BookletChart™

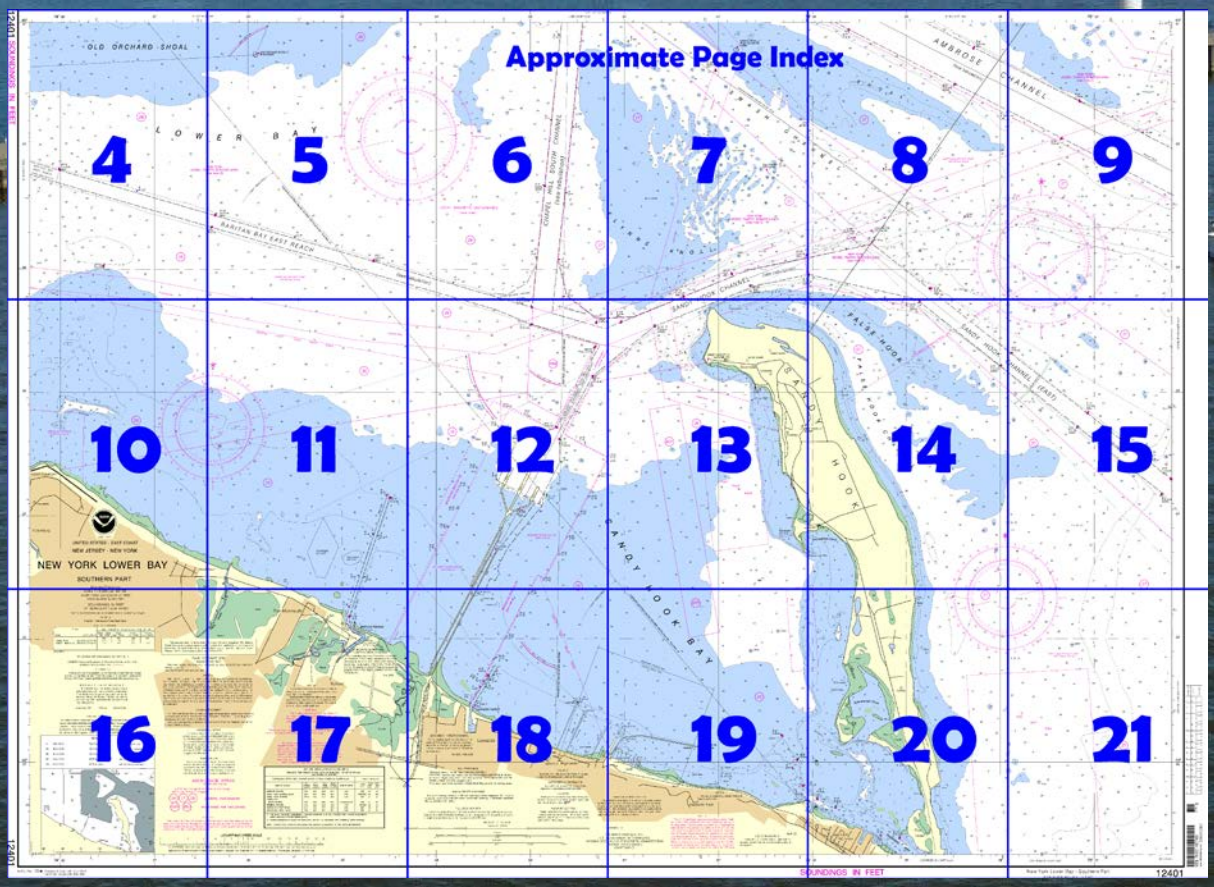
New York Lower Bay – Southern Part

NOAA Chart 12401

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.

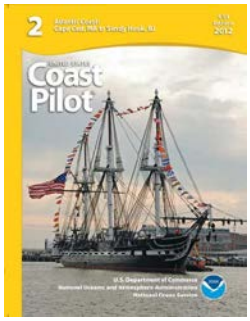
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=12401

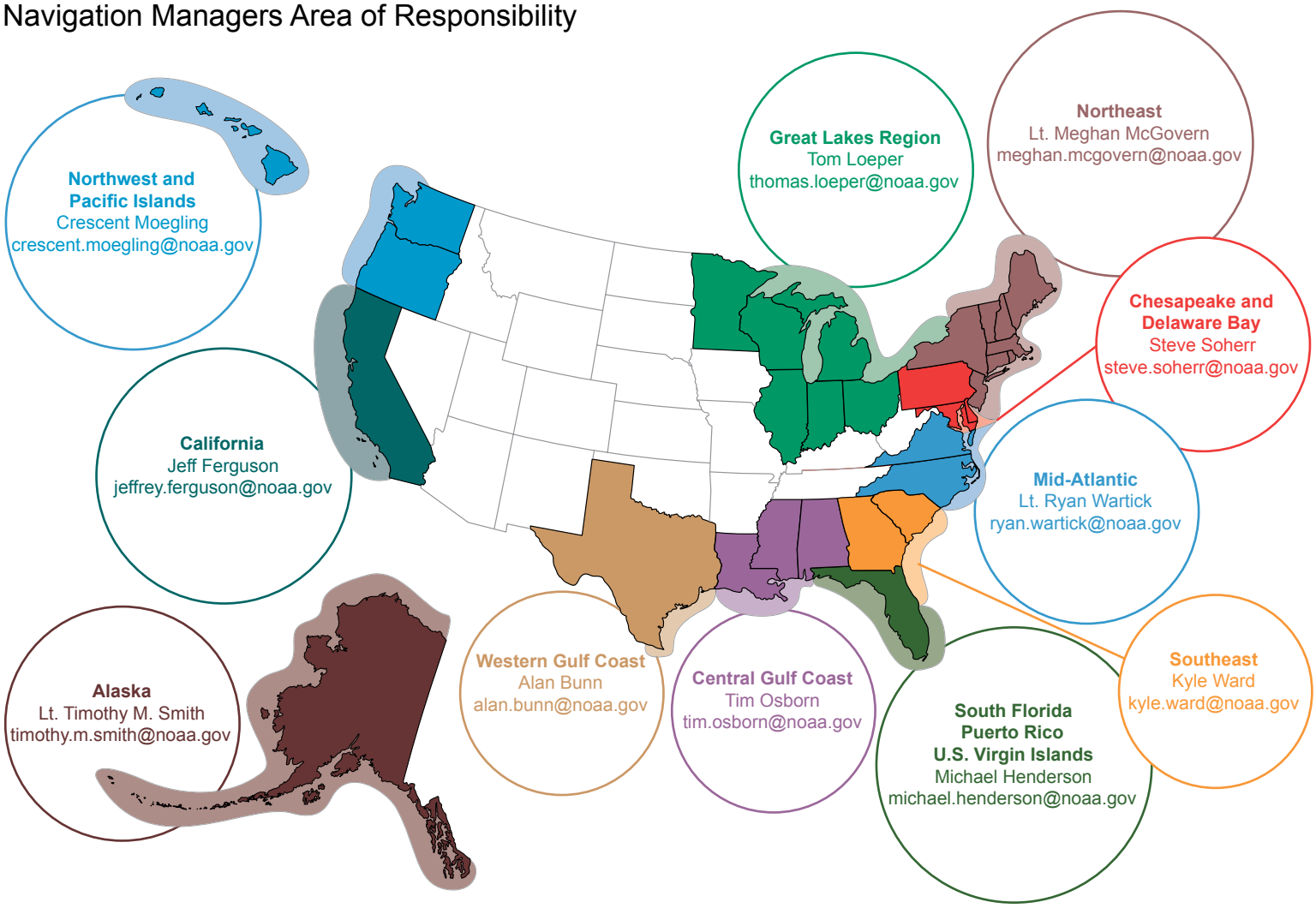


(Selected Excerpts from Coast Pilot)
Sandy Hook-the southern entrance point to New York Harbor, is low and sandy. A Coast Guard station, a radar tower, and a radio tower are near the northern extremity of Sandy Hook. The towers and a large green standpipe to the southeast are the most prominent objects on the northern end of Sandy Hook. Southward of the standpipe are several houses and **Sandy Hook Light** (40°27'42"N., 74°00'07"W.), 88 feet above the water and shown from a white stone tower, 85 feet high. This light, established in 1764, is the oldest in continuous use in the United States. The most prominent landmark southward of the entrance to New York Harbor is the high wooded ridge forming the **Highlands of Navesink**. A tall condominium on the ridge and a microwave tower at Atlantic Highlands to the west are also prominent. The brownstone towers of the abandoned Navesink Lighthouse on the easternmost spur of the highlands are 73 feet above the ground and about 246 feet above the water.
Lower Bay is that part of New York Harbor extending from Sandy Hook westward to Raritan River and northward to The Narrows.
Sandy Hook Channel, project depth 35 feet, provides a secondary route from the sea to deep water in Lower Bay; it connects with **Raritan Bay Channel,** to the westward, **Chapel Hill Channel** to the north, and **Terminal Channel** to the south. Chapel Hill Channel has a project depth of 30 feet. The entrance to Sandy Hook Channel is marked by Scotland Lighted Horn Buoy S, equipped with a radar beacon (Racon).
Swash Channel, a natural buoyed passage between Ambrose Channel and Sandy Hook Channel, has a controlling depth of 18 feet, but care is necessary to avoid spots with a least depth of 13 feet near the sides of the channel and a spot cleared to a depth of 14 feet in about the middle of the channel.
False Hook Channel, along and close to the eastern shore of Sandy Hook, joins Sandy Hook Channel eastward of the north end of Sandy Hook. The channel has depths of 9 to over 20 feet.
There are five shoal areas in the entrance to New York Harbor which are subject to change in depths and should be avoided by strangers. **False Hook,** off the northeastern side of Sandy Hook, has depths of 4 to 18 feet. **Flynns Knoll**, between Swash, Sandy Hook, and Chapel Hill Channels, has depths of 9 to 18 feet.
Caution.–Telegraphic companies report serious interruptions of international telegraphic communications resulting from repeated breaking of their cables by vessels anchoring southeastward and eastward of the Pilot Cruising Area for Ambrose and Sandy Hook channels. The companies state that they will be glad to compensate any vessel, which, having fouled the cable, cuts away its anchor and chain in order to save the cable from interruption. Vessels making New York in thick weather and finding it necessary to anchor before entering Ambrose Channel should anchor in the area southward of Scotland Lighted Whistle Buoy S (40°26'33"N., 73°55'01"W.) and westward of 73°48'00"W.
Caution.–Numerous fishing floats have been reported in the approach to New York Harbor in Traffic Separation Scheme precautionary area.
Physical Oceanographic Real-Time System (P.O.R.T.S.) is an information acquisition and dissemination technology developed by National Ocean Service, NOAA. The Port of New York and New Jersey Physical Oceanographic Real-Time System can be contacted via telephone 866-217-6787 or the Internet at: **http://www.co-ops.nos.noaa.gov.**
Dangers.–There are five shoal areas in the entrance to New York Harbor which are subject to change in depths and should be avoided by strangers. **False Hook** is off the northeastern side of Sandy Hook. **Flynns Knoll** is between Swash, Sandy Hook, and Chapel Hill Channels. **Romer Shoal**, between Ambrose and Swash Channels, is marked by Romer Shoal Light; a fog signal is sounded from the light station. **East Bank** is northward and eastward of Ambrose Channel. **West Bank** is westward of Ambrose Channel between West Bank (Range Front) Light and Fort Wadsworth. Numerous rocks and obstructions lie between West Bank and the western limit of Ambrose Channel. The chart is the best guide. The tip of Sandy Hook is changeable, and the area around it is subject to severe shoaling; caution should be exercised in the area.
Mariners are cautioned to maintain a sharp lookout for floating debris in the harbor and channels.

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

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

Navigation Managers Area of Responsibility

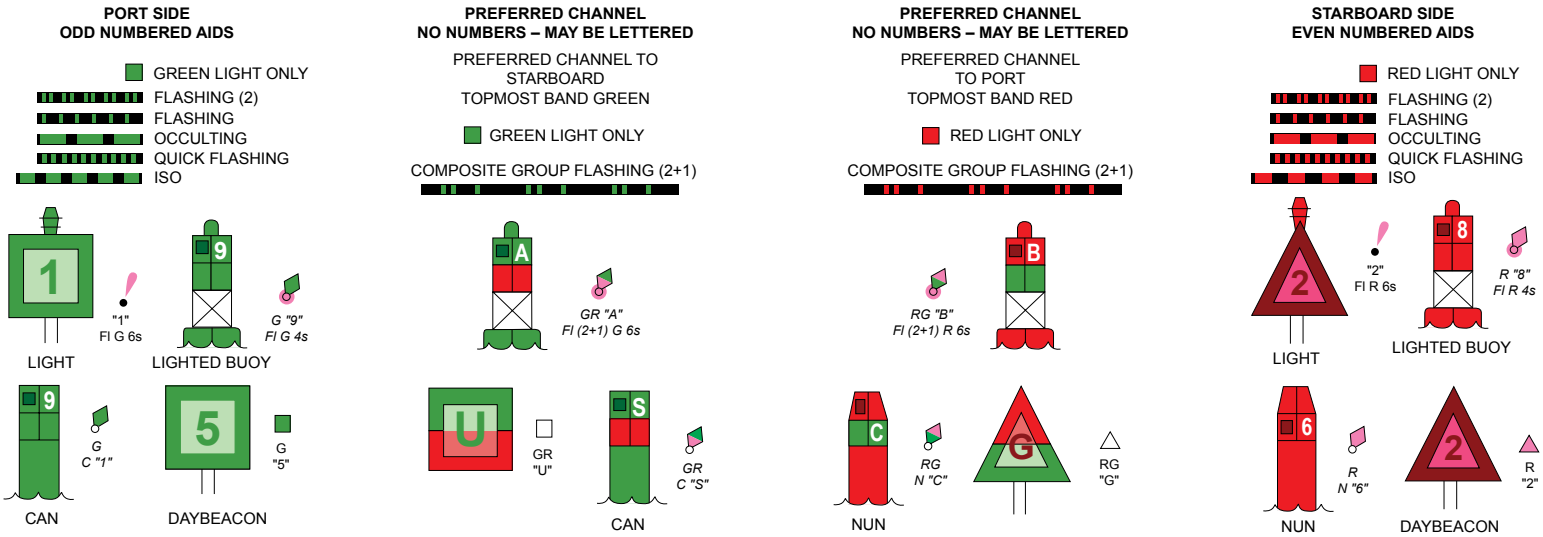


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*.

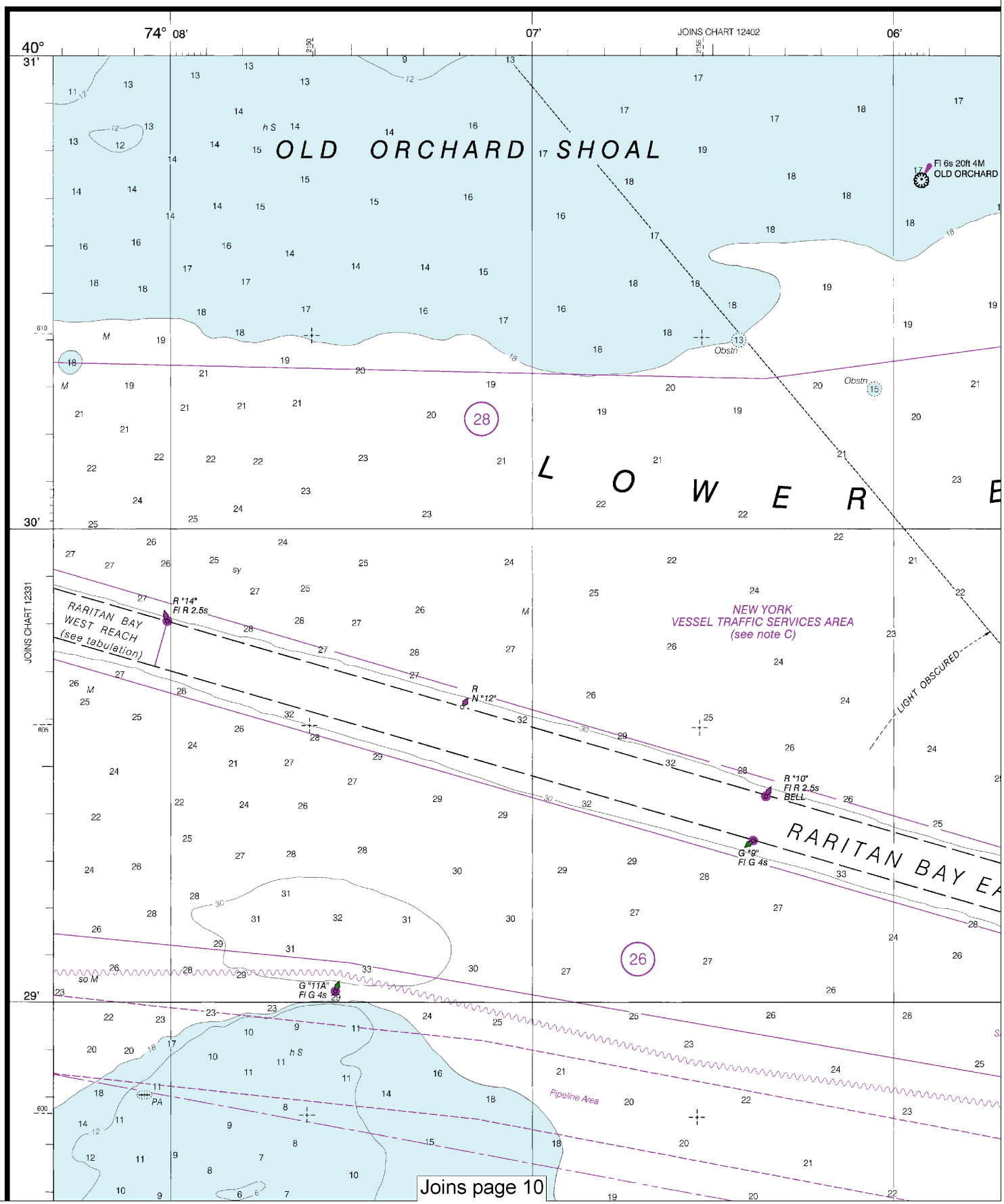
Lateral System As Seen Entering From Seaward

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*

12401



Joins page 10

4

Note: Chart grid lines are aligned with true north.

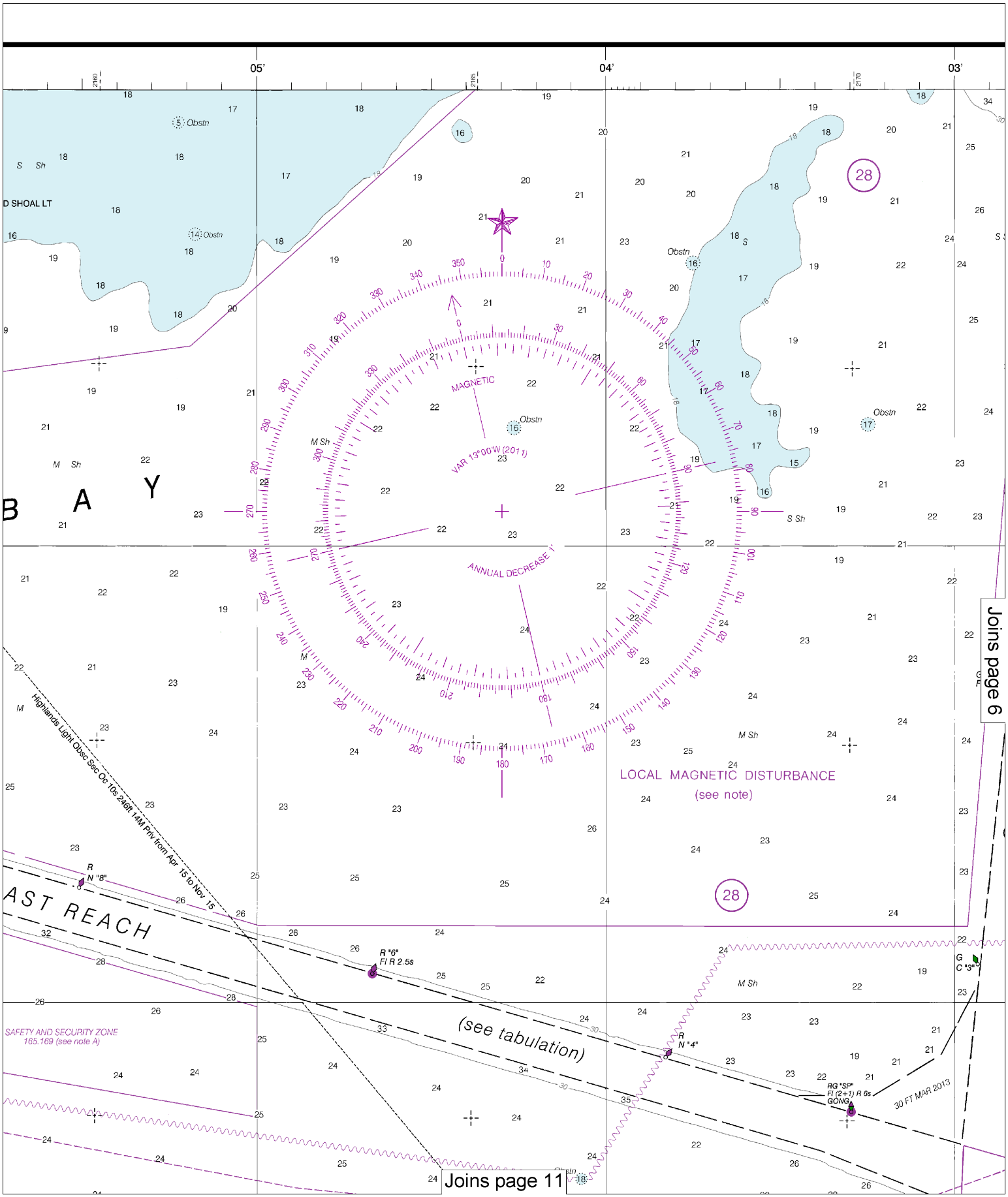
Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

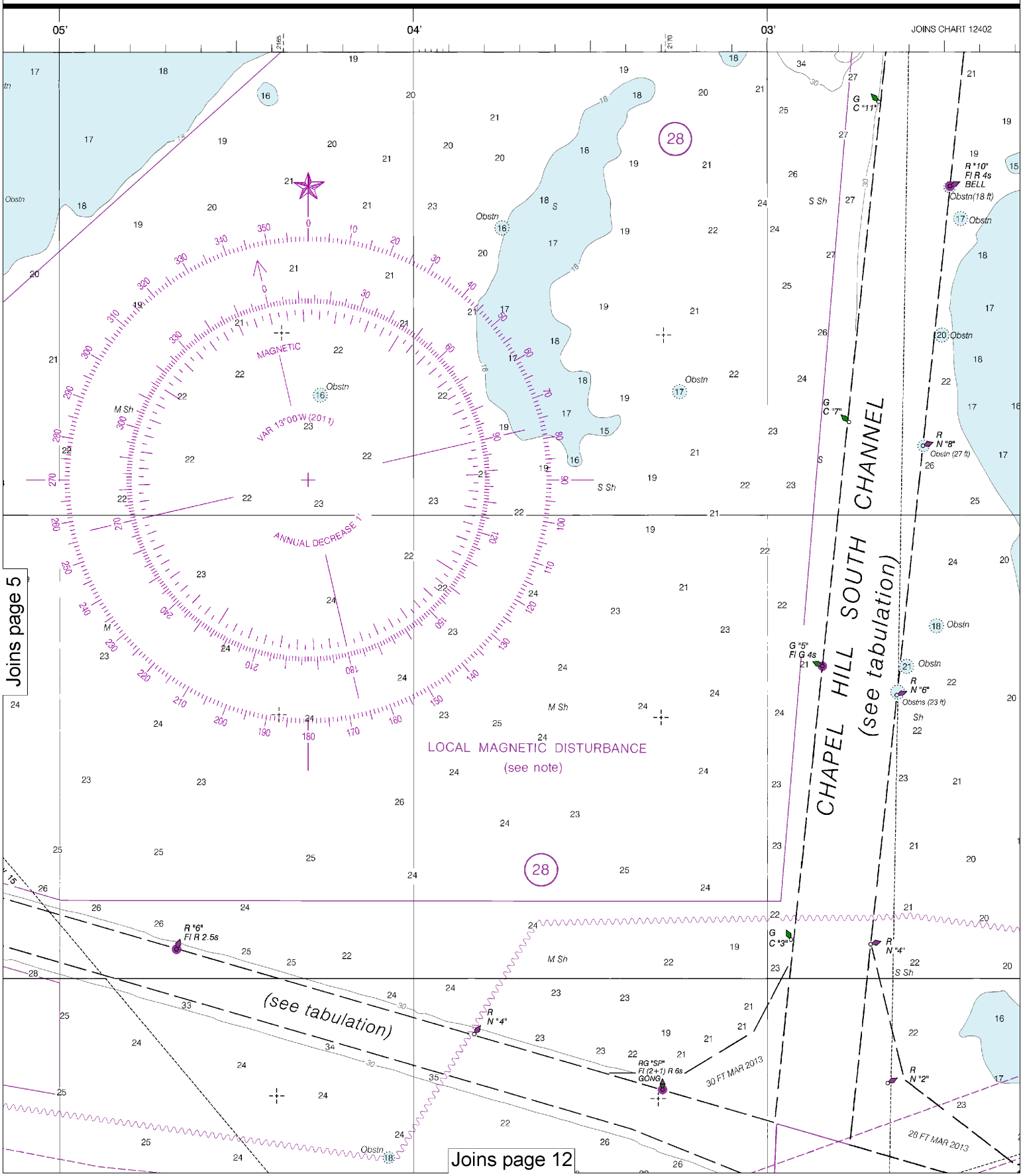
0 1

Yards

500 0 500 1000 1500



This BookletChart 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.



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

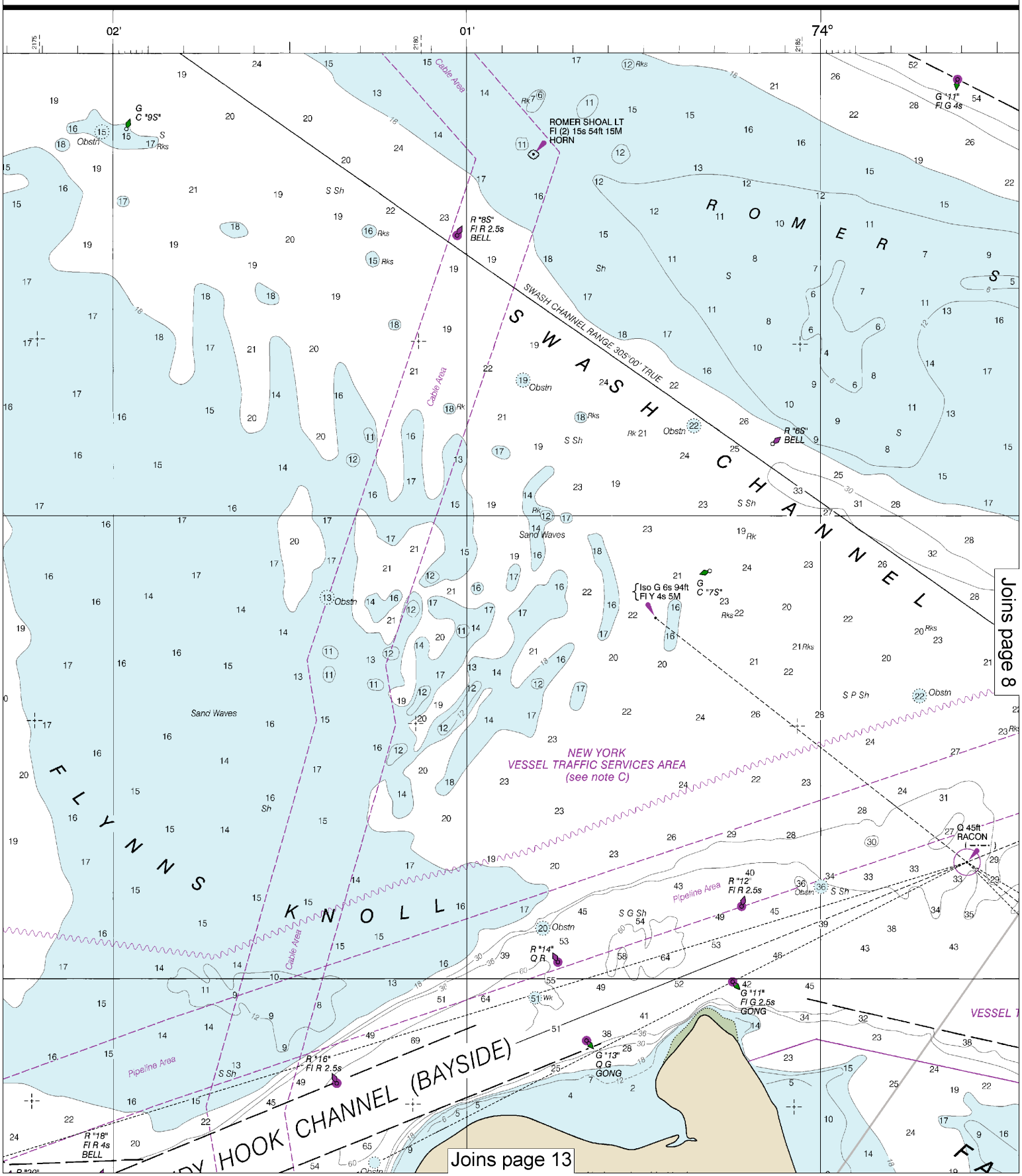
Nautical Miles

0 1

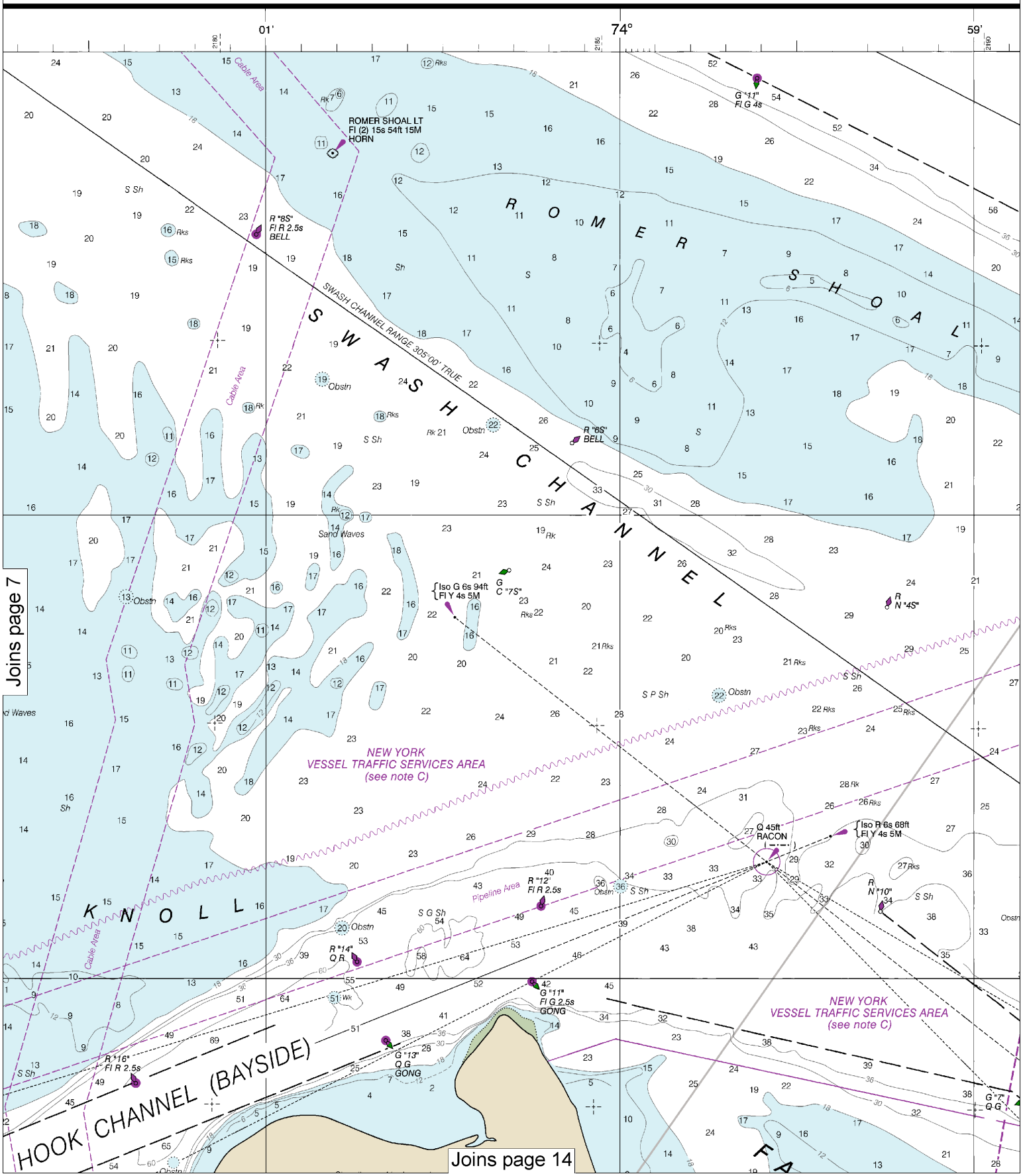
Yards

500 0 500 1000 1500

Note: Chart grid lines are aligned with true north.



11th Ed., Oct. 2011. Last Correction: 11/18/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)



8

Note: Chart grid lines are aligned with true north.

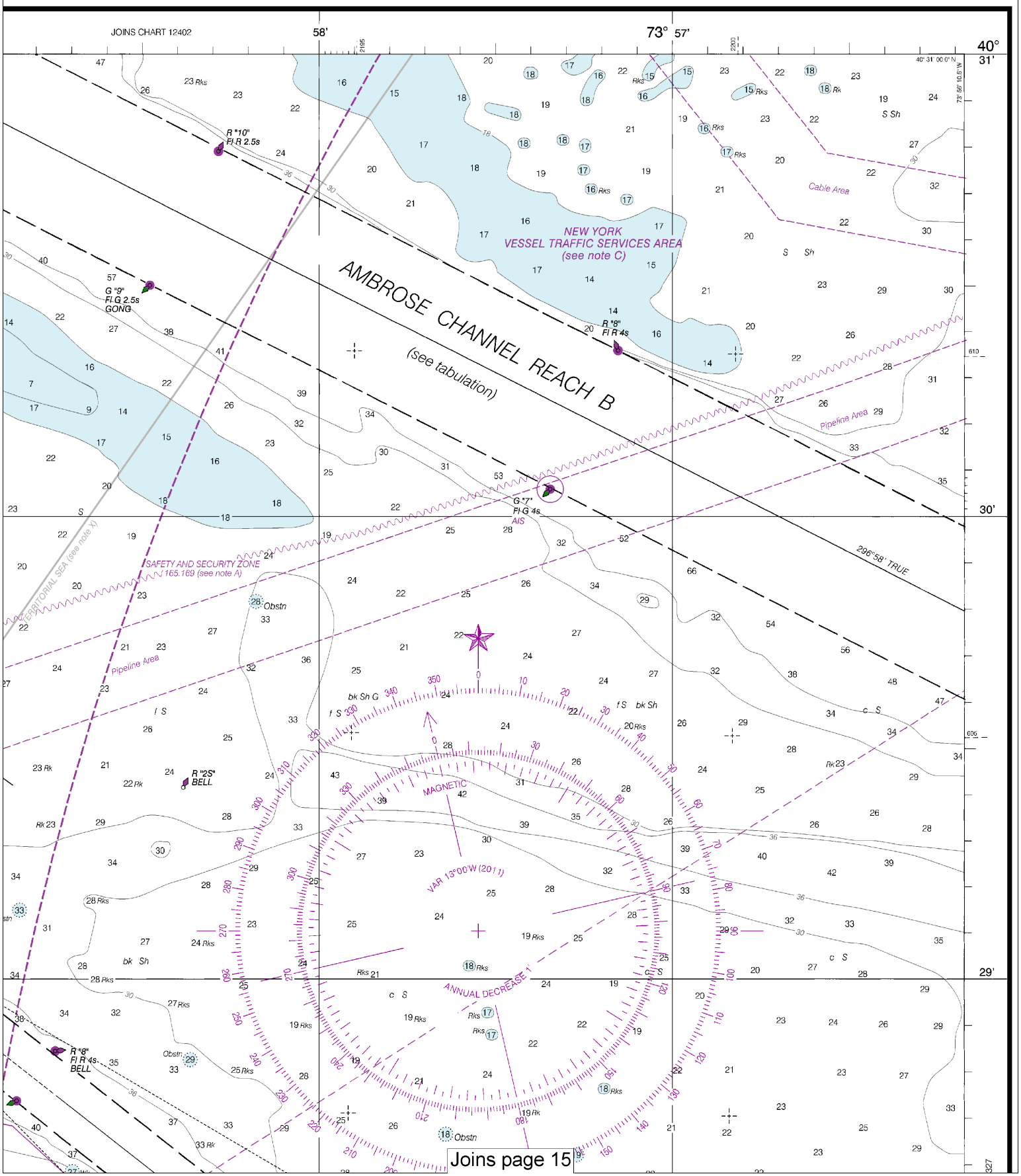
Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

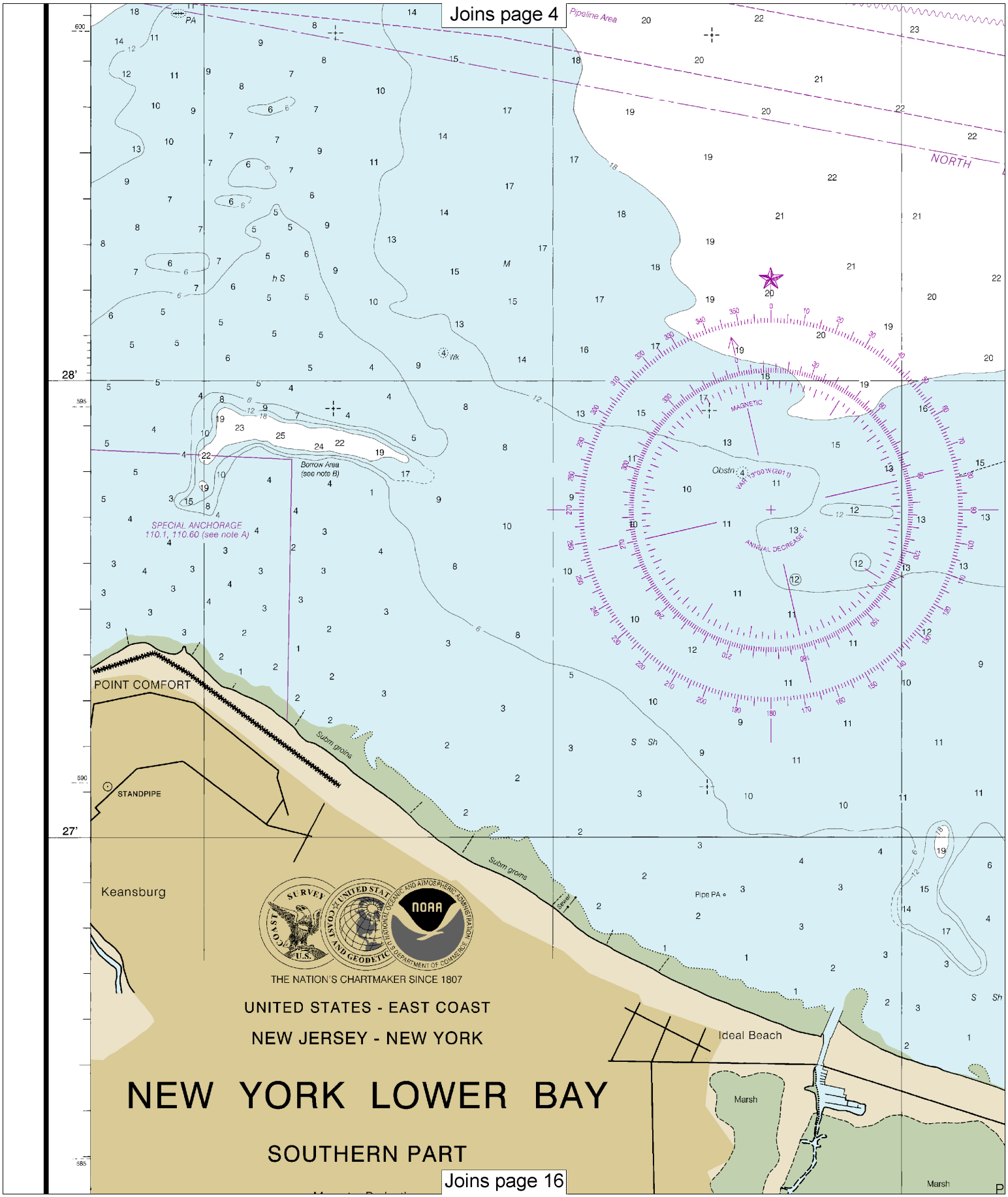
Nautical Miles

0 1

Yards

500 0 500 1000 1500


JOINS CHART 12402
58'
73° 57'
40°
31'
30'
29'
AMBROSE CHANNEL REACH B
(see tabulation)
NEW YORK
VESSEL TRAFFIC SERVICES AREA
(see note C)
Cable Area
Pipeline Area
SAFETY AND SECURITY ZONE
165.169 (see note A)
TERRITORIAL SEA (see note X)
R "10"
Fl R 2.5s
G "9"
Fl G 2.5s
GONG
R "8"
Fl R 4s
G "7"
Fl G 4s
AIS
R "2S"
BELL
R "8"
Fl R 4s
BELL
296°58' TRUE
MAGNETIC
VAR 13°00'W (2011)
ANNUAL DECREASE
Obstn
Joins page 15



10

Note: Chart grid lines are aligned with true north.

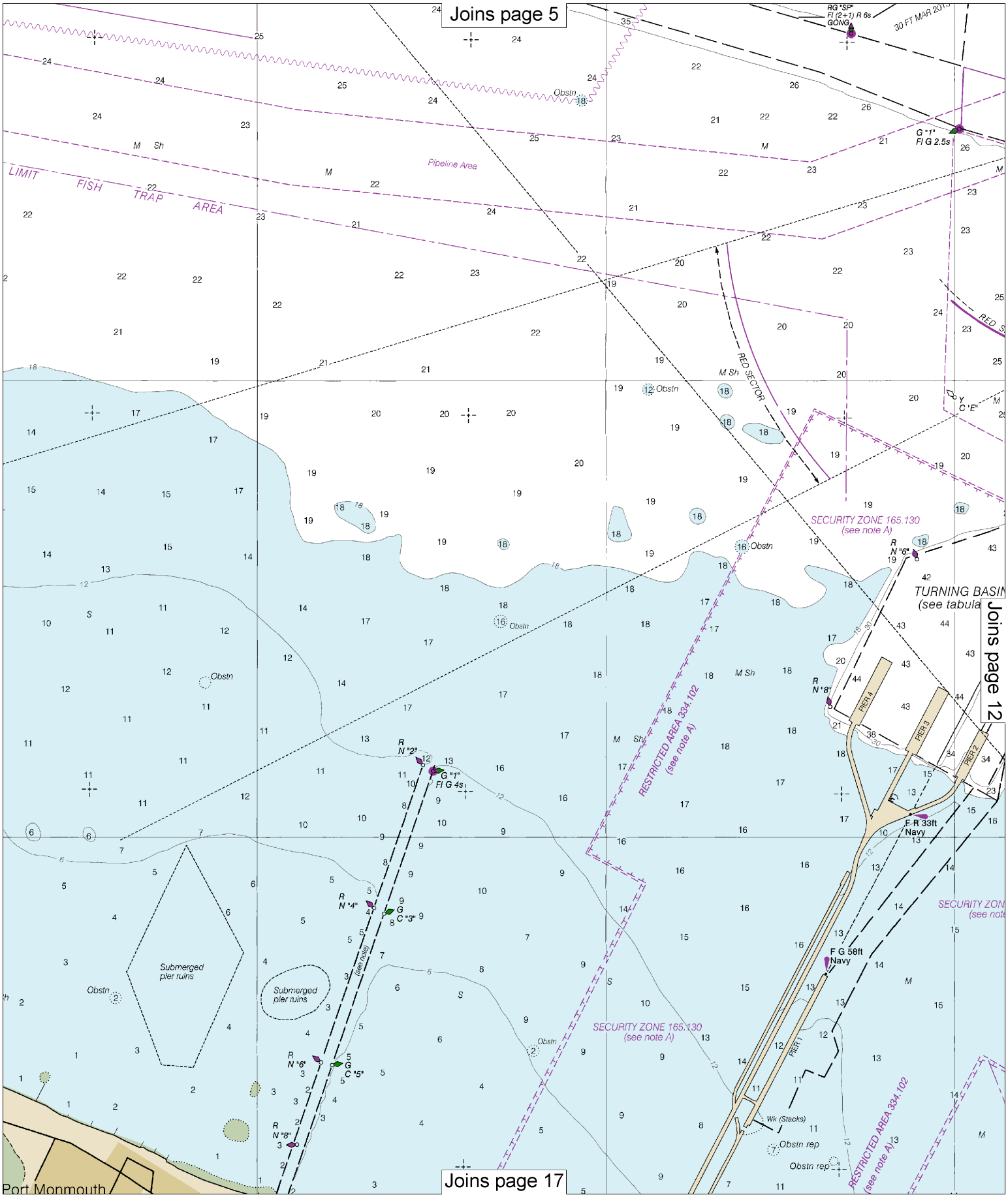
Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

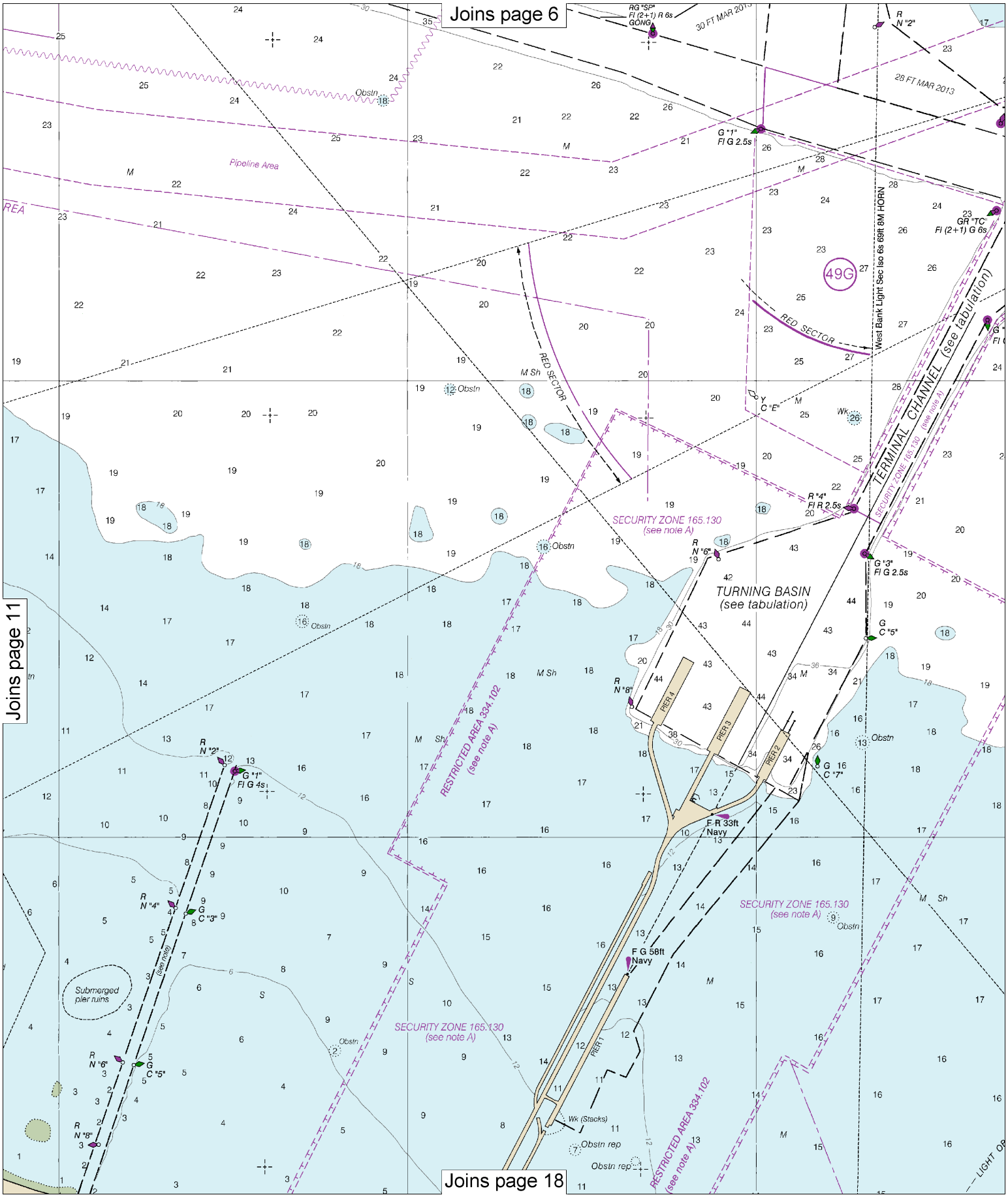
Nautical Miles

0 1

Yards

500 0 500 1000 1500


Joins page 5
Joins page 12
Joins page 17
LIMIT FISH TRAP AREA
Pipeline Area
RED SECTOR
SECURITY ZONE 165.130
(see note A)
RESTRICTED AREA 334.102
(see note A)
TURNING BASIN
(see tabula
RG "SP"
Fl (2+1) R 6s
GONG
30 FT MAR 201
G "1"
Fl G 2.5s
Y
C "E"
R
N "6"
R
N "8"
R
N "2"
G "1"
Fl G 4s
R
N "4"
G
C "3"
R
N "6"
G
C "5"
R
N "8"
F R 33ft
Navy
F G 58ft
Navy
PIER 4
PIER 3
PIER 2
PIER 1
Submerged
pier ruins
Submerged
pier ruins
Obstn
Wk (Stacks)
Obstn rep
Port Monmouth



Note: Chart grid lines are aligned with true north.

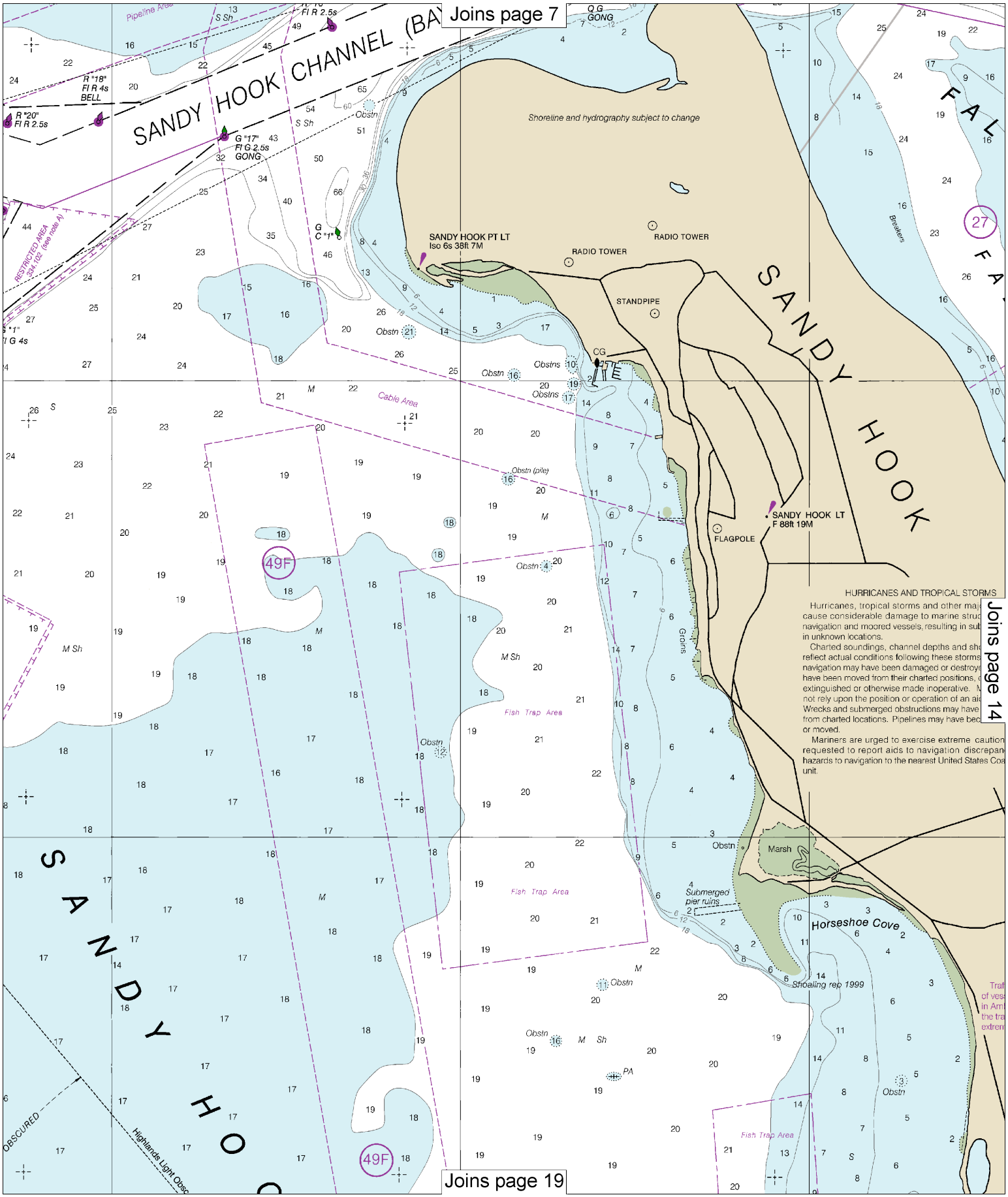
Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

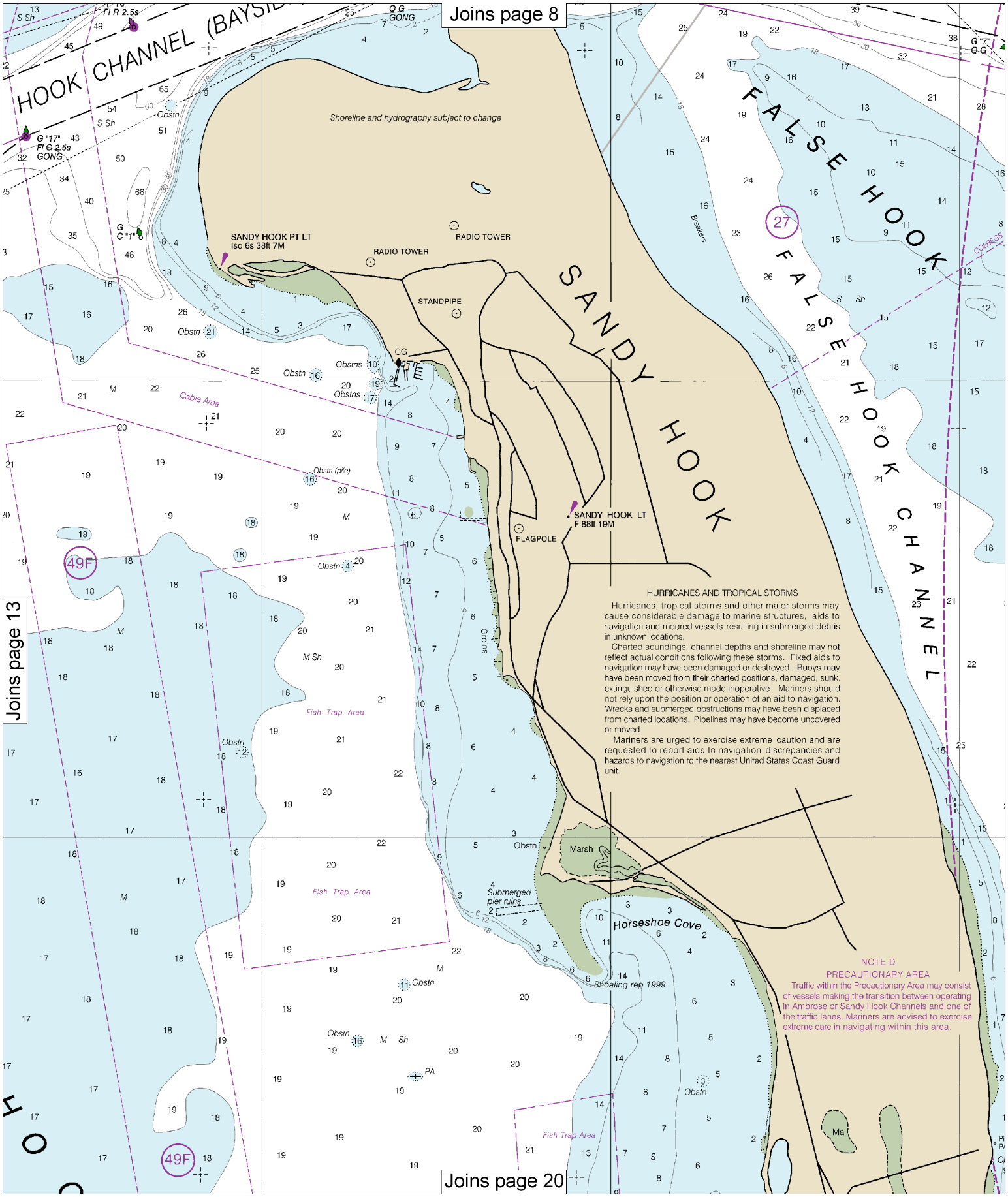
Nautical Miles

0 1

Yards

500 0 500 1000 1500


Joins page 7
SANDY HOOK CHANNEL (BA
Pipeline Area
R "18" Fl R 4s BELL
R "20" Fl R 2.5s
G "17" Fl G 2.5s GONG
Q G GONG
Shoreline and hydrography subject to change
SANDY HOOK PT LT Iso 6s 38ft 7M
RADIO TOWER
RADIO TOWER
STANDPIPE
SANDY HOOK
SANDY HOOK LT F 88ft 19M
FLAGPOLE
Breakers
Cable Area
Obstn (pile)
Fish Trap Area
Fish Trap Area
Fish Trap Area
Groins
Marsh
Submerged pier ruins
Horseshoe Cove
Shoaling rep 1999
RESTRICTED AREA 334.102 (see note A)
49F
49F
27
HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other maj
cause considerable damage to marine struc
navigation and moored vessels, resulting in sub
in unknown locations.
Charted soundings, channel depths and sho
reflect actual conditions following these storms
navigation may have been damaged or destroye
have been moved from their charted positions,
extinguished or otherwise made inoperative.
not rely upon the position or operation of an ai
Wrecks and submerged obstructions may have
from charted locations. Pipelines may have bec
or moved.
Mariners are urged to exercise extreme caution
requested to report aids to navigation discrepan
hazards to navigation to the nearest United States Coa
unit.
Joins page 14
SANDY HOO
OBSCURED
Highlands Light Obsc
Joins page 19



HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to 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 moved from their charted positions, damaged, sunk, 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 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.

Note: Chart grid lines are aligned with true north.

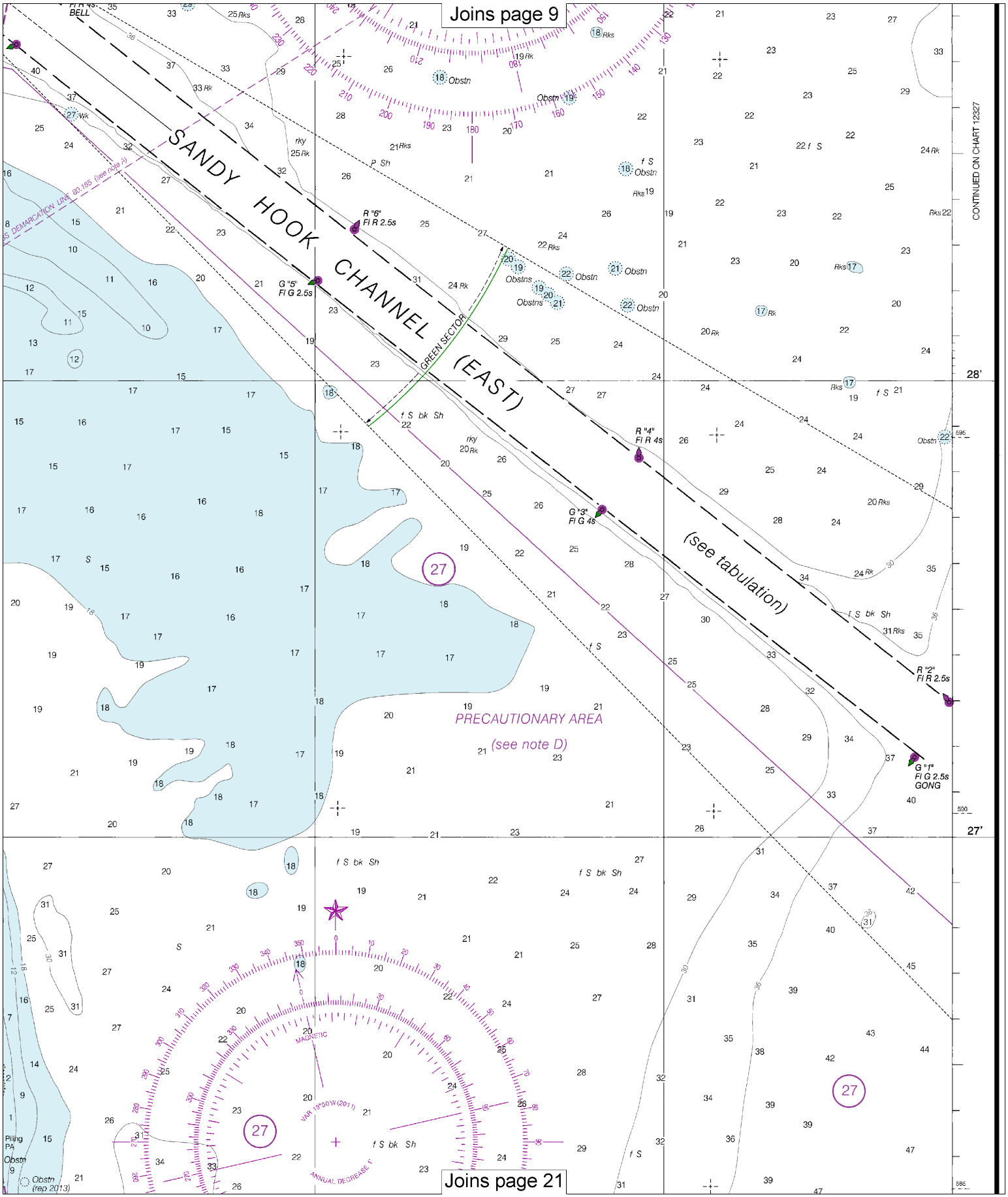
Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

0 1

Yards

500 0 500 1000 1500


Joins page 9
SANDY HOOK CHANNEL (EAST)
(see tabulation)
GREEN SECTOR
R "6"
Fl R 2.5s
G "5"
Fl G 2.5s
R "4"
Fl R 4s
G "3"
Fl G 4s
R "2"
Fl R 2.5s
G "1"
Fl G 2.5s
GONG
PRECAUTIONARY AREA
(see note D)
CONTINUED ON CHART 12327
28'
27'
Joins page 21

NEW YORK LOWER BAY

Joins page 10

SOUTHERN PART

Mercator Projection
Scale 1:15,000 at Lat. 40°28'

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

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

HEIGHTS

Heights in feet above Mean High Water.

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

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
Atlantic Highlands	(40°25'N/74°02'W)	5.2	4.9	0.2
Sandy Hook	(40°28'N/74°01'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.

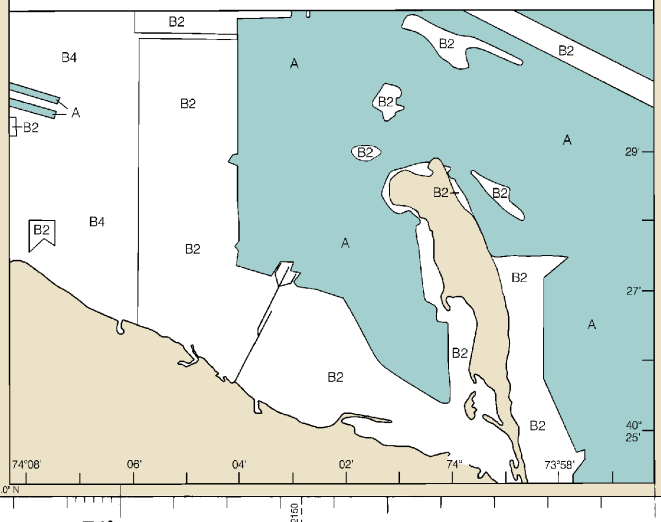
(Sep 2011)

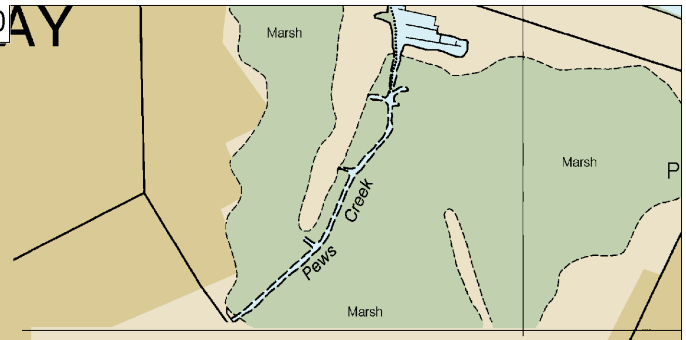
SOURCE DIAGRAM

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
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage





PLANE COORDINATE GRID
(based on NAD 1927)

The New Jersey State Grid is indicated by ticks at 5,000 foot intervals shown thus: -+-
The last three digits are omitted.

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.

ACKNOWLEDGEMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the United States Power Squadron, District 4, in continually providing essential information for revising this chart.
Also acknowledged is assistance provided by the Maritime Authority for the Port of New York/New Jersey.

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 0.388" northward and 1.502" eastward to agree with this chart.

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.

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

ANCHORAGE AREAS
110.155 (see note A)

Limits and assigned numbers of anchorage areas are shown in magenta.

26 27 28 GENERAL ANCHORAGES

49F 49G ANCHORAGE FOR EXPLOSIVES

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 2 & 3. 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.

74° 08' 07' 06'

12401

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.

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 Division (N/CS
Service, NOAA, Silver Spring, Maryland 20910-3282.

11th Ed., Oct. 2011. Last Correction: 11/18/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

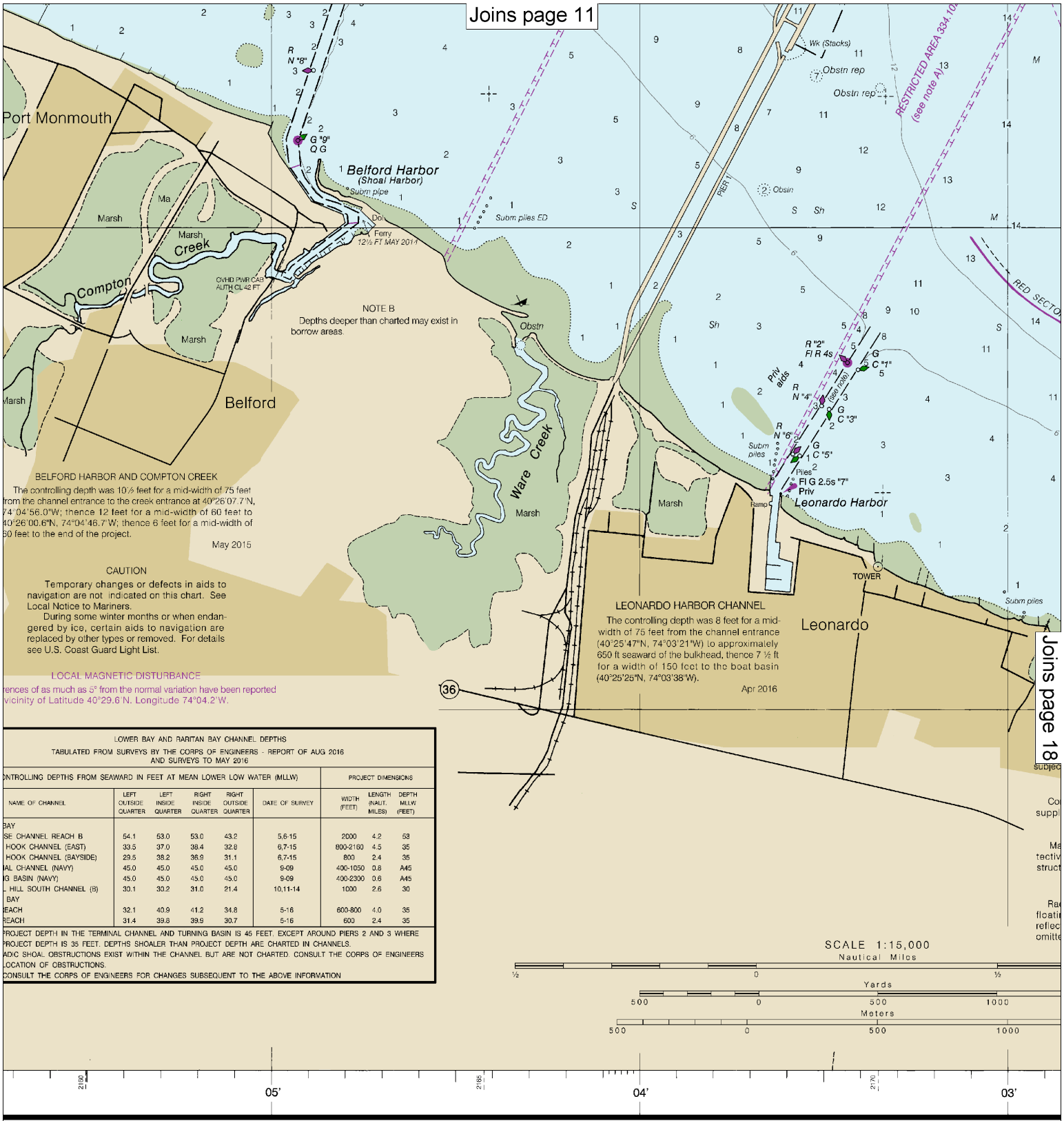
Note: Chart grid lines are aligned with true north.

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

LOWER BAY AND RARITAN BAY CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2016 AND SURVEYS TO MAY 2016

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)
BAY								
SE CHANNEL REACH B	54.1	53.0	53.0	43.2	5,6-15	2000	4.2	53
HOOK CHANNEL (EAST)	33.5	37.0	38.4	32.8	6,7-15	800-2160	4.5	35
HOOK CHANNEL (BAYSIDE)	29.5	38.2	36.9	31.1	6,7-15	800	2.4	35
AL CHANNEL (NAVY)	45.0	45.0	45.0	45.0	9-09	400-1050	0.8	A45
G BASIN (NAVY)	45.0	45.0	45.0	45.0	9-09	400-2300	0.6	A45
L HILL SOUTH CHANNEL (B)	30.1	30.2	31.0	21.4	10,11-14	1000	2.6	30
BAY								
EACH	32.1	40.9	41.2	34.8	5-16	600-800	4.0	35
REACH	31.4	39.8	39.9	30.7	5-16	600	2.4	35

PROJECT DEPTH IN THE TERMINAL CHANNEL AND TURNING BASIN IS 45 FEET. EXCEPT AROUND PIERS 2 AND 3 WHERE PROJECT DEPTH IS 35 FEET. DEPTHS SHOALER THAN PROJECT DEPTH ARE CHARTED IN CHANNELS.

ADIC SHOAL OBSTRUCTIONS EXIST WITHIN THE CHANNEL BUT ARE NOT CHARTED. CONSULT THE CORPS OF ENGINEERS LOCATION OF OBSTRUCTIONS.

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

vigation. The National
ons, or comments for
S2), National Ocean

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).

Joins page 12

Joins page 17

Belford Harbor
(Shoal Harbor)
Subm pipe
Dol
Ferry
12½ FT MAY 2014
Subm piles ED
OVHD PWR CAB
AUTH CL 42 FT
R
N "8"
G "9"
Q G
NOTE B
Depths deeper than charted may exist in borrow areas.
Belford
Ware Creek
Marsh
Marsh
Obstn
Obstn rep
Obstn rep
Wk (Stacks)
Obstn
PIER 1
RESTRICTED AREA 334.10
(see note A)
LIMITS
FISH
TRAP
AREA
RED SECTOR
West Bank Light Sec Iso 6s 69ft 8M HORN
LIGHT OR
R "2"
Fl R 4s
G
C "1"
Priv aids
R
N "4"
(see note)
G
C "3"
R
N "6"
Subm piles
G
C "5"
Piles
Fl G 2.5s "7"
Priv
Leonardo Harbor
Ramp
TOWER
Leonardo
Subm piles
Subm dols
Platform
PA
Dol
Subm dols
Stakes
Subm ruins
Subm stakes
Piles
Ma
TANK
Atlantic Highlands
36
LEONARDO HARBOR CHANNEL
The controlling depth was 8 feet for a mid-width of 75 feet from the channel entrance (40°25'47"N, 74°03'21"W) to approximately 650 ft seaward of the bulkhead, thence 7 ½ ft for a width of 150 feet to the boat basin (40°25'25"N, 74°03'38"W).
Apr 2016

NNEL DEPTHS
NEERS - REPORT OF AUG 2016
016

WER LOW WATER (MLLW)		PROJECT DIMENSIONS		
RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
43.2	5,6-15	2000	4.2	53
32.8	6,7-15	800-2160	4.5	35
31.1	6,7-15	800	2.4	35
45.0	9-09	400-1050	0.8	A45
45.0	9-09	400-2300	0.6	A45
21.4	10,11-14	1000	2.6	30
34.8	5-16	600-800	4.0	35
30.7	5-16	600	2.4	35

BASIN IS 45 FEET. EXCEPT AROUND PIERS 2 AND 3 WHERE
CT DEPTH ARE CHARTED IN CHANNELS.
IT ARE NOT CHARTED. CONSULT THE CORPS OF ENGINEERS

QUENT TO THE ABOVE INFORMATION

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

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilots 2 and 3 for important supplemental information.

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

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.

SCALE 1:15,000
Nautical Miles
½ 0 ½ 1
Yards
500 0 500 1000 1500
Meters
500 0 500 1000 1500

05' 04' 03'

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).

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U.S. DEPARTM
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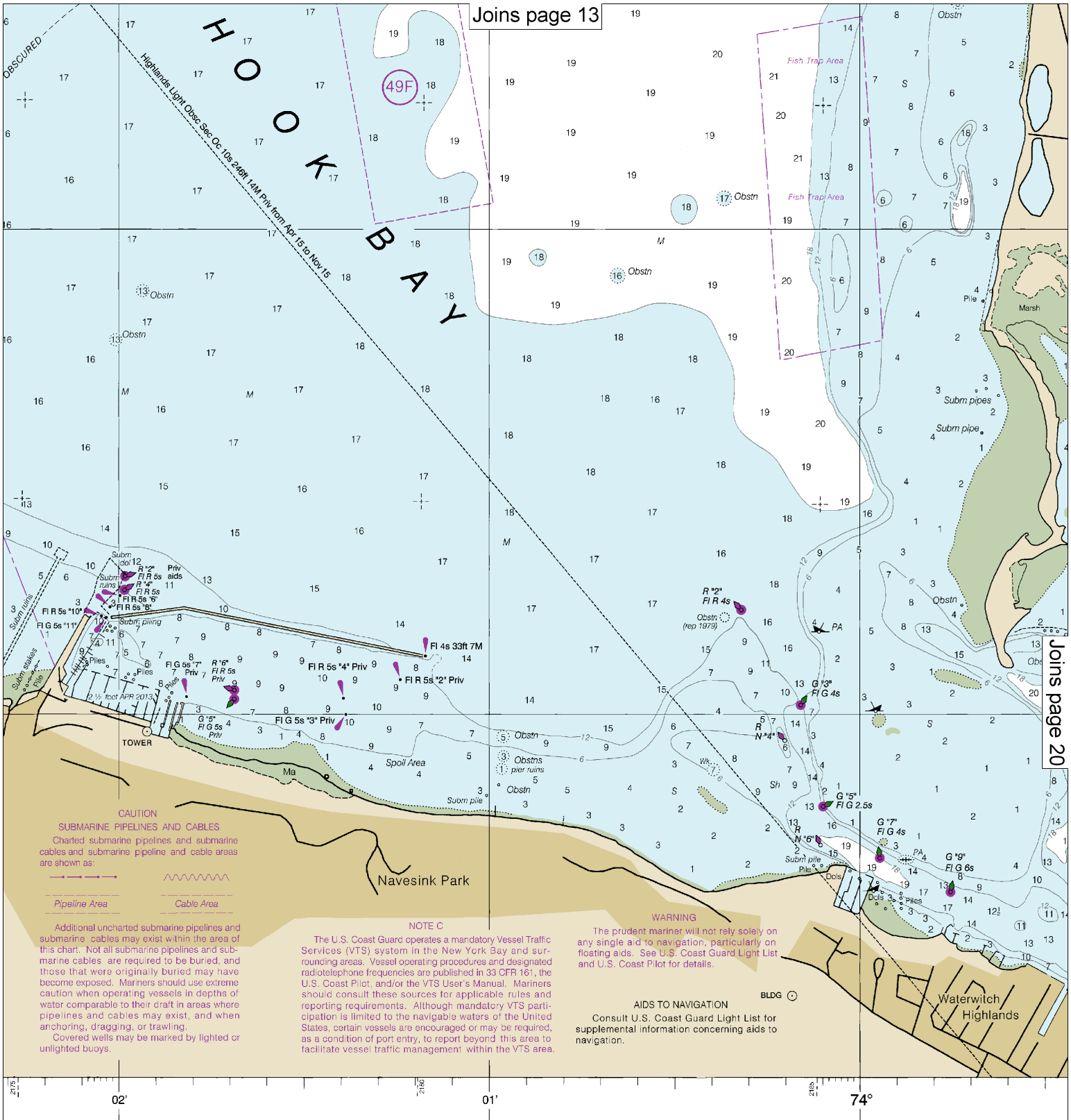
Note: Chart grid lines are aligned with true north.

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

Nautical Miles
0 1
Yards
500 0 500 1000 1500



CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

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.

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.

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.

AIDS TO NAVIGATION

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

at Washington, D.C.
MENT OF COMMERCE
) ATMOSPHERIC ADMINISTRATION
L OCEAN SERVICE
AST SURVEY

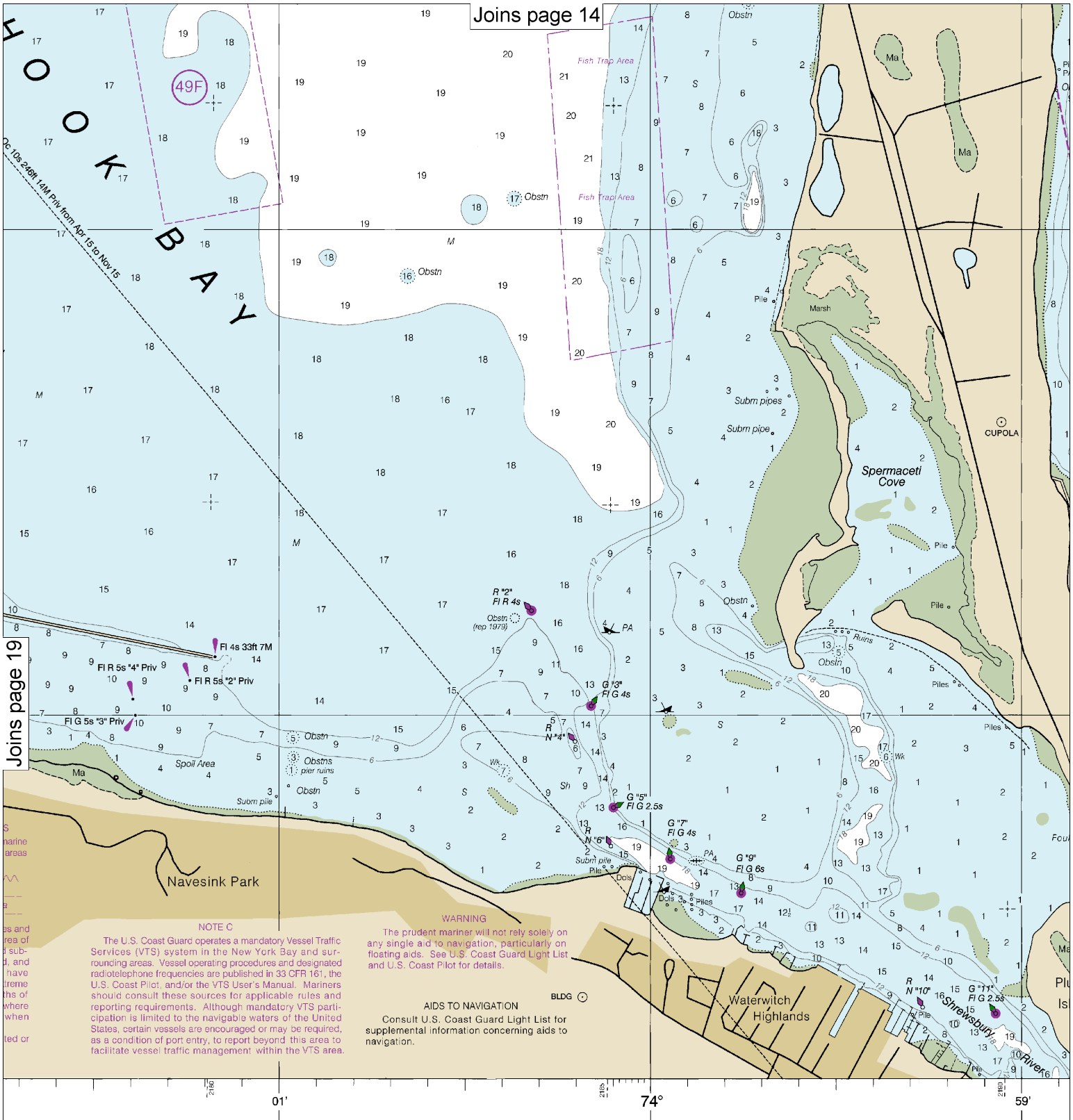
FISH TRAP AREAS

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.

Fish traps have been reported in Sandy Hook Bay outside the fish trap areas.

SOUNDINGS IN



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SOUNDINGS IN FEET

FATHOMS	
FEET	
METERS	

Note: Chart grid lines are aligned with true north.

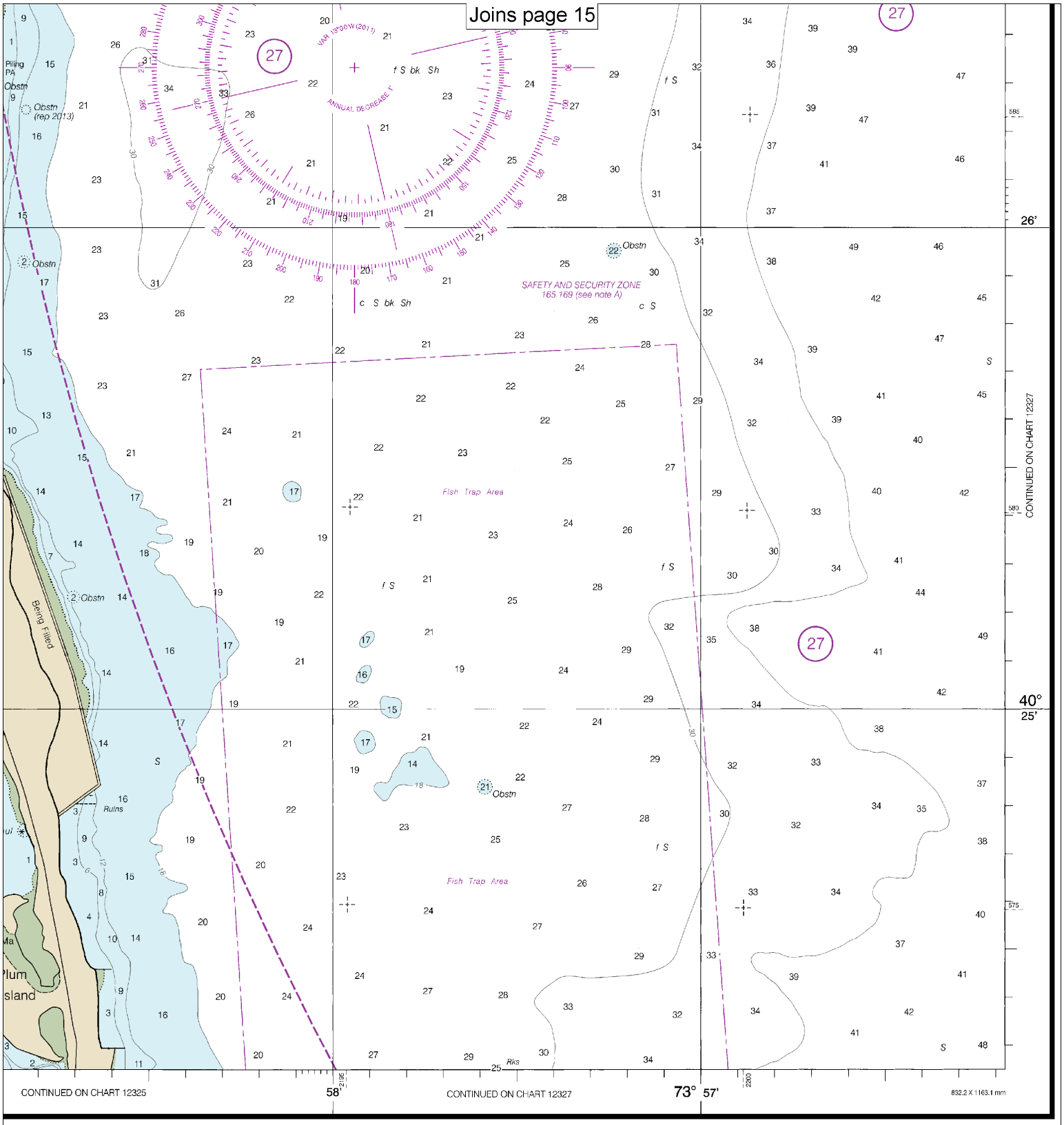
Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

0 1

Yards

500 0 500 1000 1500



New York Lower Bay - Southern Part

SOUNDINGS IN FEET - SCALE 1:15,000

12401

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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Note on Printing

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.

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