BookletChart™

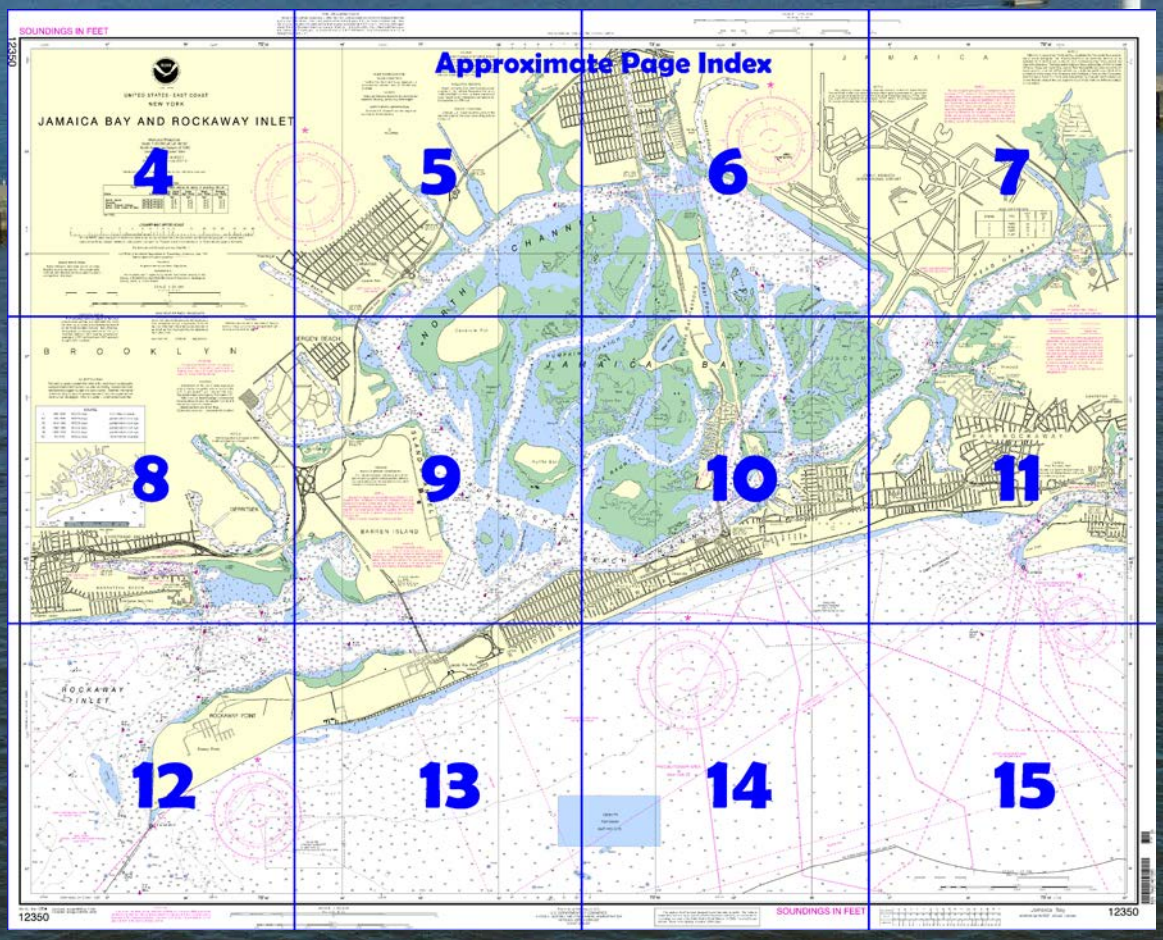
Jamaica Bay and Rockaway Inlet

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.

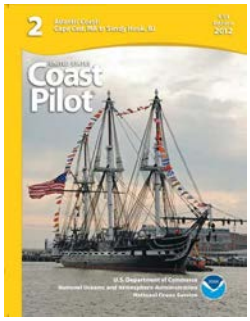
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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.



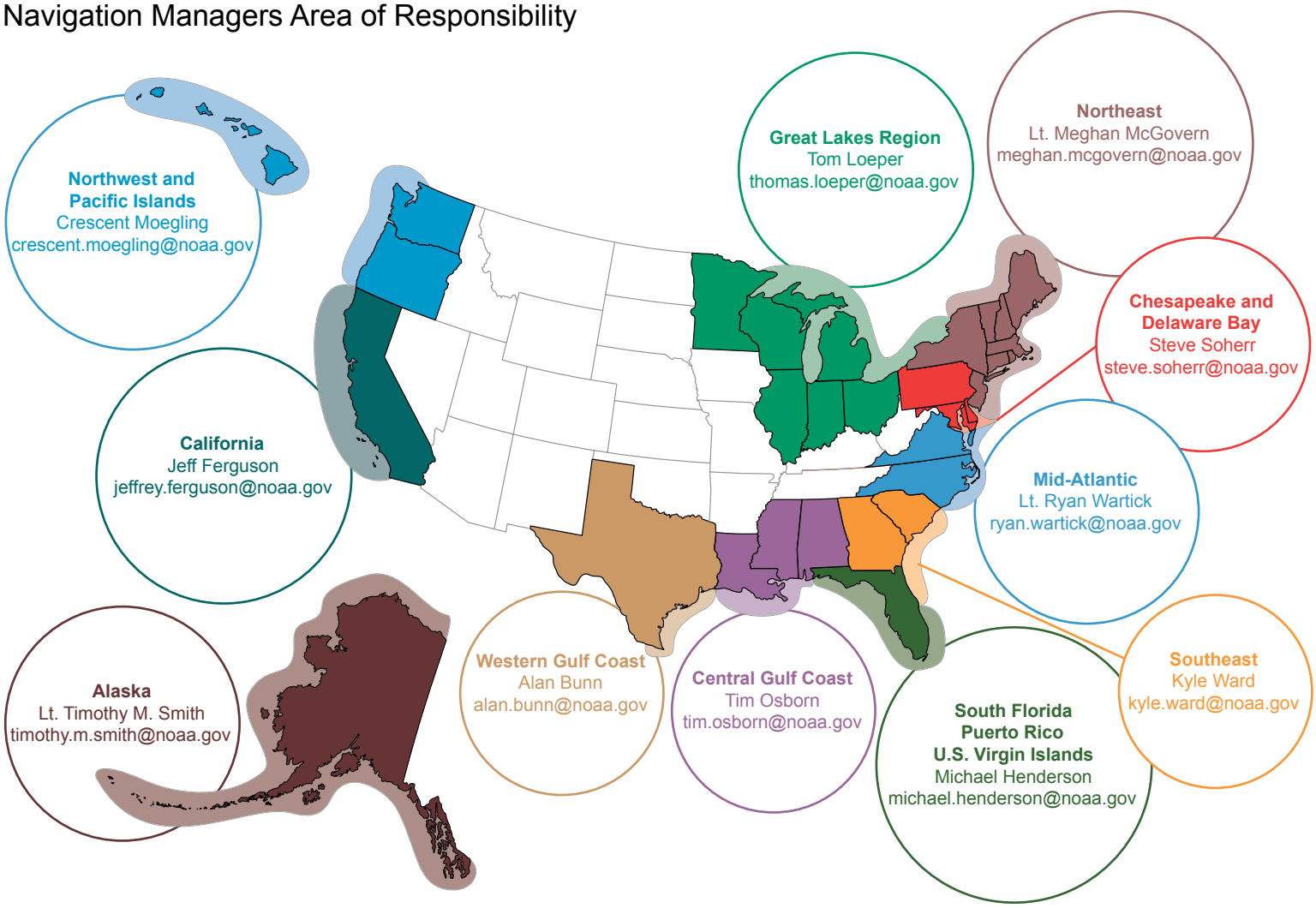
(Selected Excerpts from Coast Pilot)
Rockaway Inlet, the entrance to Jamaica Bay, is between **Rockaway Point** on the southeast side and **Manhattan Beach** and **Barren Island** on the north side. A breakwater, marked near the outer end by a light, extends south from Rockaway Point. The entrance channel 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 from southeast to 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.
Anchorages.–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 Boston, MA	(617) 223-8555

Navigation Managers Area of Responsibility

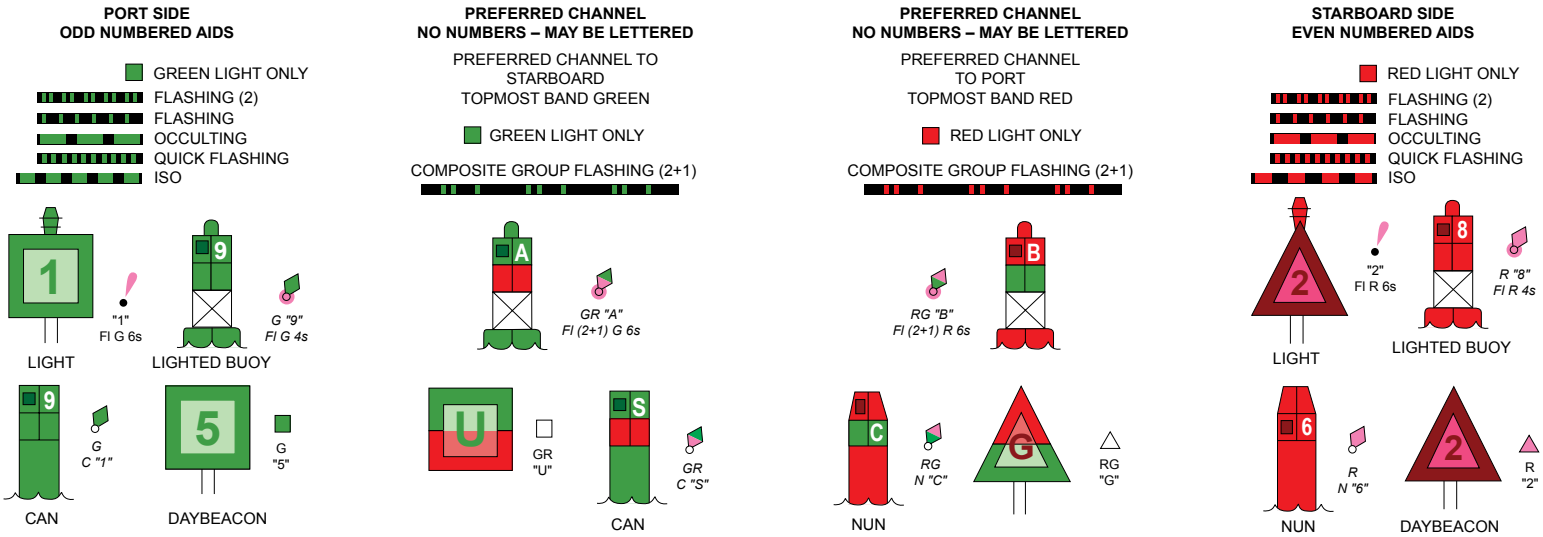


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*

SOUNDINGS IN FEET

12350

2 010 000 | 57' | 73°56' | 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

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Barren Island	(40°35'N/73°53'W)	5.6	5.2	0.2
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

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

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

⅓ 0 ⅓ 1 1⅓

Yards

500 0 500 1000 1500 2000 2500

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

HURR

Hurricanes, tr
cause consider
navigation and m
in unknown locati

Charted sound
reflect actual con
navigation may h
have been moved
extinguished or d
not rely upon the
Wrecks and subm
from charted loca
or moved.

Mariners are
requested to re
hazards to naviga
unit.

CAUTION

Fixed and floating ob
submerged, may exist within th
bridge construction area. Marin
proceed with caution.

Paerdegat

Paerdega

BERG

B R O O K L Y N

39' 38' 37'

Joins page 8

4

Note: Chart grid lines are aligned with true north.

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

Nautical Miles

0 1 1 ½

Yards

500 0 500 1000 1500 2000 2500

Formerly C&GS 542, 1st Ed., May 1898 V-1916-165

RRICANES AND TROPICAL STORMS

tropical storms and other major storms may erable damage to marine structures, aids to moored vessels, resulting in submerged debris ations.

ndings, channel depths and shoreline may not onditions following these storms. Fixed aids to have been damaged or destroyed. Buoys may ved from their charted positions, damaged, sunk, r otherwise made inoperative. Mariners should he position or operation of an aid to navigation. bmerged obstructions may have been displaced cations. Pipelines may have become uncovered

e urged to exercise extreme caution and are report aids to navigation discrepancies and igation 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.

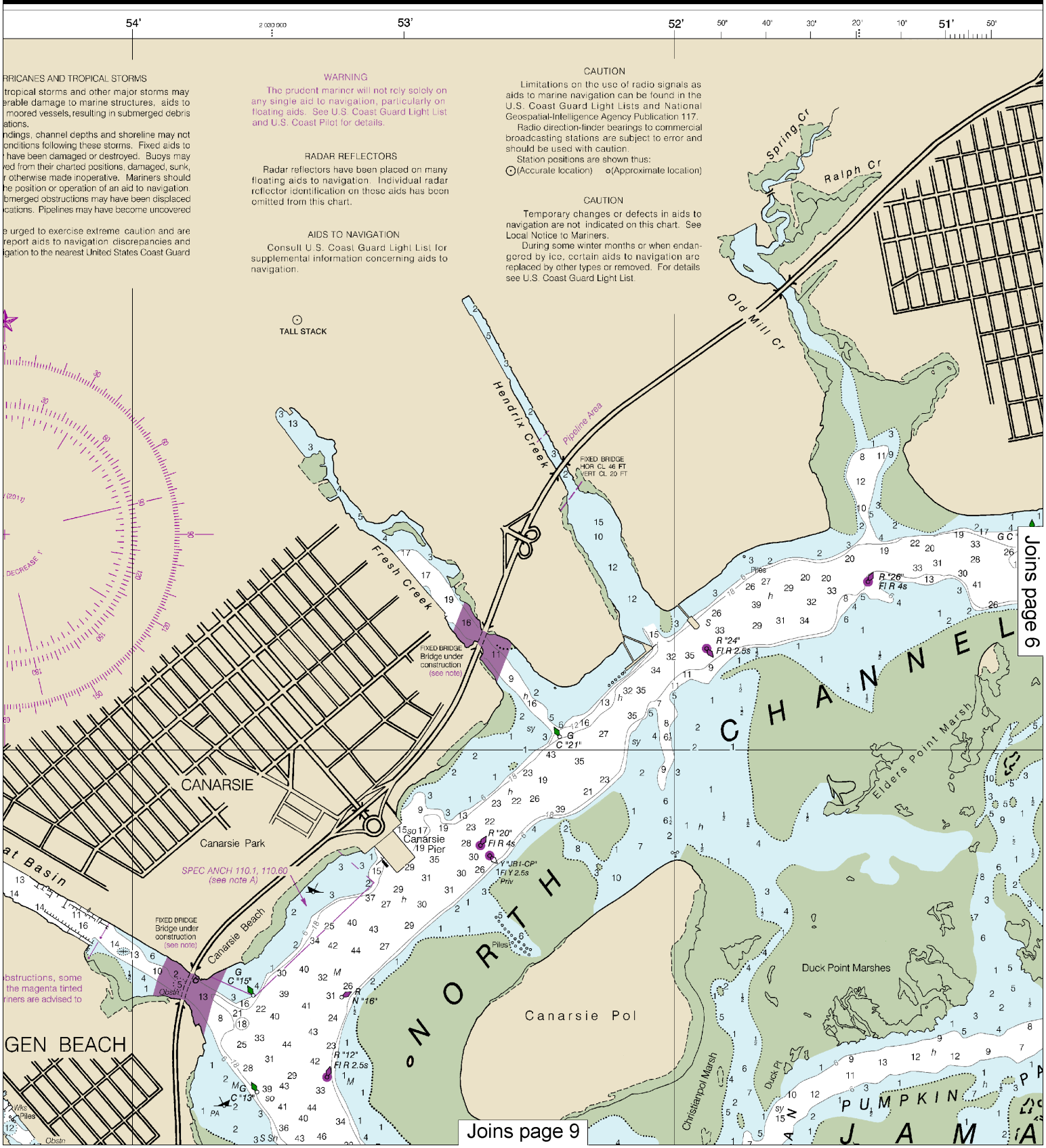
Station positions are shown thus:

⊙(Accurate location) o(Approximate location)

CAUTION

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

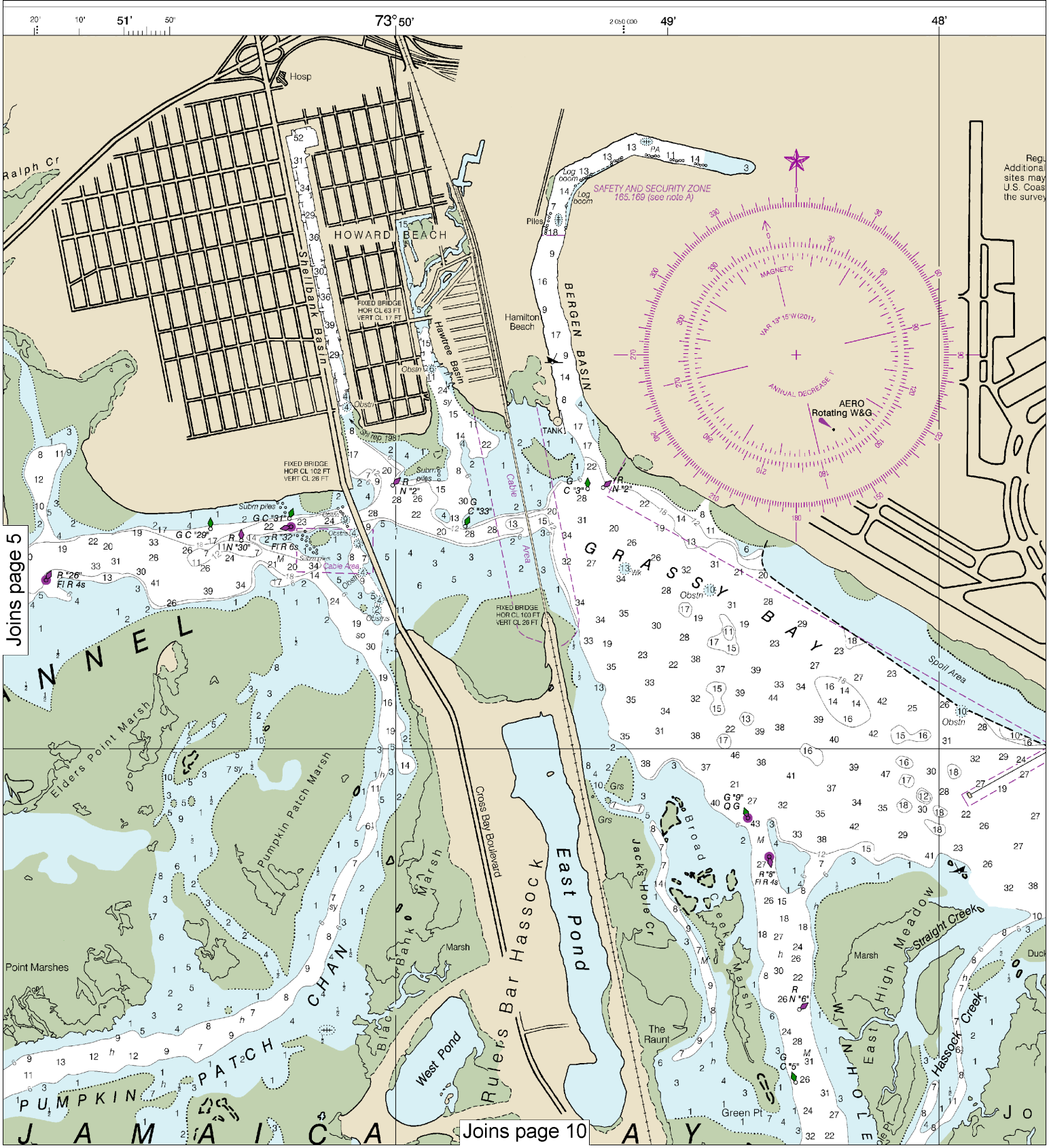
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.



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.

SCALE 1:20,000
Nautical Miles
½ 0 ½
Yards
500 0 500 1000 1500

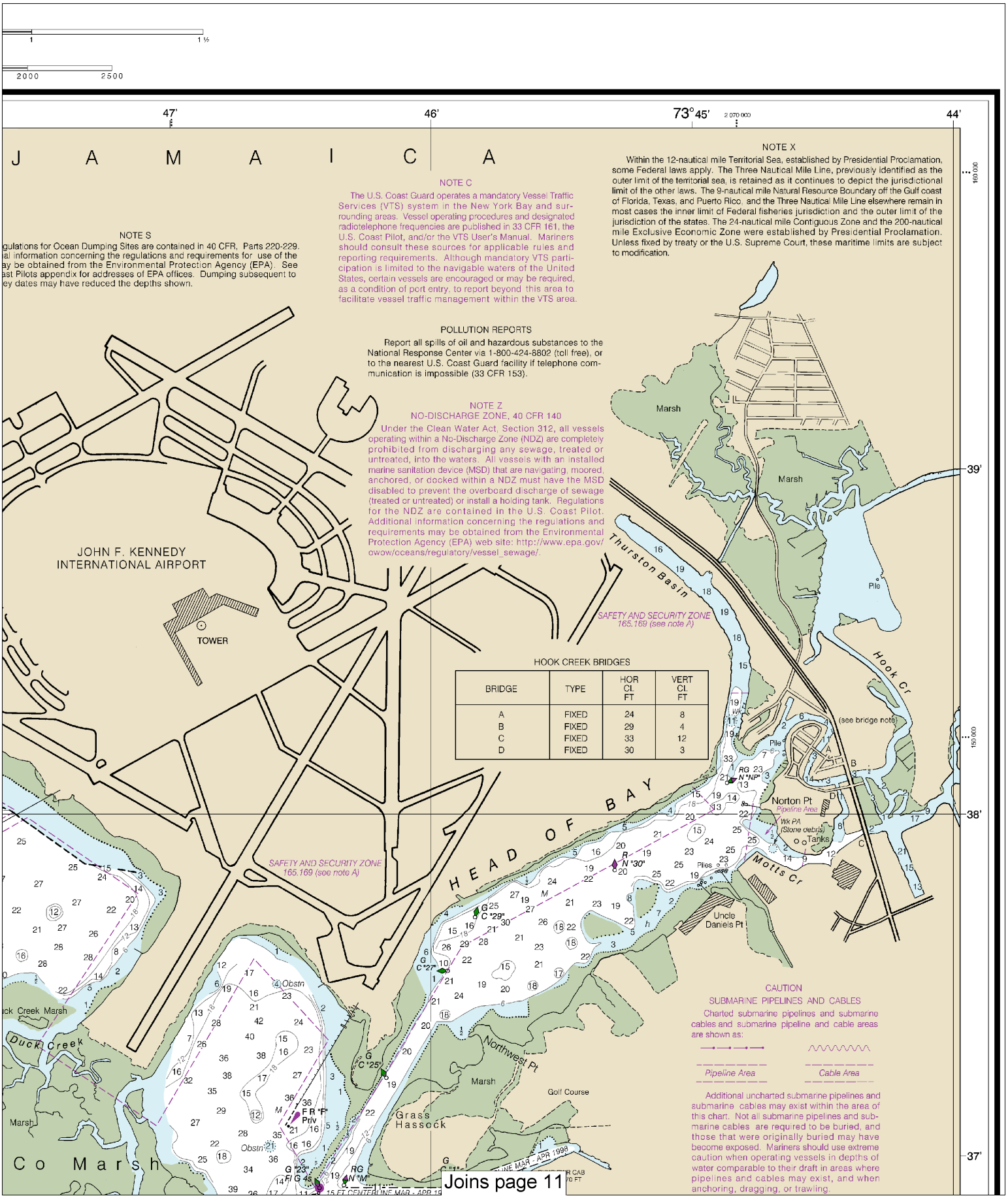
Formerly C&GS 542, 1st Ed., May 1898 V-1916-165 KAPP 691



Note: Chart grid lines are aligned with true north.

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

Nautical Miles
0 1 1½
Yards
500 0 500 1000 1500 2000 2500


J A M A I C A
NOTE S
gulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229.
al information concerning the regulations and requirements for use of the
ay be obtained from the Environmental Protection Agency (EPA). See
ast Pilots appendix for addresses of EPA offices. Dumping subsequent to
ey dates may have reduced the depths shown.
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.
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.
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).
NOTE Z
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, anchored, or docked within a NDZ must have the MSD disabled 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/.
JOHN F. KENNEDY INTERNATIONAL AIRPORT
TOWER
SAFETY AND SECURITY ZONE 165.169 (see note A)
HOOK CREEK BRIDGES
BRIDGE | TYPE | HOR CL FT | VERT CL FT
A | FIXED | 24 | 8
B | FIXED | 29 | 4
C | FIXED | 33 | 12
D | FIXED | 30 | 3
HEAD OF BAY
Thurston Basin
Hook Cr
Motts Cr
Norton Pt
Pipeline Area
Tanks
Uncle Daniels Pt
Northwest Pt
Marsh
Golf Course
Grass Hassock
Duck Creek
Co Marsh
Obstn
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.
Joins page 11

Joins page 4

NOTE A

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Refer to charted regulation section numbers.

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New York, NY KWO-35 162.550 MHz

CAUTION

Fixed and floating obs
submerged, may exist within th
bridge construction area. Marin
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.

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.

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

NOTE B

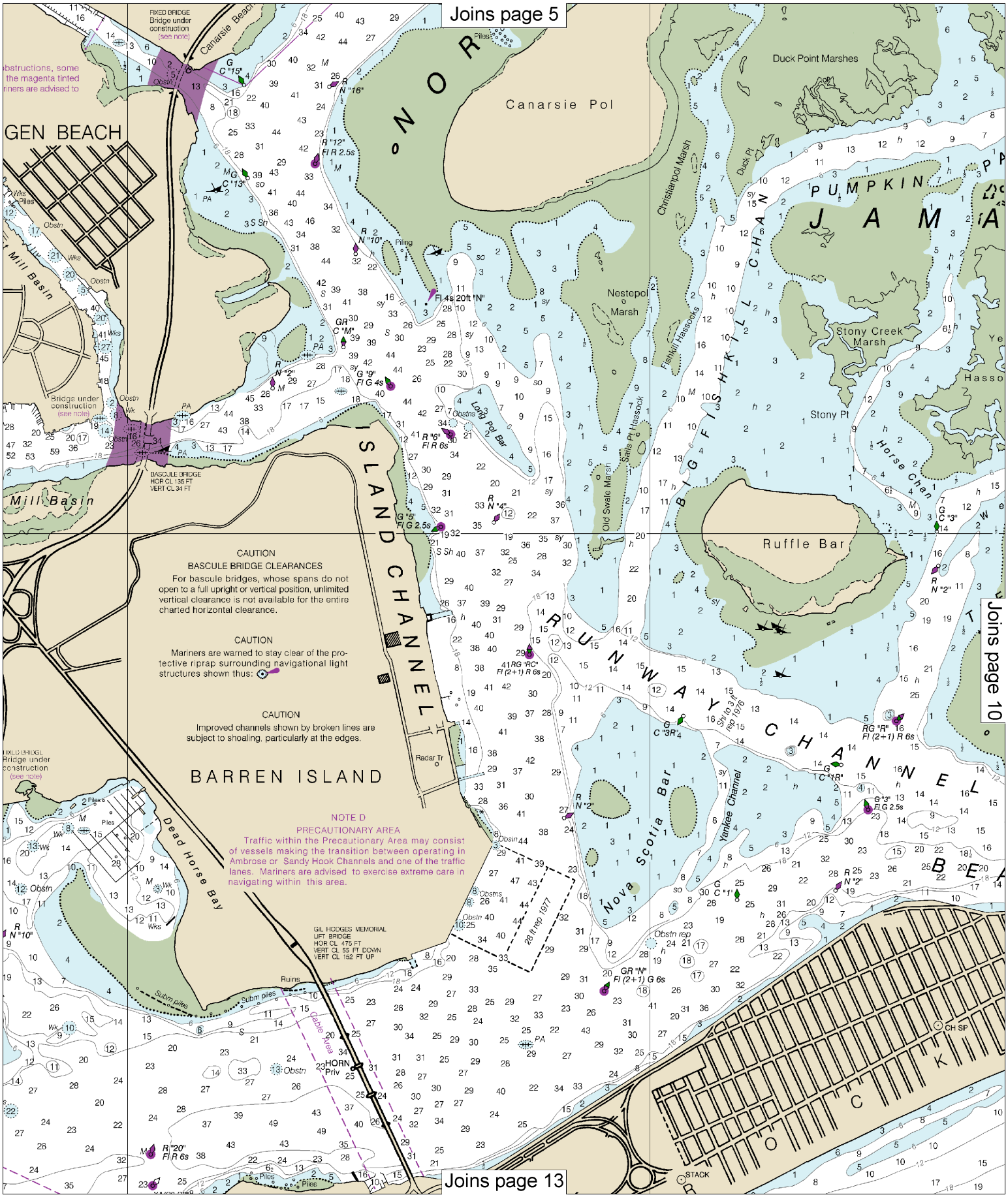
Wrecks reported submerged at MHW in Mill and Gerritsen Creeks.

Note: Chart grid lines are aligned with true north.

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

Nautical Miles: 0 1 1½

Yards: 500 0 500 1000 1500 2000 2500

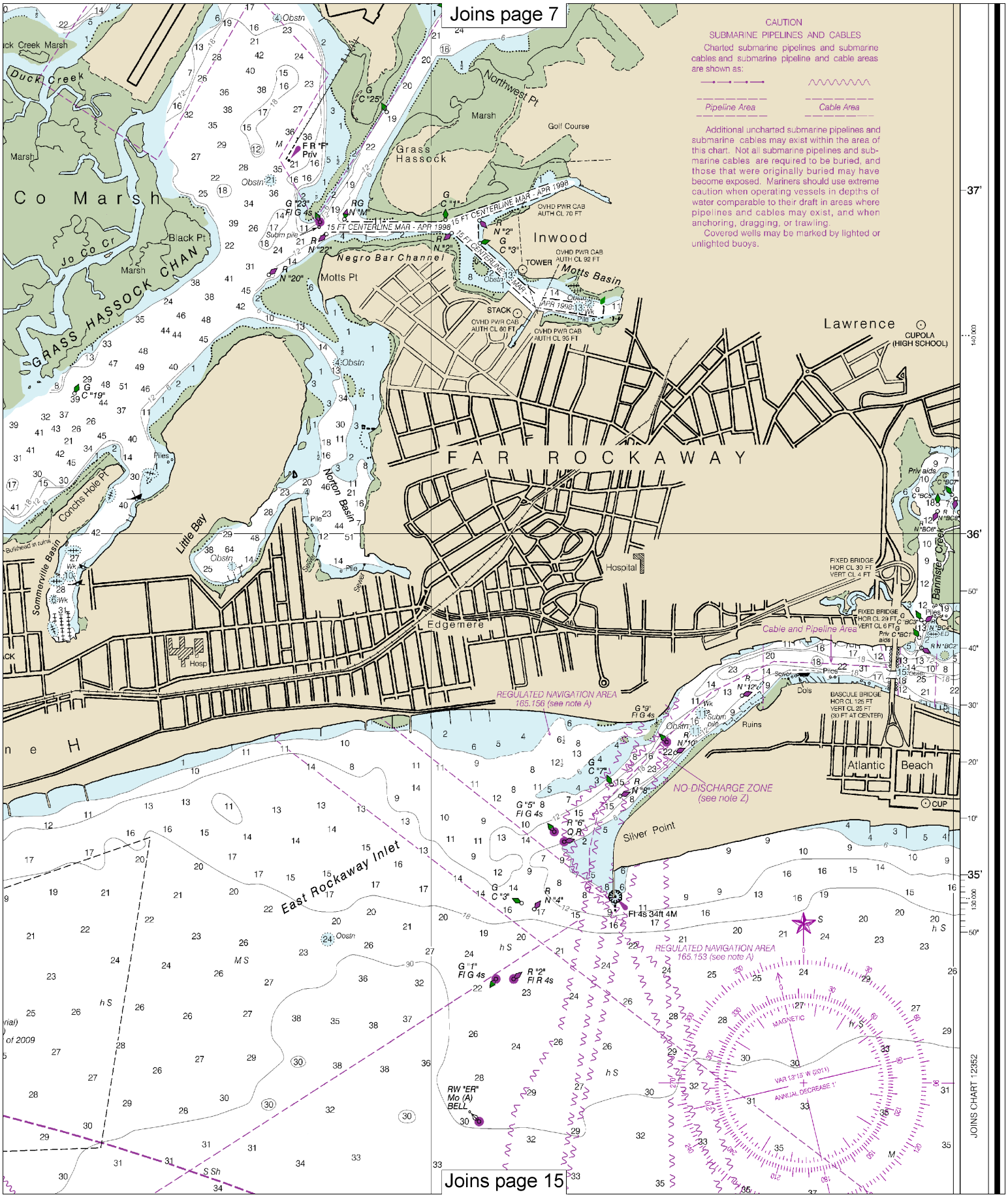

Joins page 5
Joins page 10
Joins page 13
FIXED BRIDGE
Bridge under construction
(see note)
Canarsie Beach
GEN BEACH
Canarsie Pol
Duck Point Marshes
Christianpol Marsh
Duck Pt
PUMPKIN
JAMAICA
BIG FISHKILL CHANNEL
Nestepol Marsh
Fishkill Hassocks
Stony Creek Marsh
Stony Pt
Horse Chan
Long Pol Bar
Salts Pt Hassock
Old Swale Marsh
Ruffle Bar
Mill Basin
Bridge under construction
(see note)
BASCULE BRIDGE
HOR CL 135 FT
VERT CL 34 FT
ISLAND CHANNEL
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
Radar Tr
RUNWAY CHANNEL
Nova Scotia Bar
Yankee Channel
Dead Horse Bay
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
Ruins
Gable Area
HORN
Priv
28 ft rep 1977
Obstn rep
CH SP
STACK
BEACH
Fl 4s 20ft "N"
R "6" Fl R 6s
G "5" Fl G 2.5s
G "9" Fl G 4s
R "2" N "2"
R "4" N "4"
G "3" C "3"
RG "R" Fl (2+1) R 6s
G "3" Fl G 2.5s
G "1" C "1"
GR "N" Fl (2+1) G 6s
R "20" Fl R 6s
R "10" N "10"
R "12" Fl R 2.5s
G "15" C "15"
R "16" N "16"
G "13" C "13"
GR "M" C "M"
RG "RC" Fl (2+1) R 6s
G "1R" C "1R"
G "3R" C "3R"

Note: Chart grid lines are aligned with true north.

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

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500


Joins page 7
CAUTION
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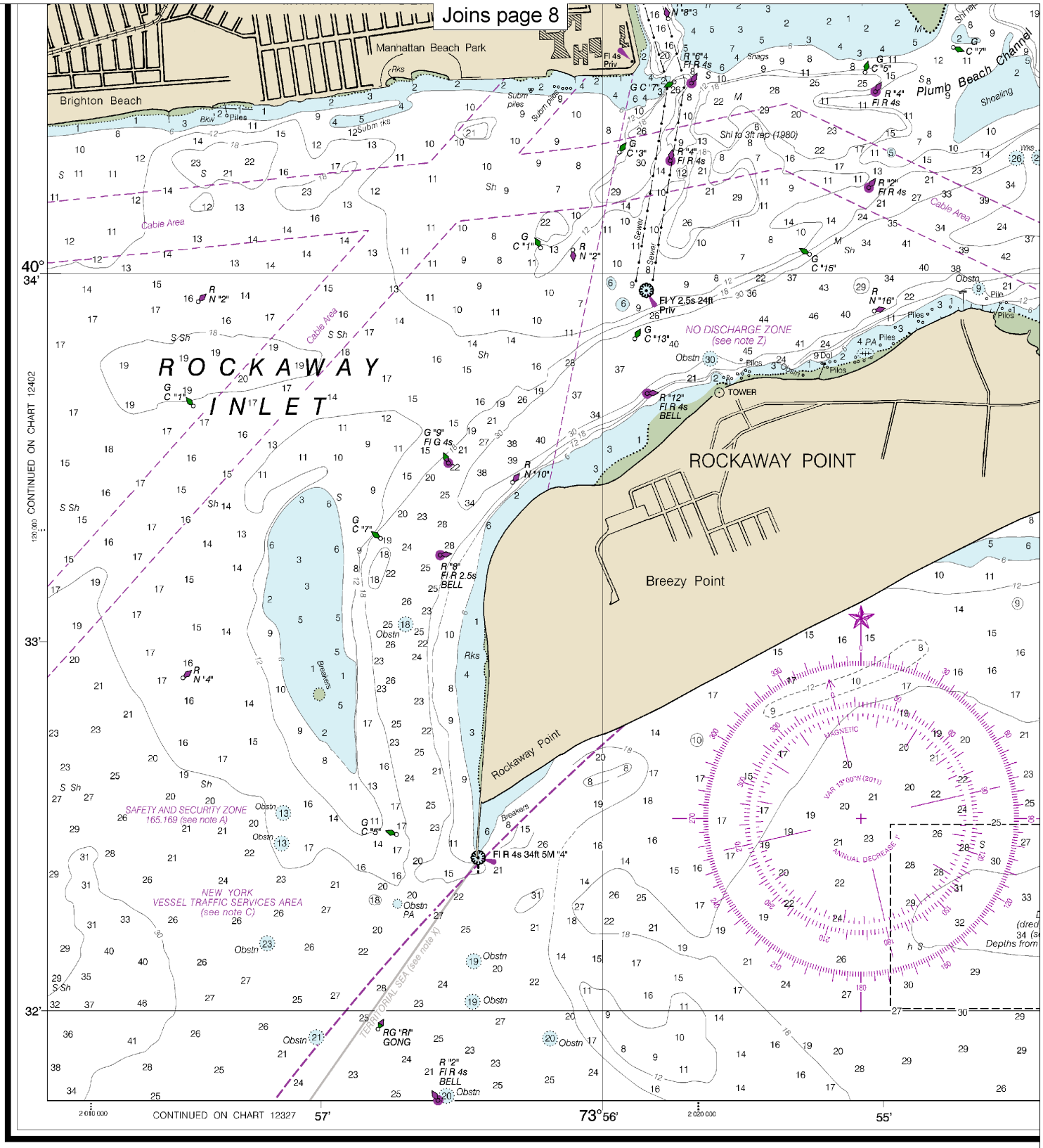
Pipeline Area
Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution 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.
Co Marsh
Duck Creek
Marsh
Black Pt
Jo Co Cr
GRASS HASSOCK CHAN
Grass Hassock
Northwest Pt
Golf Course
Inwood
Motts Basin
Motts Pt
Negro Bar Channel
15 FT CENTERLINE MAR - APR 1998
OVHD PWR CAB AUTH CL 70 FT
OVHD PWR CAB AUTH CL 92 FT
OVHD PWR CAB AUTH CL 60 FT
OVHD PWR CAB AUTH CL 95 FT
TOWER
STACK
Lawrence
CUPOLA (HIGH SCHOOL)
FAR ROCKAWAY
Norton Basin
Little Bay
Conchs Hole Pt
Sommerville Basin
Hospital
Edgemere
Hosp
FIXED BRIDGE HOR CL 30 FT VERT CL 4 FT
FIXED BRIDGE HOR CL 29 FT VERT CL 6 FT
Bannister Creek
Cable and Pipeline Area
REGULATED NAVIGATION AREA 165.156 (see note A)
BASCULE BRIDGE HOR CL 125 FT VERT CL 25 FT (30 FT AT CENTER)
Ruins
Atlantic Beach
CUP
NO-DISCHARGE ZONE (see note Z)
Silver Point
East Rockaway Inlet
REGULATED NAVIGATION AREA 165.153 (see note A)
MAGNETIC
VAR 13°15' W (2011)
ANNUAL DECREASE 1'
RW "ER" Mo (A) BELL
37'
36'
35'
JOINS CHART 12352
Joins page 15



60th Ed., Aug. /11

12350

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.

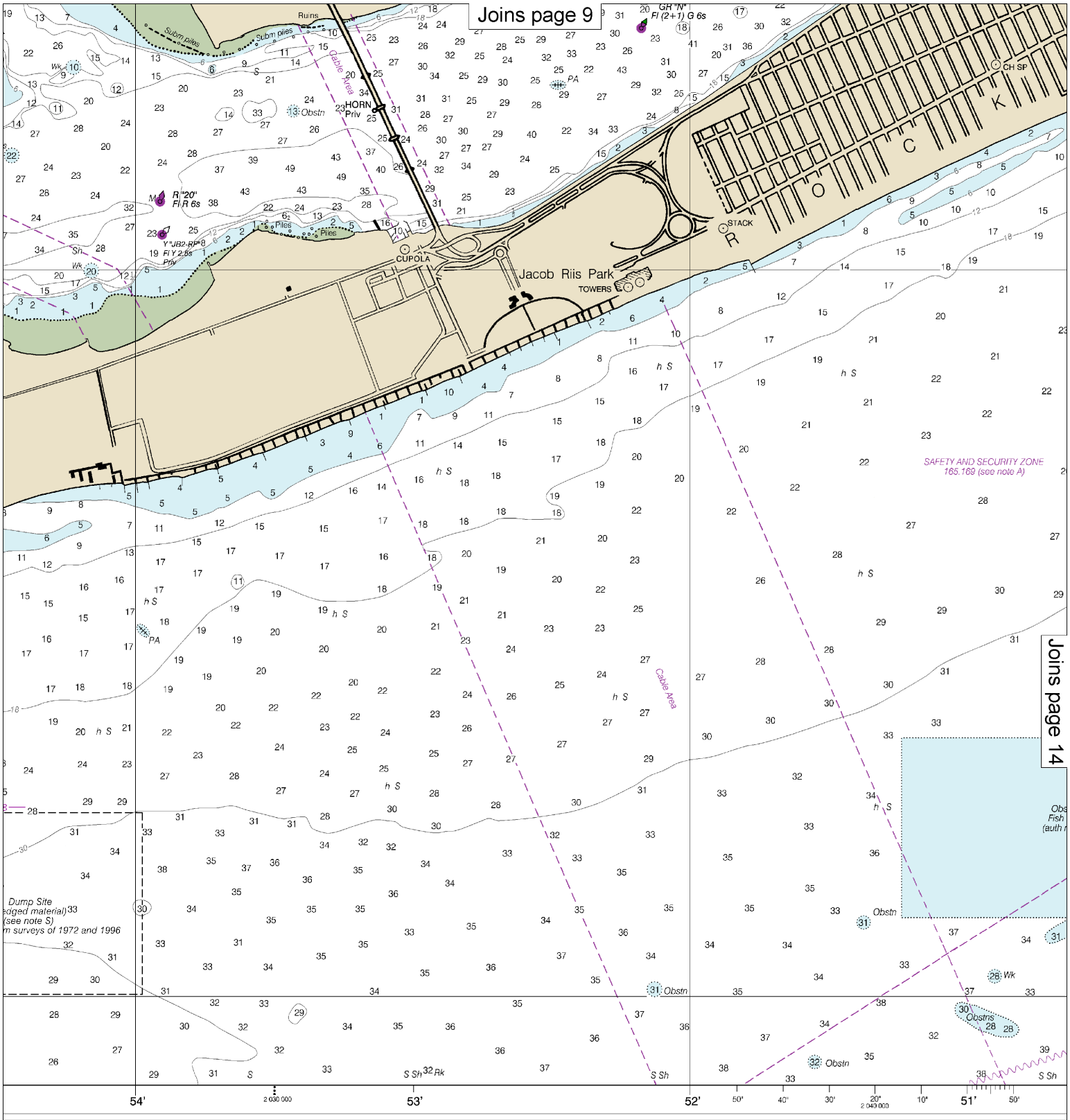
Last Correction: 7/12/2016. Cleared through:
LNM: 2716 (7/5/2016), NM: 2816 (7/9/2016), CHS: 0616 (6/24/2016)

Note: Chart grid lines are aligned with true north.

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

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500



SCALE 1:20,000

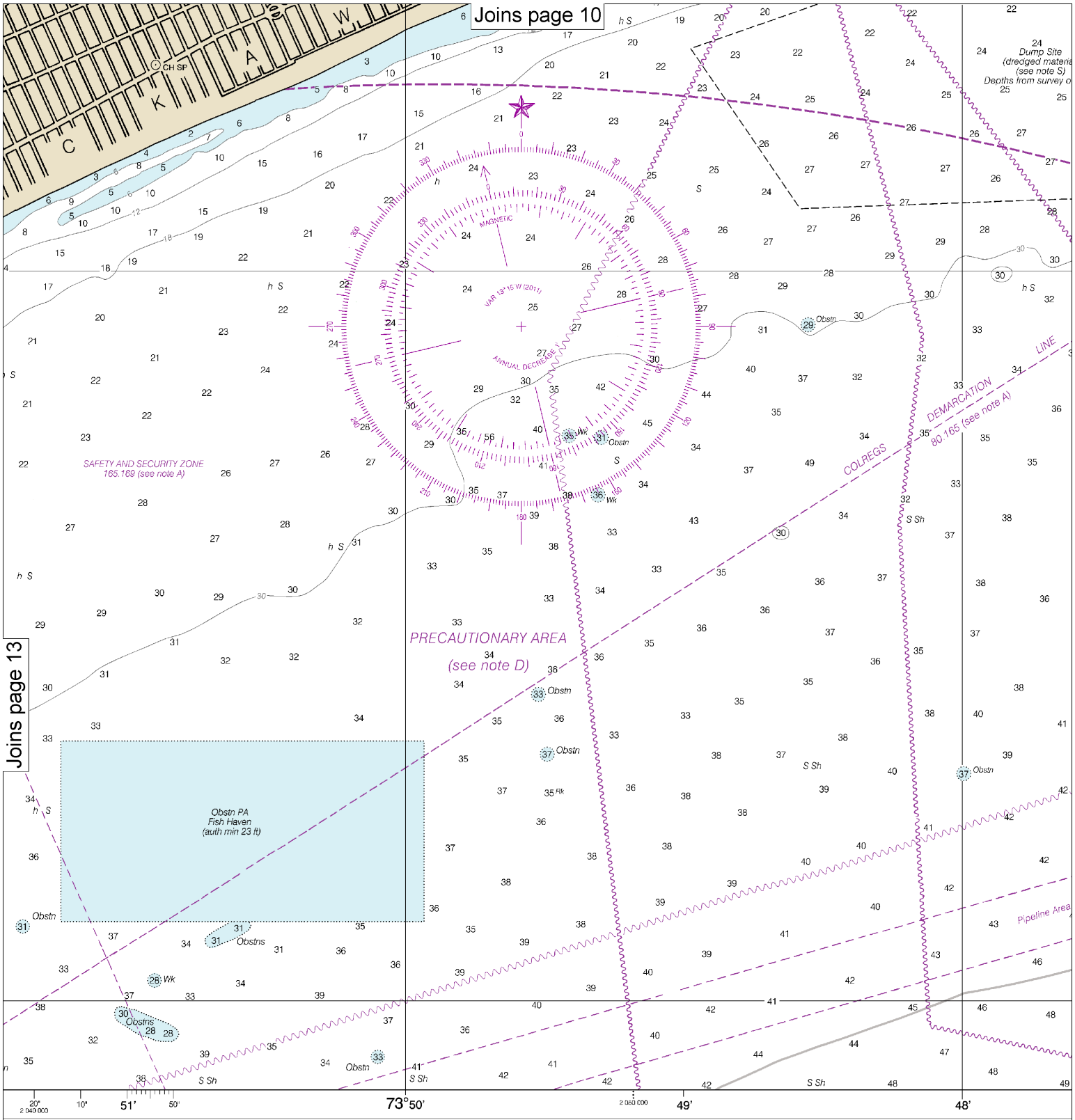
Nautical Miles

½ 1 1 ½

Yards

500 1000 1500 2000 2500

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



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
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.

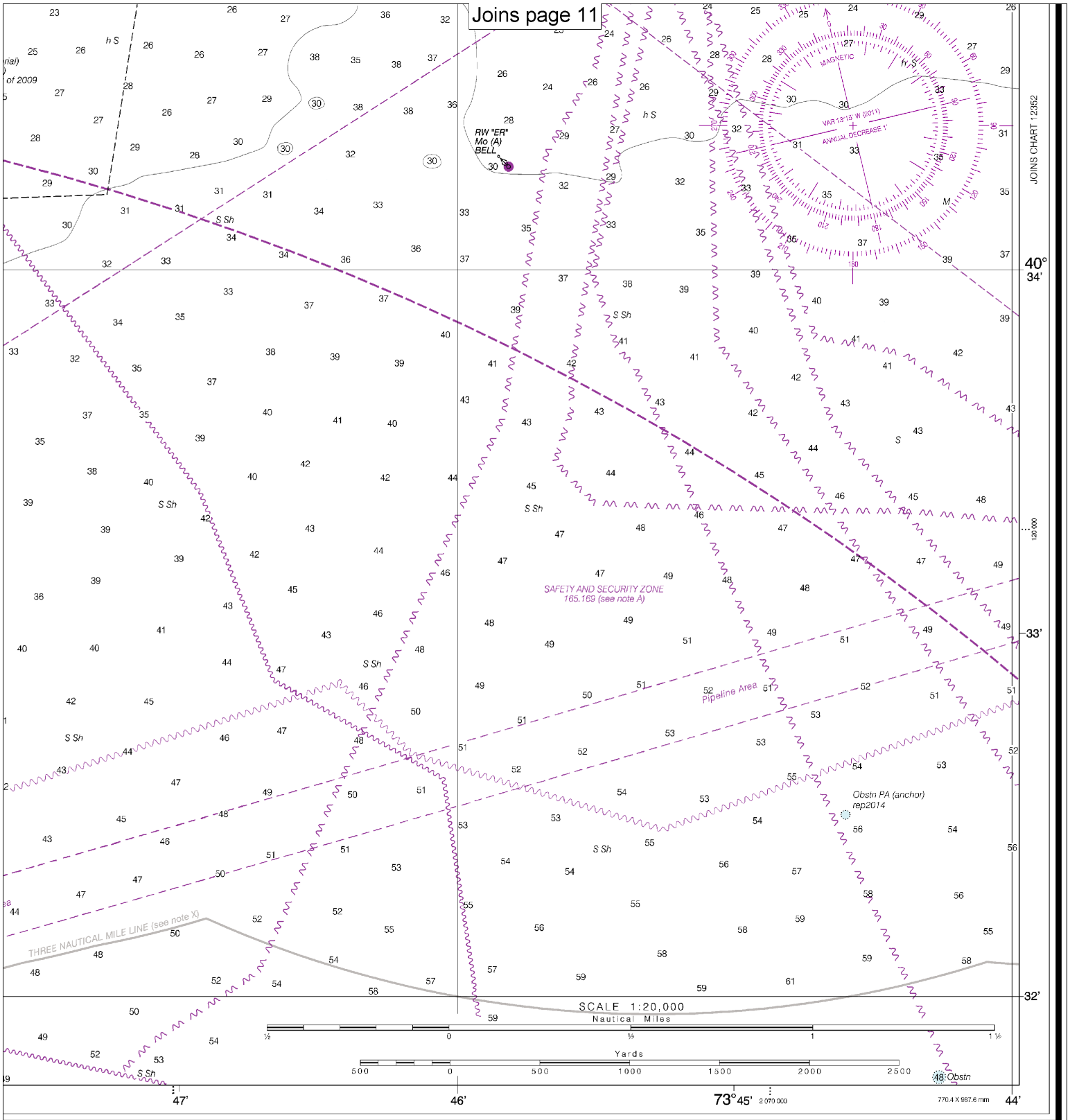
SOUNDINGS IN F

Note: Chart grid lines are aligned with true north.

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

Nautical Miles: 0 1 1½

Yards: 500 0 500 1000 1500 2000 2500



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 18 19 20 21 22 23 24 25 26 27 28 29 30 31																

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!

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**
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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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