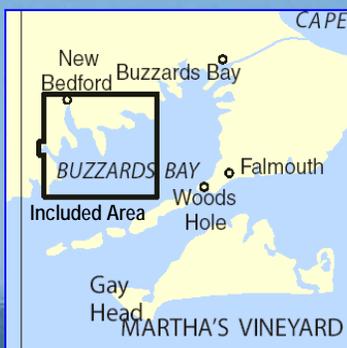


BookletChart™

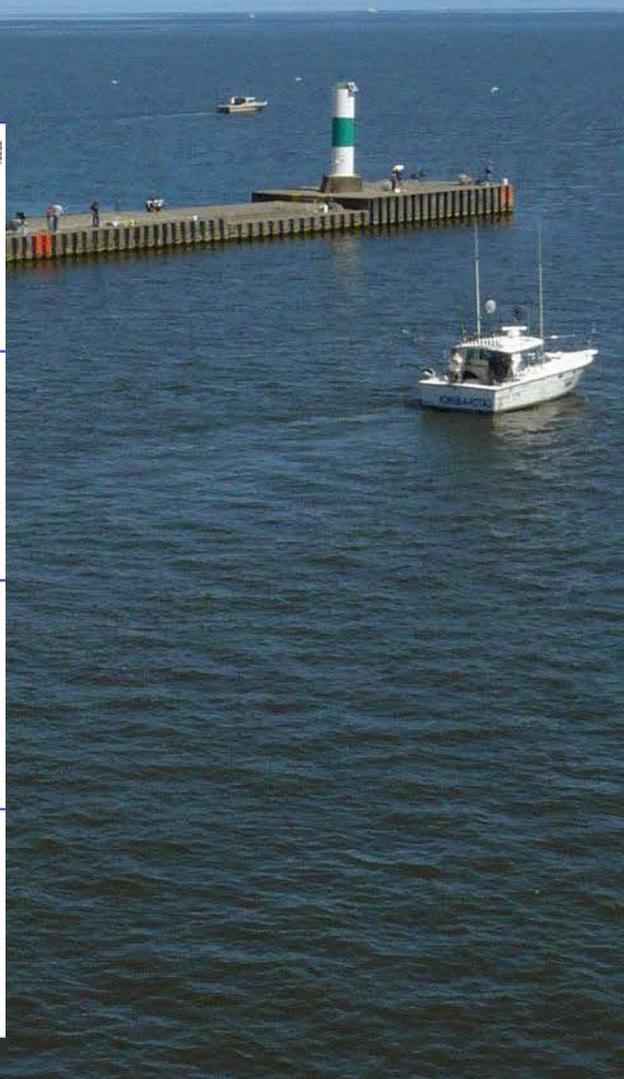
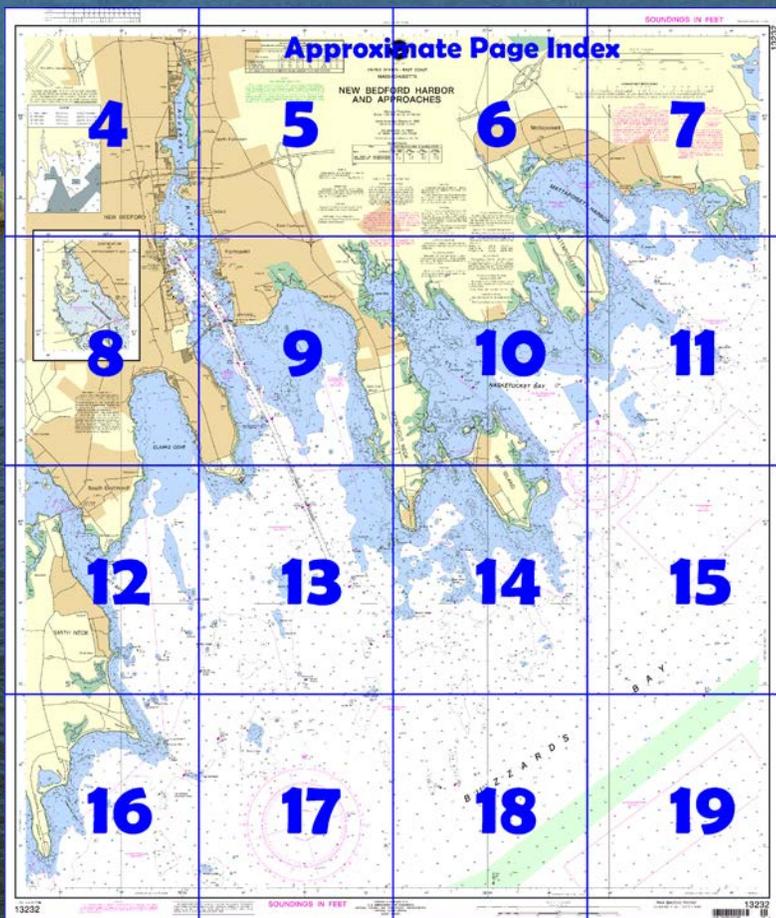
New Bedford Harbor and Approaches NOAA Chart 13232



*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.

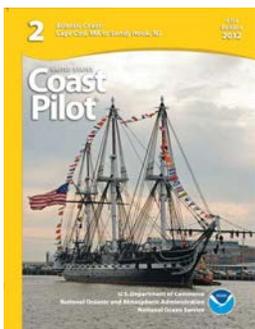
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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/coastpilot_w.php?book=2.



(Selected Excerpts from Coast Pilot)

New Bedford Harbor is the approach to the city of New Bedford and the town of Fairhaven. The harbor is about 166 miles from The Battery at New York via Long Island Sound, and 83 miles from Boston via Cape Cod Canal. The harbor includes all the tidewater lying northerly of a line from Clarks Point at the southern extremity of New Bedford to Wilbur Point at the southern end of Fairhaven and extends to the head of navigation on Acushnet River at

Acushnet. The outer harbor consists of the area south of the hurricane barrier at Palmer Island, and the inner harbor consists of the area north of the barrier to a short distance above the New Bedford-Fairhaven Bridge.

New Bedford is a manufacturing city on the west side of the Acushnet River. **Fairhaven** is on the east side of the river. Principal shipping includes receipt of general cargo and frozen fish; exports are general cargo. Commercial fishing craft operate from the ports. The deepest draft entering is about 30 feet at high water.

The approach from Buzzards Bay and the entrance to New Bedford Harbor are much obstructed by ledges and shoals, between which are several channels leading to the dredged entrance. The bottom is very broken, characterized by large boulders; vessels should proceed with caution when crossing areas off the general track when the charted depths are not more than 6 to 8 feet greater than the draft.

Prominent features.—From the main channel numerous landmarks can be seen on the westerly side. **Dumpling Rocks Light 7** off **Round Hill Point**, about 3 miles west of the channel, is conspicuous. **Clarks Point**, on the west side of the channel, is marked by a granite fort. About 0.7 mile northeast of the point is **Butler Flats Light** near the edge of the shoal. A group of three stacks is on the west side of the inner harbor. Although there are no landmarks on **Sconticut Neck**, **Fort Phoenix** is a promontory fairly conspicuous just east of the channel, almost opposite Palmer Island. Several church spires are prominent in Fairhaven. A tall radio tower is on **Popes Island** in the inner harbor. A private light is on the northeast point of **Palmer Island**, about 0.2 mile inside the hurricane barrier. The lights marking the eastern and western sides of the hurricane barrier are also prominent.

Butler Flats Light (41°36'12"N., 70°53'40"W.), a private aid 25 feet above the water, is shown from a white conical tower on a black cylindrical pier about 0.7 mile north-northeast of Clarks Point.

Anchorage.—Before proceeding into New Bedford Harbor, vessels occasionally anchor in depths of 20 to 30 feet about 0.7 mile south of Clarks Point. Two general anchorages are in the outer harbor. (See **110.1 and 110.140 (a) and (d)**, chapter 2, for limits and regulations.) In the inner harbor vessels may anchor in the two dredged anchorage areas on either side of the channel in depths of 25 to 30 feet.

Dangers.—The entrance to New Bedford Harbor is full of rocks and ledges, some covered 3 feet or less. Obstructions near the entrance passages are marked with buoys. The chart is the best guide.

Dumpling Rocks, bare and covered, extend 0.4 mile southeastward from Round Hill Point. A light is on the easterly rock and a gong buoy marks the southeastern portion of the shoal area around the rocks.

Wilkes Ledge, 1.8 miles southeastward of Round Hill Point, is the southernmost danger at the entrance to the harbor. It is covered 9 feet with a wreck near the easterly part; a lighted buoy is close south-southwestward of the wreck.

Regulated Navigation Area.—A regulated navigation area has been established south of the western hurricane barrier. (See **33 CFR 165.1 through 165.13 and 165.125**, chapter 2, for limits and regulations.)

Pilotage, New Bedford.—Pilotage is compulsory for foreign vessels of 350 gross tons or more and U.S. vessels under register of 350 gross tons or more. Pilotage for New Bedford is available from Northeast Marine Pilots, Inc., Newport, RI 02840; telephone 401-847-9050 (24 hours), 800-274-1216; FAX 401-847-9052; email: dispatch@nemarinepilots.com.

Harbor regulations.—The New Bedford Harbor Development Commission, through the harbormaster, enforces the harbor regulations. The State Pier Traffic Manager is the State authority who directs anchoring, berthing, and movement of vessels, and discharging operations at the State Pier. Vessels are expected to proceed slowly in the vicinity of the piers.

**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>

54' 53' 52' 51'



UNITED STATES - EAST COAST
MASSACHUSETTS

NEW BEDFORD HARBOR AND APPROACHES

Mercator Projection
Scale 1:20,000 at Lat. 41°35'45"

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

NEW BEDFORD HARBOR CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2015 AND SURVEYS TO SEP 2015						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	DEPTH (MLLW) (FEET)
ENTRANCE CHANNEL	29.4A	29.4	29.3A	7-15	350	2.27 30
FORT PHOENIX REACH	29.3	29.2	29.0	7-15	350-150	1.34 30
NEW BEDFORD REACH	25.8A	26.5B	24.1A	7,9-15	150-350	1.11 30

A. DEPTHS UP TO 2.7 FEET LESS THAN REPORTED EXIST WITHIN 20 FEET OF CHANNEL LIMIT.
B. EXCEPT FOR SHOALING TO 18.3 FEET THROUGH THE WEST DRAW.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

**NOTE C
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.

NOTE B
Private seasonal aids are placed to mark the channels to the following places:
NW of West Island..... May 1 to Nov 30 (reported)

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Department of the Navy, 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.

HEIGHTS
Heights in feet above Mean High Water.

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 0.375" northward and 1.868" eastward to agree with this chart.

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.

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)

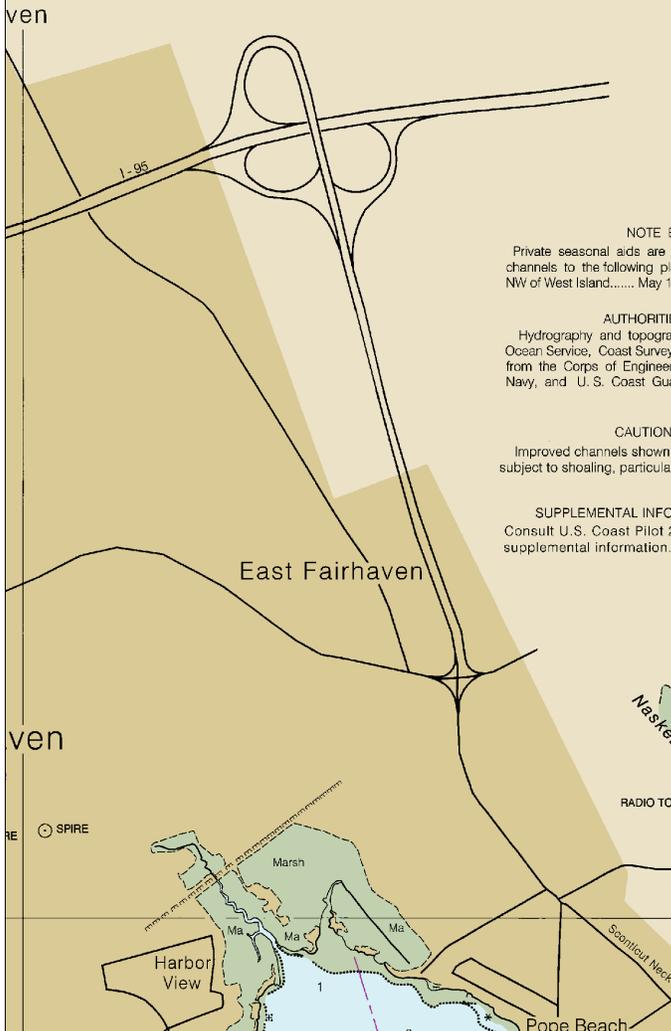
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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.

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

PLACE	HEIGHT referred to datum of soundings (MLLW)	TIDAL INFORMATION		
		Mean Higher High Water	Mean High Water	Mean Low Water
NAME	(LAT/LONG)	feet	feet	feet
New Bedford	(41°38'N/70°55'W)	4.1	3.8	0.1
Mattapoisett	(41°39'N/70°49'W)	4.3	4.0	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>. (Sep 2009)



Joins page 9

Joins page 6

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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.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
MASSACHUSETTS

NEW BEDFORD HARBOR AND APPROACHES

Mercator Projection
Scale 1:20,000 at Lat. 41°35'45"

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

TIDAL INFORMATION				
PLACE	HEIGHT REFERRED TO DATUM OF SOUNDINGS (MLLW)	HEIGHTS		
		MEAN HIGHER HIGH WATER	MEAN HIGH WATER	MEAN LOW WATER
NAME	(LAT/LONG)	feet	feet	feet
New Bedford	(41°38'N/70°55'W)	4.1	3.8	0.1
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NOTE B

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NW of West Island..... May 1 to Nov 30 (reported)

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Department of the Navy, 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.

HEIGHTS

Heights in feet above Mean High Water.

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 0.375" northward and 1.868" eastward to agree with this chart.

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CAUTION

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Station positions are shown thus:
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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.

CAUTION

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

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).

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.

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

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.

PLANE COORDINATE GRID

(based on NAD 1927)
Massachusetts State Grid, mainland zone, is indicated by dashed ticks at 5,000 foot intervals thus:
The last three digits have been omitted.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown

Joins page 5

Joins page 10



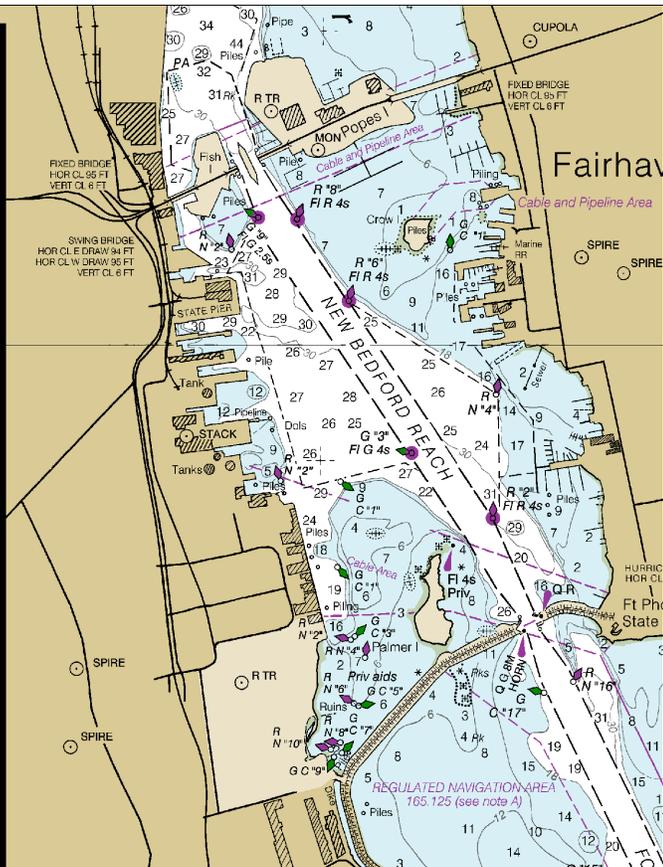
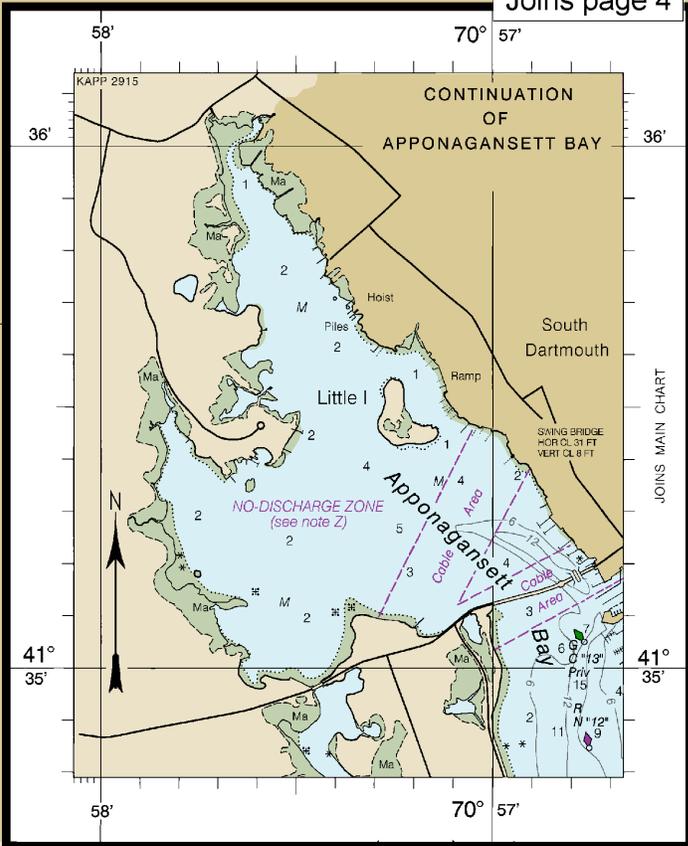
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

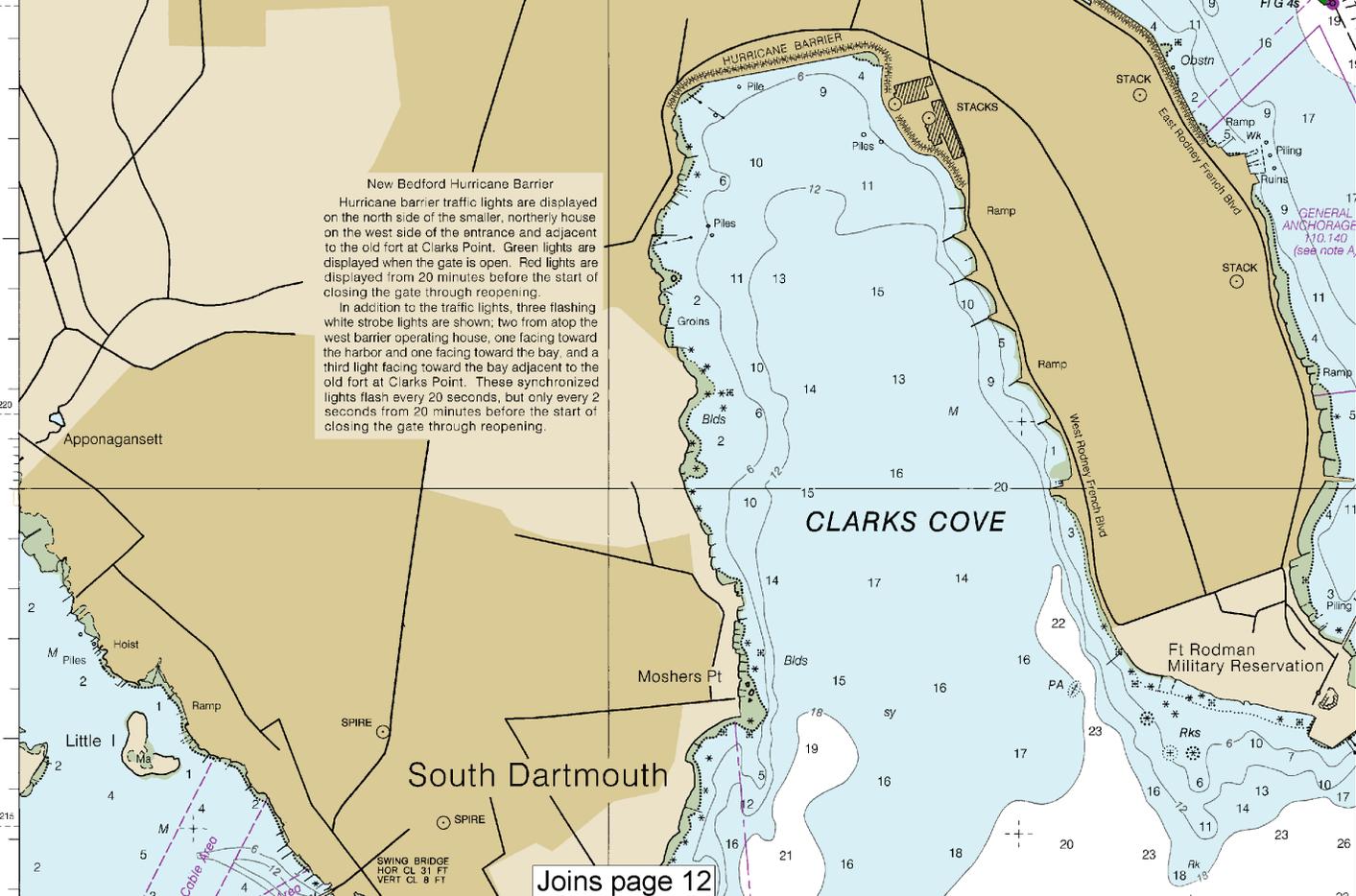
SCALE 1:20,000
Nautical Miles

See Note on page 5.





New Bedford Hurricane Barrier
 Hurricane barrier traffic lights are displayed on the north side of the smaller, northerly house on the west side of the entrance and adjacent to the old fort at Clarks Point. Green lights are displayed when the gate is open. Red lights are displayed from 20 minutes before the start of closing the gate through reopening.
 In addition to the traffic lights, three flashing white strobe lights are shown; two from atop the west barrier operating house, one facing toward the harbor and one facing toward the bay, and a third light facing toward the bay adjacent to the old fort at Clarks Point. These synchronized lights flash every 20 seconds, but only every 2 seconds from 20 minutes before the start of closing the gate through reopening.

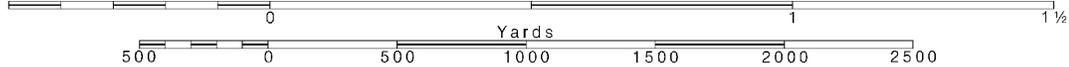


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



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
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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.

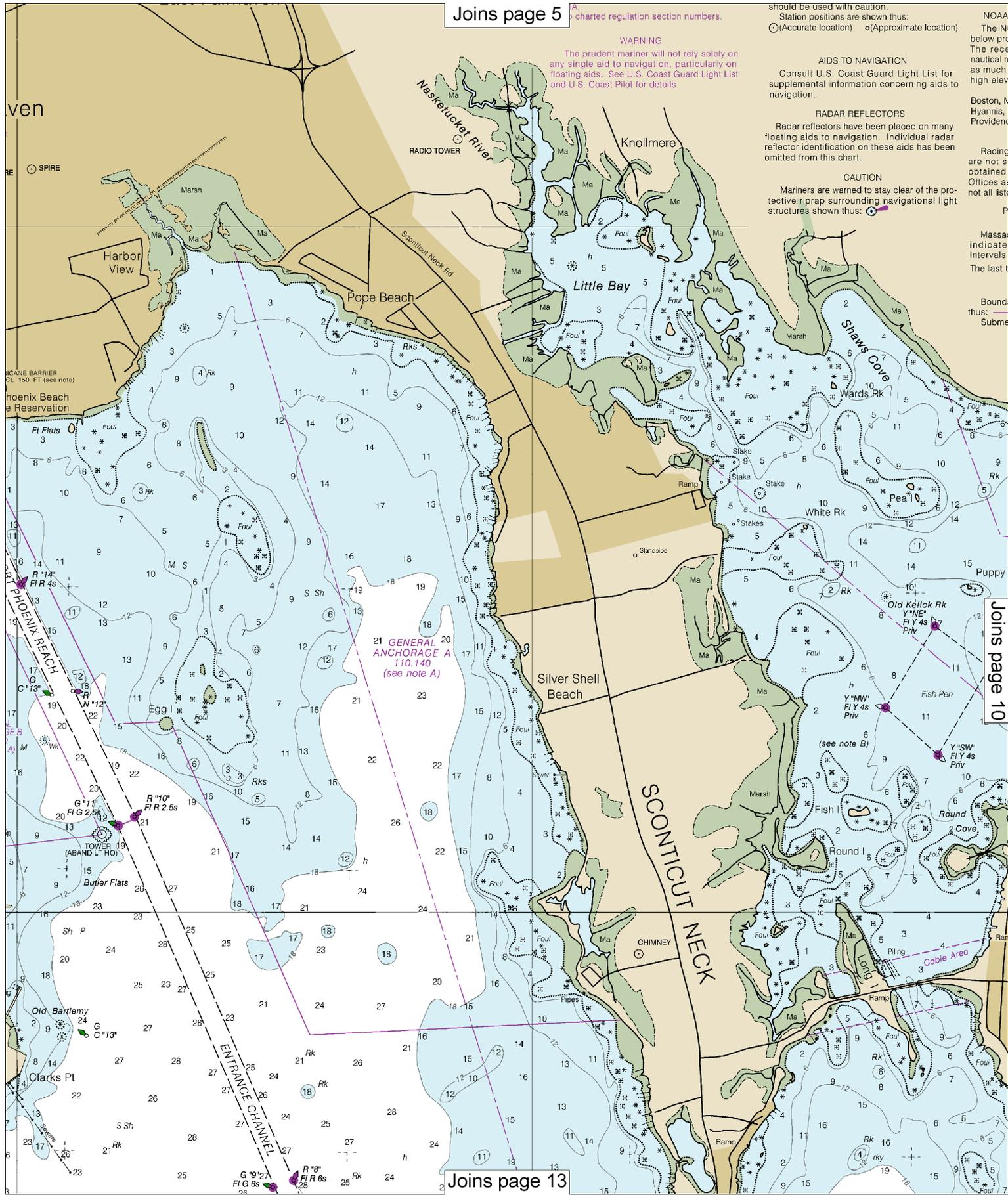
CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: (Symbol)

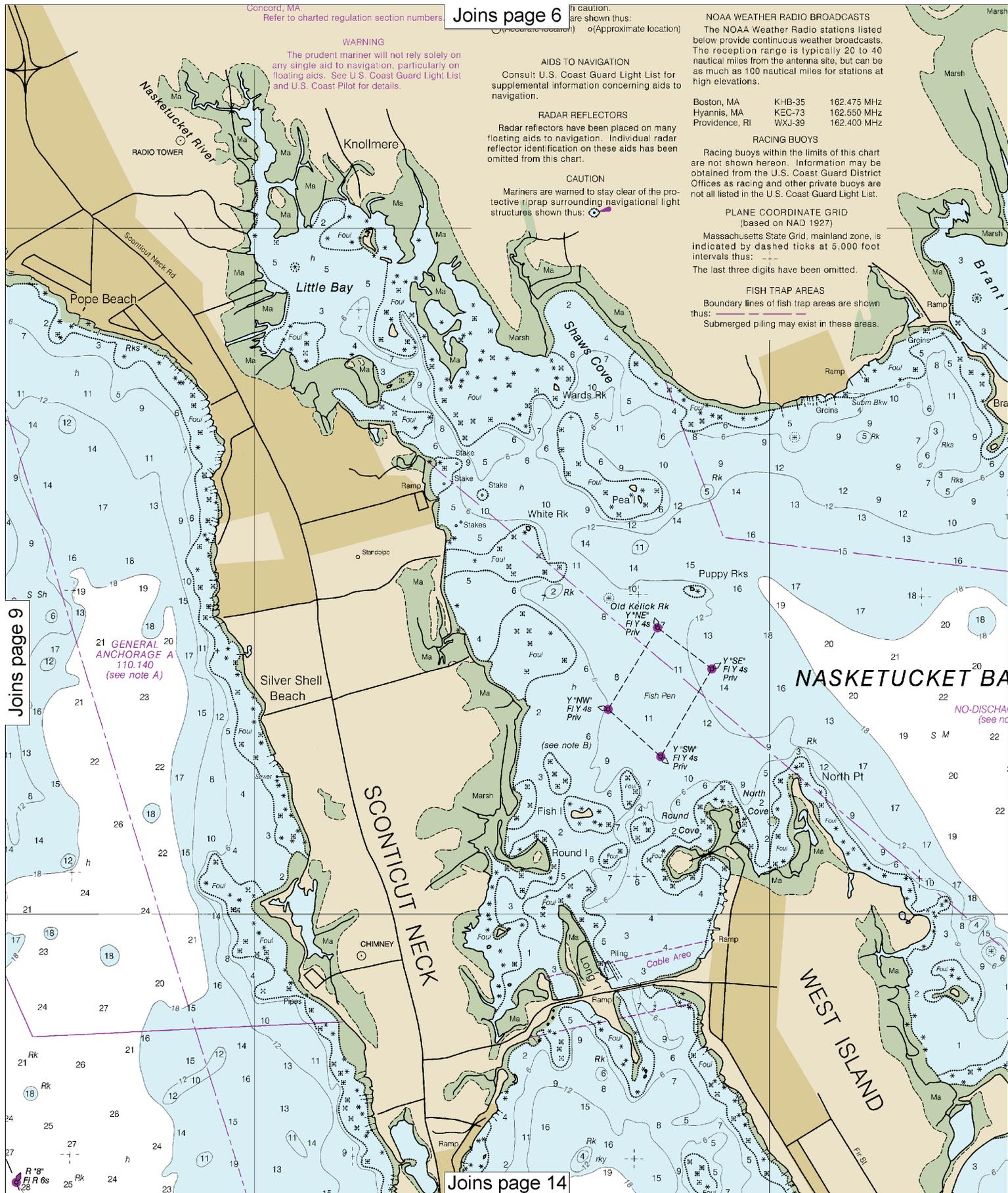
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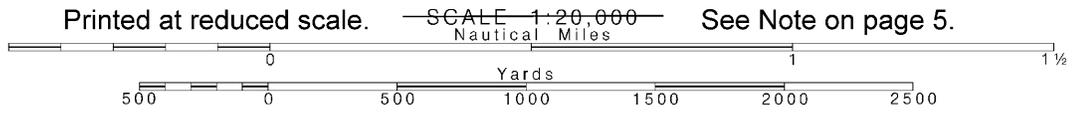
Joins page 10





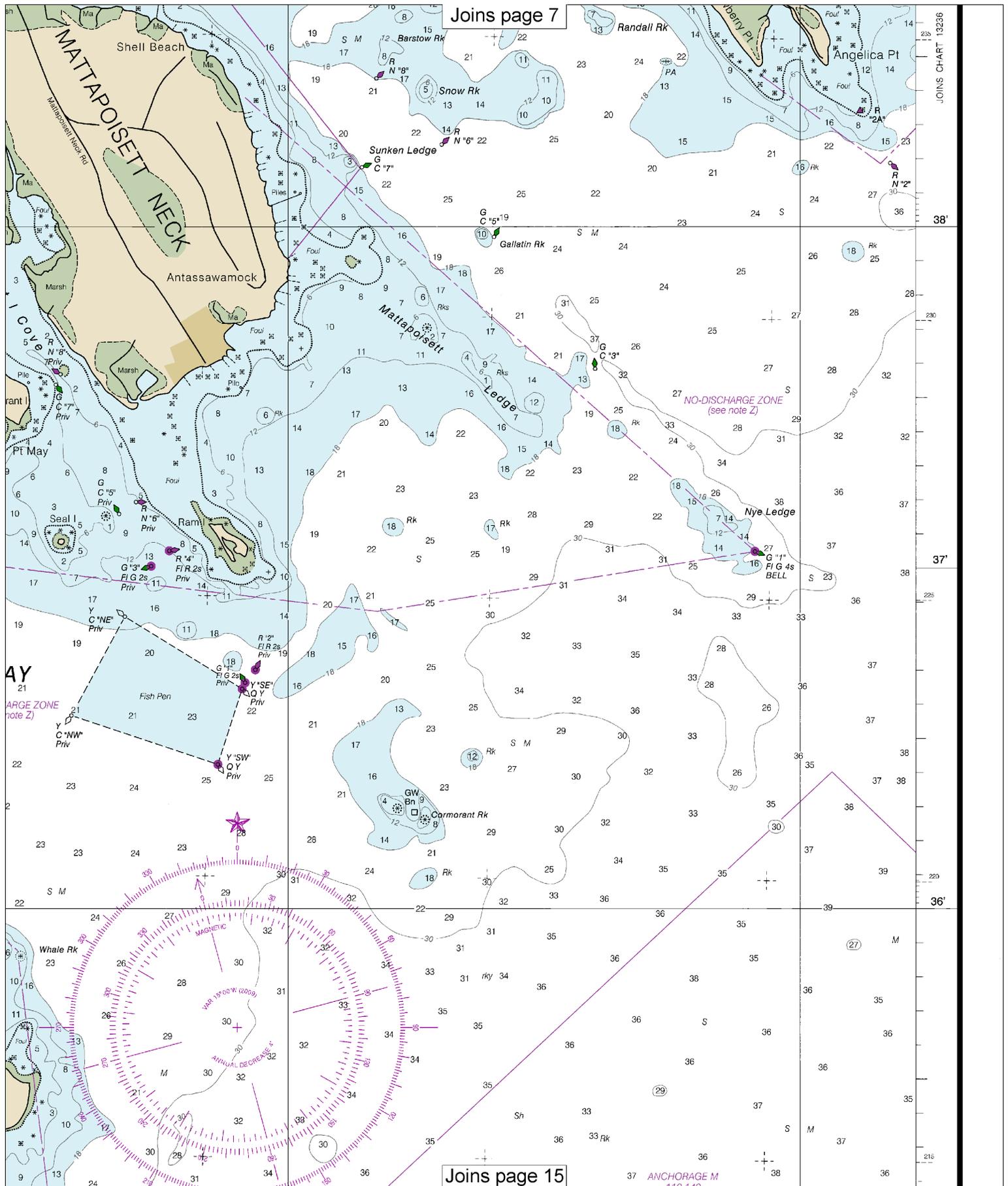
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Note: Chart grid lines are aligned with true north.



Joins page 7

JOINS CHART 13236



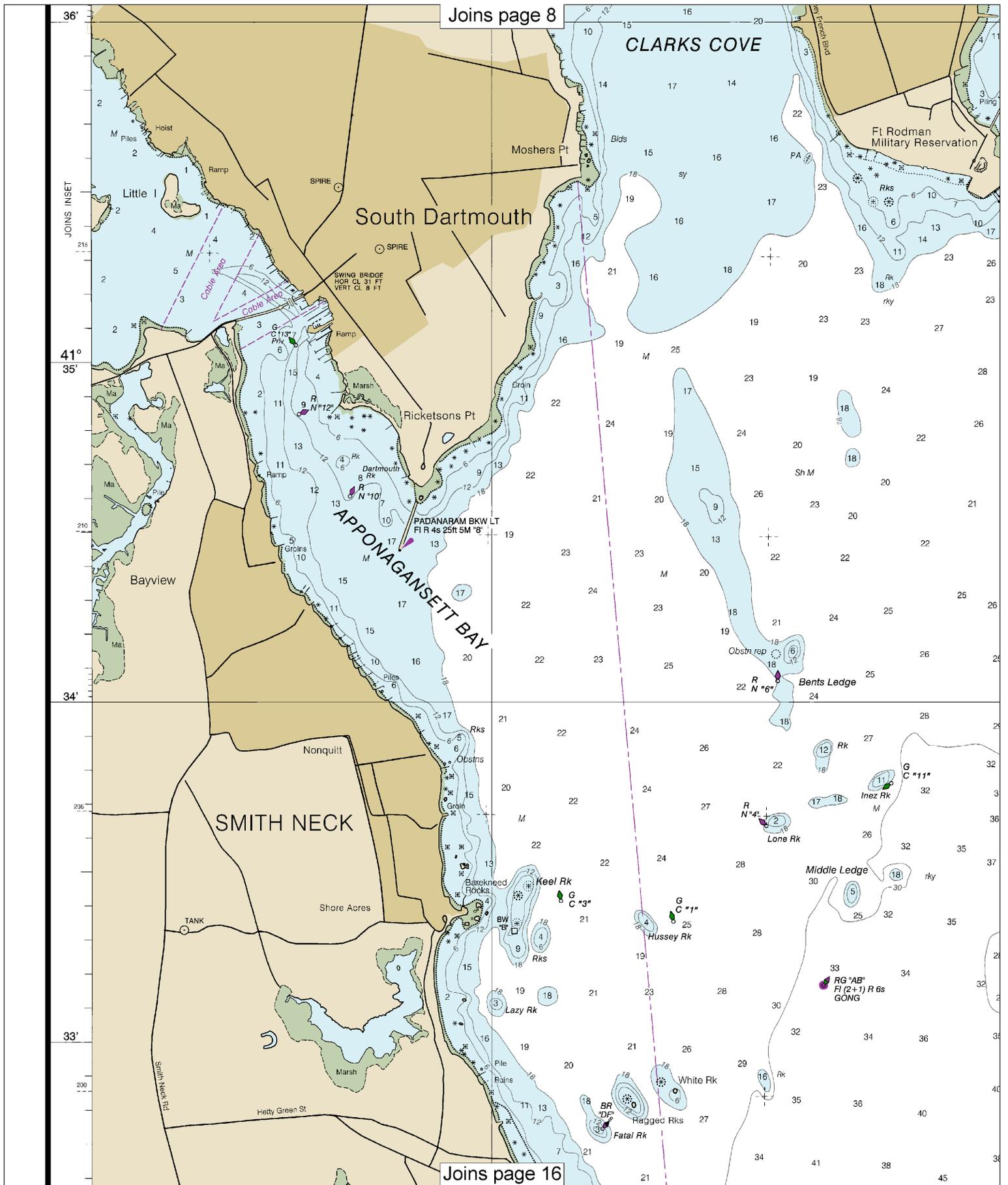
Joins page 15

38'

37'

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12

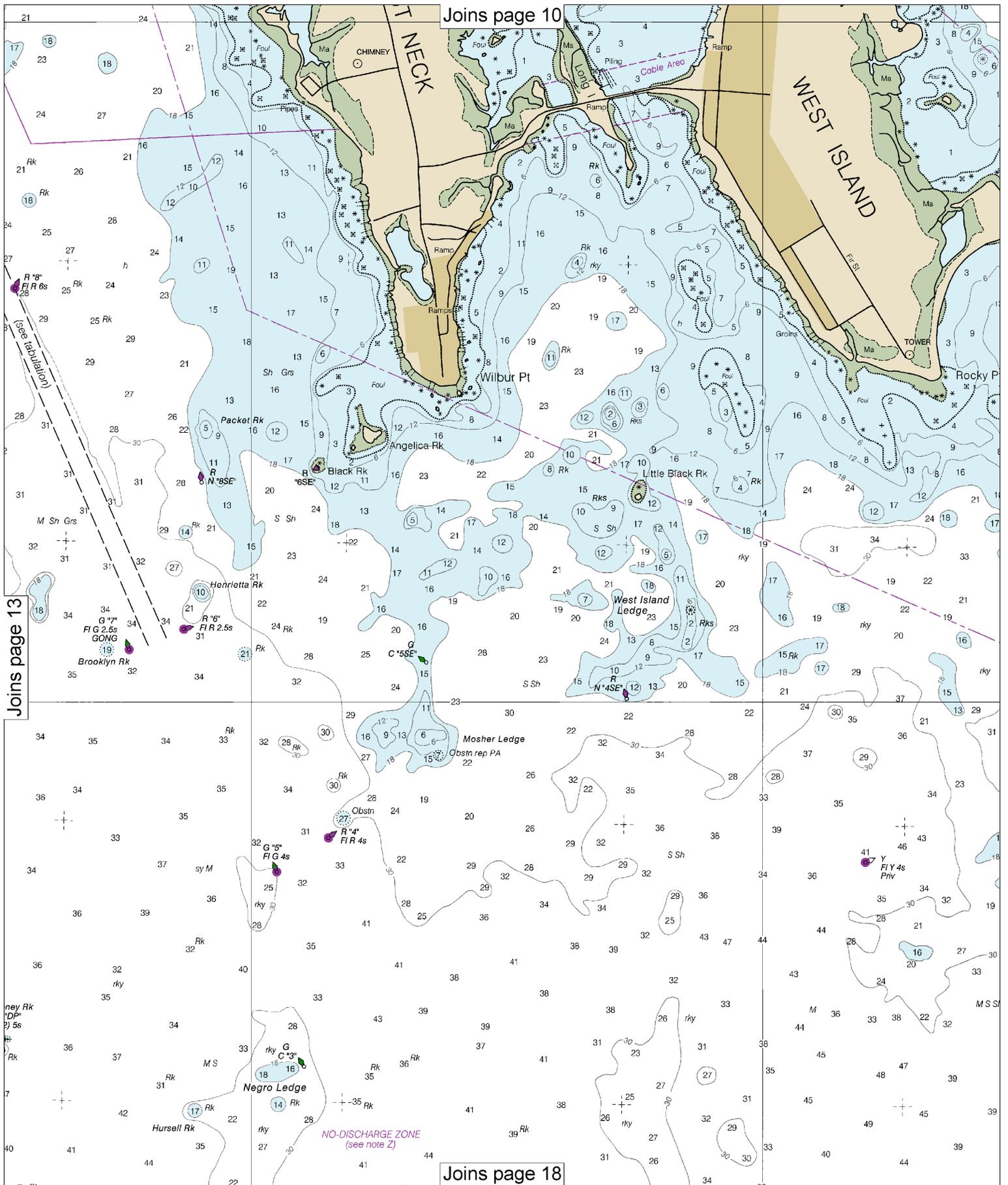
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





Joins page 10

Joins page 13

Joins page 18

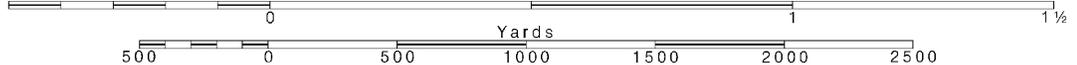
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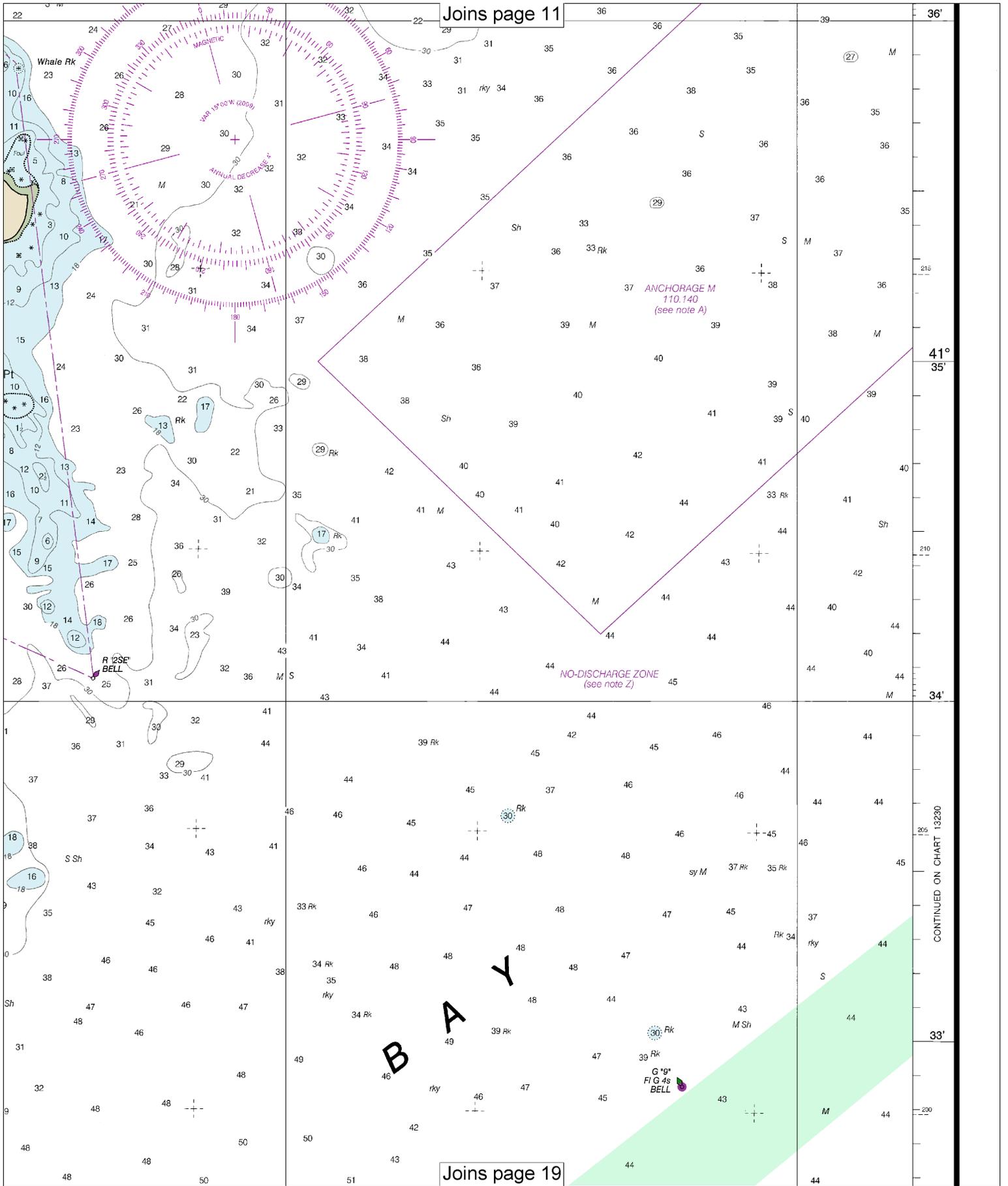
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

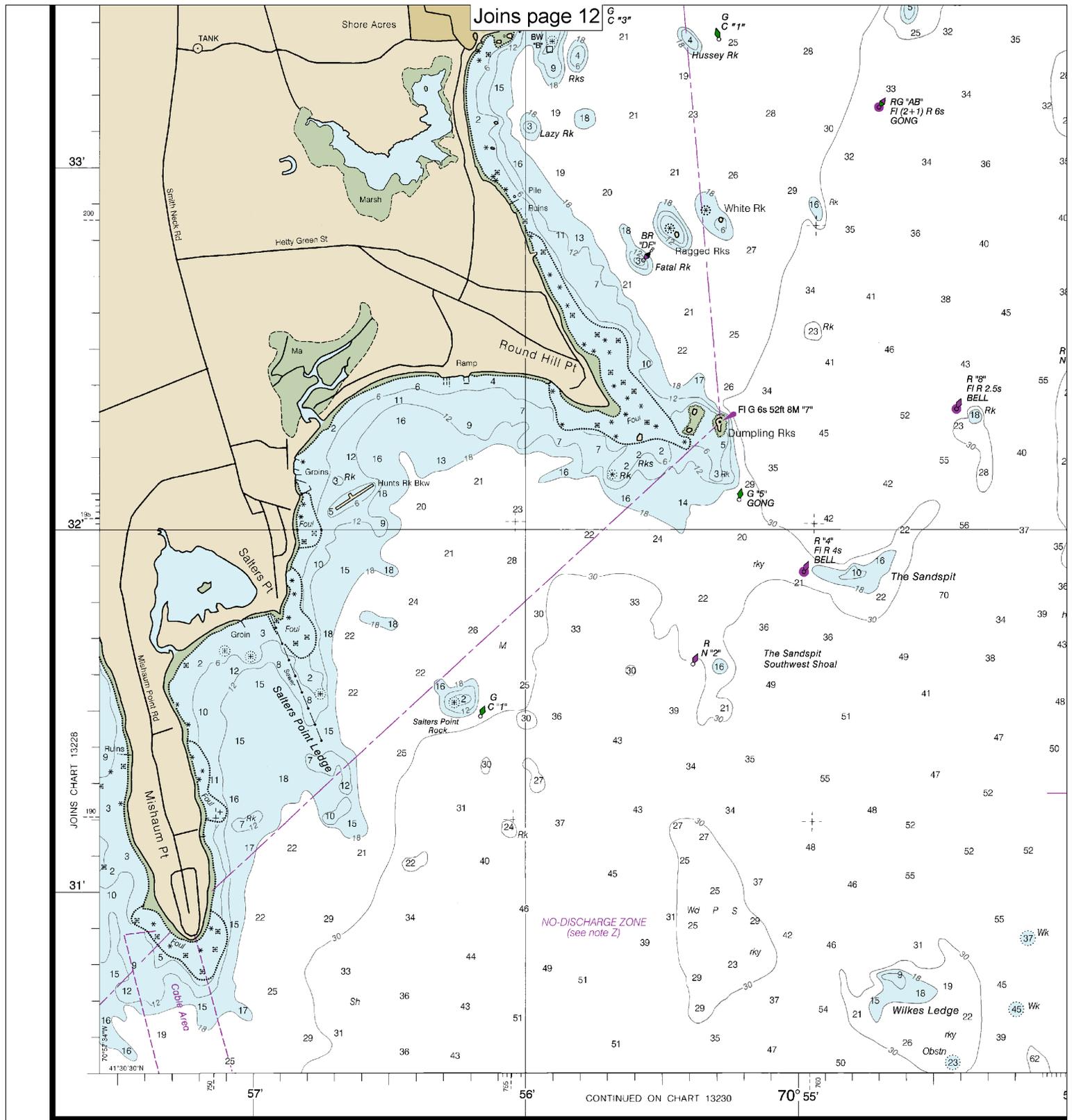
SCALE 1:20,000
Nautical Miles

See Note on page 5.





CONTINUED ON CHART 13230

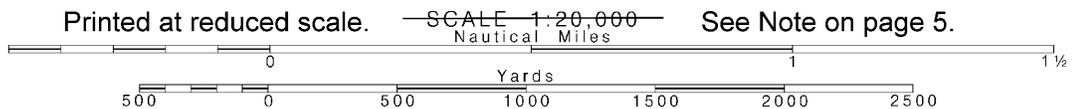


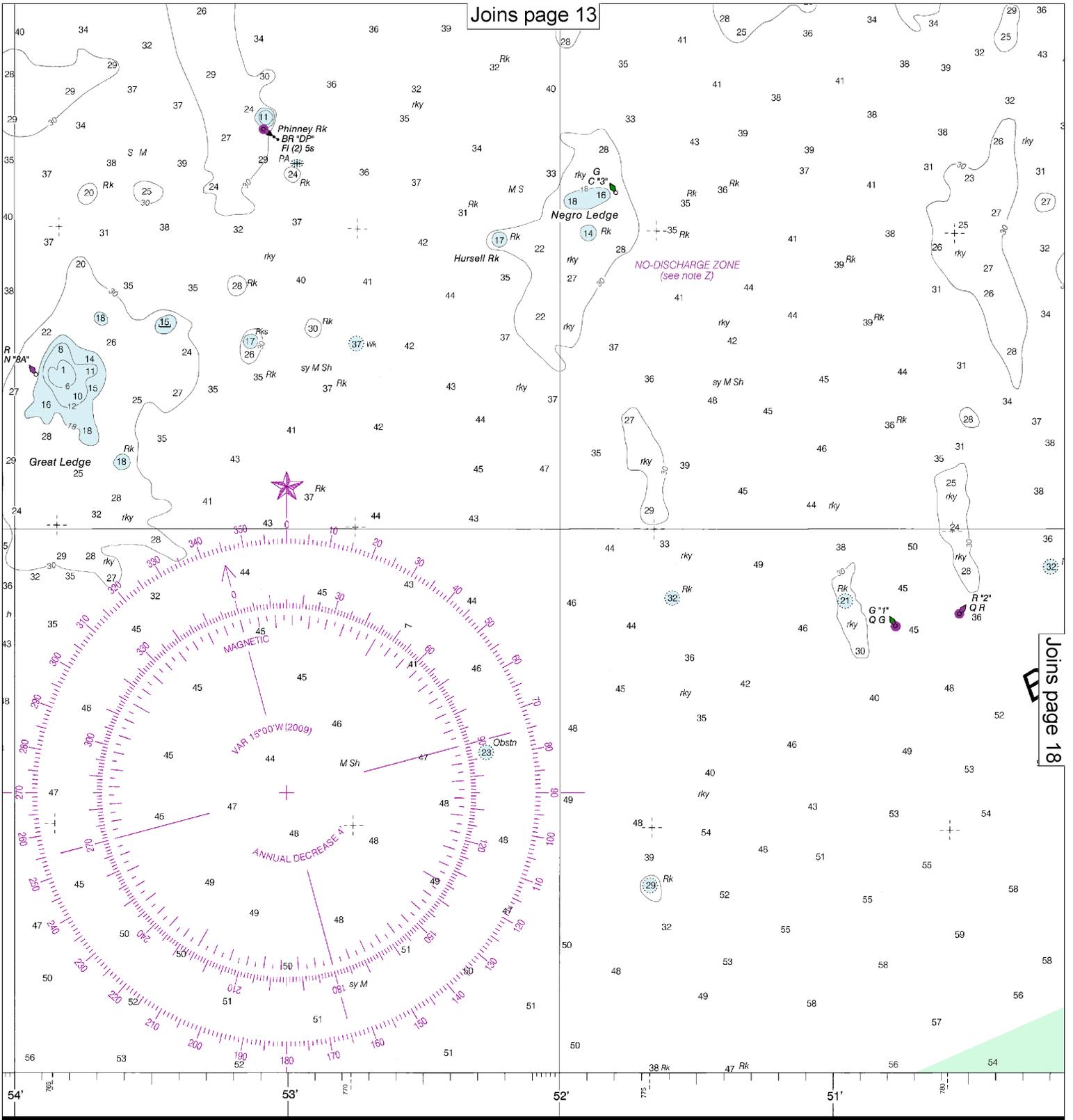
13232

5th Ed., Nov. 2009. Last Correction: 8/25/2016. 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.

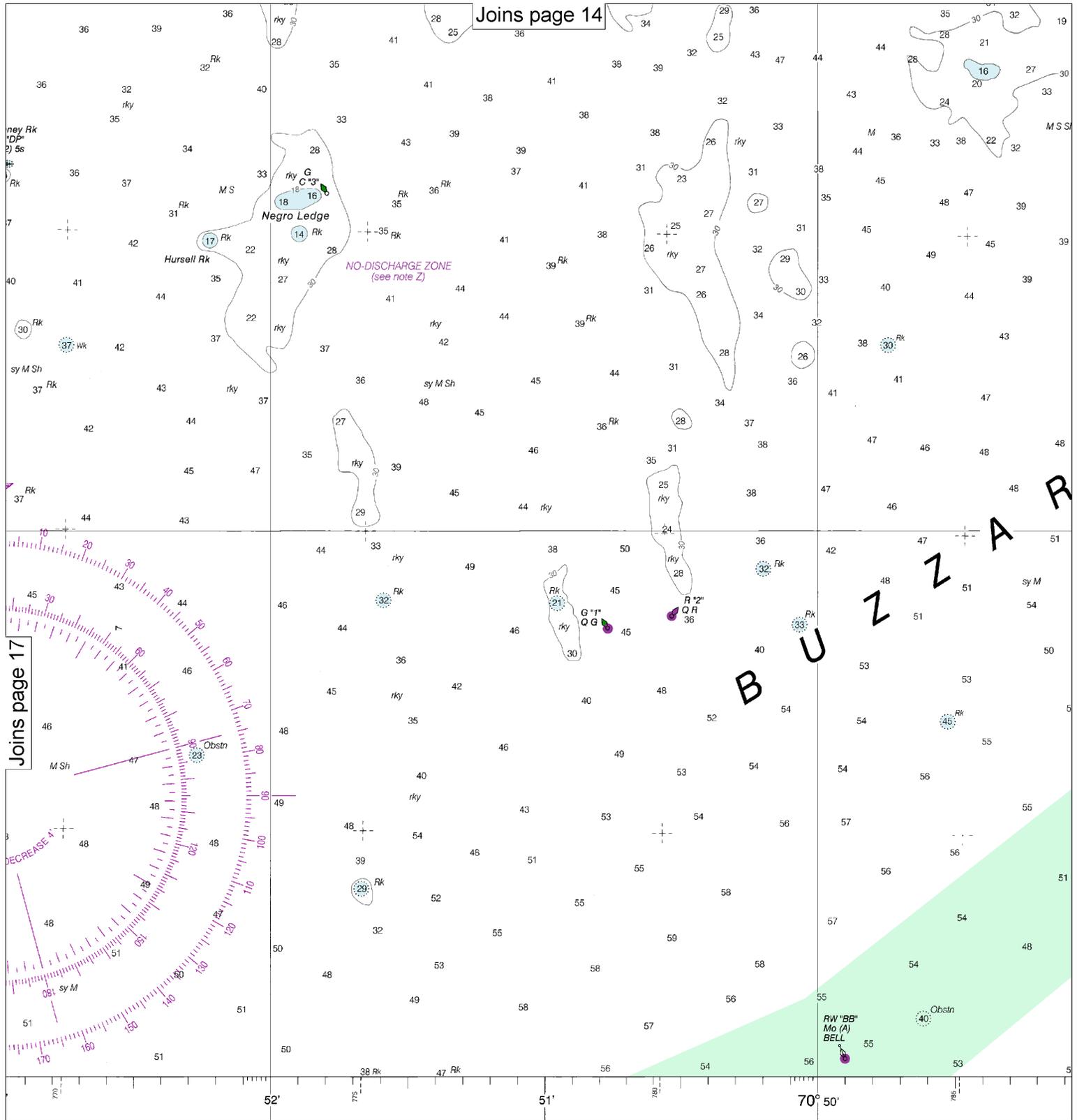




The National
Comments for
ional Ocean

SOUNDINGS IN FEET

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



Joins page 17

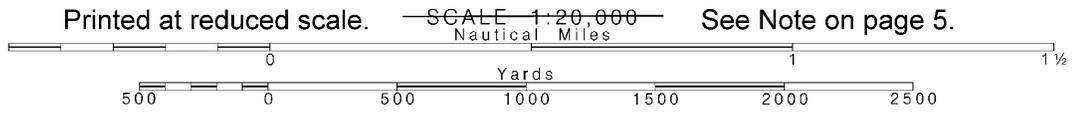
DEPTH IN FEET

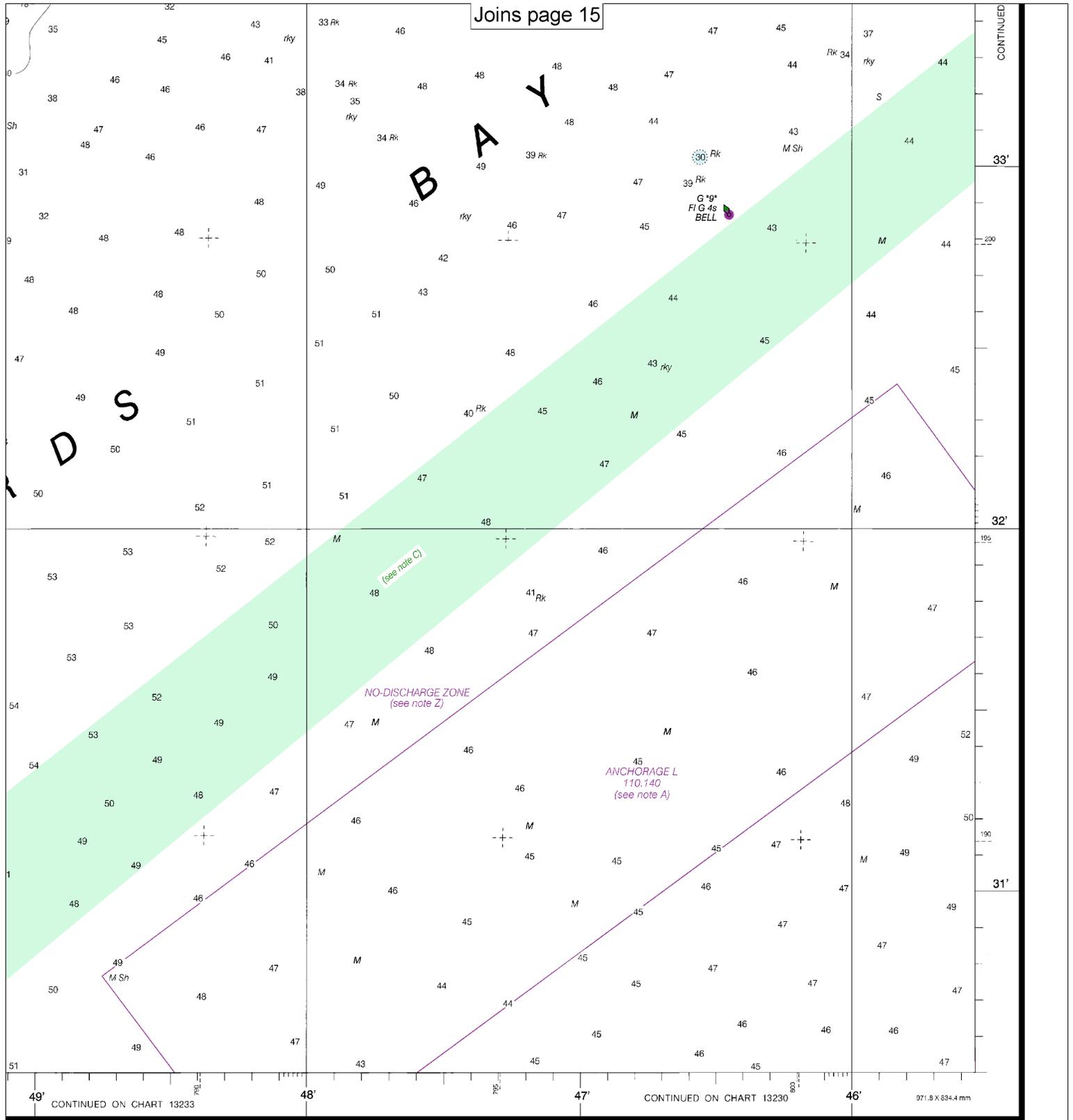
Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS	1	2
FEET	6	12
METERS	1	2

18

Note: Chart grid lines are aligned with true north.



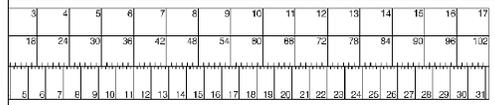


CONTINUED

49' CONTINUED ON CHART 13233

CONTINUED ON CHART 13230

971.8 X 634.4 mm



New Bedford Harbor
SOUNDINGS IN FEET - SCALE 1:20,000

13232



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>



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