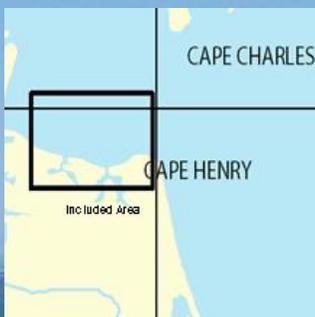


BookletChart™

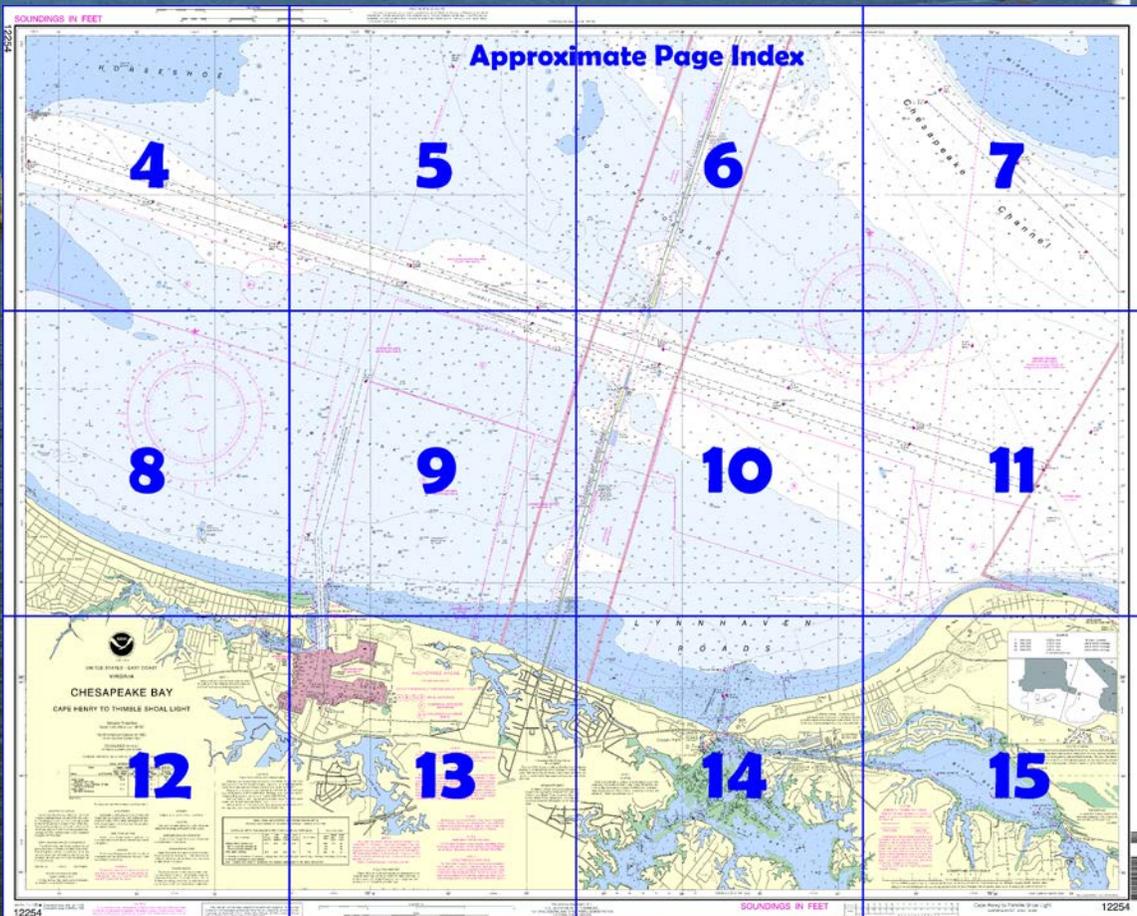


Chesapeake Bay – Cape Henry to Thimble Shoal Light NOAA Chart 12254

*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.

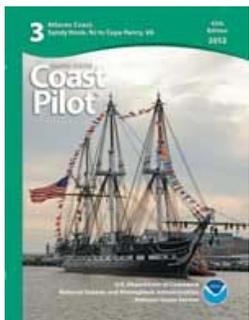
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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 (575) 398-6231
Norfolk, VA

Table of Selected Chart Notes

THE NARROWS
A depth of 6 feet for a width of 90 feet was available in the improved channel through The Narrows.
Jun 2008

HEIGHTS
Heights in feet above Mean High Water.

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**

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

For Symbols and Abbreviations see Chart No. 1

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

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.

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.

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

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

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.

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

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.

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.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

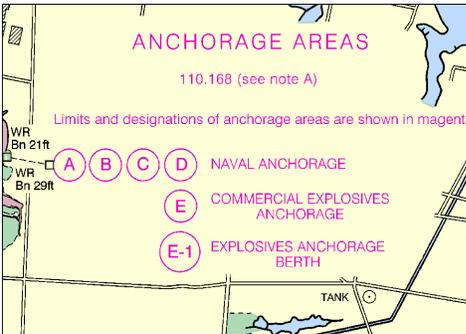
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels 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.

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.

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 6½ feet for a width of 90 feet.
Sep 2011

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.

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.



TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		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)

THIMBLE SHOAL AND CHESAPEAKE BAY ENTRANCE CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 2011

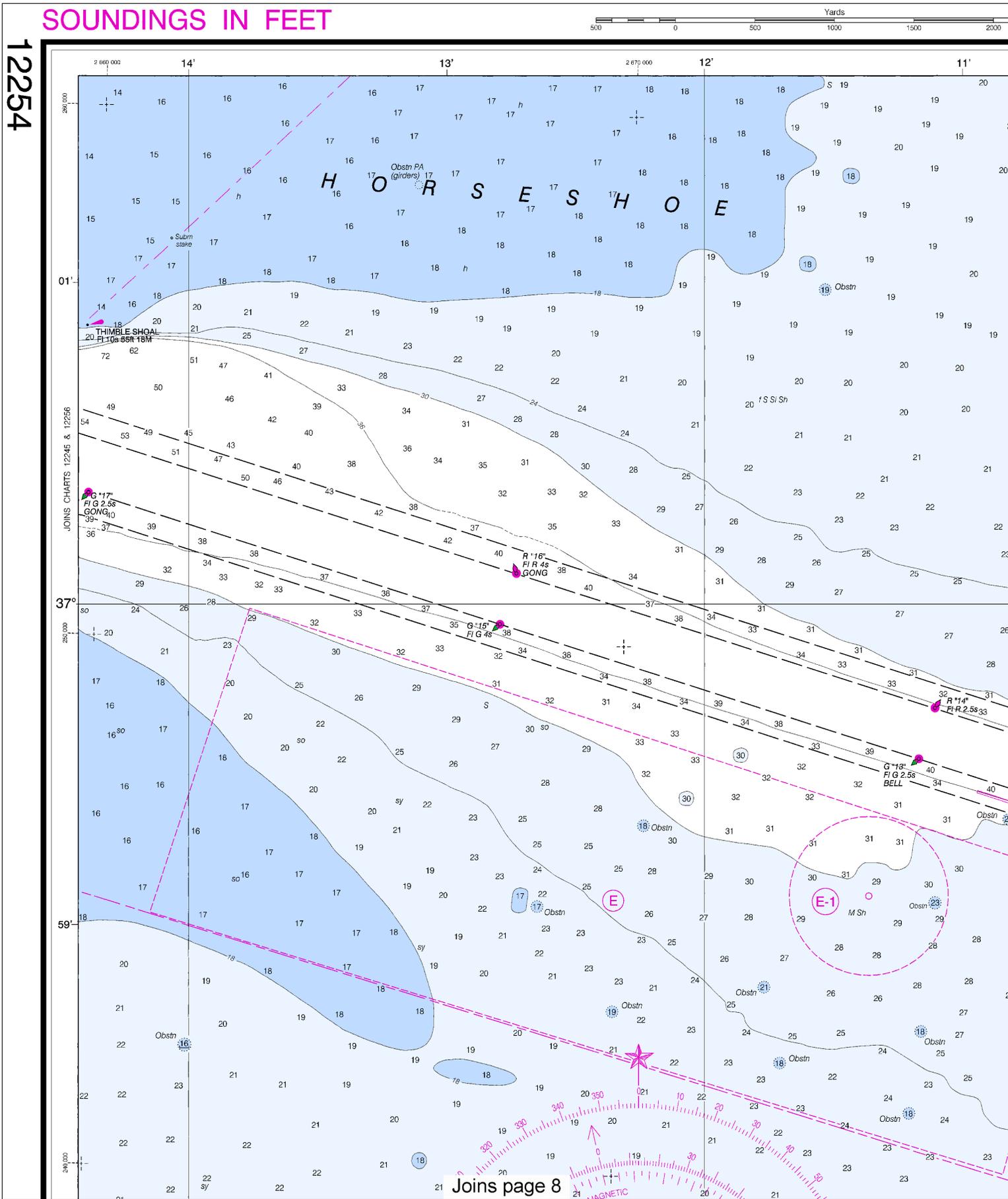
NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
THIMBLE SHOAL CHANNEL (A)	48.3	50.3	50.0	47.1	7-11	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.

SOUNDINGS IN FEET



12254



Joins page 8

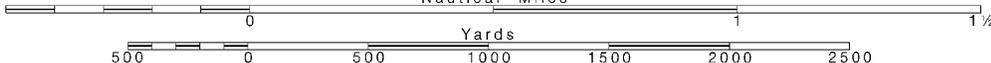
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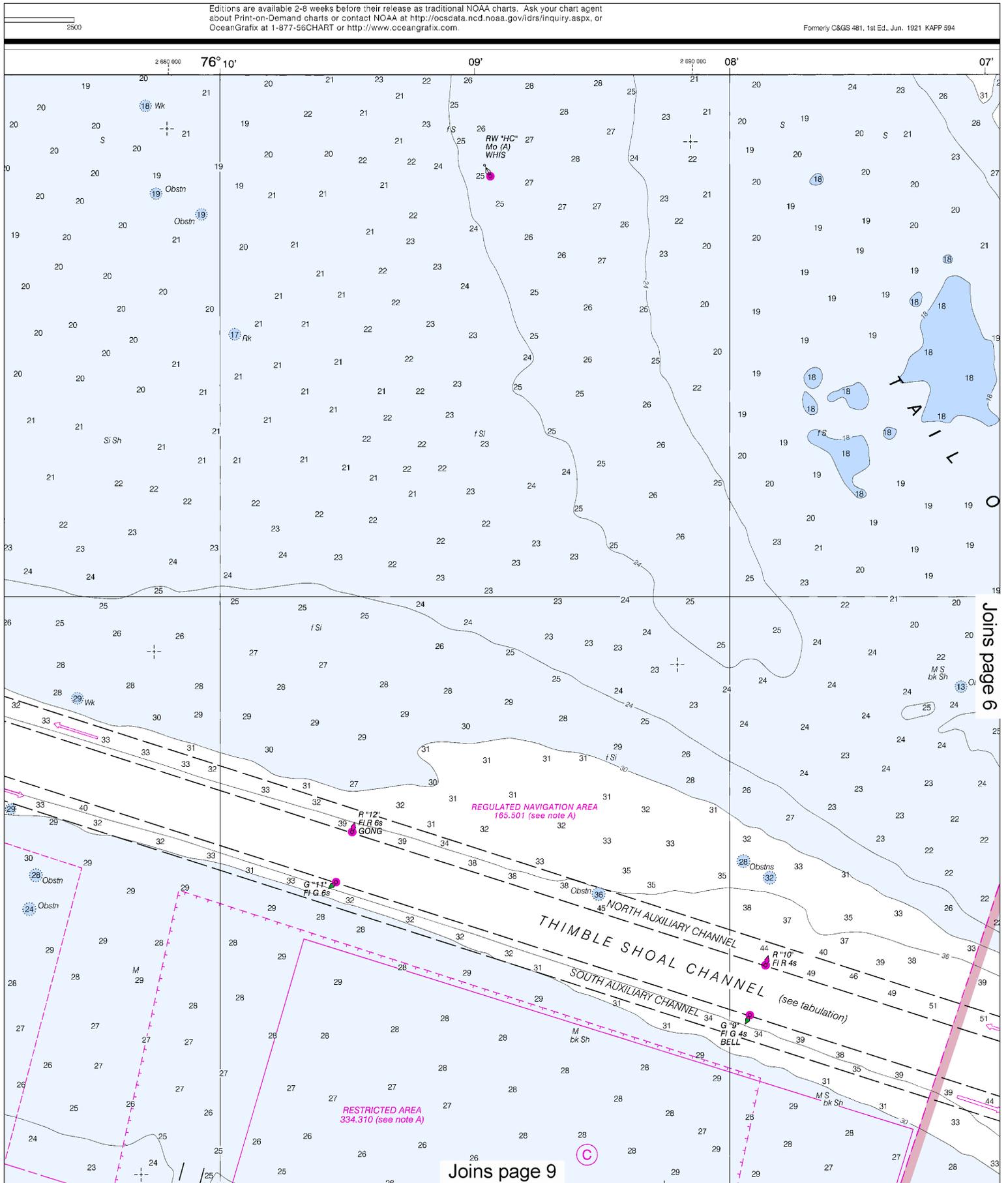
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000

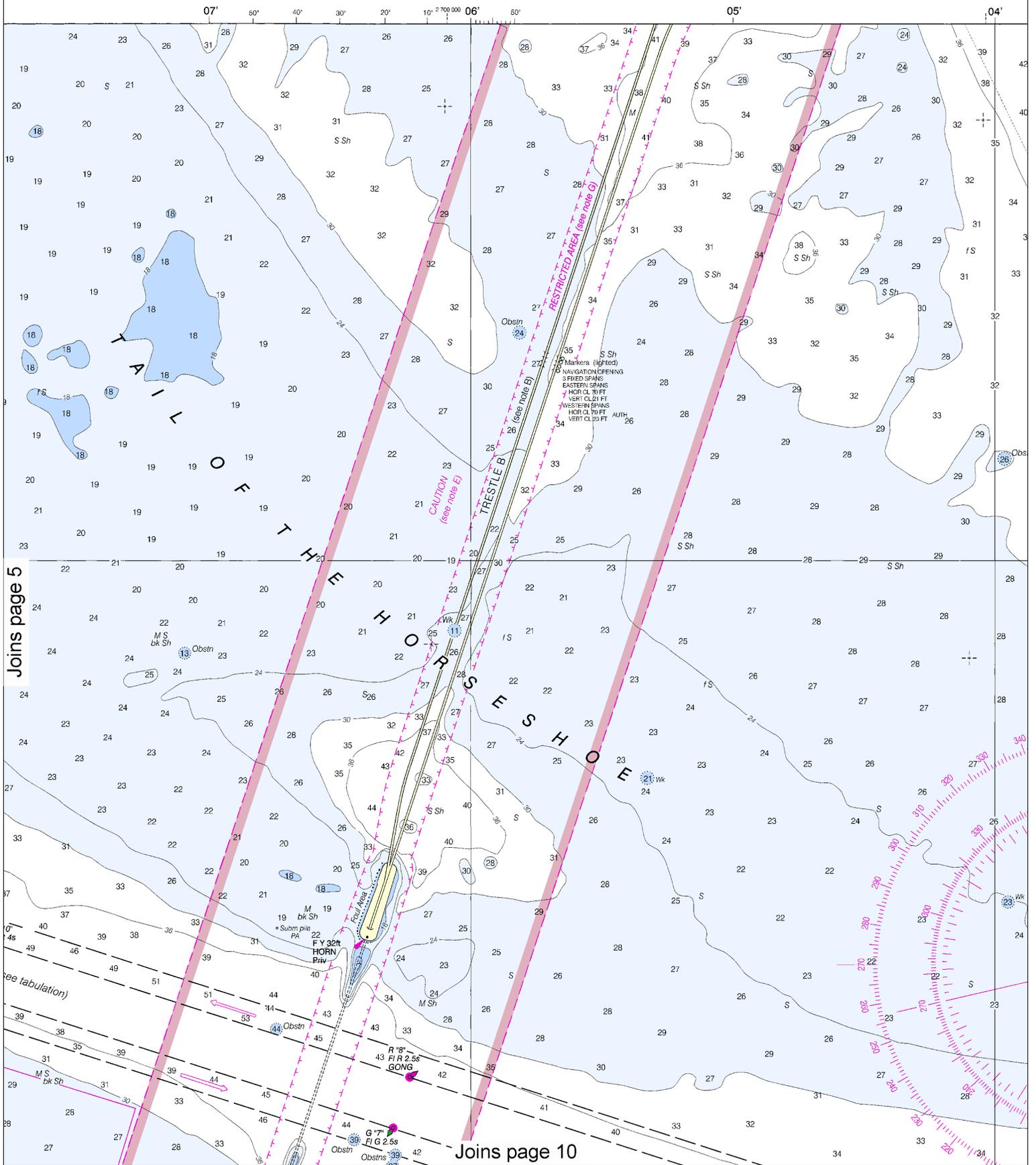
See Note on page 5.





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.





Joins page 5

Joins page 10

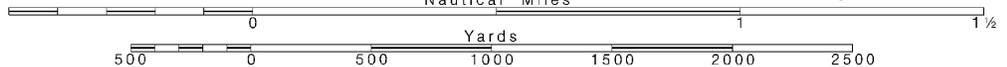


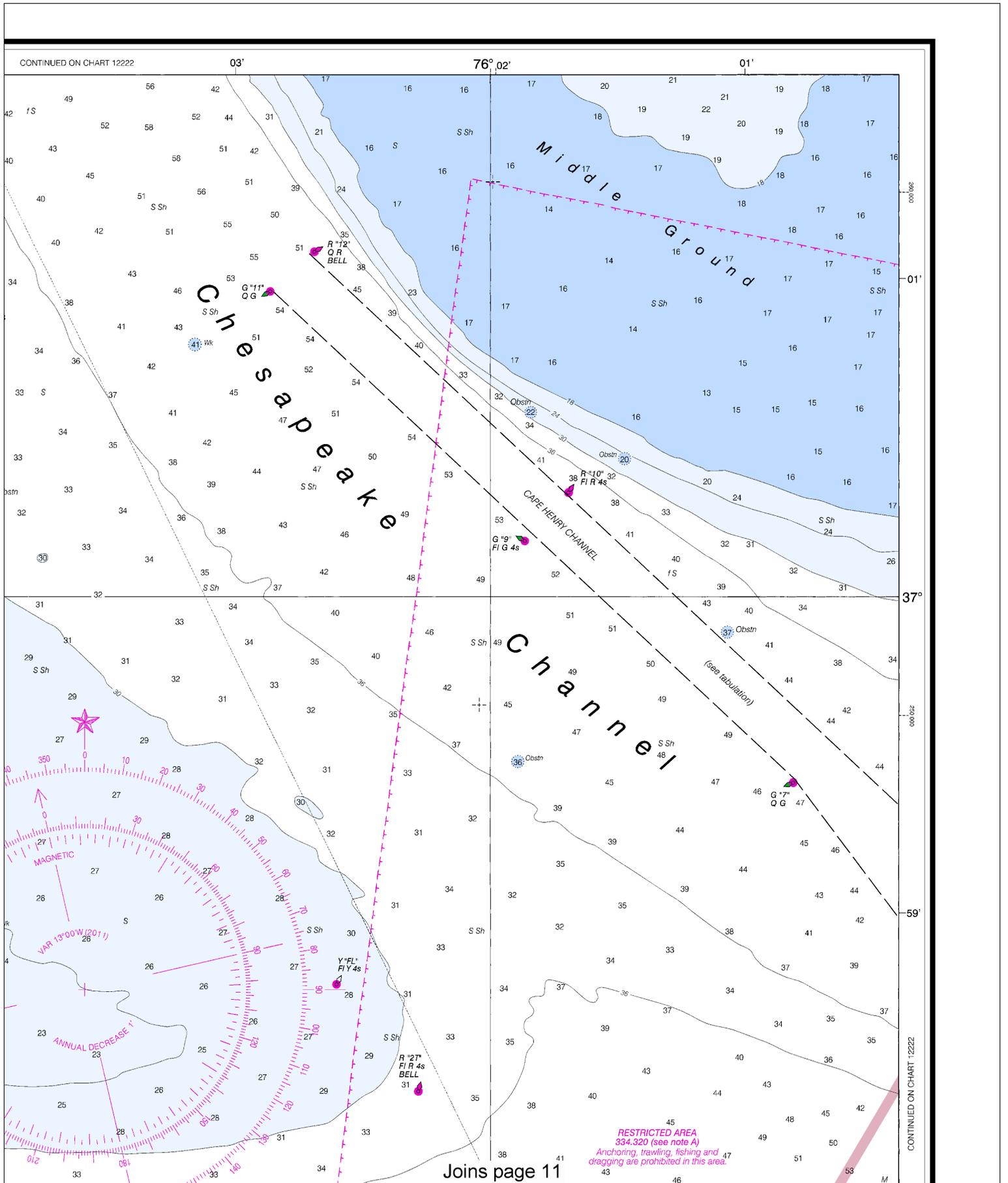
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

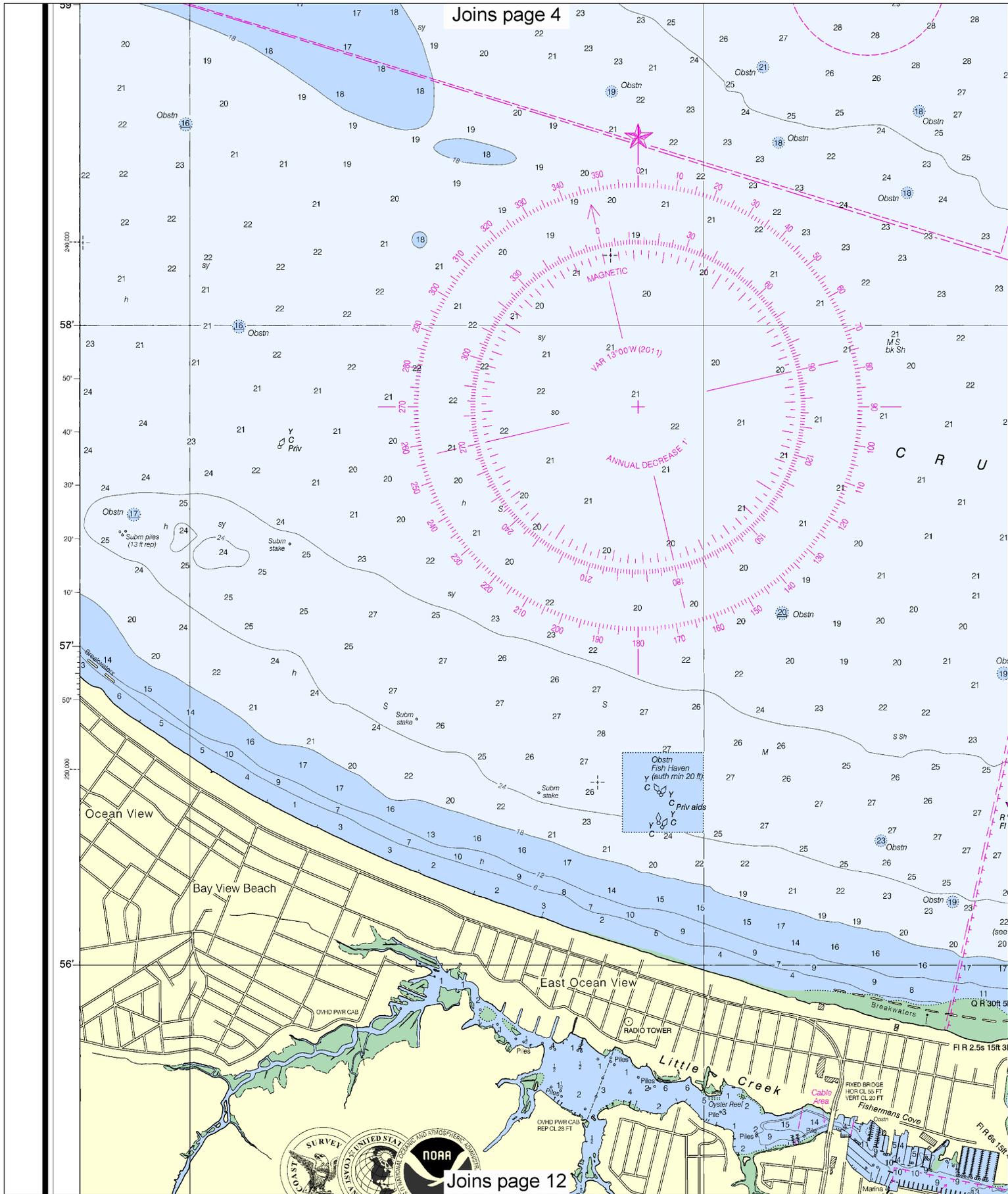
See Note on page 5.





This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
 NGA Weekly Notice to Mariners: 4912 12/8/2012,
 Canadian Coast Guard Notice to Mariners: n/a.

Joins page 4

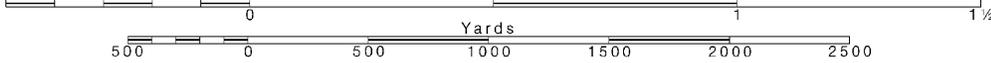


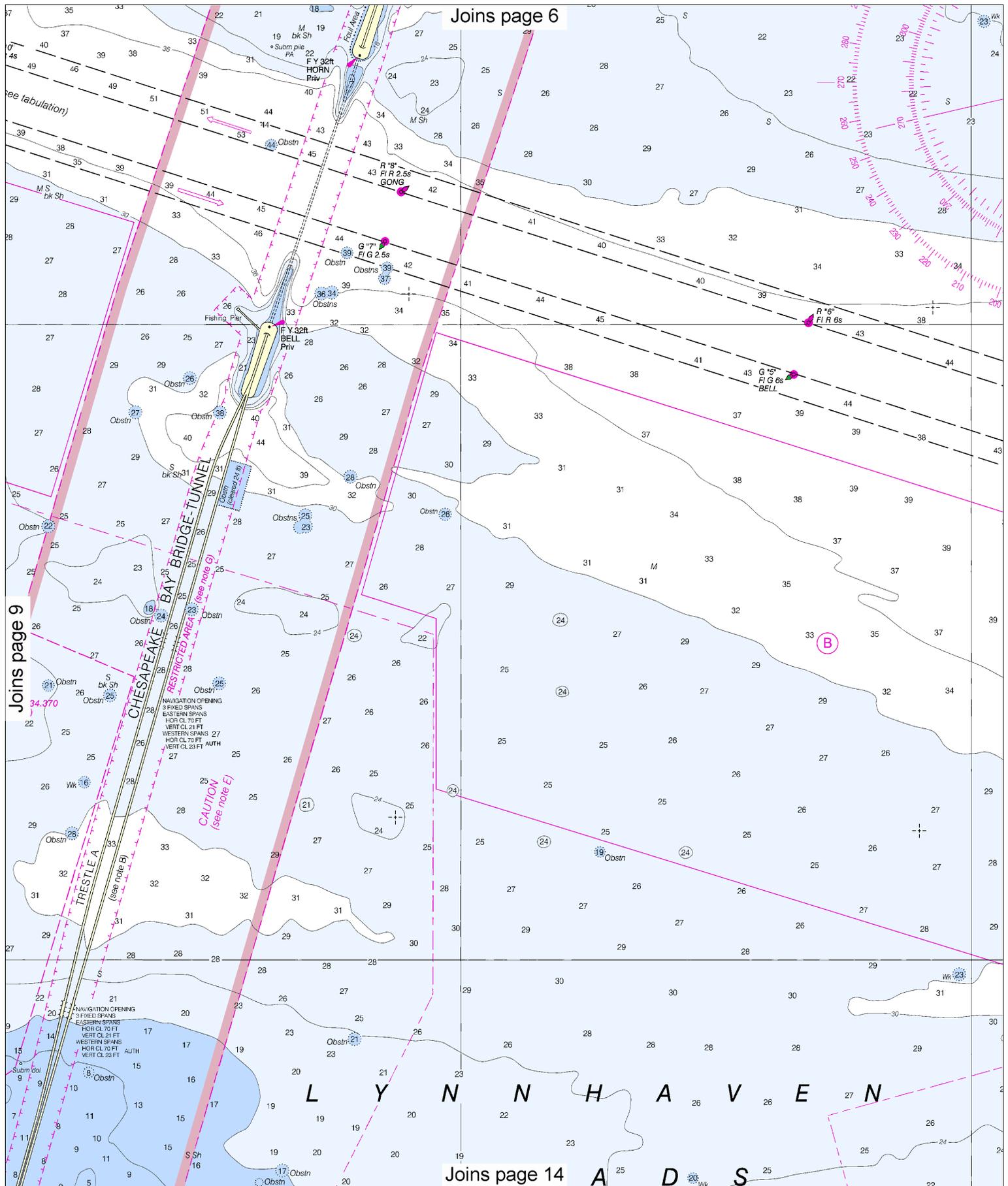
Joins page 12



Note: Chart grid lines are aligned with true north.

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





Joins page 6

Joins page 9

Joins page 14

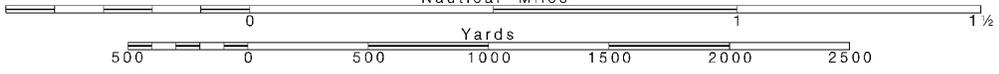
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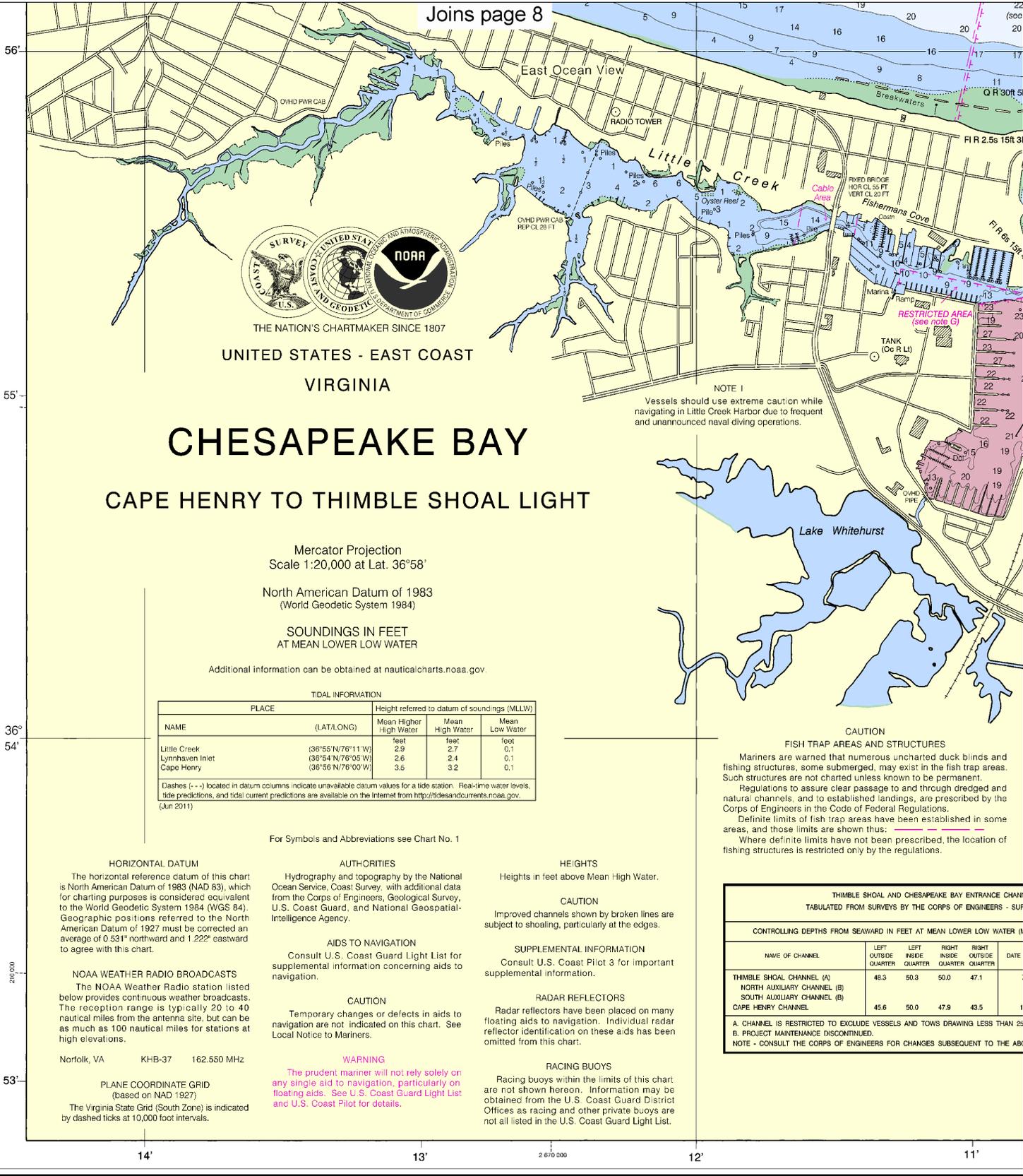
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





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)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
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.

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 CHANNELS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SUR				
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
THIMBLE SHOAL CHANNEL (A)	48.3	50.3	50.0	47.1
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 FEET. PROJECT MAINTENANCE DISCONTINUED.
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE DATE.

49th Ed., Aug. /11 ■ Corrected through NM Aug. 13/11
 Corrected through LNM Aug. 02/11

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.

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/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

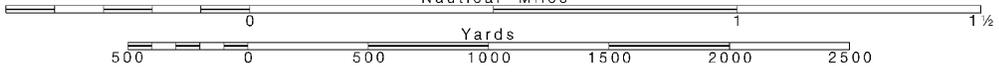
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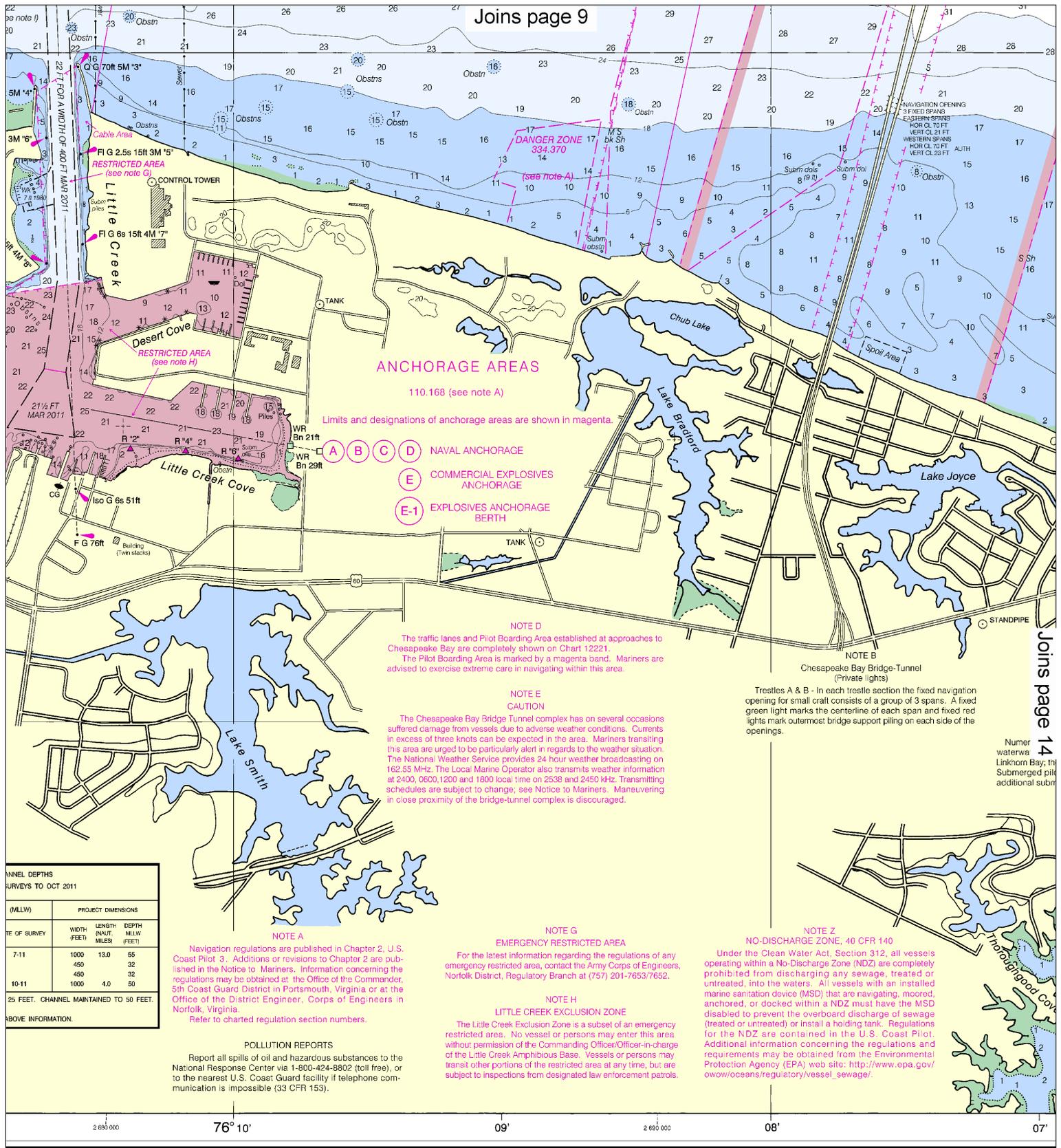
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
 Nautical Miles

See Note on page 5.





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.

CHANNEL DEPTHS
SURVEYS TO OCT 2011

DATE OF SURVEY	PROJECT DIMENSIONS		
	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
7-11	1000	13.0	55
	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).

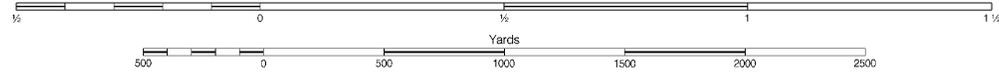
NOTE G
EMERGENCY RESTRICTED AREA
For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7653/7652.

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.

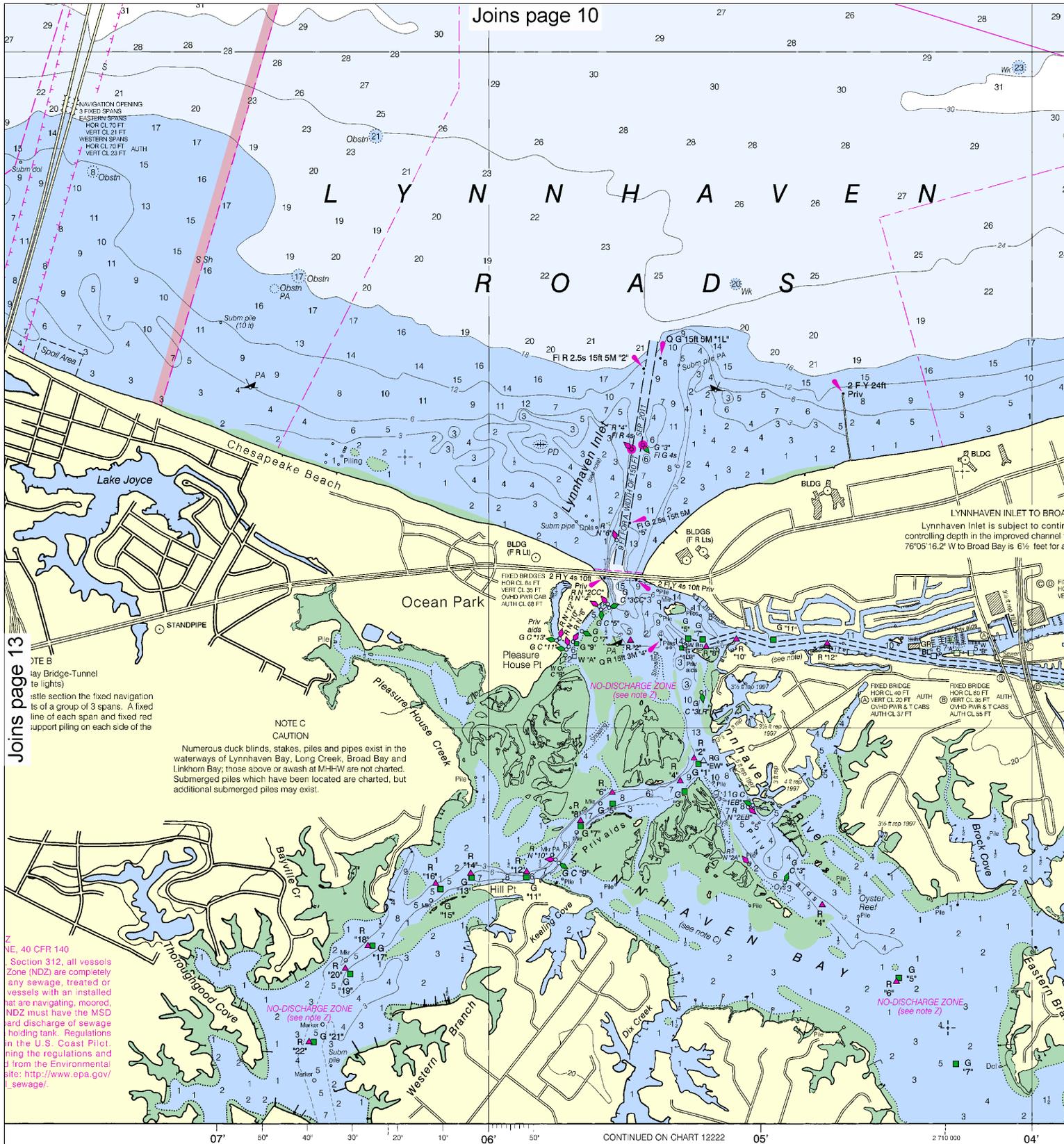
NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, 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/.

2 890 000 76° 10' 09' 2 890 000 08' 07'

SCALE 1:20,000
Nautical Miles



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



Joins page 13

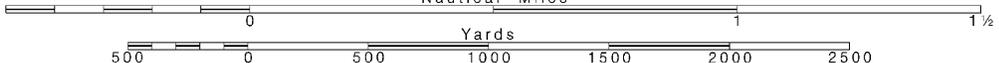
NOTE Z
Section 312, all vessels in the No-Discharge Zone (NDZ) are completely dry-docked, treated or vessels with an installed tank are navigating, moored, NDZ must have the MSD and discharge of sewage holding tank. Regulations in the U.S. Coast Pilot, including the regulations and information from the Environmental Protection Agency website: <http://www.epa.gov/lawandregs/sewage/>

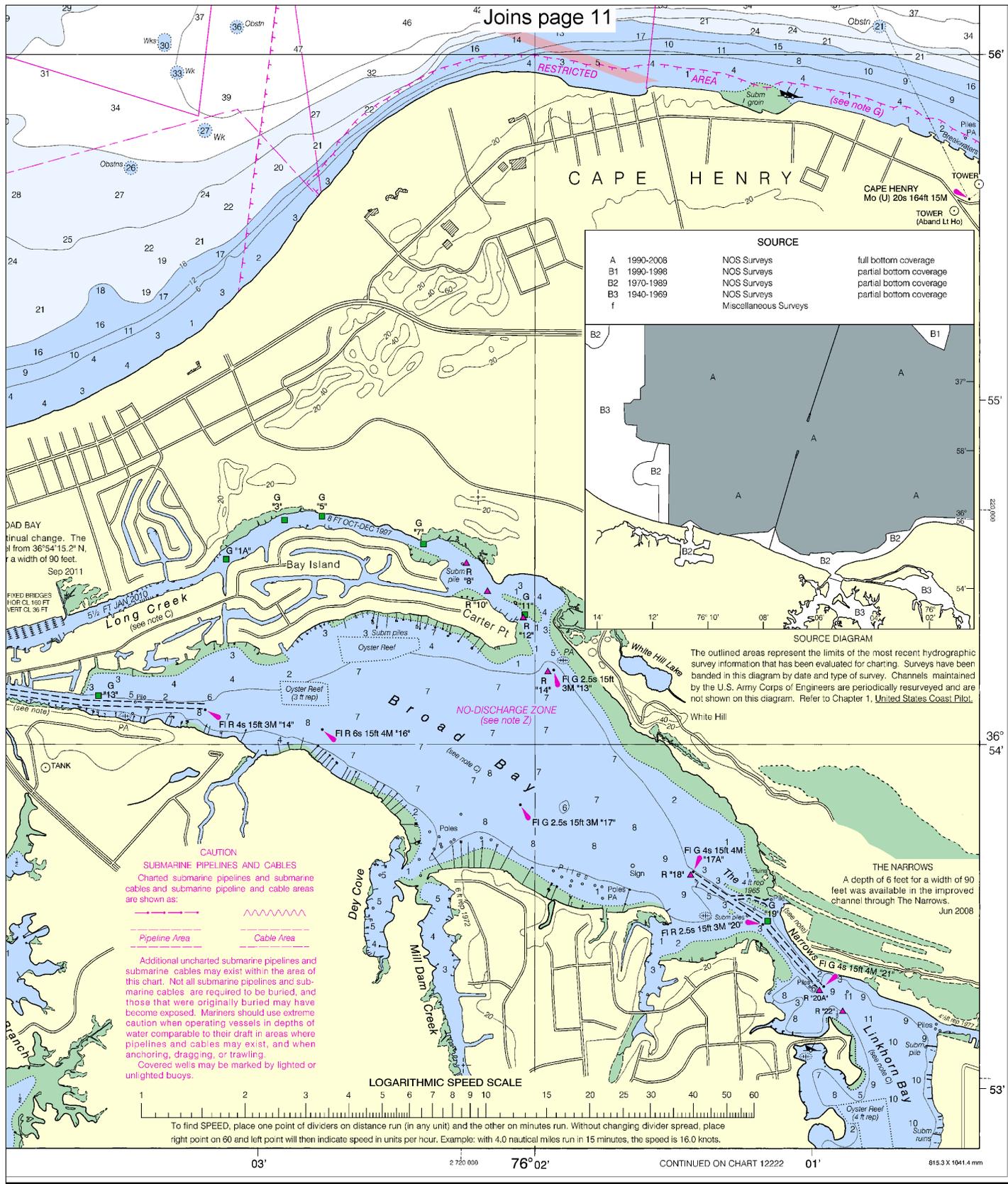
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000 Nautical Miles

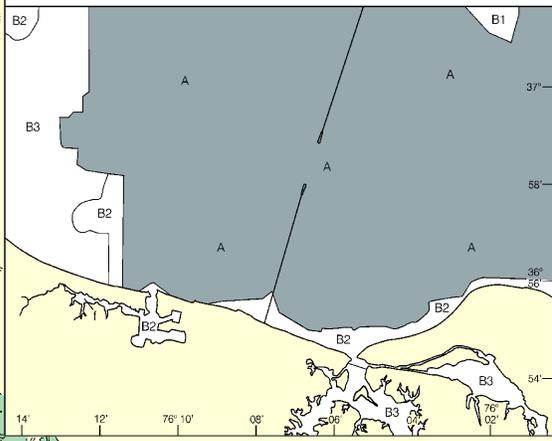
See Note on page 5.





SOURCE

A	1990-2006	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.

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.



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.

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

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

12254

ED. NO. 49
 NSN 7642014070315
 NGA REFERENCE NO. 12AHA12254



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!



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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.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 Hurricane 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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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.

