The background of the entire page is a detailed nautical chart of New York Harbor, showing the Upper Bay and Narrows. The chart includes various geographical features, depth soundings, and navigational markers. The text is overlaid on the left side of the chart.

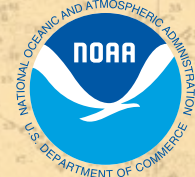
New York Harbor  
Chart 12334 – New York Harbor Upper Bay and Narrows  
Anchorage Chart

# BookletChart

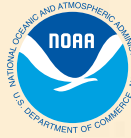
Commemorative Edition – May, 2012

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
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker



United States – East Coast  
NEW YORK – NEW JERSEY  
**NEW YORK HARBOR**  
UPPER BAY AND NARROWS

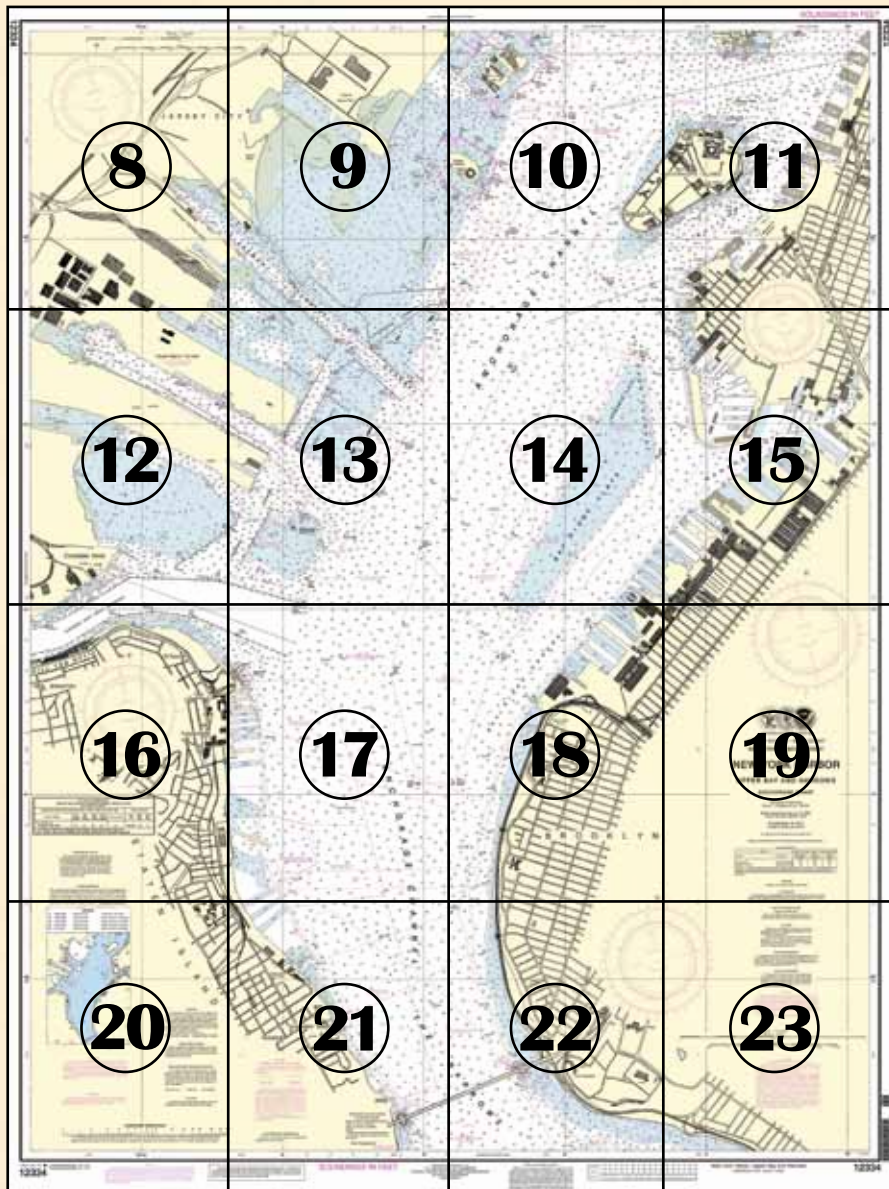


2012-2015  
"Our Flag Was Still There"

NOAA is proud to join with the nation's ports, the U.S. Navy, and OpSail, to celebrate the bicentennial of the War of 1812, a pivotal time in our nation's history.

This special commemorative BookletChart, which adds event berthing areas, historical background, and images to NOAA's regular BookletChart, can be downloaded for printing on any home printer. 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.

For the latest information, please check in regularly at [nauticalcharts.noaa.gov/WarOf1812](http://nauticalcharts.noaa.gov/WarOf1812).



## New York City, the U.S. Navy, and the War of 1812

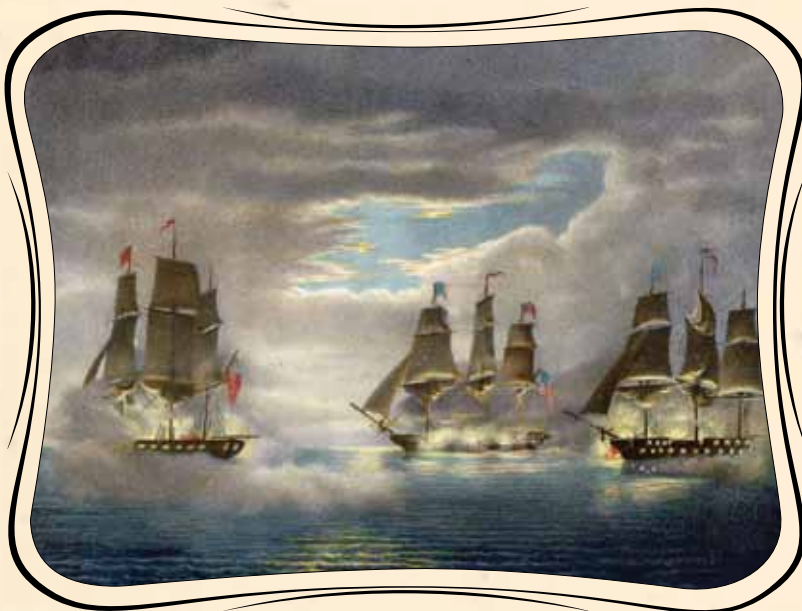
Because of its importance as a hub of international commerce, New York City served several crucial roles in support of the United States' naval effort in the War of 1812: as a source of supplies, manpower, and local defense; as a base for warships and privateers; and as a magnet for – and drain on – enemy resources.

The New York Navy Yard furnished naval supplies, equipment, and cannons to arm the U.S. fleets on lakes Champlain, Ontario, and Erie. Its shipwrights built and fitted out warships on the lakes, and sailors from the New York Navy Yard manned those ships. Privateers swarmed out of the port of New York into the Atlantic Ocean to prey on British seaborne commerce and sent their captured prize ships back to be sold in the city's markets. New York Harbor was the homeport of a flotilla of gunboats for the city's defense, as well as the base for several of the Navy's seagoing warships. The U.S. frigate *President*, which was one of the Navy's original six frigates and had been built, launched, and christened in a New York shipyard, was preeminent among the warships operating out of New York during the war.

Recognizing the crucial roles New York played in the U.S. economy and war effort, the Royal Navy blockaded the city, attempting to prevent trade as well as the sailing of American privateers and ships of war. The blockade forced the U.S. frigate *United States*, which broke out of New York by way of Hell Gate, to take refuge in New London, Connecticut, and remain there for the balance of the war.



USS *President* captured by a British squadron while attempting to escape New York Harbor, January 15, 1815.  
(Navy Art Collection, Naval History & Heritage Command)



USS *Constitution* defeated HMS *Cyane* and *Levant* on February 20, 1815.  
(Naval History & Heritage Command)

The blockading squadron captured *President* after the American frigate had broken its rudder running onto a shoal during an escape attempt. The Royal Navy's blockade was not always successful, however. In early 1815, for instance, the sloops of war *Hornet* and *Peacock* escaped from New York, the former going on to capture the British sloop of war *Penguin* and the latter the British East India Company brig *Nautilus*.

Just as the war was drawing to a close in 1815, New Yorkers witnessed the launching of the U.S. Navy's first steam-powered warship, the floating battery *Demologos* or *Fulton I*, designed by Robert Fulton for the defense of New York Harbor. Not long after, the city hailed the arrival of USS *Constitution* as the frigate returned to America after its spectacular victory over two enemy ships, *Cyane* and *Levant*, in a single engagement.

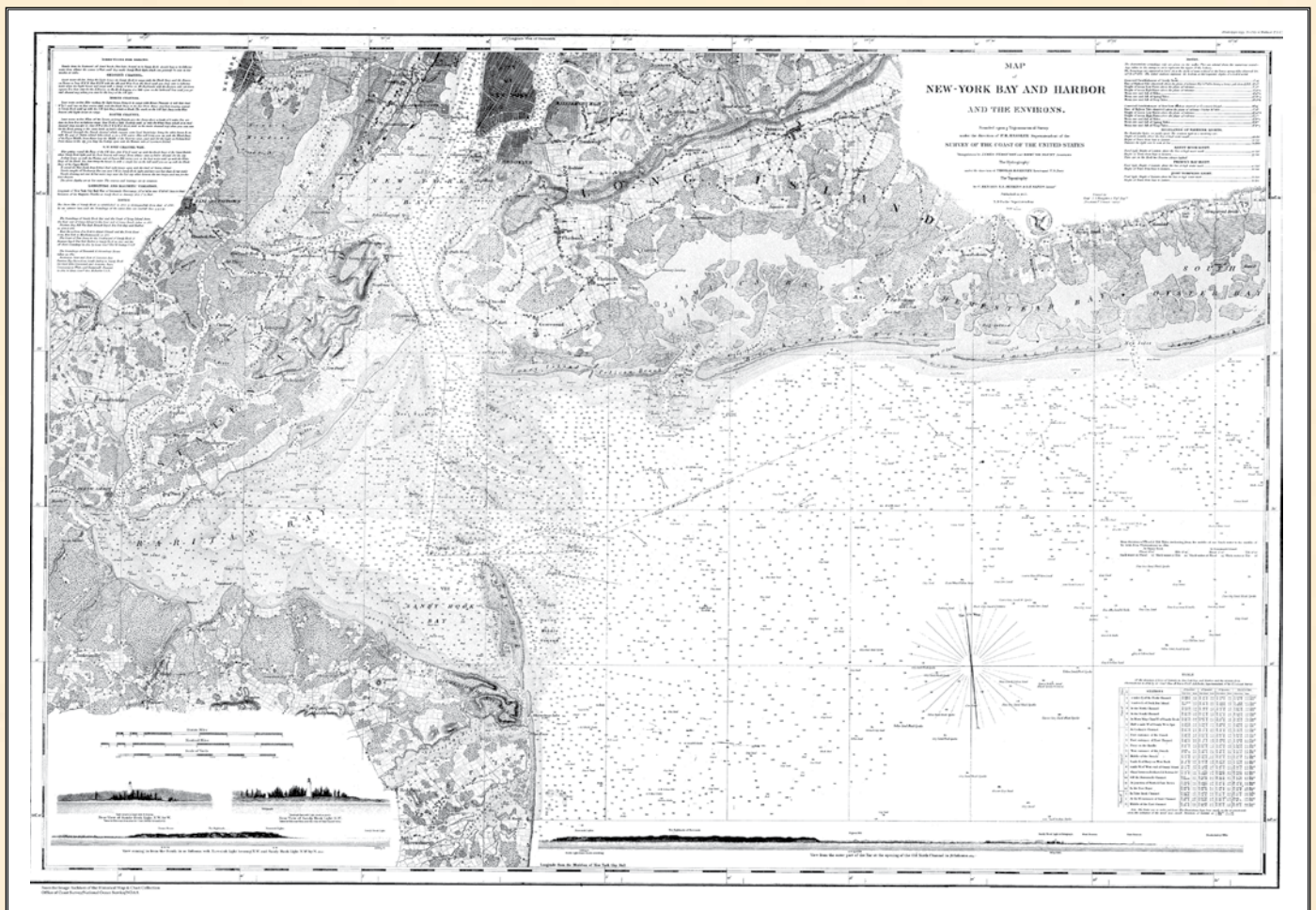
# New York and the U.S. Coast Survey

In 1807, losing ships to accidents in U.S. coastal waters was a common occurrence. The young nation needed nautical charts, so President Thomas Jefferson signed a law authorizing the Survey of the Coast. The Survey would measure water depths, establish a spatial reference system from which we determine location, and produce the nation's navigational charts.

At the same time, relations between the United States, England, and France grew contentious, and Jefferson instituted an economic embargo against the countries. The unsettled international climate, with the U.S. recalling American seamen and effectively terminating the American merchant marine and international trade, delayed the Survey of the Coast for the rest of the Jefferson Administration. Jefferson's successor, James Madison, reinstated the Survey and sent Hassler to Great Britain in late 1811 to procure survey instruments. President Madison declared war on Great Britain eight months after Hassler's arrival in London, and Hassler was unable to return to the U.S. for the duration of the war.

After Hassler returned, bringing equipment and some of the best experts in Europe, he started work on a survey of the New York Harbor in 1817. His work was interrupted by tensions between civilian and military control of the agency, but those were sorted out in 1832. The first order of business was to resume the development of charts for mariners sailing to and from New York. Before the mariners could find their positions on the charts, however, Hassler had to "position the continent." He devised the nation's geodetic network, with the line of zero longitude of the nation running through the middle port of New York.

By 1834, the Survey had triangulated the New York coast, and had mapped the shoreline topography. Crews started to take soundings, measuring the ocean depths, and discovering new channels. The Survey's very first charts were a set of six, mapping "New York Bay and Harbor and the Environs" in 1843-1845.



Today, America's coastal waters remain as central to the nation's prosperity as they were 200 years ago. Mariners still rely on NOAA's Coast Survey navigational charts, constantly updated with the accuracy and precision needed to protect life and property. Over 30,000 historical maps and charts are online for your exploration, at [nauticalcharts.noaa.gov/history](http://nauticalcharts.noaa.gov/history)

# NOAA's Navigation Services serve American communities coast to coast



*President Thomas Jefferson* founded the U.S. Coast Survey in 1807 and tasked it with creating charts of the nation's coastal waters so America's young shipping industry could thrive. Today, America's coastal waters remain as central to the nation's prosperity as they were 200 years ago, and NOAA's Coast Survey is still making the nation's charts.

The nation's economy depends on a robust and reliable marine transportation system. From America's agricultural communities – whose farm exports reached a record \$136.3 billion in 2011 – to the 13 million people with jobs that rely on commercial ports, to the 10 million Americans who take a cruise every year, businesses and families everywhere rely on a safe, efficient, and dependable marine transportation system. The ships and ports that are charged with the safe transport of people and products, in turn, rely on the critical informational infrastructure and services provided by NOAA's Navigation Services.



## Stay safe with NOAA nautical charts

Recreational boaters, unlike commercial mariners, are not required to carry nautical charts. As coastal waterways grow more crowded, however, smart boaters use the latest nautical charts, updated by NOAA with the precision and accuracy that mariners rely on. Obtaining the latest chart is easier than ever. It can be as easy as clicking a link. [www.nauticalcharts.noaa.gov/staff/charts.htm](http://www.nauticalcharts.noaa.gov/staff/charts.htm)

## Plan for fun and safety at the Bicentennial War of 1812 events

Special commemorative charts and posters: [www.nauticalcharts.noaa.gov/WarOf1812/](http://www.nauticalcharts.noaa.gov/WarOf1812/)

Event calendars and websites: [www.ourflagwasstillthere.org/events.html](http://www.ourflagwasstillthere.org/events.html)

nowCoast marine observations: [nowcoast.noaa.gov](http://nowcoast.noaa.gov)

Marine weather forecasts: [www.nws.noaa.gov/om/marine/home.htm](http://www.nws.noaa.gov/om/marine/home.htm)

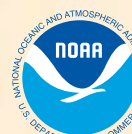
Tides and Currents: <http://www.ourflagwasstillthere.org/events.html>

Buoy observations: [www.ndbc.noaa.gov](http://www.ndbc.noaa.gov)

NOAA's mission is to understand and predict changes in the Earth's environment, from the depths of the ocean to the surface of the sun, and to conserve and manage our coastal and marine resources.

Visit us online at [www.noaa.gov](http://www.noaa.gov), or on Facebook at [www.facebook.com/usnoaagov](http://www.facebook.com/usnoaagov).

Follow NOAA's Office of Coast Survey on Twitter @nauticalcharts.



2012-2015  
"Our Flag Was Still There"

This BookletChart is published by  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
nauticalcharts.noaa.gov

### Q What are nautical charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, and other aids to navigation. The information promotes safe and efficient navigation.

Chart carriage is mandatory on the commercial ships that carry goods to and from America's shores. They are also used on every Navy and Coast Guard ship, fishing boats, and passenger vessels. Smart recreational boaters also carry nautical charts.

### Q What is a BookletChart?

The BookletChart helps recreational boaters locate themselves on water. It has been reduced in scale for convenience, but otherwise contains all the information

of the full-scale nautical chart. (This special commemorative edition also contains event and historical information not available on full-scale charts.) The bar scales are reduced, but accurately measure distances. (See the note at the bottom of page X for the reduction in scale applied to this chart. Whenever possible, use the official full-scale NOAA nautical chart for navigation. Check your local marine store, or go to [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov) for a list of chart agents. This BookletChart does not fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Q 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. NOAA has made additional chart corrections in advance of their publication in a Notice to Mariners. Coast Pilot excerpts are not updated from the time of publication.

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## Excerpts from U.S. Coast Pilot 2, chapter 11

The New York City Department of Transportation ferries generally follow a prescribed route between The Battery and **St. George** on Staten Island, placing them to the extreme right-hand side of the channel. All mariners are strongly encouraged not to transit close aboard of the ferry slips at The Battery and St. George due to ferries maneuvering.

**The Narrows**, connecting Lower Bay and Upper Bay of New York Harbor, has a clear width of over 0.6 mile at its narrowest point between Fort Wadsworth and Fort Hamilton. The **Verrazano Narrows Bridge**, a fixed suspension span, crosses The Narrows at these two points linking Staten Island with Brooklyn. The bridge has a vertical clearance of 215 feet for a midchannel width of 2,000 feet. **Note:** A traveling maintenance platform, when in operation, reduces the vertical clearances by 15 feet. A sound signal is sounded from the eastern end of the bridge. A **safety zone** is near the eastern end of the bridge. (See **165.1 through 165.9, 165.20 through 165.23**, and **165.172**, chapter 2, for limits and regulations.)

Coast Guard Station New York is on the east side of Staten Island about 0.6 mile northwest of the Verrazano Narrows Bridge.

**Upper Bay** is that portion of New York Harbor between The Narrows and The Battery. **Anchorage Channel**, marked by lighted buoys, is the main passage through the middle of the bay. **Bay Ridge Flats** is a shoal area with depths of 8 to 20 feet east of Anchorage Channel. **Gowanus Flats** is at the north end of Bay Ridge Flats. **Jersey Flats**, the area on the New Jersey side west of Anchorage Channel, is much shoaler with a least depth of 5 feet. Channels have been dredged through these shoal areas to provide access to the piers on both sides of the bay.

**Bay Ridge Channel**, **Red Hook Channel**, and **Buttermilk Channel** follow the Brooklyn piers from The Narrows to East River. Midchannel depths in these channels are generally 25 to 40 feet with lesser depths on the sides; the area is subject to shoaling. See the latest chart for guidance. Caution should be exercised when docking and undocking vessels along the southeasterly side of Bay Ridge Channel because the current may flow in a direction opposite to the normal channel flow, especially between the piers. The Brooklyn Cruise Terminal is at Pier 12 on Atlantic Basin. Commuter ferry services operate extensively in Buttermilk Channel.

**Gowanus Bay**, at the junction of Bay Ridge and Red Hook Channels, is a bight in the Brooklyn shore at the mouth of **Gowanus Canal**. A dredged channel leads from Gowanus Bay to the Hamilton Avenue Bridge, about 1 mile above the mouth of the bay.

The improved section of Gowanus Canal above Hamilton Avenue has depths of about 8 to 12 feet. The Third Street, Carroll Street, and Union Street bridges across the canal have the following minimum clearances: drawbridges, 3 feet; fixed bridges, 90 feet. The fixed bridge across that part of the canal which extends southward along Fifth Street has a clearance of 20 feet. (See **117.1 through 117.59 and 117.787**, chapter 2, for drawbridge regulations.)

The Hamilton Avenue and Ninth Street drawbridges, 1 and 1.2 miles above the entrance of Gowanus Bay, respectively, are equipped with radiotelephones. The bridgetenders monitor VHF-FM channel 13; call signs KX-8183 and KX-8186, respectively.

**Erie Basin**, just north of Gowanus Bay, is entered from Red Hook Channel. The entrance is marked by a light and the basin is marked by private lighted and unlighted buoys.

**East River** is a 14-mile-long tidal strait that connects Upper Bay with Long Island Sound. For description of East River and the route to New York Harbor from Long Island Sound, see East River (indexed as such), chapter 9.

**Governors Island** is at the Upper Bay entrance to East River. The hexagonal-shaped **Fort Jay** is prominent on the northeast side of the island, and the circular **Castle William** is on the northwest side. The main channel is westward of the island. Lights and sound signals are near the southern tip and on the northwest side of the island, on top of Castle William.

**Liberty Island**, on the eastern part of Jersey Flats across the main channel from Governors Island, is marked by the **Statue of Liberty**, a colossal structure more than 305 feet high; the figure faces southeastward. In 2000, depths of 15 to 21 feet were available in the dredged area near the pier on the west side of the island. The U.S. Park Police marine unit operates from a floating platform on the northwest end of Ellis Island.

**Robbins Reef Light** (40°39'27"N., 74°03'55"W.) 56 feet above the water, is shown from a conical tower, with the lower half brown and the upper half white, on the southeastern part of Jersey Flats.

# Table of Selected Chart Notes

Corrected through NM Jun. 18/11  
Corrected through LNM Jun. 7/11

## HEIGHTS

Heights in feet above Mean High Water.

## CAUTION

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

## ACKNOWLEDGEMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the United States Power Squadron, District 4, in providing essential information used for revising this chart.

For Symbols and Abbreviations see Chart No. 1

## SUPPLEMENTAL INFORMATION

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

## 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.

## PLANE COORDINATE GRID

(based on NAD 1927)

New York State Grid Long Island zone is indicated by dotted ticks at 5,000 foot intervals.

Mercator Projection  
Scale 1:10,000 at Lat. 40°39'

North American Datum of 1983  
(World Geodetic System 1984)

## SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

## 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)

## 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.

## NOAA WEATHER RADIO BROADCASTS

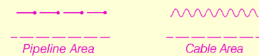
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY KWO-35 162.65 MHz

## CAUTION

### SUBMARINE PIPELINES AND CABLES

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



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.

## 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 1.493" 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 (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

The State of New York waters in the Hudson River from the Battery in Manhattan to the Federal Dam in Troy are designated a No-Discharge Zone (NDZ).

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/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

## 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, Massachusetts or at the Office of the District Engineer, Corps of Engineers in New York, New York.

Refer to charted regulation section numbers.

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

## 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. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## 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.

## 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.

## 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](http://nauticalcharts.noaa.gov).

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.

## TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Mean Higher Low Water		
		Mean Higher High Water	Mean High Water	Mean Low Water
For: Hamilton	(40°37'N/74°02'W)	5.2	4.9	0.2
Governors Island	(40°42'N/74°01'W)	4.9	4.6	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>. (Apr 2011)

## KILL VAN KULL CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2011 AND SURVEYS TO FEB 2011

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 (FEET)
	KILL VAN KULL (A) CONSTABLE HOOK REACH	45.4	46.2	48.3				

A. CONTROLLING DEPTHS ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM LOWER BAY.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

## NEW YORK WAR OF 1812 COMMEMORATIVE BOOKLETCARTS

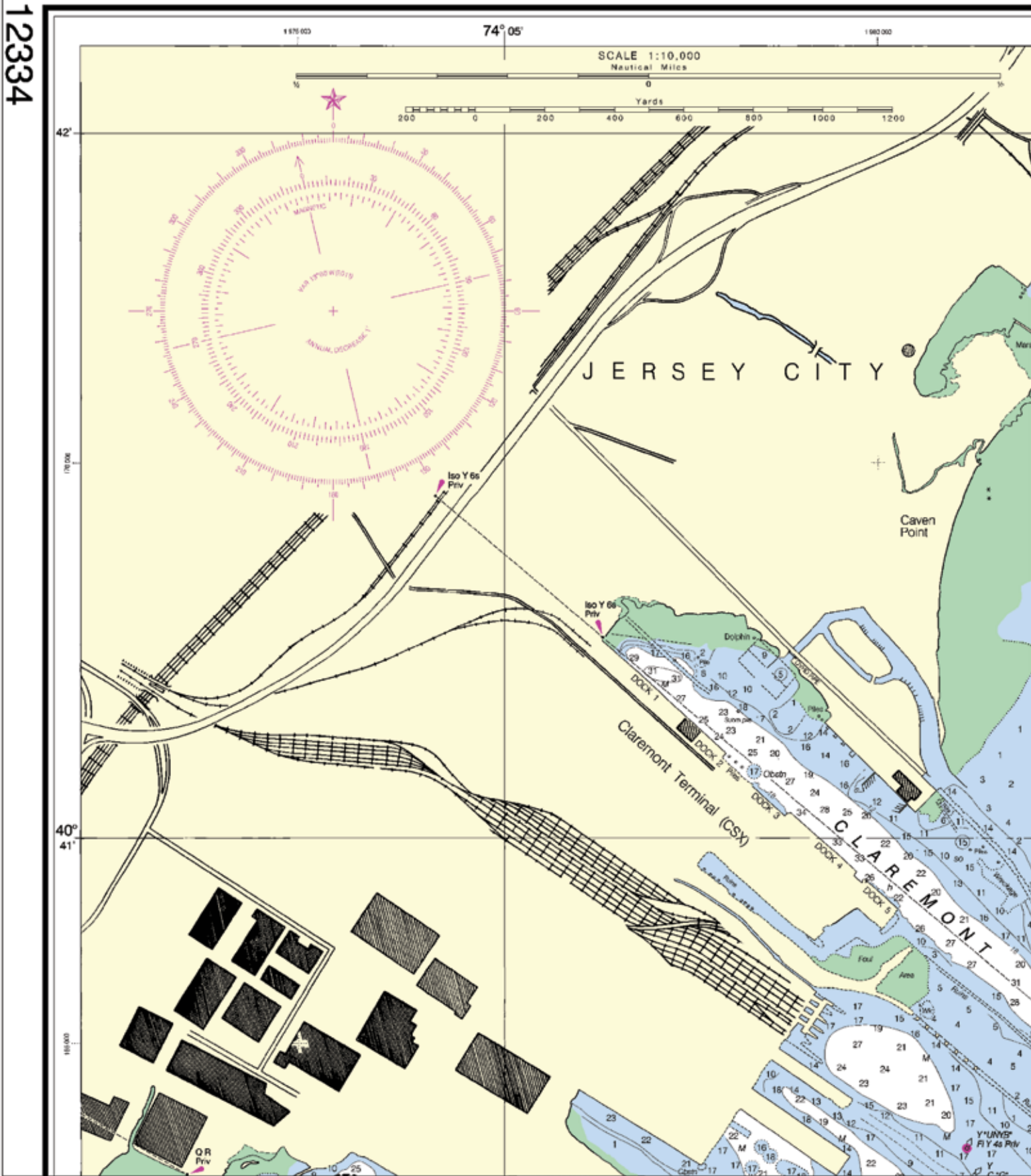
All naval vessels have a 500 yard Naval Vessel Protection Zone around them. This zone is in effect at all times except when the naval vessel is moored in a restricted area. When within this 500 yard zone, all vessels shall operate at the minimum safe speed necessary to maintain course and shall proceed as directed by the Coast Guard or Navy. No vessel or person is allowed within 100 yards of naval vessels without permission of the Captain of the Port. In addition, the U.S. Coast Guard has established a safety zone around the Fleet Week Parade of Ships including all waters 500 yards ahead and astern and 200 yards on each side of the column of vessels.

No vessels are authorized within the restricted area around the Stapleton Homeport Pier on Staten Island.

No vessels are authorized within 250 yards of the Manhattan Cruise Terminal on the Hudson River between the southeast corner of Pier 86 and the northeast corner of Pier 92, with the exception of scheduled cruise ship arrivals and departures.

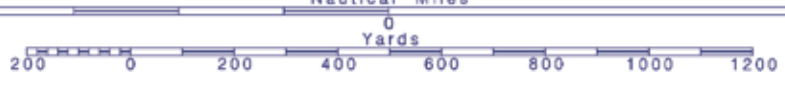
Entry into or movement within the restricted zones is prohibited unless authorized by the Coast Guard Captain of the Port or the designated on-scene representative. Any person violating this regulation is subject to a penalty of up to \$50,000 and imprisonment for not more than 5 years.

12334



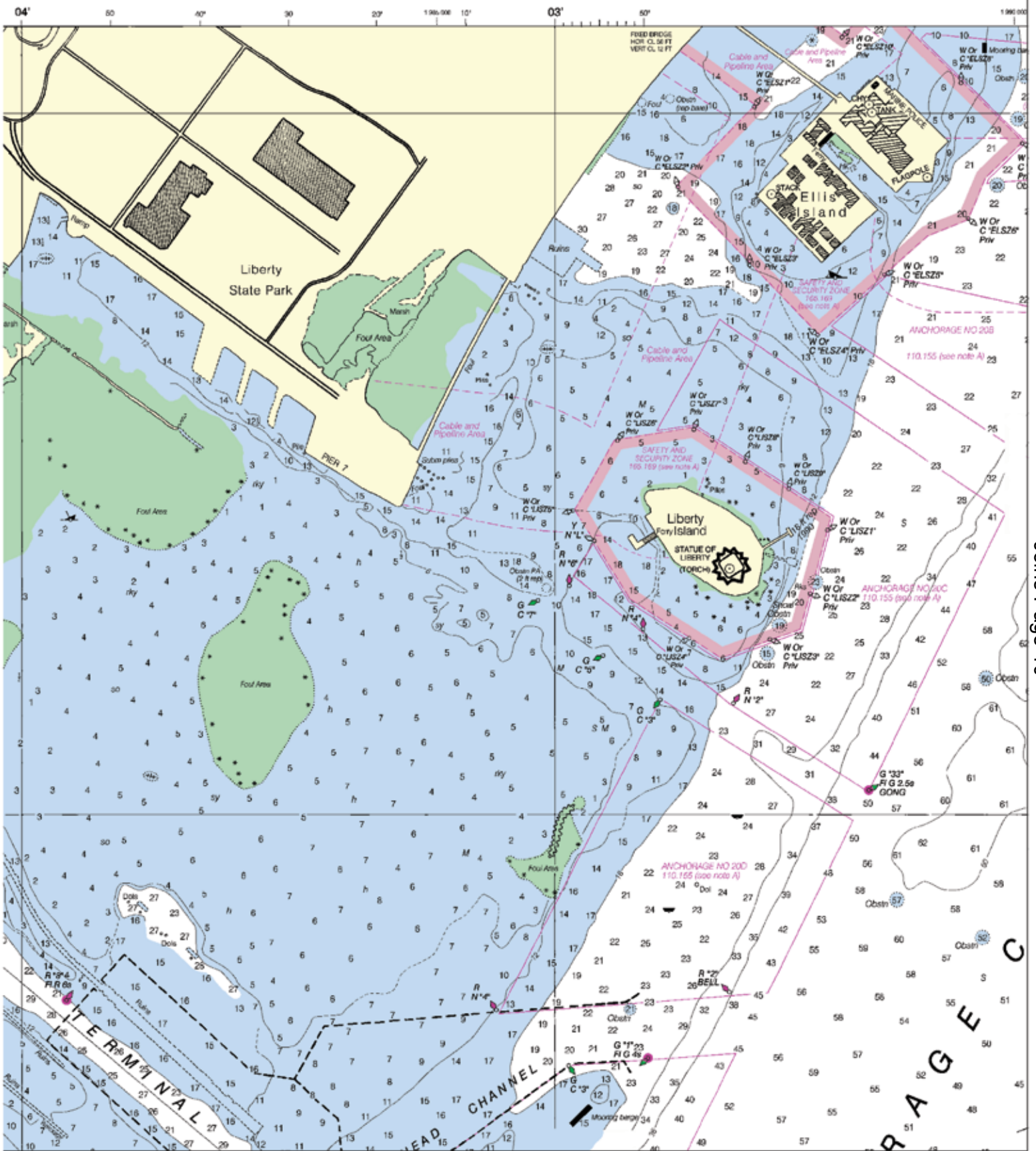
Joins Page 12

Printed at reduced scale. SCALE 1:10,000 See Note on Page 9



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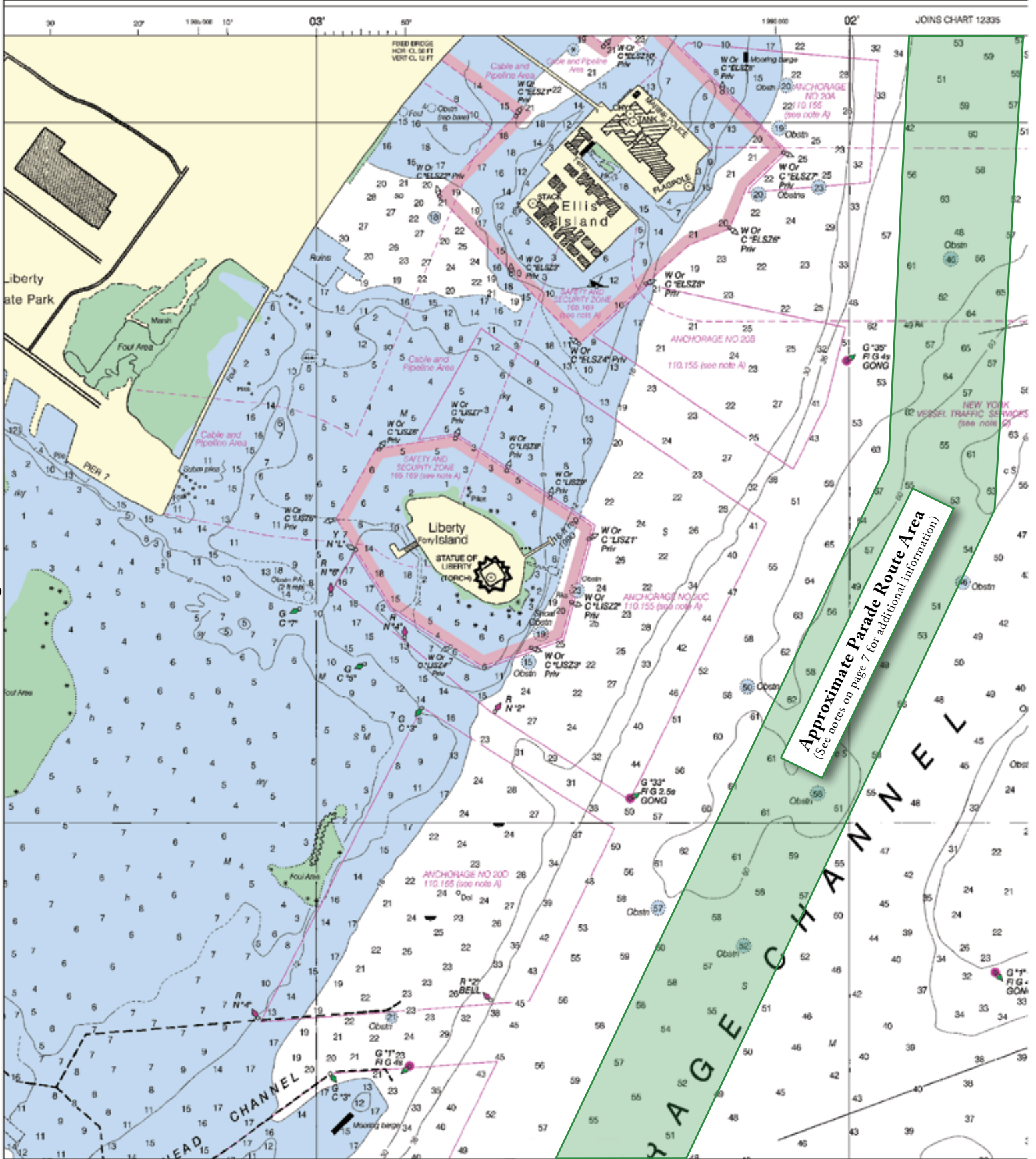




Joins Page 10

Joins Page 13

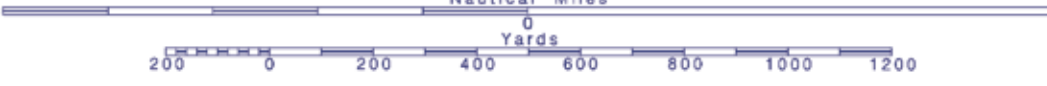
This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:13333. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.



**Approximate Parade Route Area**  
 (See notes on page 7 for additional information)

Joins Page 14

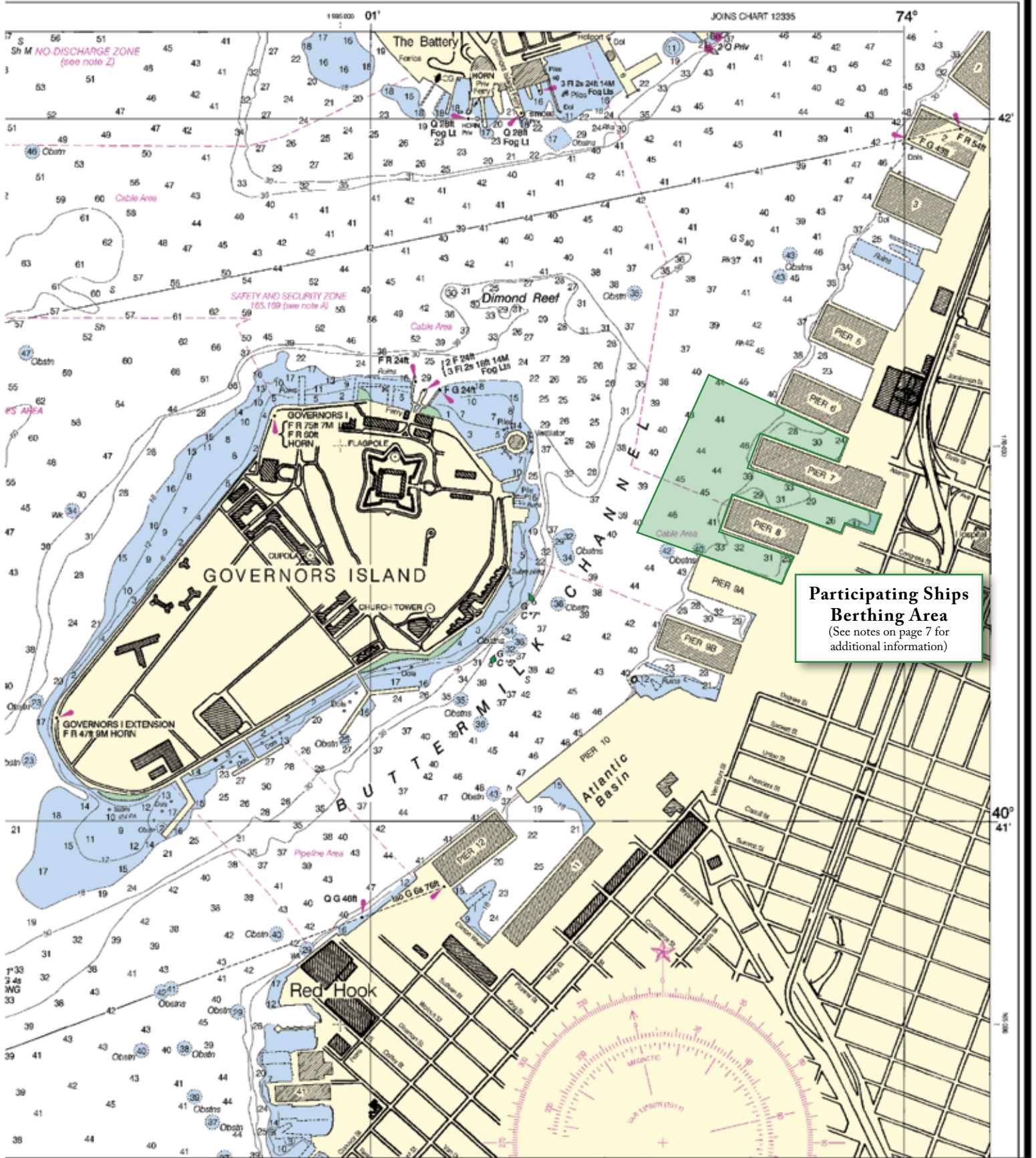
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Joins Page 9

10

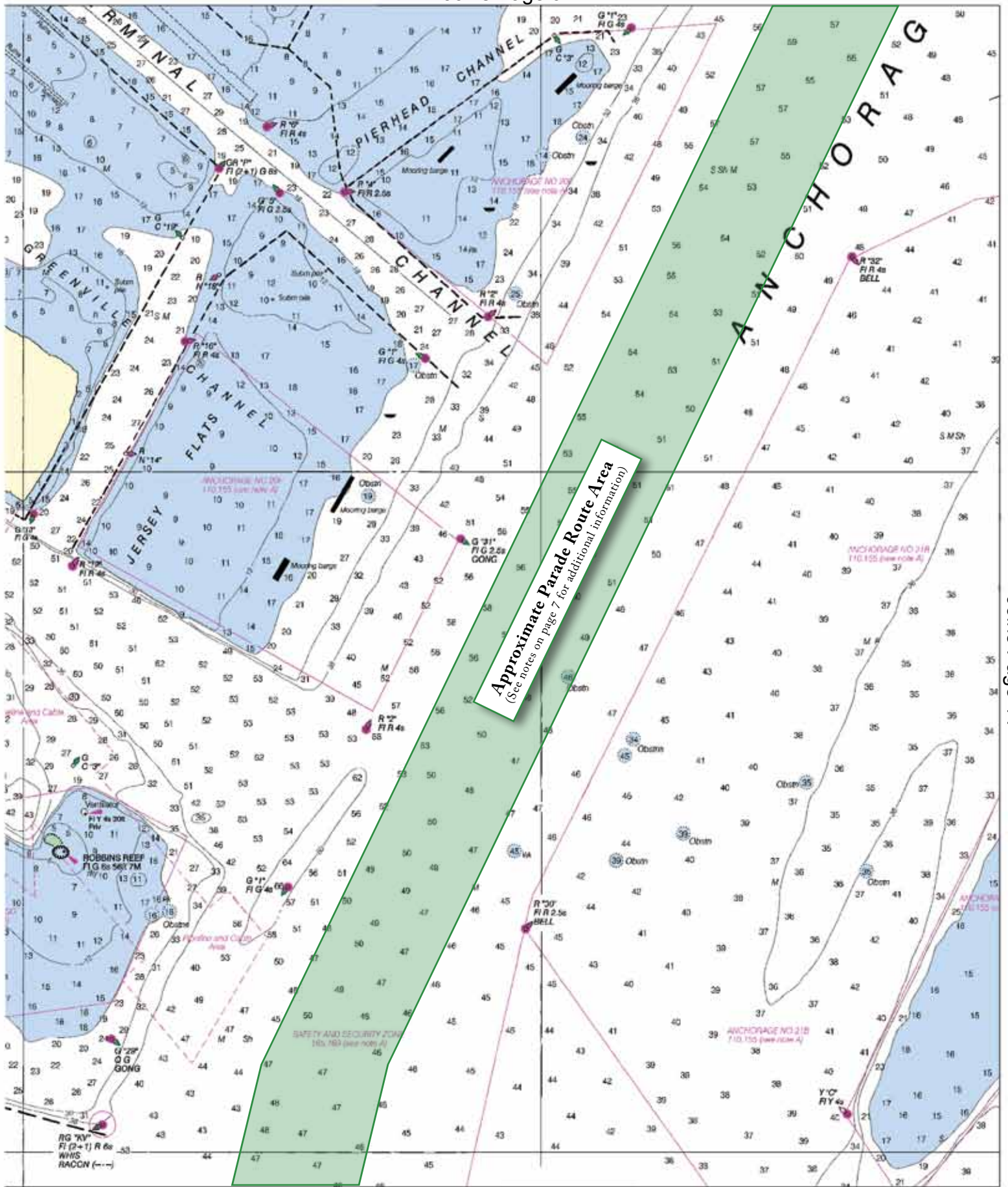


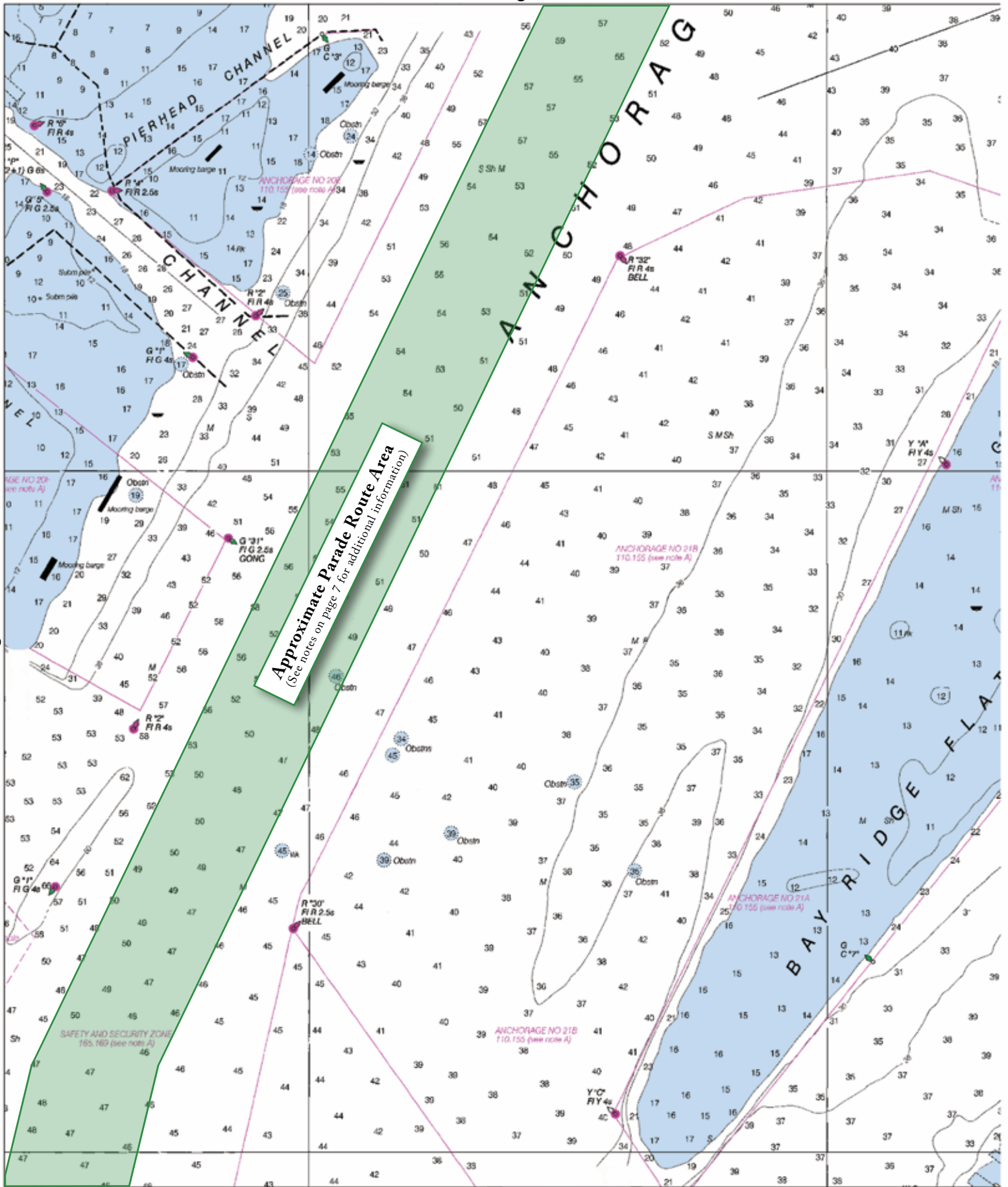


Joins Page 15

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 4811 11/29/2011,  
NGA Weekly Notice to Mariners: 5011 12/10/2011,  
Canadian Coast Guard Notice to Mariners: 0711 7/29/2011.

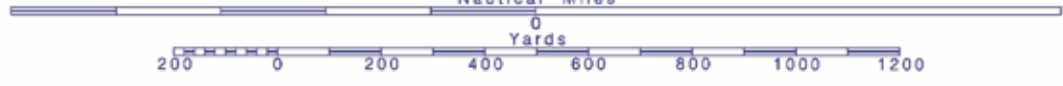


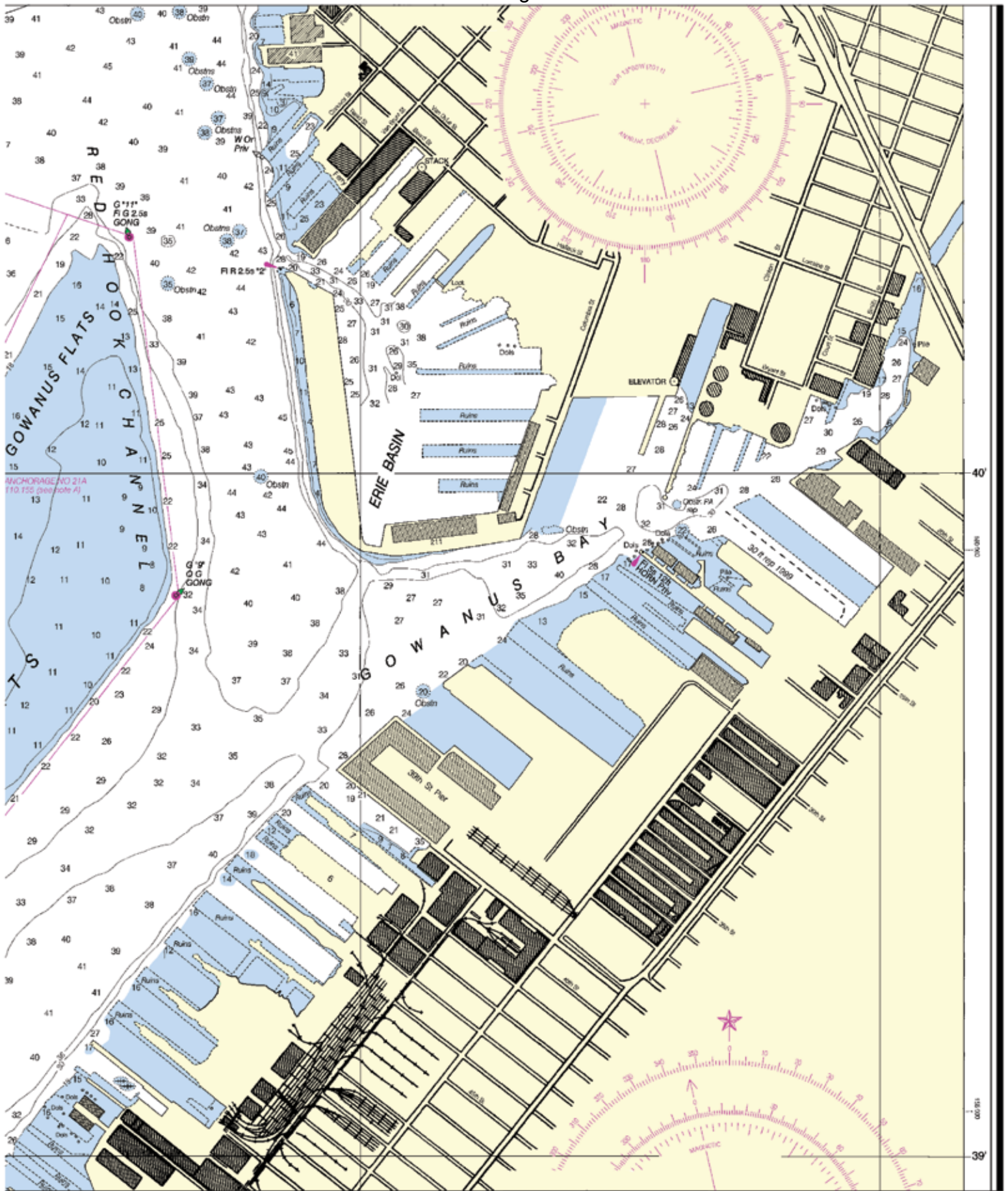


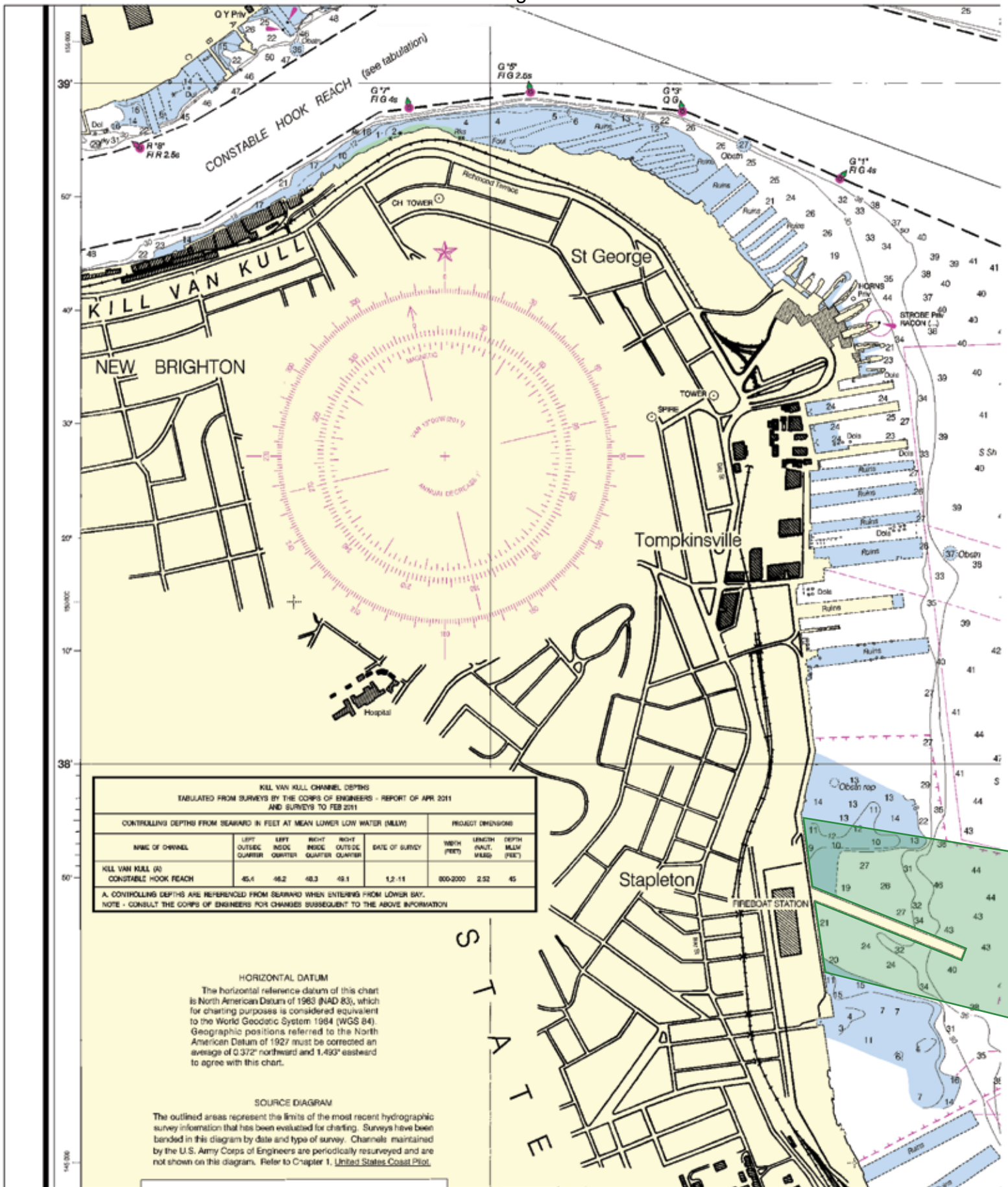


Joins Page 13

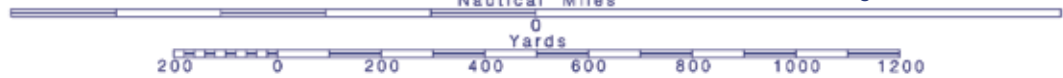
Printed at reduced scale. SCALE 1:10,000 Nautical Miles See Note on Page 9



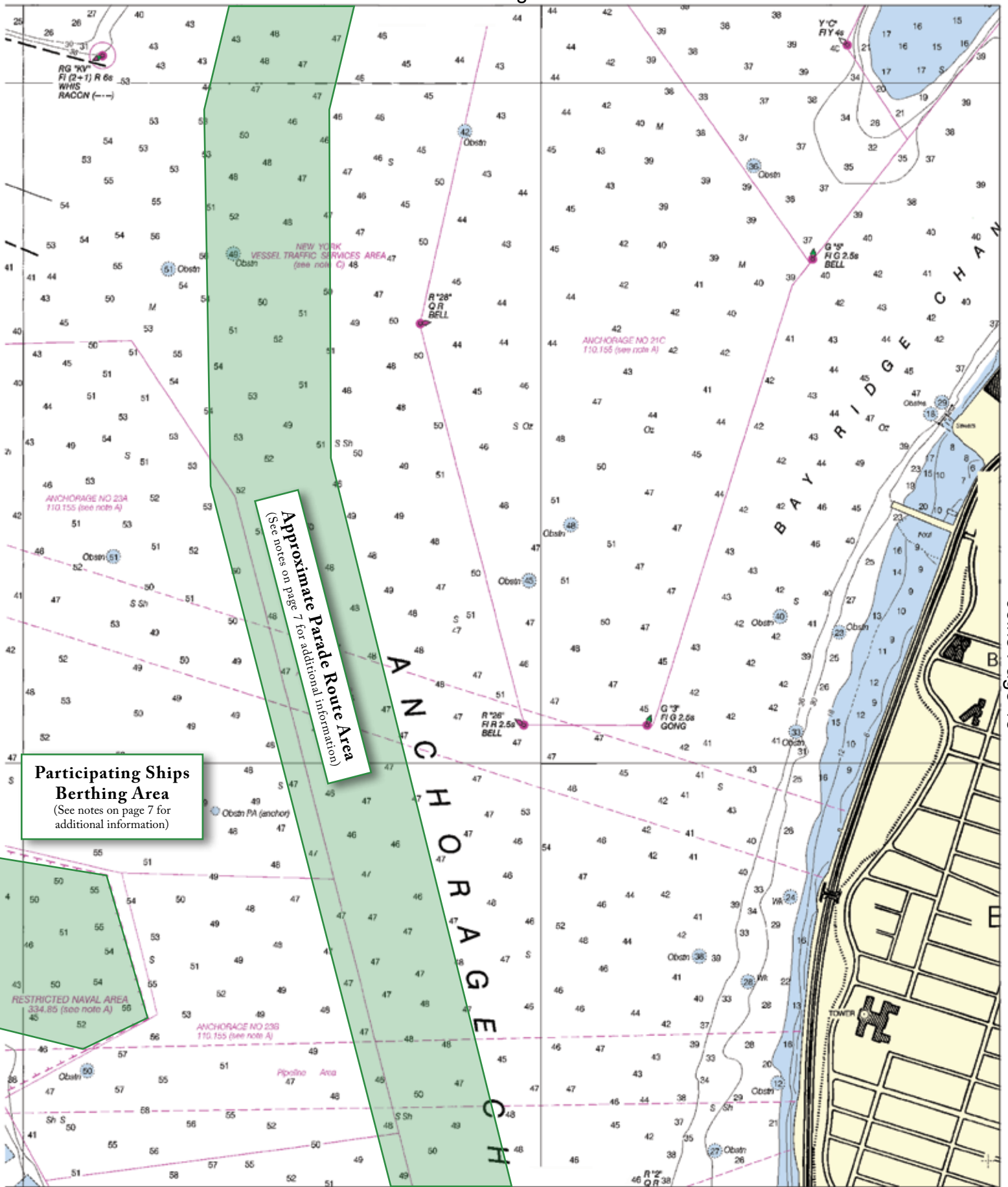




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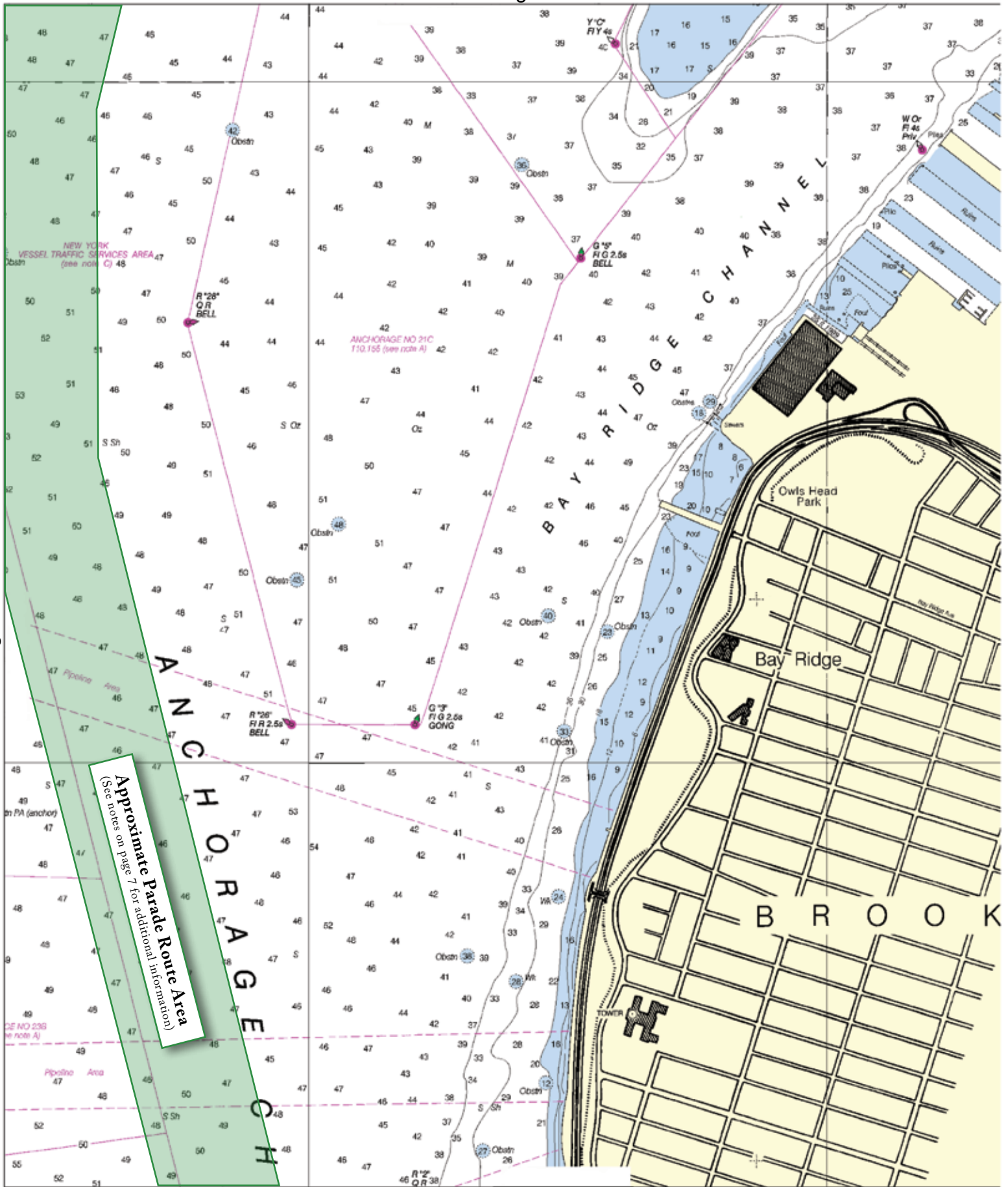






**Approximate Parade Route Area**  
 (See notes on page 7 for additional information)

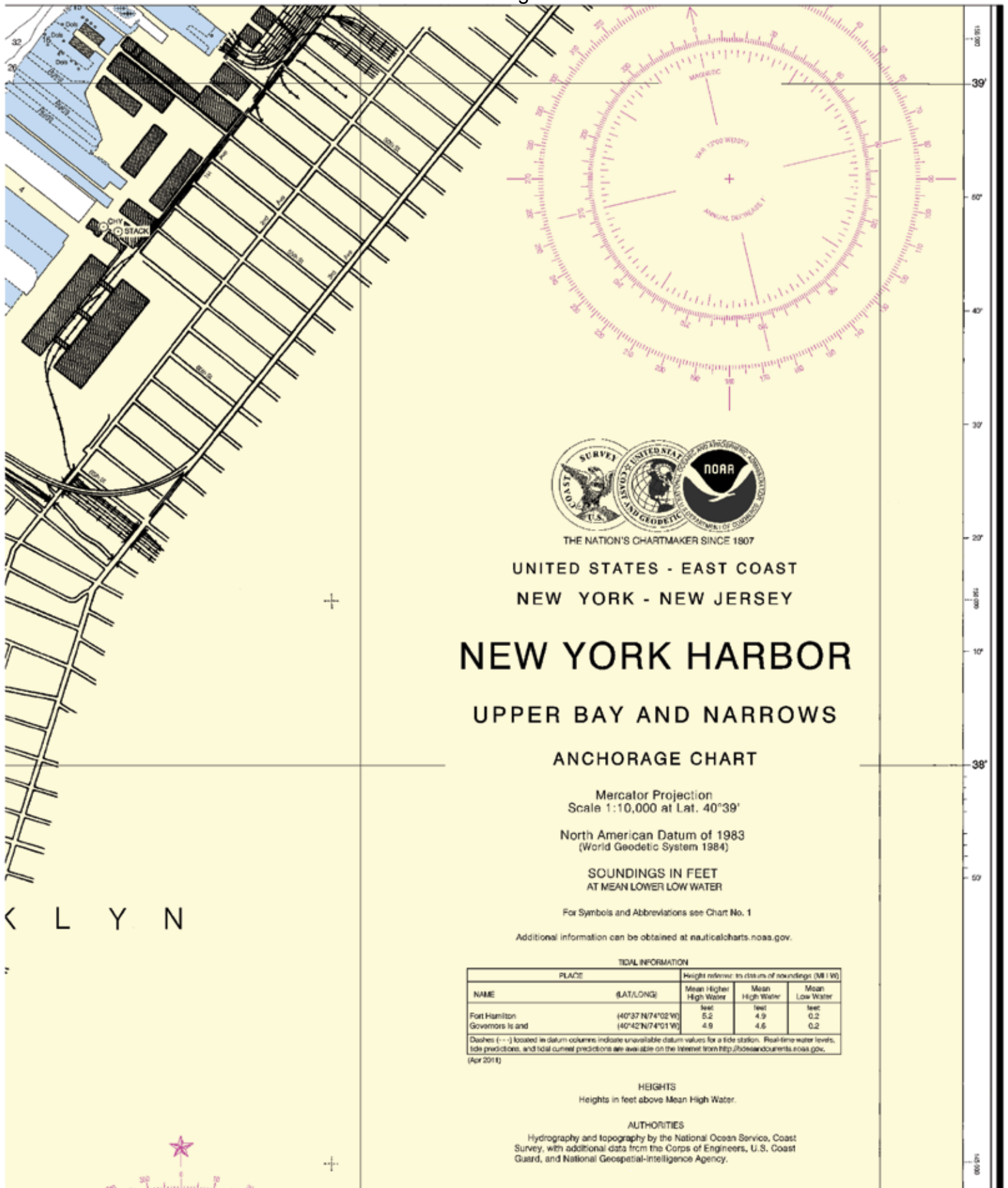
**Participating Ships Berthing Area**  
 (See notes on page 7 for additional information)



**Appropriate Parade Route Area**  
 (See notes on Page 7 for additional information)

Printed at reduced scale. SCALE 1:10,000 Nautical Miles See Note on Page 9





UNITED STATES - EAST COAST  
NEW YORK - NEW JERSEY

# NEW YORK HARBOR

## UPPER BAY AND NARROWS

### ANCHORAGE CHART

Mercator Projection  
Scale 1:10,000 at Lat. 40°39'

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

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**TIDAL INFORMATION**

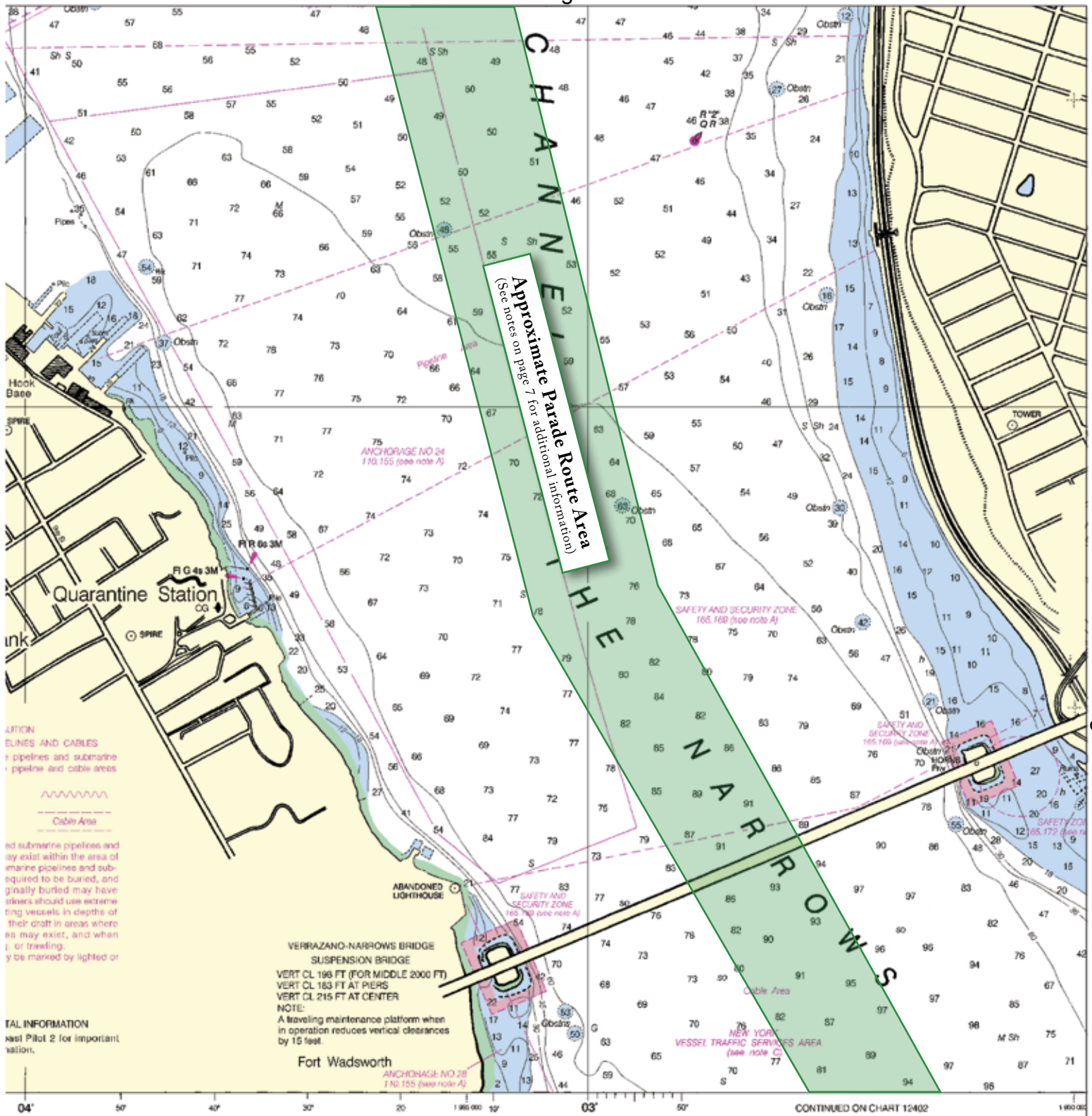
PLACE	LAT/LONG	Height refer to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Fort Hamilton	40°37'N/74°02'W	feet 5.2	feet 4.9	feet 0.2
Governors Is and	40°42'N/74°01'W	feet 4.9	feet 4.6	feet 0.2

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>. (Apr 2011)

**HEIGHTS**  
Heights in feet above Mean High Water.

**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.





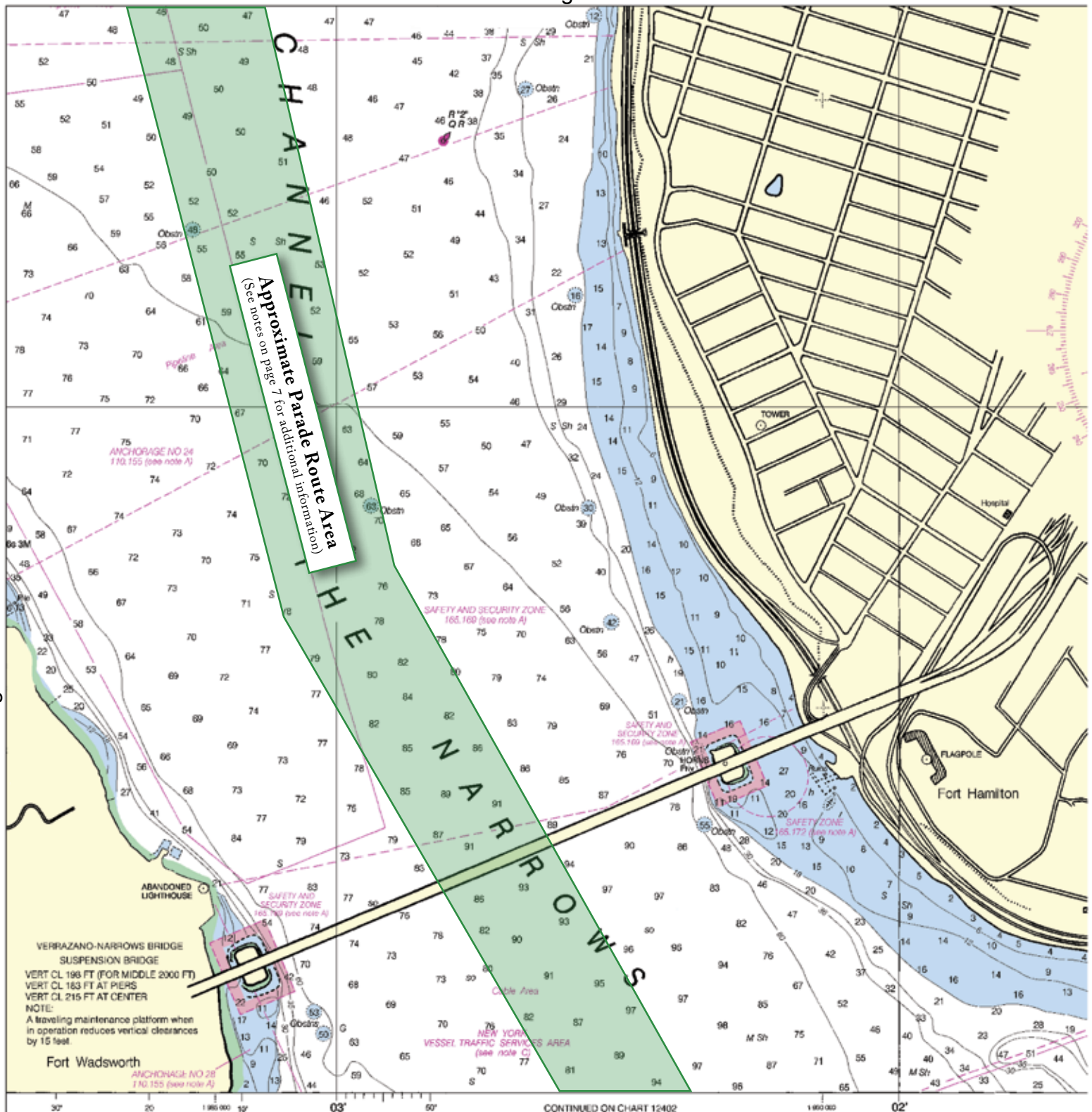
Joins Page 22

Navigation. The National Ocean Service, or comments for this chart, contact the National Ocean Service, National Ocean Service, 1315 East-West Highway, Silver Spring, MD 20910-2682, or call 1-800-368-5848.

# SOUNDINGS IN FEET

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 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

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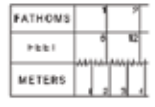


Joins Page 21

# DINGS IN FEET

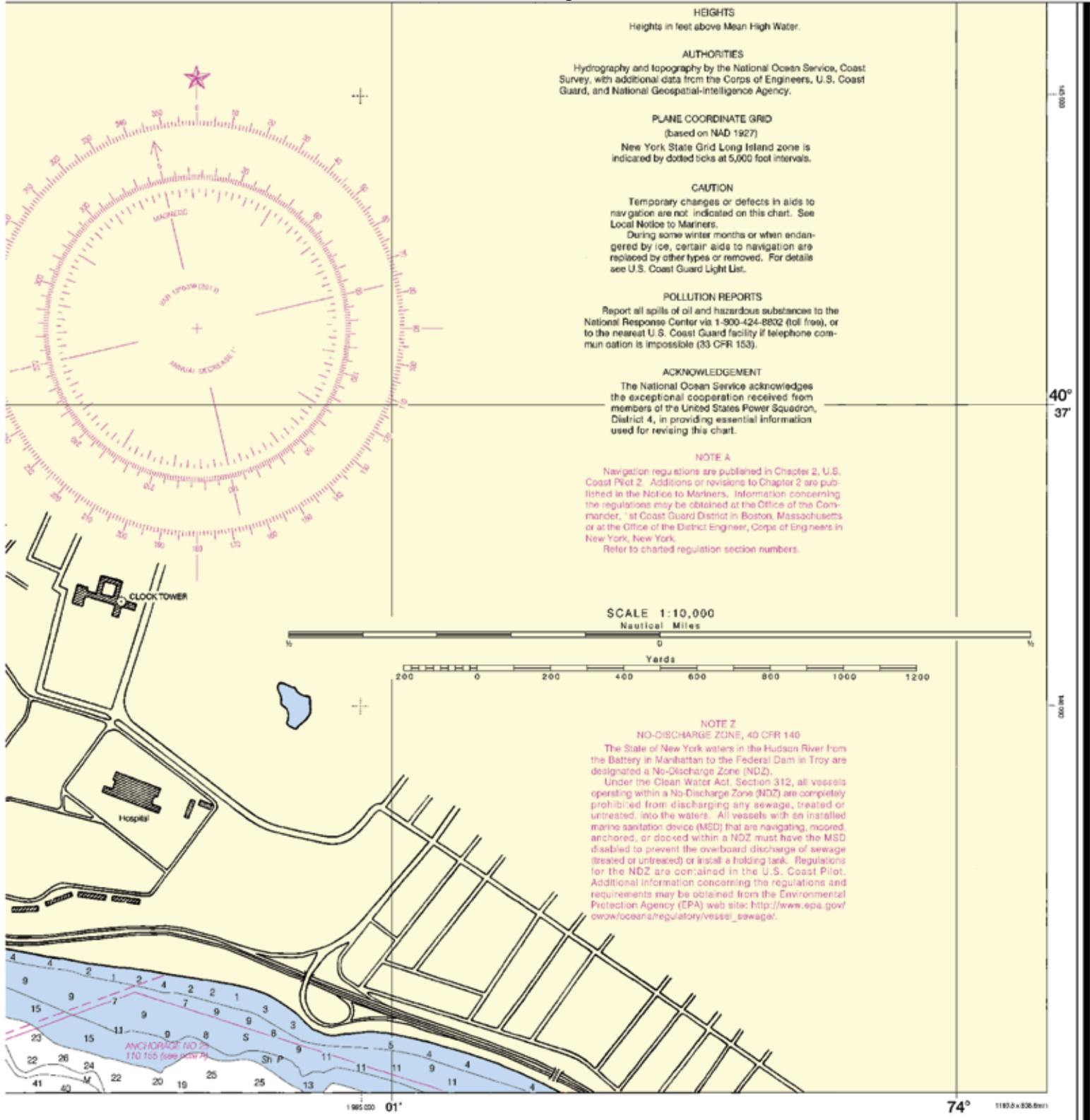
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Printed at reduced scale. **SCALE 1:10,000** See Note on Page 9  
 Nautical Miles





**HEIGHTS**  
 Heights in feet above Mean High Water.

**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.

**PLANE COORDINATE GRID**  
 (based on NAD 1927)  
 New York State Grid Long Island zone is indicated by dotted ticks at 5,000 foot intervals.

**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.

**POLLUTION REPORTS**  
 Report all spills of oil and hazardous substance 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).

**ACKNOWLEDGEMENT**  
 The National Ocean Service acknowledges the exceptional cooperation received from members of the United States Power Squadron, District 4, in providing essential information used for revising 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, Massachusetts or at the Office of the District Engineer, Corps of Engineers in New York, New York.  
 Refer to charted regulation section numbers.

**SCALE 1:10,000**  
 Nautical Miles

Yards

**NOTE Z**  
**NO-DISCHARGE ZONE, 40 CFR 140**  
 The State of New York waters in the Hudson River from the Battery in Manhattan to the Federal Dam in Troy are designated a No-Discharge Zone (NDZ).  
 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/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).



**New York Harbor, Upper Bay and Narrows**  
 SOUNDINGS IN FEET - SCALE 1:10,000

**12334**

# 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.

6. Release transmit button.

7. Wait for 10 seconds — If no response Repeat MAYDAY call.

## HAVE ALL PERSONS PUT ON LIFE JACKETS!

**Mobile Phones** — Call 911 for water rescue.

Coast Guard Group Activities New York 718-354-4120

Coast Guard Kings Point 516-672-4911

New York State Police 877-672-4911

New York City Police 718-765-4100

Coast Guard Atlantic Area Cmd 757-398-6390

**NOAA Weather Radio (MHz)** — 162.400, 162.425, 162.450, 162.475, 162.500, 162.525, 162.550

**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

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.

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downloaded from NOAA for free and printed from [www.nauticalcharts.noaa.gov/bookletcharts](http://www.nauticalcharts.noaa.gov/bookletcharts)

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side and safety, boating and educational information on the reverse. they can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are nine text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)

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## Internet Sites

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