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JOINS CHART 12342

CONTINUED ON CHART 12366

CONTINUED ON CHART 12366

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES · EAST COAST

NEW YORK

EAST RIVER

TALLMAN ISLAND TO QUEENSBORO BRIDGE

Mercator Projection
Scale 1:10,000 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		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
North Brother Island	(40°48'N/73°54'W)	7.2	6.9	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.

Lon 0018

HEIGHTS
Heights in feet above Mean High Water.

SCALE 1:10,000

Nautical Mile
0 1

Yards
100 0 500 1000

SOUTH BROTHER ISLAND CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT MIDDLE QUARTER	RIGHT MIDDLE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
REACH M	27.5	25.2	28.2	28.2	10-14	400-1600	0.78	35
REACH N	34.8	30.6	30.0	31.3	12-14	1000	0.26	35

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

BRONX RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2014

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLW (FEET)
REACH A	5.9	5.7	5.8	10-13,5-14		100	0.46	10
REACH B (TO BRUCKNER BLVD BRIDGE)	+0.8	2.2	0.3	10-13,5-14		100	0.79	10
REACH C (FROM BRUCKNER BLVD BRIDGE UPSTREAM 1090 FEET)	3.0	3.0	1.9	10-13,5-14		100	0.33	10

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

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

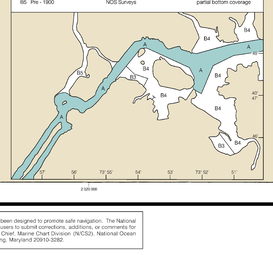
NOTE D
CAUTION
Strong tidal currents of up to 5 knots, heavy swells and heavy traffic in Hell Gate require extra caution on the part of the mariner to avoid accident or collision. See U.S. Coast Pilot 2 and the Tidal Current Tables for New York Harbor for additional information.

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
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 Pre - 1900	NOS Surveys	partial bottom coverage



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

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
Bn beacon
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
Obscd obscured
Occ occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Ro rotating
s second
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:
Blds boulders
bk broken
Cy clay
Gr gravel
grs grass
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky
Subm subm'rged

Miscellaneous:
AUTH authorized
⊡ entrance doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Wreck, rock, obstruction, or shoal swept clear to the depth indicated
Rocks that cover and uncover, with heights in feet above datum of soundings

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below broadcasts weather information continuously. The reception range is typically 20 to 40 nautical miles from the station site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY	KWO-35	162.550 MHz

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

CAUTION
Temporary changes or defects in aids to navigation are not charted 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.

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

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.

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

PLANE COORDINATE GRID
(Based on NAD 1927)
New York State Grid, Long Island zone, is indicated by dotted ticks at 5,000 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 0.06" southward and 1.109" 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, on line, or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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

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 navigation regulations may be obtained from 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.

NOTE B
162.20
At vessels traversing the area shall pass directly through without unnecessary delay. No vessels having a height of more than 35 feet with reference to the plane of mean high water shall enter or pass through the area whenever visibility is less than one mile.

NOTE E
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 regulations governing vessel operations. When vessel operation 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 C
CAUTION (see note C)
Vessels with mast heights in excess of 125 feet shall pass 100 yards to the north of East River Main Channel Lighted Buoy 5 so as to avoid vessel interference with aircraft on the glide path to the northeast - southwest runway of La Guardia Airport.
Vessels transiting South Brother Island Channel and using the turning basin at its southern terminus shall ballast prior to transit. They are cautioned that mast heights in excess of 125 feet may penetrate the glide path to the northeast - southwest runway to La Guardia Airport. If mast heights cannot be lowered below 125 feet, La Guardia Air Traffic Control Tower shall be notified by phone prior to terminal departure or channel entry.

NOTE D
162.20
NO-DISCHARGE ZONE: 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, or anchored in the waters of the NDZ shall secure the MSD discharge to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

ANCHORAGE AREAS
110.155 (see note A)
Limits and assigned numbers of anchorage areas are shown in magenta.
8 9 10 11 14 GENERAL ANCHORAGES

SCALE 1:10,000
Nautical Mile
0 1
Yards
100 0 500 1000

LOGARITHMIC SPEED LOG

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.

47th Ed., Mar. / 13
12339

Last Correction: 9/29/2015. Cleared through:
LNM: 3815 (9/22/2015), NM: 4015 (10/3/2015), CHS: 0915 (9/25/2015)

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), the copy is not suitable for navigation.

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

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.

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.

This chart was distributed as a PDF (Portable Document Format). Printing PDFs may alter the chart scale, color, or legibility that may impact suitability for navigation. Printed charts provided by NOAA certified Print on Demand (POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod

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U.S. DEPARTMENT OF COMMERCE
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NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS | FEET | METERS