BookletChart™

North Shore of Long Island Sound – Duck Island to Madison Reef
NOAA Chart 12374

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.


(Selected Excerpts from Coast Pilot)

Westbrook Harbor is the western part of the open bight between Cornfield Point and Menunketesuck Island. It has many unmarked submerged rocks and is seldom used as an anchorage; the anchorage in Duck Island Roads is better. The bight is characterized by boulders. Westbrook, a town on the north side of Westbrook Harbor, is marked on its east side by an elevated tank. A harbormaster is at Westbrook and can be contacted through the town hall.

Menunketesuck Island is the outermost of several low narrow islands connected to the mainland at low water on the west side of Westbrook Harbor. It has boulders at the south end. A boulder reef extends nearly 0.5 mile south-southeastward from the point to the 18-foot curve. Tide rips frequently occur on this reef. A private seasonal buoy is about 0.3 mile southeastward of Menunketesuck Island.

Between Menunketesuck Island and Hammonasset Point, about 4 miles westward, broken ground extends about 1.5 miles offshore. A boulder reef extends 0.5 mile southward from Duck Island to the 18-foot curve and is marked by a buoy. A rock with 1 foot over it is on this reef about 300 yards south of Duck Island. Tide rips have been reported to extend from the vicinity of these rocks to the buoy. During strong flood currents and a southwest wind, tide rips extend from the shoal water southwest of Duck Island to the vicinity of Southwest Reef over 1 mile southwestward. Caution is advised when navigating small boats in this vicinity during these conditions.

Duck Island Roads, between Menunketesuck Island and Kelsey Point, is a harbor of refuge protected by breakwaters 1,100 feet northward and nearly 0.5 mile westward from Duck Island, with the added protection of Kelsey Point Breakwater on Stone Island Reef. Both breakwaters extending from Duck Island are marked by lights. The dredged anchorage enclosed by the breakwaters extending northward and westward from Duck Island is subject to shoaling. General depths of 3 to 8 feet are in the protected area, and 4 to 16 feet in the western end. In addition to the area inside the breakwaters, a small area northward and northeastward of Duck Island North Breakwater Light can be used as an anchorage in southwesterly weather.

The western entrance of Duck Island Roads is easy of access and should be used by vessels with greater draft than 8 feet.

Routes.—Pass southward of Duck Island and keep the light on the end of Kelsey Point Breakwater bearing northward of 264° until Duck Island West Breakwater Light 2Di bears 010°, then steer northward. Approaching from westward, the main dangers are the two 16-foot spots south-southwestward of Kelsey Point Breakwater Light, the southerly of which is marked by a buoy.

The eastern entrance of Duck Island Roads is obstructed by a sand shoal with a least depth of 8 feet about 0.3 mile eastward of Duck Island, and by boulder reefs which extend about 0.2 mile off the western side of Menunketesuck Island. This entrance is easy of access for vessels drawing up to 8 feet.

Anchorages, bottom generally sticky, can be had between the Duck Island West Breakwater Light 2Di and the 17-foot rocky patches southeastward of Kelsey Point. This anchorage is exposed to winds southward of east and west.

Patchogue River, used chiefly by fishing and recreational craft, empties into Duck Island Roads just west of Menunketesuck Island. A channel leads from deep water in Duck Island Roads to the first fixed highway bridge, about 0.6 mile above the mouth. The approach channel is marked by buoys, and the river channel is marked by private aids. A light is on the outer end of the breakwater on the west side of the river mouth. In 2010, the controlling depth was 4.1 feet (5.4 feet at midchannel) to the head of the project about 40 yards below the first fixed highway bridge, except for shoaling to bare well into midchannel from the eastern side of the channel near Buoy 6. The anchorage basin had a controlling depth of 5.6 feet.

Small-craft facilities.—Several small-craft facilities are on the river. (See the small-craft facilities tabulation on chart 12372 for services and supplies available.)
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

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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.
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-6332 (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 protected riprap surrounding navigational light structures shown thus.  

SOUNDINGS IN FEET

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.

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, and U.S. Coast Guard.

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

SOURCE
A 1990-2014 NGS Surveys full bottom coverage
B0 1940-1969 NGS Surveys partial bottom coverage
B1 1900-1940 NGS Surveys partial bottom coverage
B2 Pre-1900 NGS Surveys partial bottom coverage

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. See Note on page 5.
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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
- 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

[twitter](http://www.nws.noaa.gov/nwr/) — For the latest news from Coast Survey, follow @NOAAcharts

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.