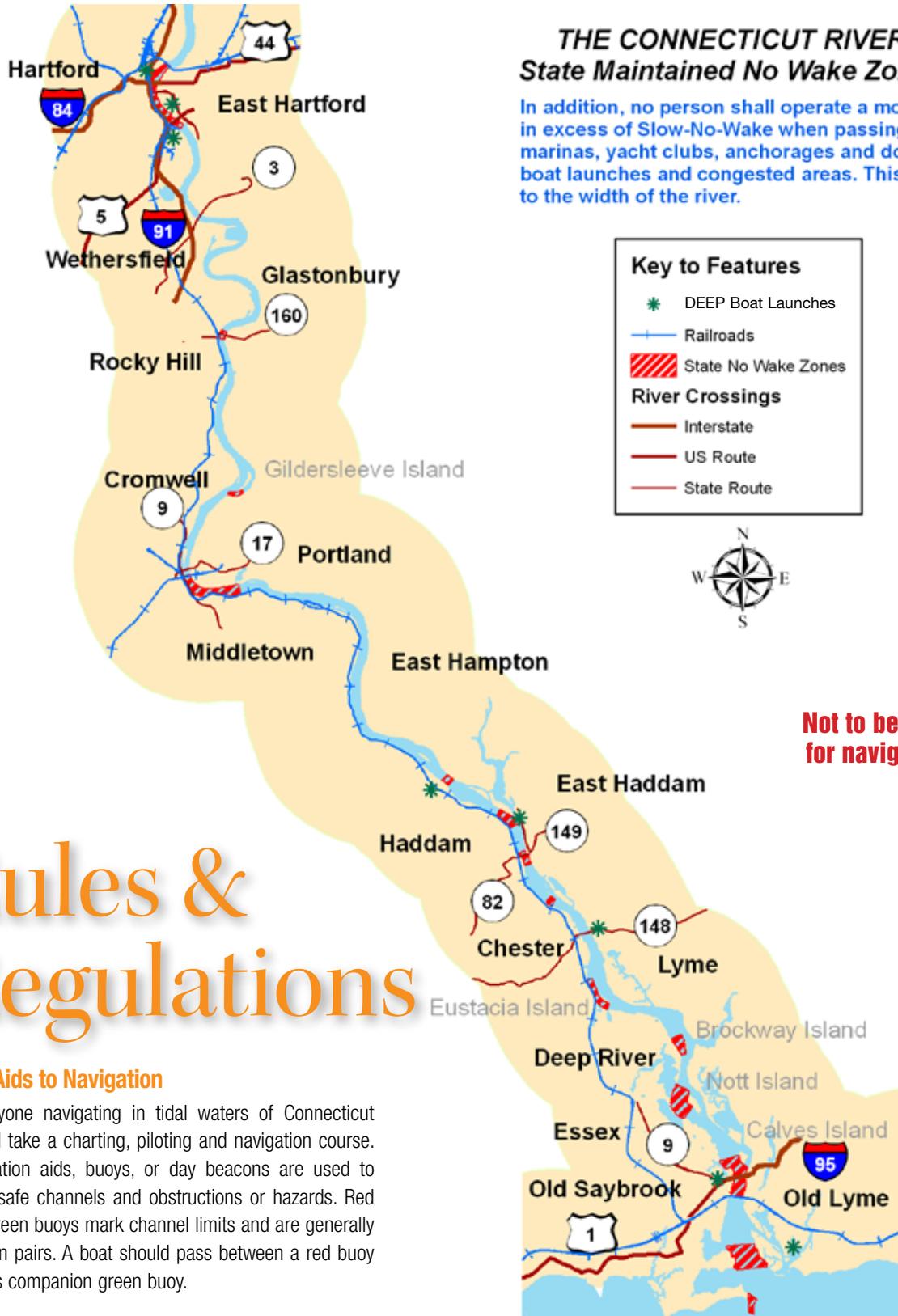


THE CONNECTICUT RIVER
State Maintained No Wake Zones

In addition, no person shall operate a motorboat in excess of Slow-No-Wake when passing marinas, yacht clubs, anchorages and docks, boat launches and congested areas. This applies to the width of the river.



**Not to be used
for navigation**

Rules & Regulations

U.S. Aids to Navigation

Anyone navigating in tidal waters of Connecticut should take a charting, piloting and navigation course. Navigation aids, buoys, or day beacons are used to mark safe channels and obstructions or hazards. Red and green buoys mark channel limits and are generally used in pairs. A boat should pass between a red buoy and its companion green buoy.

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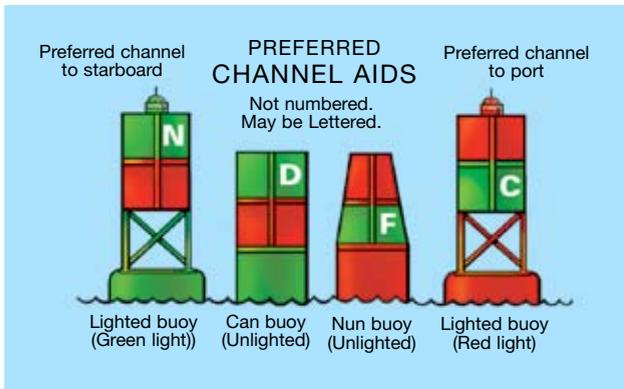
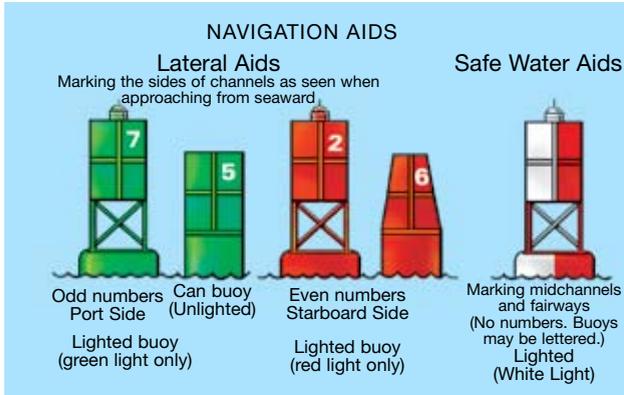
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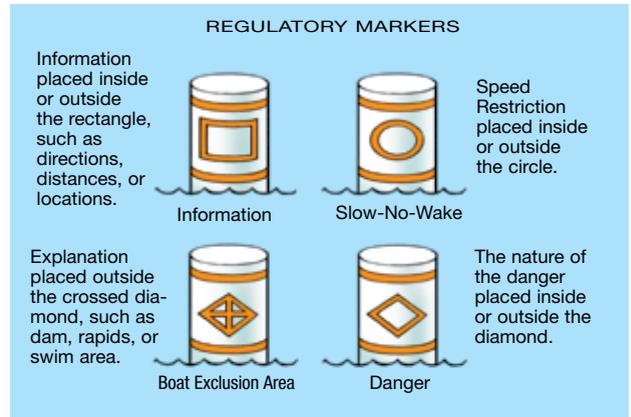
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Marker (Buoy or Beacon) Permits

The placement of regulatory or navigational markers, or slalom course buoys/ jumps requires a permit from the DEEP. Regulatory markers denote swim areas, speed zones, and information or danger areas. 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. See the DEEP website at www.ct.gov/deep/boating under Permits for details. *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 an 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



NON-POWERED VESSELS

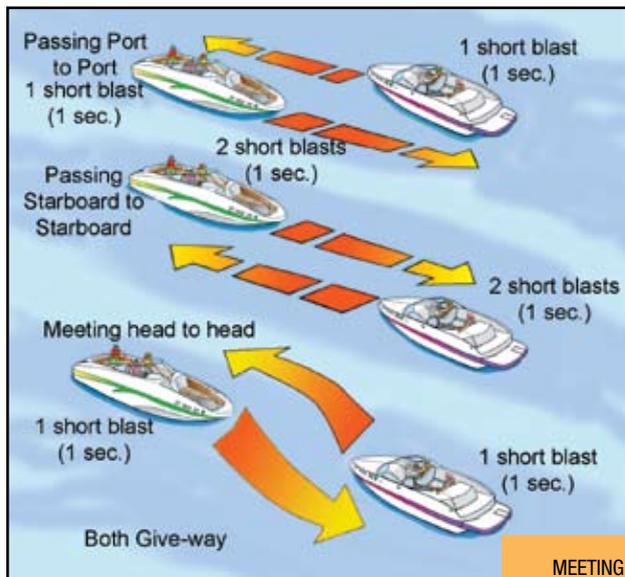


Sailing vessel

Rowboat or canoe

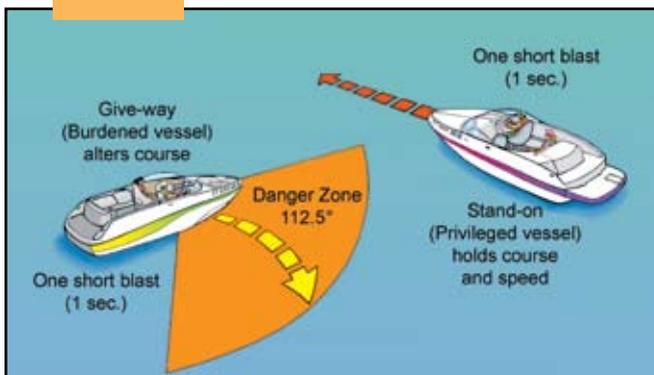
Sailboat under sail alone less than 23' Minimum requirement

Navigation Rules



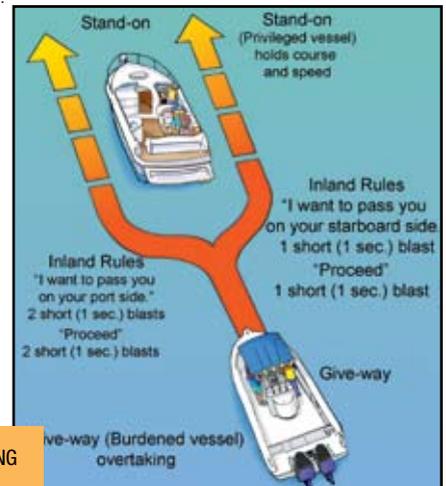
MEETING

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

RULES & REGULATIONS

Bridges – What You Need to Know to Go

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;
- Air draft (Vertical Clearance) of your vessel;
- Schedules for the Bridge; and
- Communicating with the Bridge.

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.

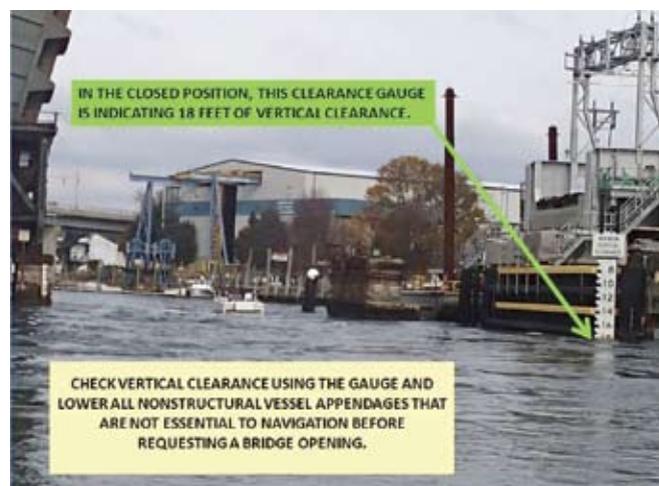
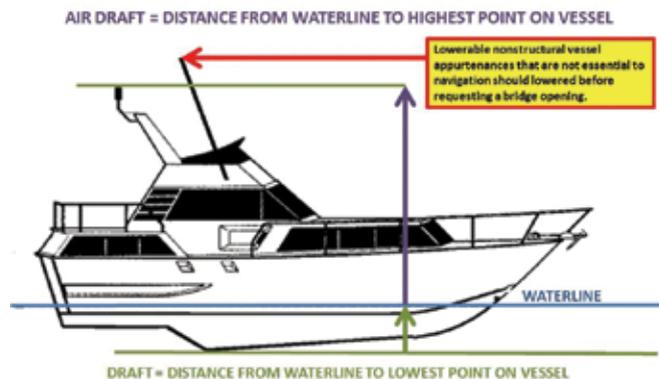
Schedules for the Bridge: Each movable bridge has its own opening schedule that is determined by federal regulation. You should be familiar with the schedule for the bridges that you will use. Their schedules are published in the USCG Local Notice to Mariners, cruising guides and other boating related publications. A good website is: <http://www.navcen.uscg.gov/?pageName=InmDistrict®ion=1>

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



Communicating with the Bridge

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. WAIT for the next opening!

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, as discussed, 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.

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.

For the five Amtrak movable Bridges, between May 15 and October 15, all bridges reopen immediately after trains pass and will close in sufficient time for approaching trains.

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.

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