12366

SCALE 1:20,000
Nautical Miles
½ 0 ½ 1 1½
Yards
500 0 500 1000 1500 2000 2500

Formerly C&GS 223, 1st Ed., June 1922. KAPP 2190

SOUNDINGS IN FEET

JOINS CHART 12367

73° 50′ 49′ 48′ 47′ 46′ 45′ 44′ 43′ 42′ 41′ 73° 40′ 39′

53′ 52′ 51′ 40° 50′ 49′ 40′ 30′ 20′ 10′ 48′ 47′ 40° 46′

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.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

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.

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.

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

HUTCHINSON RIVER

The controlling depths were 6½ feet from the entrance to the Pelham Highway Bridge; thence 3½ feet to the Hutchinson River Parkway Bridge; thence 3 feet in the middle half of the channel to the Boston Post Road Bridge; thence shoal to bare to the east and west "Y" junction.

Jul 2015

NOTE B

RECOMMENDED VESSEL ROUTE

Recommended vessel routes for deep draft vessels (including tugs and barges) transiting Western Long Island Sound and the approaches to the East River. While not mandatory, deep draft commercial vessels (including tugs and barges) are requested to follow the designated routes at the master's discretion. Other vessels, while not excluded from these routes, should exercise caution in and around these areas and monitor VHF channel 16 or 13 for information concerning deep draft vessels (including tugs and barges) transiting these routes. See U.S. Coast Pilot Volume 3, Chapter 9.

WESTCHESTER CREEK

The controlling depths at Mean Lower Low Water were 3 feet for a mid-width of 50 feet from the channel entrance to a point at 40°48'40.6"N, 73°50'38.7"W; thence 2 feet for a mid-width of 64 feet to a point at 40°49'08.1"N, 73°50'23.0"W; thence 5½ feet for a mid-width of 48 feet to a point at 40°49'46.7"N, 73°50'33.9"W; thence 5 feet in the Turning Basin to a point at 40°49'51.8"N, 73°50'31.8"W; thence 5 feet for a mid-width of 48 feet to the end of the project.

Apr 2015

BRONX - WHITESTONE BRIDGE

A traveling maintenance platform when in operation reduces vertical clearances by 14 feet.

CAUTION

SUBMARINE PIPELINES AND CABLES

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

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LON G)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Glen Cove	(40°52'N/73°39'W)	7.9	7.4	0.3
Willets Point	(40°46'N/73°47'W)	7.8	7.4	0.3
Whitestone	(40°46'N/73°49'W)	7.8	7.4	0.3
City Island	(40°51'N/73°47'W)	7.8	7.5	0.3
Execution Rocks	(40°53'N/73°44'W)	8.0	7.6	0.3

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.

(Aug 2014)

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.

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).

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.

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.

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.

SOURCE

A	1990–1995	NOS Surveys	full bottom coverage
B1	1990–1994	NOS Surveys	partial bottom coverage
B4	1900–1939	NOS Surveys	partial bottom coverage
f		US Government Surveys	

HEIGHTS

Heights in feet above Mean High 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)

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of 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: https://www.epa.gov/vessels-marinas-and-ports.

GLEN COVE CREEK

The controlling depths at MLLW were 3 feet for a mid-width of 50 feet to 40°51'34.6"N, 73°38'24.9"W; thence 6 feet for a mid-width of 40 feet to 40°51'39.0"N, 73°38'14.0"W; thence 11½ feet for a mid-width of 40 feet to the end of the project.

Jul 2018

UNITED STATES - EAST COAST

NEW YORK

LONG ISLAND SOUND AND EAST RIVER

HEMPSTEAD HARBOR TO TALLMAN ISLAND

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 0.360" northward and 1.525" eastward to agree with this chart.

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.

ANCHORAGE AREAS

110.155 (see note A)

Limits and designations of anchorage areas are shown in magenta.

GENERAL ANCHORAGES (1) (6) (8) (9)

Mercator Projection
Scale 1:20,000 at Lat. 40°50′

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.

SUPPLEMENTAL INFORMATION

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

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: ⊙

CAUTION

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

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.

AUTHORITIES

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

COAST SURVEY

CONTINUED ON CHART 12339

Shaded areas are not to be used for navigation

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 chart is canceled. No new editions will be issued.

30th Ed., Oct. 2014. Last Correction: 12/15/2023. 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).

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

SOUNDINGS IN FEET

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

FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18
FEET 3 6 9 12 15 18 21 24 27 30 33 36 39 42 45 48 51 54
METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33

Hempstead Harbor to Tallman Island
SOUNDINGS IN FEET - SCALE 1:20,000

12366

74°42.9'-880.7 nam