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

Included Area

Approximate Page Index

4  5  6  7
8  9  10  11
12  13  14  15
16  17  18  19
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 made 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=132

(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 Montauka Point Pilot Station, centered on 41°02.0'N., 71°42.0'W.
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

To navigate on navigable waters except Western Rivers, use the following chart:

1. PORT SIDE - ODD NUMBERED AIDS
   - LIGHT
   - LIGHTED BUOY
   - CAN
   - DAYBEACON
   - NUN

2. STARBOARD SIDE - EVEN NUMBERED AIDS
   - LIGHT
   - LIGHTED BUOY
   - CAN
   - DAYBEACON
   - NUN

3. PREFERRED CHANNEL - NO NUMBERS - MAY BE LETTERED
   - PREFERRED CHANNEL TO STARBOARD TOPMOST BAND GREEN
   - PREFERRED CHANNEL TO PORT TOPMOST BAND RED
   - COMPOSITE GROUP FLASHING (2+1)
   - ISO

4. GREEN LIGHT ONLY
   - FLASHING (2)
   - OCCULTING
   - QUICK FLASHING
   - ISO

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.
Note: Chart grid lines are aligned with true north.
Radar reflectors have been placed on many floating aids for navigation. Individual radar reflector identification on base aids has been omitted from this chart.

**NOTE Z**

**NO-DISCHARGE ZONE, 49 CFR 140**

Under the Clean Water Act, Section 312, all vessels plying within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed sewage separation device (SSD) that are discharging, recorded, recorded, or docked within a NDZ must have the SSD installed 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) website: http://www.epa.gov/water/oceans/regulations/ndz/ndz_sewage/.

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.
# Block Island Sound, Point Judith to Montauk Point

## Point Judith to Montauk Point

**Mercator Projection**

Scale: 1:40,000 at Lat. 41°12’

North American Datum of 1983

(Revised 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

<table>
<thead>
<tr>
<th>PLACE</th>
<th>LAT/LONG</th>
<th>High Water</th>
<th>Mean High Water</th>
<th>Mean Low Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>Point Judith</td>
<td>41°17’17”N/71°39’46”W</td>
<td>3.4</td>
<td>3.1</td>
<td>1.0</td>
</tr>
<tr>
<td>Block Island</td>
<td>41°16’9”N/71°39’46”W</td>
<td>3.4</td>
<td>3.1</td>
<td>1.0</td>
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<tr>
<td>Block Island Old Harbor</td>
<td>41°16’9”N/71°39’46”W</td>
<td>2.7</td>
<td>2.9</td>
<td>0.9</td>
</tr>
<tr>
<td>Mecox Bank</td>
<td>41°15’30”N/71°39’46”W</td>
<td>2.9</td>
<td>2.6</td>
<td>0.6</td>
</tr>
</tbody>
</table>

**NOAA WEATHER RADIO BROADCASTS**

The NOAA Weather 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: K46-47 162.550 MHz
- Providence, RI: K46-39 162.400 MHz

**FISH TRAP AREAS**

Boundary lines of fish trap areas are shown thus:

- Submerged pilings may exist in these areas.

**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, Coastal Survey, with additional data from the Corps of Engineers, Biological Survey, and U.S. Coast Guard.

**PLANE COORDINATE GRID**

(Refer to NAD 1983)

The Rhode Island State Grid is indicated on this chart at 0.0001 nautical mile intervals thus: + +

- The last three digits are omitted.

**HORIZONTAL DATUM**

The horizontal reference datum of this chart is North American Datum of 1983 (WGS 84), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS-84). Geodetic positions referred to the North American Datum of 1927 must be corrected an average of 0.298 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.
- Supplemetial information Consult U.S. Coast Pilot 2 for important supplemental 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.

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 (LNMs 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.

NOAA’s Office of Coast Survey
The Nation’s Chartmaker