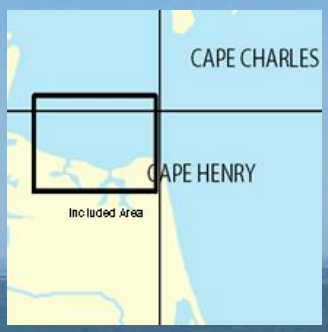
BookletChart™

Chesapeake Bay – Cape Henry to Thimble Shoal Light

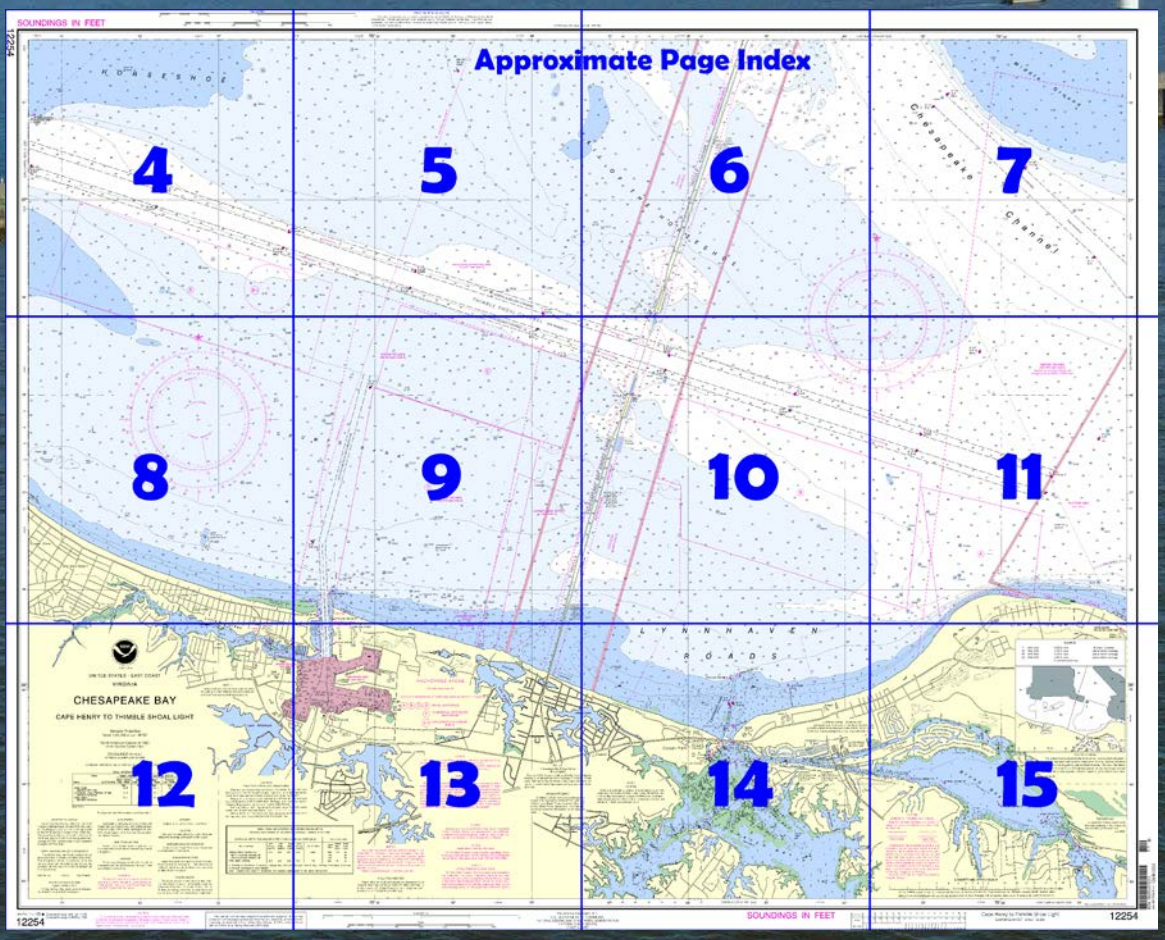
NOAA Chart 12254

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.

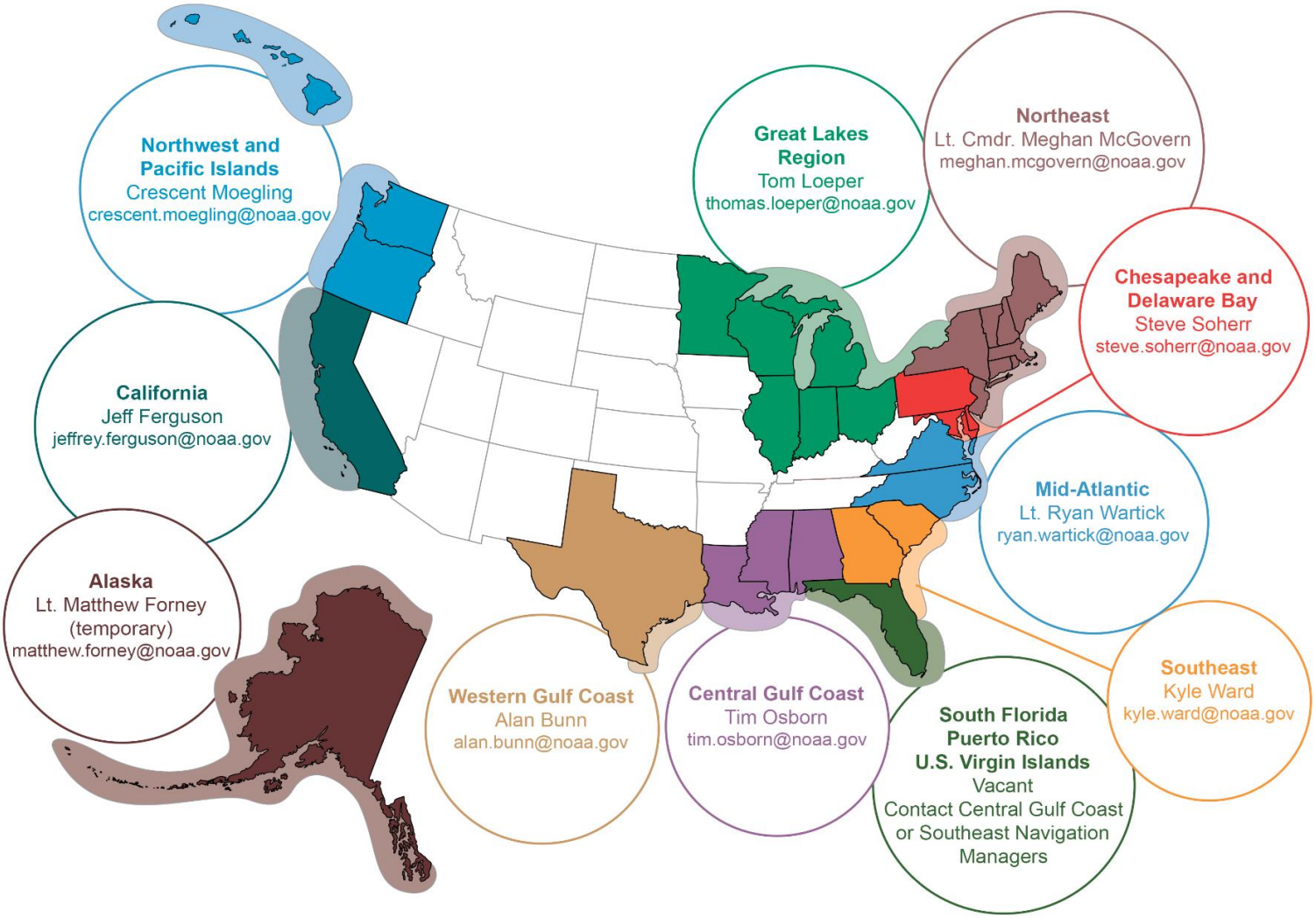
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12254

(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

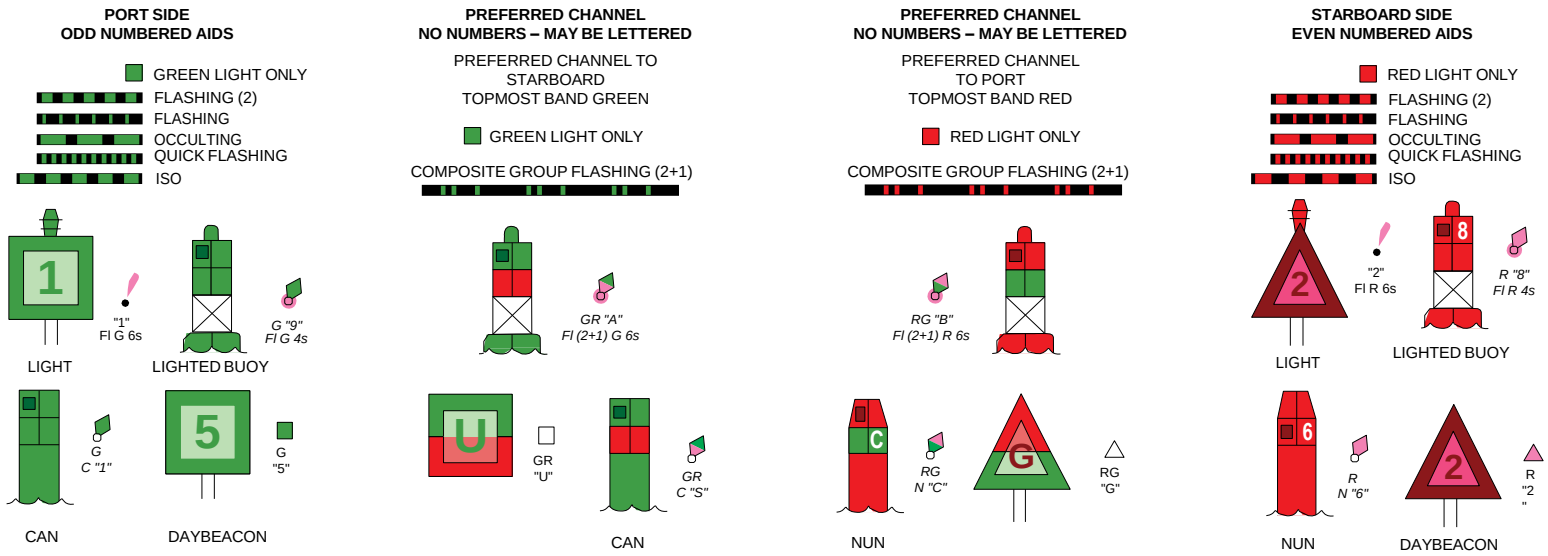
Navigation Managers Area of Responsibility



To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



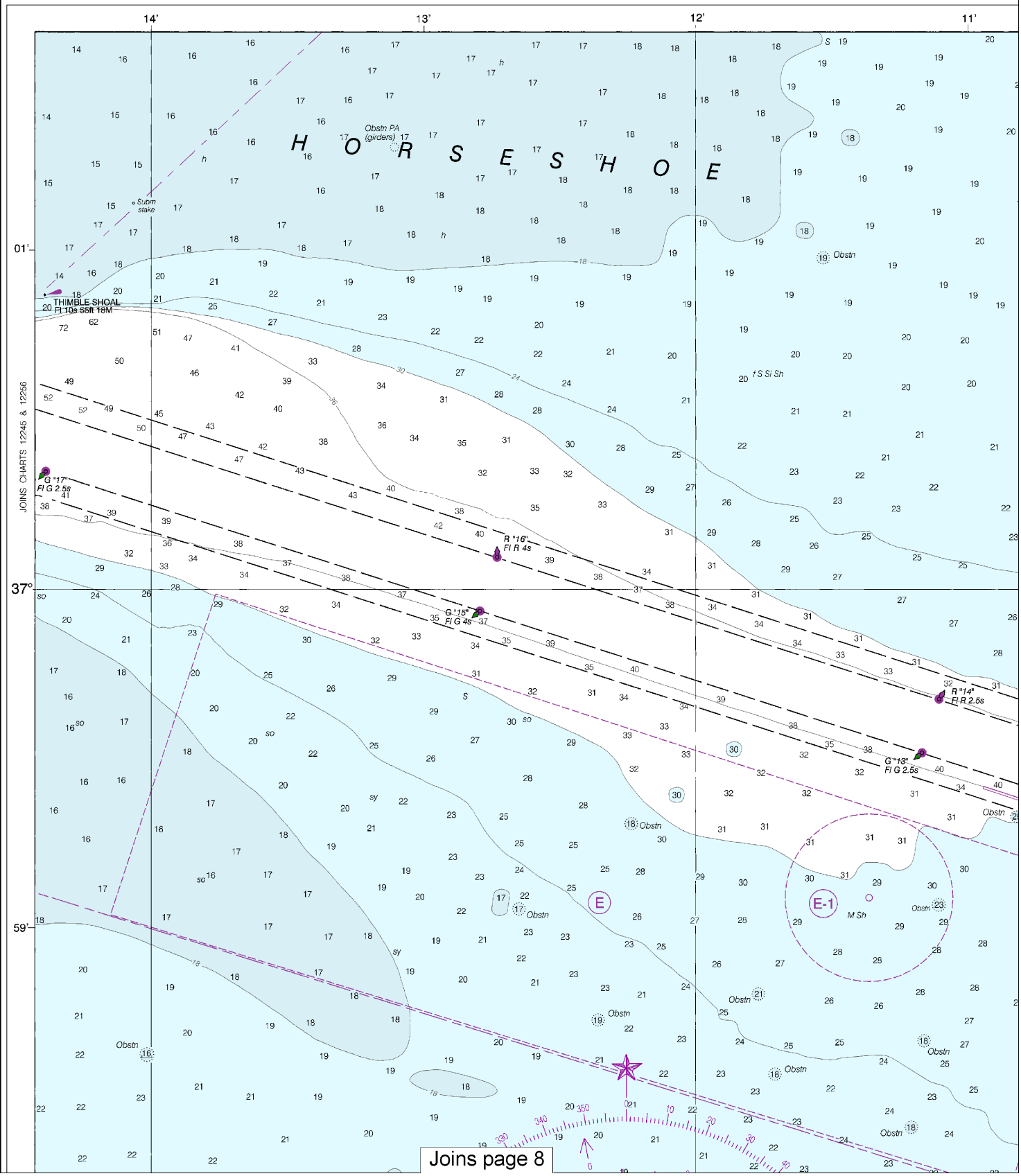
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.
These volumes are available online at *http://www.navcen.uscg.gov*

SCALE 1:20,000

Nautical Miles

Yards

12254



Joins page 8

4

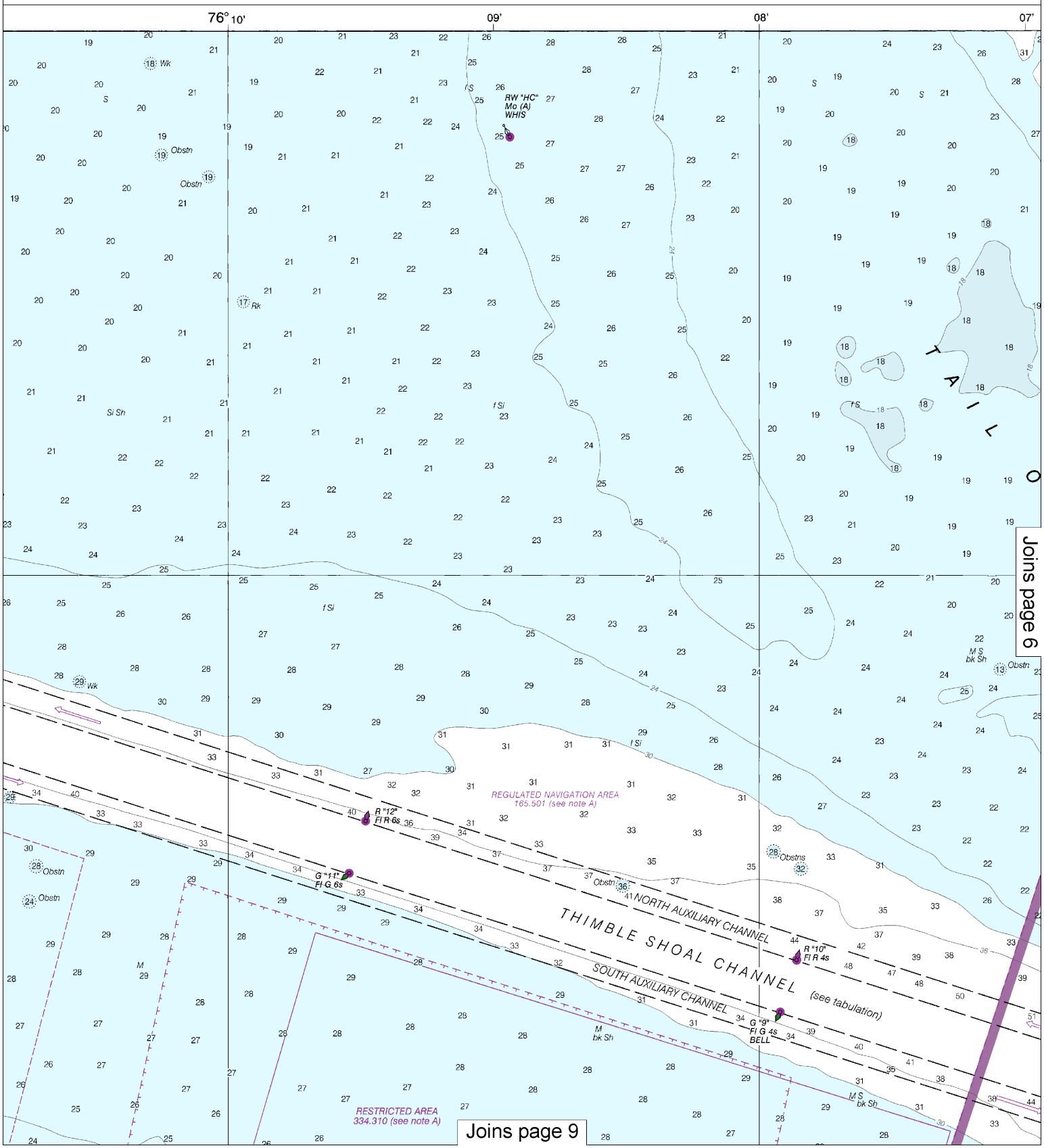
Note: Chart grid lines are aligned with true north.

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

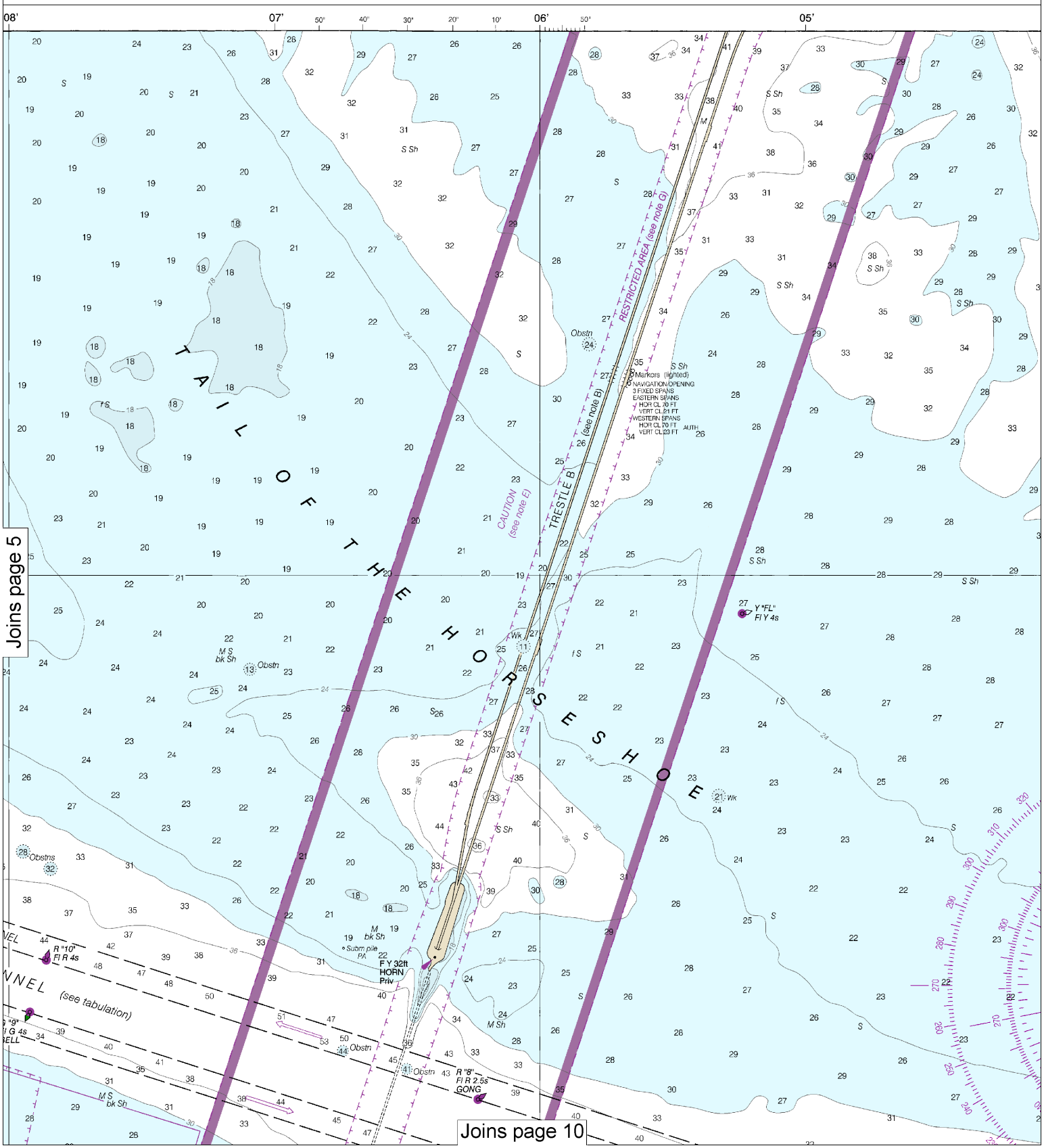
Nautical Miles

Yards

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



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.



6

Note: Chart grid lines are aligned with true north.

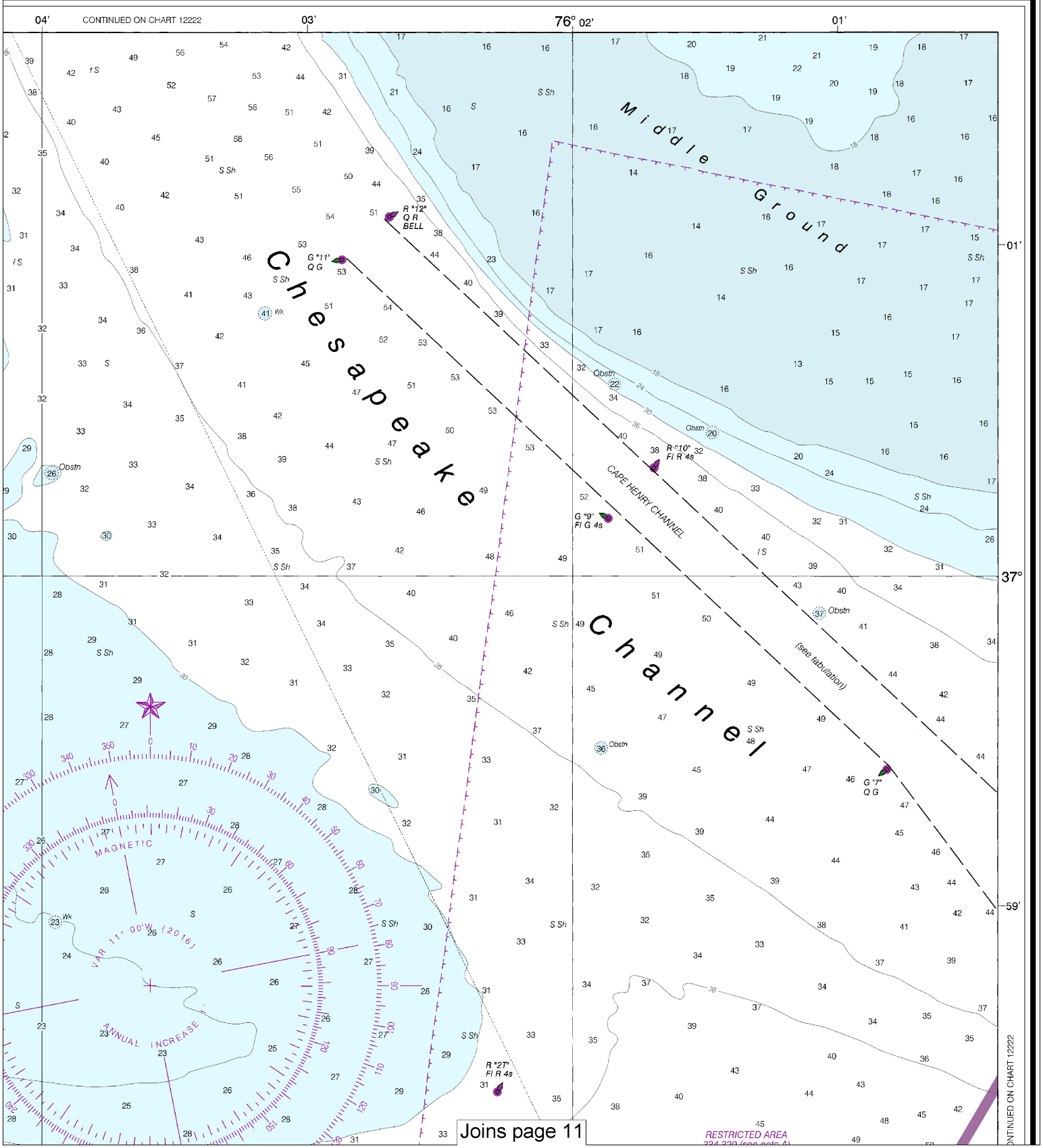
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

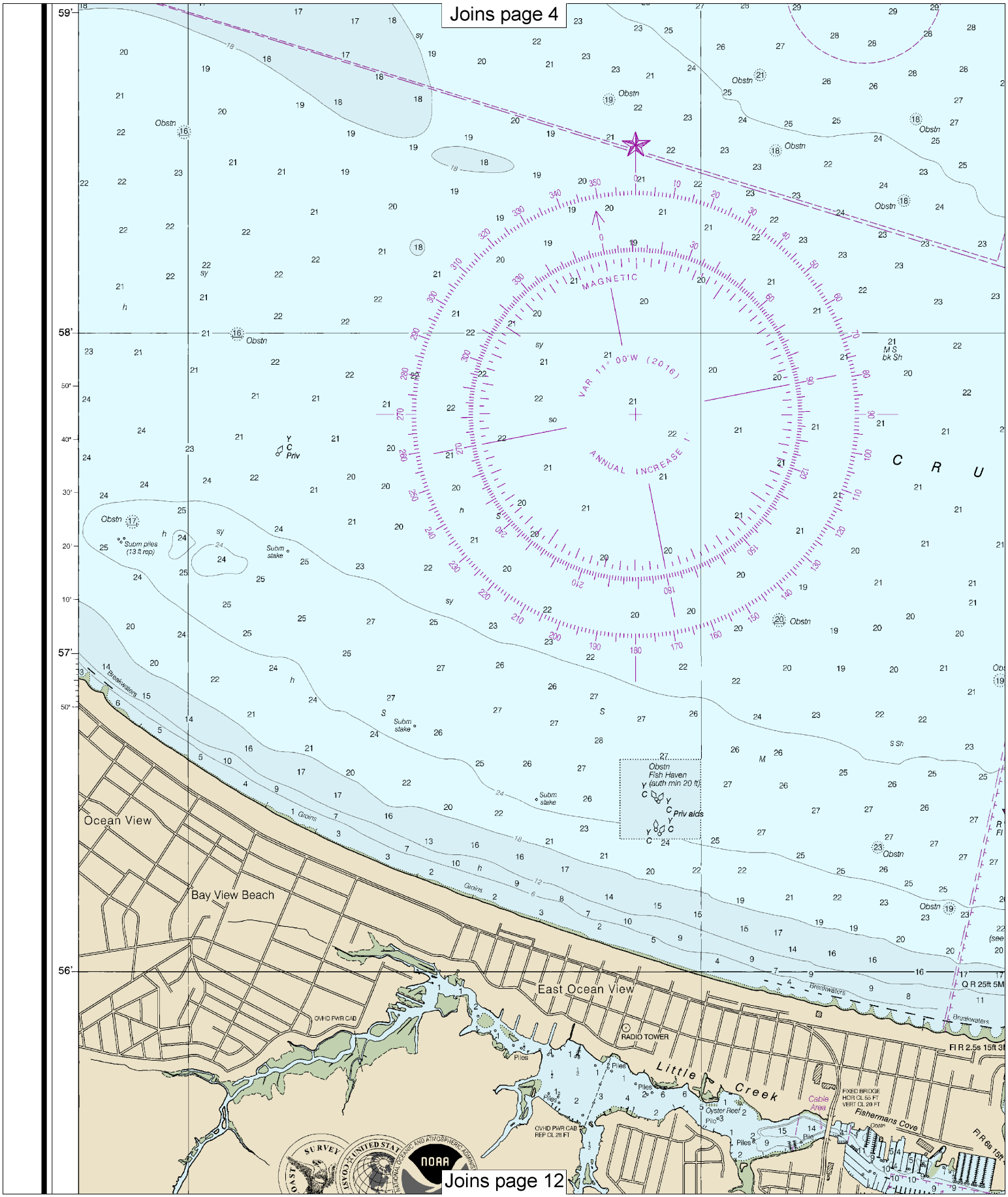
0 1 1½

Yards

500 0 500 1000 1500 2000 2500



Joins page 11



8

Note: Chart grid lines are aligned with true north.

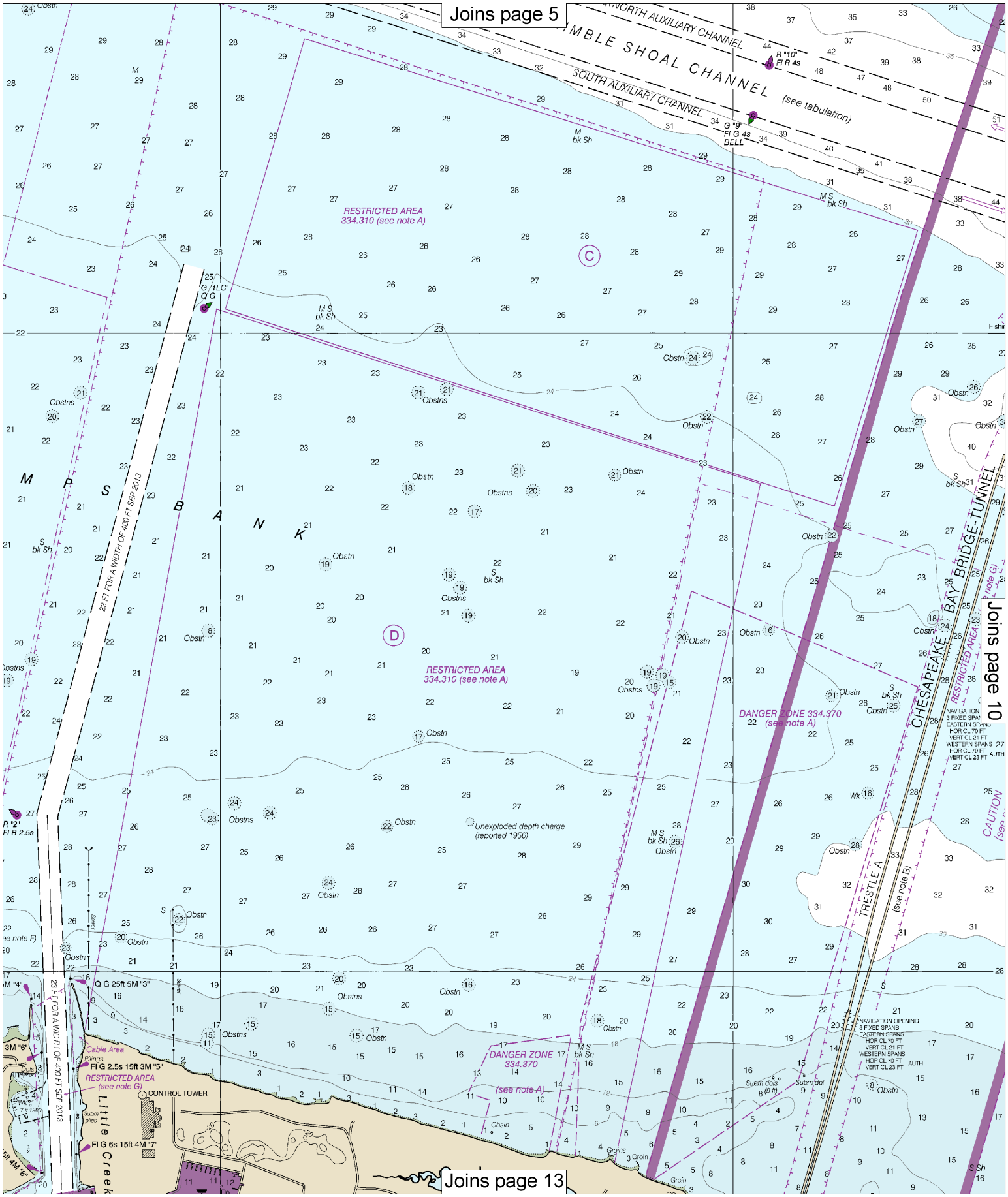
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

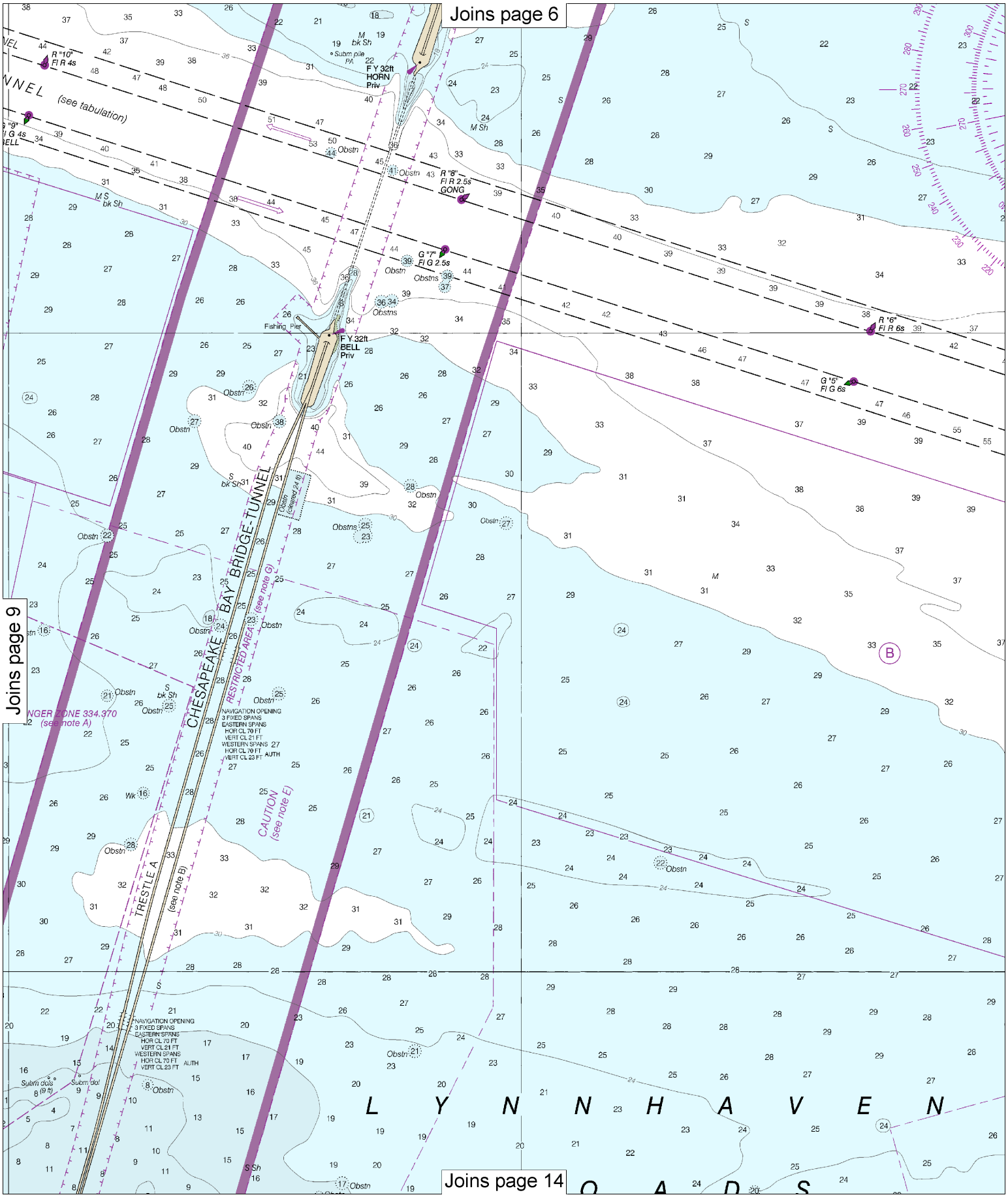
Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500


Joins page 5
Joins page 10
Joins page 13
NORTH AUXILIARY CHANNEL
SOUTH AUXILIARY CHANNEL
MBLE SHOAL CHANNEL
(see tabulation)
R "10" Fl R 4s
G "9" Fl G 4s BELL
RESTRICTED AREA 334.310 (see note A)
G "1LC" Q G
M P S B A N K
23 FT FOR A WIDTH OF 400 FT SEP 2013
DANGER ZONE 334.370 (see note A)
Unexploded depth charge (reported 1956)
CHESAPEAKE BAY BRIDGE-TUNNEL
TRESTLE A
(see note B)
NAVIGATION OPENING 3 FIXED SPANS
EASTERN SPANS HOR CL 70 FT VERT CL 21 FT
WESTERN SPANS HOR CL 70 FT VERT CL 23 FT
Q G 25ft 5M "3"
Cable Area
Pilings
Fl G 2.5s 15ft 3M "5"
RESTRICTED AREA (see note G)
CONTROL TOWER
Little Creek
Fl G 6s 15ft 4M "7"
Subm piles
Groins
Groin
Subm dols
Subm dol
Obstn
Obstns
M S bk Sh
S bk Sh
Wk
Fishin



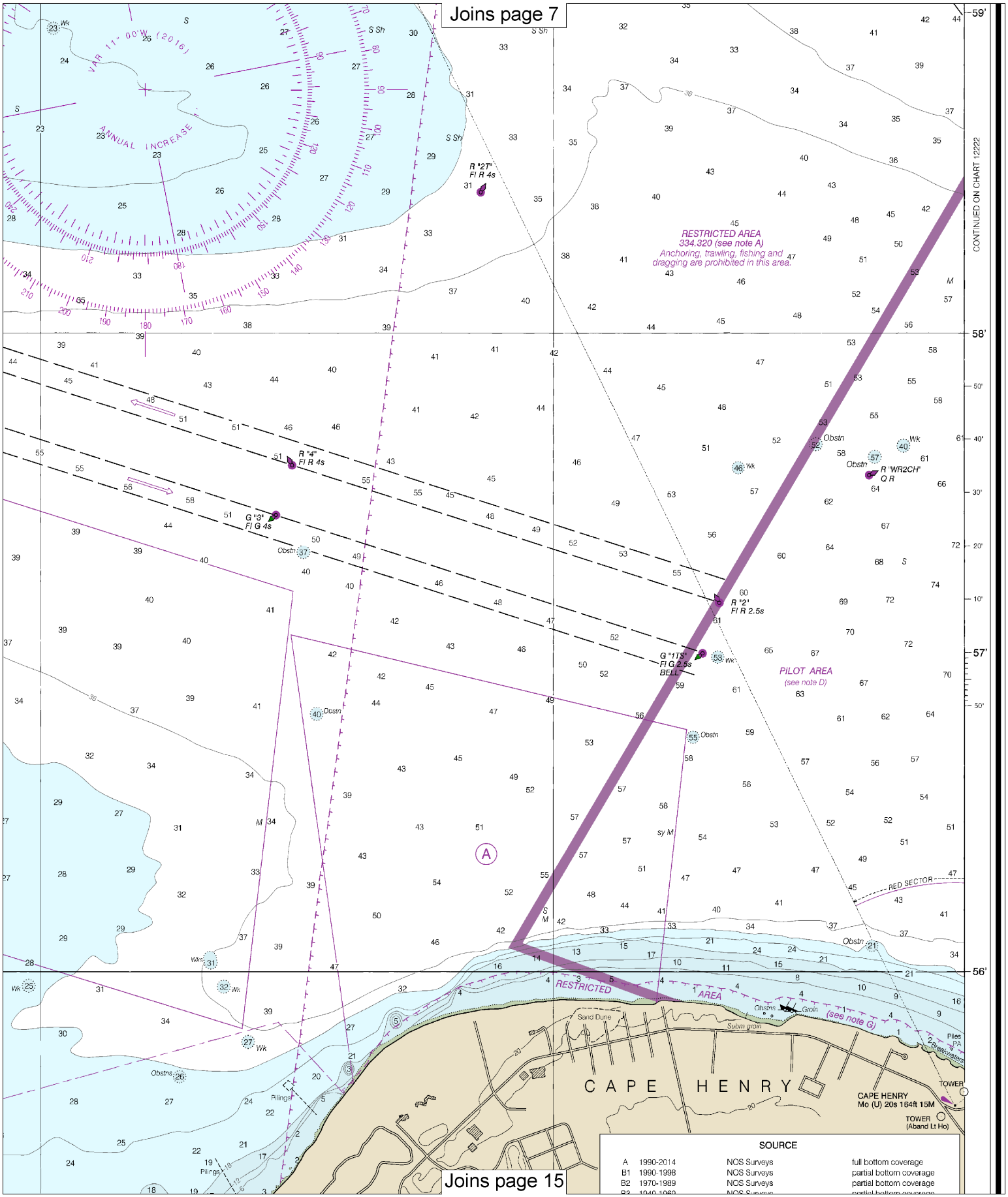
Note: Chart grid lines are aligned with true north.

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

Nautical Miles: 0 1 1½

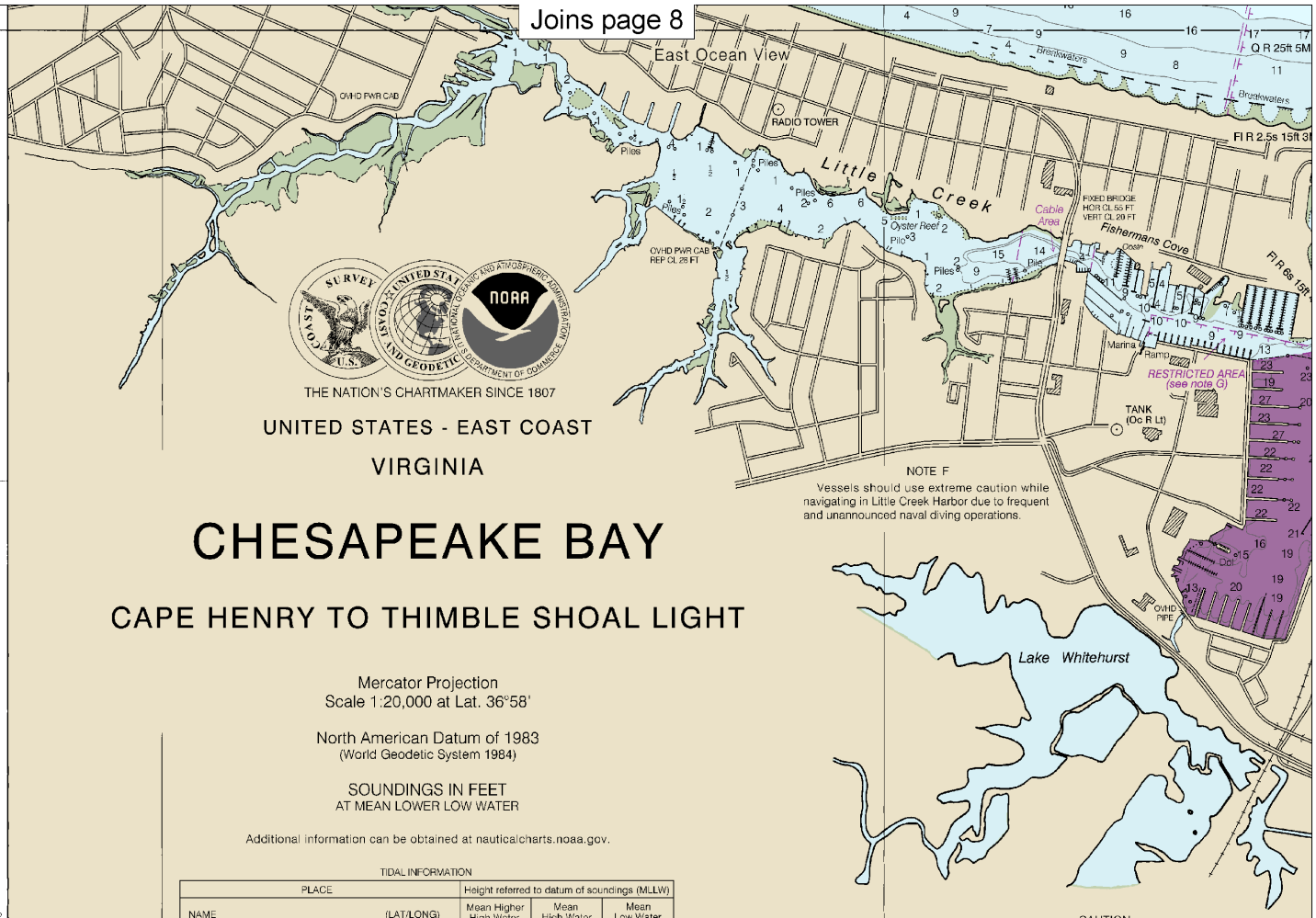
Yards: 500 0 500 1000 1500 2000 2500

Joins page 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 CHANN
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SUP

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

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE
THIMBLE SHOAL CHANNEL (A)	47.6	49.8	50.3	47.4	
NORTH AUXILIARY CHANNEL (B)					
SOUTH AUXILIARY CHANNEL (B)					
CAPE HENRY CHANNEL	45.6	50.0	47.9	43.5	

A. CHANNEL IS RESTRICTED TO EXCLUDE VESSELS AND TOWS DRAWING LESS THAN 25
B. PROJECT MAINTENANCE DISCONTINUED
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABO

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.

50th Ed., May 2016. Last Correction: 1/4/2017. Cleared through:
LNM: 0317 (1/17/2017), NM: 0417 (1/28/2017)

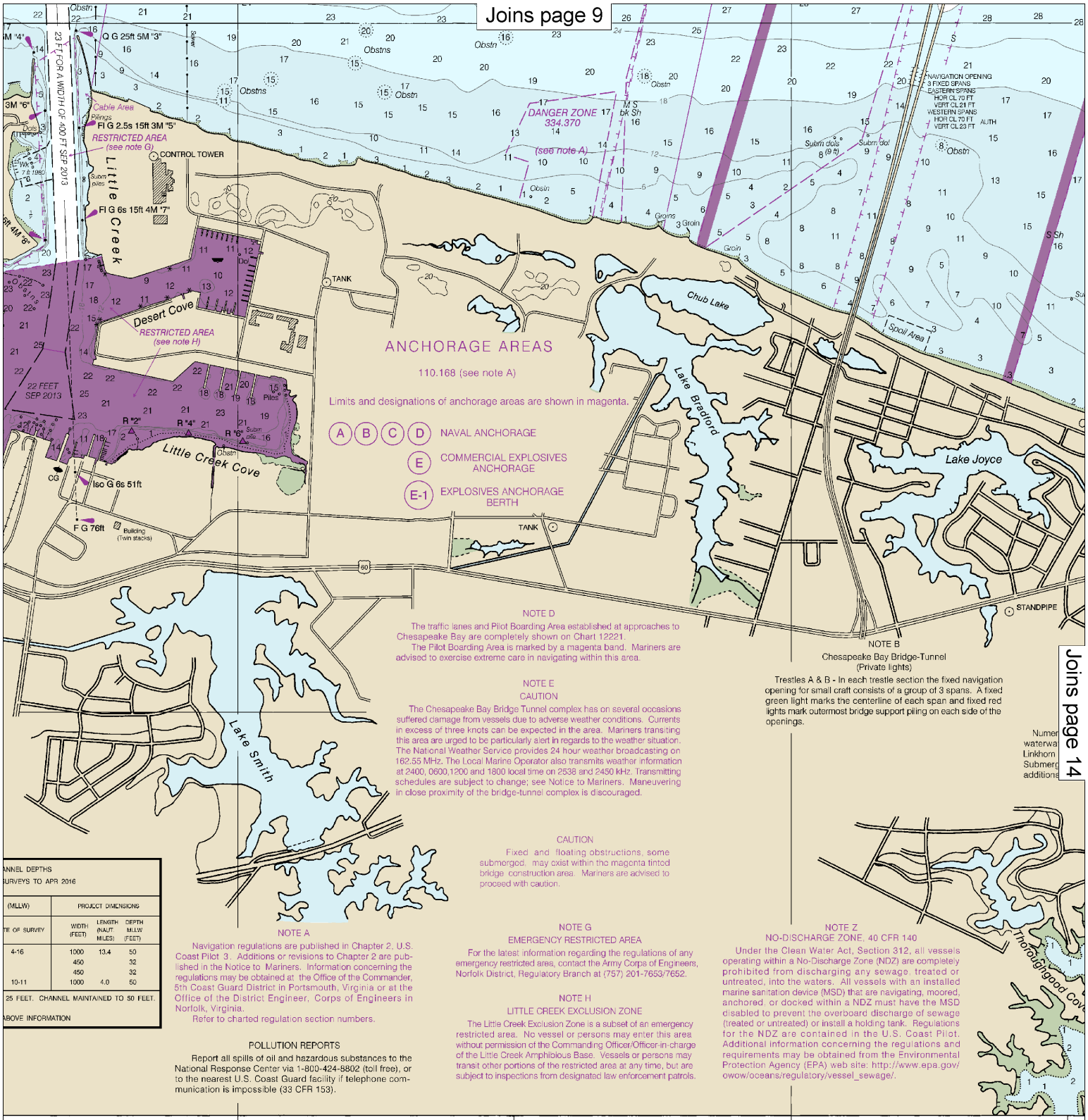
Note: Chart grid lines are aligned with true north.

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



ANCHORAGE AREAS

110.168 (see note A)

Limits and designations of anchorage areas are shown in magenta.

- (A) (B) (C) (D) NAVAL ANCHORAGE
- (E) COMMERCIAL EXPLOSIVES ANCHORAGE
- (E-1) EXPLOSIVES ANCHORAGE BERTH

NOTE D

The traffic lanes and Pilot Boarding Area established at approaches to Chesapeake Bay are completely shown on Chart 12221.

The Pilot Boarding Area is marked by a magenta band. Mariners are advised to exercise extreme care in navigating within this area.

NOTE E

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 2400, 0600,1200 and 1800 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 B

Chesapeake Bay Bridge-Tunnel

(Private 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.

Joins page 14

Numer
waterwa
Linkhorn
Submerg
additiona

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

ANNEL DEPTHS URVEYS TO APR 2016			
(MLLW)	PROJECT DIMENSIONS		
TE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH M.L.L.W. (FEET)
4-16	1000	13.4	50
	450		32
	450		32
10-11	1000	4.0	50
25 FEET. CHANNEL MAINTAINED TO 50 FEET.			
ABOVE INFORMATION			

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. 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.

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).

NOTE G

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 H

LITTLE CREEK EXCLUSION ZONE

The Little Creek Exclusion Zone is a subset of an emergency restricted area. No vessel or persons may enter this area without permission of the Commanding Officer/Officer-in-charge of the Little Creek Amphibious Base. Vessels or persons may transit other portions of the restricted area at any time, but are subject to inspections from designated law enforcement patrols.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

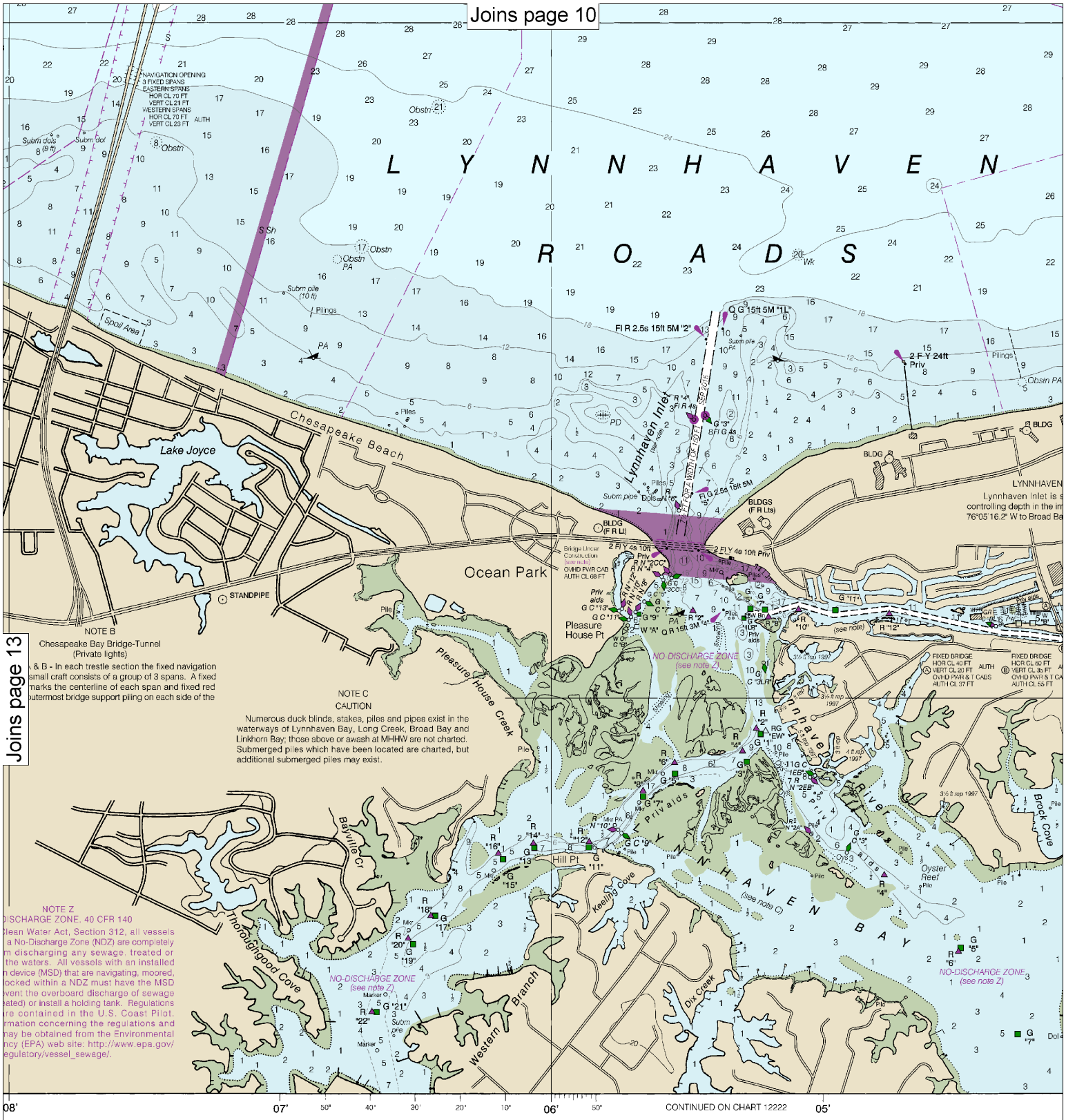
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

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



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

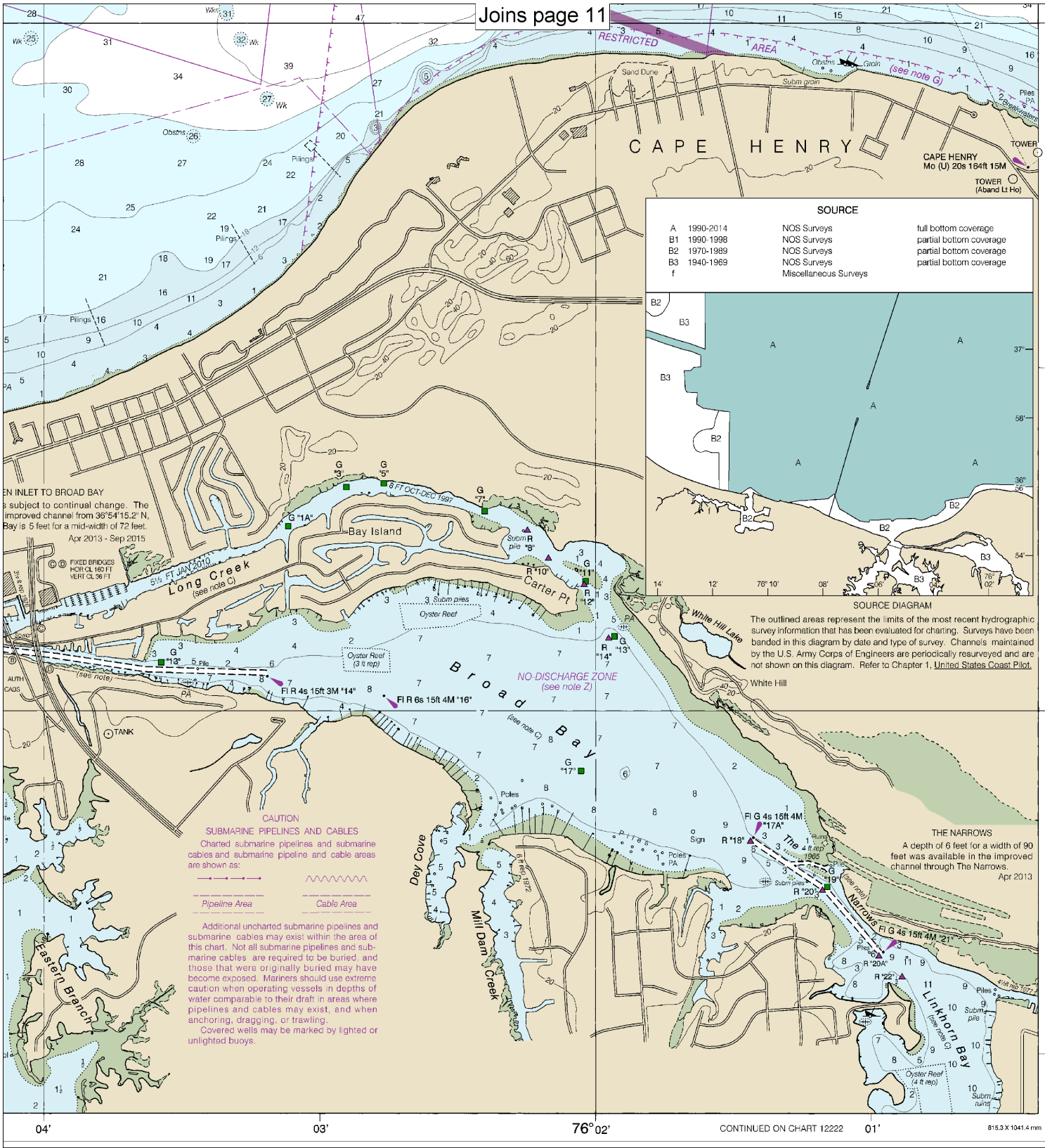
Note: Chart grid lines are aligned with true north.

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

Nautical Miles

Yards

Joins page 11



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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