

# BookletChart™



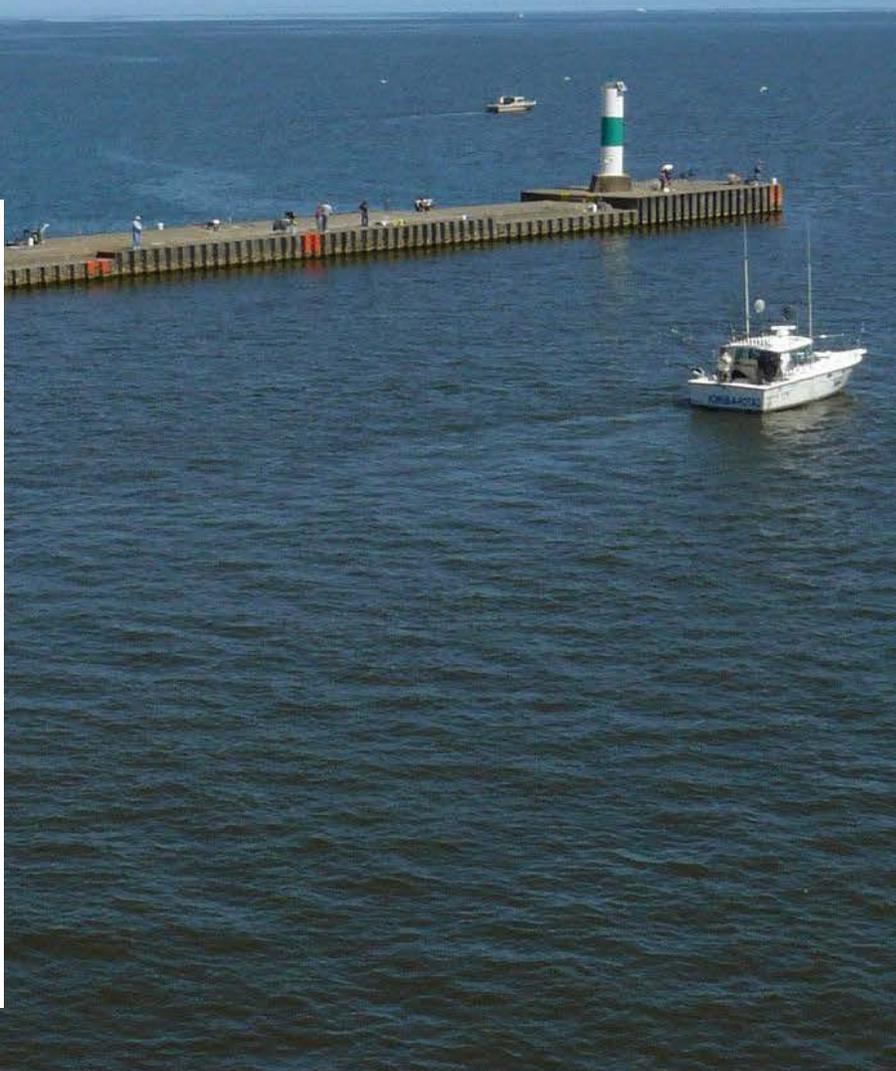
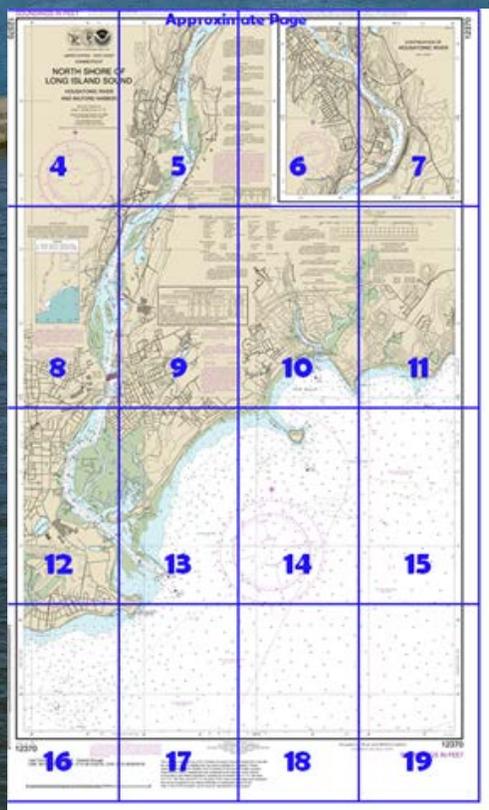
## **North Shore of Long Island Sound – Housatonic River and Milford Harbor** NOAA Chart 12370

*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.

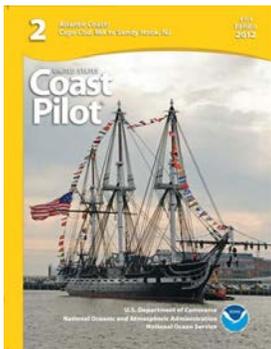
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12370>.



**(Selected Excerpts from Coast Pilot)**

**Pond Point**, about 5 miles southwestward of the New Haven Harbor entrance, has a rocky shoal with little depth over the greater part of it that extends about 0.3 mile southward. It is marked by a buoy. A prominent white mast is on the point.

**Welches Point**, 0.8 mile westward of Pond Point, forms the east side of the entrance of the Gulf. A reef extends 0.2 mile southward from the point and is marked by a buoy. Several scattered rocks extend

a southeasterly direction for about 0.5 mile from the buoy.  
**The Gulf**, a bight between Welches Point and Charles Island, about 6.5 miles westward of New Haven Harbor entrance, affords anchorage in 6

to 15 feet and is sheltered in all but southerly and southeasterly winds. The entrance is clear. The shoaling is gradual, and soundings are the best guide on the northwest side of the bight; the western side of Welches Point and the reefs around Charles Island extending to the mainland should be approached with caution, as the shoaling is abrupt.

**Milford Harbor**, comprising the lower portion of the **Wepawaug River**, is entered at the mouth of the river between two jetties at the head of The Gulf. The westerly jetty extends southward from **Burns Point**, and the easterly jetty is marked by Milford Harbor Light 10. The harbor is used for recreational boating, and occasionally for the receipt of shellfish and fish. The National Marine Fisheries Service, U.S. Department of Commerce, maintains a laboratory and research vessel base on the west side of the harbor, about 0.2 mile northward of Burns Point.

A dredged channel leads from The Gulf through the jettied entrance to a point about 400 feet above the town wharf, 0.6 mile above Burns Point. In 2008, the controlling depths were 5.6 feet (6.7 feet at midchannel) to the Town Dock and 6.5 feet in the anchorage basin along the west side of the channel. The channel is marked by a light and lighted and unlighted buoys.

**Small-craft facilities.**—Milford Harbor has several small-craft facilities. (See the small-craft facilities tabulation on chart 12364 for services and supplies available.)

**Charles Island**, on the southwest side at the entrance to The Gulf, is low and partly covered with trees. The island is connected to the mainland by **The Bar**, a narrow neck about 0.5 mile long and surrounded by rocks awash and shoals. A buoy marks the end of a shoal that extends 250 yards east-northeastward from the island, and a lighted bell buoy marks the end of a rocky area that extends 0.4 mile southward from the island. Northward of Charles Island is a good anchorage in 10 to 16 feet, sheltered from southerly to southwesterly winds.

Between Charles Island and **Stratford Point**, about 3 miles southwestward, several summer resorts are along the shore and the Housatonic River empties into Long Island Sound just above the point. The shoals which extend southward from Stratford Point toward Stratford Shoal Light (see chart 12354) consist of narrow ridges of hard sand with deeper water between, and have oyster beds marked with stakes. Depths of 12 feet or less extend 1 mile offshore.

**Stratford Point Light** (41°09'07"N., 73°06'12"W.), 52 feet above the water, is shown from a white conical tower, with brown band midway of its height, from the southerly part of the point.

**Housatonic River** rises in the Berkshire Hills of western Massachusetts and Connecticut, and empties into Long Island Sound about 10 miles southwestward of the New Haven Harbor entrance. The river is joined by the nonnavigable **Naugatuck River** in the vicinity of Derby, CT. Housatonic River is navigable to a point about 1 mile above Shelton, CT, where it is closed by a power dam. The head of navigation for all practical purposes is at the towns of Derby and Shelton, 11.5 miles above the entrance. Small vessels can anchor in the river abreast of Stratford, where the channel has an available width of about 500 feet. Navigation above Devon is limited to recreational boating.

On the east side of the entrance to Housatonic River, a breakwater extends out from **Milford Point** across the bar and is marked at its south end by Housatonic River Breakwater Light 2A. The inner section of the breakwater is awash at high water.

**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 Managers Area of Responsibility



**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](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).  
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## 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

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

12370



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST  
CONNECTICUT

## NORTH SHORE OF LONG ISLAND SOUND

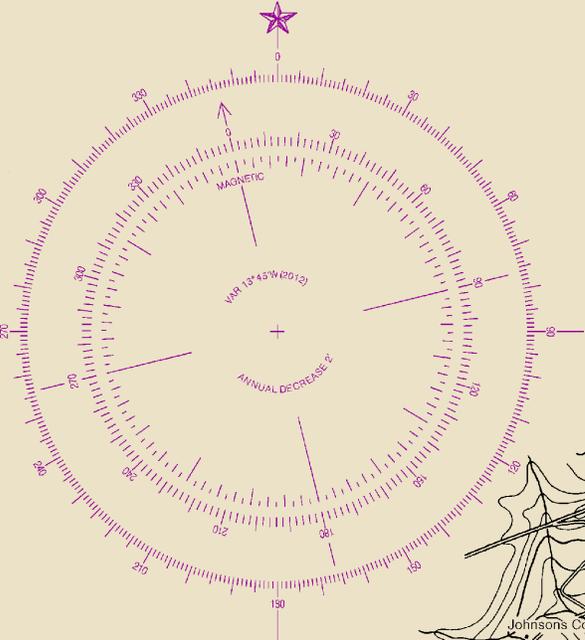
### HOUSATONIC RIVER AND MILFORD HARBOR

Mercator Projection  
Scale 1:20,000 at Lat. 41° 12'

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).

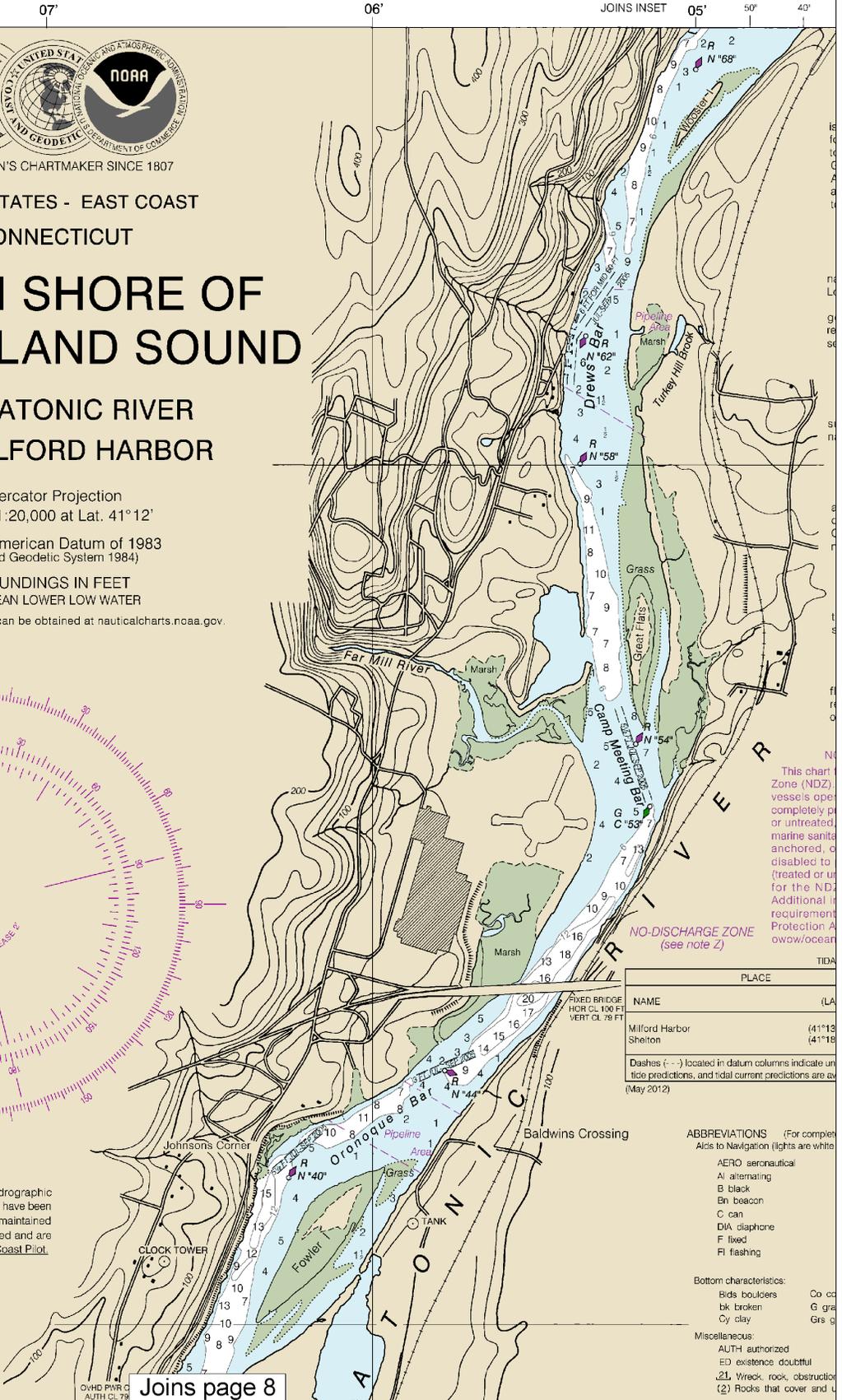


**SOURCE DIAGRAM**

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 1990-2003 NOS Surveys full bottom coverage
- B4 1900-1939 NOS Surveys partial bottom coverage
- B5 Pre-1900 NOS Surveys partial bottom coverage



NAME	PLACE	(LAT)	(LONG)
Milford Harbor		(41° 13')	(73° 18')
Shelton		(41° 18')	(73° 18')

Dashes (- -) located in datum columns indicate untidal predictions, and tidal current predictions are available (May 2012).

- ABBREVIATIONS** (For complete Aids to Navigation (lights are white)
- AERO aeronautical
  - Al alternating
  - B black
  - Bn beacon
  - C can
  - DIA diaphone
  - F fixed
  - Fl flashing
- Bottom characteristics:**
- Bds boulders Co co
  - bk broken G gra
  - Cy clay Grs g
- Miscellaneous:**
- AUTH authorized
  - ED existence doubtful
  - ⚓ Wreck, rock, obstruction
  - (2) Rocks that cover and U

Joins page 8

4

Note: Chart grid lines are aligned with true north.



See Note on page 5.



**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 0.347' northward and 1.616' eastward to agree with this chart.

**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.

**AIDS TO NAVIGATION**

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

**RACING BUOYS**

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

**CAUTION**

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

**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.

**NOTE Z  
NO-DISCHARGE ZONE, 40 CFR 140**

This area falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels within a No-Discharge Zone (NDZ) are prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed treatment device (MSD) that are navigating, moored, or docked within a NDZ must have the MSD in operation to prevent the overboard discharge of sewage (untreated) or install a holding tank. Regulations 40 CFR 140 are contained in the U.S. Coast Pilot. Information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/regs/regulatory/vessel\\_sewage/](http://www.epa.gov/regs/regulatory/vessel_sewage/).

**TIDE INFORMATION**

LAT/LONG	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
13° N/073°03' W	6.9	6.6	0.2
18° N/073°04' W	7.6	7.2	0.2

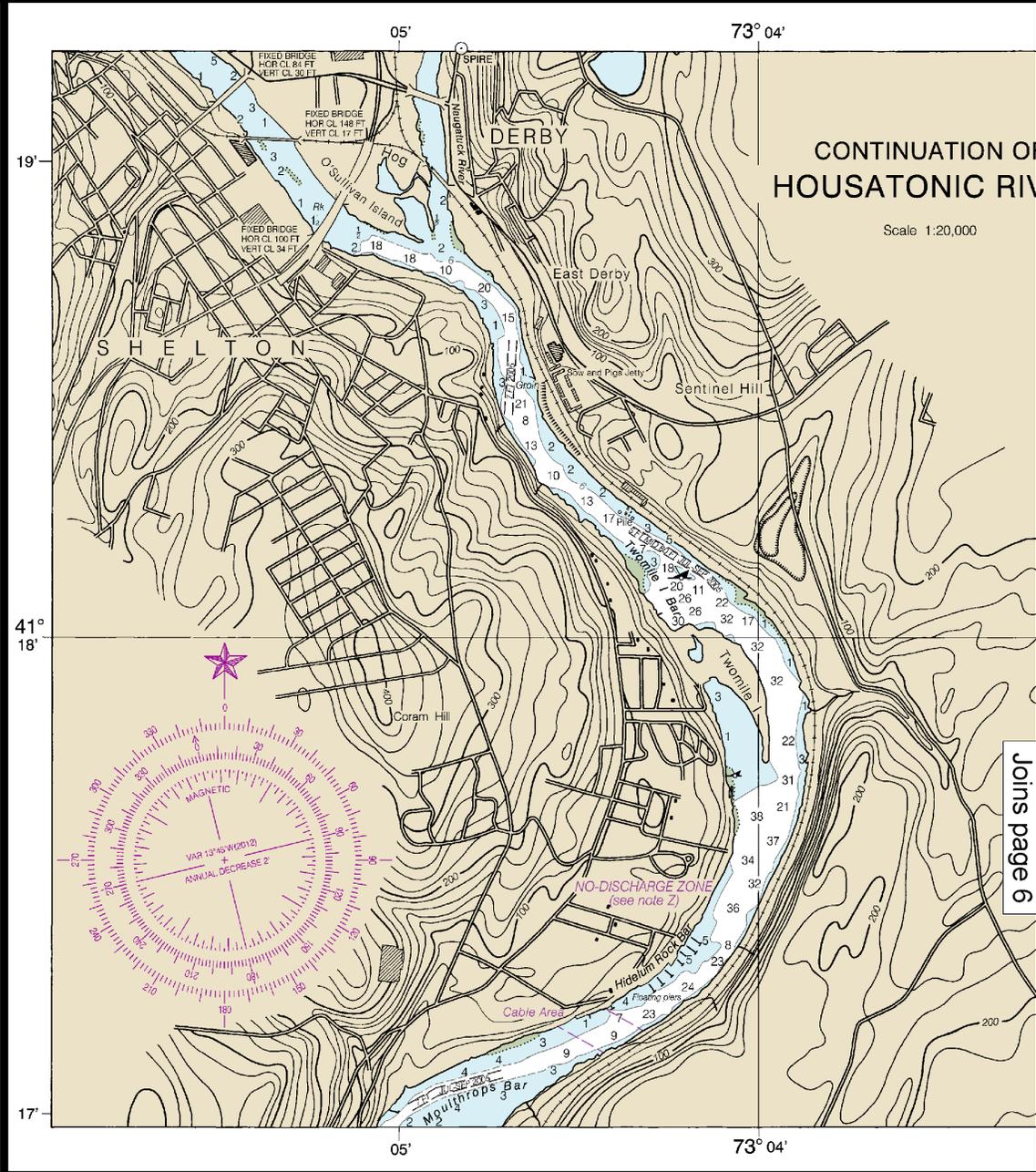
Unavailable datum values for a tide station. Real-time water levels, available on the Internet from <http://tidesandcurrents.noaa.gov/>.

Complete list of Symbols and Abbreviations, see Chart No. 1 (unless otherwise indicated):

- G green
- IQ interrupted quick
- IsC isophase
- LT HO Lighthouse
- M nautical mile
- m minutes
- MICRO TR microwave tower
- Mkr marker
- Mo morse code
- N nun
- OBSC obscured
- Oc occulting
- Or orange
- Q quick
- R red
- Ra Ref radar reflector
- R Bn radiobeacon
- R TR radio tower
- Rot rotating
- s seconds
- SEC sector
- St M statute miles
- VQ very quick
- W white
- WHIS whistle
- Y yellow
- so soft
- Sh shells
- sy sticky

- Obstn obstruction
- PA position approximate
- ion, or shoal swept clear to the depth indicated.
- Uncover, with heights in feet above datum of soundings.
- PD position doubtful
- Rep reported
- Subm submerged

Improved channels



**CONTINUATION OF HOUSATONIC RIVER**

Scale 1:20,000

Joins page 6



SCALE 1:20,000  
Nautical Miles

**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.

FATHOMS	FEET	METERS
1	6	1.8
2	12	3.7
3	18	5.5
4	24	7.3
5	30	9.1
6	36	10.9
7	42	12.7
8	48	14.5
9	54	16.3
10	60	18.1
11	66	19.9
12	72	21.7
13	78	23.5
14	84	25.3
15	90	27.1
16	96	28.9
17	102	30.7

**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.

Joins page 9

NOAA WEATHER RADIO BROADCASTS  
The NOAA Weather Radio stations listed

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.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST  
CONNECTICUT

# NORTH SHORE OF LONG ISLAND SOUND

## HOUSATONIC RIVER AND MILFORD HARBOR

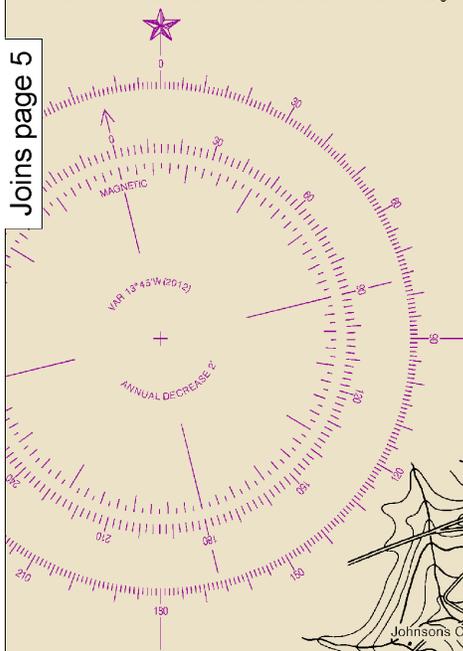
Mercator Projection  
Scale 1:20,000 at Lat. 41° 12'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

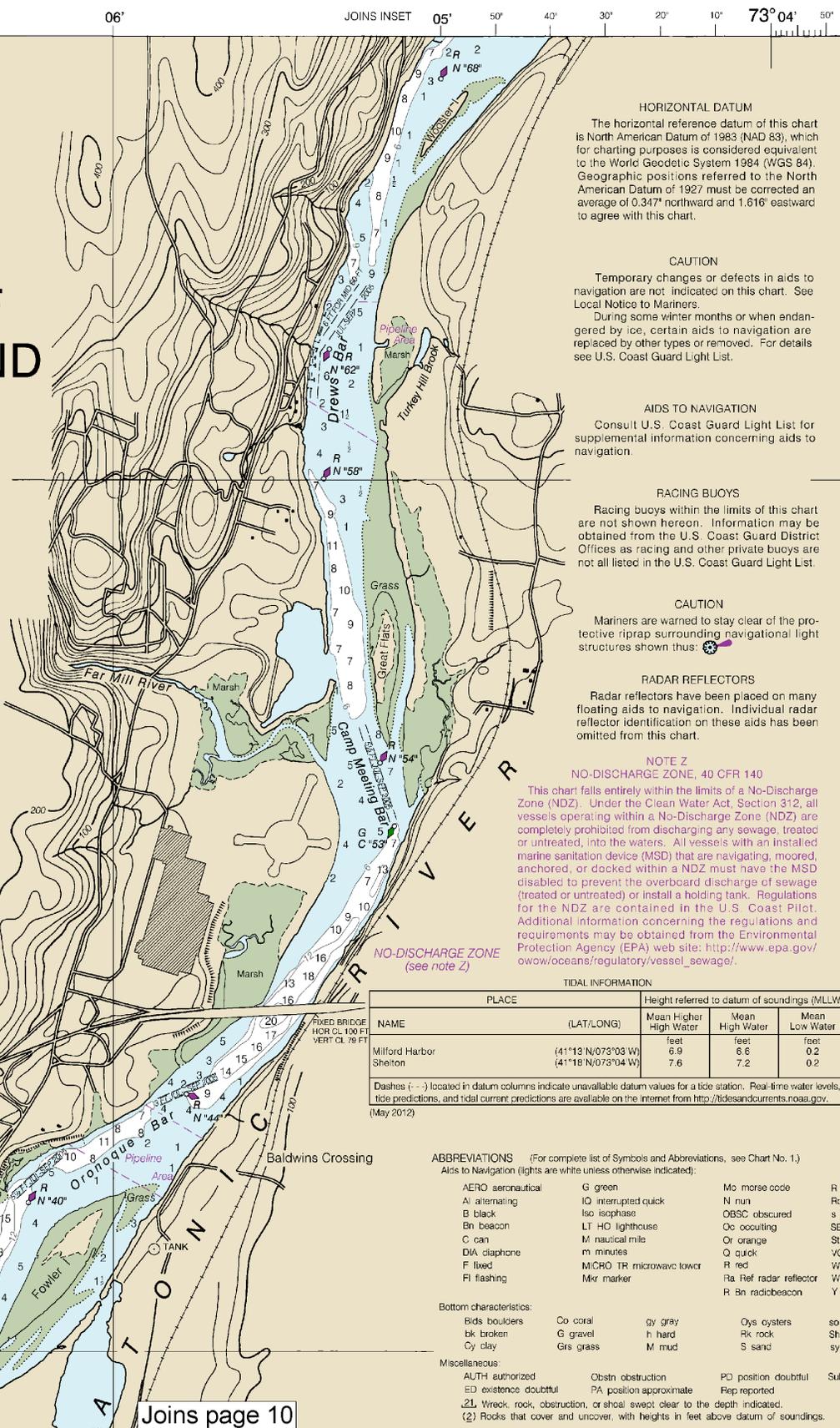
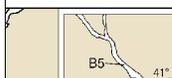
Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Joins page 5



**SOURCE DIAGRAM**  
The limits of the most recent hydrographic surveys have been evaluated for charting. Surveys have been conducted in the following types and types of survey. Channels maintained in green are periodically resurveyed and are referred to Chapter 1, United States Coast Pilot.

**SOURCE**  
Surveys full bottom coverage  
Surveys partial bottom coverage  
Surveys partial bottom coverage



**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 0.347' northward and 1.616' eastward to agree with this chart.

**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.

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

**RACING BUOYS**  
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

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

**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.

**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/).

**TIDAL INFORMATION**

PLACE	NAME	(LAT./LONG.)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
Milford Harbor	Shelton	(41°13' N/073°03' W)	feet	feet	feet
			6.9	6.6	0.2
		(41°18' N/073°04' W)	feet	feet	feet
			7.6	7.2	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>. (May 2012)

**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
A alternating	IQ interrupted quick	N nun	Rat r
B black	Isi isophase	OBSC obscured	s sec
Bn beacon	LT HO lighthouse	Oc occulting	SEC
C can	M nautical mile	Or orange	ST M
DIA diaphone	m minutes	Q quick	VQ v
F fixed	MICRO TR microwave tower	R red	W w
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 sd
bk broken	G gravel	h hard	Rk rock	Sh sh
Cy clay	Grs grass	M mud	S sand	sy sb

**Miscellaneous:**

ALTH authorized	Obstn obstruction	PD position doubtful	Subm
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.			

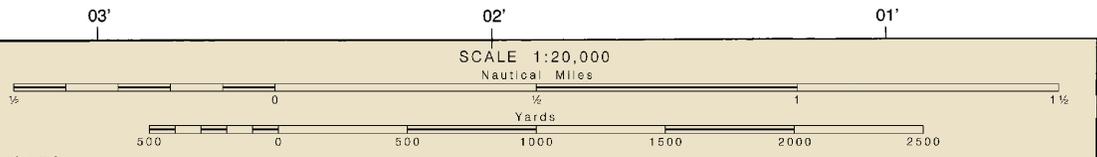
Joins page 10



Note: Chart grid lines are aligned with true north.



See Note on page 5.



TR radio tower  
 rotating seconds  
 C sector  
 M statute miles  
 very quick  
 white  
 HS whistle  
 yellow

**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.

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

**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.

**CAUTION**

Improved channels shown by broken lines are

Joins page 11

RADIO BROADCASTS



of oil and hazardous substances. For information on how to contact the National Response Center via toll-free, or to the nearest U.S. Coast Guard Light List details.

OF MAR 2016			
PROJECT DIMENSIONS			
WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)	MILW (FEET)
200	0.49	18	
200	1.13	18	
200-250	1.01	18	
125-250	0.64	18	
85-370	0.93	18	
LIMIT.			
ADDITIONAL INFORMATION			

NG will not rely solely on information, particularly on Coast Guard Light List details.

ON  
VESSELS AND CABLES  
belines and submarine  
beline and cable areas

Cable Area

submarine pipelines and  
exist within the area of  
the pipelines and sub-  
merged to be buried, and  
possibly buried may have  
risks should use extreme  
caution in depths of  
draft in areas where  
pipelines may exist, and  
when trawling.  
marked by lighted or

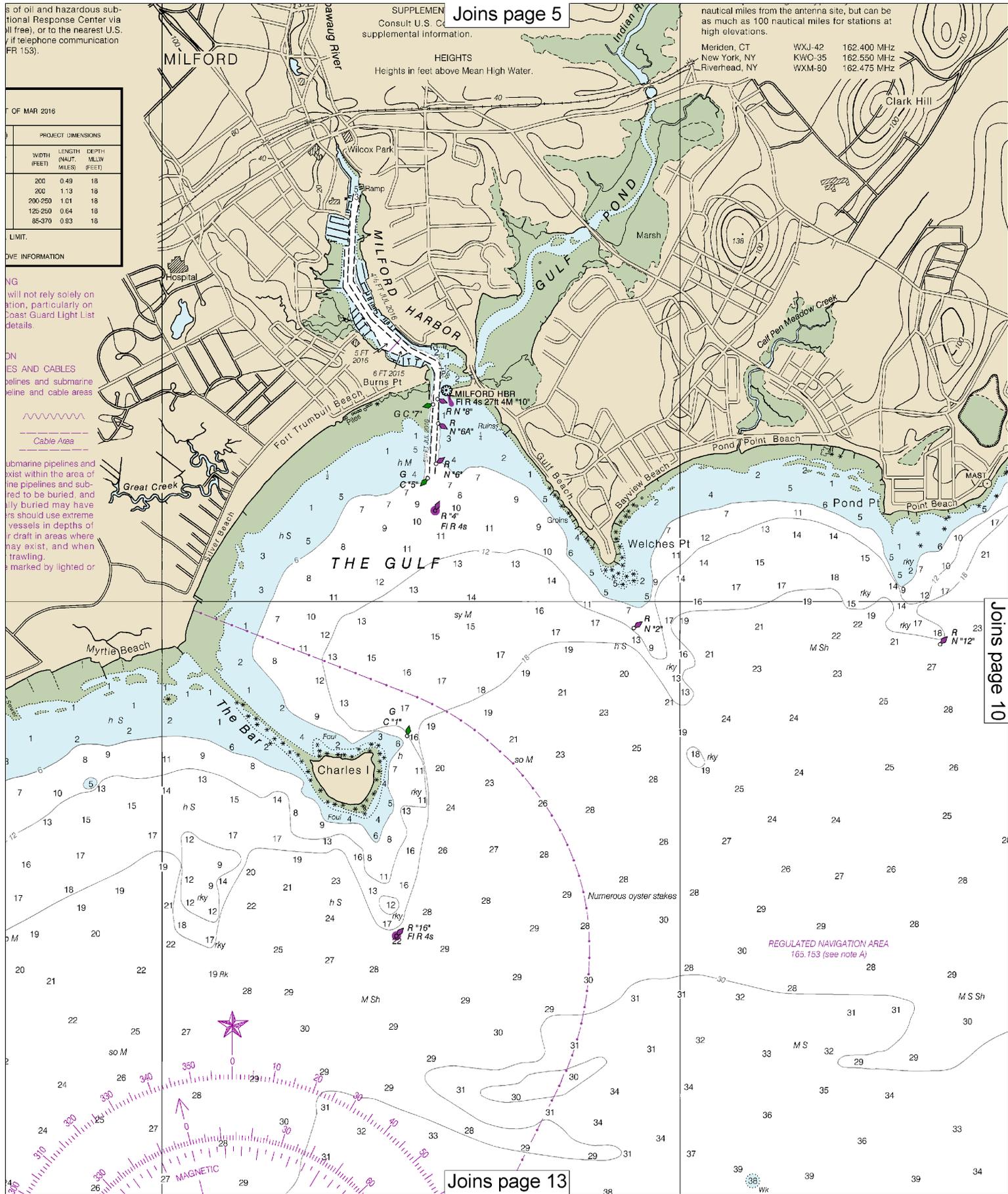
SUPPLEMENTAL  
Consult U.S. Coast Guard  
supplemental information.

Joins page 5

HEIGHTS  
Heights in feet above Mean High Water.

nautical miles from the antenna site, but can be  
as much as 100 nautical miles for stations at  
high elevations.

Meriden, CT WXJ-42 162.400 MHz  
New York, NY KWC-35 162.550 MHz  
Riverhead, NY WXM-50 162.475 MHz



Joins page 10

Joins page 13

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).

HOUSATONIC RIVER CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2016 AND SURVEYS TO FEB 2016						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) / DEPTH (FEET)
ENTRANCE TO BUOY 4	13.0	13.8	A12.9	2-16	200	0.49 18
BUOY 4 TO BUOY 12	A14.9	15.8	A15.1	2-16	300	1.13 18
BUOY 12 TO BUOY 21	A8.7	8.9	A7.6	2-16	200-250	1.01 18
BUOY 21 TO US ROUTE 1 BRIDGE	2.7	7.4	11.7	2-16	125-250	0.64 18
US ROUTE 1 BRIDGE TO BUOY 29	B6.4	B5.5	5.7	2-16	85-370	0.93 18

A. DEPTHS UP TO 3.5 FEET LESS THAN REPORTED EXIST WITHIN 20 FEET OF CHANNEL LIMIT.  
 B. EXCEPT FOR SHOALING TO 3.0 FEET IN THE LAST 150 FEET OF THE CHANNEL.  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

**NOTE A**  
 ns are published in Chapter 2, U.S. or revisions to Chapter 2 are pub-  
 mariners. Information concerning  
 obtained at the Office of the Comd  
 District in Boston, MA or at the  
 engineer, Corps of Engineers in

ulation section numbers.  
 ION  
 ng obstructions, some  
 (thin the magenta lined  
 Mariners are advised to

**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.

**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 sub-  
 marine 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, cragging, or trawling.  
 Covered wells may be marked by lighted or  
 unlighted buoys.

Joins page 9

Joins page 14



**10**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

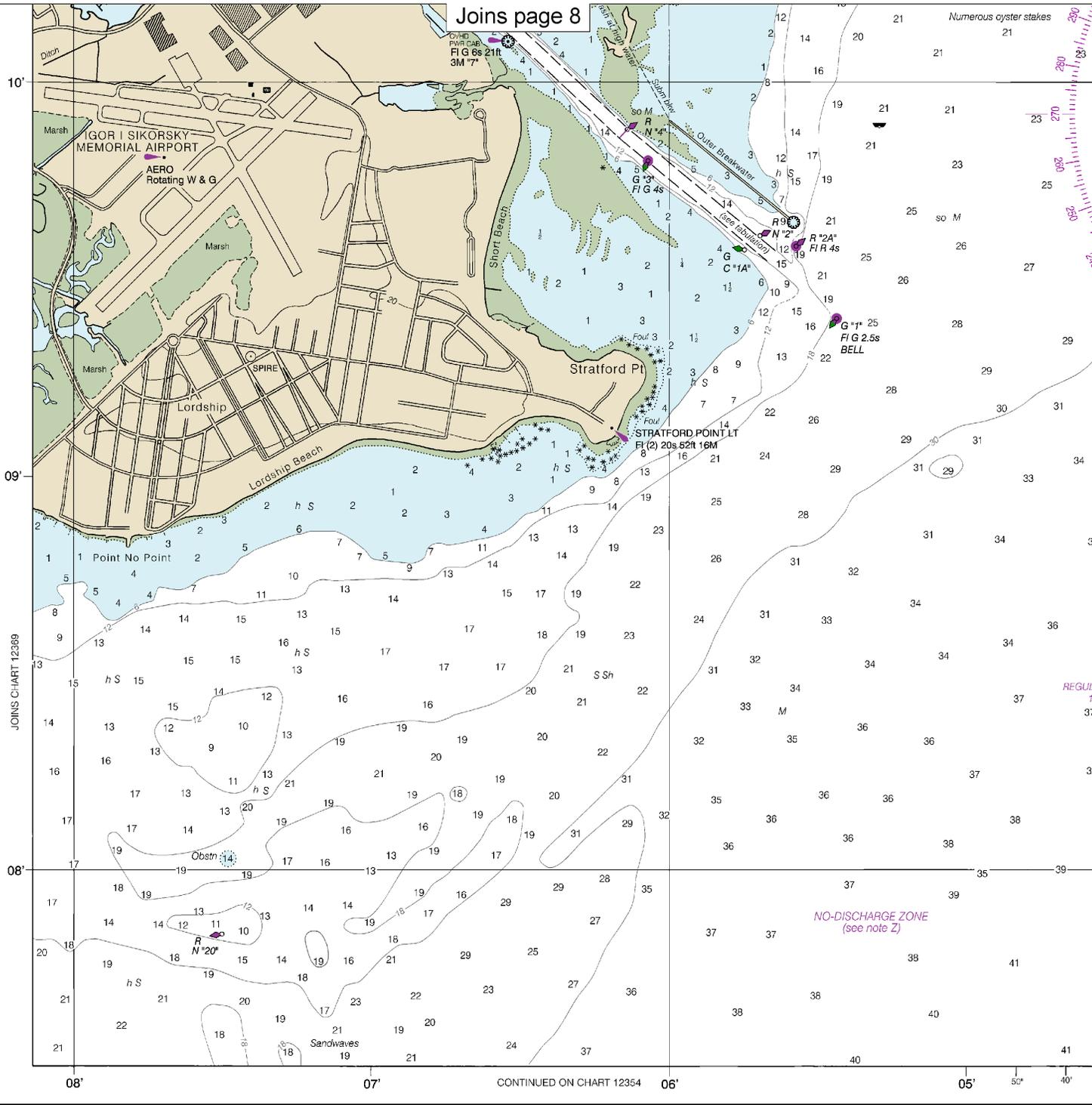
SCALE 1:20,000  
 Nautical Miles

See Note on page 5.





Joins page 8



12370

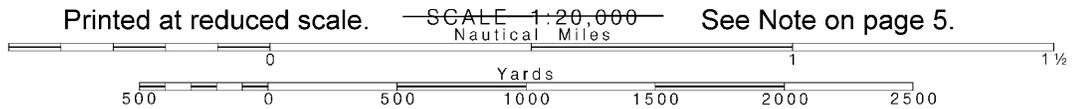
**CAUTION**  
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected 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).

U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

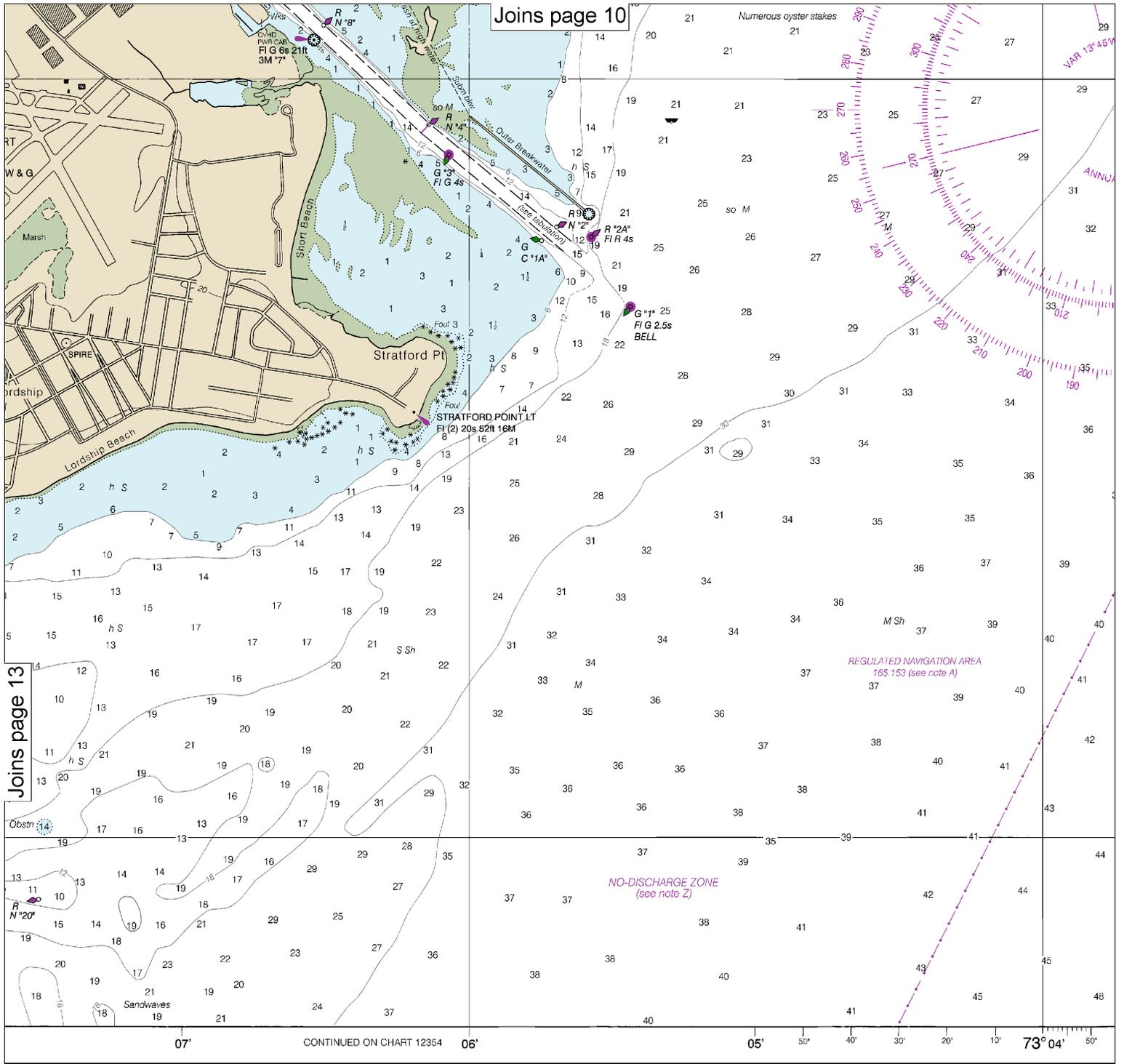
21st Ed., Jun. 2012. Last Correction: 12/14/2016. Cleared through:  
 LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

12

Note: Chart grid lines are aligned with true north.







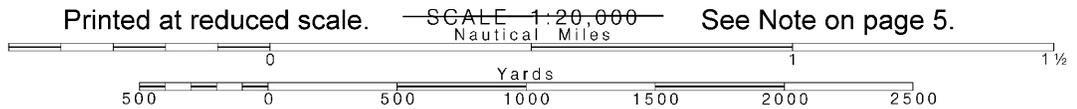
**CAUTION**  
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected 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).

Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

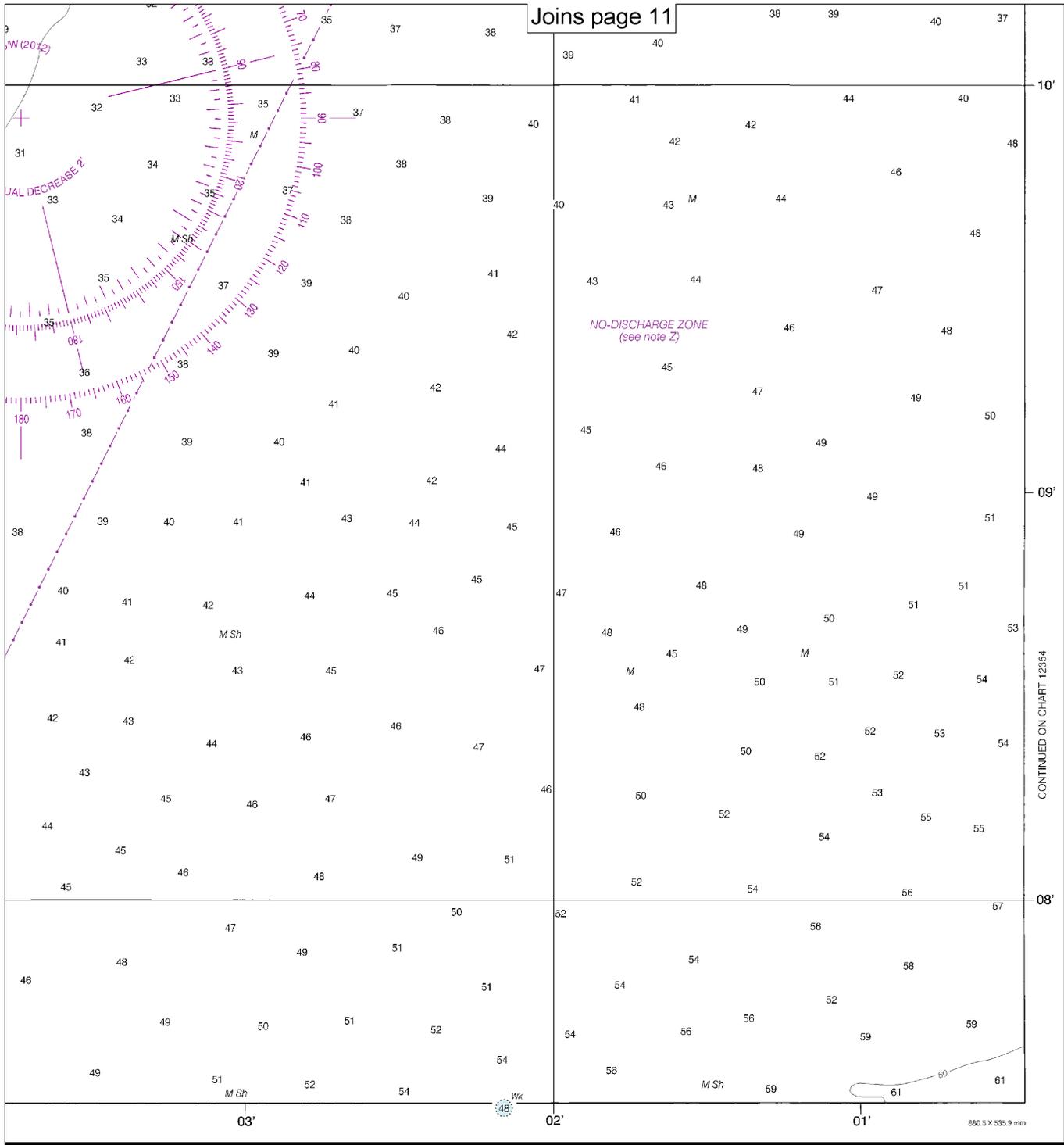
012. Last Correction: 12/14/2016. Cleared through:  
 6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

**14**

Note: Chart grid lines are aligned with true north.



See Note on page 5.



Housatonic River and Milford Harbor

12370

SOUNDINGS IN FEET - SCALE 1:20,000

SOUNDINGS IN FEET



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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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 @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.