NAUTICAL CHART 12364

THE NATION'S CHARTMAKER SINCE 1807

NEW HAVEN HARBOR ENTRANCE AND PORT JEFFERSON TO THROGS NECK

LONG ISLAND SOUND

CONNECTICUT - NEW YORK

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

12364

SCALE 1:40,000

Nautical Miles

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40th Ed., Jul. 2015. Last Correction: 7/21/2015. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

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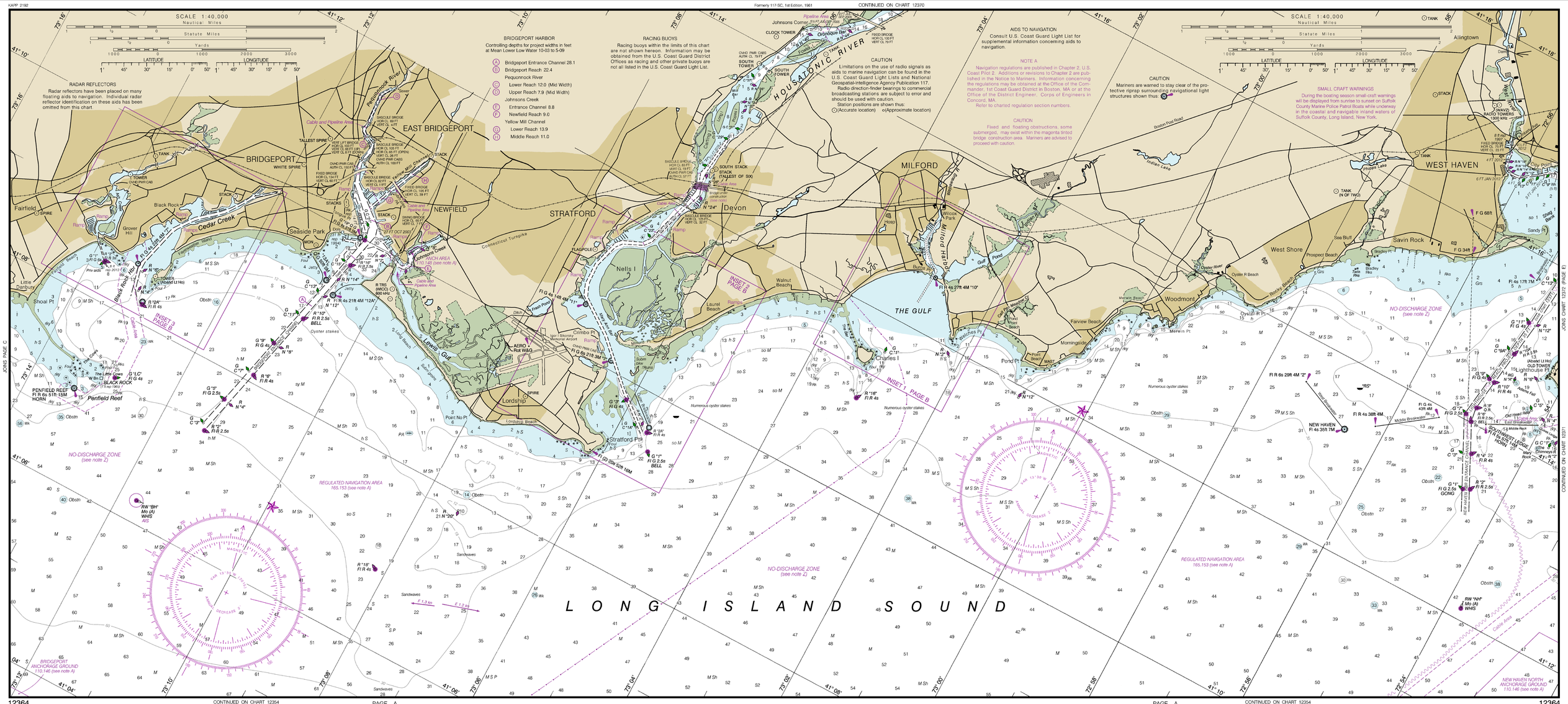
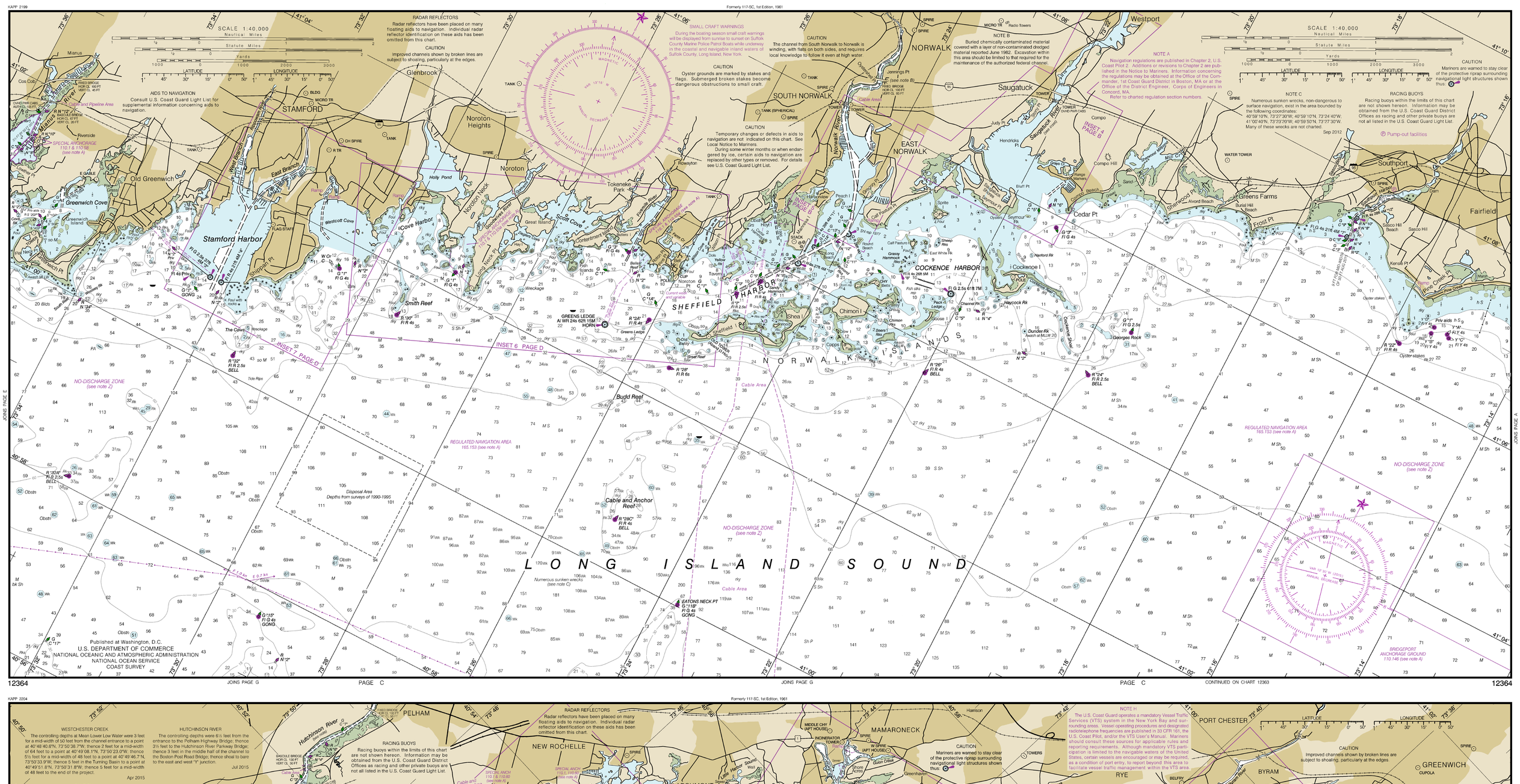
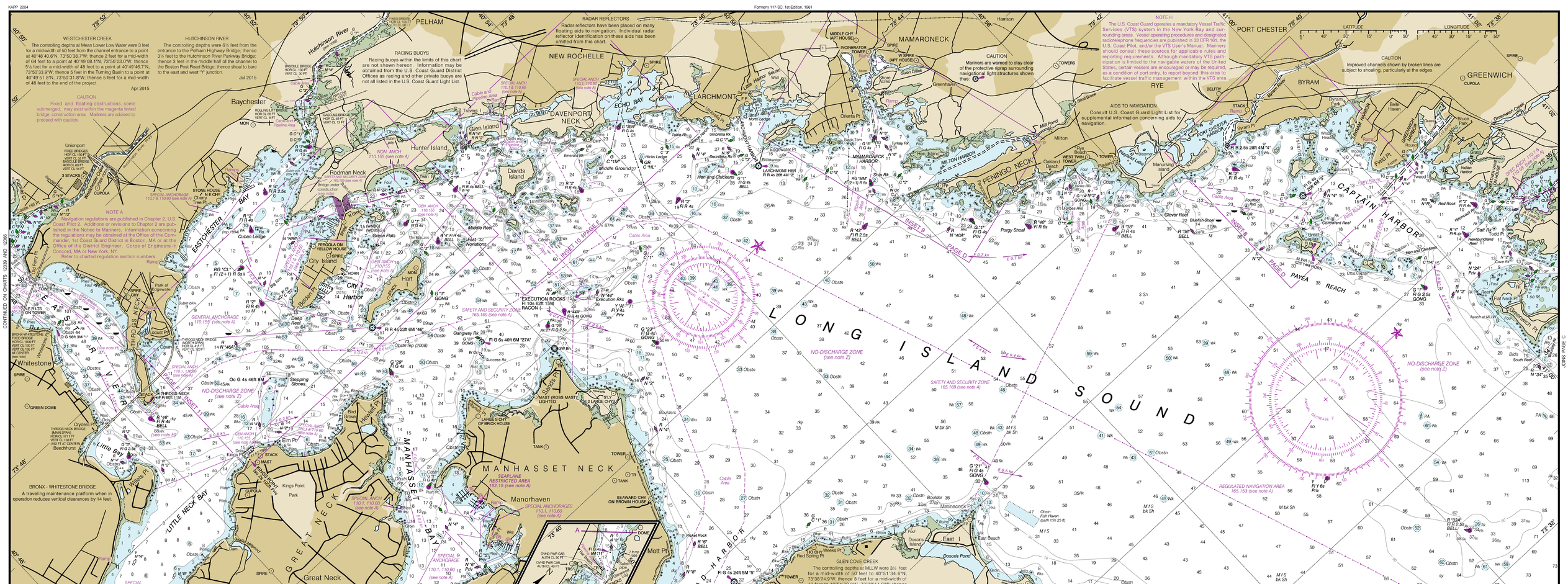
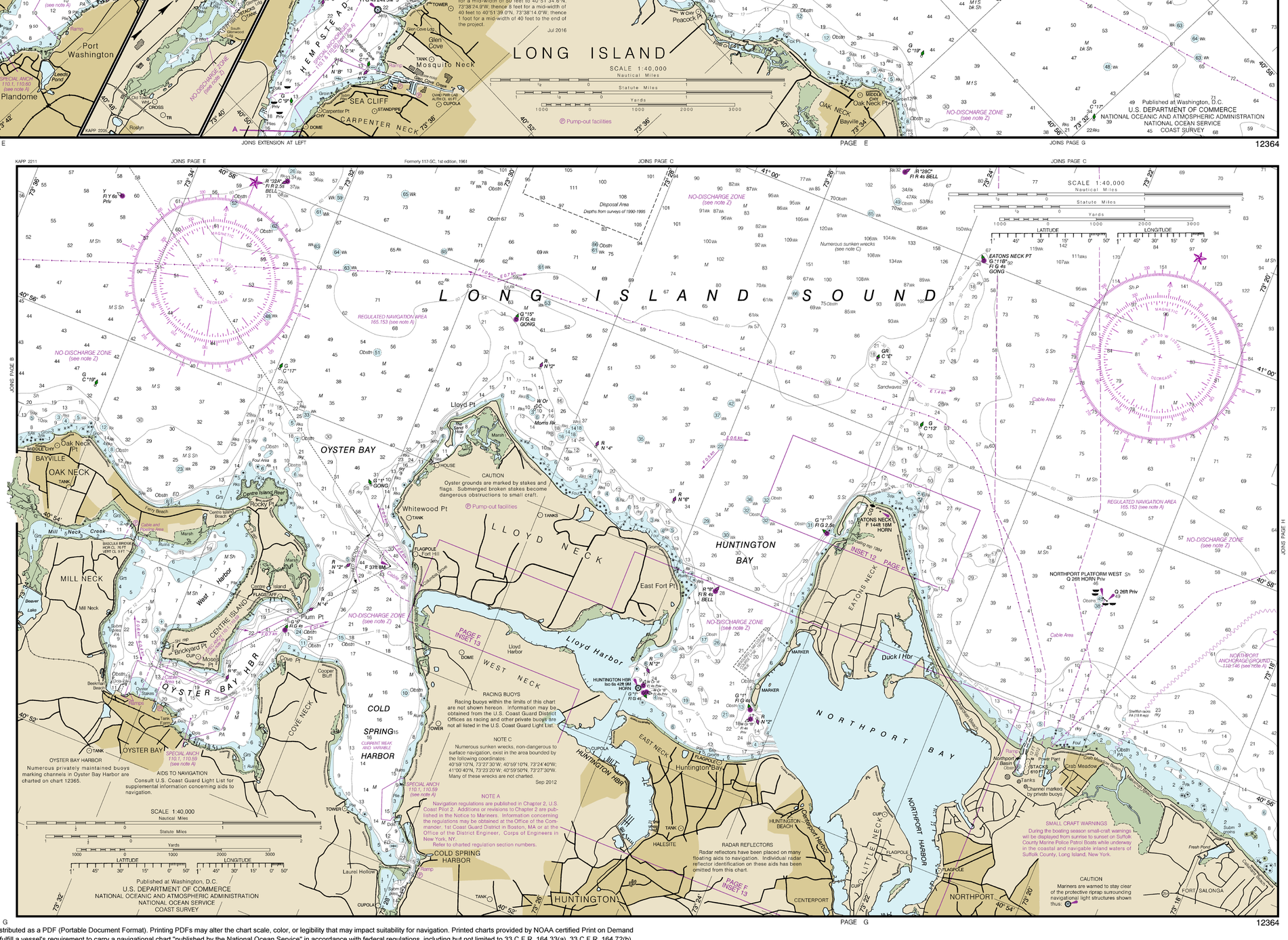
KAPP 956









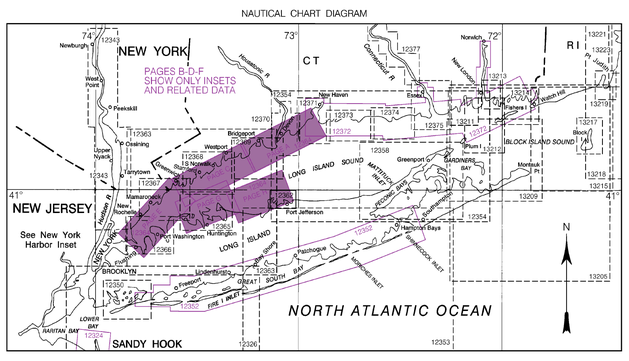
TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Rye Beach, NY	(40°58'N/73°40'W)	7.9	7.5	0.2
Glen Cove, NY	(40°52'N/73°39'W)	7.9	7.5	0.2
Bayville Bridge, Oyster Bay, NY	(40°54'N/73°33'W)	8.0	7.6	0.3
Eatons Neck Point, NY	(40°57'N/73°24'W)	7.7	7.4	0.8
Bridgeport, CT	(41°10'N/73°11'W)	7.3	7.0	0.2
New Rochelle, NY	(40°54'N/73°47'W)	7.9	7.5	0.3
Kings Point, NY	(40°49'N/73°46'W)	7.8	7.4	0.3
Sniffens Point, CT	(41°11'N/73°07'W)	7.0	6.7	0.2
Gull Beach, CT	(41°12'N/73°02'W)	6.9	6.5	0.2
Long Neck Point, CT	(41°02'N/73°29'W)	7.8	7.4	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.
(Mar 2015)

RULES OF THE ROAD
(ABRIDGED)
Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

NAUTICAL CHART DIAGRAM



NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

40th Ed., Jul. 2015. Last Correction: 12/14/2016. Cleared through:
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NAUTICAL CHART 12364

NEW HAVEN HARBOR ENTRANCE AND PORT JEFFERSON TO THROGS NECK

CONNECTICUT - NEW YORK

THE NATION'S CHARTMAKER SINCE 1807

Mercator Projection at Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

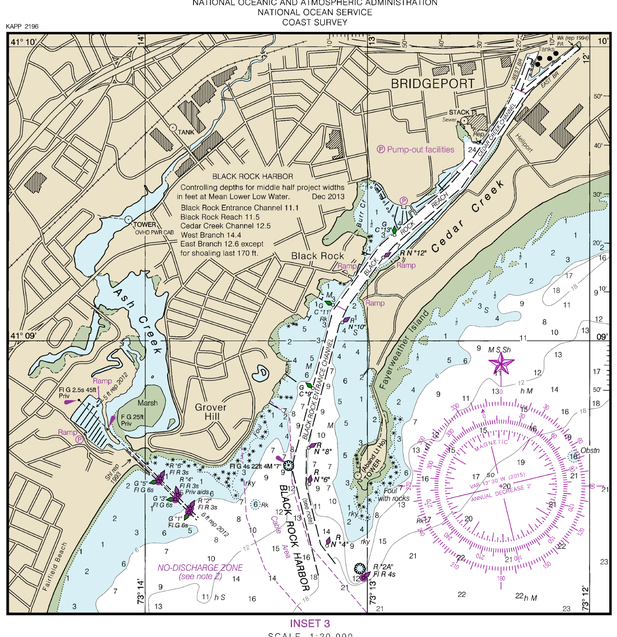
Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS
Heights in feet above Mean High Water.

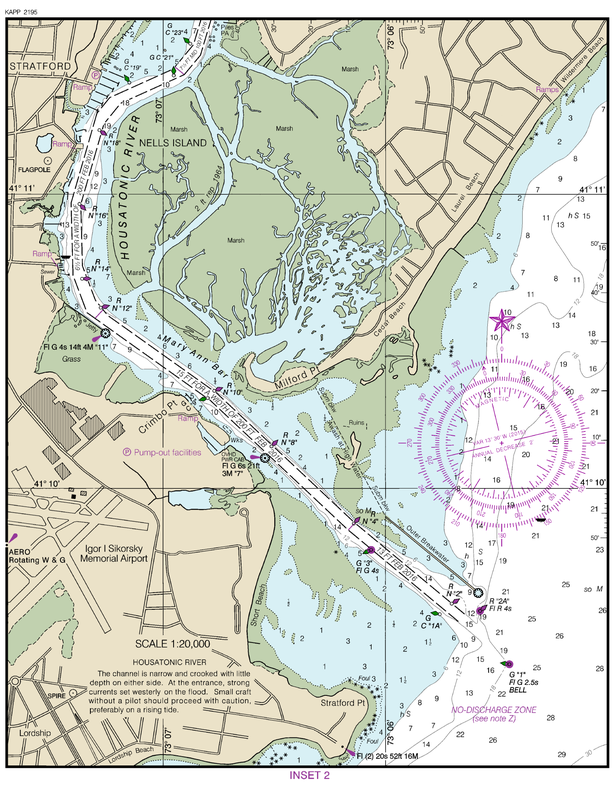
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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



INSET 3

SCALE 1:20,000
Nautical Miles
Yards



INSET 2

CONTINUOUS MARINE WEATHER BROADCASTS

CITY	STATION	FREQUENCY	BROADCAST TIMES
Meriden, CT	WXJ-42	162.400 MHz	24 hours
New London, CT	KHB-47	162.550 MHz	24 hours
New York, NY	KWO-35	162.550 MHz	24 hours
Riverhead, NY	WXM-80	162.475 MHz	24 hours

WEATHER INFORMATION BY MARINE RADIOTELEPHONE

CITY	STATION	FREQUENCY	DAILY BROADCAST - EST †
New York, NY	NMY-41	2670 kHz	7:20 a.m., 7:20 p.m.

*Preceded by announcement on 2182 kHz and channel 16 (156.800 MHz) VHF
† One hour later during Eastern Daylight Saving Time.

SPECIAL WARNINGS - EST †
*On receipt

MARINE WEATHER FORECASTS

NATIONAL WEATHER SERVICE	TELEPHONE NUMBER	HOURS AVAILABLE
New York / Upton, NY	(631) 924-0517	9:00 AM - 5:00 PM M-F Recorded forecast only at other times
Boston / Taunton, MA	(508) 828-2672	8:00 AM - 5:00 PM M-F
	(508) 822-0634*	24 hours
Philadelphia, PA / Mount Holly, NJ	(609) 261-6615	8:00 AM - 4:00 PM M-F
	(609) 261-6600*	24 hours

* Recorded forecast only

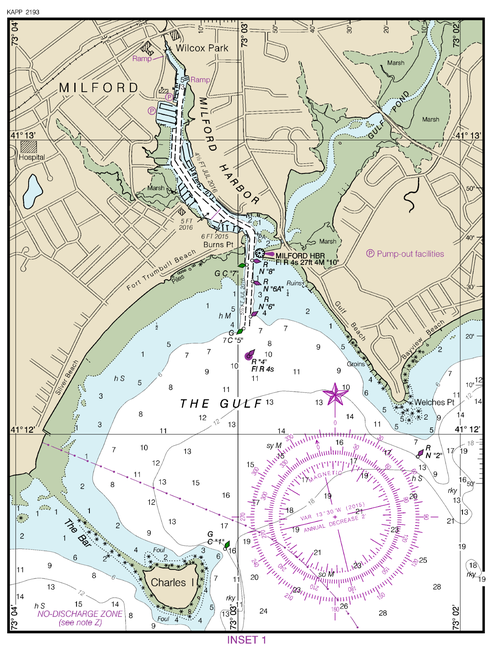
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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.

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

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 0.30" northward and 1.56" eastward to agree with this chart.

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.



INSET 1

SCALE 1:20,000
Nautical Miles
Yards

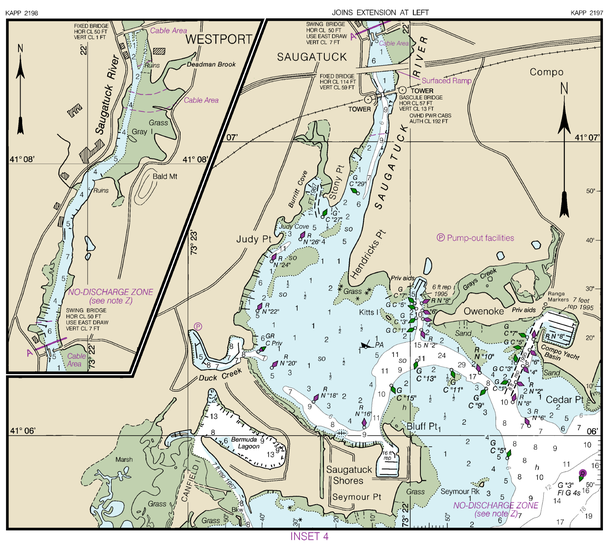
TIDAL INFORMATION
Near real time water level data, predictions and weather data are available via the Internet at http://tidesandcurrents.noaa.gov. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

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

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

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.

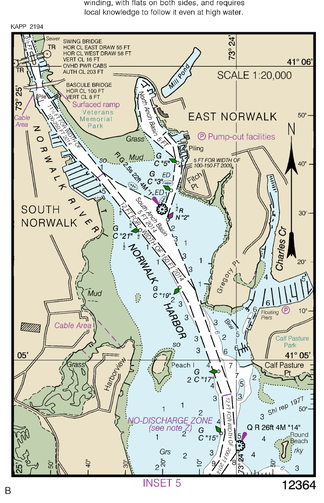
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.



INSET 4

SCALE 1:20,000
Nautical Miles
Yards

CAUTION
The channel from South Norwalk to Norwalk is winding, with flats on both sides, and requires local knowledge to follow it even at high water.



INSET 5

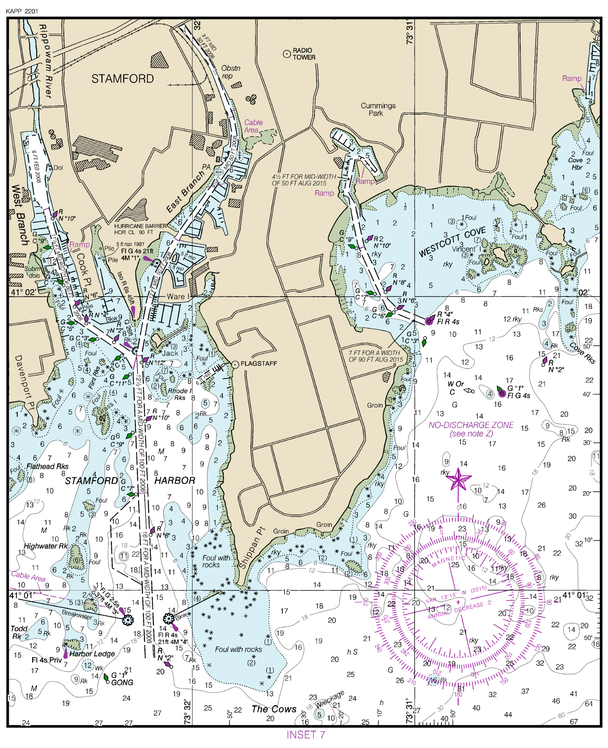
CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

CAUTION
Oyster grounds are marked by stakes and flags. Submerged broken stakes become dangerous obstructions to small craft.

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.

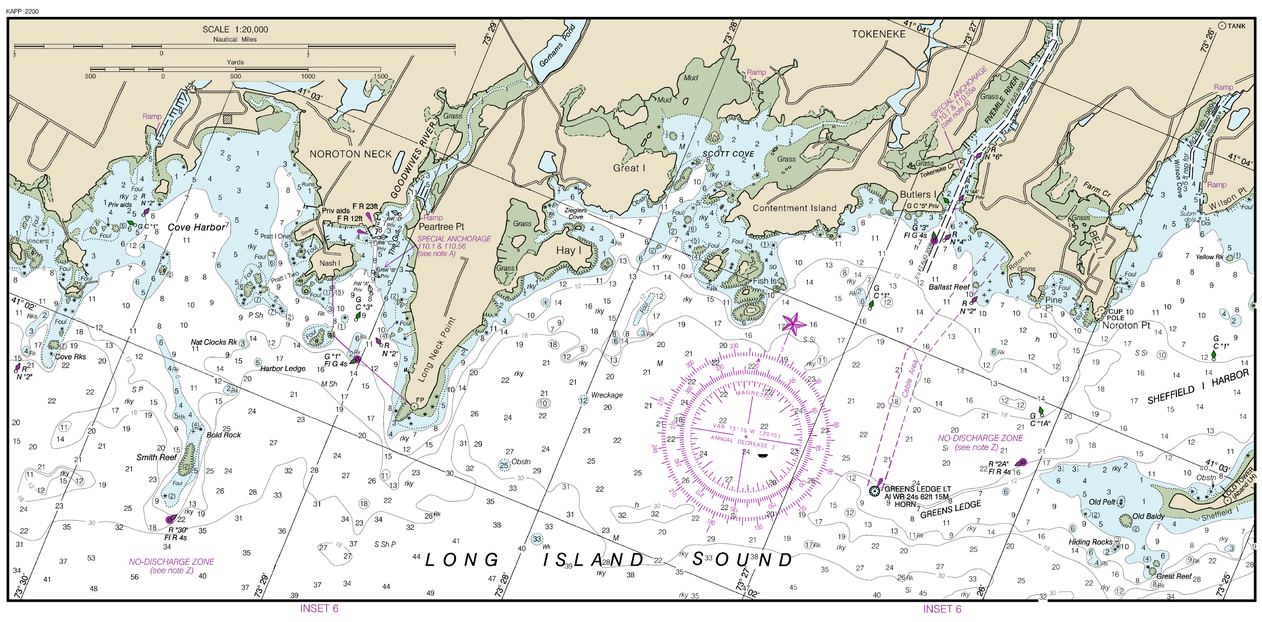
CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

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



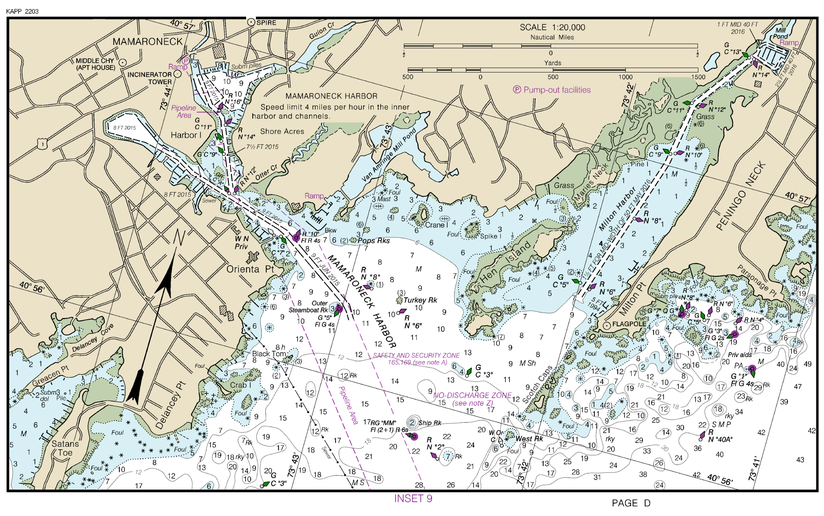
INSET 7

SCALE 1:20,000
Nautical Miles
Yards



INSET 6

LATITUDE
LONGITUDE



INSET 9

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

CAUTION
WARNINGS CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

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 or New York, NY.
Refer to charted regulation section numbers.

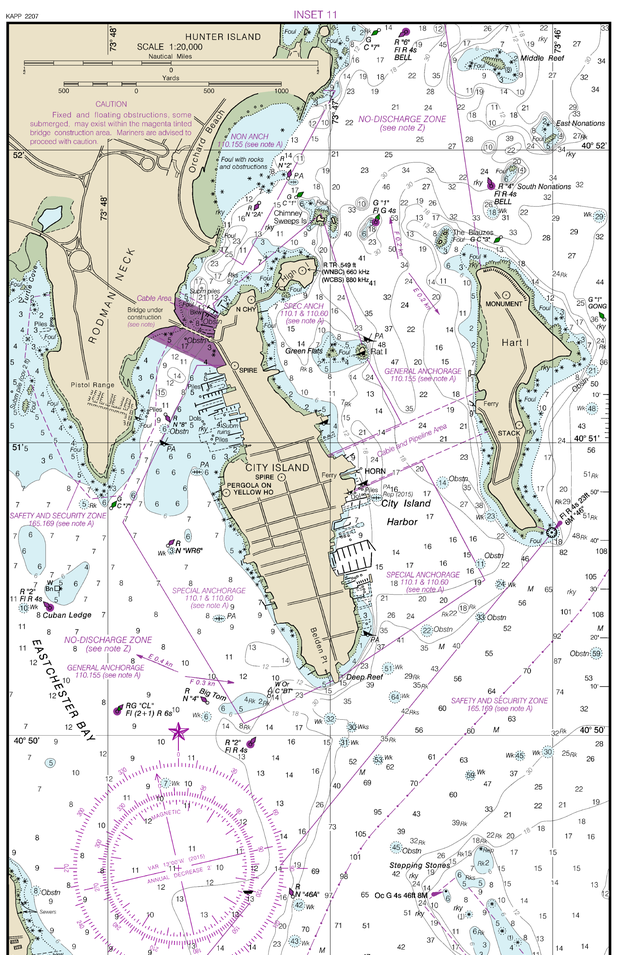
NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All 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/.

FORECASTING HINTS
With present communications, forecast facilities and storm advisories, the skilled mariner does not stand helpless before the elements. In addition to these aids, marine weather lore has been passed on down for many years. Masters of ships as well as mates who assume bridge watches should have a good understanding of the significance of wind and barometer changes. In addition, small boat operators not equipped with adequate communications must resort to local weather indications. They should have an understanding of the significance of local wind shifts and barometric tendencies as signs of changing weather.
Low pressure areas are generally associated with bad weather and high pressure areas with fair weather. As a common rule, winds from easterly quadrants and falling barometer foretell the coming of foul weather, and shifting winds to westerly quadrants foretell clearing and fair weather.

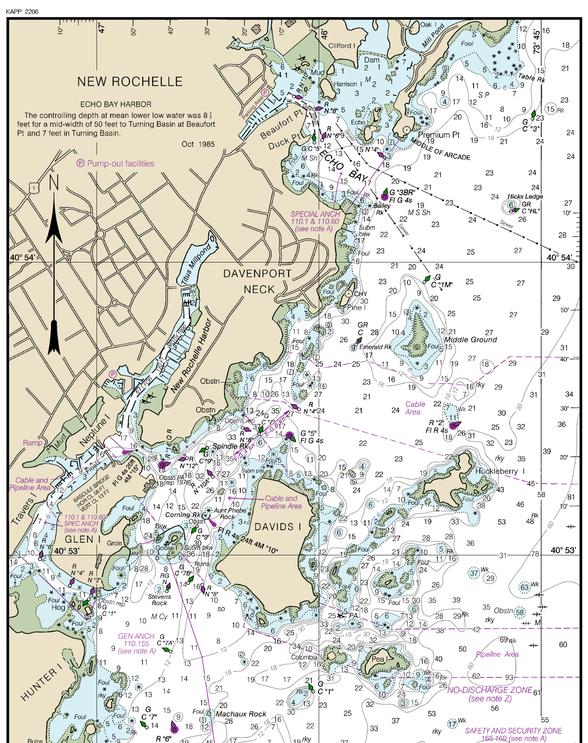
DETERMINATION OF WIND SPEED FROM SEA CONDITIONS

Wind Speed (knots)	Wind Description	Sea Conditions	Wind Force (Beaufort)	Probable Wave Height (feet)
0-1	Calm	Sea smooth and mirror-like.	0	-
1-3	Light air	Scale-like ripples without foam crests.	1	1/4
4-6	Light breeze	Small, short wavelets; crests have a glassy appearance and do not break.	2	1/2
7-10	Gentle breeze	Large wavelets; some crests begin to break; foam of glassy appearance. Occasional white foam crests.	3	2
11-16	Moderate breeze	Small waves, becoming longer; fairly frequent white foam crests.	4	4
17-21	Fresh breeze	Moderate waves, taking a more pronounced long form; many white foam crests; there may be some spray.	5	6
22-27	Strong breeze	Large waves begin to form; white foam crests are more extensive everywhere; there may be some spray.	6	10
28-33	Near gale	Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind; spindrift begins.	7	14
34-40	Gale	Moderately high waves of greater length; edges of crests break into spindrift; foam is blown in well-marked streaks along the direction of the wind.	8	18

SCALE 1:20,000
Nautical Miles
Yards



INSET 11



INSET 10

SCALE 1:20,000
Nautical Miles
Yards

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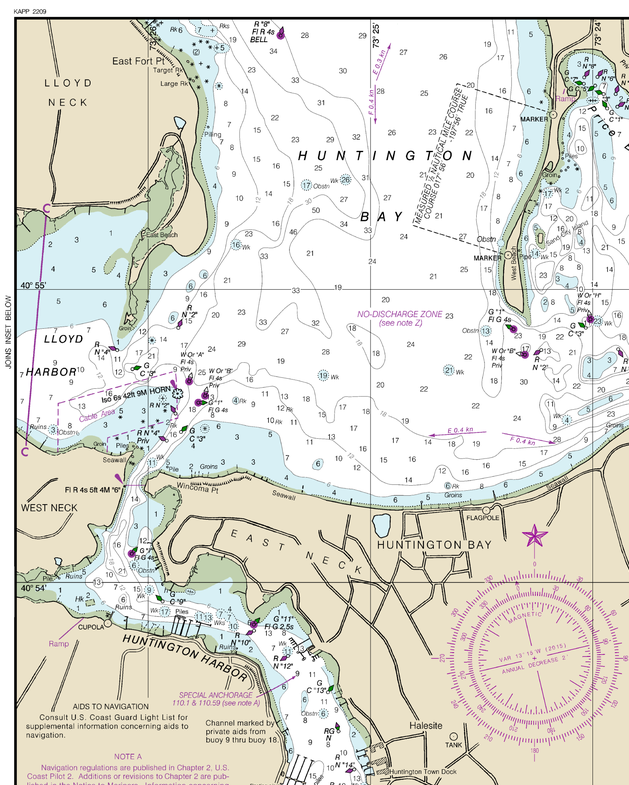

INSET 13

AIDS TO NAVIGATION
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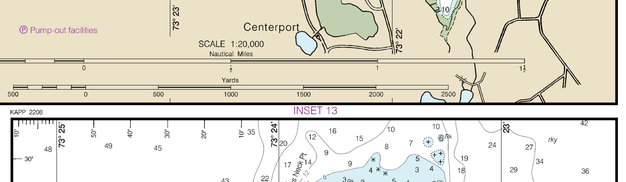
Refer to charted regulation section numbers.

INSET 13



INSET 12

INSET 14

SCALE 1:10,000
Nautical Miles
Yards

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