BookletChart™

Eastern Entrance to Nantucket Sound
NOAA Chart 13244

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

12 13 14 15
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.


(Selected Excerpts from Coast Pilot)
Monomoy Shoals consist of numerous detached shoals extending about 5.5 miles in an easterly direction and 9.5 miles in a southeasterly direction from Monomoy Point, the northeast entrance point of Nantucket Sound. Narrow sloughs separate the many parts of the shoals. It should be remembered that the shoals are shifting in character and are subject to change in location and depth. A dangerous wreck, reported covered 15 feet, is off Monomoy Island in about 41°35'07"N., 69°57'41"W. Mariners are advised to exercise extreme caution while navigating in the area.

Barse Shoals and Pollock Rip, extending about 5 miles eastward of Monomoy Point, are a series of sand shoals and ridges with little water over them in places. Pollock Rip Channel is between the shoals.

Broken Part of Pollock Rip, covered 10 to 18 feet, is eastward of Pollock Rip.

Stone Horse Shoal, Little Round Shoal, and Great Round Shoal are portions of a continuous series of sand shoals and ridges covered 4 to 18 feet. These shoals are directly eastward of the entrance to Nantucket Sound and between the two main channels. Southward and eastward of these shoals are numerous shoal spots, including Orion Shoal, covered 16 to 19 feet.

Handkerchief Shoal, extending for 5 miles southwestward from Monomoy Point, is covered 2 to 18 feet. A spot that uncoveres 2 feet is about 2.7 miles southwest of the point. On the northwest side the water shoals gradually and soundings will indicate an approach to danger, but on the southeast side the shoal rises abruptly from the deeper water. Handkerchief Shoal is uneven and shifting in character. Vessels should not attempt to pass northward of the buoys marking the southern end and southeast side of the shoal.

Pollock Rip Channel and Butler Hole form the most direct channel leading from points northward of Cape Cod to Nantucket Sound. The channel leads between Barse Shoal and Pollock Rip, thence eastward of Handkerchief Shoal. Since large-vessel traffic may be encountered in this channel, fishing vessels and small craft should avoid the area during thick or foggy weather. The channel is well marked by navigational aids. Mariners should consult the chart and seek local knowledge before entering Pollock Rip Channel and Butler Hole because numerous shoals exist in this channel. Caution is advised when transiting the area. Submerged piling, the remains of the former Monomoy Point Light structure, may exist about 0.3 mile southward of Monomoy Point. An abandoned lighthouse about 1.2 miles northward of the point is prominent.

Great Round Shoal Channel, about 10 miles southward of Pollock Rip Channel, is used by many large fishing vessels transiting Nantucket Sound from New Bedford to Georges Bank and sometimes by sailboats that are headed by the wind so as to prevent their working through Pollock Rip Channel. The buoyed channel has a controlling depth of about 27 feet between Great Round Shoal and Nantucket Shoals. Great Round Shoal and Great Round Shoal Channel are subject to continual change.
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

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.
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
EASTERN ENTRANCE TO NANTUCKET SOUND

Mercator Projection
Scale 1:40,000 at Lat. 41° 30'
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

(Printed at reduced scale.)

Note: Chart grid lines are aligned with true north.

SCALE 1:40,000
Nautical Miles
Yards

See Note on page 5.
NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, the 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 limits of the other laws. The Illegal Sale of Natural Resource Boundary of the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most 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 kept by treaty of the U.S. Supreme Court, these maritime limits are subject to modification.

TUG INFORMATION

<table>
<thead>
<tr>
<th>NAME</th>
<th>(LAT/LONG)</th>
<th>MSL High Water</th>
<th>Mean High Water</th>
<th>Mean</th>
<th>Low Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>Great Point</td>
<td>(19°23'26&quot;N 100°10'61&quot;)</td>
<td>3.2</td>
<td>2.7</td>
<td>2.2</td>
<td>1.1</td>
</tr>
</tbody>
</table>

Caspian-1 located in depth columns indicate shallow water values, contours, and bathymetric data are available from the internet from http://bathymetry.noaa.gov.

ADDITIONAL INFORMATION

Caspian-1 located in depth columns indicate shallow water values, contours, and bathymetric data are available from the internet from http://bathymetry.noaa.gov.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot. 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 Commandant, U.S. Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA. Refer to charted regulations section numbers.

ANCHORAGE AREAS

110 140 (see note A)

Limits and designations of anchorage areas are shown in magenta.

I J K

GENERAL ANCHORAGE

COLREGS, 60 140 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

SOUNDINGS IN FEET

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

SOURCE

A 1990-2004 NOS Surveys full bottom coverage
B 1970-1989 NOS Surveys partial bottom coverage
C 1940-1989 NOS Surveys partial bottom coverage
B4 1900-1939 NOS Surveys partial bottom coverage

Use NOAA electronic navigational charts for the most up-to-date information.

42nd Ed. Mar. 2014. Last Correction: 01/01/2013. Cleared for: 01/01/2013.
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.

**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
- 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

For the latest news from Coast Survey, follow @NOAACcharts

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.