

BookletChart™



Hampton Roads

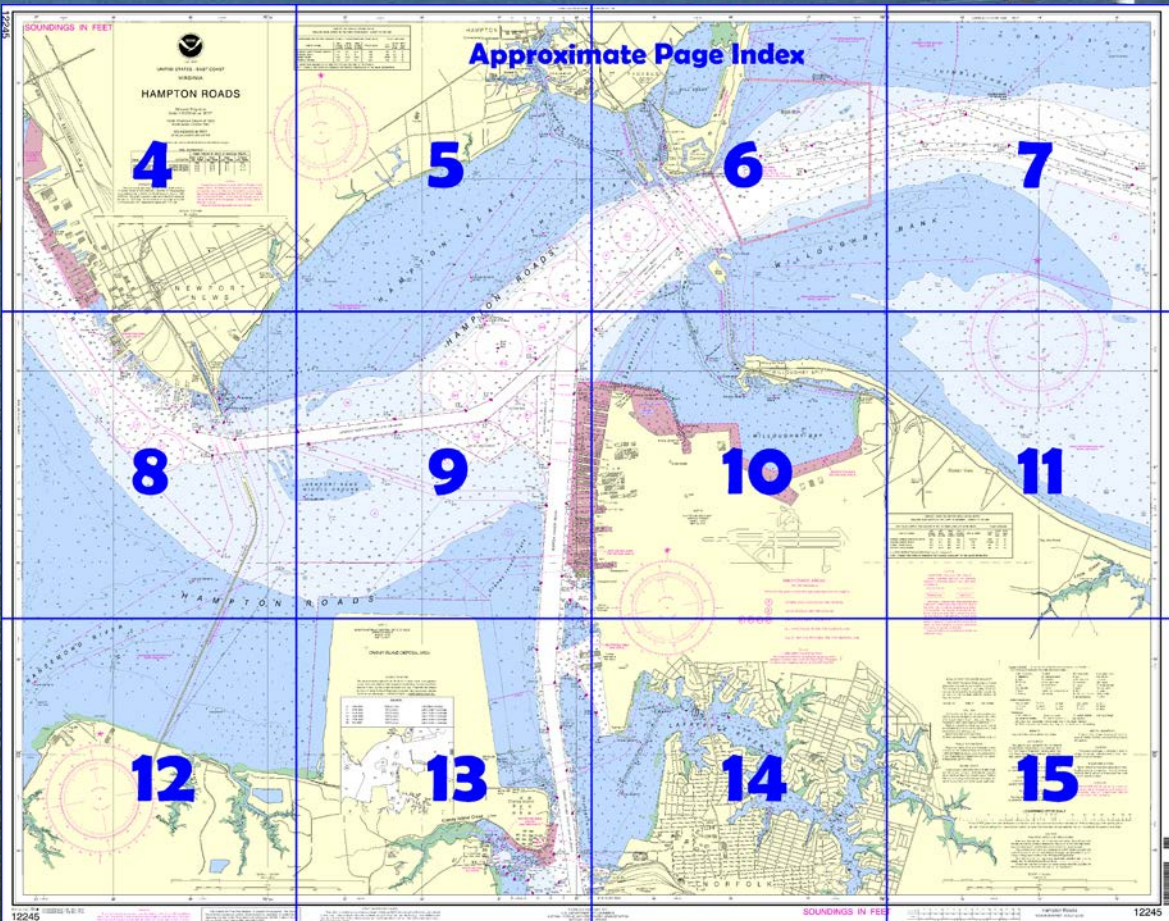
NOAA Chart 12245

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.

Anchorage.—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 (575) 398-6231
Norfolk, VA

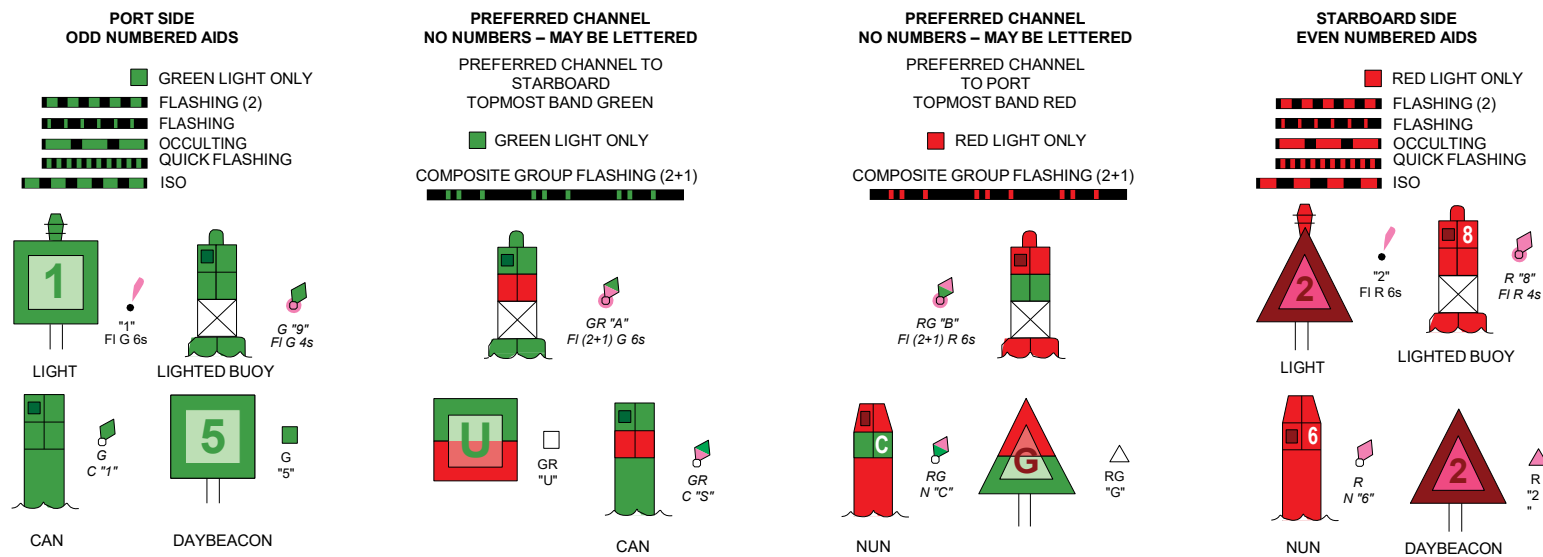
Navigation Manager Regions



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

SOUNDINGS IN FEET



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

VIRGINIA

HAMPTON ROADS

Mercator Projection
Scale 1:20,000 at Lat. 36°57'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean High Water	Mean High Water	Mean Low Water
			feet	feet	feet
Old Point Comfort		(37°00' N/76°19' W)	2.8	2.6	0.1
Hampton Roads (Sewells Pt)		(36°57' N/76°20' W)	2.8	2.5	0.1
Newport News		(36°58' N/76°26' W)	2.9	2.7	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>. (Apr 2013)

NOTE A

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

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 0.533' northward and 1.204' eastward to agree with this chart.

SCALE 1:20,000
Nautical Miles



Joins page 8

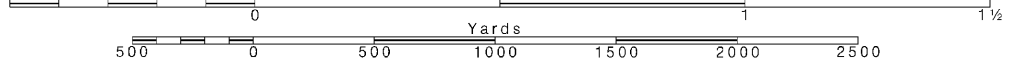
4

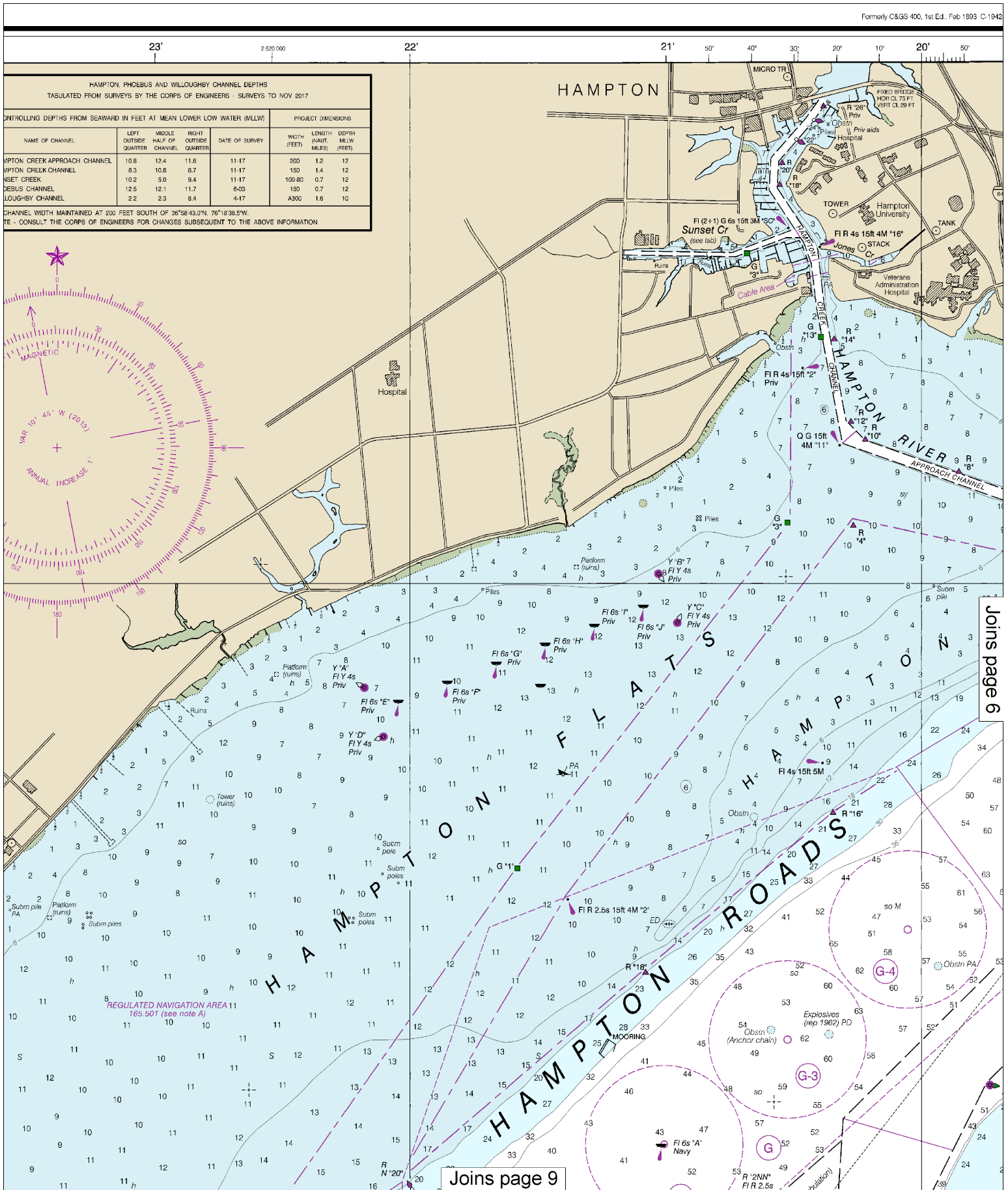
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

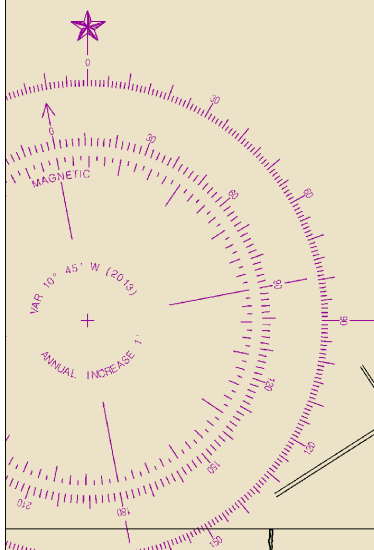




HAMPTON, PHOENIX AND WILLOUGHBY CHANNEL DEPTHS
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2017

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
WIPYON CREEK APPROACH CHANNEL	10.8	12.4	11.8	11-17	200	1.2	12
WIPYON CREEK CHANNEL	8.5	10.8	8.7	11-17	150	1.4	12
WSET CREEK	10.2	5.0	9.4	11-17	100-80	0.7	12
JESUS 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.
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

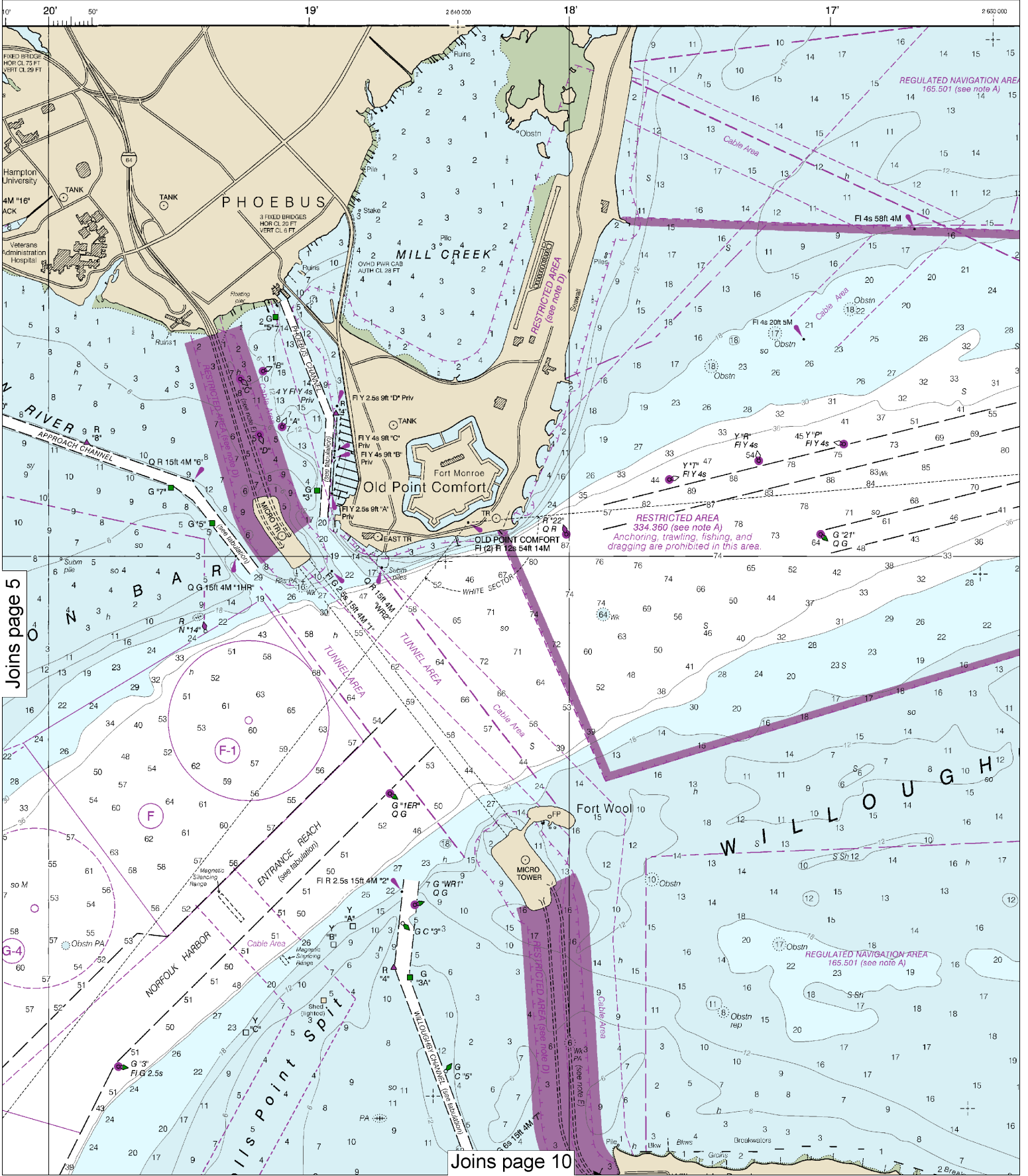


Joins page 9

Joins page 6

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.





Joins page 5

Joins page 10

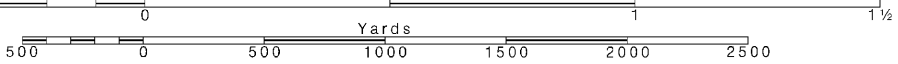


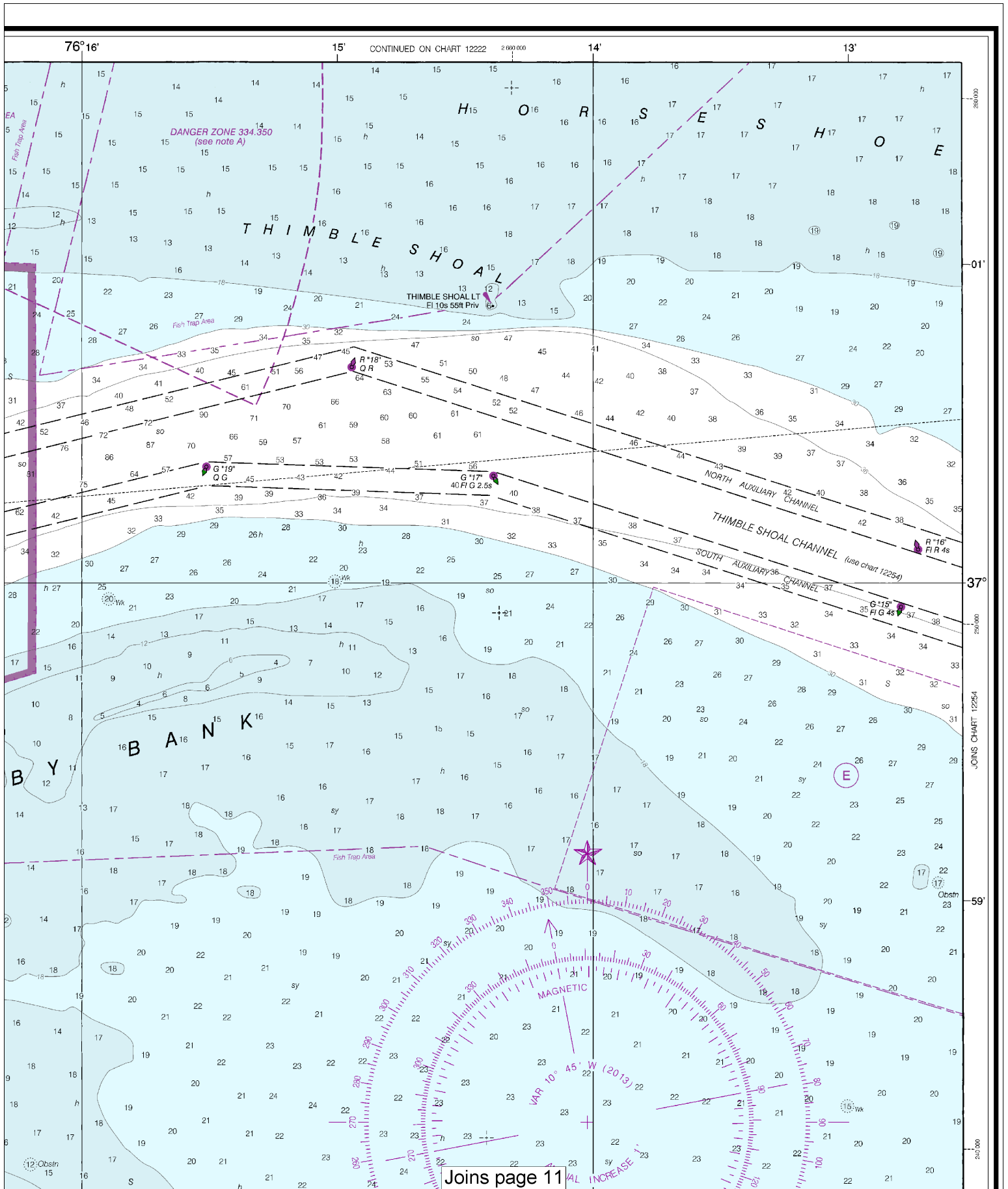
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Printed at reduced scale.

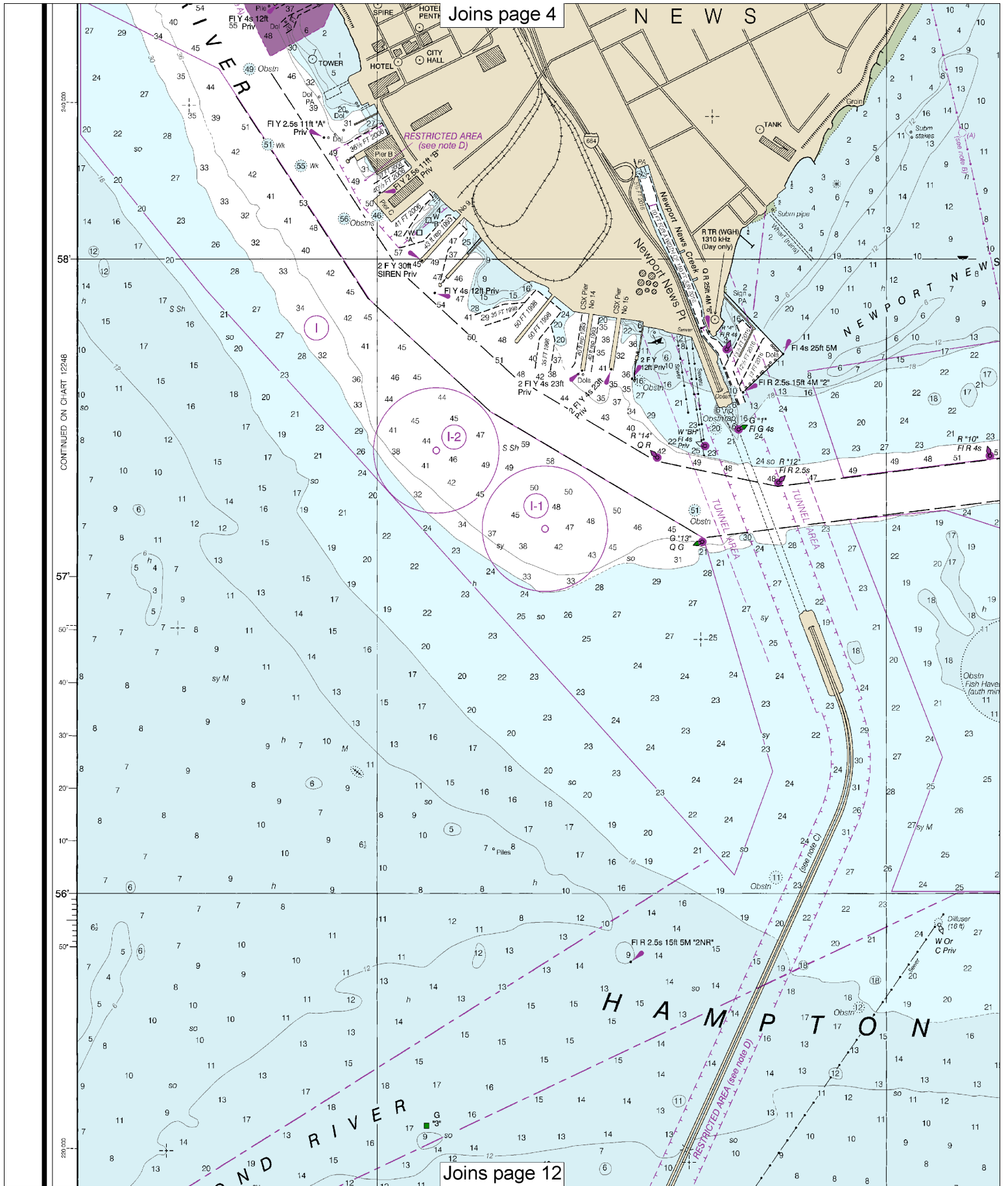
SCALE 1:20,000 Nautical Miles

See Note on page 5.





Use ENC charts for the most up to date information. References to other charts may no longer be applicable.
1st Ed., Aug. 2020, Last Correction: 9/9/2022, Cleared through:
NM: 4122 (10/11/2022), NM: 4422 (10/29/2022)



Joins page 4

Joins page 12

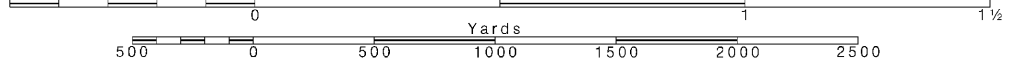


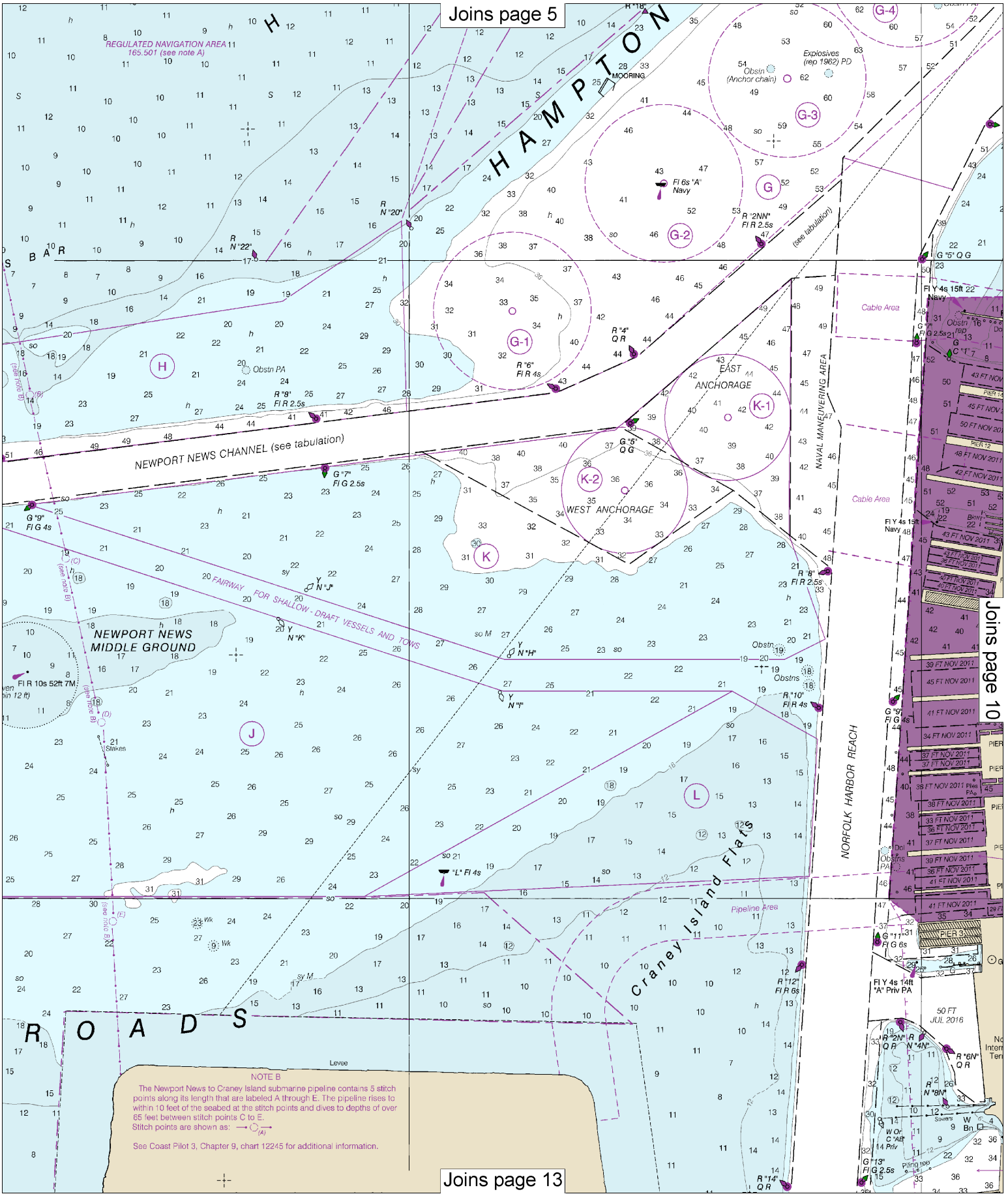
Note: Chart grid lines are aligned with true north.

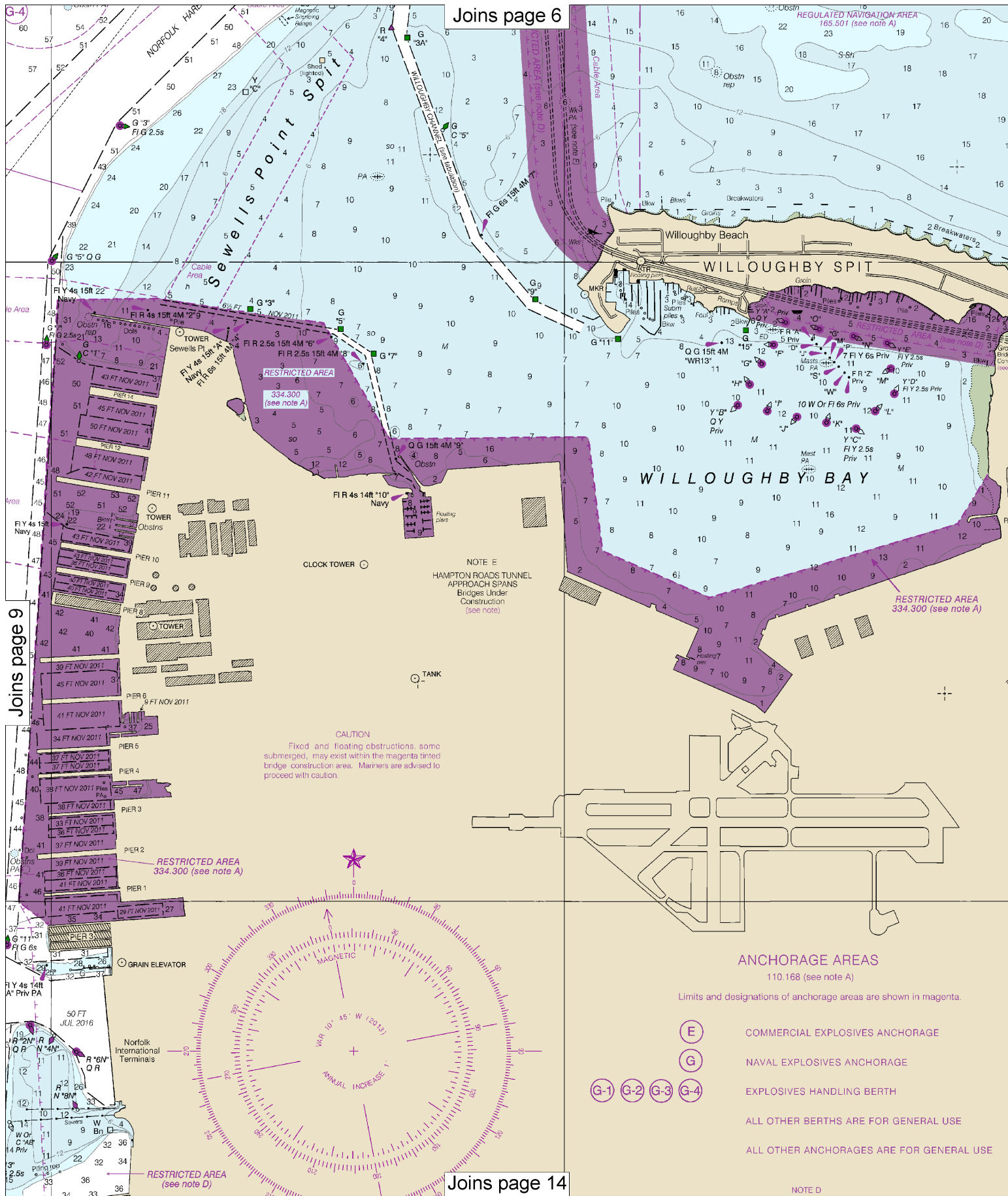
Printed at reduced scale.

SCALE 1:20,000 Nautical Miles

See Note on page 5.







Joins page 6

Joins page 9

Joins page 14

ANCHORAGE AREAS

110.168 (see note A)

Limits and designations of anchorage areas are shown in magenta.

- (E)** COMMERCIAL EXPLOSIVES ANCHORAGE
- (G)** NAVAL EXPLOSIVES ANCHORAGE
- (G-1) (G-2) (G-3) (G-4)** EXPLOSIVES HANDLING BERTH
- ALL OTHER BERTHS ARE FOR GENERAL USE
- ALL OTHER ANCHORAGES ARE FOR GENERAL USE

NOTE D

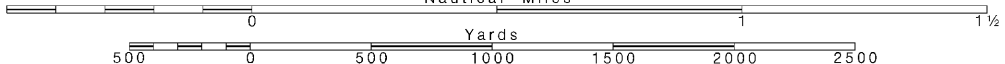
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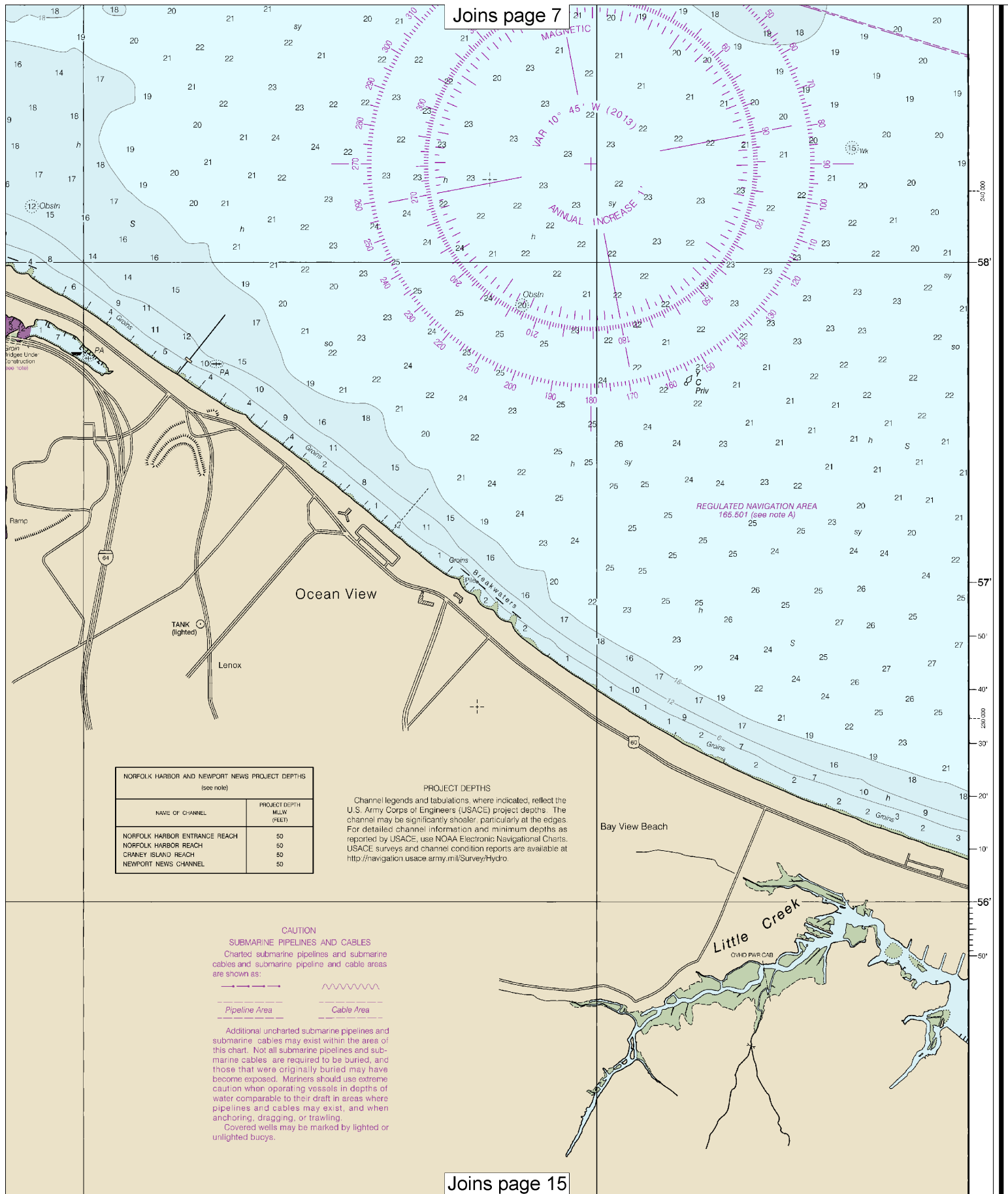
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.







NORFOLK HARBOR AND NEWPORT NEWS PROJECT DEPTHS
(see note)

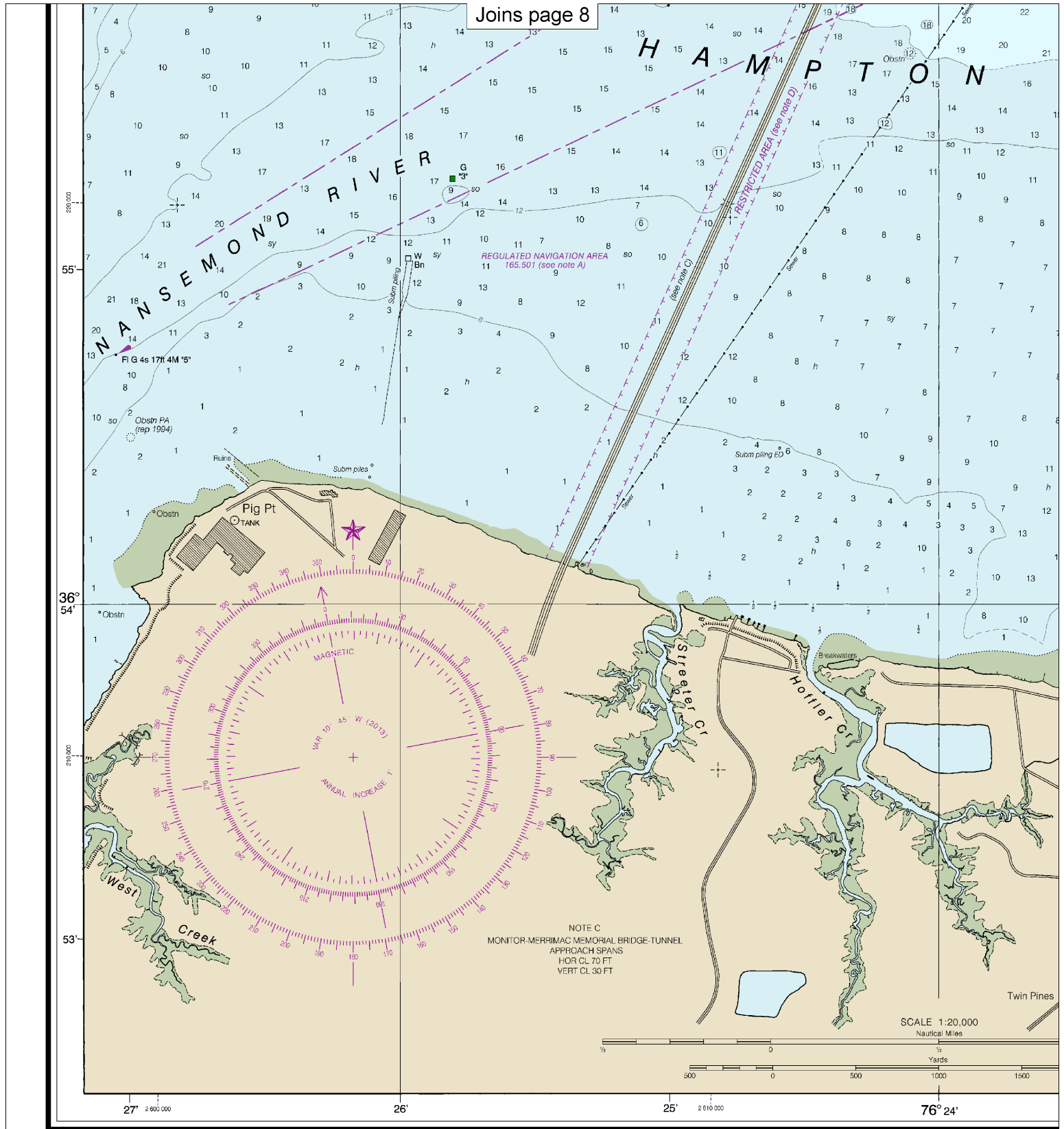
NAME OF CHANNEL	PROJECT DEPTH MLLW (FEET)
NORFOLK HARBOR ENTRANCE REACH	50
NORFOLK HARBOR REACH	50
CRANEY ISLAND REACH	50
NEWPORT NEWS CHANNEL	50

PROJECT DEPTHS
Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoaled, 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.



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>.

Use ENC charts for the most up to date information. References to other charts may no longer be applicable.
71st Ed., Aug. 2020, Last Correction: 9/9/2022, Cleared through:
LNM: 4122 (10/11/2022), NM: 4422 (10/29/2022)

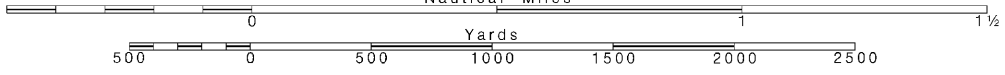
12

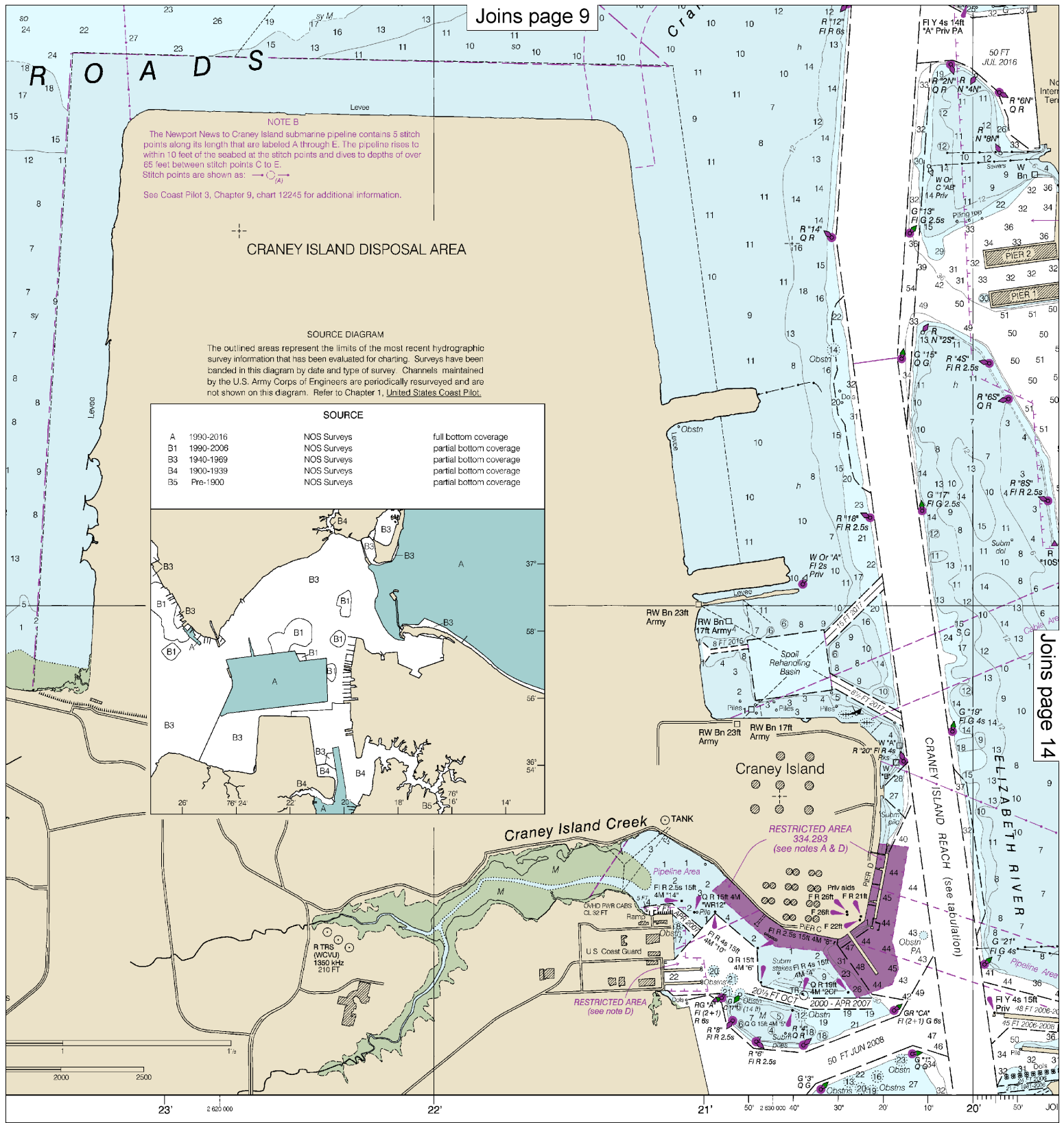
Note: Chart grid lines are aligned with true north.


Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





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

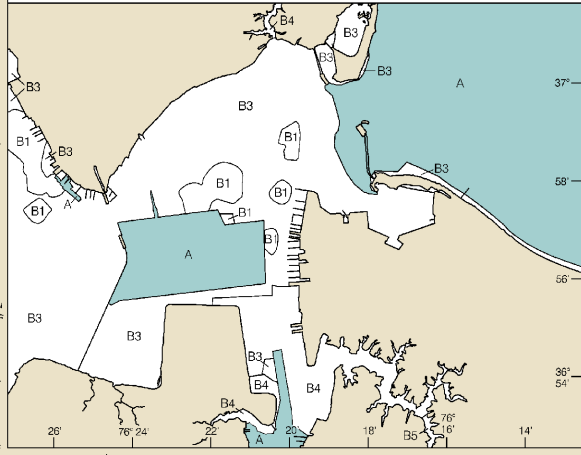
CRANEY ISLAND DISPOSAL AREA

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 Pilot*.

SOURCE

A	1990-2016	NOS Surveys	full bottom coverage
B1	1990-2006	NOS Surveys	partial bottom coverage
B3	1940-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



For discrepancies or comments
noaa.gov/staff/contact.htm.

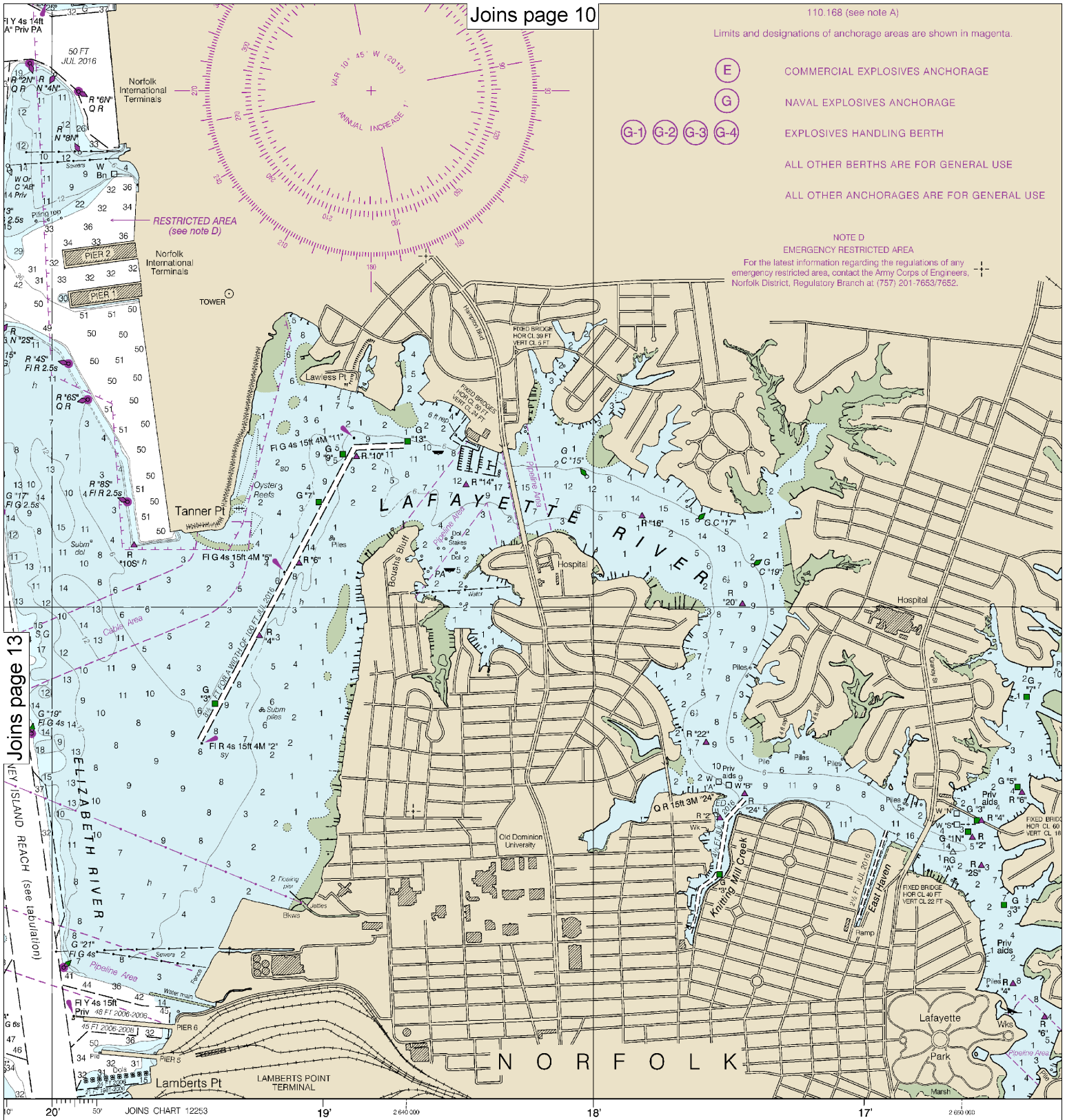
Published at Washington
 U.S. DEPARTMENT OF COAST AND GEODETIC SURVEY
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

Limits and designations of anchorage areas are shown in magenta.

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

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) 201-7653/7652.



Joins page 13
KEY ISLAND REACH (see tabulation)

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

SOUNDINGS II

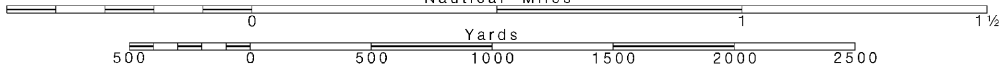
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



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) (○) (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 moose oode | 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 | Gr grass | M mud | S sand | sy sticky |

Miscellaneous:

- | | | | |
|--|-------------------------|----------------------|----------------|
| AUTH authorized | Obstr obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |
| (L) 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.

AIDS TO NAVIGATION

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

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

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

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

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.

SUPPLEMENTAL INFORMATION

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

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.

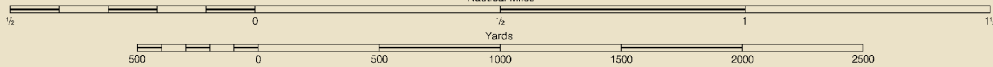
PLANE COORDINATE GRID
 (based on NAD 1927)

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

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



76° 16'

15'

2 660 000

14'

13'

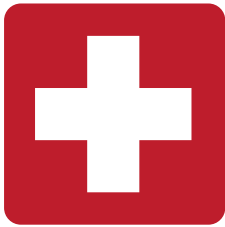
840.0 X 085.1 mm

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

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.

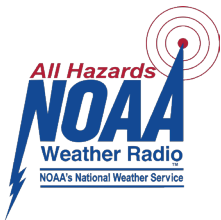
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

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!



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.

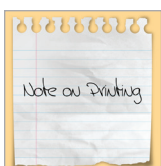
<http://www.nws.noaa.gov/nwr/>

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://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.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 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>



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