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

Formerly C&GS 1216, 1st Ed. July 1914 C-1914-146 KAPP 682

SOUNDINGS IN FEET

12323

UNITED STATES – EAST COAST
NEW JERSEY

SEA GIRT TO LITTLE EGG INLET

Mercator Projection
Scale 1:80,000 at Lat. 39°50'
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

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Manasquan Inlet	(40°06'N/074°02'W)	4.5	4.2	0.2
Beaverdam Creek	(40°04'N/074°04'W)	0.6	0.4	0.1
Coates Point	(39°57'N/074°07'W)	0.6	0.4	0.1
Seaside Heights	(39°57'N/074°04'W)	4.9	4.5	0.2
Island Beach, Sedge Islands	(39°47'N/074°06'W)	0.5	0.4	0.1
Barnegat Inlet	(39°46'N/074°07'W)	2.5	2.3	0.1

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.

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

Bottom characteristics:
Blds boulders, Co coral, gr 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, Submrg submerged, RD existence doubtful, PA position approximate, Rep reported
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(1) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

HEIGHTS
Heights in feet above Mean High Water.

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 replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOTE B
Entrance to Inlets
The entrance channel at the inlets not protected by jetties are subject to frequent changes. The buoys are not charted because they are frequently shifted in position. Buoys are removed if shoaling makes inlets unnavigable.

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

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

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

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.

MARINER ACTIVATED SOUND SIGNALS
Sound signals labeled with (MRASS) require user activation. See USCG Light List.

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

A	1990-2014	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
f		Chart 12316	
g		Chart 12324	

SCALE 1:80,000
Nautical Miles
Yards

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.

Atlantic City, NJ KHB-38 162.400 MHz
New York, NY KWO-35 162.550 MHz

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 0.42a" northward and 1.500" eastward to agree with 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).

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.

NOTE C
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels travelling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to New York Harbor but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.

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 Philadelphia, Pennsylvania.
Refer to charted regulation section numbers.

NOTE D
DANGER AREA
Vessels are warned against fishing, dragging or anchoring in this area.

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 wells may be marked by lighted or unlighted buoys.

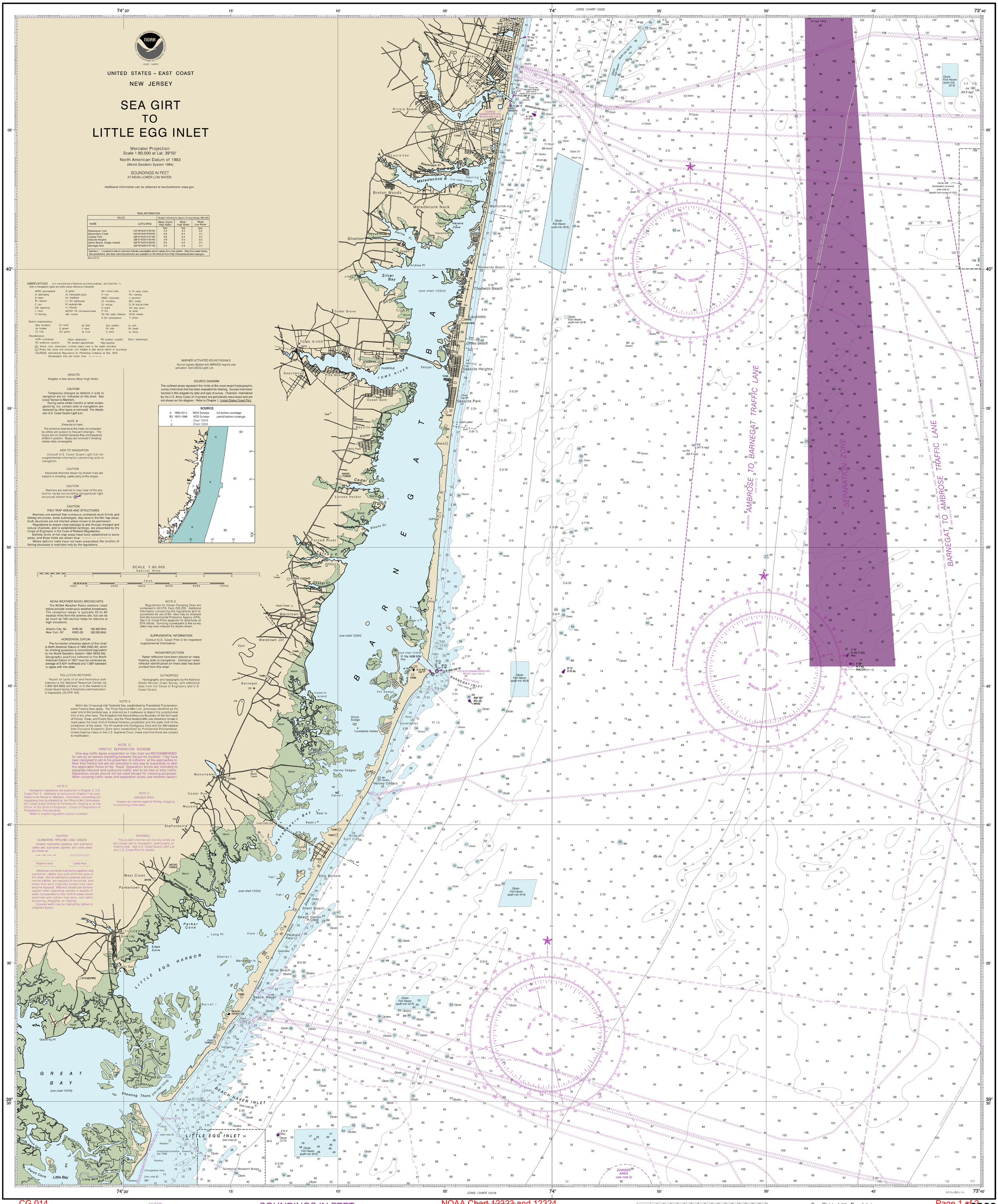
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

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

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.

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


JOINS CHART 12326
JOINS CHART 12318
BARNEGAT BAY
LITTLE EGG HARBOR
GREAT BAY
LITTLE EGG INLET
BEACH HAVEN INLET
BARNEGAT INLET
MANASQUAN INLET
AMBROSE TO BARNEGAT TRAFFIC LANE
BARNEGAT TO AMBROSE TRAFFIC LANE
SEPARATION ZONE
Seaside Heights
Seaside Park
Ocean Gate
Toms River
Point Pleasant Beach
Manasquan
Brielle
Mantoloking
Normandy Beach
Chadwick Beach
Ortley Beach
Lavallette
Beach Haven
Long Beach
Ship Bottom
Surf City
Brant Beach
Little Egg Harbor
Tuckerton
Parkertown
Waretown
Forked River
Barnegat
Manahawkin
Stafford Township
Long Beach Township
Beach Haven Inlet
Little Egg Inlet
Barnegat Inlet
Manasquan Inlet
Obstn Fish Haven (auth min 40 ft)
Obstn Fish Haven (auth min 50 ft)
Obstn Fish Haven (auth min 44 ft)
Obstn Fish Haven (auth min 52 ft)
Obstn Fish Haven (auth min 50 ft)
Numerous Research Buoys
DANGER AREA (see note D)
Dump Site (incineration of wood) (see note S)
Depths from survey of 1975
Dump Site (dredged material) (see note S)
Depths from survey of 2005
COLREGS DEMARCATION LINE 80.501a (see note A)
THREE NAUTICAL MILE LINE (See note X)
TERRITORIAL SEA (see note X)
CONTIGUOUS ZONE (see note X)
MAGNETIC
VAR 13° 00' W (2012)
VAR 12° 45' W (2012)
ANNUAL DECREASE
(use chart 12324)
(use chart 12316)
(see note B)
(see note C)
(see note D)
(see note S)
(see note X)
Shoal rep 2013
Wreck rep 1993
PA (rep 1993)
PA (47 ft rep)
PA (68 ft rep)
PA (55 ft rep)
Y "A" Fl (5) Y 20s Priv
Y "B" Fl Y 6s RACON (•—•—)
Y R Y Priv Obstn (53 ft)
Fl 10s 163ft 22M Priv
Q G 30ft 3M "1"
R "2" Fl R 6s
RW "B" Mo (A) WHIS
Fl R 4s "1" Priv
Fl R 4s 8M "4"
Q R 30ft 3M "6"
Q R 30ft 3M "8"
Q G 30ft 3M "7"
Fl R 4s 8M "3"
Fl R 4s 8M "5"
Fl R 4s 8M "7"
Fl R 4s 8M "9"
Fl R 4s 8M "11"
Fl R 4s 8M "13"
Fl R 4s 8M "15"
Fl R 4s 8M "17"
Fl R 4s 8M

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilots 2 and 3. Additions or changes to these regulations are promulgated in Notice to Mariners. Information concerning the regulations may be obtained at the Office of the District Engineer, Corps of Engineers, Fort Wadsworth, Staten Island, New York, or the District Engineer, Corps of Engineers, Wanamaker Building, Philadelphia, Pennsylvania.
Refer to charted regulation section numbers.

NOTE C
PRECAUTIONARY AREA
Traffic within the Precautionary Area consists of vessels making the transition between operating in Ambrose or Sandy Hook Channels and one of the traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

ANCHORAGE AREAS
110-150 (see note A)
Limits and assigned numbers of anchorage areas are shown in magenta.

27 28 GENERAL ANCHORAGES
49P 49Q NAVAL ANCHORAGES–reserved for vessels carrying explosives.

NOTE D
NO-DISCHARGE ZONE, 40 CFR 140
Under the Federal Water Pollution Control Act, all vessels operating within a No-Discharge Zone (NDZ) are prohibited from discharging any sewage, treated or untreated, into the waters. To prevent such discharge, marine sanitation device (MSD) that are navigated, moored, anchored, or docked within a NDZ must have the MSD secured in such a manner that it cannot be operated (treated or untreated) or rendered a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Information concerning the location of pump-out facilities and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owm/owm/regulatory/vessel_sewage/

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

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).

NOTE C
BARNEGAT INLET
OYSTER CREEK CHANNEL
Buoys in these channels are not charted because they are moved frequently. Hydrographic surveys do not show due to its continuous dredging nature.
Consult Local Notice to Mariners, 5th Coast Guard District, for the latest positions of aids to navigation.

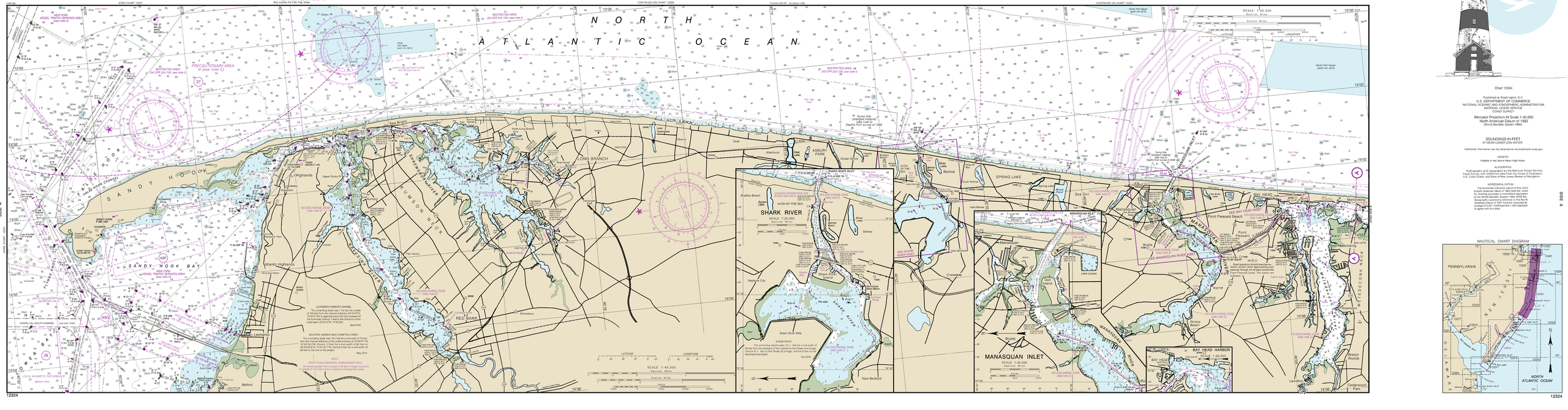
TIDAL INFORMATION
While the minimal range of the tide is only one foot, strong winds can cause a difference of long duration, the change in depth may amount to a maximum of about 3 feet above or below the charted depth. Prolonged northeast or southeast winds will cause the water level to be higher than the normal range of the tide is about 3 feet.

NOTE B
Channel is marked by privately maintained seasonal aids.

Pump-out facilities

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilots 2 and 3 for important supplemental information.

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 date shown in the upper left corner. Temporary and preliminary updates from Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.



NOTICE TO MARINERS
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and adjoining waters. Vessel operating procedures are designated in the Navigation and Vessel Inspection Circular (NVIC) 2-04, U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and regulations. Although participation in the VTS and location is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, depending on their size, cargo, or port of destination, to facilitate vessel traffic management within the VTS area.

NOTE E
Channel is marked by privately maintained seasonal aids.

NOTE G
Pump-out facilities

NOTE H
Dump Site
(Regulated by EPA)
(see note D)
Depths from survey of 1998

NOTE I
Dump Site
(Regulated by EPA)
(see note D)
Depths from survey of 1998

NOTE J
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional restrictions on the use of these sites may be promulgated for use of the sites may be obtained from the Environmental Protection Agency (EPA), Region 2, 290 Broadway, New York, New York 10007-1866 offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION
WARNINGS CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the safe passage of large vessels navigating within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually may be moving at speeds which may be difficult for the distance in which to maneuver or stop. A large vessel's supersructure may block the wind with the result that the vessel may be moving but its navigation personnel are unable to maneuver. Sea and alien vessels can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear when encountered by itself. Mariners should consult these sources for applicable rules and regulations. Although participation in the VTS and location is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, depending on their size, cargo, or port of destination, to facilitate vessel traffic management within the VTS area.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilots 2 and 3. Additions or revisions to Chapter 2 are promulgated in Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, Massachusetts, the District Engineer, Corps of Engineers, Virginia, or at the Office of the District Engineer, Corps of Engineers, in New York, New York or in Philadelphia, Pennsylvania.
Refer to charted regulation section numbers.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Federal Water Pollution Control Act, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. To prevent such discharge, marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD secured in such a manner that it cannot be operated (treated or untreated) or rotated a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Information concerning the location of pump-out facilities and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owm/owm/regulatory/vessel_sewage/

CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
All craft should avoid areas where the skipper of a vessel can't see ahead with a diagonal white stripe, is displayed.

Pump-out facilities

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

CAUTION
USACE conducts hydrographic surveys to monitor navigation conditions. These surveys are not conducted to detect underwater obstructions or features hazardous to surface navigation and not expected but may exist in federal channels.

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
Fixed and floating obstructions, wires, submerged, may exist within the navigable channel bridge construction area. Mariners are advised to proceed with caution.

NAUTICAL CHART 12324
INTRACOASTAL WATERWAY

NEW JERSEY
SANDY HOOK TO LITTLE EGG HARBOR

Chart 12324
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY
Mercator Projection At Scale 1:40,000
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

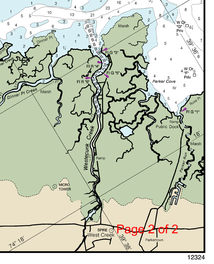
Additional information can be obtained at nauticalcharts.noaa.gov

HEIGHTS
Heights in feet above Mean High Water

ALPHORETS
Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and State of New Jersey Bureau of Navigation.

HORIZONTAL DATUM
The horizontal datum shown in 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 1983 may differ from those based on earlier (27 or 83) datums by up to 1 or 2 seconds to agree with this chart.

NAUTICAL CHART DIAGRAM



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