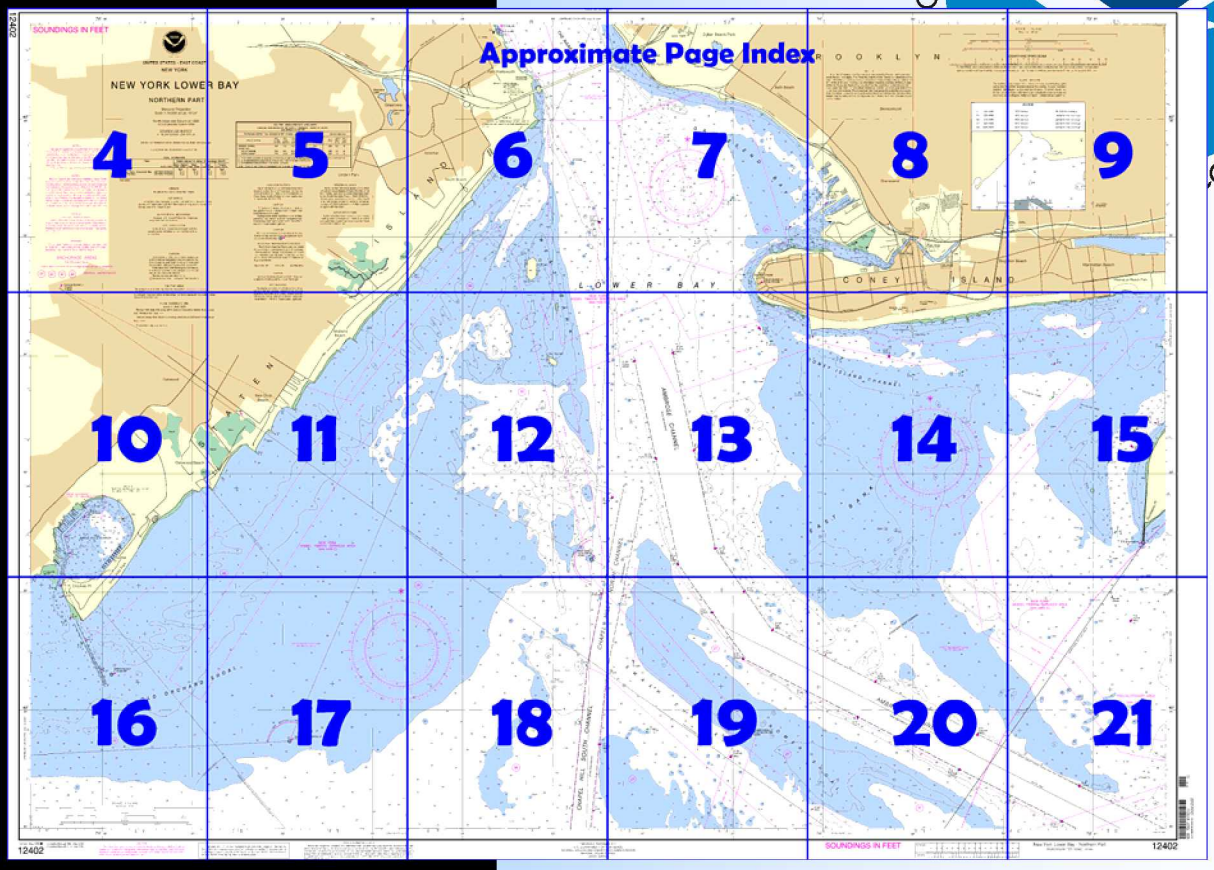
BookletChart™

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 all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



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™?

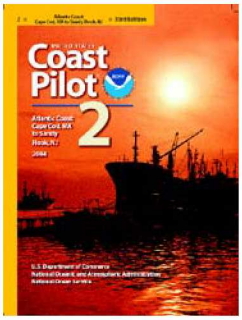
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this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

(97) **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.

(146) **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.

(189)**Coney Island**, on the northern side of the entrance to New York Harbor, is a large summer amusement resort. Numerous stacks, towers, and amusement rides, including a red steel parachute tower 303 feet high, are prominent on the island. **Coney Island Light** (40°34.6'N., 74°00.7'W.), 75 feet above the water, is shown from a white square skeleton tower on **Norton Point**, the westernmost extremity of the island.

(190) **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.

(191) **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.

(192) **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. In May 1981, a reported depth of 4 feet could be carried to the boatyard.

(193) A buoyed channel with a least depth of 10 feet leads from deep water northward of Coney Island to off the docks in the eastern part of Gravesend Bay. A small-craft facility on Gravesend Bay can provide berths, electricity, gasoline, diesel fuel, water, ice, storage, marine supplies, and hull and engine repairs. Lifts up to 30 tons are available. In May 1981, a reported depth of 15 feet could be carried to the marina.

(194) **The Narrows**, connecting Lower Bay and Upper Bay of New York Harbor, has a clear width of over 0.6 mile at its narrowest point between Fort Wadsworth and Fort Hamilton. The **Verrazano Narrows Bridge**, a fixed suspension span, crosses The Narrows at these two points linking Staten Island with Brooklyn. The bridge has a vertical clearance of 217 feet for a midchannel width of 2,000 feet.

(243) **Staten Island** forms the northwest side of Lower Bay. The high wooded ridge of the island has elevations of 100 to over 400 feet. **South Beach** and **Midland Beach** are summer resorts and amusement areas on the southeast side of the island.

(244) **Staten Island Flats** are extensive shoals making off from the southeast side of Staten Island. Parts of these flats are **Old Orchard Shoal** and **West Bank,** which border on the main channel up the bay. **Hoffman Island** and **Swinburne Island**, artificial islands on West Bank, are part of Gateway National Recreation Area; landing is not permitted. A channel, used by local vessels of less than 8-foot draft, leads westward of West Bank. From the gong buoy 0.6 mile southward of Fort Wadsworth, steer southwestward through the dredged channel and then steer a course for Old Orchard Shoal Light.

Table of Selected Chart Notes

Corrected through NM Jun. 13/09
Corrected through LNM Jun. 2/09

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

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.

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

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)

NOTE B

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

SUPPLEMENTAL INFORMATION

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

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.

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 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.

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, 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.

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

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

(May 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.

12402

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.

For Symbols and Abbreviations see Chart No. 1

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(May 2009)

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

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Station positions are shown thus: o(Approximate location)

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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 231ft
F 225ft

TABULATED

CONTROLLING DEPTHS FRO

NAME OF CHANNEL

LOWER BAY:
AMBROSE CHANNEL
CHAPEL HILL:
SOUTH CHANNEL (A)
NORTH CHANNEL (A)

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as much as
high elevatio

New York, N

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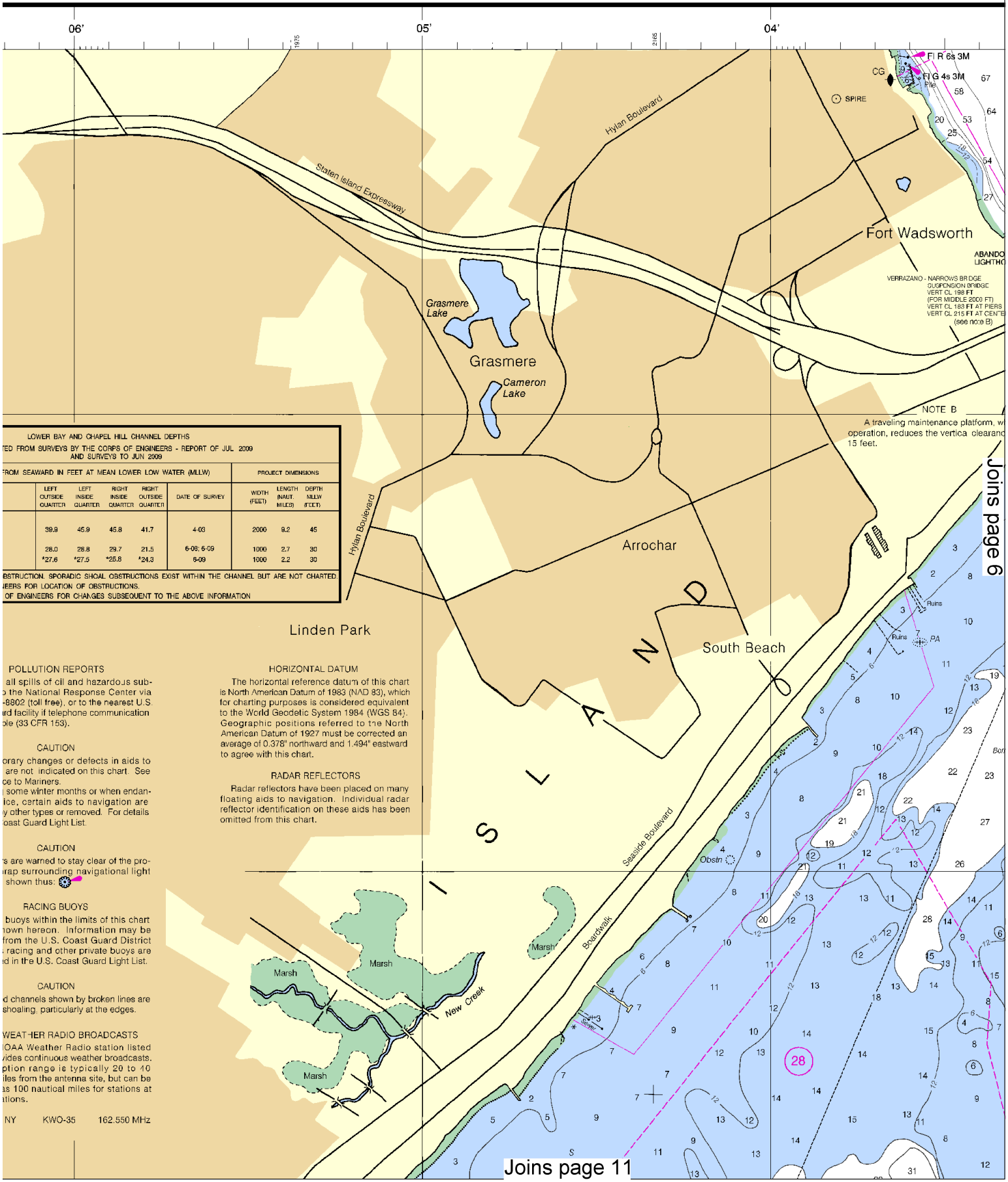
4

North

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles
0 1

Yards
500 0 500 1000 1500



LOWER BAY AND CHAPEL HILL CHANNEL DEPTHS
TED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2009
AND SURVEYS TO JUN 2009

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)
	39.9	45.9	45.8	41.7	4-09	2000	9.2	45
	28.0	28.8	29.7	21.5	6-09; 6-09	1000	2.7	30
	*27.6	*27.5	*25.8	*24.3	6-09	1000	2.2	30

BSTRUCTION. SPORADIC SHOAL OBSTRUCTIONS EXIST WITHIN THE CHANNEL BUT ARE NOT CHARTED
NEERS FOR LOCATION OF OBSTRUCTIONS.
OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

POLLUTION REPORTS
all spills of oil and hazardous sub-
the National Response Center via
-8802 (toll free), or to the nearest U.S.
rd facility if telephone communication
ole (33 CFR 153).

CAUTION
orary changes or defects in aids to
are not indicated on this chart. See
ce to Mariners.
some winter months or when endan-
lice, certain aids to navigation are
y other types or removed. For details
oast Guard Light List.

CAUTION
s are warned to stay clear of the pro-
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shown thus:

RACING BUOYS
buoys within the limits of this chart
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NY KWO-35 162.550 MHz

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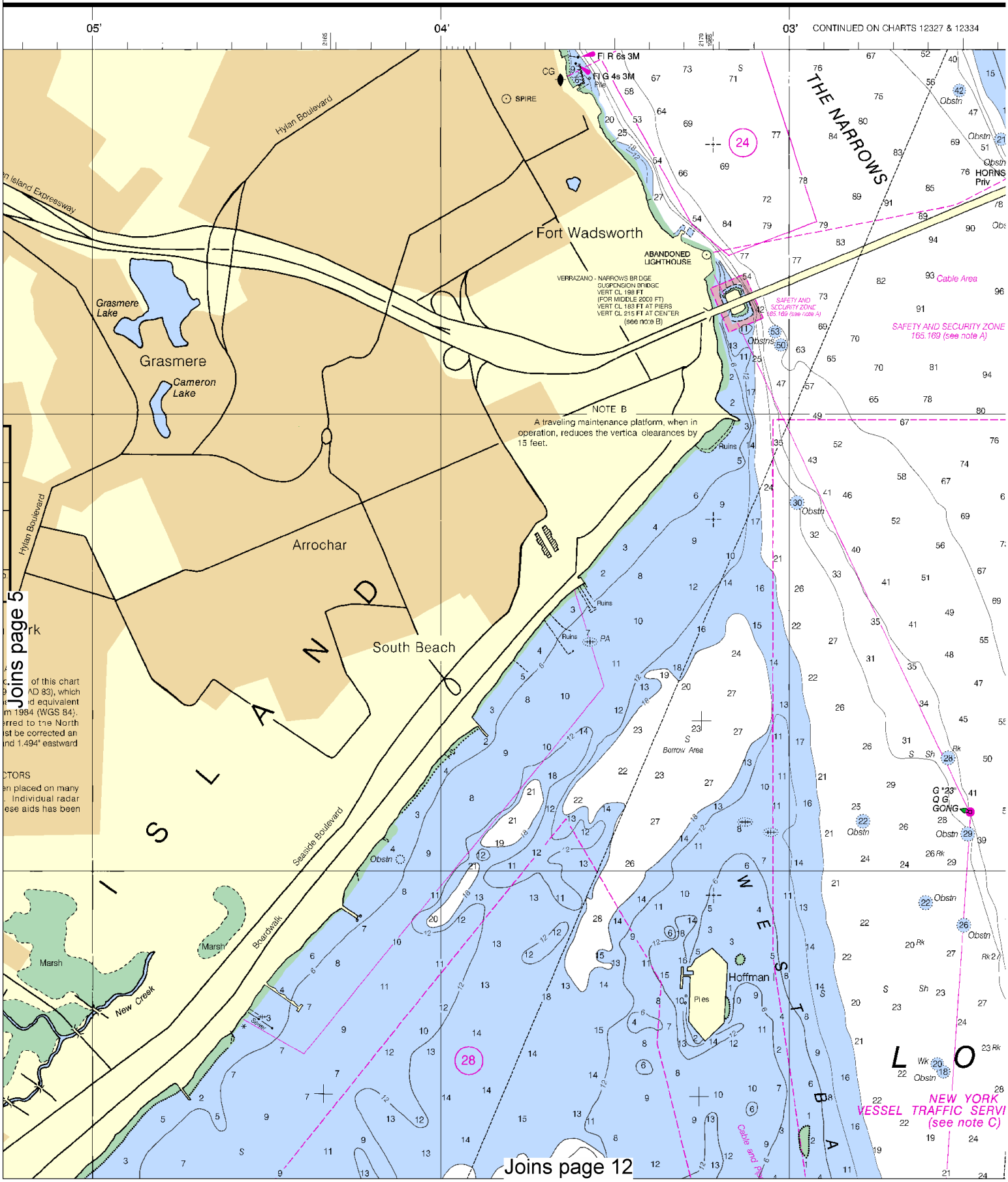
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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.



6

North

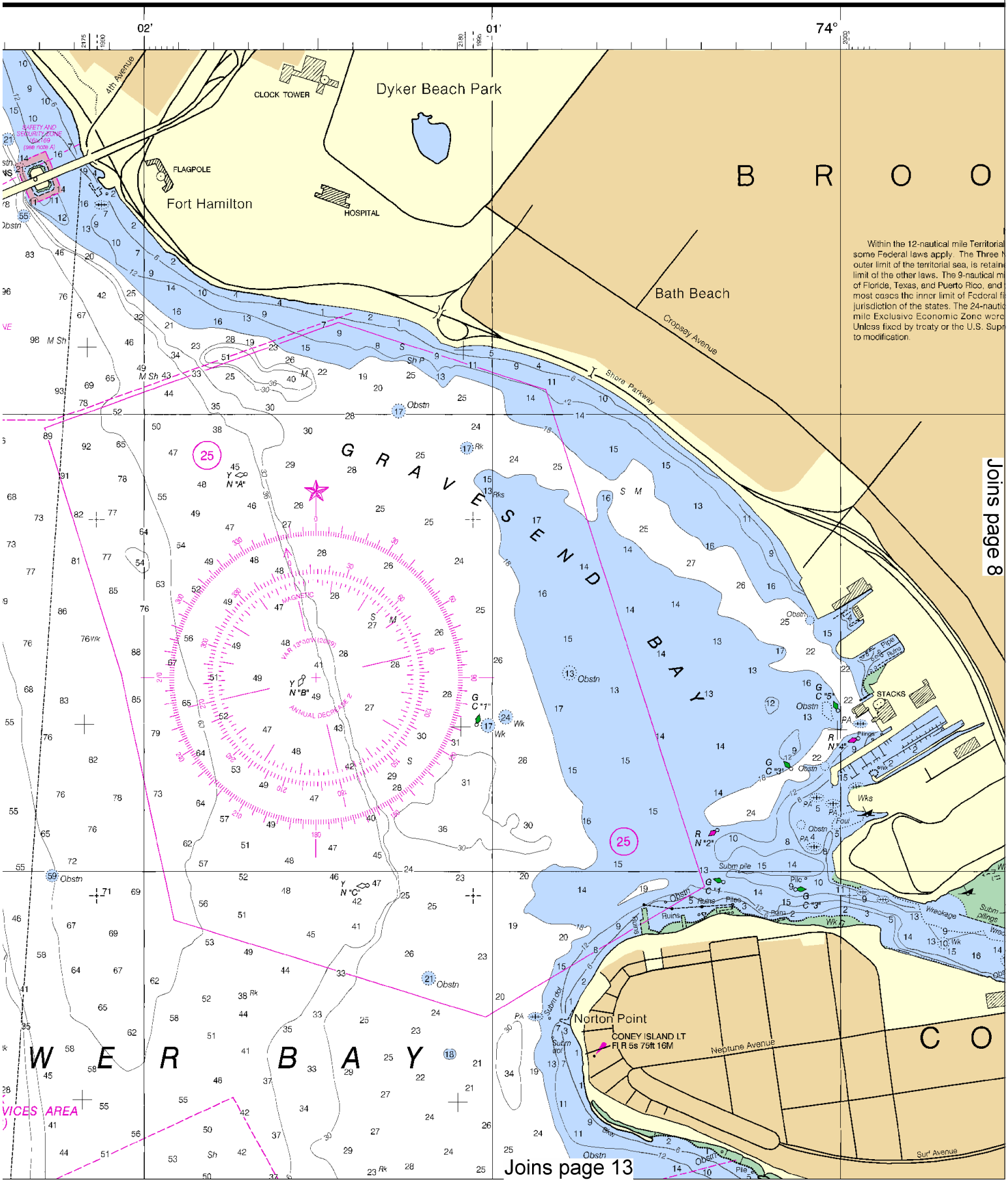
Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

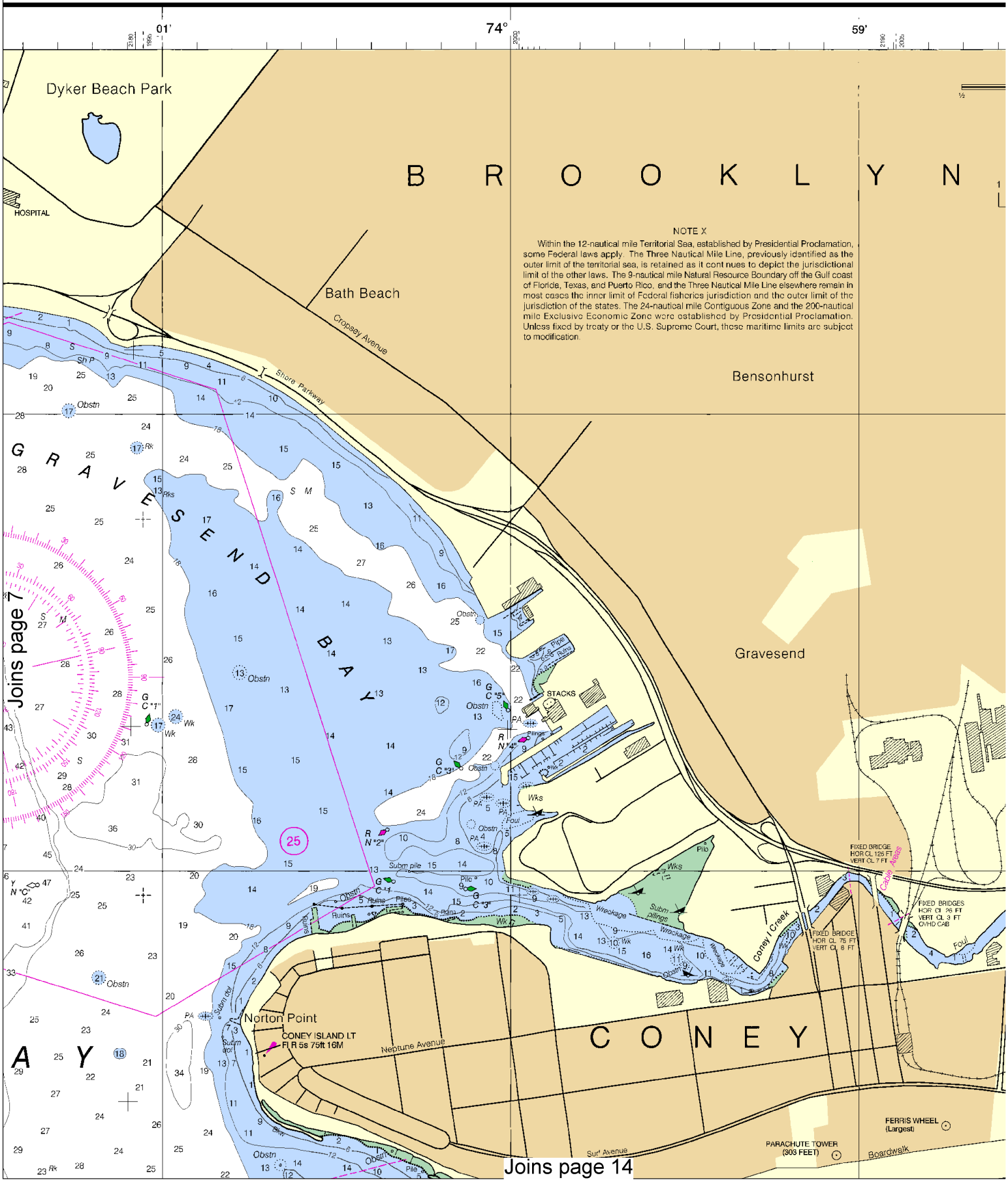
0 1

Yards

500 0 500 1000 1500



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 1010 3/9/2010,
NGA Weekly Notice to Mariners: 1110 3/13/2010,
Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.



North

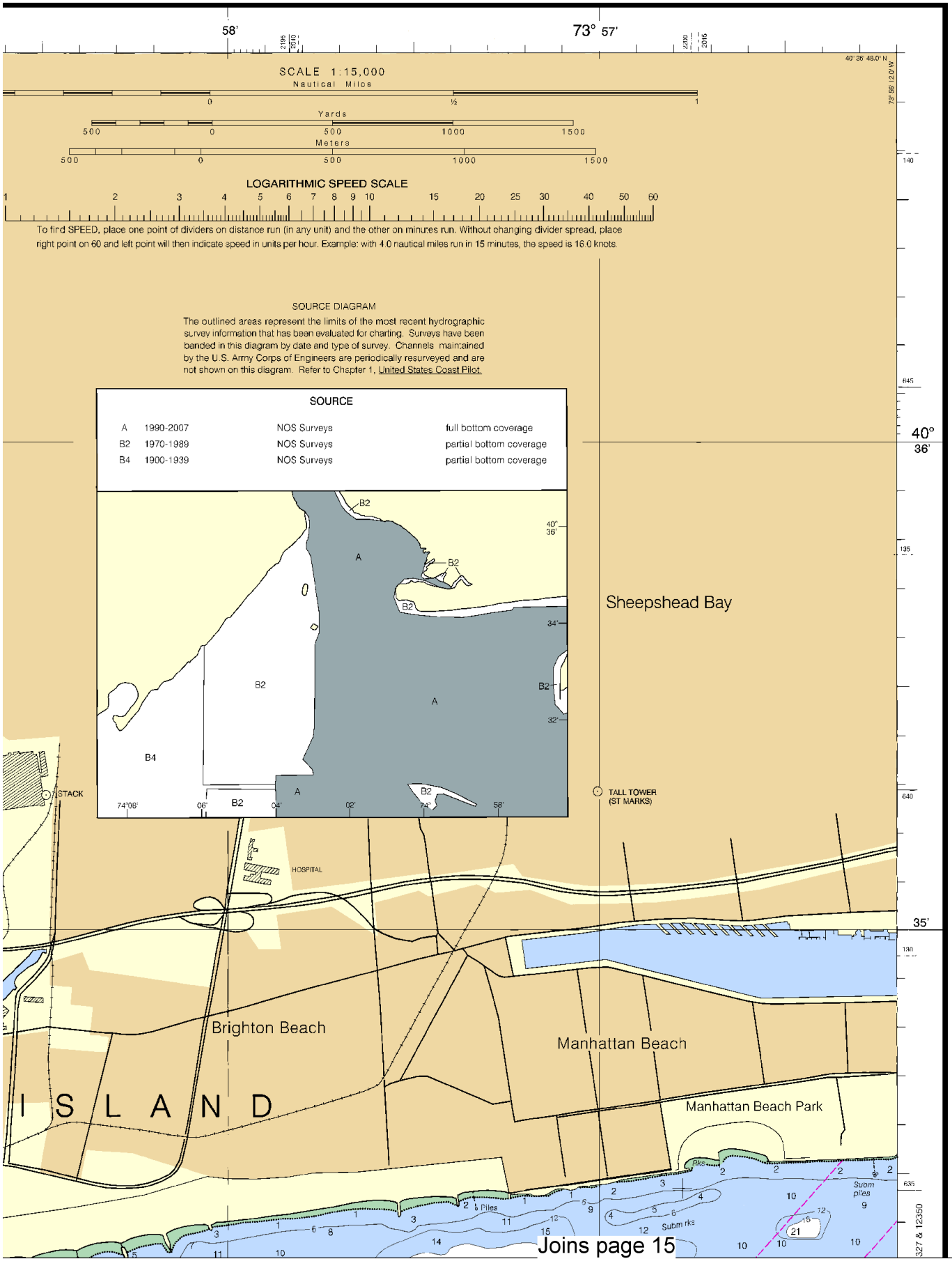
Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

0 1

Yards

500 0 500 1000 1500



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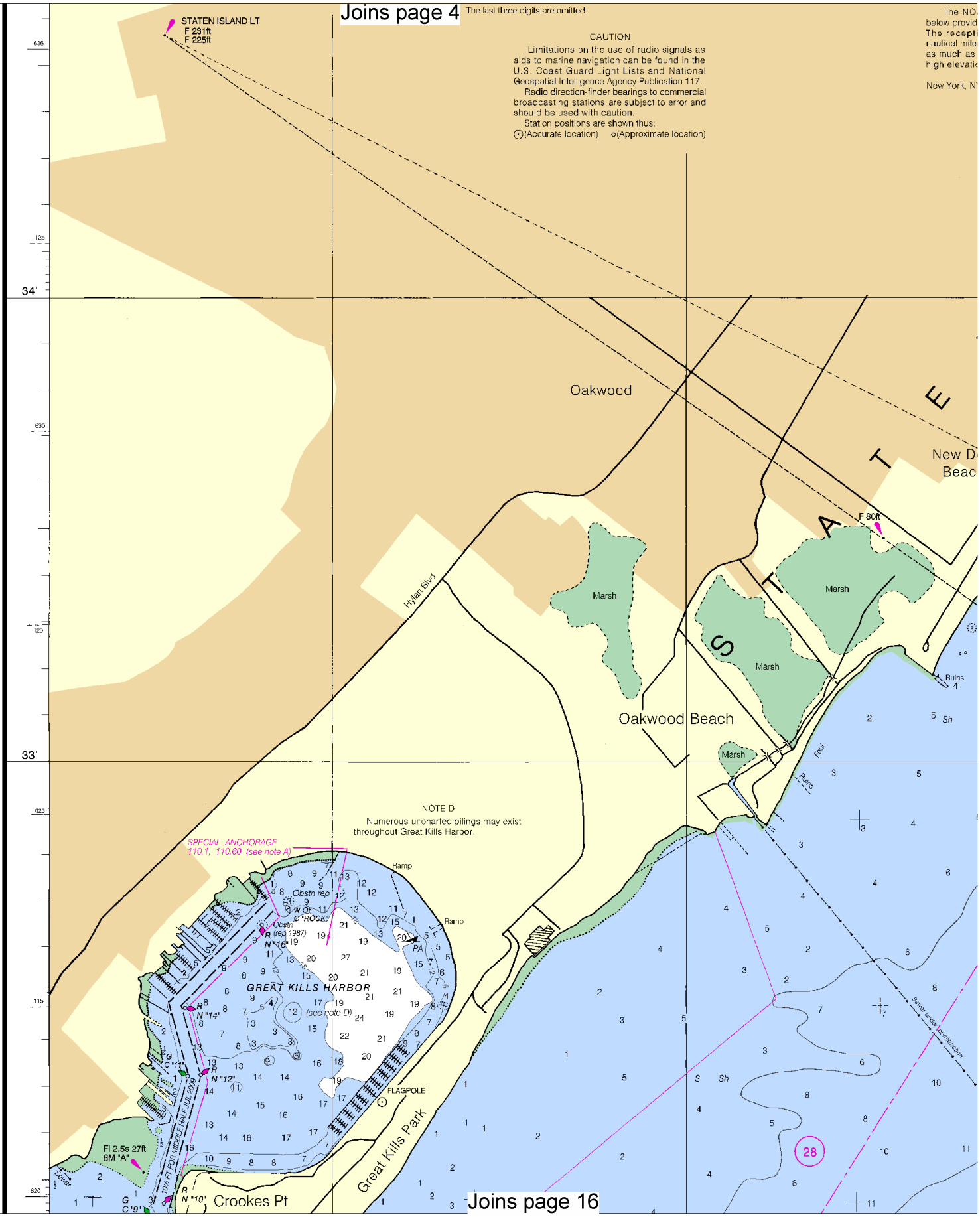


10

North

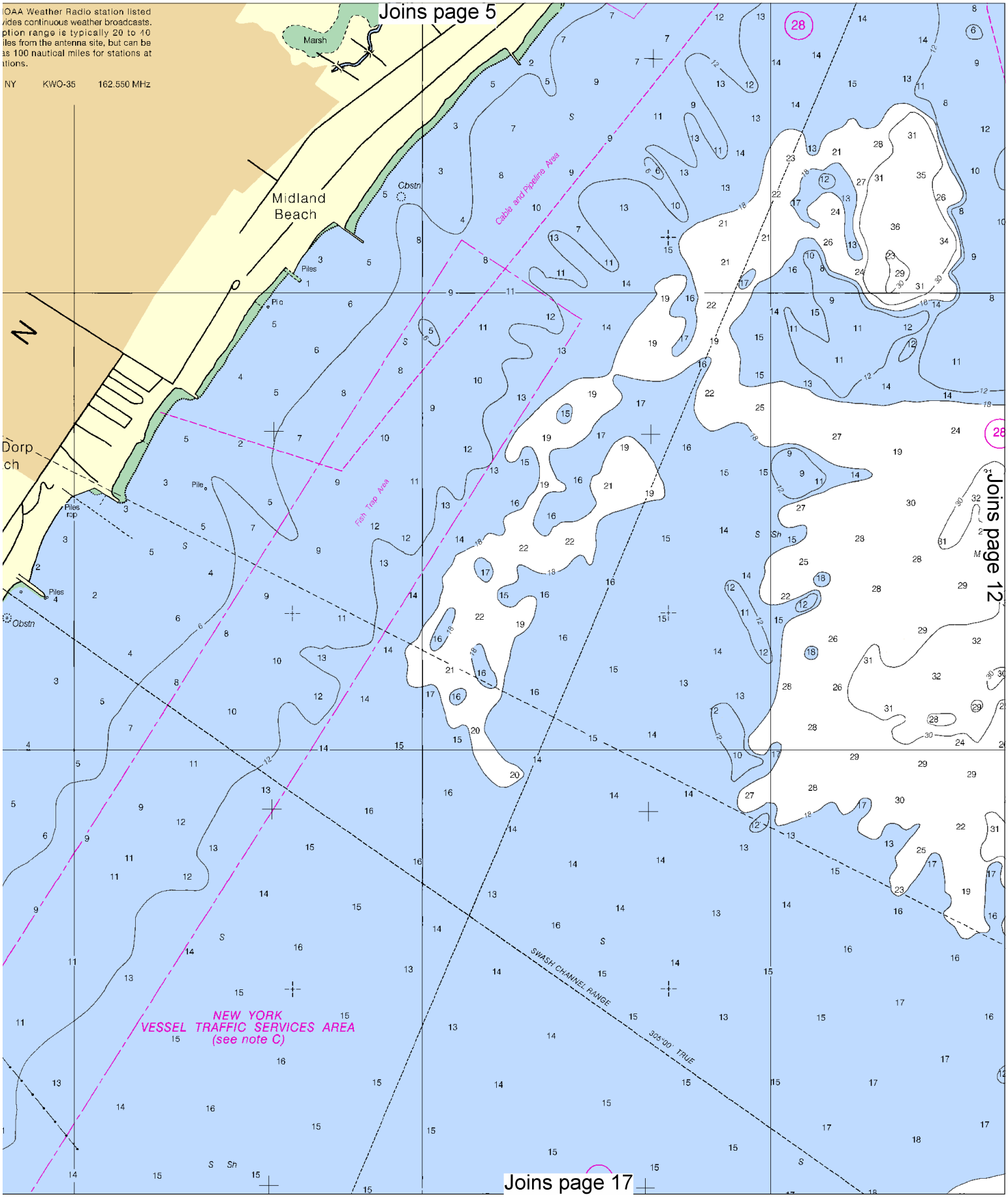
Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

0 1

Yards

500 0 500 1000 1500


Joins page 5
OAA Weather Radio station listed
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NY KWO-35 162.550 MHz
Marsh
Midland
Beach
Cbstn
Cable and Pipeline Area
Piles
Pile
Dorp
ch
Piles
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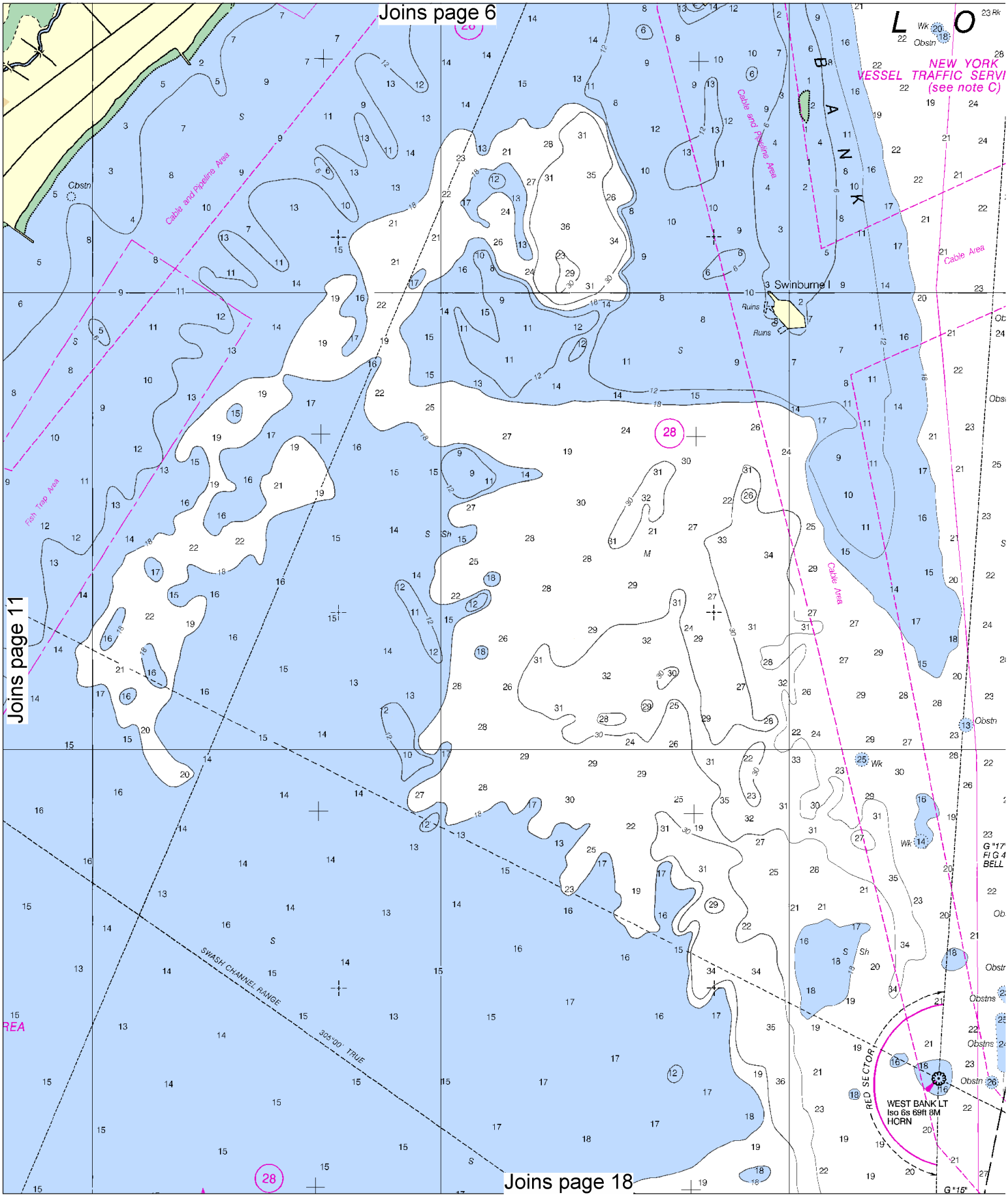
Obstn
Fish Trap Area
Joins page 12
SWASH CHANNEL RANGE
305°00' TRUE
NEW YORK
VESSEL TRAFFIC SERVICES AREA
(see note C)
Joins page 17



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Nautical Miles

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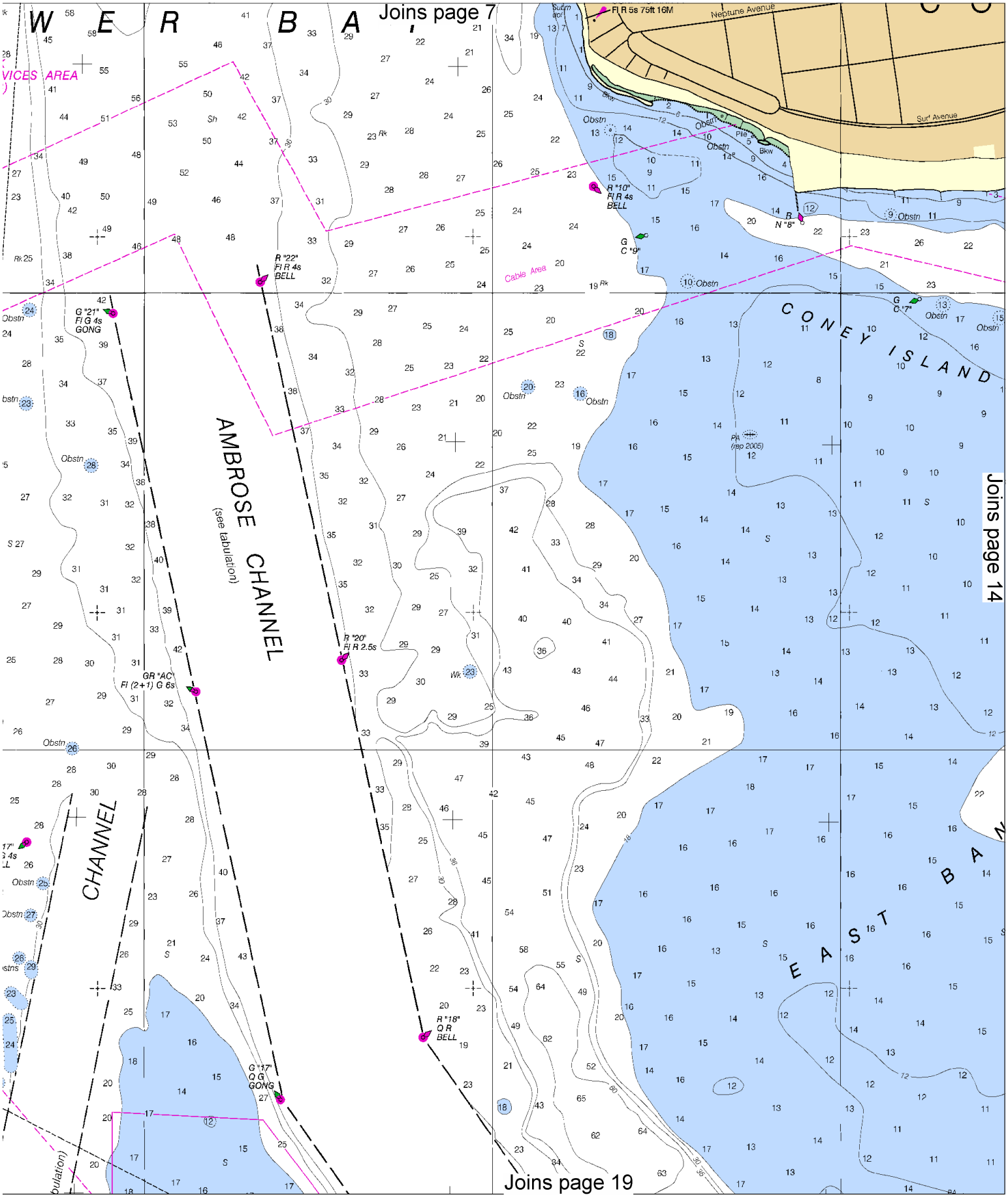
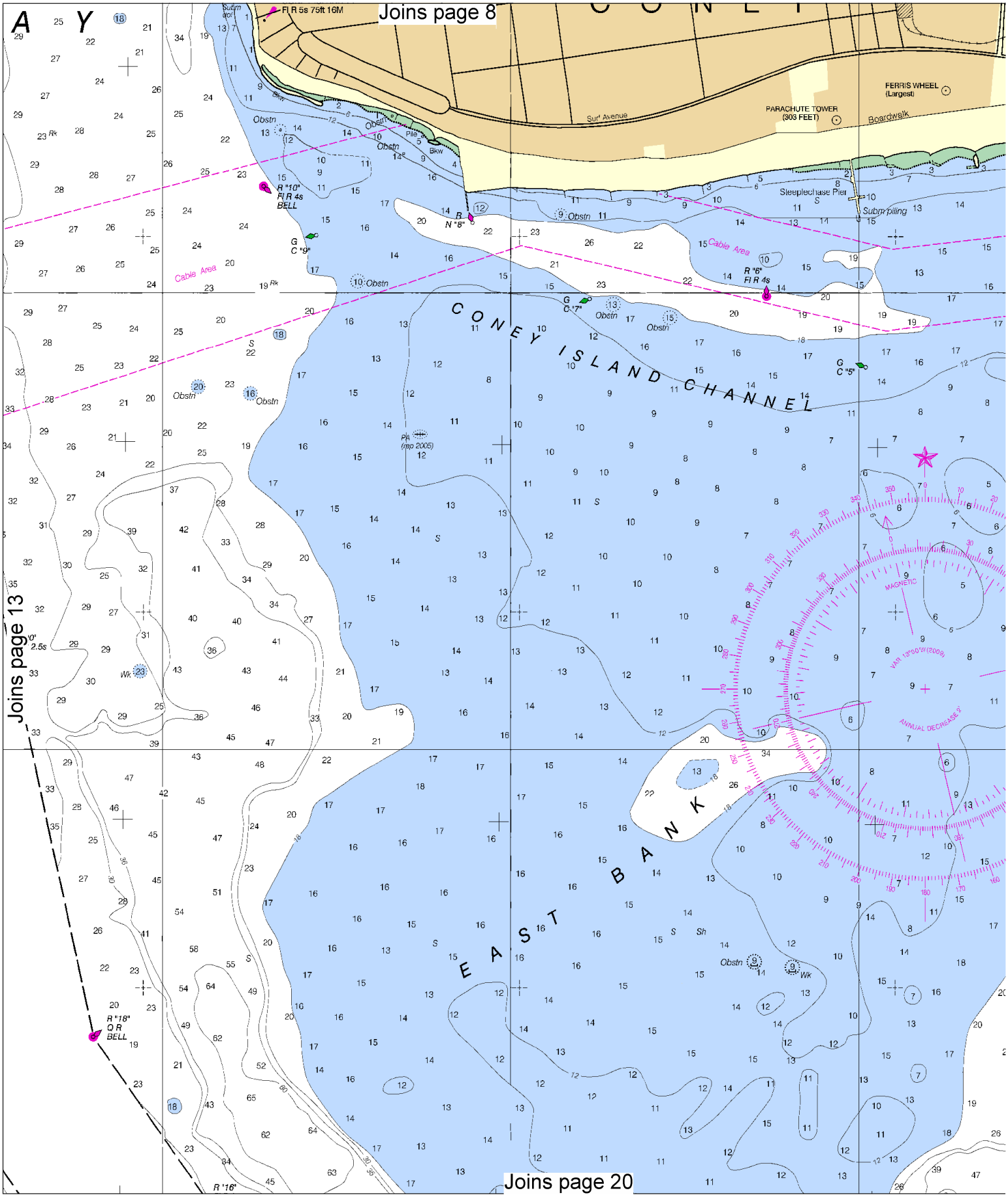
Yards

500 0 500 1000 1500


Joins page 7
Joins page 14
Joins page 19
AMBROSE CHANNEL
(see tabulation)
CHANNEL
CONEY ISLAND
EAST BAN
Neptune Avenue
Surf Avenue
Cable Area
VICES AREA
Fl R 5s 75ft 16M
R "10" Fl R 4s BELL
R "22" Fl R 4s BELL
G "21" Fl G 4s GONG
R "20" Fl R 2.5s
GR "AC" Fl (2+1) G 6s
R "18" Q R BELL
G "17" Q G GONG
G C "9"
G C "7"
R N "8"
PA (rep 2005)



North

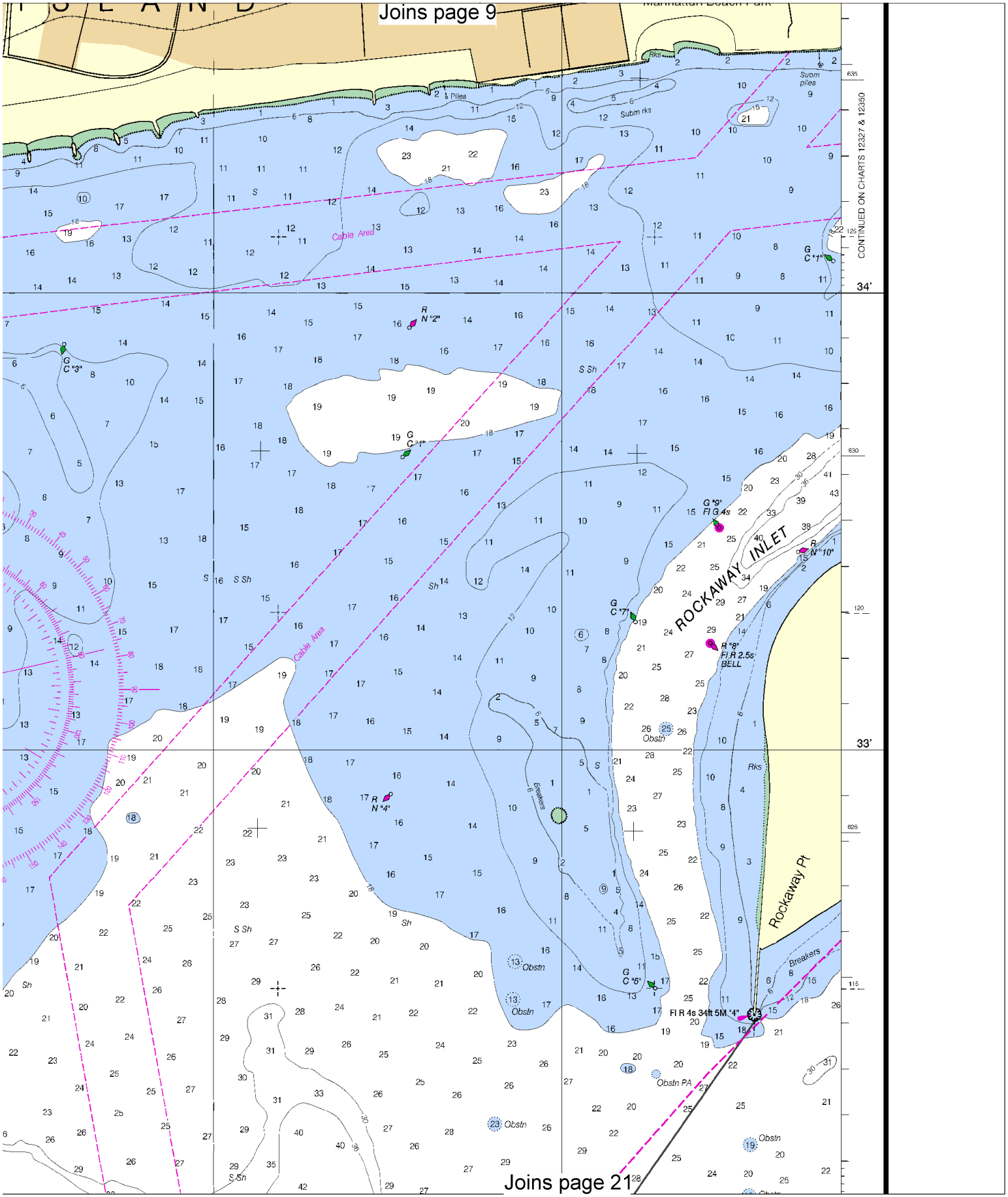
Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

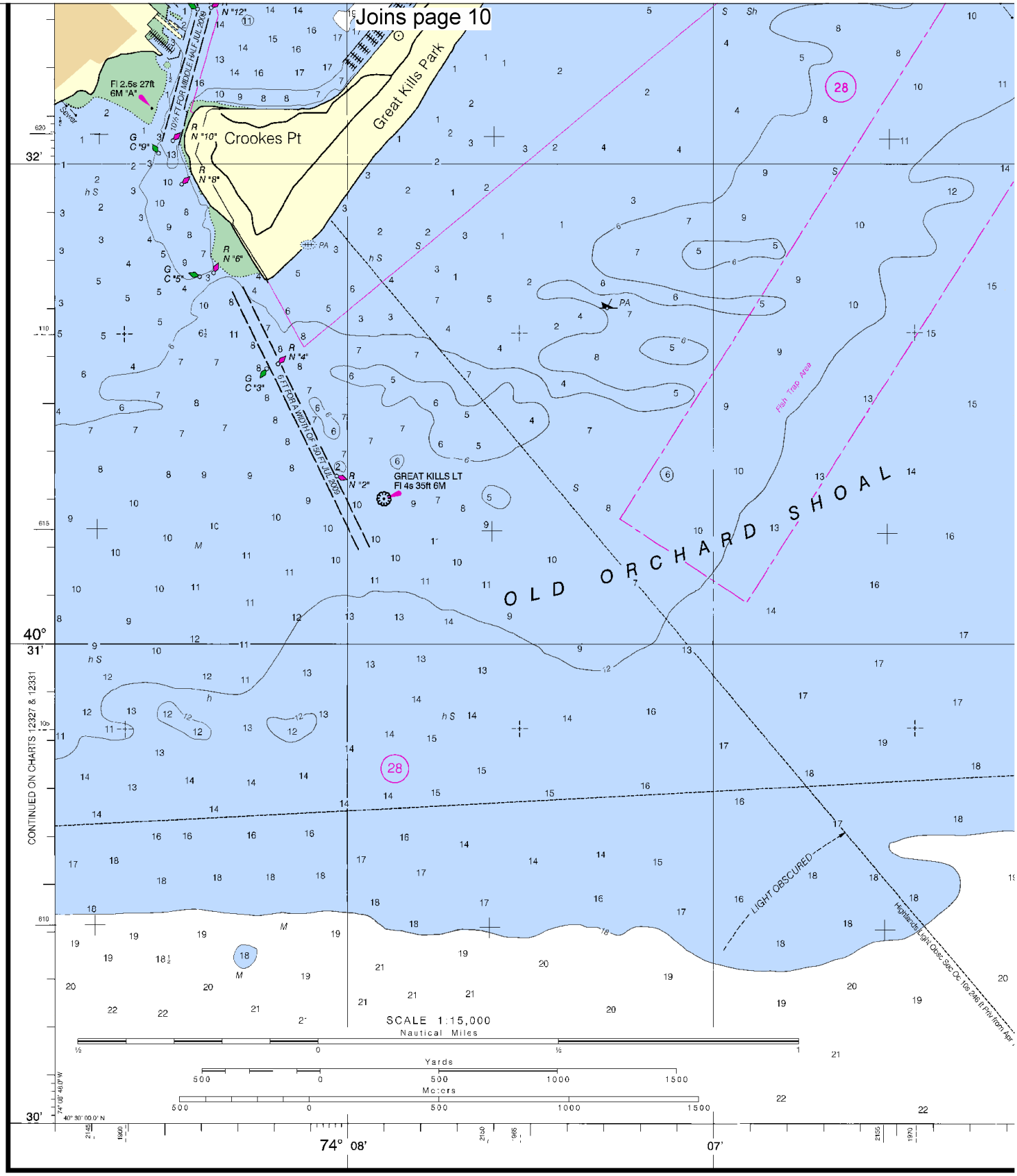
Nautical Miles

0 1

Yards

500 0 500 1000 1500


Joins page 9
Joins page 21
CONTINUED ON CHARTS 12327 & 12350
ROCKAWAY INLET
Rockaway Pt
Cable Area
Breakers
Obstn
Obstn PA
Subm rks
Subm piles
Piles
Rks
S Sh
Sh
34'
33'
G C "1"
G C "3"
G C "5"
G C "7"
G "9" Fl G 4s
R N "2"
R N "4"
R N "10"
R "8" Fl R 2.5s BELL
Fl R 4s 34ft 5M "4"



11th Ed., Jun. /09 ■ Corrected through NM Jun. 13/09
Corrected through LNM Jun. 2/09

12402

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 h to Mariners published after the dates at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navig Ocean Service encourages users to submit corrections, addition improving this chart to the Chief, Marine Chart Div sion (N/CS Service, NCAA, Silver Spring, Maryland 20910-3282.

North

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

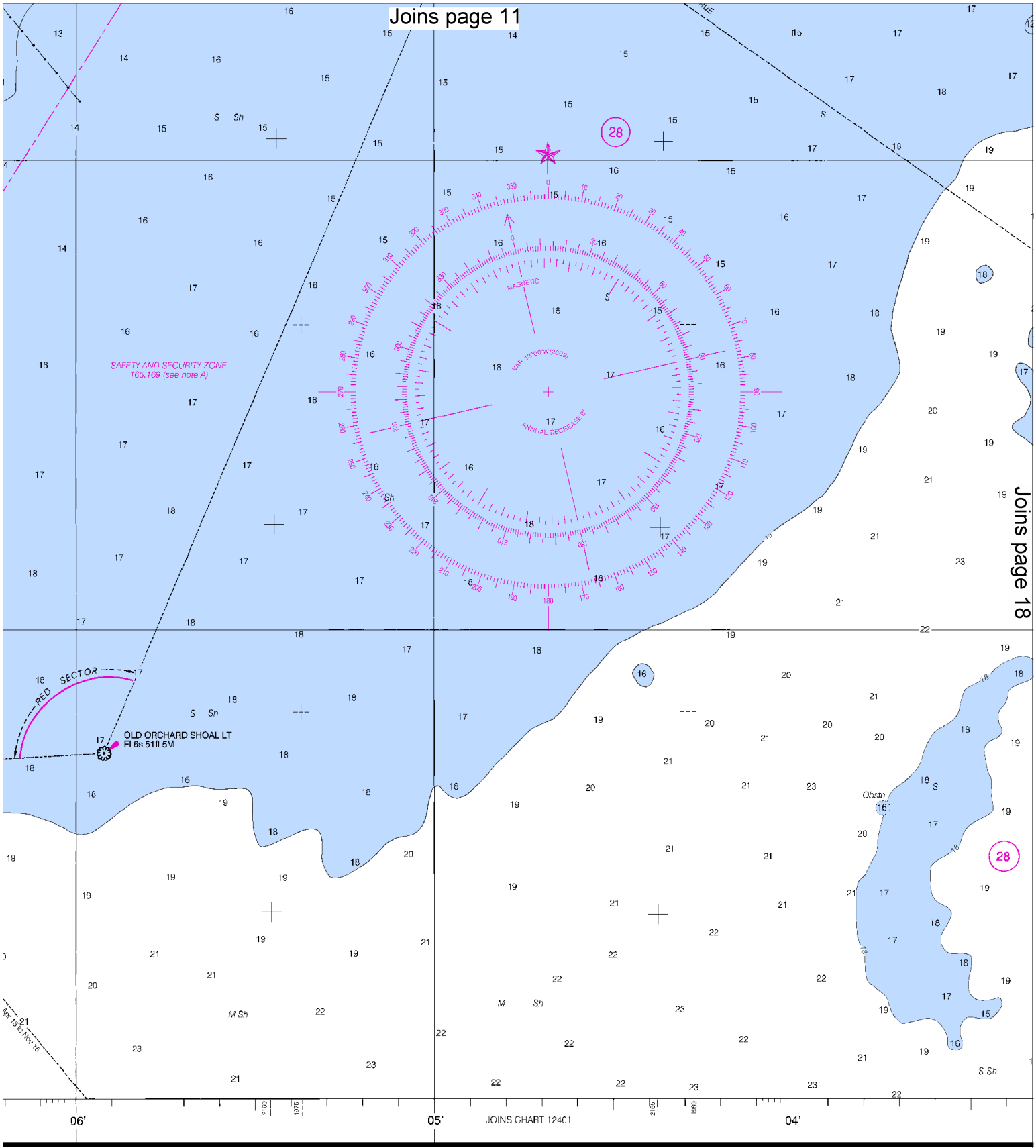
Nautical Miles

0 1

Yards

500 0 500 1000 1500

Joins page 11



Joins page 18

vigation. The National
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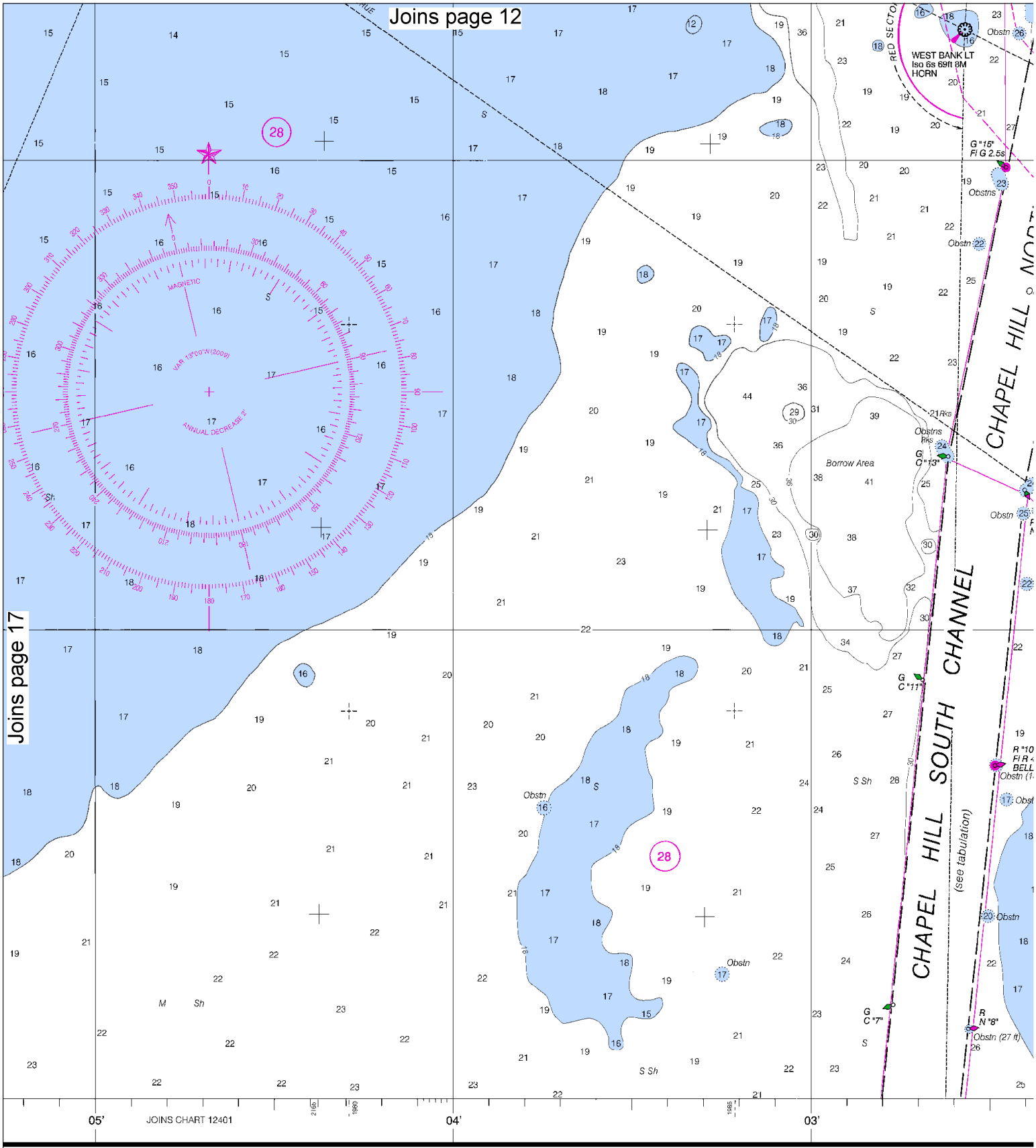
CS2), Nationa Ocean

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 us ng 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:/ help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://C help@OceanGrafix.com.



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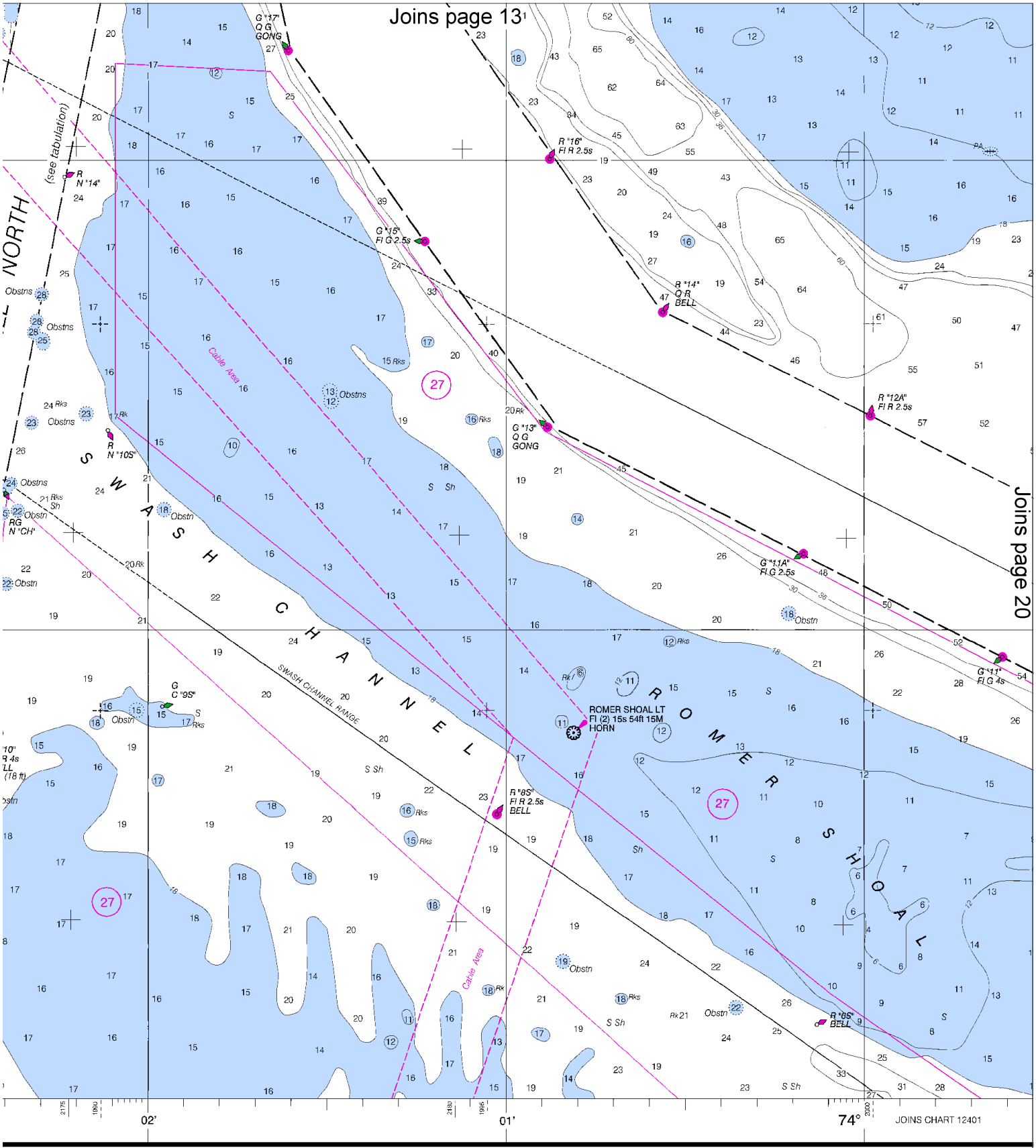
North

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles: 0 — 1

Yards: 500 — 0 — 500 — 1000 — 1500



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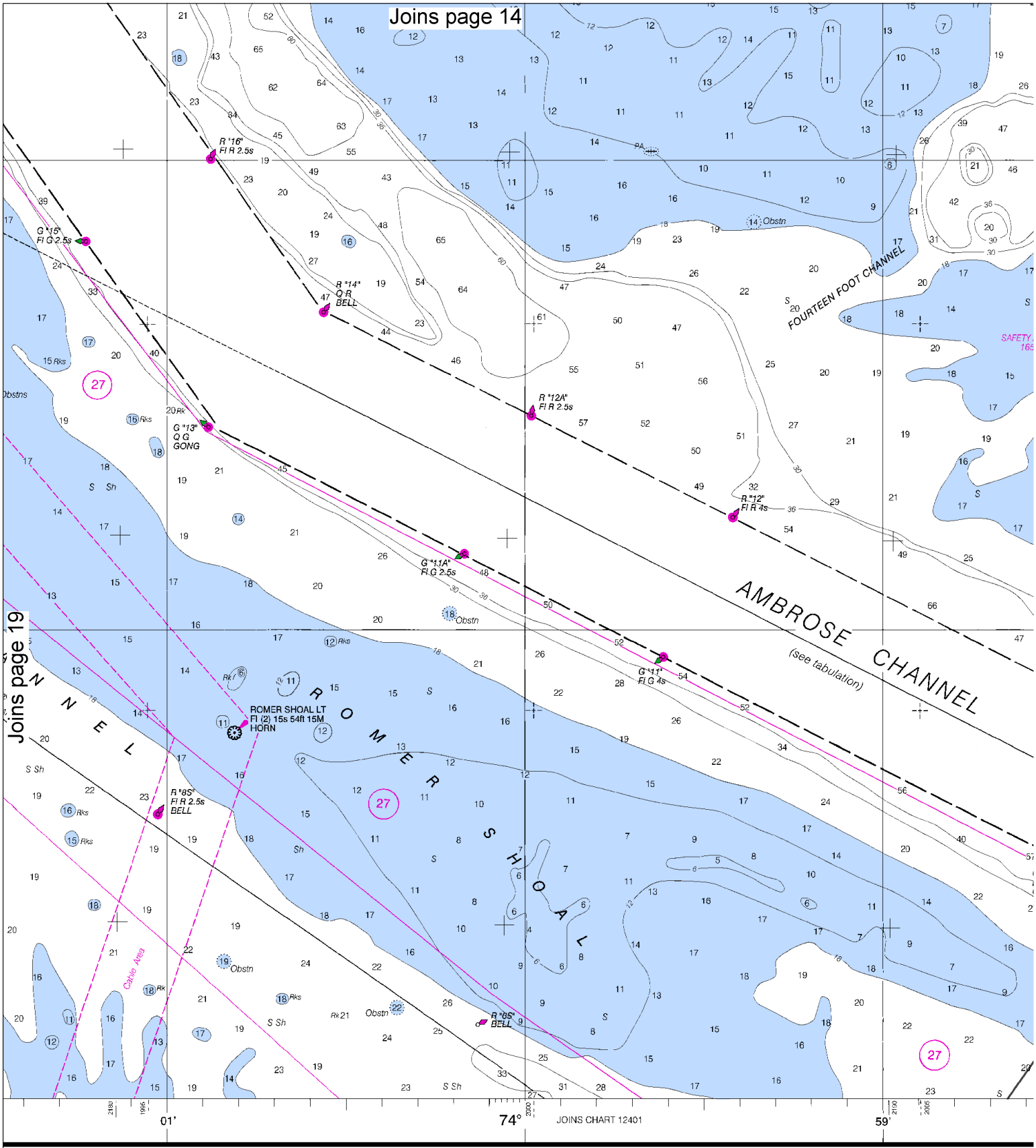


SOUNDINGS IN FEET

FATHOMS	1	2	3	4
FEET	6	12	18	24
METERS	1 2 3 4 5 6 7 8			

North

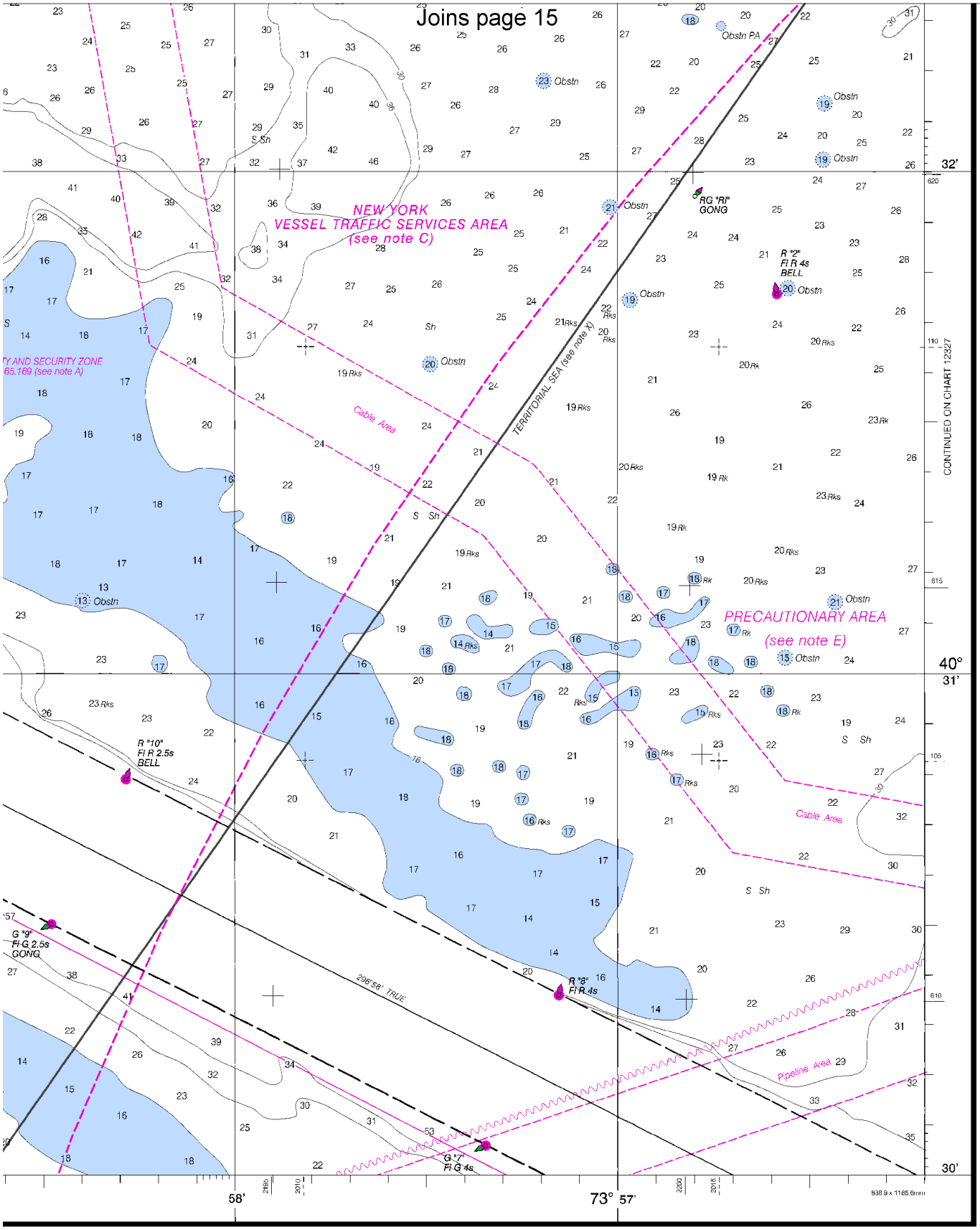
Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

0 1

Yards

500 0 500 1000 1500



New York Lower Bay - Northern Part

SOUNDINGS IN FEET - SCALE 1:15,000

12402

ED. NO. 11

NSN 7642014015014

NGA 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 & 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 New York – 718-354-4101
New York City Police – 718-765-4100
New York State Police – 877-672-4911
New Jersey State Police – 973-578-8173
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 NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

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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.