

# BookletChart™

## Nantucket Sound and Approaches

NOAA Chart 13237

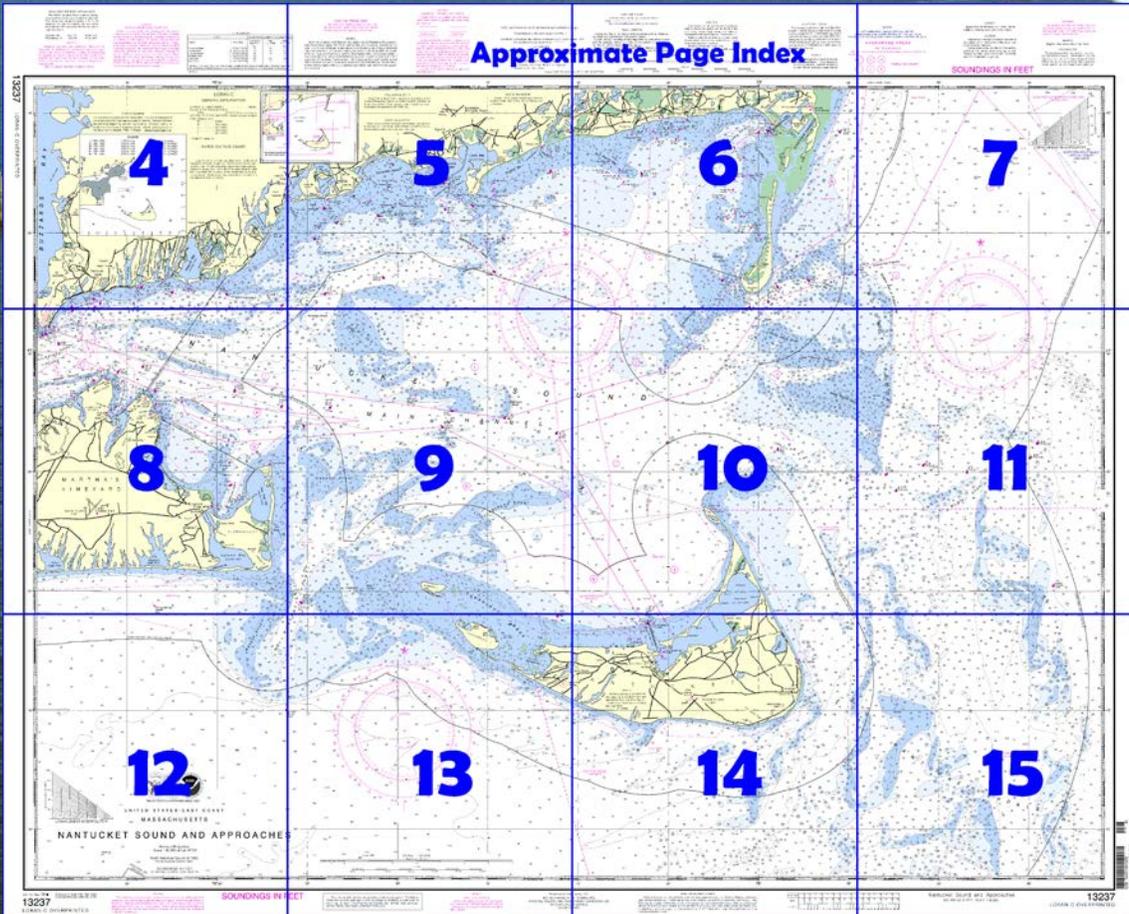


*A reduced-scale NOAA nautical chart for small boaters*

*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](http://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.

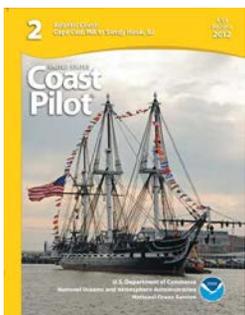
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13237>



**(Selected Excerpts from Coast Pilot)**

**Great Rip**, about 13 miles east-southeast of Sankaty Head, has depths of 1 to 2½ fathoms. This shoal is about 7 miles long north and south and 1 to 2 miles wide. About 1.5 miles westward of Great Rip and separated from it by depths of 14 to 19 fathoms is an unnamed and unmarked shoal of 1½ to 2½ fathoms. Breakers are usually observed on the shoal.

**Rose and Crown** is a boot-shaped shoal with its southern end about 10.5 miles east of Sankaty Head. The shoal extends about 5 miles northward and then 3 miles westward. Depths of 1¼ and 1½ fathoms are found in the leg of the boot, a depth of ½ fathom forms the heel, and a depth of 1¼ fathoms is found in the toe. Northward of the toe of Rose and Crown is a shoal with foul ground and spots of 1½ and 2½ fathoms. Rose and Crown breaks heavily.

**Bass Rip**, about 2.5 miles eastward of Sankaty Head, is about 3.5 miles long north and south. A depth of ½ fathom is 3 miles 115° from the light. The northern end of the shoal has a depth of 2 fathoms.

**McBlair Shoal**, the northernmost of the Nantucket Shoals and marked on its northern side by lighted buoys, forms part of the southern side of Great Round Shoal Channel. Depths on this shoal vary from 2¼ to 3½ fathoms.

**Channels.**—Two principal channels lead from the eastward into Nantucket Sound. The northerly one is through Pollock Rip Channel and Butler Hole, and the southerly one through Great Round Shoal Channel. Between the numerous shoals in Nantucket Sound are two well-marked channels leading to the eastern end of Vineyard Sound. Muskeget Channel, discussed later in this chapter, leads into the sound from the southward, eastward of Chappaquiddick Island.

The **Main Channel** of Nantucket Sound leads southward of Halfmoon Shoal, through **Cross Rip Channel**, southward of Horseshoe Shoal, through the fairway between Hedge Fence and Squash Meadow, and thence into the eastern end of Vineyard Sound. The channel is used by most of the vessels bound through Nantucket Sound and is well marked by navigational aids. With care a least depth of 30 feet can be carried through the channel, but the draft of the vessels using it seldom exceeds 24 feet.

**Anchorage.**—Sailing vessels working through the sound against a head wind usually anchor during the night, or if becalmed and drifting toward the shoals it is best to anchor and wait for a favorable current or change of wind. The only anchorages for vessels of over 10-foot draft that afford shelter from all winds are Nantucket Harbor, Hyannis Harbor, and Edgartown inner harbor. Vineyard Haven, the anchorage most used by coasters, is exposed to northeasterly winds. In northerly winds the best anchorages are off Dennis Port, Hyannis Port, and along the north shore. The anchorage off Falmouth is used in most winds by vessels with good ground tackle. In easterly winds vessels sometimes anchor in smooth water westward of Handkerchief Shoal or inside Great Point. Good shelter from easterly winds can also be found in Chatham Roads and Edgartown outer harbor. In southerly and westerly winds Edgartown Harbor and Vineyard Haven are the best anchorages. With the aid of the chart and the directions given under the discussion of these harbors, strangers can enter the anchorages.

**Routes.**—Because of the numerous shoals, strong tidal currents, thick fog at certain seasons, and vessels which may be encountered in the narrow parts of the channel through Nantucket Sound, the navigator must use more than ordinary care when in these waters.

**Currents.**—Away from the immediate vicinity of the shore, the tidal currents are generally rotary. They shift direction, usually clockwise, at an average rate of about 30° an hour. They attain velocities of 1 to 2.4 knots or more throughout the Nantucket Shoals-Georges Bank area, the larger velocities occurring generally over the shoaler parts of the area. Between Nantucket Island and Sandy Hook their velocities generally do not exceed 0.5 knot except in the vicinities of the entrances to the larger bays and inland waterways, where the velocities increase as the entrances are approached. For considerable distances from the entrances, strengths of flood and ebb set, respectively, toward and away from those entrances, and minimums of velocity, corresponding to the slacks of reversing currents, set at right angles to the directions of the flood and ebb strengths.

**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. 27/11  
Corrected through LNM Aug. 16/11

Mercator Projection  
Scale 1:80,000 at Lat. 41°25'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS  
Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 1 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. 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.

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 0.41' northward and 1.920' eastward to agree with this chart.

RACING BUOYS

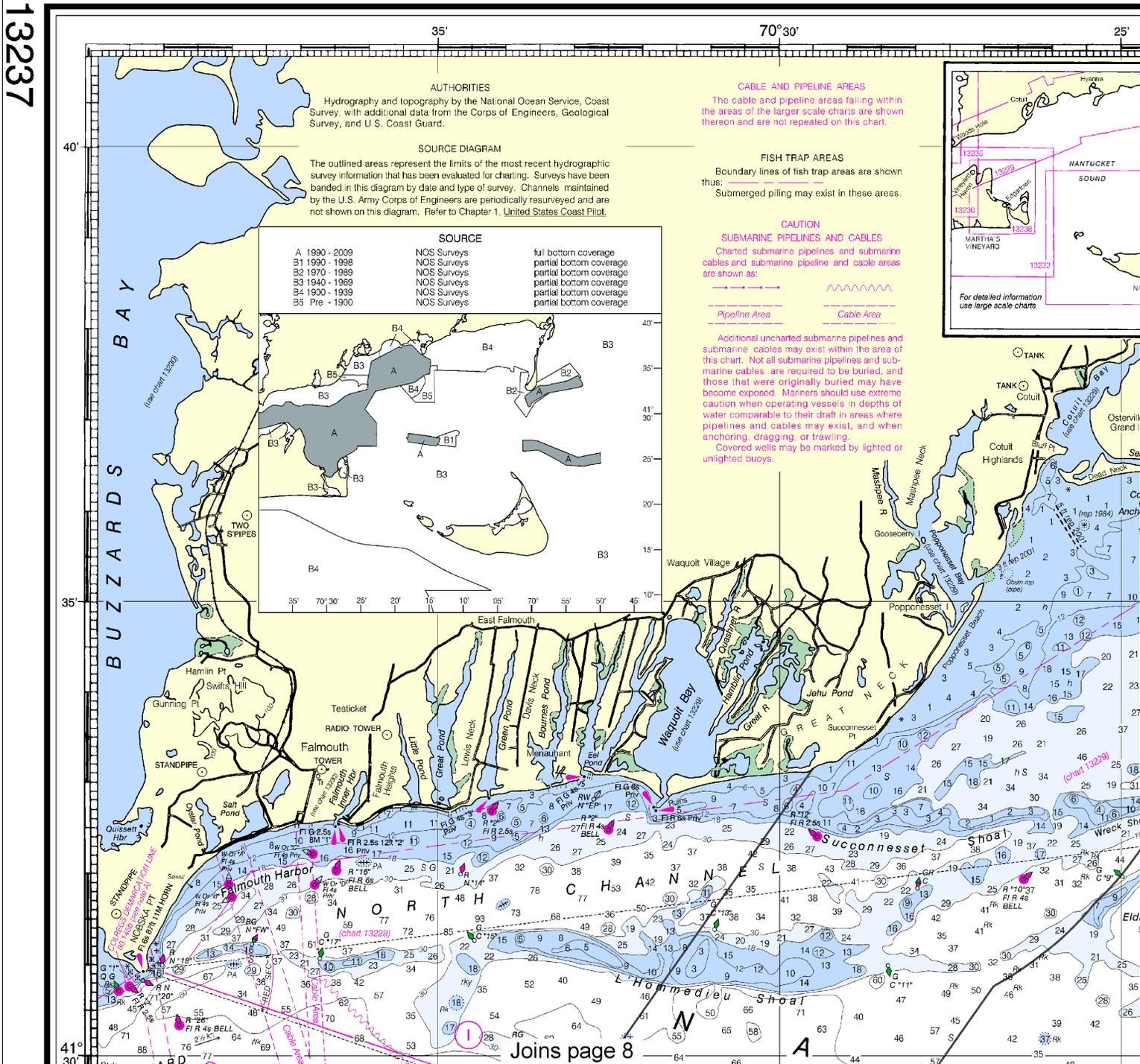
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

TIDAL INFORMATION					
NAME	PLACE	Height referred to datum of soundings (MLLW)	feet		
			Mean Higher High Water	Mean High Water	Mean Low Water
Hyannis Port	(41°38'N/70°18'W)	3.8	3.5	0.2	
Stiasconset	(41°16'N/69°58'W)	1.3	1.2	---	
Wesque Point	(41°22'N/70°21'W)	1.2	1.1	---	
Nantucket	(41°17'N/70°06'W)	3.6	3.2	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>.  
(JULY 2011)

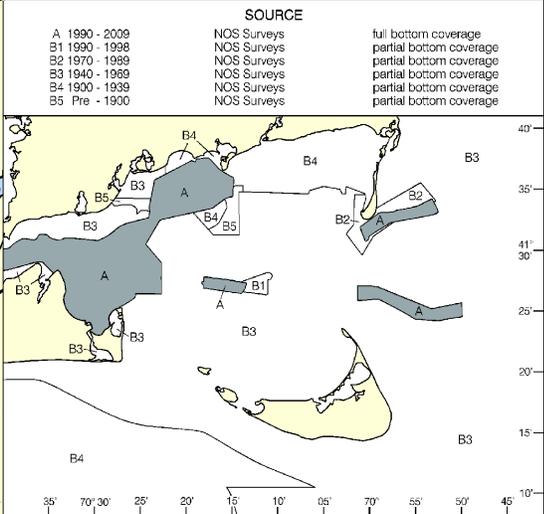
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**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

**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.

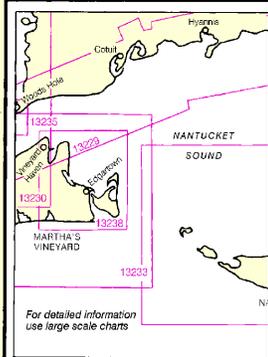


**CABLE AND PIPELINE AREAS**  
The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

**FISH TRAP AREAS**  
Boundary lines of fish trap areas are shown thus: ---  
Submerged piling may exist in these areas.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
--- Pipeline Area  
--- Cable Area

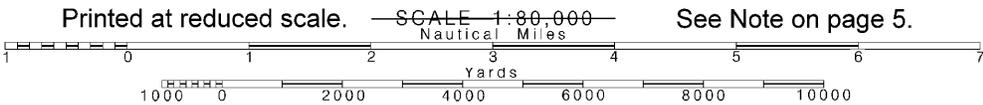
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels 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.



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Note: Chart grid lines are aligned with true north.



See Note on page 5.



**TIDAL CURRENTS**

In Nantucket Sound the tidal currents are strong and their times and velocities vary considerably from place to place. Current arrows indicating the average direction of the flood current and the average velocity in knots of the strength of currents for a number of locations are shown thus:  $2\frac{1}{2} \text{ kn}$ . For full information, the Tidal Current Tables, Atlantic Coast and the Tidal Current Charts, Narragansett Bay to Nantucket Sound should be consulted.

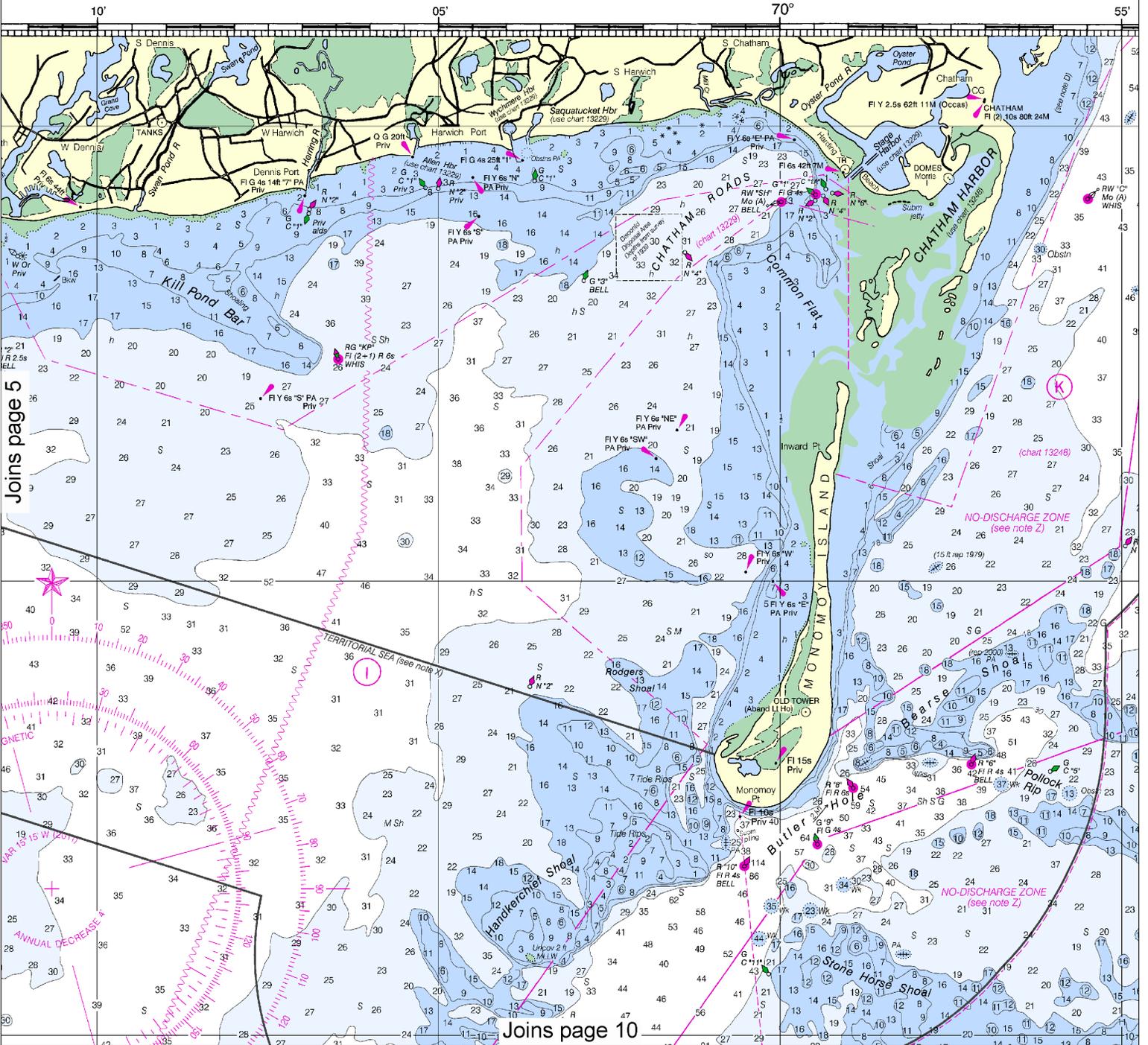
**NOTE C**  
**AREA TO BE AVOIDED**  
 All vessels carrying cargoes of oil or hazardous materials and all other vessels of more than 1,000 gross tons should avoid the area (MSC IMO XLIII/18).

**NOTE D**  
 Erosion has opened a breach to the sea through Nauset Beach. Due to frequently changing conditions, mariners attempting a transit should exercise extreme caution.

SCALE 1:80,000  
 Nautical Miles



C&GS 1209, 1st Ed., Dec. 1919 V-1919-193 KAPP 2106

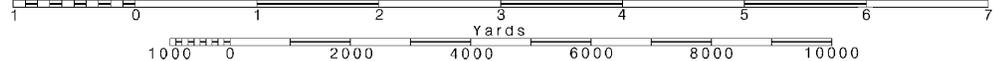


Joins page 5

Joins page 10

Printed at reduced scale. SCALE 1:80,000  
 Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

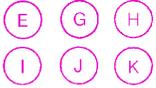
NOTE E

NORTHERN RIGHT WHALE CRITICAL HABITAT  
(precautionary area: 50 CFR 226.203c, 224.103c; see note A)  
illegal to approach any right whale anywhere closer than 500 yards.

ANCHORAGE AREAS

110.140 (see note A)

Limits and designations of anchorage areas are shown in agenda.



GENERAL ANCHORAGES

NOTE Z

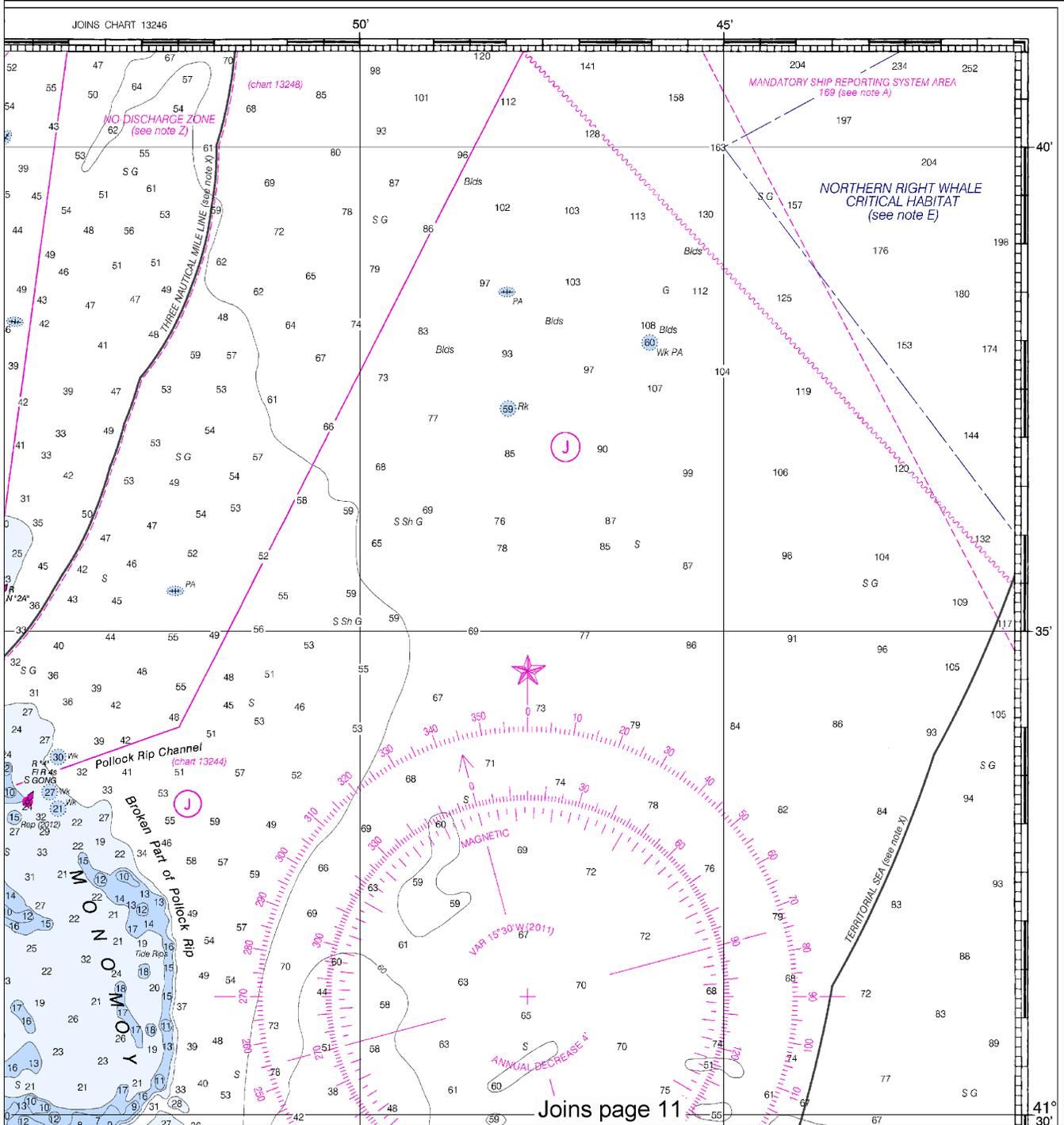
NO-DISCHARGE ZONE: 40 CFR 140

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/](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 of 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.

SOUNDINGS IN FEET



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0213 1/8/2013,  
NGA Weekly Notice to Mariners: 0413 1/26/2013,  
Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.



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41°

30'

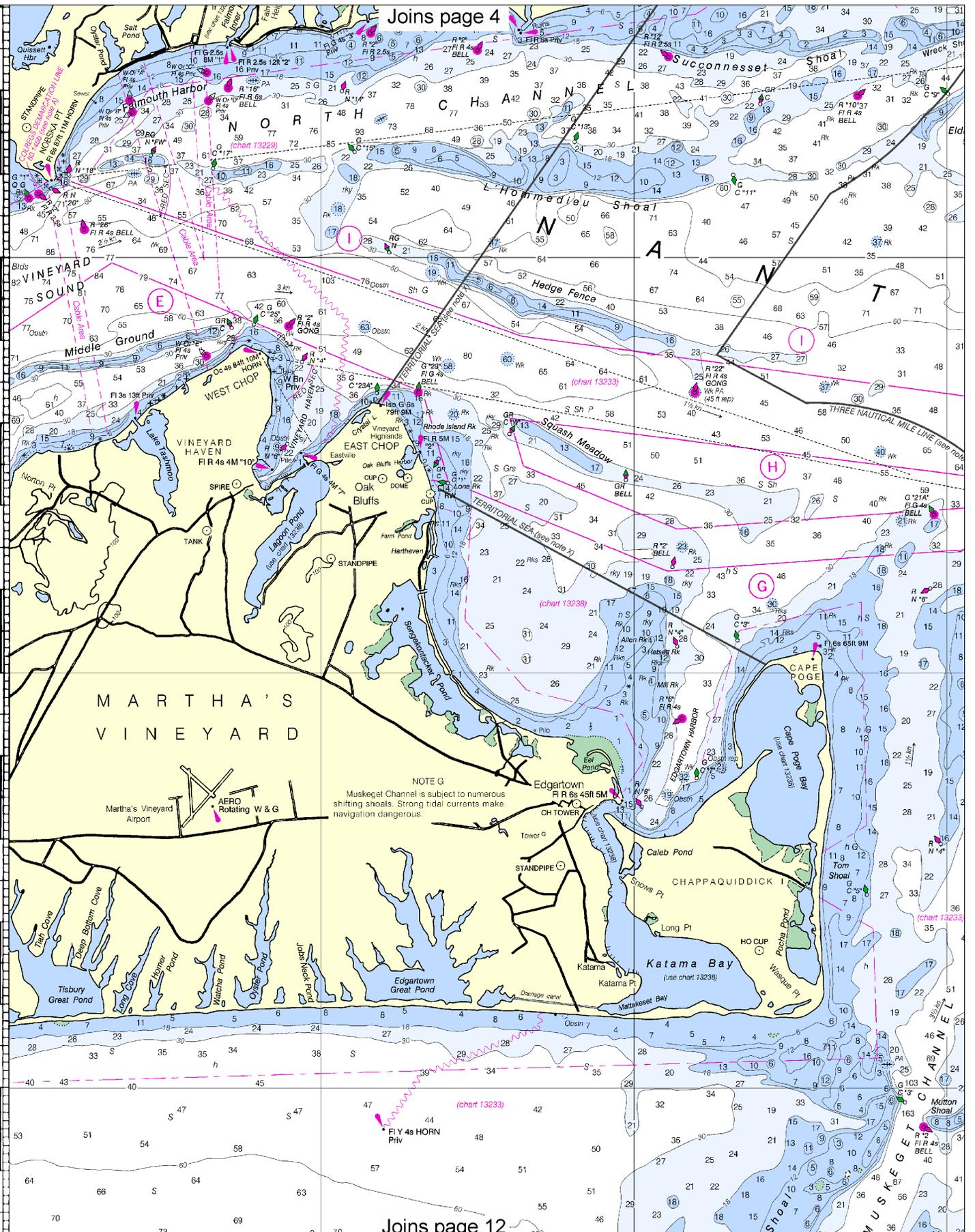
25'

JOINS CHART 13218

20'

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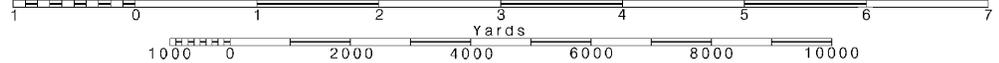
# MARTHA'S VINEYARD



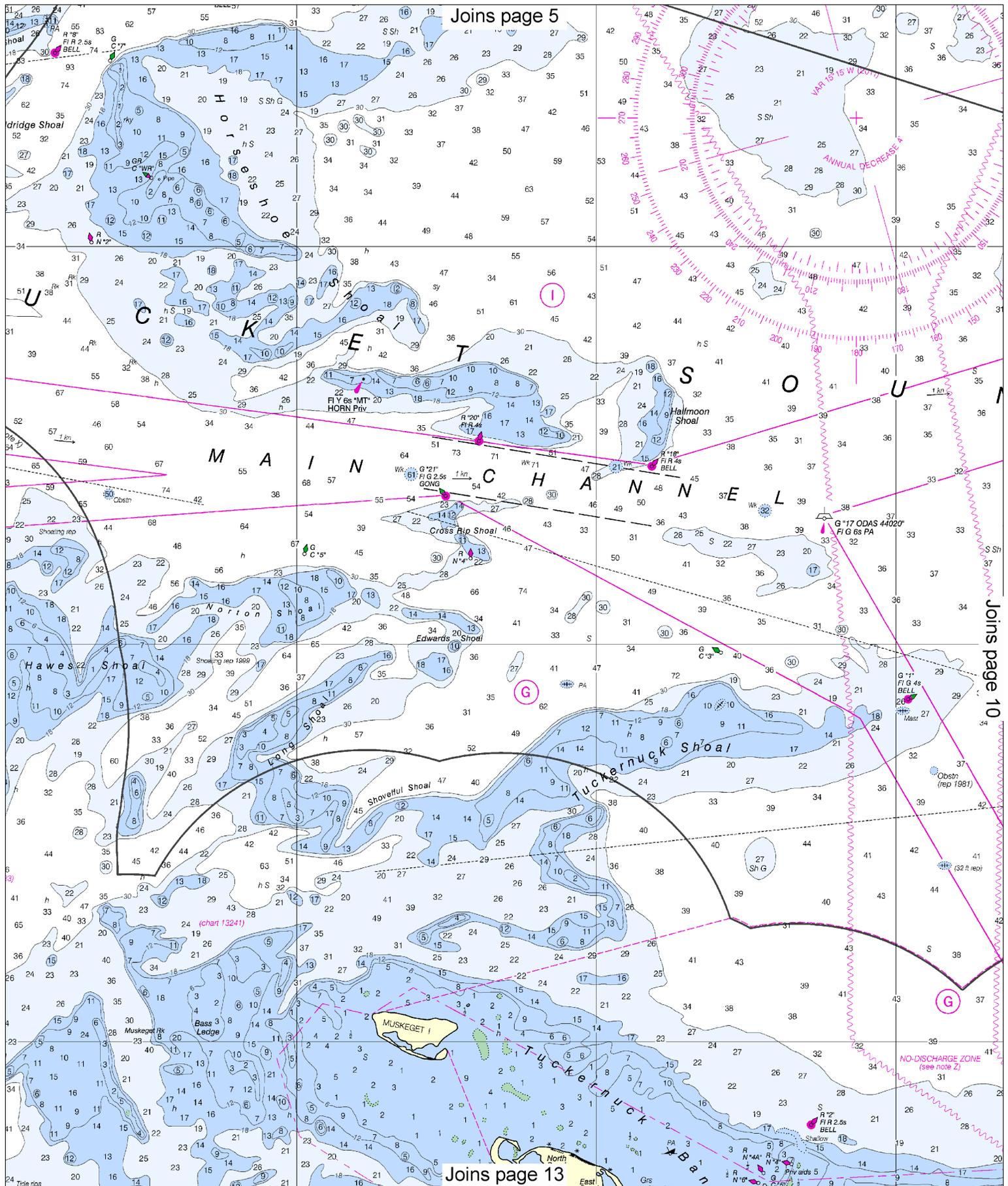
NOTE G  
Muskeget Channel is subject to numerous shifting shoals. Strong tidal currents make navigation dangerous.

Printed at reduced scale. SCALE 1:80,000

See Note on page 5.



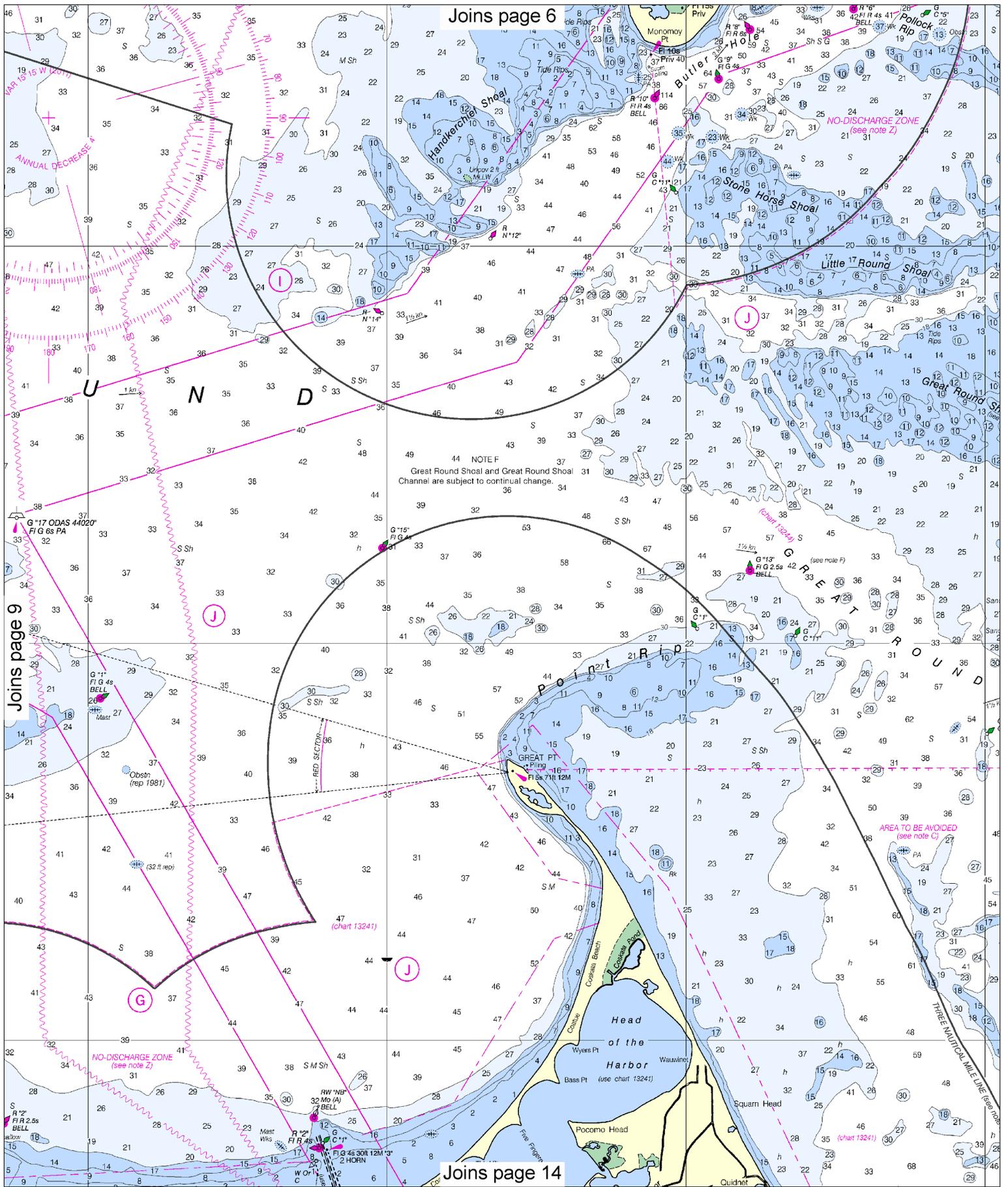
Note: Chart grid lines are aligned with true north.



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Joins page 10

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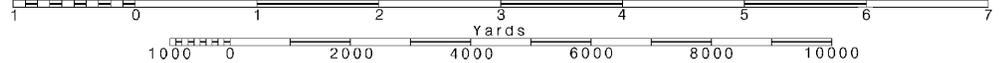


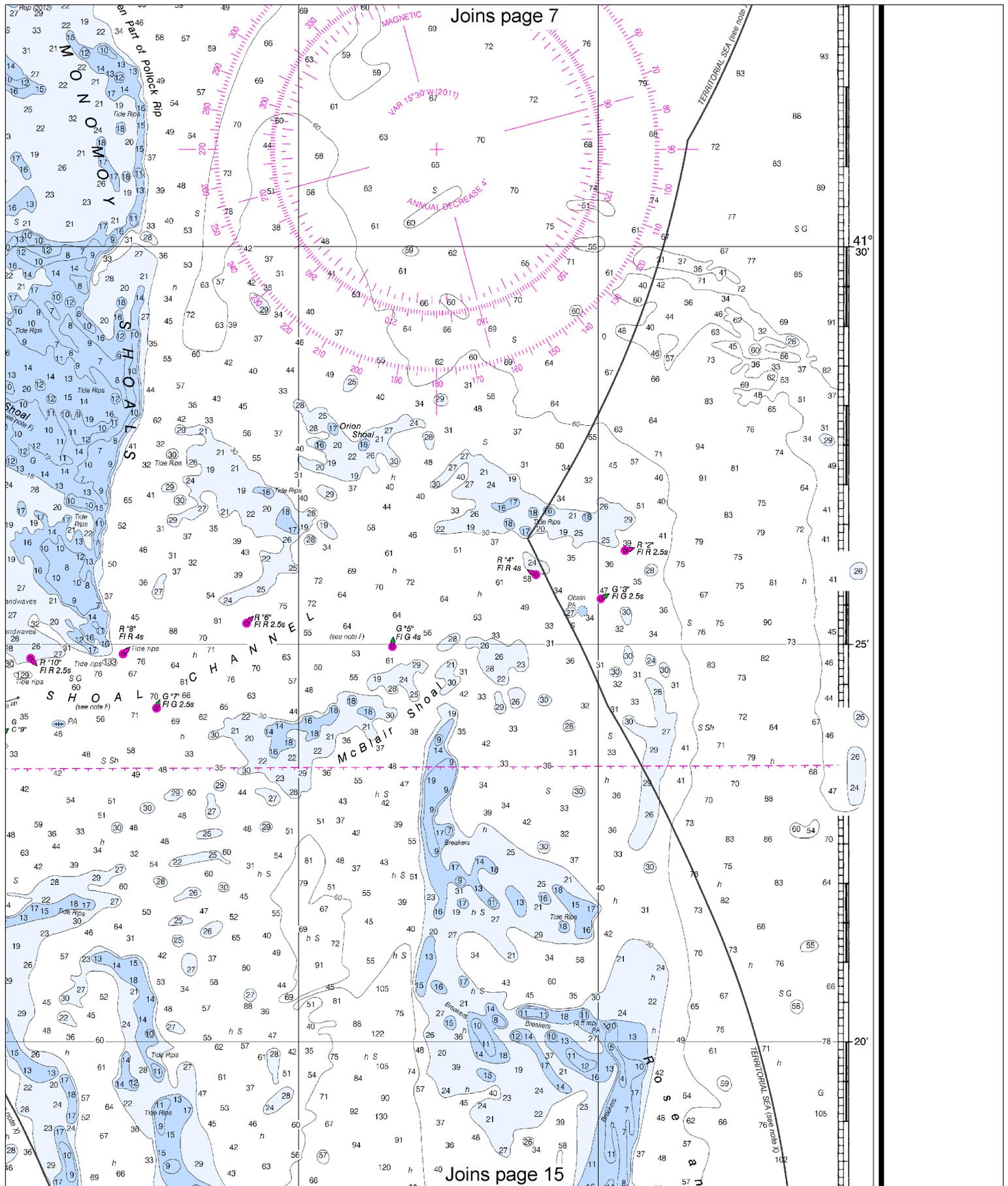
**10**

Note: Chart grid lines are aligned with true north.

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Nautical Miles

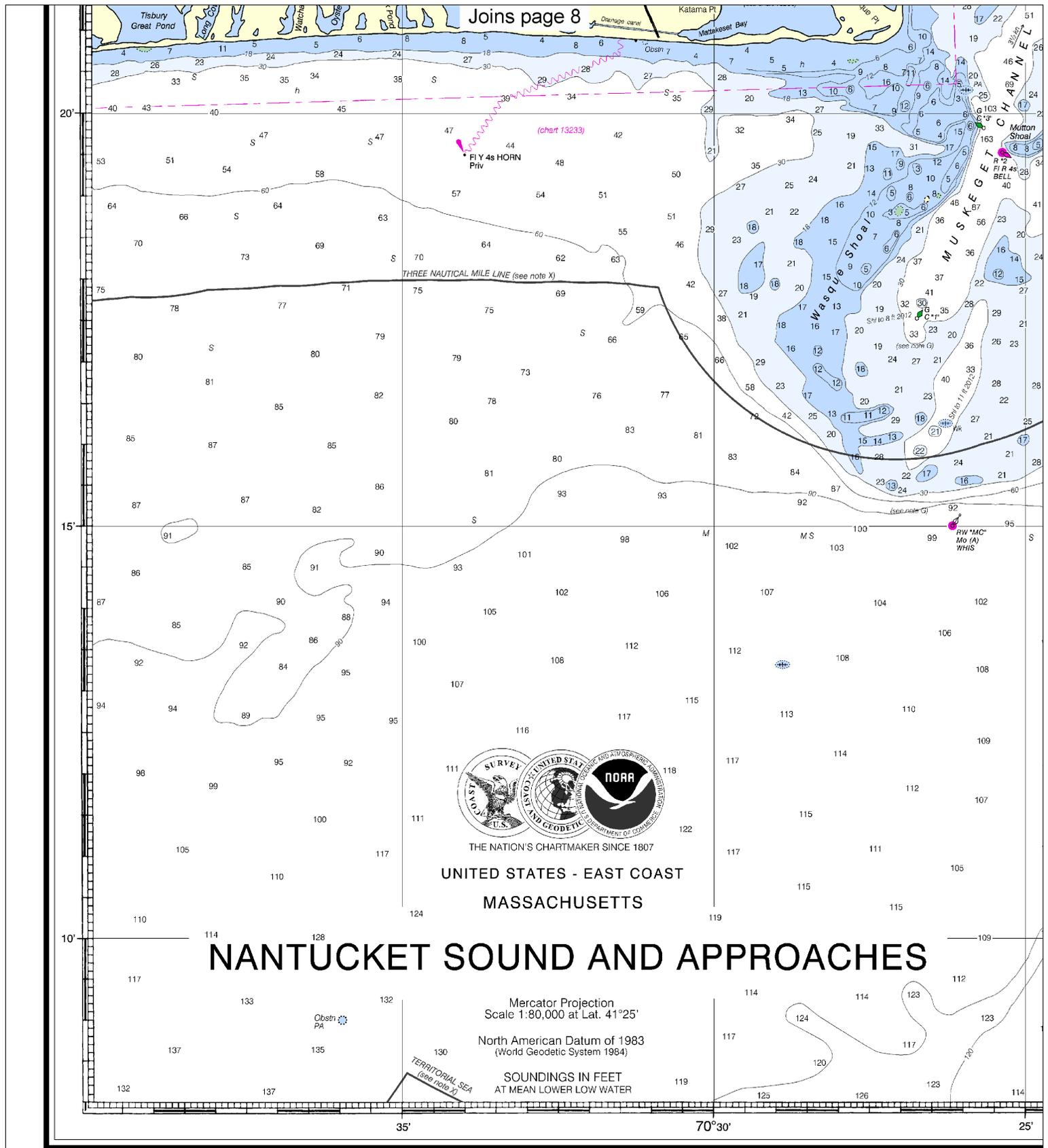
See Note on page 5.





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THE NATION'S CHARTMAKER SINCE 1807  
**UNITED STATES - EAST COAST**  
**MASSACHUSETTS**

# NANTUCKET SOUND AND APPROACHES

Mercator Projection  
 Scale 1:80,000 at Lat. 41°25'  
 North American Datum of 1983  
 (World Geodetic System 1984)  
**SOUNDINGS IN FEET**  
**AT MEAN LOWER LOW WATER**

41st Ed., Aug. /11 ■ Corrected through NM Aug. 27/11  
 Corrected through LNM Aug. 16/11

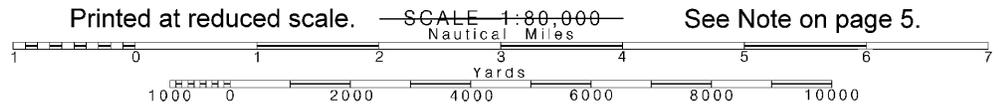
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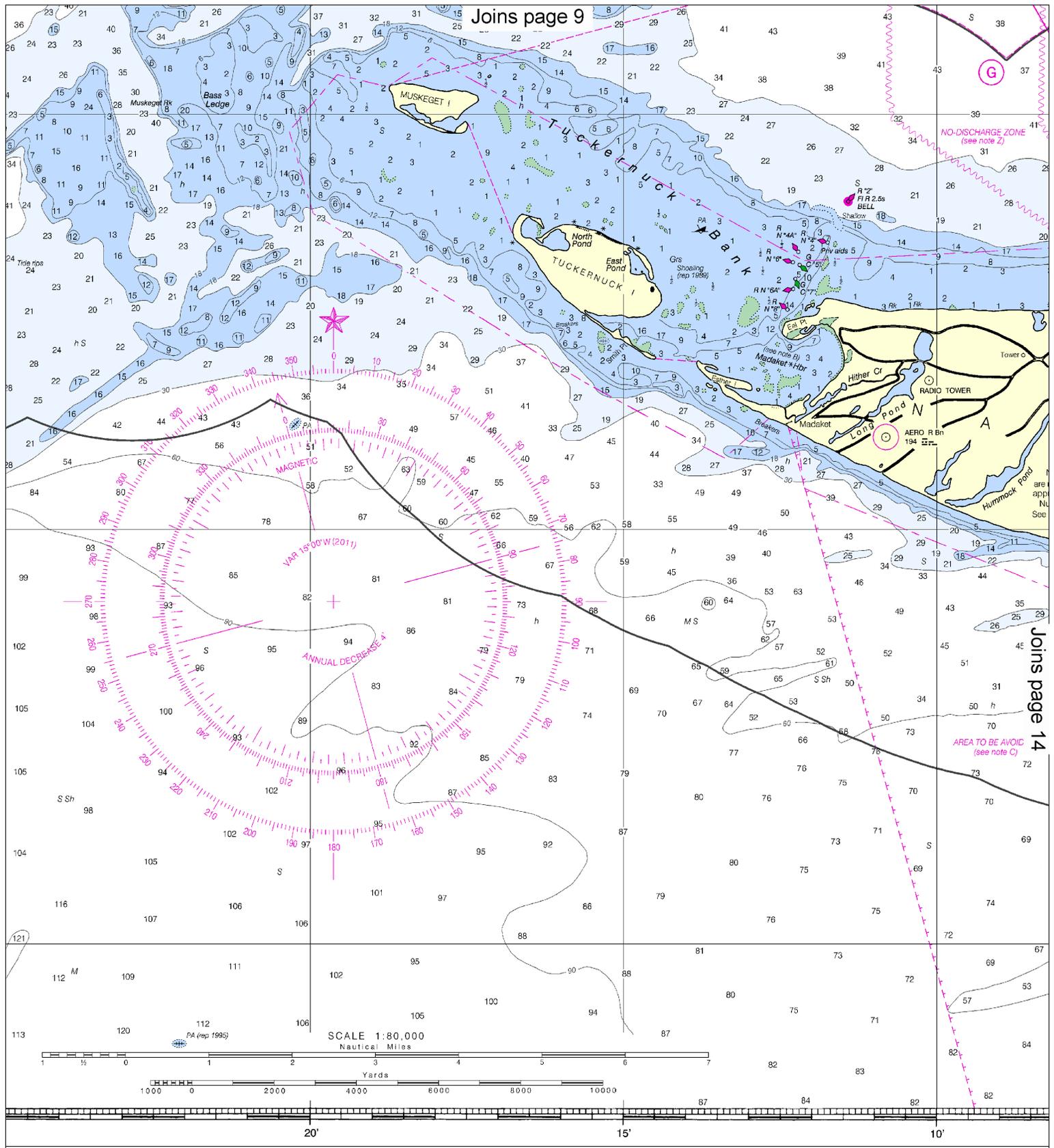
**CAUTION**  
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

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

# 12

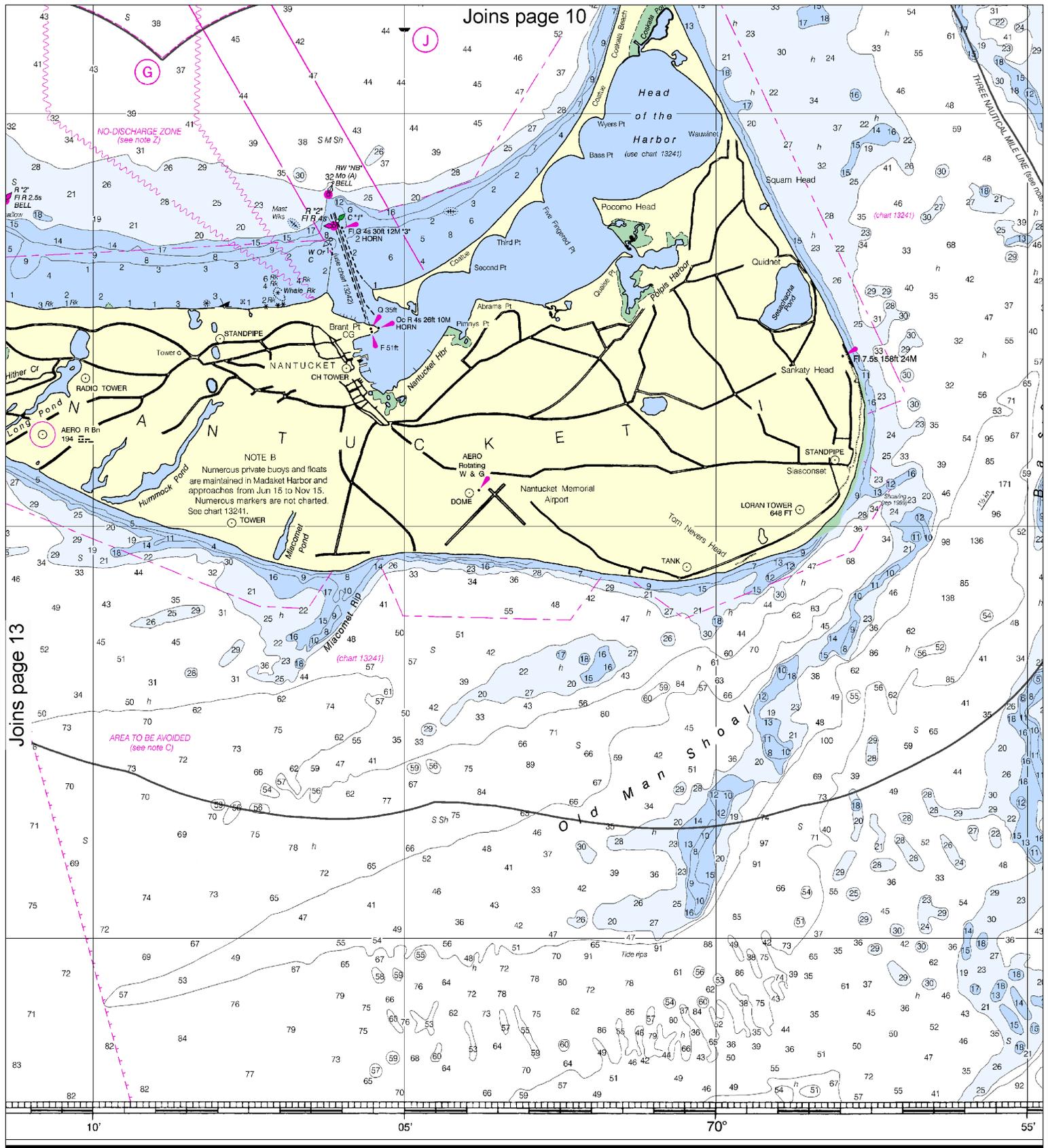
Note: Chart grid lines are aligned with true north.





# SOUNDINGS IN FEET

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



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

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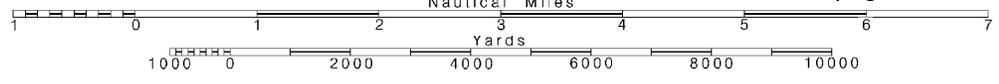
FATHOMS	1
FEET	6
METERS	1.2

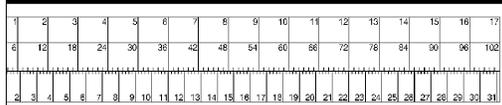
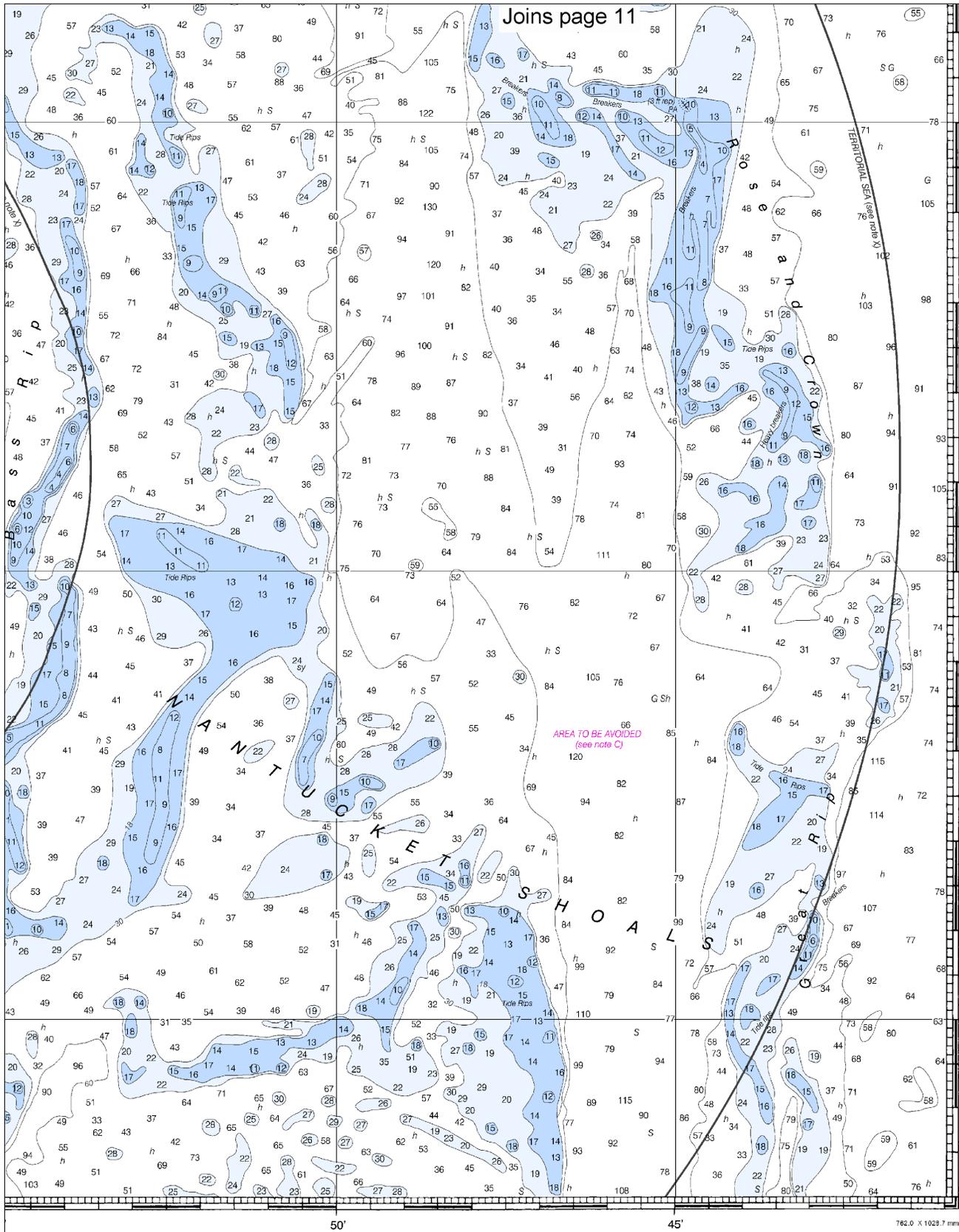
**14**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000  
 Nautical Miles

See Note on page 5.





Nantucket Sound and Approaches  
SOUNDINGS IN FEET - SCALE 1:80,000

13237





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](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>



— For the latest news from Coast Survey, follow @nauticalcharts



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.

