

# **BookletChart<sup>TM</sup>**

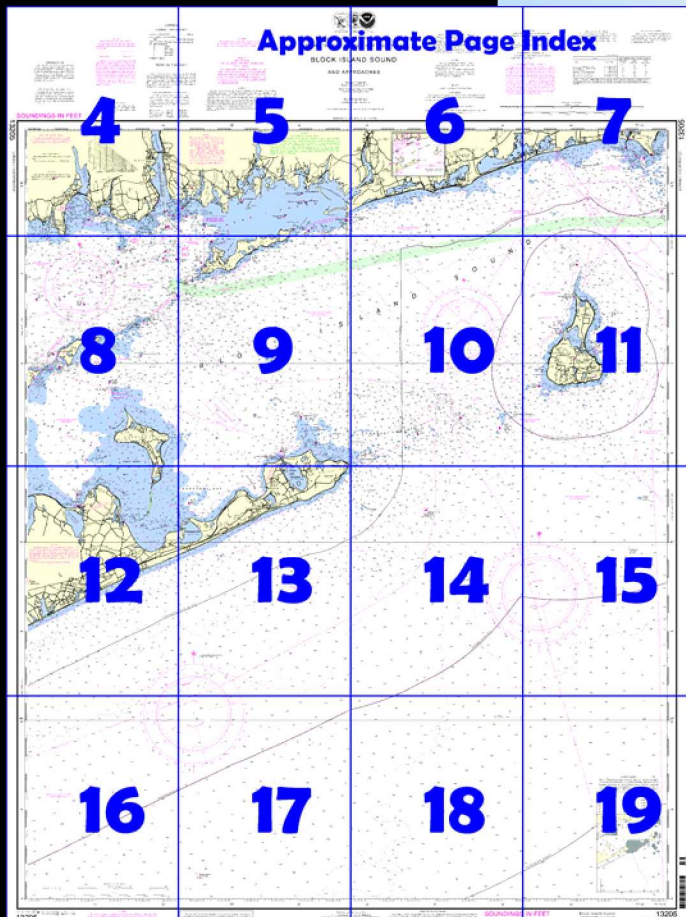
## **Block Island Sound and Approaches**

**(NOAA Chart 13205)**



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 all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



**Home Edition (not for sale)**



### 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™?

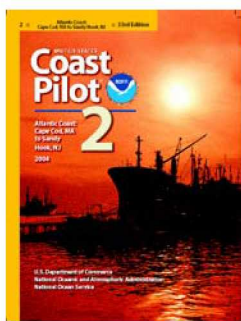
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this 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.



#### **[Coast Pilot 2, Chapter 3 excerpts]**

(3) **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. The sound is a link for waterborne commerce between Cape Cod and Long Island Sound. 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 southwestward, and with Fishers Island Sound by several passages between rocky reefs from Watch Hill Point to East Point, Fishers Island. (4) The north shoreline of Block Island Sound and Fishers Island Sound from Point Judith to New London is generally rocky and broken with short stretches of sandy beach. Many inlets and harbors, especially in the

vicinity of Fishers Island, afford harbors of refuge for vessels. Most of the rocks and shoals near the channels are marked with navigational aids. (5) The southern part of Block Island Sound is bounded by Block Island on the east, the eastern extremity of Long Island, and Gardiners Island on the west. Plum Island and Fishers Island are at the western end of the sound.

(7) 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.

(8) **Block Island North Reef** is a sand shoal with depths of 14 feet or less 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 practically 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.

(9) **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 Bell Buoy 2. Rocky patches with least depths of 27 and 29 feet extend 1.5 miles northeastward from the ledge. The sea breaks on the shoaler places on the ledge in heavy weather.

(10) Several other dangers that must be guarded against are northward and westward of Southwest Ledge Lighted Bell Buoy 2. These dangers are: 33-foot sounding, marked by a lighted buoy, about 2.2 miles 280° from the lighted bell buoy; and two obstructions, cleared to a depth of 35 feet, about 0.75 mile north of the lighted bell buoy.

(11) 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. In heavy weather vessels desiring to enter the sound westward of Block Island should pass westward of Southwest Ledge Lighted Bell Buoy 2, taking care to pass clear of the rocky ledge.

(12) 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 34 feet. Vessels using this channel should round the southwest end of Block Island at a distance of 1.5 miles. It is not advisable to use this passage during heavy weather.

(13) 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. Tows of light barges and vessels of 14 feet or less draft sometimes go through Fishers Island Sound, especially during daylight with a smooth sea. 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.

(20) In Block Island Sound and in the eastern part of Long Island Sound, **fogs** are generally heaviest with southeast winds. In these waters the usual duration of a fog is from 4 to 12 hours, but periods of from 4 to 6 days have been known with very short clear intervals. In the autumn, **land fogs**, as they are termed locally, sometimes occur with northerly breezes, but are generally burned off before midday.

(25) **Block Island**, 5 miles long, is hilly with elevations up to about 200 feet. The shore of the island is fringed in most places by boulders and should be given a berth of over 0.5 mile even by small craft; the shoaling is generally abrupt in approaching the island.

(33) **Block Island Southeast Light** (41°09.2'N., 71°33.1'W.), 261 feet above the water, is shown from a steel tower on **Mohegan Bluffs** on the southeast point of the island.

# Table of Selected Chart Notes

Corrected through NM Feb. 17/07  
Corrected through LNM Feb. 13/07

## HEIGHTS

Heights in feet above Mean High Water.

## CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

## CAUTION

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


## FISHING AND HUNTING STRUCTURES

Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

## SUPPLEMENTAL INFORMATION

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

## CAUTION

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

## AIDS TO NAVIGATION

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

## 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.

## 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.

## FISH TRAP AREAS

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

## NOTE C

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

### 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 this area.

## 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.

## SMALL CRAFT WARNINGS

During the boating season small-craft warnings will be displayed from sunrise to sunset on Suffolk County Police Patrol boats underway on the waters around Long Island, New York.

## 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).

## 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 0.351" northward and 1.739" eastward to agree with this chart.

For Symbols and Abbreviations see Chart No. 1

## 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)

## 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.

## 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 Z

### NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

## LORAN-C

### GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.

PULSE REPETITION INTERVAL

9960 ..... 99,600 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M ..... Master

W ..... Secondary

X ..... Secondary

Y ..... Secondary

Z ..... Secondary

EXAMPLE: 9960-X

### RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

## NOTE B

### DANGER AREA

### THE U.S. NAVAL AIRCRAFT GARDINERS POINT TARGET

U.S. Government property prohibited to the public. Area is dangerous due to live undetonated explosives. Fishing, trawling or anchoring within a 300 yard radius of the RUINS is dangerous due to possible recovery of aircraft practice bombs containing explosives.

## 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.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: - - - - -

## 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 of 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.

## 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).

## NOTE D

### RECOMMENDED VESSEL ROUTE

Recommended vessel routes for deep draft vessels (including tugs and barges) entering and departing Rhode Island Sound, Narragansett Bay and Buzzards Bay. While not mandatory, deep draft commercial vessels (including tugs and barges) are requested to follow the designated routes at the master's discretion. Other vessels, while not excluded from these routes, should exercise caution in and around these areas and monitor VHF channel 16 or 13 for information concerning deep draft vessels (including tugs and barges) transiting these routes. See U.S. Coast Pilot Volume 2, Chapter 5, 6 or 7 as appropriate.



This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (NCS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## 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, Harbor of Refuge	(41°22'N/71°29'W)	3.4	3.1	0.1
Block Island, Old Harbor Basin	(41°10'N/71°33'W)	3.2	3.0	0.1
Watch Hill Point	(41°18'N/71°52'W)	2.9	2.7	0.1
Plum Gut Harbor, Plum Island	(41°10'N/72°12'W)	3.1	2.8	0.2
New London, Thames River	(41°22'N/72°05'W)	3.0	2.8	0.2
Montauk Point, Long Island	(41°04'N/71°51'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>. (Dec 2006)

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).



# LORAN-C

## GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz

PULSE REPETITION INTERVAL

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STATION TYPE DESIGNATORS: (Not individual station letter designators).

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W ..... Secondary  
X ..... Secondary  
Y ..... Secondary  
Z ..... Secondary

EXAMPLE: 9960-X

### 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.

### HORIZONTAL DATUM

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### FISHING AND HUNTING STRUCTURES

Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

### 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.

## RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Meriden, CT	WXJ-42	162.40 MHz
New London, CT	KHB-47	162.55 MHz
Providence, RI	WXJ-39	162.40 MHz
Riverhead, NY	WXM-80	162.475 MHz

Within the Federal outer limit of the State of Florida, the most cases jurisdiction mile Excludes Unless fixed to modification

# SOUNDINGS IN FEET

### CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

### FISH TRAP AREAS

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

### CAUTION

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

10'

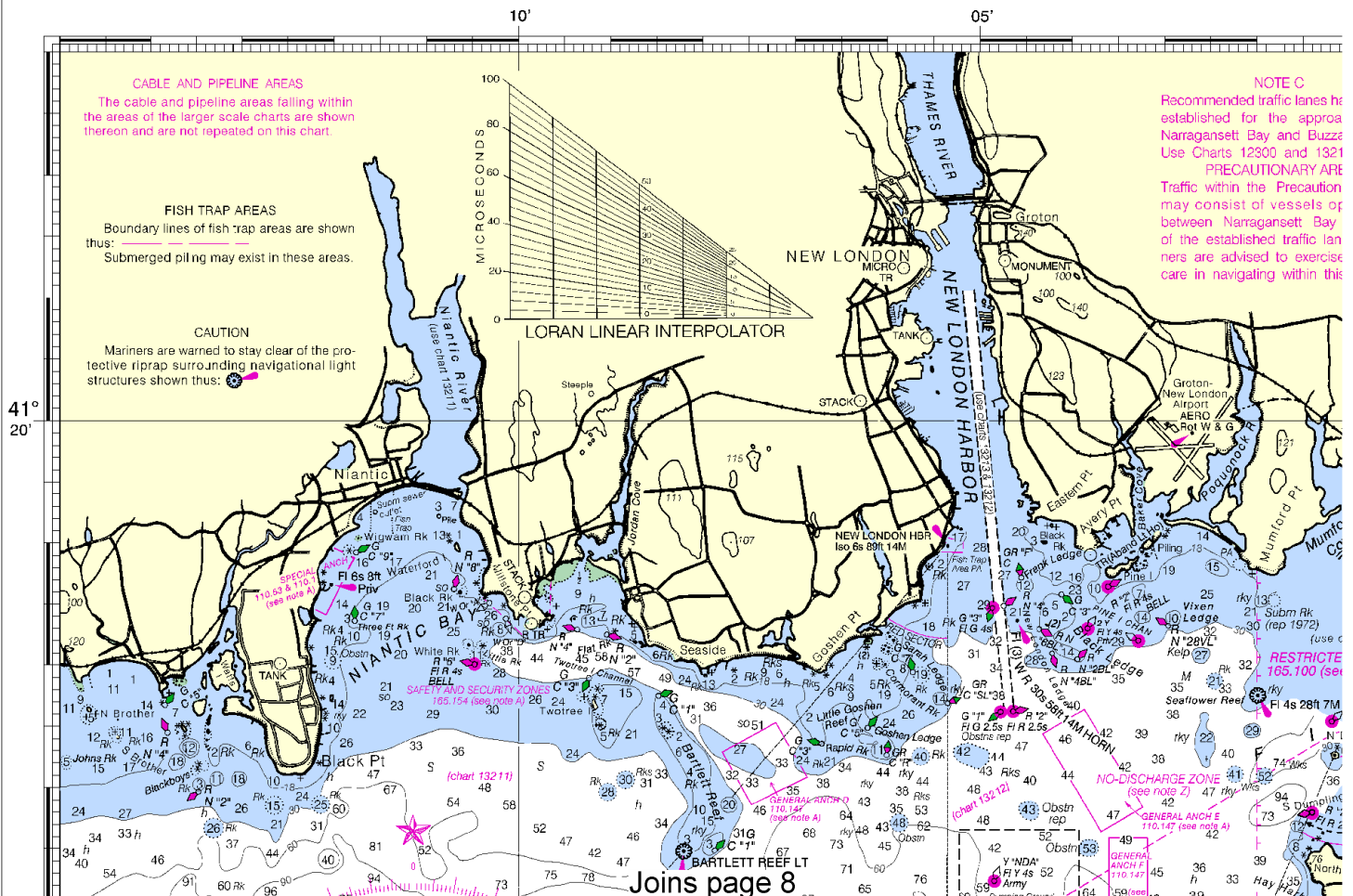
05'

100  
80  
60  
40  
20  
0

### LORAN LINEAR INTERPOLATOR

### NOTE C

Recommended traffic lanes have been established for the approach to Narragansett Bay and Buzzards Bay. Use Charts 12300 and 13211. PRECAUTIONARY AREAS Traffic within the Precautionary Areas may consist of vessels of all types. Mariners are advised to exercise care in navigating within this area.



Joins page 8

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



North

4

13205

LORAN-C OVERPRINTED



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

RHODE ISLAND - CONNECTICUT - NEW YORK

# BLOCK ISLAND SOUND AND APPROACHES

Mercator Projection  
Scale 1:80,000 at Lat. 41°

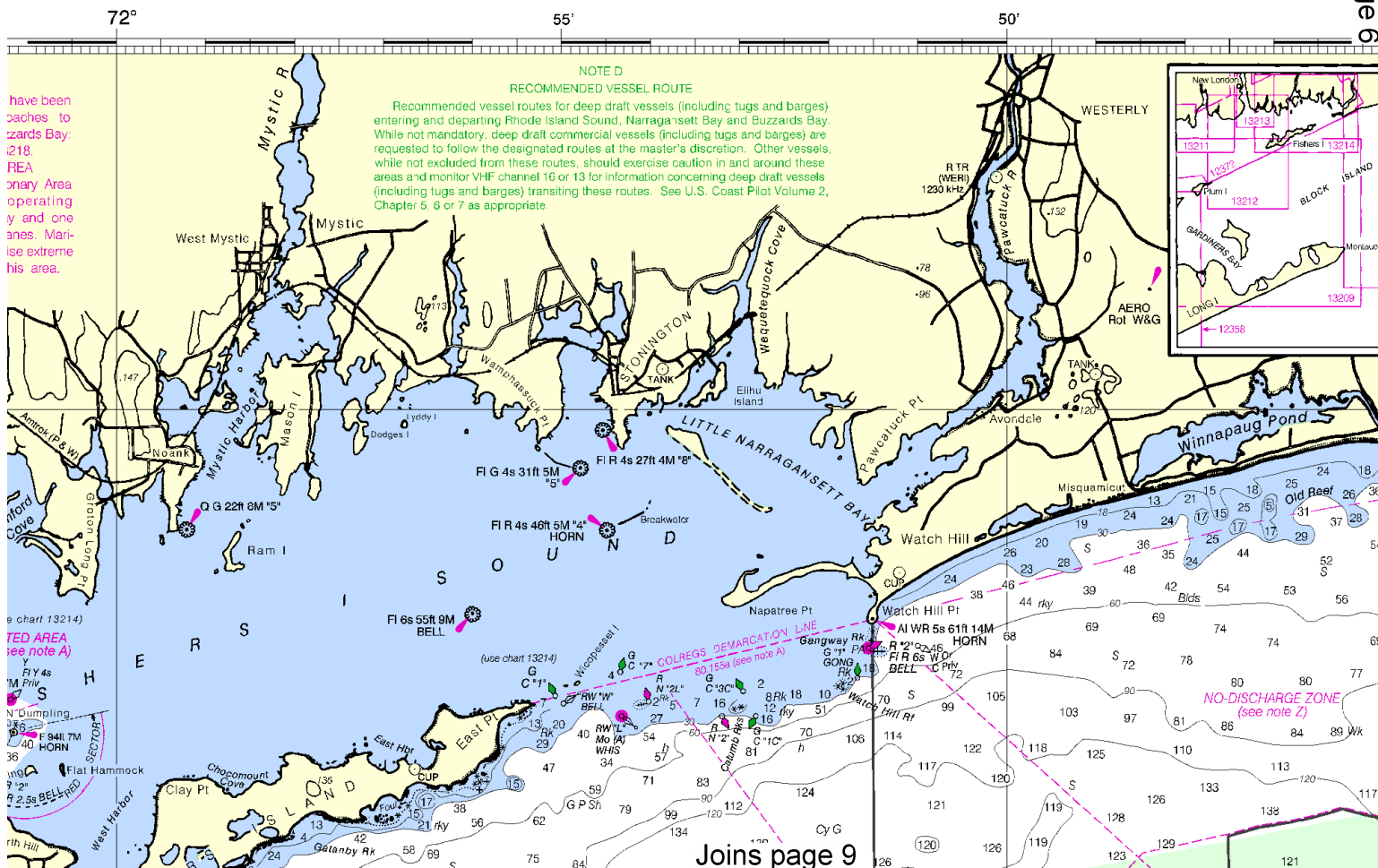
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

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

Formerly C&GS 1211, 1st Ed., July 1912 C-1912-111 KAPP 2150

Joins page 6



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:106667. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

5



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST  
RHODE ISLAND - CONNECTICUT - NEW YORK

BLOCK ISLAND SOUND  
AND APPROACHES

Mercator Projection  
Scale 1:80,000 at Lat. 41°  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
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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:  
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CAUTION

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HEIGHTS

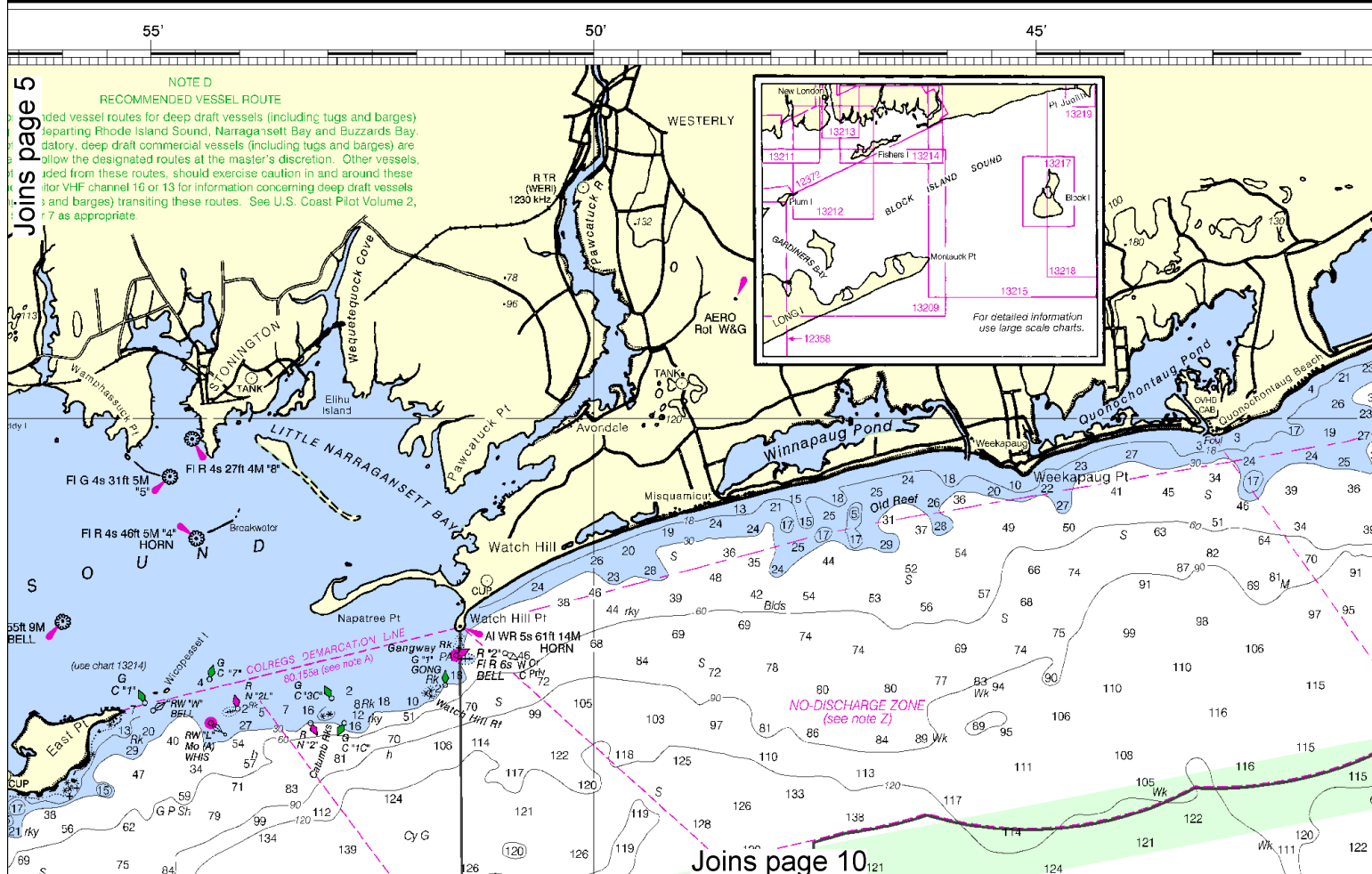
Heights in feet above Mean High Water.

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.

For Symbols and Abbreviations see Chart No. 1

COLLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: ---



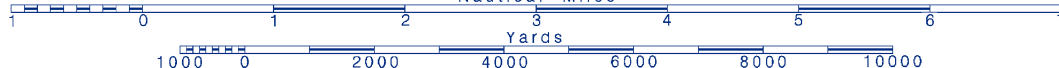
6



Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.



# CAUTION

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

# AIDS TO NAVIGATION

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

# SUPPLEMENTAL INFORMATION

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

# NOTE Z

## NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

# SMALL CRAFT WARNINGS

During the boating season small-craft warnings will be displayed from sunrise to sunset on Suffolk County Police Patrol boats underway on the waters around Long Island, New York.

# POLLUTION REPORTS

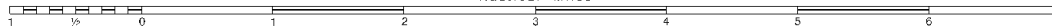
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

# TIDAL INFORMATION

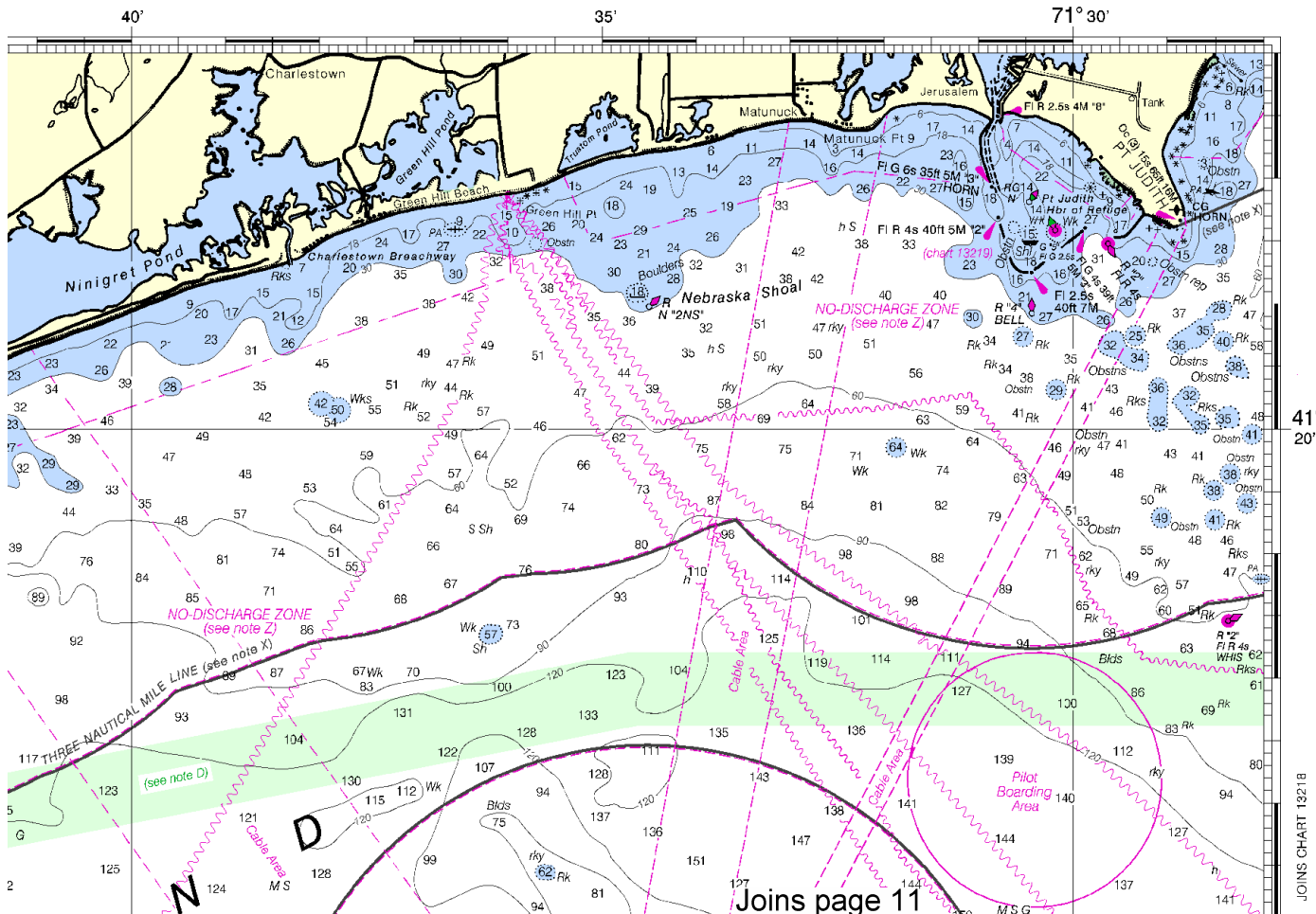
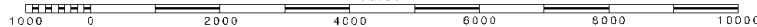
PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
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Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov/>. (Dec 2008)

SCALE 1:80,000  
Nautical Miles



Yards



13205

LORAN-C OVERPRINTED

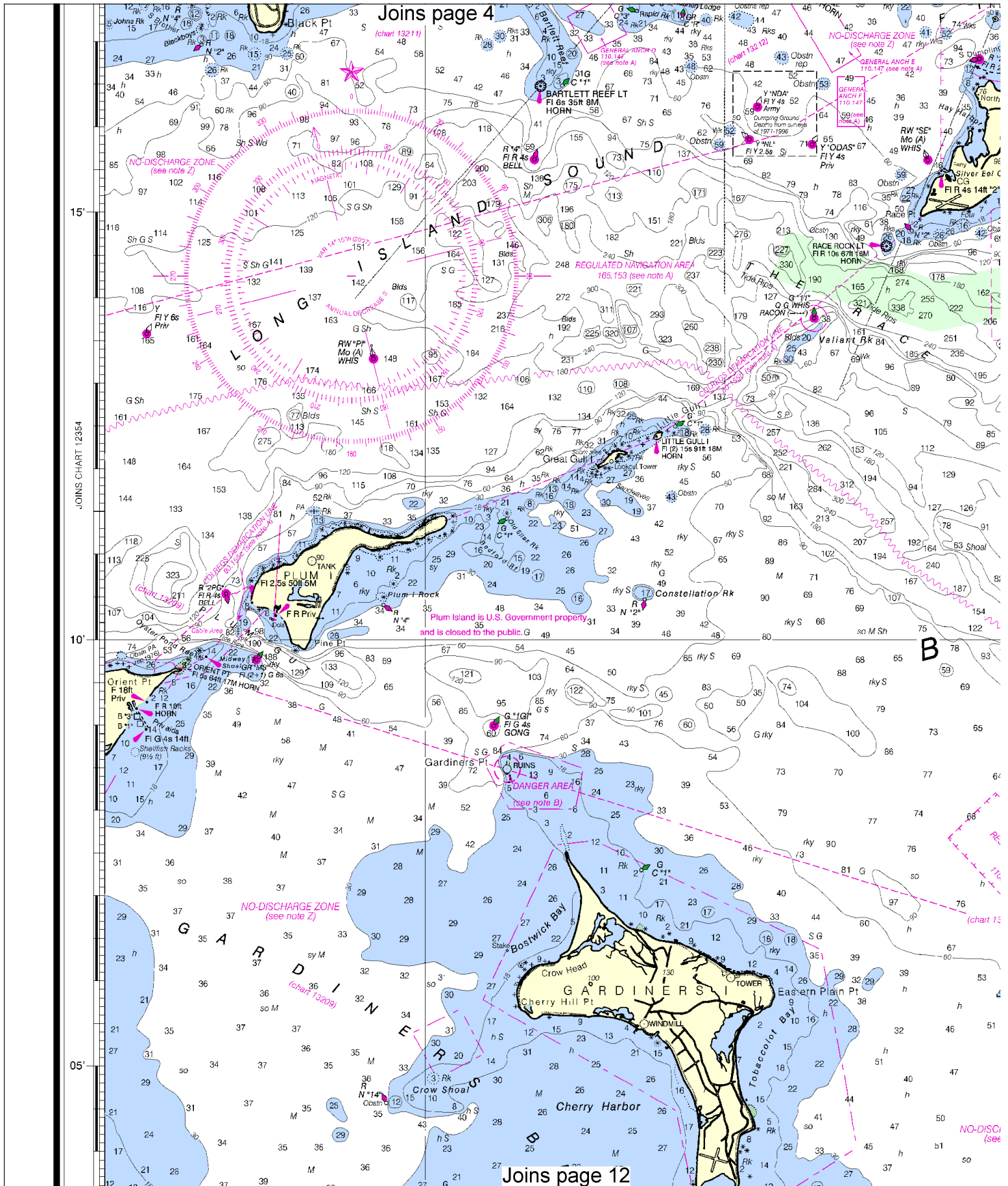
41° 20'

JOINS CHART 1321B

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0609 2/10/2009,  
NGA Weekly Notice to Mariners: 0709 2/14/2009,  
Canadian Coast Guard Notice to Mariners: 0109 1/30/2009.

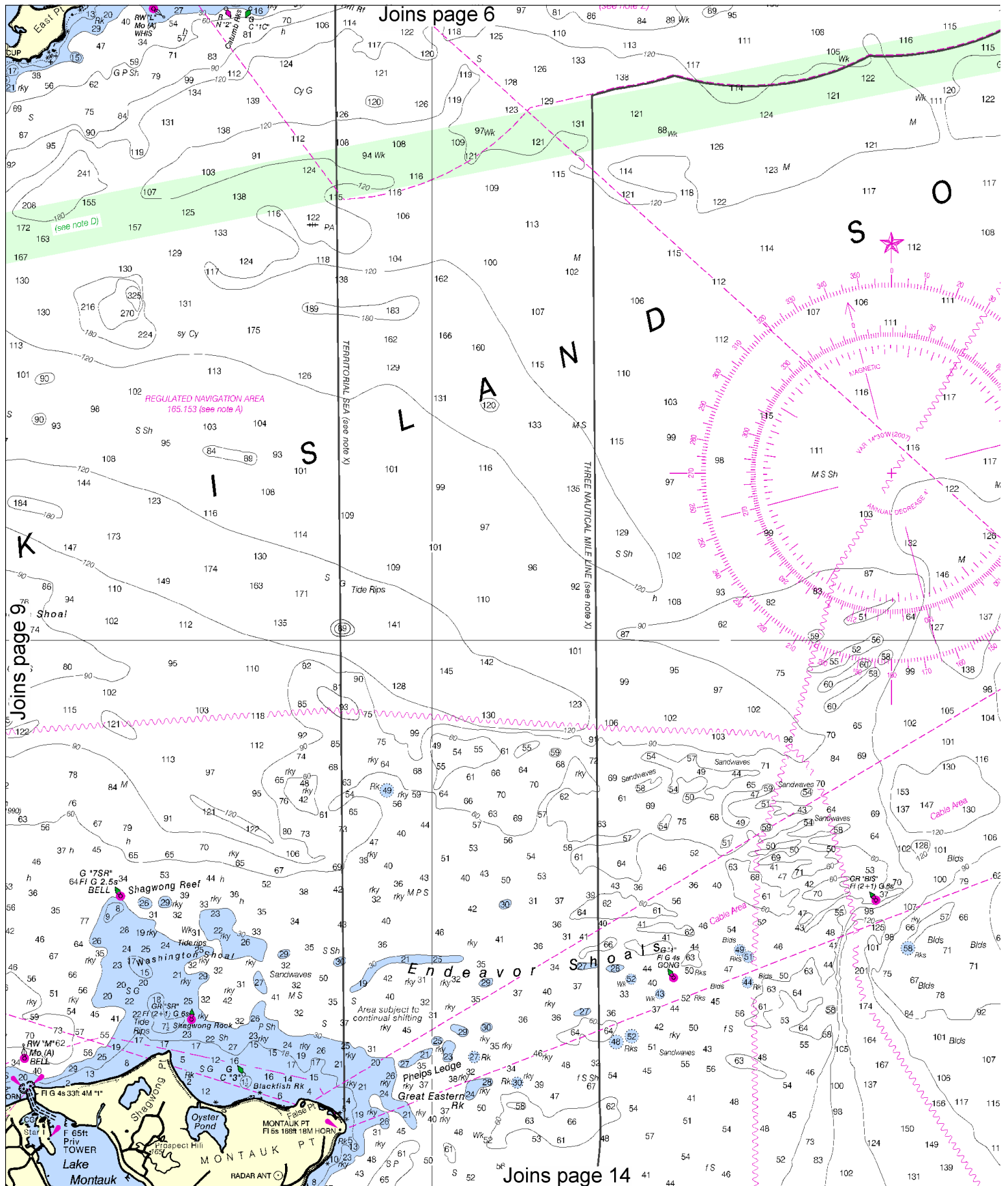
7

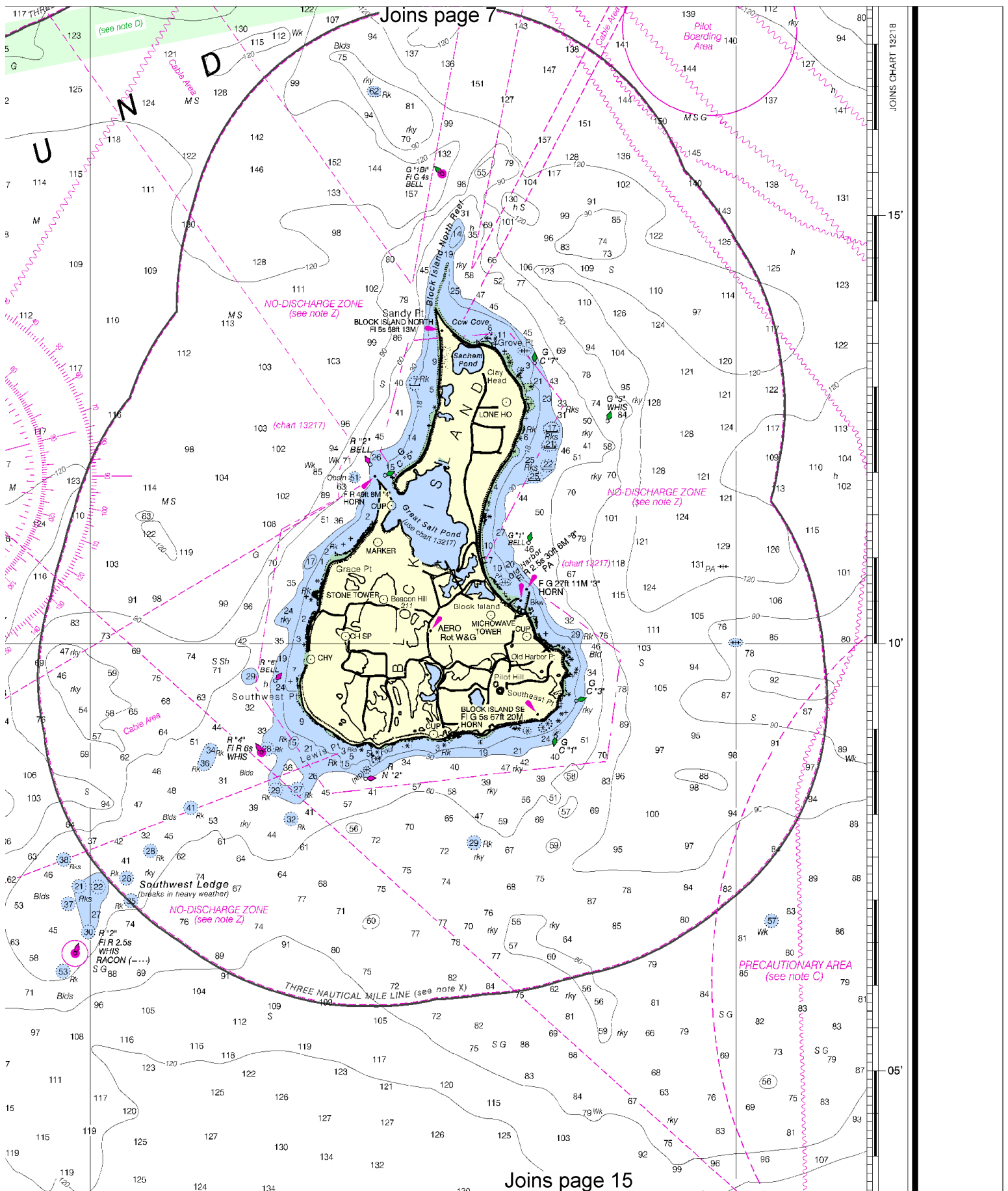








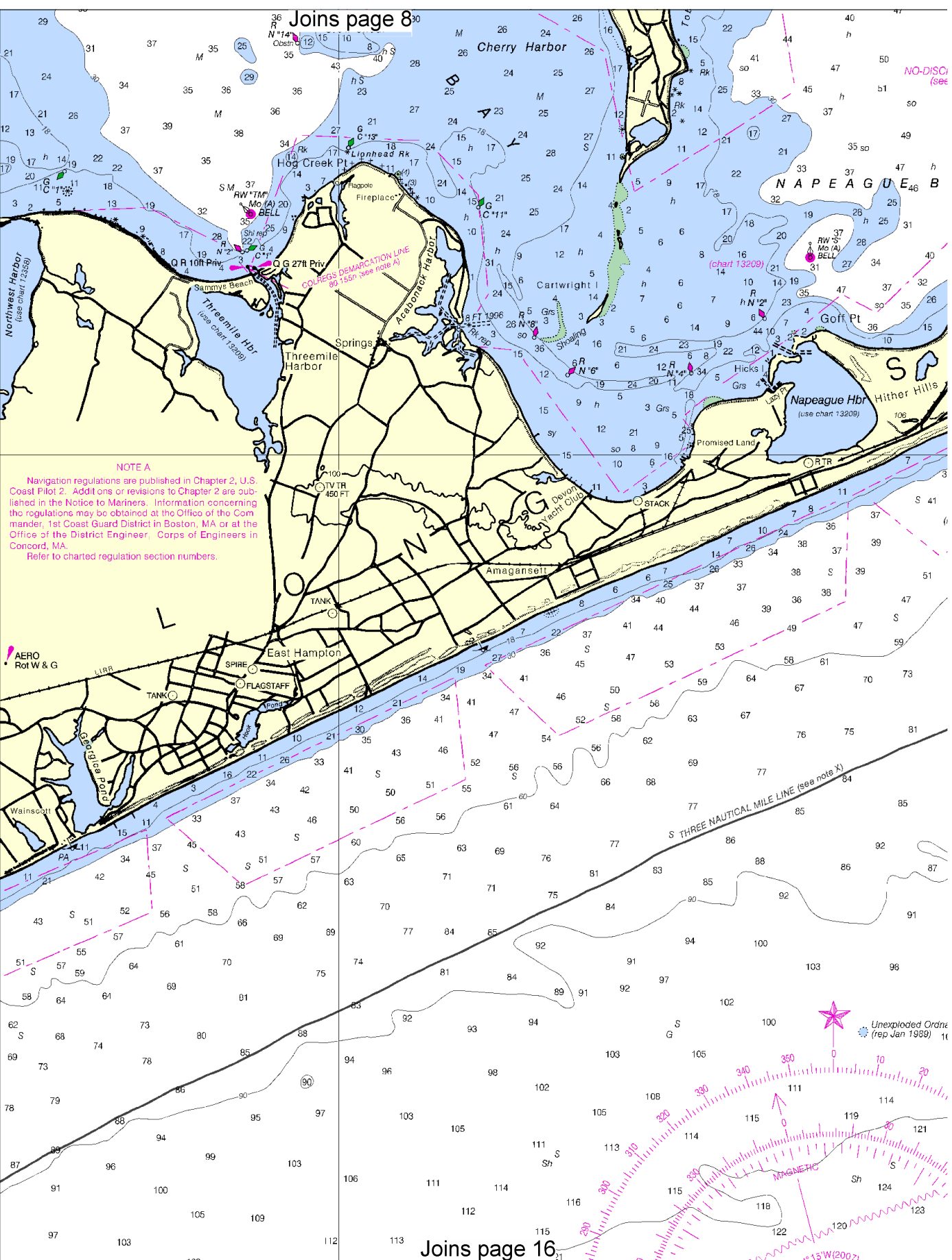






Joins page 8

NO-DISC (see



**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.

Joins page 16

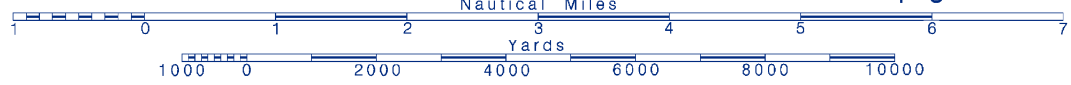
12

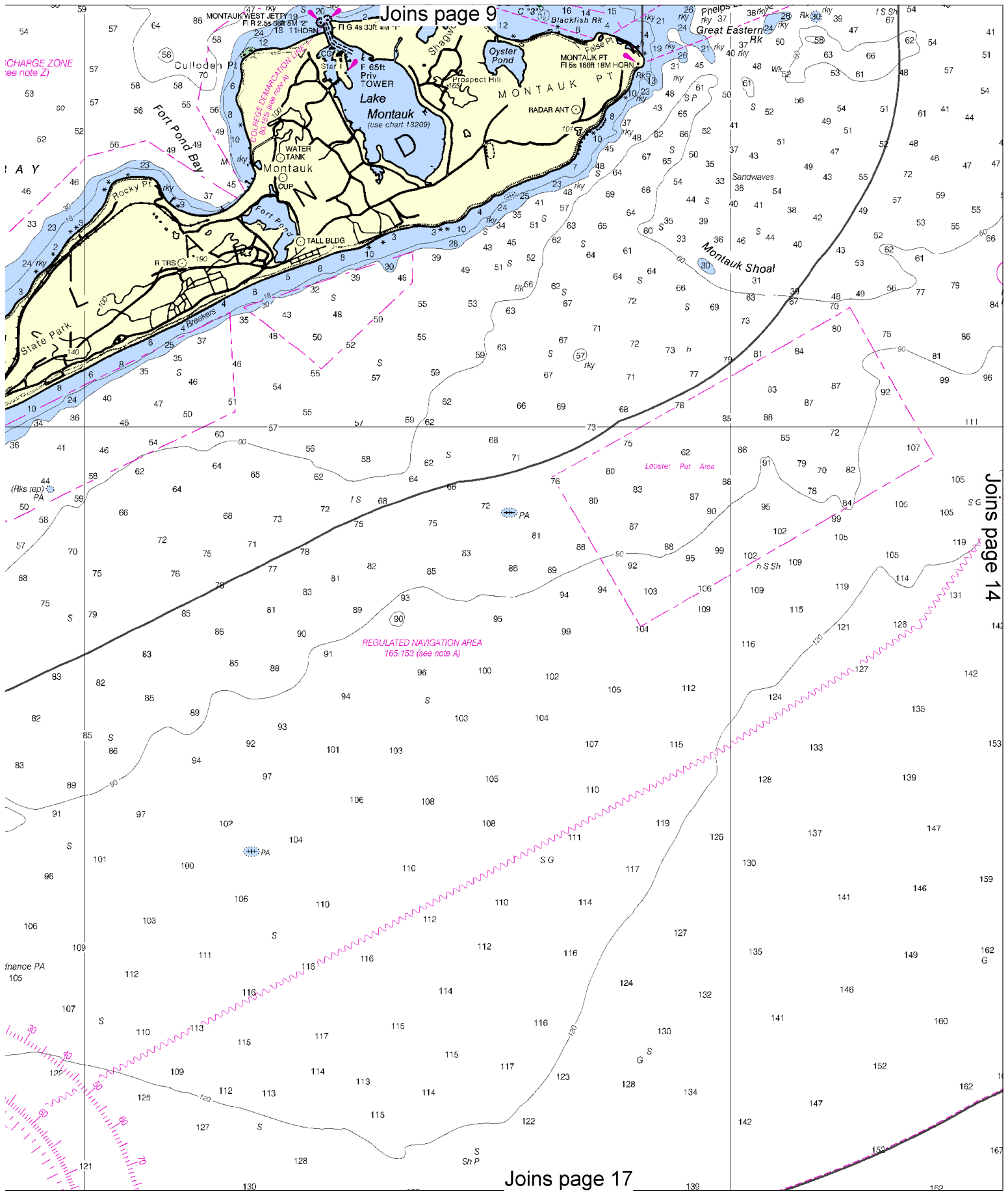


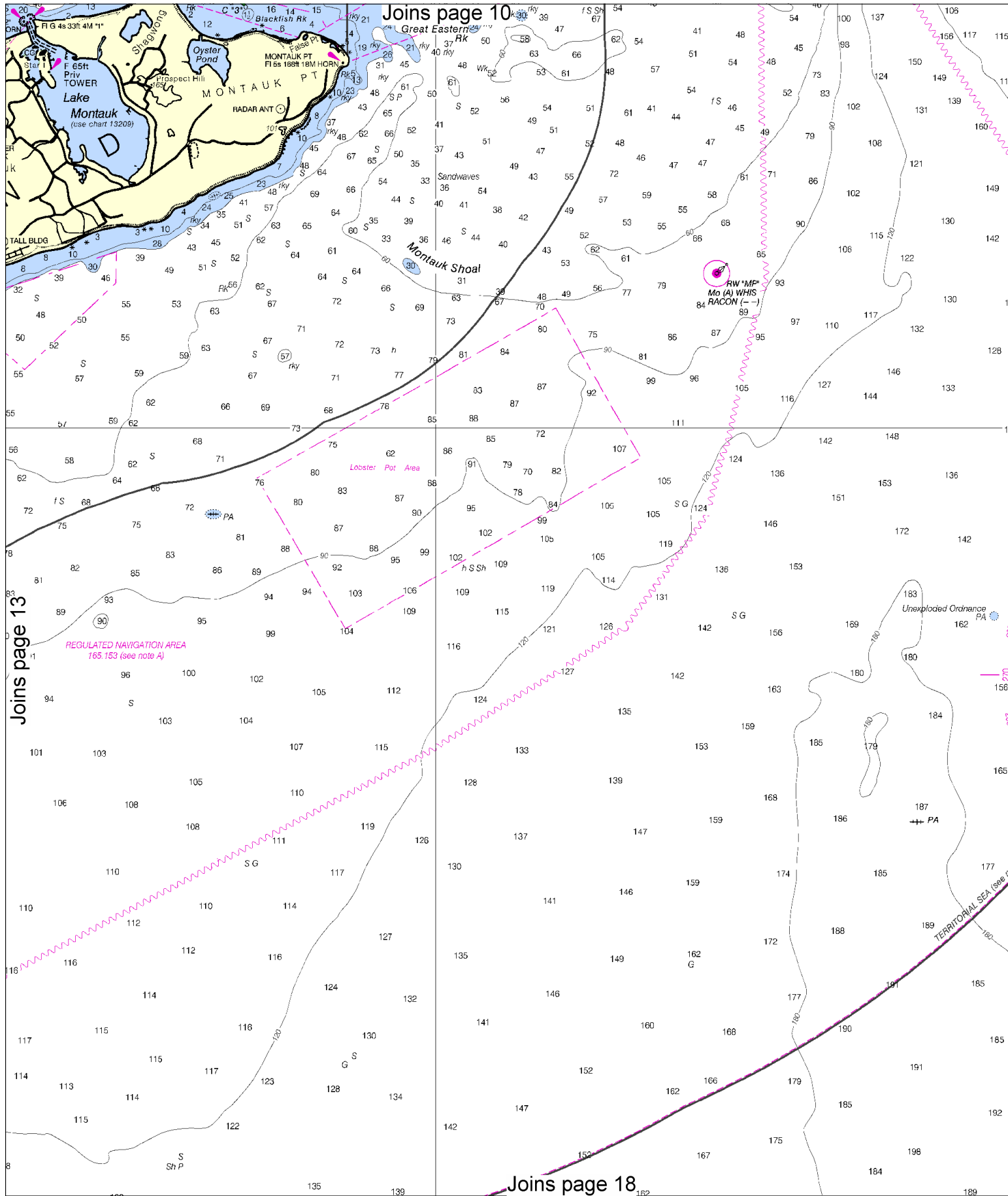
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SCALE 1:80,000  
Nautical Miles

See Note on page 5.







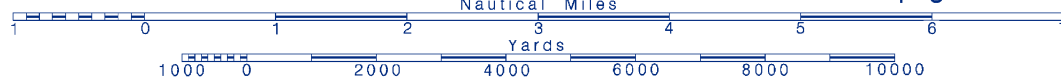
14



Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.





Joins page 11

REGULATED NAVIGATION AREA  
165.153 (see note A)

Wk (Barge)  
128 DANGER  
Sulfuric Acid

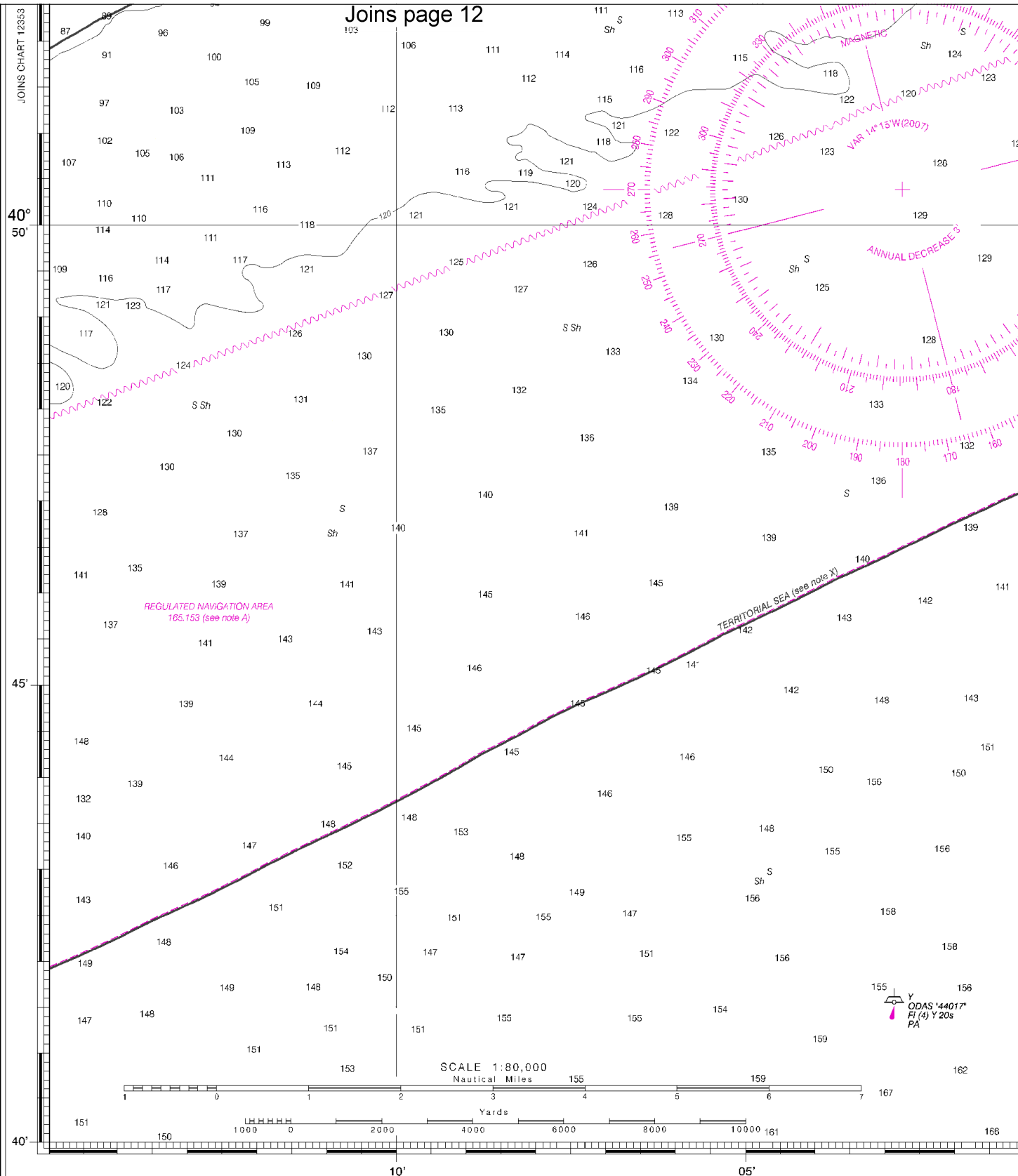
Unexploded  
Ordinance  
rep 1987

CONTINUED ON CHART 12300

41°

55'

Joins page 19



38th Ed., Feb. /07 ■ Corrected through NM Feb. 17/07  
Corrected through LNM Feb. 13/07

**13205**

LORAN-C OVERPRINTED

**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).

This nautical chart has been designed Ocean Service encourages users to submit improving this chart to the Chief, Marine Service, NOAA, Silver Spring, Maryland 2

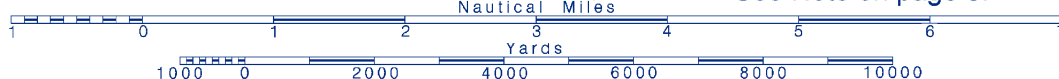
**16**

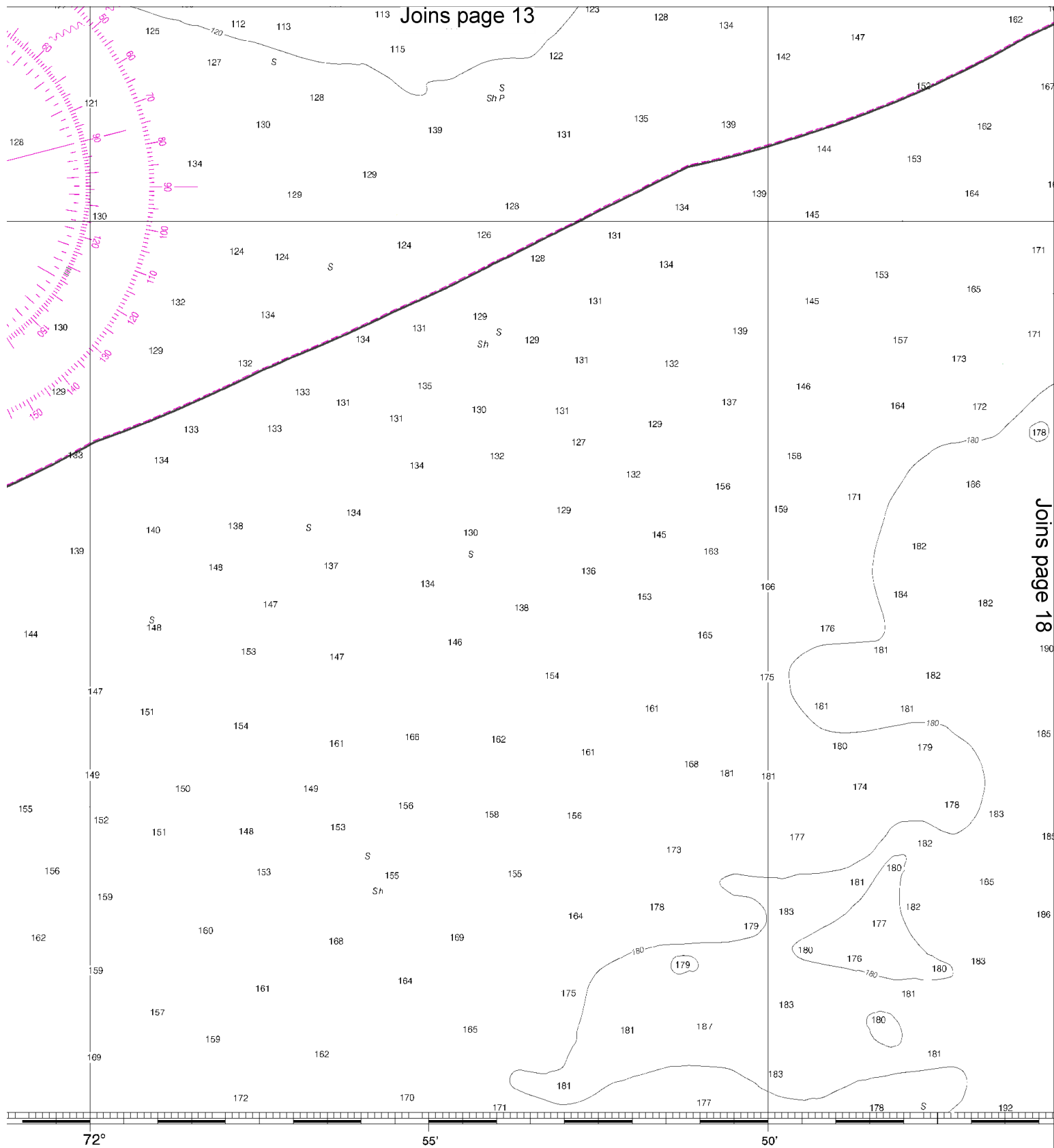


Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



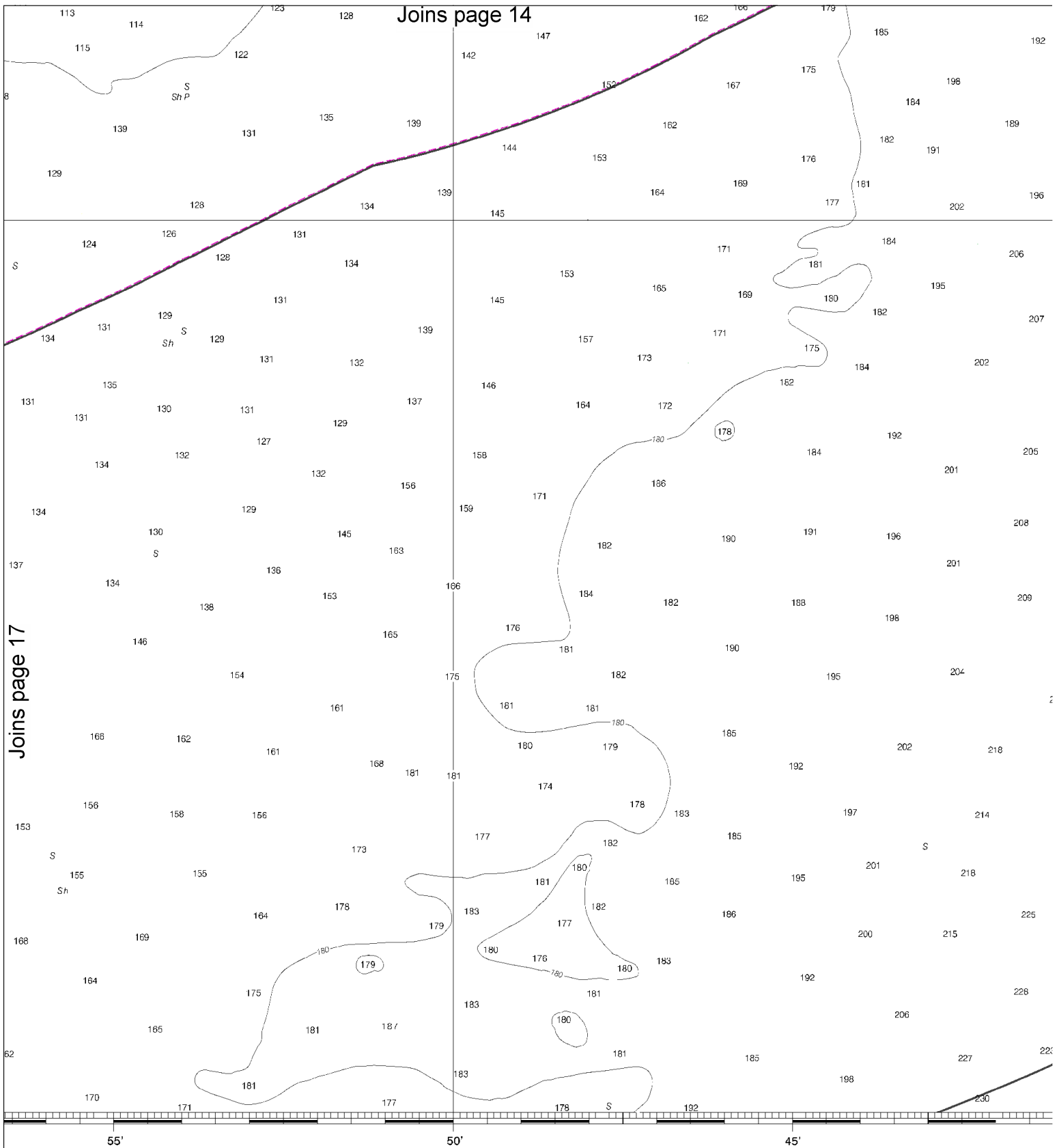


ed to promote safe navigation. The National  
mit corrections, additions, or comments for  
he Chart Division (N/CS2), National Ocean  
3 20910-3282.

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18

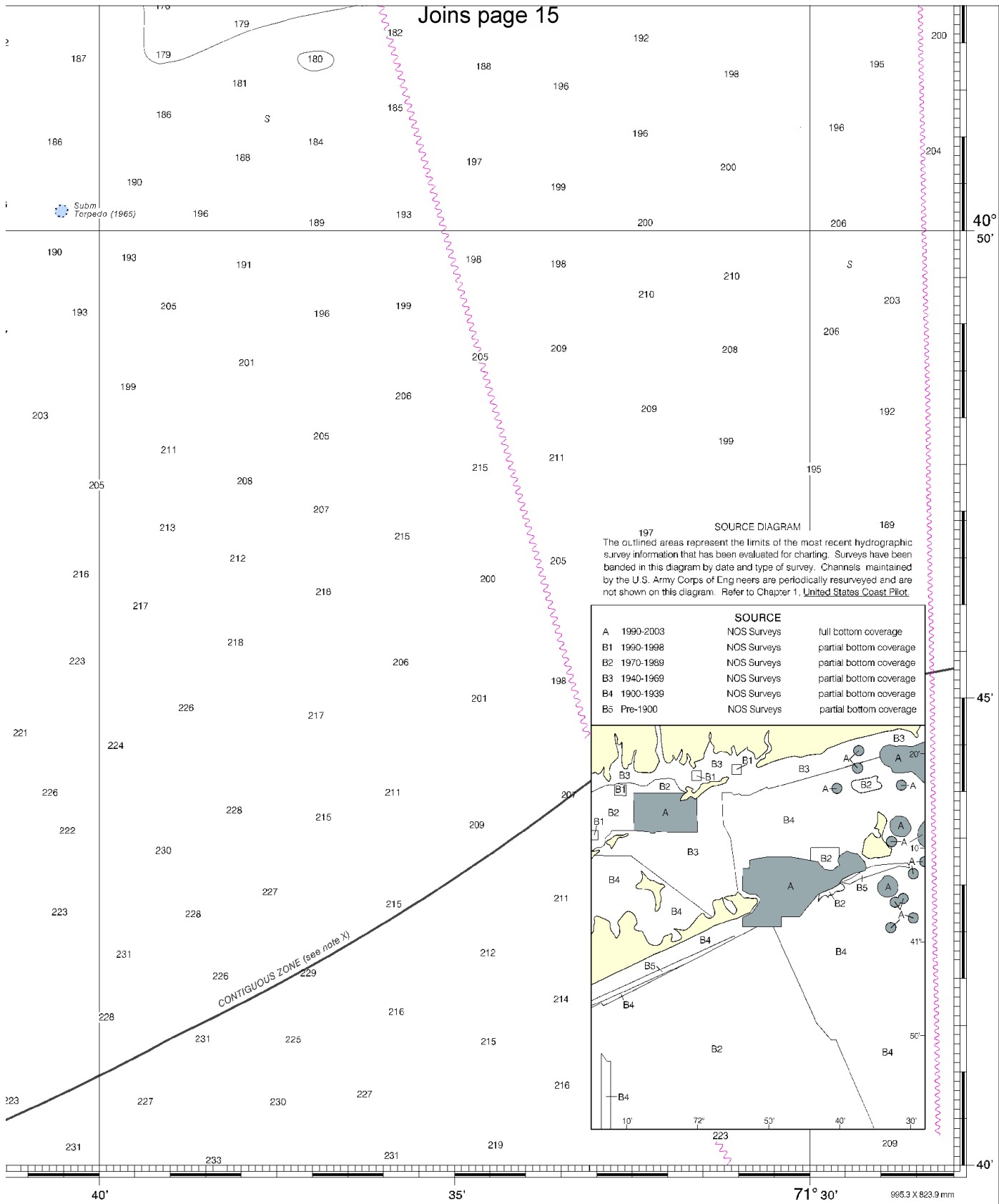


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SCALE 1:80,000

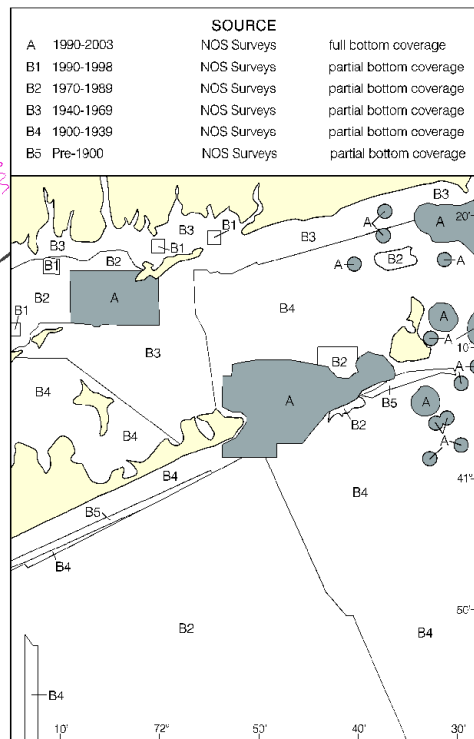
See Note on page 5.





**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*.



40°  
50'

45'

40'



## 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 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Montauk** – 631-668-2773

**Coast Guard Point Judith** – 401-783-3021

**Coast Guard New London** – 860-442-4471

**East Hampton Marine Patrol** – 631-329-3078

**New York State Police** – 718-765-4100

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**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 CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

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**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

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**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).