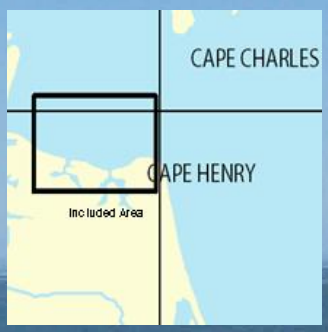
BookletChart™

Chesapeake Bay – Cape Henry to Thimble Shoal Light

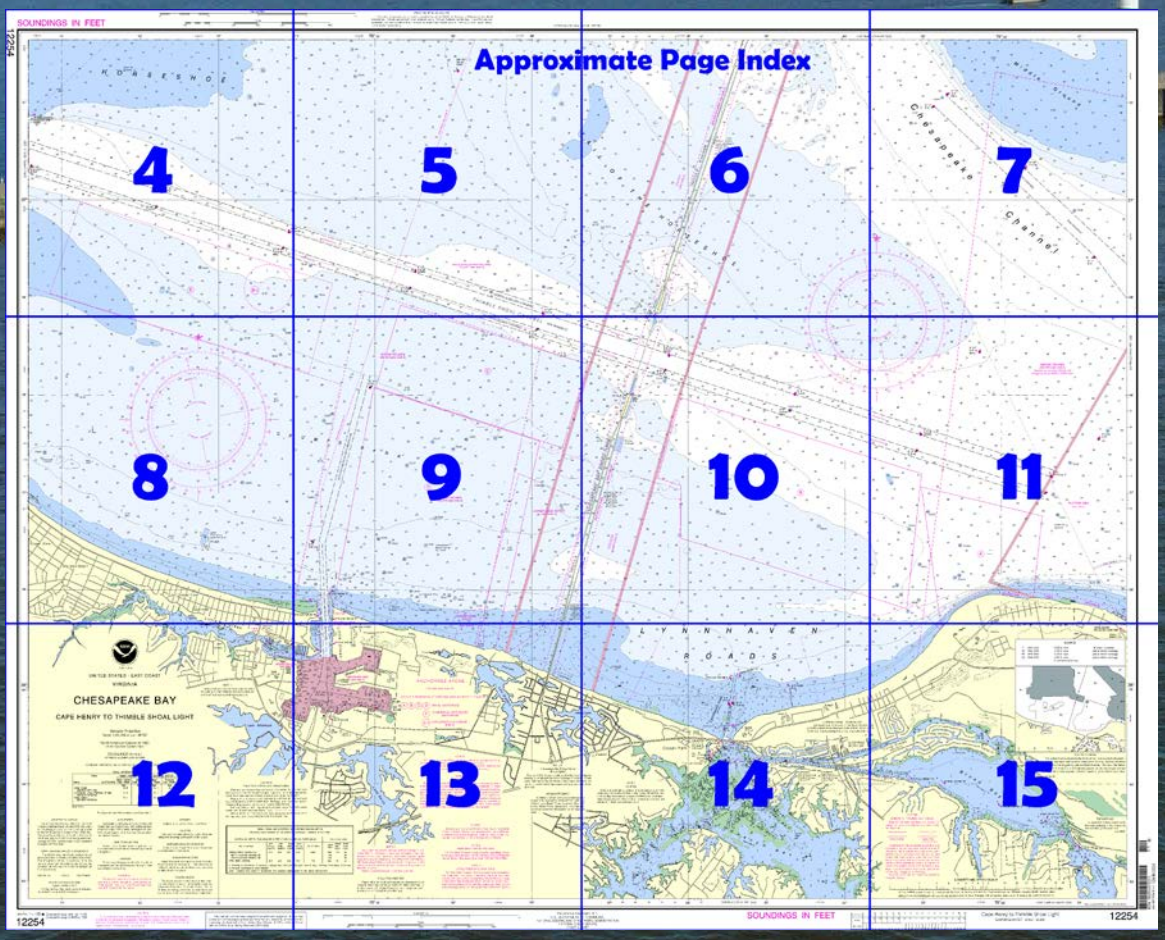
NOAA Chart 12254

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
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/nsd/searchbychart.php?chart=12254

(Selected Excerpts from Coast Pilot)
Naval and **general anchorages** are south of Thimble Shoal Channel.
Thimble Shoal Channel is a **Regulated Navigation Area** and draft limitations apply. A vessel drawing less than 25 feet may not enter the channel, unless the vessel is crossing the channel.
Lynnhaven Roads is protected from southerly winds and is used as an anchorage. The former dumping ground in the western part of the bight has shoals and obstructions with depths as little as 11 feet; elsewhere general depths are 20 to 28 feet. Eastward of Lynnhaven Inlet, the 18-foot curve is no more than 0.3 mile from shore; westward of the inlet, the shoaling is gradual and depths of 18 feet can be found 0.8 mile from shore.
There are two small-craft openings in the Chesapeake Bay Bridge-Tunnel south of Thimble Shoal Channel. Each has a clearance of 21 feet.
Lynnhaven Inlet is subject to change. In February 2000, the controlling depth in the entrance channel was 6½ feet. The inlet is marked by lights.
Lynnhaven Bay has depths of 1 to 10 feet.
A dredged channel leads eastward from the north end of the large basin, and another dredged channel leads eastward from the south end of the basin; the southerly channel is marked by a light and daybeacons. The north and south channels converge near Daybeacon 6 and continue to **Broad Bay.** The channel to Broad Bay is marked by daybeacons, and a light at the east end, in Broad Bay. In April 1998, the controlling depth was 5½ feet (7½ feet at midchannel) in the northerly channel, thence 7 to 10 feet in the large basin with lesser depths of 3½ to 6½ feet in the NW corner, thence 7½ feet (9 feet at midchannel) in the southerly channel to Daybeacon 6, where the north and south channels meet; thence in 1997, a controlling depth of 8 feet was in the channel to Broad Bay.
Caution.–It is reported that this channel has very heavy boat traffic and is especially congested on summer weekends.
An alternate route to Broad Bay is through **Long Creek.** In August 1991, the controlling depths in Long Creek were 5½ feet (7 feet at midchannel) from Daybeacon BL to Great Neck Road bridge; thence 8 feet in the remainder of the creek to Broad Bay.
Depths in Broad Bay are about 6 to 7 feet. A marked channel leads southeastward through. In 1998, the controlling depth was 6 feet to the head of the project at the northern entrance to Linkhorn Bay.
Small-craft facilities are inside Lynnhaven Inlet and in Linkhorn Bay.
An alternate route to Broad Bay is through **Long Creek** which branches northeastward from the dredged channel in the vicinity of Daybeacon BL. In 2006, the controlling depth in Long Creek was 5 feet to Broad Bay. The 40-foot span of the Great Neck Road Bridge over Long Creek has a clearance of 20 feet.
Depths in Broad Bay are about 6 to 7 feet. A marked channel with a dredged section leads southeastward through **The Narrows** to the southern end of **Linkhorn Bay** near Virginia Beach. In June 2008, the controlling depth was 6 feet to the head of the project at the northern entrance to Linkhorn Bay.
Small-craft facilities are along the dredged channel from Lynnhaven Inlet to Broad Bay, in Long Creek and the east fork of Linkhorn Bay.
Little Creek is entered between jetties 8 miles westward of Cape Henry Light. Most of the creek comprises the **U.S. Naval Amphibious Base,** but the Virginia and Maryland Railroad operates car floats from the south end terminal to the town of Cape Charles on the Delmarva Peninsula; small craft use the west arm.
A dredged channel in Little Creek leads to a basin off the railroad terminal, 1.2 miles south of the jetties. In 2009, the controlling depth in the channel and basin was 20 feet. The channel is marked by a **177°30'** lighted entrance range and by lights. **Little Creek Coast Guard Station** is eastward of the railroad terminal.
Fishermans Cove, on the west side of Little Creek, has fuel and berthing facilities for small craft. A **speed limit** of 5 knots is prescribed for Fishermans Cove.
Naval **danger zones** and **restricted areas** extend northward from the vicinity of Little Creek to the edge of Thimble Shoal Channel. (See **334.310** and **334.370,** chapter 2, for limits and regulations.)

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

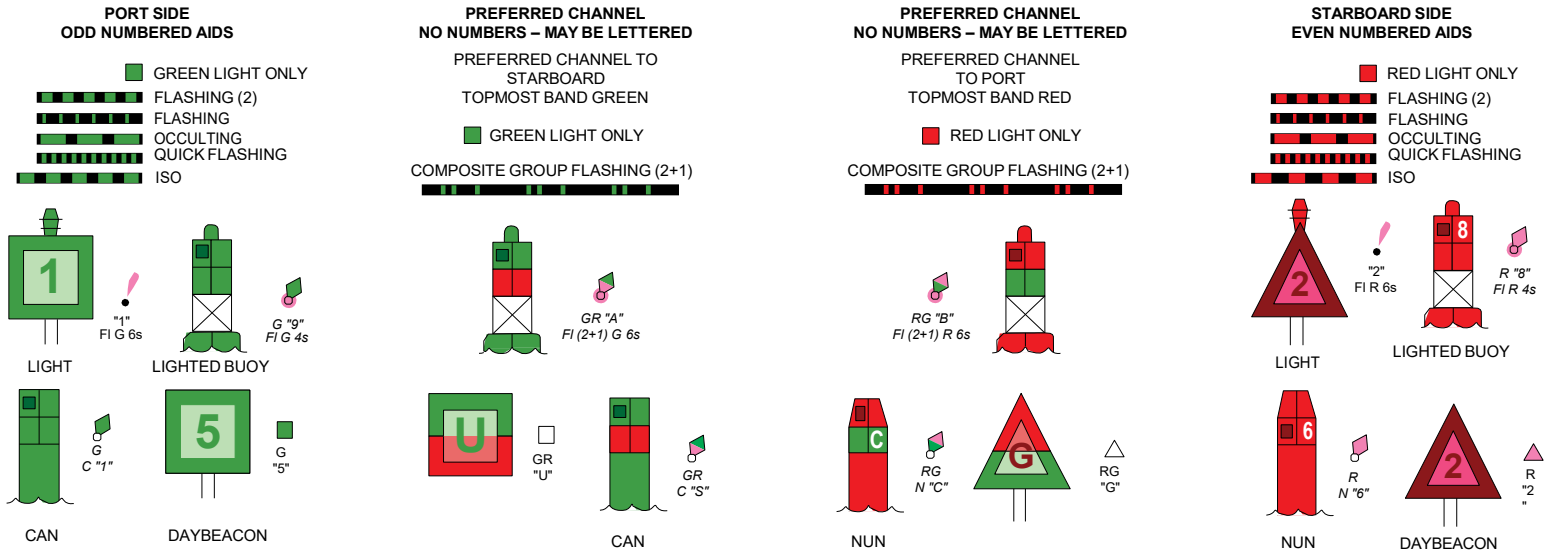
RCC Norfolk	Commander 5th CG District Norfolk, VA	(575) 398-6231

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



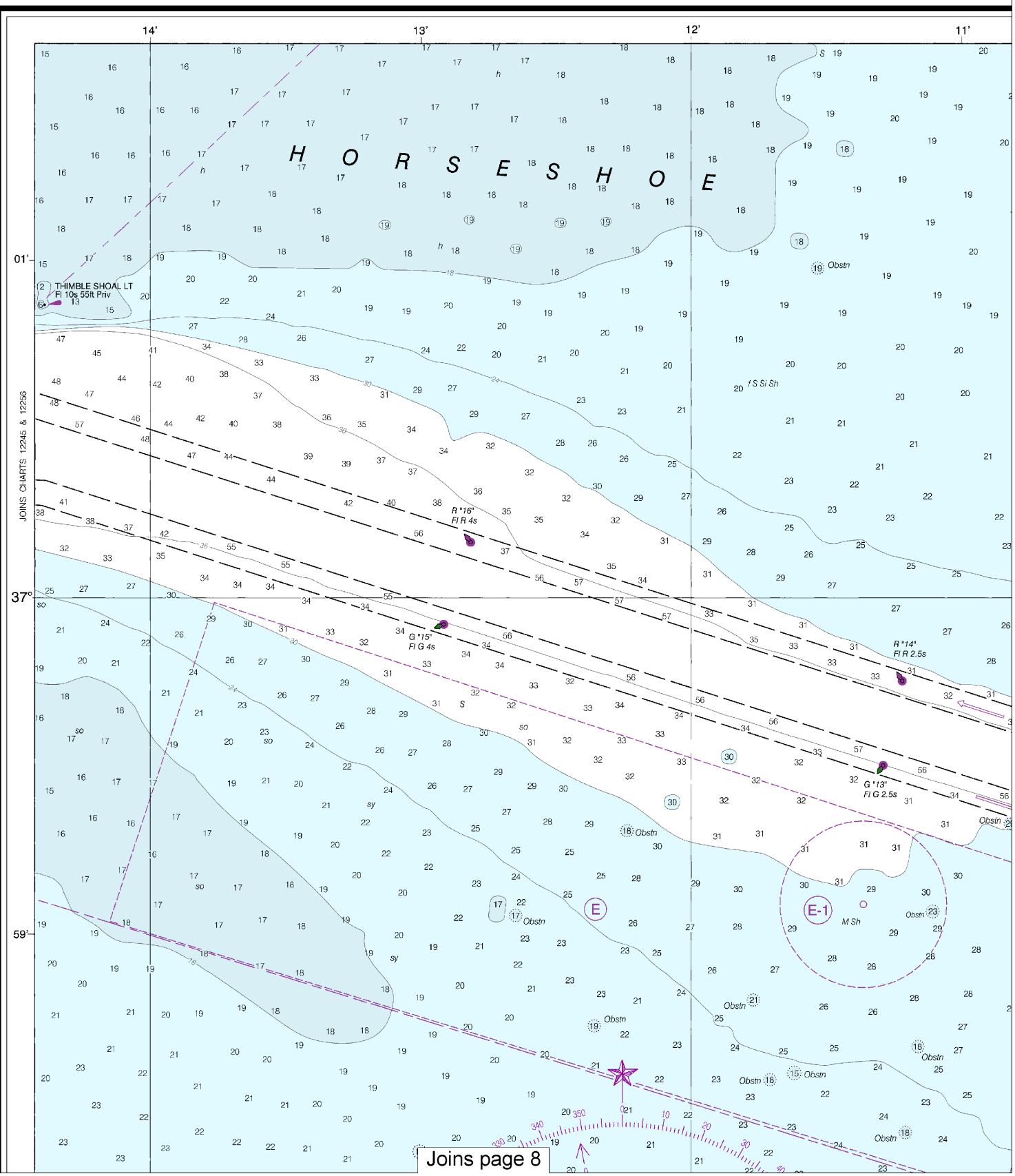
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.
These volumes are available online at *http://www.navcen.uscg.gov*

SCALE 1:20,000

Nautical Miles

Yards

12254



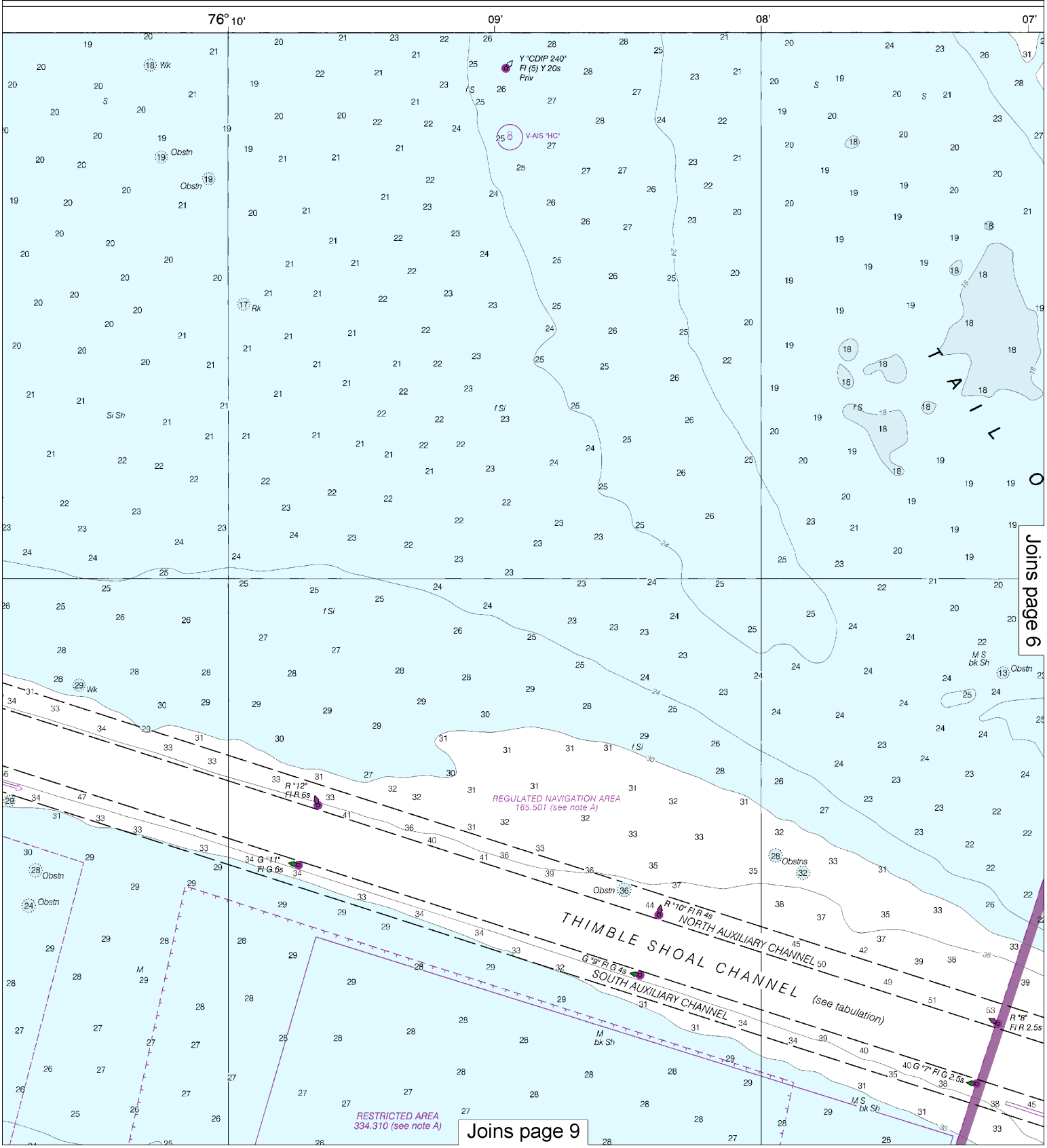
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

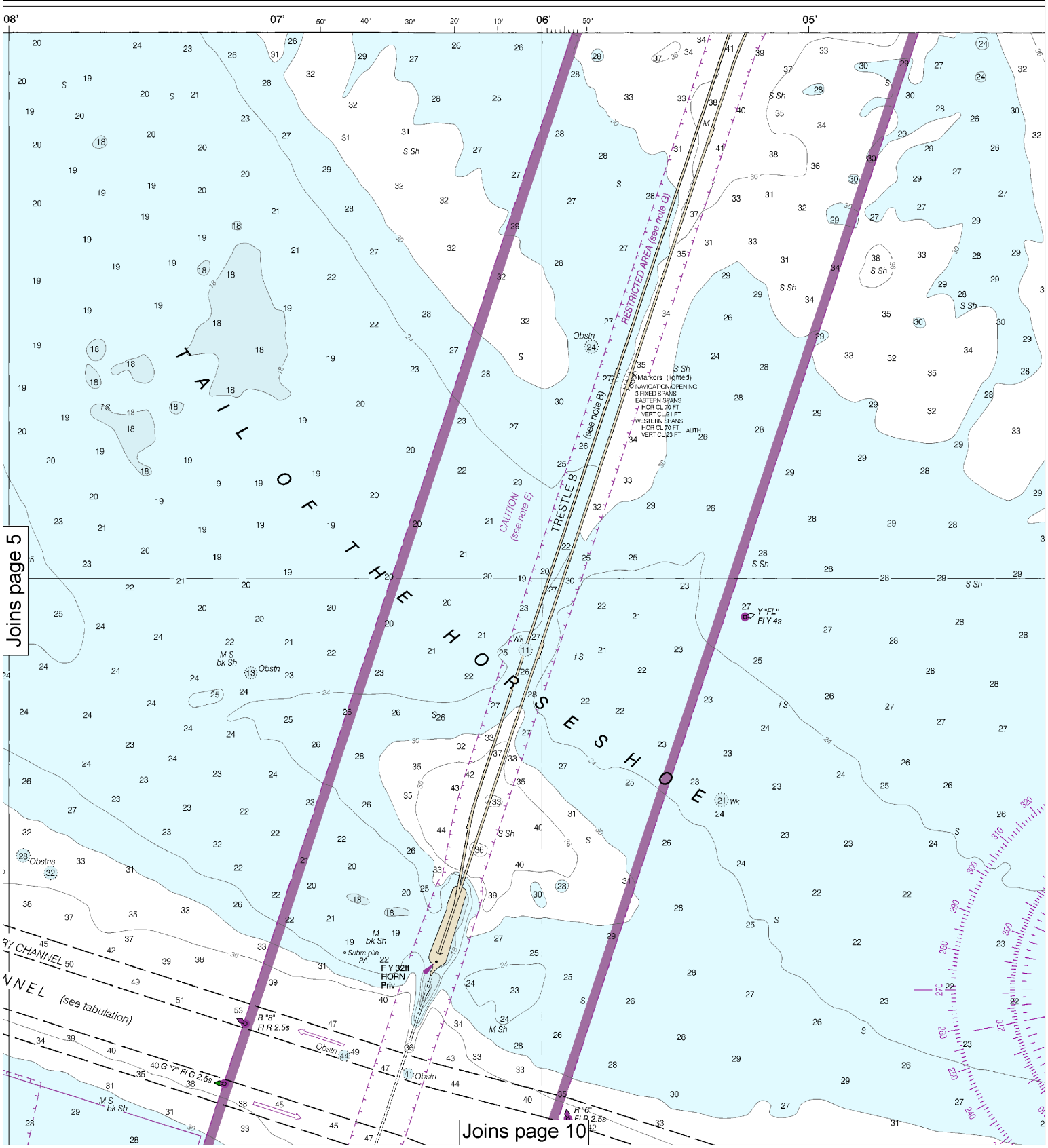
Nautical Miles

Yards



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:28571. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 481, 1st Ed., Jun. 1921 KAPP 594



6

Note: Chart grid lines are aligned with true north.

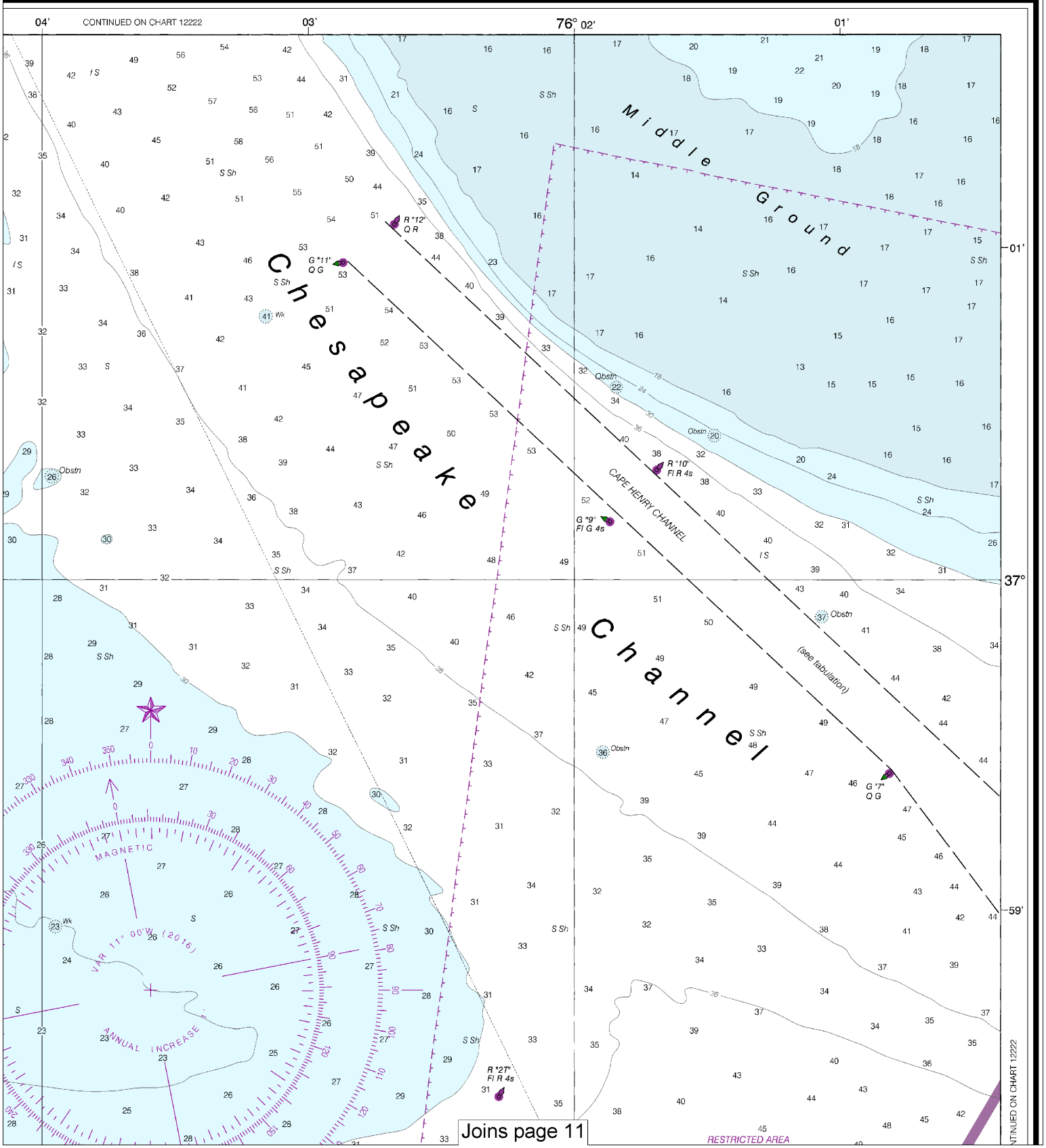
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

0 1 1½

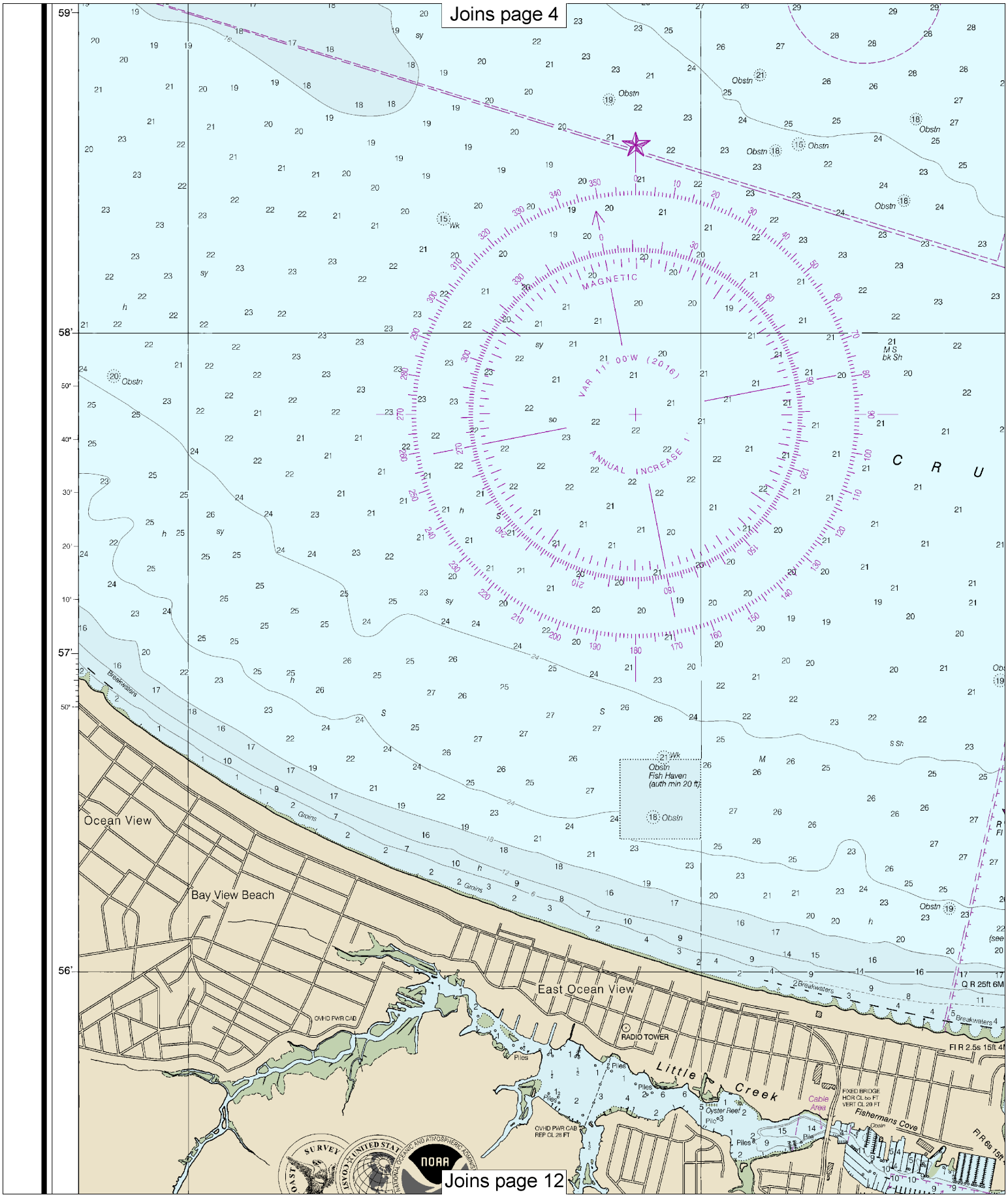
Yards

500 0 500 1000 1500 2000 2500



his is the Last Edition of this chart. It will be canceled on Mar 6, 2024

1st Ed., Oct. 2019. Last Correction: 2/28/2024. Cleared through:
NM: 0924 (2/27/2024), NM: 1024 (3/9/2024)



8

Note: Chart grid lines are aligned with true north.

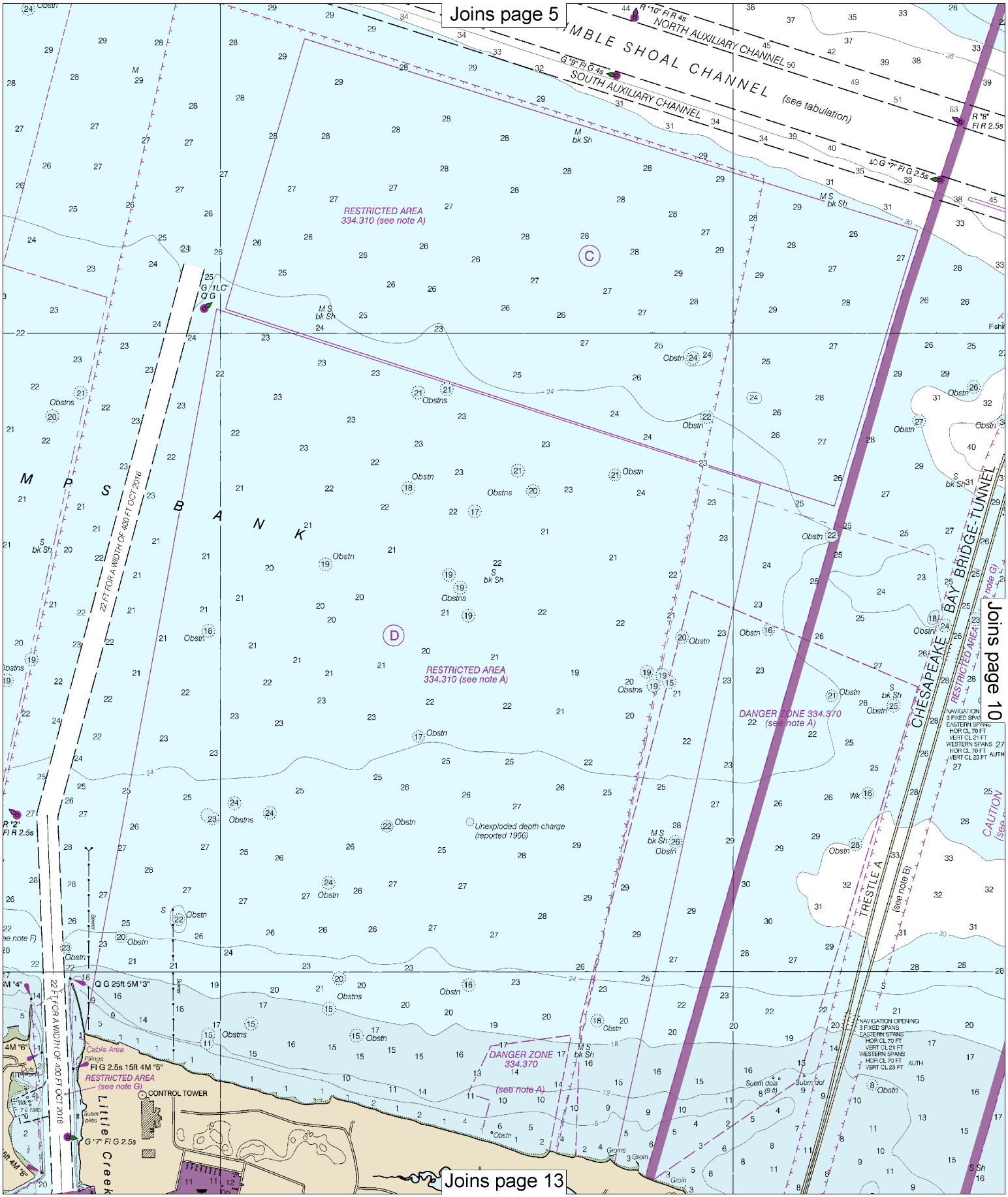
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

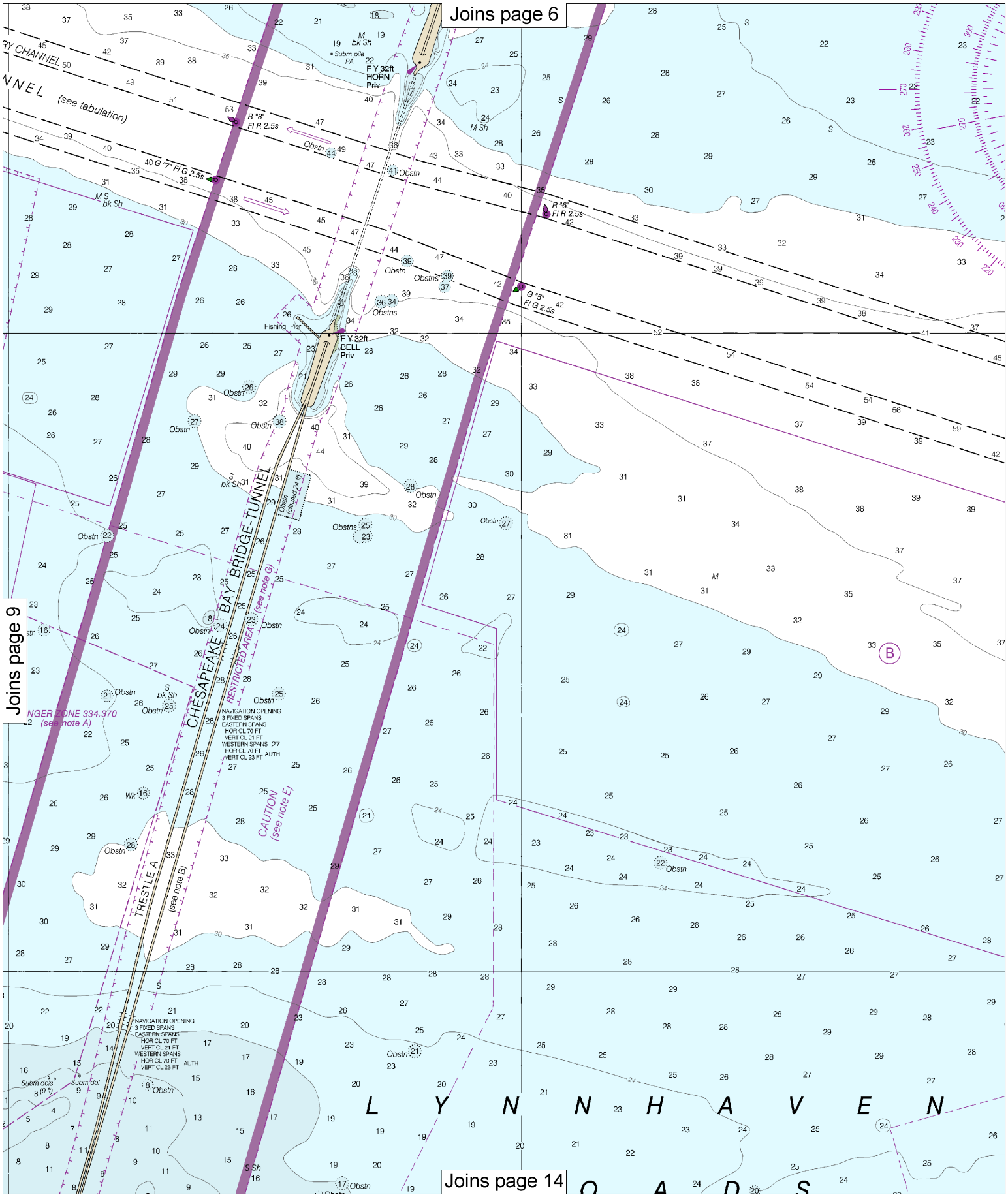
Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500


Joins page 5
NORTH AUXILIARY CHANNEL
SOUTH AUXILIARY CHANNEL
(see tabulation)
RESTRICTED AREA
334.310 (see note A)
M P S B A N K
22 FT FOR A WIDTH OF 400 FT OCT 2016
CHESAPEAKE BAY BRIDGE-TUNNEL
Joins page 10
DANGER ZONE 334.370
(see note A)
Unexploded depth charge
(reported 1956)
TRESTLE A
(see note B)
CAUTION
Cable Area
Pilings
Fl G 2.5s 15ft 4M "5"
RESTRICTED AREA
(see note G)
CONTROL TOWER
Little Creek
Q G 25ft 5M "3"
G "7" Fl G 2.5s
Joins page 13



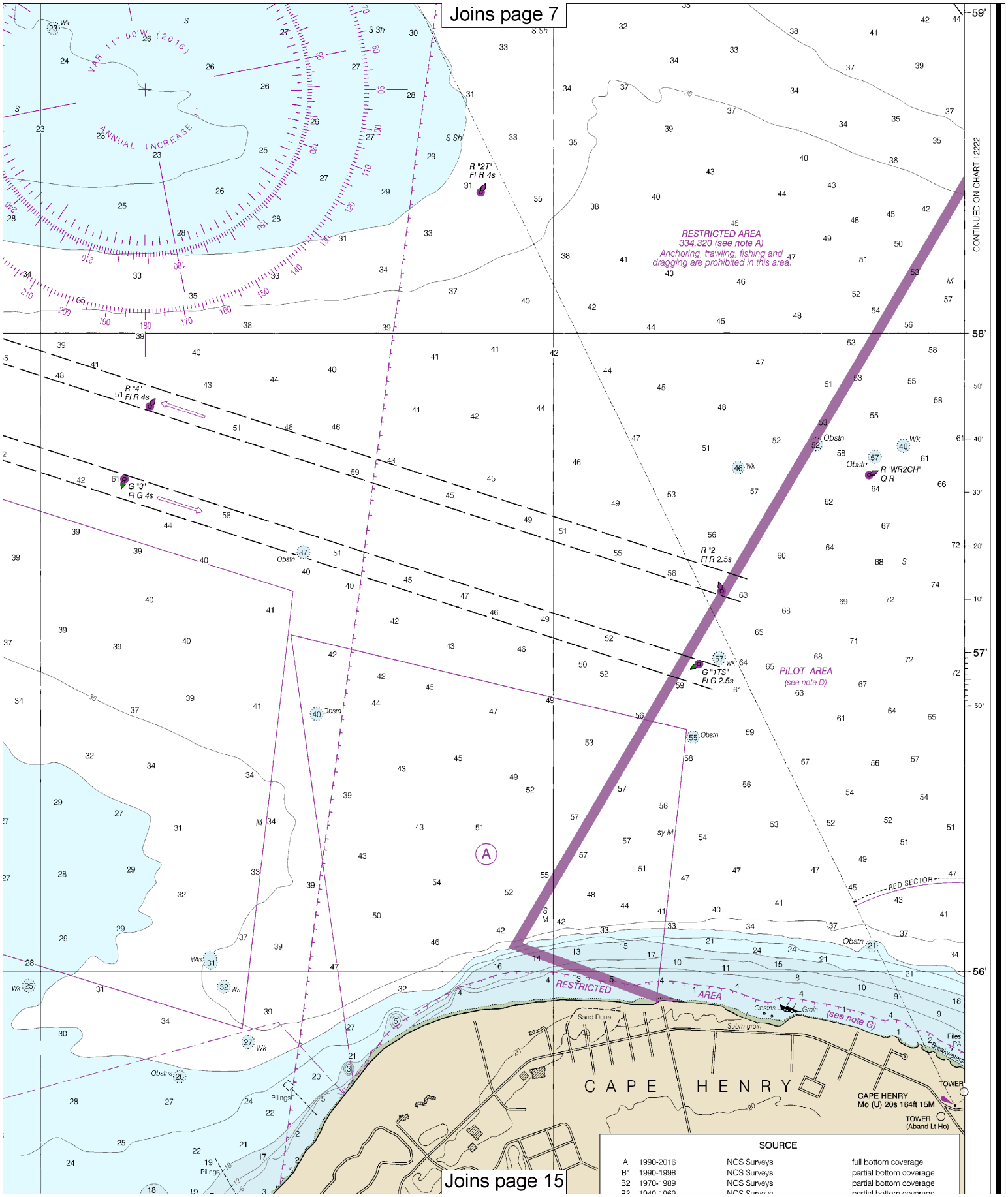
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

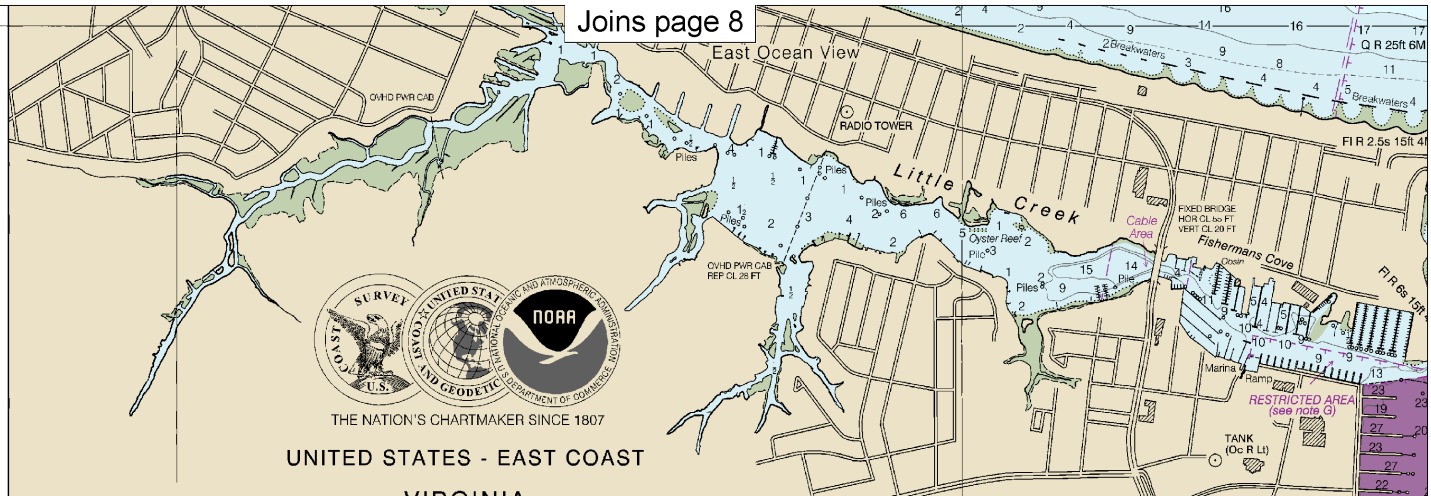
Yards: 500, 0, 500, 1000, 1500, 2000, 2500

Joins page 7



Joins page 15

Joins page 8



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

VIRGINIA

CHESAPEAKE BAY

CAPE HENRY TO THIMBLE SHOAL LIGHT

Mercator Projection
Scale 1:20,000 at Lat. 36°58'

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.

NOTE F

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

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Little Creek	(36°55'N/76°11'W)	2.9	2.7	0.1
Lynnhaven Inlet	(36°54'N/76°05'W)	2.6	2.4	0.1
Cape Henry	(36°56'N/76°00'W)	3.5	3.2	0.1

Dashes (- - -) 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.

(May 2016)

For Symbols and Abbreviations see Chart No. 1

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 must be corrected an average of 0.531" northward and 1.222" eastward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 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

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.

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.

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

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

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.

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
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.

THIMBLE SHOAL AND CHESAPEAKE BAY ENTRANCE PROJECT DE
(see note)

NAME OF CHANNEL	PROJECT DEPTH MLLW (FEET)
THIMBLE SHOAL CHANNEL	56-50
NORTH AUXILIARY CHANNEL	32
SOUTH AUXILIARY CHANNEL	32
CAPE HENRY CHANNEL	50

PROJECT DEPTHS

Channel legends and tabulations, where indicated, refle
U.S. Army Corps of Engineers (USACE) project depths.
channel may be significantly shoaler, particularly at the e
For detailed channel information and minimum dept
reported by USACE, use NOAA Electronic Navigational C
USACE surveys and channel condition reports are availa
http://navigation.usace.army.mil/Survey/Hydro.

12254

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.

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

This is the Last Edition of this chart. It will be canceled on Mar 6, 2024

51st Ed., Oct. 2019. Last Correction: 2/28/2024. Cleared through:
LNM: 0924 (2/27/2024), NM: 1024 (3/9/2024)

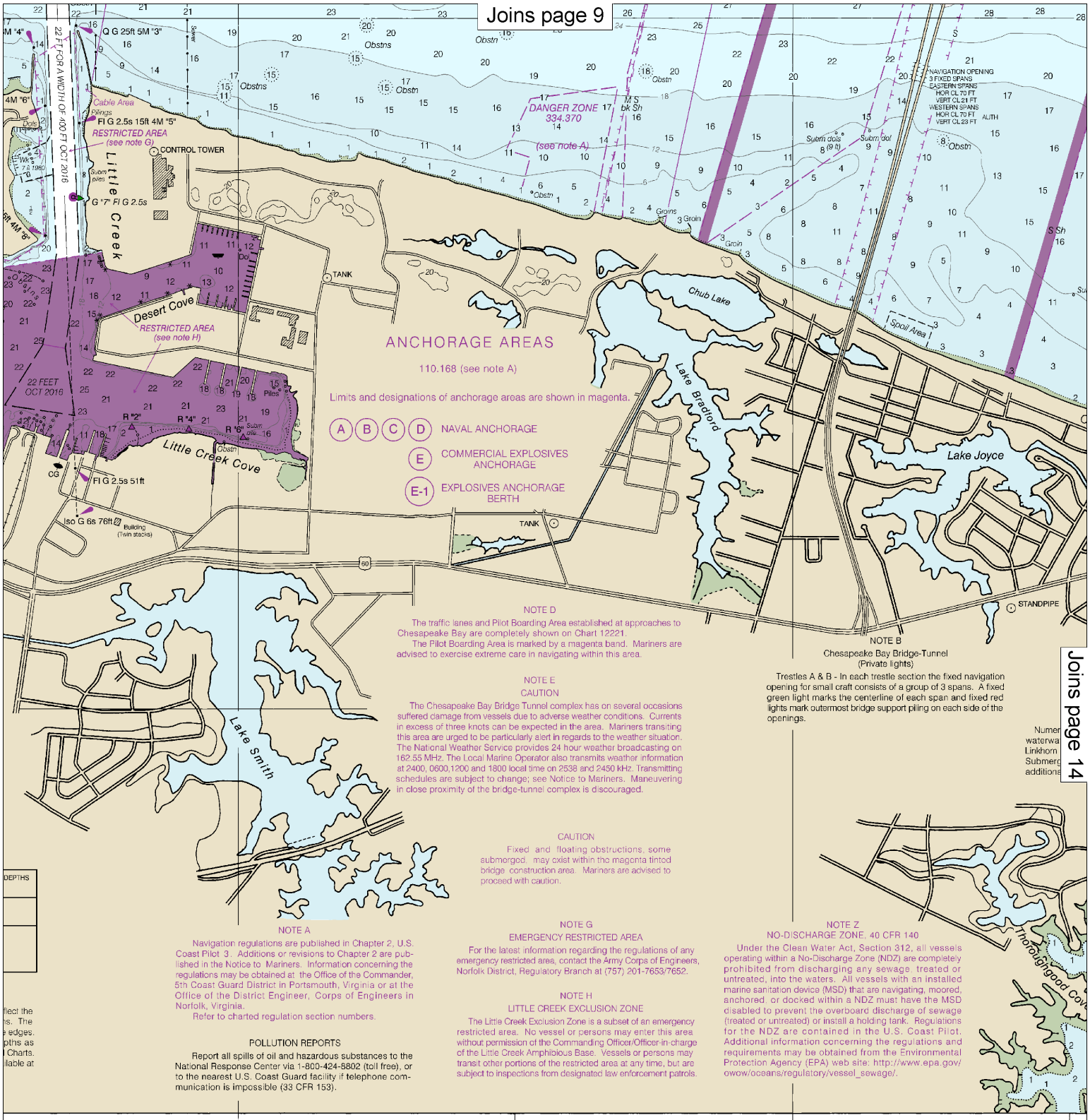
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Joins page 9



Joins page 14

SOUNDINGS IN FEET

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

Joins page 10

Joins page 13

L Y N N H A V E N

R O A D S

Lake Joyce

Chesapeake Beach

Ocean Park

Lynnhaven Inlet

Pleasure House Pt

Pleasure House Creek

Bayville Cr

Thoroughgood Cove

Keeling Cove

Hill Pt

Western Branch

Dix Creek

Oyster Reef

Brock Cove

L Y N N H A V E N B A Y

NO-DISCHARGE ZONE (see note Z)

NOTE B
Chesapeake Bay Bridge-Tunnel
(Private lights)
A & B - In each trestle section the fixed navigation small craft consists of a group of 3 spans. A fixed marks the centerline of each span and fixed red outermost bridge support piling on each side of the

NOTE C
CAUTION
Numerous duck blinds, stakes, piles and pipes exist in the waterways of Lynnhaven Bay, Long Creek, Broad Bay and Linkhorn Bay; those above or awash at MHHW are not charted. Submerged piles which have been located are charted, but additional submerged piles may exist.

NOTE Z
DISCHARGE ZONE, 40 CFR 140
Clean Water Act, Section 312, all vessels a No-Discharge Zone (NDZ) are completely m discharging any sewage, treated or the waters. All vessels with an installed n device (MSD) that are navigating, moored, ocked within a NDZ must have the MSD vent the overboard discharge of sewage eated) or install a holding tank. Regulations re contained in the U.S. Coast Pilot. rmation concerning the regulations and may be obtained from the Environmental ncy (EPA) web site: http://www.epa.gov/ egulatory/vessel_sewage/.

CONTINUED ON CHART 12222

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

SCALE 1:20,000

Nautical Miles

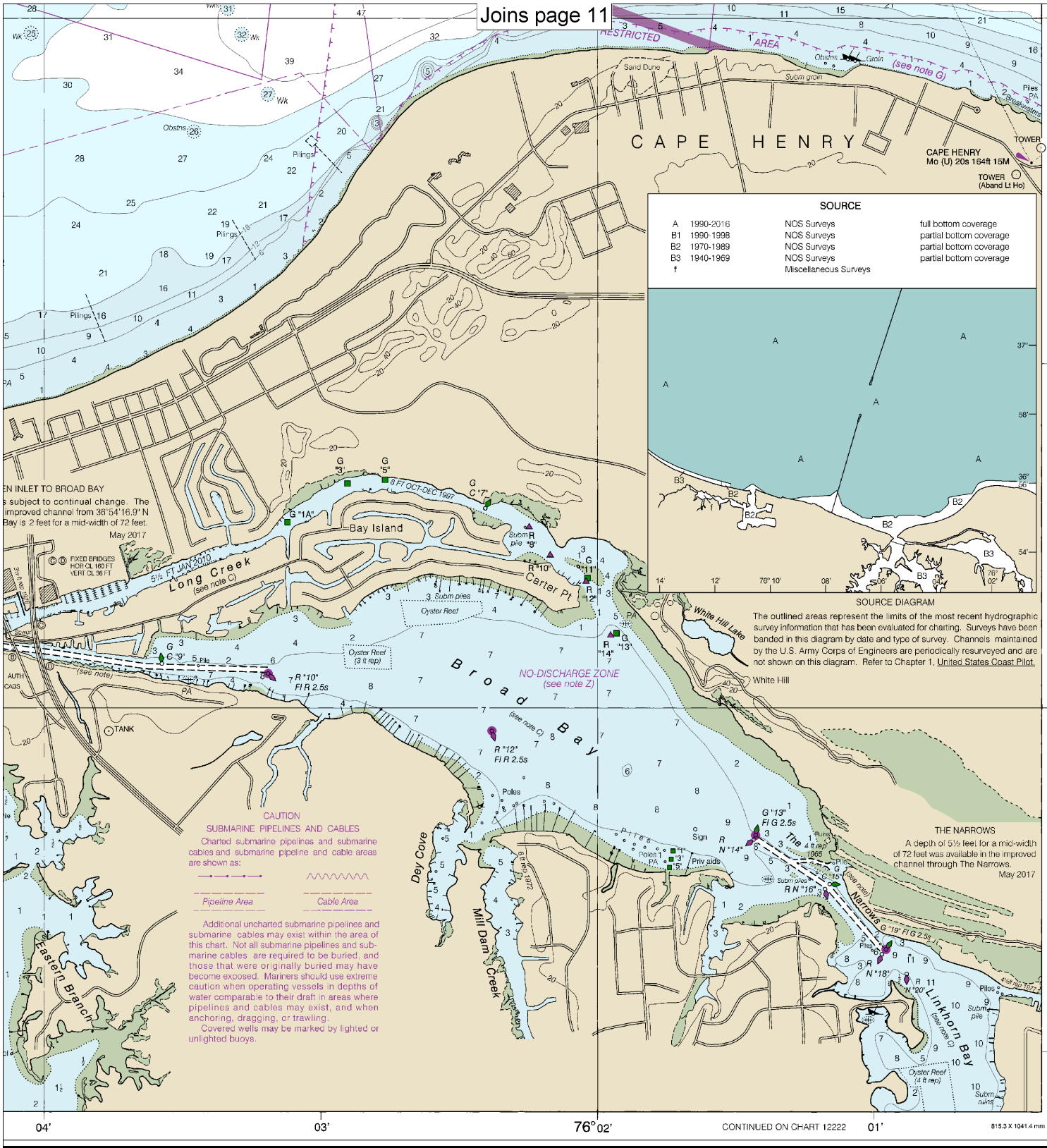
Yards

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

Yards



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																

Cape Henry to Thimble Shoal Light

SOUNDINGS IN FEET - SCALE 1:20,000

12254

EMERGENCY INFORMATION

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.

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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/

Quick References

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

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Note on Printing

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.

NOAA's Office of Coast Survey — The Nation's Chartmaker