



# Intracoastal Waterway

(1) The **Intracoastal Waterway** is a toll-free passage which roughly parallels the Atlantic Coast and extends 118 statute miles through bays, lagoons, thorofores, and land cuts from Manasquan Inlet to Delaware Bay at a point 2 miles north of Cape May Light.

(2) In addition to the Intracoastal Waterway and the waters through which it passes, this chapter also describes the several rivers and tributaries that empty into these waters, as well as some of the more important towns and landings along these waterways.

(3) The Intracoastal Waterway is used mainly by pleasure craft, and commercial and sport fishing vessels. The U. S. Army Corps of Engineers, Philadelphia Engineer District, has supervision of the waterway's construction, maintenance, and operation. (See Appendix A for address.)

## (4) Mileage

(5) The Intracoastal Waterway mileage is zeroed in 40°06'03"N., 74°01'55"W., off the outer ends of the Manasquan Inlet jetties, which are 40 nautical miles by outside run from The Battery, N.Y.

(6) **Distances along the Intracoastal Waterway are in statute miles to facilitate reference to the small-craft charts 12324, 12316; all other distances are nautical miles. Mileage conversion tables are in Appendix B.**

## (7) Channels

(8) The channel of the Intracoastal Waterway is generally 100 feet wide and has dredged depths of 6 feet from Manasquan Inlet to Cape May Harbor, thence 12 feet through Cape May Canal to Delaware Bay.

(9) Effort is made to maintain a 6-foot controlling depth for the waterway, but due to continuous shoaling, 3 feet or less may be found in places, particularly inside the ocean inlets. (See Local Notice to Mariners and latest editions of charts for controlling depths.)

## (10) <Deleted Paragraph Header>

(11) <11-14 Deleted>

## (15) Aids to navigation

(16) The U.S. Coast Guard maintains the standard aids that mark the inlets and the special aids that mark the Intracoastal Waterway. The special aids have characteristic yellow markings which distinguish them from aids to navigation marking other waters. (See U.S. Coast Guard

Light Lists or Chart 1 (Nautical Chart Symbols and Abbreviations) for illustrations of special markings.)

(17) The Department of Environmental Protection, State of New Jersey, maintains the aids to navigation on the rivers and creeks that empty into the New Jersey Intracoastal Waterway.

(18) Lights and daybeacons should not be passed close aboard because those marking dredged channels are usually placed back from the bottom edge of the channel and others may have riprap mounds around them to protect the structures.

(19) The buoys marking the waterways are frequently shifted with changing channel conditions.

## (20) Tides

(21) In the inland waters, the tides are greatly affected by the winds both in time and height, westerly winds producing low water and easterly winds high water. In Barnegat Bay, northerly and southerly winds drive the water to the ends of the bay. While the normal range of tide is only about 0.5 foot in sections of the waterway removed from the inlets, strong winds of long duration may cause variations in level of as much as 3 feet below mean low water or 3 feet above mean high water. Near the inlets, the wind has less effect and the normal range of tide is 3 to 4 feet.

## (22) Currents

(23) Current velocities may reach 3 knots in the inlets and in the narrow channels that connect the inlets with the inside waters.

## (24) Ice

(25) The inside waters are completely closed to navigation by ice during extreme winters. In ordinary winters, some of the channels, especially near the inlets where the currents are strong, remain open most of the time, though ice always forms on the flats. The inlets themselves are rarely closed, but passage is often difficult because of running ice. All the principal inlets and adjacent channels are used in winter by local fishing boats, but through navigation is usually blocked.

## (26) Weather

(27) While the waterway is more protected than the open waters weather is critical since navigation is more confined. Winds diminish over land due to surface friction. However, winds and currents may be intensified

(10.01)

**Structures across the Intracoastal Waterway  
Manasquan Inlet to Delaware Bay (Statute Mile 0 to 118)**

| Name-Description-Type   | Mile  | Waterway Location      | Clear Width of Draw or Span Opening (feet) | Clear Height above Mean High Water (feet) | Information                       |
|---|-------|------------------------|--|---|-----------------------------------|
| Railroad Bridge (bascule)   | 0.9   | Manasquan River        | 48   | 3   | Note 2 (call sign KT-4203)        |
| State Route 35 Bridge (bascule)                                   | 1.1   | Manasquan River        | 90   | 30  | Note 1                            |
| Overhead power cable  | 1.1   | Manasquan River        |  | 107                                       |                                   |
| Overhead power cable  | 2.7   | Point Pleasant Canal   |  | 86  |                                   |
| State Route 88 Bridge (vertical lift)                             | 3.0   | Point Pleasant Canal   | 134  | 31 (down)<br>66 (up)                      |                                   |
| Overhead power and television cables                              | 3.0   | Point Pleasant Canal   |  | 72  |                                   |
| State Route 13 Bridge (vertical lift)                             | 3.9   | Point Pleasant Canal   | 80   | 30 (down)<br>65 (up)                      |                                   |
| County Road 528 Bridge (bascule)                                  | 6.3   | Barnegat Bay           | 80   | 30  | Note 1                            |
| State Route 37 Bridge (dual span bascule and fixed)               | 14.1  | Barnegat Bay           | 80   | 30 (basculer)<br>60 (fixed)               | Note 1                            |
| State Route 72 Bridge (fixed)                                     | 37.4  | Manahawkin Bay         | 100  | 60  |                                   |
| Absecon Boulevard/U.S. 30 Bridge (bascule)                        | 67.2  | Beach Thorofare        | 60   | 20  | Note 1                            |
| Overhead power cable  | 67.2  | Beach Thorofare        |  | 60  |                                   |
| AMTRAK New Jersey Transit Rail Operations Railroad Bridge (swing) | 68.9  | Beach Thorofare        | 50   | 5   | Note 1                            |
| Atlantic City Expressway Bridge (fixed)                           | 68.9  | Beach Thorofare        | 80   | 35  |                                   |
| Albany Avenue Bridge (bascule)                                    | 70.0  | Inside Thorofare       | 50   | 10  | Note 1                            |
| Dorset Avenue Bridge (bascule)                                    | 72.1  | Inside Thorofare       | 50   | 9   | Note 1                            |
| Margate City Bridge (bascule)                                     | 73.0  | Beach Thorofare        | 60   | 14  |                                   |
| Route 152 Bridge (fixed)  | 77.8  | Beach Thorofare        | 140  | 56  |                                   |
| 9th Street Bridge (fixed)   | 80.7  | Beach Thorofare        | 100  | 55  |                                   |
| Roosevelt Boulevard Bridge (fixed)                                | 84.3  | Crooked Horn Thorofare | 80   | 35  |                                   |
| Overhead power cable  | 84.3  | Crooked Horn Thorofare |  | 42  |                                   |
| Overhead television cable   | 84.3  | Crooked Horn Thorofare |  | 35  |                                   |
| Railroad Bridge (swing)   | 86.6  | Crooked Horn Thorofare | 59   | 2   | Bridge is reported to be removed  |
| 41st Street/Sea Isle City Bridge (fixed)                          | 93.6  | Ludlam Thorofare       | 80   | 35  |                                   |
| Overhead power cables   | 93.8  | Ludlam Thorofare       |  | 52  |                                   |
| Avalon Boulevard Bridge (fixed)                                   | 98.2  | Ingram Thorofare       | 80   | 35  |                                   |
| Overhead power cable  | 98.2  | Ingram Thorofare       |  | 60  |                                   |
| Stone Harbor Boulevard Bridge (bascule)                           | 102.0 | Great Channel          | 51   | 10  | Note 1                            |
| Route 147 Bridge (fixed)  | 105.2 | Grassy Sound Channel   | 100  | 55  |                                   |
| Overhead power cable  | 107.5 | Grassy Sound Channel   |  | 100                                       |                                   |
| Overhead power cable  | 108.7 | Grassy Sound Channel   |  | 100                                       |                                   |
| Rio Grande Bridge (bascule)                                       | 108.9 | Grassy Sound Channel   | 57   | 25  |                                   |
| Two-Mile Bridge (bascule)   | 112.2 | Middle Thorofare       | 50   | 23  | Notes 1 and 2 (call sign WQZ-342) |
| Route 109 Bridge (fixed)  | 114.3 | Cape May Canal         | 80   | 55  |                                   |
| Overhead power cable  | 114.3 | Cape May Canal         |  | 75  |                                   |
| Cape May Canal Railroad Bridge (swing)                            | 115.1 | Cape May Canal         | 50   | 4   | Note 1                            |
| Route 162 Bridge (fixed)  | 115.5 | Cape May Canal         | 80   | 55  |                                   |
| Overhead television cable   | 115.9 | Cape May Canal         |  | 60  |                                   |

Note 1 – See 33 CFR 117.1 through 117.59 and 117.733, chapter 2, for drawbridge regulations.  
Note 2 – Bridgetender monitors VHF-FM channel 13.

in restricted channels and inlets. November through April is the windiest time of the year. Gales are encountered about 1 to 2 percent of the time while speeds greater than 16 knots occur about 10 to 17 percent of the time. Fog is also a problem particularly in restricted waterways. Visibilities drop below 0.5 mile (0.8 km) on about 2 to 5 days per month; they are best from mid to late summer.

During the fall and early winter radiation fog often reduces morning visibilities but usually burns off by afternoon. At times in spring, advection fog from the open water may be carried ashore by winds with an easterly component. Smoke and precipitation also add to the problem in all seasons.

(28) Seas can be a problem at ocean entrances such as Manasquan Inlet, Barnegat Inlet, and Little Egg Inlet. This is true with strong winds between northeast and south, particularly on an ebb tide.

(29) **Facilities**

(30) At communities along or adjacent to the waterway are numerous piers, wharves, and docks, many of which are open to general public use. Fuel, water, and other supplies are readily available. Public and privately owned boat basins are located in many streams entering the bays and thorofores through which the waterway passes. Boat-repair and storage yards with marine railways are also scattered along the waterway. Facilities for icing, storing, and shipping seafood are available at most of the larger communities. (See the small-craft facilities tabulation on charts 12324 and 12316 for services and supplies available.)

(31) **No-Discharge Zone**

(32) The State of New Jersey, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in Barnegat Bay Complex and its navigable tributaries. The boundary lines have been defined for the Point Pleasant Canal, Barnegat Inlet and Egg Harbor Inlet as lines between the following points: Point Pleasant Canal 40°04.0'N., 74°03.3'W. to 40°04.1'N., 74°03.3'W.; and Barnegat Inlet – a line between the North and South Buoys; and Little Egg Inlet 39°30.5'N., 74°18.3'W. to 39°30.5'N., 74°17.3'W. (see chart 12324 for limits).

(33) Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see chapter 2).

(34) **COLREGS Demarcation Lines**

(35) The lines established for New York Harbor, the inlets of the New Jersey coast and Delaware Bay are described in **80.165, 80.170, 80.501 and 80.503**, chapter 2.

(36) **Chart 12324**

(37) **Manasquan Inlet**, 22 miles southward of Sandy Hook Light, is the northern terminus of the New Jersey Intracoastal Waterway, and the Atlantic entrance to shallow **Manasquan River**, which flows into the inlet from the westward. The inlet is used by many commercial fishing craft and pleasure craft. Mariners should exercise caution when entering Manasquan Inlet when the wind and tide are opposed; local knowledge is advised. **Manasquan Inlet Coast Guard Station** is on the south side of the inlet.

(38) 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.

(39) **Pilotage, Manasquan Inlet**

(40) 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.

(41) A marked dredged channel, protected at the inlet entrance by two jetties, leads through Manasquan Inlet to the first bridge. In 2006, the controlling depth was 12.6 feet (10.5 feet at midchannel) in the inlet through the jetties, thence in 2003, 3.2 feet (6.7 feet at midchannel) to the first bridge.

(42) 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.

(43) **Currents**

(44) The current velocity in Manasquan Inlet is about 1.8 knots in the inlet and 2.2 knots at the State Route 35 bridge.

(45) The resort towns of **Manasquan** and **Point Pleasant Beach** are on the north and south sides of Manasquan Inlet, respectively, while the towns of **Brielle (Mile 1.3)**, **Point Pleasant (Mile 2.6)**, and **Riviera Beach** (3.5 miles above the inlet jetties) are on Manasquan River.

(46) **Cooks Creek, Mile 0.4**, is an outlet for **Lake Louise** on the south side of Manasquan River. The fixed highway bridge over the creek has a 28-foot channel span with a clearance of 10 feet. Depths are about 8.5 feet below the bridge decreasing to 2 feet above it.

(47) **Crabtown Creek, Mile 0.9**, enters Manasquan River on the north side. The staked channel has a controlling depth of about 5 feet for 0.7 mile into the northwest fork. The highway bridge over the creek has a 31-foot bascule span with a clearance of 9 feet. (See **117.1 through 117.49 and 117.719**, chapter 2, for drawbridge regulations.)

(48) <Deleted Paragraph>

(49) The State Route 70 highway bridge over Manasquan River at Riviera Beach has a fixed span with a clearance of 25 feet.

(50) **Small-craft facilities**

(51) Small-craft facilities are along Cooks Creek, Crabtown Creek, and tributaries, and up Manasquan River near the two bridges a mile inside Manasquan Inlet, and near Point Pleasant and Riviera Beach. Commercial

fishing wharves, a 300-ton railway, and other small-craft facilities are along **Wills Hole Thoroughfare**, westward of Cooks Creek. In 2004, depths of 1.1 to 7.0 feet were available. Mariners should favor the south side of the waterway for deepest water.

(52) From Manasquan Inlet, the New Jersey Intracoastal Waterway follows the dredged channel in Manasquan River to **Mile 2.7** where it turns south into the **Point Pleasant Canal**. The 1.9-mile narrow land cut has bulkheaded sides; vessels are required to pass through at a safe speed to avoid damage to structures and boats.

(53) Local sources, including both bridge tenders and the Marine Police, verified present data which indicate that the tides are greatly affected by winds, therefore, diminishing any regularity in the tidal cycle.

(54) **Mariners should consider the following precautionary measures before transiting the canal:**

(55) 1. The time differential of the tidal cycle between the Mansquan reference station, located at the railroad bridge crossing the Manasquan River, and Point Pleasant Canal is reported to be about 3 hours.

(56) 2. The safest time to transit the canal is at slack high water.

(57) 3. Existing wind conditions, in relation to tides, are extremely important factors to be considered when picking the time to transit.

(58) 4. Navigators should be especially cautious of two-way traffic and of following too close, particularly at the bridges.

(59) <Deleted Paragraph>

(60) A small marina on the east side of the canal, at **Mile 4.1**, has some marine supplies and two travel lifts to 30 tons are available for hull and engine repairs.

(61) At **Mile 4.6**, the waterway route leaves the canal and passes through **Barnegat Bay**, which has a north-south length of about 25 miles. The western half of the bay has depths of 5 to 10 feet; the eastern half is mostly extensive flats.

(62) Supplies, repairs, and berthing facilities are available in **Bay Head Harbor** at the north end of Barnegat Bay; maximum haul-out capacities; railway, 80 feet; lift, 35 tons.

(63) **Beaverdam Creek** enters the west side of Barnegat Bay opposite **Mile 4.8**. The marked channel into the creek has a controlling depth of about 3 feet. The Beaverdam Road bridge, 0.4 mile from the mouth, has a bascule span with a vertical clearance of 14 feet. (See **117.1 through 117.59 and 117.705**, chapter 2, for drawbridge regulations.) The Midstreams Road/Jordan Road bridge, 1.5 miles above the mouth, has a 31-foot fixed span with a vertical clearance of 12 feet.

(64) **Metedeconk River**, separated from Beaverdam Creek by **Wardells Neck**, flows eastward into Barnegat Bay. The northern approach to the river is the same as

for Beaverdam Creek; the southern approach is a marked passage between **Herring Island** and **Metedeconk Neck**. The controlling depth into the river is about 4 feet; depths above the entrances are 5 to 8 feet for about 3 miles.

(65) **Laurelton**, 4 miles up Metedeconk River from the Intracoastal Waterway, has facilities for small craft. Under average conditions, boats drawing as much as 3 feet can maneuver the shallow channel to Laurelton; the mean range of tide is almost negligible, and the wind has much more effect than the tide. (See the small-craft facilities tabulation on chart 12324 for services and supplies available.)

(66) There are facilities on the west side of the waterway on both sides of the County Road 528 bridge at **Mile 6.3**. These can provide fuel, marine supplies, transient berths, electricity, water, ice, pump-out and repairs. Maximum haul-out capacities are lifts to 50 tons and marine railway to 75 feet.

(67) **Caution:** In 1983, numerous stakes were reported on the west side of the waterway in the vicinity of **Mile 7.3**, in about 40°01'55"N., 74°03'50"W.

(68) **Kettle Creek** flows southeastward into Barnegat Bay opposite **Mile 9.6**. The creek has depths of 4 feet to the forks, 1.4 miles above the mouth. Gasoline and some supplies are available.

(69) **Shelter Cove**, on the west side of Barnegat Bay at the entrance to **Goose Creek**, opposite **Mile 12.8**, has some supplies and slips. Repairs can be made; travel lift, 15 tons. The controlling depth into the cove is about 5 feet.

(70) A marked 6-foot channel follows the inner barrier beach from **Lavallette**, east of **Mile 10.7**, to **Seaside Heights**, east of **Mile 14.1**. The bridge with a 33-foot fixed span to **West Point Island**, east of **Mile 12.6**, has a clearance of 10 feet, but with local knowledge, the bridge can be bypassed through the narrow channel west of the island. The fixed span of the State Route 37 bridge between Pelican Island and Seaside Heights has a vertical clearance of 15 feet.

(71) There are many facilities along the inner barrier beach from **Mile 9.5** to **Mile 16.0**.

(72) <Deleted Paragraph>

(73) The municipal dock, 0.2 mile south of the bridge on the inner side of Seaside Heights, has depths of about 7 feet at the face.

(74) **Toms River**, which empties into the west side of Barnegat Bay at **Mile 14.6**, has midchannel depths of 3.5 to 5 feet. The channel is well marked. In 1982, shoaling to an unknown extent was reported about 0.25 mile south of Long Point in about 39°56'00"N., 74°08'19"W.

(75) **Island Heights**, on the high wooded point on the north side of Toms River, 1.7 miles above Barnegat Bay, has a public pier with about 5 feet alongside. Gasoline, diesel fuel, marine supplies, ice, water, a pump-out station and berthing with electricity are available at one of several facilities. Repairs can be made; largest haul-out capacities: lifts to 25 tons.

(76) The town of **Toms River**, 4 miles upriver from Barnegat Bay, is the head of navigation; controlling depth to the town is about 5 feet. There are complete fuel, supply, repair, and slip facilities; maximum haul-out capacities; railway, 60 feet; lift, 60 tons.

(77) Gasoline, diesel fuel, ice, water, a pump-out station, launching ramp, some marine supplies and slips are available at a marina on **Goodluck Point** at **Mile 16.2**. Minor engine and hull repairs can be made; largest lift, 25 tons.

(78) In 1973, a piling, 6 inches in diameter and extending 1 foot above the water at low tide, was reported off Goodluck Point in about 39°56.1'N., 74°06.4'W.

(79) **Cedar Creek**, which empties into the west side of Barnegat Bay at **Mile 20.2**, has depths of 3 to 4 feet. There is a light on the south side of the entrance to the creek.

(80)

#### **Small-craft facilities**

(81) Small-craft facilities along the 1.4-mile navigable length of Cedar Creek have gasoline, diesel fuel, marine supplies, berthing with electricity, ice, water, storage, a pump-out station and hull and engine repairs can be made; lift capacity, 40 tons.

(82) **Forked River**, on the west side of Barnegat Bay opposite **Mile 23.8**, is entered by a marked channel which leads to the head of navigation at the town of **Forked River**, about 1.8 miles above the bay. In 1997, the controlling depth was reported to be 4 feet. The river forks into three branches about halfway up; the town is on the north side of **North Branch**. Forked River is reported to afford excellent hurricane shelter. There are several marinas and boatyards on both sides of North Branch.

(83) <Deleted Paragraph>

(84) A State marina is at the head of North Branch. The **harbormaster** at this facility assigns transient berths. The New Jersey Bureau of Coastal Engineering, Aids to Navigation Section, is based at the marina and can provide mariners with the latest information of conditions on the Intracoastal Waterway, and on other waters marked by the State of New Jersey.

(85) **Oyster Creek**, on the west side of Barnegat Bay opposite **Mile 24.7**, has a navigable length of over 1 mile to the highway bridge.

(86) At **Mile 25.9**, Oyster Creek Channel leads eastward to Barnegat Inlet. The channel and the inlet were described in chapter 4.

(87) **Waretown**, west of **Mile 26.3** on the bay shore, has many small-craft facilities along its easterly shore, and in **Waretown Creek**, on the north side of town, and in the small-boat basin, known as **Sanborn Anchorage**, on the south side of town. Controlling depths are about 4 feet in Waretown Creek and about 5 feet in Sanborn Anchorage. (See the small-craft facilities tabulation on chart 12324 for services and supplies available.)

(88) **Double Creek**, southwest of **Mile 28.0**, is protected on the north side of its entrance by a jetty which has a light

on its outer end. The channel is navigable to just above the fixed highway bridge 0.7 mile above Barnegat Bay.

(89) In 1980, a submerged pile was reported in the channel about 20 feet east of Light 62 at **Mile 35.6**.

(90) At **Mile 37.4**, the State Route 72 bridge crosses **Manahawkin Bay** between the mainland and barrier beach. There are a total of four fixed spans along the length of this bridge. The first span from the mainland has a vertical clearance of 15 feet for a width of 65 feet, thence the span over the intracoastal route has a clearance of 60 feet for a width of 100 feet, thence 11 feet for a width of 27 feet over the two marsh islands, thence 15 feet for a width of 50 feet between the marsh islands and the barrier beach. An overhead power and digital media cable runs along the spans to the barrier beach and has a minimum clearance of 18 feet.

(91)

#### **Small-craft facilities**

(92) There are many small-craft facilities along the bay shore of **Long Beach** between Barnegat Inlet and Beach Haven Inlet. Most of these are near the bridge at **Mile 37.4**, at **Ship Bottom, Mile 39.0**, and at **Beach Haven, Mile 45.7**.

(93) **Westecunk Creek**, 2 miles northwest of **Mile 42.5**, is marked at the entrance by a light. A marked channel leads from Little Egg Harbor to a public landing 2.5 miles above the mouth of the creek. In 1999, the channel had a reported controlling depth of 6 feet. The town of **West Creek** is 0.3 mile west of the landing. Small-craft facilities are on the southwesterly side of the creek.

(94)

### **Chart 12316**

(95) **Little Egg Harbor** has general depths of 4 to 6 feet in its northwestern part; in the southern part is a large group of marshy islands surrounded by a shallow area with depths of 1 to 3 feet. Buoys mark a race course in the harbor. Between some of these islands are narrow unmarked channels which begin and end abruptly in the shallow areas. The Intracoastal Waterway continues southward along the inner side of the barrier beach.

(96) **Parker Cove** is on the north side of Little Egg Harbor about 3 miles northwest of **Mile 44.3**. **Parker Run**, marked by a light on the south side of the entrance, empties into the northwest corner of the cove. Depths of about 4 feet can be carried to a public dock on the north side of Parker Run, 0.3 mile above the entrance. There are numerous small-craft facilities along Parker Run.

(97) **Tuckerton Creek** empties into the west side of Little Egg Harbor about 4 miles northwest of **Mile 49.4**. A dredged channel, marked by lights, extends 1.6 miles from the north end of **Story Island Channel** to the mouth of the creek. In 1998-1999, the centerline controlling depth was 3 feet to the mouth of the creek. Overhead power cables, about 0.6 mile above the mouth, have a clearance of 60 feet.

(98)

**Currents**

(99) Cross currents may be experienced in the approach channel to Tuckerton Creek. A **speed limit** of 8 miles per hour is prescribed for the channel. (See **33 CFR 162.30**, chapter 2.)

(100)

**Small-craft facilities**

(101) There are numerous small-craft facilities along the creek, and on the north side of the approach channel below the entrance to the creek.

(102) At **Mile 50.2, Marshelder Channel**, with depths of 7 feet or more, makes northward and around the southwest side of **Story Island** for 2.5 miles to Little Egg Harbor and the dredged approach to Tuckerton Creek.

(103) There are several thorofares through the marsh area south and west of Marshelder Channel, but **Little Sheepshead Creek** is the only one of any importance. This 2-mile winding passage from **Mile 50.7** of the Intracoastal Waterway to the eastern side of Great Bay is used extensively. In 1973, shoaling to 1 foot was reported in the creek in about 39°31'20"N., 74°19'16"W. The fixed highway bridge over Little Sheepshead Creek has an 18-foot channel span with a clearance of 14 feet; overhead power cables have a least clearance of 36 feet.

(104) The waterway route skirts the inner ends of the shoals in **Beach Haven Inlet** and **Little Egg Inlet**, both mentioned in chapter 4, and continues westward through **Shooting Thorofare** and along the south side of **Great Bay**, which has general depths of 4 to 7 feet.

(105) **Big Creek**, marked by a light at the entrance, empties into the north side of Great Bay opposite **Mile 55.0**. Depths of about 5 feet can be carried to a large marina 2 miles above the mouth. The marina can provide gasoline, transient berths, limited marine supplies, full repairs and a 10-ton lift. The highway bridge crossing the creek 1.2 miles above the mouth has a 42-foot fixed span with a vertical clearance of 12 feet.

(106) **Mullica River**, which empties into the northwestern part of Great Bay, is navigable to a milldam 20 miles above the bay. In 1998, it was reported a depth of about 5 feet can be carried across the Great Bay flats to the mouth of the river. Once inside the river, the water is deep and the midchannel is clear for a long distance.

(107) In 1998, it was reported that depths of 8 to 4 feet can be carried from the mouth of Mullica River to the bridge 16 miles above the entrance, and thence 2.5 feet to within a mile of the milldam. A lighted cutoff, 3 miles above the mouth, has ample depth and reduces distances to points on the upper river by about 2 miles.

(108) The navigation of Mullica River is fairly easy in the lower reaches, but the chart should be followed closely to avoid the unmarked 3-foot shoals in the entrance. The last few miles to the milldam are shallow, difficult, and full of stumps. The river is marked by lights and stake

daybeacons as far as the first bridge; stake daybeacons mark the reaches above the bridge.

(109) In 2012, the fixed highway bridge 6.5 miles above the mouth of Mullica River was under construction; overhead power cables, 500 feet above the bridge, have a clearance of 50 feet. A boatyard, 0.5 mile below the bridge, has a 20-ton lift; hull and engine repairs can be made, and berths, gasoline, diesel fuel and marine supplies are available.

(110)

**Small-craft facilities**

(111) Gasoline, diesel fuel, some supplies, and slips are available at small-craft facilities at **Green Bank** and **Sweetwater**, about 16 and 17 miles above the mouth, respectively. Minor repairs can be made; largest lift, 15 tons.

(112) **Nacote Creek** empties into the southwest side of Mullica River 4 miles above the mouth. Controlling depths are about 5 feet to the U.S. Route 9 highway bridge, 1.5 miles above the mouth of the creek, and thence 3 feet to **Port Republic**, at the head of navigation 3.6 miles from the mouth. The U.S. Route 9 bridge has a fixed span with a clearance of 25 feet. The overhead power cables just upstream of the bridge have a clearance of 57 feet.

(113) A boatyard is on the north side of the creek just below the U.S. Route 9 bridge. Berths and gasoline are available; lifts to 10 tons can handle hull and motor repairs.

(114) **Bass River**, which empties into the north side of Mullica River 5 miles above the mouth, has depths of about 4 feet to **New Gretna**, 2.4 miles above Mullica River. The U.S. Route 9 fixed highway bridge at New Gretna was under construction in 2012. The overhead power cable just below the bridge has a clearance of 42 feet. The fixed highway bridge just upstream has a clearance of 20 feet.

(115)

**Small-craft facilities**

(116) Two small-craft facilities just below the bascule bridge, on both sides of the river, have berths with electricity, gasoline, diesel fuel, water, ice, a pump-out station, dry storage and marine supplies. A 12-ton lift is available; hull, engine and electronic repairs can be made.

(117) **Wading River**, which empties into the north side of Mullica River 7.5 miles above the mouth, has depths of about 4 feet to State Route 542 highway bridge 4 miles upstream (bridge not shown on chart 12316.)

(118) **Mott Creek**, on the west side of Great Bay, is marked by a light and has depths of about 4 feet to a bulkhead landing 1.5 miles above the mouth; gasoline and some supplies are available. The 2-mile thorofare that winds northward through the marshes from the Mott Creek landing to the mouth of Nacote Creek has a controlling depth of about 3 feet.

- (119) **Oyster Creek**, on the west side of Great Bay 0.7 mile south of Mott Creek, is marked by a light and has depths of 4 feet in the entrance channel thence 2 feet to the small fishing village of **Oyster Creek**, 0.3 mile from the mouth, and 0.2 mile beyond to a public landing.
- (120) The Intracoastal Waterway leaves Great Bay at **Mile 56.8** and follows **Main Marsh Thorofare** to **Little Bay**, and thence along the western side of Little Bay across the mouths of **Hammock Cove**, and **Perch Cove** and westward of **Shad Island**.
- (121) At **Mile 60.3**, an alternate route swings eastward in **Brigantine Channel**, which leads to **Brigantine Inlet**, mentioned in chapter 4. About 1.3 miles along the channel, the alternate route turns southward and follows **Obes Thorofare** along the inner side of Brigantine. The overhead power cable that crosses Obes Thorofare, 1.3 miles from Brigantine Channel, has a clearance of 47 feet.
- (122) **Small-craft facilities**
- (123) There are many small-craft facilities along the bay side of **Brigantine**. **Baremore Quarters**, a cove on the inner side of Brigantine 2.3 miles along Obes Thorofare from Brigantine Channel, is a good harbor of refuge.
- (124) From Baremore Quarters, the alternate route follows **Bonita Tideway** along the city waterfront, then swings westward through **Golden Hammock Thorofare** and rejoins the main route at **Mile 64.2**. The total length of the alternate route is 7 miles. Depths of 5 feet or more are on the alternate route along the inner side of Brigantine, but the channel shoals as it nears the main Intracoastal Waterway route and can be navigated only by shallow drafts.
- (125) The main route of the waterway leaves Little Bay at **Mile 60.3** and continues along the northwestern side of **Grassy Bay**, a shoal area mostly bare at low water, to **Meadow Cut**. From this short land cut, the route follows the southeastern side of **Reed Bay** to and through **Gull Island Thorofare**, across the mouth of **Broad Creek**, through **Middle Thorofare**, where it is rejoined by the alternate route from Brigantine, and into Absecon Channel at **Mile 64.5**, which leads to Absecon Inlet and the marine facilities in Clam Creek at **Atlantic City**. (See chapter 4.)
- (126) **Absecon Channel**, the marked approach to Absecon Creek through Absecon Bay, can be entered at **Mile 64.5** or through **Point Bar Thorofare** at **Mile 65.6**. **Absecon Bay** is shallow and bares in some places at low water.
- (127) **Absecon Creek**, which flows into the northwest side of the bay, is crossed by three fixed bridges, about 1.5 miles above the mouth, at **Absecon**; least clearance is 3 feet. A marked channel with reported depths of about 5 feet leads across Absecon Bay to the mouth of the creek. In 1999, the reported midchannel controlling depth in the creek was 5 feet from the mouth to the bridges; the creek is reported navigable by small outboards for about 2 miles above the bridges.
- (128) **Small-craft facilities**
- (129) A small-craft facility is on the north side of the creek, about 0.5 mile below the bridges. A 7-ton lift and a 30-foot marine railway are available; engine, hull, electronic repairs can be made. Gasoline, dry storage, water, ice and marine supplies are also available.
- (130) From Absecon Channel, the Intracoastal Waterway follows **Beach Thorofare** along the northwest side of Atlantic City.
- (131) <Deleted Paragraph>
- (132) The route of the Intracoastal Waterway leaves Beach Thorofare at **Mile 69.5** and continues along the inner side of Atlantic City by way of **Inside Thorofare**.
- (133) <Deleted Paragraph>
- (134) The waterway turns sharply northwestward at **Mile 71.4** and follows **West Canal** along the southwest side of Ventnor Heights to **Mile 72.3**, where it rejoins Beach Thorofare and continues southwestward.
- (135) **Small-craft facilities**
- (136) A small-craft facility southwest of the turn has water, ice, wet and dry storage, marine supplies, launching ramp, hull, engine and electronic repairs available.
- (137) From **Mile 73.3** southwest of **Shelter Island**, a marked channel with a controlling depth of about 3 feet leads northward along the eastern shores of **Shelter Island Bay** and **Lakes Bay** to **West Atlantic City**, 2.2 miles from the waterway. The channel continues along the north shore of Lakes Bay to a yacht club at **Pleasantville**, 3.4 miles from the waterway.
- (138) <Deleted Paragraph>
- (139) At **Mile 75.4**, **Risley Channel** and **Dock Thorofare** leads northward for 2.2 miles to a marine basin near **Northfield**.
- (140) **Small-craft facilities**
- (141) Small-craft facilities, on the northwesterly side of Dock Thorofare, can provide gasoline, diesel fuel, water, ice, and marine supplies. Hull and engine repairs can be made; largest lift, 50 tons.
- (142) At **Mile 75.4** there is a choice of two routes to the inner side of Ocean City. The exposed route west of the **Longport** waterfront and across **Great Egg Harbor Inlet** has deeper water, but is restricted by the 25-foot clearance of the fixed highway bridge, 0.2 mile south-southwestward of **Mile 75.4**. Care is necessary when passing through the bridge to avoid the shoal making out into the channel from the west side. Currents are strong at the inlet crossing, and the route is exposed to heavy easterly seas. The highway bridge over the inlet, 1.5 miles eastward of **Mile 80.0** has a fixed span with an authorized clearance of 65 feet. A portion of the old bridge has been

retained as a fishing pier, extending north 490 feet into the inlet, adjacent to the existing bridge.

- (143) The protected route is through Risley Channel and **Broad Thorofare**, but the channel is subject to continuous shoaling. State Route 152 fixed highway bridge over Broad Thorofare at **Mile 78.0** has a vertical clearance of 56 feet.

- (144) **Ship Channel** extends northwestward from **Mile 79.1** to Great Egg Harbor Bay. **Bass Harbor**, a narrow channel leading northward from Ship Channel 1.7 miles from the inlet bridge, has depths of about 10 feet in the entrance; State Route 152 fixed highway bridge, 0.3 mile north of the entrance, has a 14-foot span with an authorized vertical clearance of 6 feet. An overhead power cable just south of the bridge has an authorized clearance of 38 feet.

- (145) **Somers Point**, on the north side of Ship Channel 2 miles from the inlet bridge, is a summer resort with wharves that have depths of 2 to 5 feet at their outer ends.

- (146) There are many marinas and boatyards in Bass Harbor and along Somers Point. (See the small-craft facilities tabulation on chart 12316 for services and supplies available.)

- (147) At **Mile 80.4**, a 2-mile combination of causeways and highway bridges with a clearance of 55 feet extends southeastward over the Intracoastal Waterway, channels and islands in **Great Egg Harbor Bay** from Somers Point to Ocean City.

(148)

#### **Small-craft facilities**

- (149) A marina, south of the bridge, has gasoline, diesel fuel, berths, launching ramp, dry storage, water and ice available.

- (150) The fixed highway bridges that cross Great Egg Harbor Bay, 2 miles westward of the bridge crossing the waterway at **Mile 80.4**, have central-span clearances of 50 feet. An older highway bridge, 0.2 mile to the westward, has a bascule span with a clearance of 14 feet. About 0.5 mile above the old bridge, an overhead power cable, with a clearance of 76 feet over the channel and 50 feet outside the channel, crosses near the head of the bay.

- (151) **Patcong Creek**, marked on the westerly side of the entrance by a light, empties into the north side of Great Egg Harbor Bay, 2.6 miles northwestward of the bridge at **Mile 80.4**. The depth over the bar at the entrance is about 3 feet. A fixed highway bridge, 0.5 mile above the mouth of the creek, has a clearance of 15 feet. Near the bridge there is gasoline, marine supplies, a 10-ton lift and transient berths available; some repairs can be made.

- (152) <Deleted Paragraph>

- (153) **Tuckahoe River**, marked at the entrance by a light, empties into the south side of Great Egg Harbor 2.7 miles westward of the bridge at **Mile 80.4**. Controlling depths are about 2 feet across the flats at the entrance, thence 3 feet for 7 miles to the town of **Tuckahoe**. The overhead

power cable, 1 mile below Tuckahoe, has a clearance of 41 feet. The State Route 50 highway bridge at the town has a 30-foot bascule span with a clearance of 9 feet. (See **117.1** through **117.59** and **117.758**, chapter 2, for drawbridge regulations.)

- (154) A boatyard is just below the bridge. Gasoline and some marine supplies can be obtained. Complete repairs can be made; a 120-foot marine railway and a 60-ton mobile hoist are available.

- (155) **Cedar Swamp Creek** empties into the south side of Tuckahoe River 4.3 miles above the river mouth. The creek has depths of about 4 feet to a highway culvert 2.5 miles from the river where a marine railway can haul out boats up to 25 feet for repairs.

- (156) **Great Egg Harbor River** is a northwestward continuation of Great Egg Harbor Bay. The controlling depth is about 4 feet from Great Egg Harbor Bay to Mays Landing, at the head of navigation. The overhead power cables between the bay and Mays Landing have clearances of 65 feet or more.

- (157) **Middle River** empties into the southwest side of Great Egg Harbor River 0.5 mile above the bay. Depths of 4 feet can be carried up Middle River for 2 miles.

- (158) **Powell Creek** empties into the east side of Great Egg Harbor River 5 miles above the bay.

- (159) **Mays Landing**, at the head of navigation on Great Egg Harbor River, is 12 miles from Great Egg Harbor Bay. The river water is nearly fresh at the town. The town bulkhead has depths of about 5 feet alongside. A marina here can provide gasoline, berths, water, ice, and some marine supplies. Minor hull and engine repairs can be made; marine railway, 50 feet; lift, 3 tons.

- (160) The Intracoastal Waterway continues southerly along the inner side of **Ocean City**; lagoons here accommodate craft drawing up to 5 feet.

- (161) The waterway follows **Beach Thorofare** to **Peck Bay**; the mudflats bordering the channel through the bay are visible in some places at low water. A marina, just north of the Roosevelt Boulevard bridge and on the west side of the waterway, can provide gasoline and, diesel fuel, transient berths, electricity, water, ice, pump-out, marine supplies, 35-ton lift and full repairs. In 2002, 4 feet was reported in the approach to the marina.

- (162) <Deleted Paragraph>

- (163) The waterway enters **Middle Thorofare** at **Mile 88.0**, thence continues through **Ben Hands Thorofare** to **Mile 89.8** in **Main Channel**, which leads eastward and northward for 1.5 miles to the inner side of **Strathmere**, just south of Corson Inlet. The Ocean Drive bridge over Middle Thorofare, just north of Coroson Inlet, has a 10-foot fixed span with a clearance of 6 feet. The highway bridge over the waterfront channel at Strathmere has a bascule span with a clearance of 15 feet. The bridgetender monitors VHF-FM channel 13; call sign WQZ-342. (See **117.1** through **117.59** and **117.714**, chapter 2, for drawbridge regulations.)

(192)



(164)

**Small-craft facilities**

(165) There are several small-craft facilities at Strathmere. These facilities can provide gasoline, transient berths, water, ice, limited marine supplies and engine repairs; a 14-foot marine railway is available.

(166) The waterway follows Main Channel southwestward, passing into shallow Ludlam Bay at Mile 91.3 and enters Ludlam Thorofare at Mile 92.5.

(167) Sea Isle City, on the barrier beach has several basins at Mile 93.8 with depths of 3 to 6.5 feet in the entrances and slightly more inside.

(168) The Intracoastal Waterway enters Townsend Channel at Mile 95.3 and follows the inner side of the resort known as Townsends Inlet.

(169)

**Small-craft facilities**

(170) Gasoline, diesel fuel, water, ice, berths, and marine supplies are available at the small-craft facilities at Townsends Inlet. Engine repairs can be made; marine railway, 35 feet.

(171) At Mile 96.4, the waterway is 300 yards west of the highway bridge over Townsends Inlet, described in chapter 4. Avalon, on the southwest side of the inlet, is

separated from the waterway's Ingram Thorofare by a wide marsh area.

(172) Cornell Harbor, leads southeastward through the marsh from Mile 96.8 to Avalon thence along the inner side of the resort.

(173) Pennsylvania Harbor, 0.5-mile southwestward of Cornell Harbor, had a reported controlling depth of 2.7 feet (4.5 feet at midchannel) in 2000. Princeton Harbor, 0.2-mile southwestward of Pennsylvania Harbor had a reported controlling depth of 2.3 feet (deeper water is available with local knowledge) in 1999-2000. Both waterways lead to the Avalon waterfront. The fixed bridges over the Avalon channel at the inner ends of the two harbors restrict passage between them or to the southwest to an overhead clearance of 4 feet.

(174) Gasoline, diesel fuel, water, ice, berths, some marine supplies, and a 4-ton forklift are available at Avalon; hull and engine repairs can be done.

(175) <Deleted Paragraph>

(176) The waterway follows Ingram Thorofare westward to Paddy Thorofare, thence into shallow Great Sound at Mile 98.9. At Mile 100.0, the route leaves Great Sound and follows Gull Island Thorofare southward to the Stone Harbor waterfront.

(177) Stone Harbor is a resort on the northeast side of Hereford Inlet. Several basins are along the waterfront.

(178) <Deleted Paragraph>

(179) The waterway follows **Great Channel** southwestward along the Stone Harbor waterfront, then turns sharply westward at **Mile 103.3** and follows the northwestern shore of **Nummy Island**. The bridge over the channel that leads along the east side of Nummy Island to Hereford Inlet was described in chapter 4.

(180) At **Mile 104.6**, the waterway route through **Grassy Sound Channel** is joined by the main channel from Hereford Inlet. The bascule bridge over the inlet channel was described in chapter 4.

(181) **Beach Creek**, on the inner side of North Wildwood just south of Hereford Inlet, has depths of about 2 feet in the entrance, but deeper water inside. The fixed bridge, 0.4 mile above the entrance, has a 40-foot span with a vertical clearance of 14 feet.

(182) The route enters **Grassy Sound** at **Mile 106.1** and follows a well-marked channel.

(183) At **Mile 107.5**, a 5-foot channel leads along the northeast side of West Wildwood for 0.8 mile to the inner waterfront of **Wildwood**. Passage is limited by the 5-foot clearances of the fixed bridges that connect the two communities.

(184) At **Mile 108.7**, **Post Creek** extends eastward from the waterway and widens into a small bay between Wildwood and West Wildwood. **Ottens Harbor**, a dredged slip with depths of about 10 feet, extends 0.5 mile southeastward from the mouth of Post Creek. Commercial wharves along the waterway can accommodate vessels up to 150 feet.

(185) <Deleted Paragraph>

(186) **Sunset Lake**, a comparatively deep basin on the inner side of **Wildwood Crest**, can be entered from either **Mile 109.3** or **Mile 110.2** of the Intracoastal route. The controlling depth is about 7 feet in the entrances.

(187) <187-188 Deleted>

(189) The waterway continues southward through **Jarvis Sound** and **Middle Thorofare**. Just north of the bridge over Middle Thorofare, **Lower Thorofare** leads eastward from the waterway for 0.3 mile, then turns northward. There is a long marginal fish wharf on the east side of Lower Thorofare; fuel and supplies are available.

(190) The waterway route crosses the inner end of **Cape May Inlet** at **Mile 112.6** and continues westward through Cape May Harbor; the inlet and harbor were described in chapter 4.

(191) **Cape May Canal** is entered at **Mile 114.1**. Vessels transiting the canal should limit their speed to 5 knots and

should proceed with special care in the vicinity of the bridges. A federal project provides for a depth of 12 feet through the canal to Delaware Bay. (See Notice to Mariners and latest editions of charts for controlling depths.) Two submerged dolphins, hazardous to navigation, are on the southern edge of the channel on the west side of the State Route 162 bridge.

(193)

#### Currents

(194) In Cape May Canal, the current velocity is 1.9 knots at the east end and 0.9 knot at the west end; passage of barge tows may be delayed because of tide and current conditions.

(195) <Deleted Paragraph>

(196) The Cape May terminal of the **Cape May-Lewes Ferry** is on the north side of Cape May Canal at **Mile 117.3**. Significant shoaling is reported opposite the ferry berths along the southern bank of the canal and mariners are advised to stand clear of the area.

(197) The ferry basin contains six ferry slips with the main operating pier located at the extreme western end of the basin. Mariners are advised not to impede the passage of ferries as they proceed in and out of Cape May Canal West End jetties and maneuver into and out of their berths. A private sound signal is located on the main operating pier. Private vessels are prohibited from docking at the ferry terminal. The ferries are AIS equipped and monitor VHF-FM channels 13 and 16 while operating. More information about the ferry can be obtained at *capemaylewesferry.com*.

(198) At **Mile 117.7**, Cape May Canal enters Delaware Bay between stone jetties which are 2 miles north of Cape May Light. The outer end of the jetties are marked by lights; a sound signal is on the north jetty. The project channel is offset to the north of the centerline between the jetties. Vessels should avoid overtaking or meeting ferries while they are transiting the entrance to the canal or the canal to their berths. Also, mariners should avoid anchoring within the jetties or outside the entrance to the canal.

(199) Choppy seas are reported to form on Delaware Bay when the wind and tidal currents are contrary; it is especially hazardous at the entrance to Cape May Canal. Large waves may form within the canal during periods of strong northwesterly winds.

