SCALE 1:20,000
Nautical Miles
Yards
Meters

1st Ed., July 1977

SOUNDINGS IN FEET

Nautical Chart Catalog No. 1, Panel D

12256

NORFOLK HARBOR AND APPROACHES								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS-REPORT TO NOVEMBER 1979 AND SURVEYS TO OCTOBER 1979								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW WATER (MLW)						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 MLW (FEET)
THIMBLE SHOAL CHANNEL A	42.2	45.0	45.0	44.2	10-79	1000	9.9	45
NORTH AUXILIARY CHANNEL	32.0	32.0	31.4	30.5	10-79	450	9.9	32
SOUTH AUXILIARY CHANNEL	28.6	29.2	30.6	32.0	10-79	450	9.9	32
NORFOLK HARBOR ENTRANCE REACH	45.0	45.0	45.0	45.0	7-77	1500	1.4	45
HAMPTON RIVER ENTRANCE CHANNEL	11.2	11.0	11.0	11.6	10-78	200	1.1	12
PHOEBUS CHANNEL	12.0	11.8	11.8	11.8	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.
NOTE-CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

PRODUCED BY COMPUTER ASSISTED METHODS

NOTE C
HAMPTON ROADS TUNNEL APPROACH SPANS
HOR CL 45 FT
VERT CL 10 FT } AUTH

NATIONAL OCEAN SURVEY

PROVISIONAL CHART

UNITED STATES - EAST COAST
VIRGINIA

CHESAPEAKE BAY
THIMBLE SHOAL CHANNEL

Mercator Projection
Scale 1:20,000 at Lat. 36°58'
North American 1927 Datum

SOUNDINGS IN FEET
AT MEAN LOW WATER

HEIGHTS
Heights in feet above Mean High Water.

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.

For Symbols and Abbreviations see Chart No. 1

TIDAL INFORMATION

Place	Height referred to datum of soundings (MLW)			
	Mean High Water	Mean Tide Level	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Little Creek (RR. Terminal)	2.6	1.3	0.0	−3.0
Old Point Comfort	2.5	1.3	0.0	−3.5
Little Creek Entrance	2.4	1.2	0.0	−3.0

(280)

ANCHORAGE AREAS
110.168 (see note A)

Limits and designation of anchorage areas are shown in color.

J-1 J-2 FOR YACHTS & PLEASURE CRAFT
L-A L-E NAVAL ANCHORAGE
L-C MERCHANT SHIP ANCHORAGE

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

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

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

PLANE COORDINATE GRID
Virginia State Grid, south zone, is indicated by dashed ticks at 10,000 foot intervals.

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

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.

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

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 U.S. Coast Guard Light List.

NOTE B
CHESAPEAKE BAY BRIDGE AND TUNNEL
(Privately maintained lights)
Trestles A & 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 piling on each side of the openings.

NOAA VHF-FM WEATHER BROADCASTS
The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.
Norfolk, Va. KHB-37 162.55 MHz

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 Hydrographic/Topographic Center Publication 117 (A & B).
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) o(Approximate location)

CAUTION
FISH TRAP AREAS AND STRUCTURES
Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the 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.

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 D
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.

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

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3, or weekly Notice to Mariners which include new or revised regulations. Information concerning the regulations may be obtained at the Office of the District Engineer, Corps of Engineers in Norfolk, Va.
Anchorage regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Va.
Refer to section numbers shown with area designation.

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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.

SOUNDINGS IN FEET

FILE COPY

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).

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

SCALE 1:20,000
Nautical Miles
Yards
Meters

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

(Thimble Shoal Channel)
12256
SOUNDINGS IN FEET - SCALE 1:20,000

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