

BookletChart™

Block Island Sound and Gardiners Bay

NOAA Chart 13209

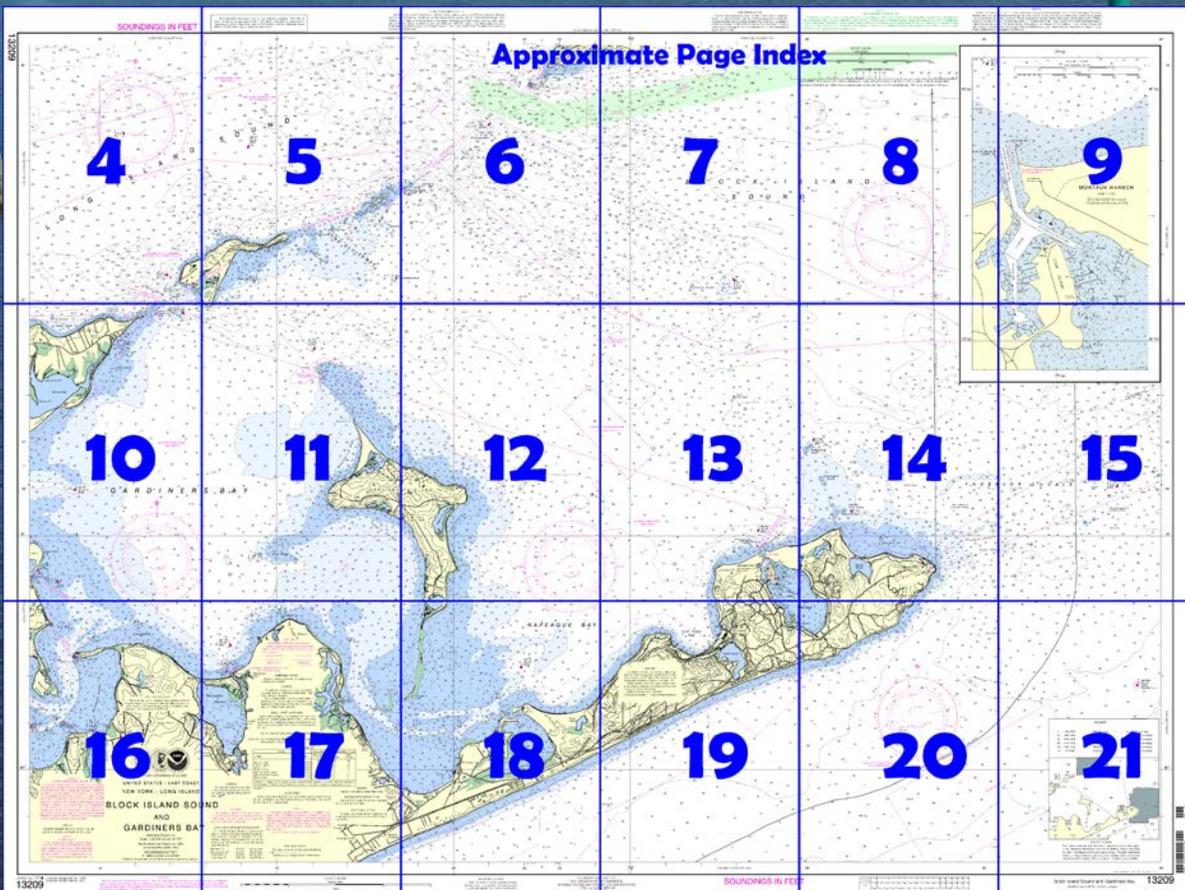


A reduced-scale NOAA nautical chart for small boaters

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
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.

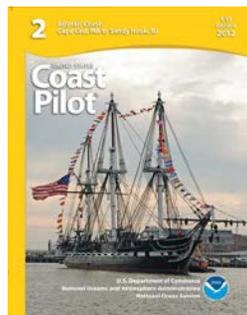
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13209>



(Selected Excerpts from Coast Pilot)

The Race, the main entrance to Long Island Sound from eastward, extends between Fishers Island and Little Gull Island, between which is a width of about 3.5 miles. The only dangers are Valiant Rock, nearly in the middle, and Little Gull Island with its reefs.

Cerberus Shoal, 6 miles southeast of Race Rock Light, is about 0.4 mile in diameter, with a least depth of 19 feet on a small rocky patch near its north end. The seas break on

this shoal during heavy swells. It is marked by a lighted gong buoy. Near the shoal, tide rips are unusually strong.

Montauk Point, the easterly extremity of Long Island, is a high sandy bluff, on the summit of which is the light. The land is grass covered, with a height of 165 feet at **Prospect Hill**, 2 miles westward of the point. The

south side of the point is bold, the 10-fathom curve is about 0.5 mile from shore; depths of 24 feet and less extend 0.8 mile off the northeast side of the point.

Montauk Shoal, about 2.5 miles south-southeastward of the light, has least depths of 30 feet. **Great Eastern Rock**, 1.5 miles east-northeast of the light, has a least depth of 25 feet. **Phelps Ledge**, just northerly of Great Eastern Rock, is covered by 24 feet. **Endeavor Shoals**, about 2.3 miles northeast of the light, are covered by 19 to 24 feet on a narrow ridge about 0.4 mile long. A lighted gong buoy is off the eastern end of the ridge.

Montauk Harbor, in the northern part of **Lake Montauk**, is entered through a dredged channel on the northern shore about 3 miles west of Montauk Point. The entrance is protected by jetties, each of which is marked by a light, and the west jetty has a fog signal.

Montauk, at the southeast end of the bay, is the terminus of the Long Island Railroad. Depth of 10 feet reported alongside the commercial pier on the east side of the bay. There are no public piers available.

Montauk Point.—Vessels drawing up to 20 feet can avoid the dangers eastward and northeastward of Montauk Point in smooth weather by giving the point a berth of over 1 mile and avoiding Great Eastern Rock.

Napeague Bay, 8 miles westward of Montauk Point, is shallow in the western and southwestern part **Promised Land Channel**, the buoyed passage southward of Gardiners and Cartwright Islands, has a least centerline depth of about 14 feet; however, the depth is continually changing due to the shifting shoals.

Napeague Harbor, a small-craft refuge in the southwest part of Napeague Bay, can be entered through privately dredged channels northward and southward of **Hicks Island**. In June 1981, the reported controlling depths were 4 feet in the northerly and southerly entrances. Depths in the central part of the harbor range from 1½ to 7 feet; the chart is the best guide.

Promised Land is a former fishing village on the southwest side of Napeague Bay. A depth of about 4 feet can be carried to the landing at the yacht club, 1.3 miles westward of Promised Land.

Gardiners Island, 11 miles westward of Montauk Point, is partly wooded and has an elevation of 130 feet near its middle. **Island** is narrow, low, and sandy, and extends 1 mile in a southerly direction off the south tip of Gardiners Island. Its size and shape are subject to considerable change by storms.

The bight between the southern part of Gardiners Island and Crow Shoal is **Cherry Harbor**. It has depths of 24 to 27 feet with mud bottom and affords shelter from northeasterly winds

Gardiners Point, a low spit, is at the northerly end of a very shoal bar which extends 1.5 miles north-northwestward from Gardiners Island.

Gardiners Bay is at the western end of Block Island Sound from which it is separated by Gardiners Island. The bay is an excellent anchorage easily entered day or night.

Plum Island, about 2 miles westward of Great Gull Island, is 2.5 miles long, hilly, and bare of trees except near the southwest end, and has several large buildings, a prominent tank and flagpole, and is marked on its western point by Plum Gut Light. The island is a Government reservation and closed to the public.

The tidal currents throughout Block Island Sound have considerable velocity; the greatest velocities occur in the vicinity of The Race and in the entrances between Montauk Point, Block Island, and Point Judith. Soundings alone cannot be depended upon to locate the position; the shoaling is generally abrupt in approaching the shores or dangers.

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

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



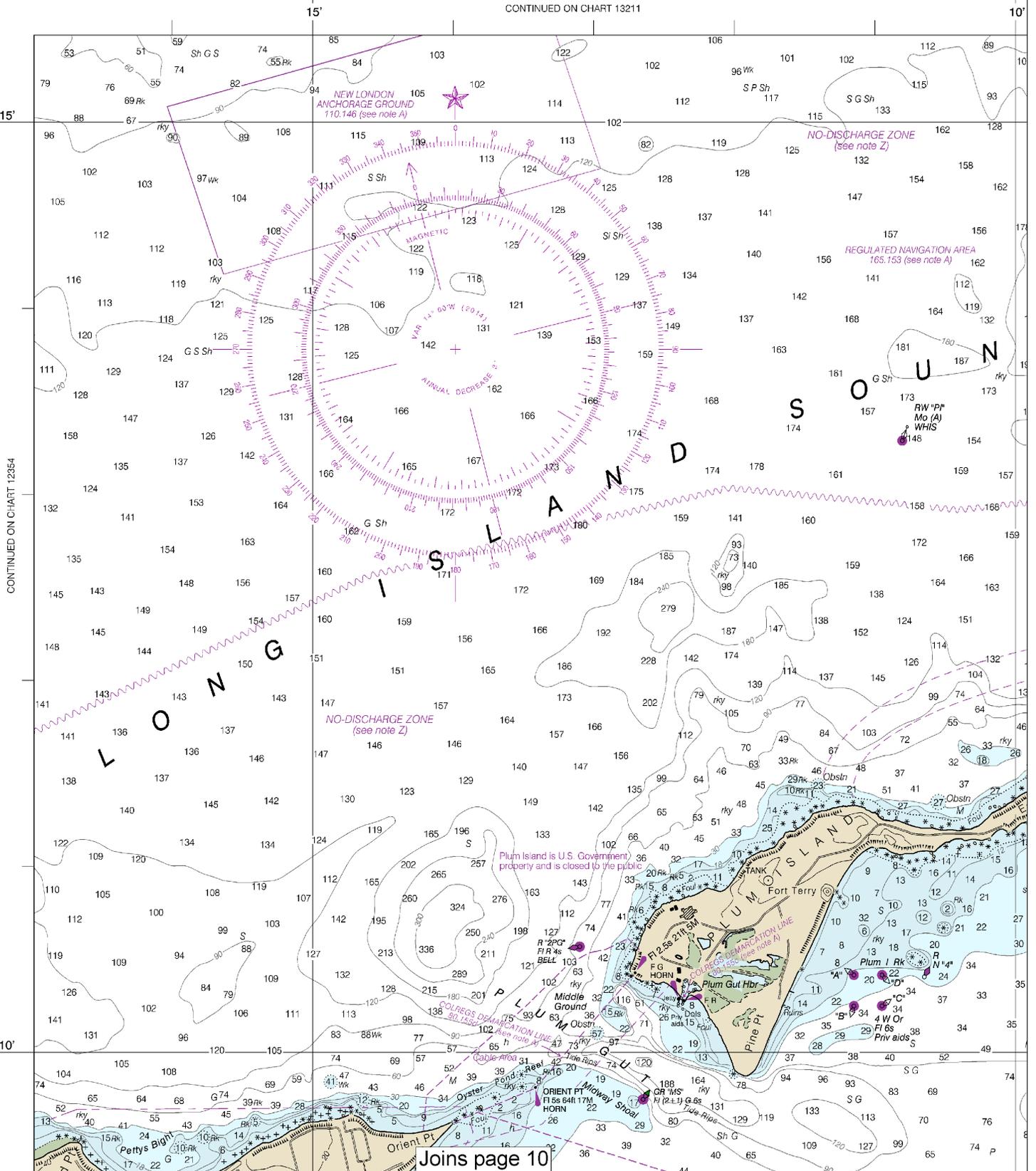
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

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

SOUNDINGS IN FEET

13209

CONTINUED ON CHART 13211



CONTINUED ON CHART 12354

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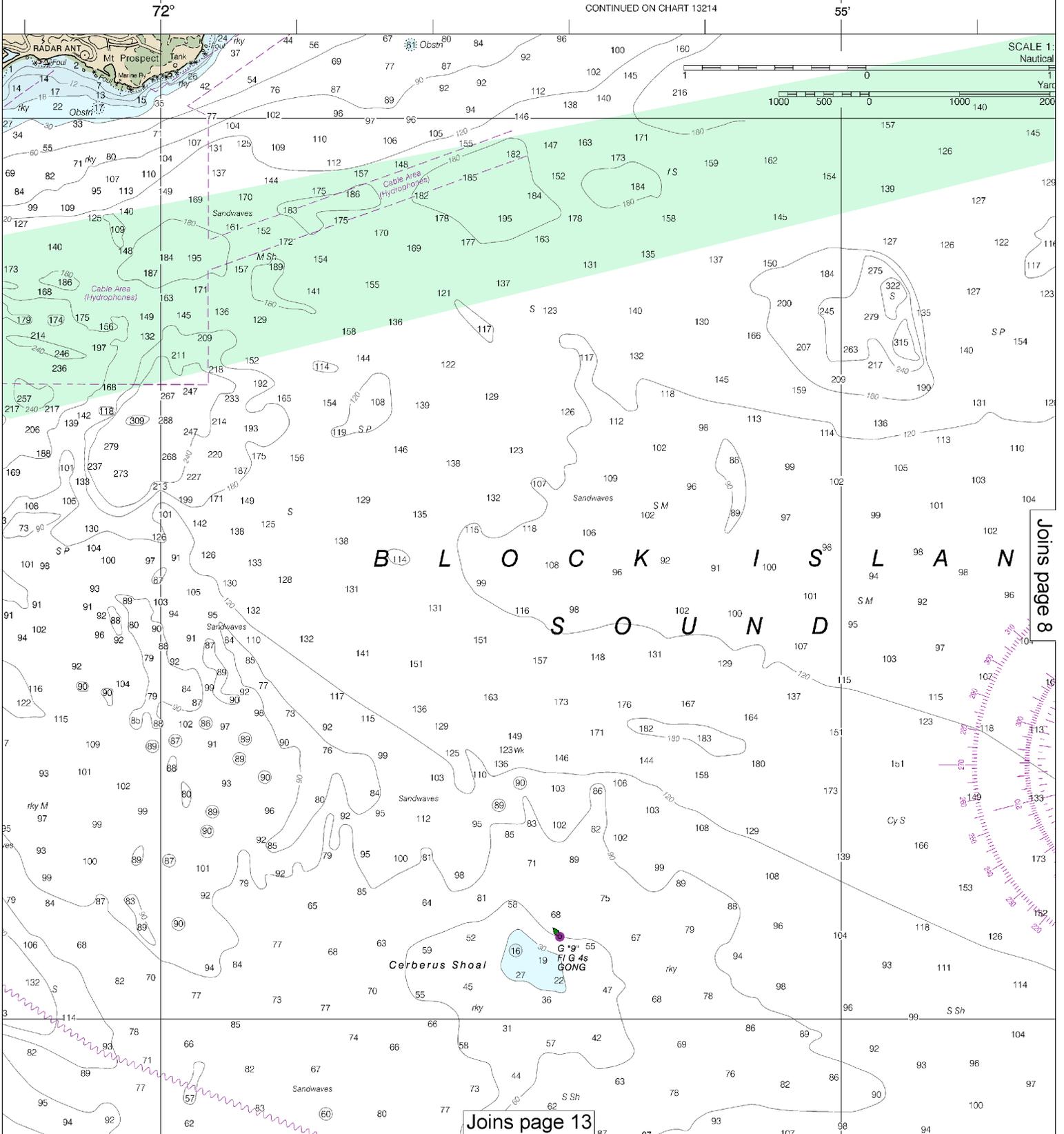
4

Note: Chart grid lines are aligned with true north.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and 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 0.355' northward and 1.728' eastward to agree with this chart.

Recommended vessel routes for deep draft vessels Bay and Buzzards Bay. While not mandatory, deep draft routes at the master's discretion. Other vessels, while monitor VHF channel 16 or 13 for information concerning Pilot Volume 2, Chapter 5, 6 or 7 as appropriate.

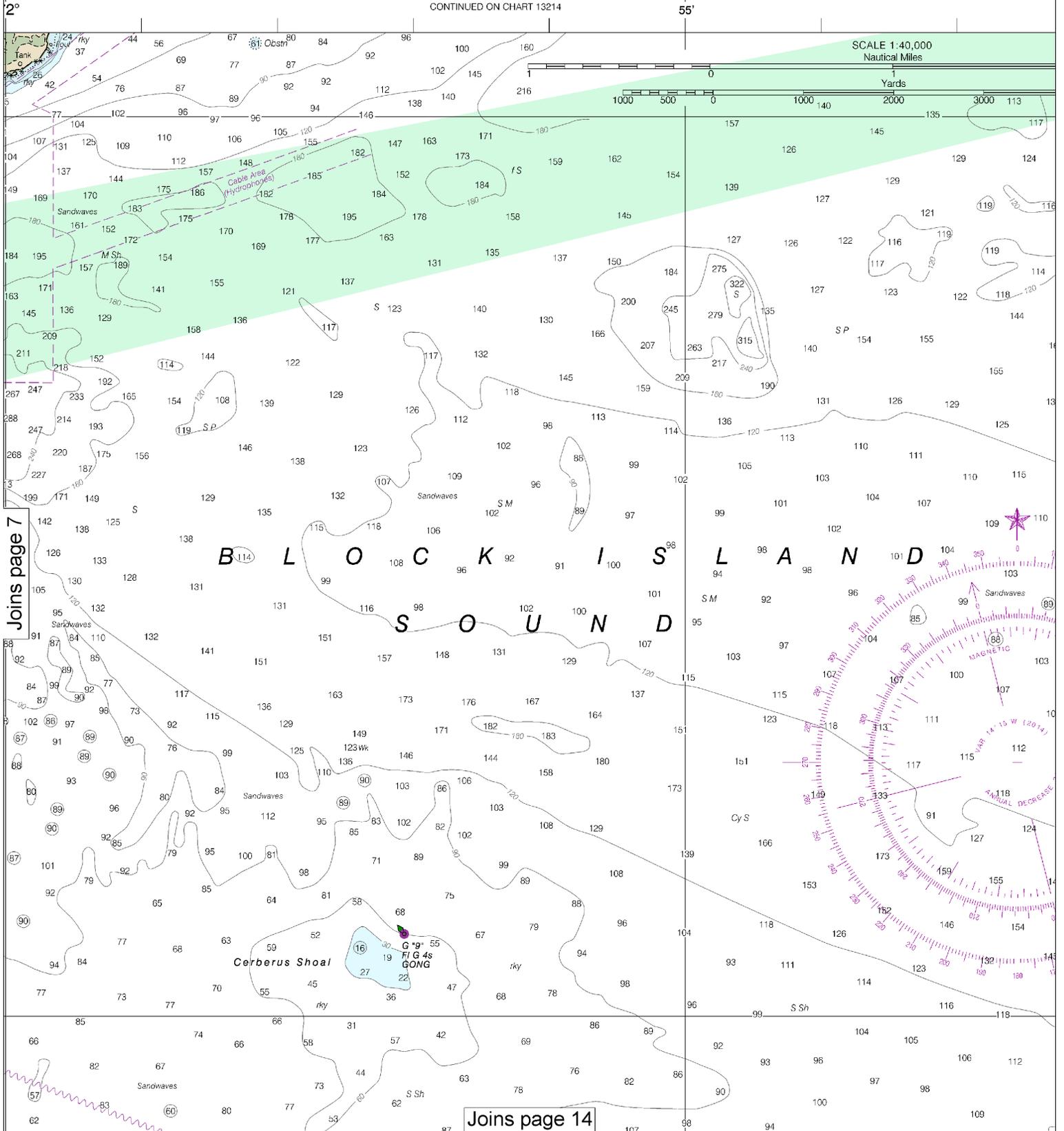


HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and 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 0.355" northward and 1.728" eastward to agree with this chart.

NOTE C
RECOMMENDED VESSEL ROUTE

Recommended vessel routes for deep draft vessels (including tugs and barges) entering Bay and Buzzards Bay. While not mandatory, deep draft commercial vessels (including tugs) routes at the master's discretion. Other vessels, while not excluded from these routes, should monitor VHF channel 16 or 13 for information concerning deep draft vessels (including tugs) and Pilot Volume 2, Chapter 5, 6 or 7 as appropriate.



Joins page 7

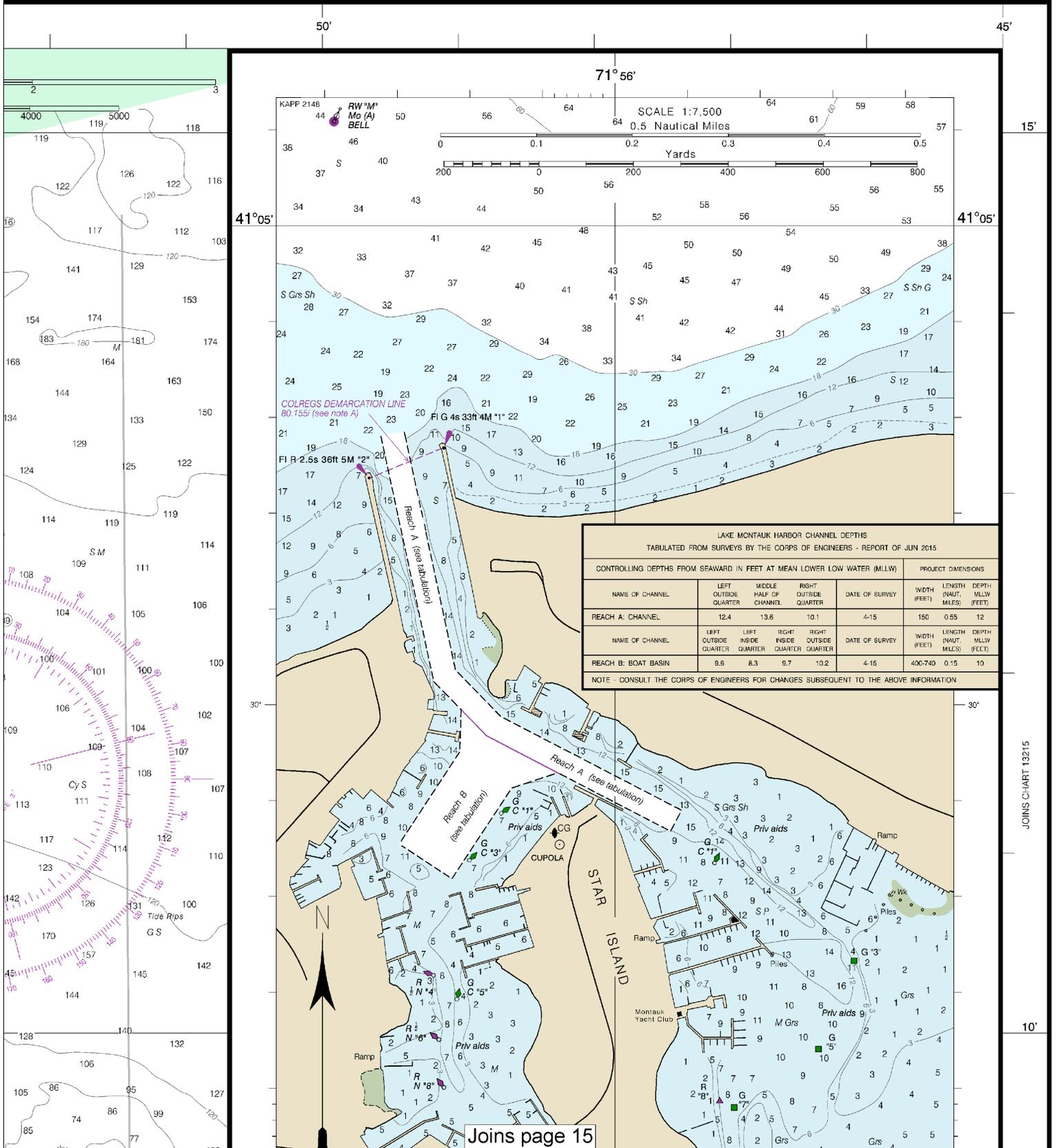
Joins page 14



Note: Chart grid lines are aligned with true north.

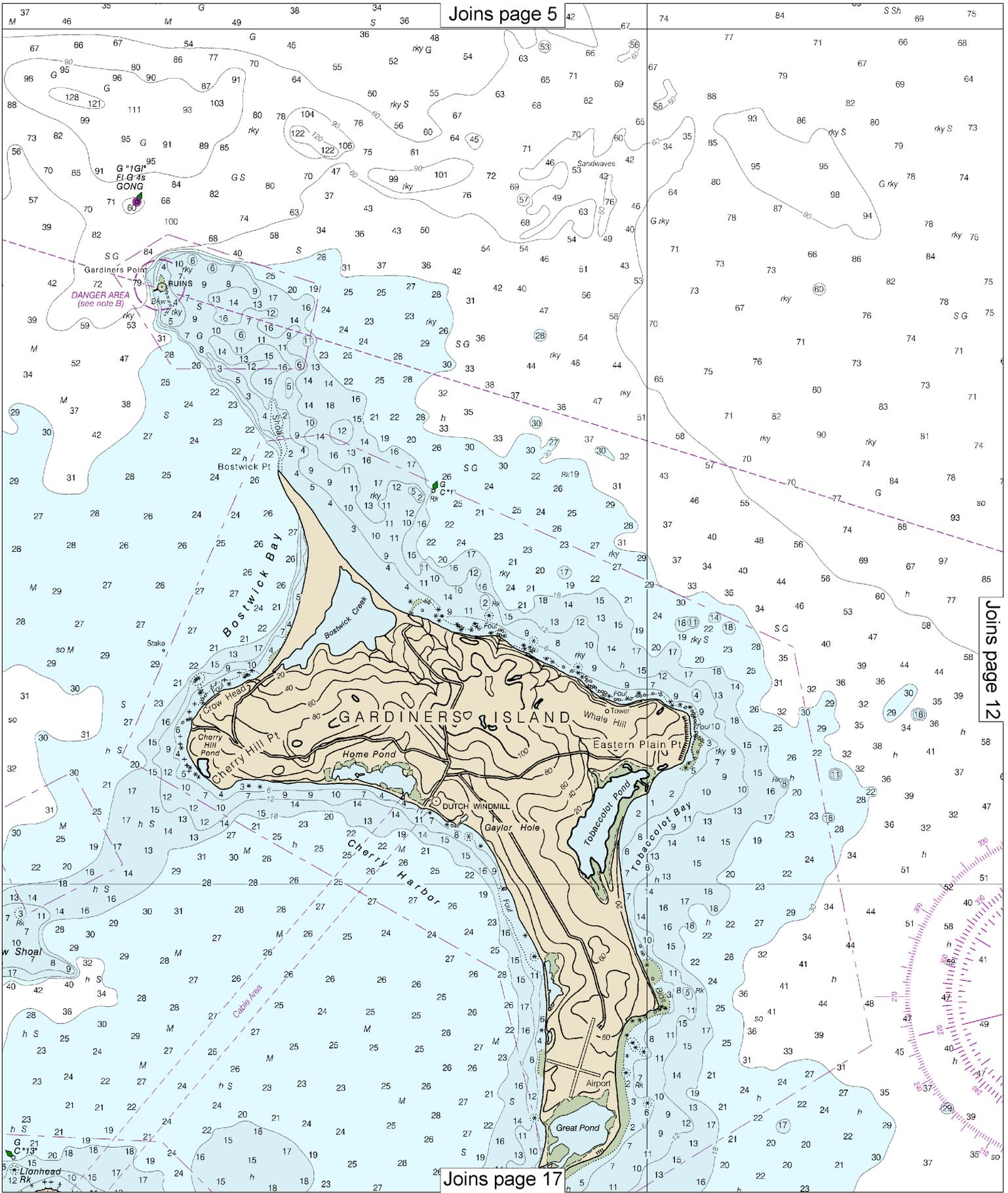
ing and departing Rhode Island Sound, Narragansett Bay, and the Gulf of Maine, and barges) transiting these routes. See U.S. Coast and Geodetic Survey Notices to Mariners for the latest information on these routes.

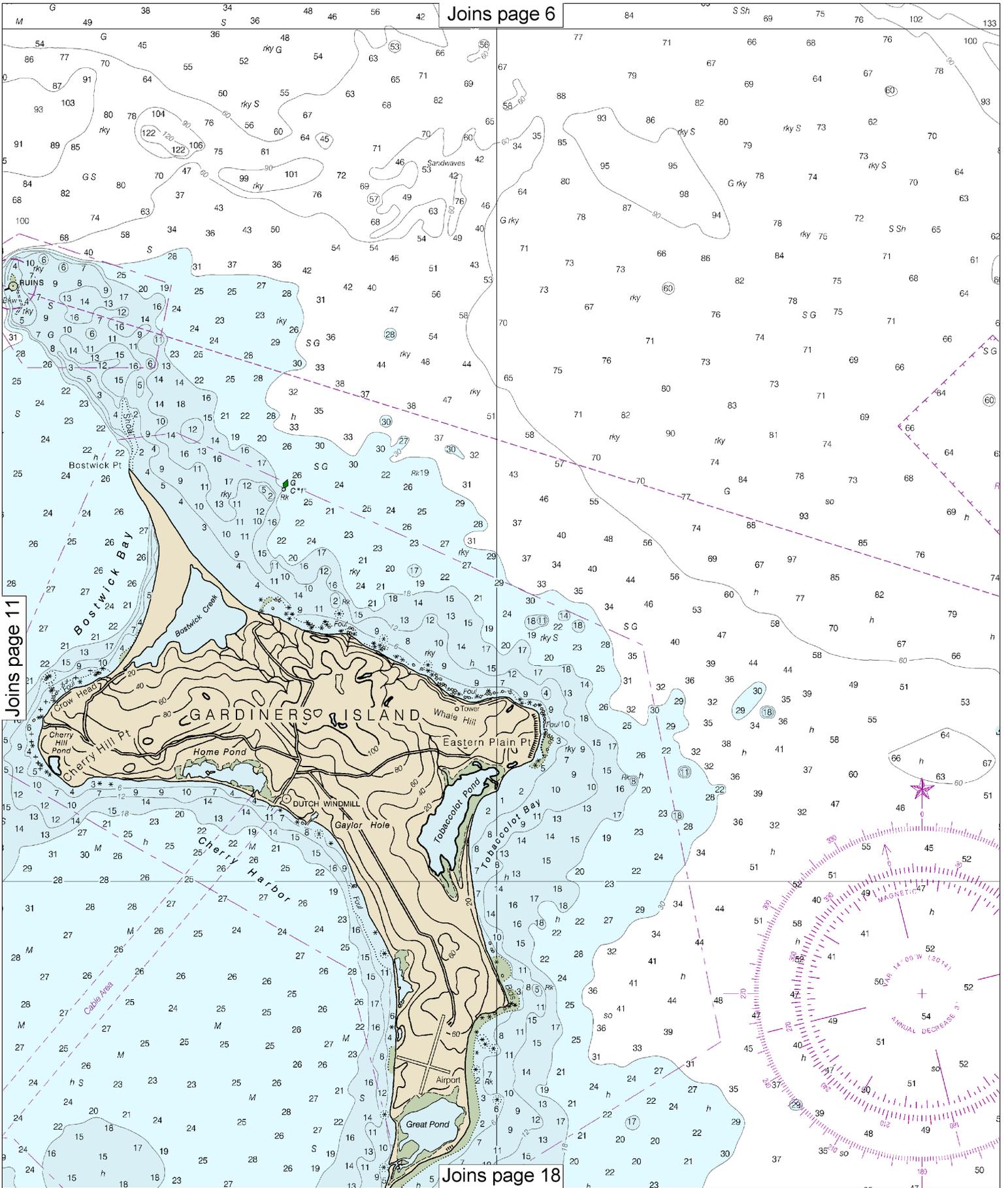
NOTE X
 Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.



Joins page 15

JOINS CHART 13215

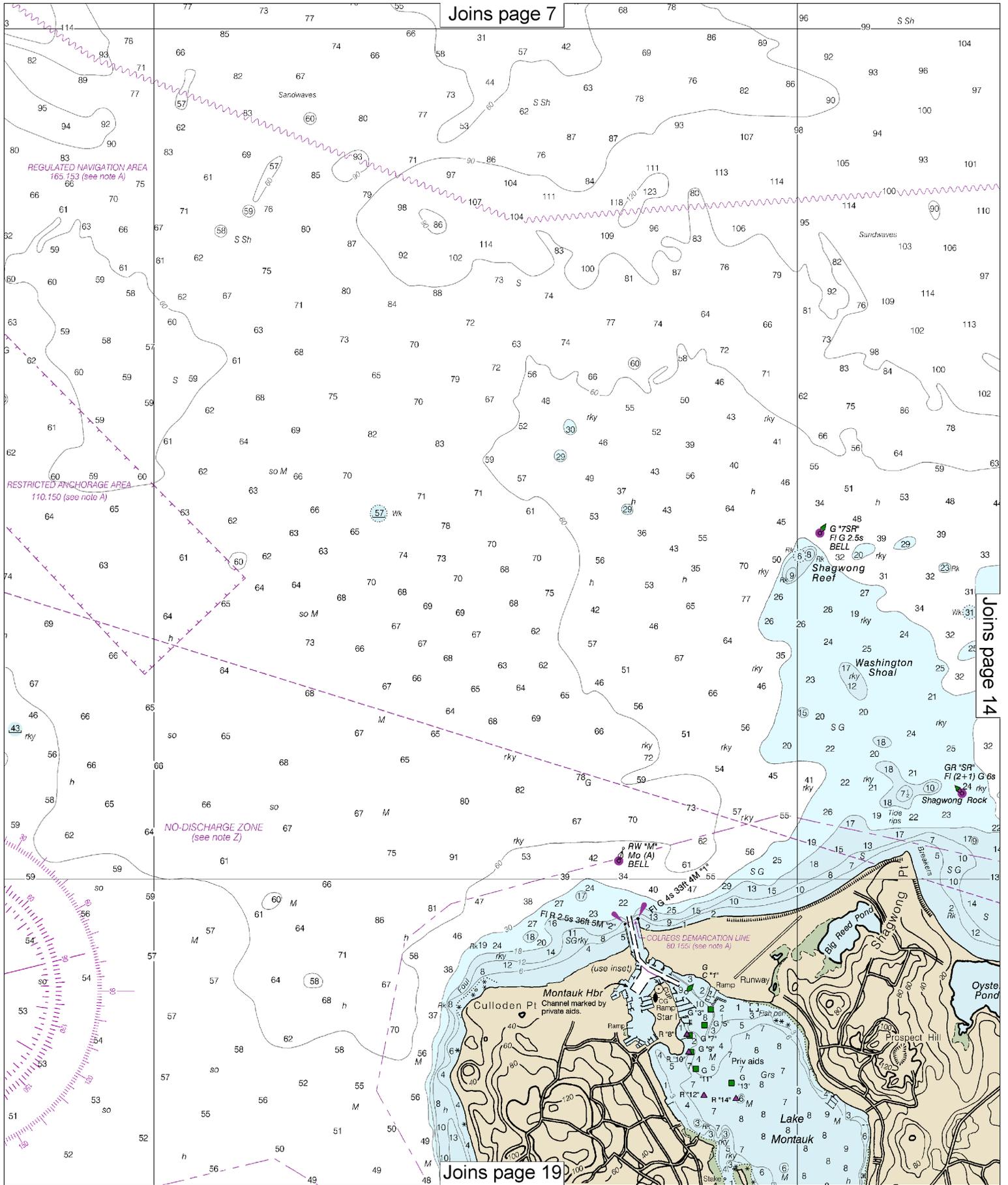


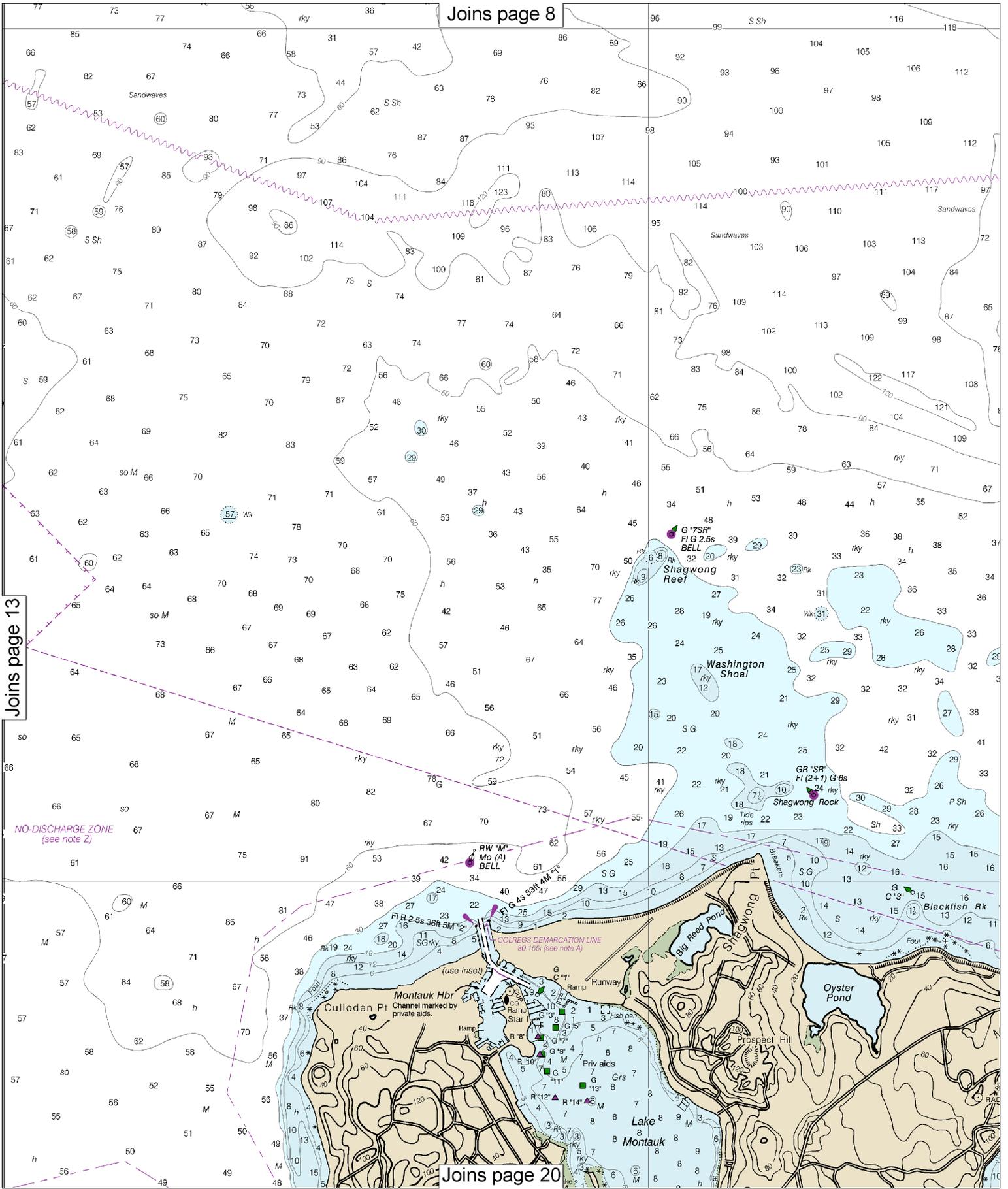


Joins page 11

12

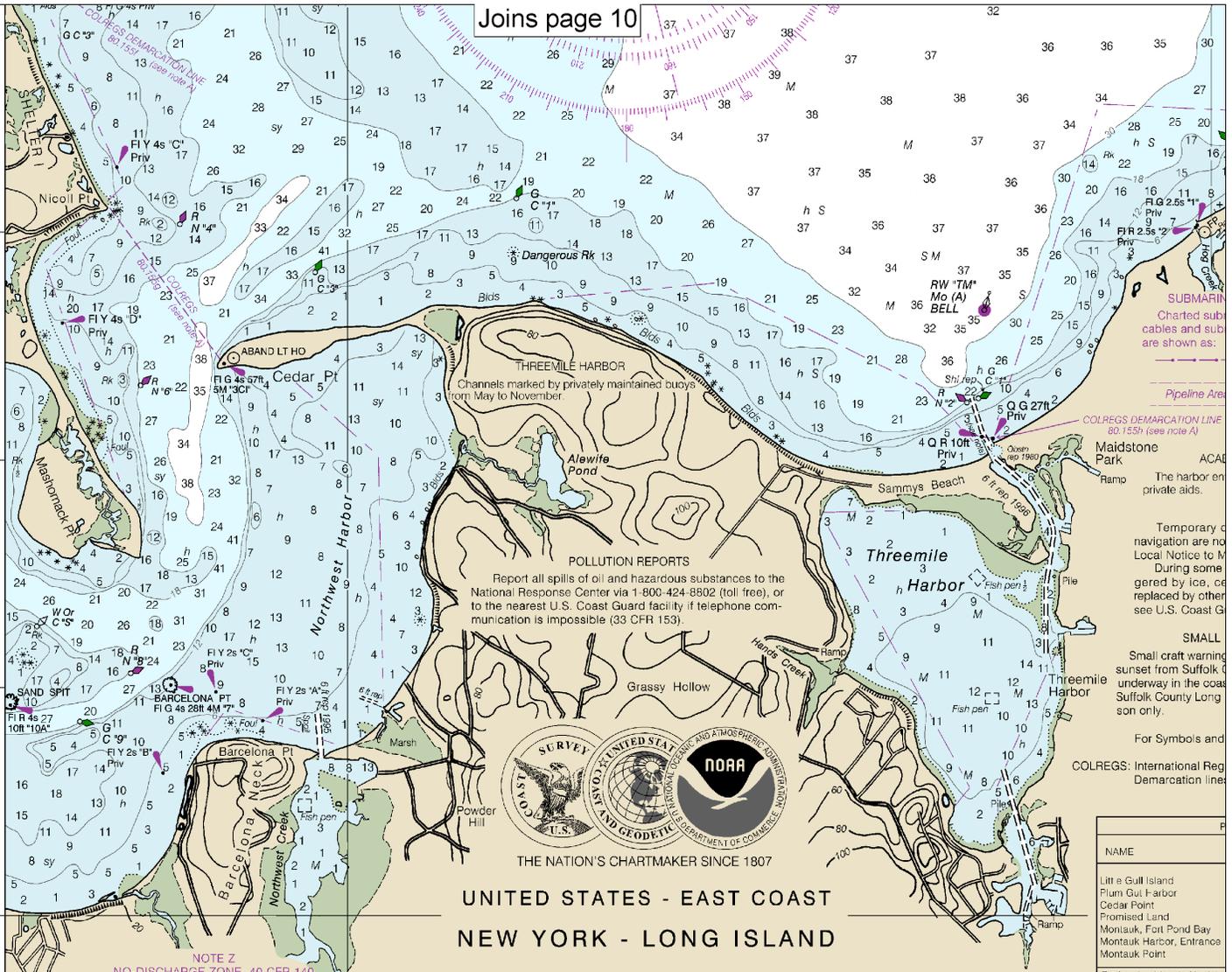
Note: Chart grid lines are aligned with true north.





Note: Chart grid lines are aligned with true north.

JOINS CHART 2325B



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
NEW YORK - LONG ISLAND

BLOCK ISLAND SOUND AND GARDINERS BAY

Mercator Projection
Scale 1:40,000 at Lat. 41° 07'

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.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

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/.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE B
DANGER AREA

The U.S. Naval Aircraft Gardiners Point Target. U.S. Government property prohibited to the public. Area is dangerous due to live undetonated explosives. Fishing, trawling, or anchoring within a 300 yard radius of the "Ruins" is dangerous due to possible recovery of aircraft practice bombs containing explosives.

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

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.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 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 London, CT	KHB-47	162.550 MHz
Providence, RI	WXJ-39	162.400 MHz
Riverhead, NY	WXM-80	162.475 MHz

NAME
Little Gull Island
Flam Gull Harbor
Cedar Point
Promised Land
Montauk, Fort Pond Bay
Montauk Harbor, Entrance
Montauk Point

Dashes (---) located in datum tide predictions, and tidal current (Apr 2014)

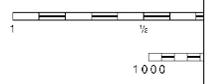
13209

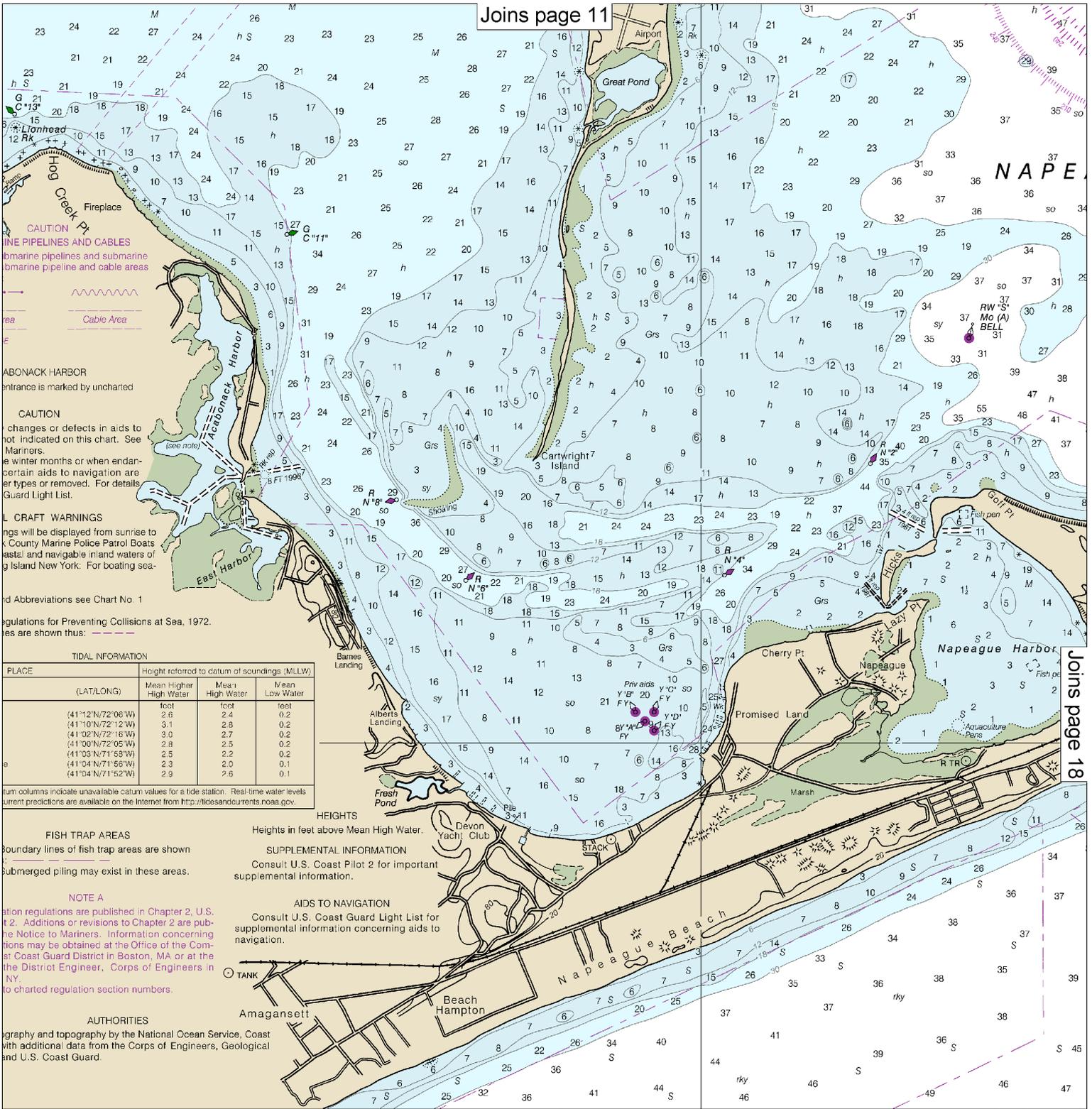
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected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

27th Ed., May 2014. Last Correction: 5/23/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

16

Note: Chart grid lines are aligned with true north.





CAUTION
 PIPELINES AND CABLES
 Submarine pipelines and submarine
 marine pipeline and cable areas

CAUTION
 Changes or defects in aids to
 navigation not indicated on this chart. See
 Mariners.
 During winter months or when endan-
 gerous conditions exist, certain aids to navigation are
 removed or types of navigation are
 changed. For details see
 Light List.

CAUTION
 Small craft warnings
 will be displayed from sunrise to
 sunset by County Marine Police Patrol Boats
 and navigable inland waters of
 Long Island New York. For boating sea-

and Abbreviations see Chart No. 1

Regulations for Preventing Collisions at Sea, 1972.
 Regulations are shown thus:

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
(41°12'N/72°06'W)	2.8	2.4	0.2
(41°10'N/72°12'W)	3.1	2.8	0.2
(41°02'N/72°16'W)	3.0	2.7	0.2
(41°00'N/72°05'W)	2.8	2.5	0.2
(41°03'N/71°58'W)	2.5	2.2	0.2
(41°04'N/71°56'W)	2.3	2.0	0.1
(41°04'N/71°52'W)	2.9	2.6	0.1

Blank columns indicate unavailable datum values for a tide station. Real-time water levels
 and current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown
 by dashed lines. Submerged piling may exist in these areas.

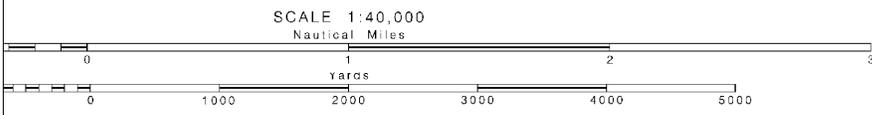
NOTE A

Navigation regulations are published in Chapter 2, U.S.
 Coast Pilot 2. Additions or revisions to Chapter 2 are
 published in Notices to Mariners. Information concerning
 regulations may be obtained at the Office of the Com-
 mandant, Coast Guard District in Boston, MA or at the
 Office of the District Engineer, Corps of Engineers in
 New York.

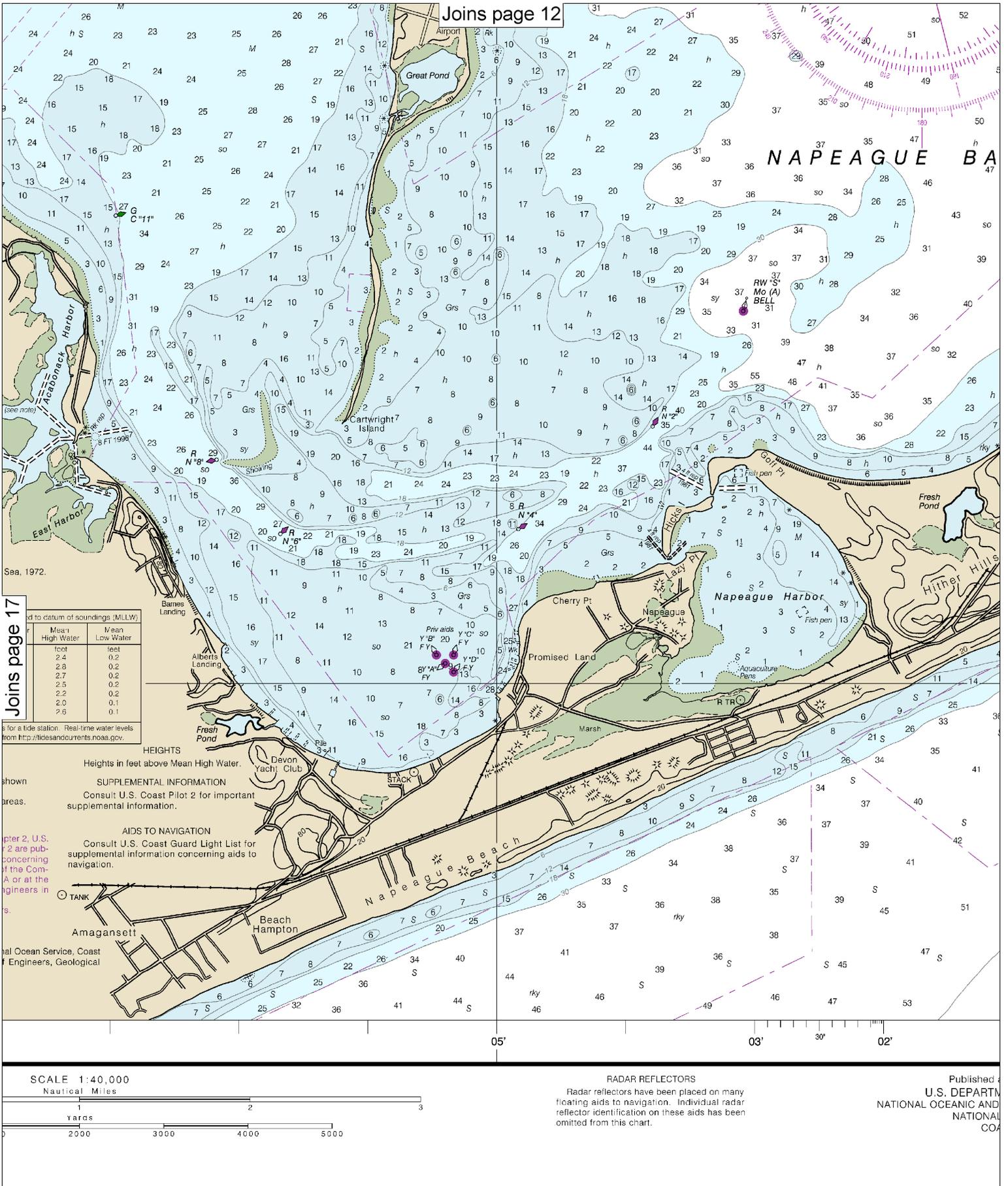
AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast
 and Geodetic Survey, with additional data from the Corps of Engineers, Geological
 and U.S. Coast Guard.

05° 03' 30'



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.



Conversion table for soundings (MLLW):

Mean High Water	Mean Low Water
2.4	0.2
2.8	0.2
2.7	0.2
2.5	0.2
2.2	0.2
2.0	0.1
2.6	0.1

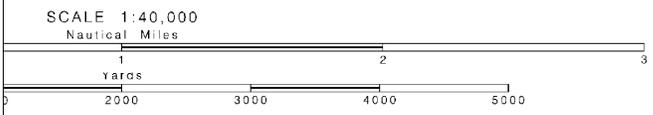
For a tide station. Real-time water levels from <http://tidesandcurrents.noaa.gov>.

HEIGHTS
Heights in feet above Mean High Water.

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

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

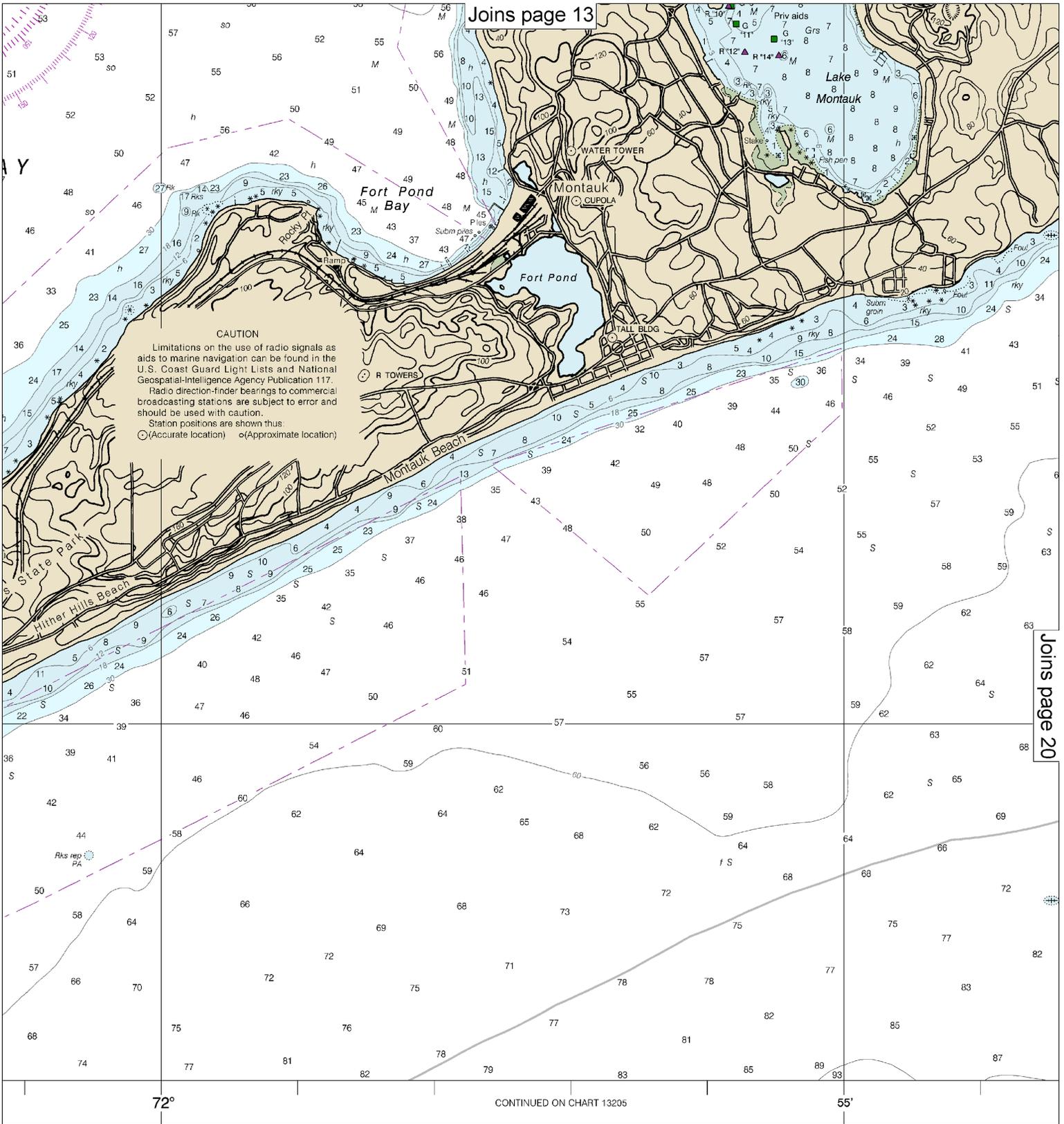
Amagansett
Beach Hampton
Devon Yacht Club



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.

Published by
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL CENTER FOR ENVIRONMENTAL OCEANOGRAPHY

Note: Chart grid lines are aligned with true north.



CAUTION
 Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
 ○ (Accurate location) ◊ (Approximate location)

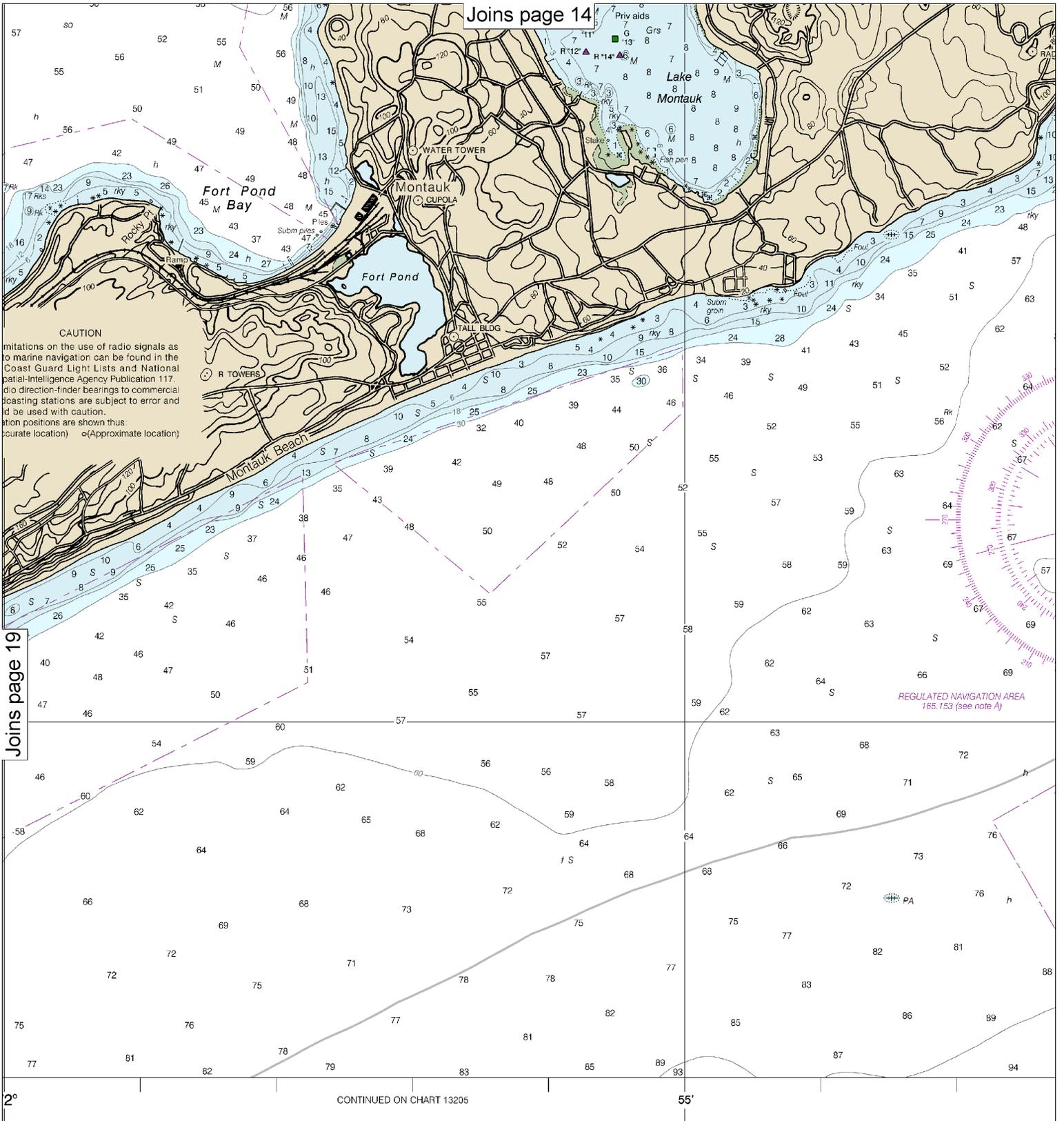
72°

CONTINUED ON CHART 13205

55'

at Washington, D.C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL SYSTEMS SERVICE
 COAST AND GEODETIC SURVEY

SOUNDINGS IN FEET

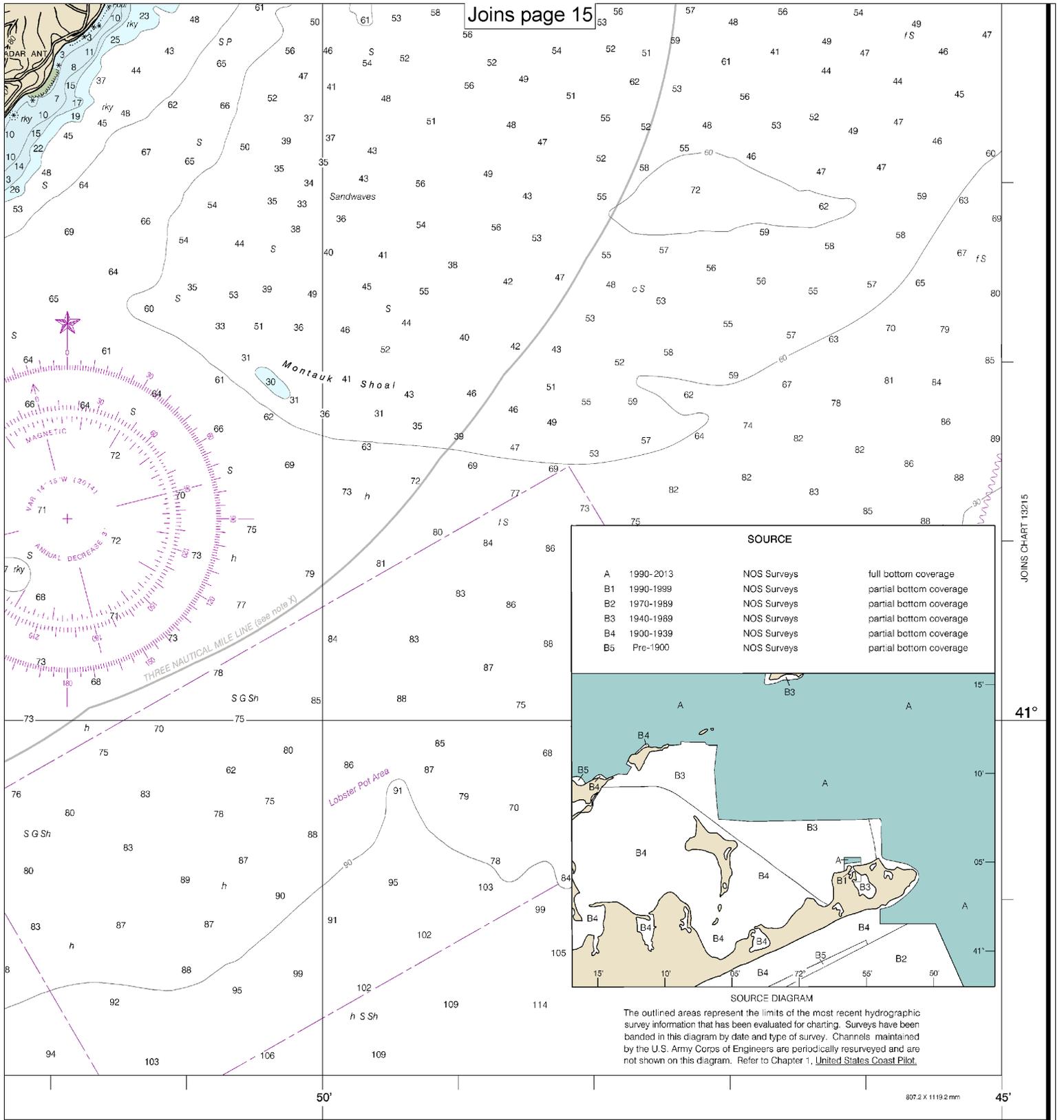


SOUNDINGS IN FEET

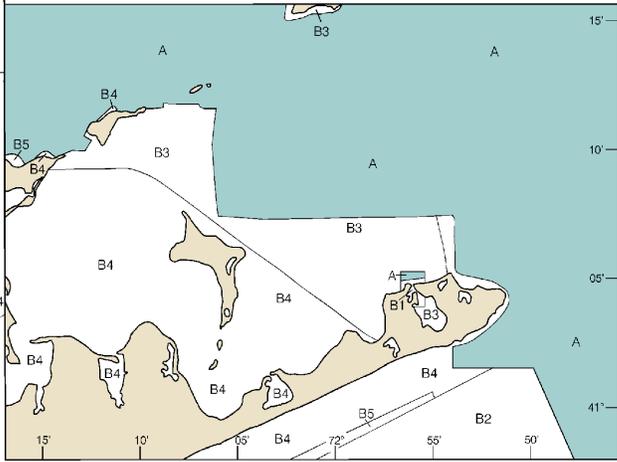
FATHOMS
FEET
METERS



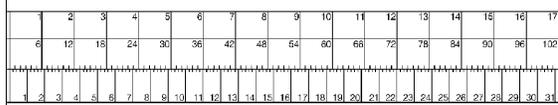
Note: Chart grid lines are aligned with true north.



SOURCE		
A	1990-2013	NOS Surveys full bottom coverage
B1	1990-1989	NOS Surveys partial bottom coverage
B2	1970-1989	NOS Surveys partial bottom coverage
B3	1940-1989	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage
B5	Pre-1900	NOS Surveys partial bottom coverage

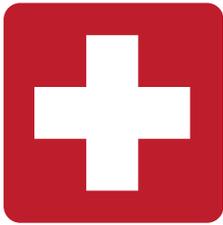


SOURCE DIAGRAM
 The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and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



Block Island Sound and Gardiners Bay
 SOUNDINGS IN FEET - SCALE 1:40,000

13209



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
- 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>



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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.