



Chart Coverage in Coast Pilot 2—Chapter 10
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South Coast of Long Island

(1) This chapter describes the south coast of Long Island from Shinnecock Inlet to and including East Rockaway Inlet, several other inlets making into the beach along this part of the coast, and the canals, bays, and tributaries inside the beach. Also described are the towns of Patchogue and Oceanside, including Oceanside oil terminals; Bay Shore, a large fishing center; and the many smaller communities that support a large small-craft activity.

(2) **Caution**

(3) Eelgrass is found in most of the waters described in this chapter. Eelgrass nets are often placed at the entrances to canals and are sometimes difficult to see.

(4) Fishtrap areas are in Moriches, Shinnecock, Tiana, Quantuck and Great South Bays.

(5) South shore inlets and bays are prone to extreme shoaling and depths as low as 1 to 2 feet at low tide. The location of marked channels is subject to change in order to mark best water.

(6) **COLREGS Demarcation Lines**

(7) The lines established for this part of the coast are described in **33 CFR 80.160**, chapter 2.

(8) **Weather, South Coast of Long Island and vicinity**

(9) The south coast of Long Island is open to weather from the south and southeast but somewhat sheltered to the west through north. Waves of 8 feet (>2.5 m) or more are most likely in winter when they may be encountered about 6 to 10 percent of the time near the coast. During this period gales are encountered less than 5 percent of the time but are more likely a few hundred miles out to sea. Fogs are more apt to occur in late spring and early summer with a June maximum. Visibilities of less than 2 miles are observed about 5 to 10 percent of the time from May through July. These frequencies are higher at the eastern end in May and June and between Westhampton and Ambrose in July. Locally, Shinnecock Inlet is particularly rough when southerly winds climb to 15 knots or more during ebb tide; breakers fill the entrance.

(10) **North Atlantic right whales**

(11) Endangered North Atlantic right whales may occur within 30 miles of the south coast of Long Island, including the approaches to New York Harbor (peak season: November through April). (See North Atlantic Right Whales, indexed as such in chapter 3, for more

information on right whales and recommended measures to avoid collisions.)

(12) All vessels 65 feet or greater in length overall (LOA) and subject to the jurisdiction of the United States are restricted to speeds of 10 knots or less in a Seasonal Management Area existing around the Ports of New York/New Jersey between November 1 and April 30. The area is defined as the waters within a 20-nm radius of 40°29'42.2"N., 73°55'57.6"W. (See **50 CFR 224.105** in chapter 2 for regulations, limitations and exceptions.)

(13) **<Deleted Chart Header>**

(14) The south coast of Long Island has a general trend of 247° for 68 miles from Montauk Point to Fire Island Inlet and thence trends 263° for 36 miles to the western end of Coney Island in the Lower Bay of New York Harbor. It is a clear shore and may be safely approached as close as 1 mile with not less than 30 feet anywhere between Montauk Point and Rockaway Inlet, except off Fire Island Inlet and the inlet's westward side where the shore should be given a berth of at least 1.5 miles. When viewed from seaward it presents only a few prominent features. It is composed of a series of sand dunes backed by low dark woods.

(15) Shinnecock, Moriches, Great South and Hempstead Bays are inside the beach along the south coast of Long Island and form an **inside route** for boats of about 3-foot draft. The three main inlets from the sea to these bays are Fire Island Inlet, Jones Inlet and East Rockaway Inlet. These inlets and all auxiliary channels within the south coast of Long Island have numerous wrecks and obstructions, frequent and extensive changes and, although marked in many areas, should not be used without local knowledge.

(16) Two small inlets, Shinnecock Inlet and Moriches Inlet, which broke through in 1938 and 1931, respectively, are also used by small boats for entrance to these bays, but their use is not advisable without local knowledge.

(17) **No-Discharge Zone**

(18) The State of New York, with approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in the South Shore Estuary Reserve (SSER) and its harbors, bays and creeks. The waterbodies included in the SSER are Shinnecock Bay (East and West), Quantuck Bay, Moriches Bay (East and West), Bellport Bay, Patchogue Bay, Nicoll Bay, Great South Bay (West, East and Great Cove), South Oyster

(22)

Structures across Shinnecock Canal				
Name-Description-Type	Location	Clear Width of Draw or Span Opening (feet)	Clear Height above Mean High Water (feet)	Information
Overhead power cable	40°53'24"N., 72°30'08"W.		38	
Sunrise Highway/Route 27 Bridge (fixed)	40°53'24"N., 72°30'07"W.	148	23	
Railroad Bridge (fixed)	40°53'14"N., 72°30'06"W.	106	22	
Overhead power cable	40°53'12"N., 72°30'06"W.		48	
Overhead power cable	40°53'10"N., 72°30'06"W.		44	
Route 80 Bridge (fixed)	40°53'06"N., 72°30'03"W.	112	25	
Overhead power and television cable	40°53'05"N., 72°30'03"W.		34	

Bay, East Bay Complex, Middle Bay Complex and Western South Shore Bay.

(19) Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see chapter 2).

(20)

Shinnecock Canal to East Rockaway Inlet

(21) **Shinnecock Canal**, 31.5 miles southwestward of Montauk Point, is about 1 mile long and connects Great Peconic Bay with Shinnecock Bay. The canal is owned and maintained by Suffolk County of New York. It is a partly dredged cut and is protected at the north entrance by two jetties marked by lights. In 1985, the east timber jetty was reported to be deteriorating. Protruding timbers and floating debris may be encountered; caution is advised. A lock about midway in the canal is 250 feet long and 41 feet wide, with a depth of 12 feet over the sills. Tide gates are parallel to and westward of the lock. The lock gates and tide gates are constructed so that tidal action opens them to allow the current to set south through the canal and closes them to prevent water from Shinnecock Bay to flow back into Great Peconic Bay. The lock gates are tended 24 hours and are opened mechanically when the tidal current is flowing northward to allow the passage of boats. Red and green traffic lights are at each end of the lock. Vessels are allowed to enter the lock only on the green signal. Mast-stepping cranes are available at both ends of the canal.

(23)

Current

(24) The maximum recorded current is 4.3 knots, southerly, through the lock and tide gates at peak flow when the gates are open. At the railroad bridge, the current has an average speed of 1.5 knots, but it has been reported that greater speeds may be experienced. At times of high southerly current, i.e., when the gates are open, there exists a dangerous eddy system extending from the south end of the lock southerly for approximately 200 yards. Tidal currents throughout the entire canal can be dangerous; caution is advised. See the Tidal Current prediction service at tidesandcurrents.noaa.gov.

for specific information about times, directions, and velocities of the current at numerous locations throughout the area. Links to a user guide for this service can be found in chapter 1 of this book.

(25) A 5 mph **speed limit** is enforced in the canal.

(26) On the east side of Shinnecock Canal just south of the jetties is a boat basin in which the depth ranges from 7 to 10 feet. There are several small-craft facilities on both sides of the canal.

(27) **Hampton Bays**, a station on a Class II railroad just west of Shinnecock Canal, is the nearest post office. **Canoe Place**, the settlement at the canal, has gasoline and some supplies. Small craft and fishing vessels berth in the basins along both sides of the canal.

(28) **Long Island Intracoastal Waterway**.—A federal project provides for a 6-foot channel from Shinnecock Canal to Great South Bay. The cuts provide an inland waterway along the south side of Long Island. This waterway, from the south end of Shinnecock Canal to a point in Great South Bay opposite Patchogue, a distance of about 29.2 miles, is subject to frequent shoaling; mariners are advised to obtain local knowledge.

(29) **Shinnecock Inlet**, 31 miles westward from Montauk Point along the south coast of Long Island, is the easternmost entrance from the Atlantic to **Shinnecock Bay** and the inland water route along the south shore of Long Island. The approach to the inlet is marked by a lighted whistle buoy. The inlet should not be attempted without local knowledge because of the frequent changes in channel depths.

(30)

Current

(31) Tidal currents through the inlet can be dangerous; caution is advised.

(32)

COLREGS Demarcation Lines

(33) The lines established for Shinnecock Inlet are described in **33 CFR 80.160**, chapter 2.

(34) **Shinnecock Light** (40°50'31"N., 72°28'42"W.), 75 feet above the water, is shown from a red skeleton tower on the west side of the inlet. Lights mark the jetties at the entrance to the inlet, and uncharted buoys mark the channel.

- (35) The jetties extend about 120 yards beyond the lights marking them. A fish haven is about 2.4 miles south of Shinnecock Inlet entrance.
- (36) **Ponquogue Point**, low and sandy, is 1.2 miles northwestward of Shinnecock Light. The west channel from inside Shinnecock Inlet enters the Long Island Intracoastal Waterway southeast of the point. The Ponquogue Bridge, a highway bridge crossing Shinnecock Bay at Ponquogue Point, has a fixed span with a clearance of 55 feet.
- (37) **Shinnecock Coast Guard Station** is on Ponquogue Point. An antenna tower, 229 feet above the water and marked by red lights, is also on the point.
- (38) **Pine Neck**, 2.3 miles westward of Ponquogue Point and on the west side of Tiana Bay, is low, flat and sandy. A shoal extends southward from **Pine Neck Point** and is marked on the south end by a lighted buoy. About 0.5 mile east of Pine Neck, a privately dredged channel marked by private buoys leads to a basin at **Tiana Beach**, a small summer resort on the south side of Shinnecock Bay.
- (39) **Weesuck Creek**, on the north side near the western end of Shinnecock Bay, is entered through a privately dredged channel that leads to the head of the cove at **East Quogue**. The channel is marked by private seasonal buoys. There are two boatyards on the west side near the head of the creek. Berths, electricity, water, marine supplies, storage facilities and lifts to 30 tons are available. The largest marine railway can handle craft up to 65 feet in length; hull and engine repairs can be made.
- (40) **Quogue Canal** connects Shinnecock Bay with Quantuck Bay. The canal is crossed by a highway bascule bridge with a clearance of 15 feet and by overhead power and TV cables with clearances of 75 feet. (See **33 CFR 117.1** through **117.59** and **117.799(a)** through **(d)**, chapter 2, for drawbridge regulations.) A 5 mph **speed limit** is enforced in the canal.
- (41) **Quantuck Bay** joins Quogue Canal with Quantuck Canal. **Quantuck Creek**, at the head of the bay, is crossed by a fixed bridge, which is the head of navigation except for small pulling boats.
- (42) **Quantuck Canal** connects Quantuck Bay and Moriches Bay. The canal is crossed by two highway bascule bridges with a least clearance of 10 feet. (See **33 CFR 117.1** through **117.59** and **117.799(a)** through **(d)**, chapter 2, for drawbridge regulations). The overhead power cable at the westernmost bridge has a clearance of 77 feet. A 5 mph **speed limit** is enforced in the canal.
- (43) About 300 yards northeast of the westernmost of the two bridges, a privately dredged channel leads to a yacht basin at **Westhampton Beach**. The channel is along the west bank in the bight and is marked by private seasonal lights and buoys. A dredged cut leads up to Main Street in Westhampton Beach. A reported depth of about 4 feet can be carried to the yacht basin just before reaching the Stevens Lane Bridge, which has a fixed span with a clearance of about 7 feet. Berths, electricity and a launching ramp are at the yacht basin. Gasoline, ice and marine supplies are available at a marina on the east bank of the bight; engine and hull repairs can be made. A forklift can handle craft to 6 tons. In 1981, a reported depth of 2 feet was available at the marina.
- (44) **Moriches Bay** extends for about 8 miles from Quantuck Canal to Narrow Bay and provides an inside passage for small boats. The general depths in the bay range from 5 to 7 feet and as low as 1 to 2 feet at low tide, but the southern part is shoal. The marked channel may be shifted significantly to the north in order to mark best water.
- (45) When navigating the Long Island Intracoastal Waterway through Moriches Bay northeast of Moriches Inlet, extreme care must be taken as this area is prone to extreme shoaling.
- (46) **Speonk Point**, near the eastern end of Moriches Bay on the north shore, is marked by several bulkheaded jetties and a prominent flagstaff.
- (47) **Seatuck Cove**, on the north side of Moriches Bay, about 1 mile westward of Speonk Point, is entered through a privately dredged channel that leads northward for about 1.1 miles and then forks into three branch channels: **East Branch**, the easterly branch; **Seatuck Creek**, the northerly branch; and **Little Seatuck Creek**, the westerly branch. Private seasonal buoys mark the entrance channel to the fork and the channel in East Branch to the small-craft facilities just inside the entrance.
- (48) A landing at **Eastport** is on the point just above the fork between East Branch and Seatuck Creek. In 1981, depths of 2 to 3 feet were reported at the landing. Berths, moorings, electricity, gasoline, diesel fuel, water, ice, some marine supplies and a pump-out are available at small-craft facilities on East Branch. Lifts to 15 tons can handle craft for engine and hull repairs. Depths of 3 feet are reported alongside.
- (49) **Hart Cove**, westward of Seatuck Cove, is entered through a privately dredged channel that leads to the head of the cove.
- (50) **Small-craft facilities**
- (51) Small-craft facilities are near the head on the west side of the cove. Gasoline, water, ice, storage, marine supplies, a launching ramp and a 30-ton mobile hoist are available; hull and engine repairs can be made.
- (52) **Tuthill Cove**, locally known as **West Cove**, on the north side of Moriches Bay, 1.5 miles westward of Seatuck Cove, is entered through a privately dredged and partially marked channel that leads to the head of the cove. Several privately dredged channels lead from the main channel to small-craft facilities on the east side of the cove. A Coast Guard Sector Field Office and Station is on the east side of the entrance to Tuthill Cove. **East Moriches** is on the north side of the cove.
- (53) **Tuthill Point** is on the west side of the entrance to Tuthill Cove.
- (54) **Moriches Inlet**, 44 miles westward of Montauk Point, is a shallow entrance from seaward to the deeper water in Moriches Bay. Weather continuously changes

the jettied entrance, which is subject to extreme shoaling. Both east and west jetties are marked by a light, and the approach to the inlet is marked by a lighted whistle buoy. In 2019, significant erosion observed along the shoreline and exposed riprap mounds in the area of 40°46'11" N., 72°44'33" W. Due to rapidly changing shoaling conditions and existing dangers in Moriches Inlet, it is considered unsafe for mariners to navigate this inlet at any time. Buoys are not maintained in this inlet.

(55) A fish haven, marked by a buoy, is about 2.5 miles south-southwestward of Moriches Inlet East Breakwater Light.

(56)

COLREGS Demarcation Lines

(57) The lines established for Moriches Inlet are described in **33 CFR 80.160**, chapter 2.

(58) **Fire Island** extends west from Moriches Inlet for about 28 miles along the south shore of Long Island to Fire Island Inlet. With the exception of the state park occupying its westernmost 4.6 miles, all of Fire Island is part of the **Fire Island National Seashore**, a Marine Protected Area (MPA).

(59) **Orchard Neck Creek**, 1.7 miles west of Tuthill Point, is extensively used by local small craft as a mooring basin. A reported depth of about 3 feet is available to the head of navigation. A private seasonal lighted buoy marks the entrance.

(60)

Small-craft facility

(61) A small-craft facility is on the west side of the creek near its head. Gasoline, water, marine supplies and a 12-ton lift are available; hull and engine repairs can be made. In 1981, a depth of about 2 feet was reported alongside the facility.

(62) **Areskonk Creek**, immediately westward of Orchard Neck Creek, is used as a harbor by yachtsmen. A privately dredged channel, marked by private seasonal buoys, leads to the head of the creek. In 1981, the channel had a reported controlling depth of 8 feet.

(63) **Senix Creek**, 0.6 mile westward of Orchard Neck Creek, has a narrow entrance. With local knowledge, a reported depth of about 4 feet can be carried in the channel to about 0.5 mile above the entrance.

(64)

Small-craft facilities

(65) Small-craft facilities near the head of the creek have berths, electricity, storage and a 6-ton lift; hull and engine repairs can be made. A marine railway can haul out vessels up to 32 feet in length.

(66) **Mud (West Senix) Creek**, westward of Senix Creek, had a reported controlling depth of about 5 feet in 1981. The creek is used mostly by local residents. A marina on the east side of the creek near the head has berthage, electricity, gasoline, diesel, water, ice, marine supplies, sewage pump-out, surfaced launching ramp and storage; hull and engine repairs can be made. In 2009, approach and alongside depths of 6 feet were reported.

(67) **Forge River**, at the northwest end of Moriches Bay about 0.5 mile westward of the common entrance to Senix and Mud Creeks, is entered through a privately dredged channel that leads from the Intracoastal Waterway to the town dock and turning basin at **Mastic**, about 1.5 miles above the entrance west of **Masury Point**, thence for about 0.2 mile to the head of navigation. In 1981–1999, the reported controlling depth was 6 feet from the Intracoastal Waterway to the head of navigation. Favor the east side of the channel at the entrance. The channel is marked to the turning basin by private seasonal lighted and unlighted buoys. The town dock is available only to the local residents; however, overnight transient berths are available.

(68) **Old Neck Creek** empties into the easterly side of Forge River about 0.5 mile above the entrance. A privately dredged channel leads from the river to the head of the creek. In 1981, the channel had a reported controlling depth of 7 feet. A marina, just inside the easterly entrance to the creek, has berths, electricity, gasoline, diesel, water, ice, marine supplies, lifts to 90 tons and storage; hull, engine and electrical repairs can be made. In 2009, an approach depth of 5 feet was reported with 8 feet alongside.

(69) **Narrow Bay** extends for about 3 miles from Moriches Bay to Bellport Bay and provides a continuation of the inside passage for small boats. The bridge across the bay eastward of **Smith Point** has a bascule span with a clearance of 18 feet. (See **33 CFR 117.1** through **117.59** and **117.799(a)** through **(d)**, chapter 2, for drawbridge regulations.) Caution is recommended when in the vicinity of the bridge because of the piling near the channel. The bridge is an excellent radar target from 5 to 10 miles.

(70) **Bellport Bay** extends for about 3 miles from Narrow Bay to Great South Bay and provides a continuation of the inside passage for small boats. The bay is shoal in its southern part but has depths of 5 to 7 feet in the northern part.

(71) **Carmans River**, on the northeast side of Bellport Bay, has a depth of about 2 feet through the entrance. Sometimes bush stakes are placed on each of the shoals making off from the points at the entrance. Enter in midriver between these stakes, favor the east side for a distance of 0.5 mile and then follow midriver; caution is advised. The river, marked at the entrance by private seasonal lighted buoys, is entered between **Long Point** on the west and **Sandy Point** on the east. Some of the land areas on both sides of the river just above the entrance are part of the **Wertheim National Wildlife Refuge**, a Marine Protected Area (MPA); landing is not permitted. A 5 mph speed limit is enforced on the river.

(72)

Small-craft facility

(73) A small-craft facility is on the west side of the river about 0.6 mile above the entrance. Electricity, water,

some marine supplies, a 12-ton lift and storage facilities are available; hull and engine repairs can be made.

(74) **Beaverdam Creek**, on the north side of Bellport Bay about 1.5 miles westward of Carmans River, is entered through a privately dredged approach channel marked by private seasonal buoys.

(75) **Small-craft facility**

(76) A small-craft facility is at the head of the creek and can provide berths, storage, supplies and a 30-ton lift; engine repairs can be made.

(77) The wharf of a yacht club is on the northwest side of Bellport Bay at the town of **Bellport**, about 0.5 mile westward of the entrance to Beaverdam Creek. In 1981, depths of 6 to 8 feet were reported in the basin behind the wharf with about 2½ to 3 feet alongside. Water and a launching ramp are available. A seasonal passenger ferry operates between the yacht club and **Bellport Beach** on Fire Island.

(78) A **dockmaster** manages the village dock adjacent to the yacht club.

(79) **Great South Bay**, on the south shore of Long Island, extends from Bellport Bay on the east to South Oyster Bay on the west. It is about 20 miles long and about 4 miles across its widest part. It can be entered through Fire Island Inlet, from Great Peconic Bay via the inside route, and from westward through Hempstead Bay. The southeast and southwest portions of the bay are shoal. Lights, daybeacons and lighted and unlighted buoys mark the channels.

(80) **Abets Creek** and **Mud Creek**, on the northeast side of Great South Bay, had reported depths of 4 feet in 1981 and 6 feet in 2009, respectively. The entrance to each creek is marked by a private seasonal lighted buoy and stakes. A 5-mph **speed limit** is enforced in Abets Creek.

(81) **Small-craft facilities**

(82) Small-craft facilities in both creeks can provide berths, gasoline, diesel fuel, water and storage, and full repairs can be made. A 7-ton marine railway is available in Abets Creek and a 40-ton marine lift is available in Mud Creek.

(83) **Swan River**, about 0.4 mile westward of Mud Creek, is entered through a privately dredged channel that leads to the head of navigation about 1 mile above the mouth. In 1981, the channel had a reported controlling depth of 4 feet. In 1985, a shoal was reported to be encroaching from the west side of the channel at the mouth of the river. A private seasonal lighted buoy marks the entrance, and poles mark the channel above the entrance.

(84) **Patchogue River**, on the north side of Great South Bay, 3.7 miles west of Bellport and 0.9 mile westward of Swan River, is entered through a federal channel that leads from Great South Bay, thence through **Patchogue Bay**, and thence to the head of river navigation about 1 mile above the mouth. The federal channel has a project depth of 8 feet. (See Notice to Mariners and latest edition

of chart for controlling depths.) The channel is marked by a lighted and unlighted buoys from the bay to the jettied entrance. The west side of the entrance is protected by a breakwater with a light on the outer end and the east side by a bulkhead and short jetty extending southward from it; a private light is near the end of the jetty.

(85) **Patchogue**, on Patchogue River, is the principal town on Great South Bay. Depths at the wharves and piers at Patchogue range from 3 to 9 feet.

(86) Passenger ferry service, summer only, is maintained from Patchogue to **Davis Park** and Watch Hill on Fire Island.

(87) Marinas and boatyards are on the Patchogue River and can provide gasoline, diesel fuel, electricity, water, marine supplies, pump-out facility, marine lifts to 40 tons and winter storage, and full repairs can be made.

(88) **Corey Creek**, 0.6 mile westward of Patchogue River, is entered between two jetties each marked by a private seasonal light. In 1981, depths of 3 feet were available in the creek. A marina, on the east side of the creek just inside the entrance, has berths, electricity, gasoline, marine supplies, water, ice, storage and a 16-ton lift; hull, engine and electronic repairs can be made. Depths of 5 feet were reported at the marina in 1985.

(89) **Brown Creek**, locally known as Browns River, 3 miles westward of Patchogue, is entered between two short jetties extending out to a depth of about 4 feet. The jetties are marked by lights. A federal project provides for a depth of 6 feet from the entrance to the first bend (at Browns River Road), thence 4 feet to the upstream limit of the project. (See Notice to Mariners and the latest edition of the chart for controlling depths.) Local interests advise that mariners steer a centerline course from a point about 0.75 mile south of the jetty lights through the entrance channel.

(90) **Small-craft facilities**

(91) There are several small-craft facilities on the creek. Berths, electricity, gasoline, diesel fuel, water, marine supplies, mobile hoists to 80 tons and hull and engine repairs are available. A marine railway can handle vessels to 15 feet long.

(92) Passenger ferry service, summer only, is available from Sayville to Fire Island Pines, Sailors Haven, Cherry Grove and Barrett Beach on Fire Island.

(93) **Green Creek**, about 1 mile west of Brown Creek, is used by many clam boats. Depths of about 5 feet were reported available in the creek in 1981. Mariners are advised to use care when entering the creek, especially during strong southwest winds. Inside the creek, gasoline, water, marine supplies, storage, a 30-ton lift and complete hull, engine and electronic repairs are available. A 4 mph **speed limit** is enforced in the creek.

(94) **Green Harbor** is a privately maintained two-part harbor just westward of the entrance to Green Creek. The entrance to the outer basin and the connecting channel between the outer and inner basins are very narrow. In

1985, depths were reported to be about 6 feet. Limited berthing is available in the outer basin. A boatyard is in the inner basin. An aquaculture site, marked by a private buoy, is near the entrance to Green Harbor around 40°43'11"N., 73°05'36"W.

(95) **Connetquot River**, locally known as Great River, is 3 miles westward of Brown Creek. In 1981, a reported depth of 5 feet (with local knowledge) could be carried from **Nicoll Bay** to the boatyards on the east side of the river, thence about 2 feet to the head of navigation at the railroad; favor the east bank of the river above the boatyards. A shoal with depths of 2 feet extends northeast from **Nicoll Island** on the southwest side of the river entrance. A private light marks the entrance to the river. A prominent mansion with a tower, now part of a private school, is on the north shore of the entrance.

(96) **Great River** is a village on the west side of the river.

(97) **Watch Hill**, part of Fire Island National Seashore, is across Great South Bay from Patchogue. A privately dredged channel with a reported depth of 3 feet in 1999 leads from Great South Bay to a seasonally operated marina. The channel is marked by private seasonal lighted buoys and a lighted range. Berths, electricity, water, ice, some supplies and a pump-out facility are available. A passenger ferry operates between Watch Hill and Patchogue.

(98) **Cherry Grove**, a summer resort across Great South Bay from Connetquot River, has a boat landing extending out to a depth of 5 feet. Seasonal ferry service is maintained with Sayville.

(99) **Point o' Woods, Ocean Beach, Fair Harbor and Saltaire** are summer resorts on Great South Bay westward of Cherry Grove. Provisions are available at most of these resorts. Year-round ferry service is maintained between Ocean Beach, Saltaire and Bay Shore, a town northwestward on the north shore of Great South Bay. Seasonal service is available between the surrounding towns and Bay Shore. A privately dredged channel with a reported depth of 9 feet in 1981 leads southward to Fair Harbor. A private light marks the channel.

(100) On the north shore of Great South Bay, in the vicinity of **Nicoll Point**, is **Heckscher State Park**. A boat basin and a small-craft launching ramp are at the park in a cove about 1.6 miles west of Nicoll Point. The park is open during daylight hours only. A 5 mph **speed limit** is enforced.

(101) **Sailors Haven**, across Great South Bay from Nicoll Point, is part of the Fire Island National Seashore. A privately dredged and marked channel with a depth of about 4 feet leads from Great South Bay to a seasonally operated marina at which berthing, water, ice and some supplies are available. A seasonal passenger ferry operates between Sailors Haven and Sayville.

(102) **Weather, Great South Bay and vicinity**

(103) **Islip** is on the south side of Long Island just inland from Great South Bay and opposite the Fire Island

National Seashore, about halfway between New York city and Montauk Point.

(104) At Islip the average annual temperature is 53°F (11.7°C). The average high is 61°F (16.1°C) and the average low is 44°F (6.7°C). July is the warmest month, with an average high of 82°F (27.8°C) and an average low of 67°F (19.4°C). January is the coolest month, with an average high of 39°F (3.9°C) and an average low of 24°F (-4.4°C). The warmest temperature on record for Islip is 101°F (38.3°C), recorded in July 1991, and the coldest temperature on record is -7°F (-21.7°C), recorded in January 1984. On average, seven days each year record high temperatures in excess of 90°F (32.2°C) and 98 days record minimum temperatures below 32°F (0°C). An average of only two days each year has an extreme minimum below 5°F (-15°C).

(105) Precipitation is both moderate and distributed evenly throughout the year. August is the wettest month, with an average precipitation total of five inches (127 mm), and February the driest, with just over three inches (76 mm). Average annual precipitation is about 45 inches (1,143 mm). Most of the rainfall from June through September comes from thunderstorms; therefore, it is usually of brief duration but relatively intense. Thunderstorm days average 25 each year. From October to April, however, precipitation is generally associated with widespread storm areas, so that day-long rain or snow is common.

(106) Snow falls an average 30 days each year and averages 21 inches (533 mm) in any given year. The snowiest month is February, with an average of six inches (152 mm). Snow has fallen in each month November through April. The greatest 24-hour total snowfall was eight inches (203 mm), which fell in March 1993.

(107) Tropical storms have influenced the area several times since 1871. Hurricane Gloria passed within 10 miles west of Islip in September 1985. Gloria made landfall about halfway between Kennedy and Islip and provided sustained winds of 75 knots at time of landfall for the Islip area. Only two days earlier, Gloria was a 125-knot hurricane.

(108) The Long Island U.S. Courthouse (40°45'35"N., 73°11'25"W.) is a prominent feature in East Islip, across Champlin Creek from Islip. The building is rectangular with a cone-shaped entrance, is constructed of white and gray panels and is 281 feet high; reported to be visible from 20 miles offshore.

(109) **Great Cove**, on the north side of Great South Bay about 4 miles westward of Nicoll Point, has depths of 4 to 8 feet. A line of private orange and white spar buoys across the mouth of Great Cove marks a shellfish closure area.

(110) **Orowoc Creek**, which enters the northeast part of the cove, leads to the boat basin and wharves at the town of **Islip**. The channel in the cove is sometimes marked by stakes and had a reported depth of about 6 feet in 1981. A private light marks the westerly edge of the 3-foot shoal on the east side of the channel near the entrance to the creek.

(111)

Small-craft facilities

(112) Small-craft facilities on the creek can provide gasoline, water, ice, storage, marine supplies and complete engine and hull repairs. A 55-foot marine railway and a 25-ton mobile hoist are available.

(113) Several fish packing plants are on the creek.

(114) **Penataquit Creek** and **Watchogue Creek**, locally known as **West Creek**, about 0.5 mile westward of Orowoc Creek, empty into the northwest end of Great Cove through a common entrance. **Bay Shore** is a large fishing center on the northwest shore of Great Cove at the head of the creeks. The common entrance is protected on its westerly side by a bulkheaded sandspit, which forms a well-protected boat basin. The entrance channel leads between the northeast end of the sandspit and the point to the east. A private light marks the entrance to the creeks. The channel had a reported depth of 6 feet in 1981. A 4 mph **speed limit** is enforced on the creeks.

(115) The ferry landing near the entrance of Penataquit Creek had a reported depth of about 5 feet at its end in 1981. From the landing, ferries connect with Ocean Beach and Saltaire year round and with Point o' Woods, Kismet, Fair Harbor, Dunewood, Atlantique, Sea View and Ocean Bay Park during the summer.

(116) There are several small-craft facilities in Penataquit and Watchogue Creeks.

(117) There are several creeks and a dredged boat basin between Watchogue Creek and Conklin Point to the southwestward. These waterways are for the most part privately maintained and for the exclusive use of the local property owners.

(118) **Fire Island Inlet**, about 28 miles westward along the south coast of Long Island from Moriches Inlet, is the only direct entrance from the Atlantic to Great South Bay. The inlet is subject to extreme shoaling and has been moving westward for many years. Mariners are warned to beware of extreme tidal turbulence especially during times of tidal change and should seek local knowledge of the latest conditions before entering. Navigation of the inlet is difficult even with relatively calm seas, and for small craft it can be extremely dangerous. During heavy weather, the entrance usually is obstructed by breakers.

(119)

COLREGS Demarcation Lines

(120) The lines established for Fire Island Inlet are described in **33 CFR 80.160**, chapter 2.

(121) **Fire Island Light** (40°37'57"N., 73°13'07"W.), 167 feet above the water, is shown from a black and white horizontally banded tower about 4 miles east-northeastward of **Democrat Point**. **Fire Island Coast Guard Station** is about 1.9 miles west-southwestward of the light. A water tower, about 208 feet high, marked by floodlights and visible for 16 miles, is about 0.1 mile southwest of the Fire Island Coast Guard Station.

(122) The **Robert Moses Causeway Bridge** over Fire Island Inlet, 2.1 miles inside the entrance, has a clearance

of 65 feet at the 464-foot center span. The bridge is an excellent radar target at a range of more than 12 miles.

(123) Two boat basins at the **Robert Moses (Fire Island) State Park** are entered just westward of the southern end of the bridge. Berths and water are available in the basins between sunrise and sunset. In 1981, depths of 7 feet and 6 feet were reported available in the east and west basins, respectively.

(124)

Currents

(125) The currents in Fire Island Inlet, after crossing the bar, have a velocity of about 2.4 knots at full strength and are influenced greatly by the force and direction of the wind. In the bay, currents have little velocity except in the narrow channels between the shoals and within a radius of 3 miles from Fire Island Coast Guard Station where their estimated velocity is 1 to 1.5 knots. See the Tidal Current prediction service at tidesandcurrents.noaa.gov for specific information about times, directions, and velocities of the current at numerous locations throughout the area. Links to a user guide for this service can be found in chapter 1 of this book.

(126) Fire Island Inlet remains open throughout the year, but ice does become a problem in the inland channels through Great South Bay from early January through about mid-March. Several channels lead from Fire Island Inlet to places in Great South Bay and connecting inside waterways. These channels are marked with buoys that are shifted in position with changing conditions.

(127) The area between Fire Island Inlet and Jones Inlet is characterized by low, sandy beaches and numerous islands fringed by vast stretches of marshy ground. Many shallow areas, irregular in outline, are a serious menace to the navigation of light-draft vessels. An extensive network of bays, creeks, coves, channels and inlets covers the entire area.

(128) The channel connecting Great South Bay with Jones Inlet, East Bay, and South Oyster Bay is narrow and treacherous and has numerous short bends. Caution should be exercised when navigating in these areas in small boats.

(129) From Fire Island Inlet the **State Boat Channel** leads westward through Great South Bay and South Oyster Bay to Zacks Bay at Jones Beach State Park, thence westward in Hempstead Bay through winding channels, well marked by lights, buoys and daybeacons to Reynolds Channel at Point Lookout, just west of Jones Inlet.

(130) The **speed** of vessels is limited to 10.4 knots (12 mph) in the channel and 3.5 knots (4 mph) in the areas designated as basin or anchorage.

(131) A marina on the south side of the channel at the eastern end of **Captree Island** has berthage, gasoline, diesel fuel, water and ice.

(132) The Robert Moses Causeway Bridge over the State Boat Channel, connecting Oak Beach with Captree Island, has twin bascule spans with a clearance of 29 feet at the center. (See **33 CFR 117.1** through **117.59** and

- 117.799(a) through (c) and (i), chapter 2, for drawbridge regulations.) The twin fixed spans of this bridge and causeway over the inside passage in Great South Bay between Captree Island and **Conklin Point** have a clearance of 60 feet for a middle width of 460 feet.
- (133) A shellfish closure area, marked by private yellow buoys, extends from the Robert Moses Causeway at Conklin Point westward for about 6.8 miles to Narrasketuck Creek.
- (134) **Oak Island Channel**, locally known as Babylon Cut, extends northwestward from the State Boat Channel from a point opposite the northeastern end of **Oak Island** to Great South Bay and **Babylon Cove**. The channel is marked by seasonal buoys to the channel opposite **Grass Island**. From a point about 1.7 miles above the State Boat Channel, Oak Island Channel connects with a privately dredged and marked channel, locally known as **East West Channel**, that leads westward and parallels the northern shore of Great South Bay for about 6 miles to South Oyster Bay. Several channels, some leading northward into the waterways on the north side of Great South Bay and some leading southward to the State Boat Channel, connect with East West Channel. These connecting channels are discussed later in this chapter.
- (135) **Babylon** is a town on the north shore of Great South Bay. A flag pole and a church spire are prominent. The public landing, about 0.3 mile northward of Sampawams Point and at the mouth of Sampawams Creek, had a reported depth of 6 feet at the end in 1993. Approaching around **Sampawams Point**, give the point a berth of 0.3 mile when southeastward of it and head northwestward to the wharf.
- (136) **Sampawams Creek**, just northward of the wharf, has been dredged to reclaim adjacent lands and is bulkheaded on the west side. The entrance is marked by private seasonal buoys and a private light. It is used as an anchorage by small craft and has a depth of about 5 feet through the entrance and greater depths inside. Boats also anchor between the public landing and Sampawams Point. This anchorage becomes choppy during easterly or southeasterly winds. Several small-craft facilities are on the creek.
- (137) **Carlls River**, westward of Sampawams Point, in 1981, had a reported controlling depth of 5 feet in the privately dredged entrance channel leading northward from East West Channel. In 1982, shoaling to an unknown extent was reported in the channel. Small-craft facilities on the river have berthage, gasoline, water, marine supplies, a 9-ton lift and a 40-ton mobile hoist; hull and engine repairs can be made. In 1993, depths of 5 to 6 feet were reported alongside at the facilities.
- (138) **West Babylon Creek**, locally known as **Mud Creek**, is about 1 mile westward of Sampawams Point. In 1981, the privately dredged and marked entrance channel leading northward from East West Channel had a reported controlling depth of 4 feet. Creeks to the westward have been improved in a similar manner. Several small-craft facilities are on the creek.
- (139) A submerged obstruction was reported at the mouth of the Santapogue River entrance channel in about 40°40'01"N., 73°20'36"W.
- (140) **Oak Beach** is primarily a summer resort and fishing village on the north side of Fire Island Inlet. The channel to the village pier, passing eastward of Oak Island, has a depth of about 9 feet. A tall lighted mast on the south side of Oak Beach is prominent.
- (141) **Cedar Beach** and **Gilgo Beach**, westward of Oak Beach, are maintained and operated by the County and Township authorities and are not part of the Long Island State Park System. A tower is prominent east of Cedar Beach, and another tower is prominent west of Gilgo Beach.
- (142) **Neguntatogue Creek**, on the north side of Great South Bay at the town of **Lindenhurst**, has several small-craft facilities. In 2000, the reported controlling depth in the entrance to the creek was 4 feet. Berths, electricity, gasoline, diesel fuel, water, ice, storage and marine supplies are available; hull and engine repairs can be made.
- (143) **Fox Creek Channel**, privately dredged and marked by private seasonal aids, leads from the mouth of Neguntatogue Creek across Great South Bay to a junction with the State Boat Channel just eastward of Cedar Island. In 1982, the reported controlling depth was 3 feet.
- (144) **Strongs Creek**, westward of Neguntatogue Creek, in 1981, had a controlling depth of 7 feet in the privately dredged entrance channel leading northward from East West Channel.
- (145) **Small-craft facilities**
- (146) Small-craft facilities in the creek have storage and a 12-ton mobile hoist; hull and engine repairs can be made.
- (147) **Great Neck Creek**, westward of **Strongs Point**, has a depth of about 7 feet in the privately dredged entrance channel leading northward from East West Channel; greater depths are inside.
- (148) **Woods Creek** is westward of Howell Point and Howell Creek. In 2005, the reported controlling depth in the entrance was 3 feet. Gasoline is available just inside the entrance, and a small-craft facility at the head of the creek can provide limited berths, electricity, gasoline, water, some marine supplies, a pump-out station, winter storage and a 30-ton lift; hull, engine and electrical repairs can be made.
- (149) **Amityville Creek**, on the north side of the western extremity of Great South Bay, had a reported controlling depth of about 3 feet in 1981. The entrance to the creek is marked on the west side by a private light. Several boatyards on the creek have marine railways, the largest of which can handle craft up to 50 feet in length; gasoline, water, ice, storage, marine supplies and complete engine and hull repairs are available.
- (150) **Amityville** is a small town on the north shore of Great South Bay at its western extremity. The village wharf

bare at low water at its face. **Amityville Cut** extends southward from Amityville Creek and joins the State Boat Channel near Gilgo Beach. The privately maintained and marked channel had a reported controlling depth of 8 feet in 1993.

- (151) **Narraskatuck Creek**, 0.5 miles westward of Amityville Creek, had a reported depth of about 3 feet in 1981.

(152)

Small-craft facilities

- (153) The small-craft facilities on the creek have gasoline, berths, electricity, water, ice, storage, and marine supplies. Mobile hoists can handle craft up to 20 tons; hull, engine, and electrical repairs can be made.

- (154) **Carman Creek**, about 0.8 mile westward of Amityville Creek, is used by boats drawing 4 to 5 feet.

- (155) **South Oyster Bay**, lying between Great South Bay and Hempstead Bay, is shoal over its greater part. A channel marked by buoys and daybeacons, good for a draft of 4 feet at high water, extends through the bay. Through traffic uses the State Boat Channel and connecting lanes on the south side of the Bay.

- (156) **Gilgo Heading**, a channel and basin between the State Boat Channel and Gilgo Beach, has a depth of about 7 feet.

- (157) **Hempstead Bay** is on the south side of Long Island inside the beach extending from the west end of Great South Bay to Far Rockaway. The bay has many sloughs that are subject to change in the vicinity of the inlets and where dredging is done to reclaim land. Navigational aids marking the main channels of the bay are maintained by the town of Hempstead. Many shoal spots, some to a foot or less, have been reported at several areas of the rivers and channels.

- (158) **Jones Beach State Park**, on the south coast of Long Island, comprises about 2,500 acres and is under the jurisdiction of the Long Island State Park and Recreation Commission. A prominent red brick water tower, with a pyramid top, 3.5 miles eastward of Jones Inlet, is the center of Central Mall. The tower, flood-lighted at night, is visible for 16 miles. The eastern part of **Zachs Bay**, a dredged basin just east of Jones Beach State Park, is used as an anchorage; a swimming area marked by private buoys is in the western part of the bay.

- (159) The Wantagh State Parkway bridge crosses Sloop Channel from Jones Beach State Park to Green Island. The bridge has a bascule span with a horizontal clearance of 76 feet closed and 50 feet open; vertical clearances are 16 feet (20 feet at mid-span.) The middle Wantagh State Parkway fixed bridge over **Goose Creek** between Green Island and Great Island has a clearance of 16 feet. The northern fixed bridge of the Wantagh State Parkway spans Island Creek with a clearance of 12 feet.

(160)

Caution

- (161) The current is reported to be swift during periods of maximum flood and ebb at the bridge crossing the Sloop

Channel from Green Island to Jones Beach State Park and has a tendency to set boats into the bridge abutments. Mariners are advised to avoid this part of the channel during these periods and to use the secondary route in Goose Creek, north of Green Island.

- (162) A privately marked channel, locally known as **Racehorse Channel**, leads northward from Sloop Channel and westward of Green Island to the western entrance of **Island Creek**. **Olivers Channel**, marked by private buoys and daybeacons, leads westward from near the north end of Racehorse Channel to **East Bay**.

- (163) A fish haven is near the middle of East Bay.

(164)

Small-craft facilities

- (165) On the north side of East Bay, there is a small-craft facility on the west side of **Nicks Point** that had an approach depth of 6 feet in 2010. Another facility is on the north side of Island Creek and can provide gasoline, electricity, water, ice, pump-out, some marine supplies, a 25-ton lift and full repairs; the approach depth is 7 feet.

- (166) **Sloop Channel**, the main channel leading east from Jones Inlet, extends along the north side of **Short Beach** and Jones Beach State Park. The channel is marked by buoys and daybeacons; shoaling has been reported in several areas.

- (167) A channel joins Haunts Creek east of **East Crow Island** and leads northward through **Broad Creek Channel** to East Bay, thence to **Merrick Creek**. The channel joining Sloop Channel just west of the Meadowbrook State Parkway Bridge leads north through **Swift Creek** and **Neds Creek** to East Bay. The channel between **False Channel Meadow** and Pettit Marsh leads to Freeport Creek.

- (168) The Meadowbrook State Parkway Bridge has the following clearances: 21 feet for the bascule span across Sloop Channel between Jones Beach State Park and **Jones Island**, 14 feet for the 29-foot fixed span between **West Crow Island** and **Pettit Marsh**, and 12 feet for the 29-foot fixed span between Pettit Marsh and **Fighting Island**. (See 33 CFR 117.1 through 117.59 and 117.799 (a) through (c) and (h), chapter 2, for drawbridge regulations.)

- (169) The Loop Parkway Bridge has the following clearances: 20 feet for the fixed span over Swift Creek between West Crow Island and **Meadow Island**, 21 feet for the bascule span between Meadow Island and **Alder Island**, and 20 feet for the 29-foot fixed span over Reynolds Channel between Alder Island and Point Lookout. (See 33 CFR 117.1 through 117.59 and 117.799 (a) through (c) and (f), chapter 2, for drawbridge regulations.)

- (170) **Jones Inlet**, about 12 miles westward along the south coast of Long Island from Fire Island Inlet, is the principal entrance from the Atlantic to the inside passages and towns in Hempstead Bay. The inlet, which is used mostly by pleasure craft and fishermen, should not be attempted without local knowledge because the channel and depths are constantly changing.

(171) The approach to Jones Inlet is marked by a lighted whistle buoy, and a light is at the outer end of the jetty on the east side of the entrance. A small-craft basin is inside the inlet on the north side of Jones Beach; berths, electricity, water and a pump-out station are available. **Jones Beach Coast Guard Station** is in the small-craft basin.

(172)

Currents

(173) The **tidal current** in the inlet has a velocity of about 3 knots. See the Tidal Current prediction service at tidesandcurrents.noaa.gov for specific information about times, directions, and velocities of the current at numerous locations throughout the area. Links to a user guide for this service can be found in chapter 1 of this book.

(174)

COLREGS Demarcation Lines

(175) The lines established for Jones Inlet are described in **33 CFR 80.160**, chapter 2.

(176) **Point Lookout** is a village on the east end of the barrier beach on the west side of Jones Inlet. A large lighted tank in the western part of the town is prominent.

(177) **Long Creek**, marked by seasonal lighted and unlighted buoys, leads northward from Jones Inlet between Alder Island and Meadow Island and between **Smith Meadow** and **Pine Marsh** to Freeport. The channel below the Loop Parkway Bridge has been improved by dredging. The channel above the bridge at the intersection with **Sea Dog Creek** is subject to frequent change; local information should be obtained before using these waters.

(178) **Hudson Channel** extends northward to the piers at **Freeport**, a city on the north shore of **Baldwin Bay**. Freeport has rail and bus service to New York City and other points on Long Island.

(179)

Anchorage

(180) A **general anchorage** is in **Randall Bay** at the northeast end of **Baldwin Bay**. (See **33 CFR 110.1** and **110.156**, chapter 2, for limits and regulations.)

(181) **Reynolds Channel** extends westward from Jones Inlet to East Rockaway Inlet and is the main thoroughfare of the route between the inlets. The channel is crossed by several bridges.

(182)

Currents

(183) Strong currents exist in the western portion of Reynolds Channel, and caution must be exercised when approaching the drawbridges, particularly with a fair current; the signal to open the bridge should be given sufficiently in advance so the bridge can be cleared of traffic and the draw opened before the vessel arrives there. The currents of the two inlets meet at the entrance of the channel leading west from Cinder Creek.

(184) A 5 mph **speed limit** is enforced in the channel between Middle Island and Point Lookout.

(185) A secondary channel extends northwestward through **Cinder Creek** and westward of **Parsonage Island** to Middle Bay; the channel is not marked. **Garrett Lead**, the primary channel extending northeastward from Reynolds Channel to Middle Bay, is marked by buoys and daybeacons.

(186) Barnums Channel, heading west from Garrett Lead, leads to a small-craft facility providing berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, a pump-out facility, a lift to 35 tons, storage and full repairs. The facility has an approach depth of 17 feet and an alongside depth of 14 feet.

(187) **Long Beach** is a seaside resort on the outer beach about 4 miles west of Point Lookout. The waterfront on the bayside is bulkheaded.

(188) The highway bridges crossing Reynolds Channel between Long Beach and **Island Park** have bascule spans with clearances of 20 feet. The railroad bridge about 0.2 mile westward of the highway bridges has a bascule span with a clearance of 14 feet. (See **33 CFR 117.1** through **117.59** and **117.799(a)** through **(c)** and **(g)**, chapter 2, for drawbridge regulations.)

(189) A dock of the Long Beach Hospital is on the south side of Reynolds Channel about 0.3 mile eastward of the highway bridge; medical aid to boatmen is available here. The dock is marked by a square white sign with a large red cross.

(190) Just westward of the railroad bridge, a dredged channel passes through Island Park. The fixed footbridge and highway bridge crossing the channel have a least clearance of 7 feet. Several wharves are available at Island Park.

(191) **Hog Island Channel**, the main route to the towns of **Oceanside** and **East Rockaway**, joins Reynolds Channel southwestward of Island Park and leads westward of Island Park, then eastward of West, East and North Meadows. **East Rockaway Channel**, privately marked and an alternate and shallower route to the towns, joins Hog Island Channel about 0.8 mile and 2.4 miles above Reynolds Channel. Oceanside and East Rockaway are along the east and west sides, respectively, of the northern part of East Rockaway Channel.

(192) Mariners of vessels transiting Hog Island Channel in the vicinity of the public beach at the village of Island Park are requested to proceed at a **speed** that will create minimum wave wash and wake and avoid damage to the beach facilities.

(193) There are numerous marginal-type petroleum wharves along the eastern side of Hog Island Channel between 1.75 and 2.25 miles above the junction with Reynolds Channel. In 1981, depths of 6 to 10 feet were reported alongside the wharves; oil barges and coastal tankers berth at or near high tide and ground out at low tide when alongside.

(194) **Woodsburgh Channel** joins Broad Channel about 0.5 mile northward of Hicks Beach and leads northwestward to **Woodsburgh**. The two fixed bridges

over **Woodmere Channel** northwestward of **Browsewe Bay** have a least clearance of 11 feet.

(195) **Atlantic Beach** is an oceanfront and bayside community on the east side of East Rockaway Inlet. Facilities for mooring are eastward and westward of the highway bridge. Gasoline, diesel fuel, water, provisions and other supplies are available.

(196) **Bannister Creek** is just east of the Atlantic Beach Bridge. **Bridge Creek** extends west just above the mouth of Bannister Creek. A small boatyard on the creek can haul out craft up to 6 tons for hull and engine repairs; water, a pump-out and some marine supplies are available.

(197) The highway bridge crossing Reynolds Channel to Atlantic Beach just inside East Rockaway Inlet has a bascule span with a clearance of 25 feet. (See **33 CFR 117.1** through **117.59** and **117.799(a)** through **(c)** and **(e)**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 13; call sign KFL-348.

(198) **East Rockaway Inlet**, about 8 miles westward along the south coast of Long Island from Jones Inlet, is the westernmost entrance from the Atlantic to Hempstead

Bay and the inland water route along the south shore of Long Island. The inlet is subject to frequent changes but is reported to be usually safer to navigate than Jones or Fire Island Inlets. The aids marking the inlet are periodically moved to mark the best water; local knowledge is advised.

(199) Two large identical apartment buildings are prominent about 0.8 mile north-northeastward of the jetty light.

(200)

Currents

(201) The **tidal current** in the inlet has a velocity of about 2.3 knots. Caution should be exercised when passing through the inlet and bridge at times of maximum current. See the Tidal Current prediction service at tidesandcurrents.noaa.gov for specific information about times, directions, and velocities of the current at numerous locations throughout the area. Links to a user guide for this service can be found in chapter 1 of this book.