

NJICW Marker by Marker – Cape May North to Atlantic City – June 15, 2018

R16

R14 Charted depths near R14 cause many to run aground especially coming out of the canal where reds were on the starboard side. From the canal, leave R14 to port passing within about 100' of it. Leaving the bridge, keep the USCG red & white water tank dead ahead until you reach lighted R14

R12

R10

R8

G7a

G7

R4

Two Mile Bridge – closed 23 feet, opens on demand

G479

G477

G475

G473

G471

(NOTE R6 is missing and still on charts)

R470

G469a

G469 turn to starboard.

R468

R466

G465

(note – 0 depth on chart between 465 & Wildwood Bridge) We saw 14'

Wildwood Bridge: closed 25 feet, answers to George Redding Bridge or Rt 47 Bridge

G463

G461

G459

G457

G455 – NJICW bends to the right

R454

G453a

G453 (railway bridge being demolished)

R452a

R452 – R452 has been moved and is now more of a mid-channel marker – only look at recent comments because there used to be more water favoring the green side. Current local knowledge is to stay close to R452. Stay approx. 50 ft SE of R450, R448 & R446. There is an unmarked bar on the green side.

Comments May 12, 2018: From the old train bridge opening, turn to stbd and head straight for R452. R452 is in 8 ft MLLW. Stay w/in 25' of it, this is the narrowest spot. From R452 head straight to G449 which is also about 8 ft MLLW. From G449 stay about 25-50 ft off R448 & R446. They are set a little deeper now. From R444A/G445

on is normal. This area fills with small boats fishing but they usually move. 1.5 hrs before high tide, we saw 9’.

N the channel during May – July. Go slow and wait for them to move, most have their engines running.

R450

G449

R448

R446

G445

R444a SHOALING This is a narrow curved channel of approx. 8-12ft MLLW and only about 75 ft wide with shoals on both sides. Stay approx. 25-50 ft SE of R446, R448 and **R450**. There is an unmarked bar on the green side.

R444

G443

R442 Channel bends & curves to port. 16’ 1.5 hours before high tide.

G441

Rt 147 Bridge: 55 ft

G439

G437 channel curves left

SHOALING Magenta line is shown on the wrong side of the markers – follow the markers and not the magenta line. – go straight between R436 & G437 but stay wide around R436 – more than 10’ of water.

R436

R434 SHOALING Deeper water can be found in a line straight from R436 to G433 versus following the ICW, rounding to the west between those marks.

G433 SHOALING – severe shoaling at G433 about 2’ on green side. Take a wider route around 344 keeping it well to starboard if headed toward the Stone Harbor 96th st draw bridge.

G431 (shoaling on red side, turn and head to R430)

R430

G429

G427 turn to starboard

SHOALING mid channel to under 3 ft depths at mid-tide. Deeper water is south of mid-channel.

Watch for sharp turn to port between G424 & R425

R424

G425

G423 channel here is narrow and against the western bank. Shoaling east. Most of marked channel unusable even at high tide.

Comments: April 2017: Bend here must be taken quickly, stay very close to marsh when passing R424

G421

G419

R418 – TRANSIT THIS AREA ON MID TO RISING TIDE (SeaTow). Shallow area on red side spilling into channel – depth at R418 is 3’ at MLW – suggest to stay to the green side of the channel for deeper water.

G417 (deeper water on this side)

R416

R414

Stone Harbor Boulevard Bridge 10 Ft. Bascule On Signal except Sa, Su 6 am – 6 pm hour, 20 minutes after and 20 minutes before hour. Bridge Tender has to walk out to the middle of the bridge so allow more time to call on VHF 13.

R412

R410

R408

R406 – channel curves to port

R404

R402

G401

G399

G397 SHOALING: Between G395 and G397 there is shallow water – 4 – 5 ft at mid-tide.

G395

G393

R390

G389

SHOALING: Very tight channel between G383 and G393. Be alert to shoaling on both sides of the channel.

R388

R386 SHOALING – April 2018 – dredged, NB 2 hrs before low tide from 393 to 386 in center channel saw 7-8 feet most of the way, a 5 ½ ft section before 386. Not fun. Keep to red side. Stay very close to R386a because there is shoaling as you move away from red side. Pass very close to the red marker.

G385

R384

G383 – after 383, turn to starboard but don’t cut the corner to R382

R382

G381

R380

R378 – turn to port

G377

Avalon Bridge: 35 ft.

R376 – to port! many charts have the magenta line on the wrong side of R376, follow the markers.

R374 pass directly from 374 to 372 – ignore previous warnings

R372

R370

R368

G367

G365 – ICW bends starboard

R364 SHOALING between G363 & R364 dredged 1 hr before low tide, 10'+ 363 – 364

G363

R362 – ICW bends port

G361

G359

G357 Favor the outside bank away from G357, shallow water near G357

Follow the channel

Route 625 Bridge: 35'

R356

R354

R352

R350

G349 – slight bend to starboard

R348 SHOALING – Deepest water on red side, we saw 7' at high tide between R348 &

R346

R346

G345

R344

R342

R340

G339 bend to starboard

G337 point at marker, shoal to port outside channel

R336

G335

G333 channel bends starboard

G331

R330 magenta shows giving R330 a wide berth, stay closer to marker

R328 Favor the red side, shoaling near G329

G329

G327

G325

G323

Many 6' spots between R322 & G377 within 1 hour of high tide.

R322

R320

G319

R318

G317 channel bends starboard

R316

R314

G313 Shallow between 313 & 311 – we saw 6' 1 hour after high tide

G311

R310 channel turns to port here

G309

G308

R306

R304 – channel bends starboard here – watch CURRENT! It almost wouldn't let us turn.

R302

G301

Railway Bridge Removed

G299

R298

G297 – Shallow, we saw 5' 1.5 hour after high tide!

R296 – back to 10' 1.5 hours after high tide.

G295

G293

G291

R290

R288

R286

G285

R284 – channel bends port

34th St Bridge: 35'

R280

R278

G277

R276

G275

G273 ICW turns to starboard

R270

R268

R266

R264a

G265 – shoal water on chart to starboard, hug port shoreline, be careful with markers here

G263a

R264

G263

R262

R260

R258

R254

Stainton Memorial Bridge (9th St): 52'

R252

R250a – sharp turn to port

G251 sharp turn to stbd

R250

G249 SHOALING: Stay to red side, green side has shoaling – bridge was no problem in **R248** 4.5 ft rising tide, 2 red buoys immediately on the inside meaning you need to make a hard left in possibly strong current after passing the middle of the bridge. Stay on RED side.

G247

R246a

R246 – marker to marker here, shallow to port

G245

Rt 152 Bridge: 56'

G243

G241 don't stray to port, point at 238

R238

R236

G235 turn to starboard

R234

G233 – hard turn to starboard

G231

R230 – hard turn to port

R228

R226 – turn to port – watch for 1' areas on chart

G225

Margate Bridge: 14' STRONG CURRENT, Call early VHF13 They have to walk out from the toll booth to open the bridge.

After bridge slight to stbd for R222

R222

G221 bend to stbd at G221

R220 bend to port

G219

G217 – U shaped 180 degree turn from 217 to 213

G215

G213

G211

After 211 follow the channel – it does a couple L turns

Dorset Avenue Highway Bridge VHF 13 9' Opens June 1 – Sept 30 from 9:15 AM to

9:15 PM it opens only at 15 & 45 minutes past the hour. Before 9:15 AM on signal.

North Albany Avenue Bridge: 10' Jun1 – Sept 30 9AM – 4 PM Hour & Half Hour and 4PM – 6 PM no openings

G209 – Shallowest we saw! SHOALING Between G209 and G207 there is shoaling to less than 2 feet at low tide – we saw 4.1 on our depthsounder, but Cynet saw less than 4' slightly to our port.

G207

R204

McGahn Bridge: 35'

Atlantic City Beach Bridge: 6 AM – 11 PM open on signal from 20 minutes to 30 minutes after each hour and remain open for all awaiting vessels ... however if there's a train, it may remain closed until the train clears --

R202 – curve to port

G201 - keep curving to port

G199

G197 – curve to stbd

G195 – keep curving to stbd

G193

Absecon Boulevard Bridge (Rte 30) 20' Open on signal

G191

G189

G187 turn stbd

R186

G185

R184

R182