NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm

Formerly C&GS 563. 1st Ed., Feb. 1965. KAPP 562

SCALE 1:40,000
Nautical Miles 0 1 2
Yards 1000 0 1000 2000 3000 4000 5000

SOUNDINGS IN FEET

12224

JOINS CHART 12226 — 05' — 76°10' — CONTINUED ON CHART 12210 — 50' — 75°45'

JOINS CHART 12228 — 37°20' — 10' — 16' — 15' — JOINS CHART 12232

THE NATION'S CHARTMAKER SINCE 1807

VIRGINIA

CHESAPEAKE BAY
CAPE CHARLES TO WOLF TRAP

Mercator Projection
Scale 1:40,000 at Lat. 37°12'
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

HEIGHTS
Heights in feet above Mean High Water.

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.

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 0.910" northward and 1.360" eastward to agree with this chart.

NOTE B
Wolf Trap Dumping Ground lighted buoys "A", "B", and "C" are not charted due to frequent relocations.

CAUTION
Mariners are warned to stay clear of the protective rprap surrounding navigational light structures shown thus ⊙

CAPE CHARLES CITY HARBOR
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAR 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE HALF OF QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE HALF OF QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
CHESAPEAKE INLET CHANNEL	11.5	11.5	11.5	3-15	500	2.4	18
CITY HARBOR	16.3	17.2	14.4	3-15	400-1000	0.8	18
MUD CREEK ENTRANCE CHANNEL TO HARBOR OF REFUGE	4.8	4.8	4.8	3-15	100-180	0.1	10
HARBOR OF REFUGE		AD.0		3-15	80	0.1	7
	4.9	4.9	4.9	3-15	200-295	0.1	7

A. DEPTH IS FOR 80 PERCENT OF CHANNEL WIDTH.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.

TIDAL INFORMATION

PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
NAME	Mean Higher High Water	Mean High Water	Mean Low Water
Cape Charles Harbor (37°16'N/76°01'W)	3.0	2.7	0.1
Fishermans Island (37°06'N/75°59'W)	3.4	3.2	0.1
Bivalve Wharf (37°18'N/75°47'W)	4.3	4.2	0.2

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. (Last revised 2015).

YORK SPIT AND YORK INLET ENTRANCE CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT MIDDLE QUARTER	RIGHT MIDDLE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH DEPTH MLLW (MILES)	DEPTH MLLW (FEET)
YORK SPIT CHANNEL	39.5	49.4	49.7	40.1	8-15	1000A	19.0	50
YORK RIVER ENTRANCE CHANNEL	36.2	37.9	37.5	36.8	11-12-12	700	13.8	37

A. CHANNEL WIDTH MAINTAINED TO 800 FEET.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.

UPPER MAGOTHY BAY CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2010
AND SURVEYS TO MAY 2016

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			PROJECT DIMENSIONS		
NAME OF CHANNEL	IN PERCENT OF PROJECT WIDTH AS REPORTED FROM EITHER SIDE OF CENTER LINE)	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
UPPER MAGOTHY BAY	5:1	5-10	80	1.7	6

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.

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. Charted depths 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.

SOURCE

A	1990-2014	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage
		U. S. Government Surveys	

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 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.

NOTE D
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) 201-7652/7602.

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide 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
Heathsville, VA	WXM-57	162.400 MHz

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.

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

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from the chart.

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

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

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).

SAND SHOAL INLET
The channel is subject to continual change. Entrance buoys are not charted because they are shifted frequently in position.

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 lines may be indicated 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.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are removed or only lights are removed. For details see U.S. Coast Guard Light List.

CAUTION
Possible unexploded bombs and ammunition in and adjacent to danger zone.

Quarantine Anchorage — Berth Q-1 110 180 (see note A) — Berth Q-2 110 180 (see note A)

Cape Charles Harbor of Refuge — Cape Charles Harbor Light 4s 25 (28) WHR

Cape Charles Light 4s 46 (49) WHR

Cape Charles Range Front 4s 46 (49) WHR — Rear 4s 58 (61