

BookletChart™



Raritan Bay and Southern Part of Arthur Kill

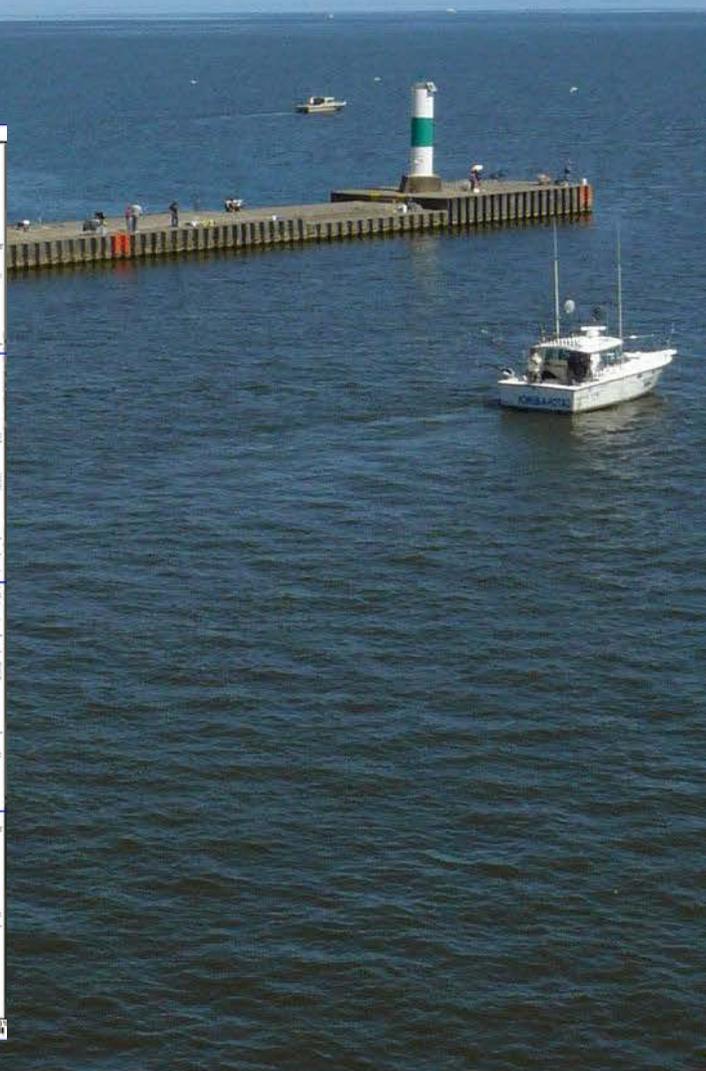
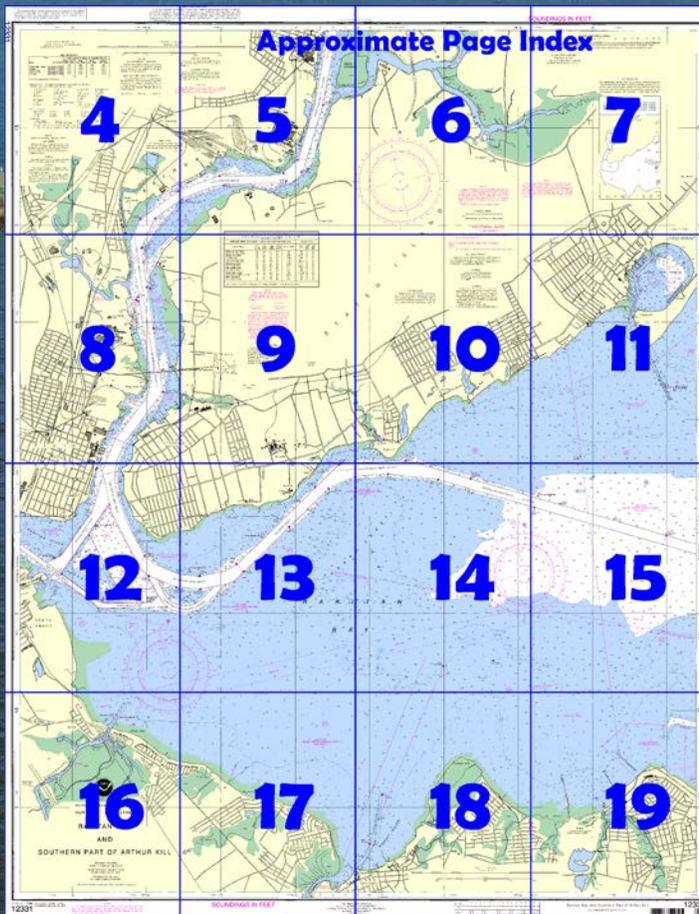
NOAA Chart 12331

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 Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

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.

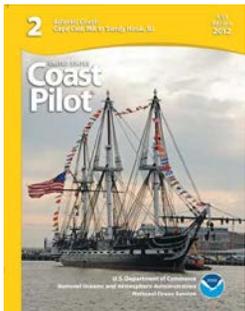
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12331>



(Selected Excerpts from Coast Pilot)

Raritan Bay is that part of Lower Bay lying westward of Point Comfort and southward of Staten Island. The bay is full of shoals with depths of 7 to 18 feet.

Great Kills Harbor, a shallow bight on the south side of Staten Island northwestward of Old Orchard Shoal Light, is used as an anchorage by small craft. The harbor is entered through a dredged channel that leads from deep water in Lower New York

Bay along the southwesterly side of **Crookes Point**, thence along the westerly side of the harbor to the head. In September 2000, the controlling depths were 4 feet in the left half with shoaling to bare in the right half of the entrance channel to the mouth of the harbor, thence 10

feet in the harbor channel to the head of the project. The channel is marked by buoys and a light. **Great Kills Light** (40°31.3'N., 74°07.9'W.), 35 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on a red concrete base east of the channel entrance.

Lemon Creek, 0.2 mile westward of Seguine Point, is a narrow shallow stream used only by local boats which enter at high water. The midchannel controlling depth over the bar is about 2 feet with deeper water inside. The abutment of a former bridge is on the south side of the creek just inside the mouth. Overhead power cables crossing the creek at the bridge abutment have a clearance of 47 feet. A small marina on the creek can haul out craft up to 8 tons for minor engine and hull repairs; berths, electricity, water, ice, and outside storage are available.

Waackaack Creek and Thorns Creek, about 0.6 mile southwest of Point Comfort, have a common entrance protected by floodgates. The gates are lowered, thereby closing the harbor, when tides above 4½ feet are sustained for a period of time. An overhead power cable with a clearance of 32 feet crosses the creek entrance at the floodgates. Small-craft facilities on Thorns Creek provide berths, electricity, ice, water, gasoline, marine supplies, and a 20-ton forklift and a 12-ton mobile hoist for hull and engine repairs. In May 1982, the channels into the creeks were reported dredged to 7 feet.

Keyport Harbor, 3 miles westward of Point Comfort, is a shallow harbor on the south side of Raritan Bay between **Conaskonk Point** and **Matawan Point**. A buoyed approach channel leads southward from the bay to a dredged marked channel that leads through the harbor to the mouth of Matawan Creek.

Matawan Creek, entered at the head of Keyport Harbor, is used mostly by local craft. In May 2002, the controlling depth was 3.6 feet to the first highway bridge, thence 2.3 feet to the Route 35 highway bridge, thence in 1981, 2 feet to shoaling to bare was reported to the railroad bridge about 1.5 miles above the mouth. Greater depths are available with local knowledge.

Keyport is a town on the east side of the entrance to Matawan Creek. There are several small-craft facilities on Matawan Creek and on the southeast side of Keyport Harbor at Keyport. Berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, sewage pump-out, lifts to 30 tons, marine railways to 40 feet, and complete hull and engine repairs are available. Vessels proceed to the small-craft facilities at Keyport at high water.

Physical Oceanographic Real-Time System (P.O.R.T.S.) is an information acquisition and dissemination technology developed by National Ocean Service, NOAA. The Port of New York and New Jersey Physical Oceanographic Real-Time System can be contacted via telephone 866-217-6787 or the Internet at: <http://www.cops.nos.noaa.gov>.

Caution.—Numerous sunken and visible wrecks are adjacent to both sides of the channel in Arthur Kill; caution is advised.

A liquefied petroleum gas (LPG) facility is on the west side of Arthur Kill immediately south of **Morses Creek**. A moving **safety zone** has been established around loaded LPG vessels transiting between Scotland Lighted Whistle Buoy S at the entrance to Sandy Hook Channel and the LPG facility. (See **165.1 through 165.7**, **165.20 through 165.25**, and **165.160**, chapter 2, for limits and regulations.)

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Boston Commander
1st CG District (617) 223-8555
Boston, MA

Table of Selected Chart Notes

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

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

HEIGHTS
Heights in feet above Mean High Water.

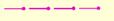
SMITH CREEK
The controlling depth at Mean Lower Low Water from the entrance to a point about 125 yards beyond the first bend was 7 feet.
Jan 1984

Mercator Projection
Scale 1:15,000 at Lat 40°35'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

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.

FISH TRAP AREAS
Boundary lines of fish trap areas are shown thus: 
Submerged piling may exist in these areas.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
 
Pipeline Area Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

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.

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.

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 0.381" northward and 1.480" eastward to agree with this chart.

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)  (Approximate location)

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

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

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

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.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

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.

ANCHORAGE AREAS
110.155 (see note A)
Limits and assigned numbers of anchorage areas are shown in magenta
44 ANCHORAGE FOR DEEP-DRAFT VESSELS
ALL OTHER ANCHORAGES ARE FOR GENERAL USE

TIDAL INFORMATION				
PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
NAME	(LAT/LONG)	feet	feet	feet
Great Kills Harbor	(40°33' N/74°08' W)	5.2	4.9	0.2
Princes Bay	(40°30' N/74°12' W)	5.5	5.1	0.2
Carteret	(40°35' N/74°13' W)	5.7	5.3	0.2
Keyport	(40°28' N/74°12' W)	5.6	5.3	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>.
(Dec 2009)

KEYPORT HARBOR CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2012 AND SURVEYS TO AUG 2012						
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)	DEPTH (FEET)
REACH A	6.8	6.9	6.4	8-12	200	0.55
REACH B	4.6	5.2	4.8	8-12	200-100	0.31

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

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.

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

12331

2,110,000

16'

2,115,000 74° 15'

2,120,000

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important supplemental information.

SCALE 1:15,000
Nautical Miles

TIDAL INFORMATION				
PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
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Keyport	(40°26'N/74°12'W)	5.6	5.3	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>. (Dec 2009)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

- Aids to Navigation** (Lights are white unless otherwise indicated):
- AERO aeronautical
 - Al alternating
 - B black
 - Bn beacon
 - C can
 - DIA diaphone
 - F fixed
 - Fl flashing
 - G green
 - IQ interrupted quick
 - ISO isophase
 - LT HO lighthouse
 - M nautical mile
 - m minutes
 - MICRO TR microwave tower
 - Mkr marker
 - Mo morse code
 - N nun
 - OBSC obscured
 - Oc occulting
 - Or orange
 - Q quick
 - Ra Ref radar reflector
 - R Bn radiobeacon
 - R TR radio tower
 - Rot rotating
 - s seconds
 - SEC sector
 - St M statute miles
 - VQ very quick
 - W white
 - WHIS whistle
 - Y yellow
- Bottom characteristics:**
- Blds boulders
 - bk broken
 - Cy clay
 - Co coral
 - G gravel
 - GrS grass
 - gy gray
 - h hard
 - M mud
 - Oys oysters
 - Rk rock
 - S sand
 - so soft
 - Sh shells
 - sy sticky
- Miscellaneous:**
- AUTH authorized
 - ED existence doubtful
 - (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 - (2) Rocks that cover and uncover, with heights in feet above datum of soundings.
 - Obstn obstruction
 - PA position approximate
 - Repr reported
 - PD position doubtful
 - Subm submerged

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

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

CAUTION
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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
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.

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.

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.

WARNING
The prudent mariner will not rely solely on any data to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

40° 34'

630,000

33'

Joins page 8

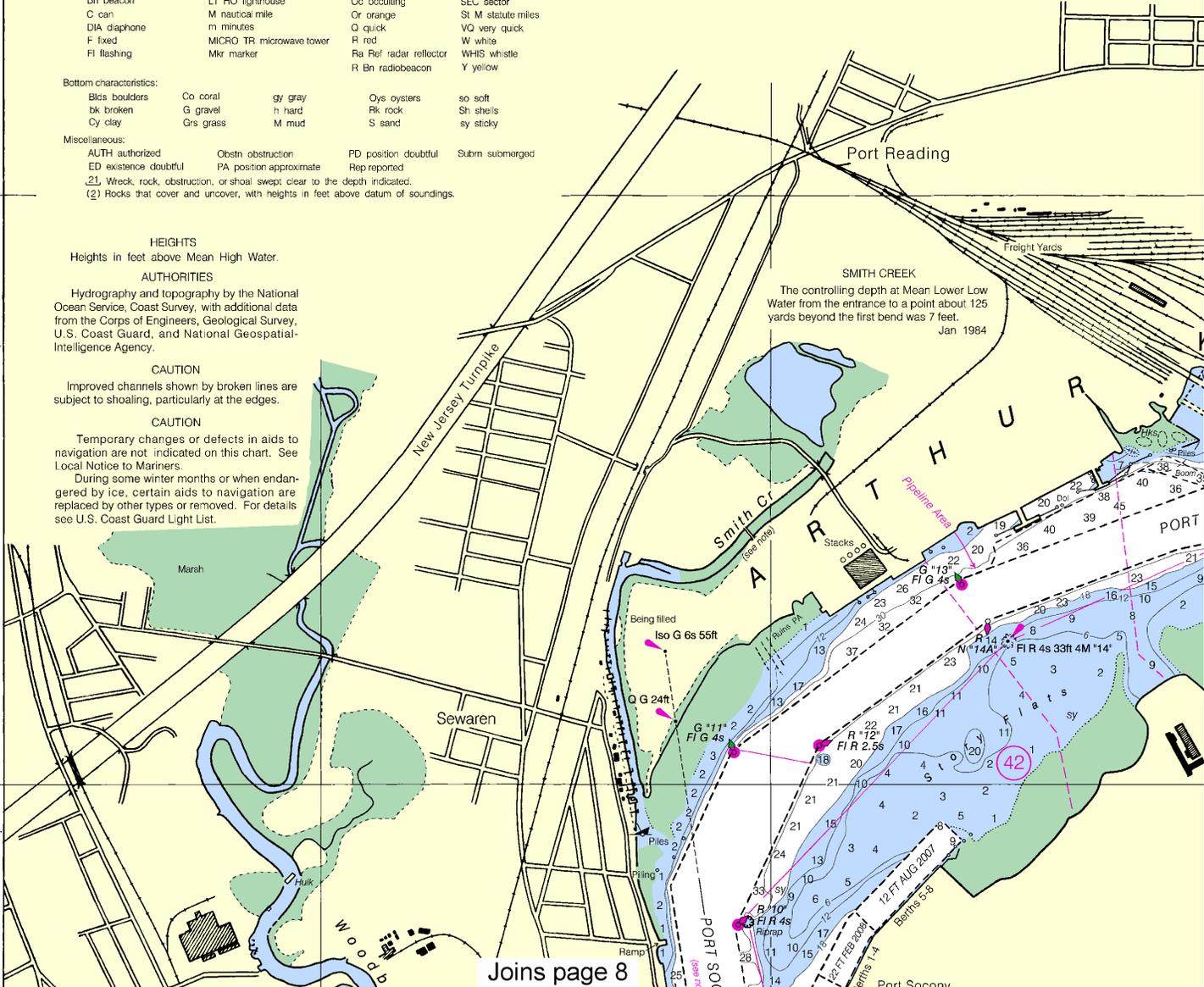
Printed at reduced scale.

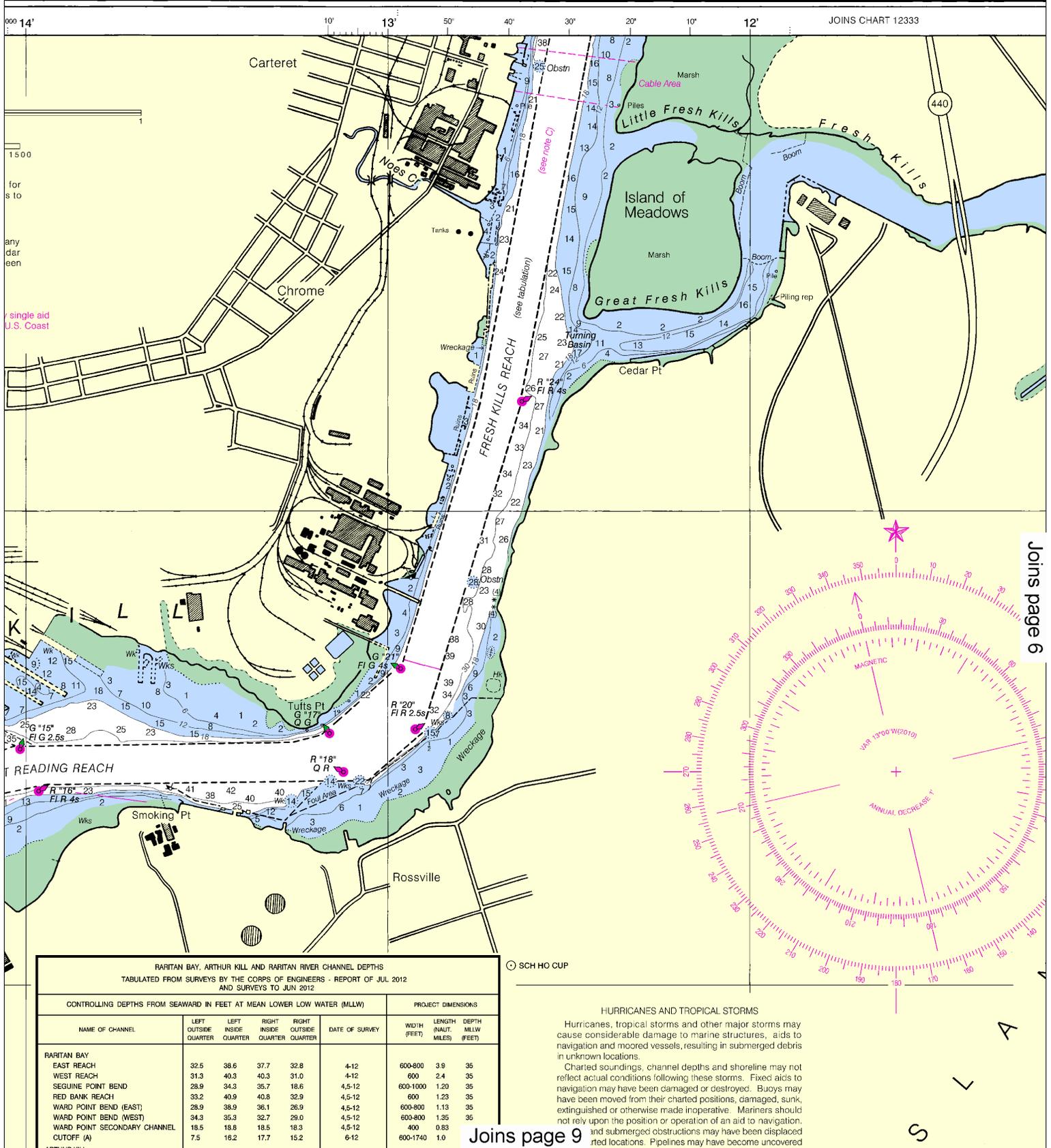
SCALE 1:15,000
Nautical Miles

See Note on page 5.

4

Note: Chart grid lines are aligned with true north.





Joins page 6

RARITAN BAY, ARTHUR KILL AND RARITAN RIVER CHANNEL DEPTHS
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2012
 AND SURVEYS TO JUN 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
RARITAN BAY								
EAST REACH	32.5	38.6	37.7	32.8	4-12	600-800	3.9	35
WEST REACH	31.3	40.3	40.3	31.0	4-12	800	2.4	35
SEGUNTE POINT BEND	28.9	34.3	35.7	18.6	4,5-12	600-1000	1.20	35
RED BANK REACH	33.2	40.9	40.8	32.9	4,5-12	800	1.23	35
WARD POINT BEND (EAST)	28.9	38.9	36.1	26.9	4,5-12	600-800	1.13	35
WARD POINT BEND (WEST)	34.3	35.3	32.7	29.0	4,5-12	600-800	1.35	35
WARD POINT SECONDARY CHANNEL	18.5	18.8	18.5	18.3	4,5-12	400	0.83	
CUTOFF (A)	7.5	16.2	17.7	15.2	6-12	600-1740	1.0	

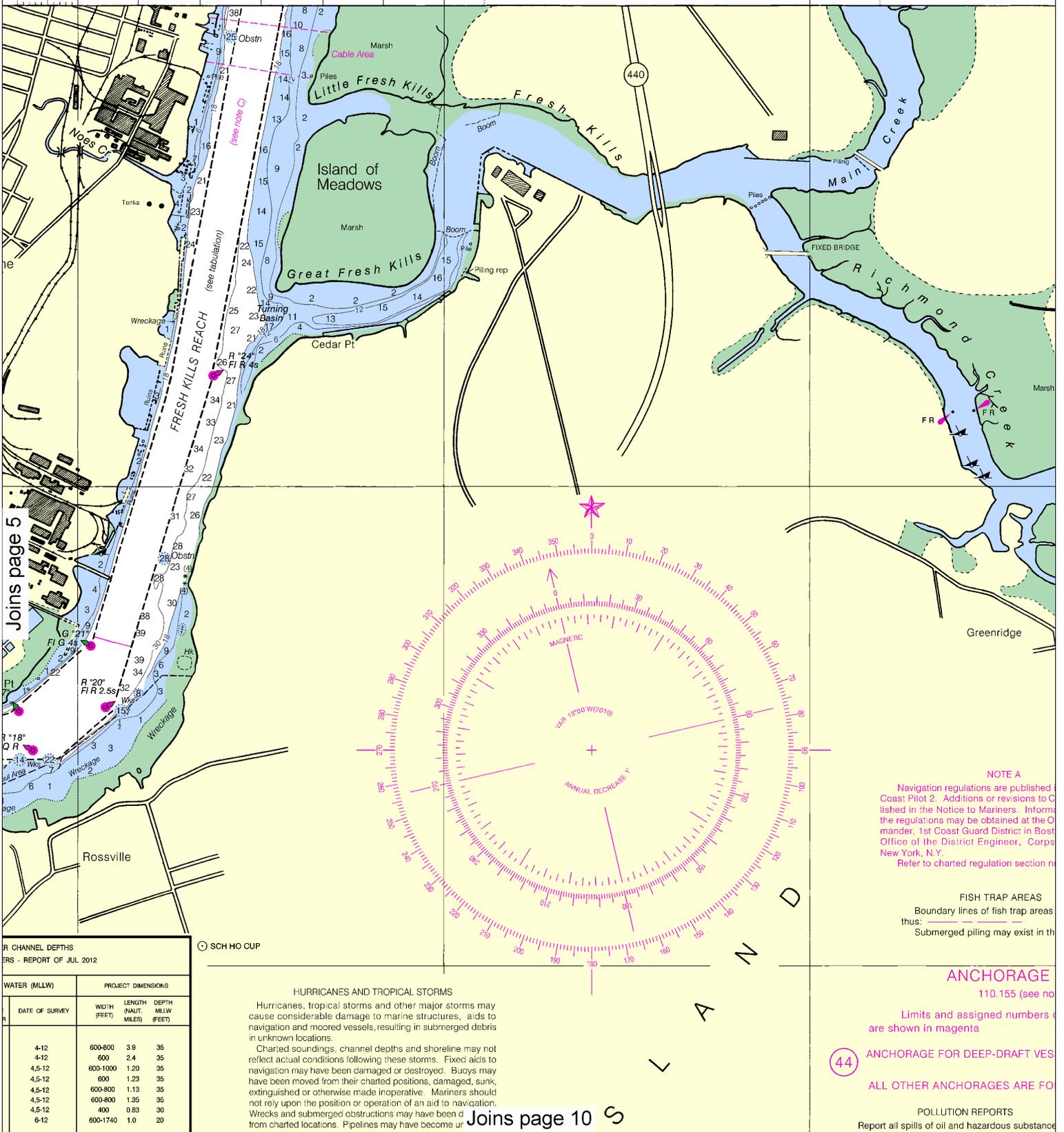
⊙ SCH HO CUP

HURRICANES AND TROPICAL STORMS
 Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
 Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation, and submerged obstructions may have been displaced or destroyed. Pipelines may have become uncovered.

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





CHANNEL DEPTHS
 REPORT OF JUL 2012

WATER (MLLW)		PROJECT DIMENSIONS	
DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
4-12	600-800	3.9	35
4-12	600	2.4	35
4.5-12	600-1000	1.20	35
4.5-12	600	1.13	35
4.5-12	600-800	1.13	35
4.5-12	400	0.83	30
6-12	800-1740	1.0	20

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been discovered from charted locations. Pipelines may have become uncovered.

Joins page 10 S

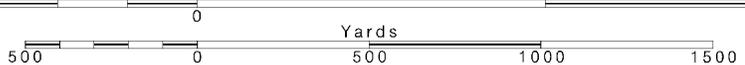


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
 Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET

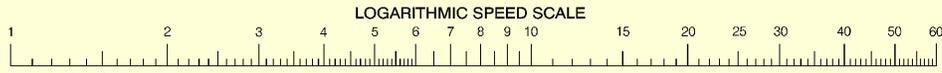
74° 10'

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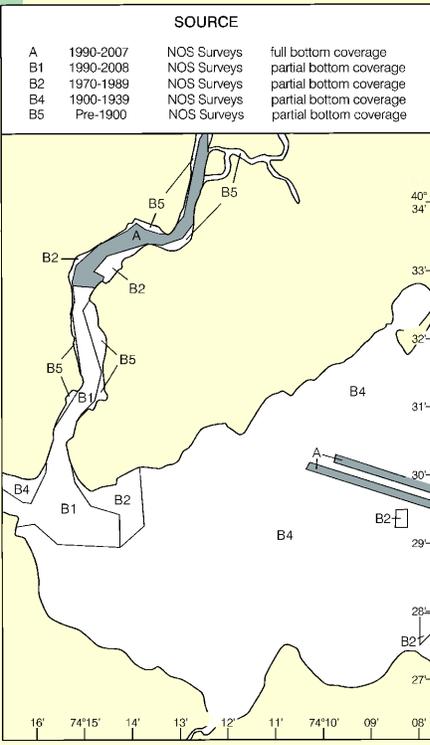
08'



PLANE COORDINATE GRID
(based on NAD 1927)
New Jersey State Grid is indicated
by dotted ticks at 5,000 foot intervals.

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 C

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. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

in Chapter 2, U.S. Chapter 2 are publication concerning Office of the Com- ston, MA or at the ps of Engineers in numbers.

is are shown these areas.

AREAS

(note A) of anchorage areas

SSELS

OR GENERAL USE

ces to the

Bay Terrace

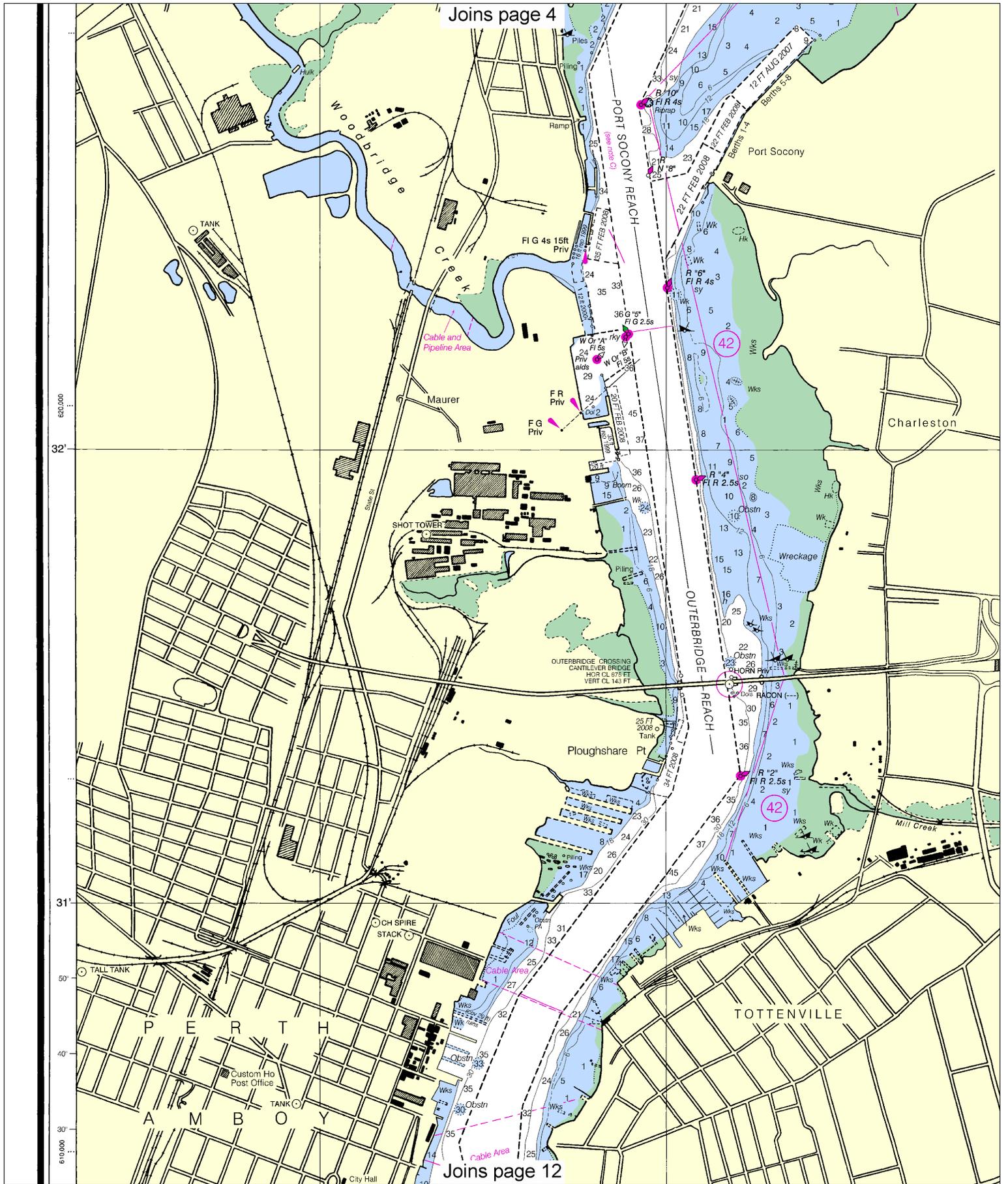
Great Kills Park

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

SPECIAL ANCHORAGE / 110.1, 110.60 (see note A)



Joins page 11

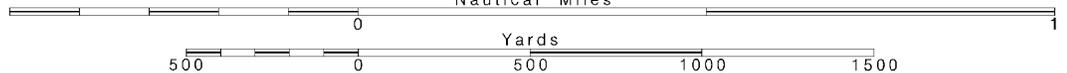


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



WATER (MLLW)		PROJECT DIMENSIONS		
DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (MLLW) (FEET)	
4-12	600-800	3.9	35	
4-12	600	2.4	35	
4-5-12	600-1000	1.20	35	
4-5-12	600	1.23	35	
4-5-12	600-800	1.13	35	
4-5-12	600-800	1.35	35	
4-5-12	400	0.83	30	
6-12	600-1740	1.0	20	
4-5-11;4-5-12	600-840	1.60	35	
4-5-11	600-800	0.87	35	
4-5-11	500-850	1.8	35	
4-5-11	500	1.65	35	
8-11	300	0.76	25	
8-11	300	1.2	25	

HURRICANES AND TROPICAL STORMS

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Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Joins page 6

ANCHORAGE

110.155 (see no

Limits and assigned numbers are shown in magenta

44 ANCHORAGE FOR DEEP-DRAFT VES

ALL OTHER ANCHORAGES ARE FO

POLLUTION REPORTS

Report all spills of oil and hazardous substance National Response Center via 1-800-424-8802 (toll to the nearest U.S. Coast Guard facility if telepho munication is impossible (33 CFR 153).

CAUTION

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

CAUTION

Limitations on the use of radio signals aids to marine navigation can be found in U.S. Coast Guard Light Lists and Natio Geospatial-Intelligence Agency Publication 11 Radio direction-finder bearings to commerc broadcasting stations are subject to error should be used with caution.

Station positions are shown thus:  (Accurate location)  (Approximate locati

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Joins page 9

Joins page 14

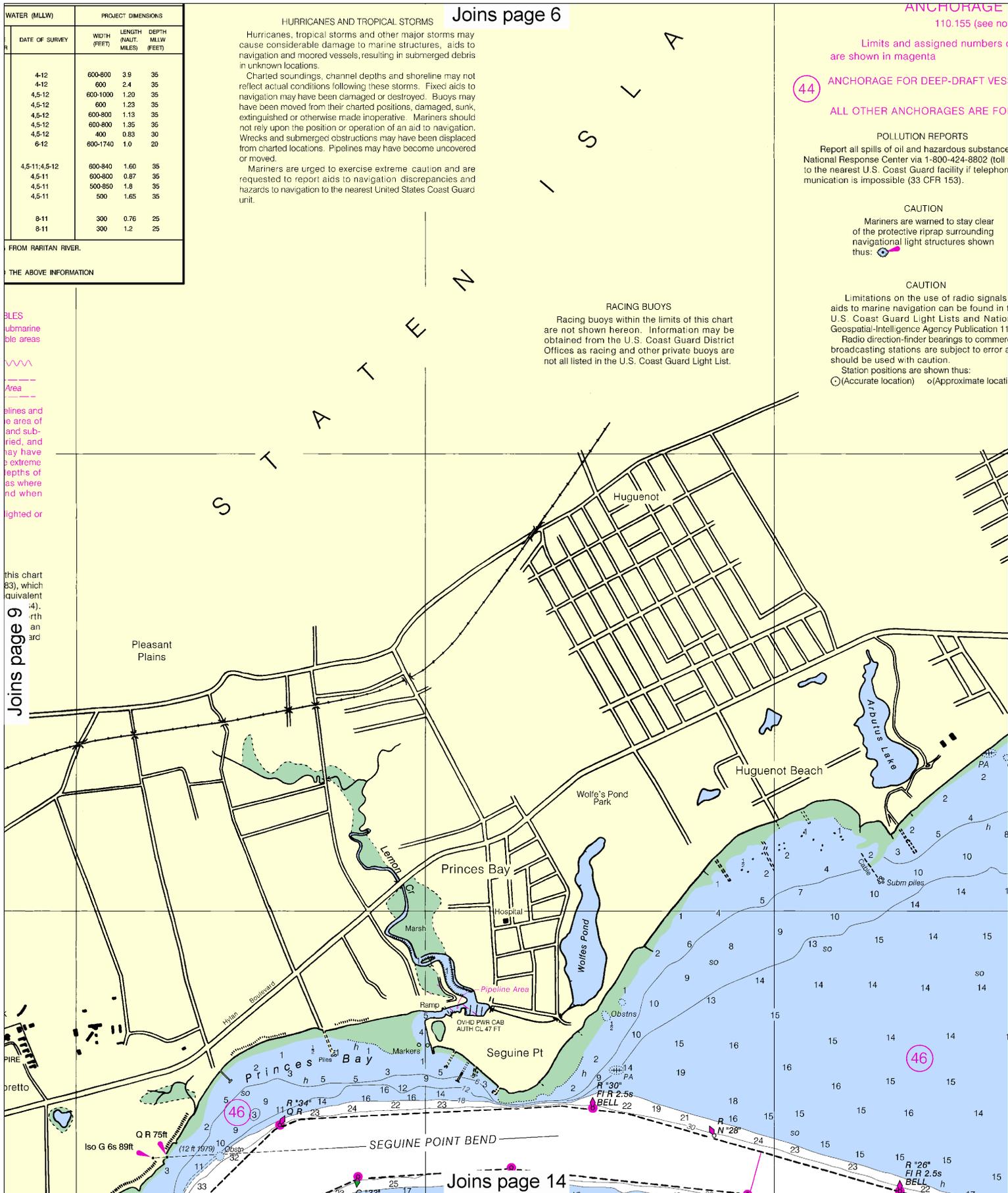
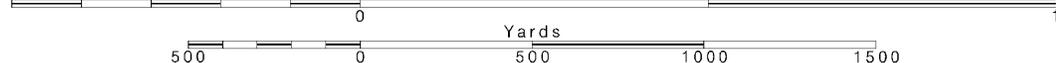
10

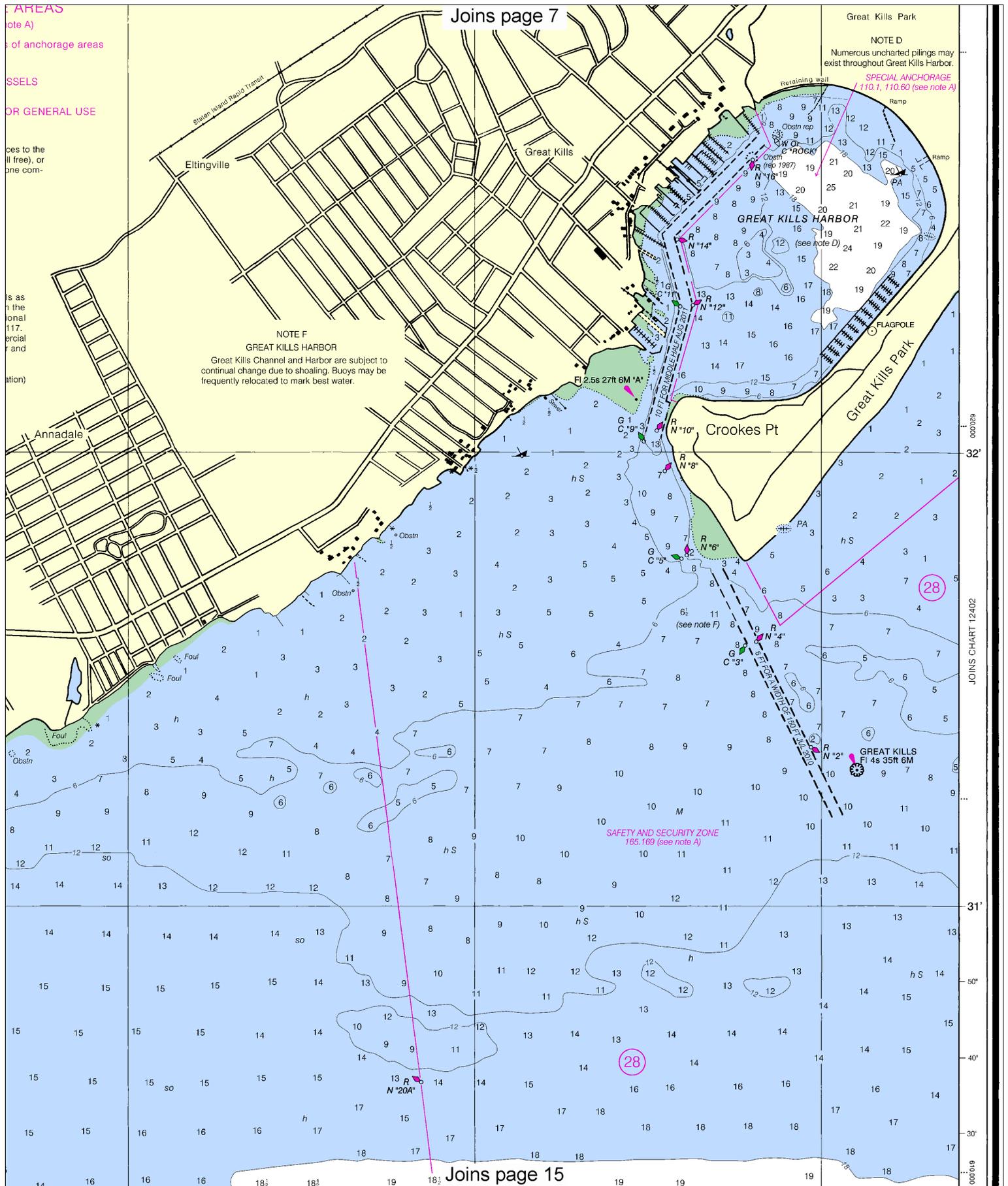
Note: Chart grid lines are aligned with true north.

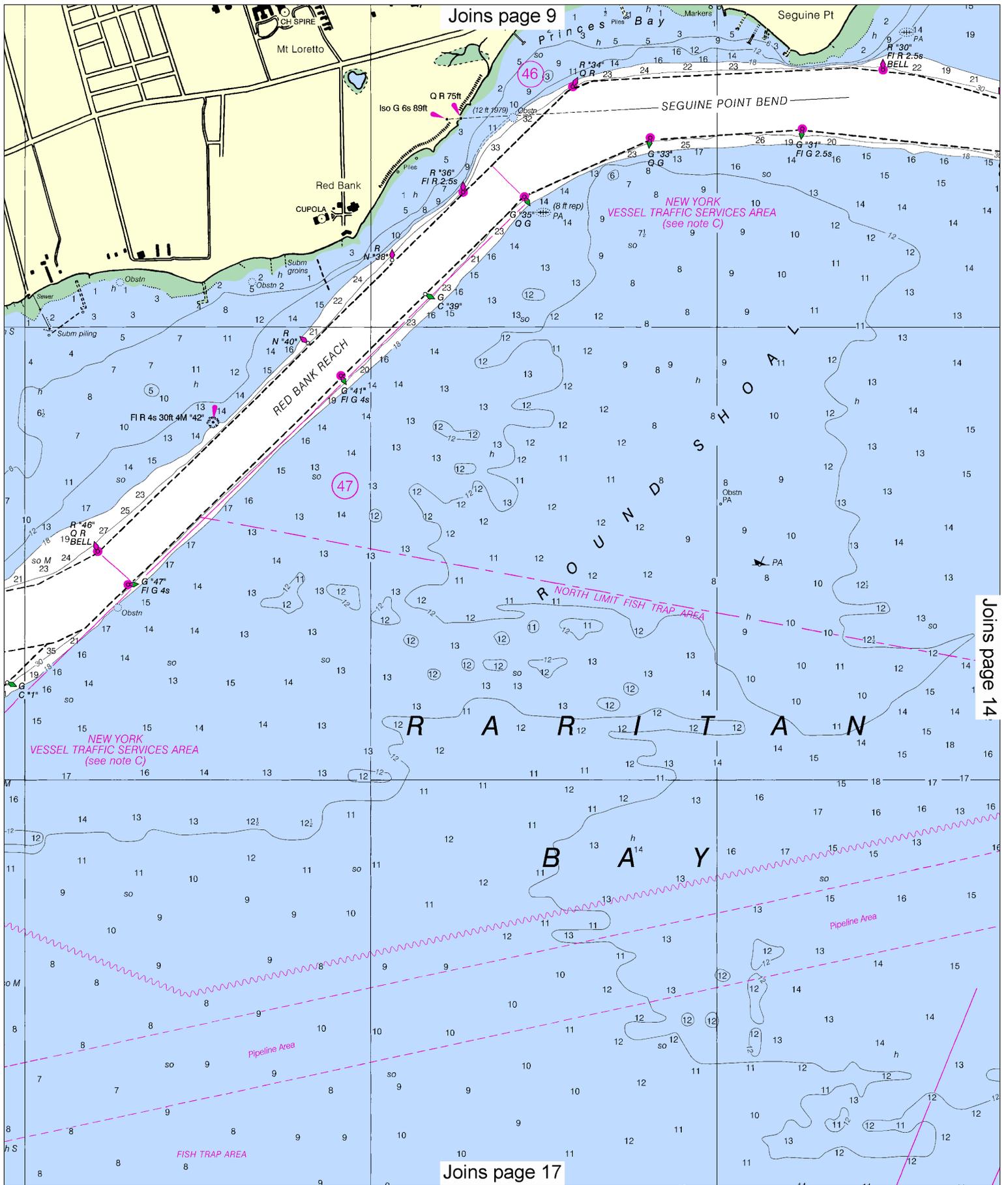
Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



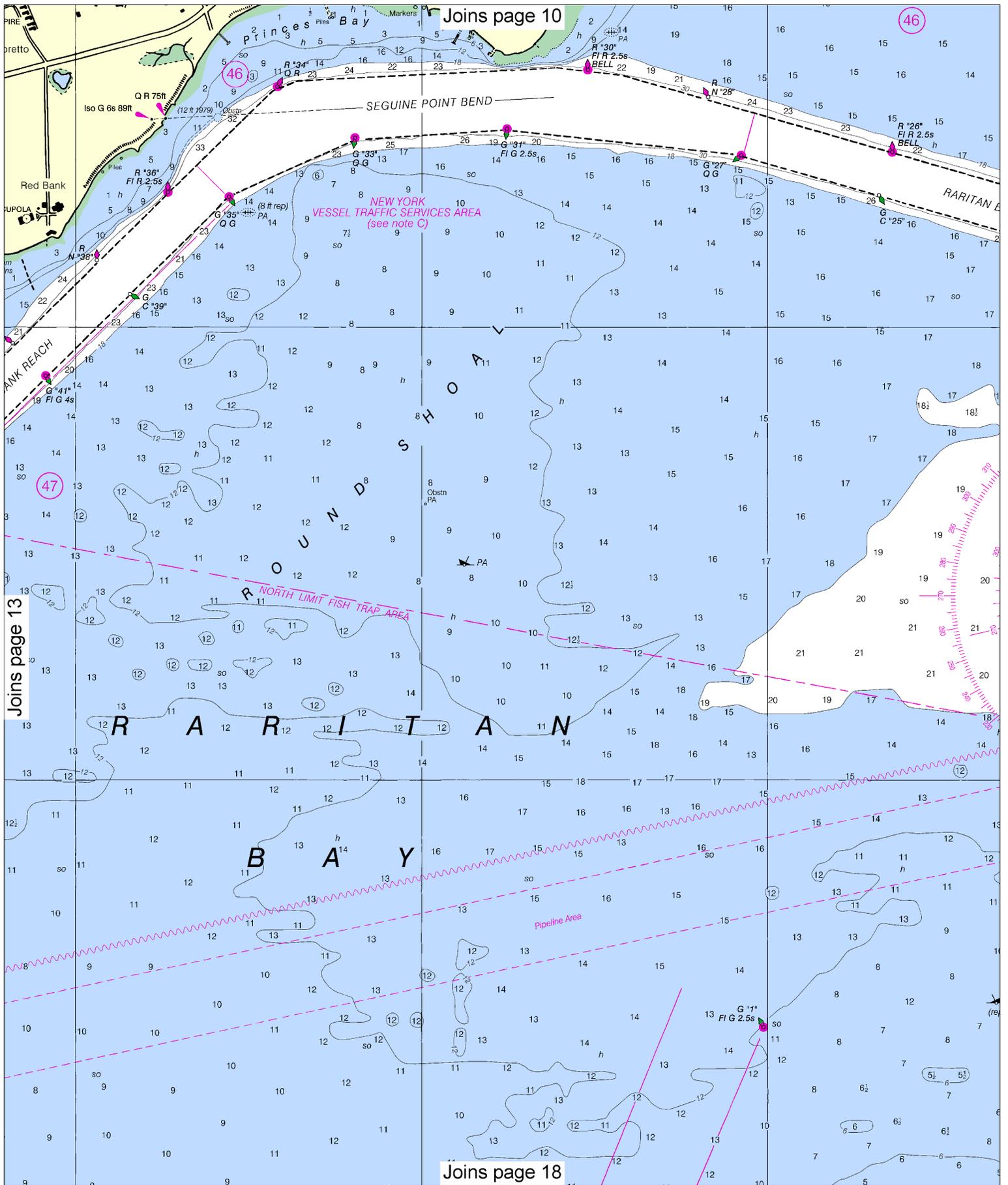




Joins page 9

Joins page 14

Joins page 17

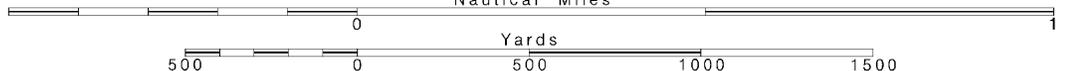


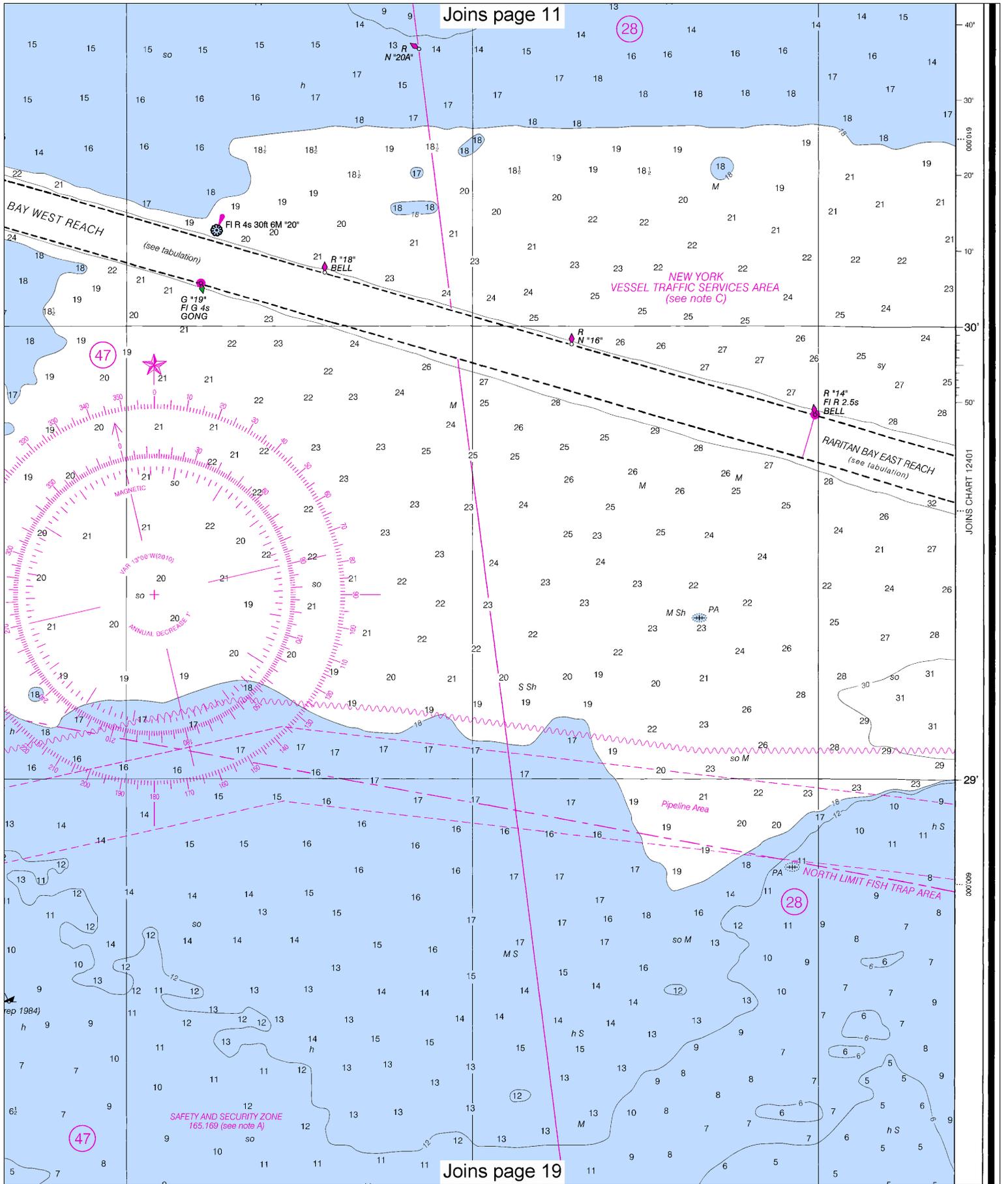
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





40° 28'

590,000

27'

2,110,000

16°

2,115,000

74° 15'

2,120,000

RARITAN BAY AND SOUTHERN PART OF ARTHUR KILL

UNITED STATES - EAST COAST
NEW YORK - NEW JERSEY



Mercator Projection
Scale 1:15,000 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.

TABUL
CONTROLLING DEPTHS
NAME OF CHAN
REACH A
REACH B
NOTE - CONSULT THE C

32nd Ed., Jan. /10 ■ Corrected through NM Jan. 23/10
Corrected through LNM Jan. 12/10

12331

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.

SC

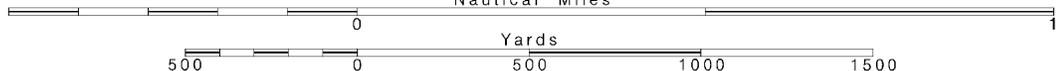
16

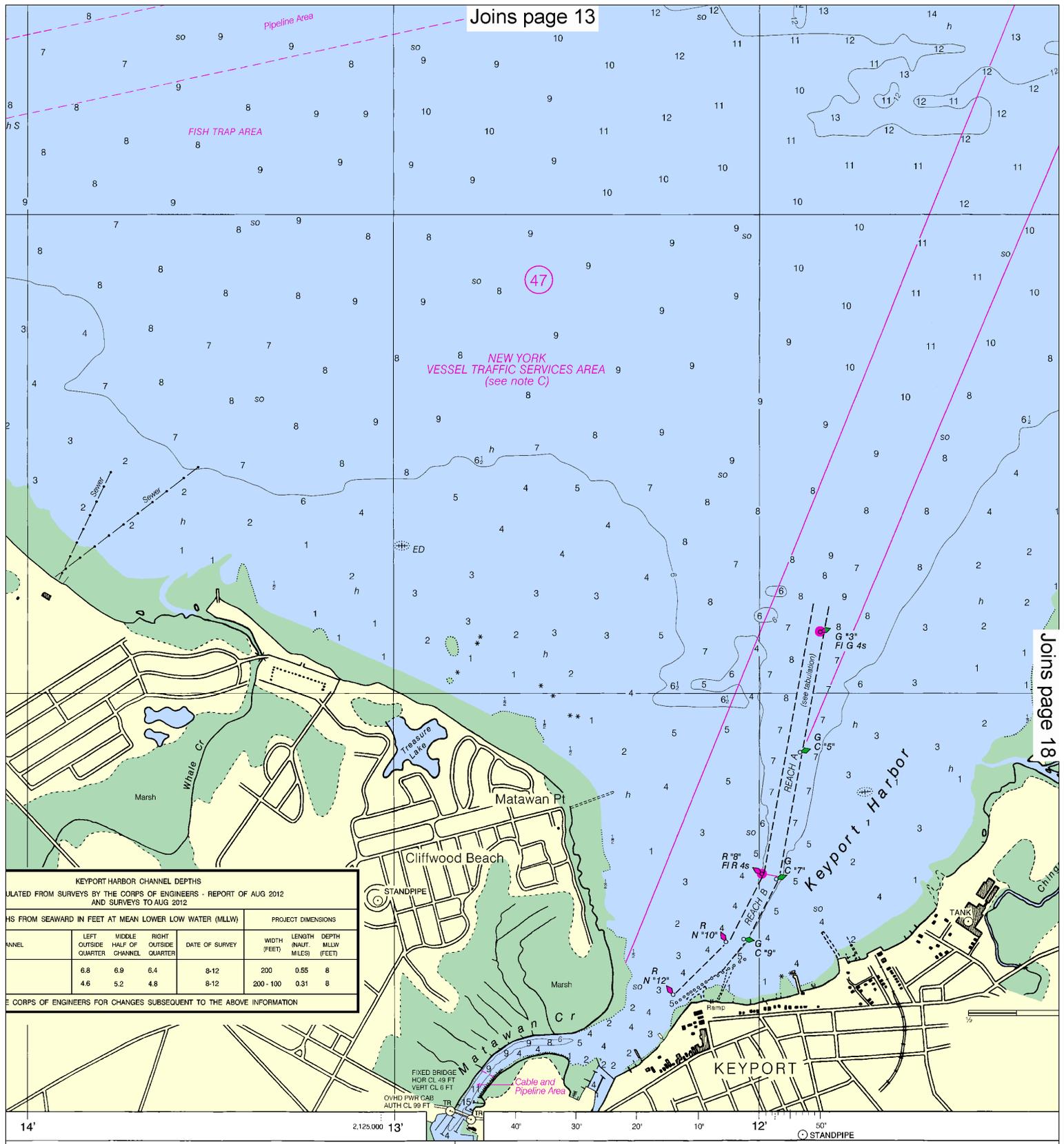
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





Joins page 18

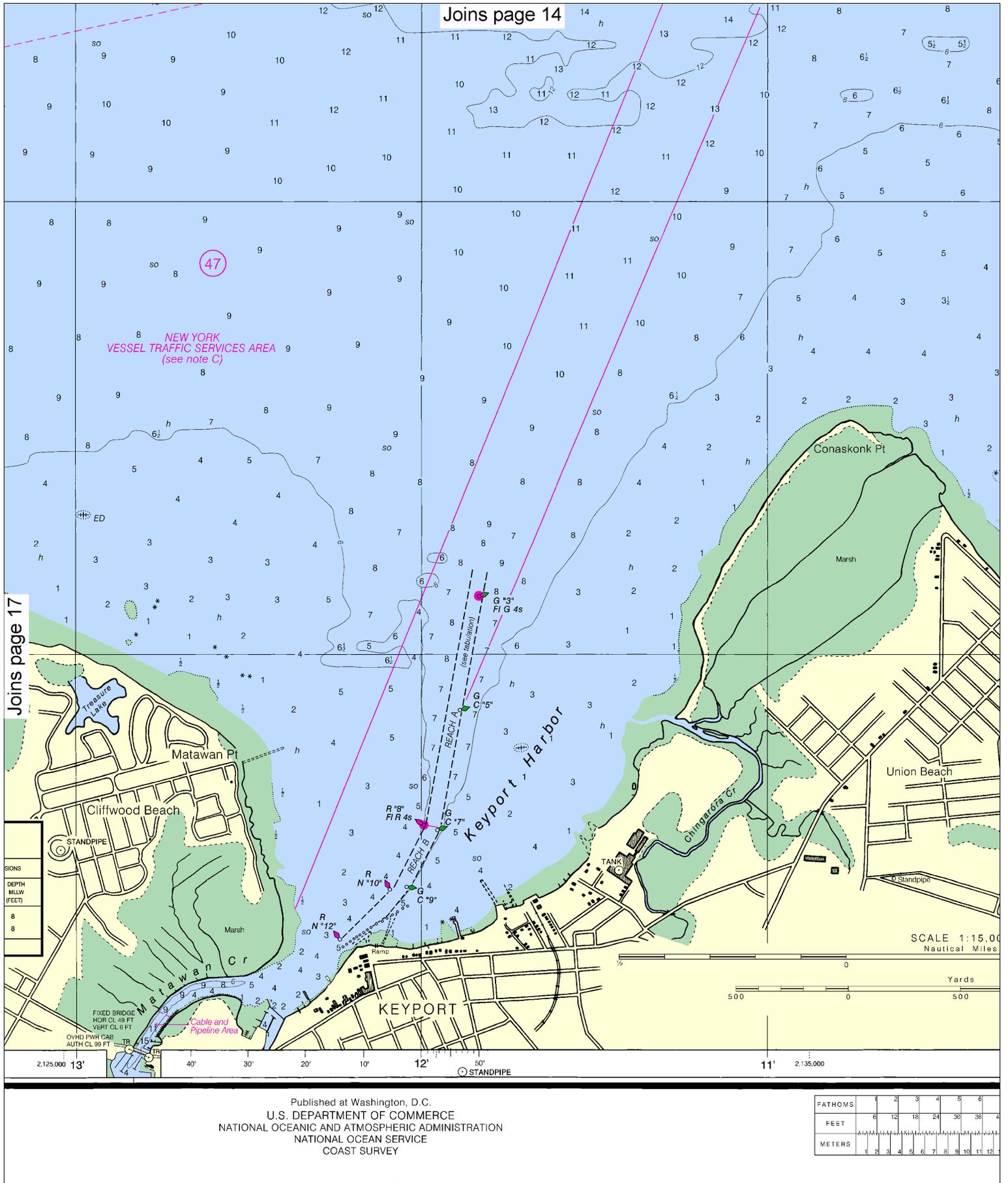
KEYPORT HARBOR CHANNEL DEPTHS
 DERIVED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2012
 AND SURVEYS TO AUG 2012.

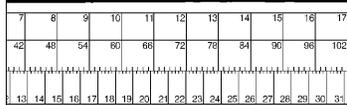
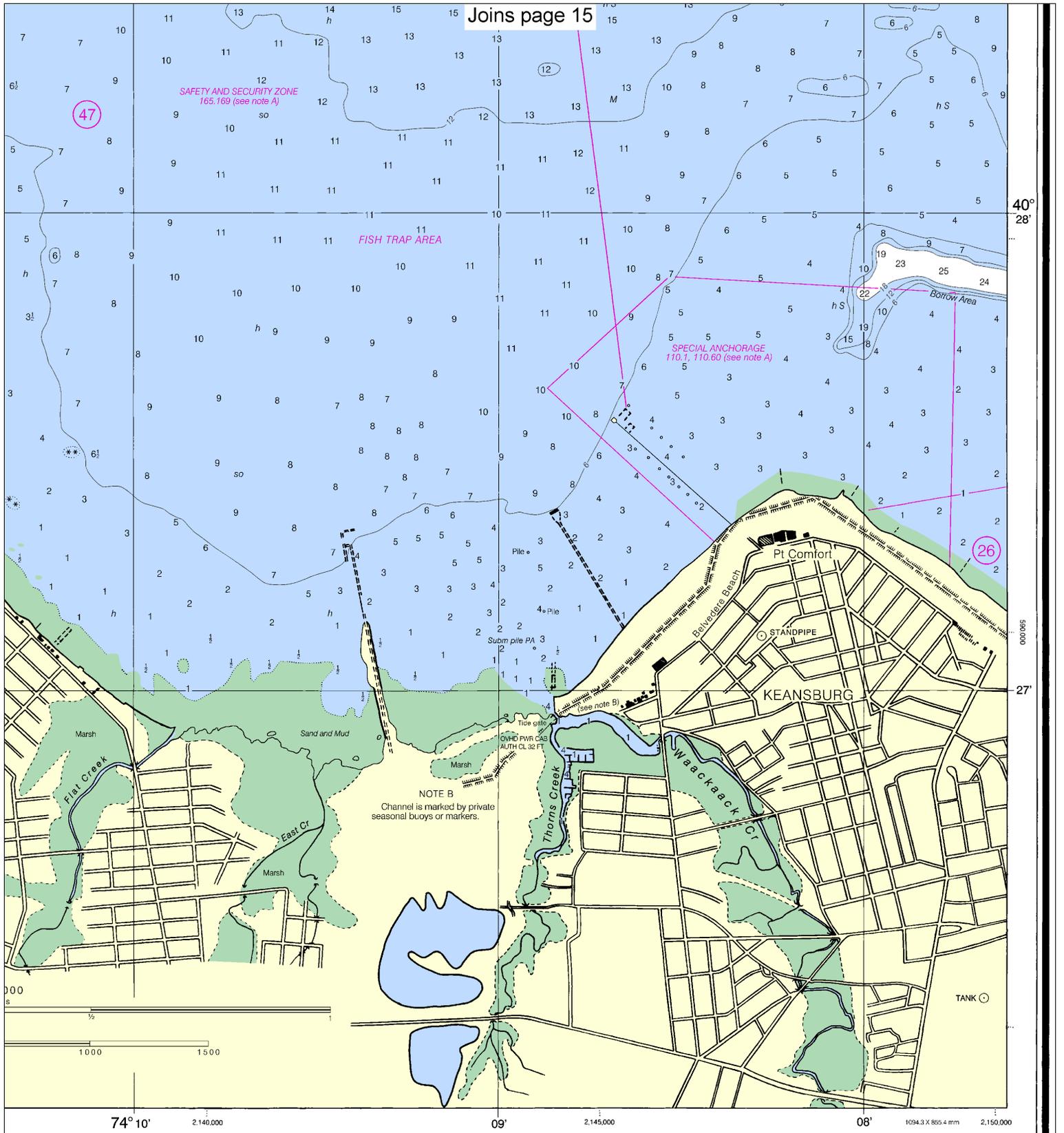
DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS			
CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
	6.8	6.9	6.4	8-12	200	0.55	8
	4.6	5.2	4.8	8-12	200 - 100	0.31	8

FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

OUNDINGS IN FEET

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





Raritan Bay and Southern Part of Arthur Kill

12331

SOUNDINGS IN FEET-SCALE 1:15,000



NSN 7642014010372
 NGA REFERENCE NO. 12XHA12331



ED. NO. 32



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 and 78A – Recreational boat channels.

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.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker