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.

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

This chart provides additional information for the small craft operator.

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)

⊙ RADIO TOWER
⊙ TV TOWER

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.

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 MLLW (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	600-860	1.0	40
BULLOCK POINT REACH	38.1	40.0	40.0	38.7	2,6-10	600-860	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	700-1690	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 36.8 FEET IN THE LAST 400 FEET OF CHANNEL.
F. EXCEPT FOR SHOALING TO 24.5 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 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.

APPONAUG COVE
The controlling depth was 4½ feet for a width of 100 feet, Jan - Feb 2011

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/.

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)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Narragansett Pier	(41°25'N/71°27'W)	3.9	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 the station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Feb 2014)

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.

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.

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.

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

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 nautical mile; m minutes; MICRO TR microwave tower; Mkr 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; WHIS whistle; Y yellow
Bottom characteristics:
Blds boulders; bk broken; Cy clay; Co coral; G gravel; Grs grass; gr gray; h hard; M mud; Oys oysters; Rk rock; S sand; so soft; Sh shells; sy sticky
Miscellaneous:
AUTH authorized; ED existence doubtful; (2) Rocks that cover and uncover, with heights in feet above datum of soundings.
Obstn obstruction; PA position approximate; PD position doubtful; Rep reported; Subm submerged
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 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 MLLW (FEET)
ENTRANCE TO BUOY 9	A31.1	35.0	34.5	A31.6	5,10-12	400	2.75	35
BUOY 9 TO BUOY 15	A,B29.3	B34.0	34.3	A32.0	5,10-12	400	1.53	35
BUOY 15 TO 200 FEET UPSTREAM OF BUOY 18	A21.1	23.5	33.0	A34.7	5,10-12	400-500	0.97	35
200 FEET UPSTREAM OF BUOY 18 TO TURNING BASIN	A33.4	35.0	35.0	34.9	5,10-12	400-93	0.77	35
TURNING BASIN	21.0	25.2	34.4	34.1	5,10-12	400-1120	0.27	35
TIVERTON 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	C21.6	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 30 FEET OF CHANNEL LIMIT.
B. 35 FOOT SUBMERGED BUOY REPORTED AT 41°41'39.8"N, 71°16'41.8"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 C
Numerous mooring buoys are located in this area.

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.

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.

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.
Send corrections to chartkit@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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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

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

Last Correction: 6/4/2014. Cleared through:
LNM: 2414 (6/17/2014), NM: 2714 (7/5/2014), CHS: 0514 (5/30/2014)

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