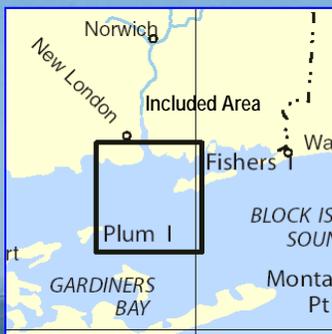


BookletChart™

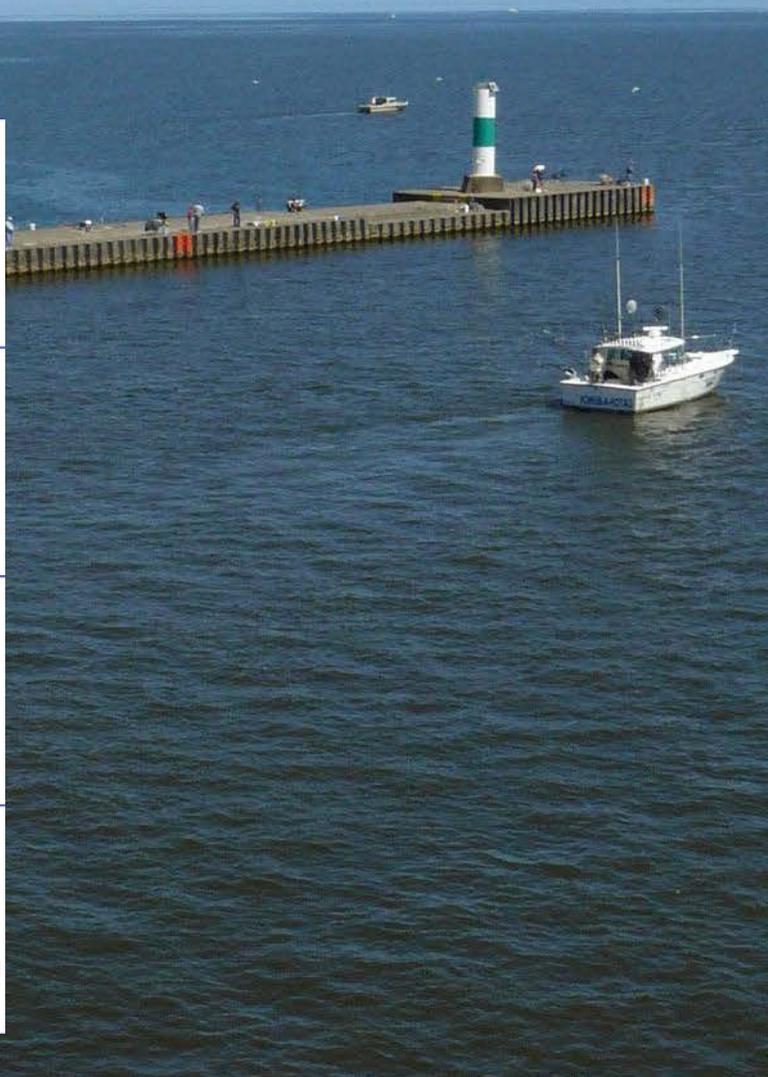
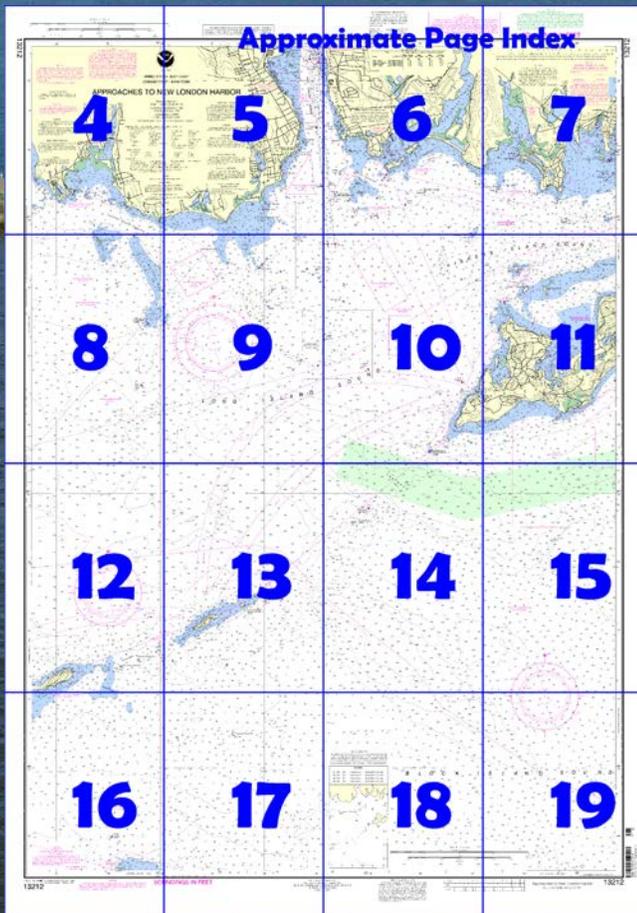
Approaches to New London Harbor NOAA Chart 13212



*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.

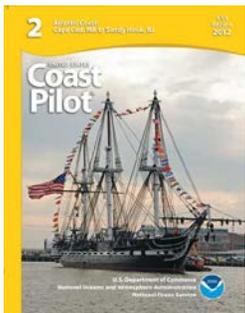
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13212>.



(Selected Excerpts from Coast Pilot)

Fishers Island is 6 miles long. The former Coast Guard station at East Harbor, about 1 mile from East Point of Fishers Island, is prominent. The radar antenna on **Mount Prospect**, near the west end of the island, south shore, is the most prominent landmark on Fishers Island from seaward. The south side of the island is fringed with foul ground which rises abruptly from depths of 42 to 48 feet, but by giving the shore a berth of 0.5

mile, all dangers will be avoided.

Race Point Ledge, partly bare at low water, extends about 0.2 mile southwestward from **Race Point**, the southwest extremity of Fishers Island, and is marked at its end by a buoy. Inside the buoy are boulders

with 2 to 9 feet over them. The passage between the buoy and Race Rock Light has very irregular bottom; the least depth is about 18 feet. It is suitable only for small vessels with a comparatively smooth sea.

Race Rock, on the northeast side of The Race, is nearly 200 yards in diameter, with a depth of 8 feet. A ridge with a least depth of 28 feet extends about 120 yards SSW of Race Rock. Another ridge, extending in a north-south direction with a least depth of 38 feet is about 320 yards east of Race Rock.

Race Rock Light (41°14'37"N., 72°02'50"W.), 67 feet above the water, is shown from a granite tower attached to a dwelling on a granite pier on the rock. A sound signal is sounded at the station. The sound signal is reported at times to be inaudible when a vessel is approaching from eastward and is close southward of Fishers Island.

The Race, the main entrance to Long Island Sound from eastward, extends between Fishers Island and Little Gull Island, between which is a width of about 3.5 miles. The only dangers are Valiant Rock, nearly in the middle, and Little Gull Island with its reefs.

Little Gull Reef, with little depth and foul ground, extends 0.3 mile east-northeastward from **Little Gull Island** and is marked at the northeast end by a buoy. Mariners are advised that the buoy is sometimes submerged by the strong current and deep-draft vessels should avoid this locality. **Little Gull Island Light** (41°12'23"N., 72°06'25"W.), 91 feet above the water, is shown from a gray granite tower, 81 feet high, attached to a red dwelling on a pier. A sound signal is at the light. The light and Race Rock Light are the guides, as soundings cannot be depended upon.

In passing north of Valiant Rock, vessels should keep from 0.5 to 0.8 mile southwestward of Race Rock Light, and craft passing southward of Valiant Rock should hold to a course about 1 mile northeastward of Little Gull Island Light.

Cerberus Shoal, 6 miles southeast of Race Rock Light, is about 0.4 mile in diameter, with a least depth of 19 feet on a small rocky patch near its north end. The seas break on this shoal during heavy swells. It is marked by a lighted gong buoy. Near the shoal, tide rips are unusually strong.

Great Gull Island, 0.6 mile southwest of Little Gull Island, was formerly a military reservation, but is now privately owned. The pier on the north side is in ruins. A lookout tower on the island is conspicuous.

Valiant Rock, a least depth of 20 feet, is surrounded by shoal area, and the 10-fathom curve surrounding the rock marks the area which should be avoided by deep-draft vessels and preferably all vessels, on account of heavy swirls and rips. A lighted whistle buoy is northward of the rock.

The Sluiceway, the passage between Great Gull Island and Plum Island, has several known dangers and very irregular bottom with boulders, and should be avoided. The velocity of the **tidal current** in the passage is 2.6 knots on the flood, and 3.2 knots on the ebb; flood sets 299°, and ebb 133°. Considerably higher velocities occur at times, and tide rips are very bad in heavy weather. Boulders covered 3 to 10 feet are between **Old Silas Rock** and Plum Island. Old Silas Rock, marked by a buoy, is awash at high water. **Middle Shoal Rock**, 0.3 mile northeastward of Old Silas Rock, has a depth of 8 feet.

Special anchorages are in Mumford Cove. (See **33 CFR 110.1 and 110.50c**, chapter 2, for limits and regulations.)

A **special anchorage** is on the north side of Pine Island. (See **33 CFR 110.1 and 110.51**, chapter 2, for limits and regulations.)

**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 Managers Area of Responsibility



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.

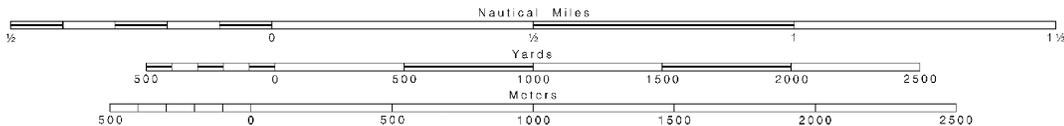
Lateral System As Seen Entering From Seaward

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>

SCALE 1:20,000



NOAA et about this ch

13212

MARINER ACTIVATED SOUND SIGNALS
Sound signals labeled with (M/RASS) require user activation. See USCG Light List.

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 the 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 Concord, MA. Refer to charted regulation section numbers.

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 marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for 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: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
CONNECTICUT - NEW YORK

APPROACHES TO NEW LONDON HARBOR

Mercator Projection
Scale 1:20,000 at Lat. 41° 14'
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.

The horizon is North America for charting to the World Geodetic System 1984 (WGS 84) datum. American Datum of 1983 is used for average of 0.5 meters to agree with

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

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.

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.

SMALL CRAFT WARNINGS
During the boating season small-craft warnings will be displayed from sunrise to sunset on Suffolk County Police Patrol boats while underway on the waters around Long Island, New York.

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

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

Table of abbreviations for symbols and aids to navigation, including AERO, A, B, Bn, C, DIA, F, FI, G, IQ, LT, M, m, MICRO, Mkr, Mo, N, Oc, Or, Q, R, Ra, Rn, R TR, Rot, s, SEC, St, VQ, W, WHIS, Y, Oys, Rk, S, so, Sh, sy, and Suom.

Bottom characteristics: Bids, bk, Cl, Co, G, Gs, Gy, h, M, Mm, Rk, S, so, Sh, sy

Miscellaneous: AUTH, ED, 21, 22, COLREGS, Demarcation lines

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.

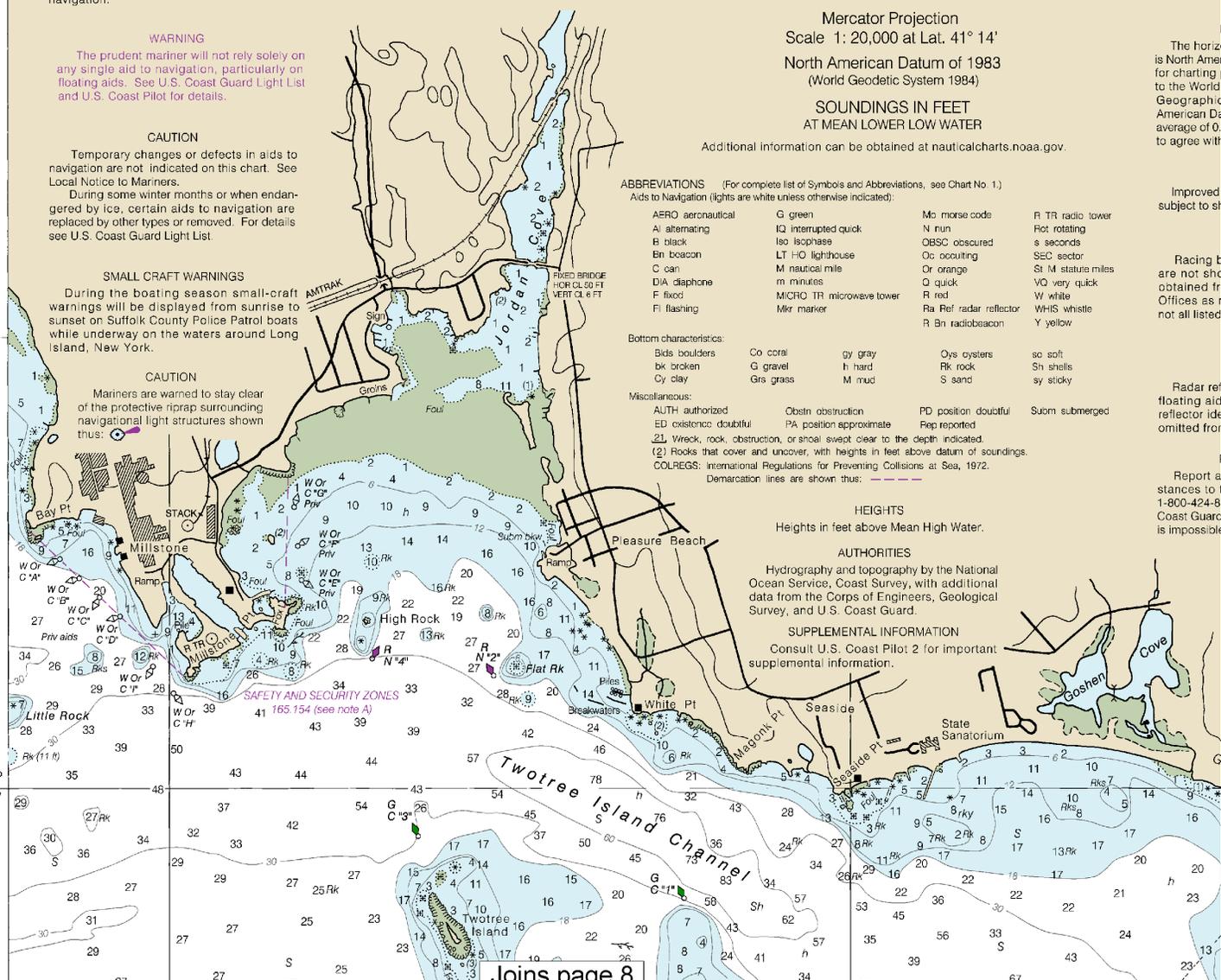
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important supplemental information.

Improved subject to st

Racing b are not shd obtained fr Offices as t not all listed

Radar ref floating aid reflector ide omitted from

Report a stances to 1-800-424-8 Coast Guard is impossible



Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000 Nautical Miles

See Note on page 5.

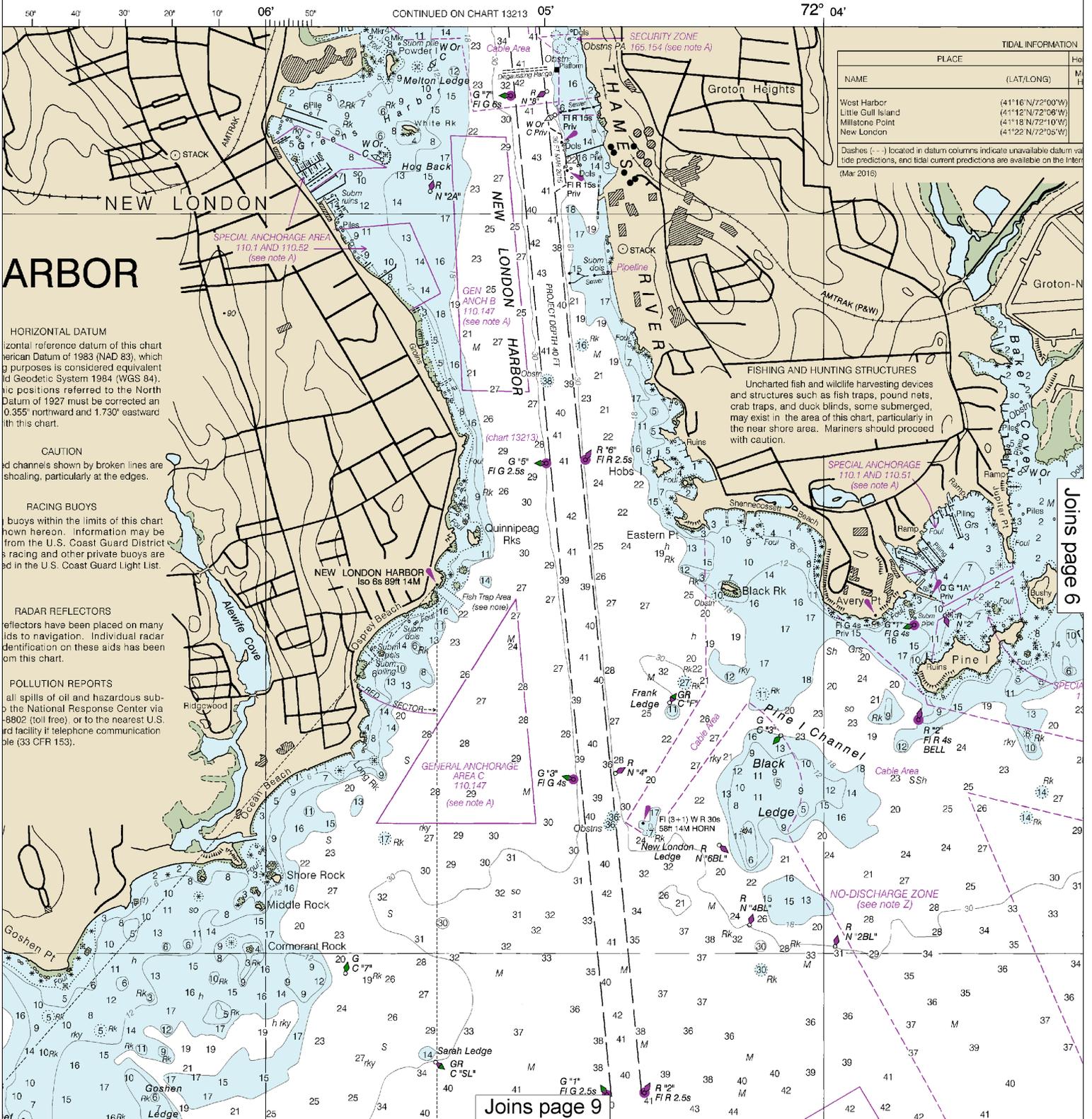


NOAA WEATHER RADIO BROADCASTS
 The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Meriden, CT	WXJ-42	162.400 MHz
New London, CT	KHB-47	162.550 MHz
Hartford, CT	WXJ-41	162.475 MHz
Riverhead, NY	WXM-80	162.475 MHz

encourages users to submit inquiries, discrepancies or comments
 chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

Formerly C&GS 359, 1st Ed., June 1967 C-1931-352 KAPP 2145



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



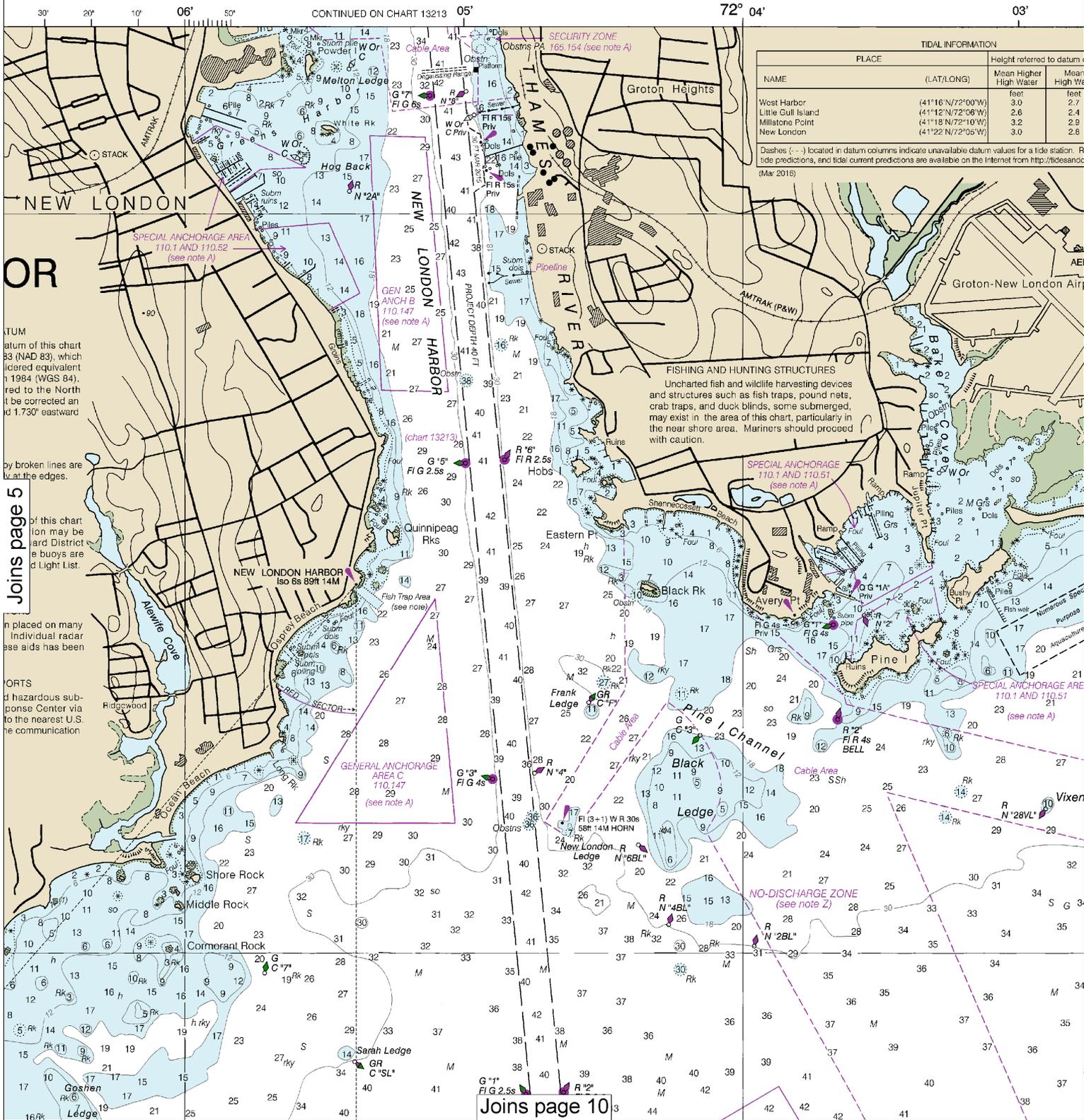
submit inquiries, discrepancies or comments
nauticalcharts.noaa.gov/staff/contact.htm.

Formerly C&GS 359, 1st Ed., June 1867 C-1931-352 KAPP 2145

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Moriden, CT	WXJ-42	162 400 MHz
New London, CT	KHB-47	162 550 MHz
Hartford, CT	WXJ 41	162 475 MHz
Riverhead, NY	WXM-80	162 475 MHz



TIDAL INFORMATION			
PLACE	Height referred to datum	Mean High Water	Mean High Water
NAME	(LAT/LONG)	feet	feet
West Harbor	(41°16'N/72°00'W)	3.0	2.7
Little Gull Island	(41°12'N/72°08'W)	2.6	2.4
Millstone Point	(41°18'N/72°10'W)	3.2	2.9
New London	(41°22'N/72°05'W)	3.0	2.8

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

datum of this chart is NAD 83, which is considered equivalent to 1984 (WGS 84). The datum for the North is corrected and is 1.730' eastward.

broken lines are shown at the edges.

of this chart may be used in District 5 and Light List.

placed on many individual race aids has been

ports and hazardous substance Center via the nearest U.S. communication



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

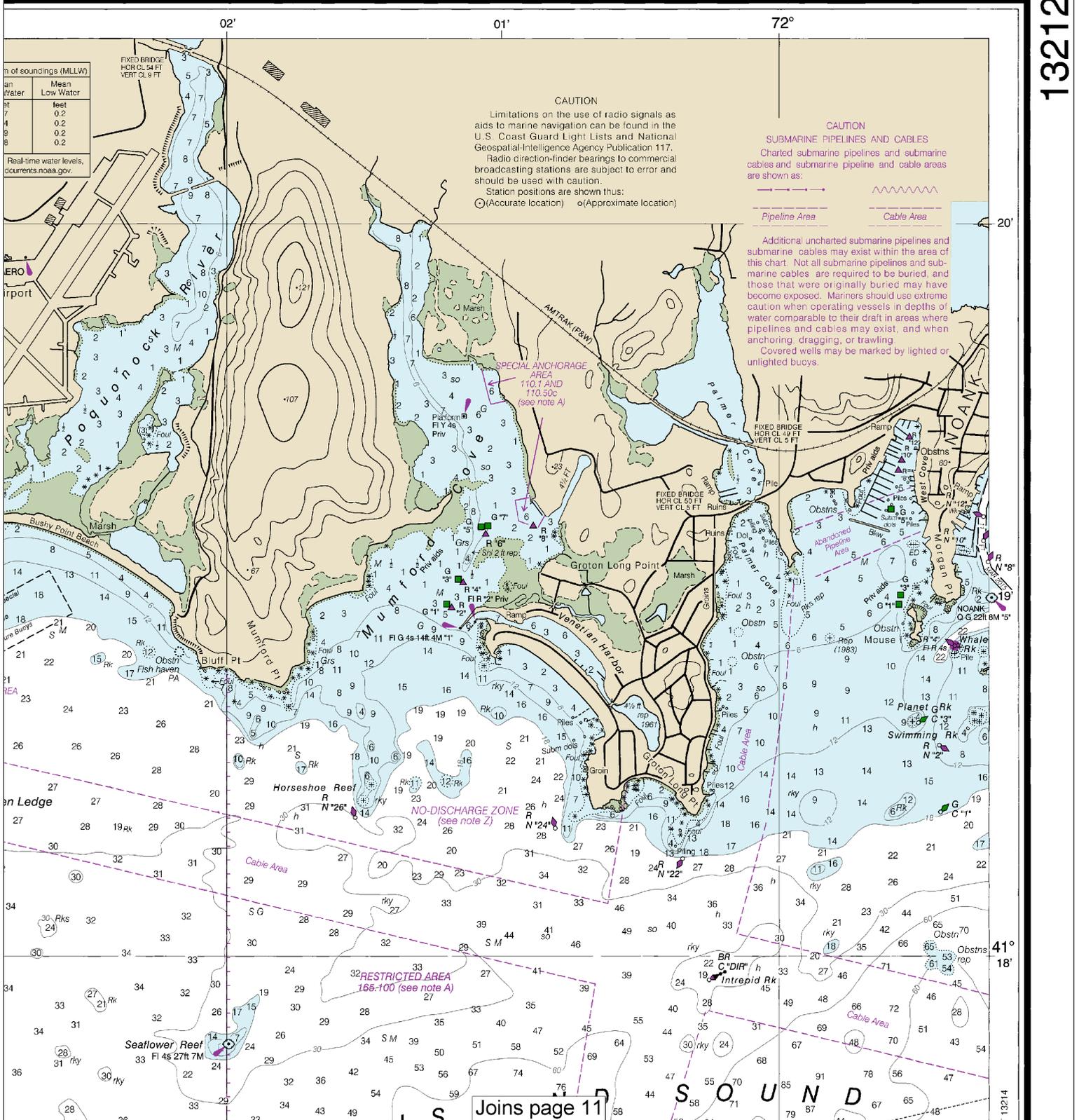


**NOTE C
RECOMMENDED VESSEL ROUTE**

Recommended vessel routes for deep draft vessels (including tugs and barges) entering and departing Rhode Island Sound, Narragansett Bay and Buzzards Bay. 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 5, 6 or 7 as appropriate.

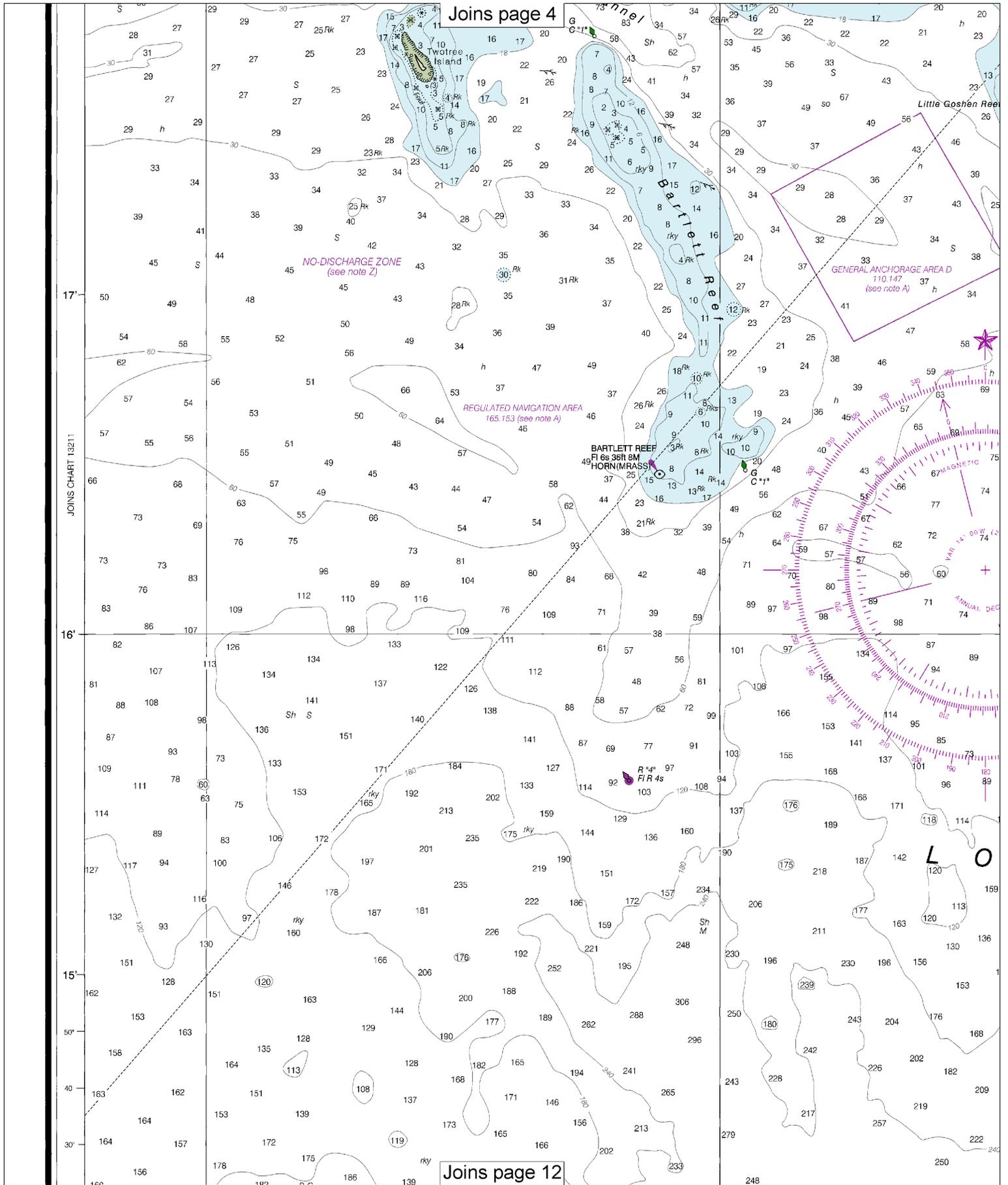
SOUNDINGS IN FEET

13212



40th Ed., Apr. 2016. Last Correction: 10/4/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

7

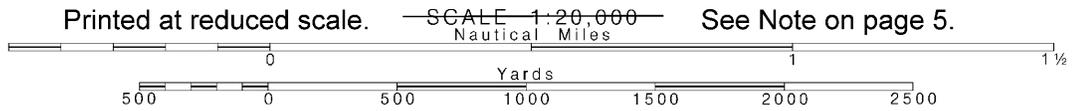


Joins page 4

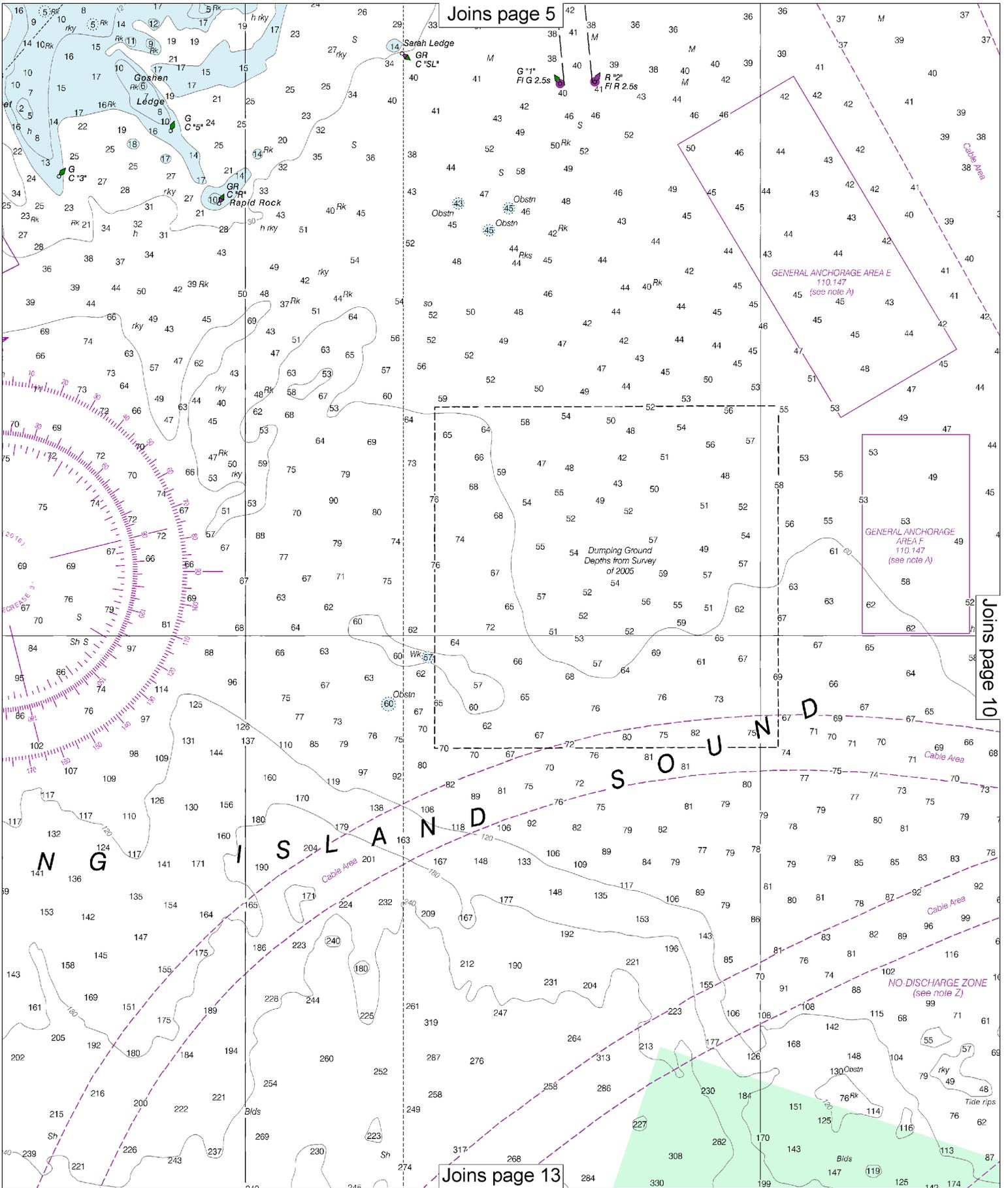
Joins page 12



Note: Chart grid lines are aligned with true north.

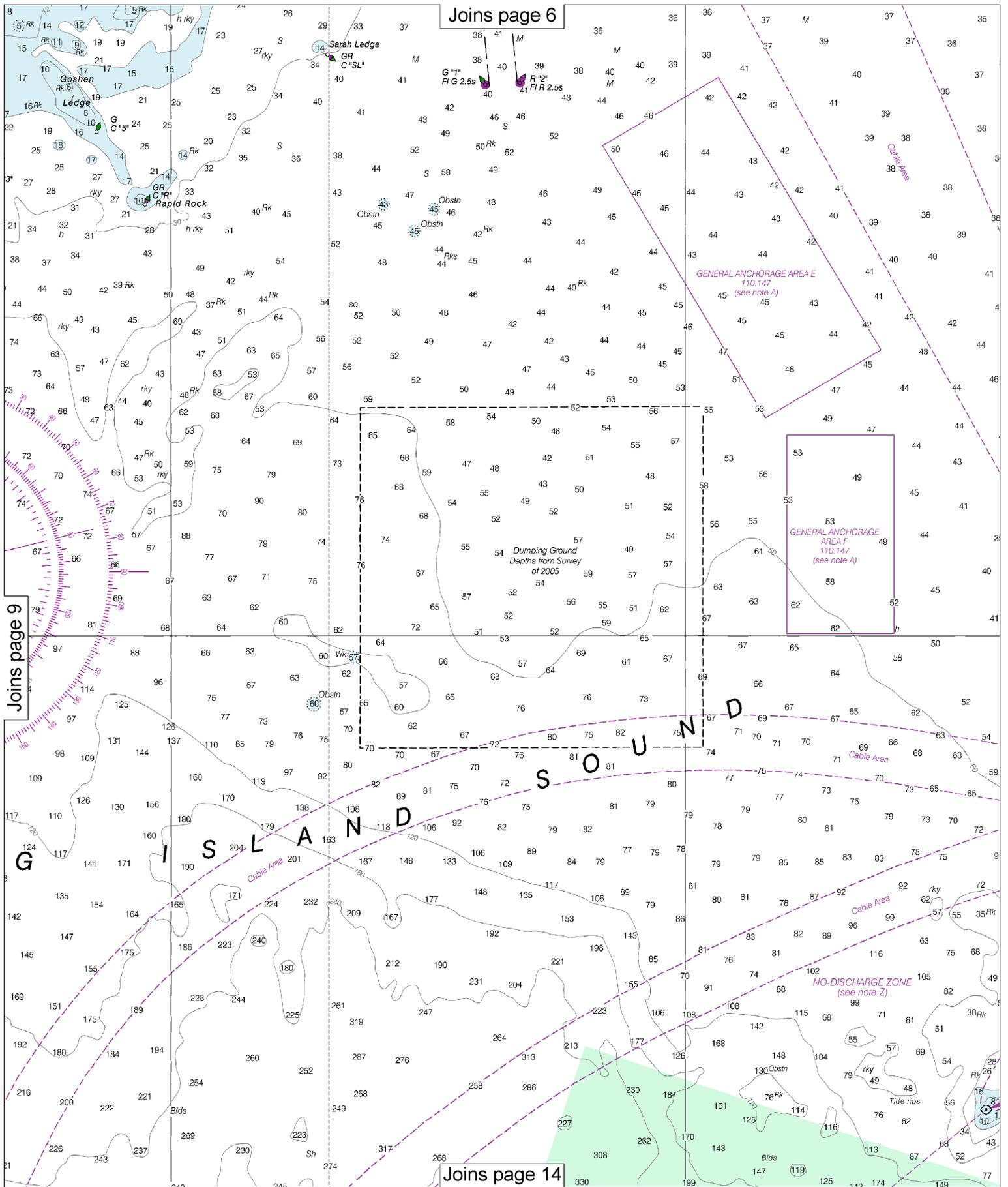


Joins page 5



Joins page 13

Joins page 10



Joins page 6

Joins page 14

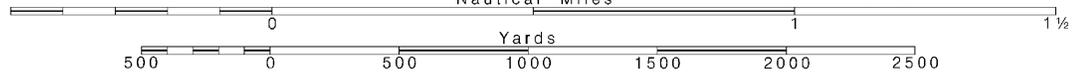
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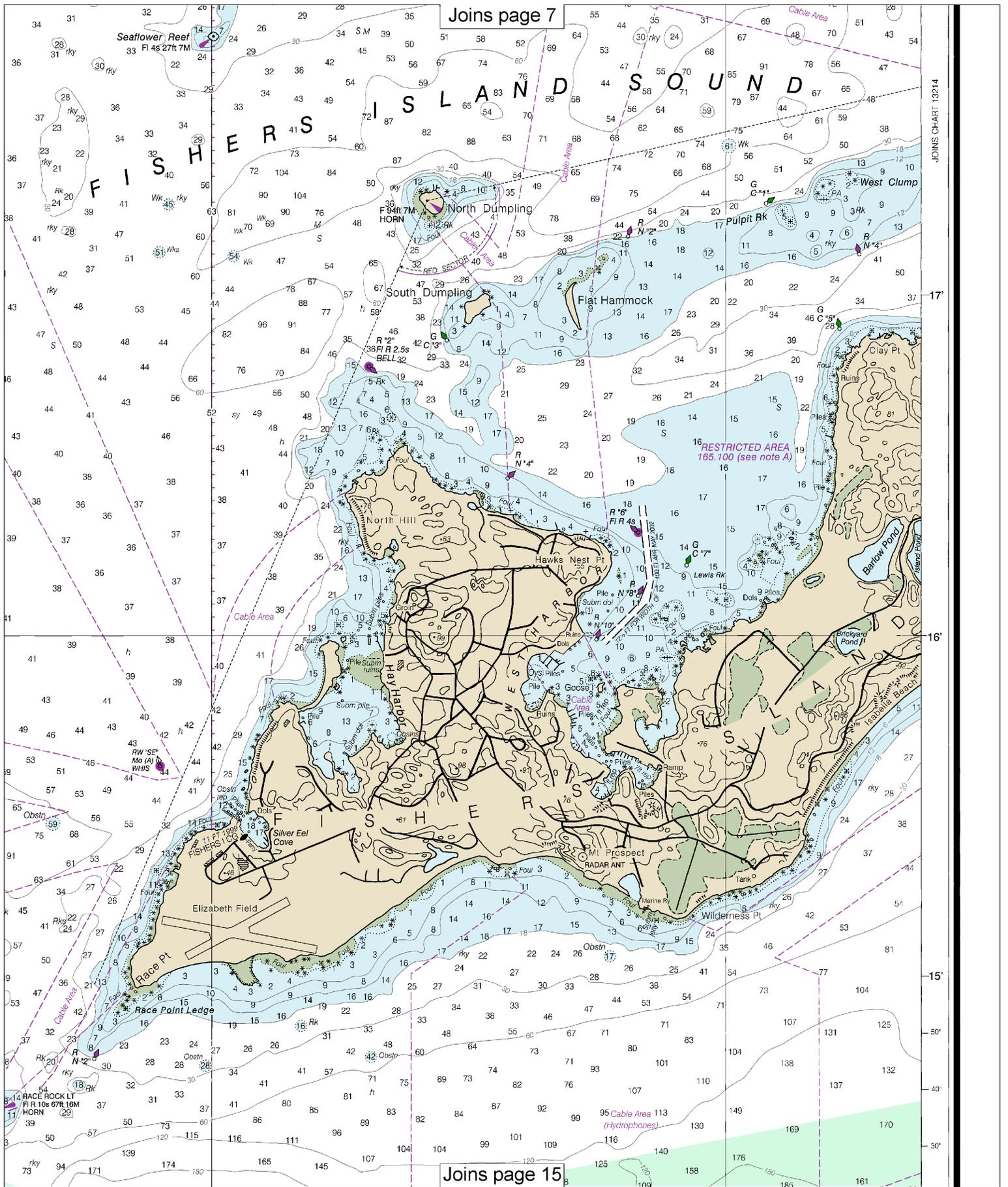
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





Joins page 7

Joins page 15

JOINS CHART 13214

17'

16'

15'

50'

40'

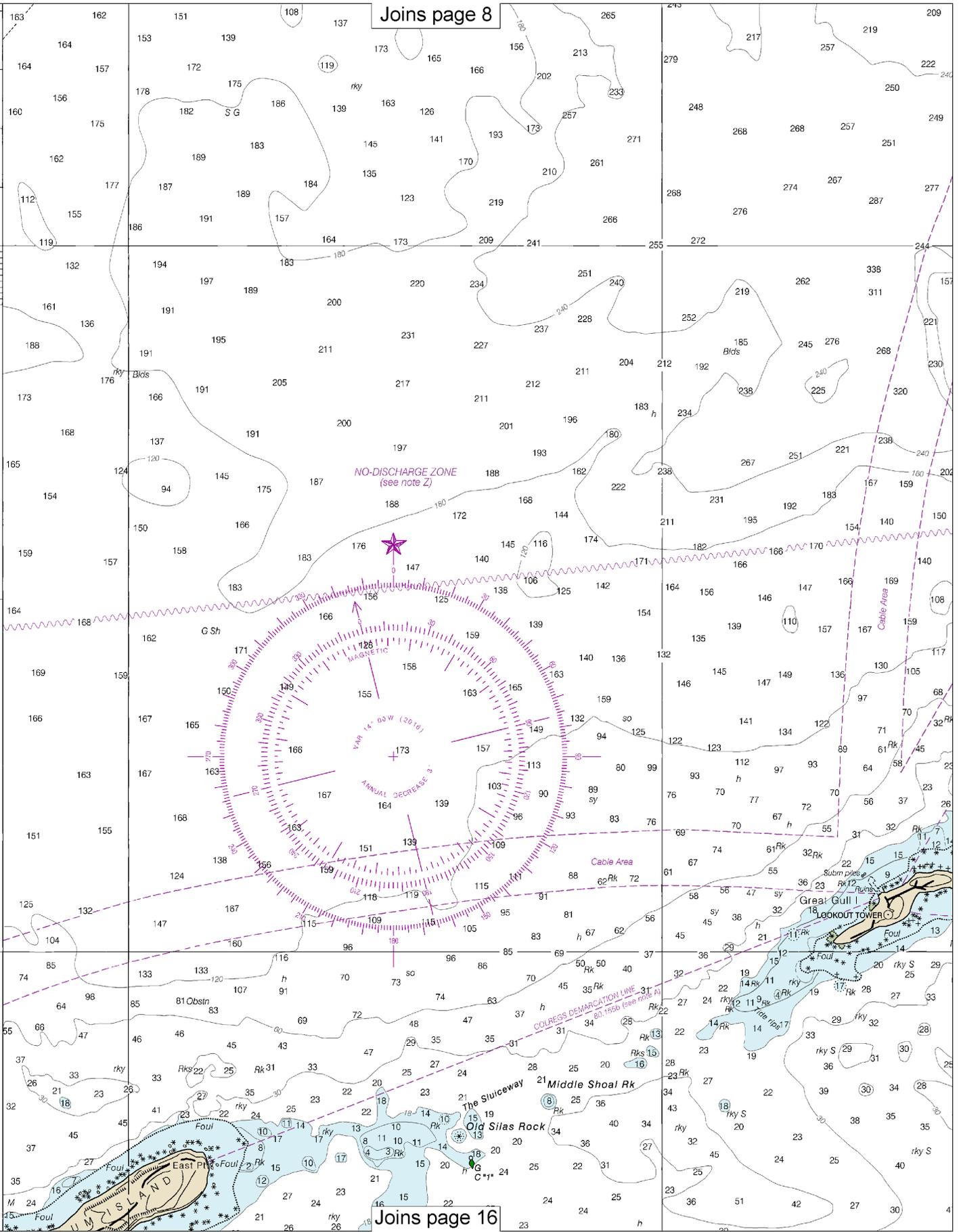
30'

41° 14'

13'

12'

CONTINUED ON CHART 13209



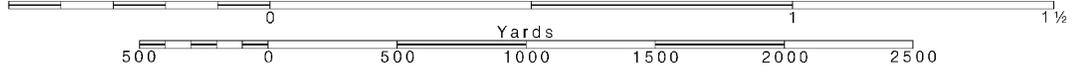
12

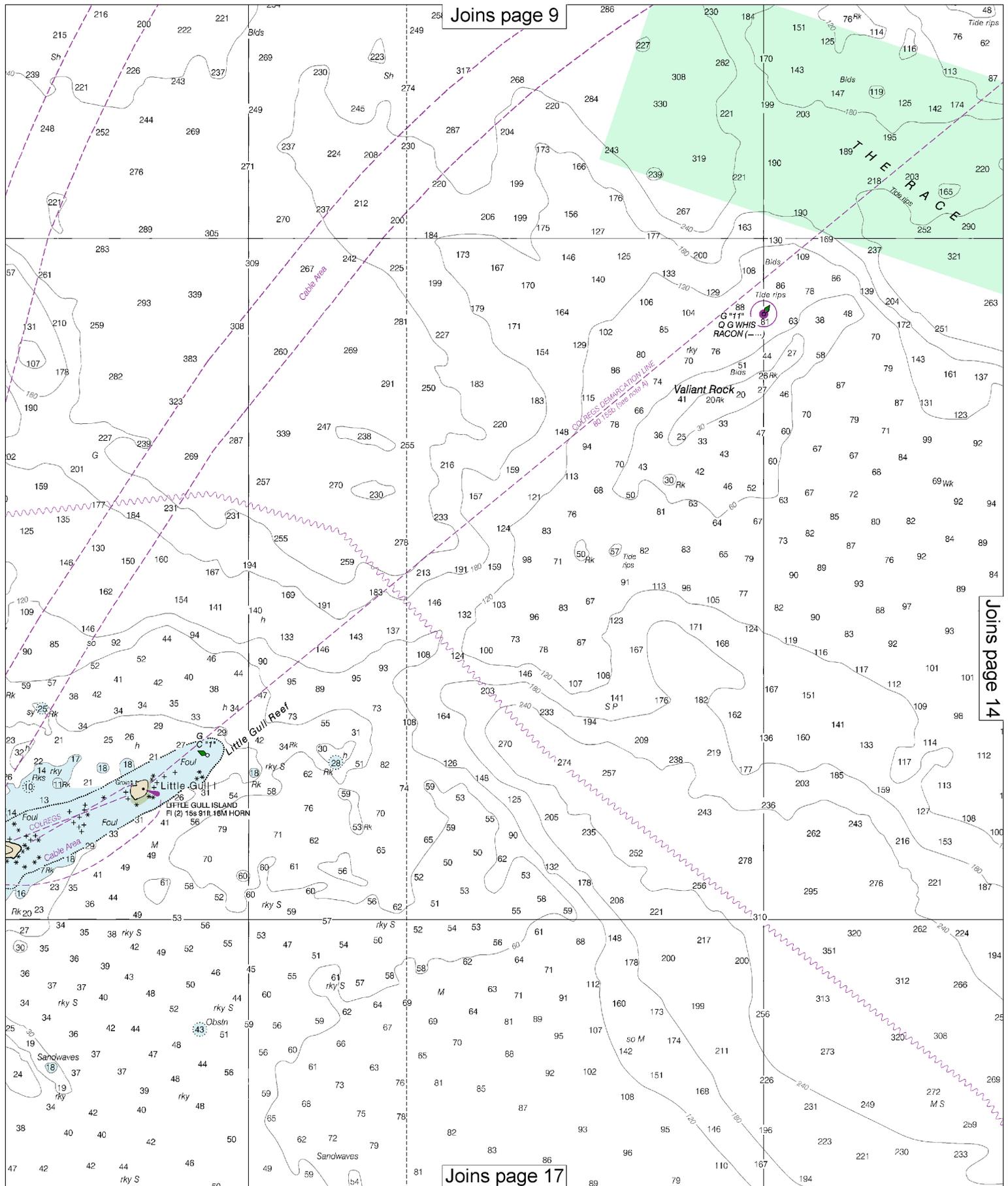
Note: Chart grid lines are aligned with true north.

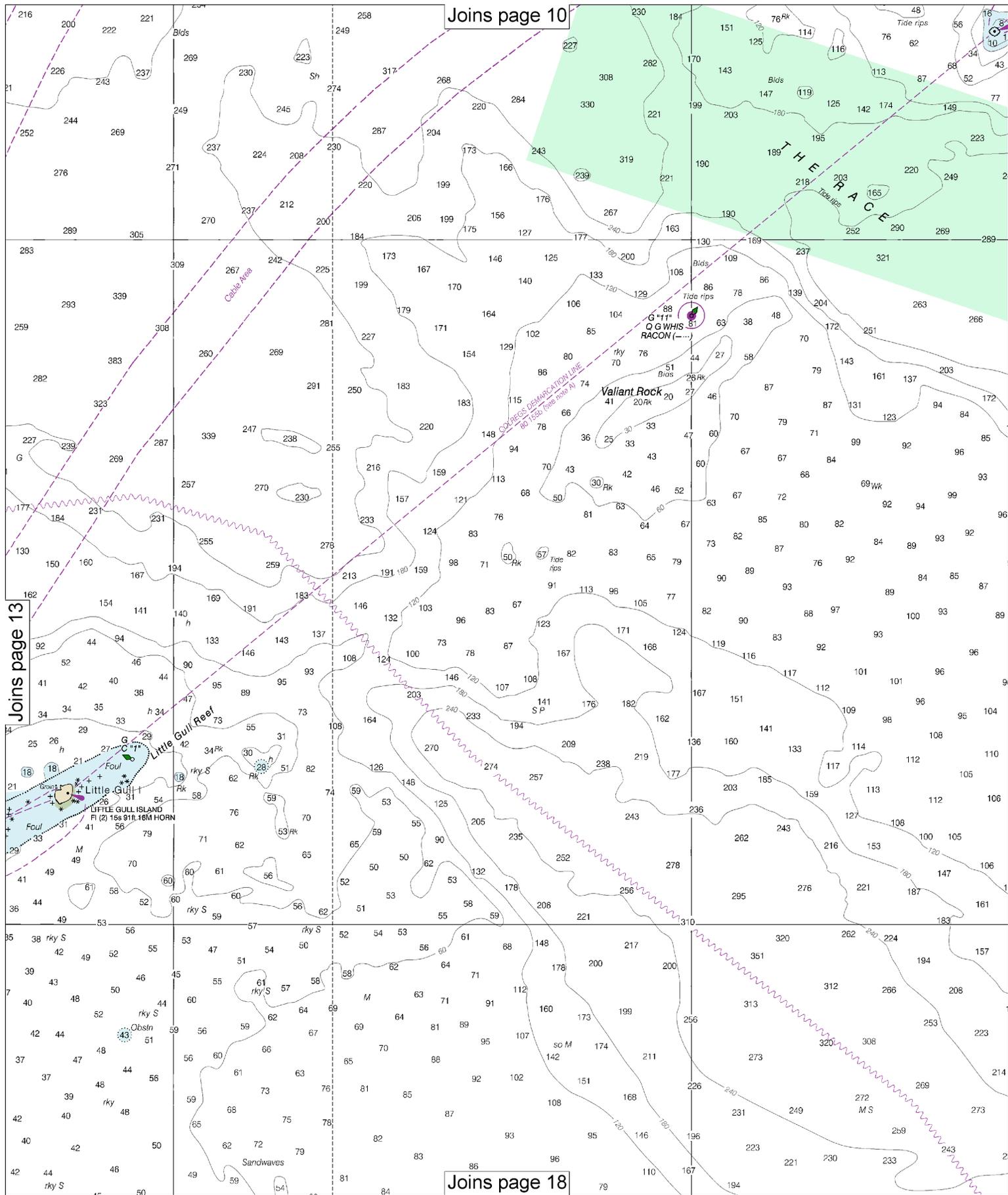
Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.







Joins page 10

Joins page 13

Joins page 18

14

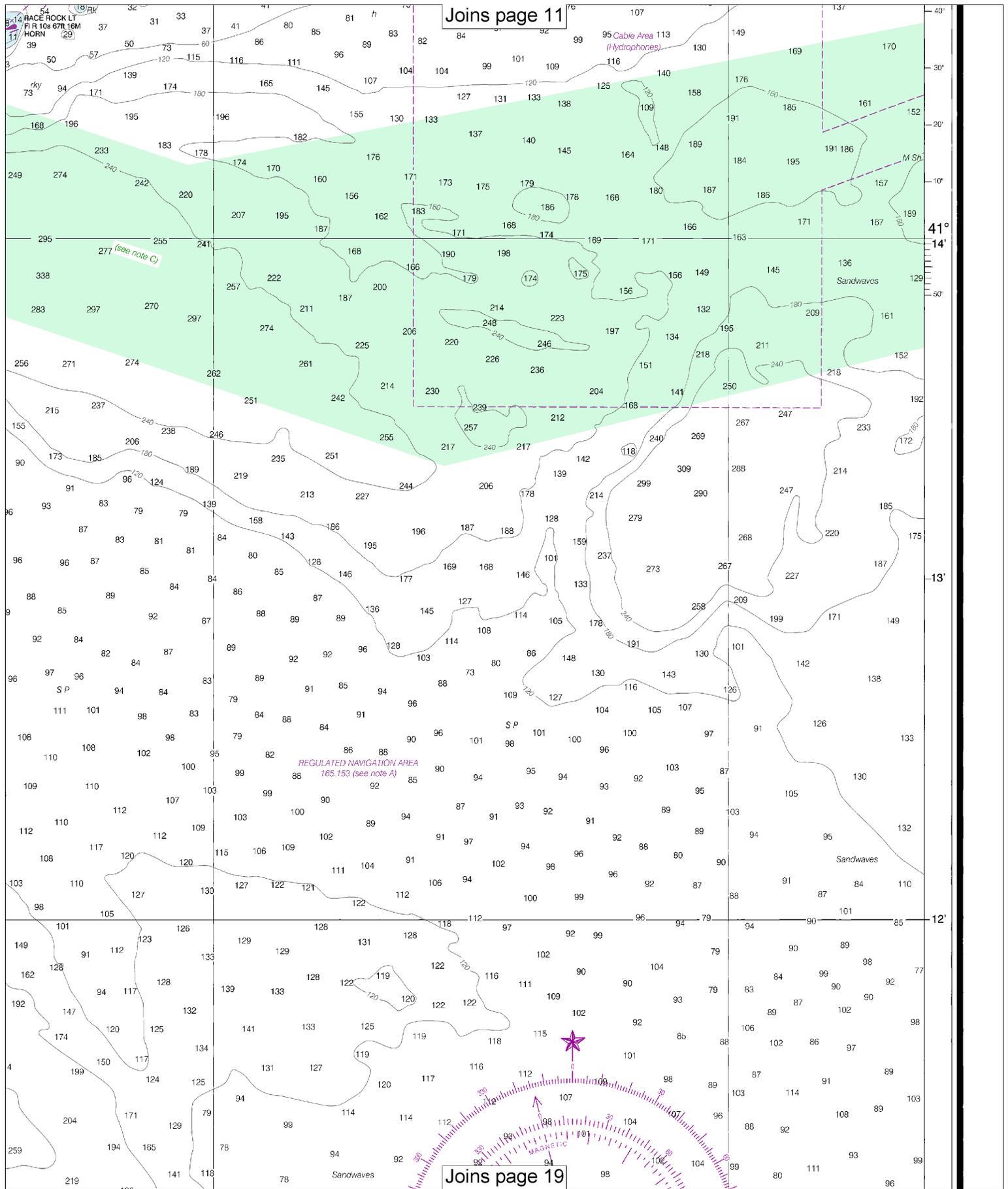
Note: Chart grid lines are aligned with true north.

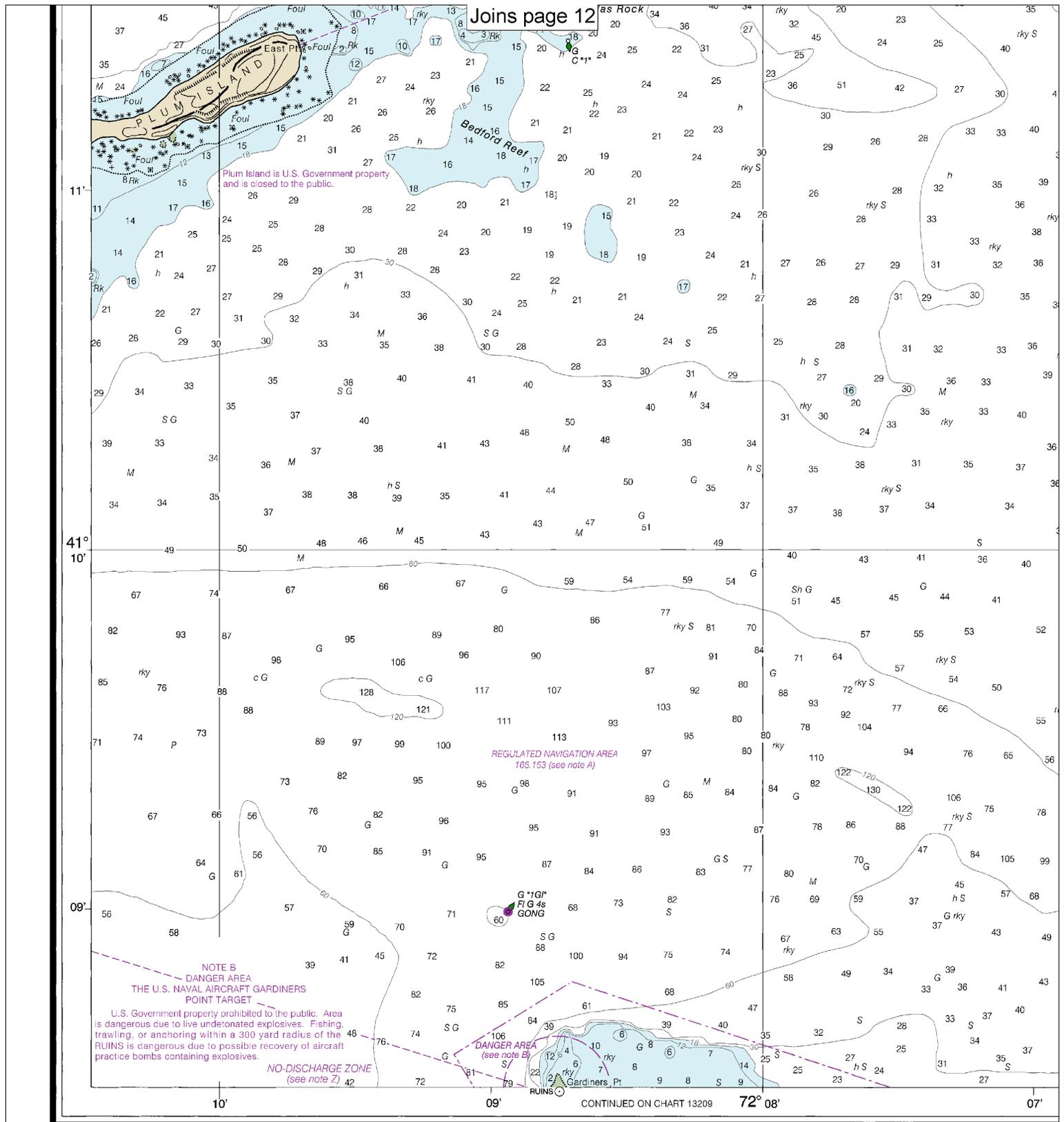
Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.





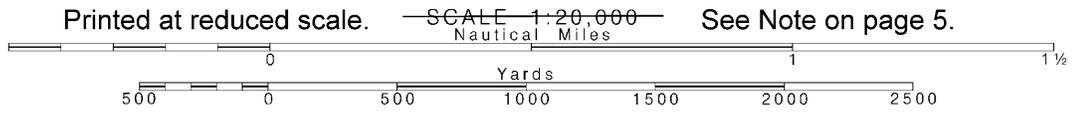


13212

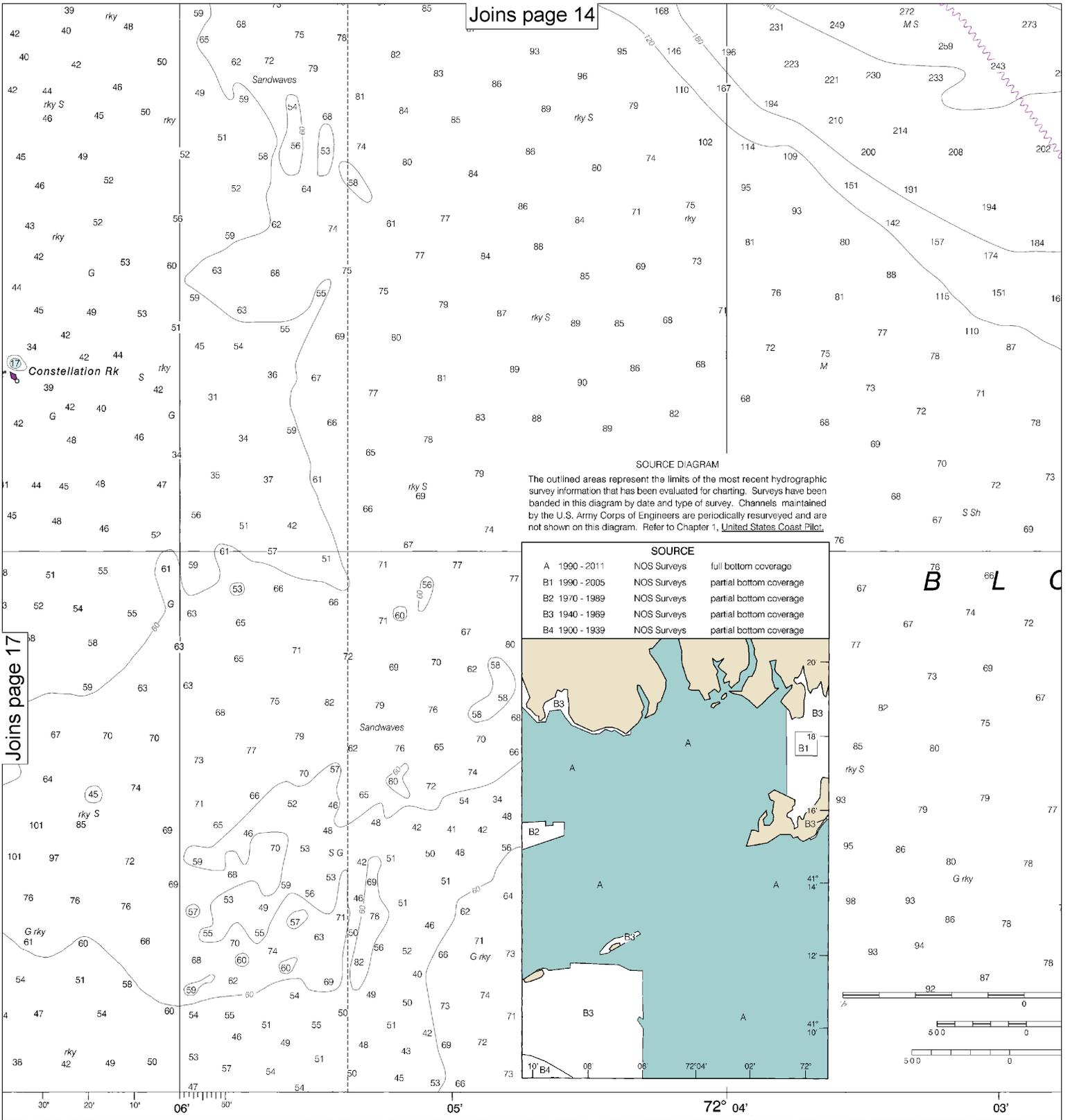
40th Ed., Apr. 2016. Last Correction: 10/4/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

16

Note: Chart grid lines are aligned with true north.



See Note on page 5.



SOURCE DIAGRAM

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 - 2011	NOS Surveys	full bottom coverage
B1	1990 - 2005	NOS Surveys	partial bottom coverage
B2	1970 - 1989	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage

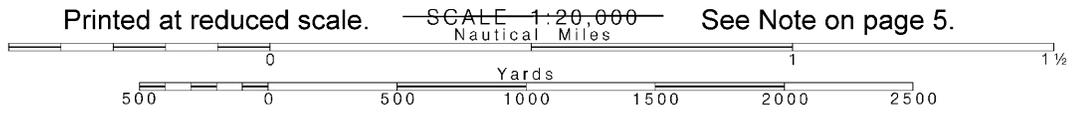
Joins page 17

SOUNDINGS IN FEET

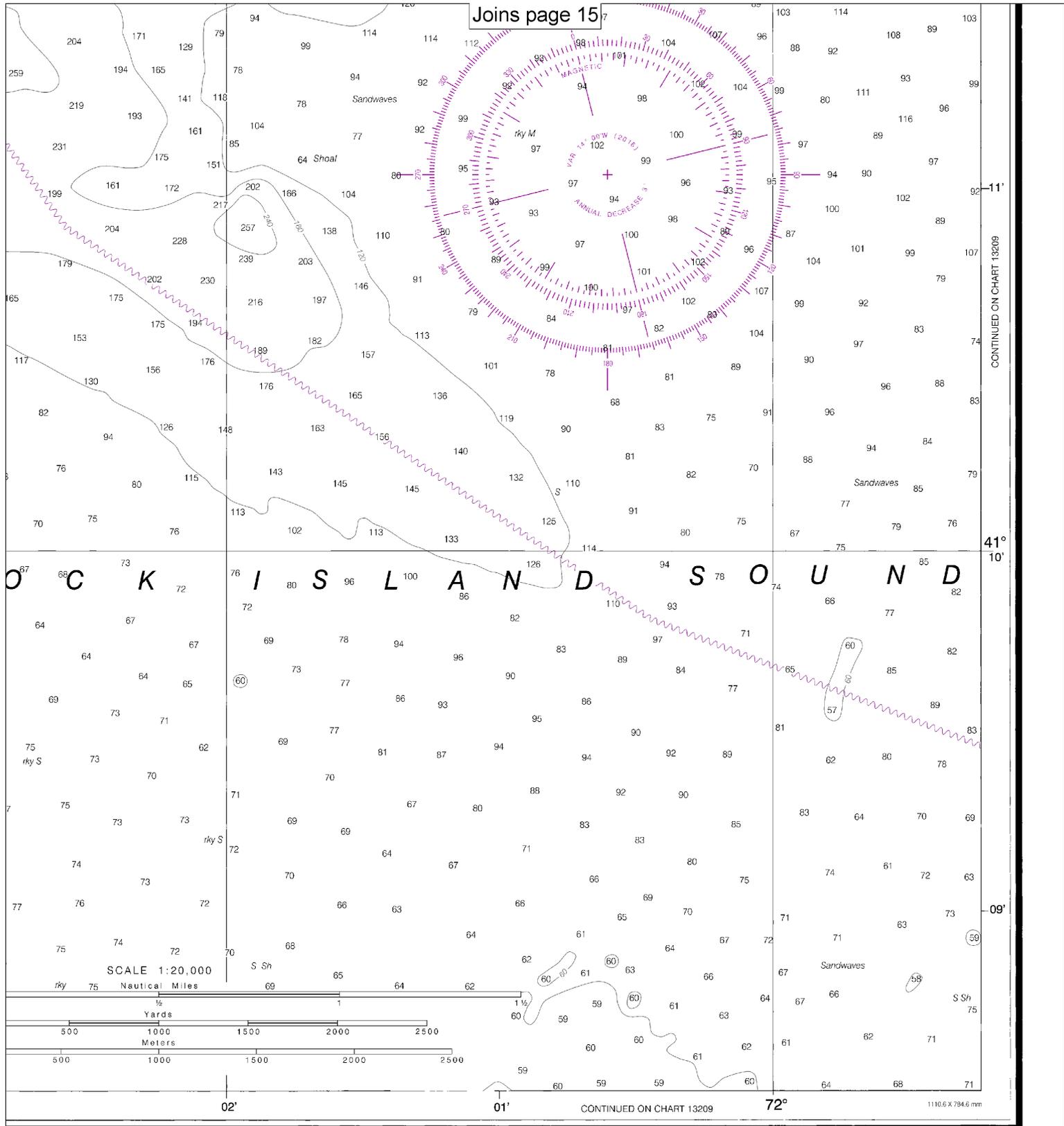
Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS
FEET
METERS

Note: Chart grid lines are aligned with true north.



See Note on page 5.



CONTINUED ON CHART 13209

41° 10'

09'

CONTINUED ON CHART 13209

1110.6 X 784.6 mm

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Approaches to New London Harbor
SOUNDINGS IN FEET-SCALE 1:20,000

13212



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>
- 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.