North Shore of Long Island Sound – Sherwood Point to Stamford Harbor
NOAA Chart 12368

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
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.


(Selected Excerpts from Coast Pilot)

Saugatuck River, 6 miles westward of Penfield Reef Light and northward of Cockenoe Island, has its entrance between Cedar Point on the east and Bluff Point on the west. The river is shallow and full of ledges and boulders. Fresnets do not appreciably affect the height of the water in the navigable part of the river. During the winter, ice usually covers the entire river to its mouth.

Anchorage exposed to southeasterly winds can be had in the entrance to Saugatuck River in 12 to 22 feet, about 0.4 mile southward of Cedar Point.

The channel in Saugatuck River is narrow and crooked; vessels should proceed with caution, preferably on a rising tide. In 2001, a reported depth of about 4 feet could be carried in the river from the entrance to about 0.7 mile above the Connecticut Turnpike Bridge at Saugatuck. The 4-foot channel to Westport had a controlling depth of 1 foot, with shoaling to bare in the east branch. The channel is buoyed to Stony Point, about 1.9 miles above the entrance. A 5 mph speed limit is enforced on the river.

Compo Yacht Basin is in the bight about 0.3 mile northwestward of Cedar Point. In 1995, the privately dredged channel that leads to the basin had a reported depth of 8 feet with 7 feet reported in the basin. The channel is marked by private buoys and a private lighted entrance range. A yacht club with landing and mooring facilities is in the basin. Gasoline, berths, electricity, and water are available at the landing. A yacht club in a privately dredged basin on the west side of Bluff Point has berths with electricity, gasoline, and ice. In 1982, depths of 7 feet were reported in the approach with 10 feet alongside the berths.

Duck Creek, on the west side of the river about 0.6 mile above Bluff Point, is the site of a private yacht club. The reported controlling depth in the creek was about 7 feet in 1981. The entrance and basin are privately marked.

Bermuda Lagoon, southward of Duck Creek, is a large privately owned and maintained basin for the use of the residents in the immediate area.

Saugatuck, a village in the town of Westport, is 2.5 miles above the entrance. Commercial traffic consists mostly of barges that call at a sand and gravel company at Saugatuck; depths at the wharf are about 5 feet. At Saugatuck the river is crossed by a railroad bridge having a bascule span with a clearance of 13 feet. Overhead power cables at the bridge have a clearance of 192 feet. The Connecticut Turnpike Bridge, 0.1 mile above, has a fixed span with a clearance of 59 feet. About 0.1 mile farther up is a highway swing bridge with a clearance of 7 feet. (See 117.1 through 117.59 and 117.221, chapter 2, for drawbridge regulations.)

Westport is a town at the head of navigation on the Saugatuck River, about 1.4 miles above Saugatuck. There are several small-craft facilities on the river in the vicinity of the bridges. Gasoline, water, marine supplies, and a 3-ton lift are available; hull and engine repairs can be made. Depths of 6 feet are reported alongside the facilities.

Norwalk Islands, privately owned with the exception of Shea and Grassy Islands, which are owned by the city of Norwalk, and Cockenoe Island, which is owned by the town of Westport, are 1 to nearly 2 miles off the north shore of Long Island Sound and extend from Georges Rock to Greens Ledge Light, a distance of 6 miles. Cockenoe Harbor and Sheffield Island Harbor, the two approaches to Norwalk River, are good anchorages for drafts of 9 to 12 feet and are easily made. The bottom is very irregular around the islands and rocks in the group; vessels should proceed with caution when crossing shoal areas and avoid all broken ground. In the vicinity are some oyster stakes and spars, which occasionally are towed under or broken off; caution is recommended, especially at night, for small craft.

Cockenoe Island, at the eastern end of Norwalk Islands, is marked on its south side by two knolls; the remainder of the island is low and level. A bar, dry in places at low water but with general depths of 1 to 2 feet, connects the island with the mainland at Seymour Point.

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

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

UTAH SHORE OF LONG ISLAND
SHERWOOD POINT TO STAMFORD HARBOR

Mercator Projection
Scale 1:20,000 at Lat 41°04'
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

TAILORED INFORMATION

HORIzONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS84). Geographic positions referred to the North American Datum of 1983 must be corrected an average of 0.34mp northward and 1.57 eastward to agree with this chart.

RADAR REFLECTORS

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:20,000 Nautical Miles See Note on page 5.
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/

**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!

**QuickReferences**

- 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.ncdc.noaa.gov/ids/inquiry.aspx?frompage=ContactUs
- Chart updates (LNMs 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

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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.