SOUNDINGS IN FEET

13218

Formerly C&GS 1210, 1st Ed., May 1921 G-1962 KARP 2130

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MASSACHUSETTS - RHODE ISLAND

MARTHA'S VINEYARD TO BLOCK ISLAND

Mercator Projection
Scale 1:80,000 at Lat. 41°27'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT.LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Gay Head, Martha's Vineyard	(41°21'N.70°50'W)	3.2	3.0	0.1
Woods Hole, Little Harbor	(41°31'N.70°40'W)	1.6	1.5	0.1
New Bedford	(41°38'N.70°55'W)	4.1	3.8	0.1
Newport	(41°29'N.71°20'W)	3.9	3.6	0.1
Block Island, Judith Harbor of Refuge	(41°09'N.71°34'W)	3.4	3.1	0.1
Old Harbor, Block Island	(41°10'N.71°33'W)	3.2	3.0	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.

(Jun 2013)

For Symbols and Abbreviations see Chart No. 1

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

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 and U.S. Coast Guard.

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

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.
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.

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.

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.

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

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 0.3"0" northward and 1.638" eastward to agree with this chart.

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

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.

NOTE B
FISH TRAP AREAS
Boundary lines of fish trap areas are shown thus:
Submerged piling may exist in these areas. Areas 2 and 3 are available for fish traps from March 1 to December 31.

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.

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 on 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.

SOURCE

A	1990-2011	NOS Surveys	full bottom coverage
B1	1990-1991	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
B5	Pre-1900	NOS Surveys	partial bottom coverage
T		Chart 13201	

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been bended 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.

NOTE H
High speed ferries operate between Point Judith and Block Island. Mariners are cautioned that these craft move very rapidly and may transit waterways at angles to the normal direction of traffic. Ferries may deviate from published routes.

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

NOTE E
PRECAUTIONARY AREAS
Traffic within the Precautionary Areas may consist of vessels operating between Narragansett Bay or Buzzards Bay and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within these areas.

MARINER ACTIVATED SOUND SIGNALS
Sound signals labeled with (MRASS) require user activation. See USCG Light List.

NOTE C
NEW BEDFORD AND FAIRHAVEN HARBOR
The project depth is 30 feet from Buzzards Bay to above the New Bedford and Fairhaven Bridge. For controlling depth use charts 13229 and 13230.
Intermediate aids to navigation are not shown, see chart 13229 or 13230.

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
New London, CT	KHB-47	162.550 MHz
Providence, RI	WXJ-39	162.400 MHz

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 not be used for navigation.
Black dot positions are shown thus:
(A)Accurate location o(Approximate location)

NOTE F
TORPEDO RANGE
A 2-mile-wide restricted area extends from the Northern limits of the Narragansett Bay Approach traffic separation zone to 41° 24' 42". This restricted area within the precautionary area will only be closed to vessel traffic during periods of daylight and optimum weather conditions for torpedo range use. Consult Chapter 6, U.S. Coast Pilot 2, for additional information.

NOTE I
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/.

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. Telephone communication is impossible (33 CFR 153).

SPIRE Little Compton

NOTE D
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traversing between the points involved. They have been designed to separate opposing streams of traffic. Narragansett Bay and Buzzards Bay but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should be used except for crossing purposes. Mariners should avoid traffic lanes and separation zones use extreme caution.

ANCHORAGE AREAS
110.140, 110.46a (see note A)
Limits and design of anchorage areas are shown in color
GENERAL ANCHORAGES E F I L M
SPECIAL ANCHORAGE 2

NOTE G
RECOMMENDED VESSEL ROUTE
Recommended vessel routes for deep draft vessels (including tugs and barges) entering and departing Rhode Island Sound, Narragansett Bay and Buzzards Bay. While not mandatory, deep draft commercial vessels (including tugs and barges) are encouraged to use these routes when practicable. Recreational vessels, while not excluded from these routes, should exercise caution in and around these areas and monitor VHF channel 16 or 13 for information concerning deep draft vessels (including tugs and barges) transiting these routes. See U.S. Coast Pilot Volume 2, Chapter 5, 6 or 7 as appropriate.

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 excat 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.

CONTINUED ON CHARTS 13230 AND 13236

CONTINUED ON CHART 12300

JONES CHART 13237

JONES CHART 13235

42nd Ed., Jul. /13
13218

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 date shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the date shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 10/20/2015. Cleared through:
LNM: 4115 (10/13/2015), NM: 4215 (10/17/2015), CHS: 0915 (9/25/2015)

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If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

SCALE 1:80,000
Nautical Miles
Yards

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

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 20910-3282.

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SOUNDINGS IN FEET

FATHOMS																							
FEET	0	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60	63	66
METERS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22

Martha's Vineyard to Block Island
SOUNDINGS IN FEET - SCALE 1:80,000

13218