SOUNDINGS IN FEET

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Director, Coast and Geodetic Survey (N/CG22), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3233.

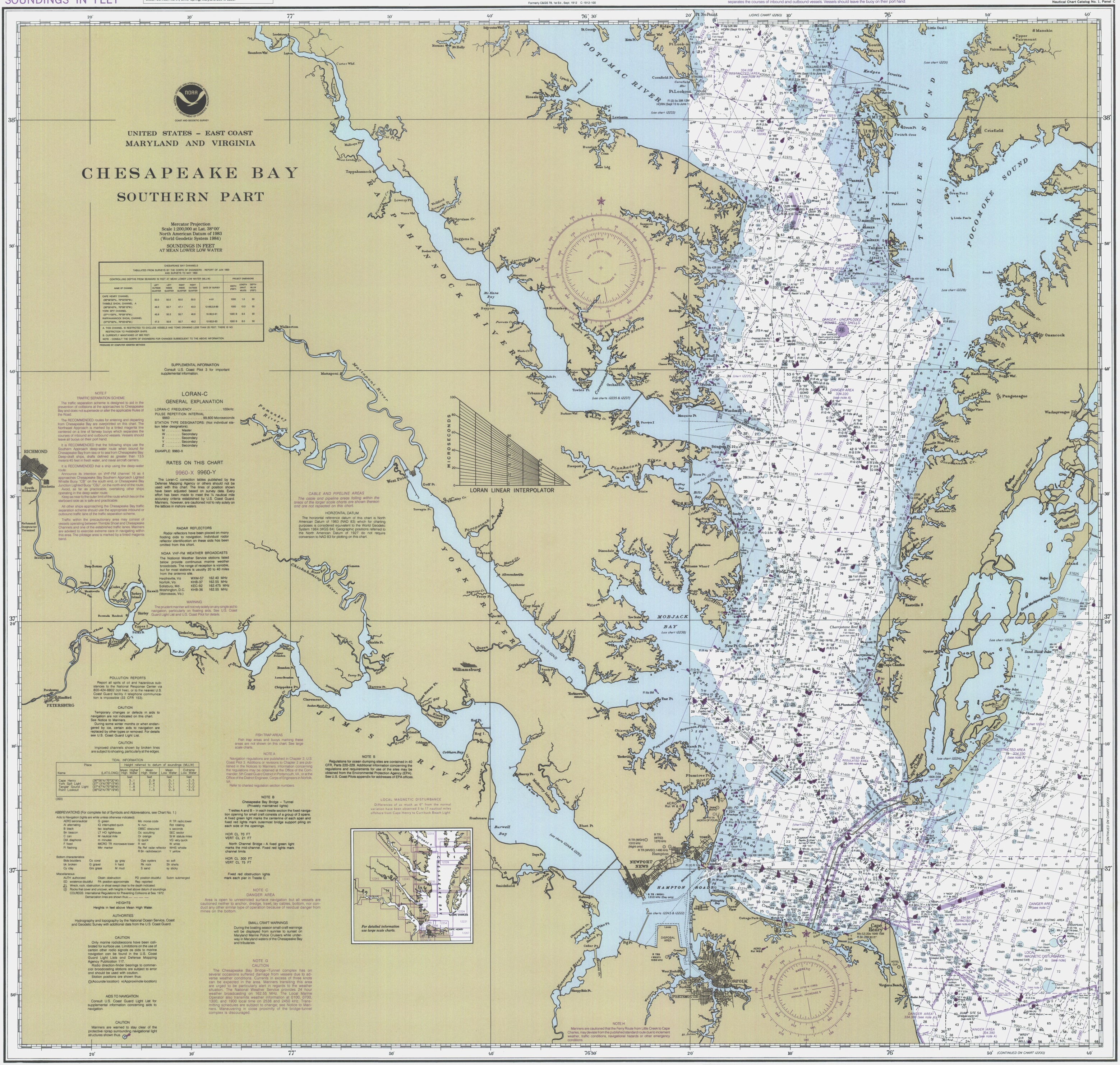
Formerly C&GS 78, 1st Ed., Sept. 1912 C-1912-100

NOTE E
TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart in the vicinity of Smith Point are RECOMMENDED for all vessels except small craft. They have been designed to aid in the prevention of collisions but are not intended in any way to supersede or alter the applicable Rules of the Road. The recommended route is marked by a fairway buoy and a tinted magenta band which separates the courses of inbound and outbound vessels. Vessels should leave the buoy on their port hand.

Nautical Chart Catalog No. 1, Panel C

12220 LORAN-C OVERPRINTED



UNITED STATES - EAST COAST
MARYLAND AND VIRGINIA

CHESAPEAKE BAY
SOUTHERN PART

Mercator Projection
Scale 1:200,000 at Lat. 38°00′
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CHESAPEAKE BAY CHANNELS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 1993 AND SURVEYS TO MAY 1993

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						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 MLLW (FEET)
CAPE HENRY CHANNEL (36°58′30″N., 76°00′00″W.)	50.0	50.0	50.0	50.0	4-91	1000	1.0	50
THIMBLE SHOAL CHANNEL A (36°58′45″N., 76°08′15″W.)	49.3	50.7	47.1	43.3	12-88;2,8-89	1000	13.0	55
YORK SPIT CHANNEL (37°11′00″N., 76°09′15″W.)	45.9	50.3	50.7	46.6	10-90;5-91	1000 B	9.5	50
RAPPAHANNOCK SHOAL CHANNEL (37°37′00″N., 76°05′45″W.)	47.3	50.6	50.7	49.2	12-92;5-93	1000 B	6.0	50

A. THIS CHANNEL IS RESTRICTED TO EXCLUDE VESSELS AND TOWS DRAWING LESS THAN 25 FEET. THERE IS NO RESTRICTION TO PASSENGER SHIPS.
B. CURRENTLY MAINTAINED AT 800 FEET.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

PRODUCED BY COMPUTER ASSISTED METHODS

SUPPLEMENTAL INFORMATION

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

NOTE F
TRAFFIC SEPARATION SCHEME

The traffic separation scheme is designed to aid in the prevention of collisions at the 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 overprinted on this chart. The Northeast Approach is marked by a tinted magenta 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.

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 greater than 13.5 meters/45 feet in fresh water, and naval aircraft carriers.

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 Junction Lighted Buoy "CBJ", on the north end of the route;

Avoid, as far as practicable, overtaking other ships operating in the deep-water route;

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 one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The pilotage area is marked by a tinted magenta band.

LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY .... 100kHz.
PULSE REPETITION INTERVAL
9960 .... 99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M .... Master
W .... Secondary
X .... Secondary
Y .... Secondary
Z .... Secondary
EXAMPLE: 9960-X

RATES ON THIS CHART

9960-X 9960-Y

The Loran-C correction tables published by the Defense Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by U.S. Coast Guard. Mariners, however, are cautioned not to rely solely on the lattices in inshore waters.

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.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Heathsville, Va	WXM-57	162.40 MHz
Norfolk, Va.	KHB-37	162.55 MHz
Salisbury, Md.	KEC-92	162.475 MHz
Washington, D.C. (Manassas, Va.)	KHB-36	162.55 MHz

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.

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

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 do not require conversion to NAD 83 for plotting on this chart.

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).

CAUTION

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

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

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

TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Cape Henry	(36°56′N/76°00′W)	3.1	2.9	0.1	-2.5
York Spit Light	(37°13′N/76°15′W)	2.6	2.4	0.1	-3.0
Tangier Sound Light	(37°47′N/75°58′W)	1.8	1.7	0.1	-3.0
Point Lookout	(38°02′N/76°19′W)	1.8	1.5	0.3	-3.5

(393)

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 morse code	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	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21 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.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast and Geodetic Survey with additional data from the U.S. Coast Guard.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense Mapping 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.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

FISH TRAP AREAS

Fish trap areas and buoys marking these areas are not shown on this chart. See large scale charts.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, VA., or at the Office of the District Engineer, Corps of Engineers in Norfolk, VA.

Refer to charted regulation section numbers.

NOTE S

Regulations for ocean dumping sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices.

NOTE B
Chesapeake Bay Bridge – Tunnel
(Privately maintained lights)

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

HOR CL 70 FT
VERT CL 21 FT

North Channel Bridge - A fixed green light marks the mid-channel. Fixed red lights mark channel limits

HOR CL 300 FT
VERT CL 75 FT

Fixed red obstruction lights mark each pier in Trestle C.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 6° from the normal variation have been observed 3 to 17 nautical miles offshore from Cape Henry to Currituck Beach Light.

NOTE C
DANGER AREA

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

SMALL CRAFT WARNINGS

During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

NOTE G
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 at 0100, 0700, 1300, and 1900 local time on 2538 and 2450 kHz. Transmitting schedules are subject to change; see Notice to Mariners. Maneuvering in close proximity of the bridge-tunnel complex is discouraged.

NOTE H

Mariners are cautioned that the Ferry Route from Little Creek to Cape Charles, may deviate from the published standard route due to inclement weather, traffic conditions, navigational hazards or other emergency conditions.

35th Ed., Sept. 4/93 ■

12220
LORAN-C OVERPRINTED

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 date shown in the lower left hand corner.

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

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	18	19	20	21	22	23	24	25	26	27	28	29	30	31

(Chesapeake Bay, Southern Part)
SOUNDINGS IN FEET - SCALE 1:200,000

12220
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SOUNDINGS IN FEET

ED. # 35

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