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
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 are Nautical Charts?**

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**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/nds/searchbychart.php?chart=122

(Selected Excerpts from Coast Pilot)

Cape Charles Harbor is a terminus of the Eastern Shore Railroad. The railroad operates floats to Little Creek. Floats are usually brought into the harbor in the late afternoon, although there are also occasional morning arrivals. Due to the limited maneuvering room in the channel and the harbor, larger vessels and tows are sometimes a hazard to small craft. The tugs that handle the floats monitor VHF-FM channels 13 and 16.

Little Creek is entered through a marked dredged channel which leads to a basin about halfway up the creek. The controlling depths were 3½ feet in the west half and 1½ feet in the east half of the channel to the basin, thence 2½ to 6 feet in the basin. The largest marine railway on the creek can haul out boats up to 55 feet s; gasoline, water, some marine supplies, berths are available.

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 1998-March 2002, the controlling depth was 19.4 feet in the channel, thence 20 feet in the basin, except for minor shoaling to 18.8 feet along the south edge. 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.

Navy danger zones and restricted areas extend northward from the vicinity of Little Creek to the edge of Thimble Shoal Channel.

**Hampton Roads**, at the southwest corner of Chesapeake Bay, is entered 16 miles westward of the Virginia Capes. It includes the Port of Norfolk, encompassing the cities of Norfolk, Portsmouth, and Chesapeake, and the Port of Newport News, which takes in the cities of Newport News and Hampton.

Hampton Roads is the world’s foremost bulk cargo harbor. Coal, petroleum products, grain, sand and gravel, tobacco, and fertilizer constitute more than 90 percent of the heavy traffic movement by water, although an increasing amount of general cargo is handled by the Hampton Roads ports.

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

**PORT SIDE**

**ODD NUMBERED AIDS**
- Green Light Only
- Flashing (2)
- Occulting
- Quick Flashing
- ISO

**PREFERRED CHANNEL**
- No Numbers – May Be Lettered
- Preferred Channel to Starboard
- Topmost Band Green

**STARBOARD SIDE**

**EVEN NUMBERED AIDS**
- Red Light Only
- Flashing (2)
- Occulting
- Quick Flashing
- ISO

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](http://www.navcen.uscg.gov)
Note: Chart grid lines are aligned with true north.
NAVAL AMPHIBIOUS BASE LITTLE CREEK
CHESAPEAKE BAY

Mercator Projection
Scale 1:5,000 at Lat 36° 55'

North American Datum of 1983
(WGS 84 Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at
navcen焯almap.nosatl.gov

NOTE A
Navigation regulations are published in Chapter 2, U.S.
Coast Pilot 3. Additions or revisions to Chapter 2 are pub-
lished in the Notice to Mariners. Information concerning
the regulations may be obtained at the Office of the Commander,
6th 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.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North
American Datum of 1983 (NAD 83), which for charting pur-
poses is considered equivalent to the World Geodetic System 1984
(WGS 84). Geographic positions referred to the North American
Datum of 1983 must be corrected an average of 0.328°
northward and 1.23° eastward to agree with this chart.

12
Printed at reduced scale. SCALE 1:5,000 See Note on page 5.
0.5 Nautical Miles 0.5 0.4 0.3 0.2 0.1 0.0 Yards

Note: Chart grid lines are aligned with true north.
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
- Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
- Chart and chart related inquiries and comments — http://ocsdata.ncd.noaa.gov/idsr/inquiry.aspx?frompage=ContactUs
- Chart updates (LNMs 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
- 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.