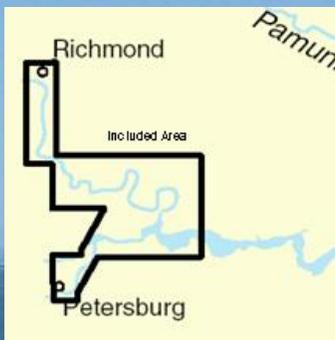


BookletChart™

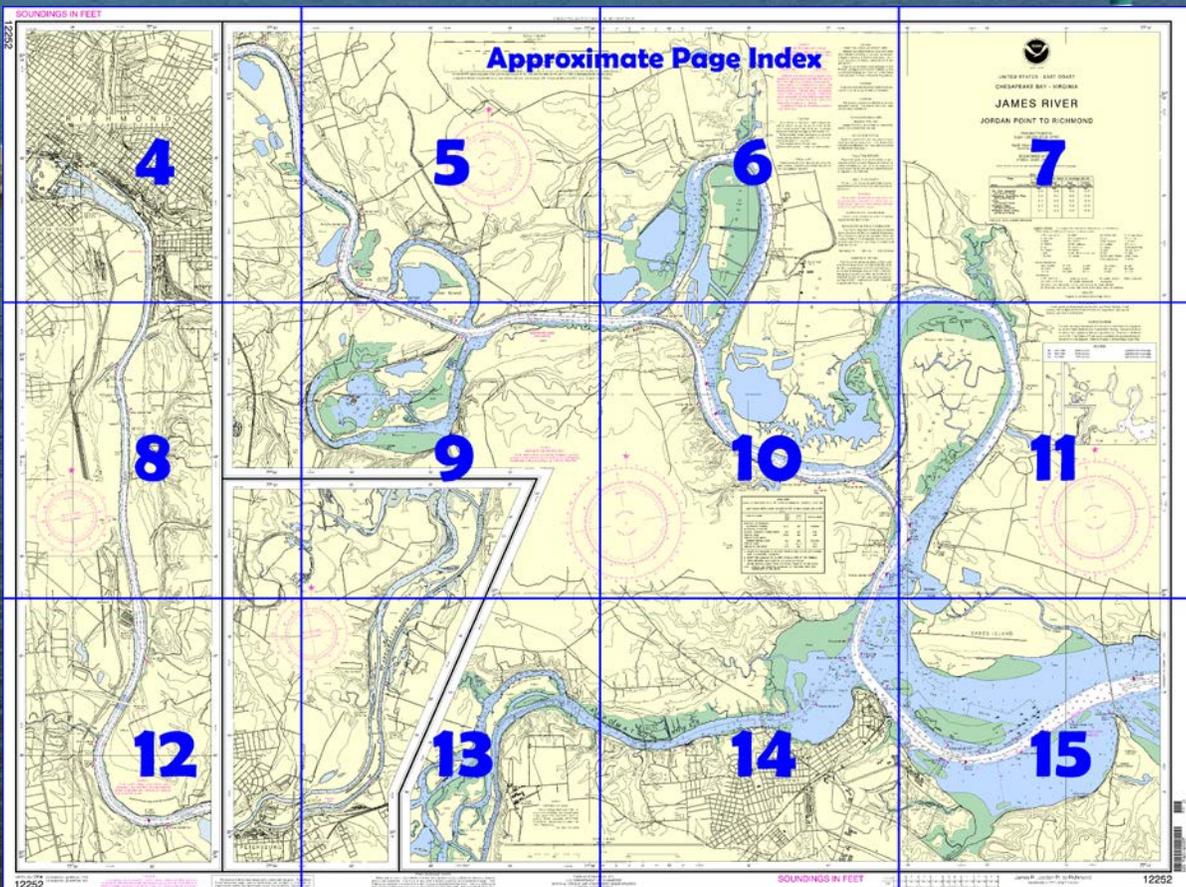


James River – Jordan Point to Richmond NOAA Chart 12252

*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



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

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. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

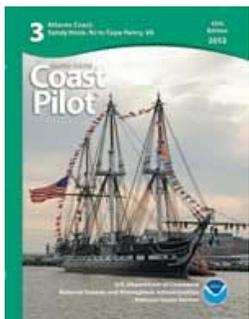
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12252>.



(Selected Excerpts from Coast Pilot)

Hopewell, Mile 59W, is the site of several industries and the terminus of a branch railroad to Petersburg. Allied-Signal, Hopewell Plant Pier (37°18'28"N., 77°15'55"W.), about 0.8 mile southeastward of **City Point**, is 622 feet long with berthing on both north and south sides and has 25 feet reported alongside. The pier is used for receipt of phenol, sulphur, oleum, and fuel oil for plant consumption and shipment of

dry bulk ammonium sulfate.

Regional Enterprises, Hopewell Wharf (37°18'46"N., 77°16'11"W.), has a 90-foot face with 300 feet of berthing space and 23 feet alongside. The wharf receives crude oil, petroleum products and fertilizer.

Tidewater Materials, Hopewell Concrete Plant Wharf (37°18'49"N., 77°16'16"W.) has a 400-foot face with 400 feet of berthing space and 10-18 feet alongside. The wharf receives sand and gravel.

Appomattox River, Mile 59.5W, leads to a small-boat harbor on the east side, about 7.5 miles above the entrance, and to the city of Petersburg, about 10 miles above the mouth. In 2008, the midchannel controlling depth was 5.9 feet to Daybeacon 14, thence 2 feet at midchannel to about 200 yards below the I-95 bridge. The channel through the flats at the mouth is marked by a buoy, lights, and daybeacons.

The highway bridge, 1.1 miles above the mouth of Appomattox River, has fixed spans with a clearance of 40 feet. The Hopewell City Marina, on the south side 0.2 mile west of the bridge, has a small-boat basin with depths of about 6 feet off the T-pier.

The railroad bridge, 2.4 miles above the mouth, has a swing span with a clearance of 10 feet. (See **117.1 through 117.59 and 117.995**, chapter 2, for drawbridge regulations.) An overhead power cable 0.8 mile above the bridge has a clearance of 113 feet.

A fixed highway bridge with a clearance of 40 feet is about 3.1 miles above the mouth.

At the small-boat harbor, 7.5 miles above the entrance of Appomattox River, some supplies and berths are available; gasoline and diesel fuel can be obtained by truck. Repairs can be made; marine railway to 100 feet.

The I-95 bridge, 8.0 miles above the mouth, has a fixed span with a clearance of 40 feet.

The channel in Appomattox River is blocked at Petersburg by a dam. A diversion channel joins the river below the dam with the river above the dam. Their lower junction is about 2.9 miles below the dam; the upper junction is immediately above the dam. An overhead power cable 0.2 mile below the dam has a clearance of 51 feet.

Petersburg, about 10 miles above the mouth of Appomattox River, is an important rail center. The bulkheads at the city are in poor condition. Fuel and supplies are not available at the waterfront, but all kinds of small-craft supplies may be obtained in the city.

Above its junction with Appomattox River, James River becomes narrow and winding. The bends are often referred to as the Curles of the River, and the 14-mile section from Hopewell to Wilton has been called The Corkscrew. There is no contemporary hydrography for the Curles of the James River, and severe shoaling has been reported. Mariners are advised to use extreme caution and local knowledge.

Turkey Island Bend, 2 miles north of Hopewell, has depths of 10 to 30 feet around its 6-mile length, but is seldom used except by pleasure boats because the main channel now leads northwestward through Turkey Island Cutoff; most of the landings along the bend are in ruins. In 2009, severe shoaling was reported throughout the bend; extreme caution is advised. The north and west sections of the bend afford excellent anchorages, because the river current has been greatly diminished by the cutoff and winds from any direction have little effect; the bottom is mostly soft mud.

Turkey Island Cutoff, Mile 61, is 1 mile long and well marked by lights.

Jones Neck Cutoff, Mile 64, extends about 1 mile northward and westward; the cutoff is well marked by lights. The old river bend around **Jones Neck** has depths of 13 to 44 feet along its 4.5-mile length, but is now little used; most of the landings are in ruins. In 2009, extreme shoaling was reported throughout the river bend; extreme caution is advised.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Norfolk

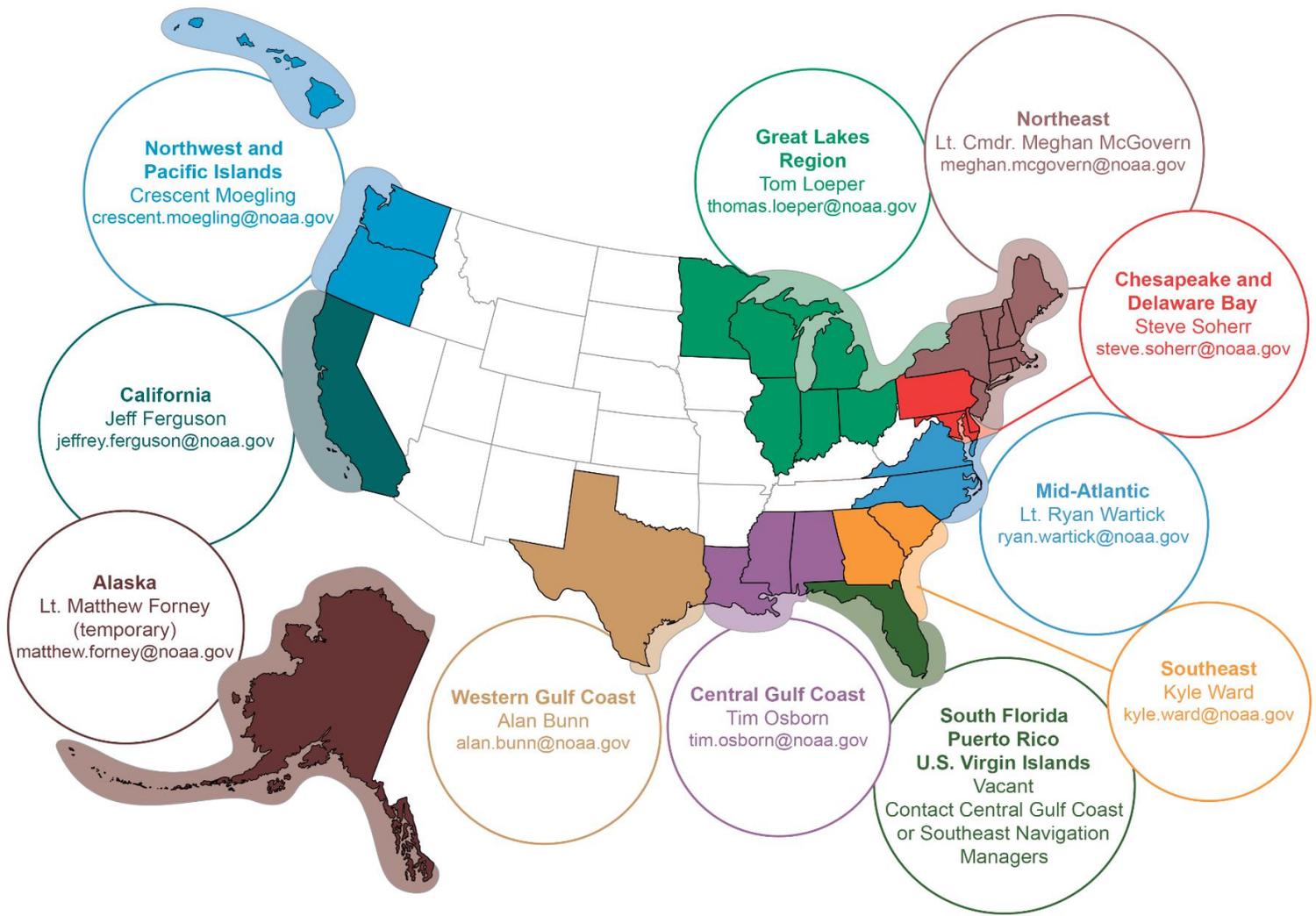
Commander

5th CG District

Norfolk, VA

(575) 398-6231

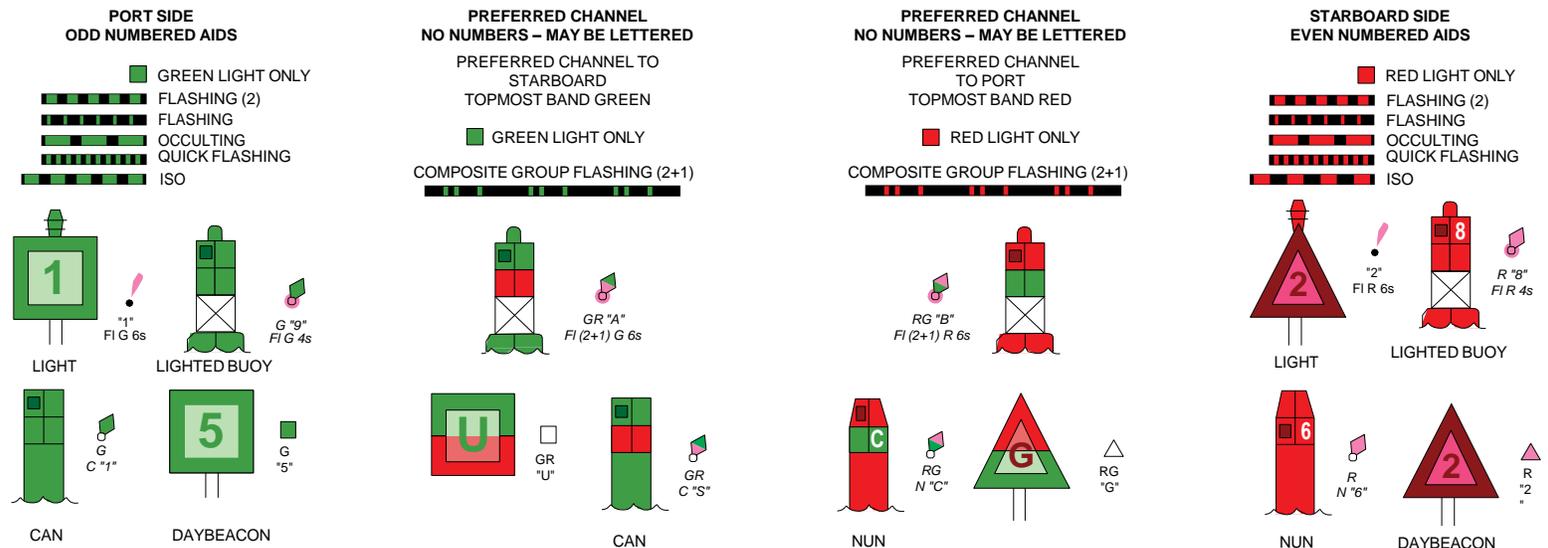
Navigation Managers Area of Responsibility



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

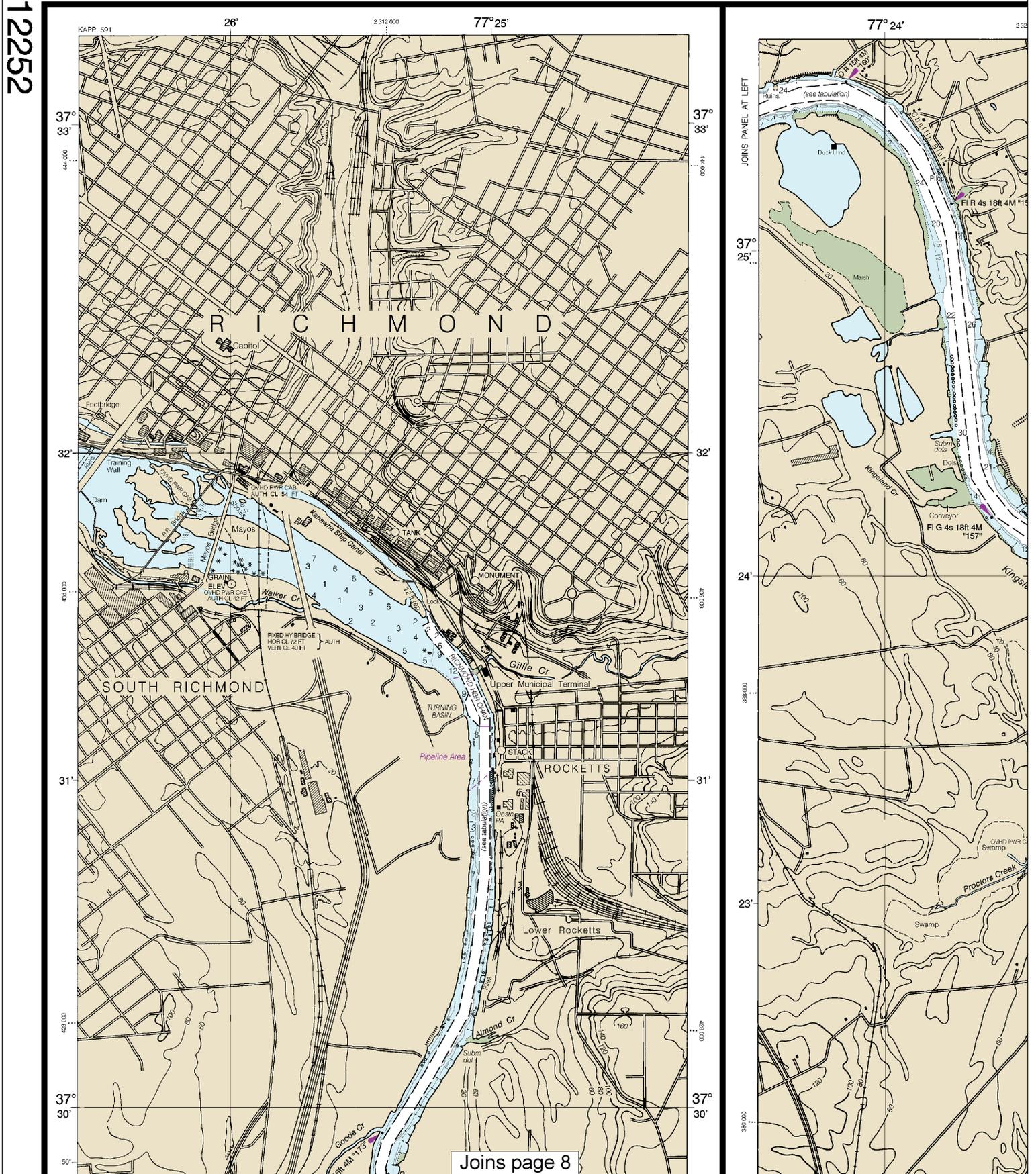
on navigable waters except Western Rivers



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>

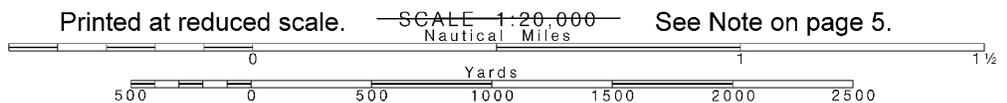
SOUNDINGS IN FEET

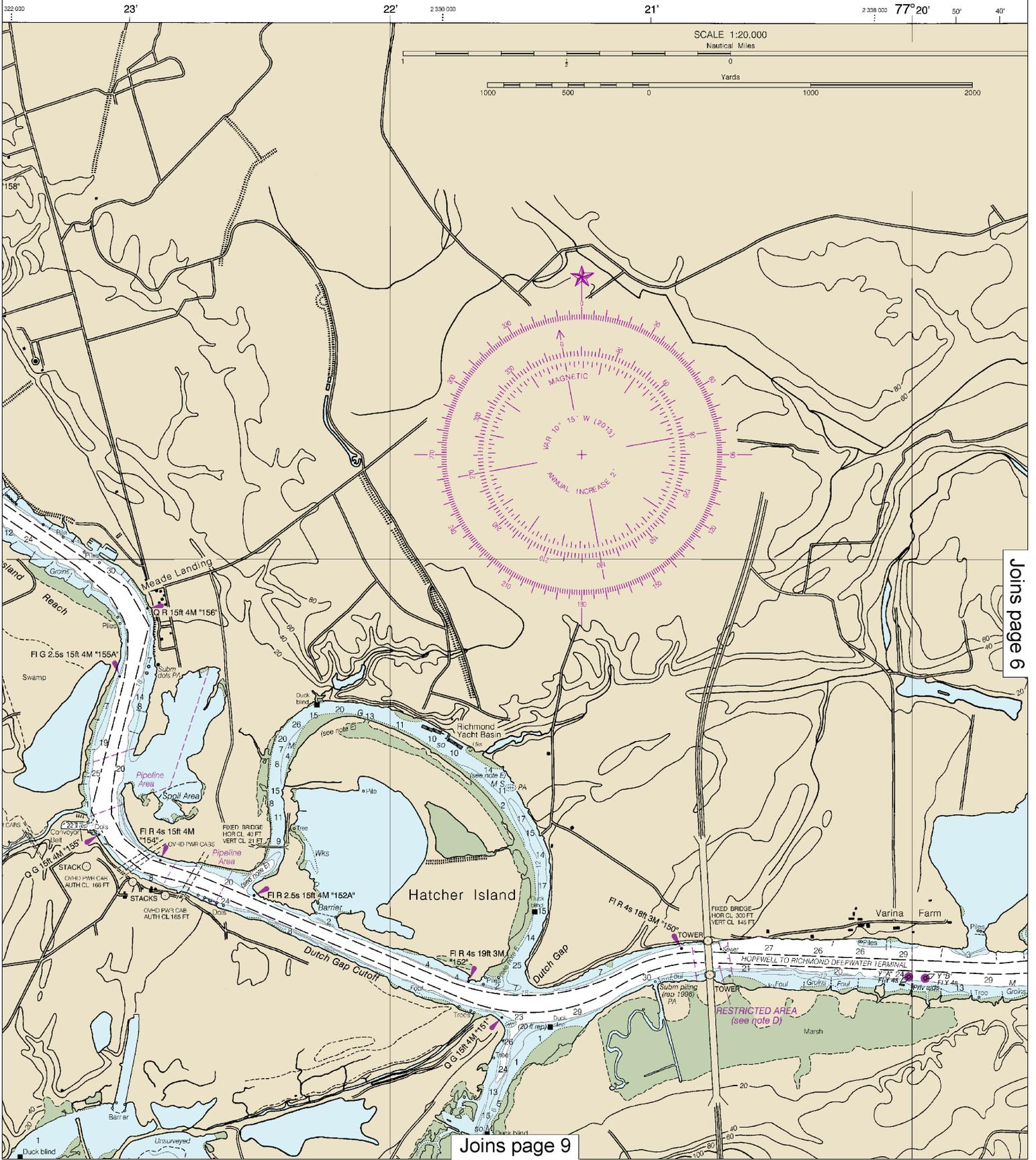
12252



4

Note: Chart grid lines are aligned with true north.





Joins page 6

Joins page 9

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.



16'

2 362 000

15'

14'

2 370 000

77°13'

CAUTION
FISH TRAP AREAS AND STRUCTURES
 Warned that numerous uncharted duck blinds and some submerged, may exist in the fish trap areas. Not charted unless known to be permanent. Ensure clear passage to and through dredged and fixed to established landings, are prescribed by the rules in the Code of Federal Regulations. Limits of fish trap areas have been established in some limits are shown thus: Limits have not been prescribed, the location of is restricted only by the regulations.

CAUTION
 Is shown by broken lines are particularly at the edges.

CAUTION
 ings or defects in aids to indicated on this chart. See ners.

COORDINATE GRID
 (on NAD 1927)
 d, South Zone, is indicated by foot intervals.

REFLECTORS
 have been placed on many vigation. Individual radar on on these aids has been hart.

ION REPORTS
 of oil and hazardous sub- onal Response Center via (free), or to the nearest U.S. f telephone communication R 153).

ON NAVIGATION
 past Guard Light List for nation concerning aids to

ARNING
 riner will not rely solely on avigation, particularly on U.S. Coast Guard Light List t for details.

NTAL INFORMATION
 oast Pilot 3 for important mation.

R RADIO BROADCASTS
 ither Radio station listed tinuous weather broadcasts. nge is typically 20 to 40 e antenna site, but can be atical miles for stations at

WXK-65 162.475 MHz

NTAL DATUM
 erence datum of this chart um of 1983 (NAD 83), which s is considered equivalent c System 1984 (WGS 84). ns referred to the North 927 must be corrected an hward and 1.097' eastward art.



UNITED STATES - EAST COAST
 CHESAPEAKE BAY - VIRGINIA

JAMES RIVER

JORDAN POINT TO RICHMOND

Mercator Projection
 Scale 1:20,000 at Lat. 37°23'

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.

TIDAL INFORMATION

NAME	PLACE (LAT./LONG.)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
City Point	(37°19'N/77°16'W)	Feet	Feet	Feet
Richmond River Locks	(37°32'N/77°25'W)	2.6	2.5	0.1
		3.7	3.4	0.2

Dashes (---) located in datum column 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>. (Nov 2012)

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 | IC interrupted quick | N nun | Rd rotating |
| B black | Is 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:
- | | | | | |
|--------------|-----------|---------|-------------|-----------|
| Bks boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Gra 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 | |
- (1) 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.

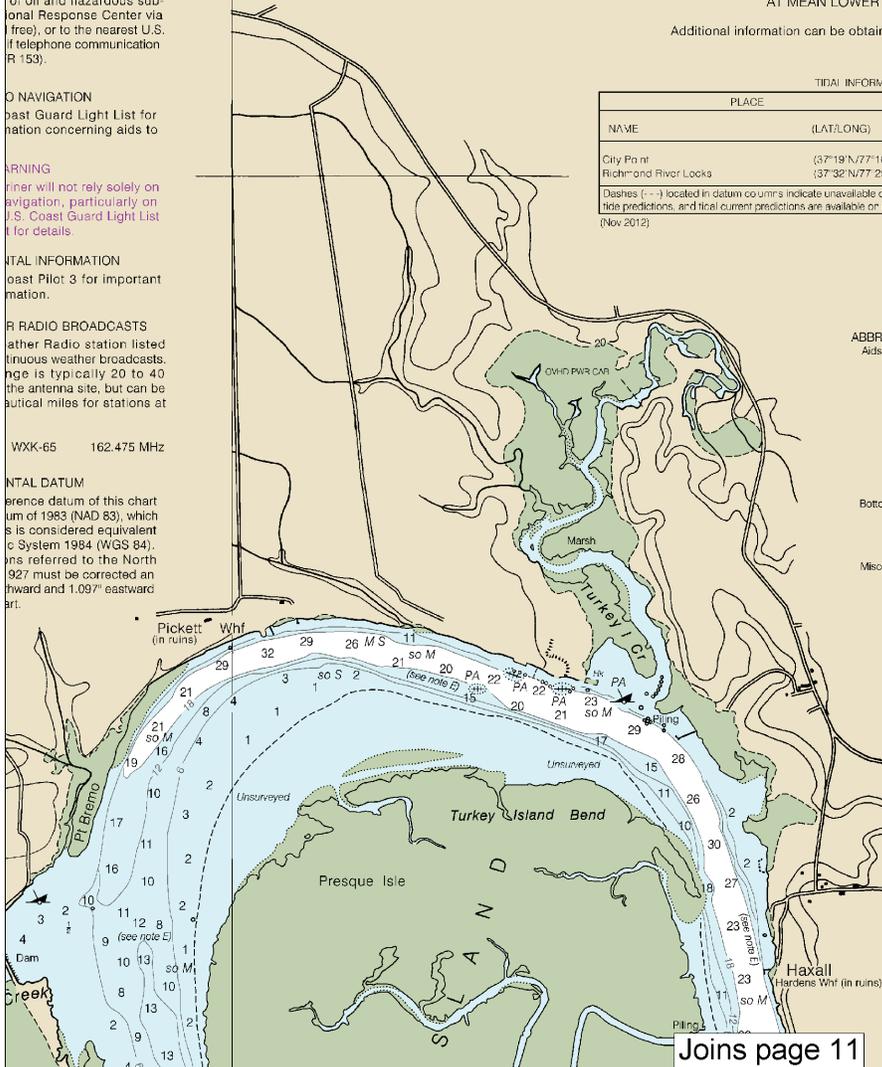
HEIGHTS
 Heights in feet above Mean High Water.

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.

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.

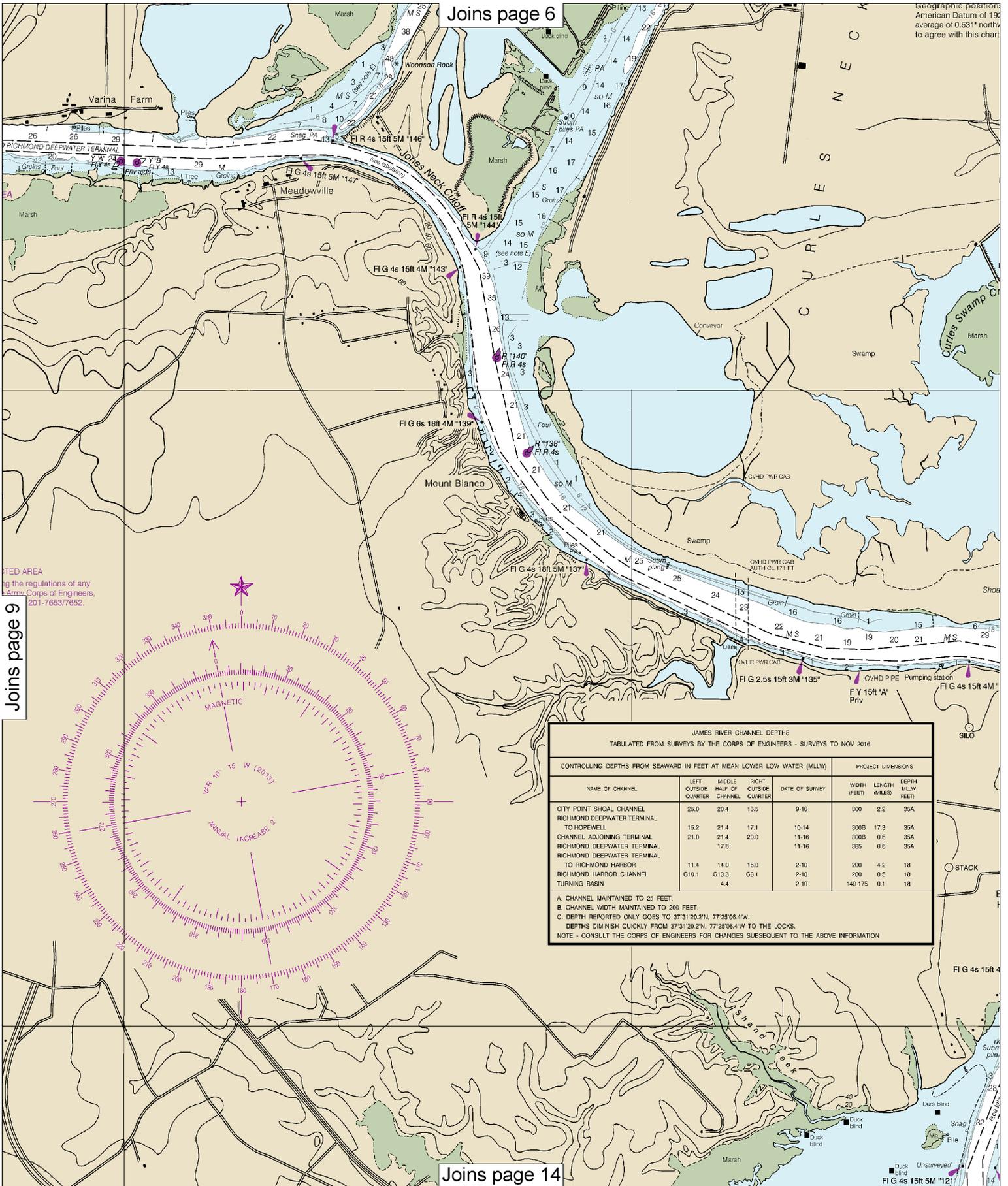
SOURCE

B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage



Joins page 11





REGULATED AREA
Under the regulations of any
State or Federal Engineer,
U.S. Army Corps of Engineers,
201-7653/7652.

Joins page 9

JAMES RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2016

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
CITY POINT SHOAL CHANNEL	26.0	20.4	13.5	9-16	300	2.2	35A
RICHMOND DEEPWATER TERMINAL TO HOPEWELL	15.2	21.4	17.1	10-14	300B	17.3	35A
CHANNEL ADJOINING TERMINAL	21.0	21.4	20.0	11-16	300B	0.6	35A
RICHMOND DEEPWATER TERMINAL TO RICHMOND HARBOR		17.6		11-16	385	0.6	35A
RICHMOND DEEPWATER TERMINAL TO RICHMOND HARBOR CHANNEL	11.4	14.0	16.0	2-10	200	4.2	18
RICHMOND HARBOR CHANNEL	C10.1	C13.3	C8.1	2-10	200	0.5	18
TURNING BASIN		4.4		2-10	140-175	0.1	18

A. CHANNEL MAINTAINED TO 26 FEET.
 B. CHANNEL WIDTH MAINTAINED TO 300 FEET.
 C. DEPTH REPORTED ONLY GOES TO 37°31'20.2"N, 77°25'06.4"W.
 DEPTHS DIMINISH QUICKLY FROM 37°31'20.2"N, 77°25'06.4"W TO THE LOCKS.
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

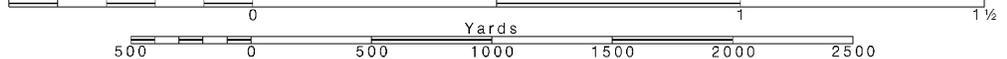


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



ings referred to the North
927 must be corrected an
ward and 1.097" eastward
rt.

Joins page 7

Miscellaneous:
 AUTH authorized Obstrn obstruction PD position doubtful Subm submerged
 ED existence doubtful PA position approximate Rep reported
 2L 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.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

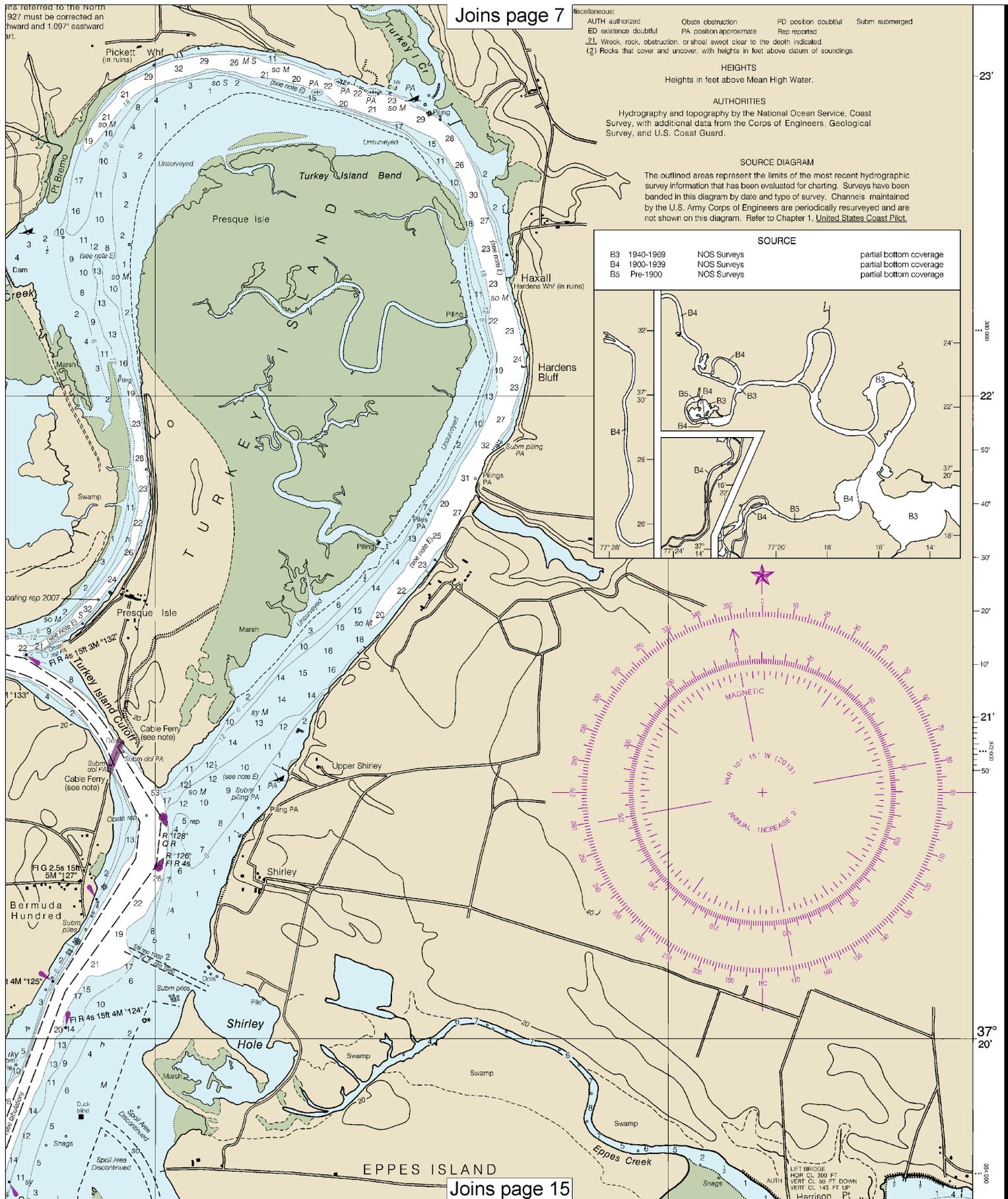
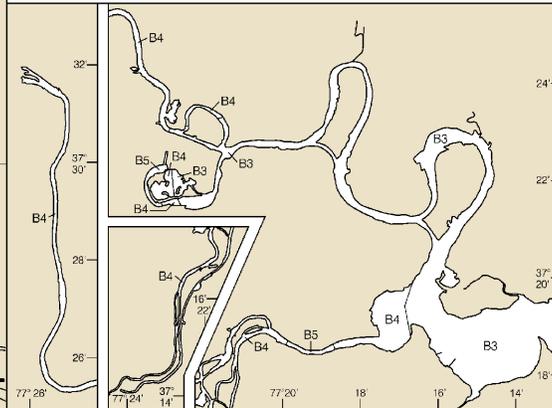
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

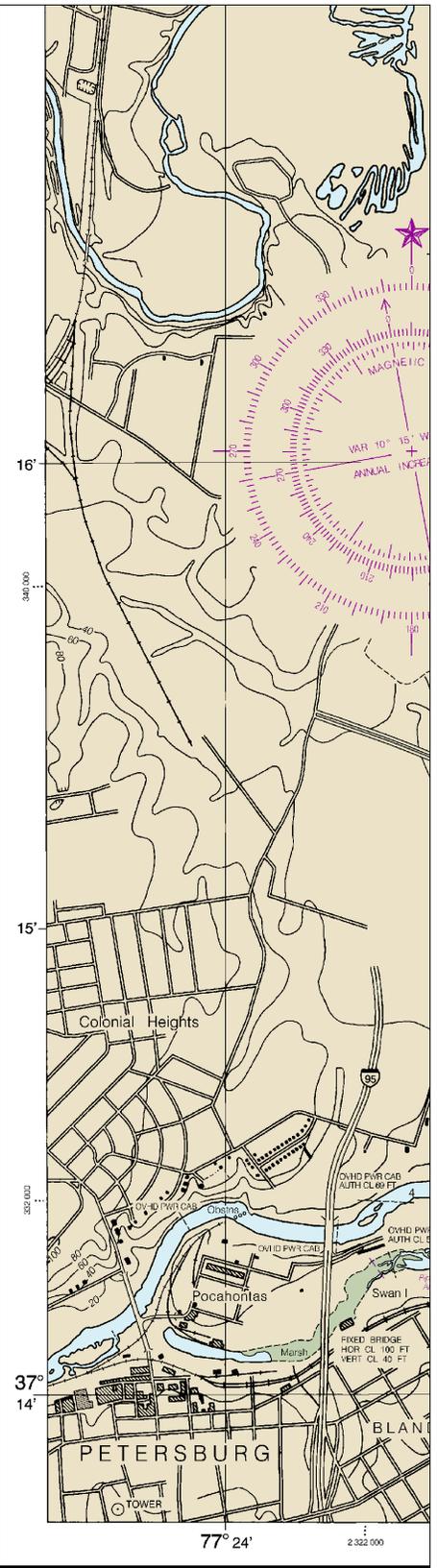
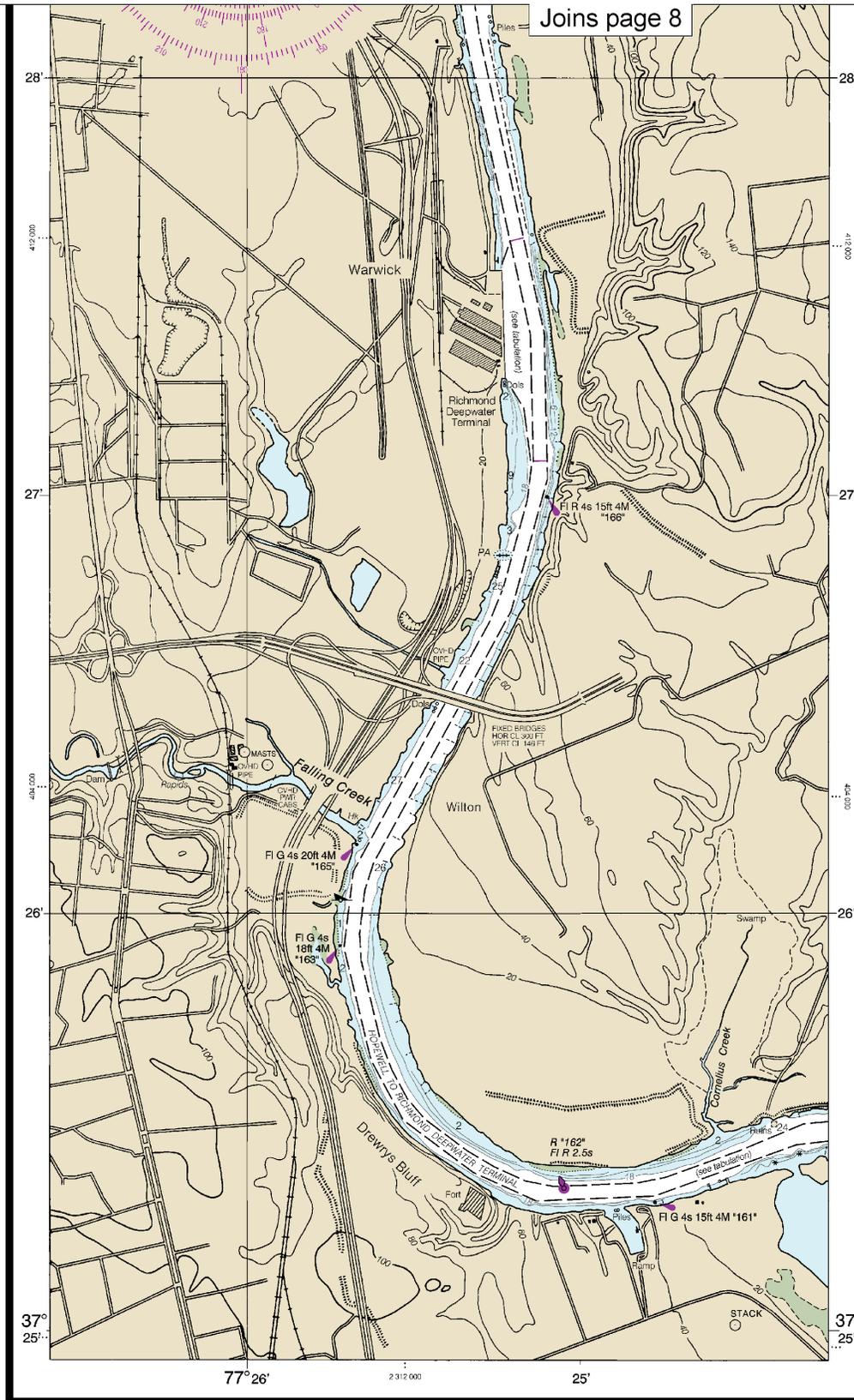
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage



Joins page 15



12252

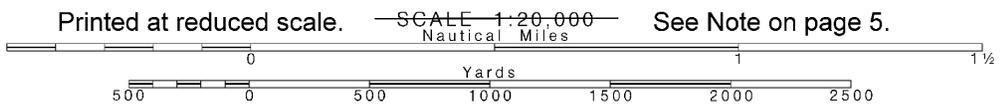
CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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

25th Ed., Jan. 2013. Last Correction: 2/10/2017. Cleared through:
 LNM: 0617 (2/7/2017), NM: 0717 (2/18/2017)

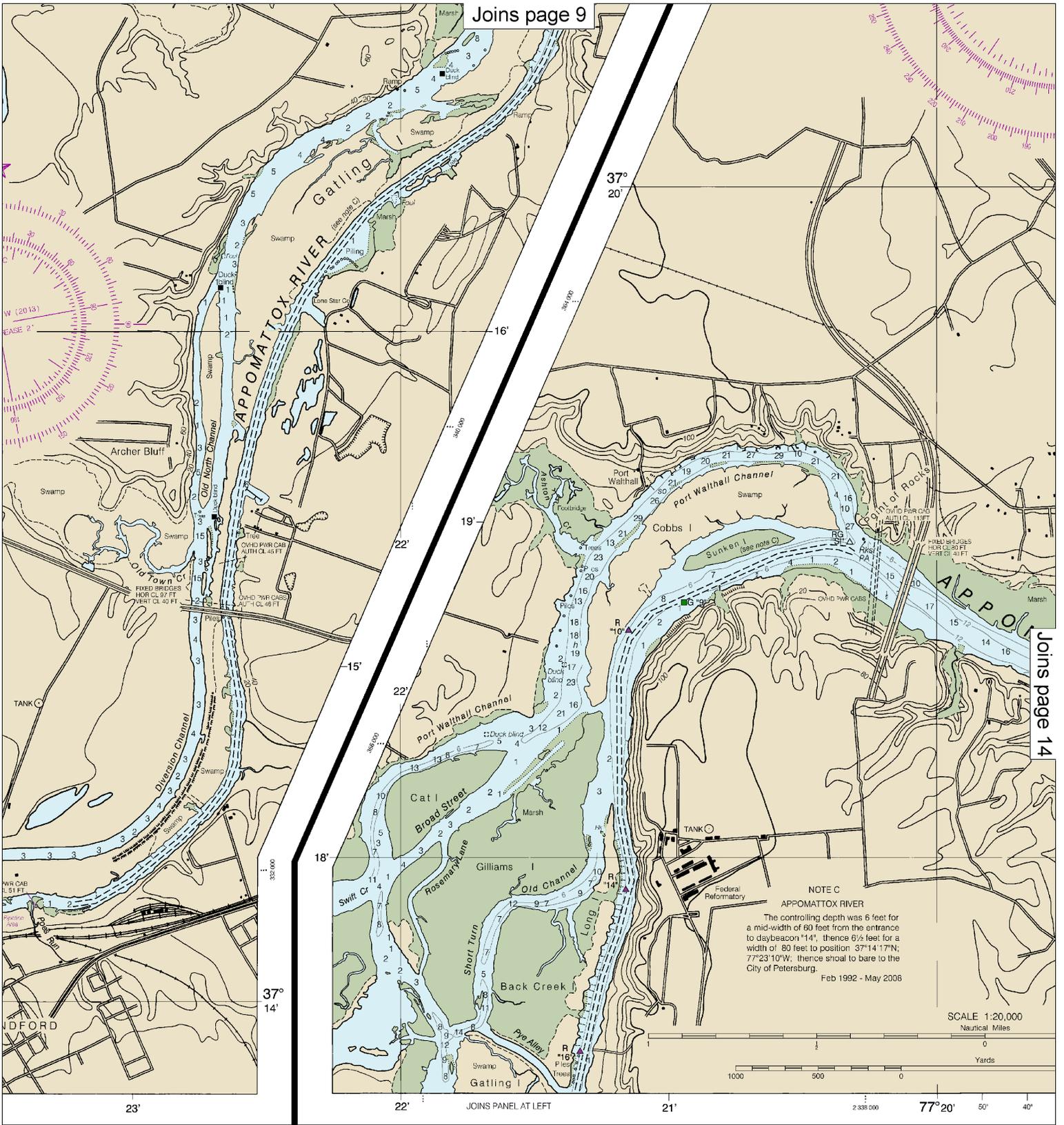


Note: Chart grid lines are aligned with true north.



Joins page 9

Joins page 14



NOTE C
APPOMATTOX RIVER
 The controlling depth was 6 feet for a mid-width of 60 feet from the entrance to daybeacon "14", thence 6½ feet for a width of 80 feet to position 37°14' 17"N; 77°23' 10"W; thence shoal to bare to the City of Petersburg. Feb 1992 - May 2006

SCALE 1:20,000
 Nautical Miles



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

CHMOND DEEPWATER TERMINAL				11.4	14.0	16.0	2-10	200	4.2	18
TO RICHMOND HARBOR				C10.1	C13.3	C8.1	2-10	200	0.5	18
CHMOND HARBOR CHANNEL										
TURNING BASIN				4.4			2-10	140-175	0.1	18

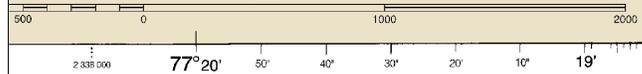
A. CHANNEL MAINTAINED TO 25 FEET.
 B. CHANNEL WIDTH MAINTAINED TO 200 FEET.
 C. DEPTH REPORTED ONLY GOES TO 37°31'20.2"N, 77°25'06.4"W.
 DEPTHS DIMINISH QUICKLY FROM 37°31'20.2"N, 77°25'06.4"W TO THE LOCKS.
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



Joins page 13

NOTE C
 APPOMATTOX RIVER
 Minimum depth was 6 feet for
 1/2 mile from the entrance
 1/4 mile, thence 6 1/2 feet for a
 1/4 mile to position 37°14'17"N,
 thence shoal to bare to the
 1/4 mile.
 Feb 1992 - May 2006

SCALE 1:20,000
 Nautical Miles



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

SOUNDINGS IN FEET

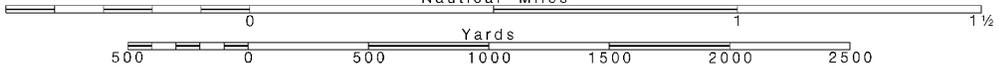
14

Note: Chart grid
 lines are aligned
 with true north.

Printed at reduced scale.

SCALE 1:20,000
 Nautical Miles

See Note on page 5.





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.

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>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/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 Weather Service — <http://www.weather.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.