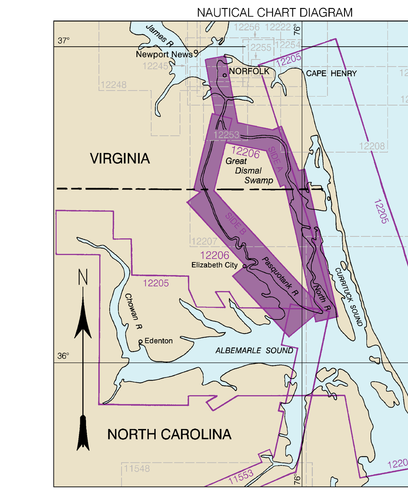
TIDAL CURRENT DATA

PLACE	POSITION: Lat. N. (° ')	POSITION: Long. W. (° ')	MAXIMUM CURRENTS: Flood Direction (true) deg.	Flood Average velocity knots	Ebb Direction (true) deg.	Ebb Average velocity knots
ELIZABETH RIVER						
Craney Island	36 54	76 20	177	0.7	001	0.9
Lambert Point	36 53	76 20	143	0.5	328	0.7
West Norfolk Bridge, Western Branch	36 51	76 21	260	0.6	80	0.7
Southern RR. wharves, Pinner Point	36 52	76 19	140	0.4	290	0.4
Berkley Bridge, Eastern Branch	36 50	76 17	120	0.3	295	0.4
Berkley, Southern Branch	36 50	76 18	215	0.3	330	0.3
Chesapeake, Southern Branch	36 48	76 17	180	0.7	0	0.6
Gilmerton Hwy. bridge, Southern Branch	36 46	76 18	180	0.6	0	0.7

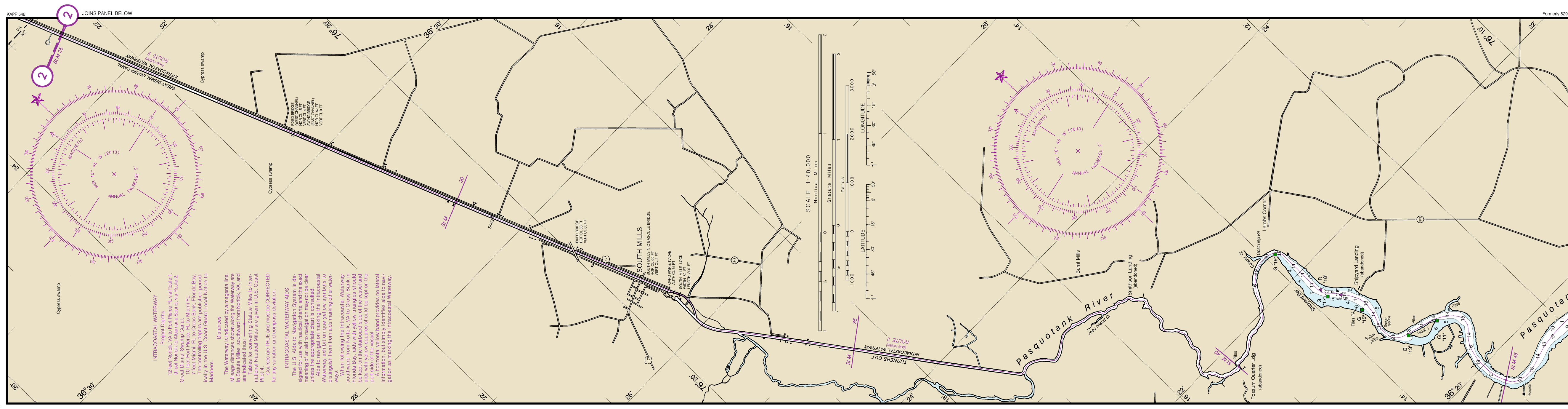


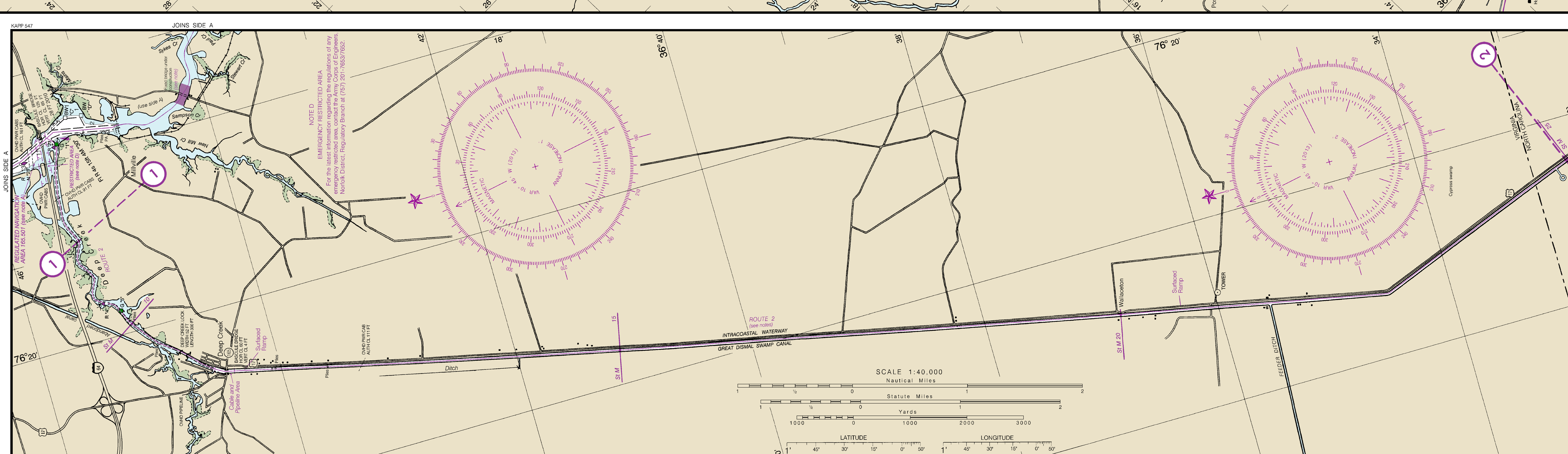


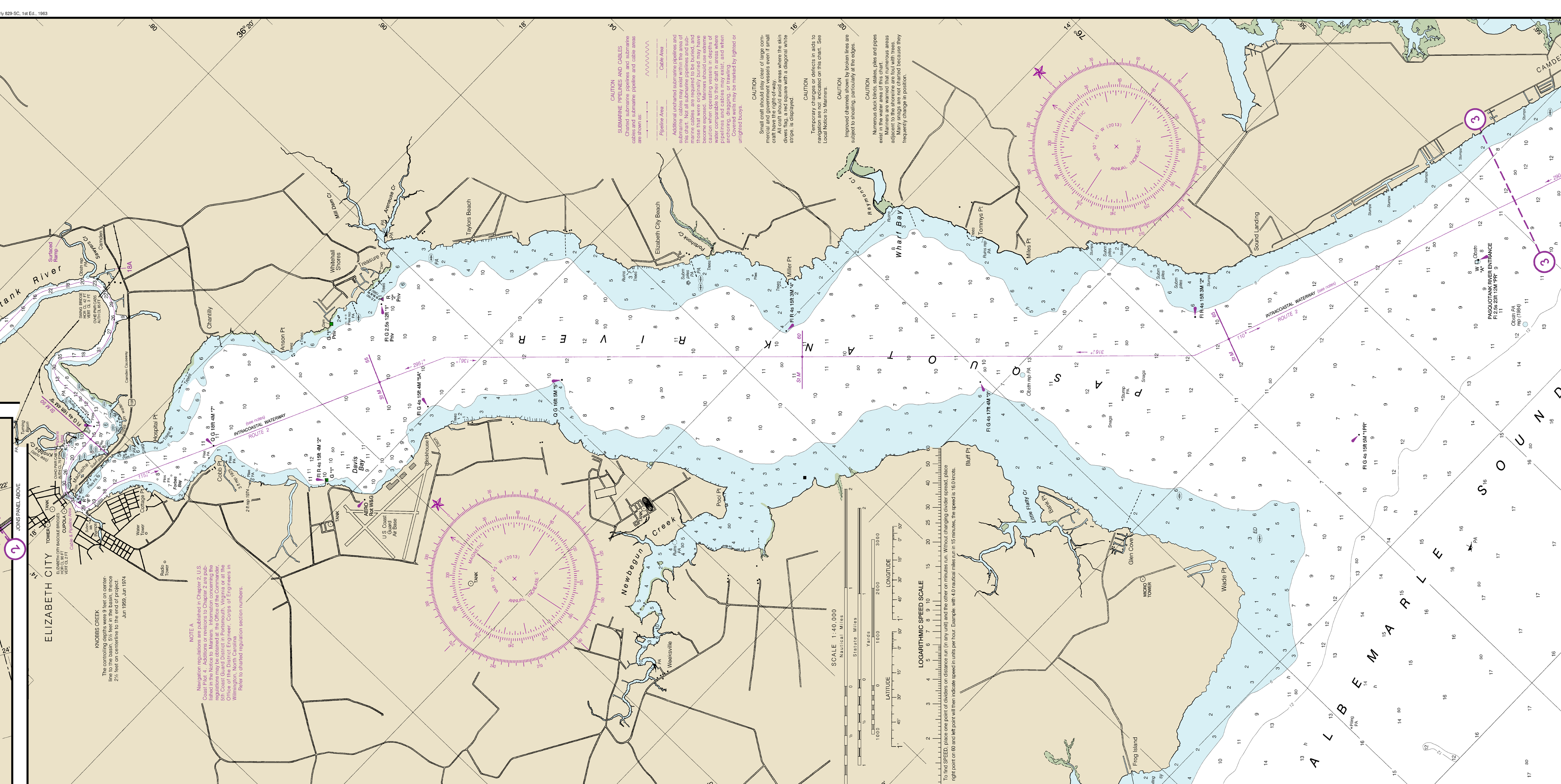




SIDE A







SIDE B

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.

FACILITIES
Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilots 3 and 4 for important supplemental information.

RULES OF THE ROAD
(ABRIDGED)
Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

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.

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

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Last Correction: 10/20/2015. Cleared through:
LNM: 4115 (10/13/2015), NM: 4215 (10/17/2015)

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