

BookletChart™

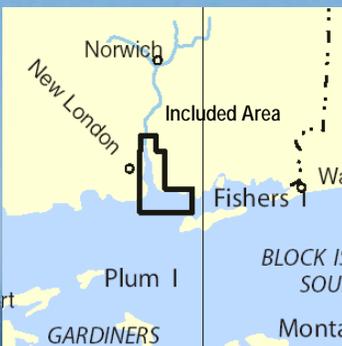
New London Harbor and Vicinity

NOAA Chart 13213

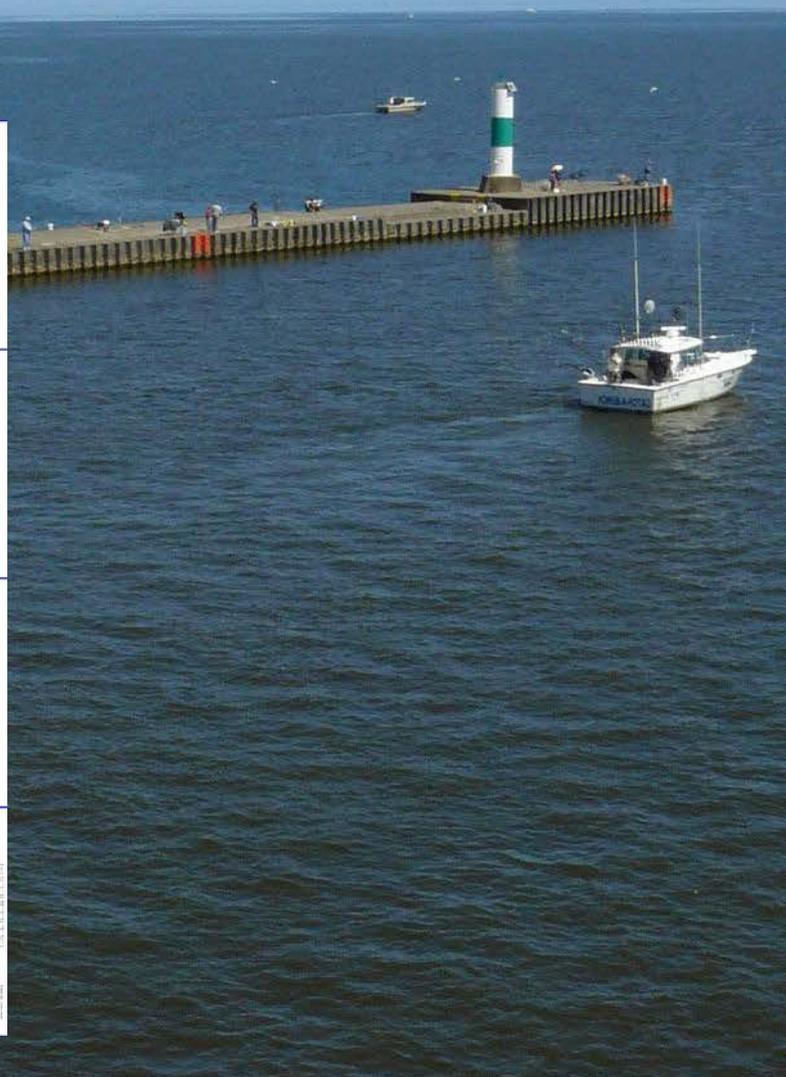
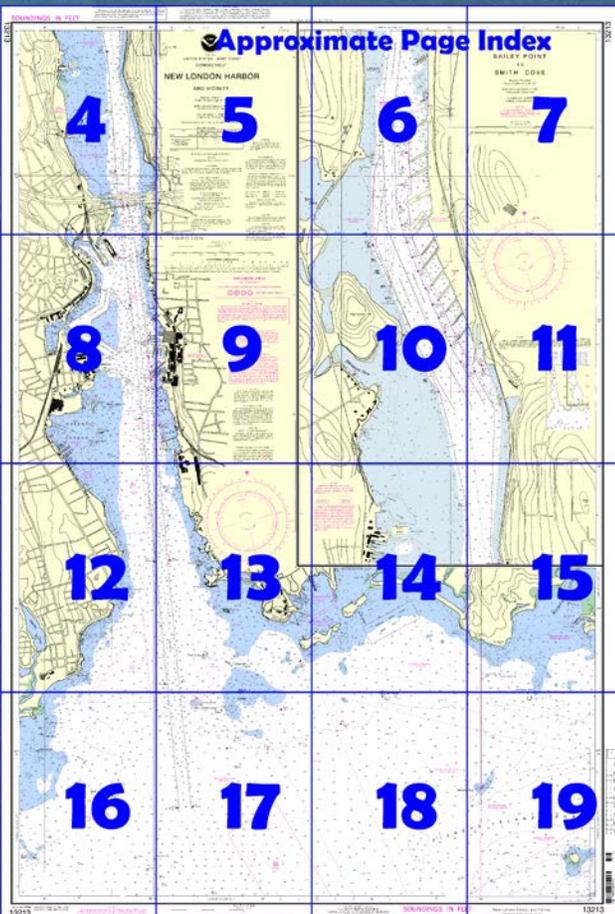


A reduced-scale NOAA nautical chart for small boaters

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.

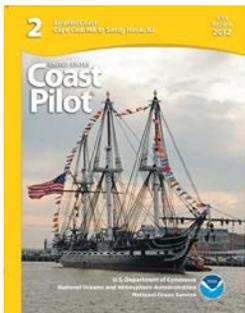
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13213>



(Selected Excerpts from Coast Pilot)

New London Harbor, near the east end of Long Island Sound at the mouth of the **Thames River**, is an important harbor of refuge. Vessels of deep draft can find anchorage here in any weather and at all seasons.

New London is a city on the west bank of Thames River about 2.5 miles above the mouth. The town of **Groton** on the east bank is connected to New London by a highway

bridge and a railroad bridge. The main harbor comprises the lower 3 miles of Thames River from Long Island Sound to the bridges, and includes Shaw Cove, Greens Harbor, and Winthrop Cove. It is approached through the main entrance channel extending from deep

water in Long Island Sound to deep water in the upper harbor.

Greens Harbor, a small-craft shelter just north of the entrance, has general depths of 6 to 17 feet.

Shaw Cove is a dredged basin about 0.8 mile northward of Greens Harbor. In February 1986, the controlling depth was 15 feet in the entrance channel through the south draw of the bridge, thence depths of 11 to 15 feet were available in the basin. The railroad bridge over the entrance has a swing span with clearances of 6½ feet.

Winthrop Cove, northward of Shaw Cove, is part of the main waterfront channel. The fixed railroad bridge near the head of this cove has a clearance of 4 feet.

New London Ledge Light (41°18.3'N., 72°04.7'W.), 58 feet above the water, is shown from a red brick building on a square white pier on the west side of New London Ledge; a fog signal is sounded at the station. Other prominent features in approaching New London Harbor are: New London Harbor Light, on the west side of the entrance channel; the monument at Fort Griswold; the microwave tower atop a building in downtown New London; large sheds at the shipyard on the east side of the river opposite Fort Trumbull; and highway bridge at New London.

Pine Island Channel, northeastward of New London Ledge Light, between Pine Island and Black Ledge, has a rocky and very broken bottom on which the least found depth is 10 feet.

U.S. Naval Submarine Base is on the east side of the Thames River about 2.5 miles above New London.

Mumford Cove is entered about 2 miles west of Mystic Harbor. A privately dredged channel leads northward from the entrance to the head of the cove; two spur channels lead eastward from the main channel, about 0.3 mile and 0.6 mile, respectively, above the entrance. The channels are marked by private seasonal buoys and daybeacons. In July 1981, the channels had a reported controlling depth of 2 feet.

Special anchorages are in the cove. (See **110.1** and **110.50c**, chapter 2, for limits and regulations.)

Horseshoe Reef, 0.5 mile southward of Mumford Cove entrance, is awash at low water, and is marked by a buoy. Broken and rocky grounds extend from the reef to the shore eastward of Mumford Point.

Vixen Ledge, with a depth of 10 feet and marked by a buoy, is about 1 mile west of Horseshoe Reef. **Pine Island** is bluff and grassy, about 1.3 miles west of Mumford Point. It is surrounded by shoal water and rocky bottom, and is marked off the southwest side by a lighted bell buoy. A rock, covered 6 feet, in 41°18'35"N., 72°03'16"W., is about 0.3 mile northwestward of Vixen Ledge.

A **special anchorage** is on the north side of Pine Island.

Avery Point Light, 41°18'55"N., 72°03'49"W., is shown from a white octagonal concrete tower at **Avery Point**. An unmarked rock awash is 0.3 mile south of the light. A cove indents the mainland north of Pine Island and east of **Avery Point**; the entrance is marked by two buoys eastward of Avery Point. Depths shoal from about 10 feet in the entrance to about 1 foot at the head of the cove. A breakwater, marked by a private light, extends southeasterly from the east end of Avery Point. A 5mph **speed limit** is enforced in the cove.

A yacht club, marina, and launching ramp are in the cove. Berths, guest moorings, gasoline, electricity, water, ice, marine supplies, and a 14-ton mobile hoist are available at the marina; hull and engine repairs can be made. In 2000, a depth of 7.5 feet could be carried to the marina.

A **special anchorage** is in the cove. (See **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

Boston, MA

(617) 223-8555

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

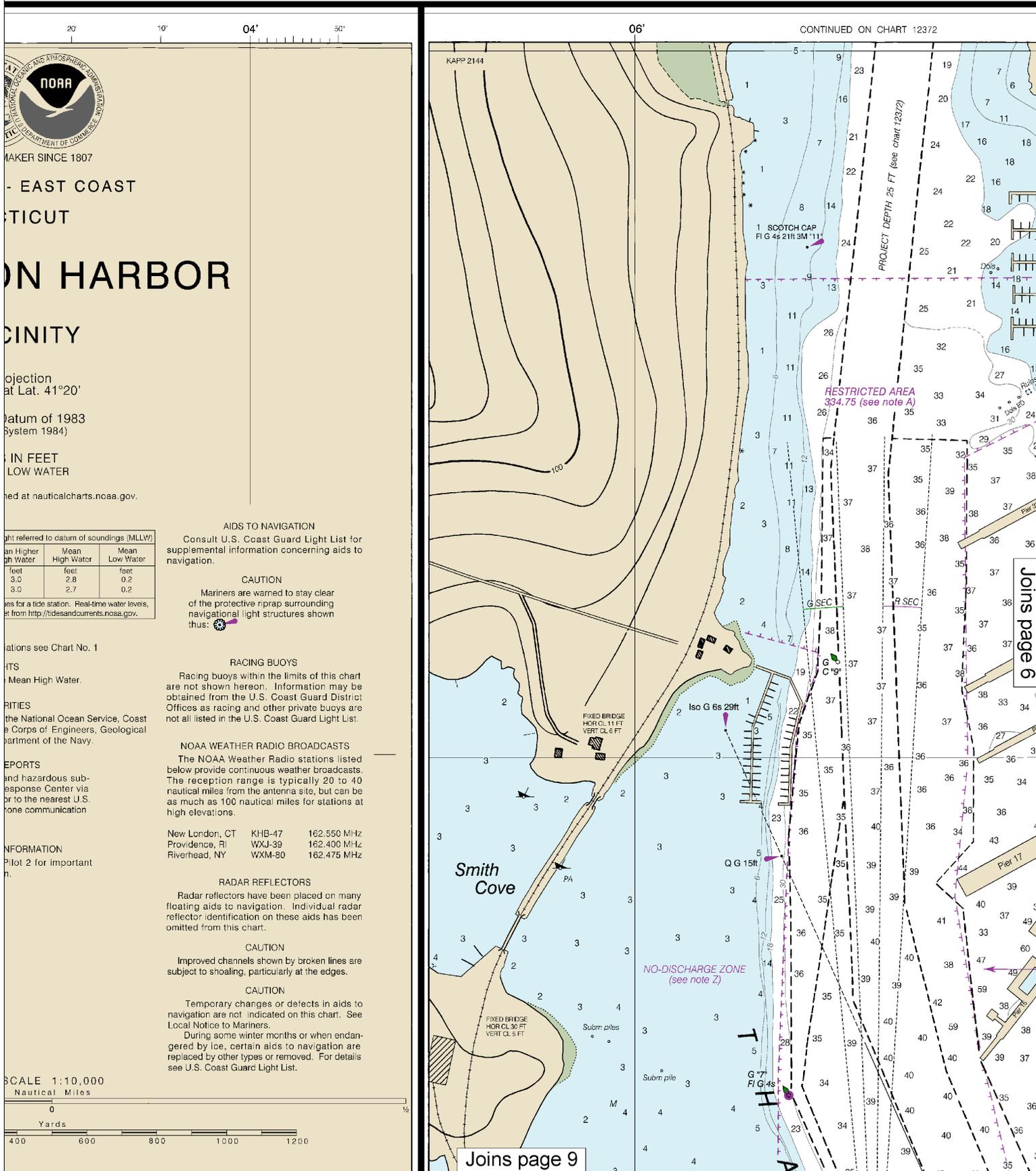
To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

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>



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

30' 20' 10' 04' 50'



THE UNITED STATES OF AMERICA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
NOAA

THE NATION'S CHARTMAKER SINCE 1807

CONNECTICUT

LONDON HARBOR

AND VICINITY

Mercator Projection
Scale 1:10,000 at Lat. 41°20'

American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
MEAN LOWER LOW WATER

Information can be obtained at nauticalcharts.noaa.gov.

ADDITIONAL INFORMATION

Longitude	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
2°05' W	3.0	2.8	0.2
2°06' W	3.0	2.7	0.2

Note: Mean datum values for a tide station. Real-time water levels, and tide predictions, can be obtained from <http://tidesandcurrents.noaa.gov>.

and Abbreviations see Chart No. 1

HEIGHTS
feet above Mean High Water.

AUTHORITIES
Soundings and bathymetry by the National Ocean Service, Coast and Geodetic Survey, and the Corps of Engineers, Geological Survey, and Department of the Navy.

POLLUTION REPORTS
For information on oil and hazardous substance spills, call the National Response Center at 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is not available (33 CFR 153).

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.

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

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.

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.

New London, CT	KHB-47	162.550 MHz
Providence, RI	WXJ-39	162.400 MHz
Riverhead, NY	WXM-80	162.475 MHz

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.

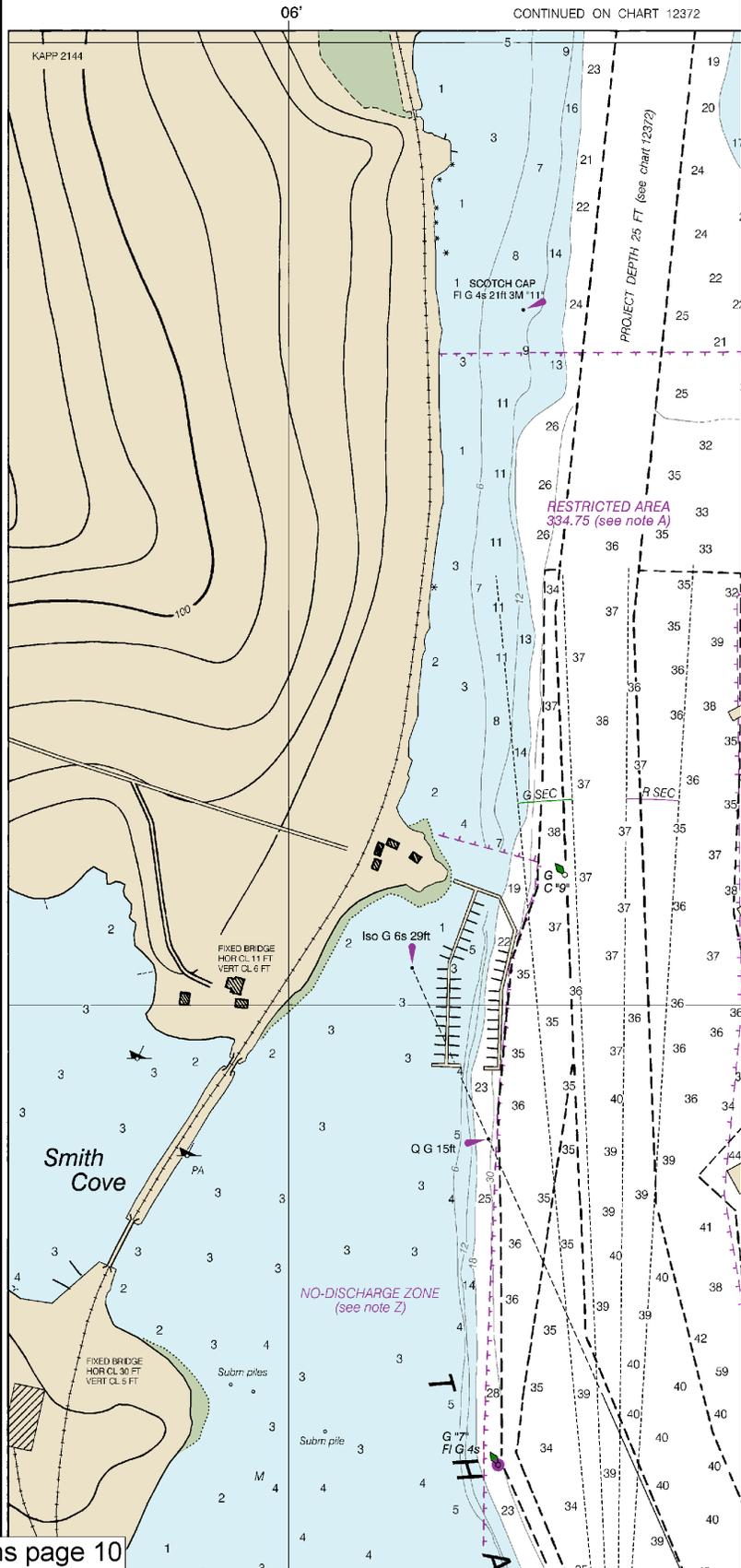
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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.

SCALE 1:10,000
Nautical Miles
Yards

200 400 600 800 1000 1200

Joins page 5



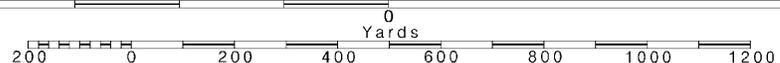
Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000

See Note on page 5.



05' 30"

20"

10"

72° 05'

55"

24'

30"

BAILEY POINT TO SMITH COVE

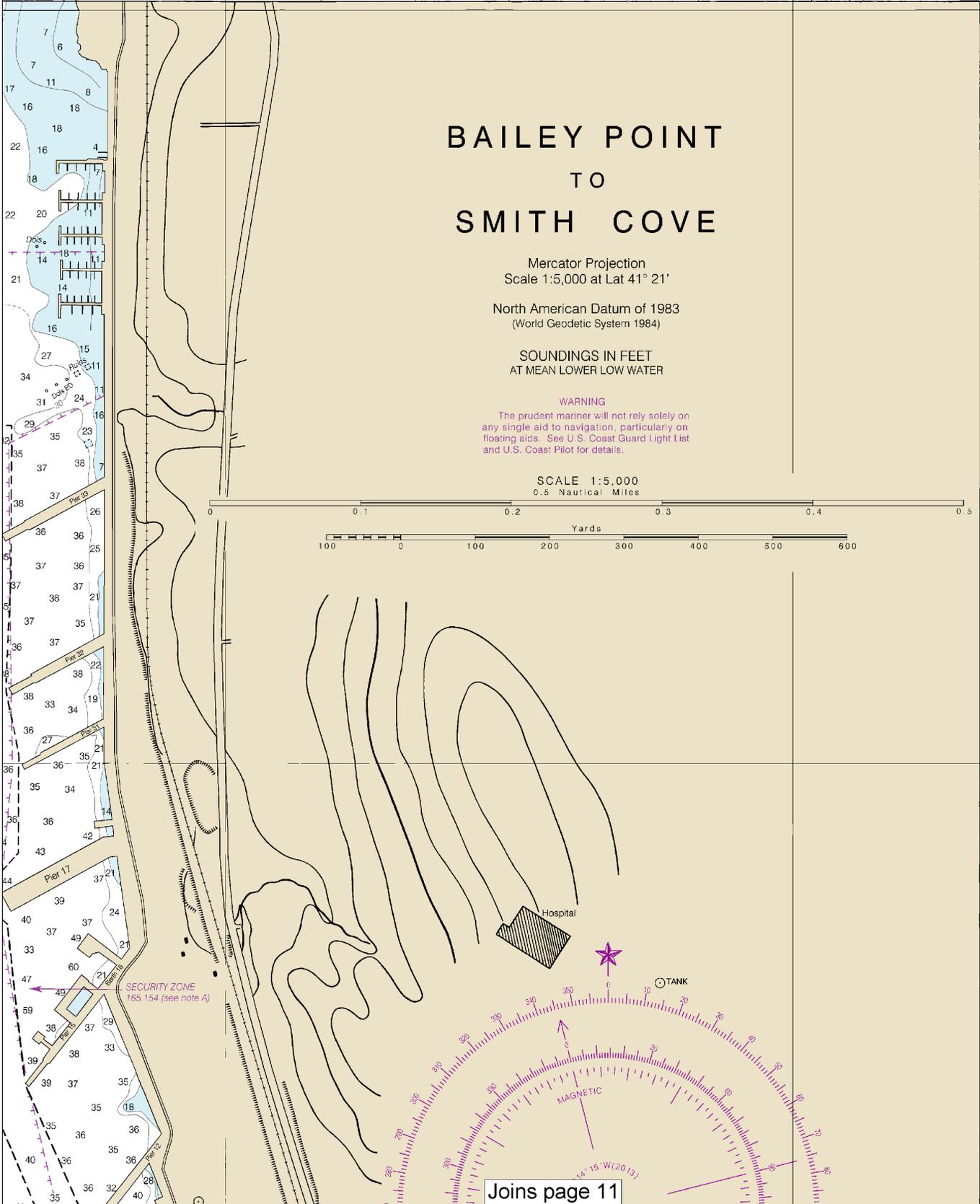
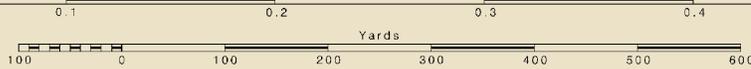
Mercator Projection
Scale 1:5,000 at Lat 41° 21'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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.

SCALE 1:5,000
0.5 Nautical Miles



24'

50"

gered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

SCALE 1:10,000
Nautical Miles



ANCHORAGE AREAS

110.147 (see note A)

Limits and designations of anchorage areas are shown in magenta

(A) (B) (C) (E) GENERAL ANCHORAGES

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

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). 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/.

NOTE C

Corps of Engineers authorized project depth is 40 feet for a width of 500 feet from the channel entrance to a point in approximately 41°20'58.6"N., 72°05'08.3"W., thence 36 feet to a point in approximately 41°21'53.4"N., 72°05'16.8"W.

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 0.351' northward and 1.726' eastward to agree with this chart.

CAUTION

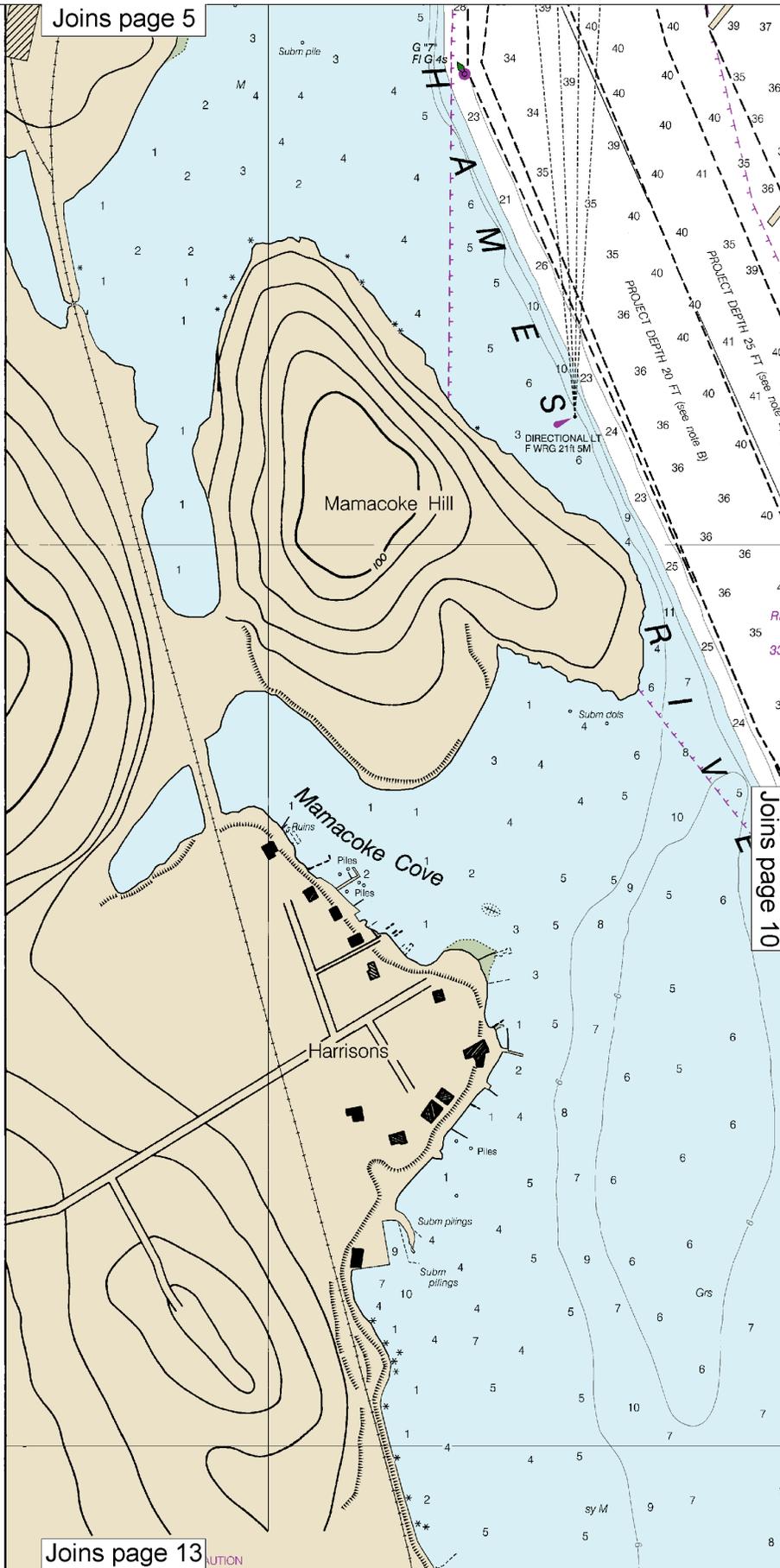
BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

FISHING AND HUNTING STRUCTURES

Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

Joins page 5



Joins page 10

Joins page 13

gered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

Joins page 6

N

SCALE 1:10,000
Nautical Miles

0 1/2

Yards

200 400 600 800 1000 1200

ANCHORAGE AREAS

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CAUTION

BASCULE BRIDGE CLEARANCES

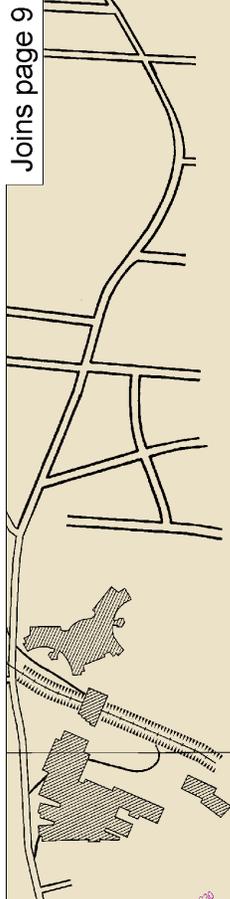
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Joins page 9

WNE (note A)



Joins page 14

CAUTION

10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

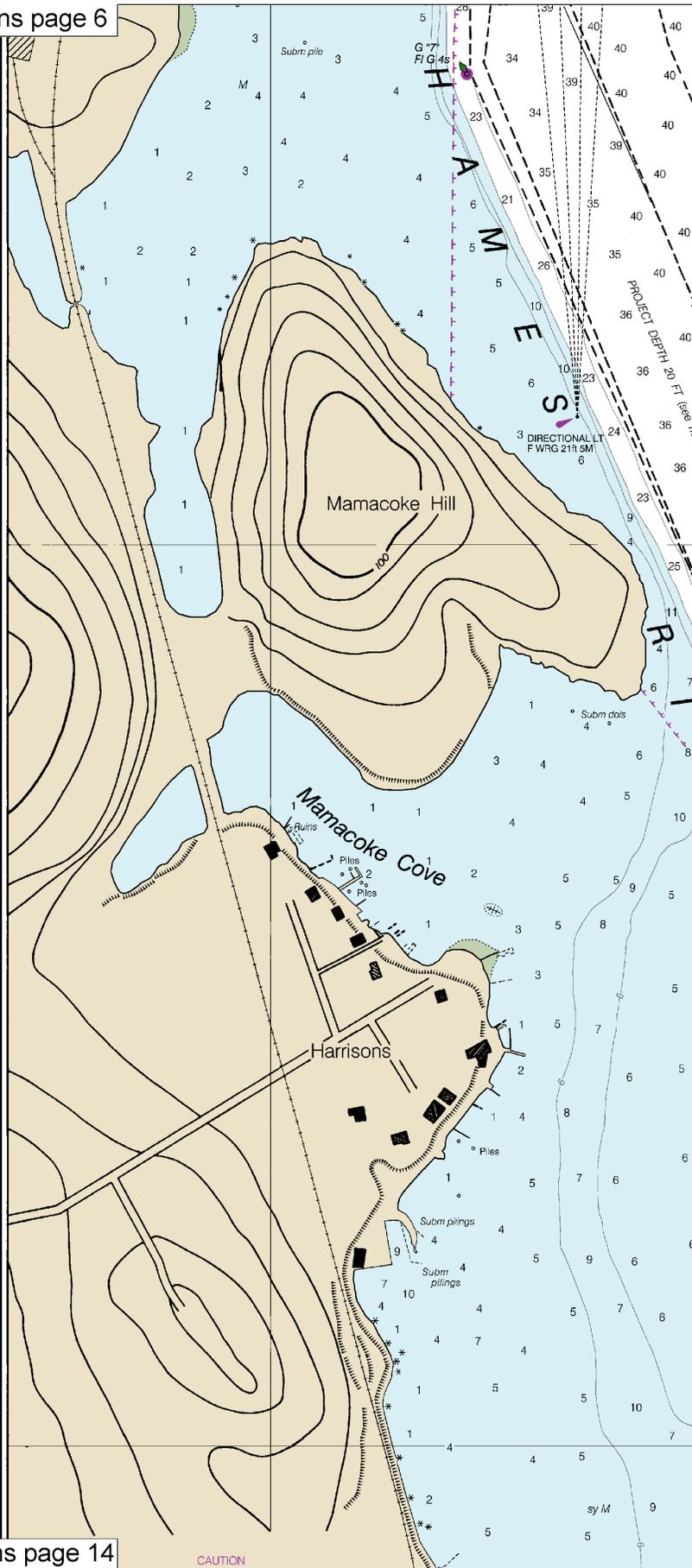
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Nautical Miles

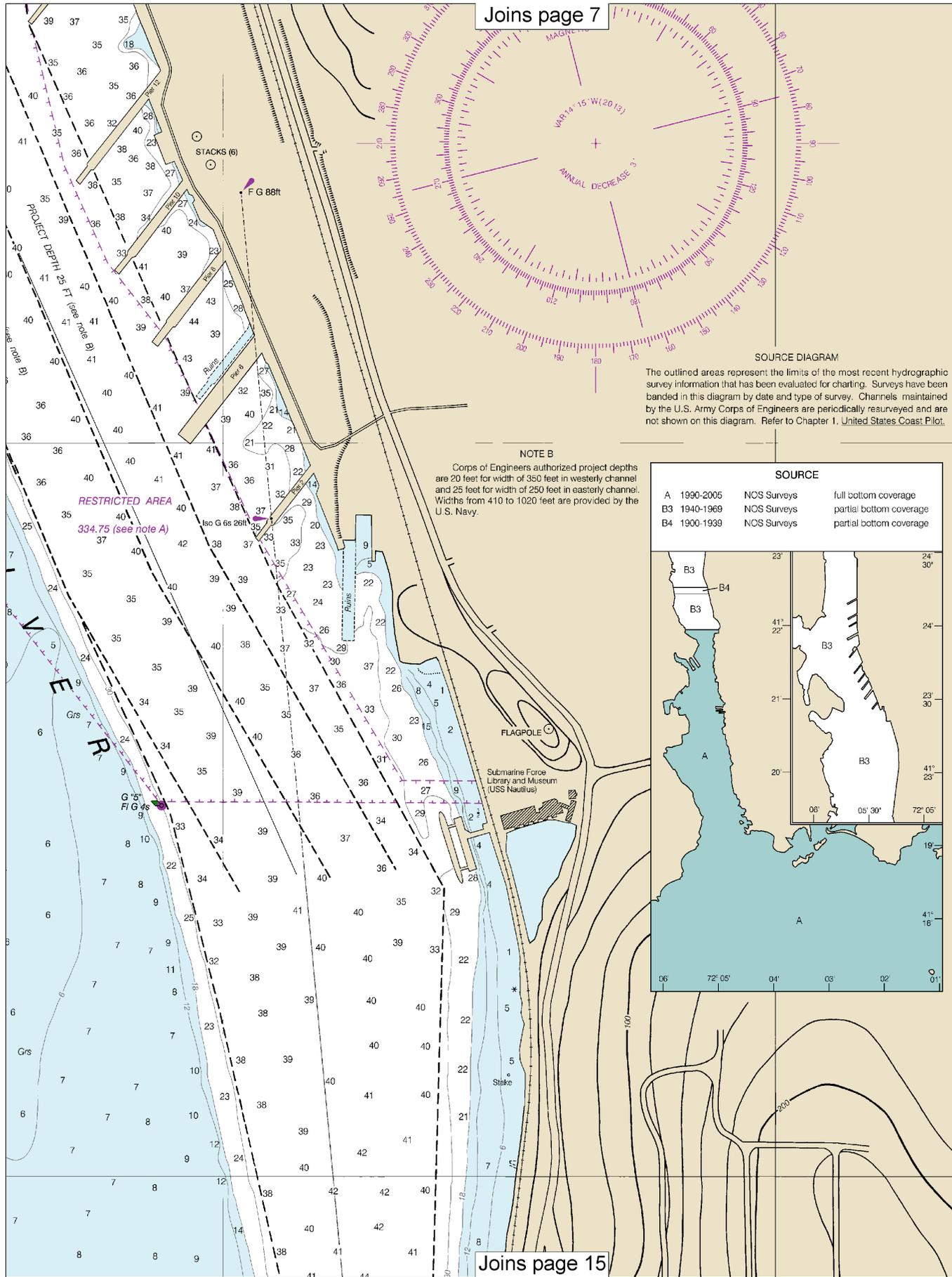
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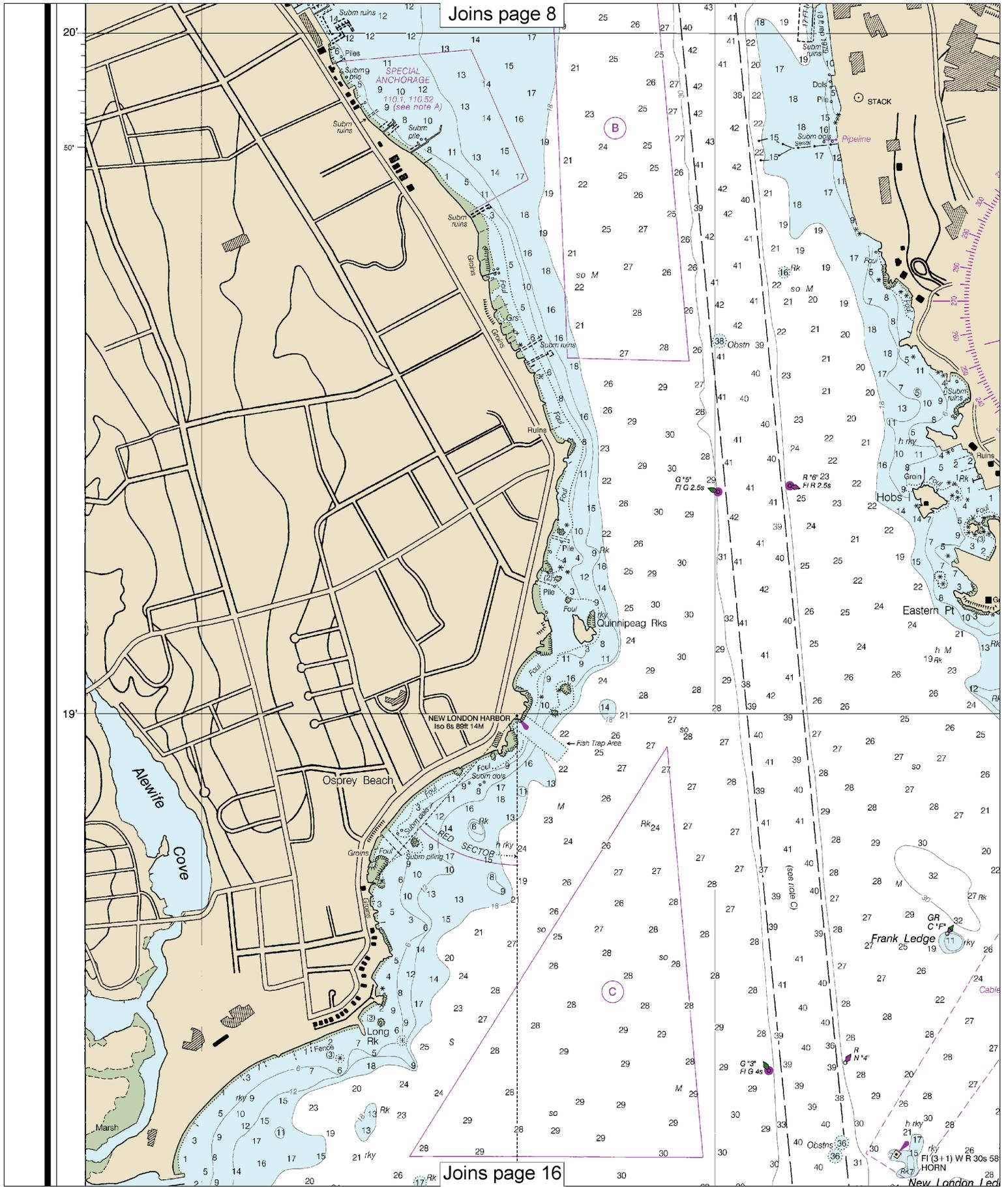
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Yards

200 400 600 800 1000 1200





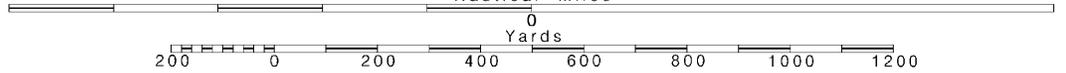


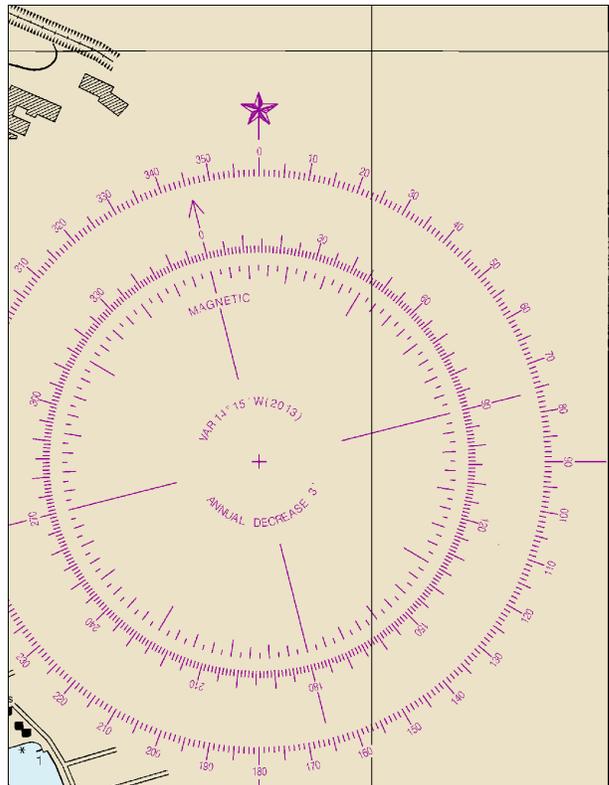
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.

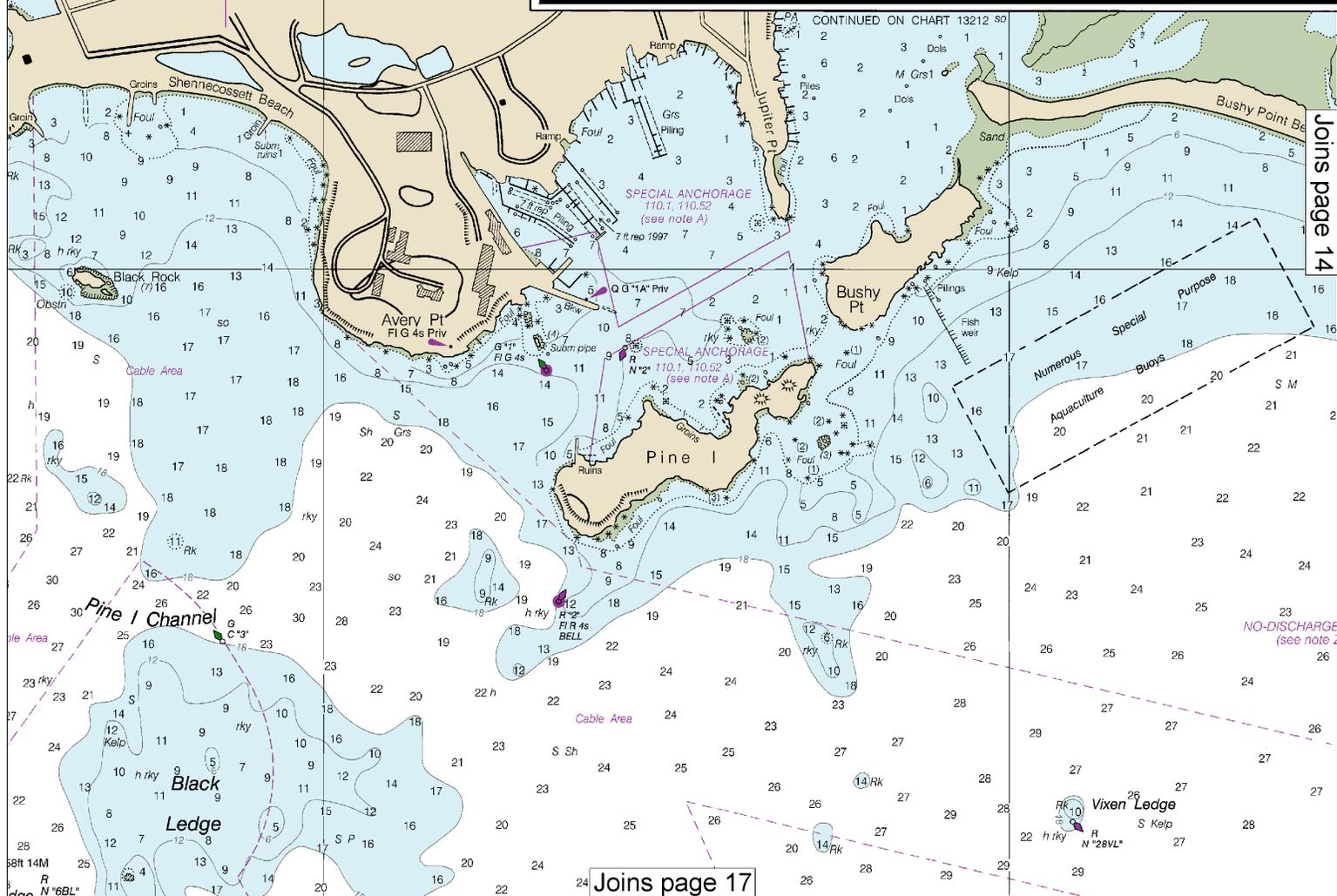


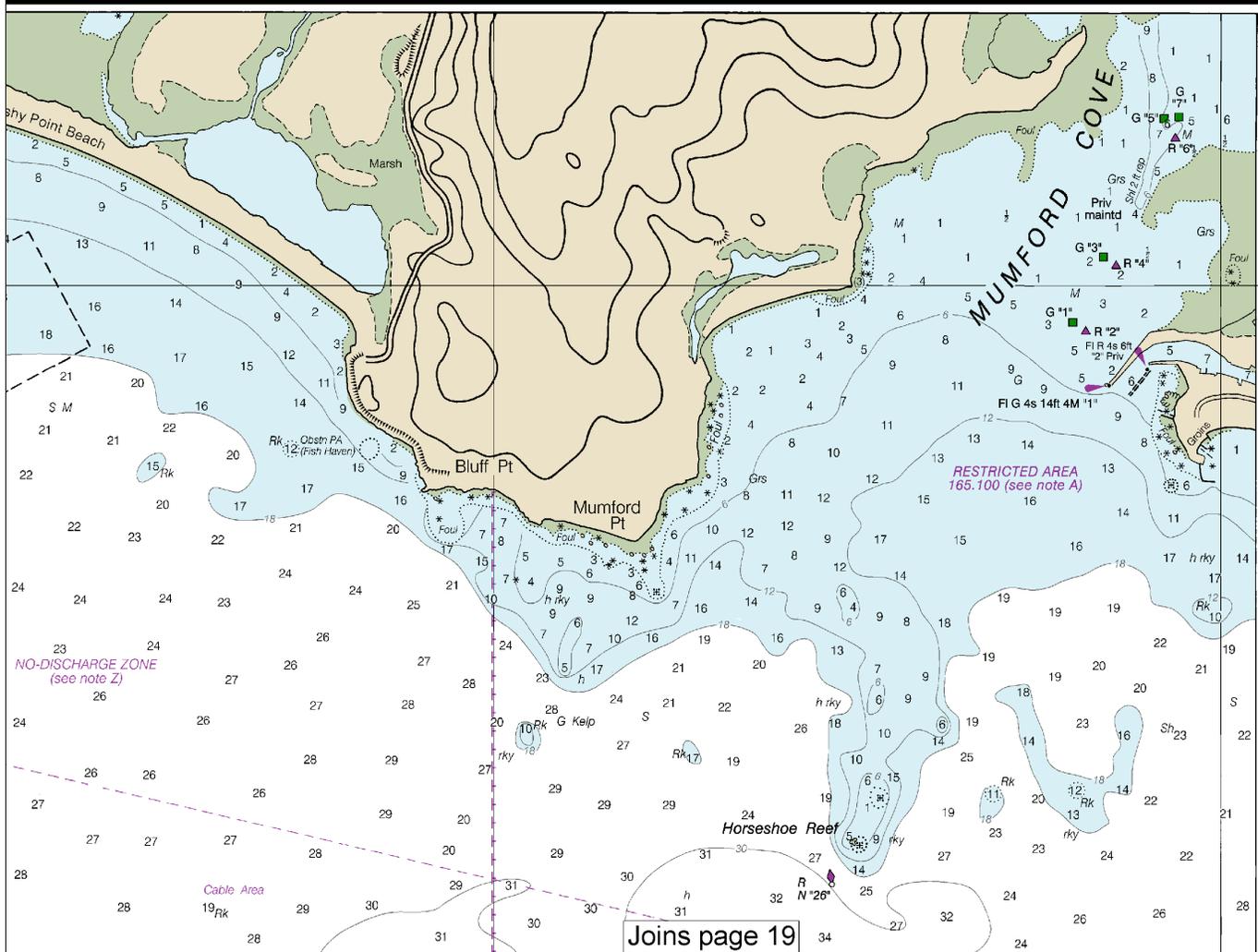
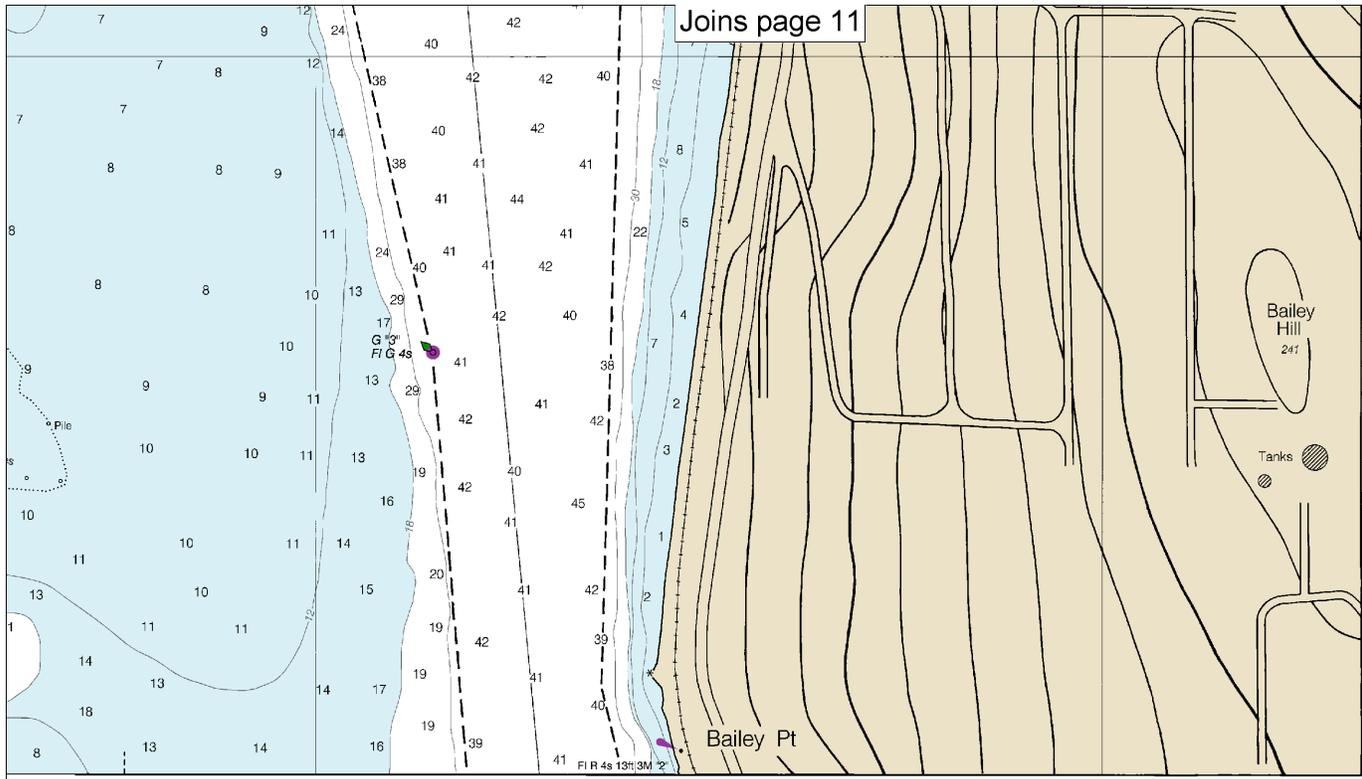


CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

— Pipeline Area ~~~~~ Cable Area

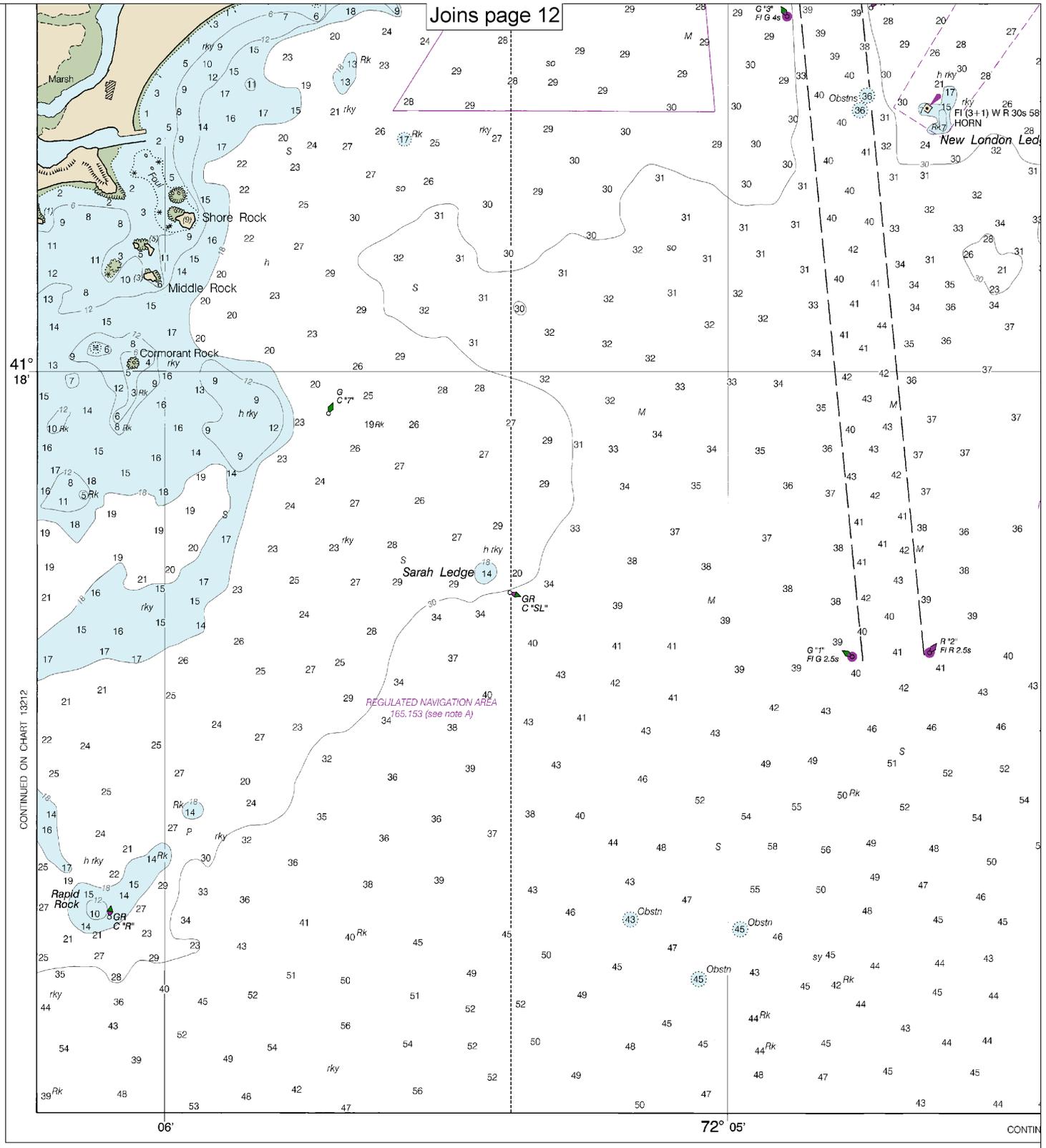
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.





CONTINUED ON CHART 13214

Joins page 12



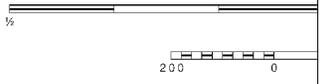
CONTINUED ON CHART 13212

CONTINUED

13213

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.

43rd Ed., Jul. 2013. Last Correction: 10/28/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

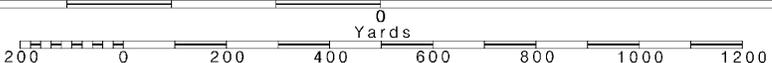


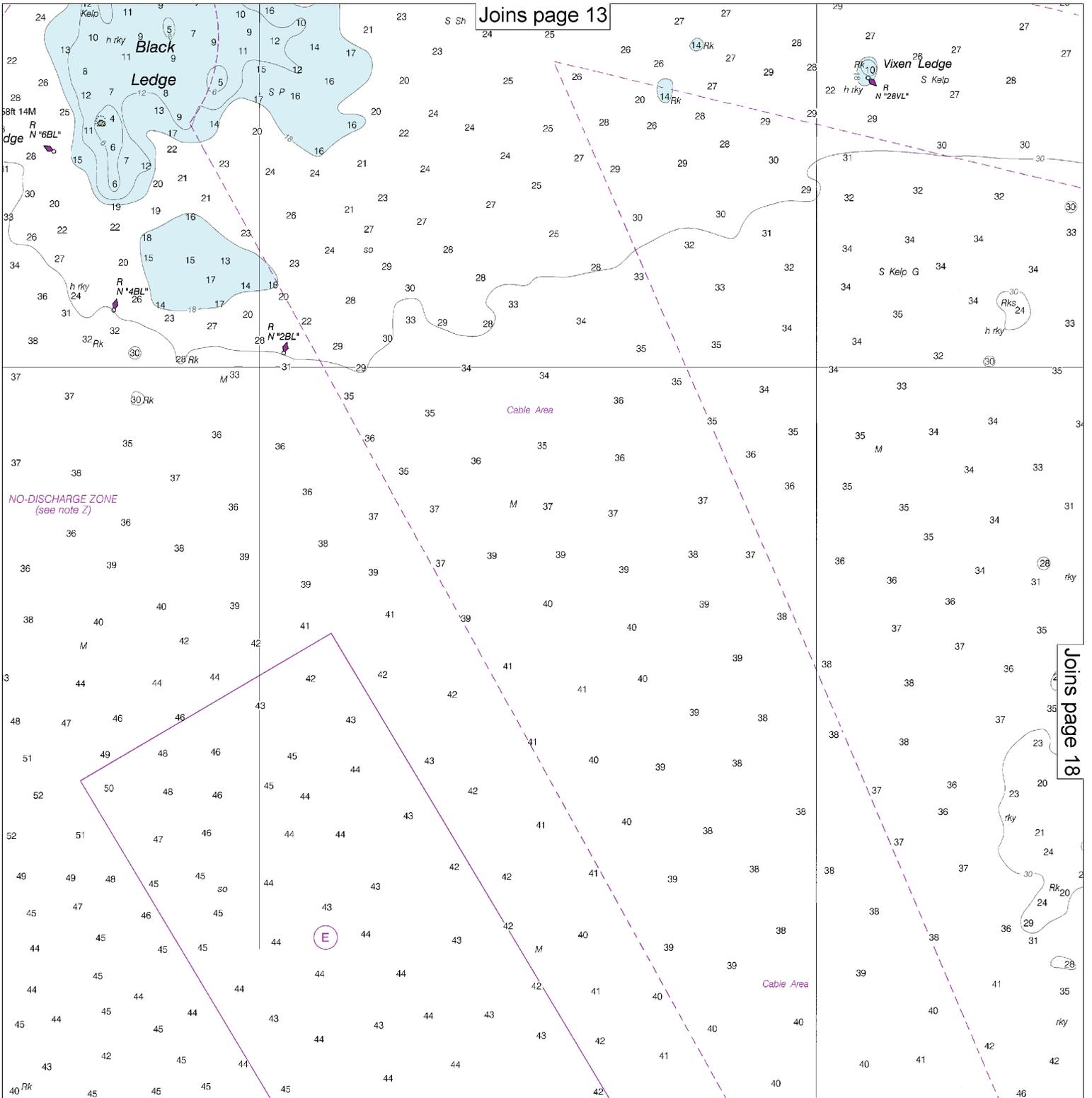
16

Note: Chart grid lines are aligned with true north.

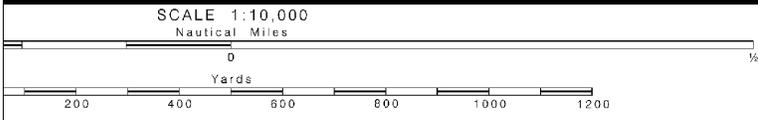
Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.





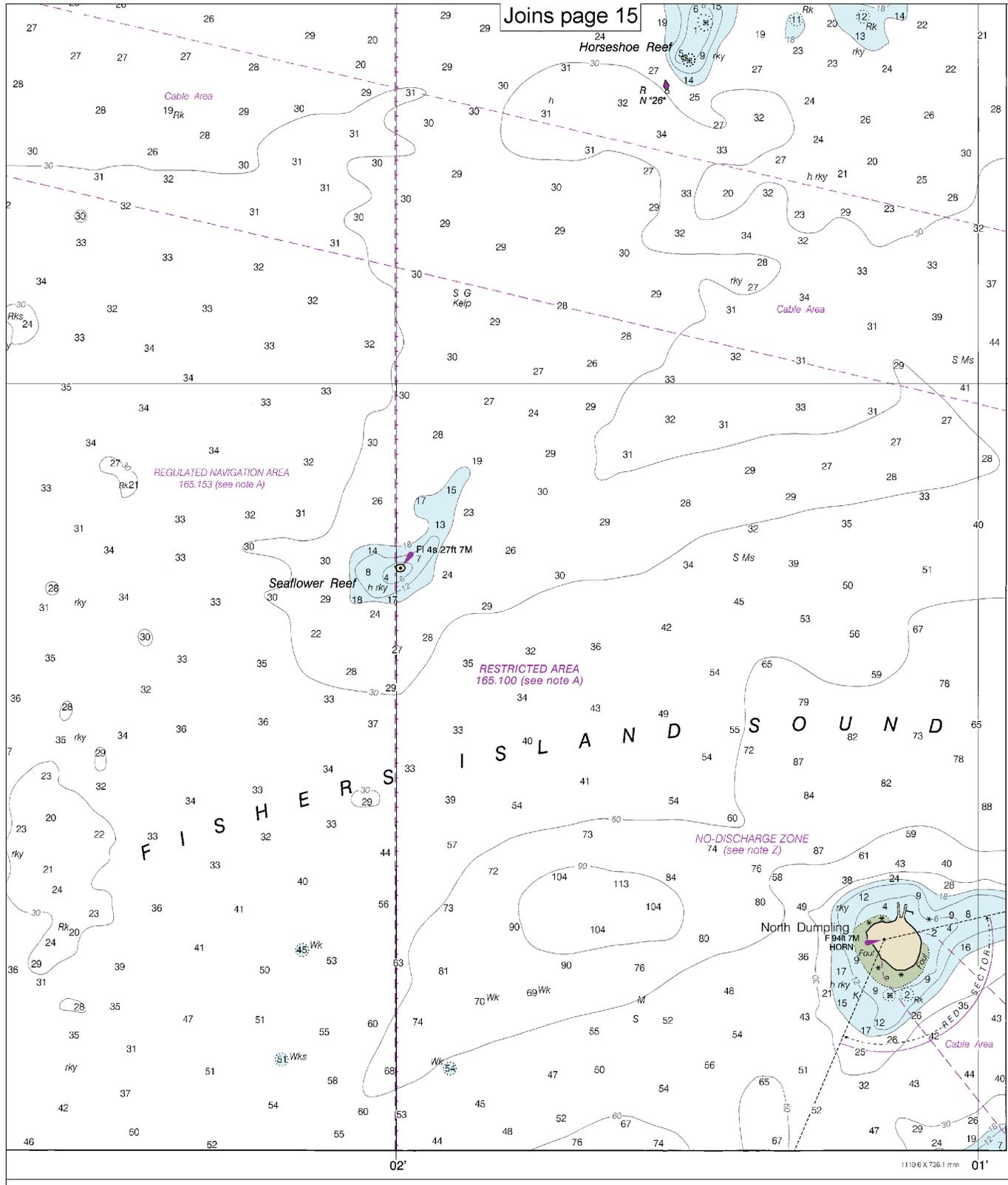
INUED ON CHART 13212



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

SC

Joins page 15



41° 18' CONTINUED ON CHART 13214

FATHOMS	FEET	METERS
1	6	1.1
2	12	2.1
3	18	3.3
4	24	4.3
5	30	5.5
6	36	6.6
7	42	7.6
8	48	8.8
9	54	9.8
10	60	11.0
11	66	12.1
12	72	13.1
13	78	14.3
14	84	15.3
15	90	16.5
16	96	17.5
17	102	18.6

SOUNDINGS IN FEET

New London Harbor and Vicinity
SOUNDINGS IN FEET - SCALE 1:10,000

13213



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.