Shelter Island Sound and Peconic Bays
NOAA Chart 12358

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
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.


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

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

\( \text{Selected Excerpts from Coast Pilot)\)

Shelter Island Sound and Peconic Bays extend westward from Gardiners Bay about 22 miles to Riverhead, the head of navigation on Peconic River. Fishtraps and oyster stakes are on many of the shoals. A depth of about 26 feet can be carried through the channel north of Shelter Island and through Little Peconic Bay as far as Robins Island, and about 13 feet through the channel south of Shelter Island. Across the bar between Little and Great Peconic Bays about 13 feet can be carried. With local knowledge greater depths can be carried in the channels and across the bar. A depth of about 6 feet can be taken to South Jamesport and Riverhead.

Currents.—The tidal currents have considerable velocity wherever the channel is narrowed. The velocity in the narrower places is about 1.8 knots.

Ice.—Ice obstructs navigation in the coves and shallow harbors during January and February. In severe winters, drift ice is reported to interfere with navigation for short periods of time. In the south arm of Shelter Island Sound, the ice is heavy enough at times to destroy structures exposed to it.

Small-craft facilities.—Diesel fuel, gasoline, ice, water, marine supplies, and other provisions can best be obtained at Greenport and Sag Harbor. Several boatyards, shipyards, marine railways, and enclosed basins with excellent repair facilities are at Greenport.

Ram Head is a prominent sandy bluff on the western shore of Gardiners Bay. A lower bluff is nearly 1.5 miles westward from Ram Head with numerous houses along the top. A shoal with 7 to 17 feet over it extends about 2.4 miles southeastward from Ram Head. A boulder with 1 foot over it is 230 yards from shore about 0.3 mile northeastward of the northern point of the entrance to Coecles Harbor. Other boulders with little depth are between this boulder and Ram Head.

The entrance to Coecles Harbor is at the south end of Ram Head; the channel is marked by private seasonal buoys and a private seasonal light. In 1996, the reported controlling depth in the privately maintained entrance channel was 8 feet. The speed limit is 5 mph. A marina and boatyard are in the harbor. A mobile hoist at the boatyard can haul out craft up to 35 tons; gasoline, water, ice, diesel fuel, marine supplies, sewage pumpout, berths, guest moorings, storage facilities, and complete engine and hull repairs are available. In 1981, a reported depth of 5½ feet could be carried to the marina and boatyard. In 2003, a dangerous rock was reported about 250 yards south of Buoy 10 at 41°04′11.5″N., 72°18′22.5″W. Care should be taken to avoid this hazard. A special anchorage is in Coecles Harbor. (See 110.1 and Orient Harbor, about 4 miles northwestward of Ram Head, is an excellent anchorage; the depths range from over 20 feet in its southern part to 16 feet at its northern end. Orient is a village at the northeast end of Orient Harbor. At the end of the main wharf the depth is 8½ feet. The eastern part of Orient Harbor has depths of 7 to 9 feet. Fish traps are on the shoals.

Hallock Bay makes eastward from Orient Harbor on the north side of Long Beach Point. A channel, marked by uncharted private daybeacons, leads into the bay. The bay is shallow and dangers and shoaling have been reported. Local knowledge is advised prior to entering.

Gull Pond is 0.3 mile westward of Cleaves Point at the southwest end of Orient Harbor. In 1981, a reported depth of 4 feet could be carried through the entrance, with depths of 10 to 15 feet reported in the pond. A State launching ramp is available in the pond.

Greenport is an important town and the terminus of a branch of a Class II railroad. The white church spires, near the northern end of town, and a tank and TV radio tower in the center of town are prominent.

Greenport Harbor is formed on the northeast by a 5-foot-high breakwater, which extends 0.2 mile southeastward from Youngs Point, nearly to the 18-foot curve, and is marked at its outer end by a light. The depths at the wharves range from 5 to 20 feet. The railroad wharf on the south side of the waterfront can accommodate a vessel up to 100 feet. The harbormaster for Greenport Harbor controls mooring and berthing in the basin. The speed limit is 5 mph.
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.

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Note: Chart grid lines are aligned with true north.
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CAUTION

Submarine pipelines and cables are shown as:

- Pipeline Area
- Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. All submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should exercise extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, docking, or berthing. Cables may be marked by lights or submerged buoys.

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 (see GFR 133).

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

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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.

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
- Chart updates (LNMs 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
- National Data Buoy Center — http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.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

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!

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