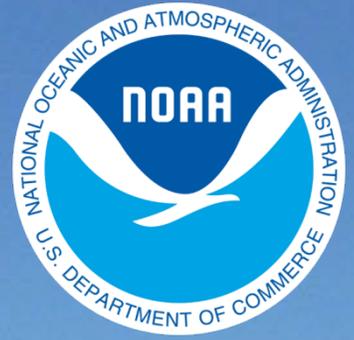


BookletChart™

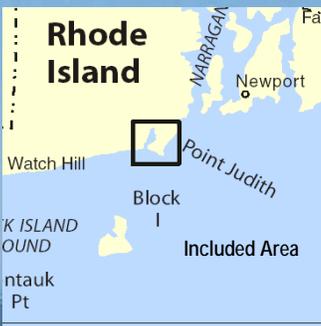


Point Judith Harbor

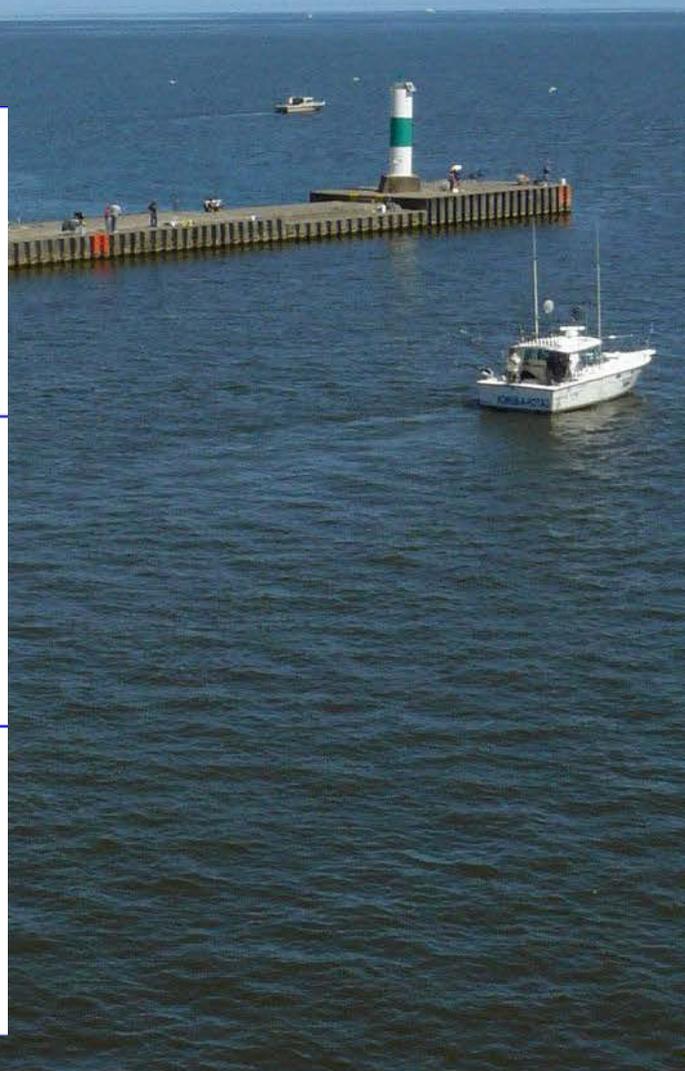
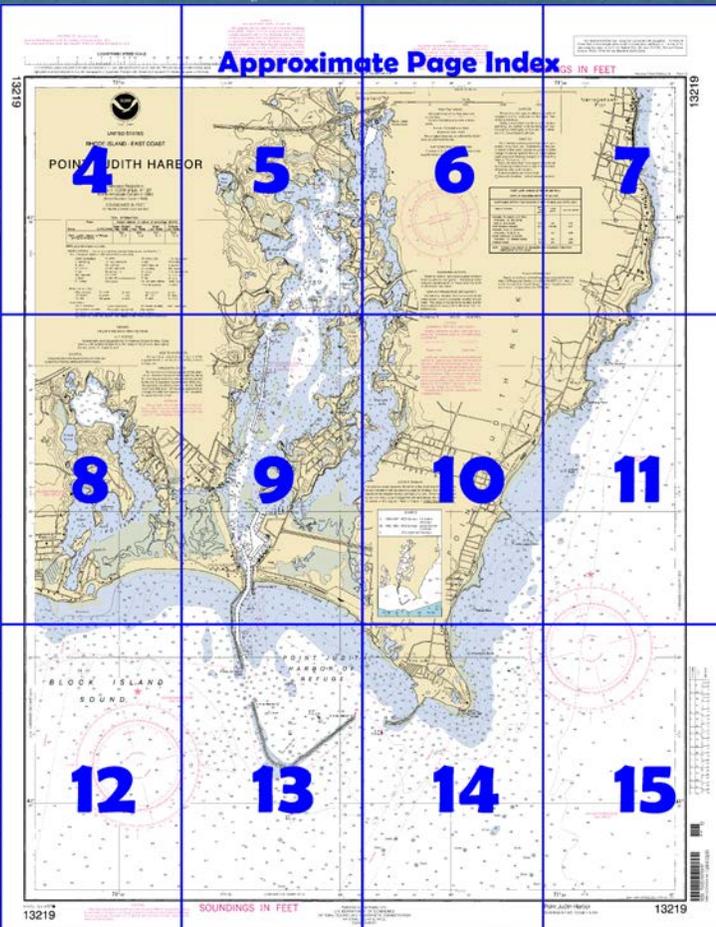
NOAA Chart 13219

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.

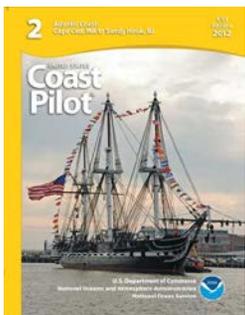
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13219>



(Selected Excerpts from Coast Pilot)
Point Judith Light (41°21.7'N., 71°28.9'W.), 65 feet above the water, is shown from an octagonal tower, 51 feet high, with the lower half white, upper half brown. The station has a fog signal. About 100 yards north of the light is **Point Judith Coast Guard Station**. A lighted whistle buoy is about 2.4 miles southward of the light. (See chart 13218.)
Point Judith Harbor of Refuge, on the west side of Point Judith, is formed by a main V-shaped breakwater and two shorearm breakwaters extending to the shore. The harbor is easy of access for most vessels except with a heavy southerly sea. It is little used by tows. The only soft bottom in the harbor is found in the southern part of the deeper water enclosed by the main breakwater. On the north side the shoaling is gradual; the 18-foot curve is about 0.3 to 0.5 mile offshore.

Near the central part of the harbor are two shoals; the northernmost one has depths of 14 to 18 feet, and the southernmost one has depths of 14 to 16 feet and is marked by a buoy.

The area within the V-shaped breakwater affords protected anchorage for small craft. The breakwater should be given a berth of 200 yards to avoid broken and hard bottom; a rocky shoal area about 100 yards wide, paralleling the west side of the main breakwater northward from the angle should be avoided. A good berth for a vessel is on a line between Point Judith Harbor of Refuge East Entrance Light 3 and Point Judith Harbor of Refuge West Entrance Light 2, midway between them in 22 to 30 feet.

In August 1984, a submerged obstruction was reported about 270 yards southeast of Point Judith Harbor of Refuge West Entrance Light 2 in about 41°21'37"N., 71°30'40"W. A dangerous wreck, covered 4½ feet, is about 450 yards westward of Point Judith Harbor of Refuge East Entrance Light 3 in 41°21.6'N., 71°29.1'W.

The southern entrance to the Harbor of Refuge, known locally as the East Gap, is 400 yards wide; in July 1981, it had a reported controlling depth of about 24 feet with deeper water in the western half of the channel.

The western entrance to the Harbor of Refuge, known locally as the West Gap, is 500 yards wide; in July 1981, it had a reported controlling depth of about 18 feet, with lesser depths on the north side of the entrance.

Point Judith Pond is a saltwater tidal pond entered between two rock jetties at **The Breachway** in the northwestern part of Point Judith Harbor of Refuge. The east jetty is marked near its seaward end by a daybeacon. The pond extends 3.3 miles northerly to the town of **Wakefield**. It is used extensively by small fishing vessels and pleasure craft, and numerous fish wharves are inside the entrance. The north end of Point Judith Pond affords good anchorage for boats of 4 feet draft or less during a heavy blow.

The village of **Galilee** on the east side of the entrance and **Jerusalem** on the west side at **Succotach Point** have State piers and numerous small piers chiefly used by fishermen. A State fisheries laboratory is just above the State pier at Jerusalem. A State pier superintendent controls the State piers at Galilee and Jerusalem; his office is at the head of the Galilee State Pier.

A channel with three dredged sections marked by buoys and a daybeacon extends from Point Judith Harbor of Refuge along the west side of the pond to the State Pier at Jerusalem, and thence northerly to the turning basin at Wakefield. A branch channel, on the east side, extends northeasterly from the entrance to the pond to the State Pier at Galilee, and into anchorage areas westward of Galilee and southward of Little Comfort Island.

In February 1983, the controlling depths were 11 feet (13 feet at midchannel) to the junction with the Galilee branch channel, thence 11 feet to the State Pier at Jerusalem, thence in December 1985, 4½ feet to the turning basin at Wakefield with 6 feet in the basin except for shoaling to 5 feet along the west limit. In February 1983, the east branch channel had a controlling depth of 15 feet to the State Pier at Galilee, thence 11 feet (14 feet at midchannel) to the anchorage basin southward of Little Comfort Island, thence in October 1985, depths of 4½ to 7 feet were available in the anchorage except for shoaling to 1½ feet along the northeast limit. In February 1983, the anchorage westward of Galilee had depths of 10 feet.

**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



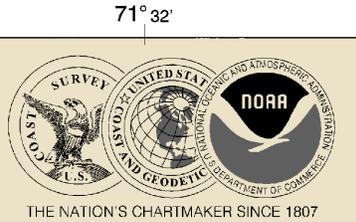
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

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

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/owcw/oceans/regulatory/vessel_sewage/.

SOUNDINGS IN FEET

13219



UNITED STATES - EAST COAST
 RHODE ISLAND

POINT JUDITH HARBOR

Mercator Projection
 Scale 1:15,000 at Lat. 41°23'
 North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

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, Harbor of Refuge		(41°22'N/71°29'W)	3.4	3.1	0.1

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 2014)

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 radio tower |
| Al alternating | IQ interrupted quick | N nun | Rct rotating |
| B black | Iso isophase | OBSC obscured | s seconds |
| Bn boscon | LT HO light house | Oc occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| DIA disphone | m minutes | Q quick | VG very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |

Bottom characteristics:

- | | | | | |
|--------------|-----------|---------|-------------|-----------|
| Bks boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Grs grass | M mud | S sand | sy sticky |

Miscellaneous:

- | | | | |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized | Obstn obstruction | PD position doubtful | Subm submerged |
| 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.

HEIGHTS

Heights in feet above Mean High Water.

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.

AIDS TO NAVIGATION

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

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
 Refer to charted regulation section numbers.

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 0.366' northward and 1.787' eastward to agree with this chart.

41° 25'

24'

50'

71° 32'

31'

Formerly

Joins page 8

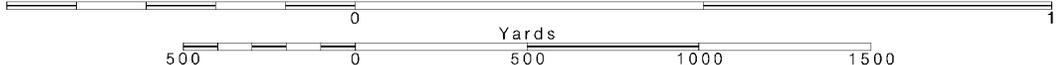
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
 Nautical Miles

See Note on page 5.



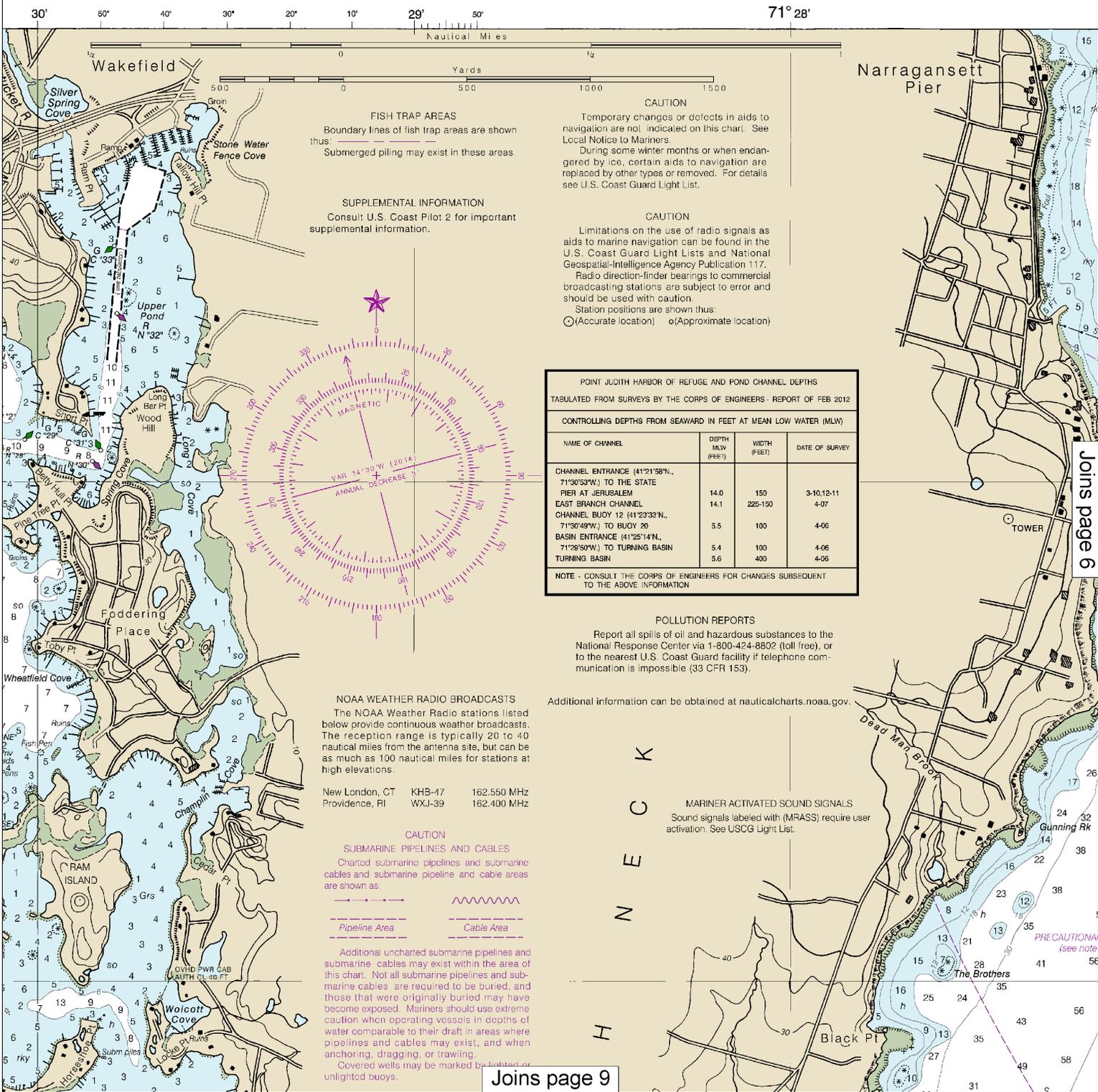
NOTE X

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.

**NOTE E
PRECAUTIONARY AREA**

Traffic within the Precautionary Area consists of vessels courses. Vessels transiting the Precautionary Area should, contolrline of the area to port providing for a counterclockw within the area. Mariners are advised to use extreme cautio this area.

NOAA encourages users to submit inquiries, discrep about this chart at <http://www.nauticalcharts.noaa.gov/str>



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

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/

5 (see note A)
Collisions at Sea, 1972.
d of the COLREGS Demarcation Line.

Formerly C&GS 268 1st Ed., Mar. 1953 D -1953-822 KAPP 2138

IN FEET

71° 32'

31'

30'

50'

40'

30'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

RHODE ISLAND

PORT JUDITH HARBOR

Mercator Projection
Scale 1:15,000 at Lat. 41°23'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
(LAT./LONG.)	feet	feet	feet
Port of Refuge (41°22'N/71°29'W)	3.4	3.1	0.1

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

Joins page 5

NOTATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Navigation lights are white unless otherwise indicated:

AO aeronautical	G green	Mo moose code	R TR radio tower
alternating	IQ interrupted quick	N nun	Rot rotating
black	Is isophase	OBSC obscured	s seconds
buoy	LT light house	Oc occulting	SEC sector
can	M nautical mile	Or orange	St M statute miles
discharge	m minutes	Q quick	VQ very quick
fixed	MICRO TR microwave tower	R red	W white
fishing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

characteristics:	Co coral	gy gray	Oys oysters	so soft
sh boulders	G gravel	h hard	Rk rock	Sh shells
broken	Gr grass	M mud	S sand	sl sticky

status:	AH authorized	Obstr obstruction	PD position doubtful	Subm submerged
existence doubtful	PA position approximate	Rep reported		

Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

NOTES
Authority by the National
Survey, with additional
information from
engineers, Geological
Survey.

NOTATION
Coast Guard Light List for
concerning aids to
navigation



NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

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 0.366' northward and 1.787' eastward to agree with this chart.

CAUTION

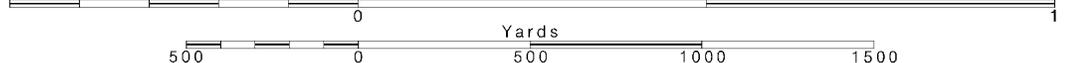
Improved channels shown by broken lines are

Joins page 10

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

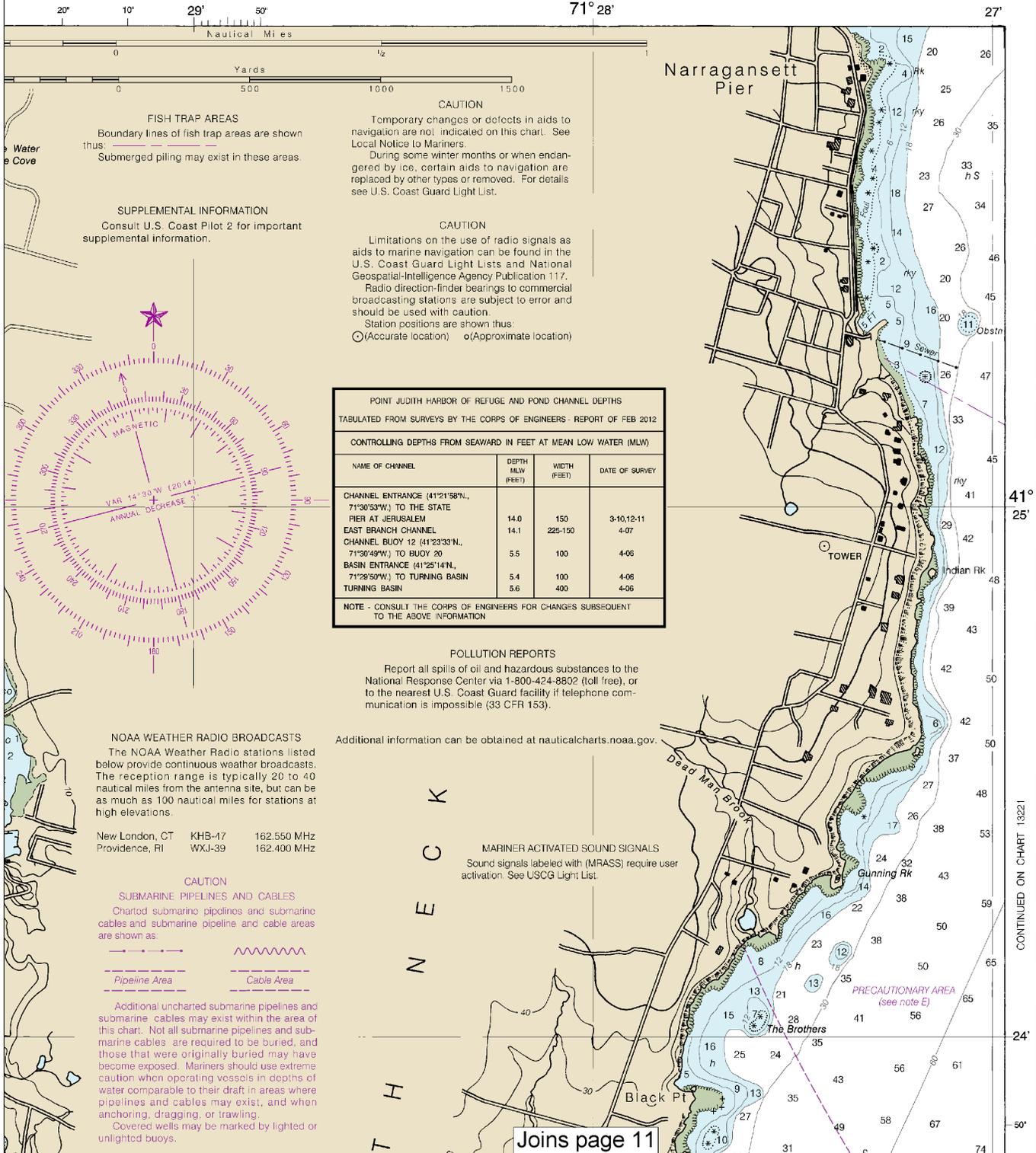
NOTE X

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.

NOTE E
PRECAUTIONARY AREA

Traffic within the Precautionary Area consists of vessels maneuvering on various courses. Vessels transiting the Precautionary Area should, when possible, keep the centerline of the area to port providing for a counterclockwise movement of vessels within the area. Mariners are advised to use extreme caution when navigating within this area.

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



13219

CONTINUED ON CHART 13221

Joins page 11

ED existence doubtful PA position approximate Rap report
21 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.

HEIGHTS
Heights in feet above Mean High Water.

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.

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

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
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CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

24'

50'

40'

30'

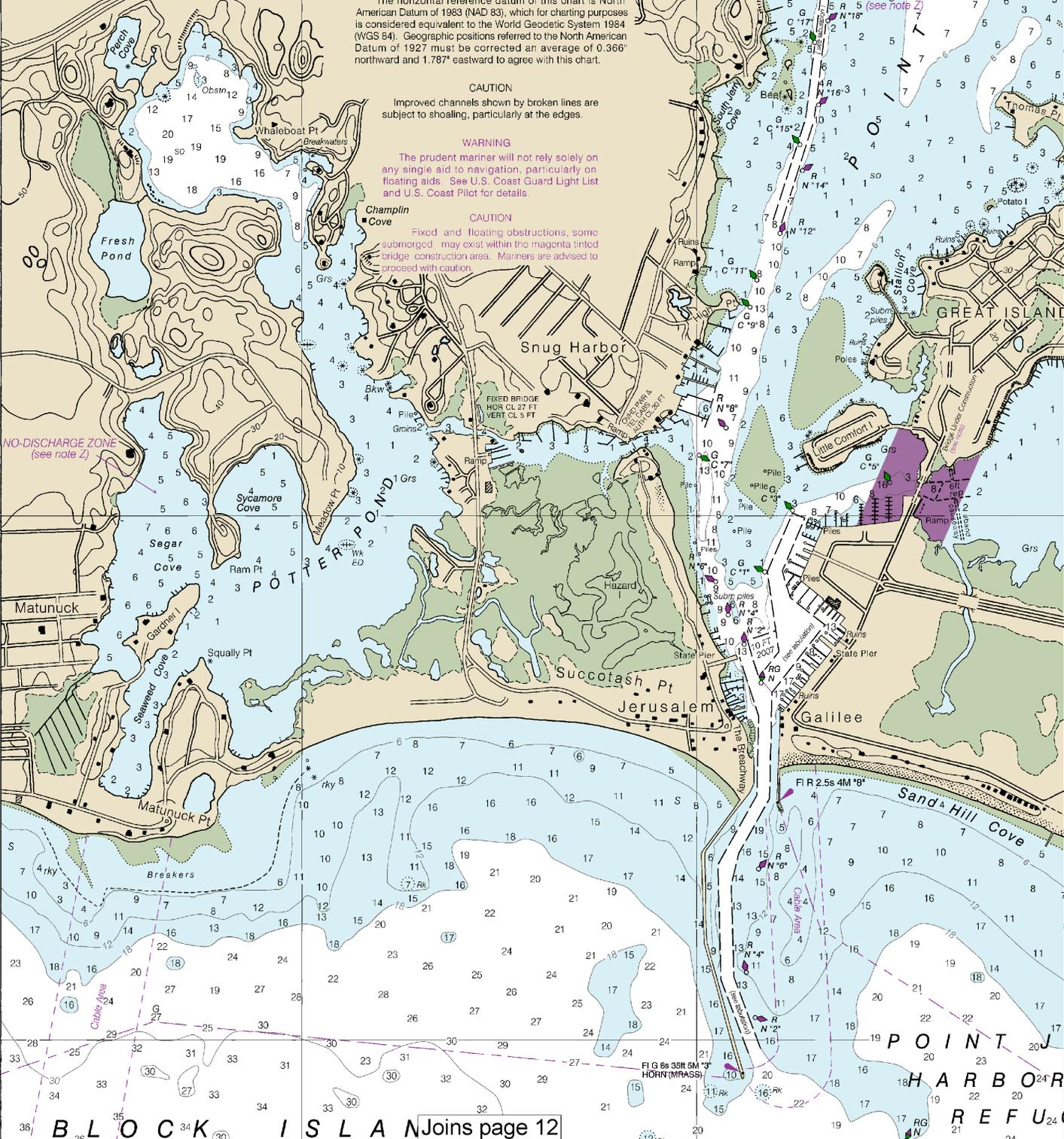
20'

10'

23'

50'

22'



B L O C K I S L A N D Joins page 12



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



MARINER ACTIVATED SOUND SIGNALS
Sound signals labeled with (MRASS) require user activation. See USCG Light List.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine 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, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

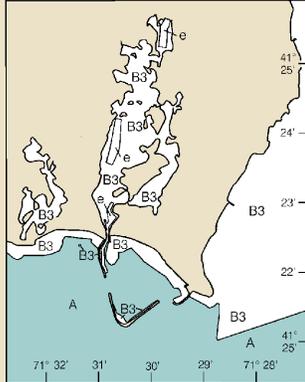
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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 1990-2009 NOS Surveys full bottom coverage
- B3 1940-1969 NOS Surveys partial bottom coverage
- e US Government Surveys



New London, CT KHB-17 162.550 MHz
 Providence, RI WKJ-39 162.400 MHz

Joins page 7

MARINER ACTIVATED SOUND SIGNALS
 Sound signals labeled with (MRASS) require user activation. See USCG Light List.

CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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RADAR REFLECTORS

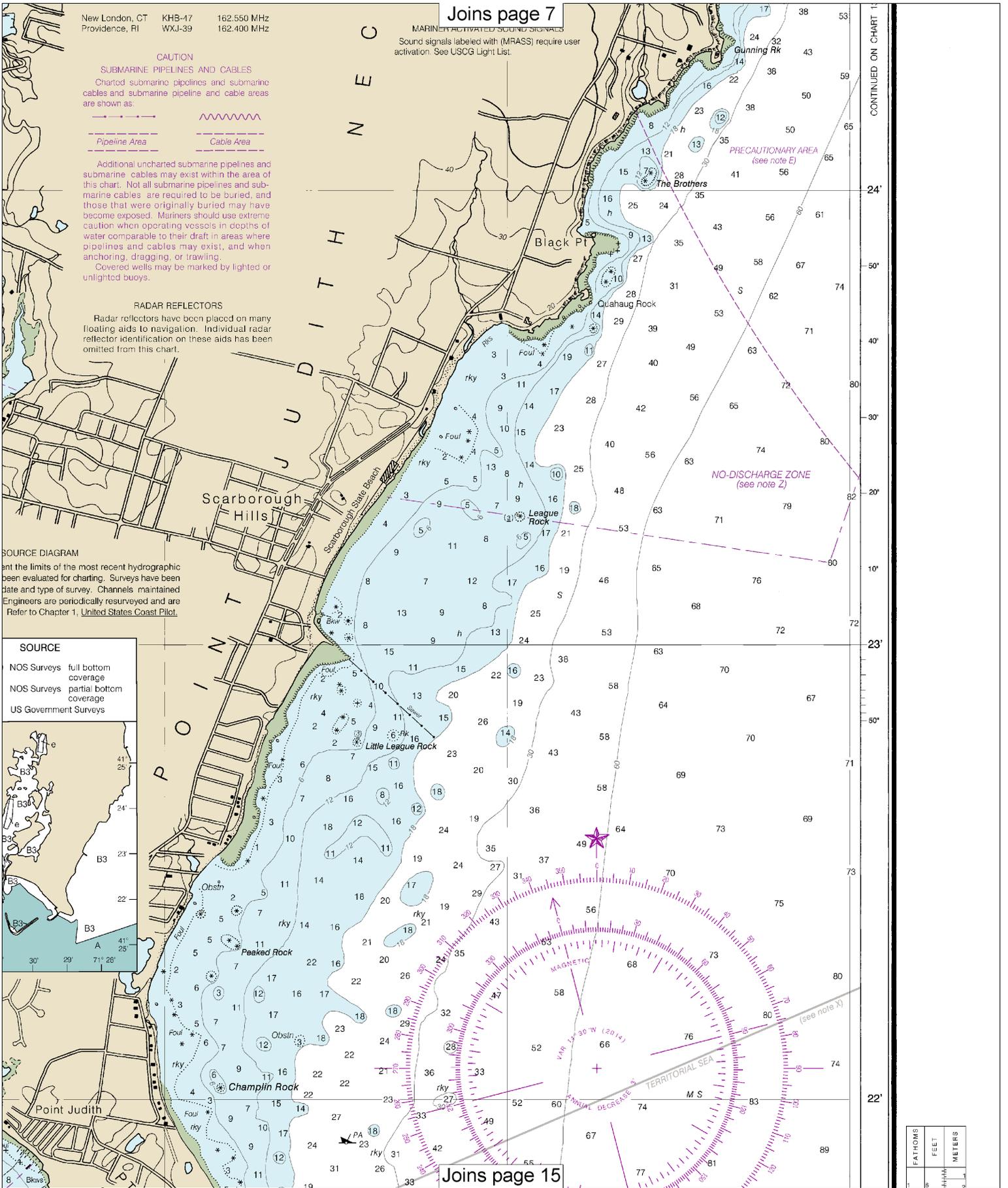
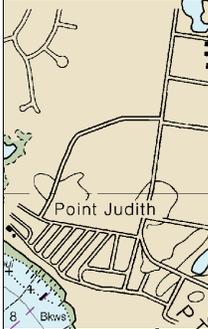
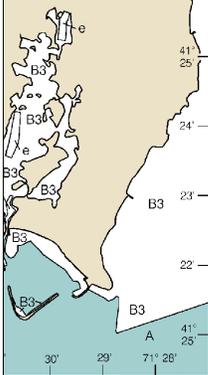
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SOURCE DIAGRAM

Indicate the limits of the most recent hydrographic data that have been evaluated for charting. Surveys have been identified by date and type of survey. Channels maintained by the United States Coast and Geodetic Survey are periodically resurveyed and are indicated by a star. Refer to Chapter 1, United States Coast Pilot.

SOURCE

- NOS Surveys full bottom coverage
- NOS Surveys partial bottom coverage
- US Government Surveys

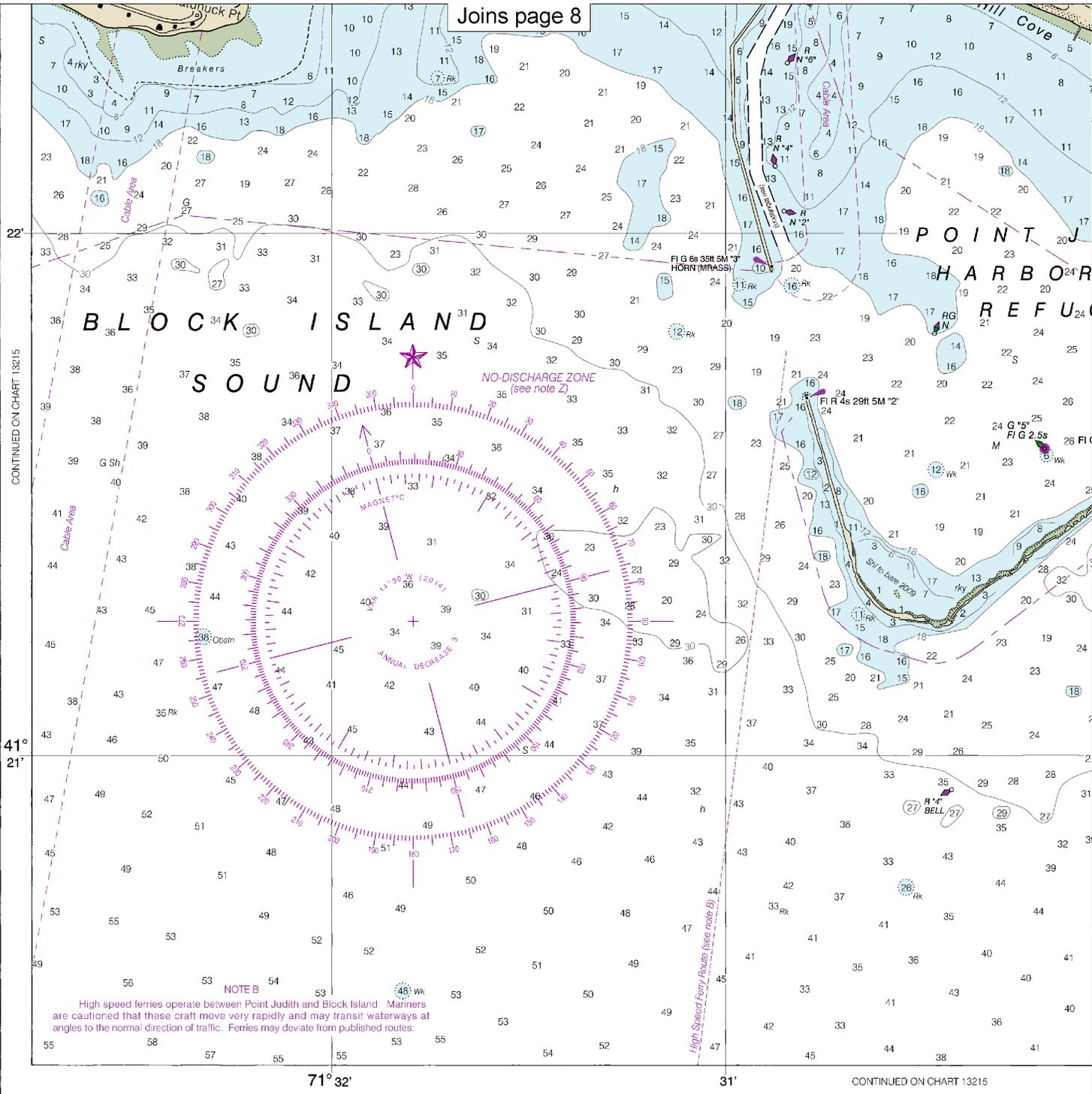


Joins page 15

CONTINUED ON CHART 11

FATHOMS	FEET	METERS
1	6	1.1
2	12	2.2
3	18	3.3
4	24	4.4
5	30	5.5
6	36	6.6
7	42	7.7
8	48	8.8
9	54	9.9
10	60	11.0
11	66	12.1
12	72	13.2
13	78	14.3
14	84	15.4
15	90	16.5
16	96	17.6
17	102	18.7
18	108	19.8
19	114	20.9
20	120	22.0
21	126	23.1
22	132	24.2
23	138	25.3
24	144	26.4
25	150	27.5
26	156	28.6
27	162	29.7
28	168	30.8
29	174	31.9
30	180	33.0
31	186	34.1
32	192	35.2
33	198	36.3
34	204	37.4
35	210	38.5
36	216	39.6
37	222	40.7
38	228	41.8
39	234	42.9
40	240	44.0
41	246	45.1
42	252	46.2
43	258	47.3
44	264	48.4
45	270	49.5
46	276	50.6
47	282	51.7
48	288	52.8
49	294	53.9
50	300	55.0
51	306	56.1
52	312	57.2
53	318	58.3
54	324	59.4
55	330	60.5
56	336	61.6
57	342	62.7
58	348	63.8
59	354	64.9
60	360	66.0
61	366	67.1
62	372	68.2
63	378	69.3
64	384	70.4
65	390	71.5
66	396	72.6
67	402	73.7
68	408	74.8
69	414	75.9
70	420	77.0
71	426	78.1
72	432	79.2
73	438	80.3
74	444	81.4
75	450	82.5
76	456	83.6
77	462	84.7
78	468	85.8
79	474	86.9
80	480	88.0
81	486	89.1
82	492	90.2
83	498	91.3
84	504	92.4
85	510	93.5
86	516	94.6
87	522	95.7
88	528	96.8
89	534	97.9
90	540	99.0
91	546	100.1
92	552	101.2
93	558	102.3
94	564	103.4
95	570	104.5
96	576	105.6
97	582	106.7
98	588	107.8
99	594	108.9
100	600	110.0

Joins page 8



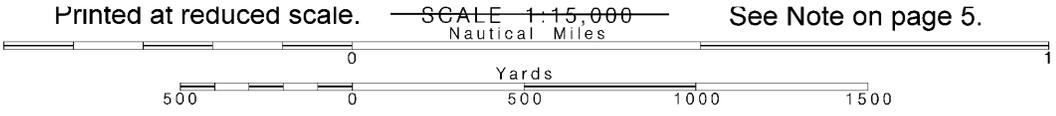
13219

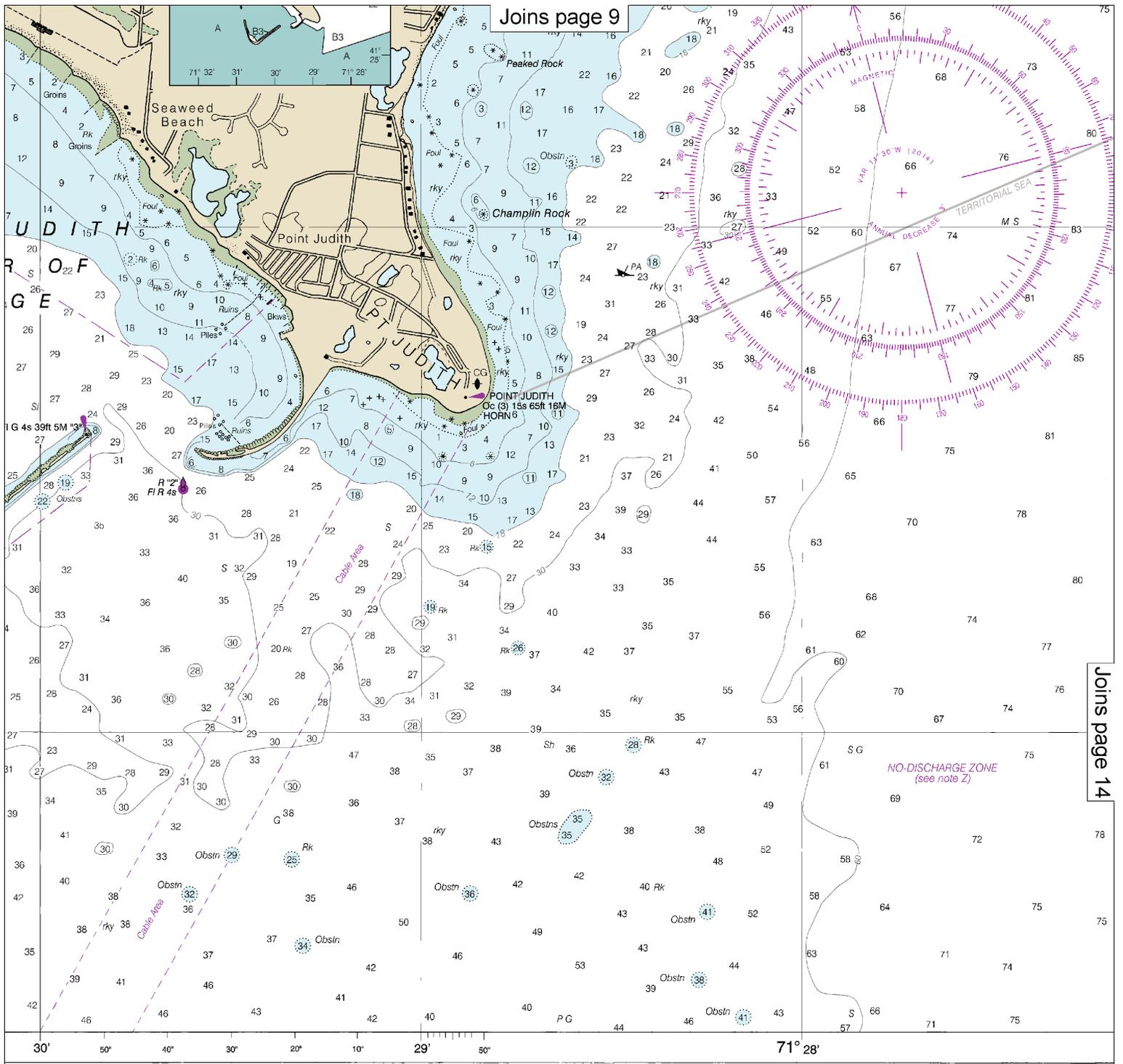
CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected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

14th Ed., Jul. 2014. Last Correction: 10/4/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

12

Note: Chart grid lines are aligned with true north.





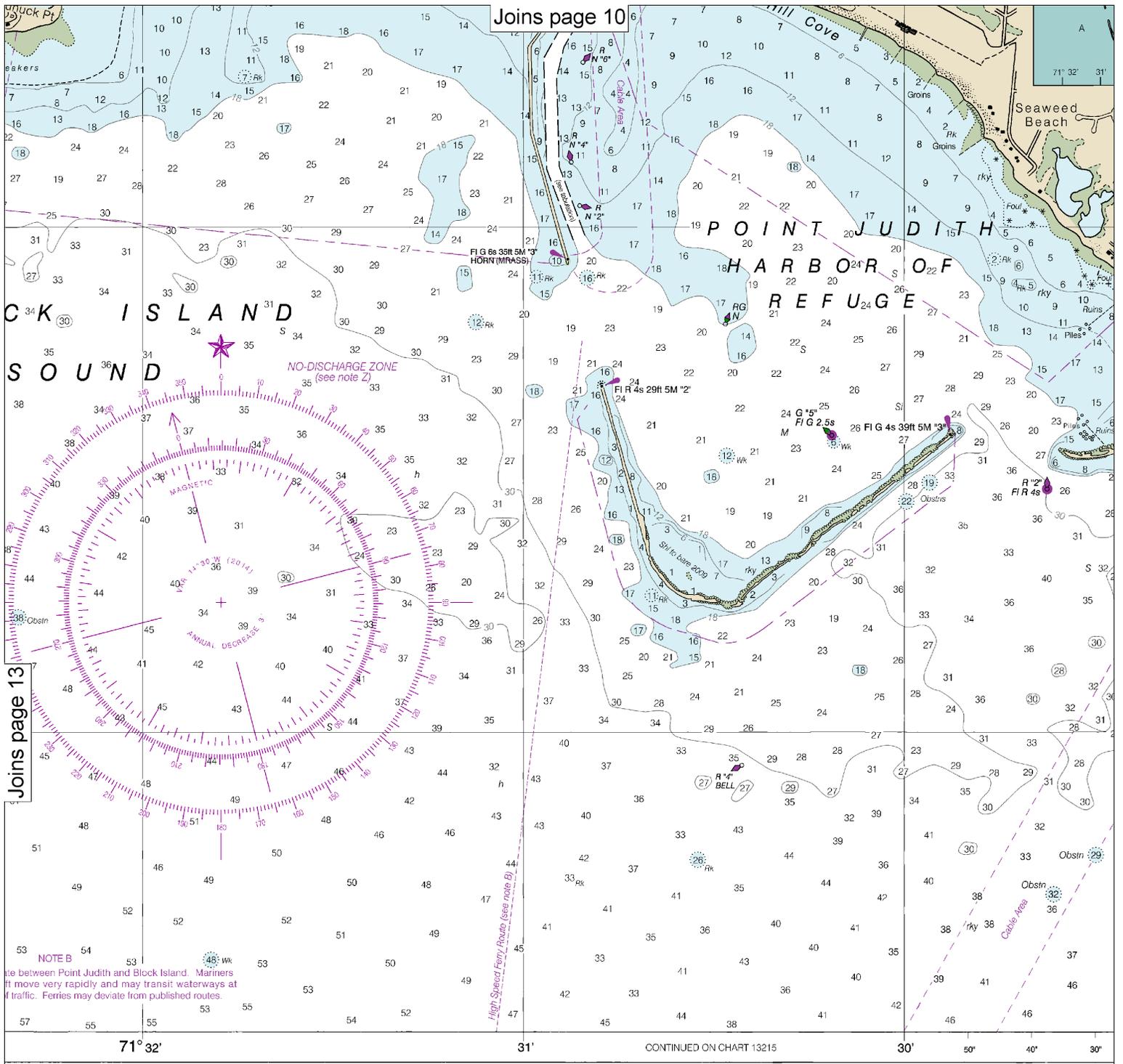
Joins page 9

Joins page 14

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 NATIONAL OCEAN SERVICE
 COAST SURVEY

SOUNDINGS IN FEET

Point Judith Harbor
 SOUNDINGS IN FEET - SCALE 1:15,000



Joins page 13

Joins page 10

NOTE B
 Between Point Judith and Block Island. Mariners
 must move very rapidly and may transit waterways at
 high speed. Ferries may deviate from published routes.

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.

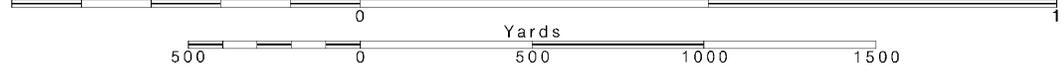
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 NATIONAL OCEAN SERVICE
 COAST SURVEY

14. Last Correction: 10/4/2016. Cleared through:
 29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

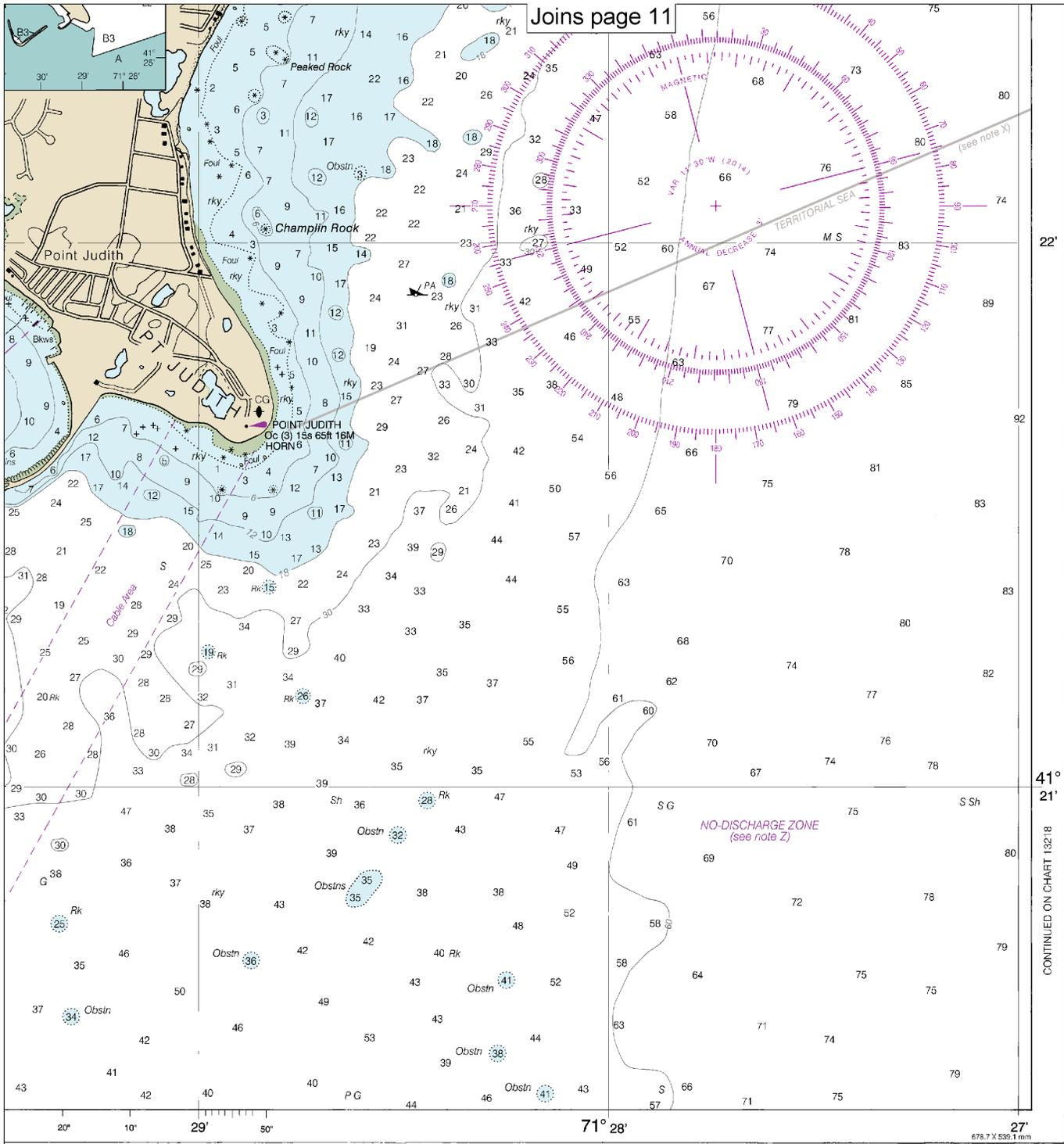
14

Note: Chart grid
 lines are aligned
 with true north.

Printed at reduced scale. SCALE 1:15,000
 Nautical Miles



See Note on page 5.



FATHOMS	FEET	METERS
1	6	1.1
2	12	2.2
3	18	3.3
4	24	4.4
5	30	5.5
6	36	6.6
7	42	7.7
8	48	8.8
9	54	9.9
10	60	11.0
11	66	12.1
12	72	13.2
13	78	14.3
14	84	15.4
15	90	16.5
16	96	17.6
17	102	18.7

22'
92
83
83
82
41° 21'
CONTINUED ON CHART 13218

SOUNDINGS IN FEET

Point Judith Harbor
SOUNDINGS IN FEET - SCALE 1:15,000

13219

RATION



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.