SOUNDINGS IN FEET

12325

1st Ed., Aug. 2000 KAPP 692

NAVESINK AND SHREWSBURY RIVERS

UNITED STATES - EAST COAST

NEW JERSEY

Mercator Projection
Scale 1:15,000 at Lat. 40°22'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Atlantic Highlands	(40°25'N/74°02'W)	5.2	4.9	0.2
Highlands	(40°24'N/73°59'W)	4.7	4.4	0.2
Sea Bright	(40°22'N/73°59'W)	3.6	3.3	0.2
Gooseneck Point	(40°20'N/74°01'W)	3.0	2.7	0.1
Oceanic Bridge	(40°23'N/74°01'W)	3.8	3.5	0.1
Red Bank	(40°21'N/73°04'W)	3.9	3.6	0.1

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.

(Feb 2017)

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, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION
Consult U.S Coast Pilots 2 and 3 for important supplemental information.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilots 2 and 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, 1st Coast Guard District in Boston, Massachusetts or at the Office of the District Engineer, Corps of Engineers in New York, New York.
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 0.401" northward and 1.500" eastward to agree with this chart.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: https://www.epa.gov/vessels-marinas-and-ports.

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.

LEONARDO HARBOR CHANNEL
The controlling depth was 7½ feet for a width of 150 feet from the channel entrance (40°25'47"N, 74°03'21"W) to approximately 650 feet seaward of the bulkhead, thence 7 feet to the entrance of the boat basin (40°25'27"N, 74°03'38"W).
Apr, 2018

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.

New York, NY	KWO-35	162.550 MHz
Atlantic City, NJ	KHB-38	162.400 MHz

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.

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

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.

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) o(Approximate location)

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the 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.

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

CAUTION
USACE conducts hydrographic surveys to monitor navigation conditions. These surveys are not intended to detect underwater features. Uncharted features hazardous to surface navigation are not expected but may exist in federal channels.

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
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.

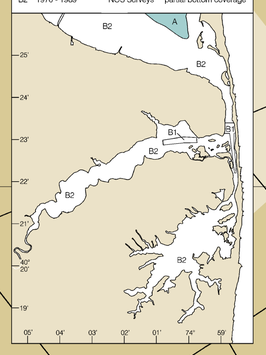
CAUTION
FISH TRAP AREAS AND STRUCTURES
Mariners are warned that numerous stakes and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.
Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: ———
Fish traps have been reported in Sandy Hook Bay outside the fish trap areas.

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

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 - 2000	NOS Surveys	full bottom coverage
B1	1990 - 2000	NOS Surveys	partial bottom coverage
B2	1970 - 1989	NOS Surveys	partial bottom coverage



NOTE B
Channel is marked by privately maintained seasonal aids.

SHREWSBURY AND NAVESINK RIVERS CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUN 2017
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	MIDDLE HALF (FEET)	WIDTH (FEET)	DATE OF SURVEY
SHREWSBURY RIVER			
HIGHLANDS REACH	10.0	150	5,6-17
RUMSON REACH	6.1	150	5,6-17
LONG BRANCH REACH	5.2	150	5,6-17
NAVESINK RIVER			
BARLEY POINT REACH	5.5	150	5,6-17
FAIR HAVEN REACH	4.9	150	5,6-17
RED BANK REACH	5.5	150	5,6-17

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION. UNCHARTED FEATURES HAZARDOUS TO SURFACE NAVIGATION ARE NOT EXPECTED BUT MAY EXIST.

SCALE 1:15,000
Nautical Miles ½ 0 ½ 1
Yards 500 0 500 1000 1500
Meters 500 0 500 1000 1500

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 chart is canceled. No new editions will be issued.

6th Ed., Mar. 2017. Last Correction: 8/1/2023. Cleared through:
LNM: 0324 (1/16/2024), NM: 0424 (1/27/2024), CHS: 1223 (12/29/2023)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).

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

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

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
METERS	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Navesink and Shrewsbury Rivers
SOUNDINGS IN FEET - SCALE 1:15,000

SOUNDINGS IN FEET

12325

968.5 X 707.8 mm

(Metadata 251 Inches for envelope should enter the text within which the postal was under this chart number)