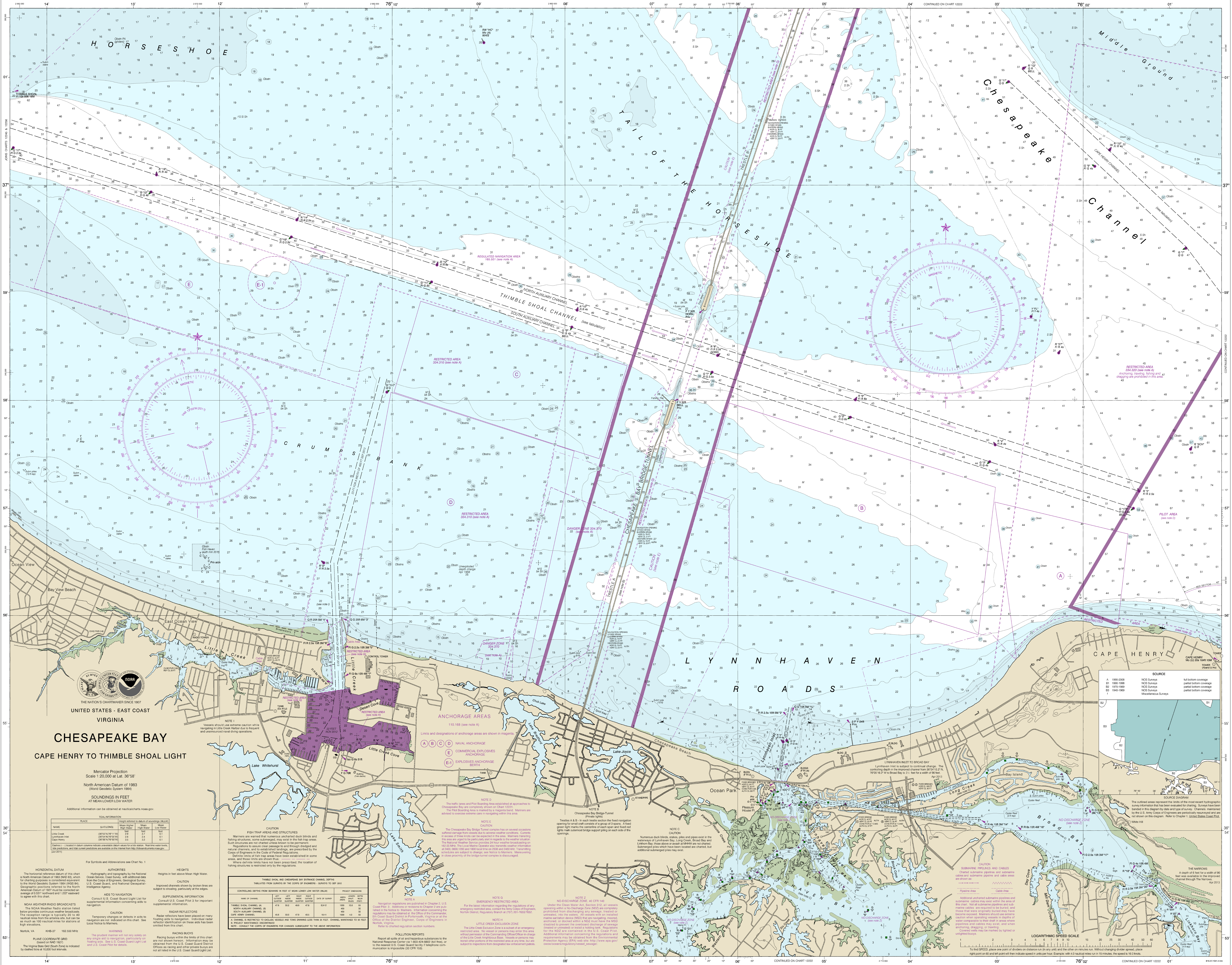
SOUNDINGS IN FEET

12254

SCALE 1:20,000
Nautical Miles
Yards

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



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.

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.
(Jun 2011)

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

PLANE COORDINATE GRID
(based on NAD 1927)

The Virginia State Grid (South Zone) is indicated by dashed ticks at 10,000 foot intervals.

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.

NOTE I

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

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 CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2012

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)
	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
THIMBLE SHOAL CHANNEL (A)	47.6	50.2	49.9	47.8	8,9-12	1000	13.0	55
NORTH AUXILIARY CHANNEL (B)						450		32
SOUTH AUXILIARY CHANNEL (B)						450		32
CAPE HENRY CHANNEL	45.6	50.0	47.9	43.5	10-11	1000	4.0	50

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

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 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 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 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 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.

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/.

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.

LYNNHAVEN INLET TO BROAD BAY

Lynnhaven Inlet is subject to continual change. The controlling depth in the improved channel from 36°54'15.2" N, 76°05'16.2" W to Broad Bay is 2½ feet for a width of 90 feet.
Apr 2013

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

THE NARROWS

A depth of 6 feet for a width of 90 feet was available in the improved channel through The Narrows.
Apr 2013

SOURCE

A	1990-2008	NOS Surveys	full bottom coverage
B1	1990-1998	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
f		Miscellaneous Surveys	

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

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.

815.3 X 1041.4 mm

49th Ed., Aug. /11

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.

Last Correction: 8/6/2015. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

This chart was distributed as a PDF (Portable Document Format). Printing PDFs may alter the chart scale, color, or legibility that may impact suitability for navigation. Printed charts provided by NOAA certified Print on Demand (POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod

SCALE 1:20,000
Nautical Miles
Yards

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

SOUNDINGS IN FEET

FATHOMS / FEET / METERS

Cape Henry to Thimble Shoal Light
SOUNDINGS IN FEET - SCALE 1:20,000

12254