THE NATION'S CHARTMAKER SINCE 1807

12222

UNITED STATES - EAST COAST

VIRGINIA

CHESAPEAKE BAY

CAPE CHARLES TO NORFOLK HARBOR

Mercator Projection
Scale 1:40,000 at Lat. 37° 00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

SOUNDINGS IN FEET

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83). Geographic positions referenced to satellite systems (GPS, WAAS, GLONASS, Galileo) (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.03" northward and 1.22" eastward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center, toll-free, 1-800-424-8802 (24 hrs), or to the nearest U.S. Coast Guard facility if telephone communications are impossible (33 CFR 153).

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to define the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the Gulf of Mexico Reef Fish Fishery Management Area. The Contiguous Zone and 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

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

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: - - - -

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

Formerly C&GS 962, 1st Ed., Mar. 1984. KAPP 328

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

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

CAUTION

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

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)

AIDS TO NAVIGATION

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

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.

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. Information on radar reflector identification on these aids has been omitted from this chart.

SCALE 1:40,000
Nautical Miles 0 1 2
Statute Miles 0 1 2
Yards 0 1000 2000 3000 4000 5000
Meters 0 1000 2000 3000 4000 5000

SOUNDINGS IN FEET

TIDAL INFORMATION

PLACE NAME (LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
Fishermans Island (37°06'N/75°58'W)	2.6	2.3	0.1
Wreck Point (37°01'N/76°19'W)	2.6	2.3	0.1
Old Point Comfort (37°00'N/76°19'W)	2.8	2.6	0.1
Hampton Roads (36°57'N/76°20'W)	2.8	2.5	0.1
Craney Island (36°54'N/76°19'W)	2.9	2.7	0.1
Lamberts Point (36°54'N/76°20'W)	3.0	2.7	0.1
Cape Henry (36°56'N/76°00'W)	3.5	3.2	0.1

Dashes (- - -) located in datum columns indicate unavailable information value for a tide station. Real-time water levels, tide predictions, and tide current predictions are available on the internet from http://tidesandcurrents.noaa.gov.

(Jan 2015)

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine power and cable areas are shown.

Prohibited Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the vicinity of this chart. Not all submarine pipelines and submarine cables are required to be buried, and even those that were originally buried may have become exposed. Vessels are cautioned to maintain adequate vertical separation when transiting areas of submarine pipelines and cables and to avoid anchoring, dragging, or trawling.

Covered wells may be marked by signboard or stripped buoys.

NOTE J

Restricted area 334.375 begins at the entrance to Tide Mill Creek at 37° 00' 22" N, 76° 22' 05" W, thence along the shoreline of Langley Air Force Base 35 yards off the ordinary mean high water (MHW) mark to a point in the Northwest Branch of Back River at 37° 06' 40" N, 76° 22' 55" W.

WARNING

The prudent mariner will not rely solely on any navigational method or device (particularly on floating aids). See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE G

TRAFFIC SEPARATION SCHEME

The traffic separation scheme is designed to aid in the prevention of collisions at the approaches to Chesapeake Bay and does not supersede or alter the applicable Rules of the Road.

The RECOMMENDED routes for entering and departing from Chesapeake Bay are overprinted on this chart. The Southern Approach is bounded by a dotted magenta line centered on a line of Safeway Buoys which separates the courses of inbound and outbound vessels. Mariners should leave all buoys on their port hand.

It is RECOMMENDED that the following ships use the Southern Approach deep-water route when bound for Chesapeake Bay from sea or to sea from Chesapeake Bay: Deep-draft ships, drafts defined as 42 feet/12.8 meters or greater in fresh water, and naval aircraft carriers. Ships drawing less than 42 feet/12.8 meters may use the deep-water route when, in their master's judgment, the effects of ship-handling characteristics, sea room, traffic density, and navigational conditions may cause the draft of the ship to equal or exceed 42 feet/12.8 meters.

It is RECOMMENDED that a ship using the deep-water route:
- Announce its intention on VHF-FM channel 16 as it approaches Chesapeake Bay Southern Approach Lighted Whistle Buoy "CB" on the south end, or Chesapeake Bay Entrance Lighted Whistle Buoy "CH", on the north end of the route.
- Avoid, as far as practicable, overtaking other ships operating in the deep-water route.
- Keep as near to the outer limit of the route which lies on the starboard side as is safe and practicable.
- At other ships approaching the Chesapeake Bay traffic separation scheme should use the appropriate inbound or outbound lane of the traffic separation scheme.
- Traffic within the precautionary area may consist of vessels operating between Thimble Shoal and Chesapeake Channels and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The normal Pilot Boarding Area is outlined by a magenta band.

NOTE H

CAUTION

The Chesapeake Bay Bridge-Tunnel Complex has on several occasions suffered damage from vessels due to adverse weather conditions. Currents in excess of three knots can be expected in the area. Mariners transiting this area are urged to be particularly alert in regards to the weather situation. The Coast Guard broadcasts weather and hazard information while casting on 162.55 MHz. The Local Marine Operator also transmits weather information at 0100, 0700, 1300 and 1900 local time or 2038 and 2400 UTC. Transmitting schedules are subject to change, see Notice to Mariners. Maneuvering in close proximity of the bridge-tunnel complex is discouraged.

HAMPTON, PHOEBUS AND WILLOUGHBY CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUL 2013

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
HAMPTON RIVER ENTRANCE CHANNEL	11.7	12.6	11.9	7-13	200	1.1	12
HAMPTON REACH	10.0	10.6	10.0	7-13	200	1.2	12
SUNSET CREEK	N/A	421	N/A	7-13	100-60	0.5	12
HAMPTON CHANNEL	11.2	11.9	11.2	7-13	400	0.8	12
WILLOUGHBY CHANNEL	9.6	9.9	9.6	7-13	300	1.4	10

A 95% OF PROJECT WIDTH (40%) ON EITHER SIDE OF CENTERLINE.
B) DIKING, WEIRS MAINTAINED AT 200 FEET SOUTH OF MONROE, TO 50 FEET NORTH OF MONROE.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

NOTE E

MONITOR-MERRIMAC MEMORIAL BRIDGE-TUNNEL
APPROACH SPANS
HOR CL 19 FT
VERT CL 36 FT

NOTE K

HAMPTON ROADS TUNNEL
APPROACH SPANS
HOR CL 45 FT
VERT CL 10 FT

NOTE C

DANGER AREA

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, or conduct any operations which may damage pipes or cables because of residual danger from mines on the bottom.

NOTE F

MONITOR-MERRIMAC MEMORIAL BRIDGE-TUNNEL
APPROACH SPANS
HOR CL 19 FT
VERT CL 36 FT

NOTE I

Vessels should use extreme caution while navigating in Little Creek Harbor due to frequent and unannounced naval diving operations.

NOTE D

Chesapeake Bay Bridge - Tunnel
(Private Lights)

Trestles A & B - In each trestle section the fixed bridge opening for small craft consists of a group of 3 spans - A fixed green light marks the centerline of each span at the fixed red lights mark the outermost bridge support piling on each side of the channel.

North Channel & Fishermans Inlet Bridges - A fixed green light marks each mid-channel with fixed red lights marking channel limits.

Fixed red obstruction lights mark each pier in Trestles C and D.

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 of fish through charted 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.

NOTE K

HAMPTON ROADS TUNNEL
APPROACH SPANS
HOR CL 45 FT
VERT CL 10 FT

NOTE L

EMERGENCY RESTRICTED AREA

For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Operations Division at (757) 201-7652/7602.

NOTE M

LITTLE CREEK EXCLUSION ZONE

The Little Creek Exclusion Zone is a subset of an emergency restricted area. No vessel or persons may enter this area without permission of the Commanding Officer/Officer-in-charge of the Little Creek Amphibious Base. Vessels or persons may transit other portions of the restricted area at any time, but are subject to inspections from designated law enforcement patrols.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information may be obtained from Environmental Assessments for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 6° from the normal variation have been observed 3 to 17 nautical miles offshore from Cape Henry to Currituck Beach Light.

NOTE E

Numerous duck blinds, stakes, piles and pipes exist in the waterways of Lynnhaven Bay, Long Creek, Broad Bay and Linkhorn Bay. Submerged piles which have been located are charted but additional submerged piles may exist.

NOTE O

Chesapeake Bay Bridge - Tunnel
(Private Lights)

Trestles A & B - In each trestle section the fixed bridge opening for small craft consists of a group of 3 spans - A fixed green light marks the centerline of each span at the fixed red lights mark the outermost bridge support piling on each side of the channel.

North Channel & Fishermans Inlet Bridges - A fixed green light marks each mid-channel with fixed red lights marking channel limits.

Fixed red obstruction lights mark each pier in Trestles C and D.

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 of fish through charted 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.

NOTE P

Unexploded depth charge (reported 1956)

NOTE Q

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

NOTE R

LYNNHAVEN INLET TO BROAD BAY

Lynnhaven Inlet is subject to continual change. The controlling depth in the improved channel from 36°54'15.2" N 76°05'16.2" W to Broad Bay is 5 feet for a mid-width of 72 feet. Apr 2013 - Sep 2015

NOTE T

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

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been bandied in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A 1990-2013	NOS Surveys	full bottom coverage
B1 1990-2001	NOS Surveys	partial bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
Pre 1900	NOS Surveys	partial bottom coverage
	Miscellaneous Surveys	

NORFOLK HARBOR AND APPROACHES
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT MIDDLE QUARTER	RIGHT MIDDLE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
THIMBLE SHOAL CHANNEL (A)	47.8	50.2	49.8	47.8	8-9-13	1000	10.0	50
NORTH AUXILIARY CHANNEL (B)						450		50
SOUTHERN AUXILIARY CHANNEL (B)						450		50
NORFOLK HARBOR								
ENTRANCE REACH	50.0	52.4	52.6	51.8	7-10	1800-1440	1.4	50
NORFOLK HARBOR REACH	49.4	49.6	49.4	48.4	7-10	1200	2.0	50
CRANEY ISLAND REACH	48.6	49.6	49.0	48.3	11-14	1000	0.8	50
LAMBERT BEND	47.0	48.0	48.0	47.0	11-14	1-50	0.5	50
LAMBERT BEND TO PINNER POINT	42.6	43.0	43.0	40.4	1-10	750	1.0	45
PINNER POINT TO TOWN PT REACH	37.2	37.6	37.6	36.2	1-10	750	1.0	45
NEWPORT NEWS CHANNEL	48.9	Obstr	50.3	49.7	11-15	800	0.8	SSE
CAPE HENRY CHANNEL	46.4	50.0	47.9	45.3	11-15	1000	1.0	50
YORK SPIT CHANNEL	50.0	51.0	50.1	50.0	11-15	10000	1.0	50
ATLANTIC APPROACH CHANNEL	85.2	91.9	91.1	86.8	11-12-13	1000	15.8	50

A - CHANNEL IS RESTRICTED TO EXCLUDE VESSELS AND TOWS DRAWING LESS THAN 35 FEET. CHANNEL MAINTAINED TO 50 FEET
B - PROJECT MAINTENANCE DISCONTINUED
C - 31° FOOT OBSTRUCTION LOCATED AT 36°57'12.4"N, 76°24'49.1"W.
D - CHANNEL WIDTH MAINTAINED TO 800 FEET
E - CHANNEL MAINTAINED TO 40 FEET
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

PLANE COORDINATE GRID
(based on NAD 1927)

The Virginia State Grid South Zone is indicated on this chart at 20,000 foot intervals thus:
The last three digits are omitted.

ANCHORAGE AREAS
110.168 (see note N)

Limits and designations of anchorage areas are shown in magenta. See chart 12253 for additional areas not shown on this chart.

- A B C D — NAVAL ANCHORAGE
- E — COMMERCIAL EXPLOSIVES ANCHORAGE
- E-1 — EXPLOSIVES HANDLING BERTH
- G — NAVAL EXPLOSIVES ANCHORAGE
- G-1 G-2 G-3 G-4 — EXPLOSIVES HANDLING BERTH
- ALL OTHER ANCHORAGES ARE FOR GENERAL USE
- ALL OTHER BERTHS ARE FOR GENERAL USE

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions are published in the Notice to Mariners. Information concerning the anchorages may be obtained from 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 B

The Newport News to Craney Island submarine pipeline contains 5 stitch points along its length that are labeled A through F. The pipeline rises to within 10 feet of the seafloor at the stitch points and rises to depths of over 65 feet between stitch points C to E.

Stitch points are shown on ▭

See Coast Pilot 3, Chapter 9, chart 12245 for additional information.

NOTE N

Vessels transiting the Anchorage Areas are not required to display anchor lights or shapes.

NOTE O

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE P

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE Q

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE R

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE S

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE T

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE U

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE V

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE W

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE X

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE Y

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE Z

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AA

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AB

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AC

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AD

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AE

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AF

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AG

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AH

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AI

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AJ

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AK

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AL

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AM

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AN

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AO

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AP

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AQ

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AR

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AS

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AT

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AU

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AV

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AW

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AX

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AY

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE AZ

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BA

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BB

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BC

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BD

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BE

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BF

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BG

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BH

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BI

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BJ

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BK

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BL

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BM

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BN

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BO

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BP

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BQ

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BR

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BS

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BT

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BU

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BV

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BW

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BX

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BY

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE BZ

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CA

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CB

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CC

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CD

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CE

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CF

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CG

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CH

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CI

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CJ

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CK

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CL

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CM

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CN

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CO

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CP

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CQ

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CR

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CS

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CT

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CU

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CV

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CW

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CX

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CY

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE CZ

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DA

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DB

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DC

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DD

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DE

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DF

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DG

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DH

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DI

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DJ

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DK

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DL

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DM

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DN

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DO

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DP

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DQ

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DR

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DS

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DT

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DU

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DV

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DW

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DX

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DY

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE DZ

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EA

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EB

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EC

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE ED

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EE

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EF

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EG

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EH

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EI

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EJ

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EK

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EL

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EM

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EN

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EO

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EP

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EQ

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE ER

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE ES

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE ET

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EU

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EV

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EW

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EX

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EY

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE EZ

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FA

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FB

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FC

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FD

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FE

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FF

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FG

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FH

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FI

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FJ

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FK

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FL

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FM

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FN

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FO

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FP

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FQ

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FR

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FS

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FT

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FU

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FV

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FW

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FX

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FY

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE FZ

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE GA

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE GB

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE GC

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE GD

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE GE

Vessels anchoring in the Anchorage Areas are not required to report their position to the Captain of the Port.

NOTE GF

Vessels anch