Providence River and Head of Narragansett Bay
NOAA Chart 13224

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 vessels. 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=132

(Selected Excerpts from Coast Pilot)

Pilotage, Narragansett Bay and Other Rhode Island Waters.—Pilotage is compulsory for foreign vessels and U.S. vessels under register when entering and departing Narragansett Bay and all ports of the waters of the State of Rhode Island. Federal and State pilots for Narragansett Bay are available from Northeast Marine Pilots, Inc., Newport, RI 20840; telephone 401-847-9050 (24 hours), 800-274-1216, FAX 401-847-9052; email: dispatch@nemarinepilots.com.

Hog Island, about 1 mile north of Arnold Point, lies in the entrance to Bristol Harbor, dividing the waters into two channels. The island has a rolling wooded terrain on which are a few houses and cottages. Shoal water surrounds the island extending as much as 0.4 mile southward and 0.8 mile northward. The shoal area is marked by lights and buoys. About 0.6 mile E-NE of Hog Island Shoal Light is Musselbed Shoals, marked on the outer end by a light. From the light structure a directional light is shown to mark the channel to Mount Hope Bay.

Hog Island is in the middle of the entrance to Bristol Harbor. A natural channel with depths of 19 to 25 feet extends on each side of the island. Excellent anchorage may be found in the harbor abreast the town in depths of 15 to 17 feet, soft bottom. A general anchorage is in Bristol Harbor.

Usher Rocks, about 0.7 mile northeastward of Popasquash Point, are bare at low water. A buoy is eastward of the rocks and on the western side of the western passage to the harbor.

From the bay, the channel to Warren passes between numerous shoals and rocks and is crooked and winding, but well marked. A depth of about 9 feet is in the channel to the lower wharves at Warren, and the same depth is in Barrington River to the fixed highway bridge about 0.5 mile above the entrance.

Vessels approaching the river must take care to avoid Rumstick Shoal, which extends nearly 0.6 mile south of Rumstick Point, the southernmost point of Rumstick Neck and the western entrance point of the river. The shoal has depths of 2 to 12 feet and is marked by buoys.

Rumstick Rock, 6 feet high, and Rumstick Ledge, with rocks that uncover 1 to 5 feet, are on the westerly side of the shoal.

The tidal current off the town of Warren has a velocity of about 1 knot. Strong currents may be encountered in Barrington River.

Dangers.—Numerous rocks and ledges border Providence River Channel on either side. Navigational aids mark the shoal areas off Bullock Point, about 1.5 miles above the mouth; off Sabin Point, about 3 miles above the Mouth; off Pomham Rocks, about 3.5 miles above the mouth; off Fuller Rock, about 5 miles above the mouth and Green Jacket Shoal, east of Fox Point about 7.4 miles above the mouth.

Potter Cove, on the northeast side of Prudence Island, is a small nearly landlocked harbor. Buoys mark the entrance channel off Gull Point. The north and south ends of Prudence Island are a State park.

Ohio Ledge, about 2.5 miles northward of Potter Cove, has a least depth of 8 feet and is marked on its southeast side by a bell buoy.

Warren River, emptying into the head of Narragansett Bay westward of Bristol Neck, is the approach to the towns of Warren and Barrington, and Barrington River, which joins Warren River at Warren. A church spire in Warren is prominent.

A State regulatory buoy, about 0.9 mile above the mouth of Warren River, marks a “slow no wake” zone.

An excellent anchorage may be found at the mouth of the Warren River about 0.2 mile from the eastern shore in depths of 14 to 15 feet, soft bottom. There is not room for anchorage in the river for any but small craft. Abreast the lower end of the Warren River is about 0.1 mile wide, with depths of 13 to 17 feet in midchannel, and small vessels can anchor temporarily at this point.

Providene is at the head of navigation on the Providence River, about 7 miles above the entrance, at the junction of the Providence and Seekonk Rivers. The port area includes both sides of the upper navigable channel of the river.

Occopessatatuxet Cove, on the west side of the river north of Conimicut Point, is a shallow bight south of Gaspee Point. The cove is frequented only by small craft with local knowledge.

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

RCC Boston Commander
1st CG District (617) 223-8555
Boston, MA
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
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.
### Aids to Navigation

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

### Caution

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notices 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.

### 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.

### Chart Data

#### SS62W River Channel Depths

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<thead>
<tr>
<th>Channel Entrance to a Point</th>
<th>Left Outside Quarter</th>
<th>Right Outside Quarter</th>
<th>Date of Survey</th>
<th>Base</th>
<th>Left Vertical Datum</th>
<th>Right Vertical Datum</th>
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</thead>
<tbody>
<tr>
<td>At 41°20′57′′ N 71°30′06″ W</td>
<td>6.8</td>
<td>6.9</td>
<td>9-12</td>
<td>100</td>
<td>6.3</td>
<td>6.5</td>
</tr>
<tr>
<td>To Bishop Point, NE of Stock Pier</td>
<td>5.0</td>
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<td>8-12</td>
<td>135</td>
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<tr>
<td>To N of Stock Pier</td>
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<td>8-12</td>
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<td>8-12</td>
<td>40</td>
<td>8.2</td>
<td>8.2</td>
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</table>

**Note:** Consult the Corps of Engineers for changes subsequent to the above information.

#### SS70W River Channel Depths

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</table>

**Note:** Consult the Corps of Engineers for changes subsequent to the above information.

### Chart Notes

- **NO-Discharge Zone, 40 CFR 149**
  - The 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 an 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) website: [http://www.epa.gov/oceans/regulatedvessels/sewage/](http://www.epa.gov/oceans/regulatedvessels/sewage/)

- **Warning Activated Sound Signals**
  - Sound signals labeled with **(MSDS)** require user activation. See USCG Light List.
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.

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
Chart and chart related inquiries and comments — http://ocsdata.ncd.noaa.gov/ids/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 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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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.