Formerly C&GS 353, 1st Ed., June 1873 G-1962-783 KAPP 2137

13221

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

RHODE ISLAND - MASSACHUSETTS

NARRAGANSETT BAY

Mercator Projection
Scale 1:40,000 at Lat. 41°37'

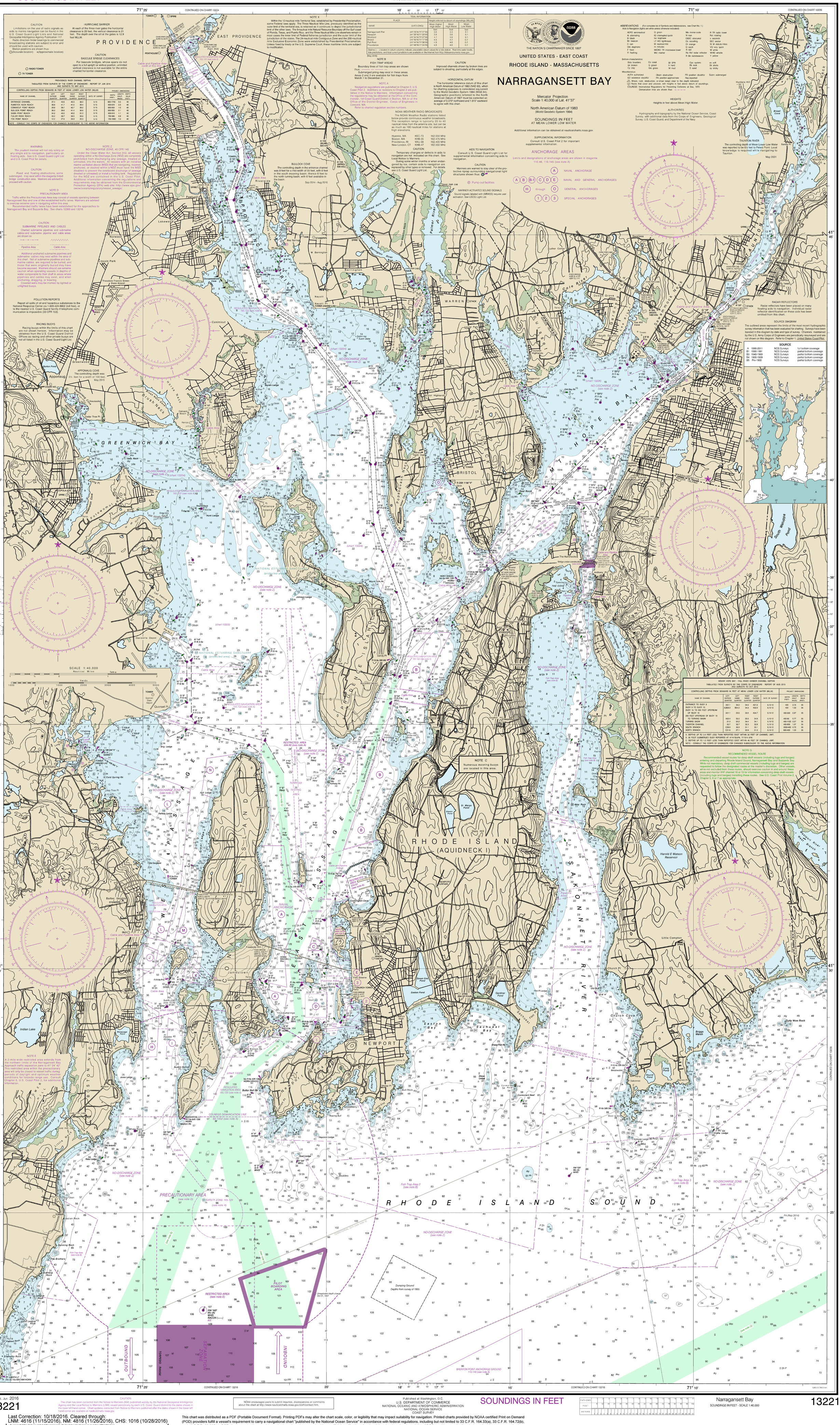
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

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

CONTINUED ON CHART 13224 — CONTINUED ON CHART 13226 — CONTINUED ON CHART 13218



CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
(Accurate location) o(Approximate location)

HURRICANE BARRIER

At each of the three river gates the horizontal clearance is 20 feet, the vertical clearance is 21 feet. The depth over the sill at the gates is 12.9 feet MLLW.

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.

RADIO TOWER

TV TOWER

PROVIDENCE RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2016
AND SURVEYS TO MAY 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT MILES)	DEPTH (FEET)
ENTRANCE CHANNEL	37.4	40.6	40.3	38.0	5-15	600-1740	5.5	40
RUMSTICK NECK REACH	38.8	41.7	41.5	39.4	5-15	600-870	2.3	40
COMMICUT POINT REACH	29.8	39.7	42.7	39.2	5-15	600-950	1.0	40
BULLOCK POINT REACH	36.0	39.6	41.4	36.6	5-15	600-950	2.1	40
SABIN POINT REACH	34.2	40.0	40.2	31.3	5-15	600-910	1.1	40
FULLER ROCK REACH	33.2	38.7	38.5	35.6	5-15	700-990	0.9	40
FOX POINT REACH	12.2	27.6	26.9	20.3	5-15	700-1690	1.5	40

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

NOTE D
PRECAUTIONARY AREA

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

Recommended traffic lanes have been established for the approaches to Narragansett Bay and Buzzards Bay. See charts 12300 and 13218.

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.

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).

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.

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/.

APONAUG COVE
The controlling depth was 3½ feet for a width of 100 feet.
May 2015

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 B
FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus:

Submerged piling may exist in these areas.

Areas 2 and 3 are available for fish traps from March 1 to December 31.

BULLOCK COVE
The controlling depth in the entrance channel was 8 feet for a mid-width of 55 feet, with 6 feet in the south mooring basin; thence 6 feet to the north turning basin, with 6 feet available in the basin.
Sep 2014 - Aug 2016

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
New London, CT	KHB-47	162.550 MHz

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.

AIDS TO NAVIGATION

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

CAUTION

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

Pump-out facilities

MARINER ACTIVATED SOUND SIGNALS

Sound signals labeled with (MRASS) require user activation. See USCG Light List.

TIDAL INFORMATION

PLACE NAME	LAT/LONG	Height referred to datum of soundings (MLLW) feet: Mean Higher High Water	feet: Mean High Water	feet: Mean Low Water
Narragansett Pier	(41°25'N/71°27'W)	3.6	3.3	0.1
Newport	(41°30'N/71°20'W)	3.9	3.6	0.1
Wickford	(41°34'N/71°27'W)	4.1	3.9	0.1
Bristol	(41°40'N/71°17'W)	4.5	4.2	0.2
Fall River	(41°44'N/71°08'W)	4.9	4.6	0.2
Providence	(41°48'N/71°24'W)	4.8	4.6	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.

(May 2016)

CAUTION

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

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 0.370" northward and 1.815" eastward to agree with this chart.

ANCHORAGE AREAS

Limits and designations of anchorage areas are shown in magenta. 110.46, 110.145 (see note A)

A — NAVAL ANCHORAGE
A B B-1 C D E — NAVAL AND GENERAL ANCHORAGES
H through O — GENERAL ANCHORAGES
1 2 3 — SPECIAL ANCHORAGES

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

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

AERO aeronautical; Al alternating; B black; Bn beacon; C can; DIA diaphone; F fixed; Fl flashing; G green; IQ interrupted quick; Iso isophase; LT HO lighthouse; m minutes; MICRO TR microwave tower; Mor marker; Mo morse code; N nun; OBSC obscured; Oc occulting; Or orange; Q quick; R red; Ra Ref radar reflector; R Bn radiobeacon; R TR radio tower; Rot rotating; s seconds; SEC sector; St M statute miles; VQ very quick; W white; WHS whistle; Y yellow

Bottom characteristics:

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

Miscellaneous:

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

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.

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

Demarcation lines are shown thus: — — — —

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, U.S. Coast Guard, and Department of the Navy

TAUNTON RIVER
The controlling depth at Mean Lower Low Water was reported to be 6½ feet to Peters Point. Local knowledge is required while navigating to Taunton.
May 2001

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.

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.

SOURCE			
A	1990-2011	NOS Surveys	full bottom coverage
B1	1990-1991	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

MOUNT HOPE BAY - FALL RIVER HARBOR CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2013
AND SURVEYS TO OCT 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT MILES)	DEPTH (FEET)
ENTRANCE TO BUOY 9	A31.1	35.0	34.5	A31.5	5,10-12	400	2.75	35
BUOY 9 TO BUOY 15	A29.3	B34.0	34.3	A32.0	5,10-12	400	1.53	35
BUOY 15 TO 200 FEET UPSTREAM OF BUOY 18	A31.1	23.5	33.0	A34.7	5,10-12	400-500	0.97	35
200 FEET UPSTREAM OF BUOY 18 TO TURNING BASIN	A29.4	35.0	35.0	34.9	5,10-12	400-60	0.77	35
TURNING BASIN	21.0	25.2	34.4	34.1	5,10-12	400-1120	0.27	35
THURTON CHANNEL	32.7	32.7	32.3	32.9	5,10-12	400-600	1.07	35
SOUTH BRANCH	C29.0	30.3	31.1	33.1	5,10-12	2050-400	0.73	35
NORTH BRANCH	C21.8	27.1	32.9	31.3	5,10-12	600-400	1.03	35

A. DEPTHS UP TO 2.4 FEET LESS THAN REPORTED EXIST WITHIN 20 FEET OF CHANNEL LIMIT.
B. 35 FOOT SUBMERGED BUOY REPORTED AT 41°41'59.9"N, 71°10'41.6"W.
C. DEPTHS UP TO 1.2 FEET LESS THAN REPORTED EXIST WITHIN 45 FEET OF CHANNEL LIMIT.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

NOTE G
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 E

A 2-mile-wide restricted area extends from the northern limits of the Narragansett Bay Approach traffic separation zone to 41° 24' 42". This restricted area within the precautionary area will only be closed to vessel traffic during periods of daylight and optimum weather conditions for torpedo range use. Consult Chapter 6, U.S. Coast Pilot 2, for additional information.

SCALE 1:40,000
Nautical Miles — Yards

61st Ed., Jun. 2016
13221

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 comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Last Correction: 10/18/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4816 (11/26/2016), CHS: 1016 (10/28/2016)

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