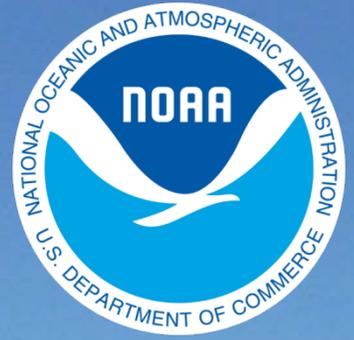


# BookletChart™

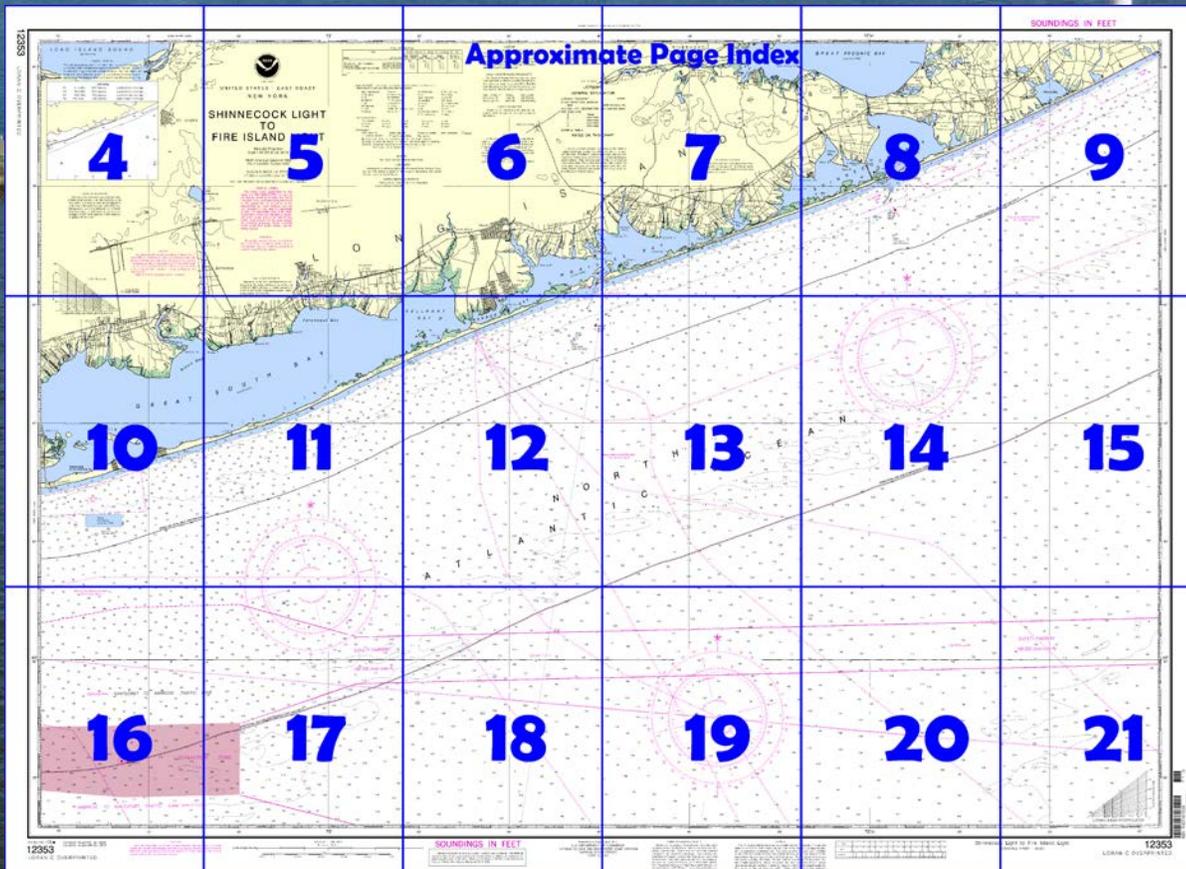
## Shinnecock Light to Fire Island Light NOAA Chart 12353



*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](http://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.

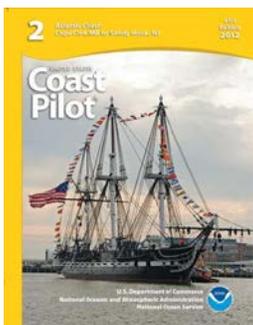
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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/coastpilot\\_w.php?book=2](http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=2).



**(Selected Excerpts from Coast Pilot)**

**Shinnecock Canal**, 31.5 miles outwestward of **Montauk Point**, is about 1 mile long and connects **Great Peconic Bay** with **Shinnecock Bay**. The canal is owned and maintained by Suffolk County of New York. It is a partly dredged cut and is protected at the north entrance by two jetties marked by lights. In 1985, the east timber jetty was reported to be deteriorating. Protruding timbers and floating debris may be encountered; caution is advised. A lock

about midway in the canal is 250 feet long, 41 feet wide, with a depth of 12 feet over the sills. Tide gates are parallel to and westward of the lock. The lock gates and tide gates are constructed so that tidal action opens them to allow the current to set south through the canal and closes

them to prevent water from Shinnecock Bay to flow back into Great Peconic Bay. The lock gates are tended 24 hours and are opened mechanically when the tidal current is flowing northward to allow the passage of boats. Red and green traffic lights are at each end of the lock. Vessels are allowed to enter the lock only on the green signal. The fixed bridges and overhead power cables across the canal have a least clearance of 22 feet. Mast-stepping cranes are available at both ends of the canal.

A **5 mph speed limit** is enforced in the canal.

On the east side of Shinnecock Canal just south of the jetties is a boat basin in which the depth ranges from 7 to 10 feet. There are several small-craft facilities on both sides of the canal. (See the small-craft facilities tabulation on chart 12352 for services and supplies available.)

**Hampton Bays**, a station on a Class II railroad just west of Shinnecock Canal, is the nearest post office. **Canoe Place**, the settlement at the canal, has gasoline and some supplies. Small craft and fishing vessels berth in the basins along both sides of the canal.

**Long Island Intracoastal Waterway**.—A Federal project provides for a 6-foot channel from Shinnecock Canal to Great South Bay. The cuts provide an inland waterway along the south side of Long Island. This waterway, from the south end of Shinnecock Canal to a point in Great South Bay opposite Patchogue, a distance of about 29.2 miles, is subject to frequent shoaling; mariners are advised to obtain local knowledge.

**Shinnecock Inlet**, 31 miles westward from Montauk Point along the south coast of Long Island, is the easternmost entrance from the Atlantic to Shinnecock Bay and the inland water route along the south shore of Long Island. The approach to the inlet is marked by a lighted whistle buoy. The inlet should not be attempted without local knowledge because of the frequent changes in channel depths.

**Shinnecock Light** (40°50'31"N., 72°28'42"W.), 75 feet above the water, is shown from a red skeleton tower on the west side of the inlet. Lights mark the jetties at the entrance to the inlet, and uncharted buoys mark the channel.

The jetties extend about 120 yards beyond the lights marking them. A fish haven is about 2.4 miles south of Shinnecock Inlet entrance.

**Ponquogue Point**, low and sandy, is 1.2 miles northwestward of Shinnecock Light. The west channel from inside Shinnecock Inlet enters the Long Island Intracoastal Waterway southeast of the point. The Ponquogue Bridge, a highway bridge crossing Shinnecock Bay at Ponquogue Point, has a fixed span with a clearance of 55 feet.

**Shinnecock Coast Guard Station** is on Ponquogue Point. An antenna tower, marked by red lights, is also on the point.

**Pine Neck**, 2.3 miles westward of Ponquogue Point and on the west side of Tiana Bay, is low, flat, and sandy. A shoal extends southward from **Pine Neck Point** and is marked on the south end by a lighted buoy.

About 0.5 mile east of Pine Neck, a privately dredged channel marked by private buoys leads to a basin at **Tiana Beach**, a small summer resort on the south side of Shinnecock Bay.

**Weesuck Creek**, on the north side near the western end of Shinnecock Bay, is entered through a privately dredged channel that leads to the head of the cove at **East Quogue**. In 1999, the channel, marked by private seasonal buoys, had a reported controlling depth of about 5 feet. There are two boatyards on the west side near the head of the creek. Berths, electricity, water, marine supplies, storage facilities, and lifts to 30 tons are available. The largest marine railway can handle craft up to 65 feet in length; hull and engine repairs can be made.

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

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

# 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](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).  
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

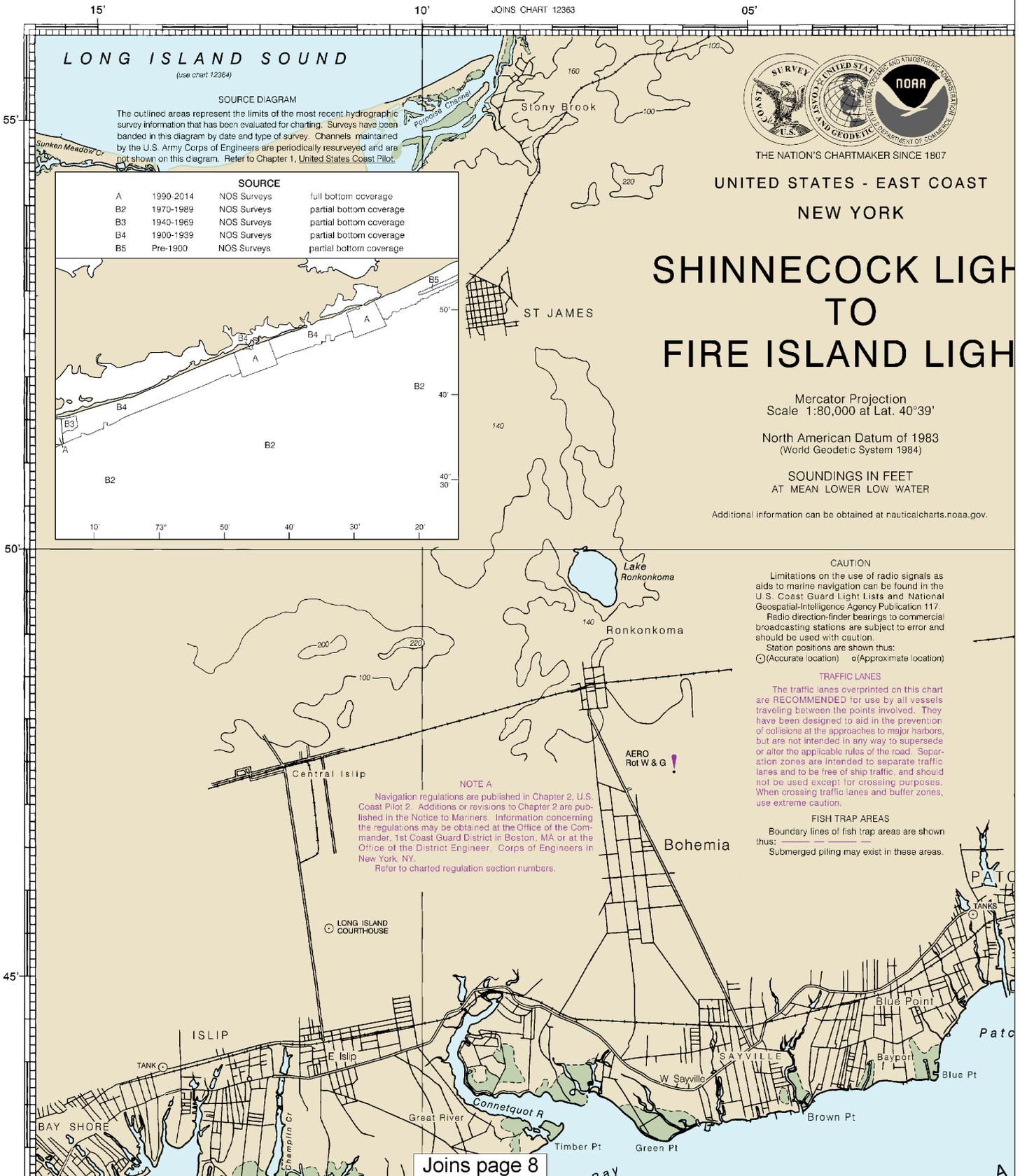
on navigable waters except Western Rivers



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>

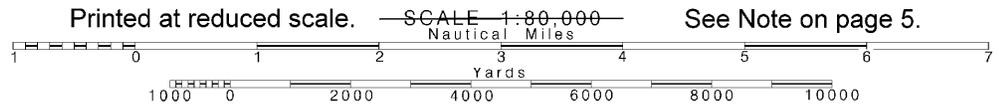
# SOUNDINGS IN FEET

12353



4

Note: Chart grid lines are aligned with true north.



See Note on page 5.

Joins page 8

73° 55' 50' 45'

**HEIGHTS**  
Heights in feet above Mean High Water.

**AUTHORITIES**

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

**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 0.357' northward and 1.638' eastward to agree with this chart.

**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.

**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.

**SUPPLEMENTAL INFORMATION**

Consult U.S. Coast Pilot 2 for important supplemental information.

**CAUTION**

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

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

**AIDS TO NAVIGATION**

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

**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).

**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

- |                   |                          |                        |                    |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green                  | Mo morse code          | R TR radio tower   |
| Ai alternating    | IQ interrupted quick     | N nun                  | Rot rotating       |
| B black           | Iso isophase             | OBSC obscured          | s seconds          |
| Bn beacon         | LT HO lighthouse         | OC occulting           | SEC sector         |
| C can             | M nautical mile          | Or orange              | St M statute miles |
| DIA diaphone      | m minutes                | Q quick                | VO very quick      |
| F fixed           | MICRO TR microwave tower | R red                  | W white            |
| Fl flashing       | Mkr marker               | Ra Ref radar reflector | WHIS whistle       |
|                   |                          | R Bn radiobeacon       | Y yellow           |

**Bottom characteristics:**

- |              |          |         |             |           |
|--------------|----------|---------|-------------|-----------|
| Bds boulders | Co coral | gy gray | Oys oysters | so soft   |
| bk broken    | G gravel | h hard  | Rk rock     | Sh shells |
| Cy clay      | Gr grass | M mud   | S sand      | sy sticky |

**Miscellaneous:**

- |  |                         |                      |                |
|--|-------------------------|----------------------|----------------|
| AUTH authorized  | Obstr obstruction       | PD position doubtful | Subm submerged |
| ED existence doubtful  | PA position approximate | Rep reported         |                |
| (1) 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. |                         |                      |                |

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: - - - - -

**TIDAL INFORMATION**

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Shinnecock Inlet	(40°50'N/72°29'W)	3.7	3.5	0.1
Moriches Inlet	(40°46'N/72°46'W)	3.2	3.0	0.1

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Oct 2011)

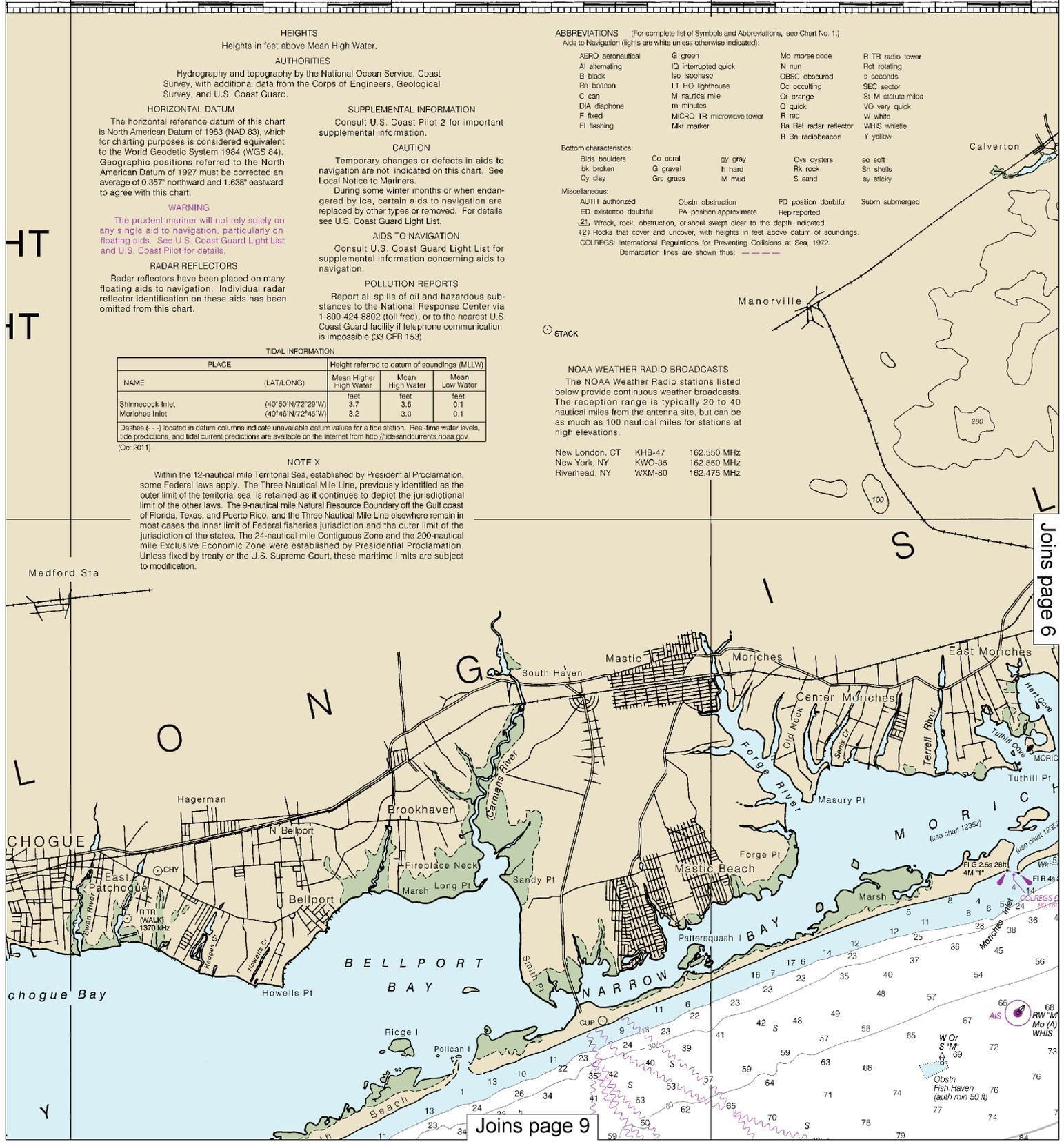
**NOTE X**

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

**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 London, CT | KHB-47 | 162.550 MHz |
| New York, NY   | KWO-35 | 162.550 MHz |
| Riverhead, NY  | WXM-80 | 162.475 MHz |

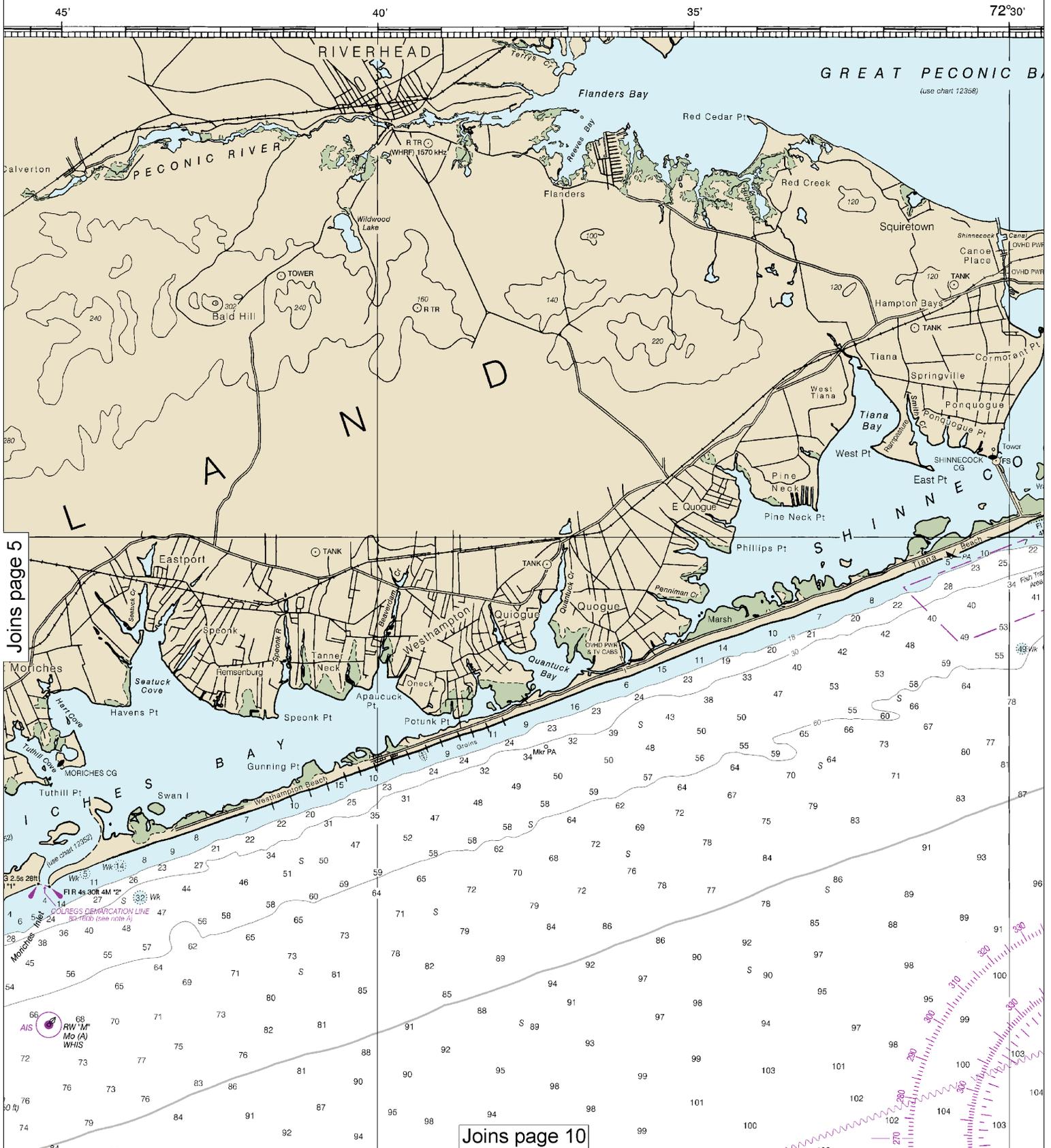
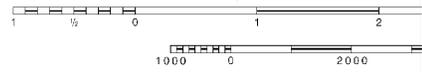


Joins page 6

Joins page 9

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:114285. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.



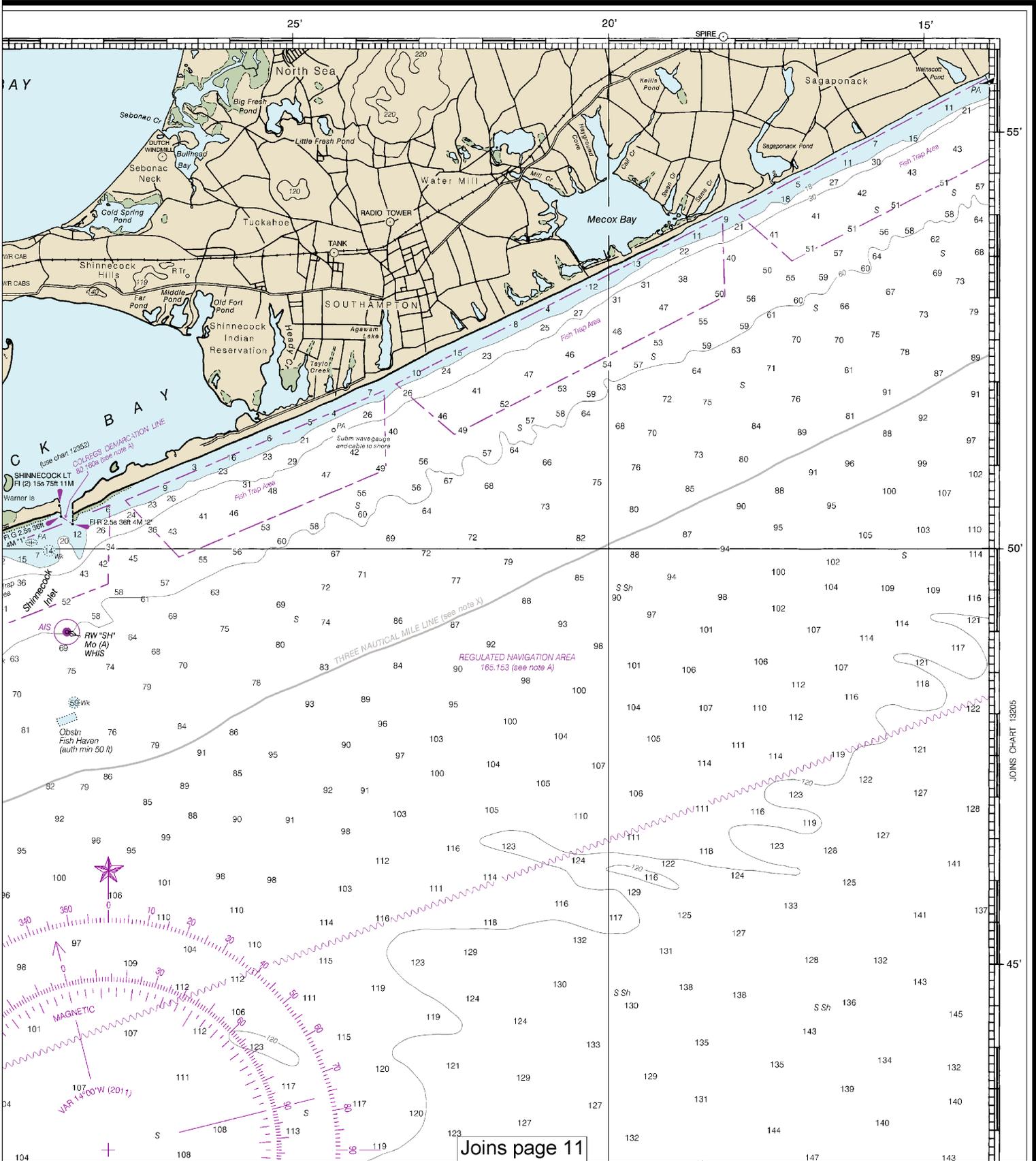
SCALE 1:80,000

Nautical Miles

3 4 5 6 7

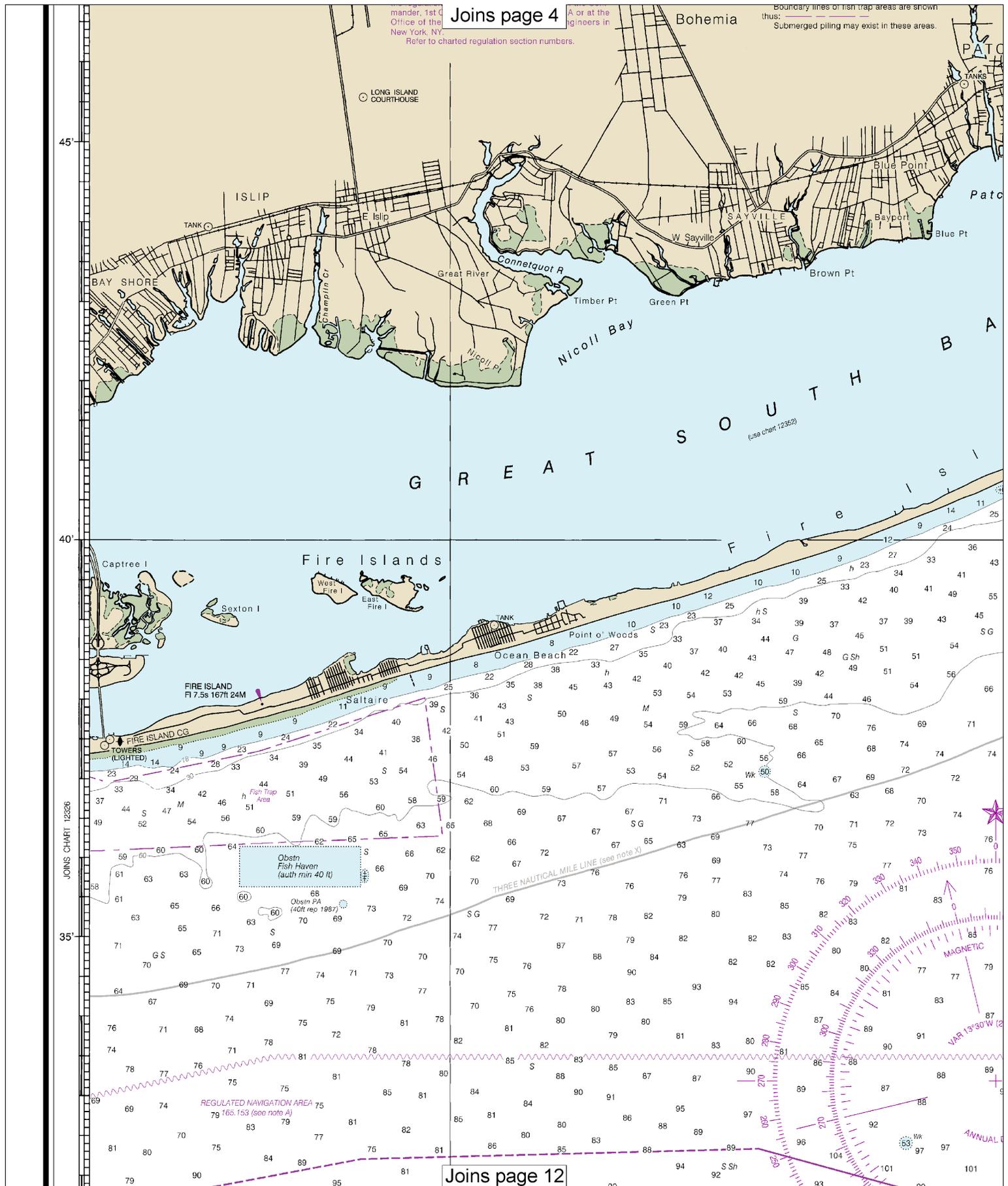
Yards

4000 6000 8000 10000



19th Ed., Nov. 2011. Last Correction: 4/8/2016. Cleared through:  
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)



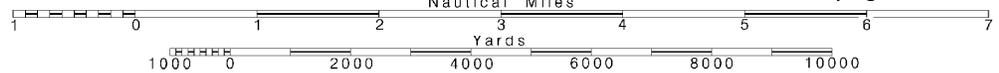


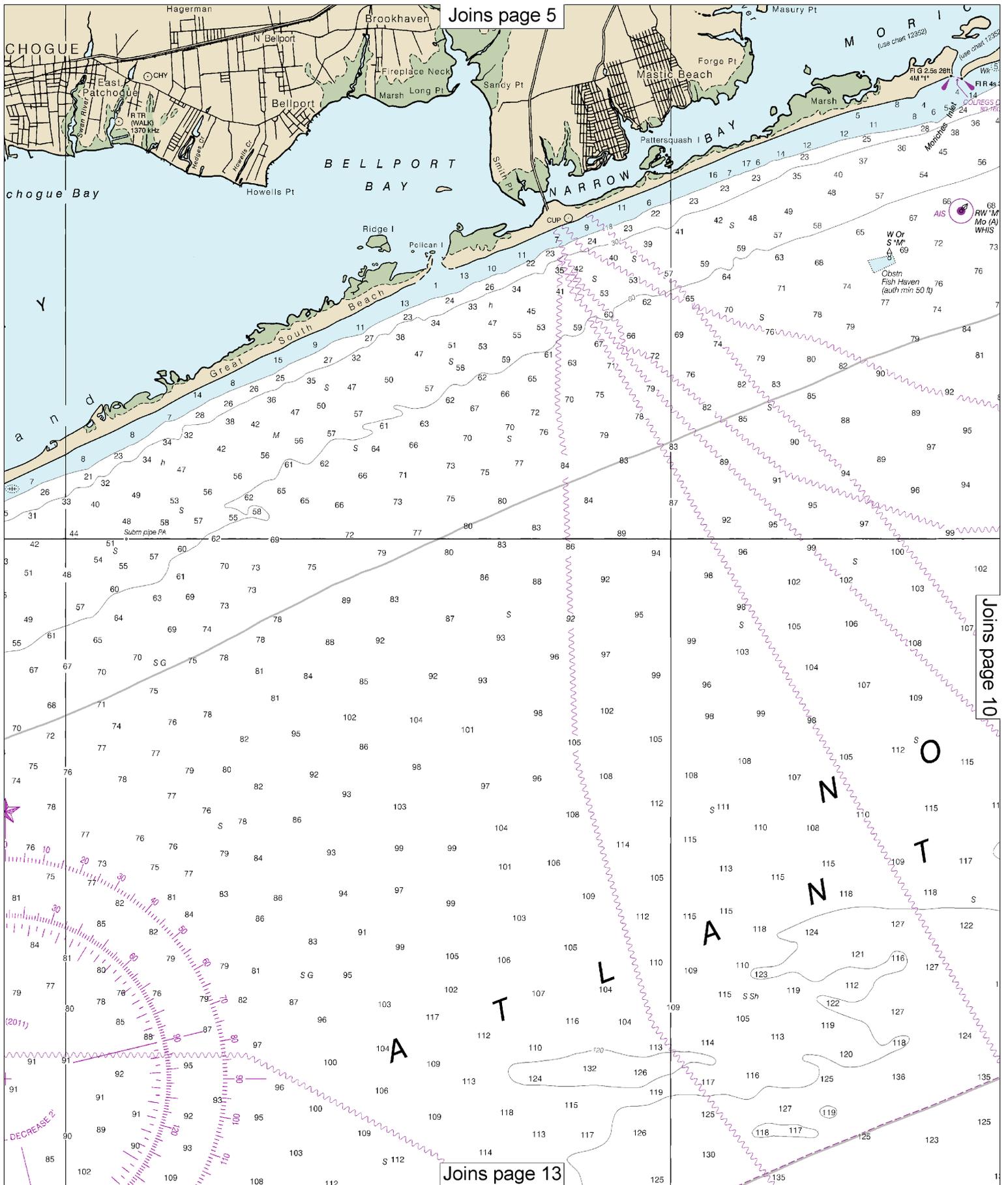
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000

See Note on page 5.

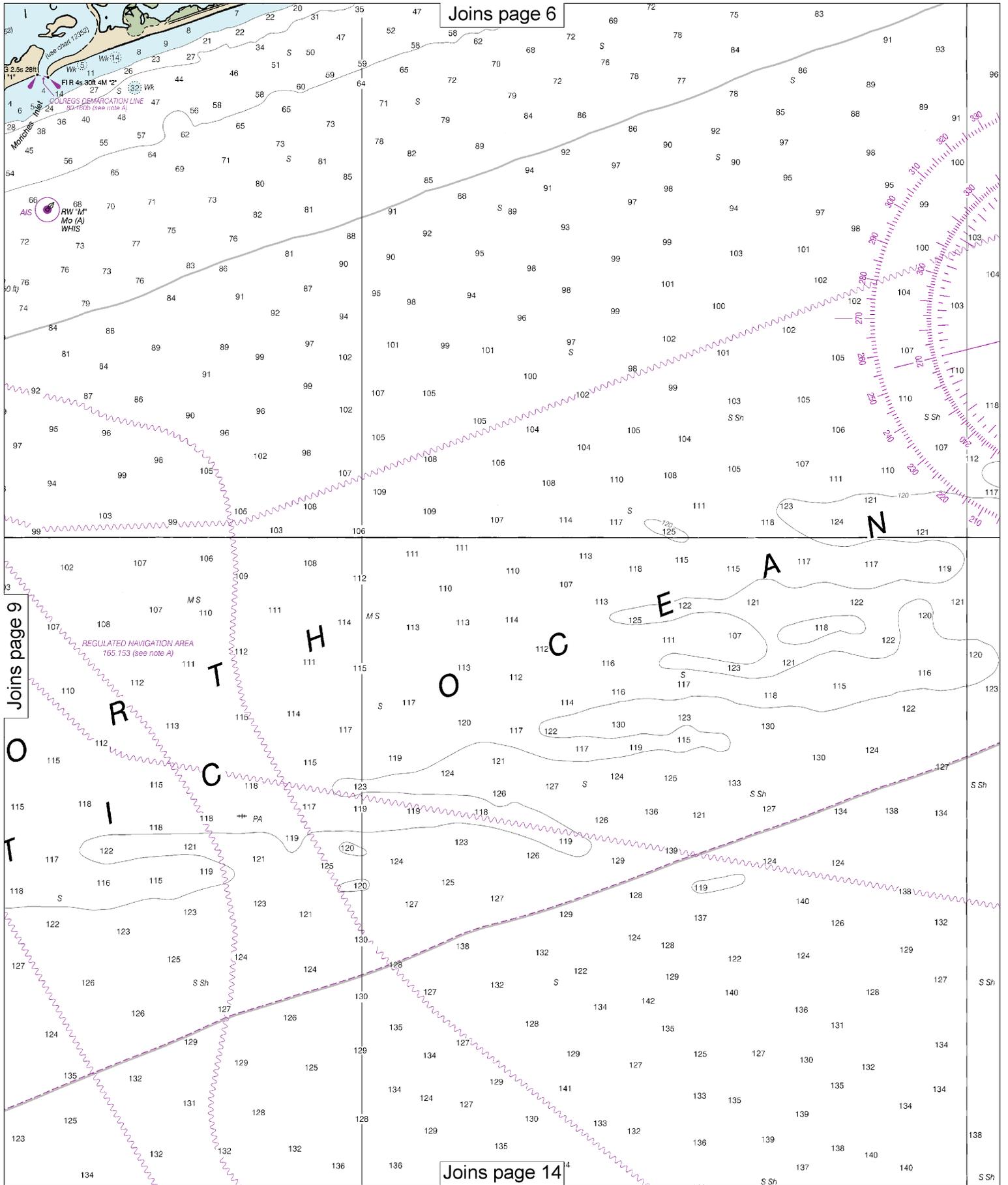




Joins page 5

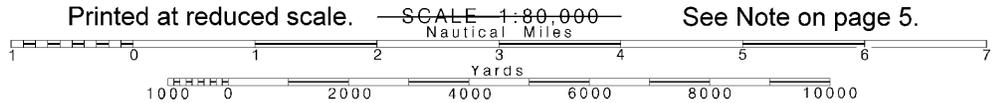
Joins page 10

Joins page 13

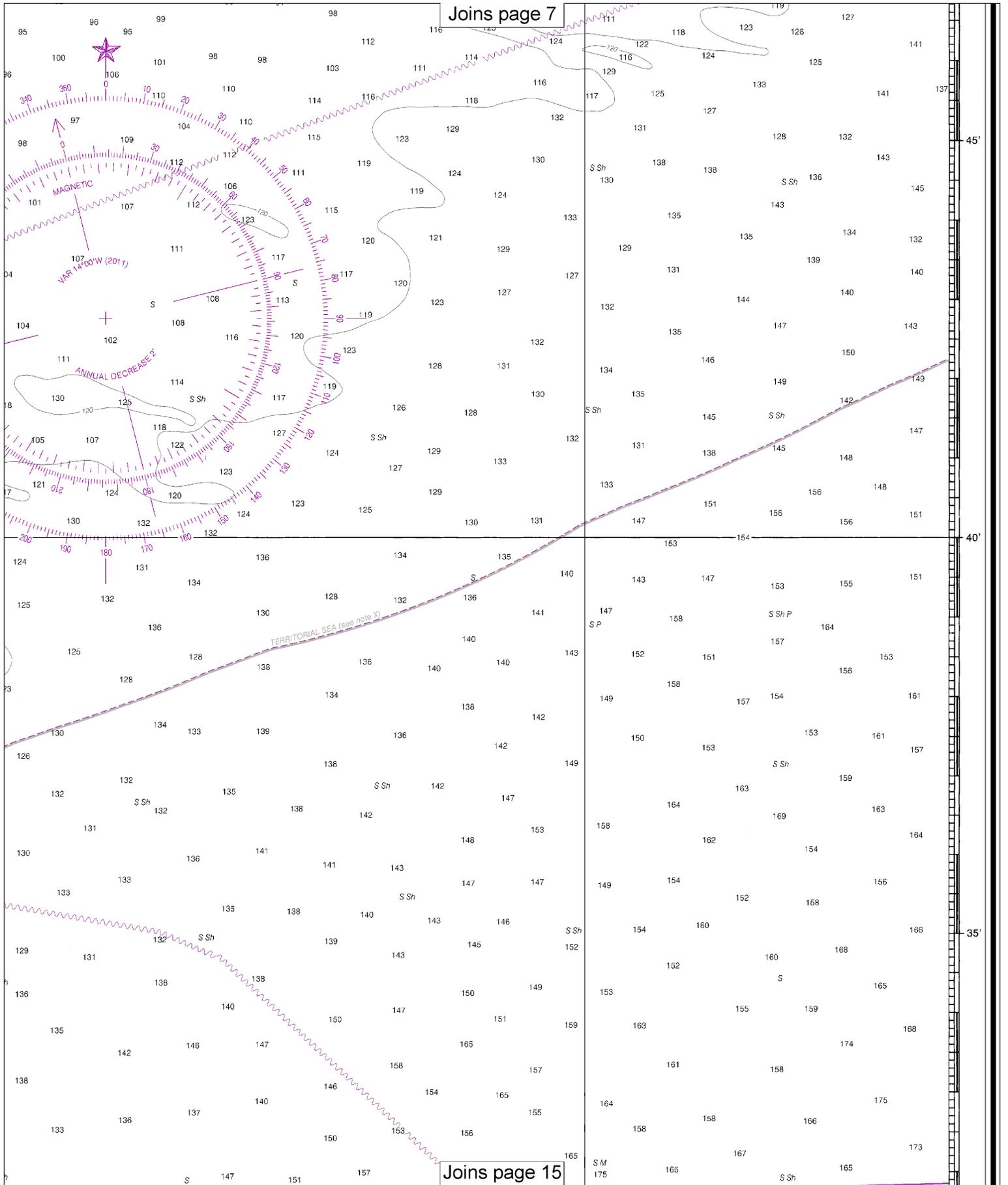


10

Note: Chart grid lines are aligned with true north.

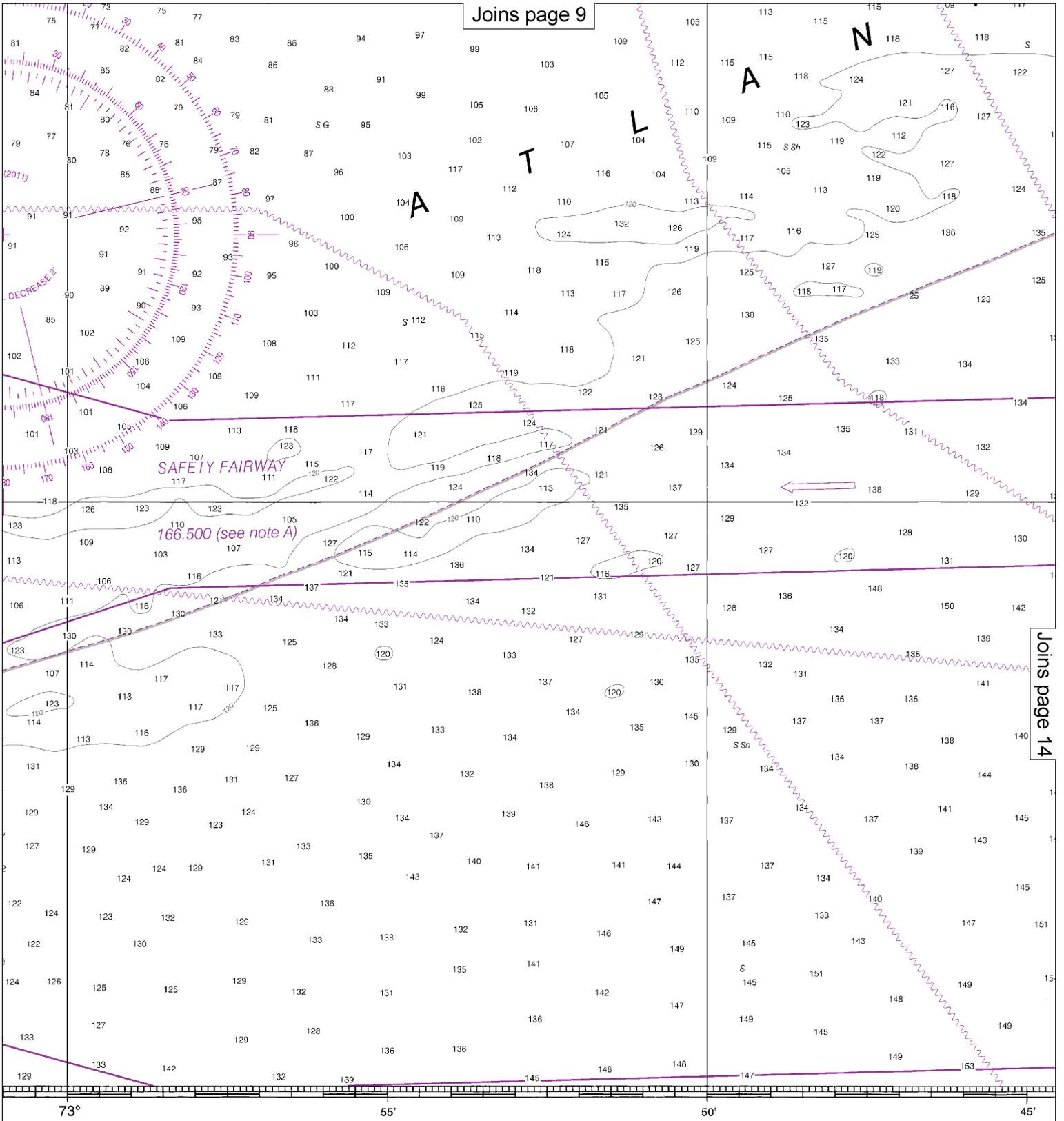


Joins page 7

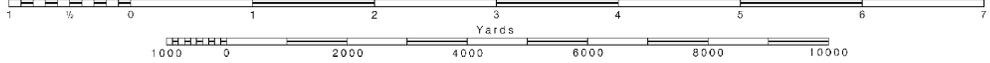


Joins page 15





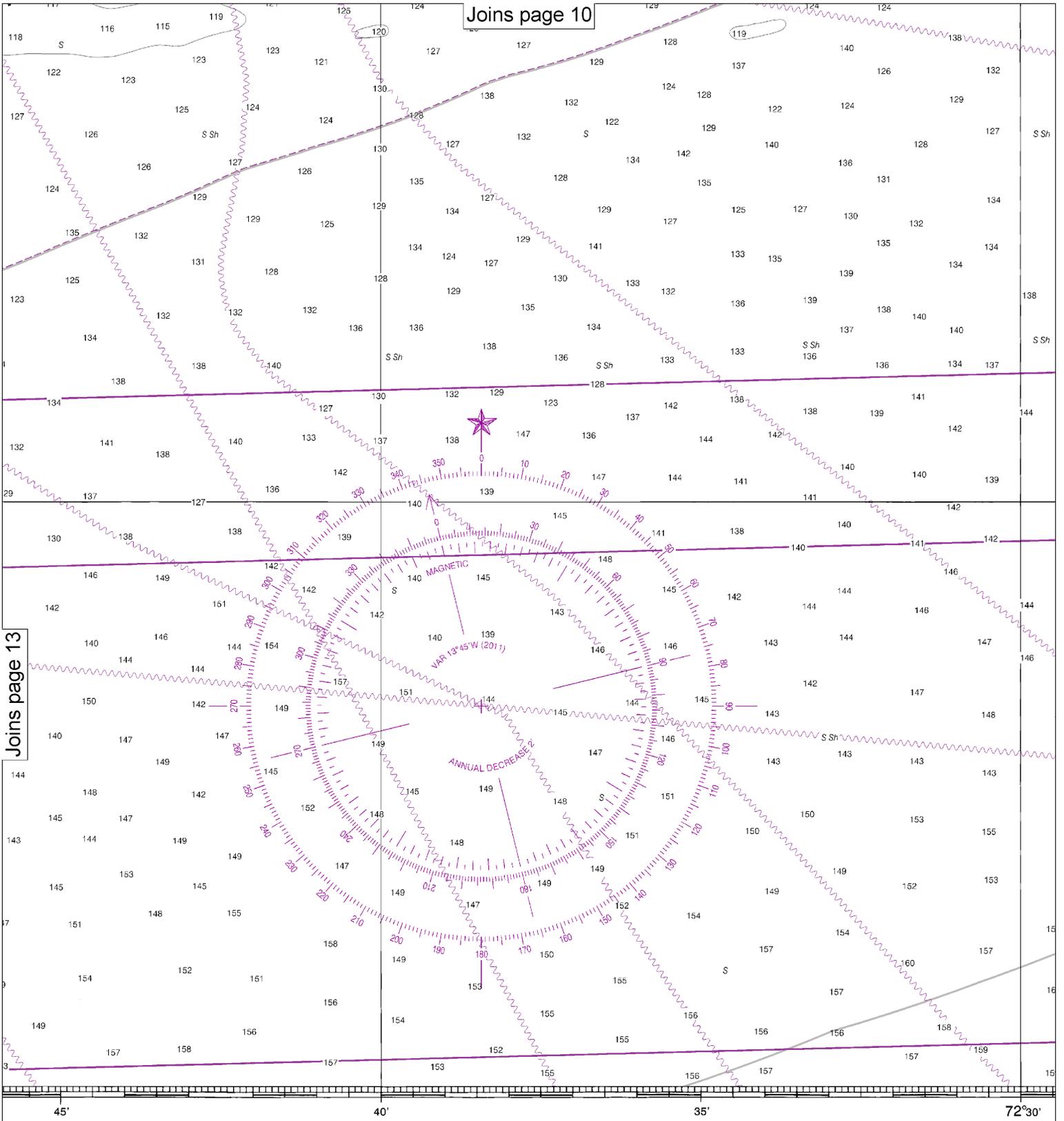
SCALE 1:80,000  
Nautical Miles



Published at Washington  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEANIC SURVEY SYSTEM  
COAST SURVEY

Joins page 10

Joins page 13

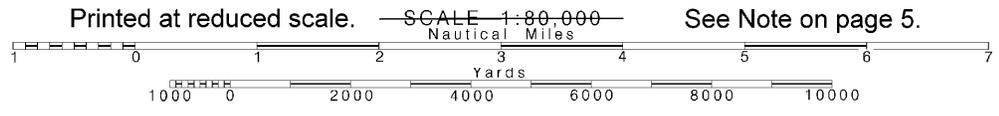


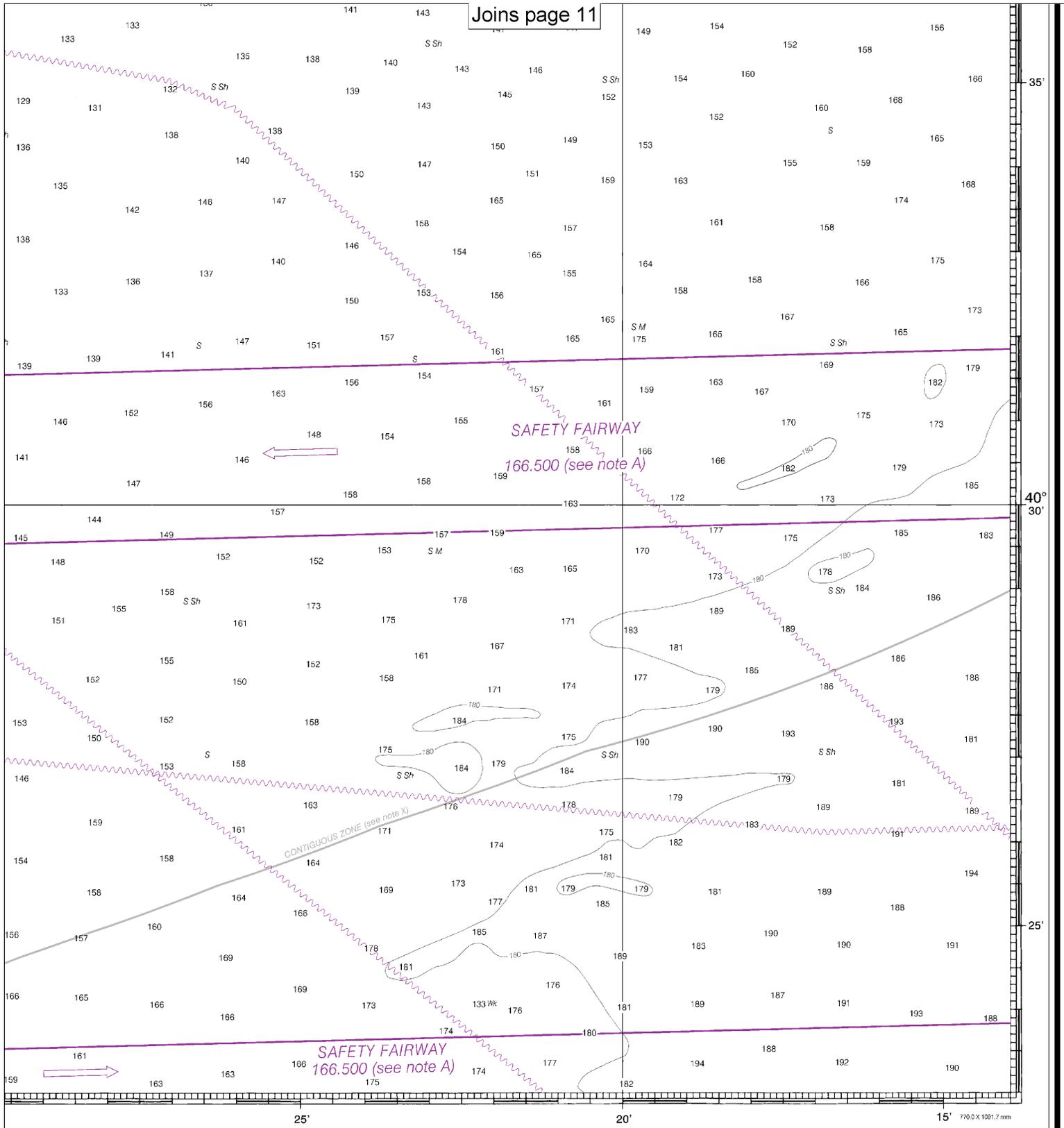
Published at Washington, D.C.  
 DEPARTMENT OF COMMERCE  
 NAUTICAL AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

**SOUNDINGS IN FEET**

**14**

Note: Chart grid lines are aligned with true north.





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

Shinnecock Light to Fire Island Light  
SOUNDINGS IN FEET - SCALE 1:80,000

12353



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!**



**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://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM 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>
- 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 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.