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New Jersey Coast

(1) This chapter describes the coast of New Jersey from Sandy Hook to Cape May Point, and the various inlets which make into it from the Atlantic Ocean. Also discussed are the resort towns of Atlantic City, Ocean City, and Cape May.

Charts 12326, 12323, 12318, 12304, 12214

(2) 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.

(3) 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.

(4) 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. The best time to enter is on a rising tide with a smooth sea; passage is hazardous during easterly gales and heavy seas.

(5) In most cases the aids marking the various inlets are not charted due to the changing conditions.

(6) The greater part of the New Jersey coast is summer-resort area, and the numerous standpipes and elevated tanks are prominent from seaward. The New Jersey Intracoastal Waterway, an inside passage from Manasquan Inlet to Delaware Bay, is described in chapter 5.

North Atlantic Right Whales

(7) 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.)

(8) All vessels 65 feet or greater in length overall (L.O.A.) and subject to the 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.)

COLREGS Demarcation Lines

(9) The lines established for New York Harbor and the inlets of the New Jersey coast are described **80.165, 80.170, and 80.501**, chapter 2.

Traffic Separation Scheme

(10) **Traffic Separation Scheme off New York** has been established in the approaches to New York Harbor from sea. (See charts 12300, 12326, and **Traffic Separation Schemes**, chapter 1, for additional information.) (See also **167.1 through 167.155**, chapter 2, for limits and regulations.)

(11) **Caution**.–Numerous fishing floats have been reported in the approach to New York Harbor in the Traffic Separation Scheme precautionary area.

(12) 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.)

Weather

(13) Strong winds are most often a problem from November through March. Gales (winds of 34 knots or more) are encountered 3 to 5 percent of the time in these waters; they blow most frequently out of the northwest although northerlies and northeasterlies can also create problems. They are slightly more frequent in the stretch of ocean between Atlantic City and Cape May. In open waters, on the average, extreme winds can be expected to reach 70 to 75 knots compared to 60 to 70 knots in the inland waterway. Summer gales are rare but may be encountered in a thunderstorm or infrequent tropical cyclone. Along the coast strong winds (28 to 40 knots) blow 10 percent of the time in winter compared to less than 1 percent in summer.

(14) Seas are roughest from September to March. In January waves of 8 feet (2.4 m) or more are encountered about 15 to 25 percent of the time in deep waters. Rough seas are most likely with west and northwest winds of 20 knots or more and have reached 40 feet (12.2 m). While fog, haze, precipitation and smoke can hamper visibility,

it is most restricted by advection fog. This occurs most often in late spring and early summer when warm south to southwest winds blow across the cold Labrador Current. May is usually the worst month, when visibilities less than 0.5 mile (0.8 km) are encountered 4 to 9 percent of the time and less than 2 miles (3.2 km) 5 to 15 percent of the time; highest frequencies occur nearest the New York Bight. Along the coast, visibilities less than 0.25 mile (0.4 km) occur on 3 to 6 days per month from October through March. This is a combination of radiation fog, precipitation and smoke.

Pilotage, New Jersey Coast

(15) 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. Arrangement for pilotage may be made through ship's agents or directly. A 24-hour advance notice is required.

Chart 12326

(16) Low **Sandy Hook** on the south side of the entrance to **New York Harbor,** is the most northerly part of the New Jersey coast. **Sandy Hook Light** (40°27'42"N., 74°00'06"W.), 88 feet above the water, is shown from an 85-foot stone tower 1.2 miles from the north end of the point. The light, established in 1764, is the oldest in continuous use in the United States.

(17) **Sandy Hook Coast Guard Station**, a standpipe, several towers, and two marine lights are prominent on the northern part of the hook. (See Appendix B for the **New York** and **Newark climatological tables**.)

(18) Sandy Hook is a Government reservation, and landing is prohibited as far south, approximately, as the bridge over the mouth of Shrewsbury River. Vessels awaiting favorable weather for an outside run can anchor in Sandy Hook Bay south of a line bearing due west from Sandy Hook Light.

(19) **Sandy Hook Bay**, **Navesink River**, and **Shrewsbury River** are described in United States Coast Pilot 2, Atlantic Coast, Cape Cod to Sandy Hook.

(20) On the northwest side of the approach to Navesink River is the highest ground along the open Atlantic Coast between Maine and Florida. The 276-foot wooded ridge is 4 miles south of Sandy Hook Light and 0.5 mile back of the outer beach. Abandoned **Navesink Lighthouse** (40°23'48"N., 73°59'12"W.), is in a cleared space on the easternmost spur at a ground elevation of 180 feet; the two 73-foot brownstone towers, the north one octagonal and the south square, are connected by a dwelling. A privately maintained light, 246 feet above the water, is now shown seasonally from the north tower.

(21) **Shrewsbury Rocks**, 7.3 miles south of Sandy Hook Light, are 0.4 to a mile offshore and have a least depth of 14 feet; buoys are eastward of the rocks.

(22) The sea **boundary** between the First and Fifth Coast Guard Districts is on a line **122°** from 40°18'N on the New Jersey coast south of Shrewsbury Rocks.

Chart 12324

(23) **Shark River**, which enters Shark Inlet 17 miles south of Sandy Hook Light, is the only small-craft harbor between Sandy Hook and Manasquan Inlet. The town of **Avon** fronts the ocean on the north side of the river, and **Belmar** is on the south side.

(24) **Shark River Inlet** is protected by jetties, each marked by a light near its outer end. **Shark River Coast Guard Station** is on the north side of the river, about 0.3 mile above the jetties.

(25) A dredged channel leads through the inlet and river to the Belmar Municipal Boat Basin 1.2 miles above the jetties. In October 2010, the controlling depth was 10.3 feet in the jetty channel to the Ocean Avenue Bridge; thence in March 2010, 5.7 feet (6.7 feet at midchannel) to the State Route 35 highway bridge, thence 4.1 feet (6.8 feet at midchannel) to Belmar Municipal Boat Basin. An anchorage is just east of State Route 71 highway bridge; 1.6 to 12 feet was available in March 2010. The State of New Jersey maintains and marks several channels through the flats north and west of the boat basin; controlling depths were about 3 feet in 1967.

(26) In stormy weather, breakers form along the bar off the inlet, but entrance can be made in moderately rough weather with some local knowledge. When the winds and the tides are opposed, the inlet is difficult to enter. A cross current, strongest on the ebb, may be encountered at Ocean Avenue Bridge at the inner end of the jetties. Vessels for which the closed bridge clearance is insufficient should not attempt entrance until the drawspan is completely open.

(27) Three bascule drawbridges cross the main channel of Shark River. Ocean Avenue Bridge, just inside the jetties, has a clearance of 15 feet, State Route 71 highway bridge, about 0.8 mile above the jetties, has a clearance of 13 feet and the New York and Long Branch Company Bridge 0.1 mile above State Route 71 highway bridge, has a clearance of 8 feet. (See **117.1 through 117.59 and 117.751**, chapter 2, for drawbridge regulations.) The bridgetender for the highway and railroad bascule bridges monitor VHF-FM channel 13; call signs KMD-281 and KT-4202 respectively, with the latter serving as the call sign for the State Route 71 highway bridge and the railroad bridge. A fixed highway bridge with a clearance of 50 feet crosses the main channel immediately westward of the railroad bridge.

(28) The fixed spans of State Route 71 and State Route 35 highway bridges, and of the New York and Long Branch Railroad Company Bridge, cross the upper

Manasquan Inlet, New Jersey
Image courtesy of Waterway Images (2004)

reach or north channel of Shark River at about the same distances above the jetties as the bascule spans of these bridges; least clearances are 35 feet horizontal and 8 feet vertical.

(29) Overhead power cables cross the north channel of Shark River close eastward of the New York and Long Branch Railroad Company Bridge and close westward of State Route 35 highway bridge; least clearance is 32 feet.

(30) There are excellent small-craft and fishing-boat facilities in Shark River inside the inlet. Most of these facilities are on both sides and above the inner bridges, and in the Belmar Municipal Boat basin. (See the small-craft facilities tabulation on chart 12324 for supplies and services available.)

Pilotage, Shark River Inlet

(31) 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, email: pilotoffice@sandyhookpilots.com. Arrangements for pilotage may be made through ship's agents or directly. A 24-hour advance notice is required.

Chart 12324

(32) **Manasquan Inlet**, 22 miles southward of Sandy Hook Light, is the Atlantic entrance to Manasquan River and the northern terminus of the New Jersey Intracoastal Waterway, which are described in chapter 5. **Manasquan Inlet Coast Guard Station** is on the south side of the inlet.

(33) The north jetty is marked by a light on its outer end. The south jetty is marked by a light near the outer end; a sound signal is at the south jetty light. Give the jetties a good berth to avoid any loose rocks.

(34) A marked dredged channel leads through Manasquan Inlet and extends about 5 miles up **Manasquan River**. In 2011, the midchannel controlling depth was 7 feet in the inlet to the first bridge; thence in 1997–1998, 2 feet to a point just N of the entrance to Point Pleasant Canal; thence in 1967, reported centerline depths of 6 feet to the third bridge; thence in 1986, 2.5 feet (4 feet at midchannel) for about 0.7 mile from the third bridge, thence about 1 foot on the centerline to the head of the project.

(35) The current velocity in Manasquan Inlet is about 1.8 knots in the inlet.

(36) Traffic conditions in Manasquan Inlet can be hazardous due to the large volume of commercial and pleasure boat traffic. Mariners are advised to exercise caution and control speed and wake while transiting

the inlet. The Coast Guard monitors traffic in the inlet and safe boating is enforced.

(37) Mariners should exercise caution when entering Manasquan Inlet when the winds and tides are opposed; local knowledge is advised.

Pilotage, Manasquan Inlet

(38) 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. Arrangements for pilotage may be made through ship's agents or directly. A 24-hour advance notice is required.

Charts 12323, 12324

(39) **Bay Head**, 2 miles south of Manasquan Inlet, is marked by a prominent elevated water tank. From Bay Head south, the resorts are more widely spaced on the low, narrow barrier beach which separates the inside waters from the ocean.

(40) **Barnegat Inlet**, 21 miles southward of Manasquan Inlet, forms a passage from the Atlantic Ocean through **Oyster Creek Channel** to the New Jersey Intracoastal Waterway and Barnegat Bay. The approach to the inlet is marked by a lighted whistle buoy about 1.7 miles SE of the N jetty. The inlet is protected by two jetties marked by lights. A sound signal is at the south jetty light. A white and orange danger buoy is just inside the channel NE of the south jetty. **Barnegat Light** (39°45'51"N., 74°06'22"W.), on the south side of the inlet, is the most prominent landmark in the area; it is a 163-foot-high brick tower, dark red on its upper half and white on its lower half. The lighted tower is maintained by the State of New Jersey as a historical monument. Also prominent from seaward is a 391-foot-high powerplant stack at the head of Oyster Creek, on the west side of Barnegat Bay.

(41) Barnegat Inlet Channel and Oyster Creek Channel are subject to continual change due to severe shoaling. The buoys marking these channels are shifted frequently to mark the best water and therefore are not charted. Mariners are advised to use caution and local knowledge. It was reported that various aids marking Oyster Creek Channel may be submerged because of strong tidal currents. Breakers make across the inlet with an ebb tide and an easterly wind. Strangers should not attempt to transit the inlet under any but ideal conditions. Boatmen needing assistance should lay outside the inlet and contact the local Coast Guard station.

(42) The current velocity in Barnegat Inlet is about 2.5 knots in the inlet, although currents as high as 7 knots have been reported.

(43) **Barnegat Light** is a resort town on the south side of Barnegat Inlet. The channel to the small-craft

Absecon Inlet, New Jersey
Image courtesy of Waterway Images (2004)

and fishing-boat facilities on the bay side of the town is marked by privately maintained seasonal buoys or markers; these aids are not charted. (See the small-craft facilities tabulation on chart 12324 for services and supplies available.)

Charts 12323, 12316

(44) **Beach Haven Inlet** (39°30.0'N., 74°15.1'W.), 17 miles south-southwestward of Barnegat Inlet, is unmarked. Numerous wrecks and shoal spots are at the entrance. Due to changing conditions of the channel, boatmen are advised to seek local knowledge prior to entering.

(45) The entrance to Beach Haven Inlet should not be mistaken for Little Egg Inlet, which is close southward. **Beach Haven Coast Guard Station** is inside the barrier beach, 3.2 miles north of Beach Haven Inlet.

Charts 12318, 12316

(46) **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. Depth over the bar is ample for any vessel that can navigate the inside waters, but in very heavy weather breakers form all the way across the bar. 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.

(47) **Brigantine Inlet**, 2.6 miles south-southwestward of Little Egg Inlet, has shoaled to such an extent that it is unsafe for even the shallowest drafts. **Brigantine Shoal,** 3 miles south of the inlet, has a least depth of 18 feet.

(48) **Absecon Inlet**, 8.7 miles southwestward of Little Egg Inlet, is on the northeast side of **Atlantic City,** the largest resort on the New Jersey coast. The inlet is protected at the entrance by jetties; a revetment extends along the Atlantic City side of the inlet. Small-craft facilities are available at a hotel marina on the southwest side of the inlet.

(49) The channel through the inlet is well marked to the entrance to **Clam Creek** and to a junction with the New Jersey Intracoastal Waterway, 1 mile and 1.9 miles, respectively, above the inlet entrance south jetty. The New Jersey Intracoastal Waterway is described in Chapter 5. In 2007, the controlling depth was 9.5 feet to Clam Creek; thence in 2009, 3.0 feet in Clam Creek entrance channel with shoaling to lesser depths in the north half of the channel, with depths of 10.9 to 15.0 feet in the basin. Current velocities up to 6 knots have been reported in the channel.

Great Egg Harbor Inlet, New Jersey
Image courtesy of Waterway Images (2004)

Weather

(50) The climate of Atlantic City is principally continental in character; however, the moderating influence of the Atlantic Ocean is apparent throughout the year. As a result, the summers are relatively cooler and winters milder than elsewhere at the same latitude. Land and sea breezes often prevail. Temperatures of 90°F (32.2°C) or higher are recorded about three times per year, which are considerably less than locations further inland. The weather tends to remain comparatively mild late into the fall, but on the other hand, warming is retarded in the spring.

(51) January is the coldest month and July the warmest. The average annual temperature for Atlantic City is 53.7°F (12.1°C). The average January temperature is 31.7°F (-0.2°C) and the average July temperature is 75.3°F (24.1°C). Temperatures in excess of 100°F (37.8°C) have occurred in each month, June through August, and temperatures in excess of 90°F (32.2°C) have occurred in each month, April through October. Each month has recorded below freezing temperatures except June, July, and August and each month, December through February, has recorded temperatures below 0°F (-17.8°C). The warmest temperature on record for Atlantic City is 106°F (41.1°C) recorded in June 1969 while the coldest temperature on record is -11°F (-23.9°C) recorded in February 1979.

(52) Precipitation, on the average, is moderate and well distributed throughout the year, with June the driest month and August the wettest. The average annual precipitation for Atlantic City is 41 inches (1041 mm). Thunderstorms are mostly a warm season phenomena. The bulk of winter precipitation results from storms which move northeasterly along or close to the coast. Snowfall, at about 17 inches (432 mm) per year, is considerably less than elsewhere at the same latitude, and does not remain long on the ground. Snow has fallen in each month, October through May. The greatest 24-hour snowfall was 16.6 (421.6 mm) recorded in February 1979. Ice storms are relatively infrequent. (See Appendix B for **Atlantic City climatological table**.)

(53) Since 1950, seven tropical storms have approached Atlantic City, all from the south. No major damage has been reported however, 8-feet storm tides were noted with Hurricane Donna in 1960.

(54) **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

(55) 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. Arrangements for pilotage may be made through

Cape May Inlet, New Jersey
Image courtesy of Waterway Images (2004)

ship's agents or directly. A 24-hour advance notice is required.

Coast Guard

(56) **Atlantic City Coast Guard Station** is on the north side of the entrance to Clam Creek.

(57) **Clam Creek**, on the south side of Absecon Inlet, has its marked entrance 1 mile northwestward of the south jetty light. The creek includes **Gardner Basin, Snug Harbor,** and **Delta Basin** on its southerly side, and the small-boat basin of the State marina on its northerly side. The municipal wharf is on the east side of the entrance to the small-boat basin.

(58) Gasoline, diesel fuel, water, ice, and marine supplies can be obtained at the several small-craft facilities in the creek and in the small-boat basin. Hull and engine repairs can be made at the facilities in Gardner Basin and Snug Harbor; maximum haul-out capacities are: marine railway, 65 feet; lift, 20 tons. The **harbormaster** at the State marina assigns slips in the small-boat basin; a fuel float is on the west side of the basin, and the harbormaster's office is on the east side.

(59) The highway bridge, 1.5 miles above Absecon Inlet entrance, has a fixed span with a clearance of 60 feet. Two fishing piers, the remains of a former bascule bridge, are about 50 yards northward of the bridge. Care must be exercised when passing through this bridge, because of the strong currents; velocities of 2.5 knots have been reported.

(60) **Great Egg Harbor Inlet**, 7 miles southwest of Absecon Inlet, is subject to continual change due to severe shoaling. The buoys marking the inlet are not charted because they are shifted frequently to mark the best water. The inlet is used by many local fishing and pleasure boats with drafts up to 5 feet. Breakers extend along the bar even in moderate weather and are hazardous to small boats. Local knowledge is advised at all times in entering the inlet. The bridges, just inside Great Egg Harbor Inlet, are described in chapter 5 in connection with the New Jersey Intracoastal Waterway.

(61) **Ocean City**, a large summer resort on the southwest side of Great Egg Harbor Inlet, has highway connections with the mainland. Supplies and facilities are described in connection with the New Jersey Intracoastal Waterway. **Great Egg Coast Guard Station** is in a basin on the inner side of the city.

(62) **Corson Inlet**, 14 miles southwest of Absecon Inlet, is subject to constant change in depth and should not be used.

(63) A shoal, covered 16 feet and marked by a buoy, is 3.8 miles east of Townsends Inlet. **Avalon Shoal**, covered 27 feet and marked by a lighted bell buoy is 7 miles east-southeast of Townsends Inlet.

(64) **Townsends Inlet**, 20 miles southwest of Absecon Inlet, is subject to considerable changes in position and

depth, and is used principally by pleasure craft. Channel buoys are not charted, because they are shifted frequently to mark the best water. The depth over the bar is about 4 feet. Numerous wrecks and obstructions are in the approaches to the inlet from seaward.

(65) **Townsends Inlet** is a small resort on the northeast side of the inlet. A seasonal Coast Guard station is on the northeast side of the resort.

(66) The highway bridge over Townsends Inlet has a bascule span with a clearance of 23 feet. (See **117.220**, chapter 2, for drawbridge regulations and opening signals.) The route of the New Jersey Intracoastal Waterway is just west of the bridge. In 1987, it is reported that a sandbar in a north-south direction across the east approach to the channel at the center of the drawspan causes hazardous conditions for mariners, especially during south winds and flood tidal currents that create a loss of steering and dangerous clockwise currents at the base of the bridge; extreme caution is advised in this area.

(67) **Hereford Inlet**, 28 miles southwest of Absecon Inlet, is subject to rapid change. Breakers form at all times on the shoals and in moderate weather on the bar. The approach to the inlet is extremely dangerous with a following sea. The depth over the bar is about 4 feet, but passage should not be attempted without local knowledge. A lighted whistle buoy marks the approach to the inlet.

(68) **Hereford Inlet Light** (39°00'24"N., 74°47'28"W.), 57 feet above the water, is shown from a white square tower with cupola on a white dwelling on the south side of the inlet.

(69) **Nummy Island** is on the inner side of Hereford Inlet; the Intracoastal Waterway passes west of the island. Ocean Drive highway crosses Nummy Island and has drawbridges over **Great Channel**, which leads northward from the inlet, and **Grassy Sound Channel**, which leads westward; both bascule spans have a clearance of 15 feet. (See **117.1 through 117.59, 117.721 and 117.733**, chapter 2, for drawbridge regulations.)

(70) Supplies and facilities at Stone Harbor and Wildwood are described with the New Jersey Intracoastal Waterway, chapter 5.

Charts 12317, 12316, 12214

(71) **Cape May Inlet** (38°56.2'N., 74°51.8'W.), 34 miles southwest of Absecon Inlet, is protected by jetties whose lights are inshore of the submerged ends. A **327°** lighted range marks the channel between the jetties. Buoys mark the channel inside the harbor. At night the lights on the towers on the east side, and from the U.S. Coast Guard rescue tower on the west of the inlet are visible from well offshore.

(72) The danger area of a Coast Guard rifle range extends from **Sewell Point** westward from Cape May Inlet. (See **334.100**, chapter 2, for limits and regulations.)

Pilotage, Cape May Harbor

(73) Pilotage is compulsory for all foreign vessels of 100 gross tons or more and all U.S. vessels under register engaged in foreign trade or commerce of 100 gross tons or more. Pilotage is optional for all U.S. Government vessels and for all U.S. vessels under enrollment in a coastwise trade if they have on board a pilot licensed by the Federal Government to operate in these waters. Pilotage service is available from the Pilots' Association for Bay and River Delaware on a limited 24-hour basis. Arrangements for pilotage can be made through ships' agents or directly. A 24-hour advance notice is requested with updated 6-hour ETA. Pilots will board just southwestward of Lighted Bell Buoy 2CM off Cape May Inlet. (See Pilotage, Bay and River Delaware, Chapter 6.)

(74) **Cape May Harbor** is used by fishing fleets, pleasure craft, and the Coast Guard. The fishing vessels operate from wharves below and above the bridge at the northeast end of the harbor and from wharves in **Schellenger Creek**, at the west end of the harbor. Pleasure-craft facilities are on the north and west sides of the harbor. **Cape May Coast Guard Training Center** and its attendant facilities are on the south side of the harbor.

(75) The resort town of **Cape May** fronts the ocean 2 miles west of Cape May Inlet. In 2009, the controlling depth was 17 feet through Cape May Inlet to the inner end of the jetties; thence in 2008, 11.3 feet (14.1 feet at midchannel) to the Coast Guard large wharf on the south side of the harbor; thence shoaling to less than one foot to Schellenger Landing at mouth of Schellenger Creek; thence in 1994, a reported depth of 9 feet through Schellenger Creek; thence in 1999, 10 feet reported at midchannel proceeding northward through Spicer Creek Canal, which connects with the Cape May Canal. Traffic through Schellenger Creek is restricted by the 38-foot-wide fixed span highway bridge with a clearance of 4 feet that remains in the closed position. (See **117.1 through 117.59 and 117.750**, chapter 2, for drawbridge regulations.) The controlling depth is about 13 feet to the fish wharves above the bridge at the northeast end of the harbor.

Currents

(76) The current velocity is about 2 knots in Cape May Inlet.

Quarantine, customs, immigration, and agricultural quarantine

(77) (See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

(78) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Small-craft facilities

(79) Most of the fishing and small-craft facilities are along the northern and western sides of Cape May Harbor, and in Schellenger Creek. (See the small-craft

facilities tabulation on chart 12316 for services and supplies available.)

(80) The Coast Guard piers on the inner side of Sewell Point are the largest in the harbor and have depths of 15 feet to 10 feet alongside.

(81) The waterway to **Jarvis Sound**, at the northeast end of Cape May Harbor, and through Cape May Canal at the west end, is described with the New Jersey Intracoastal Waterway, chapter 5.

TIDAL INFORMATION					
Chart	Station	LAT/LONG	Mean Higher High Water*	Mean High Water*	Mean Low Water*
12326	East Rockaway Inlet, Long Island	40°36'N/73°45'W	4.6	4.3	0.2
12326	Governors Island, New York Harbor	40°42'N/74°01'W	4.9	4.6	0.2
12326	Sandy Hook (Ft. Hancock), Raritan Bay	40°28'N/74°01'W	5.2	4.9	0.2
12323	Manasquan Inlet, USCG Station	40°06'N/74°02'W	4.5	4.2	0.2
12323	Beaverdam Creek Entrance, Barnegat Bay	40°04'N/74°04'W	0.6	0.4	0.1
12323	Coates Point, Barnegat Bay	39°57'N/74°07'W	0.6	0.4	0.1
12323	Seaside Heights	39°57'N/74°04'W	4.9	4.5	0.2
12323	Island Beach, Sedge Islands	39°47'N/74°06'W	0.5	0.4	0.1
12323	Barnegat Inlet (inside), USCG Station	39°46'N/74°07'W	2.5	2.3	0.1
12318	Shooting Thorofare, Little Egg Inlet	39°31'N/74°20'W	3.9	3.5	0.1
12318	Atlantic City	39°21'N/74°25'W	4.6	4.2	0.2
12318	Beesleys Pt., Great Egg Harbor	39°17'N/74°38'W	4.1	3.7	0.2
12318	Townsends Inlet	39°07'N/74°43'W	4.4	4.0	0.2
12318	Nummy Island, Grassy Sound Channel	39°02'N/74°48'W	4.7	4.2	0.2
12317	Cape May Harbor	38°57'N/74°53'W	4.9	4.6	0.2
12304	Woodland Beach, Delaware Bay	39º20'N/75º28'W	6.4	6.1	0.2
12304	Cape May Point, Delaware Bay	38º57'N/74º58'W	5.4	5.0	0.2
12304	Murderkill River entrance, Delaware Bay	39º04'N/75º24'W	5.7	5.3	0.1
12304	Breakwater Harbor	38º47'N/75º07'W	4.7	4.2	0.2

* Heights in feet referred to datum of sounding MLLW.
Real-time water levels, tide predictions, and tidal current predictions are available at:
http://tidesandcurrents.noaa.gov
To determine mean tide range subtract Mean Low Water from Mean High Water.
Data as of November 2011