

# BookletChart™

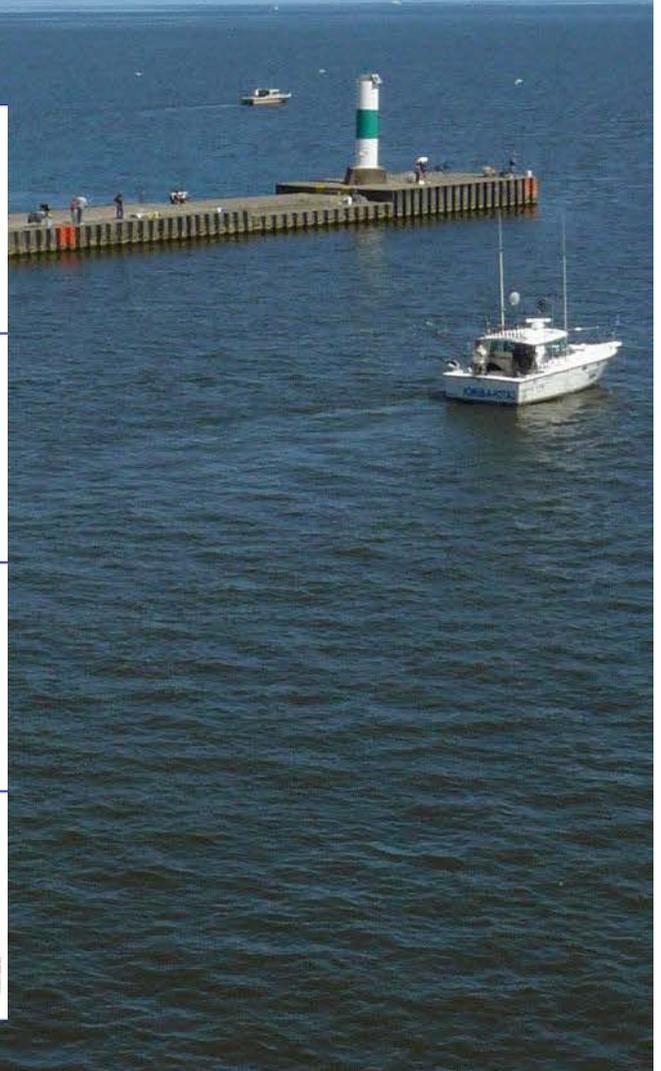
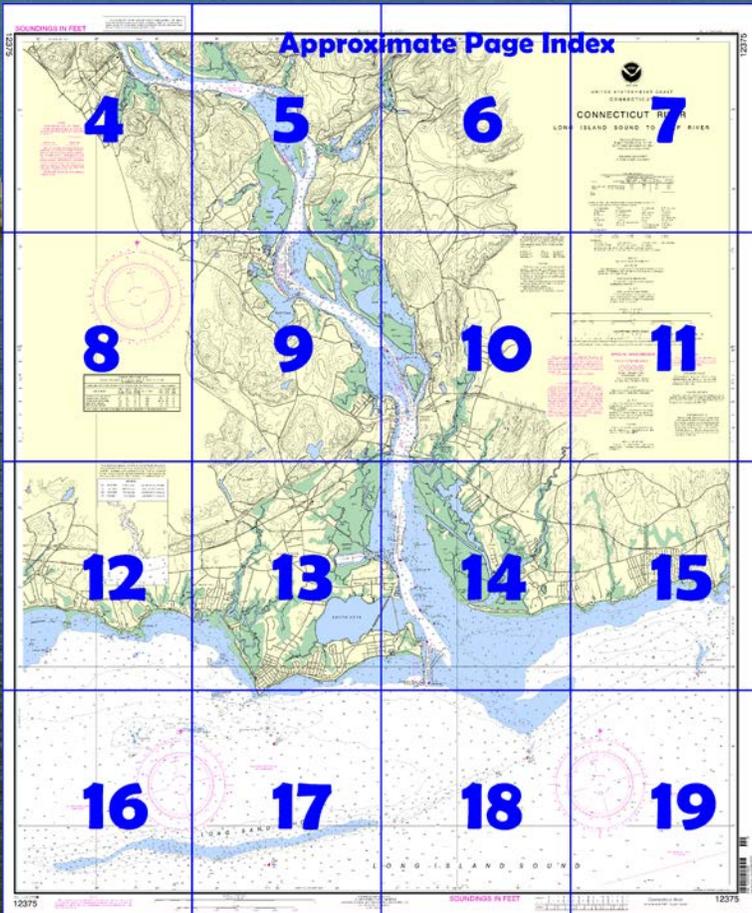


## Connecticut River – Long Island Sound to Deep River NOAA Chart 12375

*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



**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.

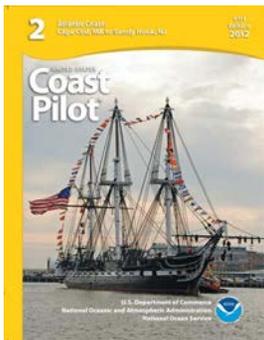
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12375>.



**(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

# Table of Selected Chart Notes

Corrected through NM Oct. 9/10  
 Corrected through LNM Sep. 28/10

Mercator Projection  
 Scale 1:20,000 at Lat. 41° 19'  
 North American Datum of 1983  
 (World Geodetic System 1984)

SOUNDINGS IN FEET  
 AT MEAN LOWER LOW WATER

| TIDAL INFORMATION |                     |  |                 |                |
|-------------------|---------------------|--|-----------------|----------------|
| PLACE             |                     | Height referred to datum of soundings (MLLW) |                 |                |
| NAME              | (LAT/LONG)          | Mean Higher High Water                       | Mean High Water | Mean Low Water |
| Saybrook Jetty    | (41°16' N/72°21' W) | feet<br>4.2                                  | feet<br>3.8     | feet<br>0.3    |
| Essex             | (41°21' N/72°23' W) | --   | 3.2             | 0.2            |

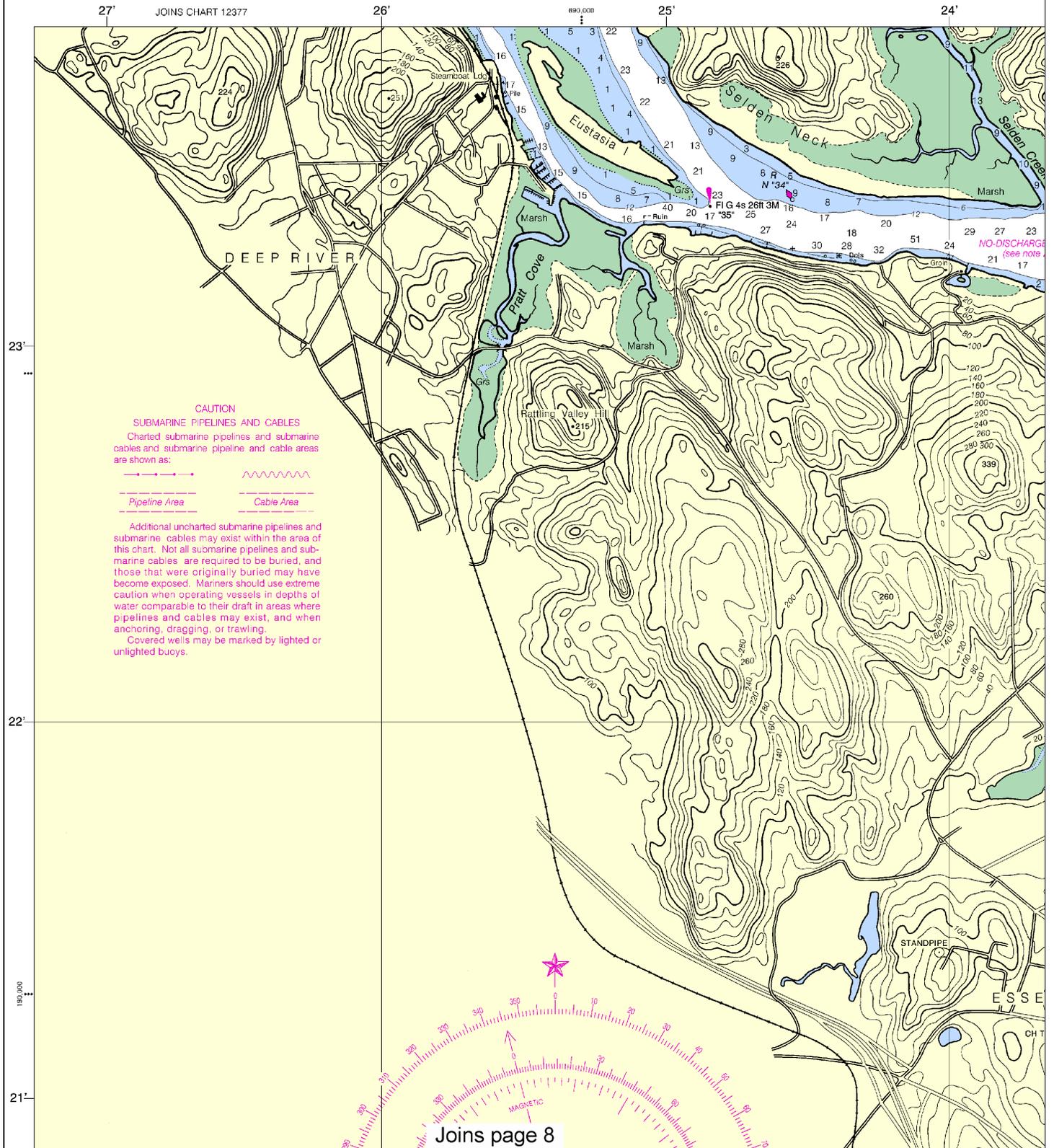
Dashes (--) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jun 2010)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

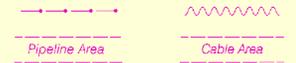
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.nod.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

12375



**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

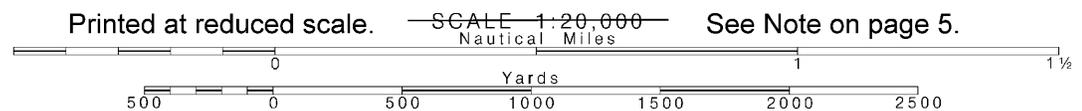


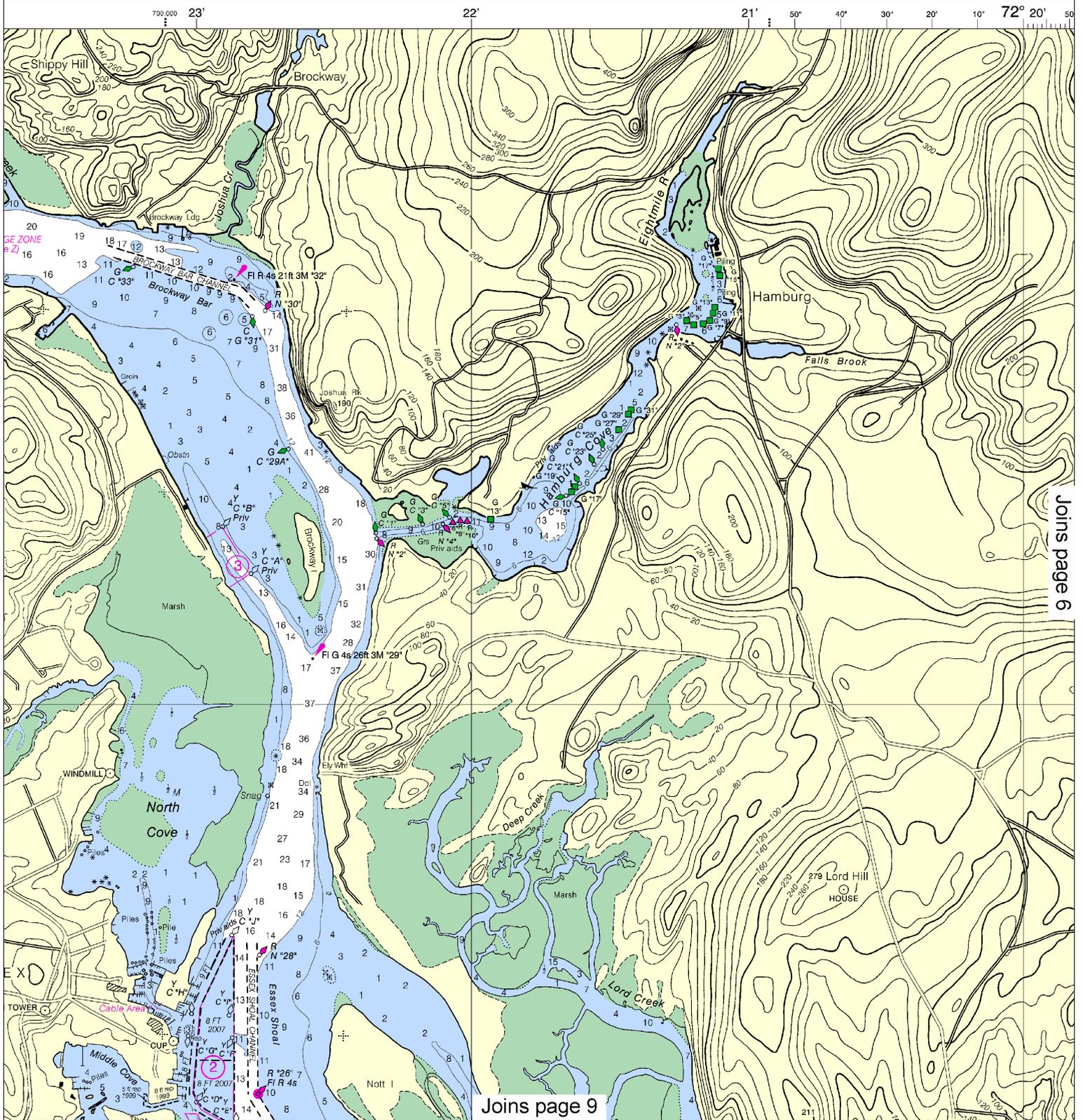
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels 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.

**NO-DISCHARGE**  
 (see note)  
 21 17

4

Note: Chart grid lines are aligned with true north.



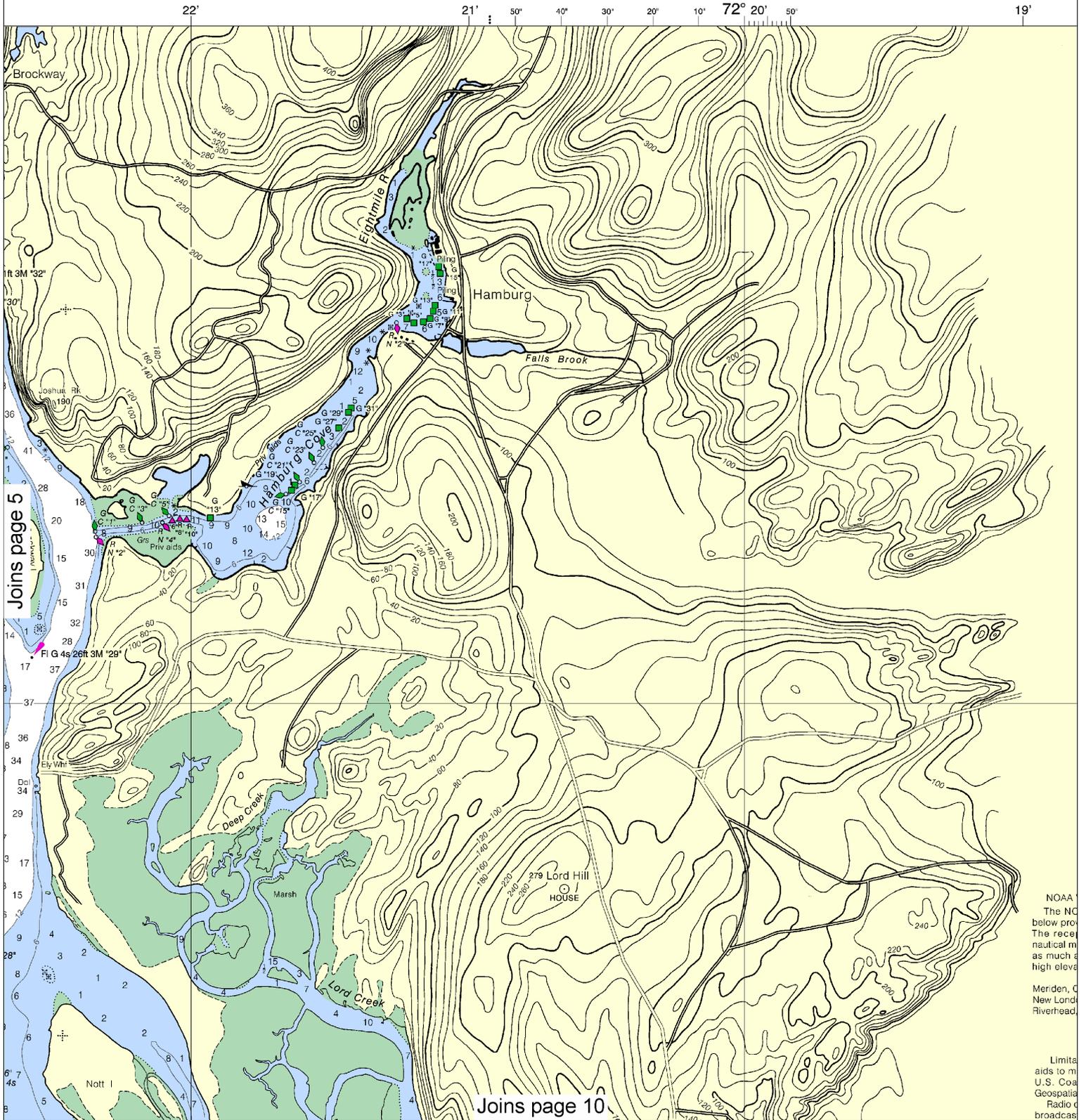


Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





Joins page 5

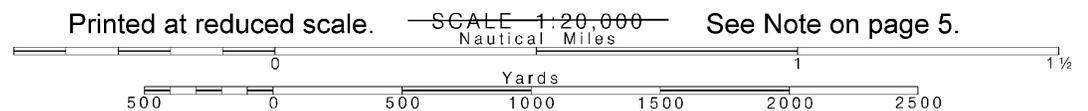
Joins page 10

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Note: Chart grid lines are aligned with true north.



|         |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
|---------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 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  |

# SOUNDINGS IN FEET

12375

18' 17' 16'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES—EAST COAST  
CONNECTICUT

## 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)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

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

#### TIDAL INFORMATION

| PLACE          | NAME (LAT/LONG)   | Height referred to datum of soundings (MLLW) |                 |                |
|----------------|-------------------|--|-----------------|----------------|
|                |                   | Mean Higher High Water                       | Mean High Water | Mean Low Water |
|                |                   | feet   | feet            | feet           |
| Saybrook Jetty | (41°16'N/72°21'W) | 4.2  | 3.8             | 0.3            |
| Essex          | (41°21'N/72°23'W) | --   | 3.2             | 0.2            |

Dashes (--) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jun 2010)

#### 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 radio tower   |
| Al alternating    | IQ interrupted quick     | N nun                  | Rot rotating       |
| B black           | Is isophase              | OBSC obscured          | s seconds          |
| Bn beacon         | LT HO lighthouse         | Oc occulting           | SEC sector         |
| C can             | M nautical mile          | Or orange              | St M statute miles |
| DIA diaphone      | m minutes                | Q quick                | VO very quick      |
| F fixed           | MICRO TR microwave tower | R red                  | W white            |
| Fl flashing       | Mkr marker               | Ra Ref radar reflector | WHIS whistle       |
|                   |                          | R Bn radiobeacon       | Y yellow           |

#### Bottom characteristics:

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

#### Miscellaneous:

|  |                         |                      |                |
|--|-------------------------|----------------------|----------------|
| AUTH authorized  | Obstrn obstruction      | PD position doubtful | Subm submerged |
| ED existence doubtful  | PA position approximate | Rep reported         |                |
| (1) 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. |                         |                      |                |

**WEATHER RADIO BROADCASTS**  
NOAA Weather Radio stations listed provide continuous weather broadcasts. Reception range is typically 20 to 40 miles from the antenna site, but can be as 100 nautical miles for stations at stations.

|         |        |             |
|---------|--------|-------------|
| CT      | WXJ-42 | 162.400 MHz |
| don, CT | KHB-47 | 162.550 MHz |
| d, NY   | WXM-80 | 162.475 MHz |

#### CAUTION

Warnings on the use of radio signals as marine navigation can be found in the Coast Guard Light Lists and National Hydrographic Survey Publication 117. Direction-finder bearings to commercial radio stations are subject to error and

#### HEIGHTS

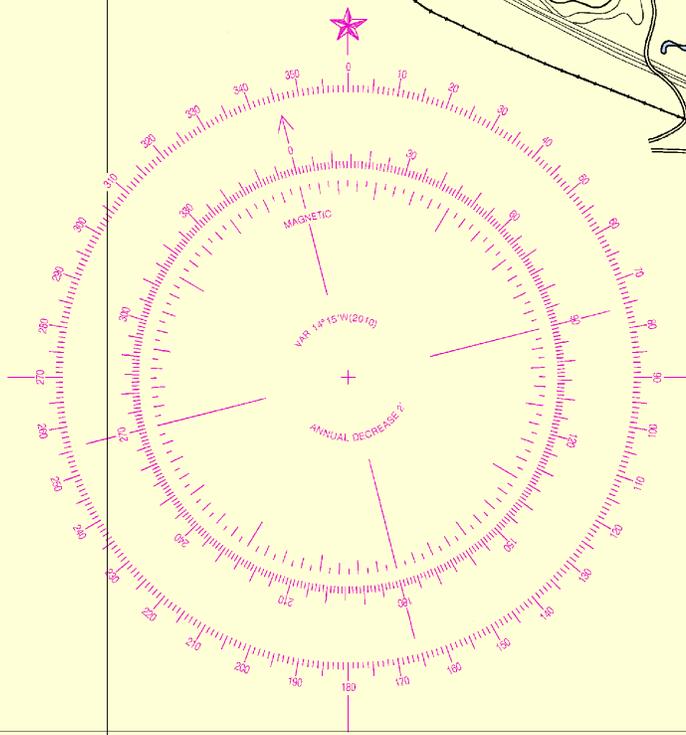
Heights in feet above Mean High Water.

#### 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.

#### SUPPLEMENT

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**CONNECTICUT RIVER CHANNEL DEPTHS**  
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2010  
 AND SURVEYS TO MAR 2010

| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) |                            |                              |                             | PROJECT DIMENSIONS |                 |                            |                           |
|--|----------------------------|------------------------------|-----------------------------|--------------------|-----------------|----------------------------|---------------------------|
| NAME OF CHANNEL  | LEFT<br>OUTSIDE<br>QUARTER | MIDDLE<br>HALF OF<br>CHANNEL | RIGHT<br>OUTSIDE<br>QUARTER | DATE OF SURVEY     | WIDTH<br>(FEET) | LENGTH<br>(NAUT.<br>MILES) | DEPTH<br>(MLLW<br>(FEET)) |
| SAYBROOK OUTER BAR CHANNEL   | 6.7                        | 9.0                          | 8.7                         | 3-10               | 300             | 0.6                        | 15                        |
| SAYBROOK SHOAL CHANNEL   | 10.4                       | 10.4                         | 11.3                        | 3-10               | 300             | 0.9                        | 15                        |
| RAILROAD REACH CHANNEL   | 12.2                       | 11.7                         | 11.2                        | 9-09               | 300             | 0.5                        | 15                        |
| CALVES ISLAND BAR CHANNEL  | 10.8                       | 11.2                         | 11.8                        | 9-09               | 200-150         | 1.0                        | 15                        |
| ESSEX SHOAL CHANNEL  | 11.1                       | 10.3                         | 9.6                         | 7-07               | 150             | 0.6                        | 15                        |
| BROCKWAY BAR CHANNEL   | 9.8                        | 10.2                         | 11.3                        | 9-09               | 150             | 0.4                        | 15                        |

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

**SOURCE DIAGRAM**

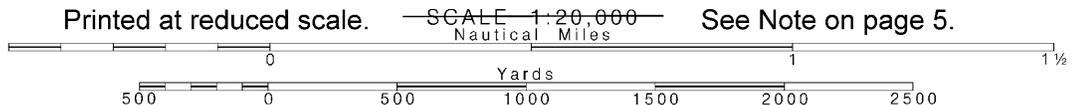
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

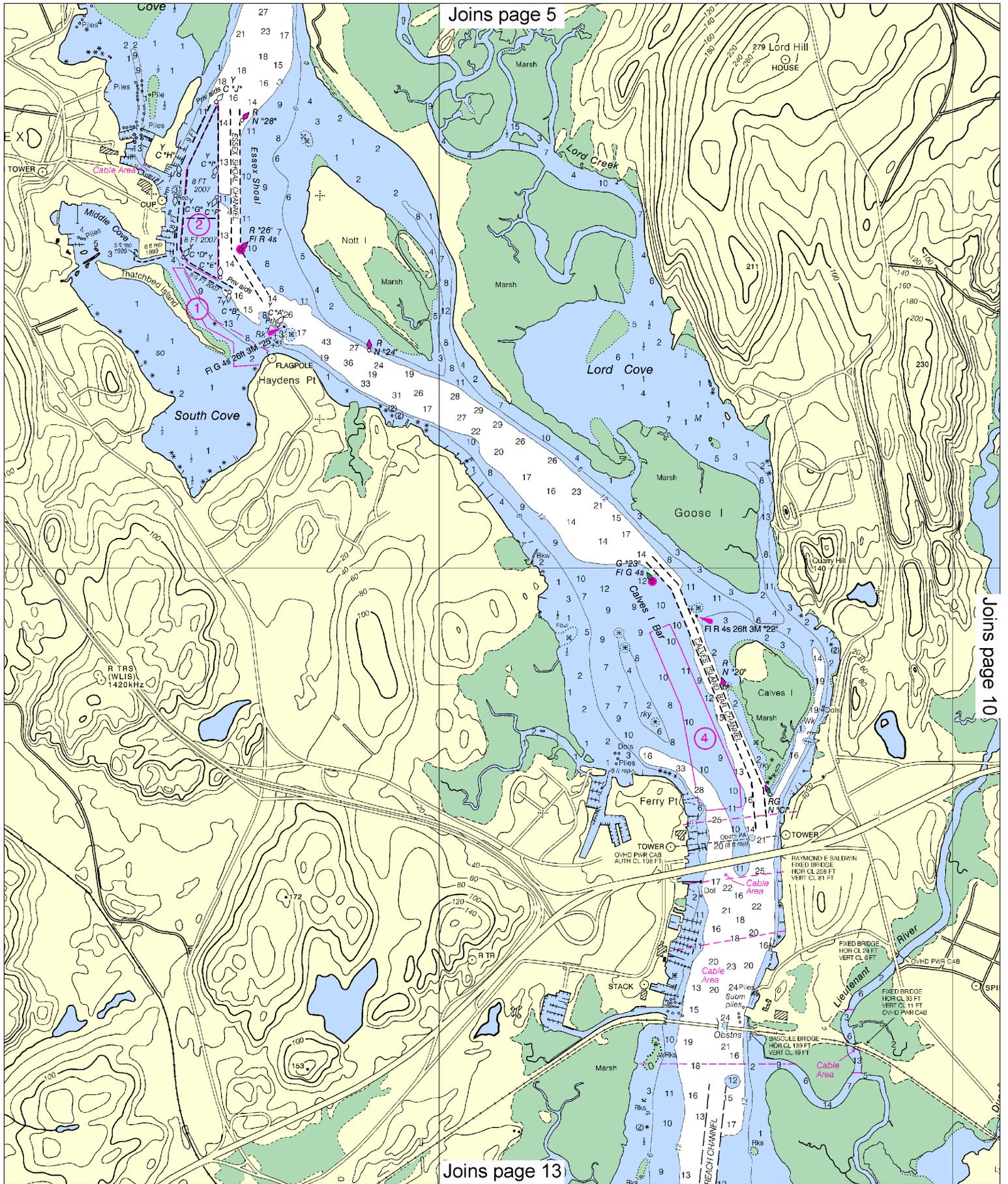
| SOURCE |                       |                         |
|--------|-----------------------|-------------------------|
| A      | 1990-2009 NOS Surveys | full bottom coverage    |
| B2     | Joins page 12         | partial bottom coverage |
| B3     |                       | partial bottom coverage |

180,000  
21'  
41°  
20'  
50°  
40°  
180,000  
30°  
20°  
10°  
19'  
50°



Note: Chart grid lines are aligned with true north.

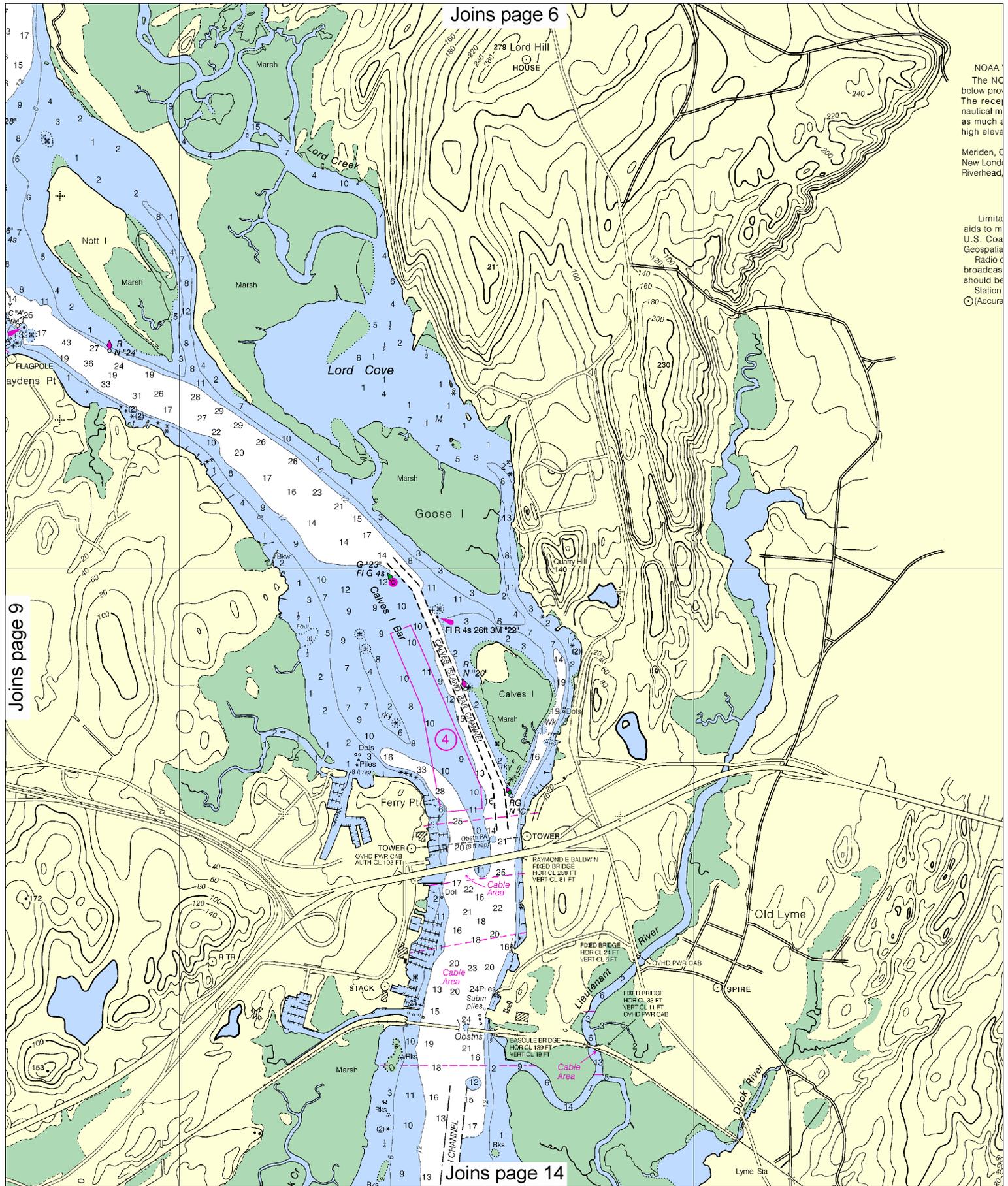




Joins page 5

Joins page 10

Joins page 13



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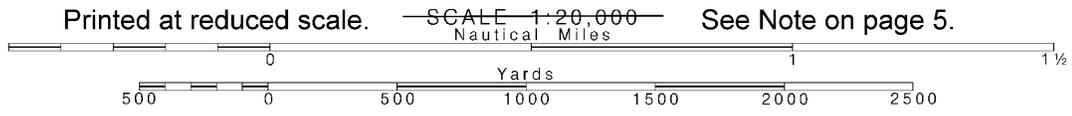
Joins page 9

Joins page 6

Joins page 14

**10**

Note: Chart grid lines are aligned with true north.



See Note on page 5.

**WEATHER RADIO BROADCASTS**  
 NOAA Weather Radio stations listed provide continuous weather broadcasts. Reception range is typically 20 to 40 miles from the antenna site, but can be as high as 100 nautical miles for stations at various locations.

|          |        |             |
|----------|--------|-------------|
| CT       | WXJ-42 | 162.400 MHz |
| Conn, CT | KHB-47 | 162.550 MHz |
| Mad, NY  | WXM-80 | 162.475 MHz |

**CAUTION**  
 Stations on the use of radio signals as aids to marine navigation can be found in the Coast Guard Light Lists and National Aeronautics and Space Administration Publication 117. Direction-finder bearings to commercial radio stations are subject to error and should be used with caution. Positions are shown thus:  
 ( ) (Approximate location)

**Joins page 7**

|              |                                |                    |
|--------------|--------------------------------|--------------------|
| C can        | M nautical mile                | St M statute miles |
| DIA diaphone | m minutes                      | VQ very quick      |
| F fixed      | MICRO TR microphone transducer | W white            |
| Fl flashing  | Mkr marker                     | WHIS whistle       |
|              |                                | Y yellow           |

**Bottom characteristics:**

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

**Miscellaneous:**

|                       |                         |                      |                |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized       | Obstr obstruction       | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported         |                |

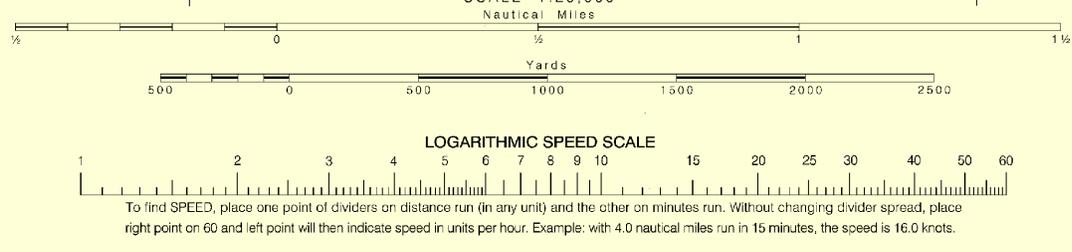
① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
 ② Rocks that cover and uncover, with heights in feet above datum of soundings.

**HEIGHTS**  
 Heights in feet above 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.

**SUPPLEMENTAL INFORMATION**  
 Consult U.S. Coast Pilot 2 for important supplemental information.

**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.



**NOTE A**  
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. 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 Commander, 1st Coast Guard District in 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**  
 This 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. All vessels with an installed marine sanitation device (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 install 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) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

**SPECIAL ANCHORAGES**

110.1 & 110.55 (see note A)

① ② ③ ④

**PLANE COORDINATE GRID**  
 (based on NAD 1927)  
 Connecticut State Grid is indicated by dotted ticks at 10,000 foot intervals.

**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.

**CAUTION**  
 Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

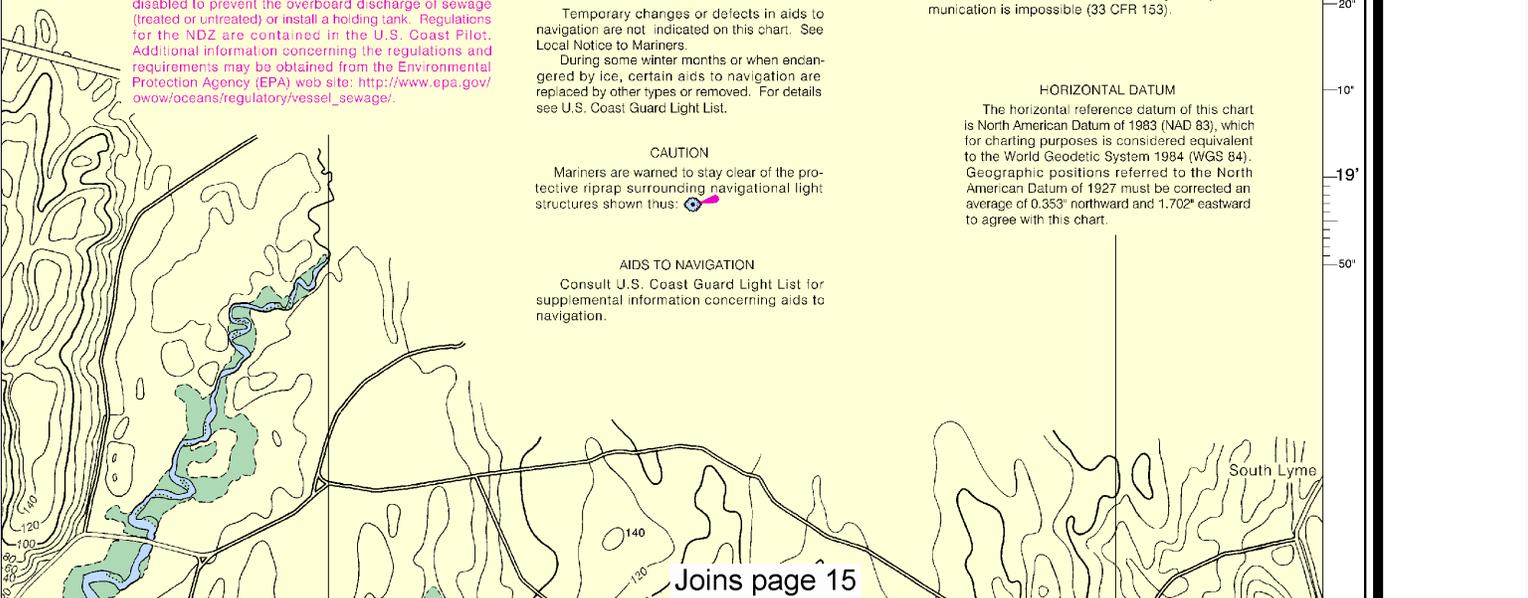
**AIDS TO NAVIGATION**  
 Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**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.

**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.

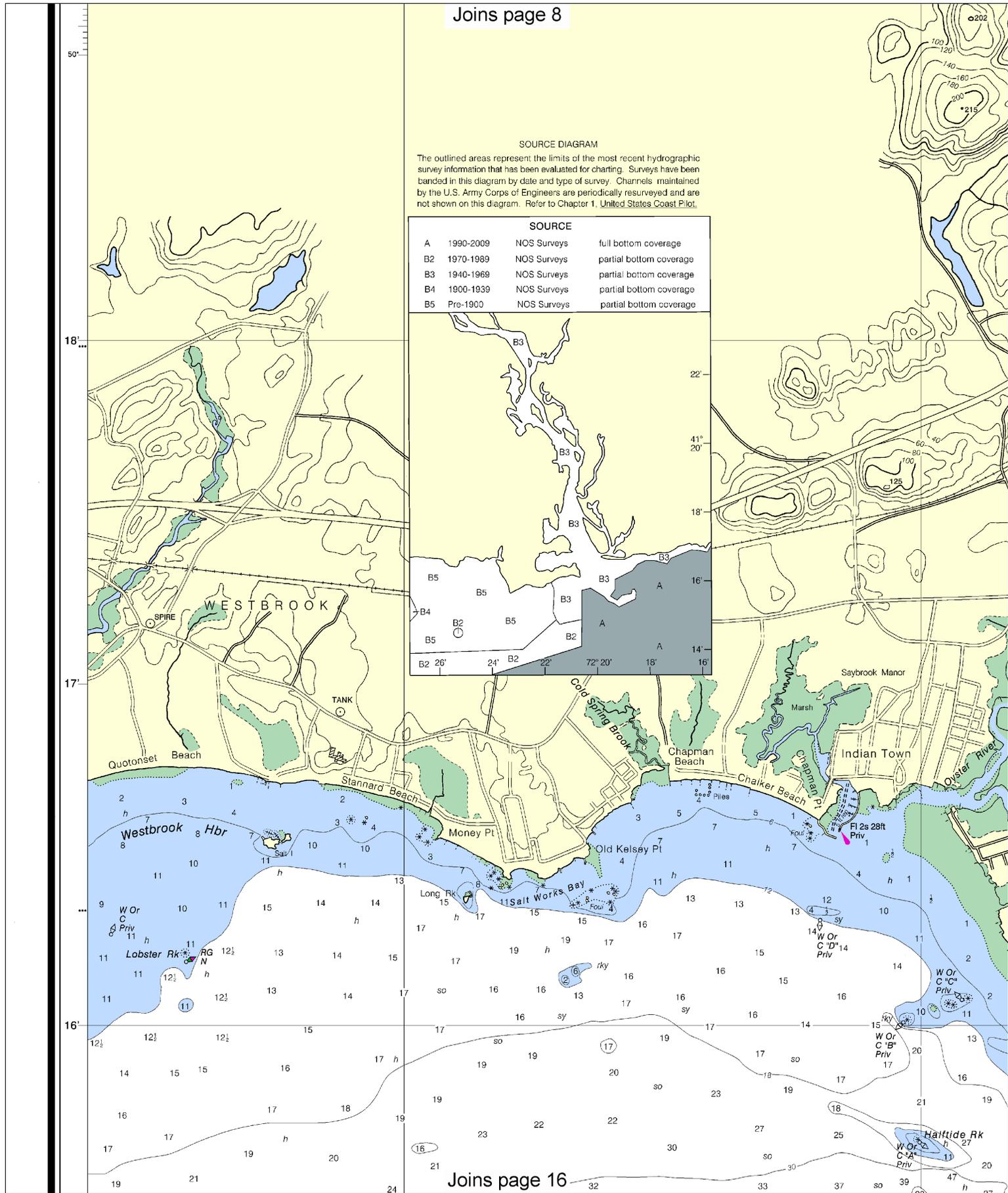
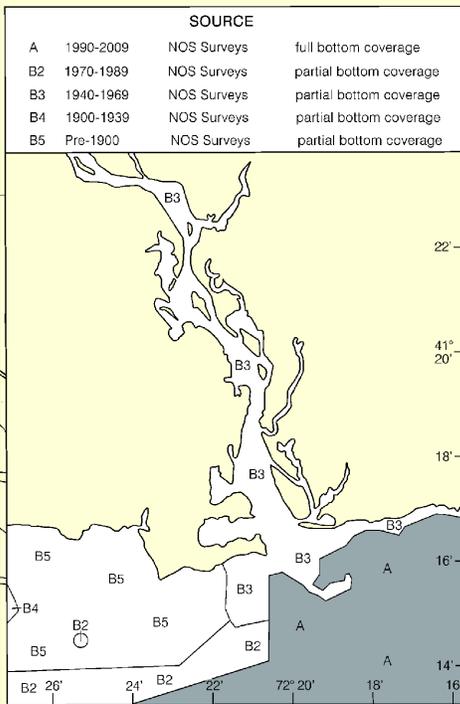
**POLLUTION REPORTS**  
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**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 0.353' northward and 1.702' eastward to agree with this chart.



SOURCE DIAGRAM

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



Note: Chart grid lines are aligned with true north.

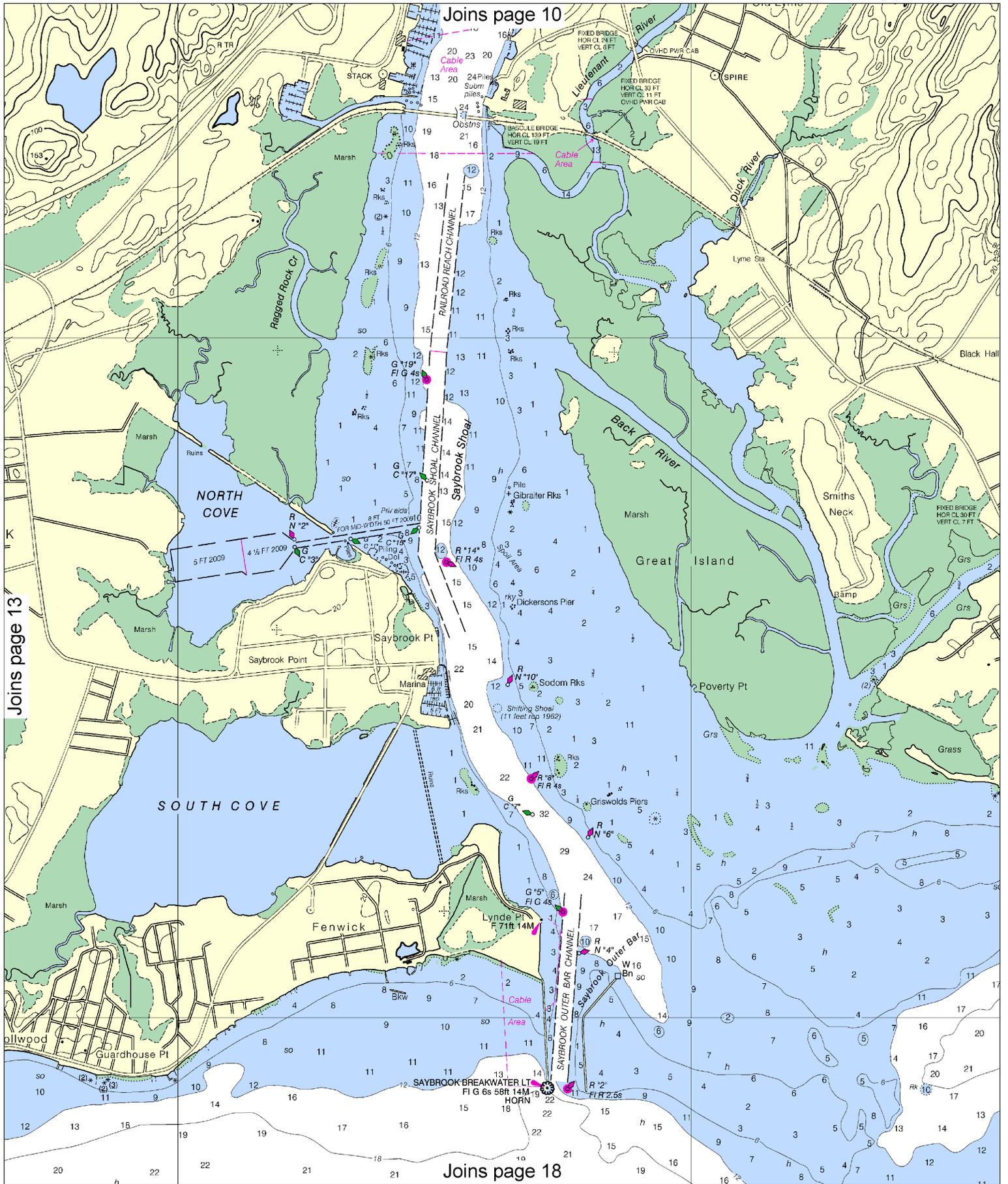
Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.







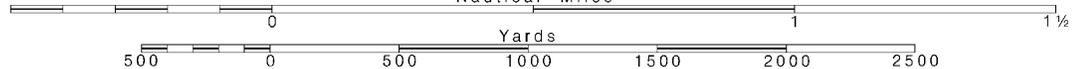
**14**

Note: Chart grid lines are aligned with true north.

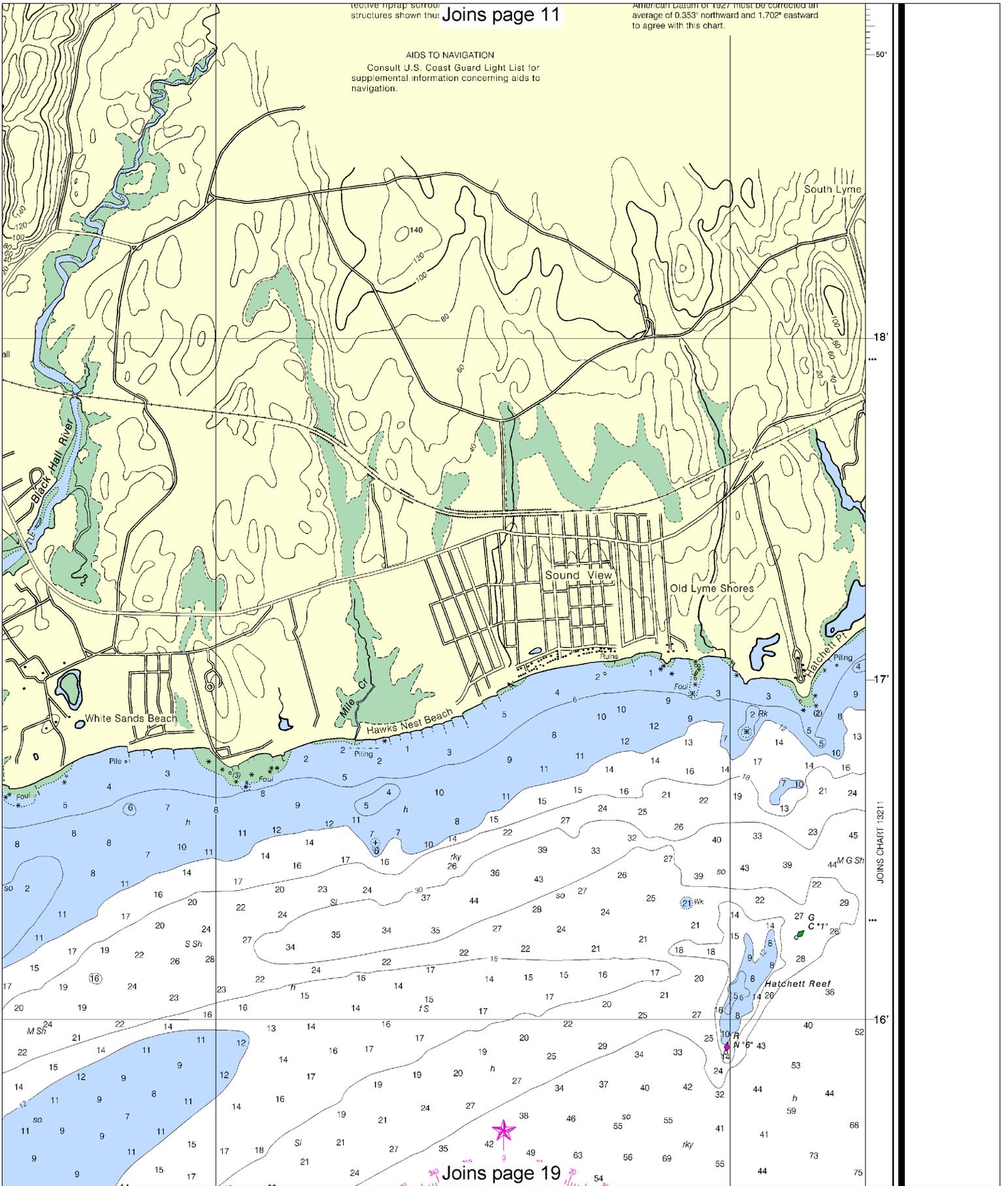
Printed at reduced scale.

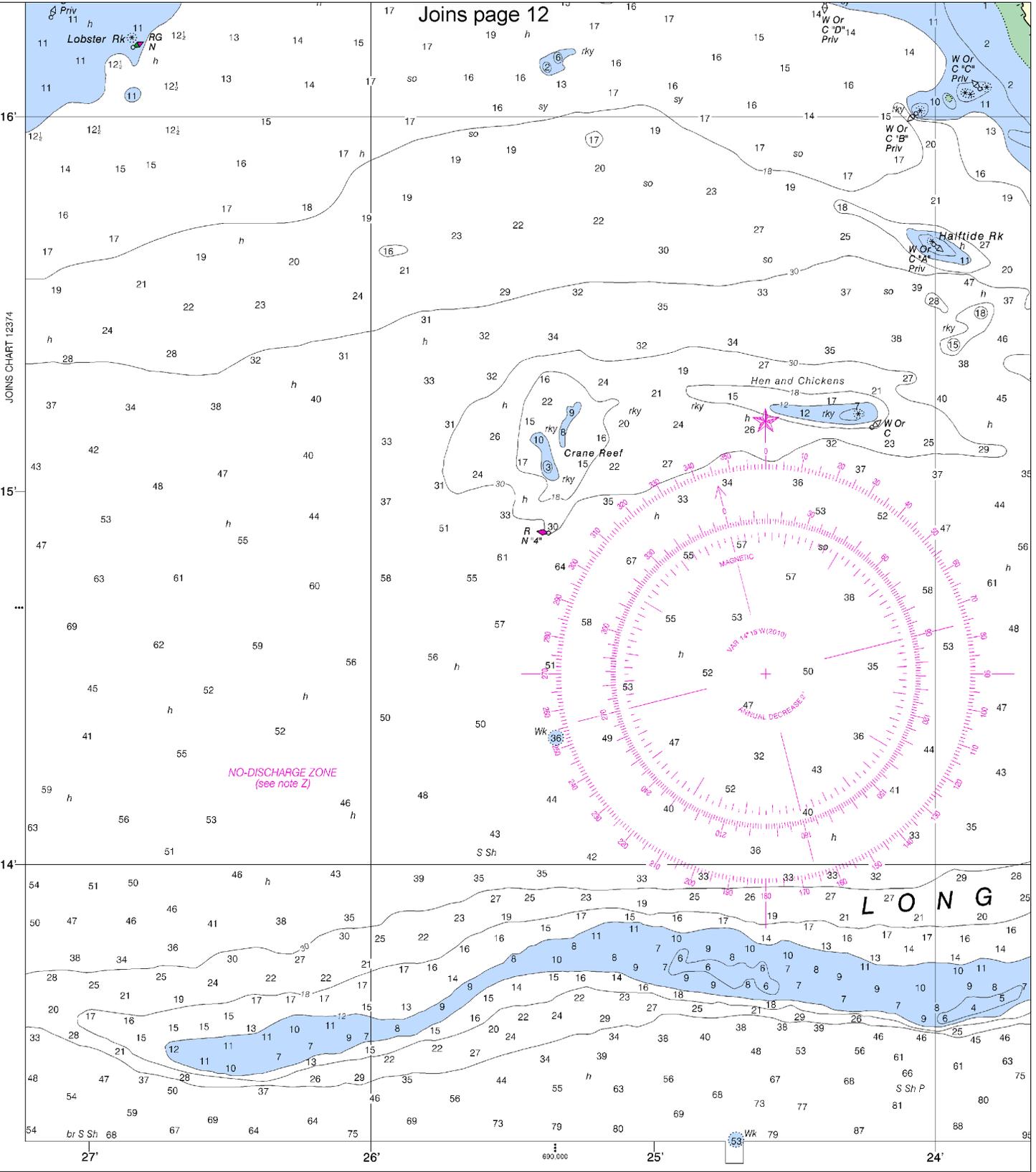
SCALE 1:20,000  
Nautical Miles

See Note on page 5.



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





22nd Ed., Oct. / 10 ■ Corrected through NM Oct. 9/10  
 Corrected through LNM Sep. 28/10

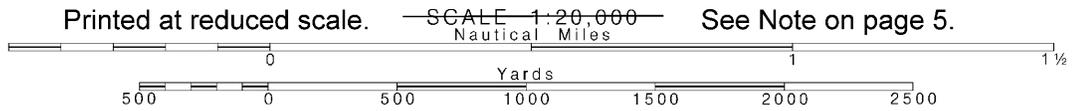
# 12375

**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).

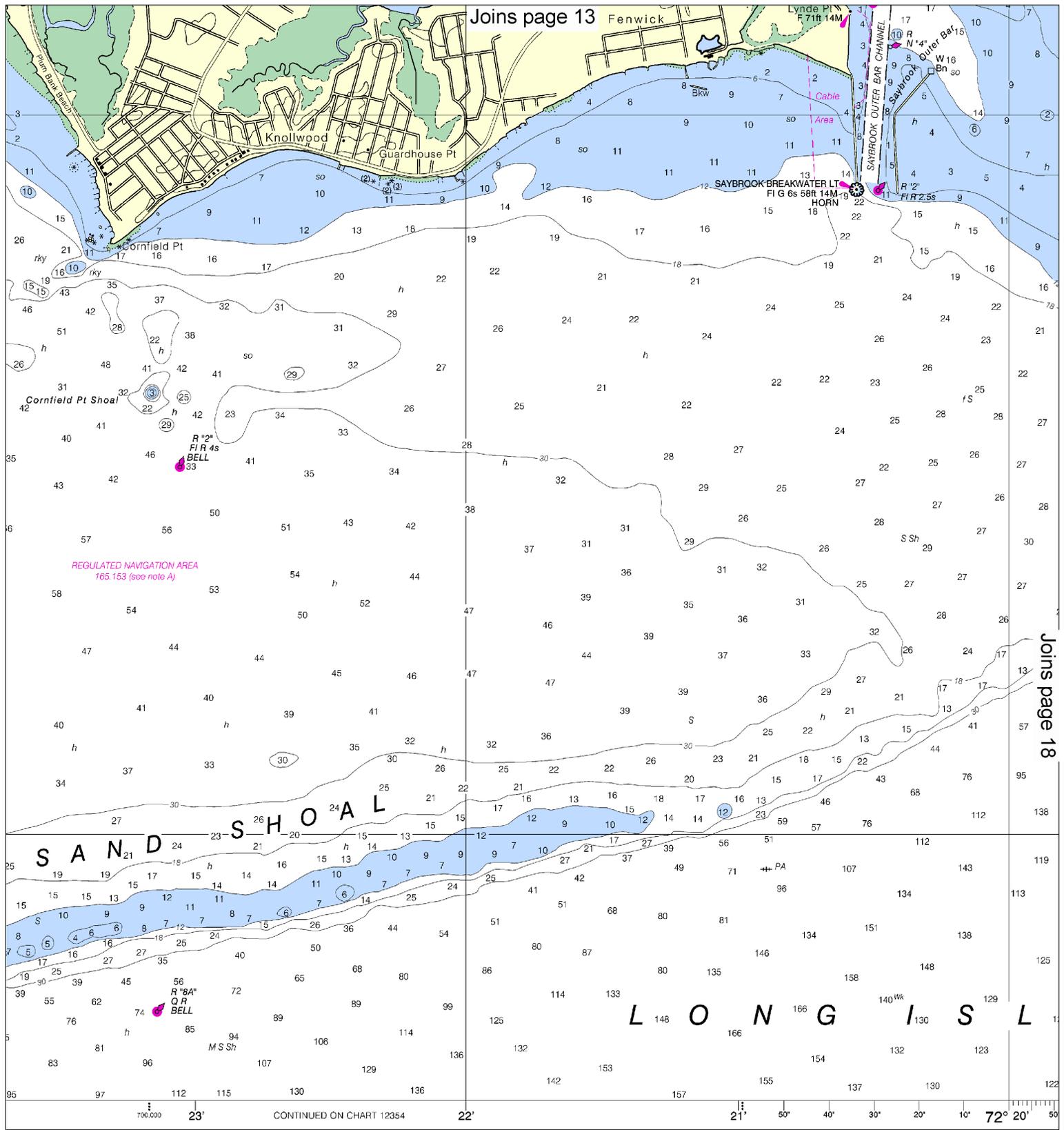
## SOUNDINGS IN FEET

# 16

Note: Chart grid lines are aligned with true north.



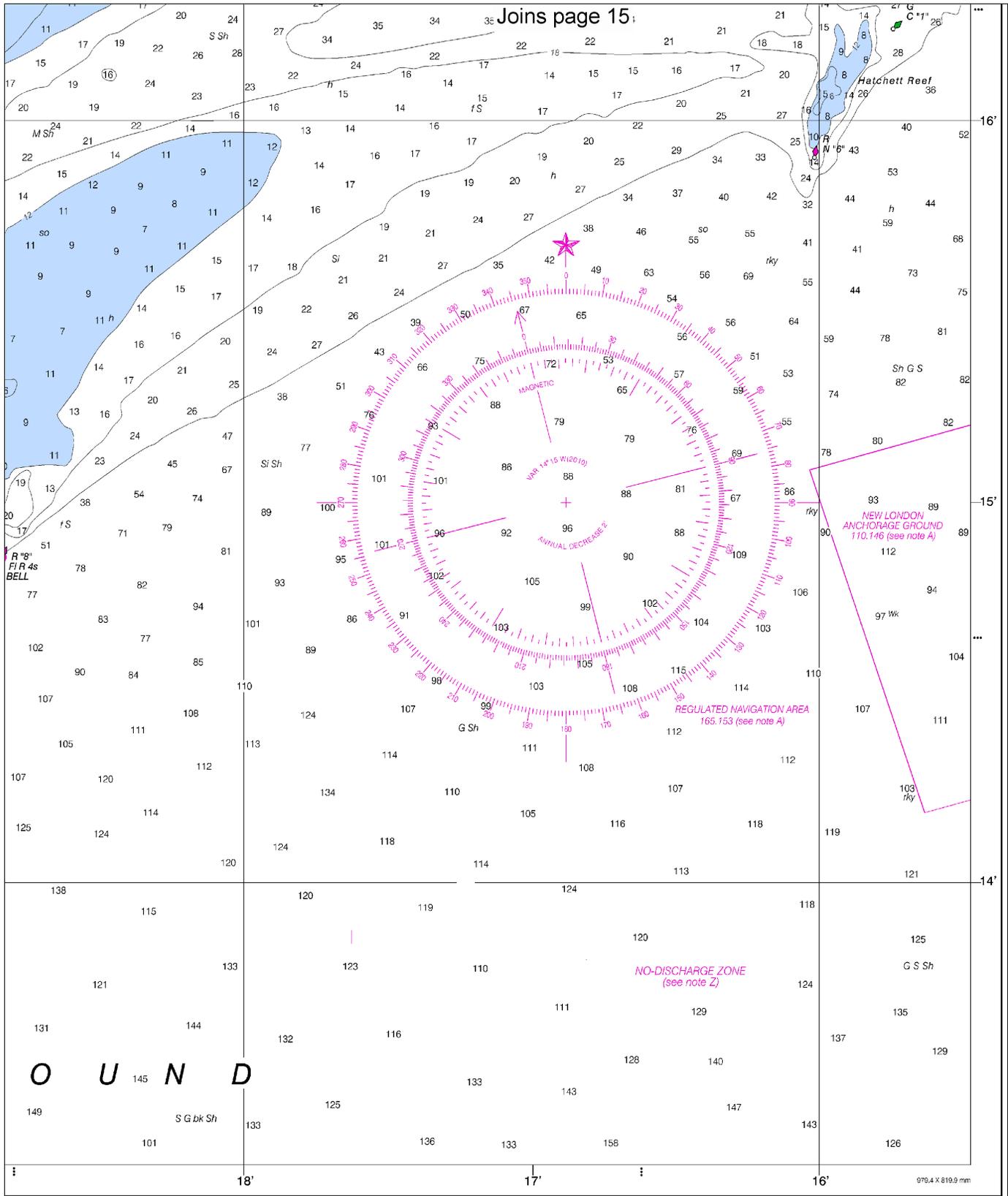
See Note on page 5.



NET

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 NATIONAL OCEAN SERVICE  
 COAST SURVEY





ED. NO. 22

NSN 7642014010396  
 NGA REFERENCE NO. 12XHA12375

SCALE 1:20,000  
 Nautical Miles



Connecticut River  
 SOUNDINGS IN FEET - SCALE 1:20,000

12375



EMERGENCY INFORMATION

## 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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](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>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.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 @nauticalcharts



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.

