Nantucket Sound and Approaches
NOAA Chart 13237

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
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 37

Great Rip, about 13 miles east-southeast of Sankaty Head, has depths of 1 to 2 fathoms. This shoal is about 7 miles long north and south and 1 to 2 miles wide. About 1.5 miles westward of Great Rip and separated from it by depths of 14 to 19 fathoms is an unnamed and unmarked shoal of 1½ to 2½ fathoms. Breakers are usually observed on the shoal.

Rose and Crown is a boot-shaped shoal with its southern end about 10.5 miles east of Sankaty Head. The shoal extends about 5 miles northward and then 3 miles westward. Depths of 1¼ and 1½ fathoms are found in the leg of the boot, a depth of ¾ fathom forms the heel, and a depth of ½ fathom is found in the toe. Northward of the toe of Rose and Crown is a shoal with foul ground and spots of 1½ and 2½ fathoms. Rose and Crown breaks heavily.

Bass Rip, about 2.5 miles eastward of Sankaty Head, is about 3.5 miles long north and south. A depth of ¾ fathom is 3 miles 115° from the light. The northern end of the shoal has a depth of 2 fathoms.

McBlair Shoal, the northernmost of the Nantucket Shoals and marked on its northern side by lighted buoys, forms part of the southern side of Great Round Shoal Channel. Depths on this shoal vary from 2¼ to 3½ fathoms.

Channels—Two principal channels lead from the eastward into Nantucket Sound. The northerly one is through Pollock Rip Channel and Butler Hole, and the southerly one through Great Round Shoal Channel. Between the numerous shoals in Nantucket Sound are two well-marked channels leading to the eastern end of Vineyard Sound. Muskgeet Channel, discussed later in this chapter, leads into the sound from the southward, eastward of Chappaquidick Island.

The Main Channel of Nantucket Sound leads southward of Halfmoon Shoal, through Cross Rip Channel, southward of Horseshoe Shoal, through the fairway between Hedge Fence and Squash Meadow, and thence into the eastern end of Vineyard Sound. The channel is used by most of the vessels bound through Nantucket Sound and is well marked by navigational aids. With care a least depth of 30 feet can be carried through the channel, but the draft of the vessels using it seldom exceeds 24 feet.

Anchorage—Sailing vessels working through the sound against a head wind usually anchor during the night, or if becalmed and drifting toward the shoals it is best to anchor and wait for a favorable current or change of wind. The only anchorages for vessels of over 10-foot draft that afford shelter from all winds are Nantucket Harbor, Hyannis Harbor, and Edgartown inner harbor. Vineyard Haven, the anchorage most used by coasters, is exposed to northeasterly winds. In northerly winds the best anchorages are off Dennis Port, Hyannis Port, and along the north shore. The anchorage off Falmouth is used in most winds by vessels with good ground tackle. In easterly winds vessels sometimes anchor in smooth water westward of Handkerchief Shoal or inside Great Point. Good shelter from easterly winds can also be found in Chatham Roads and Edgartown Harbor. In southerly and westerly winds Edgartown Harbor and Vineyard Haven are the best anchorages. With the aid of the chart and the directions given under the discussion of these harbors, strangers can enter the anchorages.

Routes—Because of the numerous shoals, strong tidal currents, thick fog at certain seasons, and vessels which may be encountered in the narrow parts of the channel through Nantucket Sound, the navigator must use more than ordinary care when in these waters.

Currents—Away from the immediate vicinity of the shore, the tidal currents are generally rotary. They shift direction, usually clockwise, at an average rate of about 30° an hour. They attain velocities of 1 to 2.4 knots or more throughout the Nantucket Shoals-Georges Bank area, the larger velocities occurring generally over the shoaler parts of the area. Between Nantucket Island and Sandy Hook their velocities generally do not exceed 0.5 knot except in the vicinities of the entrances to the larger bays and inland waterways, where the velocities increase as the entrances are approached. For considerable distances from the entrances, strengths of flood and ebb set, respectively, toward and away from those entrances, and minimums of velocity, corresponding to the slacks of reversing currents, set at right angles to the directions of the flood and ebb strengths.
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

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.

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.
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.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 29 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
WJU-39
162.450 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 be used with caution. Station positions are shown thus:
(
Accurate location)
(≈Approximate location)

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-433-8422 (not busy), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 122).

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 Island Light List for supplemental information concerning aids to navigation.

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
TIDAL CURRENTS
In Nantucket Sound the tidal currents are strong and their times and velocities vary considerably from place to place. Current arrows indicating the average direction of the flood current and the average velocity in knots at the strength of current for a number of locations are shown; however, this information is subject to change. For full information, the Tidal Current Tables, Atlantic Coast and the Tidal Current Charts, Narragansett Bay to Nantucket Sound, should be consulted.

SCALE: 1:60,000

Yardage: 1

Nautical Miles: 1

Note: Chart grid lines are aligned with true north.
NANTUCKET SOUND AND APPROACHES

Mercator Projection
Scale 1:80,000 at Lat. 41°25'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

13237

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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.  SCALE 1:80,000  See Note on page 5.

10000 5000 2000 1000 500 1 2 3 4 5 6 7
10000 8000 6000 4000 2000 1000 YARDS

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

Use NOAA electronic navigational charts for the most up-to-date information.
LHM 3520 (6/9/2020), NM 3626 (9/19/2020), CHS 5220 (8/26/2020)
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Note: Chart grid lines are aligned with true north.
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
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 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

twitter —— 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.