

BookletChart™

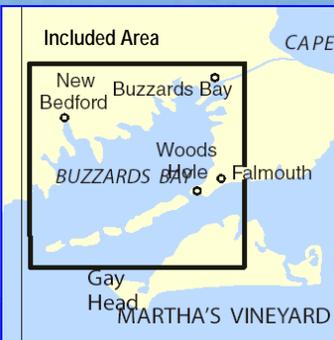


Buzzards Bay

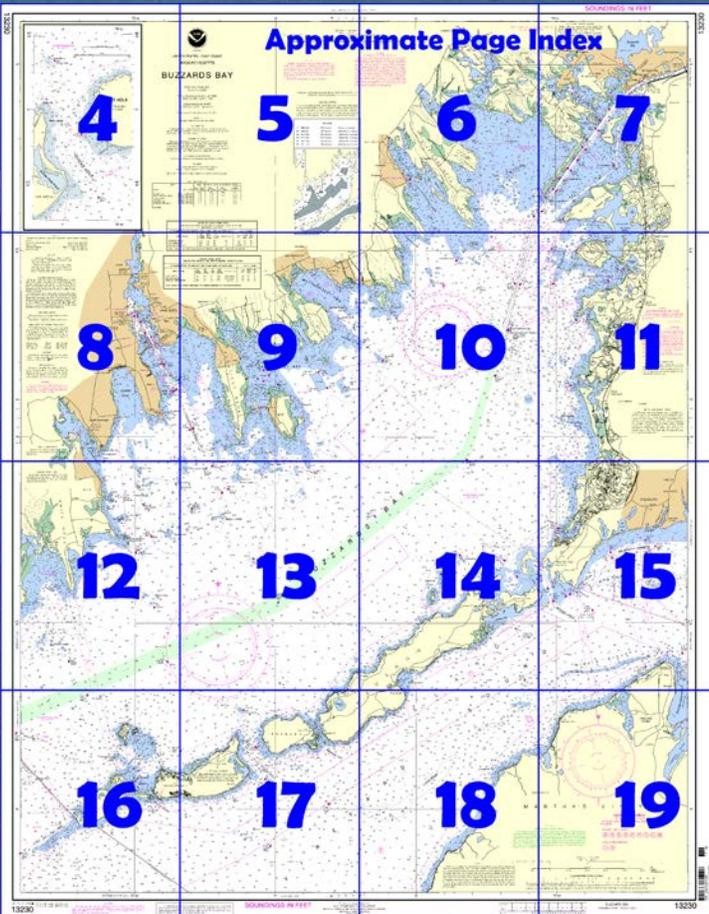
NOAA Chart 13230

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.

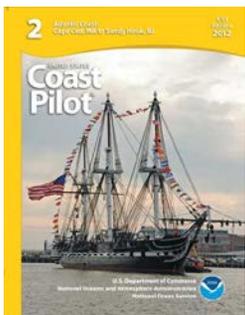
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13230>



(Selected Excerpts from Coast Pilot)
Vineyard Sound and Buzzards Bay are deep and easily navigated day or night. Vineyard Sound, together with Nantucket Sound, provides an inside route from New York to Boston which avoids Nantucket Shoals. Buzzards Bay, together with Cape Cod Canal and Cape Cod Bay, provides the shortest deep-draft route between New York and Boston.

Vineyard Sound is bounded on the north by the southwestern part of Cape Cod and the Elizabeth Islands, and on the south by part of Martha's Vineyard, which presents a rugged and generally inaccessible shoreline. To the west, it joins Rhode Island Sound on a line between Cuttyhunk Island and Gay Head. To the east, it joins Nantucket Sound on a line between Nobska Point and West Chop and provides an inside passage clear of Nantucket Shoals. The navigational

aids are colored and numbered for passing through the sound from the eastward.

Deep-draft vessels entering or leaving Vineyard Sound should stay at least 3.5 miles southward of the southwest end of Cuttyhunk Island and pass southeast of "NA" buoy.

Anchorage.—Woods Hole is the only anchorage providing shelter from all winds for vessels drawing more than 10 feet. In northerly and westerly winds, good anchorage may be had in Tarpaulin Cove. In southerly winds, shelter can be had in Menemsha Bight, although Vineyard Haven is generally used. Several general anchorages are in Vineyard Sound. (See **110.1 and 110.140 (c) (1), (c) (2), and (d)**, chapter 2, for limits and regulations.)

Currents.—The time of current becomes somewhat earlier from Hedge Fence westward through Vineyard Sound. The current velocity increases from 1.4 knots at Hedge Fence Lighted Gong Buoy 22 to about 3 knots off West Chop Light, and then gradually diminishes to 1.2 knots off Gay Head Light. (See "Current Diagram-Vineyard and Nantucket Sounds" in the Tidal Current Tables.)

At the western entrance to Vineyard Sound, west-northwestward of Gay Head Light, the tidal current is rotary, turning clockwise. The velocity is only 0.2 to 0.5 knot. Since the tidal current is weak, winds greatly affect it and the current frequently sets approximately with the winds.

Weather: Vineyard Sound, Buzzards Bay and vicinity.—Buzzards Bay is open to winds out of the south and southwest, which are common from spring through fall. Winds increase as they move from the surrounding land out over the Bay. Its northeast-southwest orientation causes southwesterlies to strengthen as they funnel up from the mouth of the Bay to its head. The result is that speeds are often double those at nearby land stations and southwesterlies may prevail even when land stations are reporting west or northwest winds. However, as a general rule southwesterlies blow harder close to the Elizabeth Islands than in the middle of the Bay. The relatively shallow water of the Bay increases the steepness of waves and their closeness to one another; this can cause a stiff chop. With southerly or westerly gales there is a heavy sea in the westerly entrance to Vineyard Sound and heavy seas occur at times off the entrance to Quicks Hole.

Pilotage, Vineyard Sound and Buzzards Bay.—Pilotage is compulsory for foreign vessels of 350 gross tons or more, U.S. vessels under register of 350 gross tons or more, and tank barge towing vessels carrying 6,000 barrels or more of petroleum cargoes. Pilotage is available from Northeast Marine Pilots, Inc., Newport, RI, 02840; telephone 401-847-9050 (24 hours), 800-274-1216; FAX 401-847-9052; email: dispatch@nemarinepilots.com.

Cuttyhunk Island, Dangers.—Shoals extend 0.6 mile northeastward of Cuttyhunk Island. **Whale Rock** and **Pease Ledge** uncover at low water. **Middle Ground**, covered 9 feet, is 0.5 mile north of **Copicut Neck** in the northwestern approach to the harbor. **Middle Ledge**, covered 15 feet, is about 0.4 mile east of Middle Ground. **Edwards Rock**, covered 7 feet, is about 250 yards northeastward of Whale Rock. These dangers, except for Middle Ledge, are buoyed. An unmarked rocky shoal, covered 12 feet, is in the middle of the northwestern approach about 0.2 mile southeastward of Middle Ledge. Numerous other rocks and ledges covered 4 to 12 feet are between Cuttyhunk Island and the ledges southwestward of Penikese and Gull Islands. The eastern point at the entrance and the eastern shore of the harbor should be given a berth of over 300 yards.

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

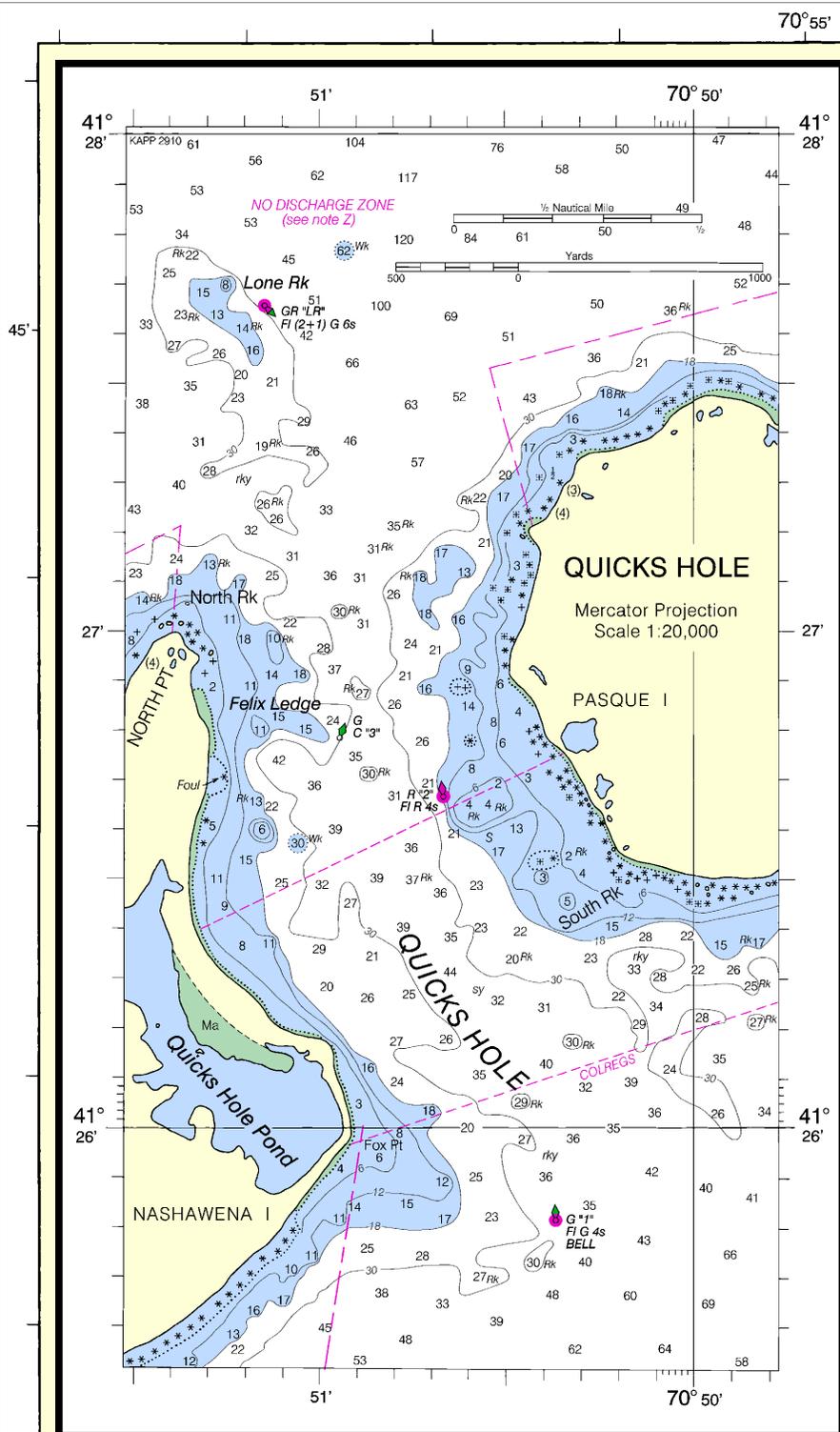
RCC Boston Commander
1st CG District (617) 223-8555
Boston, MA

Table of Selected Chart Notes

Corrected through NM Aug. 14/10
Corrected through LNM Aug. 3/10

HEIGHTS
Heights in feet above Mean High Water.

Polyconic Projection
Scale 1:40,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER



THE NATION'S CHARTMAKER
 UNITED STATES - EAST
BUZZARD

Polyconic Projection
 Scale 1:40,000
 North American Datum
 (World Geodetic System)
 SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER
 For Symbols and Abbreviations see Chart No. 1

HEIGHTS
 Heights in feet above Mean High Water

AUTHORITIES
 Hydrography and topography by the National Oceanic and Atmospheric Administration, U.S. Coast and Geodetic Survey, with additional data from the Corps of Engineers, U.S. Army, and U.S. Coast Guard.

HORIZONTAL DATUM
 The horizontal reference datum of this chart is the North American Datum of 1983 (NAD 83), which for charting purposes is referred to the World Geodetic System 1984 (WGS 84) datum. The datum is referred to the North American Datum of 1927 datum by a shift of 0.386' northward and 1.880' eastward to agree with the datum of the datum of the datum.

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

CAUTION
 Improved channels shown by broken lines are subject to shoaling, particularly at low water. Additional information can be obtained at the following sources:

TIDAL INFORMATION

PLACE	Height
NAME	(LAT/LONG)
Woods Hole	(41°31' N/70°40' W)
West Falmouth Harbor	(41°36' N/70°39' W)
New Bedford	(41°38' N/70°55' W)
Mattapoisett	(41°39' N/70°45' W)
Abelis Ledge	(41°42' N/70°40' W)

Dashes (---) located in datum columns indicate unavailable datum values. Tide predictions, and tidal current predictions are available on the Internet (Aug 2010).

NEW BEDFORD HARBOR CHANNEL
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS AND SURVEYS TO MAY 2000

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER
ENTRANCE CHANNEL	27.3	28.6	29.2
FORT PHOENIX REACH	24.2	29.0	27.9
NEW BEDFORD REACH	28.5	27.0	24.2

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO MAY 2000

NOTE B
 Private seasonal aids are placed to mark the channels to the following places:
 Sippican Harbor (upper part) May to Nov (reported)
 Aucoot Cove May to Nov (reported)
 NW of West Island May 1 to Nov 30 (reported)
 West Falmouth May 15 to Oct 15 (reported)

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

Joins page 8

CAPE COD CANAL CHANNEL
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.





NOAA
DEPARTMENT OF COMMERCE
SINCE 1807

EAST COAST

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FEET
/ WATER

see Chart No. 1

High Water.

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B4). Geographic positions
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gree with this chart.

MATION
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nauticalcharts.noaa.gov.

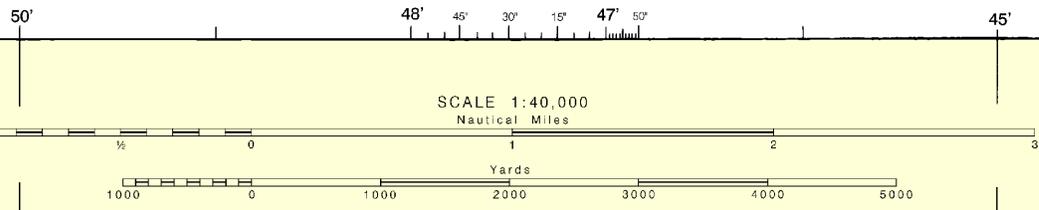
Height referred to datum of soundings (MLLW)		
Mean Higher High Water	Mean High Water	Mean Low Water
feet	feet	feet
2.2	1.9	0.1
4.6	4.2	0.2
4.1	3.8	0.1
4.3	4.0	0.1
4.4	4.1	---

ules for a tide station. Real-time water levels,
et from <http://tidesandcurrents.noaa.gov>.

WATER DEPTHS			
MEASUREMENTS - REPORT OF DEC 2008			
PROJECT DIMENSIONS			
DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (MLLW) (FEET)
4-08	350	2.27	30
4.5-08	350-150	1.34	30
4-08	150-350	1.11	30

SENT TO THE ABOVE INFORMATION

WATER DEPTHS
MEASUREMENTS - SURVEYS TO OCT 2007



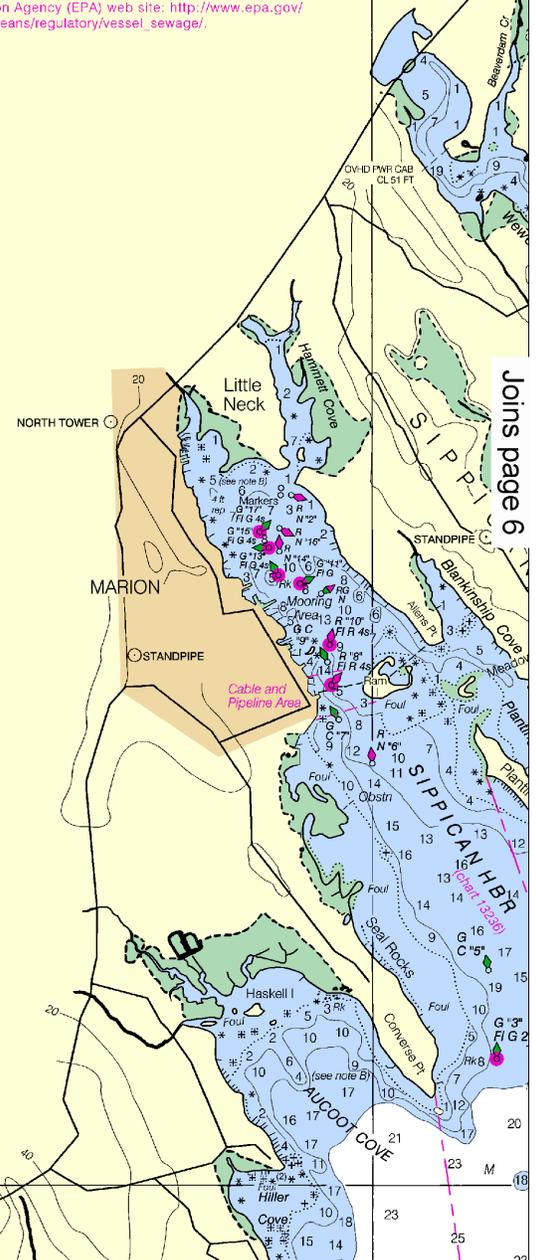
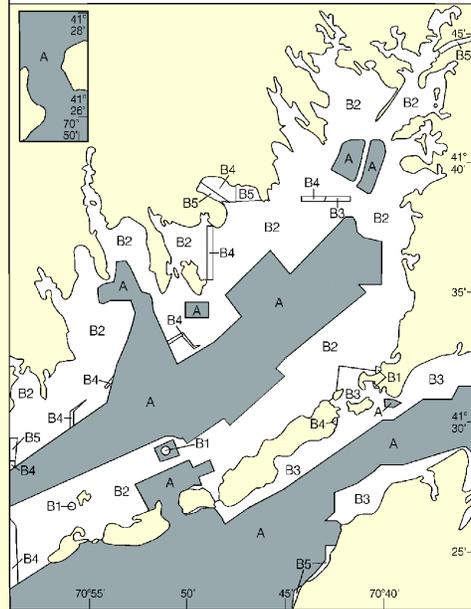
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

NOTE 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/.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972
Demarcation lines are shown thus: ---

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	1990-2008	NOS Surveys full bottom coverage
B1	1990-2001	NOS Surveys partial bottom coverage
B2	1970-1969	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



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.



48' 45' 30' 15' 47' 50'

45'

SCALE 1:40,000
Nautical Miles

Yards

1000 0 1000 2000 3000 4000 5000

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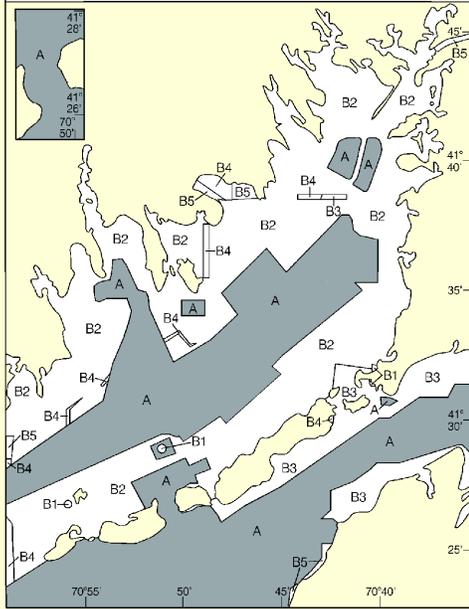
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SOURCE

A	1990-2008	NOS Surveys	full bottom coverage
B1	1990-2001	NOS Surveys	partial bottom coverage
B2	1970-1969	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

Joins page 5



STANDPIPE

MATTAPOISETT

NORTH TOWER

MARION

Joins page 10

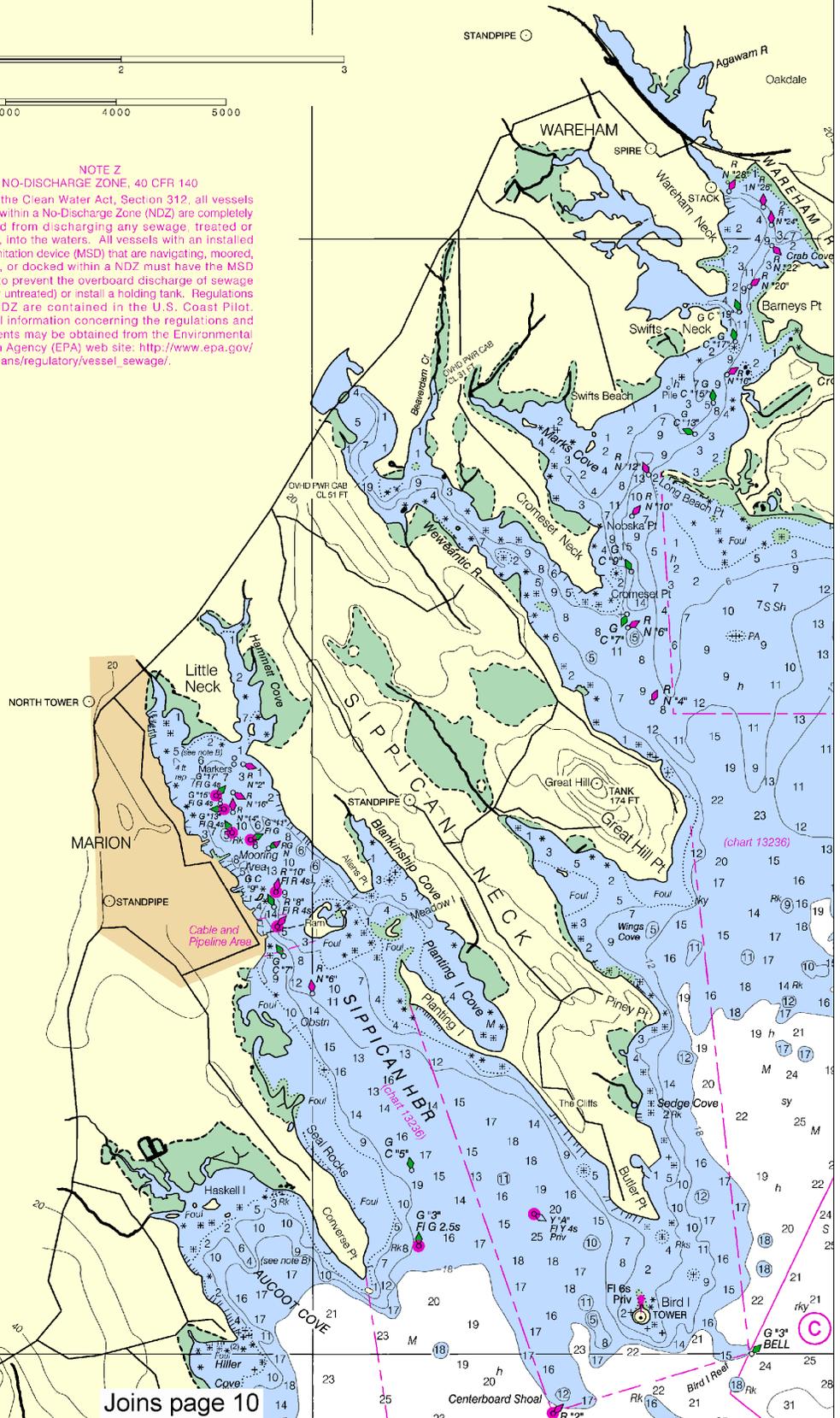
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

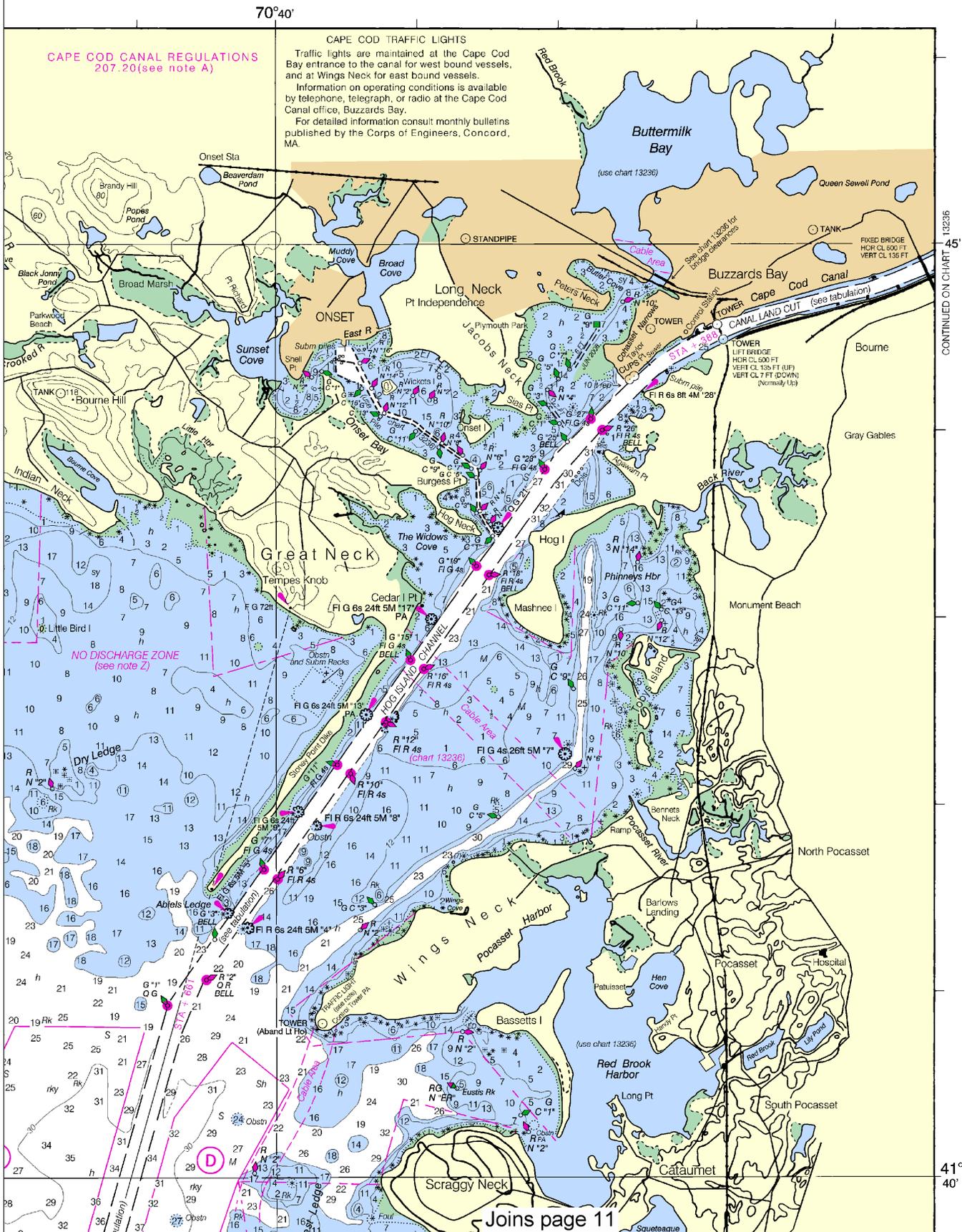


Note: Chart grid lines are aligned with true north.



SOUNDINGS IN FEET

13230



CAPE COD CANAL REGULATIONS
207.20(see note A)

CAPE COD TRAFFIC LIGHTS
Traffic lights are maintained at the Cape Cod Bay entrance to the canal for west bound vessels, and at Wings Neck for east bound vessels.
Information on operating conditions is available by telephone, telegraph, or radio at the Cape Cod Canal office, Buzzards Bay.
For detailed information consult monthly bulletins published by the Corps of Engineers, Concord, MA.

CONTINUED ON CHART 13236

Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
NGA Weekly Notice to Mariners: 0613 2/9/2013,
Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.



51'

Joins page 4

NEW BEDFORD HARBOR CHANNEL
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS AND SURVEYS TO MAY 2003

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER
ENTRANCE CHANNEL	27.3	28.6	29.2
FORT PHOENIX REACH	24.2	29.0	27.9
NEW BEDFORD REACH	28.5	27.0	24.2

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO

CAPE COD CANAL CHANNEL
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER
CANAL LAND CUT	24	32	32	26
HOG ISLAND CHANNEL	31	32	32	29
CLEVELAND LEDGE CHANNEL	31	34	34	32

* ENTERING FROM CAPE COD BAY
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO

NOTE B

Private seasonal aids are placed to mark the channels to the following places:

Sisipcan Harbor (upper part) May to Nov (reported)
 Aucost Cove May to Nov (reported)
 NW of West Island May 1 to Nov 30 (reported)
 West Falmouth May 15 to Oct 15 (reported)

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.

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.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus:

Submerged piling may exist in these areas.

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

CAUTION

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

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.

WARNING

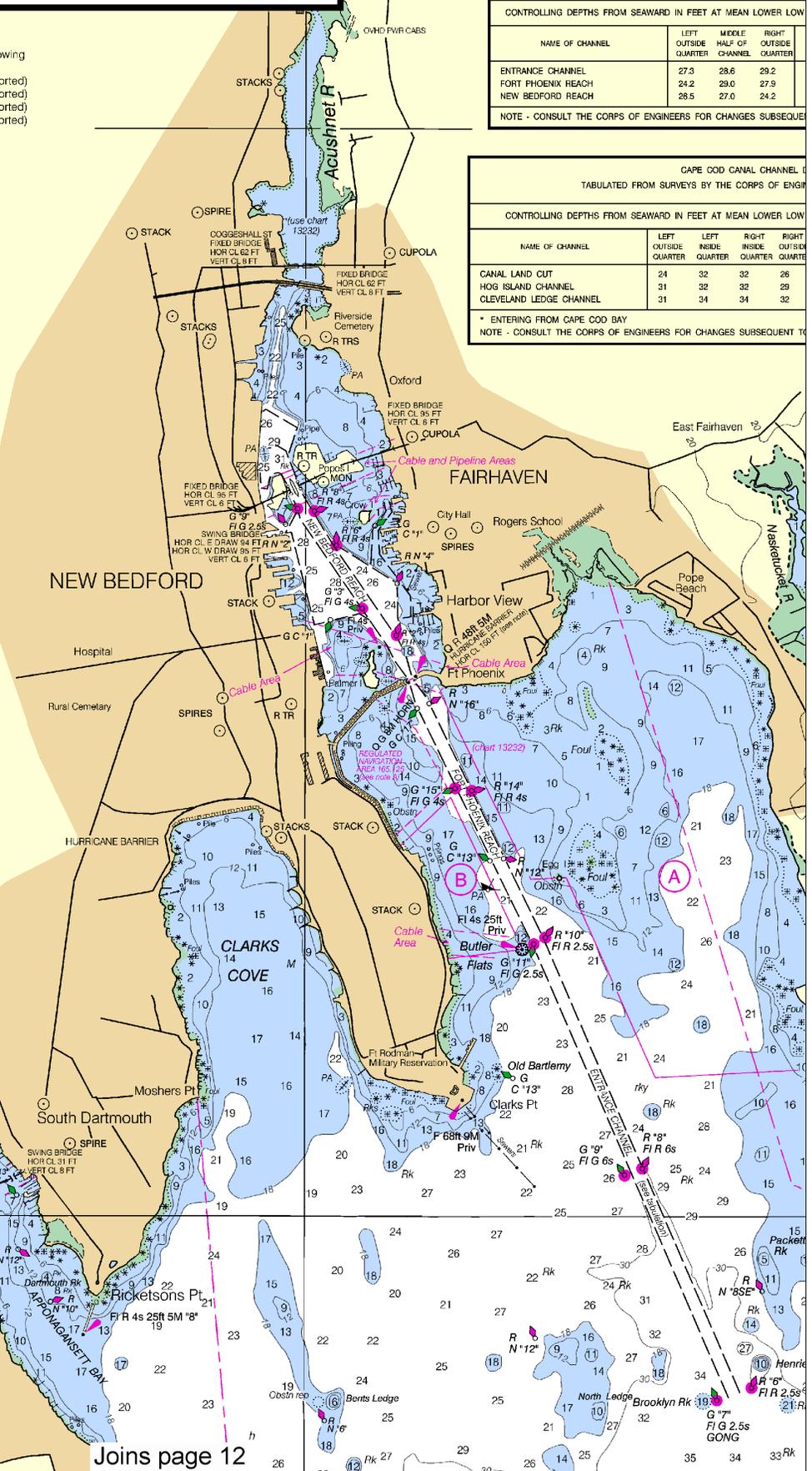
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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



Joins page 12

41° 40'

36'

45'

30'

15'

35'

50'



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



WATER DEPTHS
SOUNDINGS - REPORT OF DEC 2009
008

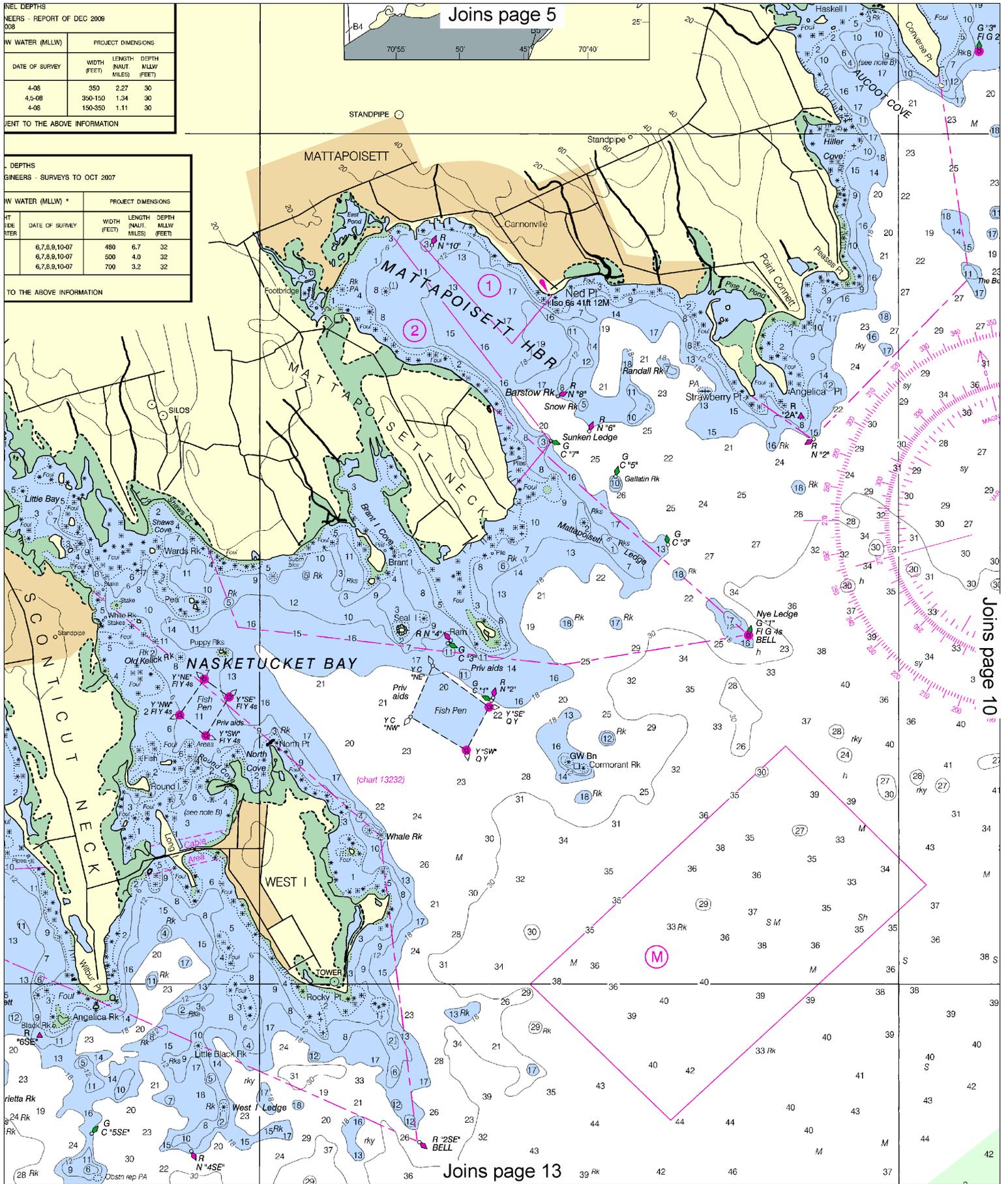
WATER (MLLW)		PROJECT DIMENSIONS		
DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (MLLW) (FEET)	
4-08	350	2.27	30	
4,5-08	350-150	1.34	30	
4-08	150-950	1.11	30	

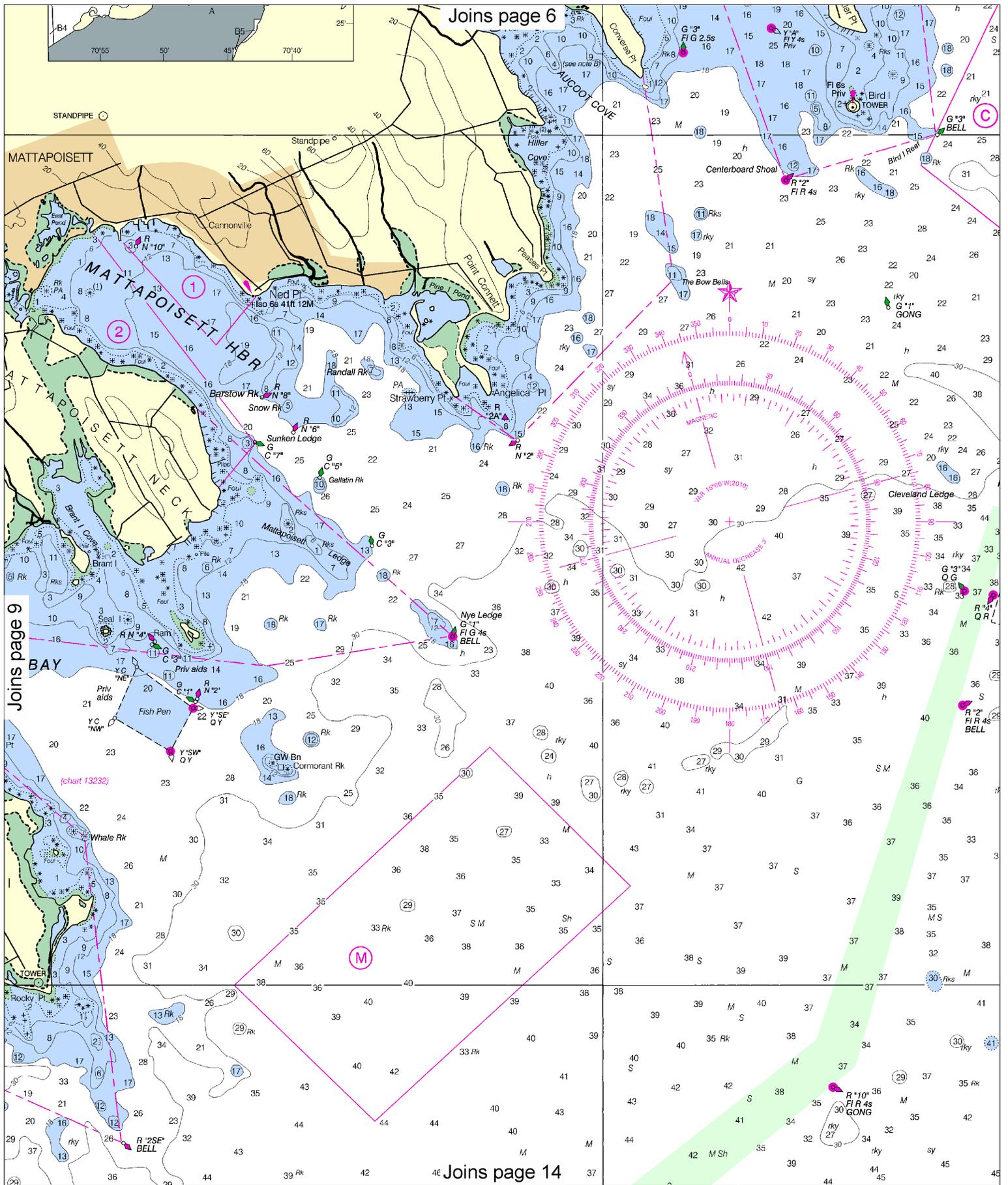
ADDITIONAL INFORMATION TO THE ABOVE INFORMATION

WATER DEPTHS
SOUNDINGS - SURVEYS TO OCT 2007

WATER (MLLW) *		PROJECT DIMENSIONS		
DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (MLLW) (FEET)	
6,7,8,9,10-07	480	6.7	32	
6,7,8,9,10-07	500	4.0	32	
6,7,8,9,10-07	700	3.2	32	

ADDITIONAL INFORMATION TO THE ABOVE INFORMATION





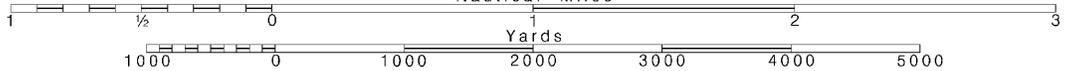
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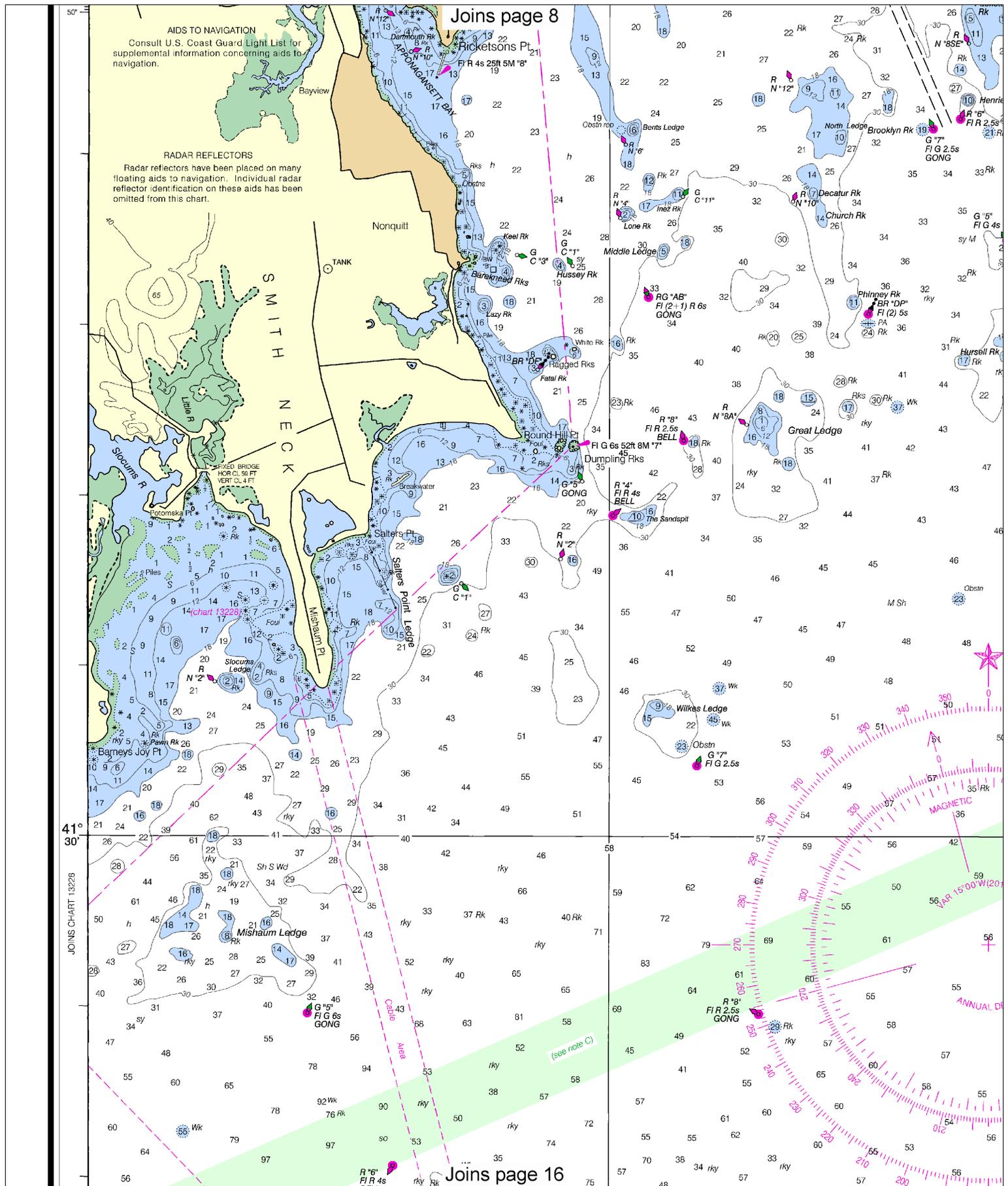
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 8

Joins page 16

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.

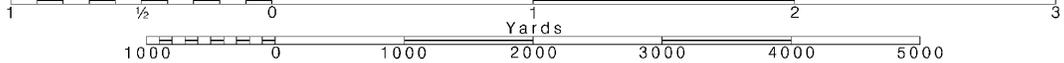
12

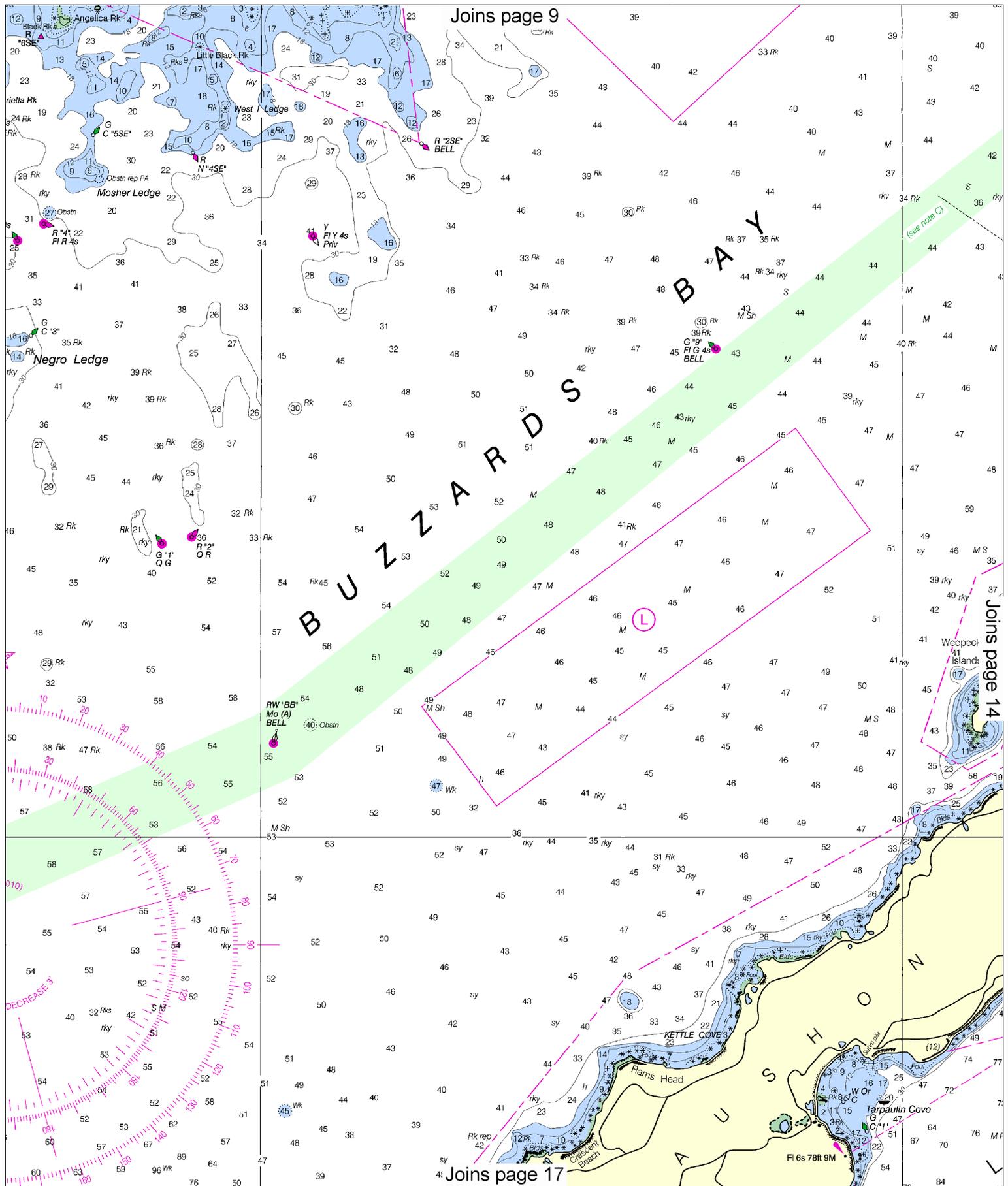
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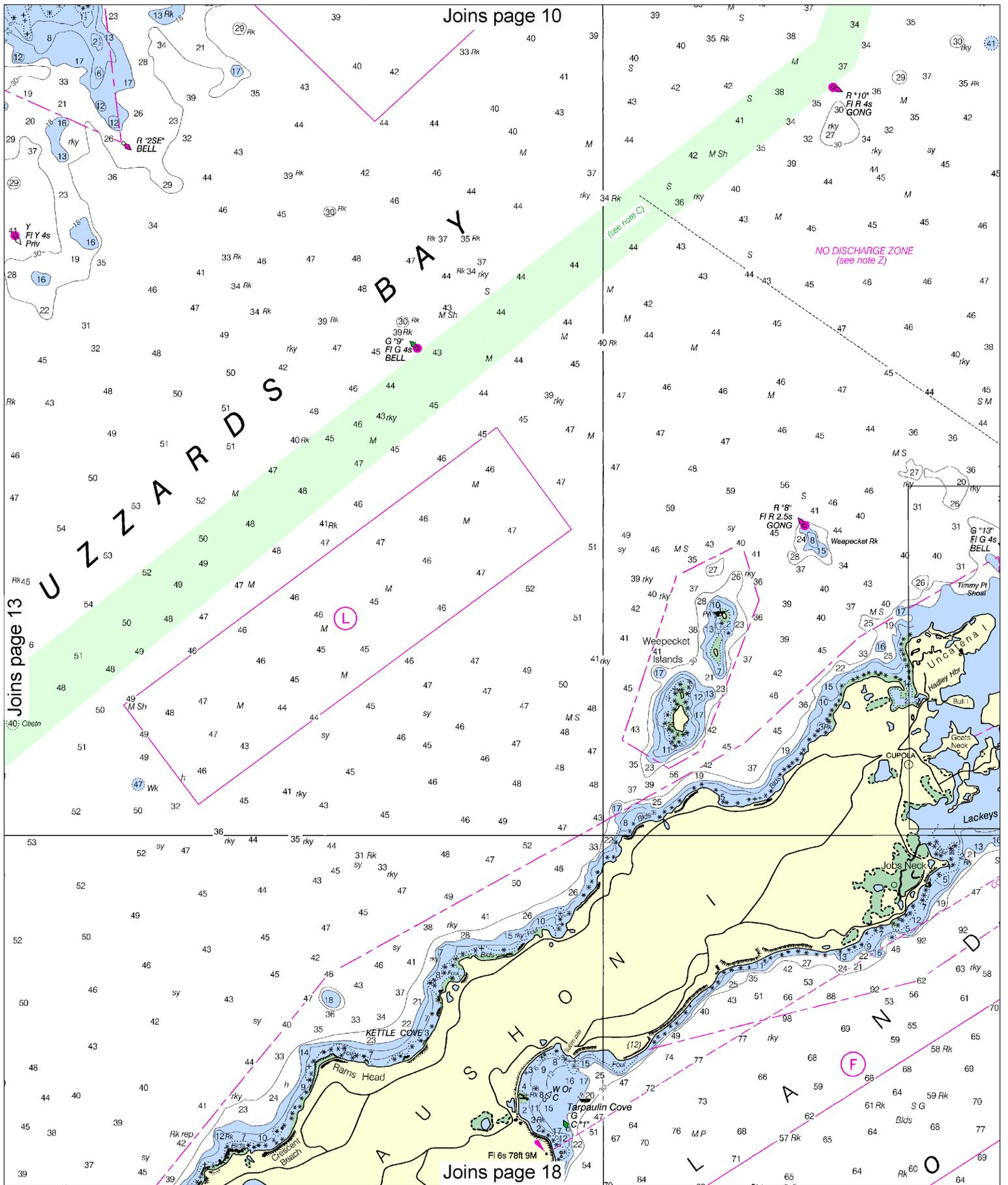
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SCALE 1:40,000
Nautical Miles

See Note on page 5.





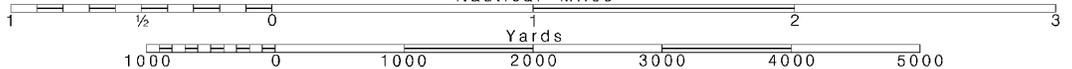


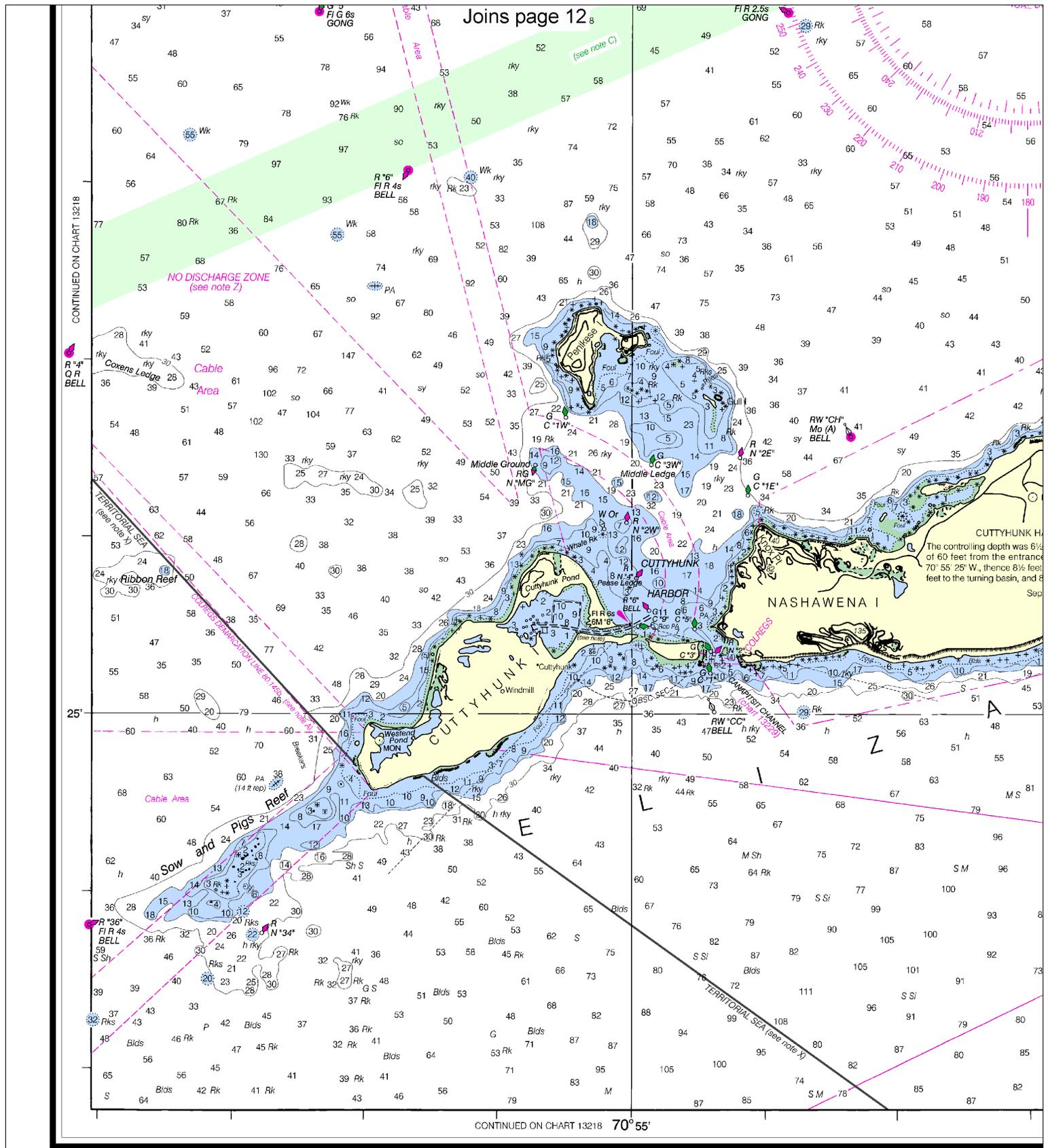
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 12

CONTINUED ON CHART 13218

CONTINUED ON CHART 13218 70° 55'

50th Ed., Aug. / 10 ■ Corrected through NM Aug. 14/10
Corrected through LNM Aug. 3/10

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.

This nautical chart has been designed to promote safe navigation. The Ocean Service encourages users to submit corrections, additions, or corrections to this chart to the Chief, Marine Chart Division (N/CSD), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

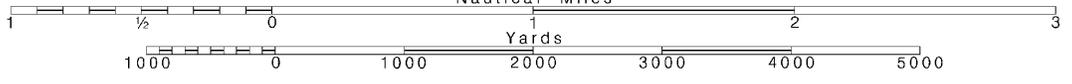
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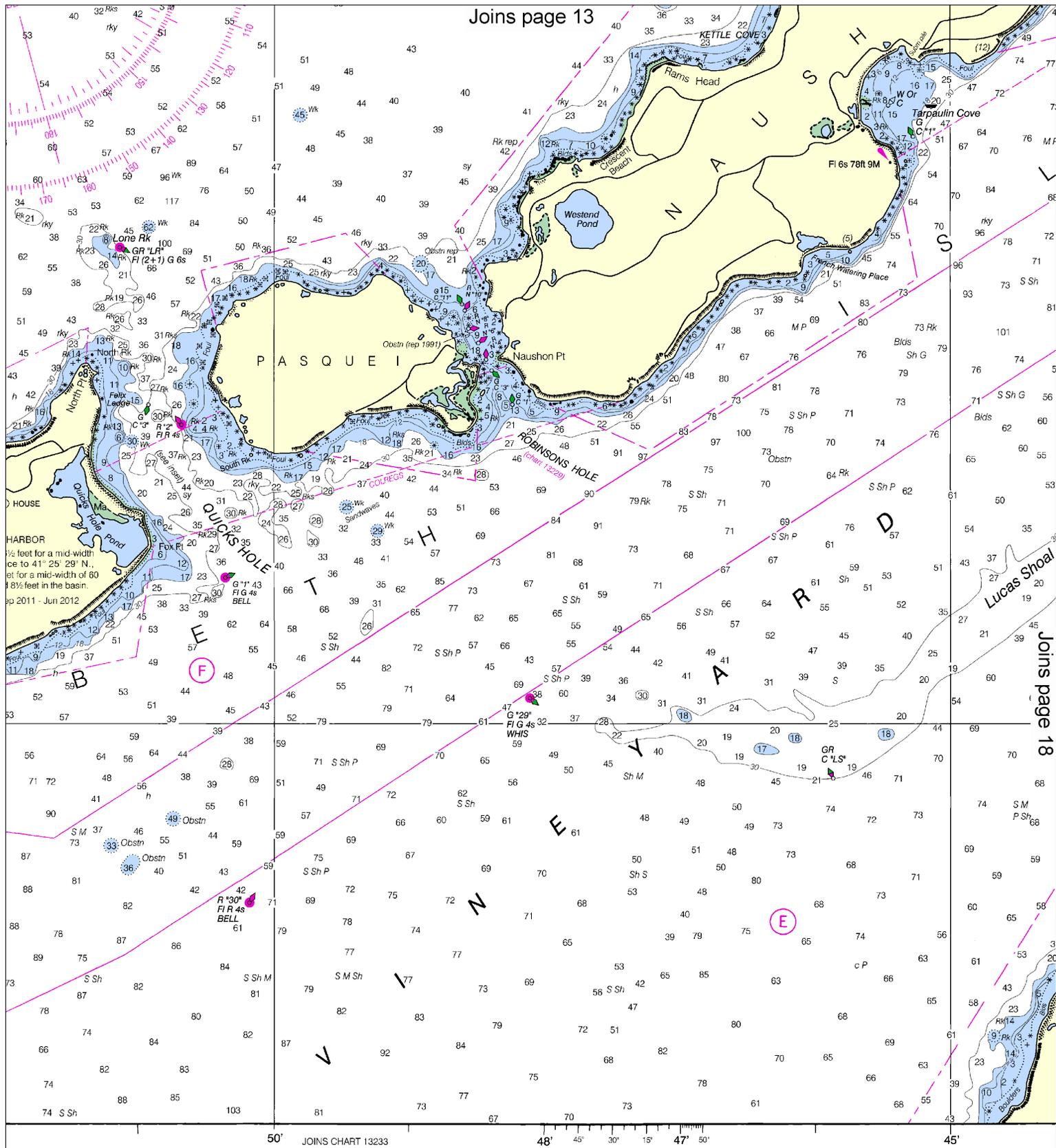
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

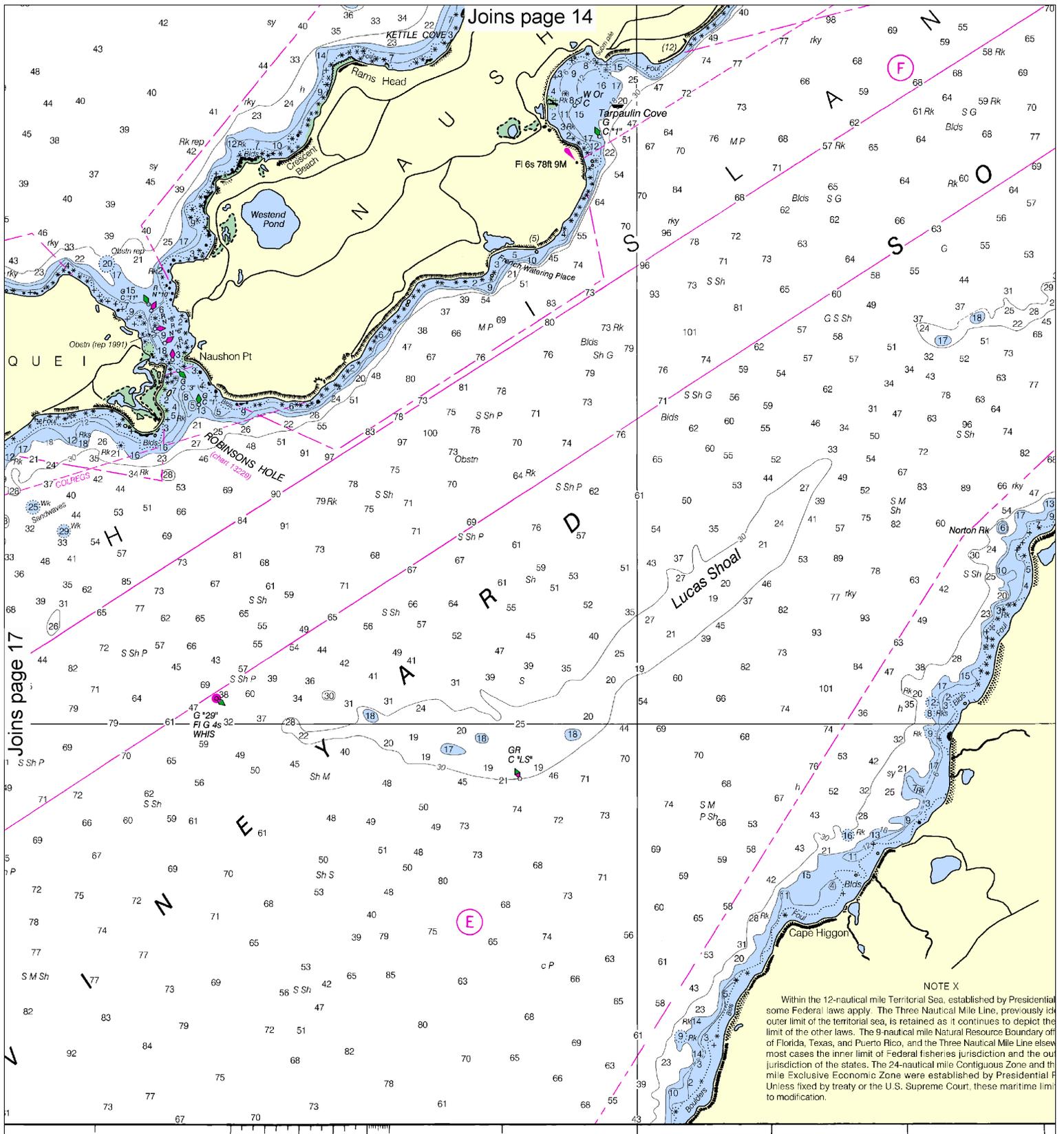




The National Oceanic and Atmospheric Administration is responsible for the collection and dissemination of nautical information to the maritime community and to the general public. It is the policy of the Administration to publish and keep current the information that it disseminates.

SOUNDINGS IN FEET

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



US CHART 13233 48' 45' 30' 15' 47' 50' 45'

IN FEET

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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATH
 FEET
 METERS

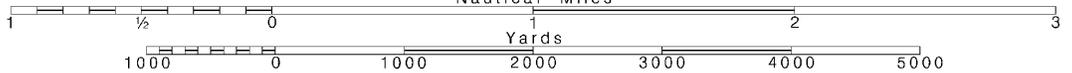
18

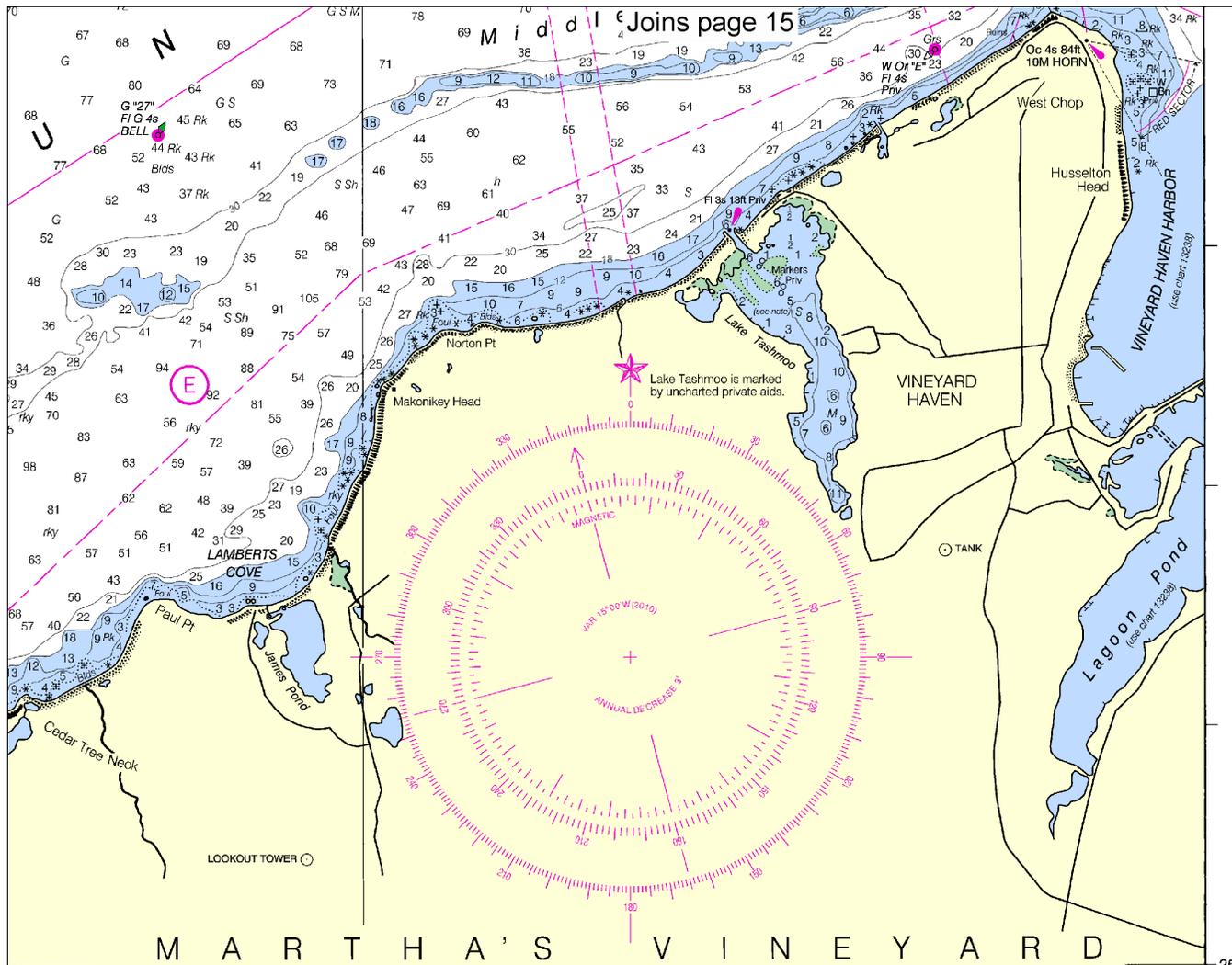
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





M A R T H A ' S V I N E Y A R D

ANCHORAGE AREAS

110.140, 110.45a (see note A)

Limits and designations of anchorage areas are shown in magenta.

GENERAL ANCHORAGES

A B C D E F I L M

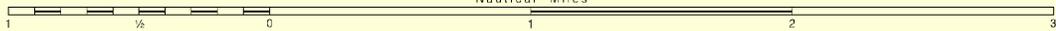
SPECIAL ANCHORAGES

1 2

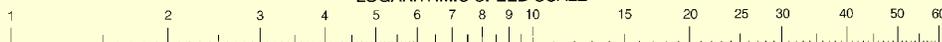
**NOTE C
RECOMMENDED VESSEL ROUTE**

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.

SCALE 1:40,000
Nautical Miles



LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots

70° 40'

1082.0 X 825.0 mm

THOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	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

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

13230





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

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/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 Weather Service — <http://www.weather.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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