

BookletChart™

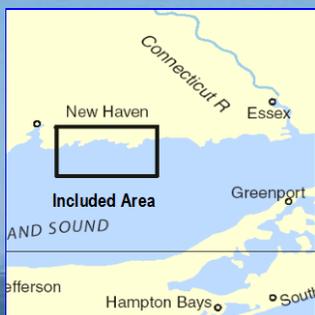


North Shore of Long Island Sound – Guilford Harbor to Farm River

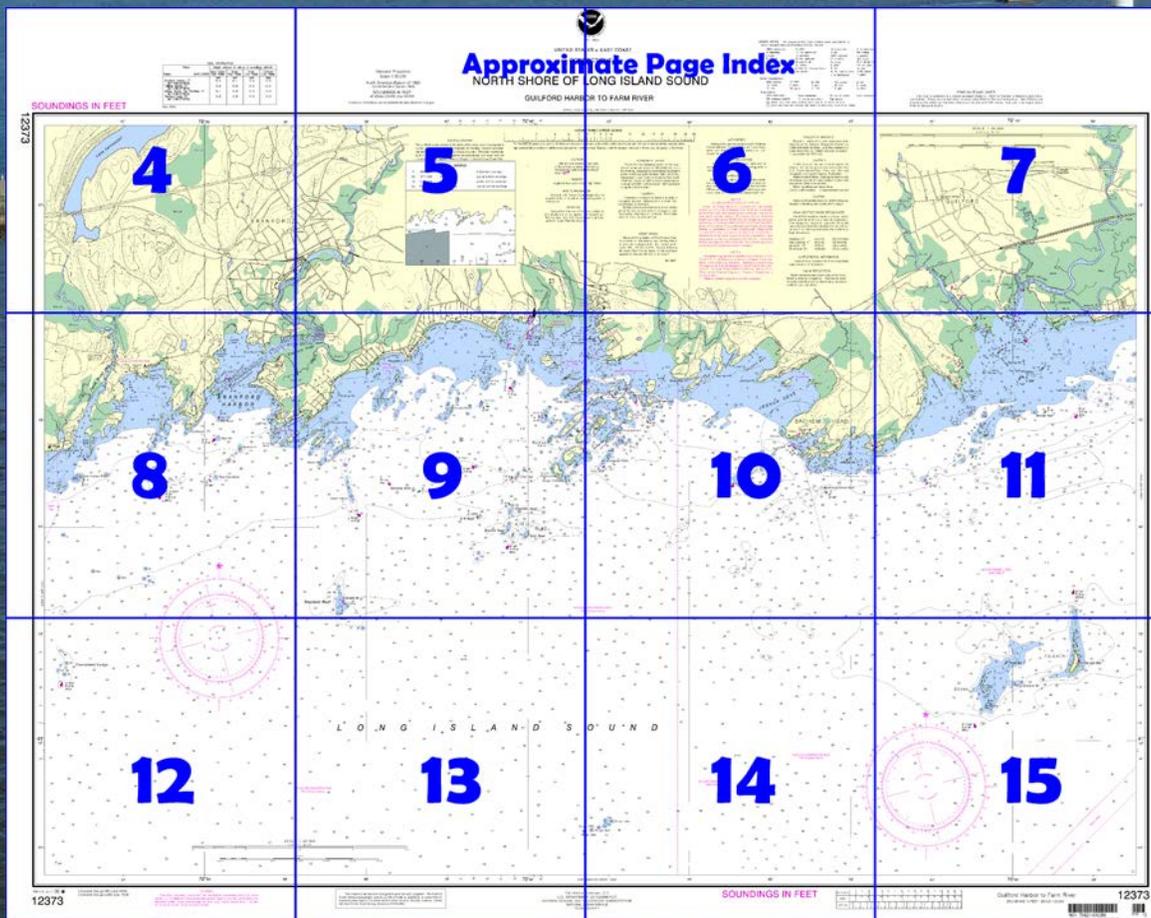
NOAA Chart 12373

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.

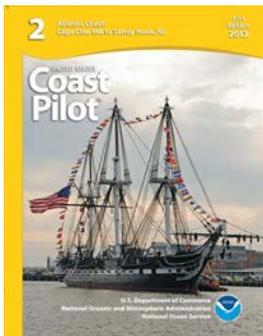
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12373>.



(Selected Excerpts from Coast Pilot)

Guilford Harbor, a bight 5.5 miles westward of Hammonasset Point, is used only by small craft. **East River** and **Sluice Creek** empty into Guilford Harbor from the northward. The approach to the harbor is obstructed by rocks and foul ground. The outermost dangers are: **Half Acre Rock**, about 0.8 mile southeastward of the entrance channel, which shows at high water; scattered rocks, some bare at low water and others with 7 to 16 feet over

them, extending about a mile eastward from Half Acre Rock; **Outer White Top**, about 0.6 mile southwestward of Half Acre Rock, and several rocks northward of it bare at low water; and **Indian Reef**, extending

about 1 mile southwestward of Outer White Top, the highest part of which is covered at high water. Indian Reef is marked on its south and southwestern sides by buoys. Stakes and fish traps may exist northward of **Riding Rock**, 0.6 mile northwestward of Half Acre Rock.

The approach channel to Guilford Harbor, marked by buoys, leads along the southeasterly side of Indian Reef, thence westward of Half Acre Rock to a dredged channel about 0.5 mile northwestward of Half Acre Rock. The dredged channel leads northward through the harbor and eastward of **Guilford Point** to a junction with Sluice Creek and East River, about 0.6 mile above the channel entrance. At the junction, the dredged channel leads northwesterly into Sluice Creek for about 0.1 mile and northeasterly into East River for about 0.4 mile to an anchorage basin. Buoys and a private range mark the dredged channel to the junction. In 2004, the controlling depths in the dredged channel were 3.2 feet to the junction of East River and Sluice Creek, thence 1.5 feet in Sluice Creek, thence 6 feet in the left half of the channel and 2.2 feet in the right half, to the anchorage basin with 1 to 6 feet in the basin except for shoaling to bare toward the northeast limit and in the south half of the entrance into the basin. Deeper water is available with local knowledge.

At high water and with local knowledge, small boats can go above the anchorage basin in East River to the fixed railway bridge, about 1.3 miles above the basin. The bridge has a clearance of 4 feet. An overhead power cable with a clearance of 45 feet is about 0.3 miles below the bridge. A town marina, just above the entrance to Sluice Creek, has berths with electricity, water, ice and a launching ramp. In 1993, depths of 1½ to 6 feet were reported alongside the marina.

Falkner Island and **Goose Islands**, with **Stony Island** to the southward, are about 3 miles south of Guilford Harbor. Each is surrounded by reefs and rocks that bare at low water. A depth of about 16 feet can be carried between Goose Islands and Falkner Island by staying in the middle of the passage and avoiding the 8-foot and 11-foot spots, about 0.35 mile 244° and 0.4 mile 300° from the light on Falkner Island, respectively, and the shoals and reefs extending from the islands.

Falkner Island Light (41°12'43"N., 72°39'13"W.) is shown from a 46-foot white octagonal tower near the center of Falkner Island. A lighted gong buoy marks the shoal off the northern end of Falkner Island, and a lighted bell buoy is off the southern end of Stony Island.

From Indian Reef westward are rocky shoals and islets extending from 0.2 to 0.7 mile off **Vineyard Point** and **Sachem Head**. **Chimney Corner Reef**, about 0.3 mile south of Sachem Head and marked by a buoy, is a rocky broken area on which the least depth is 9 feet. Westward of it are **Goose Rocks Shoals**, on which are **Goose Rocks**, the northerly of which is bare and the southerly one covered at high water. The outer limit of Goose Rocks Shoals is marked by a lighted bell buoy. To ensure clearing the westerly end of Goose Rocks Shoals, care must be taken not to round the buoy too closely.

Sachem Head Harbor, an anchorage for small craft on the southwest side of Sachem Head, is 0.3 mile long and 0.1 mile wide, and has depths of 3 to 8 feet at the floats and in the moorings; it is sheltered except from westerly winds. The island forming the south point at the entrance is connected with the shore by a bridge. A yacht clubhouse is on the island. From the north point of the island a breakwater extends 100 yards in a northwesterly direction; a rock awash, marked by a private seasonal light, is off the end of the breakwater. A rock covered at half-tide is 50 yards off the southeast side of the harbor, about 350 yards eastward of the end of the breakwater.

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

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

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

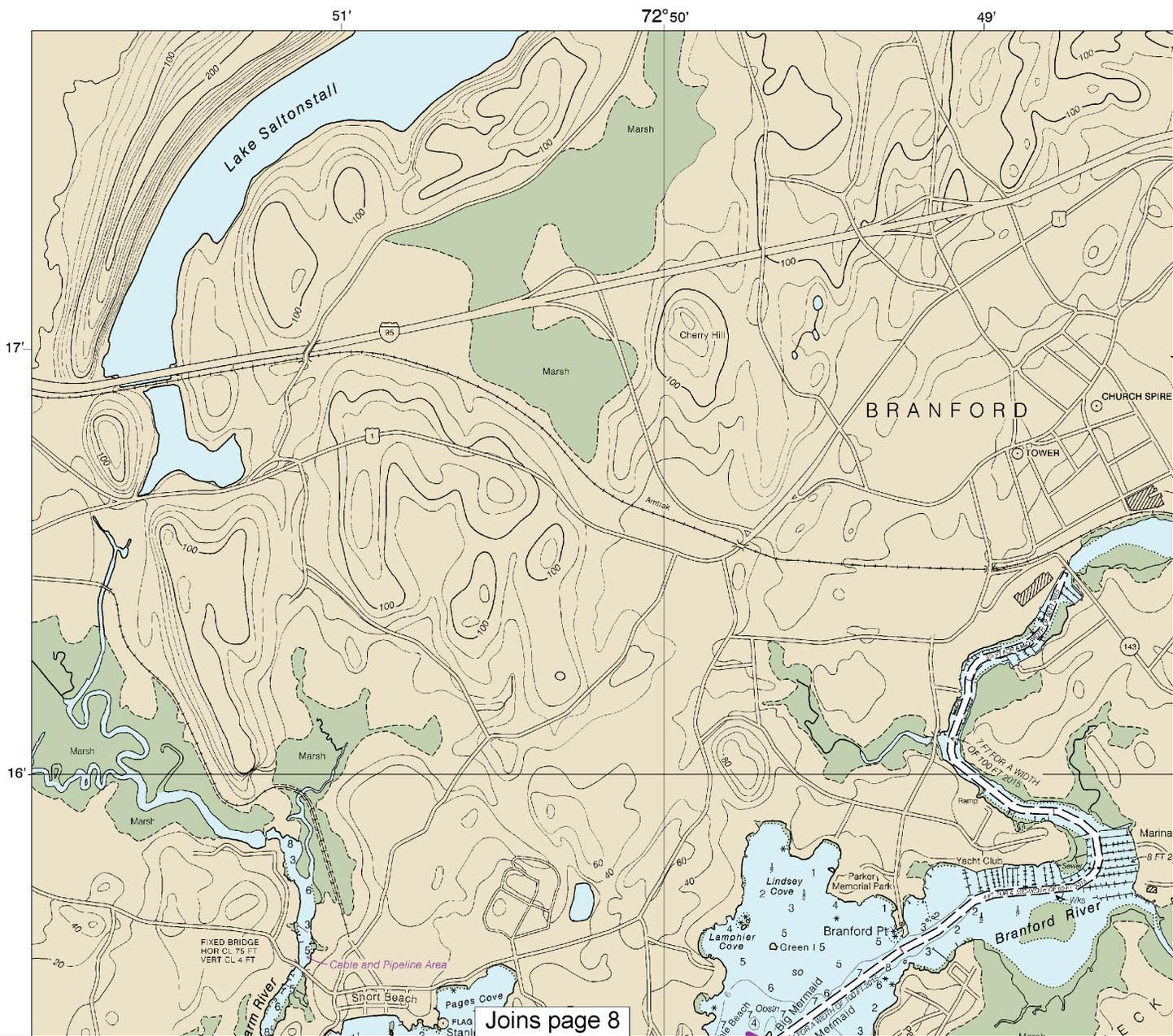
12373

SOUNDINGS IN FEET

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Falkner Island	(41°13'N/72°39'W)	5.9	5.6	0.2
Sachem Head	(41°15'N/72°43'W)	5.9	5.6	0.2
Money Island, The Thimbles	(41°15'N/72°45'W)	6.1	5.8	0.2
Branford	(41°16'N/72°49'W)	6.4	6.1	0.2

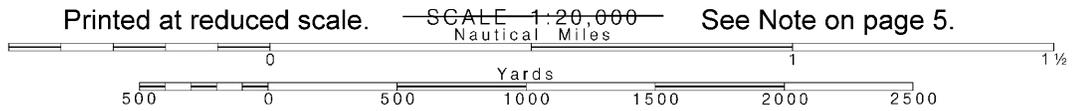
Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jul 2016)



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Note: Chart grid lines are aligned with true north.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST CONNECTICUT

NORTH SHORE OF LONG ISLAND

GUILFORD HARBOR TO FARM RIDGE

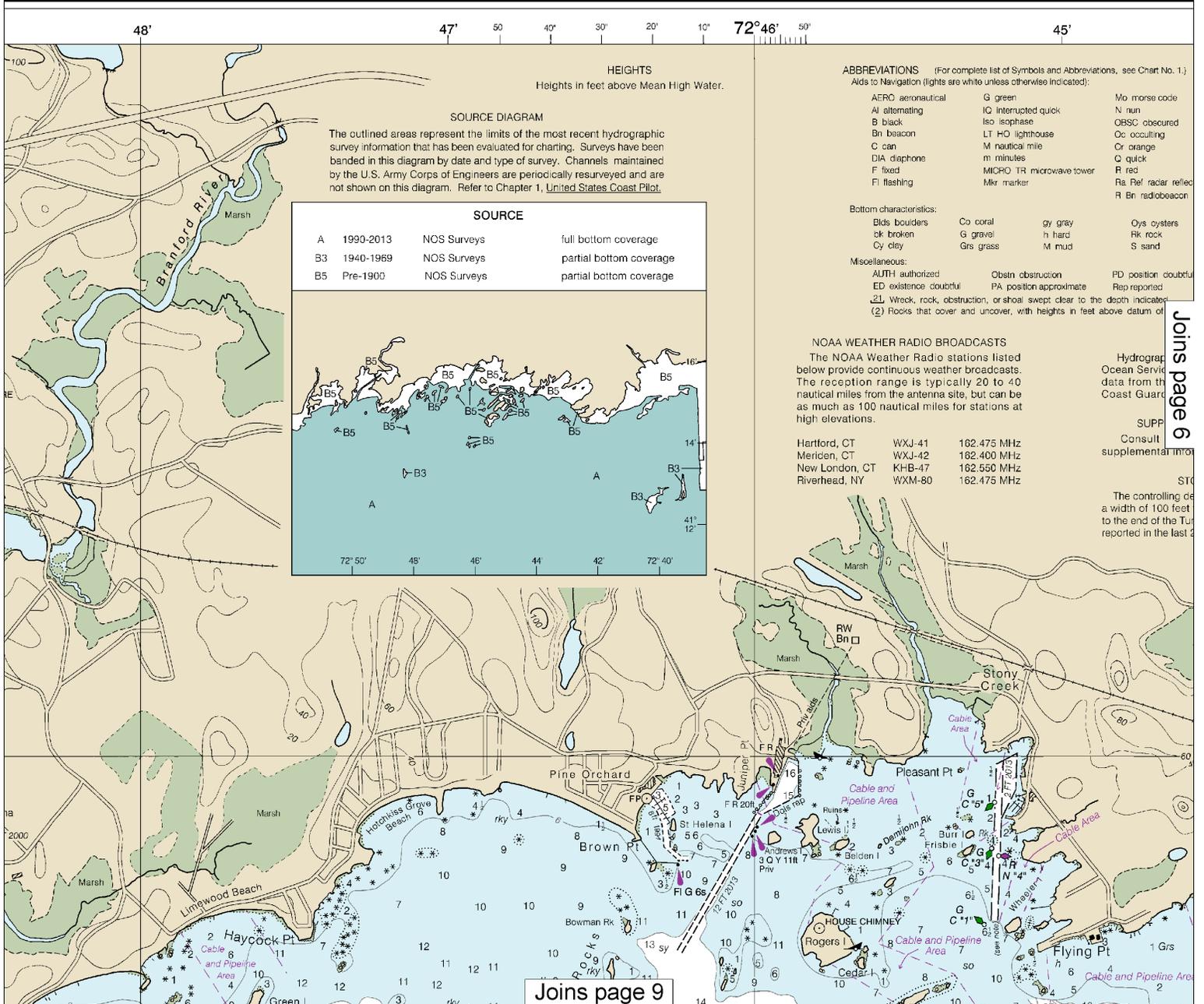
Mercator Projection
Scale 1:20,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

Formerly C&GS 217, 1st Ed., Feb. 1918 KAPP 2163



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Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





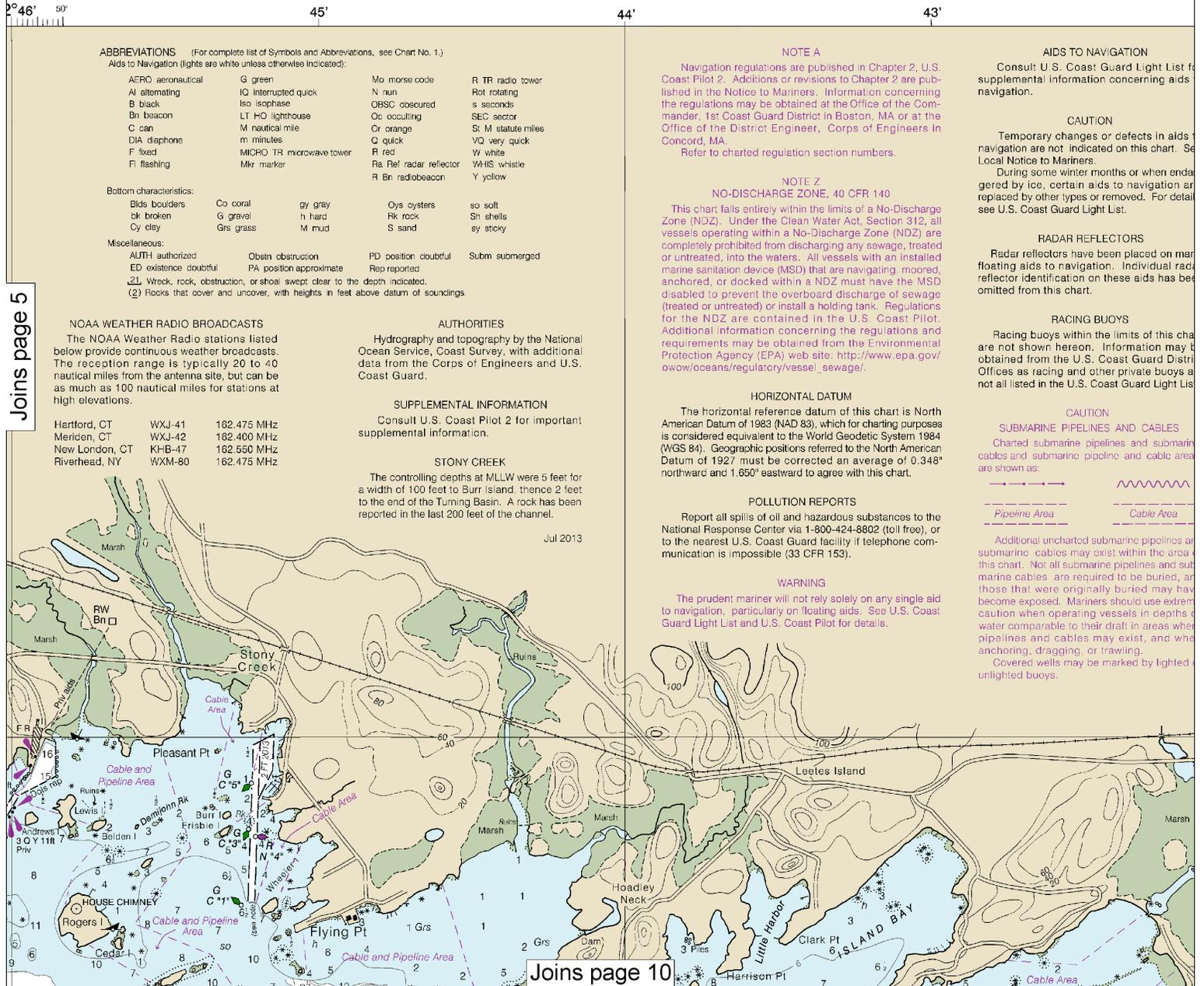
THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
CONNECTICUT

SHORE OF LONG ISLAND SOUND

GUILFORD HARBOR TO FARM RIVER

Formerly C&GS 217, 1st Ed., Feb. 1918 KAPP 2163



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

AERC 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	Cr orange	S; M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICHO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

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

Miscellaneous:			
AUTH authorized	Obstn 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.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

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.

Hartford, CT	WXJ-41	162.475 MHz
Meriden, CT	WXJ-42	162.400 MHz
New London, CT	KHB-47	162.550 MHz
Riverhead, NY	WXM-80	162.475 MHz

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast 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.

STONY CREEK
The controlling depths at MLLW were 5 feet for a width of 100 feet to Burr Island, thence 2 feet to the end of the Turning Basin. A rock has been reported in the last 200 feet of the channel.

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/.

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 0.348" northward and 1.650" eastward to agree with this chart.

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).

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.

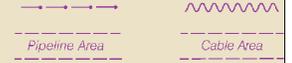
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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.

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.

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
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.

Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.



See Note on page 5.

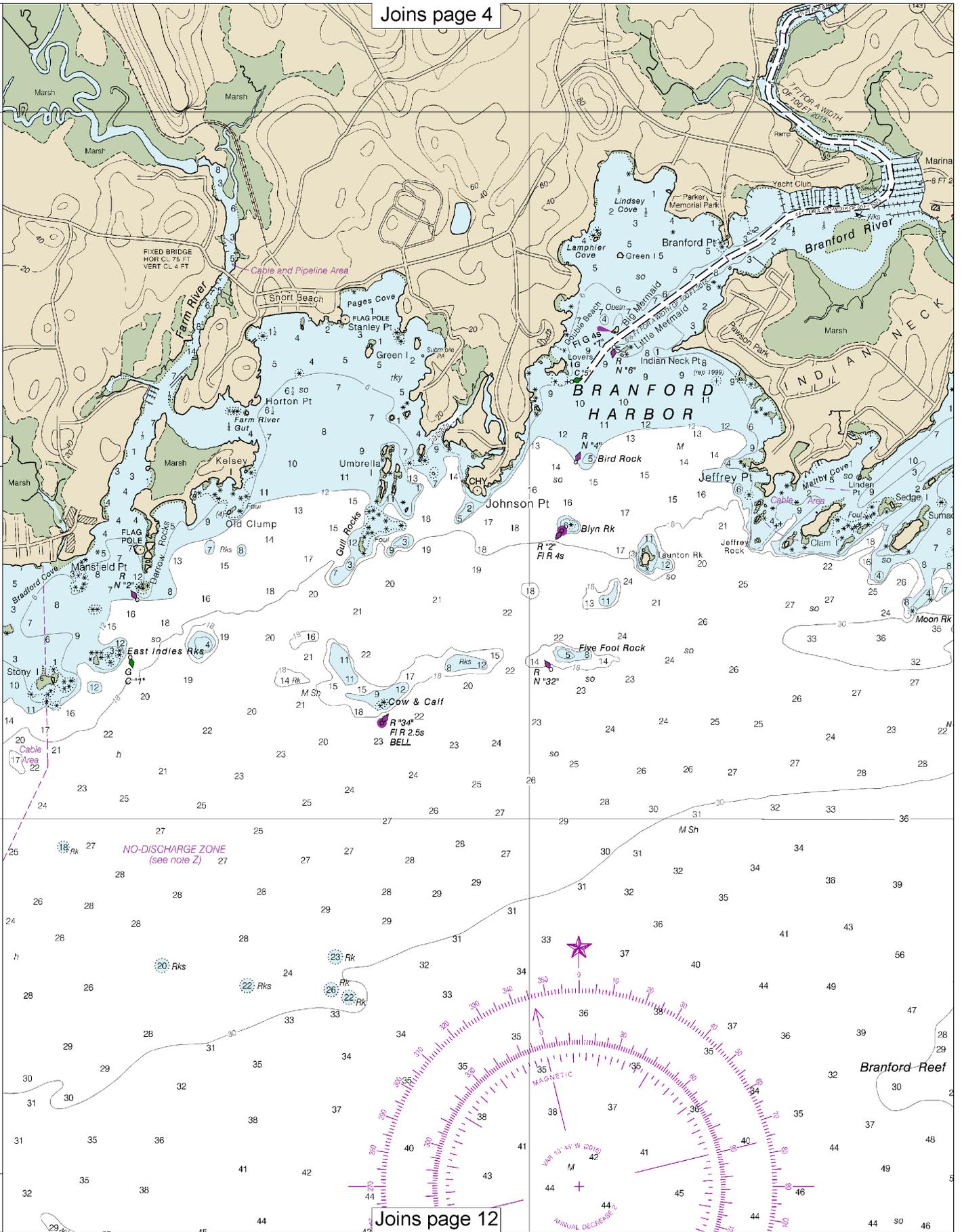
16'

15'

14'

JOINS CHART 12371

13'

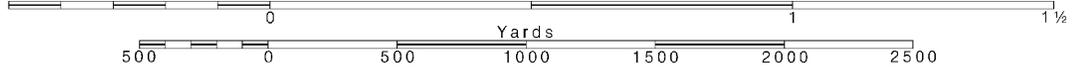


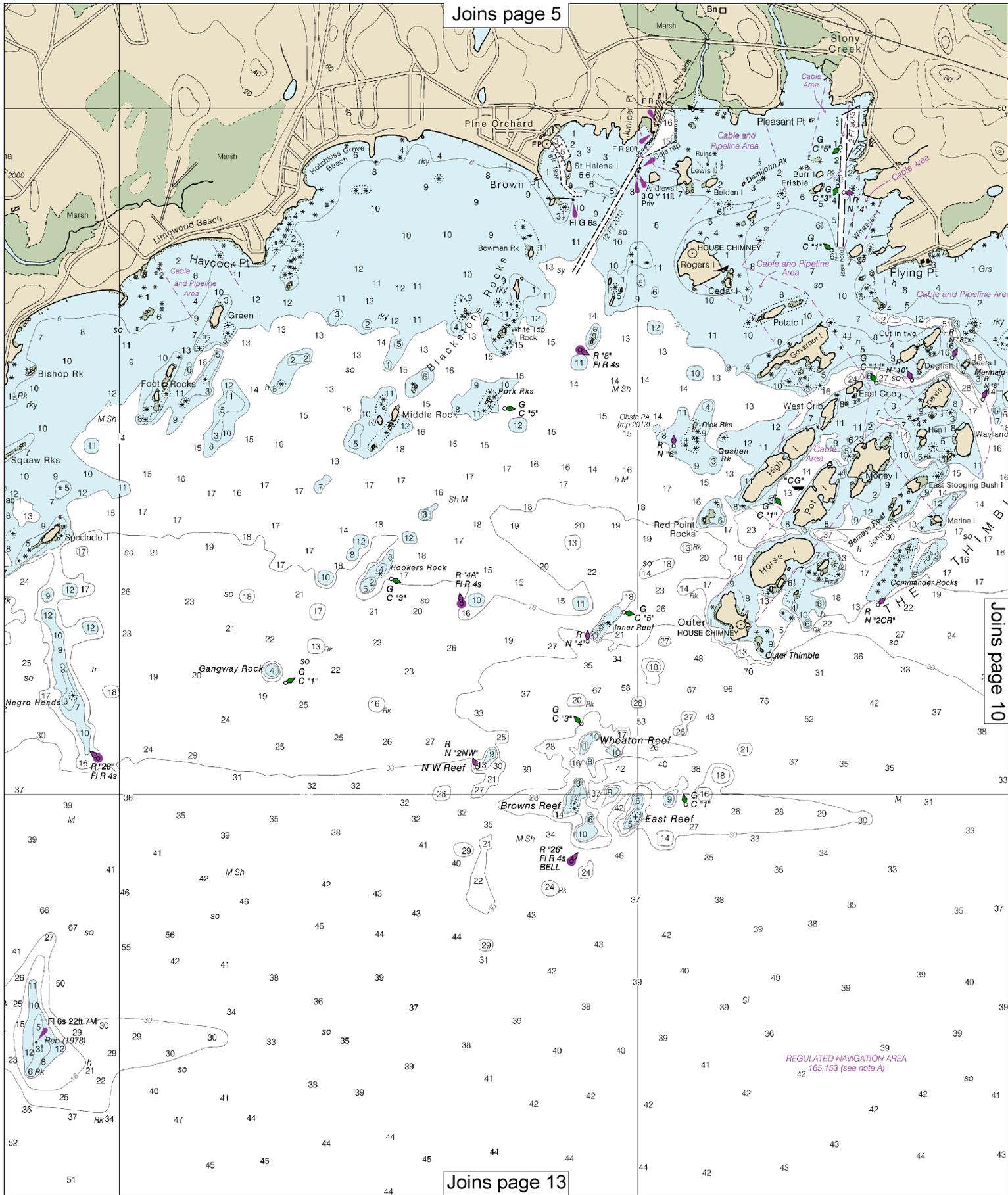
Note: Chart grid lines are aligned with true north.

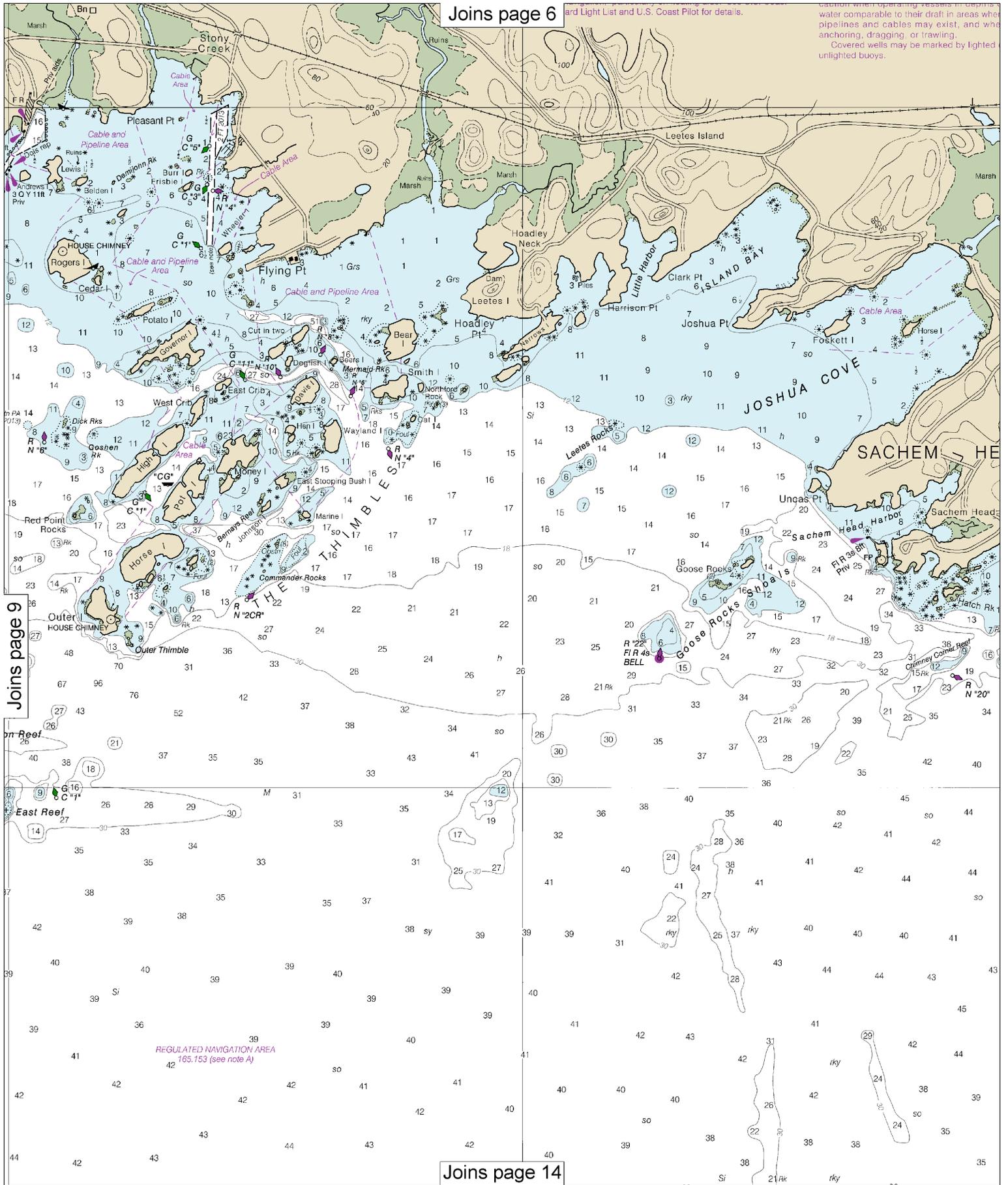
Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.







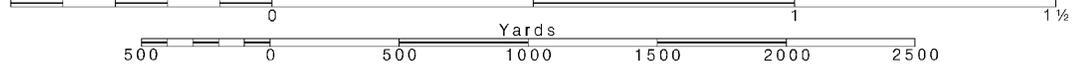
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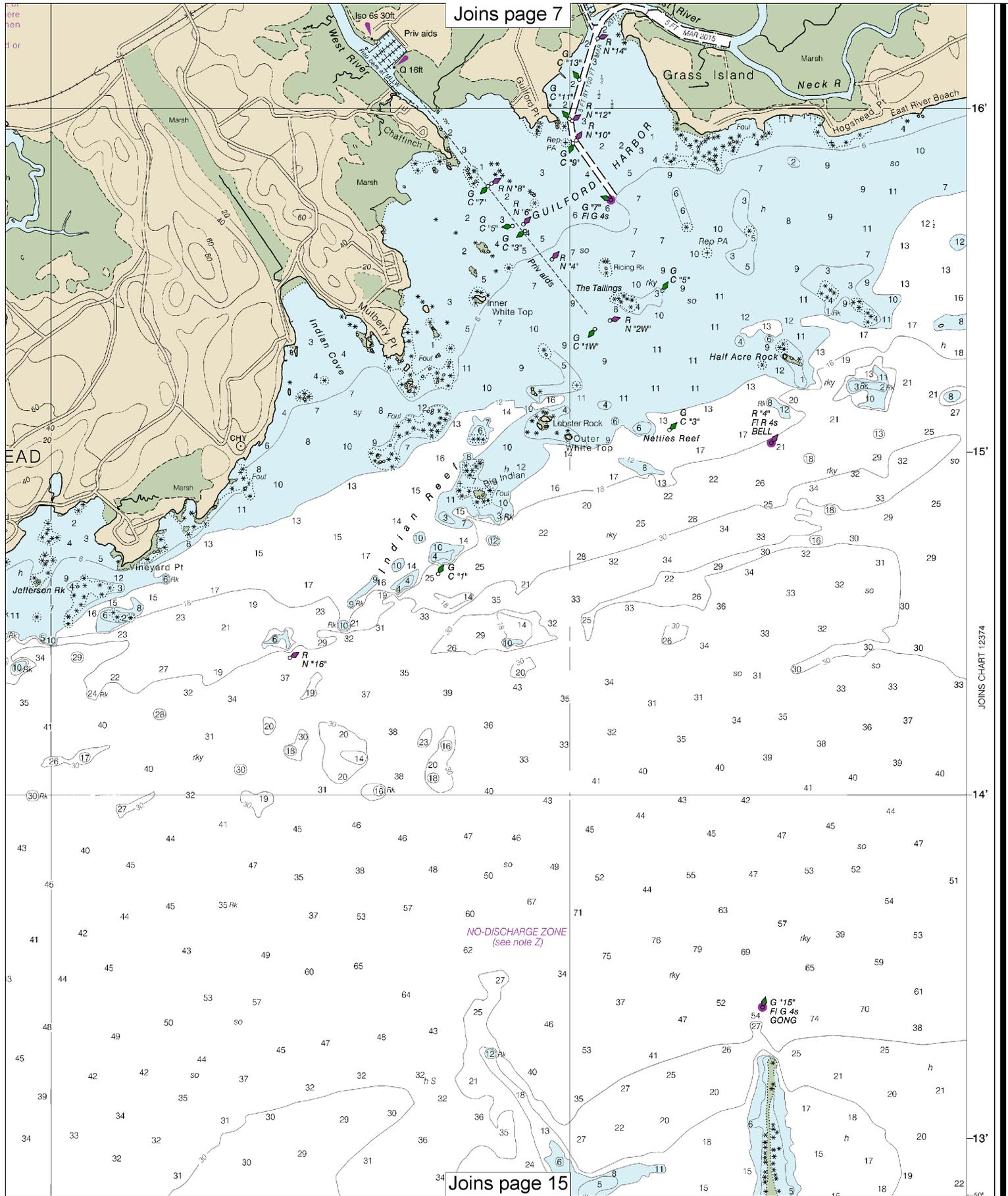
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





JOINS CHART 12374

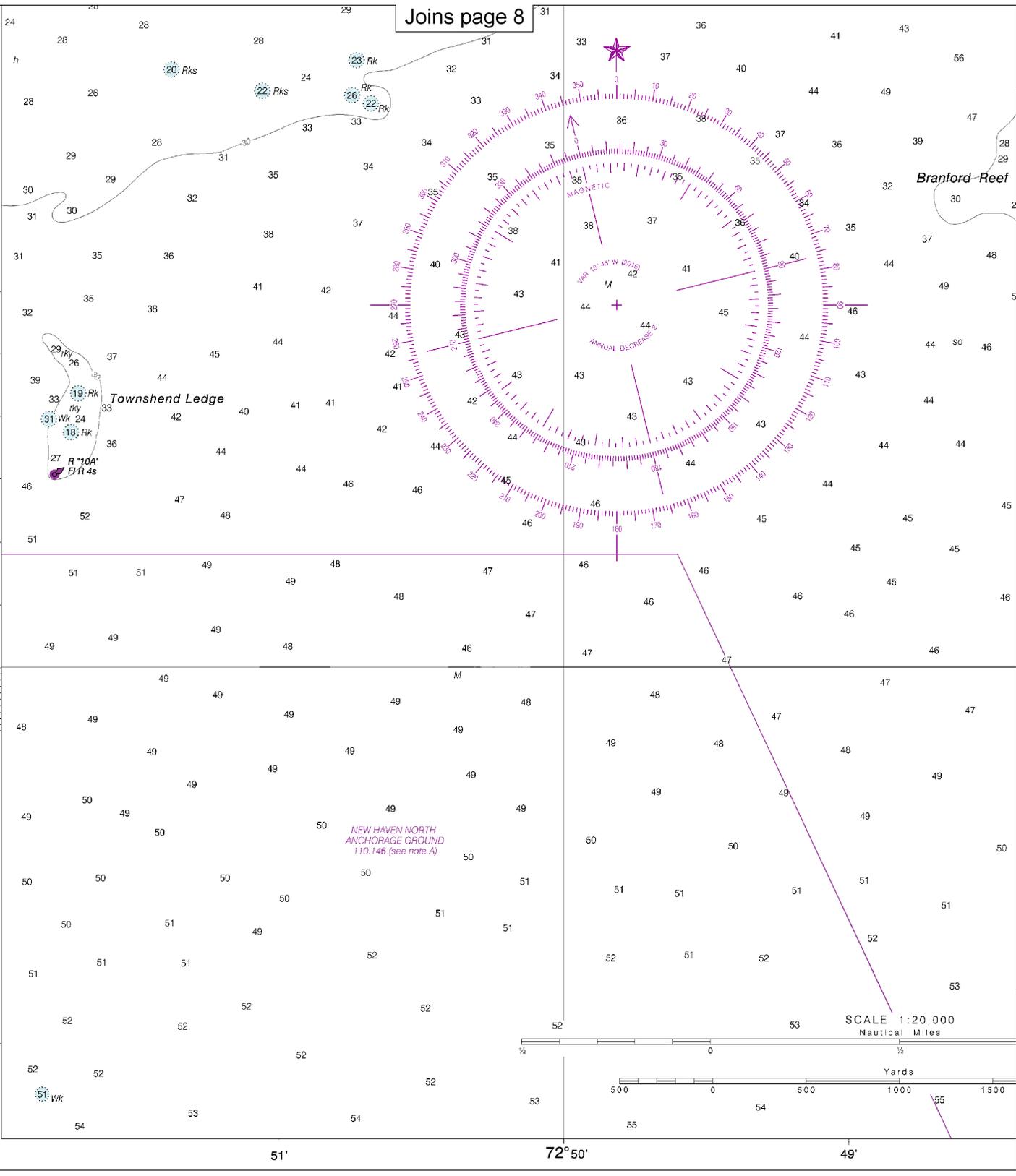
JOINS CHART 12371

13'

41°

12'

11'



12373

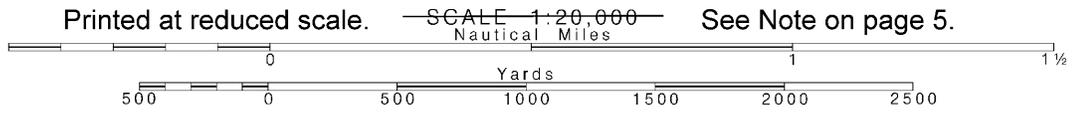
16th Ed., Aug. 2016. Last Correction: 8/12/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

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.

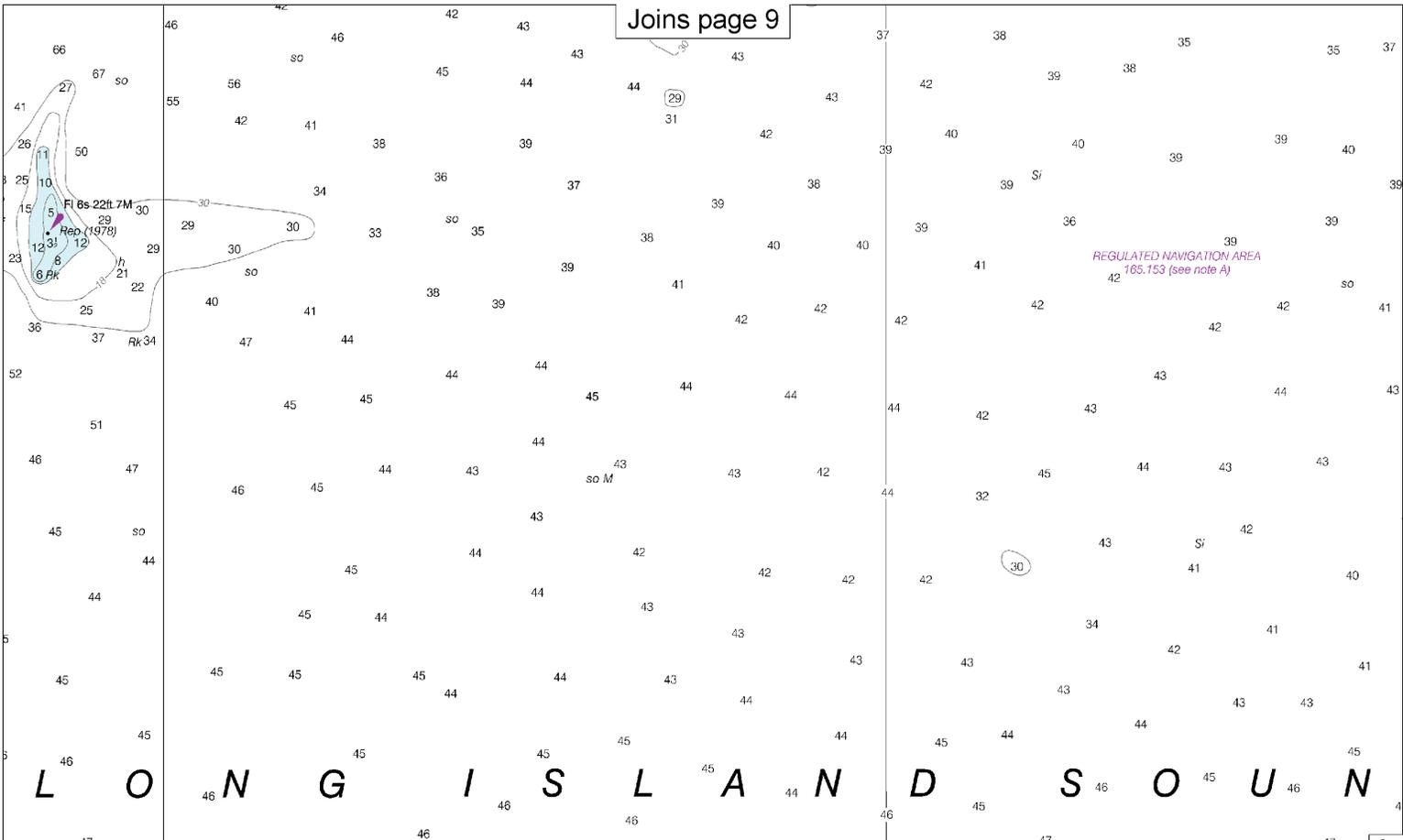
NOAA encourages users to submit comments about this chart at <http://www.nauticalcharts.noaa.gov>

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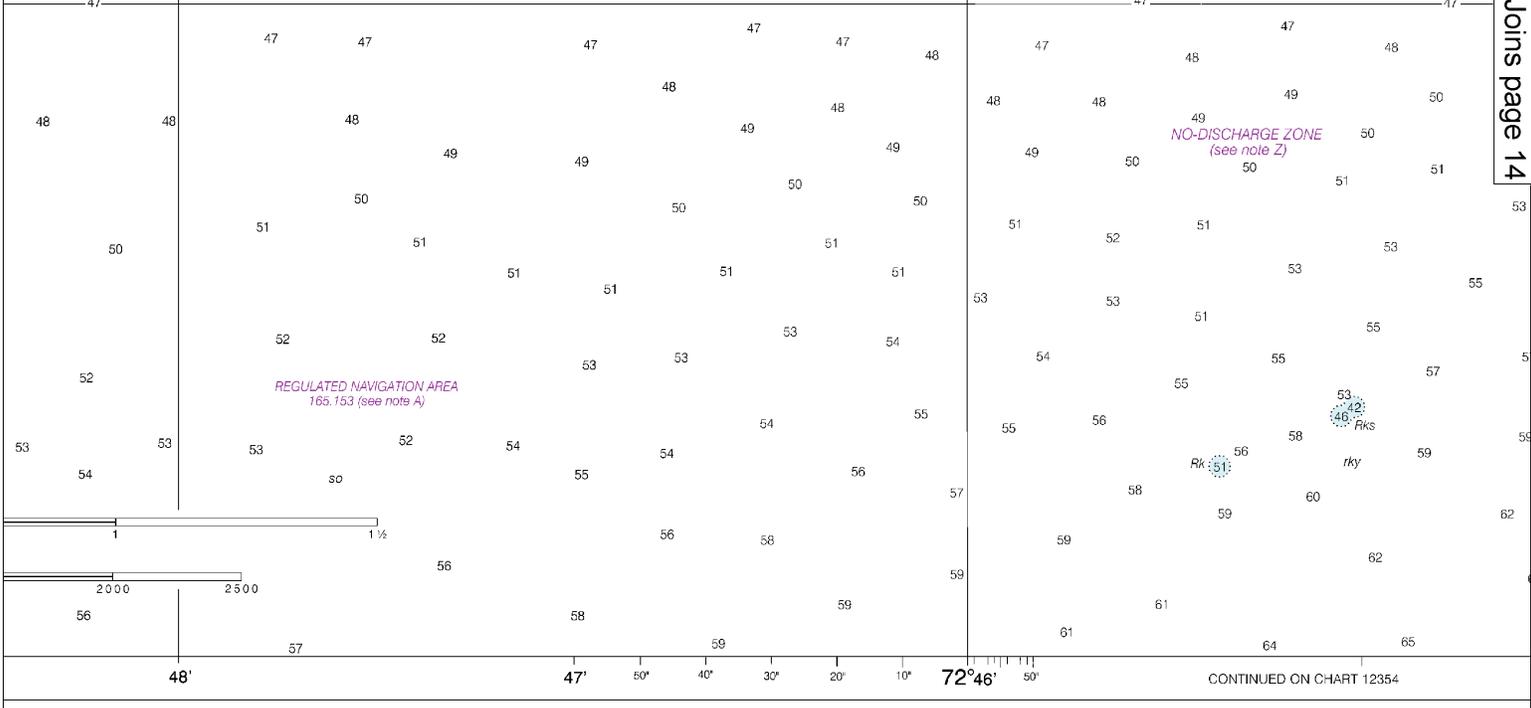
Note: Chart grid lines are aligned with true north.



Joins page 9

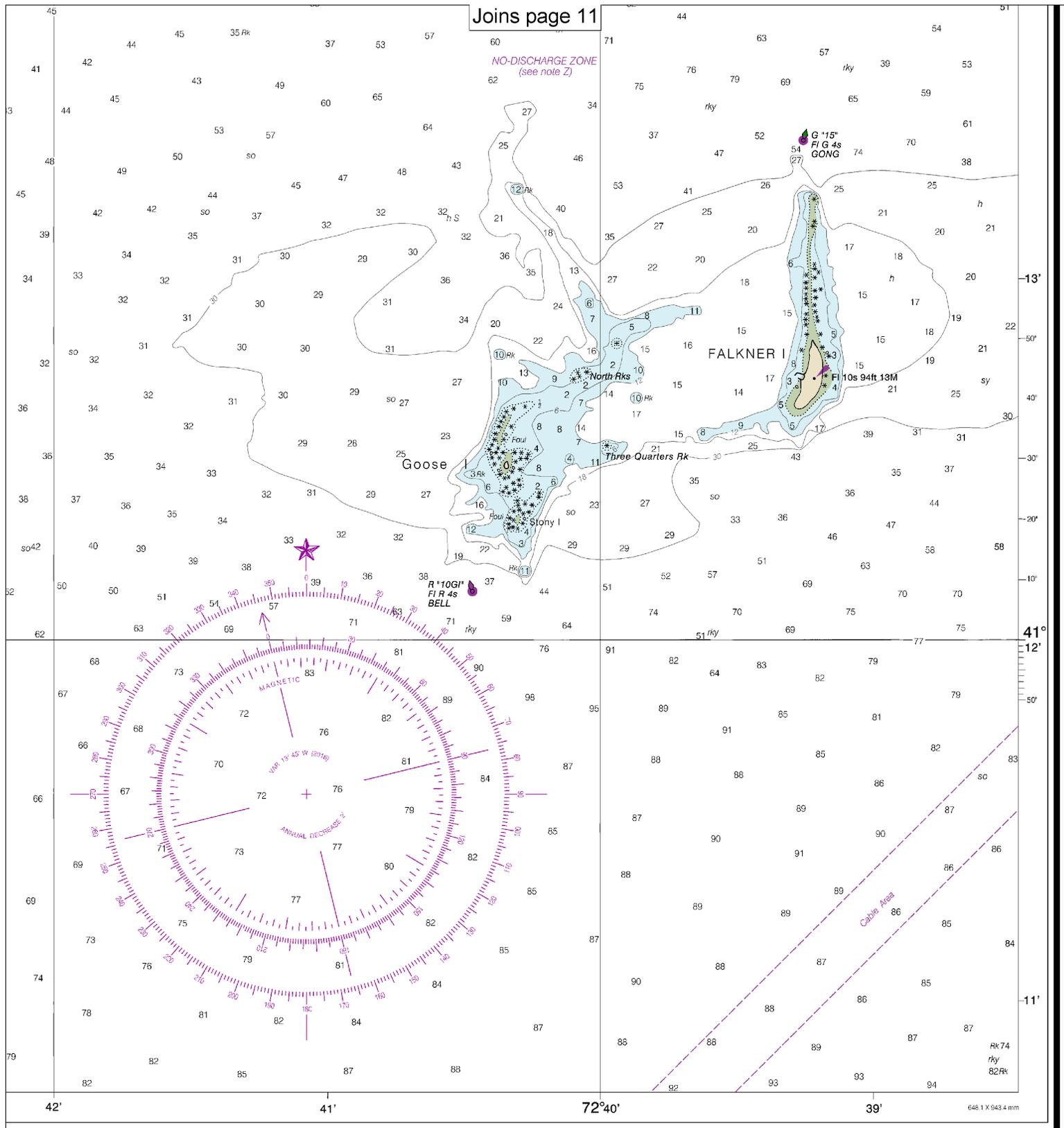


Joins page 14



Submit inquiries, discrepancies or comments
tcalcharts.noaa.gov/staff/contact.htm.

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

Guilford Harbor to Farm River
SOUNDINGS IN FEET - SCALE 1:20,000

12373



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

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- 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>



— For the latest news from Coast Survey, follow @NOAAcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.