

# BookletChart™



## Delaware River – Philadelphia to Trenton

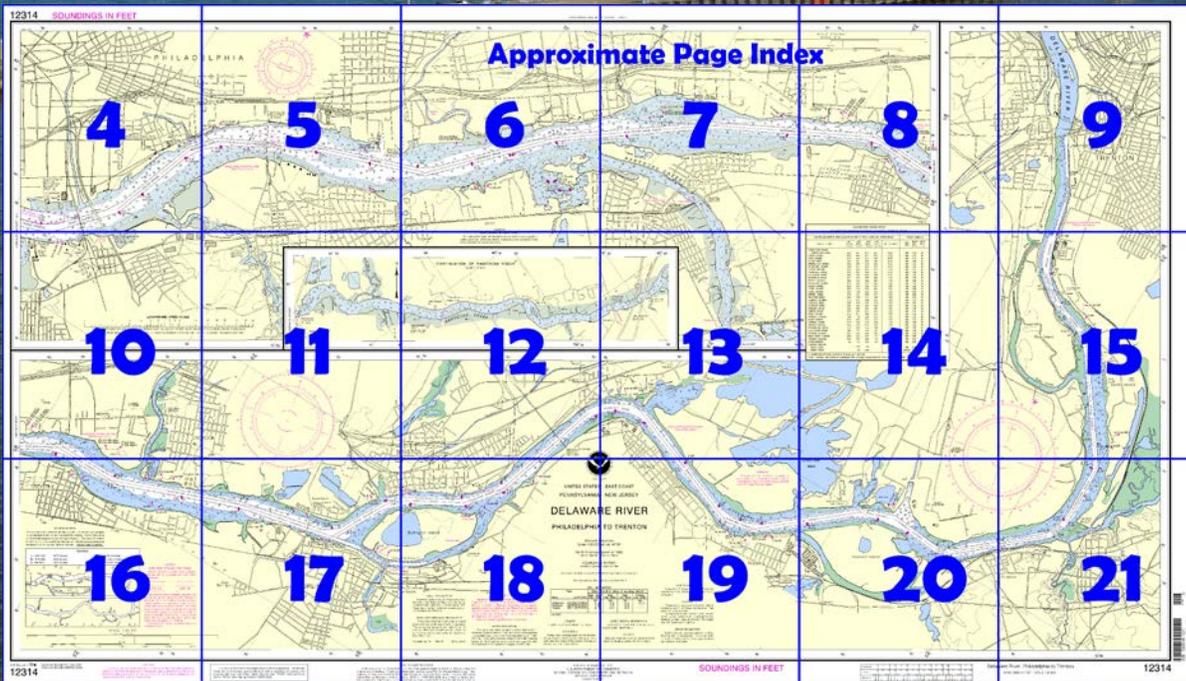
NOAA Chart 12314

*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](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.

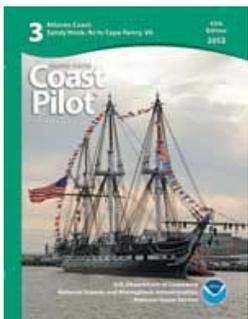
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=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

# Navigation Managers Area of Responsibility



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

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

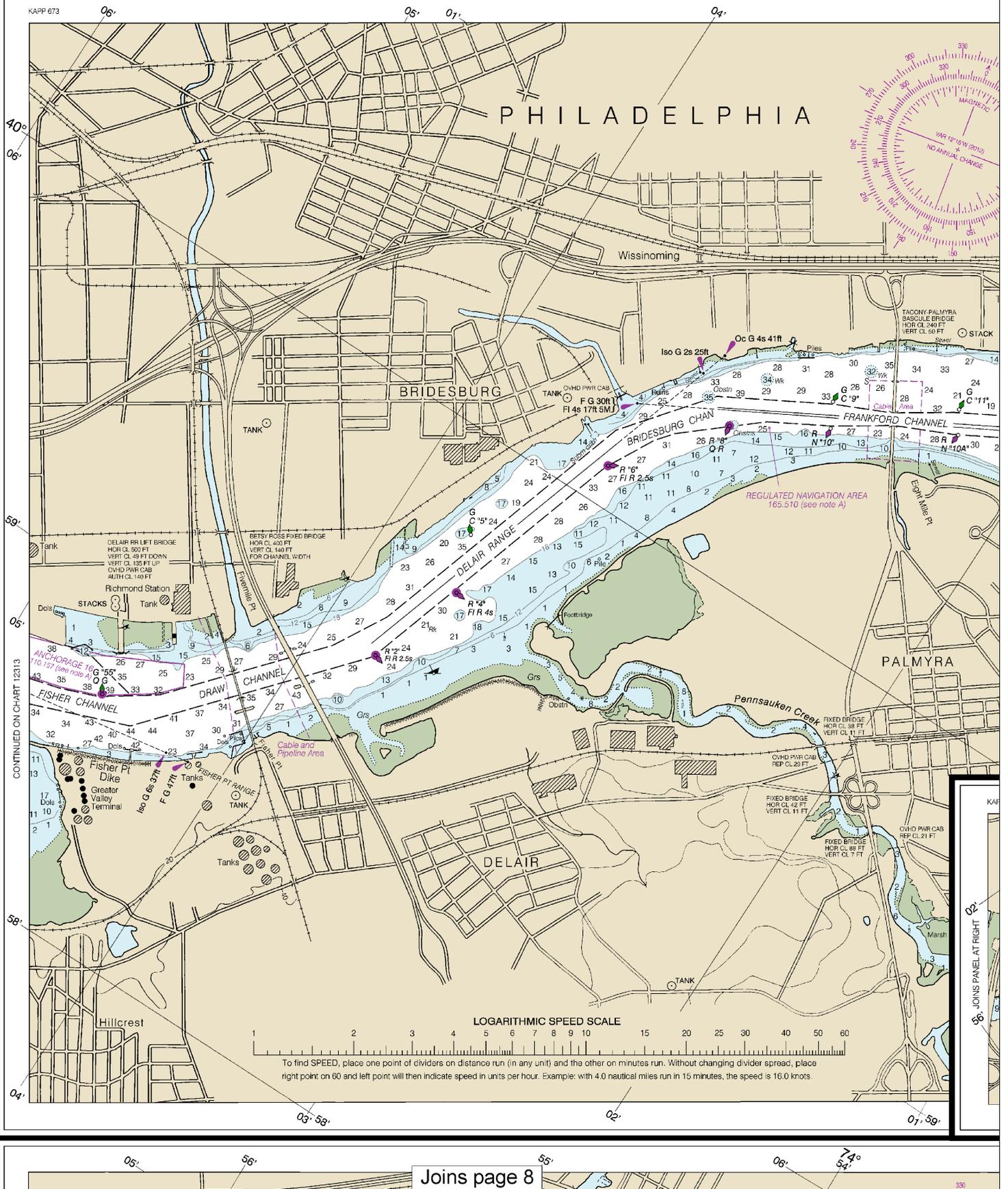


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

# SOUNDINGS IN FEET

12314

KAPP 673



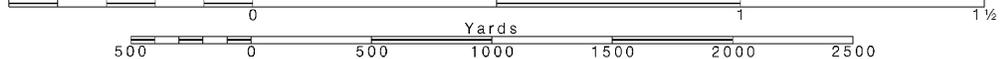
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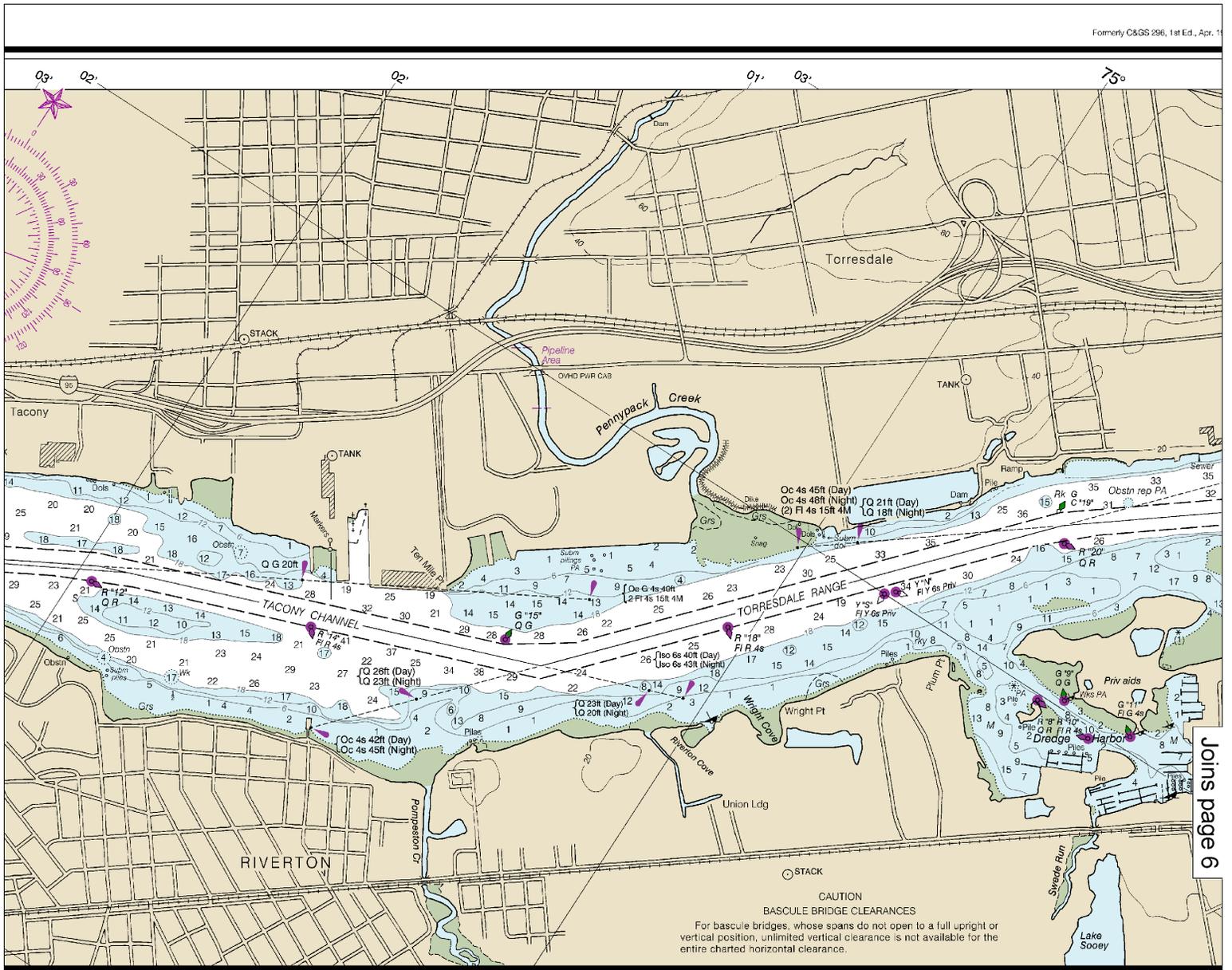
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

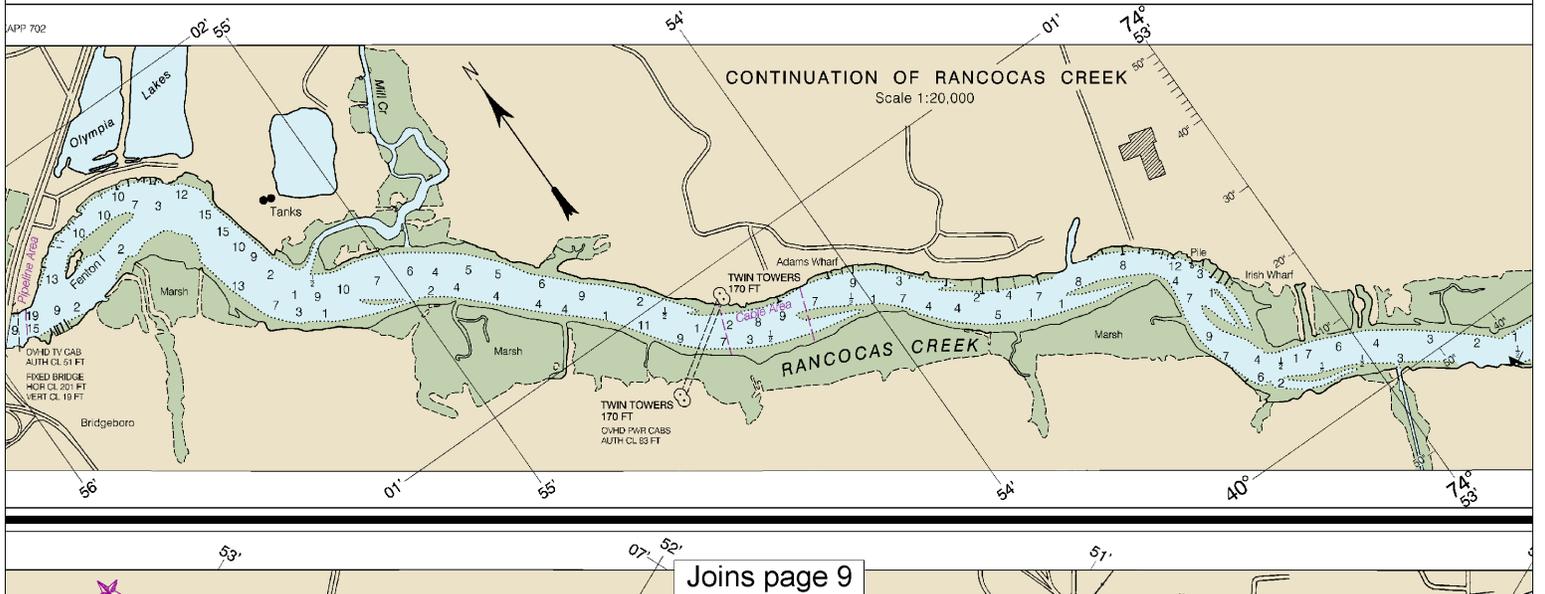
SCALE 1:20,000  
Nautical Miles

See Note on page 5.

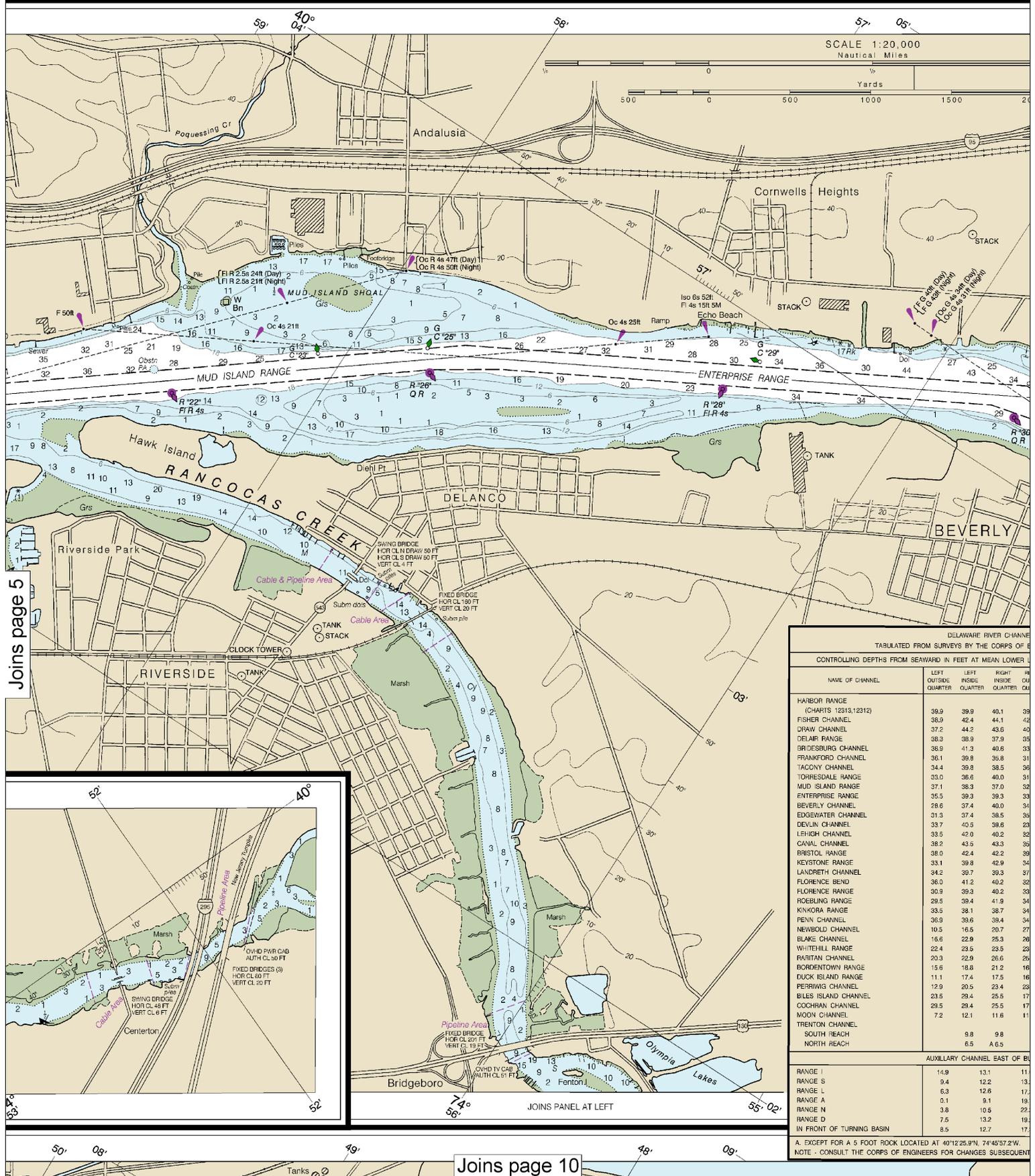




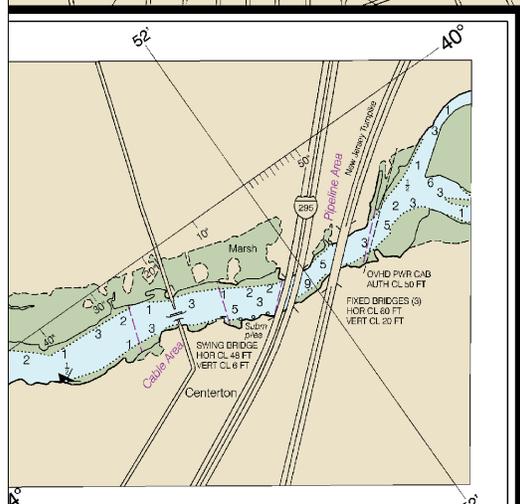
Joins page 6



This BookletChart was reduced to 70% of the original chart scale.  
 The new scale is 1:28571. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.



Joins page 5



DELAWARE RIVER CHANNEL  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER
HARBOR RANGE				
FISHER CHANNEL (CHARTS 12313, 12312)	39.9	39.9	40.1	39.9
FISHER CHANNEL	36.9	42.4	44.1	42.4
DRAW CHANNEL	37.2	44.2	43.6	40
DELAIR RANGE	38.3	38.3	37.9	35
BRIDESBURG CHANNEL	38.9	41.3	40.6	33
FRANKFORD CHANNEL	36.1	39.8	36.8	31
TACONY CHANNEL	34.4	39.8	38.5	36
TORRESDALE RANGE	33.0	38.6	40.0	31
MUD ISLAND RANGE	37.1	38.3	37.0	32
ENTERPRISE RANGE	35.5	39.3	39.3	33
BEVERLY CHANNEL	29.6	37.4	40.0	34
EDGEWATER CHANNEL	31.3	37.4	38.5	38
DEVLIN CHANNEL	33.7	40.5	38.6	23
LEHIGH CHANNEL	33.5	42.0	40.2	82
CANAL CHANNEL	38.2	43.5	43.3	35
BRISTOL RANGE	38.0	42.4	42.2	39
KEYSTONE RANGE	33.1	39.8	42.9	34
LANDRETH CHANNEL	34.2	39.7	39.3	37
FLORENCE BEND	36.0	41.2	40.2	32
FLORENCE RANGE	30.9	39.3	40.2	33
ROEBLING RANGE	29.5	39.4	41.9	34
KINKORA RANGE	33.5	38.1	38.7	34
PENN CHANNEL	36.9	39.6	39.4	34
NEWBOLD CHANNEL	10.5	16.5	20.7	27
BLAKE CHANNEL	16.6	22.9	25.3	26
WHITEHILL RANGE	22.4	23.5	23.5	23
RARITAN CHANNEL	20.3	22.9	26.6	25
BORDENTOWN RANGE	15.6	18.8	21.2	16
DUCK ISLAND RANGE	11.1	17.4	17.5	16
PEPPIK'S CHANNEL	19.9	20.5	23.4	23
BILES ISLAND CHANNEL	23.5	29.4	25.5	17
COCHRAN CHANNEL	29.5	29.4	25.5	17
MOON CHANNEL	7.2	12.1	11.6	11
TRENTON CHANNEL				
SOUTH REACH	9.8	9.8		
NORTH REACH	6.5	6.5		

AUXILIARY CHANNEL EAST OF BRIDGEBORO

RANGE I	14.9	13.1	11
RANGE S	9.4	12.2	13
RANGE L	6.3	12.6	17
RANGE A	0.1	9.1	19
RANGE N	3.8	10.5	22
RANGE D	7.5	13.2	19
IN FRONT OF TURNING BASIN	8.5	12.7	17

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

Joins page 10

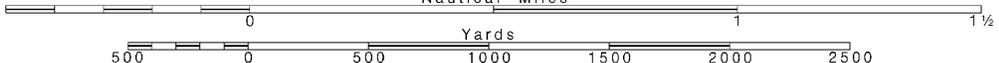


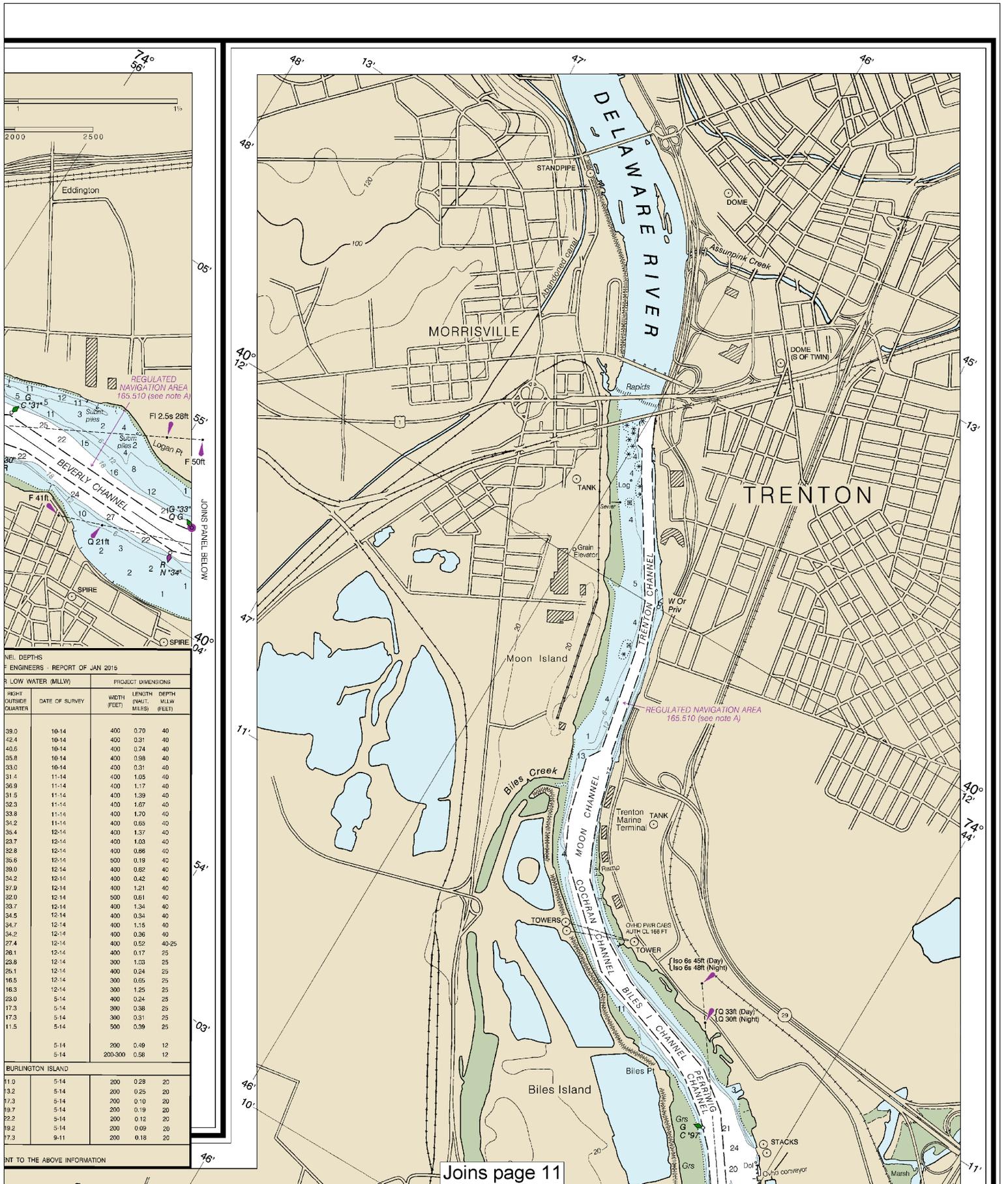
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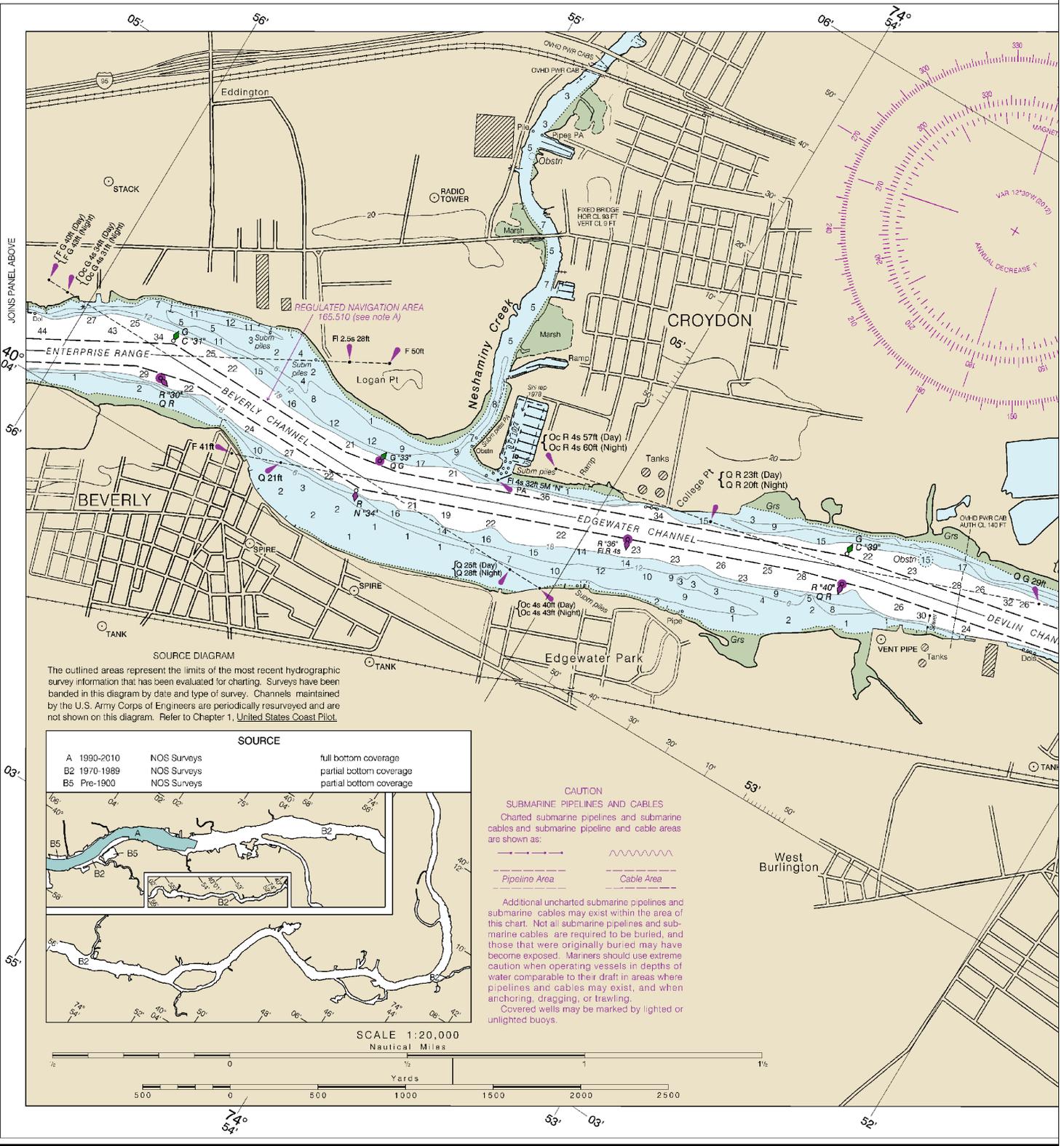
SCALE 1:20,000 Nautical Miles

See Note on page 5.





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33rd Ed., Jun. 2012. Last Correction: 10/7/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

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

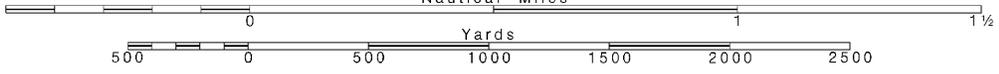


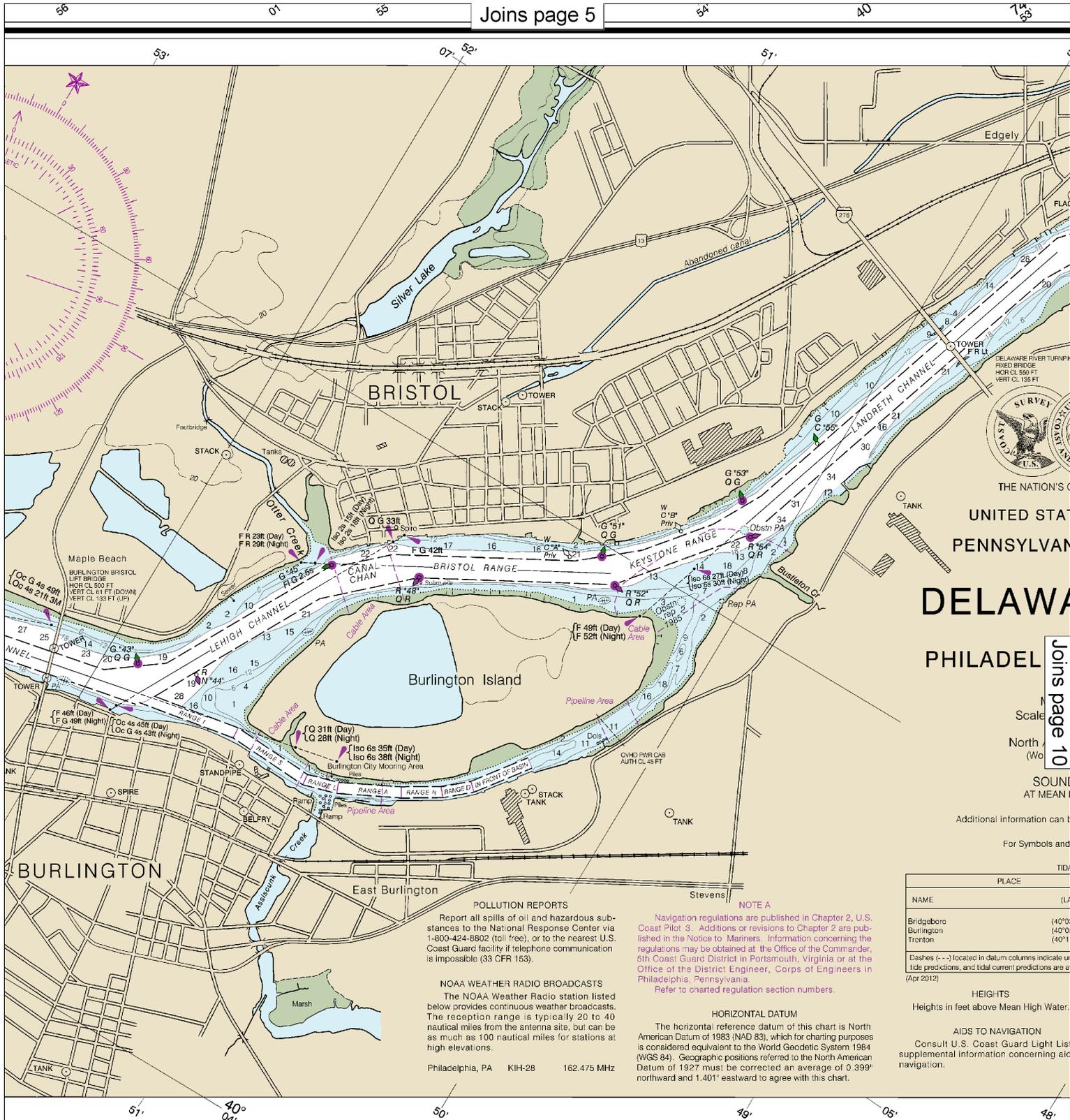
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





THE NATION'S  
UNITED STATES  
PENNSYLVANIA

DELAWARE  
PHILADELPHIA

Joins page 10  
Scale  
North  
(W)

SOUND  
AT MEAN

Additional information can be found in the notes.

For Symbols and Abbreviations, see the back of this chart.

NAME	PLACE	HEIGHT
Bridgeboro	(40°00')	(40°00')
Burlington	(40°00')	(40°00')
Trouton	(40°00')	(40°00')

Dashes (- -) located in datum columns indicate uncharted predictions, and tidal current predictions are also uncharted (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.

**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 KIH-28 162.475 MHz

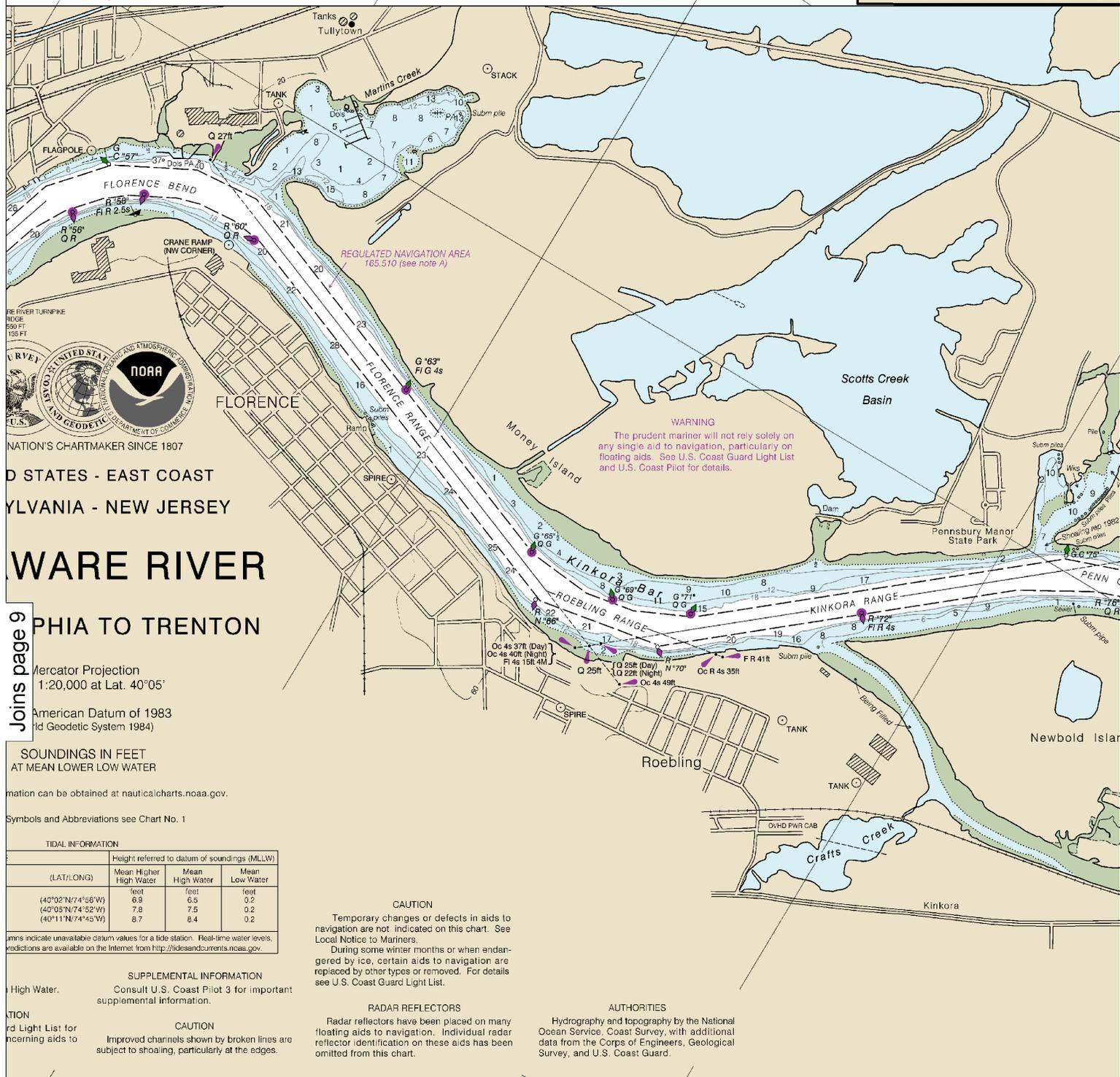
**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at 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.

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

RANGE N	3.8	10.5	22.1
RANGE D	7.5	13.2	19.1
IN FRONT OF TURNING BASIN	8.5	12.7	17.1

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



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

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).  
Symbols and Abbreviations see Chart No. 1

TIDAL INFORMATION

(LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
(40°02'N/74°56'W)	6.9	6.5	0.2
(40°05'N/74°52'W)	7.8	7.5	0.2
(40°11'N/74°45'W)	8.7	8.4	0.2

Numbers indicate unavailable datum values for a tide station. Real-time water levels and predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>

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.

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.

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, Geological Survey, and U.S. Coast Guard.

Printed at Washington, D.C.  
DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEANIC SERVICE  
COAST SURVEY

SOUNDINGS IN FEET

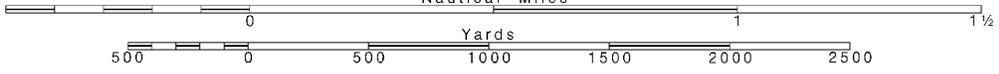


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

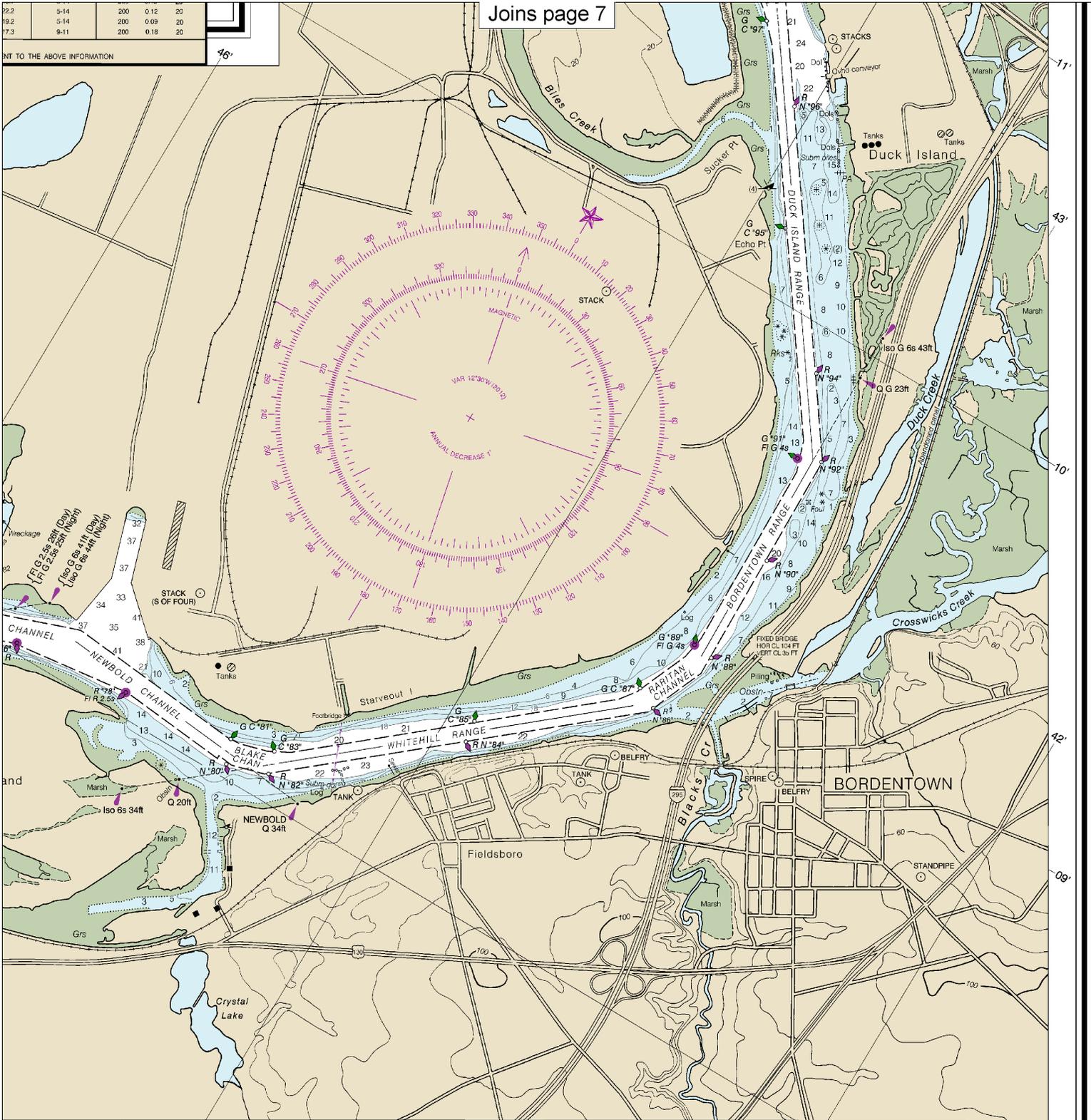
See Note on page 5.



22.2	5-14	200	0.12	20
19.2	5-14	200	0.09	20
17.3	9-11	200	0.18	20

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NT TO THE ABOVE INFORMATION

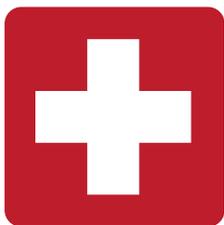


07° 74° 44'

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	17

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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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 @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.