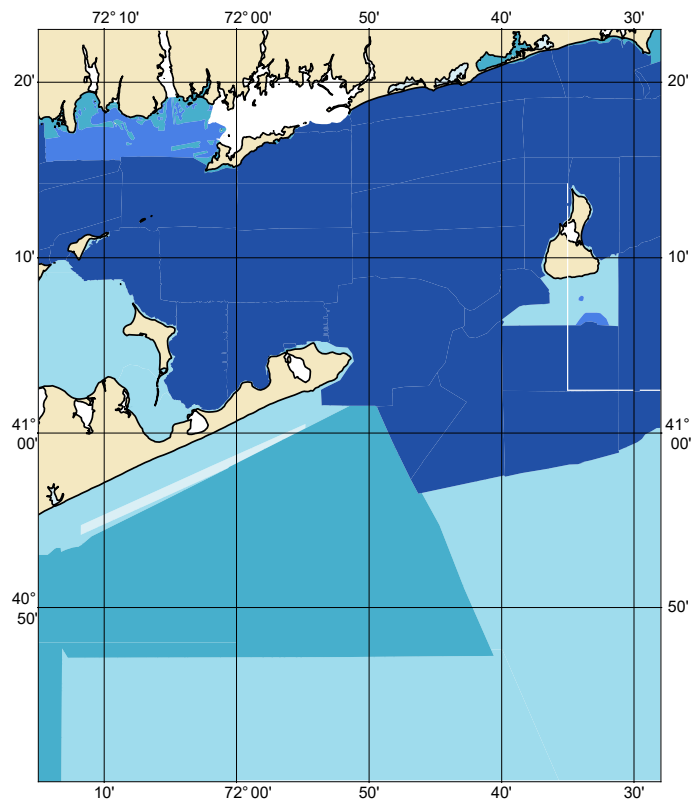


Zone of Confidence (ZOC) Diagram



ZOC CATEGORIES

ZOC	COLOR	POSITION ACCURACY	DEPTH ACCURACY	SEAFLOOR COVERAGE
A1		$\pm 5\text{ m} + 5\%\text{ depth}$ $\pm 16.4\text{ ft} + 5\%\text{ depth}$	$= 0.50\text{ m} + 1\%\text{ d}$ $= 1.6\text{ ft} + 1\%\text{ d}$ $= 0.3\text{ fm} + 1\%\text{ d}$	All significant seafloor features detected.
A2		$\pm 20\text{ m}$ $\pm 65.6\text{ ft}$	$= 1.00\text{ m} + 2\%\text{ d}$ $= 3.3\text{ ft} + 2\%\text{ d}$ $= 0.6\text{ fm} + 2\%\text{ d}$	All significant seafloor features detected.
B		$\pm 50\text{ m}$ $\pm 164.0\text{ ft}$	$= 1.00\text{ m} + 2\%\text{ d}$ $= 3.3\text{ ft} + 2\%\text{ d}$ $= 0.6\text{ fm} + 2\%\text{ d}$	Uncharted features hazardous to surface navigation are not expected but may exist.
C		$\pm 500\text{ m}$ $\pm 1640.4\text{ ft}$	$= 2.00\text{ m} + 2\%\text{ d}$ $= 6.6\text{ ft} + 2\%\text{ d}$ $= 1.1\text{ fm} + 2\%\text{ d}$	Depth anomalies may be expected.
D		Worse than ZOC C	Worse than ZOC C	Large depth anomalies may be expected.
U		Unassessed - The quality of the bathymetric data has yet to be assessed.		

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NOAA CUSTOM CHART
NOTES GEOSPATIAL DATABASE
VERSION 2.0B - 29 MARCH 2024

CAUTION
AUTOMATED CHART GENERATION

The records of the NOAA Custom Chart Notes Geospatial Database are current as of May 1st, 2023. Subsequent additions and refinements are to be expected. Please refer to all available navigational publications for complete information about the charted area.

CAUTION CHART UPDATES

This NOAA Custom Chart contains up-to-date information only as of the time of creation, and will become outdated. Mariners are advised to visit https://distribution.charts.noaa.gov/weekly_updates/ to check for weekly updates, and to render a new NOAA Custom Chart when information is updated. Notices to Mariners are not issued for corrections to this NOAA Custom Chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard and National Geospatial-Intelligence Agency.

COMMENTS REQUESTED

NOAA encourages users to submit inquiries, discrepancies, or comments about this chart via NOAA's ASSIST tool at <https://nauticalcharts.noaa.gov/customer-service/assist/>.

This NOAA Custom Chart has been automatically rendered from NOAA Electronic Navigational Chart (NOAA ENC®) data. Mariners using this NOAA Custom Chart are advised that this is a static reproduction of the NOAA ENC®. This NOAA Custom Chart has not been individually quality checked or adjusted for optimal use for navigation. The portrayal may be at a different scale from that of the original NOAA ENC®. Mariners are advised to use caution when using this NOAA Custom Chart for navigation and are encouraged to use the latest NOAA ENC® to access the most up-to-date information. Mariners must also comply with all applicable regulatory requirements.

HEIGHTS

Heights of fixed aids to navigation and vertical clearances of overhead obstructions will be shown in feet if the units are set to feet or fathoms. If units are set to meters, heights will be shown in meters. Land elevation values are shown in meters only.

WATER LEVELS, CURRENTS, AND TIDES

Real-time water levels, tide predictions, and tidal current predictions are available on the internet from NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) at https://tidesandcurrents.noaa.gov/water_level_info.html and https://tidesandcurrents.noaa.gov/currents_info.html.

ABBREVIATIONS

For complete list of Symbols and Abbreviations, see Chart No. 1.

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).

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.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

Refer to charted regulation section numbers.

SOUNDING DATUM

Soundings referred to Mean Lower Low Water (MLLW).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notices 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.

AIDS TO NAVIGATION

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

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.

ADDITIONAL INFORMATION

Additional information can be obtained at www.nauticalcharts.noaa.gov

SUPPLEMENTAL INFORMATION

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

Refer to charted regulation section numbers.

VERTICAL DATUM

Overhead clearances are referred to Mean High Water (MHW).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notices 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 New York, NY.

Refer to charted regulation section numbers.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notices 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.

COLREGS DEMARCATION LINE

The Inland Navigational Rules Act of 1980 is in effect for vessels transiting this area. The seaward boundaries of this area are the COLREGS demarcation lines. In the area seaward of the COLREGS demarcation lines, vessels are governed by COLREGS: International Regulations for Preventing Collisions at Sea, 1972. The COLREGS demarcation line is defined in COLREGS 33 CFR 80.155b.

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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.

CAUTION
LIMITATIONS ON THE
USE OF RADIO SIGNALS

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.

COLREGS, 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.

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.

PRECAUTIONARY AREA

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

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
BASCULE BRIDGES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

Improved channels are subject to shoaling, particularly at the edges.

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CAUTION FISH TRAP AREAS

Uncharted stakes, piles and, fishing structures, some submerged, may exist within this area.

CAUTION LOBSTER POT AREA

There is a lobster pot area west of Block Channel.

CAUTION
Plum Island is U.S. Government property and is closed to the public.
RESTRICTED AREA
RIGHT WHALE SEASONAL
MANAGEMENT AREA
(50 CFR 224.105)

All vessels greater than or equal to 65 feet / 19.8 meters in length must slow to speeds of 10 knots or less in seasonal management areas.

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) website: <https://www.epa.gov/vessels-marinas-and-ports>.

CAUTION SUBMERGED CABLES AND PIPELINES

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
DANGER AREA
GARDINERS POINT
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 274.32 meters/300 yard radius of the ruins is dangerous due to possible recovery of aircraft practice bombs containing explosives.

NIANTIC RIVER AIDS

Numerous unlighted buoys are not charted because they are frequently shifted in position.

THREEMILE HARBOR

Channels marked by private maintained buoys from May to November.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures.

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CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures.

CHANGEABLE AREA

The vicinity of Endeavor Shoals is subject to continual shifting.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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.

Providence,RI WXJ-39 162.4MHz

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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-47 162.55MHz

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-47 162.550MHz
Riverhead,NY WXM-80 162.475MHz

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures.

BLOCK ISLAND FERRY ROUTE

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

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.

Providence,RI WXJ-39 162.40MHz
New London,CT KHB-47 162.55MHz

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-47 162.55MHz
Meriden,CT WXJ-42 162.40MHz

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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.

Riverhead,NY WXM-80 162.475MHz