

BookletChart™

Westport River and Approaches

NOAA Chart 13228

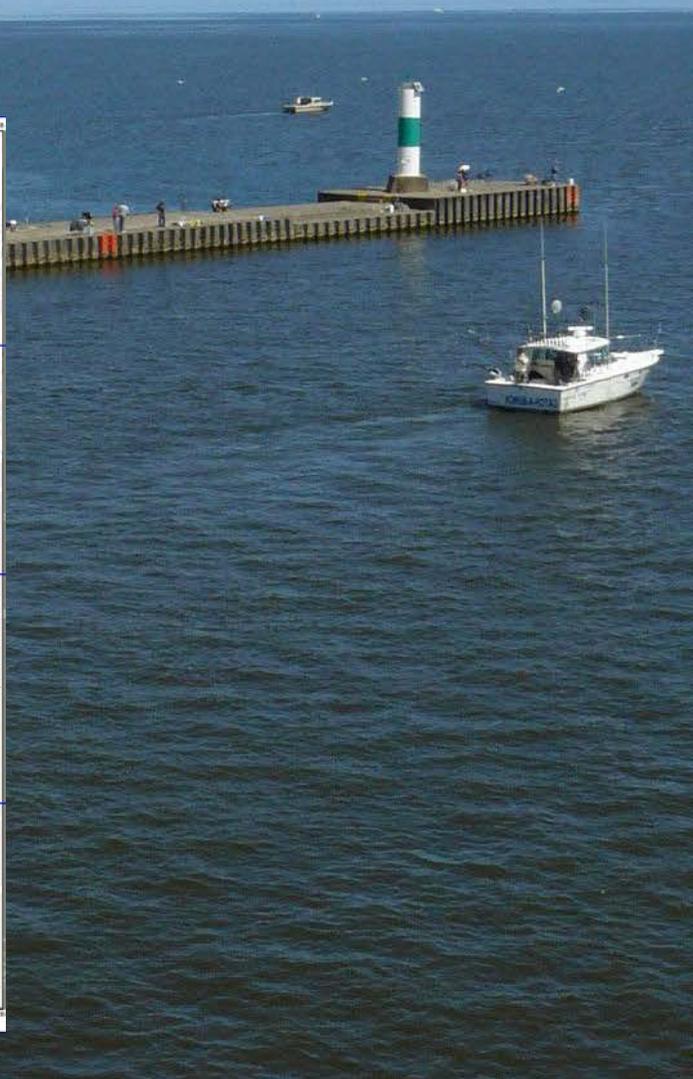
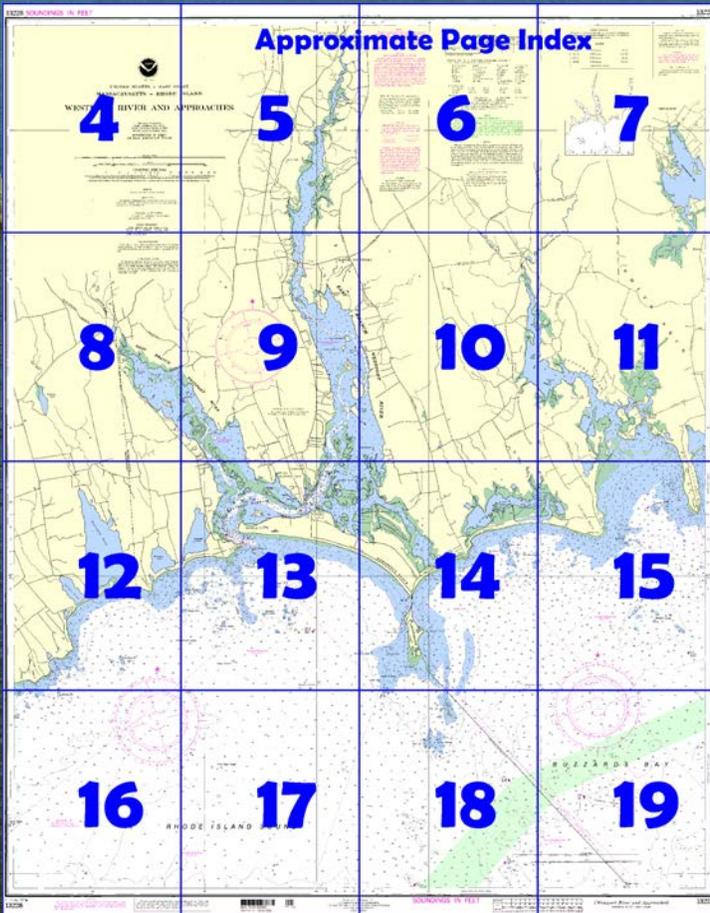


A reduced-scale NOAA nautical chart for small boaters

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.

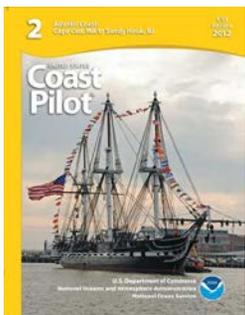
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13228>



(Selected Excerpts from Coast Pilot)

Anchorage.—New Bedford Inner Harbor affords anchorage for vessels of 25-foot draft. Cuttyhunk Harbor affords anchorage in depths of 10 to 24 feet; except for the small-craft inner harbor, it is exposed to northerly winds. A good anchorage sheltered from all southerly winds may be had off the north shore of Nashawena Island eastward of Penikese and Gull Islands in depths of 40 to 48 feet. This anchorage, frequently used by

tows, is available for vessels of any draft; however, care must be taken to stay clear of the fishtrap area in the vicinity. Two general anchorages are off the western entrance to Cape Cod Canal. (See **110.1 and 110.140 (b) (1), (b) (2), and (d)**, chapter 2, for limits and regulations.)

Dangers.—**Hen and Chickens**, extending 1.4 miles southward of Gooseberry Neck, is a reef consisting of many large boulders, most of

them bearing a foot or less. The reef is in two large groups; the southerly group is the larger. Numerous covered rocks are well away from the visible part of the danger. A narrow ledge covered 5 to 14 feet extends about 0.4 mile northward from the visible part of Hen and Chickens. A buoy is north of the ledge.

The Wildcat, covered 5 feet and unmarked, are in the southern shoal area. The south edge of the shoal is marked by a buoy. Strangers are advised to stay outside the 5-fathom curve in this vicinity.

Coxens Ledge, covered 28 feet and marked by a lighted bell buoy, is 1.2 miles northward of Ribbon Reef.

Mishaum Ledge, a group of several rocky spots with a least depth of 8 feet, extends about 1.7 miles southward of Mishaum Point. It is marked by a lighted gong buoy off its southeast end. A lighted bell buoy marks a rocky shoal covered 22 feet about 1 mile north-northwestward of the north end of Penikese Island. An unmarked rocky shoal covered 18 feet is 0.5 mile north of the island.

Currents.—The tidal currents in the passages between Buzzards Bay and Vineyard Sound have considerable velocity and require special attention. At Hen and Chickens Lighted Gong Buoy 3, the tidal current is rotary, turning clockwise. Tide rips occur when a sea is running against the current. Maximum velocities are about 0.5 knot. Minimum velocities average about 0.2 knot. (See the Tide Tables and Tidal Current Tables for predictions.)

Slocums River, westward of Mishaum Point, has a bar at the entrance nearly bare at low water. The channel inside is narrow, unmarked, and little used. **Slocums Ledge**, extending 0.6 mile westward of Mishaum Point, covered 2 to 7 feet, is marked by a buoy. **Pawn Rock** uncovers 3 feet and is 0.2 mile easterly of **Barneys Joy Point**, the point on the west side of the river entrance.

Gooseberry Neck, about 4 miles southwestward of Mishaum Point, is marked by several prominent towers. The neck, irregular and elongated, extends about 1 mile southward from **Horseneck Beach** to which it is joined by a narrow roadway over rock fill. The water surrounding the neck is very foul.

Hen and Chickens and the dangers southward of it have been previously discussed under the entrance to Buzzards Bay.

In addition to Hen and Chickens, numerous rocks and reefs surround Gooseberry Neck. Shoal water extends 0.6 mile southwestward of the neck to **Lumber Rock**, covered 4 feet and marked by a buoy, and over 0.5 mile westward to **Browing Ledge**, covered 6 feet. **Little Southwest Rock** is about 0.3 mile northeastward of Lumber Rock.

Westport River empties into the large bight between Gooseberry Neck and Sakonnet Point (chart 13221). The mouth of the river is between **Horseneck Point**, 2.7 miles northwest of Gooseberry Neck, and **The Knubble**, a protruding mound of granite marked by a light about 0.2 mile south of Horseneck Point. The river is the approach to **Westport Harbor**, the area just inside the entrance; the village of **Westport Point**, on the north shore of the east branch of the river; and the village of **Acoaxet**, westward of The Knubble. Fishing and pleasure boats use the river as far as Westport Point.

The entrance channel is narrow, crooked, and marked by buoys. In 2009, the entrance channel had a controlling depth of 7.3 feet except shoaling to 5.7 feet in the right half of the channel between Buoy 10 and Buoy 12. Depths near the entrance are continually changing; mariners are advised to seek local knowledge. Numerous rocks are in the channel below the bridge at Westport; caution is advised.

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

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

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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

08'

06'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MASSACHUSETTS - RHODE ISLAND

WESTPORT RIVER AND APPROACH

Mercator Projection
Scale 1:20,000 at Lat. 41° 32'

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.

SCALE 1:20,000
Nautical Miles



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.

SUPPLEMENTAL INFORMATION

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

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.

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 0.371' northward and 1.827' eastward to agree with this chart.

Joins page 8

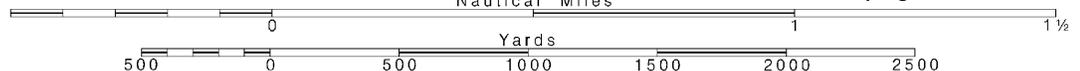
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

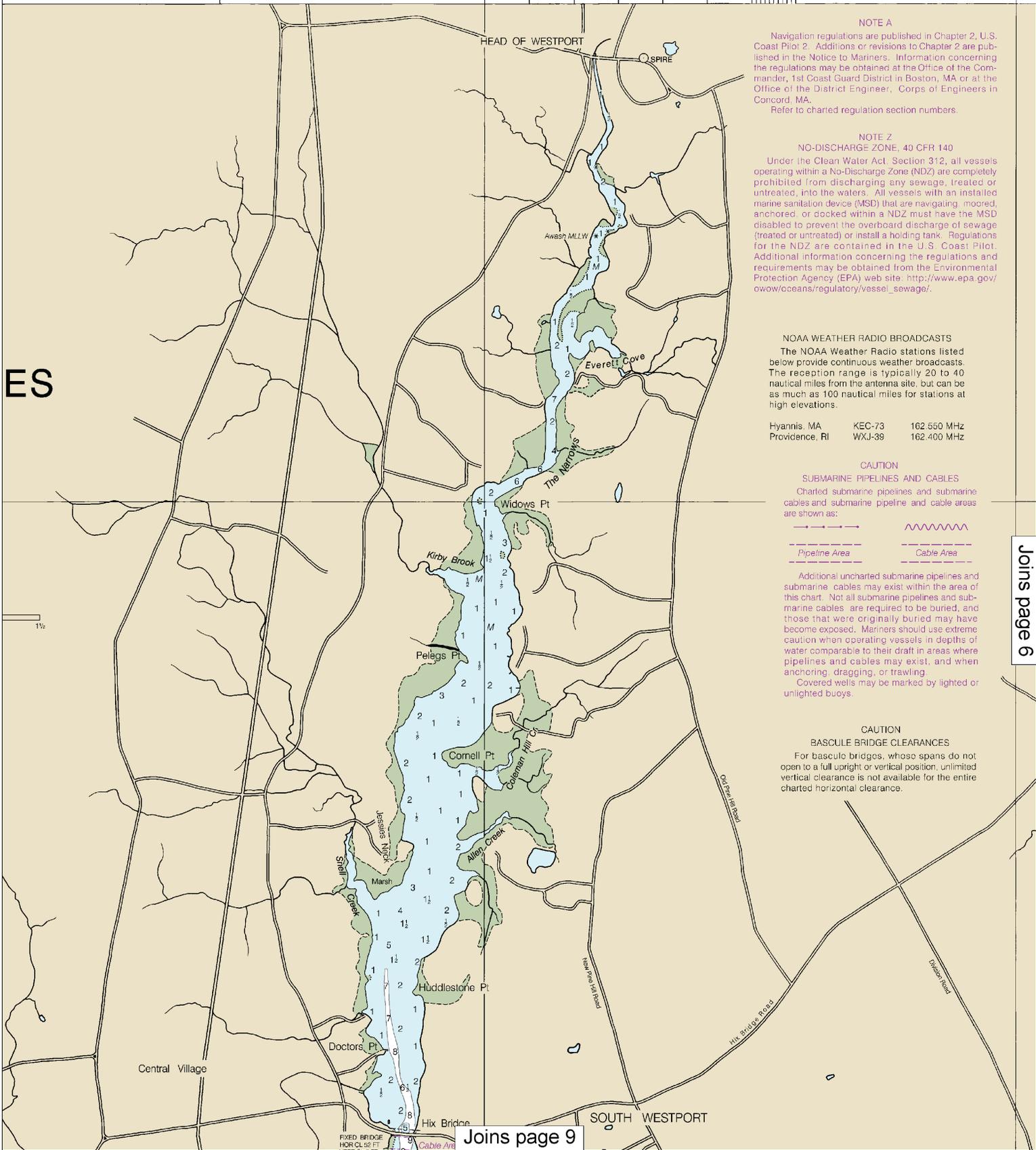
SCALE 1:20,000
Nautical Miles

See Note on page 5.



04' 50' 40' 30' 20' 10' 03' 50' 02'

ES



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.

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/.

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
Providence, RI	WXJ-39	162.400 MHz

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
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.

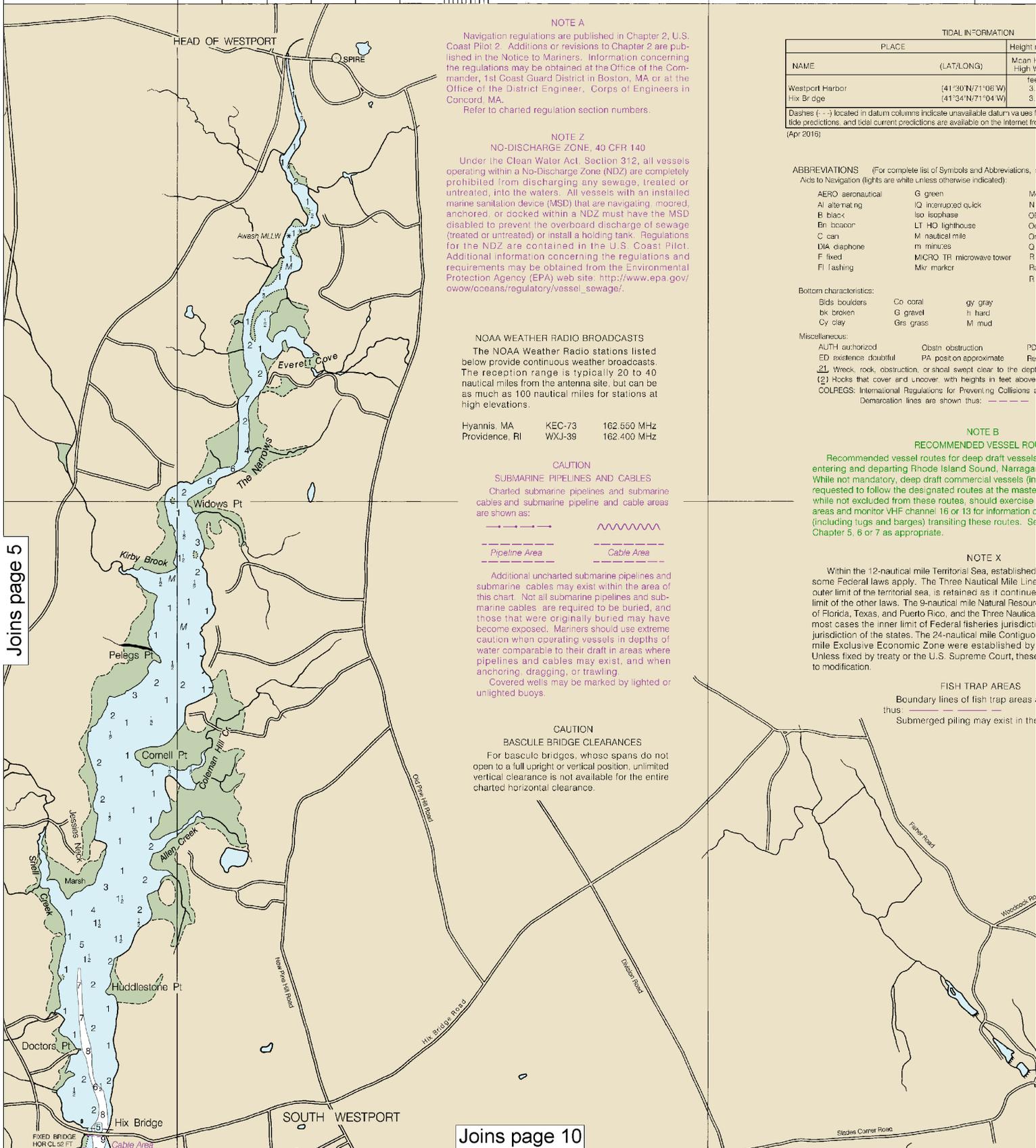
Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



04' 50' 40' 30' 20' 10' 03' 50' 02'



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----- Pipeline Area ~~~~~ Cable Area

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TIDAL INFORMATION

PLACE	Height
NAME	(LAT/LONG)
Westport Harbor	(41°30'N/71°06'W)
Hix Bridge	(41°34'N/71°04'W)

Dashes (---) located in datum columns indicate unavailable datum values. Tide predictions and tidal current predictions are available on the Internet (Apr 2016).

ABBREVIATIONS (For complete list of Symbols and Abbreviations, Aids to Navigation (lights are white unless otherwise indicated).)

AERO aeronautical	G green	M
Al alternating	IQ interrupted quick	N
B black	ISO isochase	OC
Bn beacon	LT HC lighthouse	OD
C can	M nautical mile	OC
DIA diaphone	m minutes	Q
F fixed	MICRO TP microwave tower	R
Fl flashing	Mkr marker	R

Bottom characteristics:

Bds boulders	Co coral	gy gray
bk broken	G gravel	h hard
Cy clay	Grs grass	M mud

Miscellaneous:

AUTH authorized	Obstn obstruction	PD
ED existence doubtful	PA position approximate	Re
Wreck, rock, obstruction, or shoal swept clear to the depth		
(2) Rocks that cover and uncover with heights in feet above		

COLREGS: International Regulations for Preventing Collisions at Sea. Demarcation lines are shown thus: ---

NOTE B
RECOMMENDED VESSEL ROUTE
 Recommended vessel routes for deep draft vessels entering and departing Rhode Island Sound, Narragansett Bay, and Buzzards Bay. While not mandatory, deep draft commercial vessels (if requested to follow the designated routes at the master's discretion) while not excluded from these routes, should exercise caution and monitor VHF channel 16 or 13 for information concerning transiting these routes. See Chapter 5, 6 or 7 as appropriate.

NOTE X
 Within the 12-nautical mile Territorial Sea, established by Federal laws apply. The Three Nautical Mile Line is the outer limit of the territorial sea, as retained as it continues to the outer limit of the other laws. The 9-nautical mile Natural Resource Conservation Area, Texas, and Puerto Rico, and the Three Nautical Mile Line, most cases the inner limit of Federal fisheries jurisdiction of the states. The 24-nautical mile Continental Shelf Exclusive Economic Zone were established by treaty or the U.S. Supreme Court, these laws are subject to modification.

FISH TRAP AREAS
 Boundary lines of fish trap areas are shown thus: ---
 Submerged piling may exist in the area.

Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.



See Note on page 5.

71°

58'

referred to datum of soundings (MLLW)		
Mean Higher High Water	Mean High Water	Mean Low Water
feet	feet	feet
3.3	3.1	0.1
3.0	2.8	0.1

For a tide station: Real-time water levels from <http://kdsesandcurrents.noaa.gov>.

see Chart No. 1.)

Mo	morse code	R	TR	radio tower
N	nun	Rot	rotating	
OS	obscured	s	seconds	
Oc	occluding	SEC	sector	
Or	orange	ST	M	statute miles
Q	quick	VQ	very quick	
R	red	W	white	
Ra	Raf	radar reflector	WHIS	whistle
Rb	Rn	radiobeacon	Y	yellow

Oys	oysters	so	soft
Rk	rock	Sh	shells
S	sand	sy	sticky

PD position doubtful Subm submerged
 Rep reported
 Dpth indicated.
 Datum of soundings
 at Sea, 1972.

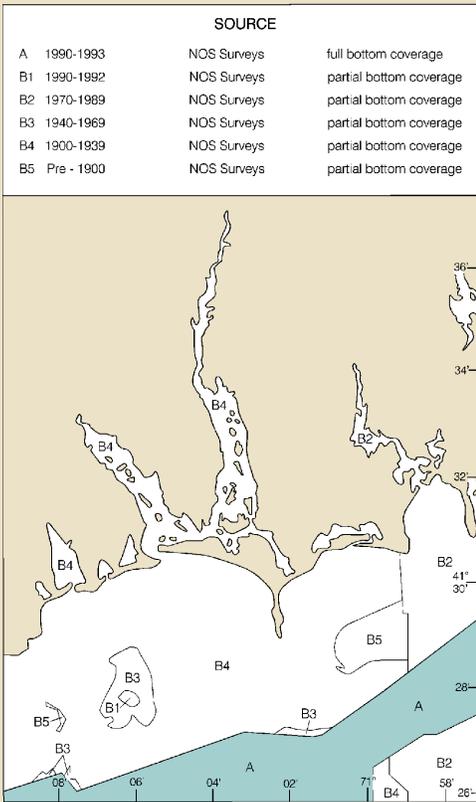
ROUTE
 (including tugs and barges)
 Apogonset Bay and Buzzards Bay
 (including tugs and barges) are
 at the discretion. Other vessels
 are cautioned in and around these
 areas concerning deep draft vessels.
 See U.S. Coast Pilot Volume 2.

Established by Presidential Proclamation,
 previously identified as the
 12-mile line to depict the jurisdictional
 boundary off the Gulf coast
 12-mile line elsewhere remain in
 effect and the outer limit of the
 200-nautical mile zone and the 200-nautical
 mile zone established by Presidential Proclamation.
 These maritime limits are subject

are shown
 these areas.

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.



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.

WARNING

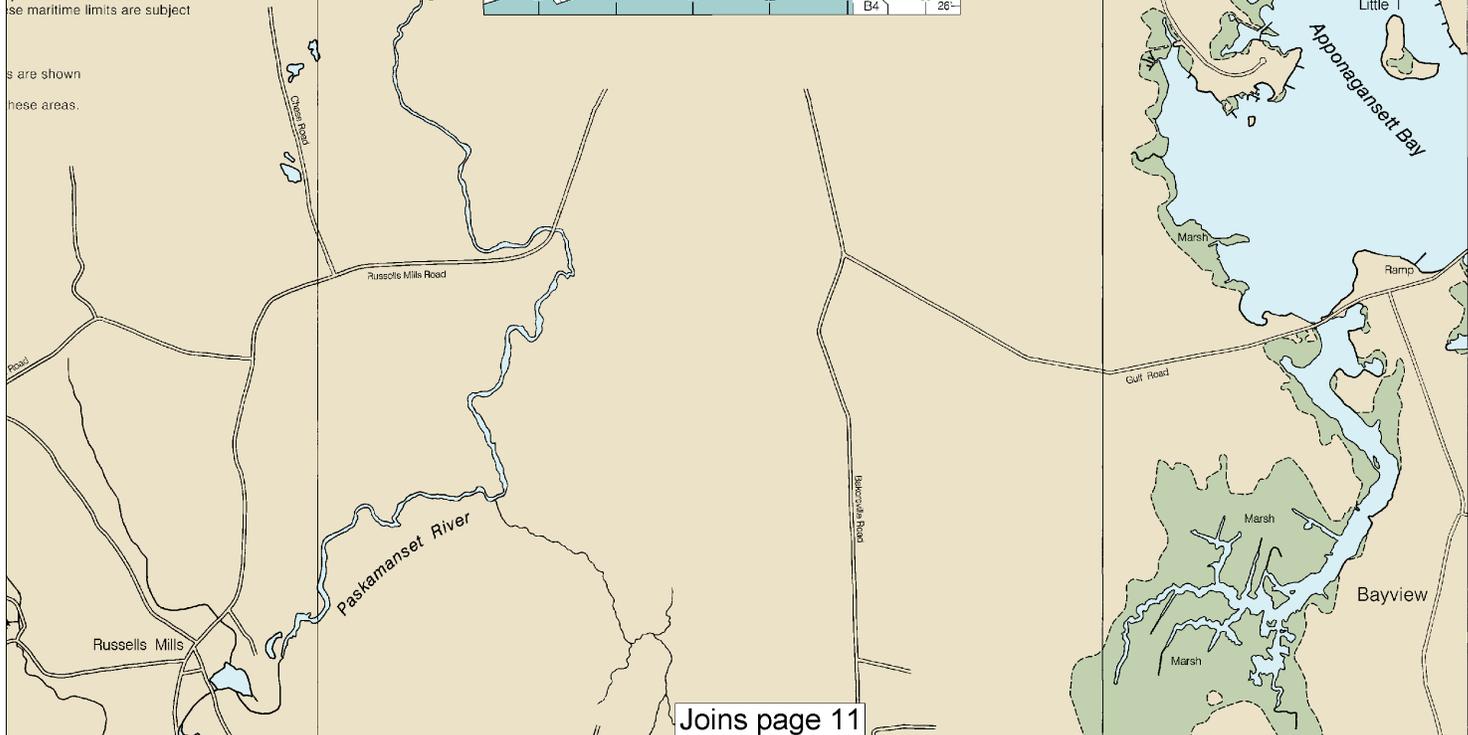
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

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

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

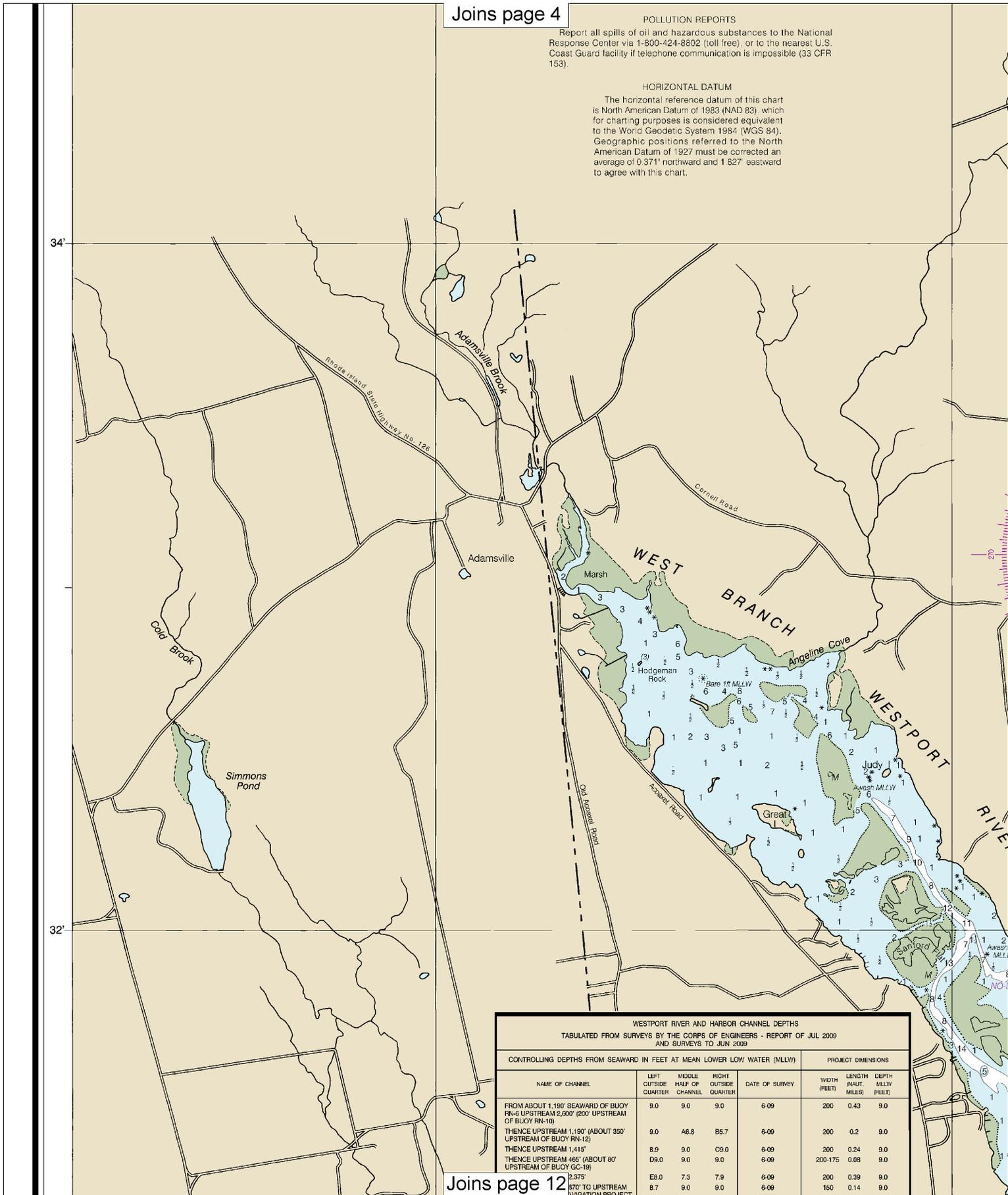


POLLUTION REPORTS

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

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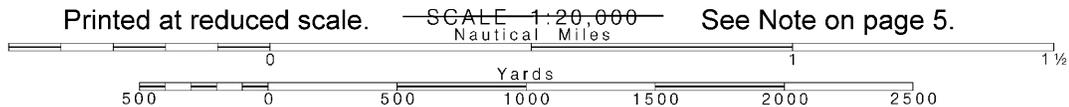


WESTPORT RIVER AND HARBOR CHANNEL DEPTHS
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2009
 AND SURVEYS TO JUN 2009

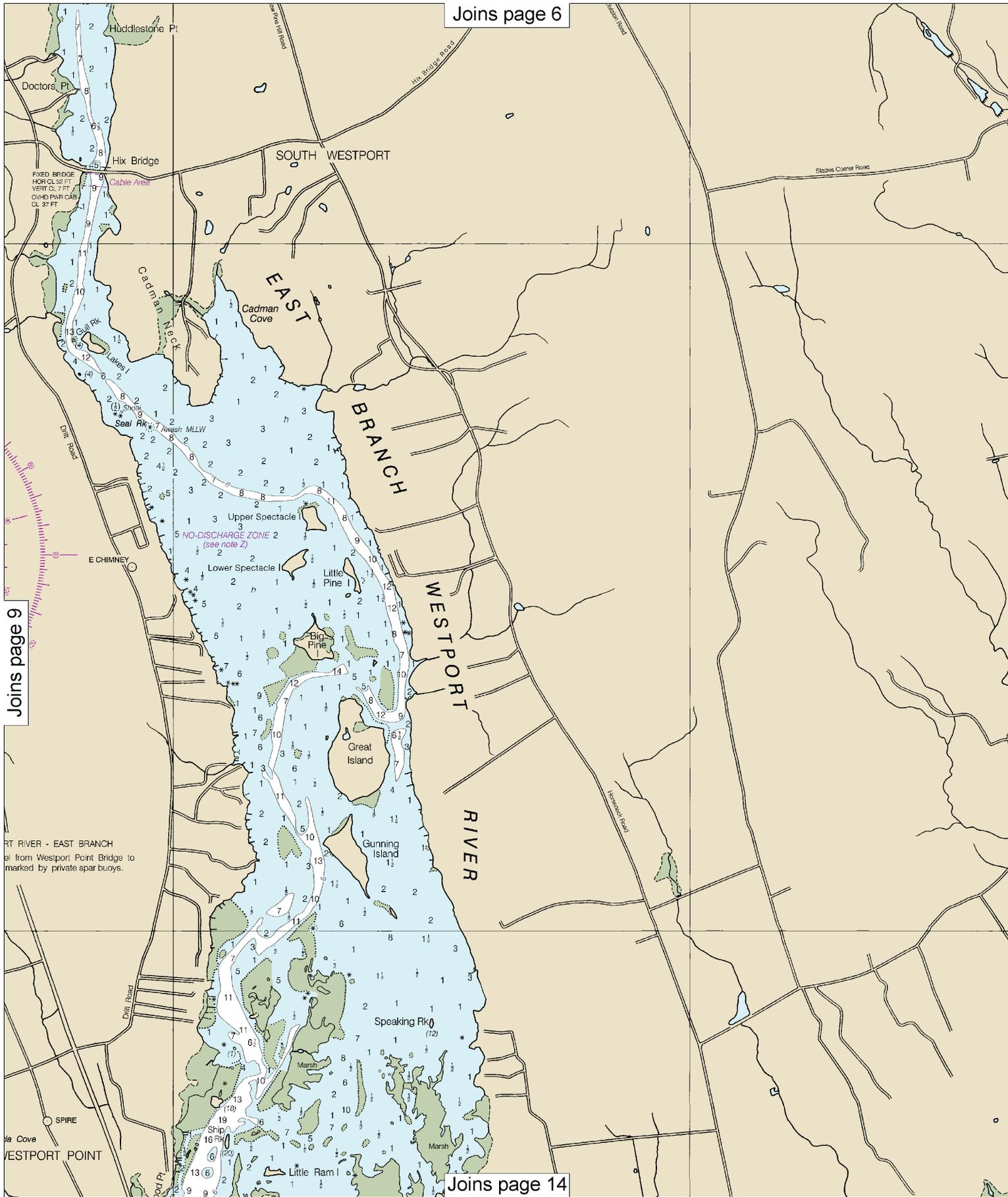
NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
FROM ABOUT 1,190' SEAWARD OF BUOY RN-6 UPSTREAM 2,600' (200' UPSTREAM OF BUOY RN-10)	9.0	9.0	9.0	6-09	200	0.43	9.0
THENCE UPSTREAM 1,190' (ABOUT 350' UPSTREAM OF BUOY RN-12)	9.0	66.8	85.7	6-09	200	0.24	9.0
THENCE UPSTREAM 1,415'	8.9	9.0	09.0	6-09	200	0.24	9.0
THENCE UPSTREAM 465' (ABOUT 80' UPSTREAM OF BUOY GC-19)	09.0	9.0	9.0	6-09	200-175	0.08	9.0
2,375'	08.0	7.3	7.9	6-09	200	0.39	9.0
870' TO UPSTREAM NAVIGATION PROJECT	8.7	9.0	9.0	6-09	150	0.14	9.0



Note: Chart grid lines are aligned with true north.



Joins page 6



Joins page 9

WESTPORT RIVER - EAST BRANCH
Soundings from Westport Point Bridge to
marked by private spar buoys.

Joins page 14

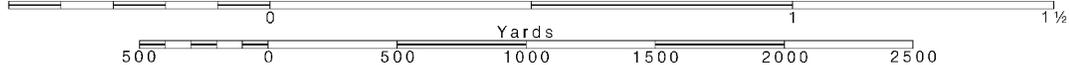
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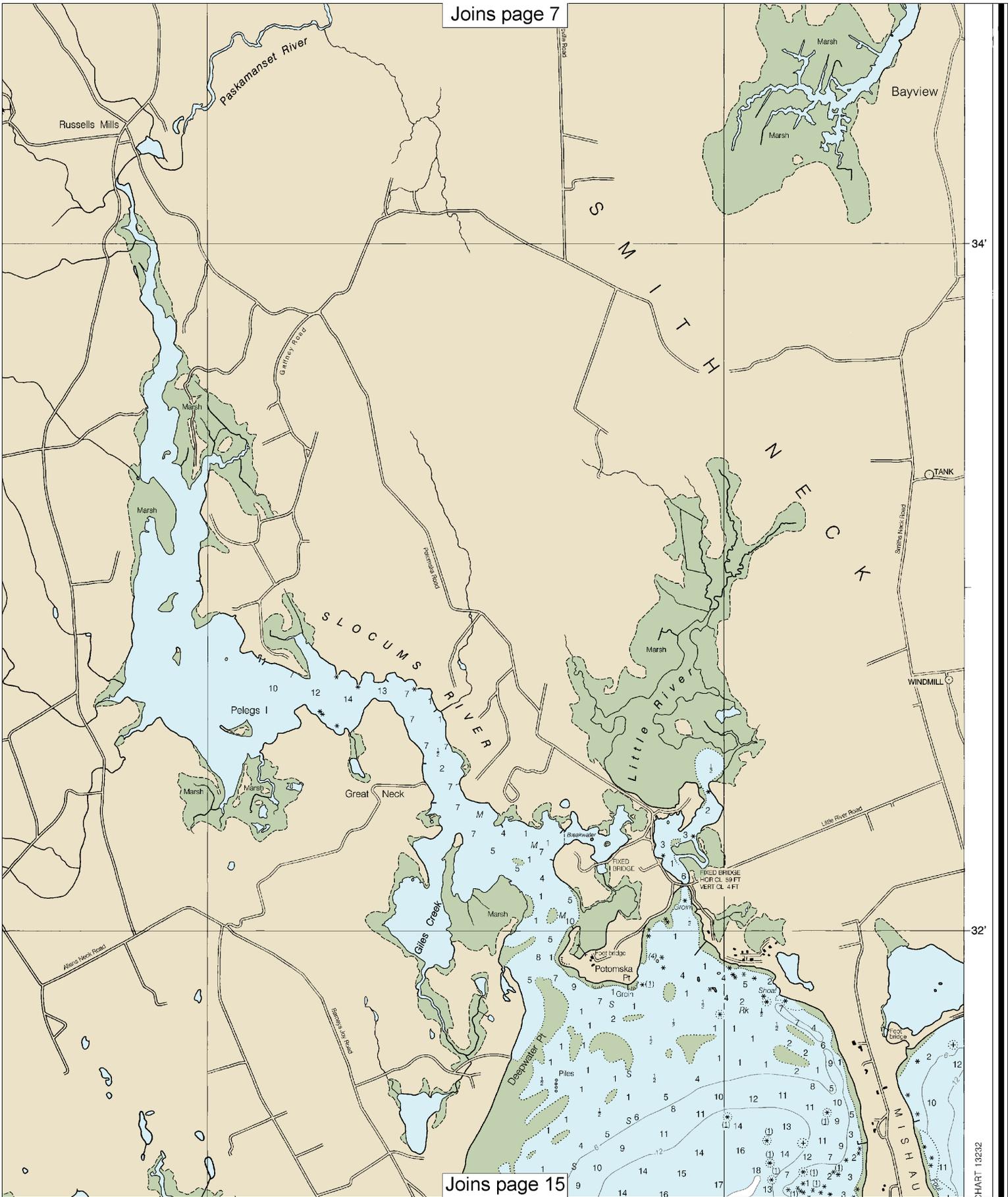
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

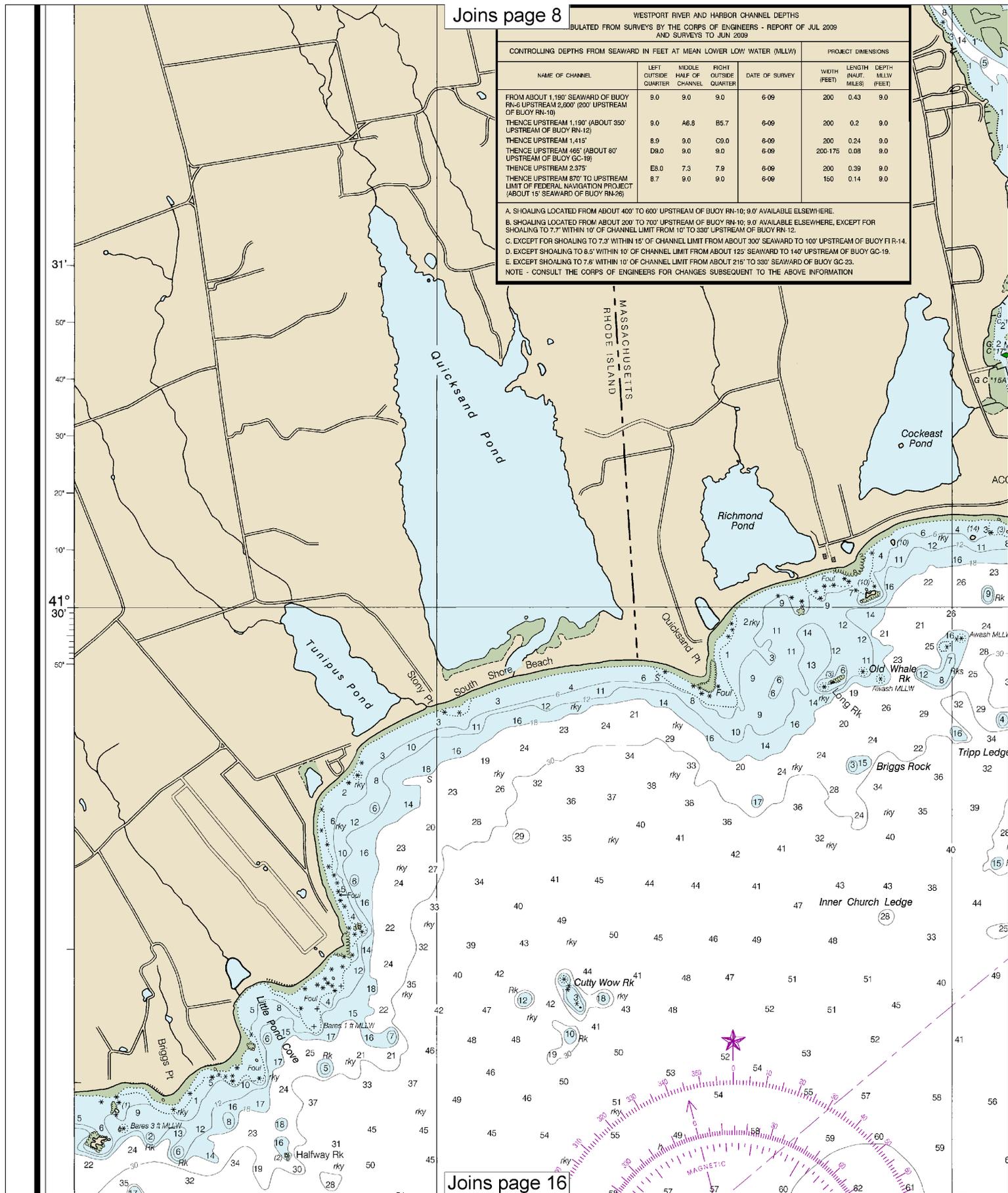
See Note on page 5.



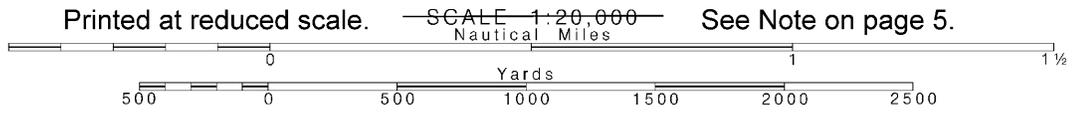


NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
FROM ABOUT 1,190' SEAWARD OF BUOY RN-G UPSTREAM 2,600' (200' UPSTREAM OF BUOY RN-10)	9.0	9.0	9.0	6-09	200	0.43	9.0
THENCE UPSTREAM 1,190' (ABOUT 350' UPSTREAM OF BUOY RN-12)	9.0	A6.8	B5.7	6-09	200	0.2	9.0
THENCE UPSTREAM 1,415'	8.9	9.0	C8.0	6-09	200	0.24	9.0
THENCE UPSTREAM 465' (ABOUT 80' UPSTREAM OF BUOY GC-19)	D9.0	9.0	9.0	6-09	200-175	0.08	9.0
THENCE UPSTREAM 2,375'	E8.0	7.3	7.9	6-09	200	0.39	9.0
THENCE UPSTREAM 870' TO UPSTREAM LIMIT OF FEDERAL NAVIGATION PROJECT (ABOUT 15' SEAWARD OF BUOY RN-26)	8.7	9.0	9.0	6-09	150	0.14	9.0

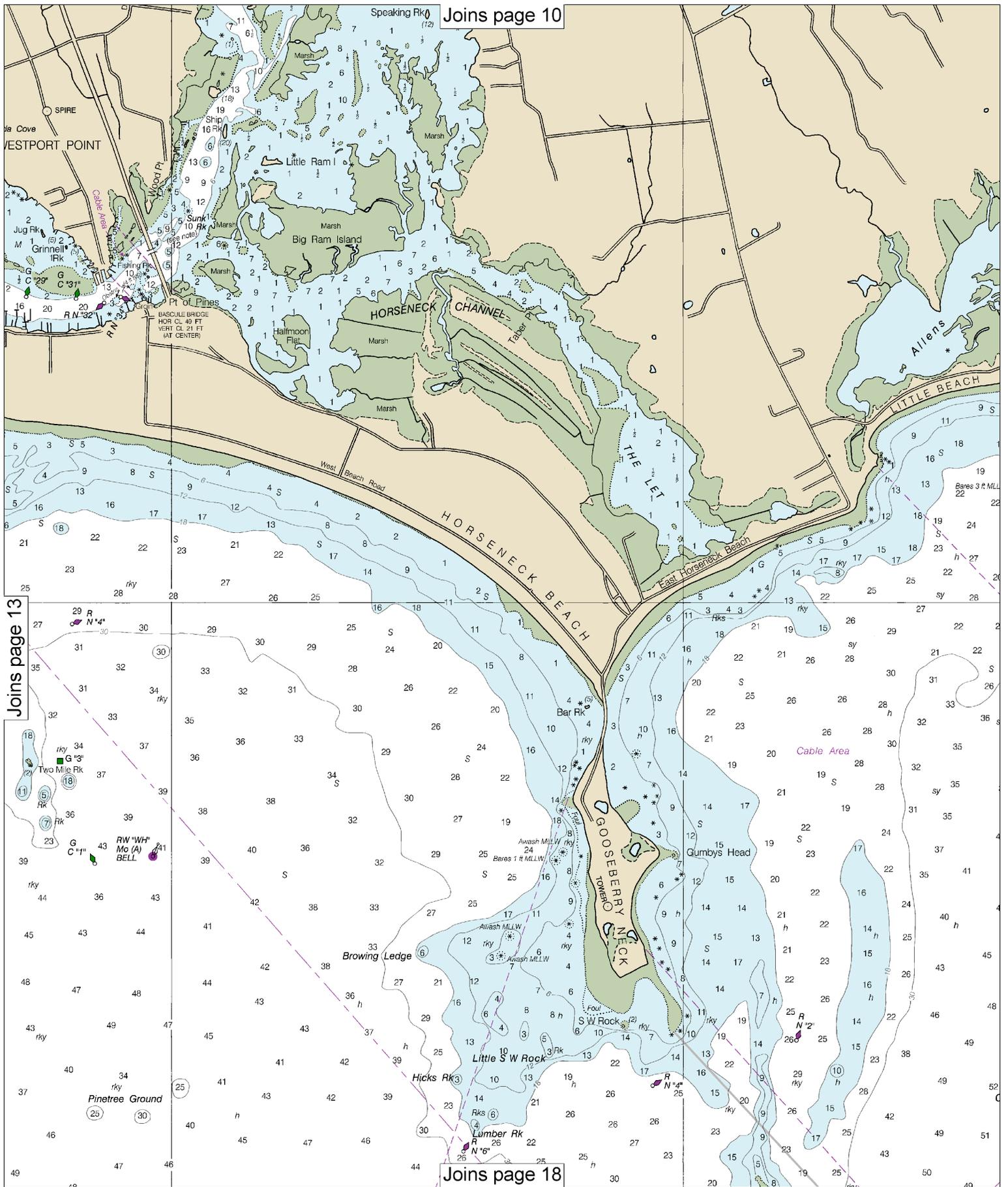
A. SHOALING LOCATED FROM ABOUT 400' TO 600' UPSTREAM OF BUOY RN-10; 9.0' AVAILABLE ELSEWHERE.
 B. SHOALING LOCATED FROM ABOUT 200' TO 700' UPSTREAM OF BUOY RN-10; 9.0' AVAILABLE ELSEWHERE, EXCEPT FOR SHOALING TO 7.7' WITHIN 10' OF CHANNEL LIMIT FROM 10' TO 330' UPSTREAM OF BUOY RN-12.
 C. EXCEPT FOR SHOALING TO 7.3' WITHIN 15' OF CHANNEL LIMIT FROM ABOUT 300' SEAWARD TO 100' UPSTREAM OF BUOY RN-14.
 D. EXCEPT SHOALING TO 8.5' WITHIN 10' OF CHANNEL LIMIT FROM ABOUT 125' SEAWARD TO 140' UPSTREAM OF BUOY GC-19.
 E. EXCEPT SHOALING TO 7.6' WITHIN 10' OF CHANNEL LIMIT FROM ABOUT 215' TO 330' SEAWARD OF BUOY GC-23.
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



Note: Chart grid lines are aligned with true north.



See Note on page 5.

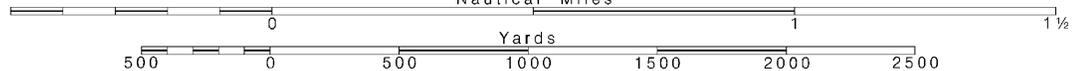


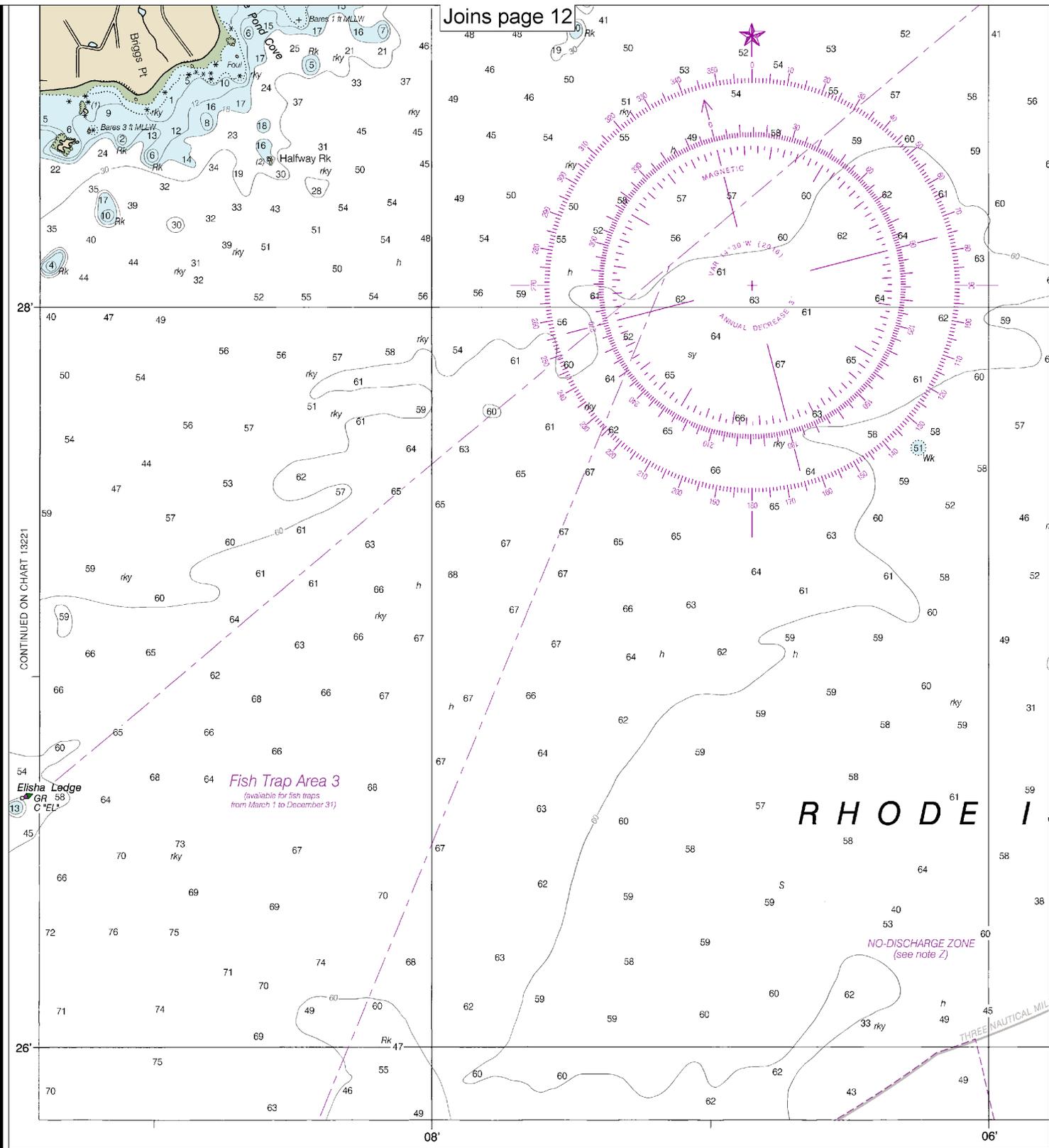
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





CONTINUED ON CHART 13221

13228

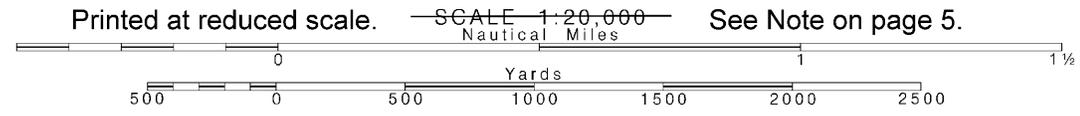
CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov

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

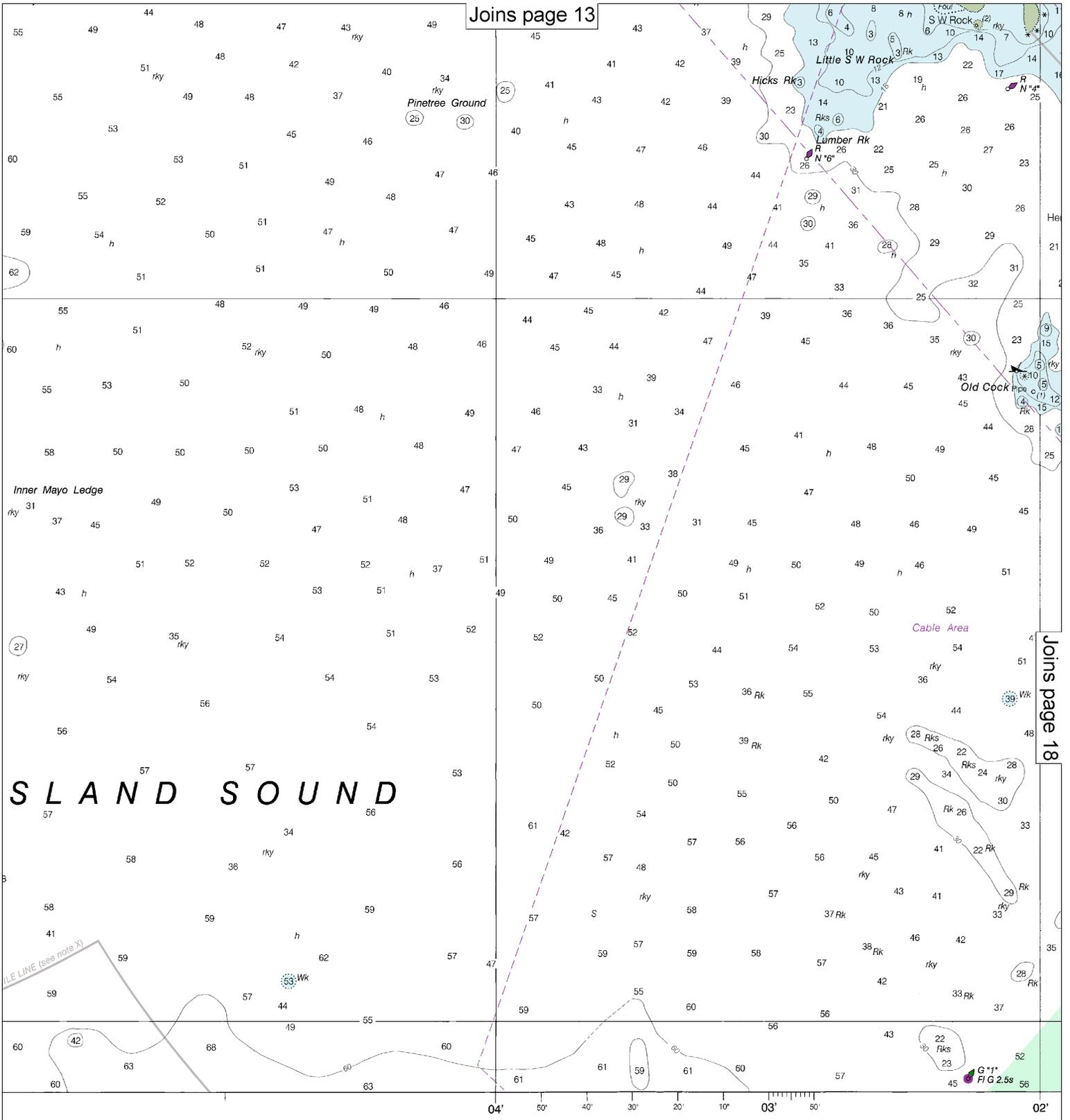
13th Ed., Apr. 2016. Last Correction: 4/25/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

16

Note: Chart grid lines are aligned with true north.



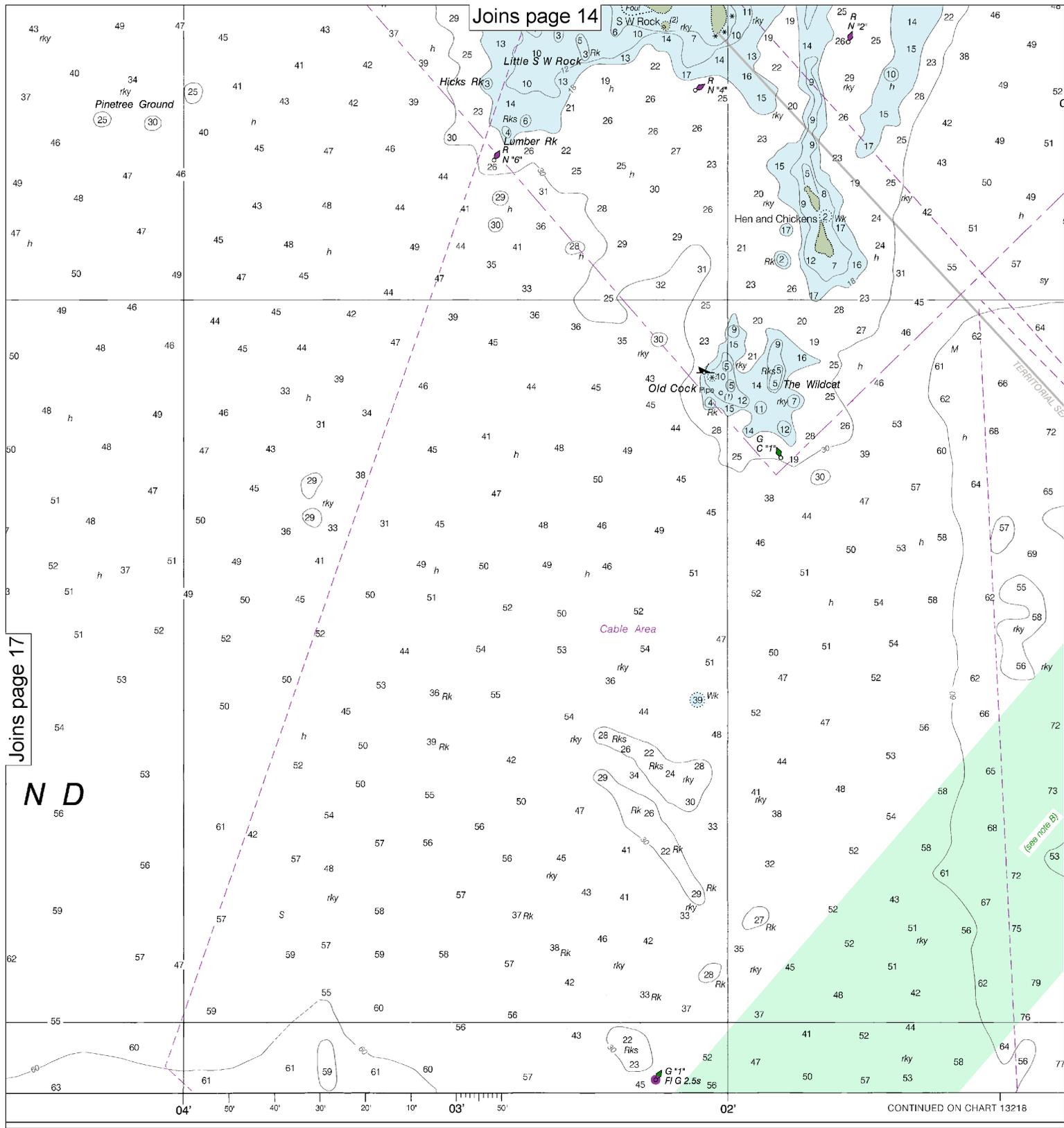
See Note on page 5.



For comments
click here.

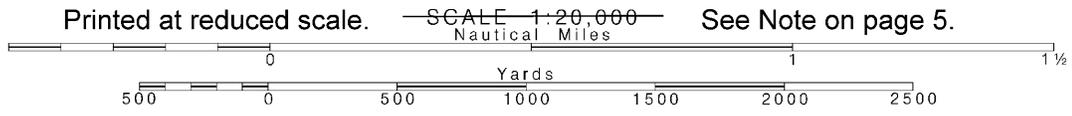
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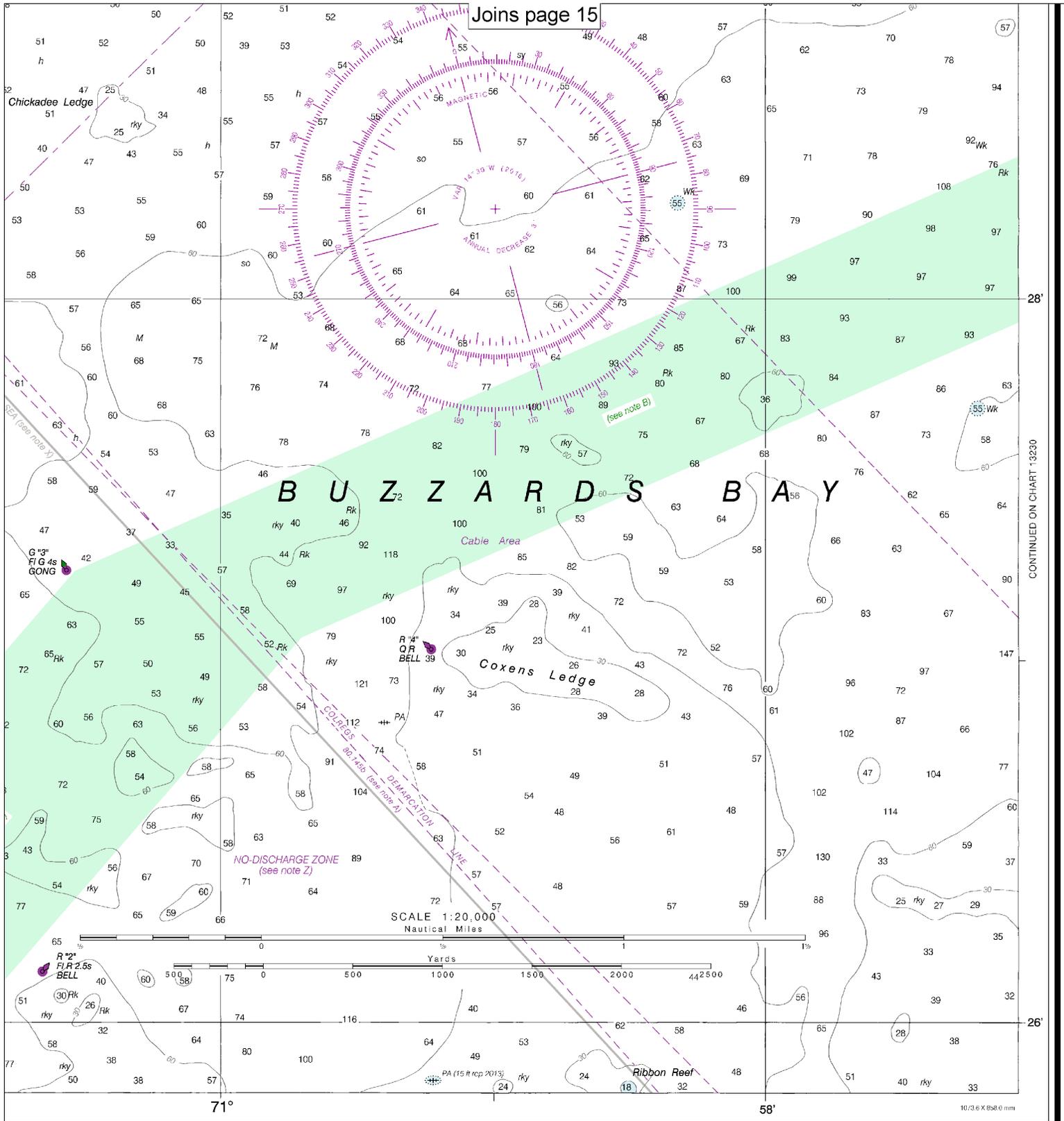


18

Note: Chart grid lines are aligned with true north.



Joins page 15



CONTINUED ON CHART 13230

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

Westport River and Approaches
 SOUNDINGS IN FEET - SCALE 1:20,000

13228



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/>

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- 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/>
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