

BookletChart™



Delaware River – Philadelphia to Trenton

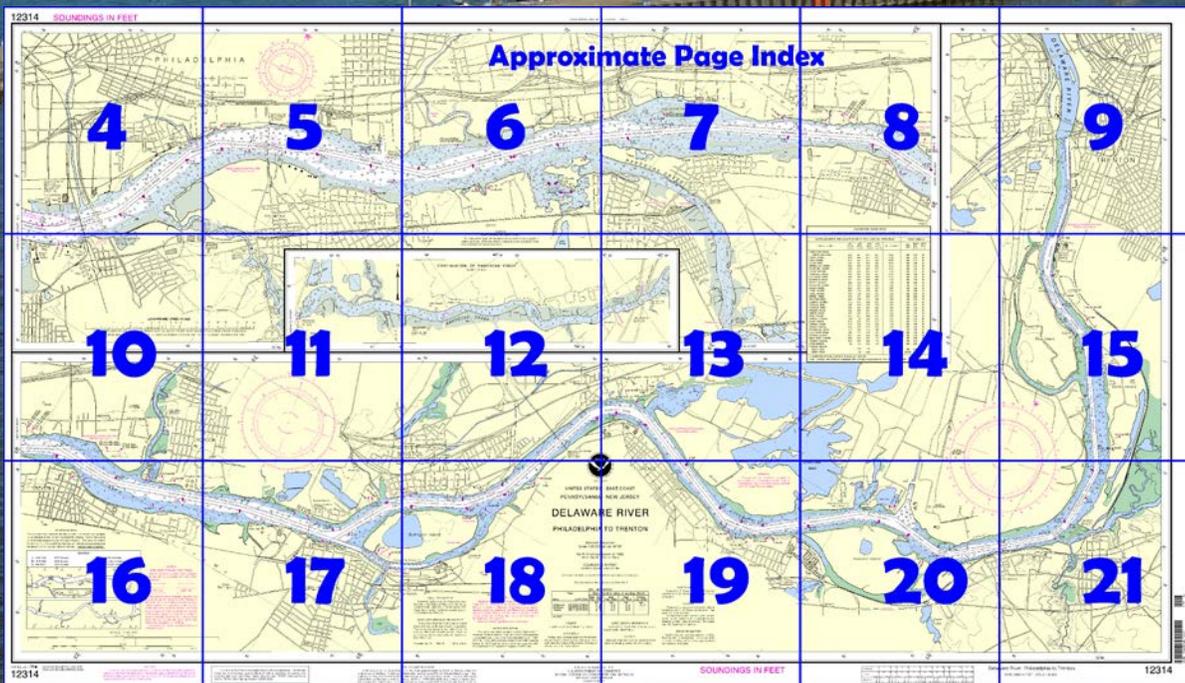
NOAA Chart 12314

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.

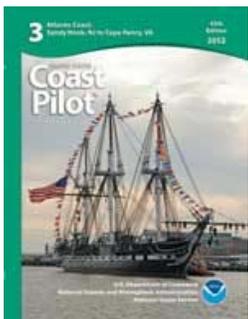
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12314>



(Selected Excerpts from Coast Pilot)

Above Philadelphia, the 40-foot dredged channel continues to Newbold Island, thence the depths are 25 feet to the Trenton Marine Terminal and 12 feet to the railroad bridge at Trenton.

Gasoline and supplies are available at a small boatyard on the west side of the bridge at Tacony.

Dredge Harbor.—The eastern entrance is closed by shoals. The western entrance has depths of about 10 feet, thence up to 15 feet

inside. Berths, gasoline, diesel fuel, and marine supplies are available.

Rancocas Creek has barge traffic as far as the first bridge; above this point the creek is used by pleasure boats. Depths are about 5 feet to **Centerton** 6 miles above the mouth. The channel is narrow and crooked

above Bridgeboro and in general follows ebb-tide bends back and forth between shoals; navigation is difficult without local knowledge. The entrance to the creek is marked by a buoy. The current velocity is about 1 knot in the entrance. There are small craft facilities near the first bridge and at **Bridgeboro**. Berths, gasoline, and marine supplies are available.

State Route 543 highway bridge has a clearance of 4 feet. The railroad bridge, 0.2 mile above the highway bridge, has a clearance of 3 feet. The State Route 38 bridge at Centerton has a clearance of 6 feet. Above this point, navigation is limited by fixed bridges, the least clearance being 6 feet at the Mount Holly bridge.

Poquessing Creek forms the upper boundary of the city of Philadelphia. A yacht club at **Torresdale** has a float landing. In 1998, reported depths at the float were 9 to 12 feet.

Mud Island.—The channel between Mud Island and Pennsylvania has a controlling depth of about 7 feet. The lower part of the channel is used as a small-boat anchorage.

Andalusia.—A yacht club at **Cornwells Heights** has a float landing with about 10 feet alongside; gasoline, berths, and water are available on weekends only.

Neshaminy Creek has depths of about 7 feet to the highway bridge 0.7 mile above the mouth, thence about 4 feet for another 0.3 mile to where the creek has shoaled to bare. The highway bridge has a clearance of 9 feet. There are boatyards and marinas along the creek. Berths, gasoline, diesel fuel, water, and marine supplies are available.

At Mile 100.1N, a dredged channel leads to a small-craft basin at **Neshaminy State Park.**—Berths, ice, water, and electricity are available. In 1974, the controlling depth was 8 ft in the entrance channel and 4 ft in the basin. The mouth of the entrance channel is marked by a light.

The Delaware River main channel continues along the northwest side of Burlington Island, and the auxiliary channel extends along the southeast side for 1.2 miles to a turning basin at the upper end of the U.S. Pipe and Foundry Co. In September 1996, the midchannel controlling depth in the auxiliary channel was 10 feet, thence depths of 10 to 17 feet were in the basin. Eastward of the turning basin, the back channel has natural depths of about 6 to 11 feet through the northeast entrance.

The current velocity is 1.3 knots on the flood and 1.6 knots on the ebb in the main channel west of Burlington Island. In the back channel east of the island, the velocity is 0.9 knot on the flood and 1.8 knots on the ebb. The town wharf, about 0.4 mile east of Assiscunk Creek, has depths of 12 feet reported alongside. A marina at the entrance to **Assiscunk Creek** has berths, gasoline, diesel fuel, ice, and some marine supplies.

Bristol.—The public wharf at the lower end of the town has depths of about 3½ feet reported at the face. A yacht club near the upper end of Bristol has float landings with 8 feet reported alongside; water available.

Roebing.—The main wharf is 300 feet long and has depths of about 12 feet reported alongside, deck height, 8 feet.

In September 1982, a section of the back channel S of Newbold Island, between the island and the New Jersey mainland was reported to have shoaled to bare.

The current velocity in Whitehill Range off Fieldsboro is 1.4 knots on the ebb; the flood current is weak and of short duration.

Crosswicks Creek.—Berths and gasoline can be obtained at one of the yacht clubs at Bordentown.

Mariners are advised to stay in the dredged channel when navigating between Bordentown and Trenton because of the rocky ledges and shoals bordering the channel.

On the New Jersey shore between Duck Island and Trenton are small-craft facilities where gasoline, berths, water, and some marine supplies are available.

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

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

Table of Selected Chart Notes

Corrected through NM Jun. 9/12
Corrected through LNM May 29/12

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.

Mercator Projection
Scale 1:20,000 at Lat. 40°05'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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.

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.

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

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).

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

For Symbols and Abbreviations see Chart No. 1

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides 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.

Philadelphia, PA KIH-28 162.475 MHz

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 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.

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 0.399" northward and 1.401" eastward to agree with this chart.

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.

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.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water		Mean Low Water	
		feet	feet	feet	feet
Bridgeboro	(40°02'N/74°56'W)	6.9	6.5	0.2	
Burlington	(40°05'N/74°52'W)	7.8	7.5	0.2	
Trenton	(40°11'N/74°46'W)	8.7	8.4	0.2	

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>. (Apr 2012)

DELAWARE RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2012

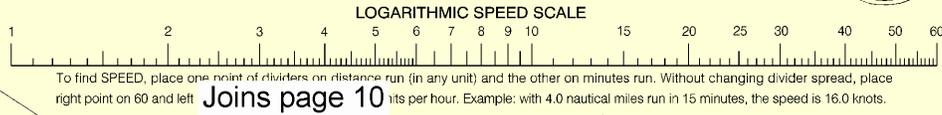
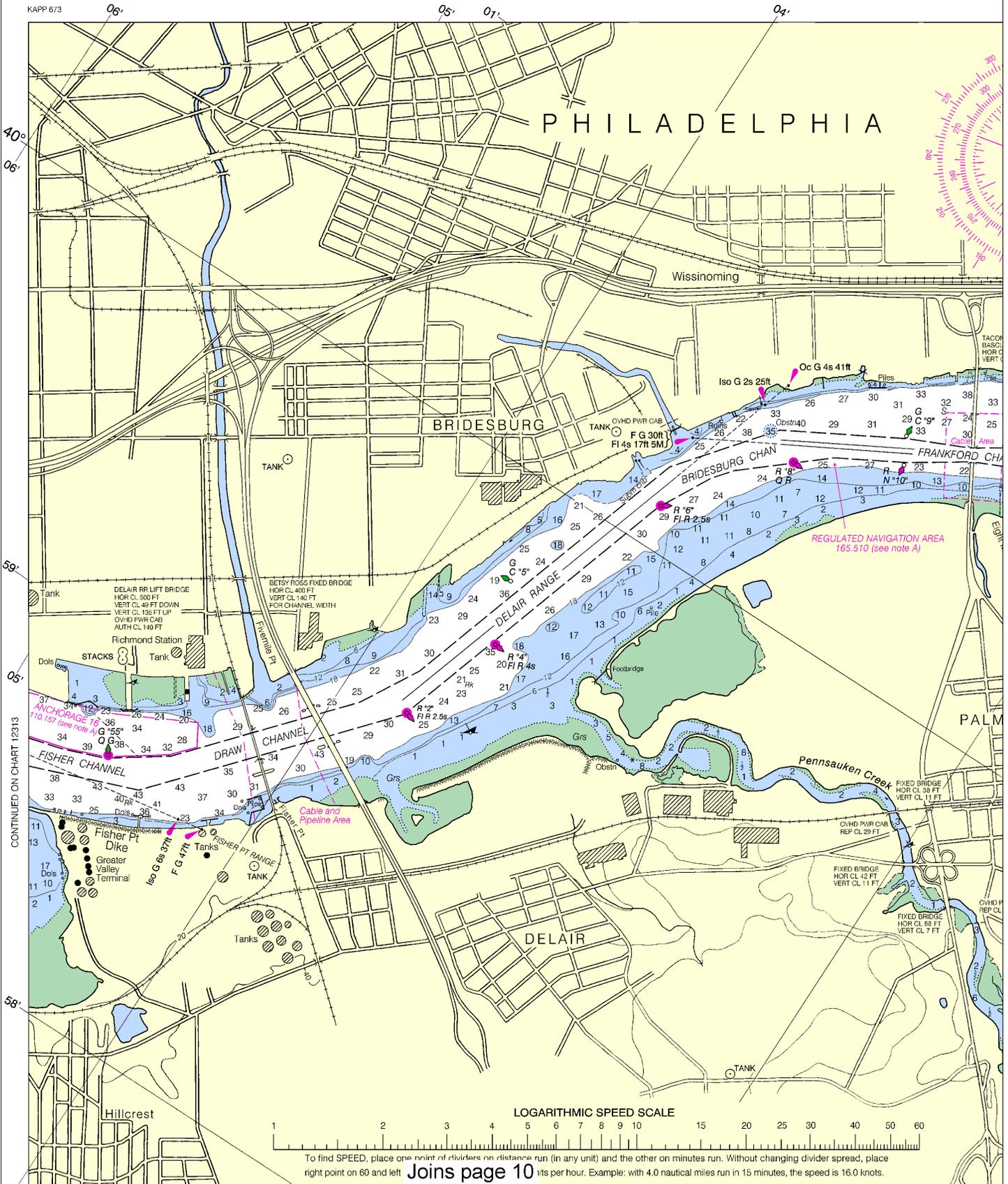
NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
HARBOR RANGE (CHARTS 12313, 12312)	36.4	36.9	37.2	36.1	2-12	400	0.70	40
FISHER CHANNEL	39.5	43.3	44.1	42.2	2-12	400	0.31	40
DRAW CHANNEL	37.1	42.4	43.2	40.2	2-12	400	0.74	40
DELAIR CHANNEL	37.4	38.4	37.1	36.5	2-12	400	0.98	40
BRIDESBURG CHANNEL	39.2	41.4	42.4	34.7	2-12	400	0.31	40
FRANKFORD CHANNEL	37.7	39.8	37.8	31.3	2-12	400	1.05	40
TACONY CHANNEL	33.5	37.1	39.4	37.7	2-12	400	1.17	40
TORRESDALE RANGE	35.5	37.7	37.0	32.2	2-12	400	1.39	40
MUD ISLAND RANGE	35.2	37.5	37.9	30.1	2-12	400	1.67	40
ENTERPRISE RANGE	35.7	39.0	39.1	32.5	2-12	400	1.70	40
BEVERLY CHANNEL	34.4	40.4	41.5	38.7	2-12	400	0.65	40
EDGEWATER CHANNEL	31.5	37.5	34.4	32.7	2-12	400	1.37	40
DEVLIN CHANNEL	34.7	37.7	38.1	23.2	2-12	400	1.03	40
LEHIGH CHANNEL	34.7	42.4	41.2	32.2	2-12	400	0.66	40
CANAL CHANNEL	38.6	43.3	43.6	37.3	2-12	500	0.19	40
BRISTOL RANGE	31.5	42.3	41.8	37.5	2-12	400	0.62	40
KEYSTONE RANGE	32.5	40.2	42.9	35.7	2-12	400	0.42	40
LANDRETH CHANNEL	33.9	39.6	39.8	33.3	2-12	400	1.21	40
FLORENCE BEND	36.1	41.0	40.2	29.4	2-12	500	0.61	40
FLORENCE RANGE	27.6	40.7	38.1	35.4	2-12	400	1.34	40
ROEBLING RANGE	27.9	38.1	42.0	37.0	2-12	400	0.34	40
KINKORA RANGE	36.0	38.4	36.4	32.5	2-12	400	1.15	40
PENN CHANNEL	32.2	37.2	39.1	32.8	2-12	400	0.36	40
NEWBOLD CHANNEL	9.9	15.5	19.9	26.1	3-12	400	0.52	40
BLAKE CHANNEL	18.2	21.4	24.3	24.6	2-12	400	0.17	25
WHITEHILL RANGE	22.0	23.5	23.7	23.0	2-12	300	1.03	25
RARITAN CHANNEL	19.7	23.4	26.2	25.6	2-12	400	0.24	25
BORDENTOWN RANGE	16.3	19.4	21.1	16.8	2-12	300	0.65	25
DUCK ISLAND RANGE	10.9	16.2	15.9	14.6	2-12	300	1.25	25
PERRIWIG CHANNEL	15.1	21.5	23.6	21.8	5-11	400	0.24	25
BILES ISLAND CHANNEL	23.0	23.3	22.1	16.4	5-11	300	0.38	25
COCHRAN CHANNEL	26.8	28.4	24.6	14.9	5-11	300	0.31	25
MOON CHANNEL	6.3	12.0	11.4	11.6	5-11	500	0.39	25
TRENTON CHANNEL								
SOUTH REACH		7.8	7.8		5-11	200	0.49	12
NORTH REACH		5.3	A 5.3		5-11	200-300	0.58	12
AUXILIARY CHANNEL EAST OF BURLINGTON ISLAND								
RANGE I	15.1	13.2	10.9		9-11	200	0.28	20
RANGE S	9.1	11.3	13.5		9-11	200	0.25	20
RANGE L	6.4	11.9	10.8		9-11	200	0.10	20
RANGE A	0.2	6.4	18.2		9-11	200	0.19	20
RANGE N	5.1	10.1	22.4		9-11	200	0.12	20
RANGE D	8.1	13.4	20.0		9-11	200	0.09	20
IN FRONT OF TURNING BASIN	8.5	12.7	17.3		9-11	200	0.18	20

A. EXCEPT FOR A 6 FOOT ROCK LOCATED AT 40°12'25.9"N, 74°48'57.2"W.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SOUNDINGS IN FEET

12314

KAPP 673



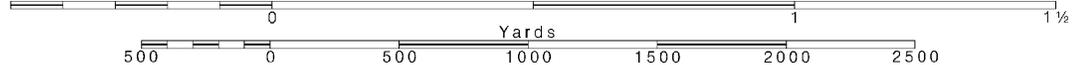
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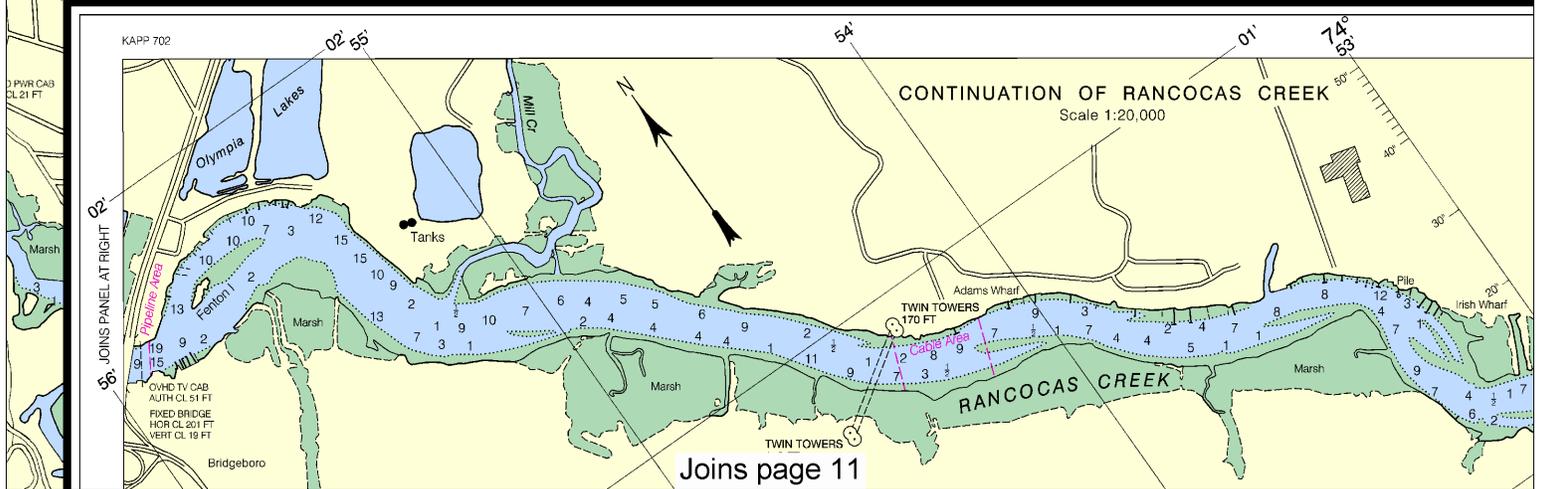
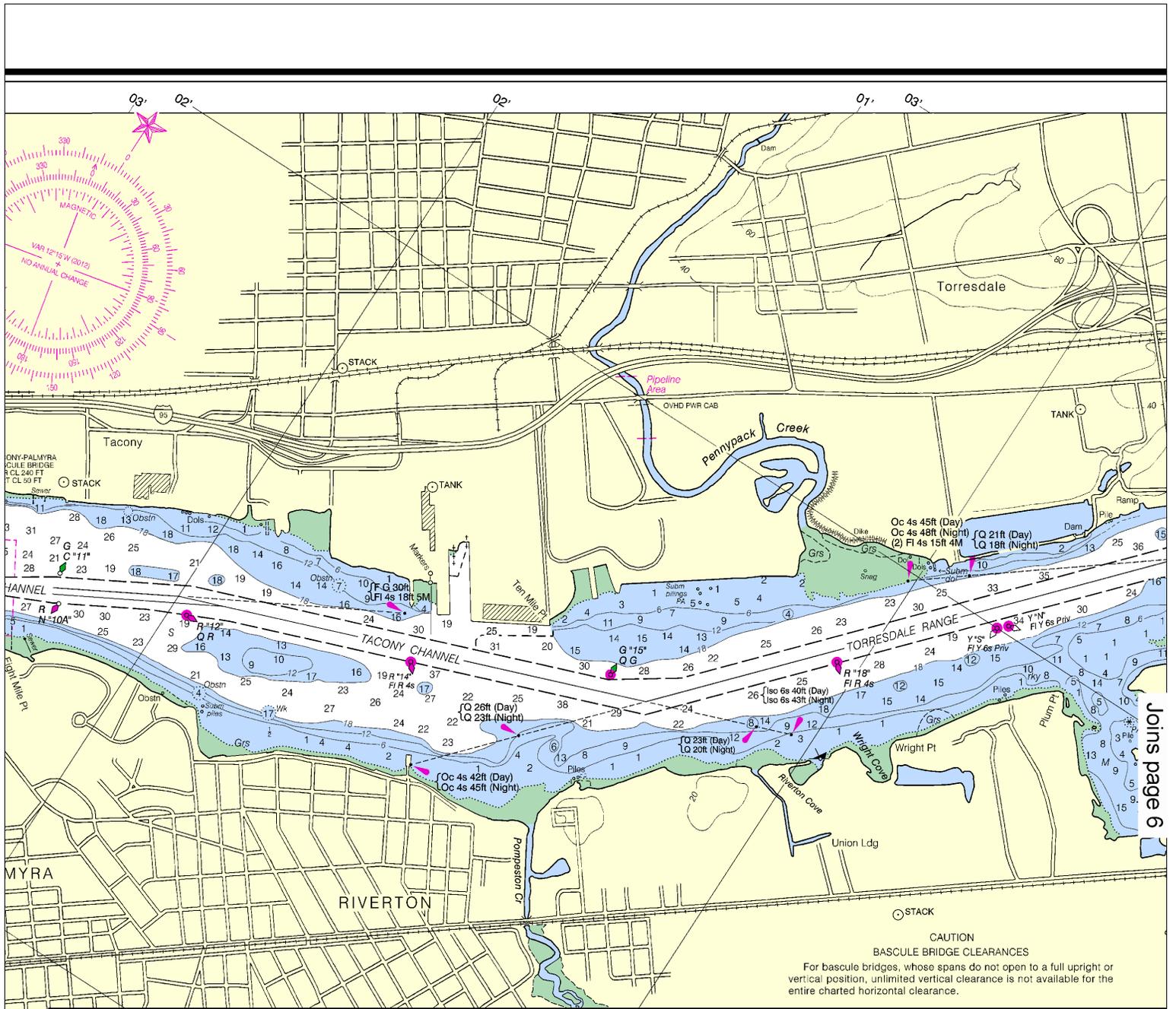
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

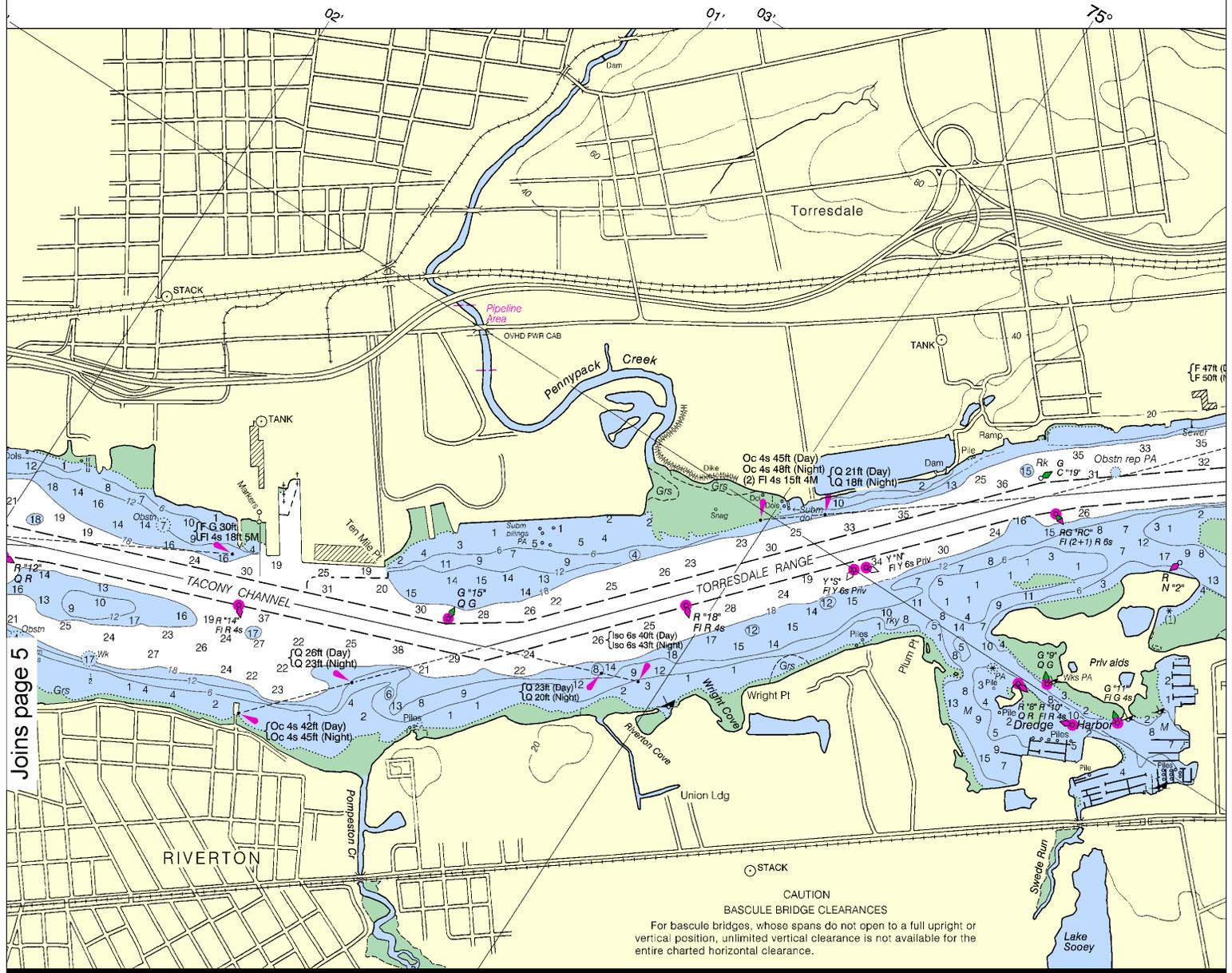
SCALE 1:20,000
Nautical Miles

See Note on page 5.



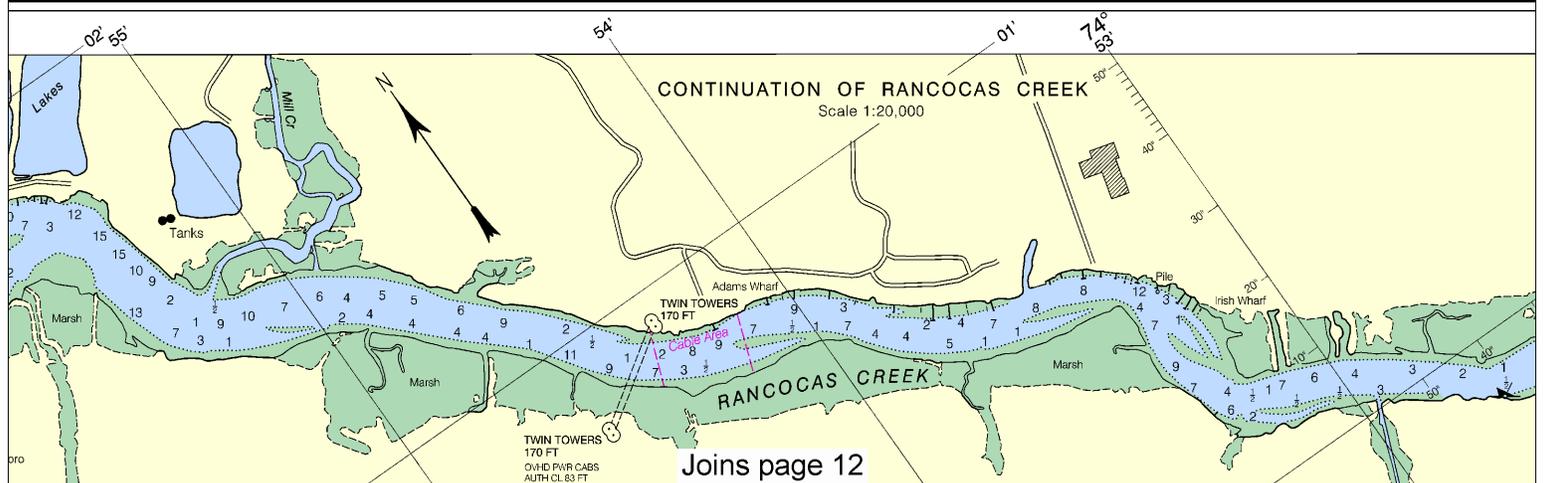


This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Joins page 5

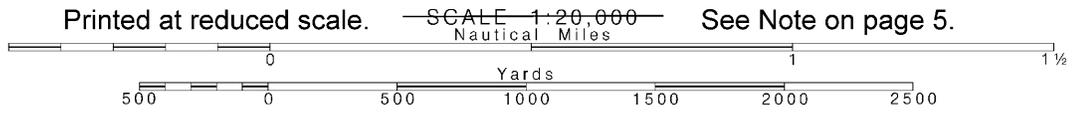
CAUTION
 BASCULE BRIDGE CLEARANCES
 For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.



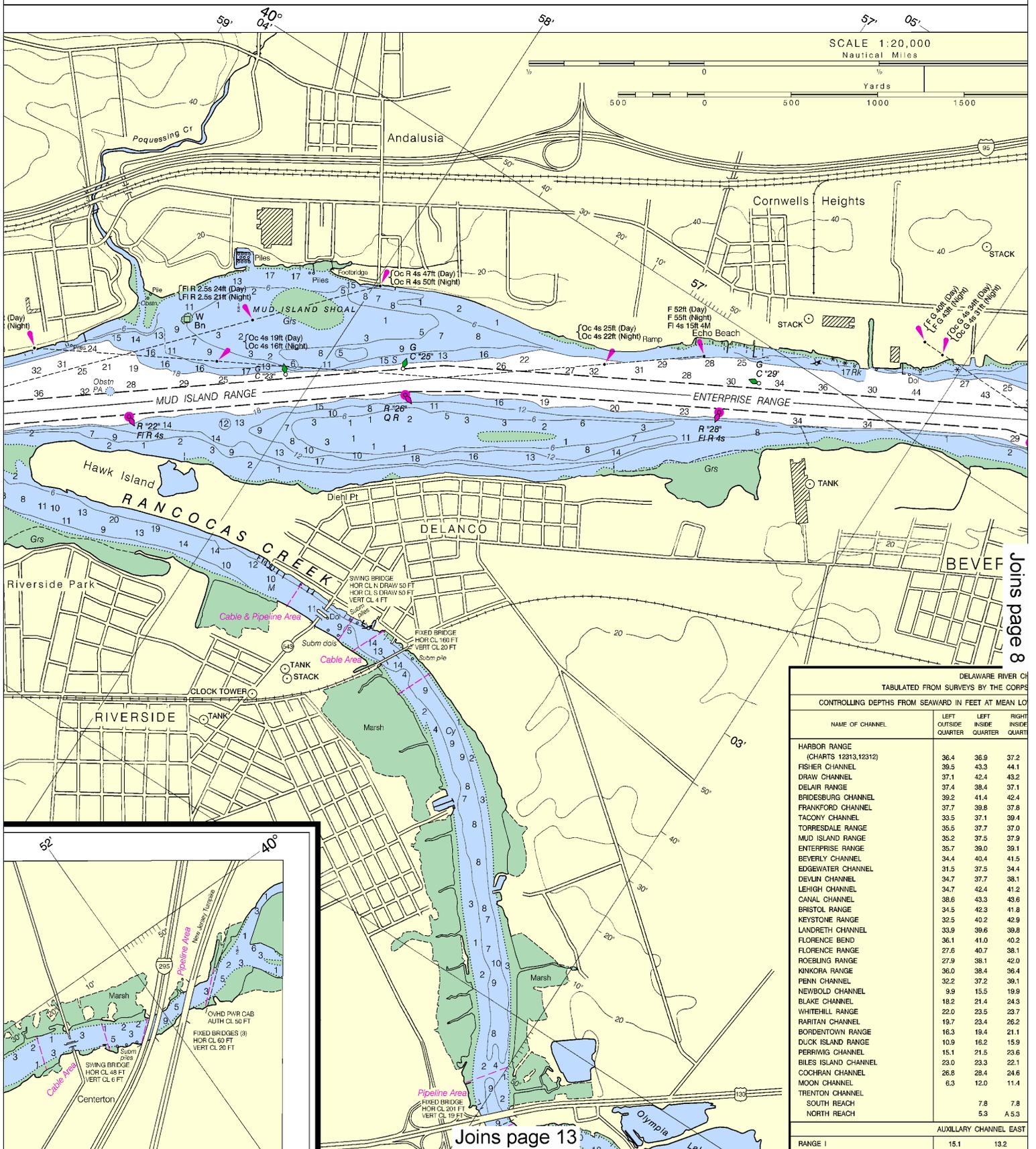
Joins page 12



Note: Chart grid lines are aligned with true north.



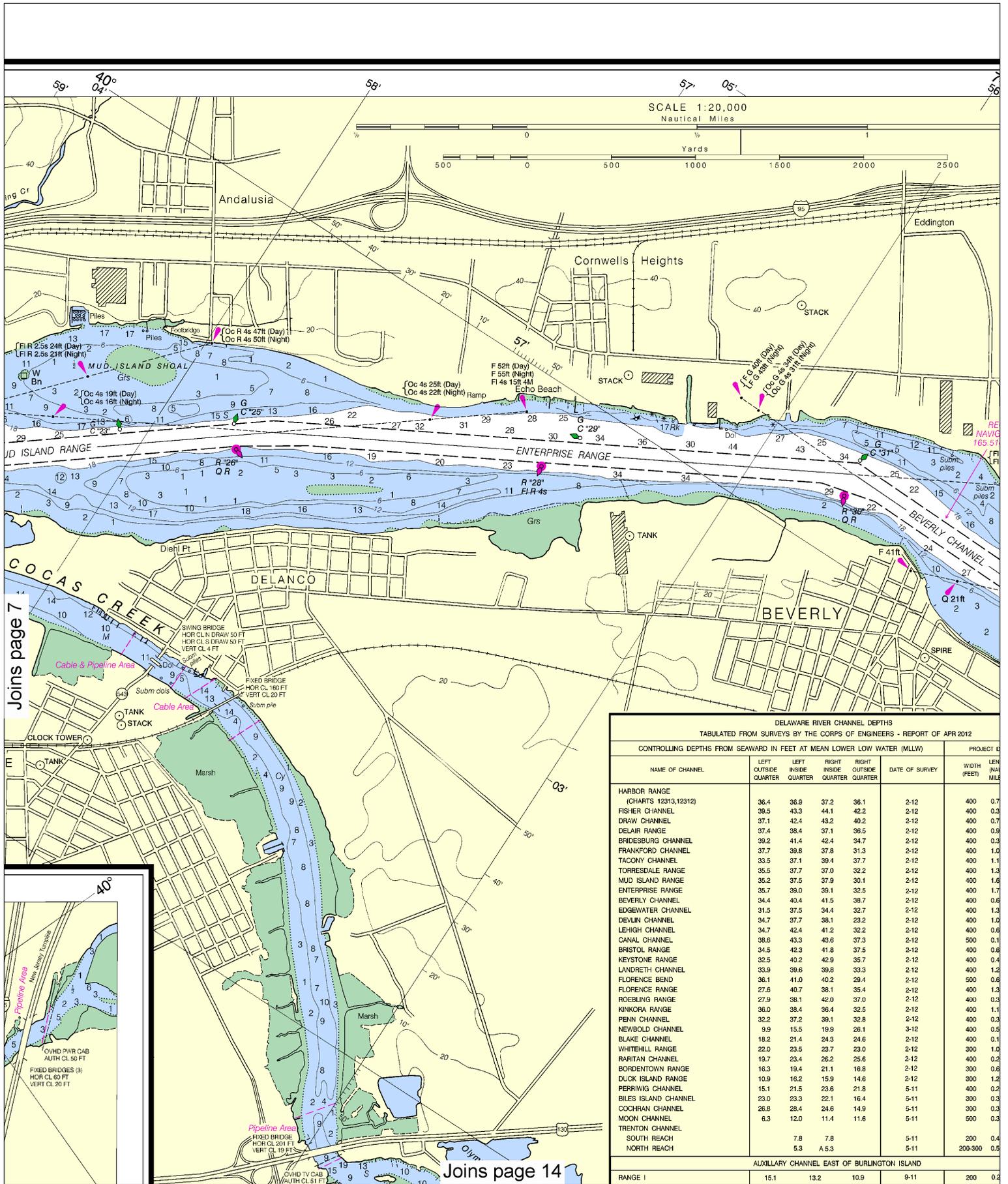
See Note on page 5.



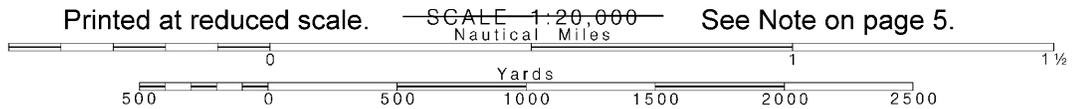
Joins page 8

Joins page 13

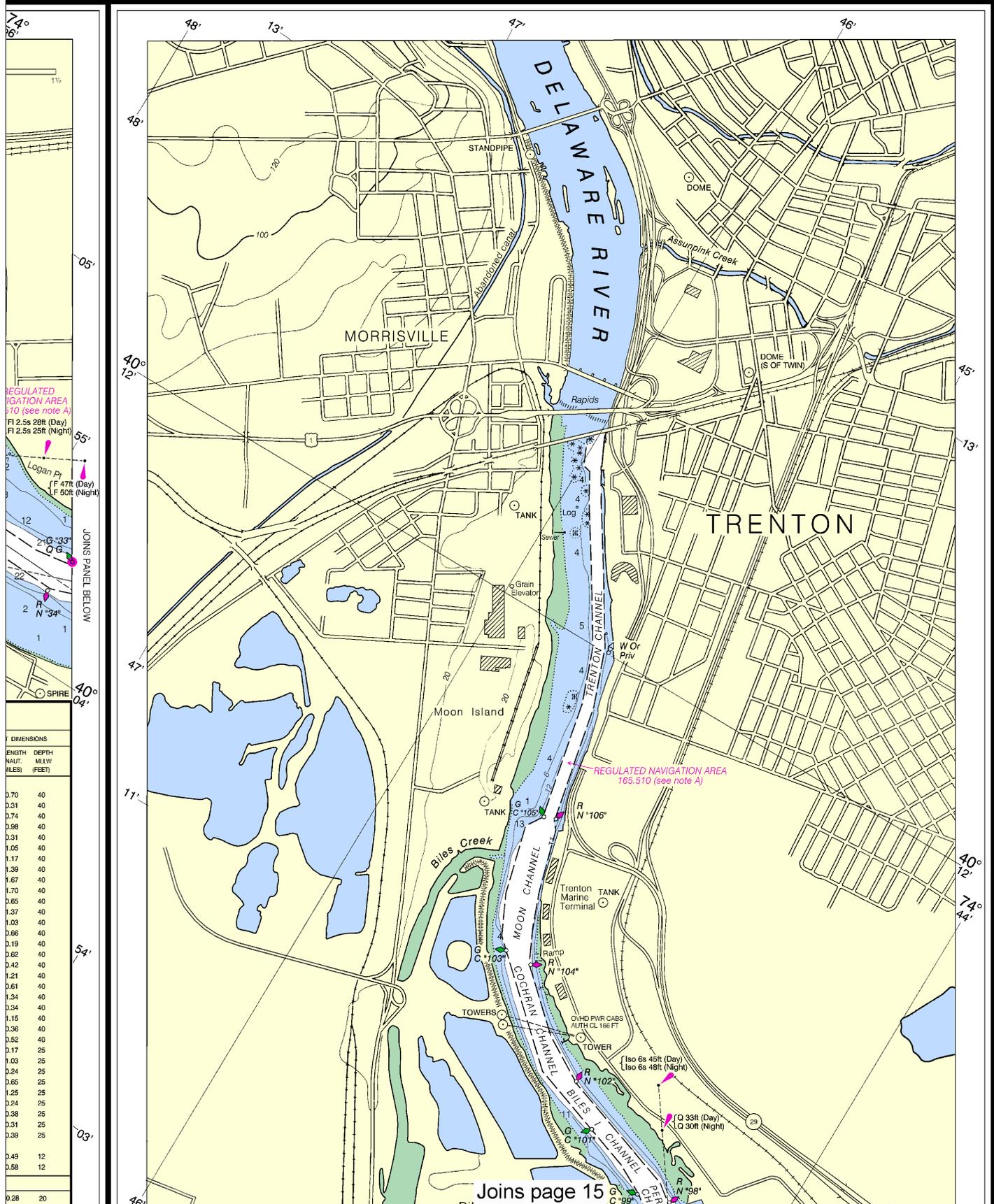




Note: Chart grid lines are aligned with true north.



See Note on page 5.



REGULATED NAVIGATION AREA 10 (see note A)
 FL 2.5s 28ft (Day)
 FL 2.5s 25ft (Night)

Logan Pt
 (F) 47ft (Day)
 (L) 50ft (Night)

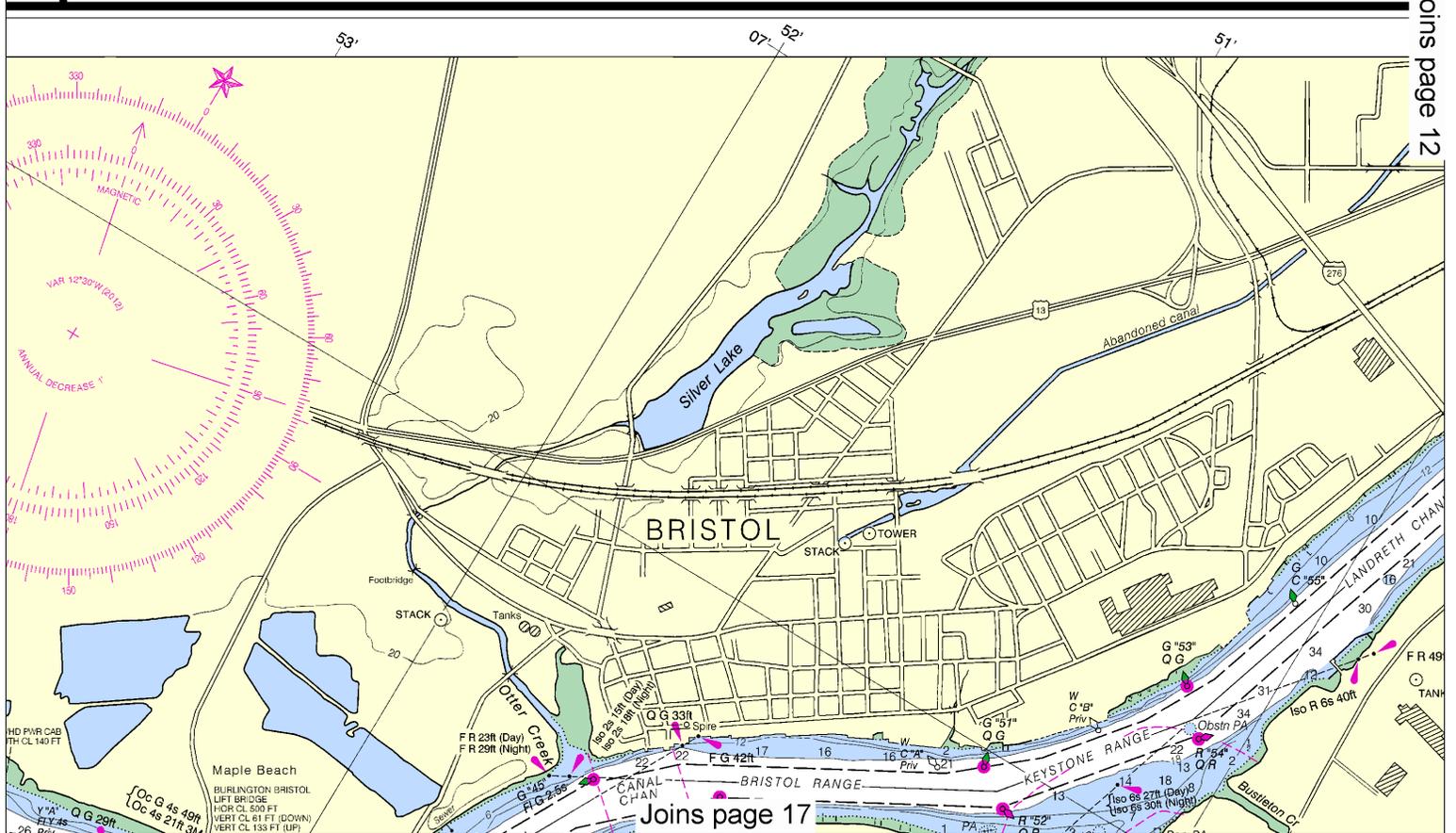
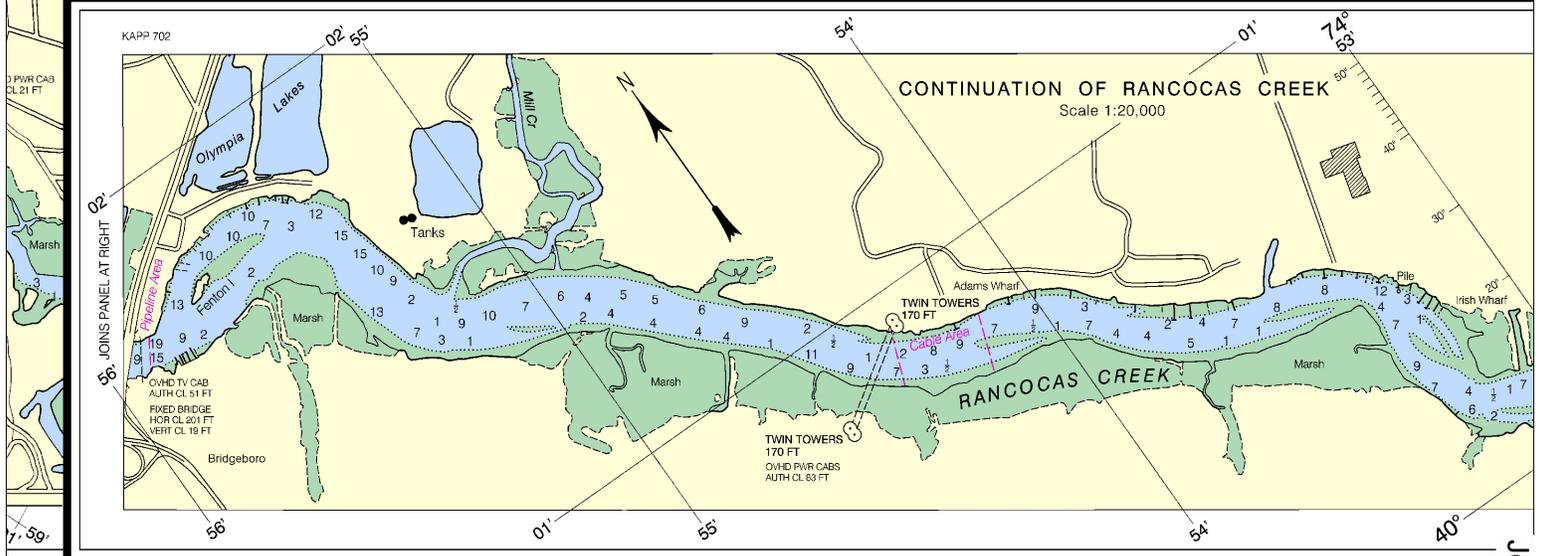
SPIRE

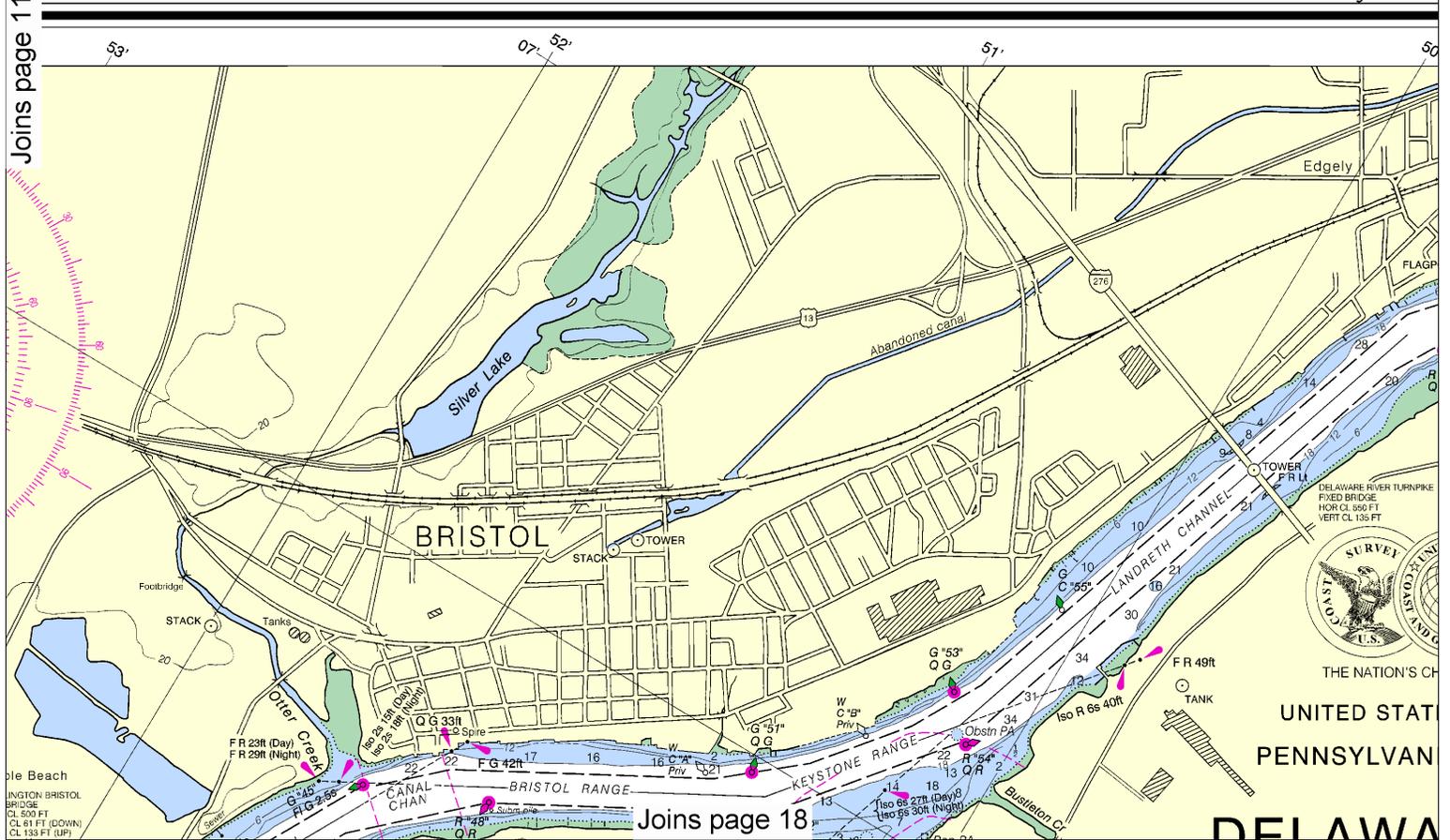
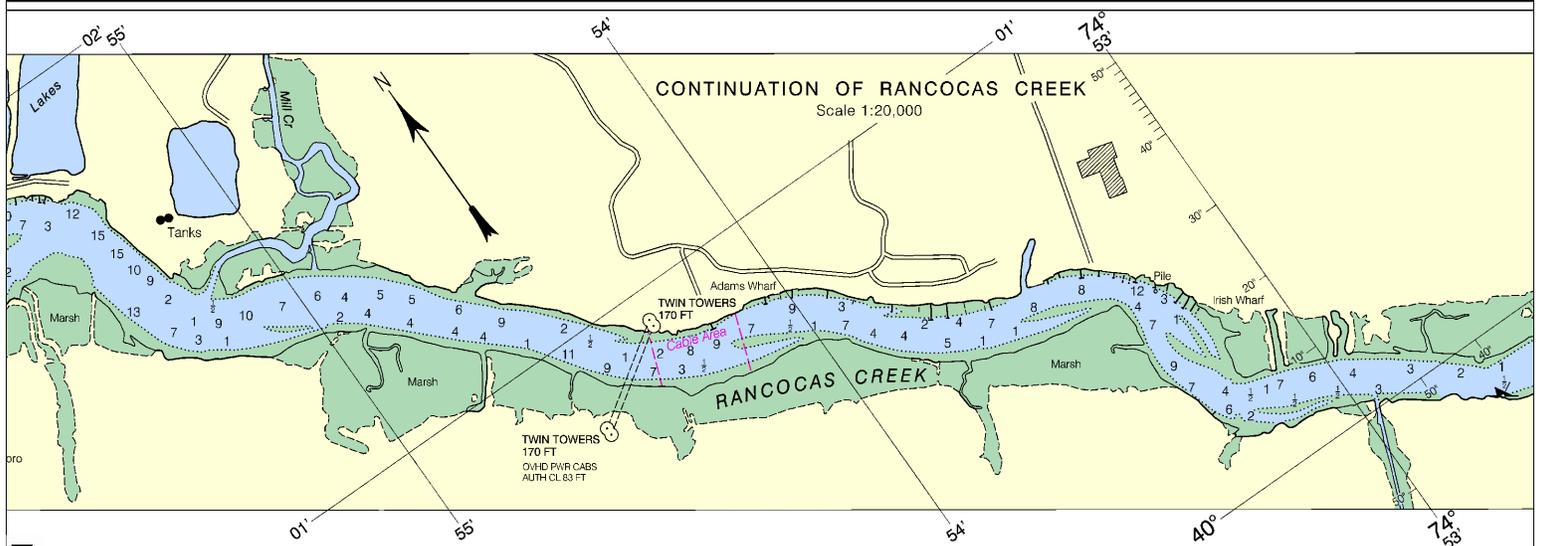
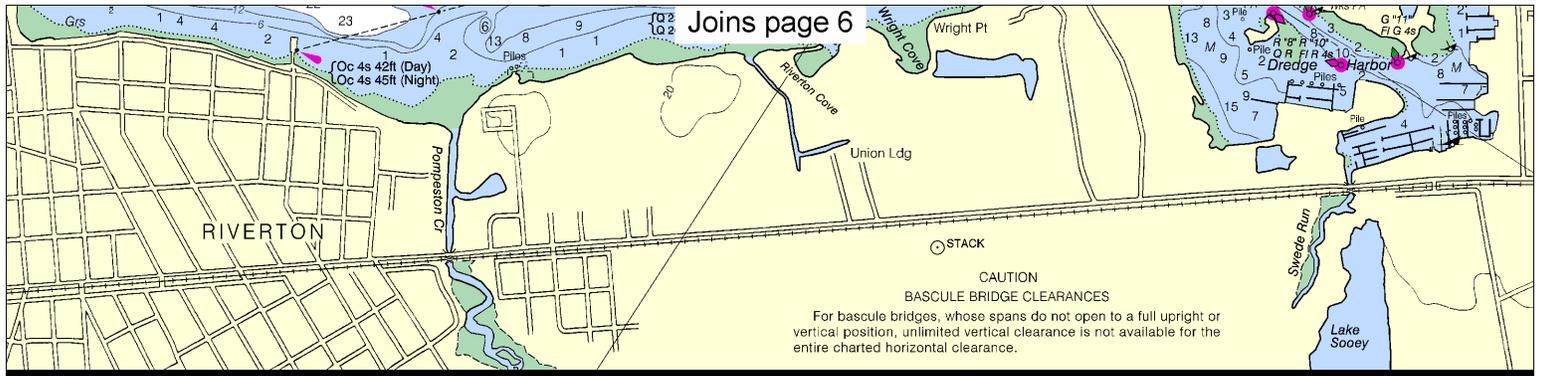
REGULATED NAVIGATION AREA 165.510 (see note A)

(Q) 33ft (Day)
 (Q) 30ft (Night)

Joins page 15

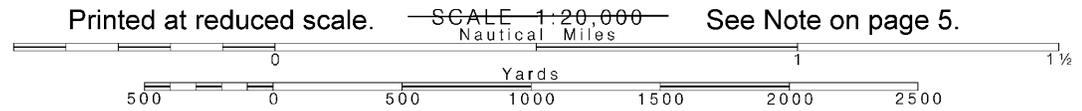
DIMENSIONS	
LENGTH NAUT. MILES	DEPTH FEET
0.70	40
0.31	40
0.74	40
0.98	40
0.31	40
1.05	40
1.17	40
1.39	40
1.67	40
1.70	40
0.65	40
1.37	40
1.03	40
0.66	40
0.19	40
0.62	40
0.42	40
1.21	40
0.61	40
1.34	40
0.34	40
1.15	40
0.38	40
0.52	40
0.17	25
1.03	25
0.24	25
0.65	25
1.25	25
0.24	25
0.38	25
0.31	25
0.39	25
0.49	12
0.58	12
0.28	20

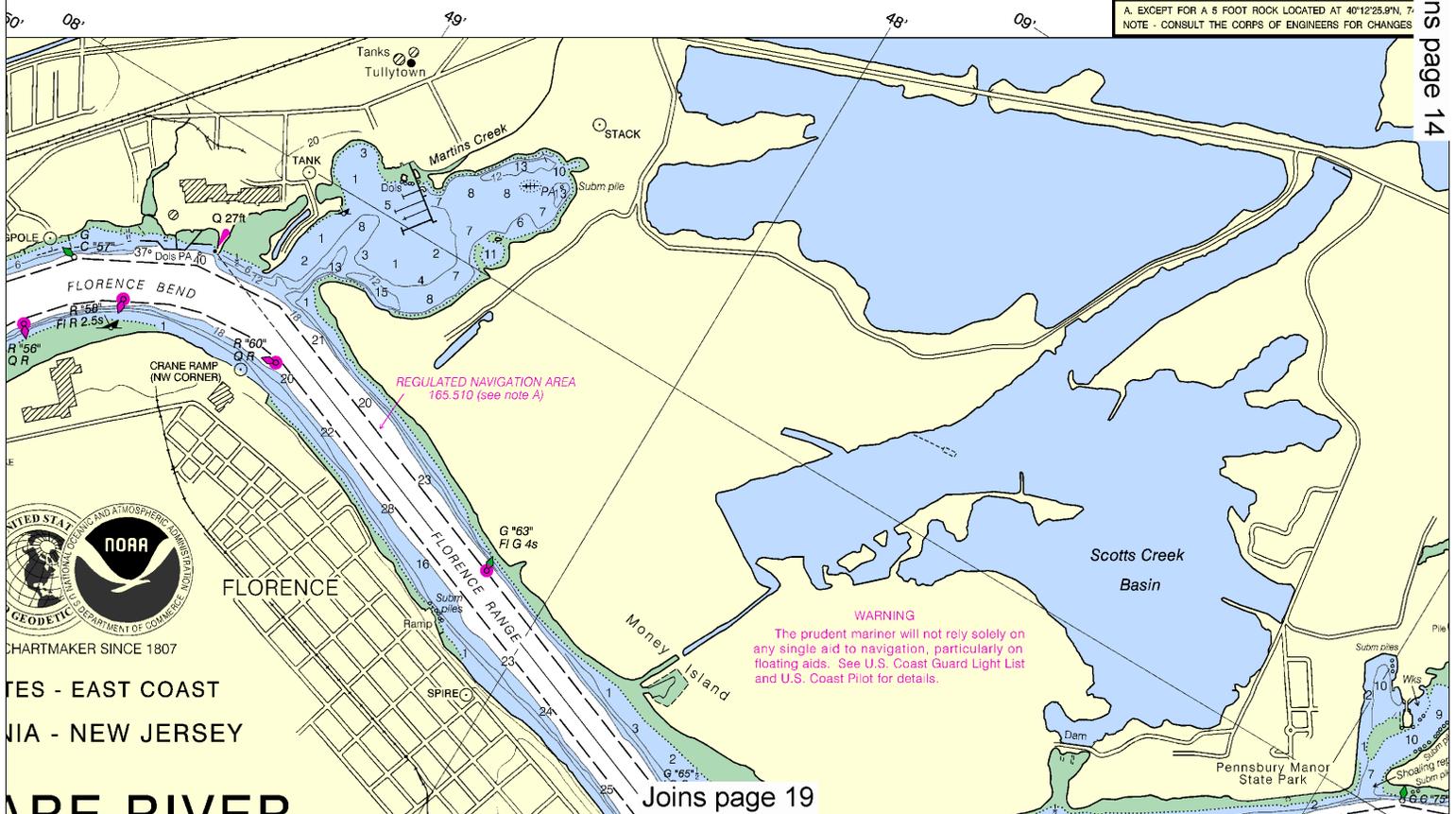
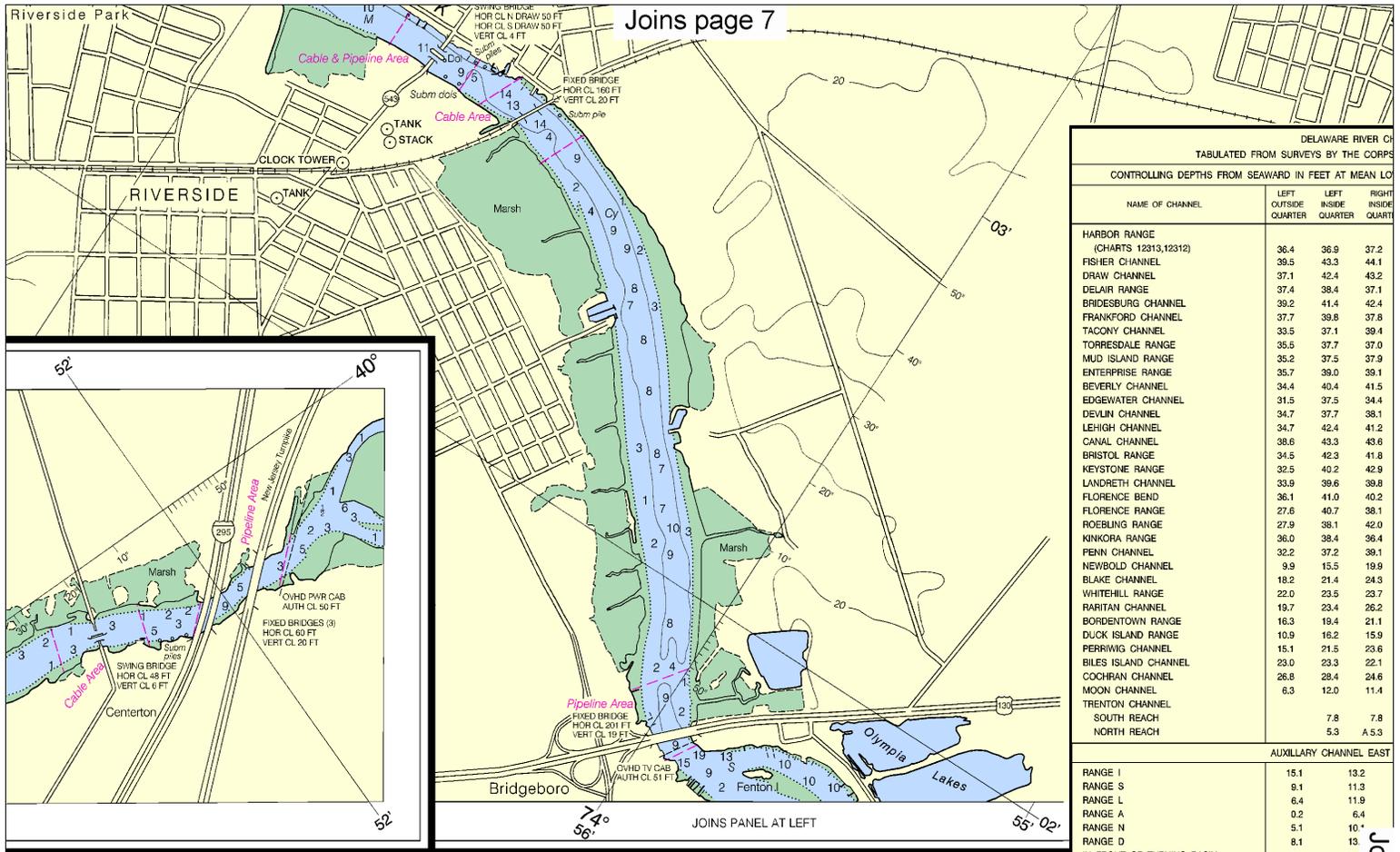


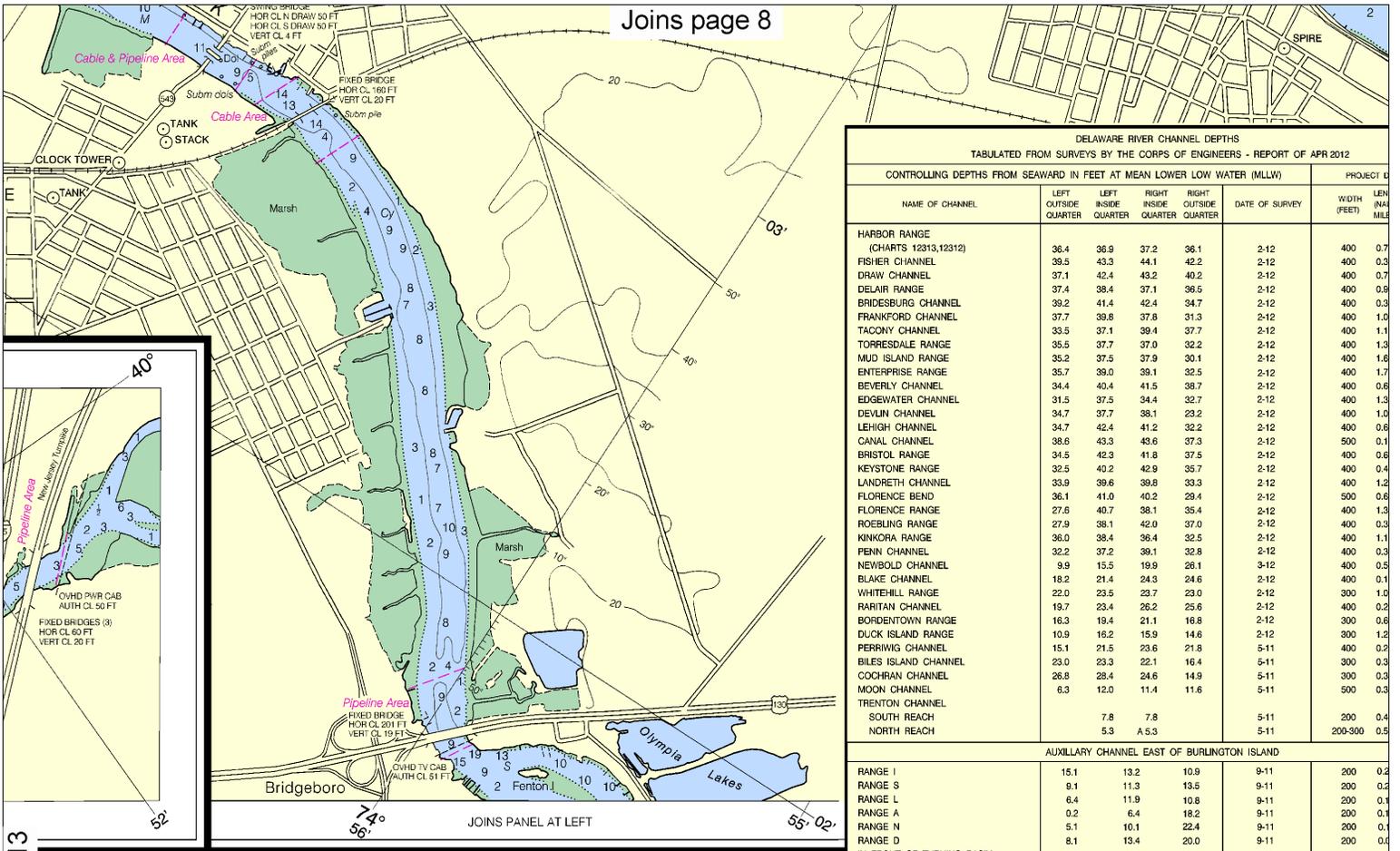


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Note: Chart grid lines are aligned with true north.







DELAWARE RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2012

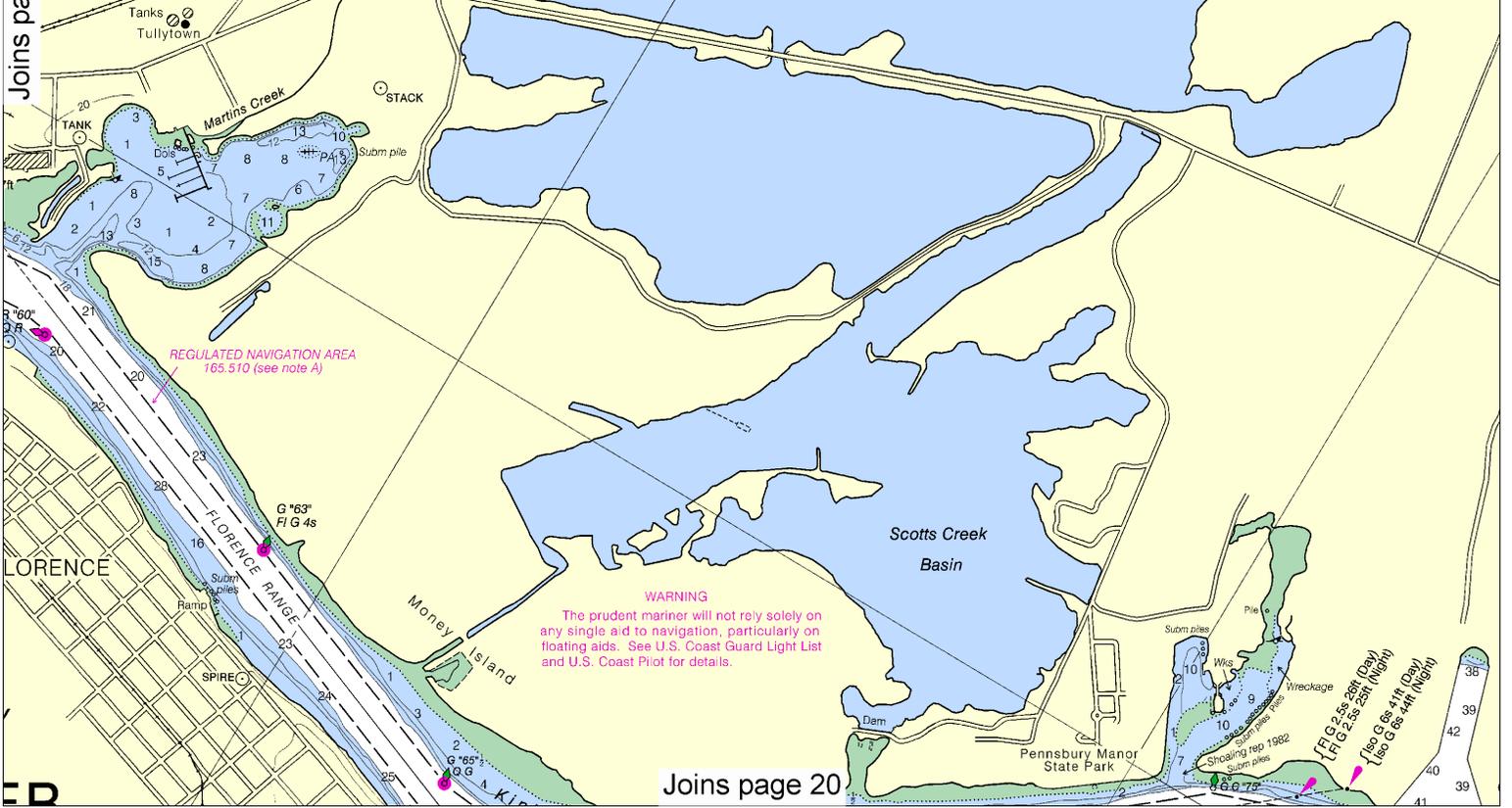
NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)		DATE OF SURVEY	PROJECT ID
	LEFT OUTSIDE QUARTER	RIGHT OUTSIDE QUARTER		
HARBOR RANGE (CHARTS 12313,12312)	36.4	37.2	2-12	400 0.7
FISHER CHANNEL	39.5	44.1	2-12	400 0.3
DRAW CHANNEL	37.1	43.2	2-12	400 0.7
DELAIR RANGE	37.4	37.1	2-12	400 0.9
BRIDESBURG CHANNEL	39.2	42.4	2-12	400 0.3
FRANKFORD CHANNEL	37.7	37.8	2-12	400 1.0
TACONY CHANNEL	33.5	39.4	2-12	400 1.1
TORRESDALE RANGE	35.5	37.0	2-12	400 1.3
MUD ISLAND RANGE	35.2	37.9	2-12	400 1.6
ENTERPRISE RANGE	35.7	39.1	2-12	400 1.7
BEVERLY CHANNEL	34.4	41.5	2-12	400 0.6
EDGEWATER CHANNEL	31.5	34.4	2-12	400 1.3
DEVLIN CHANNEL	34.7	38.1	2-12	400 1.0
LEHIGH CHANNEL	34.7	41.2	2-12	400 0.6
CANAL CHANNEL	38.6	43.6	2-12	500 0.1
BRISTOL RANGE	34.5	41.8	2-12	400 0.6
KEYSTONE RANGE	32.5	42.9	2-12	400 0.4
LANDRETH CHANNEL	33.9	39.8	2-12	400 1.2
FLORENCE BEND	36.1	40.2	2-12	500 0.6
FLORENCE RANGE	27.6	38.1	2-12	400 1.3
ROEBLING RANGE	27.9	42.0	2-12	400 0.3
KIMKRA RANGE	36.0	36.4	2-12	400 1.1
PENN CHANNEL	32.2	39.1	2-12	400 0.3
NEWBOLD CHANNEL	9.9	19.9	3-12	400 0.5
BLAKE CHANNEL	18.2	24.3	2-12	400 0.1
WHITEHILL RANGE	22.0	23.7	2-12	300 1.0
RARITAN CHANNEL	19.7	26.2	2-12	400 0.2
BORDENTOWN RANGE	16.3	21.1	2-12	300 0.6
DUCK ISLAND RANGE	10.9	15.9	2-12	300 1.2
PERRIWIG CHANNEL	15.1	23.6	5-11	400 0.2
BILES ISLAND CHANNEL	23.0	22.1	5-11	300 0.3
COCHRAN CHANNEL	26.8	24.6	5-11	300 0.3
MOON CHANNEL	6.3	11.4	5-11	500 0.3
TRENTON CHANNEL				
SOUTH REACH	7.8	7.8	5-11	200 0.4
NORTH REACH	5.3	5.3	5-11	200-300 0.5

AUXILIARY CHANNEL EAST OF BURLINGTON ISLAND

RANGE I	15.1	13.2	10.9	9-11	200 0.2
RANGE S	9.1	11.3	13.5	9-11	200 0.2
RANGE L	6.4	11.9	10.8	9-11	200 0.1
RANGE A	0.2	6.4	18.2	9-11	200 0.1
RANGE N	5.1	10.1	22.4	9-11	200 0.1
RANGE D	8.1	13.4	20.0	9-11	200 0.0
IN FRONT OF TURNING BASIN	8.5	12.7	17.3	9-11	200 0.1

A. EXCEPT FOR A 5 FOOT ROCK LOCATED AT 40°12'25.9"N, 74°45'57.2"W.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Joins page 13



Joins page 20

14

Note: Chart grid lines are aligned with true north.



See Note on page 5.

1 N 34° 1 MC

40° 04'

71'

54'

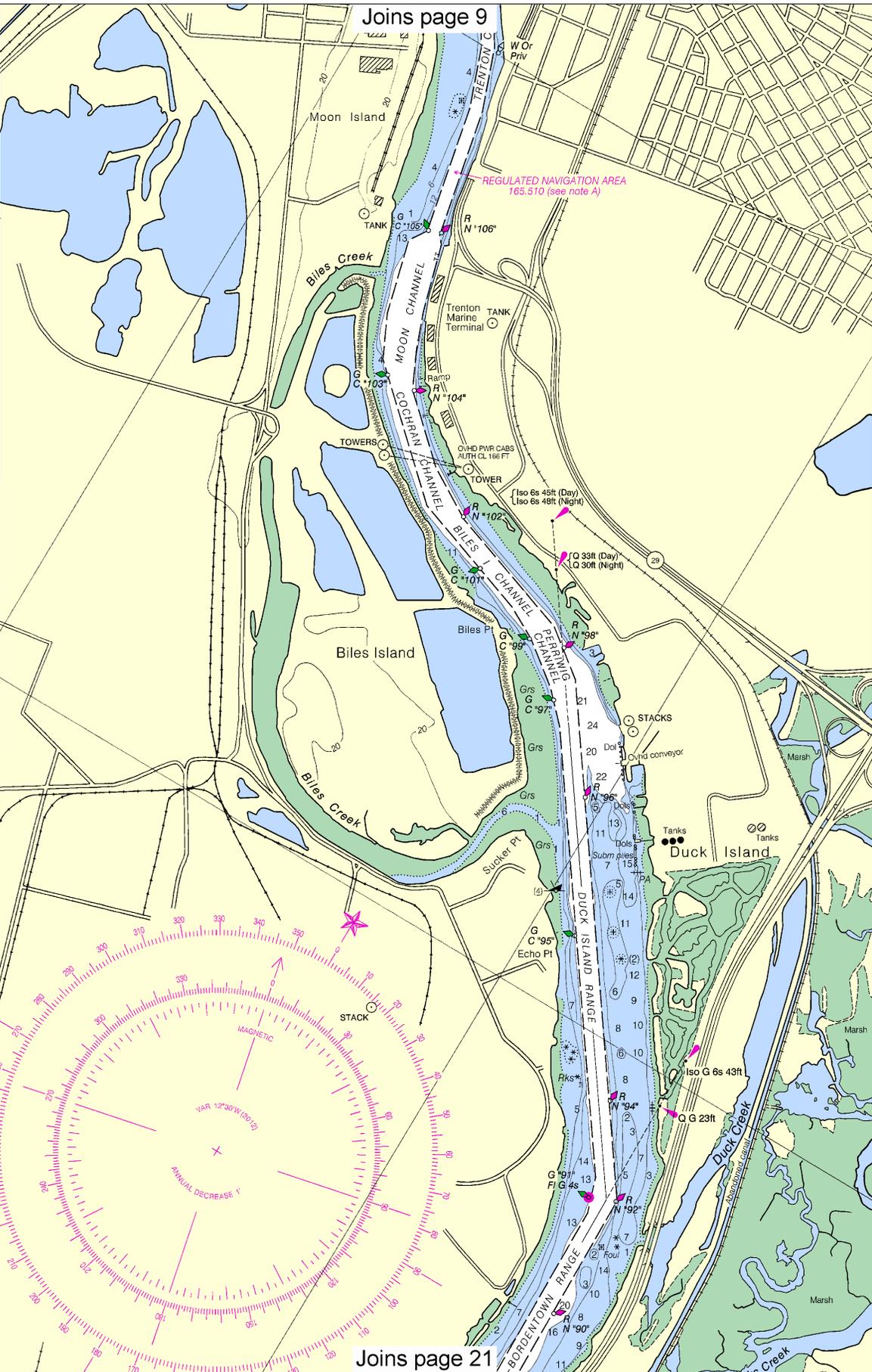
03'

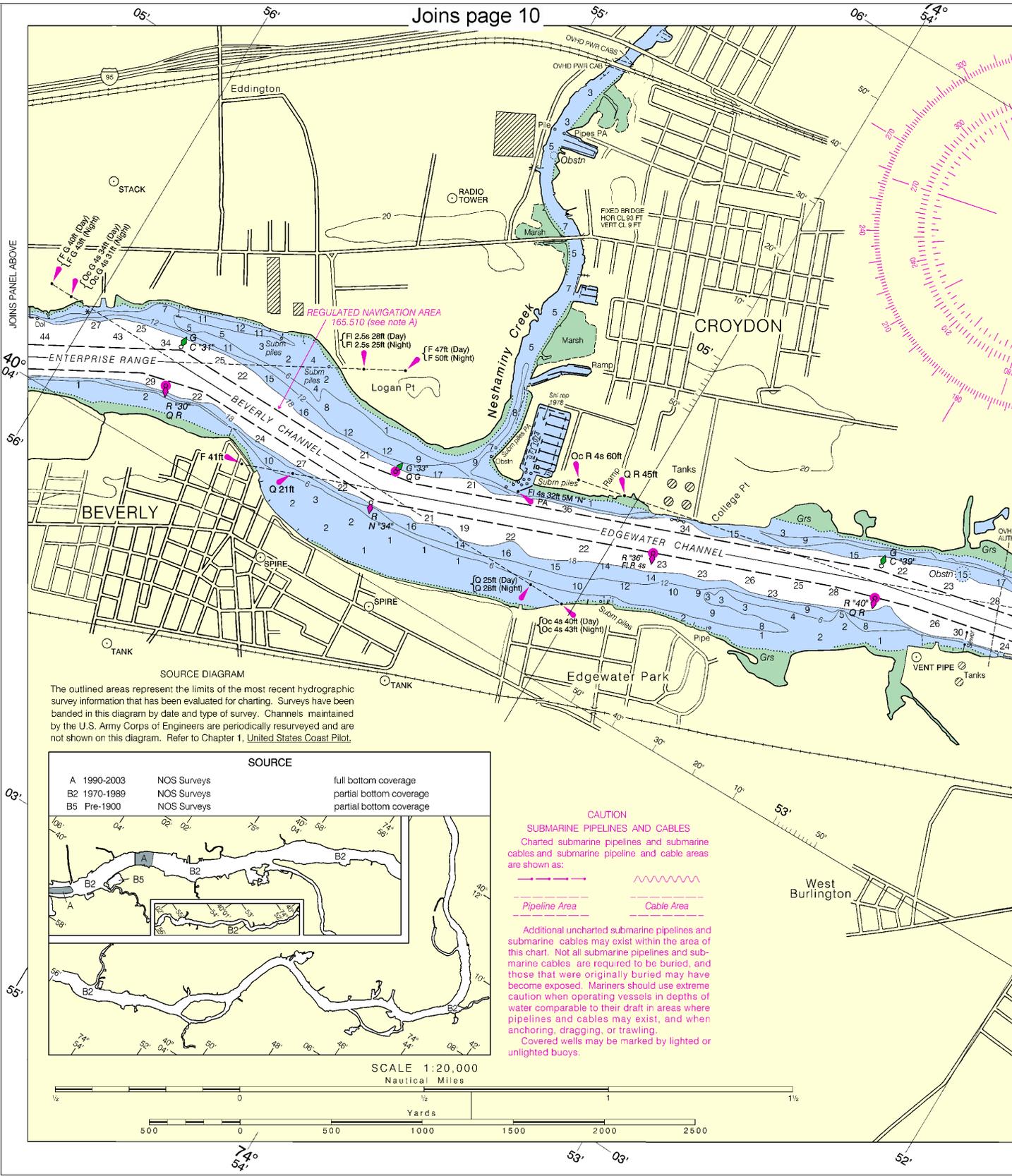
46'

10'

46'

DIMENSIONS	
LENGTH NAUT. MILES	DEPTH FEET
0.70	40
0.31	40
0.74	40
0.98	40
0.31	40
1.05	40
1.17	40
1.39	40
1.67	40
1.70	40
0.65	40
1.37	40
1.03	40
0.19	40
0.62	40
0.42	40
1.21	40
0.61	40
1.34	40
0.34	40
1.15	40
0.36	40
0.52	40
0.17	25
1.03	25
0.24	25
0.65	25
1.25	25
0.24	25
0.38	25
0.31	25
0.39	25
0.49	12
0.58	12
0.28	20
0.25	20
0.10	20
0.19	20
0.12	20
0.09	20
0.18	20





33rd Ed., Jun. / 12 ■ Corrected through NM Jun. 9/12
 Corrected through LNM May 29/12

12314

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.

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, adding or improving this chart to the Chief, Marine Chart Division (N/C Service, NOAA, Silver Spring, Maryland 20910-3282).

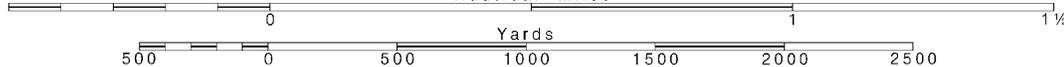
16

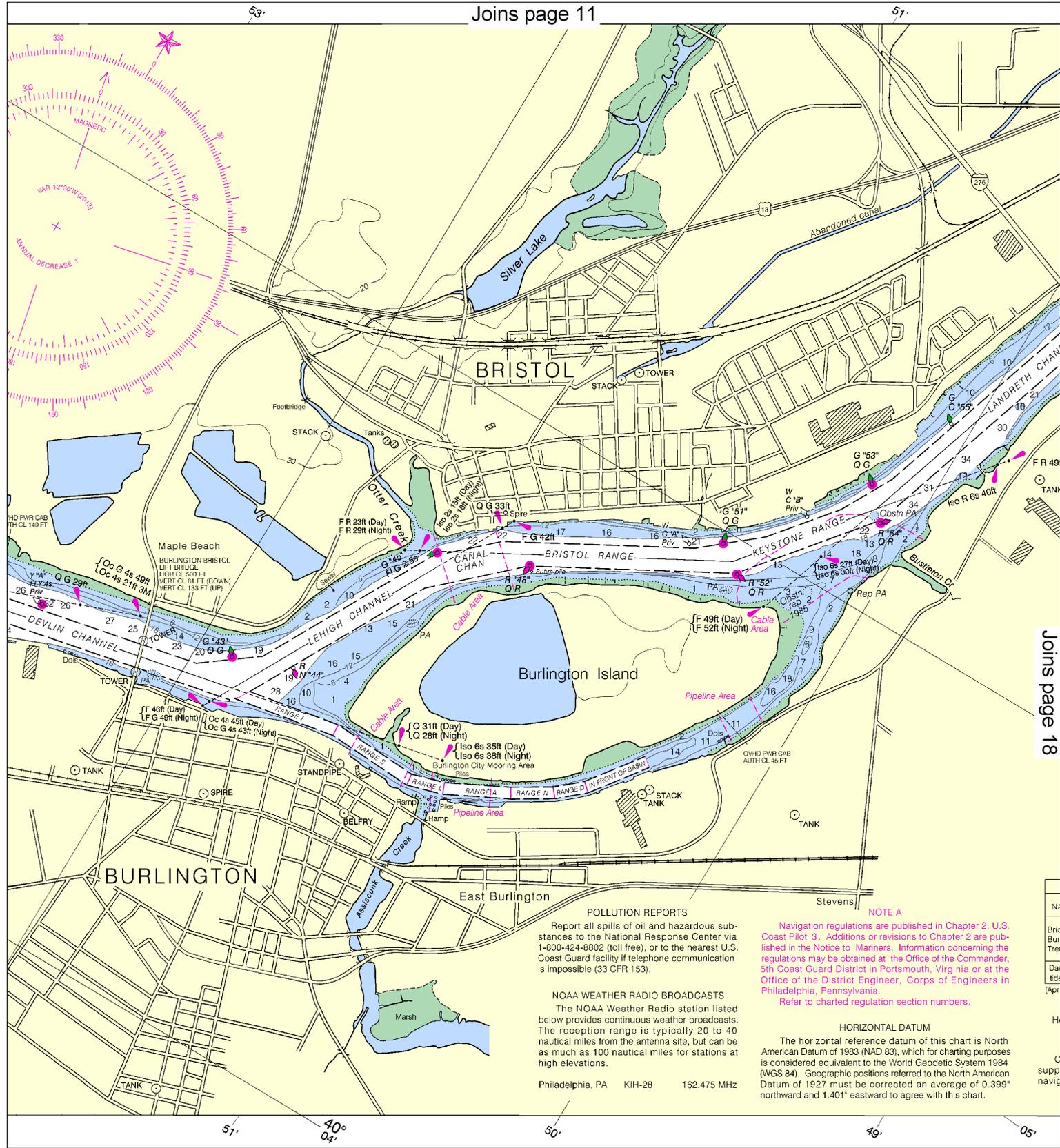
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
 Nautical Miles

See Note on page 5.





Joins page 18

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 WEATHER RADIO BROADCASTS
 The NOAA Weather Radio station listed below provides 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.

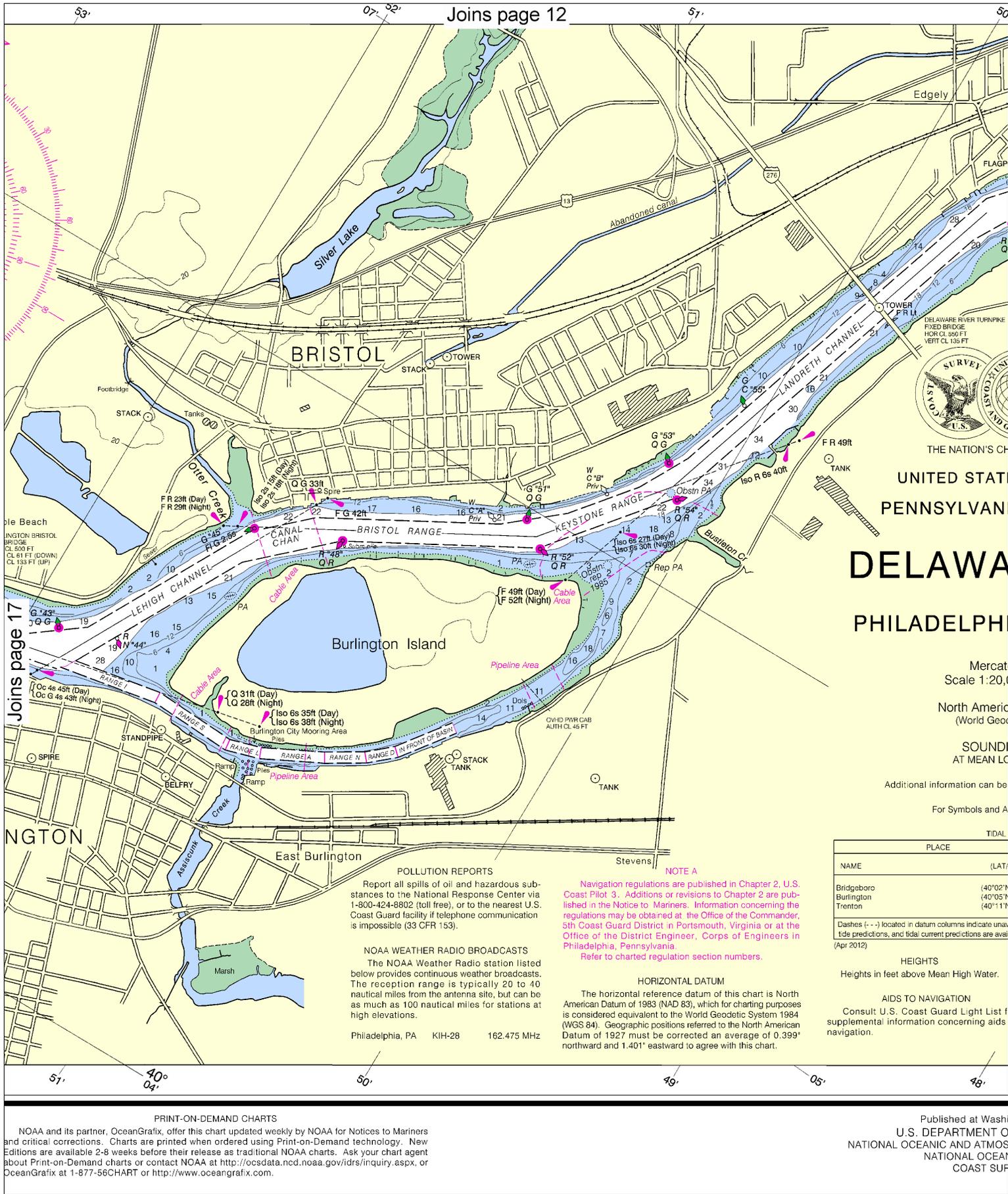
Philadelphia, PA K1H-28 162.475 MHz

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.

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 0.399' northward and 1.401' eastward to agree with this chart.

navigation. The National
 tions, or comments for
 (CS2), National Ocean

PRINT-ON-DEMAND CHARTS
 NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.nco.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.



THE NATION'S CH
UNITED STATES
PENNSYLVANIA
DELAWARE
PHILADELPHIA

Mercator
Scale 1:20,000
North America
(World Geodetic System)
SOUNDINGS
AT MEAN LOW WATER

Additional information can be found in the Sounding Tables.
For Symbols and Abbreviations, see the Symbols and Abbreviations section of the Chart Catalogue.

NAME	PLACE	TIDAL DATUM	(LAT)
Bridgeboro			(40°02' N)
Burlington			(40°05' N)
Trenton			(40°11' N)

Dashes (---) located in datum columns indicate uncharted tide predictions, and tidal current predictions are available for the Delaware River (Apr 2012).

HEIGHTS
Heights in feet above Mean High Water.

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

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BRISTOL

NGTON

51° 40' 04"

50°

49°

05'

49°

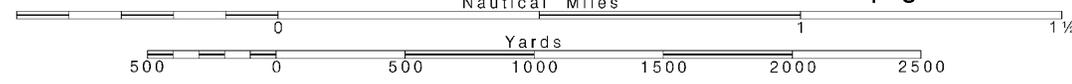
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

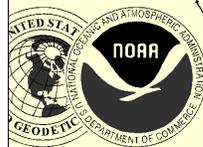
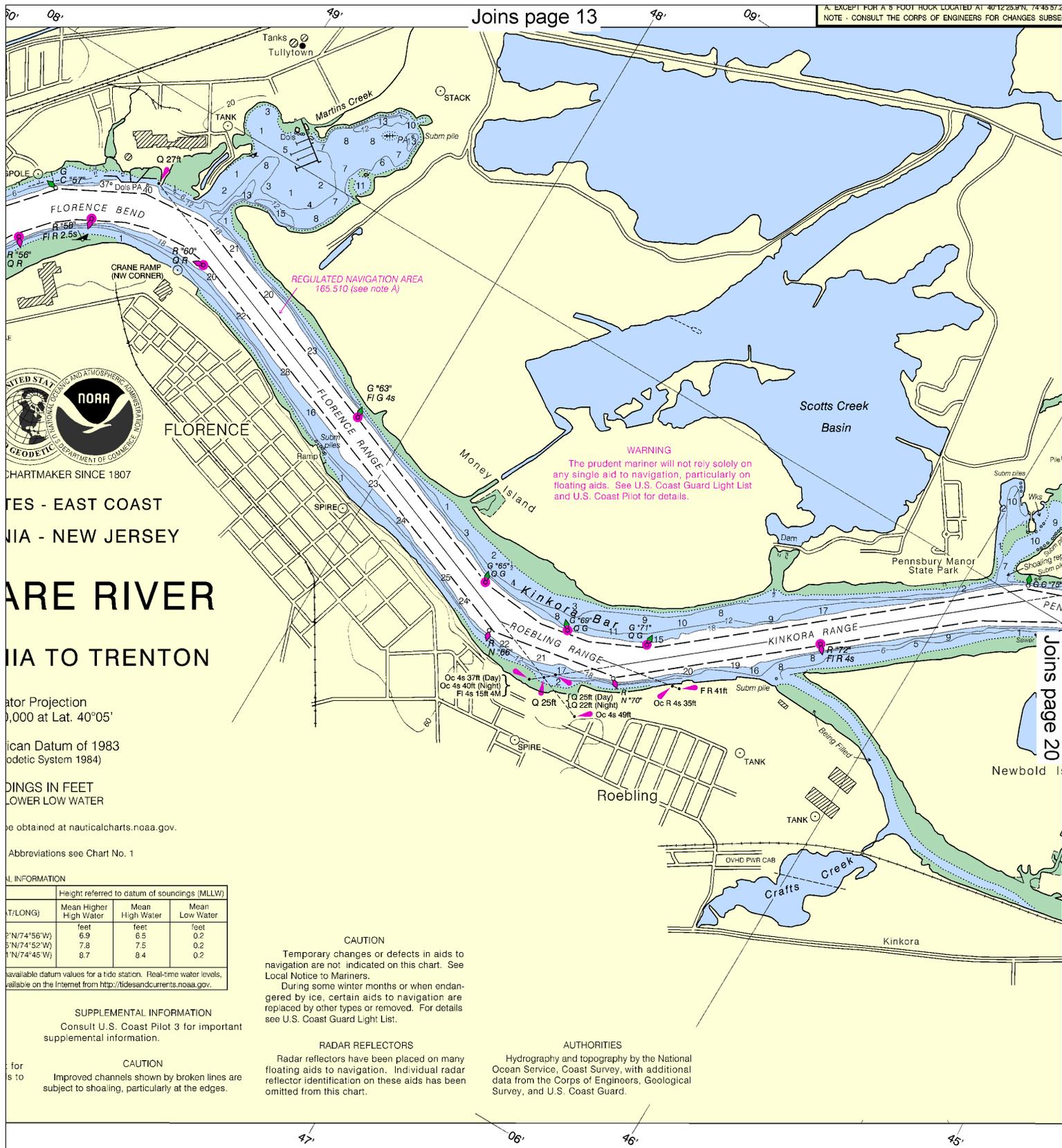
SCALE 1:20,000
Nautical Miles

See Note on page 5.



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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEANIC AND ATMOSPHERIC SURVEILLANCE CENTER



DELaware RIVER
FROM FLORENCE, NEW JERSEY TO TRENTON, NEW JERSEY

Chart Projection
1:50,000 at Lat. 40°05'

American Datum of 1983
Geodetic System 1984

Soundings in Feet
Lower Low Water

Information obtained at nauticalcharts.noaa.gov.

Abbreviations see Chart No. 1

ADDITIONAL INFORMATION

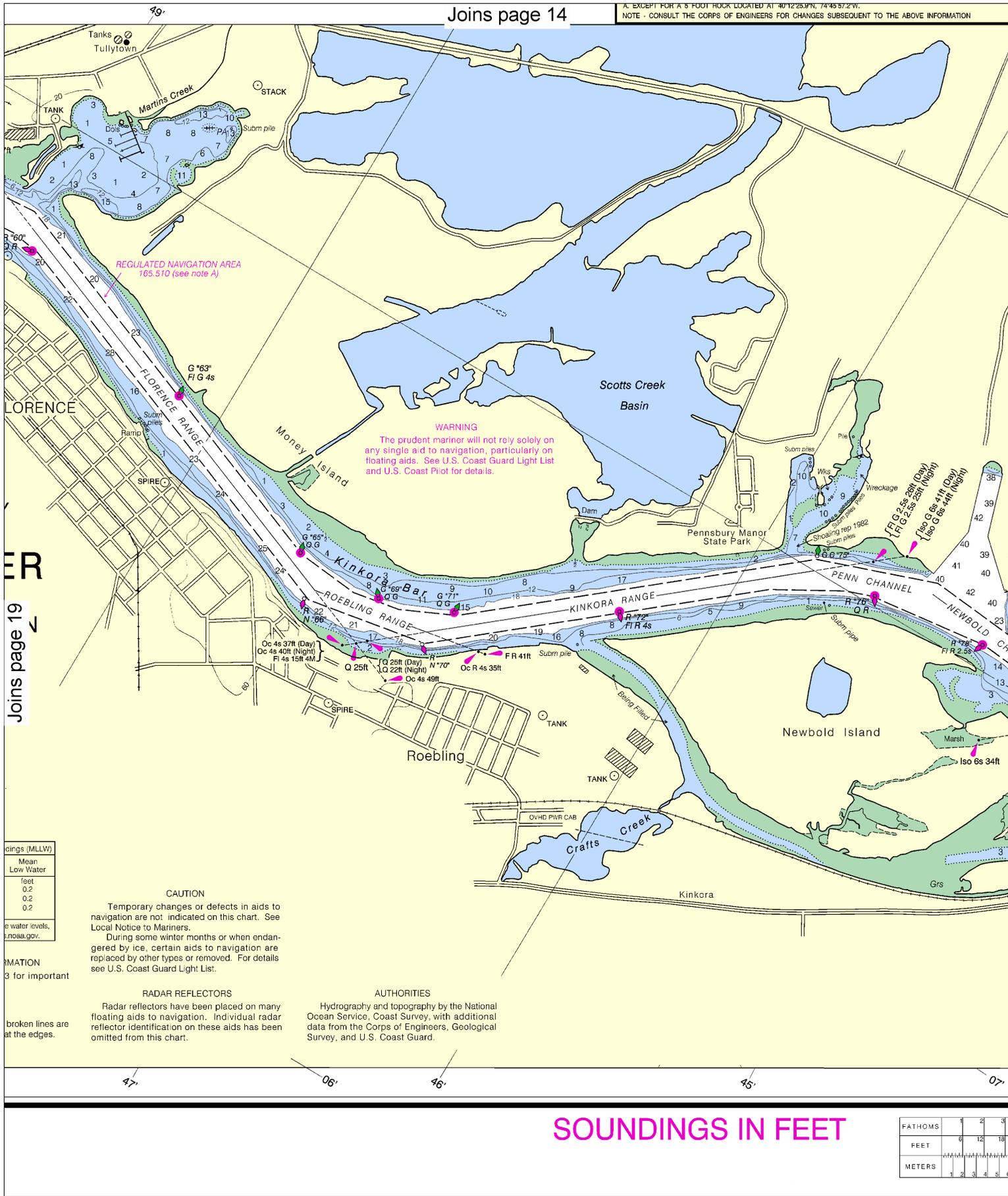
LAT/LONG	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
39°N/74°56'W	6.9	6.5	0.2
39°N/74°52'W	7.8	7.5	0.2
39°N/74°45'W	8.7	8.4	0.2

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.

National Oceanic and Atmospheric Administration
U.S. Department of Commerce
Geological Survey

SOUNDINGS IN FEET



Joins page 19

ings (MLLW)
Mean
Low Water
feet
0.2
0.2
0.2

Information
3 for important

broken lines are at the edges.

SOUNDINGS IN FEET

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

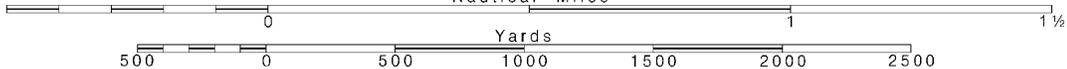
20

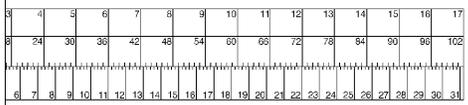
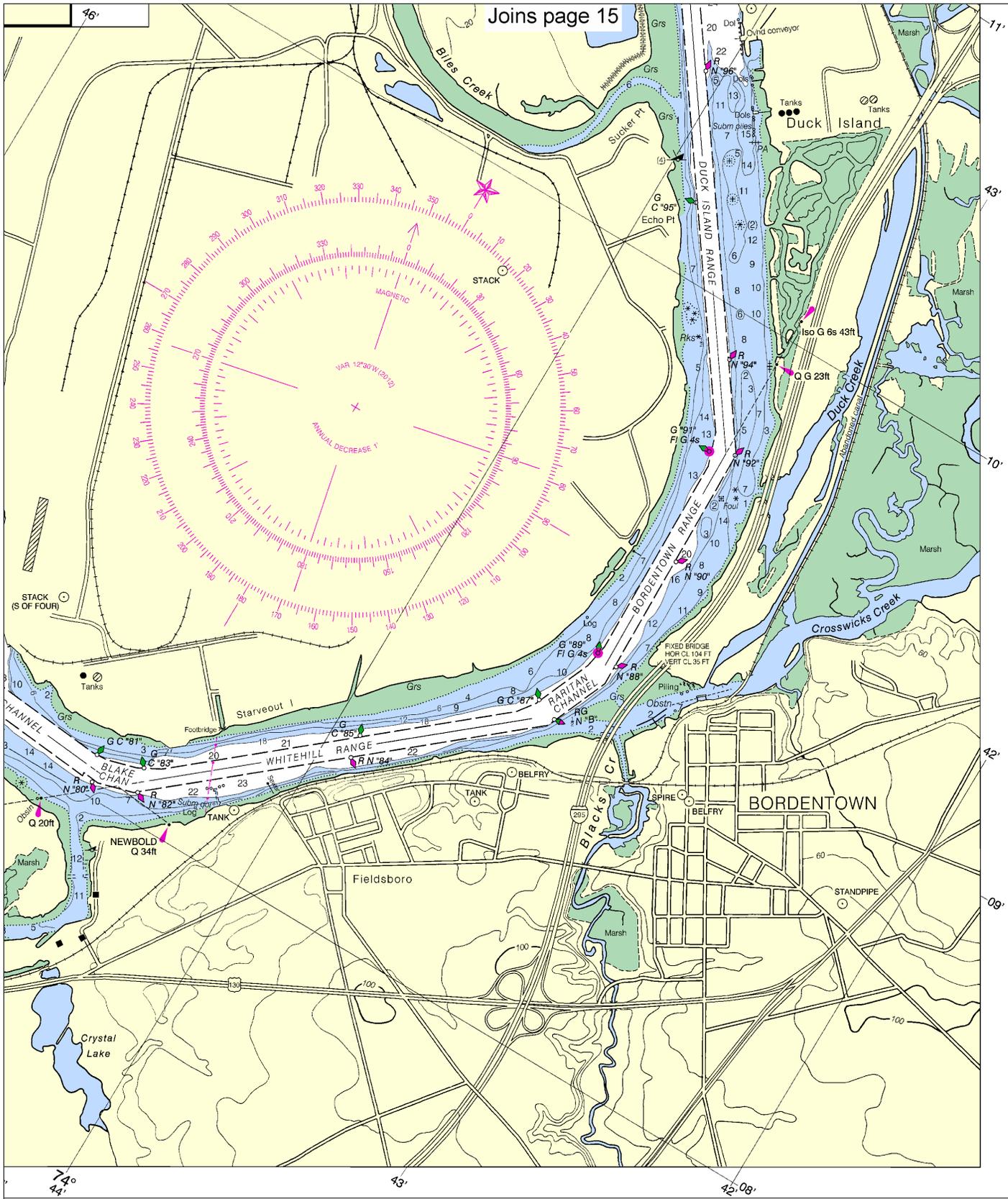
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





Delaware River, Philadelphia to Trenton
SOUNDINGS IN FEET - SCALE 1:20,000

12314





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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- 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 @nauticalcharts



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.

