Formerly C&GS 1138, 1st Ed., May 1913 KAPP 666

12300

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

APPROACHES TO NEW YORK

NANTUCKET SHOALS TO FIVE FATHOM BANK

Mercator Projection
Scale 1:400,000 at Lat 40°
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER
(For offshore navigation only)

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

SOURCE

B2	1970-1999	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

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. Consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, United States Coast Pilot.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 2 and 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners and are available from the Internet, the Office of the Chief of Engineers, 1st Coast Guard District in Boston, MA or the 5th Coast Guard District in Portsmouth, VA or at the Offices of the District Engineer, Corps of Engineers in Concord, MA, the District Engineer, Corps of Engineers in New York, NY and Philadelphia, PA.

Refer to charted regulation section numbers.

HEIGHTS

Heights in feet above Mean High Water.

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 encased by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

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 subsequently become exposed. Mariners should 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.

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 World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

NOTE B

DANGER AREA

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

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 complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

ADPC (pneumatic) Al (alternating) Bk (black) Bn (beacon) Dia (diaphone) F (fixed) Fl (flashing) Bottom characteristics: Bldrs (boulders) Br (broken) Cy (clay) Co (coral) Gl (gravel) Gn (green) Gy (gray) H (hard) M (mud) Miscellaneous: AUTH (authorized) ED (existence doubtful) Obstn (obstruction) PA (position approximate) PD (position doubtful) Rep (reported) Subm (submerged) R (red) Rk (rock) S (sand) Sh (shells) Sy (stony) so (soft) W (white) WHS (whistle) Y (yellow)

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.

NOTE D

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and restrictions may be obtained by writing directly to: Chief, Ocean Programs (4504F), Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

AIDS TO NAVIGATION

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

MAGNETIC VARIATION

Magnetic variation curves are for 2010 derived from 2010 World Magnetic Model and corresponding secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

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.

NOTE C

DANGER AREA

Vessels are warned against fishing, dragging or anchoring in this area.

The traffic lanes for the Delaware approach are on chart 12214.

NOTE E

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traversing between the points involved. They have been designed to aid in the prevention of collisions at the approaches to New York, Hudson, Narragansett Bay and Buzzards Bay, but are not intended in any way to restrict navigation in the vicinity of these areas. The separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.

NOTE F

TORPEDO RANGE

A 2 mile-wide restricted area extends from the northern limits of the Narragansett Bay Approach traffic separation zone to 41°24'.40". This restricted area within the precautionary area will only be closed to vessel traffic during periods of daylight and optimum weather conditions for torpedo range use. Consult Chapter 6, U.S. Coast Pilot 2, for additional information.

NOTE G

PRECAUTIONARY AREAS

Traffic within the Precautionary Areas may consist of vessels making the transition between operating in Ambrose or Sandy Hook Channels and one of the established traffic lanes; or vessels operating between Narragansett Bay and Buzzards Bay and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within these areas.

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on 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).

MARINER ACTIVATED SOUND SIGNALS

Sound signals labeled with (MRASS) require user activation. See USCG Light List.

NOTE H

AREA TO BE AVOIDED

All vessels carrying cargoes of oil or hazardous materials and all other vessels of more than 1,000 gross tons should avoid the area (MSC /ACO 15/18).

NOTE I

AREA TO BE AVOIDED

In order to significantly reduce ship strikes to the highly endangered North Atlantic Right Whale, ships of 300 gross tons and above should avoid the area between the period of April 1st through July 31st. Reference IMO Sn/Circ. 272.

NOTE J

DANGER AREA

Vessels are warned against fishing, dragging or anchoring in this area.

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