Formerly C&GS 1215, 1st Ed., Aug. 1914; C-1914-145; KAPP-690

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

NEW YORK - NEW JERSEY

APPROACHES TO NEW YORK

FIRE ISLAND 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 0.389" northward and 1.630" eastward to agree with this chart.

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
East Rockaway Inlet	(40°36'N/73°45'W)	4.6	4.3	0.2
Governors Island	(40°42'N/74°01'W)	4.9	4.6	0.2
Sandy Hook	(40°28'N/74°01'W)	5.2	4.9	0.2

Daphne I. - I located in datum columns indicates unavailable datum values for a site datum. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

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

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.

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 National Resource Boundary of the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in effect for the laws of the States and for those laws of the United States that refer to 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.

NOTE G

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

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 Captain of the Port, 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.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE E

Shoaling reported varying in depth from about 4 feet at north end to about 20 feet at the south end.

NOTE F

INLET BUOYS

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

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

PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels making the transition between operating in Ambrose or Sandy Hook Channels and one of the traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

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 H

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.

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

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.

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:
(A)accurate location) o(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	1990-2009	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	

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 Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels,resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

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).

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.

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.

AIDS TO NAVIGATION

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

For Symbols and Abbreviations see Chart No. 1

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

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

NOTE N

Subsurface hydroacoustic arrays and fish pots located within charted area. Arrays are 22 feet in length, secured to bottom by concrete moorings. Occasional pop-up buoys may be present as arrays are released for retrieval.

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

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus:

Submerged piling may exist in these areas.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilots 2 and 3 for important supplemental information.

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 www.nauticalcharts.noaa.gov.

SCALE 1:80,000
Nautical Miles
Yards

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

FATHOMS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
FEET	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
METERS	0	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30

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

Last Correction: 10/14/2015. Cleared through:
LNM: 3915 (9/29/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

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