12222

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

VIRGINIA

CHESAPEAKE BAY

CAPE CHARLES TO NORFOLK HARBOR

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

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Formerly CS/DL 360, 1st Ed., Mar. 1984. KAPP-308

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83). Positions referenced to this datum 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 0.53" northward and 1.22" eastward to agree with this chart.

POLLUTION REPORTS

Report all spills or 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).

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed on demand by a Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/cbs/inquiry.aspx, or OceanGrafix at 1-877-SECHART or http://www.oceangrafix.com.

SOUNDINGS IN FEET

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained on this chart. It is depicted the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Limits established by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

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

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ———

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.

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

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

CAUTION

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

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)

AIDS TO NAVIGATION

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

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.

CAUTION

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

RADAR REFLECTORS

Radar reflectors have been placed on many buoys and beacons to navigation. Information on reflector identification on these aids has been omitted from this chart.

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 13 minutes, the speed is 16.6 knots.

SCALE 1:40,000
Nautical Miles
Yards

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Fishermans Island	(37°06'N/75°58'W)	3.2	3.0	0.1
Wreck Point	(37°01'N/76°18'W)	2.5	2.3	0.1
Old Point Comfort	(37°00'N/76°18'W)	2.8	2.6	0.1
Hampton Roads	(36°57'N/76°20'W)	2.5	2.3	0.1
Craney Island	(36°54'N/76°20'W)	2.9	2.7	0.1
Sewells Point	(36°57'N/76°20'W)	3.0	2.8	0.1
Cape Henry	(36°56'N/76°00'W)	3.2	3.0	0.1

Datums (□) 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.

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 therefore may be visible or highly shallow at extreme low water. 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.

NOTE J

Restricted area 334.375 begins at the entrance to Tide Mills Creat at lat 37°07' 30.5" N, long 76° 19' 20.9" W thence along the shoreline of Langley Air Force Base 35 yards off the ordinary mean high water line to lat 37° 07' 40.7" N, long 76° 22' 30.9" W.

NOTE D

TRAFFIC SEPARATION SCHEME

The traffic separation scheme is designed to aid in the prevention of collisions of ships approaches to Chesapeake Bay and does not supersede or alter the applicable Rules of the Road.

The RECOMMENDED routes for entering and departing from Chesapeake Bay are overpointed on this chart. The Northeast Approach is marked by a tinted magenta line extending from the sea to the entrance buoys and the courses of inbound and outbound vessels. Vessels should leave all buoys on their port hand.

It is RECOMMENDED that the following ships use the Southern Approach: deep-water route when bound for Chesapeake Bay from sea or to sea from Chesapeake Bay: Deep-draft ships, drafts defined as 42 feet/12.8 meters or greater in fresh water, and naval/ aircraft carriers. Ships drawing less than 42 feet/12.8 meters may use the deep-water route when, in the opinion of the master, weather and vessel characteristics, i.e. speed, and prevailing environmental conditions may cause the draft of the ship to equal or exceed 42 feet/12.8 meters.

It is RECOMMENDED that a ship using the deep-water route: Announce its intention on VHF-FM channel 16 as it approaches Chesapeake Bay Southern Approach Lighted Whistle Buoy "CB" on the south end, or Chesapeake Bay Entrance Lighted Whistle Buoy "CH", on the north end of the route;

Keep within the limits of suitable, overlaying other ships operating in the deep-water routes;

Keep as near to the outer limit of the route which lies on the starboard side as is safe and practicable.

All other ships approaching the Chesapeake Bay traffic separation scheme should use the appropriate inbound or outbound traffic lane of the traffic separation scheme.

Traffic within the precautionary area may consist of vessels operating between Thimble Shoal and Chesapeake Channels and other recognized traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The normal Pilot Boarding Area is outlined by a magenta band.

NOTE H

CAUTION

The Chesapeake Bay Bridge-Tunnel Complex has on several occasions suffered damage from vessels due to adverse weather conditions. Currents in excess of three knots can be expected in the area. Mariners transiting this area are urged to be particularly alert in regards to the weather situation. The National Weather Service provides 24 hour weather broadcasting on 162.55 MHz. The Local Marine Operator also transmits weather information on VHF-FM channel 14 at 0648 and time on 0026 and 2400 UHL. Transmitting schedules are subject to change, see Notice to Mariners. Maneuvering in close proximity of the bridge-tunnel complex is discouraged.

HAMPTON, HOGUES AND WILLOUGHBY CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUN 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS	
	WIDTH OUTSIDE QUARTER	WIDTH HALF OF CHANNEL	WIDTH OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	DEPTH MLLW (FEET)
HAMPTON RIVER ENTRANCE CHANNEL	11.8	12.8	13.1	4-12	350	12
HAMPTON REACH	10.1	11.7	11.5	4-12	150	12
SUNSET CREEK	N/A	48.5	N/A	4-12	100-80	8.5
HOGUES CHANNEL	N/A	12.1	N/A	4-12	500	12
WILLOUGHBY CHANNEL	N/A	11.7	N/A	4-12	6303	14

A 50% OF PROJECT WIDTH MAY LIE EITHER SIDE OF CENTERLINE.
B CHANNEL WIDTH MAINTAINED AT 400 FEET SOUTH OF NEWPORT NEWS TURN.
NOTE: CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

NOTE F

MONITOR-MERRIMAC MEMORIAL BRIDGE-TUNNEL
APPROACH SPANS
HOR CL 150 FT
VERT CL 80 FT

NOTE C

HAMPTON ROADS TUNNEL
APPROACH SPANS
HOR CL 45 FT
VERT CL 10 FT

NOTE I

Vessels should use extreme caution while navigating in Little Creek Harbor due to frequent and unannounced naval diving operations.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The range of the broadcast is about 40 to 50 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

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.

A	1990-2011	NOS Surveys
B1	1990-2001	NOS Surveys
B2	1970-1989	NOS Surveys
B3	1940-1969	NOS Surveys
B4	1900-1939	NOS Surveys
B5	Pre - 1900	NOS Surveys
T		Miscellaneous Surveys
		full bottom coverage
		partial bottom coverage
		partial bottom coverage
		partial bottom coverage
		partial bottom coverage

NORFOLK HARBOR AND APPROACHES

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO FEB 2013

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT HALF CHANNEL	RIGHT HALF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH NAUTICAL MILES	DEPTH (FEET)
THIMBLE SHOAL CHANNEL (A)	47.9	50.2	49.9	47.8	8,9-12	1000	13.5	50
NORTH AUXILIARY CHANNEL (B)						450		35
SOUTH AUXILIARY CHANNEL (B)						450		35
ENTRANCE REACH	50.0	52.4	52.8	51.8	7-10	1000-1440	1.4	50
NORFOLK HARBOR REACH	49.0	49.8	49.8	48.2	7-10	1000-800	1.4	50
CRANEY ISLAND REACH	46.6	50.3	49.9	46.0	2-13	800	2.0	50
LAMBERT BEND	42.6	43.0	43.0	42.4	2-13	750	1.0	45
LAMBERT BEND TO INNER PORT	42.8	43.0	43.0	40.4	1-10	750	1.0	45
ELIZABETH RIVER (E BRANCH PT REACH)	41.2	43.0	43.0	41.1	1-10	750	1.0	45
NEWPORT NEWS CHANNEL	41.2	43.0	43.0	41.1	1-10	950	1.0	45
CAPE HENRY CHANNEL	45.6	50.0	47.9	43.5	10-11	1000	4.0	50
YORK SPIT CHANNEL	43.0	44.7	44.7	41.9	11-12	1000	18.4	50
YORK RIVER ENTRANCE CHANNEL	36.2	37.9	37.3	36.9	11-12	750	17.0	37

A CHANNEL IS RESTRICTED TO EXCLUDE VESSELS HAVE TOWS DRAWING LESS THAN 25 FEET. CHANNEL MAINTAINED TO 50 FEET
B PROJECT MAINTENANCE DISCONTINUED
C CHANNEL WIDTH INCREASED TO 1000 FEET WITHIN 37°13'41"N, 76°31'45.1"W.
D CHANNEL WIDTH MAINTAINED TO 400 FEET
NOTE: CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

NOTE D

Chesapeake Bay Bridge - Tunnel
(Private Lights)

Trestles A & B - In each trestle section the fixed bridge opening for small craft consists of a group of 3 spans. A fixed green light marks the centerline span. Fixed red obstruction lights mark the outermost bridge support piling on each side of the opening.

North Channel & Fishermans Inlet Bridges - A fixed green light marks each mid-channel span. Fixed red lights mark navigation limits.

Fixed red obstruction lights mark each pier in Trestles C and D.

CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing stakes may exist throughout the waters of this chart. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and excavat 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.

NOTE E

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.

NOTE H

LITTLE CREEK EXCLUSION ZONE

The Little Creek Exclusion Zone is a subset of an emergency restricted area. No vessel or persons may enter this area without permission of the Commanding Officer/Officer-in-charge of the Little Creek Amphibious Base. Vessels or persons may transit other portions of the restricted area at any time, but are subject to inspections from designated law enforcement patrols.

NOTE G

Regulations for Ocean Dumping Sites are contained in 40 CFR Parts 220-229. Additional information concerning the regulations and recommended procedures for ocean dumping may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE E

Numerous duck blinds, stakes, piles and pipes exist in the waterways of Lynnhaven Bay, Long Creek, Broad Bay and Linkhorn Bay. Submerged piles which have been located are charted but additional submerged piles may exist.

LYNNHAVEN INLET TO BROAD BAY

Lynnhaven Inlet is subject to continual change. The controlling depth in the improved channel from 36°54.1' N, 76°06.16.2' W to Broad Bay is 2+ feet for a width of 90 feet.
Apr 2013

NOTE C

DANGER AREA

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, conduct surface operations, or moor barges within this area because of nuadual danger from mines on the bottom.

PLANE COORDINATE GRID
(Based on NAD 1927)
The Virginia State Grid (Grid South Zone) is indicated on this chart at 20,000 foot intervals thus: +++
The last three digits are omitted.

ANCHORAGE AREAS

110 169 (see note A)

Limits and designations of anchorage areas are shown in magenta. See chart 12253 for additional areas not shown on this chart.

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

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, Fifth 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.

NOTE B

The Newport News to Craney Island submarine pipeline contains 5 stitch points along its length that are labelled A through E. The pipeline rises to within 10 feet of the seabed at the stitch points and dives to depths of over 50 feet between stitch points C to E.

Stitch points are shown as: →□←

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

NOTE F

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels equipped with installed toilets in these waters are prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabling to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are enforceable by the U.S. Coast Guard. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

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 G

NO-DISCHARGE ZONE
(see note)

NOTE H

DANGER AREA
(see note C)

NOTE I

REGULATED NAVIGATION AREA
(see note)

NOTE J

RESTRICTED AREA
(see note)

NOTE K

DANGER AREA
(see note C)

NOTE L

RESTRICTED AREA
(see note)

NOTE M

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NOTE N

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