BookletChart™

New Haven Harbor
NOAA Chart 12371

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
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 are Nautical Charts?
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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=12371

(Selected Excerpts from Coast Pilot)
New Haven Harbor, an important harbor of refuge, is about 68 miles from New York, 179 miles from Boston via Cape Cod Canal, and 171 miles from Nantucket Shoals Lighted Horn Buoy N (LNB). It comprises all the tidewater northward of the breakwaters constructed across the mouth of the bay, including the navigable portions of the West, Mill, and Quinnipiac Rivers. It is about 2 miles wide. The inner harbor, northward of Sandy Point and Fort Hale, is shallow for the most part, except where the depths have been increased by dredging. The main entrance channel, between Middle Breakwater and the East Breakwater, leads northward to Tomlinson Bridge at New Haven. Anchorage basins for medium draft vessels are on the west side of the channel north of Sandy Point. Waterborne commerce in the harbor consists of petroleum products, scrap metal, lumber, automobiles, gypsum, paper and pulp products, steel products, chemicals, rock salt, and general cargo.

West River, on the west side of the main channel about 3 miles above Southwest Ledge Light, has a dredged channel marked by buoys to just above the first highway bridge (Kimberly Avenue Bridge), about 1.2 miles above the channel entrance. In April 1996-February 1997, the midchannel controlling depth was 10 feet from the channel entrance to Buoy 18, thence in February 1997, 5 feet at midchannel to just above the first highway bridge, the head of navigation.

Mill River, on the west side of Fair Haven about 4 miles above Southwest Ledge Light, is entered from the main channel through a dredged entrance channel that branches into an east and west fork to the Grand Avenue Bridge, 0.6 mile above the mouth. In June 1982, the controlling depths were 6½ feet (11 feet at midchannel) to the Chapel Street Bridge about 0.25 mile above the entrance, thence 9 feet through the east bridge opening and 3½ feet through the west opening, thence 6½ feet to the junction with the east and west forks, thence 9½ feet at midchannel for about 250 yards in the east fork, thence in 1980, 1 foot at midchannel to the head of the channel, and in 1980-June 1982, 5½ feet at midchannel for about 225 yards in the west fork, thence in 1980, 1½ feet at midchannel to the head of the channel.

Quinnipiac River, on the east side of Fair Haven about 4 miles above Southwest Ledge Light, has a dredged channel to Grand Avenue Bridge, about 1 mile above the mouth. In November-December 1993, the controlling depth was 15 feet at midchannel to the Ferry Street Bridge about 0.5 mile above the mouth, thence 12 feet at midchannel to the Grand Avenue Bridge except for shoaling along the edges. Inside West Breakwater and the southwest part of Middle Breakwater, anchorage is available for vessels up to a 19-foot draft. Caution should be exercised to avoid the fish stakes in this area.

Vessels may anchor northward of Southwest Ledge Light in depths of 18 to 20 feet, soft bottom in places. Care should be taken to avoid the ledges northward of the East Breakwater. Deep-draft vessels awaiting berthing assignments can anchor about 1 mile southward of the sea buoy; holding ground is excellent.

Vessels may anchor northward of Southwest Ledge Light in depths of 18 to 20 feet, soft bottom in places. Care should be taken to avoid the ledges northward of the East Breakwater. Deep-draft vessels awaiting berthing assignments can anchor about 1 mile southward of the sea buoy; holding ground is excellent.

Dangers—Townshend Ledge, 2.7 miles southeast of Southwest Ledge Light, has a least depth of 18 feet and is marked by a lighted bell buoy. Tomlinson Bridge, at the head of the main harbor at the confluence of Mill and Quinnipiac Rivers, has a vertical lift span with a clearance of 13 feet down and 61 feet up. Just above this bridge is a fixed highway bridge with a clearance of 60 feet. The bridgegenter of the Tomlinson Bridge monitors VHF-FM channel 13; call sign KXJ-688. An overhead power cable with a clearance of 91 feet crosses the channel just above the fixed highway bridge.

In the entrance between the breakwaters, the tidal current has a velocity on flood of 1.4 knots, and ebb 0.9 knot. The flood sets 319° and the ebb 152°. In the draw of Tomlinson Bridge, the velocity is 0.4 knot. The flood sets 015° and the ebb 215°. Ebb velocities are increased by freshets. (Consult the Tidal Current Tables for predicted times and velocities of currents.)

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

RCC Boston Commander
1st CG District (617) 223-8555
Boston, MA
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

PORT SIDE

ODD NUMBERED AIDS

- GREEN LIGHT ONLY
- FLASHING (2)
- OCCULTING QUICK FLASHING
- ISO

PREFERRED CHANNEL

NO NUMBERS – MAY BE LETTERED

PREFERRED CHANNEL TO STARBOARD

TOPMOST BAND GREEN

GREY LIGHT ONLY

COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL

NO NUMBERS – MAY BE LETTERED

PREFERRED CHANNEL TO PORT

TOPMOST BAND RED

RED LIGHT ONLY

COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE

EVEN NUMBERED AIDS

- RED LIGHT ONLY
- FLASHING (2)
- OCCULTING QUICK FLASHING
- ISO

LIGHTED BUOY

DAYBEACON

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 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
E.40 CFR 140

Limits of a No-Discharge Zone. Section 312 of the Solid Waste Disposal Act (SWDA) and the Lewis Act (SWDA) require that all vessels, including smaller vessels with an installed sewage treatment system, must be discharged at a designated site. Regulations promulgated by the U.S. Coast Guard require the installation of a discharge system. For more information, see http://www.epa.gov/superfund.
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
- Chart and chart related inquiries and comments — http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
- Tides and Currents — http://tidesandcurrents.noaa.gov
- National Data Buoy Center — http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/
- National Hurrican 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.

NOAA’s Office of Coast Survey
The Nation’s Chartmaker