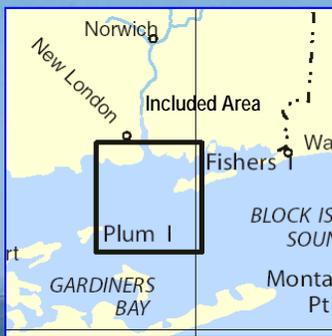


BookletChart™

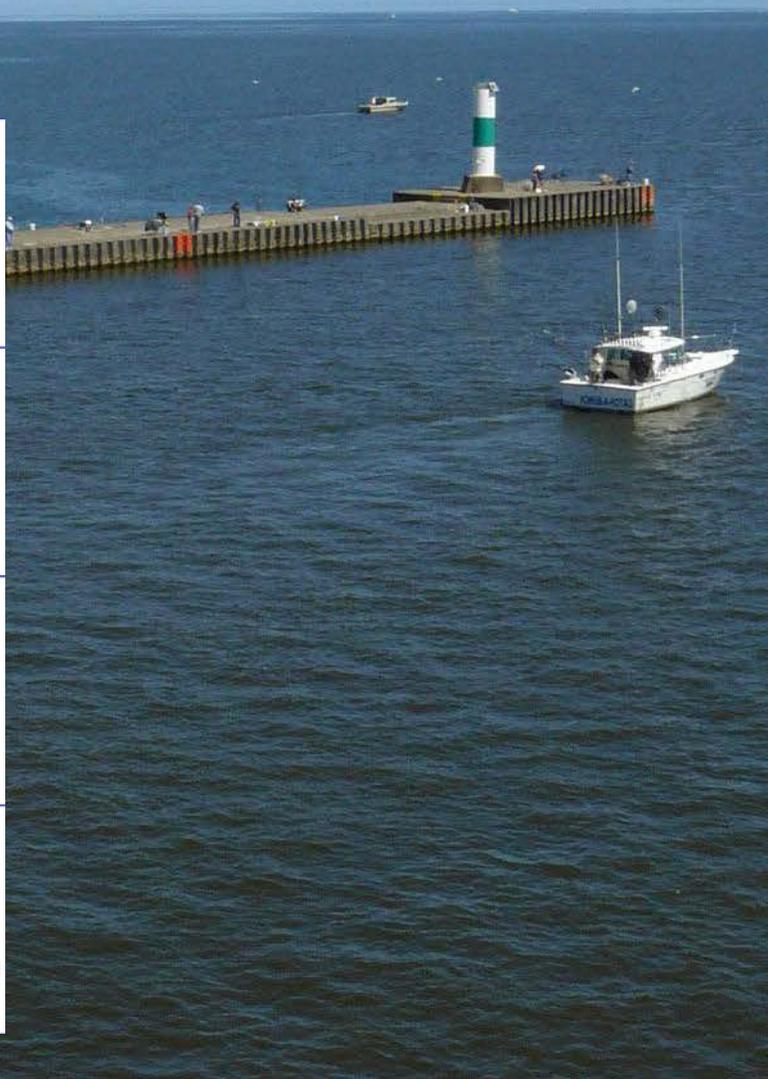
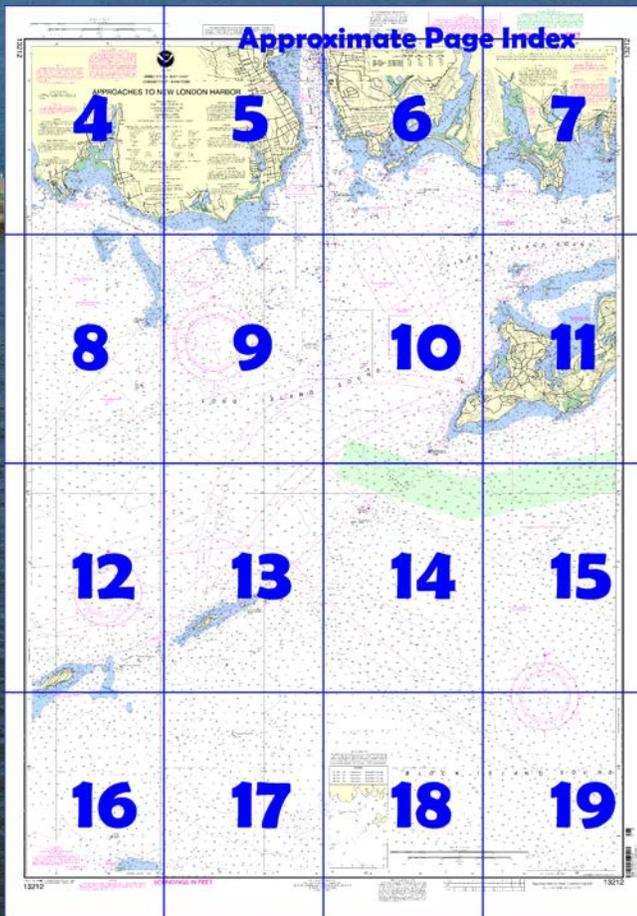


Approaches to New London Harbor NOAA Chart 13212

*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.

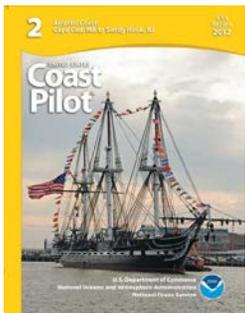
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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

Table of Selected Chart Notes

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



HEIGHTS
Heights in feet above Mean High Water.

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**

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

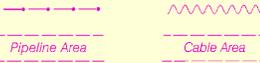
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.355' northward and 1.730' eastward to agree with this chart.

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

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



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.

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.

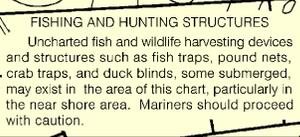
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

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.

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.

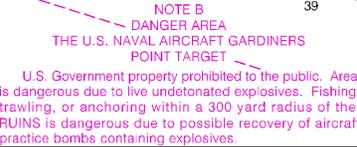


AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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.

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.

NOTE B
DANGER AREA
THE U.S. NAVAL AIRCRAFT GARDINERS POINT TARGET
U.S. Government property prohibited to the public. Area is dangerous due to live undetonated explosives. Fishing, trawling, or anchoring within a 300 yard radius of the RUINS is dangerous due to possible recovery of aircraft practice bombs containing explosives.



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/.

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.

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.

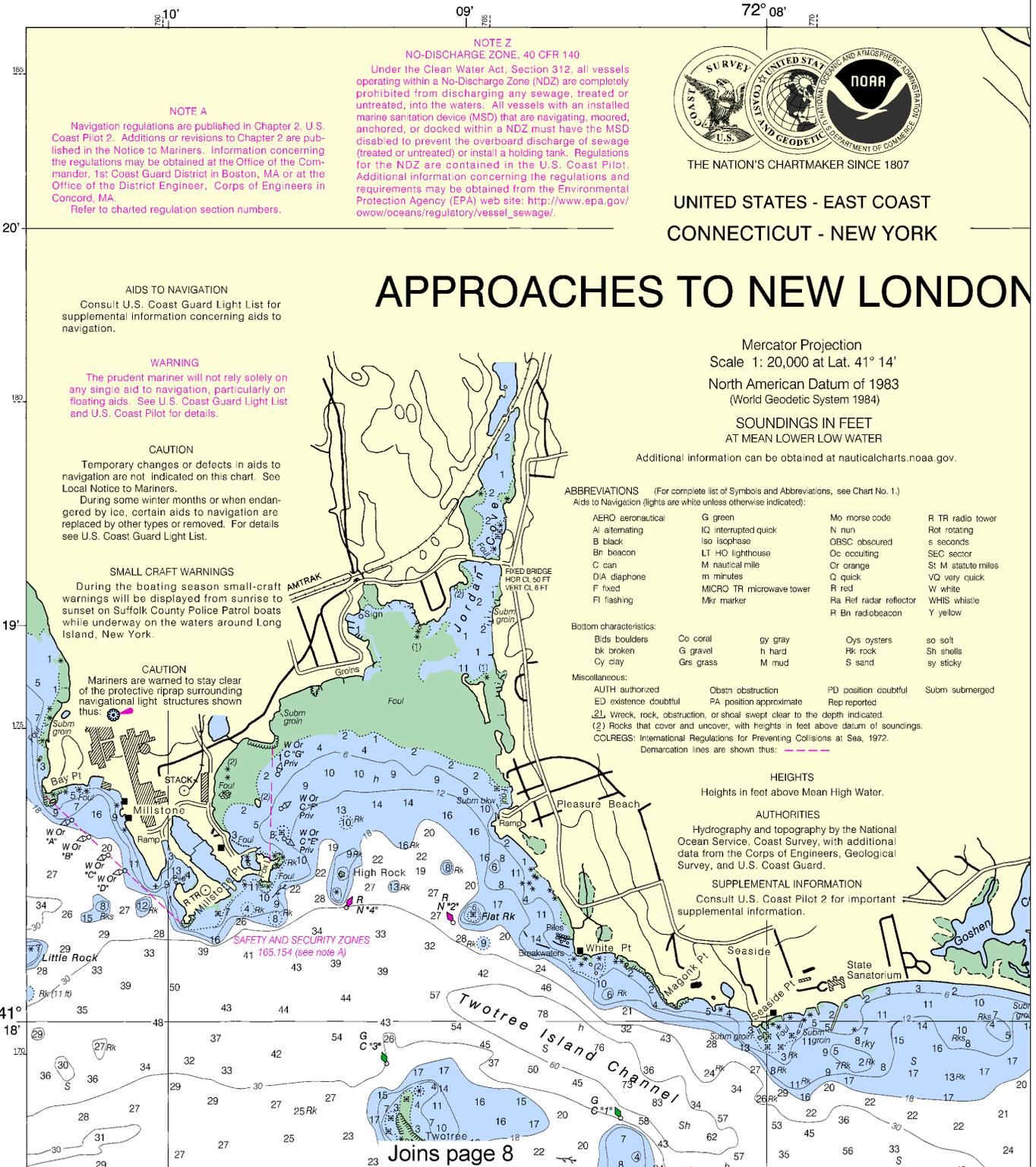
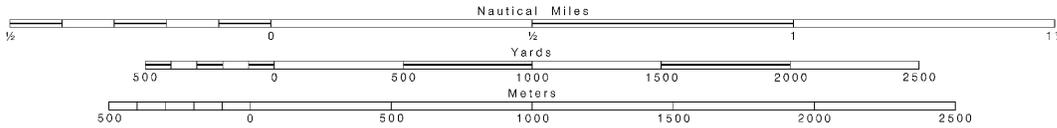
TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
West Harbor	(41°16'N/72°00'W)	3.0	2.7	0.2
Little Gull Island	(41°12'N/72°06'W)	2.6	2.4	0.2
Milstone Point	(41°18'N/72°10'W)	3.2	2.9	0.2
New London	(41°22'N/72°05'W)	3.0	2.8	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>.
(Apr 2010)

13212

SCALE 1:20,000



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.

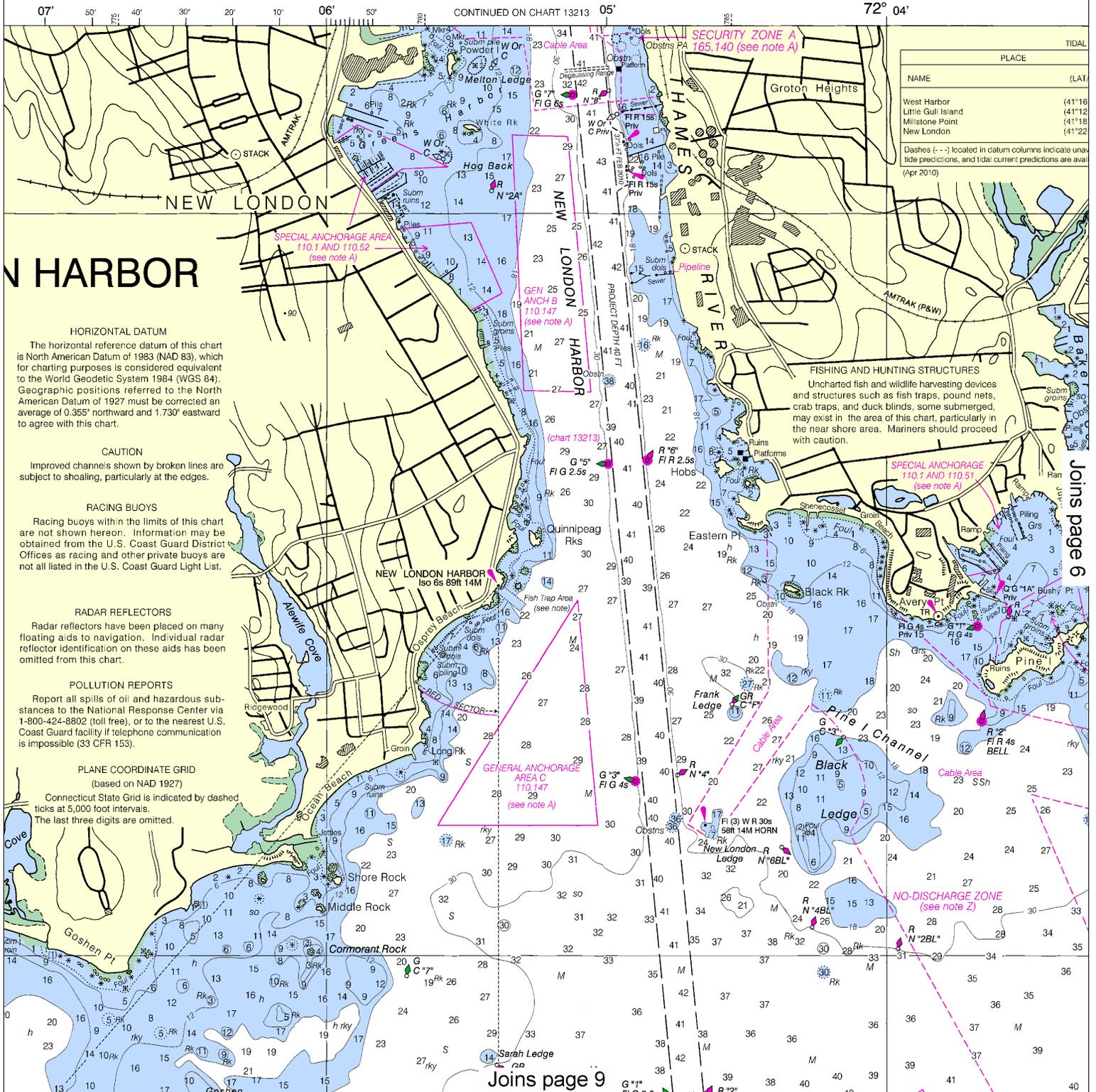


This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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

NOAA WEATHER RADIO BROADCASTS
 The NOAA Weather Radio stations listed below provide continuous weather broadcast. The reception range is typically 20 to 4 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations with 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



TIDAL	
PLACE	(LAT)
West Harbor	(41°16'
Little Gull Island	(41°12'
Millstone Point	(41°18'
New London	(41°22'

Dashes (---) located in datum columns indicate uncharted tide predictions, and tidal current predictions are available (Apr 2010).

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 0.355' northward and 1.730' eastward to agree with this chart.

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

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.

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.

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).

PLANE COORDINATE GRID
 (based on NAD 1927)
 Connecticut State Grid is indicated by dashed ticks at 5,000 foot intervals. The last three digits are omitted.

Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

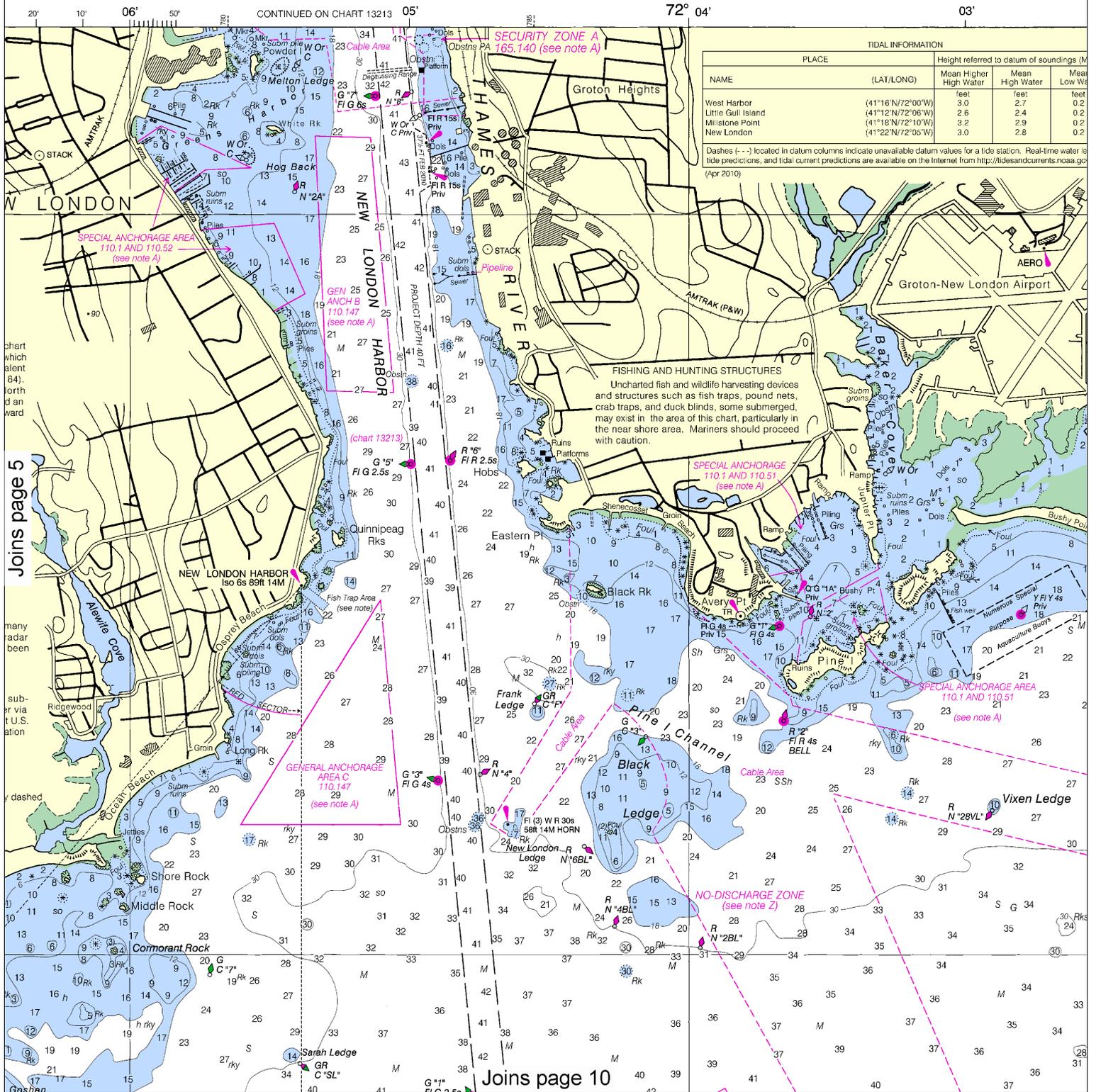


promote safe navigation. The National Hydrographic Survey, additions, or comments for this chart are forwarded to the Hydrographic Division (N/CS2), National Ocean Service, 10-3282.

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

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Hartford, CT	WXJ-41	162.475 MHz
Riverhead, NY	WXM-80	162.475 MHz



TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (M)		
		Mean Higher High Water	Mean High Water	Mean Low Water
West Harbor	(41°16'N/72°00'W)	3.0	2.7	0.2
Little Gull Island	(41°12'N/72°08'W)	2.8	2.4	0.2
Milestone Point	(41°18'N/72°10'W)	3.2	2.9	0.2
New London	(41°22'N/72°05'W)	3.0	2.8	0.2

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water level predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Apr 2010)

chart which is not shown in this chart. For information on the chart, contact the Hydrographic Division (N/CS2), National Ocean Service, 10-3282.

Joins page 5

Joins page 10



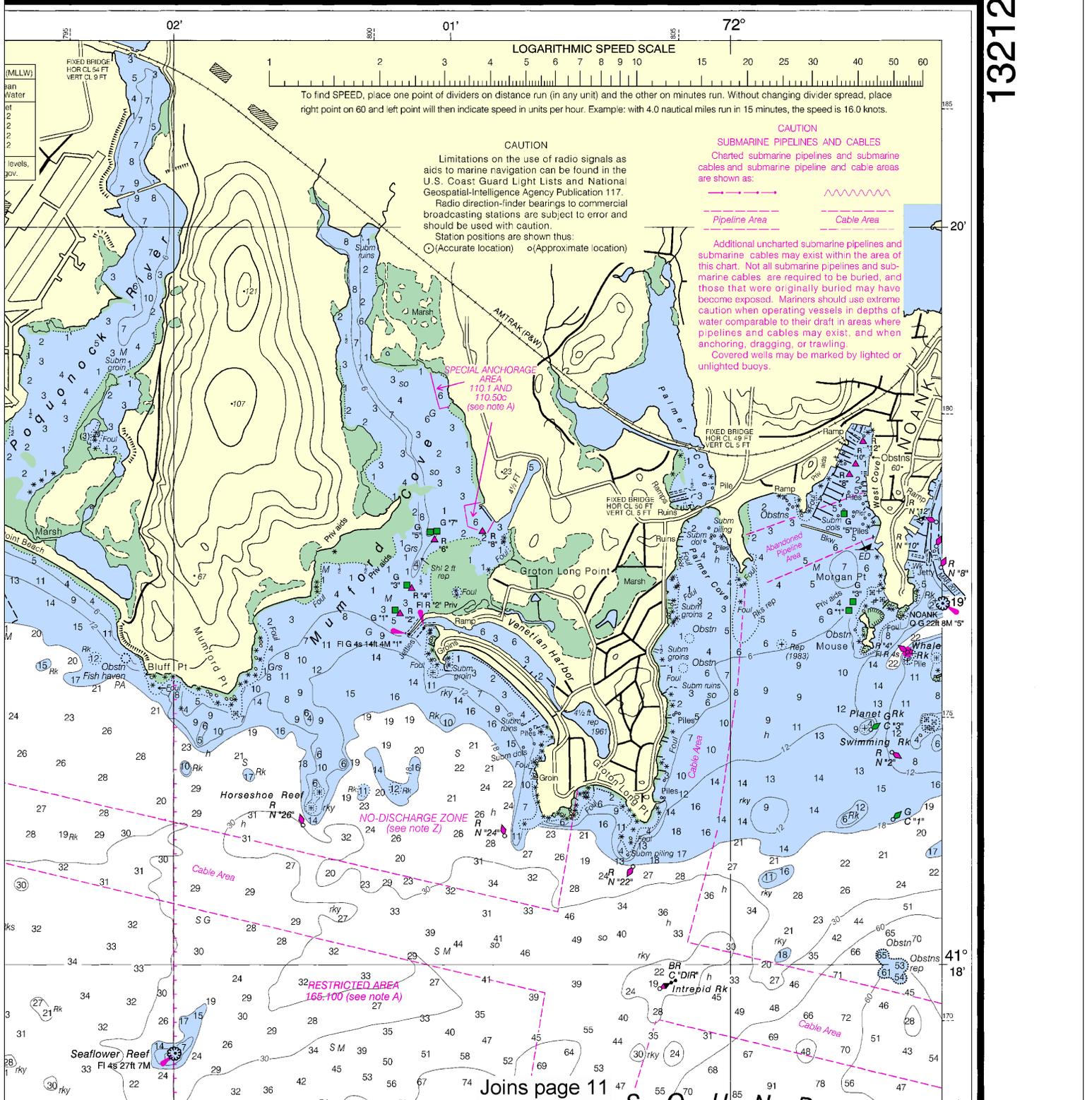
Note: Chart grid lines are aligned with true north.



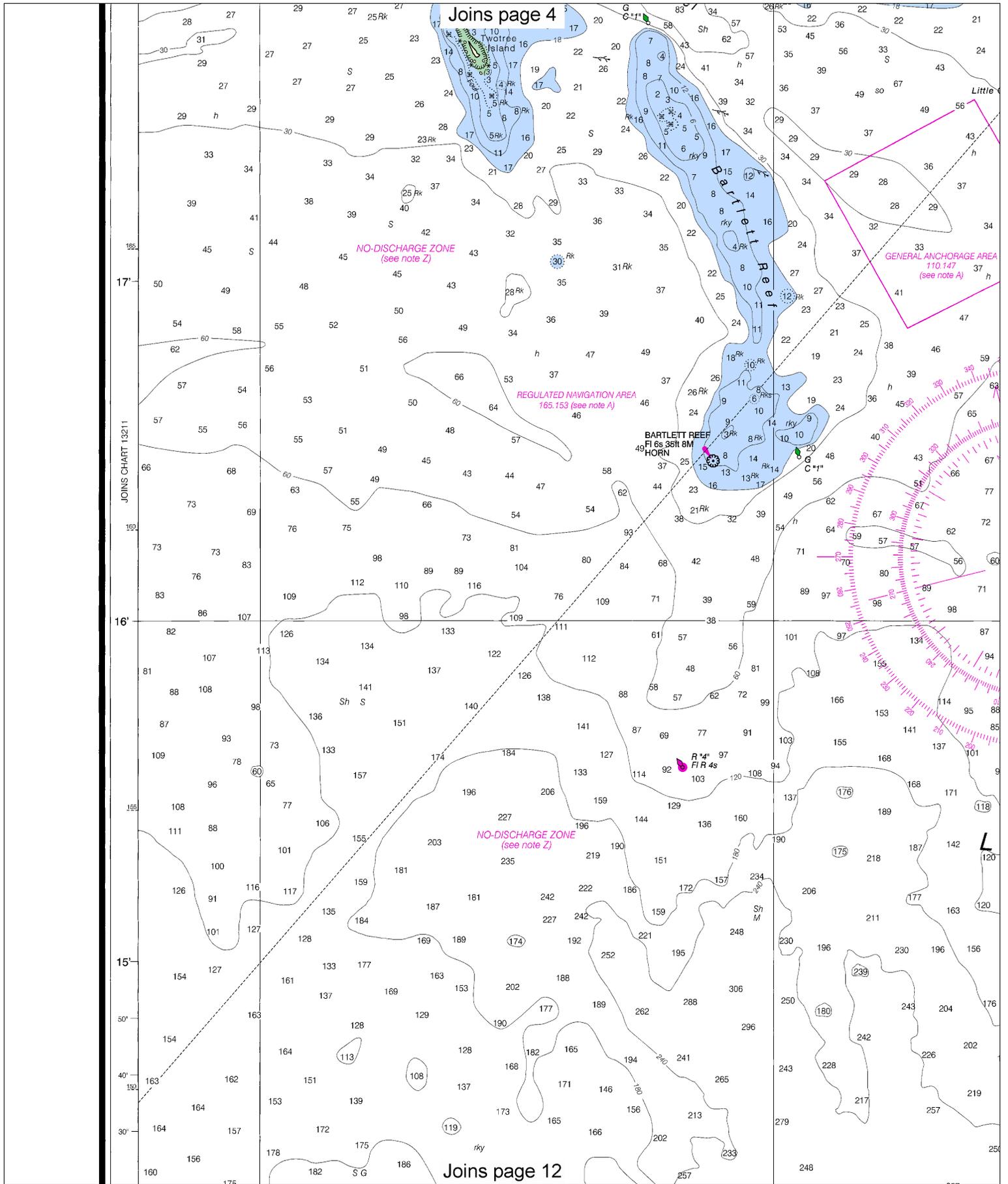
NOTE C
RECOMMENDED VESSEL ROUTE

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.

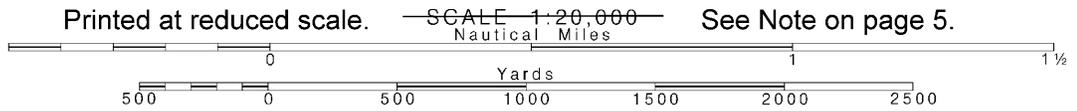
SOUNDINGS IN FEET

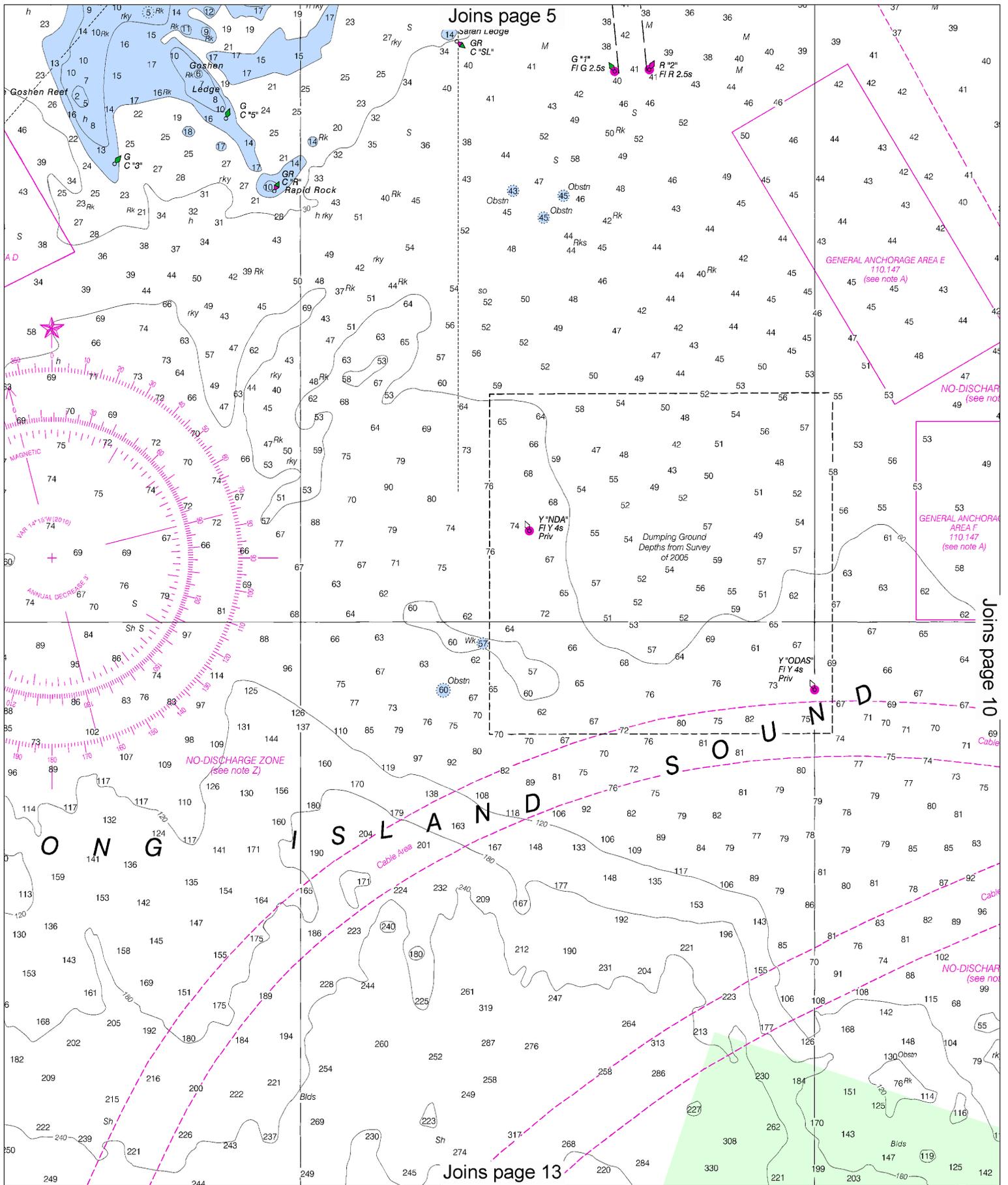


13212



Note: Chart grid lines are aligned with true north.

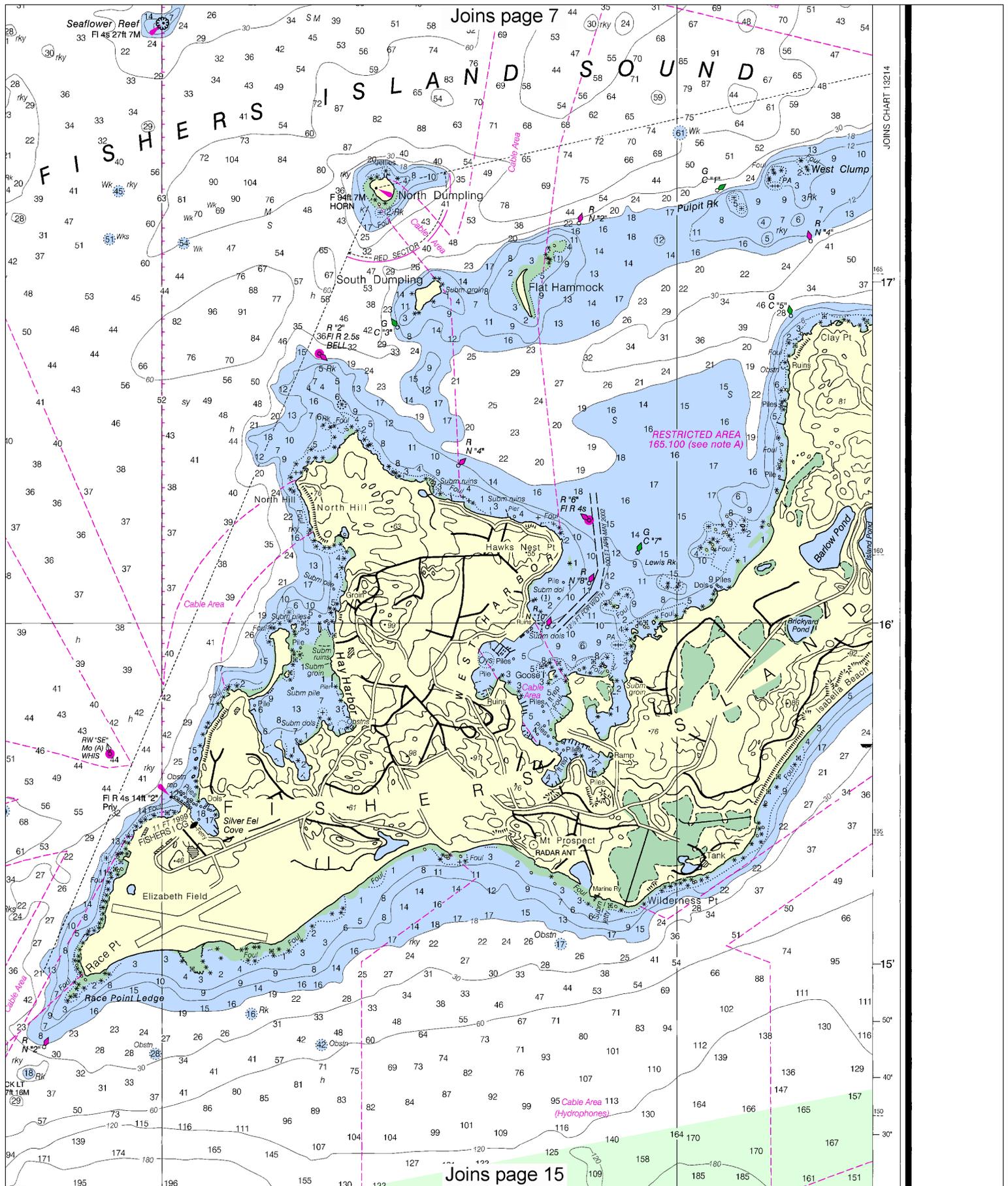




Joins page 5

Joins page 10

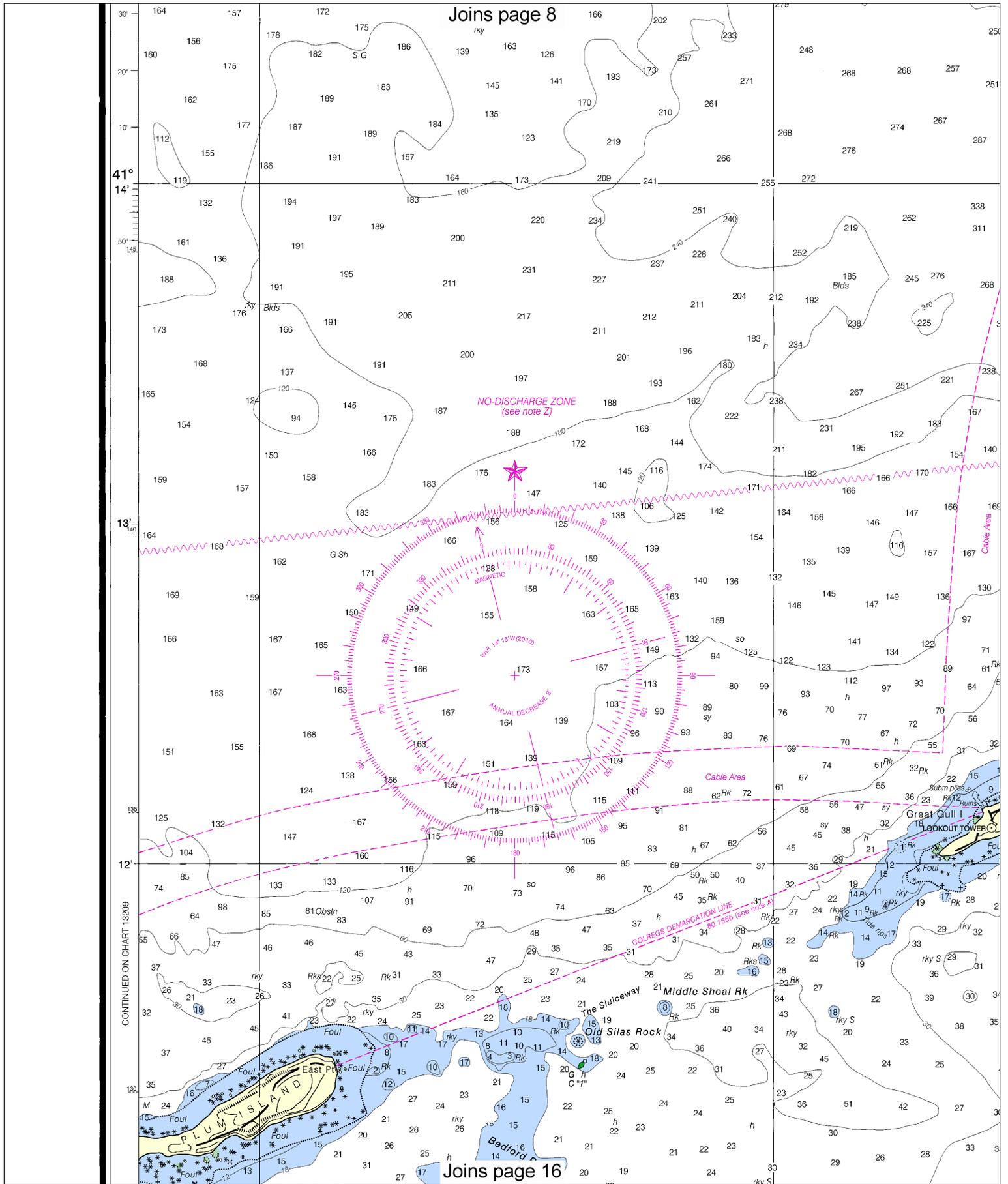
Joins page 13



Joins page 7

Joins page 15

JOINS CHART 13214



Joins page 8

Joins page 16

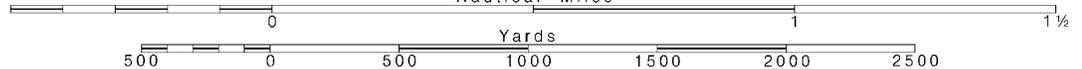
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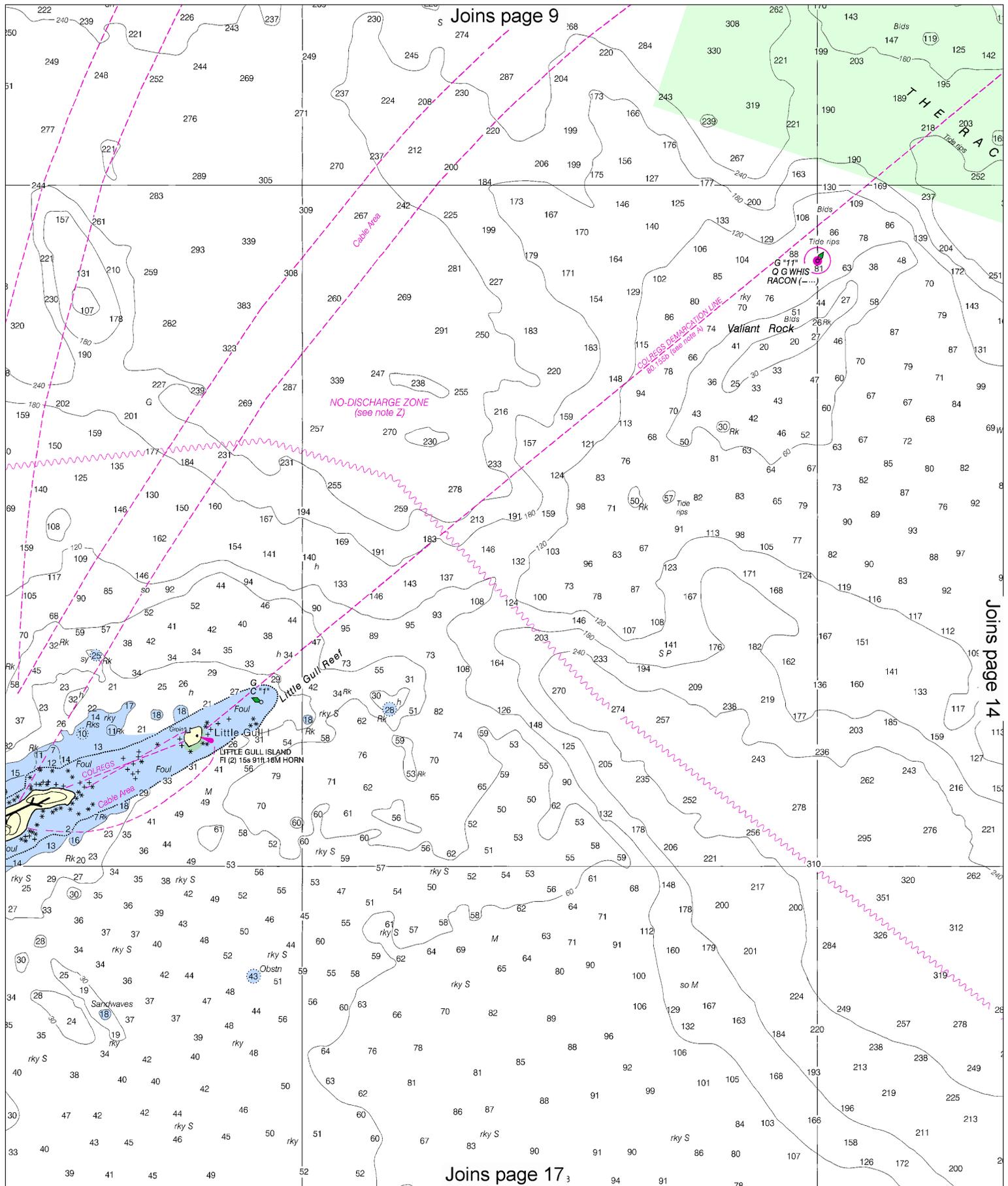
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

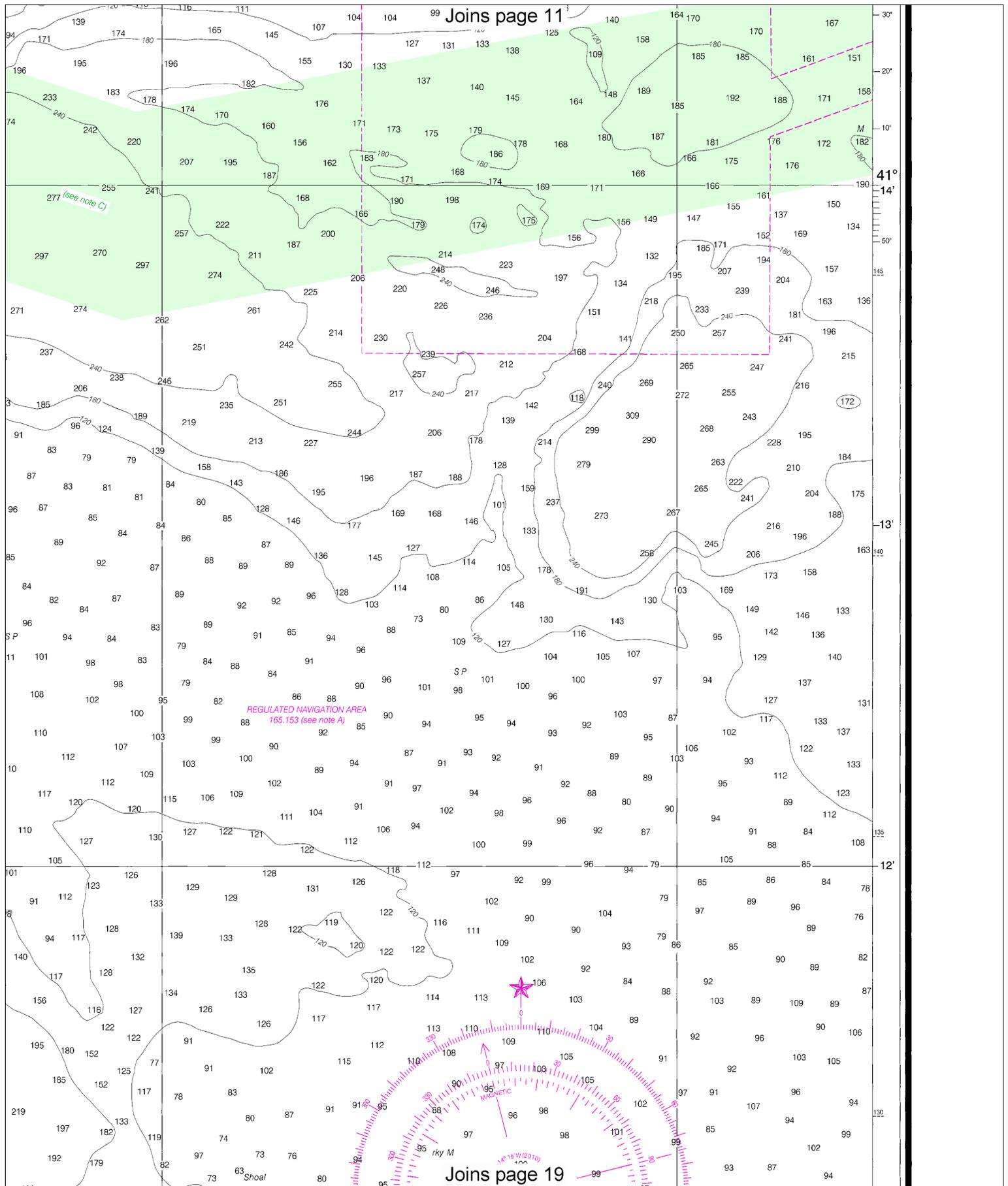


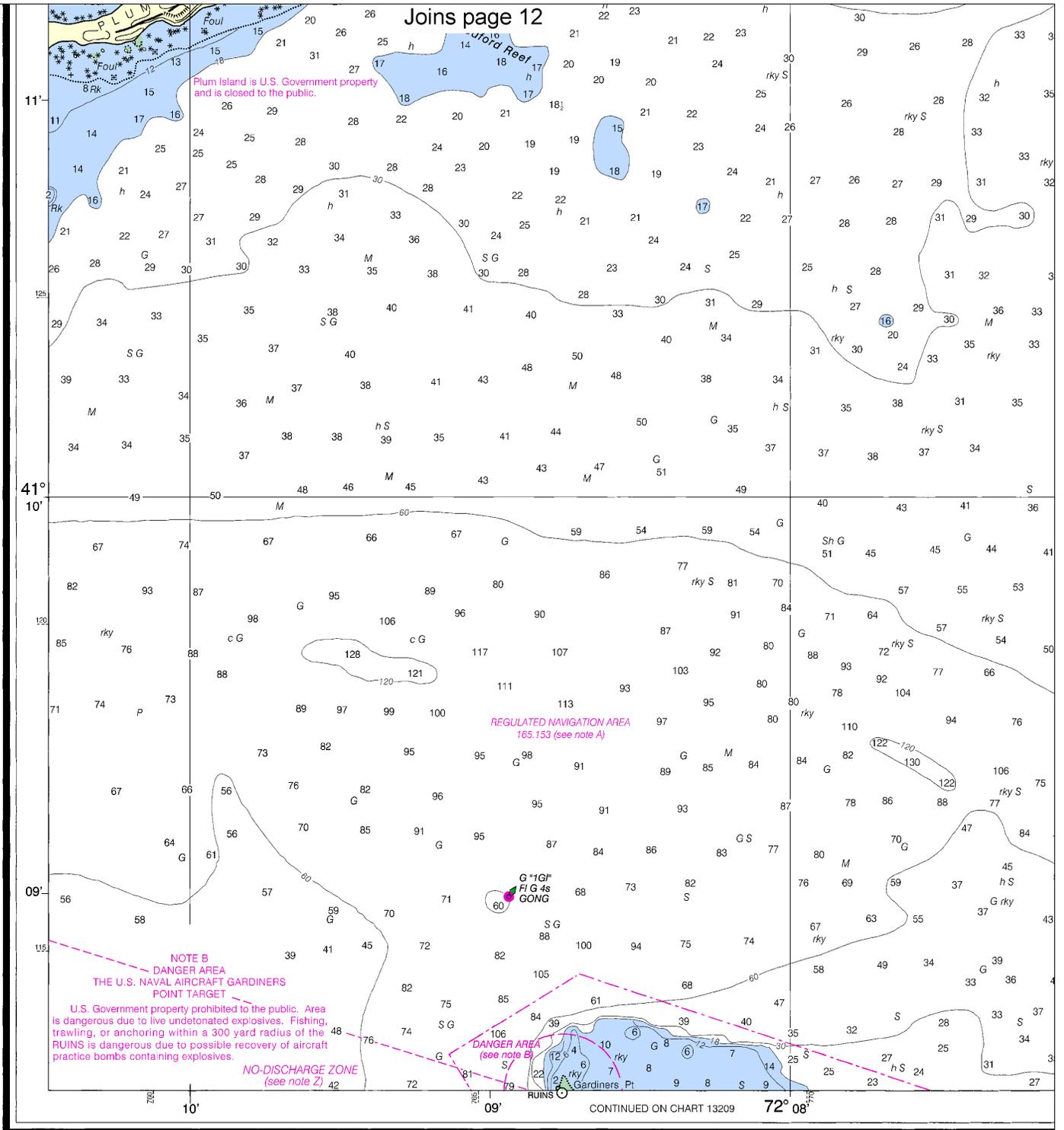


Joins page 9

Joins page 14

Joins page 17





39th Ed., Jun. /10 ■ Corrected through NM Jun. 5/10
 Corrected through LNM May 25/10

13212

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.

SOUNDINGS IN

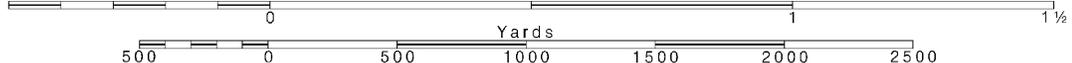
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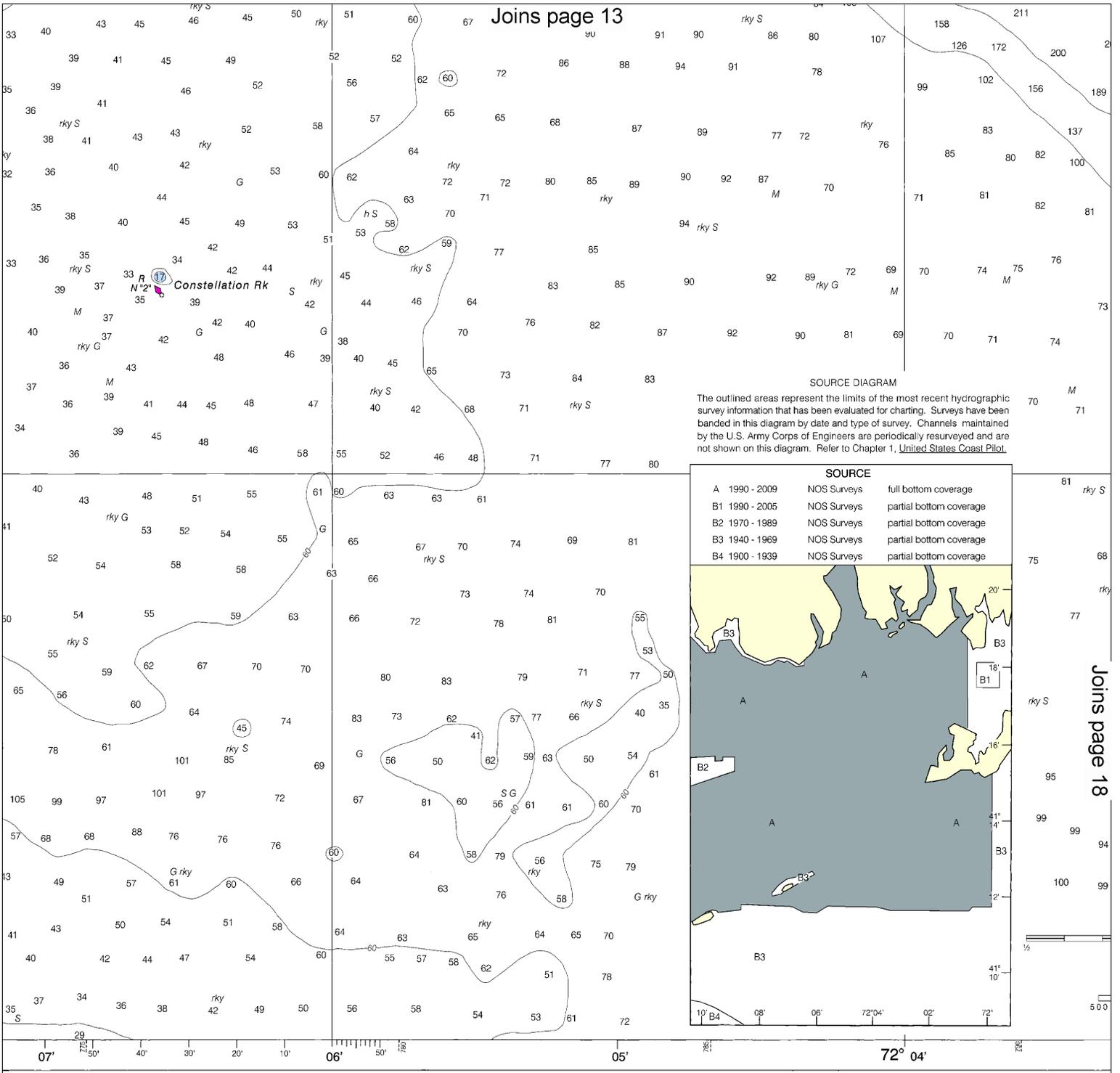
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.

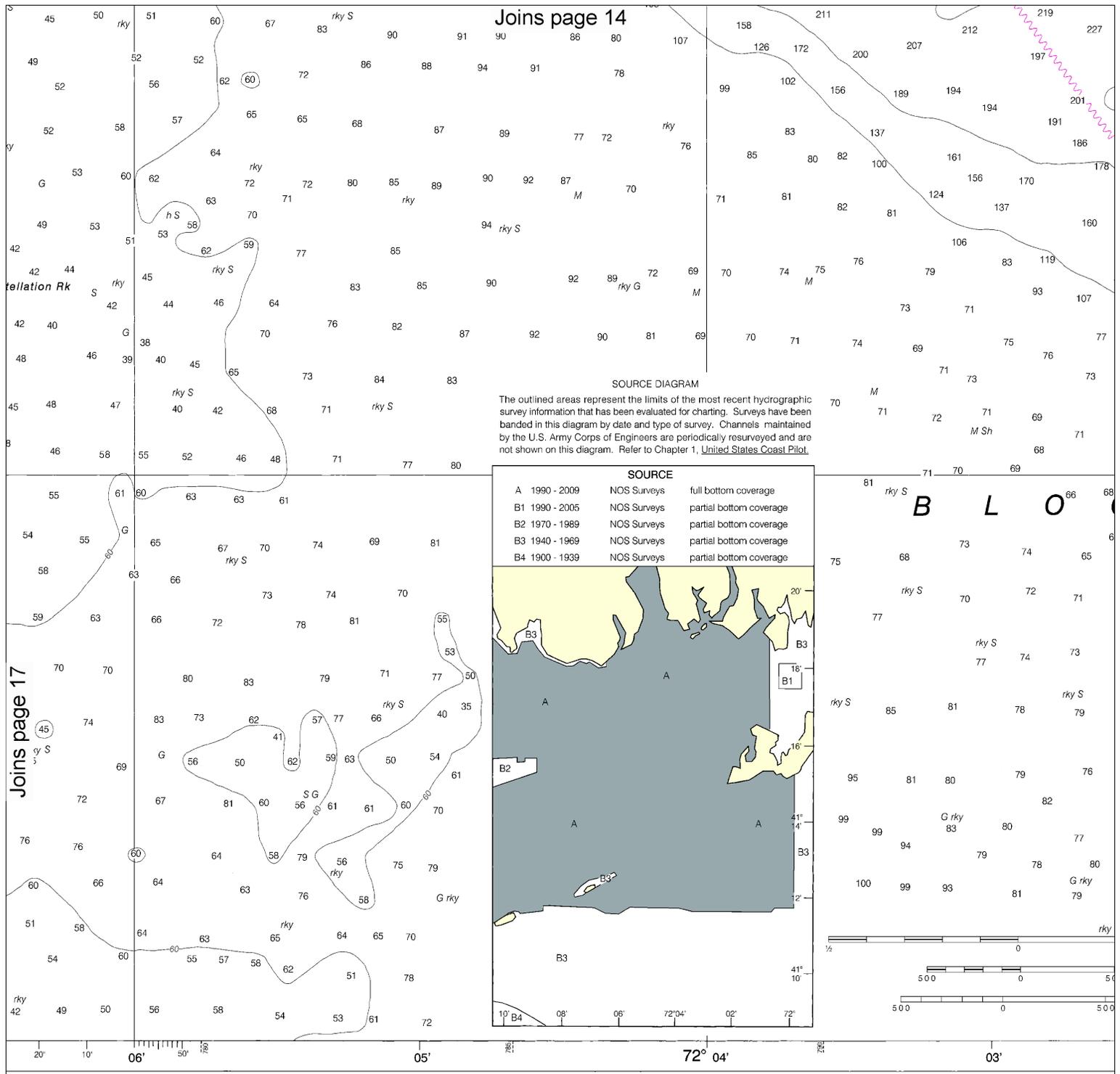




FEET

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://ocsddata.nocd.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

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

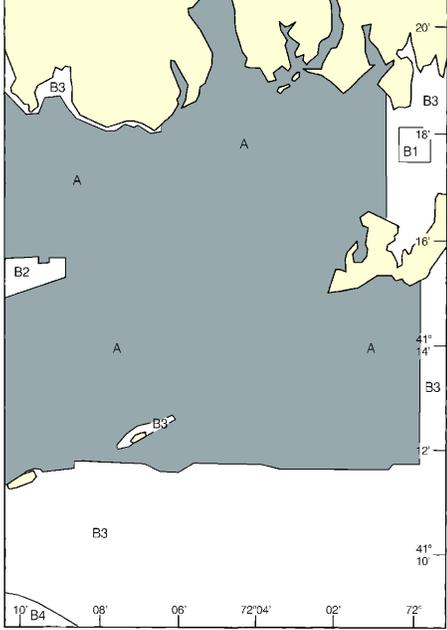


SOURCE DIAGRAM

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 - 2009	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



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B L O

PRINT-ON-DEMAND CHARTS
and its partner, OceanGrafix, offer this chart weekly by NOAA for Notices to Mariners and actions. Charts are printed when ordered using mand technology. New Editions are available 2-8 e their release as traditional NOAA charts. Ask your about Print-on-Demand charts or contact NOAA at data.ncd.noaa.gov/ldr/inquiry.aspx, or at 1-877-56CHART or http://www.oceangrafix.com.

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

FATHOMS	1	2
FEET	6	12
METERS	1	2

18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.





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/NOAChartViewer.html>
- 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>



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