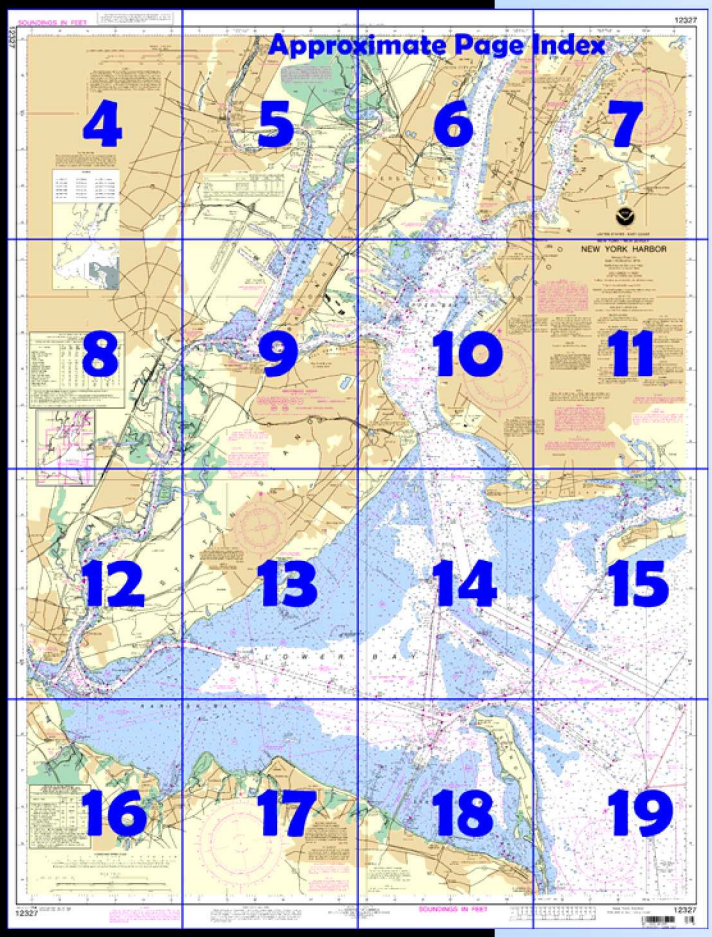
BookletChart™

New York Harbor

(NOAA Chart 12327)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NOAA
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

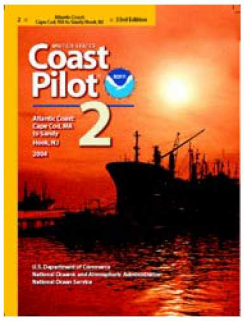
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 2, Chapter 11]

(11) **Sandy Hook**, the southern entrance point to New York Harbor, is low and sandy. A Coast Guard station, a radar tower, and a radio tower are near the northern extremity of Sandy Hook. The towers and a large green standpipe to the southeast are the most prominent objects on the northern end of Sandy Hook. Southward of the standpipe are several houses and **Sandy Hook Light** (40°27'42"N., 74°00'07"W.), 88 feet above the water and shown from a white stone tower, 85 feet high. This light, established in 1764, is the oldest in continuous use in the United States.

(31) **New York Harbor** is the principal entrance by water to New York City and the surrounding ports. The harbor is divided by The Narrows into Lower Bay and Upper Bay. **The Battery,** the southern tip of Manhattan, is at the junction of East River and Hudson River. The main channel from the sea to the deepwater terminals in Hudson River has a project depth of 45 feet.

(87) Ambrose Channel, the principal entrance, extends from the sea to deep water in Lower Bay. Thence, **Anchorage Channel**, an extension of Ambrose Channel leads through Upper Bay to The Battery. **Hudson River Channel** continues from The Battery for about 5 miles to West 59th Street, Manhattan. Project depth for these channels is 45 feet.

(88) In addition to the usual aids, Ambrose Channel in its outer portion is also marked by **West Bank Light**, shown from a brown conical tower on a black cylindrical pier, in range with **Staten Island Light**, which is shown from a light-colored octagonal brick tower on a gray limestone base on the high ground of Staten Island at Richmond.

(91) **Sandy Hook Channel**, project depth 35 feet, provides a secondary route from the sea to deep water in Lower Bay; it connects with **Raritan Bay Channel** to the westward, **Chapel Hill Channel** to the north, and **Terminal Channel** to the south. Chapel Hill Channel has a project depth of 30 feet. The entrance to Sandy Hook Channel is marked by Scotland Lighted Horn Buoy S, equipped with a radar beacon (Racon). The channels are well marked with navigational aids.

(92) **Swash Channel**, a natural buoyed passage between Ambrose Channel and Sandy Hook Channel, has a controlling depth of 18 feet, but care is necessary to avoid spots with a least depth of 13 feet near the sides of the channel and a spot cleared to a depth of 14 feet in about the middle of the channel. A lighted range, the rear marker of which is Staten Island Light, leads on a bearing of **305**° to the junction with Chapel Hill Channel.

(93) **False Hook Channel**, along and close to the eastern shore of Sandy Hook, joins Sandy Hook Channel eastward of the north end of Sandy Hook. The channel has depths of 9 to over 20 feet. Strangers should not use the channel.

(94) **Fourteen Foot Channel** enters Lower Bay just north of Ambrose Channel. The channel has a depth of about 13 feet and is unmarked.

(96) Vessels are especially cautioned against anchoring in the vicinity of the pipeline and cable areas as shown on the charts. The pipeline area across The Narrows supplies the water for Staten Island. Extensive cable areas are in the vicinity of Governors Island, The Battery, and Ellis Island.

(97) There are five shoal areas in the entrance to New York Harbor which are subject to change in depths and should be avoided by strangers. **False Hook**, off the northeastern side of Sandy Hook, has depths of 4 to 18 feet. **Flynns Knoll**, between Swash, Sandy Hook, and Chapel Hill Channels, has depths of 9 to 18 feet. **Romer Shoal**, between Ambrose and Swash Channels, has depths of 4 to 15 feet and is marked by Romer Shoal Light; a fog signal is sounded from the light station. **East Bank**, northward and eastward of Ambrose Channel, has depths of 5 to 15 feet. **West Bank**, westward of Ambrose Channel between West Bank (Range Front) Light and Fort Wadsworth, has depths from bare to 20 feet. Buoys mark the eastern extremity of West Bank.

(101) The flood current entering Lower Bay from the sea attains a velocity of about 2 knots in Ambrose Channel entrance, near the outer extremities of Sandy Hook, Coney Island, and The Narrows. It sets generally parallel to the lower straight section of Ambrose Channel and tends to continue to that direction where the channel bends toward The Narrows, setting more or less diagonally across the upper straight section of Ambrose Channel. At the beginning of the flood, the current sets in at the bottom and near the shores while it is still ebbing at the surface in Ambrose Channel.

(103) In the channel northward of Governors Island, cross currents may be encountered. During the first 2 hours of flood in this channel (eastward), the current in Hudson River is still ebbing (southward). In the first 1.5 hours of ebb (westward) in the channel north of Governors Island, the current in Hudson River is still flooding (northward). At such times large vessels must take special care in navigating the channel. It is reported that the most dangerous time is about 2 hours after high water at The Battery. At this time the current is setting north in the Hudson River and westward from the East River.

Table of Selected Chart Notes

NOTE K
Numerous uncharted pilings may exist throughout Great Kills Harbor.

NOTE G
Depths deeper than charted may exist in borrow areas.

HEIGHTS
Heights in feet above Mean High Water.

ACKNOWLEDGEMENT
The National Ocean Service acknowledges the exceptional cooperation received from members of United States Power Squadron, District 4, in providing essential information used for revising this chart.
Also acknowledged is assistance provided by the Maritime Authority for the Port of New York/New Jersey.

Mercator Projection
Scale 1:40,000 at Lat. 40°35'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOTE E
SPIRE
A traveling maintenance platform when in operation, reduces the vertical clearances by 15 feet.

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE N
Subsurface hydroacoustic arrays and fish pots located within dashed area. Arrays are 22 feet in length, secured to bottom by concrete moorings. Occasional pop-up buoys may be present as arrays are released for retrieval.

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

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

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.

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).

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.

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)

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY KWO-35 162.550 MHz

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

NOTE B
Lights, one fixed green, two fixed white, one fixed red, and three fog lights each showing Fl 2s.

For Symbols and Abbreviations see Chart No. 1

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 5° from the normal variation have been reported in the vicinity of Latitude 40°29.6'N, Longitude 74°04.2'W.

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.

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.

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 0.374" northward and 1.487" eastward to agree with this chart.

NOTE D
Channel is marked by private seasonal buoys or markers.

NOTE F
The minimum authorized depths at MLLW over the E 63rd Street Tunnel are 45 feet on the west side and 35 feet on the east side of Roosevelt Island.

NOTE C
DANGER AREA
Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, NY.
Refer to charted regulation section numbers.

NOTE M
RECOMMENDED VESSEL TRACKS
Recommended vessel tracks for coastwise tug and barge vessels approaching from or leaving toward the south and transiting to New York Harbor via Ambrose Channel. While not mandatory, tug and barge vessels are requested to follow designated tracks. See U.S. Coast Pilot 2, Chapter 11.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
The State of New York waters in the Hudson River from the Battery in Manhatten to the Federal Dam in Troy are designated a No-Discharge Zone (NDZ)

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: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE J
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

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.

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

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.

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.

NOTE H
Strong tidal currents of up to 5 knots, heavy swirls and heavy traffic in Hell Gate require extra caution on the part of the mariner to avoid accidents and collisions. See U.S. Coast Pilot 2 and the Tidal Current Tables for New York Harbor for additional information.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

NOTE I
PRECAUTIONARY AREA
Traffic within the Precautionary Area consists of vessels making the transition between operating in Ambrose or Sandy Hook Channels and one of the traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

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.

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

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

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Point No Point	(40°44'N/74°07'W)	5.7	5.4	0.2
The Battery	(40°42'N/74°01'W)	5.1	4.7	0.2
Norton Point	(40°35'N/74°00'W)	5.3	5.0	0.2
South Amboy	(40°30'N/74°17'W)	5.7	5.3	0.2
Sandy Hook	(40°28'N/74°01'W)	5.2	4.9	0.2

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.

(Nov 2009)

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

ANCHORAGE AREAS
110.155 (see note A)
Limits and assigned numbers of anchorage areas are shown in magenta
STANDPIPE ⊙
26 27 28 44 45 46 47 GENERAL ANCHORAGES
49F 49G ANCHORAGES FOR EXPLOSIVES
19 NAVAL ANCHORAGE
See larger scale charts for additional areas not shown on this chart.

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SOUNDINGS IN FEET

12327

17' 16' 15' 14' 13' 12' 11'

47' 46' 40° 45' 44' 43' 42' 41'

SCALE 1:40,000

Nautical Miles: 1 ½ 0 1 2

Yards: 1000 0 1000 2000 3000 4000 5000

Meters: 1000 0 1000 2000 3000 4000 5000

NOTE X

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HORIZONTAL DATUM

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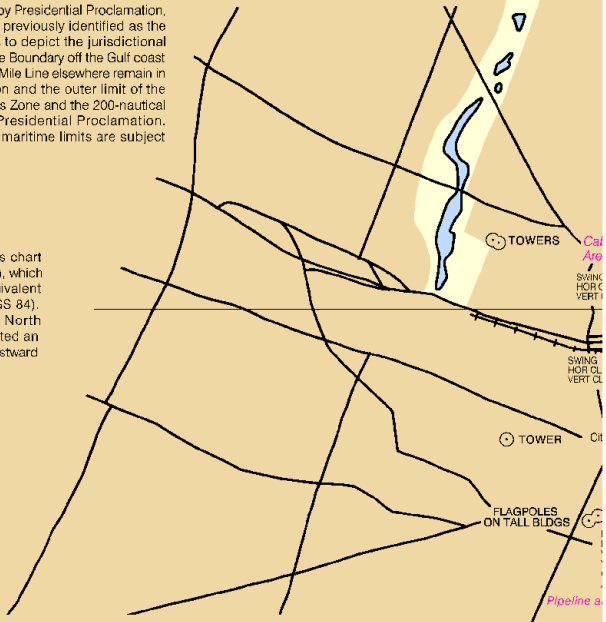

SOURCE DIAGRAM

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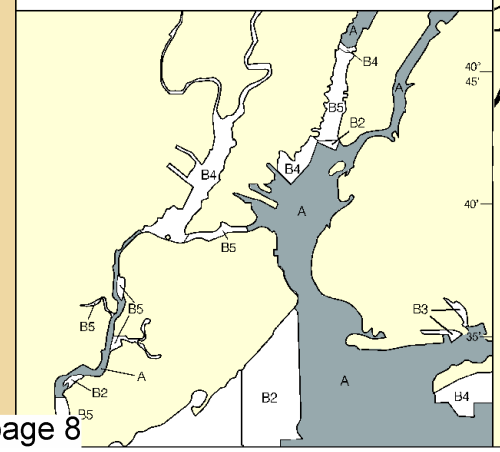
SOURCE		
A 1990-2008	NOS Surveys	full bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage



NAME
Point No Point
The Battery
Norton Point
South Amboy
Sandy Hook

Dashes (- - -) located in da
tide predictions, and tidal c

(Nov 2009)

AERO
Rotating W & G

PORT ELIZABETH SOUTH, PORT NEWARK, PASSAIC AND HACKENSACK RIVERS CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2009
AND SURVEYS TO MAY 2009

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
PORT ELIZABETH SOUTH REACH	42.9	44.1	44.5	2-09	140-290	0.41	45
PORT NEWARK							
PIERHEAD REACH	32.1	30.6	29.0	3-09	300-750	0.65	40
PASSAIC RIVER							
KEARNY POINT REACH	14.1	14.2	10.5	4,5-09	300	1.01	30
POINT NO POINT REACH	1.9	3.6	8.5	4,5-09	300	1.13	30
HARRISON REACH	2.2	4.4	2.0	4,5-09	300	1.57	A20
NEWARK REACH	1.4	5.3	1.0	4,5-09	300	1.28	A20
KEARNY REACH	+1.1	6.8	0.0	4,5-09	300	0.55	20
ARLINGTON REACH	6.5	7.5	0.7	4,5-09	200-250	0.89	18
HACKENSACK RIVER							
DROYERS REACH	24.6	23.8	17.4	4-09	300-500	1.56	B32
MARION REACH	27.2	25.8	19.0	4-09	300-370	1.82	B32
TURNING BASIN	15.1	15.1	15.1	4-09	irregular	0.23	25

A. REACHES WERE NEVER COMPLETED TO A 20 FOOT DEPTH. PREVIOUS DREDGING WAS TO 16 FEET ONLY.
B. REACHES WERE NEVER COMPLETED TO A 32 FOOT DEPTH. PREVIOUS DREDGING WAS TO 30 FEET ONLY.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

ARTHUR KILL, KILL VAN KULL, NEWARK BAY, PORT NEWARK AND PORT ELIZABETH CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2009
AND SURVEYS TO MAY 2009

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ARTHUR KILL (A)								
OUTERBRIDGE REACH	33.3	35.2	35.6	34.4	4,5-09	600	0.85	35
PORT SOCONY REACH	31.8	34.5	34.5	33.0	4-09	600-800	0.87	35
PORT READING REACH	28.3	34.4	34.6	28.2	4-09	500-850	1.80	35
FRESH KILLS REACH	30.3	34.6	35.9	34.0	4-09	500	1.65	
TREMLEY POINT REACH	30.5	35.6	36.3	29.2	4-09	500	0.85	

Joins page 8

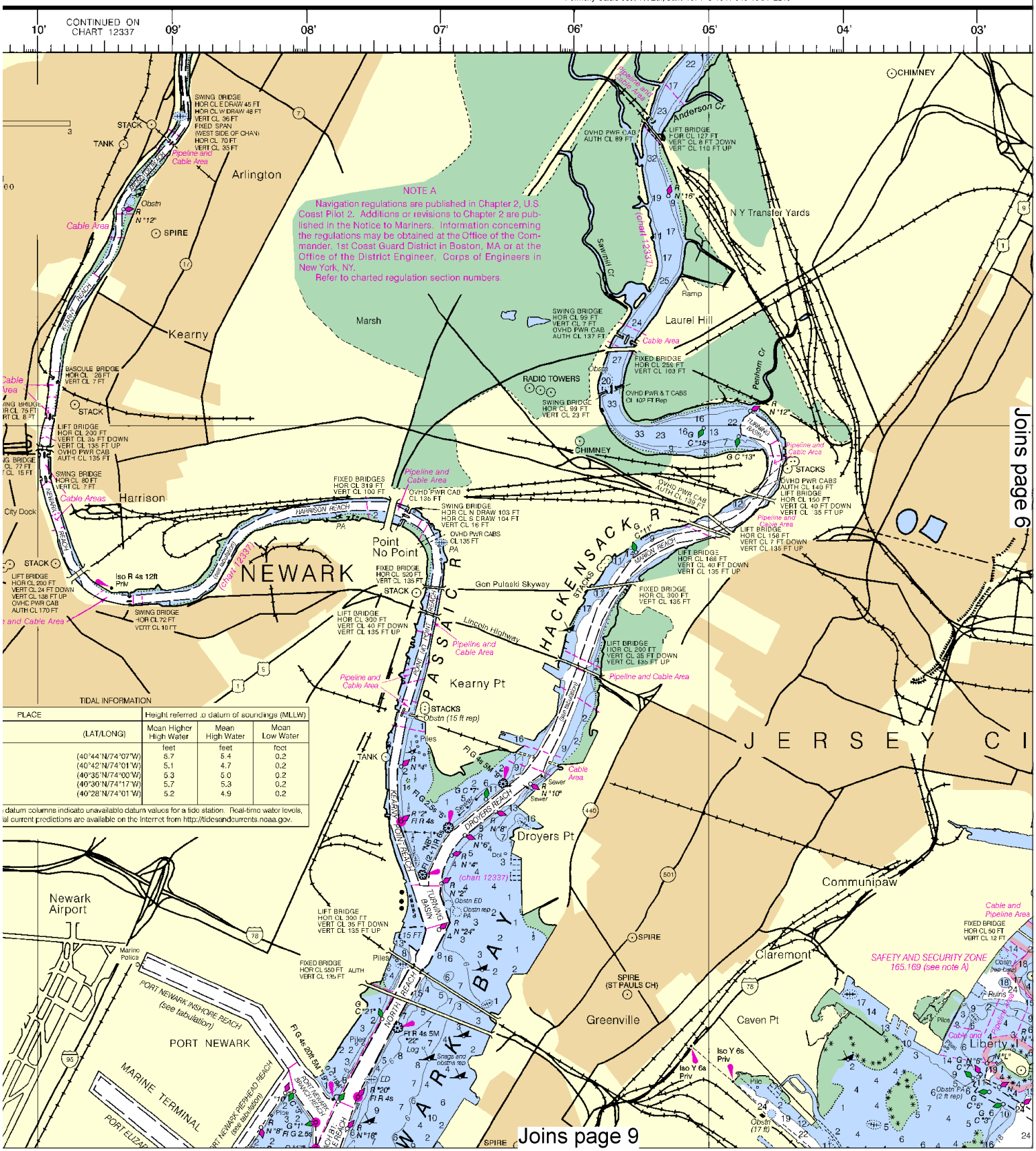
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

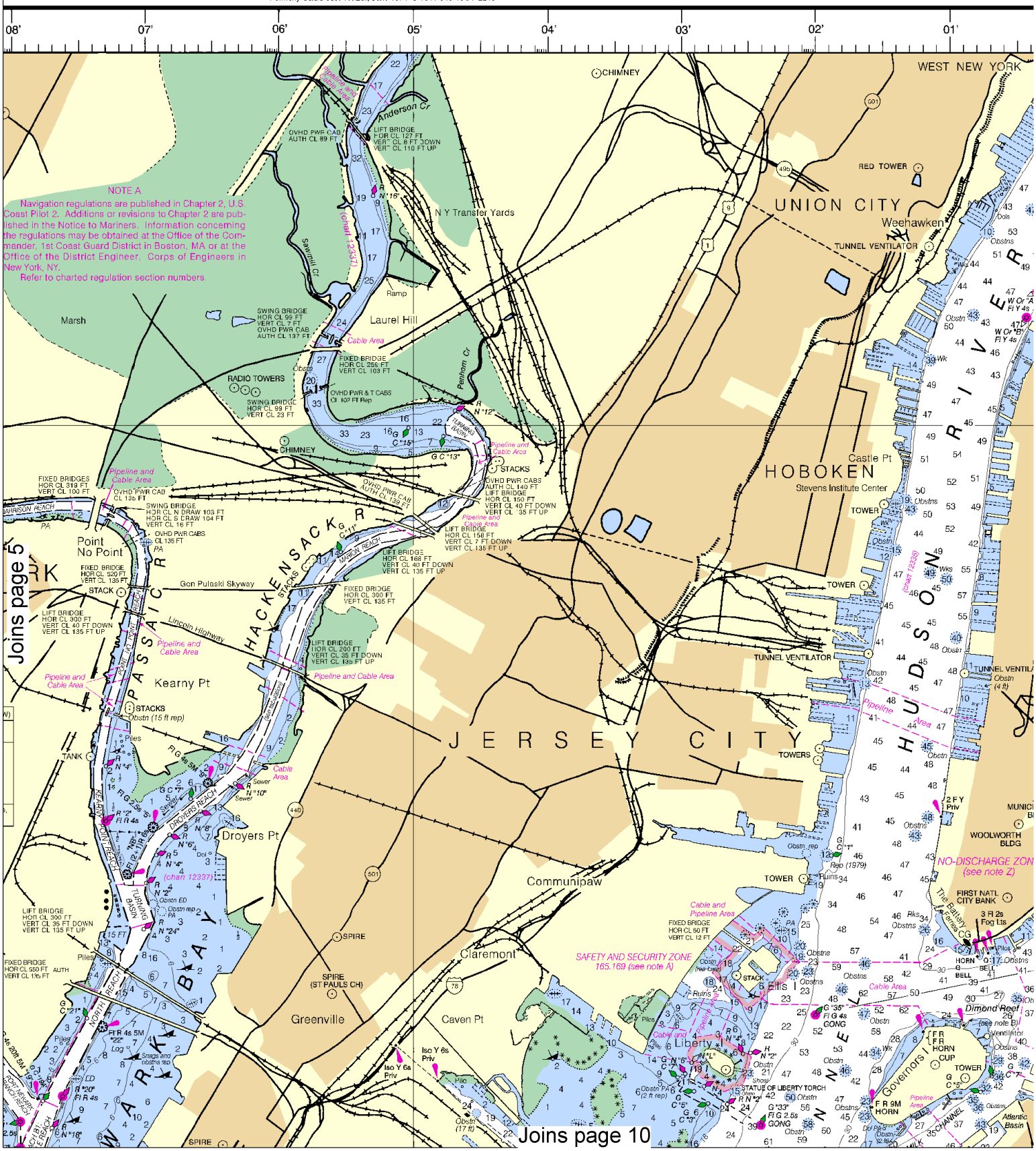
Yards: 1000 0 1000 2000 3000 4000 5000

Formerly C&GS 369, 1st Ed., June 1874 C-1941-540 KAPP 2245



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 369, 1st Ed., June 1874 C-1941-540 KAPP 2245



Printed at reduced scale. SCALE 1:40,000 See Note on page 5.

Nautical Miles

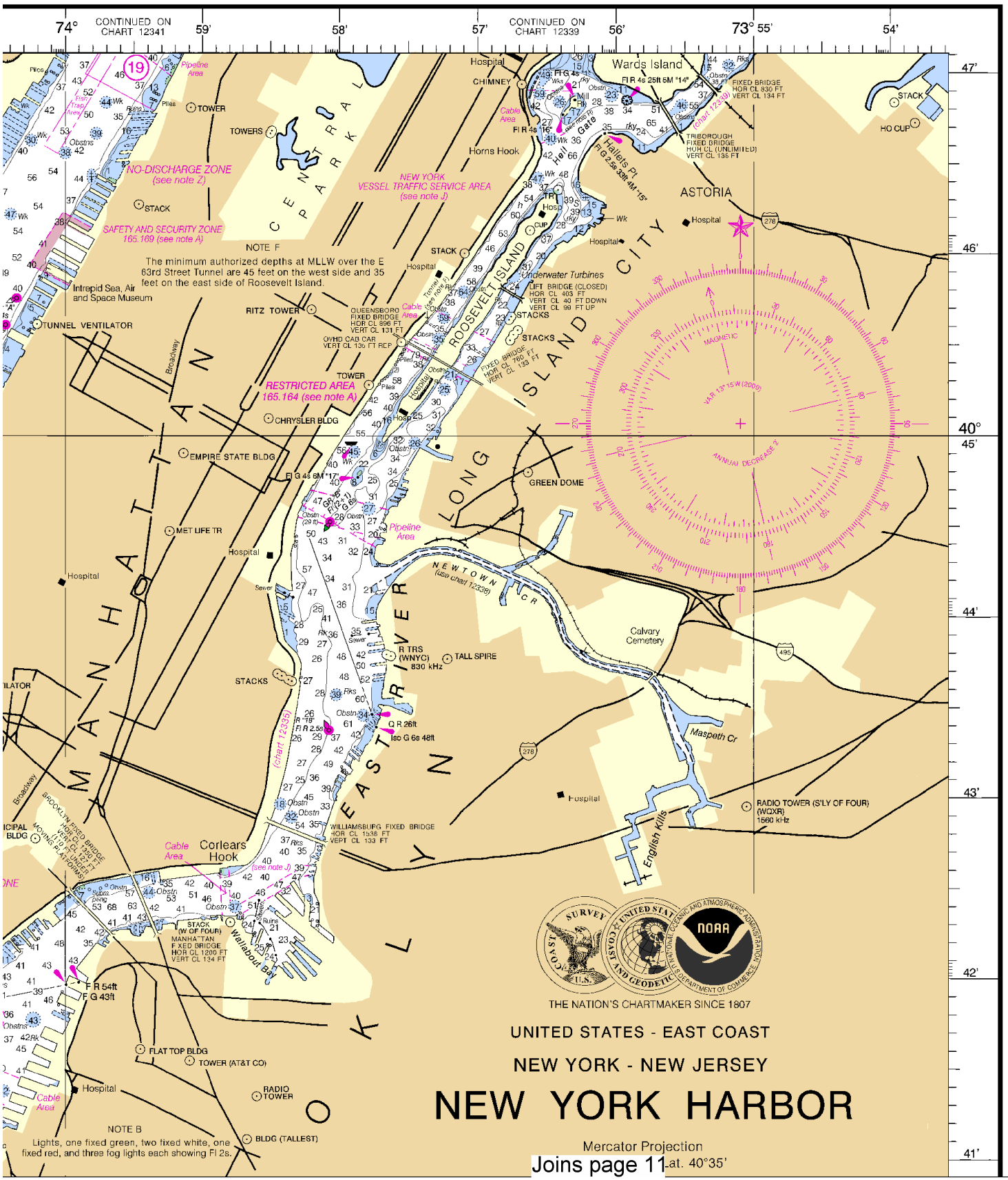
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

North

6



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.

Joins page 4

ARTHUR KILL, KILL VAN KULL, NEWARK BAY, PORT NEWARK AND
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2009
AND SURVEYS TO MAY 2009

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ARTHUR KILL (A)								
OUTERBRIDGE REACH	33.3	35.2	35.6	34.4	4,5-09	600	0.85	35
PORT SOCONY REACH	31.8	34.5	34.5	33.0	4-09	600-800	0.87	35
PORT READING REACH	28.3	34.4	34.6	28.2	4-09	500-850	1.80	35
FRESH KILLS REACH	30.3	34.6	35.9	34.0	4-09	500	1.65	35
TREMLEY POINT REACH	30.5	35.6	36.3	29.2	4-09	500	0.85	35
PRALLS ISLAND REACH	31.9	33.6	35.2	27.0	4-09	500	1.13	35
GULFPORT REACH	32.6	36.2	37.0	30.3	2,3,4-09	500-600	1.03	35
ELIZABETHPORT REACH	41.2	43.6	43.7	41.4	2,3-09	600-800	0.87	35
NORTH OF SHOOTERS ISLAND REACH	41.3	42.3	41.2	39.4	2,3-09	600	1.04	35
SOUTH OF SHOOTERS ISLAND REACH	C6.5	C13.8	C14.5	C10.1	11-04	400	0.94	30
KILL VAN KULL (A)								
BERGEN POINT WEST REACH (B)	*49.0	*50.6	*50.9	*48.5	2,3-09	800-1150	1.04	45
BERGEN POINT EAST REACH (B)	*49.3	52.7	*51.4	*50.5	2,3-09	800	1.13	45
CONSTABLE HOOK REACH (PARTIAL)	44.0	46.7	46.8	41.1	2,3-09	800-2000	2.17	45
NEWARK BAY								
SOUTH REACH	44.8	46.9	45.7	43.3	2-09	1000-1775	1.32	45
REACH B : MIDDLE REACH	37.7	43.2	36.5	35.4	2-09	800-1700	0.88	45
REACH B1 : MIDDLE REACH	38.3	39.1	34.1	28.2	2-09	560-800	0.53	35
NORTH REACH	13.9	22.1	17.7	6.4	2-09	500-1030	1.36	35
TURNING BASIN	22.2	22.1	19.6	7.1	2-09	900	0.26	35
PORT NEWARK								
BRANCH REACH	27.5	34.9	37.1	31.7	3-09	400-1775	0.37	40
INSHORE REACH	33.7	32.3	31.1	31.3	3-09	400	1.06	40
PORT ELIZABETH CHANNEL REACH	40.5	41.9	41.4	38.0	2-09	500-800	1.22	45

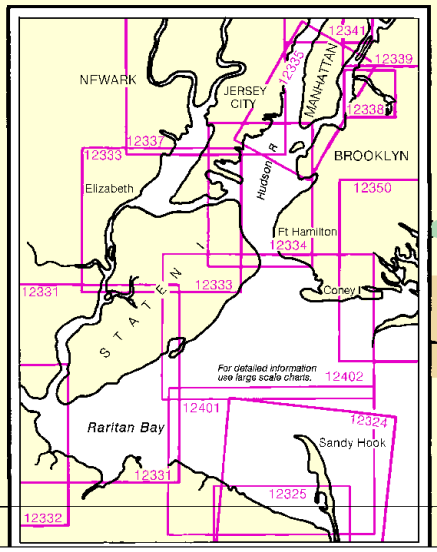
A. CONTROLLING DEPTHS IN ARTHUR KILL AND KILL VAN KULL ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM LOWER BAY.
B. AN * DENOTES A SHOAL OBSTRUCTION. SPORADIC SHOAL OBSTRUCTIONS EXIST WITHIN THE CHANNEL BUT ARE NOT CHARTED. CONSULT CORPS OF ENGINEERS FOR LOCATION OF OBSTRUCTIONS.
C. NUMEROUS WRECKS AND OBSTRUCTIONS WITH MINIMUM DEPTH TO 4 FEET WITHIN CHANNEL LIMITS.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

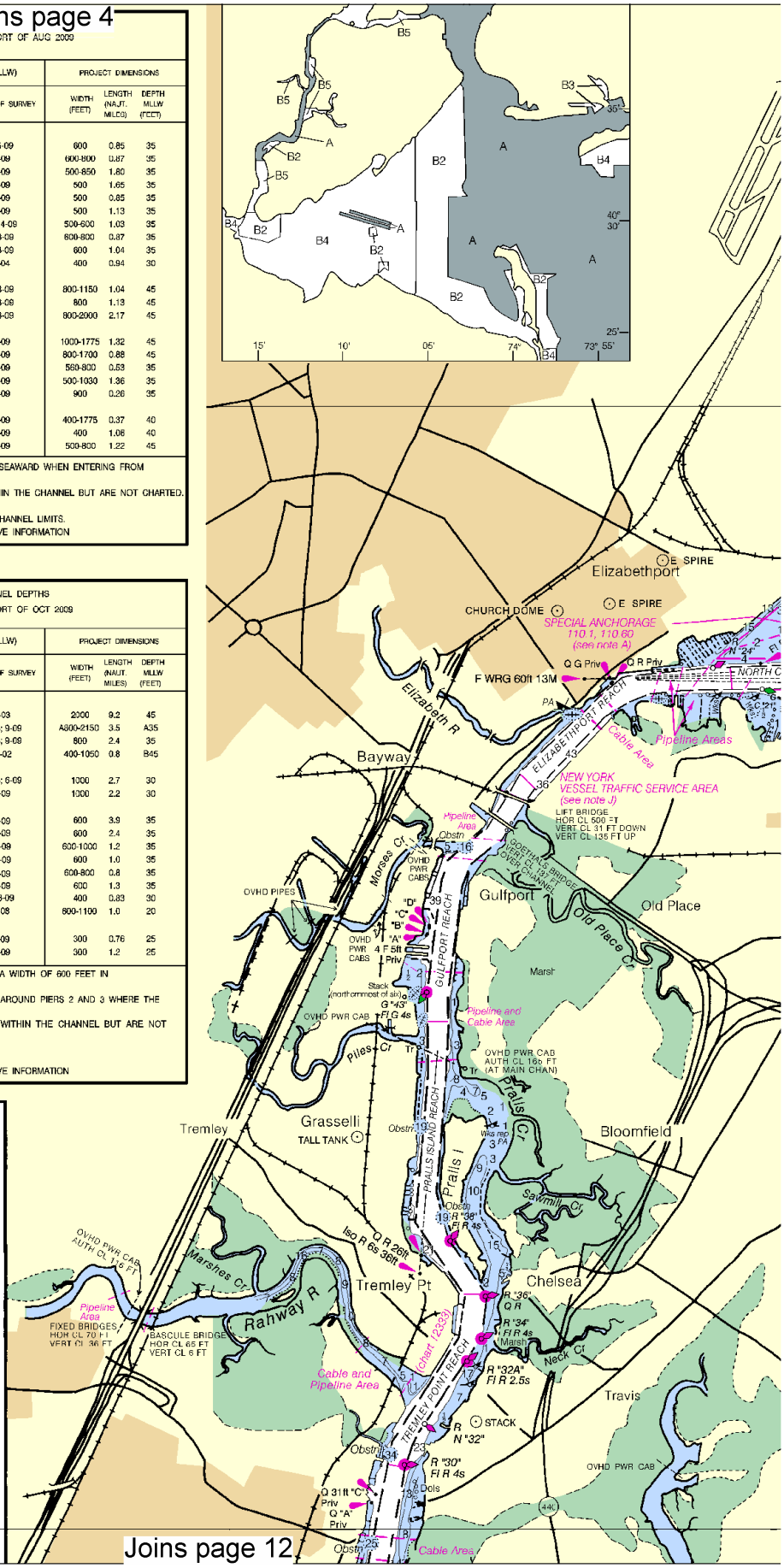
LOWER BAY, CHAPEL HILL, RARITAN BAY AND RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2009
AND SURVEYS TO SEP 2009

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
LOWER BAY								
AMBROSE CHANNEL	39.9	45.9	45.8	41.7	4-09	2000	9.2	45
SANDY HOOK CHANNEL (EAST)	35.8	40.9	37.5	35.2	8-06; 9-09	A800-2150	3.5	A35
SANDY HOOK CHANNEL (BAYSIDE)	30.7	39.1	37.8	31.6	8-06; 9-09	800	2.4	35
TERMINAL CHANNEL	45.0	45.0	45.0	45.0	12-02	400-1050	0.8	B45
CHAPEL HILL								
SOUTH CHANNEL (C)	28.0	28.8	29.7	21.5	6-06; 6-09	1000	2.7	30
NORTH CHANNEL (C)	*27.6	*27.5	*25.8	*24.3	6-09	1000	2.2	30
RARITAN BAY								
EAST REACH	33.3	38.2	37.6	33.5	5-09	600	3.9	35
WEST REACH	32.3	39.7	39.5	32.5	5-09	600	2.4	35
SEGUINE POINT BEND	31.5	34.5	36.4	20.8	5-09	600-1000	1.2	35
RED BANK REACH	34.2	40.5	40.5	33.9	5-09	600	1.0	35
WARD POINT BEND (EAST)	29.2	38.8	36.1	29.5	5-09	600-800	0.8	35
WARD POINT BEND (WEST)	34.1	35.0	32.8	29.8	5-09	600	1.3	35
WARD POINT SECONDARY CHANNEL	19.4	19.5	19.4	19.1	7,8-09	400	0.83	30
CUTOFF	17.8	19.8	17.9	12.9	7-08	600-1100	1.0	20
RARITAN RIVER								
GREAT BEDS REACH (D)	19.6	21.5	21.5	17.4	7-09	300	0.76	25
SOUTH AMBOY REACH (D)	20.4	19.8	19.8	17.2	7-09	300	1.2	25

A. THE NAVAL FACILITIES ENGINEERING COMMAND MAINTAINS A 45 FOOT PROJECT FOR A WIDTH OF 600 FEET IN SANDY HOOK CHANNEL (EAST) TO THE TURNING BASIN.
B. FEDERAL PROJECT DEPTH IS 45 FEET IN THE CHANNEL AND TURNING BASIN EXCEPT AROUND PIERS 2 AND 3 WHERE THE PROJECT DEPTH IS 35 FEET.
C. AN * DENOTES A SHOAL OBSTRUCTION. SPORADIC SHOAL OBSTRUCTIONS EXIST WITHIN THE CHANNEL BUT ARE NOT CHARTED. CONSULT CORPS OF ENGINEERS FOR LOCATION OF OBSTRUCTIONS.
D. THE CORPS OF ENGINEERS REPORTS MIDDLE HALF OF CHANNEL.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION





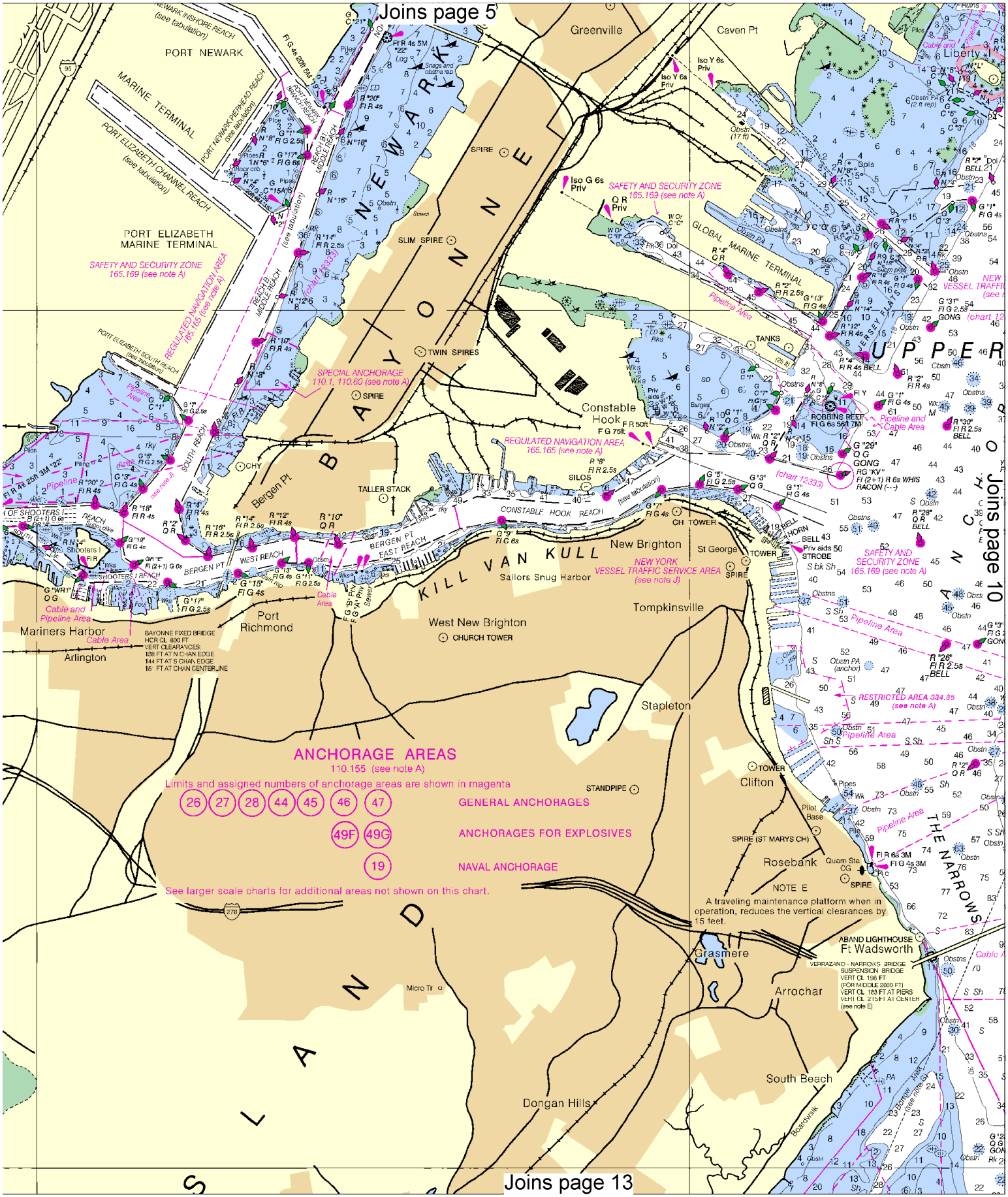
Joins page 12

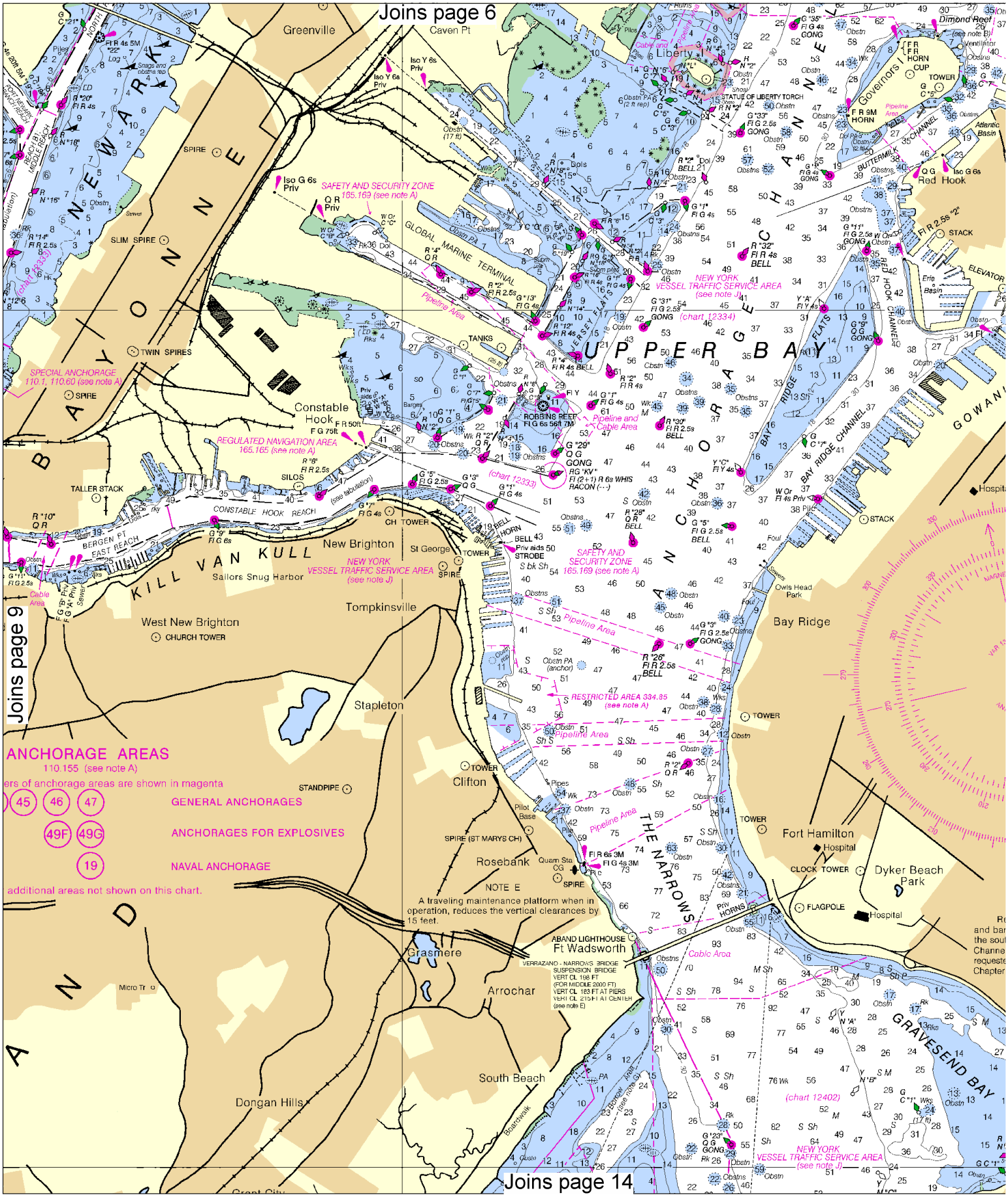
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 5
Joins page 10
Joins page 13
PORT NEWARK
MARINE TERMINAL
PORT ELIZABETH MARINE TERMINAL
SAFETY AND SECURITY ZONE 165.169 (see note A)
REGULATED NAVIGATION AREA 165.165 (see note A)
SPECIAL ANCHORAGE 110.1, 110.60 (see note A)
BAYONNE
NEWARK
Greenville
Caven Pt
Liberty
GLOBAL MARINE TERMINAL
Constable Hook
REGULATED NAVIGATION AREA 165.165 (see note A)
CONSTABLE HOOK REACH
KILL VAN KULL
New Brighton
St George
Sailors Snug Harbor
NEW YORK VESSEL TRAFFIC SERVICE AREA (see note J)
Tompkinsville
West New Brighton
Port Richmond
Mariners Harbor
Arlington
Bergen Pt
Stapleton
Clifton
Rosebank
Grasmere
Arrochar
South Beach
Dongan Hills
Ft Wadsworth
THE NARROWS
ANCHORAGE AREAS
110.155 (see note A)
Limits and assigned numbers of anchorage areas are shown in magenta
26 27 28 44 45 46 47 GENERAL ANCHORAGES
49F 49G ANCHORAGES FOR EXPLOSIVES
19 NAVAL ANCHORAGE
See larger scale charts for additional areas not shown on this chart.
NOTE E
A traveling maintenance platform when in operation, reduces the vertical clearances by 15 feet.
BAYONNE FIXED BRIDGE
HCR CL 800 FT
VERT CLEARANCES:
138 FT AT N CHAN EDGE
144 FT AT S CHAN EDGE
15 FT AT CHAN CENTERLINE
VERRAZANO - NARROWS BRIDGE
SUSPENSION BRIDGE
VERT CL 198 FT
(FOR MIDDLE 2000 FT)
VERT CL 183 FT AT PIERS
VERT CL 215 FT AT CENTER
(see note E)



North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 7

UNITED STATES - EAST COAST

NEW YORK - NEW JERSEY

NEW YORK HARBOR

Mercator Projection
Scale 1:40,000 at Lat. 40°35'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

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 Pilot 2 for important supplemental information.

NOTE B

Lights, one fixed green, two fixed white, one fixed red, and three fog lights each showing Fl 2s.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

The State of New York waters in the Hudson River from the Battery in Manhatten to the Federal Dam in Troy are designated a No-Discharge Zone (NDZ).

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: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

ACKNOWLEDGEMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of United States Power Squadron, District 4, in providing essential information used for revising this chart.

Also acknowledged is assistance provided by the Maritime Authority for the Port of New York/New Jersey.

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)

HEIGHTS

Heights in feet above Mean High Water.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

AIDS TO NAVIGATION

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

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY KWO-35 162.550 MHz

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: — — — — —

CAUTION Mariners are warned that numerous stakes and fishing structures some submerged may exist in the fish trap areas. Some structures are not charted unless known to be permanent.

Fish Traps have been reported in Sandy Hook Bay outside the fish trap areas.

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

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

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

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

NOTE H

Strong tidal currents of up to 5 knots, heavy swirls and heavy traffic in Hell Gate require extra caution on the part of the mariner to avoid accidents and collisions. See U.S. Coast Pilot 2 and the Tidal Current Tables for New York Harbor for additional information.

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.

NOTE J

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

NOTE C

DANGER AREA

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

NOTE M

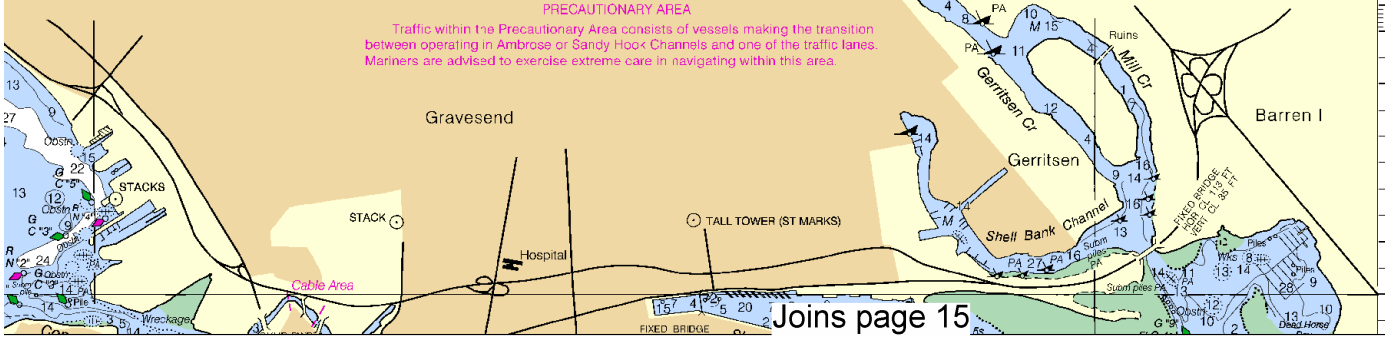
RECOMMENDED VESSEL TRACKS

Recommended vessel tracks for coastwise tug barge vessels approaching from or leaving toward South and transiting to New York Harbor via Ambrose Channel. While not mandatory, tug and barge vessels are asted to follow designated tracks. See U.S. Coast Pilot 2, ter 11.

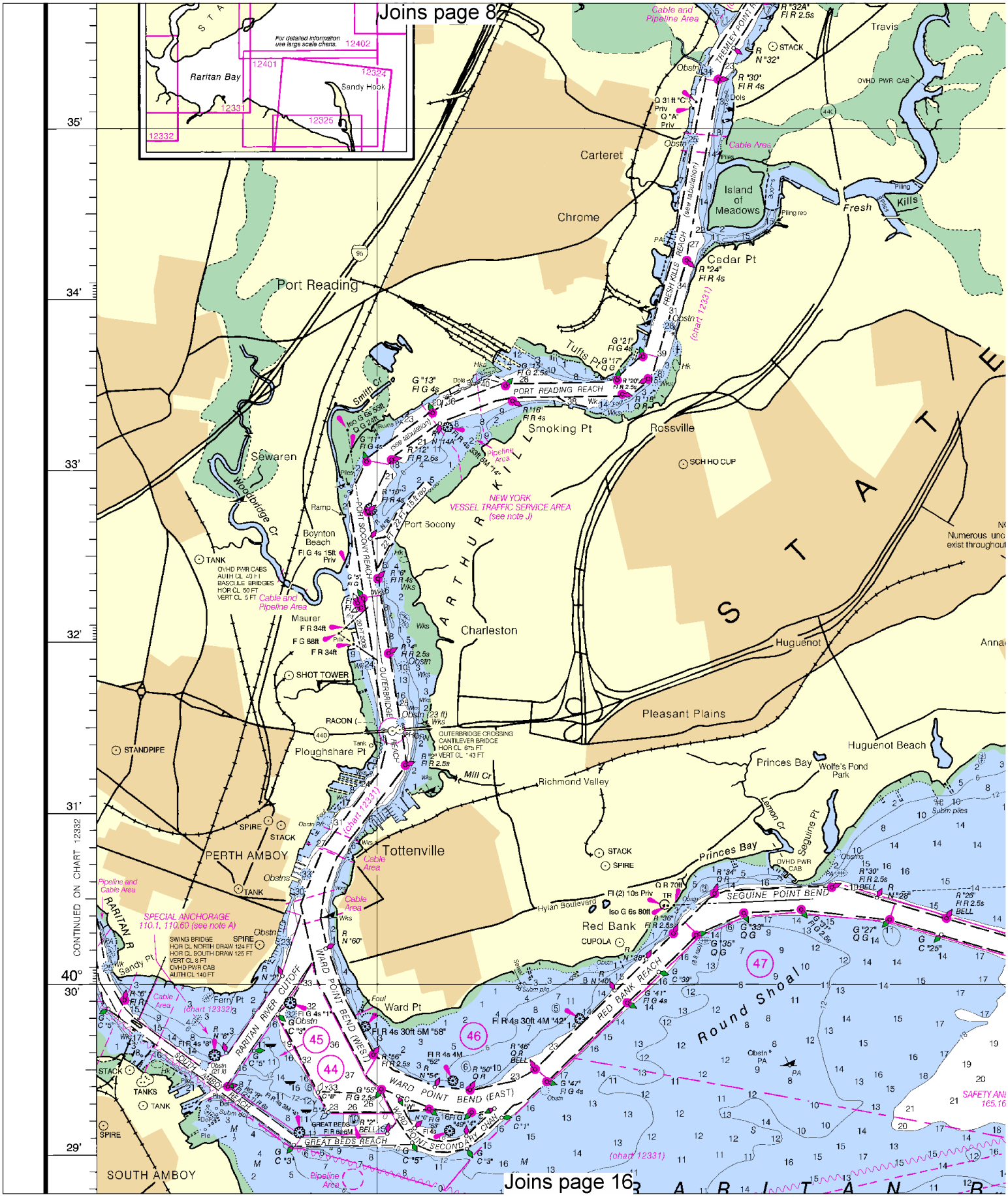
NOTE I

PRECAUTIONARY AREA

Traffic within the Precautionary Area consists of vessels making the transition between operating in Ambrose or Sandy Hook Channels and one of the traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.



Joins page 15



North

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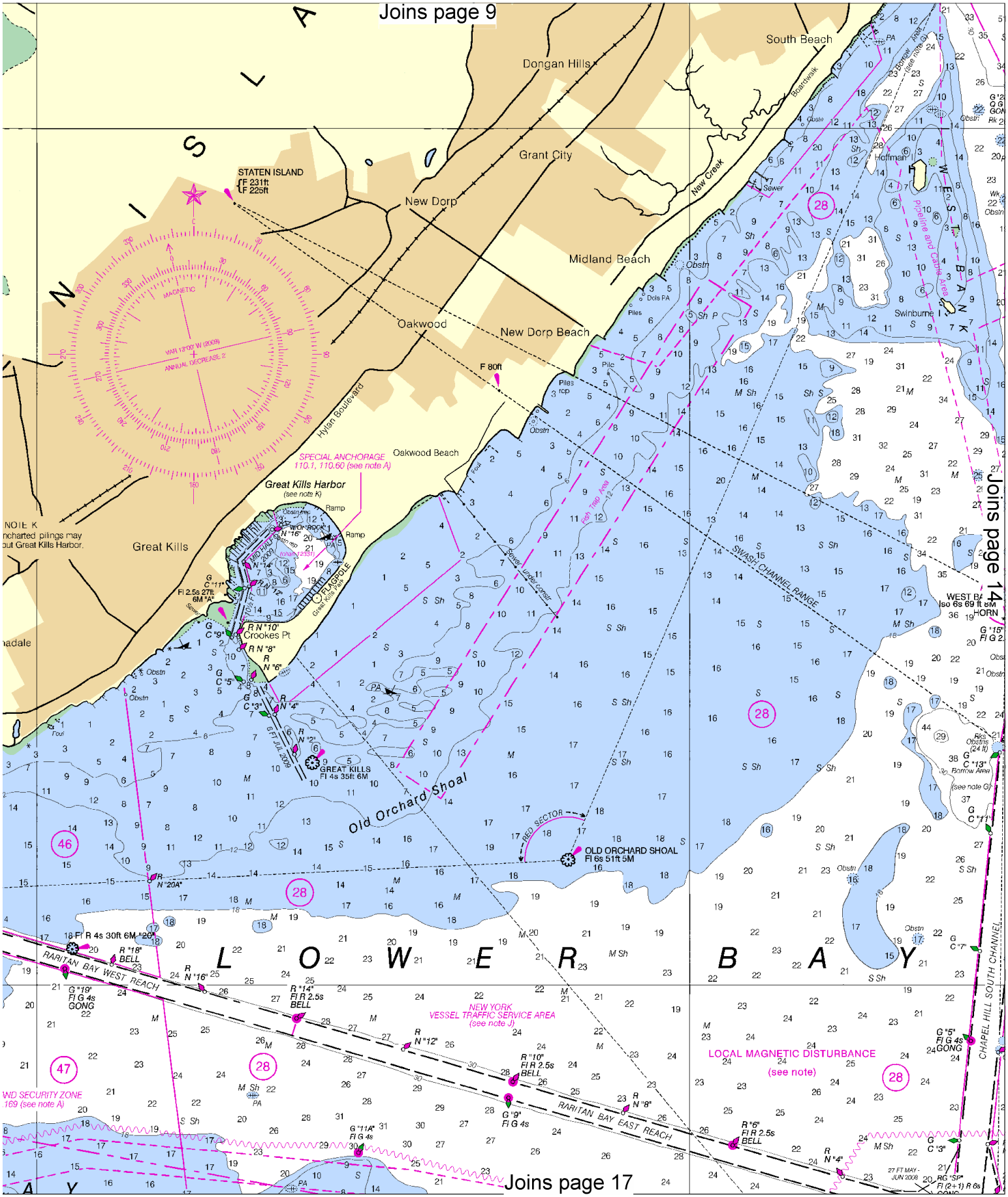
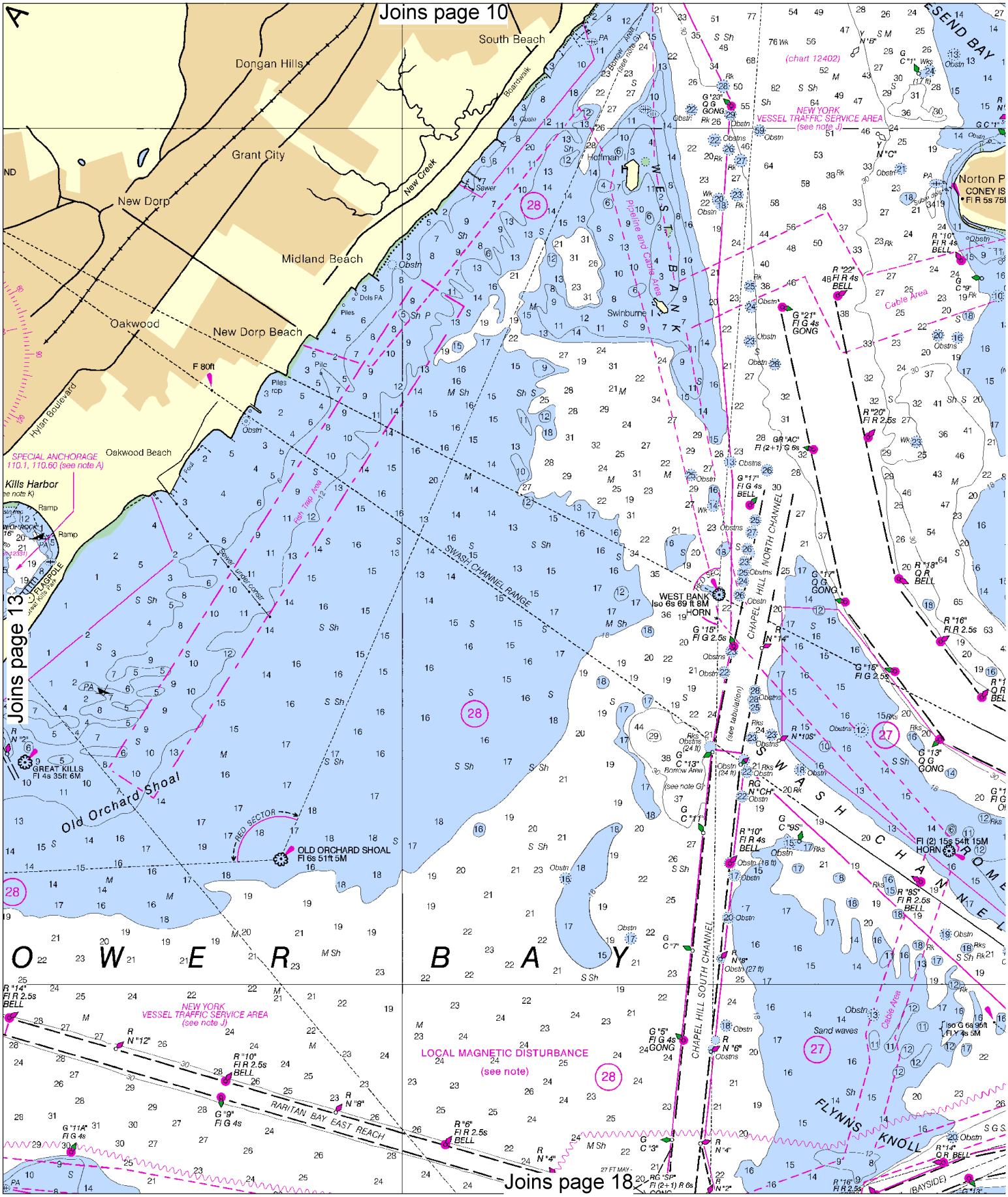
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 9
Joins page 14
Joins page 17
Dongan Hills
South Beach
Grant City
New Dorp
Midland Beach
Oakwood
New Dorp Beach
Oakwood Beach
Great Kills
Great Kills Harbor
(see note K)
STATEN ISLAND
F 231ft
F 225ft
F 80ft
Hylan Boulevard
New Creek
Boardwalk
Hoffman I
Swinburne I
WEST BANK
Pipeline and Cable Area
SPECIAL ANCHORAGE
110.1, 110.60 (see note A)
Crookes Pt
GREAT KILLS
Fl 4s 35ft 6M
Old Orchard Shoal
OLD ORCHARD SHOAL
Fl 6s 51ft 5M
RED SECTOR
SWASH CHANNEL RANGE
Fish Trap Area
Sewer under constr
WEST BANK
Iso 6s 69 ft 8M
HORN
Borrow Area
(see note G)
L O W E R B A Y
RARITAN BAY WEST REACH
RARITAN BAY EAST REACH
NEW YORK
VESSEL TRAFFIC SERVICE AREA
(see note J)
LOCAL MAGNETIC DISTURBANCE
(see note)
CHAPEL HILL SOUTH CHANNEL
MAGNETIC
VAR 13°00' W (2009)
ANNUAL DECREASE 2'
NOTE K
ncharted pilings may
out Great Kills Harbor.
Fl 2.5s 27ft 6M "A"
Fl R 4s 30ft 6M "20"
R "18" BELL
G "19" Fl G 4s GONG
R "14" Fl R 2.5s BELL
R "10" Fl R 2.5s BELL
G "9" Fl G 4s
R "6" Fl R 2.5s BELL
G "5" Fl G 4s GONG
G "11A" Fl G 4s
27 FT MAY - JUN 2008
RG "SP" Fl (2+1) R 6s

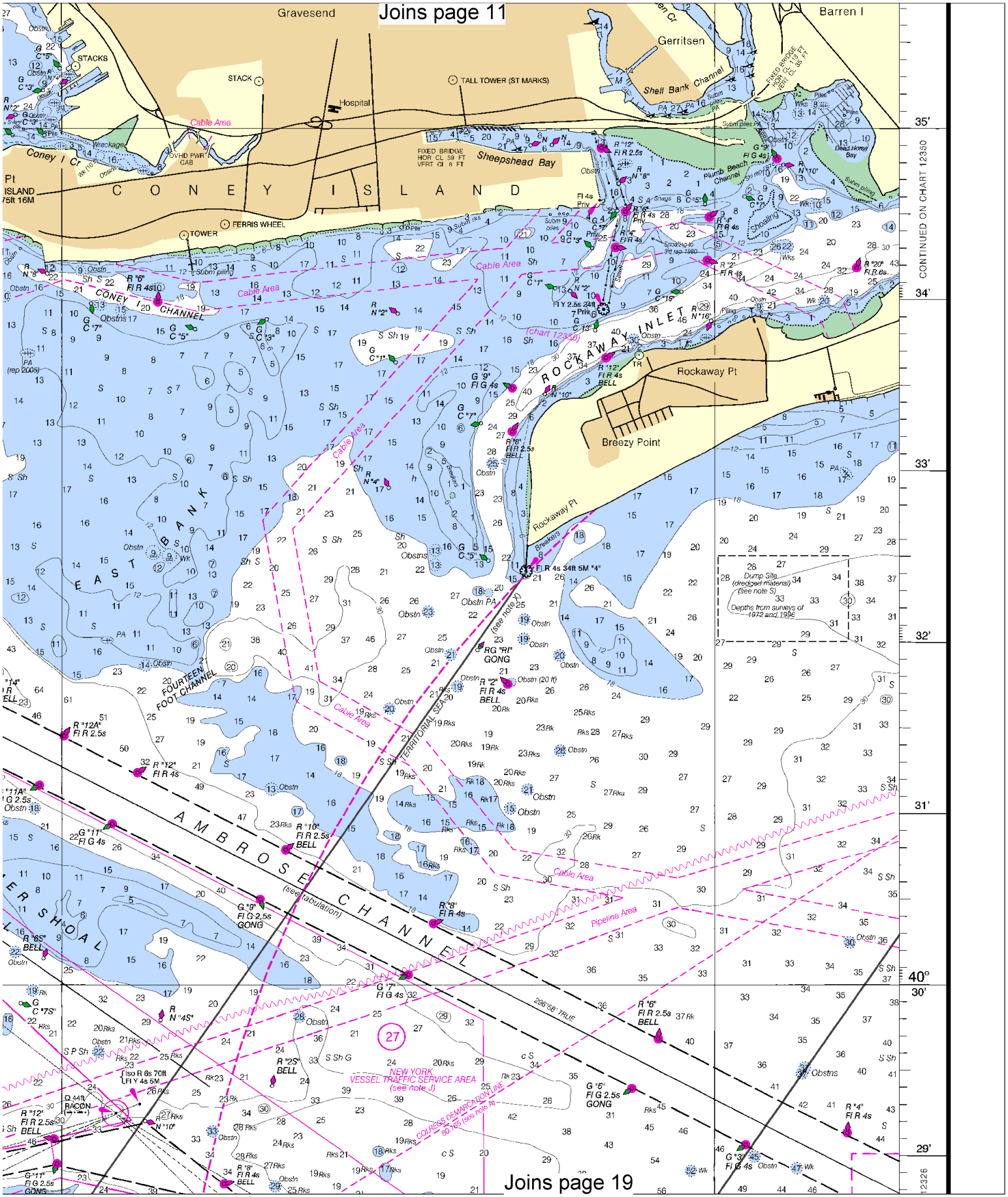


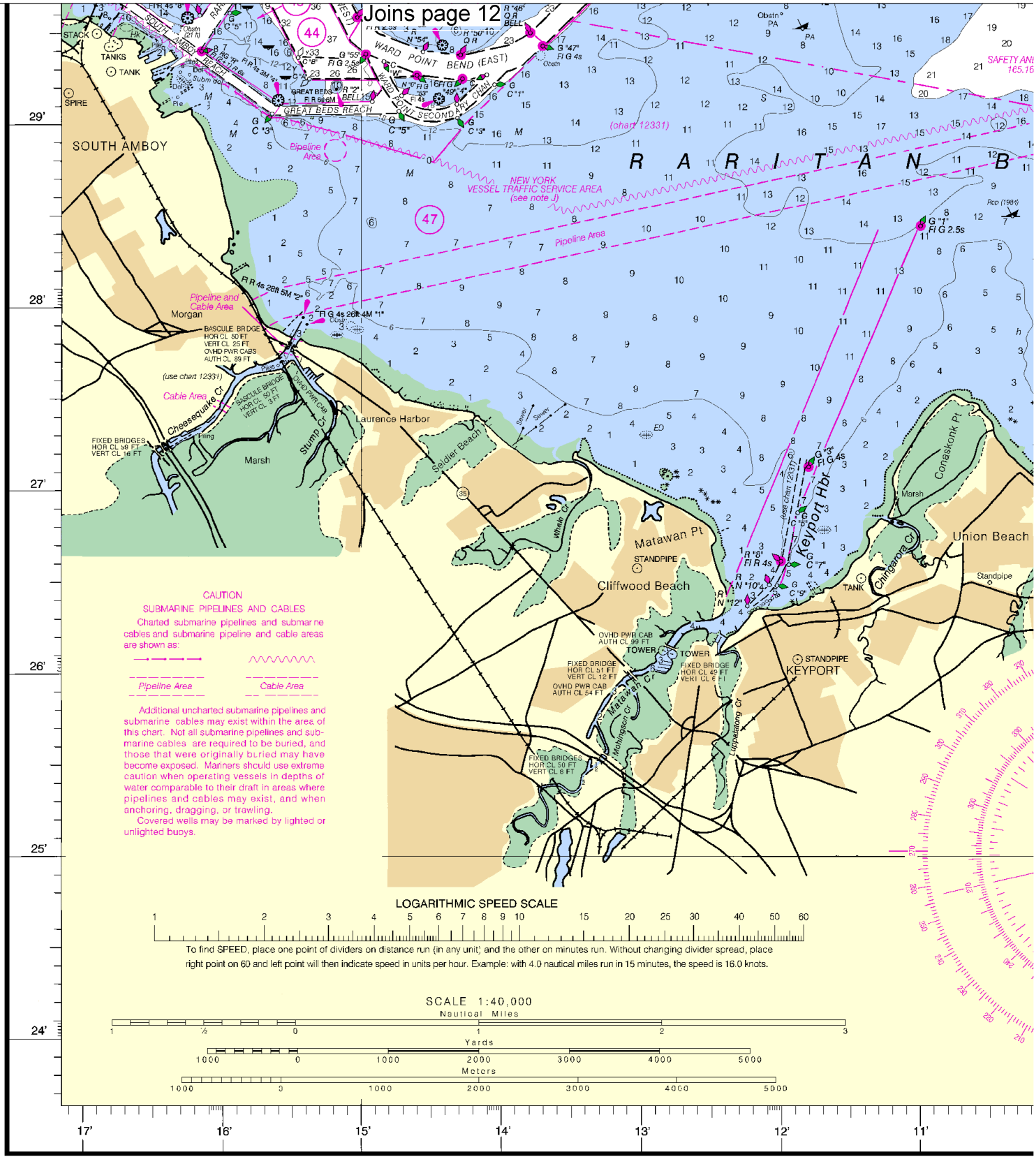
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 11
Gravesend
Barren I
Gerritsen
STACKS
STACK
TALL TOWER (ST MARKS)
Hospital
Shell Bank Channel
Cable Area
Coney I Cr
Wreckage
OVHD PWR CAB
FIXED BRIDGE HOR CL 59 FT VERT CL 8 FT
Sheepshead Bay
Plumb Beach Channel
Dead Horse Bay
C O N E Y I S L A N D
FERRIS WHEEL
TOWER
CONEY I CHANNEL
ROCKAWAY INLET
(chart 12350)
Rockaway Pt
Breezy Point
EAST BANK
FOURTEEN FOOT CHANNEL
TERRITORIAL SEA
AMBROSE CHANNEL
(see tabulation)
Dump Site (dredged material) (see note S)
Depths from surveys of 1972 and 1996
Pipeline Area
NEW YORK VESSEL TRAFFIC SERVICE AREA (see note J)
COURSES DEMARCATION LINE 60.165 (see note N)
236°58' TRUE
CONTINUED ON CHART 12350
Joins page 19
35'
34'
33'
32'
31'
40°
30'
29'
12326



103rd Ed., Dec. / 09 ■ Corrected through NM Dec. 19/09
Corrected through LNM Dec. 15/09

12327

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.

North

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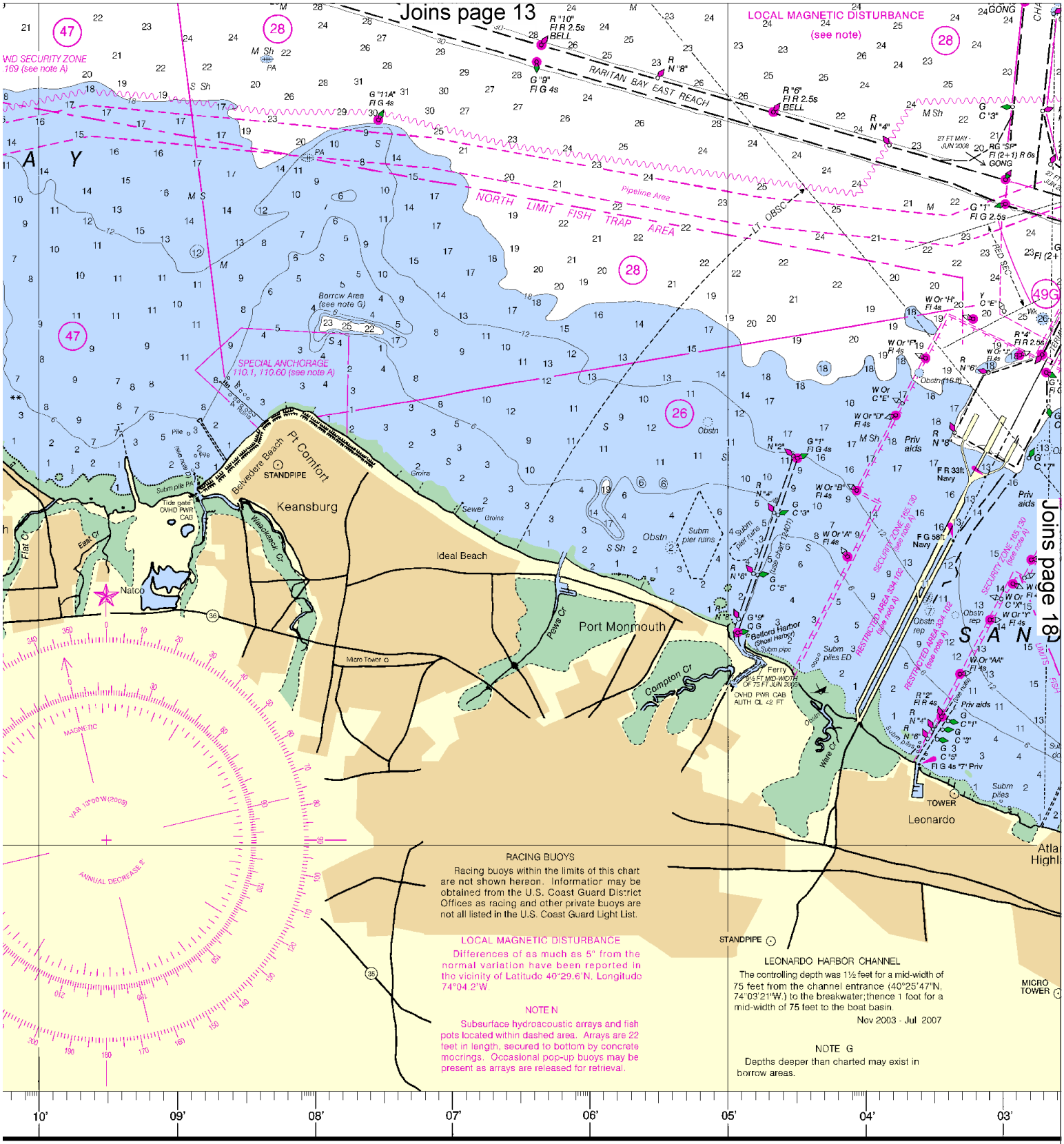
Nautical Miles

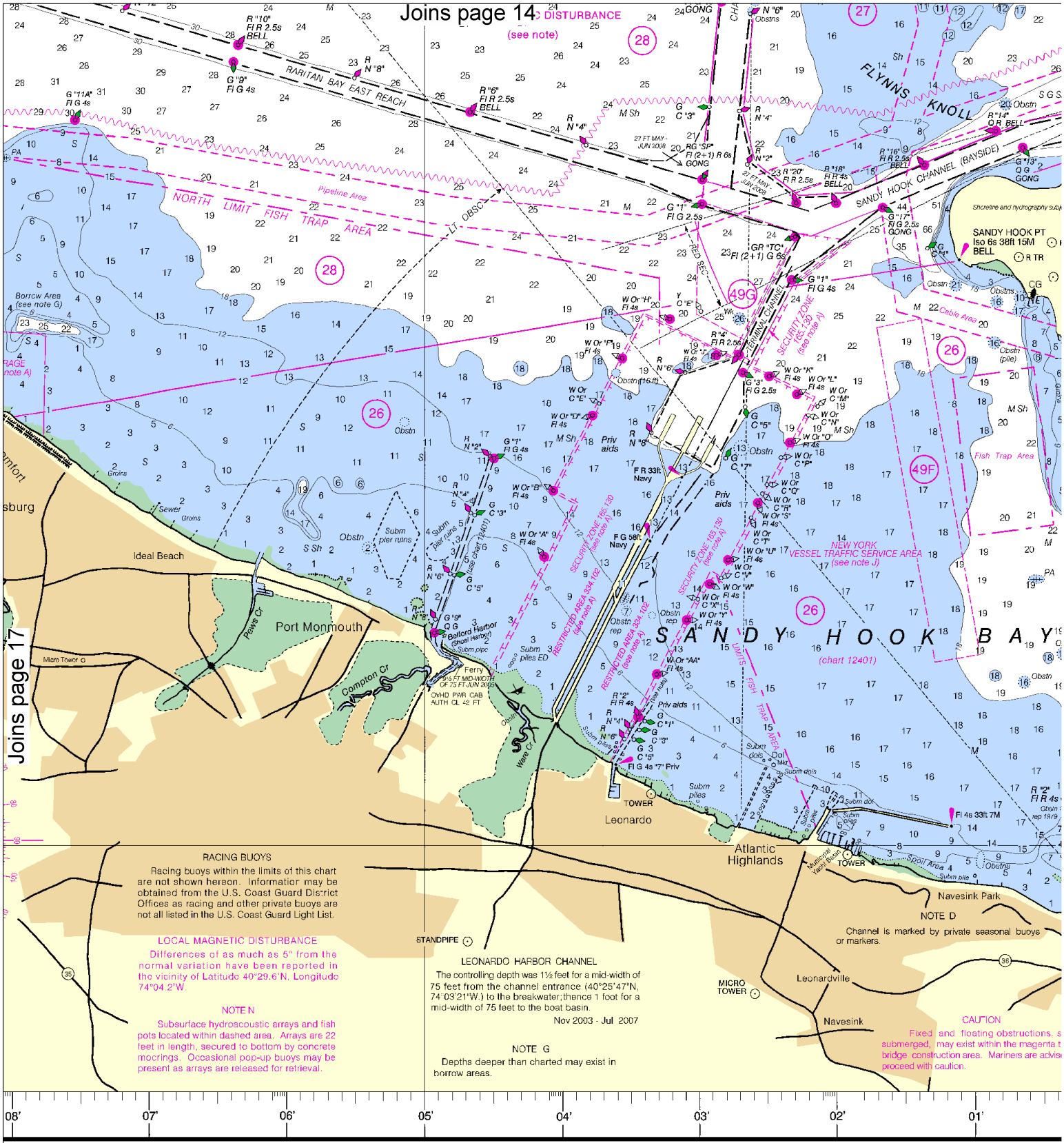
Yards



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

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUN



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

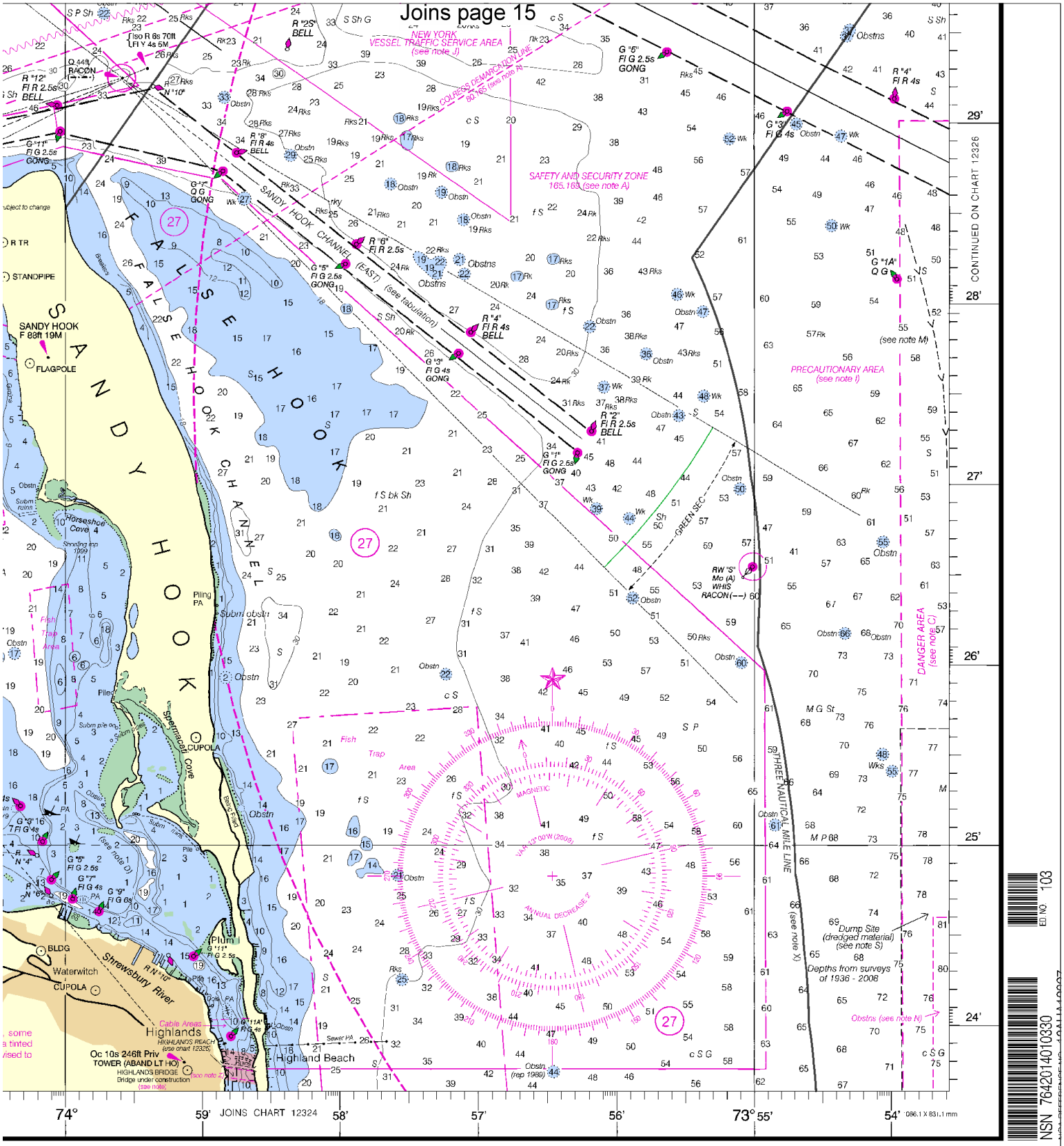
SOUNDINGS IN FEET

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



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	1 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																

New York Harbor

SOUNDINGS IN FEET - SCALE 1:40,000

12327

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group Activities New York – 718-354-4120
Coast Guard Sandy Hook – 732-872-3428
Coast Guard New York – 718-354-4101
Coast Guard Kings Point – 516-466-7135
New York State Police – 877-672-4911
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.