Hudson River – Days Point to George Washington Bridge
NOAA Chart 12341

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=12341

(Selected Excerpts from Coast Pilot)

Hudson River, sometimes called North River in New York City, has its source in the Adirondack Mountains, about 275 miles along its course from a junction with East River at The Battery, N.Y., and flows in a general southerly direction into New York Upper Bay. Troy Lock and Dam, 134 miles above The Battery, permits vessels to pass from tidewater to the upper river and the New York State Canal System. The river water is usually fresh as far south as Poughkeepsie, halfway from Troy Lock and Dam to The Battery.

New York City extends along the eastern bank of Hudson River for a distance of about 14 miles above The Battery. For about 5 miles northward from The Battery, the New York waterfront is an almost continuous line of wharves and piers, some of which can accommodate the largest transatlantic liners. On the opposite side of Hudson River from New York City are Jersey City, Hoboken, Weehawken, Guttenberg, Hudson Heights, Edgewater, and Fort Lee; this entire stretch of about 9 miles is lined with piers. The limiting bridge clearance over the lower Hudson River is 139 feet, at the Tappan Zee Bridge (IS 87/287).

Seasonal buoyage.—The lighted buoys marking the Hudson River channel are replaced during the winter by smaller lighted ice buoys or unlighted buoys.

Anchorage.—General anchorages begin 5 miles above The Battery and extend upriver for about 10 miles. (See 110.1 and 110.155, chapter 2, for limits and regulations.) Vessels proceeding from New York to Albany occasionally anchor overnight in the vicinity of Kingston, 79 miles above The Battery and 47 miles below Albany, to await daylight hours for passing through the constricted part of the river.

A buoys anchorages, 400 feet wide and 2,400 feet long, is on the east side of the channel just above Stuyvesant (42°23'22"N., 73°46'53"W.) about 15 miles below Albany.

Dangers.—Numerous fishtraps are planted each spring, usually from about mid-March to mid-May, during the seasonal run of shad to the spawning grounds in the upper Hudson. The charts show the fishtrap areas in the 30-mile stretch beginning about 5 miles above The Battery and extending upriver to Stony Point; Corps of Engineers permits are required for the placing of shad nets and poles in the charted areas. Outer limits of the nets usually are marked by flags during the day and by lights during the night. Caution is advised when navigating a fishtrap area because broken-off poles from previous traps may remain under the surface.

Navigation of the river is easy as far north as Kingston, but above Kingston it is more difficult because of the numerous steep-to shoals and middle grounds. In general tides are apt to follow the shoreline which is most favorable as regards wind and current; with a strong northwest wind, tides will follow the west shore regardless of the direction in which they are traveling.

Tides.—The tides in Hudson River are affected by freshets, winds, and droughts.

Currents.—The currents in Hudson River are influenced by the same variables that affect the tides. The times of slack water and the velocities and durations of flood and ebb are subject to extensive changes; the times of strengths are less likely to be affected. The currents usually set fair with the channels except in the vicinities of bends and wharves. Velocities of currents are 1.4 knots flood and 1.4 knots ebb northwest of The Battery, 1.6 and 2.2 knots at George Washington Bridge, 0.9 and 1.1 knots at Newburgh, 1.1 and 1.2 knots at Poughkeepsie, 1.3 and 1.6 knots at Kingston, and 0.3 knot flood and 0.8 knot ebb at Albany. Near Troy Lock and Dam, the current does not flood and the ebb has a velocity of 0.7 knot. These values are for the summer when the freshwater discharge is at a minimum.

Freshets.—During March, April, and May, freshets have reached heights above normal high water of as much as 18 feet at Albany and 25 feet at Troy Lock and Dam. At the time of the larger freshets the tide may be completely masked. During the smaller freshets, the flood current disappears and the ebb current has a velocity of about 1.5 knots. The larger freshets produce an ebb current that varies from 1.5 to nearly 5 knots depending on the size of the freshet and the stage of the tide.
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
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 Guard.

SOURCE
A 1990-2013 NOS Surveys full bottom coverage
B4 1990-1999 NOS Surveys partial bottom coverage
B5 Pre-1990 NOS Surveys partial bottom coverage

Note: Chart grid lines are aligned with true north.
WARNING
The paddletail no wake zone will not apply to navigation, particularly on floating
gear. Chief Light List and U.S. Coast Pilot.

CAUTION
SUBMARINE PIPELINES AND
CABLES are shown in green on this chart. All submarine pipelines and
cables may exist within 50 ft of the bottom. Any submarine pipelines that were
ever buried may become exposed. Mariners should use caution when operating
craft in shallow water. These pipelines and cables may exist; anchoring,
dragging, or positioning of vessels may damage these pipelines and cables.

Siphon wells may be marked by unlighted buoys.

NOTE A
Navigation regulations published in Coast Pilot A. Additional regulations are
published in the Notice to Mariners. Information may be obtained by calling
the Coast Guard District Office in the area of the pipeline or cable.

NOTE B
A no-discharge zone is established in accordance with 40 C.F.R.

The State of New York waters in the vicinity of the Battery in Manhattan to the Federal
District designated a no-discharge zone (NDD). Under the Clean Water Act, Sect. 301
prohibits discharging of any污水 untreated into the waters. All vessels with
minimum sanitation devices (MSD) that are not anchored, or moored within the
no-discharge zone (NDD) shall not discharge treated or untreated wastewater into
the navigable waters.
NOTES

Navigation regulations are published in Chapter 2, U.S. Coast Guard 46 CFR Part 1. Additional or revised to Chapter 3 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commandant, 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 regulations section numbers.

NOTE

NO DISCHARGE ZONE: 40 CFR 144

The State of New York waters in the Hudson River from the Battery in Manhattan to the Federal Dam at Troy are designated 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 certain in the U.S. Coast Guard.

Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/cwworeg/does/NDZ/NDZ/NDZ.html.

PROJECT DEPTHS

Channel legends and tabulated data, where indicated, reflect the U.S. Army Corps of Engineers chart data. The channel may be significantly shallower, particularly at the edges.

For detailed channel information and minimum depths as recorded by USCG, use NOAA Electronic Nautical Charts (ENC). USCG surveys and chart correction reports are available at http://navigation.uscg.mil/Survey1/html.

RADAR REFLECTORS

Radar reflectors have been placed on many traveling aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

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

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot if important supplemental information.

NAME: WEATHER RADIATION

Mean Higher High Water: 4.9
Mean High Water: 4.8
Mean Lower Low Water: 0.3

ORIGIN: Union City, Hudson River (41°56'37"N/74°06'05"W)

Direction: Within 4+ miles at site. Site indicates variable direction and speed. For this station, real time water levels, tide predictions, and tidal current predictions are available on the internet from http://dynamic.tides.noaa.gov.

(For 2011)

ABBRIVATIONS: (For complete list of Symbols and Abbreviations, see Chart No. 1)

AID TO NAVIGATION: lights are visible (urban areas otherwise indicated).

46° 57' 32" N 73° 58' 56" W

Scale in Feet - 1:10,000

Hudson River, Days Point to George Washington Bridge

SOUNDINGS IN FEET - SCALE 1:10,000

12341

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

: 162.550 MHz

1800-024-8982 (24 hr), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

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

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

73° 58' 56" W

73° 58' 56" W

988 KM N 4000 M
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](http://www.nauticalcharts.noaa.gov)
- Chart updates (LNMs and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — [http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm](http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm)
- Tides and Currents — [http://tidesandcurrents.noaa.gov](http://tidesandcurrents.noaa.gov)
- Contact Us — [http://www.nauticalcharts.noaa.gov/staff/contact.htm](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.

NOAA’s Office of Coast Survey
The Nation’s Chartmaker