Formerly C&GS 375, 1st Ed., May 1890 C-1937-450 KAPP 2240

SOUNDINGS IN FEET

CONTINUED ON CHART 12331

RARITAN RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2014 AND SURVEYS TO FEB 2014

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
GREAT BEDS REACH	13.1	17.2	17.9	12-13; 1,2-14	300	0.76	25
SOUTH AMBOY REACH	14.8	17.2	14.6	12-13; 1,2-14	300	1.2	25
SANDY POINT REACH	21.8	20.0	24.9	12-13; 1,2-14	300	0.93	25
KEASBEY REACH	6.2	10.3	18.9	12-13; 1,2-14	300	1.17	25
RED ROOT REACH	12.9	17.3	14.7	12-13; 1,2-14	300	0.48	25
TURNING BASIN	1.0	6.0	14.6	12-13; 1,2-14	300-600	0.51	25
CRAB ISLAND REACH	A15.0	A14.5	12.5	9-88	200	1.2	15
NORTHWEST REACH	6.0	7.5	12.2	7-62	200	1.2	15
TITANIUM REACH	5.0	3.2	2.6	12-13; 1,2-14	300	0.73	25
SOUTH CHANNEL	B2.0	C4.2	2.1	7-63; 3,4-90	150	0.7	15-10

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW); PROJECT DIMENSIONS

A. SHOALS LOCATED APPROXIMATELY 40°29'01.0"N, 74°21'16.0"W TO 400 YARDS SOUTH; A DEPTH OF 13 FT FOR A WIDTH OF 200 FT WAS AVAILABLE TO THE WEST OF THE PROJECT CHANNEL.
B. POSSIBLE 6 FT OBSTRUCTION LOCATED AT 40°29'35.4"N, 74°19'04.5"W.
C. POSSIBLE 4 FT OBSTRUCTION LOCATED AT 40°29'37.4"N, 74°19'04.0"W.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

RARITAN BAY AND ARTHUR KILL CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2016 AND SURVEYS TO APR 2016

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
RARITAN BAY								
WARD POINT BEND (EAST)	28.0	39.3	36.0	26.5	3,4-15	600-800	1.1	35
WARD POINT BEND (WEST)	32.5	34.5	33.2	31.8	3,4-15	600-800	1.3	35
WARD POINT SECONDARY CHANNEL	18.7	18.7	18.6	18.6	4-16	400	0.8	30
RARITAN RIVER CUTOFF (A)	19.2	20.1	19.4	16.3	3-16	600-1740	1.0	20
ARTHUR KILL								
OUTERBRIDGE REACH	19.6	34.9	35.9	33.0	3,4-15	600-840	1.6	35

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW); PROJECT DIMENSIONS

A. CONTROLLING DEPTHS ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM RARITAN RIVER.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

RARITAN RIVER

The controlling depths at mean lower low water were 10 feet for a width of 40 to 100 feet from Washington Canal to New Brunswick.
Jul 1956

WASHINGTON CANAL AND SOUTH RIVER

The Corps of Engineers has confirmed (June, 2013) that Washington Canal and South River remain an authorized navigation project and has not been actively maintained since 1961. There are no plans to survey this project in the foreseeable future.

The controlling depths at mean lower low water were 10 feet for a middle width of 50 feet from Raritan River to the highway bridge, thence 8 feet for a middle width of 75 feet to Pond Creek (40°26'38"N - 74°21'41"W), thence ½ foot for a width of 150 feet to 800 yards north of the highway bridge at Old Bridge.
Mar - Apr 1961

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

NEW JERSEY

RARITAN RIVER

RARITAN BAY TO NEW BRUNSWICK

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

Mercator Projection
Scale 1:20,000 at Lat. 40°28'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

NAME	(LAT/LONG)	Mean Higher High Water (feet)	Mean High Water (feet)	Mean Low Water (feet)
South Amboy	(40°29'N/074°17'W)	5.7	5.3	0.2

PLACE; Height referred to datum of soundings (MLLW)

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.
(May 2013)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical, Al alternating, B black, Bn beacon, C can, DIA diaphone, F fixed, Fl flashing, G green, IQ interrupted quick, Iso isophase, LT HO lighthouse, M nautical mile, m minutes, MICRO TR microwave tower, Mkr marker, Mo morse code, N nun, OBSC obscured, Oc occulting, Or orange, Q quick, R red, Ra Ref radar reflector, R Bn radiobeacon, R TR radio tower, Rot rotating, s seconds, SEC sector, St M statute miles, VQ very quick, W white, WHIS whistle, Y yellow

Bottom characteristics:
Blds boulders, bk broken, Cy clay, Co coral, G gravel, Grs grass, gy gray, h hard, M mud, Oys oysters, Rk rock, S sand, so soft, Sh shells, sy sticky

Miscellaneous:
AUTH authorized, ED existence doubtful, Obstn obstruction, PA position approximate, PD position doubtful, Rep reported, Subm submerged
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important supplemental information.

SCALE 1:20,000

ANCHORAGE AREAS
110.155 (see note A)
Limits and assigned numbers of anchorage areas are shown in purple.
(44) ANCHORAGE FOR DEEP-DRAFT VESSELS
(42) (45) (46) (47) GENERAL ANCHORAGES

PLANE COORDINATE GRID
(based on NAD 1927)
New Jersey State Grid is indicated by dotted ticks at 10,000 foot intervals.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. 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, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, NY.
Refer to charted regulation section numbers.

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.

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.

SOURCE

A	1990-2008	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

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

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 0.381" northward and 1.469" eastward to agree with this chart.

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.

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.

New York, NY KWO-35 162.550 MHz

LOGARITHMIC SPEED SCALE
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

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).

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.

NOTE C
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 radiotelephone frequencies are published in 33 CFR 161, 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 navigable 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.

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.

610.3 X 855.9 mm

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.

24th Ed., Jun. 2013. Last Correction: 10/24/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102

Raritan River
SOUNDINGS IN FEET - SCALE 1:20,000

12332

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