

BookletChart™

East River – Newtown Creek

NOAA Chart 12338

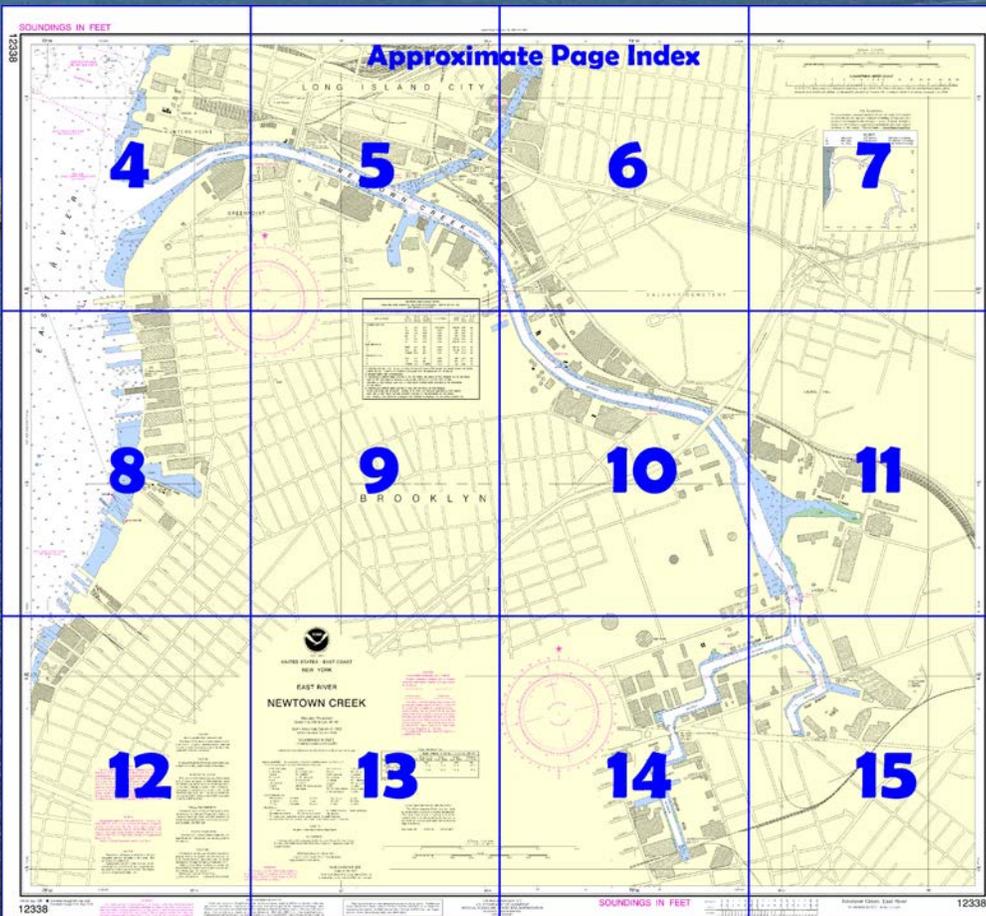


A reduced-scale NOAA nautical chart for small boaters

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=12338>.



(Selected Excerpts from Coast Pilot)

Newtown Creek is entered on the eastern side of East River 3.6 miles from The Battery. The creek extends 3.3 miles eastward and southward and has several short tributaries or basins. Traffic is fairly heavy and consists chiefly of petroleum products, sand, gravel, and crushed rock; drafts of vessels navigating the creek seldom exceed 15 feet. Tributary basins are **Dutch Kills**, on the north side of Newtown Creek 0.8 mile from East

River; **Whale Creek**, on the south side opposite Dutch Kills; **Maspeth Creek**, on the east side 2.2 miles from East River; **East Branch**, on the east side 2.5 miles from the river; and **English Kills**, which extends

westward and southward from the East Branch entrance and forms the last 0.8 mile of Newtown Creek.

Channels.—A Federal project provides for a 23-foot channel in Newtown Creek from the East River to and in a turning basin about 240 yards above the Kosciusko Memorial Bridge, thence 20 feet in East Branch and in English Kills to the Metropolitan Avenue bridge, and thence 12 feet in English Kills to the head of the project at Montrose Avenue. (See Notice to Mariners and latest edition of chart for controlling depths.)

The tidal **current** is weak and variable.

Pulaski Bridge, which crosses Newtown Creek 0.5 mile above the mouth, has a bascule span with a clearance of 39 feet at the fenders and 46 feet at the center. The bridgetender monitors VHF-FM channel 13; call sign KX-8178.

Dutch Kills, which is about 0.5 mile long, is crossed by the following drawbridges: railroad bridge, Borden Avenue bridge, and Hunters Point Avenue bridge. Minimum clearance under the closed drawspan is 2 feet. (See **117.1 through 117.59 and 117.801**, chapter 2, for drawbridge regulations.) In 2002, the railroad bridge was reported inoperable as a swing bridge and closed to vessel traffic. Clearance under the fixed bridge is 83 feet.

Greenpoint Avenue Bridge, 1.1 miles above the mouth of Newton Creek, has a bascule span with a clearance of 24 feet at the fenders and 30 feet at the center. Kosciusko Memorial Bridge, 1.8 miles from the mouth, has a fixed span with a clearance of 125 feet. Metropolitan Avenue Bridge, which crosses English Kills 3 miles from the mouth of Newtown Creek, has a bascule span with a clearance of 10 feet at the center. Montrose Avenue Bridge, at the head of English Kills, has a swing span with a clearance of 4 feet. The bridgetenders at the Greenpoint Avenue and Metropolitan Avenue bridges monitor channel 13; call signs KX-8182 and KX-8179, respectively. (See **117.1 through 117.59 and 117.801**, chapter 2, for drawbridge regulations.)

Grand Avenue Bridge, which crosses East Branch, has a swing span with a clearance of 8 feet. (See **117.1 through 117.59 and 117.801**, chapter 2, for drawbridge regulations.) The bridgetender can be contacted on VHF-FM channel 13; call sign KX-8187.

**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

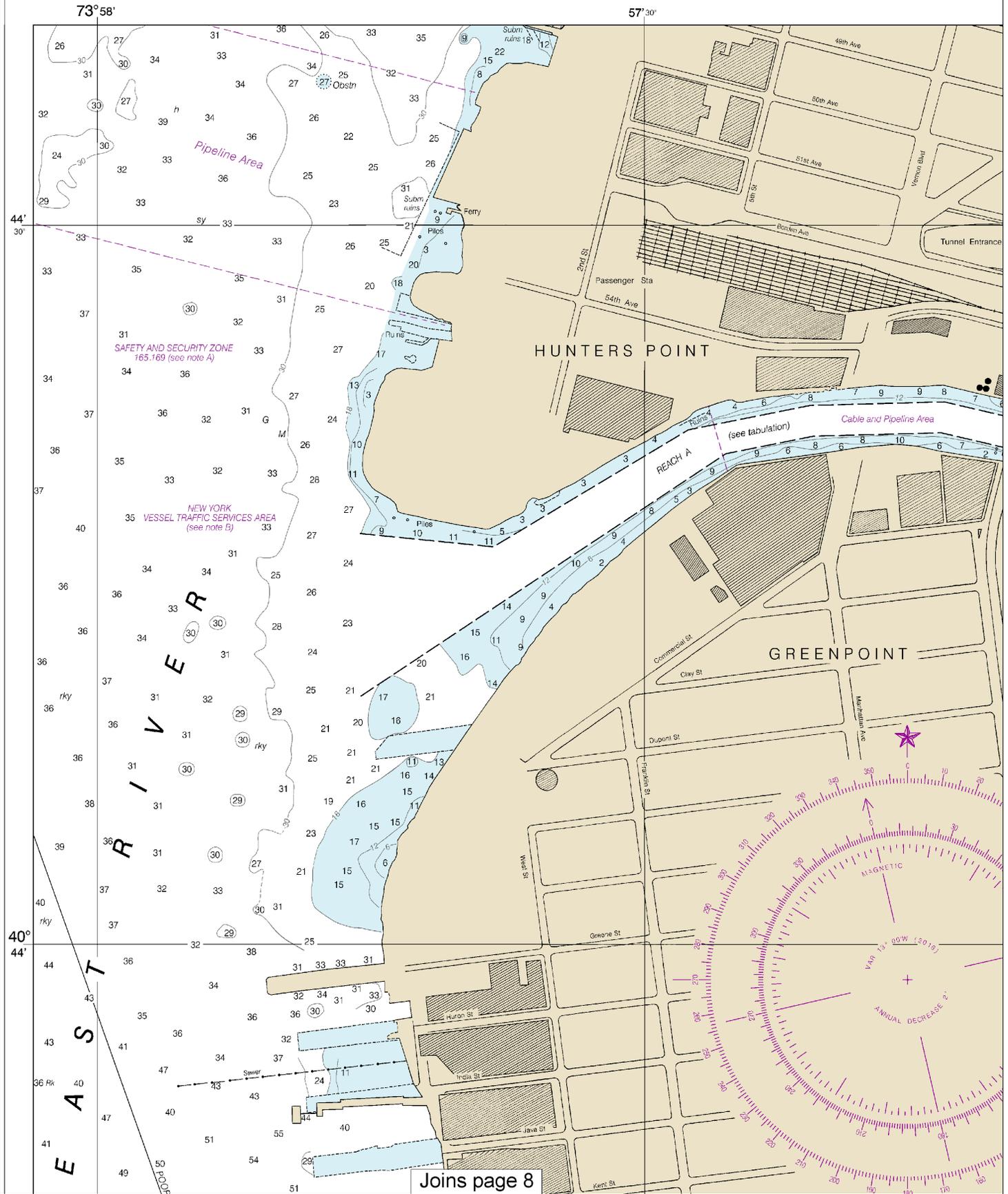
on navigable waters except Western Rivers



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>

SOUNDINGS IN FEET

12338



4

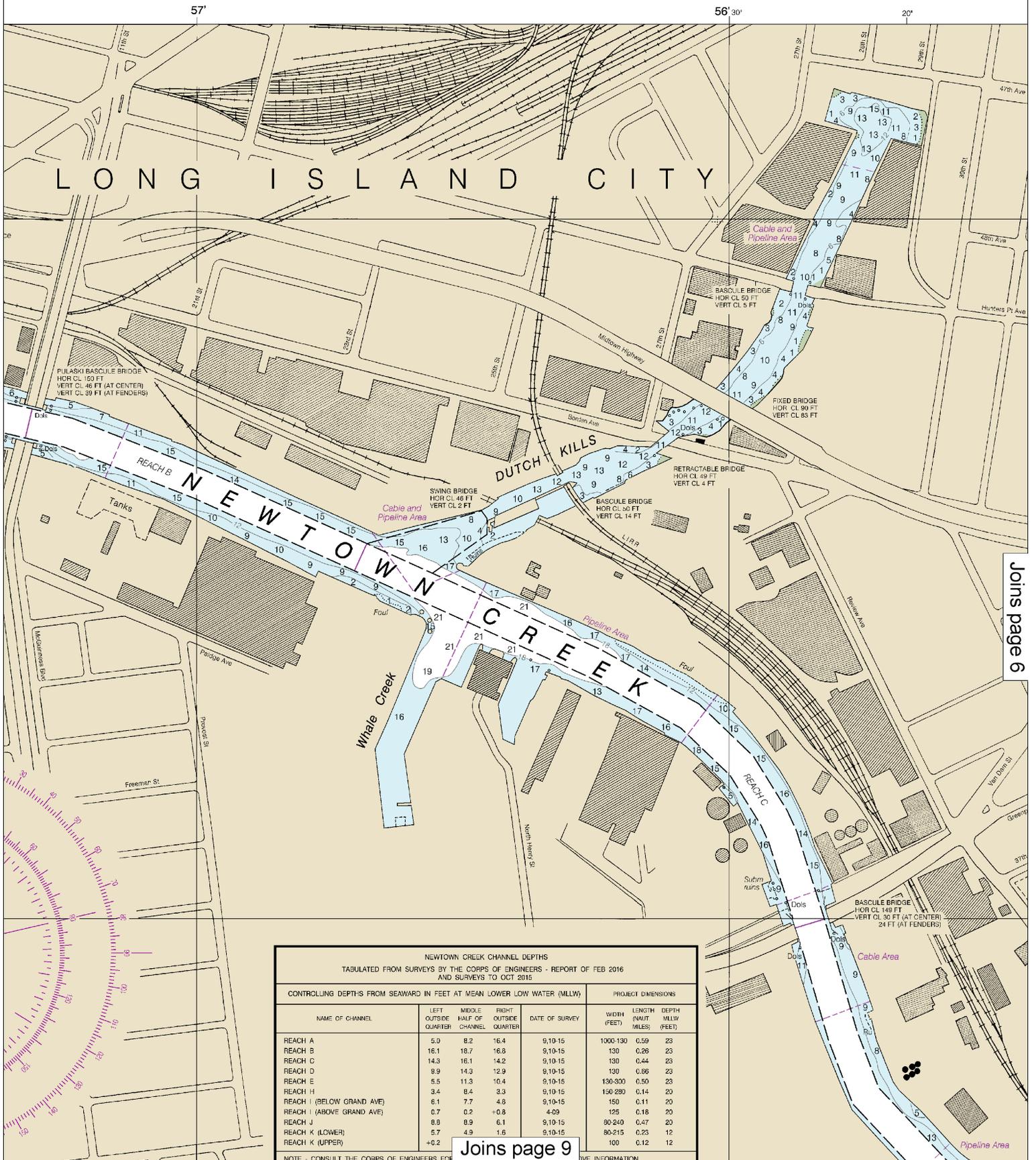
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:5,000
0.5 Nautical Miles

See Note on page 5.





Joins page 6

Joins page 9

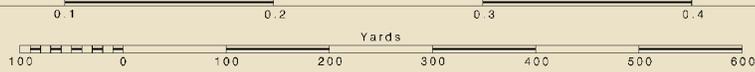
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:6666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



55° 30'

55°

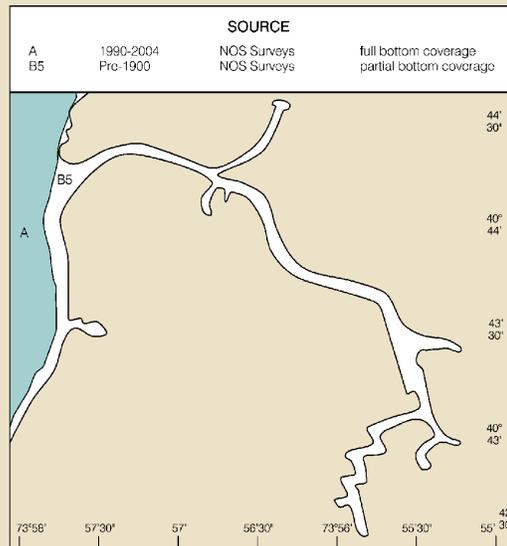
SCALE 1:5,000
0.5 Nautical Miles



44° 30'

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.



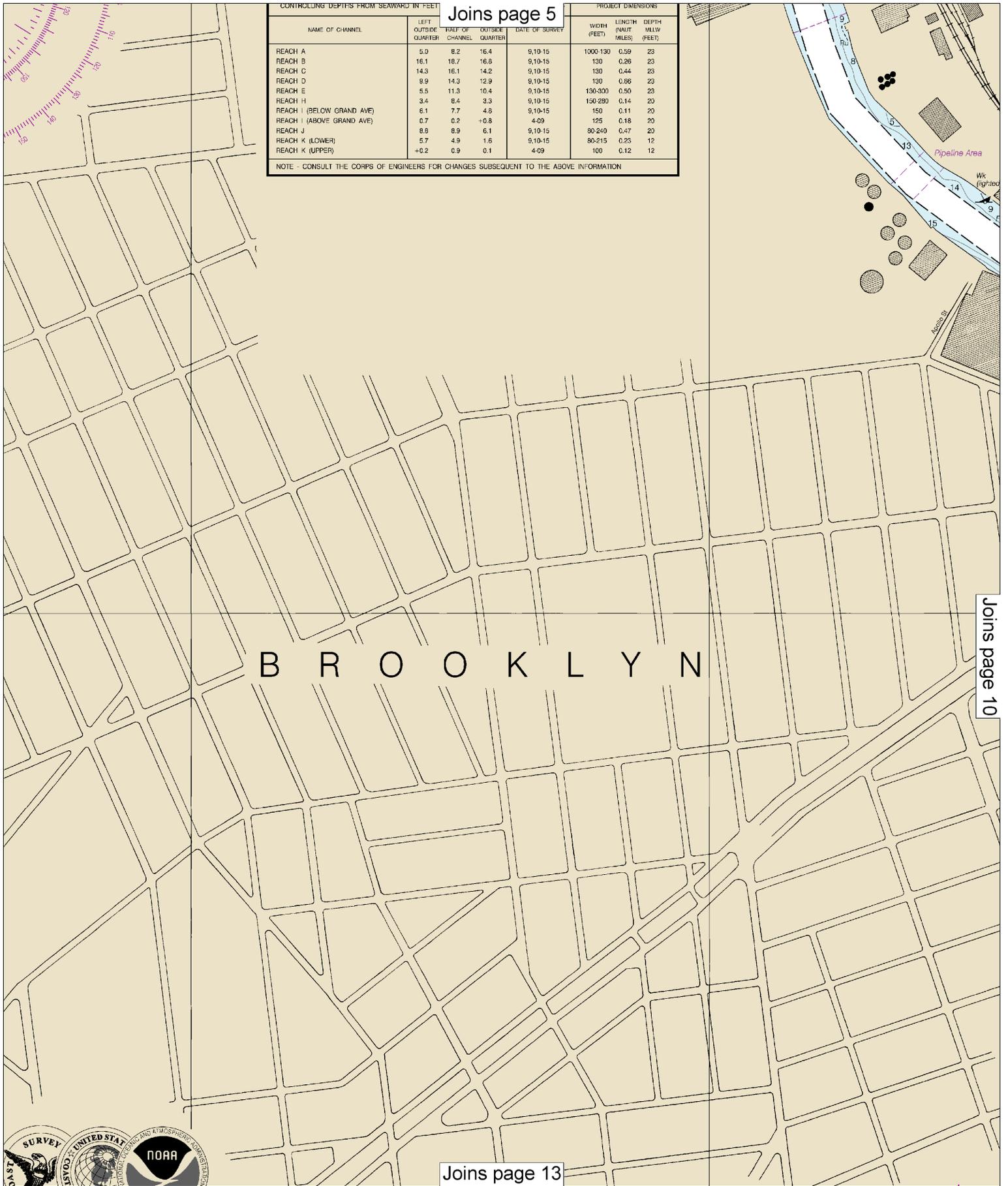
T E R Y

40° 44'

CAUTION
and floating obstructions, some
may exist within the magenta tinted
action area. Mariners are advised to
caution.

Brooklyn Queens Expressway

Joins page 11



Joins page 5

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	HALF OF CHANNEL	OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT MILES)	DEPTH MLW (FEET)
REACH A	5.0	8.2	16.4	9,10-15	1000-130	0.59	23
REACH B	16.1	18.7	16.8	9,10-15	130	0.26	23
REACH C	14.3	16.1	14.2	9,10-15	130	0.44	23
REACH D	9.9	14.3	12.9	9,10-15	130	0.86	23
REACH E	5.5	11.3	10.4	9,10-15	130-300	0.50	23
REACH H	3.4	8.4	3.3	9,10-15	150-290	0.14	20
REACH I (BELOW GRAND AVE)	6.1	7.7	4.8	9,10-15	150	0.11	20
REACH I (ABOVE GRAND AVE)	0.7	0.2	+0.8	4-09	125	0.18	20
REACH J	8.8	8.9	6.1	9,10-15	80-240	0.47	20
REACH K (LOWER)	5.7	4.9	1.6	9,10-15	80-215	0.23	12
REACH K (UPPER)	+0.2	0.9	0.1	4-09	100	0.12	12

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

B R O O K L Y N

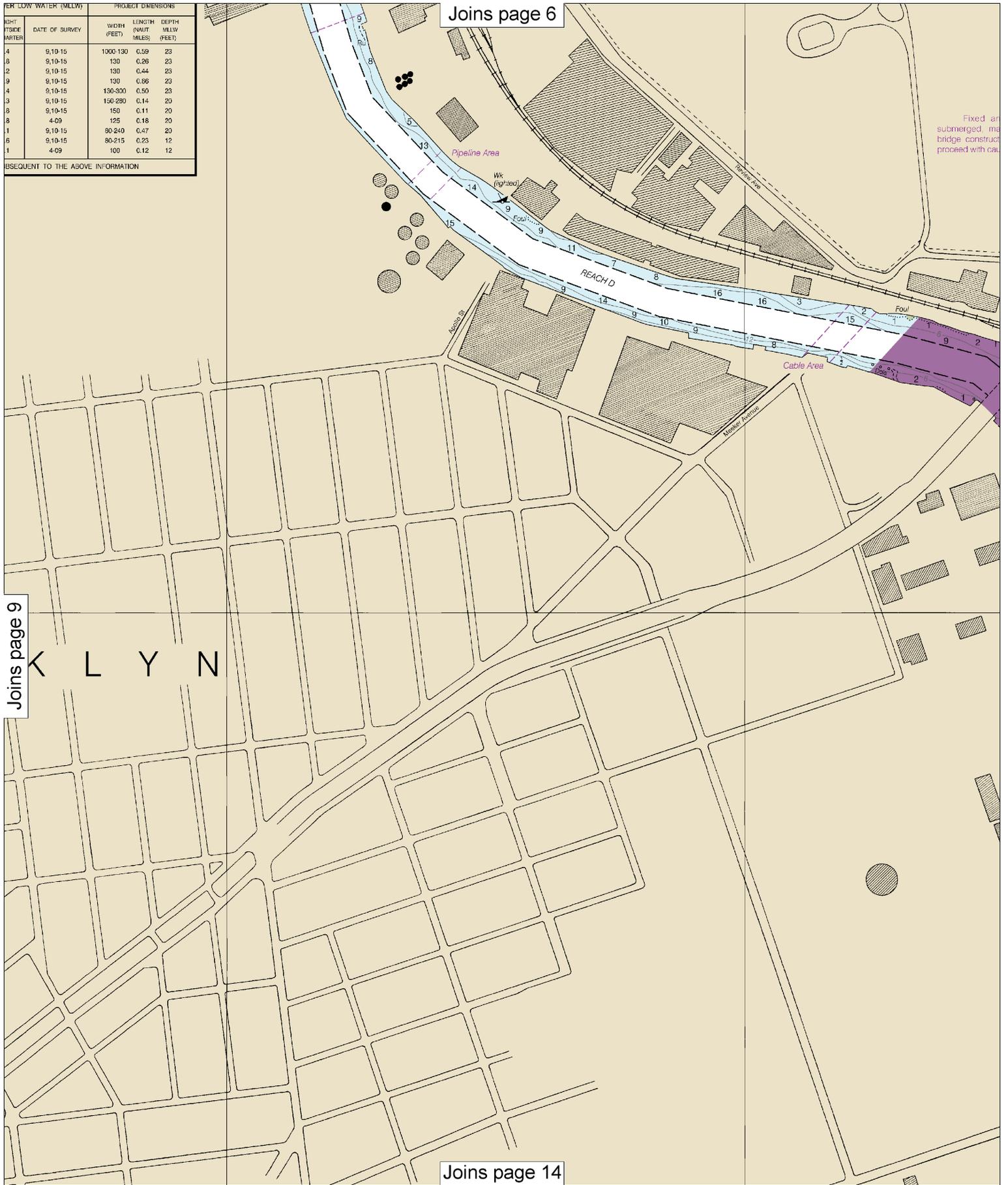
Joins page 10

Joins page 13



TIDE LOW WATER (MLLW)		PROJECT DIMENSIONS			
RIGHT SIDE	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)	
4	9-10-15	1300	130	0.59	23
8	9-10-15	130	0.26	23	
2	9-10-15	130	0.44	23	
9	9-10-15	130	0.96	23	
4	9-10-15	130-300	0.50	23	
3	9-10-15	150-280	0.14	20	
8	9-10-15	150	0.11	20	
8	4-09	125	0.18	20	
1	9-10-15	80-240	0.47	20	
6	9-10-15	80-215	0.23	12	
1	4-09	100	0.12	12	

RESUME TO THE ABOVE INFORMATION



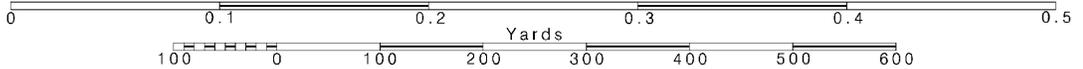
10

Note: Chart grid lines are aligned with true north.

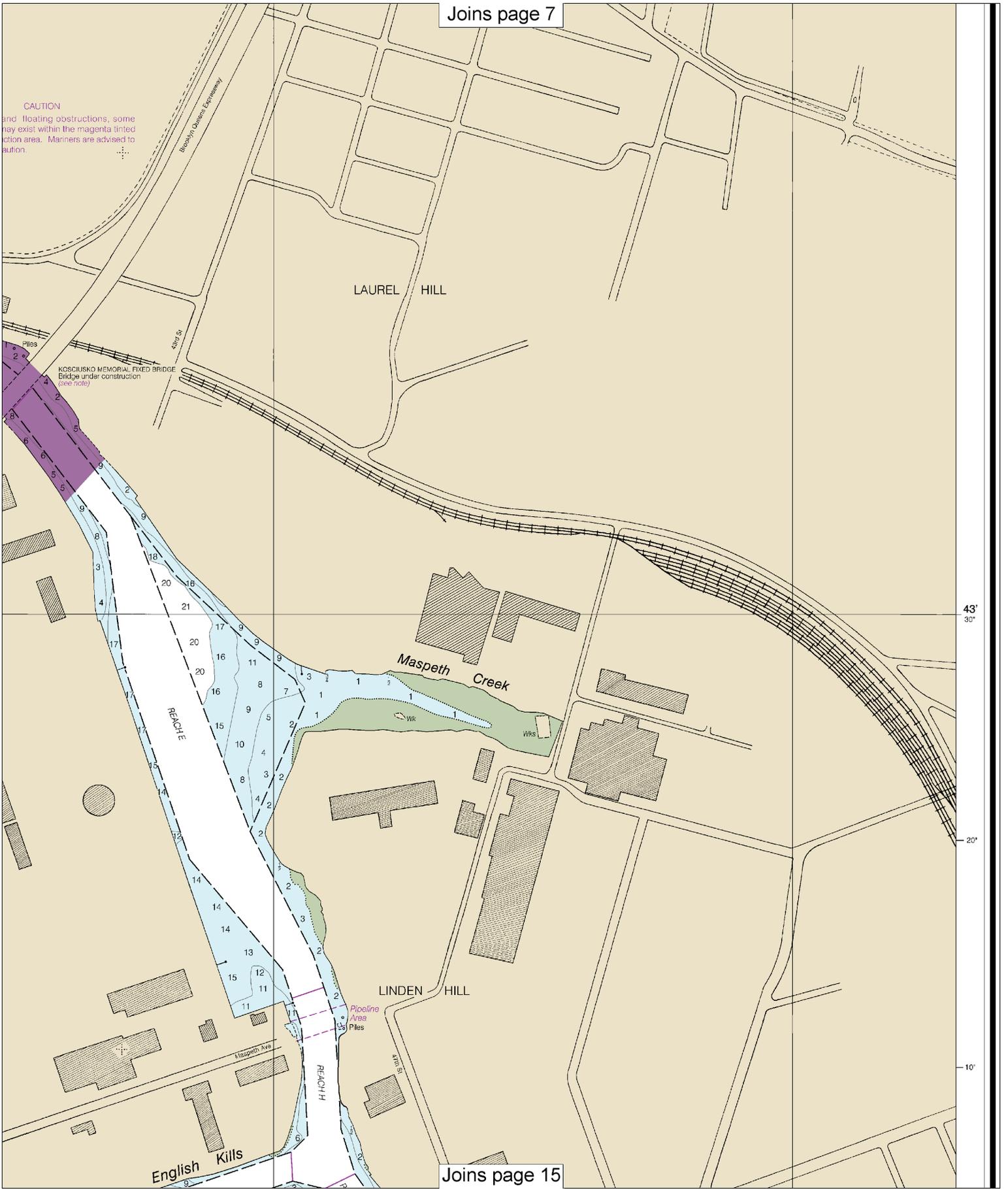
Printed at reduced scale.

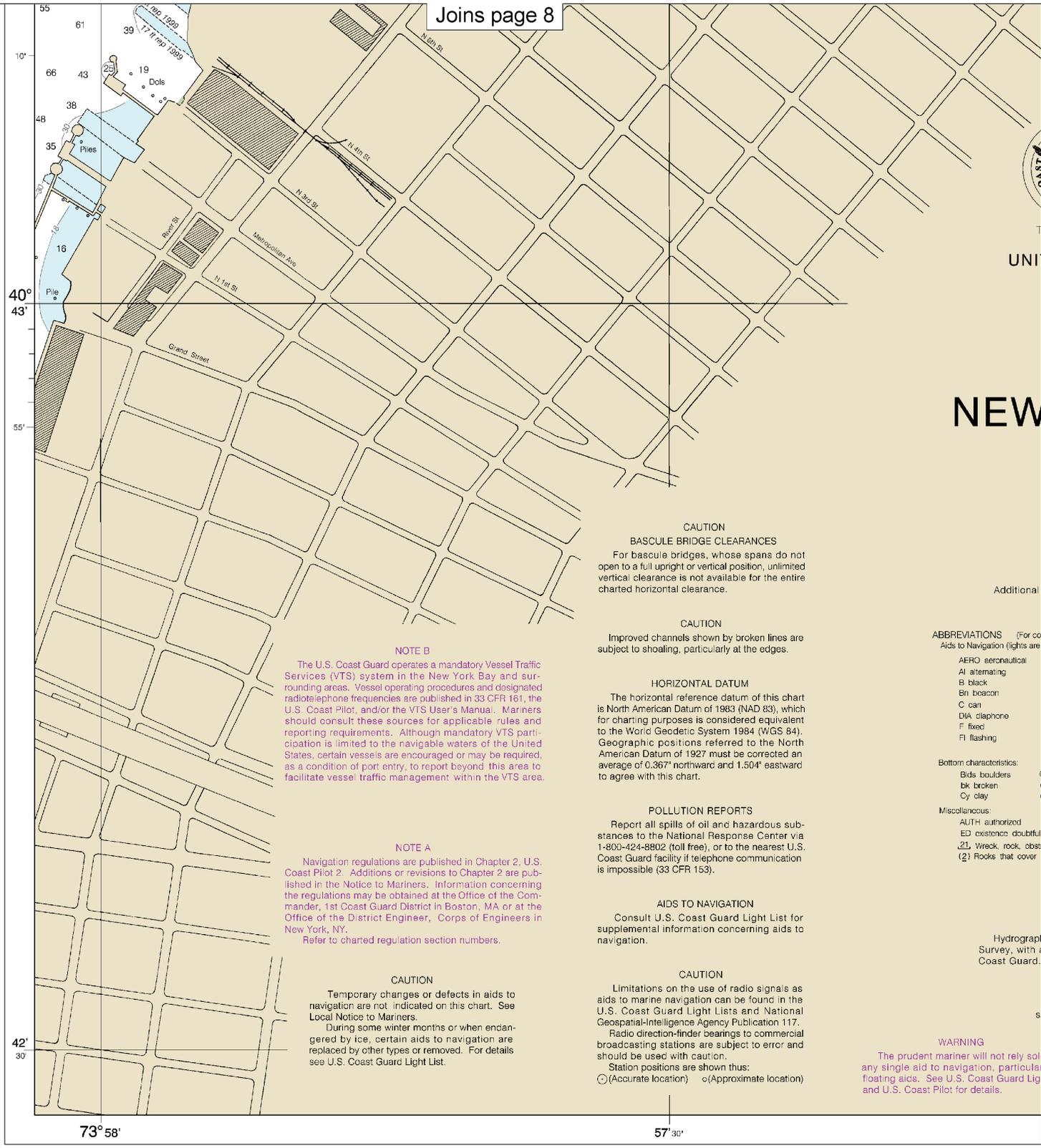
SCALE 1:5,000
0.5 Nautical Miles

See Note on page 5.



CAUTION
and floating obstructions, some
may exist within the magenta tinted
action area. Mariners are advised to
caution.





NOTE B
 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.

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
BASCULE BRIDGE CLEARANCES
 For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

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

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 0.367" northward and 1.504" eastward to agree with this chart.

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).

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

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)

- ABBREVIATIONS** (For coasts and aids to navigation (lights are in red))
- AERO aeronautical
 - Al alternating
 - B black
 - Bn beacon
 - C can
 - DIA diaphone
 - F fixed
 - Fl flashing
- Bottom characteristics:**
- Blds boulders
 - bk broken
 - Cy clay
- Miscellaneous:**
- AUTH. authorized
 - ED existence doubtful
 - Wreck, rock, obstruction
 - (2) Rocks that cover

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

12338

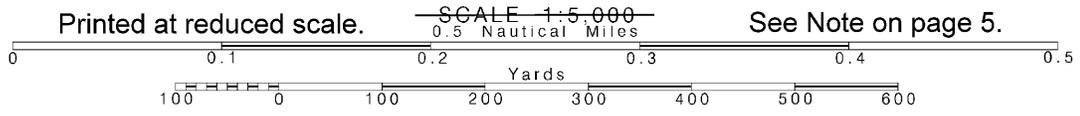
CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected 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/stat/cor>

11th Ed., May 2013. Last Correction: 9/27/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

12

Note: Chart grid lines are aligned with true north.



See Note on page 5.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

NEW YORK

EAST RIVER

WATERTOWN CREEK

Mercator Projection
Scale 1:5,000 at Lat. 40°44'

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 a complete list of Symbols and Abbreviations, see Chart No. 1.)
Symbols in white unless otherwise indicated:

- | | | |
|--------------------------|------------------------|--------------------|
| G green | Mo micro code | R TR radio tower |
| IQ interrupted quick | N nun | Rot rotating |
| Isb isophase | OBSC obscured | s seconds |
| LT HC lighthouse | Oc occulting | SEC sector |
| M nautical mile | Or orange | St M statute miles |
| m minutes | Q quick | VQ very quick |
| MICRO TR microwave tower | R red | W white |
| Mkr marker | Ra Rof radar reflector | WHIS whistle |
| | Rn Rn radiobeacon | Y yellow |

- | | | | |
|-----------|---------|-------------|-----------|
| Co coral | gy gray | Oys oysters | so soft |
| G gravel | h hard | Rk rock | Sh shells |
| Grs grass | M mud | S sand | sy sticky |

- | | | |
|-------------------------|----------------------|----------------|
| Obstn obstruction | PD position doubtful | Subm submerged |
| PA position approximate | Rep reported | |
- Structure, or shoal swept clear to the depth indicated.
Rise and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

SUPPLEMENTAL INFORMATION

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

For a complete list of Symbols and Abbreviations, see Chart No. 1.)
Symbols in white unless otherwise indicated:

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.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Hunters Point	(40°44'N/73°57'W)	4.6	4.3	0.2
English Kills Entrance	(40°43'N/73°55'W)	4.8	4.5	0.2

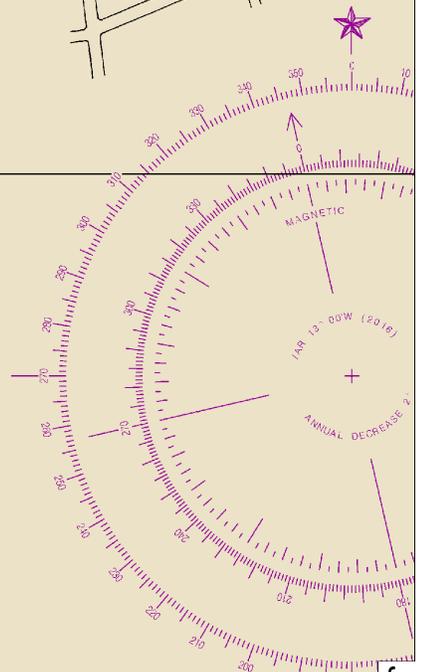
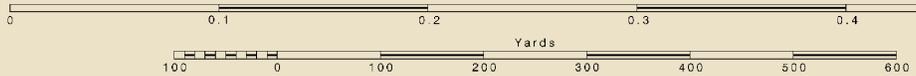
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Mar 2013)

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 KWC-36 162.660 MHz

SCALE 1:5,000
0.5 Nautical Miles



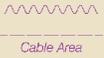
Joins page 14

For a complete list of Symbols and Abbreviations, see Chart No. 1.)
Symbols in white unless otherwise indicated:

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

Joins page 10

CAUTION
PIPELINES AND CABLES
 Pipelines and submarine
 cable areas



Undetected submarine pipelines and
 cables may exist within the area of
 soundings. Pipelines and submarine
 cables, if not required to be buried, and
 cables, if not originally buried, may have
 shallow coverings. Mariners should use extreme
 caution in depths of 100 fathoms or less
 where they may exist, and when
 anchoring, or trawling, or
 dredging, they should be marked by lighted or
 daymarks.

ADDITIONAL INFORMATION

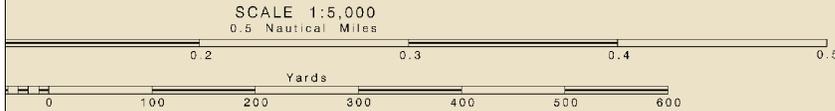
LONG	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
41°N/73°57'W	4.6	4.3	0.2
41°55'W	4.8	4.5	0.2

For datum values for a tide station, real-time water levels,
 and other information, visit the internet from <http://tidesandcurrents.noaa.gov>.

RADIO BROADCASTS

Radio station listed
 is for weather broadcasts.
 Frequency is typically 20 to 40
 MHz, but can be
 as low as 1.6 MHz for stations at
 sea.

KWO-35 162.550 MHz



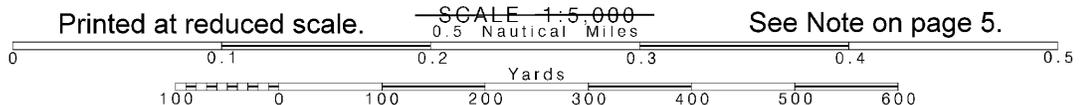
56°30' 20' 10' 73°56' 55'

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

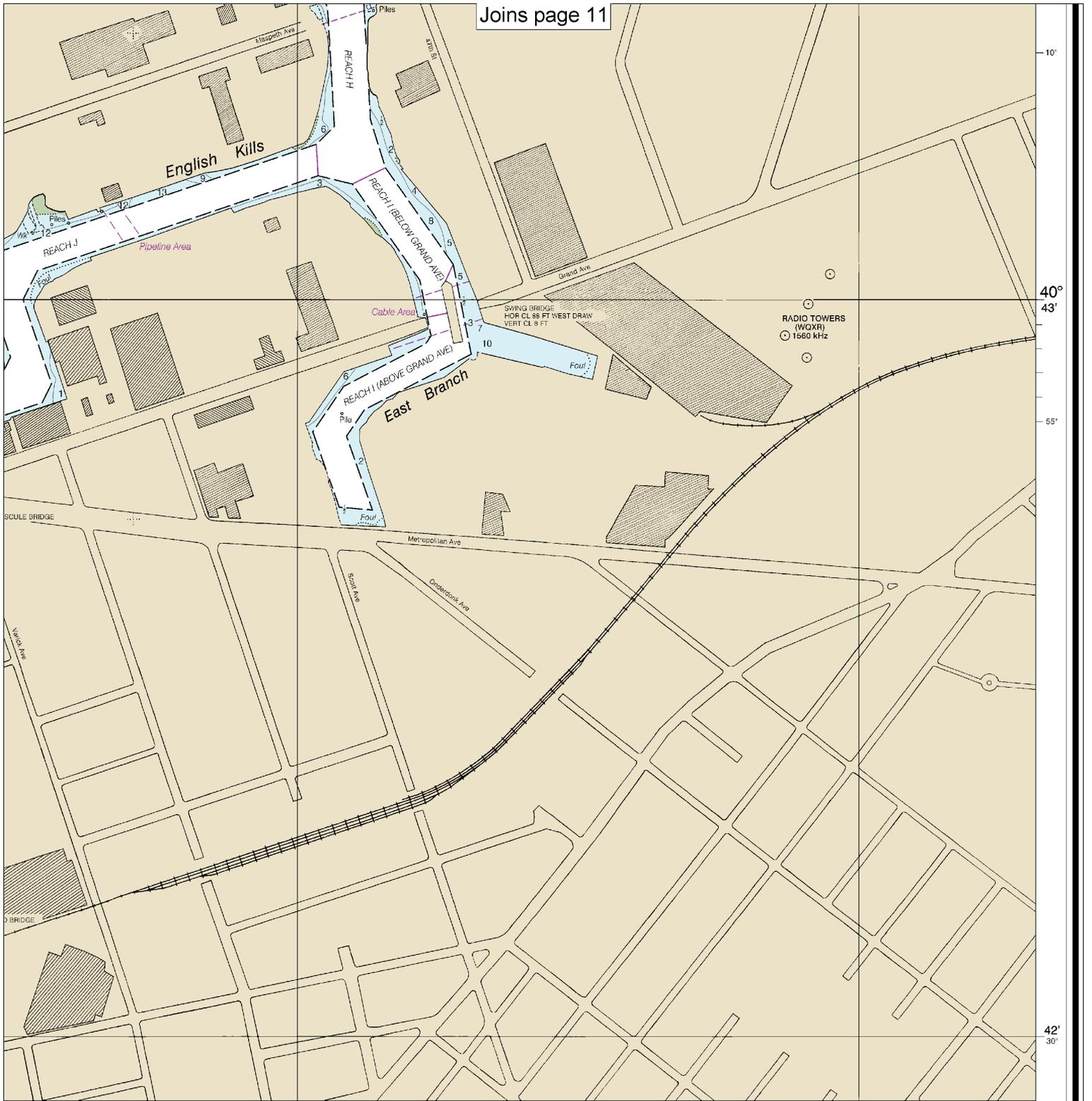
SOUNDINGS IN FEET

14

Note: Chart grid
 lines are aligned
 with true north.



See Note on page 5.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	100
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Newtown Creek, East River
SOUNDINGS IN FEET - SCALE 1:5,000

12338



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.