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

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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=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.

Smittown 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 Shippaan Point. Between them and the point is an area of foul ground and rocks bare and awash that extends 0.4 mile southward of Shippaan 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
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

- **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)

- **STARBOARD SIDE**
  - EVEN NUMBERED AIDS
    - RED LIGHT ONLY
    - FLASHING (2)
    - 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.

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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). Geographical positions referred to the North American Datum of 1983 must be corrected an average of 0.425" northward and 1.178" eastward to agree with this chart.

NOTE A
Navigation regulations are published in Chapter 2, U.S. In Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning 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 Ford, MA or New York, NY. Refer to charted regulation section numbers.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on fishing aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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 152).

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

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

NOTE 2
NO-DISCHARGE ZONE. 40 CFR 144.
Connecticut

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:40,000 [1 Nautical Mile] = 1000 Yards

See Note on page 5.
The proposed revision will not rely solely on any single set of navigational aids, particularly on the remaining aids in the area. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**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. Telephone communication is impossible (38 CFR 123).

**CAUTION**

Mariners are warned to stay clear of the protective pipes surrounding nautical light structures shown thus:

**CAUTION**

Impaired channels shown by broken lines are subject to shoaling, particularly at the ebb.

**Note A**

No-Discharge Zone. 40 CFR 146.4

Under the Clean Water Act, Section 312, all vessels entering a No-Discharge Zone (NDZ) are prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed sewage discharge system (SDS) that are navigating, moored, shore, or docked within a NDZ must have the SDS fitted to prevent the overboard discharge of sewage into the waters. Regulations governing NDZs may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot for additional information on NDZs. Regulations may be obtained from the EPA via their website: http://www.epa.gov/occe/oregulatory/vehicleswage.

**Regulations for Ocean Disposal Sites**

Regulations for Ocean Disposal Sites are contained in 40 CFR Parts 220, 230. Additional information concerning the regulations and requirements for use of the area may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot for additional information on the area.

**Note B**

Numerous sunken wrecks, endangered to surface navigation, exist in the area bounded by the following coordinates:

40°56'0"N, 73°27'30"W to 40°55'10"N, 73°24'06"W; 40°55'10"N, 73°24'06"W; 40°53'52"N, 73°27'30"W; 40°53'52"N, 73°27'30"W. Many of these wrecks are not charted.

**Note C**

Regulations for Ocean Disposal Sites are contained in 40 CFR Parts 220, 230. Additional information concerning the regulations and requirements for use of the area may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot for additional information on the area.
Note: Chart grid lines are aligned with true north.
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.

**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](http://www.nauticalcharts.noaa.gov)
- Chart updates (LNMs and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — [http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm](http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm)
- Tides and Currents — [http://tidesandcurrents.noaa.gov](http://tidesandcurrents.noaa.gov)
- Contact Us — [http://www.nauticalcharts.noaa.gov/staff/contact.htm](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.

NOAA’s Office of Coast Survey | The Nation’s Chartmaker