NOAA encourages users to submit inquiries, discrepancies or comments **SOUNDINGS IN FEET** about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm. Formerly C&GS 286, 1st Ed., Jan 1924 KAPP 2241 74° 15' **74°** 10' SUPPLEMENTAL INFORMATION SCALE 1:15,000 Consult U.S. Coast Pilot 2 for important Nautical Miles supplemental information. 500 AIDS TO NAVIGATION CAUTION Consult U.S. Coast Guard Light List for BASCULE BRIDGE CLEARANCES supplemental information concerning aids to Island of 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. Meadows RADAR REFLECTORS (40°26'N/74°12'W) Radar reflectors have been placed on many 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. floating aids to navigation. Individual radar reflector identification on these aids has been NOAA WEATHER RADIO BROADCASTS The NOAA Weather Radio station listed SOURCE DIAGRAM below provides continuous weather broadcasts. The reception range is typically 20 to 40 3 8 Great Fresh K The outlined areas represent the limits of the most recent hydrographic ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.) survey information that has been evaluated for charting. Surveys have been nautical miles from the antenna site, but can be banded in this diagram by date and type of survey. Channels maintained 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. as much as 100 nautical miles for stations at by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, <u>United States Coast Pilot.</u> AERO aeronautical Mo morse code R TR radio tower high elevations. IQ interrupted quick Iso isophase s seconds
SEC sector
St M statute miles
VQ very quick New York, NY KWO-35 162.550 MHz OBSC obscured C can
DIA diaphone
F fixed
FI flashing M nautical mile Or orange St M statute mil
m minutes Q quick VQ very quick
MICRO TR microwave tower
Mkr marker Ra Ref radar reflector WHIS whistle R Bn radiobeacon Y yellow B2 1970-1989 NOS Surveys partial bottom coverage B4 1900-1939 NOS Surveys partial bottom coverage B5 Pre-1900 NOS Surveys partial bottom coverage Blds boulders bk broken Cy clay so soft Sh shells sy sticky Co coral G gravel Grs grass ED existence doubtful PA position approximate Rep reported 21. Wreck, rock, obstruction, or shoal swept clear to the depth indicated.(2) Rocks that cover and uncover, with heights in feet above datum of soundings. HEIGHTS Heights in feet above Mean High Water. SMITH CREEK AUTHORITIES The controlling depth at Mean Lower Low Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, Water from the entrance to a point about 125 yards beyond the first bend was 7 feet. U.S. Coast Guard, and National Geospatial-Intelligence Agency. Improved channels shown by broken lines are subject to shoaling, particularly at the edges. 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. 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 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are pub-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. the regulations may be obtained at the Office of the Com-mander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Refer to charted regulation section numbers. FISH TRAP AREAS Boundary lines of fish trap areas are shown Submerged piling may exist in these areas. ANCHORAGE AREAS Great Kills Park 110.155 (see note A) SUBMARINE PIPELINES AND CABLES Charted submarine pipelines and submarine Limits and assigned numbers of anchorage areas cables and submarine pipeline and cable areas are shown in magenta are shown as: ANCHORAGE FOR DEEP-DRAFT VESSELS ALL OTHER ANCHORAGES ARE FOR GENERAL USE submarine cables may exist within the area of this chart. Not all submarine pipelines and sub-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 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. Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: RACING BUOYS Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List. GREAT KILLS HARBOR Great Kills Channel and Harbor are subject to continual change due to shoaling. Buoys may be frequently relocated to mark best water. Fixed and floating obstructions, some submerged, may exist within the magenta tinted Numerous uncharted pilings may Charleston N "10", Crookes Pt exist throughout Great Kills Harbor. PROJECT DEPTHS Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoaler, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, use NOAA Electronic Navigational Charts. USACE surveys and channel condition reports are available at http://navigation.usace.army.mil/Survey/Hydro. 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). American Datum of 1927 must be corrected an average of 0.381" northward and 1.480" eastward to agree with this chart. UNITED STATES - EAST COAST NEW YORK - NEW JERSEY RARITAN BAY AND NOTE E Depths deeper than charted ma exist in borrow areas. TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2016 AND SURVEYS TO JUL 2016 SOUTHERN PART OF ARTHUR KILL CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) PROJECT DIMENSIONS Mercator Projection Scale 1:15,000 at Lat 40°35' SCALE 1:15,000 Nautical Miles North American Datum of 1983 (World Geodetic System 1984) NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION SOUNDINGS IN FEET AT MEAN LOWER LOW WATER Additional information can be obtained at nauticalcharts.noaa.gov. **74°** 15' **74**° 10' **SOUNDINGS IN FEET** 12331 12331 Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE Raritan Bay and Southern Part of Arthur Kill 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 SOUNDINGS IN FEET-SCALE 1:15,000 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION NATIONAL OCEAN SERVICE This chart is canceled. No new editions will be issued.

33rd Ed., Dec. 2014. Last Correction: 11/8/2023. Cleared through:
LNM: 0324 (1/16/2024), NM: 0424 (1/27/2024), CHS: 1223 (12/29/2023)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).