BookletChart™

Norfolk Harbor and Elizabeth River
NOAA Chart 12253

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.

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

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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 are Nautical Charts?

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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 Mariner 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=122

(Selected Excerpts from Coast Pilot)

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

Western Branch. A marked channel leads from the main channel in Elizabeth River for 4.5 miles upstream. In January 1998, the controlling depth was 17 feet (18 feet at midchannel) in the dredged channel to the first bridge, thence 16 feet (18 feet at midchannel) to the head of the project about 0.25 mile above the first bridge; then about 7 feet could be carried to Drum Point, 0.5 mile above the third bridge.

A 540-foot lighted pier 1 mile above the entrance to Western Branch extends to the northern edge of the marked channel. West Norfolk has a shipyard and small-craft facilities. Supplies, fuel, and slips are available.

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

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

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

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

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

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

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

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

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

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

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

Craney Island, now a part of the mainland, is on the west side of Elizabeth River 4.5 miles south of Sewells Point. The low and thinly wooded area is the site of a navy fuel depot, and the offshore wharf and piers, all on the eastern side, are used only by Government vessels. Two daybeacons close off the northeast end of Craney Island mark submerged rocks. The offshore wharf and piers have depths of 22 to 47 feet alongside. A submerged water main crosses from Craney Island to the north side of Lamblerts 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.
NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation.

For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers).

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry). To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

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**Lateral System As Seen Entering From Seaward**

on navigable waters except Western Rivers

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**PORT SIDE**

**ODD NUMBERED AIDS**

- GREEN LIGHT ONLY
- FLASHING (2)
- FLASHING OCCULTING
- QUICK FLASHING
- ISO

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**PREFERRED CHANNEL**

**NO NUMBERS – MAY BE LETTERED**

- PREFERRED CHANNEL TO STARBOARD
- TOPMOST BAND GREEN
- GREEN LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

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**STARBOARD SIDE**

**EVEN NUMBERED AIDS**

- RED LIGHT ONLY
- FLASHING (2)
- FLASHING OCCULTING
- QUICK FLASHING
- ISO

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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](http://www.navcen.uscg.gov)
Note: Chart grid lines are aligned with true north.
## 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 navcencharts.noaa.gov.

### Real Information

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<tr>
<th>Name</th>
<th>Latitude/Longitude</th>
<th>Mean High</th>
<th>Mean Mid</th>
<th>Mean Low</th>
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<tbody>
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<td>20.8</td>
<td>15.1</td>
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<td>19.4</td>
<td>20.8</td>
<td>15.1</td>
</tr>
</tbody>
</table>

*Charts (1-3 located in diagram columns indicate available data values for side stations. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from http://tidesandcurrents.noaa.gov.*

*Mar 2002*

### Abbreviations

- A: Alligating
- B: Bank
- C: Jet
- D: Depth
- DA: Depth
- ID: Identification
- IF: Elevation
- FY: Bathymetry
- BL: Bluff
- GB: Gravel
- GE: Gravel
- CT: Channel
- CT: Chart
- HE: Height
- EL: Elevation
- H: Harbor
- IR: Island
- DD: Datum
- CE: Chart
- L: Light
- R: River
- T: Tower
- W: Waters
- WW: Weather
- WX: Weather
- WS: Wind
- WW: Warning

### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot. Additional information concerning the regulations may be obtained at the Office of the Commander, 3rd Coast Guard District, Portsmouth, Virginia, or the Office of the District Engineer, Corps of Engineers, Norfolk, Virginia. Refer to charted regulations 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) 207-7853/7952.

### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on Double aids. See U.S. Coast Guard Light List.
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 Dato.

SOURCE
- A 1990-2011 NOS Surveys full bottom coverage
- B1 1990-2011 NOS Surveys partial bottom coverage
- B4 1990-1996 NOS Surveys partial bottom coverage
- B6 Pre-1990 NOS Surveys partial bottom coverage
- e U.S. Government Surveys

CAUTION
This chart has been corrected from the Notice to Mariner (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.

Use NOAA electronic navigational charts for the most up-to-date information.

46th Ed, Jan 2017, Last Correction 4/6/2020. Cleared through
LNM 2020 (03/30/2020), NM 2720 (1/4/2020)

Printed at reduced scale. See Note on page 5.
VHF Marine Radio channels for use on the waterways:
Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

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

HAVE ALL PERSONS PUT ON LIFE JACKETS!

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

Quick References

- Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
- Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
- Chart and chart related inquiries and comments — http://ocsdata.nrd.noa.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
- National Data Buoy Center — http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/
- National Hurricane Center — http://www.nhc.noaa.gov/
- Pacific Tsunami Warning Center — http://ptwc.weather.gov/
- Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm

For the latest news from Coast Survey, follow @NOAAcharts

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.

NOAA’s Office of Coast Survey
The Nation’s Chartmaker