

BookletChart™

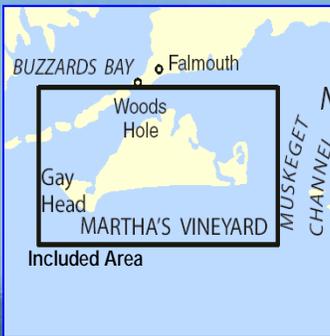


Martha's Vineyard

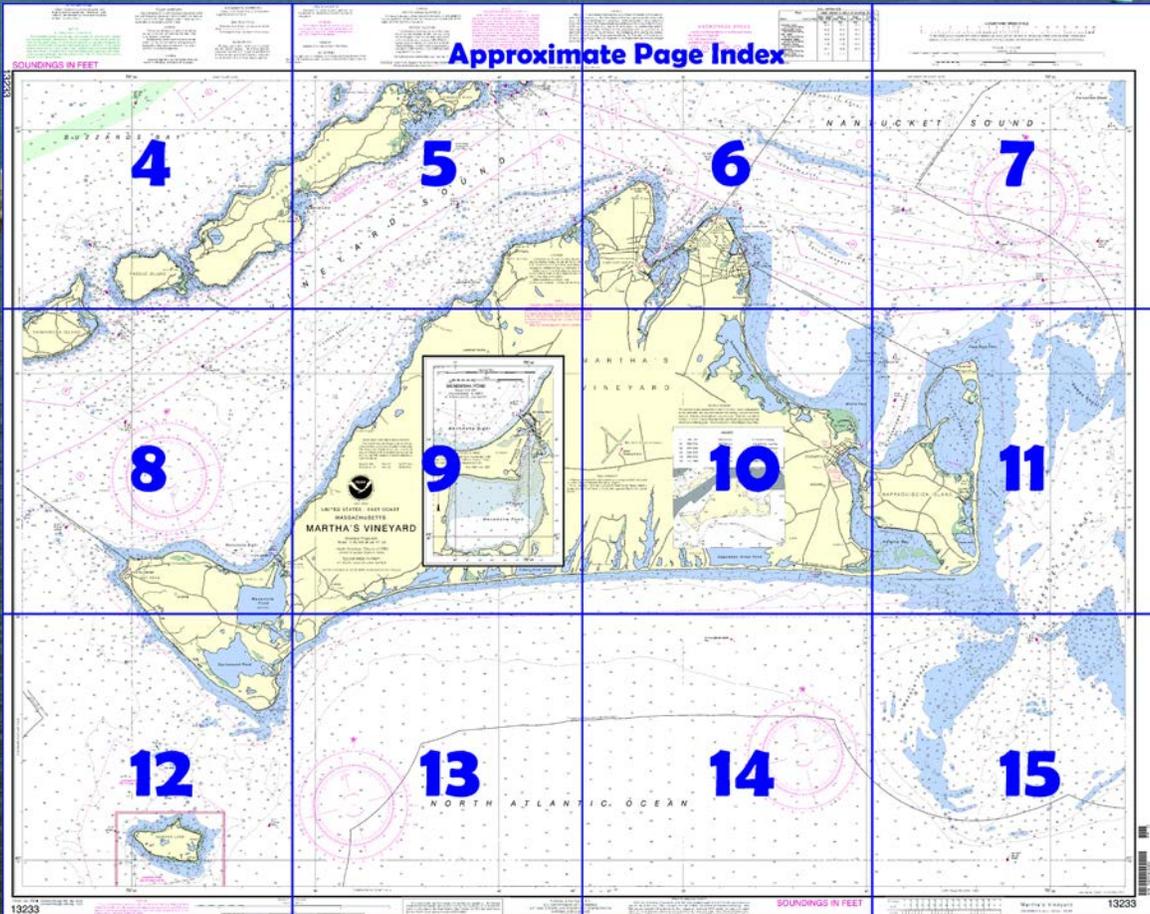
NOAA Chart 13233

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.

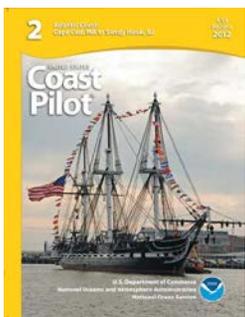
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13233>



(Selected Excerpts from Coast Pilot)

Muskeget Channel is an opening 6 miles wide on the south side of Nantucket and Chappaquiddick Islands. The opening is full of shifting shoals. The best water is found close to the eastward of Wasque Shoal and about 1.5 miles eastward of the eastern shore of Chappaquiddick Island. Although this channel is partly buoyed, strangers should never attempt it as tidal currents with velocities of

2 to 5 knots make navigation dangerous. The currents through the channel are strong, having a velocity of 3.8 knots on the flood and 3.3 knots on the ebb about 1.5 miles east of Wasque Point. The flood sets north-northeastward and ebbs south-southwestward.

Wasque Shoal extends southward of **Wasque Point**, the southeastern extremity of Chappaquiddick Island. The shoal, which dries about 2 miles

south of Wasque Point, rises abruptly from the deep water of Muskeget Channel.

Mutton Shoal, 0.6 mile east of Wasque Shoal, has a least depth of 5 feet and is marked on its southwestern side by a lighted bell buoy. The best water in Muskeget Channel is between Mutton and Wasque Shoals. Eastward of Mutton Shoal are numerous shoals covered 2 to 6 feet.

Anchorage.—Anchorage with good shelter from easterly gales is found westward of Cape Poge on the eastern side of the outer harbor. In westerly and southerly gales vessels find shelter in the southern end of the outer harbor about 0.4 mile eastward or east-southeastward from Edgartown Harbor Light. In northerly or northeasterly gales vessels usually go to Woods Hole or Tarpaulin Cove for sheltered anchorage. Vessels should not anchor in the channel abreast the town where the bottom is hard sand, the channel narrow, and tidal currents strong. Southeast of the town, anchorage may be found south of Middle Ground in depths of 24 to 30 feet, sticky bottom.

Small craft usually anchor in the **special anchorage** in the vicinity of Middle Ground. (See **110.1** and **110.38**, chapter 2, for limits and regulations.)

Dangers.—On the western side of the outer harbor is a shoal area extending 2.8 miles northward of Edgartown Harbor Light. A bell buoy marks the northern edge of the shoal; vessels entering or leaving the harbor pass eastward of this buoy. The depths over the remainder of the shoal are irregular, and there are a rock awash and several rocks covered 3 to 5 feet. Strangers should never attempt to pass across this shoal. The channel into Edgartown Harbor is marked by a lighted buoy and unlighted buoys.

Routes (chart 13237).—Vessels approaching Edgartown Harbor from the eastward, from a position about 400 yards north of Cross Rip Lighted Gong Buoy 21, can steer **267°**, heading for the standpipe on Martha's Vineyard southward of Oak Bluffs, passing northward of Nantucket Sound Channel Lighted Bell Buoy 21A. When Cape Poge Light bears **155°**, head south-southwestward into the harbor.

Vessels approaching from the westward and passing northward of Squash Meadow can head on a **180°** course from a position about 0.5 mile southward of Hedge Fence Lighted Gong Buoy 22 to enter the harbor. In the daytime, the channel southward of Squash Meadow is sometimes used. Strangers in sailing vessels seldom enter the inner harbor, as a fair wind is necessary to keep in the channel.

Currents.—The tidal current in the narrow part of the channel inside Edgartown Harbor Light and off the town has a double flood and a double ebb, and in general follows the direction of the channel. Near the middle of each flood or ebb period there is an approximate slack preceded and followed by maximum of velocity. The average velocity is about 1 knot. (See the Tidal Current Tables for predictions.) In 2007, it was reported that a breach had occurred on **South Beach** just southward of Katama Bay. The breach has affected the published tide and tidal current predictions so that mariners are cautioned about the accuracy of the information.

Anchorage.—Vessels anchor according to draft, anywhere from the points at the entrance to the head of the harbor. Shallow-draft vessels favor the western shore.

Vessels entering the harbor with a head wind or light breeze, at the end of a favorable current through the sound, should continue on in the channel until the harbor is well opened before standing in for the anchorage.

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

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

Navigation Managers Area of Responsibility



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>

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for elemental information concerning aids to navigation.

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

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
and topography by the National Ocean Service, Coast and Geodetic Survey, and additional data from the Corps of Engineers, and U.S. Army Corps of Engineers.

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.

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 0.396' northward and 1.888' eastward to agree with this chart.

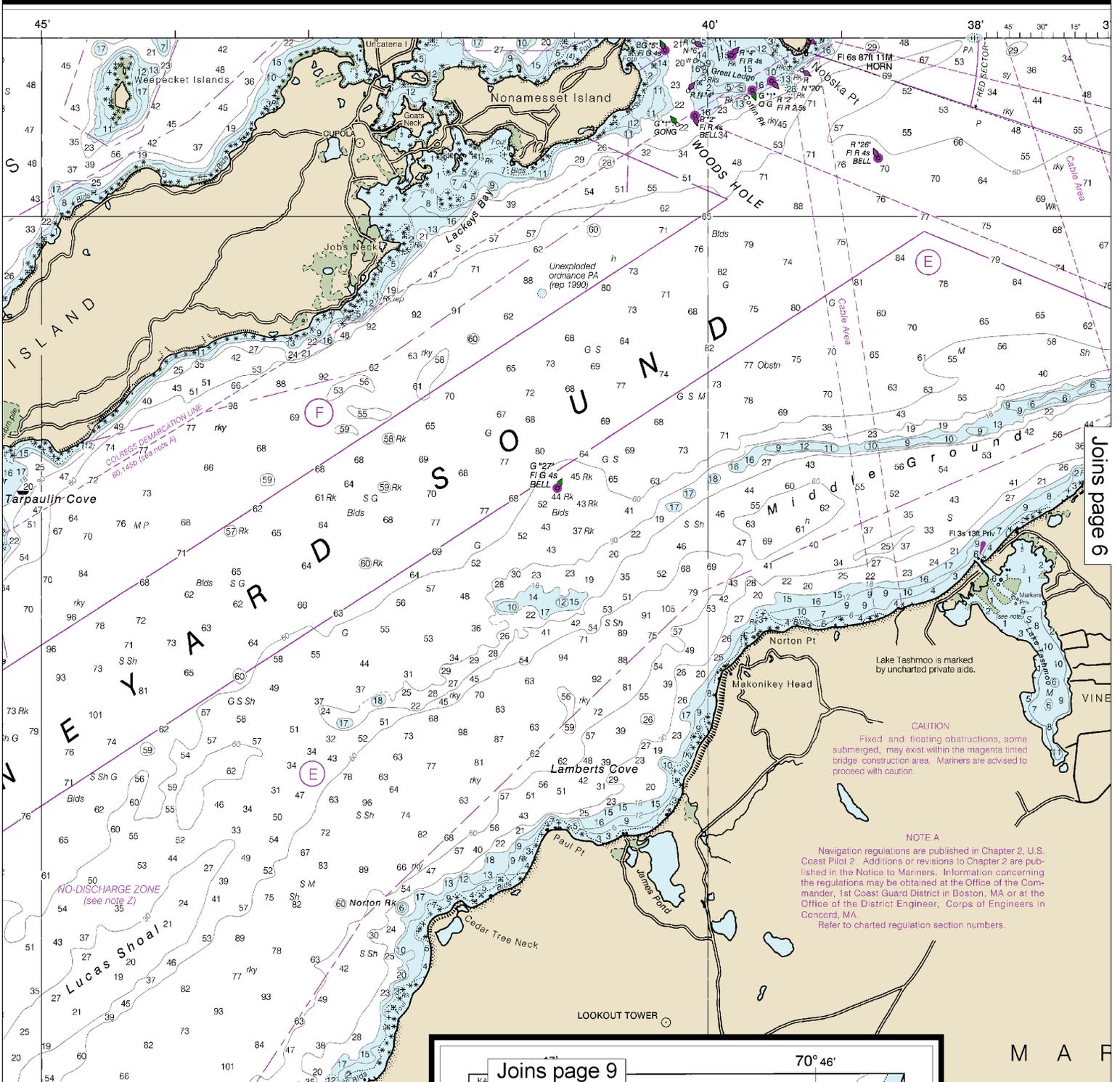
NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, 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/.

Within the 12-nautical mile Territorial Sea, the outer limit of the territorial sea, is the limit of the other laws. The 9-nautical mile Exclusive Economic Zone, and Puerto Rico, in most cases the inner limit of Federal jurisdiction of the states. The 24-nautical mile Exclusive Economic Zone we unless fixed by treaty or the U.S. Statute.

For Symbols and Abbreviations see Chart No. 1

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

Formerly C&GS 264, 1st Ed., Aug. 1963 KAPP 2110



Joins page 6

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70° 46'

M A F

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57142. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



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.

ANCHORAGE AREAS

110.140 (see note A)

Limits and designations of anchorage areas are shown in magenta.

GENERAL ANCHORAGES

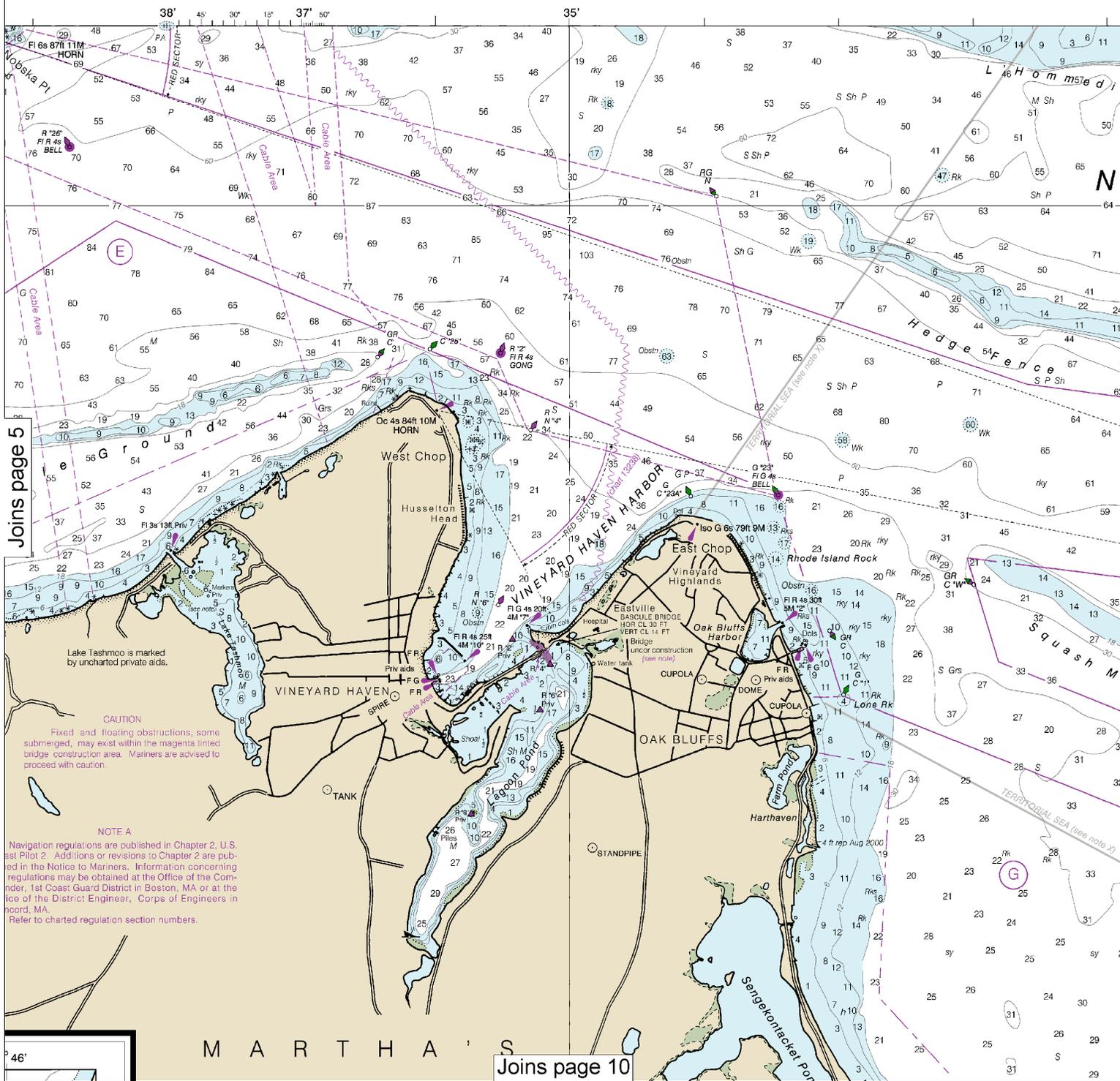
E F G H I L

TIDAL INFO

NAME	PLACE	(LAT/LON)
Nomans Land		(41°16'N/71°41'W)
Scaubrook Point		(41°19'N/71°41'W)
Gay Head		(41°21'N/71°41'W)
Edgartown		(41°23'N/71°41'W)
Wasque Point		(41°22'N/71°41'W)

Dashes (---) located in datum columns indicate unavailable tide predictions, and tidal current predictions are available (Sep 2010)

Formerly C&GS 264, 1st Ed., Aug. 1963 KAPP 2110



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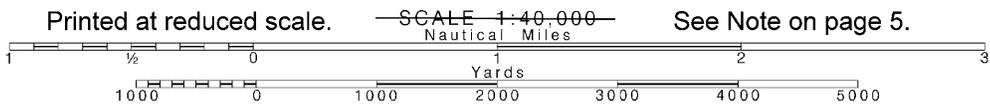
Joins page 10

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta lined bridge construction area. Mariners are advised to proceed with caution.

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 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.



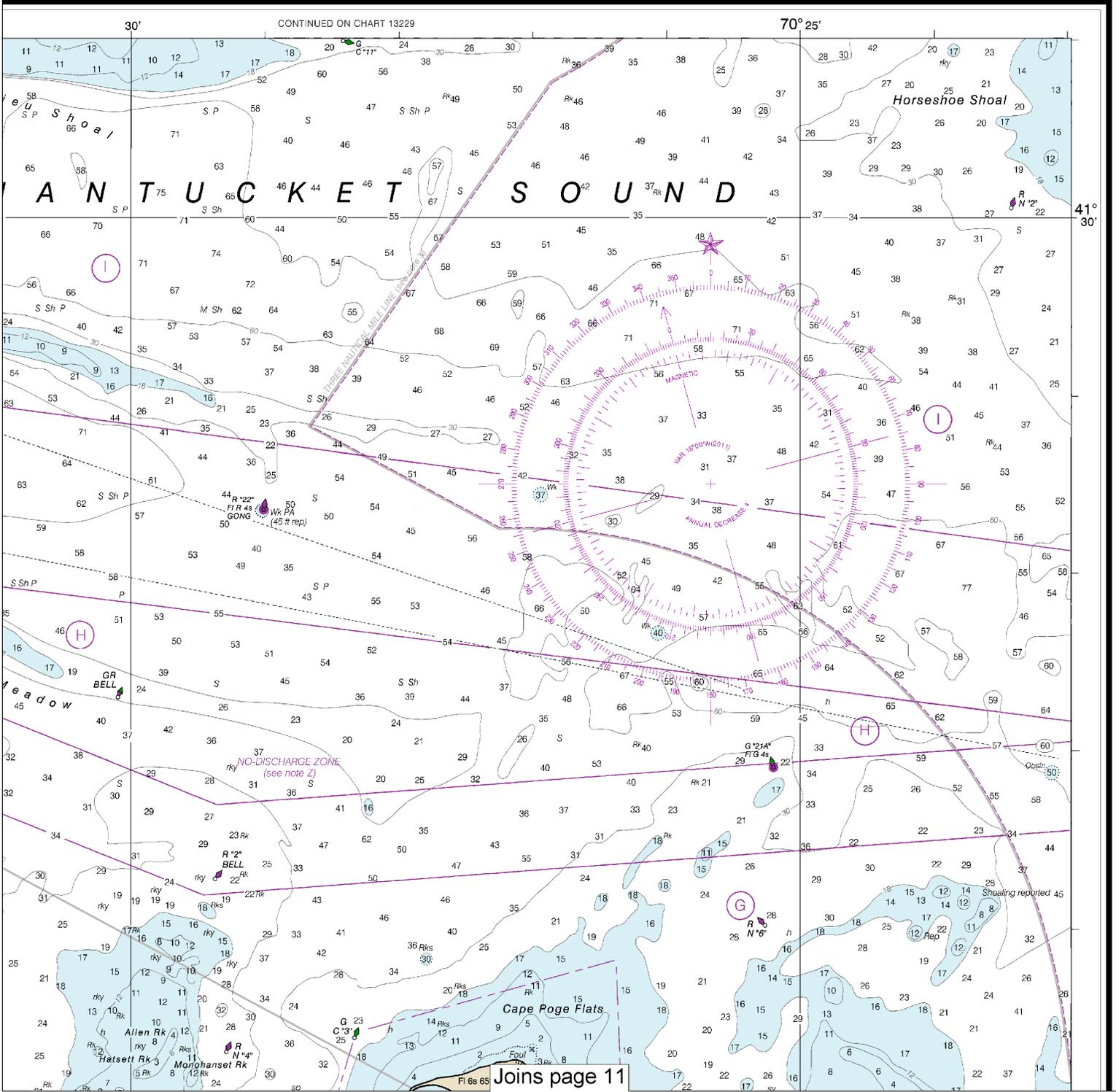
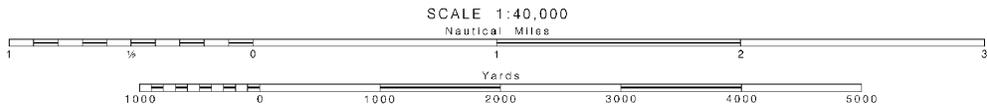
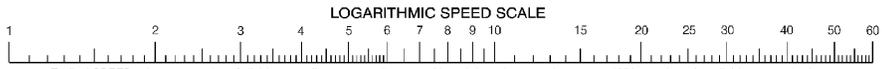
Note: Chart grid lines are aligned with true north.

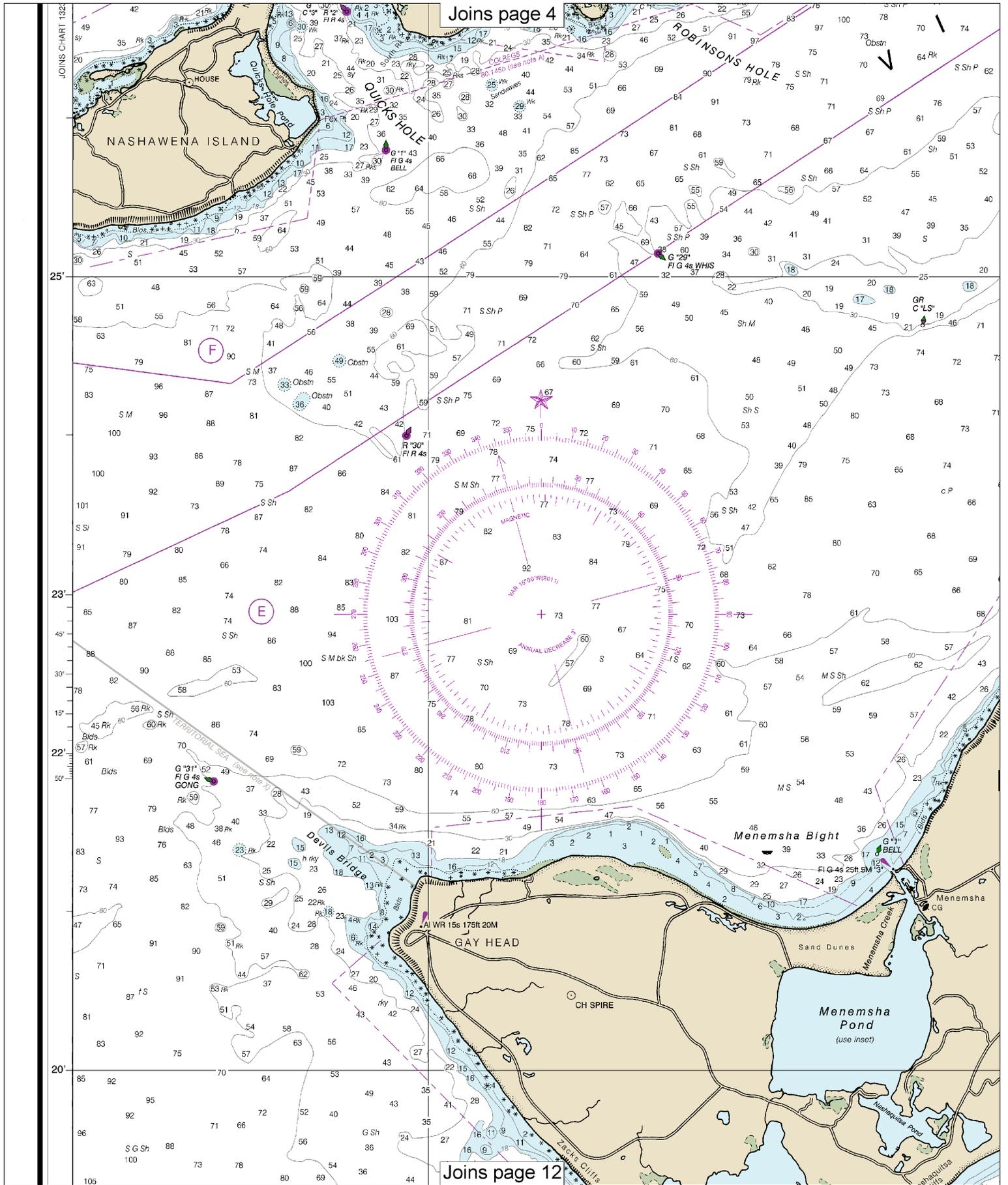


INFORMATION

DNG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
70°49'W	feet 3.3	feet 3.1	feet 0.1
70°46'W	3.2	3.0	0.1
70°50'W	3.2	3.0	0.1
70°31'W	2.1	2.0	0.1
70°27'W	1.2	1.1	---

Table datum values for a tide station. Fresh-time water levels. See the Internet from <http://tidesandcurrents.noaa.gov>.





Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

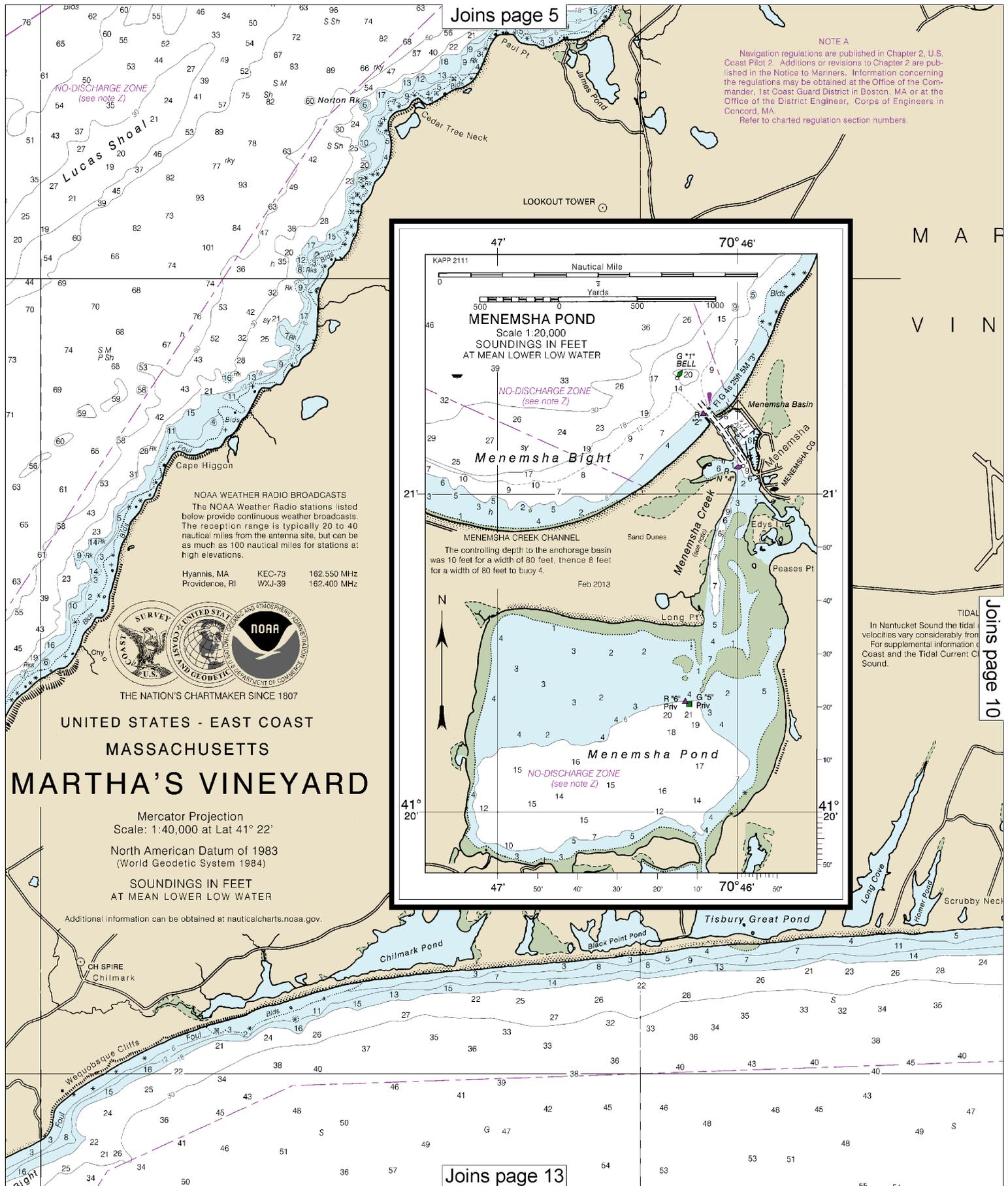
SCALE 1:40,000

See Note on page 5.



Joins page 5

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.



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

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TIDAL
 In Nantucket Sound the tidal velocities vary considerably from For supplemental information c Coast and the Tidal Current C Sound.

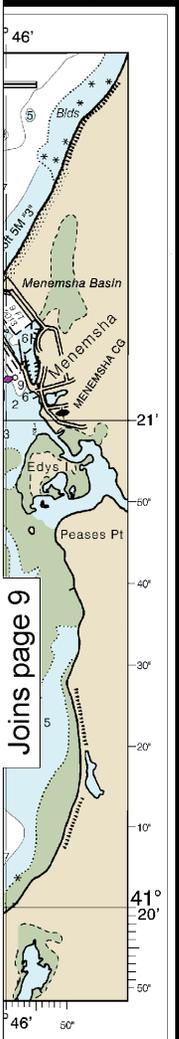
Joins page 13

Joins page 6

NOTE A

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MARTHAS VINEYARD

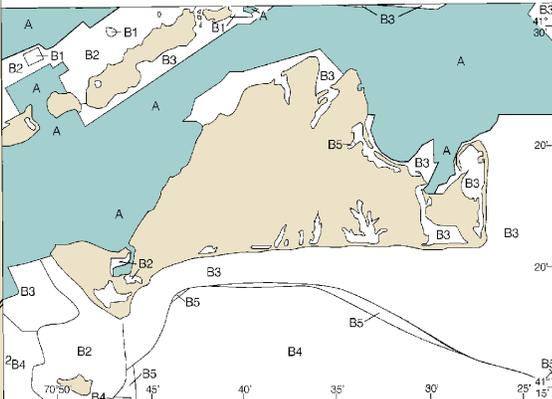


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TIDAL CURRENTS
 In Nantucket Sound the tidal currents are strong and their times and velocities vary considerably from place to place. For supplemental information consult the Tidal Current Tables, Atlantic Coast and the Tidal Current Charts, Narragansett Bay to Nantucket Sound.

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	1990-2009	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

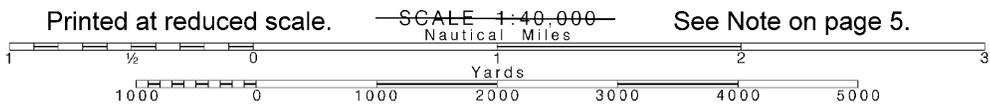


NOTE G
 Muskeget Channel is subject to shifting shoals. Strong tidal currents navigation dangerous.

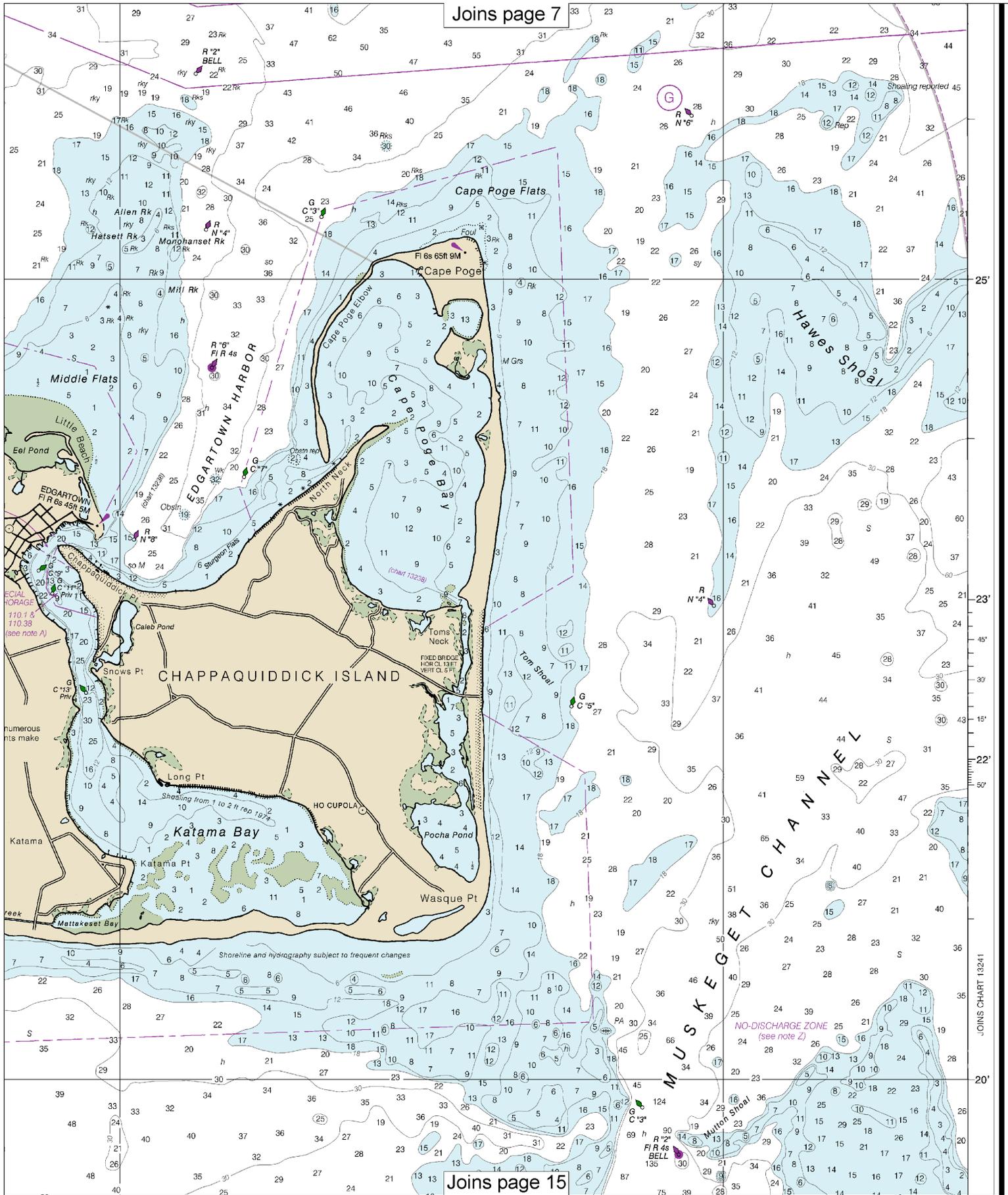
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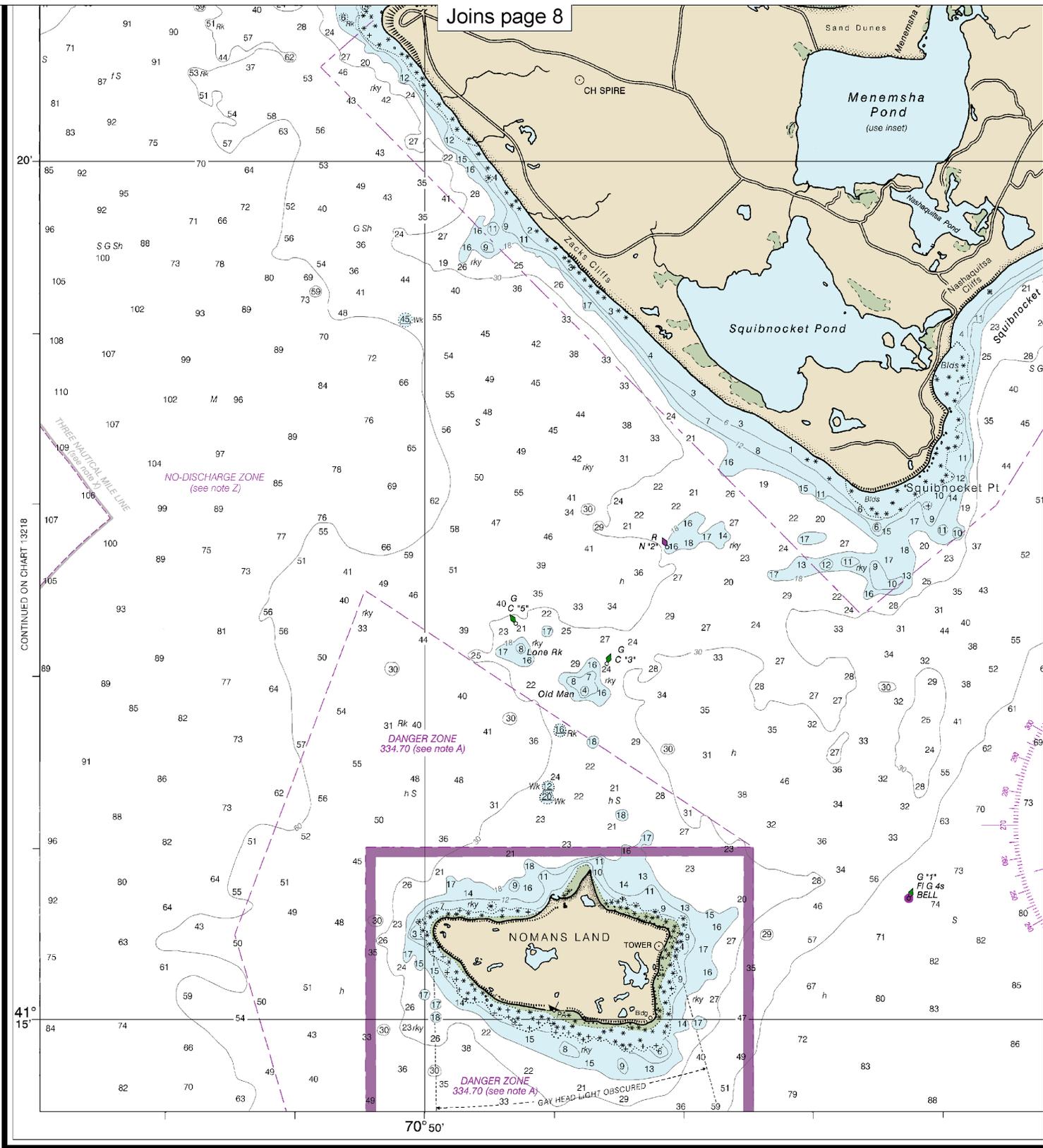


Note: Chart grid lines are aligned with true north.



See Note on page 5.

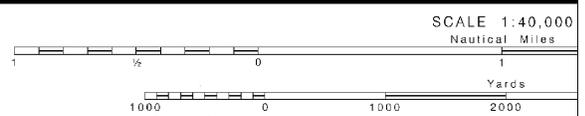




13233

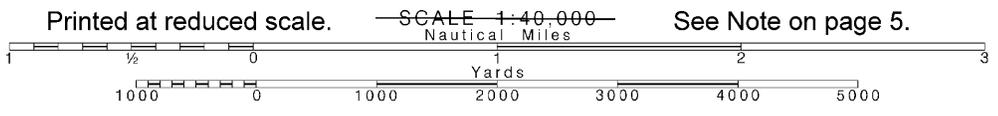
CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected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

19th Ed., Jan. 2011. Last Correction: 9/2/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

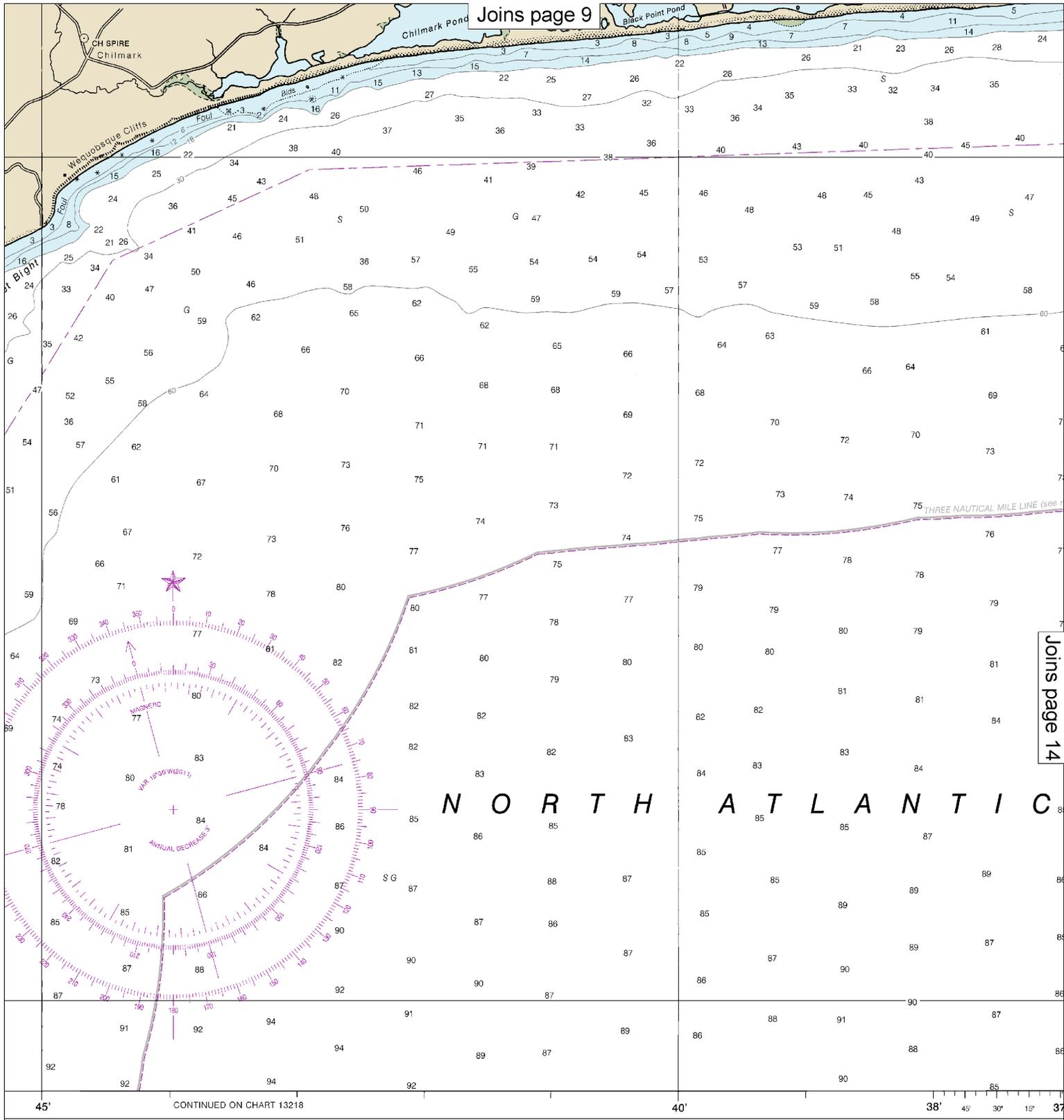


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Note: Chart grid lines are aligned with true north.

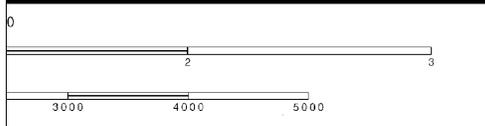


See Note on page 5.



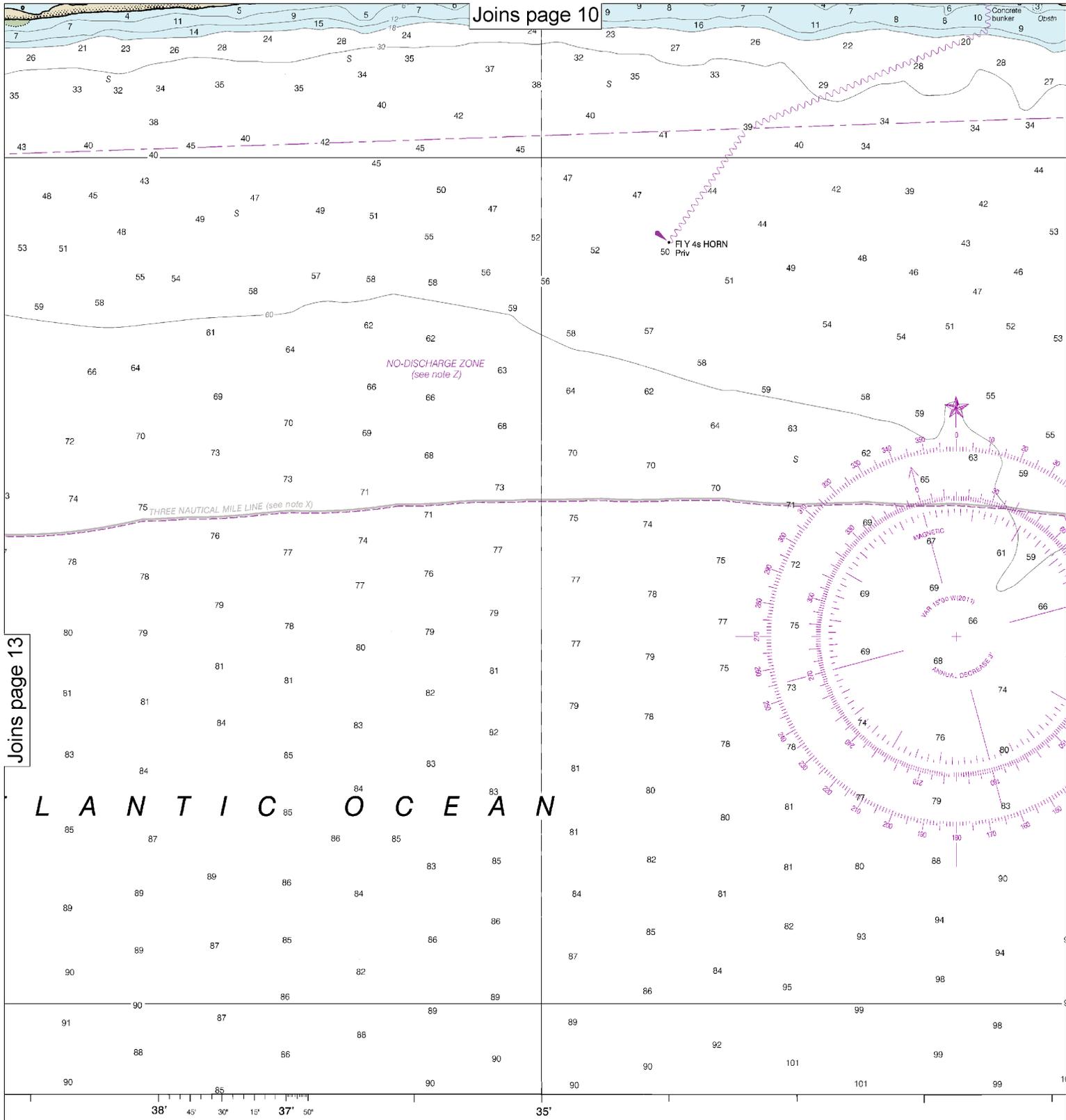
N O R T H A T L A N T I C

45' CONTINUED ON CHART 13218 40' 38' 45' 30' 15' 37'



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/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3262.

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 NATIONAL OCEAN SERVICE
 COAST SURVEY



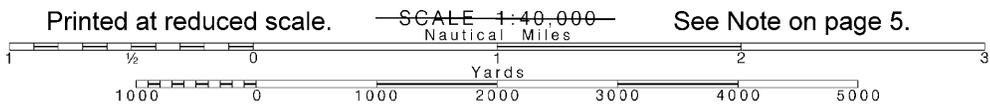
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SOUNDINGS IN

14

Note: Chart grid lines are aligned with true north.



See Note on page 5.



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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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>



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



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.