BookletChart™

Chesapeake Bay –
Cape Charles to Norfolk Harbor
NOAA Chart 12222

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

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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 vessels 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=122

(Selected Excerpts from Coast Pilot)

Cape Henry Light (36°55.6'N., 76°00.4'W.), 164 feet above the water, is shown from an octagonal, pyramidal tower, upper and lower half of each face alternately black and white, on the beach near the turn of the Chesapeake Bay Bridge extends from Cape Charles to a point 6 miles westward of Cape Henry. Channel buoys, lights, daybeacons and fog signals mark the openings at Chesapeake and Thimble Shoal Channels. At night the lighted tunnel houses are more prominent than the lights marking the channels. The current velocity is 1.0 knot on the flood and 1.5 knots on the ebb in Chesapeake Bay Entrance.

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 used as an anchorage. The dumping ground in the western part has shoals and obstructions with depths as little as 11 feet; elsewhere depths are 20 to 28 feet. There are two small craft openings in the Chesapeake Bay Bridge-Tunnel south of Thimble Shoal Channel. Each span has a clearance of 21 feet.

Lynnhaven Inlet. In 2000, the controlling depth in the entrance channel was 6½ feet. The inlet is marked by lights.

Lynnhaven Bay has a turning basin south of the highway bridge over the inlet. The bay has depths of 1 to 10 ft.

Caution.—The Chesapeake Bay Bridge-Tunnel complex has on several occasions suffered damage from vessels. In every case, adverse weather prevailed with accompanying strong winds from the northwest quadrant generally related to a frontal system. Weather deterioration in the lower bay is quite often sudden and violent and constitutes an extreme hazard to vessels operating or anchoring in this area. The proximity of the bridge-tunnel complex to main shipping channels and anchorages adds to the danger. Currents in excess of 3.0 knots can be expected in the area.

Traffic Separation Scheme (Chesapeake Bay Entrance).—The scheme provides for inbound-outbound traffic lanes to enter or depart Chesapeake Bay from the northeastward and from the southeastward. (See chart 12221.) A precautionary area with a radius of 2 miles is centered on Chesapeake Bay Entrance Lighted Whistle Buoy CH (36°56’08”N., 75°57’27”W.). A racon is at the buoy.

The northeasterly inbound-outbound traffic lanes are separated by a line of four fairway buoys on bearing 250°-070°. The outermost buoy in the line is 6.4 miles 313° from Chesapeake Light and the innermost buoy is 4.5 miles 074° from Cape Henry Light.

The southeasterly approach is marked by Chesapeake Bay Southern Approach Lighted Whistle Buoy CB (36°49’00”N., 75°45’36”W.). A racon is on the buoy. The inbound/outbound traffic lanes are separated by a Deep-Water Route marked by lighted buoys on bearings 302°-122° and 317°-137°. The Deep-Water Route is intended for deep draft vessels and naval aircraft carriers entering or departing Chesapeake Bay. A vessel using the Deep-Water Route is advised to announce its intentions on VHF-FM channel 16 as it approaches Lighted Whistle Buoy CB on the south end, and Lighted Whistle Buoy CH on the north end of the route. All other vessels approaching the Chesapeake Bay Traffic Separation Scheme should use the appropriate inbound/outbound lanes of the northeasterly or southeasterly approaches.

The Coast Guard advises that upon entering the traffic lanes, all inbound vessels are encouraged to make a security broadcast on VHF-FM channel 13, announcing the vessel’s name, location, and intentions.

Currents.—The current velocity is 1.0 knot on the flood and 1.5 knots on the ebb in Chesapeake Bay Entrance. (See the Tidal Current Tables for daily predictions.)

Naval and general anchorages are south of Thimble Shoal Channel. (See 110.1 and 110.168, chapter 2, for limits and regulations.)

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. (See 165.501, chapter 2, for limits and regulations.)

U.S. Coast Guard Rescue Coordination Center

24 hour Regional Contact for Emergencies

RCC Norfolk Commander
4th CG District (757) 398-6231
Norfolk, VA
NOAA’s navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation.

For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers.

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

Lateral System As Seen Entering From Seaward
on navigable waters except Western Rivers

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

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

Printed at reduced scale. See Note on page 5.

SCALE 1:40,000

UNITED STATES

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CAPE CHARLES TO

Joins page 5

Joins page 12
Hampton Roads and West Creek Channels

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<thead>
<tr>
<th>NAME OF CHANNEL</th>
<th>LEFT LIMIT</th>
<th>RIGHT LIMIT</th>
<th>DEPTH</th>
<th>DATE OF SURVEY</th>
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. Scale 1:40,000. See Note on page 5.
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

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 surveyed and are not shown on this chart. Refer to Chapter 1: United States Coast Pilot.

SOURCE
A  1990-2016
D1  1990-2001
D2  1970-1980
D3  1940-1980
D4  1960-1999
D5  Prev-1996
I  Miscellaneous Surveys

Norfolk International Airport

NOTE 1
Vessels should use extreme caution while navigating in Little Creek harbor due to frequent and unannounced naval diving operations.

NOTE D
Chesapeake Bay (Bridges - Tugboat (Private Light))
Trestles A & B - In each trestle section the fixed bridge
and fixed lights mark the narrow channel on each side of the openings.
North Channel & Fishermens Hole Bridge - A fixed channel with fixed red lights marking the
fixed bridge obstruction lights mark each end of T

CALE
FISH TRAP AREAS AND STRUCTURES
Mainers are warned that numerous unmarked fishing structures, sometimes submerged, may exist.
Such structures are not charted unless known to interfere with navigation. Fishermen should be aware
that these structures may change over time and be aware of their location.

Definite limits of fish trap areas have been marked.

NOTE 2
Where definite limits have not been posted, fishing structures are restricted only by the regulations.
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.

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.

Quick References

- Nautical chart related products and information: http://www.nauticalcharts.noaa.gov
- Interactive chart catalog: http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
- Chart and chart related inquiries and comments: http://ocsdata.ncdc.noaa.gov/ids/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 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

For the latest news from Coast Survey, follow @NOAAcharts

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA’s Office of Coast Survey
The Nation’s Chartmaker