BookletChart™

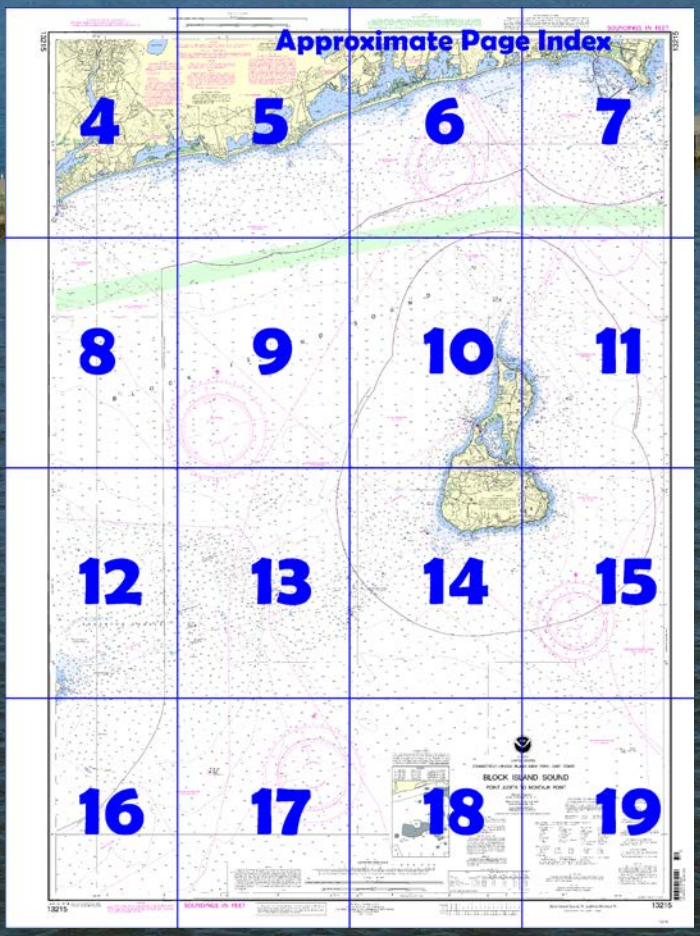
Block Island Sound – Point Judith to Montauk Point

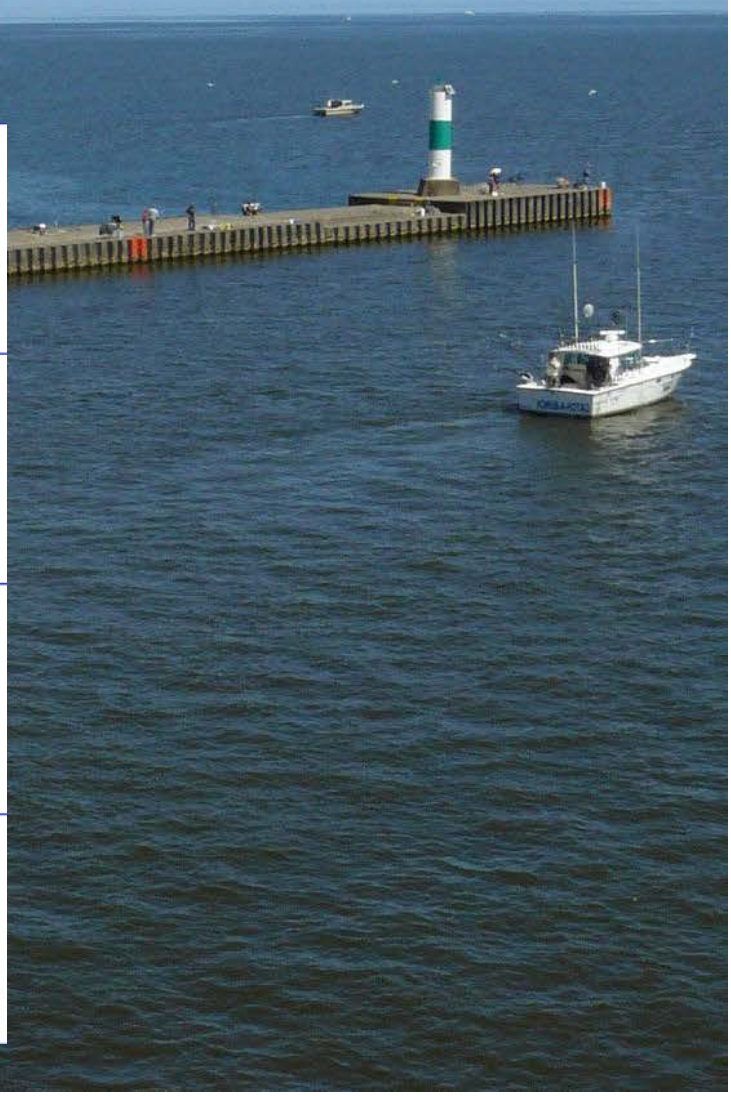
NOAA Chart 13215

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
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.

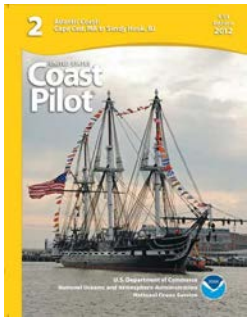
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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.



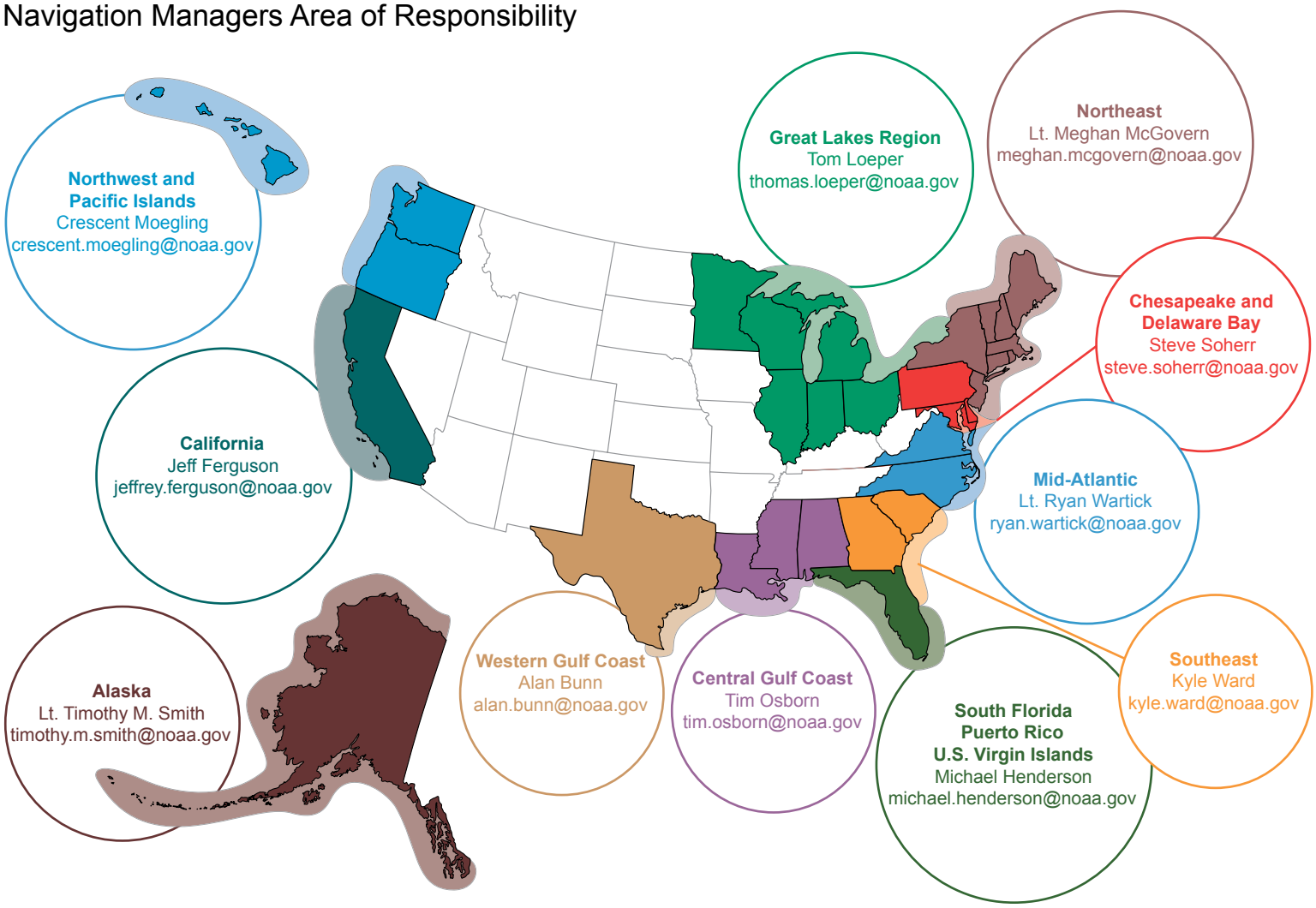
(Selected Excerpts from Coast Pilot)
Block Island Sound is a deep navigable waterway forming the eastern approach to Long Island Sound, Fishers Island Sound, and Gardiners Bay from the Atlantic Ocean. It has two entrances from the Atlantic: an eastern entrance from Rhode Island Sound between Block Island 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 Boston, MA	(617) 223-8555

Navigation Managers Area of Responsibility

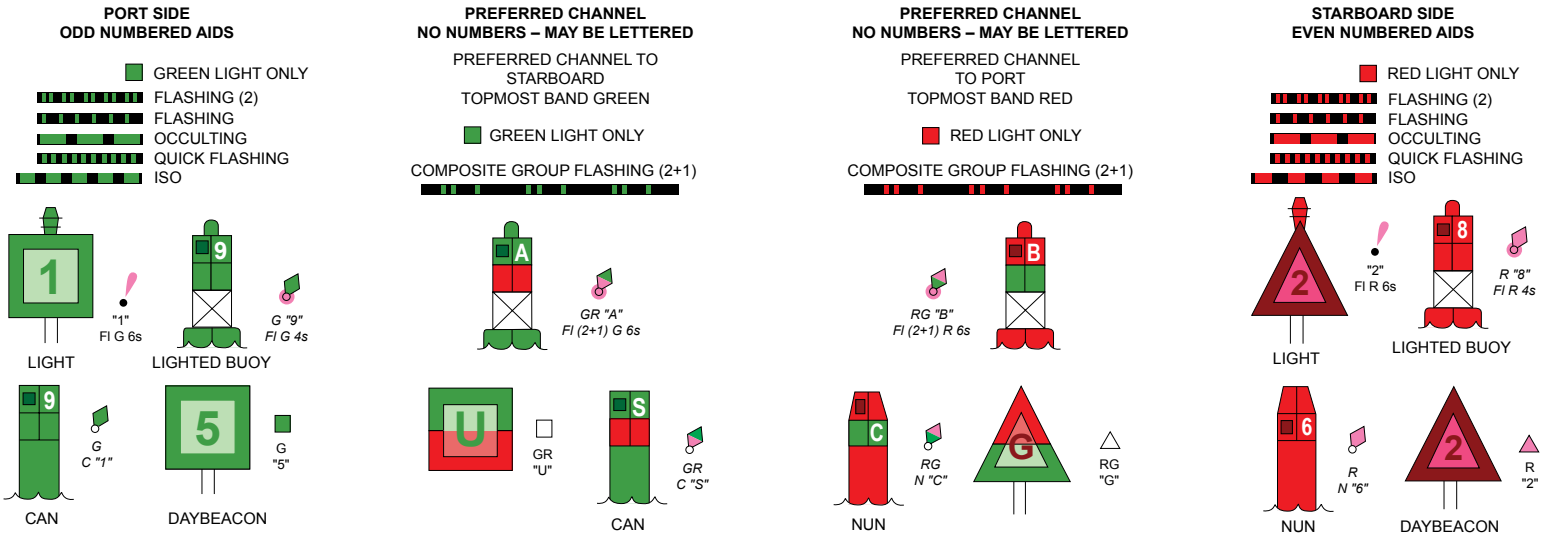


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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

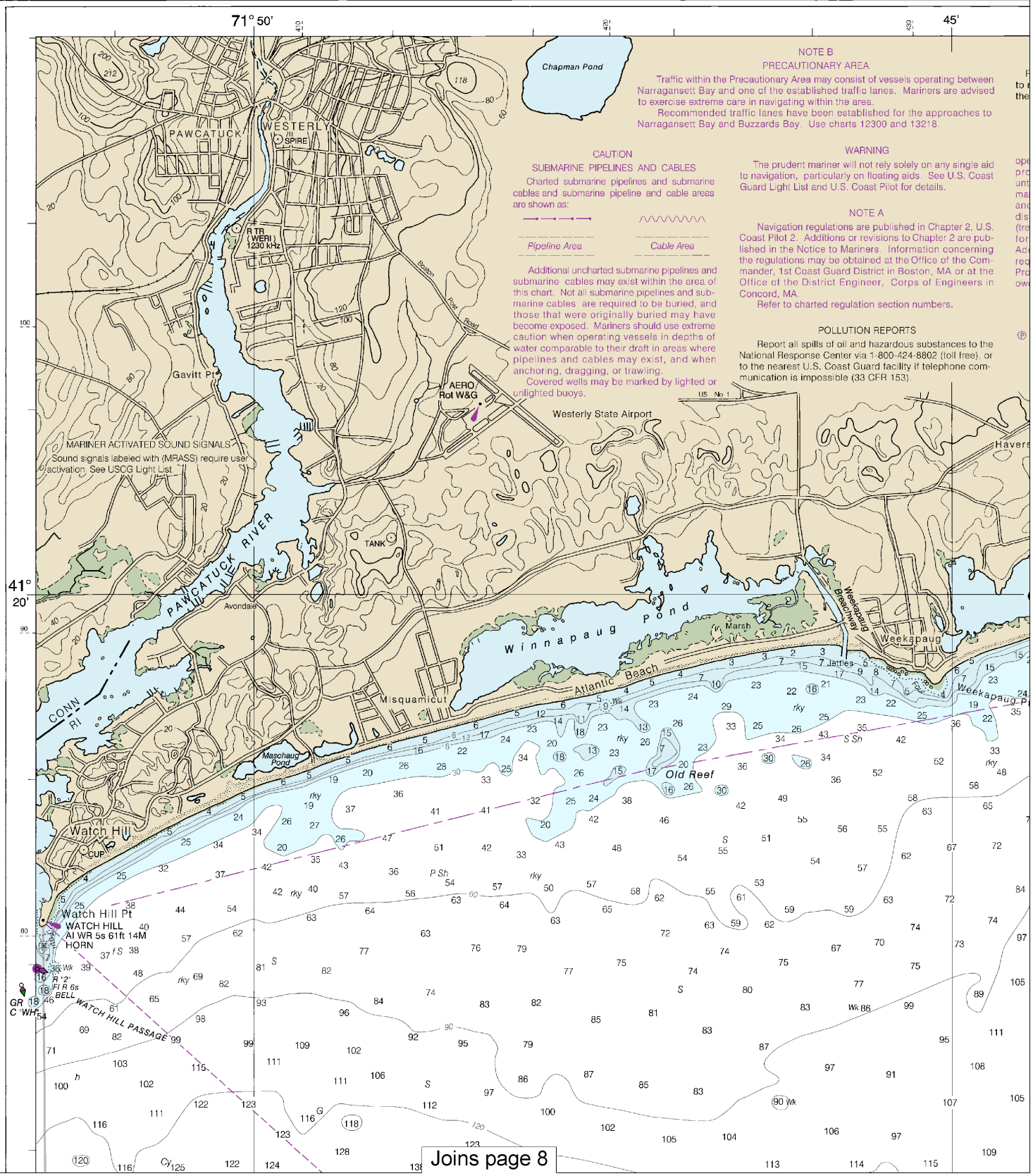
on navigable waters except Western Rivers



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*

SCALE 1:40
Nautical M
1 ½ 0 1
Yards
1000 0 1000 2000

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.



NOTE B
PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Narragansett Bay and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within the area.

Recommended traffic lanes have been established for the approaches to Narragansett Bay and Buzzards Bay. Use charts 12300 and 13218.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and 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.

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.

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.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000

40,000

Miles

2 3

3000 4000 5000

Formerly C&GS 271, 1st Ed., May 1966 KAPP 2141

RADAR REFLECTORS

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

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels perating within a No-Discharge Zone (NDZ) are completely rohibited from discharging any sewage, treated or ntreated, into the waters. All vessels with an installed arine sanitation device (MSD) that are navigating, moored, nchored, or docked within a NDZ must have the MSD isabled to prevent the overboard discharge of sewage reated or untreated) or install a holding tank. Regulations or the NDZ are contained in the U.S. Coast Pilot. dditional information concerning the regulations and equirements may be obtained from the Environmental rotection Agency (EPA) web site: http://www.epa.gov/ wow/oceans/regulatory/vessel_sewage/.

Pump-out facilities

Watchaug Pond

Charlestown

Ramp

Fort Neck Pond

Potato Pt

Tho Hummocks

Marsh Pt Ramp

Charlestown Beach

NO-DISCHARGE ZONE (see note Z)

Foster Cove

NINIGRET POND

Grassy Pt

Hall Pt

Green Hill Beach

Piles

Foul

Obstn PA

Obstns

Pipe

Quonochontaug Neck

East Beach

Charlestown Breachway

Shelter Harbor

Bills I

Quonochontaug Pond

Quonochontaug

Quonochontaug Breachway

Jetty

Cable Area

THREE NAUTICAL MILE LINE (see note X)

Joins page 6

Joins page 9

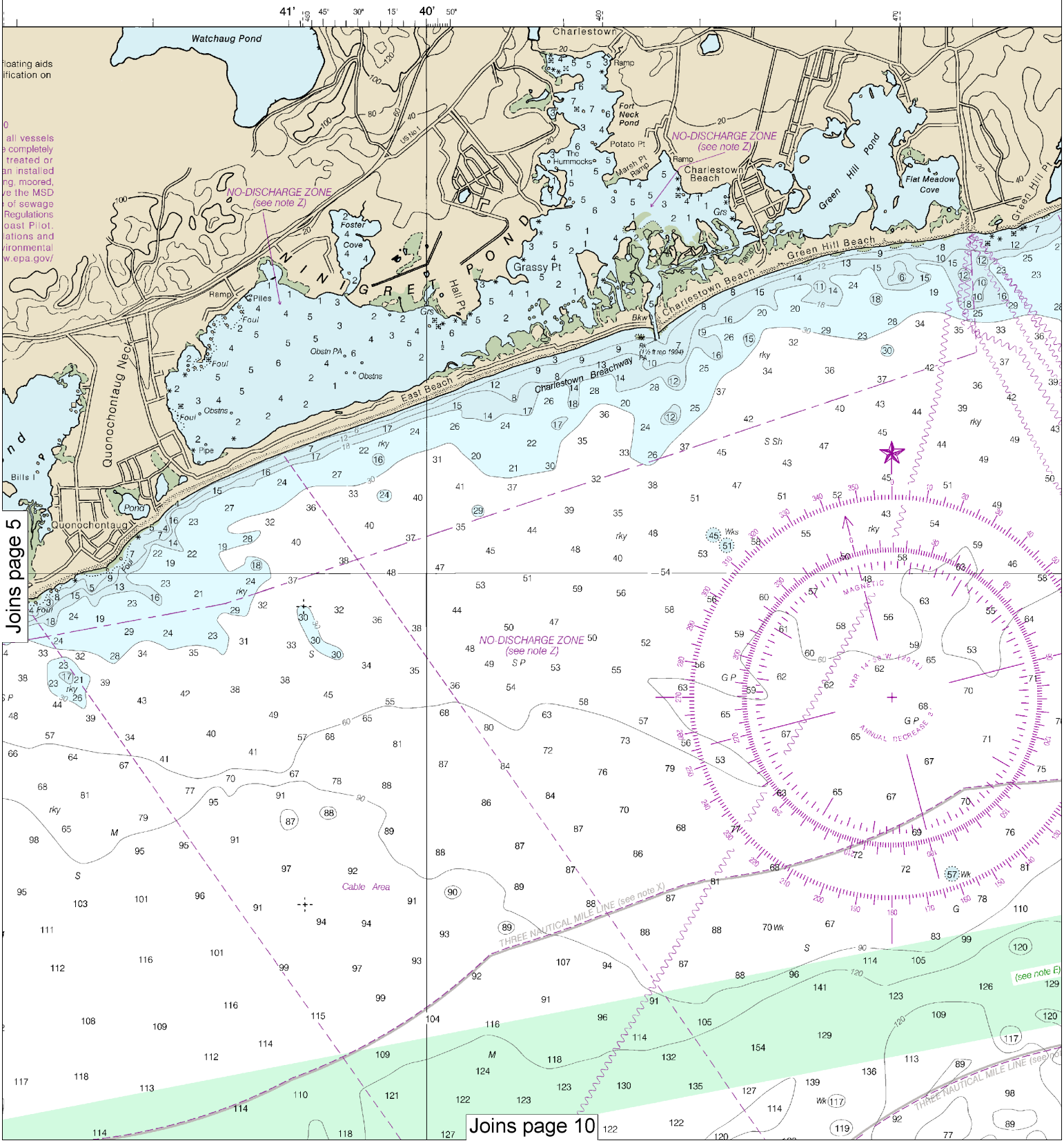
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

3

5000

Formerly C&GS 271, 1st Ed., May 1966 KAPP 2141

Recommended vessel routes for
Bay and Buzzards Bay. While not ma
routes at the master's discretion. Oth
monitor VHF channel 16 or 13 for info
Pilot Volume 2, Chapter 5, 6 or 7 as



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

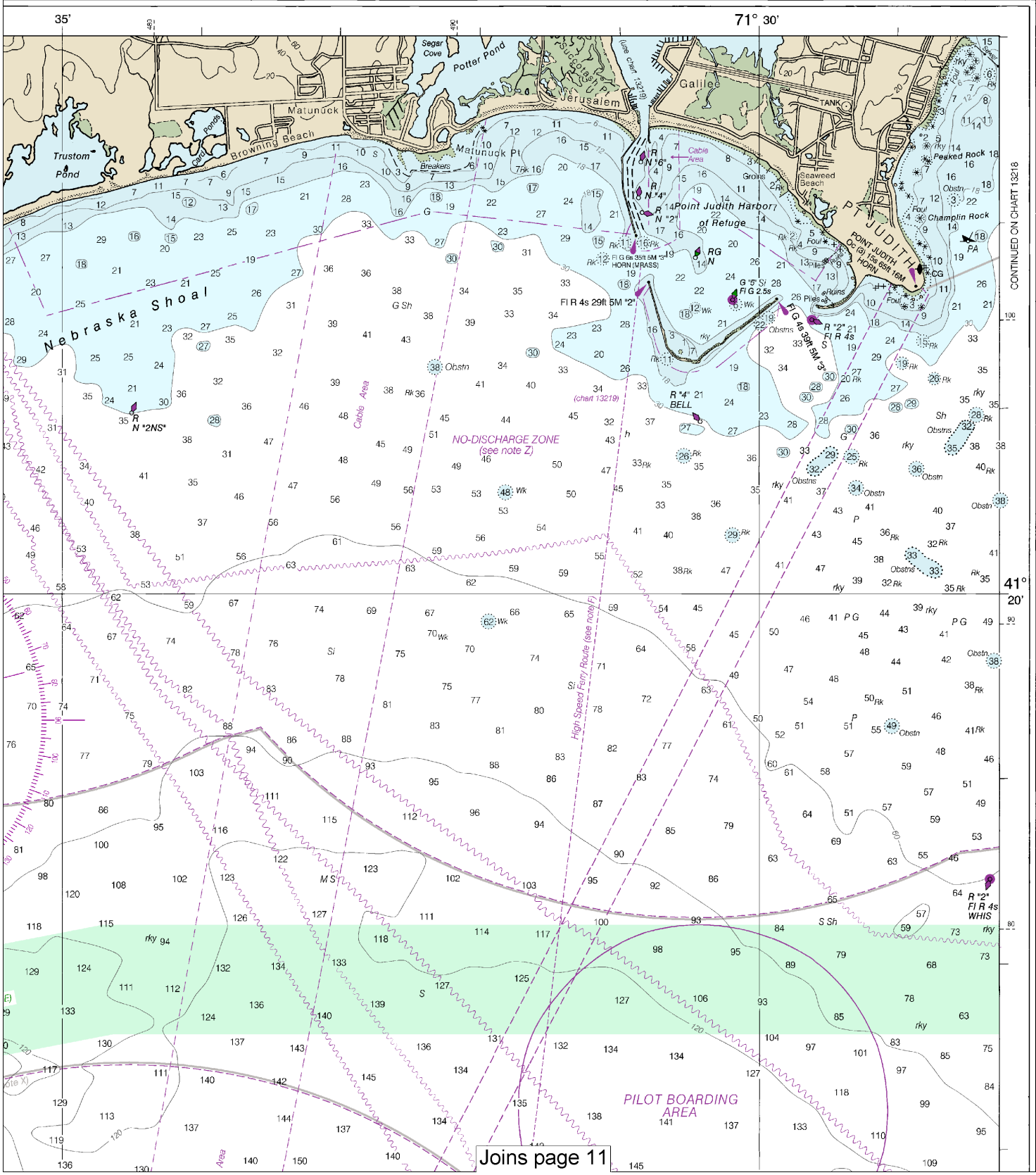
1000 0 1000 2000 3000 4000 5000

NOTE E
RECOMMENDED VESSEL ROUTE

or deep draft vessels (including tugs and barges) entering and departing Rhode Island Sound, Narragansett
mandatory, deep draft commercial vessels (including tugs and barges) are requested to follow the designated
Other vessels, while not excluded from these routes, should exercise caution in and around these areas and
formation concerning deep draft vessels (including tugs and barges) transiting these routes. See U.S. Coast
s appropriate.

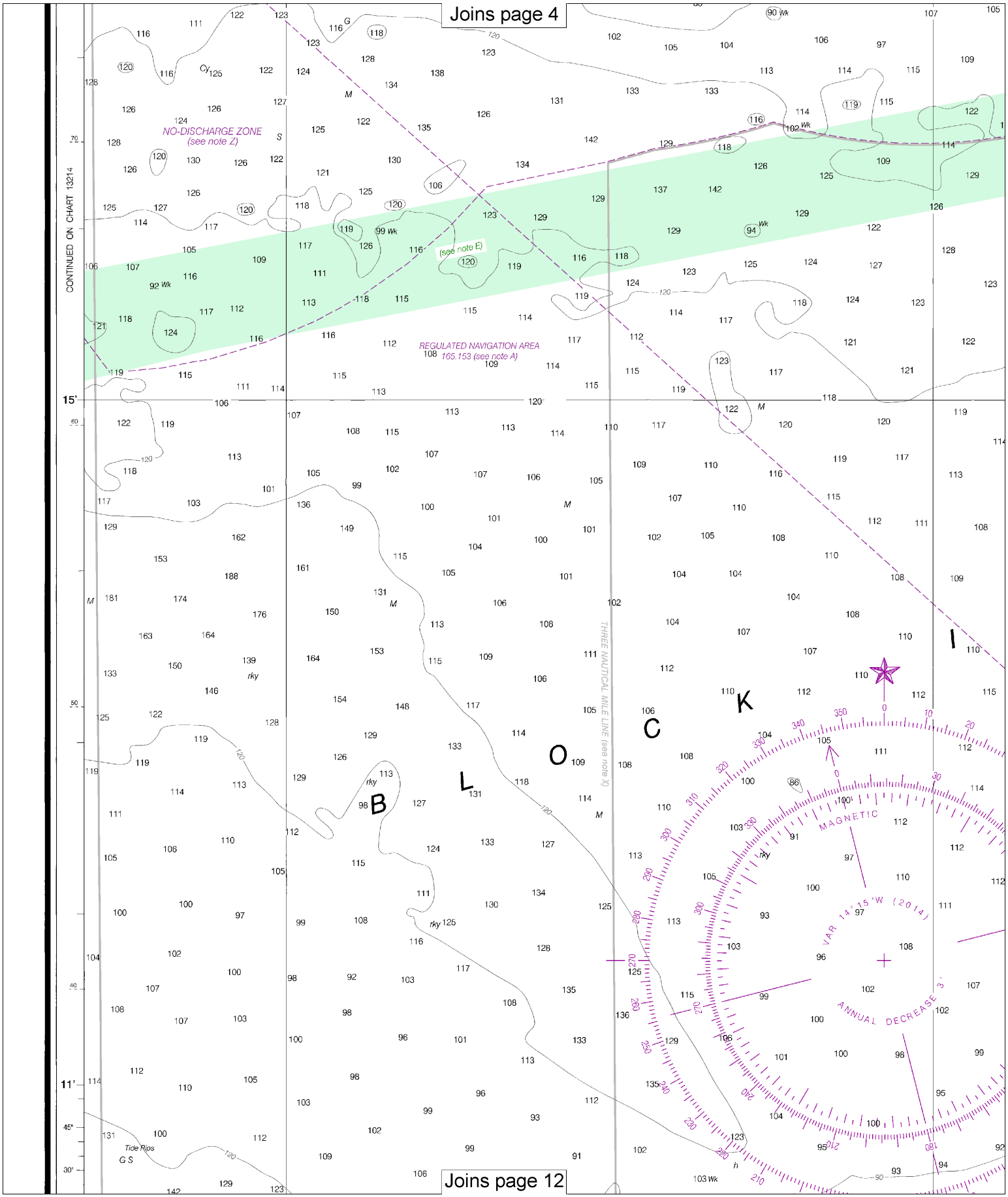
SOUNDINGS IN FEET

13215



Last Correction: 6/2/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

Joins page 4



Joins page 12

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

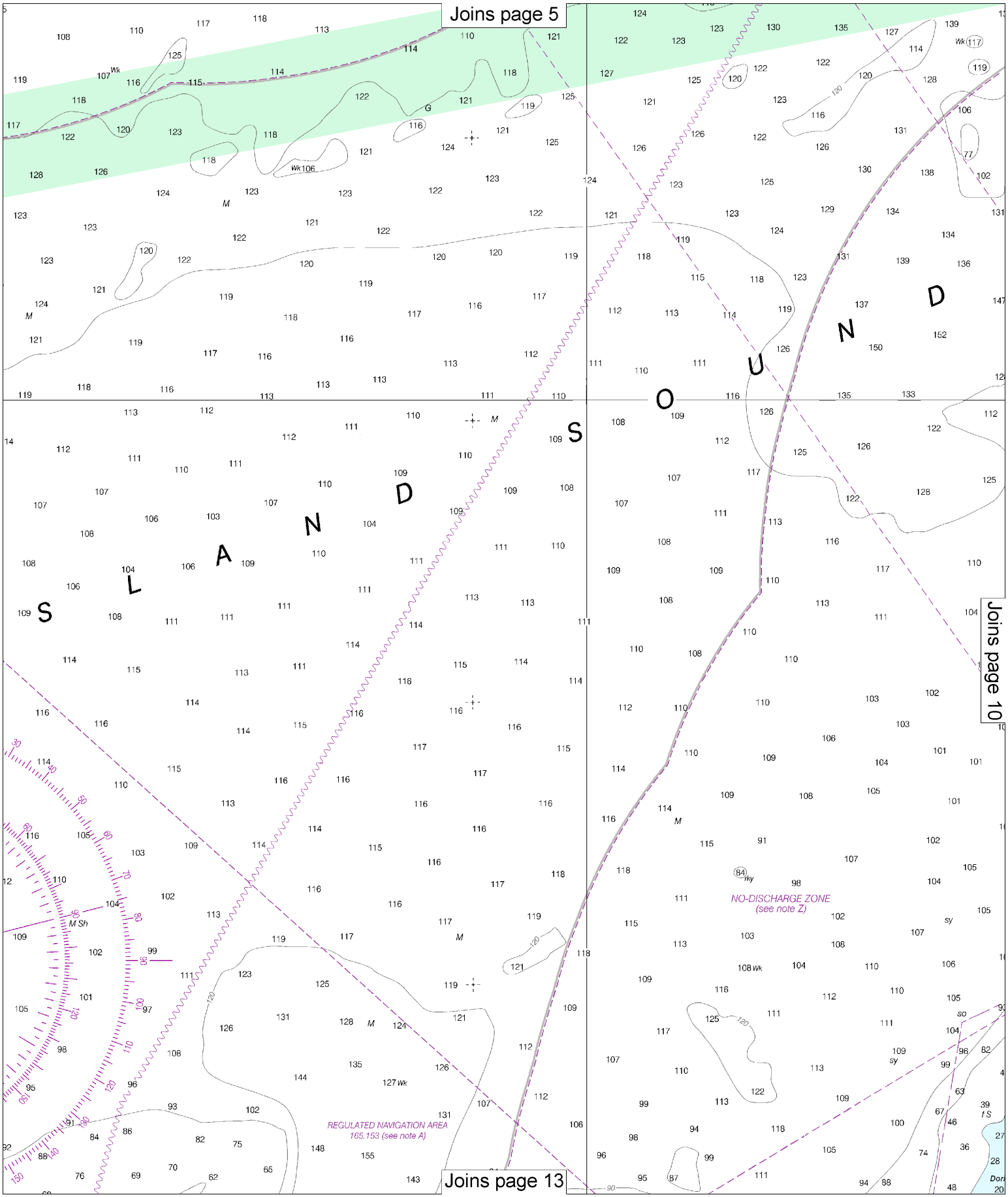
Nautical Miles

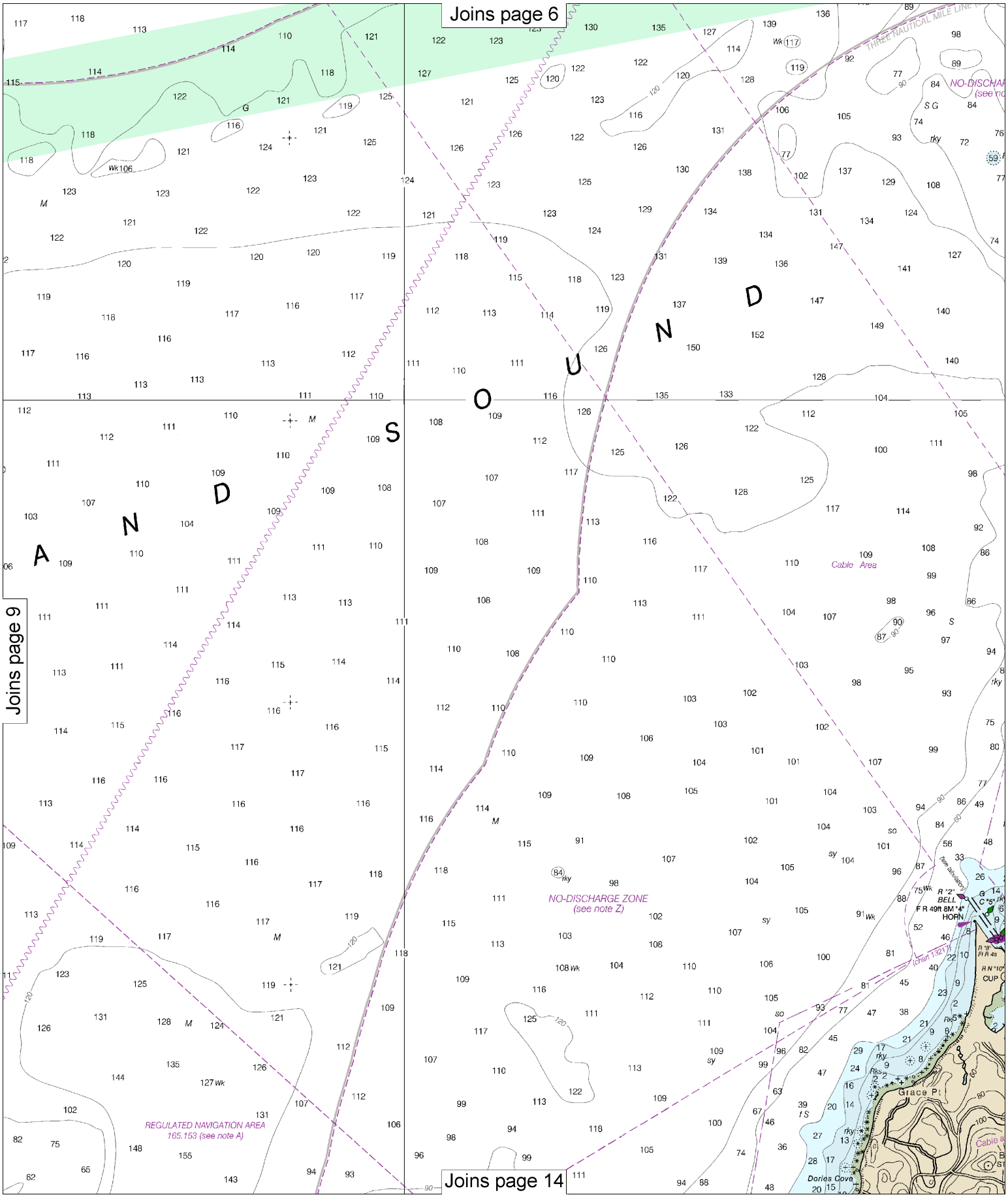
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 10
Joins page 13
SLANDS
SOUND
NO-DISCHARGE ZONE
(see note Z)
REGULATED NAVIGATION AREA
165.153 (see note A)



Note: Chart grid lines are aligned with true north.

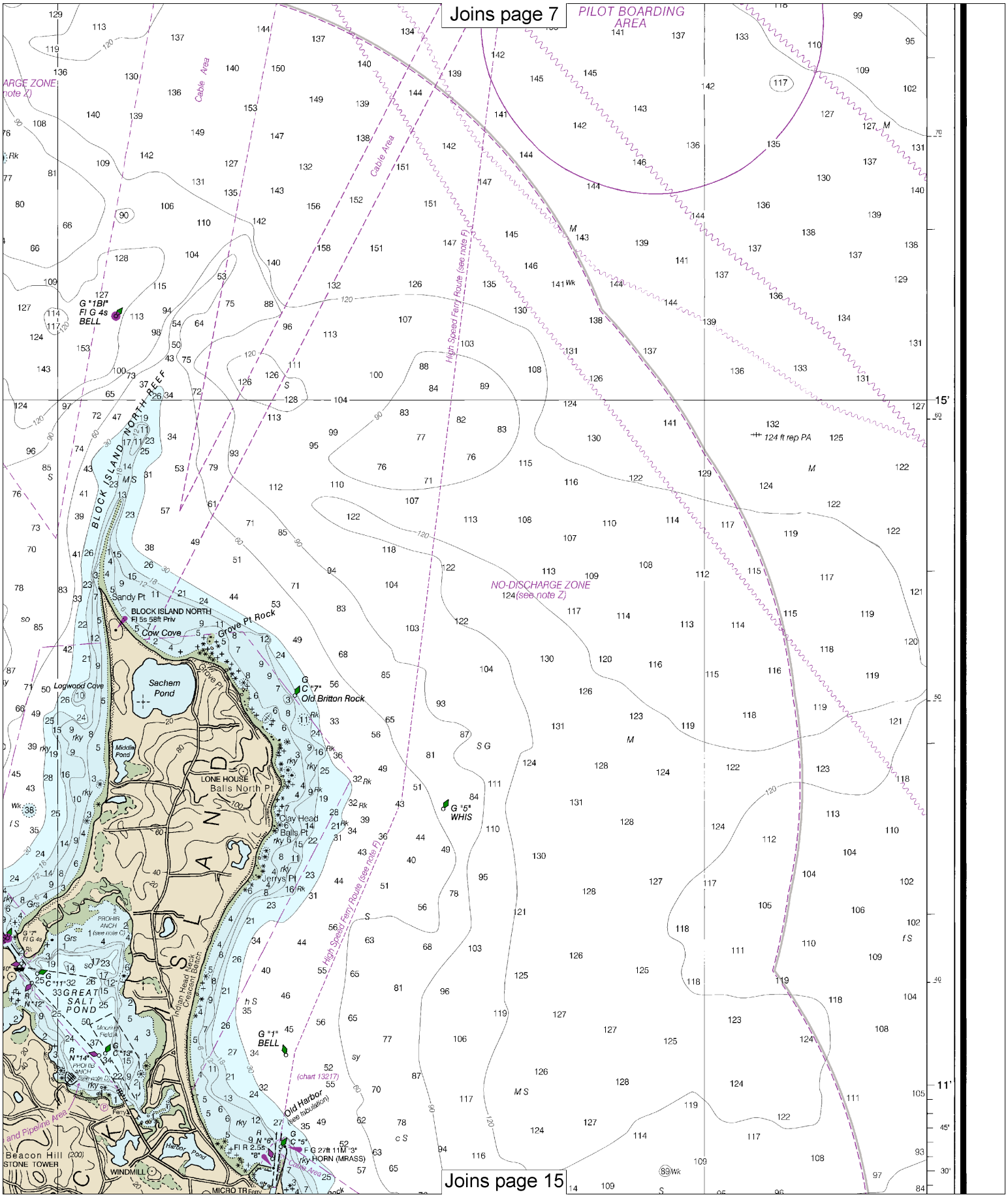
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

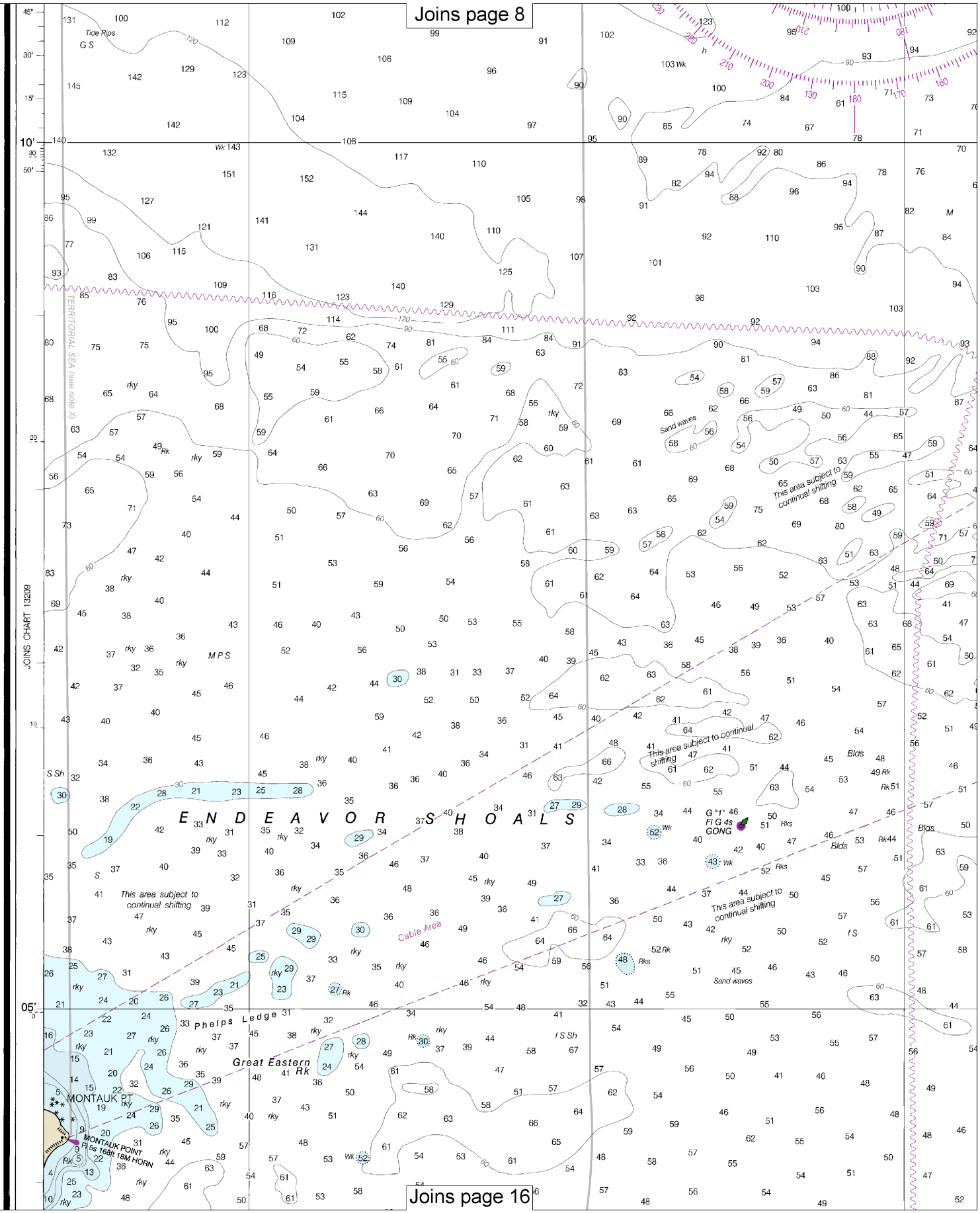
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000


Joins page 7
PILOT BOARDING AREA
Cable Area
High Speed Ferry Route (see note F)
G "1BI" Fl G 4s BELL
BLOCK ISLAND NORTH REEF
124 ft rep PA
NO-DISCHARGE ZONE
124 (see note Z)
Sandy Pt
BLOCK ISLAND NORTH
Fl 5s 58ft Priv
Cow Cove
Grove Pt Rock
Logwood Cove
Sachem Pond
Middle Pond
G C "7" Old Britton Rock
LONE HOUSE
Balls North Pt
Clay Head
Balls Pt
Jerrys Pt
G "5" WHIS
PROHIB ANCH
(see note C)
GREAT SALT POND
Indian Head Neck
Crescent Beach
G "1" BELL
(chart 13217)
Old Harbor
(see tabulation)
Harbor Pond
Beacon Hill (200)
STONE TOWER
WINDMILL
MICRO TR
F G 27ft 11M "3"
rky HORN (MRASS)
Joins page 15
15'
11'

Joins page 8



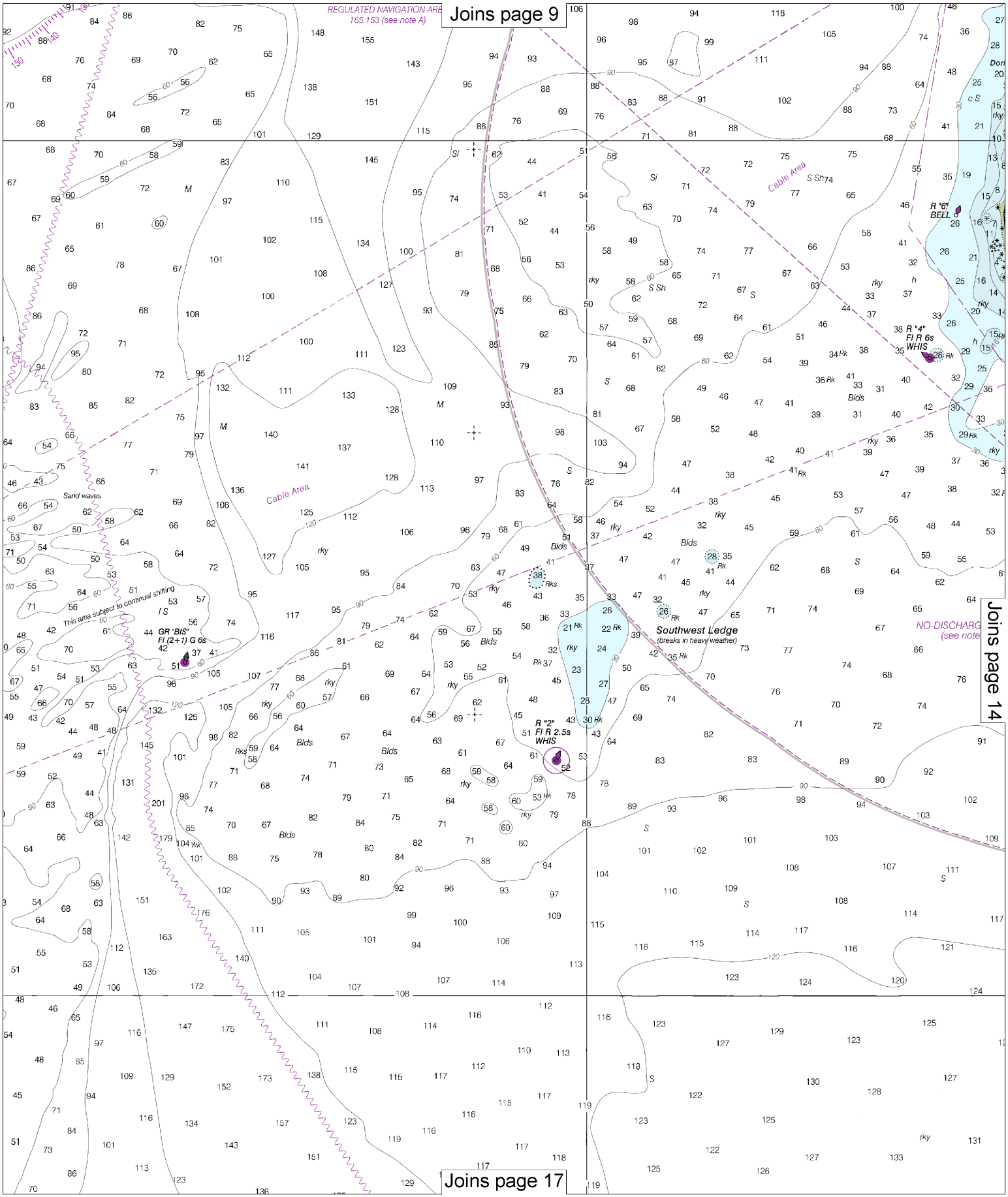
Joins page 16

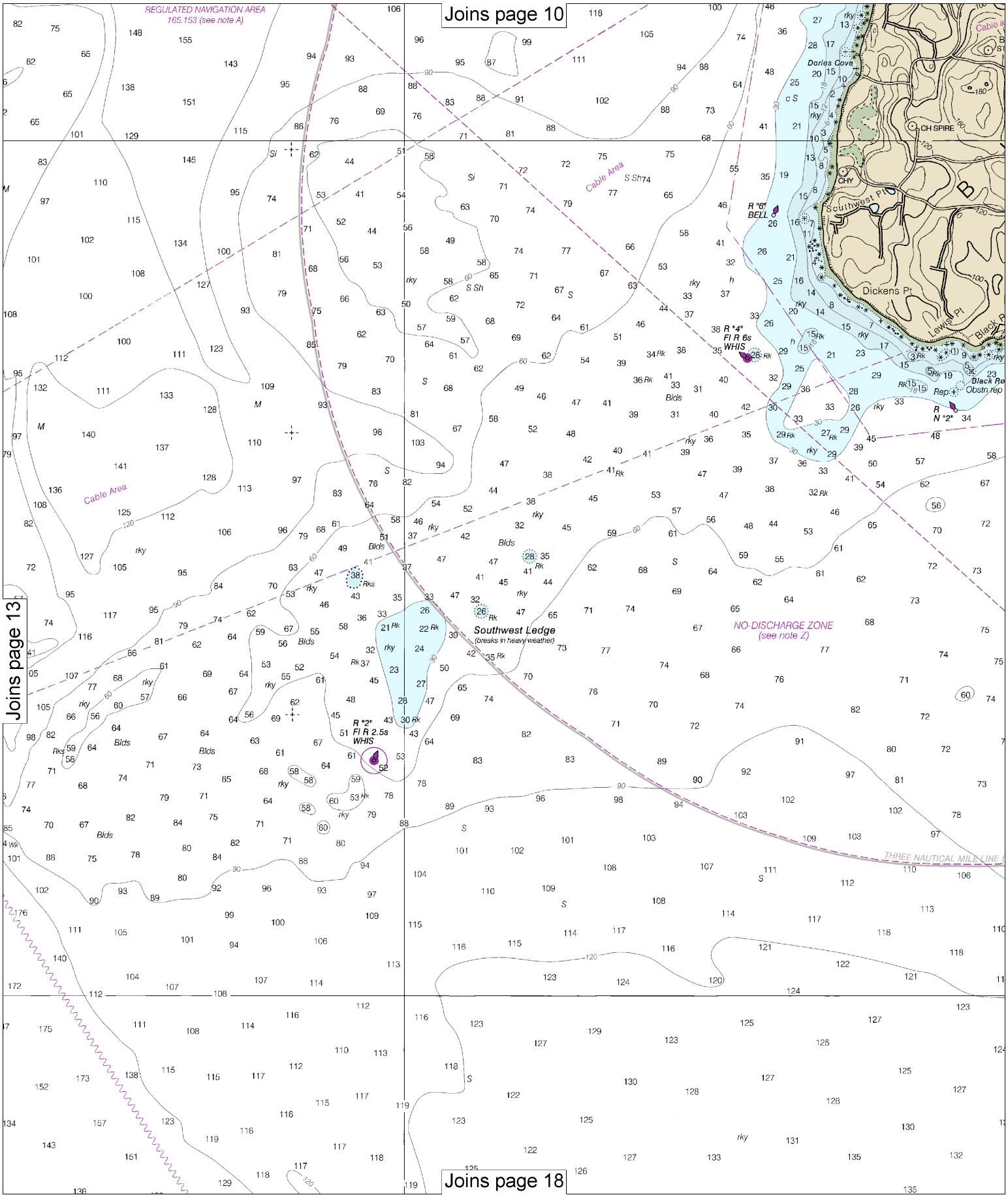
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 9
REGULATED NAVIGATION AREA
165.153 (see note A)
Cable Area
Sand waves
This area subject to continual shifting
GR "BIS"
Fl (2+1) G 6s
R "6"
BELL
R "4"
Fl R 6s
WHIS
Southwest Ledge
(breaks in heavy weather)
R "2"
Fl R 2.5s
WHIS
NO-DISCHARG
(see note
Joins page 14
Joins page 17



14

Note: Chart grid lines are aligned with true north.

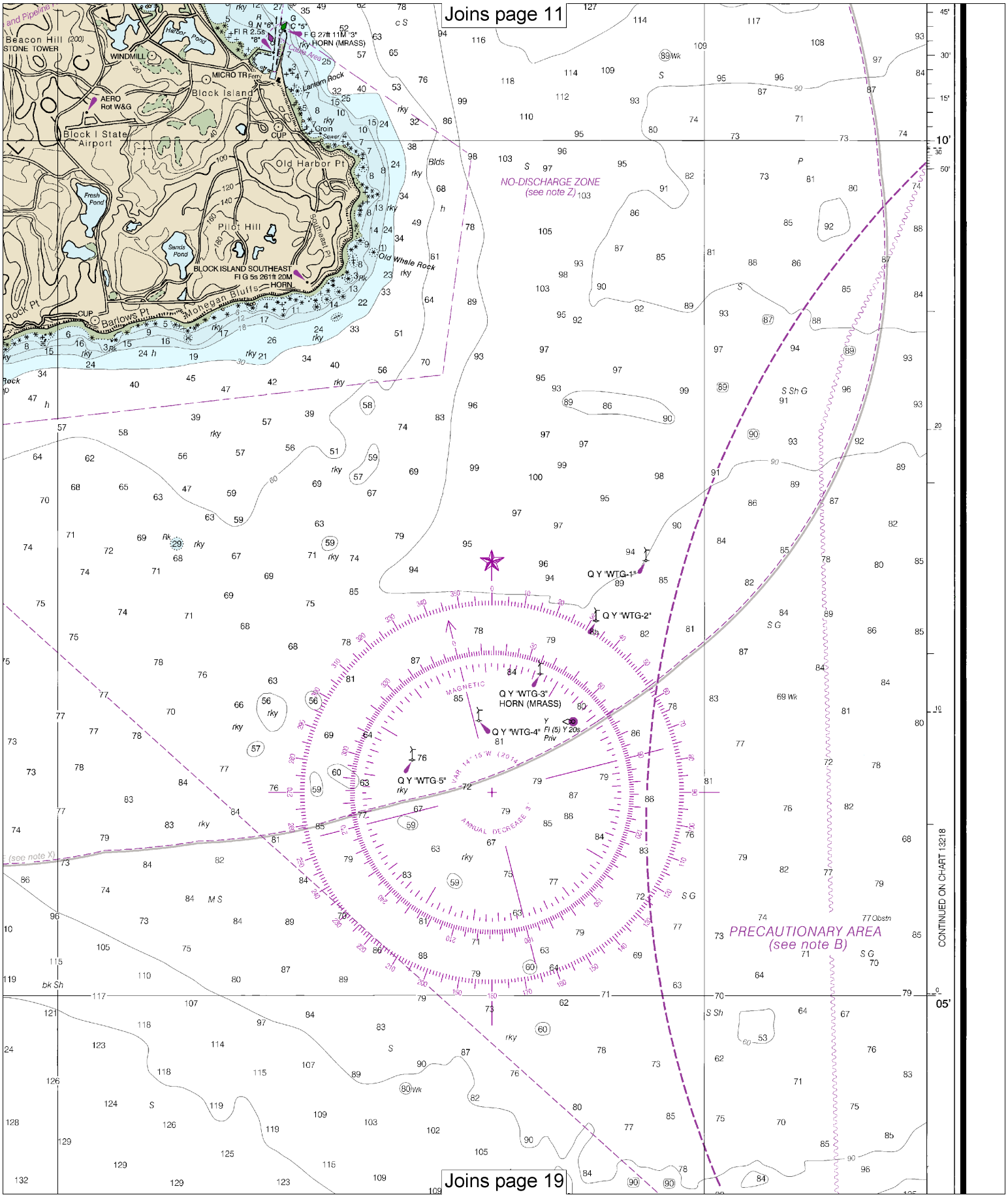
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

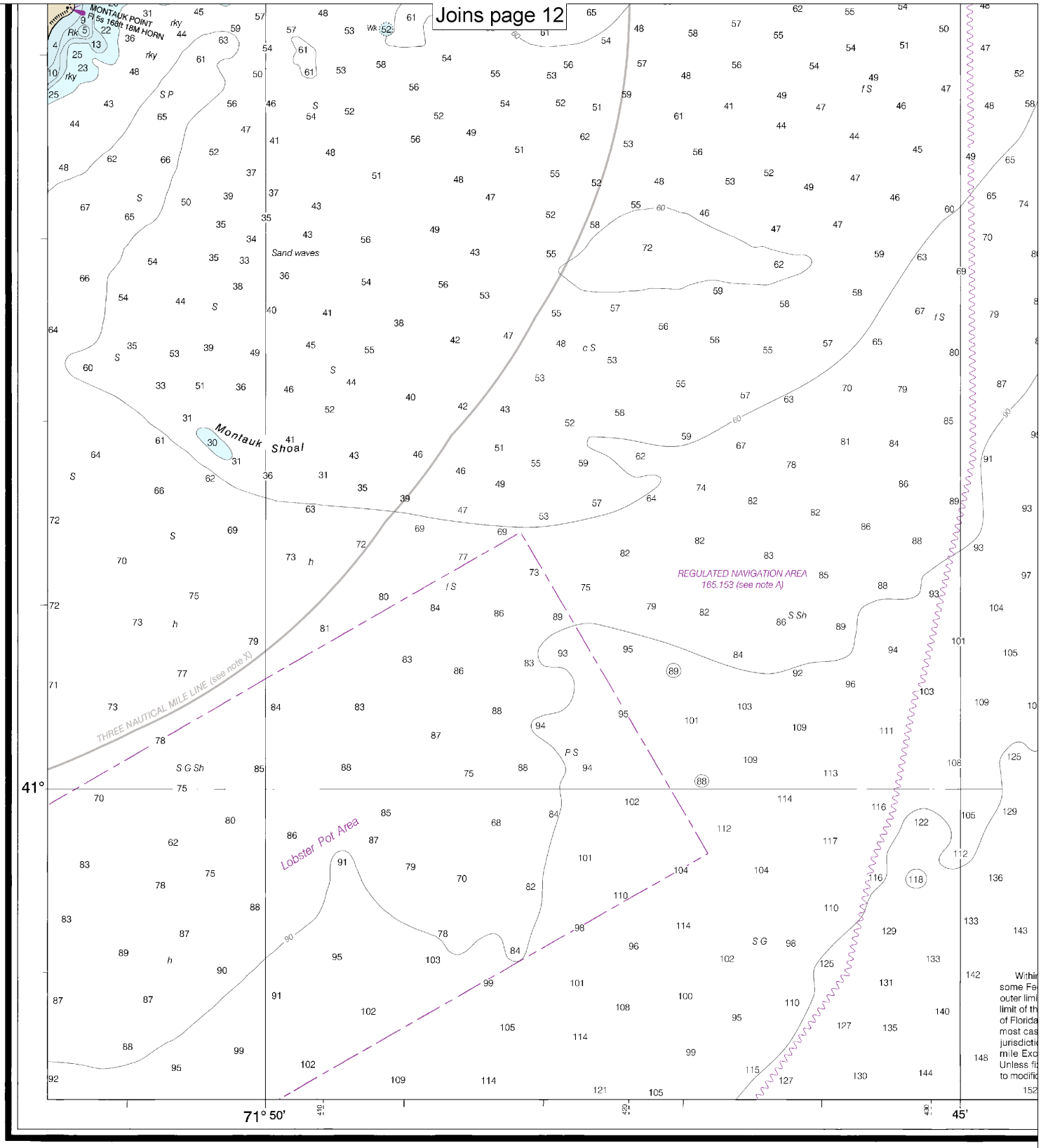
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000


Joins page 11
Beacon Hill (200)
STONE TOWER
WINDMILL
Harbor Pond
Fl R 2.55
F G 27ft 11M "3"
HORN (MRASS)
MICRO TR Ferry
Block Island
Lanterns Rock
AERO
Rot W&G
Block I State Airport
CUP
Groin
Sewer
Old Harbor Pt
Fresh Pond
Pilot Hill
Sands Pond
Southeast Pt
Old Whale Rock
BLOCK ISLAND SOUTHEAST
Fl G 5s 261ft 20M
HORN
Mohegan Bluffs
Rock Pt
Barlows Pt
NO-DISCHARGE ZONE
(see note Z)
Q Y "WTG-1"
Q Y "WTG-2"
Q Y "WTG-3"
HORN (MRASS)
Q Y "WTG-4"
Fl (5) Y 20s
Priv
Q Y "WTG 5"
MAGNETIC
VAR 14° 15' W (2014)
ANNUAL DECREASE 3'
PRECAUTIONARY AREA
(see note B)
CONTINUED ON CHART 13218
Joins page 19



21st Ed., Sep. 2014

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.

NOAA encourages users to submit inquiries, discrepancies or c about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.h

Last Correction: 6/2/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 13

MAGNETIC

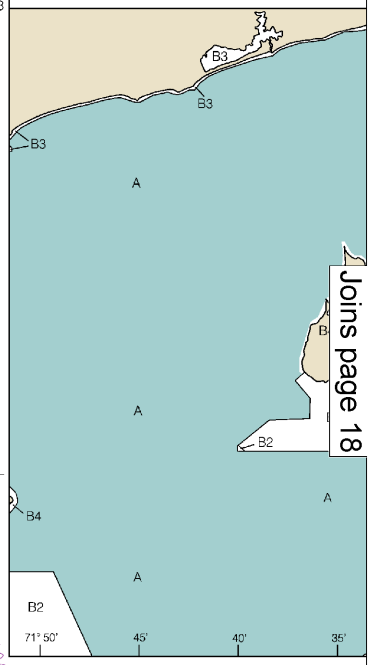
VAR 14° 15'W (2014)

ANNUAL DECREASE 3'

SOURCE DIAGRAM

The outlined areas represent the limits of the most recen
survey information that has been evaluated for charting. Sur
banded in this diagram by date and type of survey. Chann
by the U.S. Army Corps of Engineers are periodically resu
not shown on this diagram. Refer to Chapter 1, United Stat

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



Joins page 18

NOTE X

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

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

Nautical Miles

1 ½ 0 1 2

Yards

1000 0 1000 2000 3000 4000 5000

41' 45' 30' 15' 40' 50'

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 14

Joins page 17

MAGNETIC

VAR 14° 15'W (2014)

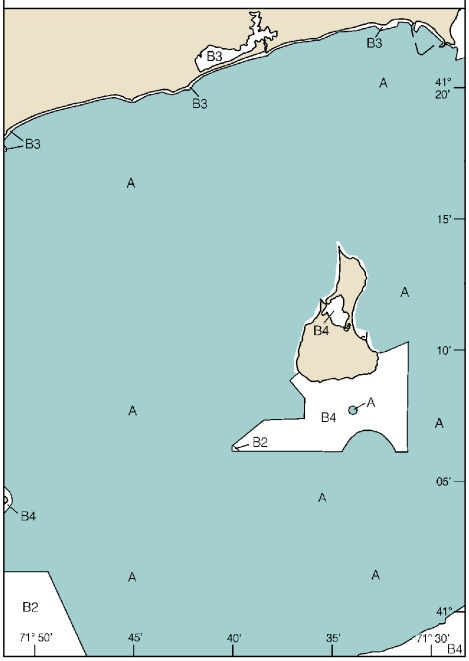
ANNUAL DECREASE 3'

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



NOTE C

Local ordinance enforced by the Harbormaster limits anchoring north of the dashed line.

NOTE D

Local ordinance enforced by the Harbormaster limits anchoring southwest of the dashed line.

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.

ed by Presidential Proclamation, ne, previously identified as the ues to depict the jurisdictional urce Boundary off the Gulf coast cal Mile Line elsewhere remain in ction and the outer limit of the ious Zone and the 200-nautical by Presidential Proclamation. se maritime limits are subject

SCALE 1:40,000

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

41' 45' 30' 15' 40' 50'

CONTINUED ON CHART 13205

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

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

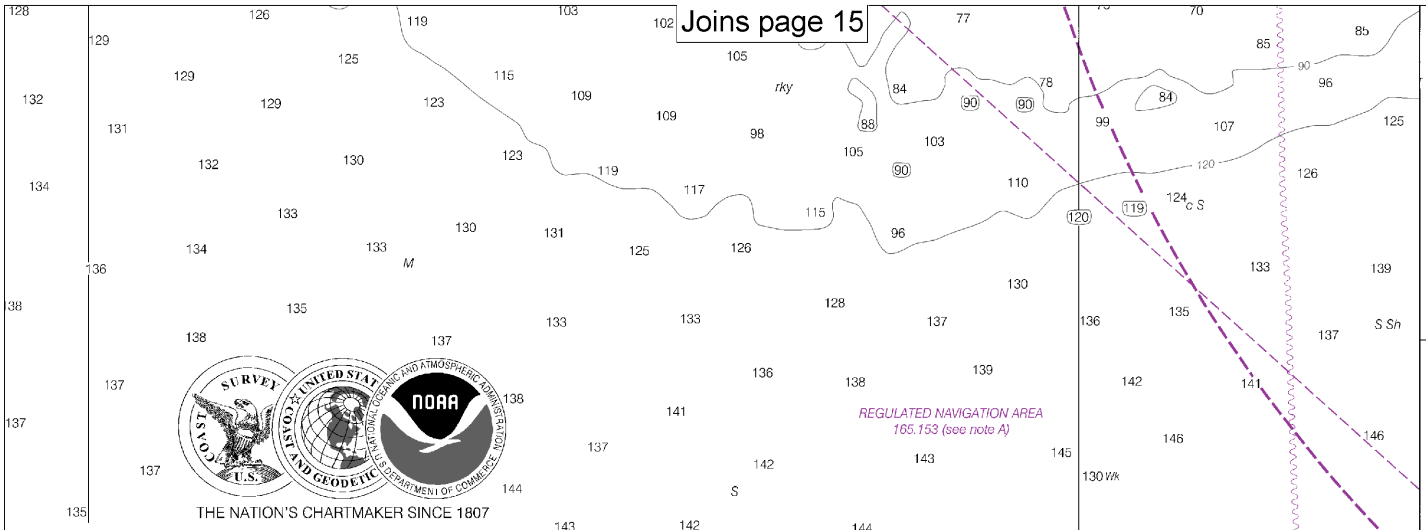
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

Joins page 15



THE NATION'S CHARTMAKER SINCE 1807

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.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	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 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.

(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.

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:
⊙(Accurate location) o(Approximate location)

BLOCK ISLAND CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2015 AND SURVEYS TO JUN 2015

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 MLLW (FEET)
OLD HARBOR							
ENTRANCE TO BUOY 5	15.0	14.5	15.0	6-15	170-160	0.08	15
BUOY 5 TO END OF CHANNEL	A16.0	B16.0	C13.8	6-15	160-140	0.24	15
ANCHORAGE		D12.5		6-15	7.8 ACRES		15
BASIN		E10.6		6-15	0.9 ACRES		15
GREAT SALT POND ENTRANCE							
BUOY 2 TO BUOY 7	14.6	13.3	F9.5	6-15	150	0.30	18
BUOY 7 TO BUOY 10	14.3	13.2	G8.6	6-15	150	0.19	18

A. EXCEPT FOR SHOALING TO 13.3 FEET WITHIN 10 FEET OF EAST CHANNEL LIMIT.
B. EXCEPT FOR SHOALING TO 11.0 FEET WITHIN 160 FEET OF THE END OF THE CHANNEL.
C. EXCEPT FOR SHOALING TO 13.0 FEET WITHIN 10 FEET OF WEST CHANNEL LIMIT AND SHOALING TO 8.0 FEET WITHIN 100 FEET OF THE END OF THE CHANNEL.
D. EXCEPT FOR SHOALING TO 1.7 FEET WITHIN 60 FEET OF ANCHORAGE LIMITS.
E. EXCEPT FOR SHOALING TO 7.6 FEET WITHIN 20 FEET OF EASTERN AND SOUTHERN BASIN LIMITS.
F. EXCEPT FOR SHOALING TO 8.9 FEET WITHIN 10 FEET OF CHANNEL LIMIT BEGINNING 250 FEET SEAWARD OF BUOY 8.
G. EXCEPT FOR SHOALING TO 1.3 FEET WITHIN 10 FEET OF CHANNEL LIMIT.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

41°

35' 450 480 71°30'

1142.6 X 814.4 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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@NOAAcharts**

Note on Printing

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.

NOAA's Office of Coast Survey — The Nation's Chartmaker