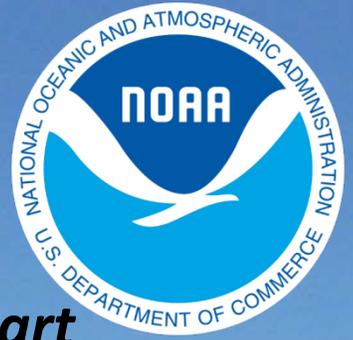


BookletChart™

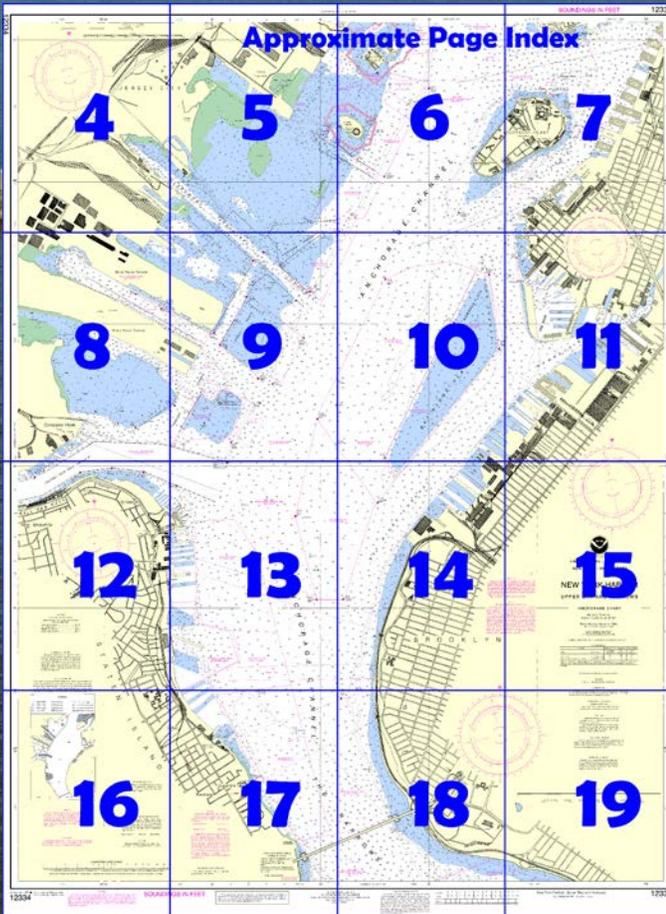


New York Harbor – Upper Bay and Narrows, Anchorage Chart NOAA Chart 12334

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.

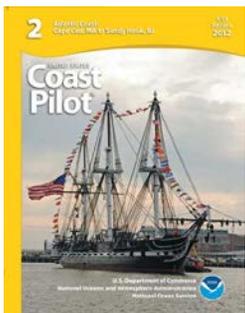
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12334>



(Selected Excerpts from Coast Pilot)

The New York City Bureau of Marine and Aviation ferries generally follow a prescribed route between **The Battery** and **St. George** on Staten Island, placing them to the extreme right-hand side of the channel. All mariners are strongly encouraged not to transit close aboard of the ferry slips at The Battery and St. George due to ferries maneuvering.

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. **Note:** A traveling maintenance platform, when in operation, reduces the vertical clearances by 15 feet. A fog signal is sounded from the eastern end of the bridge.

Coast Guard Station New York, numerous deep-draft piers, and ferry terminals are on the east side of Staten Island between Fort Wadsworth and St. George.

Upper Bay is that portion of New York Harbor between The Narrows and The Battery. **Anchorage Channel**, marked by lighted buoys, is the main passage through the middle of the bay. **Bay Ridge Flats** is a shoal area with depths of 8 to 20 feet east of Anchorage Channel. **Gowanus Flats** is at the north end of Bay Ridge Flats. **Jersey Flats**, the area on the New Jersey side west of Anchorage Channel, is much shoaler with depths up to 9 feet. Channels have been dredged through these shoal areas to provide access to the piers on both sides of the bay.

Bay Ridge Channel and **Buttermilk Channel** follow the Brooklyn piers from The Narrows to East River. Midchannel depths in these channels are generally 35 to 40 feet with lesser depths on the sides; see the latest chart for guidance. Caution should be exercised when docking and undocking vessels along the southeasterly side of Bay Ridge Channel because the current may flow in a direction opposite to the normal channel flow, especially between the piers.

Gowanus Bay, at the junction of Bay Ridge and Red Hook Channels, is a bight in the Brooklyn shore at the mouth of **Gowanus Canal**. A dredged channel leads from Gowanus Bay to the Hamilton Avenue Bridge, about 1 mile above the mouth of the bay. In April 1990, the controlling depths were 21 feet (25 feet at midchannel) to Sigourney Street, about 0.15 mile below the head of the project, thence 22 feet to the Hamilton Avenue Bridge.

The improved section of Gowanus Canal above Hamilton Avenue has depths of about 8 to 12 feet. The Third Street, Carroll Street, and Union Street bridges across the canal have the following minimum clearances: drawbridges, 3 feet; fixed bridges, 90 feet. The fixed bridge across that part of the canal that extends southward along Fifth Street has a clearance of 20 feet.

The Hamilton Avenue and Ninth Street drawbridges, 1 and 1.2 miles above the entrance of Gowanus Bay, respectively, are equipped with radiotelephones. The bridgetenders monitor VHF-FM channel 13; call signs KX-8183 and KX-8186, respectively.

Gowanus Bay, at the junction of Bay Ridge and Red Hook Channels, is a bight in the Brooklyn shore at the mouth of **Gowanus Canal**. A dredged channel leads from Gowanus Bay to the Hamilton Avenue Bridge, about 1 mile above the mouth of the bay. In April 1990, the controlling depths were 21 feet (25 feet at midchannel) to Sigourney Street, about 0.15 mile below the head of the project, thence 22 feet to the Hamilton Avenue Bridge.

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The Hamilton Avenue and Ninth Street drawbridges, 1 and 1.2 miles above the entrance of Gowanus Bay, respectively, are equipped with radiotelephones. The bridgetenders monitor VHF-FM channel 13; call signs KX-8183 and KX-8186, respectively.

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

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



Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

12334

4

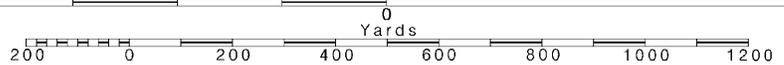


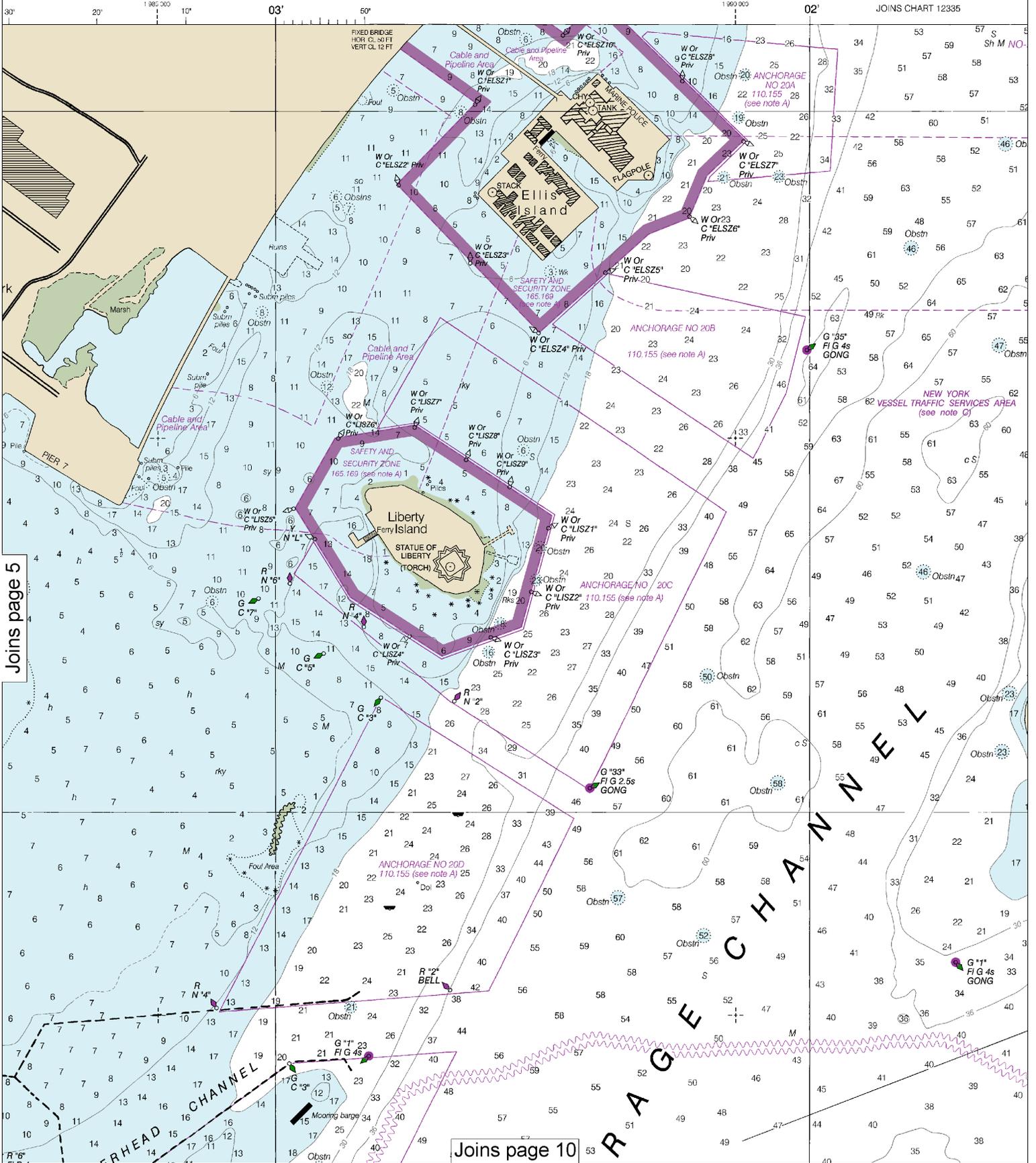
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.





Joins page 5

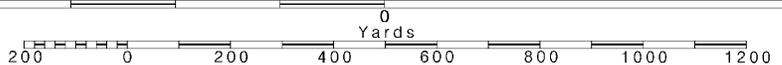
Joins page 10

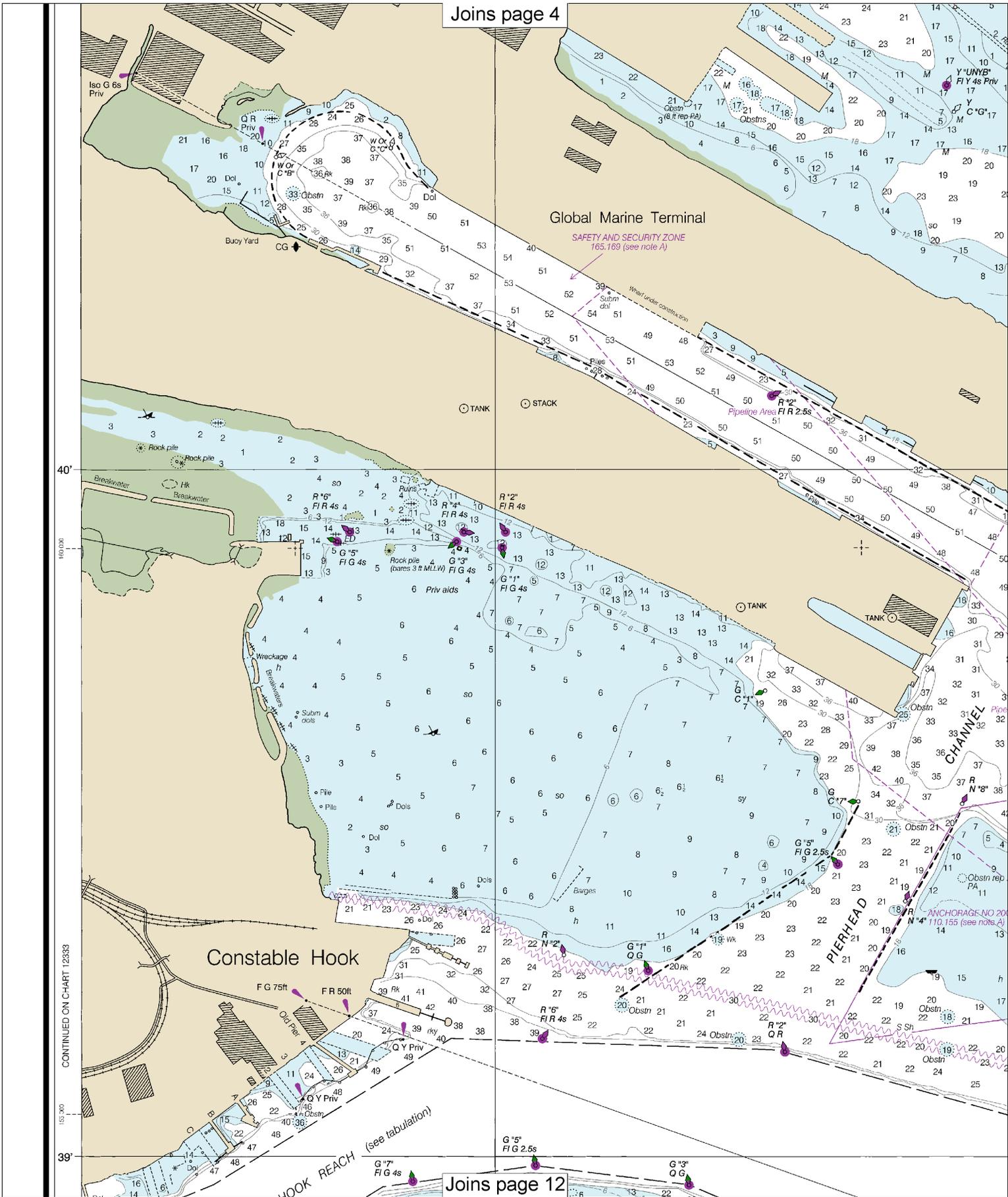


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.





CONTINUED ON CHART 12333

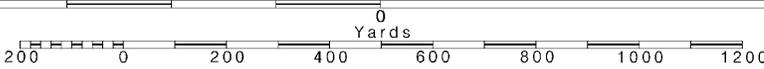
US 200

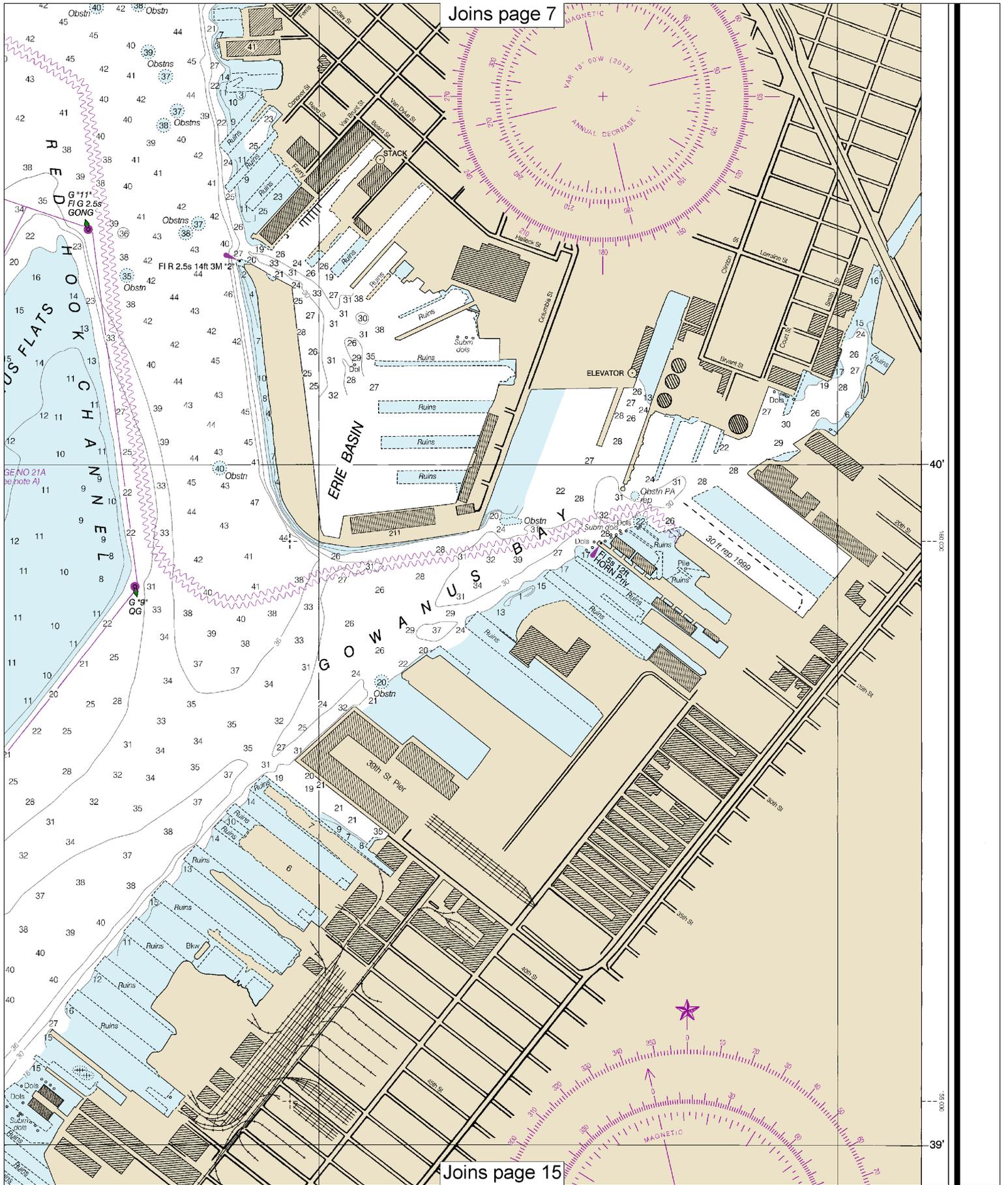


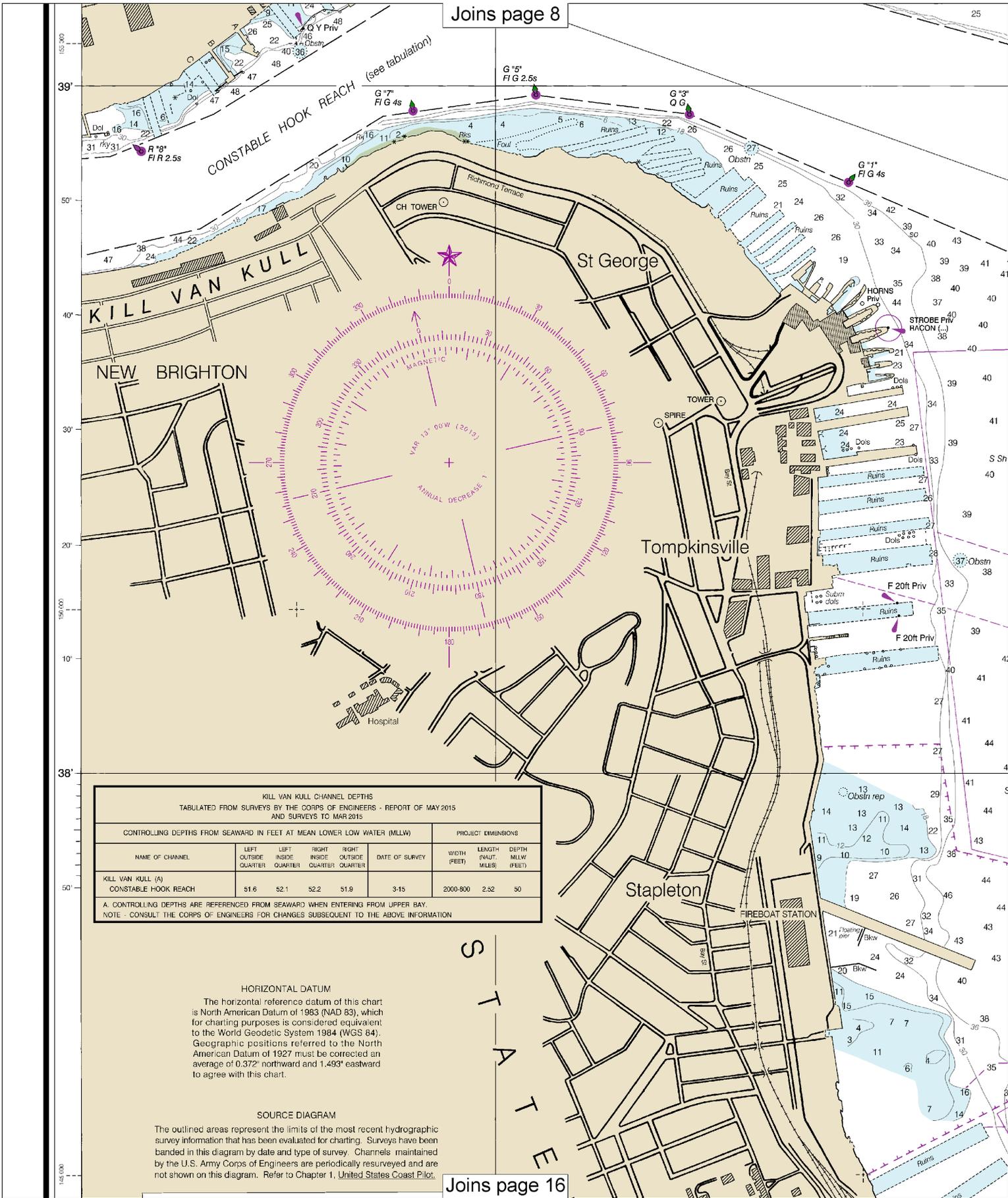
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.







KILL VAN KULL CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2015
AND SURVEYS TO MAR 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
KILL VAN KULL (A) CONSTABLE HOOK REACH	51.6	52.1	52.2	51.9	3-15	2000-800	2.52	30

A. CONTROLLING DEPTHS ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM UPPER BAY.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

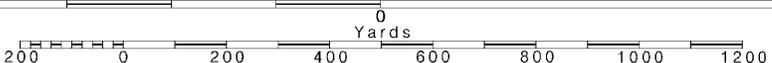
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.372" northward and 1.493" eastward to agree with this chart.

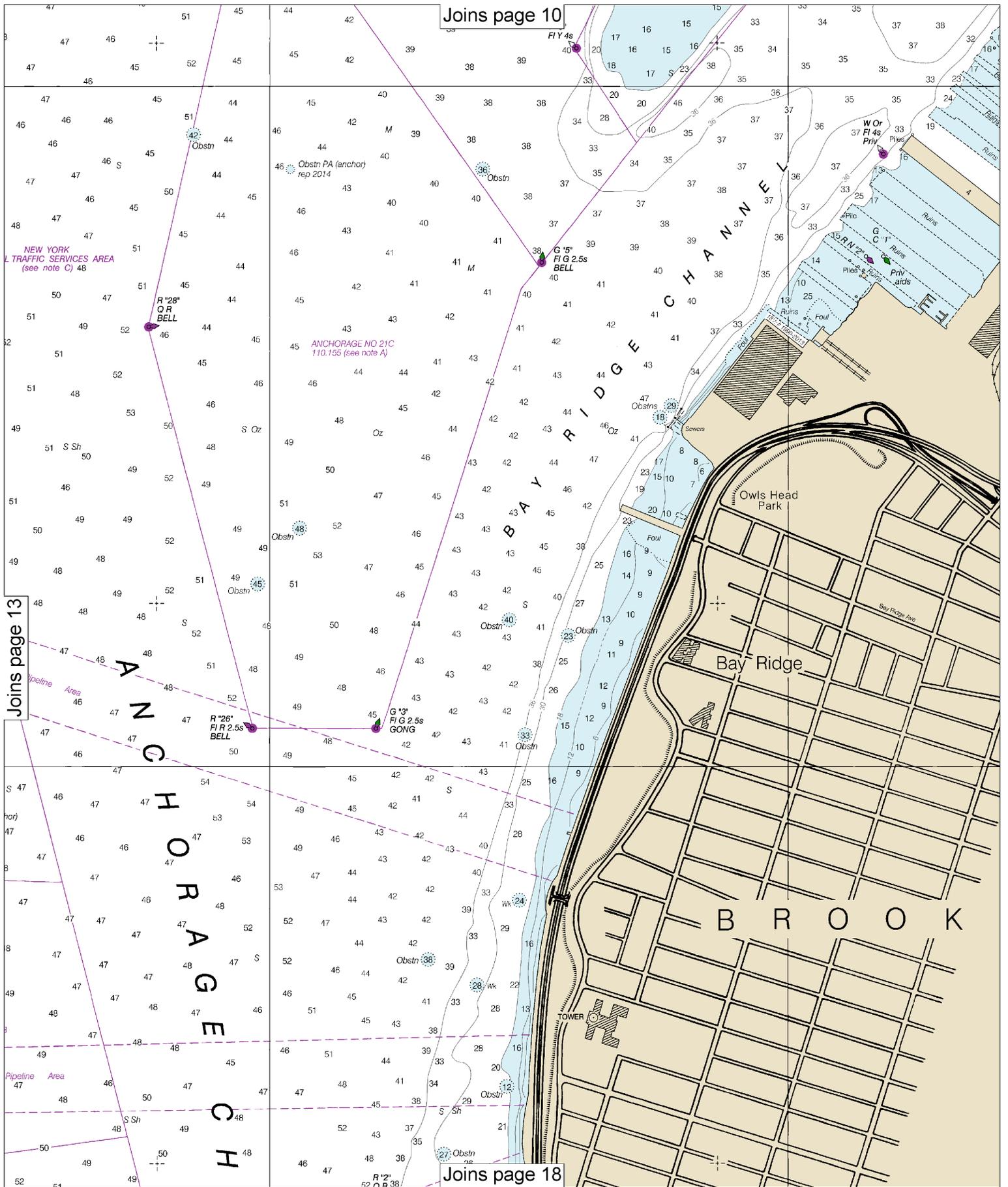
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.





Joins page 10

Joins page 13

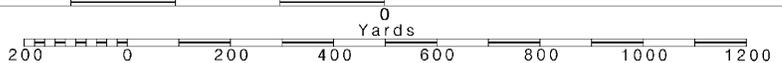
Joins page 18

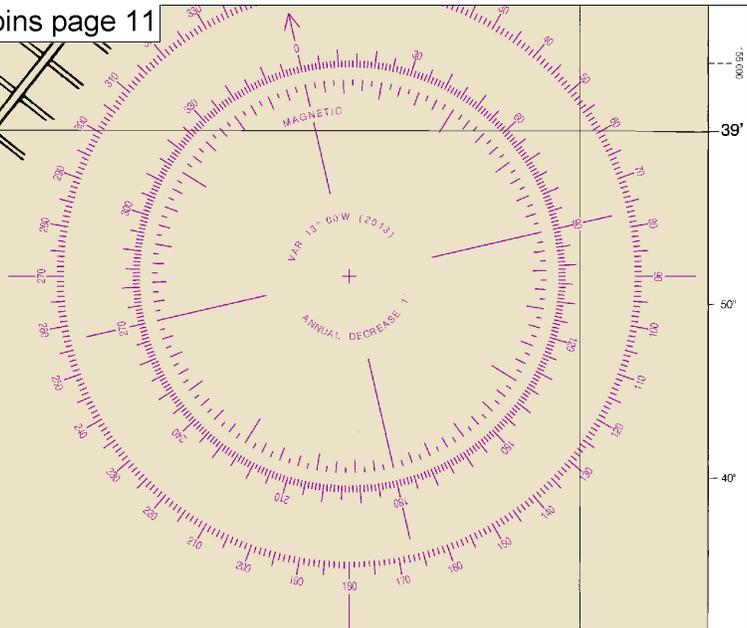
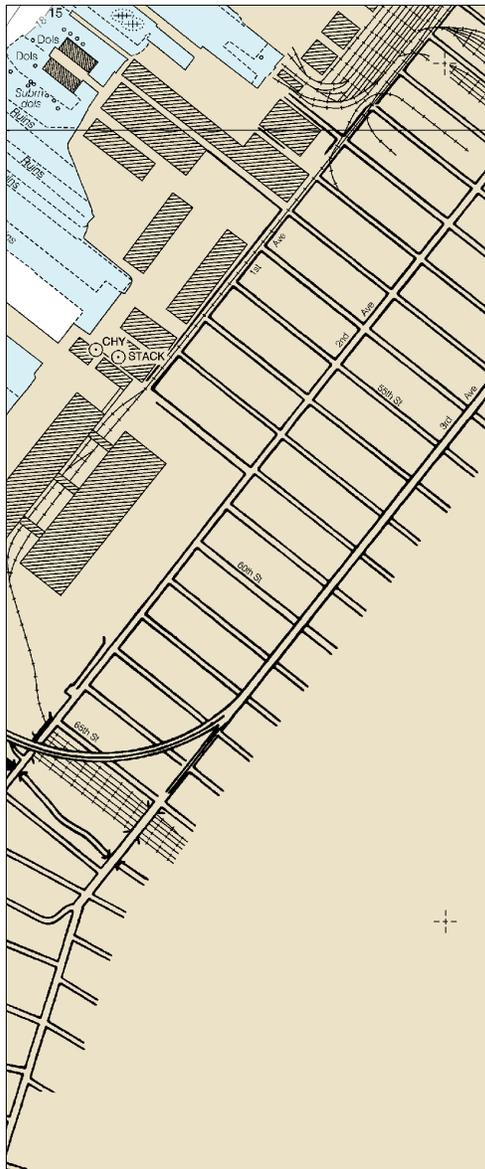
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
NEW YORK - NEW JERSEY

NEW YORK HARBOR

UPPER BAY AND NARROWS

ANCHORAGE CHART

Mercator Projection
Scale 1:10,000 at Lat. 40°39'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

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
Fort Hamilton	(40°37'N/74°02'W)	5.2 feet	4.9 feet	0.2 feet
Governors Island	(40°42'N/74°01'W)	4.9 feet	4.6 feet	0.2 feet

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>. (Sep 2013)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

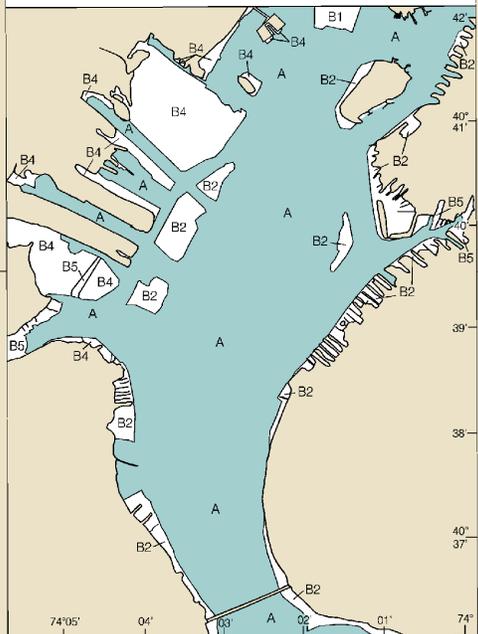
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

L Y N

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	1990-2013	NOS Surveys full bottom coverage
B1	1990-1998	NOS Surveys partial bottom coverage
B2	1970-1989	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage
B5	Pre-1900	NOS Surveys partial bottom coverage



NOTE C

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bight 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.

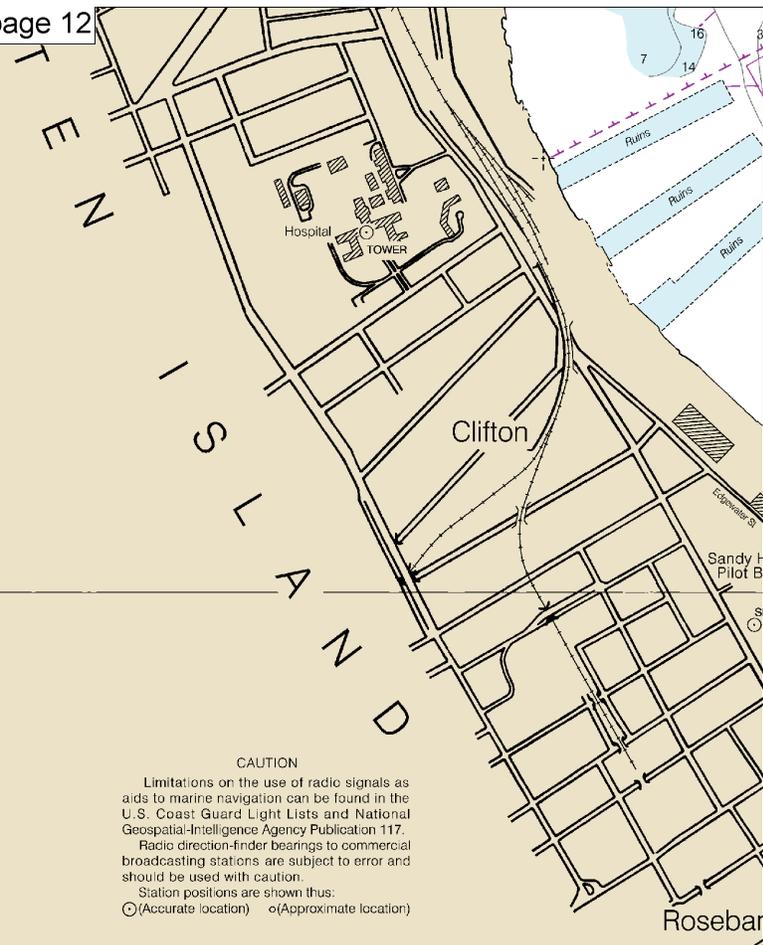
WARNING

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.

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

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:

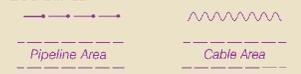
○ (Accurate location) ◐ (Approximate location)

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.

CAUTION

SUBMARINE PIPELINES AND CABLES Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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

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

TABULATED FROM SURV	
CONTROLLING DEPTHS FROM SEAWARD	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER
AMBROSE CHANNEL REACH D	50.4
NOTE - CONSULT THE CORPS OF ENGINEERS	

SUPPLEMENTARY Consult U.S. Coast Pilot for supplemental information

12334

72nd Ed., Nov. 2013. Last Correction: 12/13/2016. Cleared through: LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

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

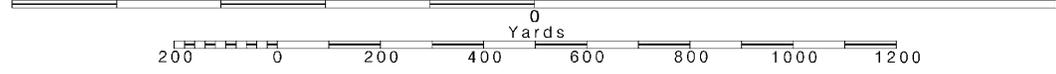
NOAA encourages users to submit inquiries, discrepancies or corrections about this chart at http://www.nauticalcharts.noaa.gov/staff/col

16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



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, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

PLANE COORDINATE GRID

(based on NAD 1927)

New York State Grid Long Island zone is indicated by dashed ticks at 5,000 foot intervals.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

ACKNOWLEDGEMENT

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

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, Massachusetts or at the Office of the District Engineer, Corps of Engineers in New York, New York.

Refer to charted regulation section numbers.

SCALE 1:10,000

Nautical Miles

Yards

0 200 400 600 800 1000 1200

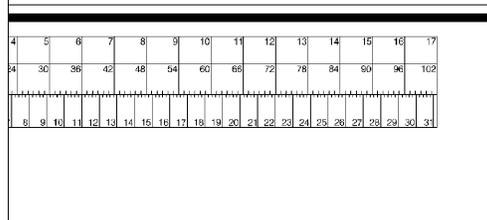
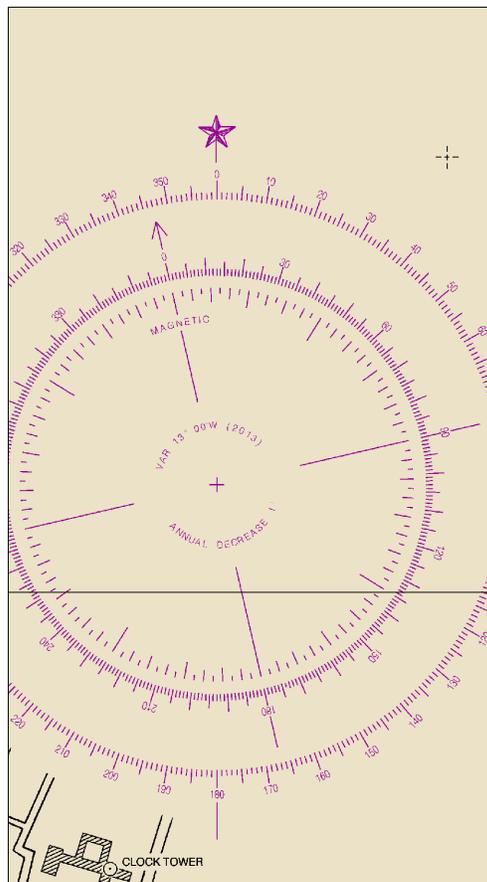
1/2 0 1/2

1000 0 1000 0

NOTE Z NO-DISCHARGE ZONE, 40 CFR 140

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

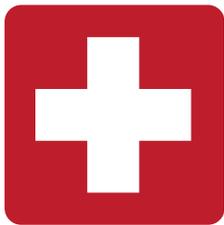
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.



New York Harbor, Upper Bay and Narrows
SOUNDINGS IN FEET - SCALE 1:10,000

12334

74° 1115.6 x 838.8mm



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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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 @NOAAcharts



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.