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
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=12363

(Selected Excerpts from Coast Pilot)

Western Long Island Sound is that portion of the deep navigable waterway between the shores of Connecticut and New York and the northern coast of Long Island westward of the line between Bridgeport and Old Field Point.

This region has boulders and broken ground, with little or no natural change in the shoals. The waters are well marked by navigational aids so that strangers should experience no difficulty in navigating them. As all broken ground is liable to be strewn with boulders, vessels should proceed with caution when in the vicinity of broken areas where the charted depths are less than 6 to 8 feet greater than the draft. All of the more important places are entered through dredged channels. During fog, vessels are advised to anchor until the weather clears before attempting to enter. The numerous oyster grounds in this region are usually marked by stakes and flags. These stakes may become broken off and form obstructions dangerous to small craft which, especially at night, should proceed with caution when crossing oyster areas.

The effect of strong winds, in combination with the regular tidal action, may at times cause the water to fall several feet below the plane of reference of the charts.

About 1.3 miles northward of Eatons Neck Light the ebb runs about 5 hours longer than the flood. The current has a velocity of 1.4 knots; the flood sets 283° and the ebb sets 075°.

The direction and velocity of the currents are affected by strong winds which may increase or diminish the periods of flood or ebb. Directions and velocities from Point Judith to Throgs Neck for each hour of the tidal cycle will be found in Tidal Current Charts, Long Island Sound and Block Island Sound. Currents in East River are described in the latter part of this chapter.

These waters are more protected than the eastern Sound resulting in fewer gales. However, winters are colder and summers warmer due to this sheltering effect. Fog is not so frequent either and tends to burn off quicker than farther east. Winter winds of 16 knots or more are likely about 12 to 15 percent of the time and are predominantly from the west through northwest. Harbors such as Cold Spring, Oyster Bay, Hempstead and Manhasset offer additional shelter. In summer thunderstorms may develop on 4 to 5 days per month. These are most likely during the afternoon or evening.

In Long Island Sound the north and south shores are equally subject to fog, except that on spring and summer mornings, when there is little or no wind, fog will often hang along the Connecticut shore while it is clear offshore and southward.

In the western end of Long Island Sound, although fogs are liable to occur at any time, they are not encountered so often nor do they generally last so long as farther eastward.

Old Field Point, about 5 miles southward of Stratford Shoal (Middle Ground) Light, is a low bluff with a light and an abandoned tower on its summit. Boulders extend a short distance off the point, and the light should be given a berth of about 0.3 mile, even by small craft. A gong buoy is 0.6 mile northward of the point. Depths of 14 to 18 feet are found about 0.4 mile northward of the light.

Smithtown Bay, a broad open bight on the south side of the sound, extends 7 miles westward from Crane Neck Point. Rocky shoals extend 1 mile in places from the shore, the water shoaling from 51 feet in places.

Stamford Harbor, Dangers.—The Cows comprise a cluster of rocks, almost bare at low water, about 0.8 mile south-southeast of Shippan Point. Between them and the point is an area of foul ground and rocks bare and awash that extends 0.4 mile southward of Shippan Point. A lighted bell buoy is about 0.2 mile south of The Cows. Harbor Ledge, about 200 yards south of the west breakwater, consists of rocks and a ledge marked by a private light.

Northport Basin, Caution.—Eatons Neck Basin Channel is maintained expressly to enhance the Eatons Neck Coast Guard Station’s rescue response. Further, Eatons Neck Basin has become one of the most congested small-boat anchorages in the area in the summer. Mariners are cautioned that heavy wakes from rescue craft departing the station may be experienced by small craft anchoring in this area. Shoals with depths of 4 to 18 feet extend about 0.9 mile northward of Eatons Neck and broken ridges extend northward for another 1.8 miles. The northern end of each area is marked by a buoy.

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

RCC Boston Commander 1st CG District (617) 223-8555 Boston, MA
Lateral System As Seen Entering From Seaward
on navigable waters except Western Rivers

PORT SIDE
ODD NUMBERED AIDS

- GREEN LIGHT ONLY
- FLAShING (2)
- OCCULTING
- QUICK FLAShING
- iSO

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED

- PREFERRED CHANNEL TO STARBOARD
- TOPMOST BAND GREEN
- GREEN LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED

- PREFERRED CHANNEL TO PORT
- TOPMOST BAND RED
- RED LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE
EVEN NUMBERED AIDS

- RED LIGHT ONLY
- FLAShING (2)
- FLAShING
- OCCULTING
- QUICK FLAShING
- iSO

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
# Long Island Sound

## Western Part

### Mercator Projection
- Scale: 1:80,000 at Lat. 40° 57'

### Sounding Information
- **Sounding in Feet**
- **Depth Information**
  - Mean High Water
  - Mean Low Water

<table>
<thead>
<tr>
<th>Place</th>
<th>Mean High Water</th>
<th>Mean Low Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lawrence Point</td>
<td>7.6</td>
<td>6.2</td>
</tr>
<tr>
<td>Wilcox Point</td>
<td>6.6</td>
<td>5.4</td>
</tr>
<tr>
<td>Long Island</td>
<td>7.8</td>
<td>6.4</td>
</tr>
</tbody>
</table>

### Tidal Information
- **Tide Range**
- **Station Information**

### Radar Reflectors
- Radar reflectors have been placed on many floating aids to navigation. Indicate radar reflector identification on these aids by adding the letter "R" to the chart mark.

### Aids to Navigation
- Additional information can be obtained at nautilchirp.noaa.gov.

### Abbreviations
- **AAPC**
- **BMFL**
- **C**
- **D**
- **F**
- **G**

### Small Craft Warnings
- During the boating season, small craft warnings will be displayed from sunrise to sunset on New York City and Suffolk County Police Patrol Boats while underway in the East River and Long Island Sound.

### Authors
- 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.

### Scale
- **1:80,000**
- **1 Nautical Mile = 1,852 Yards**
- **1 Nautical Mile = 6,076 Feet**

### Notes
- Chart grid lines are aligned with true north.

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**Join page 8**
Connecticut

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. See Note on page 5.

SCALE: 1:60,000

<Diagram of Connecticut map with various geographical features and legend>

Joins page 5

Joins page 10
Regulations for Ocean Dumping Sites are contained in 40 CFR Parts 223-232. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot Appendix for photographs of EPA offices. Dumping subsequent to the survey calls may have reduced the depths shown.

NOTE C
Numerous markers were non-dangerous in surface navigation area in the area bounded by the following coordinates:
41°02'30"N, 73°32'30"W, 41º02'30"N, 73°26'30"W
41°02'30"N, 73°26'30"W, 41°02'30"N, 73°23'30"W
41°05'30"N, 73°23'30"W

Many of these vessels are not charted.

Sept 2012
This chart has been corrected from the Notices to Mariners (NTM) published weekly by the National Geospatial-Intelligence Agency and the usual Notices to Mariners (NTM) issued periodically by each U.S. Coast Guard district or 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 www.navalstas.navy.mil.

Use ENC charts for the most up-to-date information. References to other charts may no longer be applicable.


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:90,000

See Note on page 5.
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been utilized for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE
A 1990-2012 NOS Surveys full bottom coverage
B1 1990-1999 NOS Surveys partial bottom coverage
B2 1942-1963 NOS Surveys partial bottom coverage
B4 1900-1939 NOS Surveys partial bottom coverage

Long Island Sound, Western Part
SOUNDINGS IN FEET - SCALE 1:60,000
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
- 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
- National Data Buoy Center — http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.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

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.