1st Ed., Feb. 1991 KAPP 2893

13232

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.

SCALE 1:20,000
Nautical Miles 0 1
Yards 500 0 500 1000 1500 2000 2500
Meters 500 0 500 1000 1500 2000 2500

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 OUTER QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTER QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH BELOW (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.

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	1990-2015	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre - 1900	NOS Surveys	partial bottom coverage

NOTE B

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

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:

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.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus:
Submerged piling may exist in these areas.

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: https://www.epa.gov/vessels-marinas-and-ports.

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.

MARINER ACTIVATED SOUND SIGNALS

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

NOTE D

Limits shown here represent the limits of dredging performed in 2015 by the Commonwealth of Massachusetts through the Federal Maneuvering Area.

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.

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
New Bedford	(41°38'N/70°55'W)	4.1	3.8	0.1
Mattapoisett	(41°39'N/70°45'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)

CONTINUATION OF APPONAGANSETT BAY

KAPP 2915

JOINS MAIN CHART

JOINS INSET

JOINS CHART 13228

JOINS CHART 13230

CONTINUED ON CHART 13230

CONTINUED ON CHART 13233

CONTINUED ON CHART 13230

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.

Use ENC charts for the most up to date information. References to other charts may no longer be applicable.

5th Ed., Nov. 2009. Last Correction: 11/3/2021. Cleared through:
LNM: 0021 (12/14/2021). NM: 5221 (12/25/2021). CHS: 1121 (11/26/2021)
To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

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

SOUNDINGS 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 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18
FEET 1 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102
METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

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

13232

(POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod

971.8 X 834.4 mm