

# BookletChart™

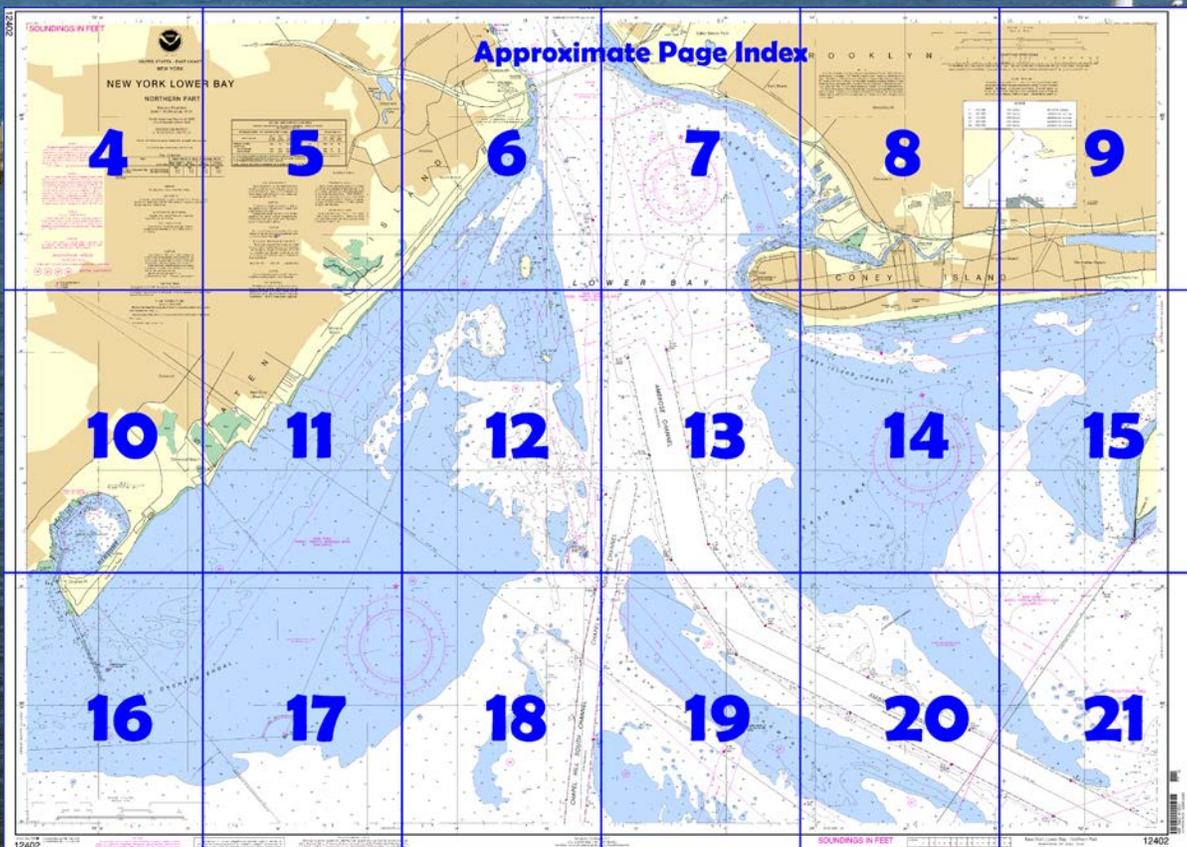
## New York Lower Bay – Northern Part NOAA Chart 12402



*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](http://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.

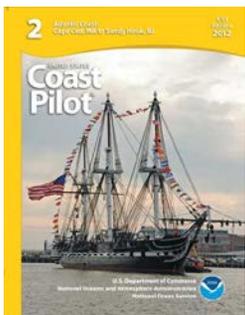
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12402>



**(Selected Excerpts from Coast Pilot)**

**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.

**Rockaway Inlet** the entrance to Jamaica Bay, is between **Rockaway Point** on the southeast side and **Manhattan Beach** and **Barren Island** on the north side. The inlet is obstructed by a shifting sandbar. A jetty, marked near the outer end by a light, extends south from Rockaway

Point. The entrance channel extends westward of the jetty and is marked by lighted and unlighted buoys. The channel has depths of about 15 feet or more at midchannel. A shoal with depths of less than 1 foot and marked by breakers is west of the entrance channel. Obstructions at the entrance to the inlet are: covered 22 feet about 0.6 mile south-southwest of the jetty light in about 40°31'55"N., 73°57'00"W.; covered 20 feet about 0.5 mile south-southeast of the jetty light in about 40°31'55"N., 73°56'11"W.; covered 19 feet about 0.6 mile south-southeast of the jetty light in about 40°31'55"N., 73°56'00"W.; covered 15 feet about 0.3 mile southwest of the jetty light in about 40°32'15"N., 73°56'48"W.; and covered 19 feet about 0.3 mile south of the jetty light in about 40°32'08"N., 73°56'27"W.

**Coney Island**, on the northern side of the entrance to New York Harbor, is a large summer amusement resort.

**Coney Island Channel** is a buoyed passage along the south side of Coney Island that leads from deep water in Lower Bay to Rockaway Inlet. In January-April 2000, the controlling depth was 12 feet. It is used principally by vessels going to Jamaica Bay and Coney Island.

**Gravesend Bay**, northward of Coney Island, affords good anchorage in depths of 11 to 50 feet. The southeasterly part of the bay is shoal with depths of 1 to 6 feet.

**Coney Island Creek** is at the southeastern end of Gravesend Bay and on the north side of Coney Island. Commercial traffic on the creek consists mainly of occasional barge shipments of sand and gravel. The area northward of the entrance to the creek is being filled, and piling is along the northern side of the creek at the filling site. Numerous obstructions and wrecks are in the creek. In February 1991, depths of about 9 feet were available to just below the Cropsey Avenue bridge, about 1 mile above the entrance, but local knowledge is required to carry the best water, thence shoaling to bare to a point about 0.2 mile above the Cropsey Avenue bridge. The creek is crossed by four fixed bridges having a least clearance of 2 feet. A boatyard about 0.8 mile above the creek entrance provides berths, electricity, gasoline, water, ice, storage, marine supplies, and hull and engine repairs. Lifts to 14 tons are available.

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

**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>.

**Dangers.**—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** is off the northeastern side of Sandy Hook. **Flynns Knoll** is between Swash, Sandy Hook, and Chapel Hill Channels. **Romer Shoal**, between Ambrose and Swash Channels, is marked by Romer Shoal Light; a fog signal is sounded from the light station. **East Bank** is northward and eastward of Ambrose Channel. **West Bank** is westward of Ambrose Channel between West Bank (Range Front) Light and Fort Wadsworth. Numerous rocks and obstructions lie between West Bank and the western limit of Ambrose Channel. The chart is the best guide. The tip of Sandy Hook is changeable, and the area around it is subject to severe shoaling; caution should be exercised in the area.

**Mariners are cautioned to maintain a sharp lookout for floating debris in the harbor and channels**

**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

Corrected through NM Jun. 2/12  
Corrected through LNM May 22/12

### NOTE D

Numerous uncharted pilings may exist throughout Great Kills Harbor.

### HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection  
Scale 1:15,000 at Lat. 40°34'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

### 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)

### NOTE B

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

### 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.

### CAUTION

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

### AIDS TO NAVIGATION

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

### 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.

### 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

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.

### NOTE F

#### GREAT KILLS HARBOR

Great Kills Channel and Harbor are subject to continual change due to shoaling. Buoys may be frequently relocated to mark best water.

### 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 0.378' northward and 1.494' eastward to agree with 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

For Symbols and Abbreviations see Chart No. 1

### 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.

### AUTHORITIES

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

### 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.

### FISH TRAP AREAS

Boundary lines of the 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.

## ANCHORAGE AREAS

110.155 (see note A)

Limits and numbers of anchorage areas shown in magenta

24 25 27 28 GENERAL ANCHORAGES

### 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
Norton Point, Gravesend Bay	(40°35' N/74°00' W)	feet	feet	feet
Fort Hamilton	(40°36' N/74°02' W)	5.3	5.0	0.2
		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>. (May 2012)

### LOWER BAY AND CHAPEL HILL CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2012 AND SURVEYS TO MAR 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT	LEFT	RIGHT	RIGHT	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
	OUTSIDE QUARTER	INSIDE QUARTER	INSIDE QUARTER	OUTSIDE QUARTER				
LOWER BAY:								
AMEROSE CHANNEL	39.9	45.9	45.8	41.7	4-03	2000	9.2	45
CHAPEL HILL:								
SOUTH CHANNEL (A)	*29.0	*29.3	*29.9	*20.5	2,3-12	1000	2.6	30
NORTH CHANNEL (A)	*29.0	*29.0	*27.2	*27.6	2,3-12	1000	2.2	30

A. AN \* DENOTES A SHOAL OBSTRUCTION. SPORADIC SHOAL OBSTRUCTIONS EXIST WITHIN THE CHANNEL BUT ARE NOT CHARTED. CONSULT CORPS OF ENGINEERS FOR LOCATION OF OBSTRUCTIONS.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

12402

74° 08'

07'

# SOUNDINGS IN FEET



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST  
NEW YORK

# NEW YORK LOWER BAY

## NORTHERN PART

Mercator Projection  
Scale 1:15,000 at Lat. 40°34'

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](http://nauticalcharts.noaa.gov).

For Symbols and Abbreviations see Chart No. 1

### TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean High High Water	Mean High Water	Mean Low Water
Norton Point, Gravesend Bay	(40°35' N/74°00' W)	feet	feet	feet
Fort Hamilton	(40°36' N/74°02' W)	5.3	5.0	0.2
		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://desandcurrents.noaa.gov>.  
(May 2012)

### 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, and U.S. Coast Guard.

### SUPPLEMENTAL INFORMATION

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

### AIDS TO NAVIGATION

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

### FISH TRAP AREAS

Boundary lines of the 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.

### PLANE COORDINATE GRID

(based on NAD 1927)

The New York State Grid, Long Island Zone, is indicated by dashed ticks at 5,000 foot intervals shown thus:

The New Jersey State Grid is indicated by solid ticks at 5,000 foot intervals shown thus:

The last three digits are omitted.

### 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.

Position positions are shown thus: (Approximate location)

Joins page 10

140

645

40°  
36'

135

### 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 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. 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 E

#### PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist 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.

### 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.

## ANCHORAGE AREAS

110.155 (see note A)

Limits and numbers of anchorage areas shown in magenta

24 25 27 28

GENERAL ANCHORAGES

STATEN ISLAND LT  
F 234ft  
F 225ft

35'

130

635

TABULATED FROM
CONTROLLING DEPTHS FROM
NAME OF CHANNEL
LOWER BAY: AMBROSE CHANNEL CHAPEL HILL: SOUTH CHANNEL (A) NORTH CHANNEL (A)
A. AN * DENOTES A SHOAL OBSTRUCTION CONSULT CORPS OF ENGINEERS NOTE - CONSULT THE CORPS OF ENGINEERS

Report a change in soundings to the nearest Coast Guard Office as required. If a change is impossible, report to the nearest Coast Guard Office as required.

Temporary navigation aids are shown in magenta. During special operations, they may be replaced by permanent aids. See U.S. Coast Pilot for details.

Mariners are advised to exercise extreme care in navigating within this area.

Racing buoys are not shown. They are obtained from the Coast Guard Office as required. Not all listed.

Improved soundings are shown in magenta. They are subject to change.

NOAA Water Level Observing System (WLOS) stations are shown in magenta. The NOAA Water Level Observing System (WLOS) provides water level data as much as 15 minutes in advance of the tide.

New York, NY

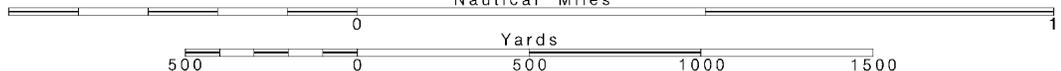
# 4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.



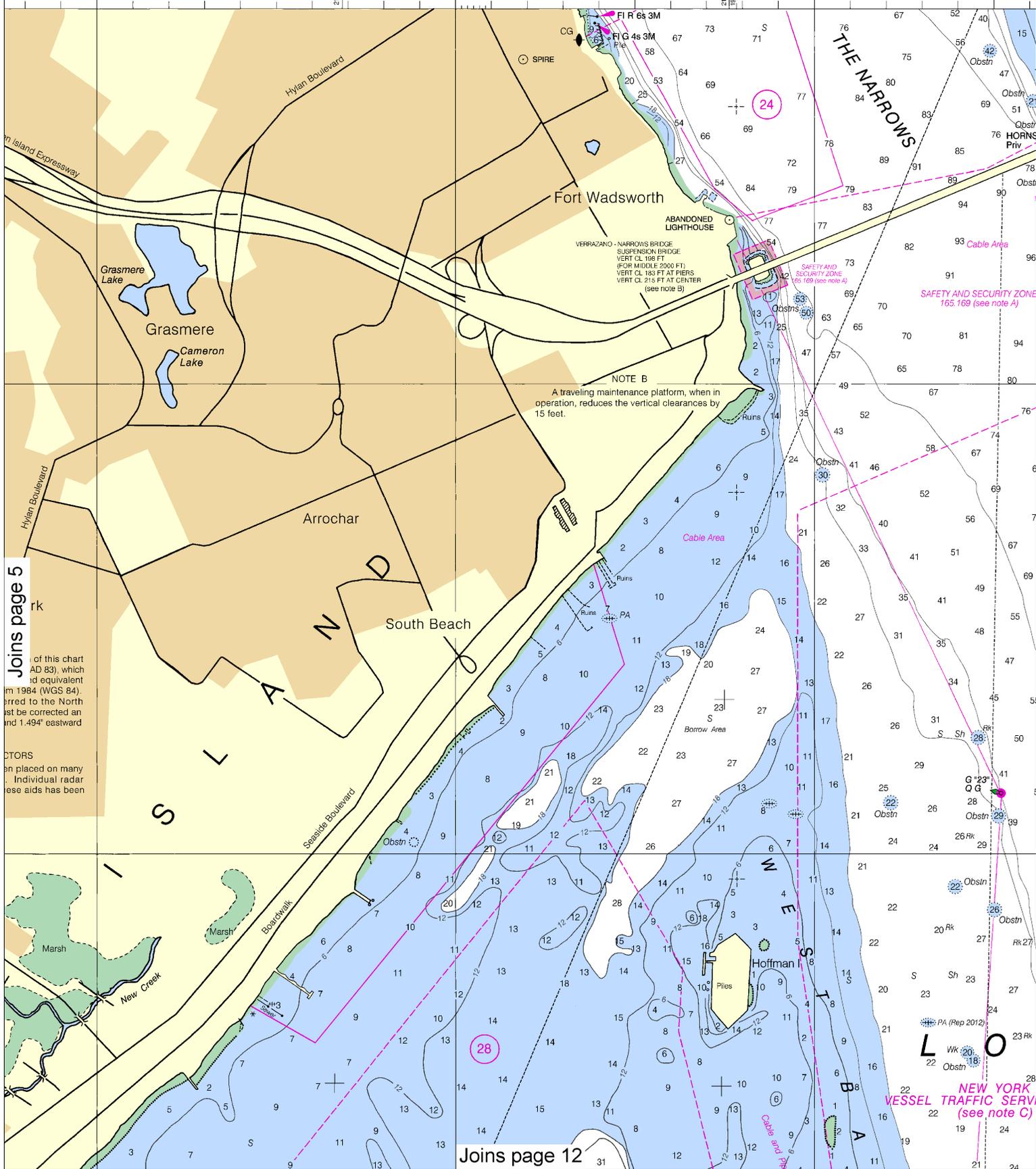


05'

04'

03'

CONTINUED ON CHARTS 12327 & 12334



Joins page 5

of this chart  
AD 83, which  
is equivalent  
to 1984 (WGS 84).  
If referred to the North  
Pole, it should be corrected and  
shifted 1.494" eastward

NOTES  
When placed on many  
charts. Individual radar  
aids has been

Joins page 12

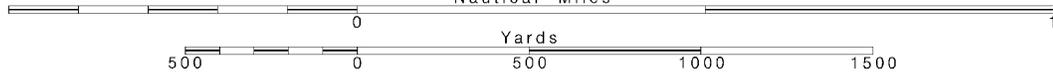


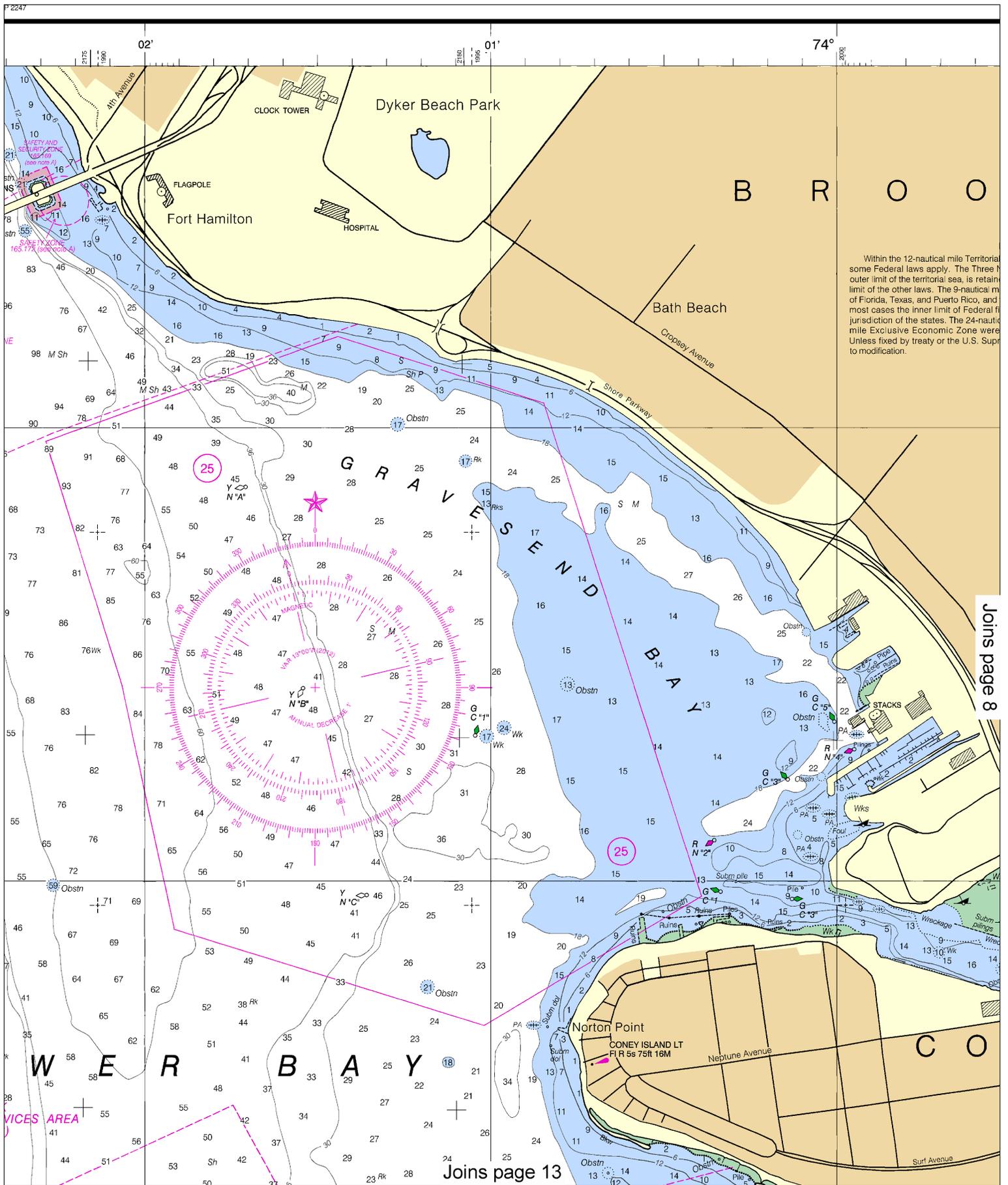
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.





Within the 12-nautical mile Territorial sea, some Federal laws apply. The Three Mile limit of the territorial sea, is retained under the other laws. The 9-nautical mile limit of the territorial sea, is retained under the other laws. The 24-nautical mile Exclusive Economic Zone were Unless fixed by treaty or the U.S. Suppl to modification.

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Joins page 13



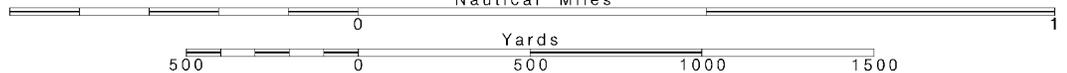


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.



58'

73° 57'

SCALE 1:15,000  
Nautical Miles



LOGARITHMIC SPEED SCALE

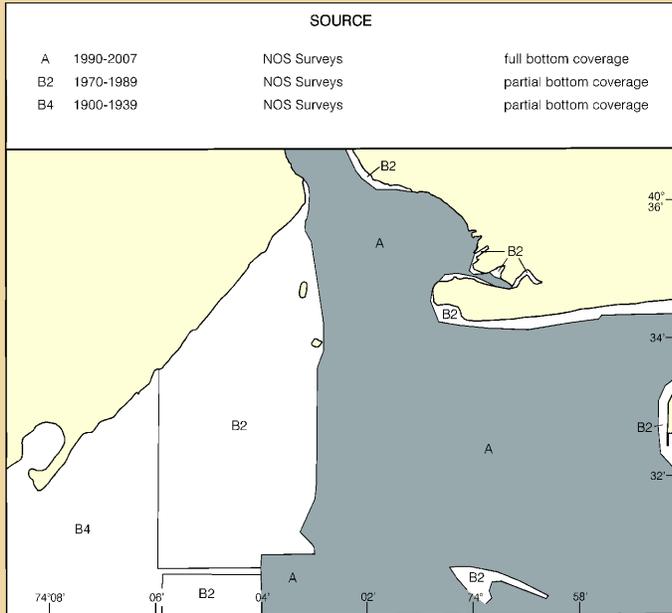
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

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.

SOURCE

A	1990-2007	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



Sheepshead Bay

TALL TOWER (ST MARKS)

Brighton Beach

Manhattan Beach

Manhattan Beach Park

I S L A N D

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CAUTION

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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.

Oakwood

New Dor Beach

Oakwood Beach

NOTE F GREAT KILLS HARBOR

Great Kills Channel and Harbor are subject to continual change due to shoaling. Buoys may be frequently relocated to mark best water.

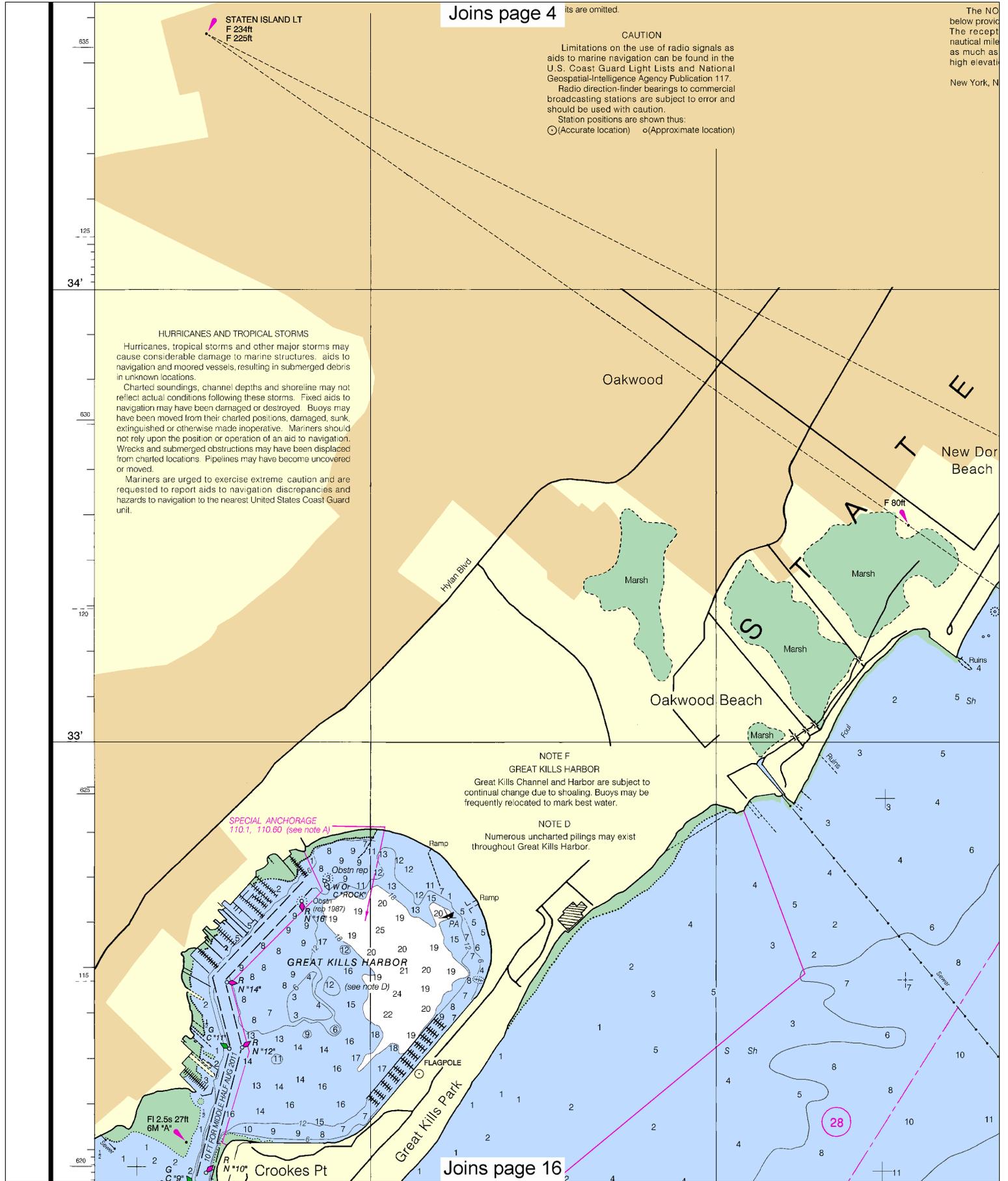
NOTE D

Numerous uncharted pilings may exist throughout Great Kills Harbor.

SPECIAL ANCHORAGE 110.1, 110.60 (see note A)

GREAT KILLS HARBOR

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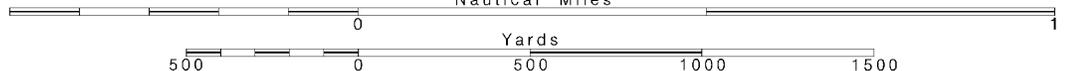
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000 Nautical Miles

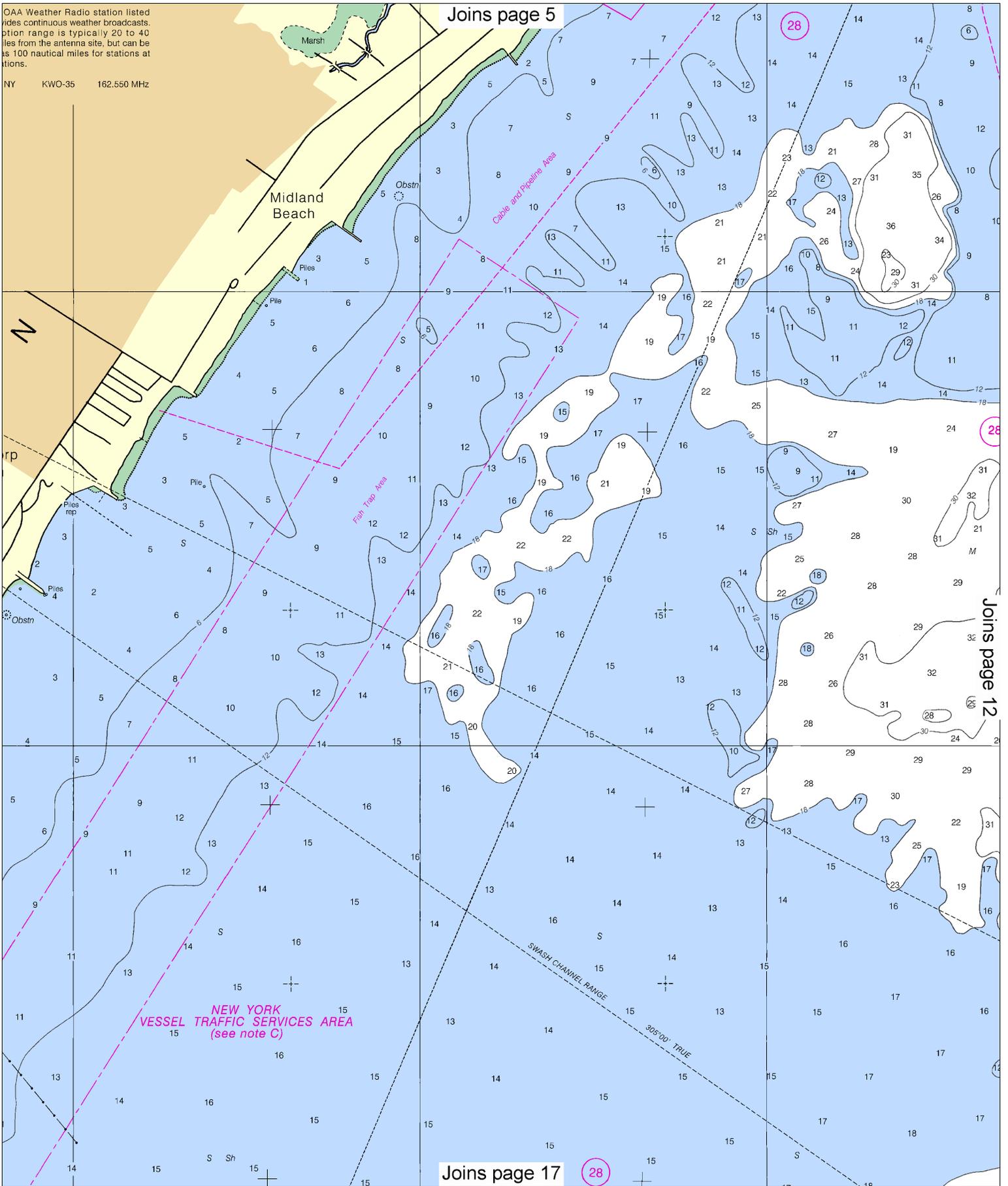
See Note on page 5.



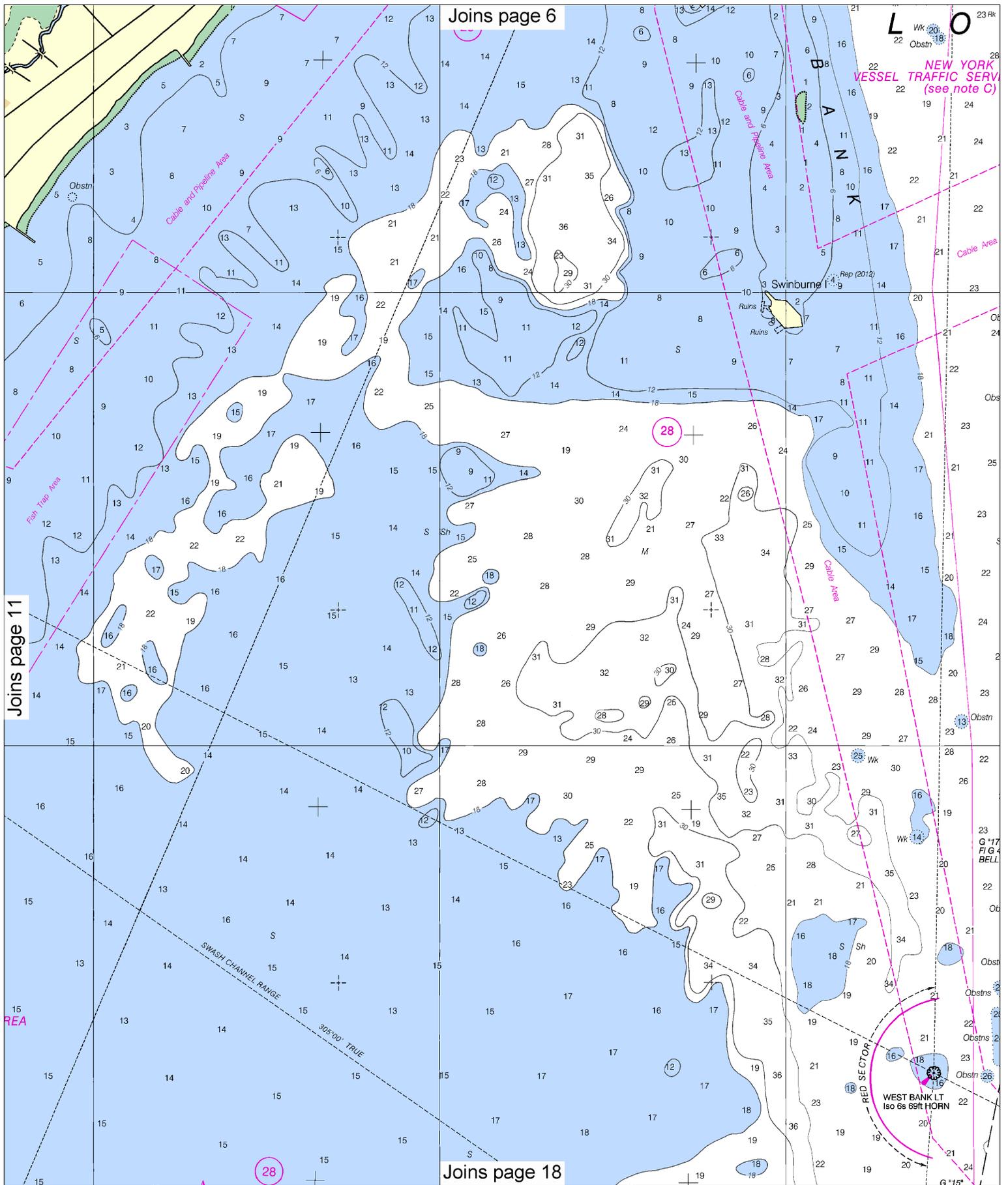
OAA Weather Radio station listed  
vides continuous weather broadcasts.  
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tions.

NY KWO-35 162.550 MHz

Joins page 5



Joins page 17



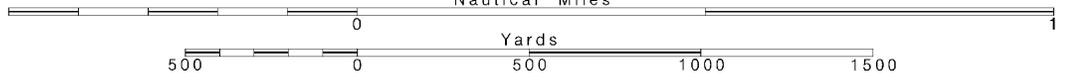
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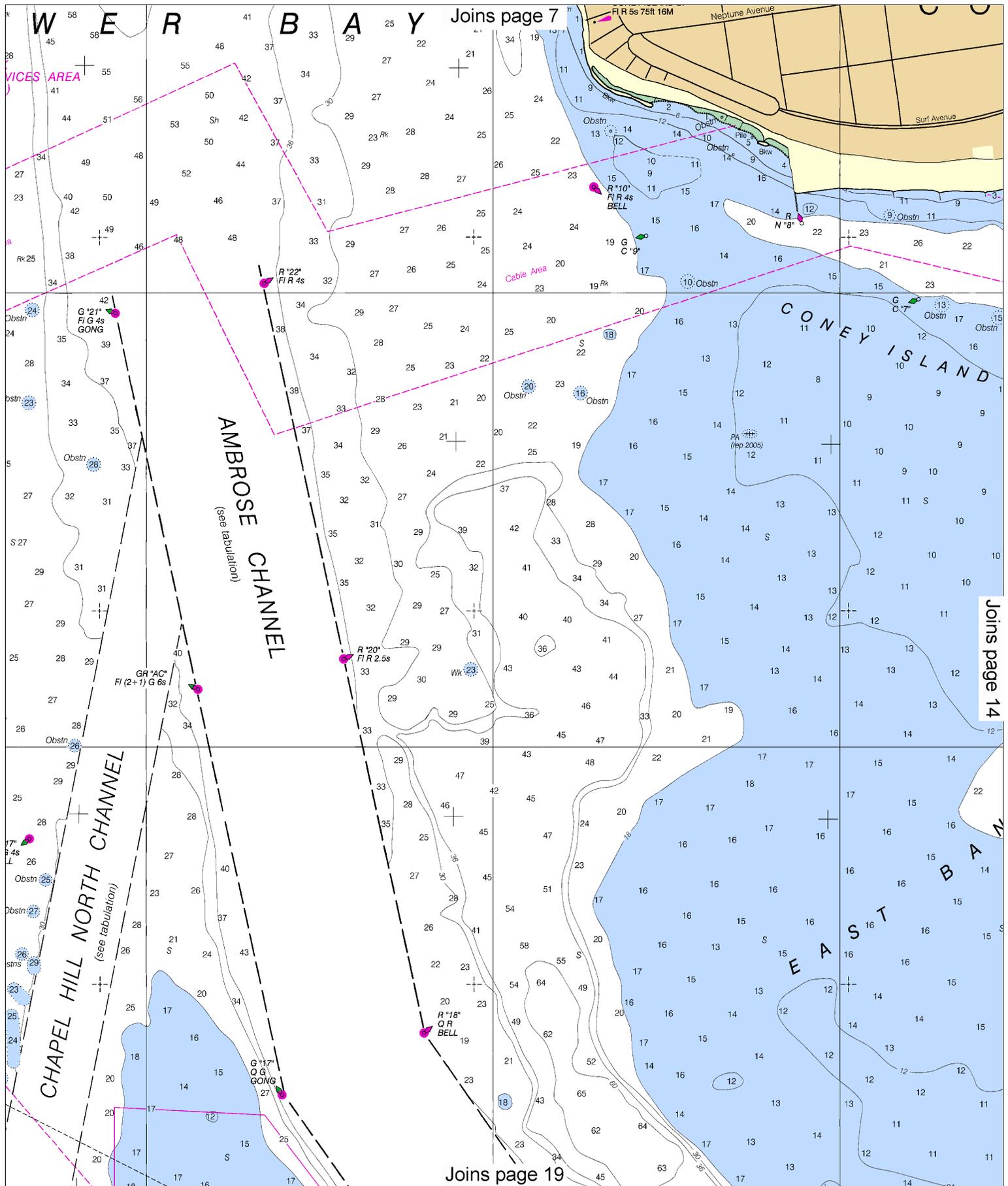
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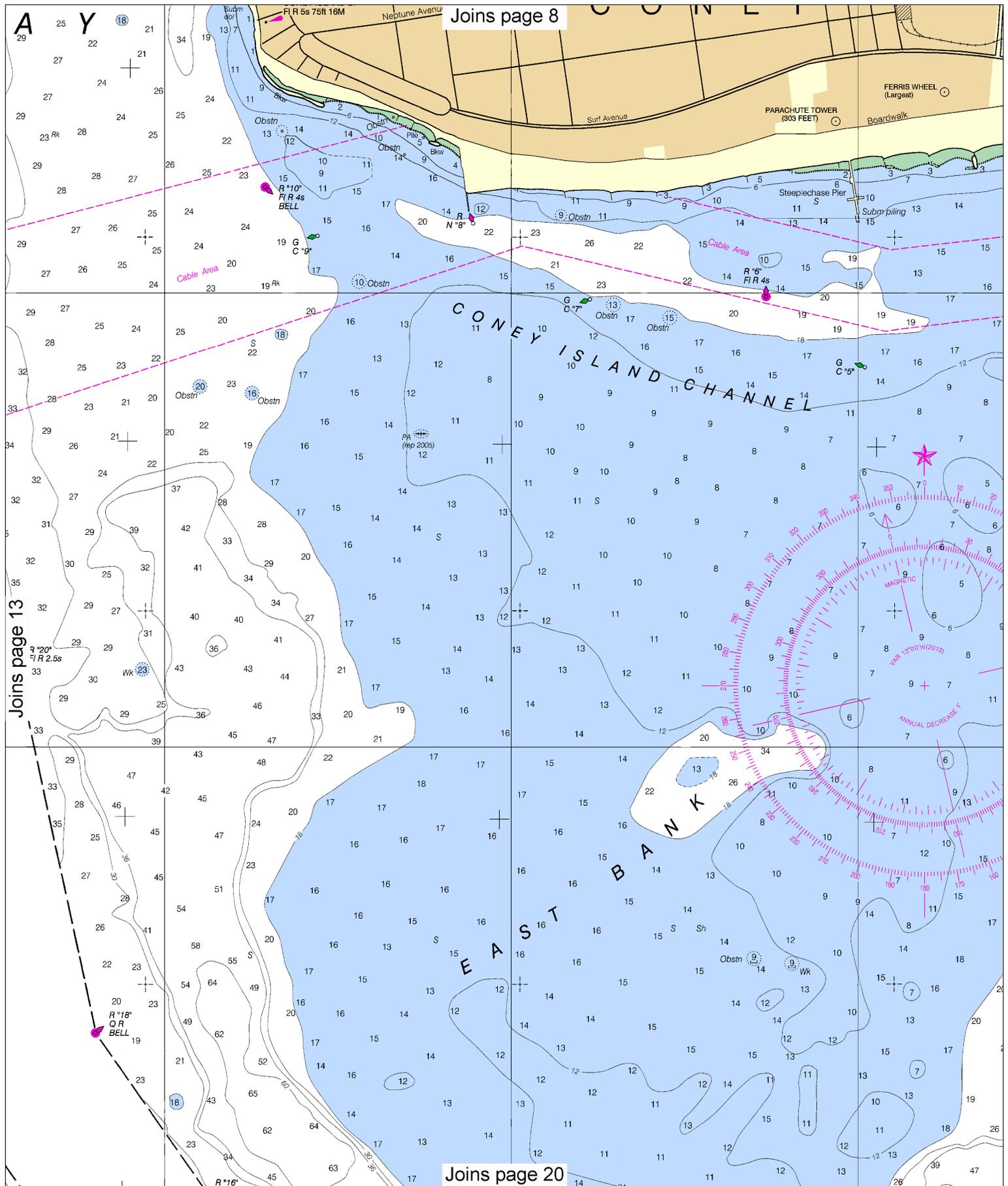
Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.







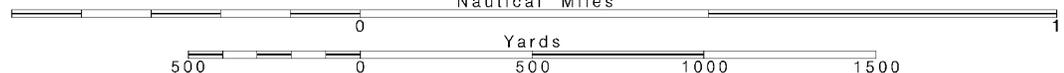
**14**

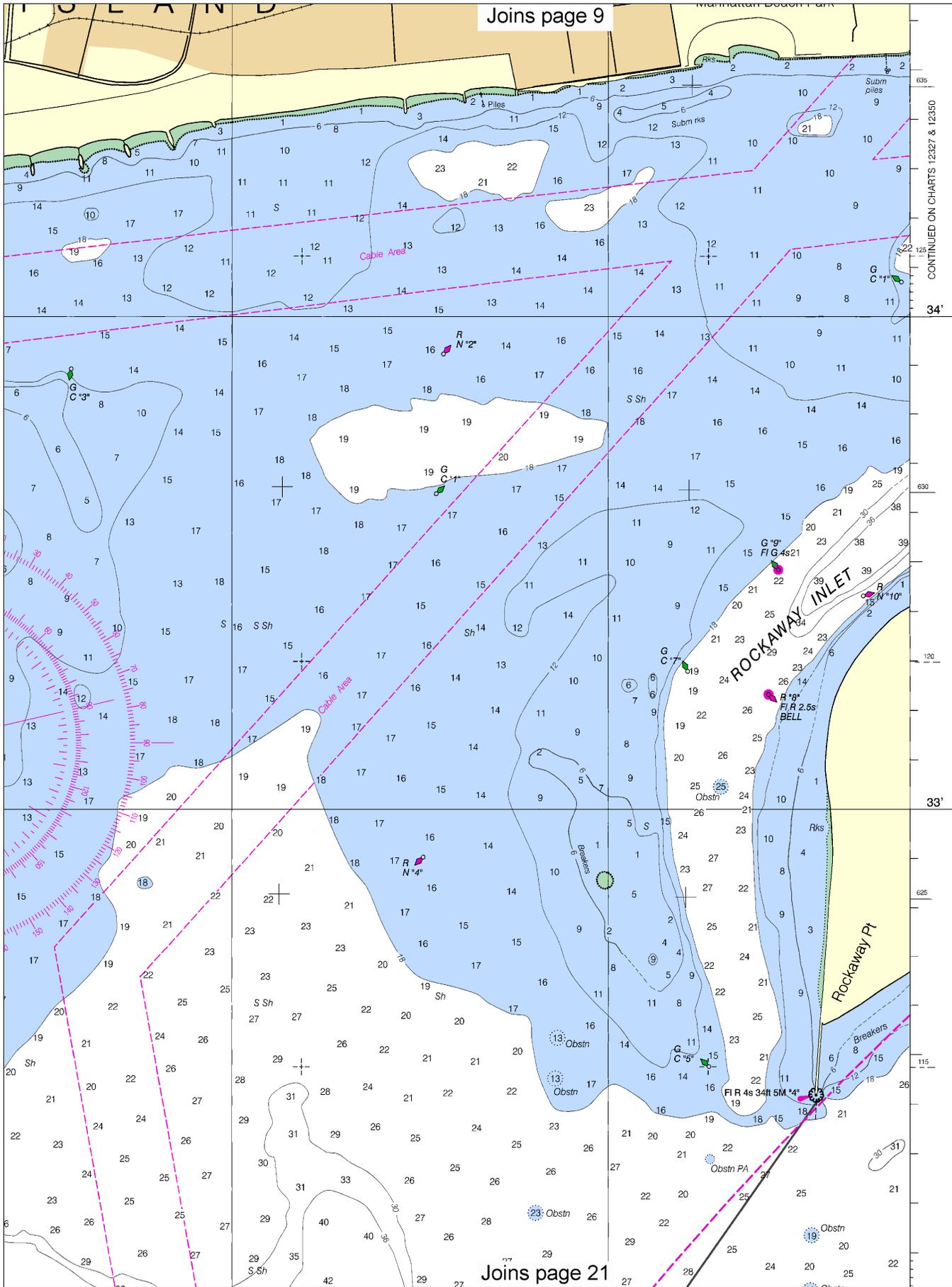
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.

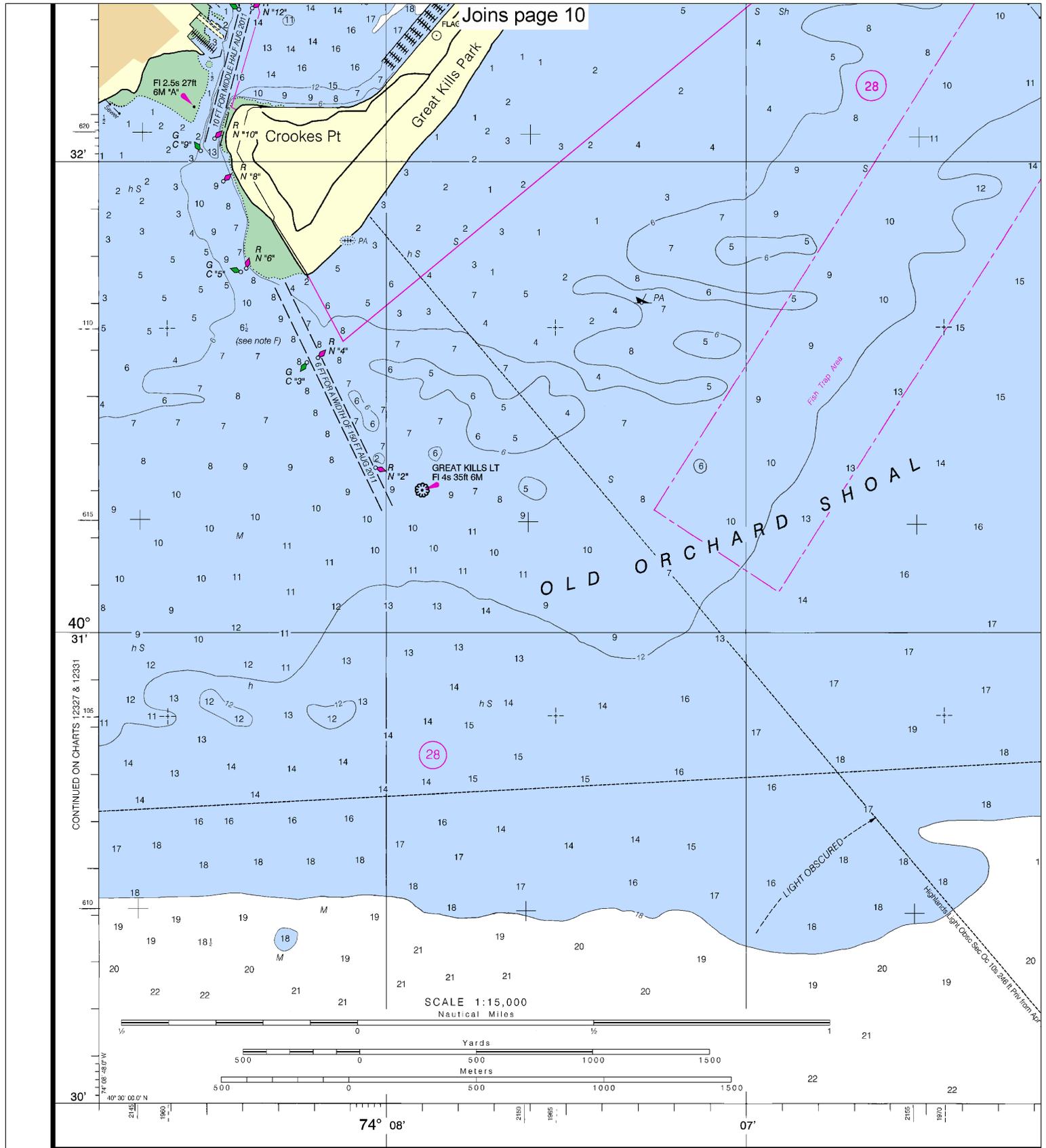




CONTINUED ON CHARTS 12327 & 12350

34'

33'

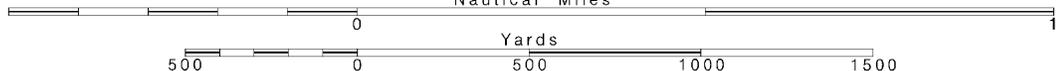


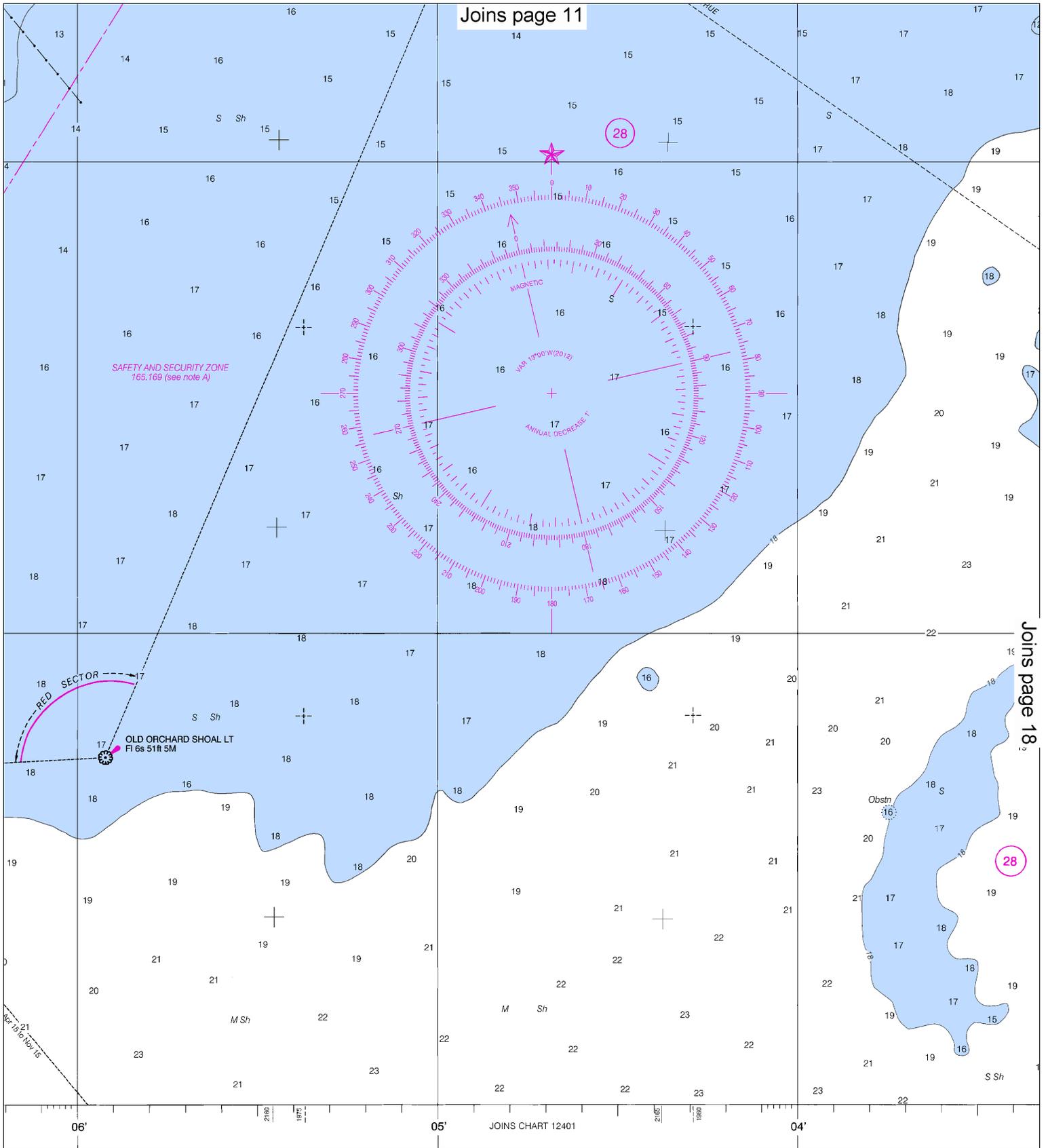
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

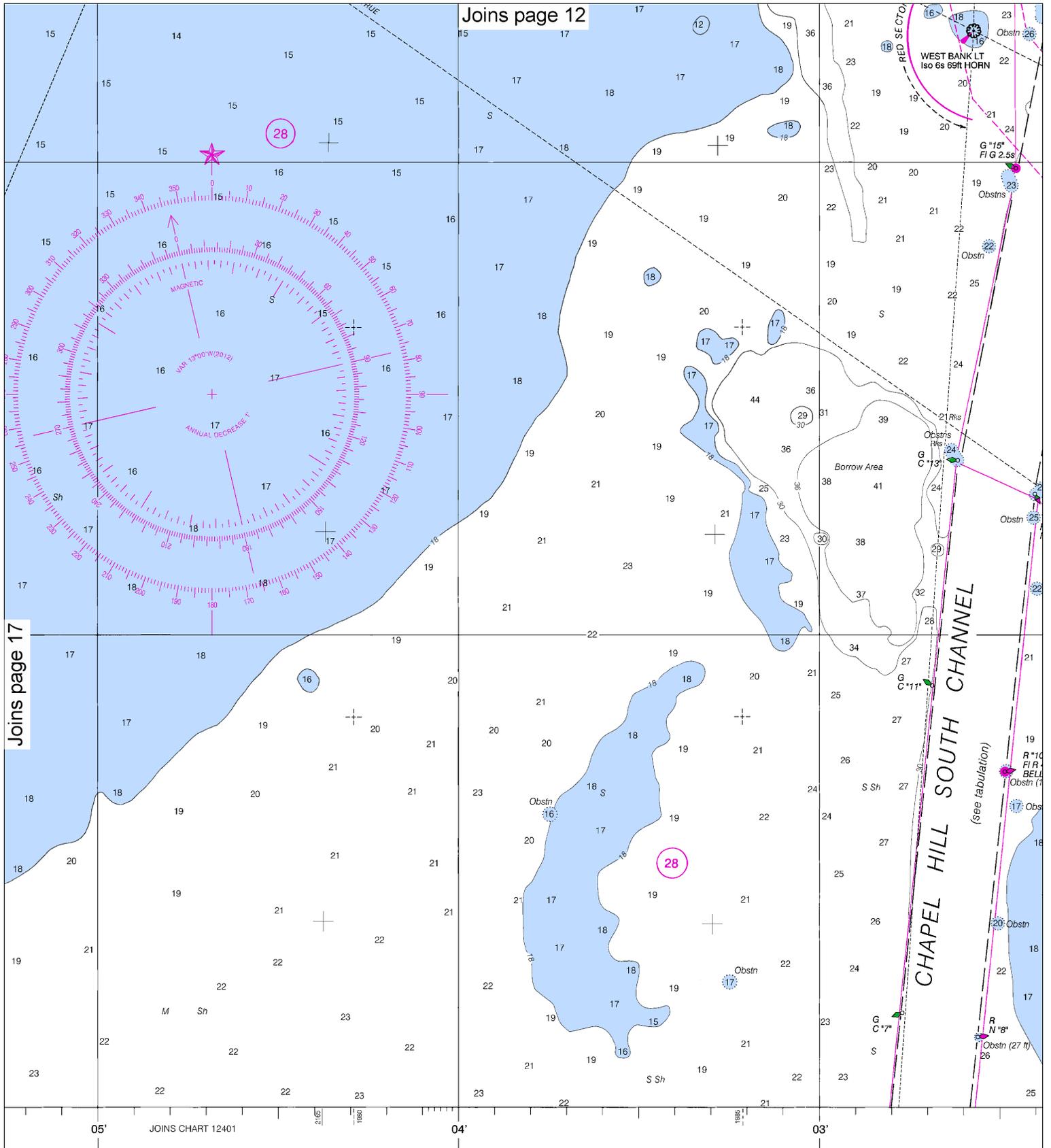
See Note on page 5.





Navigation. The National  
 tions, or comments for  
 CS2), National Ocean

PRINT-ON-DEMAND CHARTS  
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Joins page 17

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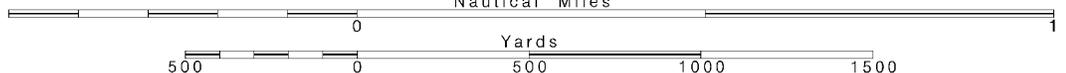
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 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

18

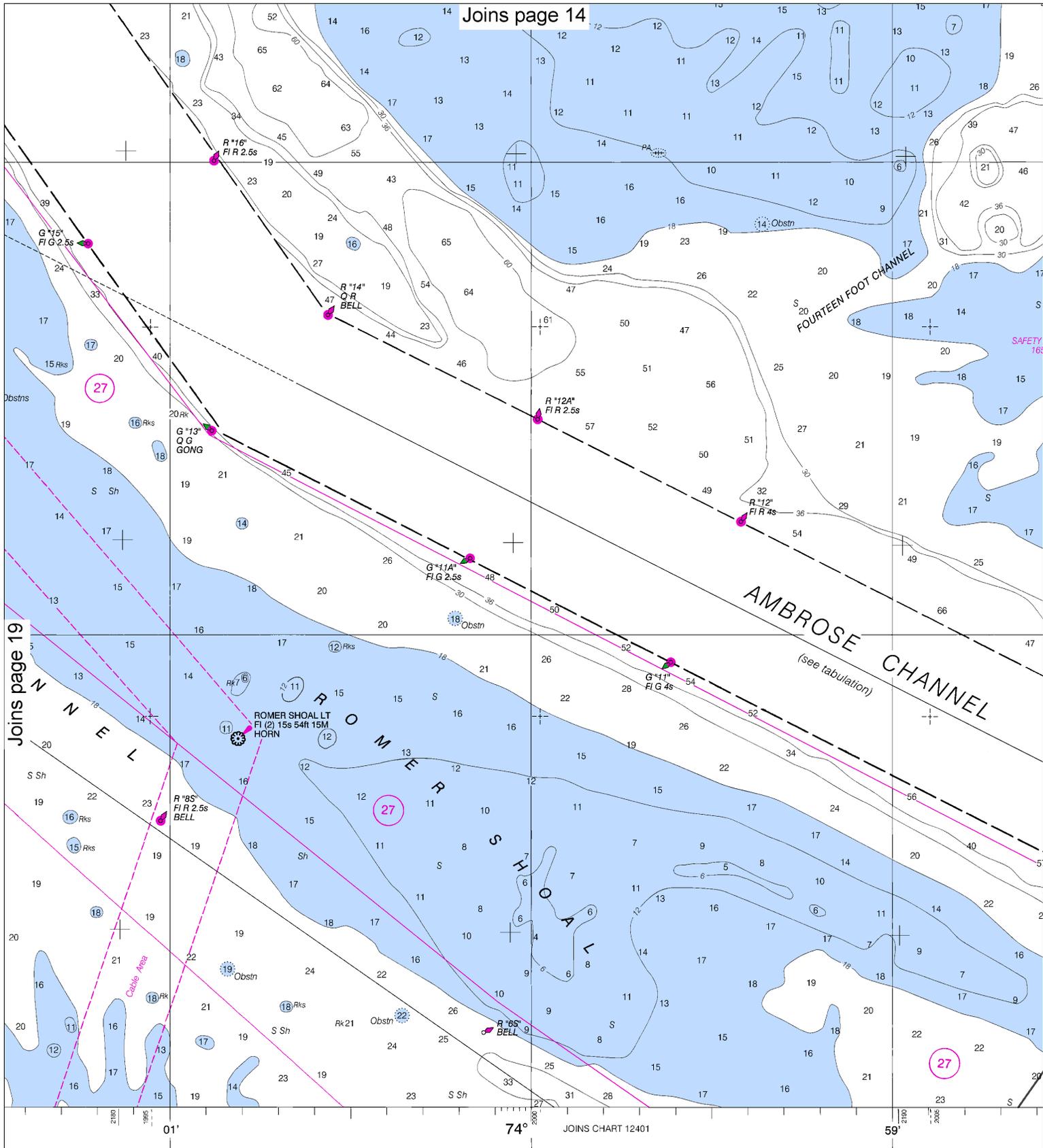
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:15,000 Nautical Miles

See Note on page 5.







SOUNDINGS IN FEET

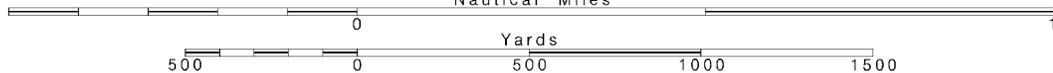
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FEET	6	12	18	24
METERS	1	2	3	4

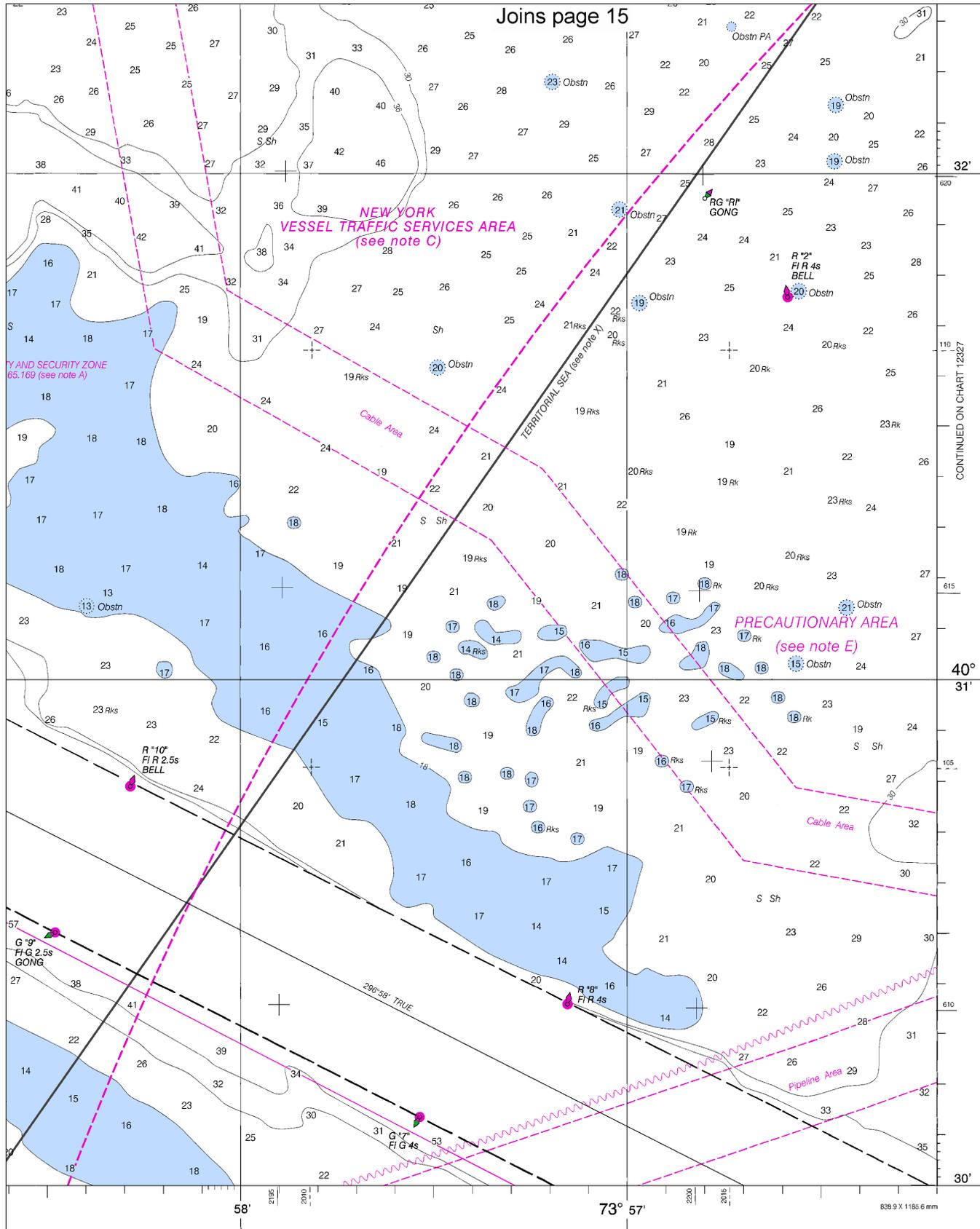
20

Note: Chart grid lines are aligned with true north.

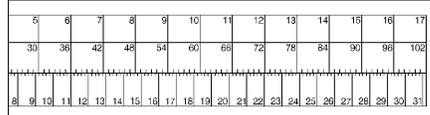
Printed at reduced scale. SCALE 1:15,000 Nautical Miles

See Note on page 5.





CONTINUED ON CHART 12327



New York Lower Bay - Northern Part  
SOUNDINGS IN FEET - SCALE 1:15,000

12402

ED. NO. 12

NSN 7642014015014  
NSA REFERENCE NO. 12AHA12402





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](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>



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