Passaic and Hackensack Rivers
NOAA Chart 12337

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
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- Compiled by NOAA’s Office of Coast Survey, the nation’s chartmaker
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National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
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What are Nautical Charts?
Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America’s commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

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. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.


(Selected Excerpts from Coast Pilot)
Newark Bay has a length of about 4 miles from Kill Van Kull to the junction of the two channels leading to Passaic and Hackensack Rivers. The greater part of the bay is very shoal, but a dredged channel leads through the bay to the rivers. The channel is well marked by lights and buoys. Strangers in small vessels should have no difficulty when using the chart as a guide. Deep-draft vessels should employ a pilot.

Channels.—Federal project depth in the main channel to about 0.3 mile north of the branch channel to the Port Elizabeth Marine Terminal is 45 feet, thence 40 feet to Port Newark, thence 35 feet to the junction of Passaic and Hackensack Rivers. (See Notice to Mariner and latest editions of charts for controlling depths.)

Anchorages.—General and special anchorages are in Newark Bay. (See 110.1, 110.60 (q), (r), and 110.155 (h), chapter 2, for limits and regulations.)

Ice.—Ice sometimes closes navigation during a part of January and February.

The Port Elizabeth Marine Terminal operated by the Port Authority of New York and New Jersey, is on Newark Bay in Elizabeth, NJ, on the south side of Elizabeth Channel south of Port Newark. The facility is about 8 miles from The Narrows via Kill Van Kull. It is adjacent to the New Jersey Turnpike and Newark Airport in the heart of the New Jersey industrial area, about 25 minutes by highway from Manhattan. The terminal has 25 deep-draft berths with depths of 32 to 40 feet reported alongside, and deck heights of 12 feet. In 1996, a rock with 36 feet of water over it was reported in about 40°40'26.6"N., 74°7'57.1"W., about 200 yards NNE of Buoy 14.

A large container-handling complex with extensive lift-on/lift-off and roll-on/roll-off systems is at the terminal. Included in this complex are cranes up to 50 tons, mobile straddle carriers with 30-ton capacities, cargo-handling buildings with more than 1-million square feet of storage space, and a large area for open storage. A Class I railroad provides the terminal with direct rail services. Excellent cargo handling and storage facilities are available.

Channels.—Federal project depth in Elizabeth Channel, leading to the terminal from the main channel in Newark Bay, is 45 feet. (See Notice to Mariners and latest editions of charts for controlling depths.)

Port Newark Terminal, operated by the Port Authority of New York and New Jersey, is on the western side of Newark Bay 2.7 miles above the south entrance, northward of the Port Elizabeth Marine Terminal. It is in the heart of the New Jersey industrial area, adjacent to the New Jersey Turnpike and Newark Airport. There are 37 deep-draft berths; reported depths alongside, 32 to 35 feet; deck heights, 11 to 12 feet; many transit and storage areas and excellent cargo handling facilities. A Class I railroad provides the terminal with direct rail service.

Channels.—Federal project depth in Port Newark Channel and Port Newark Pierhead Channel, leading to the terminal from the main channel in Newark Bay, is 40 feet. (See Notice to Mariners and latest editions of charts for controlling depths.)

The New Jersey Turnpike (IS 78) bridge, 0.7 mile above the entrance to Port Newark Terminal, has a fixed span with a clearance of 135 feet. The railroad bridge, 0.2 mile above the New Jersey Turnpike bridge, has a vertical-lift span with a clearance of 35 feet down and 135 feet up. The bridgegirder at the railroad bridge monitors VHF-FM channel 13; call sign KS–9668.

A marina on the east side of Newark Bay about 0.9 mile above the New Jersey Turnpike bridge provides berths, gasoline, diesel fuel, water, electricity, ice, storage, marine supplies, and a 25-ton lift; hull and engine repairs can be made.

Passaic River, which flows into the northwest end of Newark Bay, is used by vessels to Passaic, a manufacturing city at the head of navigation 13 miles above the mouth. Above the Wall Street bridge at Passaic the river is obstructed by boulders partly showing above the water for 1.5 miles to the Dundee Dam. The city of Newark extends along the river for a distance of nearly 5 miles above the mouth.

U.S. Coast Guard Reserve Coordination Center
24 hour Regional Contact for Emergencies

RCC Boston Commander
1st CG District (617) 223-8555
Boston, MA
NOAA’s navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers.

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry. To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward on navigable waters except Western Rivers

For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at http://www.navcen.uscg.gov.
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. See Note on page 5.
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 radio telephone frequencies are published in 33 CFR 119, 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.

CAUTION
BASCULING BRIDGE CLEARANCES
For bascule bridges, whose spans do not open on a full lift or vertical position, unaided 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.

Note: Chart grid lines are aligned with true north.
# Passaic and Hackensack Rivers

## Sounding Data

**Soundings in Feet**

**At Mean Lower Low Water**

### Additional Information

- Mercator Projection
- Scale: 1:20,000 at Lat. 40°47'
- North American Datum of 1983
- World Geodetic System 1984

### Table of Soundings

<table>
<thead>
<tr>
<th>Place</th>
<th>Datum</th>
<th>Mean Low Water</th>
<th>Mean High Water</th>
<th>Mean High Water (in feet)</th>
</tr>
</thead>
</table>

### Abbreviations

- **ADM**: Admiralty
- **Ber**: Benchmark
- **C**: Chart
- **Fl**: Lighthouse
- **Gr**: Grade
- **G**: Green
- **H**: Horizontal
- **I**: Intermediate
- **M**: Morning
- **M**: Mile
- **N**: Noon
- **NS**: North-South
- **O**: Ocean
- **O**: Ocean Floor
- **P**: Promo
- **Q**: Quarter
- **R**: Right
- **S**: South
- **T**: Tidal
- **U**: Union
- **W**: West
- **W**: Weather
- **Y**: Yellow

### Special Notes

- Heights in feet above Mean High Water.
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.

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.

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References
- Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
- Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
- Chart and chart related inquiries and comments — http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
- Chart updates (LNMI and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
- Tides and Currents — http://tidesandcurrents.noaa.gov
- National Data Buoy Center — http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/
- National Hurricane Center — http://www.nhc.noaa.gov/
- Pacific Tsunami Warning Center — http://ptwc.weather.gov/
- Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm

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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.

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