TIDAL INFORMATION

Place	Mean High Water (feet)	Mean Tide Level (feet)	Mean Low Water (feet)	Extreme Low Water (feet)
Cape Charles 37°06′–75°59′	3.0	1.5	0.0	–2.5
Windmill Point, Back River 37°06′–76°18′	2.3	1.2	0.0	–3.0
Old Point Comfort 37°00′–76°19′	2.5	1.2	0.0	–3.5
Hampton Roads 36°58′–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°01′	2.8	1.4	0.0	–2.5

Height referred to datum of soundings (MLW)

(173)

LOGARITHMIC SPEED SCALE

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

STORM WARNINGS

The National Weather Service displays storm warnings at the following approximate locations:
Cape Henry (36°55.8′-76°00.5′)
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

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 (formerly the Coast and Geodetic Survey) with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard and Defense Mapping Agency.

UNITED STATES – EAST COAST

VIRGINIA

CHESAPEAKE BAY

CAPE CHARLES TO NORFOLK HARBOR

1st Ed., Mar. 1964

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

SOUNDINGS IN FEET
AT MEAN LOW WATER

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.

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 privately maintained buoys are not all listed in the Coast Guard Light List.

SUPPLEMENTAL INFORMATION

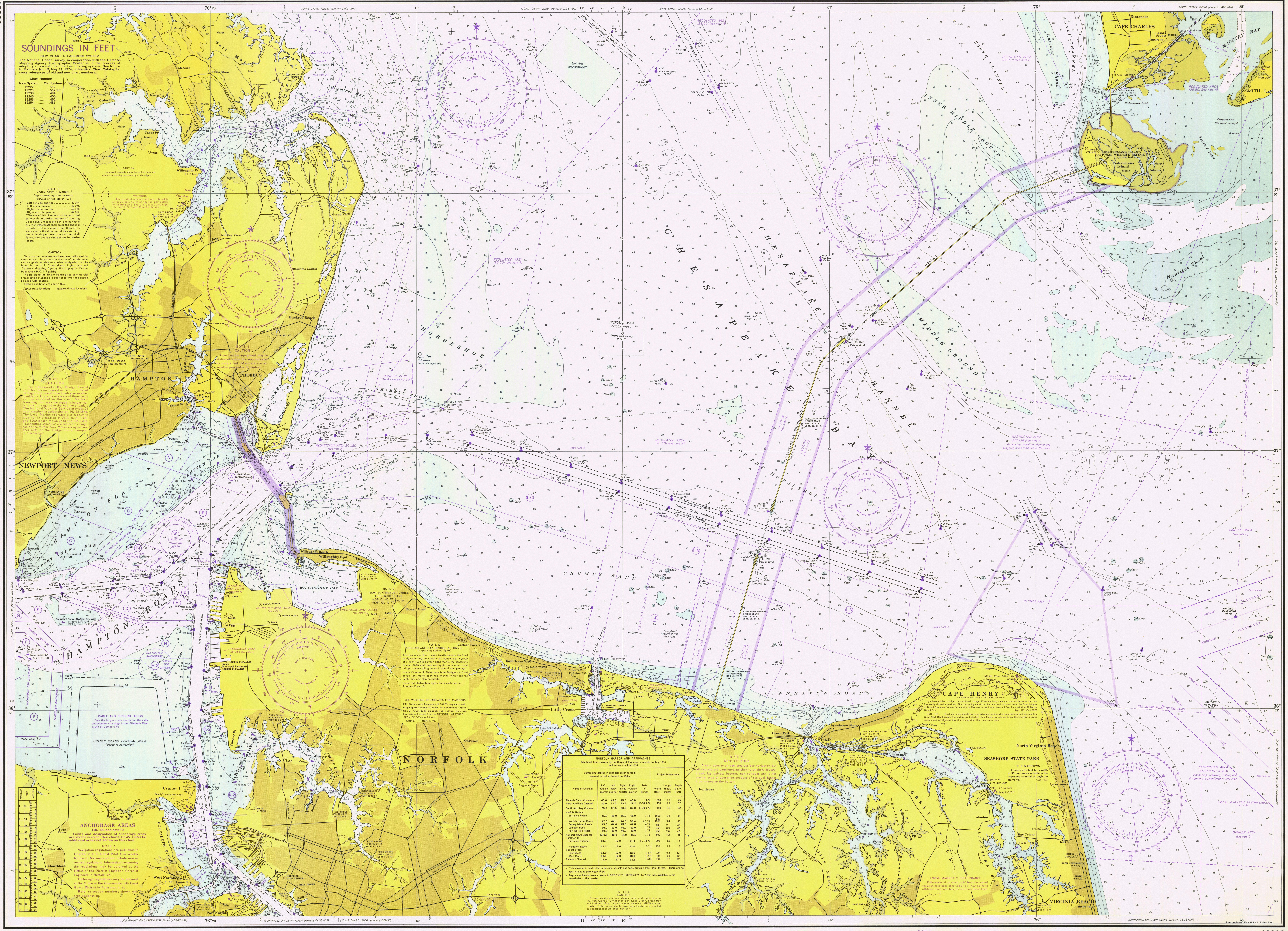
Consult U.S. Coast Pilot 3 for important supplemental information.

AIDS TO NAVIGATION

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

Nautical Chart Catalog No. 1, Panel D

12222 (formerly C&GS 562)



NORFOLK HARBOR AND APPROACHES
Tabulated from surveys by the Corps of Engineers - reports to Aug. 1974 and surveys to July 1974

Controlling depths in channels entering from seaward in feet at Mean Low Water; Project Dimensions

Name of Channel	Left outside quarter	Left inside quarter	Right inside quarter	Right outside quarter	Date of Survey	Width (feet)	Length (naut. miles)	Depth M.L.W. (feet)
Thimble Shoal Channel a	45.0	45.0	45.0	45.0	9-72	1000	9.9	45
North Auxiliary Channel	32.0	31.0	29.3	29.2	11-70,9-72	450	9.9	32
South Auxiliary Channel	28.0	28.5	30.2	32.0	11-70,9-72	450	9.9	32
Norfolk Harbor Entrance Reach	45.0	45.0	45.0	45.0	7-74	1500 800	1.4	45
Norfolk Harbor Reach	42.0	44.1	44.0	39.4	6,7-74	1500	3.8	45
Craney Island Reach	43.0	44.4	45.0	44.8	6-74	800	2.1	45
Lambert Bend	40.0	40.0	40.0	40.0	2-74	750	0.3	40
Port Norfolk Reach	40.0	40.0	40.0	40.0	2-74	750	2.0	40
Newport News Channel	b39.5	45.0	45.0	45.0	7-73	800	4.2	45
Hampton R. Entrance Channel	12.0		12.0	11.4	5-71,8-73	200	1.1	12
Hampton Reach	12.0		12.0	12.0	5-71	150	1.2	12
Sunset Creek East Reach	12.0		12.0	12.0	3-67	100	0.2	12
West Reach	12.0		12.0	12.0	3-67	80	0.3	12
Phoebus Channel	12.0		11.8	11.6	3-70	150	0.7	12

a. This channel is restricted to exclude vessels and tows drawing less than 20 feet. There are no restrictions to passenger ships.
b. Depth was located over a wreck in 36°57′53″N., 76°20′40″W. 44.2 feet was available in the remainder of the quarter.

13th Ed., Sept. 7/74
12222
(formerly C&GS 562)

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic 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.

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

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

SOUNDINGS IN FEET

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. The pilotage area is marked by a tinted purple band. 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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