BookletChart™

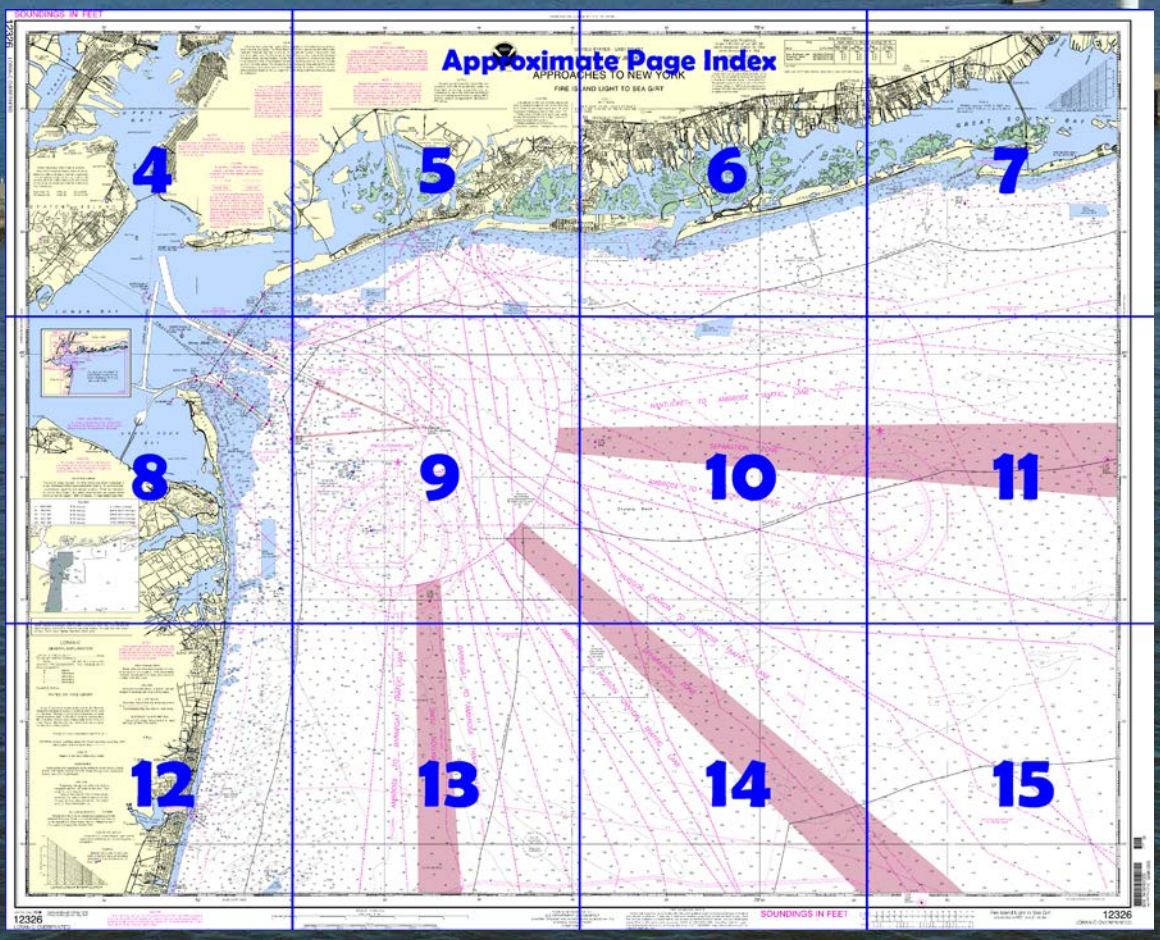
Approaches to New York – Fire Island Light to Sea Girt

NOAA Chart 12326

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



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

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.

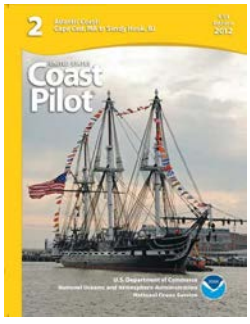
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=12326

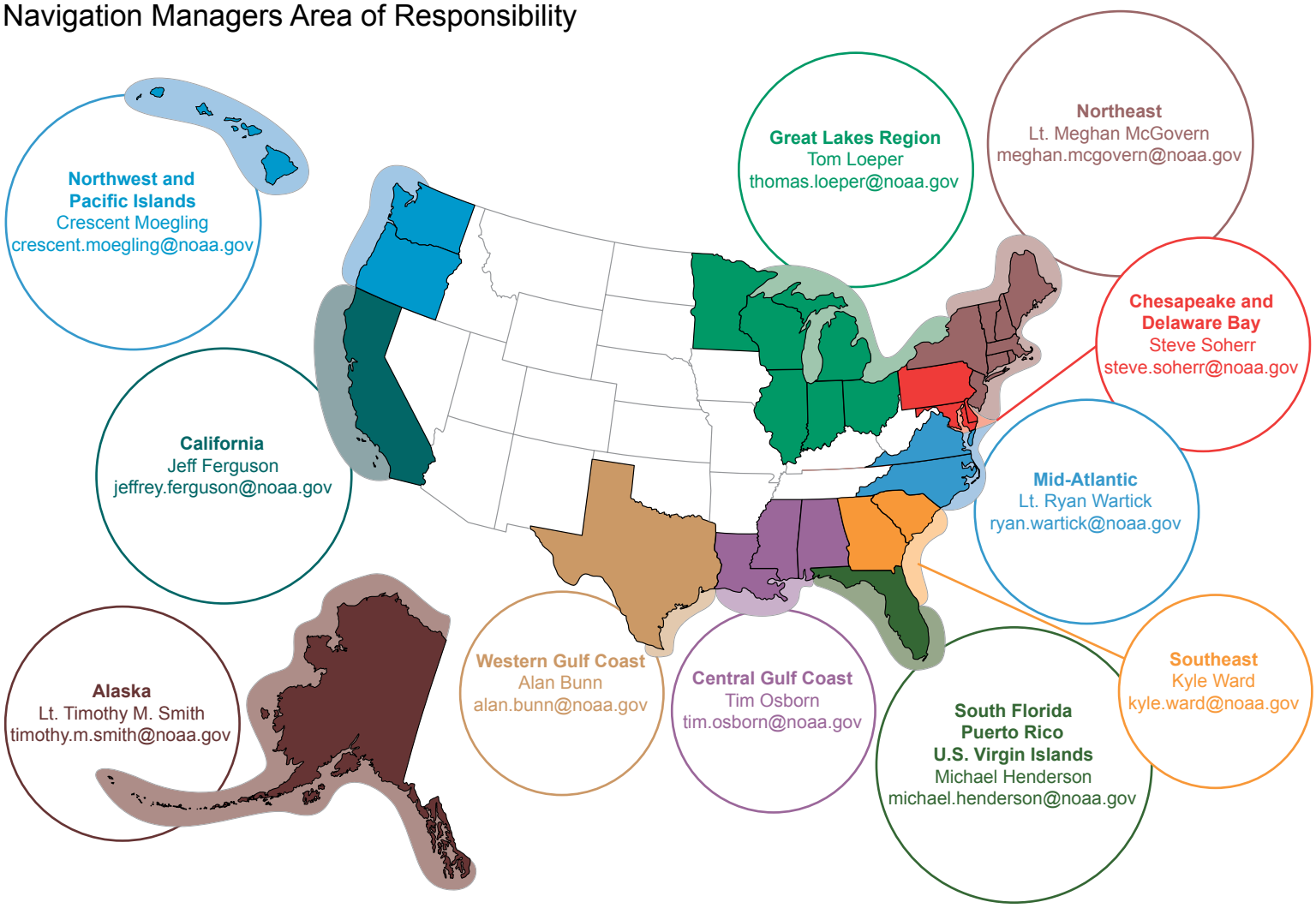


(Selected Excerpts from Coast Pilot)
The four most prominent landmarks, which can be seen for a long distance at sea, are the Fire Island Light and a tower at Jones Beach on the Long Island shore, and the Highlands of Navesink and the microwave tower at Atlantic Highlands on the north end of the New Jersey coast. When nearing the Lower Bay of New York Harbor, Ambrose Light will be seen; it marks the entrance to Ambrose Channel which is the principal deepwater passage through the Lower Bay.
The south coast of Long Island from Fire Island Inlet to Rockaway Inlet has a general 263° trend for 30 miles. It is a clean shore and may be approached as close as 1 mile, with not less than 5 fathoms except off the inlets where the shore should be given a berth of at least 1.5 miles. This coast is characterized by sandy beaches and summer resorts at the eastern end, and amusement parks and densely settled communities at the western end.
The shoreline is broken by three prominent and navigable inlets which lead to the inland waterway along the south shore of Long Island. Fire Island Inlet is at the eastern extremity, and its entrance is marked by lights and buoys. Jones Inlet is about 12 miles to the west of Fire Island Inlet. The entrance is prominently indicated by the 202-foot lighted tower at Jones Beach on the eastern side and by an elevated tank at Point Lookout on the west side of the inlet.
East Rockaway Inlet, about 8 miles westward of Jones Inlet, is the extreme western entrance to the inland waterway. The inlet entrance is marked by a breakwater with a light on its seaward end. The shoreline between the two inlets is closely built up with communities. Elevated tanks, towers, and other tall structures are prominent in this area.
Caution.–Telegraphic companies report serious interruptions of international telegraphic communications resulting from repeated breaking of their cables by vessels anchoring southeastward and eastward of the Pilot Cruising Area for Ambrose and Sandy Hook channels. The companies state that they will be glad to compensate any vessel, which, having fouled the cable, cuts away its anchor and chain in order to save the cable from interruption. Vessels making New York in thick weather and finding it necessary to anchor before Ambrose Channel should anchor in the area southward of Scotland Lighted Whistle Buoy S (40°26'33"N., 73°55'01"W.) and westward of 73°48'00"W.
Physical Oceanographic Real-Time System (P.O.R.T.S.) is an information acquisition and dissemination technology developed by National Ocean Service, NOAA. The Port of New York and New Jersey Physical Oceanographic Real-Time System can be contacted via telephone 866-217-6787 or the Internet at: http://www.co-ops.nos.noaa.gov.
Dangers.–There are five shoal areas in the entrance to New York Harbor which are subject to change in depths and should be avoided by strangers. **False Hook** is off the northeastern side of Sandy Hook. **Flynns Knoll** is between Swash, Sandy Hook, and Chapel Hill Channels. **Romer Shoal**, between Ambrose and Swash Channels, is marked by Romer Shoal Light; a fog signal is sounded from the light station. **East Bank** is northward and eastward of Ambrose Channel. **West Bank** is westward of Ambrose Channel between West Bank (Range Front) Light and Fort Wadsworth. Numerous rocks and obstructions lie between West Bank and the western limit of Ambrose Channel. The chart is the best guide.
The tip of Sandy Hook is changeable, and the area around it is subject to severe shoaling; caution should be exercised in the area.
Mariners are cautioned to maintain a sharp lookout for floating debris in the harbor and channels.
Caution.–Numerous fishing floats have been reported in the approach to New York Harbor in the Traffic Separation Scheme precautionary area.
Shipping safety fairways have been established connecting the eastern approach off Ambrose of Traffic Separation Scheme Off New York and the eastern approach off Nantucket of Traffic Separation Scheme Off New York. (See **166.100 through 166.500**, chapter 2, for limits and regulations.)

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

RCC Boston	Commander 1st CG District Boston, MA	(617) 223-8555

Navigation Managers Area of Responsibility

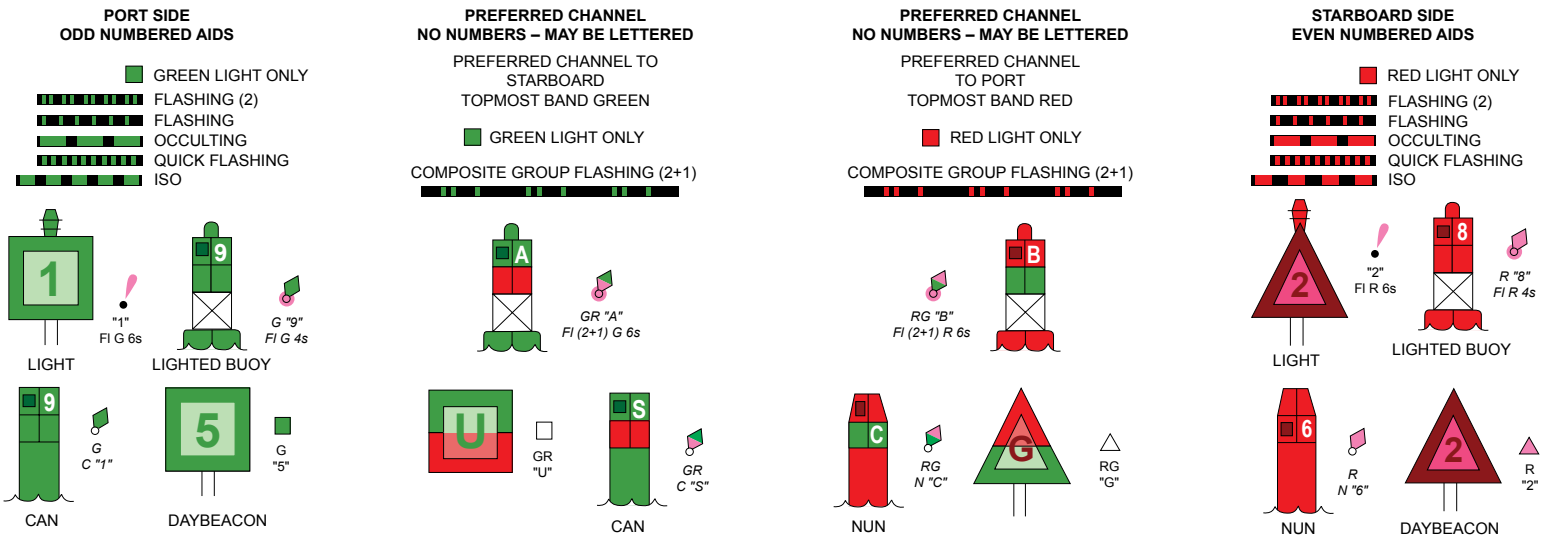


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*.

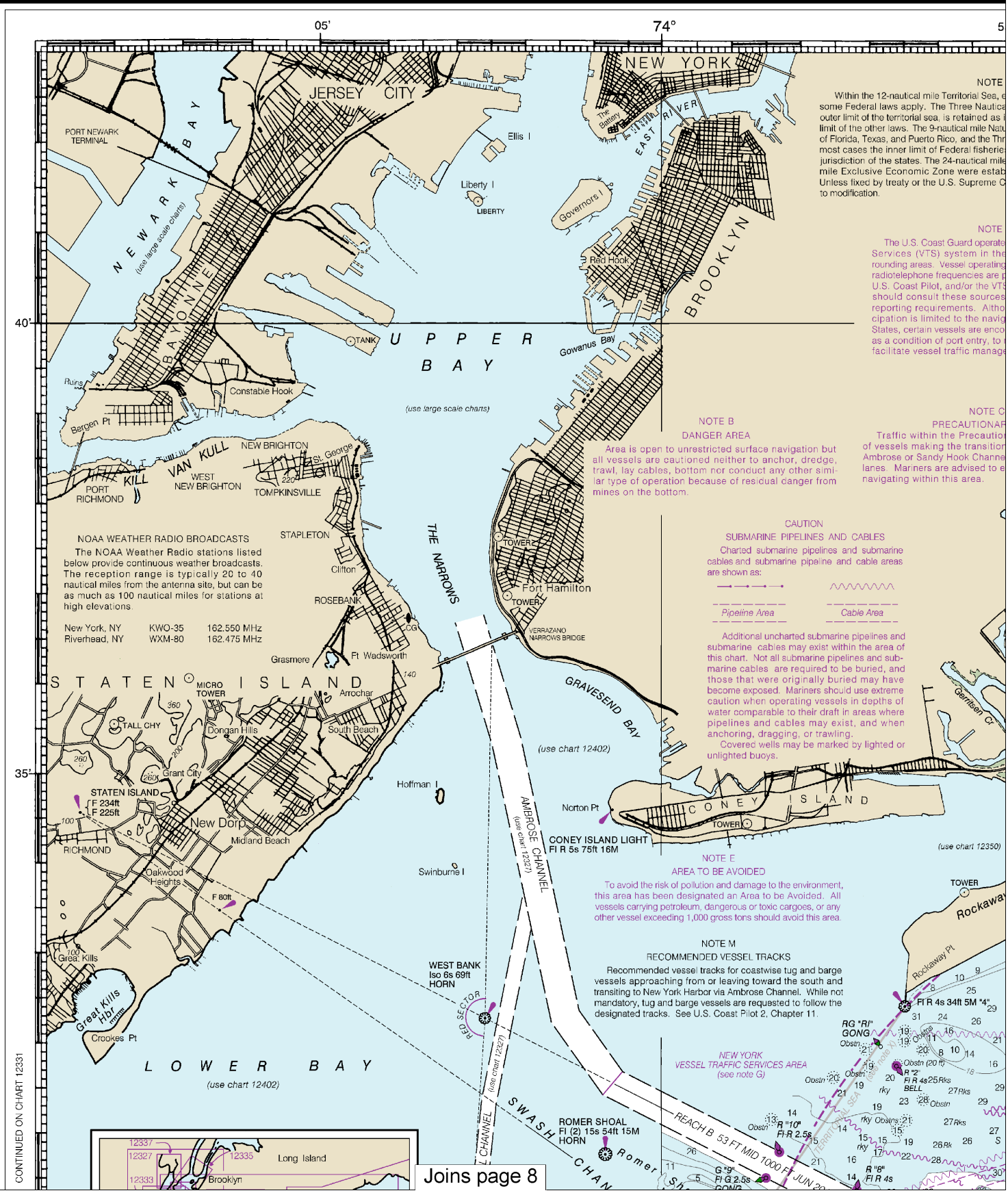
Lateral System As Seen Entering From Seaward

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*

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.



NOTE

Within the 12-nautical mile Territorial Sea, e some Federal laws apply. The Three Nautica outer limit of the territorial sea, is retained as i limit of the other laws. The 9-nautical mile Natu of Florida, Texas, and Puerto Rico, and the Thr most cases the inner limit of Federal fisheries jurisdiction of the states. The 24-nautical mile mile Exclusive Economic Zone were estab Unless fixed by treaty or the U.S. Supreme C to modification.

NOTE

The U.S. Coast Guard operate Services (VTS) system in the rounding areas. Vessel operating radiotelephone frequencies are p U.S. Coast Pilot, and/or the VTS should consult these sources reporting requirements. Altho cipation is limited to the navig States, certain vessels are enco as a condition of port entry, to facilitate vessel traffic manage

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

PRECAUTIONAR

Traffic within the Precaution of vessels making the transition Ambrose or Sandy Hook Channe lanes. Mariners are advised to e navigating within this area.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide 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	KWO-35	162.550 MHz
Riverhead, NY	WXM-80	162.475 MHz

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 area of this chart. Not all 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.

NOTE E

AREA TO BE AVOIDED

To avoid the risk of pollution and damage to the environment, this area has been designated an Area to be Avoided. All vessels carrying petroleum, dangerous or toxic cargoes, or any other vessel exceeding 1,000 gross tons should avoid this area.

NOTE M

RECOMMENDED VESSEL TRACKS

Recommended vessel tracks for coastwise tug and barge vessels approaching from or leaving toward the south and transiting to New York Harbor via Ambrose Channel. While not mandatory, tug and barge vessels are requested to follow the designated tracks. See U.S. Coast Pilot 2, Chapter 11.

CONTINUED ON CHART 12331

Joins page 8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

55' 50' 45' 40'

E X
, established by Presidential Proclamation,
cal Mile Line, previously identified as the
s it continues to depict the jurisdictional
atural Resource Boundary off the Gulf coast
hree Nautical Mile Line elsewhere remain in
ies jurisdiction and the outer limit of the
ile Contiguous Zone and the 200-nautical
ablished by Presidential Proclamation.
Court, these maritime limits are subject

E G
tes a mandatory Vessel Traffic
he New York Bay and sur-
ng procedures and designated
published in 33 CFR 161, the
TS User's Manual. Mariners
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ough mandatory VTS parti-
igable waters of the United
couraged or may be required,
o report beyond this area to
gement within the VTS area.

C
ARY AREA
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on between operating in
nels and one of the traffic
exercise extreme care in

NOTE D

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 but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be 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 A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 2 and 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA, and 5th Coast Guard District in Portsmouth, VA, or at the Office of the District Engineer, Corps of Engineers, in New York, NY. Refer to charted regulation section numbers.

THE NATION'S CHARTM

UNITED STATES -

NEW YORK - N

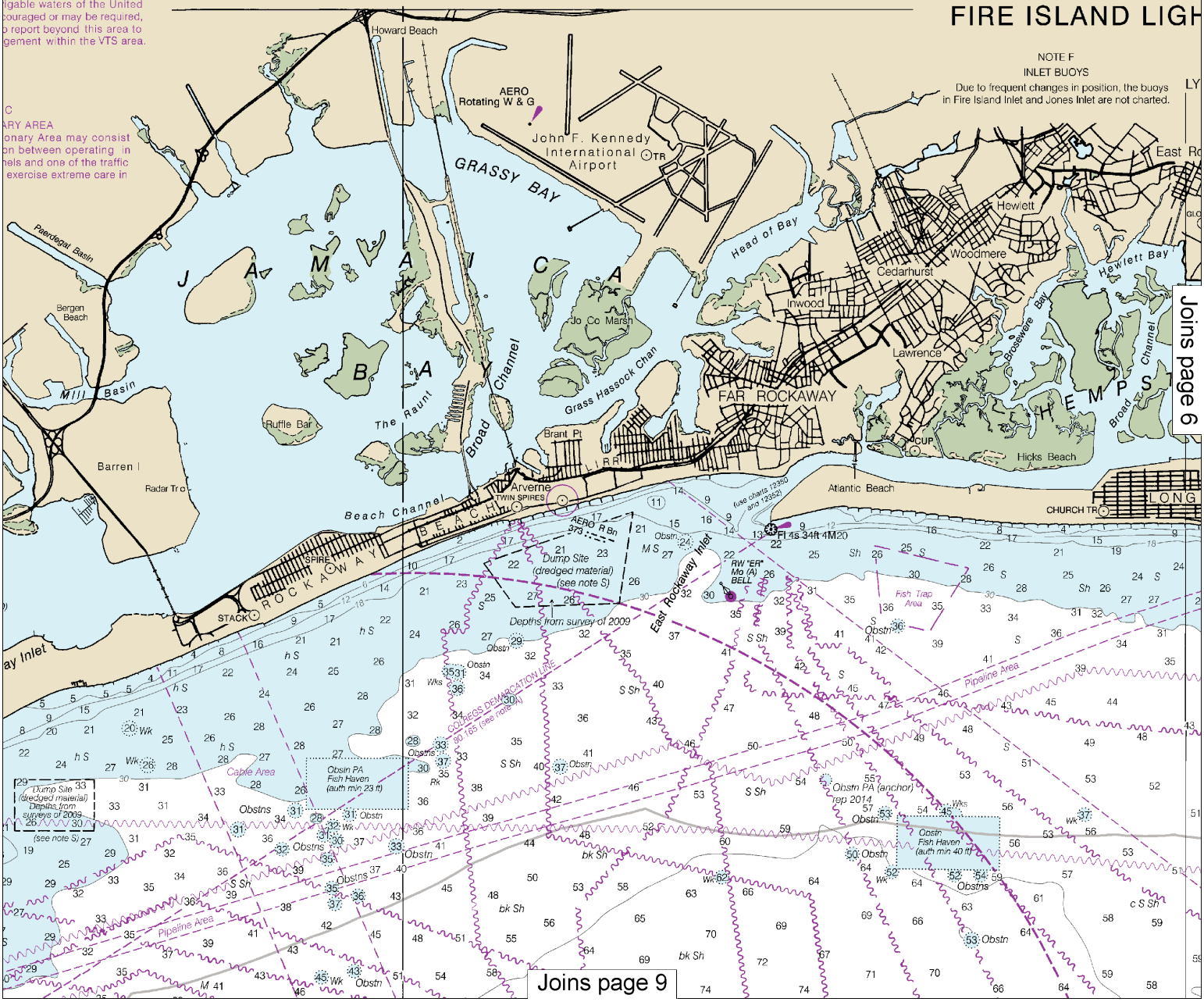
APPROACHES T

FIRE ISLAND LIGH

NOTE F

INLET BUOYS

Due to frequent changes in position, the buoys in Fire Island Inlet and Jones Inlet are not charted.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

40' 35' 73°30'

'S CHARTMAKER SINCE 1807

TATES - EAST COAST

RK - NEW JERSEY

S TO NEW YORK

LIGHT TO SEA GIRT

Mercator Projection
Scale 1:80,000 at Lat. 40° 26'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HORIZONTAL DATUM

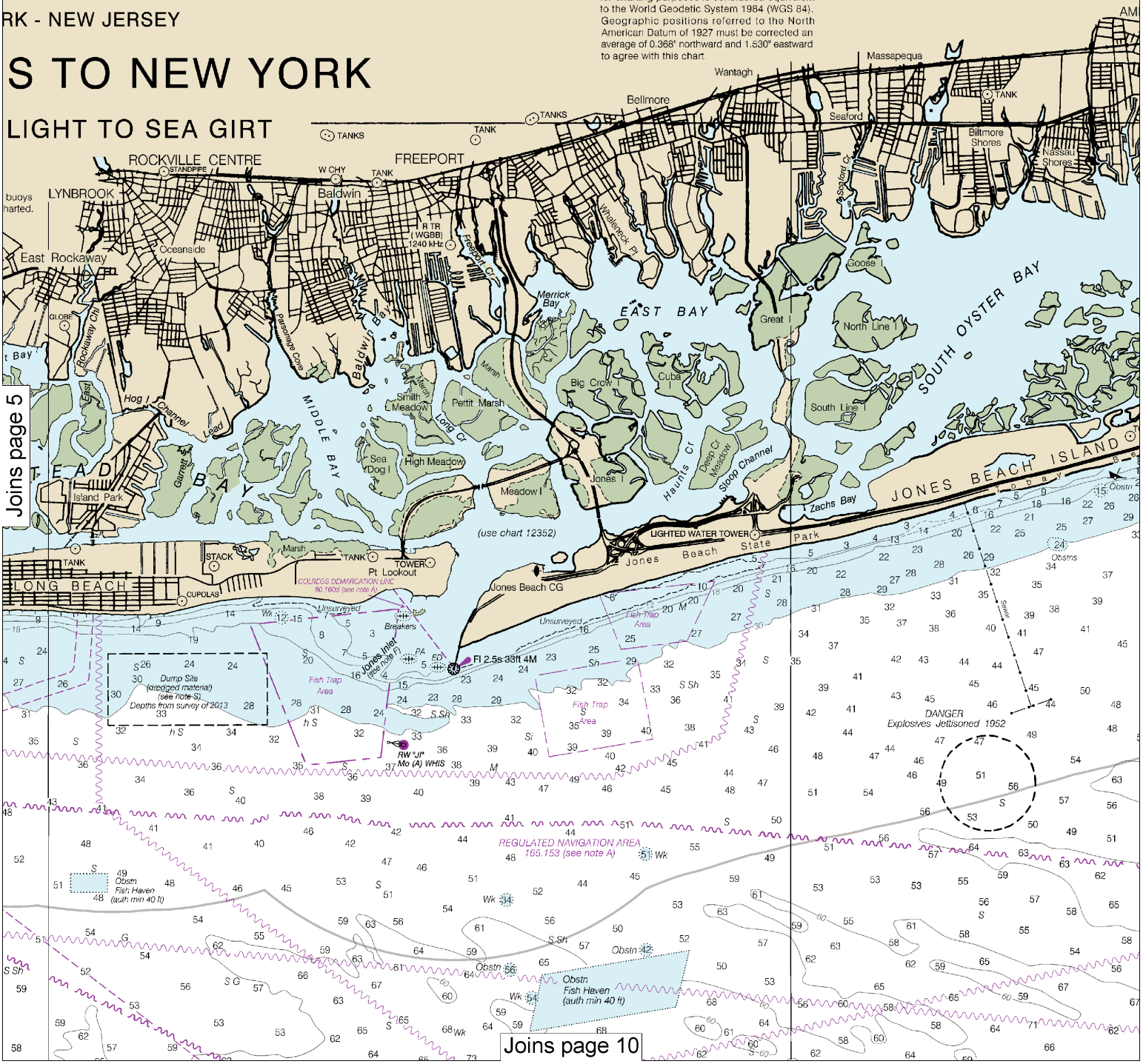
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.368" northward and 1.530" eastward to agree with this chart.

TIDAL INFORMATIC

PLACE NAME	(LAT/LONG)
East Rockaway Inlet	(40°36'N/73°44'W)
Governors Island	(40°42'N/74°01'W)
Sandy Hook	(40°28'N/74°01'W)

Dashes (- - -) located in datum columns indicate unavailable datum tide predictions, and tidal current predictions are available on the I

(Nov 2015)



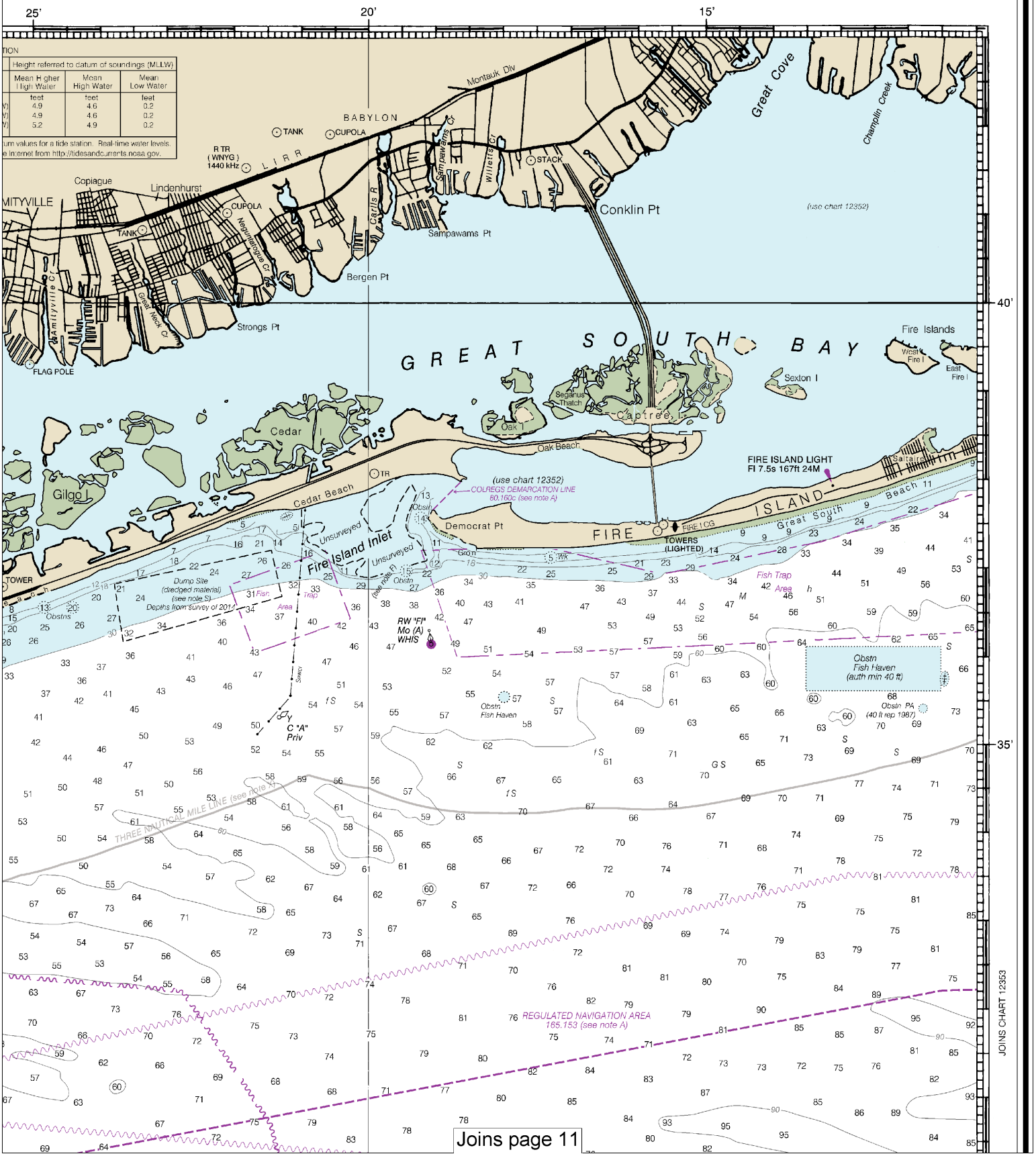
Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.



53rd Ed., Jan. 2016. Last Correction: 11/18/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

CONTINUED ON CHART 12331

Joins page 4

L O W E R B A Y
(use chart 12402)

NEW YORK VESSEL TRAFFIC SERVICES AREA (see note G)

SWASH CHANNEL

CHAPEL HILL CHANNEL

ROMER SHOAL
FI (2) 15s 54ft 15M
HORN

REACH B 53 FT MID 1000 FT JUN 2015

REACH A

Iso G 6s 94ft
FI Y 4s 5M

Q 45ft
RACON (---)

(use chart 12401)

Flynns Knoll

SANDY HOOK CHANNEL (BAYSIDE)

R TRS

Iso 6s 38ft 7M

CG

STANDPIPE

SANDY HOOK
F 88ft 19M

False Hook Channel

SANDY HOOK CHANNEL (EAST)

Sandy Hook

Outer Middle Ground

GENERAL ANCHORAGE
110.155
(see note A)

GREEN SEC

Pt Comfort

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.

S A N D Y H O O K B A Y

Keansburg

Port Monmouth

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

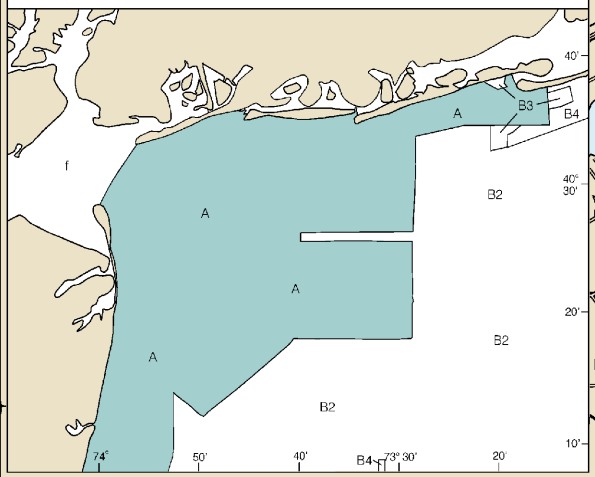
Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

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 Pilot.

SOURCE

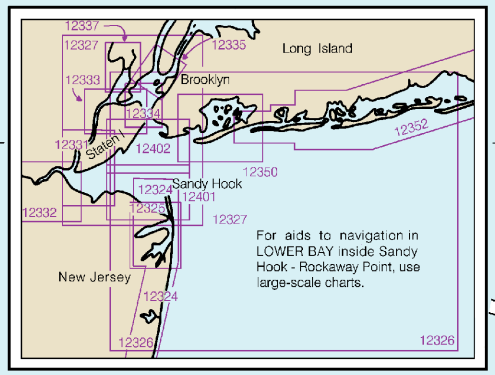
A	1990-2014	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
f		Chart 12327	



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

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



ATLANTIC HIGHLANDS
Navesink Park
MICRO TOWER
Navesink
Claypit Cr
Locust
Iso 10s Priv
TOWER (ABAND LH)
Highlands
WH CUPOLA
BLDG
CUP
(use chart 12325)
RIVER
Rumson
NAVESINK
Fair Haven
Neck
Sea Bright
Rumson
RIVER
SHREWSBURY
Little Silver
Little Silver Cr
(use chart 12325)
Monmouth Beach
Pleasure Bay
Parker Creek
North Long Branch
Oceanport
Branchport
TOWER
Fish Trap Area
Obstn
Fish Haven (auth min 30 ft)
Shrewsbury Rks
C "1SR"
Sewer

Joins page 12

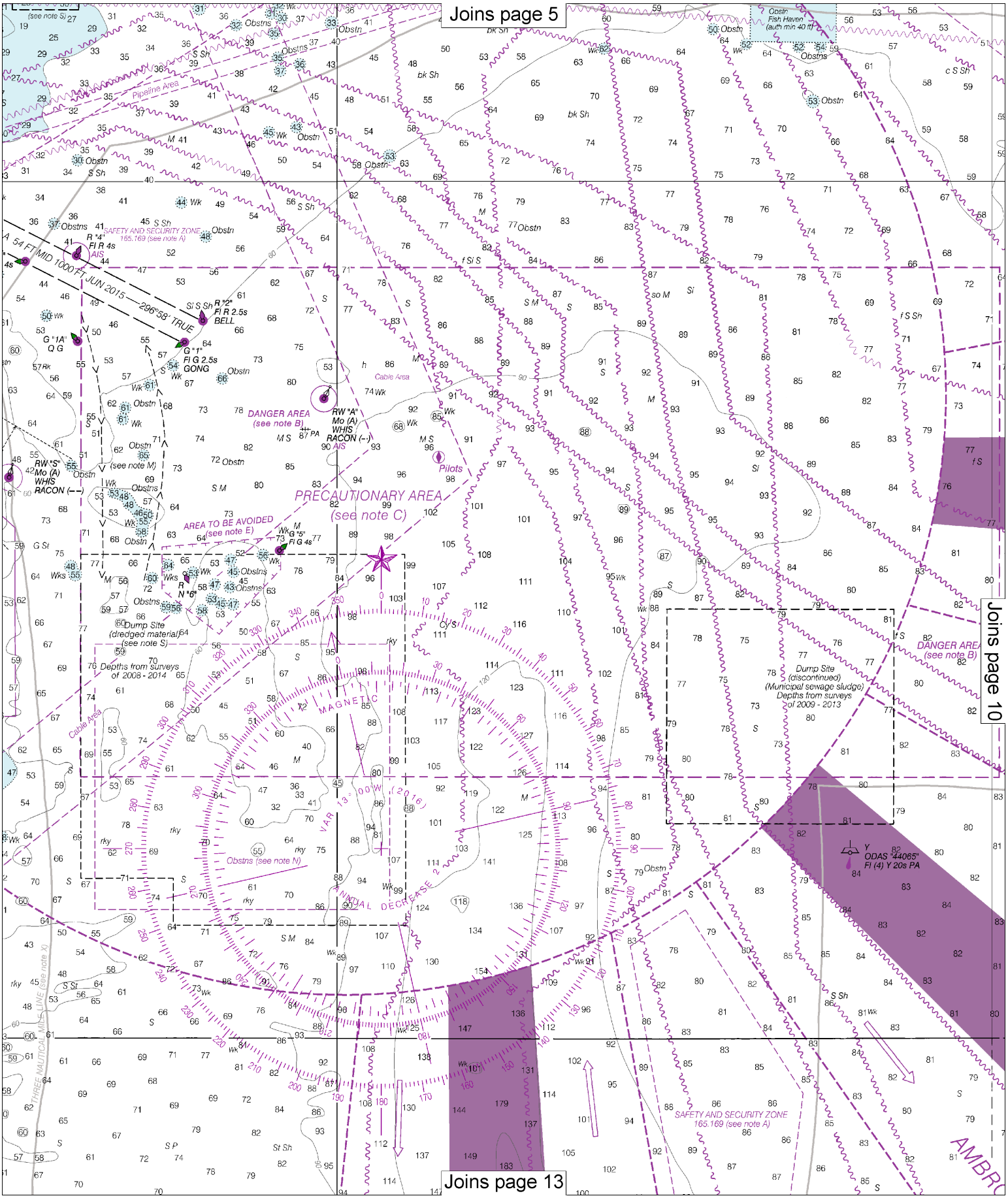
Printed at reduced scale. ~~SCALE 1:80,000~~

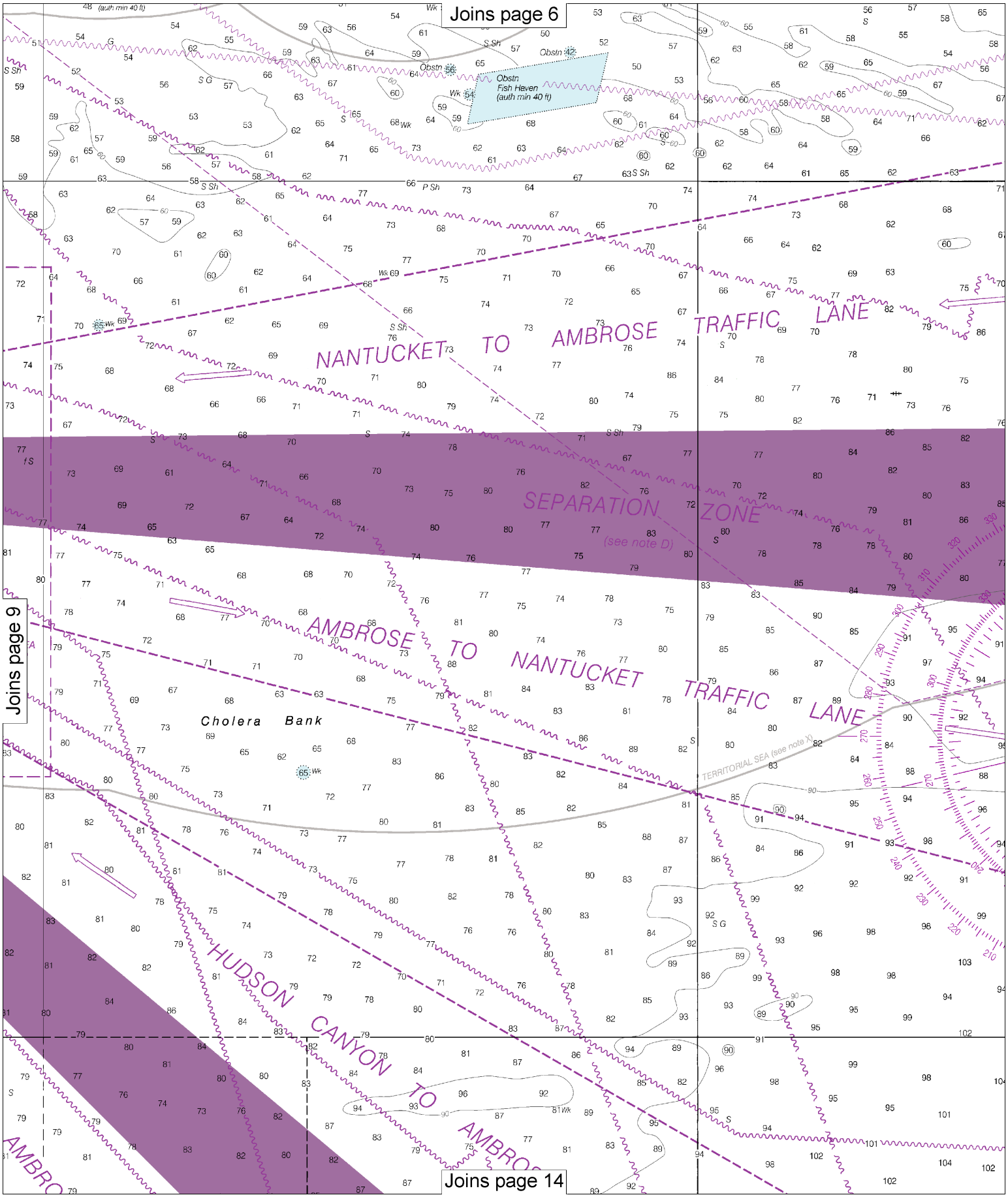
See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 10
Joins page 13
PRECAUTIONARY AREA
(see note C)
AREA TO BE AVOIDED
(see note E)
DANGER AREA
(see note B)
Pipeline Area
Cable Area
Dump Site
(dredged material)
(see note S)
Depths from surveys
of 2008 - 2014
Dump Site
(discontinued)
(Municipal sewage sludge)
Depths from surveys
of 2009 - 2013
ODAS "44065"
Fl (4) Y 20s PA
SAFETY AND SECURITY ZONE
165.169 (see note A)
Obstns (see note N)
Fish Haven
(auth min 40 ft)
MAGNETIC
VAR 13° 00'W (2016)
ANNUAL DECREASE 2
THREE NAUTICAL MILE LINE (see note X)
AMBRO



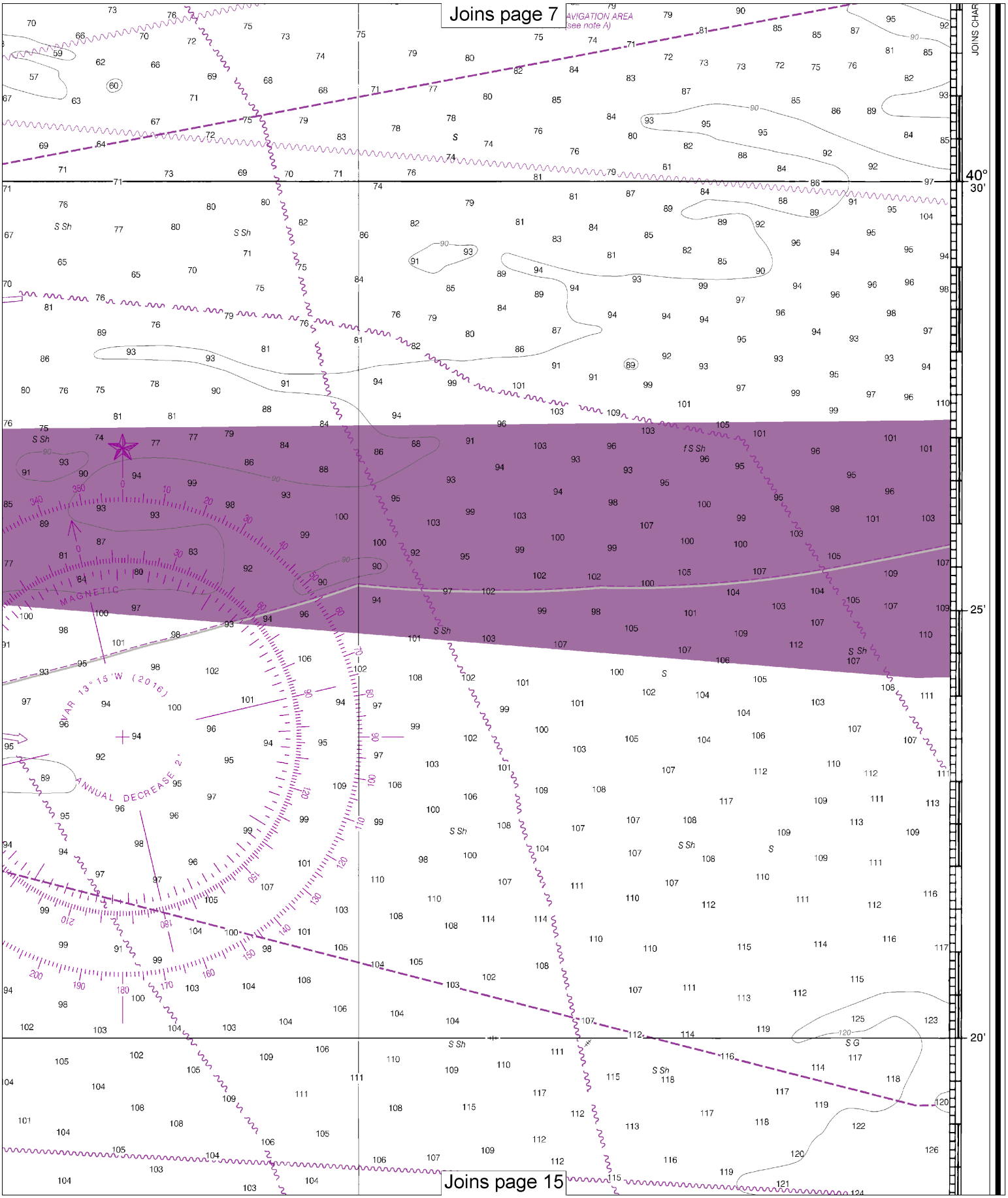
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

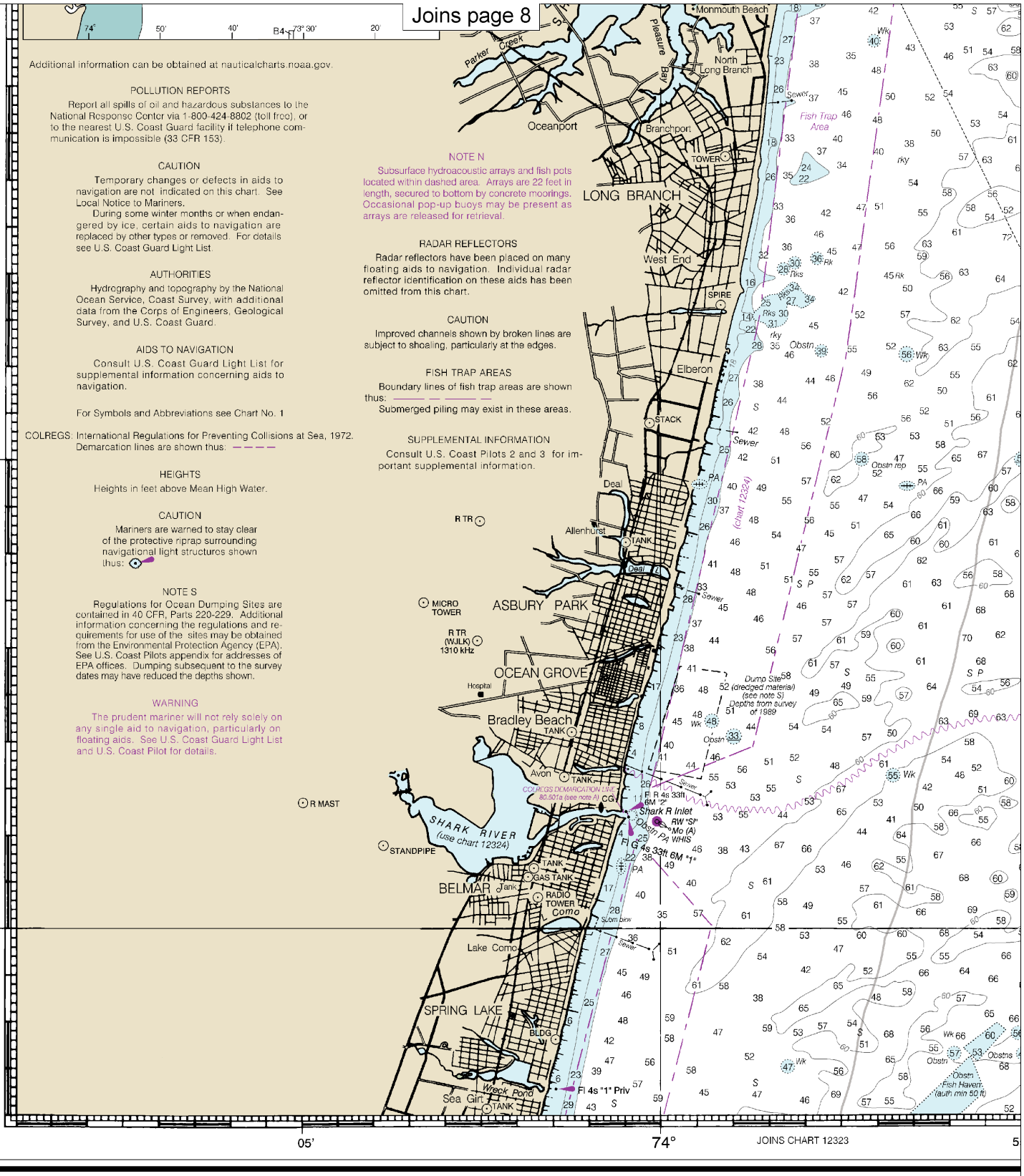
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 7
AVIGATION AREA
(see note A)
JOINS CHAR
40°
30'
25'
20'
MAGNETIC
VAR 13° 15' W (2016)
ANNUAL DECREASE 2'
Joins page 15

Joins page 8



CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

12326

53rd Ed., Jan. 2016. Last Correction: 11/18/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

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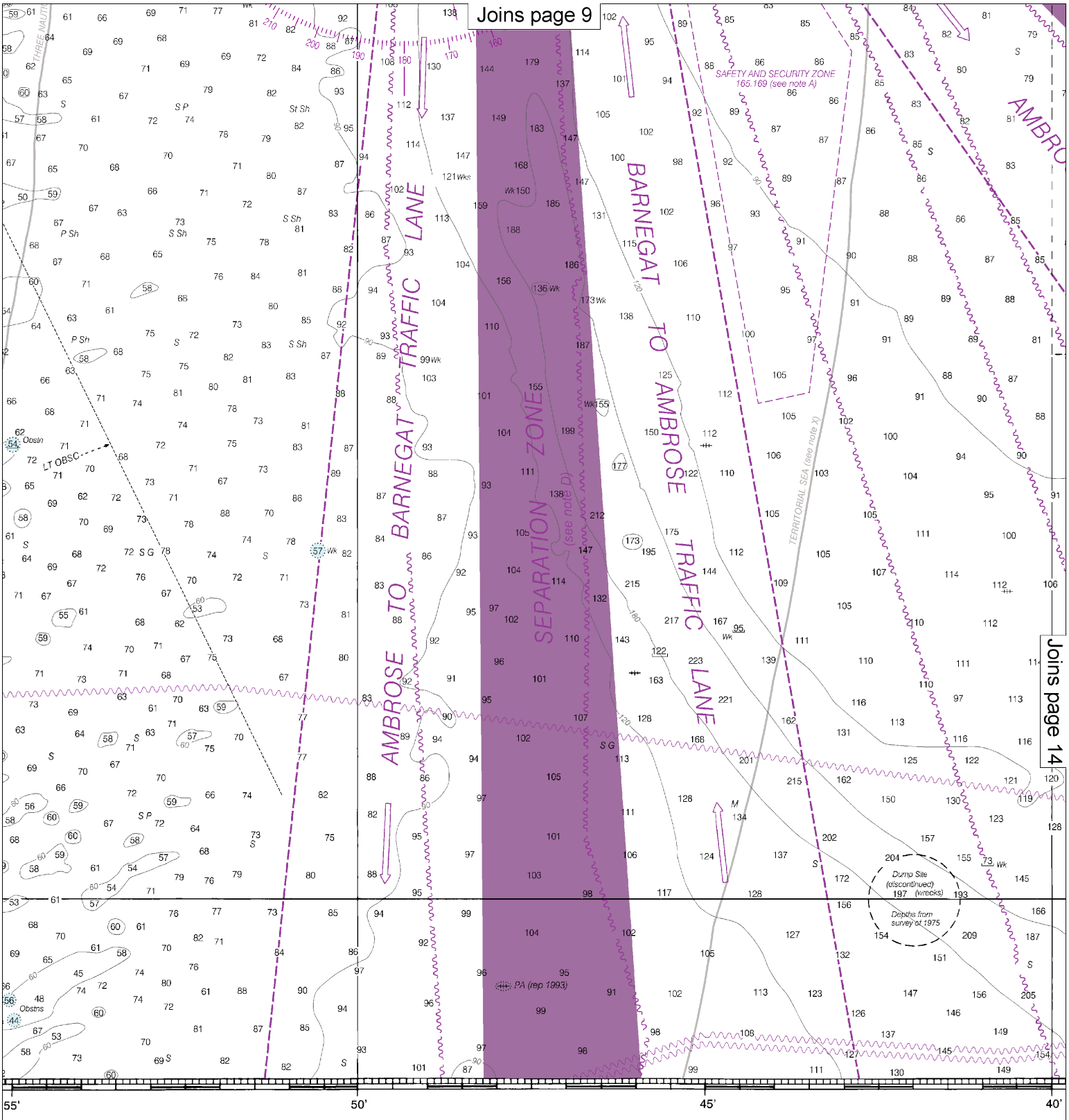
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000



SCALE 1:80,000

Nautical Miles

0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

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U.S. DEPARTMENT
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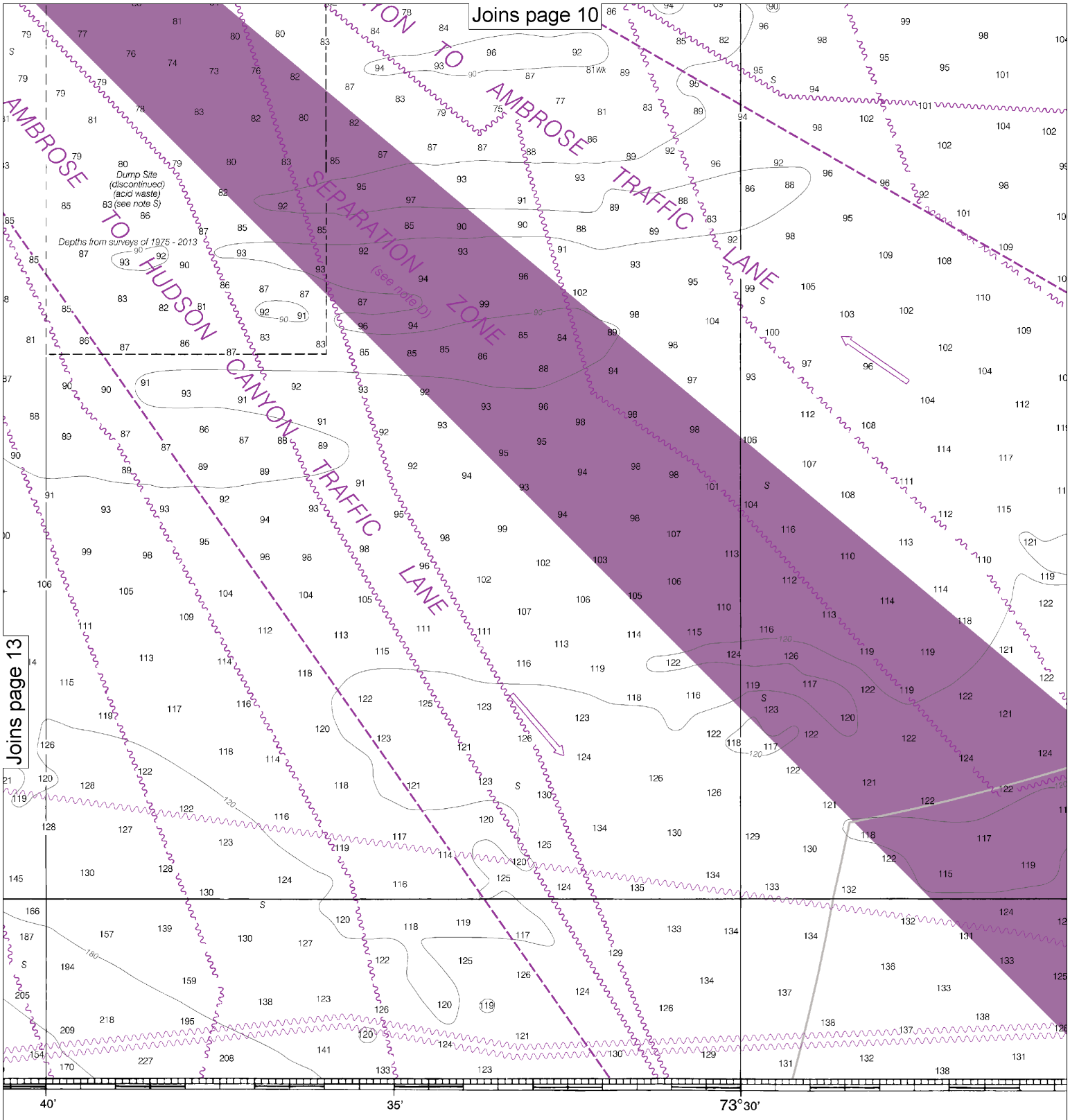


hed at Washington, D.C.
RTMENT OF COMMERCE
AND ATMOSPHERIC ADMINISTRATION
ONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

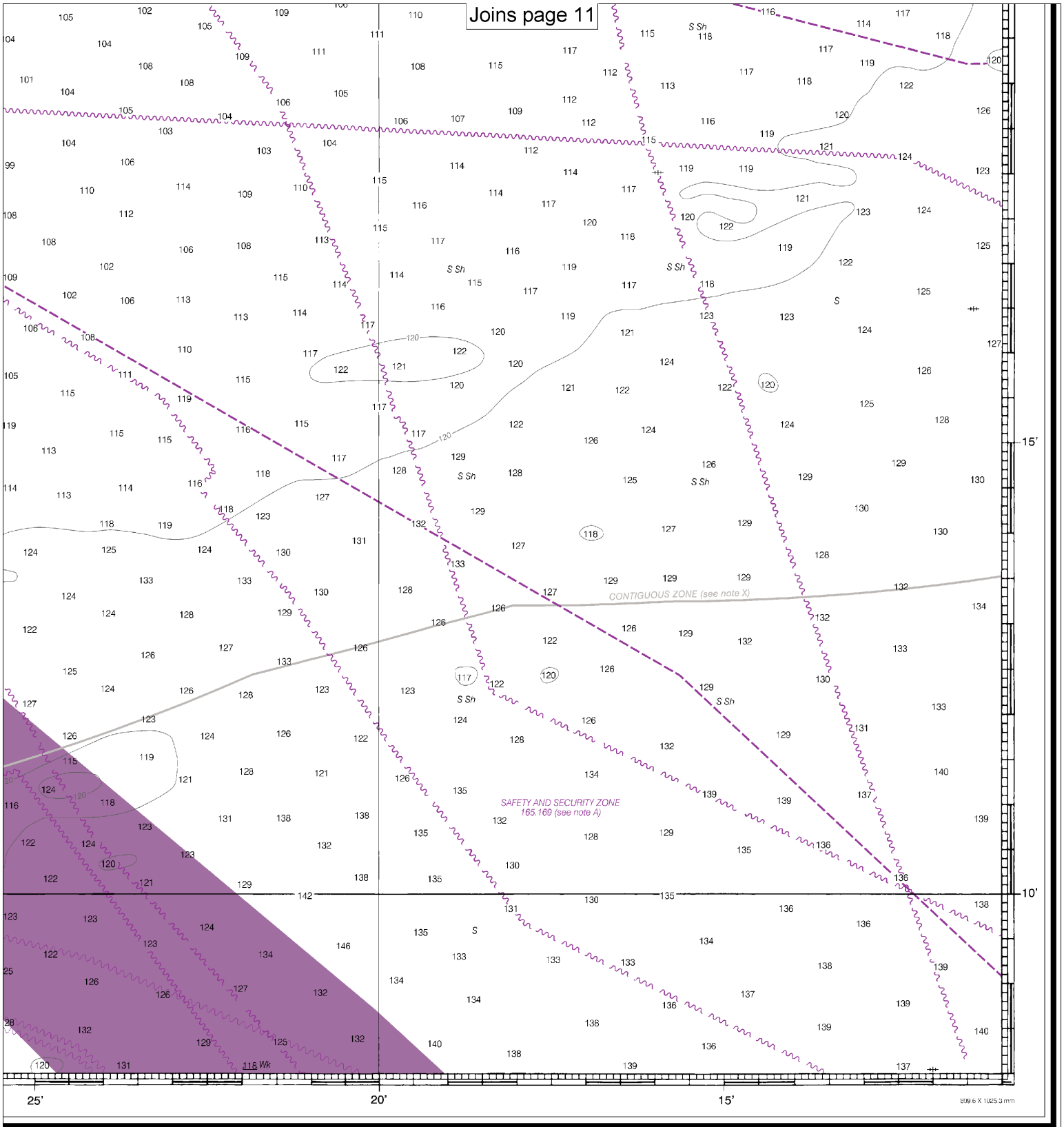
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



FATHOMS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
FEET	6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Fire Island Light to Sea Girt

SOUNDINGS IN FEET - SCALE 1:80,000

12326

EMERGENCY INFORMATION

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.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/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**
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 Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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