BookletChart™

Fishers Island Sound
NOAA Chart 13214

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.


(Selected Excerpts from Coast Pilot)

Watch Hill, about 17.5 miles west of Point Judith, is a high bare bluff on its easterly side with several large hotels and summer houses.

Watch Hill Light (41°18'14"N., 71°51'30"W.), 61 feet above the water, is shown from a square gray granite tower, 45 feet high, attached to a white building with a red roof, on Watch Hill Point.

Gangway Rock, awash at low water, is part of a boulder reef extending about 0.2 mile south from Watch Hill Light. A lighted bell buoy marks the south end of the reef. A submerged rock is about 50 yards northward of the buoy.

Watch Hill Passage is the principal entrance to Fishers Island Sound from eastward, and the only one used by strangers. It has a least depth of about 17 feet. A spot with 12 feet over it in the passage is marked by a buoy; the best channel is northward of this buoy, giving it a berth of about 150 yards.

Watch Hill Reef, on the southwest side of Watch Hill Passage, has rocks that bare and is marked by a gong buoy.

Sugar Reef Passage, between Watch Hill Reef and Sugar Reef, has a width of 0.3 mile; the least depths are about 22 feet.

Sugar Reef, some 500 to 600 yards in extent, is covered 2 to 12 feet and should be avoided; it is marked by a buoy off its north side.

Catumb Rocks, the highest of which are awash, are marked by buoys on the north, southeast, and southwest sides. Rocks covered 1 to 18 feet extend 0.8 mile westward of Catumb Rocks to the buoy that marks the east side of Lords Passage. This passage, about 0.3 mile wide, has a least depth of 16 feet.

Wicopesset Passage, between Wicopesset Island and East Point, is narrow and is obstructed by a rock in the middle marked by a buoy; it is suitable only for small craft and should not be used by strangers. A bell buoy marks the southern entrance. Extreme caution is recommended when using the passage as the ebb current is apt to set boats on the foul ground.

Fishers Island is 6 miles long. Chocomount, 136 feet high, is the highest point on the island. East Point, at the east end of the island, is marked by several large houses. The former Coast Guard station at East Harbor, about 1 mile from East Point of Fishers Island, is prominent. The radio 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 southward from Race Point, the southwestern 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.

Fishers Island Sound extends between the mainland of Connecticut and Fishers Island, and forms one of the entrances into Long Island Sound that is used to some extent by light tows and other vessels up to 14-foot draft. The sound has numerous shoals and lobster trap buoys, and the entire area is exceedingly treacherous, characterized by boulder patches that rise abruptly from deep water. Vessels should follow the deeper channels between the shoals and proceed with caution if obliged to cross shoal areas.

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

RCC Boston Commander
1st CG District (617) 223-8555
Boston, MA
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.

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.
NOTE X

Within the 12-nautical mile territorial sea, established by Presidential Proclamation, some federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of that area. The 9-nautical mile Natural Resource Boundary offshore of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line therefore remain in effect. It is the inner limit of Federal Fisheries Jurisdiction and the outer limit of the jurisdiction of the state. The 24-nautical mile Continental Shelf and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

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 the 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.

SUPPLEMENTAL INFORMATION

Contact U.S. Coast Pilot for important supplemental information.

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. The following are the current stations:

- New London, CT: KHB-77
- Providence, RI: WSX-38
- Riverhead, NY: WXM-90

NOTE D

These waterways are marked with numerous unlighted private aids.

CAUTION

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

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.

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Bar scales have also been reduced and are accurate when used to measure distances in this BookletChart.
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. See Note on page 5.
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!**

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**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/](http://www.nws.noaa.gov/nwr/)

**Quick References**

- Nautical chart related products and information — [http://www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — [http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm](http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm)
- Tides and Currents — [http://tidesandcurrents.noaa.gov](http://tidesandcurrents.noaa.gov)
- Contact Us — [http://www.nauticalcharts.noaa.gov/staff/contact.htm](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.

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