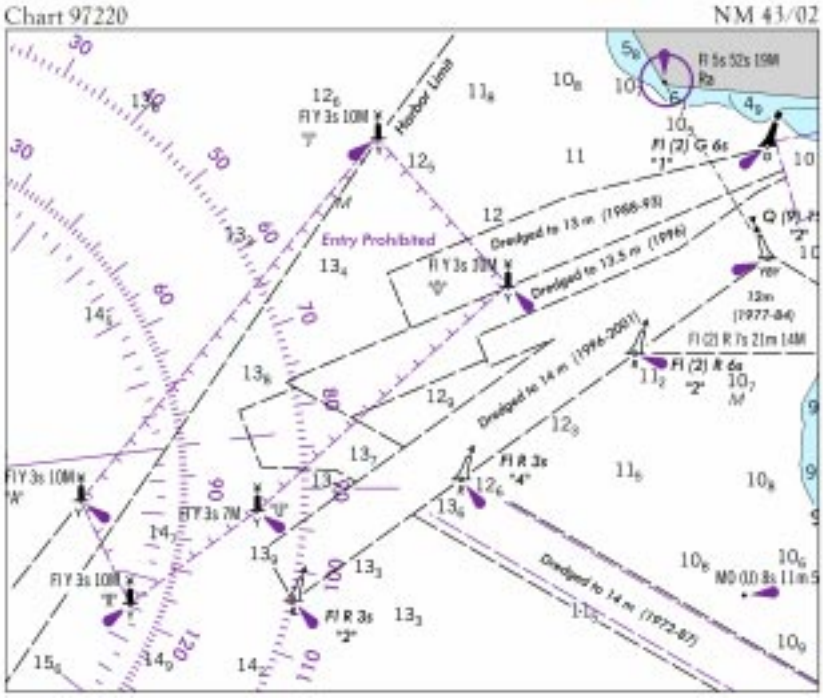
Chart 97220
NM 43/02
Harbor Limit
Entry Prohibited
Dredged to 13 m (1988-93)
Dredged to 13.5 m (1996)
Dredged to 14 m (1994-2001)
Dredged to 14 m (1972-87)
Fl Y 3s 10M
Fl (2) G 6s
Fl (2) R 6s
Fl R 3s
Fl Y 3s 7M
Fl 5s 52s 19M
Fl (2) R 7s 21m 14M
Mo (U) 8s 11m 5

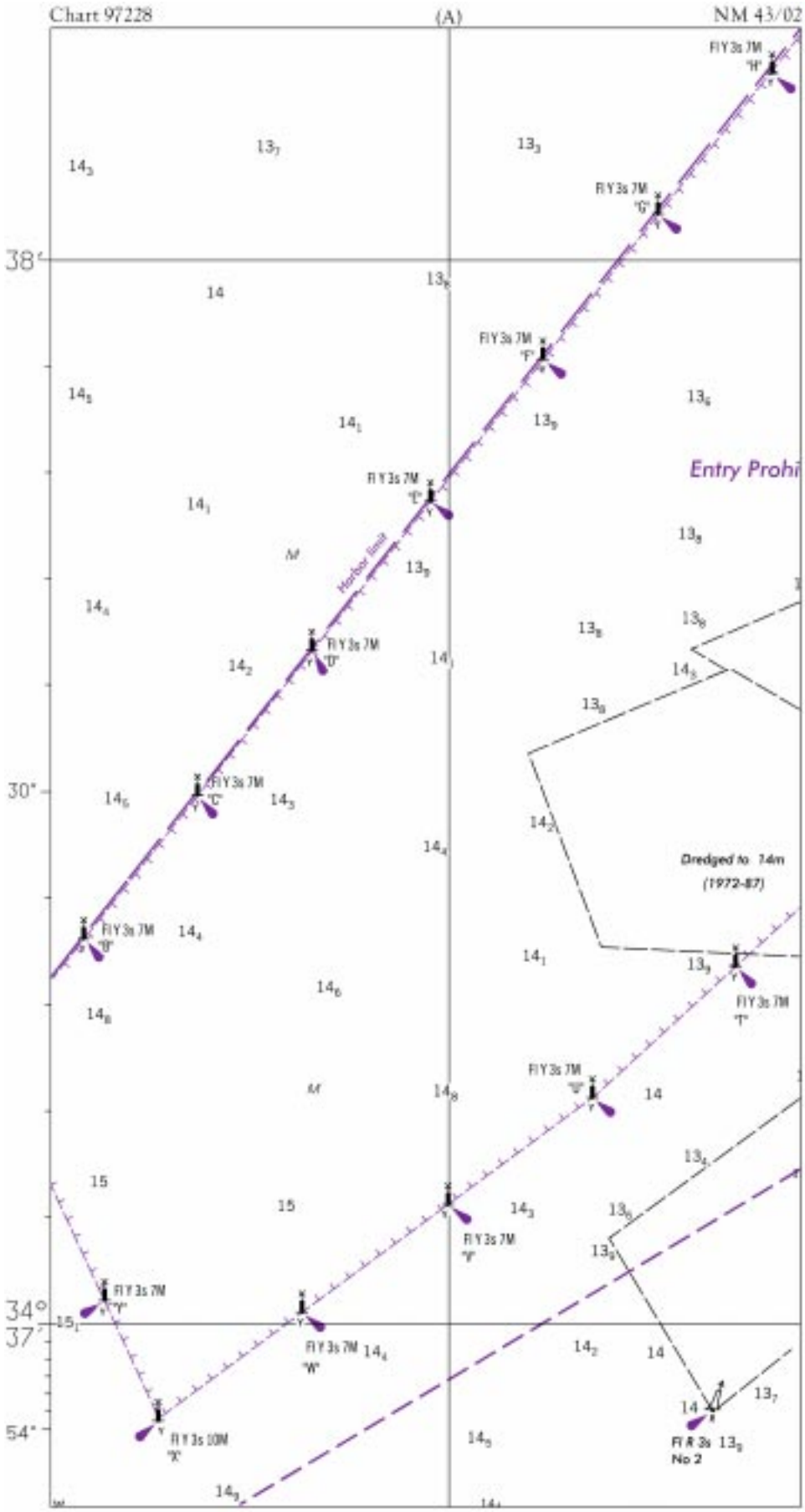
Chart 97228
(A)
NM 43/02
38'
30'
34°
37'
54°
Entry Prohi
Harbor limit
Dredged to 14m
(1972-87)
Fl Y 3s 7M
Fl Y 3s 10M
Fl R 3s
No 2

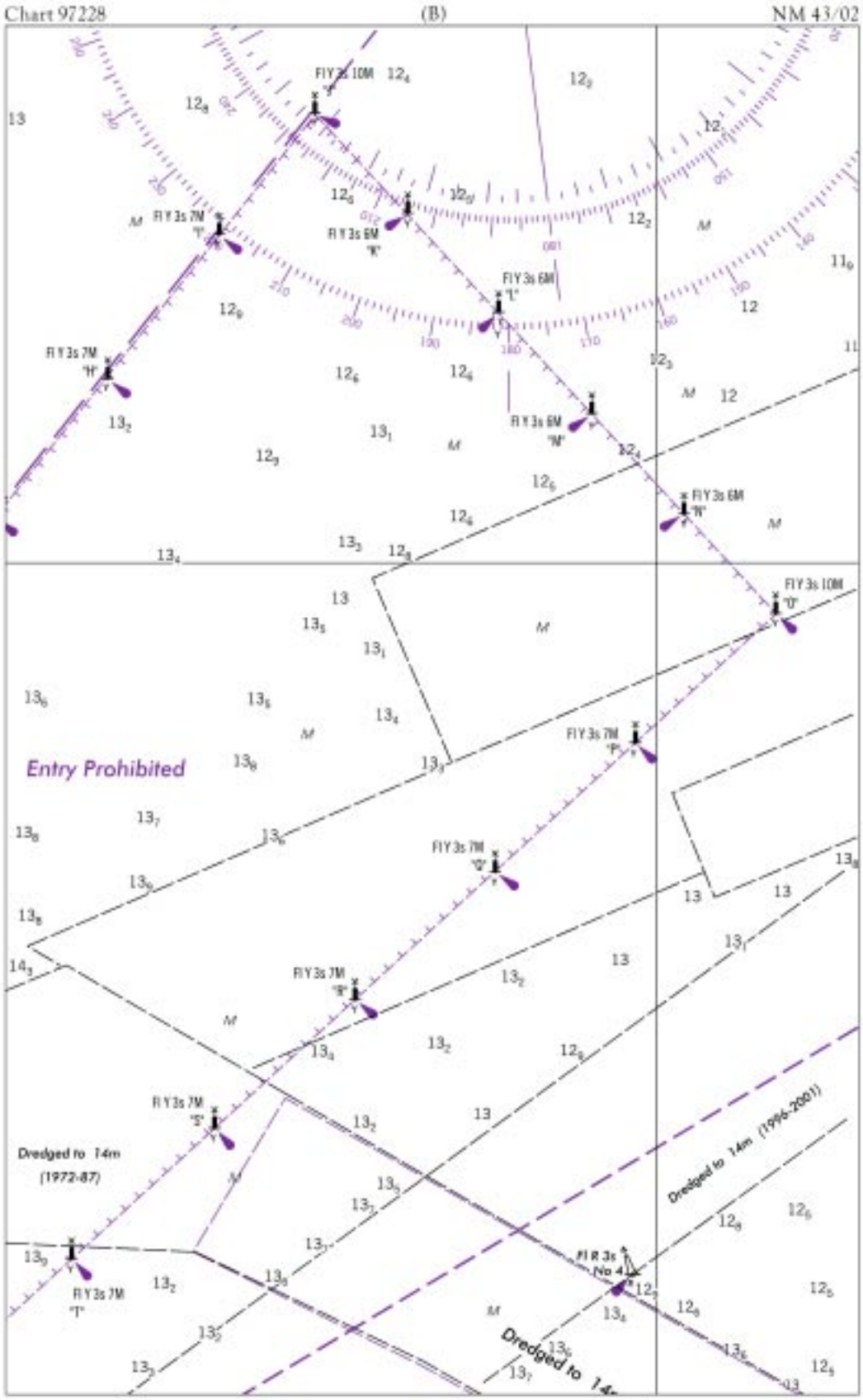
Chart 97228
(B)
NM 43/02
Entry Prohibited
Dredged to 14m
(1972-87)
Dredged to 14m (1996-2001)
Dredged to 14
FlY 3s 10M
FlY 3s 7M
FlY 3s 6M
FlR 3s
No 4

Chart 11344 NM 43/02

CALCASIEU PASS AND RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2002

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BAR CHANNEL	30.0	39.0	39.0	26.0	8-02	800	19.1	42
JETTY CHANNEL TO (29°46'00.0"N, 93°20'40.0"W)	31.0	44.0	47.0	48.0	6-01	400	1.4	40
THENCE TO A POINT (29°52'00.0"N, 93°20'43.0"W)	22.0	38.0	40.0	36.0	7-01; 9-01; 10-01	400	6.0	40

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11347 (Side A) NM 43/02

CALCASIEU PASS AND RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2002

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BAR CHANNEL	30.0	39.0	39.0	26.0	8-02	800	19.1	42
JETTY CHANNEL TO (29°46'00.0"N, 93°20'40.0"W)	31.0	44.0	47.0	48.0	6-01	400	1.4	40
THENCE TO A POINT (29°52'00.0"N, 93°20'43.0"W)	22.0	38.0	40.0	36.0	7-01;9-01;10-01	400	6.0	40
THENCE TO A POINT (29°58'00.0"N, 93°20'10.0"W)	35.0	40.0	41.0	36.0	1-02	400	6.0	40
THENCE TO A POINT (A) (30°04'00.0"N, 93°19'38.0"W)	37.0	40.0	40.0	37.0	1-02	400	6.0	40
THENCE TO A POINT (B) (30°09'00.0"N, 93°19'58.0"W)	34.0	38.0	39.0	33.0	7-01;1-02	400	5.0	40
THENCE TO 210 BRIDGE	35.0	39.0	36.0	35.0	2-02	400	4.4	40
THENCE TO END OF 400 CHANNEL (30°13'09.0"N, 93°15'08.0"W)	30.0	39.0	39.0	34.0	2-02	400	2.0	40

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11347 (Side B) NM 43/02

CALCASIEU PASS AND RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2002

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BAR CHANNEL	30.0	39.0	39.0	26.0	8-02	800	19.1	42
JETTY CHANNEL TO (29°46'00.0"N, 93°20'40.0"W)	31.0	44.0	47.0	48.0	6-01	400	1.4	40
THENCE TO A POINT (29°52'00.0"N, 93°20'43.0"W)	22.0	38.0	40.0	36.0	7-01;9-01;10-01	400	6.0	40
THENCE TO A POINT (29°58'00.0"N, 93°20'10.0"W)	35.0	40.0	41.0	36.0	1-02	400	6.0	40
THENCE TO A POINT (A) (30°04'00.0"N, 93°19'38.0"W)	37.0	40.0	40.0	37.0	1-02	400	6.0	40
THENCE TO A POINT (B) (30°09'00.0"N, 93°19'58.0"W)	34.0	38.0	39.0	33.0	7-01;1-02	400	5.0	40
THENCE TO 210 BRIDGE	35.0	39.0	36.0	35.0	2-02	400	4.4	40
THENCE TO END OF 400 CHANNEL (30°13'09.0"N, 93°15'08.0"W)	30.0	39.0	39.0	34.0	2-02	400	2.0	40

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11353 NM 43/02

MISSISSIPPI RIVER - GULF OUTLET CHANNEL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2002

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	WIDTH (FEET)	DATE OF SURVEY
LT. BUOY 1 (29°25'27"N, 88°59'31"W) TO LT. BUOY 20	29.0	37.0	24.0	600	8-02
THENCE TO END OF JETTY OPPOSITE LIGHT 62	33.0	37.0	32.0	500	8-02

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

Chart 11363 NM 43/02

MISSISSIPPI RIVER - GULF OUTLET CHANNEL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2002

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	WIDTH (FEET)	DATE OF SURVEY
LT. BUOY 1 (29°25'27"N, 88°59'31"W) TO LT. BUOY 20	29.0	37.0	24.0	600	8-02
THENCE TO END OF JETTY OPPOSITE LIGHT 62	33.0	37.0	32.0	500	8-02
THENCE TO INTERSECTION WITH G. I. W. W.	24.0	31.0	21.0	500	3,4,8-02
THENCE TO INNER HARBOR NAVIGATION CANAL	25.0	28.0	28.0	500	4-02

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

Chart 11364 NM 43/02

MISSISSIPPI RIVER - GULF OUTLET CHANNEL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2002

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	WIDTH (FEET)	DATE OF SURVEY
LT. BUOY 1 (29°25'27"N, 88°59'31"W) TO LT. BUOY 20	29.0	37.0	24.0	600	8-02
THENCE TO END OF JETTY OPPOSITE LIGHT 62	33.0	37.0	32.0	500	8-02
THENCE TO INTERSECTION WITH G. I. W. W.	24.0	31.0	21.0	500	3,4,8-02
THENCE TO INNER HARBOR NAVIGATION CANAL	25.0	28.0	28.0	500	4-02

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

Chart 11369 NM 43/02

MISSISSIPPI RIVER - GULF OUTLET CHANNEL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2002

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	WIDTH (FEET)	DATE OF SURVEY
LT. BUOY 1 (29°25'27"N, 88°59'31"W) TO LT. BUOY 20	29.0	37.0	24.0	600	8-02
THENCE TO END OF JETTY OPPOSITE LIGHT 62	33.0	37.0	32.0	500	8-02
THENCE TO INTERSECTION WITH G. I. W. W.	24.0	31.0	21.0	500	3,4,8-02
THENCE TO INNER HARBOR NAVIGATION CANAL	25.0	28.0	28.0	500	4-02

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

Chart 11503 NM 43/02

FERNANDINA HARBOR

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2002 AND SURVEYS TO JULY 2002

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
QUARANTINE REACH	35.2	400-1100	7-02
OLD TOWN REACH	32.8	400-560	7-02
SEABOARD REACH	34.9	400	7-02
CITY FRONT REACH	20.5	300	7-02
RAYONIER REACH	8.2	300	7-02

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

Chart 12313 NM 43/02

SCHUYLKILL RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO APR 2002

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT SCHUYLKILL RIVER DATUM					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
1	31.7	32.0	34.3	3-02	400	0.32	33
2	31.5	31.1	30.9	3-02	400	0.34	33
3	29.3	31.4	30.9	3-02	400	0.18	33
4	30.9	32.8	31.9	3-02	400	0.11	33
5	31.8	32.7	32.2	3-02	300	0.30	33
6	34.7	33.6	33.0	4-02	325	0.21	33
7	32.8	32.3	31.4	4-02	300	0.31	33
8	32.2	32.7	31.7	4-02	300	0.15	33
9	31.6	32.0	32.3	4-02	300	0.31	33
10	34.6	35.9	35.2	4-02	325	0.09	33
11	34.2	35.7	35.8	4-02	350	0.05	33
12	31.9	32.8	35.1	4-02	350	0.05	33
13	29.7	32.9	34.5	4-02	325	0.07	33
14	32.5	33.8	34.1	4-02	300	0.14	33
15	29.9	33.8	33.8	4-02	325	0.08	33
16	28.9	31.3	34.6	4-02	350	0.08	33
17	30.9	32.1	33.2	4-02	325	0.06	33
18	28.3	29.1	32.5	4-02	300	0.45	33
19	22.8	30.8	33.1	4-02	200	0.08	33-26
20	27.6	34.0	28.9	4-02	250	0.05	26
21	29.8	22.4	24.6	4-02	250	0.04	26
22	26.6	22.4	18.1	4-02	250	0.06	26
23	24.2	16.8	14.1	4-02	200	0.21	26
24	29.8	23.0	14.7	4-02	250	0.06	26
25	29.3	19.8	12.8	4-02	250	0.09	26
26	28.2	17.1	11.7	4-02	250	0.09	26
27	24.8	19.0	12.1	4-02	225	0.12	26
28	19.3	15.1	12.6	4-02	200	0.10	26
29	14.0	14.4	13.6	4-02	200	0.23	26-22
30	14.1	15.3	16.8	4-02	200	0.30	22
31	23.8	18.3	16.3	4-02	200	0.10	22
32	20.7	17.8	14.3	4-02	200	0.26	22
33	24.5	12.5	10.7	4-02	200	0.10	22
34	20.4	18.1	13.7	4-02	250	0.07	22
35	23.9	17.1	12.8	4-02	250	0.08	22
36	23.1	16.4	13.4	4-02	250	0.08	22
37	20.8	22.5	19.6	4-02	250	0.06	22
38	14.5	14.7	16.4	4-02	225	0.13	22

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 12327 NM 43/02

ARTHUR KILL, KILL VAN KULL, NEWARK BAY,
PASSAIC AND HACKENSACK RIVERS CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS-
REPORT OF JUL 2002 AND SURVEYS TO APR 2002

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
ARTHUR KILL (OUTERBRIDGE REACH TO N. OF SHOOTERS I. REACH)	A22.1	800-500	9-01; 3-02
KILL VAN KULL (CONSTABLE HOOK REACH TO BERGEN PT. WEST REACH)	36.3	2000-800	10-01; 4-02
S. OF SHOOTERS I. REACH	B5.0	400	8-90
NEWARK BAY (NEWARK BAY S. REACH TO DROYERS PT. REACH)	C18.7	1750-300	12-01
PASSAIC RIVER (KEARNY PT. REACH TO ARLINGTON REACH)	D0.7	300-200	2-00; 11-01
HACKENSACK RIVER (DROYERS PT. REACH TO TURNING BASIN)	14.9	300-800	12-01

A. A DEPTH OF 34.1 FEET WAS AVAILABLE IN THE MIDDLE HALF.
B. OBSTUCTIONS INTERSPERSED IN THE TWO RIGHT QUARTERS. THERE IS A MINIMUM DEPTH OF 5.9 FEET OVER WRECKAGE.
C. A DEPTH OF 21.9 FEET WAS AVAILABLE IN THE MIDDLE HALF, EXCEPT FOR SHOALING TO 8.4 FT AT 40° 42' 11.4" N 74° 06' 56.1" W.
D. A DEPTH OF 4.2 FEET WAS AVAILABLE IN THE MIDDLE HALF.

NOTE 1. SEE LARGE SCALE CHARTS FOR MORE DETAIL OF REACHES.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

Chart 12331 NM 43/02

RARITAN BAY, ARTHUR KILL AND RARITAN RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2002 AND SURVEYS TO MAR 2002

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
RARITAN BAY WEST REACH	33.4	39.1	39.2	33.9	4,9-01	600	2.4	35
SEGUINE POINT BEND	28.5	35.1	38.4	29.7	9-01	600-800	1.2	35
RED BANK REACH	34.0	40.3	40.5	34.2	9-01	600	1.2	35
WARD POINT BEND (EAST)	31.5	38.7	36.9	27.6	9,12-01	600-800	1.1	35
WARD POINT BEND (WEST)	35.0	35.0	35.0	33.8	9,12-01	600-800	0.8	35
OUTERBRIDGE REACH	34.4	34.7	35.9	35.9	9-01; 3-02	600-800	0.8	35
PORT SOCONY REACH	31.9	35.0	35.6	33.4	3-02	600-800	0.8	35
PORT READING REACH	22.1	35.0	35.2	27.7	3-02	500	1.8	35
FRESH KILLS REACH	29.0	35.2	36.5	33.9	3-02	500	1.8	35
RARITAN RIVER CUTOFF	16.7	19.3	19.3	11.6	3-99	600-1100	1.0	20
WARD POINT SECONDARY CHANNEL	23.6	22.7	22.5	21.9	3-91	400	0.9	30
GREAT BEDS REACH	24.6	25.7	25.3	25.2	6-01	300	0.6	25
SOUTH AMBOY REACH	24.4	23.1	22.8	23.6	6-01	300	1.2	25

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 12332 NM 43/02

RARITAN BAY, ARTHUR KILL AND RARITAN RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2002 AND SURVEYS TO MAR 2002

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
WARD POINT BEND (EAST)	31.5	38.7	36.9	27.6	9,12-01	600-800	1.1	35
WARD POINT BEND (WEST)	35.0	35.0	35.0	33.8	9,12-01	600-800	1.3	35
OUTERBRIDGE REACH	34.4	34.7	35.9	35.9	9-01; 3-02	600	1.6	35
RARITAN RIVER CUTOFF	16.7	19.3	19.3	11.6	3-99	600-1100	1.0	20
WARD POINT SECONDARY CHANNEL	23.6	22.7	22.5	21.9	3-91	400	0.9	30
GREAT BEDS REACH	24.6	25.7	25.3	25.2	6-01	300	0.6	25
SOUTH AMBOY REACH	24.4	23.1	22.8	23.6	6-01	300	1.2	25
SANDY POINT REACH	22.2	22.0	18.6	23.8	6-01	300	0.9	25
KEASBEY REACH	16.3	19.8	23.2	20.7	6-01	300	0.9	25
RED ROOT REACH	13.5	16.7	17.6	14.6	6-01	300	1.5	25
CRAB ISLAND REACH	15.0	14.5	14.5	12.5	9-88	200	1.2	15
NORTHWEST REACH	A6.0	A7.5	A7.5	12.2	7-62	200	1.2	15
TITANIUM REACH	4.1	4.0	1.9	1.6	6-01	300	0.6	25
SOUTH CHANNEL	C2.0	D4.2	B4.2	B2.1	7-62;3,4-90	150	0.7	15-10

A. SHOALS LOCATED OPPOSITE RARITAN RIVER LIGHT 30 TO 400 YARDS SOUTH; A DEPTH OF 13 FEET FOR A WIDTH OF 200 FEET WAS AVAILABLE TO THE WEST OF THE PROJECT CHANNEL.
B. POSSIBLE 6 FT OBSTRUCTION LOCATED IN 40°29'34.4"N, 74°19'03.0"W.
C. POSSIBLE 6 FT OBSTRUCTION LOCATED IN 40°29'35.4"N, 74°19'04.5"W.
D. POSSIBLE 4 FT OBSTRUCTION LOCATED IN 40°29'37.4"N, 74°19'04.0"W.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 12333 NM 43/02

ARTHUR KILL, KILL VAN KULL, NEWARK BAY AND UPPER BAY CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2002 AND SURVEYS TO APR 2002

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
FRESH KILLS REACH	29.0	35.2	36.5	33.9	3-02	500	1.8	35
TREMLEY POINT REACH	31.8	37.0	36.2	30.9	3-02	600	0.9	35
PRALLS ISLAND REACH	29.2	34.9	35.6	32.4	3-02	500	1.2	35
GULFPORT REACH	26.3	37.3	37.1	31.9	9-01; 3-02	500-600	1.1	35
ELIZABETHPORT REACH	30.9	35.7	35.6	31.4	9-01	500-600	1.1	35
N OF SHOOTERS ISLAND REACH	30.0	34.1	35.6	32.5	9-01	600	1.0	35
S OF SHOOTERS ISLAND REACH	18.6	24.1	14.0	A 5.0	8-90	400	1.0	30
BERGEN PT. WEST REACH	36.8	40.5	41.4	41.6	9-01; 4-02	800	1.1	35
BERGEN PT. EAST REACH	37.4	40.0	40.0	39.5	12-96; 2-97	800	1.0	35
CONSTABLE HOOK REACH	38.5	41.6	41.0	36.3	2-97; 10-01	2000-800	2.2	35
NEWARK BAY SOUTH REACH	40.8	40.8	40.0	32.5	5-99; 12-01	1750-1000	1.4	40
NEWARK BAY MIDDLE REACH	35.0	39.4	36.0	31.4	12-01	1750-500	1.4	40
ELIZABETH CHANNEL	36.4	38.6	39.9	37.3	3-99; 1,2-01	1350-500	1.4	40
PORT NEWARK CHANNEL :								
PORT NEWARK (BRANCH CHANNEL)	32.3	35.5	33.5	32.4	2,12-01	1050-400	0.4	40
PIERHEAD CHANNEL	33.8	35.6	35.0	33.4	1,2-01	300	0.7	40

A. OBSTRUCTIONS INTERSPERSED IN THE TWO RIGHT QUARTERS. THERE IS A MINIMUM DEPTH OF 5.9 FT OVER WRECKAGE.

* CONTROLLING DEPTHS IN CHANNELS OF RARITAN BAY- EAST REACH TO AND INCLUDING FRESH KILLS REACH ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM LOWER NEW YORK BAY. CONTROLLING DEPTHS FROM CONSTABLE HOOK TO AND INCLUDING TREMLEY POINT REACH ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM UPPER NEW YORK BAY.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION