

# BookletChart™

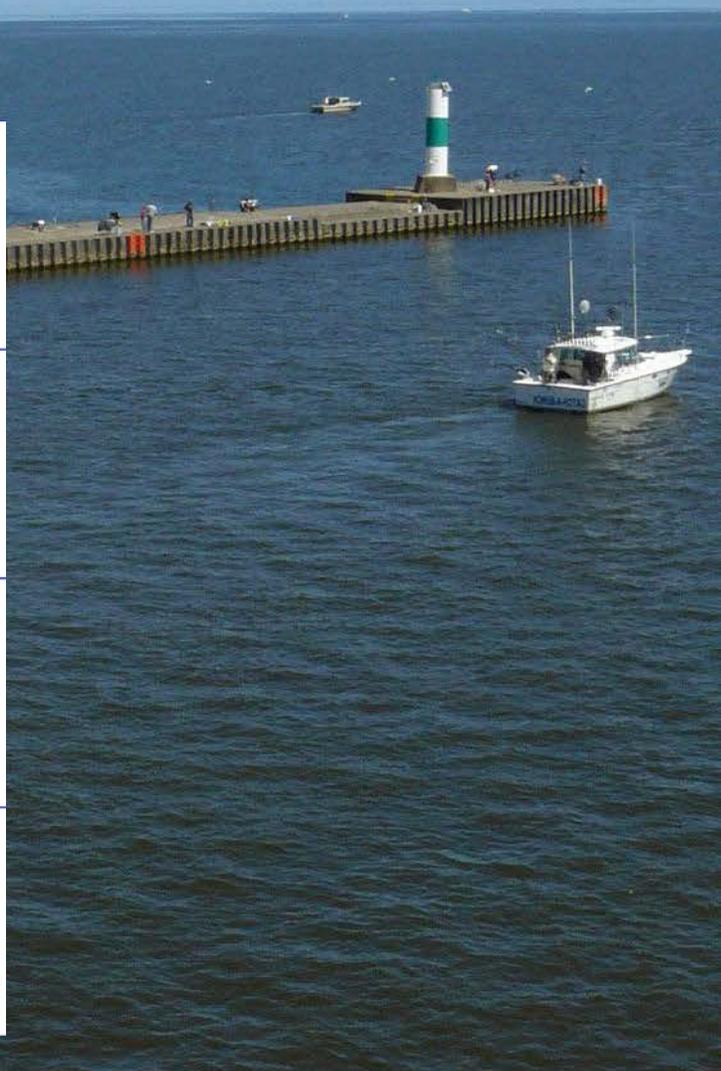
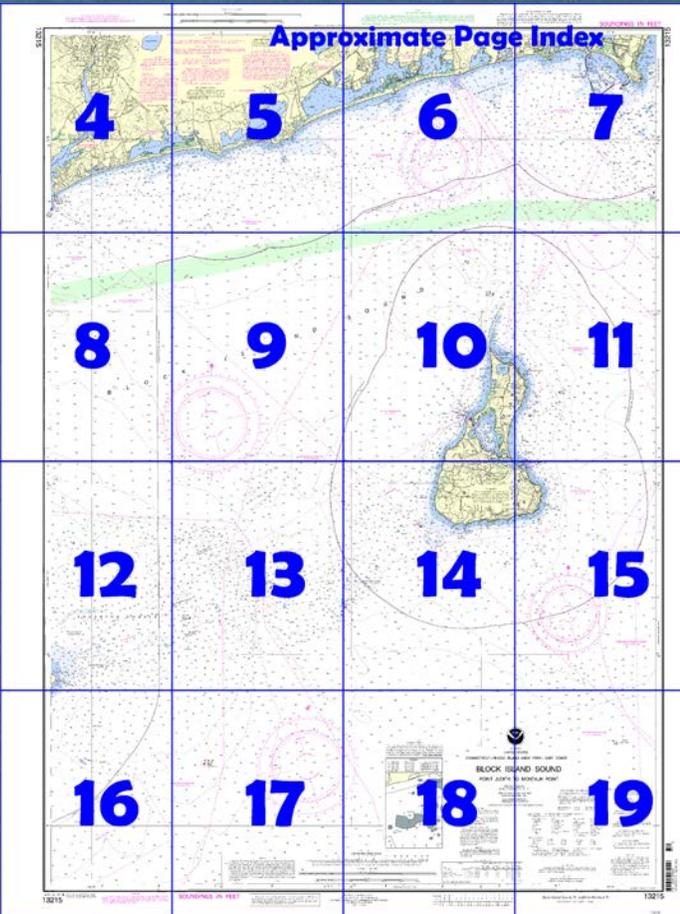


## Block Island Sound – Point Judith to Montauk Point NOAA Chart 13215

*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.

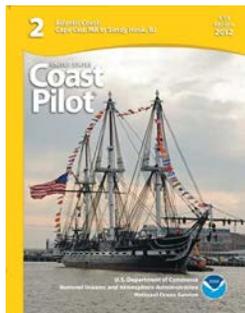
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13215>.



### (Selected Excerpts from Coast Pilot)

**Block Island Sound** is a deep navigable waterway forming the eastern approach to Long Island Sound, Fishers Island Sound, and Gardiners Bay from the Atlantic Ocean. It has two entrances from the Atlantic: an eastern entrance from Rhode Island Sound between Block Island and Point Judith, and a southern entrance between Block Island and Montauk Point. The sound is connected with Long Island Sound by The Race and other passages

to the southwest, and with Fishers Island Sound by several passages between rocky reefs from Watch Hill Point to East Point, Fishers Island. The deep water in the central part of Block Island Sound will accommodate vessels of the greatest draft.

Westward of Gardiners Island, enclosed between the northeastern and eastern ends of Long Island, are Gardiners Bay, Shelter Island Sound, Little Peconic Bay, and Great Peconic Bay. This area is well protected but generally shallow, and is not suited for deep-draft vessels. The shoreline is marked by many indentations and shallow harbors. These waters are much used by commercial fishing vessels and small pleasure craft because of the protection afforded and the many anchorages.

**Block Island North Reef** is a sand shoal with a least depth of 11 feet extending 1 mile northward from **Sandy Point** at the north end of Block Island. The shoal should be avoided by all vessels; its depths change frequently, and its position is also subject to a slow change. It is steep-to on all sides, so that soundings alone cannot be depended on to clear it. A lighted bell buoy is 1.5 miles northward of the point.

**Southwest Ledge**, 5.5 miles west-southwestward of Block Island Southeast Light, has a least known depth of 21 feet and is marked on its southwest side by Southwest Ledge Lighted Whistle Buoy 2. Rocky patches extend 1.5 miles northeastward from the ledge. The sea breaks on the shoaler places on the ledge in heavy weather.

Several other dangers that must be guarded against are northward and westward of Southwest Ledge Lighted Whistle Buoy 2. These dangers are: 37-foot sounding, marked by a lighted buoy, about 2.2 mile 280° from the lighted whistle buoy and numerous rocks up to 1.1 miles north of the lighted whistle buoy.

The deepest passage in the southern entrance to Block Island Sound is just westward of Southwest Ledge and has a width of over 2 miles; this is the best passage for deep draft vessels. The area between Southwest Ledge Lighted Whistle Buoy 2 and Block Island Sound South Entrance Obstruction Lighted Buoy BIS is known locally as Montauk Channel. Mariners should keep in mind that vessels with a draft in excess of 38 feet will not be allowed to transit this area. Further, pilots using Montauk Channel shall consider draft, sea and swell, wind, visibility, current and vessel traffic. When these conditions pose a threat to the safety of any person, vessel, prudent navigation or safety of the environment, Montauk Channel shall not be used.

Between the inner patch of rocks and the shoals, which extend 0.9 mile from Block Island, is a channel 1.3 miles wide, with a depth of about 31 feet. Vessels using this channel should round the southwest end of Block Island at a distance of 1.5 miles.

The entrance between Point Judith and Block Island is used by vessels coming from the bays and sounds eastward to Long Island Sound. The route generally used is through The Race. This entrance is clear with the exception of Block Island North Reef and the numerous large boulders extending about 4 miles south-southeastward of Point Judith. The coast from Point Judith nearly to Watch Hill should be given a berth of over 1 mile, avoiding the broken ground with depths less than 30 feet.

**Pilotage, Block Island Sound and Long Island Sound.**—Pilotage is compulsory for foreign flag vessels and U.S. vessels which are under register (i.e. engaged in foreign trade) in Block Island Sound and Long Island Sound. Vessels should not enter Block Island Sound or Long Island Sound without a state licensed pilot. See Pilotage, Long Island Sound (indexed as such), chapter 8. The Point Judith Pilot Station is the primary pilot boarding location for entry into Block Island Sound and Long Island Sound. Vessels bound for Long Island Sound ports may board pilots at the Point Judith Pilot Station, centered on 41°17.0'N., 71°30.5'W. There is a secondary pilot station which may be used with special arrangement at any point south of the Montauk Point Pilot Station, centered on 41°02.0'N., 71°42.0'W.

### 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

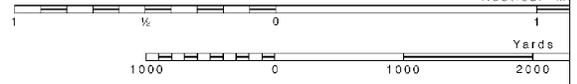
on navigable waters except Western Rivers



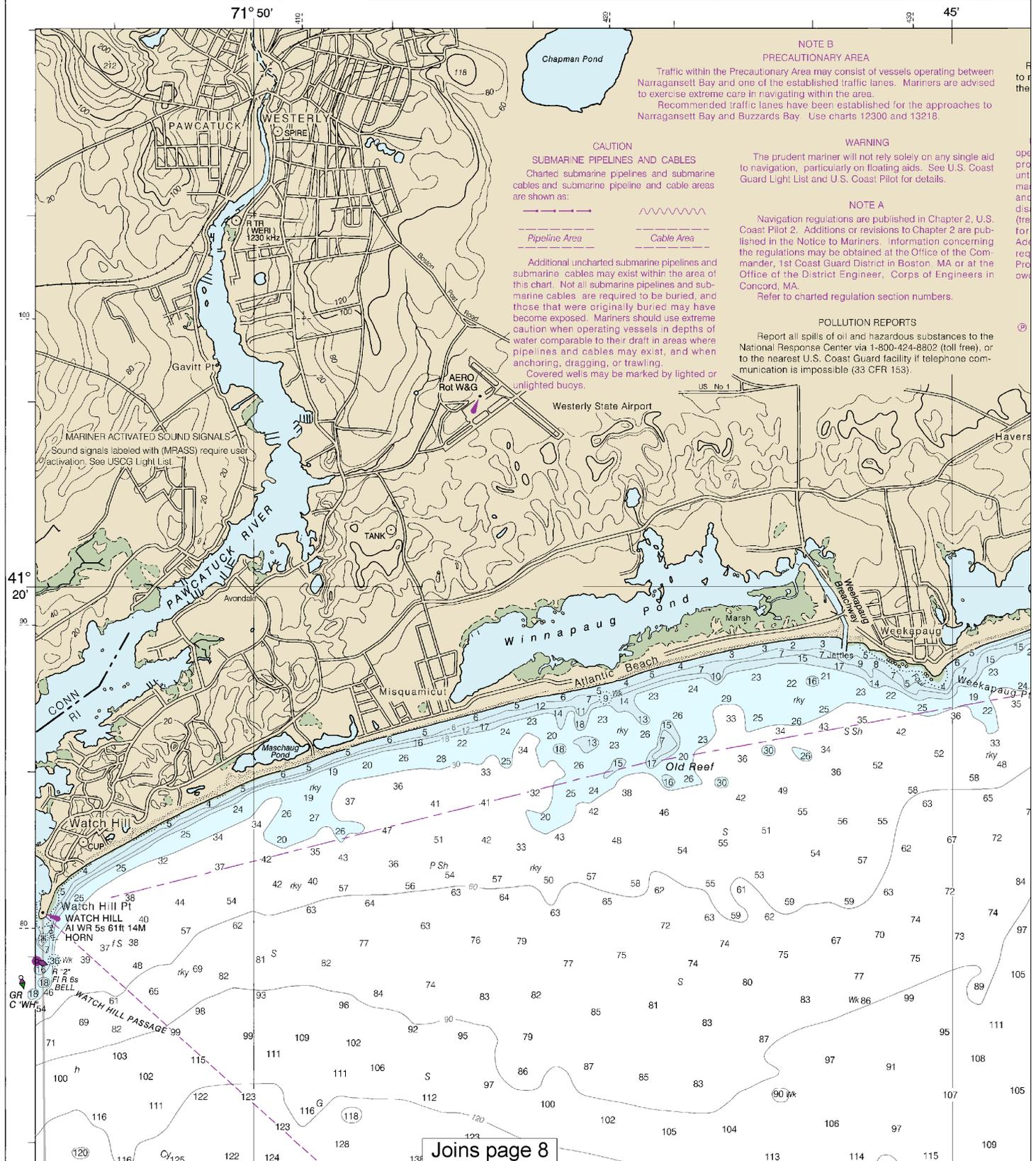
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

13215

SCALE 1:40,000



COLREGS, 80.145 & 80.150 (see note A)  
International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.



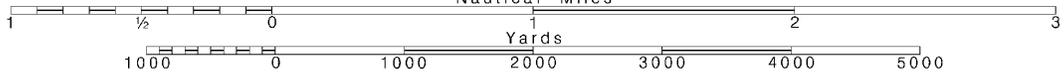
4

Note: Chart grid lines are aligned with true north.

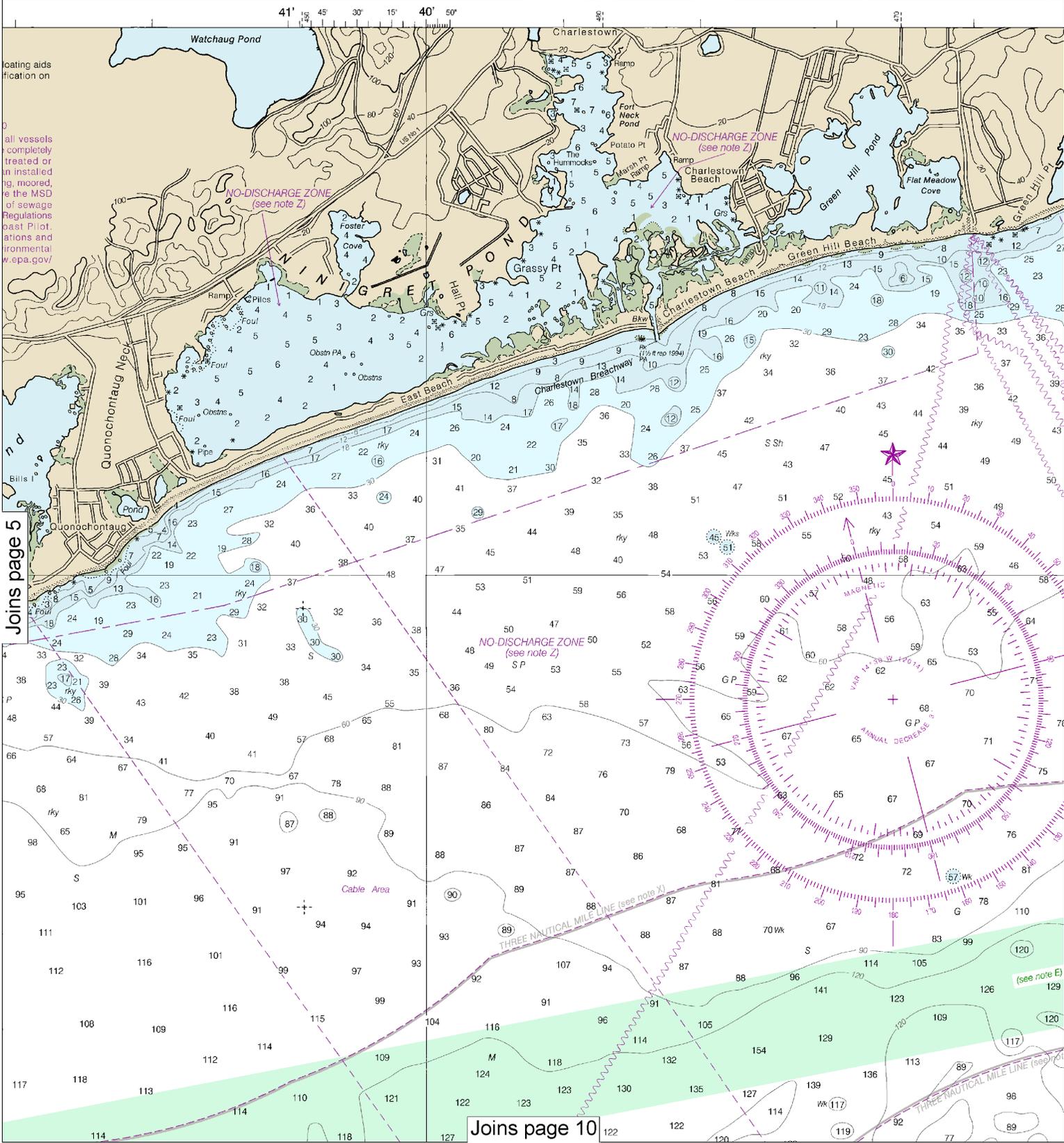
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







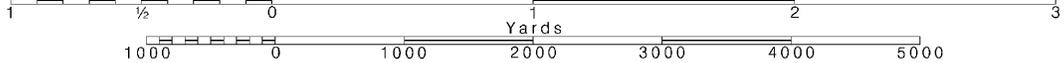
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



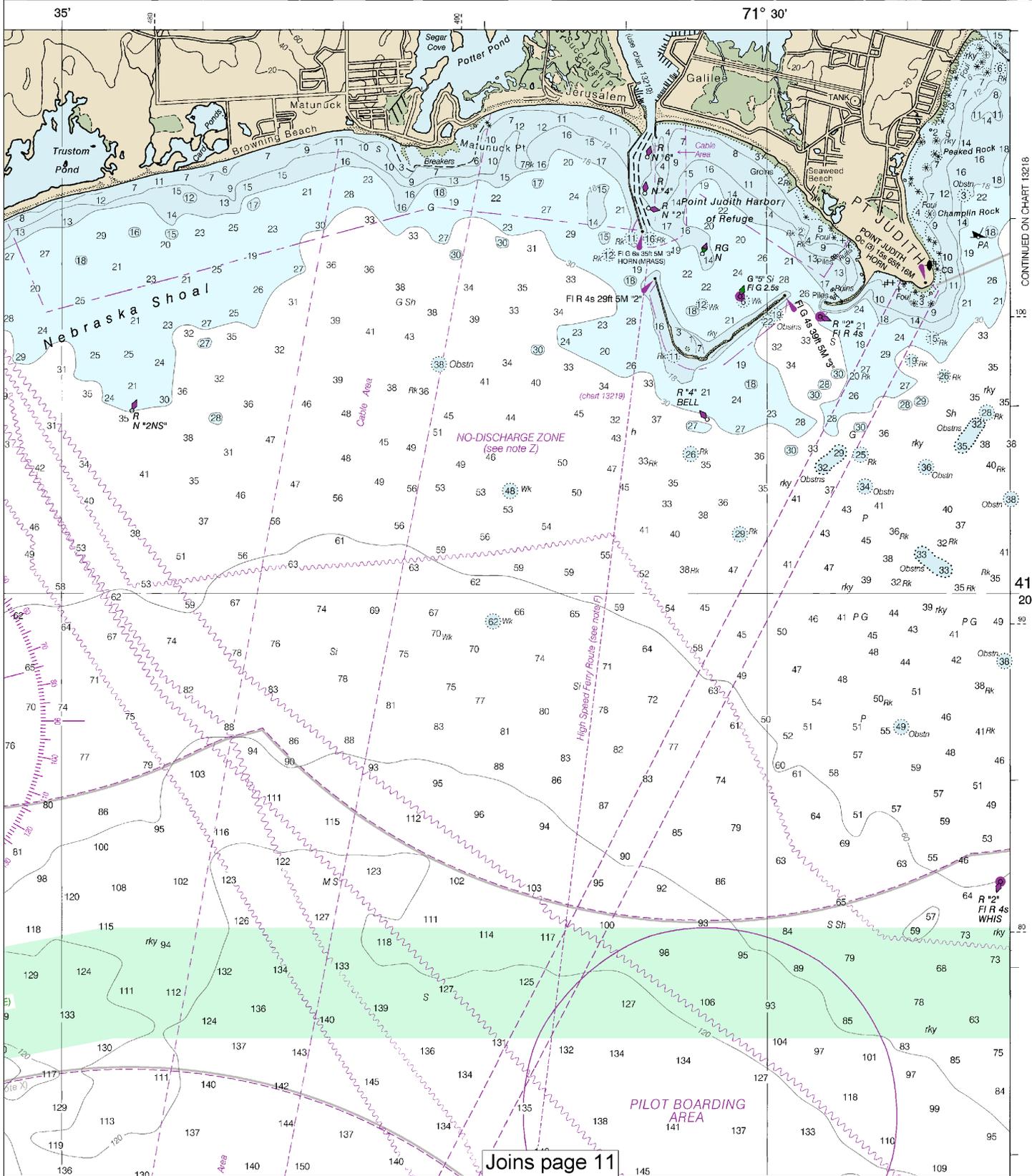
NOTE E

RECOMMENDED VESSEL ROUTE

For deep draft vessels (including tugs and barges) entering and departing Rhode Island Sound, Narragansett Bay, and the western side of the Point Judith Peninsula, deep draft commercial vessels (including tugs and barges) are requested to follow the designated routes, while not excluded from these routes, should exercise caution in and around these areas and formations concerning deep draft vessels (including tugs and barges) transiting these routes. See U.S. Coast Guard Notices to Mariners for appropriate.

SOUNDINGS IN FEET

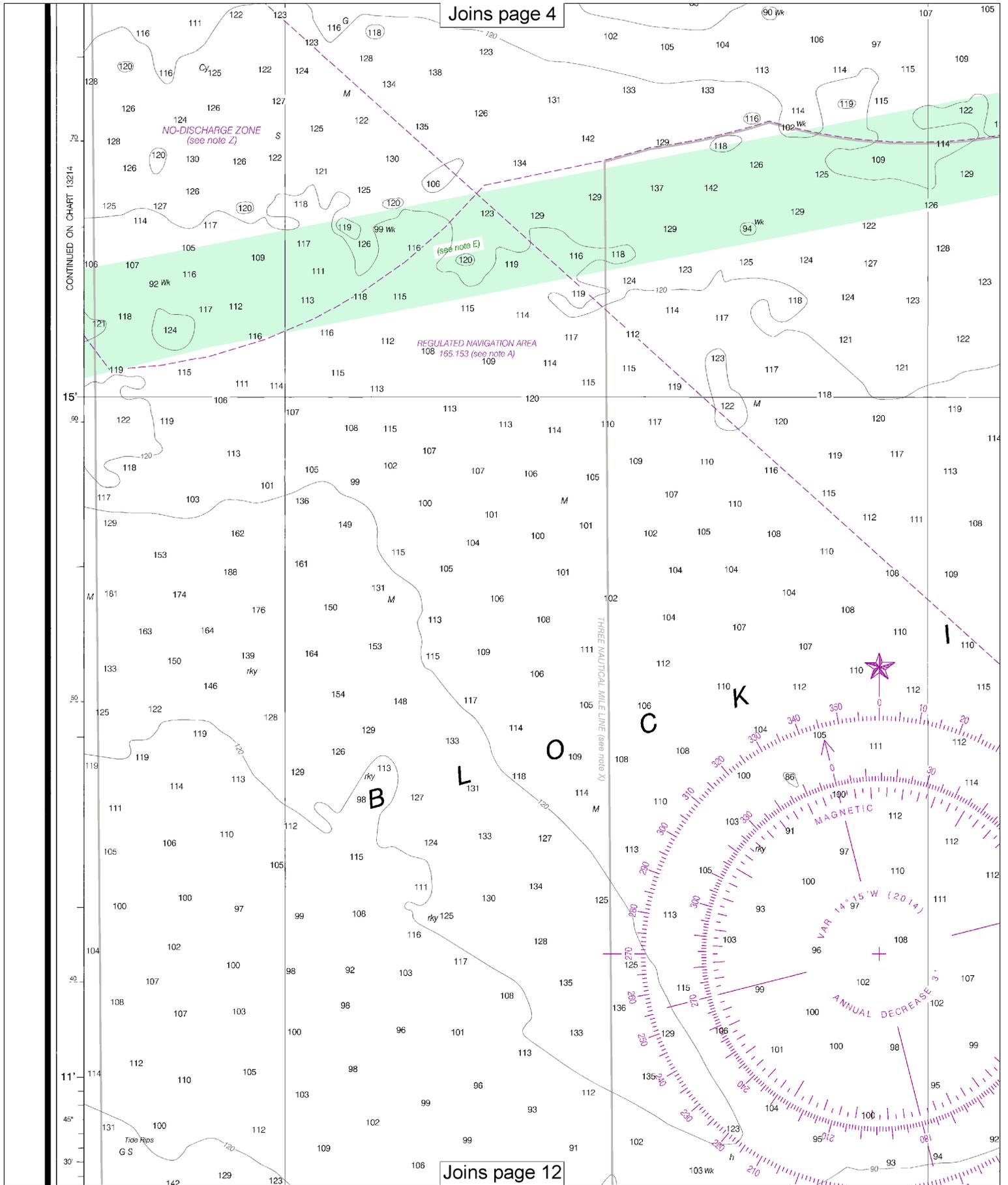
13215



CONTINUED ON CHART 13218

21st Ed., Sep. 2014. Last Correction: 9/30/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)



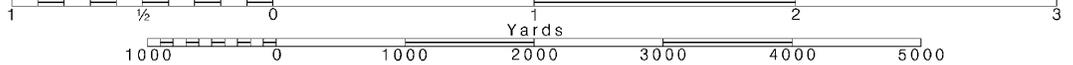


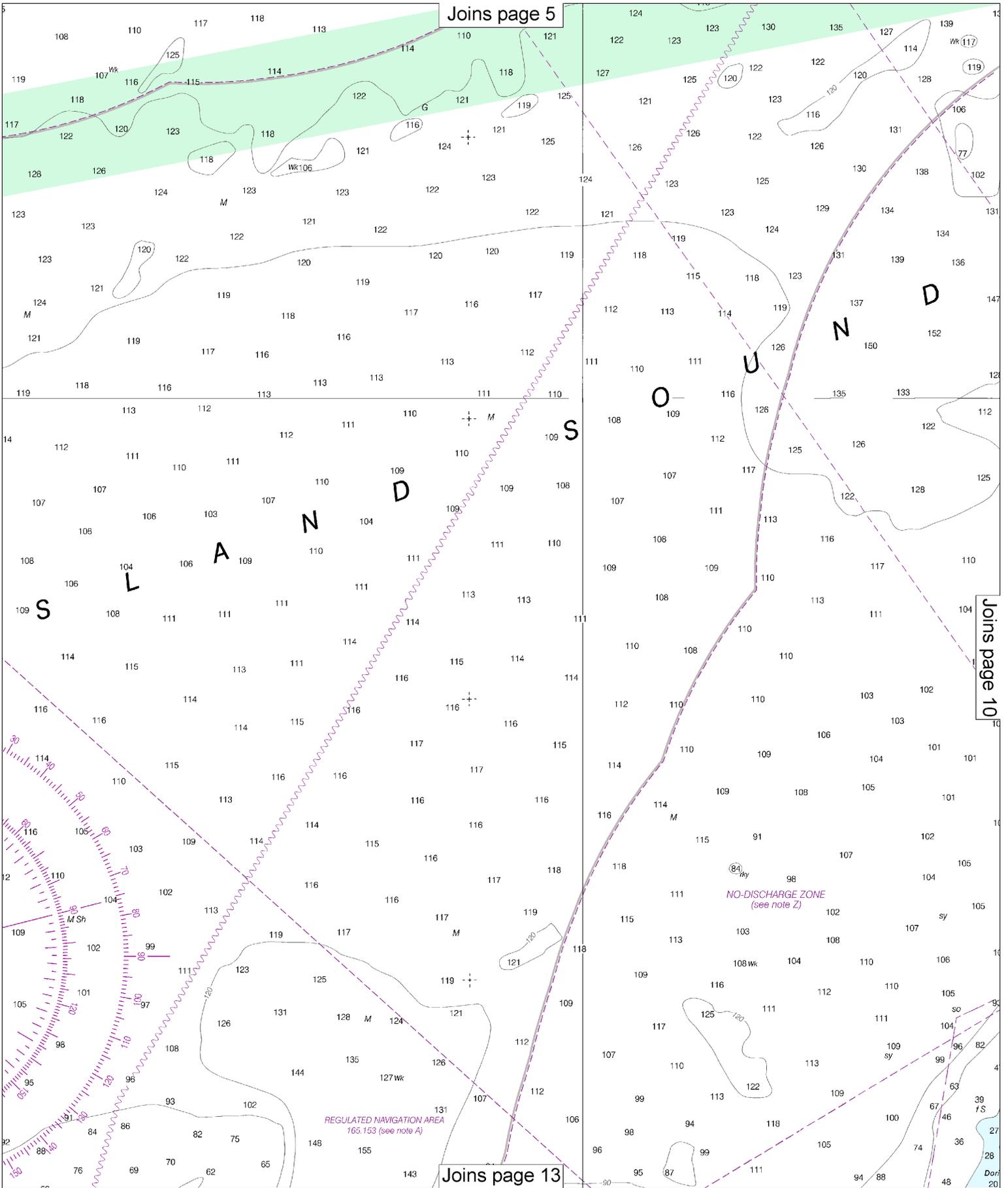
Note: Chart grid lines are aligned with true north.

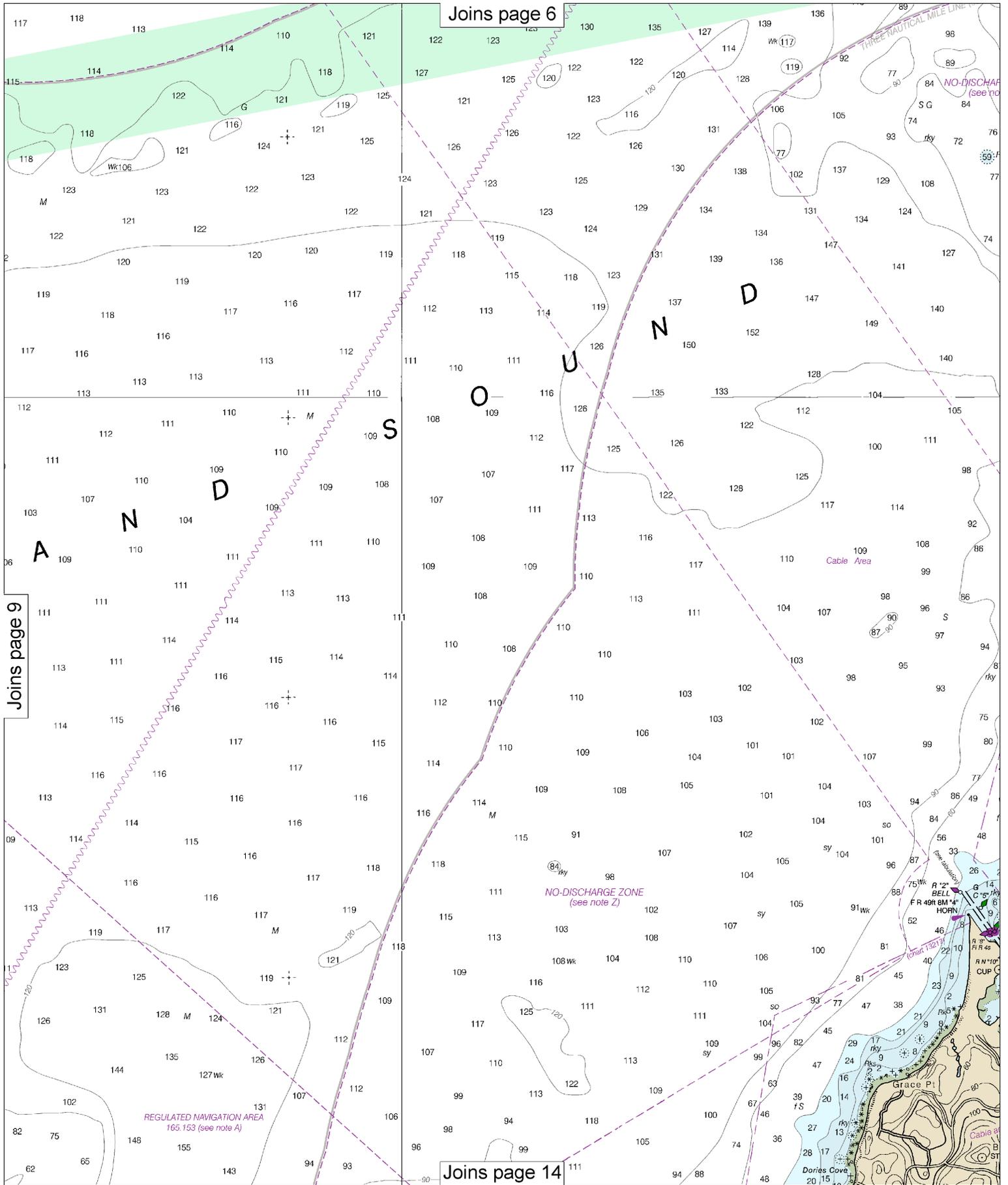
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







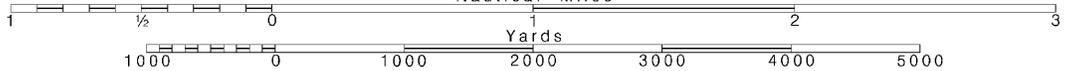
10

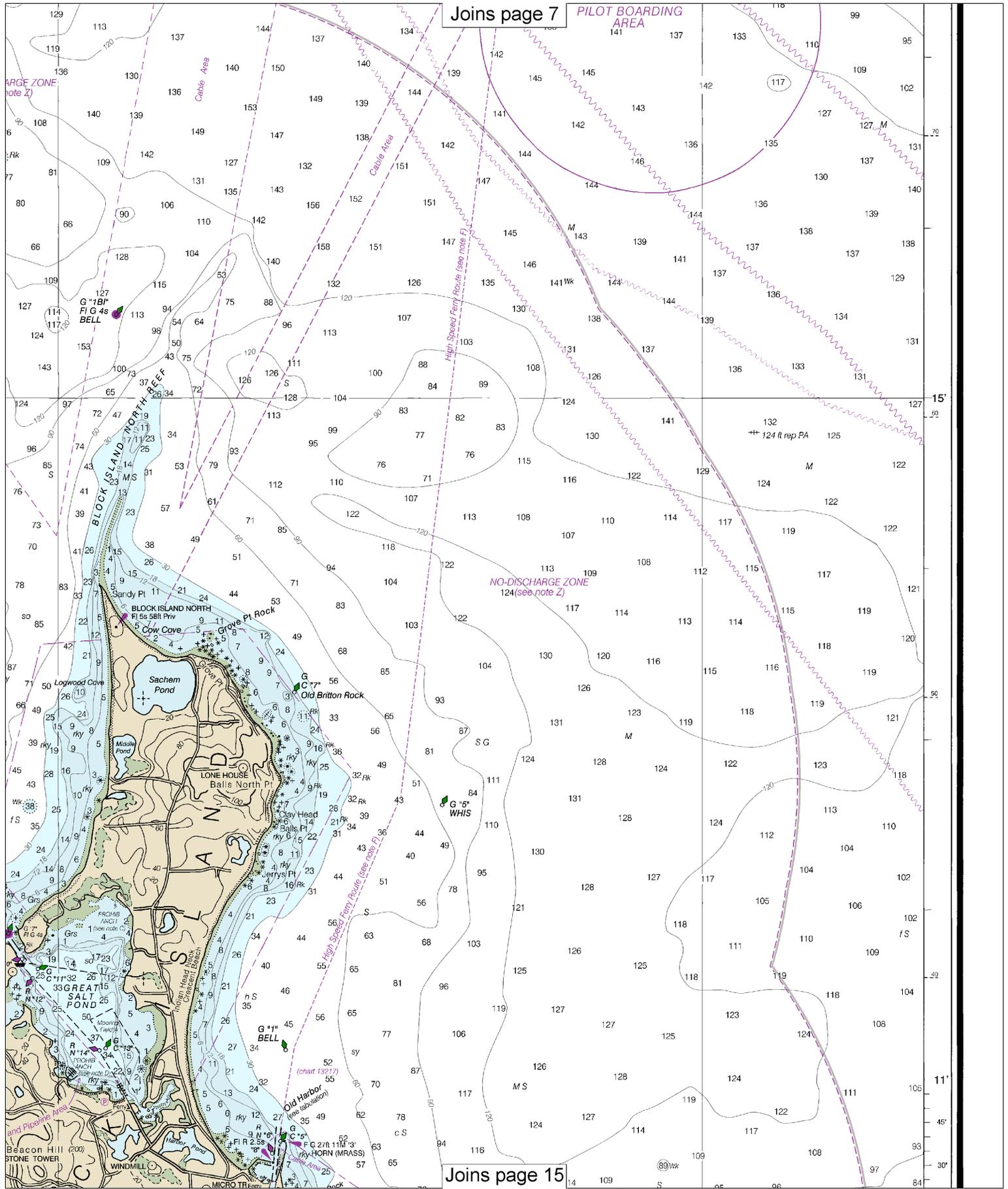
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

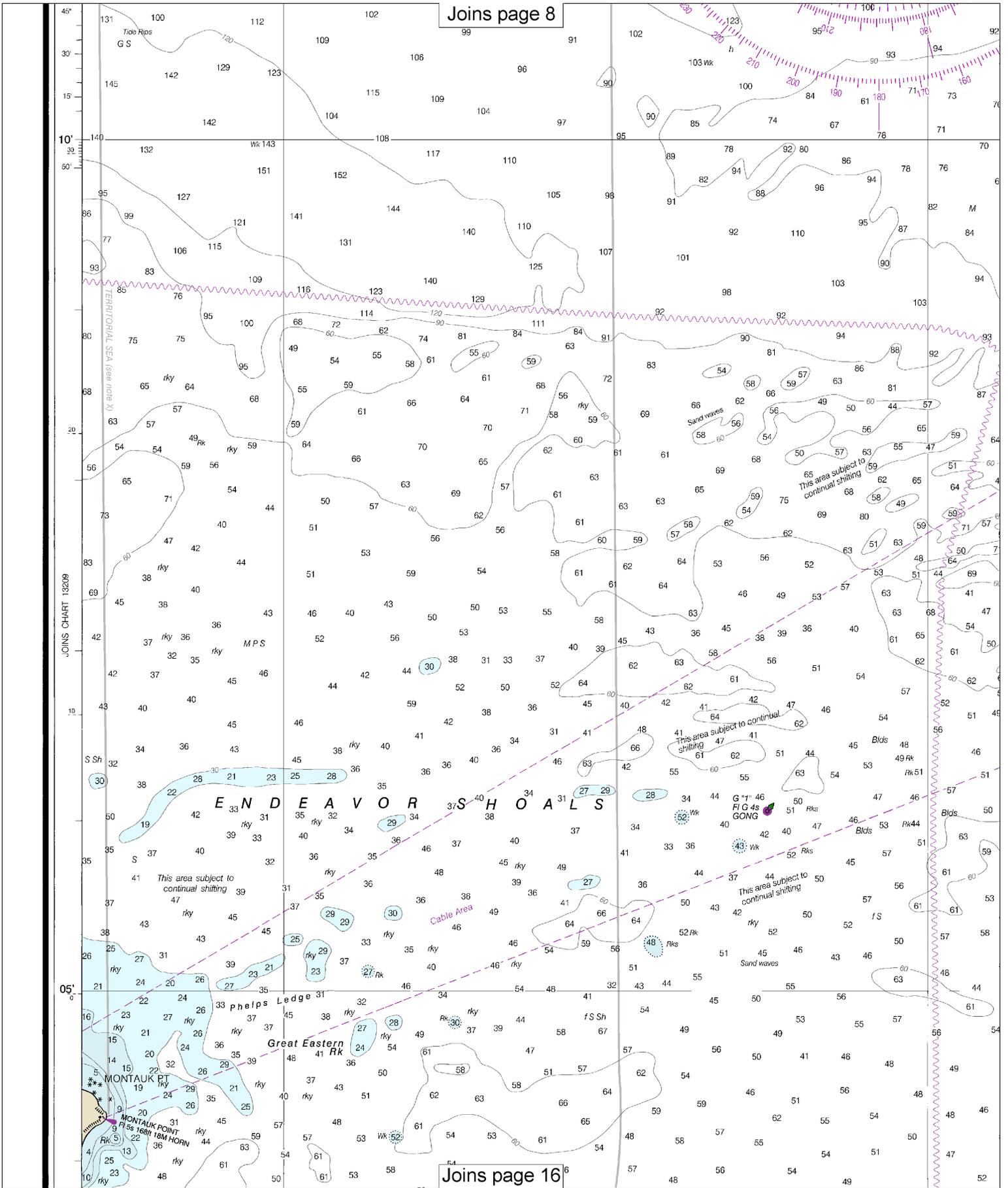
SCALE 1:40,000  
Nautical Miles

See Note on page 5.





Joins page 8



Joins page 16

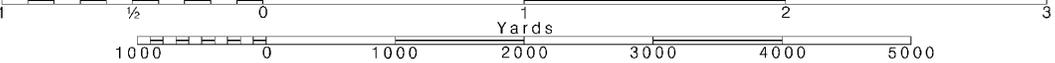
12

Note: Chart grid lines are aligned with true north.

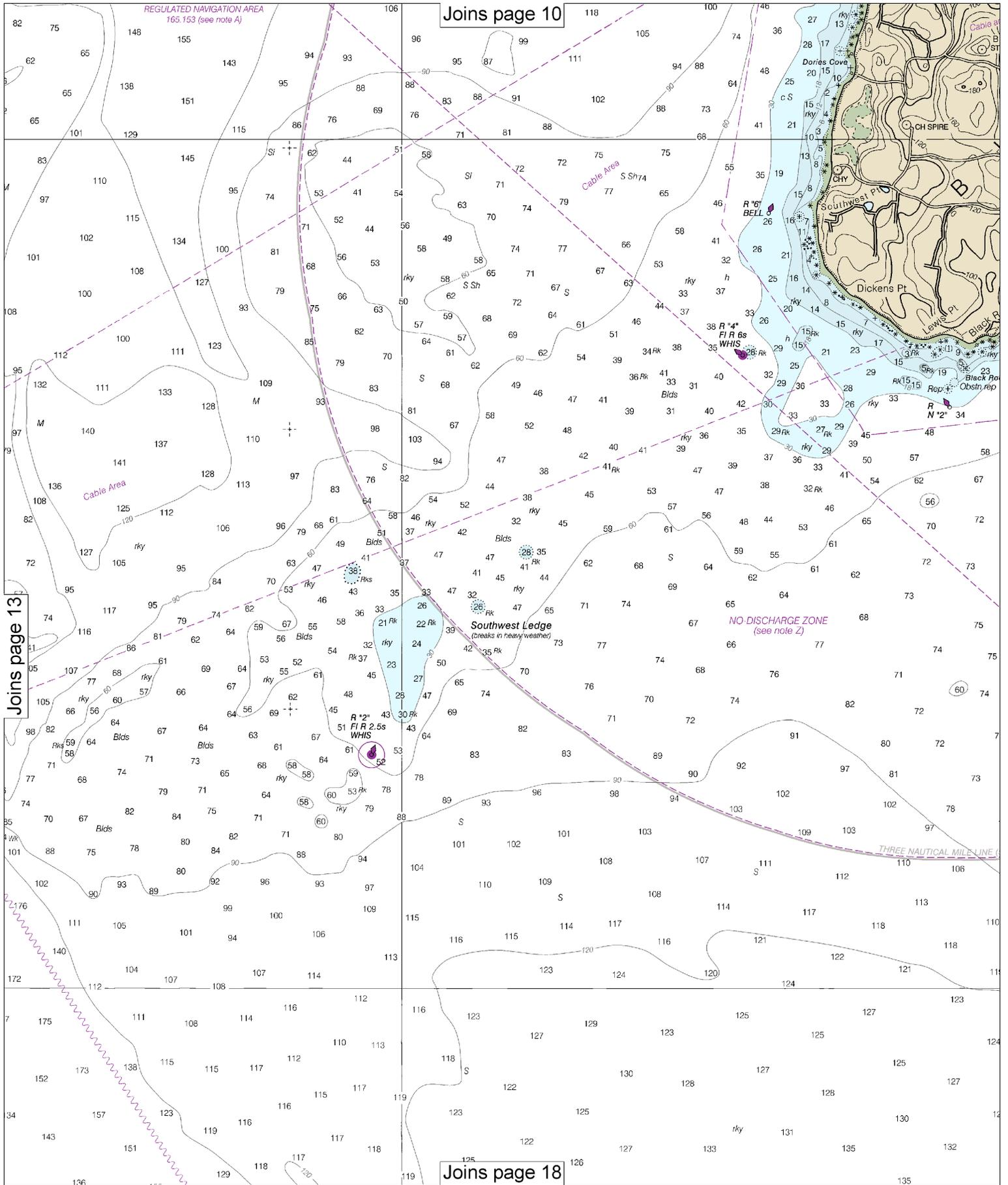
Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.







Joins page 10

Joins page 13

Joins page 18

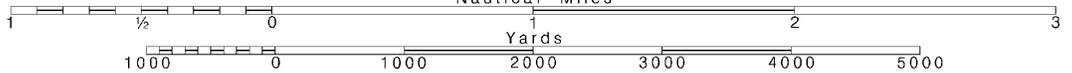
**14**

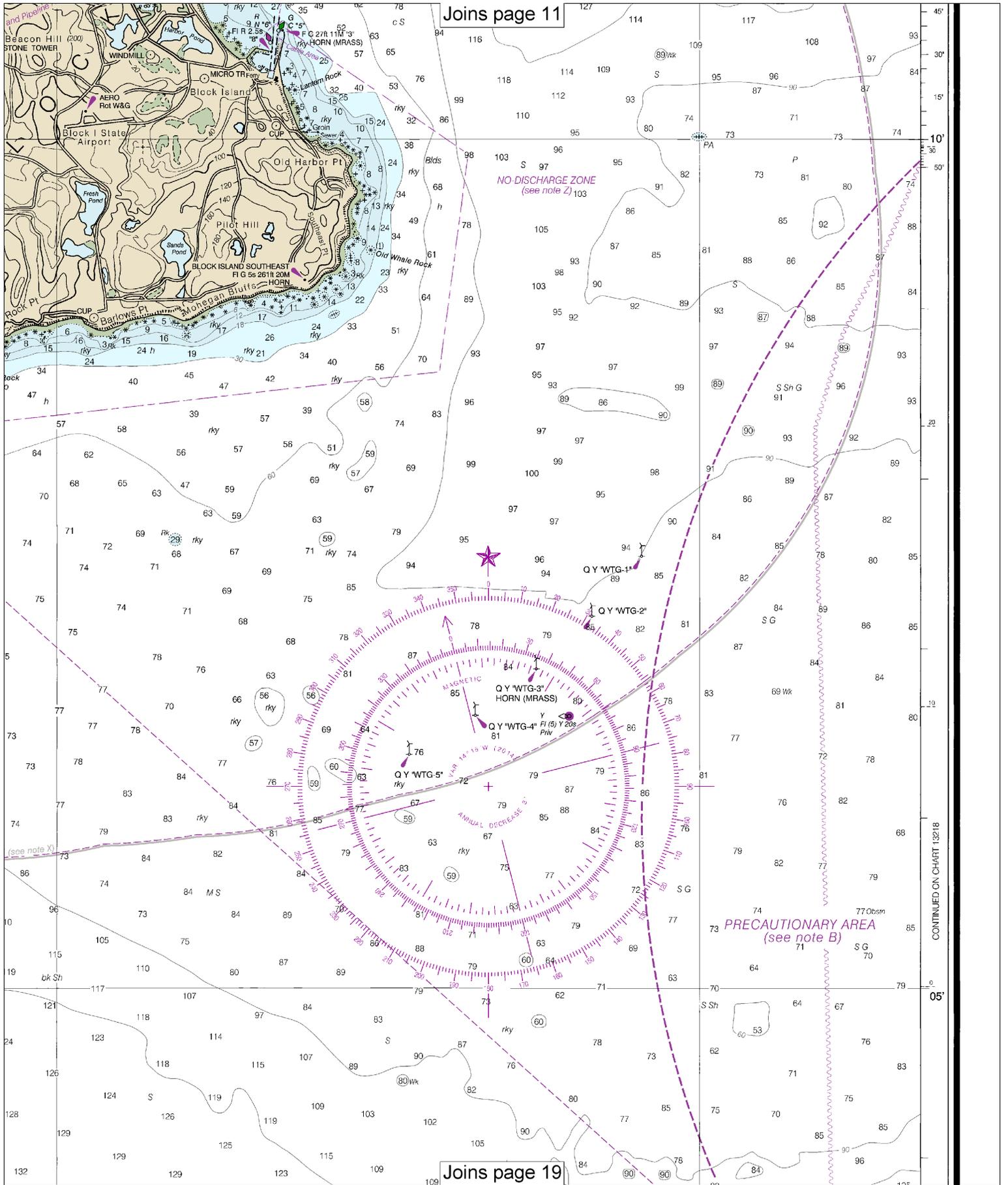
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

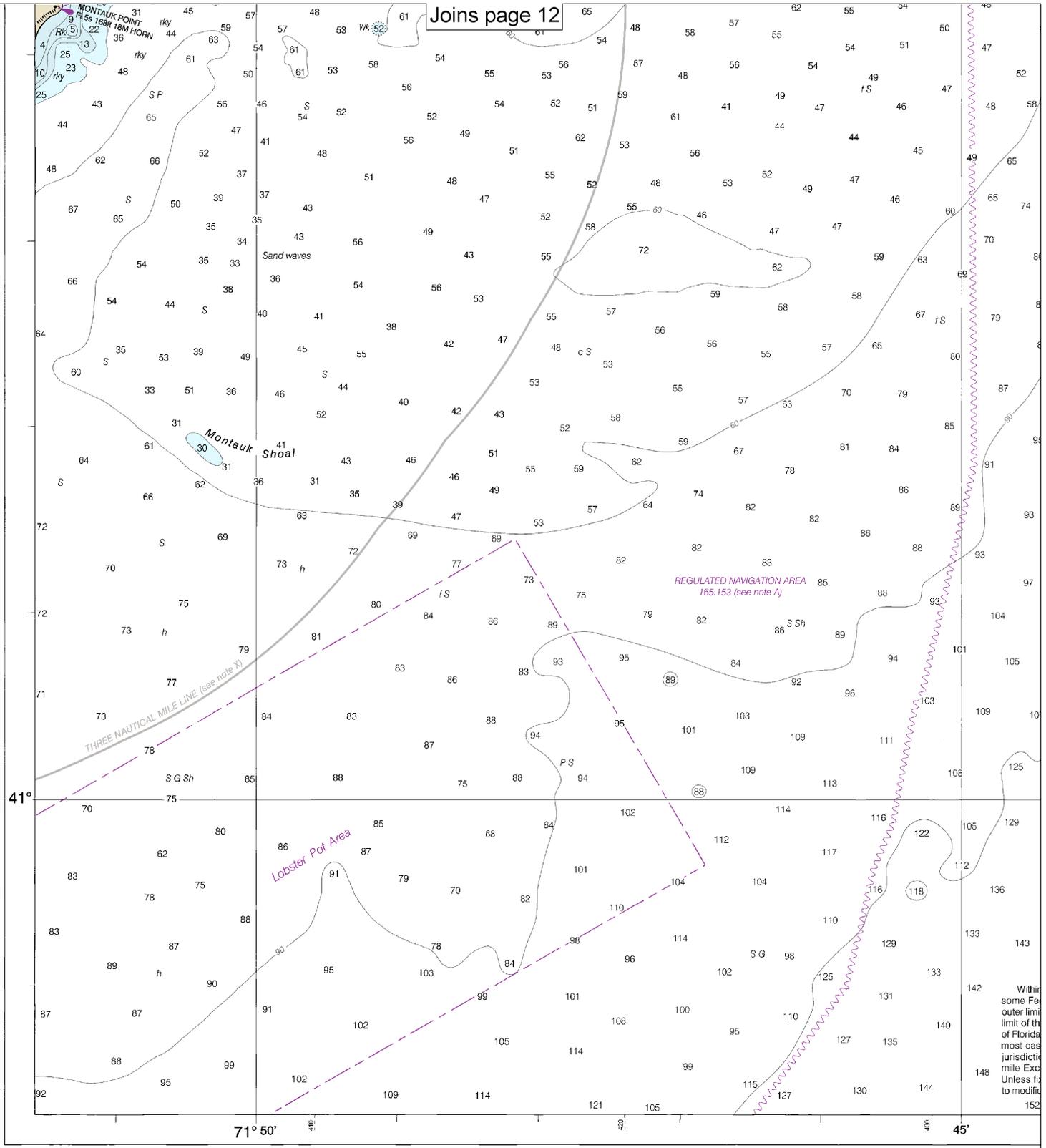
See Note on page 5.





CONTINUED ON CHART 13218

Joins page 12



Within some Federal outer limit of the State of Florida, most cases of jurisdiction are in miles. Exc. Unless fixed to modify 152

13215

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).

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

21st Ed., Sep. 2014. Last Correction: 9/30/2016. Cleared through:  
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

16

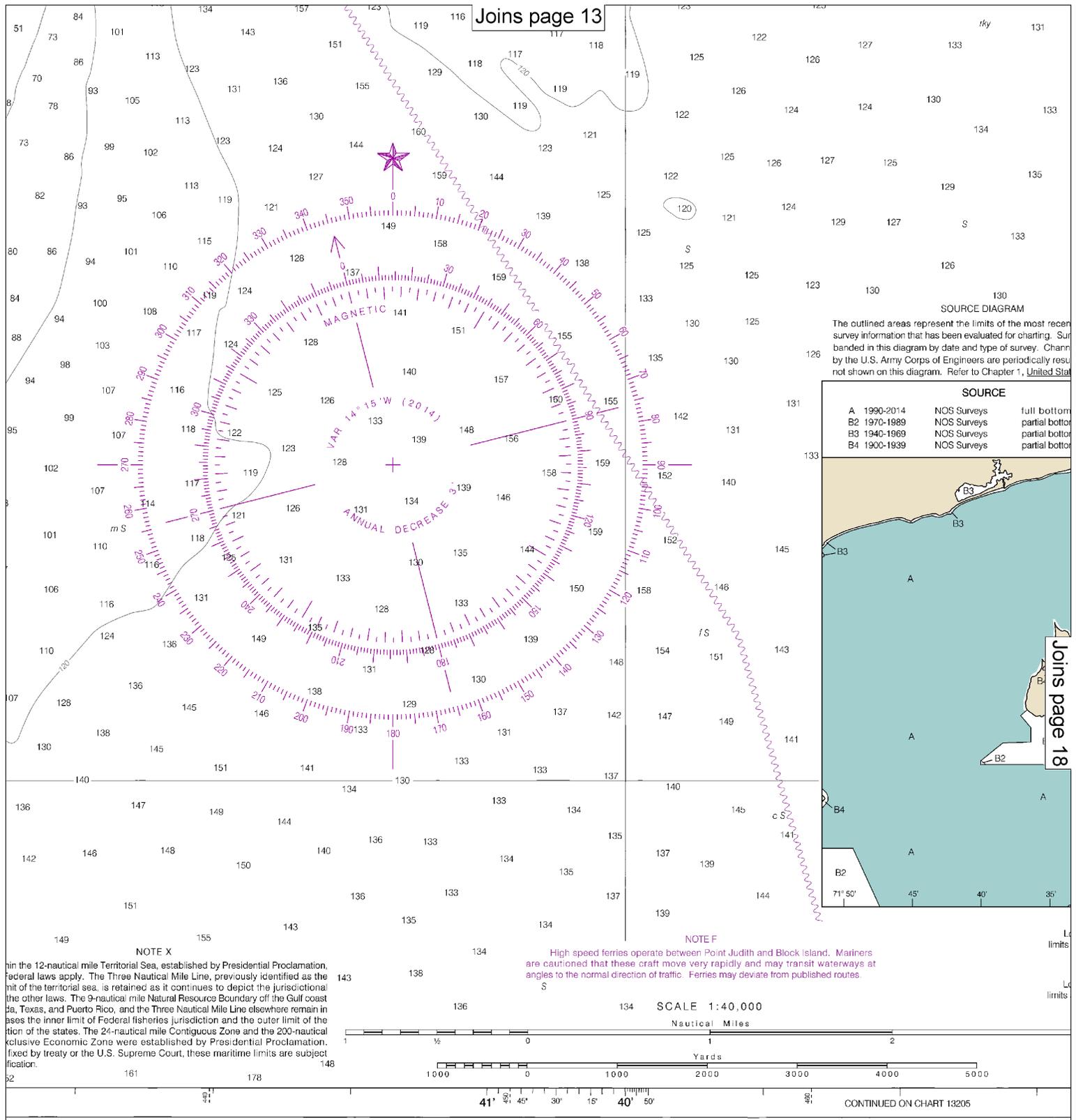
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

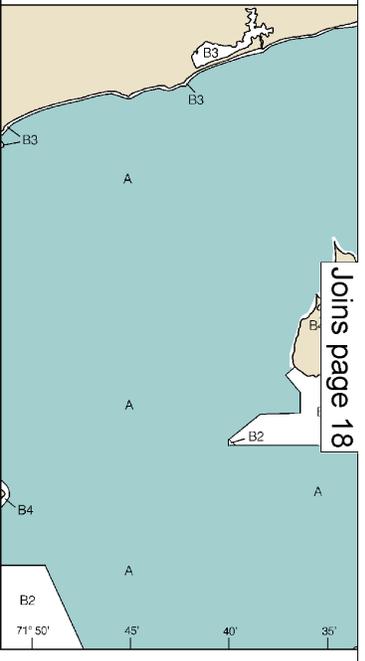
See Note on page 5.





The outlined areas represent the limits of the most recent survey information that has been evaluated for charting. Surveys are identified in this diagram by date and type of survey. Charts published by the U.S. Army Corps of Engineers are periodically resurveyed. Surveys not shown on this diagram. Refer to Chapter 1, United States Hydrographic Surveying Manual.

SOURCE		
A	1990-2014	NOS Surveys full bottom
B2	1970-1989	NOS Surveys partial bottom
B3	1940-1969	NOS Surveys partial bottom
B4	1900-1939	NOS Surveys partial bottom



Joins page 18

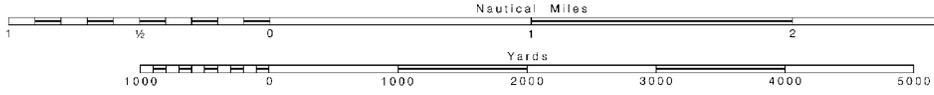
NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, Federal laws apply. The Three Nautical Mile Line, previously identified as the limit of the territorial sea, is retained as it continues to depict the jurisdictional boundaries under 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 effect. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Where fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to change.

NOTE F

High speed ferries operate between Point Judith and Block Island. Mariners are cautioned that these craft move very rapidly and may transit waterways at angles to the normal direction of traffic. Ferries may deviate from published routes.

SCALE 1:40,000

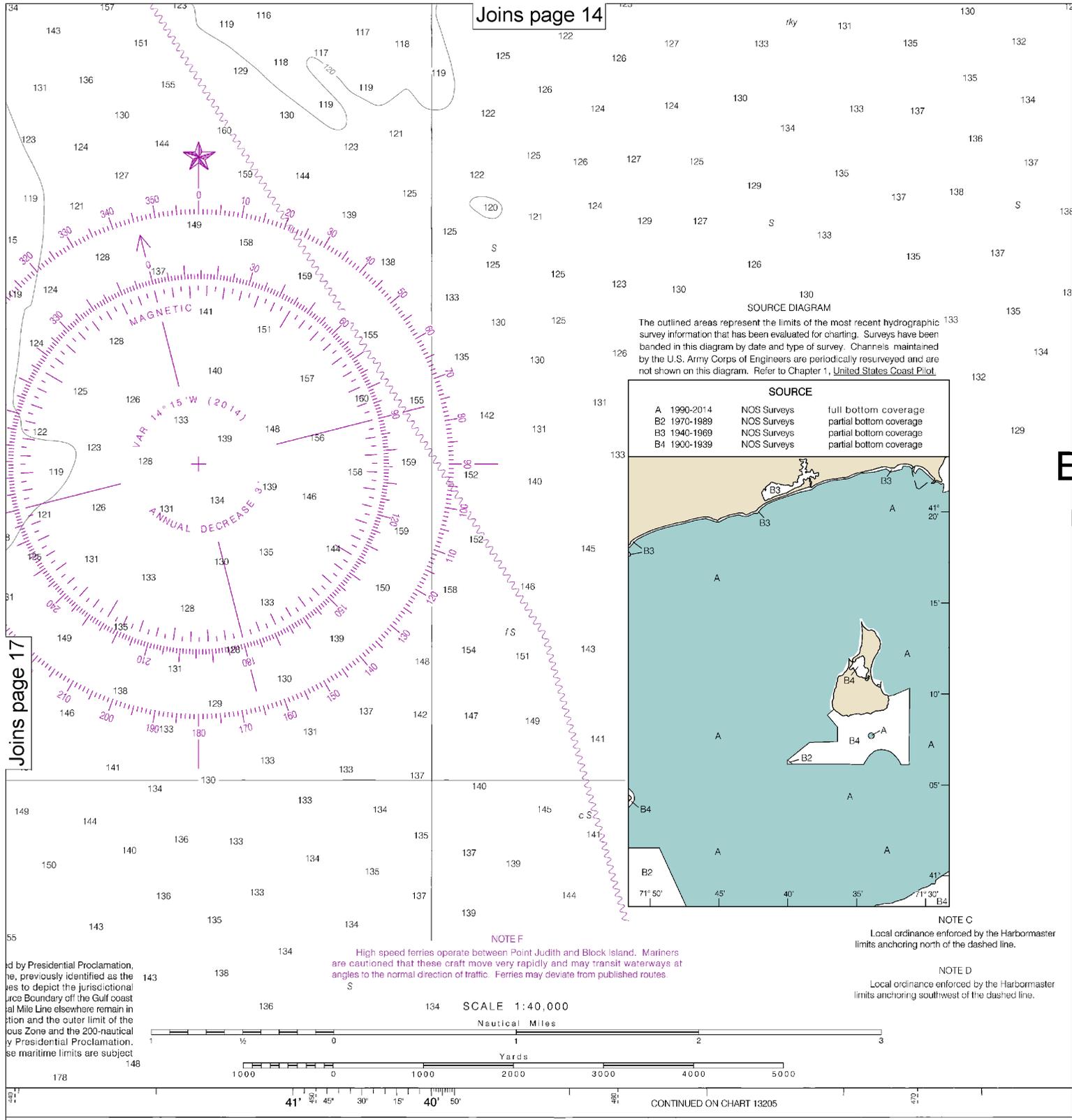


CONTINUED ON CHART 13205

comments  
t.htm.

# SOUNDINGS IN FEET

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



Joins page 17

ed by Presidential Proclamation, he, previously identified as the es to depict the jurisdictional rce Boundary off the Gulf coastal Mile Line elsewhere remain in tion and the outer limit of the us Zone and the 200-nautical y Presidential Proclamation. se maritime limits are subject

# NDINGS IN FEET

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

FATHOMS	1	2	3	4	5					
FEET	6	12	18	24	30					
METERS	1	2	3	4	5	6	7	8	9	10

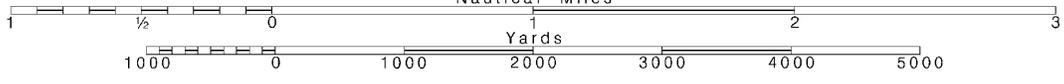
# 18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.



Joins page 15



UNITED STATES - EAST COAST

CONNECTICUT - RHODE ISLAND - NEW YORK

# BLOCK ISLAND SOUND

## POINT JUDITH TO MONTAUK POINT

Mercator Projection  
 Scale 1:40,000 at Lat. 41°12'  
 North American Datum of 1983  
 (World Geodetic System 1984)  
**SOUNDINGS IN FEET**  
 AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

**TIDAL INFORMATION**

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
Point Judith		(41°22'N/71°29'W)	3.4	3.1	0.1
Watch Hill Point		(41°18'N/71°52'W)	2.9	2.7	0.1
Block Island, Old Harbor		(41°10'N/71°33'W)	3.2	3.0	0.1
Montauk Point		(41°04'N/71°52'W)	2.9	2.6	0.1

Dashes (-) located in datum column 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>. (Jul 2014)

**HEIGHTS**

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

**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.

**PLANE COORDINATE GRID**  
 (based on NAD 1927)

The Rhode Island State Grid is indicated on this chart at 10,000 foot intervals thus:  
 The last three digits are omitted.

**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 0.364' northward and 1.777' eastward to agree with this chart.

**CAUTION**

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

**SUPPLEMENTAL INFORMATION**

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

**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.

New London, CT KHB-47 162.550 MHz  
 Providence, RI WXJ-39 162.400 MHz

**FISH TRAP AREAS**

Boundary lines of fish trap areas are shown thus: Submerged piling may exist in these areas.

REGULATED NAVIGATION AREA  
 165.153 (see note A)

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

**CAUTION**  
 Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

**CAUTION**  
 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:  
 (C)(Accurate location) (o)(Approximate location)

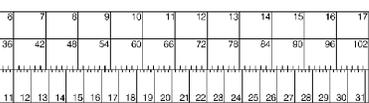
BLOCK ISLAND CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2016 AND SURVEYS TO JUN 2016							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
OLD HARBOR							
ENTRANCE TO BUOY 5	15.0	14.7	15.0	6-16	170-160	0.08	15
BUOY 5 TO END OF CHANNEL	A15.0	15.0	B14.8	6-16	160-140	0.24	15
ANCHORAGE BASIN		C12.5	D10.6	6-15		7.8 ACRES	15
GREAT SALT POND ENTRANCE							
BUOY 2 TO BUOY 7	14.8	14.6	E15.2	6-16	150	0.29	18
BUOY 7 TO BUOY 10	15.6	14.0	F6.5	6-16	150	0.20	18

A. EXCEPT FOR SHOALING TO 12.4 FEET WITHIN 10 FEET OF EAST CHANNEL LIMIT.  
 B. EXCEPT FOR SHOALING TO 13.1 FEET WITHIN 160 FEET OF THE END OF THE CHANNEL.  
 C. EXCEPT FOR SHOALING TO 1.7 FEET WITHIN 80 FEET OF ANCHORAGE LIMITS.  
 D. EXCEPT FOR SHOALING TO 7.6 FEET WITHIN 20 FEET OF EASTERN AND SOUTHERN BASIN LIMITS.  
 E. EXCEPT FOR SHOALING TO 7.7 FEET WITHIN 10 FEET OF CHANNEL LIMIT.  
 F. EXCEPT FOR SHOALING TO +0.1 FEET WITHIN 10 FEET OF CHANNEL LIMIT.  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

35' 40' 45' 71°30' 11426 X 914.4 mm

Block Island Sound, Point Judith to Montauk Point  
 SOUNDINGS IN FEET - SCALE 1:40,000

13215





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.