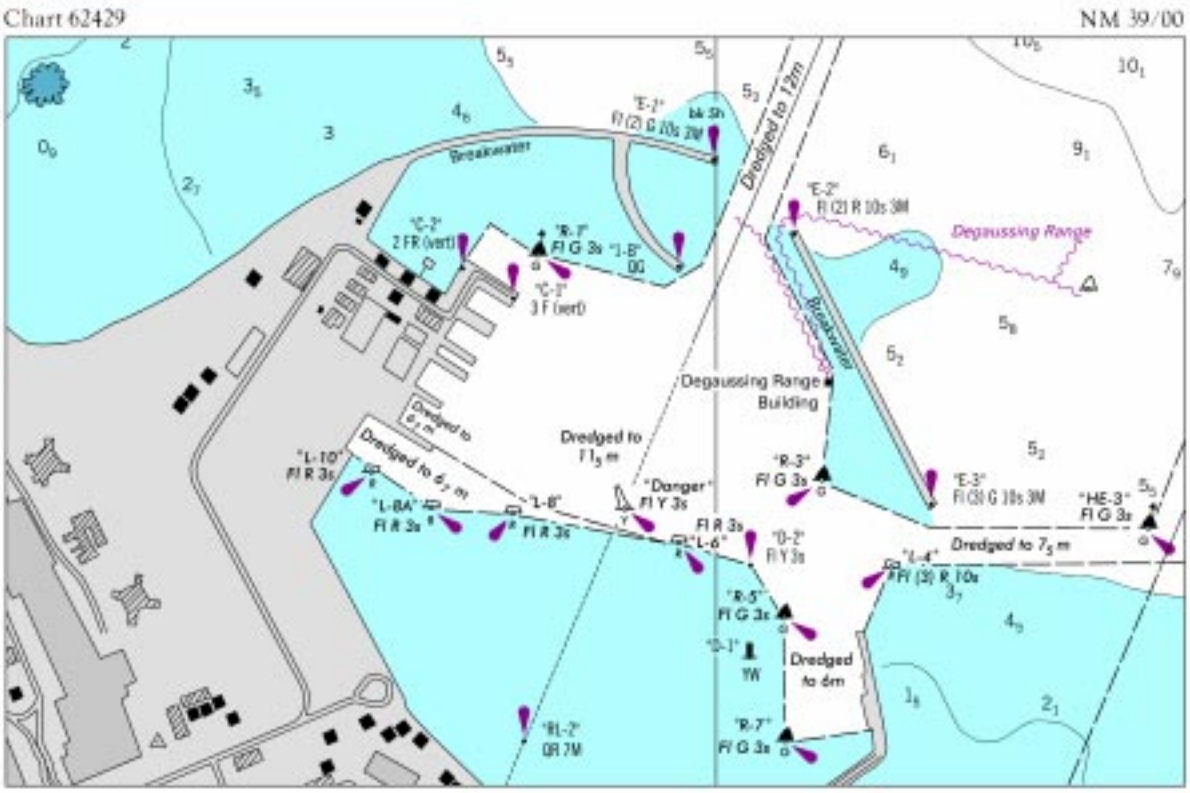
Chart 62429
NM 39/00
Breakwater
Dredged to 12m
Degaussing Range
Degaussing Range Building
Dredged to 11.5 m
Dredged to 6.5 m
Dredged to 7.5 m
Dredged to 6m
"Danger" Fl Y 3s
"E-2" Fl (2) R 10s 3M
"E-3" Fl (3) G 10s 3M
"R-3" Fl G 3s
"R-5" Fl G 3s
"R-7" Fl G 3s
"L-10" Fl R 3s
"L-8A" Fl R 3s
"L-8" Fl R 3s
"L-6" Fl R 3s
"D-2" Fl Y 3s
"L-4" Fl (3) R 10s
"HE-3" Fl G 3s
"C-2" 2 FR (vert)
"C-3" 3 F (vert)
"R-1" Fl G 3s
"RL-2" QR 7M

Chart 62456

NM 39/00

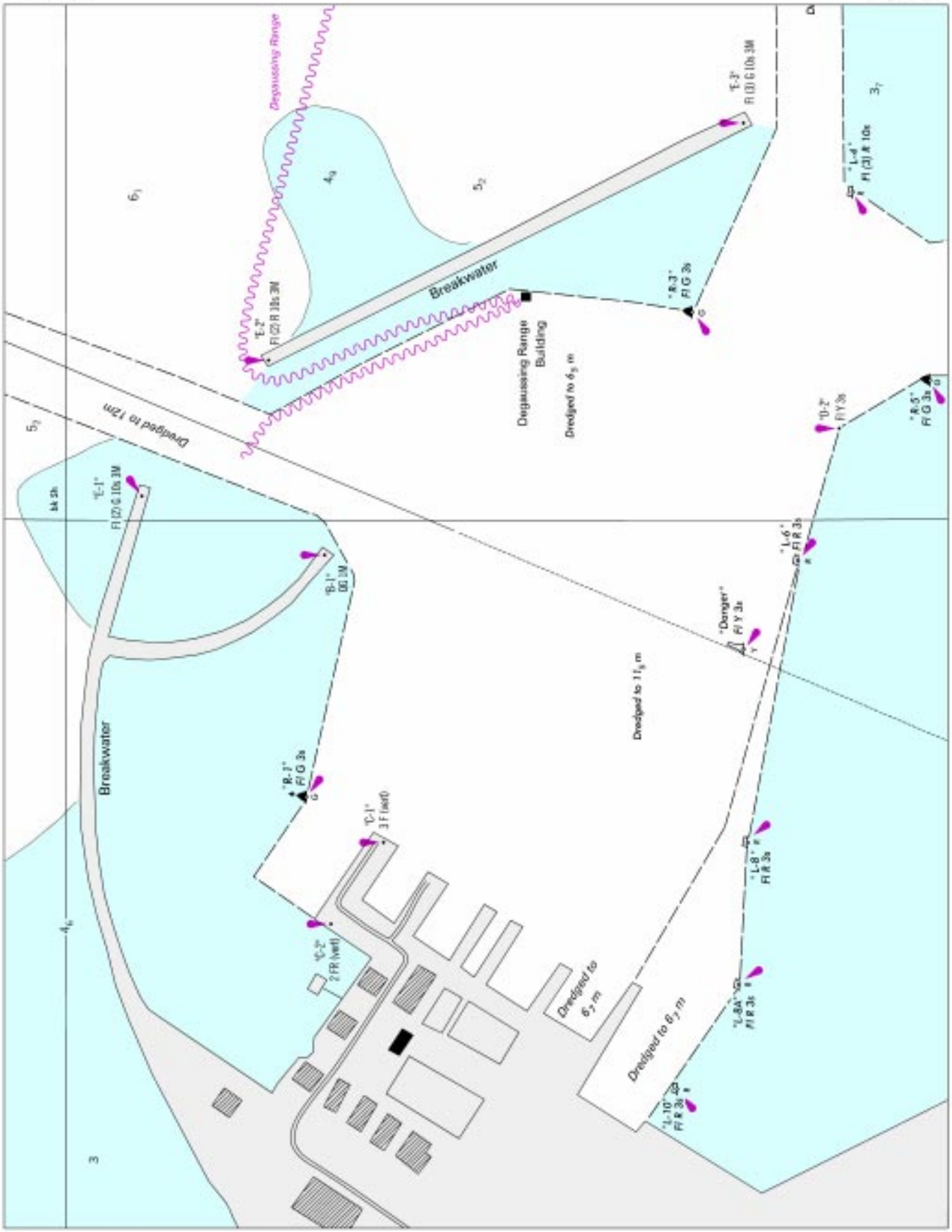

Chart 11537 NM 39/00

CAPE FEAR RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2000

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)
BALDHEAD SHOAL	39.1	38.8	38.7	37.9	2,3-00	500	5.0	40
SMITH ISLAND	20.5	34.7	41.5	42.0	6-00	500	1.0	40
BALDHEAD CASWELL CHANNEL	35.2	40.4	41.0	42.9	12-99	500	0.4	40
SOUTHPORT CHANNEL	41.6	41.0	40.2	40.2	3-00	500	1.0	40
BATTERY ISLAND CHANNEL	44.7	44.7	41.2	40.4	3-00	500	0.5	40
LOWER SWASH	36.0	38.5	39.8	35.7	3-99	400	1.6	38
SNOWS MARSH	36.6	38.2	37.5	36.3	4-00	400	3.1	38
HORSESHOE SHOAL	32.4	37.5	36.8	36.6	4-00	400	1.2	38
REAVES POINT	36.7	36.7	37.7	36.4	4-00	400	1.2	38
LOWER MIDNIGHT	36.3	38.1	39.5	35.2	2-00	400	1.6	38
UPPER MIDNIGHT	35.7	37.9	36.4	34.5	4-00	400	2.7	38
LOWER LILLIPUT	36.6	38.0	37.6	35.4	4-00	400	1.9	38
UPPER LILLIPUT	35.8	36.7	38.1	37.1	11-99	400	1.9	38
KEG ISLAND	37.2	38.0	37.2	32.4	3-00	400	1.4	38
BIG ISLAND LOWER	37.9	38.0	38.0	34.1	3-00	400	0.8	38
BIG ISLAND UPPER	35.8	36.4	36.2	34.1	3-00	400	0.5	38
LOWER BRUNSWICK	35.6	38.4	36.3	35.0	5-00	400	1.6	38
UPPER BRUNSWICK	35.7	39.3	39.3	36.3	5-00	400	1.0	38
FOURTH EAST JETTY	37.0	37.5	36.8	36.8	5-00	400	1.2	38
BETWEEN CHANNEL	35.3	39.1	38.6	38.6	2,5-00	550	0.8	38
ANCHORAGE BASIN & APP CHANNEL	32.0	36.6	36.7	32.8	4-00	450-1090	1.3	38
HWY 74-76 TO BATTLESHIP	30.7	32.9	36.2	29.0	12-99	400	0.6	32
BATTLESHIP TO HWY 117 INCLUDING TURNING BASIN	8.6	30.0	32.2	29.4	3-99;11-99	190-850	-	32
HWY 117 TO HILTON BR	28.1	29.6	31.8	26.7	3-99	200-400	0.5	32
THENCE TO END OF PROJECT AT 34°16'36"N, 77°57'01"W	23.1	23.6A	23.5B	21.9C	6-99	200	1.2	25
TURNING BASIN	24.6	21.0	22.2	16.1	6-99	500	0.1	25

A. EXCEPT FOR SHOALING TO 21.4 FEET FOR THE LAST 150 FEET OF THE PROJECT.
B. EXCEPT FOR SHOALING TO 16.4 FEET FOR THE LAST 150 FEET OF THE PROJECT.
C. EXCEPT FOR SHOALING TO 10.2 FEET FOR THE LAST 150 FEET OF THE PROJECT.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 12221 NM 39/00

THIMBLE SHOAL AND CHESAPEAKE BAY ENTRANCE CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2000 AND SURVEYS TO MAR 2000

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)
THIMBLE SHOAL CHANNEL (A)								
NORTH ELEMENT (B)	48.8	47.5	45.7	43.6	9,10,11-98	350	13.0	55
SOUTH ELEMENT (C)	47.2	50.9	50.1	49.6	9,10,11-98	650	13.0	55
NORTH AUXILIARY CHANNEL (D)						450		32
SOUTH AUXILIARY CHANNEL (D)						450		32
CAPE HENRY CHANNEL	49.5	50.2	50.0	49.4	2,3-98	1000	1.4	50
YORK SPIT CHANNEL	38.5	49.5	50.1	45.9	11,12-99 ; 2,3-00	1000(E)	18.4	50
YORK RIVER ENTRANCE CHANNEL	37.3	37.9	38.0	37.2	10,11-98 ; 8-99	750	13.8	37

A. CHANNEL IS RESTRICTED TO EXCLUDE VESSELS AND TOWS DRAWING LESS THAN 25 FEET.
B. PORTION OF PROJECT MAINTAINED TO 45 FEET.
C. PORTION OF PROJECT MAINTAINED TO 50 FEET.
D. PROJECT MAINTENANCE DISCONTINUED.
E. CHANNEL WIDTH MAINTAINED TO 800 FEET.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.

Chart 12238 NM 39/00

YORK RIVER ENTRANCE CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2000 AND SURVEYS TO AUG 1999

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)
YORK RIVER ENTRANCE	37.3	37.9	38.0	37.2	10,11-98 ; 8-99	750	13.8	37

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 12251 (Side B) NM 39/00

JAMES RIVER
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2000 AND SURVEYS TO JAN 2000

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
HOPEWELL TO RICHMOND DEEPWATER TERMINAL 37°27'05.0"N, 77°25'07.4"W	20.3	200	2,10-98
CHANNEL ADJOINING TURNING BASIN	25.3	200	1-00
TURNING BASIN	25.5	385	1-00
THENCE TO RICHMOND HARBOR TURNING BASIN	16.9	200	10-99
TURNING BASIN	16.6	140-175	10-99
THENCE TO 37°31'29.0"N, 77°25'14.5"W	17.8	200	10-99

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

Chart 12311 NM 39/00

CHRISTINA RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2000 AND SURVEYS TO JUN 2000

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT CHRISTINA RIVER DATUM					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT MILES)	DEPTH (FEET)
ENTRANCE CHANNEL TO THE UPPER END OF THE TURNING BASIN	38.2	38.0	38.3	6-00	500-340	0.70	38
THENCE TO THE LOBDELL CANAL	35.9	35.6	35.3	6-00	400	0.33	35
TURNING BASIN (OPPOSITE TERMINAL WHARF)	38.0	38.0	38.0	6-00	320	0.34	38

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 12312 NM 39/00

CHRISTINA RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2000 AND SURVEYS TO JUN 2000

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT CHRISTINA RIVER DATUM					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT MILES)	DEPTH (FEET)
ENTRANCE CHANNEL TO THE UPPER END OF THE TURNING BASIN	38.2	38.0	38.3	6-00	500-340	0.70	38
THENCE TO THE LOBDELL CANAL	35.9	35.6	35.3	6-00	400	0.33	35
TURNING BASIN (OPPOSITE TERMINAL WHARF)	38.0	38.0	38.0	6-00	320	0.34	38

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 12313 NM 39/00

SCHUYLKILL RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO APR 2000

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT SCHUYLKILL RIVER DATUM					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
1	31.4	33.1	35.2	3-00	400	0.32	33
2	30.6	32.6	32.2	3-00	400	0.34	33
3	32.1	33.8	33.4	3-00	400	0.18	33
4	32.9	34.6	33.6	3-00	400	0.11	33
5	34.7	34.8	32.5	3-00	300	0.30	33
6	34.5	34.0	32.3	3-00	325	0.21	33
7	33.5	31.7	27.3	3-00	300	0.31	33
8	33.4	32.1	27.5	3-00	300	0.15	33
9	33.2	32.2	29.8	3-00	300	0.31	33
10	34.7	35.7	36.8	3-00	325	0.09	33
11	34.4	34.2	36.1	3-00	350	0.05	33
12	32.4	34.2	35.1	3-00	350	0.05	33
13	31.8	32.4	34.8	3-00	325	0.07	33
14	27.6	32.4	34.4	3-00	300	0.14	33
15	22.1	29.6	34.0	3-00	325	0.08	33
16	22.1	27.5	34.1	3-00	350	0.08	33
17	28.9	29.9	32.8	3-00	325	0.06	33
18	16.1	20.7	32.8	3-00	300	0.45	33
19	21.3	31.0	31.9	3-00	200	0.08	33-26
20	28.6	29.7	25.1	3-00	250	0.05	26
21	30.0	23.2	20.3	3-00	250	0.04	26
22	26.0	23.2	19.7	3-00	250	0.06	26
23	23.2	17.9	14.7	3-00	200	0.21	26
24	30.6	21.5	15.9	3-00	250	0.06	26
25	29.2	18.4	15.0	3-00	250	0.09	26
26	27.7	17.0	11.2	3-00	250	0.09	26
27	25.7	17.6	12.5	3-00	225	0.12	26
28	19.7	15.2	13.2	3-00	200	0.10	26
29	14.2	14.9	13.4	8-97; 3-00	200	0.23	26-22
30	14.2	15.7	17.0	8-97	200	0.30	22
31	27.4	25.0	14.4	8-97	200	0.10	22
32	22.4	15.0	11.5	8-97	200	0.26	22
33	22.9	13.0	7.5	8-97	200	0.10	22
34	20.5	17.6	13.8	8-97	250	0.07	22
35	21.2	18.0	12.9	8-97	250	0.08	22
36	22.4	17.6	14.4	8-97	250	0.08	22
37	21.6	21.3	19.6	8-97	250	0.06	22
38	15.7	20.4	21.8	8-97	225	0.13	22

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION