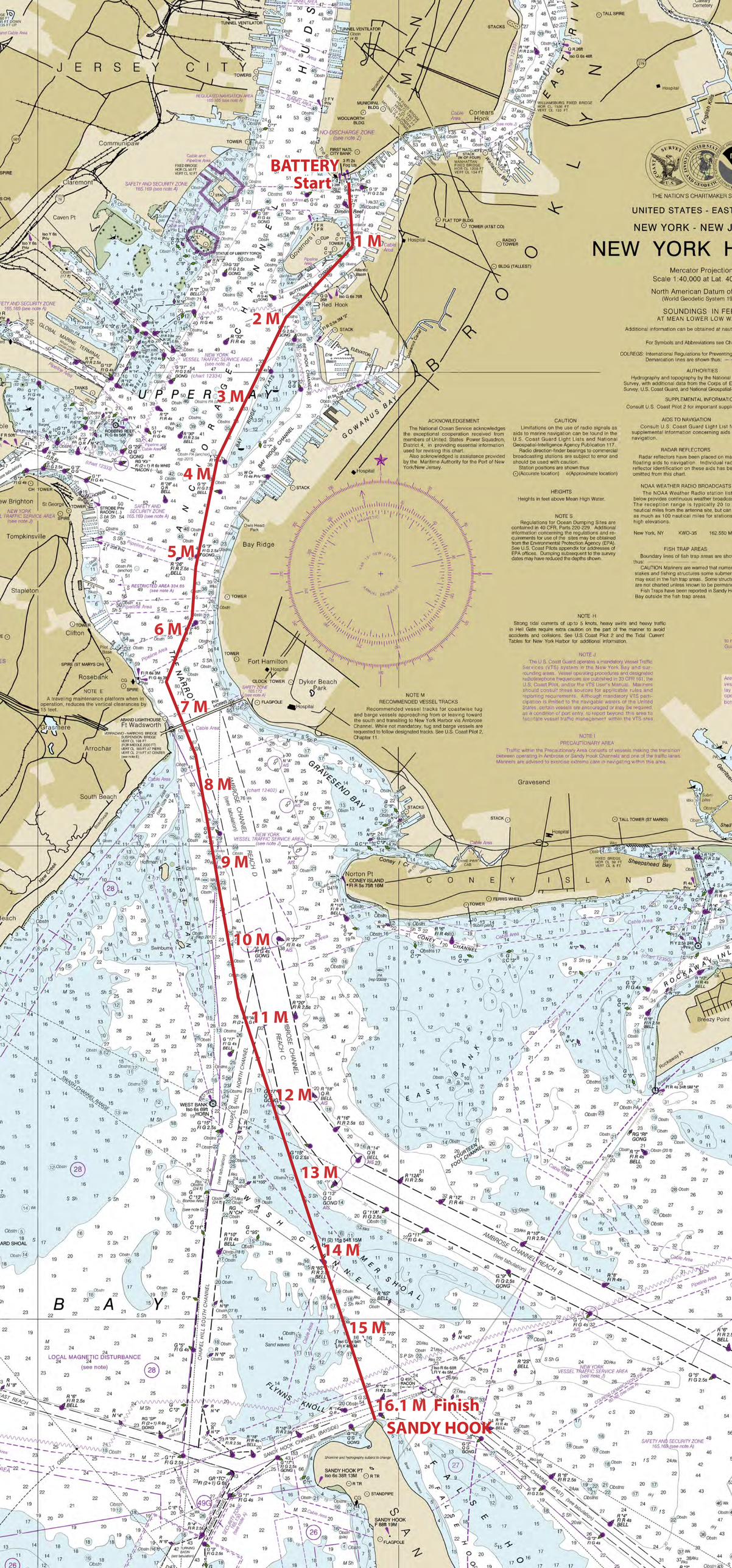
BATTERY
Start
1 M
2 M
3 M
4 M
5 M
6 M
7 M
8 M
9 M
10 M
11 M
12 M
13 M
14 M
15 M
16.1 M Finish
SANDY HOOK
JERSEY CITY
UPPER BAY
GOWANUS BAY
GRAVESEND BAY
CONEY ISLAND
THE NATION'S CHARTMAKER S
UNITED STATES - EAST
NEW YORK - NEW J
NEW YORK H
Mercator Projection
Scale 1:40,000 at Lat. 40
North American Datum of
(World Geodetic System 19
SOUNDINGS IN FE
AT MEAN LOWER LOW W
Additional information can be obtained at naut
For Symbols and Abbreviations see Ch
COLREGS: International Regulations for Preventing
Demarcation lines are shown thus:
AUTHORITIES
Hydrography and topography by the National
Survey, with additional data from the Corps of E
Survey, U.S. Coast Guard, and National Geospatial
SUPPLEMENTAL INFORMATIO
Consult U.S. Coast Pilot 2 for important suppl
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List f
supplemental information concerning aids
navigation.
RADAR REFLECTORS
Radar reflectors have been placed on ma
floating aids to navigation. Individual rad
reflector identification on these aids has be
omitted from this chart.
NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station list
below provides continuous weather broadca
The reception range is typically 20 to
nautical miles from the antenna site, but can
as much as 100 nautical miles for stations
high elevations.
New York, NY KWO-35 162.550 M
FISH TRAP AREAS
Boundary lines of fish trap areas are sho
thus:
CAUTION Mariners are warned that numer
stakes and fishing structures some submer
may exist in the fish trap areas. Some structu
are not charted unless known to be permane
Fish Traps have been reported in Sandy H
Bay outside the fish trap areas.
ACKNOWLEDGEMENT
The National Ocean Service acknowledges
the exceptional cooperation received from
members of United States Power Squadron,
District 4, in providing essential information
used for revising this chart.
Also acknowledged is assistance provided
by the Maritime Authority for the Port of New
York/New Jersey.
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)
HEIGHTS
Heights in feet above Mean High Water.
NOTE S
Regulations for Ocean Dumping Sites are
contained in 40 CFR, Parts 220-229. Additional
information concerning the regulations and re-
quirements for use of the sites may be obtained
from the Environmental Protection Agency (EPA).
See U.S. Coast Pilots appendix for addresses of
EPA offices. Dumping subsequent to the survey
dates may have reduced the depths shown.
NOTE H
Strong tidal currents of up to 5 knots, heavy swirls and heavy traffic
in Hell Gate require extra caution on the part of the mariner to avoid
accidents and collisions. See U.S. Coast Pilot 2 and the Tidal Current
Tables for New York Harbor for additional information.
NOTE J
The U.S. Coast Guard operates a mandatory Vessel Traffic
Services (VTS) system in the New York Bay and sur-
rounding 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 parti-
cipation 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 I
PRECAUTIONARY AREA
Traffic within the Precautionary Area consists 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.
NOTE E
A traveling maintenance platform when in
operation, reduces the vertical clearances by
15 feet.
NOTE M
RECOMMENDED VESSEL TRACKS
Recommended vessel tracks for coastwise tug
and barge vessels approaching from or leaving toward
the south and transiting to New York Harbor via Ambrose
Channel. While not mandatory, tug and barge vessels are
requested to follow designated tracks. See U.S. Coast Pilot 2,
Chapter 11.
LOCAL MAGNETIC DISTURBANCE
(see note)
SANDY HOOK CHANNEL (BAYSIDE)
SANDY HOOK CHANNEL (EAST)
AMBROSE CHANNEL REACH B
AMBROSE CHANNEL REACH C
AMBROSE CHANNEL REACH D
CONEY ISLAND CHANNEL
EAST BANK
WEST BANK
FLYNNS KNOLL
CHAPEL HILL SOUTH CHANNEL
Sandy Hook
Fort Hamilton
Bay Ridge
Gravesend
Sheepshead Bay
Breezy Point
Rockaway Pt
Tompkinsville
Stapleton
Clifton
Rosebank
Grasmere
Arrochar
South Beach
Dyker Beach Park
Norton Pt
Coney Island
Swinburne
Hoffman
Fort Wadsworth
Claremont
Communipaw
Caven Pt
Red Hook
Governors Is
Liberty Is
Ellis Is
Corlears Hook
Williamsburg
Brooklyn
Manhattan
Staten Is
Hudson R
East R
Gowanus Bay
Falsehook
Sandy Hook Pt