Intracoastal Waterway – Norfolk to Albemarle Sound
NOAA Chart 12206

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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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=12206

(Selected Excerpts from Coast Pilot)

Albemarle Sound is about 45 miles long in an east-west direction, and in width ranges from 11 miles near its eastern end to 3 miles about 10 miles from the western end. The sound has good navigable depths to pass through the canals and, with its tributaries, forms the approach to many towns and landings. Albemarle Sound Herring Management Area, a Marine Protected Area (MPA), includes Albemarle, Currituck, Roanoke and Croatan Sounds.

There are depths of 10 to 18 feet along the routes from North River and Pasquotank River to Croatan Sound and Alligator River, and less water farther eastward. Fish stakes and nets, extending long distances from shore are often found on the shoals, especially at the northern entrance to Croatan Sound. The shores of Albemarle Sound are low and generally wooded; there are no prominent natural features.

A naval aircraft bombardment target area is on the south side of Albemarle Sound westward of the entrance to Alligator River. (See 334.410, chapter 2, for limits and regulations.)

The eastern end of Albemarle Sound, which is separated from the Atlantic Ocean by the barrier beach about 15 miles north of Bodie Island Light, is connected northward with Currituck Sound and southward with Croatan and Roanoke Sounds, and by the latter sounds with Pamlico Sound.

Westward of Laurel Point, about 33 miles from the east end of Albemarle Sound, the water is usually fresh or slightly brackish. The rise and fall of the water level depends on the direction of the winds. Pasquotank River Entrance Light PR (36°09'23"N., 75°58’38"W.), 23 feet above the water, shown from a multi-pile structure with a black and white diamond-shaped daymark, marks entrance to Pasquotank River. A light is about 2.2 miles westward of the entrance of the light. The river, entered between Wade Point on the west and Camden Point on the east, and Elizabeth City are described in connection with the Dismal Swamp Route of the Intracoastal Waterway, chapter 12. Norfolk, on the east bank of the Elizabeth River in Norfolk Harbor 26 miles inside the entrance to Chesapeake Bay, is one of the major ports of the United States. Supply and repair facilities are available at the marinas and yacht basins in Norfolk Harbor. A detailed description of the port is contained in United States Coast Pilot 3, Atlantic Coast, Sandy Hook to Cape Henry.

From the City Wharf at the foot of West Main Street in Norfolk, Mile 0.0, the Intracoastal Waterway follows the Southern Branch of Elizabeth River to its junction with Deep Creek where the waterway divides into two routes. Naval restricted areas are on both sides of the river. (See 334.290, chapter 2, for limits and regulations.)

The speed limit is 6 knots from Eastern Branch to the railroad bridge, Mile 2.6. This bridge has a lift span with a clearance of 6 feet down and 142 feet up. VHF-FM channels 16 and 13 are monitored at the bridge. At Mile 2.8, Jordan (State Route 337) highway bridge has a lift span with a clearance of 15 feet down and 145 feet up. VHF-FM channels 16 and 13 are monitored at the bridge. The railroad bridge at Mile 3.6 has a lift span with a clearance of 10 feet down and 135 feet up. U.S. Routes 460 and 13 highway bridge and the Norfolk Southern Railway bridge at Mile 5.8 have bascule spans with clearances of 11 feet and 7 feet, respectively; large vessels must exercise caution when making the turns to these bridges because of the current. VHF-FM channels 16 and 13 are monitored at these bridges. An overhead power cable at Mile 6.5 has a clearance of 152 feet, and two overhead cables at Mile 6.9 have clearances of 161 feet. Interstate Highway Route 64 bascule bridge at Mile 7.1 has a clearance of 65 feet. (See 117.1 through 117.59 and 117.997 (a) through (e), chapter 2, for drawbridge regulations.) The bridgework may be contacted at 757-545-4685. The Albemarle and Chesapeake Canal, about 10 miles long, connects Southern Branch of Elizabeth River with North Landing River. Great Bridge, a town on the Albemarle and Chesapeake Canal at Mile 12.0, has bus connections with Norfolk. State Route 168 highway bridge across the canal at the town has a double-leaf bascule span with a clearance of 8 feet. VHF-FM channels 16 and 13 are monitored at the bridge. (See 117.1 through 117.59 and 117.997 (e), chapter 2, for drawbridge regulations.)

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

RCC Miami Commander
7th CG District (305) 415-6800
Miami, FL
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.

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

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
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. 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.

See Note on page 5.
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 shallow water bottoms.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Sentries may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made impracticable. 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.
Note: Chart grid lines are aligned with true north.
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Printed at reduced scale. SCALE 1:40,000 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.

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.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 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

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!

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.