

# BookletChart™

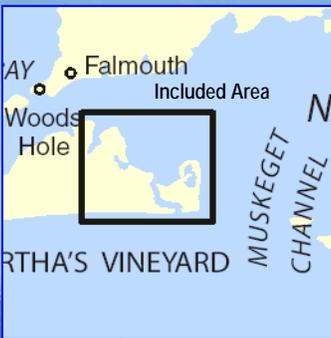
## Martha's Vineyard – Eastern Part

NOAA Chart 13238

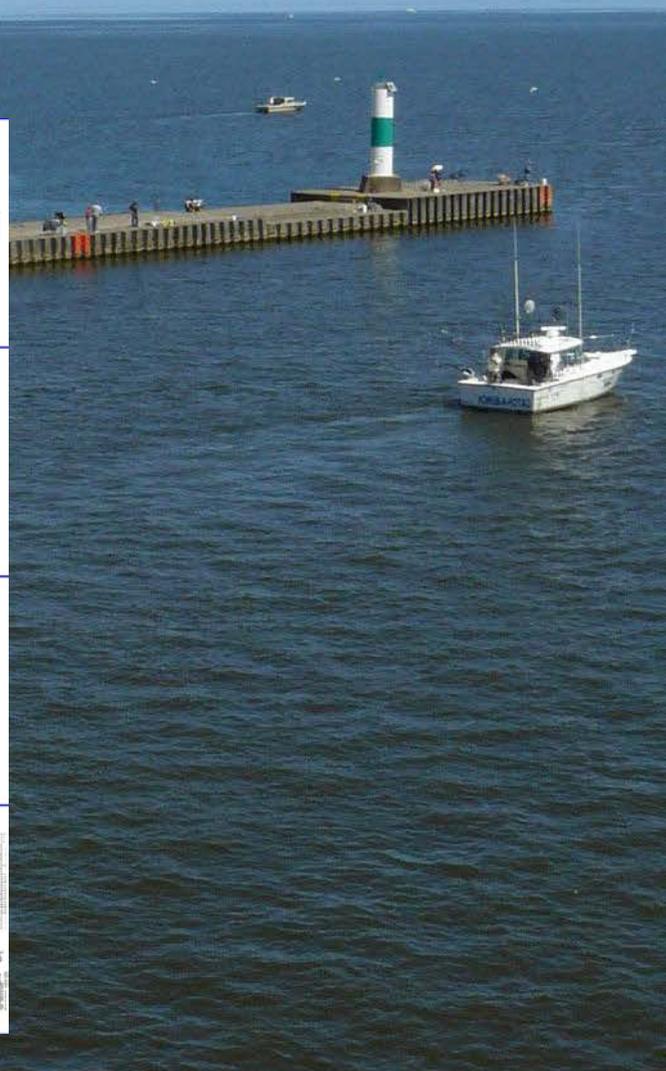
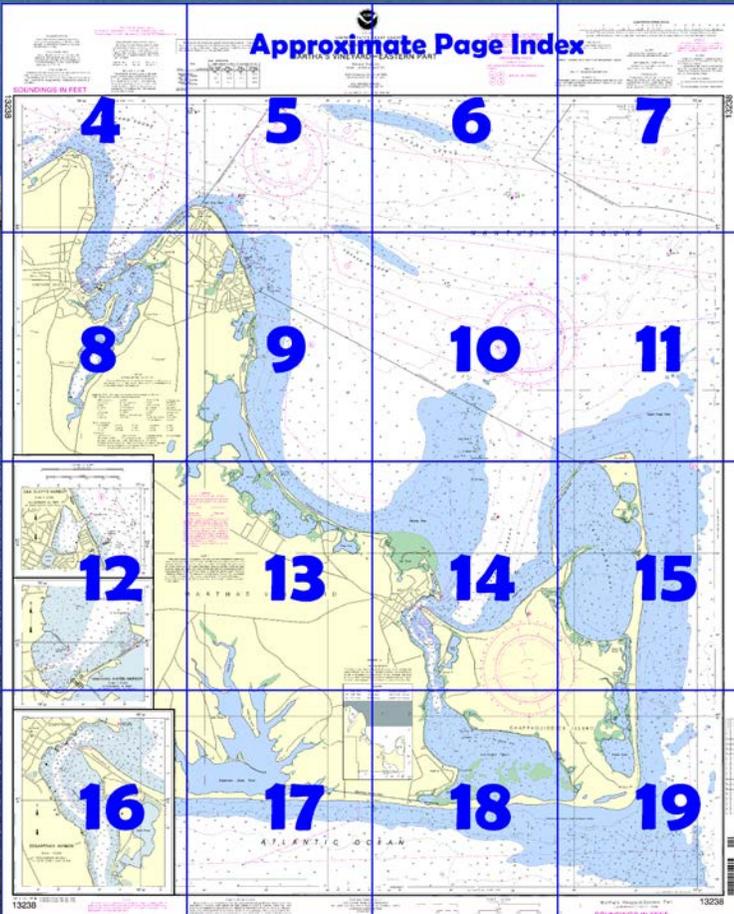


*A reduced-scale NOAA nautical chart for small boaters*

*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.

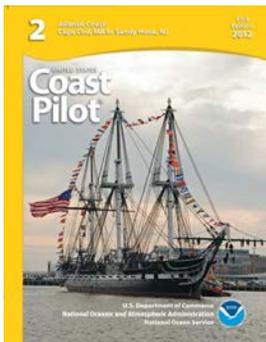
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13238>.



**(Selected Excerpts from Coast Pilot)**  
**Muskeget Channel** is an opening 6 miles wide on the south side of Nantucket Sound between Muskeget 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 deep Muskeget Channel.

**Martha's Vineyard** and **Chappaquiddick Island** have a combined length of 18 miles; the two islands are separated by Edgartown Harbor, Katama Bay, and the narrow slough connecting them. The northern extremity of Martha's Vineyard is about 3 miles southeastward of the western end of Cape Cod. Martha's Vineyard is well settled, especially along its northern shore, and is popular as a summer resort. Along the northern shore the island presents a generally rugged appearance. The southern shore is low and fringed with ponds, none of which has navigable outlets to the sea. Approaching from the south, the principal landmarks are a standpipe at Edgartown, an aerolight near the center of the island, a church spire near **Chilmark** in the western part, a tall radar tower north of Chilmark, and Gay Head on the west side.

**Cape Poge**, the northeastern point of Chappaquiddick Island, is a bare, bluff, precipitous head, which may appear from a distance to be a small island. **Cape Poge Light** (41°25'10"N., 70°27'08"W.), 65 feet above the water, is shown from a white conical tower on the cape.

**Cape Poge Flats**, extending about 1.5 miles northeastward from Cape Poge, are marked at the northeast end by a bell buoy. The southerly edge of the white sector of West Chop Light is about 0.9 mile north of the buoy. Shoal water extends about 0.4 mile offshore westward and northwestward of Cape Poge. A buoy, 1 mile west-northwestward of Cape Poge Light, marks the western side of the shoal water.

**Cape Poge Bay**, a lagoon of considerable size in the northern part of Chappaquiddick Island, is entered from Edgartown Harbor. The unmarked entrance is used mostly by local pleasure and fishing craft. In 1981, it was reported that 4 feet could be carried through the entrance channel with local knowledge.

**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.

**Sturgeon Flats**, covered 2 to 18 feet, extend about 600 yards off the southeastern shore of the outer harbor between the narrow entrance to Cape Poge Bay and the entrance to the inner harbor. In 2004, an obstruction covered 19 feet was reported in about 41°23'31"N., 70°29'27"W.

**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](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://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>

COLREGS, 80.145 (see note A)  
 International Regulations for Preventing Collisions at Sea, 1972.  
 The entire area of this chart falls seaward of the COLREGS Demarcation Line.

**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.

**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).

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

**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-73 162.55 MHz  
 Providence, RI WXJ-39 162.40 MHz

**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 0.414" northward and 1.893" eastward to agree with this chart.

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

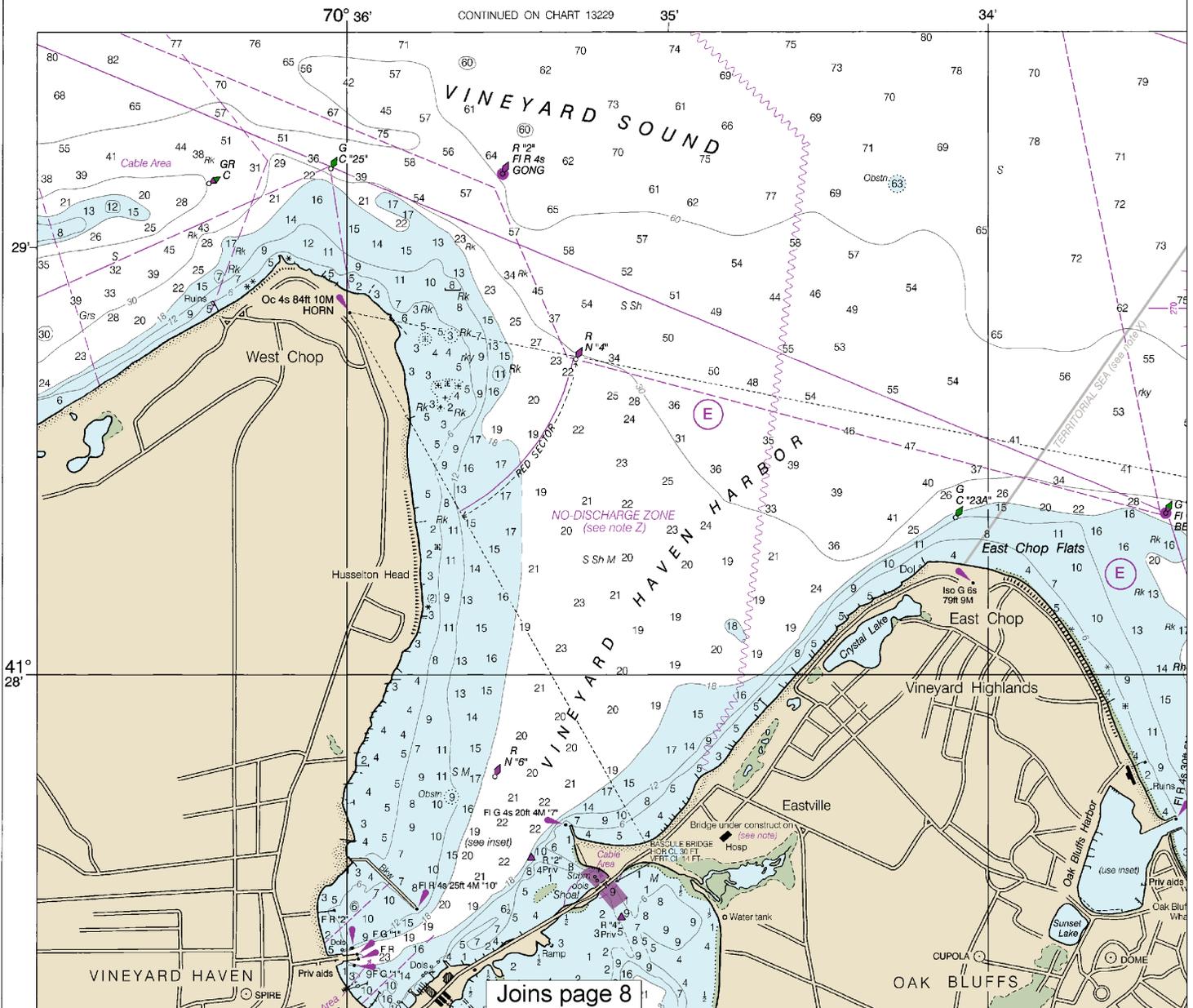
TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum	
		Mean Higher High Water	Mean High Water
Vineyard Haven	(41°27'N/70°36'W)	feet 1.9	feet 1.8
Cape Poge	(41°25'N/70°27'W)	2.4	2.3
Wasque Point	(41°22'N/70°27'W)	1.2	1.1

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Jul 2007).

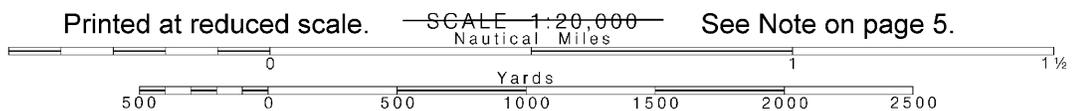
# SOUNDINGS IN FEET

13238



4

Note: Chart grid lines are aligned with true north.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES – EAST COAST  
MASSACHUSETTS

# MARTHA'S VINEYARD - EASTERN PART

Mercator Projection  
Scale 1:20,000 at Lat 41°25'

North American Datum of 1983  
(World Geodetic System of 1984)

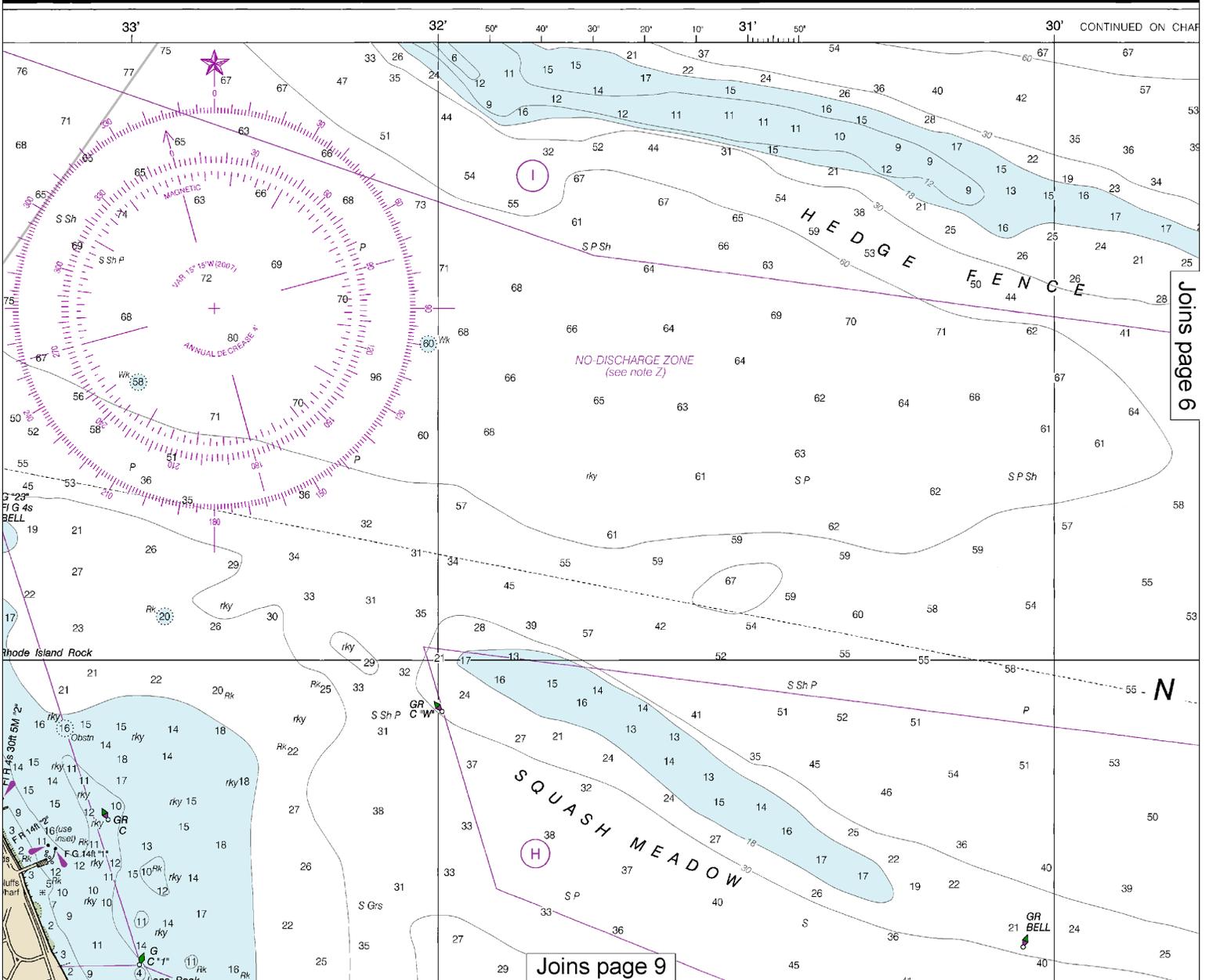
SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Formerly C&GS 261, 1st Ed., Jul. 1963 KAPP 2102

ion. The National  
or comments for  
National Ocean

Conversion of soundings (MLLW)	
Mean High Water	Mean Low Water
1.8 feet	0.1 feet
2.3 feet	0.1 feet
1.1 feet	---

n. Real-time water levels,  
and currents.noaa.gov.



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:26666. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.





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

# MARTHA'S VINEYARD - EASTERN PART

Mercator Projection  
 Scale 1:20,000 at Lat 41°25'

North American Datum of 1983  
 (World Geodetic System of 1984)

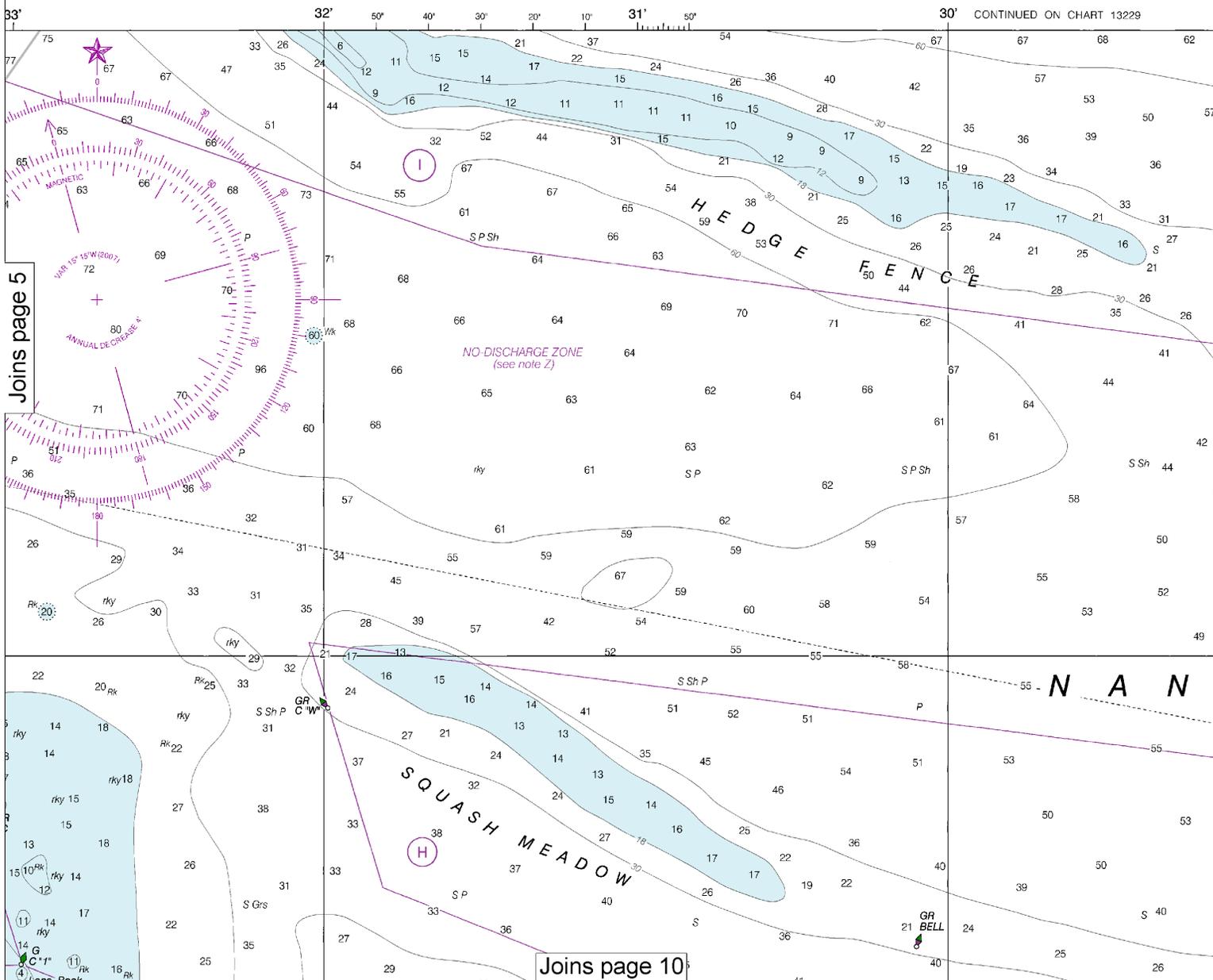
SOUNDINGS IN FEET  
 AT MEAN LOWER LOW WATER

Formerly C&GS 261, 1st Ed., Jul. 1963 KAPP 2102

Navigation re  
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 Concord, MA.  
 Refer to chart

AN

Limits and design  
 in magenta.

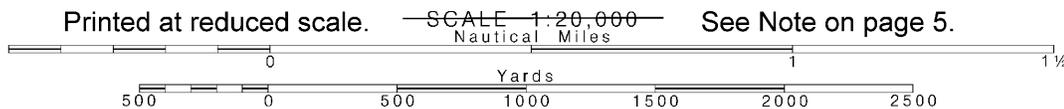


Joins page 5

Joins page 10

6

Note: Chart grid lines are aligned with true north.



**NOTE A**  
 Regulations are published in Chapter 2, U.S. Additions or revisions to Chapter 2 are public to Mariners. Information concerning may be obtained at the Office of the Coast Guard District in Boston, MA or at the District Engineer, Corps of Engineers in

**ANCHORAGE AREAS**  
 110.140 (see note A)  
 Boundaries of anchorage areas are shown

**GENERAL ANCHORAGES**

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

**HEIGHTS**  
 Heights in feet above Mean High Water.

**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.

**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.

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

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

**CAUTION**  
 During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

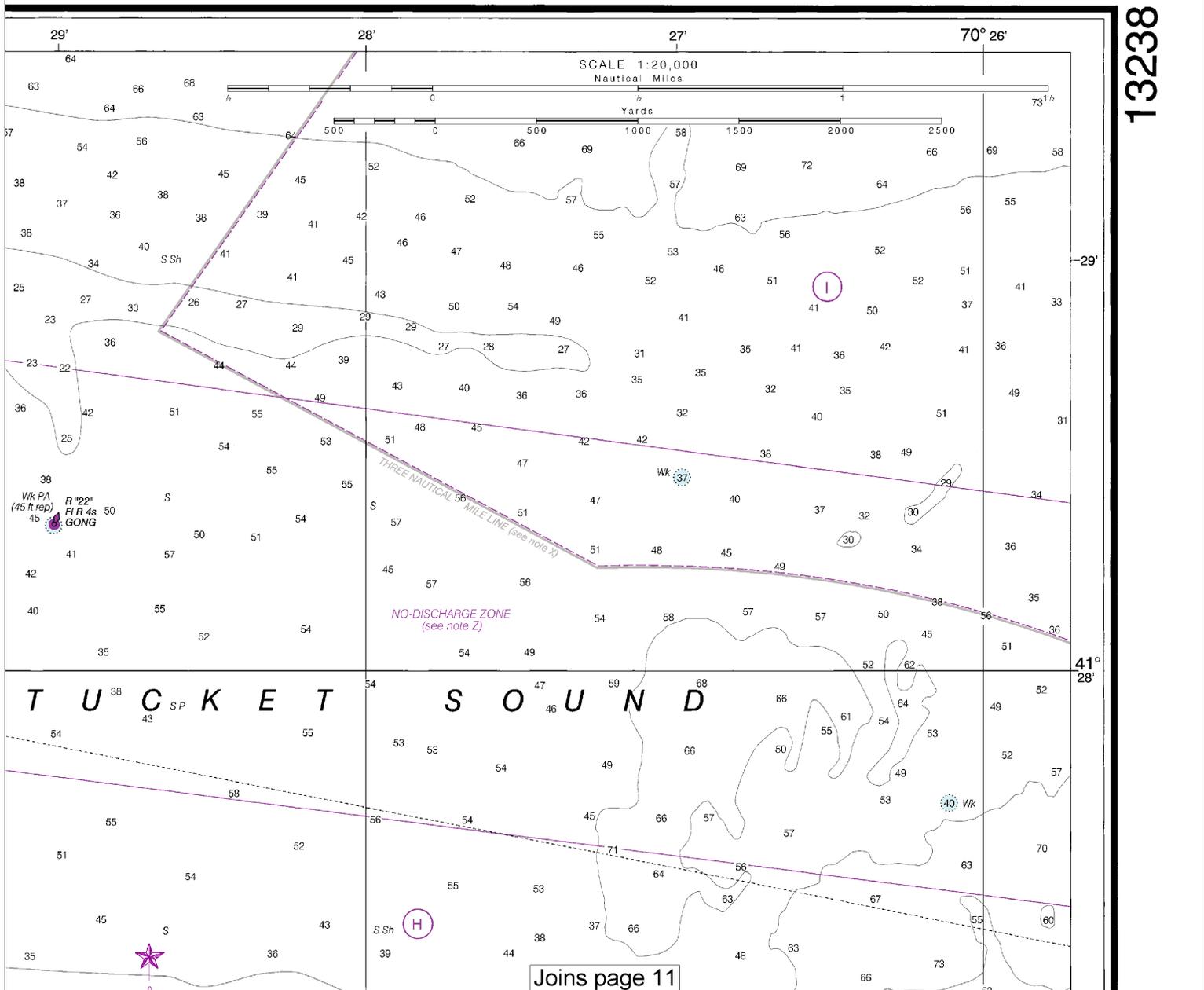
**WARNING**  
 The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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

**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 Office as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

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

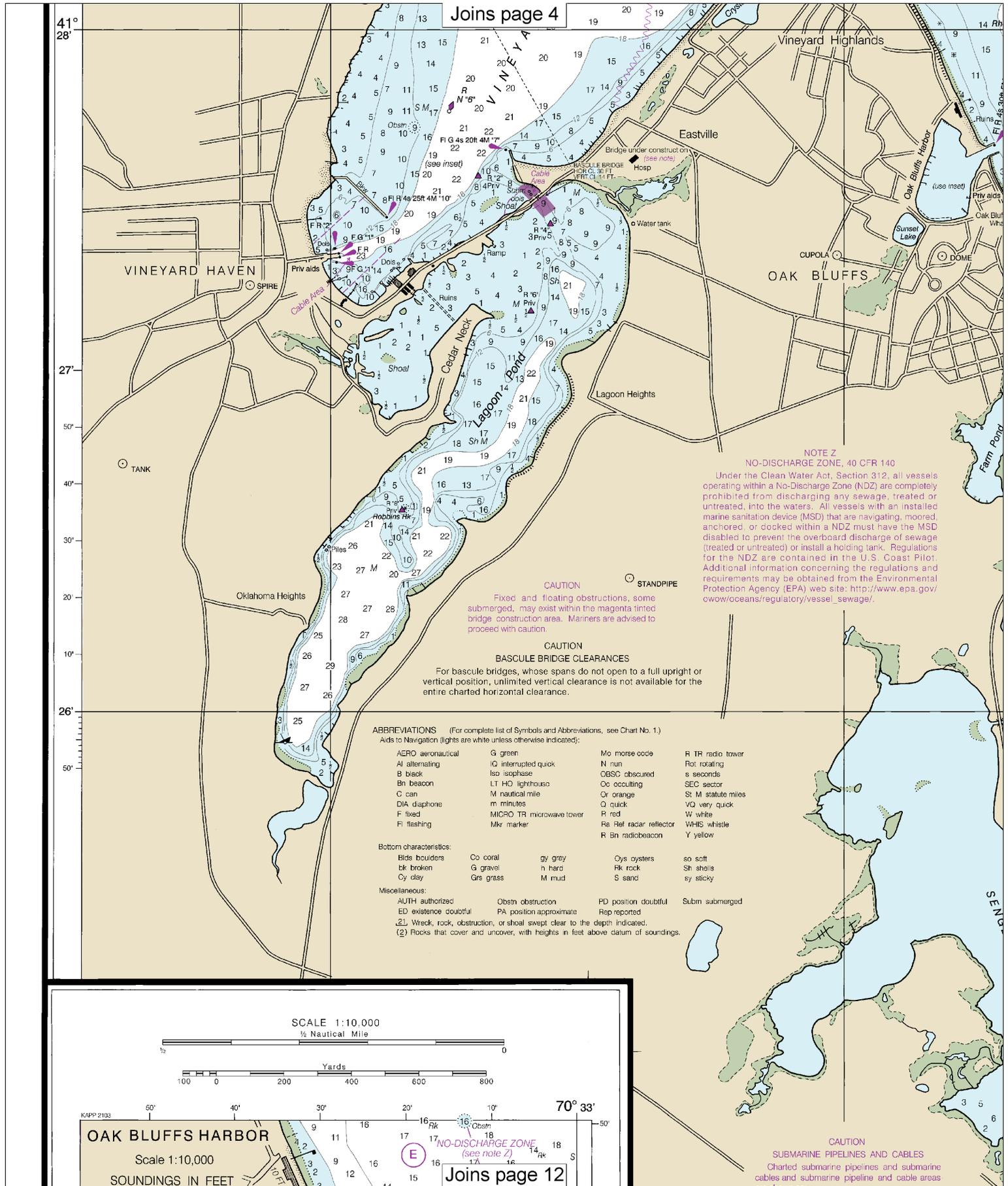
Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).



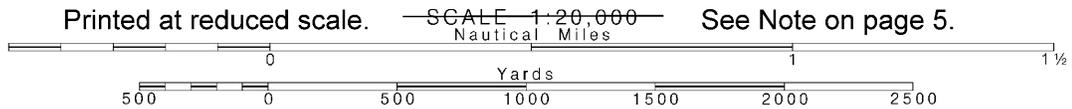
13238

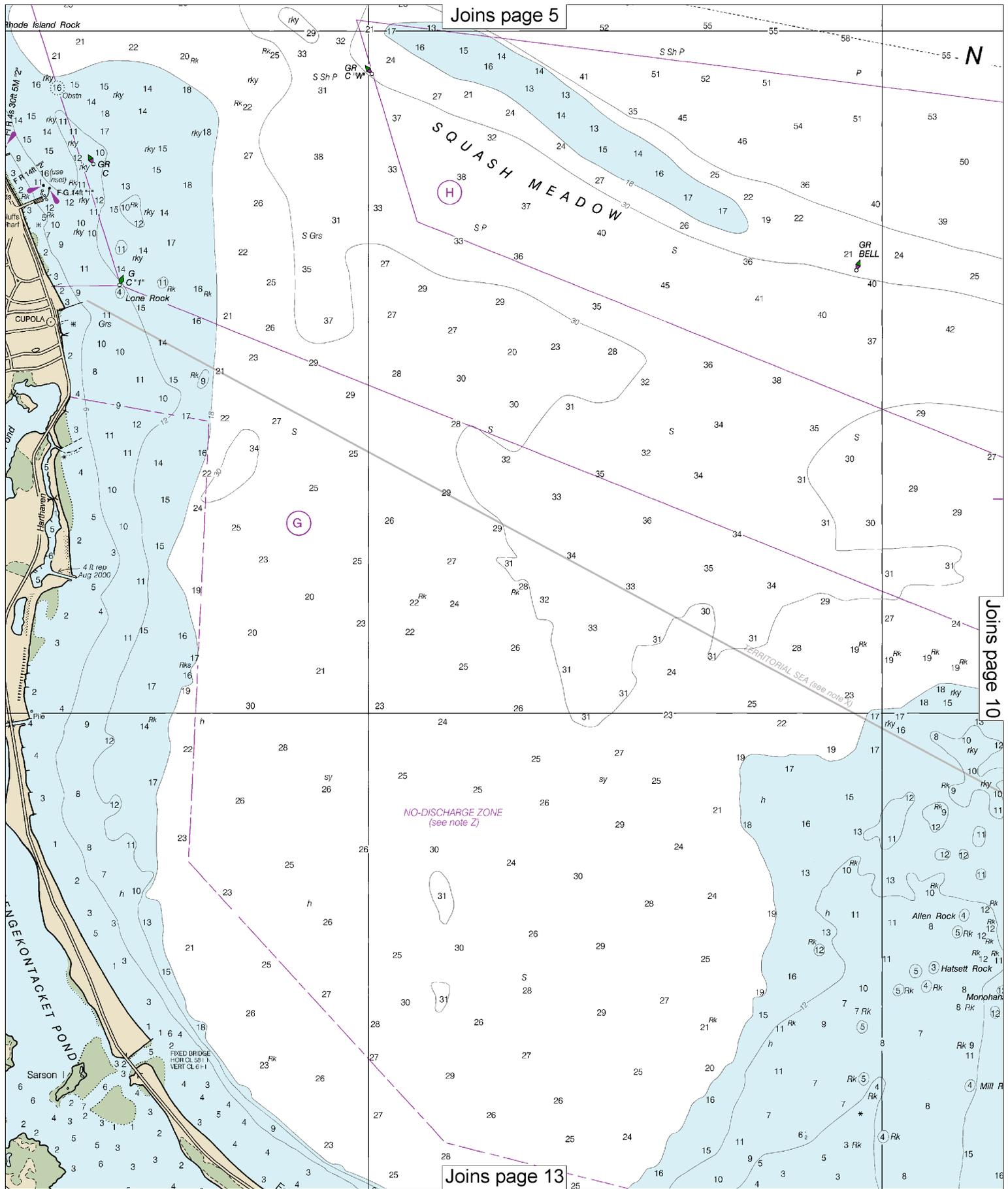
16th Ed., Aug. 2007. Last Correction: 8/15/2016. Cleared through:  
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

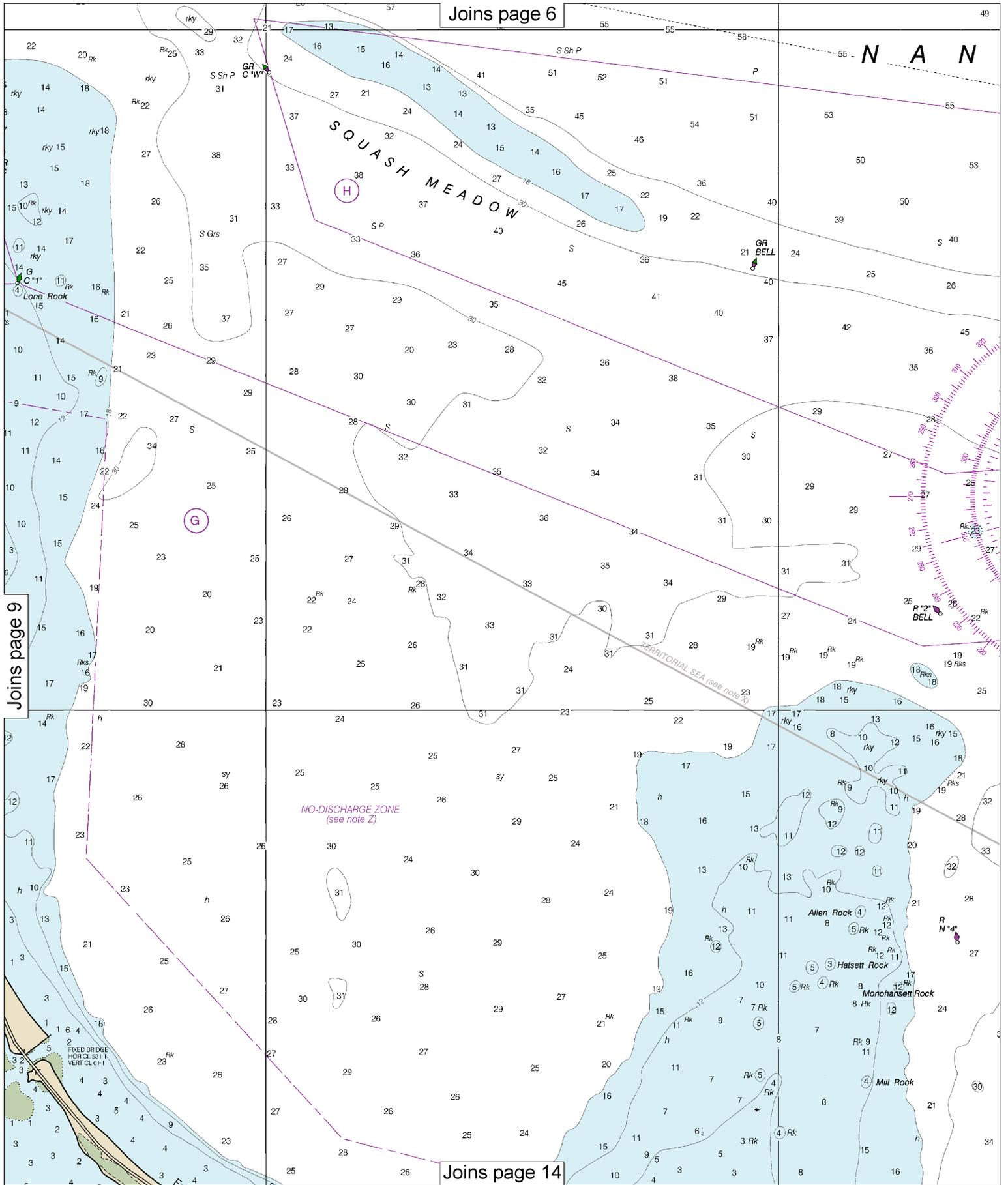




Note: Chart grid lines are aligned with true north.







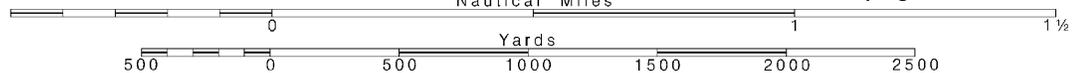
**10**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

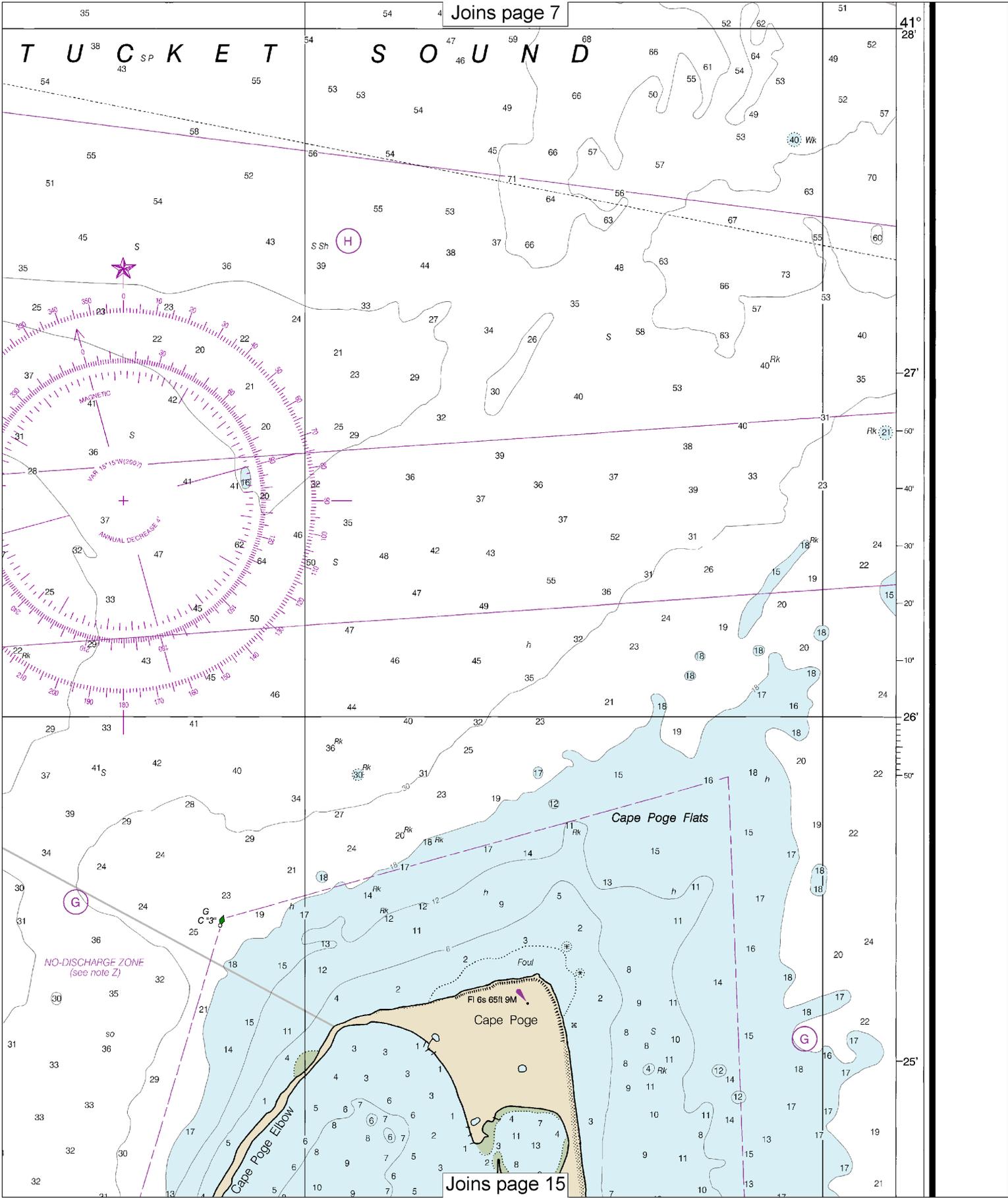
SCALE 1:20,000  
Nautical Miles

See Note on page 5.



# T U C K E T S O U N D

41° 28'



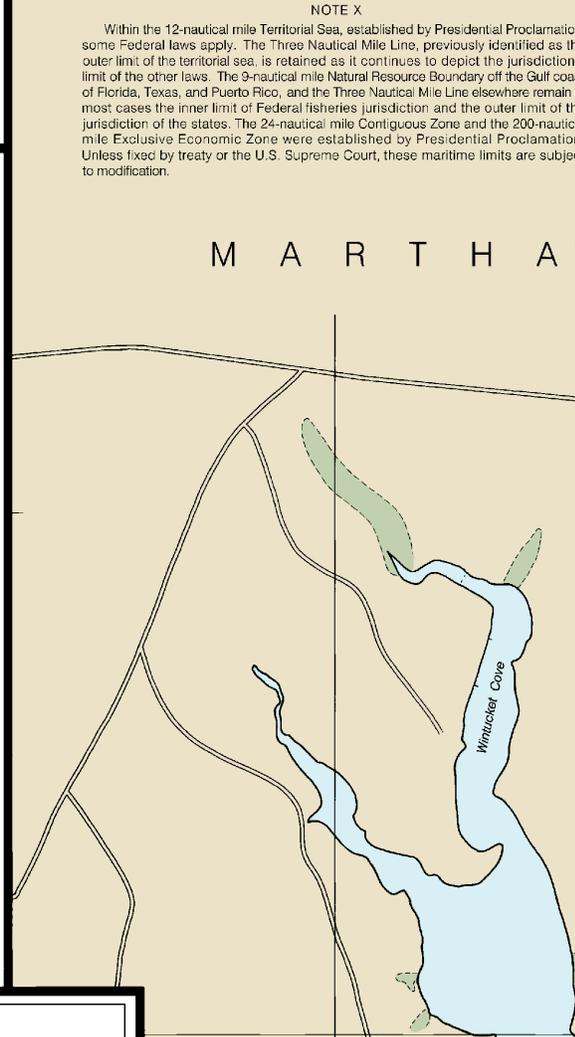
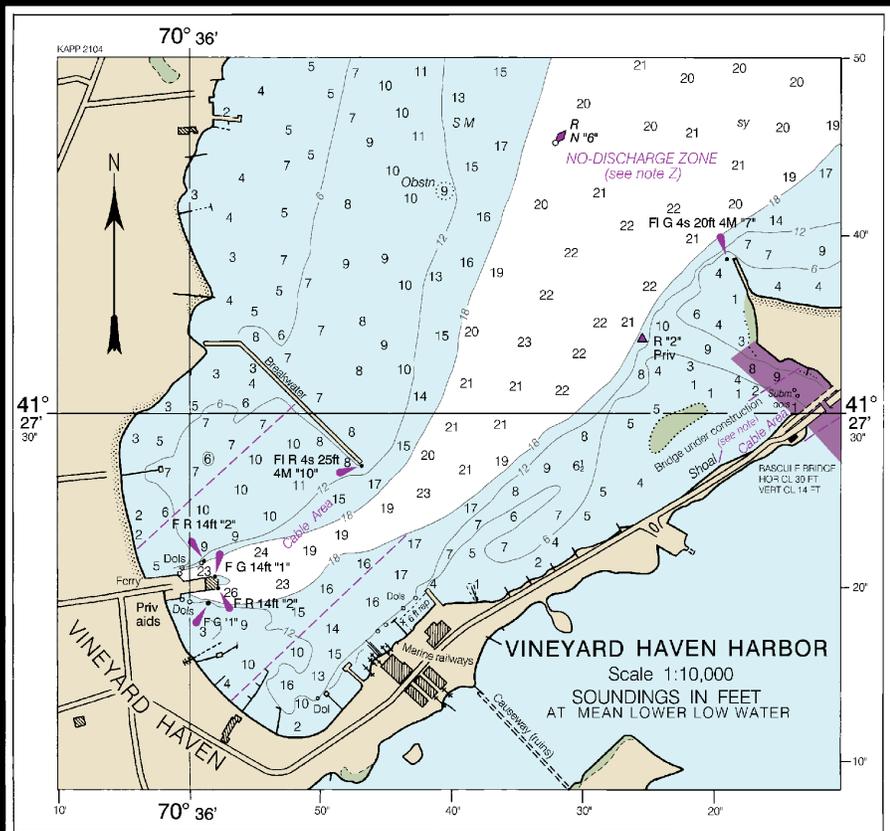
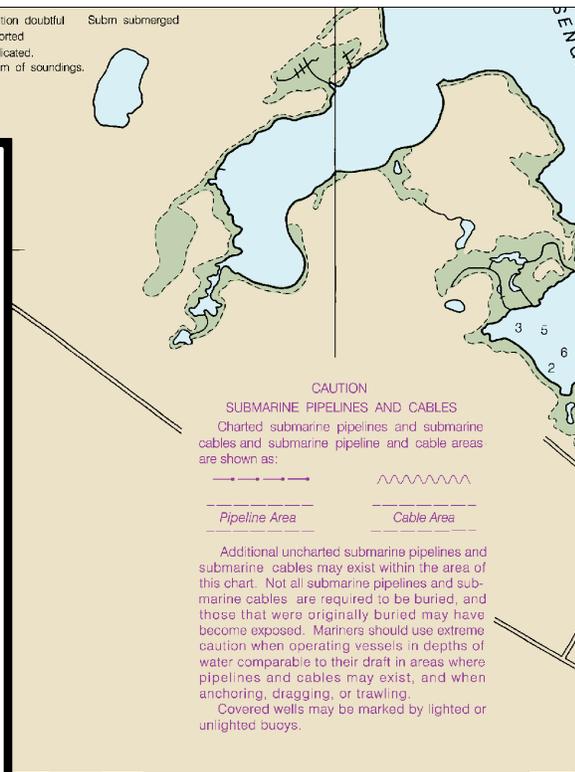
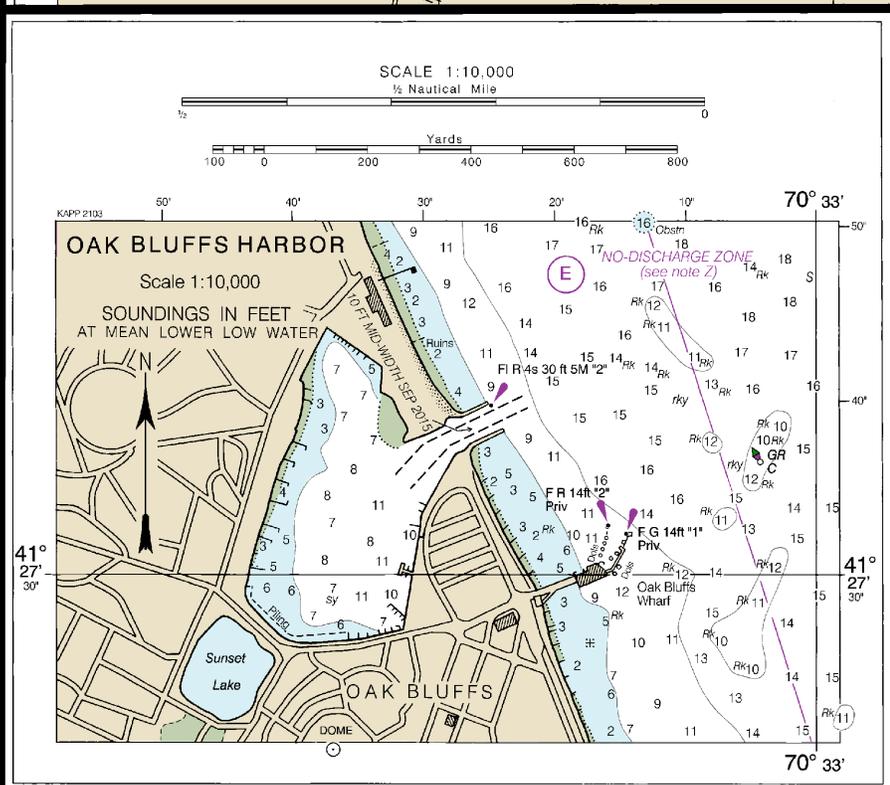
AUTH author  
ED existence

Joins page 8

PD position doubtful  
Subm submerged

Rep reported

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.



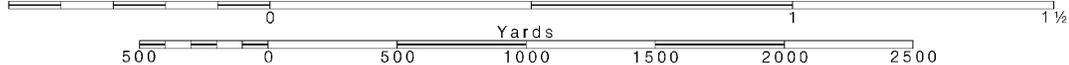
12

Note: Chart grid lines are aligned with true north.

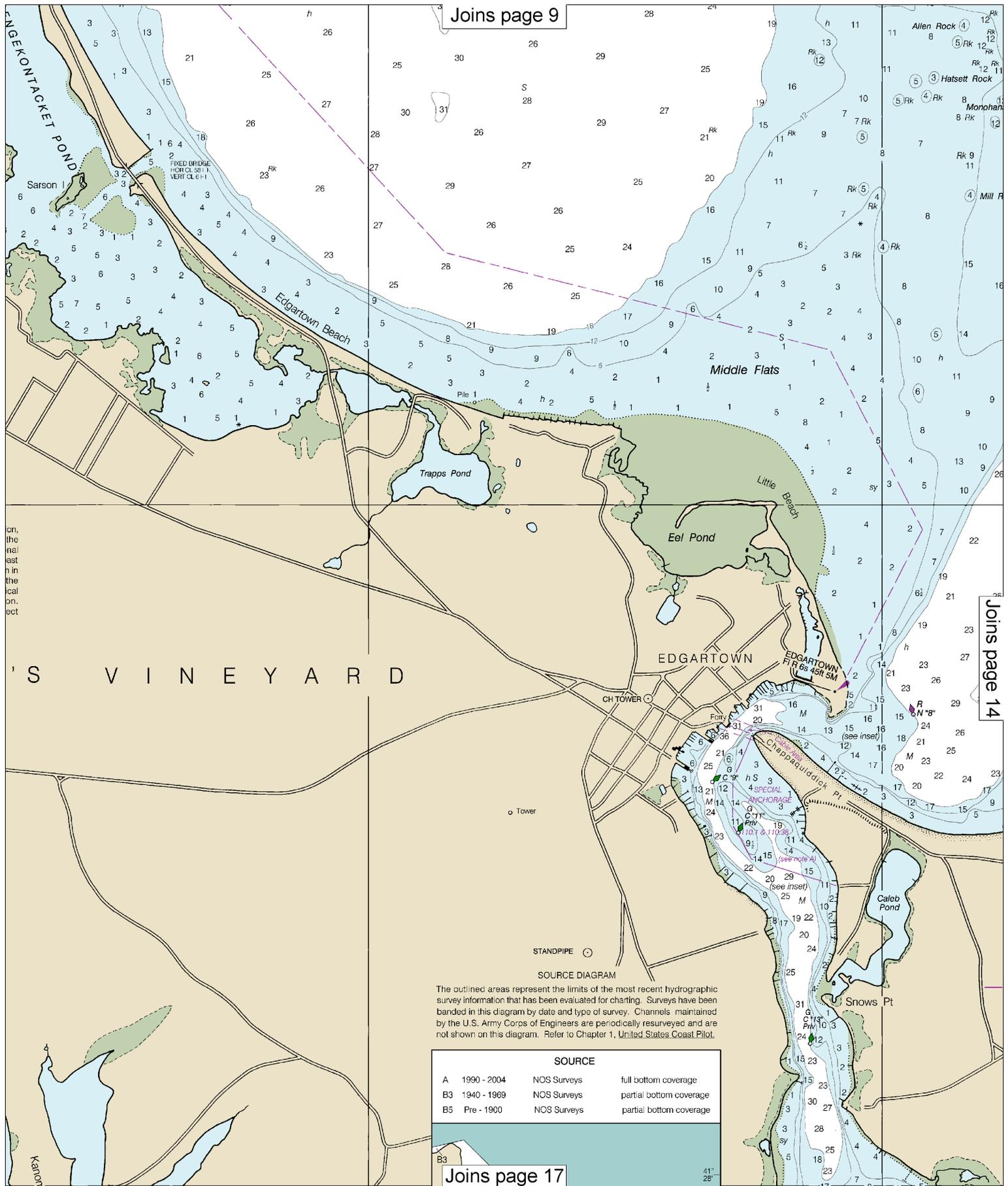
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SCALE 1:20,000  
Nautical Miles

See Note on page 5.



Joins page 16



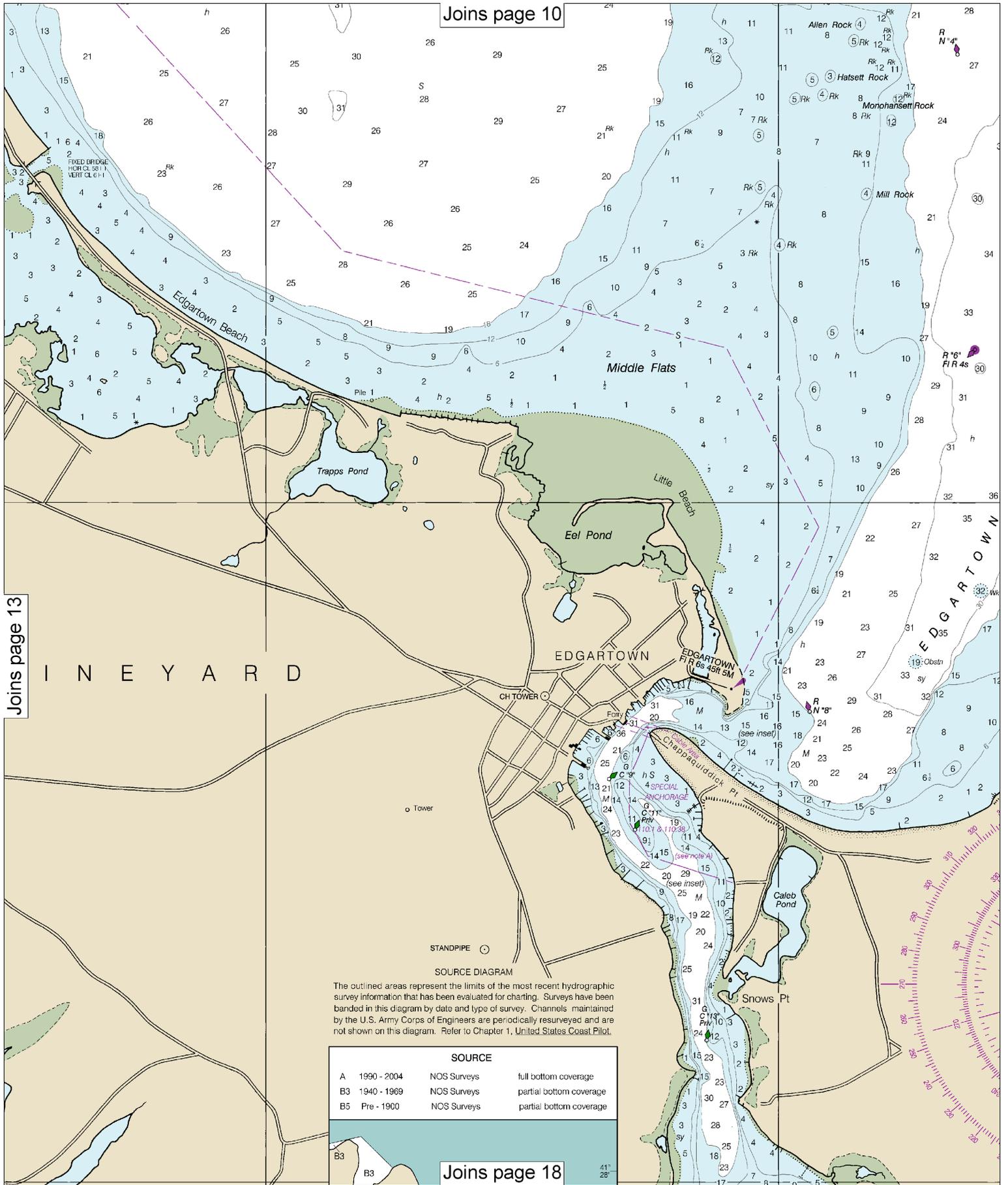
Joins page 9

Joins page 14

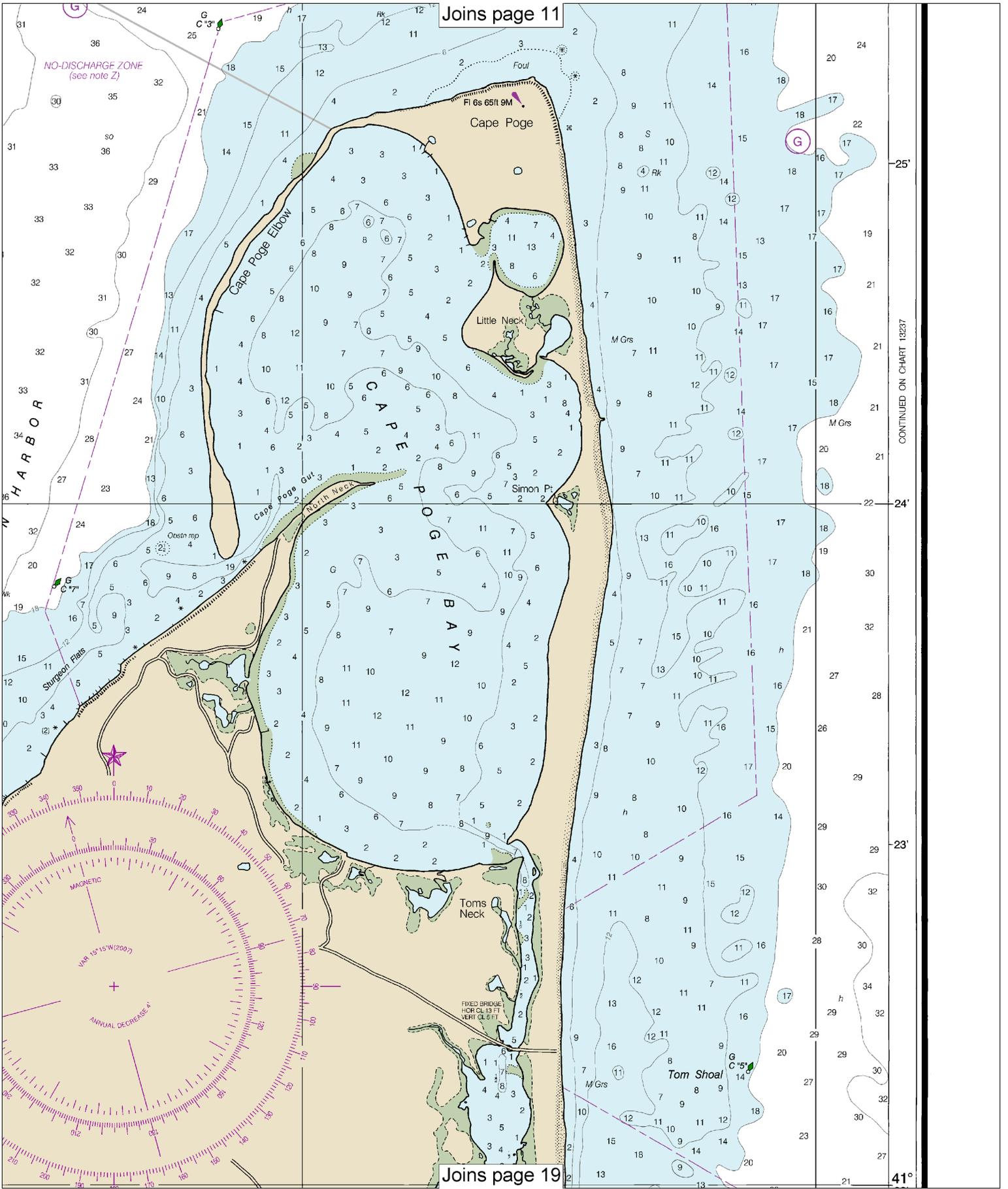
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
A	1990 - 2004	NOS Surveys full bottom coverage
B3	1940 - 1969	NOS Surveys partial bottom coverage
B5	Pre - 1900	NOS Surveys partial bottom coverage

Joins page 17

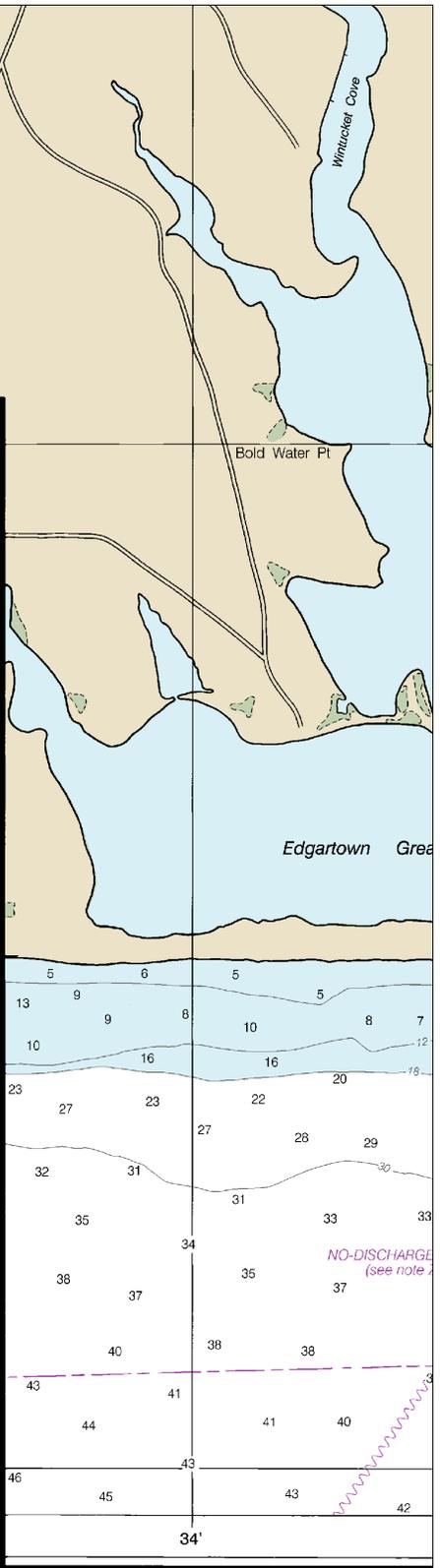
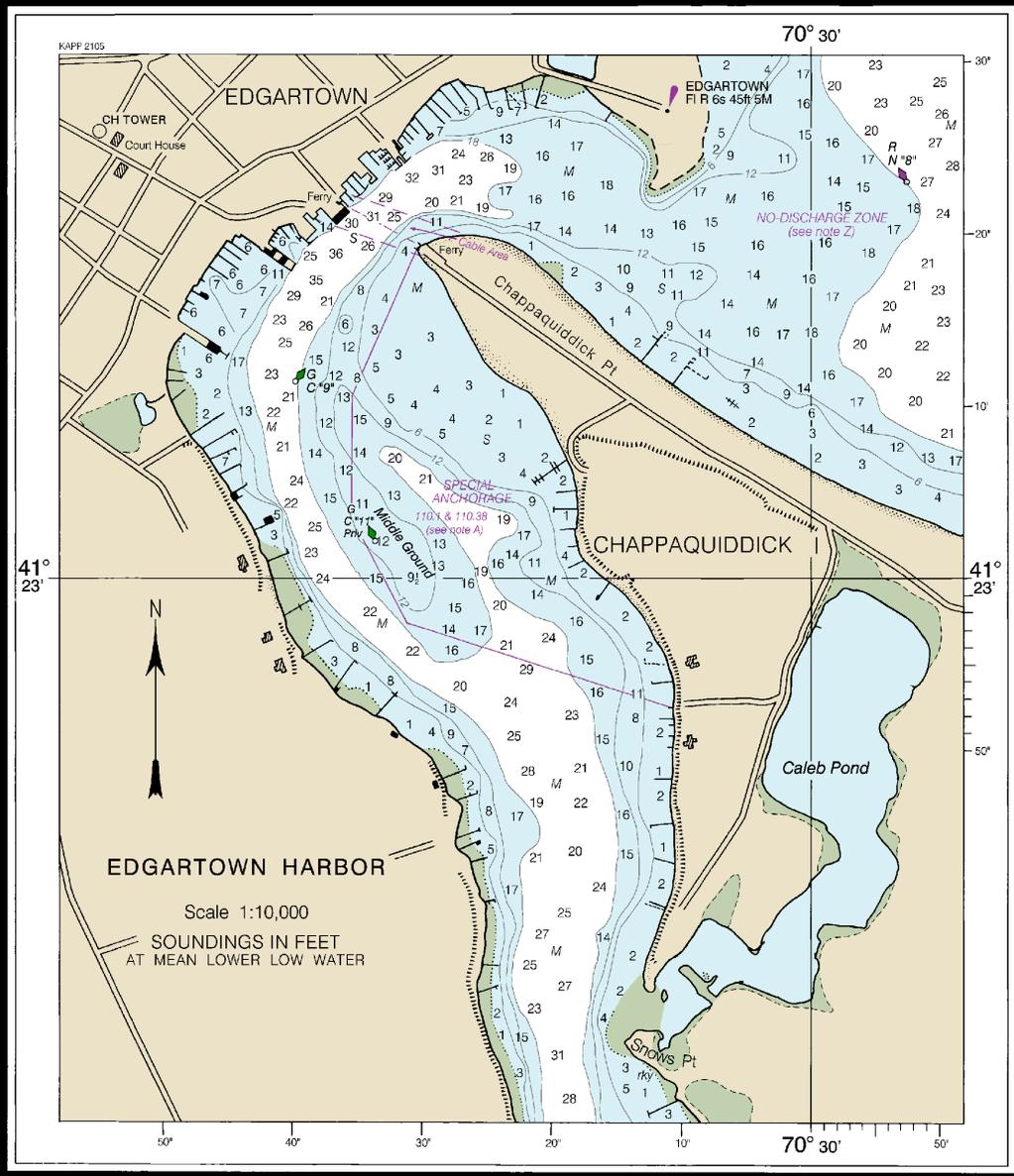
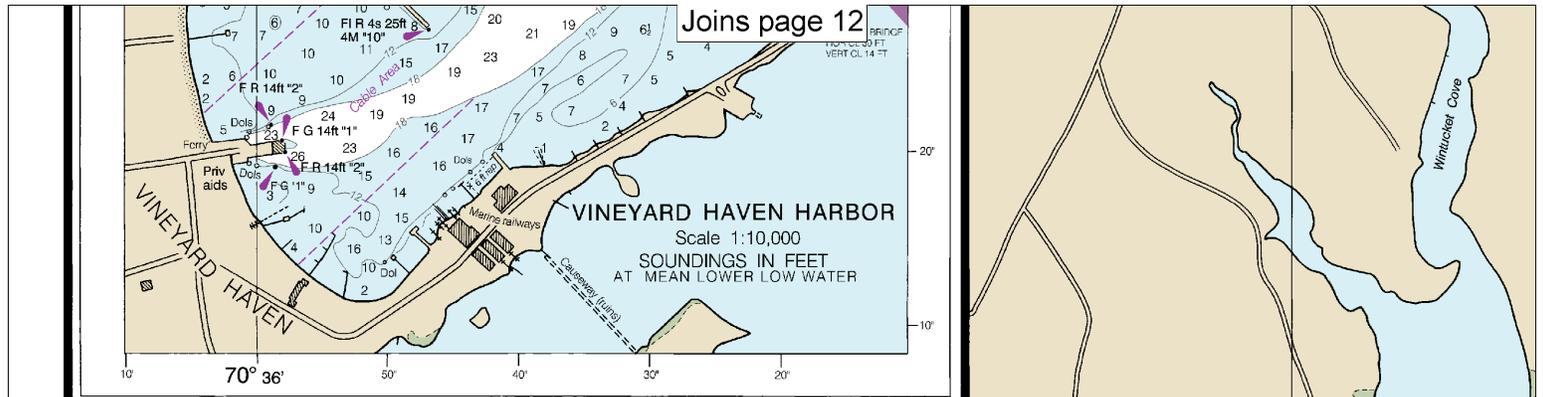


Joins page 11



CONTINUED ON CHART 13237

Joins page 19



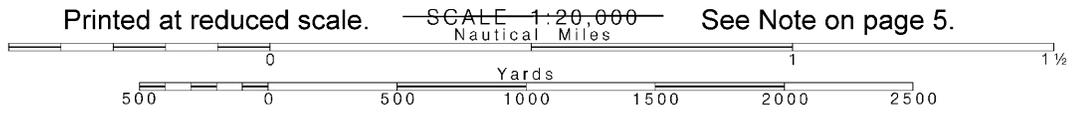
13238

**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).

16th Ed., Aug. 2007. Last Correction: 8/15/2016. Cleared through:  
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

16

Note: Chart grid lines are aligned with true north.



See Note on page 5.

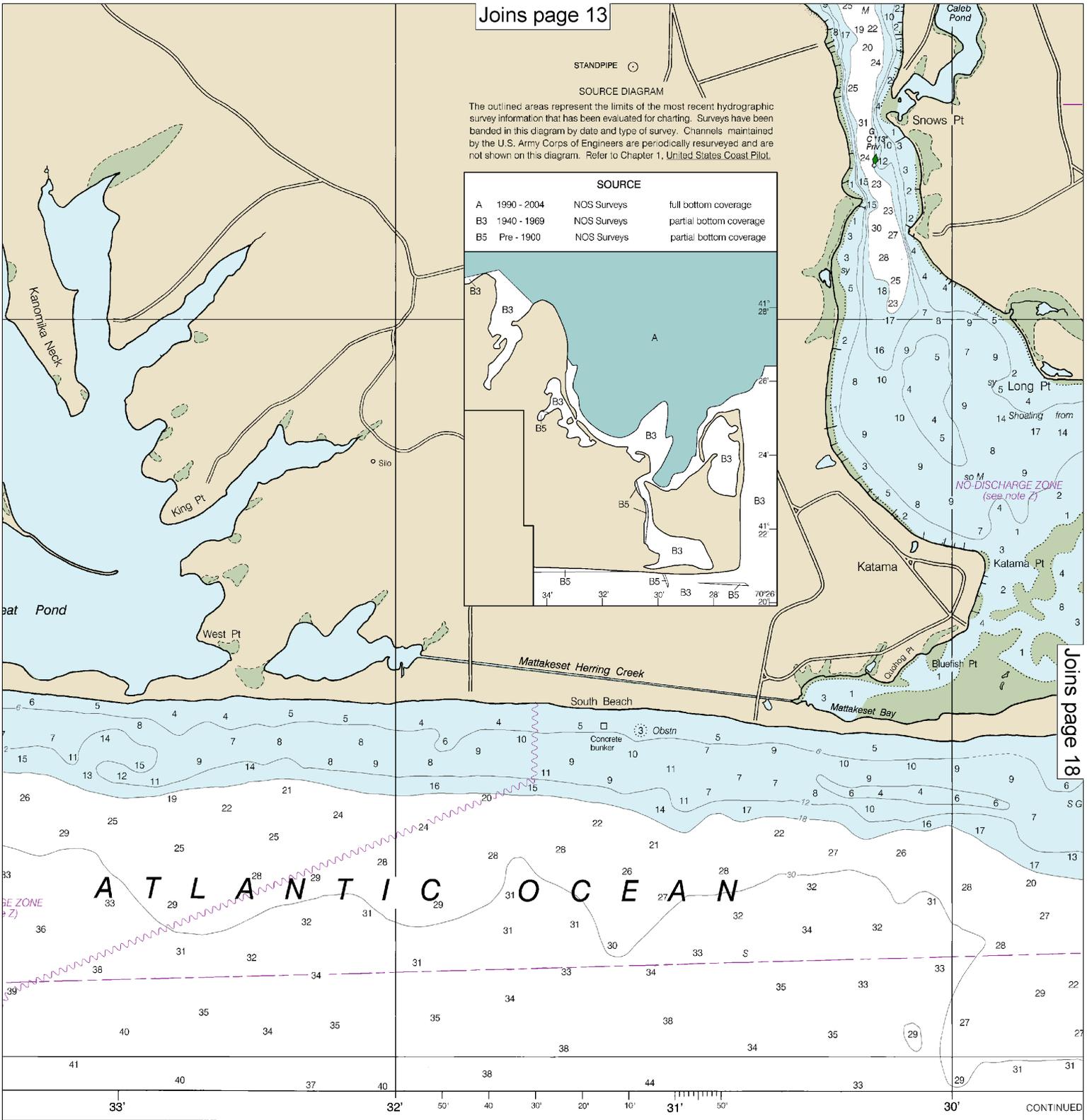
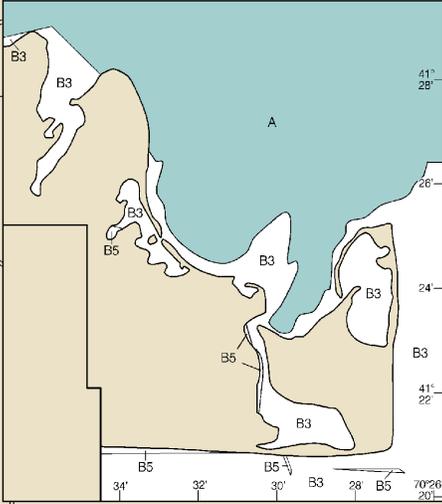
STANDPIPE

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.

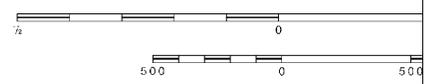
SOURCE

A	1990 - 2004	NOS Surveys	full bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B5	Pre - 1900	NOS Surveys	partial bottom coverage



Joins page 18

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



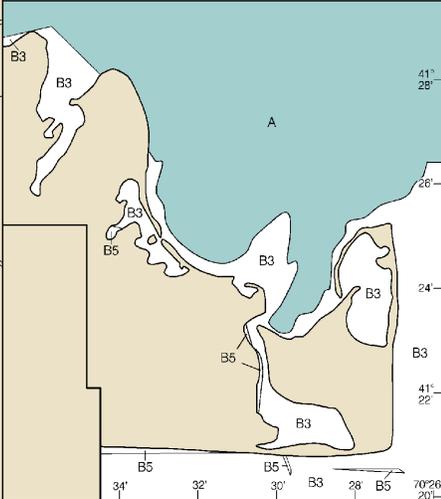
STANDPIPE

SOURCE DIAGRAM

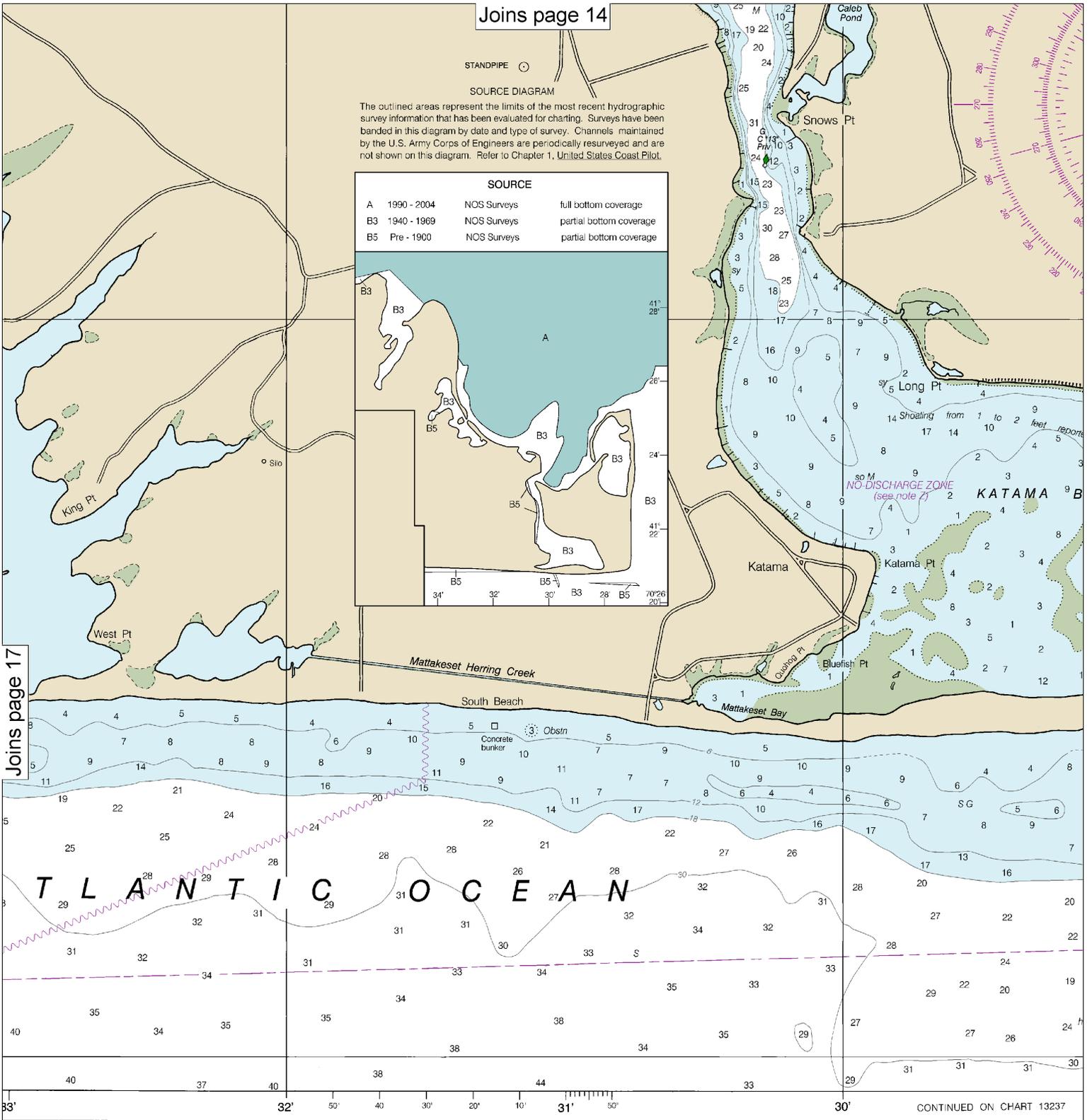
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990 - 2004	NOS Surveys	full bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B5	Pre - 1900	NOS Surveys	partial bottom coverage



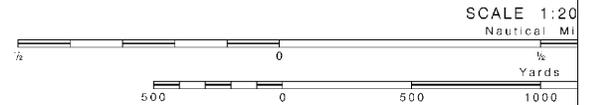
Joins page 17



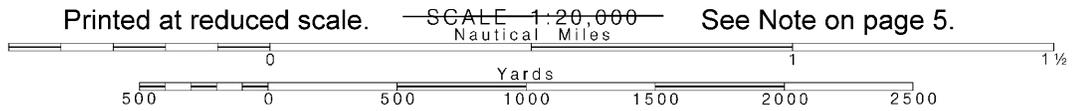
T L A N T I C O C E A N

CONTINUED ON CHART 13237

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



Note: Chart grid lines are aligned with true north.

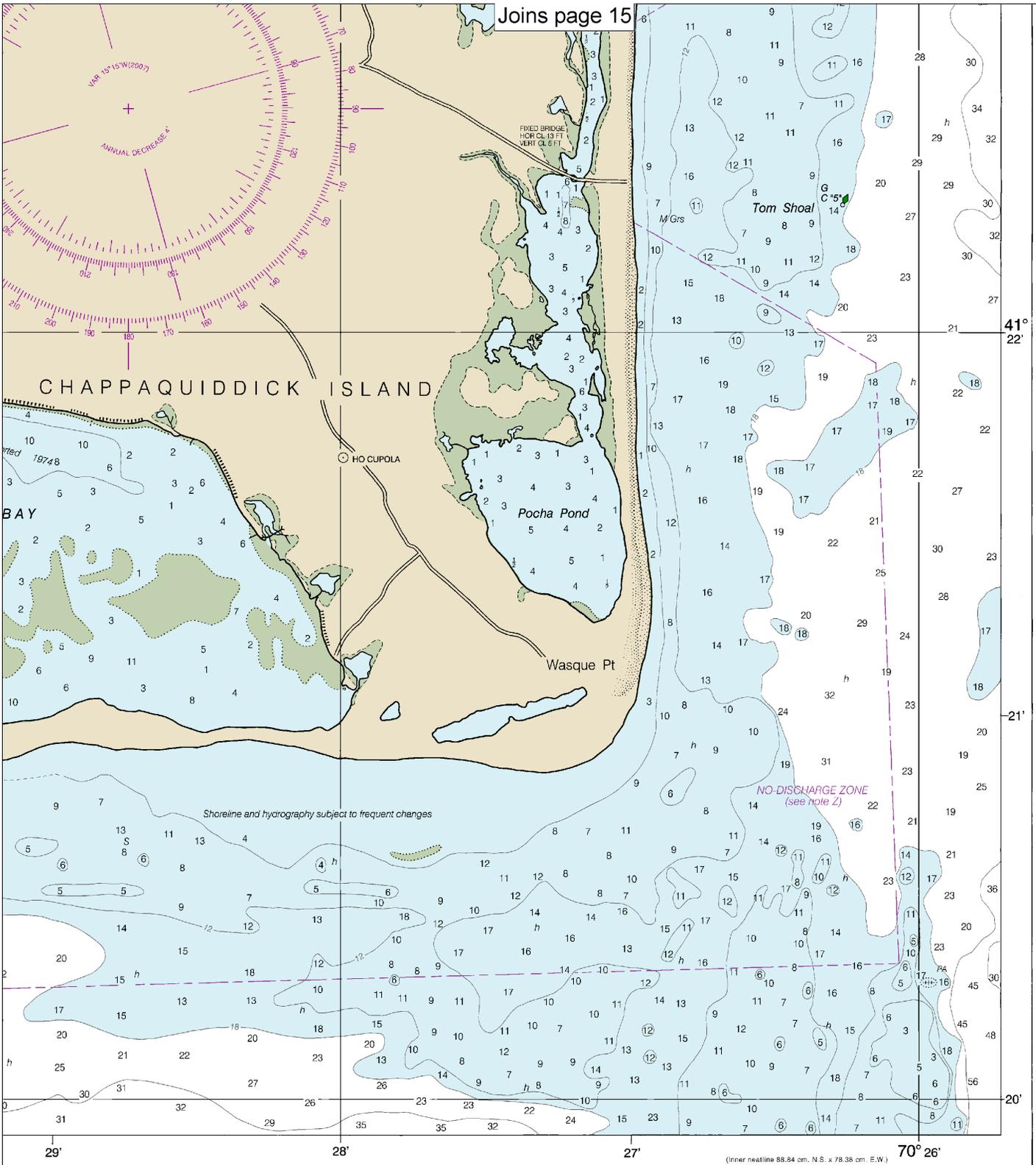


Printed at reduced scale.

SCALE 1:20,000 Nautical Miles

See Note on page 5.

Joins page 15



FATHOMS	FEET	METERS
1	6	1.1
2	12	2.1
3	18	3.3
4	24	4.4
5	30	5.5
6	36	6.6
7	42	7.7
8	48	8.8
9	54	9.9
10	60	11.0
11	66	12.1
12	72	13.2
13	78	14.3
14	84	15.4
15	90	16.5
16	96	17.6
17	102	18.7

Martha's Vineyard-Eastern Part  
SOUNDINGS IN FEET - SCALE 1:20,000

13238

SOUNDINGS IN FEET



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](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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