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
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 vessels 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

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 lit 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, Ambridge 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. S/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.
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

LIGHT
LIGHTED BUOY
CAN DAYBEACON
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

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

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area
Cable Area

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 buoys, and those that were originally buoys 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 towing. Covered wells may be marked by lighted or unlighted buoys.
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.
# Sounding in Feet

## United States—East Coast

**Connecticut River**

Long Island Sound to Deep River

Mercator Projection

Scale 1:20,000 at Lat. 41° 19’

North American Datum of 1983

(World Geodetic System 1984)

Sounding in Feet

At Mean Lower Low Water

Additional information can be obtained at nauticalcharts.noaa.gov.

### Table Information

<table>
<thead>
<tr>
<th>NAME</th>
<th>(L/L/L)</th>
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<th>Mean Low Water</th>
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</tbody>
</table>

### Abbreviations

- **NOAA** (N) - Navigation
- **WAV** (W) - Weather
- **BTD** (T) - Buoy Data
- **FBS** (S) - Fixed Buoy System

**Buoys**

- **Buoy 1**
- **Buoy 2**
- **Buoy 3**

**Depth**

- **Depth (m)**
- **Depth (f)**

### Additional Notes

- **NOAA Weather Radio Broadcasts**
- **NOAA Weather Radio Stations**
- **NOAA Weather Radio Station Frequencies**

**Connecticut River**

Long Island Sound to Deep River

Use NOAA electronic navigational charts for the most up-to-date information.

23MarEd, Apr 2016. Last correction 11/22/2016. Cleared through:


Joins page 11
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE: 1:20,000

Nautical Miles

Yards

See Note on page 5.
NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 32 to 49 nautical miles from the transmitter sites, but can be as much as 100 nautical miles for stations at high elevations.

Menden, CT
WXJ-40 162 400 MHz

Maiden, MA
WXH-77 162 580 MHz

Riverton, NY
WXH-80 162 475 MHz

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light List 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
(accurate locating) (approximate location)

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SPECIAL ANCHORAGES
110.1, 110.55, & 110.55b (see note A)

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

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NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot. 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 Commandant, 1st Coast Guard District, Boston, MA, or at the Office of the District Engineer, Corps of Engineers in Concord, MA. Refer to charted regulation section numbers.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
The chart falls entirely within the limits of a No-Discharge Zone (NDZ). 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. Vessels with an installed marine sanitation devices (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 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) website (http://www.epa.gov/ /oceans/boating/regs/vessel_sewage/).
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.ncd.noaa.gov/ids/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

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