BookletChart™

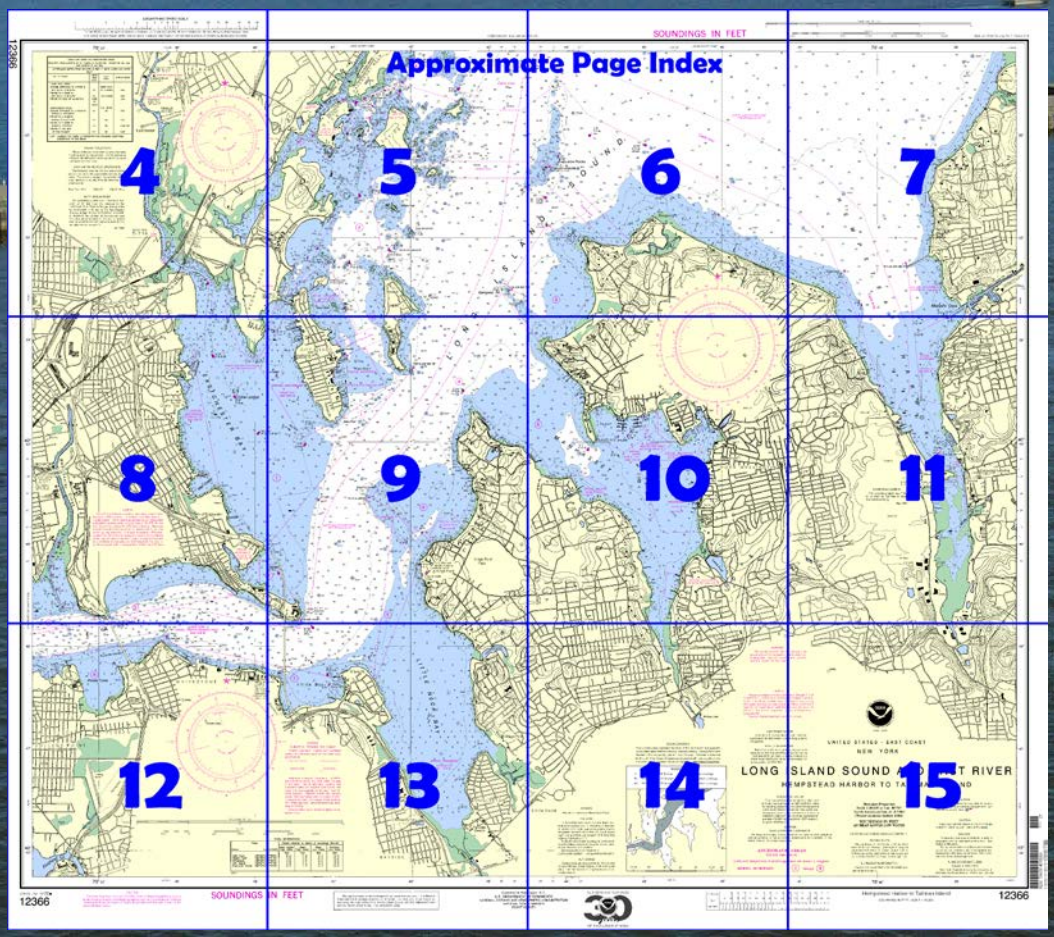
Long Island Sound and East River

NOAA Chart 12366

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.

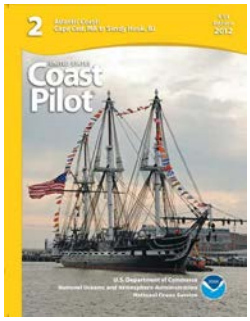
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=12366

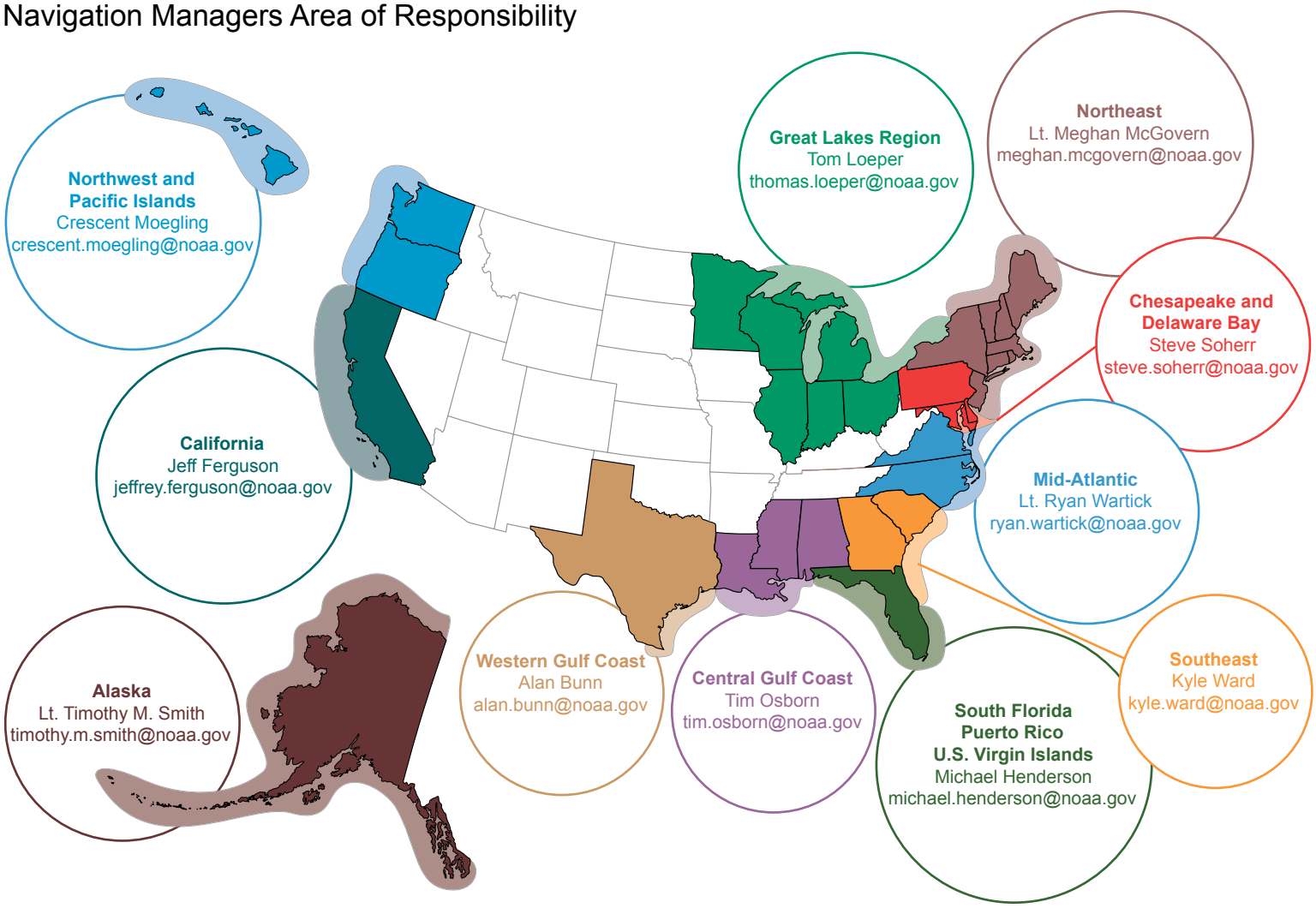


(Selected Excerpts from Coast Pilot)
Hempstead Harbor, 4 miles wide at the entrance between Matinecock Point and Prospect Point, is free from dangers if the shores, between the entrance and Mosquito Cove, are given a berth of 0.3 mile. It is much used by vessels seeking shelter in any but strong northerly winds and affords excellent anchorage with good holding ground. Vessels can anchor in any part of the harbor according to draft and direction of wind. A good anchorage for vessels drawing less than 20 feet is just inside a line from Mott Point to the breakwater at Glen Cove Landing. Small vessels can anchor behind the breakwater. Vessels should avoid anchoring in the pipeline area between Glenwood Landing and Bar Beach. On the eastern shore are several villages. A 5 mph **speed limit** is enforced in the harbor.
Glen Cove Creek, 0.6 mile southward of the breakwater, has a dredged channel from **Mosquito Cove** to the head. In 1994, the controlling depth was 2½ feet in the right half of the channel with shoaling to less than a foot in the left half for about 0.6 mile above the entrance. The remainder of the project is not being maintained. The entrance is buoyed.
Manhasset Bay, between Barker Point and Hewlett Point, affords excellent shelter for vessels of about 12 feet or less draft, and is much frequented by yachts in the summer. The depths in the outer part of the bay range from 12 to 17 feet, and 7 to 12 feet in the inner part inside Plum Point. The extreme south end of the bay is shallow with extensive mudflats. Depths of about 6 to 2 feet can be taken through a natural channel almost to the head of the bay. A 5 mph **speed limit** is enforced.
Port Washington. Depths of about 8 feet can be carried in the buoyed approach from the lighted buoy off Plum Point to the docks at Port Washington, thence through the unmarked channel along the east side of the bight to its north end northeastward of Tom Point. In 1979, shoaling to 1½ feet was reported in the approach to the wharves east of Tom Point in about 40°50'04"N., 73°42'17"W. In June 1981, depths of 5 feet were reported on the north side of the town dock with 2 and 4 feet on the west and south sides, respectively. Depths at the other wharves are reported to range from 4 to 9 feet.
Little Neck Bay is entered between Kings Point and Willets Point, 1.2 miles to the south-southwestward. Depths are 10 to 12 feet in the entrance, decreasing gradually to the head, about 2 miles inland, where the bay divides into two branches which almost dry; there are boulders in places close to the shores.
A small-craft facility is on the west side of the bay. Water, ice, and limited marine supplies are available. In June 1981, the facility had a reported depth of 4 feet alongside.
East River is a 14-mile-long tidal strait that connects Long Island Sound with New York Upper Bay and separates the western end of Long Island from the New York mainland.
A Federal project provides for main-channel depths of 35 feet from Throgs Neck to the inactive New York Naval Shipyard, about 2 miles from the western entrance, and thence 40 feet to deep water in New York Upper Bay.
Caution.–Mariners transiting East River in the vicinity of Rikers Island and/or South Brother Island Channel are advised of the following:
East River Main Channel Lighted Buoy 5 has been established northeast of Rikers Island in 40°47'47"N., 73°51'59"W. to assure that no vessel penetration of air space exists over that portion of the East River which coincides with the glide path of the northeast-southwest runway of La Guardia Airport. Vessel with mast heights in excess of 125 feet shall pass 100 yards to the north of this buoy so as to avoid interference with the glide path.
Vessels transiting South Brother Island Channel and using the turning basin at the southern terminus shall ballast prior to entry, and are cautioned that mast heights in excess of 125 feet may penetrate the glide path to the northwest-southeast runway to La Guardia Airport. If mast heights cannot be lowered below 125 feet, La Guardia Air Traffic Control shall be notified by telephone (212-779-0242) prior to terminal departure or channel entry.
Several **general** and **special anchorages** are in East River. (See **110.1, 110.60, and 110.155,** 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

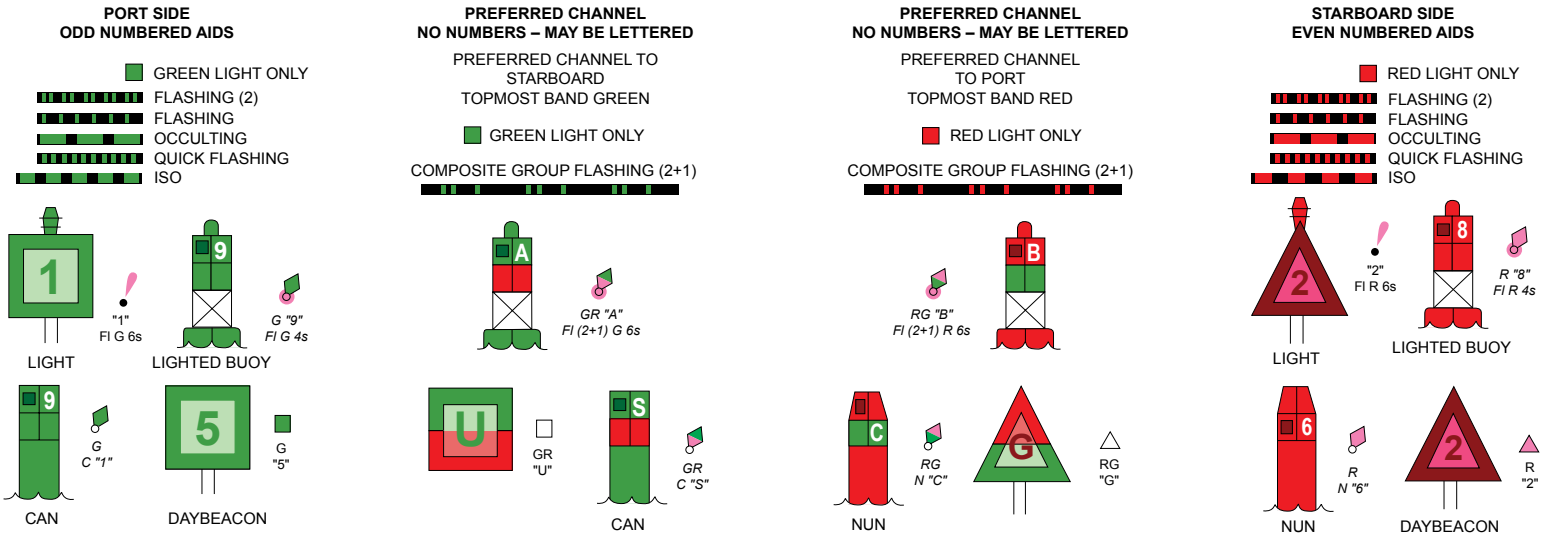


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*.

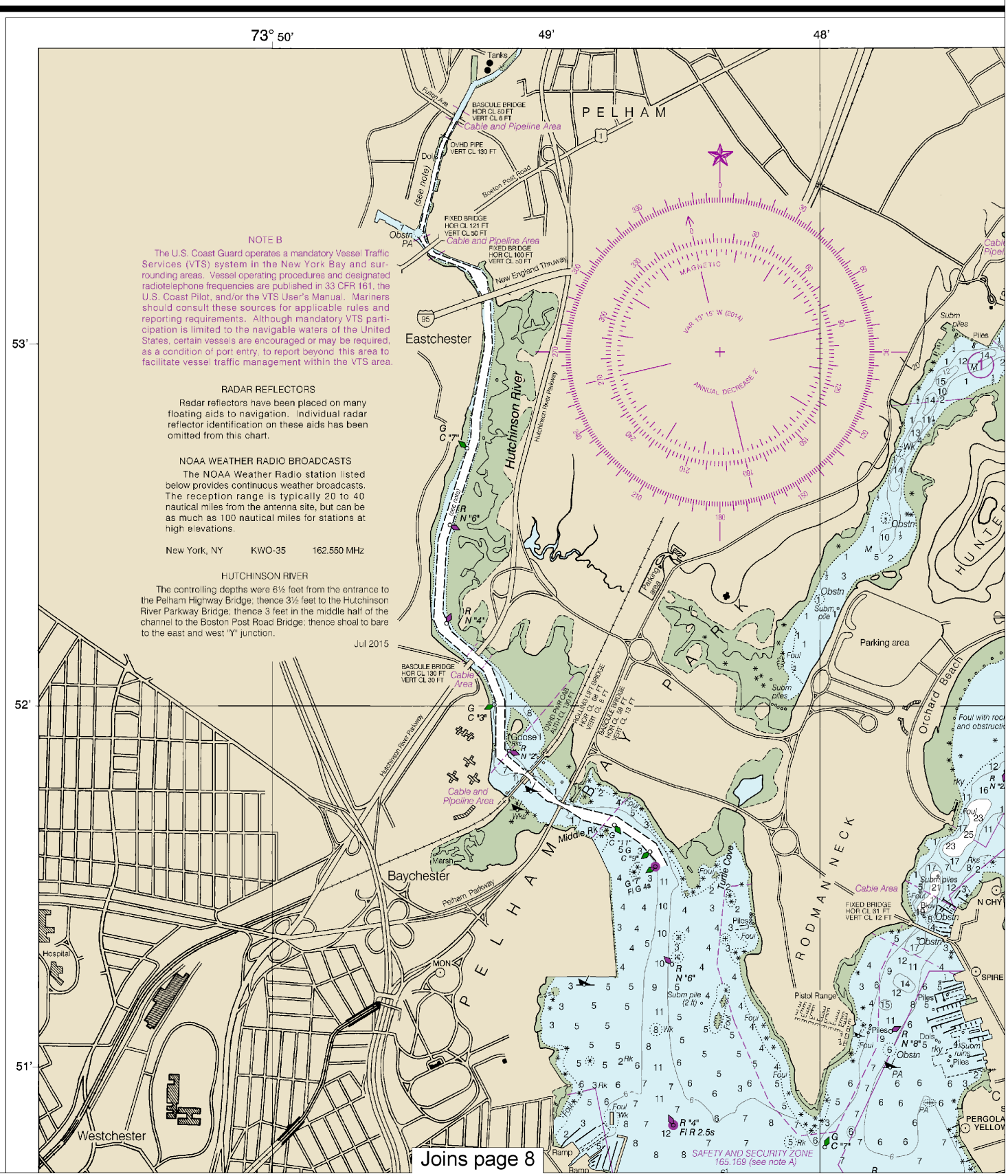
Lateral System As Seen Entering From Seaward

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*

12366



4

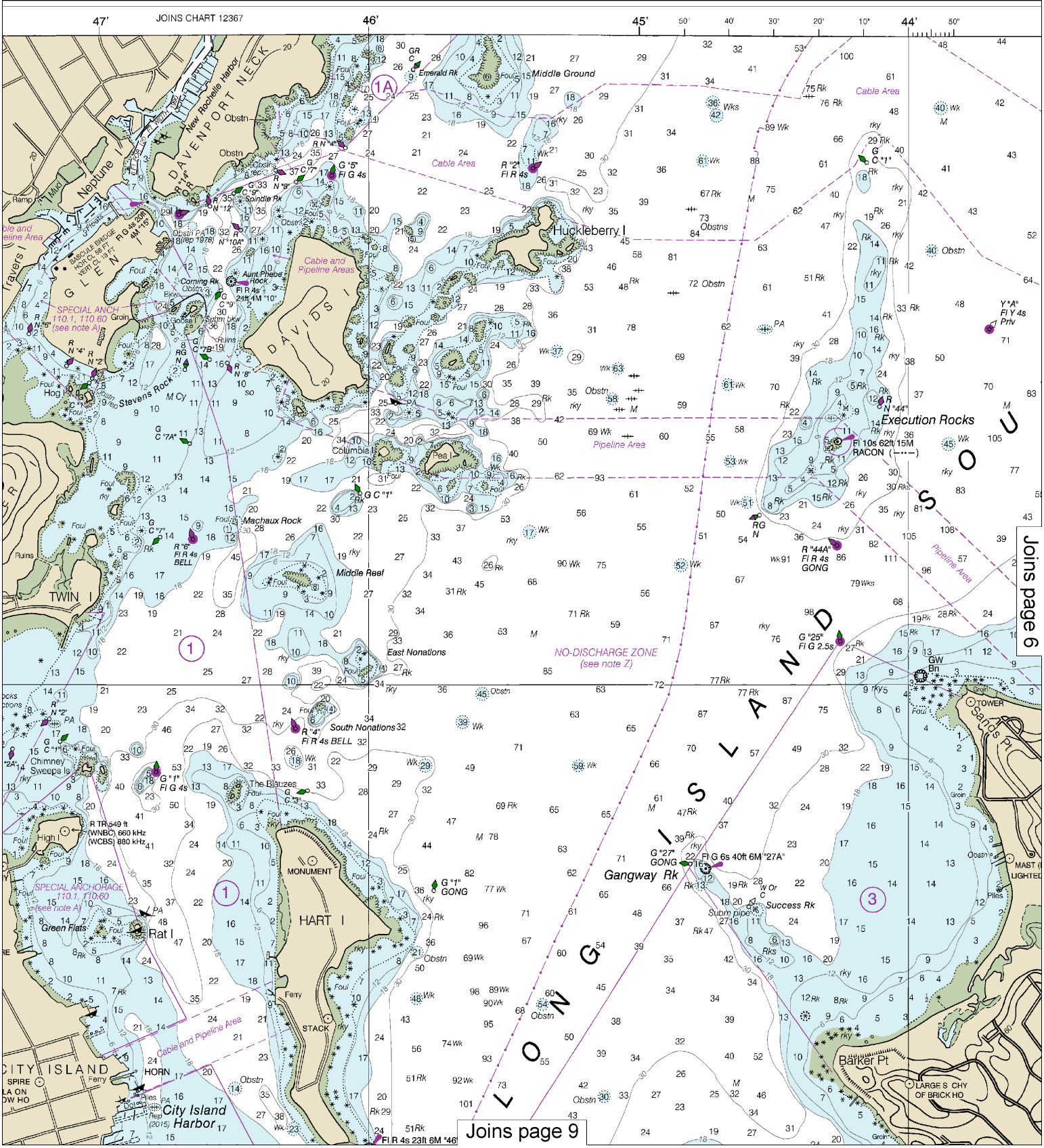
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

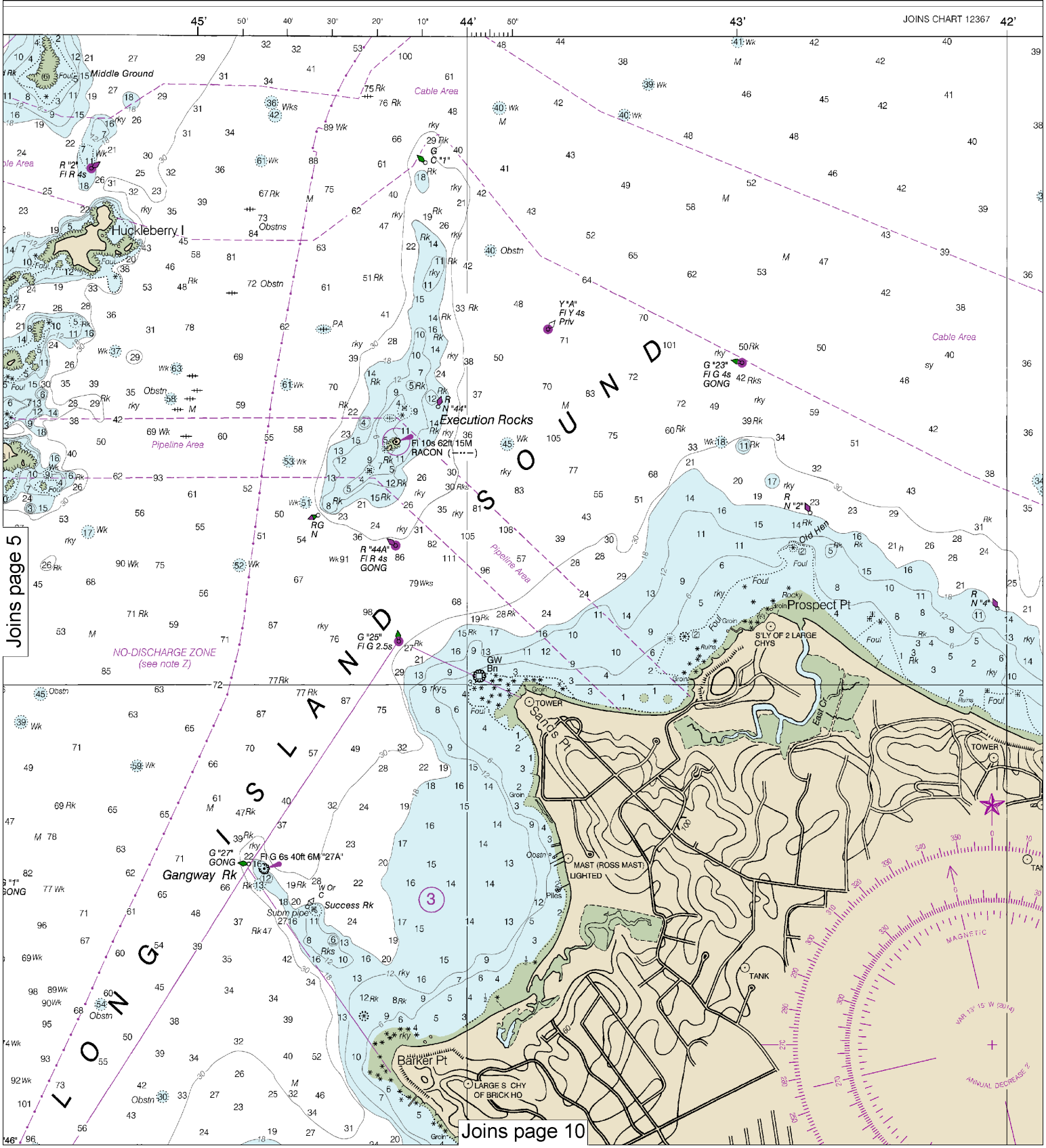
Nautical Miles: 0 1 1½

Yards: 500 0 500 1000 1500 2000 2500

Formerly C&GS 223, 1st Ed., June 1922 KAPP 2190



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

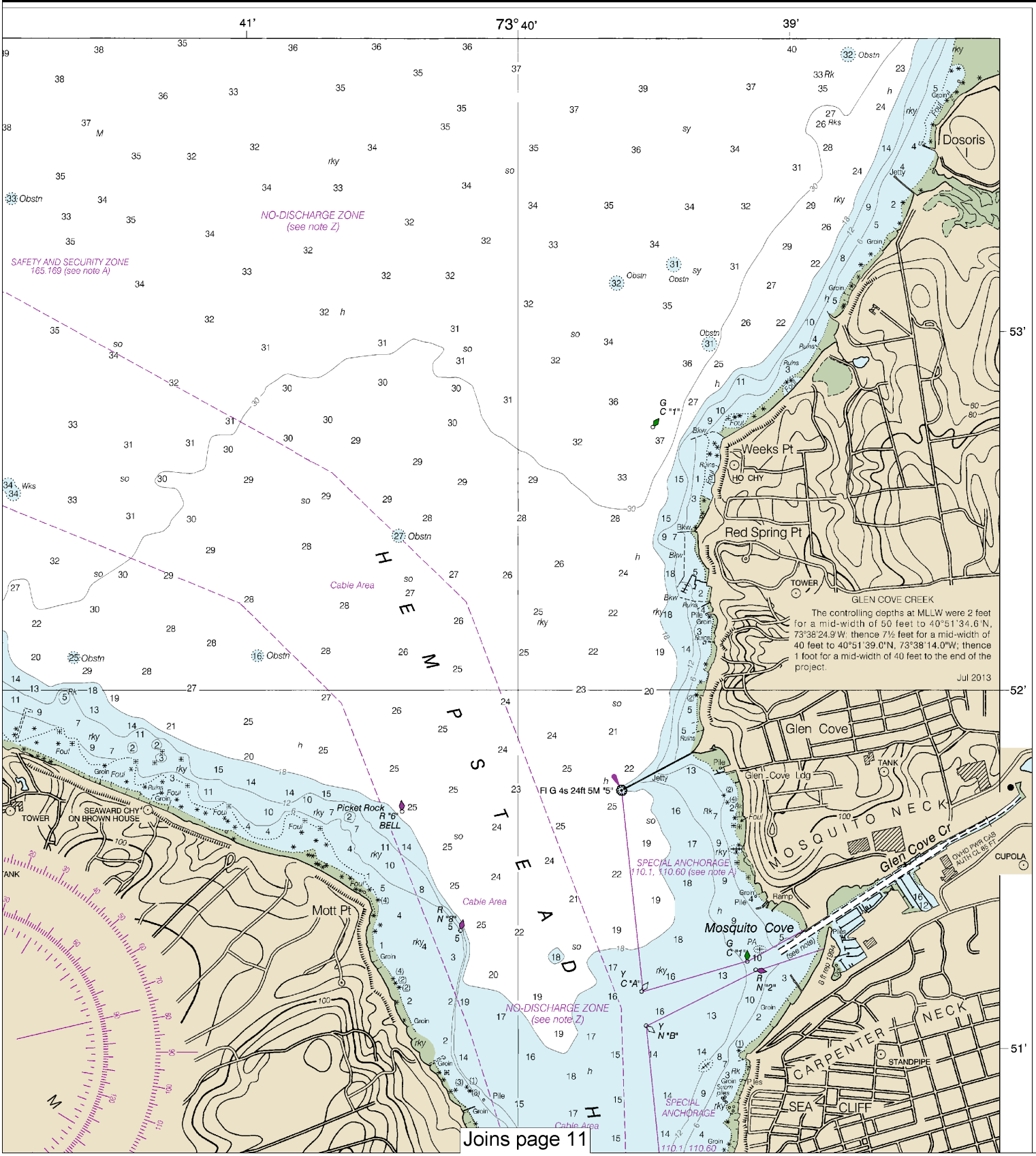
Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

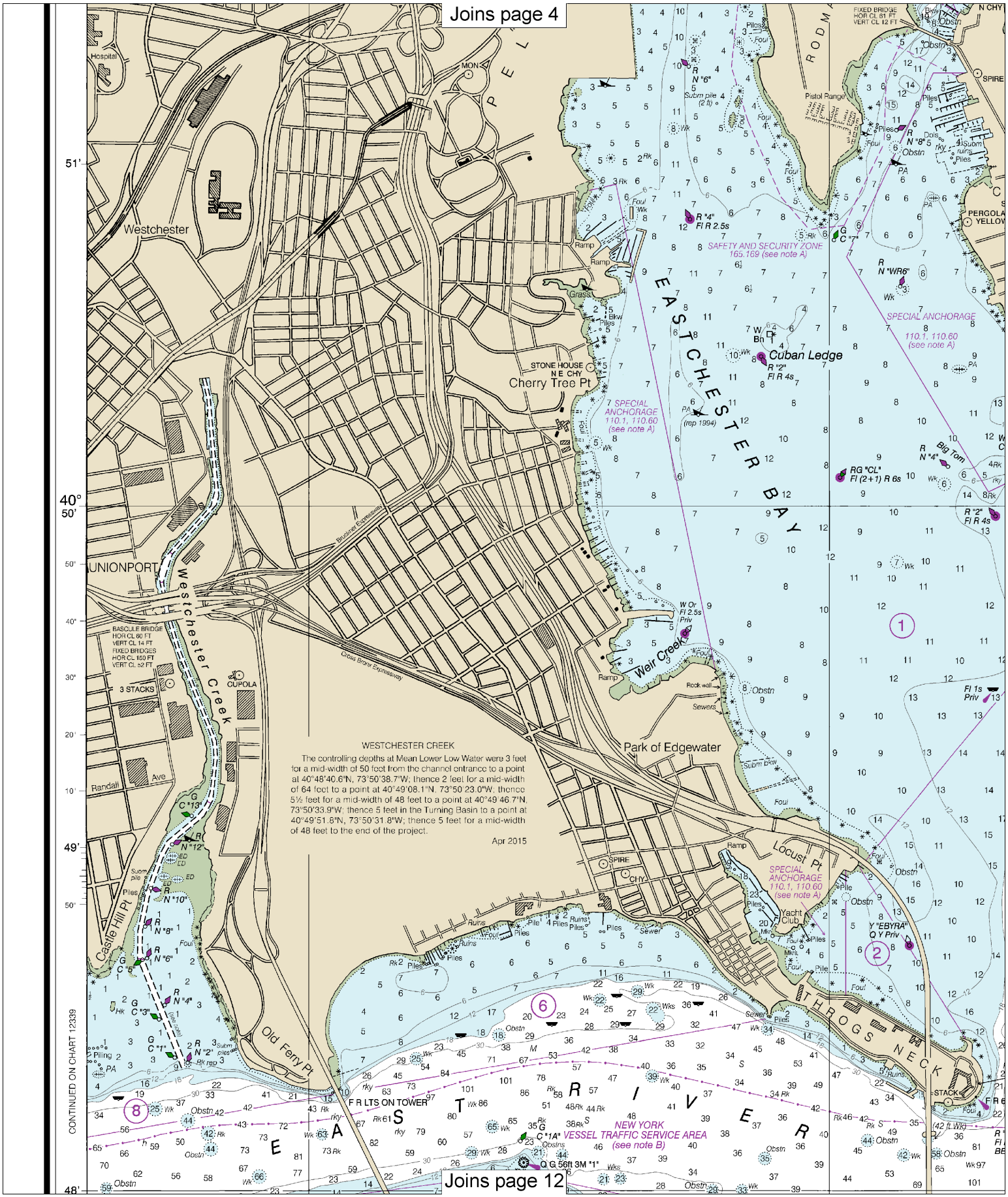
Note: Chart grid lines are aligned with true north.

SCALE 1:20,000
Nautical Miles
0 ½ 1 1½
Yards
0 500 1000 1500 2000 2500

SOUNDINGS IN FEET



Last Correction: 2/24/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)



8

Note: Chart grid lines are aligned with true north.

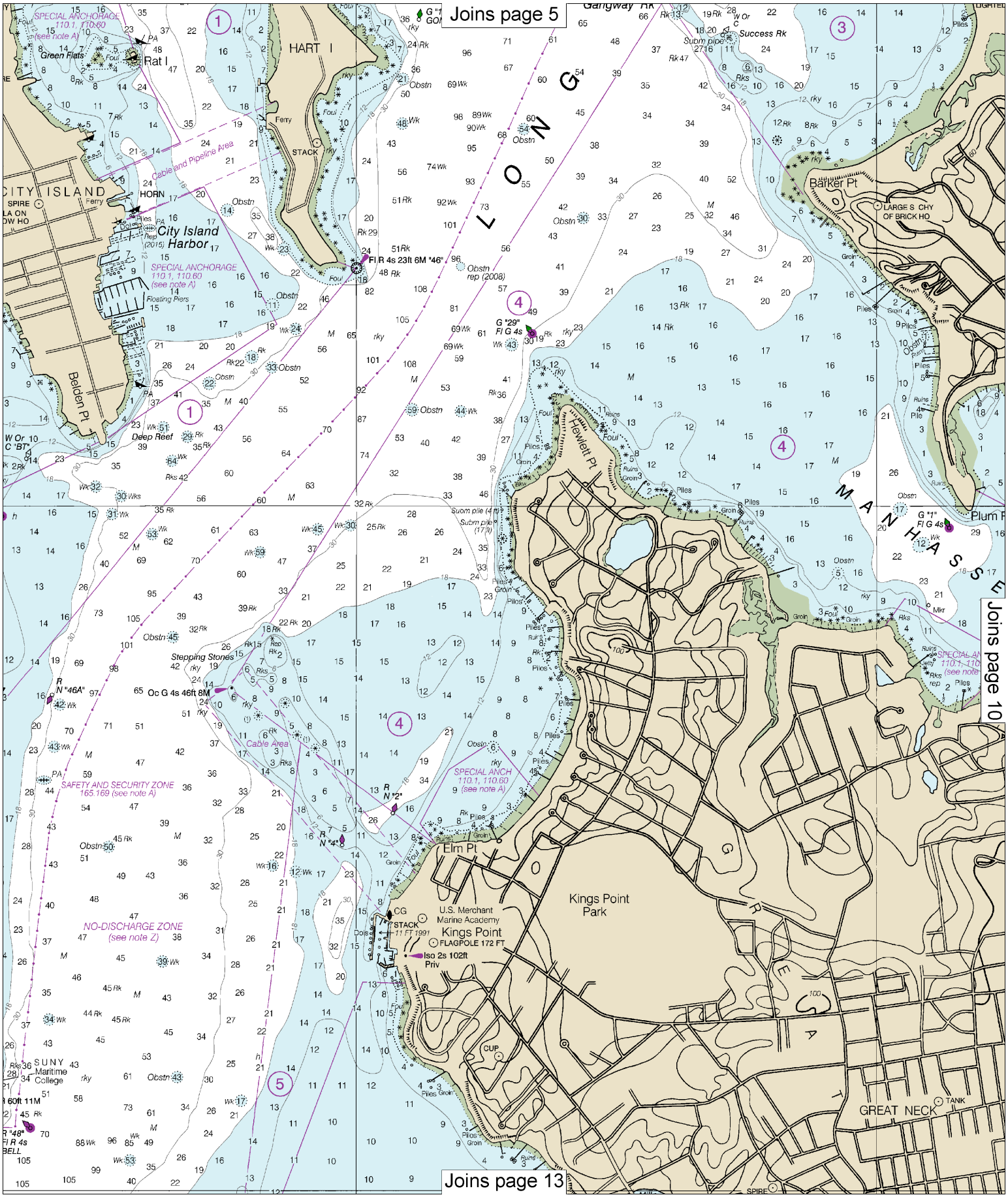
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

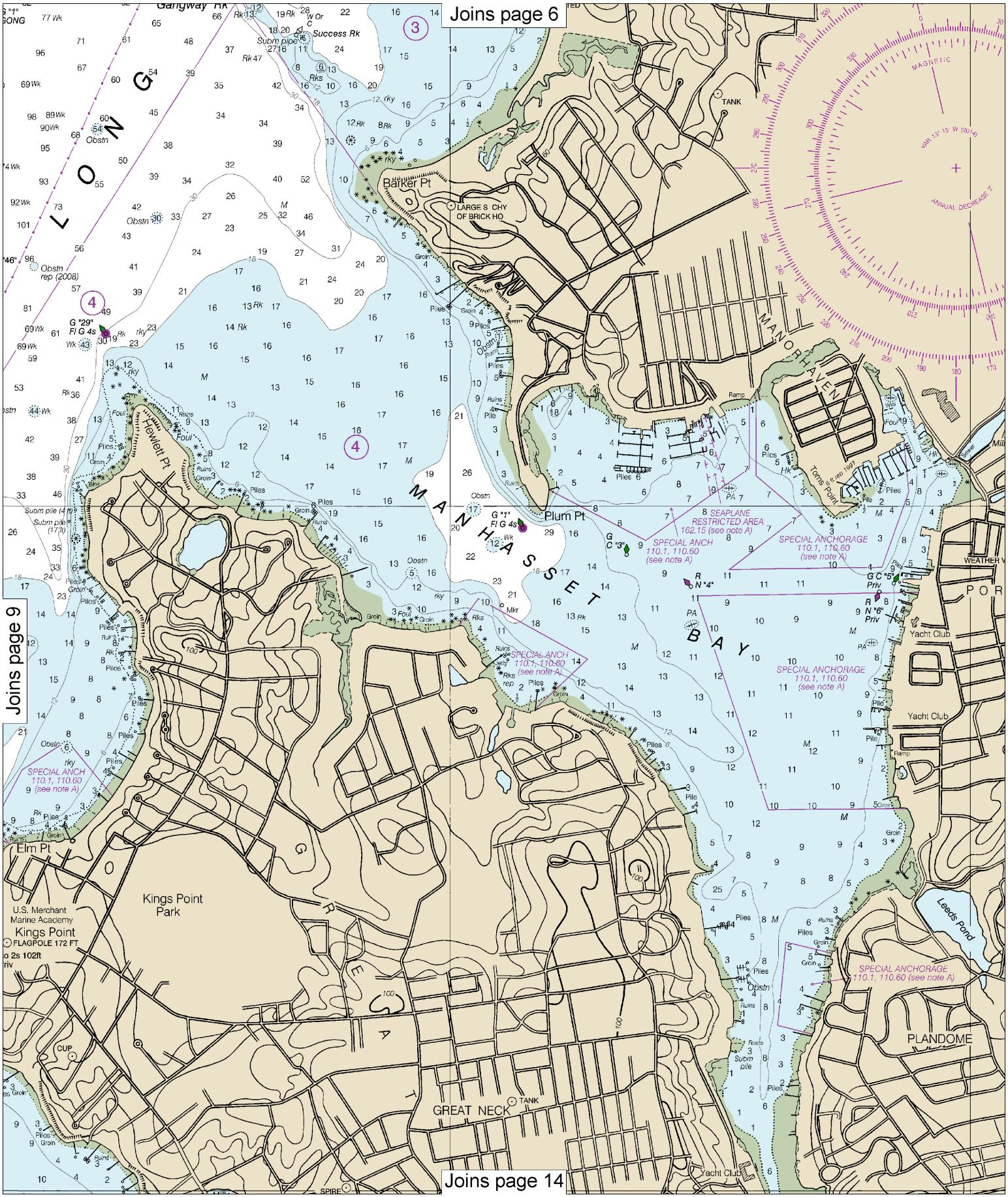
Nautical Miles

0 1 1 ½

Yards

500 0 500 1000 1500 2000 2500


Joins page 5
Joins page 10
Joins page 13
HART I
Rat I
Green Flats
CITY ISLAND
City Island Harbor
SPECIAL ANCHORAGE 110.1, 110.60 (see note A)
Cable and Pipeline Area
Floating Piers
Belden Pt
Deep Reef
Fl R 4s 23ft 6M "46"
G "29" Fl G 4s
Hewlett Pt
Barker Pt
LARGE S CHY OF BRICK HO
Success Rk
Gangway Rk
Plum Pt
G "1" Fl G 4s
Stepping Stones
Oc G 4s 46ft 8M
Cable Area
SAFETY AND SECURITY ZONE 165.169 (see note A)
NO-DISCHARGE ZONE (see note Z)
SPECIAL ANCH 110.1, 110.60 (see note A)
Elm Pt
U.S. Merchant Marine Academy
Kings Point
FLAGPOLE 172 FT
Iso 2s 102ft Priv
Kings Point Park
GREAT NECK
SUNY Maritime College
LONG
MANHASSE
GREAT

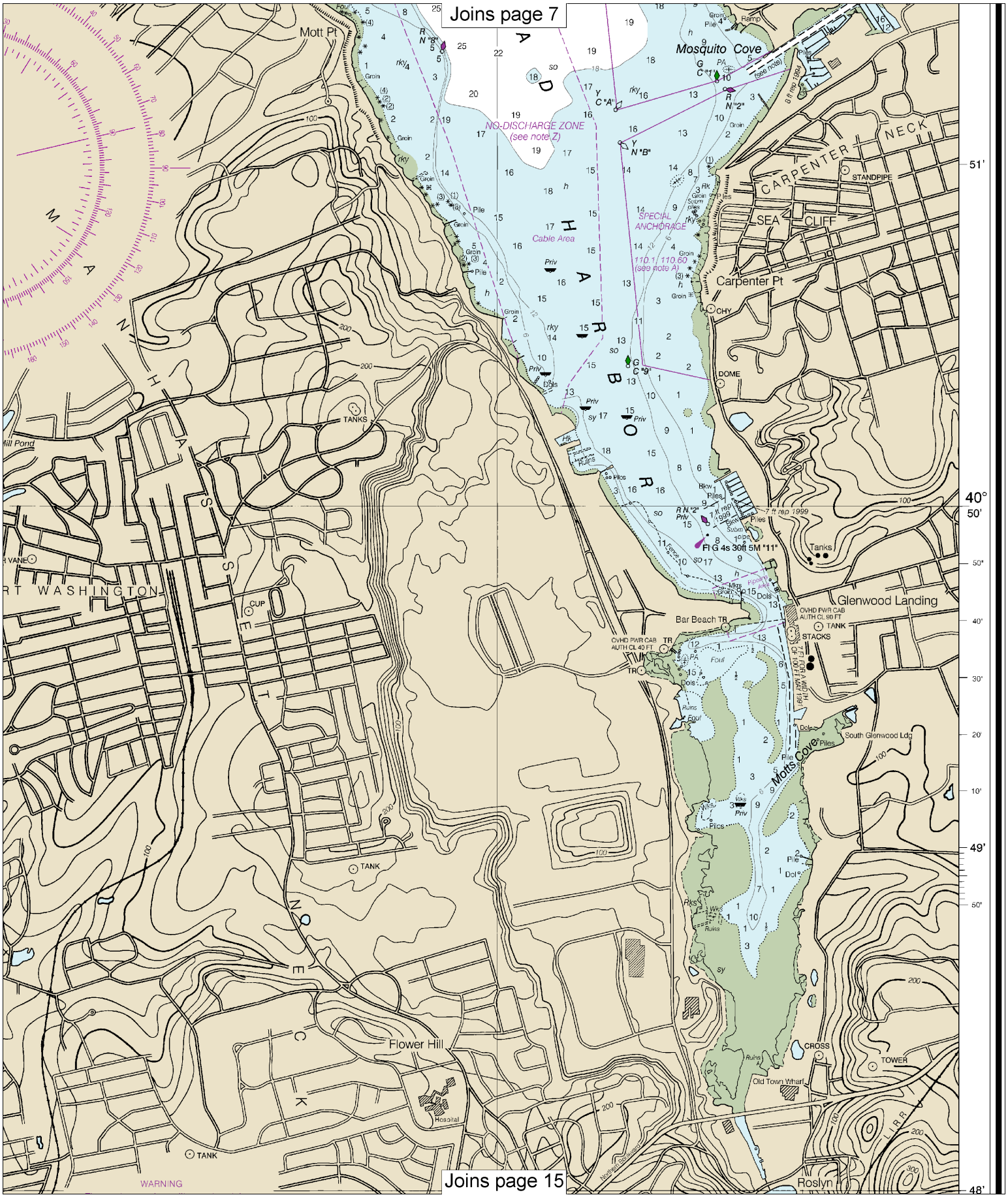


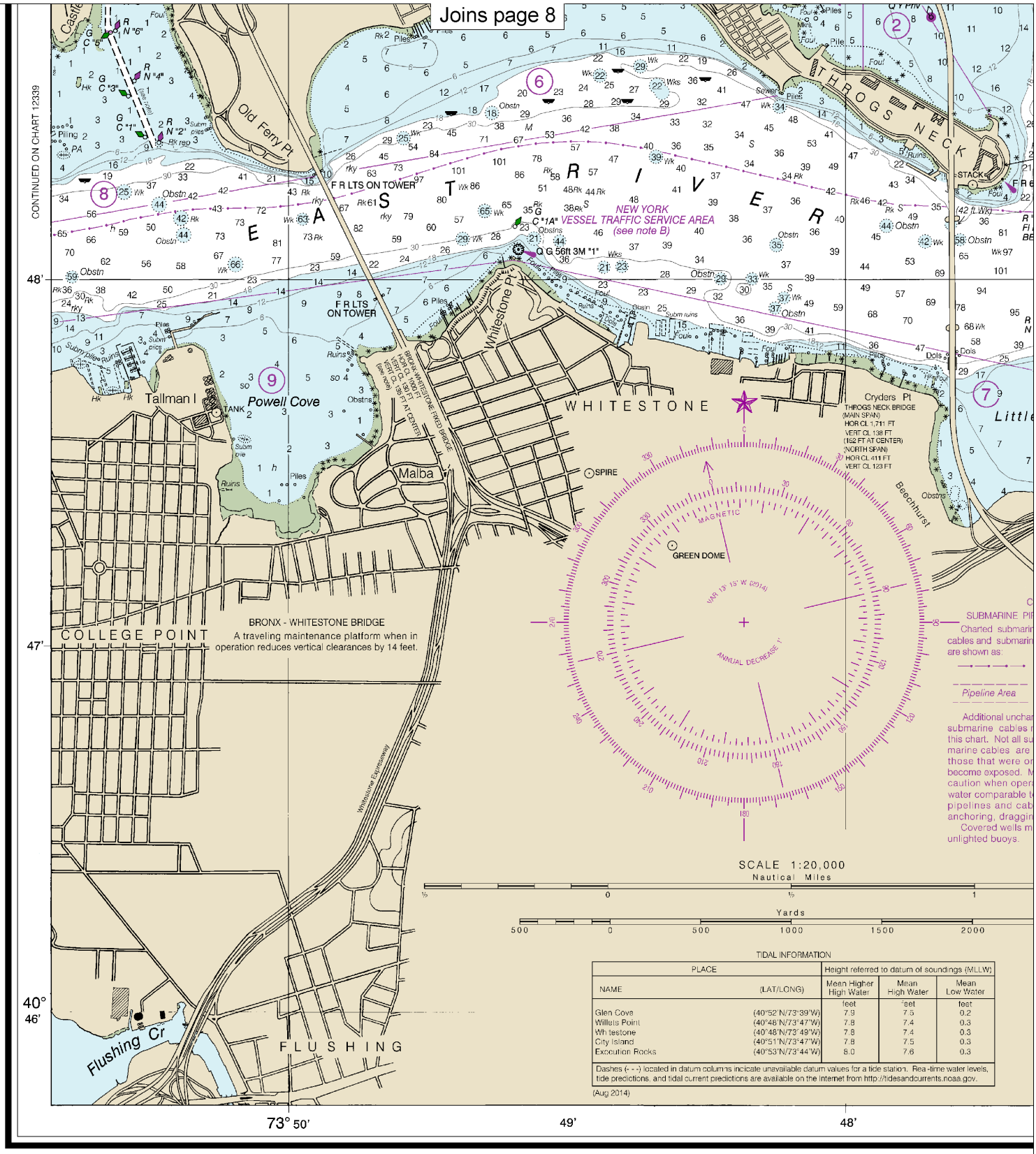
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 7
Mott Pt
Mosquito Cove
NO-DISCHARGE ZONE
(see note Z)
Cable Area
SPECIAL
ANCHORAGE
110.1/ 110.60
(see note A)
CARPENTER NECK
STANDPIPE
SEA CLIFF
Carpenter Pt
CHY
DOME
TANKS
Mill Pond
Fl G 4s 30ft 5M "11"
Glenwood Landing
Bar Beach TR
OVHD PWR CAB
AUTH CL 40 FT
OVHD PWR CAB
AUTH CL 50 FT
TANK
STACKS
Tanks
South Glenwood Ldg
Mott Cove
Flower Hill
Hospital
CROSS
TOWER
Old Town Wharf
Roslyn
WARNING
Joins page 15
51'
40° 50'
50'
40'
30'
20'
10'
49'
50'
48'



TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Glen Cove	(40°52'N/73°39'W)	7.9	7.5	0.2
Willets Point	(40°48'N/73°47'W)	7.8	7.4	0.3
Whitestone	(40°48'N/73°49'W)	7.8	7.4	0.3
City Island	(40°51'N/73°47'W)	7.8	7.5	0.3
Execution Rocks	(40°53'N/73°44'W)	8.0	7.6	0.3

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.

(Aug 2014)

30th Ed., Oct. 2014

12366

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

Last Correction: 2/24/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

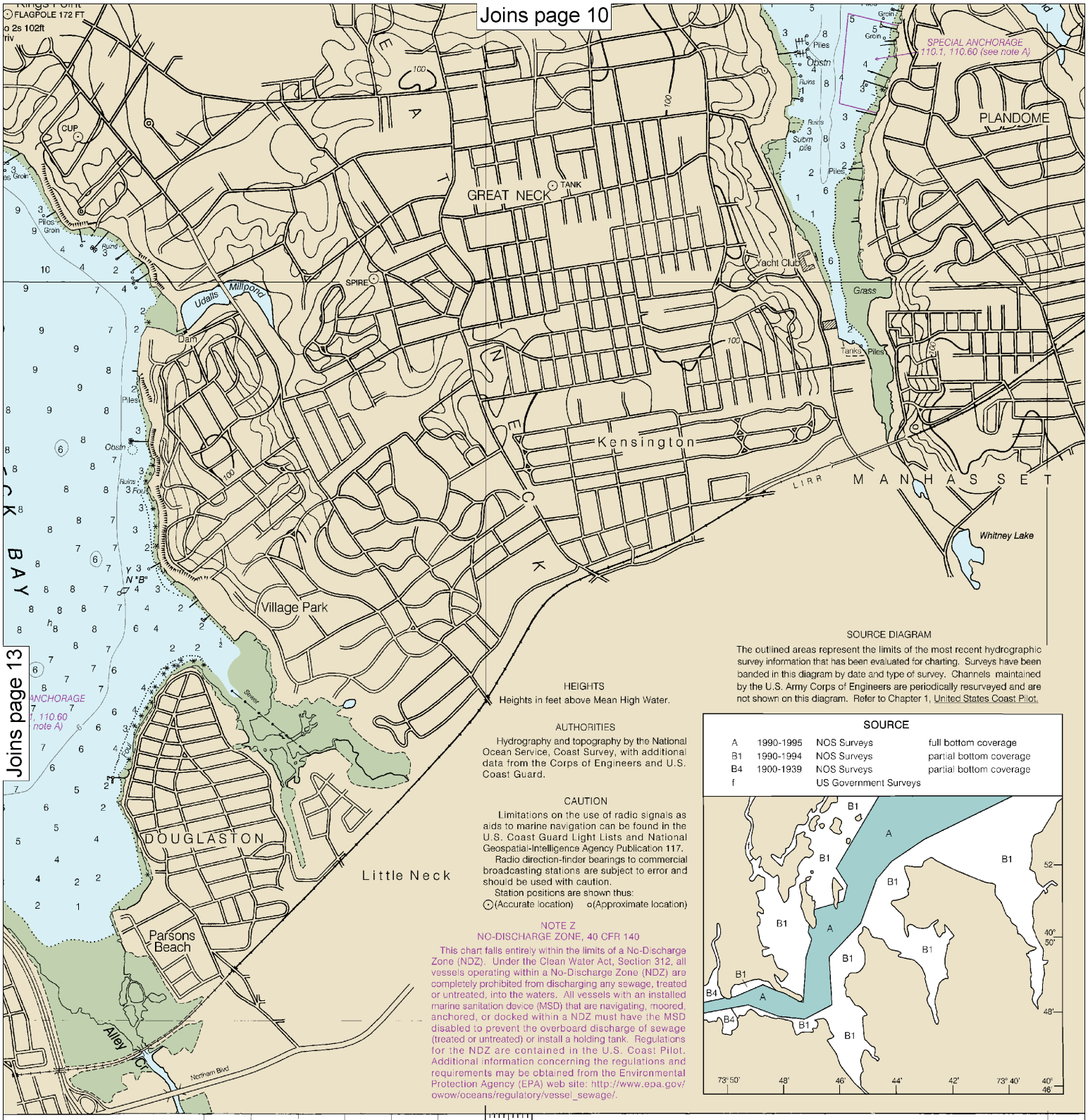
Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

SOUNDINGS IN FEET

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

Joins page 10

Joins page 13



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 and U.S. Coast Guard.

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)

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

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	1990-1995	NOS Surveys	full bottom coverage
B1	1990-1994	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
f		US Government Surveys	

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

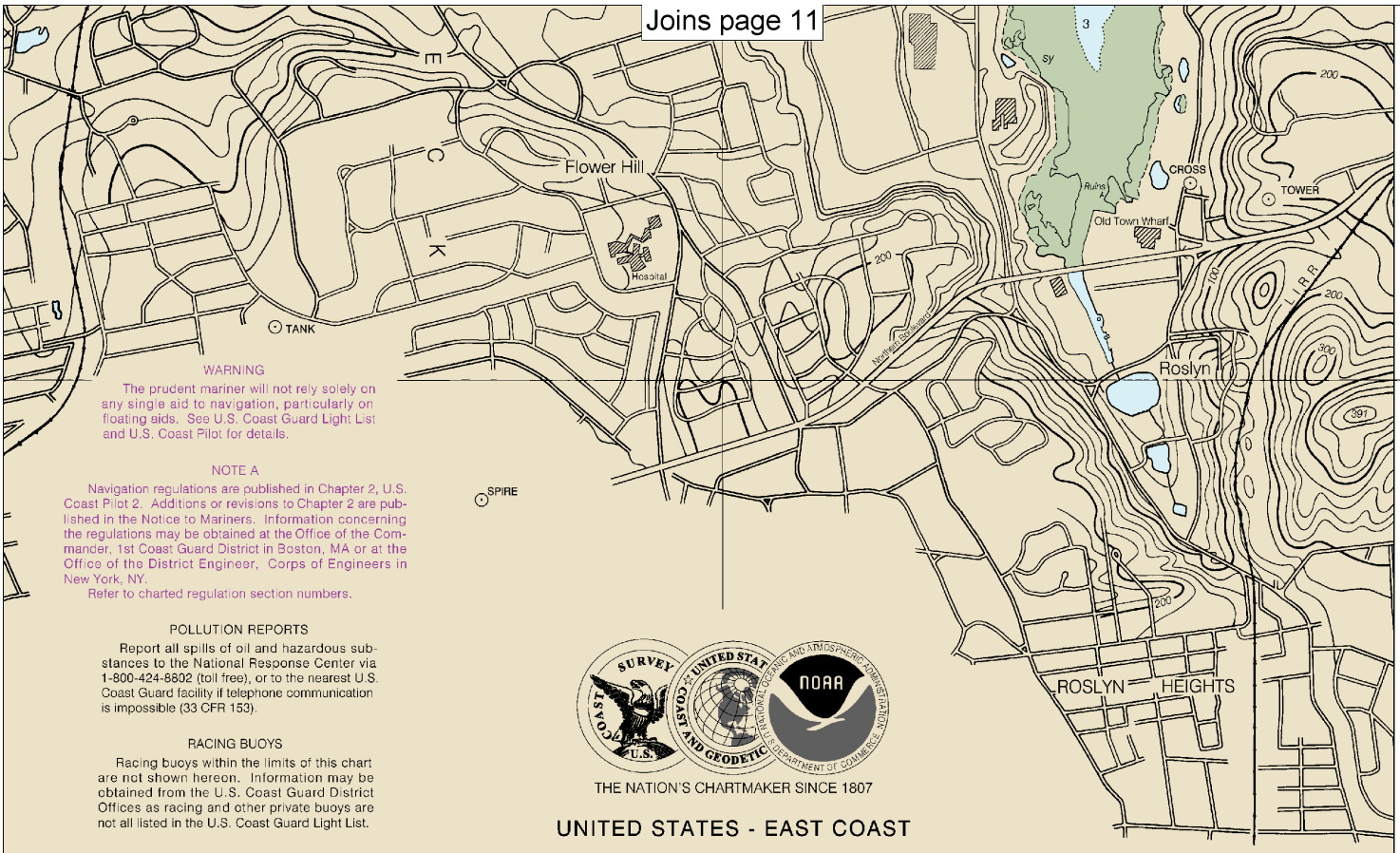
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Joins page 11



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 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.

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).

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

NEW YORK

LONG ISLAND SOUND AND EAST RIVER

HEMPSTEAD HARBOR TO TALLMAN ISLAND

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 0.362" northward and 1.525" eastward to agree with this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

ANCHORAGE AREAS

110.155 (see note A)

Limits and designations of anchorage areas are shown in magenta.

GENERAL ANCHORAGES (1) through (9)

Mercator Projection
Scale 1:20,000 at Lat. 40°50'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

SUPPLEMENTAL INFORMATION

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

AIDS TO NAVIGATION

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

CAUTION

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

CAUTION

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

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.

747.4 X 887.7 mm

ATHOMS	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					

Hempstead Harbor to Tallman Island

SOUNDINGS IN FEET - SCALE 1:20,000

12366

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**

twitter —— For the latest news from Coast Survey, follow **@NOAAcharts**

Note on Printing

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.

NOAA's Office of Coast Survey — The Nation's Chartmaker