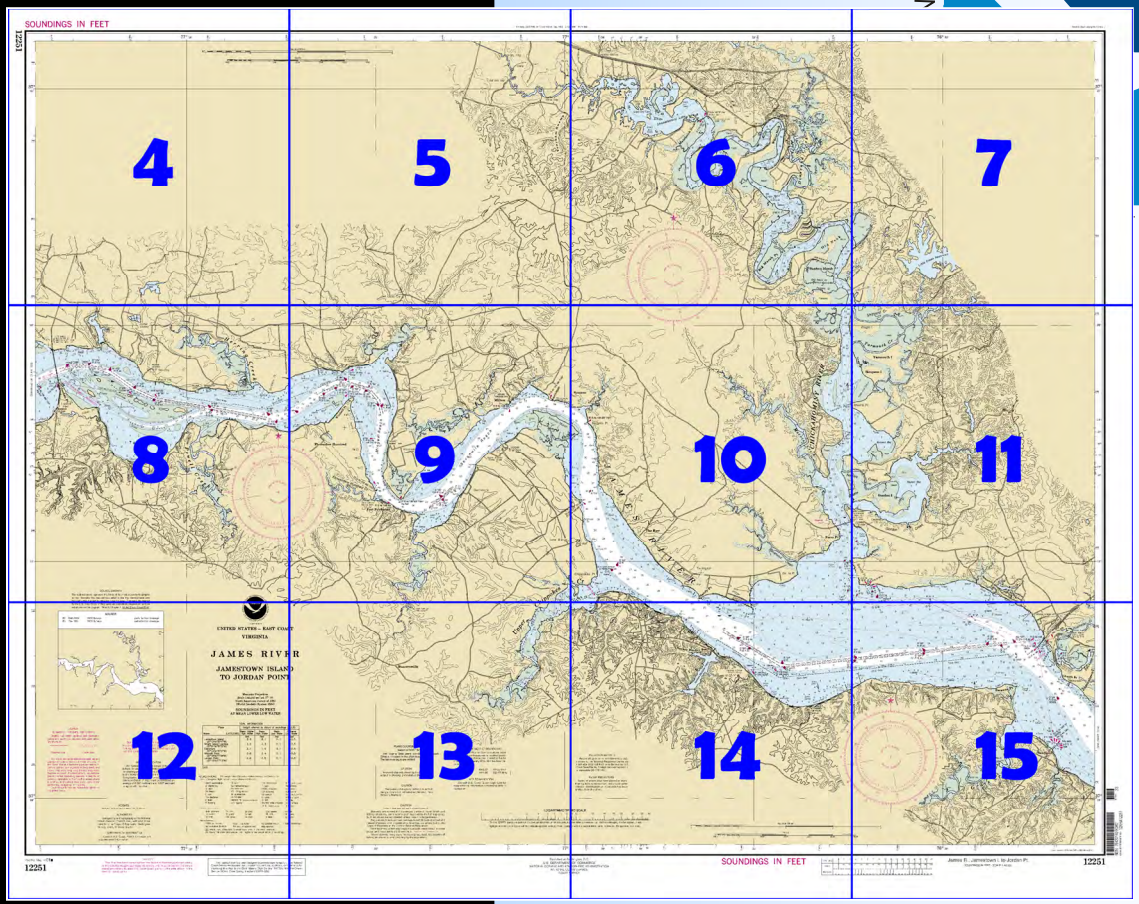
BookletChart™

James River - Jamestown Island to Jordan Point

(NOAA Chart 12251)

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 all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.noaa.gov
301-713-2770

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

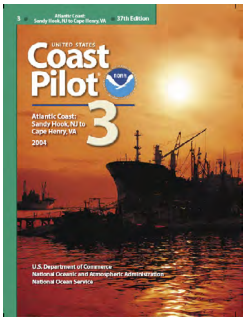
The charts and bar scales in this BookletChart have been reduced to **73%** of original scale, and are printed at the new scale of **1:55,403**.

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 (formerly NIMA) 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 were:

Coast Guard Local Notice to Mariners: **28/05 July 12, 2005**
NGA Weekly Notice to Mariners: **29/05 July 16, 2005**
Canadian Coast Guard Notice to Mariners: **Not Applicable**



[Coast Pilot 3, Chapter 10 excerpts]

(3) **James River**. Drafts of vessels using the river above Newport News generally do not exceed 15 feet.

(6) **Channels.**–The Federal project for James River provides for depths of 25 feet to the Richmond Deepwater Terminal and in the Richmond Deepwater Terminal Turning Basin, thence 18 feet to and in the Richmond Harbor Turning Basin, and thence 18 feet to the Richmond Lock at Richmond.

(7) **Anchorages.**–General anchorages extend for about 7 miles above the mouth.

(8) **Dangers.**–Numerous stakes, piling, wrecks, and other obstructions are on both sides of the main channel in James River.

(10) **Currents.**–The currents in James River follow the general direction of the channel except between Hog Island and Jamestown Island where they set across Goose Hill Flats. In the lower reaches, the velocity of flood is about equal to that of ebb.

(16) The principal places for **supplies** above Newport News are Hopewell and Richmond.

(62) **Grays Creek** is entered through a shallow bay. A 3-foot channel leads to deeper water inside. There are many snags and obstructions in the creek. A marina is 1 mile above the mouth.

(63) **Chickahominy River,** has a controlling depth of 6 feet in the entrance channel, thence 10 feet or more to the head of tidewater navigation at Walkers Dam. The lock in the dam has a length of 60 feet, a width of 15 feet, and a depth of 4 feet over the sill. The lock gates are hand operated; there is no tender.

(64) The seasonally buoyed channel at the entrance to Chickahominy River is entered 0.7 mile westward of Glass House Point; daybeacons and seasonal buoys mark the critical points inside.

(66) **Barrets Ferry** highway bridge has a clearance of 12 feet. A pier with a depth of 7 feet at the face extends 100 yards into the river from the east bank just north of the bridge.

(67) A marina at **Brickyard Landing**, can provide berths, gasoline, water, food, ice, pumpout station.

(68) The Thorofare is an unmarked cut leading through the bend of the river 10 miles above the mouth; the controlling depth is 5 feet. Small boats able to pass through the cut can save 1.2 miles.

(69) A small marina just north of **Mt. Airy,** has a depth of 9 feet at the face. Gasoline and some supplies are available.

(70) **Lanexa,** has a marina with reported depths of 10 feet alongside. Gasoline and supplies are available.

(72) **Upper Chippokes Creek,** has depths of about 5 feet for 3 miles, thence 2 feet for 1 mile to the head of navigation. The channel into the creek is close along the south bank. A wreck, marked by a light, is off the creek entrance close to the southwest side of James River main channel.

(75) **Wards Creek**. A depth of 2 feet can be carried across the mudflats at the entrance by following the east bank at a distance of about 75 yards. Above the mouth, depths are 4 to 10 feet for 1.7 miles. The creek is an excellent storm anchorage for any boat able to enter.

(77) **Ruffins Wharf** has depths of about 16 feet at the face.

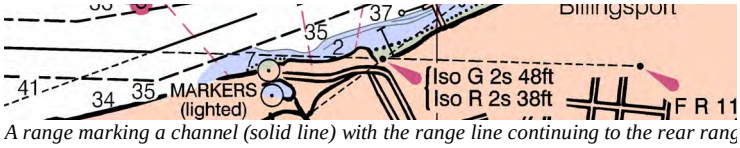
(80) **Powell Creek** has depths of 7 feet through a narrow channel at the entrance and for 2 miles upstream. The creek is a good storm anchorage.

(82) **Jordan Point Marina** may be reached through a channel marked by private piles. Berths, gasoline, diesel fuel, water, electricity, and some marine supplies are available.

Aids to Navigation (ATONs) - Ranges

An ATON is a man-made structure designed to help determine a craft's position, a safe course, or to warn of dangers or obstructions. **Ranges** consist of 2 beacons, one called the front range marker which is lower than the other called the rear range marker, and which is some distance from the front marker. When the 2 markers appear to be in line, the mariner is on the course being marked by the range. Ranges have been installed in line with channels in many ports. Range markers display rectangular dayboards of various colors and are generally lighted.

The 2 range lights are charted and labeled individually as a black dot at the position of the light with an attached magenta "flare". The label shows its characteristics including: flash characteristic, color, period, height, visible range, and the light number or name. The usable portion of the range itself is charted as a solid line to the point where the vessel should leave the range. From that point, the range is continued with a short-dashed line to the rear range marker.



A range marking a channel (solid line) with the range line continuing to the rear rang marker (dashed line). The front range marker is lit with a red and a green isophase li (equal periods of light and dark) of 2 second period at the elevations shown. The rea range marker is a flashing red light at 112ft. elevation.

Table of Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

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

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

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

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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.

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).

NOAA VHF-FM WEATHER BROADCASTS
The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Norfolk, VA	KHB-37	162.55 MHz
Richmond, VA	WXK-65	162.475 MHz

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.

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.

PLANE COORDINATE GRID
(based on NAD 1927)

The Virginia State plane coordinate grid (South Zone) is indicated on this chart thus: - + -
The last three digits are omitted.

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 1.097" eastward to agree with this chart.

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.

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.

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TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Jamestown Island (37°12'N/76°47'W)	2.3	2.1	0.1	-3.5
Wright Island Landing (37°21'N/76°52'W)	2.5	2.3	0.1	-3.5
Claremont (37°14'N/76°57'W)	2.1	1.9	0.1	-3.5
Windmill Point (37°18'N/77°06'W)	2.6	2.4	0.1	-3.5
Jordan Point (37°19'N/77°13'W)	2.8	2.6	0.1	-3.5

(301)

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.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

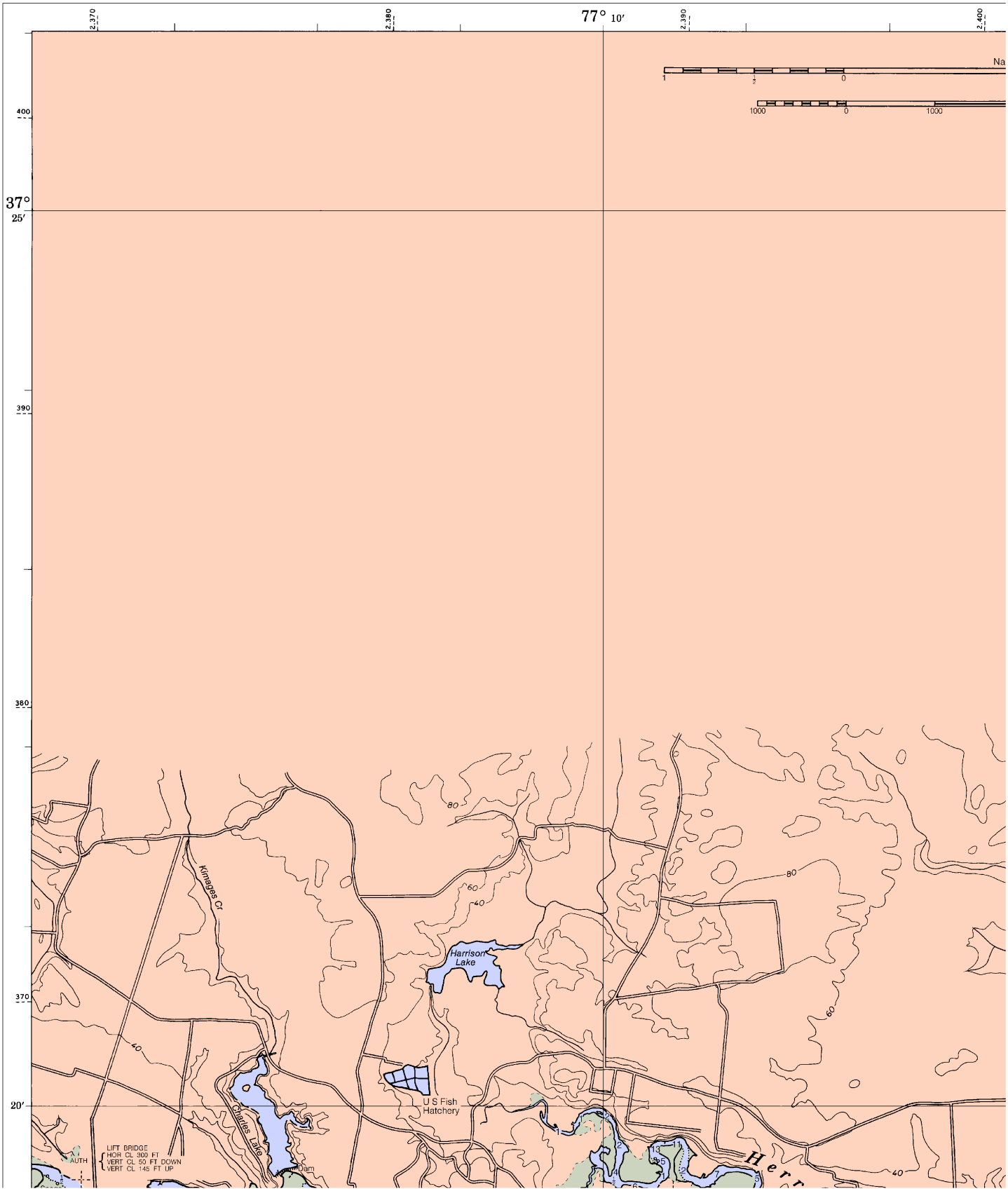
Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

SOUNDINGS IN FEET



North

Printed at reduced scale

SCALE 1:40,000

Nautical Miles

1 ½ 0 1 2 3

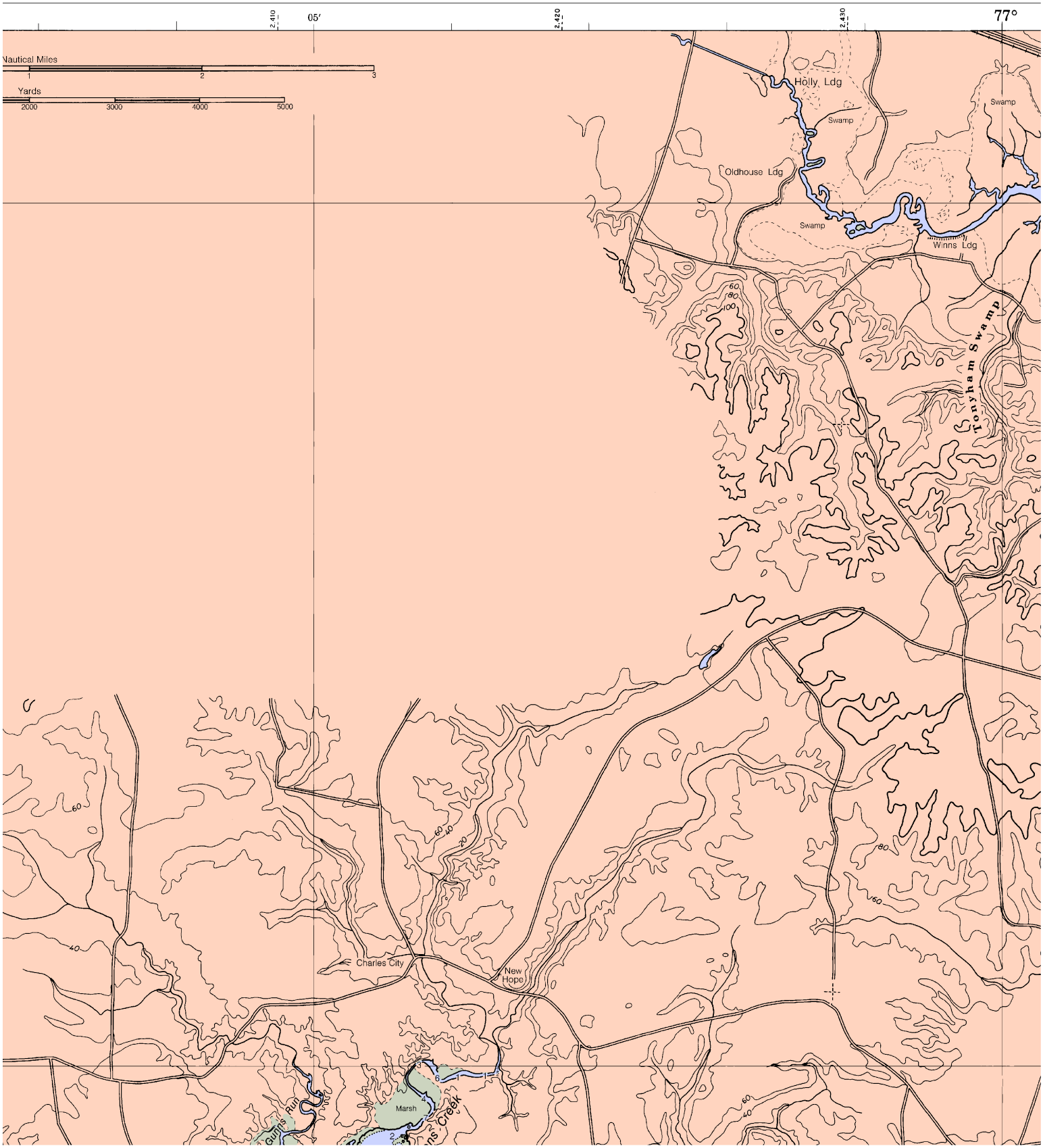
Yards

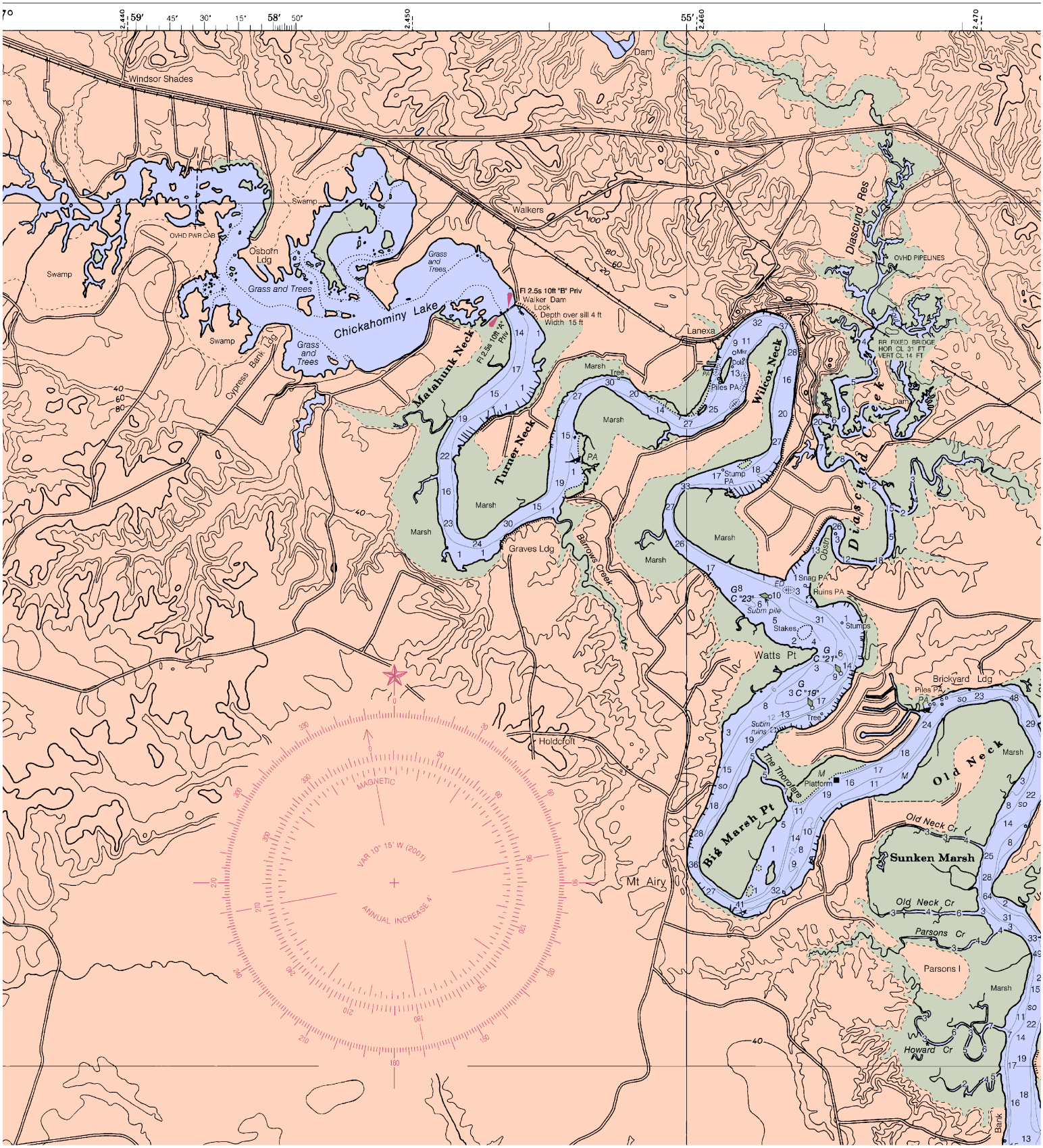
1000 0 1000 2000 3000 4000 5000

See page 2

North

Formerly C&GS 530, 1st Combined Ed., May 1956 G-1956-89E





6

North

Printed at reduced scale

SCALE 1:40,000

Nautical Miles

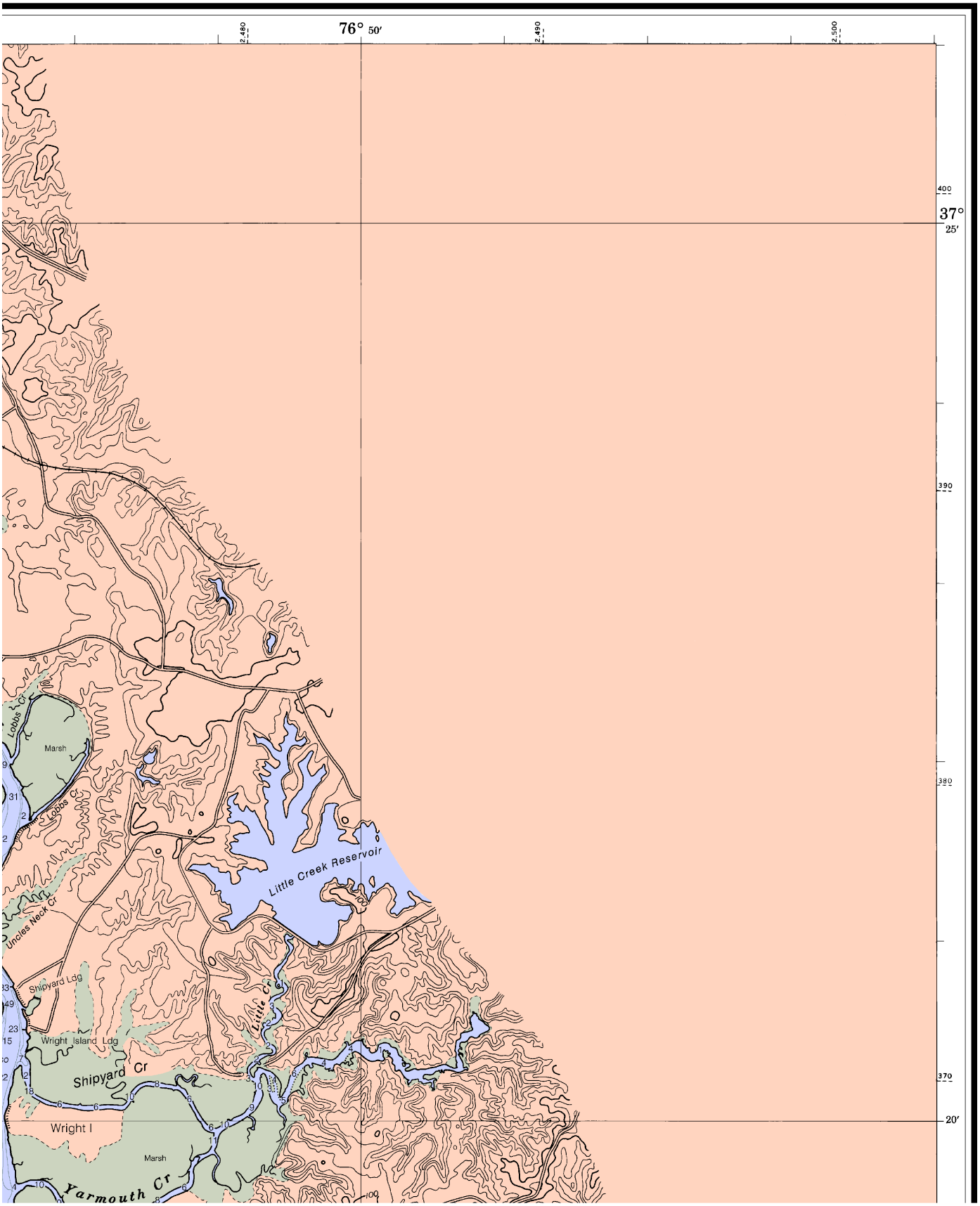
1 ½ 0 1 2 3

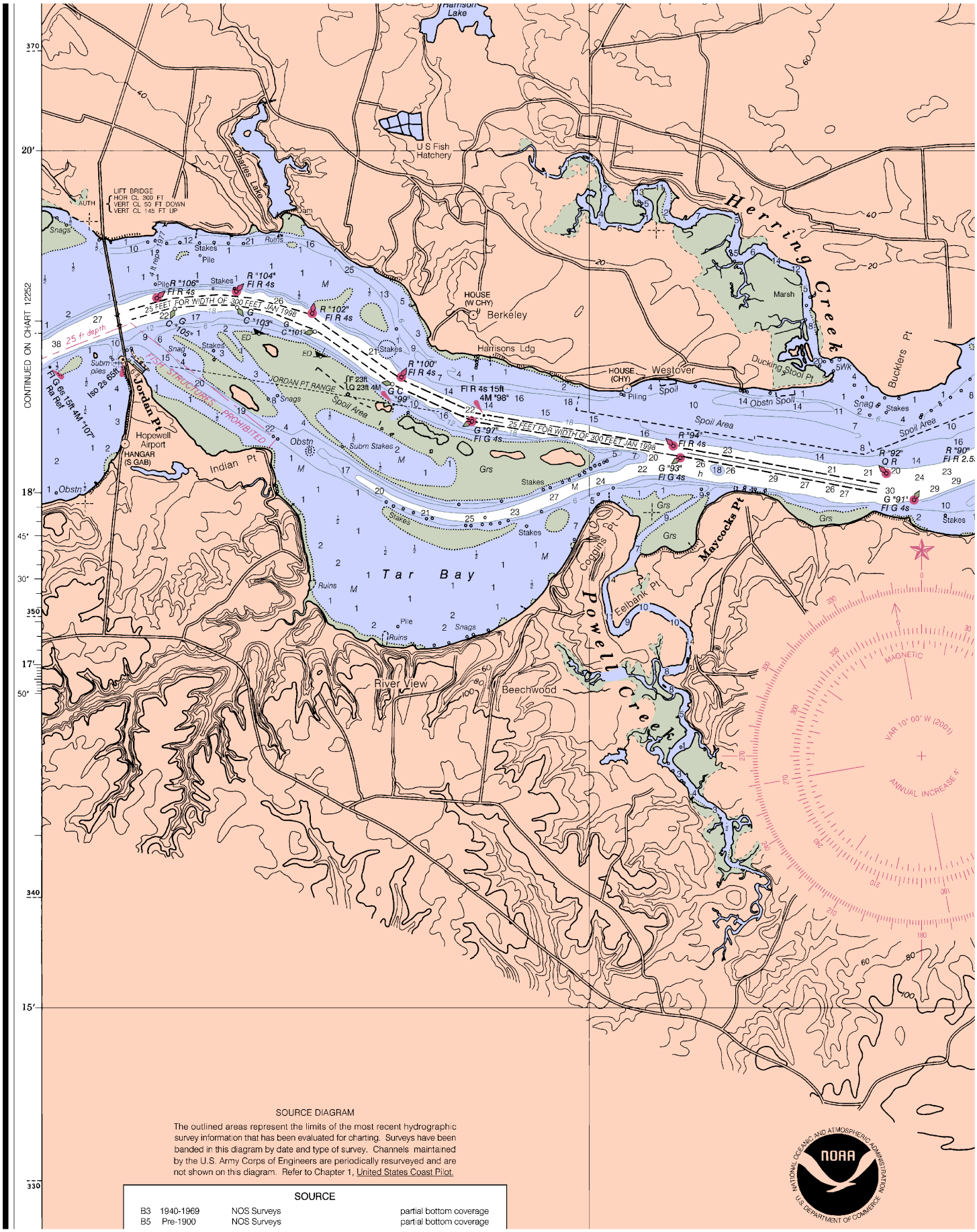
Yards

1000 0 1000 2000 3000 4000 5000

See page 2

North


76° 50′
2,480
2,490
2,500
400
37°
25′
390
380
370
20′
Marsh
Lobbs Cr
Lobbs Cr
Little Creek Reservoir
Uncles Neck Cr
Shipyard Ldg
Wright Island Ldg
Shipyard Cr
Little Cr
Wright I
Marsh
Yarmouth Cr



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SOURCE			
B3	1940-1969	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

NOAA NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION U.S. DEPARTMENT OF COMMERCE

North

Printed at reduced scale

SCALE 1:40,000

Nautical Miles

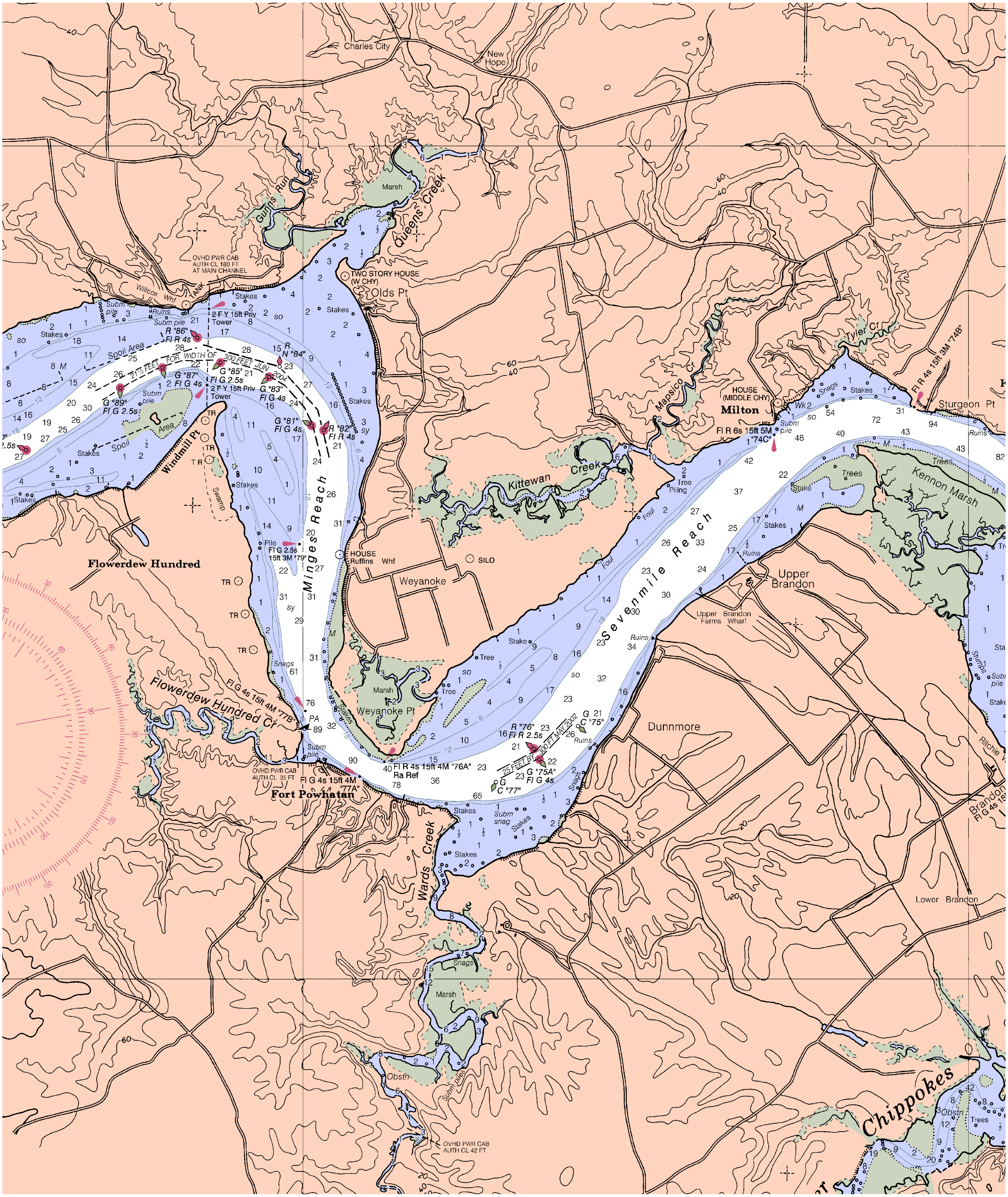
1 ½ 0 1 2 3

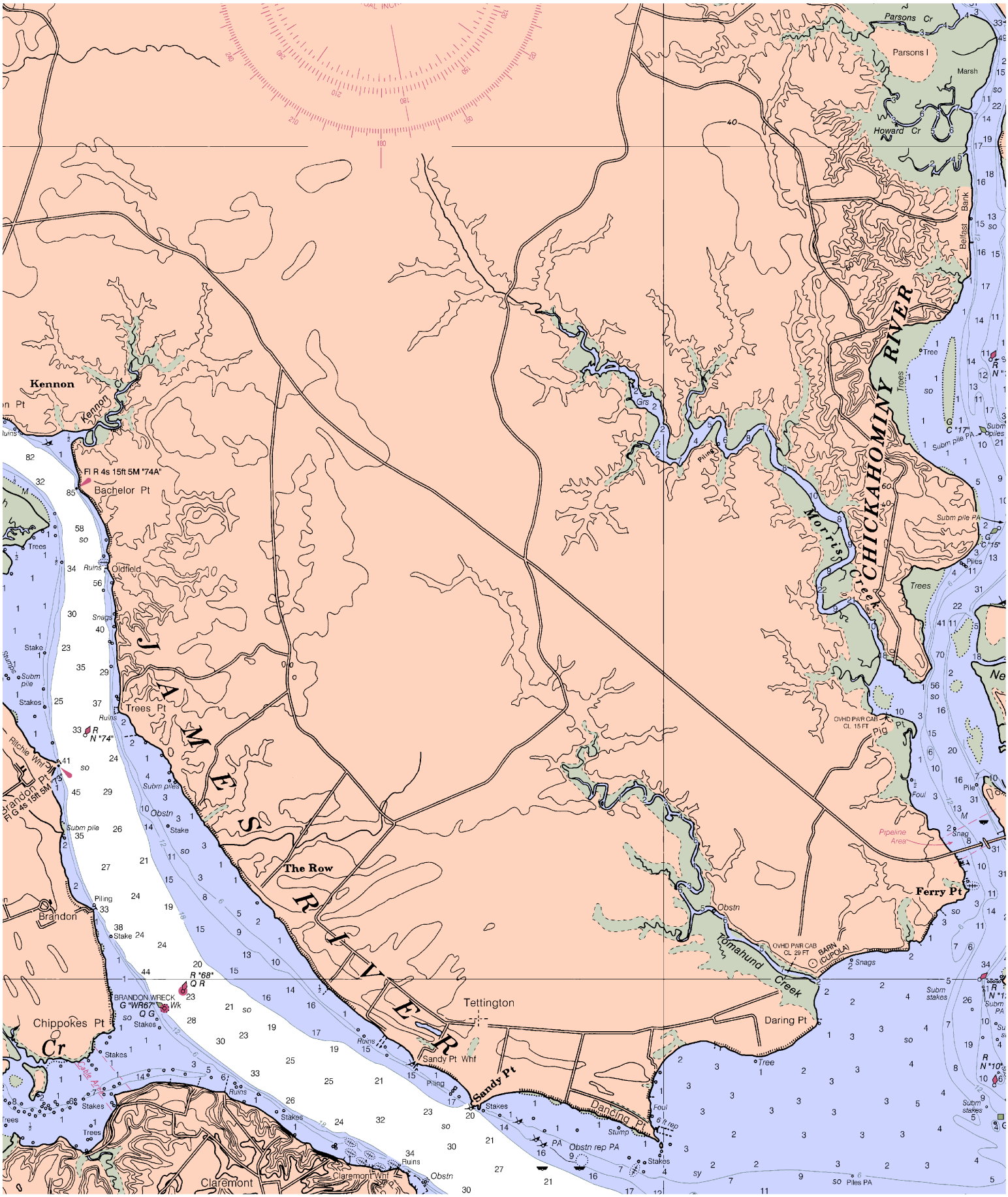
Yards

1000 0 1000 2000 3000 4000 5000

See page 2

North


Charles City
New Hope
Gunns Run
Marsh
Queens Creek
OVHD PWR CAB AUTH CL 180 FT AT MAIN CHANNEL
Willcox Whf
TANK
TWO STORY HOUSE (W CHY)
Olds Pt
Stakes
Spoil Area
21½ FEET FOR WIDTH OF 300 FEET JUN 2004
2 F Y 15ft Priv Tower
R "86" Fl R 4s
R N "84"
G "85" Fl G 2.5s
G "87" Fl G 4s
G "83" Fl G 4s
G "89" Fl G 2.5s
G "81" Fl G 4s
R "82" Fl R 4s
Windmill Pt
Swamp
Minges Reach
Pile Fl G 2.5s 15ft 3M "79"
HOUSE Ruffins Whf
SILO
Weyanoke
Flowerdew Hundred
Flowerdew Hundred Cr
Fl G 4s 15ft 4M "77B"
Snags
Marsh
Weyanoke Pt
OVHD PWR CAB AUTH CL 35 FT
Fl G 4s 15ft 4M "77A"
Fort Powhatan
Fl R 4s 15ft 4M "76A" Ra Ref
R "76" Fl R 2.5s
25 FEET BY 300 FT MAY 2002
G "75A" Fl G 4s
G C "75"
G C "77"
Ruins
Wards Creek
Kittewan Creek
Mapsico Cr
HOUSE (MIDDLE CHY)
Milton
Fl R 6s 15ft 5M "74C"
Tyler Cr
Fl R 4s 15ft 3M "74B"
Sturgeon Pt
Tree Piling
Foul
Sevenmile Reach
Kennon Marsh
Upper Brandon
Upper Brandon Farms Wharf
Dunnmore
Lower Brandon
Brandon
OVHD PWR CAB AUTH CL 42 FT
Obstn
Subm piles
Chippokes



10

North

Printed at reduced scale

SCALE 1:40,000

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See page 2

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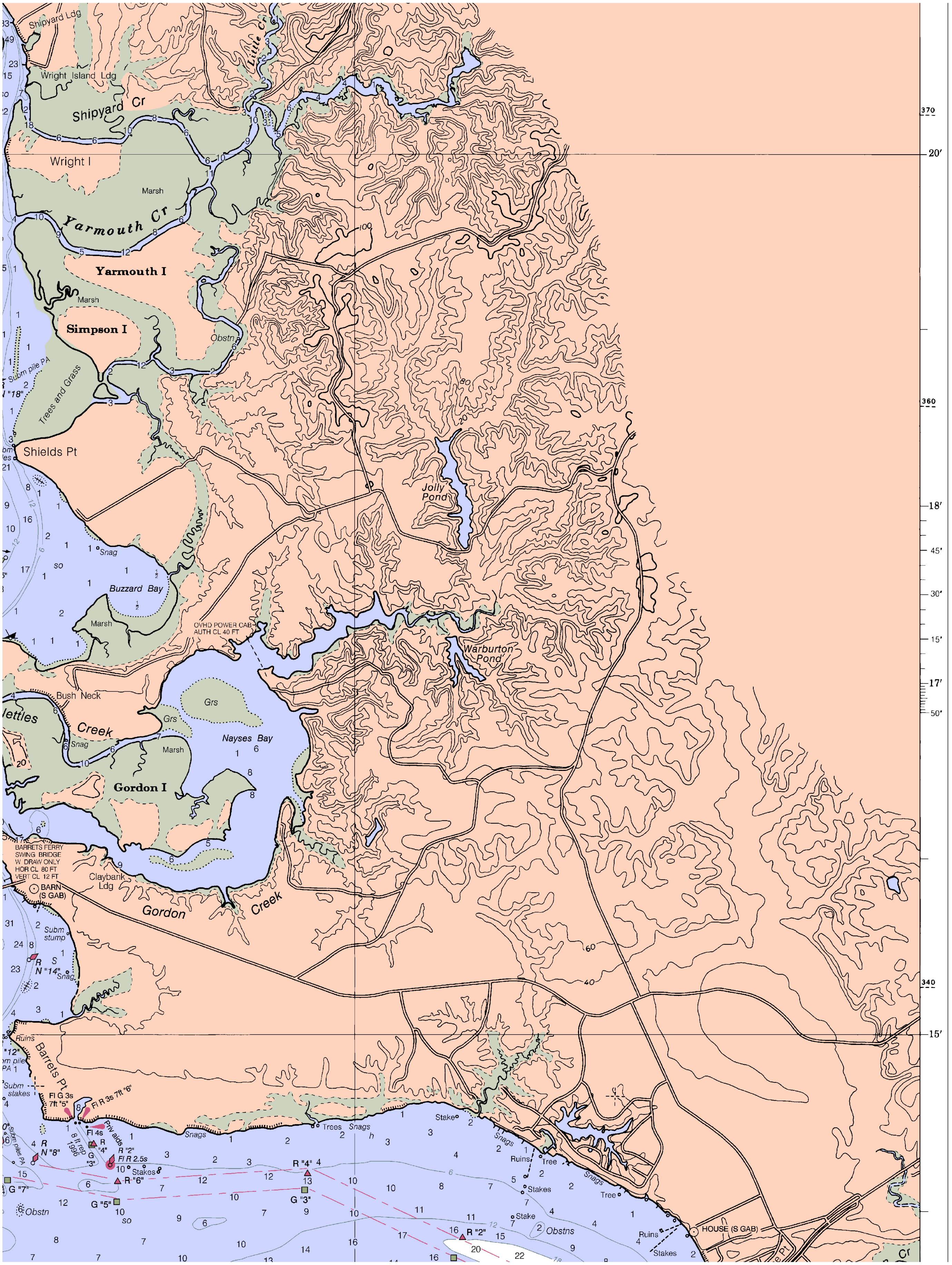
Shipyard Ldg
Wright Island Ldg
Shipyard Cr
Little Cr
Wright I
Marsh
Yarmouth Cr
Yarmouth I
Simpson I
Obstn
Subm pile PA
Trees and Grass
Shields Pt
Jolly Pond
Snag
Buzzard Bay
OVHD POWER CAB
AUTH CL 40 FT
Warburton Pond
Bush Neck
Creek
Grs
Nayses Bay
Gordon I
BARRETS FERRY
SWING BRIDGE
W DRAW ONLY
HOR CL 80 FT
VERT CL 12 FT
BARN (S GAB)
Claybank Ldg
Gordon
Creek
Subm stump
R N "14"
Ruins
Barrets Pt
Subm stakes
Fl G 3s 7ft "5"
Fl R 3s 7ft "6"
Priv aids
Fl 4s
Fl R 2.5s
R "6"
R N "8"
G "7"
G "5"
G "3"
R "4"
R "2"
Stakes
Snags
Trees
Stake
Tree
Obstns
HOUSE (S GAB)
20′
18′
17′
15′
370
360
340

15′

330

320

310

37° 10′

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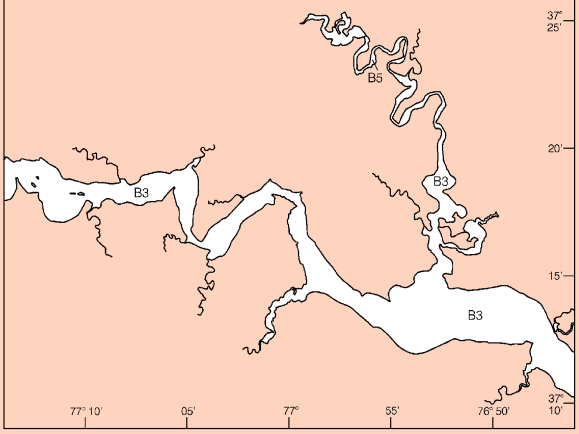

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HEIGHTS

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, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

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

2,370 2,380 77° 10′ 2,390 2,400

NOAA NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION U.S. DEPARTMENT OF COMMERCE

COAST SURVEY

UNITED STATES – EAST COAST

VIRGINIA

JAMES RIVE

JAMESTOWN ISLAND TO JORDAN POINT

Mercator Projection
Scale 1:40,000 at Lat. 37°18′
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

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(301)

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Bn beacon	LT HO lighthouse	Oc occulting	SEC sec
C can	M nautical mile	Or orange	St M sta
DIA diaphone	m minutes	Q quick	VQ very
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS w
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

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23rd Ed., May 12/01■

12251

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12

North

Printed at reduced scale

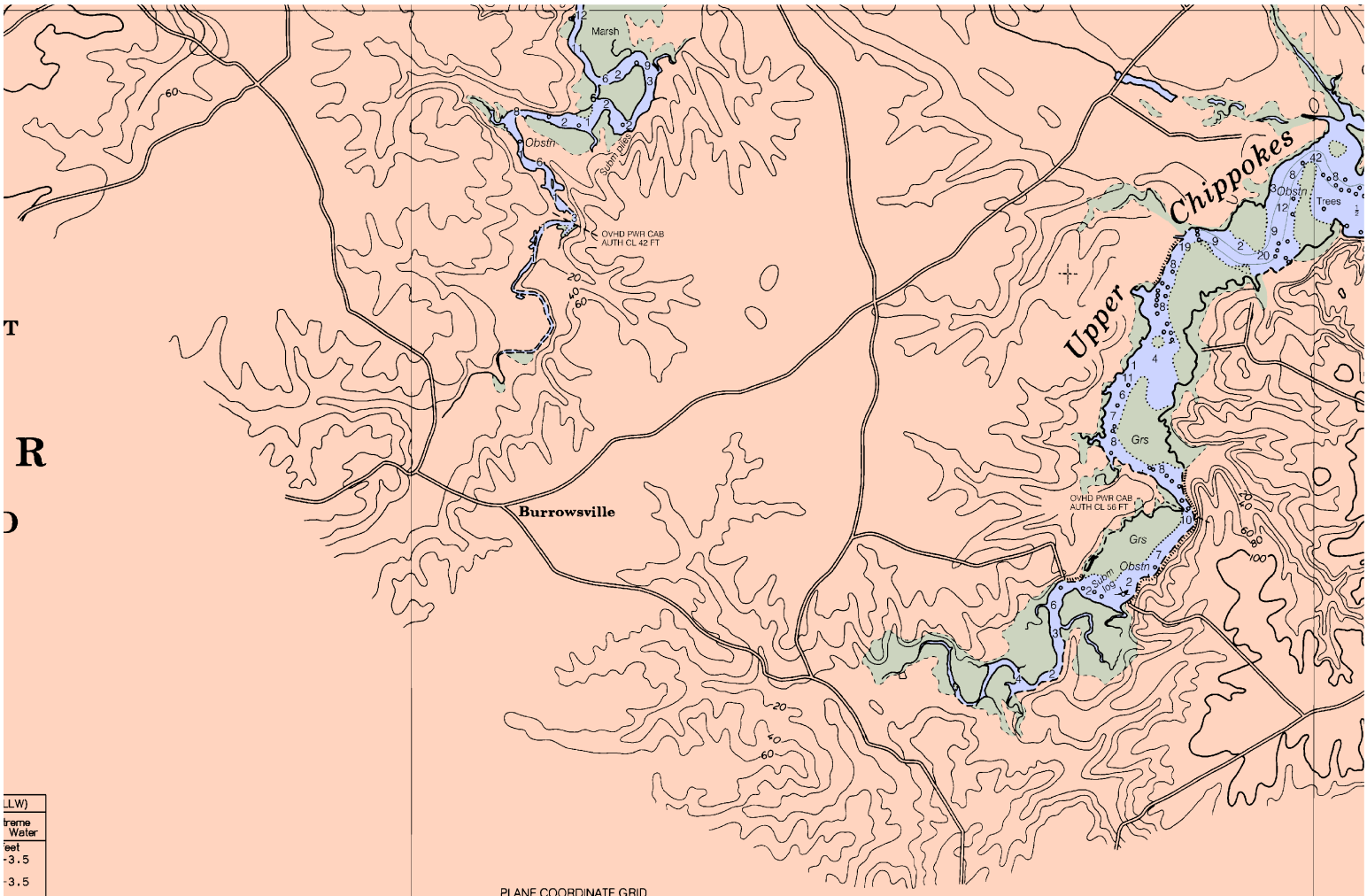
SCALE 1:40,000

Nautical Miles 1 ½ 0 1 2 3

Yards 1000 0 1000 2000 3000 4000 5000

See page 2

North



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(based on NAD 1927)

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LOGARITHMIC SPEED

1 2 3 4 5 6 7 8 9

To find SPEED, place one point of dividers on distance run (in any unit) and the right point on 60 and left point will then indicate speed in units per hour. Example: w

2,410 05′ 2,420 2,430 77°

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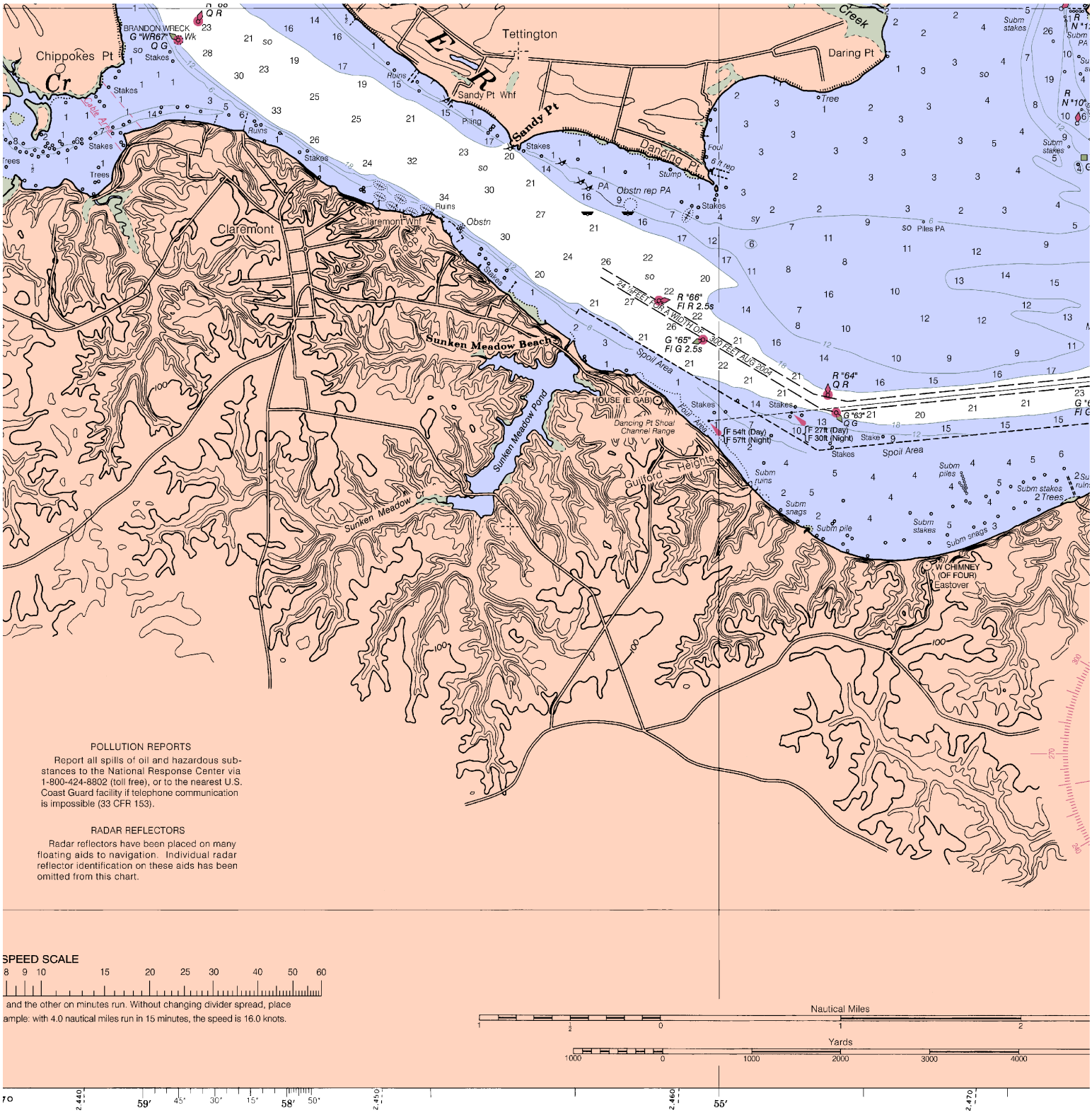
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOSF
NATIONAL OCEAN
COAST SURV



Washington, D.C.
ENT OF COMMERCE
ATMOSPHERIC ADMINISTRATION
OCEAN SERVICE
ST SURVEY

SOUNDINGS IN FEET

FATHOMS	1 2 3
FEET	6 12 18
METERS	1 2 3 4 5

14

North

Printed at reduced scale

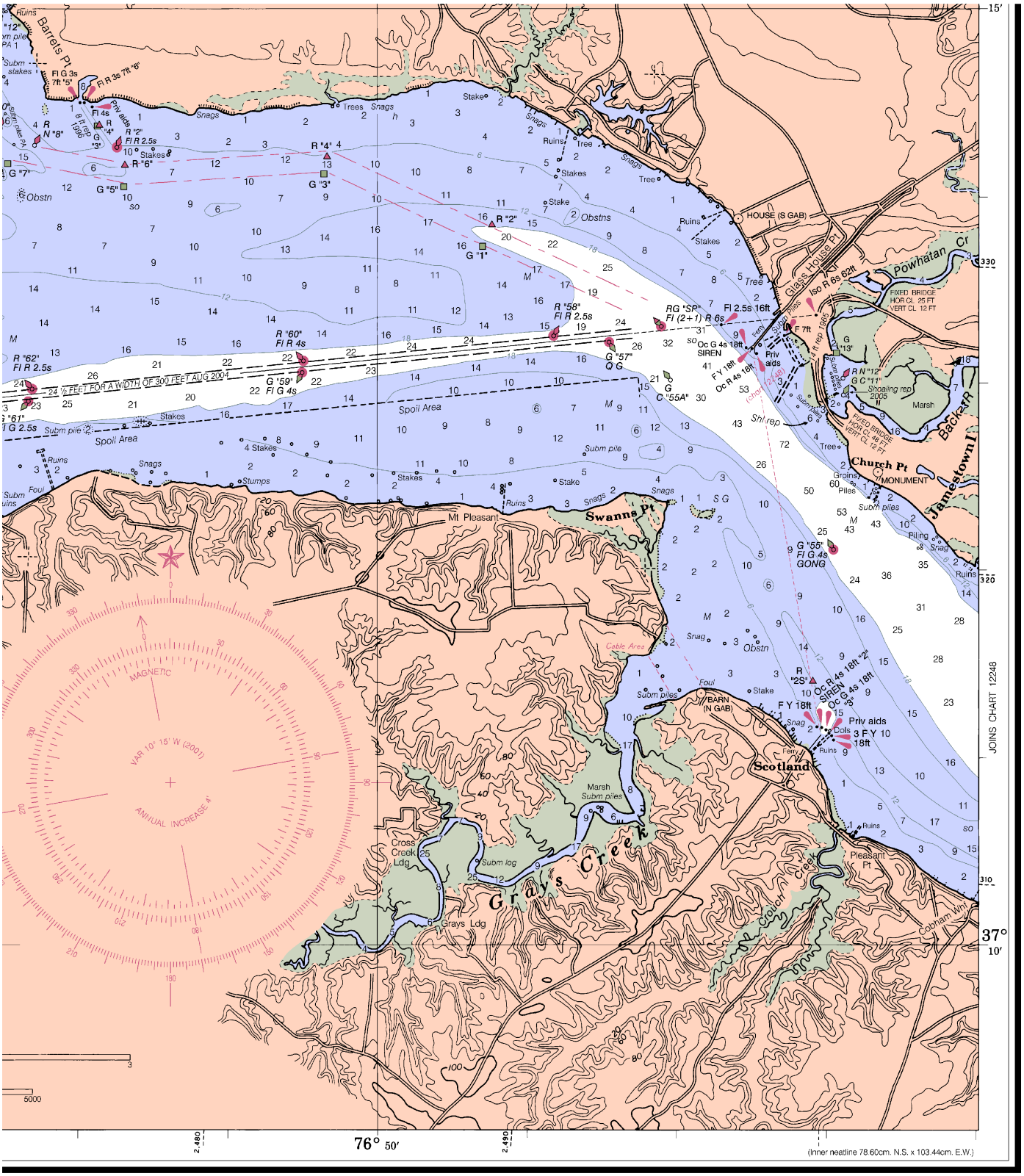
SCALE 1:40,000

Nautical Miles 1 ½ 0 1 2 3

Yards 1000 0 1000 2000 3000 4000 5000

See page 2

North



James R., Jamestown I. to Jordan Pt.

SOUNDINGS IN FEET - SCALE 1:40,000

12251

ED NO. 23

NSN 7642014010362 NIMA REFERENCE NO. 12XHA12251

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Intership safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, 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 22 – 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 & 78 – Recreational boat channels.

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 !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue – 800-418-7314/410-576-2525
Coast Guard Milford Haven – 804-725-2125/3732
Coast Guard Cape Charles – 757-331-2000
Virginia Marine Police – 800-541-4646

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

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 CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes, producing 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 Electronic Navigational Charts® (ENCs) – 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 (RNCs) – RNCs are georeferenced 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 printed in page-sized pieces. The "home edition" can be downloaded from NOAA for free and printed. The "professional edition", containing additional boating, safety, and educational edition is available for NOAA chart agents or over the Internet.

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 9 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 official NOAA chart agents or downloaded for free at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated each week 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 Chart No. 1, Nautical Chart Symbols – This reference publication depicts basic chart elements and explains nautical chart symbols and abbreviations. Download it for free at: www.NauticalCharts.NOAA.gov.

Coast Survey Navigation Managers – These ambassadors to the maritime community maintain a regional presence for NOAA and help identify the challenges facing marine transportation and boating. They are listed at http://nauticalcharts.noaa.gov/nsd/reps.htm.

Internet sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.

NOAA, the Nation's Chartmaker