

BookletChart™

Port Jefferson and Mount Sinai Harbors

NOAA Chart 12362

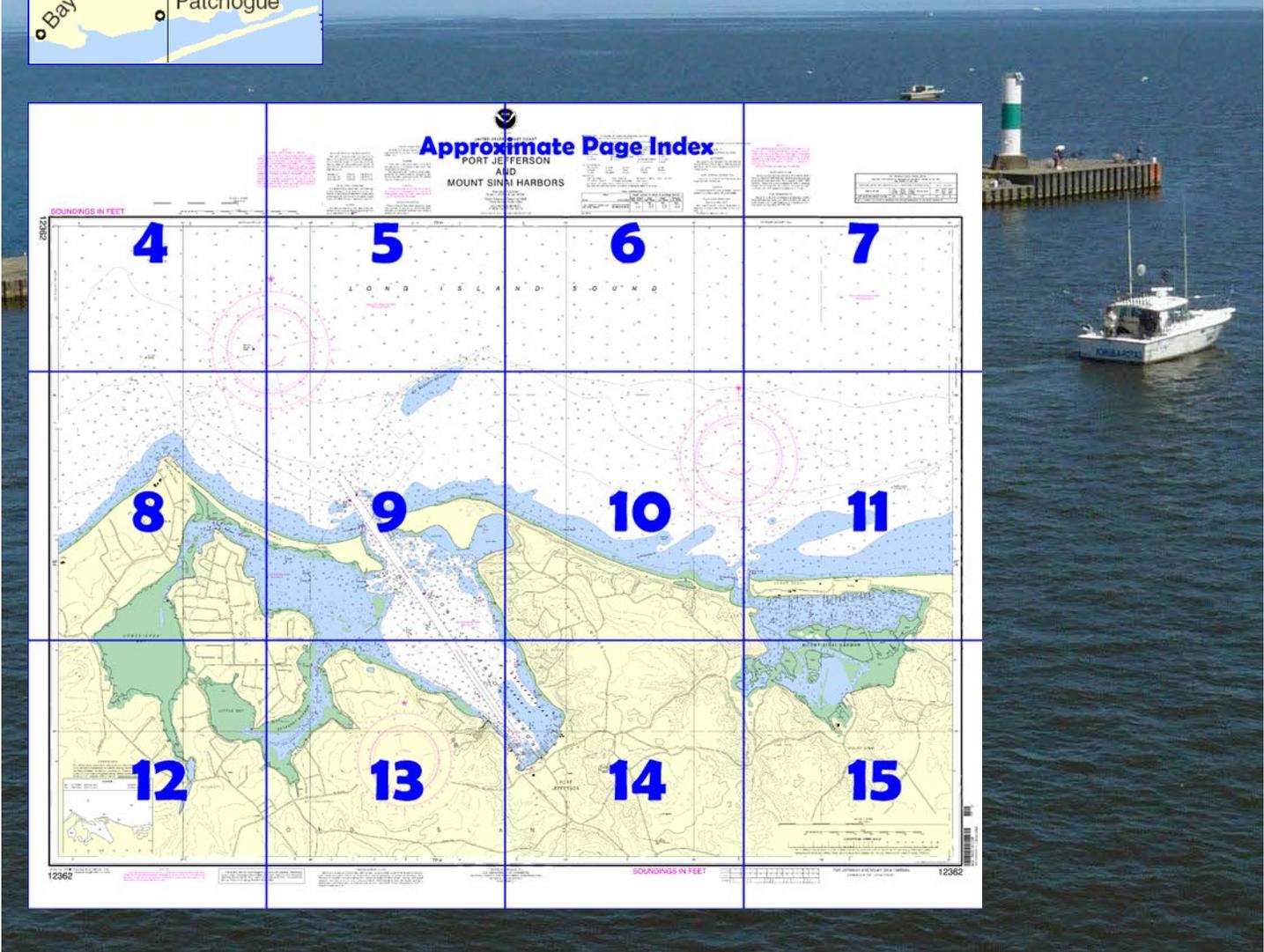
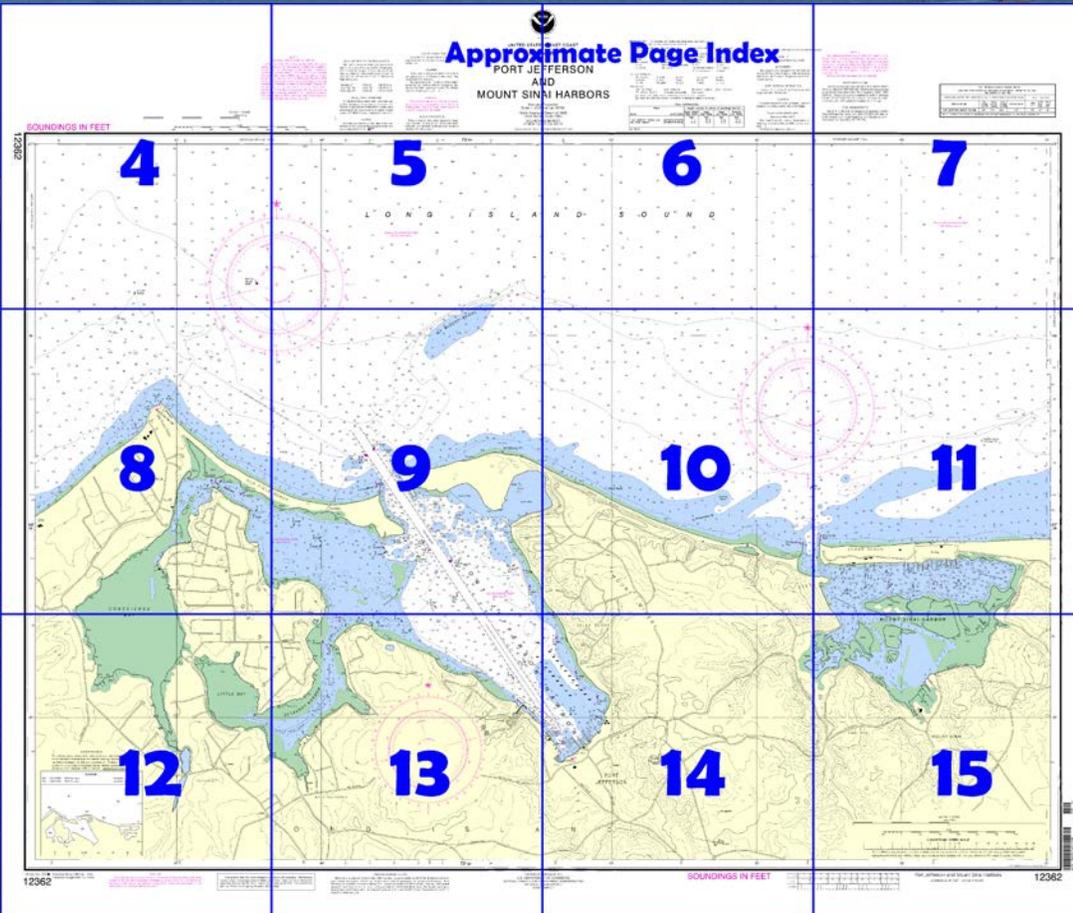


A reduced-scale NOAA nautical chart for small boaters

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.

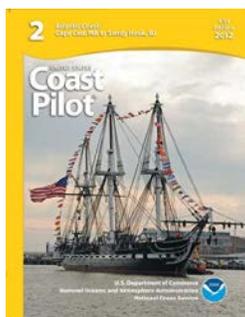
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12362>



(Selected Excerpts from Coast Pilot)

Mount Sinai Harbor, 22.5 miles westward of Mattituck Inlet, is marked by a low break in the beach nearly 1 mile long. The approach to the harbor is marked by a buoy. The entrance is protected by two jetties, the outer parts of which are awash at high water. Caution should be exercised when rounding them. A private light marks the outer end of the east jetty. In June 1981, a depth of about 8 feet was reported available through the

entrance. The northern part of the harbor has general depths of 10 to 20 feet. A channel marked by private buoys leads eastward from the entrance to small-craft facilities on the north shore of the harbor. The southern part of the harbor is shoal; the chart is the guide. Several **small-craft facilities** are in the harbor. (See the small-craft facilities tabulation on chart 12364 for services and supplies available.)

Mount Misery, 180 feet high, between Mount Sinai Harbor and Port Jefferson, slopes off gradually toward the sound where the bluffs are about 60 feet high and very prominent.

Port Jefferson Harbor, on the south shore of Long Island Sound eastward of Old Field Point, is entered through a dredged channel that leads between two jetties to a docking area near the southwestern end of the harbor; the jetties are each marked by a light.

Mount Sinai Harbor, 22.5 miles westward of Mattituck Inlet, is marked by a low break in the beach nearly 1 mile long. The approach to the harbor is marked by a buoy. The entrance is protected by two jetties which are in ruins. Caution should be exercised when rounding them. The jetties are each marked on the outer end by a private light. In June 1981, a depth of about 8 feet was reported available through the entrance. The northern part of the harbor has general depths of 10 to 20 feet. A channel marked by private buoys leads eastward from the entrance to small-craft facilities on the north shore of the harbor. The southern part of the harbor is shoal; the chart is the guide.

Small-craft facilities in the harbor provide berths and moorings, electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out facilities, a lift to 10-tons, storage, and hull and motor repairs. The minimum approach and alongside depths to the facilities are 13 feet. A **speed limit** of 6 mph is enforced in the harbor by the Suffolk County Police.

Mount Misery, 180 feet high, between Mount Sinai Harbor and Port Jefferson, slopes off gradually toward the sound where the bluffs are about 60 feet high and very prominent. Sand banks dug out by sand and gravel companies are very conspicuous.

Port Jefferson Harbor, on the south shore of Long Island Sound eastward of Old Field Point, is entered through a dredged channel that leads between two jetties which are in ruins to a docking area near the southwestern end of the harbor; the jetties are each marked by a light. The approach is marked by a lighted whistle buoy, about 1.1 miles northwest of the entrance. Two stacks on the west side near the head of the harbor are conspicuous landmarks. A 12 mph **speed limit** is enforced in the main entrance channel, and a 5 mph **speed limit** is enforced at the head of the harbor in the vicinity of the mooring areas and wharves. A **121°-301° measured nautical mile** is westward of the entrance to Port Jefferson Harbor on Old Field Beach. The front markers are orange posts 8 feet high; the rear markers are rectangles mounted on legs 12 feet high, painted red with a 6-inch black vertical stripe in the middle. The approach to Port Jefferson Harbor is clear, taking care to avoid **Mount Misery Shoal** with depths of 7 to 12 feet, about 0.8 mile north-northeast of the east jetty light.

A Federal project provides for a channel 26 feet deep from Long Island Sound to the south end of Port Jefferson Harbor. (See Notices to Mariners and latest editions of charts for controlling depths.) The channel is marked by lighted and unlighted buoys and a **146°** lighted range. In September 1982, it was reported that due to the closeness of the range lights it may be difficult to determine when they are in line. It was further reported that the range may be obscured by vessels tied up at the oil wharf on the west side of the harbor. Shoals with little depth are on both sides of the channel from the entrance to Port Jefferson to Lighted Bell Buoy 5 inside the entrance. The ground from the east jetty to the lighted bell buoy is broken, with shoals covered 4 to 11 feet. The lighted bell buoy cannot be seen over the breakwater at low tide by small vessels approaching the harbor.

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

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>



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

NEW YORK

PORT JEFFERSON AND POINT SINAI HARBORS

Mercator Projection
Scale 1:10,000 at Lat. 40°58'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Formerly C&GS 361, 1st Ed., June 1889 KAPP 2215

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

Aids to Navigation (lights are white unless otherwise indicated):

- | | | | |
|-------------------|--------------------------|------------------------|--------------------|
| ACRO aeronautical | G green | Mo Morse code | R TR radio tower |
| A alternating | IQ interrupted quick | N run | Rot rotating |
| B black | Is isophase | OBSOC obscuroc | s seconds |
| Bn beacon | LT HC lighthouse | Oc occulting | SEC sector |
| C can | M nautical mile | O orange | Sl 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:

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

Miscellaneous:

- | | | | |
|-----------------------|-------------------------|----------------------|----------------|
| AUTL 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.

Additional information can be obtained from the following sources:

HEIGHTS
Heights in feet above datum

AUTHORITY
Hydrography and topographic data from the Corps of Engineers and the U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Guard publications for supplemental information.

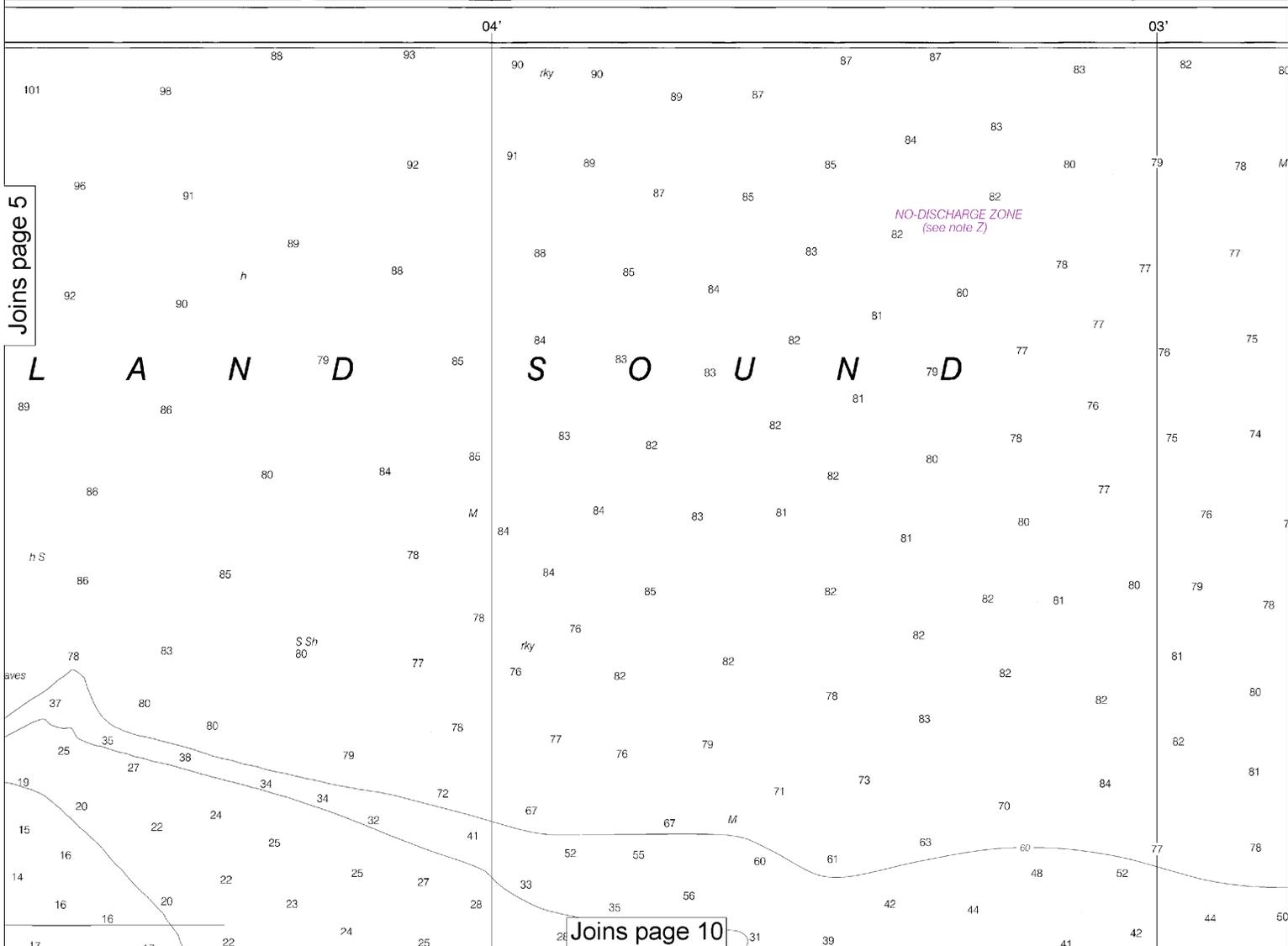
CAUTION
Improved channels shown are subject to shoaling, particularly at low water.

POLLUTION PREVENTION
Report all spills of oil and hazardous materials to the nearest U.S. Coast Guard Vessel Response Center via 1-800-424-2663. If communication is impossible (33 CFR 157.10-157.15), report to the nearest U.S. Coast Guard Office.

TIDAL INFORMATION

PLACE	LAT/LONG	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Port Jefferson Harbor Ent.	(40°58'N/73°05'W)	7.1	6.8	0.2
Pt. Sinai Harbor	(40°58'N/73°02'W)	6.5	6.2	0.2

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>. (Jul 2016)



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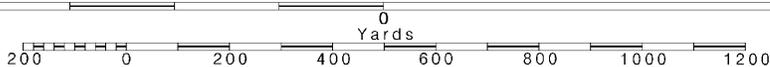
Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



taind at nauticalcharts.noaa.gov.

HTS
e Mean High Water.

IRITIES
ography by the National
urvey, with additional
f Engineers and U.S.

INFORMATION
t Pilot 2 for important
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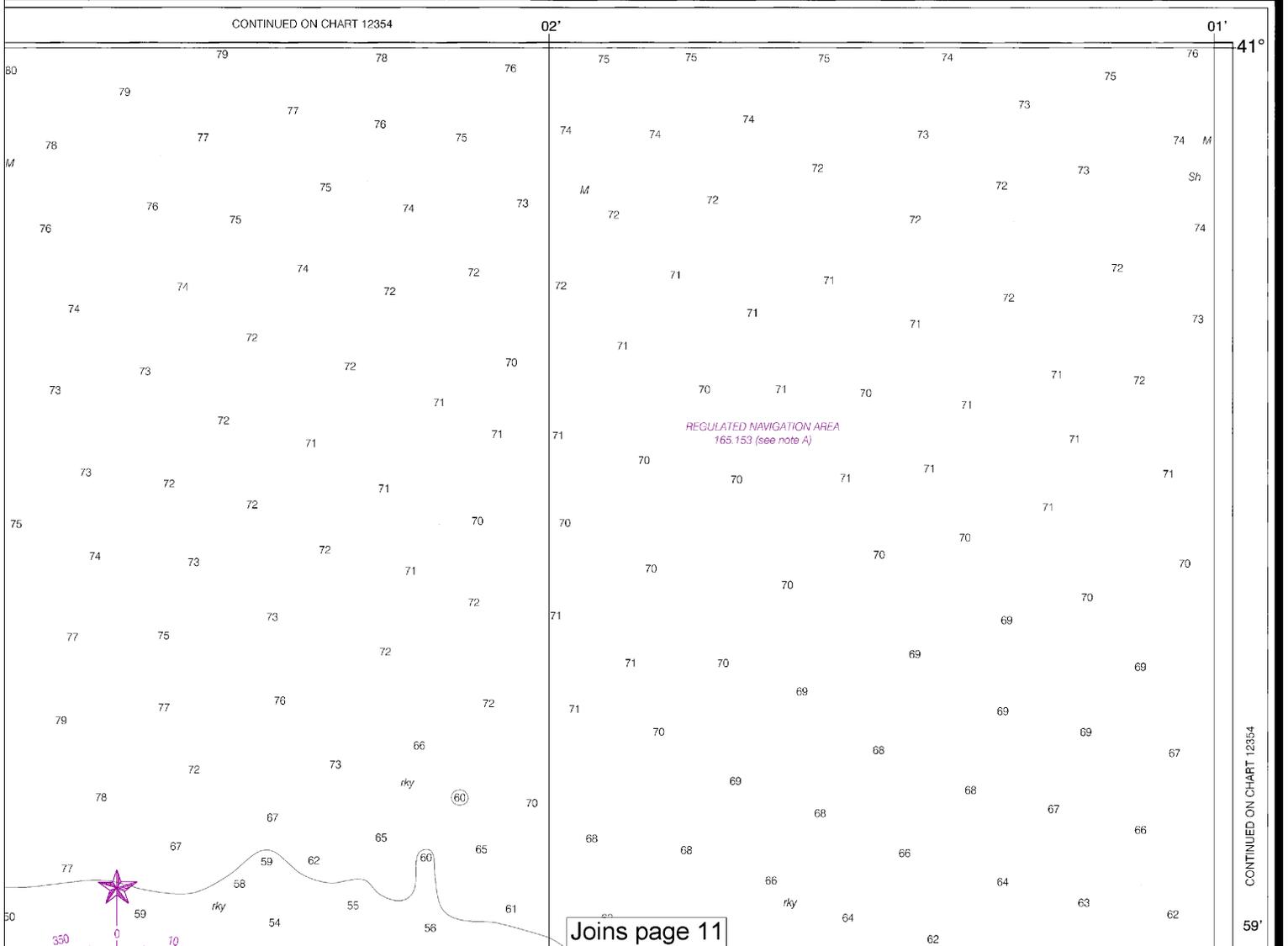
TION
own by broken lines are
cularly at the edges.

REPORTS
hazardous substances to the
1-800-424-8802 (toll free), or
rd facility if telephone com-
CFR 153).

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. 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 or at the Office of the District Engineer, Corps of Engineers in New York, NY.
Refer to charted regulation section numbers.

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 1.626" eastward to agree with this chart.

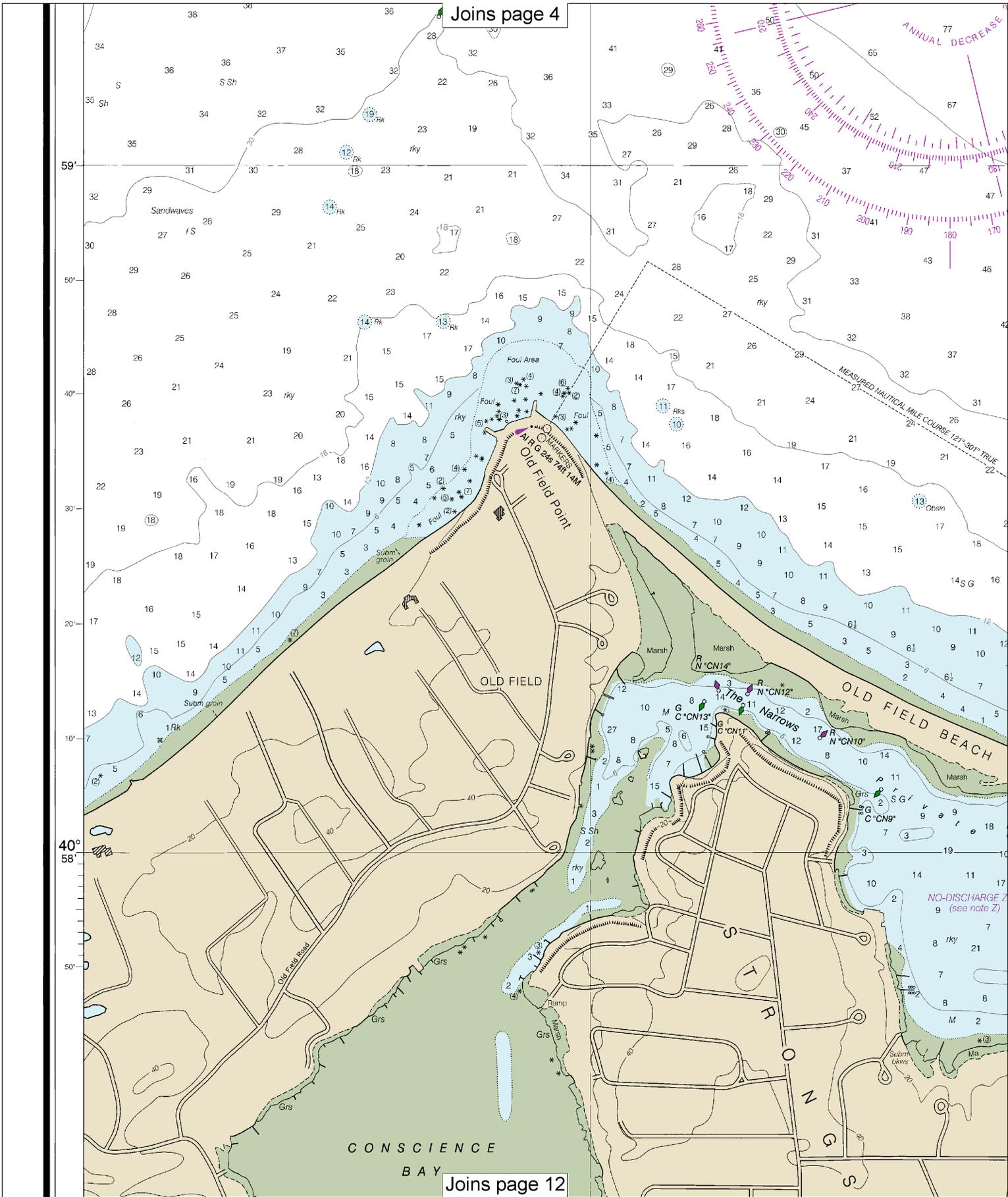
PORT JEFFERSON HARBOR CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2015 AND SURVEYS TO JUL 2015						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NALT. MILES) DEPTH (MLLW FEET)
PORT JEFFERSON HARBOR CHANNEL	25.1	27.4	24.5	7-15	300	2.0 26
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION						



18th Ed., Aug. 2016. Last Correction: 8/15/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)



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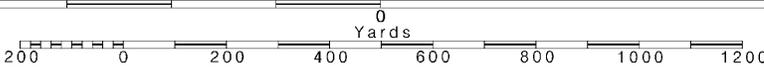
Joins page 12

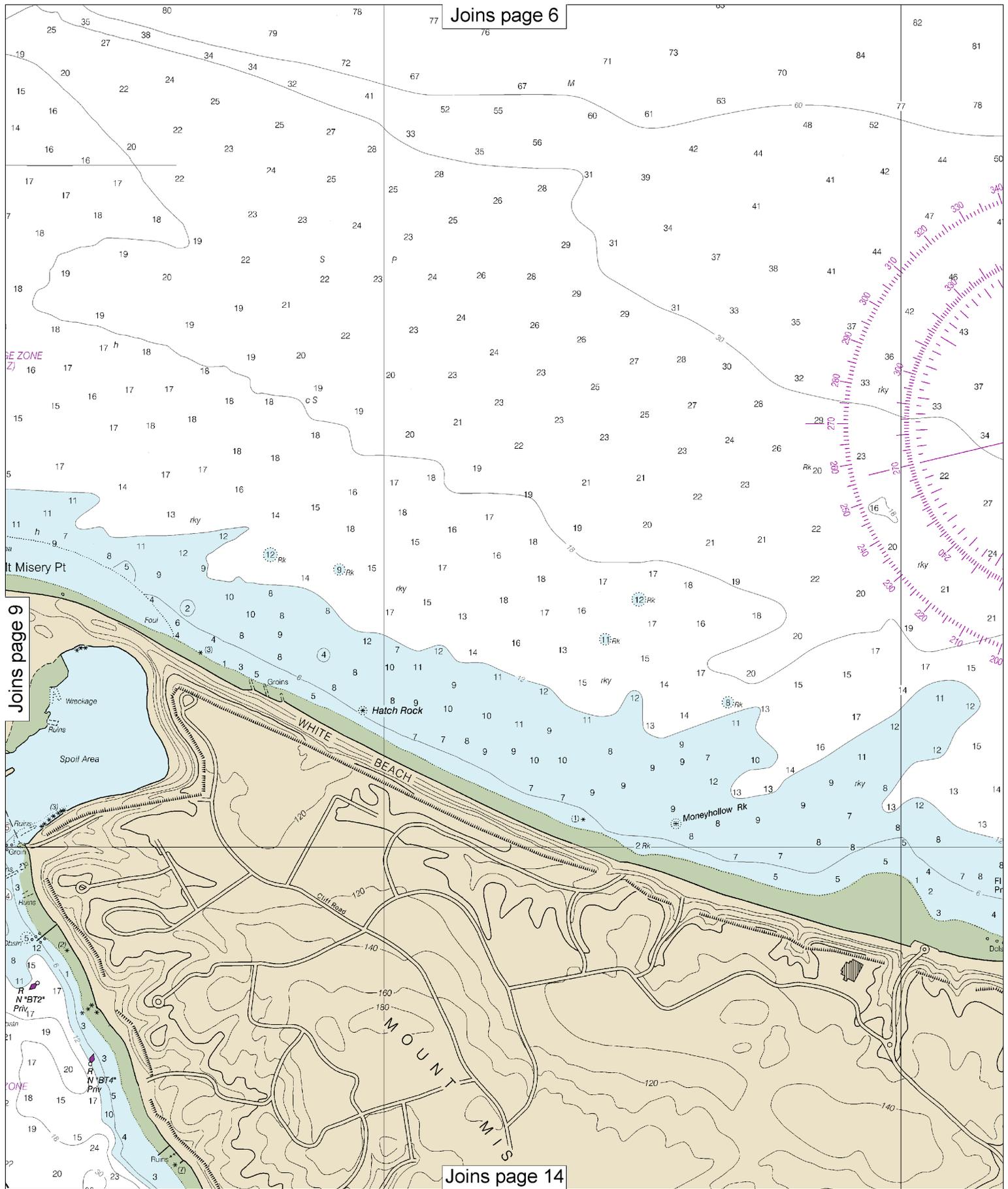


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.





Joins page 6

ZONE

Joins page 9

Joins page 14

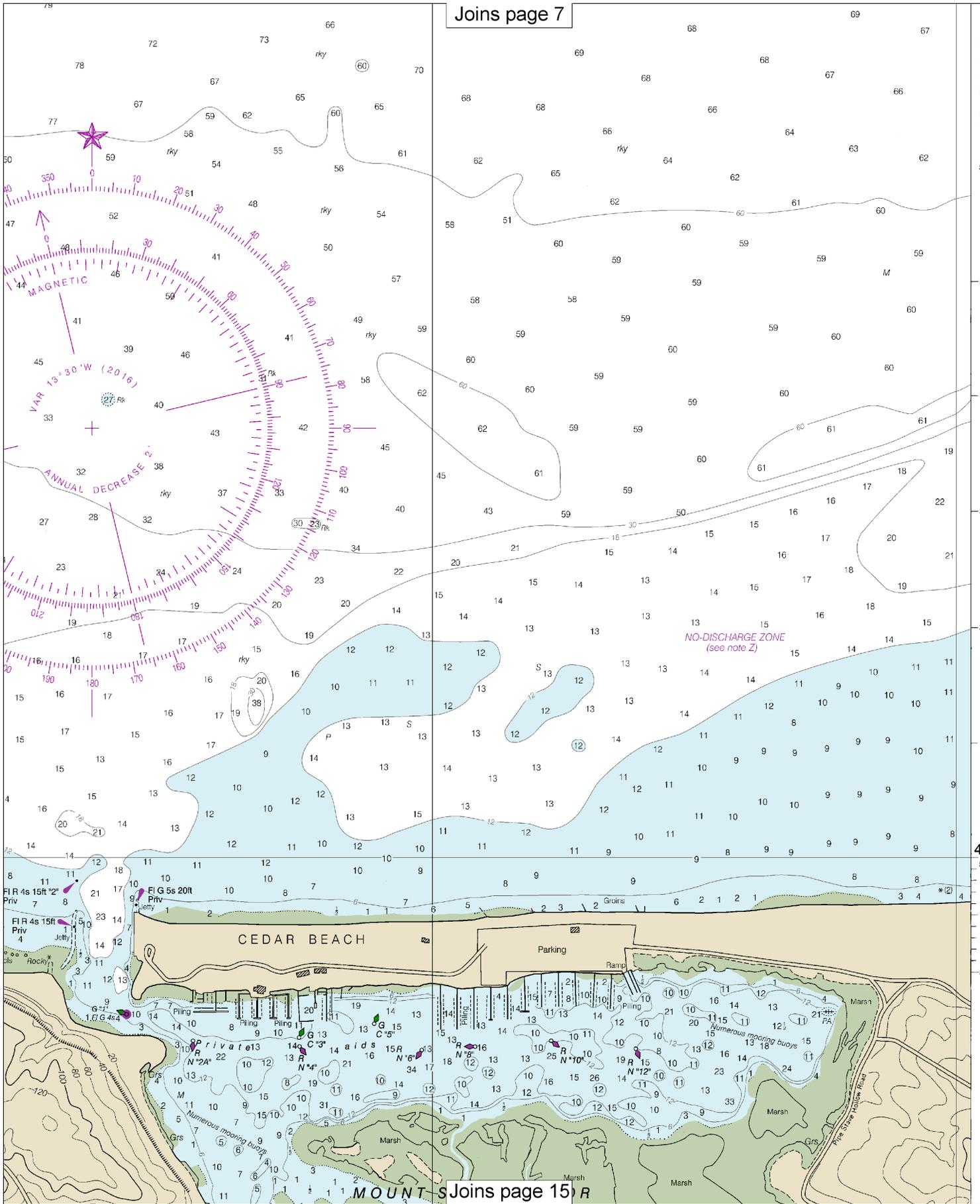
10

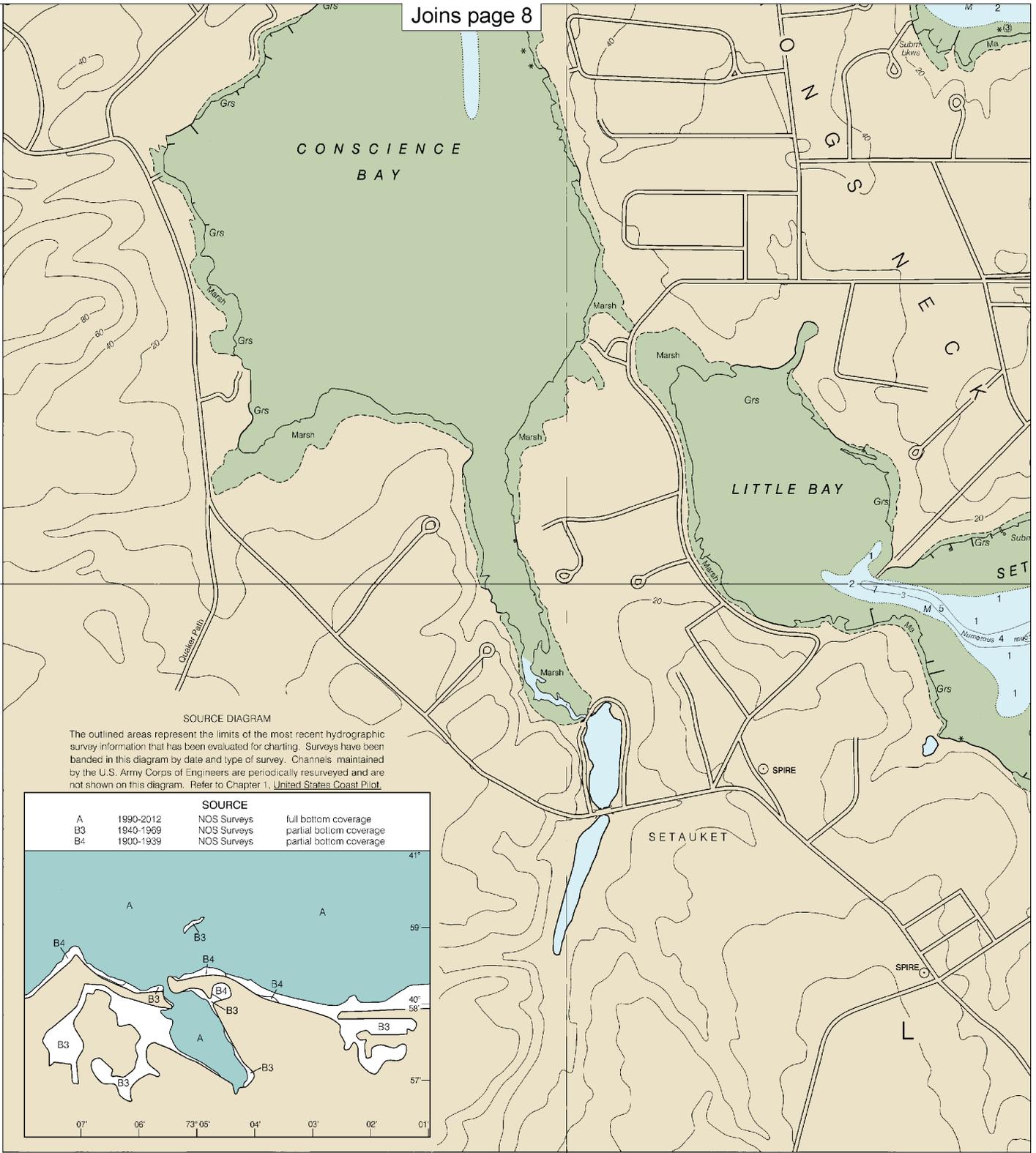
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.







12362

18th Ed., Aug. 2016. Last Correction: 8/15/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

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.

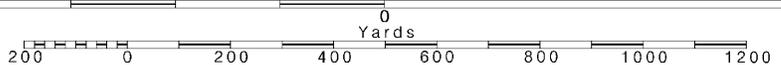
NOAA encourages users about this chart at <http://www.noaa.gov>

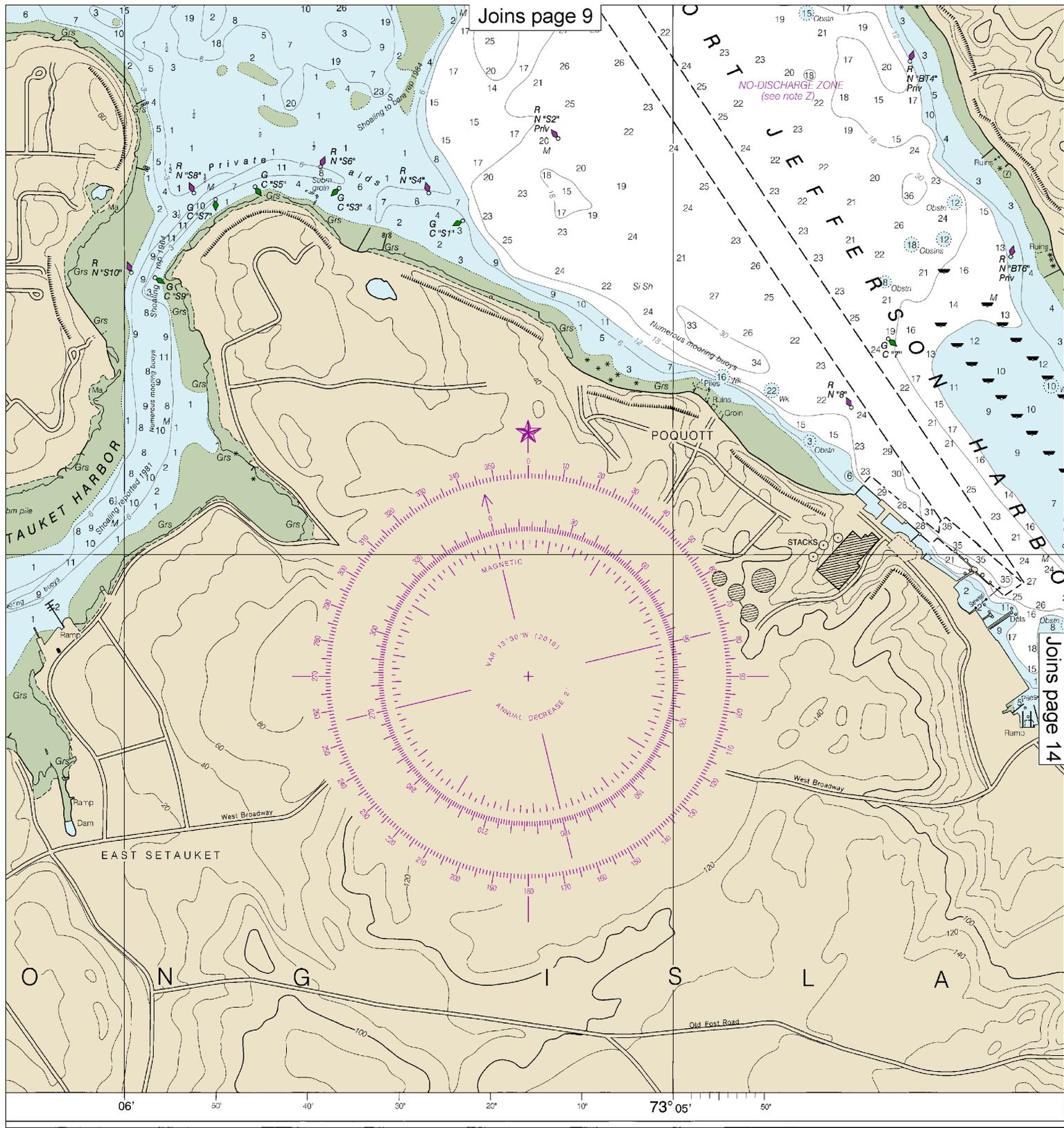
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.

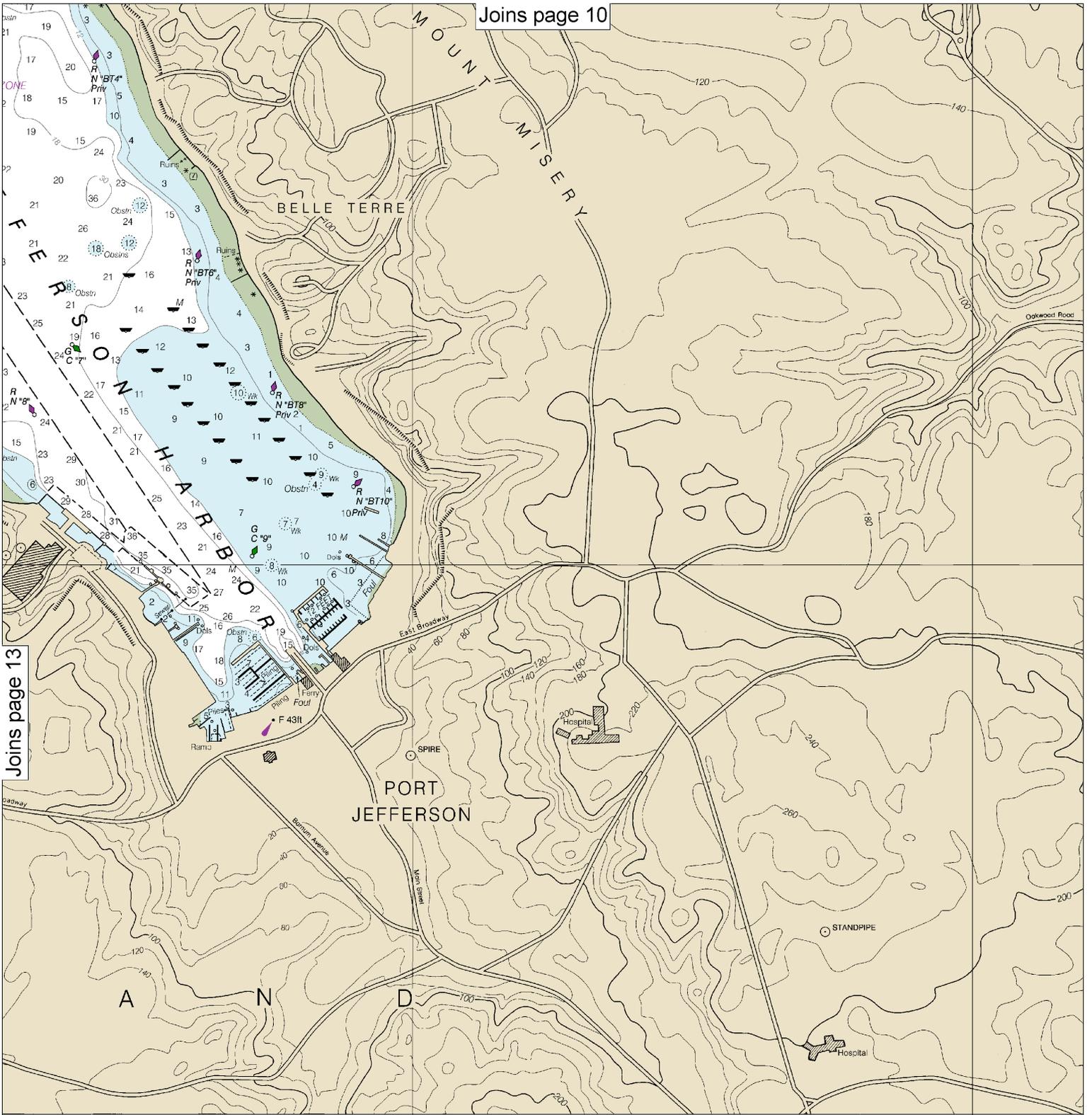




For more information, please visit www.nauticalcharts.noaa.gov/staff/contact.htm.

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

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 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

SOUNDINGS IN FEET

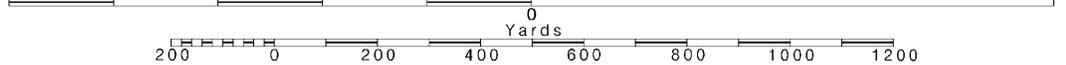
FATHOMS	
FEET	
METERS	

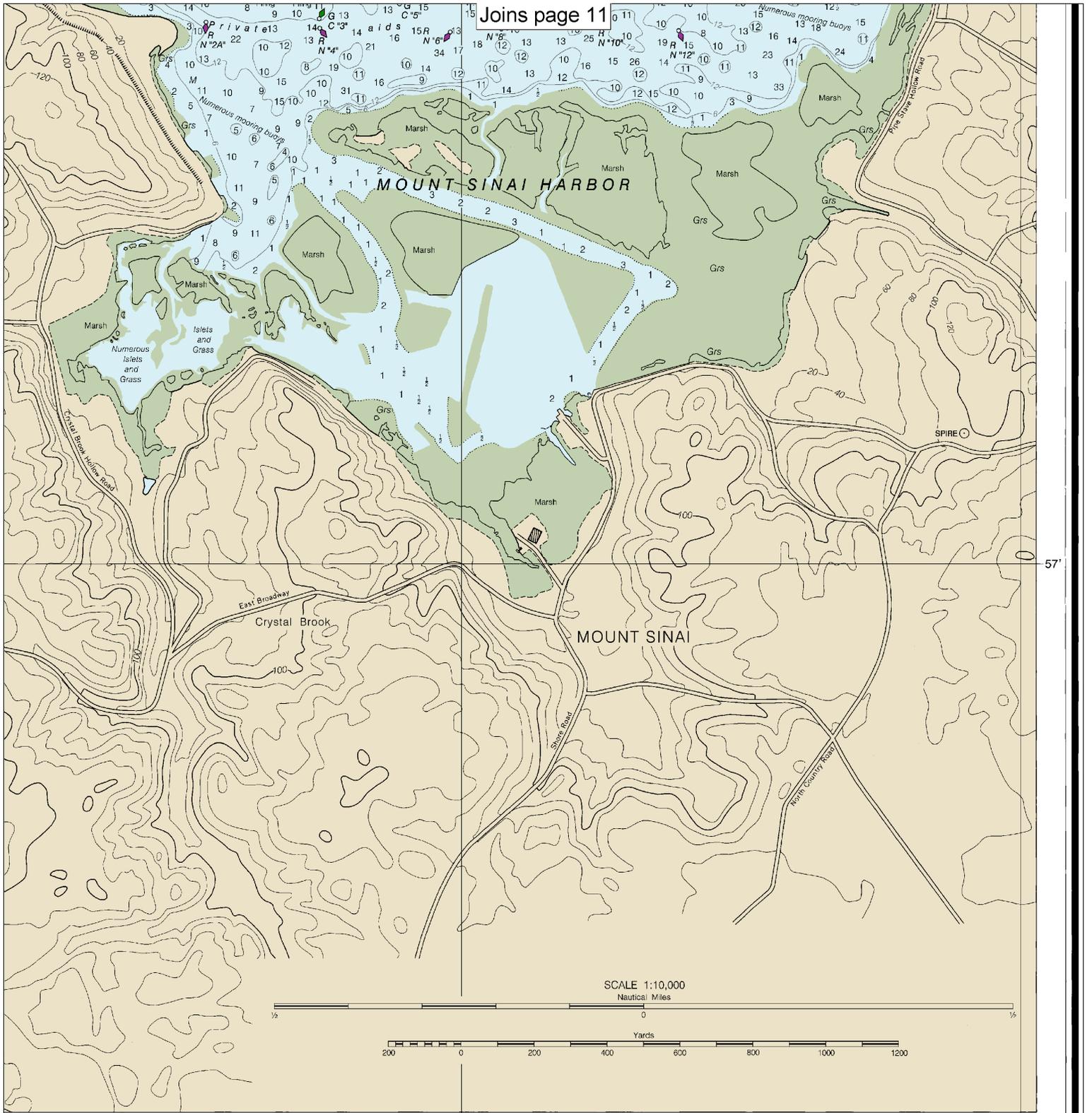
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Note: Chart grid lines are aligned with true north.

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See Note on page 5.





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	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100

Port Jefferson and Mount Sinai Harbors
SOUNDINGS IN FEET - SCALE 1:10,000

12362



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
- 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>



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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.