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
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=123

(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 buoysed.

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 bay to its north end northeastward of Tom Point. In 1979, shoaling to ½ 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
1st CG District
Commander
(617) 223-8555
Boston, MA
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

PORT SIDE OD Numbered AIDS

ODD NUMBERED AIDS

GREEN LIGHT ONLY
FLASHING (2)
FLASHING OCCULTING
QUICK FLASHING
ISO

PREFERRED CHANNEL NO NUMBERS – MAY BE LETTERED

PREFERRED CHANNEL TO STARBOARD
TOPMOST BAND GREEN
GREEN LIGHT ONLY
COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL TO PORT
TOPMOST BAND RED
RED LIGHT ONLY
COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE EVEN NUMBERED AIDS

RED LIGHT ONLY
FLASHING (2)
FLASHING OCCULTING
QUICK FLASHING
ISO

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.
PROJECT DEPTHS

Channel legends and tabular entries, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shallower, particularly at the edges. For detailed channel information and minimum drafts as reported by USACE, use NOAA Electronic Navigational Charts. USACE surveys and channel condition reports are available at http://nauticalcharts.usace.army.mil/SurveyHydro.

CAUTION

Fixed and floating obstructions, some unmarked, may exist within the margin of the bridge construction area. Mariners are advised to proceed with caution.

NOTE B

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 119, the U.S. Coast Pilot, and in 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.

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.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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-B5 162.550 MHz

HUTCHINSON RIVER

The controlling depths were 6'6" feet from the entrance to the Pelham Highway Bridge, then 3'6" feet to the Hutchinson River Parkway Bridge, then 3'6" feet in the middle half of the channel to the Bonine Pool, 3'6" feet to the Colvin Pool, 3'6" feet to the west end and west "Y" junction.

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. See Note on page 5.
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 and chart related inquiries and comments — http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
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
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 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.