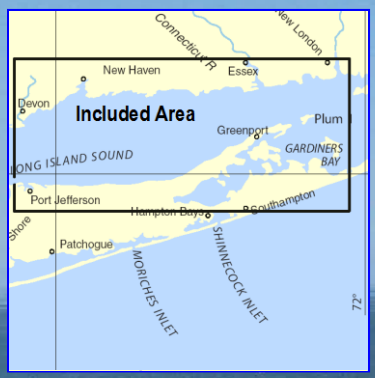
BookletChart™

Long Island Sound – Eastern Part

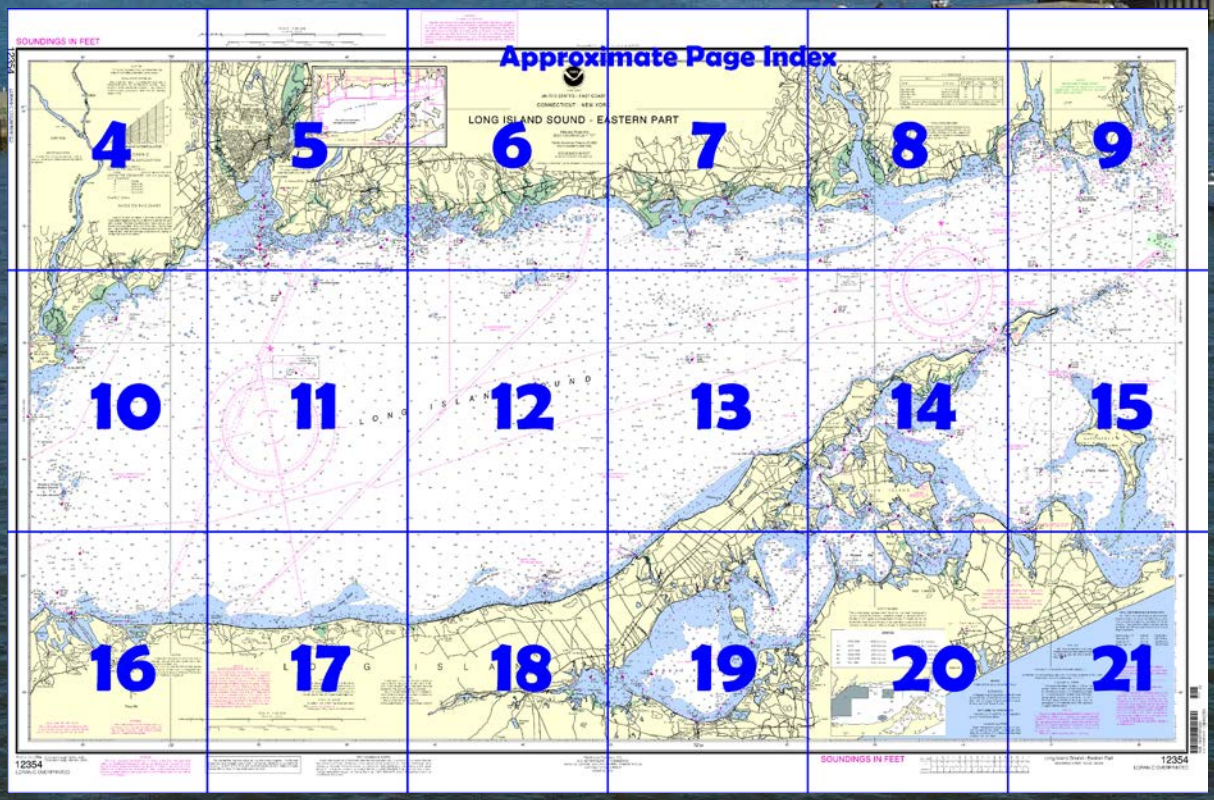
NOAA Chart 12354

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.

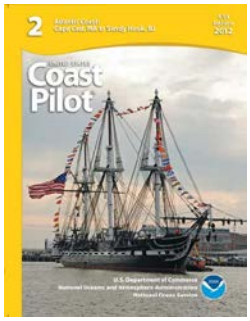
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=12354

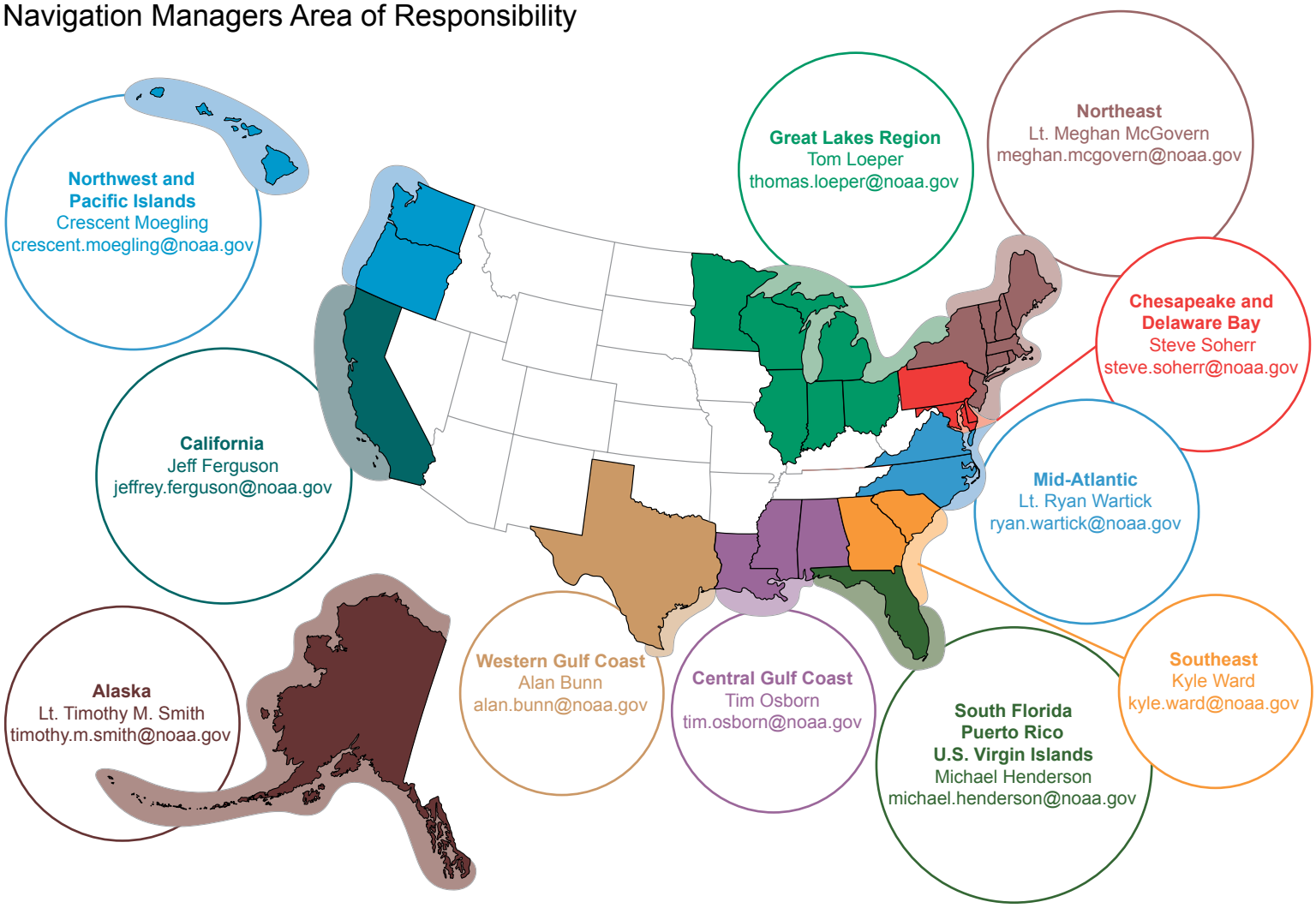


(Selected Excerpts from Coast Pilot)
Long Island Sound is a deep navigable waterway lying between the shores of Submarine operating areas are in the approaches to New London Harbor, Connecticut River, and off the northern shore of Long Island. As submarines may be operating submerged in these areas, vessels should proceed with caution.
In the eastern portion of Long Island Sound the current turns from ½ to 1½ hours earlier along the north shore than in the middle of the sound.
Proceeding westward from The Race in the middle of the sound, the velocity of current is 1.8 knots off Cornfield Point, about 1 knot off New Haven, 1 knot off Eatons Neck, 0.4 knot between Peningo Neck and Matinecock Point, and 0.5 knot eastward of Hart Island.
About 1.5 miles east-southeastward of Barlett Reef, the velocity of flood is 1.2 knots and ebb 1.6 knots. The flood current sets 285° and the ebb 062°.
Long Island Sound, Caution.–Submarine operating areas are in the approaches to New London Harbor, Connecticut River, and off the northern shore of Long Island. As submarines may be operating submerged in these areas, vessels should proceed with caution.
New London Harbor, Dangers.–On the west side of the approach to New London Harbor, foul ground extends about 1 mile from shore in the vicinity of **Goshen Point** (chart 13211). The southerly and southeasterly limits of this area are marked by buoys. The area has numerous rocky patches and boulders, some showing above water, and should be avoided by small craft. **Rapid Rock,** marked by a buoy on its southeast side, is about 1.6 miles southwestward of New London Ledge Light; it has a least depth of 10 feet. An unmarked ledge covered 35 feet is about 100 yards south by eastward of Rapid Rock and is the outermost shoal to the southward. **Sarah Ledge**, 0.7 mile northeastward of Rapid Rock and marked by a buoy, has a least depth of 14 feet and is the easternmost shoal on the west side of the main channel approach.
On the east side of the main channel foul ground extends about 1 mile offshore. **New London Ledge**, marked by New London Ledge Light, has a least depth of 7 feet. **Black Ledge**, just to the northeastward of New London Ledge, has a rocky islet, 2 feet high, on it. Depths are 5 to 18 feet on the ledge. Buoys mark the shoal area.
Broken ground fringes the shore southwestward of New London Harbor Light. A rock with 3 feet over it is located about 0.1 mile from shore in the bight just southward of the light and shoal soundings extend as far as 0.2 mile from shore where an 8-foot sounding is located.
Connecticut River, Dangers.–Saybrook Outer Bar, which obstructs the mouth of the Connecticut River, is shifting, with depths of 2 to 12 feet extending nearly 2 miles off the mouth; it is marked off its southeastern end by a lighted bell buoy.
In 1976, obstructions were reported in the channel at the railroad bascule bridge 3 miles above the mouth of the Connecticut River; a least depth of 13 feet is reported in the channel in an area 40 to 50 feet from the east abutment of the bridge. Mariners requiring greater depths are advised to avoid this area of the channel during passages.
Dangers.–Townshend Ledge, 2.7 miles southeastward of Southwest Ledge Light, has a least depth of 18 feet and is marked by a lighted bell buoy.
Stony Islet, 2.2 miles eastward of Southwest Ledge Light, is low, bare, and surrounded by ledges bare at low water to a distance of about 100 yards. A partly bare ledge is about 0.2 mile north-northwestward of Stony Islet. From this ledge and Stony Islet westward to the entrance of New Haven Harbor, an area of foul ground with many rocks bare at low water extends about 0.5 mile offshore. This area should be avoided.
Shoals with 16 to 18 feet over them extend over 0.5 mile southeastward from the breakwaters on both sides of the dredged entrance channel. A spoil area with reported depths of 15 feet is on the eastern side of the entrance channel. An 18-foot spot is on the east side of the main channel, at the first turn westward of Southwest Ledge Light.
The bights on the west shore of New Haven Harbor from Pond Point northward are shoal with bare rocks and foul ground in most of them. The shore is rocky at **Woodmont**, about 2 miles northeastward of Pond Point. **Black Rock**, bare at low water and marked by a seasonal buoy, is 0.2 mile off the north end of Morris Cove. Opposite, on the west side, is a break-water, partly covered, extending from **Sandy Point,** marked by a light.

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

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

Navigation Managers Area of Responsibility

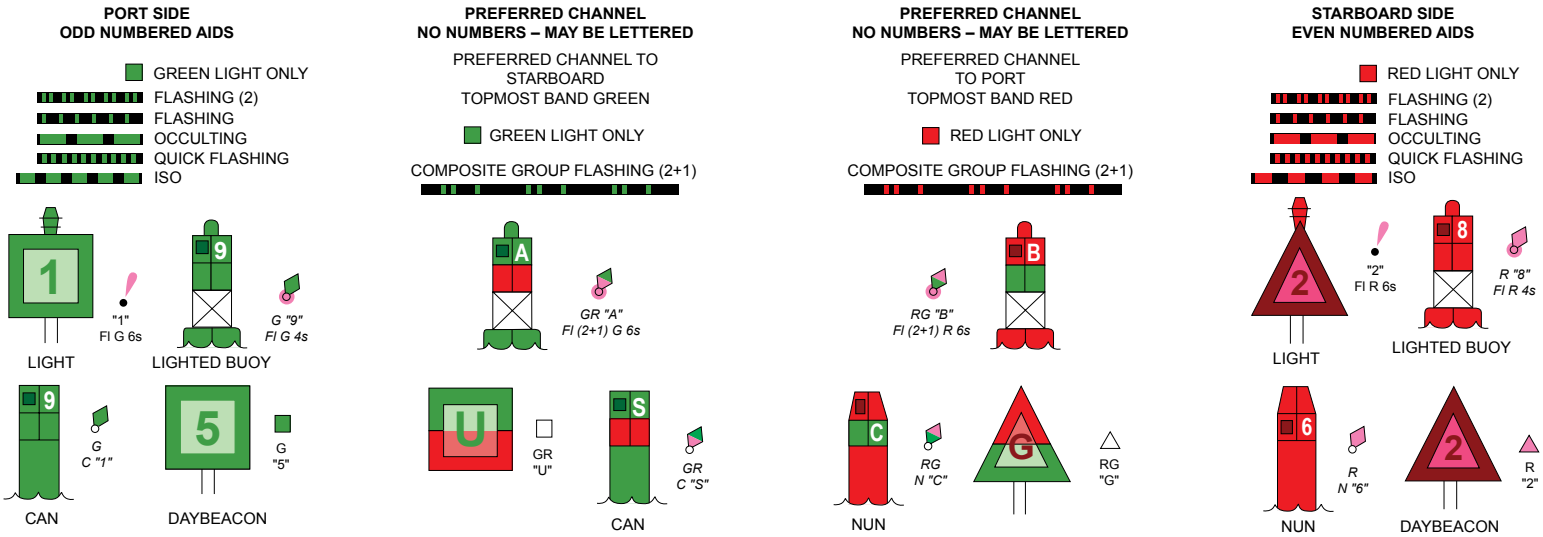


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*.

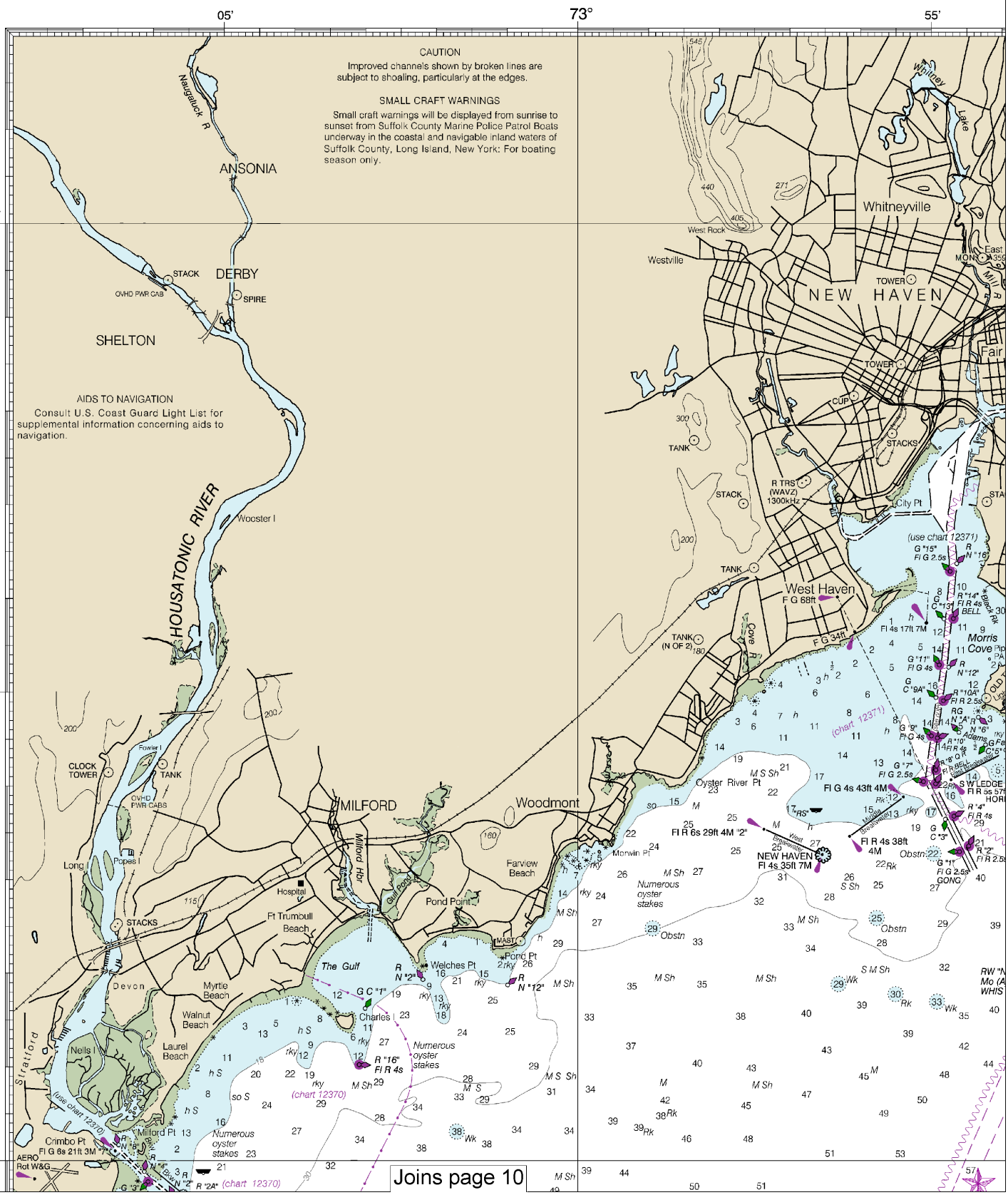
Lateral System As Seen Entering From Seaward

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*

SOUNDINGS IN FEET

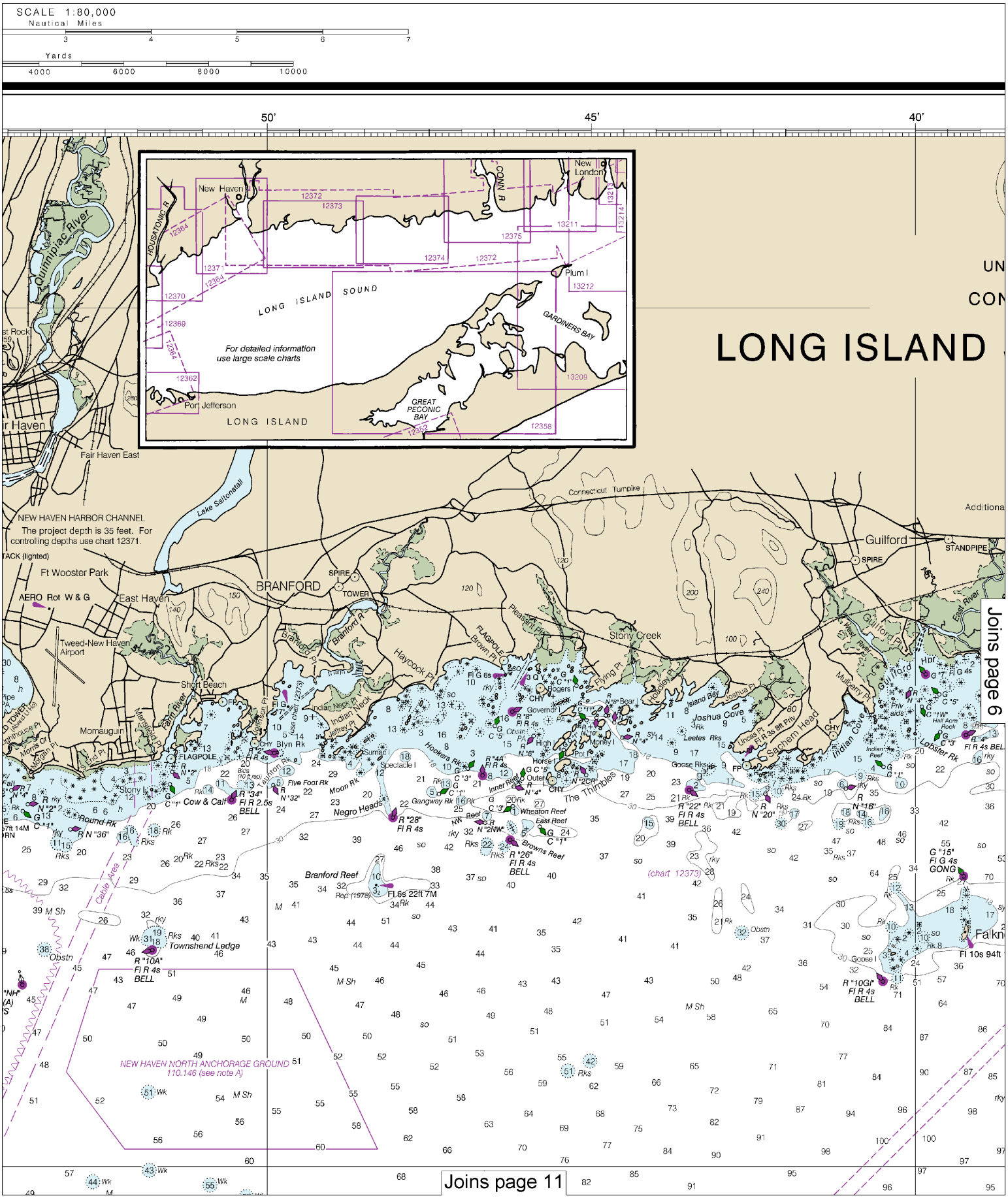


Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

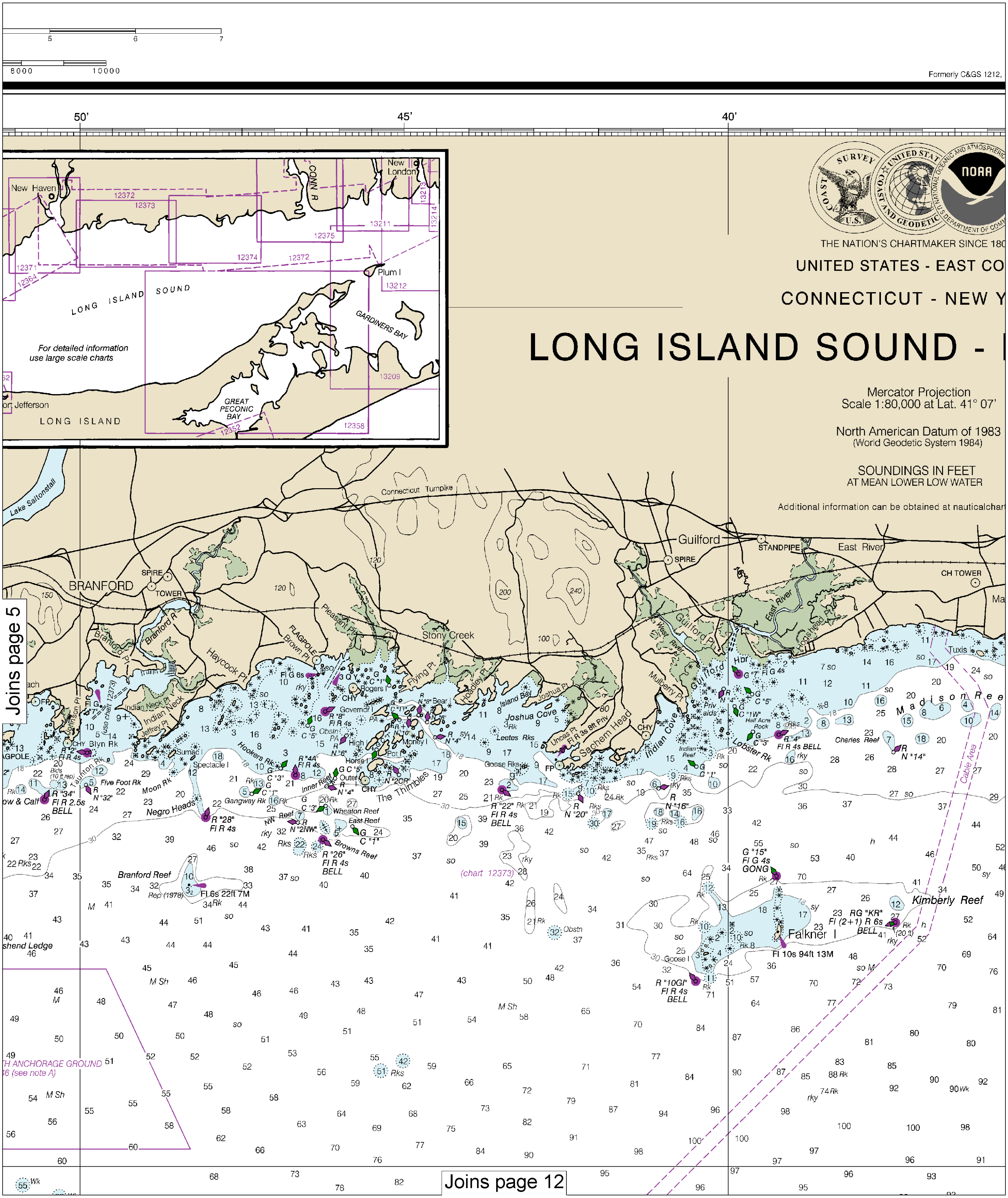
Nautical Miles

Yards

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

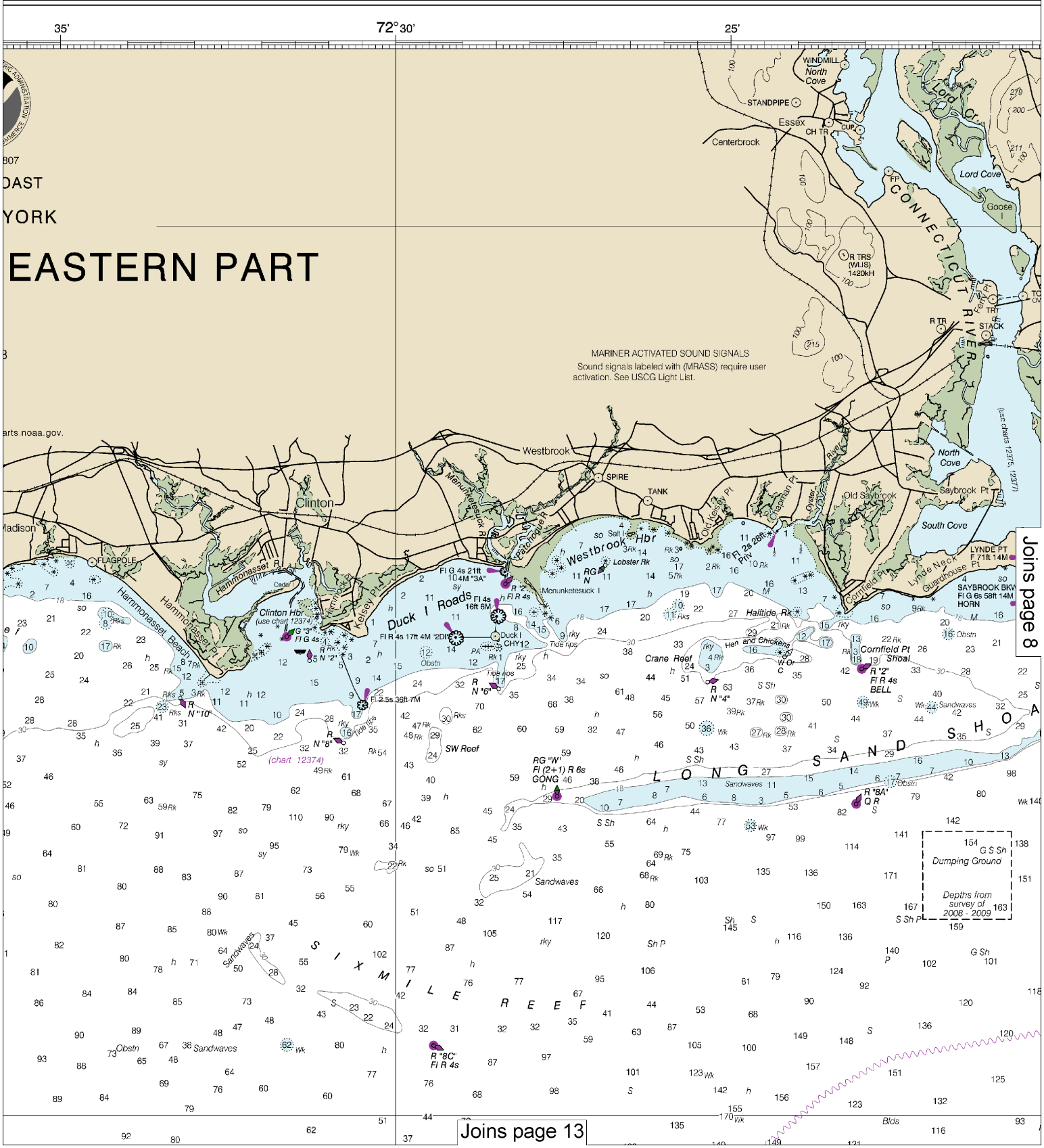


Printed at reduced scale.

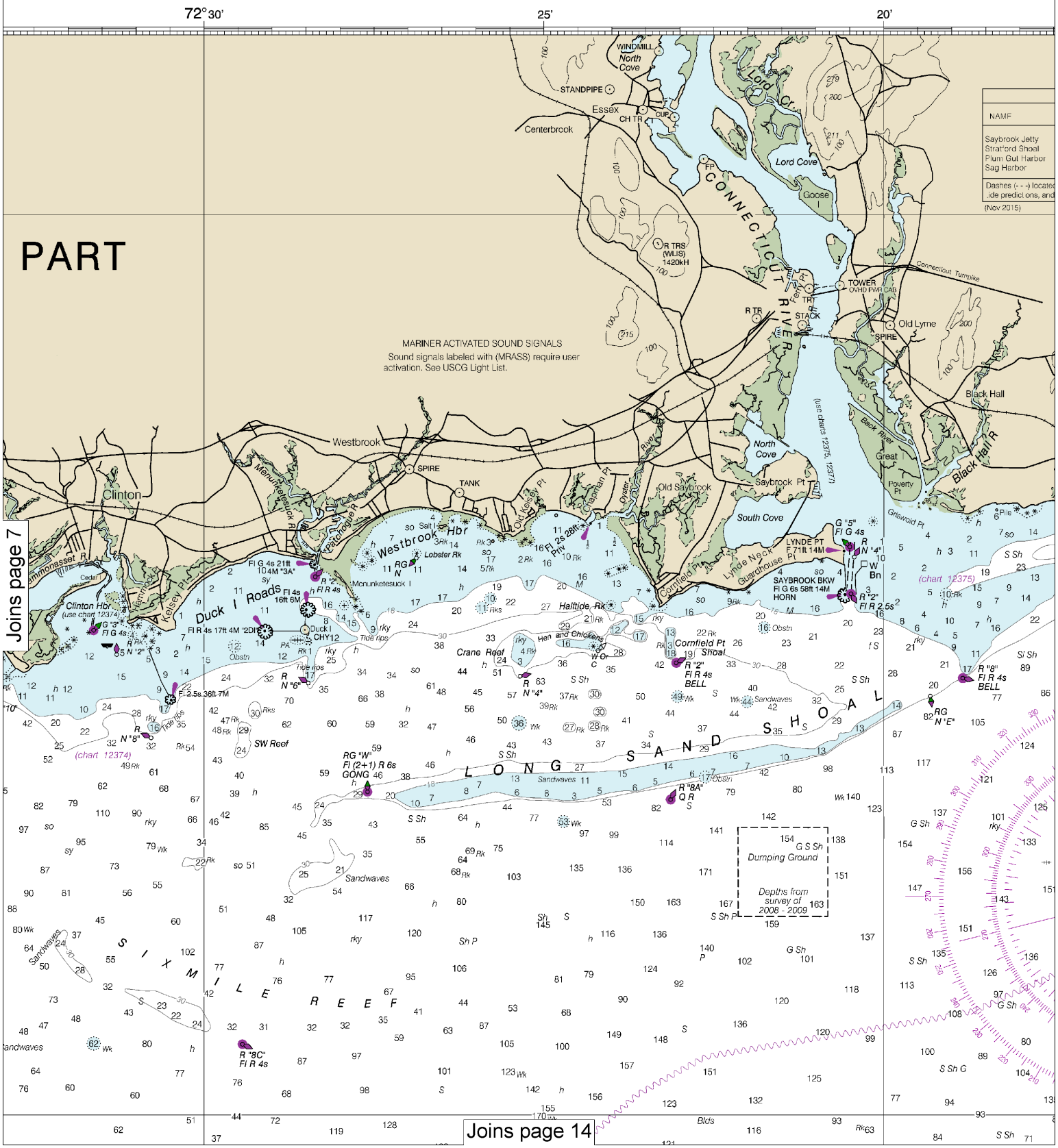
SCALE 1:80,000
Nautical Miles
Yards

See Note on page 5.

Note: Chart grid lines are aligned with true north.



Last Correction: 6/16/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)		
(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
(41°16'N/72°21'W)	4.2	3.8	0.3
(41°04'N/73°06'W)	7.1	6.8	0.2
(41°10'N/72°12'W)	3.1	2.8	0.2
(41°00'N/72°18'W)	2.9	2.6	0.2

...ec in datum columns indicate unavailable datum values for a tide station. Real-time water levels ...nd tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

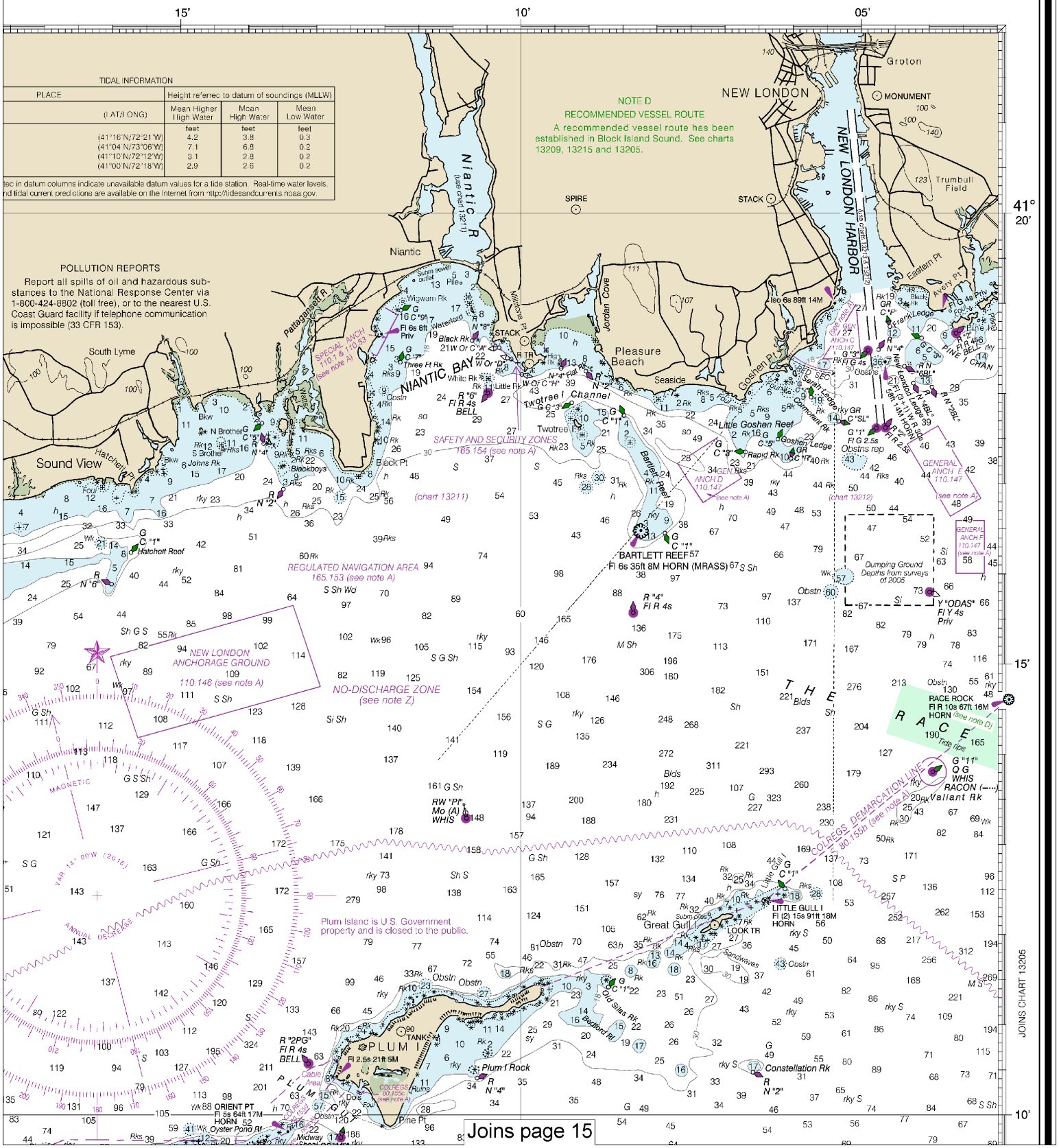
POLLUTION REPORTS

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).

NOTE D

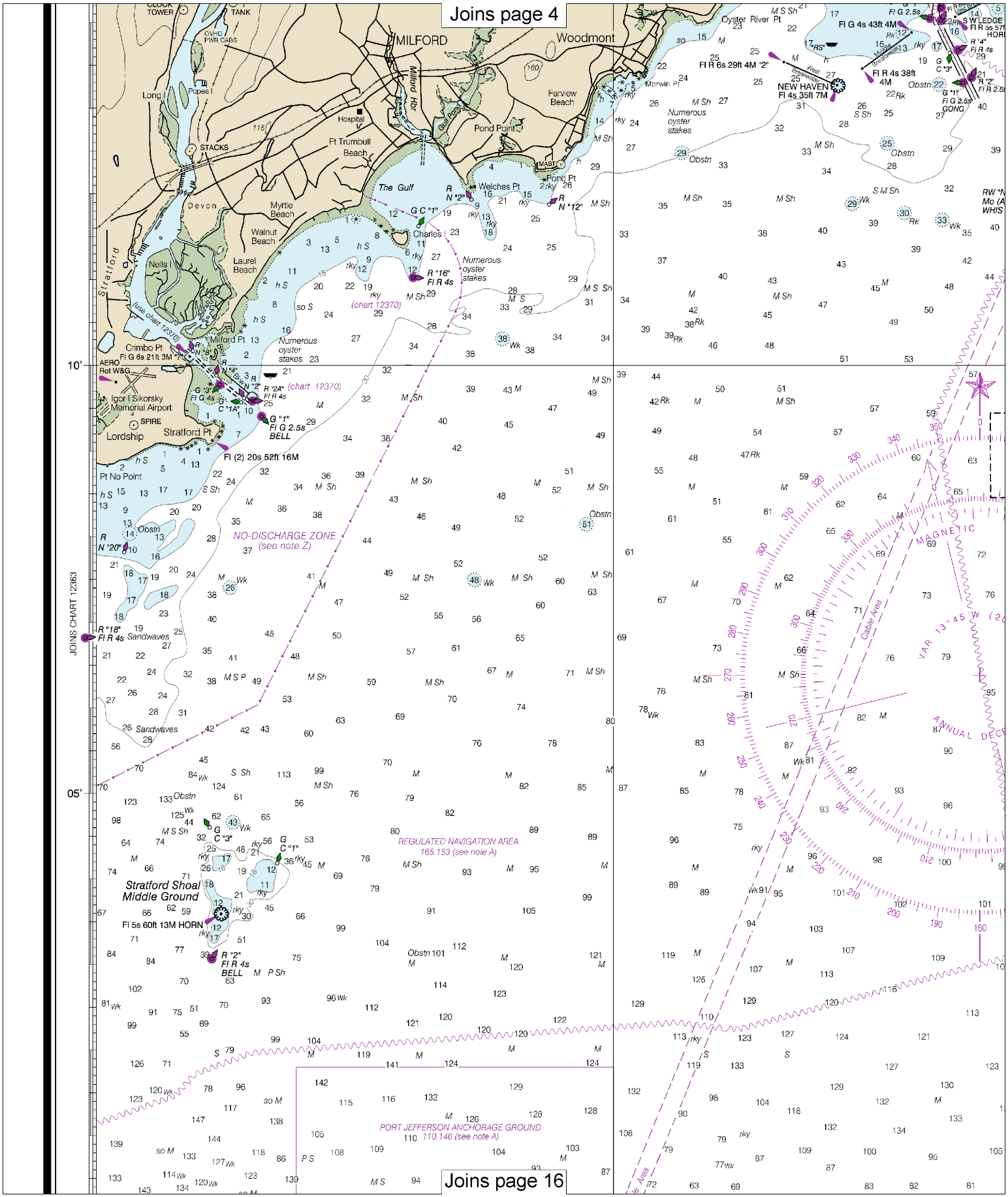
RECOMMENDED VESSEL ROUTE

A recommended vessel route has been established in Block Island Sound. See charts 13209, 13215 and 13205.



Joins page 15

Joins page 4



Joins page 16

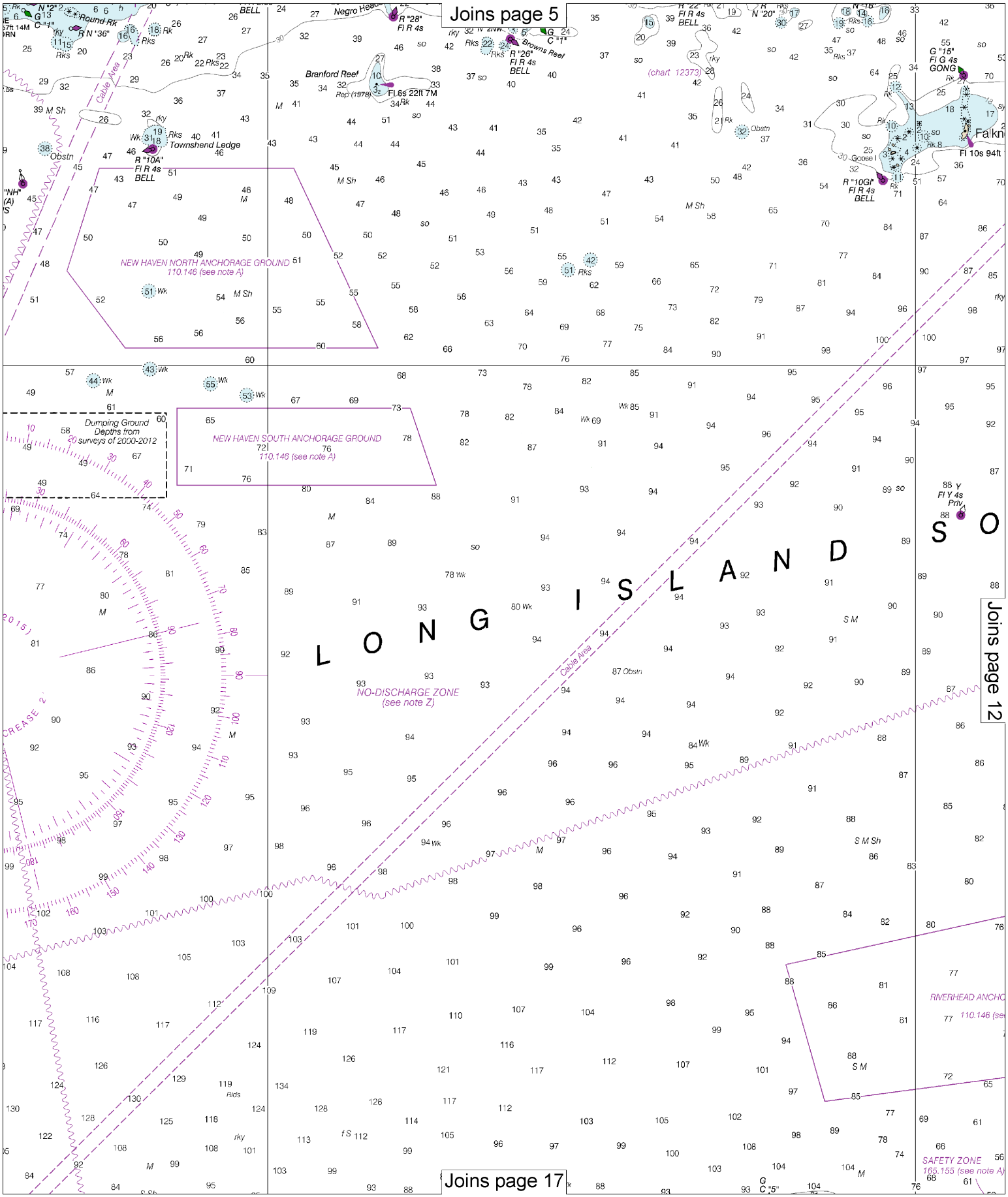
Note: Chart grid lines are aligned with true north.

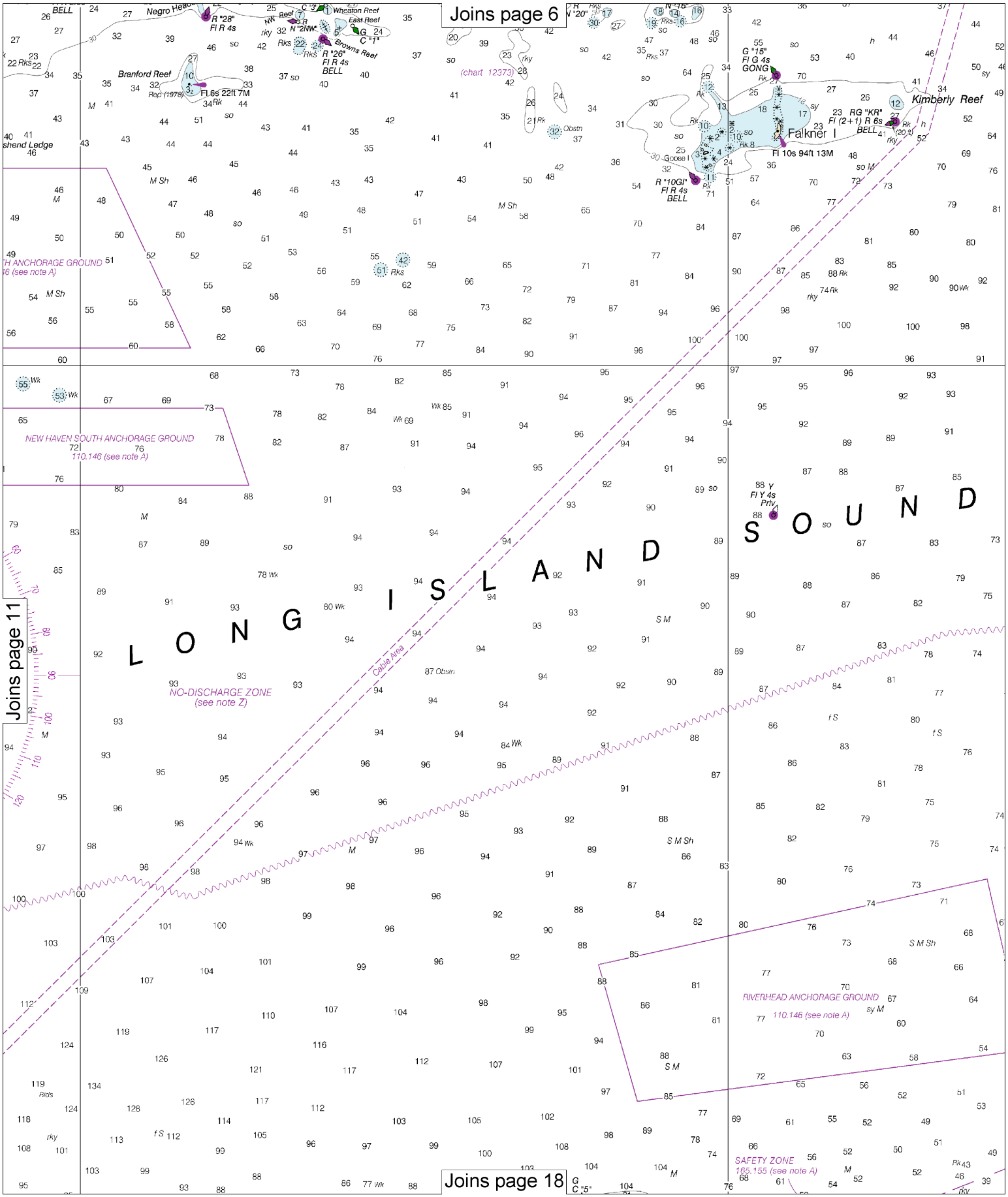
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 5
Joins page 12
Joins page 17
LONG ISLAND SO
NEW HAVEN NORTH ANCHORAGE GROUND
110.146 (see note A)
NEW HAVEN SOUTH ANCHORAGE GROUND
110.146 (see note A)
Dumping Ground
Depths from
surveys of 2000-2012
NO-DISCHARGE ZONE
(see note Z)
Cable Area
Townshend Ledge
Branford Reef
Browns Reef
Negro Head
Round Rk
Falkn
RIVERHEAD ANCHO
SAFETY ZONE
165.155 (see note A)



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

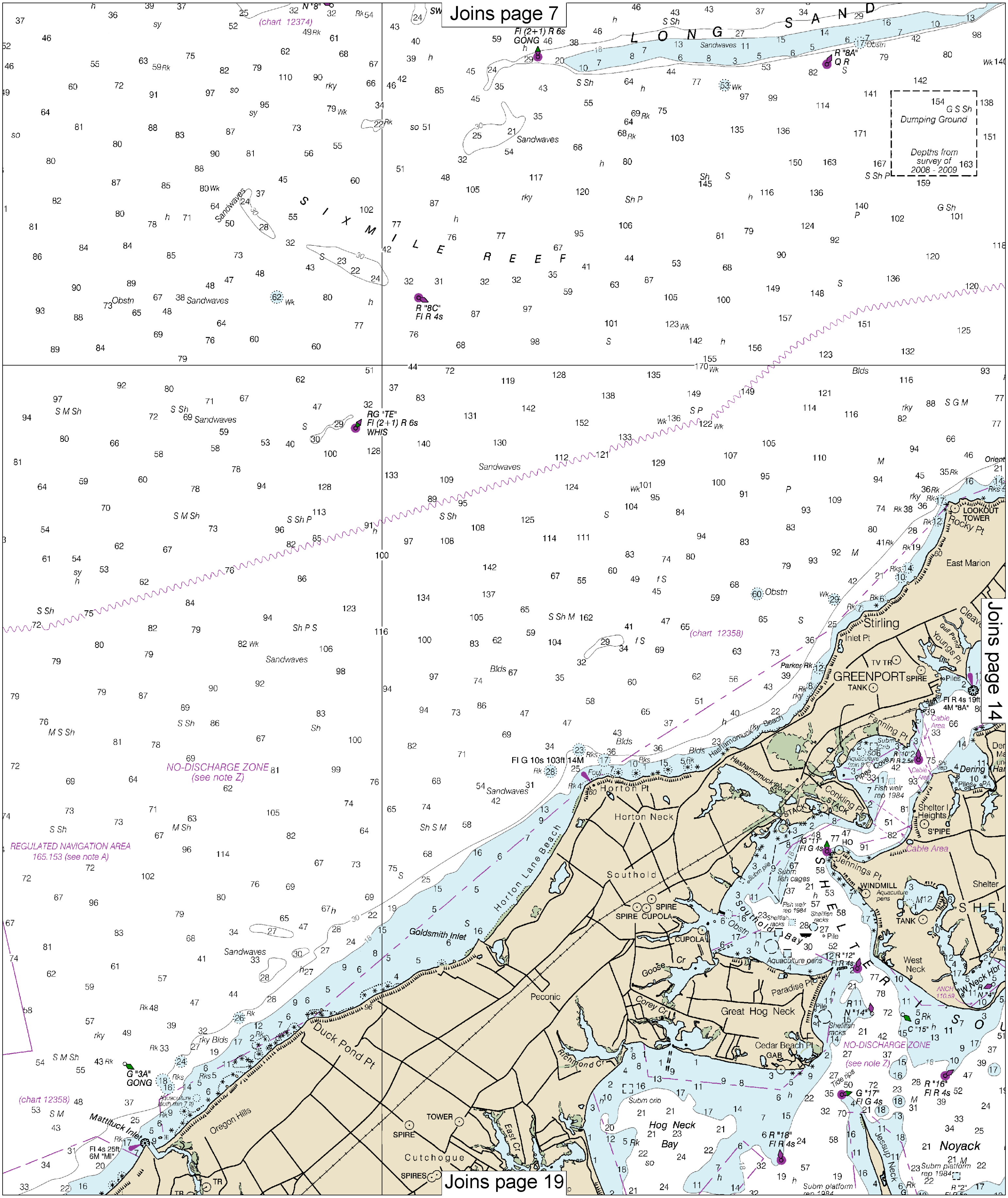
Nautical Miles

1 0 1 2 3 4 5 6 7

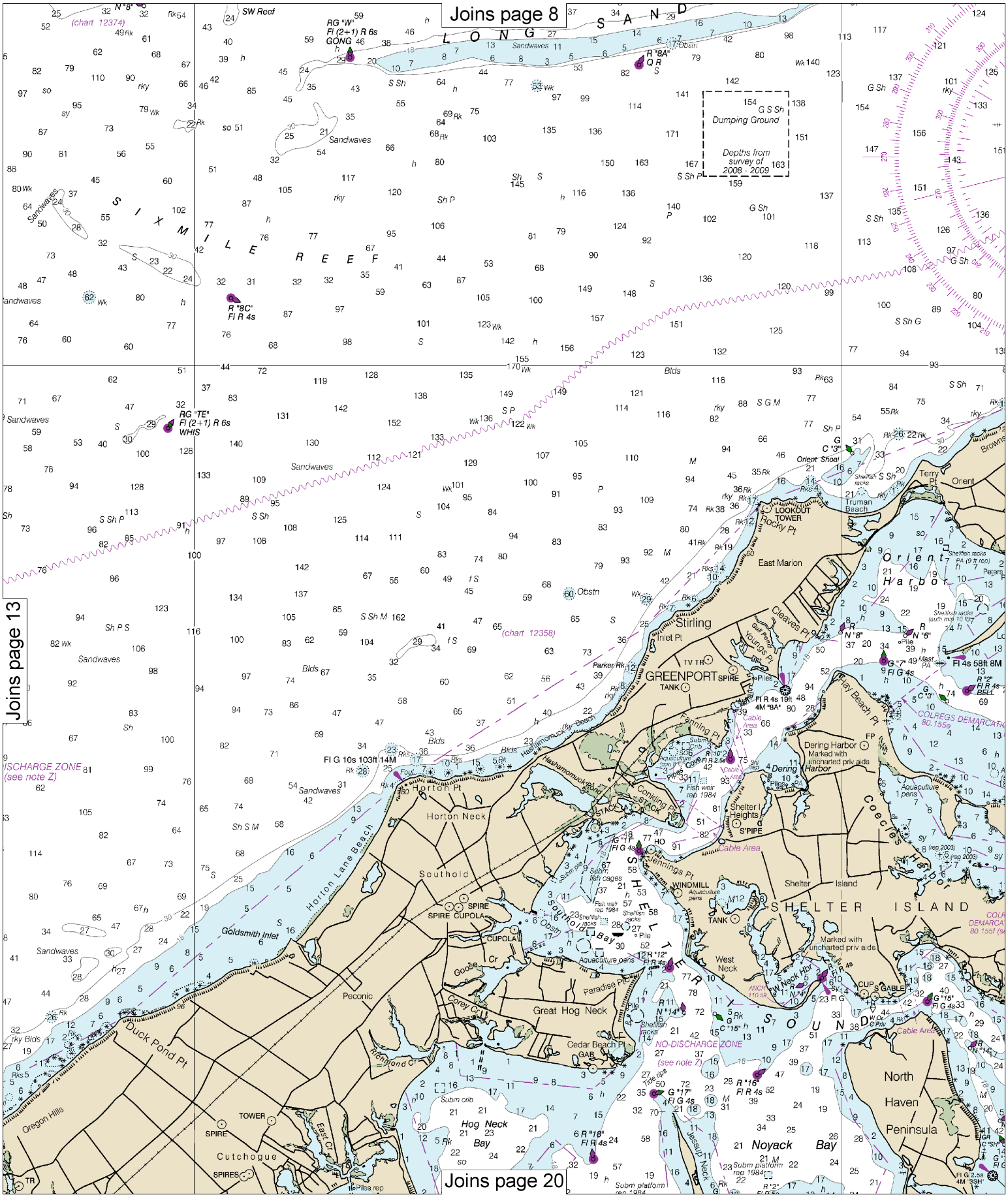
Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.



Joins page 7
Joins page 14
Joins page 19
LONG SAND
SIX MILE REEF
Dumping Ground
Depths from survey of 2008 - 2009
(chart 12374)
(chart 12358)
NO-DISCHARGE ZONE
(see note Z)
REGULATED NAVIGATION AREA
165.153 (see note A)
Sandwaves
Obstn
R "8C"
Fl R 4s
RG "TE"
Fl (2+1) R 6s
WHIS
Fl (2+1) R 6s
GONG
R "8A"
Q R
Fl G 10s 103ft 14M
G "3A"
GONG
Fl 4s 25ft
6M "MI"
Mattituck Inlet
Duck Pond Pt
Oregon Hills
Horton Lane Beach
Goldsmith Inlet
Horton Pt
Horton Neck
Southold
Peconic
Cutchogue
Hashamomuck Beach
Hashamomuck Pond
Conkling Pt
Rocky Pt
East Marion
Stirling
Inlet Pt
GREENPORT
Fanning Pt
Pipes Cove
Jennings Pt
Southold Bay
SHELTER
Shelter I Heights
Great Hog Neck
Corey Cr
Cedar Beach Pt
Richmond Cr
Paradise Pt
Goose Cr
Hog Neck Bay
East Cr
West Neck
Noyack
Jessup Neck
LOOKOUT TOWER
WINDMILL
SPIRE
CUPOLA
TANK
TOWER
Cable Area



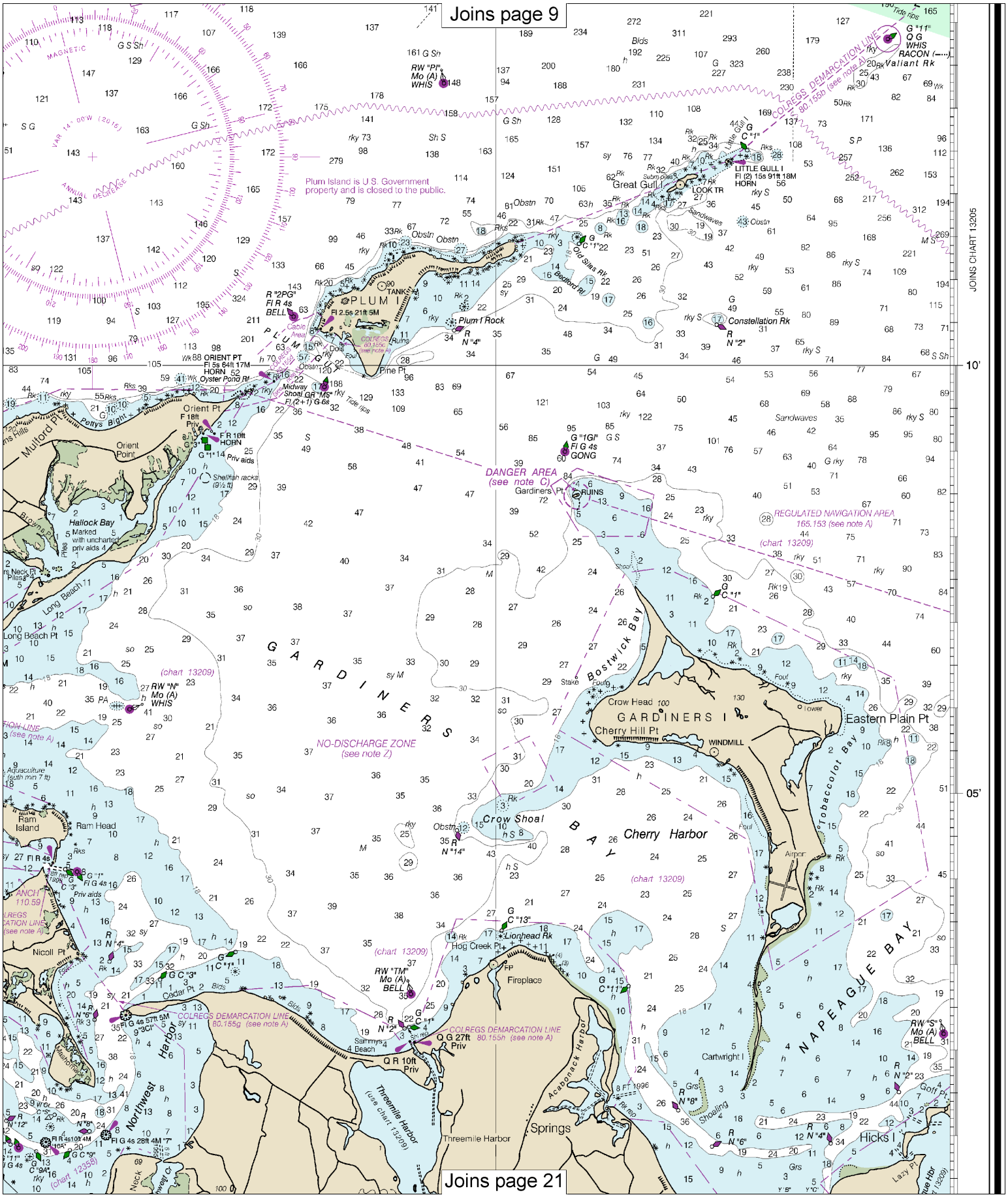
14

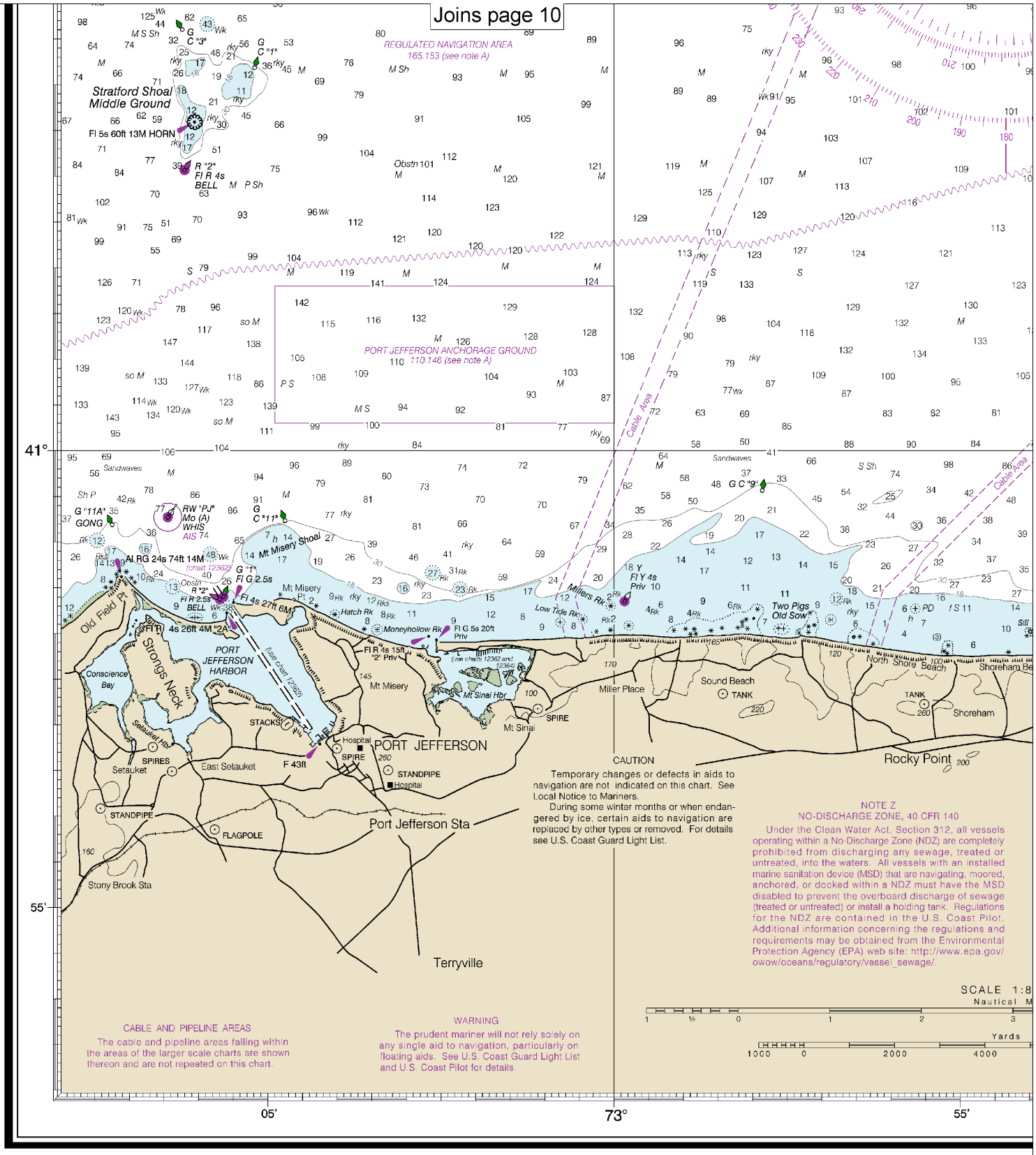
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000


Joins page 9
Joins page 21
JOINS CHART 13205
Plum Island is U.S. Government property and is closed to the public.
PLUM I
Plum I Rock
Great Gull I
LITTLE GULL I
Constellation Rk
Orient Pt
Orient Point
Mulford Pt
Hallock Bay
Long Beach Pt
Ram Island
Ram Head
Nicoll Pt
Cedar Pt
Northwest Harbor
Threemile Harbor
Springs
Acabonack Harbor
Hicks I
Cartwright I
Shoaling
Eastern Plain Pt
Tobaccolot Bay
Crow Head
Cherry Hill Pt
GARDINERS I
Bostwick Bay
Crow Shoal
Cherry Harbor
Hog Creek Pt
Fireplace
Lionhead Rk
Sammys Beach
Gardiners Pt
RUINS
GARDINERS BAY
NAPEAGUE BAY
DANGER AREA (see note C)
REGULATED NAVIGATION AREA 165.153 (see note A)
NO-DISCHARGE ZONE (see note Z)
COLREGS DEMARCATION LINE 80.155b (see note A)
COLREGS DEMARCATION LINE 80.155g (see note A)
COLREGS DEMARCATION LINE 80.155h (see note A)
COLREGS DEMARCATION LINE 80.155c (see note A)
(chart 13209)
(chart 12358)
10'
05'



45th Ed., Dec. 2015

12354

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 inquiries, discrepancies about this chart at http://www.nauticalcharts.noaa.gov/staff/con

Last Correction: 6/16/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

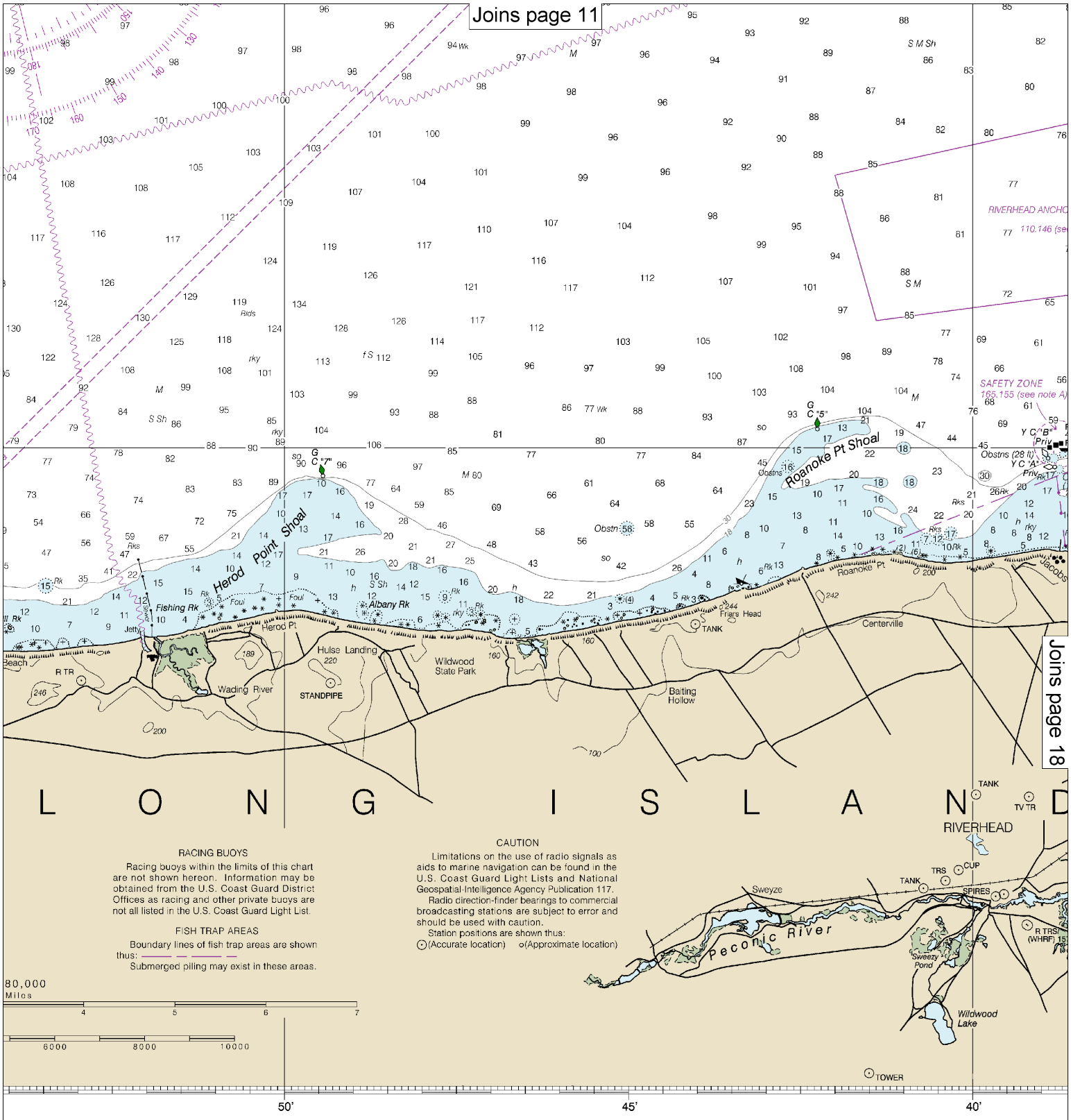
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

Yards

Joins page 11



Joins page 18

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.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: — — — —

Submerged piling may exist in these areas.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) ○(Approximate location)

80,000

Miles

4 5 6 7

6000 8000 10000

es or comments
ontact.htm.

Joins page 12

Joins page 17

RIVERHEAD ANCHORAGE GROUND
110.146 (see note A)

SAFETY ZONE
165.155 (see note A)

Roanoke Pt Shoal

Herod Point Shoal

Albany Rk

Herod Pt

Hulse Landing

STANDPIPE

Wildwood State Park

Friars Head

TANK

Roanoke Pt

Jacobs Point

Tanks

Centerville

SPIRE

Baiting Hollow

Aquebogue

N G I S L A N D

RIVERHEAD

TANK

TV TR

CUP

TRS

SPIRES

Sweyze

Peconic River

Sweezy Pond

Wildwood Lake

R TRS (WHRF) 1570 kHz

Reeves Bay

Flanders

TOWER

SPIRE

TOWER

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) ○(Approximate location)

NG BUOYS
hin the limits of this chart
on. Information may be
.S. Coast Guard District
d other private buoys are
S. Coast Guard Light List.

TRAP AREAS
f fish trap areas are shown

g may exist in these areas.

10000

50' 45' 40'

Published a
U.S. DEPARTM
NATIONAL OCEANIC AND
NATIONAL
COA

Note: Chart grid lines are aligned with true north.

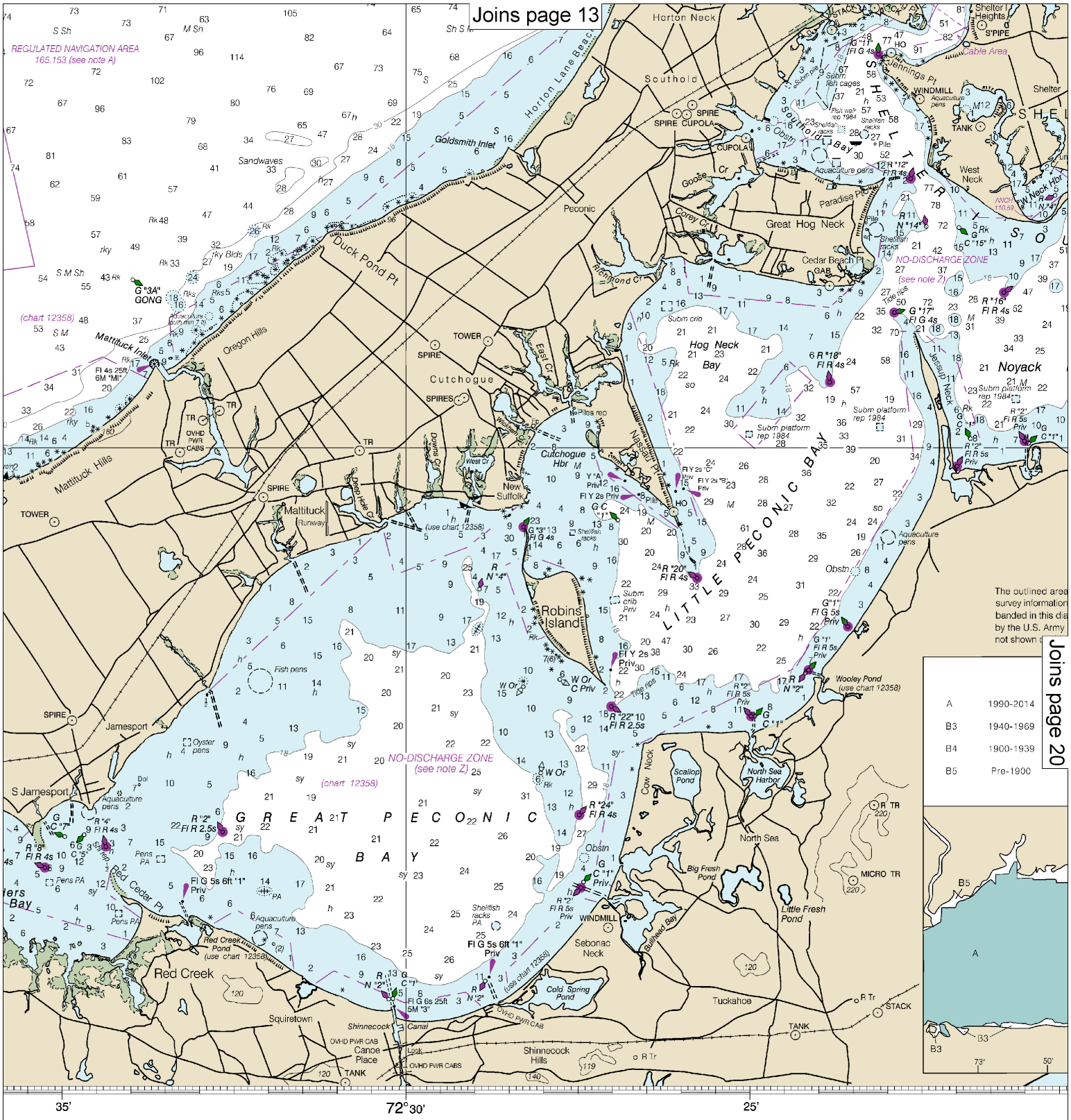
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

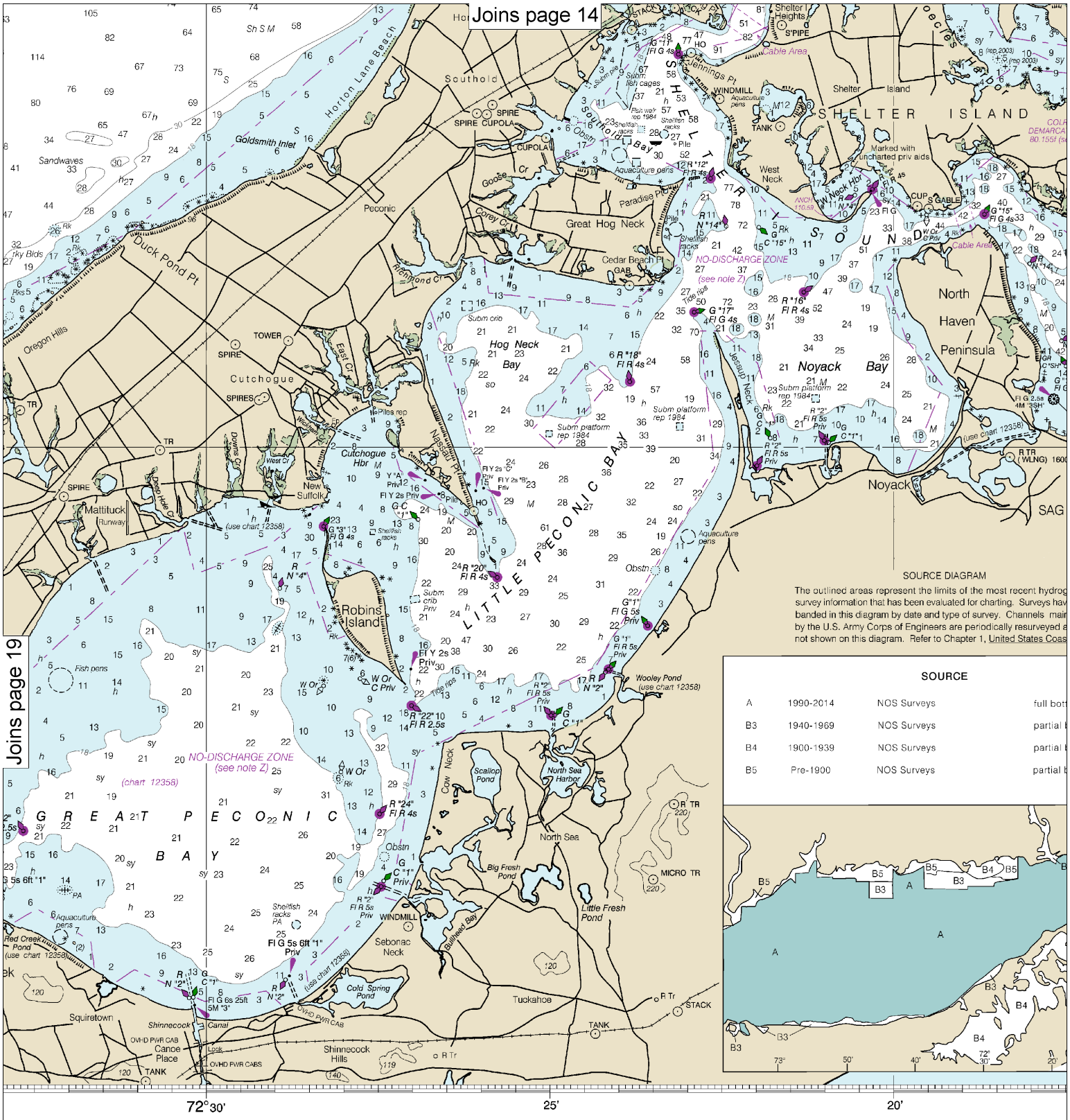
Yards

1000 0 2000 4000 6000 8000 10000



at Washington, D.C.
MENT OF COMMERCE
D ATMOSPHERIC ADMINISTRATION
AL OCEAN SERVICE
OAST SURVEY

SOUNDING



SOUNDINGS IN FEET

Note: Chart grid lines are aligned with true north.

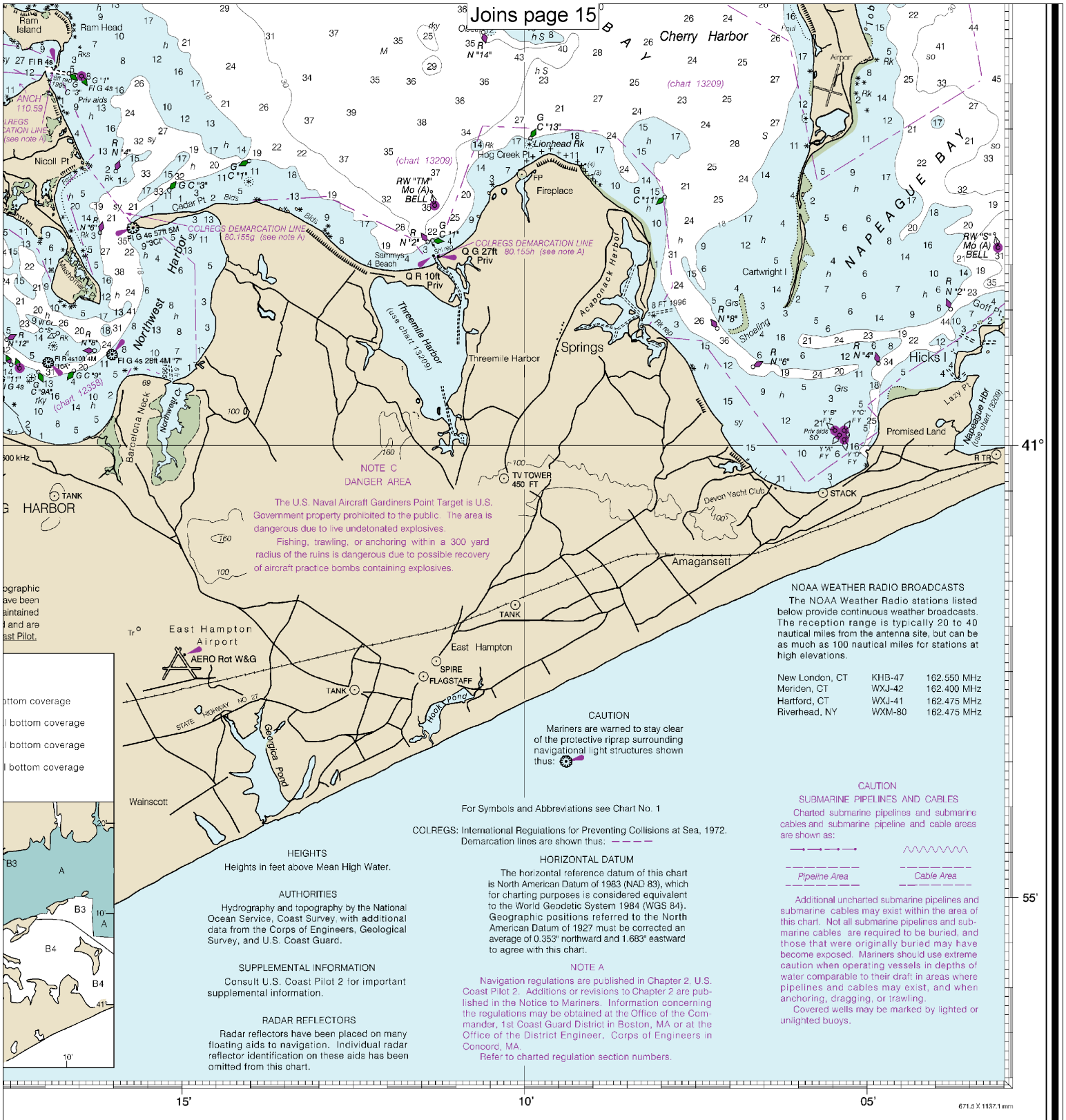
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000



NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

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

CAUTION

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

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

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.

SUPPLEMENTAL INFORMATION

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

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.

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 0.353" northward and 1.683" eastward to agree with this chart.

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.

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.

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31																

Long Island Sound - Eastern Part

SOUNDINGS IN FEET - SCALE 1:80,000

12354

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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

Note on Printing

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.

NOAA's Office of Coast Survey — The Nation's Chartmaker