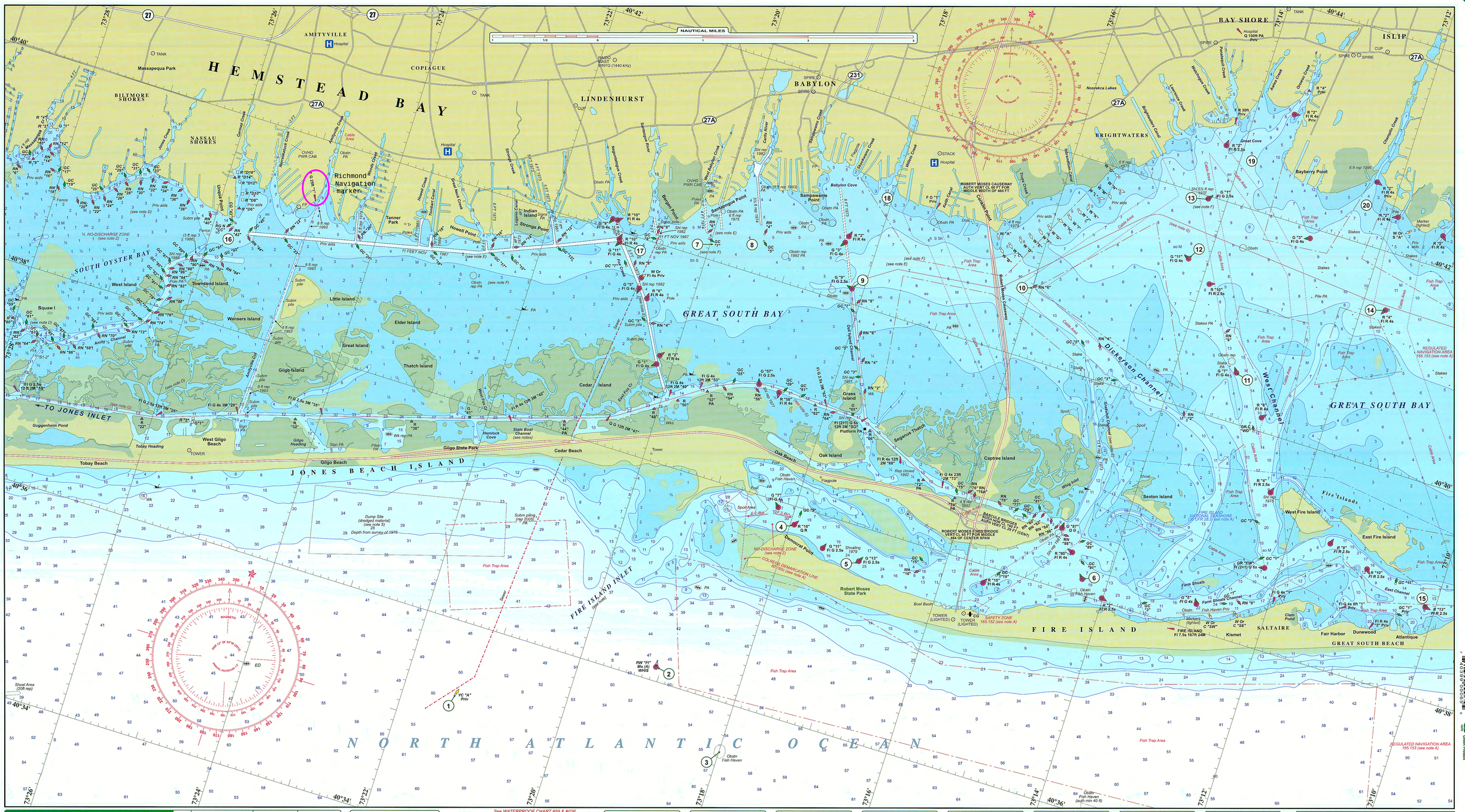
HEMSTEAD BAY
GREAT SOUTH BAY
SOUTH OYSTER BAY
JONES BEACH ISLAND
FIRE ISLAND
NORTH ATLANTIC OCEAN
FIRE ISLAND INLET
Richmond Navigation marker
NAUTICAL MILES
AMITYVILLE
COPIAGUE
LINDENHURST
BABYLON
BAY SHORE
ISLIP
BRIGHTWATERS
BILTMORE SHORES
NASSAU SHORES
Massapequa Park
West Islip
Babylon Cove
Sampawams Point
Bayberry Point
Great Cove
Dickerson Channel
West Channel
Robert Moses Causeway
Robert Moses State Park
Captree Island
Oak Island
Cedar Beach
Gilgo Beach
Tobay Beach
Gilgo State Park
West Gilgo Beach
Guggenheim Pond
Tobay Heading
Gilgo Heading
Hemlock Cove
Oak Beach
Democrat Point
Seguins Thatch
Sexton Island
West Fire Island
East Fire Island
Fair Harbor
Dunewood
Atlantique
Kismet
SALTAIRE
GREAT SOUTH BEACH
Robert Moses Causeway Auth vert cl 65 ft for middle width of 460 ft
Robert Moses Causeway auth vert cl 65 ft for middle 464 ft of center span
Bascule bridge auth vert cl 65 ft (cent)
Fire Island National Seashore (See 36 CFR 7.58 for more info)
Fire Island Inlet
Dump Site (dredged material) (see note S) 28 Depth from survey of 1975
Subm piling (rep 2005)
Fish Trap Area
Shoal Area (20ft rep)
Obstn Fish Haven
Obstn (auth min 40 ft)
Boat Basin
Spoil Area
Spoil
Shoal
Stake
Pile
Wk
Obstn
Fish Trap Area
Cable Area
Regulated Navigation Area 165.153 (see note A)
Fish Haven Prty
Farm Shoals
Farm Shoals Channel
Fire Islands
Sunken Pound
Clam Pound
Markers (lighted)
Fire Island Lt
Fl 7.5s 167ft 24M
Pipeline Area
Cable Area
Caution Submarine Pipelines and Cables
Caution Bascule Bridge Clearances
Caution
Improved channels shown by broken lines are subject to shoaling, particulary at the edges.
Height
Heights in feet above Mean High Water.
Fish Trap Areas
Boundary lines of fish trap areas shown thus:
Caution Mariners are warned that numerous stakes and fishing structures, some submerged may exist in the fish trap areas. Some structures are not charted unless known to be permanent.
Fish Traps have been reported in Sandy Hook Bay outside the fish trap areas.
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 Imagery and Mapping 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)
Fire Island Inlet
The inlet is subject to frequent changes. Buoys are not charted because they are moved periodically to mark the best passage. Charted hydrography from the entrance buoy to Democrat Pt. is from surveys dated Mar 2012.
CAUTION Mariners are warned to beware of extreme tidal turbulence, especially during times of tidal change.
Speed Limits
State Boat Channel
12 MPH in channel and 4 MPH in basin or anchorage areas.
No recent hydrography. Private aids mark best water.
CAUTION: Severe shoaling to ½ foot has been reported in many channels in Great South Bay in 1979.
Note Z
No-Discharge Zone, 40 CFR 140
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/regulator y/vessel_sewage/
Note G
Routes
The mains and secondary routes indicated respectively by solid and dashed magenta lines are marked by additional beacons and buoys maintained during the summer months by the State and private interests.
Note F
State maintained orange and white regulatory buoys identify an area prohibited for shellfish harvest. The buoys are not charted and are frequently shifted in position to reflect changing local conditions.
Rules of the Road (abridged)
Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length, shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels, when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules".
Darker Marsh Areas wetlands usually impassable by boat
Lighter Marsh Areas extremely shallow areas
See WATERPROOF CHART #59 & #02E
Richmond Navigation marker
R "1016" R "1014" R "1012"
R "1030" R "1028" R "1026"
R "1016" R "1014" R "1012"
R "1030" R "1028" R "1026"
R "1034" R "1032