UNITED STATES – EAST COAST

VIRGINIA

CHESAPEAKE BAY

CAPE CHARLES TO NORFOLK HARBOR

Formerly C&GS 562, 1st Ed., Mar. 1964

Mercator Projection
Scale 1:40,000 at Lat. 37°00'
North American 1927 Datum
SOUNDINGS IN FEET
AT MEAN LOW WATER

TIDAL INFORMATION

Place	Mean High Water	Mean Tide Level	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Fishermans Island 37°06'-75°59'	3.0	1.5	0.0	-2.5
Messick Point, Back River 37°06' 76°19'	2.3	1.5	0.0	-2.5
Old Point Comfort 37°00' 76°19'	2.5	1.3	0.0	-3.5
Hampton Roads 36°57'-76°20'	2.5	1.2	0.0	-3.5
Craney Island Light 36°54'-76°20'	2.6	1.3	0.0	-3.5
Lynnhaven Inlet 36°54'-76°05'	2.0	1.0	0.0	-3.0
Cape Henry 36°56'-76°00'	2.8	1.4	0.0	-2.5

(1279)

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots

Nautical Miles

Yards

STORM WARNINGS

The National Weather Service displays storm warnings at the following approximate locations:
Cape Henry (36°55.6'-76°00.4')
Little Creek (36°55.0'-76°10.5')
Fort Monroe (37°00.1'-76°18.5')
Norfolk Navy Base (36°57.1'-76°19.9')

For Symbols and Abbreviations see Chart No. 1.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

HEIGHTS

Heights in feet above Mean High Water. Contour interval 20 feet. Relief is shown only where of importance to radar interpretation.

AUTHORITIES

Hydrography and topography by the National Ocean Survey with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard and Defense Mapping Agency.

CAUTION
FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in 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.

PLANE COORDINATE GRID

The Virginia State plane coordinate grid (South Zone) is indicated on this chart at 20,000 foot intervals thus
The last three digits are omitted.

CAUTION

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

HYDROGRAPHY

The most recent basic hydrographic survey used in the compilation of hydrography in the general area of Nautilus Shoal was accomplished by the NOAA Ship Peirce, commanded by Commander Carl W. Fisher in 1977.

POLLUTION REPORTS

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

SUPPLEMENTAL INFORMATION

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

Consult U.S. Coast ... information concerning aids ...

Nautical Miles

Yards

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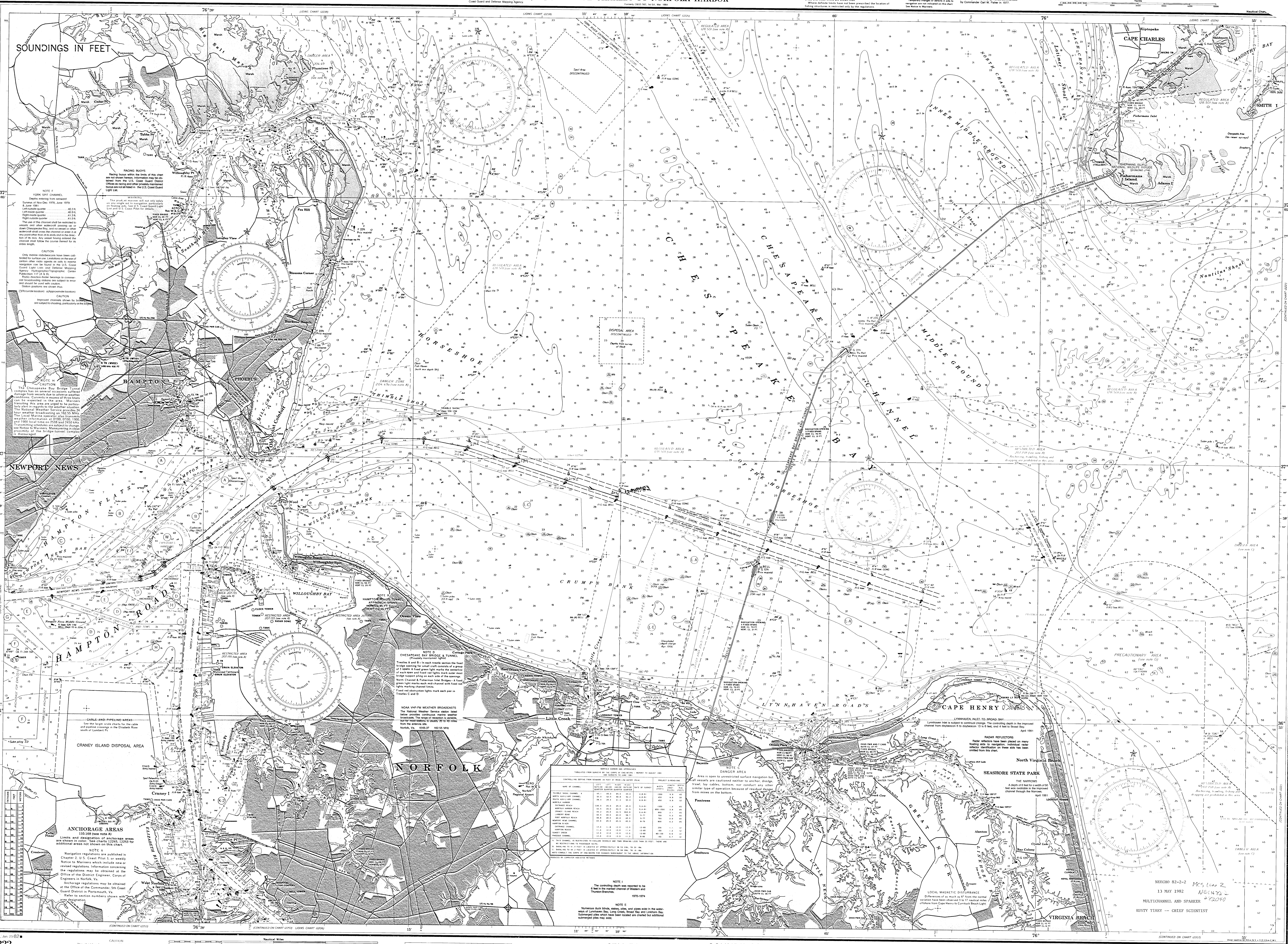

NORFOLK HARBOR AND APPROACHES
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS – REPORT TO AUGUST 1981 AND SURVEYS TO JUNE 1981

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLW (FEET)
THIMBLE SHOAL CHANNEL A	43.1	45.0	45.0	43.0	4,6-81	1000	9.9	45
NORTH AUXILIARY CHANNEL	32.0	32.0	30.8	30.2	4,6-81	450	9.9	32
SOUTH AUXILIARY CHANNEL	28.4	29.4	31.4	32.0	4,6-81	450	9.9	32
NORFOLK HARBOR								
ENTRANCE REACH	C45.0	45.0	45.0	45.0	3,4-81	1500	1.4	45
NORFOLK HARBOR REACH	42.5	45.0	44.0	41.5	3,4-81	800-1500	3.8	45
CRANEY ISLAND REACH	44.2	45.0	44.5	B43.6	3,4-81	800	2.1	45
LAMBERT BEND	40.0	40.0	40.0	38.7	5-77	750	0.3	40
PORT NORFOLK REACH	39.6	40.0	40.0	40.0	5-77	750	2.0	40
NEWPORT NEWS CHANNEL	43.0	45.0	45.0	45.0	8-79	800	4.2	45
HAMPTON RIVER								
ENTRANCE CHANNEL	12.0	11.8	12.0	12.0	12-80	200	1.1	12
HAMPTON REACH	11.4	12.0	12.0	11.4	12-80	150	1.2	12
SUNSET CREEK	12.0	12.0	12.0	12.0	12-80	80-100	0.5	12
PHOEBUS CHANNEL	12.0	12.0	12.0	11.3	9-80	150	0.7	12

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW WATER (MLW); PROJECT DIMENSIONS

A. THIS CHANNEL IS RESTRICTED TO EXCLUDE VESSELS AND TOWS DRAWING LESS THAN 25 FEET. THERE ARE NO RESTRICTIONS TO PASSENGER SHIPS.
B. SHOALING TO 41.0 FEET IS LOCATED AT APPROXIMATELY 36 53 33N, 76 20 18W.
C. SHOALING TO 44.2 FEET IS LOCATED AT APPROXIMATELY 36 58 39N, 76 19 19W.
NOTE-CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

27th Ed., Jan. 23/82

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#TK00499

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the print date shown in the lower left hand corner.

Nautical Miles

Yards

This nautical chart has been designed to promote safe navigation. The National Ocean Survey encourages users to submit corrections, additions, or comments for improving this chart to the Director, National Ocean Survey, NOAA, Rockville, Maryland 20852.

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

SOUNDINGS IN FEET

NEECHO NECH 82-2 (#82040)
Chesapeake Bay
May 12-16, 1982
Chief Scientist: R.Tirey
TK#0499 (line 2)

NOTE G
TRAFFIC SEPARATION SCHEME

The RECOMMENDED route for entering and departing from Chesapeake Bay is marked by a tinted purple line centered on a line of fairway buoys which separates the courses of inbound and outbound vessels. Vessels should leave all buoys on their port hand. 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 traffic separation scheme has been designed to aid in the prevention of collisions at the approaches to Chesapeake Bay but is not intended in any way to supersede or alter the applicable rules of the Road.

(Cape Charles to Norfolk Harbor)
SOUNDINGS IN FEET – SCALE 1:40,000

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DMA STOCK NO. 12AHA12222