Connecticut River –
Long Island Sound to Deep River
NOAA Chart 12375

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 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)

Connecticut River rises in the extreme northern part of New Hampshire, near the Canadian border, and flows southerly between the States of Vermont and New Hampshire and across Massachusetts and Connecticut to Long Island Sound. It is approximately 375 miles long and is one of the largest and most important rivers in New England. The head of commercial navigation is at Hartford, about 45 miles from the mouth. Waterborne commerce on the river is mostly in petroleum products and chemicals. The river water is fresh at and above Deep River. Each year after the spring freshets, shoals with least depths of 10 feet are found in places on bars in the upper river; dredging to remove such shoals is begun as soon as the water subsides.

The channel above the jettied entrance channel usually follows the banks on the outside of the curves of the river, except through the dredged cuts across the bars which are marked by navigational aids. Saybrook Breakwater Light (41°15'48"N., 72°20'34"W.), 58 feet above the water, is shown from a white conical tower on a brown cylindrical pier on the south end of the west jetty at the entrance to Connecticut River. A sound signal is at the light.

Anchorage.–Secure anchorage can be had eastward or northeastward of Lynde Point Light. Farther up anchorage can be selected in the wider parts of the channel. Special anchorages are at Old Saybrook, Essex, Chester, Lord Island, Eddy Rock Shoal in the vicinity of Connecticut River Light 45, and Mouse Island Bar vicinity. (See 110.1 and 110.55, chapter 2, for limits and regulations.)

Dangers.–Saybrook Outer Bar, which obstructs the mouth of the Connecticut River, is shifting, with depths of 2 to 12 feet extending nearly 2 miles off the mouth; it is marked off its southeastern end by a lighted bell buoy.

In 1976, obstructions were reported in the channel at the railroad bascule bridge 3 miles above the mouth of the Connecticut River; a least depth of 13 feet is reported in the channel in area 40 to 50 feet from the east abutment of the bridge. Mariners requiring greater depths are advised to avoid this area of the channel during passages.

Bridges.–Several drawbridges and fixed bridges cross Connecticut River between the entrance and Hartford. The distance above the mouth, type, and clearance of each bridge follows: 3 miles, railroad with bascule span, 19 feet; 3.5 miles, Raymond E. Baldwin (IS 95) Bridge, fixed highway, 81 feet; 14.6 miles, State Route 82 highway with swing span at East Haddam, 22 feet; 27.8 miles, railroad with swing span at Middletown, 25 feet; 32.2 miles, Arrigoni Bridge (State Route 66), fixed highway, 89 feet; 41.2 miles, Wm. H. Putnam Bridge (State Route 3), fixed highway near Wethersfield, 80 feet over main channel; 44 miles, Charter Oak Bridge (U.S. 5/State Route 15), a fixed highway bridge at Hartford, 69 feet for a width of 215 feet; 44.9 miles, Founders Bridge, fixed highway, 49 feet; 45.2 miles, Bulkeley Bridge (I-84), fixed highway, 39 feet; and 46 miles, fixed railroad, 28 feet. (See 117.1 through 117.59 and 117.205, chapter 2, for drawbridge regulations.)

Tides.–The time of tide becomes later and the range diminishes in progressing up the river. High water and low water at Hartford occur about 4.5 and 6 hours later, respectively, than at the entrance.

Currents.–At the entrance the currents have considerable velocity at times and always require careful attention, as the tidal current of the sound often sets directly across the direction of the current setting out or in between jetties. This condition is reported to be especially dangerous during the first 3 hours of ebb tide. (Consult the Tidal Current Tables for times and velocities of currents at a number of locations in Connecticut River.)

During the ebb, a strong current runs from the Lyme Landing toward the center of the railroad bridge. Towboats with vessels in tow should steer for the east pier of the draw and should not swing out for the draw until almost in it, to avoid being set to the west side of the channel. Because of river discharge, the ebb current usually will be considerably stronger than the flood. Ebb current velocities of 1 knot or more have been observed under normal conditions on the bars in Connecticut River between Higganum and Hartford; velocities of flood currents are less.

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.

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**Lateral System As Seen Entering From Seaward**

*On navigable waters except Western Rivers*

**PORT SIDE**

- **ODD NUMBERED AIDS**
  - GREEN LIGHT ONLY
  - FLASHING (2)
  - FLASHING 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)
  - FLASHING OCCULTING
  - QUICK FLASHING ISO

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](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.
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SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been bandied 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 Coastal Pilot.

SOURCE

A 1990-2014 NOS Surveys full bottom coverage
B2 1940-1969 NOS Surveys partial bottom coverage
B1 Pre-1940 NOS Surveys partial bottom coverage

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:20,000 See Note on page 5.
Note: Chart grid lines are aligned with true north.
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 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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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