BookletChart™

Little Egg Inlet to Hereford Inlet
NOAA Chart 12318

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
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=123

(Selected Excerpts from Coast Pilot)

The coast of New Jersey extends in a general southerly direction for 44 miles from Sandy Hook to Barnegat Inlet, then southwesterly for 66 miles to Cape May Point. From Sandy Hook to Atlantic City the 60-foot curve is 5 to 10 miles from shore; off Delaware Bay the distance has increased to 17 miles. Deep-draft vessels should stand off the coast in depths of 60 feet or more between New York Bay and Delaware Bay. Light-draft vessels can follow the shore more closely if they pay strict attention to the charts for fishweir areas, shoals, wrecks, and other obstructions. Small craft should wait for favorable weather before attempting an outside run along this coast.

The principal shallow-draft entrances are Shark River Inlet, Manasquan Inlet, Barnegat Inlet, Absecon Inlet, and Cape May Inlet. There are several others that are unimproved. The inlets are, or may be, obstructed by shifting bars, and most require local knowledge to carry the best water.

North Atlantic Right Whales.--Endangered North Atlantic right whales may occur within 30 nautical miles of the New Jersey coast (peak season: November through April, although right whales have been sighted in the area year round). (See North Atlantic Right Whales, indexed as such in Chapter 3, for more information on right whales and recommended measures to avoid collisions.)

All vessels 65 feet or greater in length overall and subject to jurisdiction of the United States are restricted to speeds of 10 knots or less in a Seasonal Management Area existing around the Ports of New York/New Jersey between November 1 and April 30. The area is defined as the waters within a 20-nm radius of 40°29’42.2"N., 73°55’57.6"W. (See 50 CFR 224.105 in Chapter 2 for regulations, limitations, and exceptions.)

Traffic Separation Scheme off New York has been established in the approaches to New York Harbor from sea.

Caution.--Numerous fishing floats reported in the approach to New York Harbor in the Traffic Separation Scheme precautionary area. Shipping safety fairways have been established connecting the eastern approach off Ambrose Traffic Separation Scheme Off New York and the eastern approach off Nantucket of Traffic Separation Scheme Off New York. (See 166.100 through 166.500, chapter 2, for limits and regulations.)

Pilotage, New Jersey Coast.--Pilotage is compulsory for foreign vessels and U.S. vessels under register. Pilotage is available from the Sandy Hook Pilot Association, 201 Edgewater Street, Staten Island, NY 10305, telephone 718-448-3900, FAX 718-447-1582, email: pilotoffice@sandyhookpilots.com. Arrangement for pilotage made through ship’s agents or directly. 24-hour advance notice required.

Little Egg Inlet (39°29’09.6"N., 74°17’31.2"W.), 19 miles south-southwestward of Barnegat Inlet and close southwestward of Beach Haven Inlet, is used considerably by local pleasure and fishing boats. The inlet channels and shoreline are constantly changing; the entrance is well marked, but the buoys are not charted because they are frequently shifted in position. In 2007, an unmarked partially submerged wreck was reported at about 39°29’09.6"N., 74°17’31.2"W.; caution is advised.

Brigantine Inlet, 2.6 miles south-southwestward of Little Egg Inlet, has shoaled to such an extent that it is unsafe for the shallowest drafts.

Brigantine Shoal, 3 miles south of the inlet, has a least depth of 18 feet.

Absecon Inlet, 8.7 miles southwestward of Little Egg Inlet, is on the northeast side of Atlantic City. The inlet is protected at the entrance by jetties; a revetment extends along the Atlantic City side of the inlet.

Atlantic City, on the south side of Absecon Inlet, is a base for a large fleet of fishing vessels and pleasure craft. The city has highway, rail, and air connections with the mainland; highways lead to the coastal towns northward and southward.

Pilotage, Atlantic City.--Pilotage is compulsory for foreign vessels and U.S. vessels under register. Pilotage is available from the Sandy Hook Pilot Association, 201 Edgewater Street, Staten Island, NY 10305, telephone 718-448-3900, FAX 718-876-8055, e-mail: pilotoffice@sandyhookpilots.com. Arrangements for pilotage made through ship’s agents or directly. A 24-hour advance notice is required.

U.S. Coast Guard Rescue Coordination Center

24 hour Regional Contact for Emergencies

RCC Norfolk Commander 5th CG District (575) 398-6231 Norfolk, VA

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*This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal 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
- COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED

- PREFERRED CHANNEL TO PORT
- TOPMOST BAND RED
- COMPOSITE GROUP FLASHING (2+1)

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/
UNITED STATES - EAST COAST
NEW JERSEY
LITTLE EGG INLET TO HEREFORD INLET

Mercator Projection
Scale 1:80,000 at Lat. 39°15'

North American Datum of 1983
(WGS Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

COURSES International Regulations for Preventing Collisions at Sea, 1972.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geodetic Service, State of New Jersey, Division of Navigation, and U.S. Coast Guard.

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

HEIGHTS
Heights in feet above Mean High Water.

<table>
<thead>
<tr>
<th>PLACE</th>
<th>Elevation (LHD/LDH)</th>
<th>Height Relative to Datum in Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>LITTLE EGG INLET</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Atlantic City</td>
<td>[99°21'7&quot;N, 74°20&quot;W]</td>
<td></td>
</tr>
<tr>
<td>Great Egg Harbor</td>
<td>[99°21'7&quot;N, 74°20&quot;W]</td>
<td></td>
</tr>
<tr>
<td>TOWNSEND'S INLET</td>
<td>[99°21'7&quot;N, 74°20&quot;W]</td>
<td></td>
</tr>
</tbody>
</table>

RADAR REFLECTIONS
Radar reflections have been placed on many floating aids for navigation. Individual radar reflection identification on these aids has been omitted from this chart.

NOTE: 1
RIGHT WHALE SEASONAL MANAGEMENT AREA
All vessels greater than or equal to 66 feet in length must allow for speeds of 10 knots or less in seasonal management areas.

Note: Chart grid lines are aligned with true north.
Joins page 6

Joins page 9

Joins page 14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 See Note on page 5.
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.

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/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/nsv/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

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.