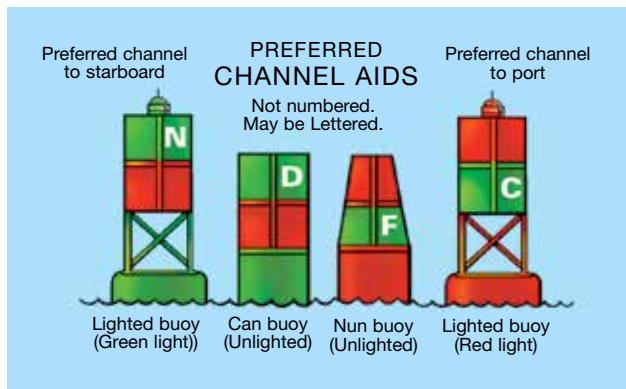
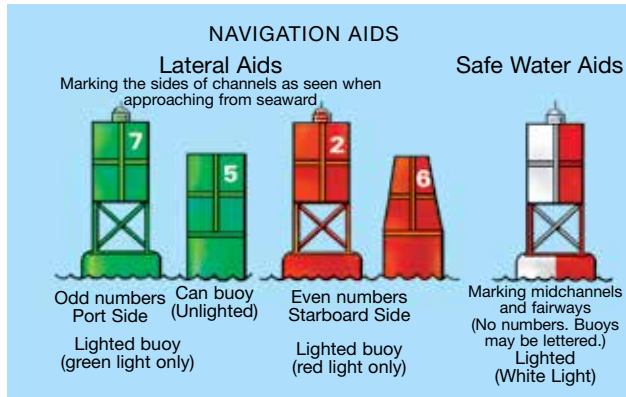


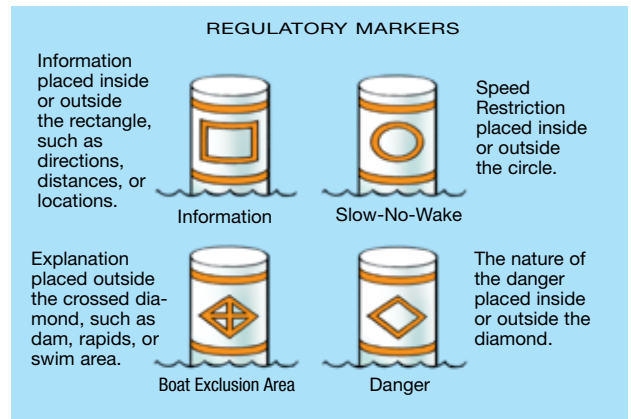
U.S. Aids to Navigation



Marker (Buoy or Beacon) Permits

The placement of regulatory, navigational markers, slalom course buoys or jumps requires a permit from the DEEP. Regulatory markers denote swim areas, speed zones, danger areas or information. Navigational markers designate channels. Markers must meet DEEP specifications regarding size, color, banding, symbols and wording. On tidal waters, a permit is required from both the DEEP and USCG. Visit the DEEP website at www.ct.gov/deep/boating and click on Laws /Regulations/ Permits.

NOTE: Permits for mooring buoys on tidal waters are issued by the Town, local Harbor Master, or the DEEP Office of Long Island Sound Programs, and on inland waters by the Town or an applicable power generating company.



The Sound Signals

All vessels are required to exchange sound signals when their paths will lead them into close quarters. Depending upon the size of your vessel, a mouth, hand or power operated whistle or horn is required. The following four signals are the only signals that may be used by vessels, when within sight of each other, to signal their intentions.

- One short blast – I intend to leave you on my port side.
- Two short blasts – I intend to leave you on my starboard side.
- Three short blasts – Indicates the operation of astern propulsion.
- Five or more blasts – Indicates danger.

Anchor Lights

All vessels, when at anchor outside an officially marked anchorage, must exhibit, an all-around white light.

High Speed Ferries

High Speed Ferries (HSF) are capable of speeds of 60 knots (70 miles per hour) and above. When a HSF is approaching:

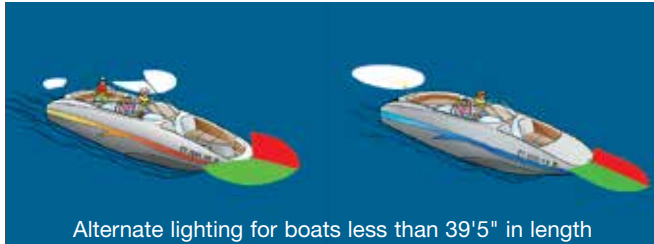
- Know and obey the USCG rules of the road.
- Make any changes in course or speed early and obvious to the HSF operator, and while still at least one mile from the ferry.

At night and in times of restricted visibility, display correct running lights and show a radar reflector. Monitor VHF Channel 13 for announcements from the ferry.

Navigation Lights (Underway)

Recreational boats must display their required navigation lights at all times between sunset and sunrise, and during daylight periods of reduced visibility. Shown below are the lights required.

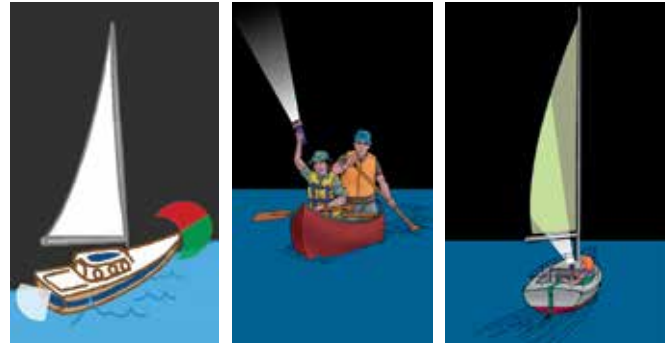
POWER-DRIVEN VESSELS



POWER-DRIVEN VESSELS



NON-POWERED VESSELS



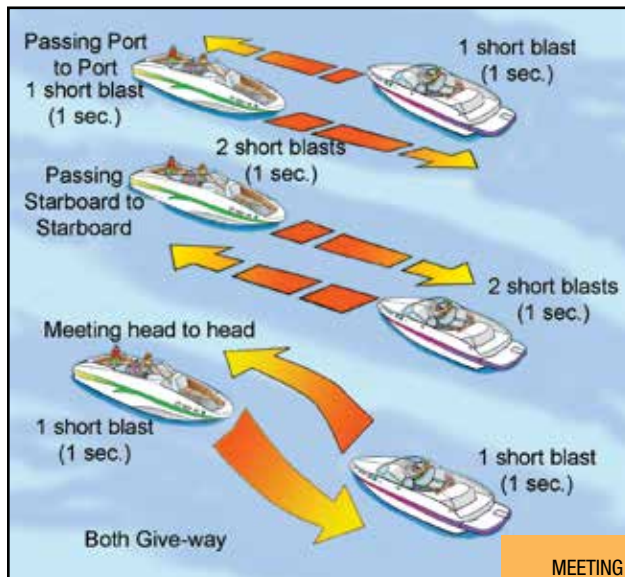
Sailing vessel

Rowboat or canoe

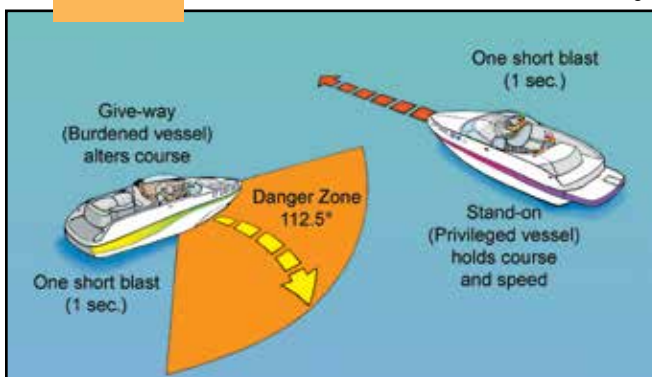
Sailboat under sail alone
less than 23'
Minimum requirement

The lighting arrangements shown in the figures here have been taken from the U.S. Coast Guard Navigation Rules, International-Inland.

Navigation Rules



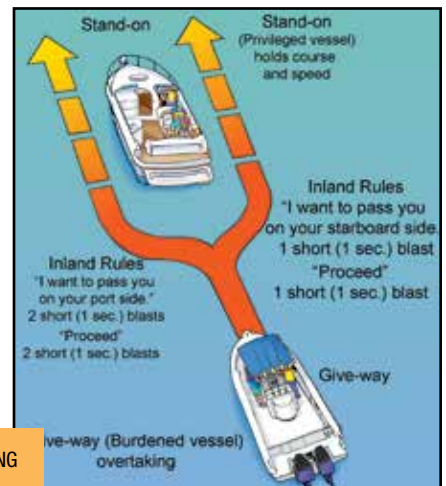
CROSSING



TERMS TO KNOW:

- Stand-on vessel: The vessel that should maintain its course and speed (unless collision is imminent.)
- Give-way vessel: The vessel that must take early and substantial action to avoid collision by stopping, slowing down, or changing course.

OVERTAKING



Movable Bridges

The raising and lowering of train and traffic bridges are regulated by the US Coast Guard. You need to understand some critical information to safely pass under these bridges:

Bridge clearance - is the distance between the water surface and the lowest portion of the bridge over the channel. This distance is measured in feet and can be found on the chart that the bridge is shown. Bridge clearances are referenced at mean high tide, with clearances changing throughout the tidal cycle. At low tide there will be more clearance than at an above average high tide.

Many fixed and all moveable bridges will have a clearance gauge on each side of the bridge. This gauge will indicate the bridge clearance at the specific time you are passing under the bridge. Each gauge is installed on the end of the right channel pier or pier protection structure facing approaching vessels and extends to a reasonable height above high water so as to be meaningful to the viewer. Other or additional locations may be used under particular conditions or circumstances.

Air draft of a vessel - or vertical clearance is amount of vertical space that the boat needs to pass safely under an object. This distance is measured from the boat's waterline to the top of the highest structural object on the boat. By federal regulation, movable antennas that are not essential to navigation and fishing poles cannot count in the measurement. They must be lowered. If after lowering all of the nonstructural and nonessential navigation components of your vessel, you still cannot pass under the bridge, you will need to contact the bridge tender.

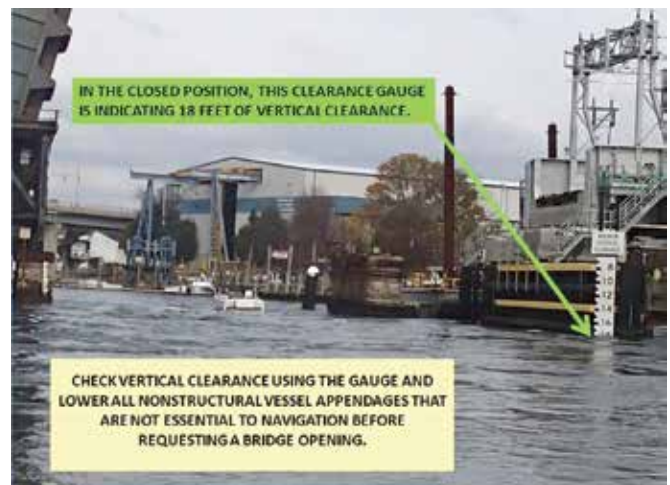
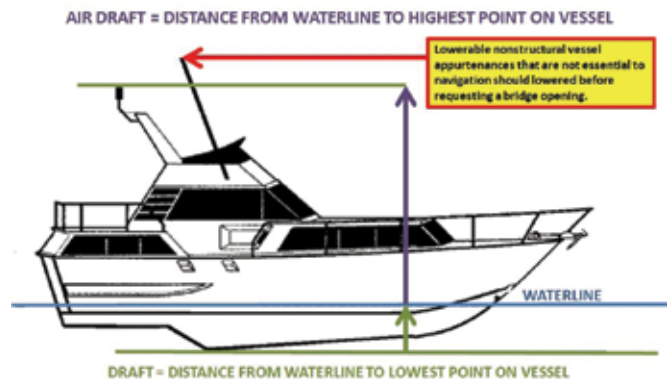
Signaling the Bridge:

Moveable bridges must open promptly and fully for the passage of vessels when a request or signal to open is given. However, there are bridges that have set opening and closing schedules to facilitate the smooth flow of traffic so you may have to wait.

There are several acceptable methods to contact the bridge tender to discuss scheduled openings and to request an opening. The best method is by VHF marine radio via channel 13 using low power (one watt). The vessel and the bridge tender shall monitor the frequency used until the vessel has cleared the draw.

Using the radio, identify the name of the bridge (repeated three times) you need opened and the name and description of your vessel (eg. sailboat, 30 foot powerboat). Let the bridge tender know the direction you are headed and when you request the opening. When radiotelephone contact cannot be initiated or maintained, sound or visual signals shall be used.

Sound signals shall be made by whistle, horn, megaphone,



hailer, or other device capable of producing the described signals loud enough to be heard by the drawtender. The sound signal to request the opening of a draw is one prolonged blast followed by one short blast sounded not more than three seconds after the prolonged blast.

If the tender can open the bridge immediately, the reply sound signal is one prolonged blast followed by one short blast sounded within 30 seconds of the requesting signal. When the draw cannot be opened immediately, the tender shall reply with five short blasts sounded in rapid succession within 30 seconds of the vessel's opening signal. The signal shall be repeated until acknowledged in some manner by the requesting vessel.

The visual signal to request the opening of a draw is a white flag raised and lowered vertically or a white, amber, or green light raised and lowered vertically. The tender shall reply in kind if the bridge can be opened or raise a red flag or swing a red light back and forth horizontally in full sight of the vessel within 30 seconds of the vessel's opening signal or show a fixed or flashing red light(s) within 30 seconds of the vessel's opening signal and repeat until acknowledged in some manner by the requesting vessel.

Five Short Blasts: If you hear this sound from the bridge and the bridge is open, it means the bridge is being closed. DO NOT TRY TO PASS through if you require an opening. The bridges are extremely heavy and are not easily stopped once the process has begun. The bridge tender may not be able to see you; WAIT for the next opening!

In areas where there is more than one moveable bridge, like New Haven Harbor, to eliminate confusion signals can vary. Checking the federal regulation cited above will provide those signals.

It is important to note that, the bridge tender shall take all reasonable measures to have the draw opened, regardless of the operating schedule of the bridge, for passage of emergency vehicles, vessels or other emergency situations, provided this opening does not conflict with local emergency management procedures which have been approved by the cognizant Coast Guard Captain of the Port.

Schedules for Bridges - Each movable bridge has its own opening schedule that is determined by federal regulation. Between May 15 and October 15, the five Amtrak movable Bridges will bridge reopen immediately after trains pass and will close in sufficient time for approaching trains to pass safely. Knowing the schedule

will help you to plan your trip, but you will still need to make your intentions known to the bridge tender.

You should be familiar with the schedule for the bridges that you will use. Their schedules are published in the USCG Local Notice to Mariners (<http://www.navcen.uscg.gov>), cruising guides and other boating related publications.

QUICK GUIDE TO TRANSITING MOVABLE BRIDGES

- Know the vertical clearance of your vessel (air draft).
- Check the vertical clearance of the bridge.
- Lower any moveable nonstructural objects or gear (radio antennas, outriggers etc...) if necessary to pass without forcing a bridge opening. IT IS ILLEGAL TO REQUEST AN OPENING without first lowering non-structural gear.
- If an opening is required check for scheduled openings
- Signal or contact the drawtender to request an opening
- When the bridge opens, pass through the draw as soon as possible in order to prevent unnecessary delays in the closure of the draw.

Do your part . . . know your vertical clearance. Don't request unneeded openings.

**Violation of other statutes not listed here may require a court appearance.
Consult the statutes or applicable penalties.**

STATUTE NO.	INFRACTION	TOTAL AMOUNT DUE		INFRACTION	TOTAL AMOUNT DUE
15-9(a)	Failure to obey order of harbor master	174.00	15-140b	Illegal marine parade, regattas, races	80.00
15-129(a)(1)	Failure to comply with federal requirements regarding personal flotation devices	75.00	15-140d	Illegal obstruction to navigation or public use of waters	80.00
15-129(a)(1)	Failure to comply with federal requirements for personal flotation devices and children	75.00	15-140e	Illegal operation of boat without a certificate or operators license	120.00
15-129(a)(3)	Failure to comply with federal requirements regarding backfire flame controls	75.00	15-140e(f)	Unauthorized operation of a vessel engaged in water skiing	140.00
15-129(a)(4)	Defective muffling device	75.00	15-140g	Failure to carry boating operation certificate	120.00
15-129(a)(5)	Failure to comply with federal requirements regarding fire extinguishers	75.00	15-140h	Illegal operation of a boat by a person less than 12 years old	80.00
15-129(a)(6)	Failure to comply with federal requirements regarding sound signals devices	75.00	15-140j	Permitting person less than 16 years old to operate a personal watercraft without a certificate	120.00
15-129(a)(7)	Failure to comply with federal requirements regarding visual distress signals	75.00	15-140(j)	Failure to have certificate of personal watercraft operation on board while operating such watercraft	80.00
15-129(c)	Exceeding permitted noise level	220.00	15-140(h)	Permitting passenger to ride in front of operator of personal watercraft	80.00
15-129(e)	Failure to comply with order re noise test (1st offense)	435.00	15-140m	Reckless boating, second degree	120.00
15-129(e)	Failure to comply with order re noise test (subsequent offense)	535.00	15-144(a)	Failure to display registration decals	75.00
15-129(h)	Altered or removed muffler	120.00	15-144(a)	Failure to carry vessel registration	75.00
15-129(a)	Failure to comply with federal requirements regarding the use of navigation lights	75.00	15-144(c)	Failure to display vessel registration	75.00
15-129(a)(d)	Failure to comply with federal requirements regarding anchor lights	75.00	15-144(h)	Illegal operation of vessel without number/registration (1st offense)	120.00
15-131	Violation of rules from preventing collisions	75.00	15-146	Failure to report change of address	75.00
15-132	Failure to help collision victim	120.00	15-147	Failure to report transfer, loss or theft of vessel	75.00
15-133(b)	Interference with navigation	120.00	15-149(a)	Failure to make written report to DEEP of boating accident involving death, serious injury or disappearance	136.00
15-133(c)	Alteration of boat capacity label	220.00	15-149(a)	Failure to make written report to DEEP of boating accident involving property damage in excess of \$500	75.00
15-133(f)	Violation of boating regulations	75.00	15-153	Altering or defacing registration or certificate of number	75.00
15-133(g)	Improper mooring to navigational aid	220.00	15-154(b)	Failure to stop vessel or take to designated area upon command	75.00
15-134(a)	Failure to have an observer while towing skier	80.00	15-154(e)	Failure to reduce speed when passing stationary law enforcement or fire rescue vessel	70.00
15-134(b)	Skiing in prohibited area	80.00	15-171	Discharging sewage in No Discharge Zone	up to 25,000.00
15-134(c)	Illegal skiing in darkness	80.00	15-175(a)	Discharge of untreated sewage	up to 2,000.00
15-134(d)	Reckless skiing	80.00	15-175(b)	Owning/Operating vessel without marine sanitation device or with device in nonoperable condition	75.00
15-135(a)	Failure to use SCUBA flag, buoy or other device	75.00	15-180	Transporting vessel or trailer without inspecting for and properly removing and disposing of vegetation	95.00
15-135(c)	Operating a vessel within one hundred feet of SCUBA flag	75.00	26-16-1	Prohibited acts at boat launches	75.00
15-139(b)	Violation of boating safety regulations	80.00	26-19	Operation of motorboat in Bantam River	50.00
			26-21	Defacing, obliterating or destroying posted notice	87.00

Homeland Security

Boaters must be cautious and constantly aware of surroundings. It is now illegal to stop or anchor beneath bridges. Secure and lock your boat when not on-board and, when stored, disable the engine. Avoid restricted areas such as dams, power plants, etc. and observe all security zones, especially around military installations.

Naval Vessel Protection Zone – You must stay at least 100 yards away from any military vessel and maintain minimum steerage speed within 500 yards. Violators face quick and severe response, not more than six years in prison and not more than a \$250,000 fine. You should report the following to the U.S. Coast Guard (see page 4 for telephone numbers):

- Suspicious persons conducting unusual activities near security areas, bridges, on or near the water.
- People establishing roadside stands near marinas and waterfront facilities.
- Unknown persons photographing or creating diagrams around power plants, under bridges, waterfront facilities or any other high risk areas.
- Unknown or suspicious persons loitering around waterfront areas.
- Suspicious persons attempting to borrow or rent watercraft
- Suspicious vendors attempting to sell or deliver merchandise or drop off packages in waterfront areas.

Safety and Security Zones - Boaters should not:

- Enter buoyed areas off the Niantic Bay or Jordan Cove side of Dominion/Millstone Power Plant, Waterford, CT.
- Enter waters within 100 yards of any anchored U.S. Coast Guard vessel.
- Stop, moor, anchor or loiter beneath a bridge or approach within a 25-yard radius of any bridge foundation, support, stanchion, pier or abutment except as required for the direct, expeditious transit beneath a bridge.

In addition to the areas listed above, all boaters should be aware of multiple Security Zones on the Thames River. These Security Zones are located at Electric Boat Shipyard - Groton, U.S. Coast Guard Academy - New London and Naval Submarine Base – Groton. Travel through these zones may be subject to periodic speed and entry restrictions. All vessels transiting these areas should listen for specific instructions via VHF marine radio, a loud-hailer from official patrol vessels or personnel on shore. Boaters should comply with any instructions as quickly and as safely as possible.



Helpful Internet Addresses

National Oceanic and Atmospheric Administration (NOAA): www.noaa.gov

Print-on-Demand Charts and Historical Map and Chart Collections: <https://www.nauticalcharts.noaa.gov/>

National Ocean Service Data Explorer (formerly Mapfinder): <https://oceanservice.noaa.gov/dataexplorer/>

Chart No. 1: Nautical Chart Symbols, Abbreviations and Terms: <https://www.nauticalcharts.noaa.gov/publications/us-chart-1.html>

National Weather Service: <https://www.weather.gov>

Search and Rescue Satellite-Aided Tracking: <http://www.sarsat.noaa.gov/index.html>

Sunrise/Sunset Calculator: www.esrl.noaa.gov/gmd/grad/solcalc/sunrise.html

National Ocean Service (NOS)

For a complete list of all NOS websites, go to: <https://oceanservice.noaa.gov>

Real time tide information: www.co-ops.nos.noaa.gov/ports.html

U.S. Coast Guard websites

U.S. Coast Guard Local Notice to Mariners (by district): www.navcen.uscg.gov/

U.S. Coast Guard Auxiliary: www.cgaux.org

Other websites

U.S. Power Squadrons: www.usps.org provides cooperative charting information & training

Maptech (for raster nautical charts): www.maptech.com

Print on Demand Charts: www.oceangrafix.com

U.S. Army Corps of Engineers (provide information for navigable rivers, ports & channels: www.usace.army.mil)

Connecticut Department of Motor Vehicles: www.ct.gov/dmv

Connecticut Harbormasters: www.ct.gov/deep/harbormasters

	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
1	9:17 a ^o	10:47 a	9:41 a ^o	11:56 a	12:19 p	1:30 p	1:51 p	2:44 p	3:28 p	3:57 p	5:59 p	5:43 p
2	10:09 a	11:39 a	10:30 a	12:43 p	1:06 p	2:17 p	2:36 p	3:25 p	4:22 p	5:06 p	6:35 a	6:16 a
3	11:03 a	12:31 p	11:18 a	1:30 p	1:53 p	3:06 p	3:22 p	4:09 p	5:27 p	6:16 p	7:33 a	7:08 a
4	11:58 a	1:22 p	12:07 p	2:18 p	2:42 p	3:57 p	4:08 p	5:00 p	6:33 p	6:49 a	7:24 a	7:55 a
5	12:53 p	2:14 p	12:55 p	3:08 p	3:33 p	4:50 p	4:57 p	5:57 p	7:02 a	7:46 a	8:11 a	8:38 a
6	1:48 p	3:10 p	1:45 p	4:02 p	4:29 p	5:43 p	5:47 p	6:22 a	7:59 a	8:38 a	8:55 a	9:21 a*
7	2:45 p	4:12 p	2:37 p	5:02 p	5:28 p	6:34 p	6:37 p	7:21 a	8:52 a	9:26 a	9:39 a*	10:04 a
8	3:46 p	5:17 p	3:35 p	6:06 p	6:26 p	6:46 a	6:55 a	8:16 a	9:42 a	10:13 a*	10:24 a	10:48 a
9	4:51 p	6:18 p	4:38 p	6:29 a	6:42 a	7:36 a	7:48 a	9:08 a	10:32 a*	11:00 a	11:10 a	11:33 a
10	5:54 p	6:44 a	5:43 p	7:26 a	7:33 a	8:22 a	8:38 a	9:59 a	11:23 a	11:48 a	11:57 a	12:20 p
11	6:23 a	7:33 a	7:10 a	8:15 a	8:19 a	9:07 a	9:28 a	10:51 a*	12:14 p	12:36 p	12:46 p	1:08 p
12	7:12 a	8:18 a	8:04 a	8:58 a	9:01 a	9:53 a	10:19 a*	11:45 a	1:05 p	1:25 p	1:37 p	1:57 p
13	7:57 a	8:59 a	8:50 a	9:38 a	9:42 a	10:42 a*	11:12 a	12:40 p	1:57 p	2:16 p	2:31 p	2:47 p
14	8:39 a	9:39 a	9:33 a	10:17 a	10:24 a	11:33 a	12:07 p	1:34 p	2:50 p	3:10 p	3:29 p	3:42 p
15	9:20 a	10:19 a*	10:12 a	10:56 a*	11:08 a*	12:27 p	1:03 p	2:28 p	3:45 p	4:08 p	4:29 p	4:38 p
16	10:01 a*	10:57 a	10:50 a	11:37 a	11:56 a	1:23 p	2:00 p	3:23 p	4:45 p	5:10 p	5:27 p	5:33 p
17	10:42 a	11:35 a	11:28 a*	12:20 p	12:47 p	2:20 p	2:56 p	4:21 p	5:48 p	6:13 p	6:05 a	6:10 a
18	11:22 a	12:13 p	12:06 p	1:06 p	1:40 p	3:19 p	3:54 p	5:22 p	6:25 a	6:50 a	6:51 a	6:53 a
19	12:02 p	12:51 p	12:46 p	1:56 p	2:36 p	4:20 p	4:54 p	6:23 p	7:23 a	7:41 a	7:31 a	7:34 a
20	12:41 p	1:32 p	1:27 p	2:49 p	3:36 p	5:23 p	5:56 p	6:55 a	8:12 a	8:26 a	8:09 a	8:13 a
21	1:20 p	2:19 p	2:12 p	3:48 p	4:39 p	6:25 p	6:22 a	7:51 a	8:56 a	9:06 a	8:45 a	8:54 a
22	2:01 p	3:15 p	3:01 p	4:53 p	5:46 p	6:50 a	7:23 a	8:39 a	9:36 a	9:43 a	9:21 a ^o	9:38 a ^o
23	2:47 p	4:20 p	3:58 p	6:02 p	6:12 a	7:48 a	8:16 a	9:22 a	10:15 a	10:19 a	10:01 a	10:27 a
24	3:43 p	5:29 p	5:04 p	6:33 a	7:15 a	8:38 a	9:02 a	10:03 a	10:53 a ^o	10:54 a ^o	10:45 a	11:18 a
25	4:47 p	6:05 a	6:15 p	7:36 a	8:11 a	9:24 a	9:45 a	10:44 a	11:30 a	11:31 a	11:34 a	12:12 p
26	5:51 p	7:06 a	6:50 a	8:30 a	8:59 a	10:07 a	10:28 a	11:25 a ^o	12:07 p	12:10 p	12:27 p	1:08 p
27	6:25 a	8:00 a	7:52 a	9:19 a	9:44 a	10:50 a ^o	11:10 a ^o	12:06 p	12:44 p	12:54 p	1:24 p	2:06 p
28	7:20 a	8:51 a	8:47 a	10:05 a	10:28 a	11:34 a	11:54 a	12:45 p	1:24 p	1:43 p	2:24 p	3:07 p
29	8:12 a	---	9:37 a	10:49 a ^o	11:12 a ^o	12:19 p	12:38 p	1:24 p	2:07 p	2:38 p	3:29 p	4:12 p
30	9:04 a	---	10:24 a	11:34 a	11:57 a	1:05 p	1:21 p	2:02 p	2:58 p	3:40 p	4:37 p	5:19 p
31	9:56 a ^o	---	11:10 a ^o	---	12:43 p	---	2:03 p	2:42 p	---	4:49 p	---	6:21 p

2018 Tide Table – Saybrook Point — 41.2833 N, 72.3500 W
HIGH TIDE PREDICTIONS BETWEEN 6:00 a.m. AND 7:00 p.m. (Adjusted for daylight savings time)
Full Moon = ° / New Moon = •

Tides and Currents

Boaters should be familiar with the effects of the tides and currents in Long Island Sound and lower river reaches. This body of water, rises and falls every 12 hours, and vast amounts of water move through places like Race Point on the western tip of Fishers Island, Plum Gut on Long Island and Hells Gate in New York on the western end of the Sound.

Strong winds accompanying a tide in the same general direction would tend to increase the tidal effect. Conversely, a tide flowing against a strong wind would be diminished in effect. It should be noted, though, that a wind contrary to a tide could create a hazardous condition with steep and confused waves.

at Old Saybrook Jetty
at Duck Island
at Madison
at Falkner Island
at Branford Harbor
at New Haven Harbor
at Milford Harbor
at Bridgeport
at Cos Cob Harbor

see tide table
plus 7 minutes
plus 12 minutes
plus 19 minutes
plus 24 minutes
plus 25 minutes
plus 26 minutes
plus 33 minutes
plus 38 minutes

APPROXIMATE TIDAL DIFFERENCES (BASED ON OLD SAYBROOK)


at Stonington	less 1 hour, 43 minutes
at Noank	less 1 hour, 33 minutes
at Norwich	less 1 hour, 25 minutes
at New London	less 1 hour, 11 minutes
at Millstone Pt.	less 1 hour, 2 minutes

CONNECTICUT RIVER

at Essex	plus 28 minutes
at East Haddam	plus 1 hour, 31 minutes
at Portland	plus 2 hours, 40 minutes
at Hartford	plus 4 hours, 19 minutes

Remember, New London and Fishers Island Sound tides occur before Old Saybrook. Bridgeport and Greenwich tides occur after Old Saybrook.

2018 SUN OR MOON RISE/SET TABLE

																								
	JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP		OCT		NOV		DEC	
Date	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	7:18	4:31	7:03	5:06	6:26	5:41	6:34	7:16	5:48	7:49	5:19	8:19	5:20	8:29	5:45	8:09	6:16	7:25	6:47	6:33	7:23	5:46	6:58	4:21
2	7:18	4:32	7:02	5:07	6:24	5:42	6:32	7:17	5:46	7:50	5:18	8:20	5:20	8:29	5:46	8:08	6:17	7:23	6:48	6:31	7:24	5:44	6:59	4:21
3	7:18	4:32	7:01	5:08	6:23	5:43	6:31	7:18	5:45	7:51	5:18	8:20	5:21	8:29	5:47	8:07	6:18	7:21	6:49	6:30	7:25	5:43	7:00	4:21
4	7:18	4:33	7:00	5:10	6:21	5:44	6:29	7:19	5:44	7:52	5:17	8:21	5:21	8:29	5:48	8:06	6:19	7:20	6:51	6:28	6:26	4:42	7:01	4:20
5	7:18	4:34	6:59	5:11	6:20	5:46	6:27	7:20	5:43	7:53	5:17	8:22	5:22	8:29	5:49	8:04	6:20	7:18	6:52	6:26	6:28	4:41	7:02	4:20
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Eastern Standard Time approximate for Central Connecticut and adjusted for Daylight Saving Time.