

# BookletChart™

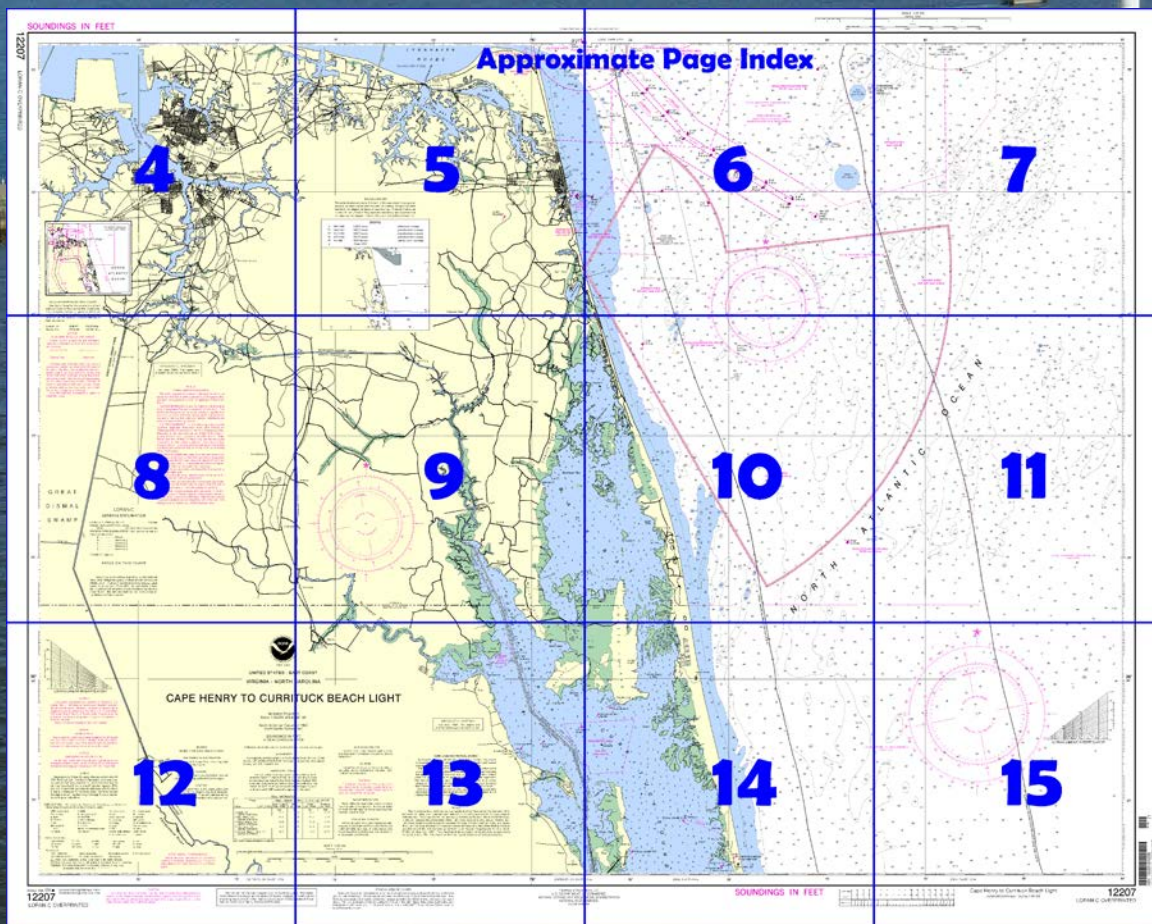
## Cape Henry to Currituck Beach Light NOAA Chart 12207



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/ncd/searchbychart.php?chart=12207>



#### (Selected Excerpts from Coast Pilot)

The summer resort of **Virginia Beach** is 5 miles southward of Cape Henry Light. Many high-rise buildings and two water tanks are prominent. Some of these are lighted at night. A hotel cupola, 3.4 miles south of Cape Henry Light, is distinctive.

A **naval restricted area** extends northward, eastward, and southeastward from Cape Henry.

A **naval prohibited area** is off Camp Pendleton, 7.4 miles southward of Cape Henry.

**Danger zones of naval firing ranges** are about 8 and 9 miles southward of Cape Henry.

Two radar towers and a blue water tank, 158 feet above the water, are prominent at the Dam Neck Naval Station about 9 miles southward of Cape Henry Light.

**Sandbridge Beach**, 11 miles south of Cape Henry Light, has a tower and a green water tank that are prominent. There are about 3 miles of beach residences south of Sandbridge Beach.

Part of Back Bay National Wildlife Refuge extends from 15 to 18.5 miles south of Cape Henry Light along The Outer Banks.

**False Cape**, so called because of its resemblance to Cape Henry when approaching from south, is 22 miles southward of Cape Henry Light. Several spots with depths of 10 to 17 feet are 0.8 to 1.5 miles offshore from False Cape.

Sand dunes in this area have a tendency to alternately erode and then build up again as the seasons change, generally working to the southward; they should not be depended upon as navigational marks.

**Currituck Sound** is a narrow and shoal body of water which extends for 25 miles in a north-south direction behind the barrier beach near Currituck Beach Light. The southern part of the sound is navigable for craft drawing 4 or 5 feet to the junction with Albemarle Sound, but navigation among the extensive shoals depends on local knowledge of the channels and on the level of the water. The northern part of the sound is practically unnavigable due to dense grass. There are no periodic tides in Currituck Sound; the water level depends upon the force and direction of the winds.

**North Landing River** extends in a north-northwesterly direction from the north end of Currituck Sound. The river is a part of the Intracoastal Waterway.

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

A **naval restricted area** extends northward, eastward, and southeastward from Cape Henry. (See **334.320**, chapter 2, for limits and regulations.)

A **naval prohibited area** is off Camp Pendleton, 7.4 miles southward of Cape Henry. (See **334.400**, chapter 2, for limits and regulations.)

**Danger zones of naval firing ranges** are about 8 and 9 miles southward of Cape Henry. (See **334.380 and 334.390**, chapter 2, for limits and regulations.)

Two radar towers and a blue water tank, 158 feet above the water, are prominent at the Dam Neck Naval Station about 9 miles southward of Cape Henry Light.

Part of Back Bay National Wildlife Refuge extends from 15 to 18.5 miles south of Cape Henry Light along The Outer Banks.

**False Cape**, so called because of its resemblance to Cape Henry when approaching from southward, is about 22 miles southward of Cape Henry Light. Several spots with depths of 10 to 17 feet are 0.8 to 1.5 miles offshore from False Cape.

Sand dunes in this area have a tendency to alternately erode and then build up again as the seasons change, generally working to the southward; they should not be depended upon as navigational marks.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami

Commander  
7th CG District  
Miami, FL

(305) 415-6800



# Navigation Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

## Lateral System As Seen Entering From Seaward

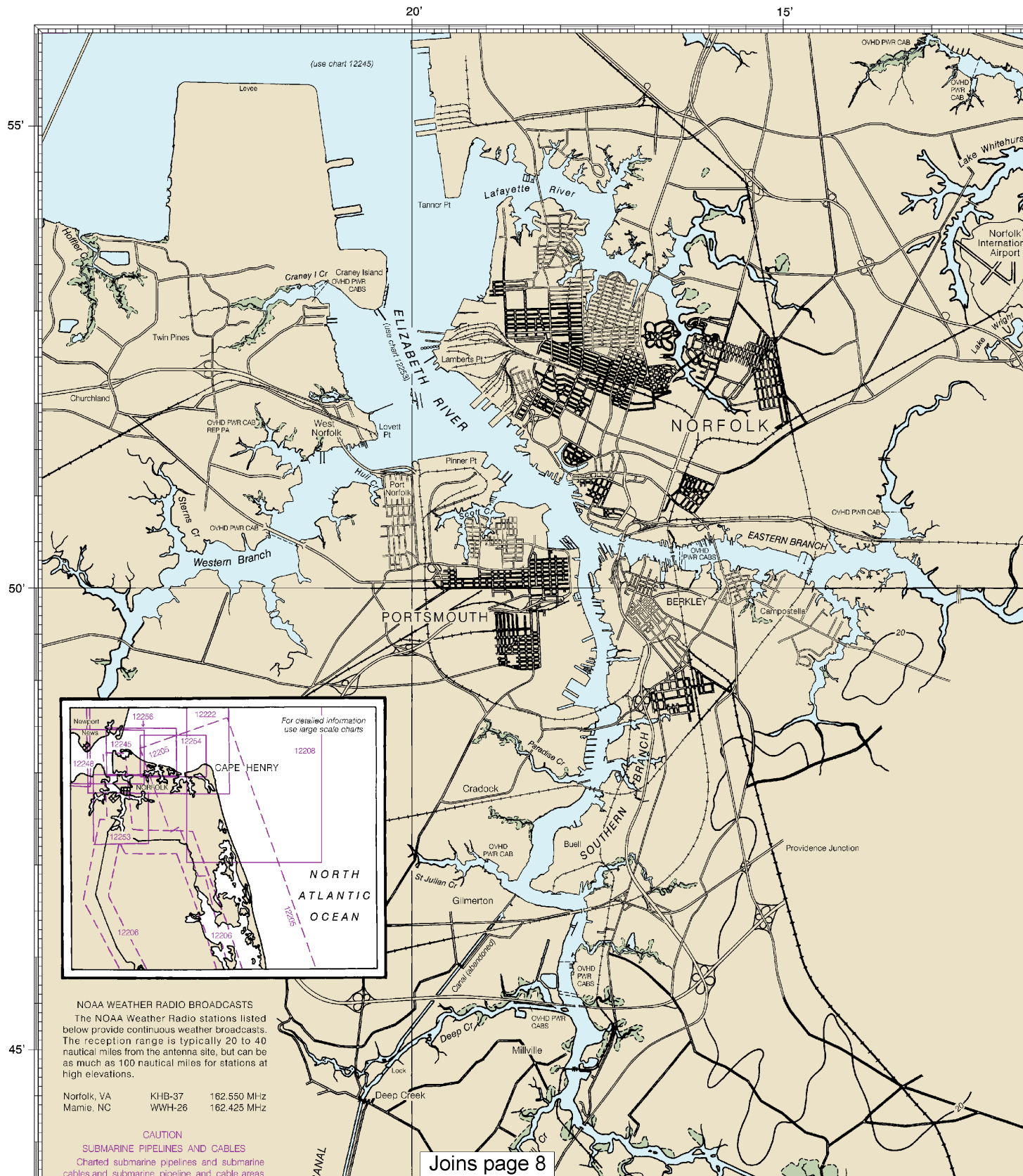
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

# SOUNDINGS IN FEET

12207



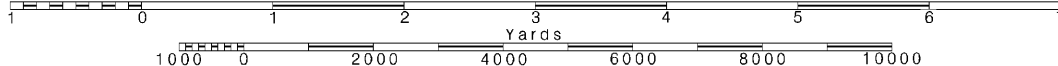
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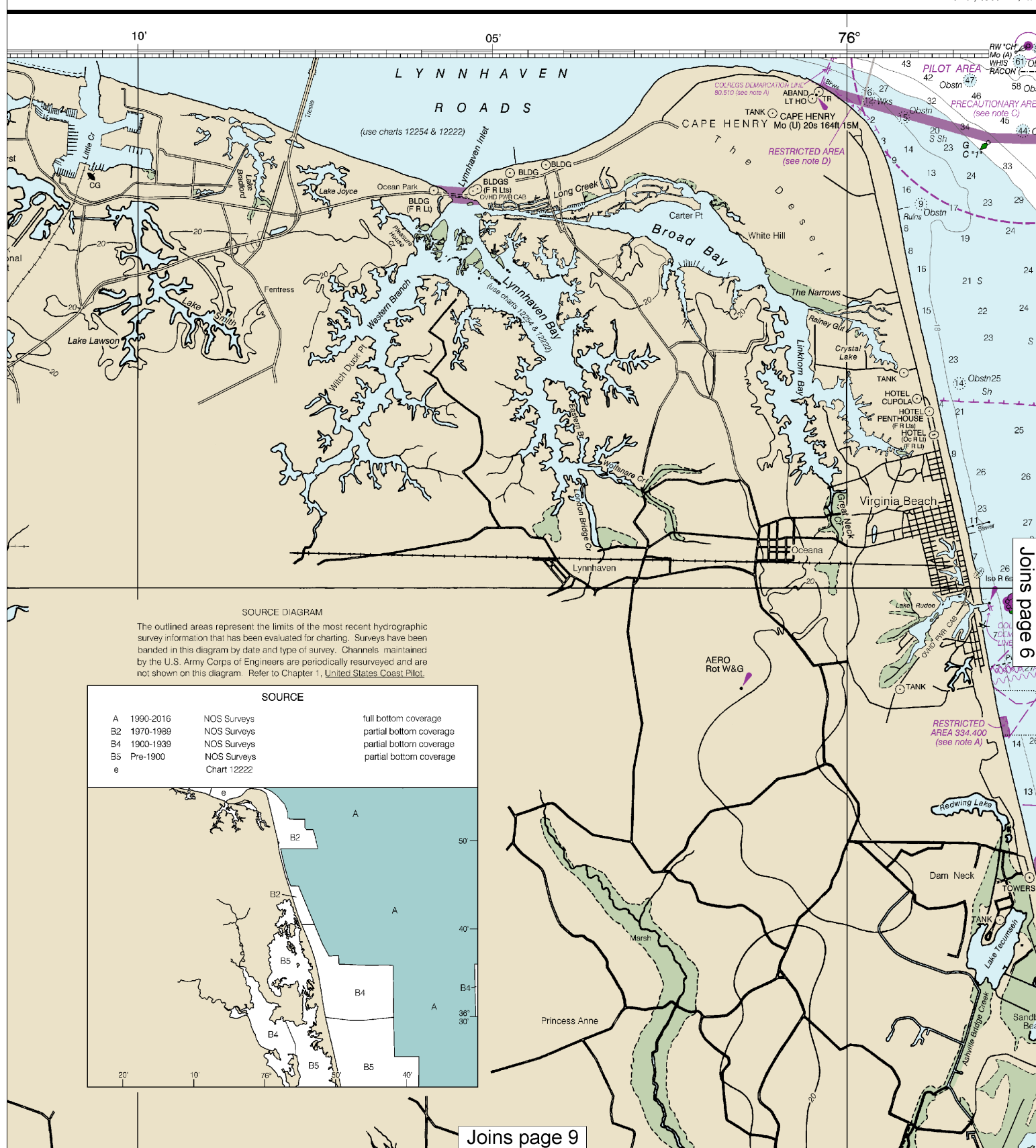
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

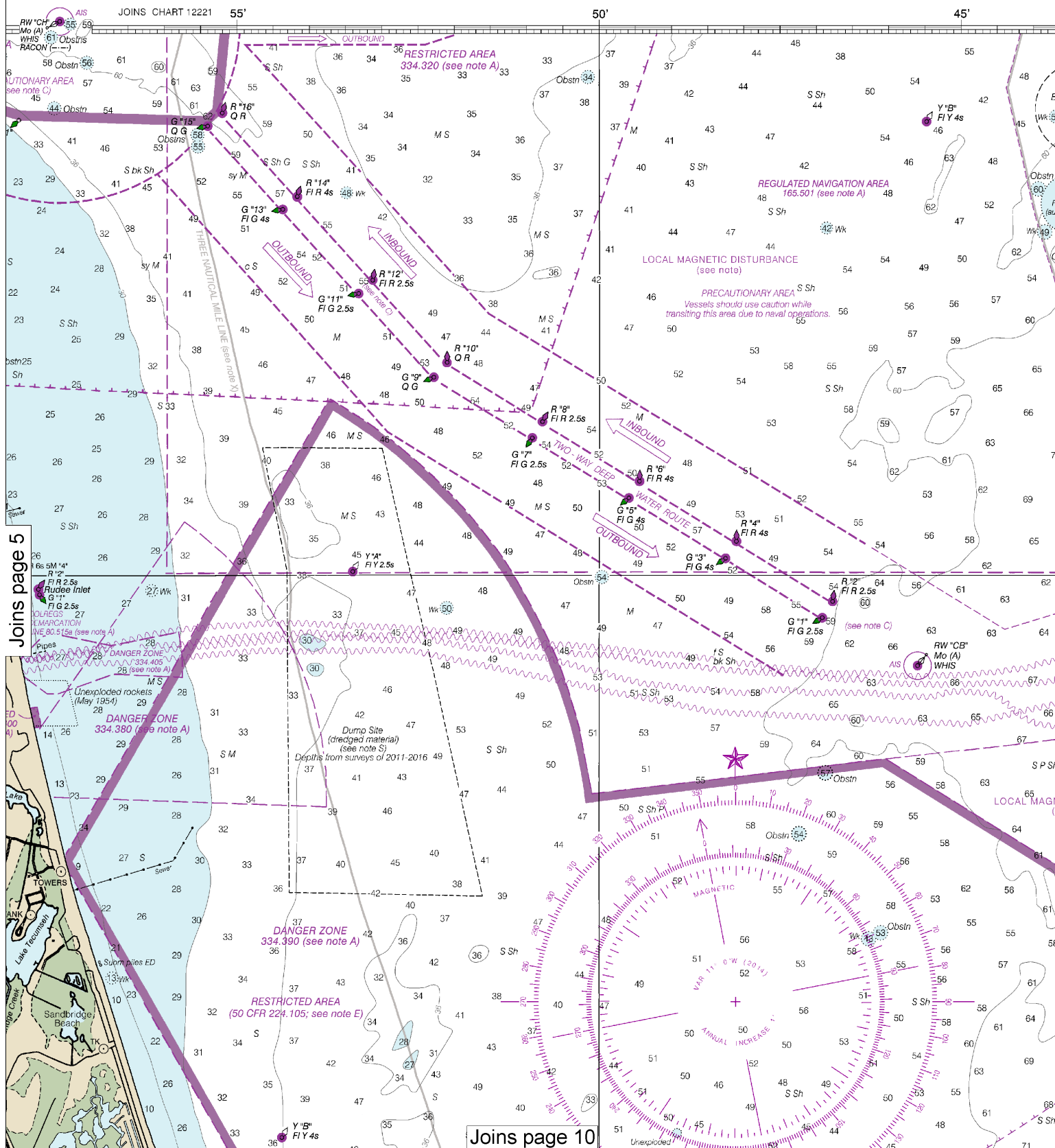
See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

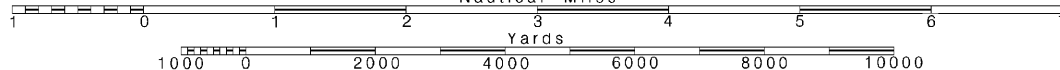




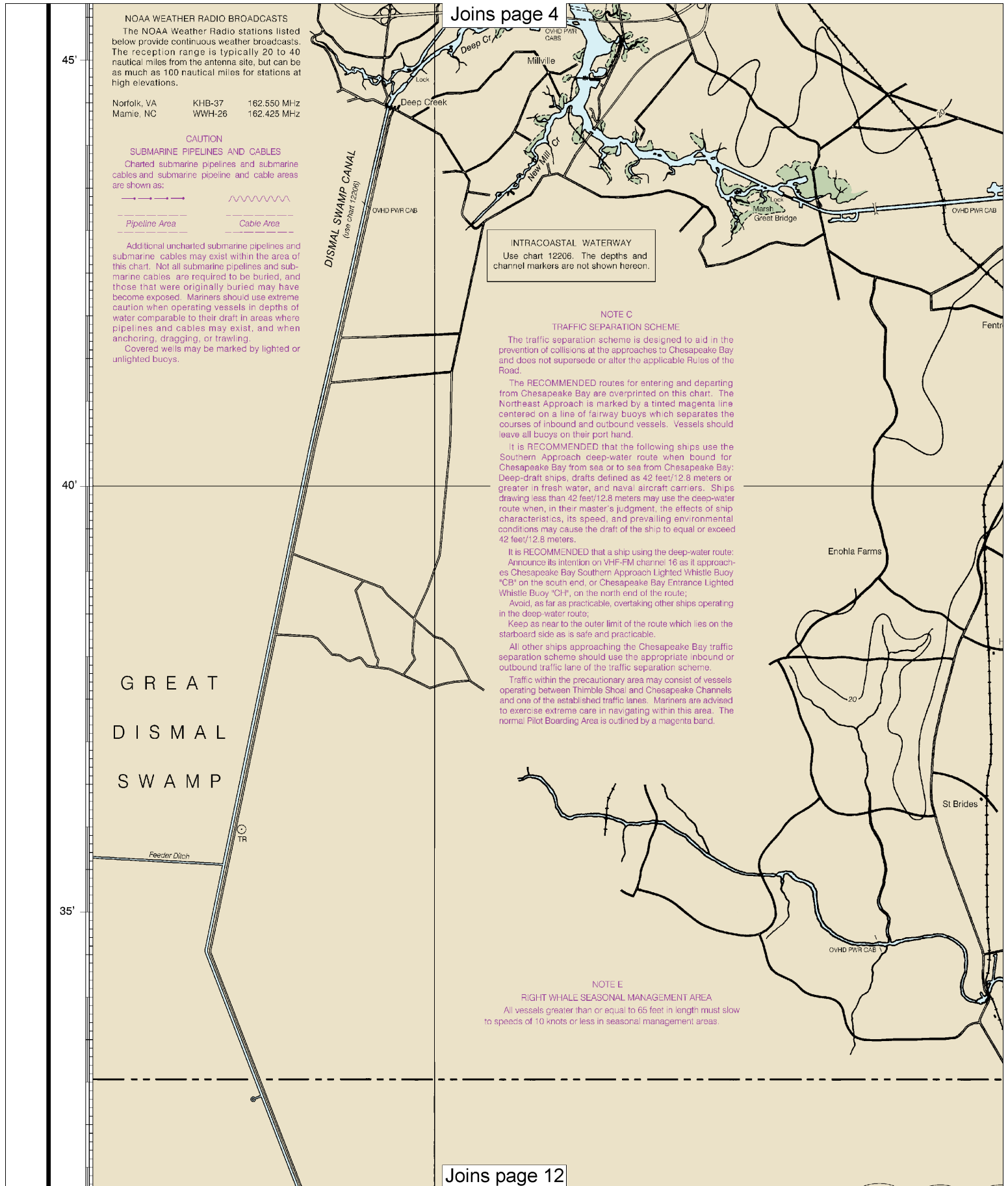
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SCALE 1:80,000  
Nautical Miles

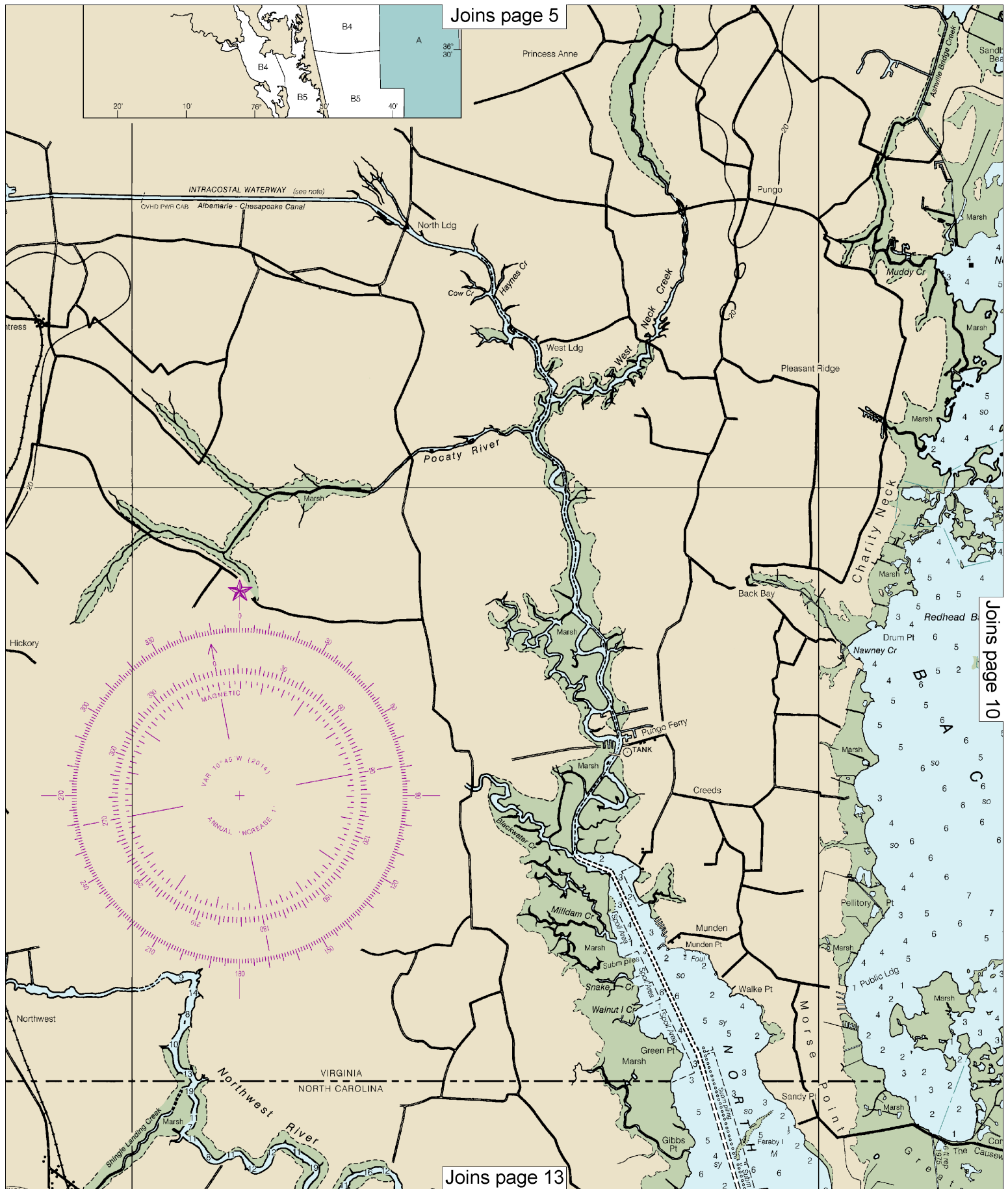
See Note on page 5.

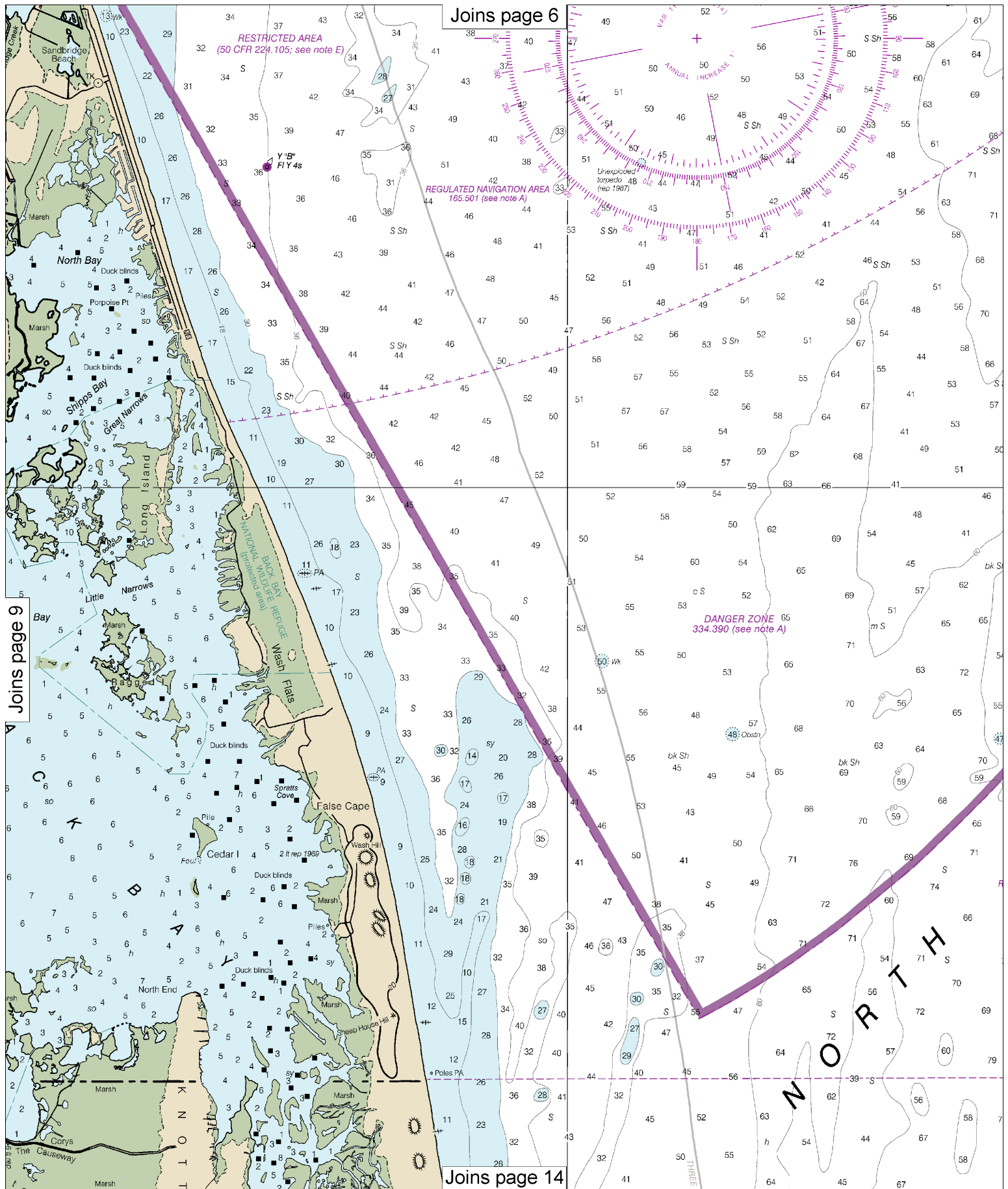












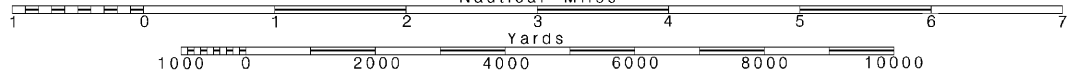
10

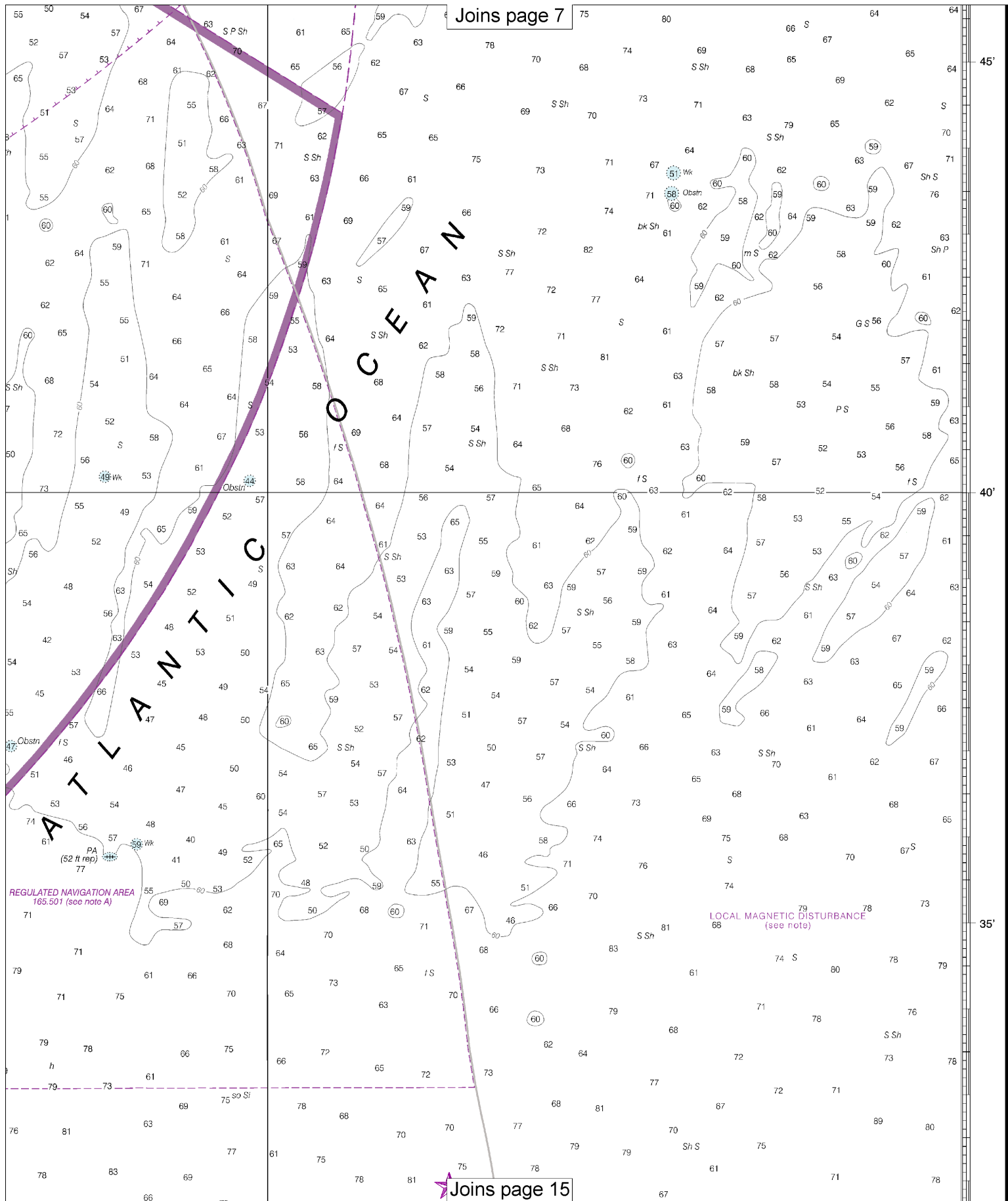
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.









UNITED STATES - EAST  
VIRGINIA - NORTH CAROLINA

# CAPE HENRY TO CURRITUCK BEACH

Mercator Projection  
Scale 1:80,000 at Lat. 36°

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov

## AUTHORITIES

Hydrography and topography by the National Oceanic and Atmospheric Administration, U.S. Coast and Geodetic Survey, with additional data from the Corps of Engineers, U.S. Army, and U.S. Coast Guard.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is the American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System (WGS 84). Geographic positions referred to the NAD of 1927 must be corrected an average of 1.238' northward and 1.238' eastward to agree with the NAD 83 datum.

## HEIGHTS

Heights in feet above Mean High Water.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

## CAUTION

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

## CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. 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, 5th 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

### 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.

## NOTE D

### 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 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 Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

## 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 mouse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	IsC isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SFC sector
C can	M nautical mile	O orange	SL M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICHO IH microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHS whistle
		R Bn radiobeacon	Y yellow

## Bottom characteristics:

Bls boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
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.			
Demonstration lines are shown thus: ---			

Pasquotank River  
Turners Cut  
(See chart 12208)

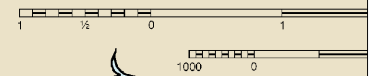
## LOCAL MAGNETIC DISTURBANCE

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.

## TIDAL INFORMATION

PLACE		Height referred
NAME	(LAT/LONG)	Mean Higher High Water
Norfolk	(36°51'N/76°16'W)	feet 3.1
Cape Henry	(36°56'N/76°00'W)	3.5
Virginia Beach	(36°51'N/75°58'W)	3.9

Dashes (---) located in datum columns indicate unavailable datum values for tidal predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (May 2014)



CONTINUED ON CHART 12206

12207

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

NOAA encourages users to submit inquiries, discrepancies or corrections about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact>

This is the Last Edition of this chart. It will be canceled on Oct 2, 2024

25th Ed., Aug. 2019, Last Correction: 4/5/2024. Cleared through:  
LNM: 1624 (4/16/2024), NM: 1724 (4/27/2024)

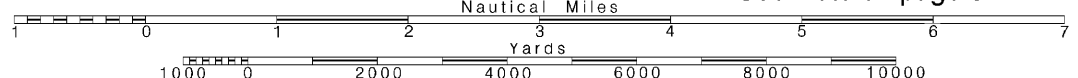
12

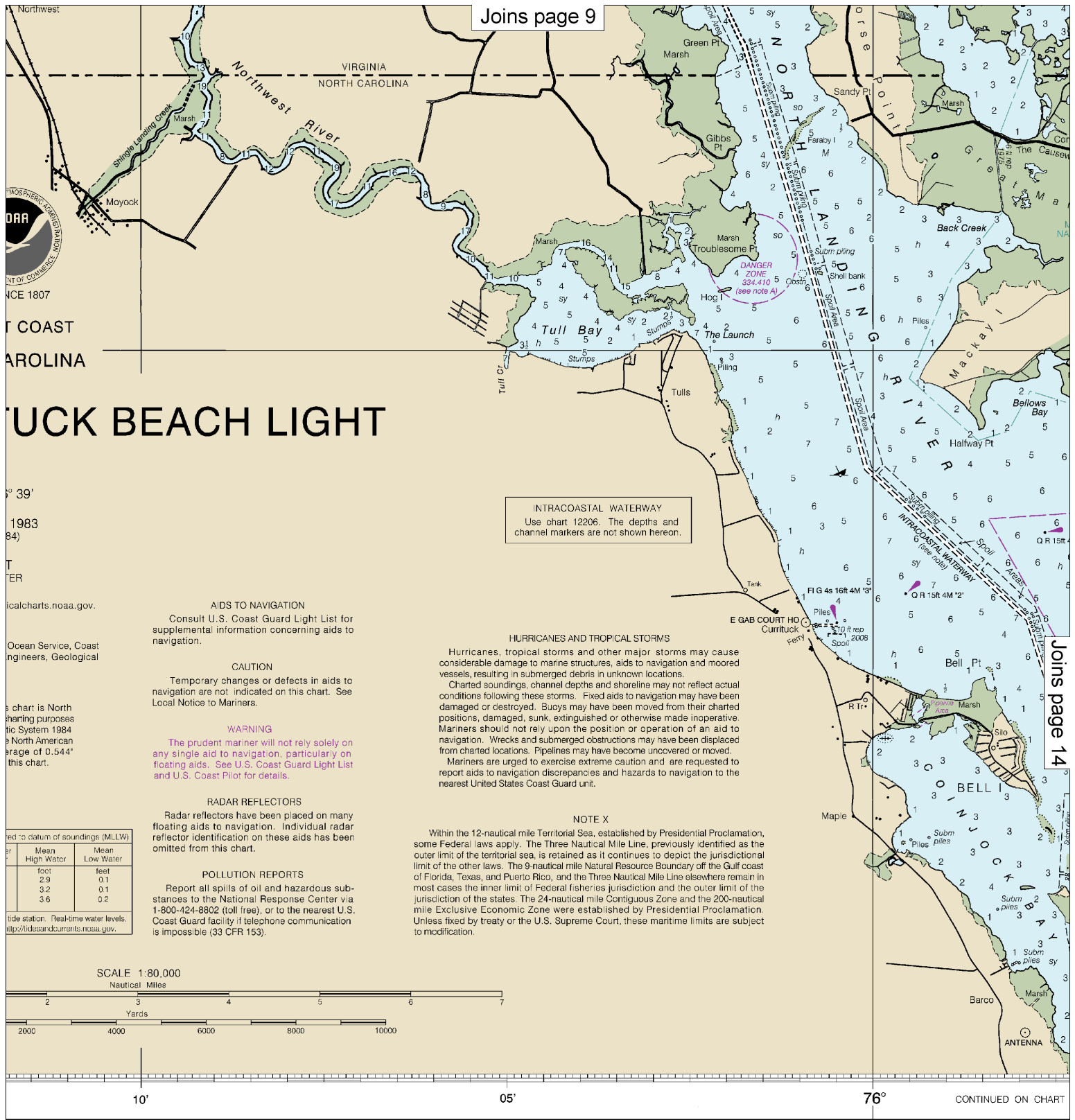
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





Joins page 9

Joins page 14



T COAST  
AROLINA

# TUCK BEACH LIGHT

39'  
1983  
84)  
T  
TER  
icalcharts.noaa.gov.

Ocean Service, Coast  
Engineers, Geological

is chart is North  
sharing purposes  
tic System 1984  
North American  
age of 0.544"  
this chart.

Reduction to datum of soundings (MLLW)		
	Mean High Water	Mean Low Water
feet	2.9	0.1
3.2	0.1	
3.6	0.2	

Reference station: Real-time water levels,  
<http://tidesandcurrents.noaa.gov>.

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

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

**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.

**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.

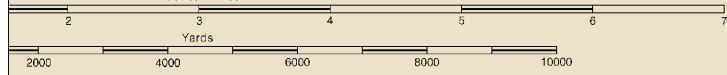
**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**INTRACOASTAL WATERWAY**  
Use chart 12206. The depths and channel markers are not shown herein.

**HURRICANES AND TROPICAL STORMS**  
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

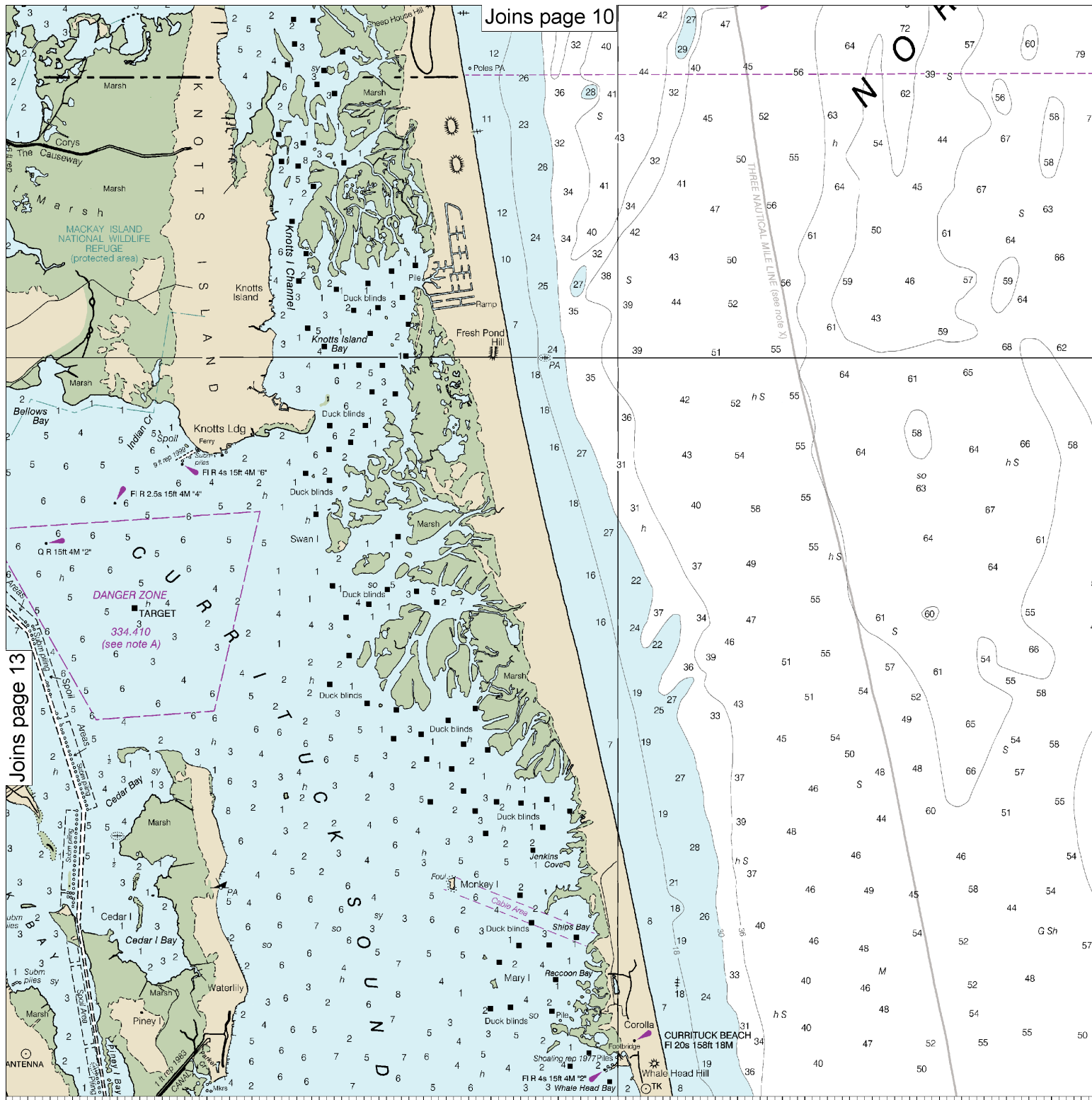
**NOTE X**  
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. 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. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

SCALE 1:80,000  
Nautical Miles



For comments  
contact:  
ct.htm.

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NATIONAL OCEANIC  
COAST SURVEY



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 DEPARTMENT OF COMMERCE  
 AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

**SOUNDINGS IN FEET**

FATHOMS
FEET
METERS

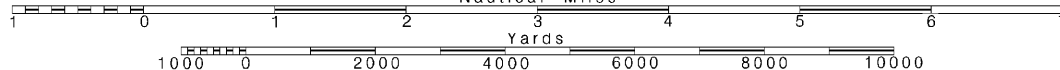
**14**

Note: Chart grid  
 lines are aligned  
 with true north.

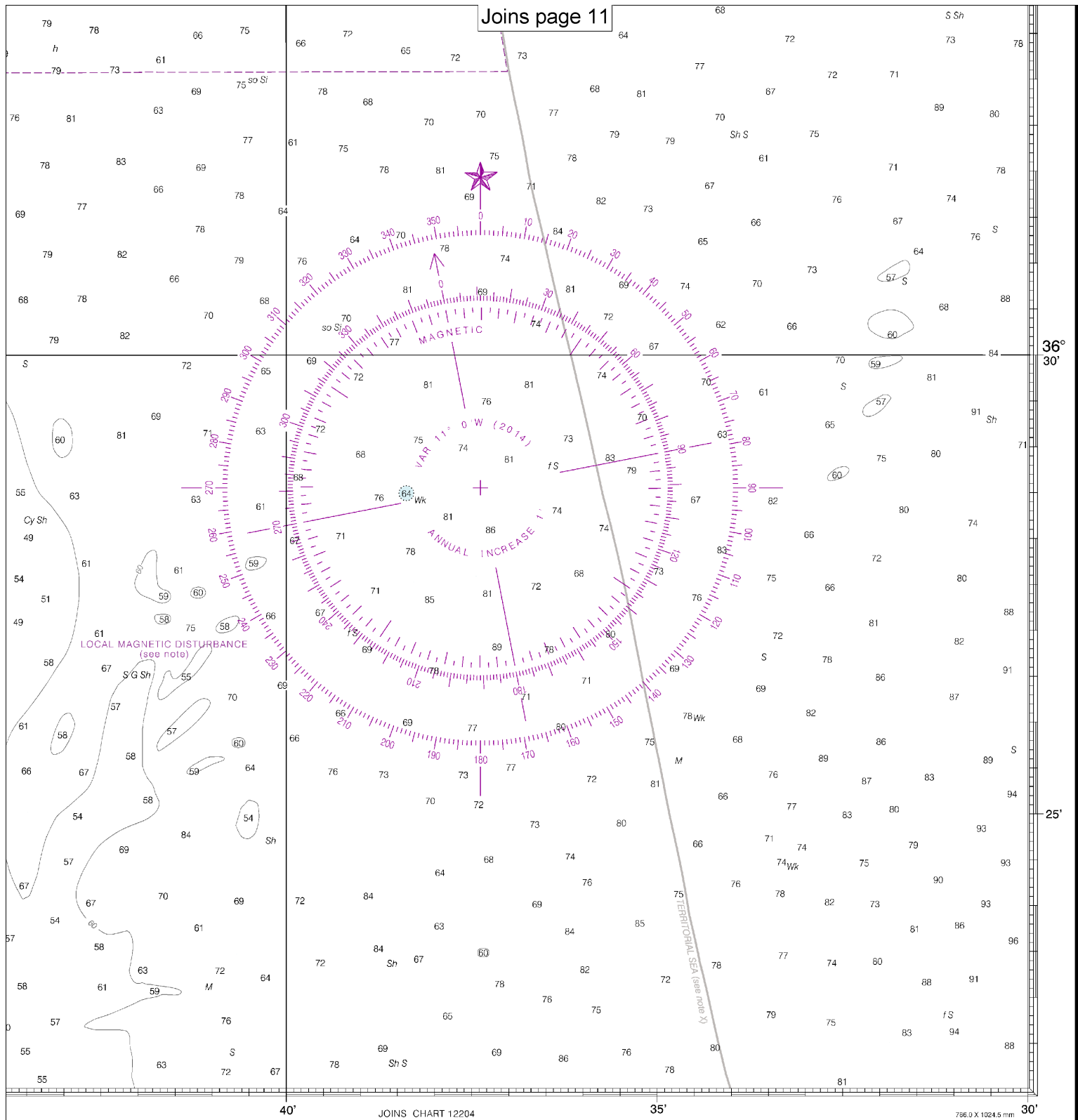
Printed at reduced scale.

SCALE 1:80,000  
 Nautical Miles

See Note on page 5.







JOINS CHART 12204

786.0 X 1024.5 mm

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
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			

# Cape Henry to Currituck Beach Light

SOUNDINGS IN FEET - SCALE 1:80,000

12207



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

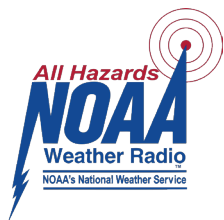
**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	— <a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	— <a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	— <a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	— <a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	— <a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	— <a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	— <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	— <a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	— <a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	— <a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	— <a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	— <a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	— <a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	— <a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.