

Chesapeake Bay

Chart 12254 – Cape Henry to Thimble Shoal Light

BookletChart

Commemorative Edition – June, 2012

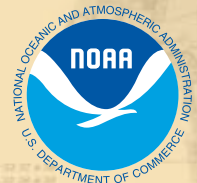
COAST CHART No. 31

CHESAPEAKE BAY

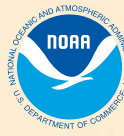
A reduced scale NOAA nautical chart for small boaters.

When possible, use the full size NOAA chart for navigation.

- Complete, reduced scale nautical chart
- Print at home for free
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- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker



United States – East Coast
VIRGINIA
CHESAPEAKE BAY
CAPE HENRY TO THIMBLE SHOAL LIGHT



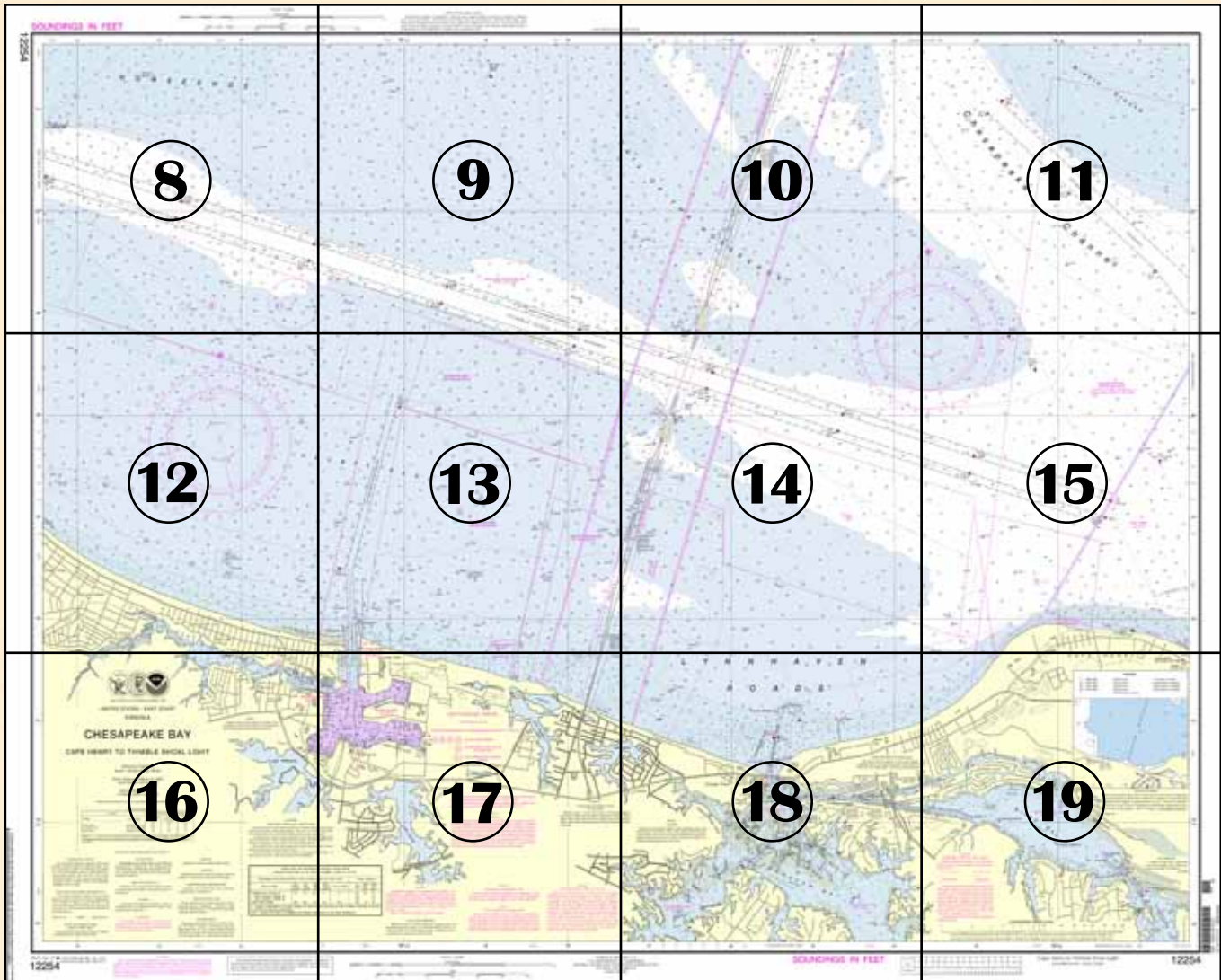
NOAA is proud to join with the nation's ports, the U.S. Navy, and OpSail, to celebrate the bicentennial of the War of 1812, a pivotal time in our nation's history.

This special commemorative BookletChart, which adds event berthing areas, historical background, and images to NOAA's regular BookletChart, can be downloaded for printing on any home printer. 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.

For the latest information, please check in regularly at nauticalcharts.noaa.gov/WarOf1812.



The chart on the cover is Coast Chart No. 31, Chesapeake Bay–York River, Hampton Roads, Chesapeake Entrance, published in 1863 by the U.S. Coast and Geodetic Survey, NOAA's predecessor organization. The hydrography was collected by the party under the command of Lieut. Comdg. J.J. Almy U.S.N. Assistant.



Norfolk, the U.S. Navy, and the War of 1812

On the eve of the United States' declaration of war against the United Kingdom in June 1812, Commodore John Rodgers advised removing U.S. frigates from Norfolk, Virginia, given the ease with which the British could blockade the port. What he foresaw came to pass, for Norfolk became a principal magnet for enemy attack. The importance of Norfolk and the Chesapeake Bay to the national economy and finances, combined with the bay's navigability and Norfolk's apparent vulnerability, made the city an attractive target to the enemy.

In the early years of the 19th century, Norfolk was a vibrant commercial port serving the tobacco economy of the Chesapeake Bay. Vessels built in Norfolk shipyards collected barrels of tobacco from wharves along the bay's numerous rivers and carried them to markets in Europe. Those ships returned with manufactures and luxury goods in their holds. Taxes on those imports, in turn, constituted a major portion of the revenue that supported the national government. The city's craftsmen and chandleries helped sustain the region's maritime economy. Norfolk's neighbor, the Gosport Navy Yard, one of the Navy's six principal yards, maintained some of the frigates and gunboats that served as the naval defense of the United States.

In the early months of 1813 a powerful British squadron took station in Lynnhaven Bay, between Norfolk and the mouth of Chesapeake Bay. This squadron dominated the bay, blockading it and launching a number of raids on bay towns. The squadron's arrival prevented the sailing of the U.S. frigate *Constellation*, fitting out at the Gosport Navy Yard. In fact, *Constellation's* destruction was one of the invaders' objectives.

In June the Americans took advantage of a lull in the wind to attack one of the frigates of the British squadron. Fifteen gunboats, their crews reinforced by sailors from *Constellation* as well as from the Virginia militia, attacked the becalmed HM frigate *Junon*. The Americans inflicted considerable damage before withdrawing when a rising wind enabled ships of the British squadron to come to *Junon's* aid. A few days later, at the Battle of Craney Island, these American forces repelled a British assault aimed at Norfolk. As a result, the British postponed their plans to capture the city and instead turned their fury against the town of Hampton, where they committed excesses of rapine and pillage against the civilian population.



USS *Constellation* was one of six frigates authorized for construction under the Naval Act of 1794. In January 1813, she was dispatched to the Hampton Roads area. (Navy Art Collection, Naval History & Heritage Command)



Commodore John Rodgers commanded USS *President* on four cruises during the War of 1812. (Naval History & Heritage Command)

In 1814 the British kept up their blockade of the Chesapeake Bay. They also continued contemplating the destruction of Norfolk and the Gosport Navy Yard, but shifted their focus from direct amphibious attack to landing troops on the Portsmouth side. American reinforcements to the city's defenses, however, dampened British enthusiasm for such an undertaking. The U.S. Navy, for its part, recognizing *Constellation* had little chance of breaking through the blockade, transferred some of the warship's crew to the forces fighting on the Canadian frontier and others to the Gosport Navy Yard flotilla. With 21 gunboats manned by spring 1814, the flotilla acted as a worrisome threat to the British blockading squadron.

With the war's end in February 1815, the Navy Department ordered the laying up of all but two of the gunboats at Norfolk. The people of Norfolk were now at peace and safe from attack, thanks to a determined and able defense against a capable and powerful foe.

Virginia and the U.S. Coast Survey

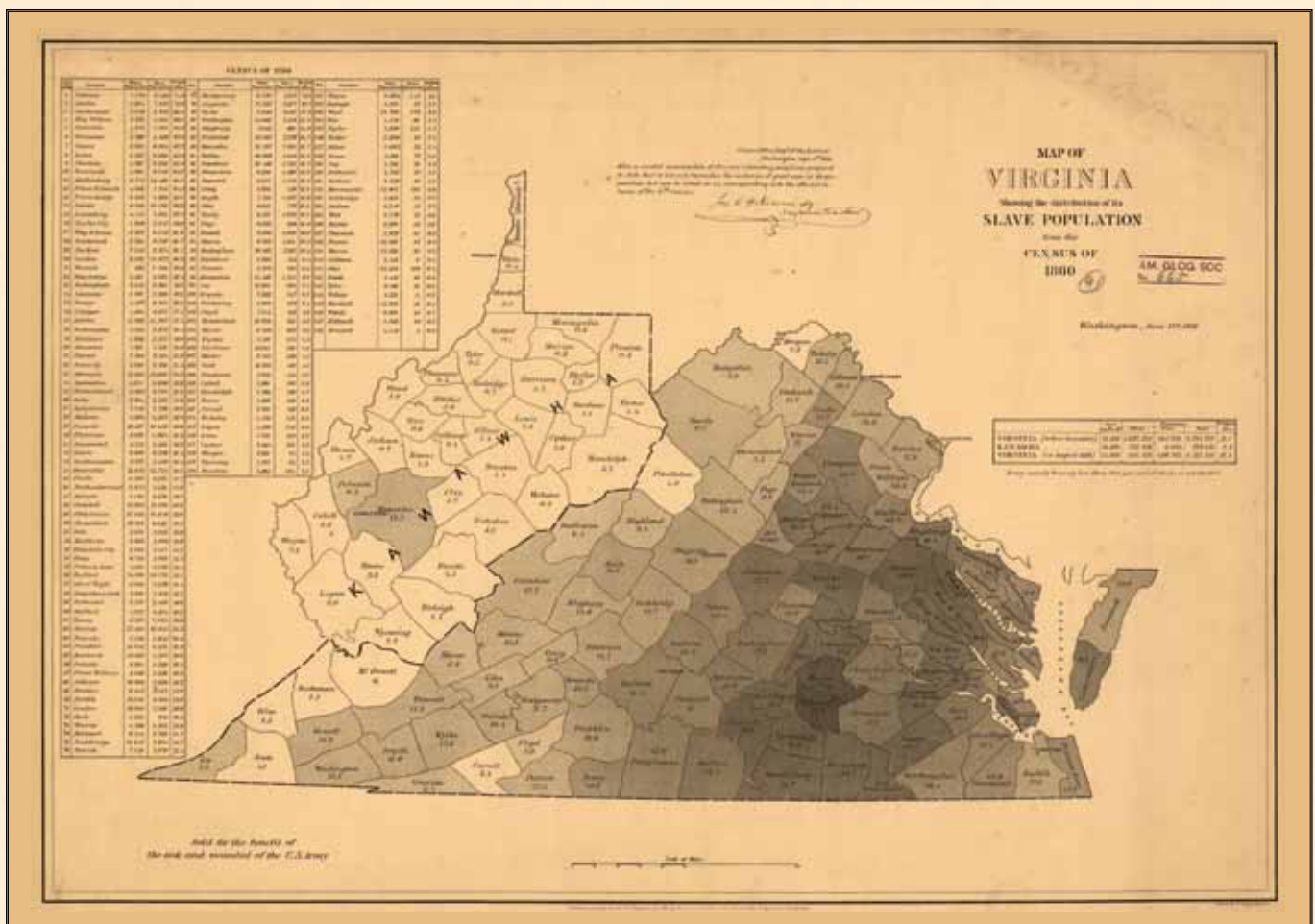
In 1807, losing ships to accidents in U.S. coastal waters was a common occurrence. The young nation needed nautical charts, so President Thomas Jefferson signed a law authorizing the Survey of the Coast. The Survey would measure water depths, establish a spatial reference system from which we determine location, and produce the nation's navigational charts.

At the same time, relations between the United States, England, and France grew contentious, and Jefferson instituted an economic embargo against the countries. The unsettled international climate, with the U.S. effectively terminating the American merchant marine and international trade, delayed the Survey for the rest of the Jefferson Administration.

Jefferson's successor, James Madison, reinstated the Survey and sent Hassler to Great Britain in late 1811 to procure survey instruments. President Madison declared war on Great Britain eight months after Hassler's arrival in London, and Hassler was unable to return to the U.S. until 1817. When he came back, he brought equipment and some of the best experts in Europe with him.

By 1850, the U.S. Coast Survey was in full operation. Surveyors were working on every part of the U.S. coastline, and Norfolk had a chart of its harbor by 1855.

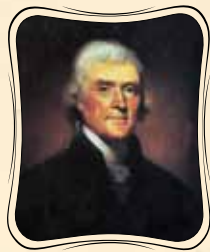
Coast Survey's mapping in Virginia was not limited to nautical charts, however. In June 1861, a Coast Survey cartographer, Edwin Hergesheimer, prepared a unique map that showed the proportions of the slave populations of each of the Virginia counties, based on the 1860 Census. The Survey followed it up in September 1861 with a larger map showing slave proportions for all of the Southern slave-owning states. These maps are arguably some of the country's most important maps, used to educate people in Northern states about slavery as the Civil War intensified.



Map of Virginia showing the distribution of its slave population from the Census of 1860
(American Geographical Society Library, University of Wisconsin-Milwaukee Libraries)

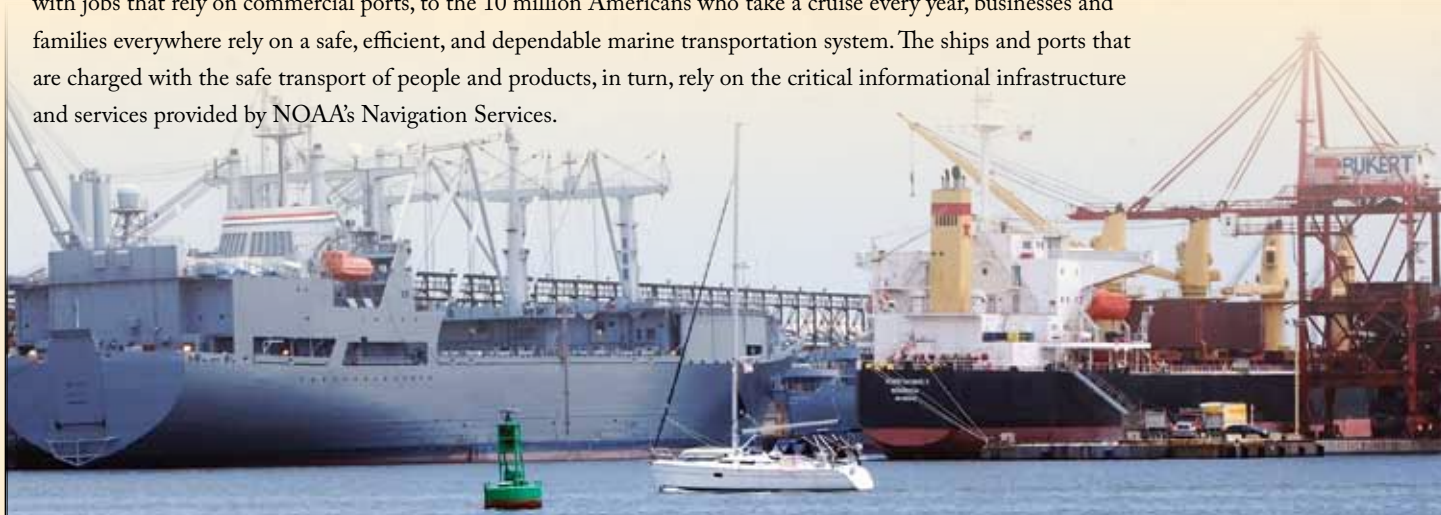
Today, America's coastal waters remain as central to the nation's prosperity as they were 200 years ago. Mariners still rely on NOAA's Coast Survey navigational charts, constantly updated with the accuracy and precision needed to protect life and property. Over 30,000 historical maps and charts are online for your exploration, at nauticalcharts.noaa.gov/history

NOAA's Navigation Services serve American communities coast to coast



President Thomas Jefferson founded the U.S. Coast Survey in 1807 and tasked it with creating charts of the nation's coastal waters so America's young shipping industry could thrive. Today, America's coastal waters remain as central to the nation's prosperity as they were 200 years ago, and NOAA's Coast Survey is still making the nation's charts.

The nation's economy depends on a robust and reliable marine transportation system. From America's agricultural communities – whose farm exports reached a record \$136.3 billion in 2011 – to the 13 million people with jobs that rely on commercial ports, to the 10 million Americans who take a cruise every year, businesses and families everywhere rely on a safe, efficient, and dependable marine transportation system. The ships and ports that are charged with the safe transport of people and products, in turn, rely on the critical informational infrastructure and services provided by NOAA's Navigation Services.



Stay safe with NOAA nautical charts

Recreational boaters, unlike commercial mariners, are not required to carry nautical charts. As coastal waterways grow more crowded, however, smart boaters use the latest nautical charts, updated by NOAA with the precision and accuracy that mariners rely on. Obtaining the latest chart is easier than ever. It can be as easy as clicking a link. www.nauticalcharts.noaa.gov/staff/charts.htm

Plan for fun and safety at the Bicentennial War of 1812 events

Special commemorative charts and posters: www.nauticalcharts.noaa.gov/WarOf1812/

Event calendars and websites: www.ourflagwasstillthere.org/events.html

nowCoast marine observations: nowcoast.noaa.gov

Marine weather forecasts: www.nws.noaa.gov/om/marine/home.htm

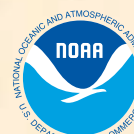
Tides and Currents: <http://www.ourflagwasstillthere.org/events.html>

Buoy observations: www.ndbc.noaa.gov

NOAA's mission is to understand and predict changes in the Earth's environment, from the depths of the ocean to the surface of the sun, and to conserve and manage our coastal and marine resources.

Visit us online at www.noaa.gov, or on Facebook at www.facebook.com/usnoaagov.

Follow NOAA's Office of Coast Survey on Twitter @nauticalcharts.



2012-2015
"Our Flag Was Still There"

This BookletChart is published by
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
nauticalcharts.noaa.gov

Q What are nautical charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, and other aids to navigation. The information promotes safe and efficient navigation.

Chart carriage is mandatory on the commercial ships that carry goods to and from America's shores. They are also used on every Navy and Coast Guard ship, fishing boats, and passenger vessels. Smart recreational boaters also carry nautical charts.

Q What is a BookletChart?

The BookletChart helps recreational boaters locate themselves on water. It has been reduced in scale for convenience, but otherwise contains all the information

of the full-scale nautical chart. (This special commemorative edition also contains event and historical information not available on full-scale charts.) The bar scales are reduced, but accurately measure distances. (See the note at the bottom of page X for the reduction in scale applied to this chart. Whenever possible, use the official full-scale NOAA nautical chart for navigation. Check your local marine store, or go to nauticalcharts.noaa.gov for a list of chart agents. This BookletChart does not fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Q 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. NOAA has made additional chart corrections in advance of their publication in a Notice to Mariners. Coast Pilot excerpts are not updated from the time of publication.

Excerpts from U.S. Coast Pilot 3, chapter 9

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, an open bight westward of Cape Henry, is protected from southerly winds and is sometimes used as an anchorage. The former dumping ground area 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 fixed span has a clearance of 21 feet.

Lynnhaven Inlet, 4 miles westward of Cape Henry Light, is subject to continual change. In 2008, the controlling depth in the entrance channel was 7.5 feet (9.1 feet at midchannel). The inlet is marked by lights, lighted buoys, and a buoy. The twin fixed bridges over the inlet have a clearance of 35 feet. Overhead power cables close southward of the bridges have clearances of 68 feet. **Lynnhaven Bay**, south of the inlet, has a large turning basin just south of the highway bridge over the inlet. The bay has depths of 1 to 10 feet.

Broad Bay can be reached through a dredged channel eastward from the north end of the basin, and another dredged channel eastward from the south end of the basin; the southerly channel is marked by a light and daybeacons. The north and south channels coverage near Daybeacon 10, and continue eastward to Broad Bay. The channel to Broad Bay is marked by daybeacons; a light is at the east end of the dredged channel, in Broad Bay. In 2008, the controlling depth was 2.2 feet in the basin, thence 6.2 feet in the northerly channel and 4.2 feet in the southerly channel to Daybeacon 10, thence 3.4 feet in the channel eastward to Broad Bay.

The Great Neck Road fixed highway bridge over the channel 1.2 miles from the twin bridges over the inlet has a clearance of 35 feet; nearby overhead power and telephone cables have a clearance of 55 feet. Twin fixed highway bridges with a 36-foot clearance are about 0.1 mile east of the Great Neck Road bridge.

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 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. Nearby overhead cables have a clearance of 37 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 2008, the controlling depth was 6 feet to 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.

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

Corrected through NM Aug. 13/11
Corrected through LNM Aug. 02/11

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

PLANE COORDINATE GRID (based on NAD 1927)

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

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

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

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.

CAUTION

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

AIDS TO NAVIGATION

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

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

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.

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.

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.

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 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.

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 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 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 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.

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 4 feet for a width of 90 feet.
Jun 2008

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.

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](#).

Additional information can be obtained at nauticalcharts.noaa.gov.

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.

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.

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.

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 |
| NAME (LAT/LONG) | | 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)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsdata.nco.noaa.gov/drs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

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

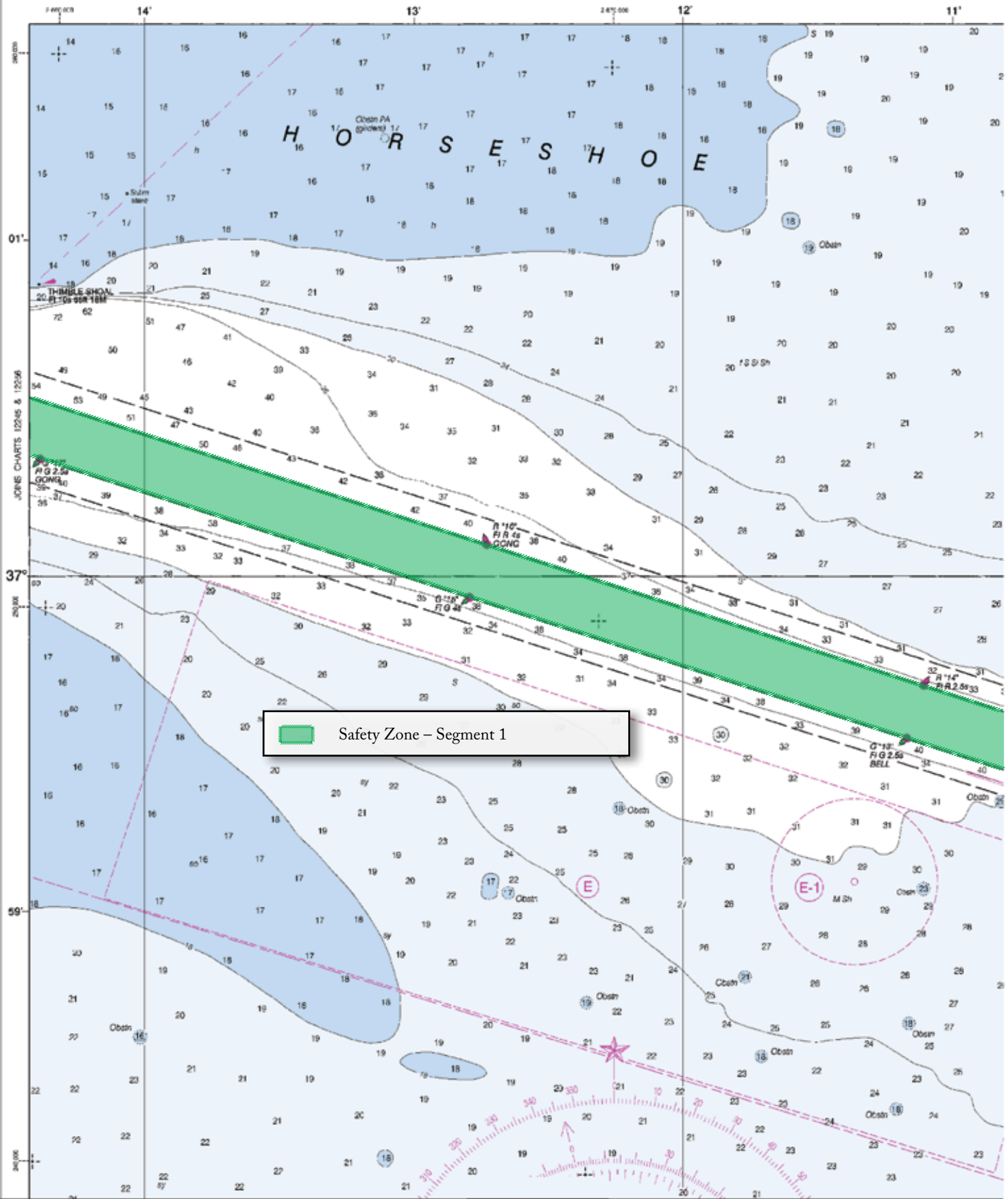
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | | | | PROJECT DIMENSIONS | | |
|--|---------------------------|---------------------|----------------------|-----------------------|-------------------|--------------------|----------------------|--------------|
| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | LEFT INSIDE QUARTER | RIGHT INSIDE QUARTER | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | LENGTH (NAUT. MILES) | DEPTH (FEET) |
| | THIMBLE SHOAL CHANNEL (A) | 48.2 | 50.4 | 50.7 | | | | |
| NORTH AUXILIARY CHANNEL (B) | | | | | | | 450 | 32 |
| SOUTH AUXILIARY CHANNEL (B) | | | | | | | 450 | 32 |
| CAPE HENRY CHANNEL | 44.6 | 48.6 | 47.9 | 44.0 | 10,11,12-10; 3-11 | 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



Safety Zone - Segment 1

Joins Page 12

Printed at reduced scale.

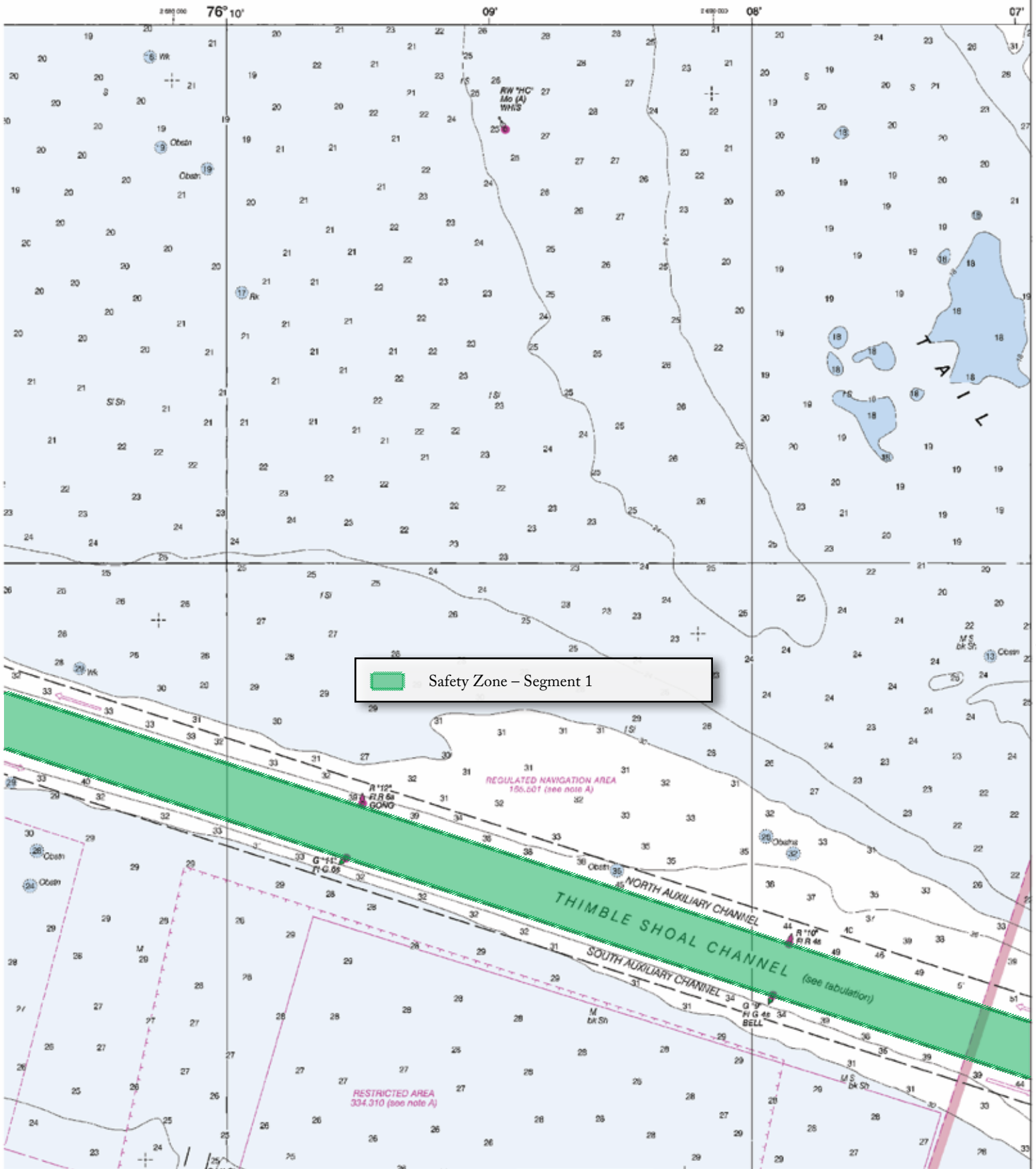
SCALE 1:20,000
Nautical Miles

See Note on Page 9



8

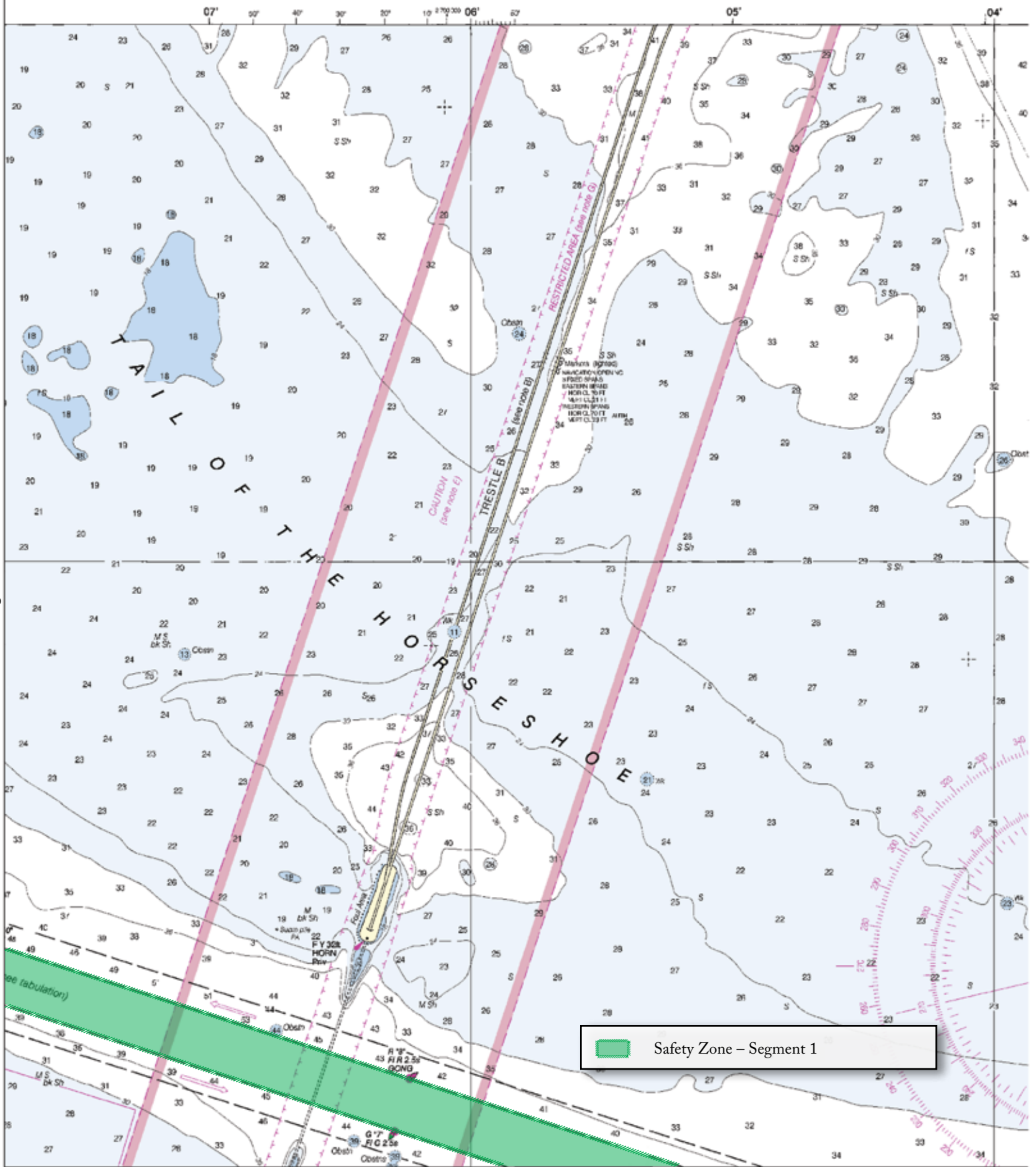




Joins Page 10

Joins Page 13

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 9

Joins Page 14

Printed at reduced scale.

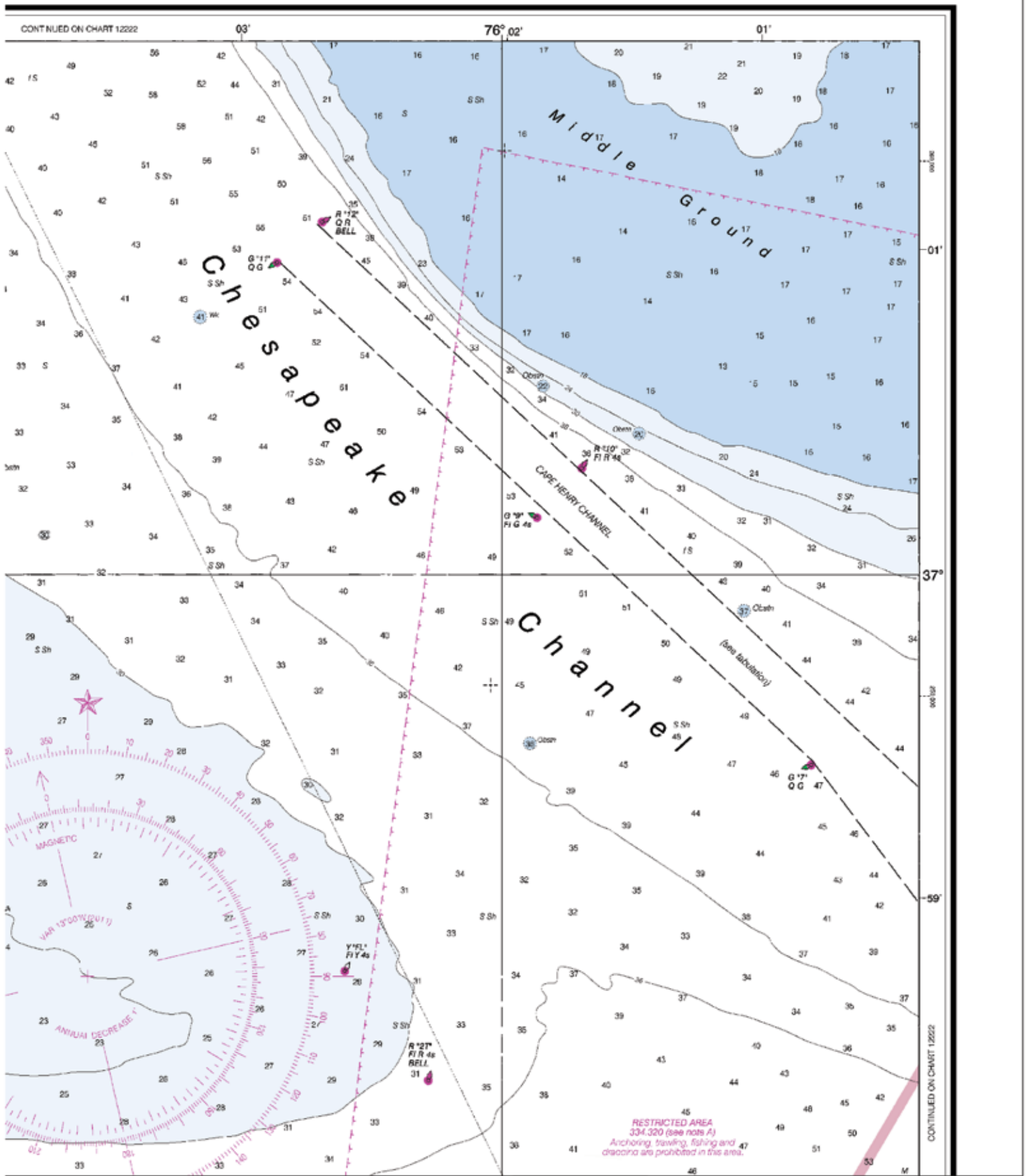
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Nautical Miles

See Note on Page 9



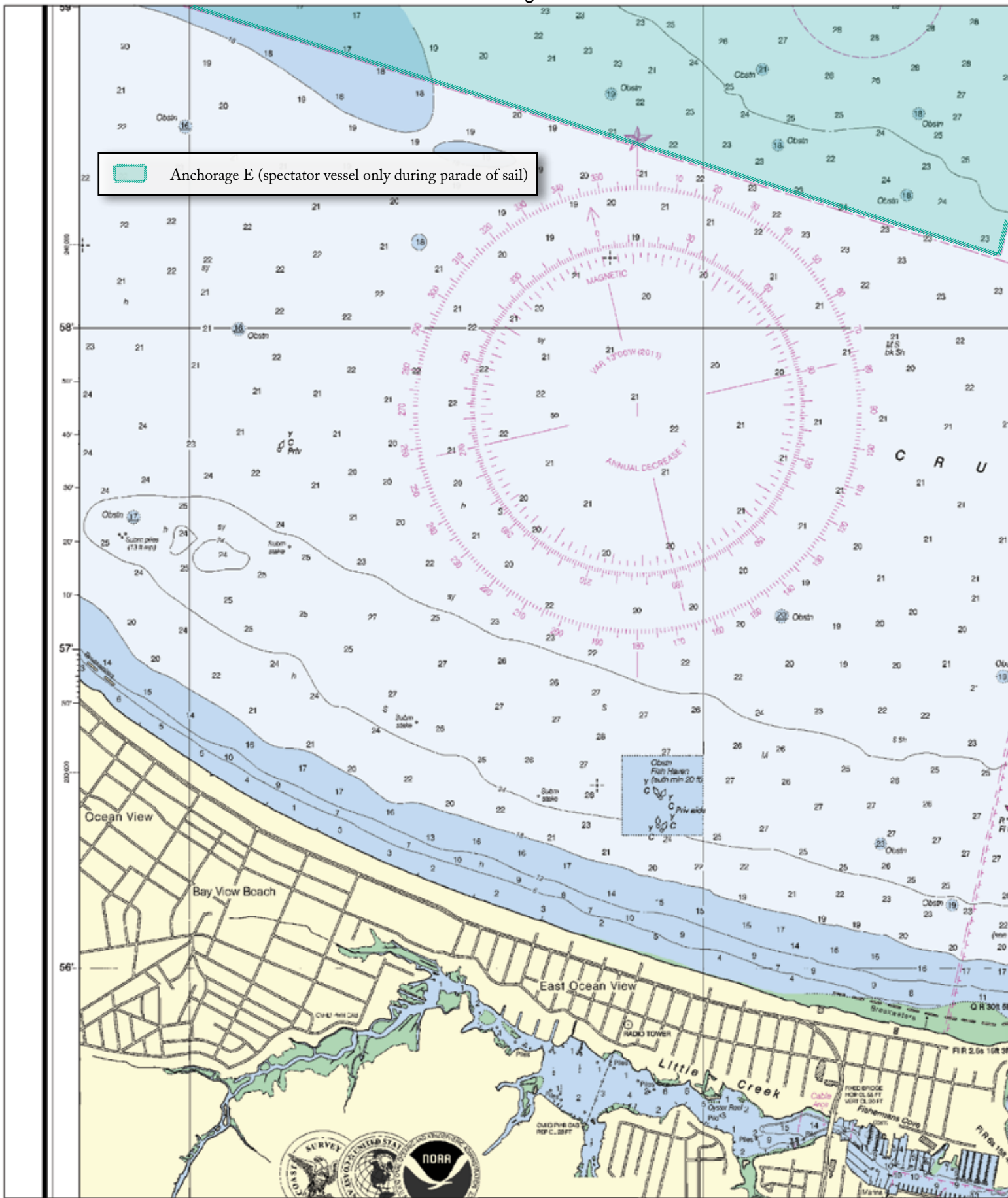
10





Joins Page 15

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 4811 11/29/2011,
 NGA Weekly Notice to Mariners: 4911 12/3/2011,
 Canadian Coast Guard Notice to Mariners: n/a .



Anchorage E (spectator vessel only during parade of sail)

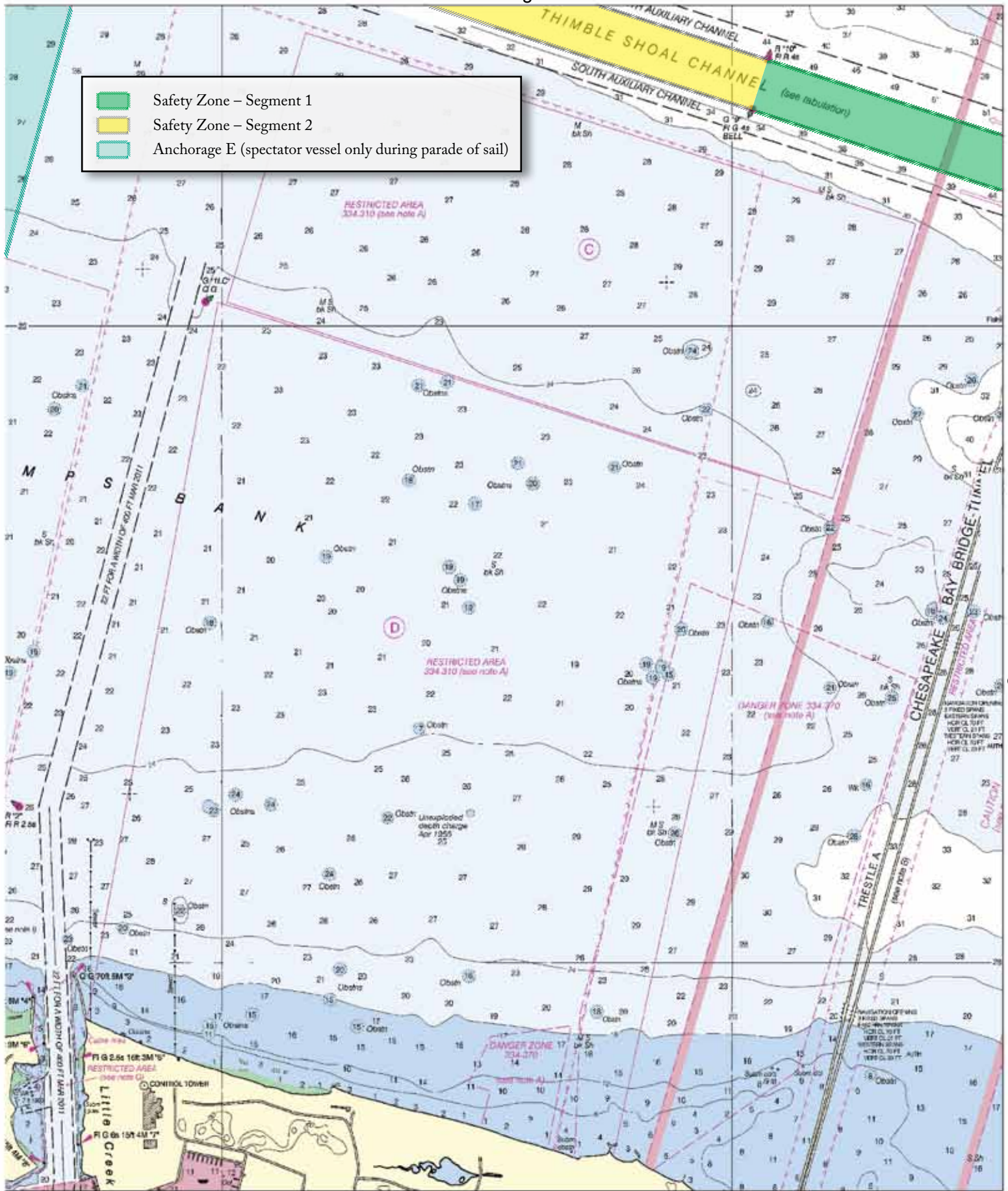
Obstr. Fish Hawk y (depth min 20 ft)

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

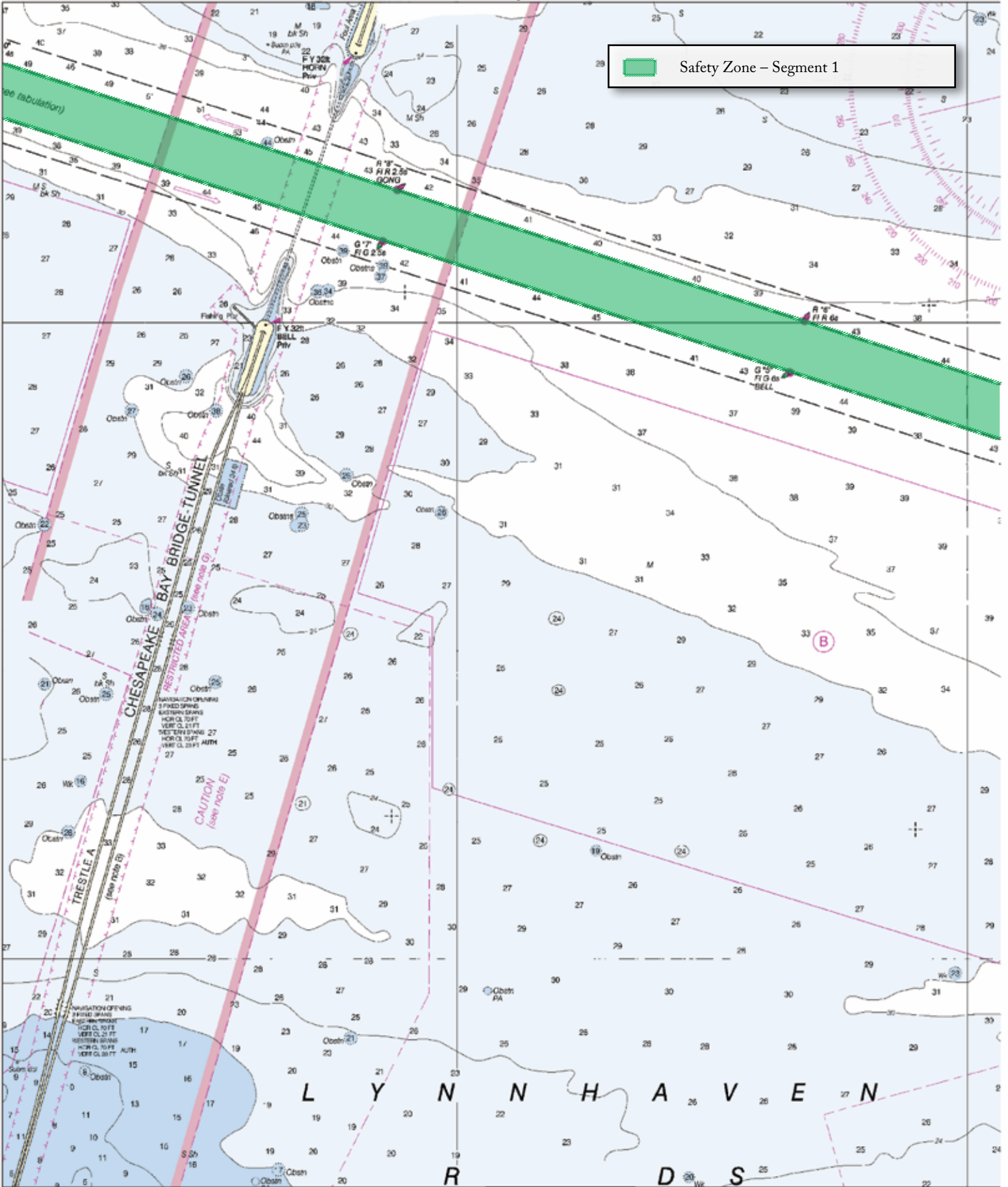
See Note on Page 9





Joins Page 14

Safety Zone – Segment 1



Joins Page 13

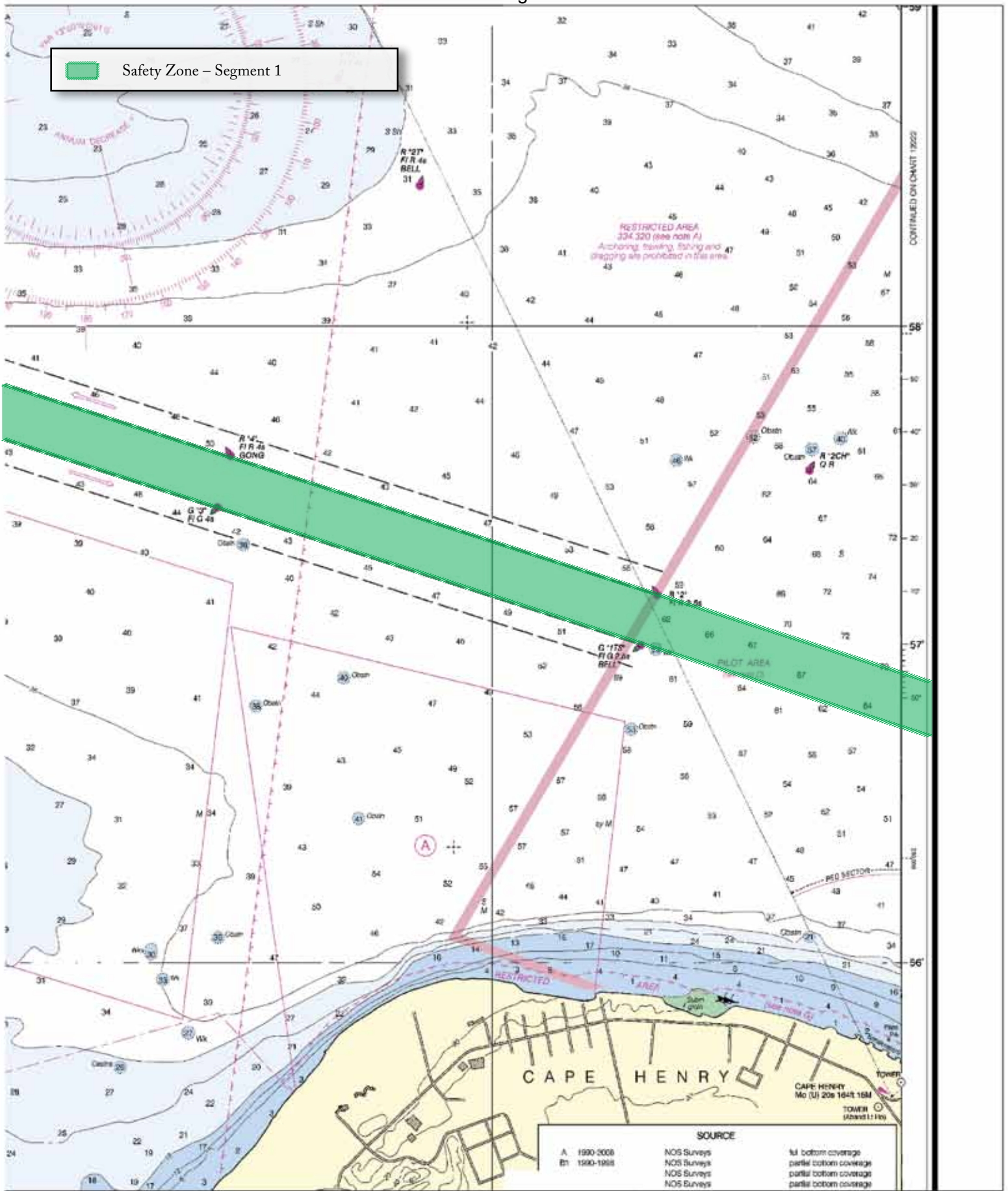
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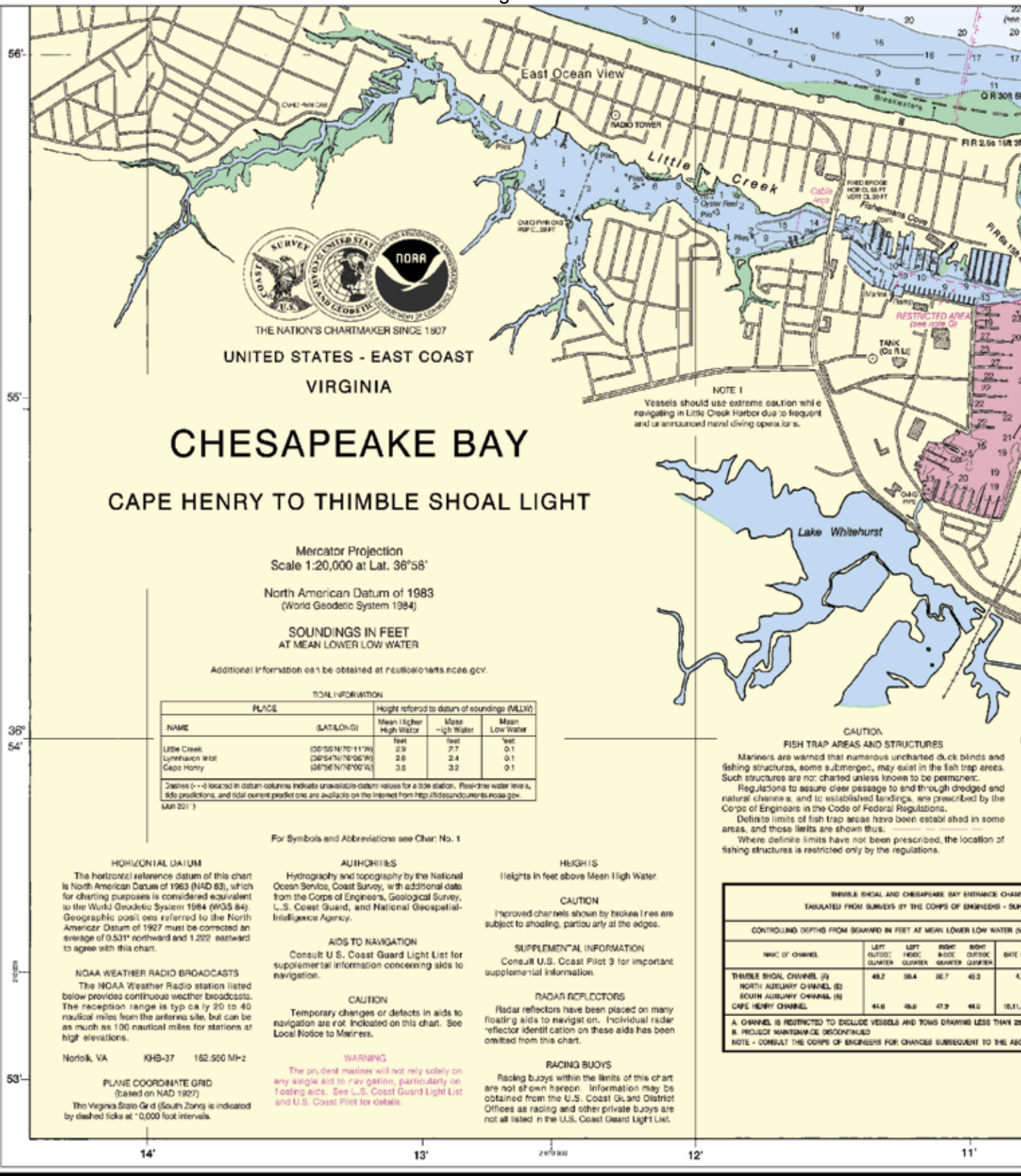
SCALE 1:20,000
Nautical Miles

See Note on Page 9

14







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.

| NAME | PLACE | LATITUDE | Height referred to datum of soundings (MLLW) | | |
|-----------------|-------|-----------------|--|----------------|----------------------|
| | | | Mean Higher High Water | Mean Low Water | Mean Lower Low Water |
| Little Creek | | 36°55'N/76°11'W | 2.9 | 2.7 | 0.1 |
| Lynnhaven inlet | | 36°54'N/76°06'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 prediction are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Mar 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 1.292" 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 0.000 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 dock 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 | | | | | |
|---|--------------|---------------|---------------|--------------|-------|
| TASULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SUR | | | | | |
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (M) | | | | | |
| NAME OF CHANNEL | LEFT QUARTER | RIGHT QUARTER | RIGHT QUARTER | LEFT QUARTER | DATE |
| THIMBLE SHOAL CHANNEL (9) | 48.2 | 50.4 | 52.7 | 45.3 | 4/11 |
| NORTH AUXILIARY CHANNEL (8) | | | | | |
| SOUTH AUXILIARY CHANNEL (5) | 41.6 | 43.6 | 47.9 | 44.0 | 10/11 |

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

49th Ed., Aug. /11 ■ Corrected through NM Aug. 13/11
Corrected through UNM 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 cover 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 (NCS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

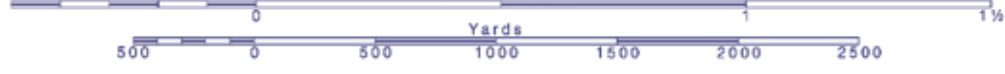
16

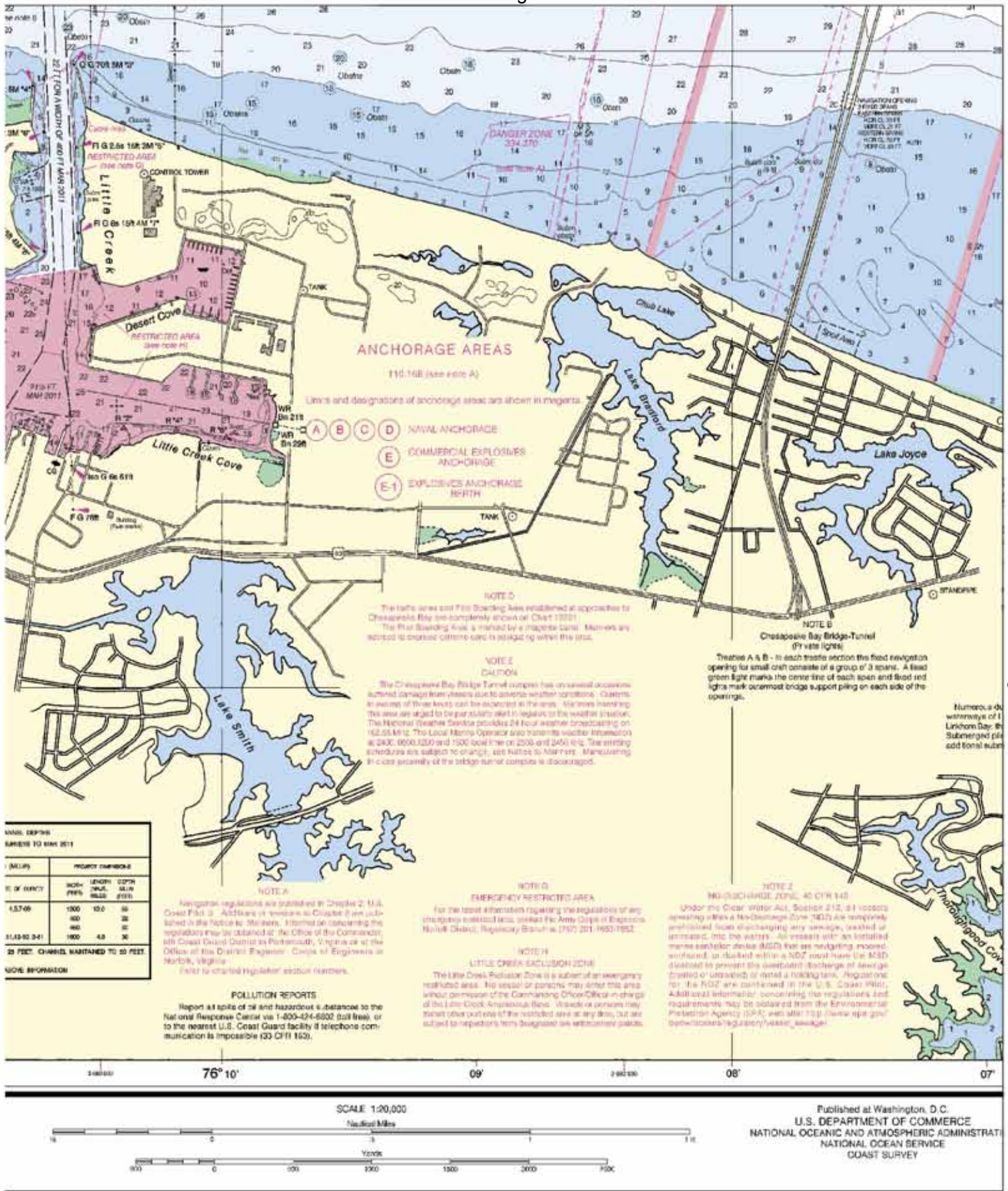


Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on Page 9





DANGER ZONE
334.370

ANCHORAGE AREAS
110-148 (See Note A)

- Lines and designators of anchorage areas are shown in red.
- (A) (B) (C) (D) NAVAL ANCHORAGE
 - (E) COMMERCIAL EXPLOSIVES ANCHORAGE
 - (E-1) EXPLOSIVES ANCHORAGE NORTH

NOTE D
The traffic rules and Flot Boarding Area established at approaches to Chesapeake Bay are completely shown on Chart 10021.
The Flot Boarding Area is marked by a red buoy. Mariners are advised to observe extreme care in navigating within this area.

NOTE E
CAUTION
The Chesapeake Bay Bridge-Tunnel complex has on several occasions sustained damage from vessels due to adverse weather conditions. Closure in amount of three hours can be expected in the area. Mariners navigating this area are urged to begin study about in relation 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, 1650, 1250 and 1000 local time on 2508 and 2400 kHz. Sailing schedules are subject to change; see Notice to Mariners. Manoeuvring in close proximity of the bridge-tunnel complex is discouraged.

NOTE B
Chesapeake Bay Bridge-Tunnel (Flot lights)
Traffic A & B - In each traffic section the fixed navigation opening for small craft consists of a group of 3 spans. A fixed green light marks the center line of each span and fixed red lights mark outermost bridge support piling on each side of the openings.

NAVAL DEPTHS
APPROX TO MAY 2011

| (METERS) | PROJECT DIMENSIONS | | |
|---------------|--------------------|-------------|------------|
| E. OF BUOY | WCH. FEET | LENGTH FEET | DEPTH FEET |
| 1.57-09 | 1000 | 100 | 30 |
| | 400 | | 20 |
| | 400 | | 20 |
| 11.18-02-24-1 | 1000 | 4.8 | 30 |

NOTE INFORMATION

NOTE A
Navigational regulations are established in Chapter 2, U.S. Coast Pilot 12. Additions or changes to Chapter 2 are published in this Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District at Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers at Norfolk, Virginia.
Refer to charted regulator section numbers.

POLLUTION REPORTS
Report a spill of oil and hazardous substances to the National Response Center via 1-800-424-6502 (toll free) or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 160).

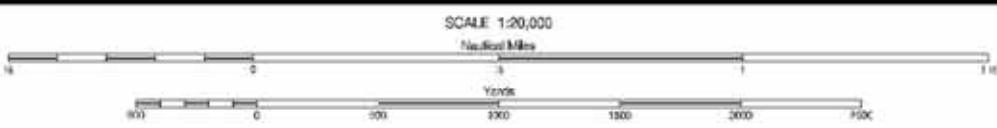
NOTE G
EMERGENCY RESTRICTED AREA
For the latest information regarding the regulations of any (temporarily) restricted areas, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (703) 201-1653/1652.

NOTE H
LITTLE CREEK EXCLUSION ZONE
The Little Creek Exclusion Zone is a subset of an emergency restricted area. No repair or purchase may enter this area without permission of the Commanding Officer/Officer in Charge of the Little Creek Approaches Area. Vessels or persons may transit other part of the restricted area at any time, but are subject to inspection from designated law enforcement patrols.

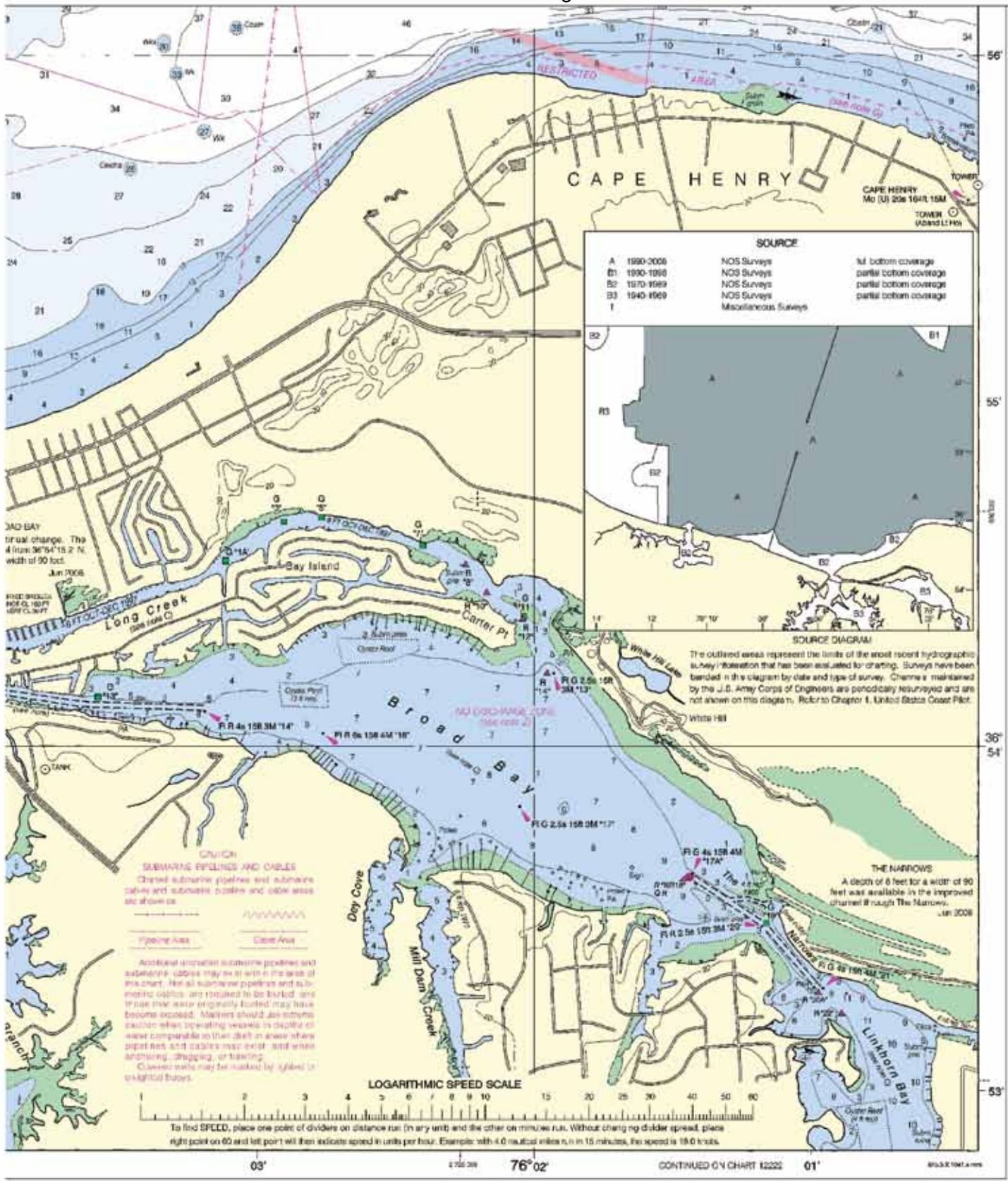
NOTE 2
NO DISCHARGE ZONE, 40 CFR 148
Under the Clean Water Act, Section 212, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, or docked within a NDZ must have the MSD installed to prevent the unwanted discharge of sewage treated or untreated, or need 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/bowdoincoast/regulatory/water_sewage/

Joins Page 18

Numerous obstructions of Little Creek Bay. Refer to submerged pile and total sub



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



SOURCE

| | | |
|--------------|-----------------------|-------------------------|
| A 1990-2006 | NOS Surveys | full bottom coverage |
| B1 1990-1988 | NOS Surveys | partial bottom coverage |
| B2 1970-1989 | NOS Surveys | partial bottom coverage |
| B3 1940-1969 | NOS Surveys | partial bottom coverage |
| I | Miscellaneous Surveys | |



NSN 7642014010315
 NGA REFERENCE NO. 12AH12254
 12254



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.

Mobile Phones — Call 911 for water rescue.

Coast Guard Search & Rescue:

Sector Hampton Roads (emergency/primary) 757-668-5555

Sector Hampton Roads (toll free) 877-722-5727

Virginia Marine Police 800-541-4646

NOAA Weather Radio (MHz) — 162.400, 162.425, 162.450, 162.475, 162.500, 162.525, 162.550

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

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

HAVE ALL PERSONS PUT ON LIFE JACKETS!

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.nauticalcharts.noaa.gov

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.oceangrafix.com

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.nauticalcharts.noaa.gov

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-references digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.nauticalcharts.noaa.gov

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be

downloaded from NOAA for free and printed from www.nauticalcharts.noaa.gov/bookletcharts

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side and safety, boating and educational information on the reverse. they can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are nine text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.nauticalcharts.noaa.gov

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. www.nauticalcharts.noaa.gov/viewer

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. www.nauticalcharts.noaa.gov/mcd/ccatalogs.htm

Internet Sites

www.nauticalcharts.noaa.gov

www.noaa.gov

www.tidesandcurrents.noaa.gov

www.nos.noaa.gov