1st Edition May, 1998 KAPP 2247

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

TIDAL INFORMATION

PLACE	height referred to datum of soundings (MLLW)			
NAME	(LAT/LONG)	Mean High Water	Mean High Water Neaps	Mean Low Water
Norton Point, Gravesend Bay	(40°35'16"/74°00'18")	5.3	3.9	0.2
Fort Hamilton	(40°38'16"/74°02'18")	5.2	4.9	0.2

Caution: ( ) - located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tide-current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
May 2012

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 local regulations may be obtained at the Office of the Captain of the Port, Coast Guard District, 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 procedures before navigating in the area covered by the system. In addition to navigation rules prescribed by 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 and 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 assigned numbers of anchorage areas are shown in magenta.

24 25 26 GENERAL ANCHORAGES

STATEN ISLAND LT
F 32dB
F 22dB

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. Station positions for non-operating commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
(O)Accurate location) o(Approximate location)

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause extensive damage to aids to navigation, hinder 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 displaced or charted aids to navigation may be 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.

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 G

Numerous uncharted pilings may exist throughout Great Kills Harbor.

LOWER BAY CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2016
AND SURVEYS TO JUN 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT QUARTER	LEFT HALF	RIGHT HALF	RIGHT QUARTER	LENGTH OF SURVEY	WIDTH (FEET)	DEPTH (MLLW) (FEET)
AMBROSE CHANNEL REACH B	54.1	52.0	53.0	43.2	5.6-15	2000	4.2	50
AMBROSE CHANNEL REACH C	52.1	52.5	52.8	49.6	5.6-15	2000	3.8	50
AMBROSE CHANNEL REACH D	50.8	54.8	54.7	53.5	5.8-15	2000	2.9	50
CHAPEL HILL NORTH CHANNEL (A)	31.4	35.1	35.4	27.0	10.11-14	1000	2.2	35
CHAPEL HILL NORTH CHANNEL (B)	31.6	35.3	35.4	27.0	10.11-14	1000	2.2	35

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

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.

CAUTION:

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

RACING BUOYS

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

CAUTION

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

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

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 0.3'N' northward and 1.49W' eastward to agree with this chart.

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.

NOTE B

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

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 limit of the Territorial Sea, now delineates the inner limit of the Contiguous Zone and limit of the other laws. The 9-nautical mile Natural Resource Boundary of 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.

SCALE 1:15,000
Nautical Miles
Yards
Meters

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
B3	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

CONTINUED ON CHARTS 12327 & 12334

CONTINUED ON CHARTS 12327 & 12331

CONTINUED ON CHART 12324

JONS CHART 12401

JONS CHART 12421

JONS CHART 12427

12th Ed., Jun./12
12402

Last Correction: 11/23/2015. Cleared through:
LNM: 0316 (1/19/2016), NM: 0416 (1/23/2016), CHS: 1215 (12/25/2015))

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) published weekly by the Coast Guard Districts through 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 http://www.nga.mil.

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.

This chart was distributed as a PDF (Portable Document Format). Printing PDFs may alter the chart scale, color, or legibility that may impact suitability for navigation. Printed charts provided by NOAA certified Print on Demand (POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod

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COAST SURVEY

SOUNDINGS IN FEET

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
FEET	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

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

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