

# BookletChart™

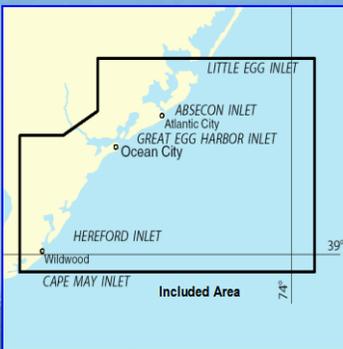
## Little Egg Inlet to Hereford Inlet

NOAA Chart 12318

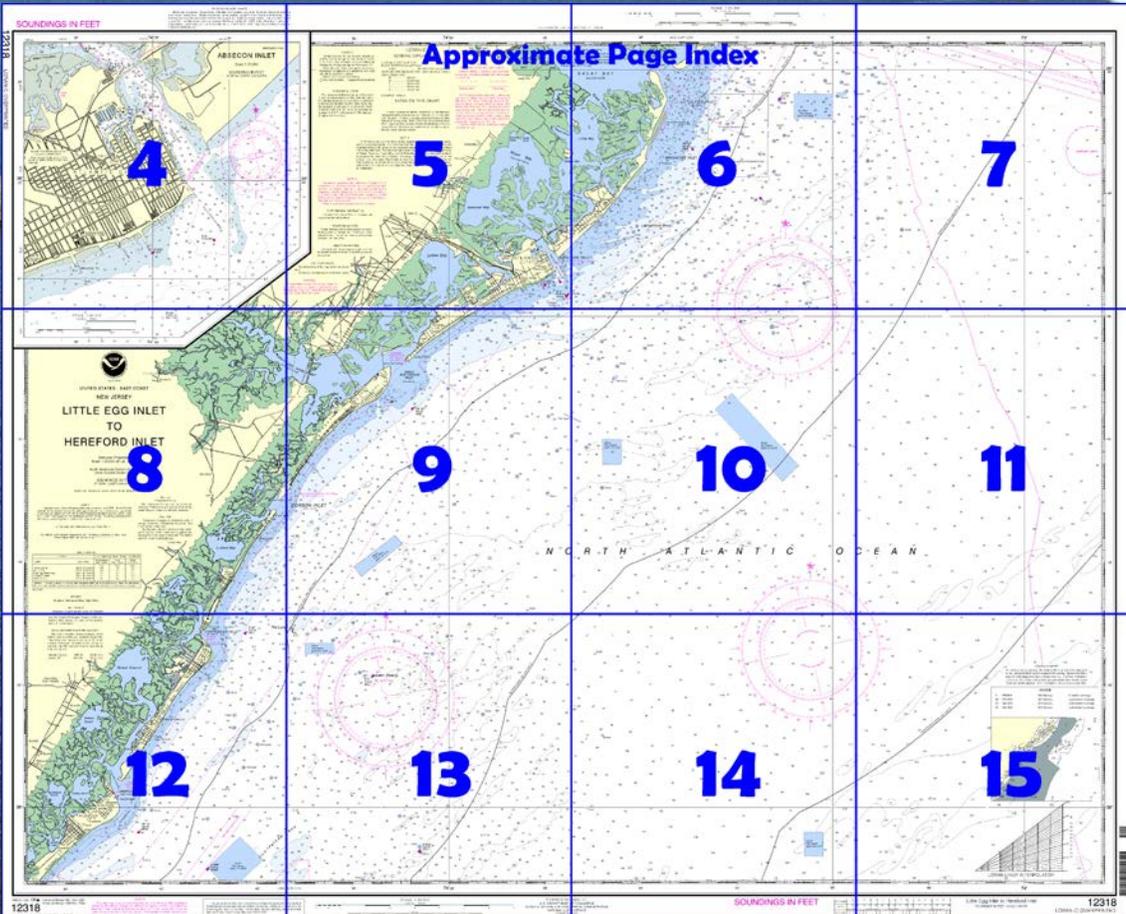


*A reduced-scale NOAA nautical chart for small boaters*

*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



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://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.

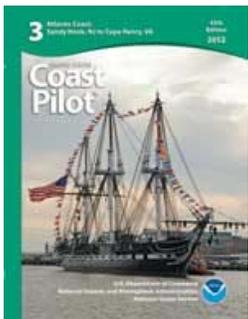
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12318>



**(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 of 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](mailto:pilotoffice@sandyhookpilots.com). Arrangement for pilotage made through ship's agents or directly. 24-hour advance notice required.

**Little Egg Inlet** (39°29.0'N., 74°17.5'W.), 19 miles south-southwestward of Barnegat Inlet and close southward 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](mailto: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

# Table of Selected Chart Notes

**PLANE COORDINATE GRID**  
(based on NAD 1927)  
New Jersey State grid is indicated by dotted ticks at 5,000' foot intervals.

**HEIGHTS**  
Heights in feet above Mean High Water.

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location) ○ (Approximate location)

**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 0.417' northward and 1.439' 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).

**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.

For Symbols and Abbreviations see Chart No. 1

**FISH TRAP AREAS**  
Boundary lines of fish trap areas are shown thus: ---  
Submerged piling may exist in these areas.

**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**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notices 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**  
Entrances to Inlets  
The channels are subject to continual changes. Entrance buoys are not charted because they are frequently shifted in position.

**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.

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

**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-36	162.400 MHz
Lewes, DE	WXJ-94	162.550 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, 6th 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.

**HURRICANES AND TROPICAL STORMS**  
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.  
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.  
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

**24 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.

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

**COLREGS:** International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: ---

**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 Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

**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.

TIDAL INFORMATION				
PLACE	HEIGHT REFERRED TO DATUM OF SOUNDINGS (MLLW)	PLACE		
		(LAT/LONG)	Mean Higher High Water	Mean High Water
	feet		feet	feet
Little Egg Inlet	(39°30'N/74°20'W)	3.9	3.5	0.1
Atlantic City	(39°21'N/74°23'W)	4.6	4.2	0.2
Great Egg Harbor Bay	(39°17'N/74°38'W)	4.1	3.7	0.2
Townsend's Inlet	(39°07'N/74°43'W)	4.4	4.0	0.2
Hereford Inlet	(39°02'N/74°48'W)	4.7	4.2	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>. (Mar 2010)

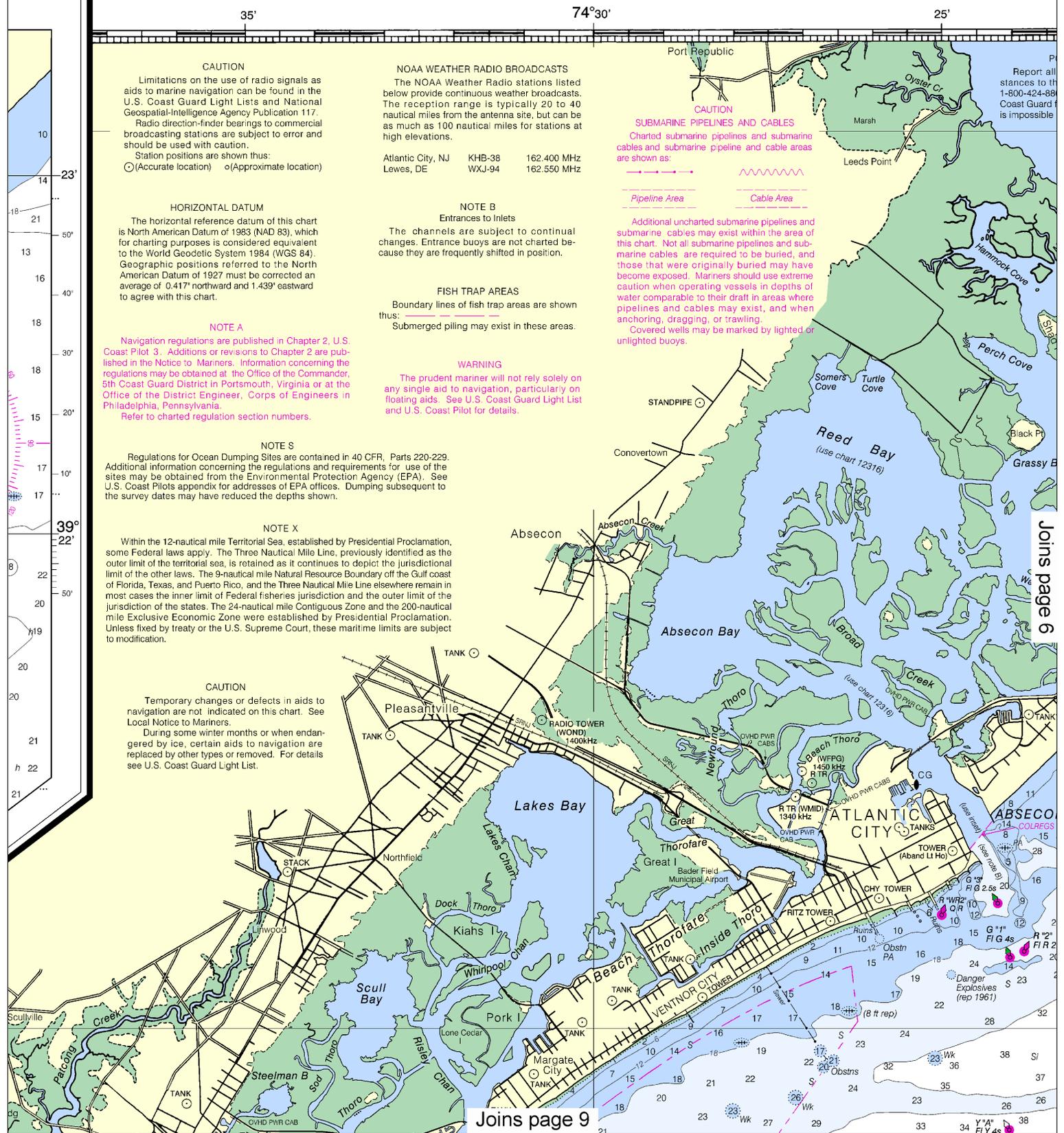
**ADDITIONAL NOTES**  
This chart is based on the latest available information. It is subject to change without notice. For the most current information, consult the U.S. Coast Guard Light List and U.S. Coast Pilot.



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

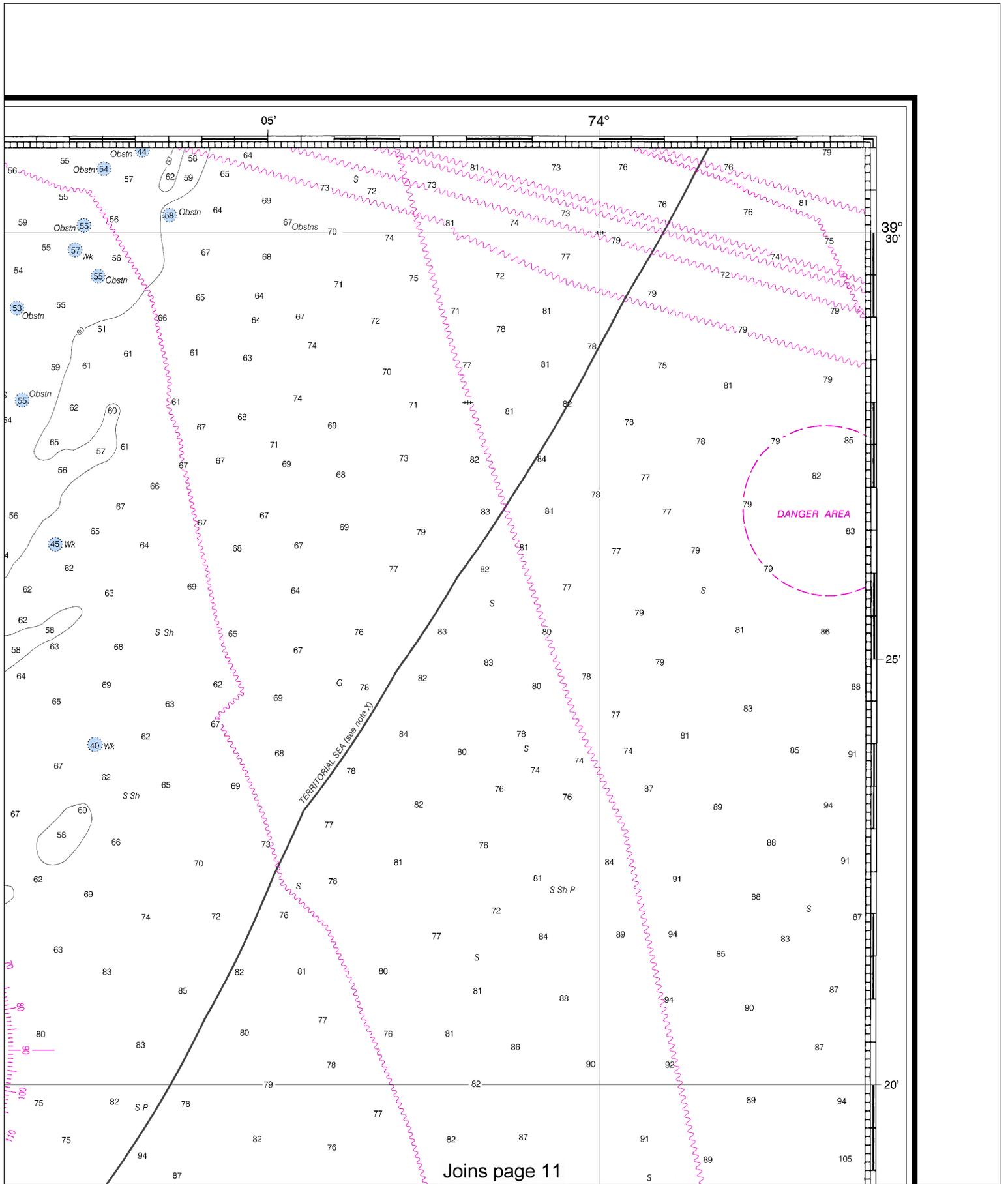
**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Formerly C&GS 1217, 1st Ed., Nov. 1971



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

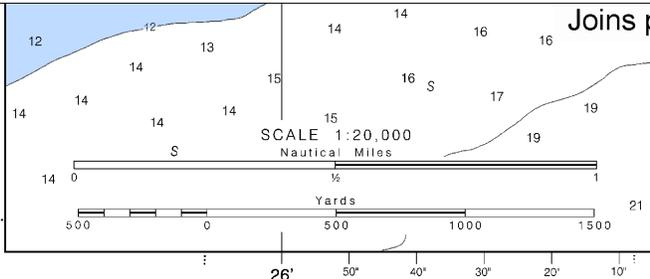




This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0513 1/29/2013,  
 NGA Weekly Notice to Mariners: 0413 1/26/2013,  
 Canadian Coast Guard Notice to Mariners: n/a.



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THE NATION'S CHARTMAKER SINCE 1807

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  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: ---

**AUTHORITIES**

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

**TIDAL INFORMATION**

PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water		
		Mean Higher High Water	Mean High Water	Mean Low Water
Little Egg Inlet	(39°30'N/74°20'W)	3.9	3.5	0.1
Atlantic City	(39°21'N/74°25'W)	4.6	4.2	0.2
Great Egg Harbor Bay	(39°17'N/74°38'W)	4.1	3.7	0.2
Townsend's Inlet	(39°07'N/74°43'W)	4.4	4.0	0.2
Hereford Inlet	(39°02'N/74°48'W)	4.7	4.2	0.2

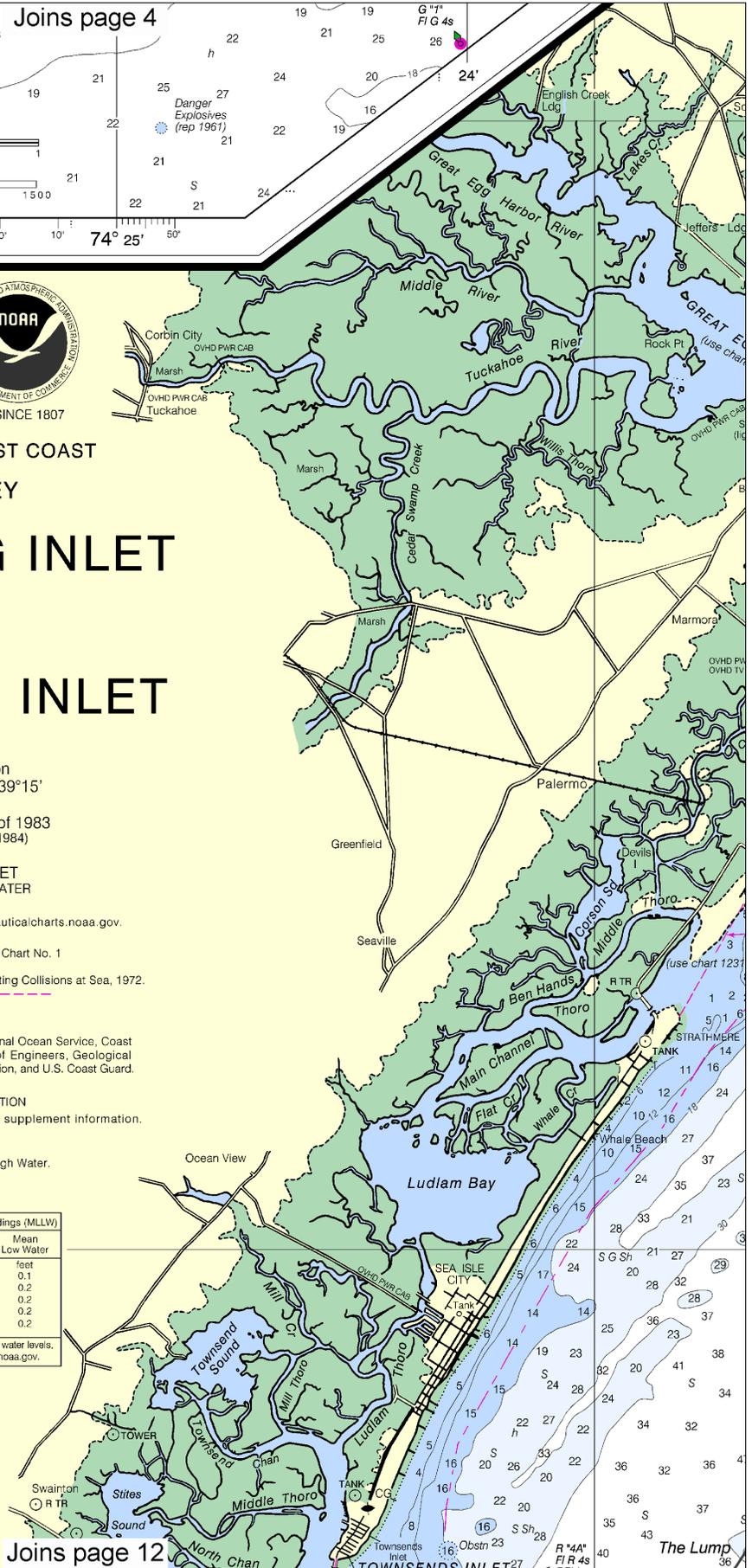
Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Mar 2010)

**HURRICANES AND TROPICAL STORMS**

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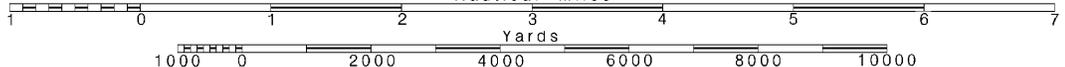
Joins page 12



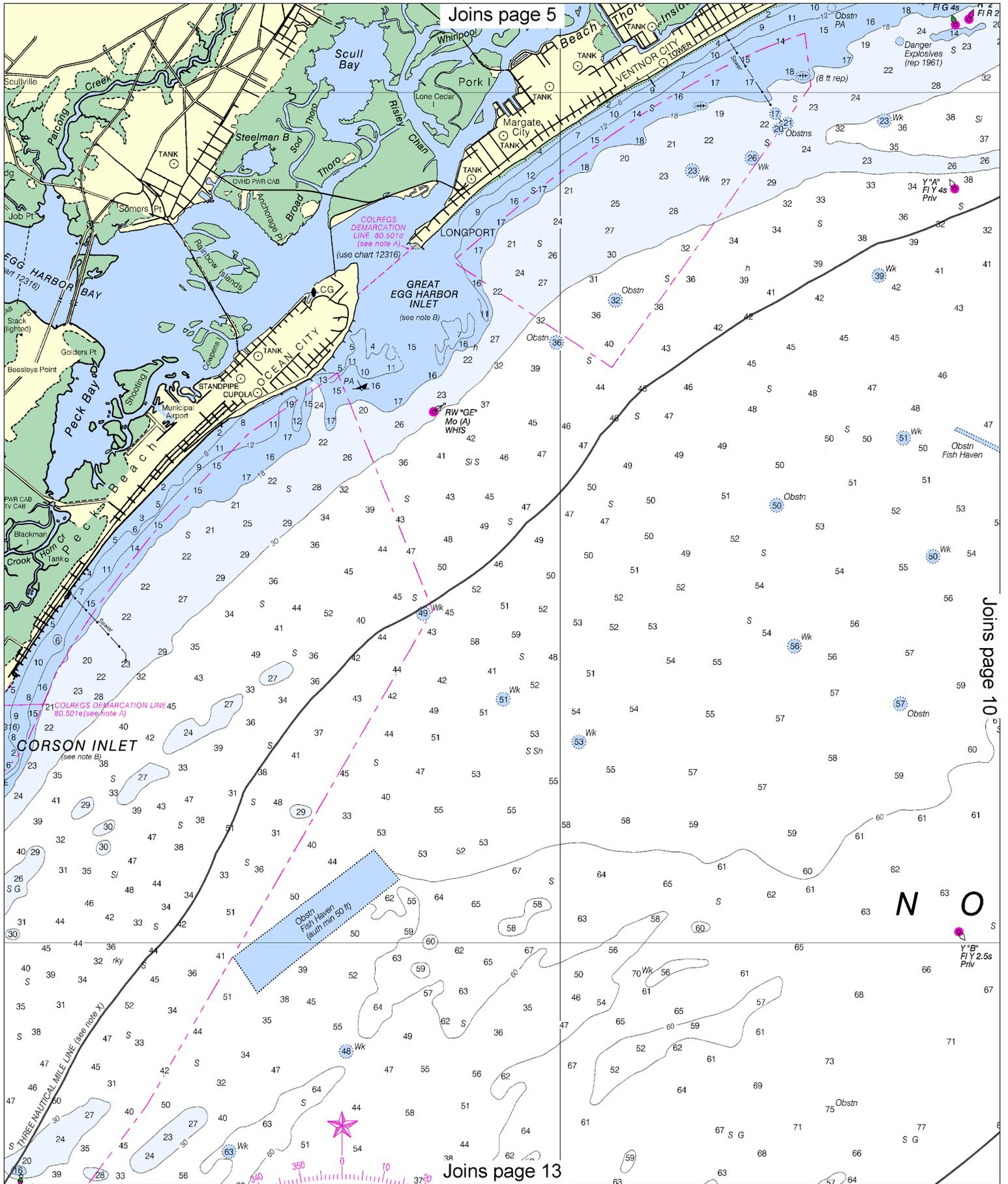
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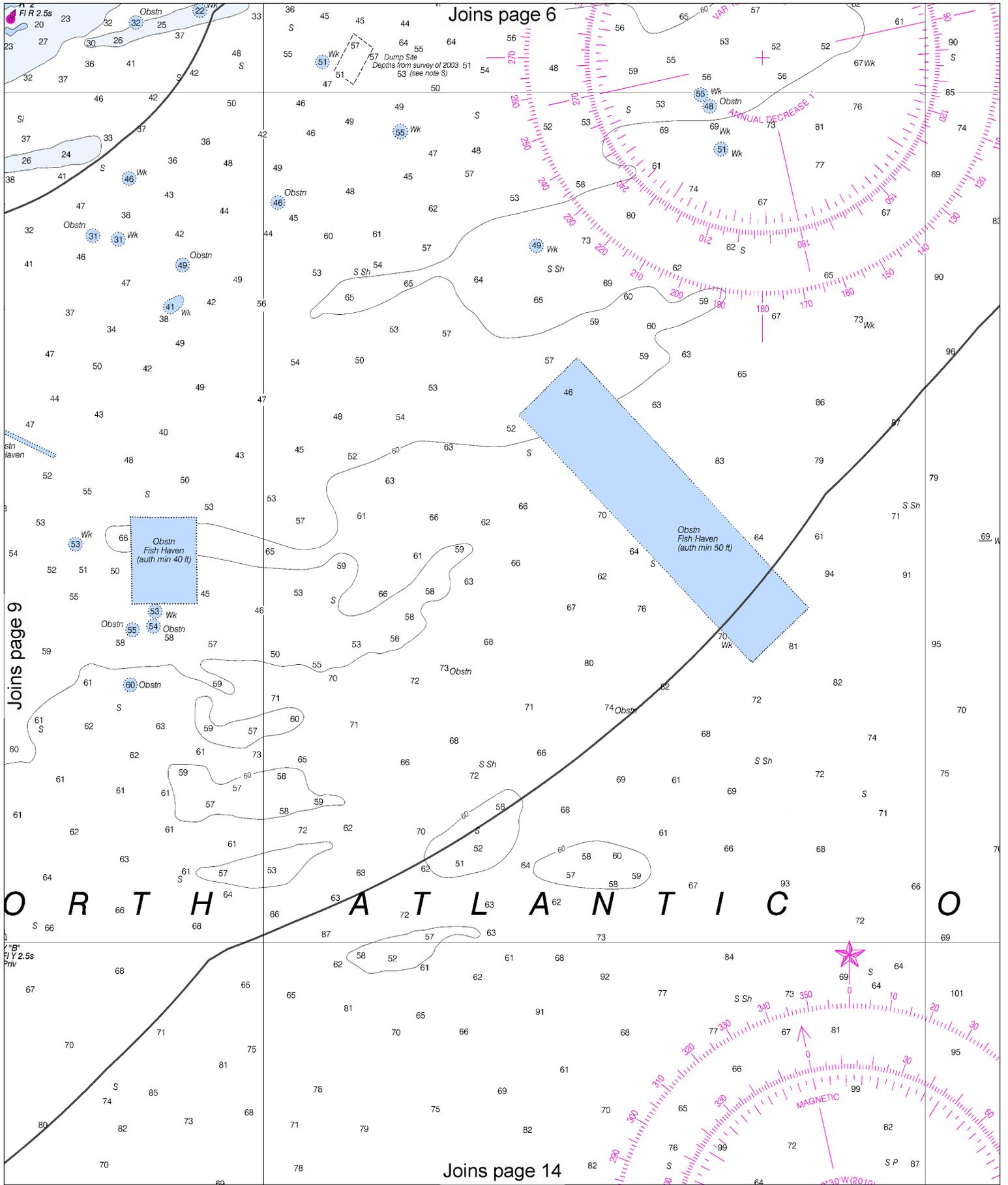
SCALE 1:80,000  
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.





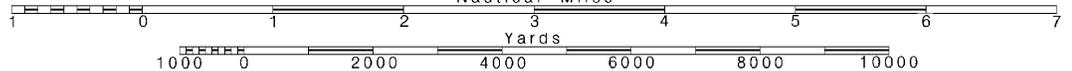
**10**

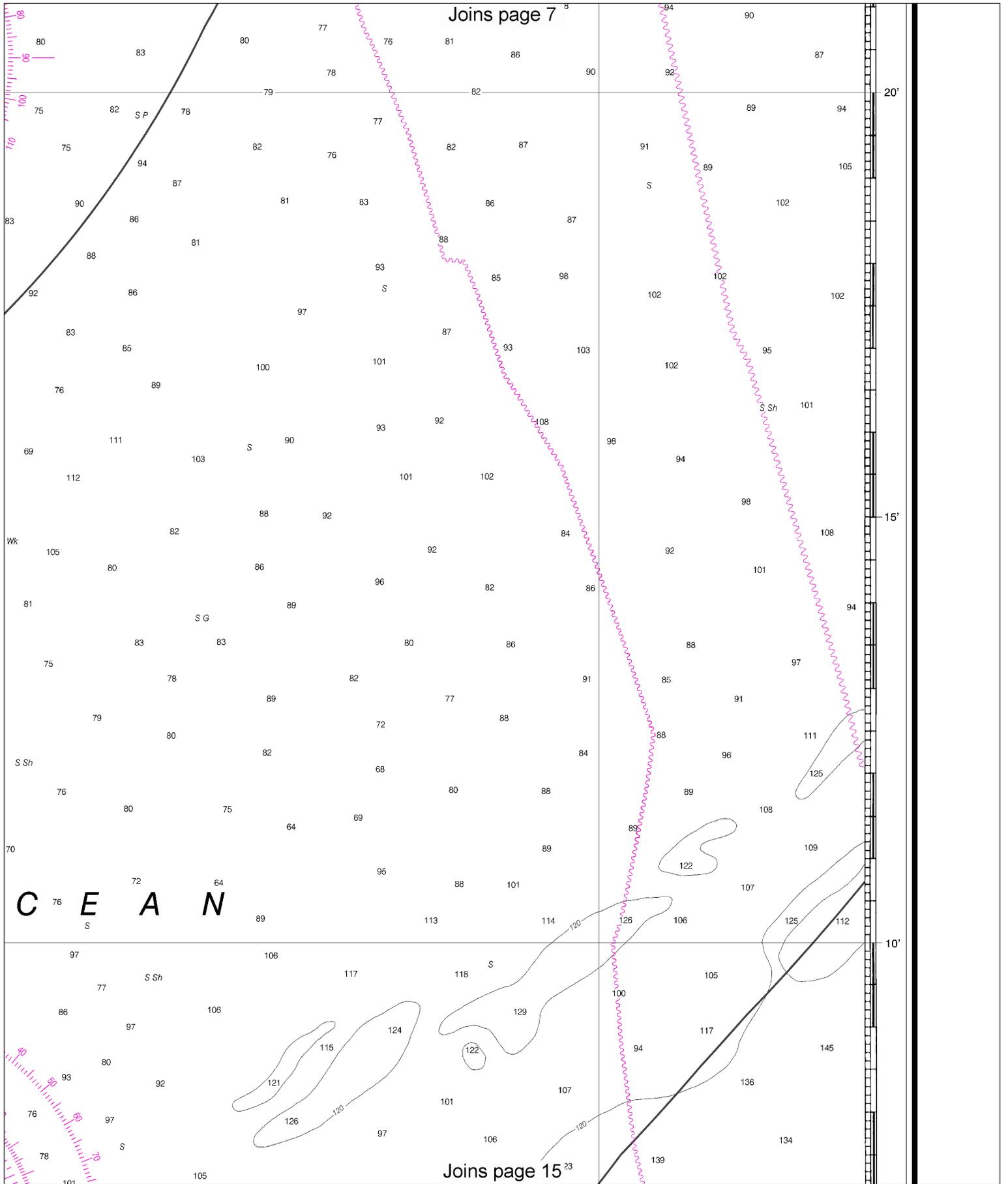
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.

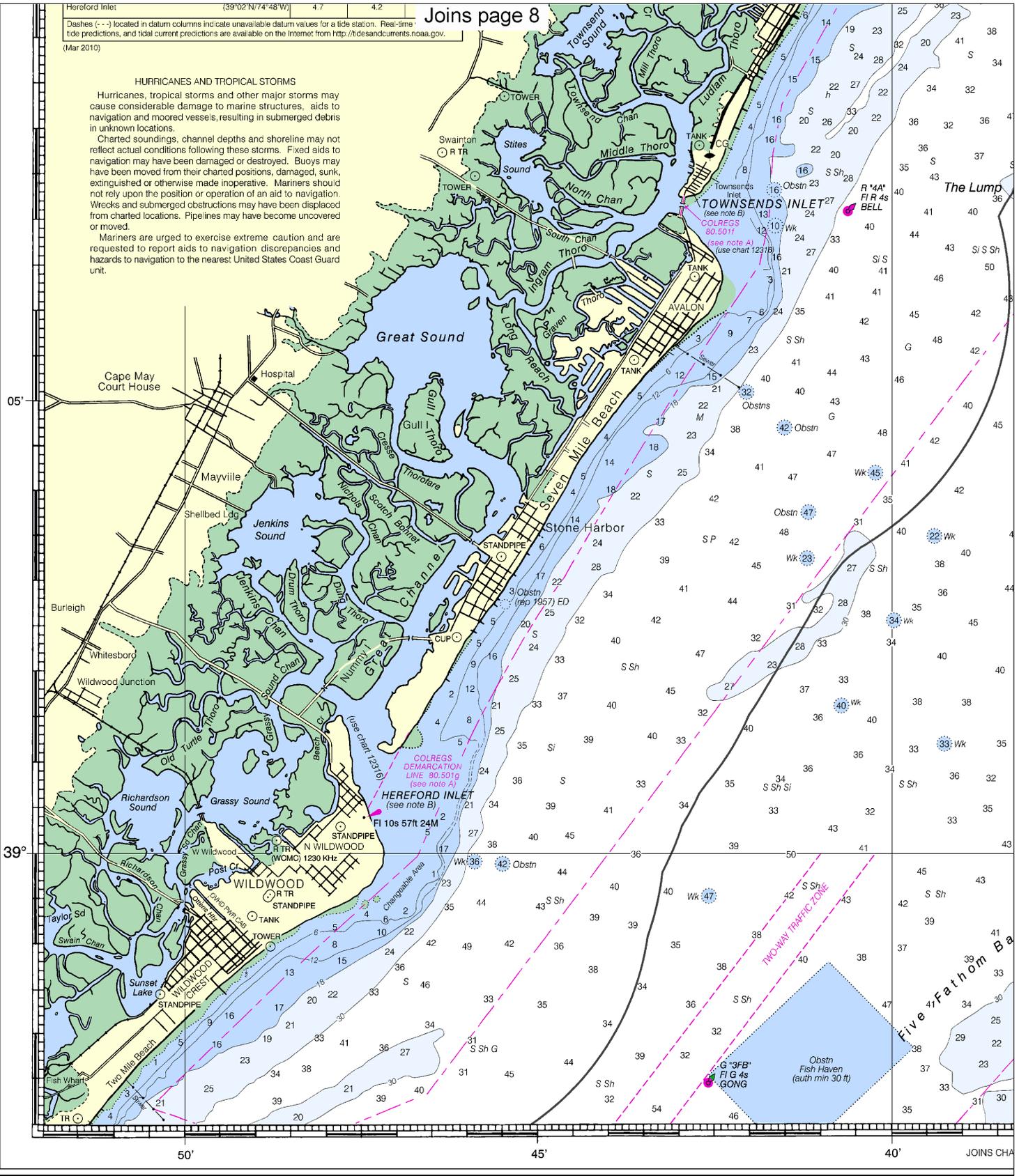




Hereford Inlet (39°02'N / 74°48'W) 4.7 4.2  
 Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.  
 (Mar 2010)

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**HURRICANES AND TROPICAL STORMS**  
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 Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.



45th Ed., Apr. /10 ■ Corrected through NM Apr. 10/10  
 Corrected through LNM Apr. 6/10

12318

**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](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. The Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/C52), National Service, NOAA, Silver Spring, Maryland 20910-3282.

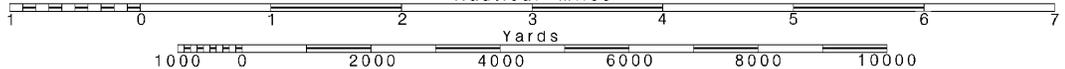
12

Note: Chart grid lines are aligned with true north.

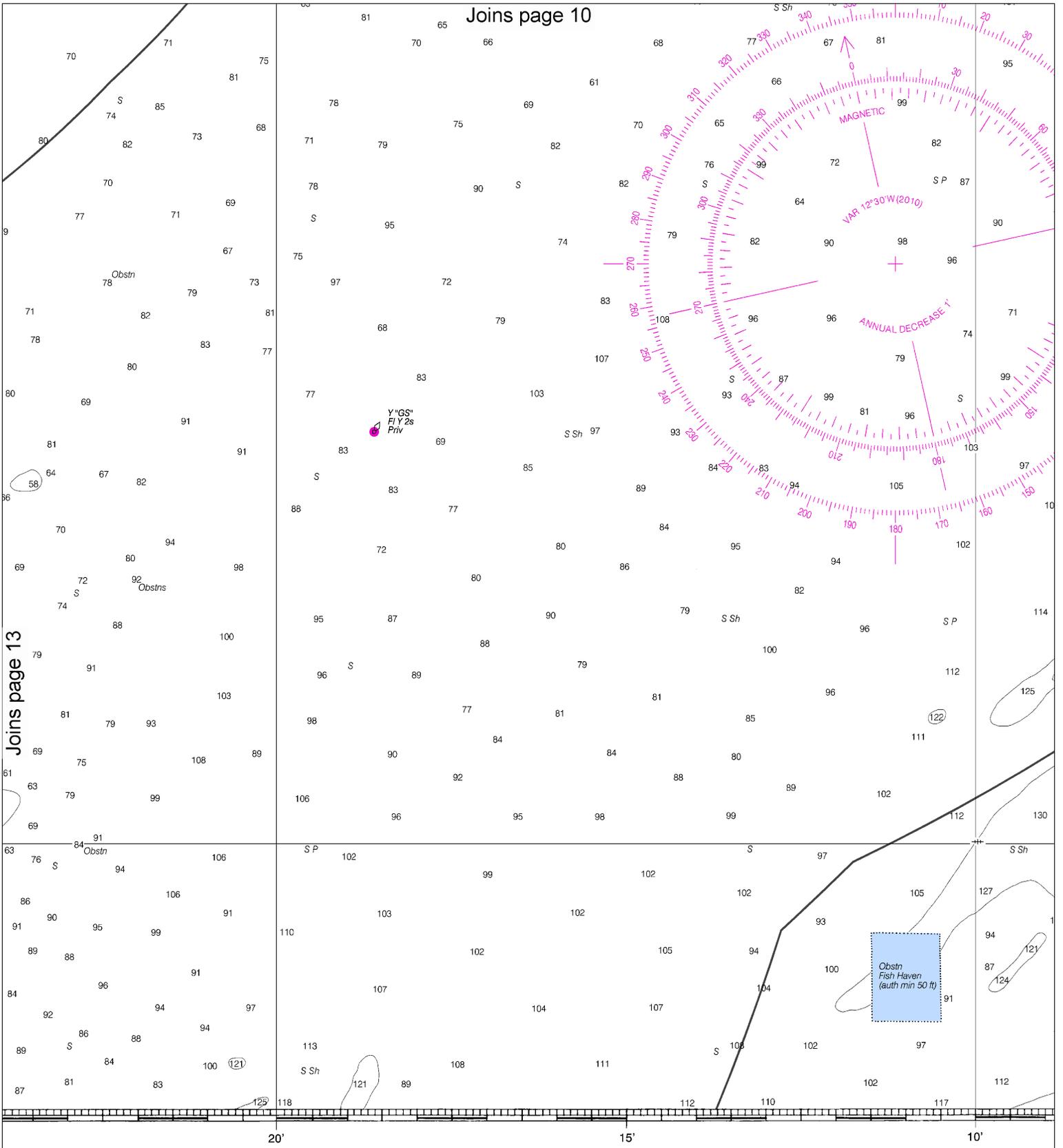
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SCALE 1:80,000  
 Nautical Miles

See Note on page 5.







Joins page 13

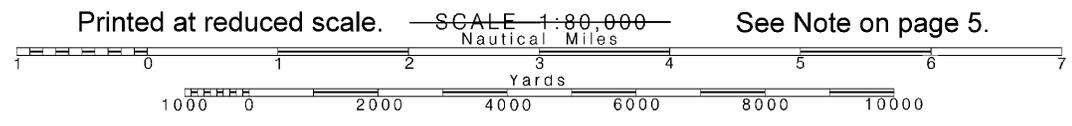
Washington, D.C.  
 DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 U.S. COAST AND GEODETIC SURVEY

# SOUNDINGS IN FEET

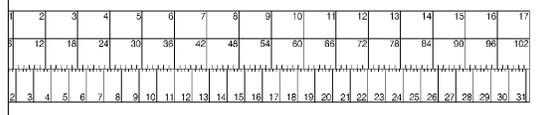
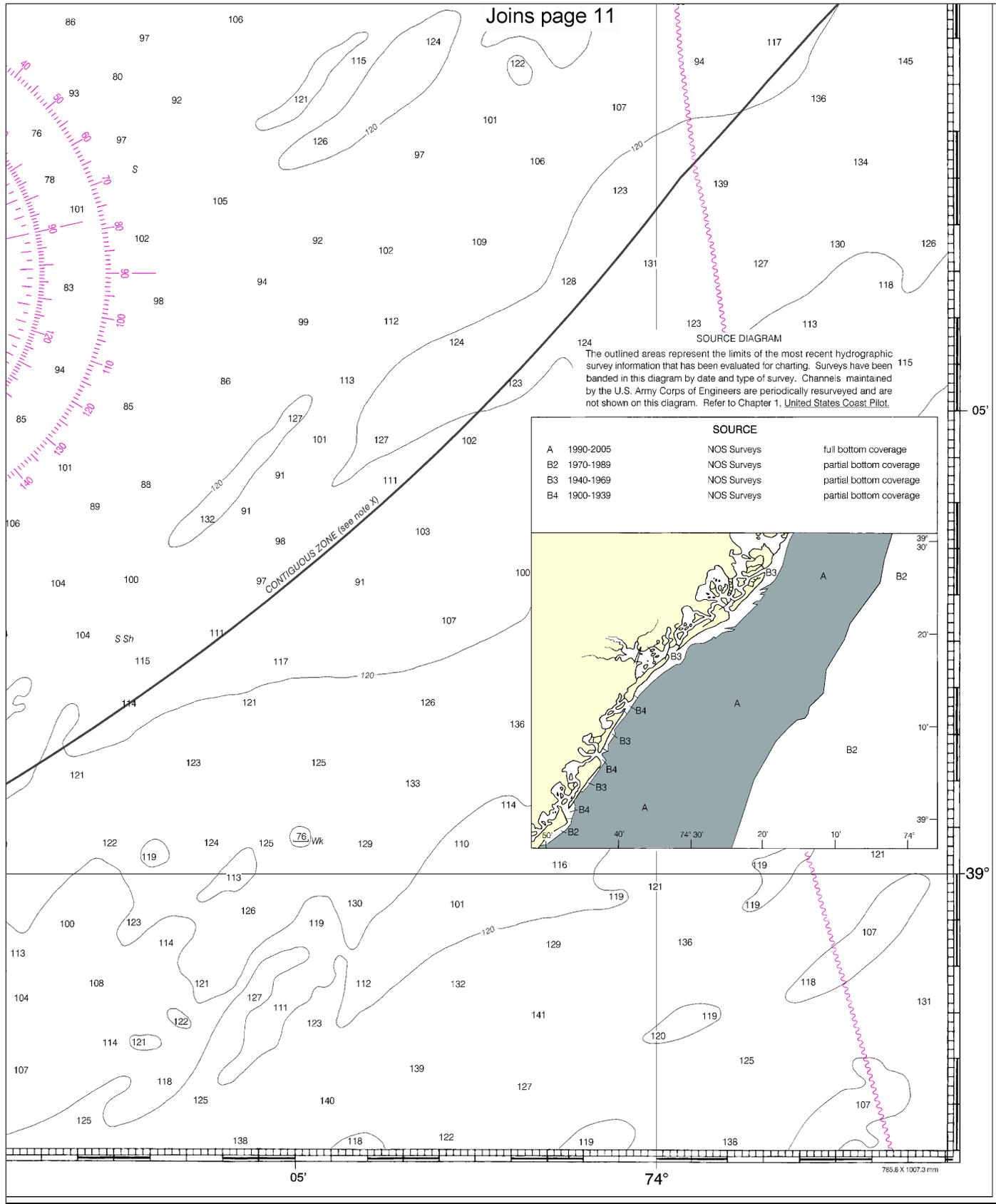
FATHOMS	1
FEET	6
METERS	1.1

# 14

Note: Chart grid lines are aligned with true north.



See Note on page 5.



Little Egg Inlet to Hereford Inlet  
SOUNDINGS IN FEET - SCALE 1:80,000

12318





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](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.

