BookletChart™

Hudson River –
George Washington Bridge to Yonkers
NOAA Chart 12345

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/nds/searchbychart.php?chart=12345

(Selected Excerpts from Coast Pilot)

From Fort Lee, N.J., the rocky cliffs of Palisades State Park and adjoining Tallman Mountain State Park extend up the west side of the river for about 12 miles to Piermont, N.Y. The Palisades are 300 to 500 feet high and in places are thickly wooded with scrub.

Tubby Hook, Mile 11E, has several small-boat landings.

Spuyten Duyvil Creek, entered at Mile 12E, is marked by the railroad swing bridge over the mouth. The creek is the Hudson River entrance to Harlem River, which is described in chapter 9. Currents are swift and erratic around the mouth of the creek.

Englewood Boat Basin, on the New Jersey side opposite Spuyten Duyvil Creek, has depths of 3 to 5 feet and can accommodate craft to 50 feet long; berths, gasoline, diesel fuel, and water are available.

Yonkers, Mile 16E, adjoins the north side of New York City. Waterborne commerce is in petroleum products, sugar and syrup products, cement, sand, and other building materials. A sugar refining plant (40°55'41"N., 73°54'21"W.) has a 400-foot marginal wharf with depths of 28 to 30 feet alongside and a deck height of 10 feet. The plant has 20,000 tons of covered storage and is served by a conveyor system with two 20-ton hoppers for the receipt of raw sugar. Vessels berth outboard of two floating cranes moored at the face of the wharf.

The U.S. Volunteer Life Saving Corporation maintains small craft at Yonkers for search and rescue work.

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

Dangers.—Numerous fish traps 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 tows are apt to follow the shoreline which is most favorable as regards wind and current; with a strong northwest wind, tows 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.

Spuyten Duyvil Creek, entered at Mile 12E, is marked by the railroad swing bridge over the mouth. The creek is the Hudson River entrance to Harlem River, which is described in chapter 9. Currents are swift and erratic around the mouth of the creek.

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

RCC Boston Commander
1st CG District (617) 223-8555
Boston, MA
Lateral System As Seen Entering From Seaward
on navigable waters except Western Rivers

PORT SIDE
ODD NUMBERED AIDS

- GREEN LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING

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)

STARBOARD SIDE
EVEN NUMBERED AIDS

- RED LIGHT ONLY
- FLASHING (2)
- 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

To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/
SON RIVER
GTON BRIDGE TO YONKERS

Mercator Projection
Scale 1:10,000 at Lat. 40°54'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
T MEAN LOWER LOW WATER

Note: Chart grid lines are aligned with true north.
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.nrd.noaa.gov/ids/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
Marine Forecasts — http://www.nws.noaa.gov/om/marine/home.htm
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

For the latest news from Coast Survey, follow @NOAAcharts

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