Buzzards Bay
NOAA Chart 13230

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

Approximate Page Index
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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=132

(Selected Excerpts from Coast Pilot)
Vineyard Sound and Buzzards Bay are deep and easily navigated day or night. Vinylard Sound, together with Nantucket Sound, provides an inside route from New York to Boston which avoids Nantucket Shoals. Buzzards Bay, together with Cape Cod Canal and Cape Cod Bay, provides the shortest deep-draft route between New York and Boston.

Vineyard Sound is bounded on the north by the southwestern part of Cape Cod and the Elizabeth Islands, and on the south by part of Martha’s Vineyard, which presents a rugged and generally inaccessible shoreline. To the west, it joins Rhode Island Sound on a line between Cuttyhunk Island and Gay Head. To the east, it joins Nantucket Sound on a line between Nobska Point and West Chop and provides an inside passage clear of Nantucket Shoals. The navigational aids are colored and numbered for passing through the sound from the eastward.

Deep-draft vessels entering or leaving Vineyard Sound should stay at least 3.5 miles southward of the southwest end of Cuttyhunk Island and pass southeast of “NA” buoy.

Anchorages.–Woods Hole is the only anchorage providing shelter from all winds for vessels drawing more than 10 feet. In northerly and westerly winds, good anchorage may be had in Tarpaulin Cove. In southerly winds, shelter can be had in Menemsha Bight, although Vineyard Haven is generally used. Several general anchorages are in Vineyard Sound. (See 110.1 and 110.140 (c) (1), (c) (2), and (d), chapter 2, for limits and regulations.)

Currents.–The time of current becomes somewhat earlier from Hedge Fence westward through Vineyard Sound. The current velocity increases from 1.4 knots at Hedge Fence Lighted Gong Buoy 22 to about 3 knots off West Chop Light, and then gradually diminishes to 1.2 knots off Gay Head Light. (See “Current Diagram-Vineyard and Nantucket Sounds” in the Tidal Current Tables.) At the western entrance to Vineyard Sound, west-northwestward of Gay Head Light, the tidal current is rotary, turning clockwise. The velocity is only 0.2 to 0.5 knot. Since the tidal current is weak, winds greatly affect it and the current frequently sets approximately with the winds.

Weather: Vineyard Sound, Buzzards Bay and vicinity.–Buzzards Bay is open to winds out of the south and southwest, which are common from spring through fall. Winds increase as they move from the surrounding land out over the Bay. Its northeast-southwest orientation causes southwesterlies to strengthen as they funnel up from the mouth of the Bay to its head. The result is that speeds are often double those at nearby land stations and southwesterlies may prevail even when land stations are reporting west or northwest winds. However, as a general rule southwesterlies blow harder close to the Elizabeth Islands than in the middle of the Bay. The relatively shallow water of the Bay increases the steepness of waves and their closeness to one another; this can cause a stiff chop. With southerly or westerly gales there is a heavy sea in the westerly entrance to Vineyard Sound and heavy seas occur at times off the entrance to Quicks Hole.

Pilotage, Vineyard Sound and Buzzards Bay.–Pilotage is compulsory for foreign vessels of 350 gross tons or more, U.S. vessels under register of 350 gross tons or more, and tank barge towing vessels carrying 6,000 barrels or more of petroleum cargoes. Pilotage is available from Northeast Marine Pilots, Inc., Newport, RI, 02840; telephone 401-847-9050 (24 hours), 800-274-1216; FAX 401-847-9052; email: dispatch@nemarinepilots.com.

Cuttyhunk Island, Dangers.–Shoals extend 0.6 mile northeastward of Cuttyhunk Island. Whale Rock and Pease Ledge uncover at low water.

Middle Ground, covered 9 feet, is 0.5 mile north of Copicut Neck in the northwestern approach to the harbor. Middle Ledge, covered 15 feet, is about 0.4 mile east of Middle Ground. Edwards Rock, covered 7 feet, is about 250 yards northeastward of Whale Rock. These dangers, except for Middle Ledge, are buoyed. An unmarked rocky shoal, covered 12 feet, is in the middle of the northwestern approach about 0.2 mile southeastward of Middle Ledge. Numerous other rocks and ledges covered 4 to 12 feet are between Cuttyhunk Island and the ledges southwestward of Penikese and Gull Islands. The eastern point at the entrance and the eastern shore of the harbor should be given a berth of over 300 yards.

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

RCC Boston Commander 1st CG District (617) 223-8555
Boston, MA
Lateral System As Seen Entering From Seaward
on navigable waters except Western Rivers

PORT SIDE
ODD NUMBERED AIDS

- GREEN LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO STARBOARD
TOPMOST BAND GREEN

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO PORT
TOPMOST BAND RED

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
COMPOSITE GROUP FLASHING (2+1)

STARBORD SIDE
EVEN NUMBERED AIDS

- RED LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

LIGHTED BUOY

CAN DAYBEACON

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
Note: Chart grid lines are aligned with true north.
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additional or revised Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commandant, 1st Coast Guard District Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA. Refer to charted regulation section numbers.

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

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been bound in this diagram by date and type of survey. Charted, 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 1960-1975 NOS Surveys full bottom coverage
B1 1980-1985 NOS Surveys partial bottom coverage
B2 1970-1989 NOS Surveys partial bottom coverage
B3 1940-1969 NOS Surveys partial bottom coverage
B4 1960-1989 NOS Surveys partial bottom coverage
B5 Pre-1960 NOS Surveys partial bottom coverage

NOTE Z
NO-DISCHARGE ZONE, 40 C.F.R. 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 metal 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: https://www.epa.gov/vesselnmarine/ndz.
PROJECT DEPTH-

centimeters and millimeters, where indicated, reflect the tops of Embankment (USACE) project depths. The data significantly easterly, particularly at the edges. Change information and minimum depths at USACE, use NOAA Electronic Navigational Chart and tides and currents condition reports are available at www.usace.army.mil/Survey/Hydro.
ANCHORAGE AREAS
110 140, 110 45a (see note A)
Limits and designations of anchorage areas are shown in magenta.

GENERAL ANCHORAGES
A B C D E F I L M
SPECIAL ANCHORAGES
1 2

NOTE C
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
requested to follow the designated routes at the master's discretion. Other 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) monitoring these routes. See U.S. Coast Pilot Volume 2,
Chapter 5, 6 or 7 as appropriate.

Buzzards Bay
SOUNDINGS IN FEET - SCALE 1:40,000
13230

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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.

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**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!

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The Nation's Chartmaker