



Hudson and East Rivers

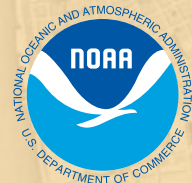
Chart 12335 – Governors Island to 67th Street

BookletChart

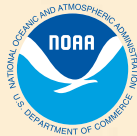
Commemorative Edition – May, 2012

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
HUDSON AND EAST RIVERS
GOVERNORS ISLAND TO 67TH STREET

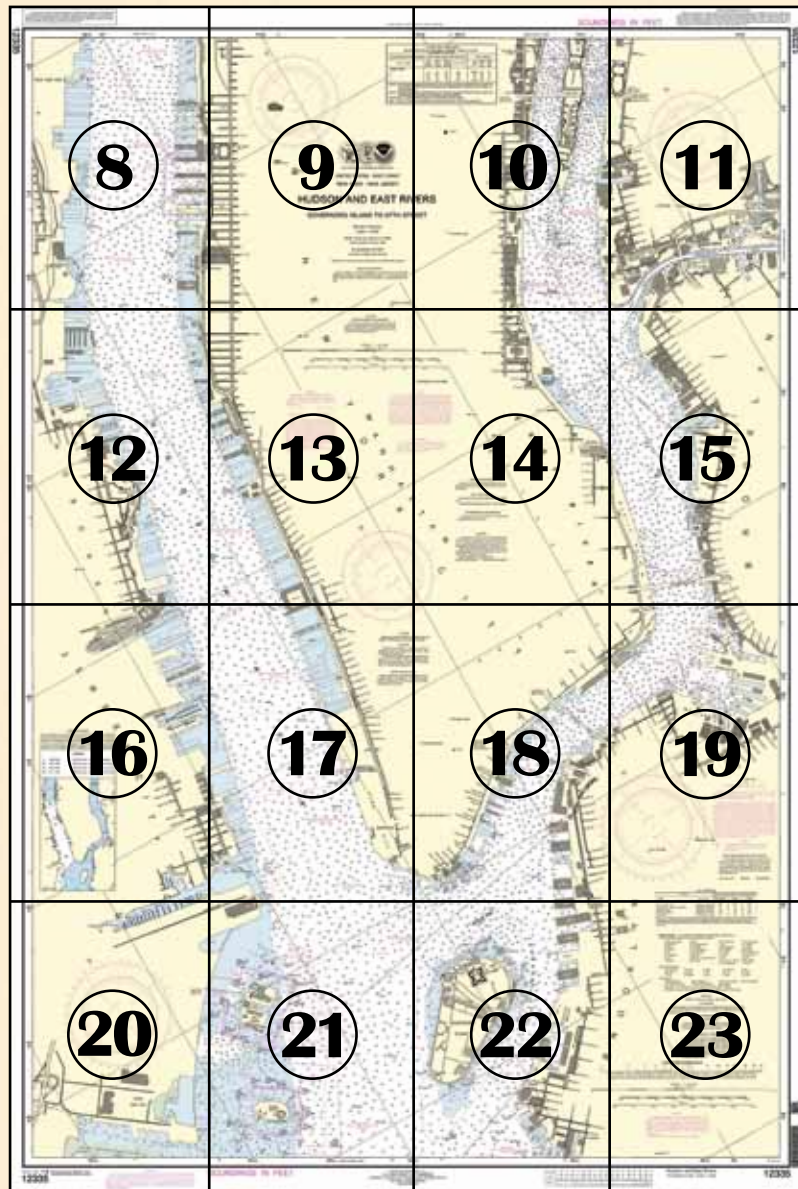


2012–2015
"Our Flag Was Still There"

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.



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.

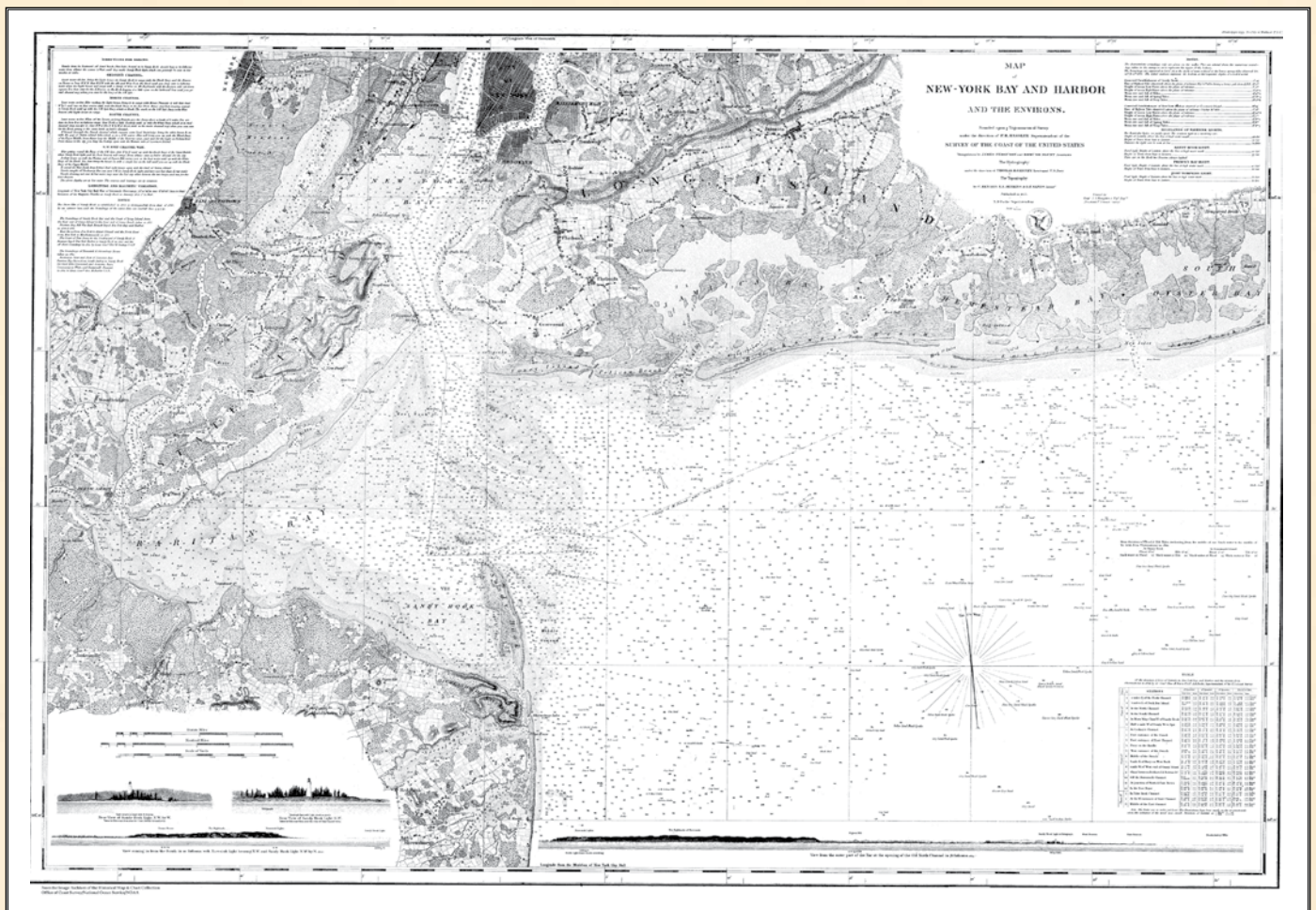
New York and the U.S. Coast Survey

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

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

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

Special commemorative charts and posters: www.nauticalcharts.noaa.gov/WarOf1812/

Event calendars and websites: www.ourflagwasstillthere.org/events.html

nowCoast marine observations: nowcoast.noaa.gov

Marine weather forecasts: www.nws.noaa.gov/om/marine/home.htm

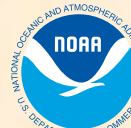
Tides and Currents: <http://www.ourflagwasstillthere.org/events.html>

Buoy observations: 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, or on Facebook at www.facebook.com/usnoaagov.

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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 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.

Excerpts from U.S. Coast Pilot 2, chapter 12

Hudson River, sometimes called **North River** in New York City, has its source in the Adirondack Mountains, about 275 miles along its course from a junction with East River at The Battery, NY, and flows in a general southerly direction into New York Upper Bay. Troy Lock and Dam, 134 miles above The Battery, permits vessels to pass from tidewater to the upper river and the New York State Canal System. The river water is usually fresh as far south as Poughkeepsie, halfway from Troy Lock and Dam to The Battery.

New York City extends along the eastern bank of Hudson River for a distance of about 14 miles above The Battery. For about 5 miles northward from The Battery, the New York waterfront is an almost continuous line of wharves and piers, some of which can accommodate the largest transatlantic liners.

On the opposite side of Hudson River from New York City are Jersey City, Hoboken, Weehawken, West New York, Guttenberg, Edgewater, Fort Lee and Englewood Cliffs. The shoreline from Jersey City to Edgewater is lined with ruined piers and piling fields. Mariners must check with local authorities and property owners for approval prior to mooring.

The lower Hudson River has depths of 43 feet or more in midchannel from deep water in Upper New York Bay off Ellis Island to the upper limit of New York City's major wharves at 59th Street, about 5.3 miles above the entrance. Above this point, the Federal project depth is 32 feet to Albany. (See Notice to Mariners and latest editions of charts for controlling depths.)

The lighted buoys marking the Hudson River channel are replaced during the winter by smaller lighted ice buoys or unlighted buoys.

The bridges over Hudson River from New York to Albany have either fixed or suspension spans.

The limiting bridge clearance over the lower Hudson River is 139 feet, at the Tappan Zee Bridge (IS 87/287). The middle Hudson River has a limiting bridge clearance of 134 feet at the Mid-Hudson Bridge (US Route 44) at Poughkeepsie. The upper Hudson River has a limiting bridge clearance of 135 feet at the Castleton-on-Hudson Bridge (New York State Thruway/IS 90 E-W). The least clearance of the overhead cables is 145 feet.

General anchorages begin 5 miles above The Battery and extend upriver for about 10 miles. (See 110.1 and 110.155, chapter 2, for limits and regulations.)

A buoyed anchorage, 400 feet wide and 2,400 feet long, is on the east side of the channel just above Stuyvesant (42°23'22"N., 73°46'53"W.), about 15 miles below Albany.

Numerous fishtraps are planted each spring, usually from about mid-March to mid-May, during the seasonal run of shad to the spawning grounds in the upper Hudson. The charts show the fishtrap areas in the 30-mile stretch beginning about 5 miles above The Battery and extending upriver to Stony Point; Corps of Engineers permits are required for the placing of shad nets and poles in the charted areas. Outer limits of the nets usually are marked by flags during the day and by lights during the night. Caution is advised when navigating a fishtrap area because broken-off poles from previous traps may remain under the surface.

Navigation of the river is easy as far north as Kingston, but above Kingston it is more difficult because of the numerous steep-to shoals and middle grounds. In general tows are apt to follow the shoreline which is most favorable as regards wind and current; with a strong northwest wind, tows will follow the west shore regardless of the direction in which they are traveling.

The tides in Hudson River are affected by freshets, winds, and droughts. Because of these variables the predictions given in the Tide Tables for points above George Washington Bridge are based upon averages for the 6-month period, May to October, when the freshwater discharge is at a minimum.

The currents in Hudson River are influenced by the same variables that affect the tides. The times of slack water and the velocities and durations of flood and ebb are subject to extensive changes; the times of strengths are less likely to be affected. The currents usually set fair with the channels except in the vicinities of bends and wharves.

Velocities of currents are 1.4 knots flood and 1.4 knots ebb northwest of The Battery, 1.6 and 2.2 knots at George Washington Bridge, 0.9 and 1.1 knots at Newburgh, 1.1 and 1.2 knots at Poughkeepsie, 1.3 and 1.6 knots at Kingston, and 0.3 knot flood and 0.8 knot ebb at Albany. Near Troy Lock and Dam, the current does not flood and the ebb has a velocity of 0.7 knot. These values are for the summer when the freshwater discharge is at a minimum.

Daily current predictions for The Narrows, New York Harbor, are given in the Tidal Current Tables. Predictions for places along Hudson River may be obtained by applying the differences and ratios listed for these places in the tables.

Table of Selected Chart Notes

Corrected through NM Mar. 20/10
Corrected through LNM Mar. 9/10

NOTE D

Soundings within the magenta dashed line are reported and should be used with caution.

HEIGHTS

Heights in feet above Mean High Water.

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 0.369' northward and 1.502' eastward to agree with this chart.

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.

Mercator Projection

Scale 1:10,000

North American Datum of 1983

(World Geodetic System 1984)

**SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER**

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.

PLANE COORDINATE GRID

(based on NAD 1927)

New York State Grid, Long Island Zone, is indicated by dotted ticks at 5,000 foot intervals. The last three digits have been omitted.

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.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus:

Submerged piling may exist in these areas.

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

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

SUPPLEMENTAL INFORMATION

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

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)

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 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/.

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.

NOTE B

The minimum authorized depth, at MLLW, over the E. 63rd Street Tunnel is 45 feet on the west side of Roosevelt Island, and 35 feet on the east side of the island.

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

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.

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).

AUTHORITIES

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

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.

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

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
East 41st St. Pier	(40°45'N/73°58'W)	feet	feet	feet
East 27th St., Bellevue Hospital	(40°44'N/73°58'W)	4.9	4.5	0.2
Wallabout Bay	(40°42'N/73°59'W)	4.8	4.5	0.2
Governors Island	(40°42'N/74°01'W)	4.9	4.6	0.2
The Battery	(40°42'N/74°01'W)	5.1	4.7	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>. (Feb.2010)

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.

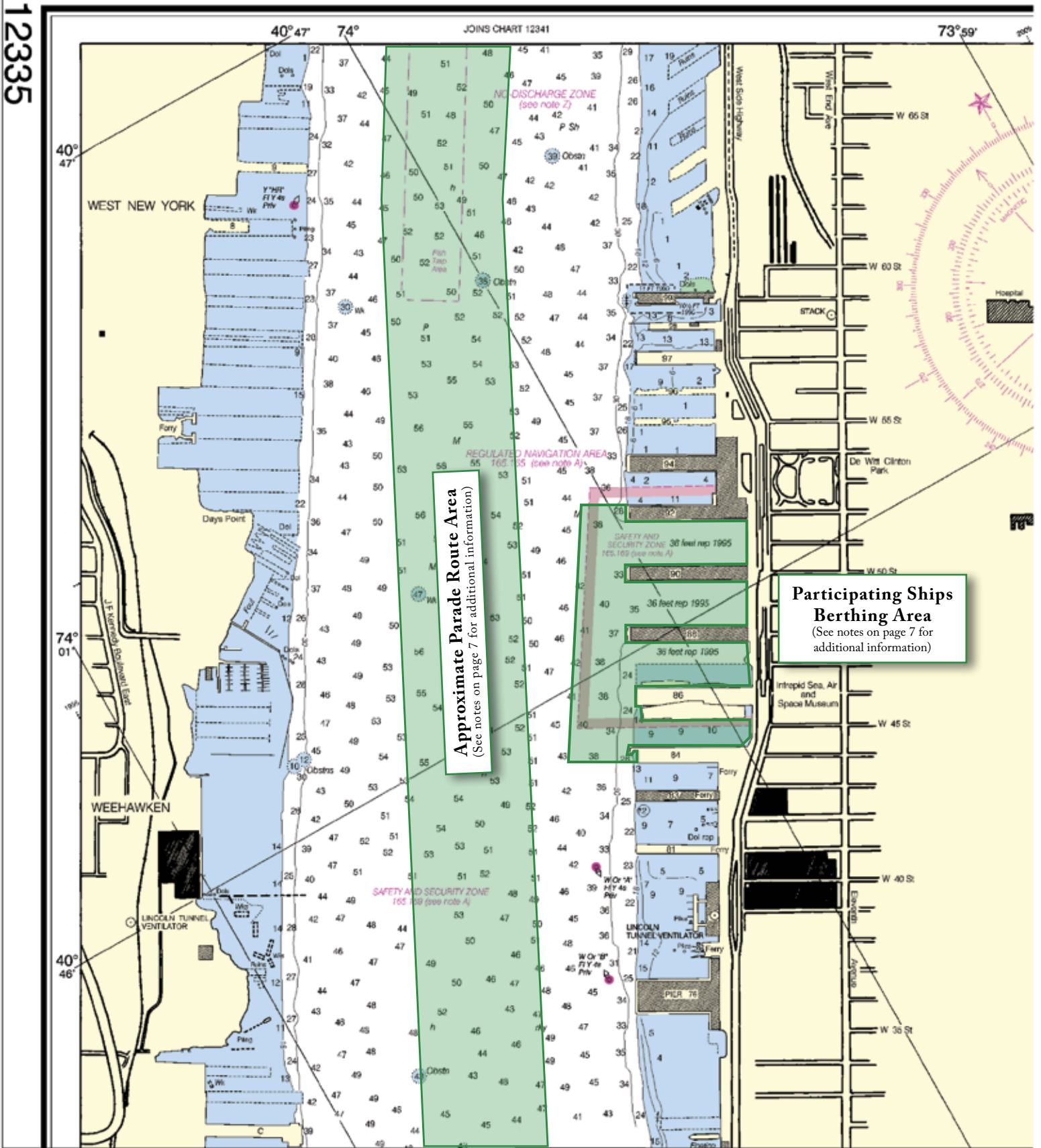
No vessels are authorized within the restricted area around the Stapleton Homeport Pier on Staten Island.

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.

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12335



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

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

Joins Page 12

Printed at reduced scale.

SCALE 1:10,000

See Note on Page 9

Nautical Miles

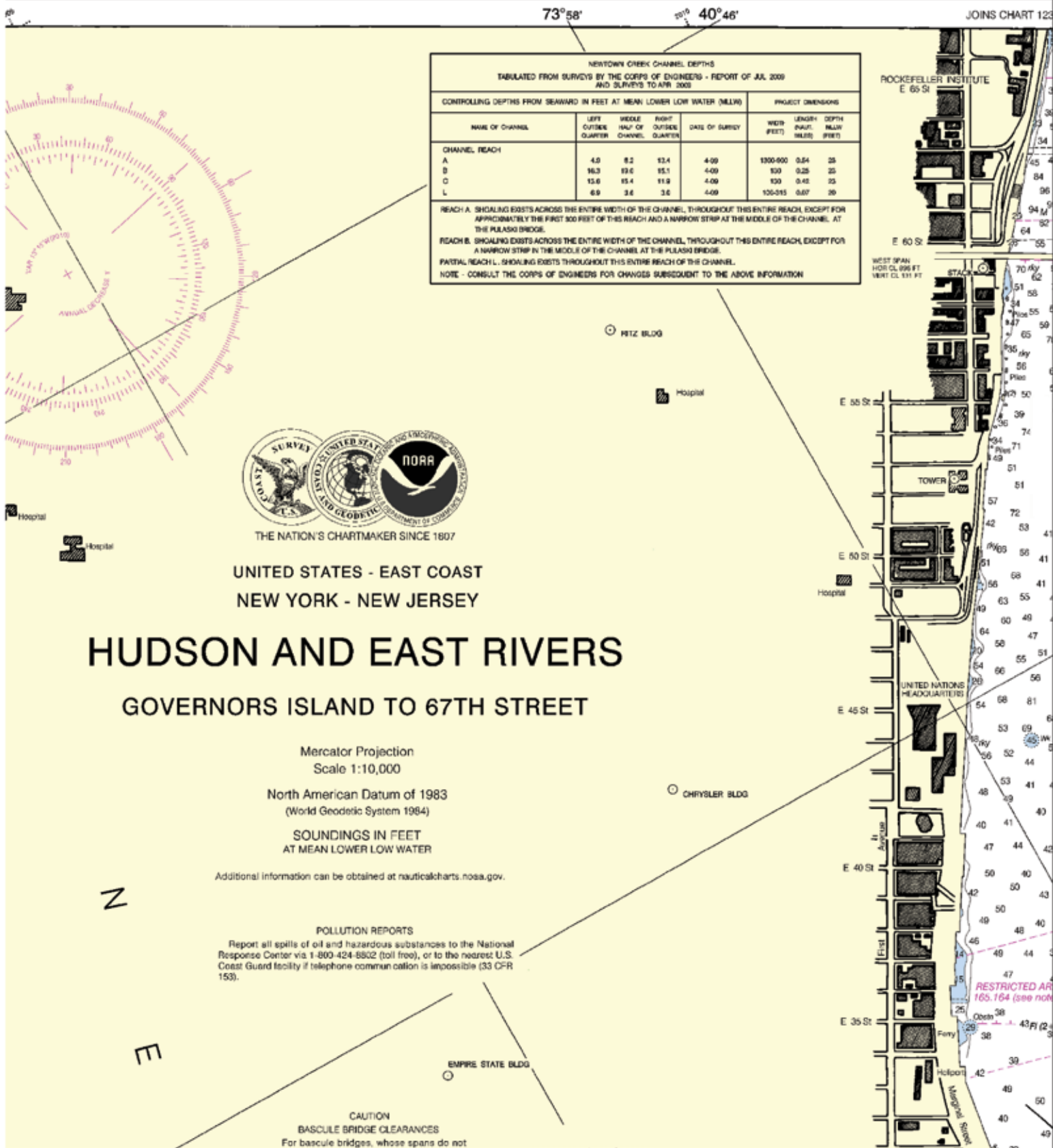
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200 0 200 400 600 800 1000 1200

Yards

North

8



UNITED STATES - EAST COAST
 NEW YORK - NEW JERSEY

HUDSON AND EAST RIVERS

GOVERNORS ISLAND TO 67TH STREET

Mercator Projection
 Scale 1:10,000

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.

N

E

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
 BASCULE BRIDGE CLEARANCES
 For bascule bridges, whose spans do not

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.

73°58'

101° 40°46'

NEWTOWN CREEK CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL, 2009 AND SURVEYS TO APR, 2008						
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 (FEET)
CHANNEL REACH						
A	4.0	8.2	13.4	4-09	1300-000	0.64 23
B	16.3	19.0	15.1	4-09	930	0.28 23
C	13.6	15.4	11.9	4-09	930	0.43 23
L	6.9	3.6	3.0	4-09	106-915	0.07 20

REACH A. SHOALING EXISTS ACROSS THE ENTIRE WIDTH OF THE CHANNEL, THROUGHOUT THIS ENTIRE REACH, EXCEPT FOR APPROXIMATELY THE FIRST 300 FEET OF THIS REACH AND A NARROW STRIP AT THE MIDDLE OF THE CHANNEL AT THE PULASKI BRIDGE.

REACH B. SHOALING EXISTS ACROSS THE ENTIRE WIDTH OF THE CHANNEL, THROUGHOUT THIS ENTIRE REACH, EXCEPT FOR A NARROW STRIP IN THE MIDDLE OF THE CHANNEL AT THE PULASKI BRIDGE.

PARTIAL REACH L. SHOALING EXISTS THROUGHOUT THIS ENTIRE REACH OF THIS CHANNEL.

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



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
NEW YORK - NEW JERSEY

HUDSON AND EAST RIVERS

GOVERNORS ISLAND TO 67TH STREET

Mercator Projection
Scale 1:10,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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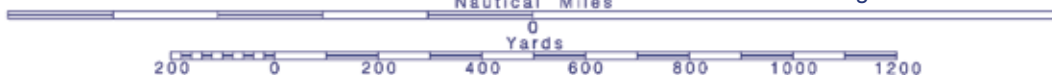
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Joins Page 14

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



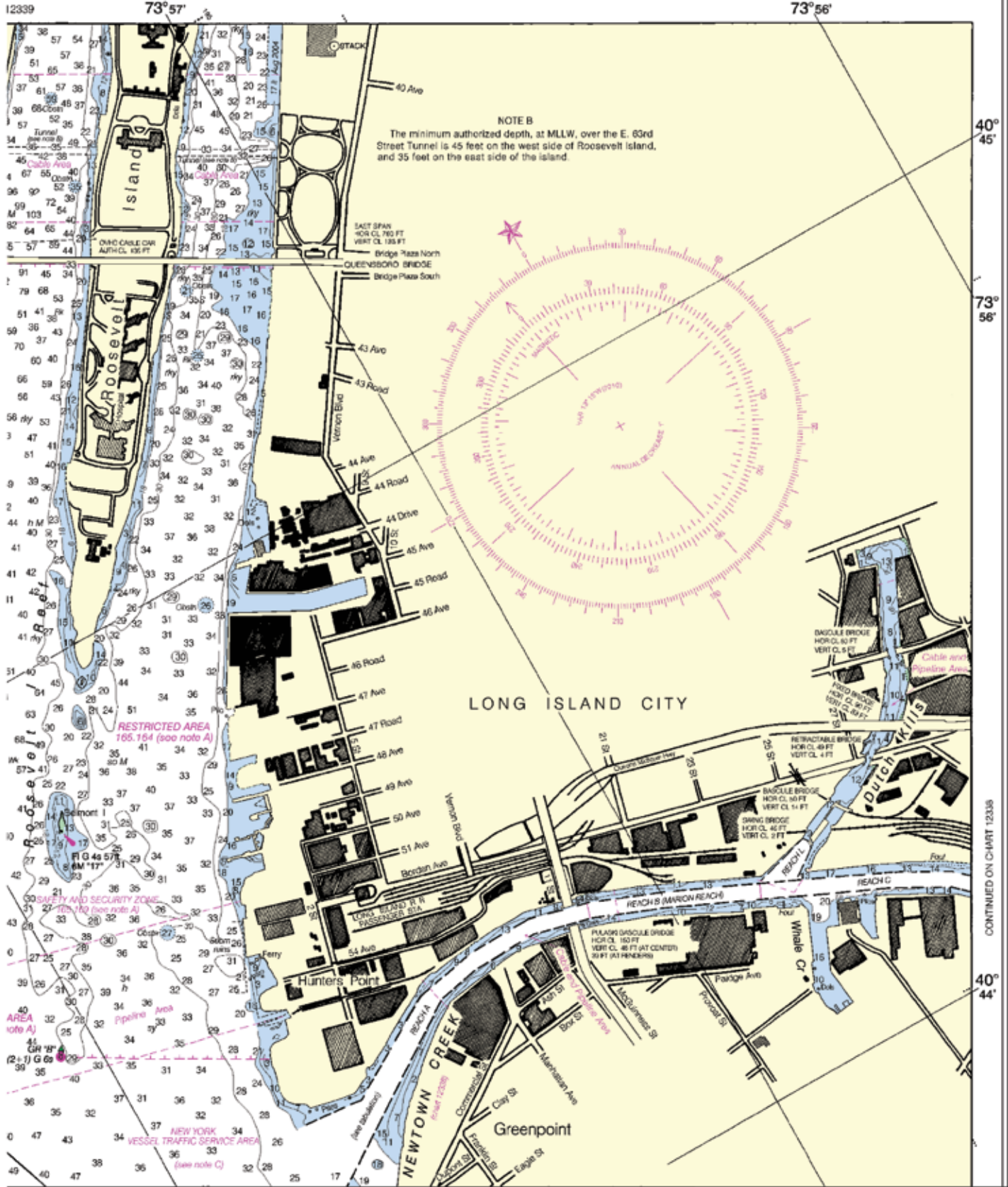
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North

Joins Page 9



SOUNDINGS IN FEET



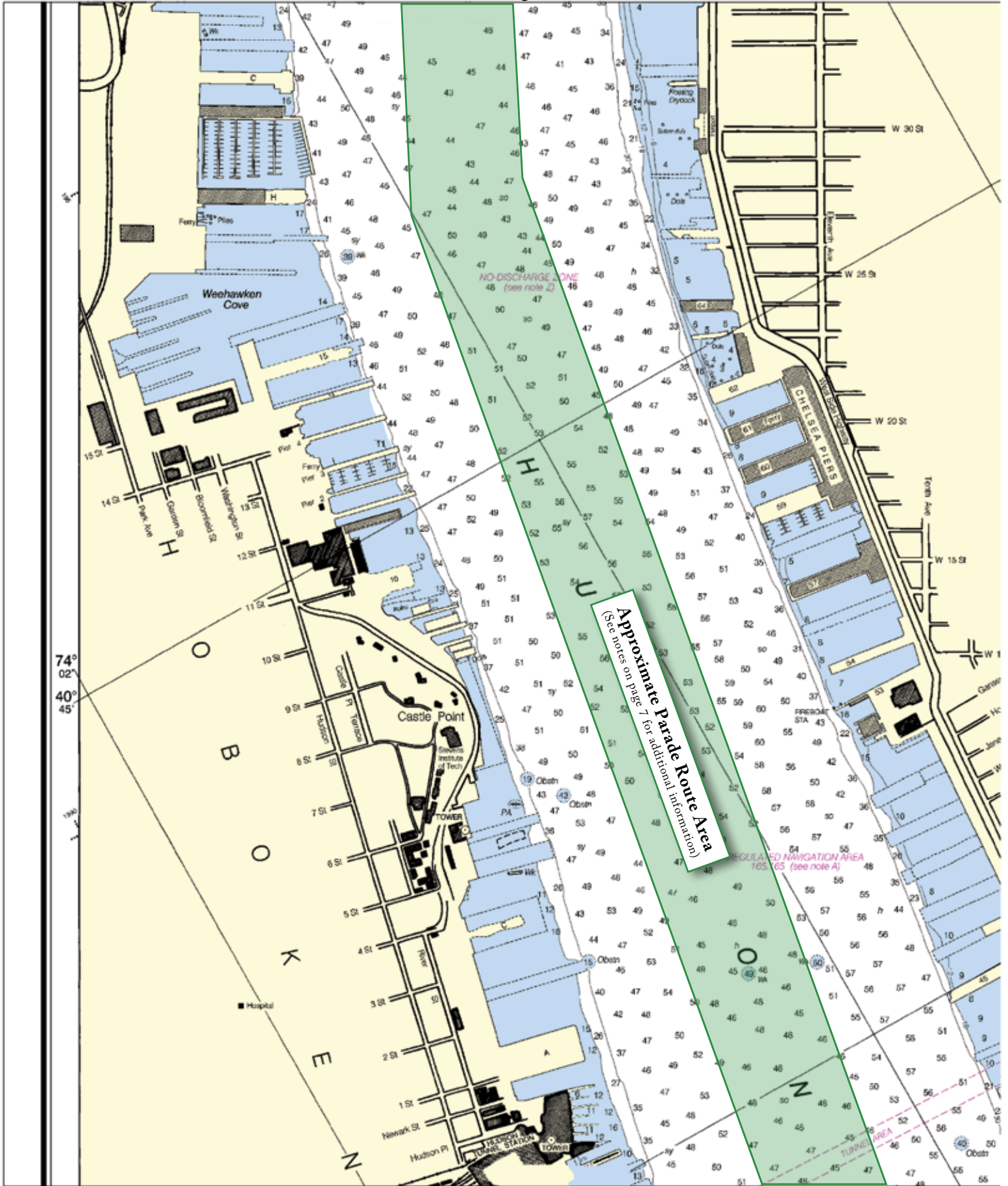
12335

CONTINUED ON CHART 12335

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.

11



Printed at reduced scale.

SCALE 1:10,000

See Note on Page 9

Nautical Miles

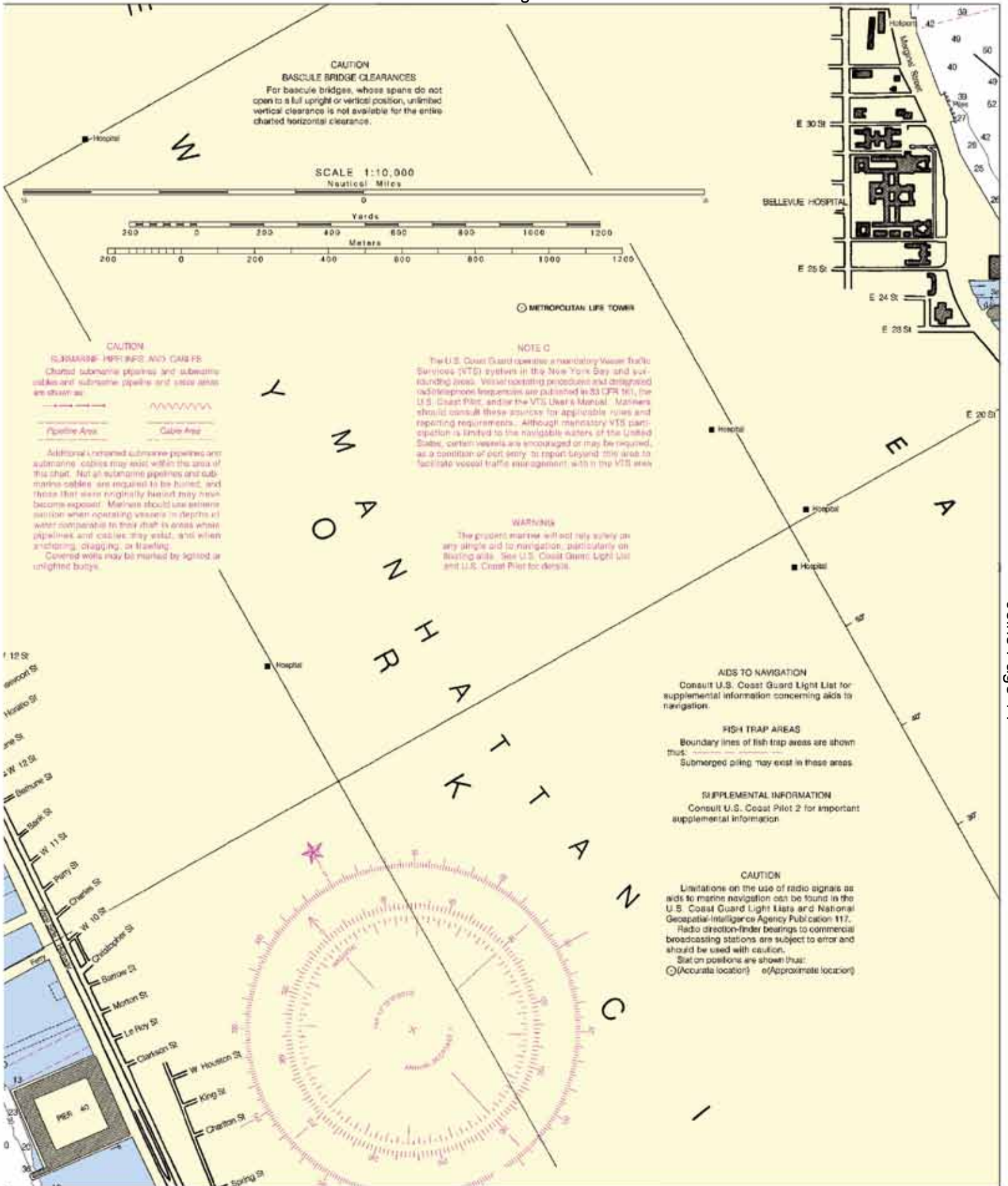
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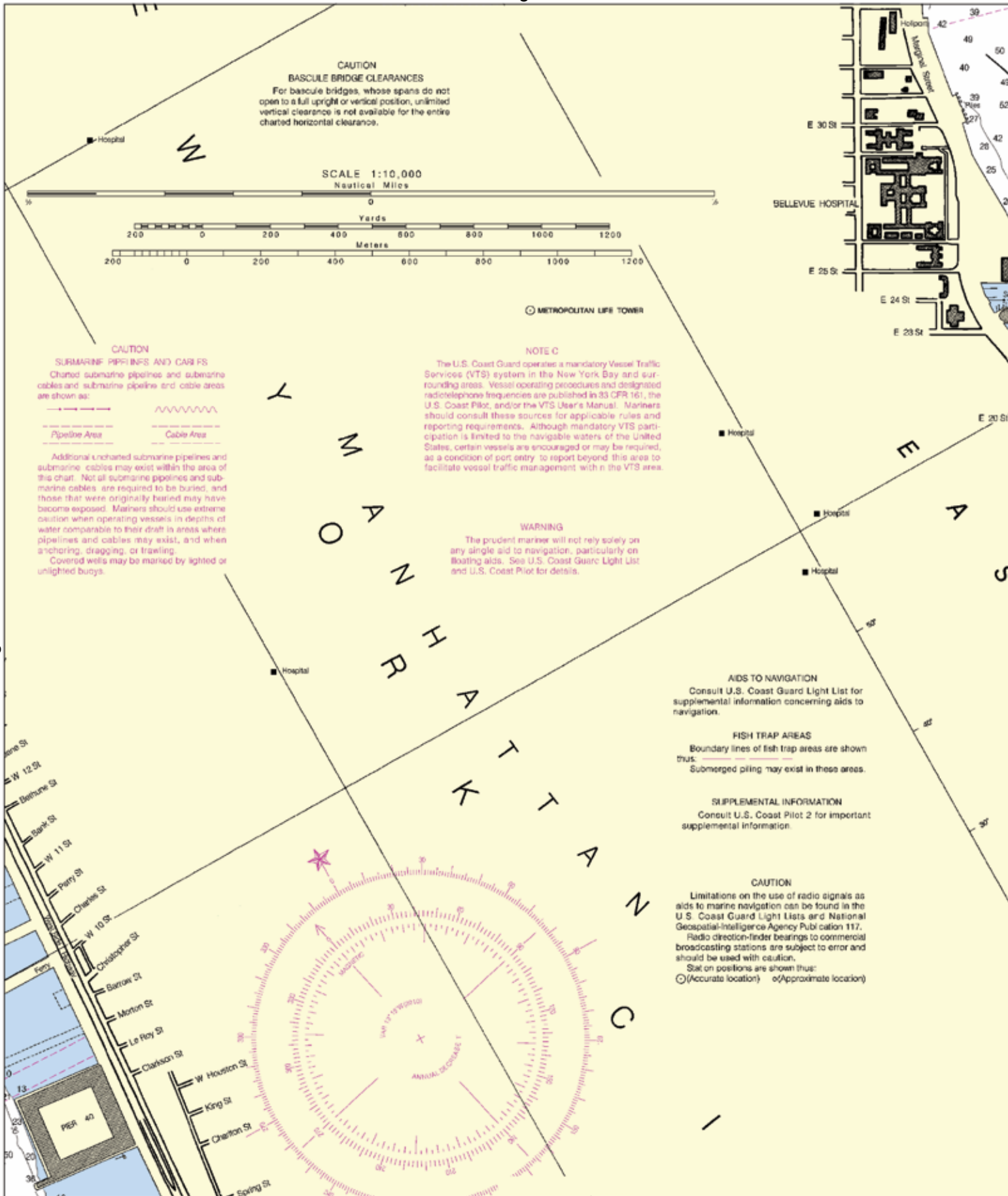
Yards

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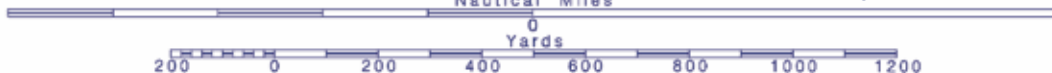
12





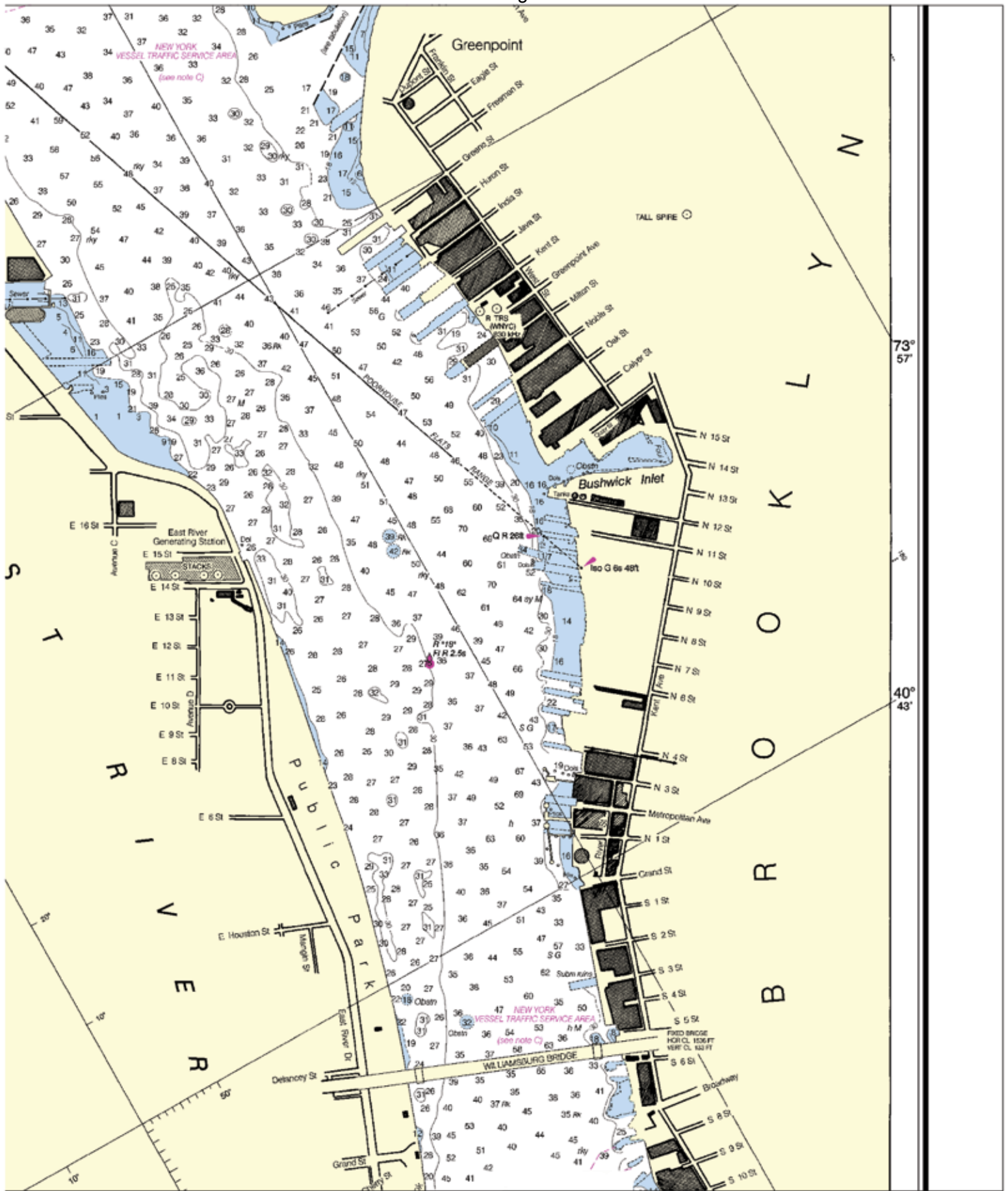


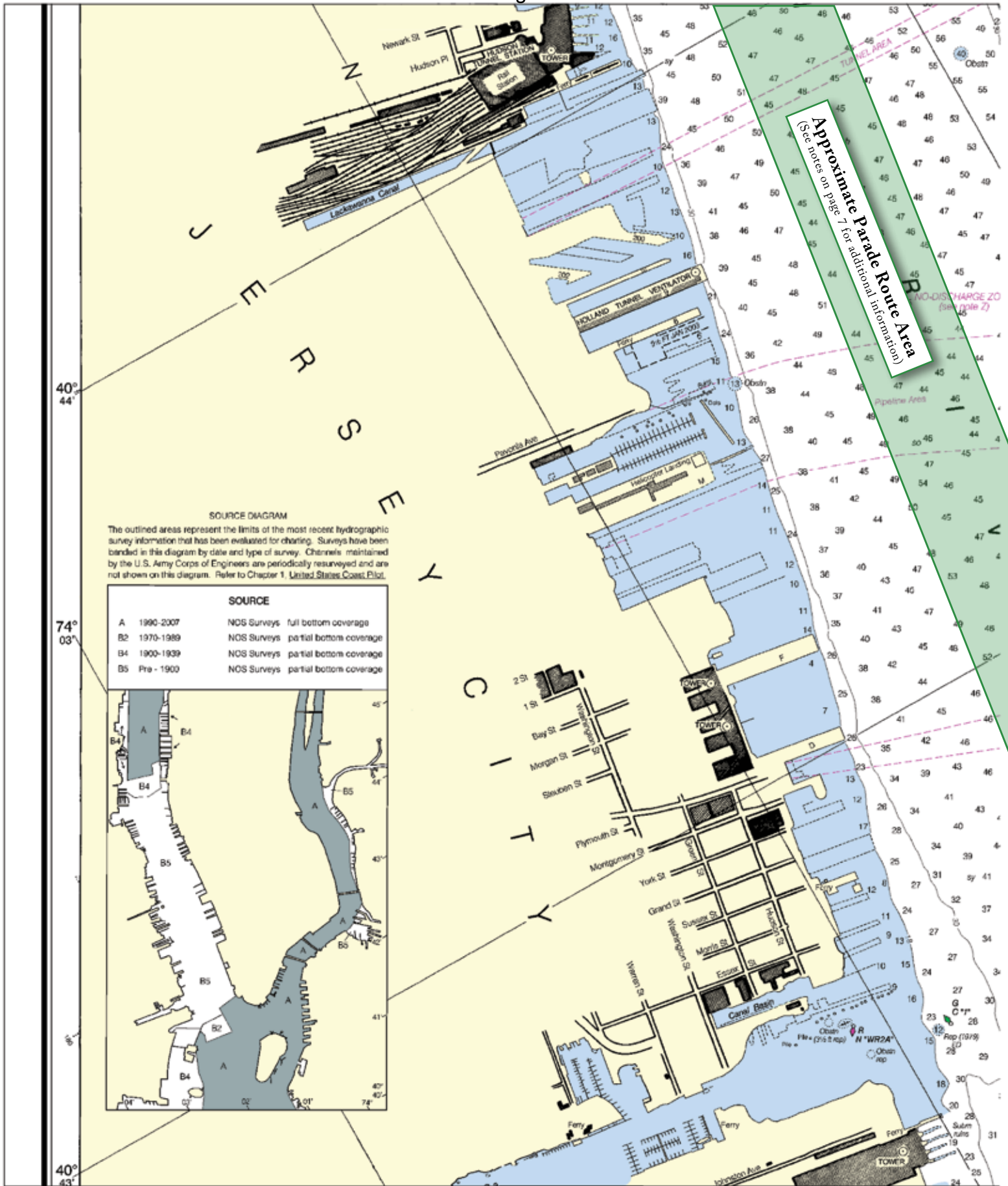
Printed at reduced scale. SCALE 1:10,000 Nautical Miles See Note on Page 9



Joins Page 13

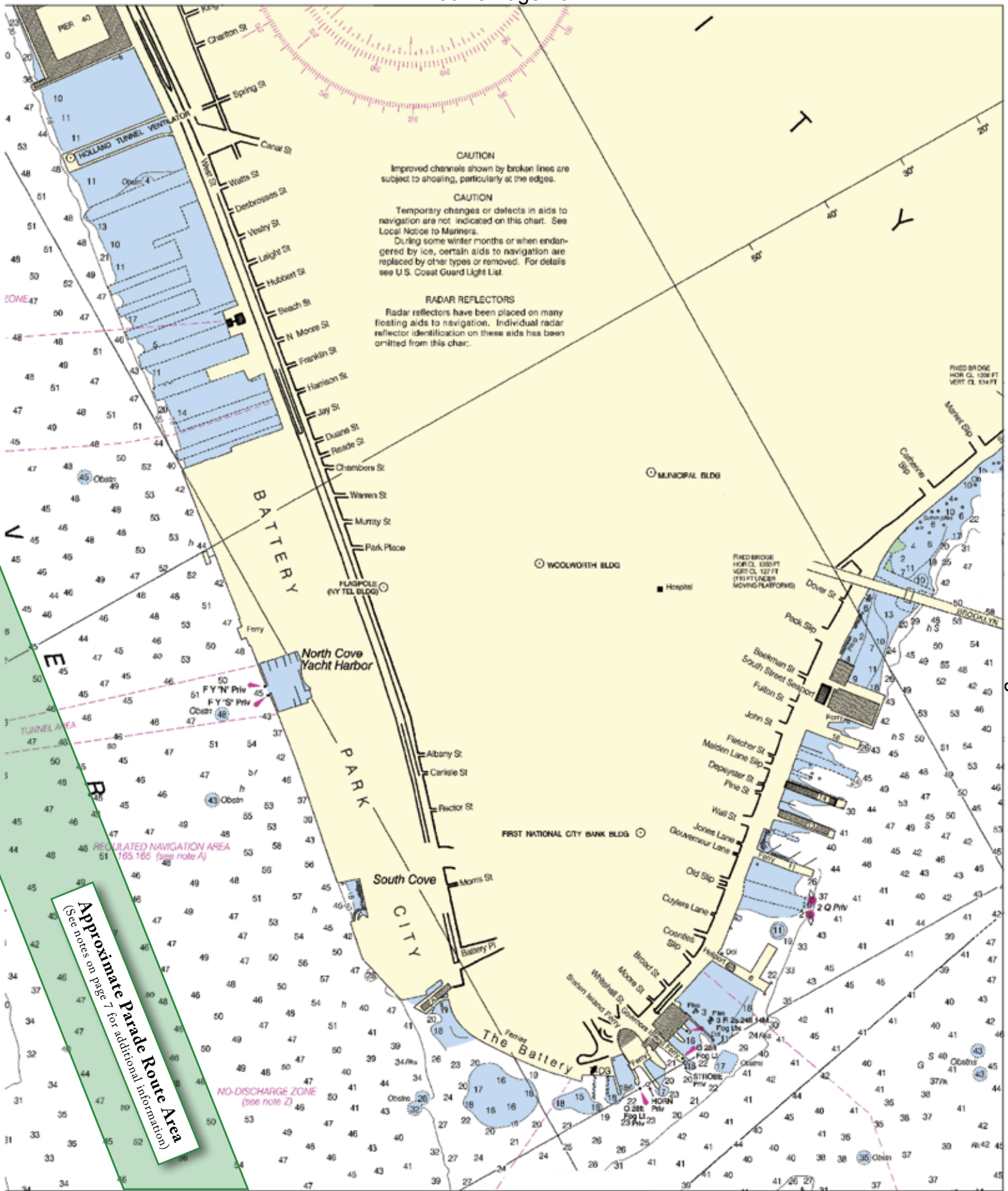




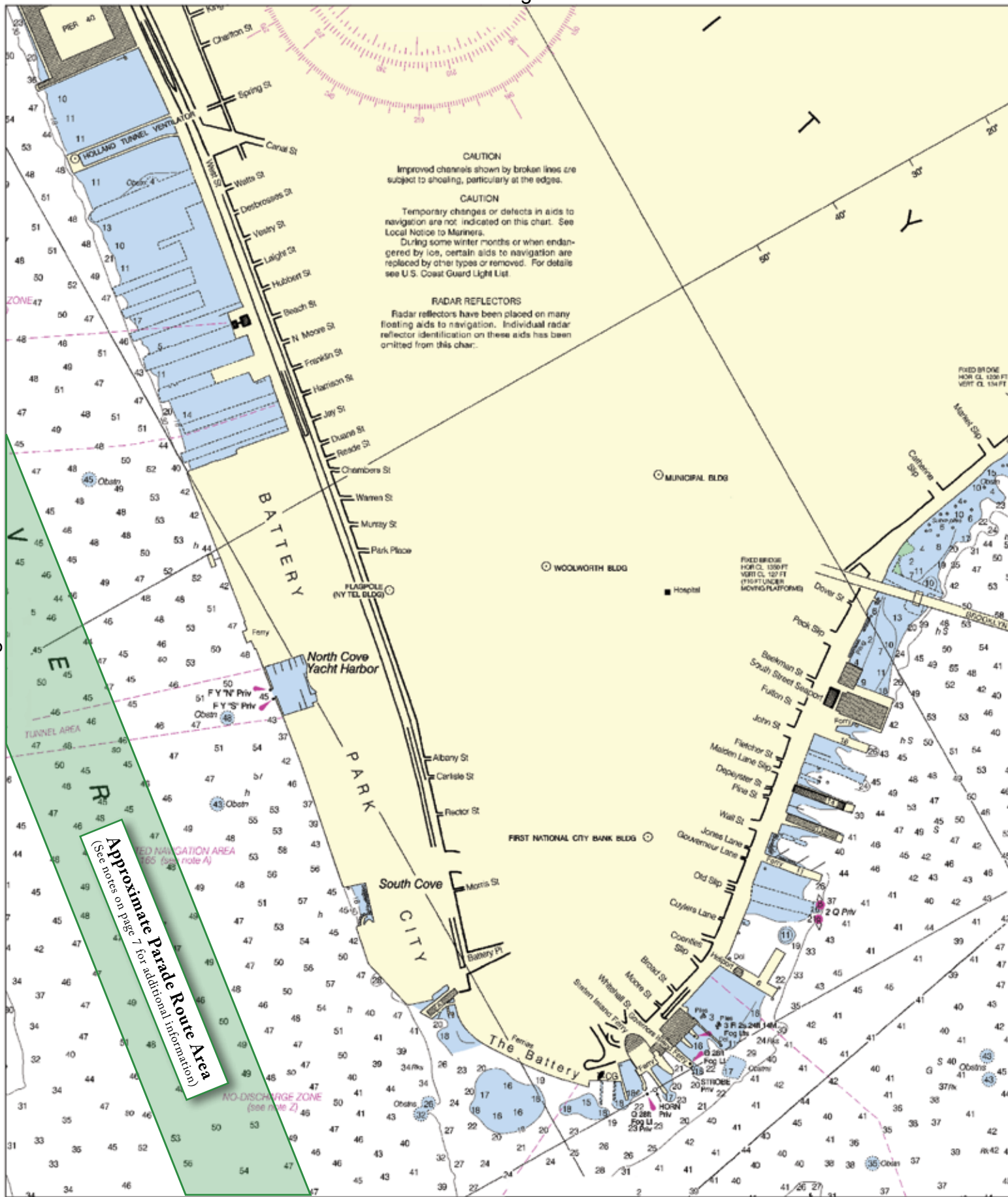


Printed at reduced scale. SCALE 1:10,000 See Note on Page 9





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



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

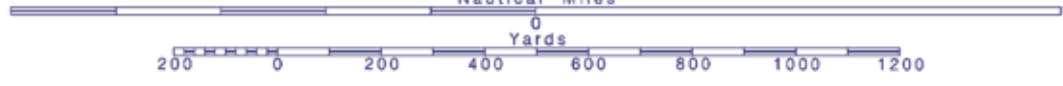
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

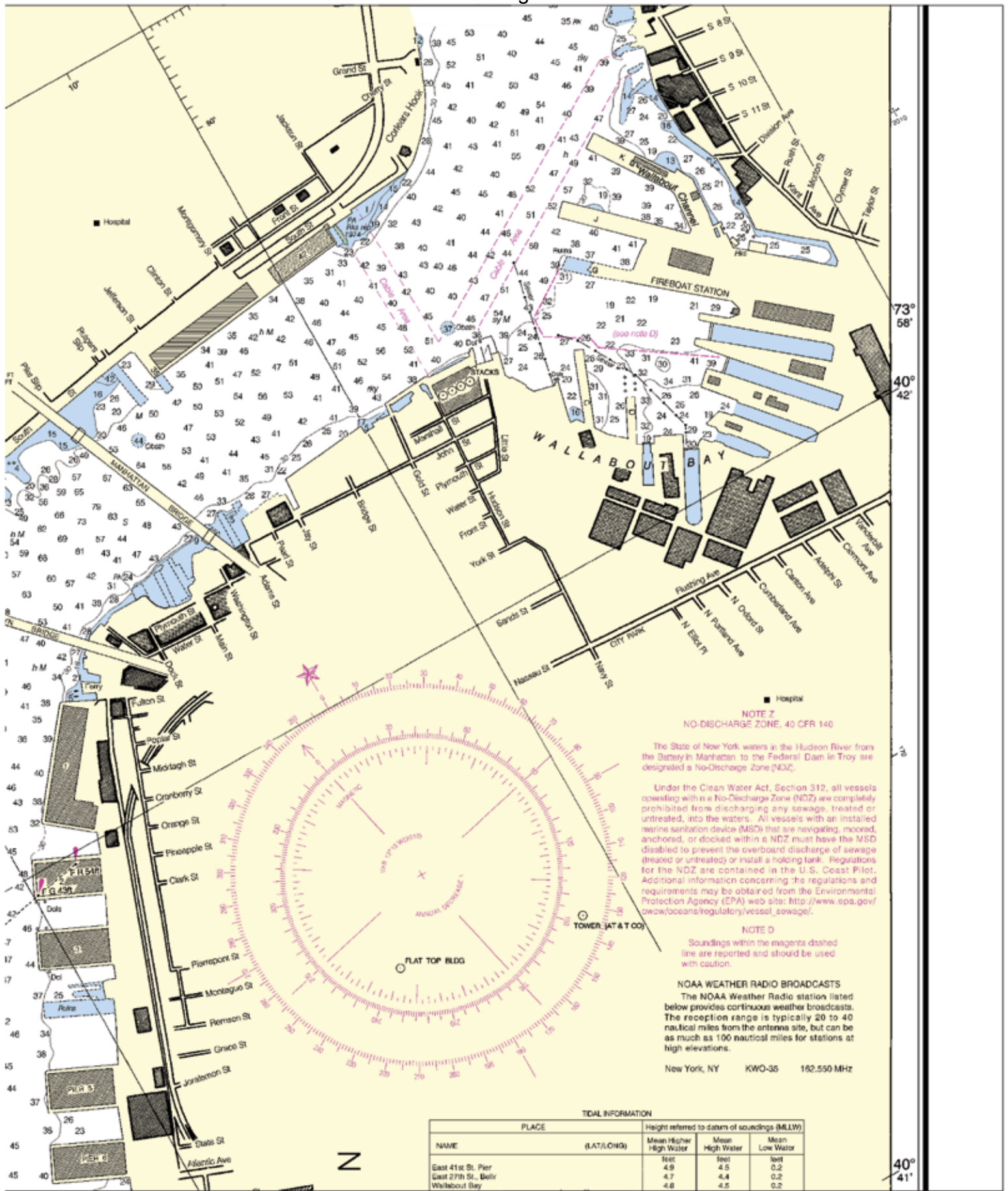
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

FIXED BRIDGE
HOR CL. 1200 FT
VERT CL. 120 FT
(150 FT UNDER
MOVING PLATFORMS)

Joins Page 17

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





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 as 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/.

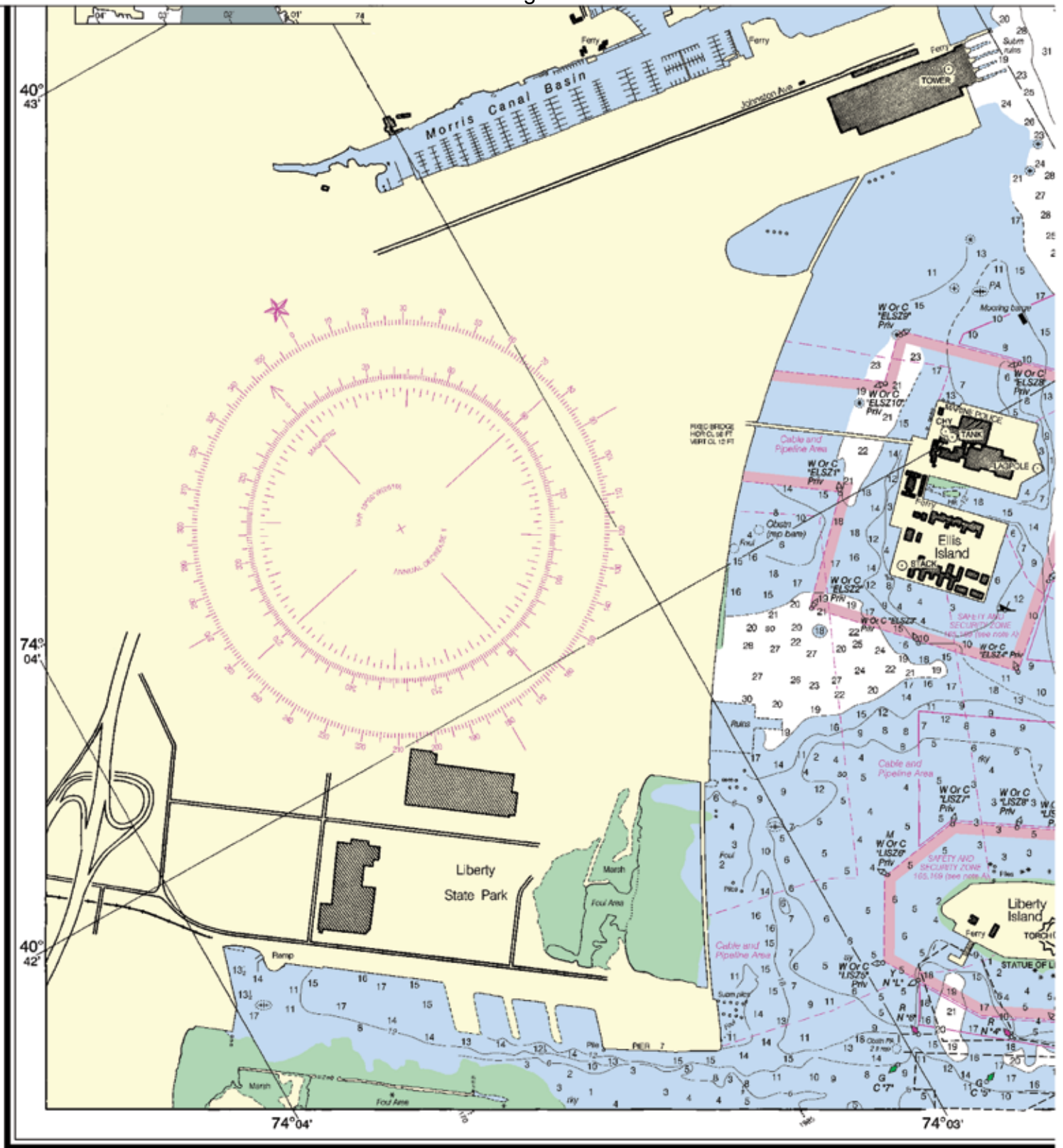
NOTE D
Soundings within the magenta dashed line are reported and should be used with caution.

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

TIDAL INFORMATION

PLACE	NAME	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
East 41st St. Pier		4.9	4.5	0.2
East 27th St., Belt		4.7	4.4	0.2
Wallabout Bay		4.8	4.5	0.2



44th Ed., Mar. /10 ■ Corrected through NM Mar. 20/10
 Corrected through LNM Mar. 9/10
12335

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 autochart.noaa.gov.

SOUNDINGS IN FEE

20



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



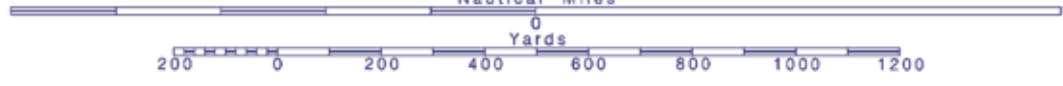


40°41' JOINS CHART 12334 74°02'

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

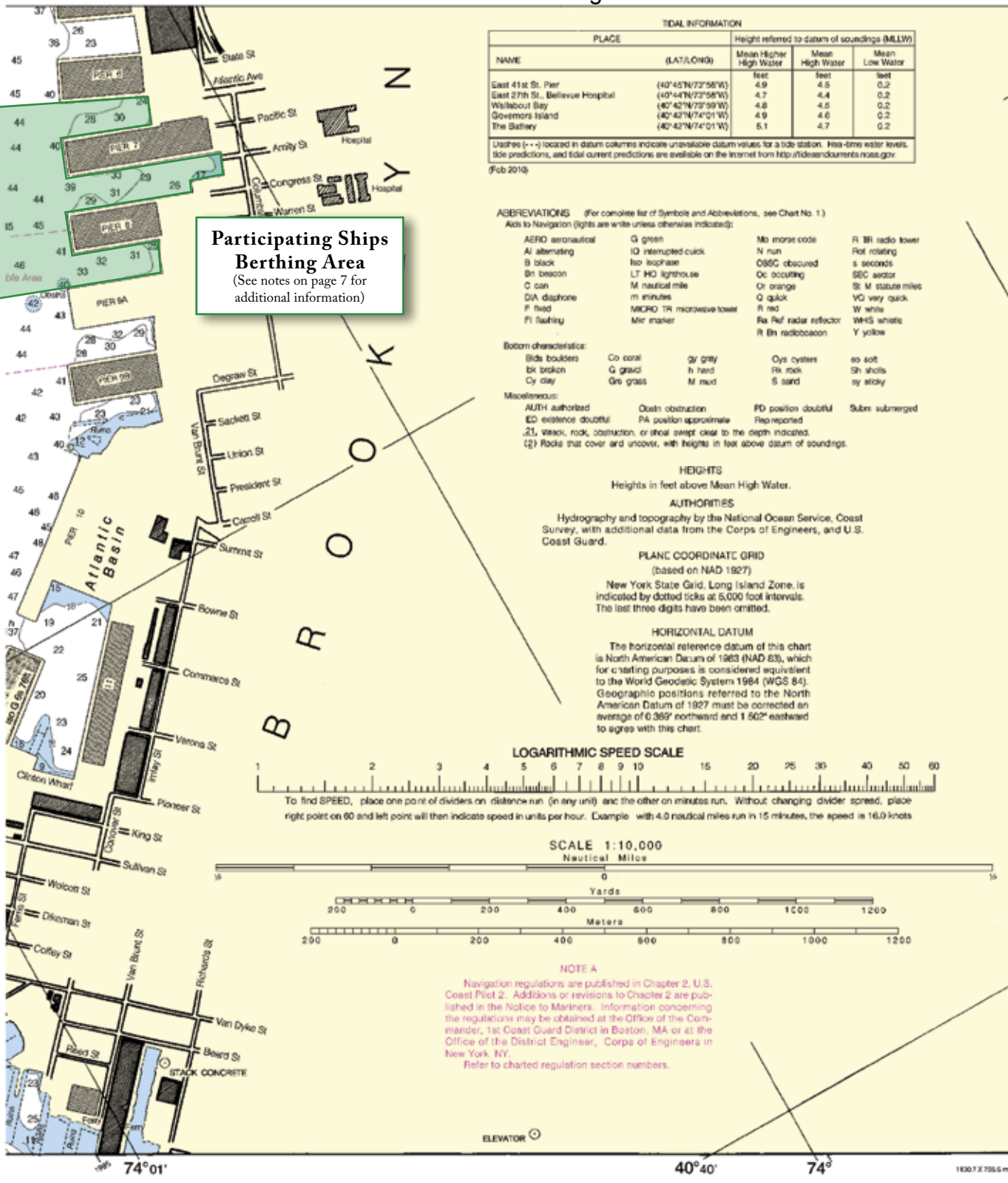
FAI
F
ME

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



22





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

NAME	PLACE (LAT./LONG)	TIDAL INFORMATION		
		Mean Higher High Water	Mean High Water	Mean Low Water
East 41st St. Pier	(40°45'N/73°58'W)	4.9	4.5	0.2
East 27th St., Bellevue Hospital	(40°44'N/73°58'W)	4.7	4.4	0.2
Wallabout Bay	(40°45'N/73°59'W)	4.8	4.5	0.2
Governors Island	(40°43'N/74°01'W)	4.9	4.6	0.2
The Battery	(40°42'N/74°01'W)	5.1	4.7	0.2

Usages (-) located in datum columns indicate unusable datum values for a tide station. High-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov/> (Feb 2010).

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

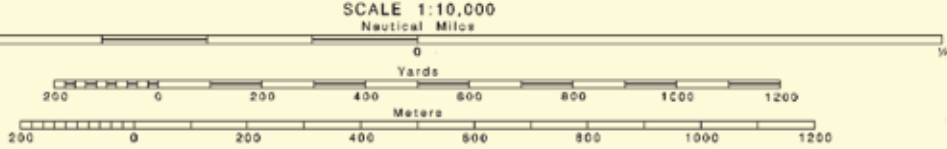
- Aids to Navigation** (lights are white unless otherwise indicated):
- AERO aeronautical
 - Al alternating
 - B black
 - Bn beacon
 - C can
 - DIA diaphone
 - F fixed
 - Fl flashing
 - G green
 - IQ interrupted quick
 - Is isophase
 - LT LD lighthouse
 - M nautical mile
 - m minutes
 - MICRO TR microwave tower
 - Mir maker
 - No more code
 - N nun
 - OBSC obscured
 - OC occulting
 - Or orange
 - Q quick
 - R red
 - Ra Ref radar reflector
 - R Bn radiobeacon
 - R BR radio tower
 - Rot rotating
 - s seconds
 - SEC sector
 - St M statute miles
 - VQ very quick
 - W white
 - WhS whistle
 - Y yellow
- Bottom character:**
- bls boulders
 - bk broken
 - Cy clay
 - Co coral
 - G gravel
 - Gr grass
 - gy gritty
 - h hard
 - M mud
 - Cys cysters
 - Rk rock
 - S sand
 - so soft
 - Sh shells
 - st sticky
- Miscellaneous:**
- AUTH authorized
 - ED existence doubtful
 - J1, Wack, rock, obstruction, or other swept clear to the depth indicated.
 - (2) Rocks that cover and uncover, with heights in feet above datum of soundings.
 - Obst obstruction
 - PA position approximate
 - PD position doubtful
 - Rep reported
 - Subm submerged

HEIGHTS
Heights in feet above Mean High Water.

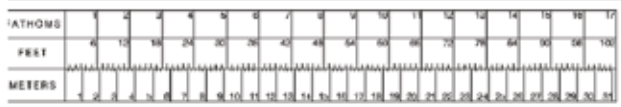
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

PLANC COORDINATE GRID
(based on NAD 1927)
New York State Grid, Long Island Zone, is indicated by dotted ticks at 5,000 foot intervals. The last three digits have been omitted.

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 0.365' northward and 1.502' eastward to agree with 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, NY.
Refer to charted regulation section numbers.



Hudson and East Rivers
SOUNDINGS IN FEET - SCALE 1:10,000

12335

ED. NO. 44
NSN 7642014010334
NGA REFERENCE NO. 12AJAH12335

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 516-466-7135

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.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.nauticalcharts.noaa.gov

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.oceangrafix.com

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.nauticalcharts.noaa.gov

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-references digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.nauticalcharts.noaa.gov

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be

downloaded from NOAA for free and printed from www.nauticalcharts.noaa.gov/bookletcharts

Official PocketCharts[™] – PocketCharts[™] 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[®] – 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

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. www.nauticalcharts.noaa.gov/viewer

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. www.nauticalcharts.noaa.gov/mcd/ccatalogs.htm

Internet Sites

www.nauticalcharts.noaa.gov

www.noaa.gov

www.tidesandcurrents.noaa.gov

www.nos.noaa.gov