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.

Formerly C&GS 287, 1st Ed., Sept. 1916 C 1940-515 KAPP 2235

SOUNDINGS IN FEET

12337

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.

SCALE 1:20,000

Nautical Miles

Yards

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.

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

B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

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.

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.

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 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, New York.

Refer to charted regulation section numbers.

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 0.364" northward and 1.487" eastward to agree with this chart.

CAUTION

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

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).

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

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) o(Approximate location)

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	162.55 MHz

AUTHORITIES

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

AIDS TO NAVIGATION

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

NEWARK BAY CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2016
AND SURVEYS TO MAR 2016

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW): LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS: WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
NEWARK BAY								
MIDDLE REACH (NORTH)	37.0	38.5	32.8	26.3	2,3-16	800-565	0.53	40
NORTH REACH	20.3	21.7	18.6	6.5	2,3-16	500-1030	1.37	35
PORT NEWARK BRANCH REACH	20.1	32.4	33.6	23.9	2,3-16	1795-400	0.40	40
PORT NEWARK INSHORE REACH	31.9	30.7	30.2	29.7	2,3-16	400	1.06	40
PORT NEWARK PIERHEAD REACH	39.2	39.9	39.9	39.4	2,3-16	300-750	0.65	40

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

PASSAIC AND HACKENSACK RIVERS CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2015
AND SURVEYS TO OCT 2015

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW): LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS: WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
PASSAIC RIVER							
KEARNY POINT REACH	13.8	13.7	9.5	11,12-13:2,3-14	300	1.00	30
POINT NO POINT REACH	0.9	5.5	9.9	11,12-13:2,3-14	300-345	1.13	30
HARRISON REACH	+0.4	5.4	0.5	11,12-13:2,3-14	300-390	1.87	20
NEWARK REACH	0.5	8.5	2.6	11,12-13:2,3-14	300	1.28	A20
KEARNY REACH	0.5	9.0	+1.1	11,12-13:2,3-14	300	0.85	A20
ARLINGTON REACH	2.7	8.6	0.8	11,12-13:2,3-14	200-250	0.89	16
BELLEVILLE REACH - PARTIAL	0.2	3.7	8.3	11,12-13:2,3-14	235-205	0.15	10
BELLEVILLE REACH - UPPER (C)	2.0	2.3	11.0	1-04	150	1.3	10
NUTLEY REACH (C)	7.1	5.9	3.3	1-04	150	1.7	10
RUTHERFORD REACH (C)	4.0	7.6	4.2	1-04	150	2.2	10
WALLINGTON REACH (C)	+1.6	0.7	+1.2	1-04	150	0.9	10
HACKENSACK RIVER							
DROYERS REACH	26.7	23.4	17.8	10-15	300-500	1.55	B32
MARION REACH	24.5	25.6	18.4	10-15	300-370	1.81	B32
TURNING BASIN	14.2	14.2	14.2	10-15	IRREGULAR	0.23	25

A. REACHES WERE NEVER COMPLETED TO A 20 FOOT DEPTH. PREVIOUS DREDGING WAS TO 16 FEET ONLY.
B. REACHES WERE NEVER COMPLETED TO A 32 FOOT DEPTH. PREVIOUS DREDGING WAS TO 30 FEET ONLY.
C. THE CORPS OF ENGINEERS HAS CONFIRMED THAT THIS REACH IS NOT ACTIVELY MAINTAINED.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

NEW JERSEY

PASSAIC AND HACKENSACK RIVERS

Mercator Projection
Scale 1:20,000 at Lat. 40°47'

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.

TIDAL INFORMATION

PLACE: NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW): Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Port Newark Terminal	(40°41'N/74°08'W)	5.7	5.3	0.2
Newark, Passaic River	(40°44'N/74°10'W)	5.9	5.5	0.2
Hackensack, Hackensack River	(40°53'N/74°02'W)	6.6	6.3	0.3
East Rutherford, Passaic River	(40°51'N/74°07'W)	6.5	6.1	0.3

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.

(Jan 2013)

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

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

AERO aeronautical; Al alternating; B black; Bn beacon; C can; DIA diaphone; F fixed; Fl flashing; G green; IQ interrupted quick; Iso isophase; LT HO lighthouse; M nautical mile; m minutes; MICRO TR microwave tower; Mkr marker; Mo morse code; N nun; OBSC obscured; Oc occulting; Or orange; Q quick; R red; Ra Ref radar reflector; R Bn radiobeacon; R TR radio tower; Rot rotating; s seconds; SEC sector; St M statute miles; VQ very quick; W white; WHIS whistle; Y yellow

Bottom characteristics:

Blds boulders; bk broken; Cy clay; Co coral; Cy cinder; G gravel; Grs grass; gy gray; h hard; M mud; Oys oysters; Rk rock; S sand; so soft; Sh shells; sy sticky

Miscellaneous:

AUTH authorized; ED existence doubtful; Obstn obstruction; PA position approximate; PD position doubtful; Rep reported; Subm submerged

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

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

PLANE COORDINATE GRID

(based on NAD 1927)

The New Jersey State Grid is indicated on this chart by dotted ticks at 10,000 foot intervals.

SUPPLEMENTAL INFORMATION

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

24th Ed., Feb. / 13

12337

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.

Last Correction: 11/30/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

SOUNDINGS IN FEET

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

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

Passaic and Hackensack Rivers
SOUNDINGS IN FEET - SCALE 1:20,000

12337

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