

BookletChart™



Oyster and Huntington Bays – South Shore of Long Island Sound

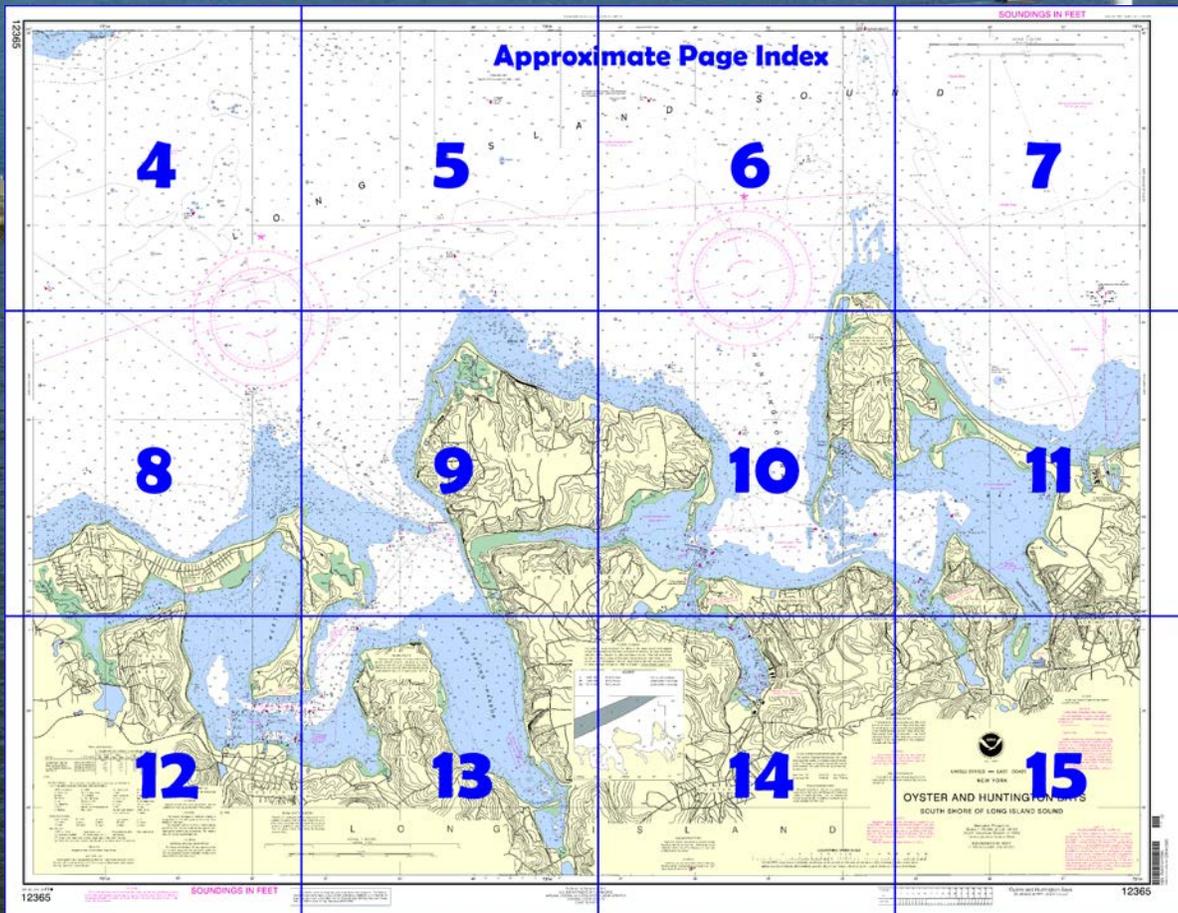
NOAA Chart 12365

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.

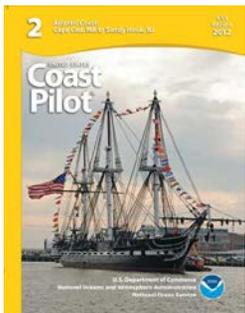
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12365>.



(Selected Excerpts from Coast Pilot)

Northport Basin, about 10.5 miles westward of Old Field Point Light and 2.7 miles southeastward of Eatons Neck Point, is a small privately maintained basin with general depths of 7 to 20 feet, and formed by gravel dredges working into the high bank; greater depths are available. In 1977, the privately dredged entrance channel had a controlling depth of 12 feet. The channel is marked by a private lighted buoy and unlighted buoys;

submerged jetties extend northward from the east and west sides of the entrance. A dangerous rock is close northward of the seaward end of the west jetty. The four stacks of a power and light company on the east side of the basin are prominent. A town launching ramp is in the basin.

An aquaculture site, marked by a private buoy, is about 1.2 miles northwestward of the entrance to Northport Basin.

Offshore Terminal, Northport.—An offshore platform for the receipt of oil, is off Northport. The terminal is owned and operated by Long Island Lighting Company (LILCO), Northport, NY. The platform, with off-lying mooring buoys, is about 1.6 miles northward of the entrance to Northport Basin and about 2.4 miles eastward of Eatons Neck Light. Submerged pipelines extend from the shore to the platform. The platform is marked at its eastern end by a private light, and at the western end by a private light and sound signal.

Upon the scheduled approach of an incoming vessel, the platform, voice call "LILCO Northport Power Station" or "LILCO Dock at Northport," monitors VHF-FM channel 19.

Pilotage, Offshore Terminal, Northport.—Pilotage by a state licensed pilot is compulsory in Long Island Sound for foreign flag vessels and U.S. vessels which are under register (i.e. engaged in foreign trade). Such vessels can arrange for a state licensed pilot by contacting the joint rotation administrator, Block Island Pilots at 243 Spring Street, Newport, RI 02840; telephone 401-487-9050 (24 hours), 800-274-1216; FAX 401-847-9052. Enrolled vessels (i.e. U.S. vessels engaged in coastwise trade) may be required to have a U.S. Coast Guard Federally Licensed pilot unless the master has recency for the intended area. See Pilotage, Long Island Sound (indexed as such), chapter 8 and Pilotage, New York Harbor and Approaches (indexed as such), chapter 11.

Eatons Neck is a prominent wooded headland with elevations of 100 feet or more, and marked at its north end by a light and tower of **Eatons Neck Coast Guard Station**.

Eatons Neck Light (40°57'14"N., 73°23'43"W.), 144 feet above the water, is shown from a 73-foot white stone tower; a sound signal is at the light.

The northwest end of the neck is a spit in the form of a hook which encloses **Eatons Neck Basin**. Eatons Neck Coast Guard Station is at the head of the basin. The basin is entered through a privately dredged cut between two small riprap jetties about 0.5 mile southwestward of the light; the jetties are covered at half-tide. The channel between the jetties is buoyed, and there are buoys farther inside the basin. The basin is subject to frequent changes and the buoys in the basin are not charted because they are frequently shifted in position. In 1994, depths of 10 feet could be carried through the entrance. In 1987, shoaling to an unknown depth was reported in the entrance channel.

Caution.—Eatons Neck Basin Channel is maintained expressly to enhance the Eatons Neck Coast Guard Station's rescue response. Further, Eatons Neck Basin is one of the most congested small-boat anchorages in the area in the summer. Mariners are cautioned that heavy wakes from rescue craft departing the station may be experienced by small craft anchoring in this area.

Shoals with depths of 4 to 18 feet extend about 0.9 mile northward of Eatons Neck, and broken ridges extend northward for another 1.8 miles. The northern end of each area is marked by a buoy.

Huntington Bay, just westward of Eatons Neck, is the approach to Northport Bay and Harbor, Centerport Harbor, Huntington Harbor, and Lloyd Harbor. The bay, protected against all but northerly winds, is an excellent anchorage for large vessels. Depths range from 25 to 36 feet, fairly close to its southern end, and anchorage can be selected according to draft and wind direction.

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

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

Table of Selected Chart Notes

NOTE C
Channel marked by private aids to Northport Basin.

Eatons Neck Basin is subject to frequent changes. Buoys are not charted because they are frequently shifted in position.

HEIGHTS
Heights in feet above Mean High Water.

NOTE B
Northport Harbor Channels are marked by private aids.

SMALL CRAFT ADVISORY
Small craft advisory will be displayed from sunrise to sunset from Suffolk County Marine Police Patrol Boats under way in the coastal and navigable inland waters of Suffolk County, Long Island, New York, for boating season only.

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

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.

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

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide 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-35 162.550 MHz
Riverhead, NY WXM-80 162.475 MHz

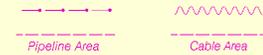
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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.

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

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.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

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.

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.

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 0.360° northward and 1.653° eastward to agree with this chart.

Mercator Projection
Scale 1:20,000 at Lat. 40°55'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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 Concord, MA. Refer to charted regulation section numbers.

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/.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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. Consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, United States Coast Pilot.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bcs boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 Rocks that cover and uncover, with heights in feet above datum of soundings.

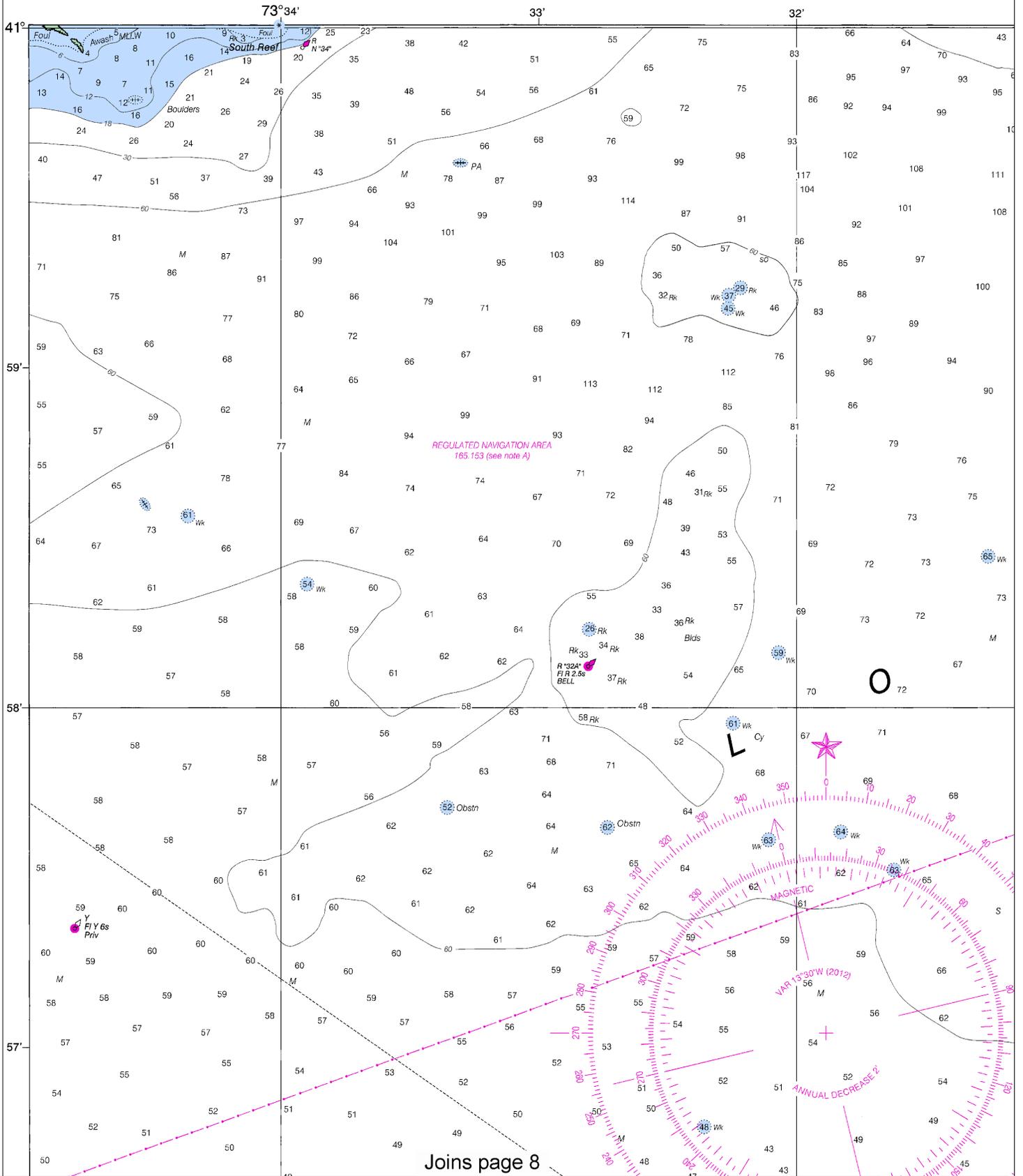
TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Oyster Bay Harbor	(40°53'N/73°32'W)	7.9	7.6	0.3
Eatons Neck Point	(40°57'N/73°24'W)	7.7	7.4	0.8
Lloyd Harbor Entrance	(40°55'N/73°26'W)	7.6	7.2	0.2
Northport	(40°54'N/73°21'W)	7.8	7.5	0.2

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>. (Jul 2012)

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://oceansdata.noaa.gov/drs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

SOUNDINGS IN FEET

12365



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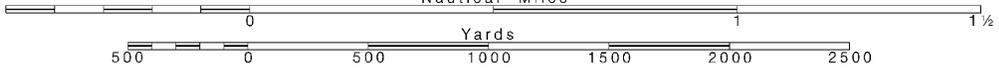
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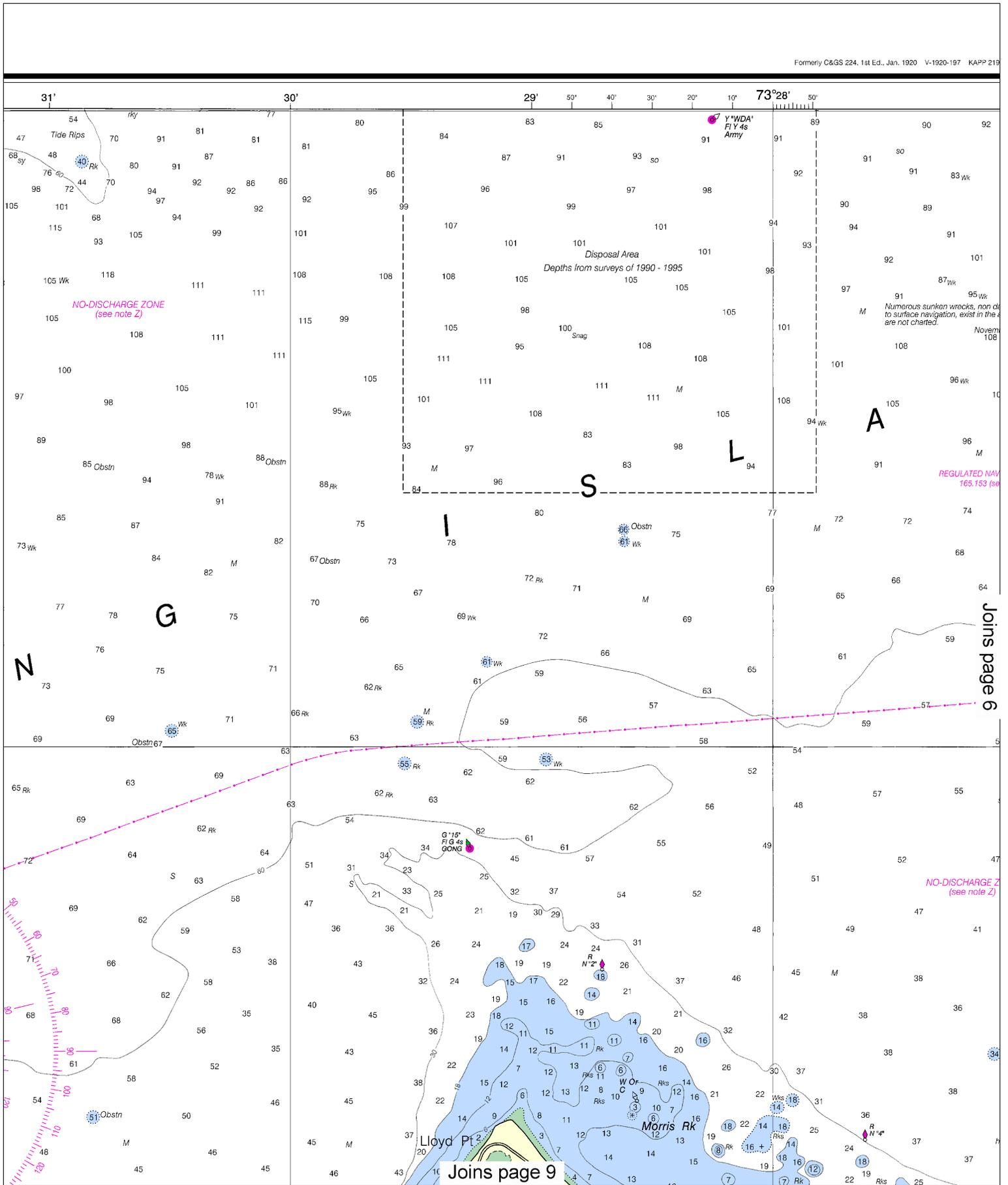
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000

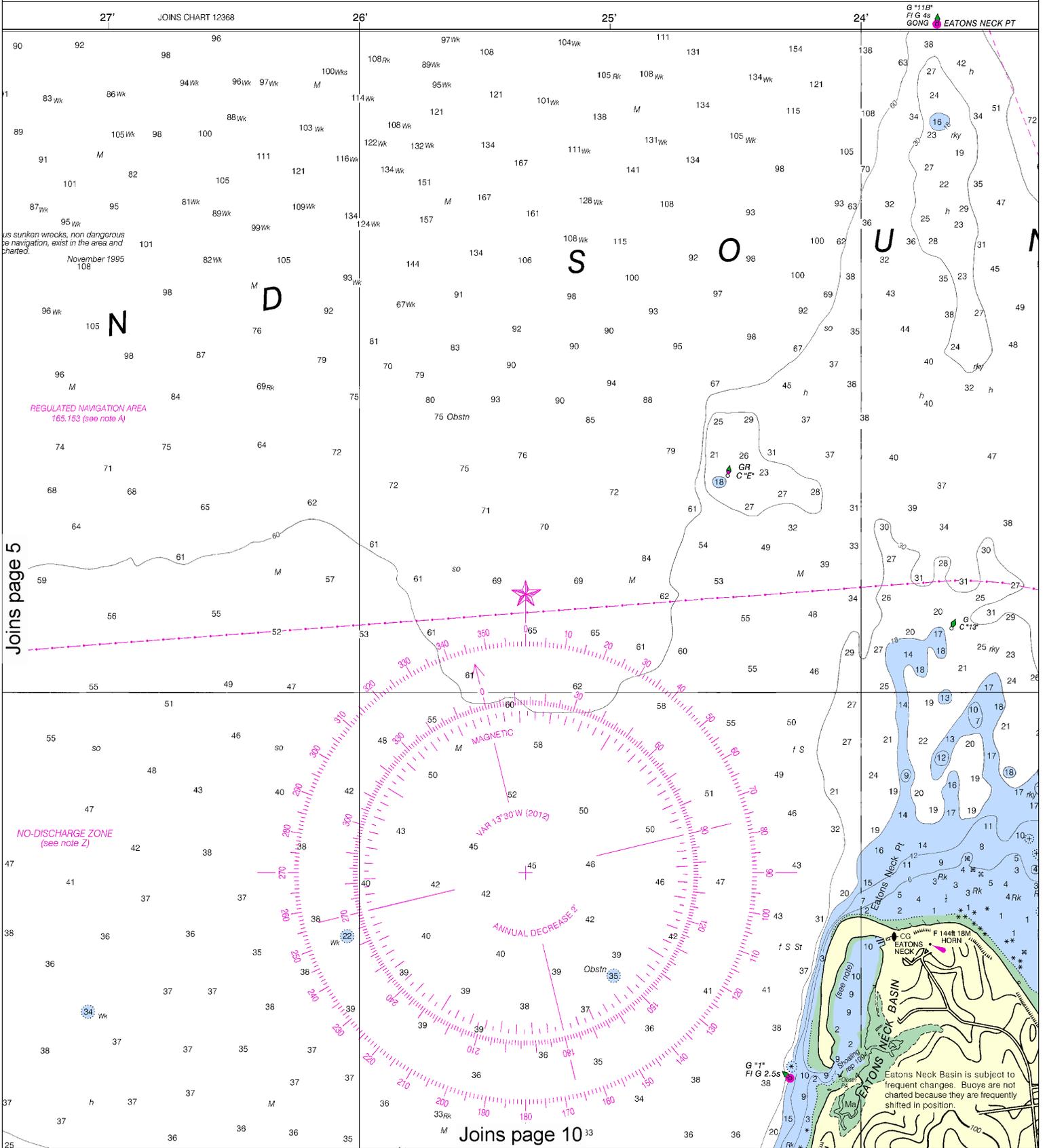
See Note on page 5.





This BookletChart was reduced to 70% of the original chart scale.
 The new scale is 1:28571. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



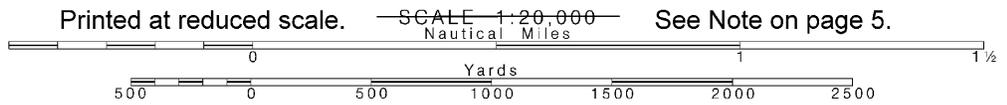


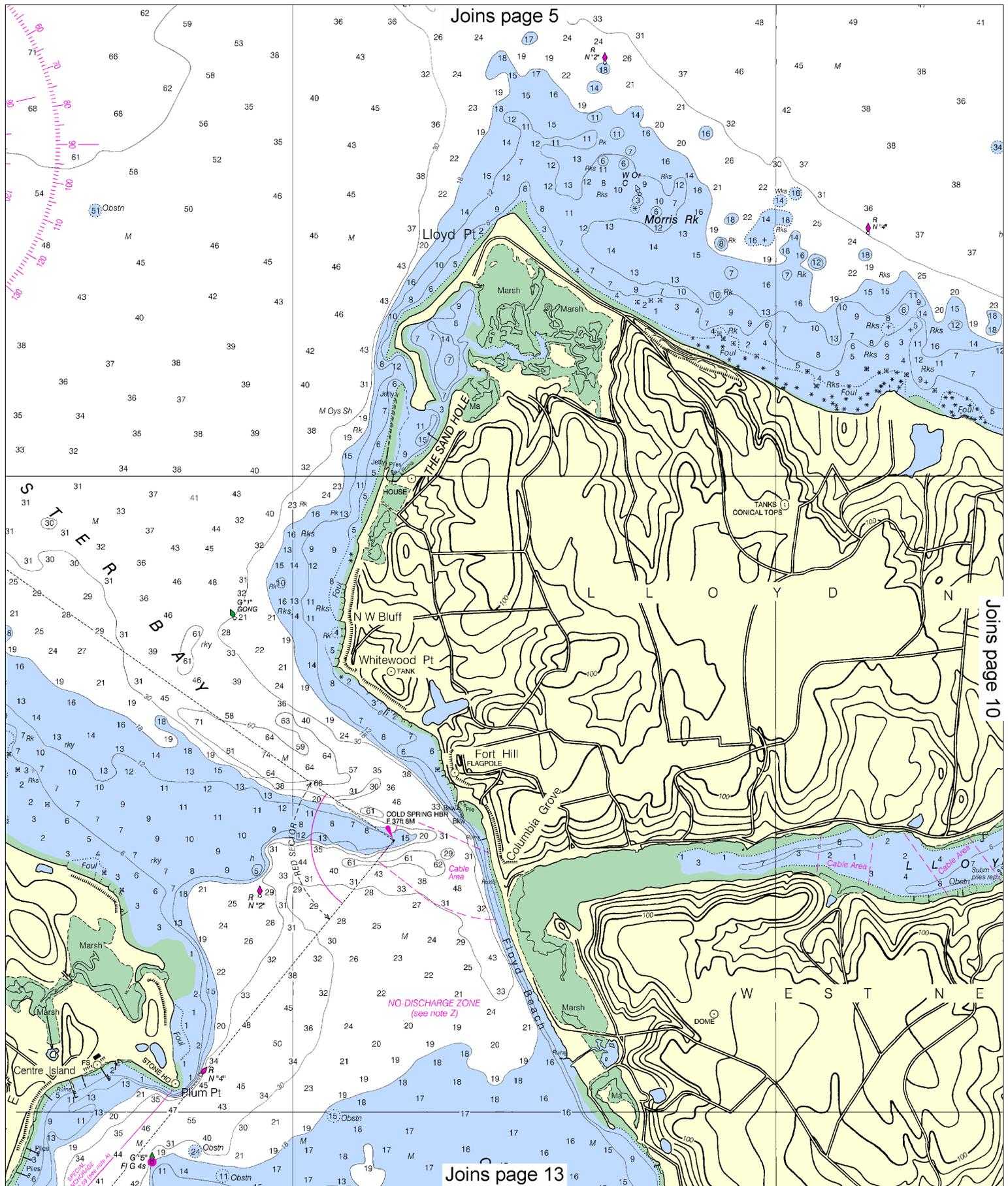
Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.

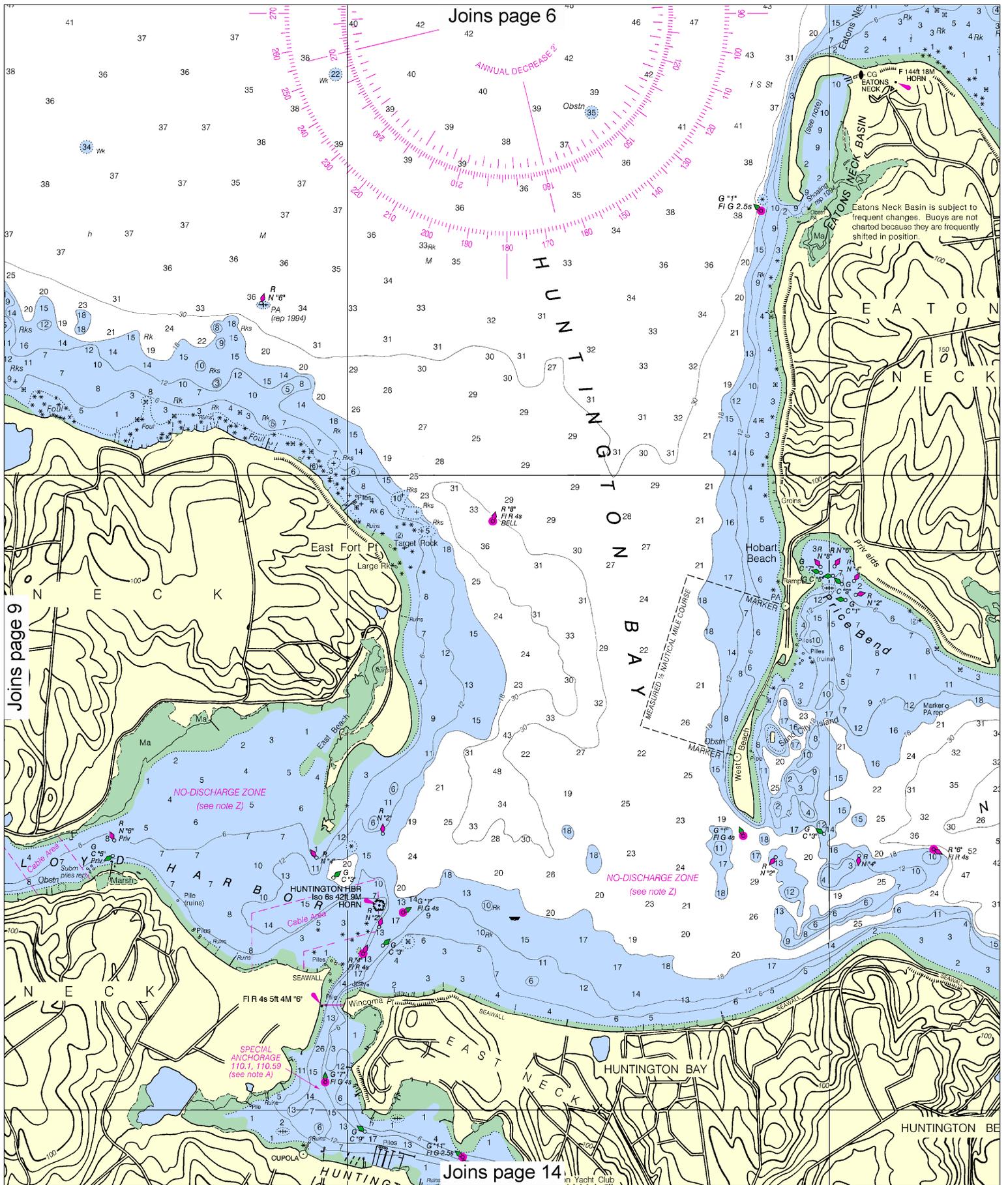




Joins page 5

Joins page 10

Joins page 13



10

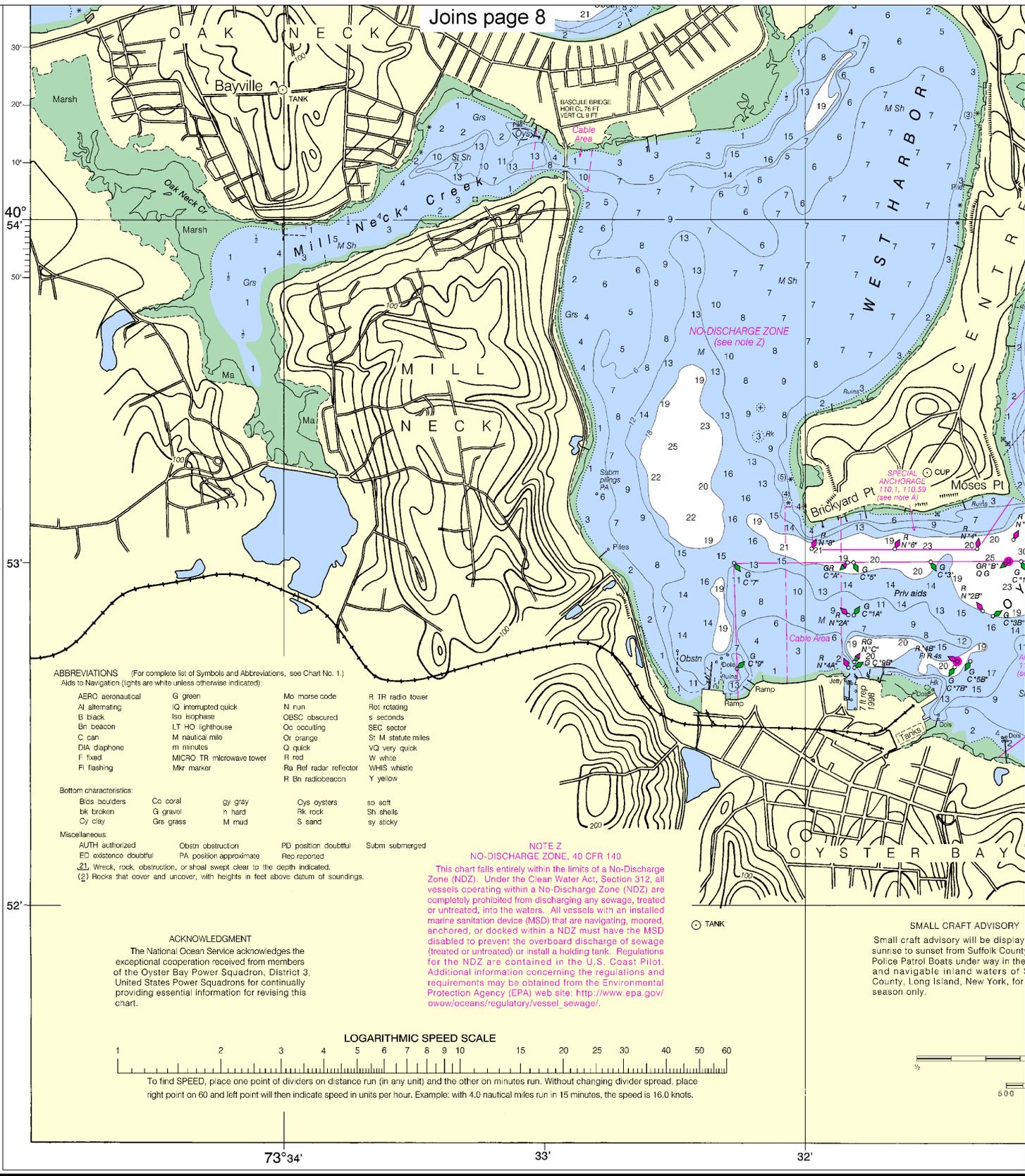
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
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AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bls boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

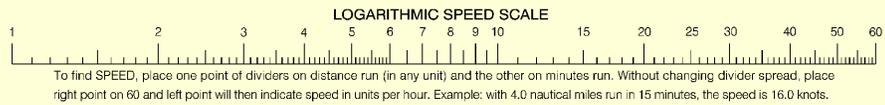
AUTH authorized	Obtn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

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ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Oyster Bay Power Squadron, District 3, United States Power Squadrons for continually providing essential information for revising this chart.



SMALL CRAFT ADVISORY

Small craft advisory will be display sunrise to sunset from Suffolk County Police Patrol Boats under way in the and navigable inland waters of Suffolk County, Long Island, New York, for season only.

27th Ed., Sep. / 12 ■ Corrected through NM Sep. 1/12
Corrected through LNM Aug. 21/12

12365

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.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (NCS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

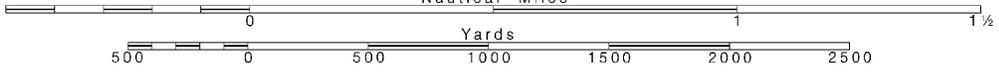
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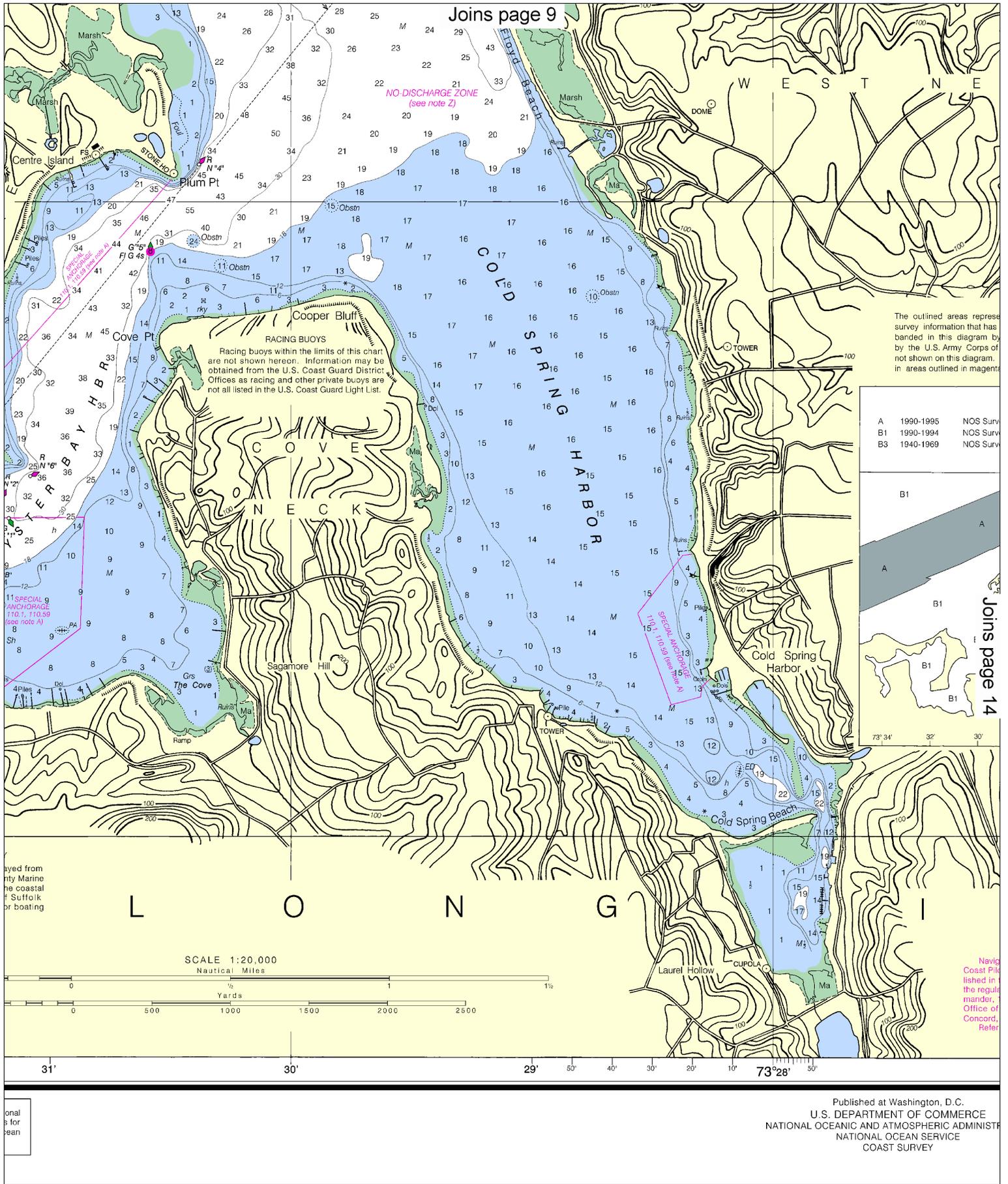
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





The outlined areas represent survey information that has banded in this diagram by the U.S. Army Corps of not shown on this diagram. in areas outlined in magenta

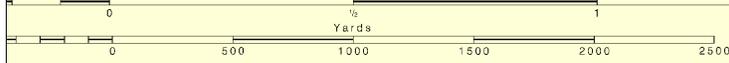
A	1990-1995	NOS Surv
B1	1990-1994	NOS Surv
B3	1940-1969	NOS Surv

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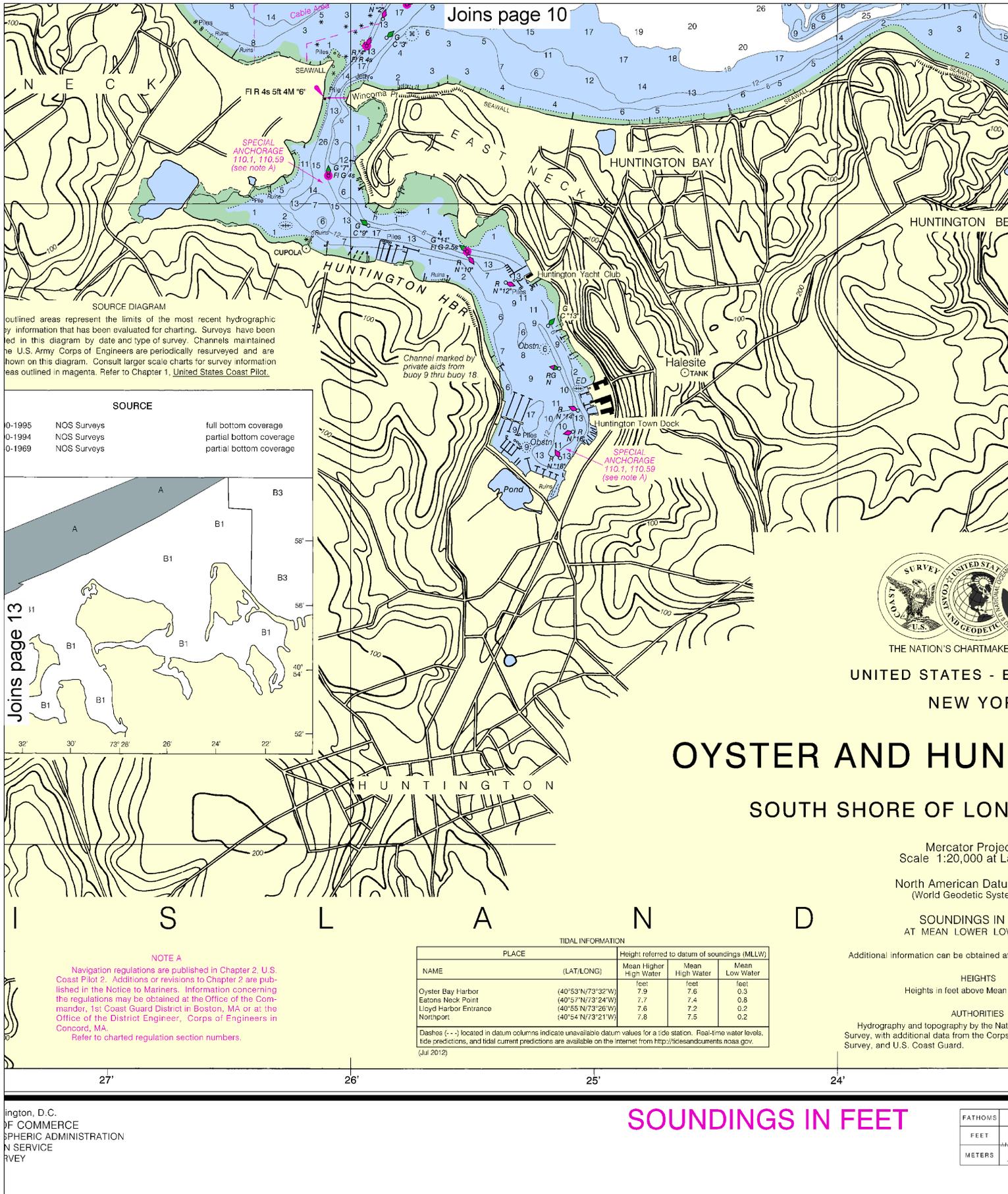
SCALE 1:20,000
Nautical Miles



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

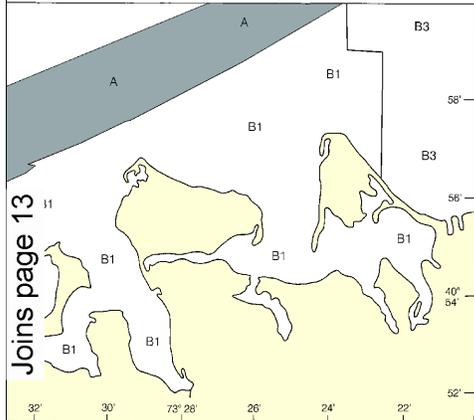
Joins page 10



SOURCE DIAGRAM
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SOURCE

0-1995	NOS Surveys	full bottom coverage
0-1994	NOS Surveys	partial bottom coverage
0-1969	NOS Surveys	partial bottom coverage



THE NATION'S CHARTMAKER
 UNITED STATES - BOSTON
 NEW YORK

OYSTER AND HUNTINGTON BAY

SOUTH SHORE OF LONG ISLAND

Mercator Projection
 Scale 1:20,000 at Latitude 40°53'N
 North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

Additional information can be obtained at <http://www.nauticalcharts.noaa.gov>

HEIGHTS
 Heights in feet above Mean Lower Low Water

AUTHORITIES:
 Hydrography and topography by the National Oceanic and Atmospheric Administration, U.S. Coast and Geodetic Survey, and U.S. Coast Guard.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
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 Refer to charted regulation section numbers.

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

SOUNDINGS IN FEET

FATHOMS	1/2
FEET	1
METERS	1

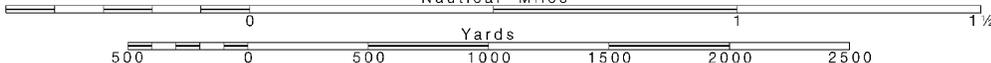
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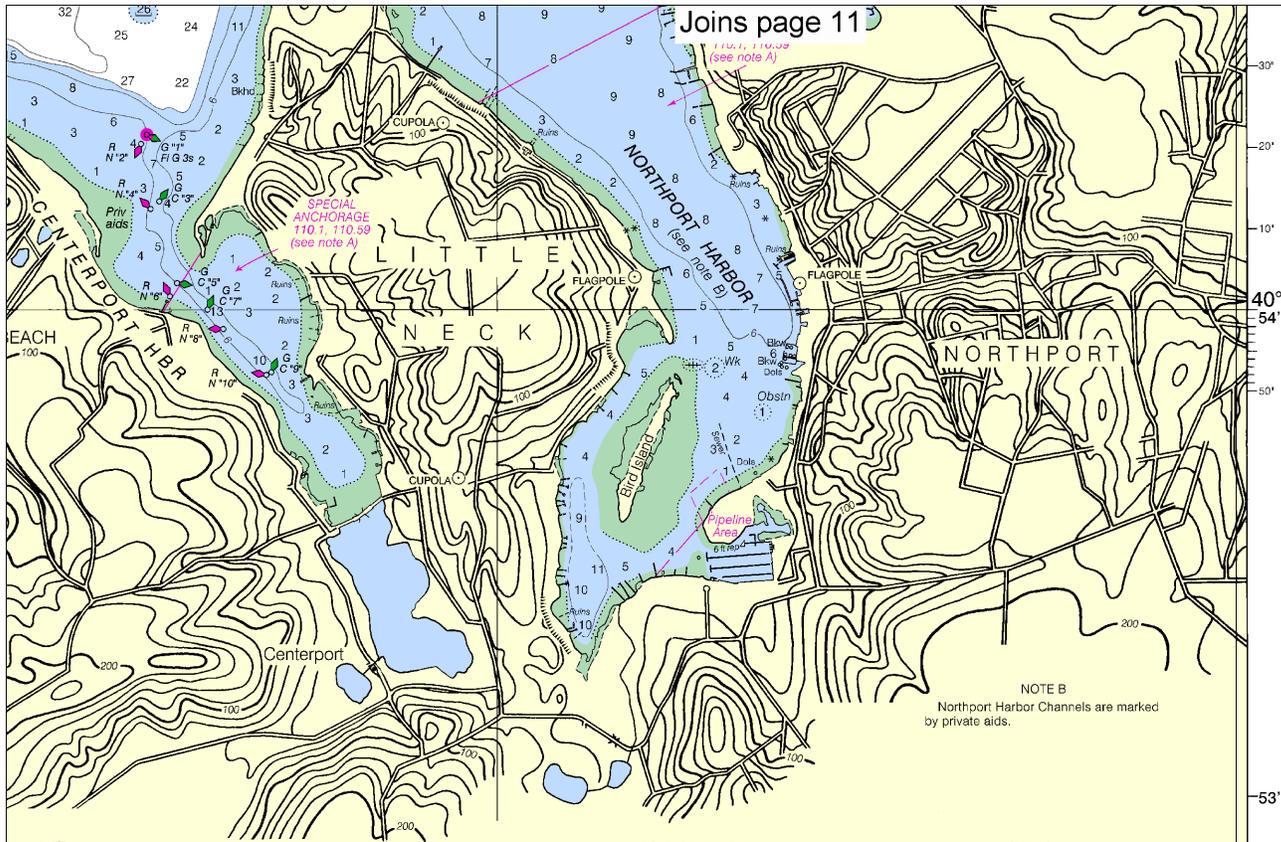
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Printed at reduced scale.

SCALE 1:20,000
 Nautical Miles

See Note on page 5.





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(see note A)



NOAA

EAST COAST

ORK

OYSTER AND HUNTINGTON BAYS

HUNTINGTON ISLAND SOUND

Position
Lat. 40°55'

Edition
Edition of 1983
(revised 1984)

Scale
Scale in Feet
Scale of Water

Information
Information at nauticalcharts.noaa.gov.

Information
Information on High Water.

Information
Information National Ocean Service, Coast
Information Surveyors, Engineers, Geological

HORIZONTAL DATUM

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SUPPLEMENTAL INFORMATION

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

CAUTION

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

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).

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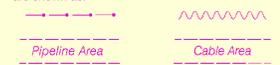
WARNING

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Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

NOTE B
Northport Harbor Channels are marked by private aids.

52°

53°

54°

55°

56°

57°

58°

59°

60°

61°

62°

63°

64°

65°

66°

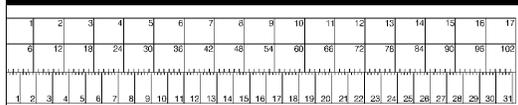
67°

68°

69°

70°

23' 22' 21' 73°20'



Oyster and Huntington Bays
SOUNDINGS IN FEET - SCALE 1:20,000

12365





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!



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

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- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
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- 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 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>



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