

BookletChart™

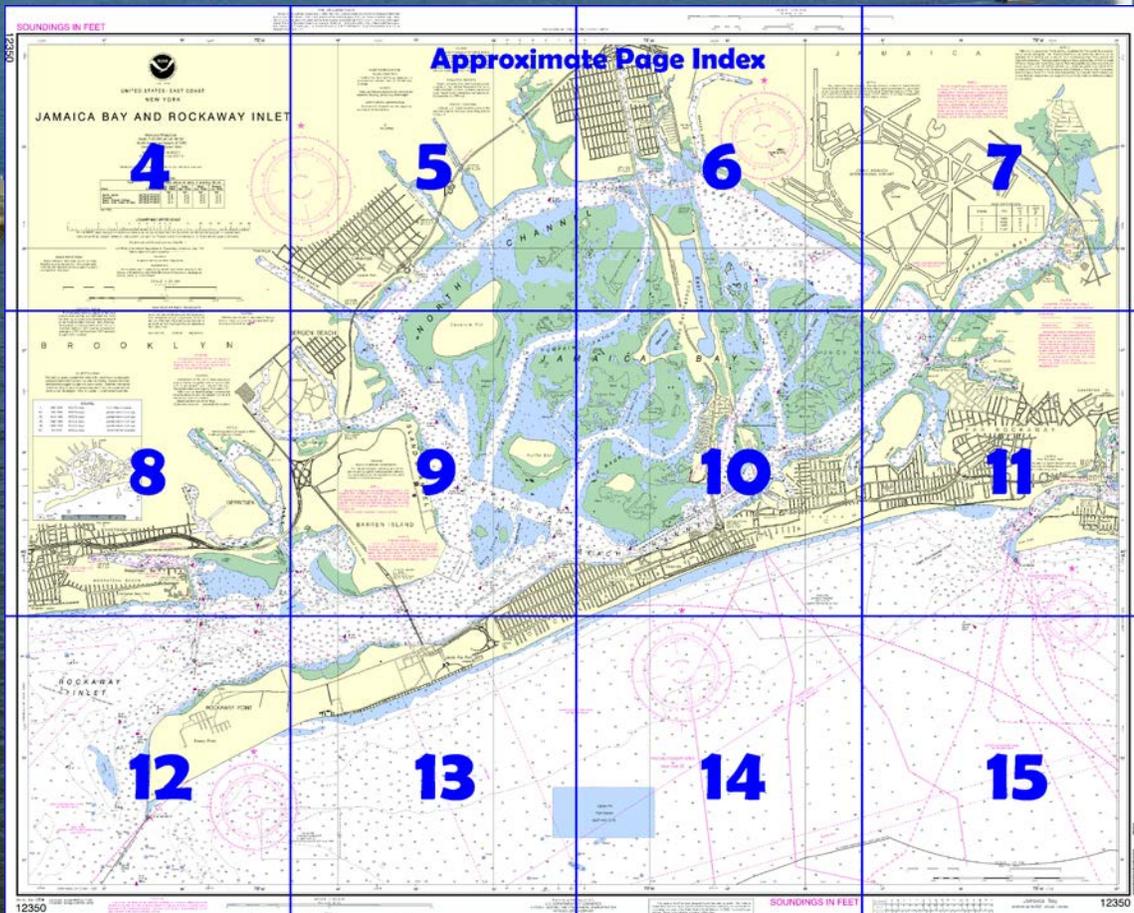


Jamaica Bay and Rockaway Inlet NOAA Chart 12350

*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=12350>.



(Selected Excerpts from Coast Pilot)

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. A breakwater, marked near the outer end by a light, extends south from Rockaway Point. The entrance channel extends westward of the breakwater and is marked by lighted and unlighted buoys. A shifting sandbar is located about 0.6 mile southeast of the breakwater

light. A shoal with depths of less than 1 foot and marked by breakers is west of the entrance channel. Numerous obstructions lie between southwest of the breakwater light and numerous wrecks are farther inside the inlet; the chart is the best guide.

In 1980, shoaling to about 3 feet was reported in the inlet about 1.75 miles west of the Gil Hodges Memorial Bridge in about 40°34'21"N., 73°55'29.5"W.

Gil Hodges Memorial (Marine Parkway) Bridge, crossing Rockaway Inlet between Rockaway Point and Barren Island, has a vertical lift span with a clearance of 55 feet down and 152 feet up. The bridgetender monitors VHF-FM channel 13 (156.65 MHz); call sign, KIL-819. (See **117.1 through 117.59 and 117.795**, chapter 2, for drawbridge regulations.)

Currents.—The tidal current in the entrance channel near Rockaway Point has a velocity of about 2.2 knots. The ebb attains a greater velocity than the flood and probably exceeds 3 knots at times. In 1975, a strong east-to-west current, believed to have been the result of tidal flow, was observed at the entrance to Rockaway Inlet near the seaward end of the jetty. This current is of sufficient strength to cause a vessel to veer suddenly off course when entering or exiting the channel. South of Barren Island the velocity is about 2 knots; east of Barren Island it is about 1.5 knots. (See Tidal Current Tables for predictions.)

Jamaica Bay is on the south shore of Long Island about 15 miles southeastward of The Battery, New York City. The bay is characterized by numerous meadows, hassocks, and marshes. The north and east shores are bordered by marshlands which extend inland for a short distance. Several small tidal creeks enter the bay from the north. Channels and basins have been dredged to project depths of 12 to 20 feet for use of craft operating in the bay. Rockaway Beach forms the south shore. The bay is about 7 miles long and 3.5 miles wide, and covers an area of about 22.5 square miles. The greater portion of the bay is in the Boroughs of Brooklyn and Queens, New York City, and a small section of the eastern extremity, consisting of parts of Motts Basin and Head of Bay, is in Nassau County.

Anchorage.—Special anchorages are in Jamaica Bay. (See **110.1, and 110.60 (s) and (s-1)**, chapter 2, for limits and regulations.)

The commercial vessel traffic in Jamaica Bay consists of motor tankers, barges, and tugs. The bay is used extensively by pleasure craft. Jamaica Bay has excellent transportation facilities. Highways connect with all of Long Island and New York City, and a branch of the New York City subway system crosses the central part of the bay and extends eastward and westward along the Rockaway peninsula with stations at Far Rockaway and Inwood serving the Motts Basin area.

Ice is a problem in Jamaica Bay, mainly in the tributaries and basins, from early January to about mid-March.

Sheepshead Bay, on the northern side of the eastern extremity of Coney Island and northward of **Manhattan Beach**, is well protected and is used by numerous pleasure and party fishing craft. The entrance channel is marked by buoys. In 2010, the channel had a depth of 6 feet except for shoaling to 2.2 feet along the west edge of the channel, just north of Buoy 7. In 2002, depths of 7 to 9 feet were available inside the bay to the bridge near the head of navigation except for shoaling to 2 feet along the edges. A private light marks the outer limit of a sewer outfall that extends southward from the bay.

Special anchorages are in Sheepshead Bay. (See **110.1 and 110.60(x)**, chapter 2, for limits and regulations.)

Small-craft facility.—A small-craft facility in the bay can handle craft to 1½ tons. Mooring, electricity, diesel fuel, water, ice, marine supplies and storage are available.

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

12350

2 010 000

57'

73° 58'

2 020 000

55'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
NEW YORK

JAMAICA BAY AND ROCKAWAY INLET

Mercator Projection
Scale 1:20,000 at Lat. 40°35'

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

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: - - - - -

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Barren Island	(40°35'N/73°53'W)	16.0	16.0	16.0
Beach Channel (bridge)	(40°35'N/73°49'W)	5.7	5.3	0.2
Norton Point (Head of Bay)	(40°38'N/73°45'W)	6.0	5.4	0.2
Canarsie	(40°38'N/73°53'W)	5.8	5.4	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>. (Jun 2011)

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.

HEIGHTS

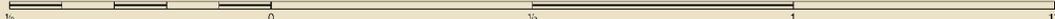
Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

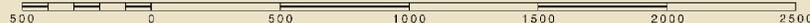
Consult U.S. Coast Pilot 2 for important supplemental information.

SCALE 1:20,000

Nautical Miles



Yards



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.

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

Fixed and floating obstructions, submerged, may exist within the bridge construction area. Mariners should proceed with caution.

B R O O K L Y N

Joins page 8

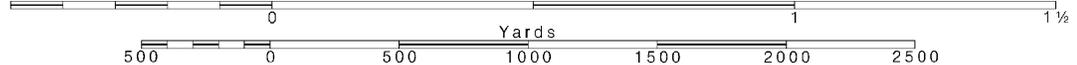
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





TROPICAL STORMS AND TROPICAL STORMS
Tropical storms and other major storms may cause damage to marine structures, aids to navigation, and moored vessels, resulting in submerged debris.

Readings, channel depths and shoreline may not be correct following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may be displaced from their charted positions, damaged, sunk, or otherwise made inoperative. Mariners should verify the position or operation of an aid to navigation. Submerged obstructions may have been displaced or uncovered. Pipelines may have become uncovered.

Mariners are urged to exercise extreme caution and are advised to report aids to navigation discrepancies and obstructions to the nearest United States Coast Guard.

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.

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.

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)

CAUTION

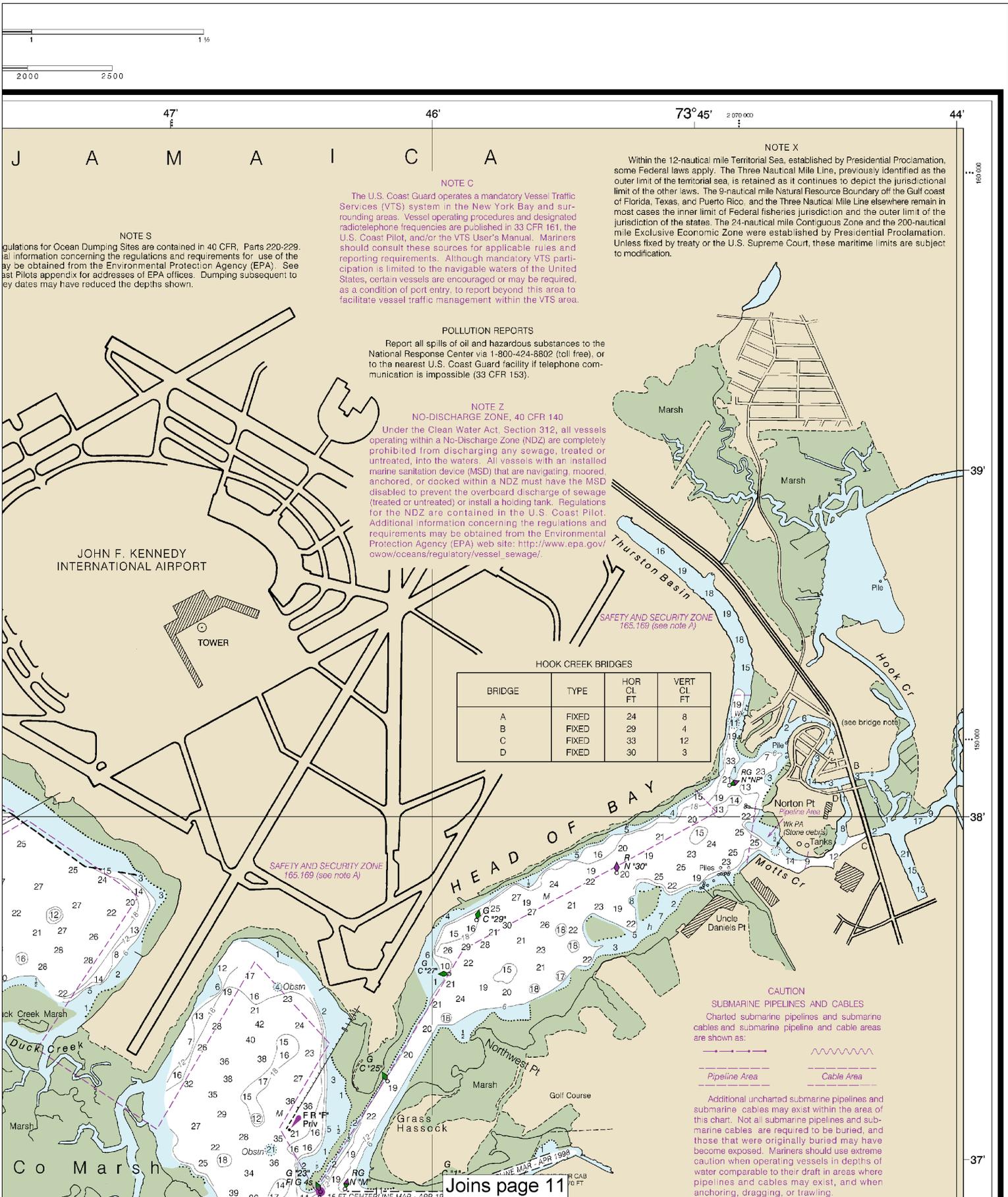
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

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.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





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.

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New York, NY KWO-35 162.550 MHz

CAUTION

Fixed and floating obstructions, submerged, may exist within the bridge construction area. Mariners should proceed with caution.

B R O O K L Y N

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.

SOURCE

A	1990-2009	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

PLANE COORDINATE GRID

(based on NAD 1927)

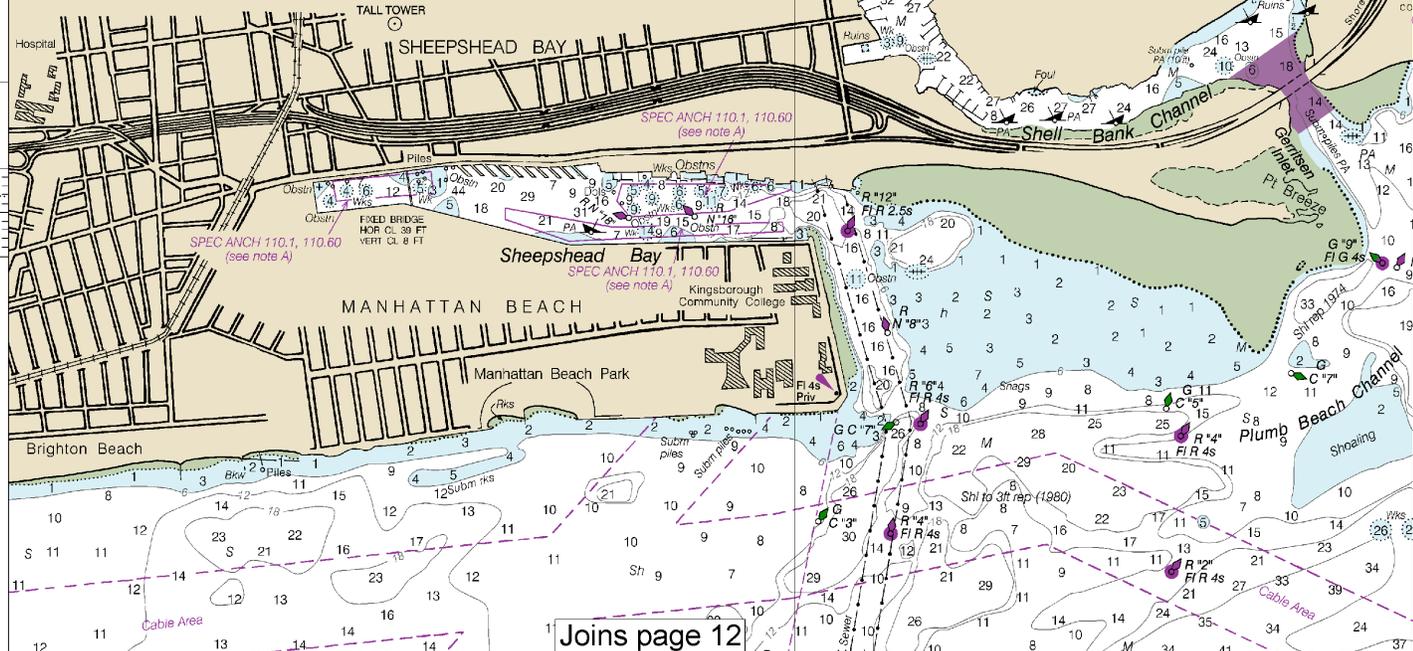
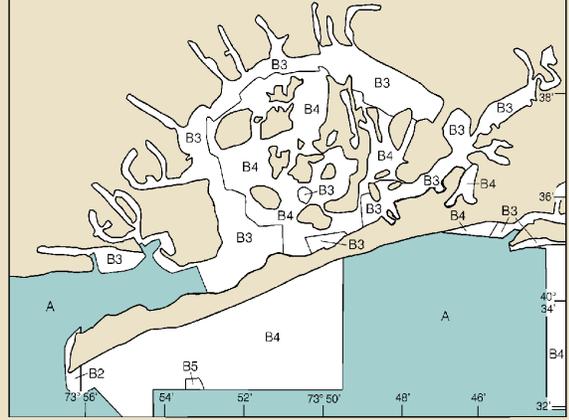
The New York State Grid, Long Island zone is indicated by dashed ticks at 10,000 foot intervals.

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 1.517" eastward to agree with this chart.

NOTE B

Wrecks reported submerged at MHW in Mill and Gerritsen Creeks.

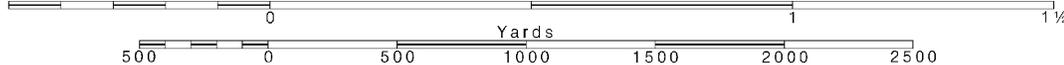


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000 Nautical Miles

See Note on page 5.



Joins page 5

Obstructions, some in the magenta tinted areas are advised to

GEN BEACH

Mill Basin

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

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

CAUTION

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

BARREN ISLAND

NOTE D
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.

GIL HODGES MEMORIAL LIFT BRIDGE
HOR CL 475 FT
VERT CL 55 FT DOWN
VERT CL 152 FT UP

HORN
Priv

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Joins page 10

Joins page 6



Joins page 9

Joins page 14

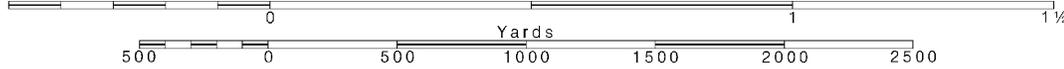
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

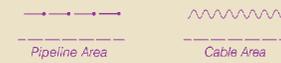
SCALE 1:20,000

See Note on page 5.

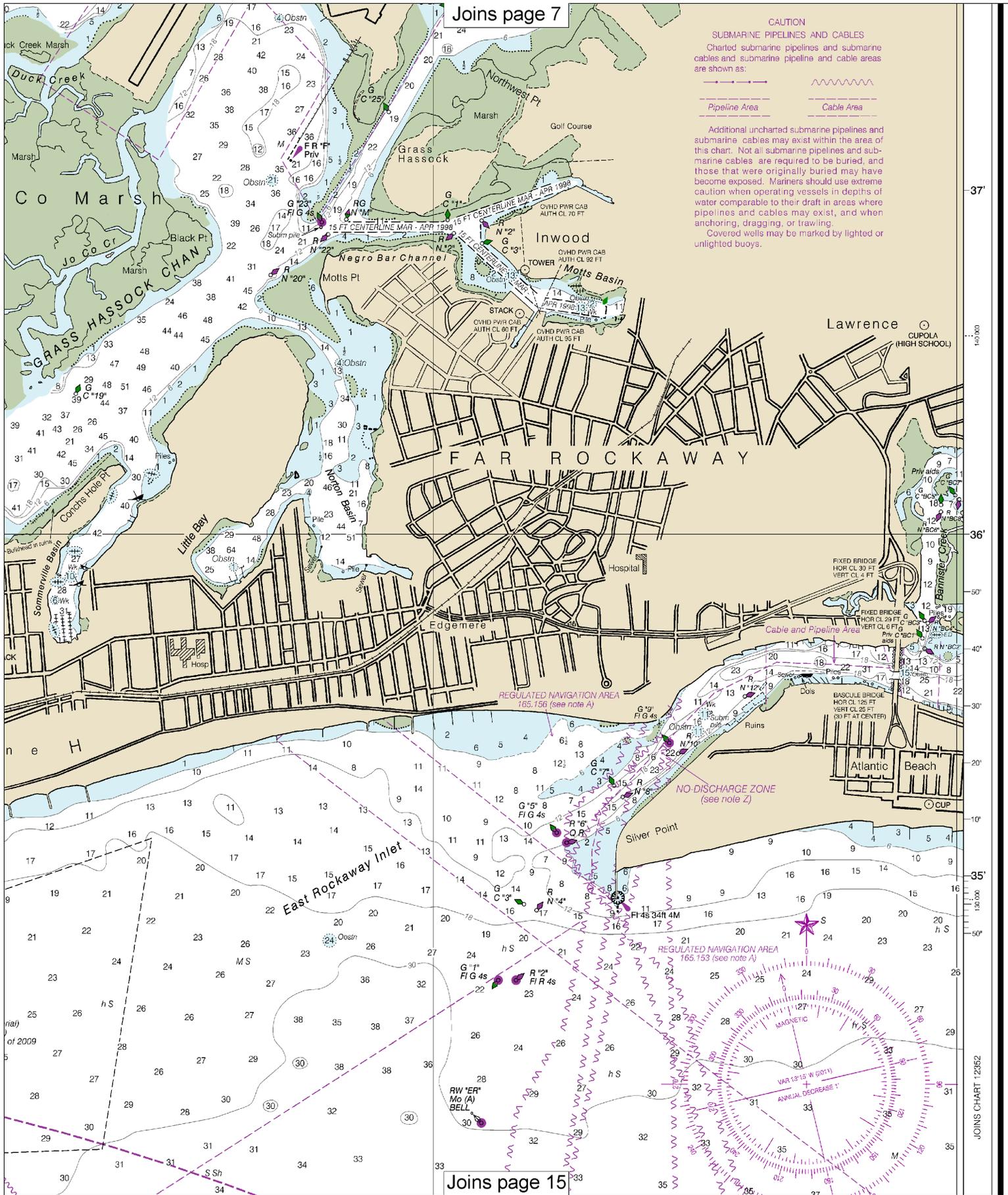


Joins page 7

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 sub-
marine 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.



Joins page 15

37'

36'

50"

40"

30"

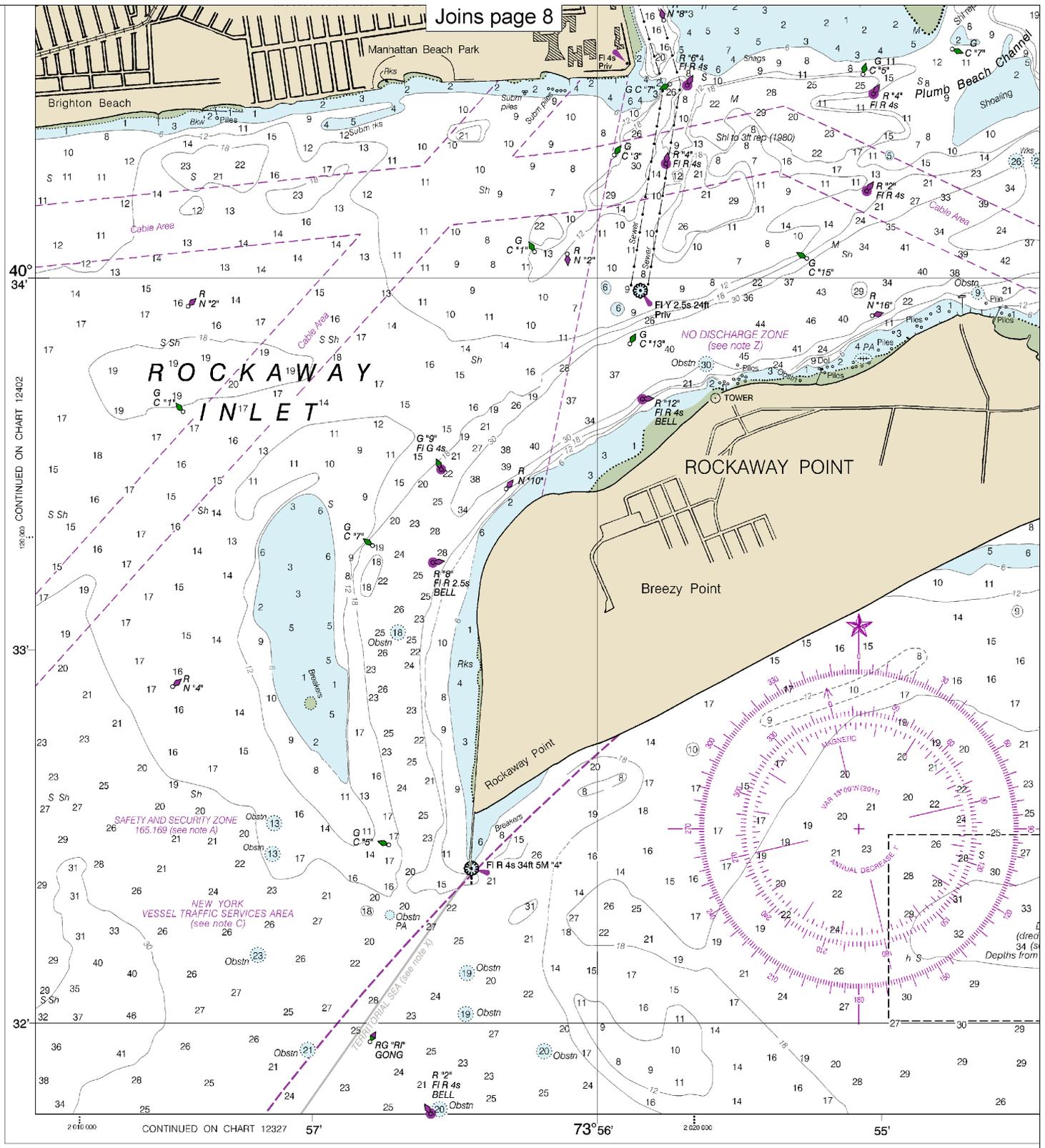
20"

10"

35'

50"

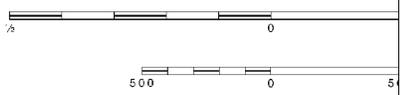
JOINS CHART 12352



12350

60th Ed., Aug. 2011. Last Correction: 10/7/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

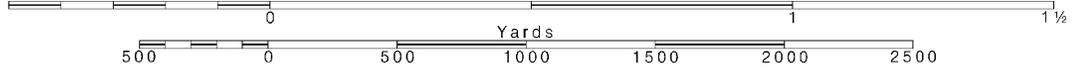
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

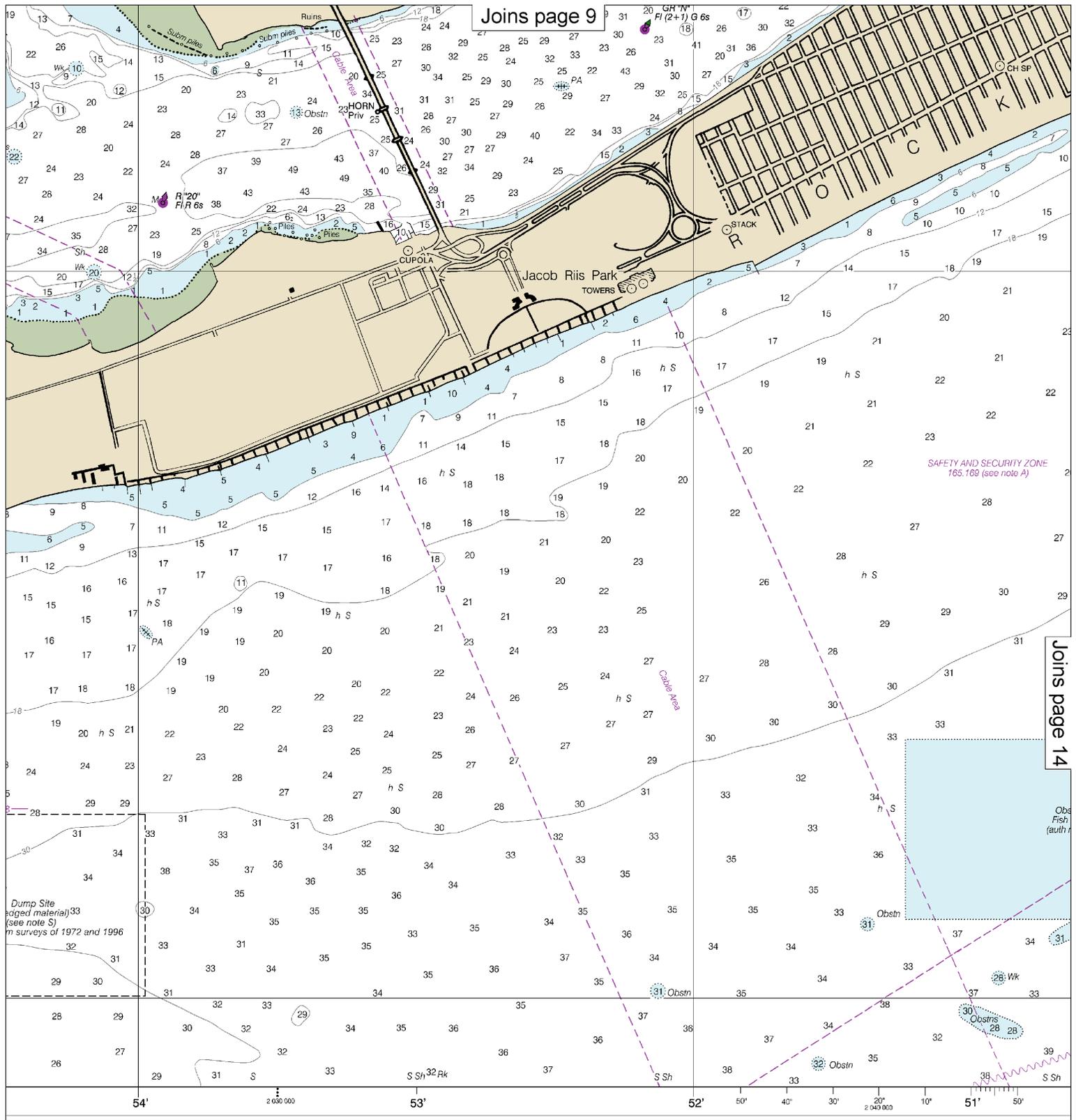


12

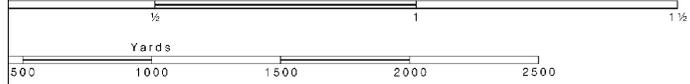
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:20,000 Nautical Miles See Note on page 5.

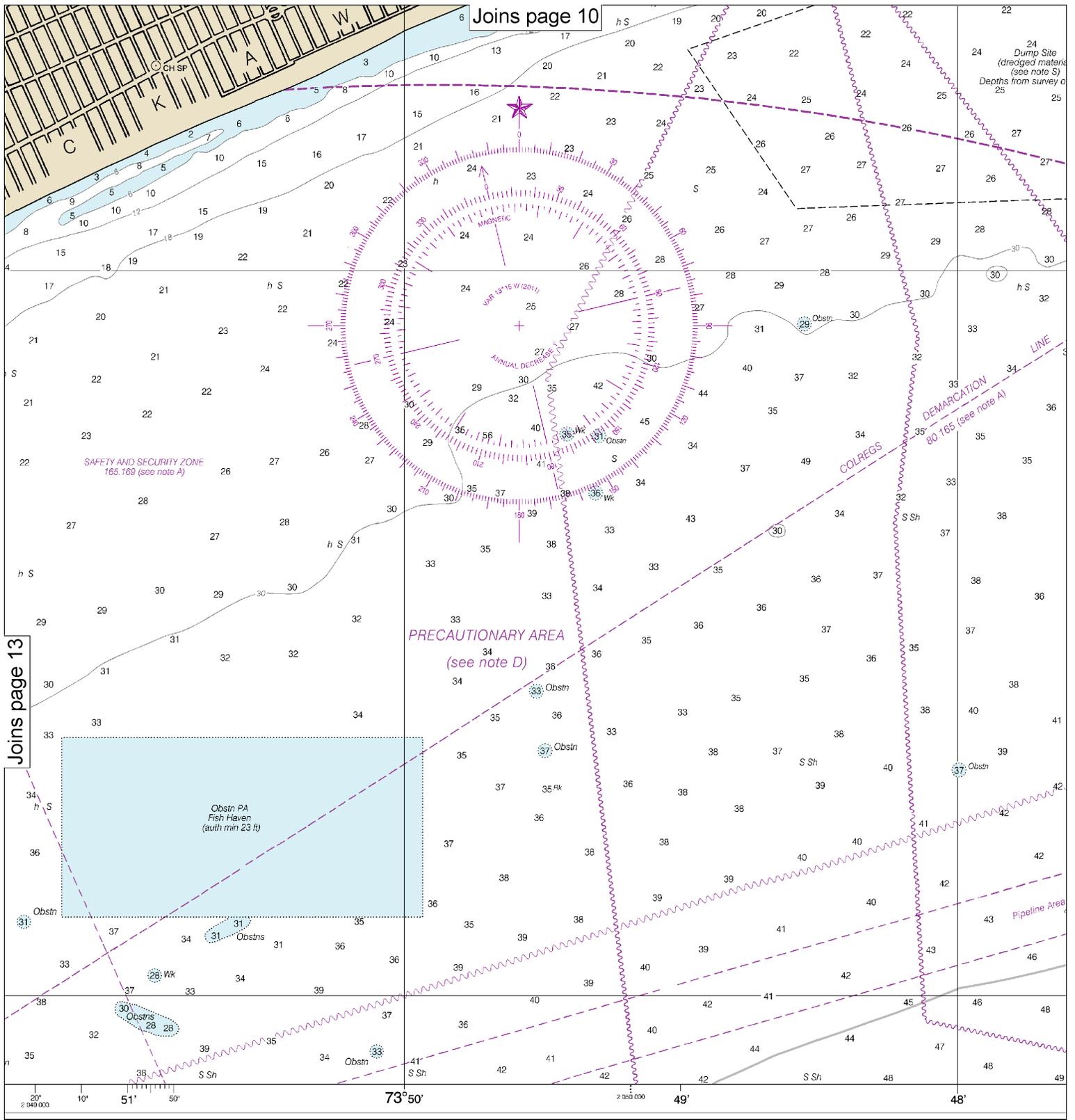




SCALE 1:20,000
Nautical Miles



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



Joins page 10

Joins page 13

24 Dump Site
(dredged material)
(see note S)
Depths from survey of
25

SAFETY AND SECURITY ZONE
165,169 (see note A)

PRECAUTIONARY AREA
(see note D)

Obstrn PA
Fish Haven
(auth min 23 ft)

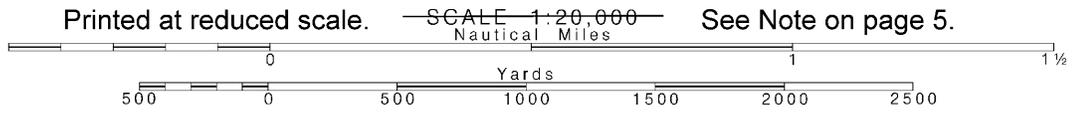
SOUNDINGS IN F

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

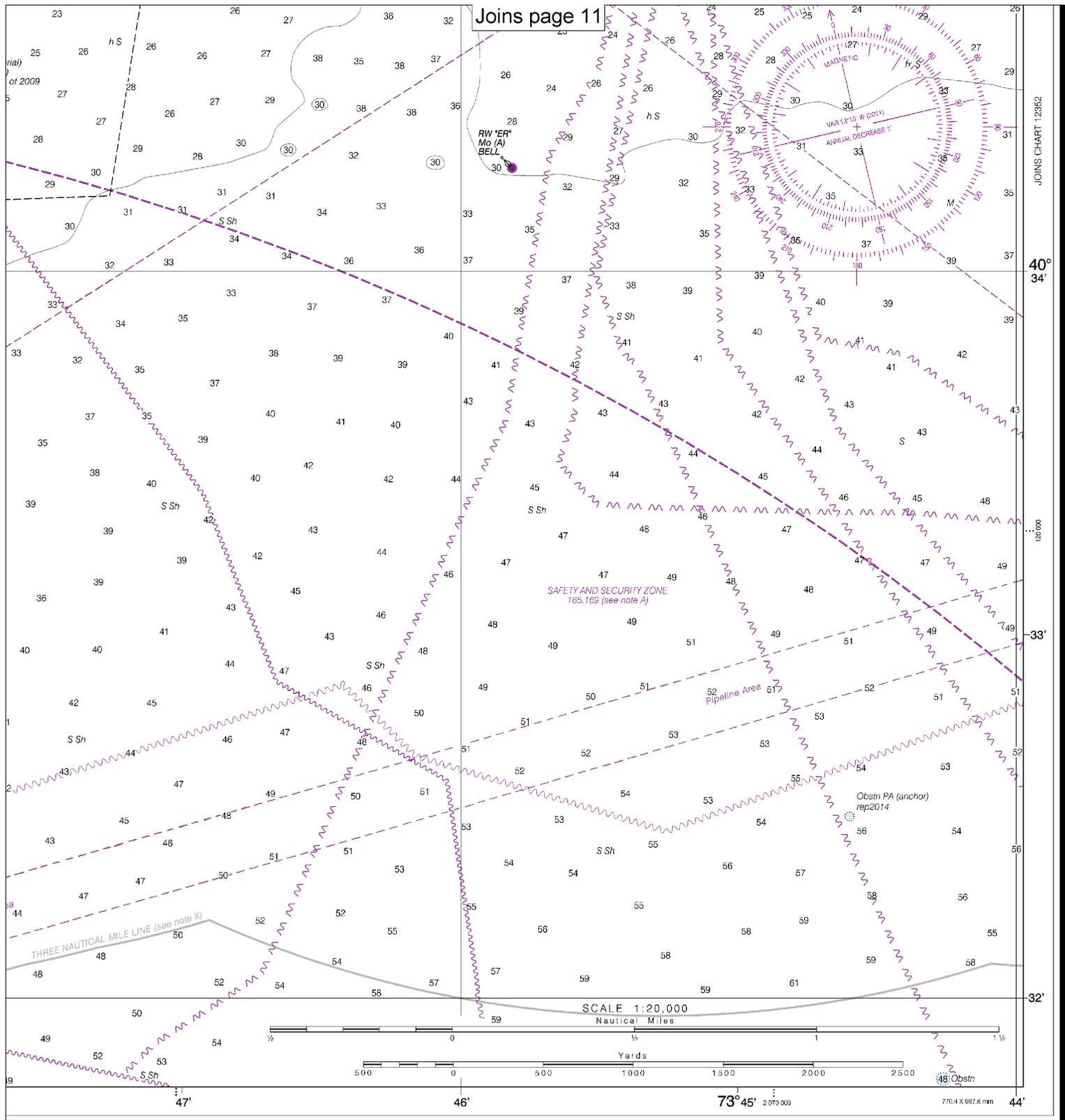
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

14

Note: Chart grid lines are aligned with true north.



See Note on page 5.



THREE NAUTICAL MILE LINE (see note X)

SAFETY AND SECURITY ZONE
165.169 (see note A)

52 Pipeline Area

Obstr PA (anchor)
rep2014

SCALE 1:20,000

Nautical Miles

Yards

73° 45' 2 070 000

Obstr

FEET

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	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Jamaica Bay
SOUNDINGS IN FEET - SCALE 1:20,000

12350



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.