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

Approximate Page Index

4 5 6 7
8 9 10 11
12 13 14 15
16 17 18 19
**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.


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**

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.)
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
- GREEN 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
CAN DAYBEACON
CAN
NUN
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
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.

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.ncdc.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 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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Have all persons put on life jackets!