

# BookletChart™

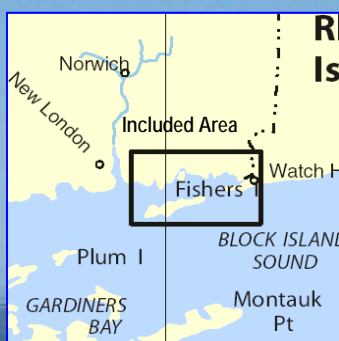
## Fishers Island Sound

NOAA Chart 13214

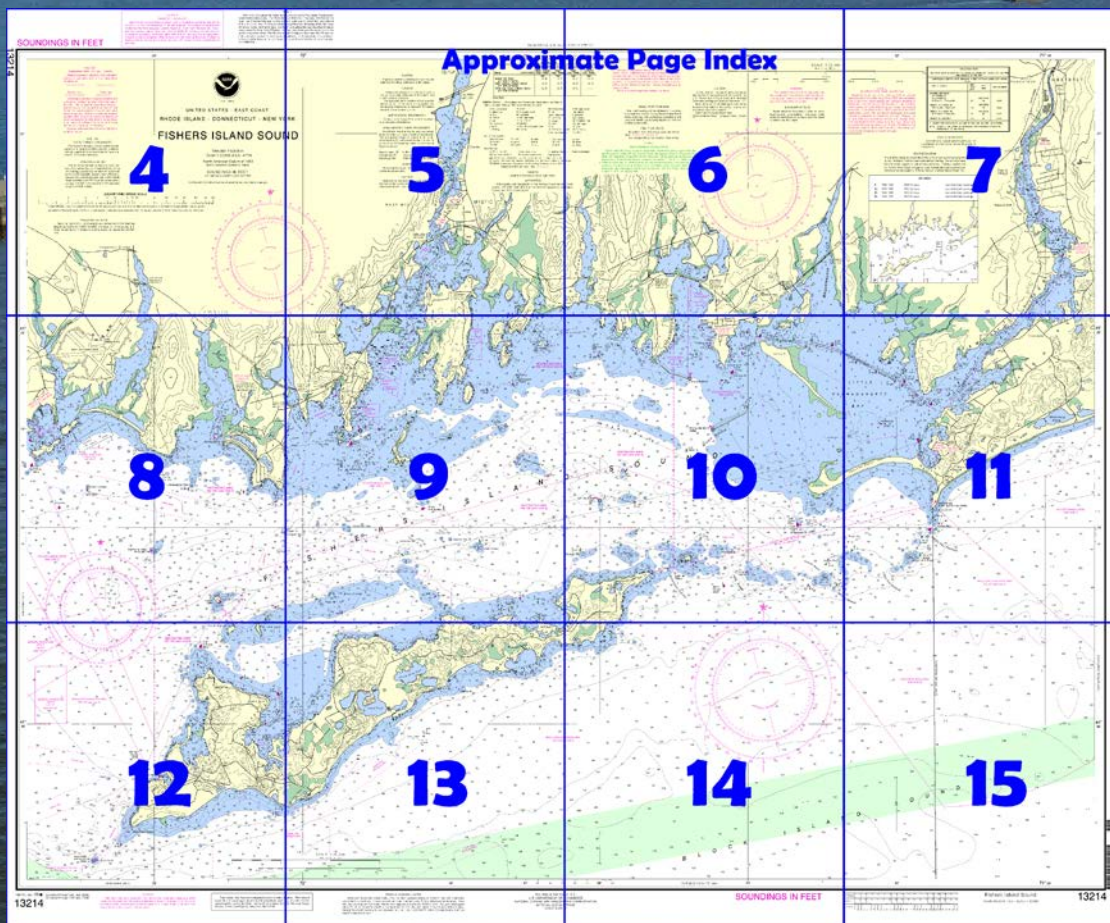


*A reduced-scale NOAA nautical chart for small boaters*

*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](http://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.

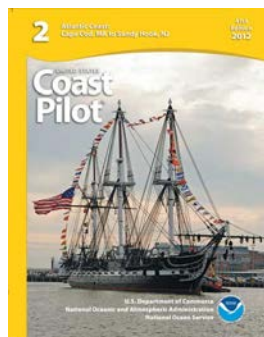
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13214>.



#### (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.

**Wicopeset Passage**, between Wicopeset 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 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.

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	



# Navigation Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

## 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>

# SOUNDINGS IN FEET

13214



UNITED STATES - EAST COAST  
RHODE ISLAND - CONNECTICUT - NEW YORK

## FISHERS ISLAND SOUND

Mercator Projection  
Scale 1:20,000 at Lat. 41°18'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**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.

**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.

**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 0.356" northward and 1.737" eastward to agree with 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).

**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.

**MARINER ACTIVATED SOUND SIGNALS**  
Sound signals labeled with (MRASS) require user activation. See USCG Light List.

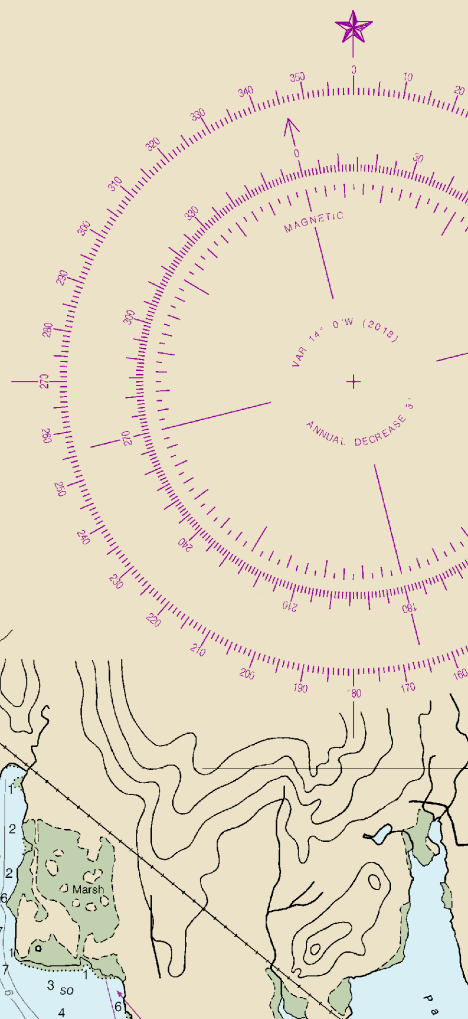
Poquonock Bridge

FIXED BRIDGE  
HOR CL 54 FT  
VERT CL 9 FT

AERO  
Rotating W & G

Groton - New London Airport

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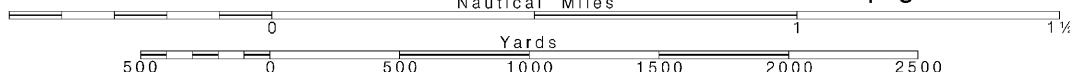
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



72°

58'

57'

50'

40'

30'

20'

## 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 the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone 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 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.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 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.

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

## NOTE B

These waterways are marked with numerous uncharted 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.

TIDAL INFORMATION				
NAME	PLACE	(LAT/LONG)	Height referred to datum of sound	
			Mean Higher High Water	Mean High Water
Watch Hill Point		(41°18'N/71°52'W)	2.9	2.7
West Harbor		(41°16'N/72°00'W)	3.0	2.7
Silver Eel Pond		(41°15'N/72°02'W)	2.8	2.5

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Jan 2014)

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)


Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo Morse code	R TR
Al alternating	IQ interrupted quick	N nun	Ror. rd
B black	ISO isophase	OBSC obscured	s sec
Bn beacon	LT HO lighthouse	OC occulting	SEC 4
C can	M nautical mile	Or orange	St M
DIA diaphone	m minutes	Q quick	VQ ve
F fixed	MICRO TR microwave tower	R red	W wh
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS
		R Bn radiobeacon	Y yell

## Bottom characteristics:

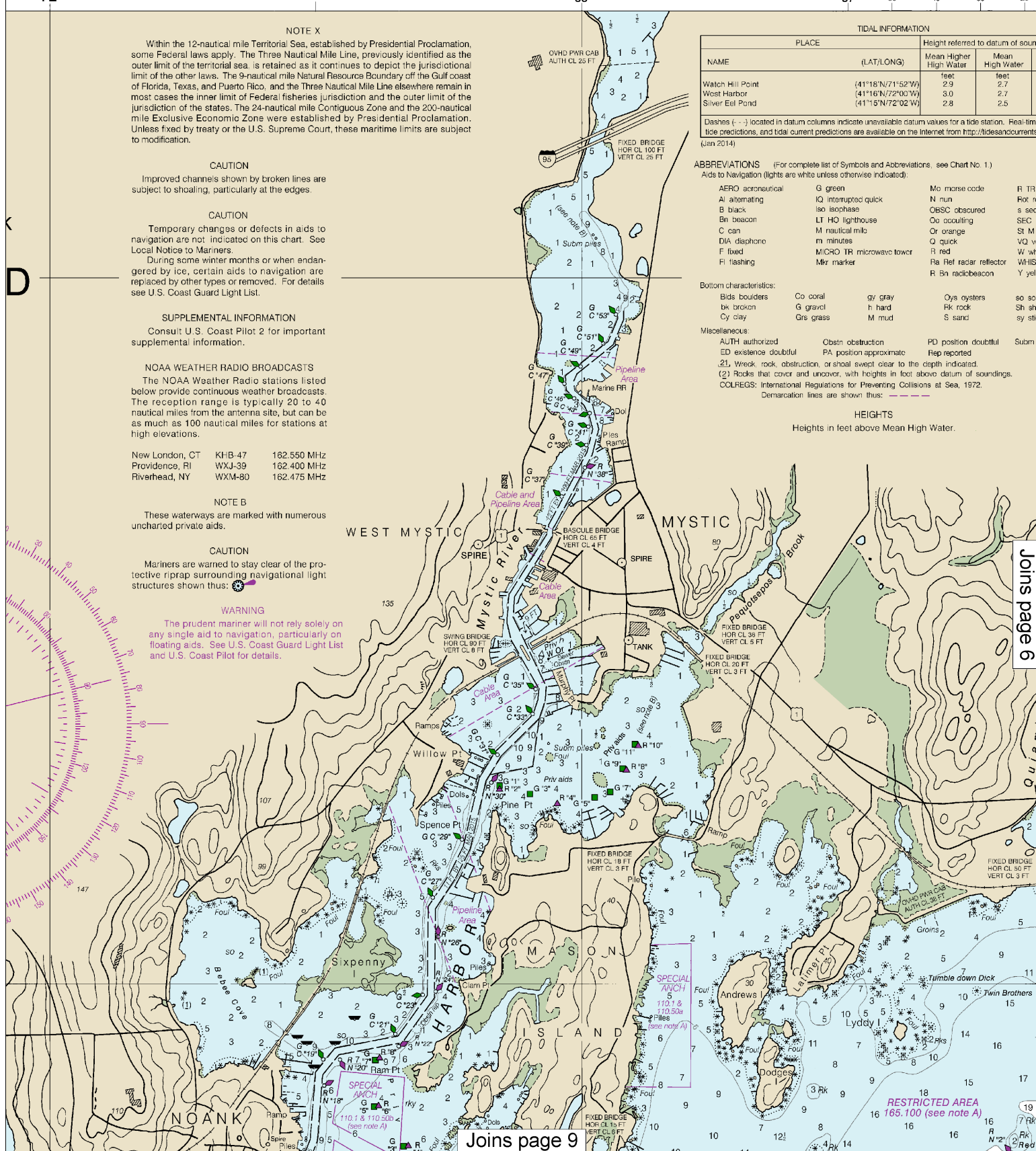
Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh sh
Cy clay	Grs grass	M mud	S sand	sy stiff

## Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm
ED existence doubtful	PA position approximate	Rep reported	
2L Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demarcation lines are shown thus: 			

## HEIGHTS

Heights in feet above Mean High Water.



Joins page 9

Joins page 6

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.

5



Abbreviations, see Chart No. 1.)		
dicated):		
K	Mo Morse code	R TR radio tower
	N nun	Rot rotating
	OBSC obscured	s seconds
	Co coulling	SEC sector
	Or orange	St M statute miles
	Q quick	VQ very quick
ave tower	R red	W white
	Ra Ref radar reflector	WHIS whistle
	R Bn radiobeacon	Y yellow
gray	Oys oysters	so soft
ard	Rk rock	SH shells
mud	S sand	sy sticky
n	PD position doubtful	Subm submerged
oximate	Rep reported	
lear to the depth indicated.		
its in foot above datum of soundings.		
ning Collisions at Sea, 1972.		
z - - - - -		
-TS		
Mean High Water.		

#### 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.

**SMALL CRAFT WARNINGS**  
Small craft warnings will be displayed from sunrise to sunset from Suffolk County Marine Police Patrol Boats underway in the coastal and navigable inland waters of Suffolk County Long Island New York. For boating season only.

**NOTE C**  
**RECOMMENDED VESSEL ROUTE**

el routes for deep draft vessels (including tugs and barges) Rhode Island Sound, Narragansett Bay and Buzzards Bay. Deep draft commercial vessels (including tugs and barges) are designated routes at the master's discretion. Other vessels, on these routes, should exercise caution in and around these channel 16 or 13 for information concerning deep draft vessels (e.g.) transiting these routes. See U.S. Coast Pilot Volume 2, appropriate.

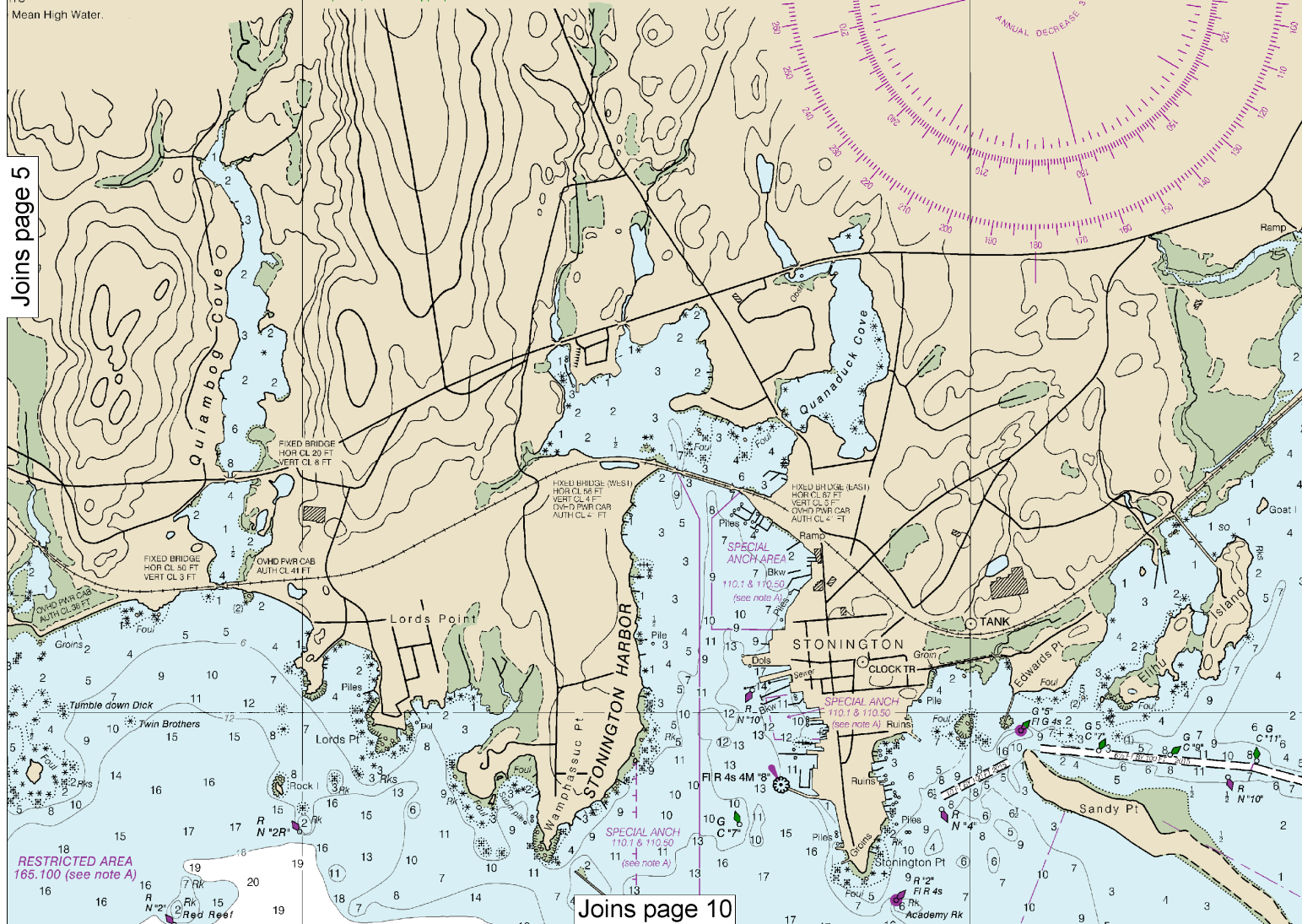
**CAUTION**

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)



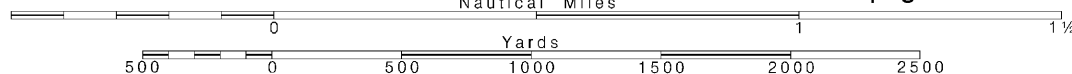
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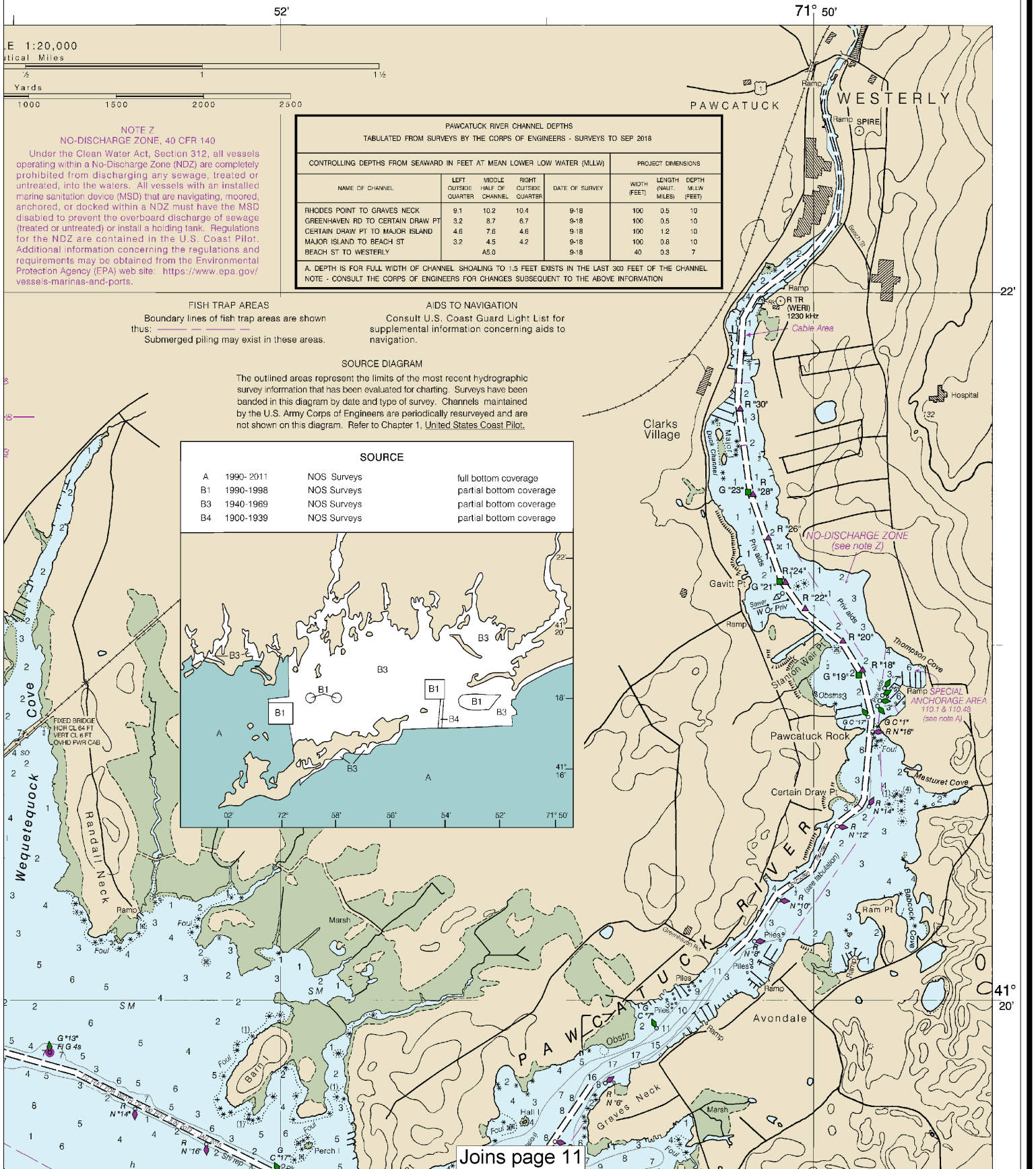
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:20,000~~  
Nautical Miles

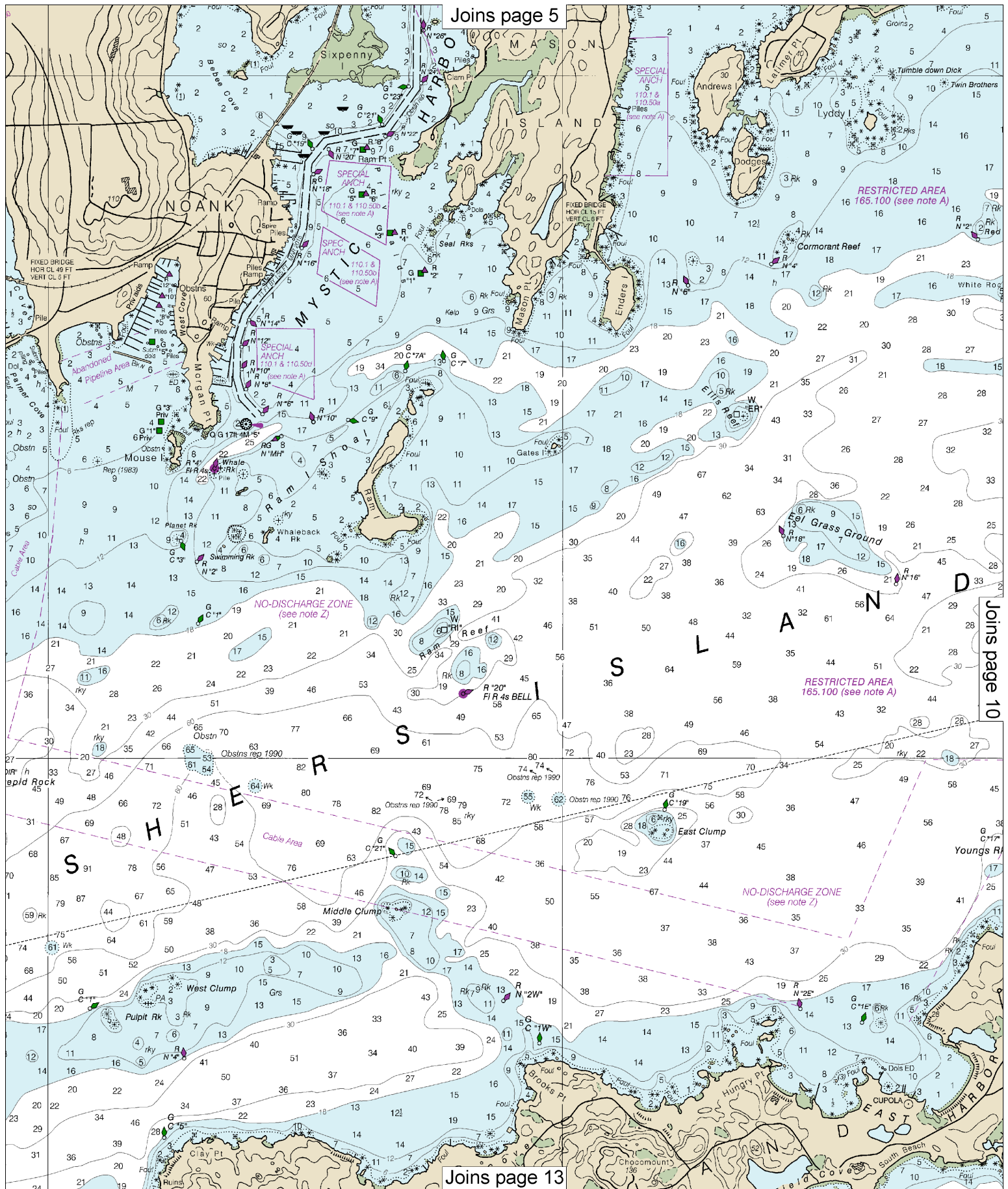
See Note on page 5.



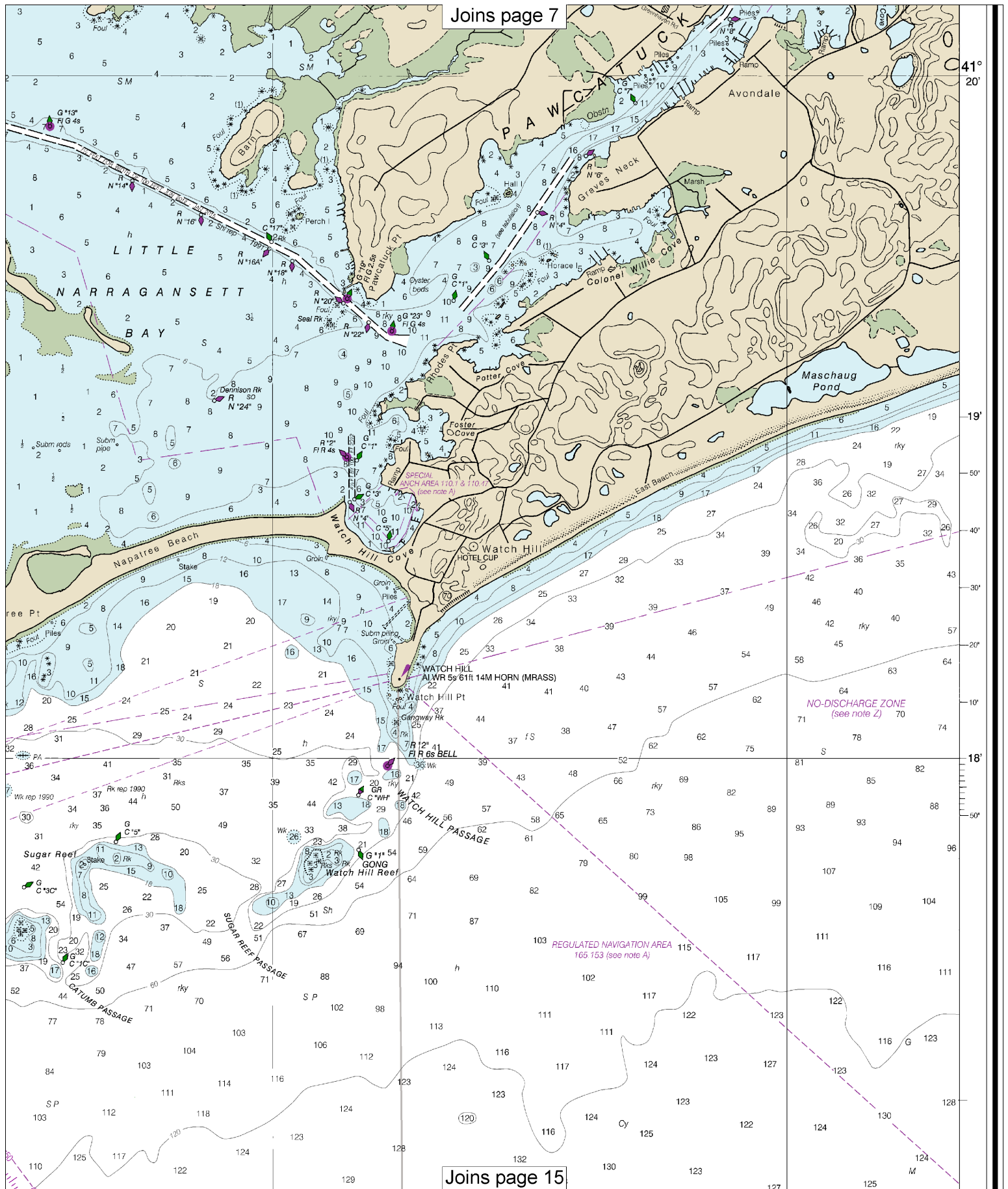


See Note on page 5.

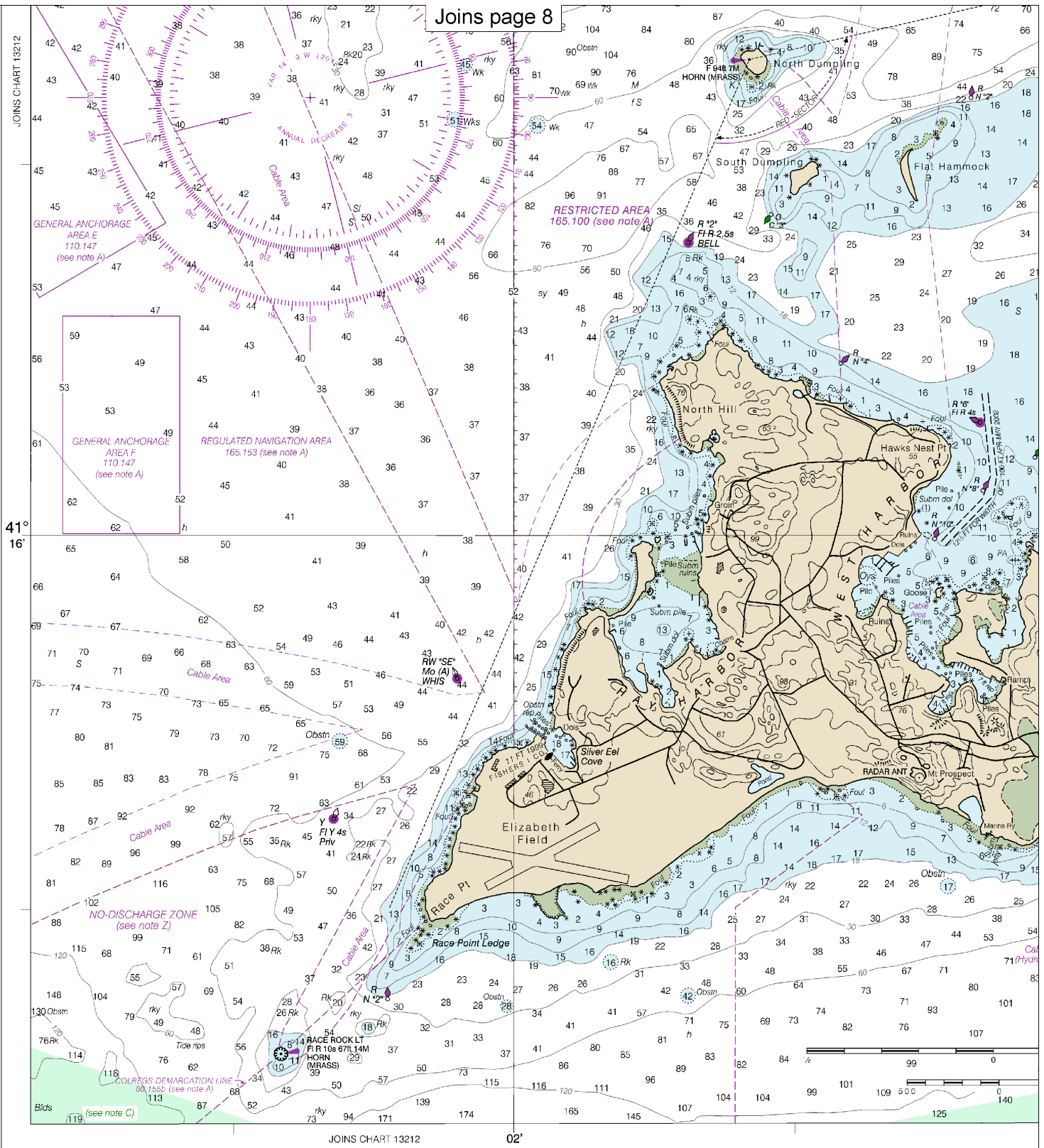












13214

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](http://nauticalcharts.noaa.gov).

NOAA encourages  
about this chart at <http://nauticalcharts.noaa.gov>

This is the Last Edition of this chart. It will be canceled on Jul 5, 2023  
30th Ed. Feb. 2014. Last Correction: 1/3/2023. Cleared through:  
LNM: 2523 (6/20/2023), NM: 2823 (7/1/2023), CHS: 0523 (5/26/2023)

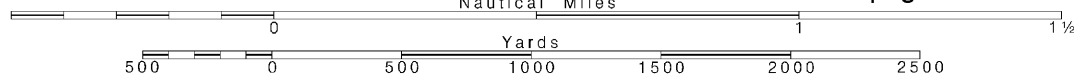
12

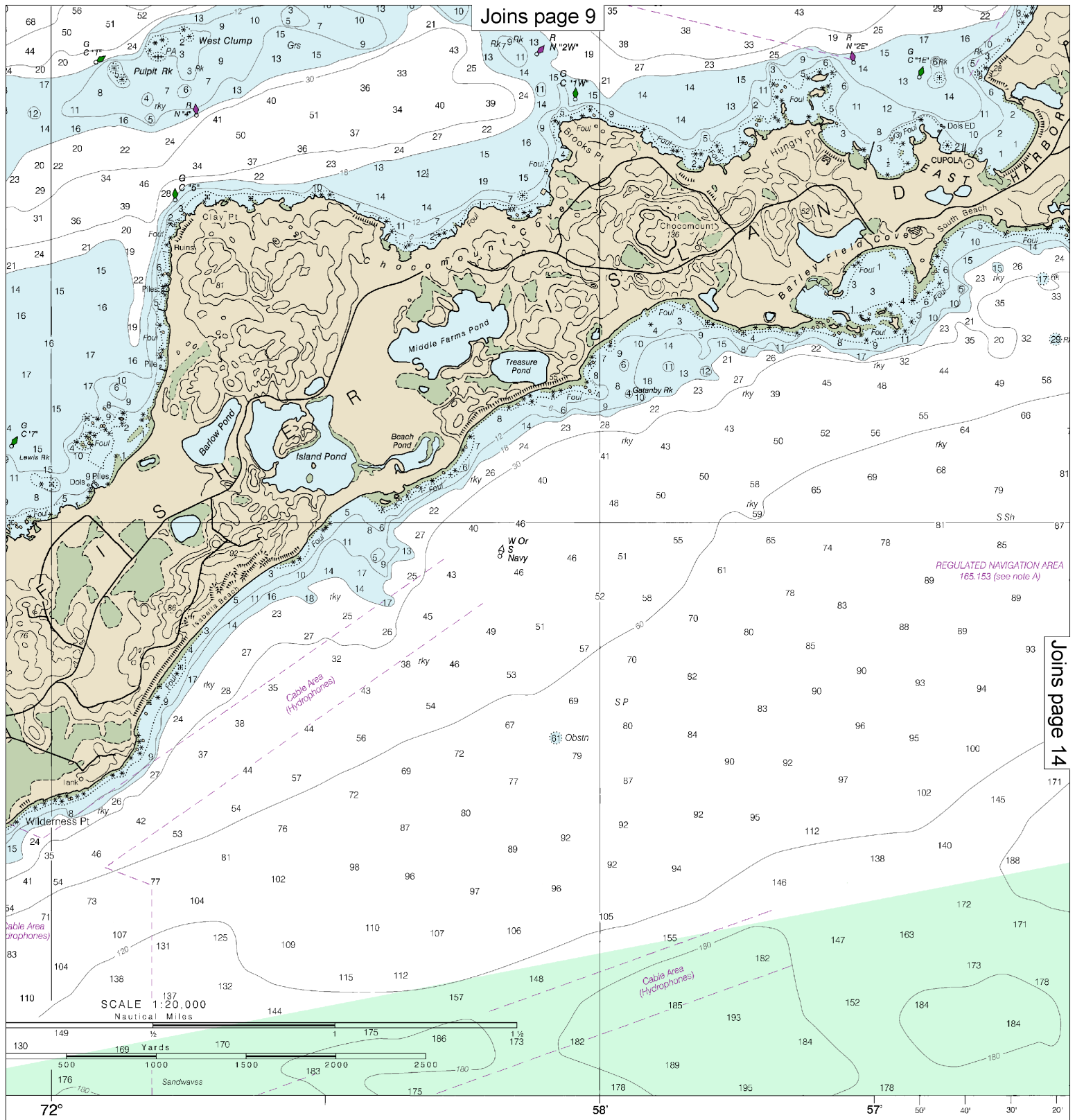
Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



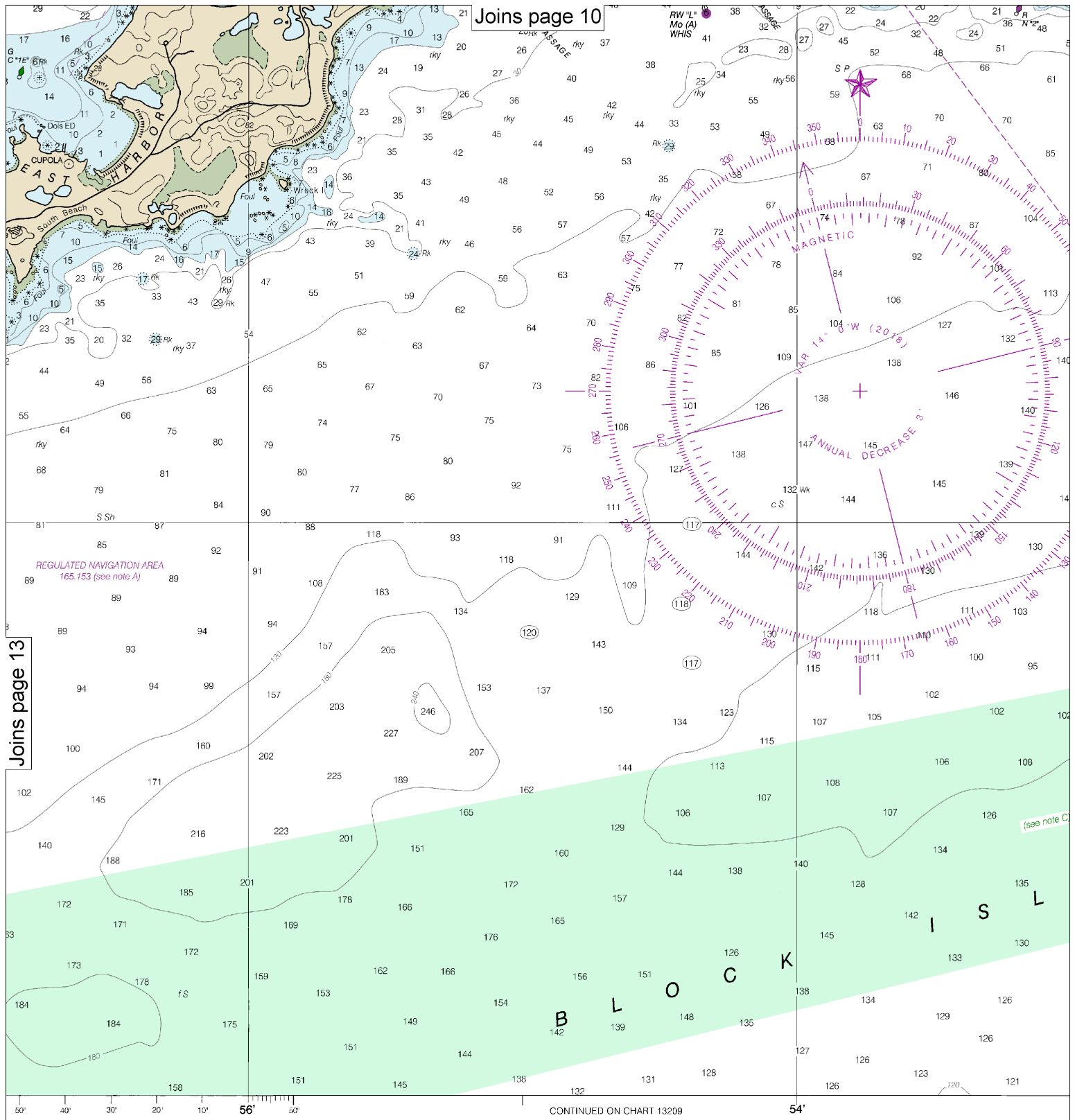


Joins page 9

Joins page 14

es users to submit inquiries, discrepancies or comments  
p://www.nauticalcharts.noaa.gov/staff/contact.htm.

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



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 NATIONAL OCEAN SERVICE  
 COAST SURVEY

**SOUNDINGS IN FEET**

**14**

Note: Chart grid lines are aligned with true north.

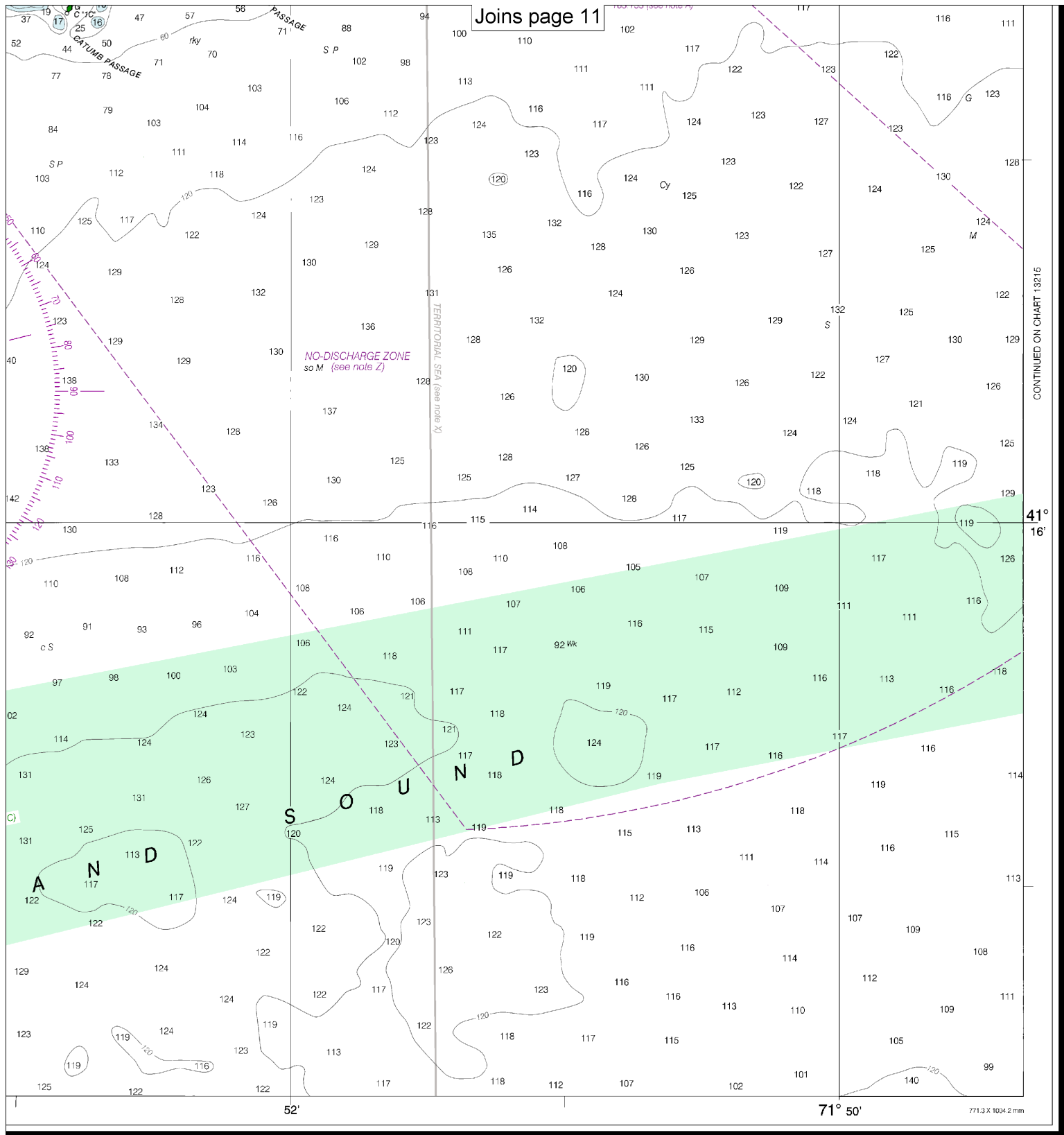
Printed at reduced scale. — SCALE 1:20,000 — See Note on page 5.

Nautical Miles

Yards

500 0 500 1000 1500 2000 2500





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Fishers Island Sound  
SOUNDINGS IN FEET - SCALE 1:20,000

13214



## 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	— <a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	— <a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	— <a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	— <a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	— <a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	— <a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	— <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	— <a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	— <a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	— <a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	— <a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	— <a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	— <a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	— <a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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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.