

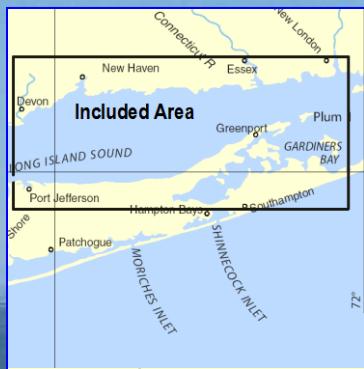
BookletChart™

Long Island Sound – Eastern Part
NOAA Chart 12354

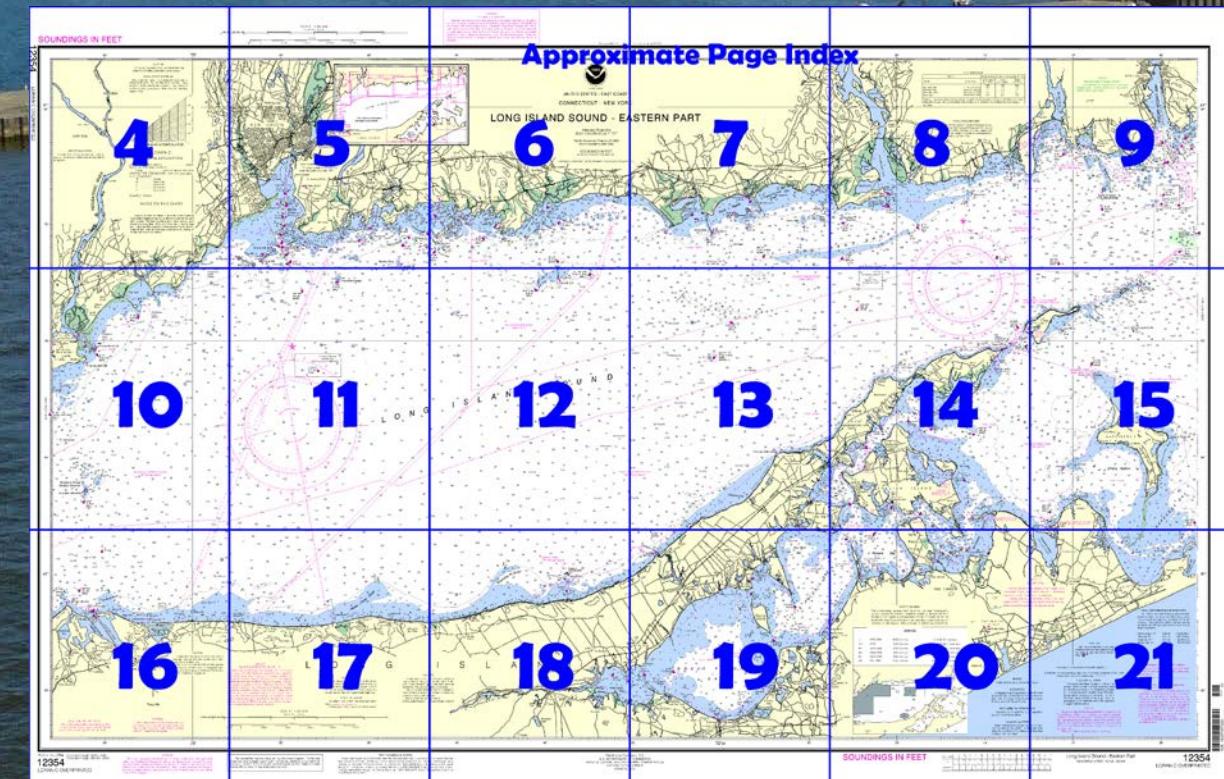


A reduced-scale NOAA nautical chart for small boaters

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.

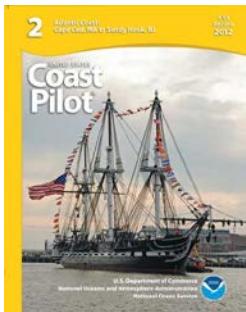
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=123_54



(Selected Excerpts from Coast Pilot)
Long Island Sound is a deep navigable waterway lying between the shores of Submarine operating areas are in the approaches to New London Harbor, Connecticut River, and off the northern shore of Long Island. As submarines may be operating submerged in these areas, vessels should proceed with caution.

In the eastern portion of Long Island Sound the current turns from $\frac{1}{2}$ to $1\frac{1}{2}$ hours earlier along the north shore than in the middle of the sound.

Proceeding westward from The Race in the middle of the sound, the velocity of current is 1.8 knots off Cornfield Point, about 1 knot off New Haven, 1 knot off Eatons Neck, 0.4 knot between Peningo Neck and Matinecock Point, and 0.5 knot eastward of Hart Island.

About 1.5 miles east-southeastward of Barlett Reef, the velocity of flood is 1.2 knots and ebb 1.6 knots. The flood current sets 285° and the ebb 062° .

Long Island Sound, Caution.—Submarine operating areas are in the approaches to New London Harbor, Connecticut River, and off the northern shore of Long Island. As submarines may be operating submerged in these areas, vessels should proceed with caution.

New London Harbor, Dangers.—On the west side of the approach to New London Harbor, foul ground extends about 1 mile from shore in the vicinity of **Goshen Point** (chart 13211). The southerly and southeasterly limits of this area are marked by buoys. The area has numerous rocky patches and boulders, some showing above water, and should be avoided by small craft. **Rapid Rock**, marked by a buoy on its southeast side, is about 1.6 miles southwestward of New London Ledge Light; it has a least depth of 10 feet. An unmarked ledge covered 35 feet is about 100 yards south by eastward of Rapid Rock and is the outermost shoal to the southward. **Sarah Ledge**, 0.7 mile northeastward of Rapid Rock and marked by a buoy, has a least depth of 14 feet and is the easternmost shoal on the west side of the main channel approach.

On the east side of the main channel foul ground extends about 1 mile offshore. **New London Ledge**, marked by New London Ledge Light, has a least depth of 7 feet. **Black Ledge**, just to the northeastward of New London Ledge, has a rocky islet, 2 feet high, on it. Depths are 5 to 18 feet on the ledge. Buoys mark the shoal area.

Broken ground fringes the shore southwestward of New London Harbor Light. A rock with 3 feet over it is located about 0.1 mile from shore in the bight just southward of the light and shoal soundings extend as far as 0.2 mile from shore where an 8-foot sounding is located.

Connecticut River, Dangers.—**Saybrook Outer Bar**, which obstructs the mouth of the Connecticut River, is shifting, with depths of 2 to 12 feet extending nearly 2 miles off the mouth; it is marked off its southeastern end by a lighted bell buoy.

In 1976, obstructions were reported in the channel at the railroad bascule bridge 3 miles above the mouth of the Connecticut River; a least depth of 13 feet is reported in the channel in an area 40 to 50 feet from the east abutment of the bridge. Mariners requiring greater depths are advised to avoid this area of the channel during passages.

Dangers.—**Townshend Ledge**, 2.7 miles southeastward of Southwest Ledge Light, has a least depth of 18 feet and is marked by a lighted bell buoy.

Stony Islet, 2.2 miles eastward of Southwest Ledge Light, is low, bare, and surrounded by ledges bare at low water to a distance of about 100 yards. A partly bare ledge is about 0.2 mile north-northwestward of Stony Islet. From this ledge and Stony Islet westward to the entrance of New Haven Harbor, an area of foul ground with many rocks bare at low water extends about 0.5 mile offshore. This area should be avoided.

Shoals with 16 to 18 feet over them extend over 0.5 mile southeastward from the breakwaters on both sides of the dredged entrance channel. A spoil area with reported depths of 15 feet is on the eastern side of the entrance channel. An 18-foot spot is on the east side of the main channel, at the first turn westward of Southwest Ledge Light.

The bights on the west shore of New Haven Harbor from Pond Point northward are shoal with bare rocks and foul ground in most of them. The shore is rocky at **Woodmont**, about 2 miles northeastward of Pond Point.

Black Rock, bare at low water and marked by a seasonal buoy, is 0.2 mile off the north end of Morris Cove. Opposite, on the west side, is a breakwater, partly covered, extending from **Sandy Point**, marked by a light.

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

RCC Boston

Commander

1st CG District

(617) 223-8555

Boston, MA

Table of Selected Chart Notes

Corrected through NM May 12/12
Corrected through LNM May 01/12

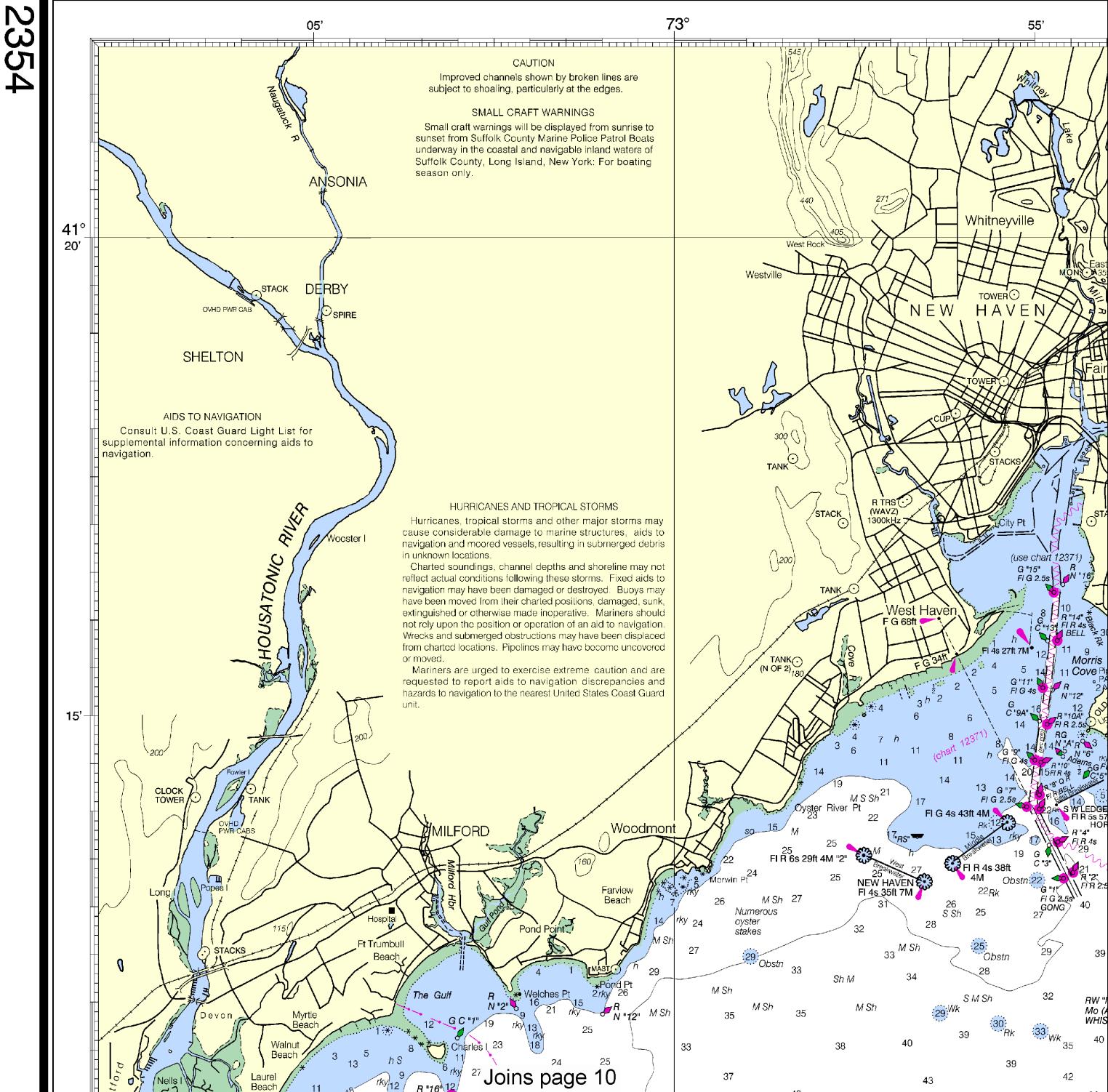
Mercator Projection
Scale 1:80,000 at Lat. 41° 07'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

1 1/2 0 1 2
1000 0 2000

SOUNDINGS IN FEET

12354



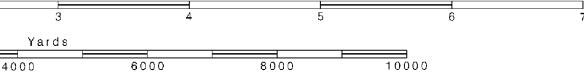
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:80,000
Nautical Miles
1 1/2 0 1 2 3 4 5 6 7
1000 0 2000 4000 6000 8000 10000

See Note on page 5.

SCALE 1:80,000
Nautical Miles



50'

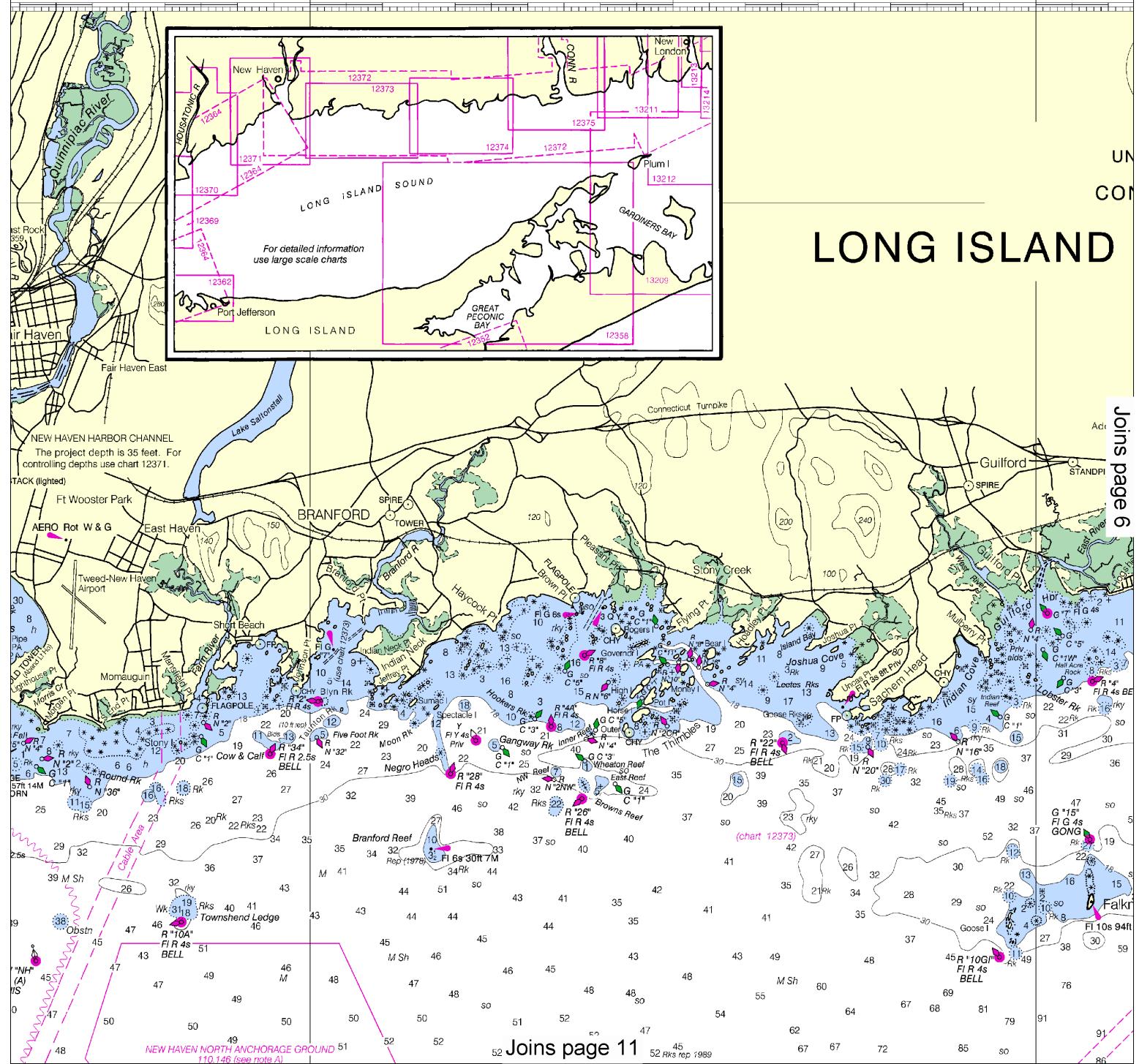
45'

40'

LONG ISLAND SOUND
LONG ISLAND

LONG ISLAND

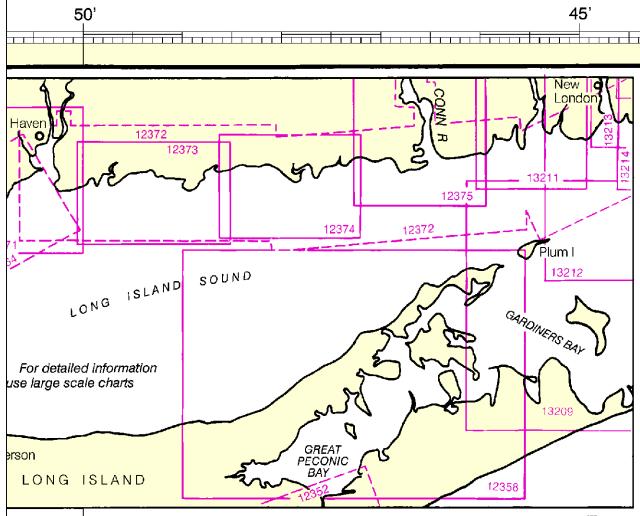
Joins page 6



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

5 6 7
10000

Formerly C&GS 1212, 1st Ed..



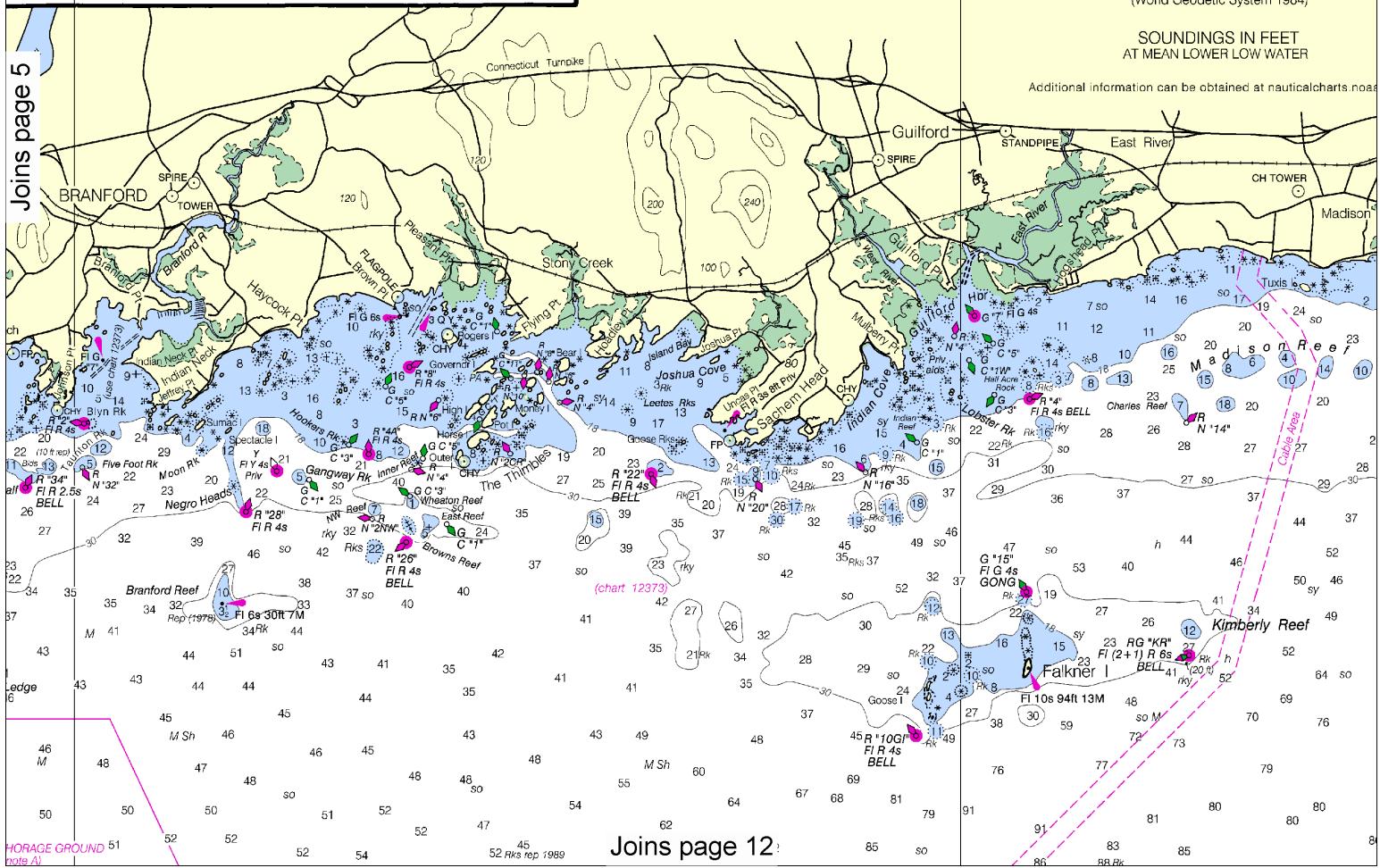
LONG ISLAND SOUND - E

Mercator Projection
Scale 1:80,000 at Lat. 41° 07'

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



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:80,000
Nautical Miles

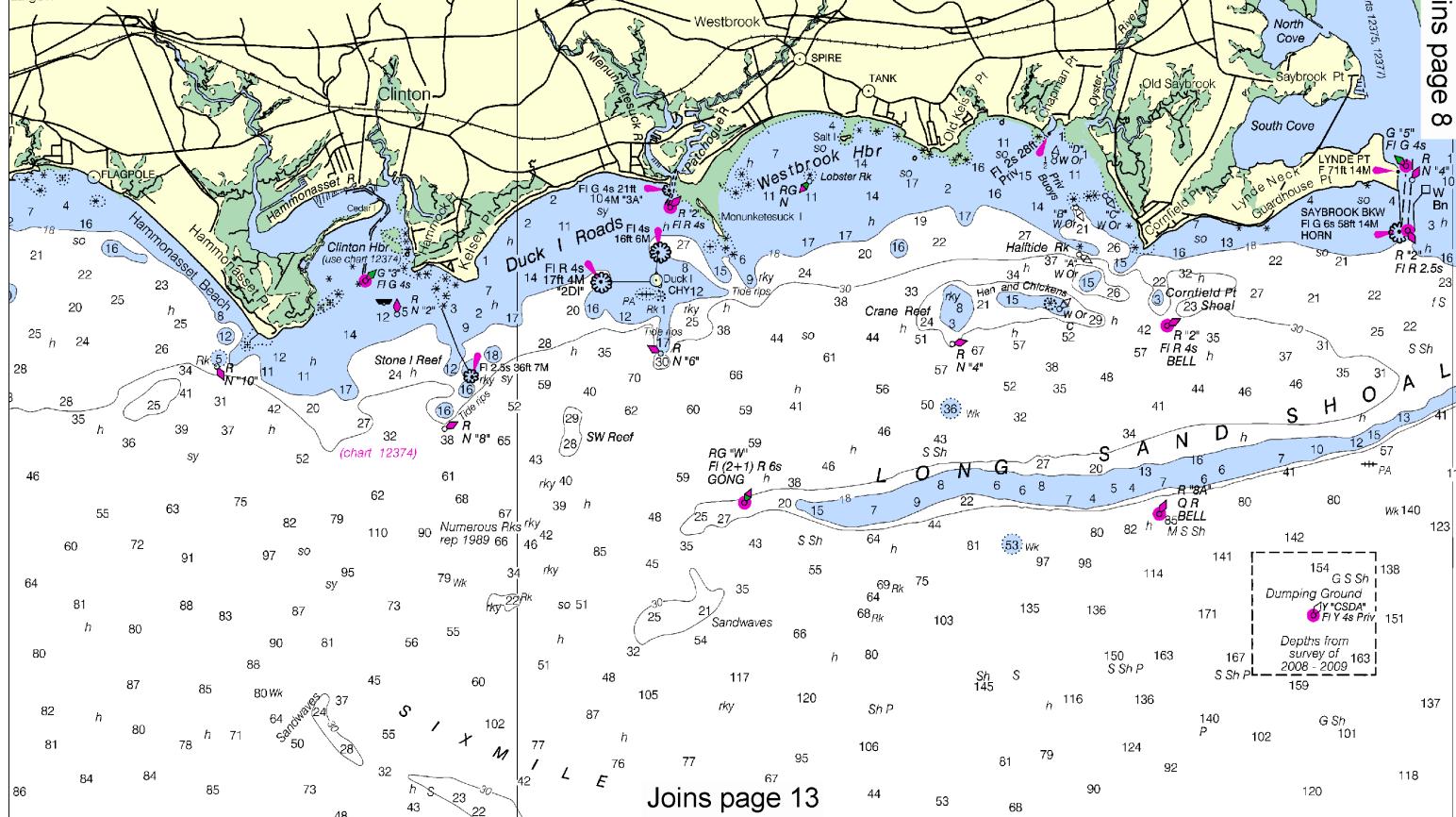
See Note on page 5.

1 0 1 2 3 4 5 6 7
1000 0 2000 4000 6000 8000 10000
Yards

T
RK

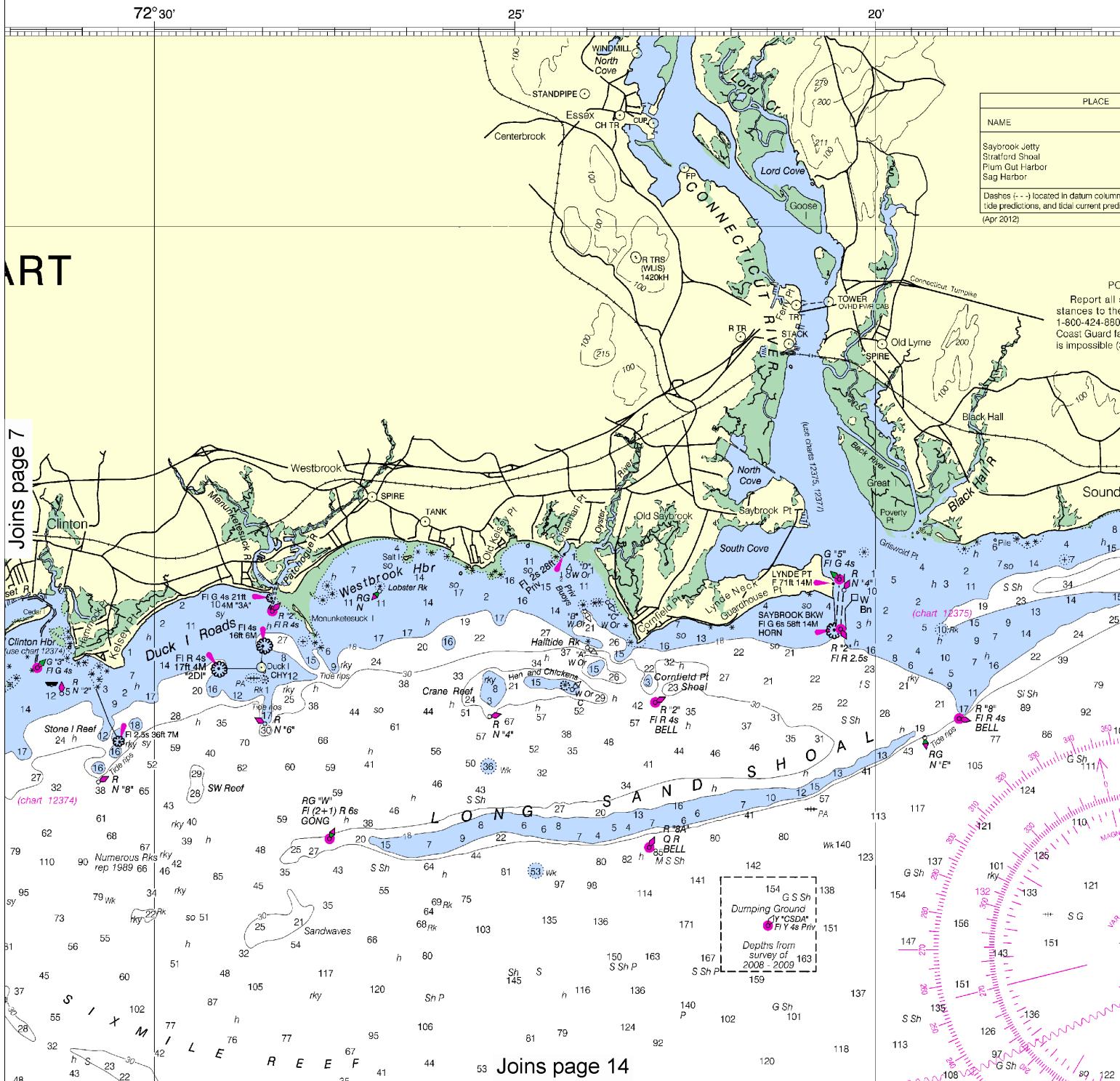
ASTERN PART

aa.gov.



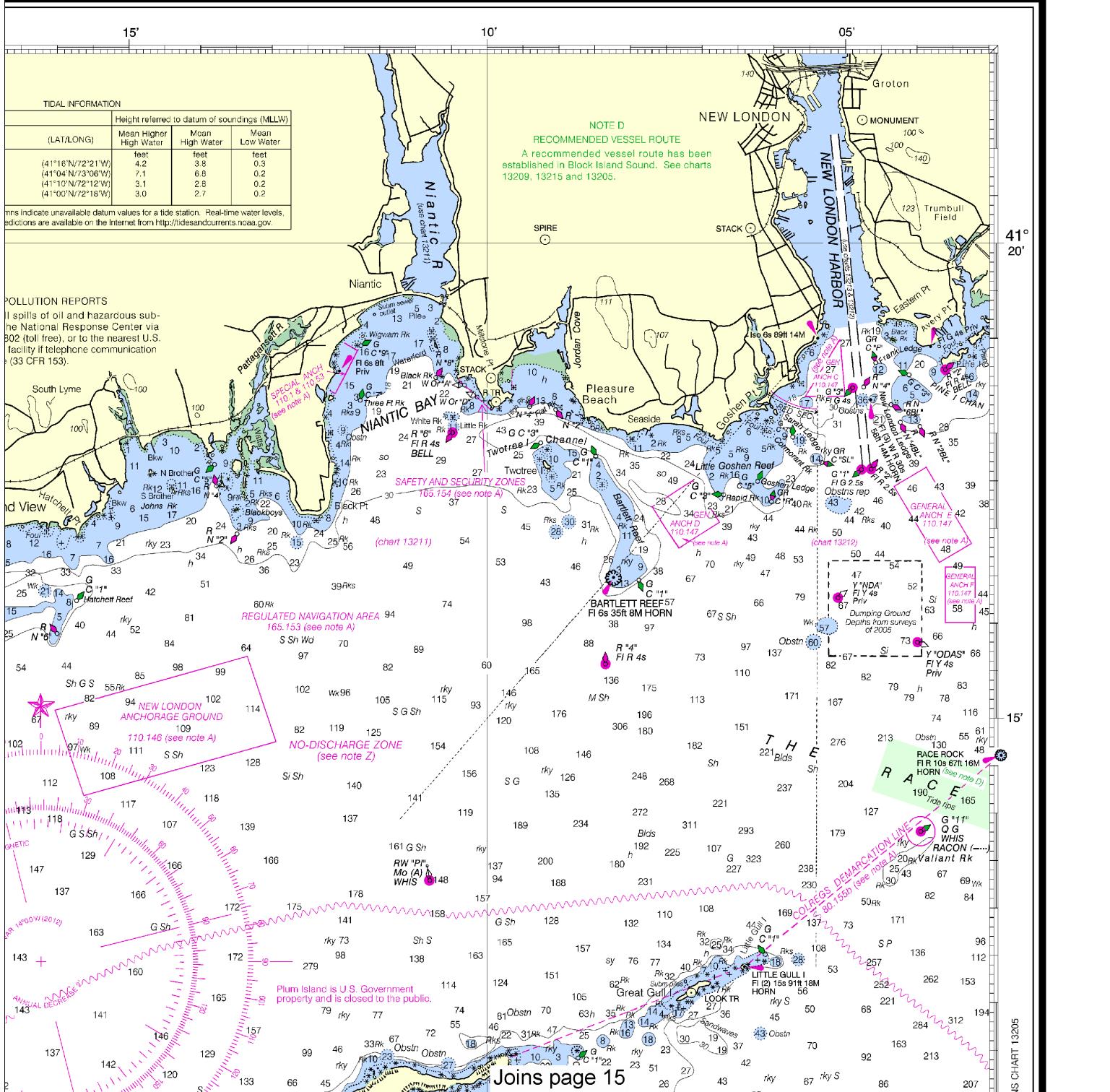
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
NGA Weekly Notice to Mariners: 0613 2/9/2013,
Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.

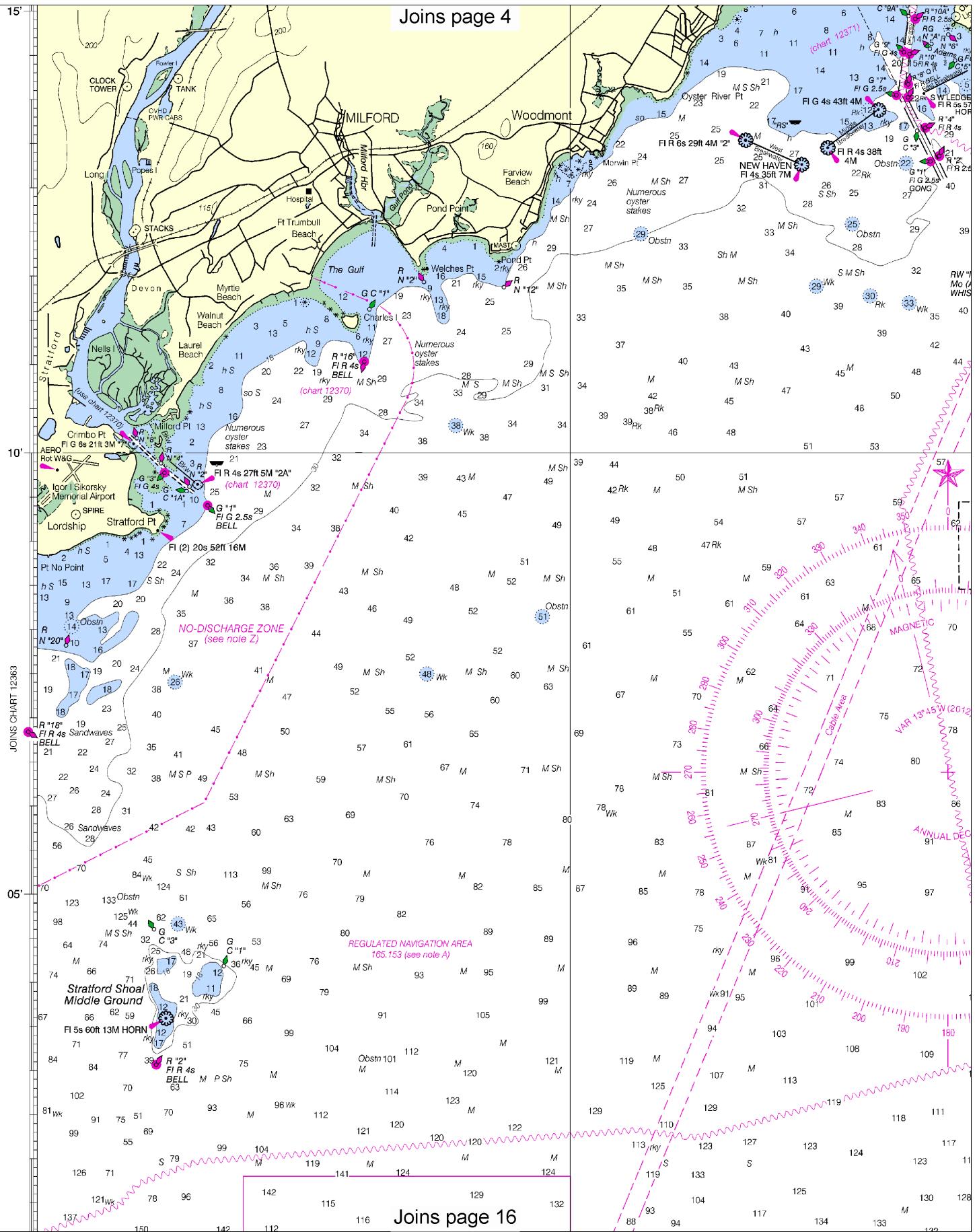
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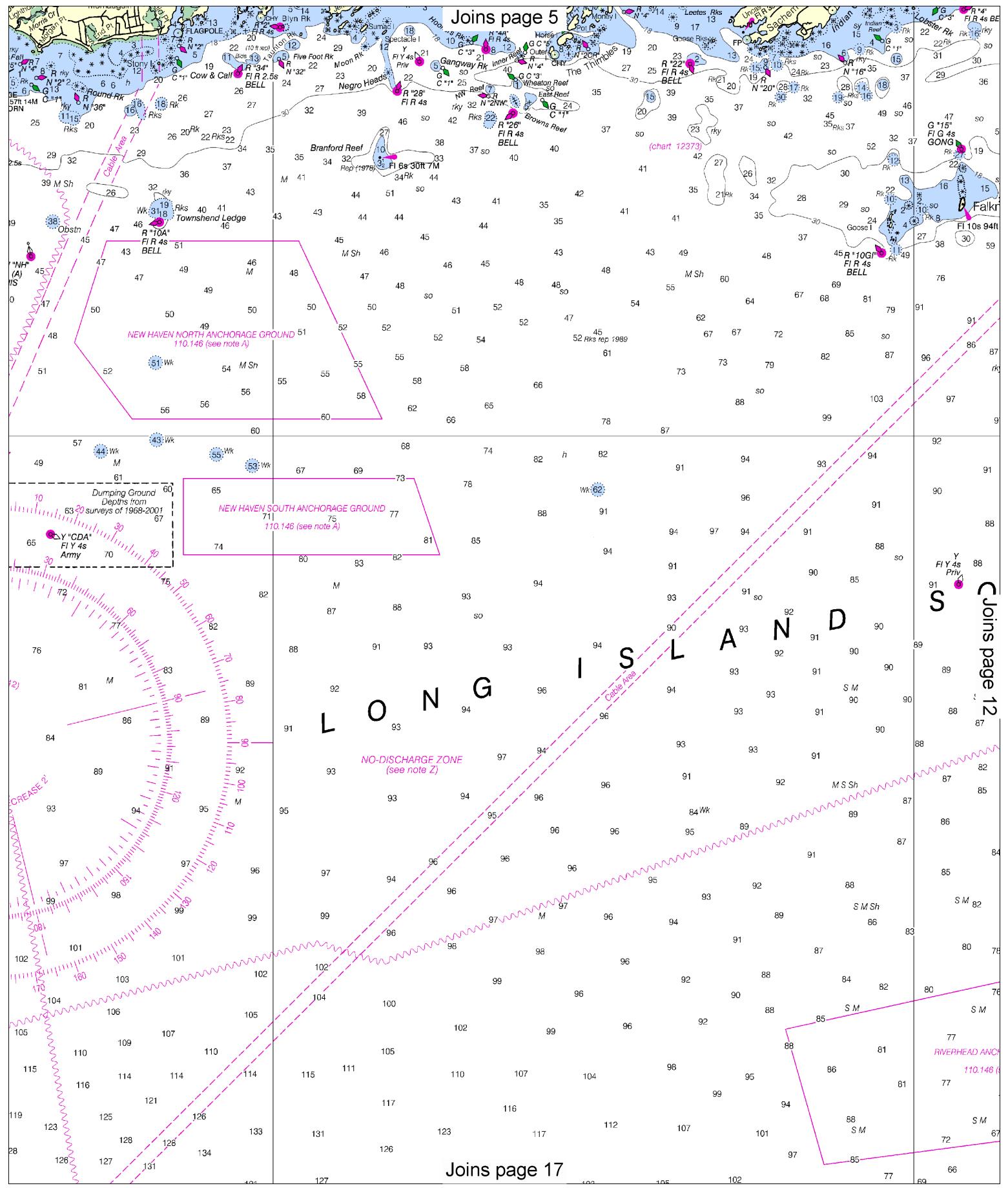


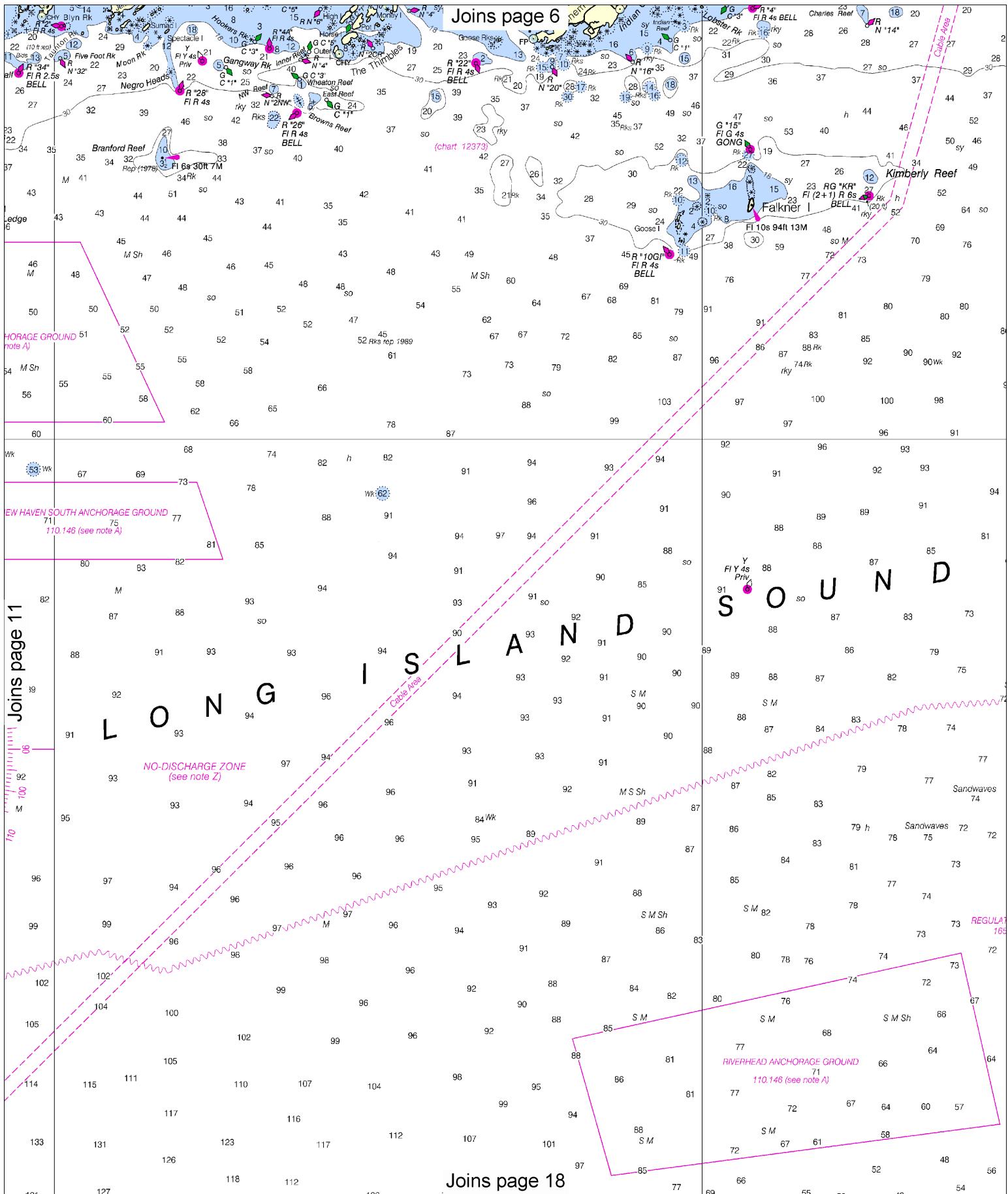
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Note: Chart grid
lines are aligned
with true north.





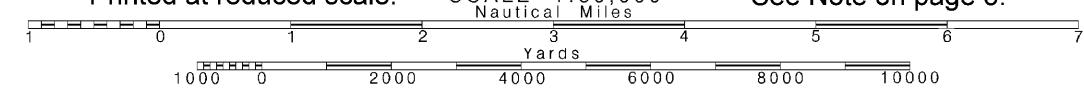




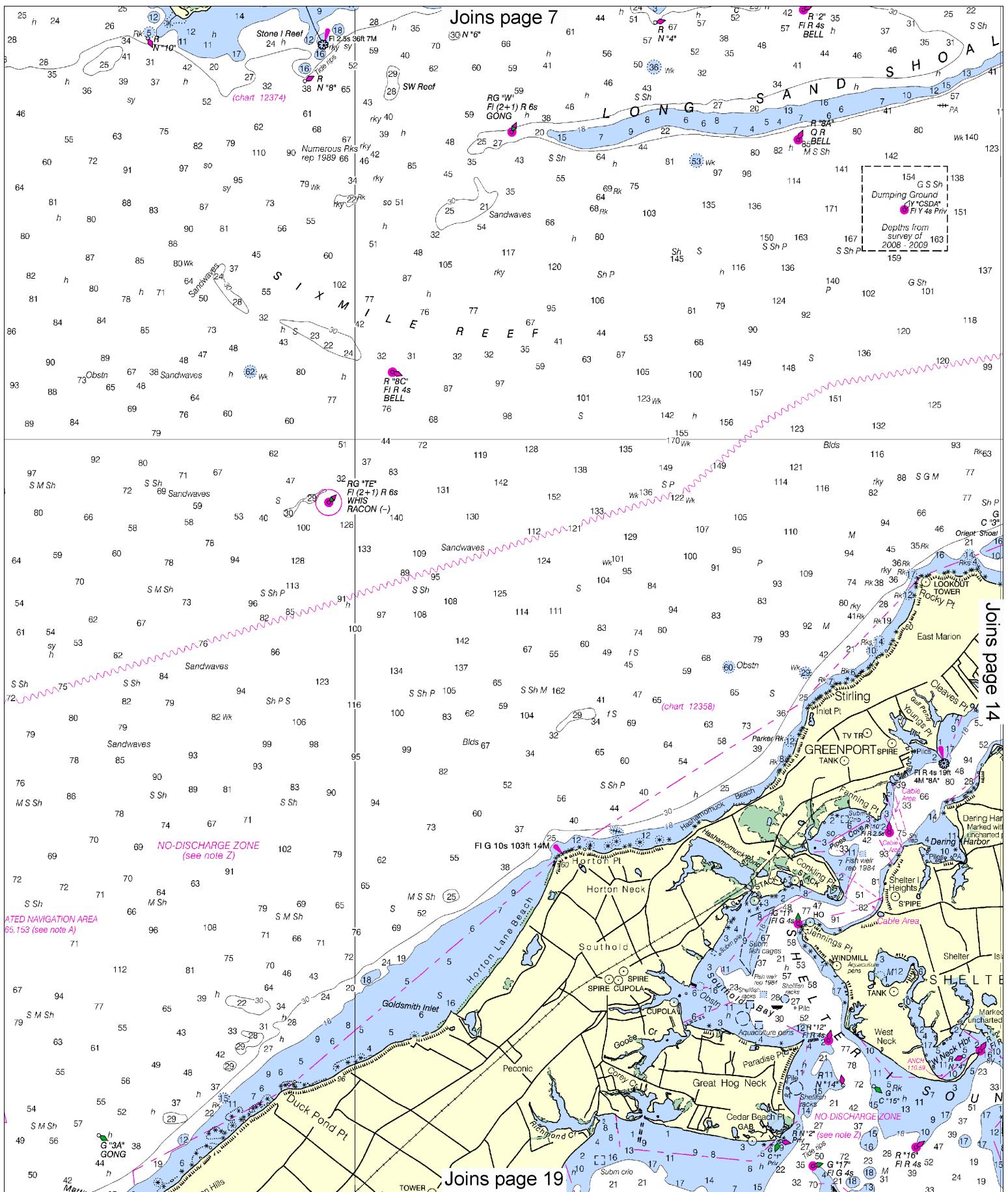
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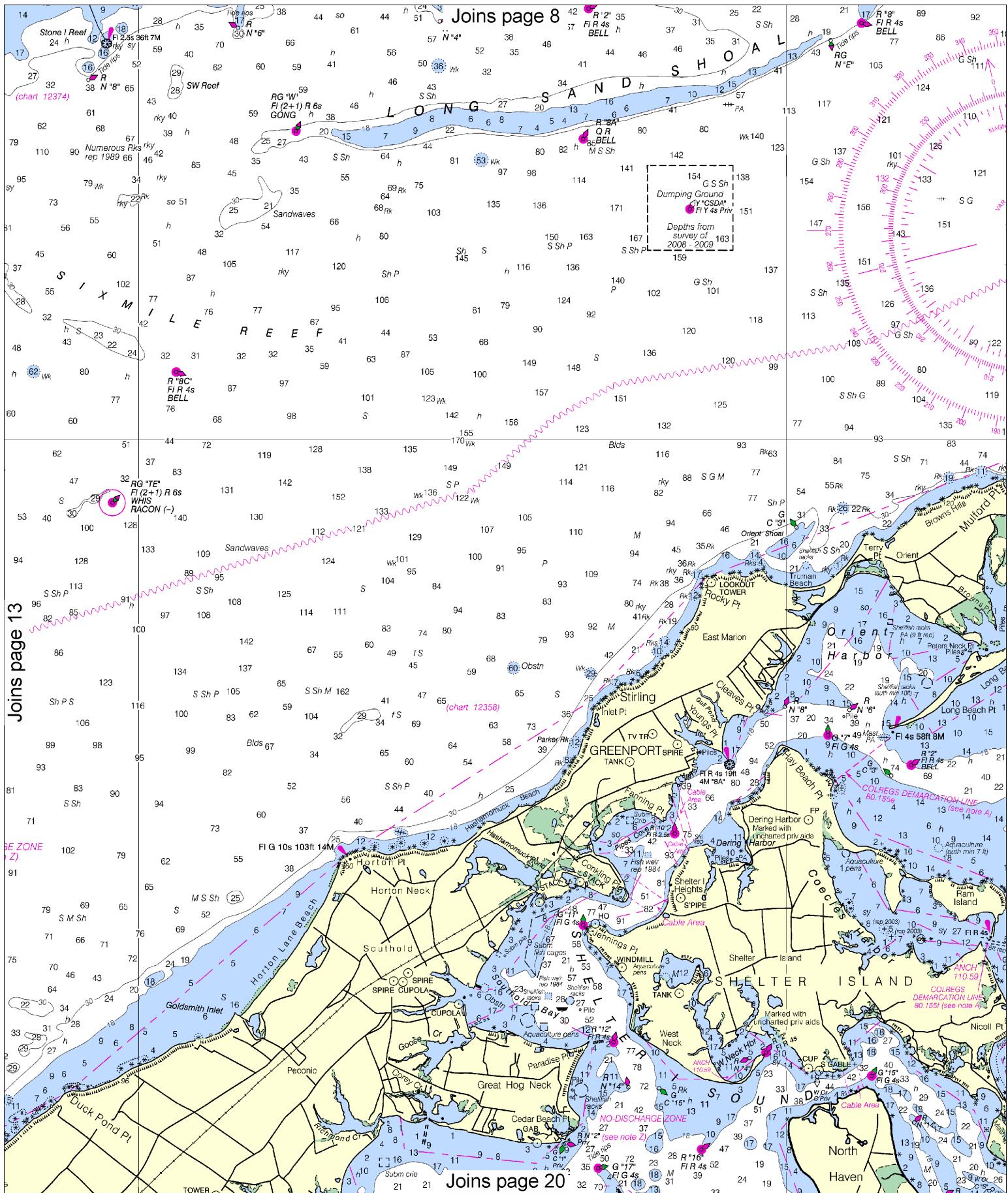
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.



See Note on page 5.





14

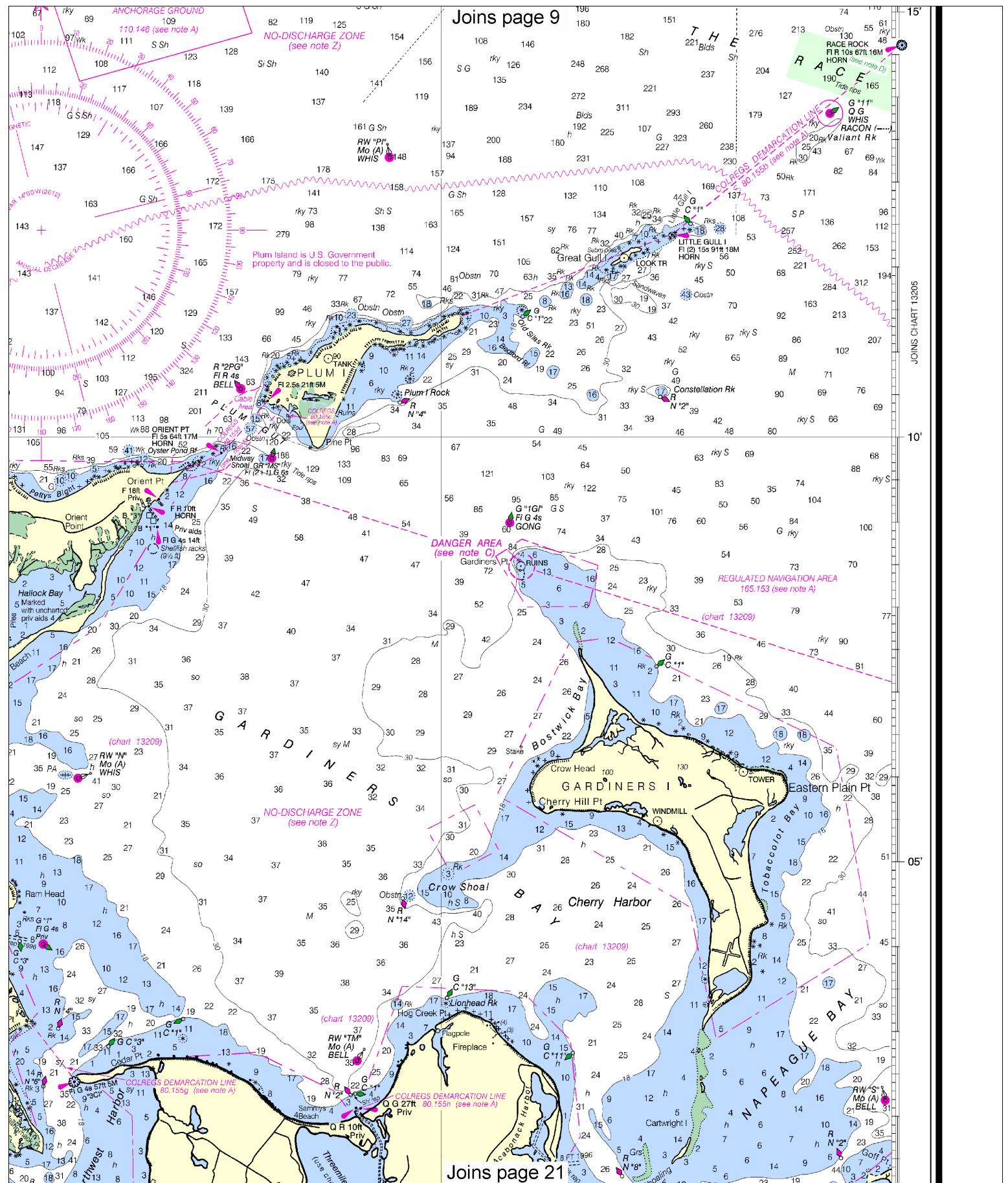
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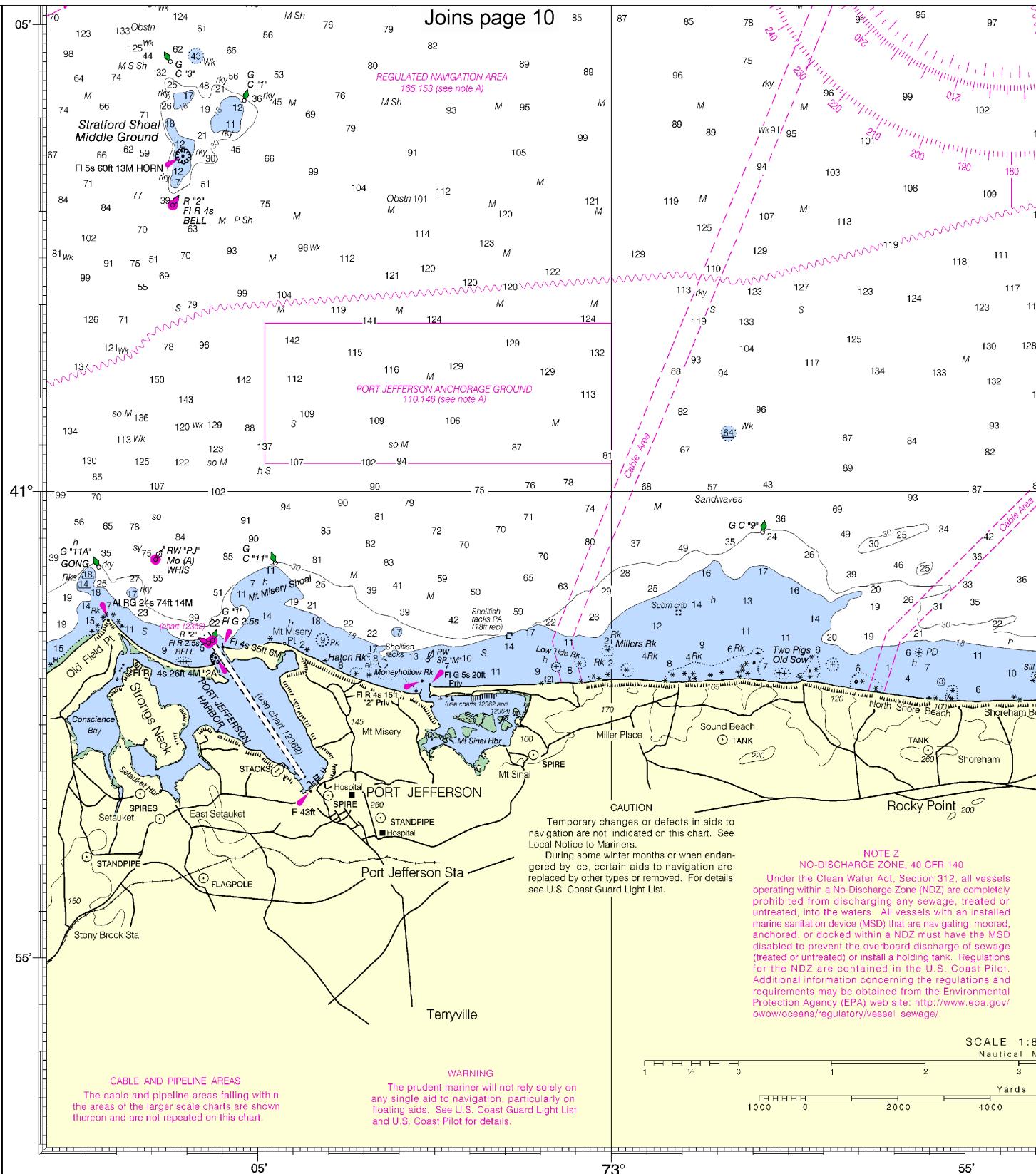
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

1 1000 0 1 2 3 4 5 6 7
1000 0 2000 4000 6000 8000 10000
Yards





44th Ed., May /12 ■ Corrected through NM May 12/12
Corrected through LNM May 01/12

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.

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, and comments to the Chief, Marine Chart Division (NCS), NOAA, Silver Spring, Maryland 20910-3282.

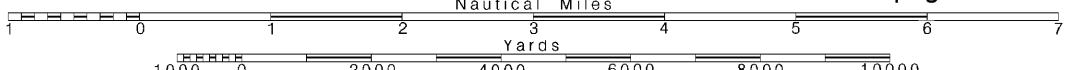
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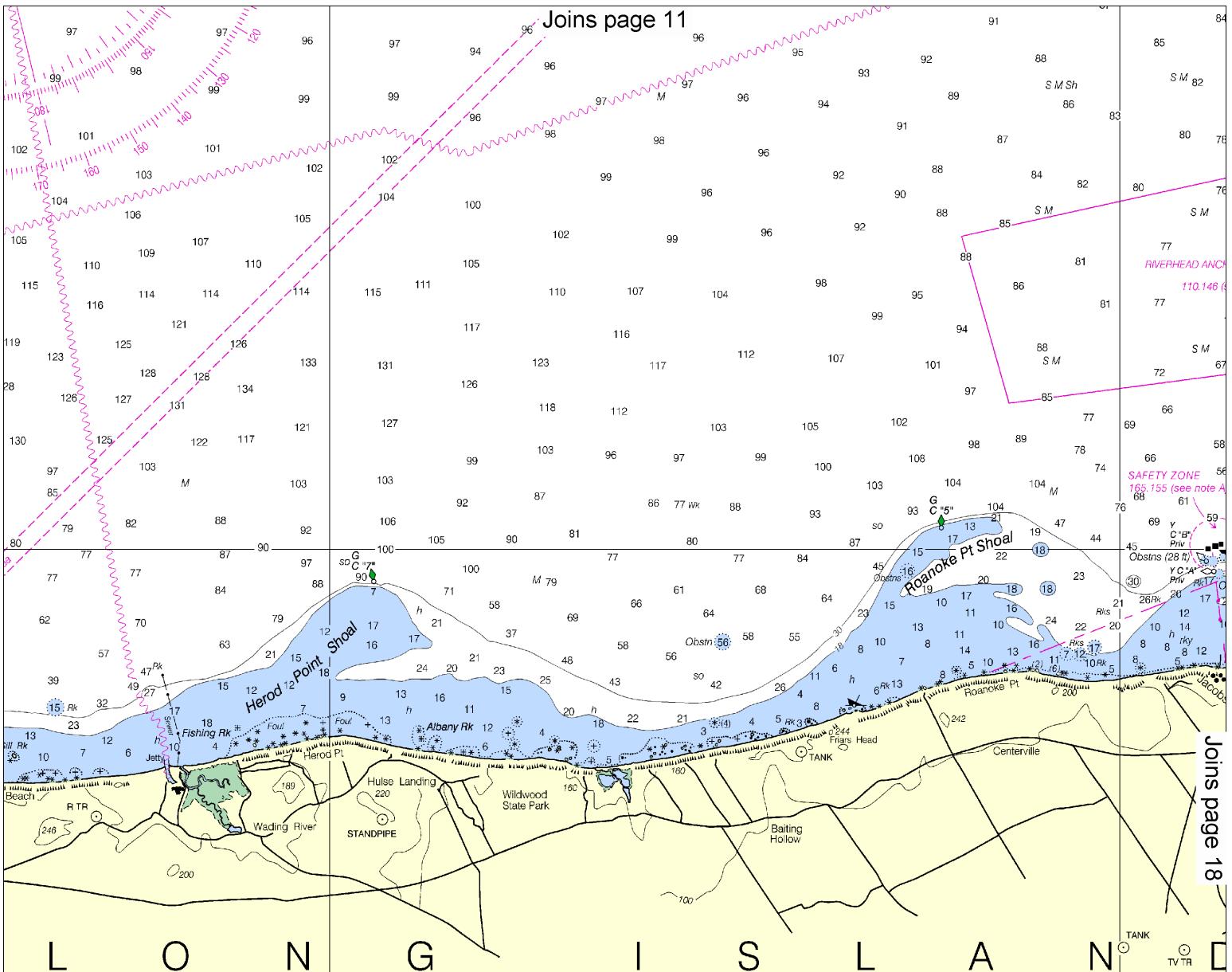
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Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

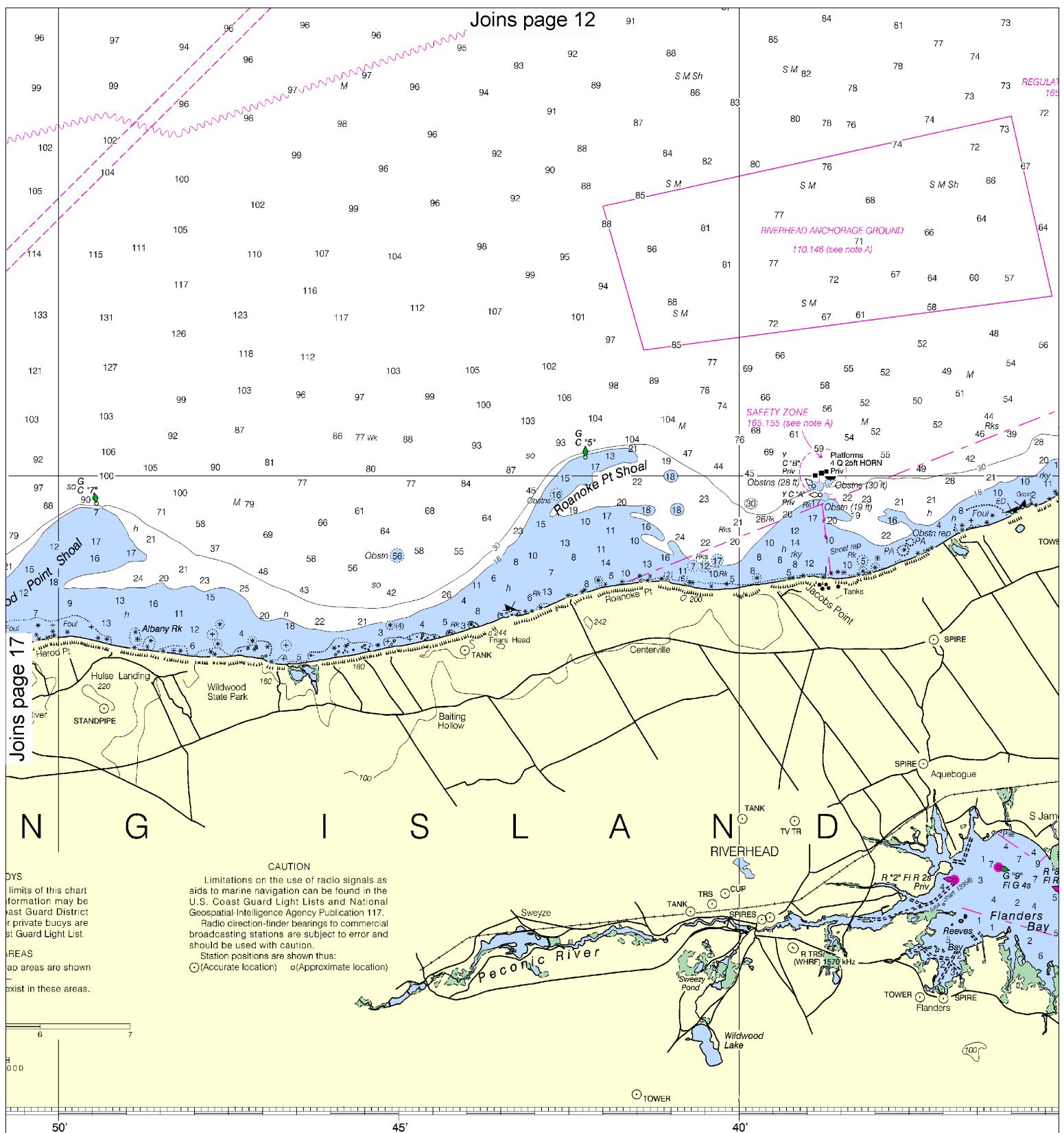




navigation. The National
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CS2), National Ocean

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsdata.ncd.noaa.gov/dr/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.



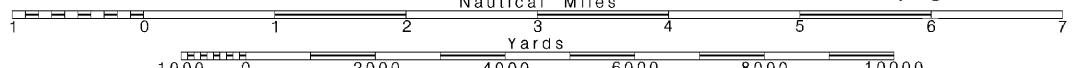
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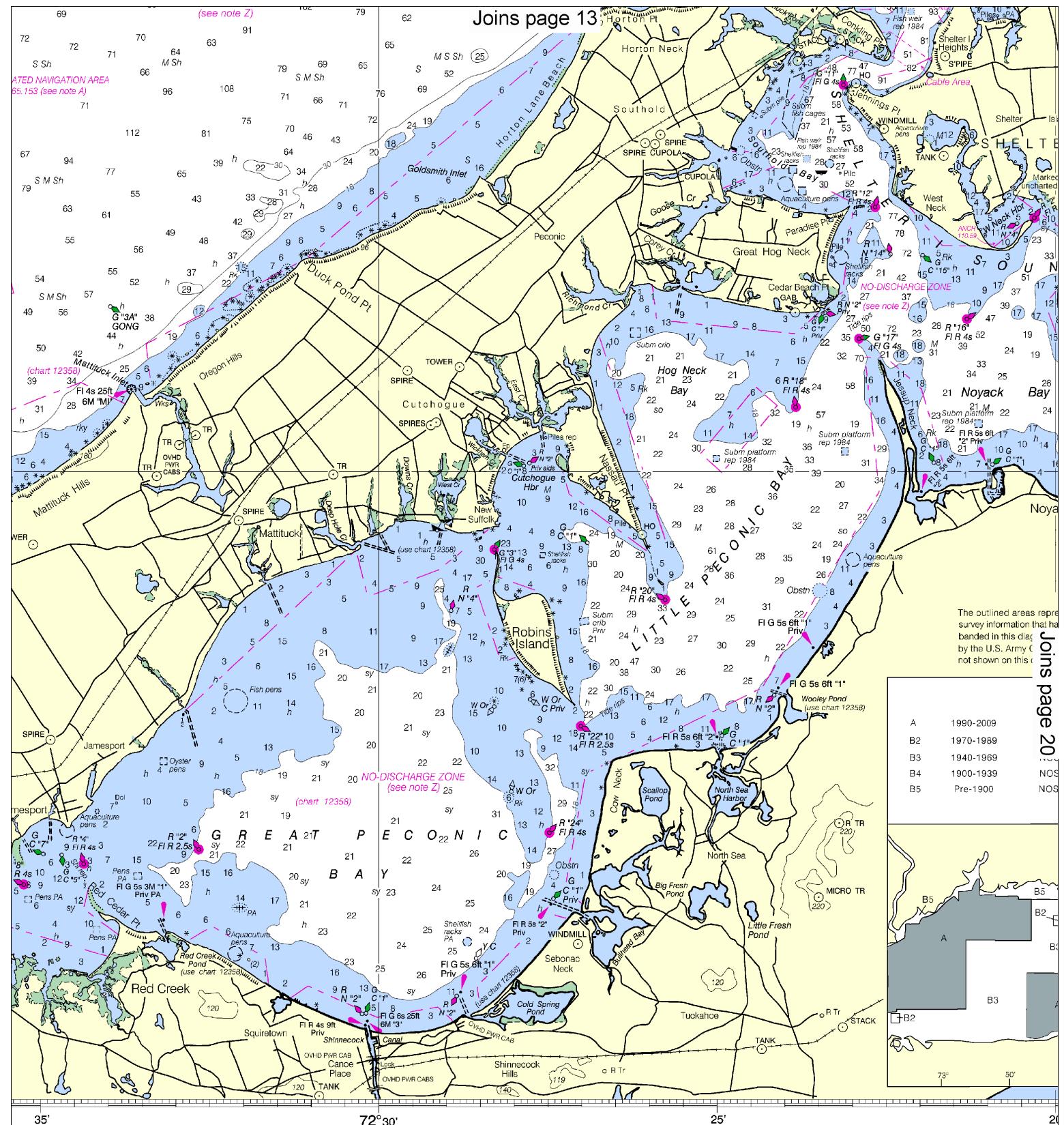
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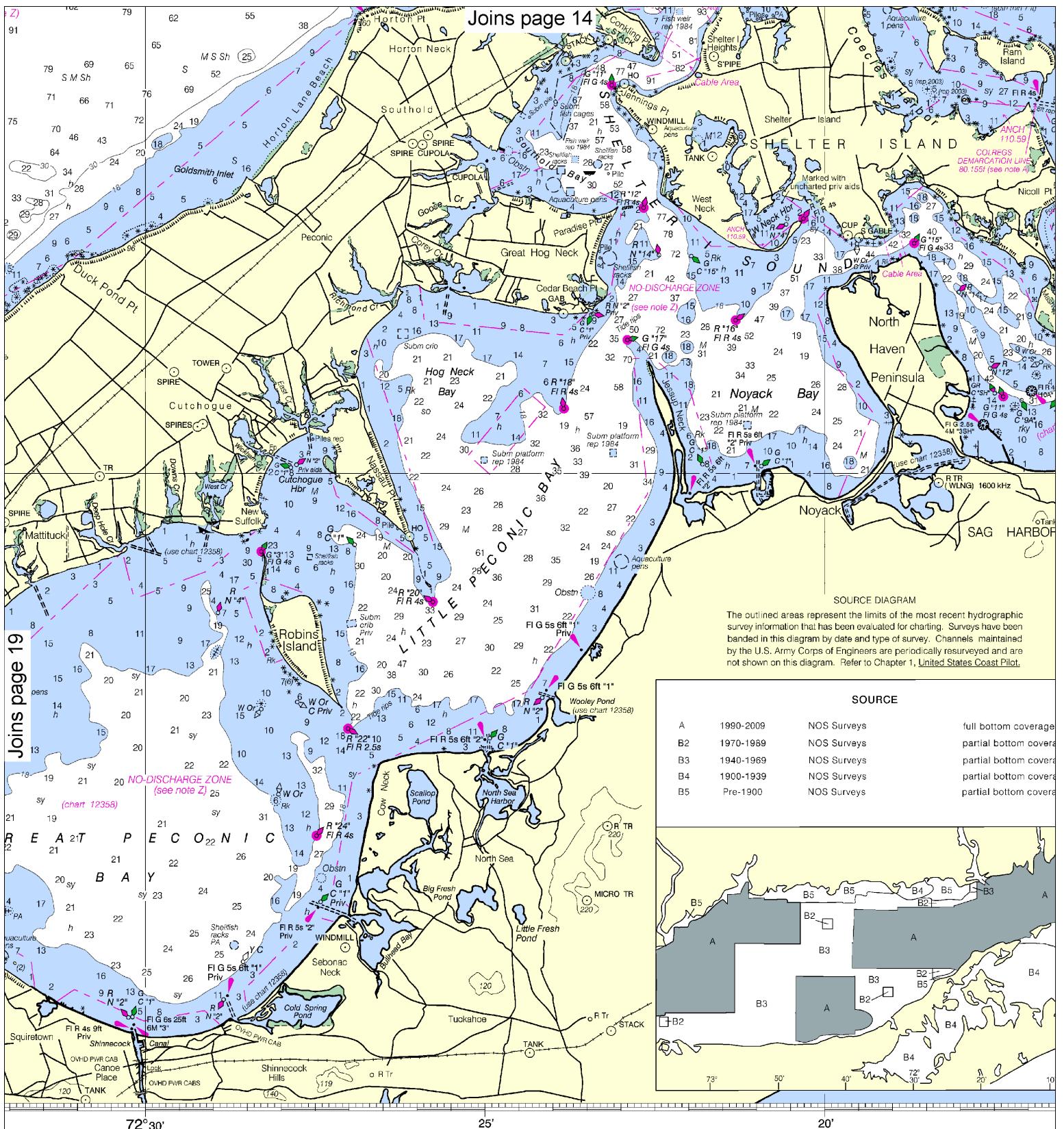
SCALE 1:80,000
Nautical Miles

See Note on page 5.





Washington, D.C.
DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
COASTAL EARTHQUAKE AND SEISMIC SURVEY



SOUNDINGS IN FEET

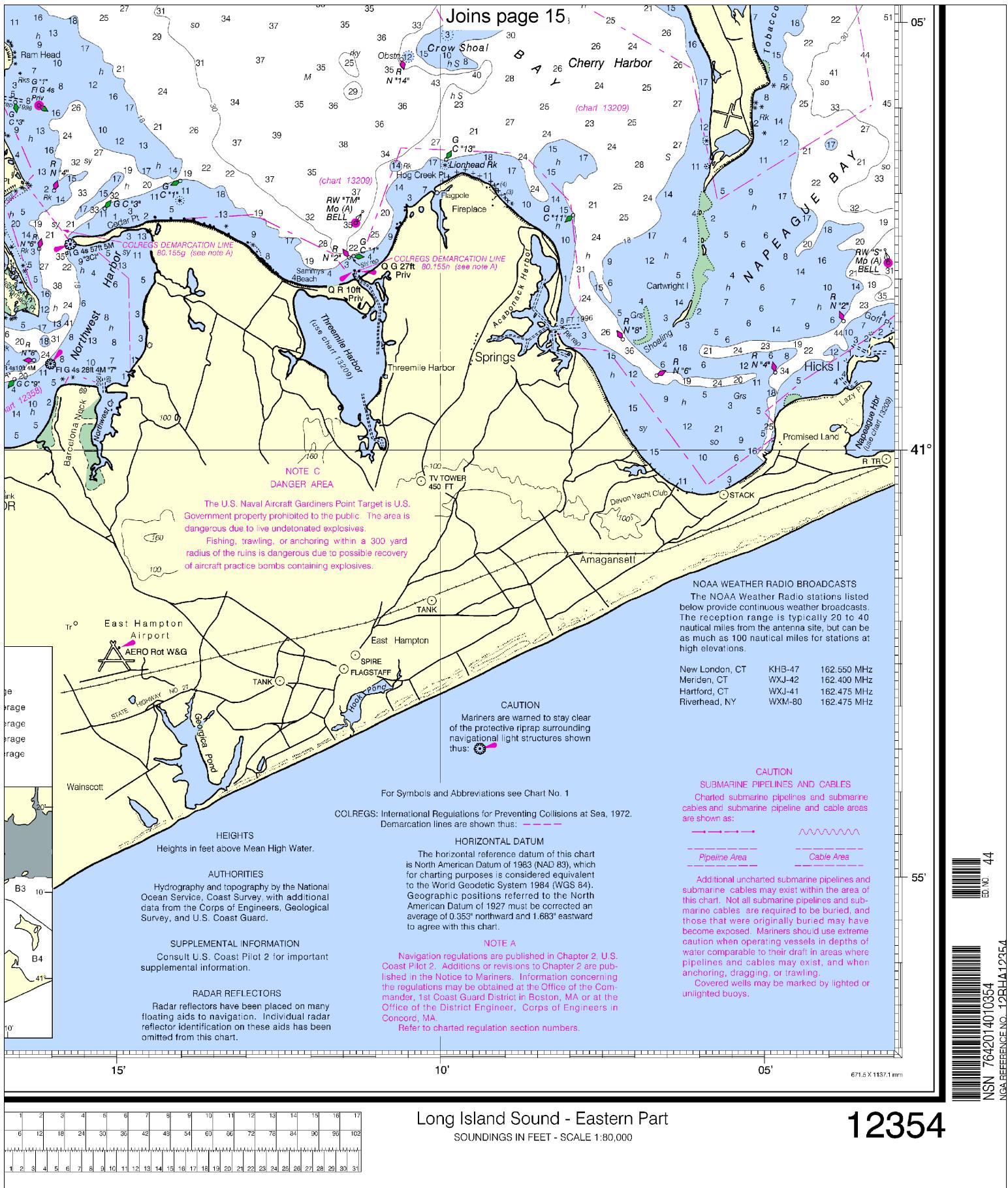
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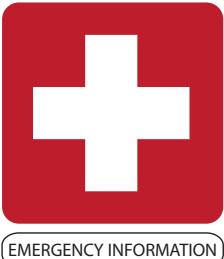
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles
1 1000 0 2000 4 3 4000 6 000 8000 10000
Yards
FATHOMS
FEET
METERS

See Note on page 5.



21



EMERGENCY INFORMATION

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
Online chart viewer	— http://www.nauticalcharts.noaa.gov/mcd/NOAACharterViewer.html
Report a chart discrepancy	— http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx
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
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



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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.

NOAA's Office of Coast Survey



The Nation's Chartmaker