Formerly C&GS 1214, 1st Ed., Aug. 1913 C-1935-K14

SOUNDINGS IN FEET

Nautical Chart Catalog No. 1, Panels F,G

UNITED STATES — EAST COAST
NEW YORK

SHINNECOCK LIGHT TO FIRE ISLAND LIGHT

Mercator Projection
Scale 1:80,000 at Lat. 40°39'

North American 1927 Datum

SOUNDINGS IN FEET
AT MEAN LOW WATER

LONG ISLAND SOUND (see chart 12363)

LORAN-A
GENERAL EXPLANATION

FREQUENCY CHANNELS (preceding H)
1 ..... 1950 kHz
3 ..... 1900 kHz

BASIC PULSE RECURRENCE RATES
H (high) ..... 33+3 pulses per second

SPECIFIC RECURRENCE RATES assigned for station identification (following H)
4, 5, 7.

EXAMPLE: 3H4

RATES ON THIS CHART
1H7 3H4 3H5

CAUTION
Skywaves should not be used in determining loran lines of position on this chart.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2, or weekly Notice to Mariners which include new or revised regulations. Information concerning the regulations may be obtained at the Office of the District Engineer, Corps of Engineers in New York.
Anchorage regulations may be obtained at the Office of the Commander, 3rd Coast Guard District in New York, N.Y.
Refer to section numbers shown with area designation.

LORAN LINEAR INTERPOLATOR

TRAFFIC LANES
The 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 major harbors, but are not intended in any way to supersede the Rules of the Road or good seamanship. Separation zones are intended to separate traffic lanes and to be free of ship traffic, and should not be used except for crossing purposes. When crossing traffic lanes and buffer zones, use extreme caution.
The Nantucket to Ambrose Traffic Lane coincides with the route normally followed by westbound traffic, including passenger vessels, the Ambrose to Nantucket Traffic Lane is about 2 miles north of the departure point for passenger vessels and other vessels adhering to the North Atlantic Track Line Agreement, this lane is not intended to alter the practice of those vessels.

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.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

TIDAL INFORMATION

Place	Height referred to datum of soundings (MLW)			
	Mean High Water	Mean Low Water	Mean Range	Extreme Range
	feet	feet	feet	feet
Shinnecock Inlet	2.9	1.4	0.0	−2.0
Moriches Inlet	2.9	1.4	0.0	−2.0

(979)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1)

Lights. (Lights are white unless otherwise indicated.)
F. fixed; Alt. (A) morse code; OBSC obscured; Rot. rotating
Fl. flashing; Occ. occulting; WHIS. whistle; SEC. sector
Qk. quick; Alt. alternating; DIA. diaphone; m. minutes
Gp. group; I. Qk. interrupted quick; M. nautical miles; sec. seconds
I. int. equal interval

Buoys. T. temporary buoy; N. nun; B. black; Or. orange; W. white
S. spar; R. red; G. green; Y. yellow

Bottom characteristics
Co. coral; Md. mud; hrd. hard; blk. black; gn. grav
Cl. clay; Rk. rock; rky. rocky; br. brown; rd. red
G. gravel; S. sand; sft. soft; bl. blue; wh. white
Gra. grass; Sh. shells; stk. sticky; gn. green; yl. yellow

Wreck, rock, obstruction, or chart uncer. clear to the depth indicated.
Rocks that cover and uncover, with heights in feet above datum of soundings.
AERO aeronautical; R. Bn. radiobeacon; C. G. Coast Guard station
Rn. Bn. daybeacon; R. TR. radio tower; D.F.S. distance finding station
AUTH. authorized; Obstr. obstruction; P.A. position approximate; E.D. existence doubtful
COLREGS. International Regulations for Preventing Collisions at Sea, 1972
Demarcation lines are shown thus

Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Survey (formerly the Coast and Geodetic Survey) with additional data from the Corps of Engineers and U.S. Coast Guard.

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

HYDROGRAPHY
The most recent basic hydrographic surveys used in the compilation of this chart were accomplished by the NOAA Ship Pierce, commanded by Commander Joseph W. Droop, NOAA.

CAUTION
Temporary changes or defects in aids to navigation are not charted on this chart. See 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.

NOAA VHF-FM WEATHER BROADCASTS
The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.
New York, N.Y. KWO-35 162.55 MHz

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

CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense Mapping Agency Hydrographic/Topographic Center Publication 117 (A & B).
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)

STORM WARNINGS
The National Weather Service displays storm warnings at the following approximate locations:
Fire Island C.G. Station (40°37.7'–73°15.6')

FISH TRAP AREAS
Boundary lines of fish trap areas are shown thus — — — —
Caution: Submerged piling may exist in these areas.

LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL
9960 ..... 99,600 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators)
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 9960-X

RATES ON THIS CHART
9960-W 9960-X 9960-Y

The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation corrections. Due to the limited coverage of these signals, Mariners are cautioned not to rely entirely on the lattices in inshore waters. Skywave corrections are not provided.

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.

NOTE X
TERRITORIAL SEA AND CONTIGUOUS ZONE
The lines delimiting the territorial sea and contiguous zone represent an interdepartmental committee's interpretation of legal principles as applied to geographical information. The lines are subject to revision when required by changes in the geographical information shown or by reinterpretation of the legal principles involved. Where differences occur between adjacent or overlapping charts, the lines shown on the most recent chart issue take precedence.

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LORAN-A/C OVERPRINTED

CAUTION
This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center and the corresponding Notice to Mariners published weekly by the U.S. Coast Guard district to the print date shown on the lower left hand corner.

For LORAN-C rates 9930-X, Y and Z see reverse side

Nautical Miles 0 1 2 3 4 5 6
Yards 0 1000 2000 3000 4000 5000 6000

SOUNDINGS IN FEET

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

FATHOMS	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

(Shinnecock Light to Fire Island Light)
SOUNDINGS IN FEET - SCALE 1:80,000

12353
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