BookletChart™

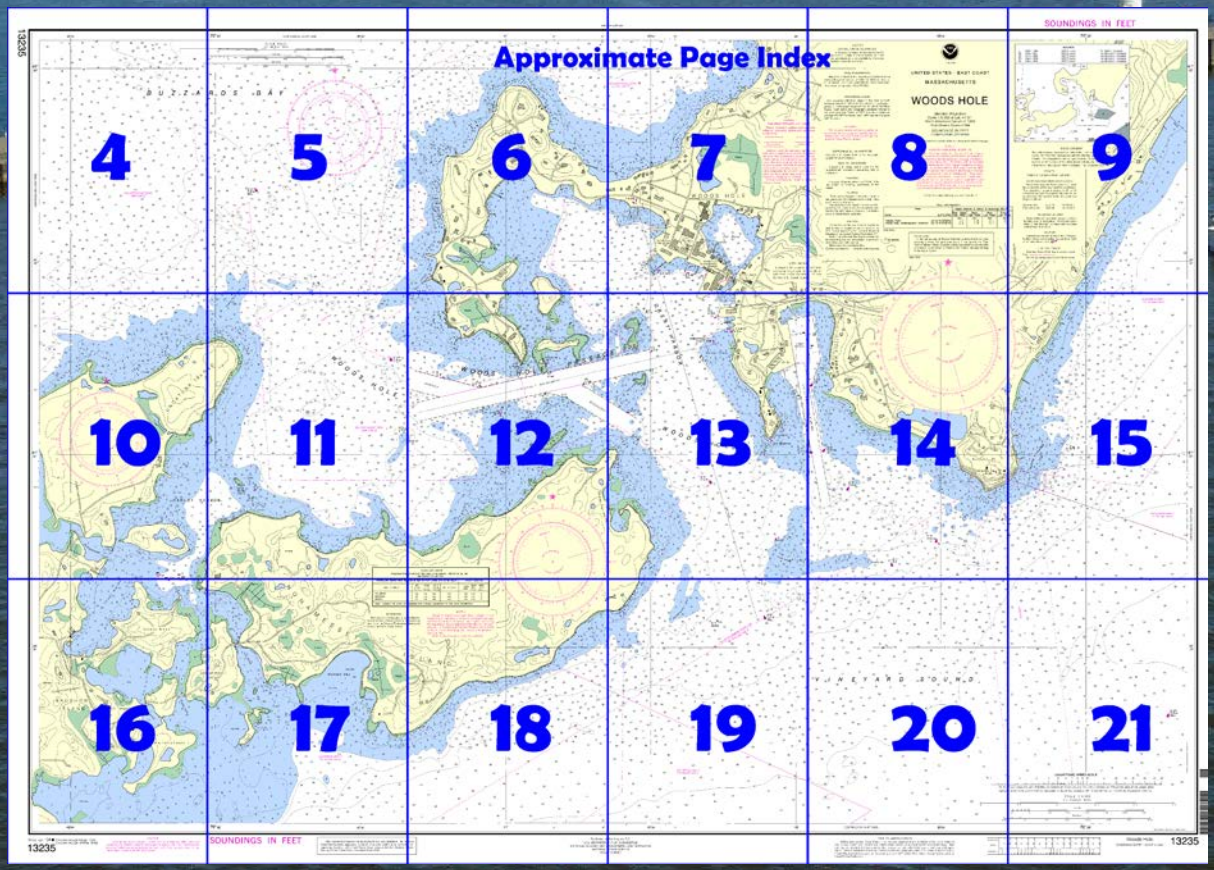
Woods Hole

NOAA Chart 13235

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.

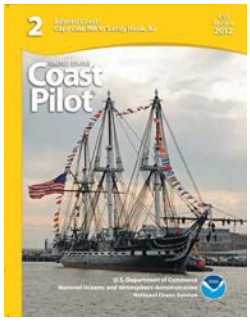
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=13235



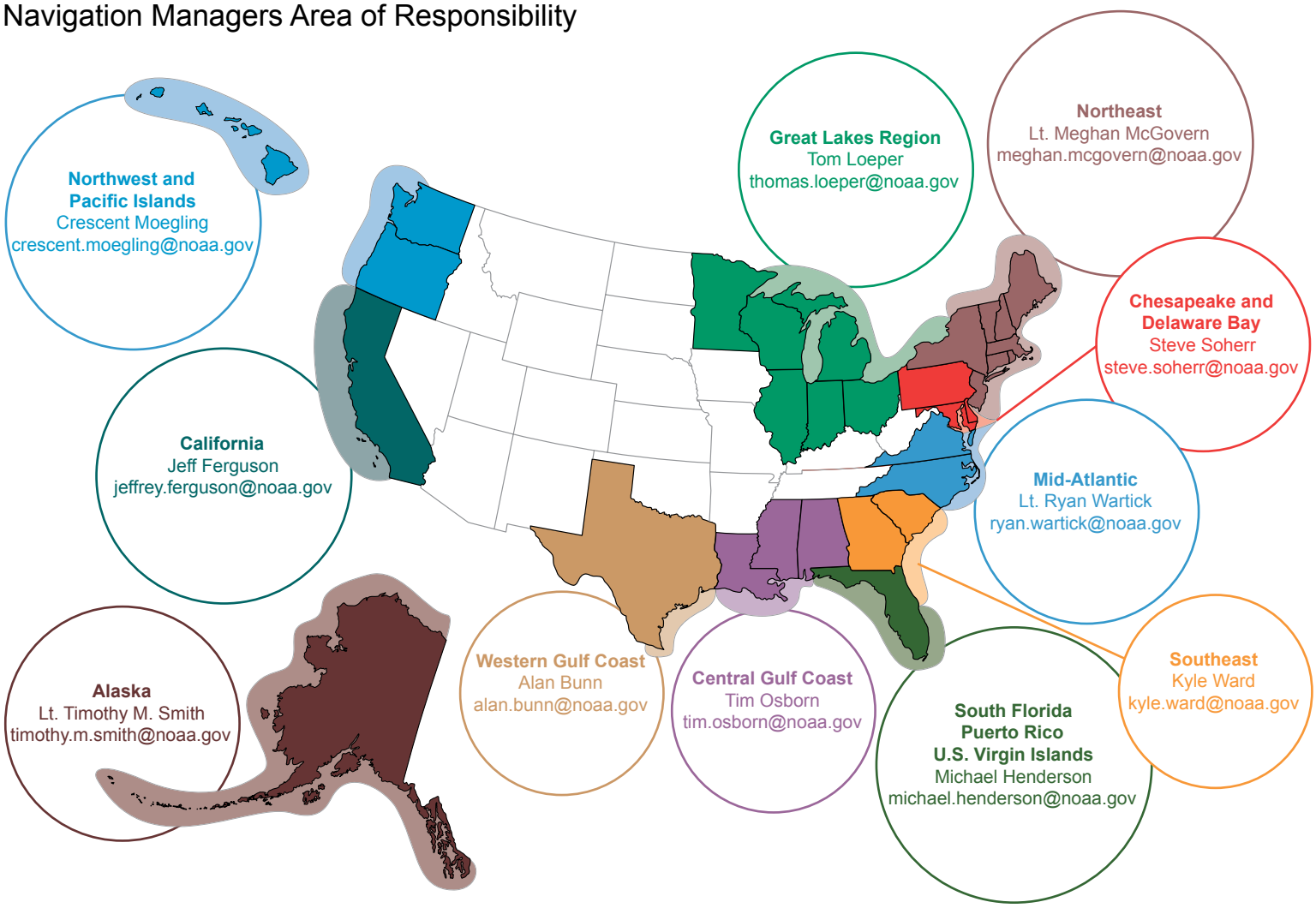
(Selected Excerpts from Coast Pilot)
Woods Hole is that water area lying between the southwest tip of Cape Cod and Uncatena and **Nonamesset Island**, the easternmost of the Elizabeth Islands, with Buzzards Bay on the northwest and Vineyard Sound on the southeast; it includes Great and Little Harbors in the eastern part, and Hadley Harbor in the western part. Woods Hole is also the approach to the town of **Woods Hole** on the northeastern shore of Great Harbor. The town is a busy commercial center and a transshipping point for passengers and freight to and from Nantucket and Martha's Vineyard. During the summer it is an active resort and frequently a port of call by yachts passing through to Vineyard Sound or Buzzards Bay. There is considerable waterborne commerce in seafood products and general cargo.

Channels.–Woods Hole Passage, a dredged section through the northern part of Woods Hole, connects Vineyard Sound and Great Harbor with Buzzards Bay, and consists of **The Strait** and a spur channel known as the **Branch** at the western end of The Strait, and **Broadway**, the southerly entrance to The Strait from Vineyard Sound. A Federal project provides for channel depths of 13 feet. (See Notice to Mariners and latest edition of charts for controlling depths.) The northerly entrance from Great Harbor into The Strait is preferred over Broadway with its sharp turn, which is difficult in strong currents, especially for low-powered vessels and vessels under sail.
The entrance to **Great Harbor** from Vineyard Sound, between Great Ledge and Nonamesset Shoal, has depths of over 20 feet. A **344°** lighted entrance range leads into the harbor from Vineyard Sound to the wharves at Woods Hole in Great Harbor. A lighted bell buoy marks the entrance and lighted and unlighted buoys mark the channel. When entering on the range, mariners should guard against the current from Buzzards Bay, which has a tendency to set vessels eastward.
These channels are marked by buoys and lights, but extreme caution and slack water are required to safely navigate them with drafts greater than 8 feet. Mariners entering from Buzzards Bay should keep in mind that the buoys are colored and marked for passage from Vineyard Sound to Buzzards Bay.
Anchorages.–(See **110.1 and 110.140 (c) and (d)**, chapter 2, for limits and regulations of the deepwater anchorages in the vicinity of Woods Hole.) An anchorage about 0.2 mile square, with poor holding ground and irregular depths ranging from 19 to 62 feet, is at the head of Great Harbor. Shoals covered 5 to 9 feet are northwest of the anchorage. Good anchorage in depths of 29 to 36 feet is also available about 200 yards northwest of the National Marine Fisheries Service's wharf. Small craft can find good anchorage in Little Harbor and Hadley Harbor.
Dangers.–Numerous ledges and shoals border the channel through Woods Hole. **Great Ledge**, an extensive rocky shoal awash at low water with a full northwest gale, lies between the entrances to Little and Great Harbors; it is marked by a buoy. **Coffin Rock**, eastward of Great Ledge and covered 5 feet, is marked by a lighted buoy 120 yards eastward of it. **Nonamesset Shoal**, covered 10 feet, extends about 0.2 mile eastward from Nonamesset Island, at the entrance to Great Harbor. **Parker Flats** extend as much as 200 yards off the eastern shore of Great Harbor northward of Juniper Point. Most of these dangers are marked by buoys. Fringing the passage westward of Great Harbor are many other ledges and shoals. **Red Ledge,** grassy, and **Grassy Island,** with its surrounding ledge marked by a light, are on the western side of Great Harbor Channel. **Middle Ledge**, which uncovers 1 foot in places and is marked by buoys, is on the south side of The Strait. A ledge, awash at low water and marked by a light, is about 250 yards westward of Middle Ledge. **Hadley Rock**, covered 5 feet, is some 500 yards west-southwestward of the light west of Middle Ledge. A rocky shoal area extends more than 0.3 mile westward of **Penzance Point**, the southern extremity of **Penzance**, which is the curving peninsula sheltering the west and northwest sides of Great Harbor. Most of the dangers adjoining the passage channel are marked by navigational aids.
Currents.–The velocity of the current is about 3.5 knots in The Strait southward of Penzance Point. (See the Tidal Current Tables for predictions.) Both the velocity of the current and time of slack water are affected by strong winds.

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

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

Navigation Managers Area of Responsibility

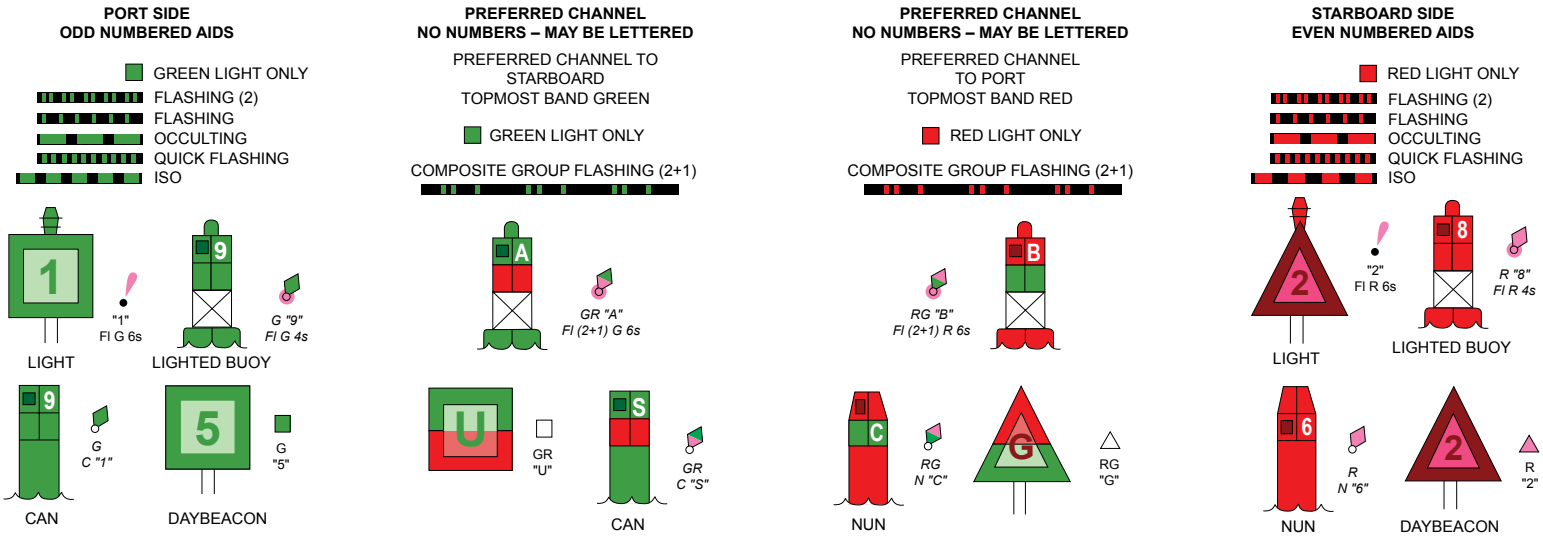


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

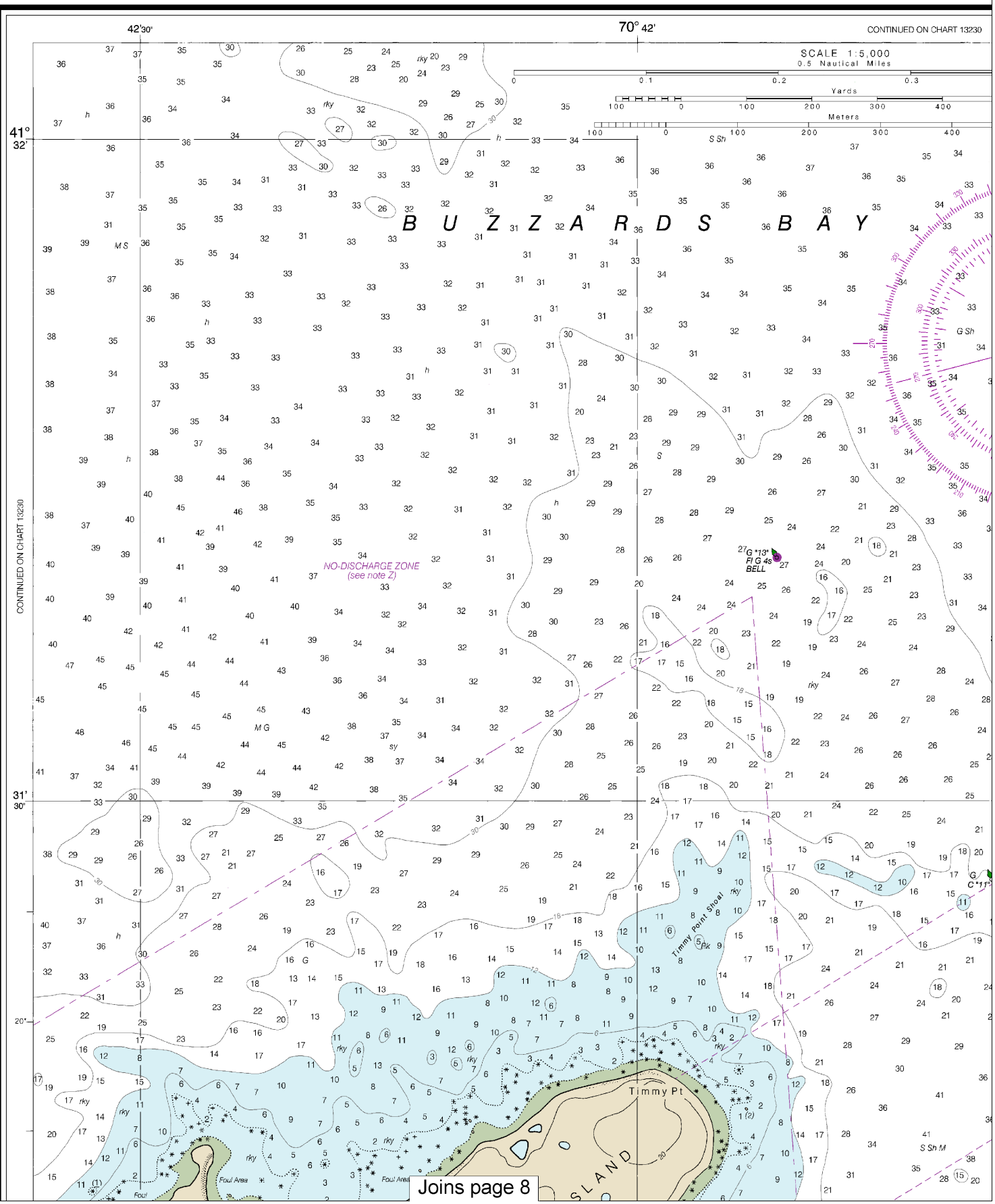
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

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*

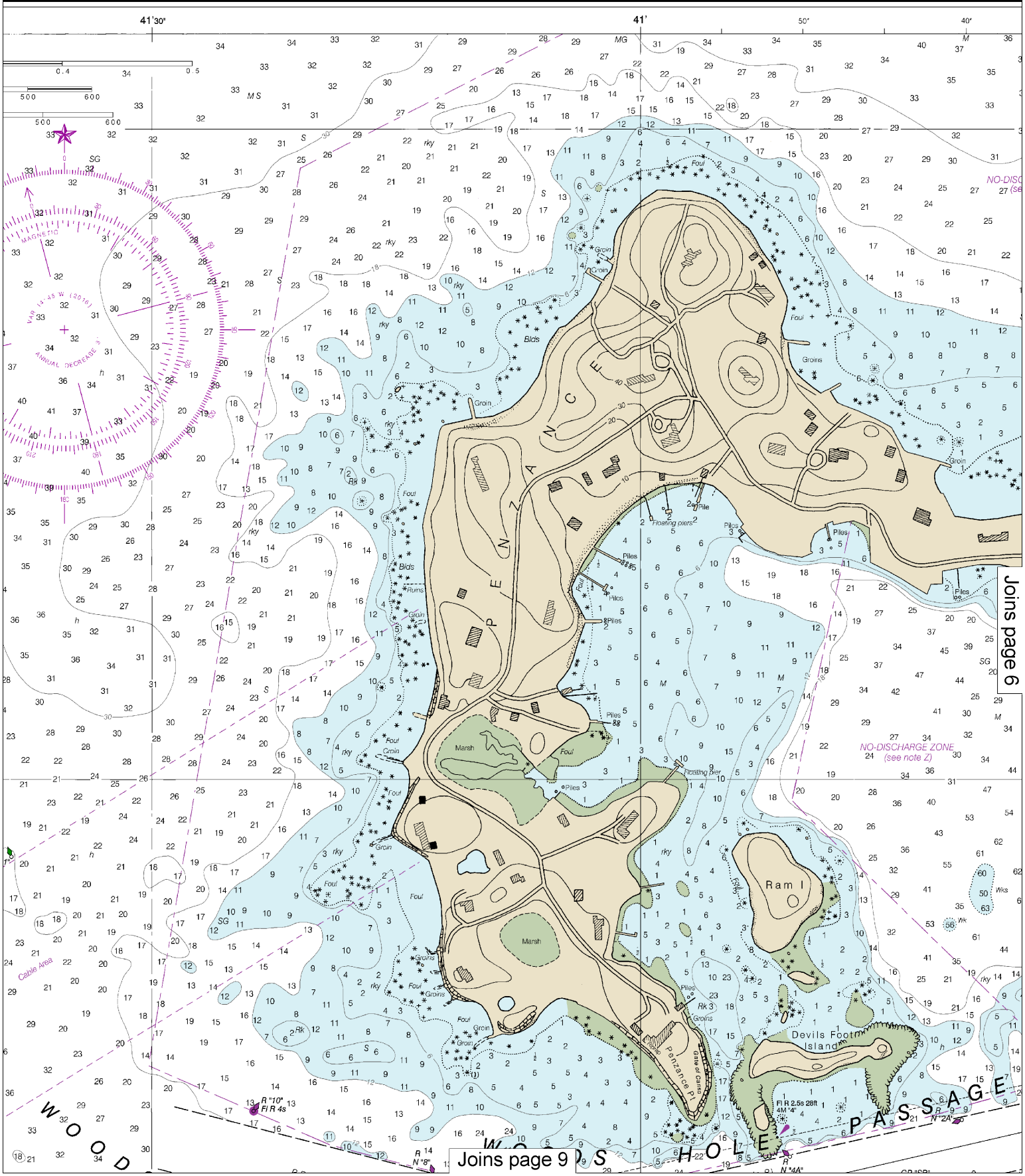


4

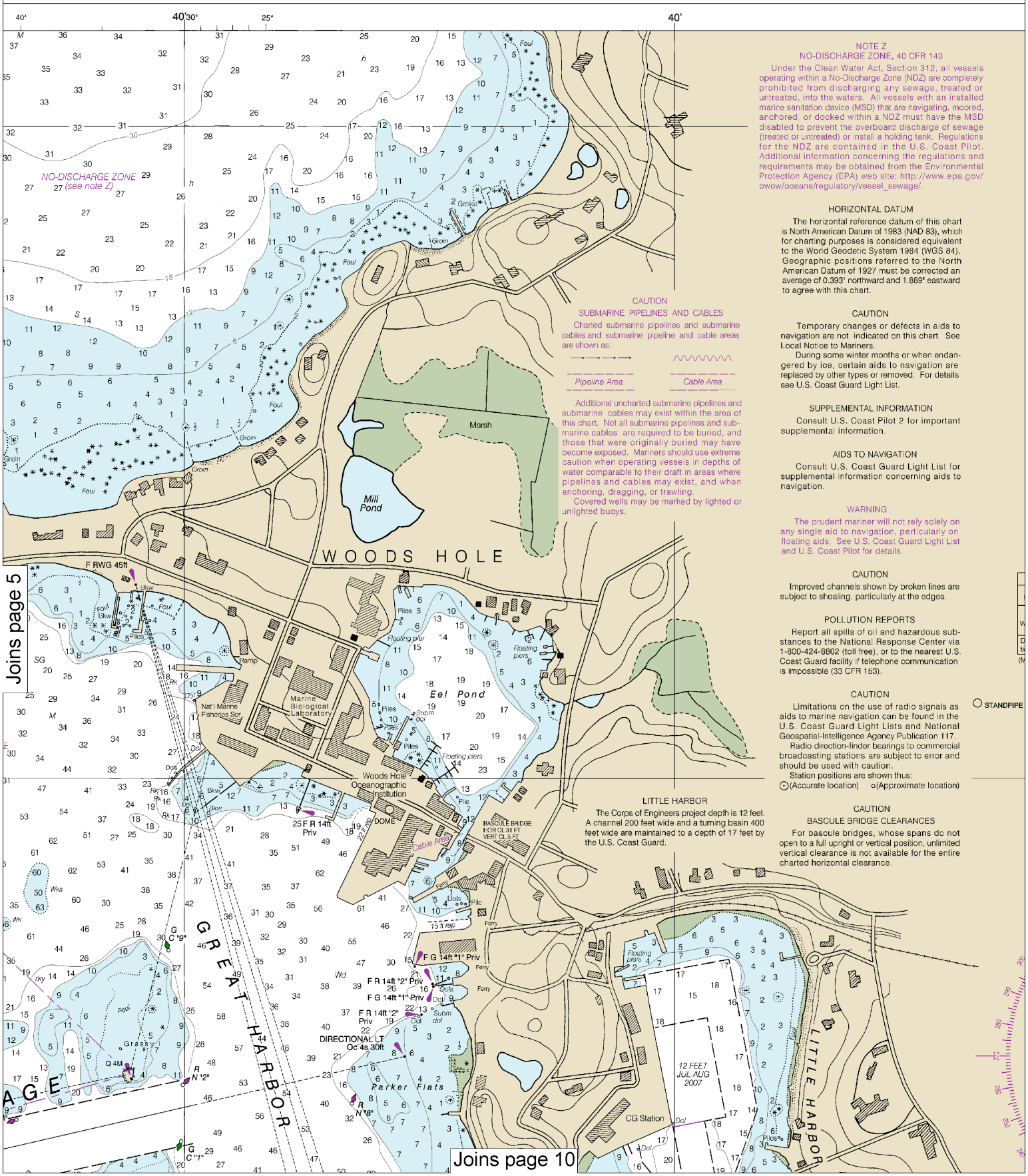
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:5,000~~ 0.5 Nautical Miles

See Note on page 5.



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:7142. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



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/.

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 0.393' northward and 1.869" eastward to agree with this chart.

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.

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.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

AIDS TO NAVIGATION

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

WARNING

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

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

LITTLE HARBOR

The Corps of Engineers project depth is 12 feet. A channel 200 feet wide and a turning basin 400 feet wide are maintained to a depth of 17 feet by the U.S. Coast Guard.

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.

STANDPIPE

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:5,000~~

0 0.1 0.2 0.3 0.4 0.5 Nautical Miles

Yards 100 0 100 200 300 400 500 600

See Note on page 5.

39'30"

70° 39'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MASSACHUSETTS

WOODS HOLE

Mercator Projection
Scale 1:5,000 at Lat. 41°31'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HEIGHTS

Heights in feet above Mean High 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.

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.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		foot	foot	feet
Woods Hole, Oceanographic Institution	(41°31'N/70°40'W)	2.2	1.9	0.1

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(May 2012)

WOODS HOLE CURRENT

In the narrow part of Woods Hole Passage (Woods Hole, 0.1 mile SW of Devils Foot Island) the current velocity at times exceeds 4.5 knots. Velocities as high as 5.0 knots have been reported by the U.S. Coast Guard. For daily predictions of the current, the Tidal Current Tables, Atlantic Coast should be consulted.

Dec 2007

SOURCE

A	1990 - 1994	NOS Surveys	full bottom coverage
B1	1990 - 2001	NOS Surveys	partial bottom coverage
B2	1970 - 1989	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage

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.

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.

Hyannis, MA	KEC-73	162.550 MHz
Providence, RI	WXJ-39	162.400 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

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

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: — — — — —

Submerged piling may exist in these areas.

41° 32'

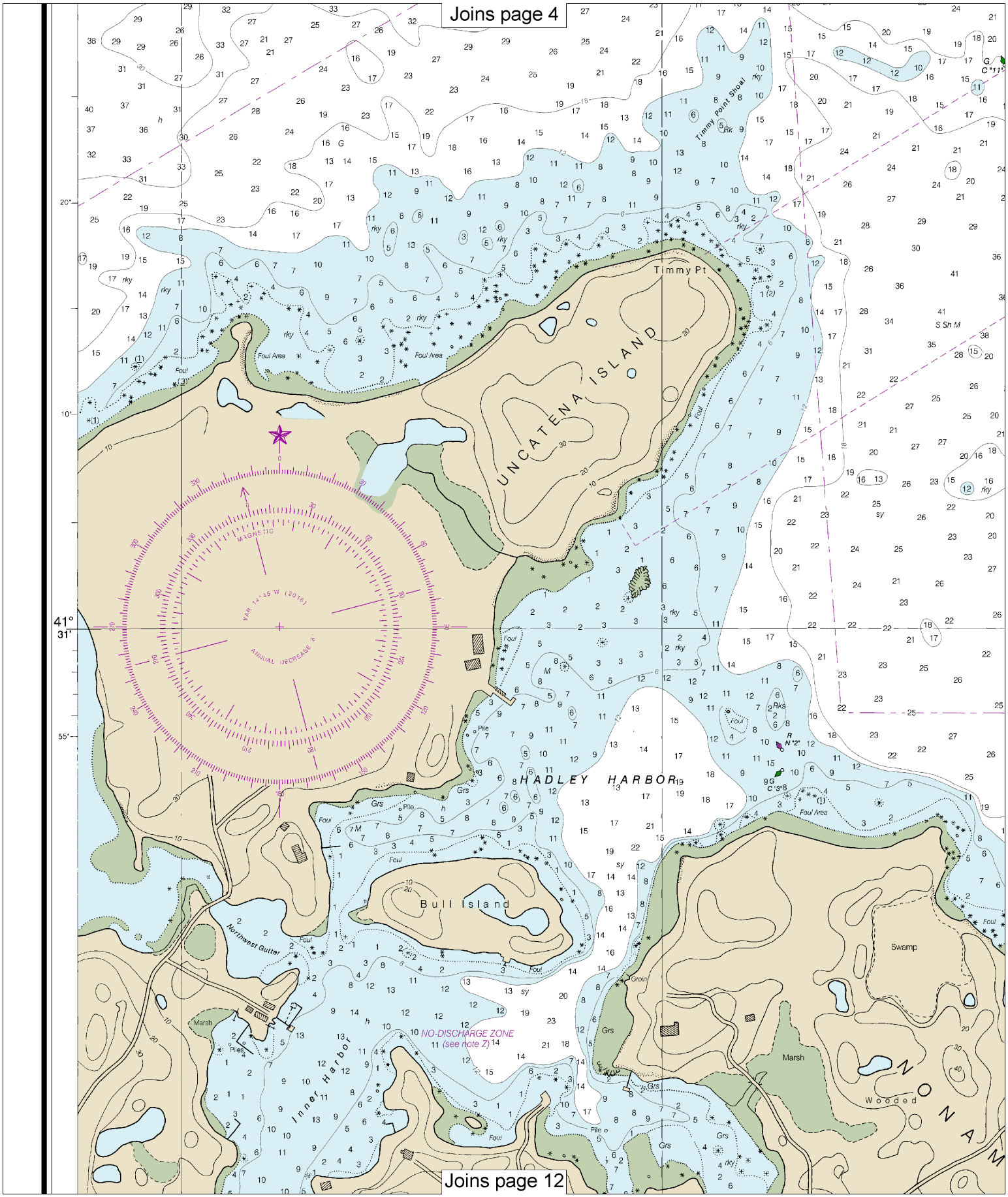
31' 30'

20"

ANCHORAGE AREA 1
110.140 (see note A)

NO-DISCHARGE ZONE
(see note Z)

Joins page 11



8

Note: Chart grid lines are aligned with true north.

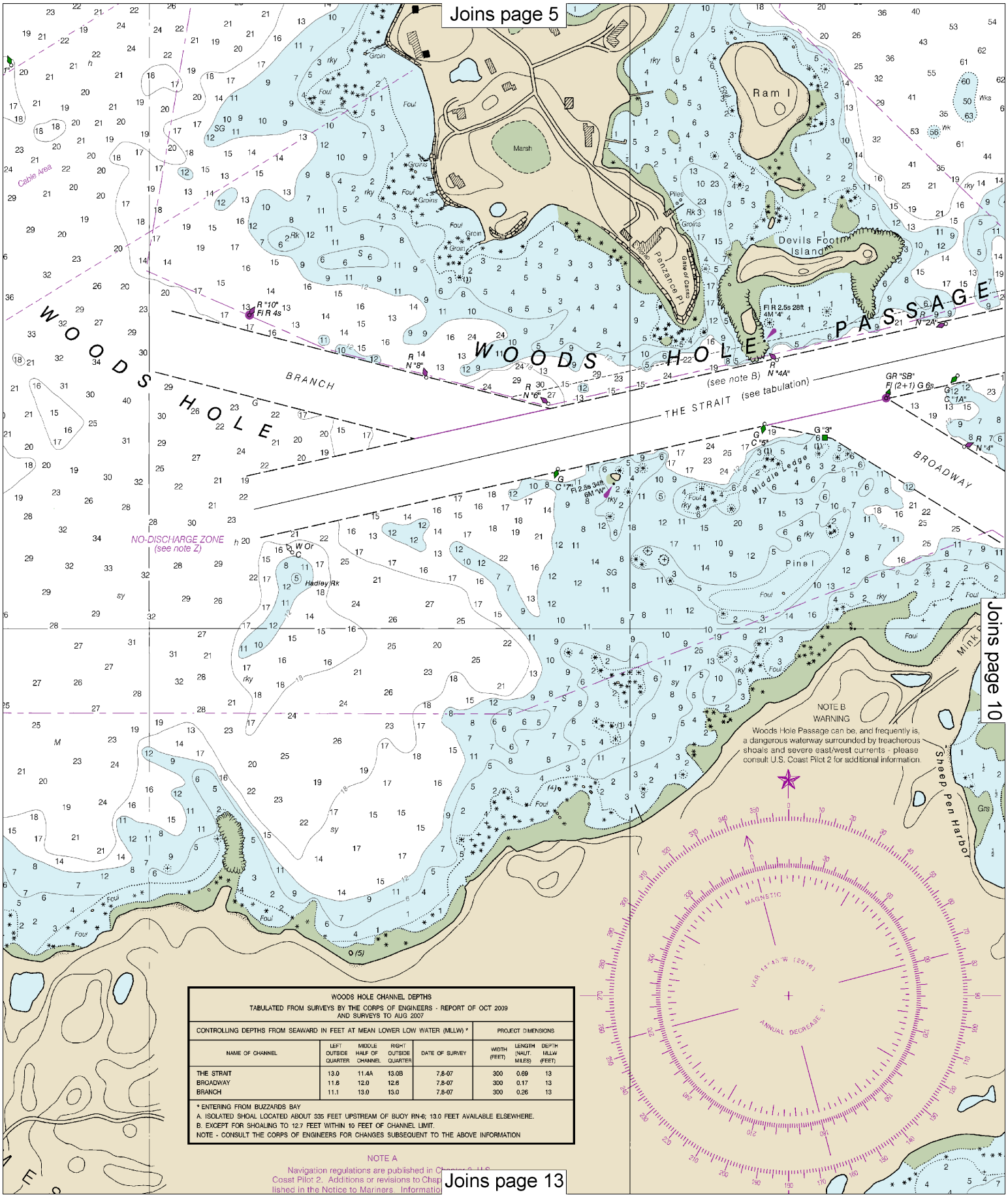
Printed at reduced scale. ~~SCALE 1:5,000~~

0 0.1 0.2 0.3 0.4 0.5 Nautical Miles

Yards 100 0 100 200 300 400 500 600

See Note on page 5.

Joins page 5



WOODS HOLE CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2009
AND SURVEYS TO AUG 2007

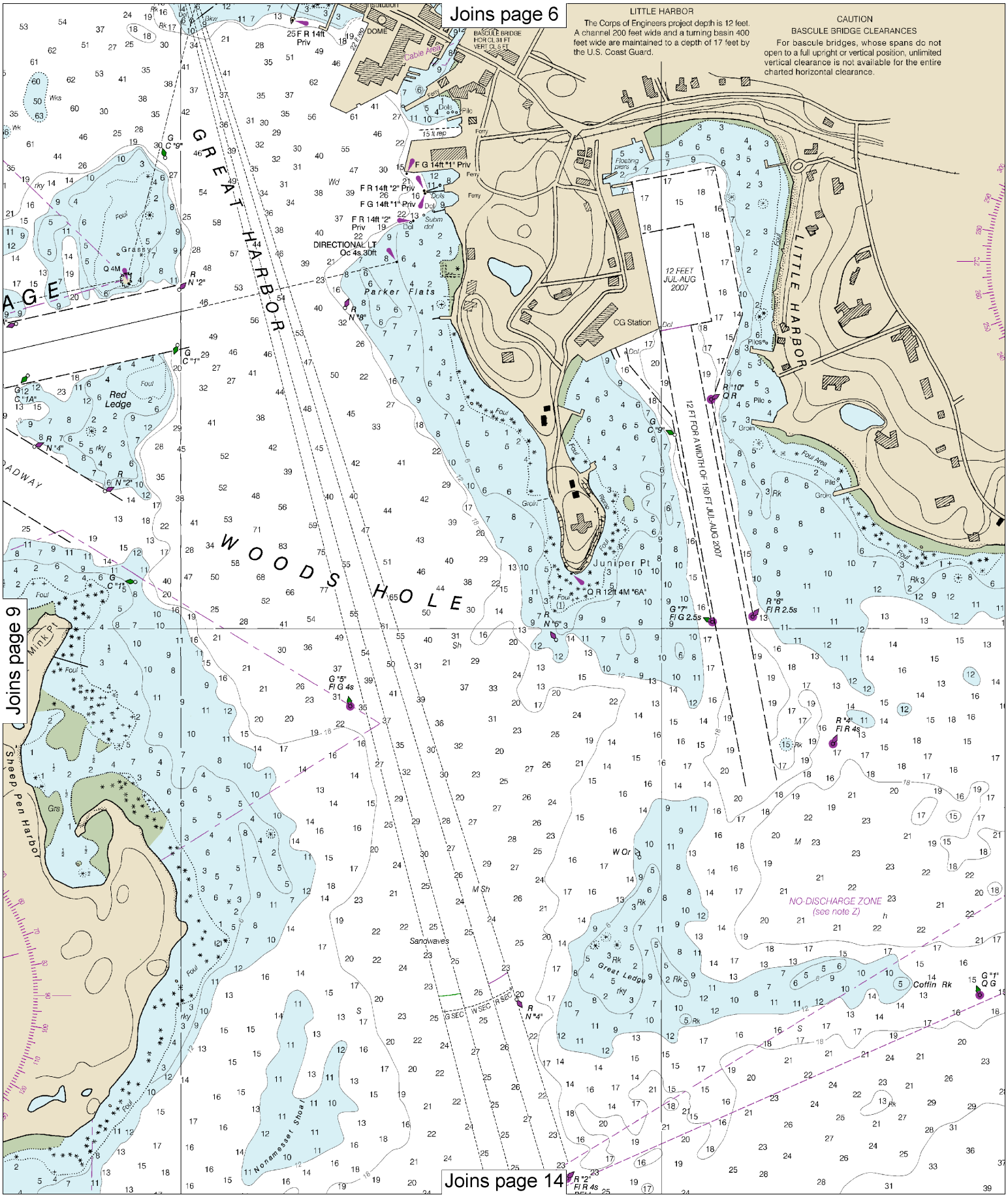
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) *					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
THE STRAIT	13.0	11.4A	13.0B	7,8-07	300	0.69	13
BROADWAY	11.6	12.0	12.6	7,8-07	300	0.17	13
BRANCH	11.1	13.0	13.0	7,8-07	300	0.26	13

* ENTERING FROM BUZZARDS BAY
A. ISOLATED SHOAL LOCATED ABOUT 335 FEET UPSTREAM OF BUOY RN-6; 13.0 FEET AVAILABLE ELSEWHERE.
B. EXCEPT FOR SHOALING TO 12.7 FEET WITHIN 10 FEET OF CHANNEL LIMIT.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chap lished in the Notice to Mariners. Informatio

Joins page 10

Joins page 13



Note: Chart grid lines are aligned with true north.

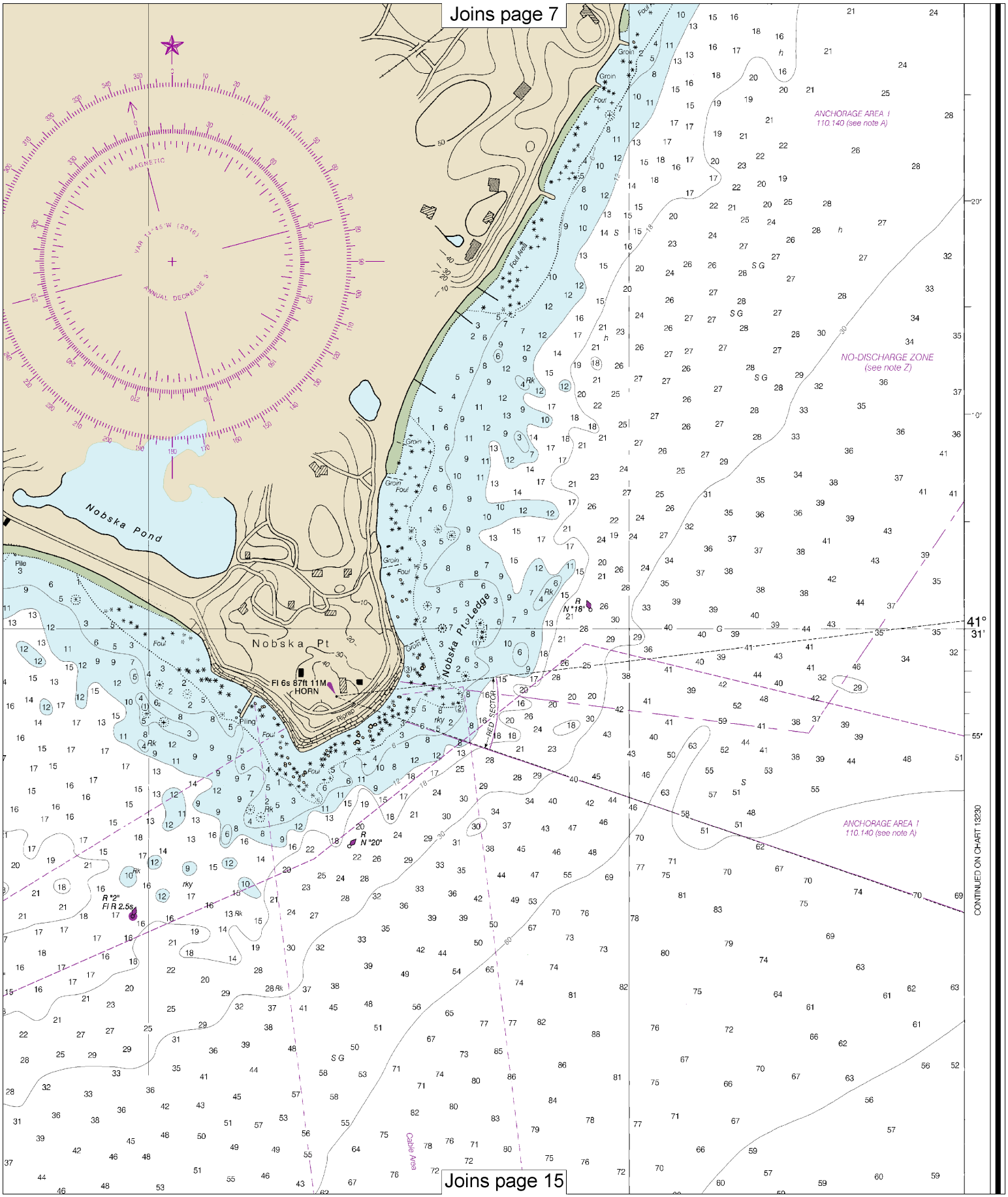
Printed at reduced scale. ~~SCALE 1:5,000~~

0 0.1 0.2 0.3 0.4 0.5 Nautical Miles

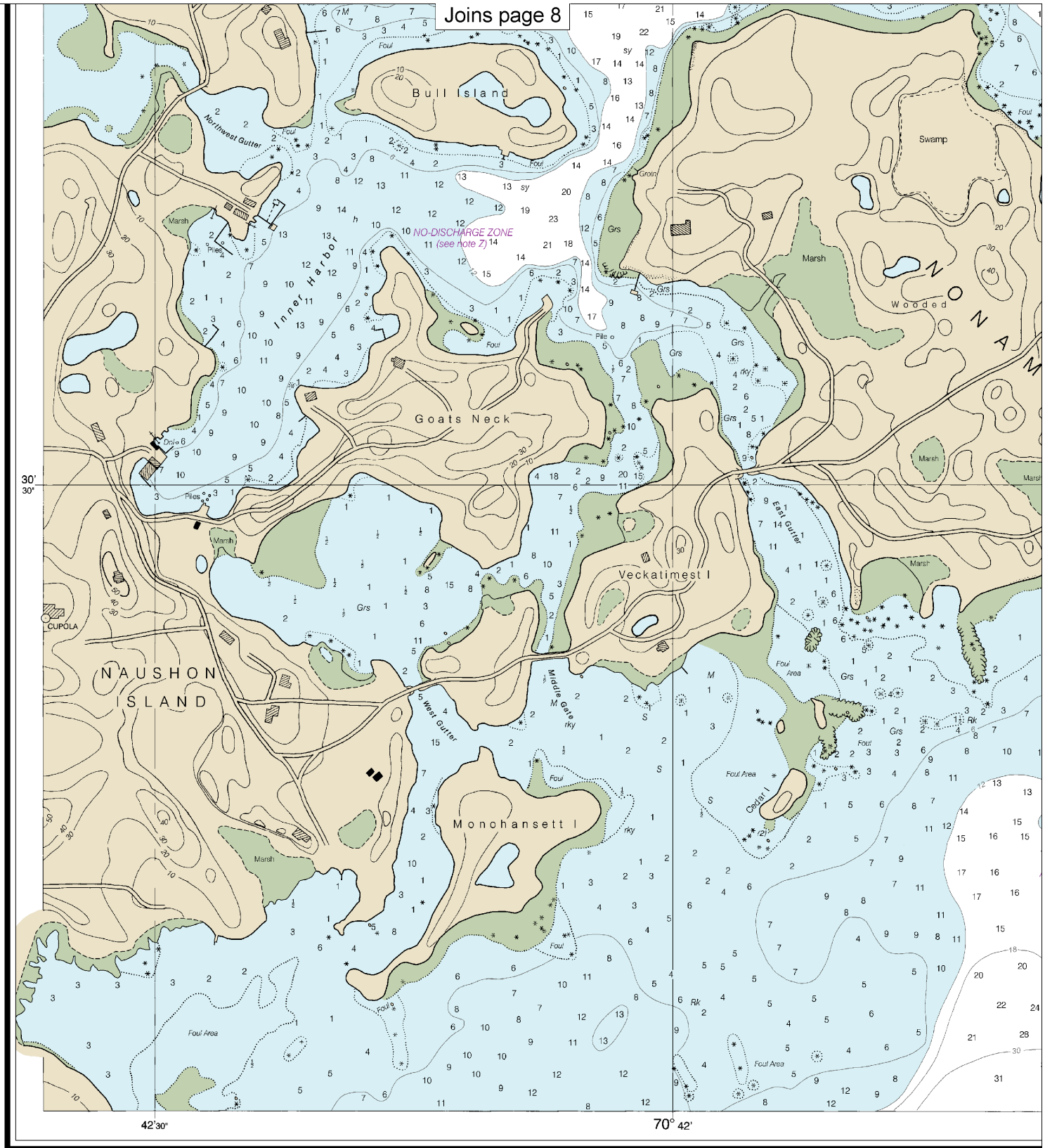
Yards 100 0 100 200 300 400 500 600

See Note on page 5.

Joins page 7



Joins page 15



13235

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.

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

7th Ed., Jul. 2012. Last Correction: 9/27/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:5,000~~ See Note on page 5.

0.5 Nautical Miles

0 0.1 0.2 0.3 0.4 0.5

Yards

100 0 100 200 300 400 500 600

Joins page 9

WOODS HOLE CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2009 AND SURVEYS TO AUG 2007

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NOTE A

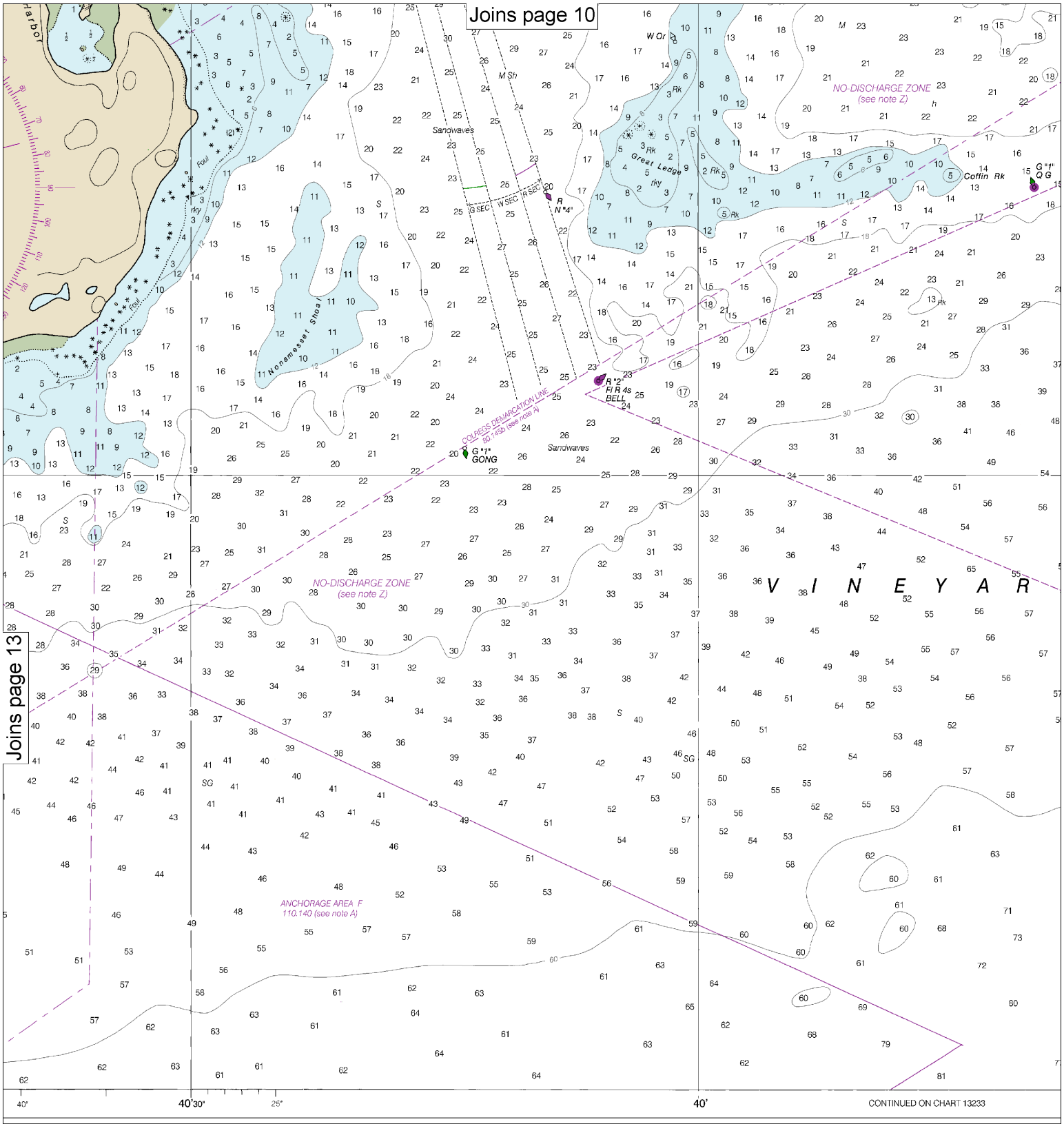
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District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

Refer to charted regulation section numbers.

Joins page 14

SOUNDINGS IN FEET

Published at Washing
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOSPH
NATIONAL OCEAN S
COAST SURVE



shed at Washington, D.C.
'ARTMENT OF COMMERCE
C AND ATMOSPHERIC ADMINISTRATION
IONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:5,000~~

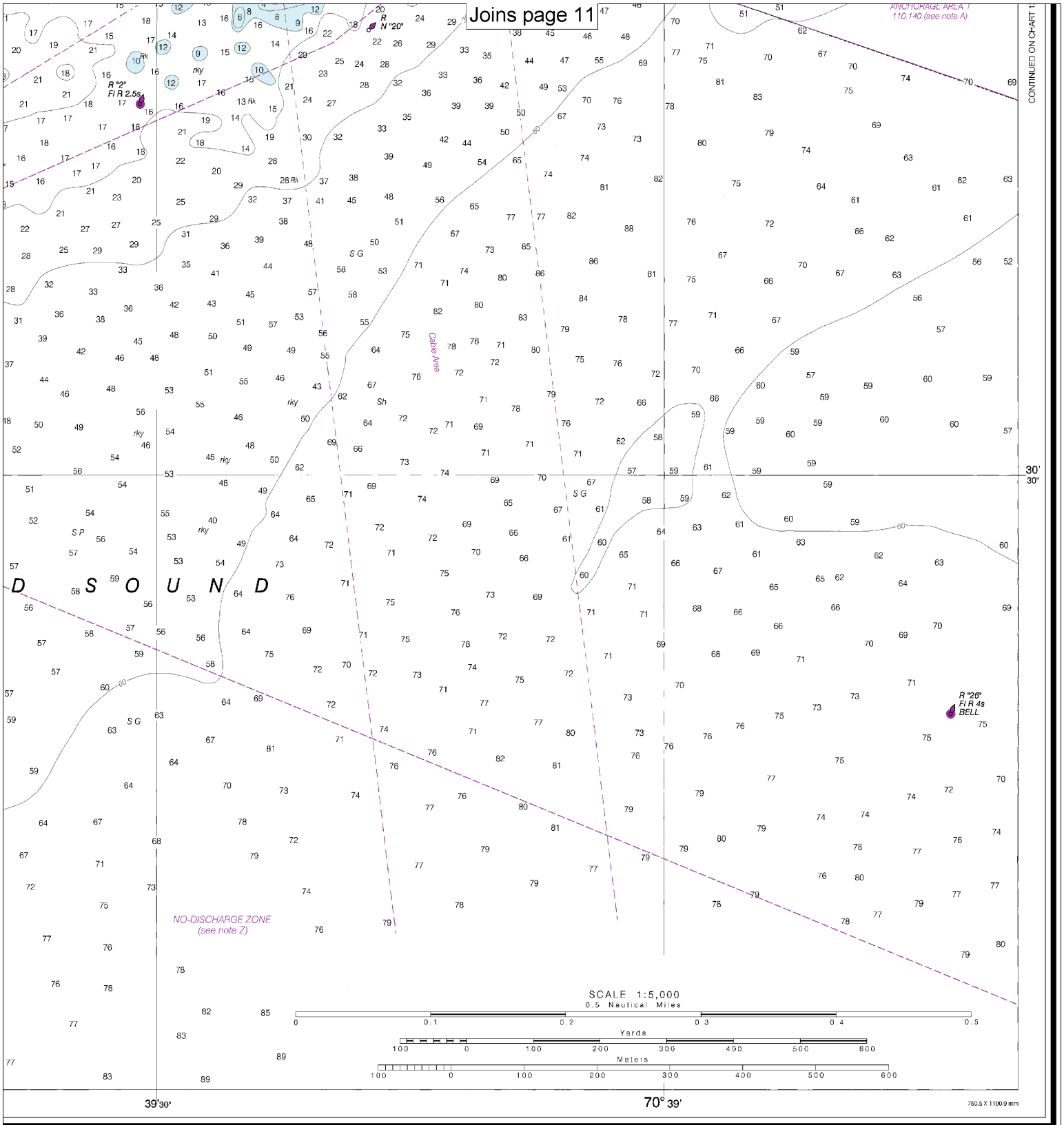
0.5 Nautical Miles

0 0.1 0.2 0.3 0.4 0.5

Yards

100 0 100 200 300 400 500 600

See Note on page 5.



FATHOMS	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 18 19 20 21 22 23 24 25 26 27 28 29 30 31																

Woods Hole

SOUNDINGS IN FEET - SCALE 1:5,000

13235

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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

Note on Printing

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.

NOAA's Office of Coast Survey — The Nation's Chartmaker