

BookletChart™



Narragansett Bay

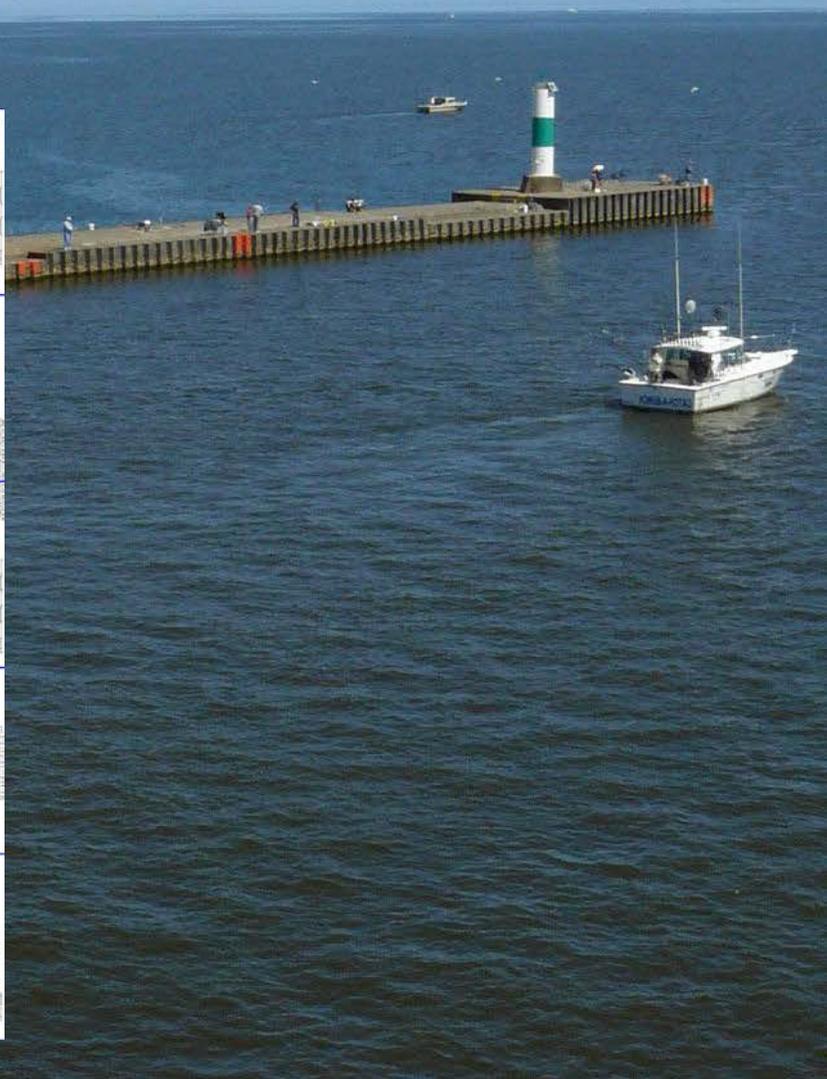
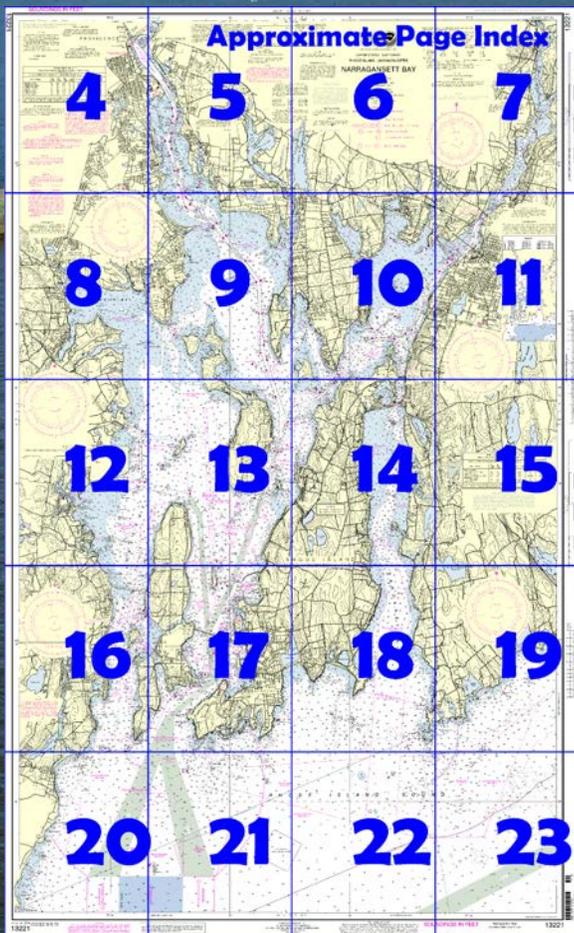
NOAA Chart 13221

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.

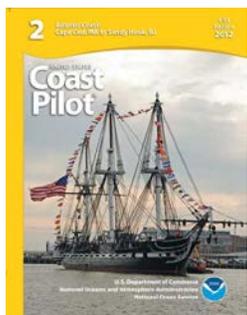
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13221>



(Selected Excerpts from Coast Pilot)

Narragansett Bay, opening into the north side of **Rhode Island Sound** 17 miles westward of Buzzards Bay entrance, is the approach to the cities of Newport, Providence, Fall River, and Taunton, as well as numerous towns and villages. **Rhode Island** forms the eastern shore of the bay proper. The entrance is between Brenton Point, the southwestern part of Rhode Island, on the east, and Point Judith Neck on

the west. The large **Conanicut Island** and **Prudence Island**, and several smaller islands, divide the bay into two passages.

Sakonnet River, on the easterly side of Narragansett Bay, is between the mainland and the eastern shore of Rhode Island. The width of the river varies from 0.7 to 2 miles except at its northern end where a least width

of 0.3 mile is found.

Sakonnet Point, at the eastern entrance to Sakonnet River, is surrounded by bare and submerged rocks. Several islets and islands are south of the point. **Schuyler Ledge**, with a least depth of 8 feet, is about 0.8 mile southward of the point, and is marked by a bell buoy.

Cormorant Rock, a bare dark rock off the western side of the entrance to the river, is about 0.8 mile south of **Sachuest Point**, the southeastern extremity of Rhode Island. Vessels should not pass between Cormorant Rock and **Cormorant Reef**, 0.3 mile southward of the rock. The least depth on the reef is 4 feet; it is marked by a bell buoy.

Sakonnet Harbor, a small-boat harbor on the northerly side of Sakonnet Point, about 2 miles northeastward of the entrance lighted whistle buoy, is protected by an 800-foot breakwater extending in a northerly and easterly direction from **Breakwater Point**.

The western shore of Sakonnet River from the entrance to Sandy Point should be given a berth of 0.4 mile to avoid shoals with depths of 7 to 17 feet. Rocks extend up to 500 yards offshore between Sachuest Point and **Flint Point**, about 1 mile northward. **Flint Point Ledge**, about 0.5 mile north-northeast of Flint Point, has a least depth of 7 feet; a buoy marks the ledge. **Black Point** is a rocky bluff on the western side of the river, 2.6 miles northward of Flint Point. **Sandy Point** and **McCorrie Point**, low and backed by high land, are 3.9 and 5.4 miles, respectively, northward of Flint Point.

The channel passes eastward of **Gould Island**, a high wooded island, 2.5 miles north-northeastward of McCorrie Point.

The eastern side of Sakonnet River is bolder than the western side. The east shore should be given a berth of 0.7 mile from Sakonnet Point to **Church Point**, a flat point with bluffs at the water, about 2.8 miles northward of Sakonnet Point. **Old Bull**, with a depth of 1 foot, is about 0.5 mile southward of Church Point and marked by a buoy. A church spire at **Little Compton**, about 1.7 miles east of Church Point, is prominent.

Nannaquaket Pond, on the east side of Sakonnet River eastward of Gould Island, has a narrow entrance 8 feet deep crossed by a fixed bridge with a clearance of 12 feet. The northern part of the pond has depths up to 26 feet; the remainder has depths of about 3 feet.

Tiverton is a town on the eastern bank of Sakonnet River north and south of the bridges. Oil tankers call at Tiverton. The oil piers northward of the bridges have reported depths of about 32 to 35 feet alongside. A prohibited area surrounds Gould Island and extends north to include waters between **Conanicut Island** and Prudence Island.

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, previously discussed, is little used. The approach from East Passage is well marked,

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.

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

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

Table of Selected Chart Notes

Corrected through NM Mar 17/12
Corrected through LNM Mar 06/12

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

SOUNDINGS IN FEET

13221

71° 25'

CONTINUED ON CHART 13224

This chart provides additional information for the small craft operator.

CAUTION
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 MAR 2012 AND SURVEYS TO JUN 2010								
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	38.2	40.0	40.0	39.5A	2,6-10	600-1740	5.5	40
RUMSTICK NECK REACH	39.3	40.0	40.0	40.0	2,6-10	600-870	2.3	40
CONIMICUT POINT REACH	39.0	40.0	40.0	40.0	2,6-10	600-950	1.0	40
BULLOCK POINT REACH	38.1	40.0	40.0	38.7	2,6-10	600-950	2.1	40
SABIN POINT REACH	36.2	40.0	40.0	37.4B	2,6-10	600-910	1.1	40
FULLER ROCK REACH	37.6C	39.1	38.6	37.4	2,6-10	700-990	0.9	40
FOX POINT REACH	34.6D	38.2E	38.8E	25.4F	2,6-10	700-1990	1.5	40

A. EXCEPT FOR SHOALING TO 37.4 FEET WITHIN 25 FEET OF LIMIT FROM ABOUT 400 FEET TO ABOUT 1600 FEET UPSTREAM OF BUOY FL R-4.
 B. EXCEPT FOR SHOALING TO 34.2 FEET WITHIN 40 FEET OF LIMIT FROM ABOUT 200 FEET TO ABOUT 1200 FEET UPSTREAM OF BUOY FL R-30.
 C. EXCEPT FOR SHOALING TO 34.7 FEET WITHIN 40 FEET OF LIMIT FROM ABOUT 200 FEET TO ABOUT 3750 FEET UPSTREAM OF BUOY FL G-37.
 D. EXCEPT FOR SHOALING TO 23.4 FEET IN THE LAST 400 FEET OF CHANNEL.
 E. EXCEPT FOR SHOALING TO 26.8 FEET IN THE LAST 400 FEET OF CHANNEL.
 F. EXCEPT FOR SHOALING TO 24.3 FEET IN THE LAST 400 FEET OF CHANNEL.
 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

PROVIDENCE

EAST PROVIDENCE

PROVIDENCE RIVER CHANNEL DEPTHS (continued from table above)

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 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/

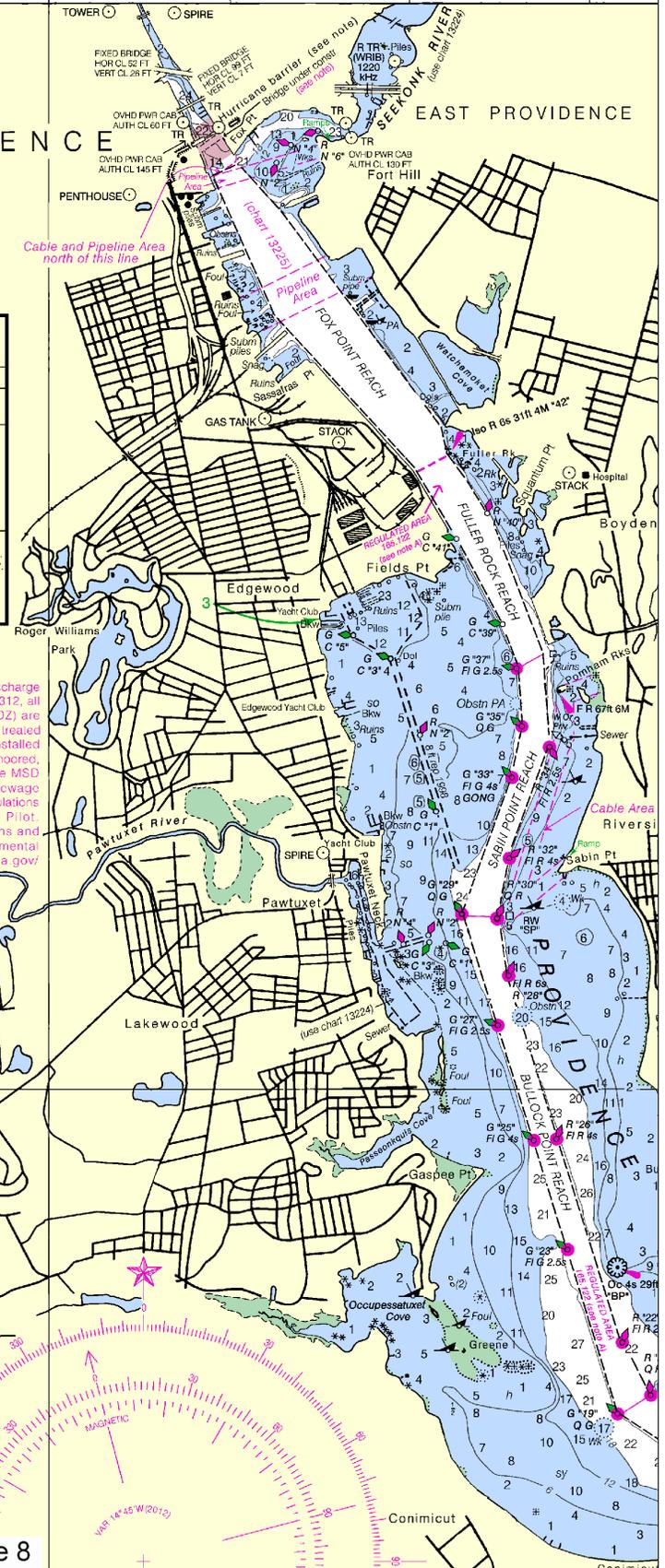
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Joins page 8

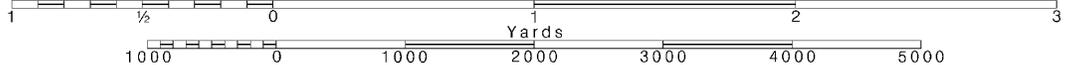
Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.

4

Note: Chart grid lines are aligned with true north.



20' 18' 45' 30' 15' 17' 50' 15'

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

TIDAL INFORMATION

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

(Feb 2012)

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.

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 0.37° northward and 1.815° 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.

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.

CURRENT VECTORS

The tidal current vectors shown on this chart (in green) represent the average maximum speeds of flood and ebb currents and the direction of flow. The speeds are represented by the numbers shown, and the directions by the orientation of the vector arrows. The maximum speeds will vary through time. For exact predictions, consult the Tidal Current Tables, Atlantic Coast of North America.

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



THE NATION'S CHART

UNITED STATES

RHODE ISLAND

NARRAGANSETT RIVER

Scale 1:40,000

North America (World Geodetic System 1984)

SOUNDINGS AT MEAN LOW WATER

Additional information can be found in the U.S. Coast and Geodetic Survey publications.

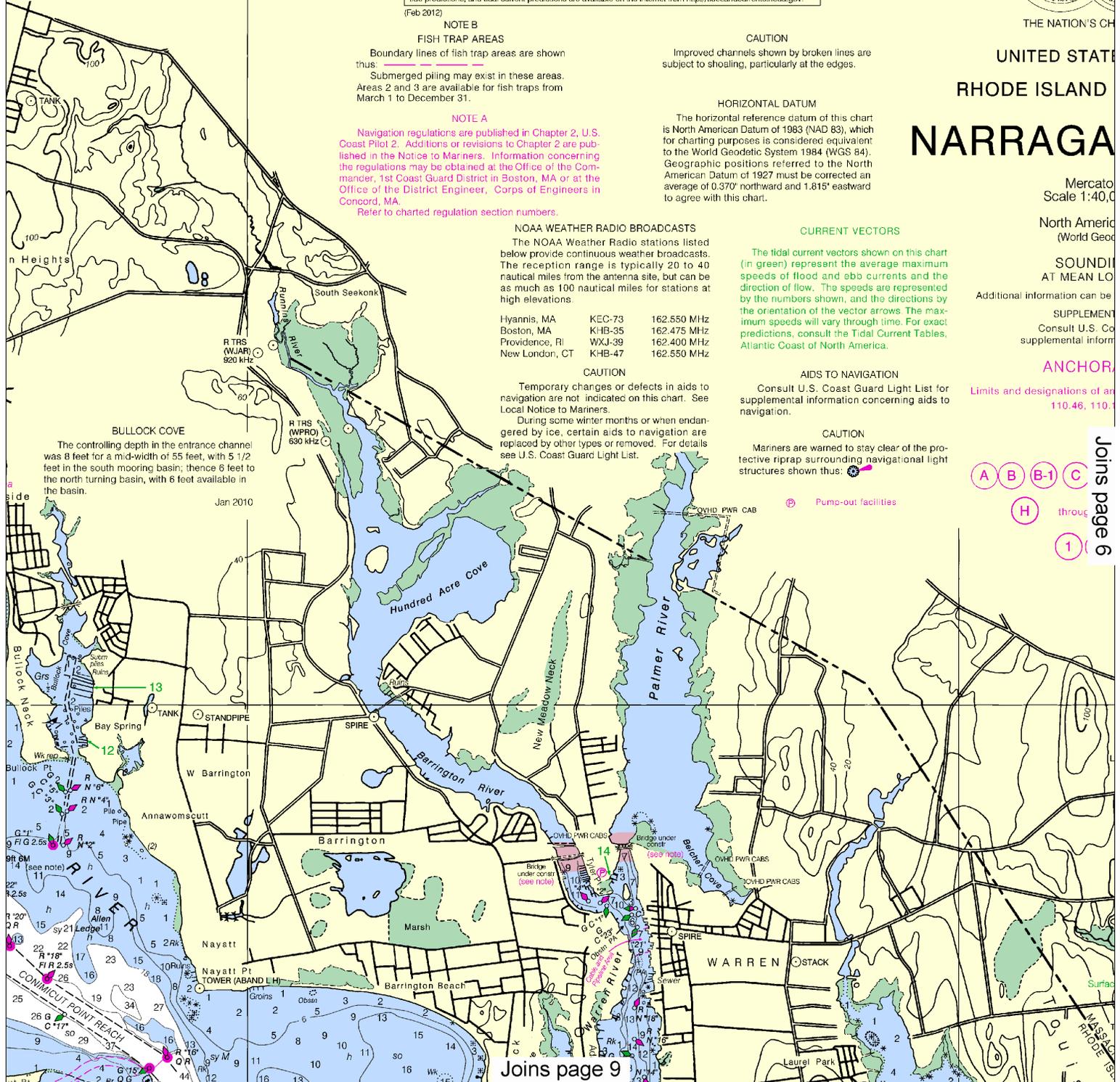
Consult U.S. Coast and Geodetic Survey publications for supplemental information.

ANCHORAGES

Limits and designations of anchorages are shown in pink circles with letters A through H.

A B B-1 C H 1

Joins page 6



Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



20'

18' 45' 30' 15' 17' 50'

15'

NOTE X

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THE NATION'S CHARTMAKER SINCE 18

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.

ANCHORAGE AREAS

Limits and designations of anchorage areas are shown in pink circles. (see note A)

- (A) NAVAL ANCHORAGE
- (B) NAVAL ANCHORAGE
- (C) NAVAL ANCHORAGE
- (D) NAVAL ANCHORAGE
- (E) NAVAL ANCHORAGE
- (H) through (O) GENERAL ANCHORAGE
- (1) through (3) SPECIAL ANCHORAGE

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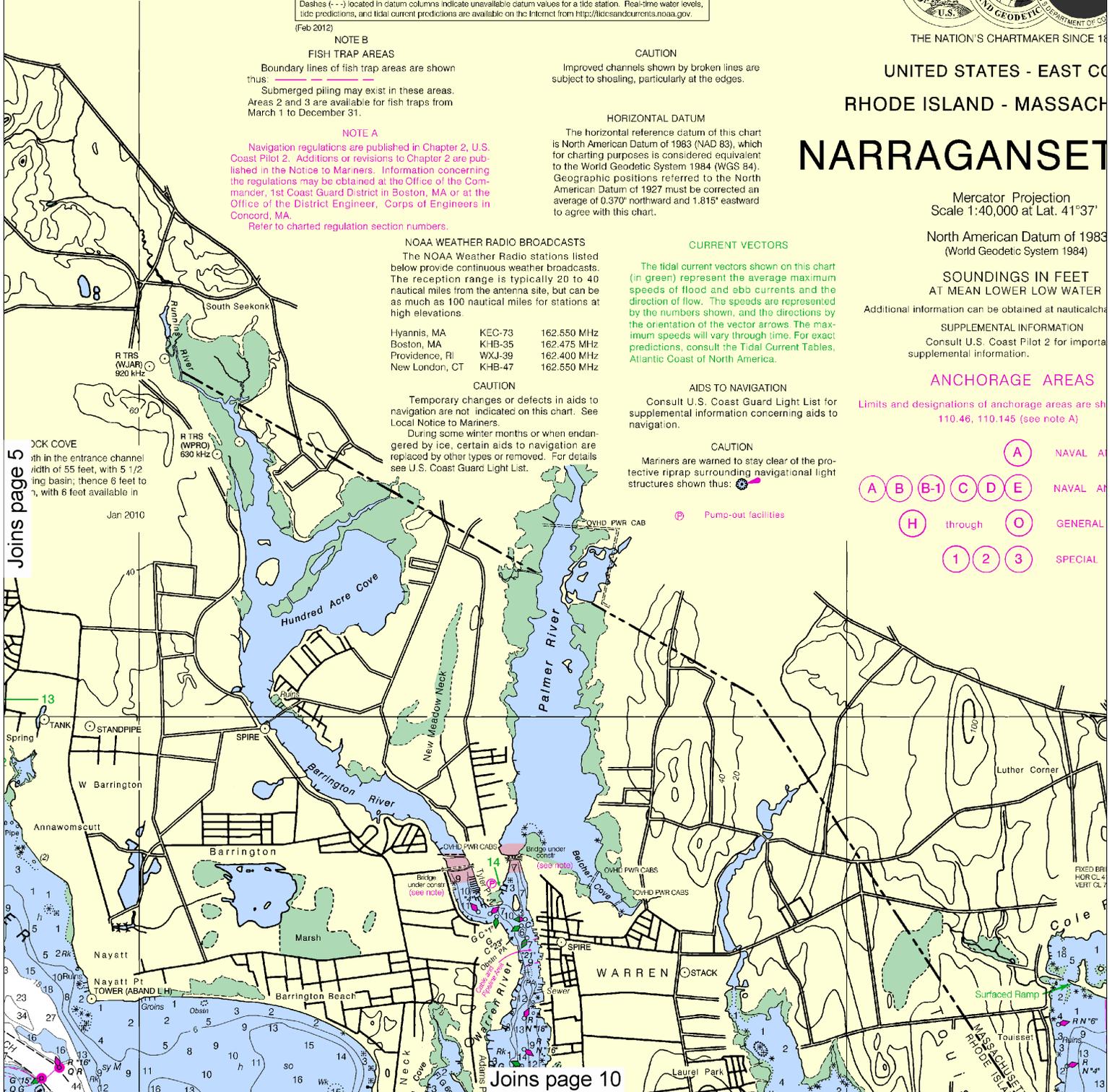
CAUTION

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Pump-out facilities

Pump-out facilities

Joins page 5



Joins page 10

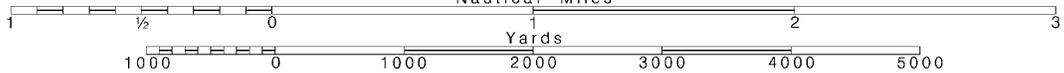


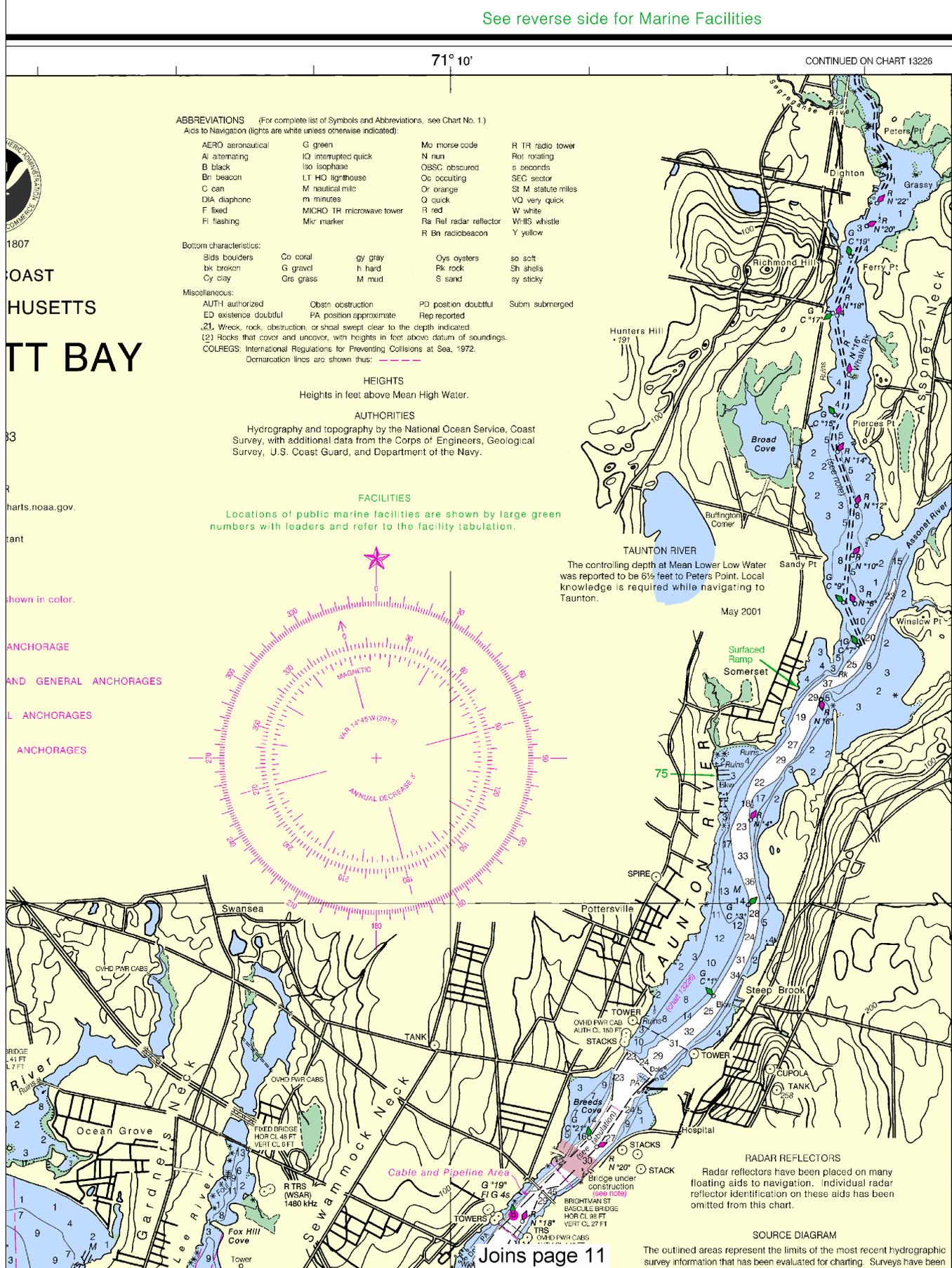
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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

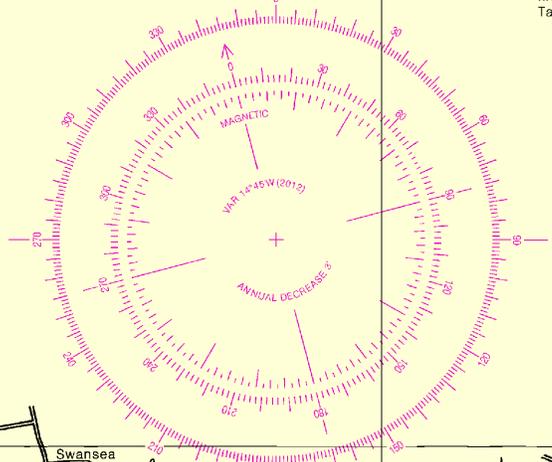
- Aids to Navigation (lights are white unless otherwise indicated):
- | | | | |
|-------------------|--------------------------|-------------------------|--------------------|
| AERO aeronautical | G green | Mo morse code | R TR radio tower |
| Ai alternating | IQ interrupted quick | N nun | Ror rotating |
| B black | Is isophase | OBSO 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 | VG very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Refl radar reflector | WHS whistle |
| | | R Bn radiobeacon | Y yellow |
- Bottom characteristics:
- | | | | | |
|--------------|-----------|---------|-------------|-----------|
| Bds 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 | Obst obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |
- 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.

FACILITIES
Locations of public marine facilities are shown by large green numbers with leaders and refer to the facility tabulation.

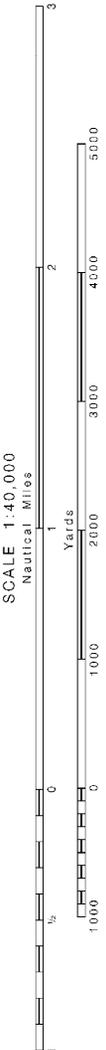
TAUNTON RIVER
The controlling depth at Mean Lower Low Water was reported to be 6 1/2 feet to Peters Point. Local knowledge is required while navigating to Taunton.
May 2001



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

Joins page 11



1807
COAST
HUSSETTS
TT BAY

3
R
harts.noaa.gov.
tant

shown in color.
ANCHORAGE
AND GENERAL ANCHORAGES
L ANCHORAGES
ANCHORAGES

41°
45'



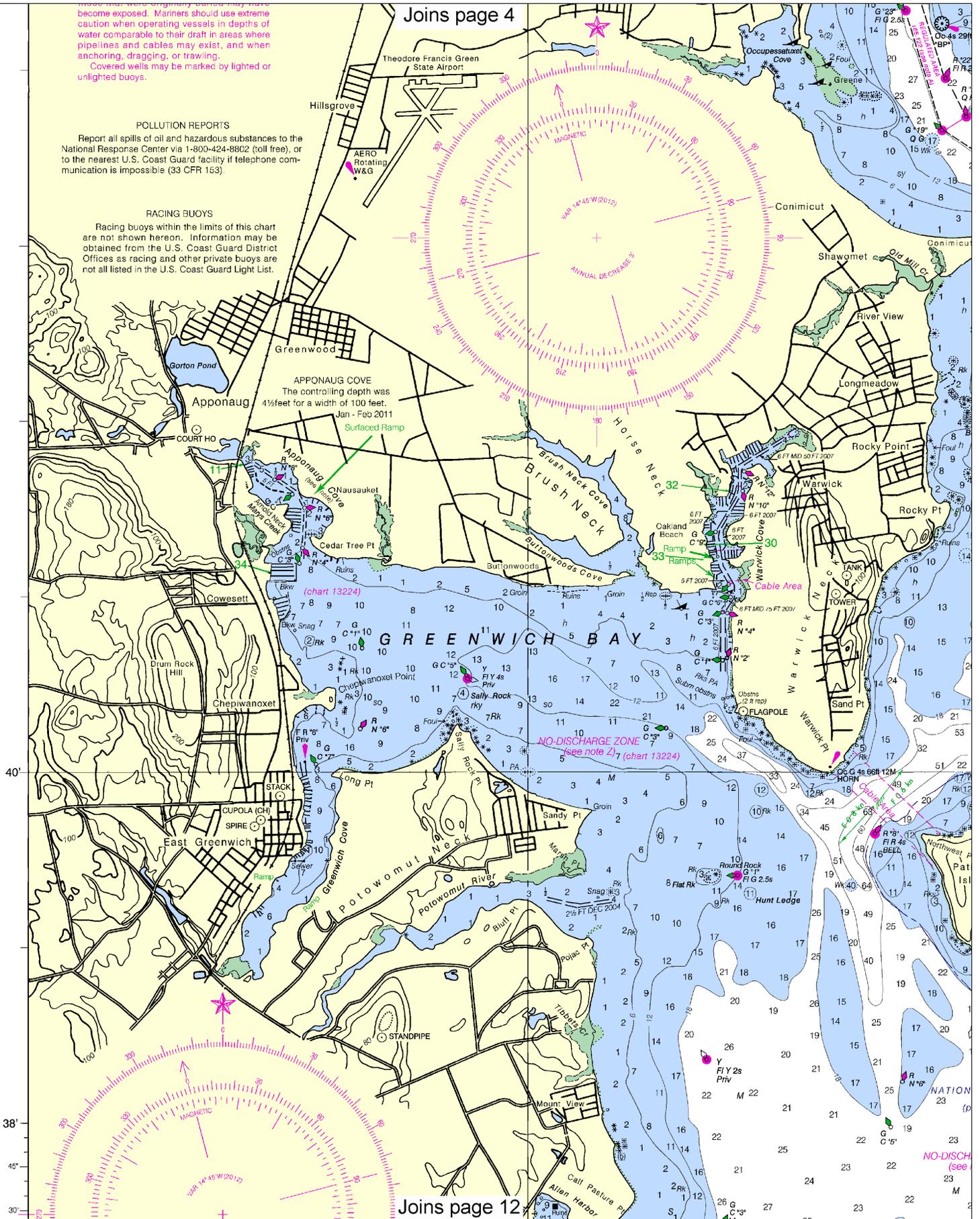
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POLLUTION REPORTS
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RACING BUOYS
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Joins page 4

Joins page 12

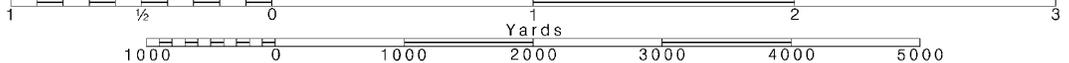


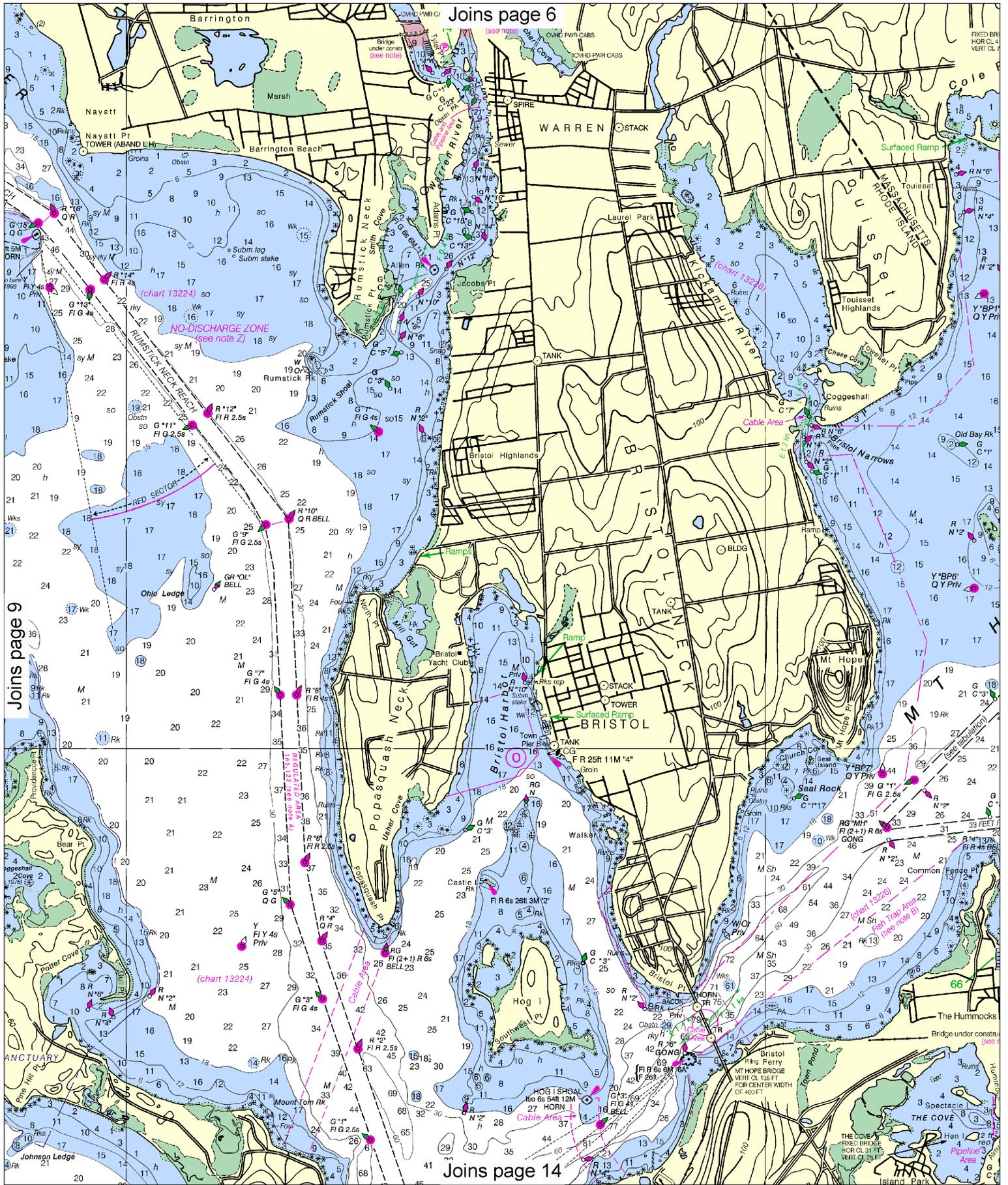
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





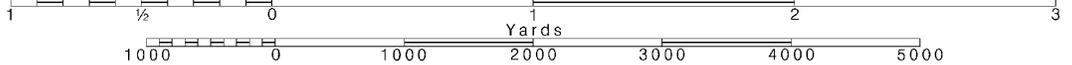
10

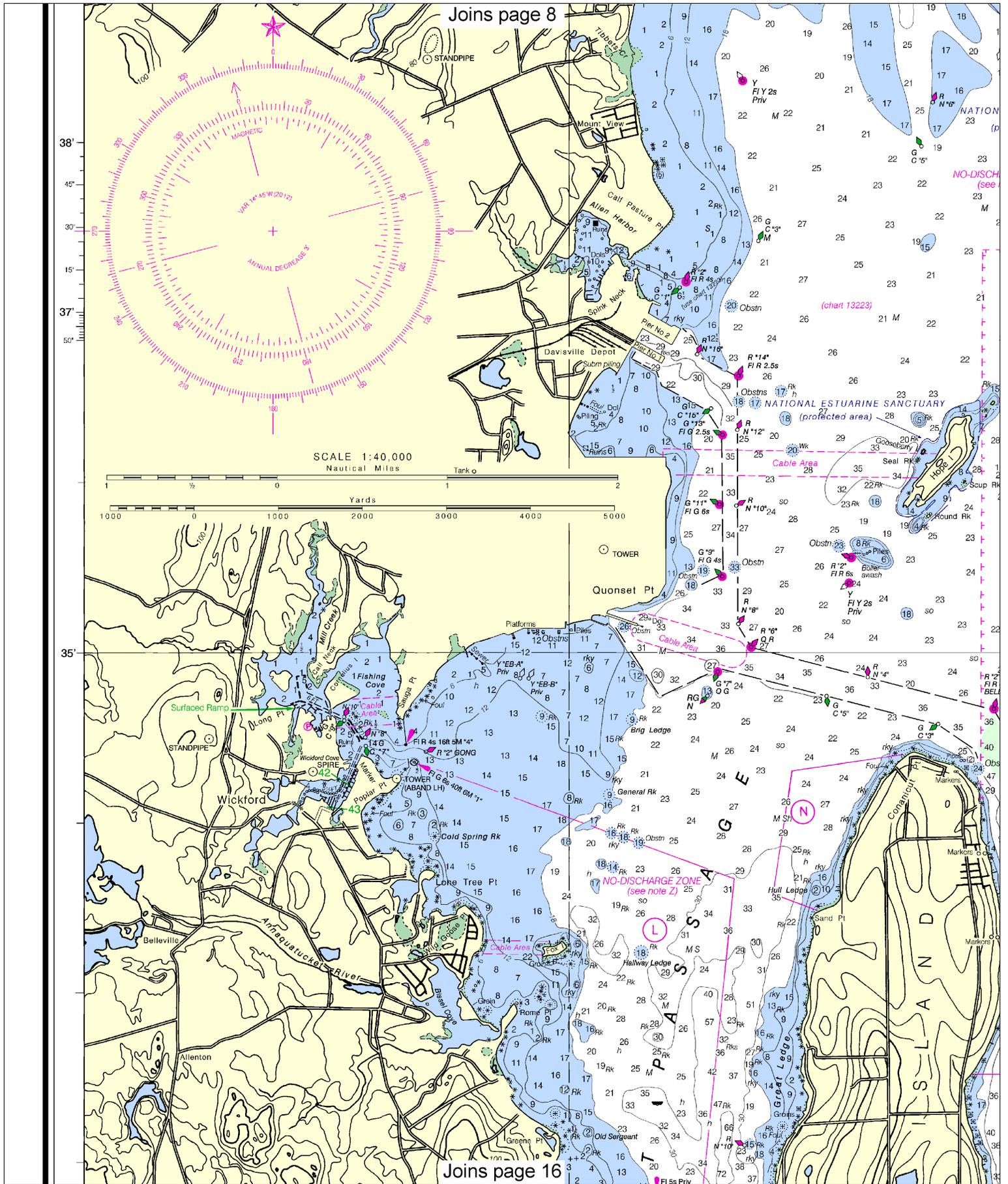
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





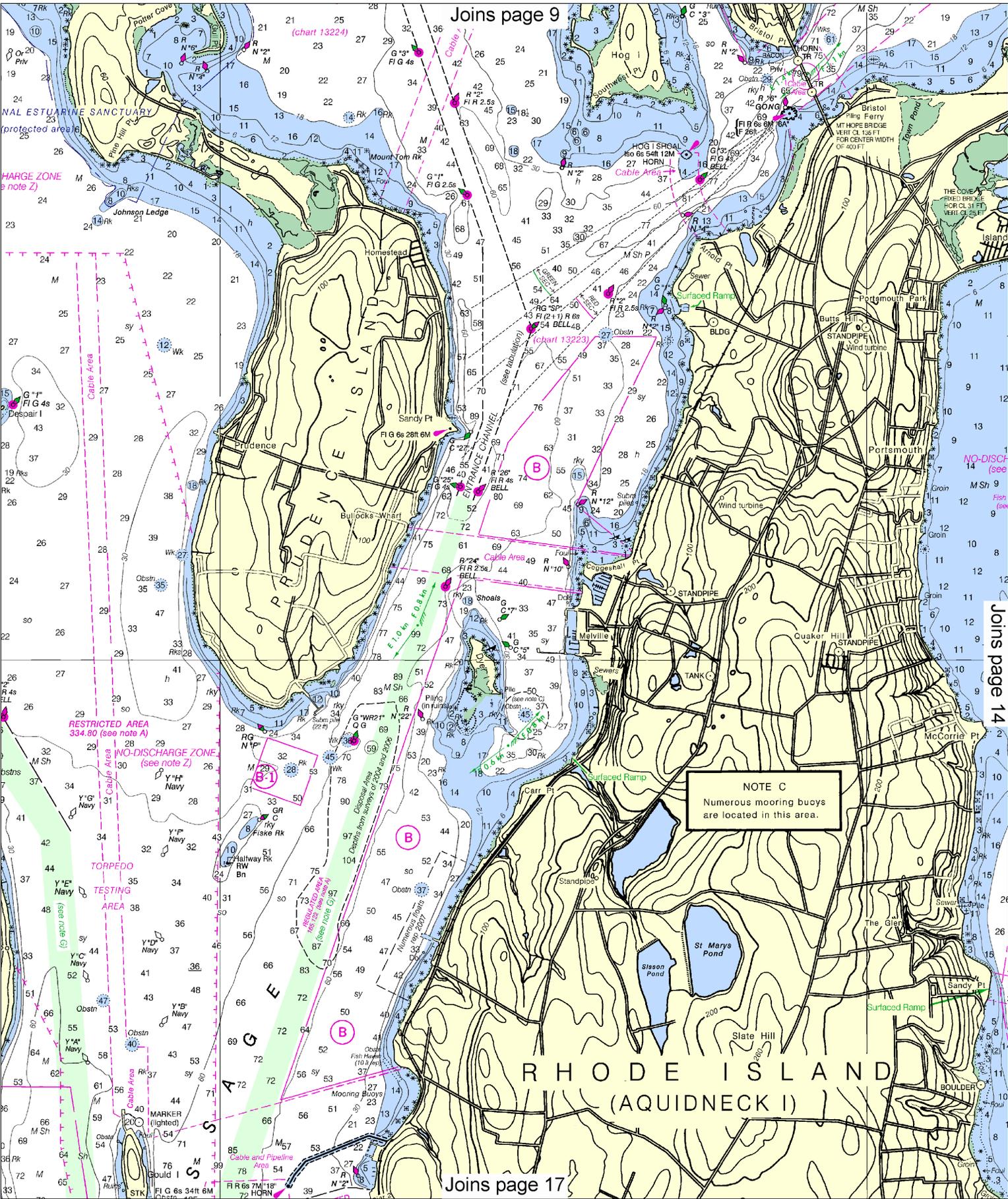
12

Note: Chart grid lines are aligned with true north.

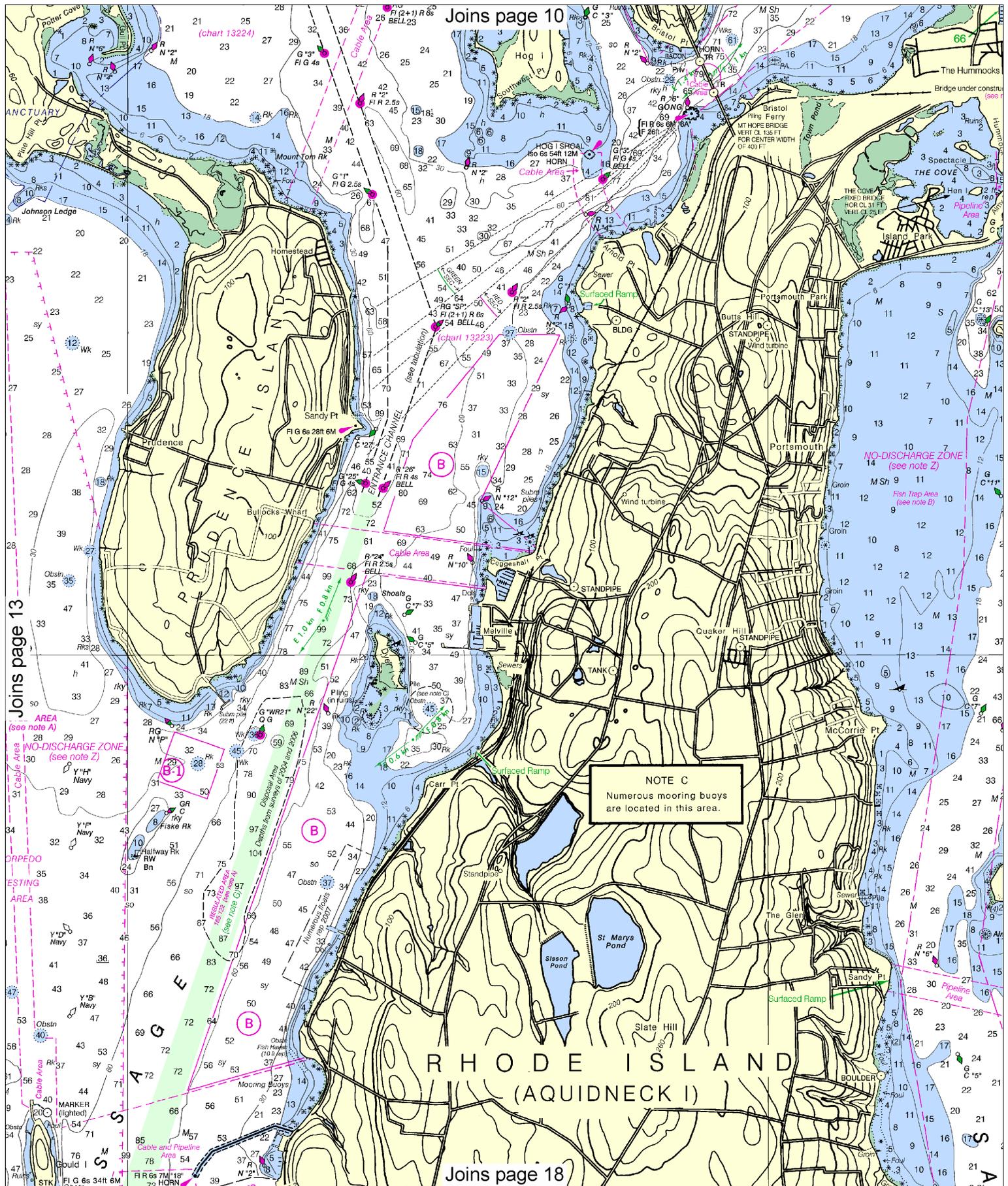
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



NOTE C
 Numerous mooring buoys
 are located in this area.



Joins page 10

Joins page 13

Joins page 18

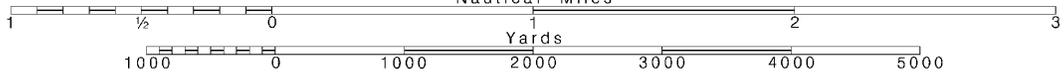
14

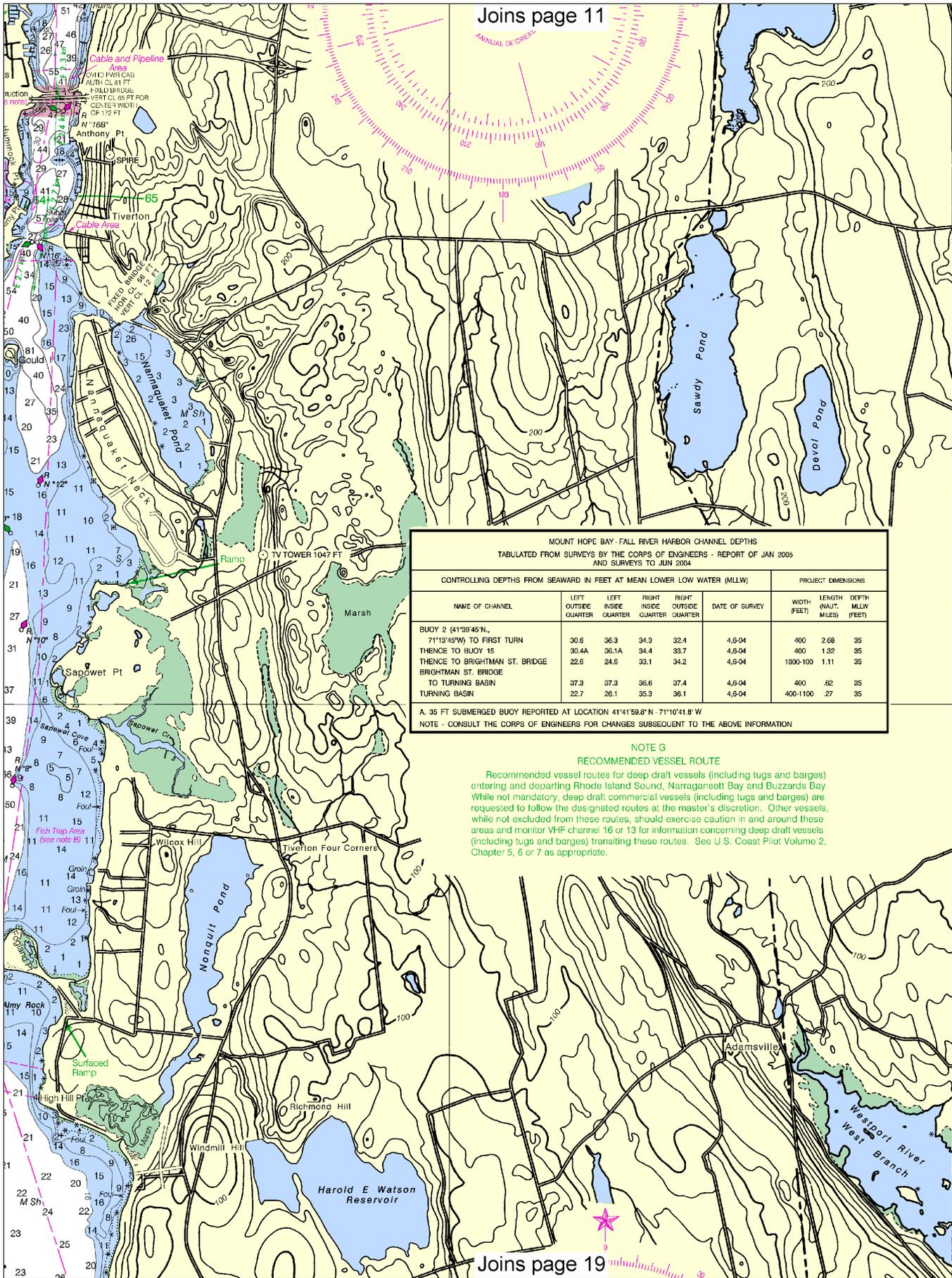
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





MOUNT HOPE BAY - FALL RIVER HARBOR CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2005
AND SURVEYS TO JUN 2004

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BUOY 2 (41°38'45"N, 71°13'45"W) TO FIRST TURN	30.8	36.3	34.3	32.4	4,8-04	400	2.68	35
THENCE TO BUOY 15	30.4A	36.1A	34.4	33.7	4,8-04	400	1.32	35
THENCE TO BRIGHTMAN ST. BRIDGE	22.6	24.6	33.1	34.2	4,8-04	1000-100	1.11	35
BRIGHTMAN ST. BRIDGE TO TURNING BASIN	37.3	37.3	36.6	37.4	4,8-04	400	.62	35
TURNING BASIN	22.7	26.1	35.3	36.1	4,8-04	400-1100	.27	35

A. 35 FT SUBMERGED BUOY REPORTED AT LOCATION 41°41'58.8"N - 71°10'41.8"W
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

NOTE G

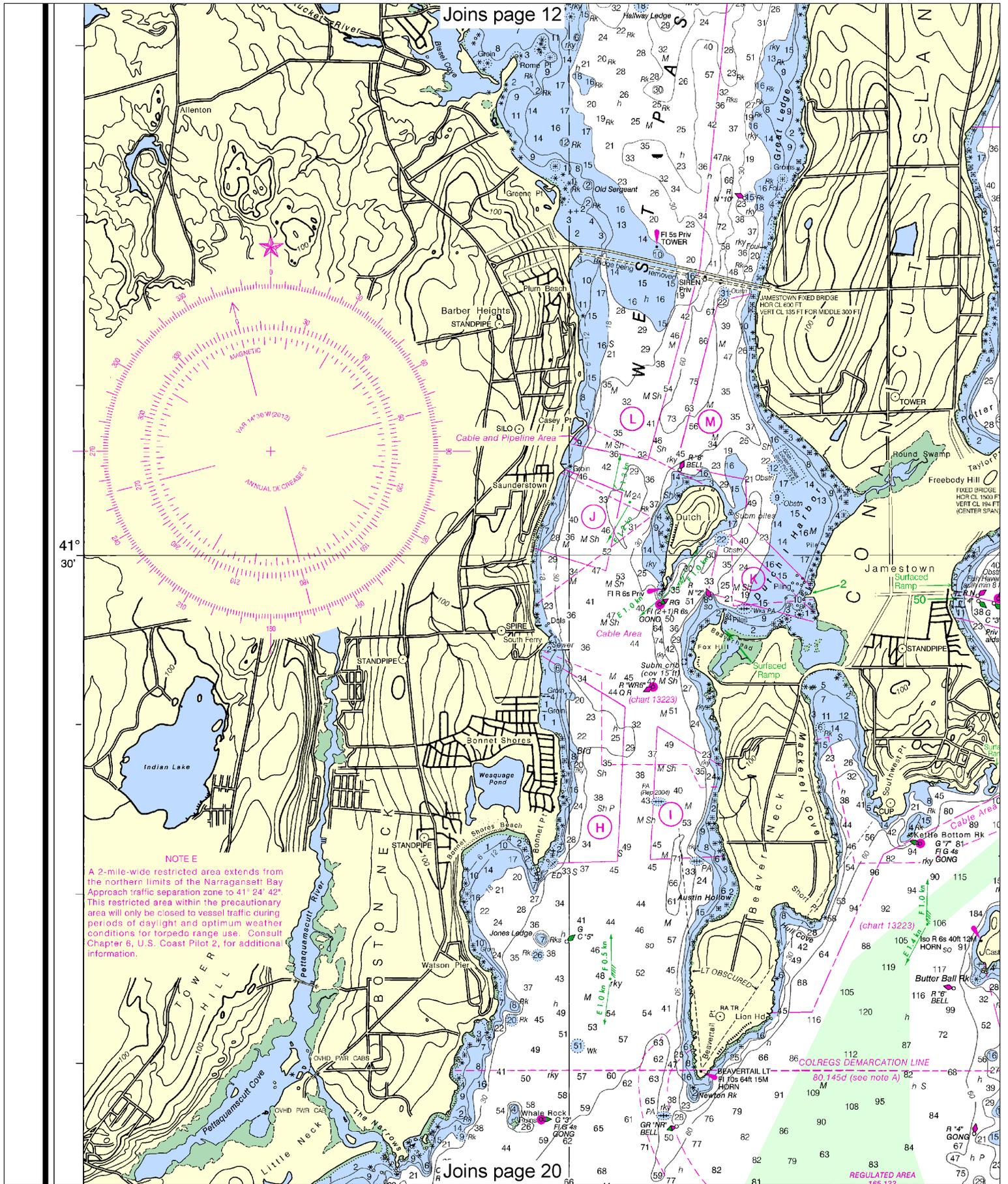
RECOMMENDED VESSEL ROUTE

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.

SCALE 1:40,000
Nautical Miles

LOGARITHMIC SPEED

To find SPEED, place one point of dividers on distance run (in any unit) and the right point on 60 and left point will then indicate speed in units per hour. Example:



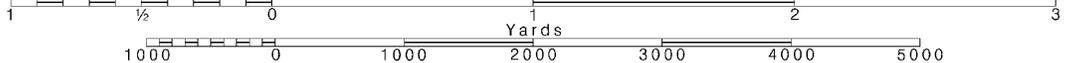
16

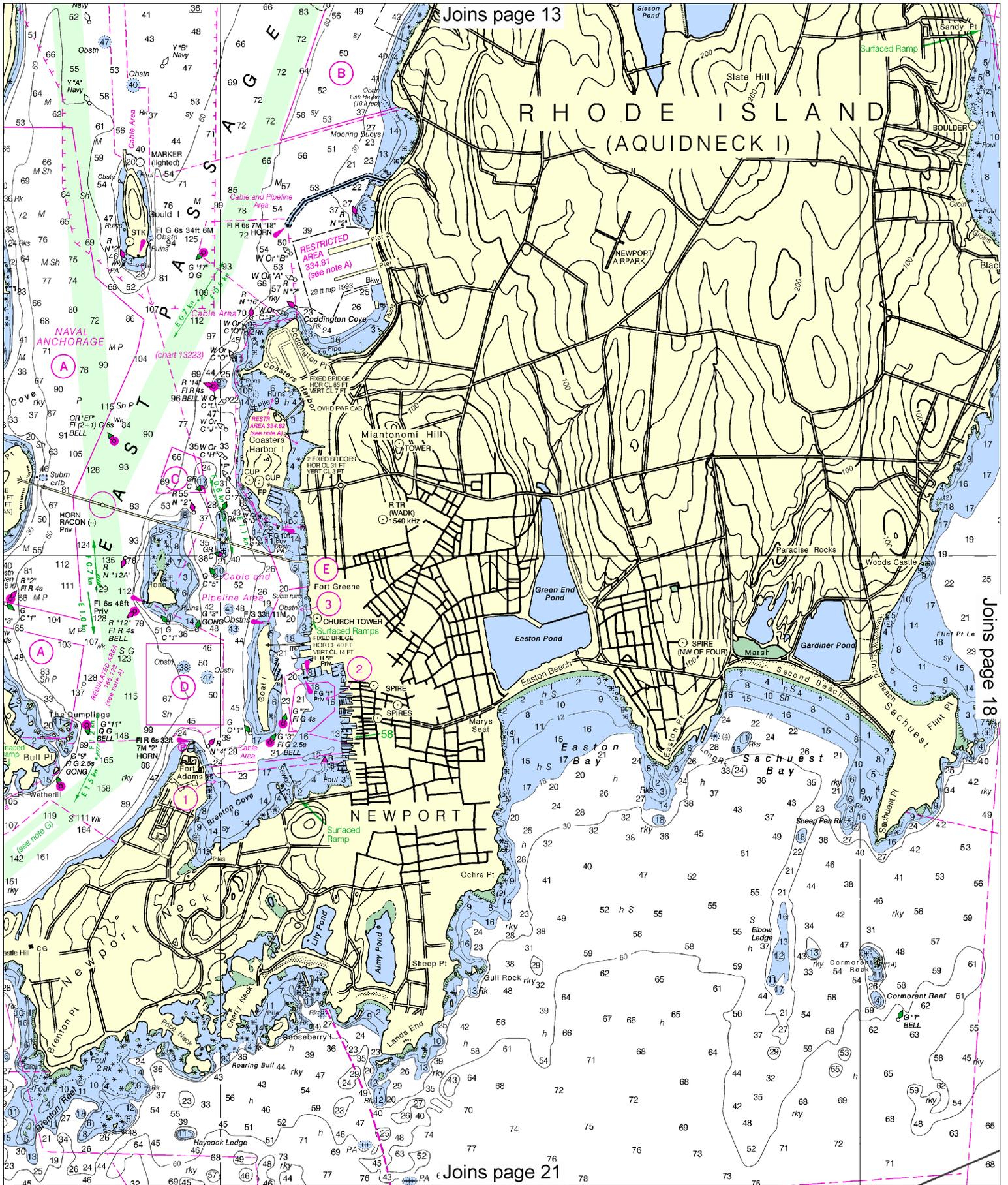
Note: Chart grid lines are aligned with true north.

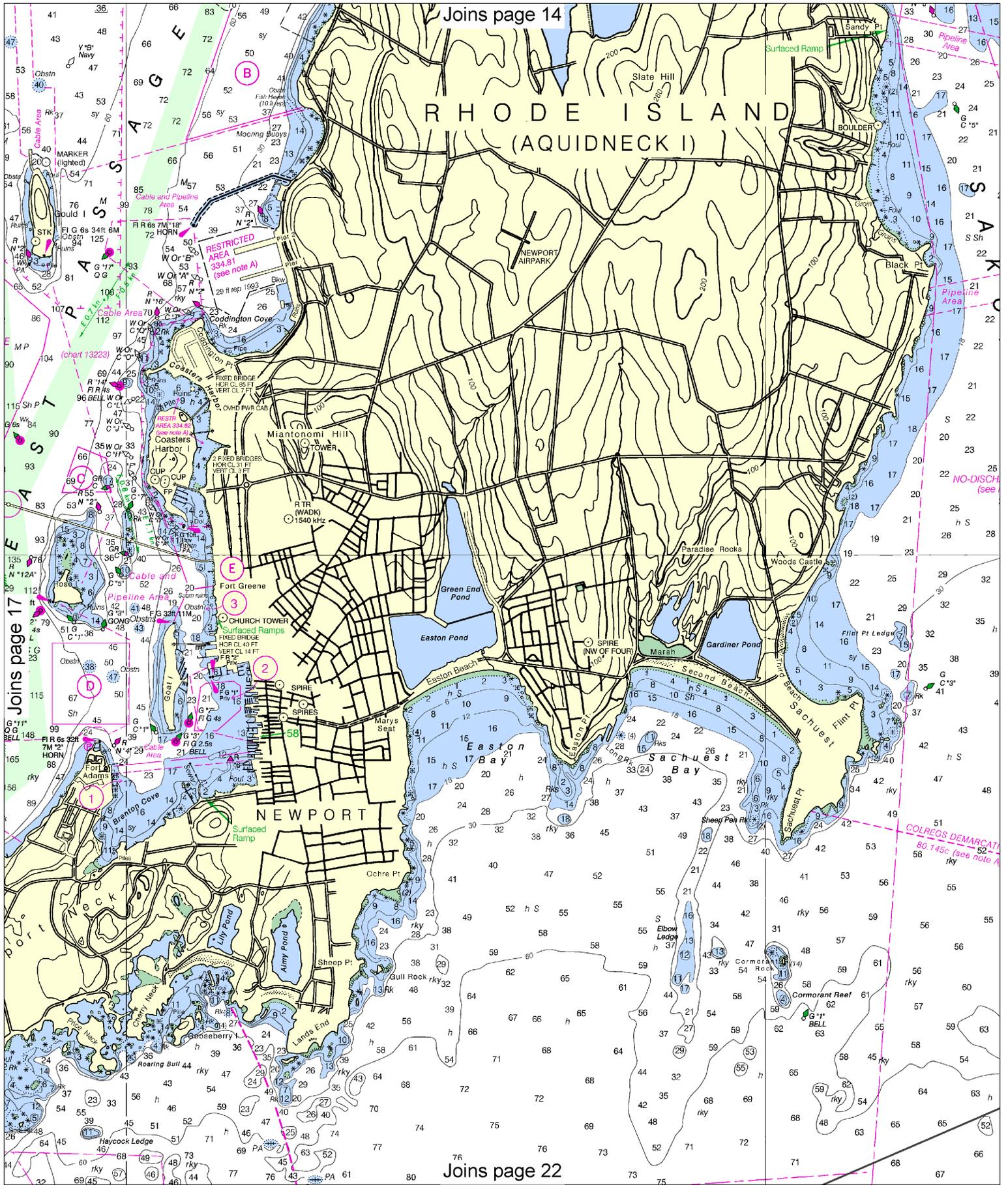
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





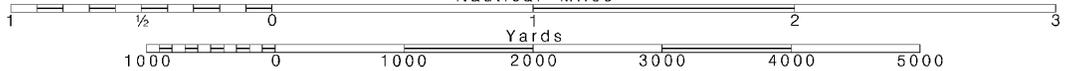


Note: Chart grid lines are aligned with true north.

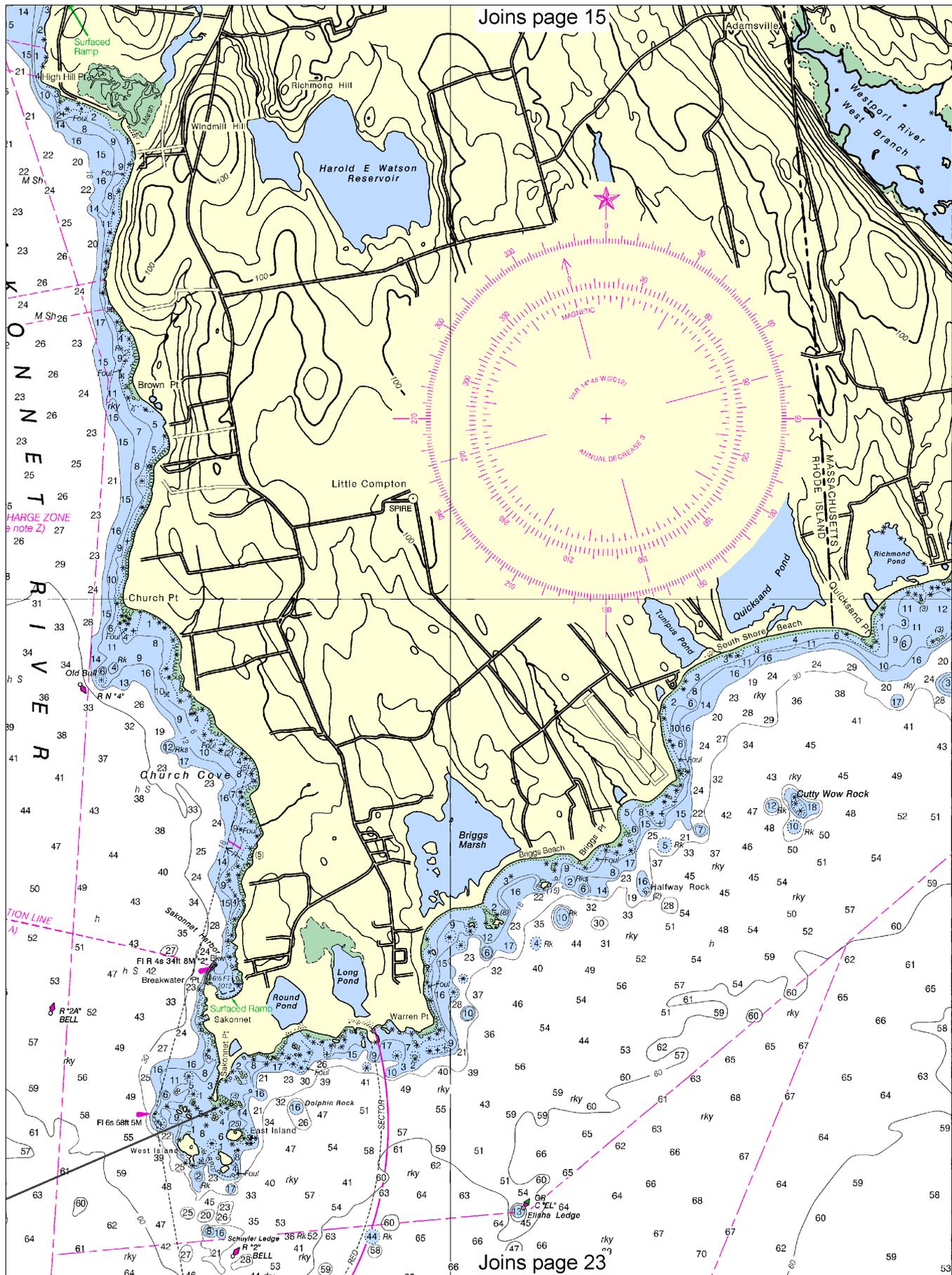
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



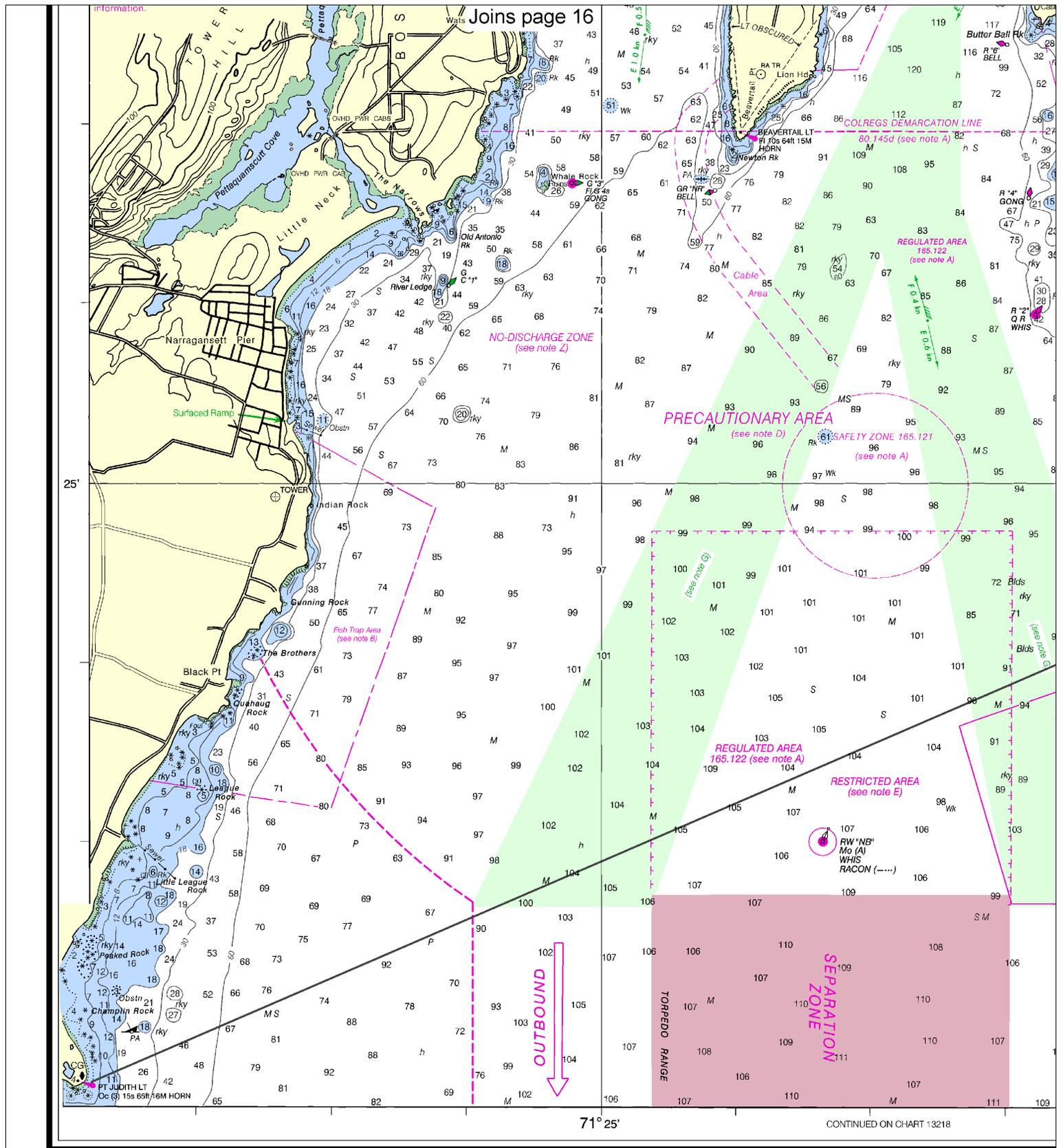
Joins page 15



Joins page 23

FATHOMS	FEET	METERS
1	6	1.1
2	12	2.1
3	18	3.3
4	24	4.3
5	30	5.5
6	36	6.6
7	42	7.6
8	48	8.8
9	54	9.9
10	60	11.0
11	66	12.1
12	72	13.1
13	78	14.3
14	84	15.3
15	90	16.5
16	96	17.6
17	102	18.7

CONTINUED ON CHART 13228



59th Ed., Mar / 12 ■ Corrected through NM Mar 17/12
 Corrected through LNM Mar 06/12

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.

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, or improving this chart to the Chief, Marine Chart Division (N/C&S), Naval Service, NOAA, Silver Spring, Maryland 20910-3262.

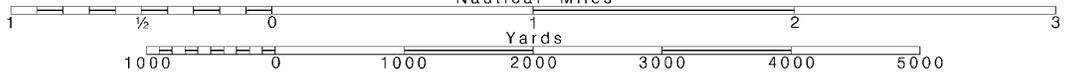


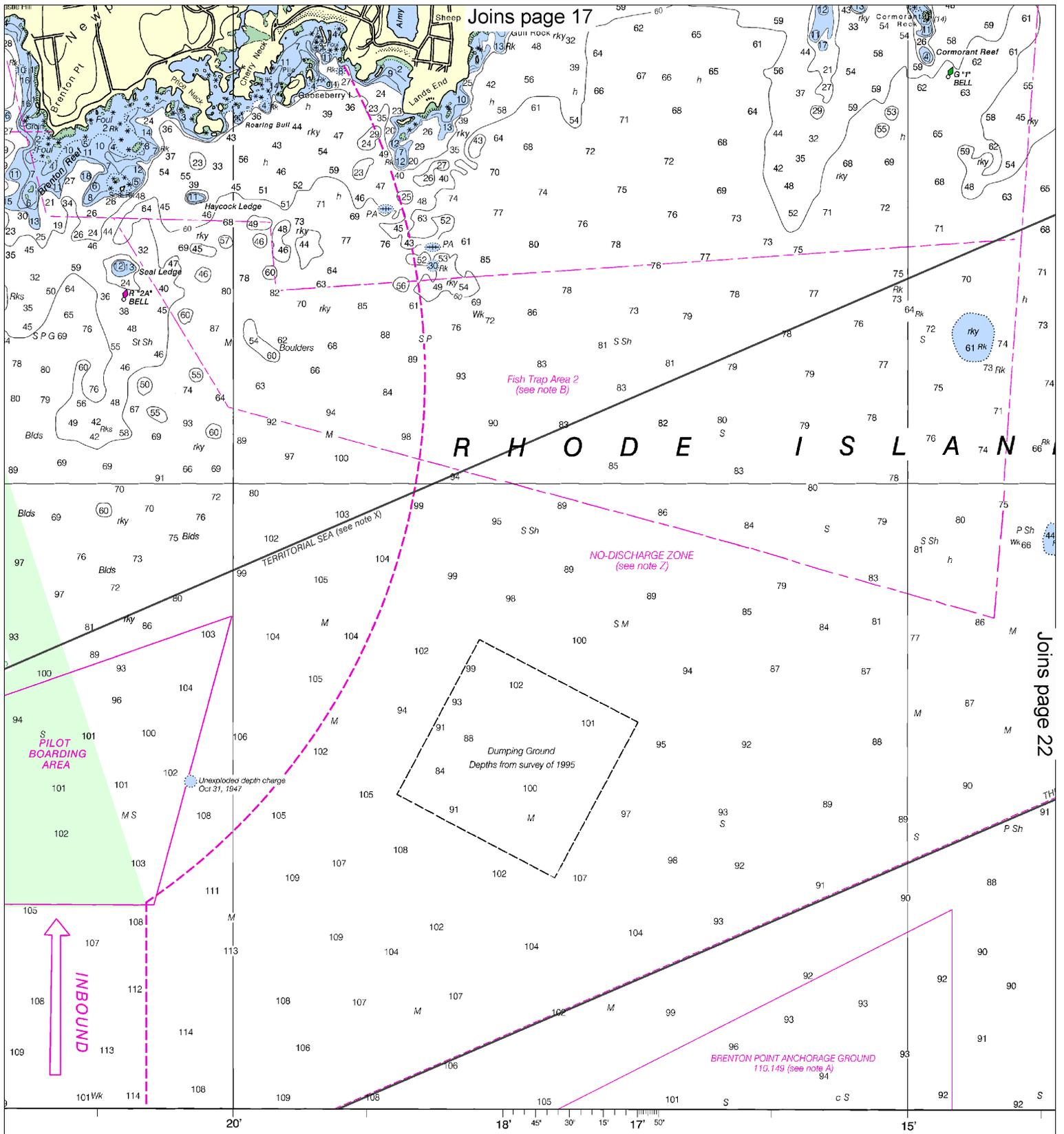
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.

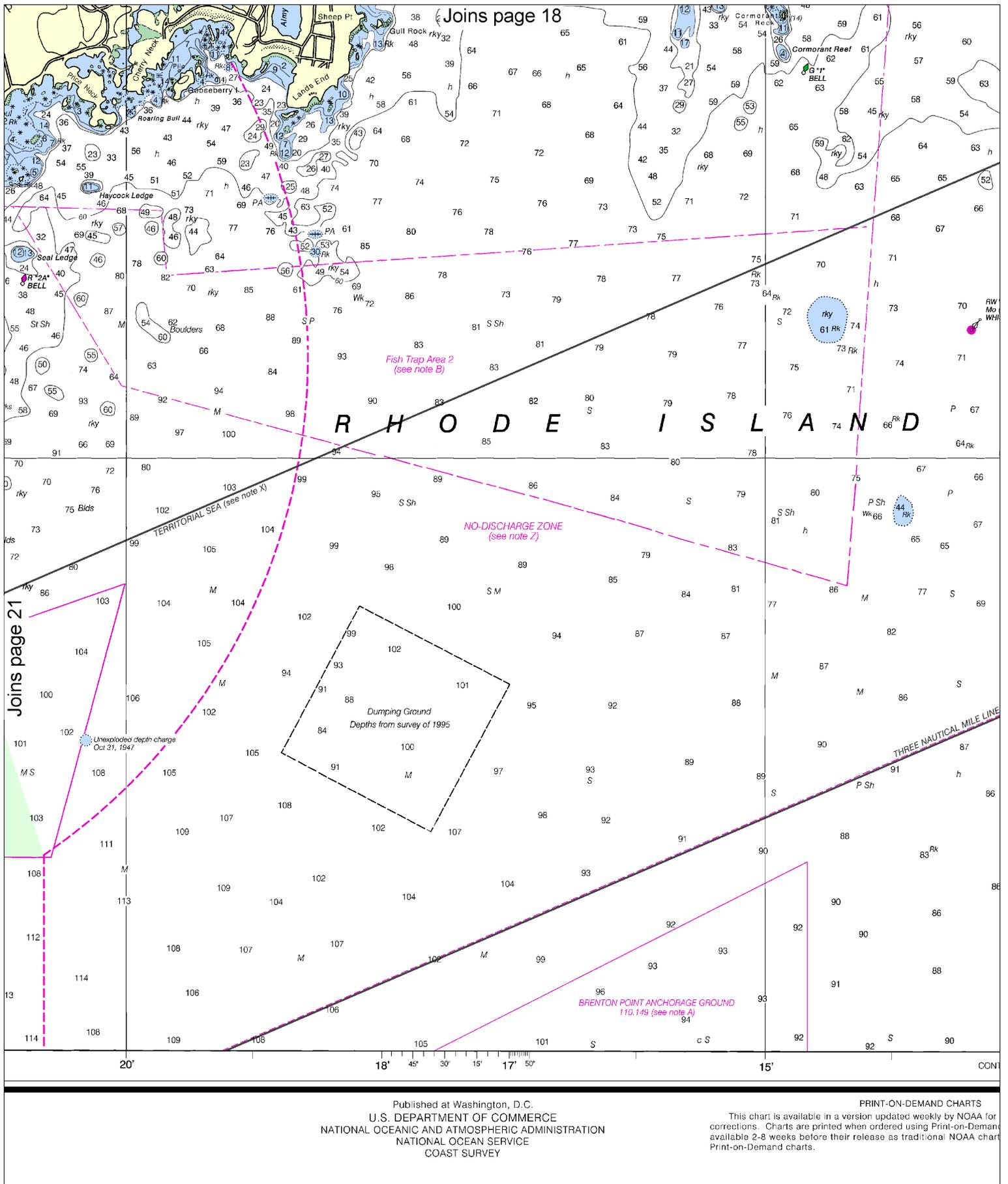




on The National
r comments for
National Ocean

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

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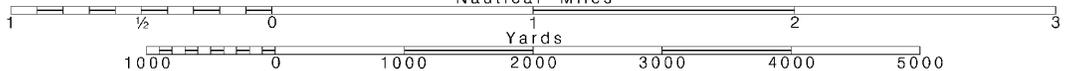
22

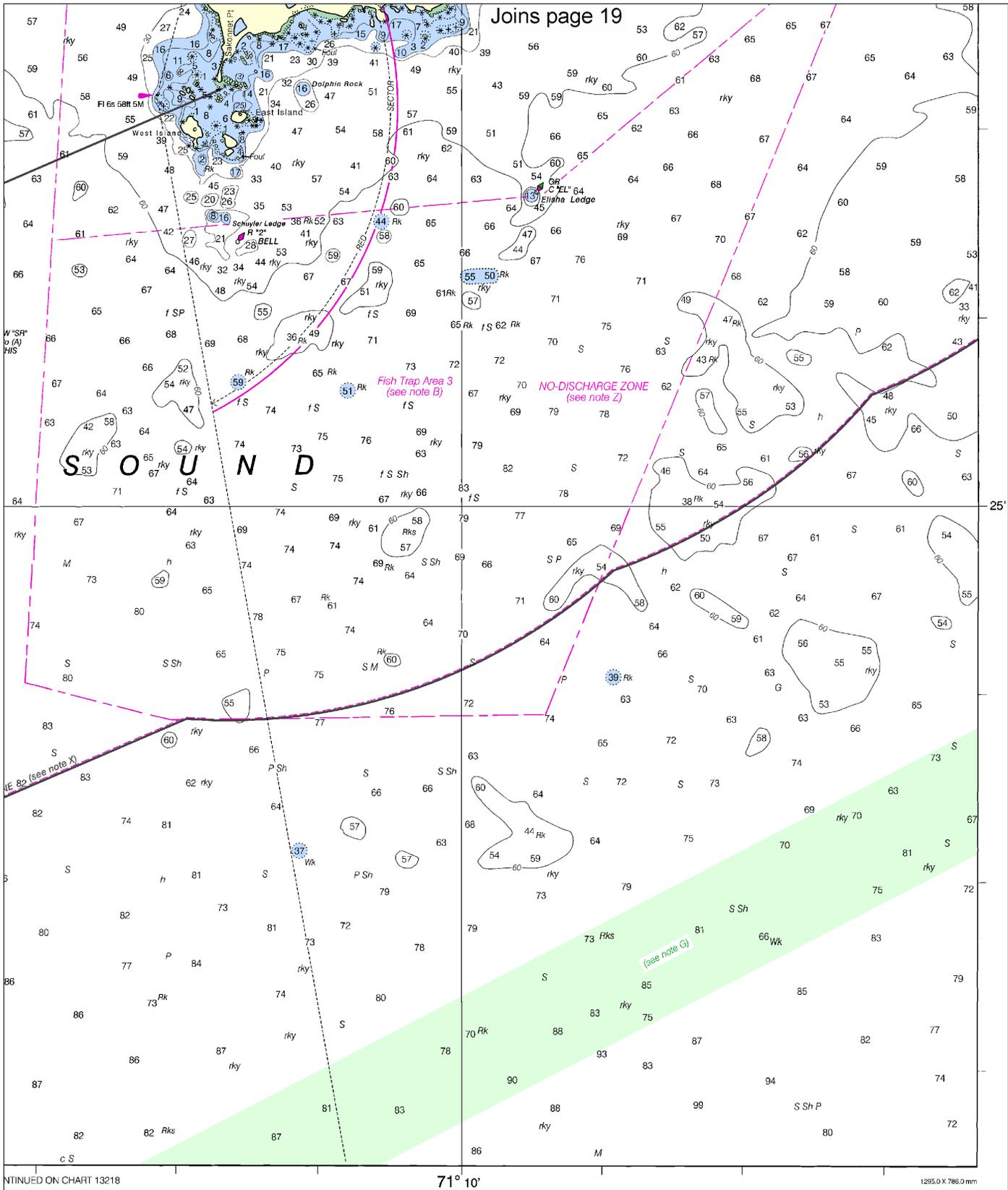
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





CONTINUED ON CHART 13218

71° 10'

1:295.0 X 786.0 mm

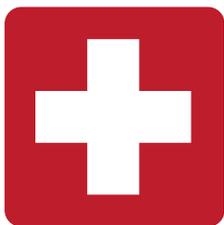
SOUNDINGS IN FEET

Narragansett Bay
SOUNDINGS IN FEET - SCALE 1:40,000

13221

Notices to Mariners and critical information and technology. New Editions are available. Ask your chart agent about





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

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- 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/>
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