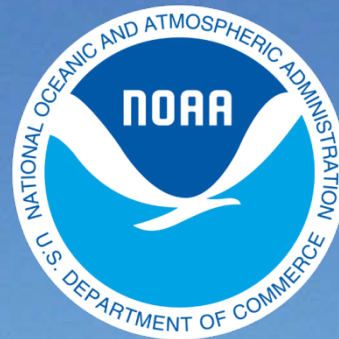


BookletChart™

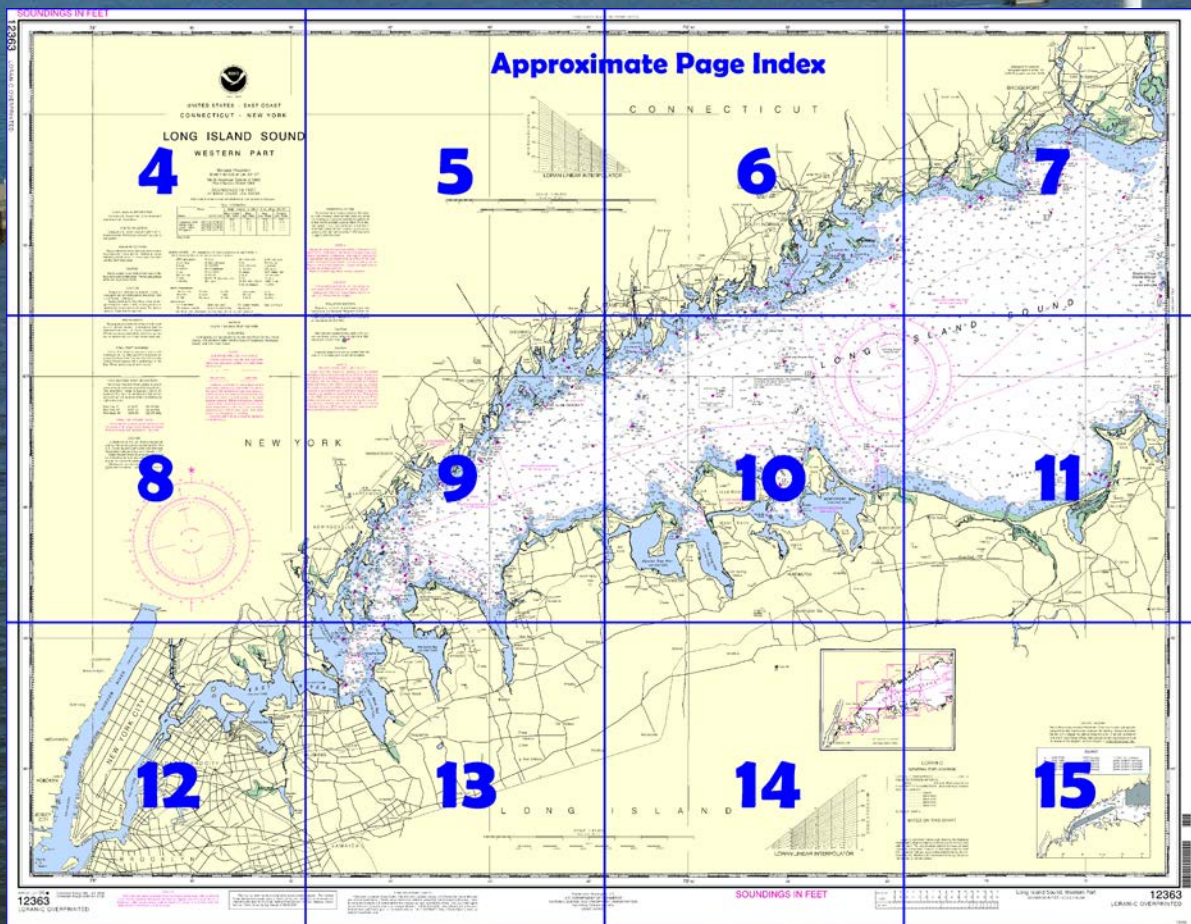
Long Island Sound – Western Part NOAA Chart 12363



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.

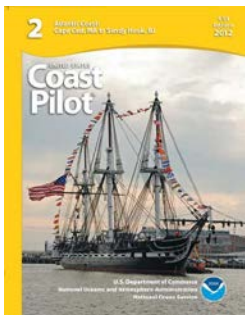
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=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	

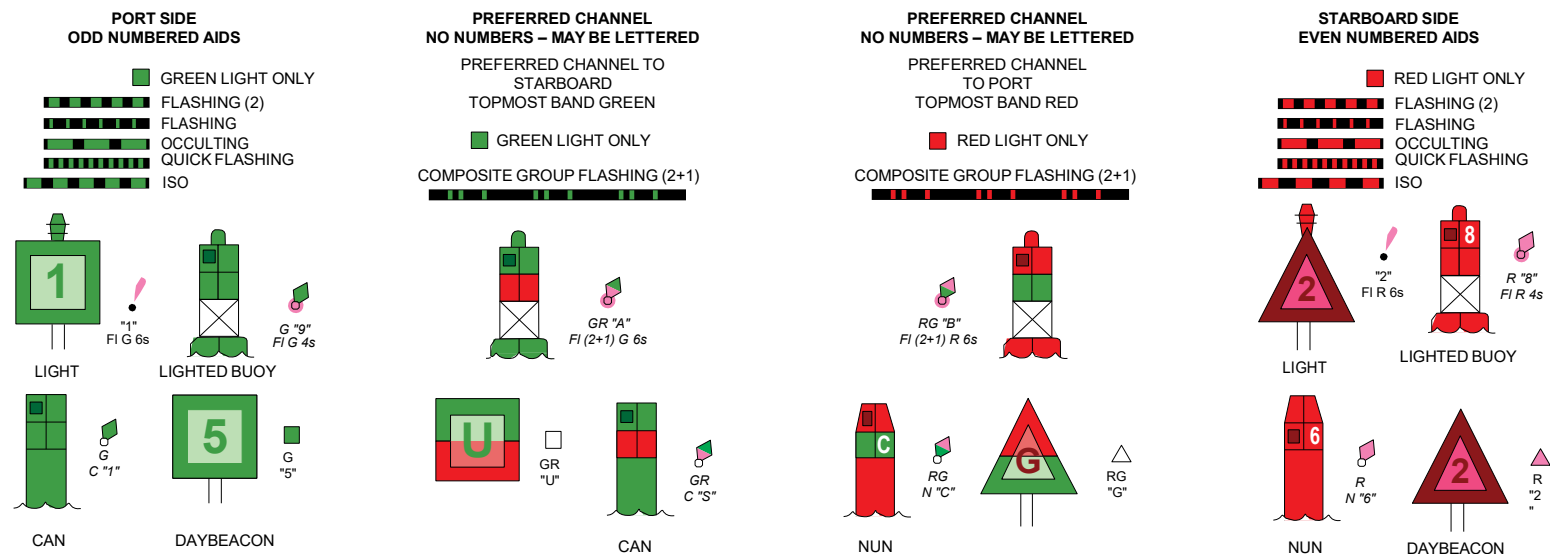
Navigation Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

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>

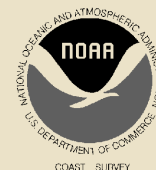
SOUNDINGS IN FEET

12363

74°

55'

50'



UNITED STATES - EAST COAST
CONNECTICUT - NEW YORK

LONG ISLAND SOUND WESTERN PART

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

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

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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.

CAUTION
Aids to navigation are omitted from many of the bays and coves on this chart. For navigating these areas use larger scale charts.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

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.

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.

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
	Lawrence Point	(40°47'N/73°55'W)	7.0	6.7	0.2
	Willels Point	(40°48'N/73°47'W)	7.8	7.4	0.3
	Lloyd Harbor	(40°55'N/73°26'W)	7.6	7.2	0.2
	Bridgeport	(41°10'N/73°11'W)	7.3	7.0	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Feb 2015)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Cc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

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.

CAUTION

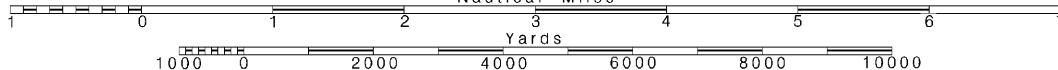
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Joins page 8

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

4

45'

40'

35'

SCALE 1:80,000
Nautical Miles

 Yards
1000 0 2000 4000 6000 8000

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 0.422" northward and 1.178" 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 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 Boston, 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 floating 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 153).

CAUTION

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

CAUTION

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

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

MARINER ACTIVATED SOUND SIGNALS

Sound signals labeled with (MRASS) require user activation. See USCG Light List.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-228. 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's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

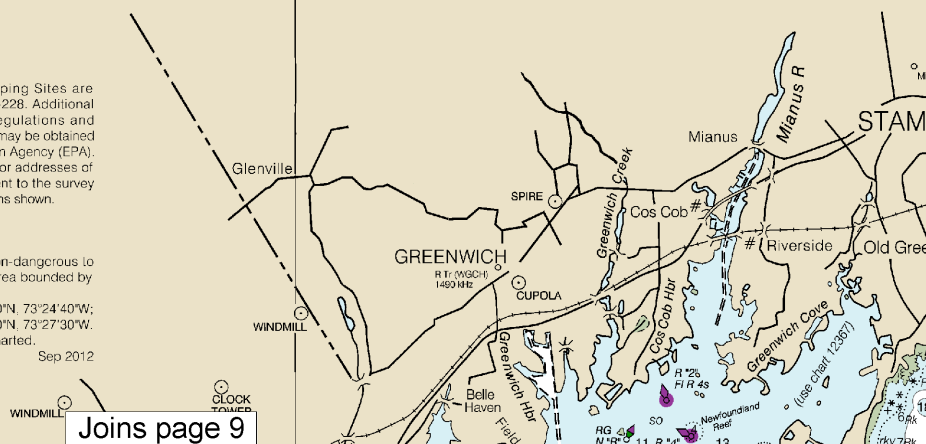
NOTE C

Numerous sunken wrecks, non-dangerous to surface navigation, exist in the area bounded by the following coordinates:
40°59'10"N, 73°27'30"W; 40°59'10"N, 73°24'40"W;
41°00'40"N, 73°23'20"W; 40°59'50"N, 73°27'30"W.
Many of these wrecks are not charted.

Sep 2012

NOTE B
RECOMMENDED VESSEL ROUTE

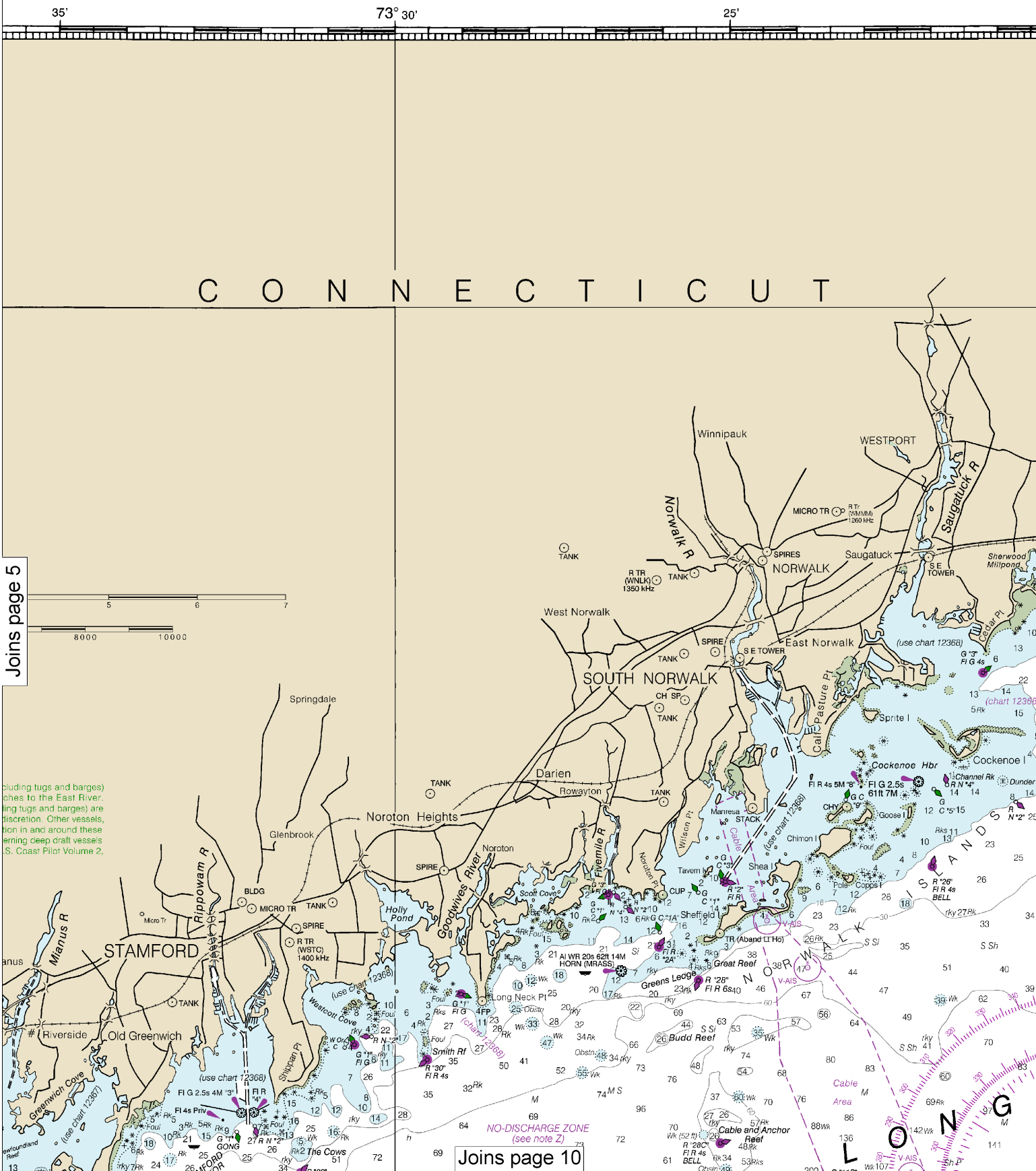
Recommended vessel routes for deep draft vessels (including tugs and barges) transiting Western Long Island Sound and the approaches to the East River. While not mandatory, deep draft commercial vessels (including tugs and barges) are requested to follow the designated routes at the master's discretion. Other vessels, while not excluded from these routes, should exercise caution in and around these areas and monitor VHF channel 16 or 13 for information concerning deep draft vessels (including tugs and barges) transiting these routes. See U.S. Coast Pilot Volume 2, Chapter 9.



Joins page 6

Joins page 9

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.



Joins page 5

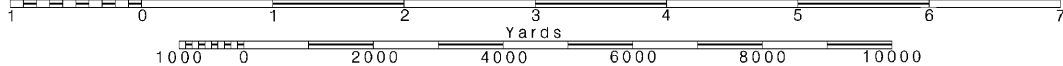
including tugs and barges
to the East River.
tugs and barges) are
discretion. Other vessels,
tion in and around these
erning deep draft vessels
S. Coast Pilot Volume 2,

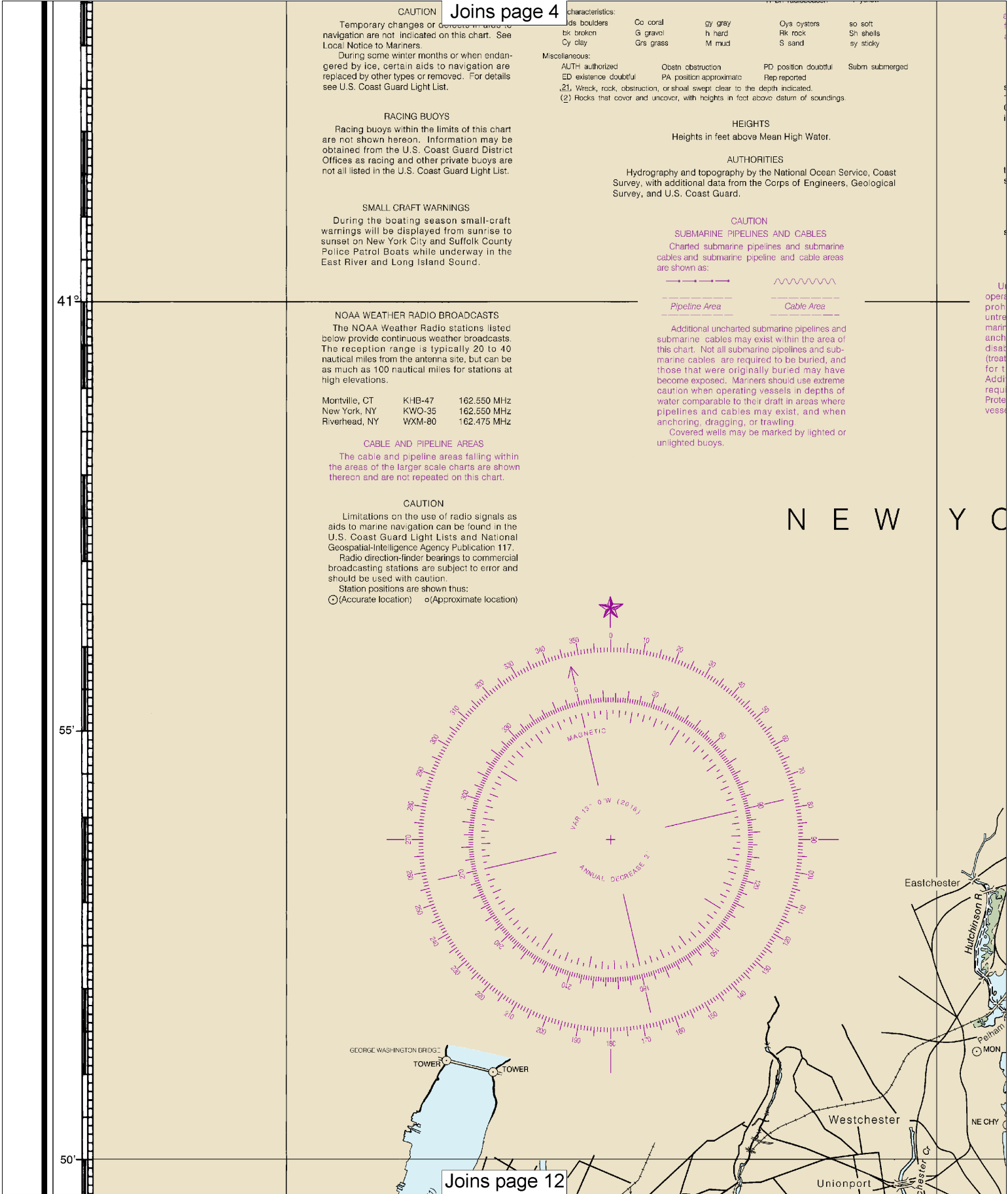
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.






The prudent mariner will not rely solely on any single aid to navigation, particularly on floating 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 153).

CAUTION

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

CAUTION

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

NOTE Z

NO-DISCHARGE ZONE 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed fine sanitation device (MSD) that are navigating, moored, shored, or docked within a NDZ must have the MSD abled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations in the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: <https://www.epa.gov/sels-marinas-and-ports>

Joins page 5

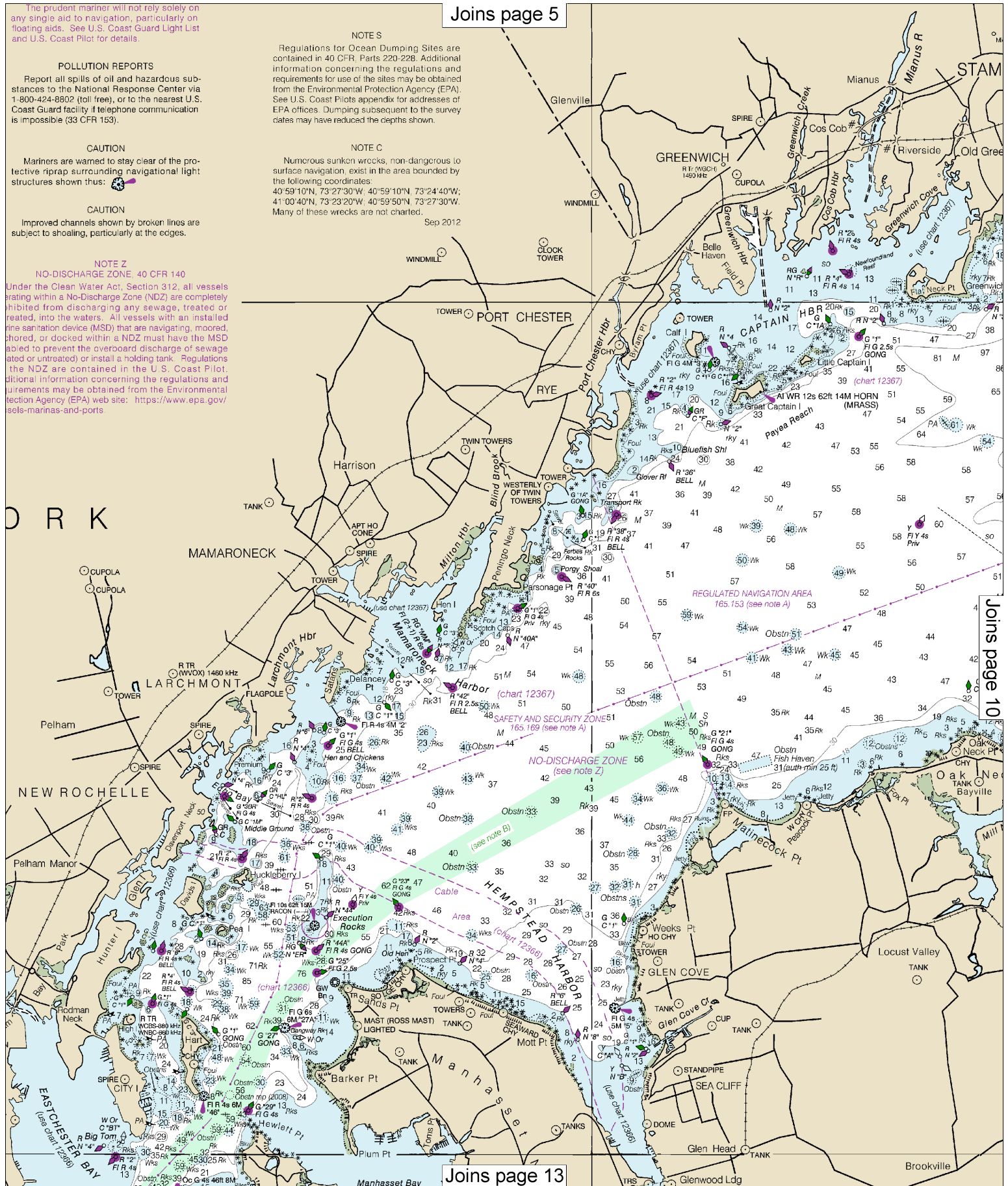
NOTES

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-228. 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's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE C

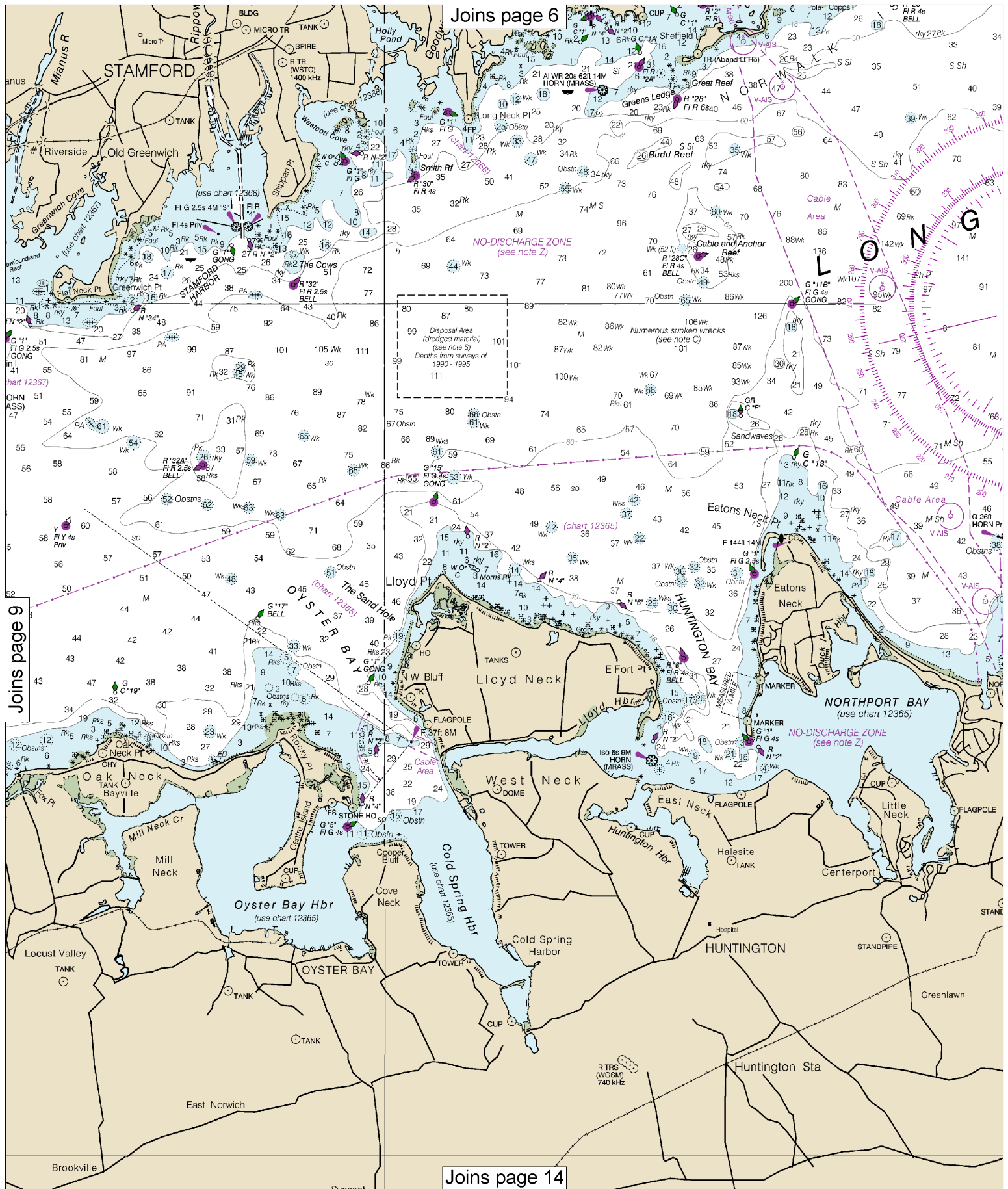
Numerous sunken wrecks, non-dangerous to surface navigation, exist in the area bounded by the following coordinates:
40°59'10"N, 73°27'30"W, 40°59'10"N, 73°24'40"W;
41°00'40"N, 73°23'20"W, 40°59'50"N, 73°27'30"W.
Many of these wrecks are not charted.

Sep 2012



Joins page 13

Joins page 10



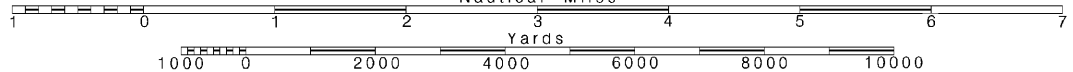
10

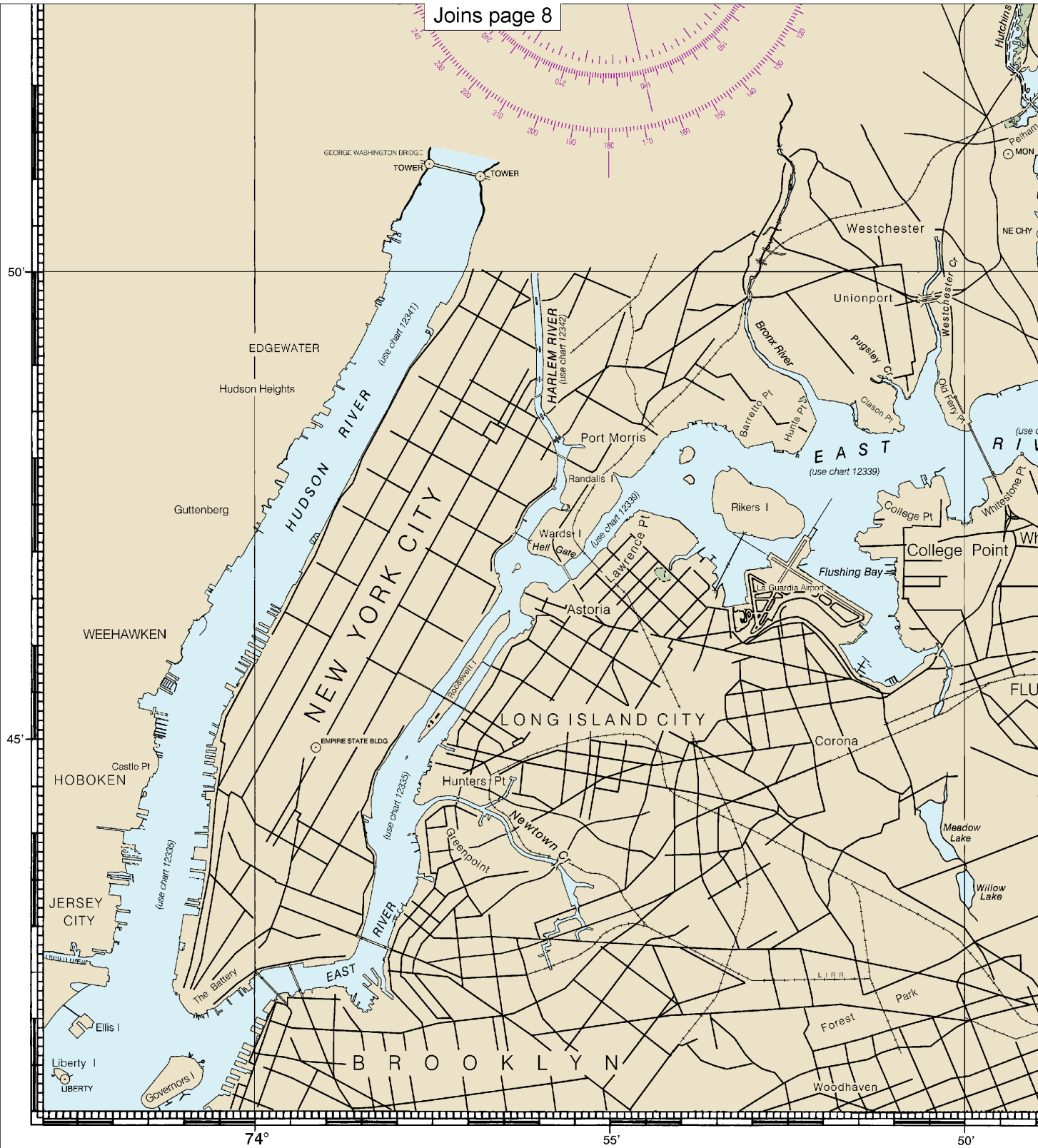
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





12363

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 see about this chart at <http://www.nauticalcharts.noaa.gov>

This is the Last Edition of this chart. It will be canceled on Apr 3, 2024
42nd Ed., Apr. 2015. Last Correction: 12/15/2023. Cleared through:
LNM: 1224 (3/19/2024), NM: 1324 (3/30/2024), CHS: 0224 (2/23/2024)

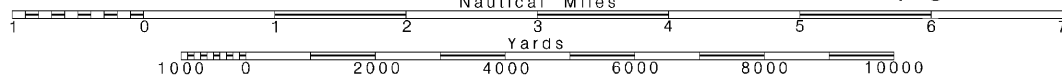
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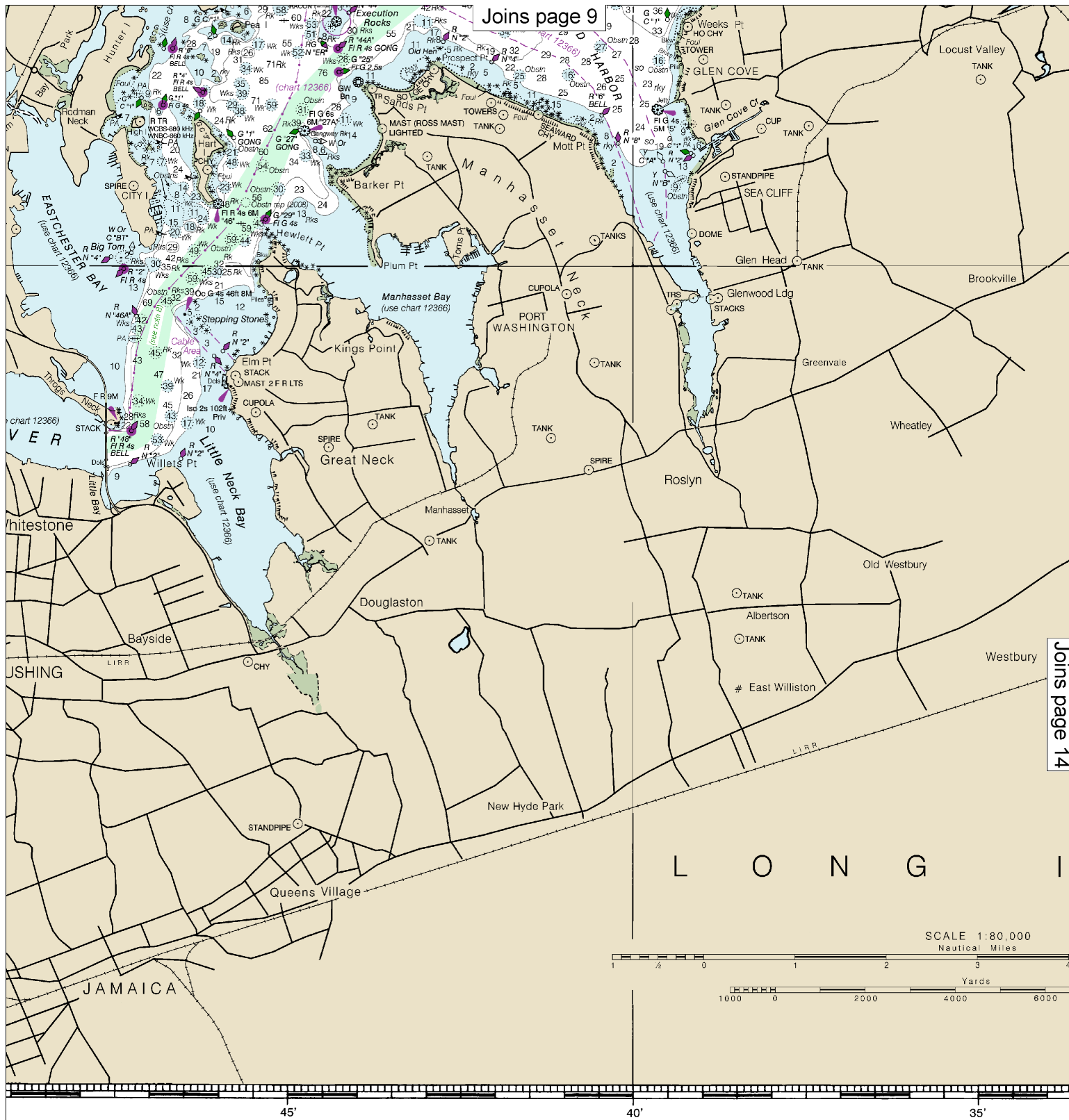
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

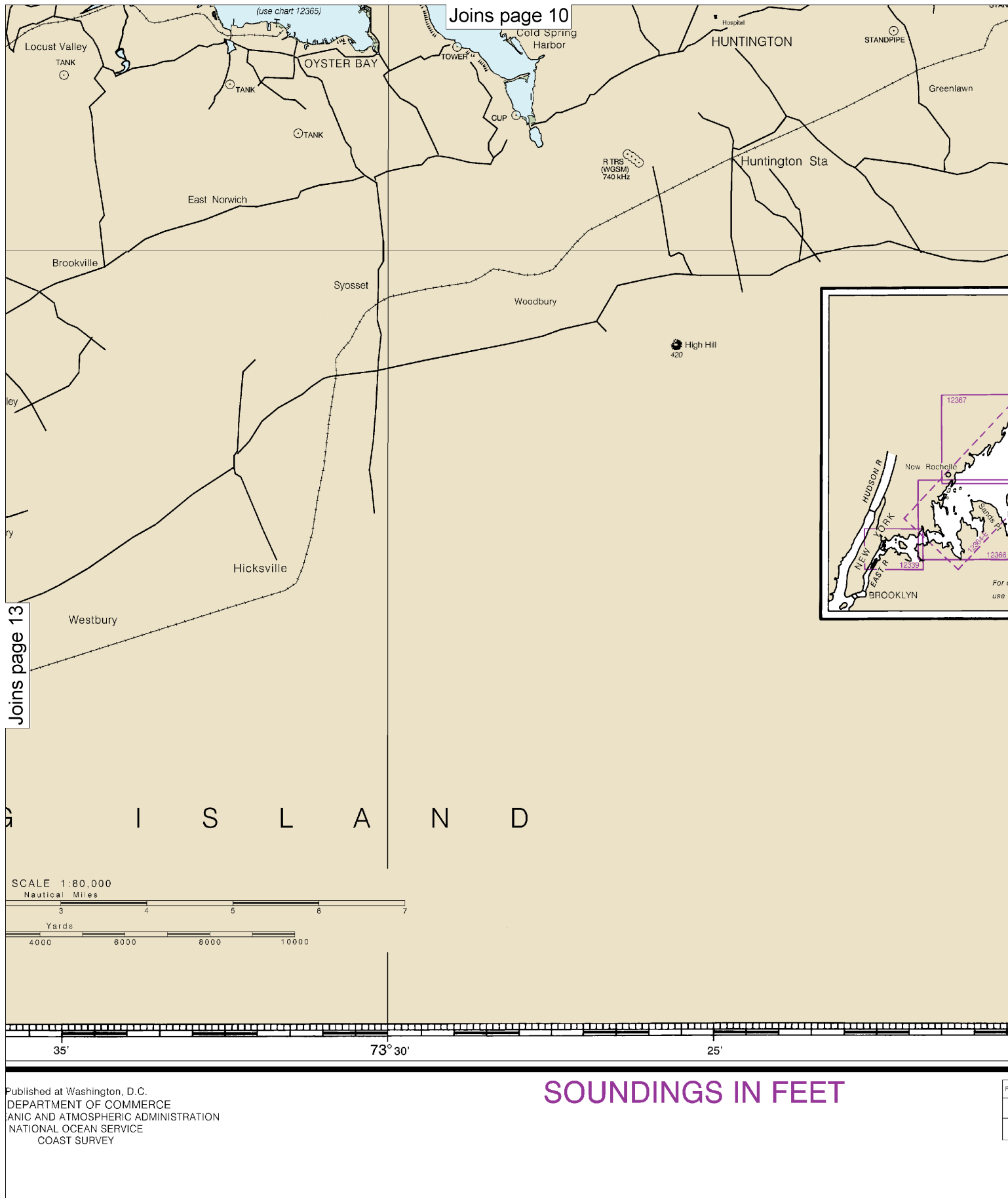
See Note on page 5.





submit inquiries, discrepancies or comments
[nauticalcharts.noaa.gov/staff/contact.htm](https://www.nauticalcharts.noaa.gov/staff/contact.htm)

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



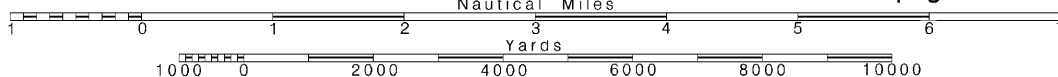
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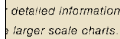
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



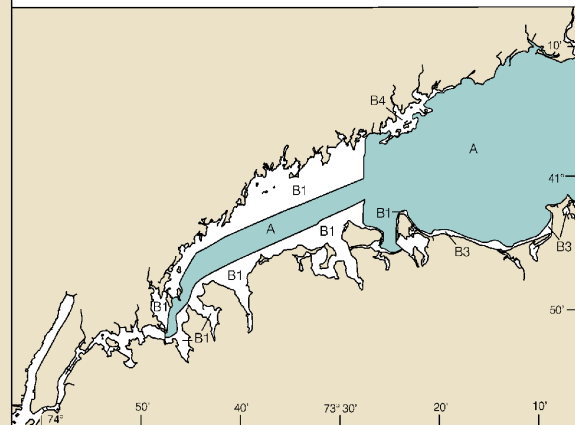


The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on 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
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

The map displays the New York Bight region, including the Hudson River, New York Harbor, and Long Island Sound. Survey coverage areas are indicated by different colors and labels: Area A (light blue) covers the central part of the bight; Area B1 (light green) covers the western part, including the Hudson River and New York Harbor; Area B3 (light orange) covers the southern part, including Long Island Sound; and Area B4 (light yellow) covers the northern part, including the Hudson River and New York Harbor. The map includes latitude and longitude coordinates and a scale bar.



740.7 X 999.8 mm

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

12363



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.

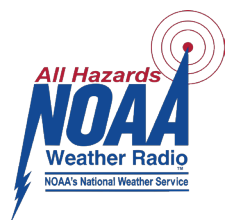
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

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!

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://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsddata.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 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



— 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.