Formerly C&GS 1108, 1st Ed., May 1913. C-1944-823

Nautical Chart Catalog No. 1, Panel C

UNITED STATES - EAST COAST

APPROACHES TO NEW YORK

NANTUCKET SHOALS TO FIVE FATHOM BANK

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL
9960 ..... 99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station designators)
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary
EXAMPLE: 9960-X

RATES ON THIS CHART

9960-W 9960-X 9960-Y

The Loran-C correction tables published by the Defense Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

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 areas shown. Only those 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.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to this datum may be plotted directly. It will not require conversion to NAD 83 for plotting on this chart.

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.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense Mapping 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)

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

Aids to Navigation (lights are white unless otherwise indicated)

AERO aeronautical
Bn beacon
Bell bell
Bk black
Bn beacon
C can
Dia diaphone
F fixed
Fl flashing
G green
Gp group
Ho hour
Int intensified
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
Obscd obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
sec seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics

Blds boulders
Co coral
Cy clay
Gy gravel
Grs grass
gy grey
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous

ADM admonished
ED existence doubtful
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

AIDS TO NAVIGATION

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

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.

NONDANGEROUS WRECKS

Nondangerous wrecks shown on charts 12326 and 12214 have been omitted from this chart. The limits of charts 12326 and 12214 are shown in purple.

NOTE B
DANGER AREA

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

NOTE C

The traffic lanes for the Delaware approach are on chart 12214.

Mercator Projection
Scale 1:400,000 at Lat. 40°
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS AT MEAN LOWER LOW WATER

(For offshore navigation only)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

Lights are limited to winter months or when assigned by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 2 and 3. Amendments to the regulations are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, Mass.; or the 5th Coast Guard District in Portsmouth, Va. or at the Offices of the District Engineer, Corps of Engineers in Waltham, Mass., the District Engineer, Corps of Engineers in New York, N.Y. and Philadelphia, Pa.

Refer to charted regulation section numbers.

NOTE E
TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to New York Harbor, Narragansett Bay and Buzzards Bay, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are established to provide safe distance between the traffic lanes free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.

NOTE F
TORPEDO RANGE

A 2-mile-wide restricted area extends from the northern limits of the Narragansett Bay Approach traffic separation zone to 41°24'42". This restricted area within the precautionary area will only be closed to vessel traffic during periods of daylight and optimum weather conditions for torpedo range use. Consult Chapter 6, U.S Coast Pilot 2, for additional information.

PRECAUTIONARY AREAS

Traffic within the Precautionary Areas may consist of vessels making the transition between the established traffic lanes off Sandy Hook Channel and one of the established traffic lanes; or vessels operating between Narragansett Bay and Buzzards Bay and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within these areas. The normal Pilot Cruising Area is outlined by a triangular magenta band.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

NOTE D
TRAFFIC SEPARATION SCHEME

Recommended traffic lanes have been established for the approaches to Boston Harbor. See charts 13267 and 13200.

NOTE F
AREA TO BE AVOIDED

All vessels carrying cargoes of oil or hazardous materials and all other vessels of more than 1,600 gross tons should avoid the area (MSC IMCO XLIII/18).

INDEX TO NEXT LARGER SCALE CHARTS

ATLANTIC OCEAN

For detailed information use large scale charts see catalog No. 1

LORAN LINEAR INTERPOLATOR

Great circle sailing: 78 41 yrs N. ✈ 128.00 yrs W.

35th Ed., Oct. 16/93

12300
LORAN-C OVERPRINTED

CAUTION
This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Director, Coast and Geodetic Survey (N/CG22), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3233.

For OMEGA coverage see reverse side

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

SOUNDINGS IN FATHOMS

12300
LORAN-C OVERPRINTED

(Approaches to New York)

SOUNDINGS IN FATHOMS - SCALE 1:400,000

DMA 12300 # 12NC012300 ES # 35