

BookletChart™

Fall River Harbor

NOAA Chart 13227

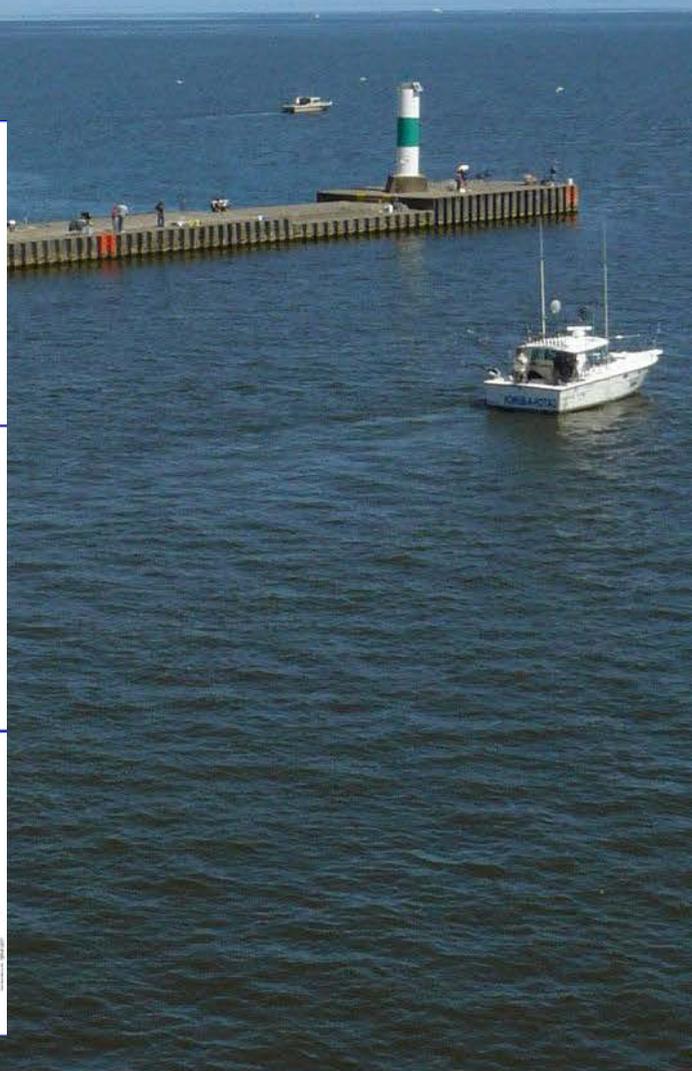
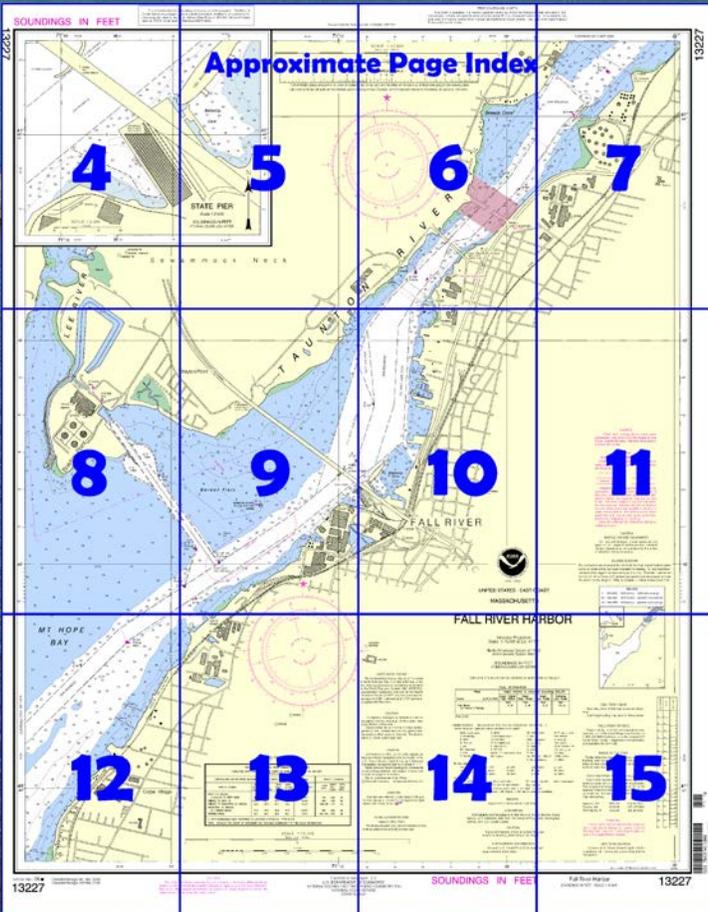


A reduced-scale NOAA nautical chart for small boaters

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.

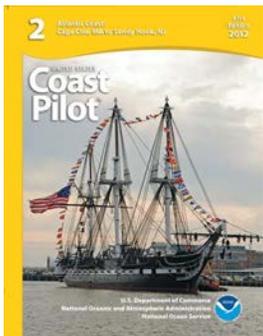
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13227>.



(Selected Excerpts from Coast Pilot)

Mount Hope Bay, in the northeastern part of Narragansett Bay, is the approach to the city of Fall River and **Taunton River**. There are two approaches to the bay. The approach from the Sakonnet River is little used. The approach from East Passage is well marked, and with care 34 feet can be carried in the channel into the bay. **Fall River**, on the eastern shore of the mouth of Taunton River and head of Mount Hope Bay, is an important

manufacturing center as well as distribution point of petroleum products. Principal products handled through the port are petroleum products, latex, shellac, cotton, and some lumber.

Somerset, about 5.3 miles, and **Dighton**, about 7.5 miles above the Fall River, are towns on the west side of Taunton River. **Taunton** is at the head of navigation about 12.5 miles above Fall River.

Mount Hope Bridge crosses the entrance to Mount Hope Bay between **Bristol Point** and Rhode Island. The bridge has two lighted towers which are visible for many miles in clear weather and a racon. It is a high-level suspension highway bridge with a clearance of 135 feet.

Mount Hope is a prominent hill on the western side of the bay 2 miles northeastward of the suspension bridge. **Spar Island** is a small, low island near the center of Mount Hope Bay.

Borden Flats, the shoal area northward of the channel in Fall River Harbor, is marked by a light equipped with a sound signal.

Three shallow streams that empty into the northern part of Mount Hope Bay are entered only by local small craft. **Kickamuit River**, the westerly one, has a narrow buoyed entrance through which the currents have considerable velocity. The buoyed channel has a depth of about 6 feet. **Cole River**, the middle of the three, is buoyed on the east side of the entrance. **South Swansea**, on the west shore of **Gardners Neck**, has a boatyard with a 25-ton mobile hoist and a marine railway that can handle craft up to 50 feet for hull, engine, and electronic repairs or storage. Berths, electricity, gasoline, diesel fuel, water, ice, and marine supplies are available. In 1981, a reported depth of 6 feet could be carried to the boatyard. A ramp is on the western side of the bay, approximately 0.7 mile south of the entrance to Kickamuit River.

A highway bridge, about 1.5 miles above the entrance, has a 41-foot fixed span with a clearance of 7 feet. **Lee River**, the easterly stream, is navigable to a fixed bridge about 1.2 miles above the entrance. A shoal in midchannel just north of the narrow opening through the fill, 0.8 mile above **Brayton Point**, has a depth of 1 foot.

Channels.—A Federal project provides for a channel 35 feet deep through Mount Hope Bay to about 0.9 mile above the Brightman Street Bridge across Taunton River at Fall River. (See Notice to Mariners and latest editions of the charts for controlling depths.)

A dredged side channel, about 0.2 mile north of **Common Fence Point** (41°39.3'N., 71°13.3'W.) at the north end of Rhode Island, leads eastward from the main channel into North and South Branch channels. In 2004, the side channel had a reported controlling depth of 33.1 feet, with 20.7 feet available in the North Branch channel, along the North Tiverton waterfront, 23.7 feet available in the South Branch channel.

A privately dredged side channel, about 3.3 miles northeastward of Common Fence Point and marked by buoys and a **326°** private lighted range, leads northwestward from the main channel to a powerplant wharf on the east side of Brayton Point. In 1998, the channel had a reported controlling depth of 34 feet, except for shoaling to 33 feet in the entrance widening and 24 feet along the west edge of the widening.

A dredged channel in Taunton River leads from Somerset to **Peters Point**, 6.7 miles above the Brightman Street Bridge, thence to Taunton, 12.5 miles above Fall River. In 2001, the channel had a controlling depth of 6.4 feet to Peters Point, thence 4 feet was reported to be available to Taunton. Local knowledge is required from Dighton to Taunton. Buoys mark the channel to about a mile beyond the Berkley Bridge, about 3.5 miles below Taunton.

Anchorage.—Fall River Harbor has no designated anchorages. Vessels may anchor on either side of the dredged approach channel in the outer harbor or at any locality in Mount Hope Bay where depth and bottom are suitable; the chart is the best guide.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Boston Commander
1st CG District (617) 223-8555
Boston, MA

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

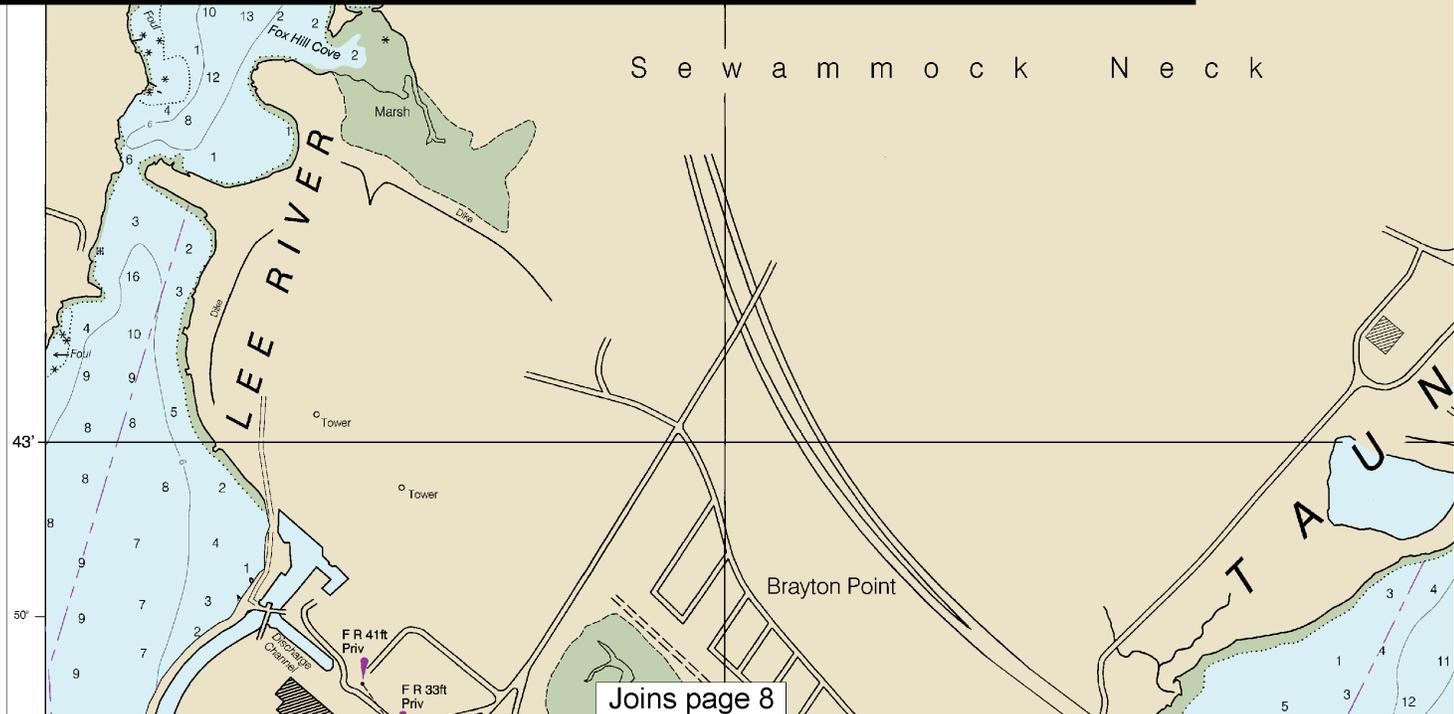
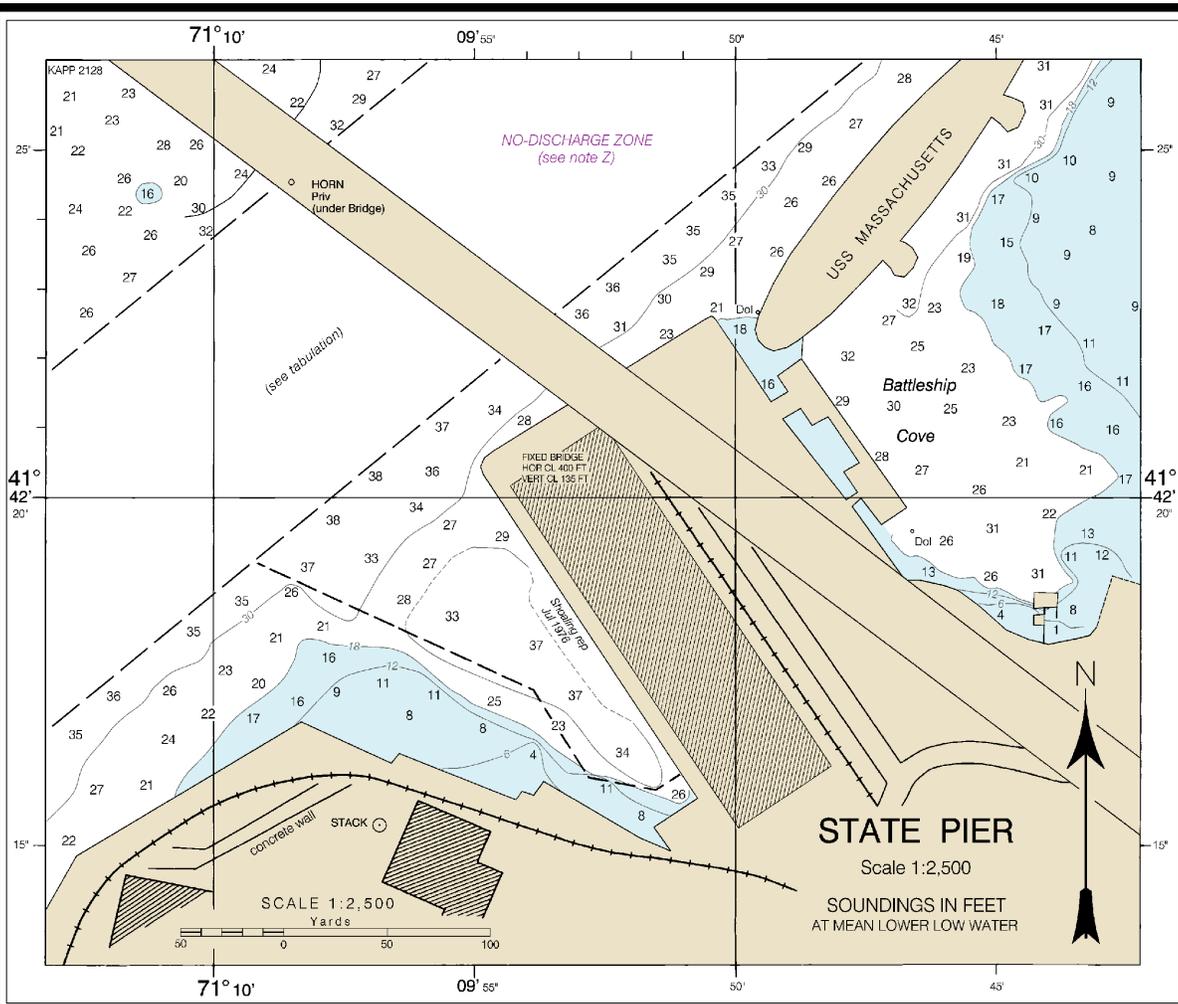


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

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

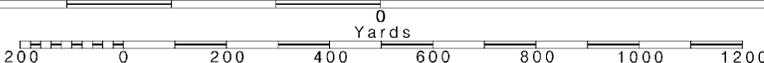
13227



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Note: Chart grid lines are aligned with true north.

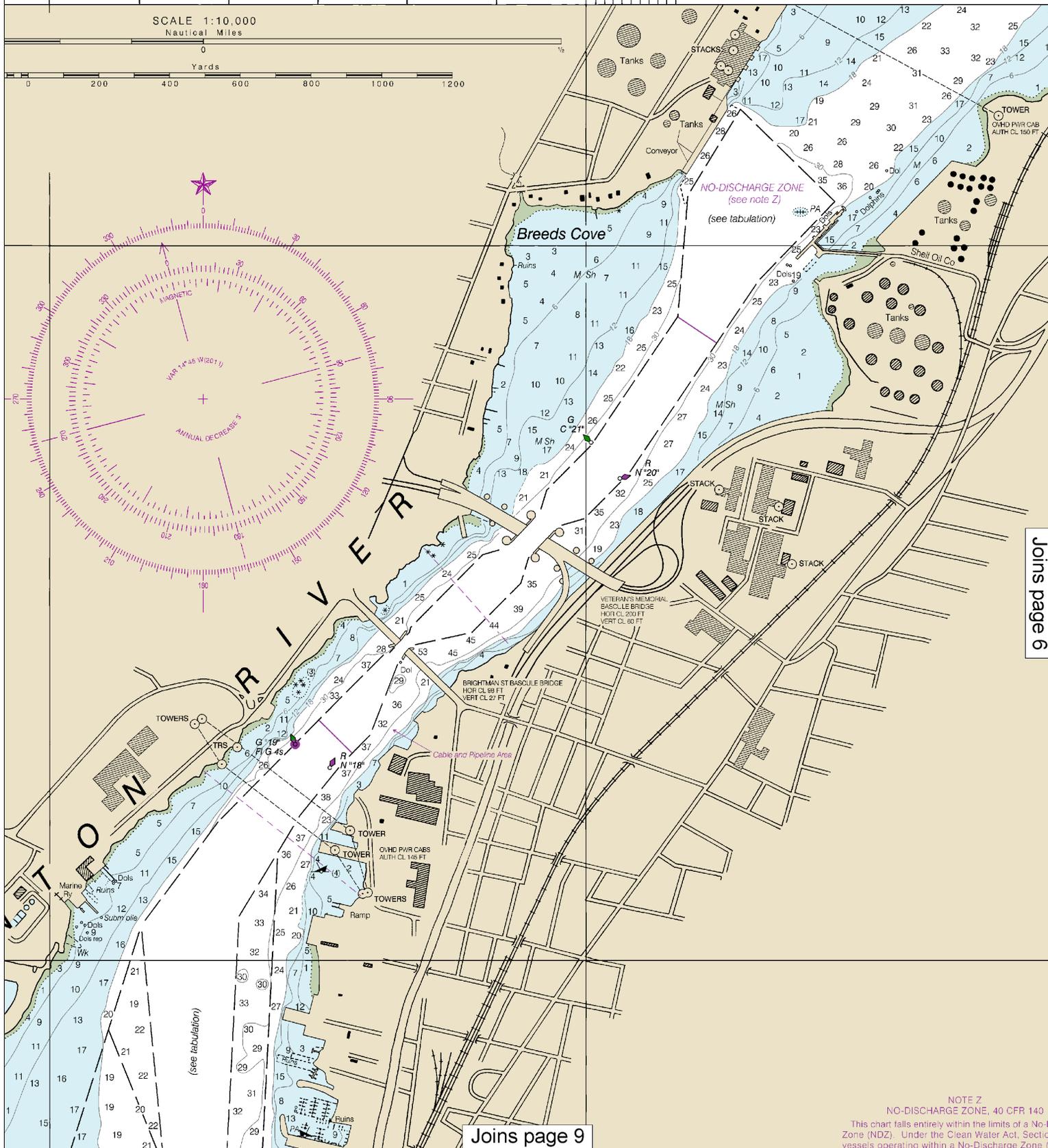
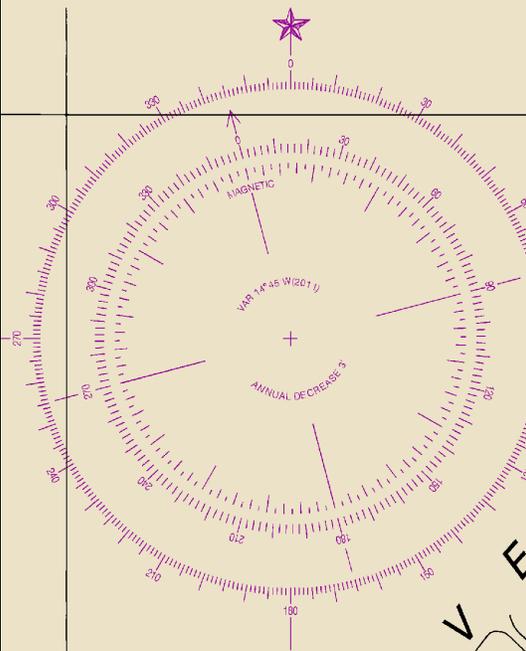
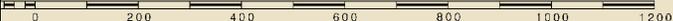
Printed at reduced scale. — SCALE 1:10,000 — See Note on page 5.



71°10' 50' 40' 30' 20' 10' 09' 50' CONTINUED ON CHART 13226

SCALE 1:10,000
Nautical Miles

Yards



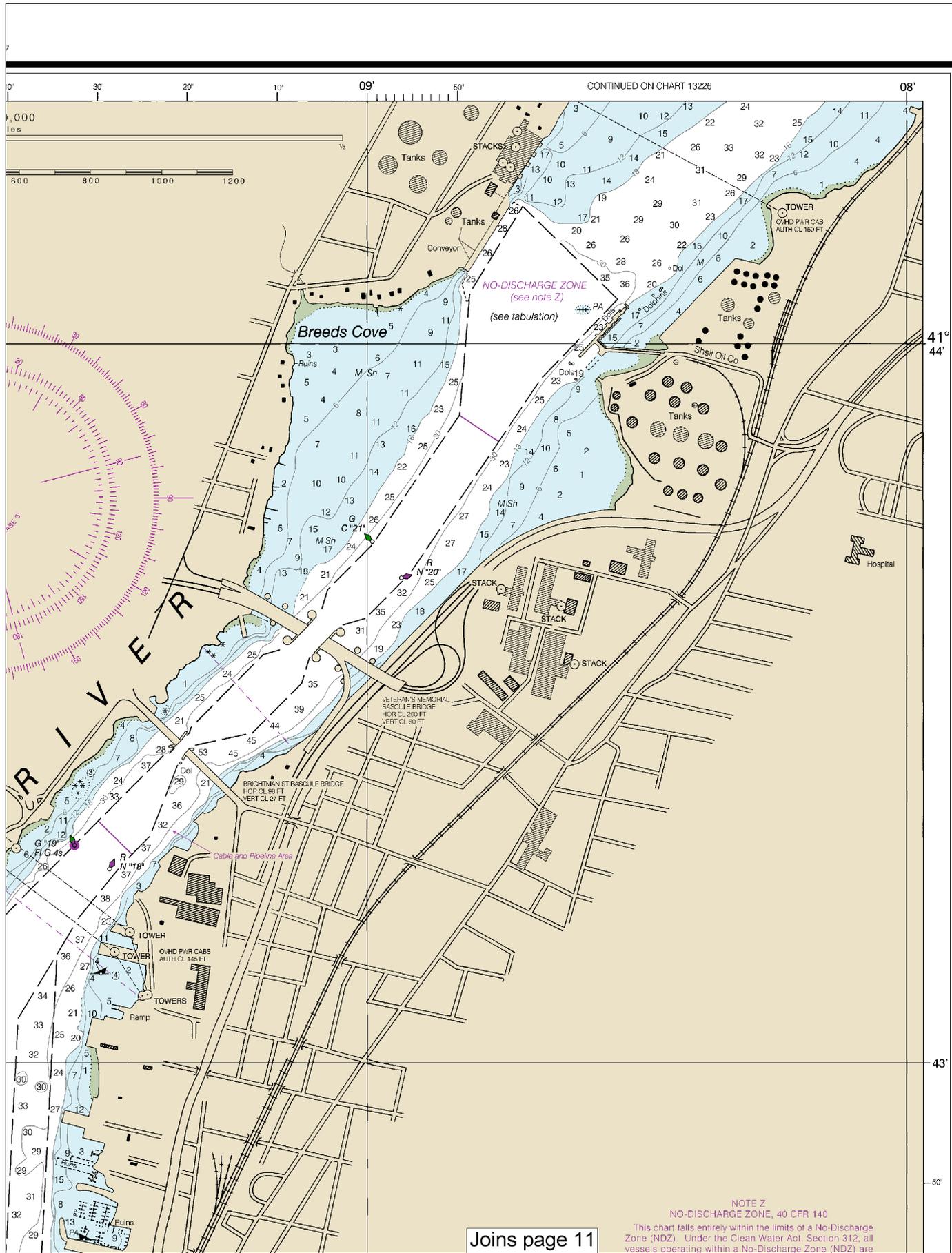
Joins page 6

Joins page 9

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 303, vessels operating within a No-Discharge Zone (NDZ) are prohibited from discharging any oil, fuel, or other pollutants into the water.

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



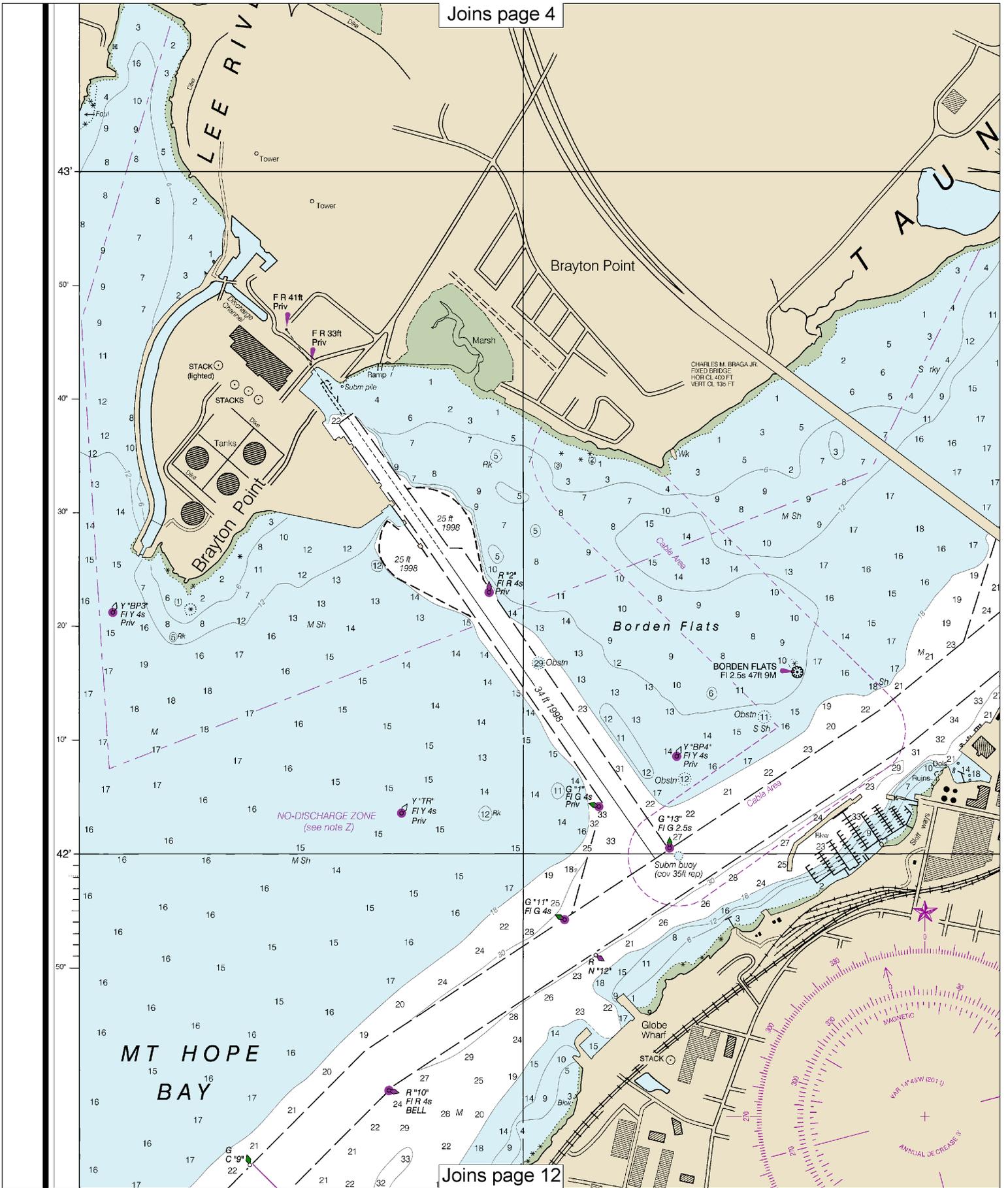


Joins page 11

NOTE Z
 NO-DISCHARGE ZONE, 40 CFR 140
 This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are



Joins page 4



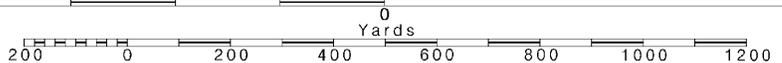
Joins page 12



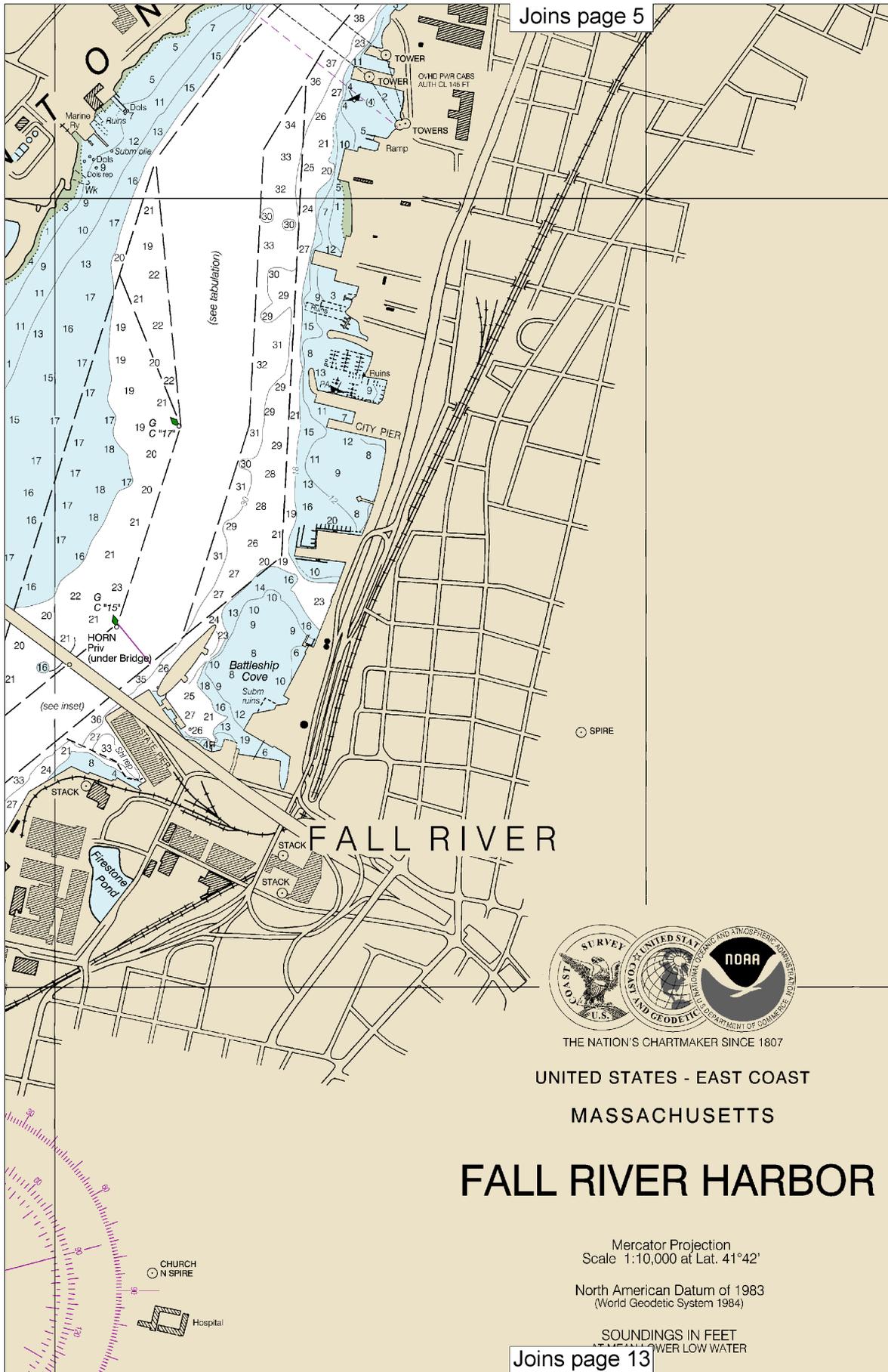
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —
Nautical Miles

See Note on page 5.



Joins page 5



NOTE Z
NO-DISCHARGE ZONE, 40 CFR 143
 This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 309, vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage or untreated, into the waters. All vessels with an marine sanitation device (MSD) that are navigating, anchored, or docked within a NDZ must have a disabled to prevent the overboard discharge of (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Guard's Additional Information concerning the regulatory requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/oceans/regulatory/vessel_scwago/

For Symbols and Abbreviations see Chart No. 1

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



Additional uncharted submarine pipelines, submarine cables may exist within the limits of this chart. Not all submarine pipelines and submarine cables are required to be buried. Those that were originally buried may become exposed. Mariners should use caution when operating vessels in the harbor. Water pipelines and cables may exist, and may become exposed. Covered wells may be marked by lighted or unlighted buoys.

CAUTION
BASCULE BRIDGE CLEARANCES
 For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire span. Horizontal clearance is not available for the entire span.

SOURCE DIAGRAM
 The outlined areas represent the limits of the most recent survey information that has been evaluated for charting. Survey information is indicated by date and type of survey. Charted by the U.S. Army Corps of Engineers are periodically resurveyed. Not shown on this diagram. Refer to Chapter 1, United States



UNITED STATES - EAST COAST
 MASSACHUSETTS

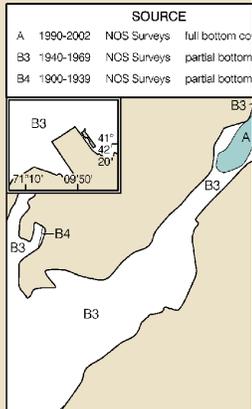
FALL RIVER HARBOR

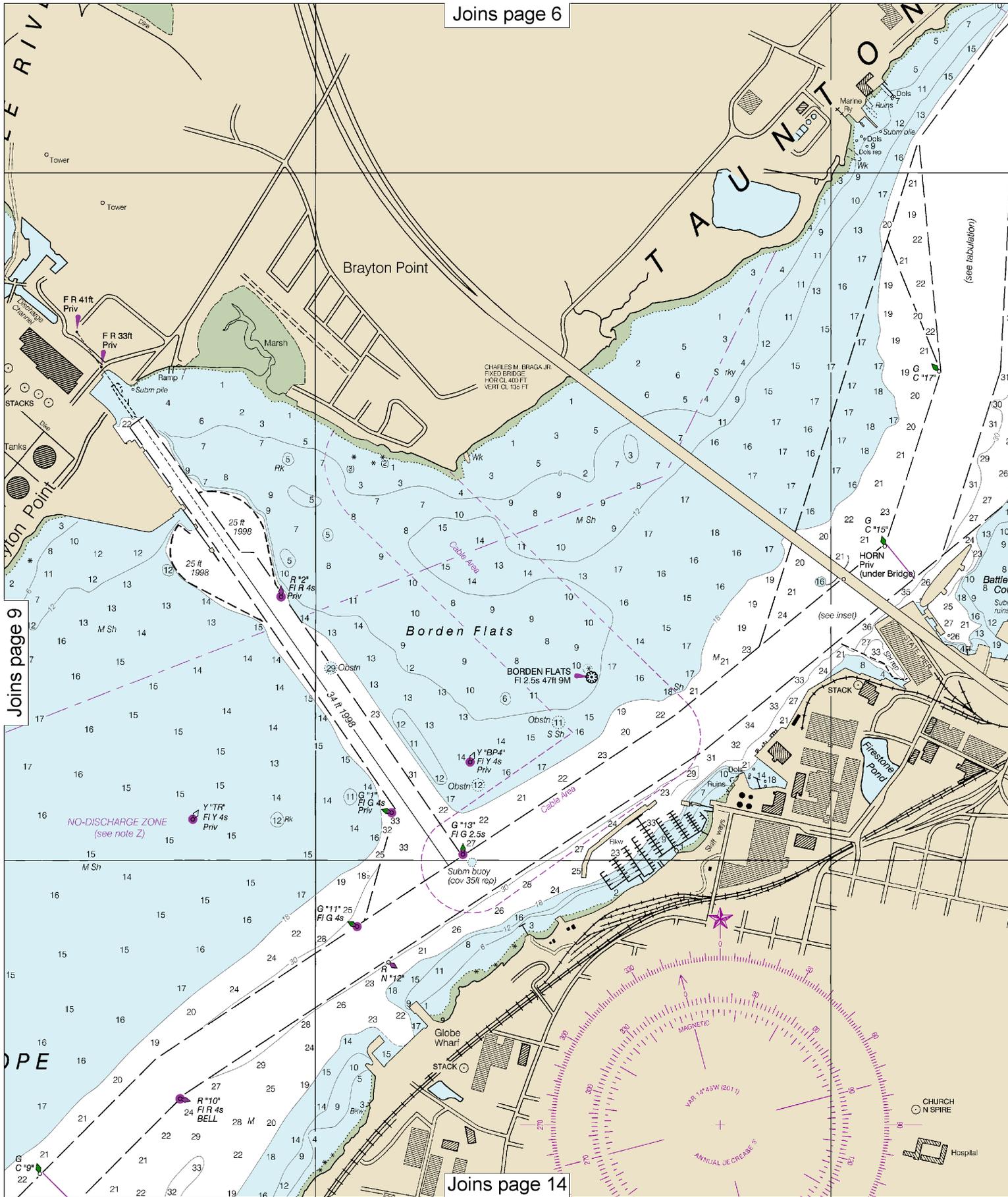
Mercator Projection
 Scale 1:10,000 at Lat. 41°42'

North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

Joins page 13





Joins page 9

Joins page 14

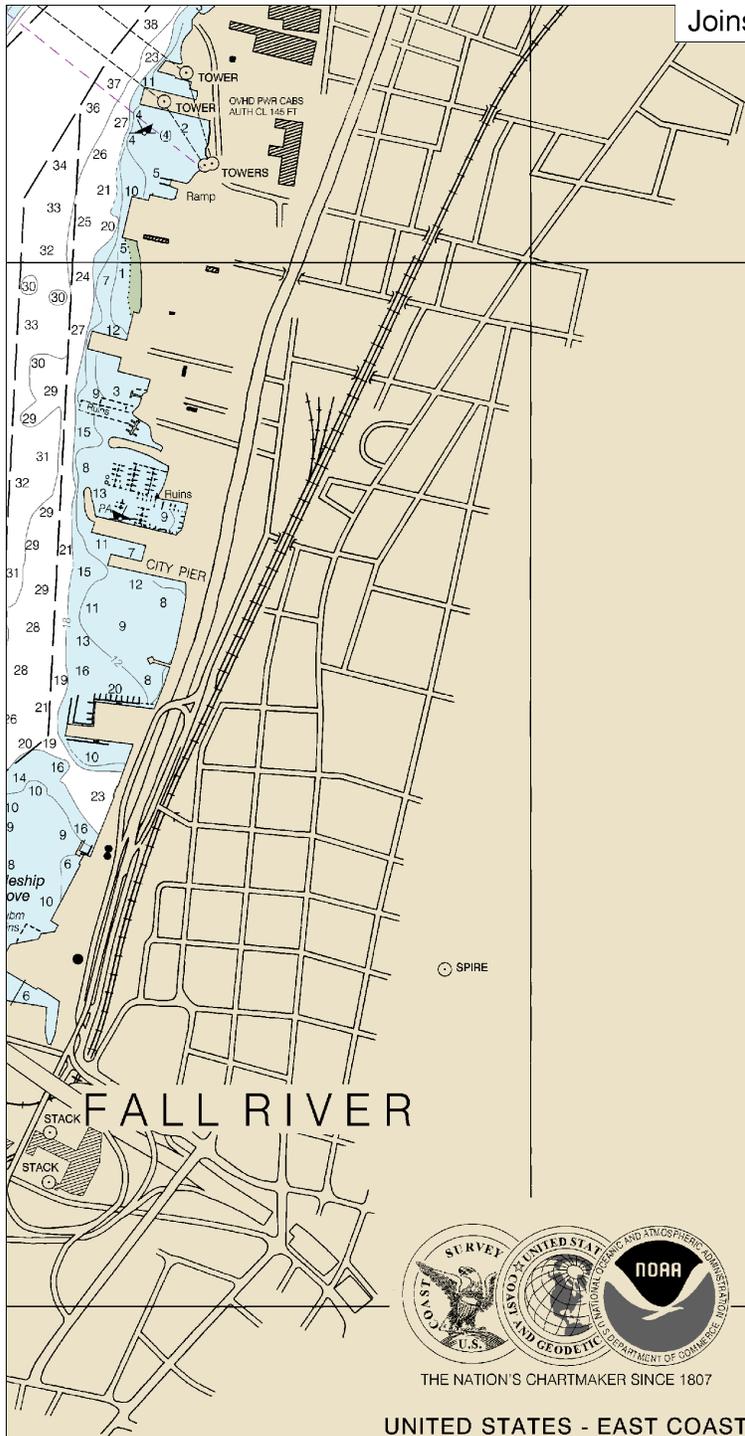
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.





**NOTE 7
NO-DISCHARGE ZONE, 40 CFR 140**

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

For Symbols and Abbreviations see Chart No. 1

**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.

**CAUTION
BASCULE BRIDGE CLEARANCES**

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.

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.



UNITED STATES - EAST COAST

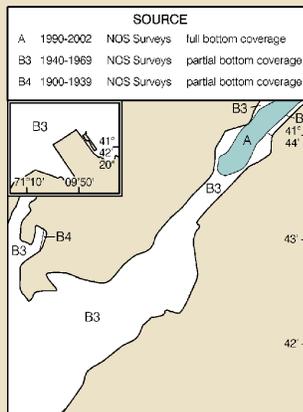
MASSACHUSETTS

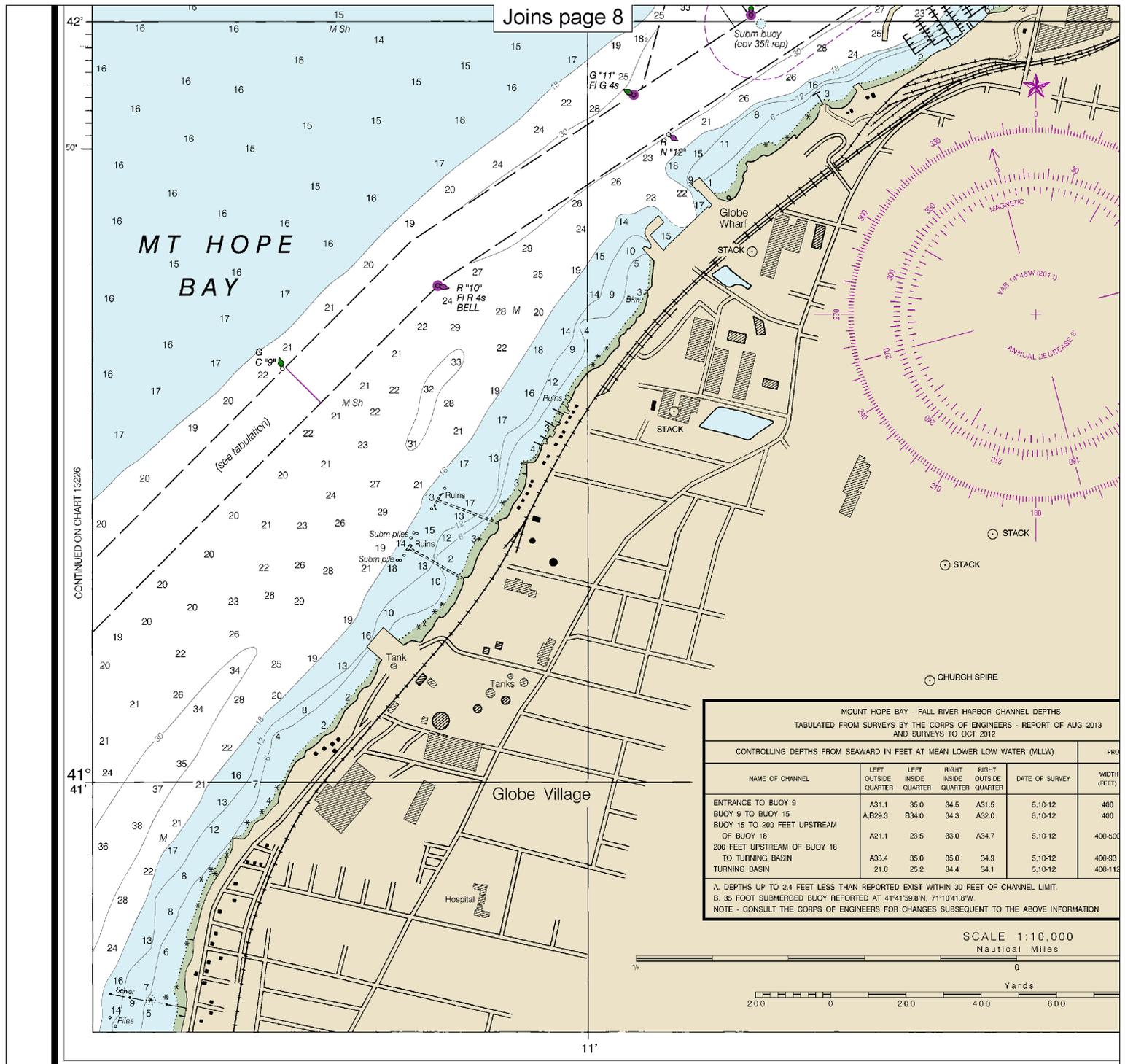
FALL RIVER HARBOR

Mercator Projection
Scale 1:10,000 at Lat. 41°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER





13227

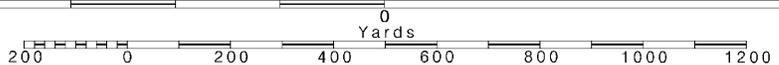
15th Ed., Aug. 2011. Last Correction: 9/13/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —
Nautical Miles

See Note on page 5.





The outlined areas represent the limits of the most recent survey information that has been evaluated for charting. Sun banded in this diagram by date and type of survey. Charted by the U.S. Army Corps of Engineers are periodically resurveyed but not shown on this diagram. Refer to Chapter 1, United States

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
MASSACHUSETTS

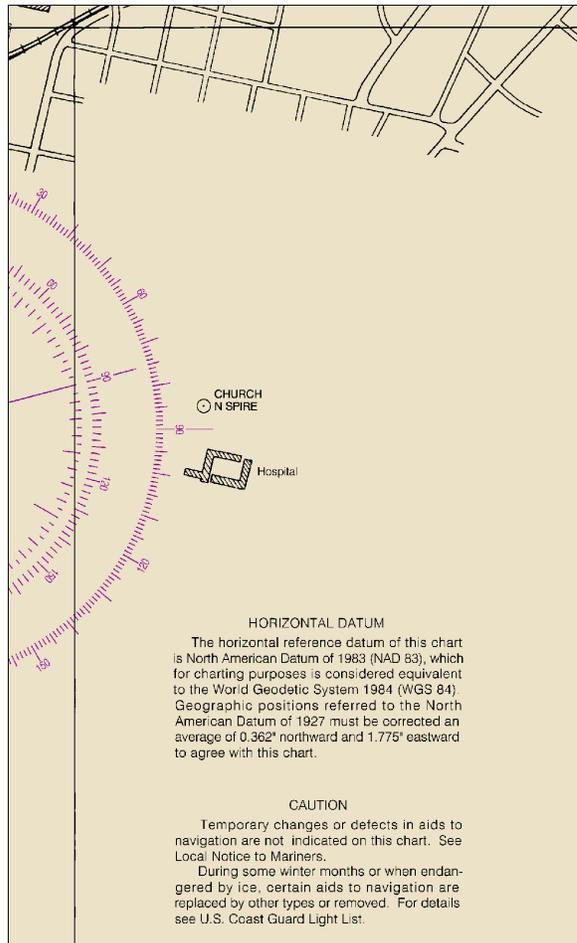
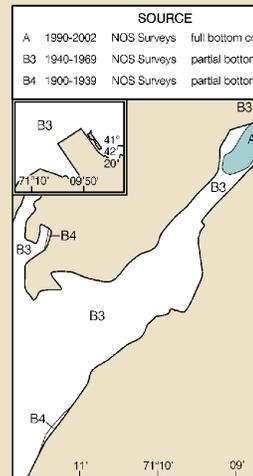
FALL RIVER HARBOR

Mercator Projection
Scale 1:10,000 at Lat. 41°42'

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.



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 0.362" northward and 1.775" eastward to agree with this chart.

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) ◦ (Approximate location)

CAUTION

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

| OBJECT DIMENSIONS | | | |
|-------------------|----------------------|---------------------|--|
| TH (1) | LENGTH (NAUT. MILES) | DEPTH (MLLW) (FEET) | |
| 0 | 2.75 | 35 | |
| 0 | 1.53 | 35 | |
| 500 | 0.97 | 35 | |
| 83 | 0.77 | 35 | |
| 120 | 0.27 | 35 | |

| PLACE | NAME | TIDAL INFORMATION | | |
|------------|------------------|------------------------|-----------------|----------------|
| | | Mean Higher High Water | Mean High Water | Mean Low Water |
| Fall River | (41°44'N/71°8'W) | 4.9 feet | 4.6 feet | 0.2 feet |

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>. (Jun 2011)

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

- Aids to Navigation lights are white unless otherwise indicated:
- | | | | |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green | Mo Morse code | R TR radio tower |
| AJ alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | IsO isophase | ORSC obscured | s seconds |
| Bn beacon | LT HO lighthouse | Oc occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| DIA diaphone | m minutes | Q quick | VQ very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistling |
| | | R Bn radiobeacon | Y yellow |
- Bottom characteristics:
- | | | | | |
|---------------|-----------|---------|-------------|-----------|
| Blds boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Grs grass | M mud | S sand | sy sticky |
- Miscellaneous:
- | | | | |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized | Obstr obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |
- (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

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.

FISH TRAP AREAS

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

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).

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.

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.

| | | |
|----------------|--------|-------------|
| Hyannis, MA | KEC-73 | 162.550 MHz |
| Boston, MA | KHB-35 | 162.475 MHz |
| Providence, RI | WXJ-39 | 162.400 MHz |

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.

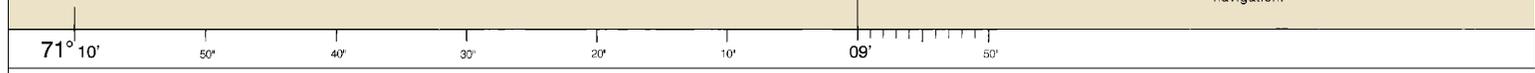
AIDS TO NAVIGATION

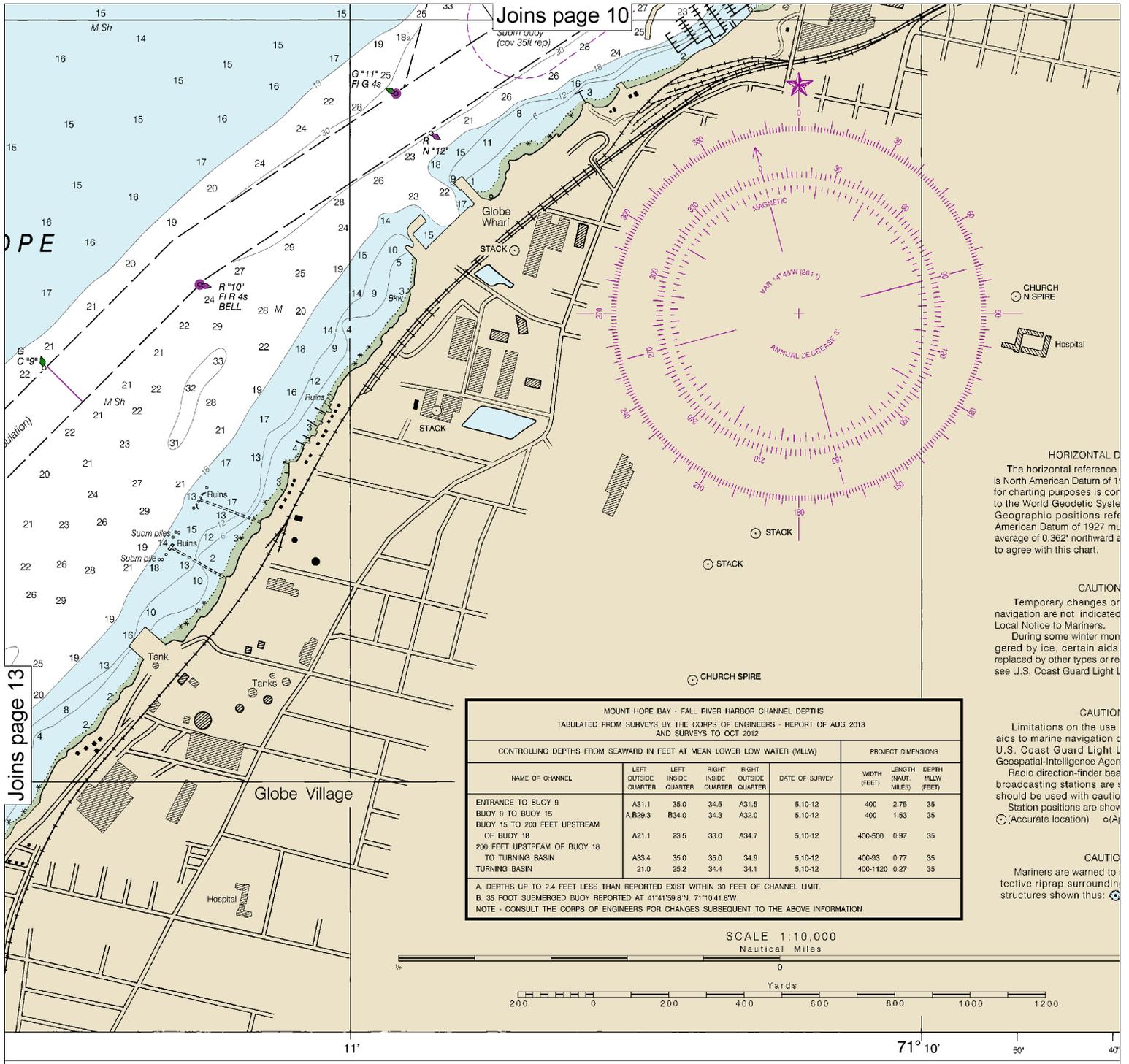
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

Fall River Harbor
SOUNDINGS IN FEET - SCALE 1:10,000





HORIZONTAL D
 The horizontal reference is North American Datum of 1927 for charting purposes is con to the World Geodetic System Geographic positions refer to the North American Datum of 1927 m average of 0.362' northward a to agree with this chart.

CAUTION
 Temporary changes or navigation are not indicated Local Notice to Mariners.
 During some winter monergered by ice, certain aids replaced by other types or re see U.S. Coast Guard Light L

CAUTION
 Limitations on the use aids to marine navigation U.S. Coast Guard Light L Geospatial-Intelligence Agen Radio direction-finder bea broadcasting stations are s should be used with cauti Station positions are show (Accurate location) (A

CAUTION
 Mariners are warned to tective riprap surroundi structures shown thus: (

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.

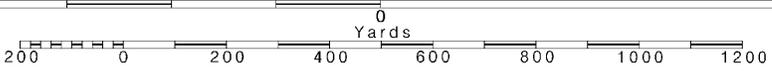
Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATIO
 NATIONAL OCEAN SERVICE
 COAST SURVEY

2011. Last Correction: 9/13/2016. Cleared through:
 29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MASSACHUSETTS

FALL RIVER HARBOR

Mercator Projection
Scale 1:10,000 at Lat. 41°42'

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.

TIDAL INFORMATION

| NAME | PLACE (LAT/LONG) | Height referred to datum of soundings (MLLW) | | |
|------------|------------------|--|-----------------|----------------|
| | | Mean Higher High Water | Mean High Water | Mean Low Water |
| Fall River | (41°44'N/71°8'W) | feet 4.9 | feet 4.6 | feet 0.2 |

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>. (Jun 2011)

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

Aids to Navigation (lights are white unless otherwise indicated):

| | | | |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green | Mo morse code | R TR radio tower |
| Al alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | Isd isophase | OBSC obscured | s seconds |
| Bn beacon | LT HO lighthouse | Oc occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| D/A diaphone | m minutes | O quick | VQ very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistlet |
| | | R Bn radiobeacon | Y yellow |

Bottom characteristics:

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

Miscellaneous:

| | | | |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized | Obstn obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |

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

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

CAUTION

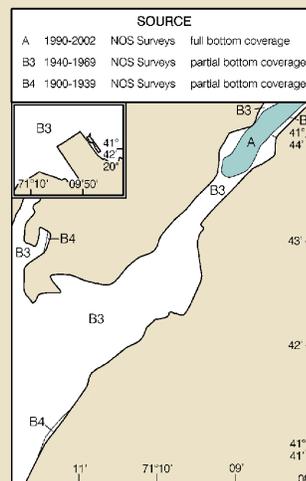
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION

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

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.



FISH TRAP AREAS

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

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).

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.

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.

| | | |
|----------------|--------|-------------|
| Hyannis, MA | KEC-73 | 162.550 MHz |
| Boston, MA | KHB-35 | 162.475 MHz |
| Providence, RI | WXJ-39 | 162.400 MHz |

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.

AIDS TO NAVIGATION

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

| FATHOMS | FEET | METERS |
|---------|------|--------|
| 1 | 6 | 1 |
| 2 | 12 | 2 |
| 3 | 18 | 3 |
| 4 | 24 | 4 |
| 5 | 30 | 5 |
| 6 | 36 | 6 |
| 7 | 42 | 7 |
| 8 | 48 | 8 |
| 9 | 54 | 9 |
| 10 | 60 | 10 |
| 11 | 66 | 11 |
| 12 | 72 | 12 |
| 13 | 78 | 13 |
| 14 | 84 | 14 |
| 15 | 90 | 15 |
| 16 | 96 | 16 |
| 17 | 102 | 17 |

DATUM
The datum of this chart is 1983 (NAD 83), which is considered equivalent to datum 1984 (WGS 84). Meridian of the North must be corrected an amount of 1.775' eastward.

DEFECTS
Defects in aids to navigation are shown on this chart. See

REMOVALS
Aids to navigation are removed. For details see

NOTES
Notes on radio signals as they can be found in the U.S. Coast Guard Light List and National Oceanic and Atmospheric Administration Publication 117. Bearings to commercial aids to navigation are subject to error and should be used with caution.

NOTES
Notes on stay clear of the proposed navigational light.



40° 30' 20' 10' 09' 50'

678.5 X 541.0 mm 08'

SOUNDINGS IN FEET

Fall River Harbor
SOUNDINGS IN FEET - SCALE 1:10,000

13227



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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



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