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
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.


Selected Excerpts from Coast Pilot

Raritan River empties into the western end of Raritan Bay between Perth Amboy and South Amboy. The channel from South Amboy to New Brunswick is 11 miles long and very crooked, but is well marked with navigational aids. Waterborne commerce on the river is in coal, ore, and petroleum products.

Channels.—Vessels enter Raritan River from the east by way of Great Beds Reach and from the north by way of Arthur Kill via Raritan River Cutoff Channel. A Federal project provides for a 20-foot channel in Raritan River Cutoff, a 25-foot channel from Great Beds Reach in Raritan Bay to the head of Red Root Reach about 1.9 miles above Garden State Parkway bridge, and thence a 15-foot channel to the junction with Washington Canal. (See Notice to Mariners and latest editions of the charts for controlling depths.) Above Washington Canal, the controlling depth in Raritan River was about 9 feet at midchannel to New Brunswick in 1962. A dredged channel in Titanium Reach and South Channel branches south from Raritan River about 0.6 mile above Garden State Parkway bridge. The Federal project depths are 25 feet in Titanium Reach and 15 to 10 feet in South Channel to Crossman Dock. (See Notice to Mariners and latest editions of the charts for controlling depths.) In 1991, the channels were not being maintained near project depth and the project above Crossman Dock was not being maintained.

A dredged channel in Washington Canal branches south from Raritan River about 4.3 miles above Garden State Parkway bridge and connects with South River. A dredged channel leads south for about 3.4 miles in South River. In 1961, the midchannel controlling depths were 12 feet in Washington Canal, thence 10 feet in South River to the first highway bridge, thence 8 feet for about 1 mile, thence ½ foot to a point 800 yards north of the highway bridge at Old Bridge.

Bridges.—Several drawbridges and fixed bridges cross Raritan River and South River. The distances above the mouth of the Raritan River and clearances follow: railroad bridge with center-pier swing span, 0.4 mile, 8 feet, overhead power cable at the bridge has a clearance of 140 feet; Victory Highway Bridge, 1.6 miles, fixed span with a clearance of 110 feet; Thomas Edison Memorial Bridge with two fixed spans, 1.9 miles, 110 feet; Garden State Parkway with fixed span, 2 miles, 134 feet; overhead power cable near Crab Island, 5.2 miles, 128 feet; New Jersey Turnpike with fixed span, 8.7 miles, 45 feet; overhead power cables, 8.9 miles, 114 feet; and U.S. Highway No. 1 Bridge with two fixed spans, 9.6 miles, 90 feet. The highway bridge over South River at the town of South River has a fixed span with a clearance of 25 feet. The railroad bridge, 0.4 mile upstream, has a swing span with a clearance of 4 feet. (See 117.1 through 117.59, 117.747, and 117.756, chapter 2, for drawbridge regulations.) In 1987, the fender system of the south draw of the railroad swing bridge sustained significant damage and may be protruding into the channel. Mariners are advised to exercise caution and navigate the north draw only. Mariners are requested to avoid bridge openings of this bridge during peak commuter hours of 0700 to 0815 and 1700 to 1815, Monday through Friday. The bridgetender monitors VHF-FM channel 13; call sign KT-4204.

Currents.—The tidal current has a velocity of about 1.5 knots at the Victory Highway Bridge at Perth Amboy.

South Amboy is a city on the south side of the entrance to Raritan River. Waterborne commerce at the port is in fuel oils, coal, sand, and gravel. Depths alongside the wharves and piers range from 6 to 30 feet. Water, provisions, and marine supplies can be obtained here, and berths with electricity, water, ice, and winter dry storage are available at a boat club.

South River is a town on the west side of South River 7.5 miles above South Amboy. A marina about 200 yards north of the highway bridge at Old Bridge provides berths, water, marine supplies, a 2-ton lift, and engine repairs. In 1981, a reported depth of about 1 foot could be carried to the marina.

The Delaware and Raritan Canal, closed to navigation since 1933, had its entrance to the Raritan River at New Brunswick.

Highland Park is across Raritan River opposite New Brunswick. In 1981, a reported depth of about 3½ feet was available from the head of the Federal project to Highland Park, the practical head of navigation.
NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers.

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry. To report a chart discrepancy, please use ocdata.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.
Note: Chart grid lines are aligned with true north.
Note: Chart grid lines are aligned with true north.
NOTE:

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radio telephone frequencies are published in 33 CFR 146; the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the Hampshire waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.
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/ids/inquiry.aspx?frompage=ContactUs
- Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/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

---

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.

---

**NOAA’s Office of Coast Survey**

**The Nation’s Chartmaker**