BookletChart™

East River –
Tallman Island to Queensboro Bridge
NOAA Chart 12339

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
- Compiled by NOAA’s Office of Coast Survey, the nation’s chartmaker
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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12339

(Selected Excerpts from Coast Pilot)

East River is a 14-mile-long tidal strait that connects Long Island Sound with New York Upper Bay and separates the western end of Long Island from the New York mainland. The Sound entrance is between Throgs Neck and Willets Point; the Upper Bay entrance is between The Battery and Governors Island. Hell Gate, about halfway between Throgs Neck and The Battery, is noted for its strong tidal currents. Harlem River extends northward from Hell Gate to the Hudson River. Both sides of the East River, from The Battery to Port Morris, a distance of 9 miles, present an almost continuous line of wharves except where shoals or currents prevent access.

Mariners transiting East River in the vicinity of Rikers Island and/or South Brother Island Channel are advised of the following: East River Main Channel Lighted Buoy 5 has been established northeast of Rikers Island in 40°47’47"N., 73°51’59"W. to assure that no vessel penetration of air space exists over that portion of the East River which coincides with the glide path of the northeast-southwest runway of La Guardia Airport. Vessels with mast heights in excess of 125 feet shall pass 100 yards to the north of this buoy so as to avoid interference with the glide path.

In East River the flood current sets eastward and the ebb sets westward. Note: this is the direct opposite of conditions in Long Island Sound where the flood is generally westward and the ebb eastward.

The velocity of current is 0.7 knot at Throgs Neck, 1.6 knots at Port Morris, 4 knots in Hell Gate, 3 knots at Brooklyn Bridge, and 1.5 knots north of Governors Island. In Hell Gate (off Mill Rock) the velocity is 3.4 knots for the eastward current and 4.6 knots for the westward current. The direction and velocity of the currents are affected by winds which may increase or diminish the periods of flood or ebb. The currents generally set with the channel, but heavy swirls are found in Hell Gate.

In October 1991, tidal currents in Hell Gate were reported to deviate significantly from official predictions published by the National Ocean Service. Mariners should exercise caution and discretion in the use of published tidal current predictions. Also, previously available Tidal Current Charts for New York Harbor have been withdrawn.

The town of College Point is south of the point and on the east side of the entrance to Flushing Bay. The wharves on the west side of the town have depths alongside ranging from ½ to 10 feet. The shallow bight north of the town has depths of 2 to 5 feet and is used as a small-boat anchorage. Several small-craft facilities are at College Point. Marine railways to 45 feet, mobile cranes to 35 tons, water, ice, marine supplies, storage, and hull and engine repairs are available.

Caution.—Mariners transiting East River in the vicinity of Rikers Island and/or South Brother Island Channel are advised of the following: East River Main Channel Lighted Buoy 5 has been established northeast of Rikers Island in 40°47’47"N., 73°51’59"W. to assure that no vessel penetration of air space exists over that portion of the East River which coincides with the glide path of the northeast-southwest runway of La Guardia Airport. Vessel with mast heights in excess of 125 feet shall pass 100 yards to the north of this buoy so as to avoid interference with the glide path.

Vessels transiting South Brother Island Channel and using the turning basin at its southern terminus shall ballast prior to entry, and are cautioned that mast heights in excess of 125 feet may penetrate the glide path to the northwest-southeast runway to La Guardia Airport. If mast heights cannot be lowered below 125 feet, La Guardia Air Traffic Control shall be notified by telephone (212-779-0242) prior to terminal departure or channel entry.

Currents.—In East River the flood current sets eastward and the ebb sets westward. Note: this is the direct opposite of conditions in Long Island Sound where the flood is generally westward and the ebb eastward. The velocity of current is 0.7 knot at Throgs Neck, 1.6 knots at Port Morris, 4 knots in Hell Gate, 3 knots at Brooklyn Bridge, and 1.5 knots north of Governors Island. In Hell Gate (off Mill Rock) the velocity is 3.4 knots for the eastward current and 4.6 knots for the westward current. The direction and velocity of the currents are affected by strong winds which may increase or diminish the periods of flood or ebb. The currents generally set with the channel, but heavy swirls are found in Hell Gate.

U.S. Coast Guard Rescue 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

PORT SIDE
ODD NUMBERED AIDS
- GREEN LIGHT ONLY
- FLASHING (2)
- FLASHING OCCULTING
- QUICK FLASHING
- ISO

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
- PREFERRED CHANNEL TO STARBOARD TOPMOST BAND GREEN
- GREEN LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
- PREFERRED CHANNEL TO PORT TOPMOST BAND RED
- RED LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

STARBORD SIDE
EVEN NUMBERED AIDS
- RED LIGHT ONLY
- FLASHING (2)
- FLASHING OCCULTING
- QUICK FLASHING
- ISO

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
This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:14285. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
### Bronx River Channel (C898)

<table>
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<th>Reach</th>
<th>Elevation (feet MSL)</th>
<th>Length (feet)</th>
<th>Date of Survey</th>
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<tbody>
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<td>500</td>
<td>1/20/98</td>
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<tr>
<td>Reach B</td>
<td>108.3</td>
<td>500</td>
<td>1/20/98</td>
</tr>
<tr>
<td>Reach C</td>
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<td>1/20/98</td>
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**Note:** Consult the Corps of Engineers for changes subsequent to the above information.

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**Rikers Island**

**Note C:**
- Vessels with mast heights in excess of 125 feet shall pass 150 yards to the north of East River Main Channel Lighted Buoy 5 so as to avoid vessel interference with aircraft on the glide path to the northeast-southeast compass of La Guardia Airport.
- Vessels entering South Brother Island Channel and using the turning basin in its southern terminus shall follow prior to entry, and are cautioned that mast heights in excess of 125 feet may penetrate the glide path to the northeast-southeast runway to La Guardia Airport. If mast heights cannot be lowered below 150 feet, La Guardia's Air Traffic Control personnel will be notified by phone prior to terminal departure or channel entry.

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**Printed at reduced scale.**

1:10,000

**See Note on page 5.**

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**Chart Grid lines are aligned with true north.**
Joins page 4
SOUNDWATER INLET
AT MEAN LOWER LOW WATER

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

Tidal Information

<table>
<thead>
<tr>
<th>NAME</th>
<th>Mean Higher High Water</th>
<th>Mean Lower Low Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Brother Island</td>
<td>4 (5.417, 0.823)</td>
<td>2.7</td>
</tr>
</tbody>
</table>

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. 
See Note on page 5.
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/ids/inquiry.aspx?frompage=ContactUs
- Chart updates (LNM 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

**Twitter** — For the latest news from Coast Survey, follow @NOAAnCharts

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.