

# Boston Harbor

Chart 13270

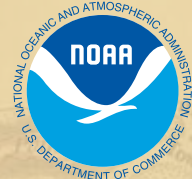
# Booklet Chart

Commemorative Edition – June, 2012

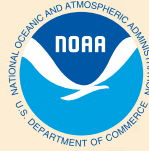
A reduced scale NOAA nautical chart for small boaters.

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
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker



# United States – East Coast MASSACHUSETTS BOSTON HARBOR



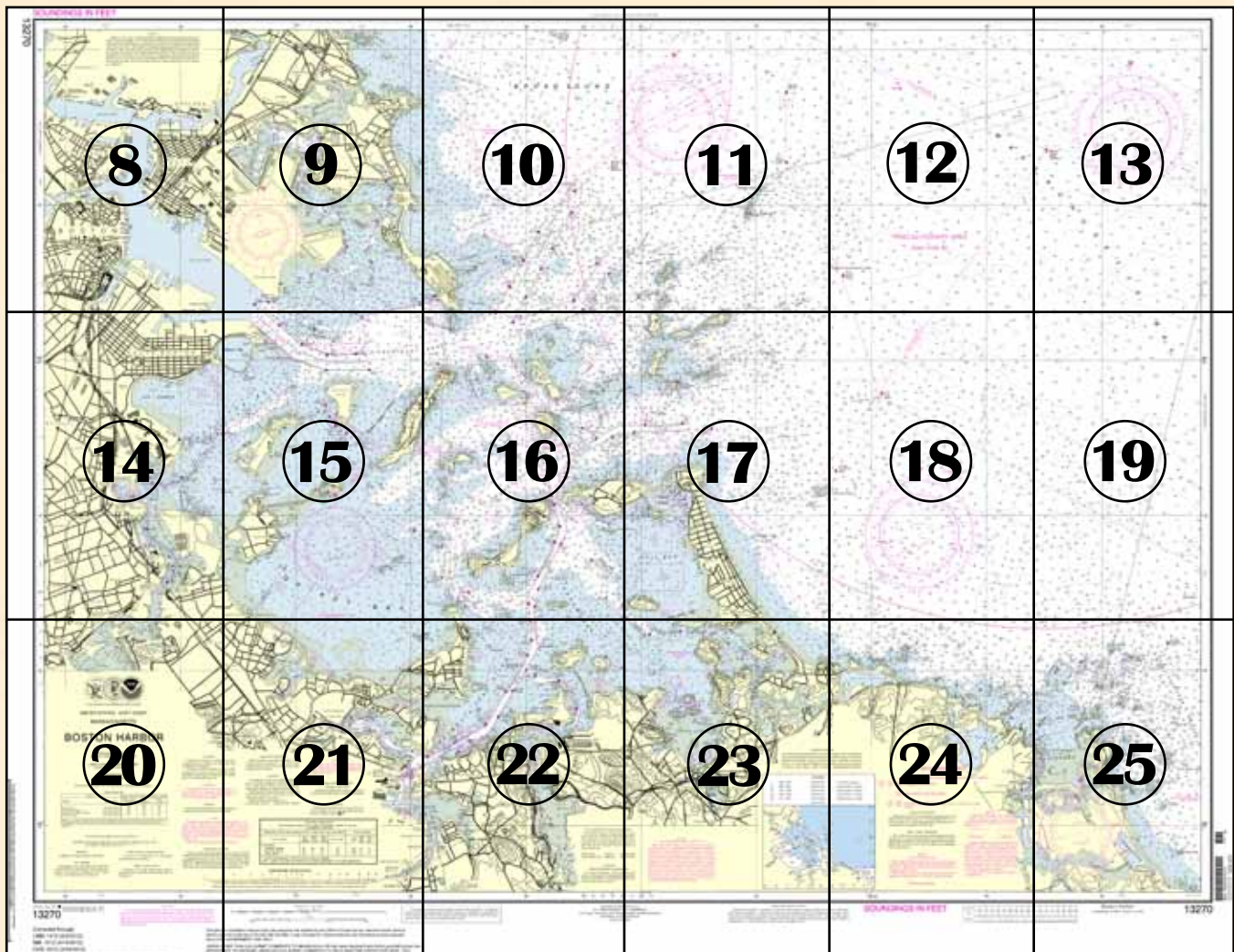
NOAA is proud to join with the nation's ports, the U.S. Navy, and OpSail, to celebrate the bicentennial of the War of 1812, a pivotal time in our nation's history.

This special commemorative BookletChart, which adds event berthing areas, historical background, and images to NOAA's regular BookletChart, can be downloaded for printing on any home printer. 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.

For the latest information, please check in regularly at [nauticalcharts.noaa.gov/WarOf1812](http://nauticalcharts.noaa.gov/WarOf1812).



The chart on the cover is The Seat of war in New Engalnd, by an American volunteer, printed in 1775.



## Boston, the U.S. Navy, and the War of 1812

On the eve of the War of 1812, even before the United States Congress declared war against the United Kingdom, the federal government recognized that Boston would play a crucial role in the conflict. The city would augment the nation's sea power as a naval base, a source of naval recruits, and a depot of naval supplies. Commodores John Rodgers and Stephen Decatur of the United States Navy independently recommended Boston as a naval base. The narrowness of the entrance to the harbor made the city highly defensible, and, in fact, the commander of the British North America Station believed it would require at least 12,000 ground troops to capture the city.

During the war, Boston and the Charlestown Navy Yard served as homeport for the city's beloved "Old Ironsides," the frigate *Constitution*, which had been launched from a private Boston yard in 1797 and earned fame and its nickname during the war. The U.S. frigates *Chesapeake*, *Congress*, *President*, and *United States* also used Boston as a base in the course of the war. One of the Navy's first ships of the line, *Independence*, launched from the Charlestown Navy Yard, and the U.S. sloop of war *Frolic* was built in a private yard in Boston during the war. Boston merchants purchased the armed schooner *Commodore Hull*, originally built as a privateer, and loaned it to the Navy for coastal convoy escort to protect commercial shipping from depredations by British privateers.

The British Admiralty recognized that the winter climate, with its promise of violent winter storms from November to March, would challenge any blockading squadron. Sure enough, the British struggled to maintain a naval blockade of Boston and regretted their frequent failures when American warships, singly or in whole squadrons, slipped through the cordon of Royal Navy ships. When Captain James Lawrence sailed *Chesapeake* directly from Boston Harbor into combat with the blockading HM frigate *Shannon* rather than escape into the open ocean, he lost the battle, his life, and his ship but earned immortal fame with his battle cry, "Don't give up the ship!"



Captain James Lawrence.  
(U.S. Naval Academy Museum)



Officers and crew of HMS *Shannon* boarding and capturing USS *Chesapeake*, June 1, 1813.  
(Naval History & Heritage Command)

Naval supplies freighted from Boston to the forces fighting on Lake Ontario helped ensure that the U.S. Navy's ships there were adequately armed and fitted out to meet the enemy in battle. Sailors from navy ships at the Charlestown Navy Yard and those recruited at naval rendezvous in Boston transferred to the Great Lakes in 1813 and served at the victorious Battle of Lake Erie, preserving the states of the Old Northwest for the United States. Sailors similarly recruited at Boston in 1814 helped win the Battle of Lake Champlain, causing the precipitous retreat of the invading army and ensuring that the United States had a strong negotiating position at the peace talks that led to the Treaty of Ghent of Christmas Eve, which ended the war. Major General Samuel Smith. When Fort McHenry did not capitulate quickly to the bombardment, the British admiral realized his squadron would suffer too many casualties from solid American defenses. He decided that the Royal Navy could not support the army in a two-pronged attack on Baltimore, and ended the expedition.

# Boston and the U.S. Coast Survey

In 1807, losing ships to accidents in U.S. coastal waters was a common occurrence. The young nation needed nautical charts, so President Thomas Jefferson signed a law authorizing the Survey of the Coast. The Survey would measure water depths, establish a spatial reference system from which we determine location, and produce the nation's navigational charts.

At the same time, relations between the United States, England, and France grew contentious, and Jefferson instituted an economic embargo against the countries. The unsettled international climate, with the U.S. recalling American seamen and effectively terminating the American merchant marine and international trade, delayed the Survey of the Coast for the rest of the Jefferson Administration.



Preliminary Chart of Stellwagen's Bank, Massachusetts Bay, 1855  
(NOAA Office of Coast Survey Historical Chart Collection)

Jefferson's successor, James Madison, reinstated the Survey and sent Hassler to Great Britain in late 1811 to procure survey instruments. President Madison declared war on Great Britain eight months after Hassler's arrival in London, and Hassler was unable to return to the U.S. until 1817. When he came back, he brought equipment and some of the best experts in Europe with him.

In 1843, Alexander Bache, a great-grandson of Benjamin Franklin and a great scientific mind in his own right, became the Superintendent of the U.S. Coast Survey and deployed surveyors to various sections of the U.S. coastline.

By the end of 1860, Coast Survey had made well over 150 discoveries of hazards to navigation or new channels for faster (and safer) sailing. Perhaps the most surprising discovery of this era was made during a regular hydrographic survey in 1854. Lieutenant Commanding Henry Stellwagen, U. S.

N., Assistant in the Coast Survey, discovered a bank that he considered essential to navigators. "The knowledge of it will highly benefit commanders of vessels bound in during thick weather, by day or night," he reported. Today, the Gerry E. Studds Stellwagen Bank National Marine Sanctuary, at the mouth of Massachusetts Bay, is the largest marine conservation area in the world. It is still used by vessels of all kinds, from sailboats to the largest, ocean-going freighters.

Today, America's coastal waters remain as central to the nation's prosperity as they were 200 years ago. Mariners still rely on NOAA's Coast Survey navigational charts, constantly updated with the accuracy and precision needed to protect life and property. Over 30,000 historical maps and charts are online for your exploration, at [nauticalcharts.noaa.gov/history](http://nauticalcharts.noaa.gov/history)

# NOAA's Navigation Services serve American communities coast to coast



*President Thomas Jefferson* founded the U.S. Coast Survey in 1807 and tasked it with creating charts of the nation's coastal waters so America's young shipping industry could thrive. Today, America's coastal waters remain as central to the nation's prosperity as they were 200 years ago, and NOAA's Coast Survey is still making the nation's charts.

The nation's economy depends on a robust and reliable marine transportation system. From America's agricultural communities – whose farm exports reached a record \$136.3 billion in 2011 – to the 13 million people with jobs that rely on commercial ports, to the 10 million Americans who take a cruise every year, businesses and families everywhere rely on a safe, efficient, and dependable marine transportation system. The ships and ports that are charged with the safe transport of people and products, in turn, rely on the critical informational infrastructure and services provided by NOAA's Navigation Services.



## Stay safe with NOAA nautical charts

Recreational boaters, unlike commercial mariners, are not required to carry nautical charts. As coastal waterways grow more crowded, however, smart boaters use the latest nautical charts, updated by NOAA with the precision and accuracy that mariners rely on. Obtaining the latest chart is easier than ever. It can be as easy as clicking a link. [www.nauticalcharts.noaa.gov/staff/charts.htm](http://www.nauticalcharts.noaa.gov/staff/charts.htm)

## Plan for fun and safety at the Bicentennial War of 1812 events

Special commemorative charts and posters: [www.nauticalcharts.noaa.gov/WarOf1812/](http://www.nauticalcharts.noaa.gov/WarOf1812/)

Event calendars and websites: [www.ourflagwasstillthere.org/events.html](http://www.ourflagwasstillthere.org/events.html)

nowCoast marine observations: [nowcoast.noaa.gov](http://nowcoast.noaa.gov)

Marine weather forecasts: [www.nws.noaa.gov/om/marine/home.htm](http://www.nws.noaa.gov/om/marine/home.htm)

Tides and Currents: <http://www.ourflagwasstillthere.org/events.html>

Buoy observations: [www.ndbc.noaa.gov](http://www.ndbc.noaa.gov)

NOAA's mission is to understand and predict changes in the Earth's environment, from the depths of the ocean to the surface of the sun, and to conserve and manage our coastal and marine resources.

Visit us online at [www.noaa.gov](http://www.noaa.gov), or on Facebook at [www.facebook.com/usnoaagov](http://www.facebook.com/usnoaagov).

Follow NOAA's Office of Coast Survey on Twitter @nauticalcharts.



2012-2015  
"Our Flag Was Still There"

This BookletChart is published by  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
nauticalcharts.noaa.gov

## Q What are nautical charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, and other aids to navigation. The information promotes safe and efficient navigation.

Chart carriage is mandatory on the commercial ships that carry goods to and from America's shores. They are also used on every Navy and Coast Guard ship, fishing boats, and passenger vessels. Smart recreational boaters also carry nautical charts.

## Q What is a BookletChart?

The BookletChart helps recreational boaters locate themselves on water. It has been reduced in scale for convenience, but otherwise contains all the information

of the full-scale nautical chart. (This special commemorative edition also contains event and historical information not available on full-scale charts.) The bar scales are reduced, but accurately measure distances. (See the note at the bottom of page X for the reduction in scale applied to this chart. Whenever possible, use the official full-scale NOAA nautical chart for navigation. Check your local marine store, or go to [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov) for a list of chart agents. This BookletChart does not fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

## Q 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. NOAA has made additional chart corrections in advance of their publication in a Notice to Mariners. Coast Pilot excerpts are not updated from the time of publication.

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### Excerpts from U.S. Coast Pilot 1, chapter 11

**Boston Harbor**, the largest seaport in New England, includes all the tidewater lying within a line from the southern extremity of Deer Island to Point Allerton, about 4 miles to the southeastward. Numerous dangers lie in the approaches to the harbor. The northeastern approach is obstructed by islands and shoals which extend 4 miles from the entrance; between them are the dredged channels which lead into the harbor. In the southeastern approach, broken ground extends as much as 3 miles from shore. The approaches are marked by a number of powerful lights, and the principal dangers are buoyed.

**Winthrop Head**, about 1 mile northward of the northwestern end of Deer Island, is a 100-foot hill covered with buildings and a tall red, white, and blue standpipe on top which is the most prominent mark in the vicinity. Sewage pump-out is available. **Winthrop Beach** lies along the shore just northward of Winthrop Head. About 0.2 mile off and parallel to Winthrop Beach is a breakwater about 0.4 mile long which is bare several feet at the highest tides and is fairly prominent. Small craft moor behind the breakwater; there are no landings or facilities.

**Finns Ledge**, covered 25 feet, lies on the western side of the entrance to Boston North Channel, the principal approach to the harbor. The ledge, marked by a lighted bell buoy, is at the outer end of shoal ground covered less than 36 feet. The shoal ground extends about 2 miles northeastward from Deer Island. Careful navigation is required in the channel entrance, especially when incoming and outgoing vessels meet.

**Point Allerton**, on the southeast side of the entrance to Boston Harbor, is 3.7 miles from the southern end of Deer Island. On the point is a 100-foot hill covered with buildings; a seawall protects the seaward base of the hill. A turreted tower on the hill is conspicuous.

From Point Allerton the shore extends westward for 2 miles to **Windmill Point**, which is marked by a light and sound signal. The Coast Guard has a boathouse on the southern side of Windmill Point and another about 0.3 mile eastward of the point at the **Point Allerton Coast Guard Station**. **Telegraph Hill**, 1 mile west of Point Allerton, is about 100 feet high and is marked by a stone tower with a conical top; the town of **Hull** is on the western slopes of the hill. Excursion vessels from Boston call at the town wharf in summer and stop at Georges Island on the way.

**Georges Island** is about 1.6 miles west-southwestward of Boston Light and 0.8 mile north-northwestward across Nantasket Roads from Windmill Point. The

island is the site of historic **Fort Warren** and has several other buildings on it. A State recreation park is on the island, and a State landing is in a protected basin at the wharf on the west shore of the island. Daytime berthing and a limited amount of water are available. A seasonal ferry runs from the Boston waterfront to this wharf and from here to several nearby islands and to Boston.

**Boston North Channel** leads from Broad Sound to President Roads from the northeastward. It is the principal entrance to Boston Harbor. A Federal project provides for a channel 1,500 feet wide dredged to 40 feet in the eastern 900 feet, and 35 feet in the western 600 feet. The channel is well marked by lighted buoys.

**Boston South Channel** leads from Broad Sound in a southwesterly and westerly direction to President Roads. A Federal project provides for a channel 1,200 feet wide dredged to 30 feet deep. The channel is marked by lighted and unlighted buoys.

**President Roads** is the area between Deer Island and Governors Island Flats, north of Long Island, and north-northeastward of Spectacle Island. North Channel, South Channel, The Narrows, Nubble Channel, and Sculpin Ledge Channel are entrances to Boston Main Channel and converge at President Roads. This is a dense traffic area for fast ferries, merchant ships, tug and barge units, and recreational boaters. Tug and barge units frequent the sewage treatment plant on Deer Island at the northeast end of President Roads. Its northern part is used as a general and quarantine anchorage for ships awaiting berth in Boston or Nantasket Roads. President Roads has a least depth of 36.8 feet with sand and mud bottom. The south part of President Roads is Boston Main Channel and the entrance into Boston Inner Harbor.

**Nantasket Roads**, westward of the southern entrance to The Narrows, is a good anchorage with depths up to 50 feet. There are numerous shoals in it that must be avoided by deep-draft vessels; the chart is the guide.

**The Narrows** is a channel that extends from Nantasket Roads northwest to President Roads. It is bounded on the northeast side by Great Brewster Spit and Lovell Island and on the southwest side by Georges Island and Gallops Island. Depths of about 26 feet can be carried in the well-marked channel, however, shoals with considerably lesser depths are along the edges of the channel.

Because of the strong currents and sharp turns, it is necessary to conn a ship by eye through the approaches and in The Narrows channel. The navigator must take precautions to prevent being set off course by crosscurrents sweeping in or out of Black Rock Channel and the channel between Gallops Island and Georges Island.

# Table of Selected Chart Notes

**NOTE C**  
The Upper Weymouth Fore River is marked with uncharted aids.

Corrected through NM Feb. 12/11  
Corrected through LNM Feb. 8/11

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

Mercator Projection  
Scale 1:25,000 at Lat. 42°19'  
North American Datum of 1983  
(World Geodetic System 1984)

**SOUNDINGS IN FEET**  
AT MEAN LOWER LOW WATER

**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**  
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.

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

For Symbols and Abbreviations see Chart No. 1

**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.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 1 for important supplemental information.

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

**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)

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and Department of the Navy.

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

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

**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.

Boston, MA    KHB-35    162.475 MHz  
Essex Marine, MA    WNG-574    162.425 MHz

**PLANE COORDINATE GRID**  
(based on NAD 1927)  
The Massachusetts State Grid is indicated on this chart by dotted ticks at 10,000 foot intervals.

**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**SMALL CRAFT WARNINGS**  
Year round small-craft warnings will be displayed during daytime only on Metropolitan District Commission Police Patrol Boats underway in Inner Boston Harbor from Nantasket Beach (42° 16.2' N, 70° 51.5' W) to waters around Georges and Lovell Islands.

**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).

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. 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 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.


**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 0.352' northward and 1.822' eastward to agree with this chart.

**NOTE B**  
**PRECAUTIONARY AREA**  
Traffic within the Precautionary Area may consist of vessels operating between Boston Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.  
Recommended traffic lanes have been established for the approach to Boston Harbor. Use charts 13200 and 13267.

**NOTE Z**  
**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/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

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

**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.

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

**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).

**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 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 fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

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.

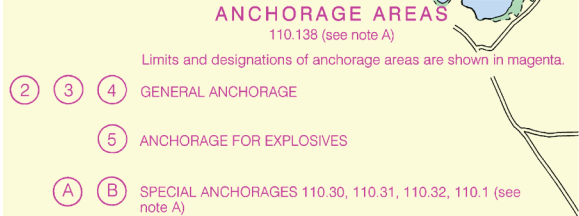
**ANCHORAGE AREAS**  
110.138 (see note A)

Limits and designations of anchorage areas are shown in magenta.

② ③ ④ GENERAL ANCHORAGE

⑤ ANCHORAGE FOR EXPLOSIVES

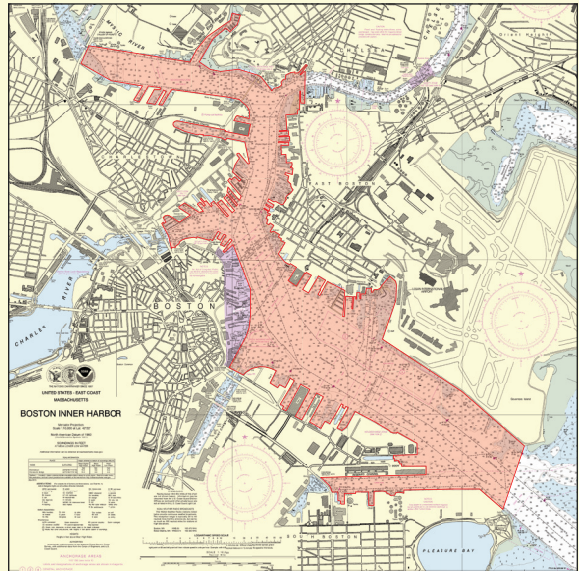
Ⓐ Ⓑ SPECIAL ANCHORAGES 110.30, 110.31, 110.32, 110.1 (see note A)



TOWN RIVER CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2007 AND SURVEYS TO MAR 2007						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) DEPTH (FEET)
TOWN RIVER:						
ENTRANCE CHANNEL	28.7	28.9	26.3	3-07	300	0.7 35
HOLE POINT REACH	29.1	27.1	27.0	3-07	100-300	0.5 35
QUINCY REACH	A2.9	1.3	3.4	3-07	100	0.2 15

A. EXCEPT FOR SHOALING TO 0.9 FEET IN FINAL 50 FEET OF CHANNEL.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

**BOSTON WAR OF 1812 COMMEMORATIVE BOOKLETCARTS**  
A special local regulation establishes a regulated area to include all waters of the Boston Inner Harbor. This area is defined as the waters west of a line drawn from the monument at Castle Island to the Logan Airport Security Zone Buoy "24" to shore; including the Reserved Channel to the Summer Street retractile bridge, the Charles River to the Gridley Locks, the Mystic River at the Alford Street Bridge, and the Chelsea River to the McArdle Bridge. This regulated area will be enforced from 9 a.m. on June 29, 2012 through 6 p.m. on July 6, 2012.



From 9 a.m. on June 29, 2012 through 6 p.m. on July 6, 2012 vessel control measures will be implemented in the Boston Inner Harbor. During the effective period, vessel operators transiting through the regulated area shall proceed in a counter-clockwise direction at no wake speeds not to exceed five knots, unless otherwise authorized by the Captain of the Port. Vessel operators shall comply with the instructions of on-scene Coast Guard patrol personnel. Vessel operators transiting the regulated area must make way for all deep draft vessel traffic underway in the regulated area.

From 9 a.m. on June 29, 2012 through 6 p.m. on July 6, 2012 25-yard safety and security zones will be established around all moored official War of 1812 event participants, all moored U.S. military vessels under 100-feet, and all foreign military vessels within the Captain of the Port Zone Boston. No person or vessel may enter, transit, anchor or otherwise move within the security zones unless granted permission to do so by the COTP Boston or the designated on-scene representative.

On July 4, 2012 from approximately 10 a.m. to 2 p.m. while the USS Constitution and USCGC Eagle are underway there will be a 300-yard moving safety and security zone around both vessels. During this time the safety and security zone will supersede any designated traffic patterns associated with the War of 1812 Bicentennial Commemoration marine events. No person or vessel may enter the safety and security zone unless granted permission to do so by the COTP Boston or the designated on-scene representative.

When within 500-yards of a U.S. naval vessel greater than 100-feet, all boaters, both commercial and recreational, shall operate at the minimum speed necessary to maintain a safe course. In addition, boaters must comply with all direction given by the Coast Guard or the naval vessel inside the 500-yard zone. No vessel or person may approach within 100-yards of the naval vessel unless authorized by the Coast Guard or the naval vessel. Violations of the Naval Vessel Protection Zone are a felony offence, punishable by up to 6-years in prison and/or up to \$250,000 in fines.

Reference the complete list of regulations online at:  
<http://www.gpo.gov/fdsys/pkg/FR-2012-04-03/html/2012-7917.htm>

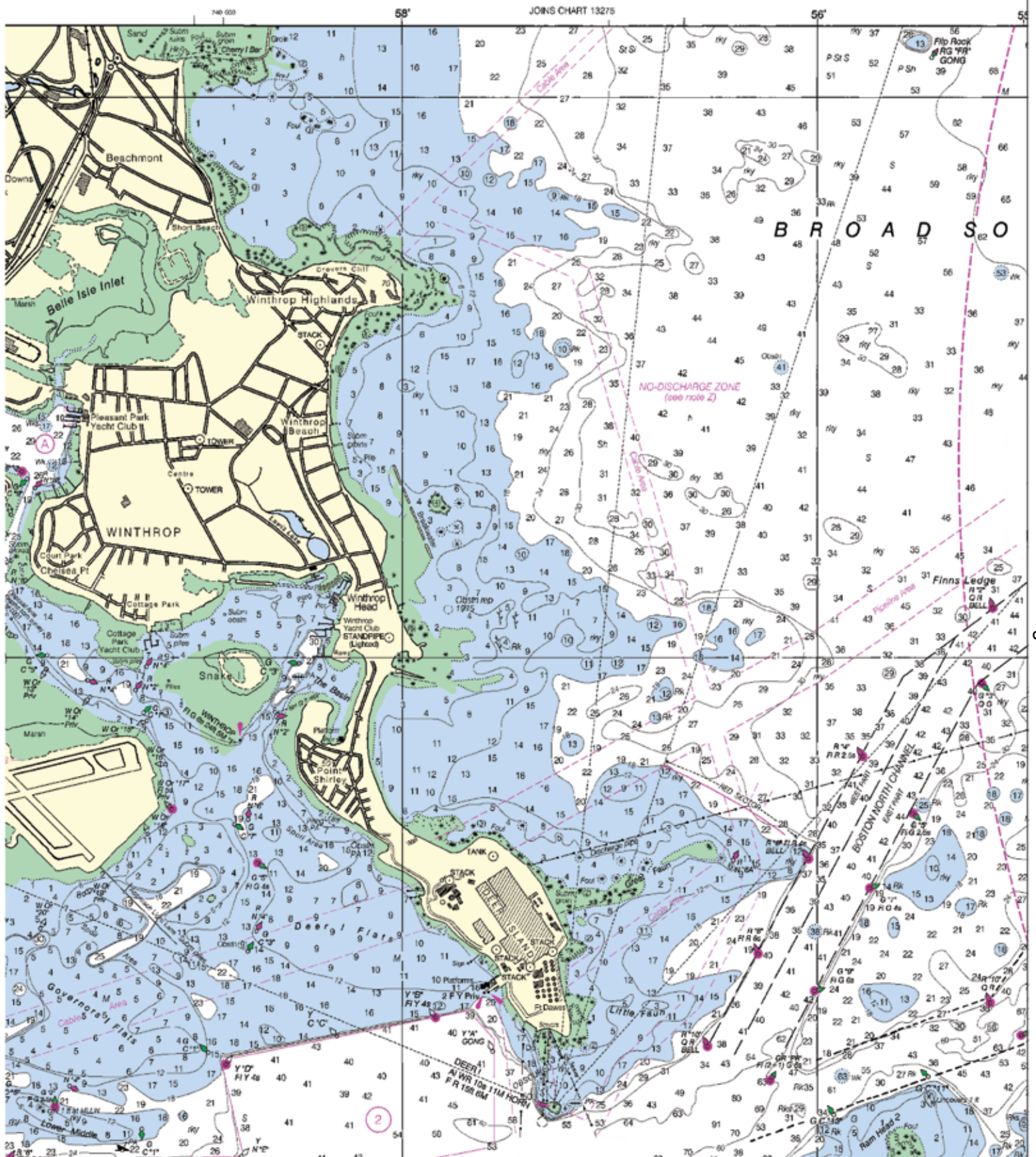


For a complete list of events visit the Harbor Fest website:  
<http://www.bostonharborfest.com/dailyevents.html>



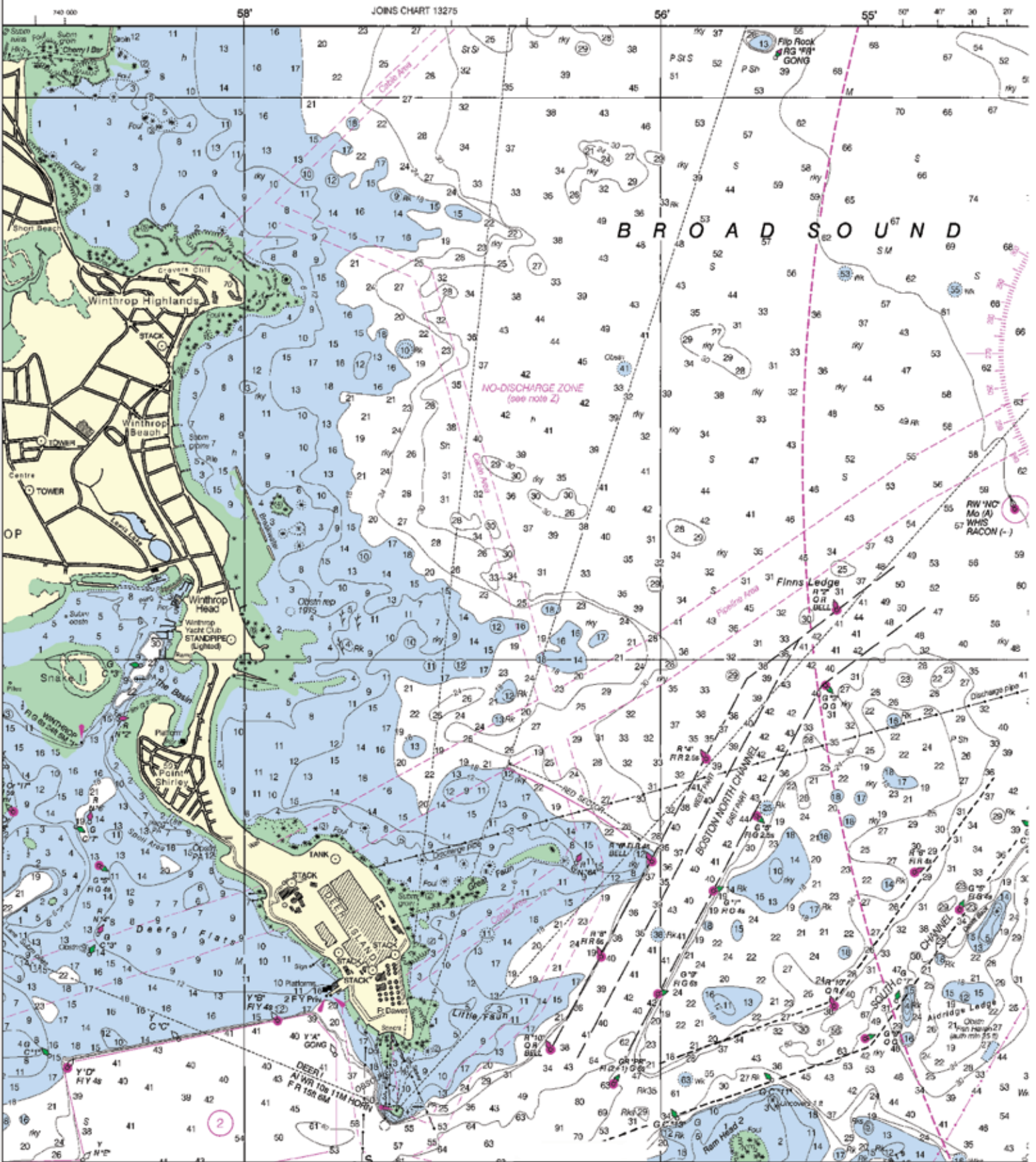






Joins Page 15

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:33333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Joins Page 9

Joins Page 16

Printed at reduced scale. SCALE 1:25,000

See Note on Page 9

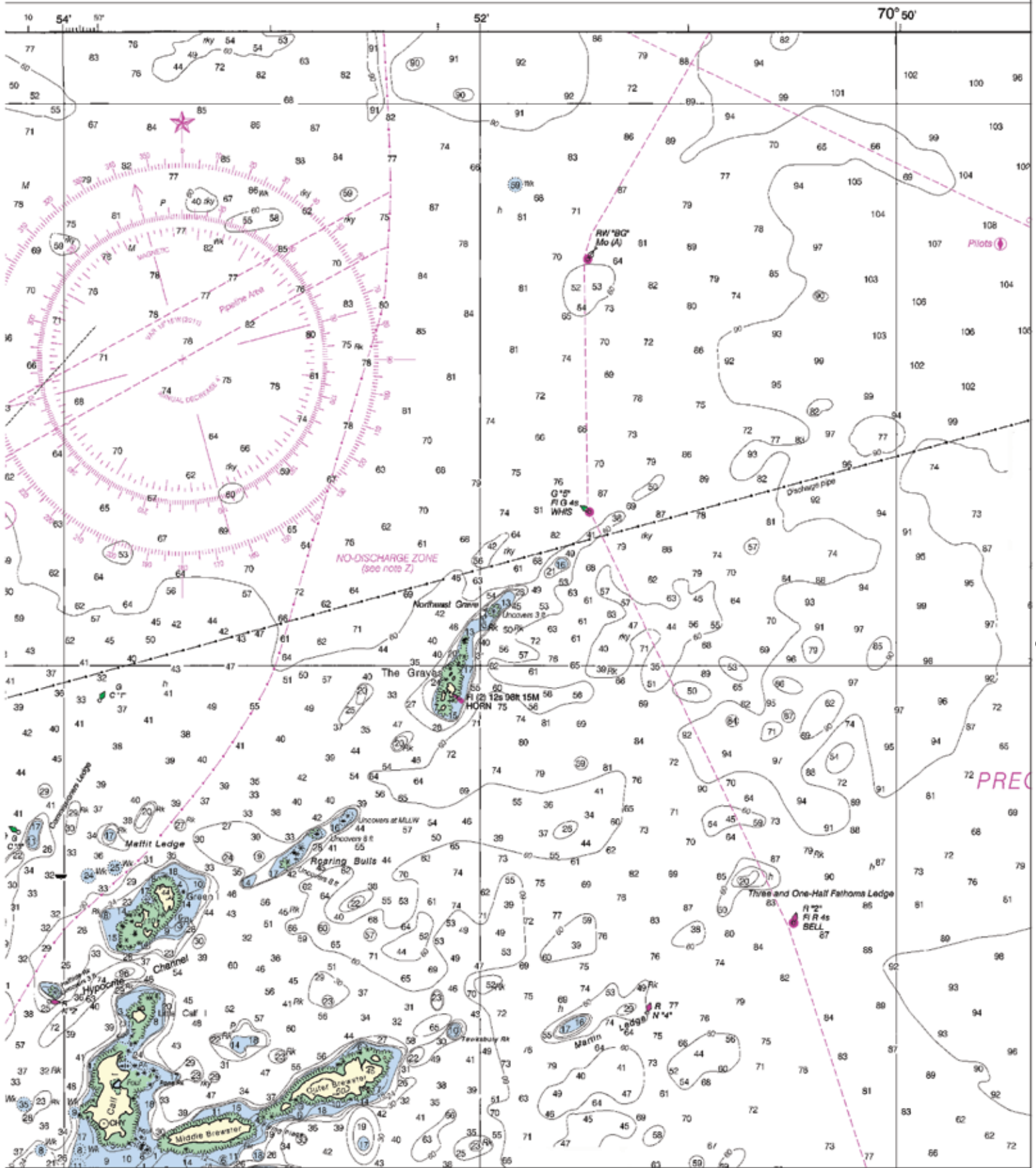
Nautical Miles

Yards



10

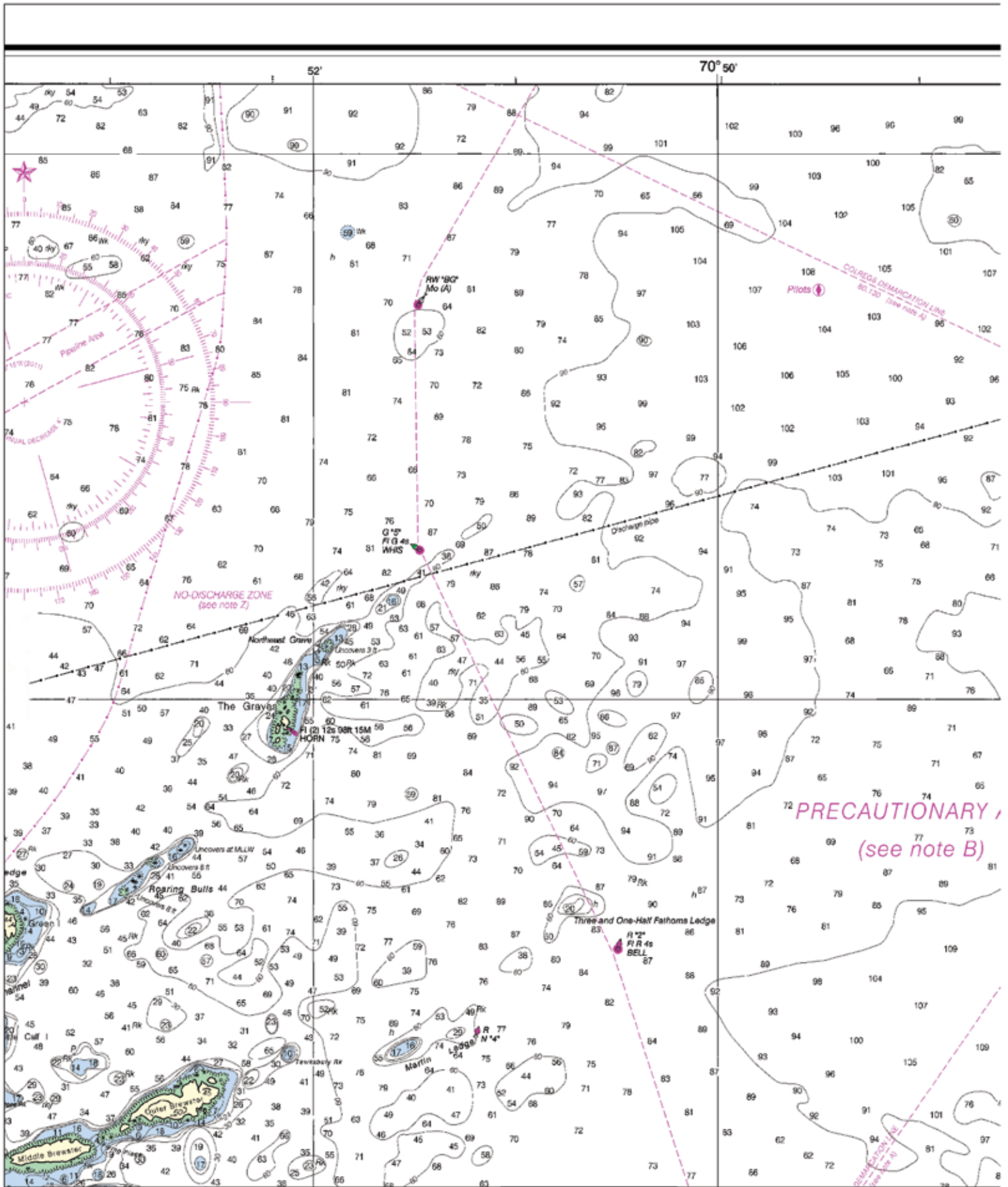




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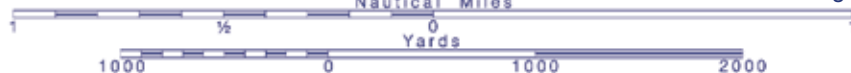
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 4811 11/29/2011,  
 NGA Weekly Notice to Mariners: 5011 12/10/2011,  
 Canadian Coast Guard Notice to Mariners: 0711 7/29/2011.



Joins Page 18

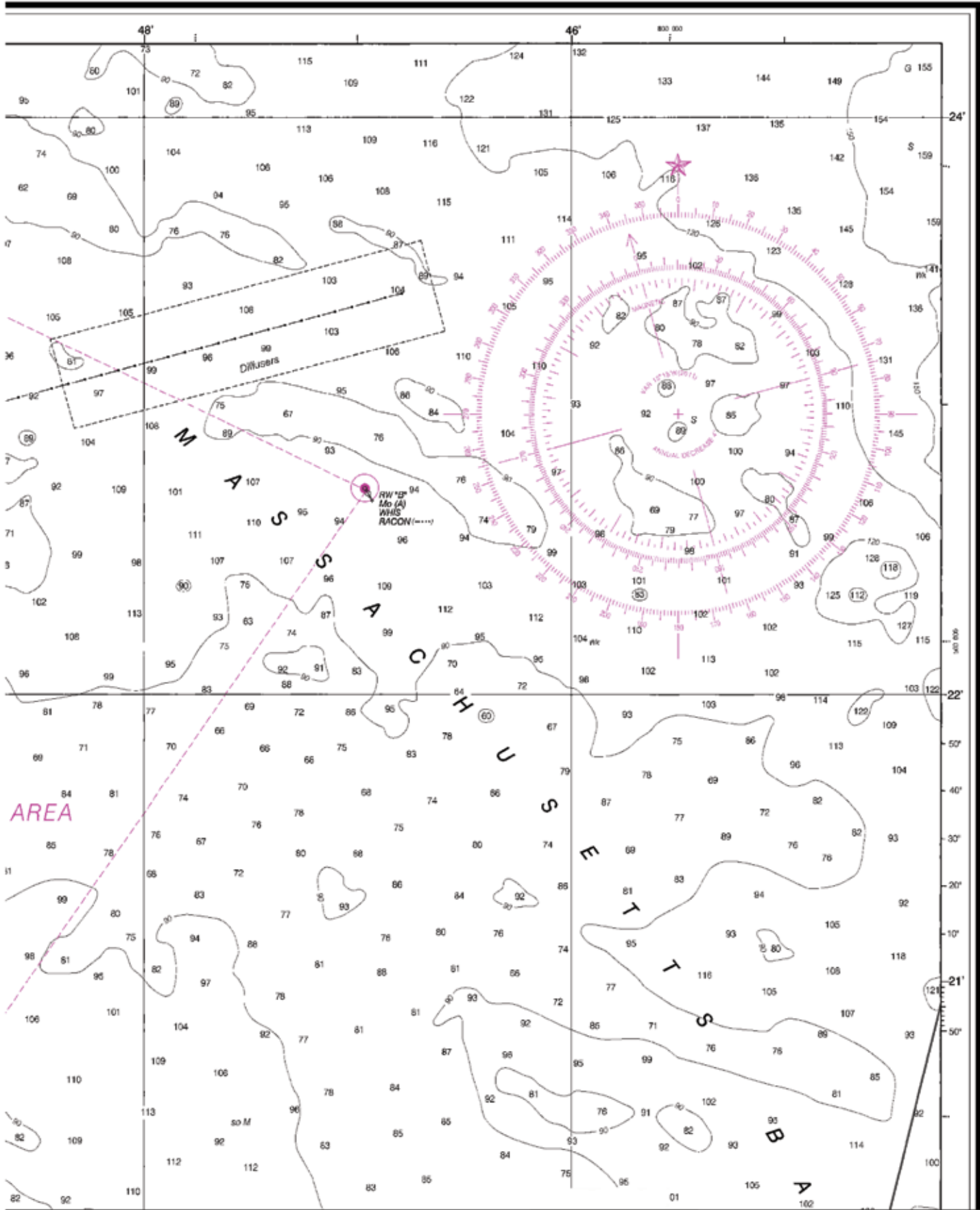
Printed at reduced scale. SCALE 1:25,000

See Note on Page 9

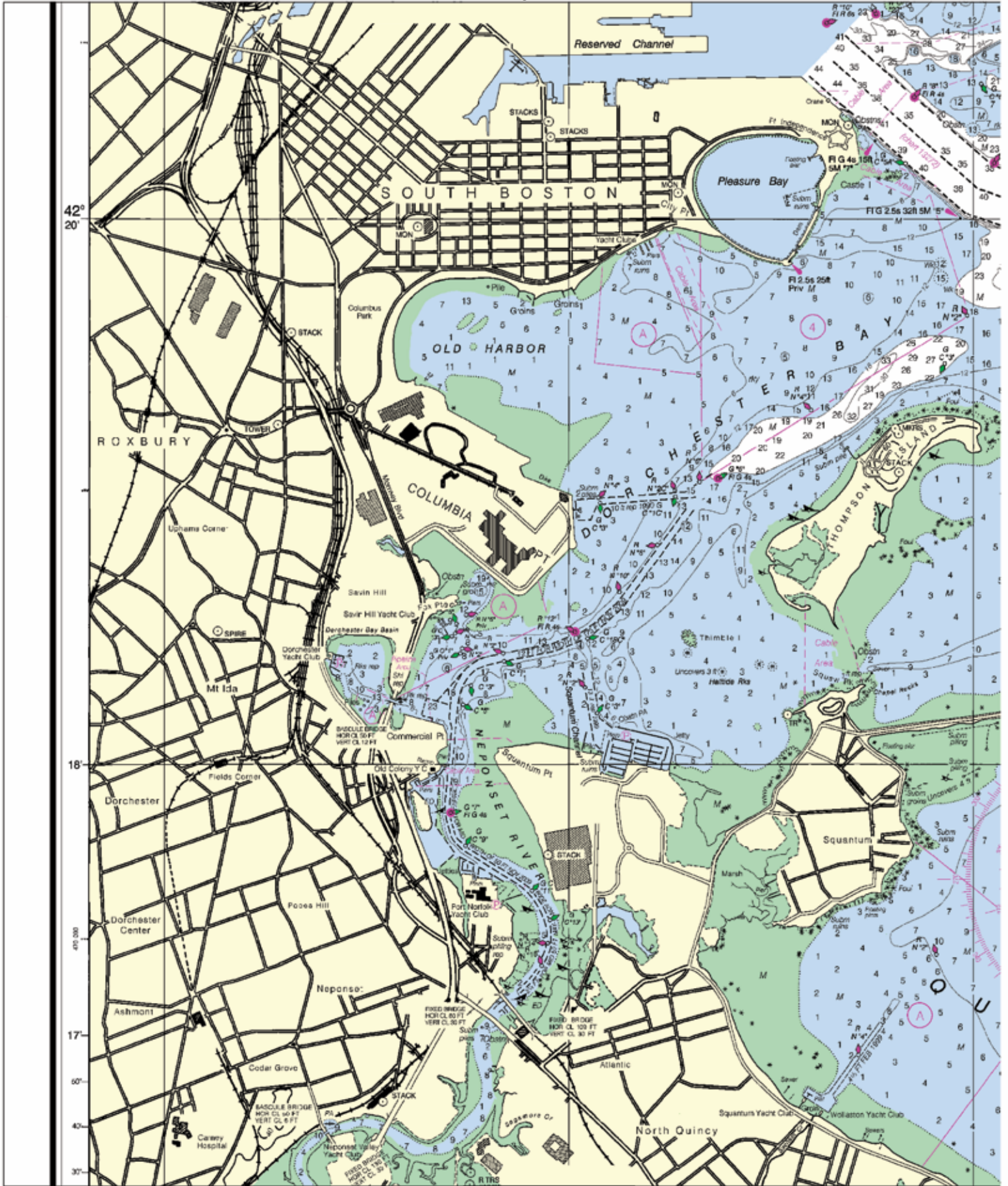


12



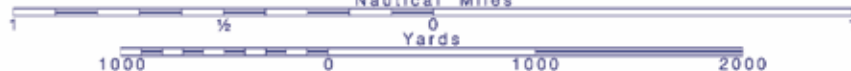


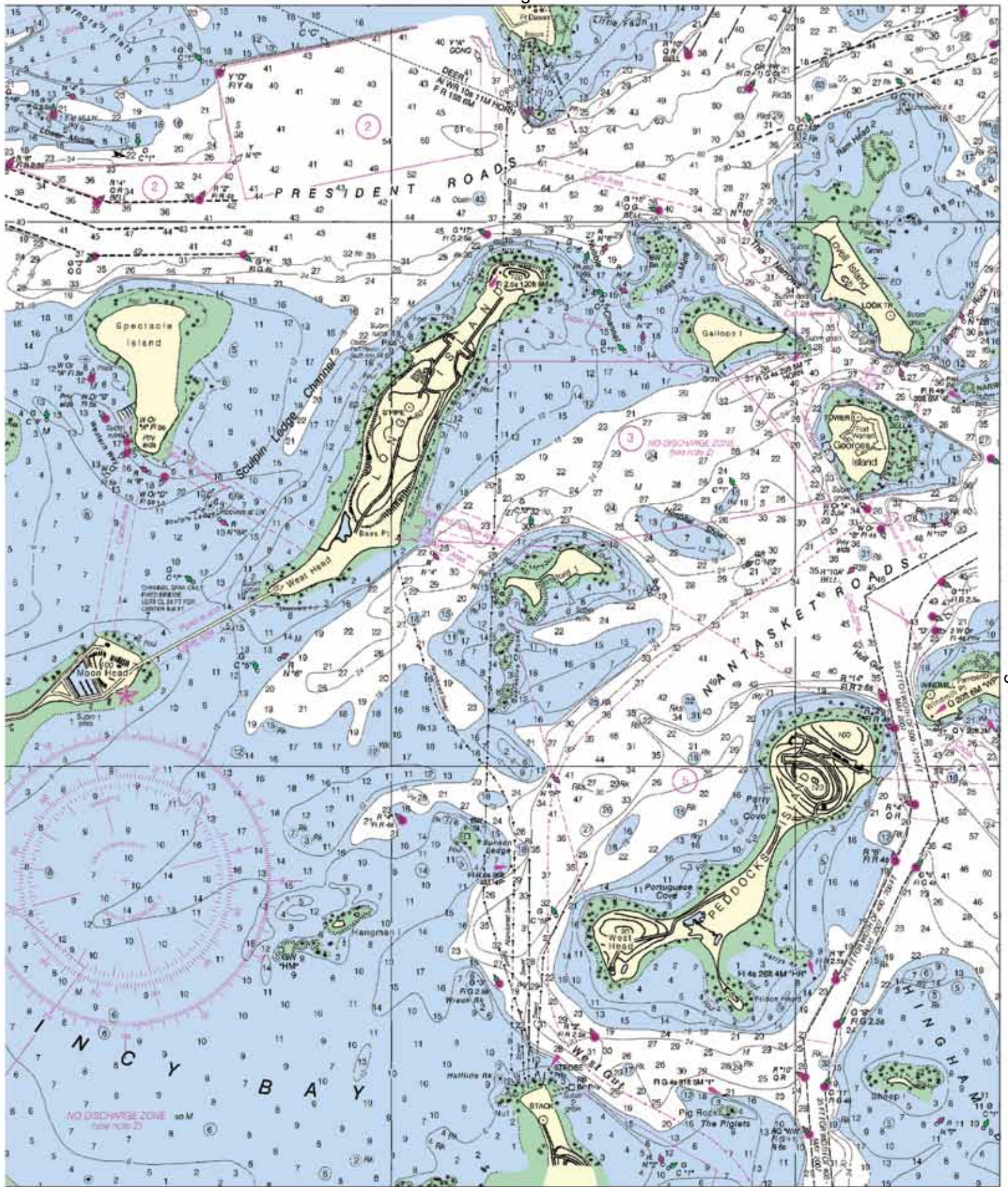
Joins Page 19

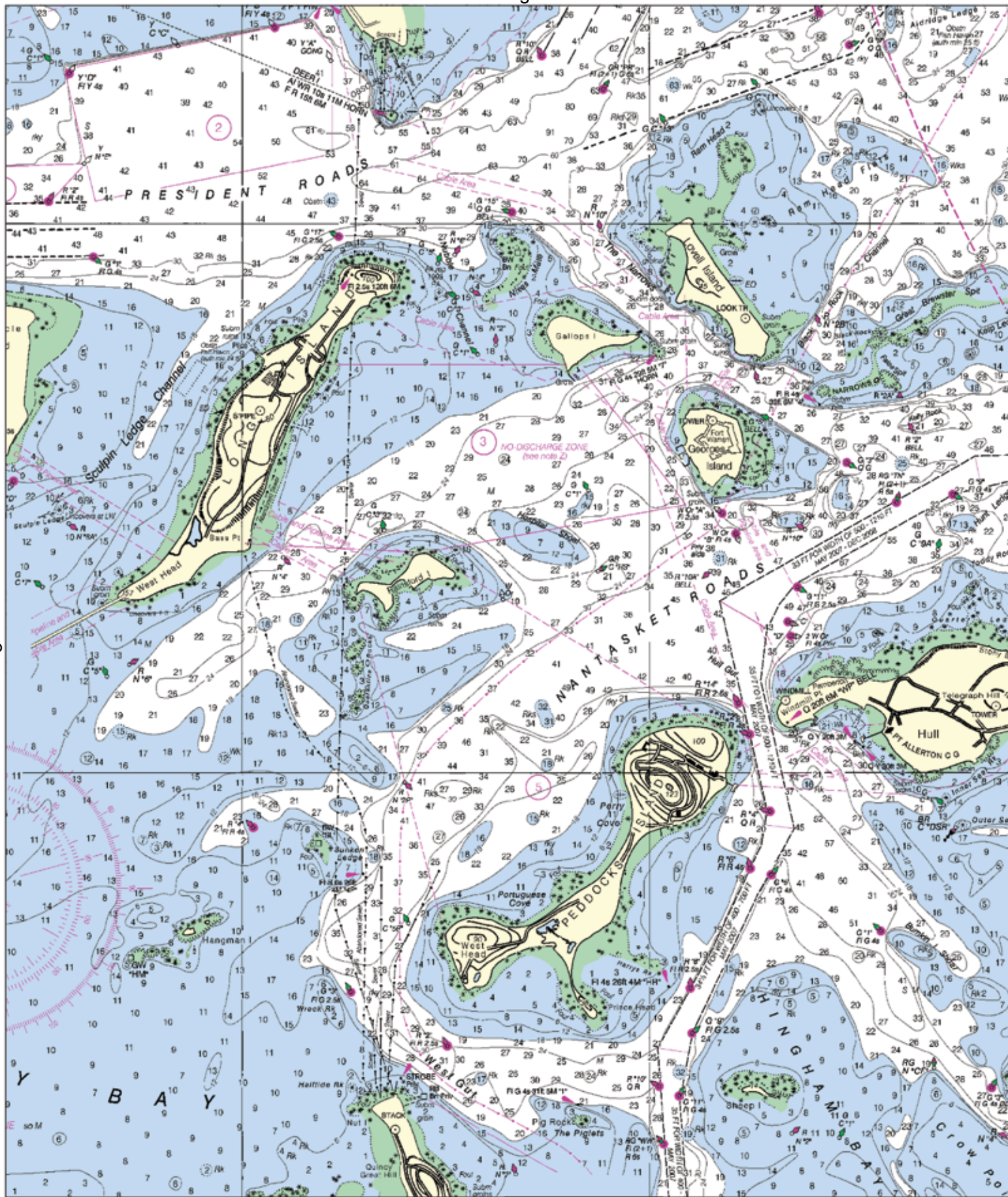


Printed at reduced scale. SCALE 1:25,000

See Note on Page 9







Joins Page 15

Printed at reduced scale. SCALE 1:25,000  
Nautical Miles

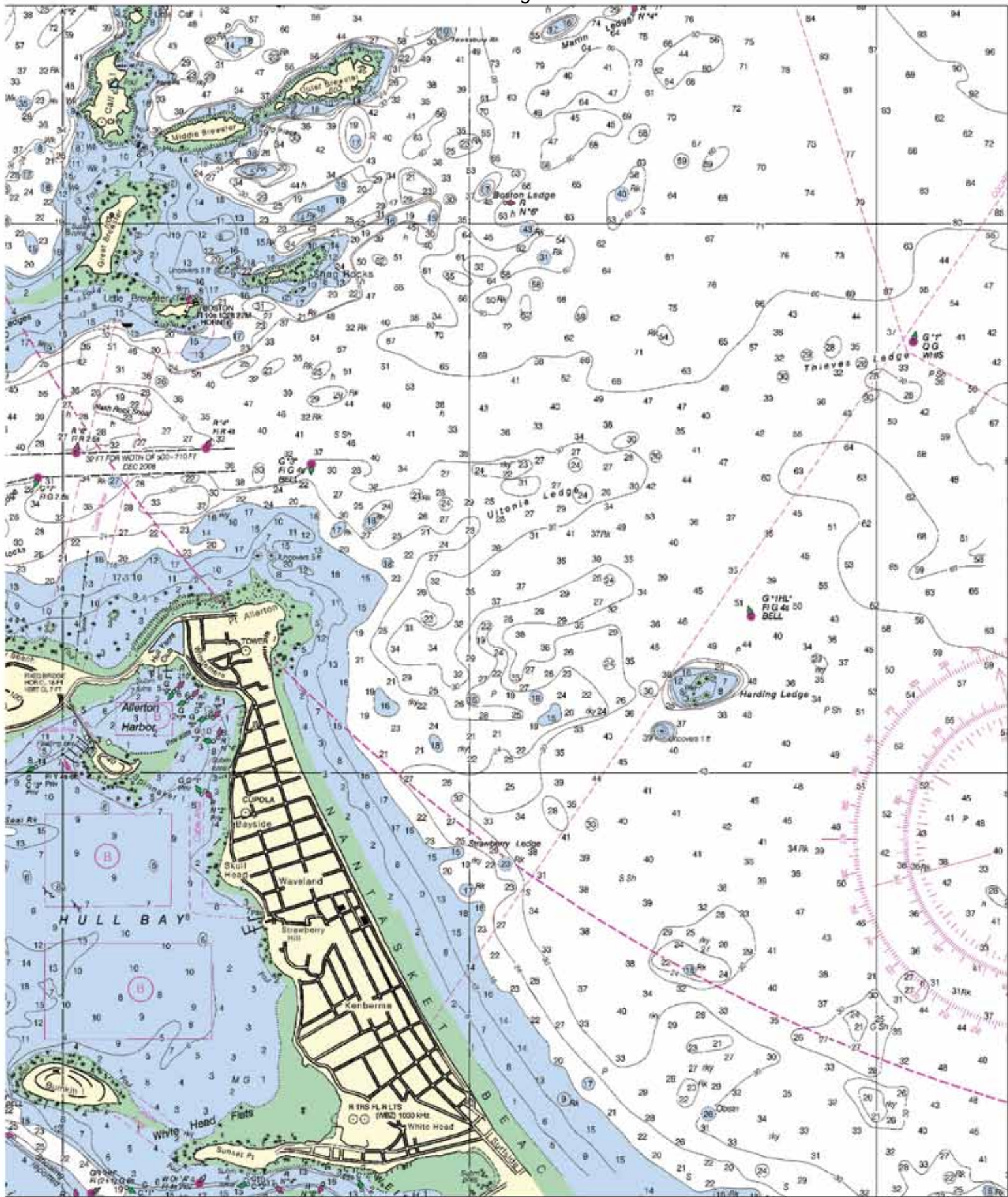
See Note on Page 9

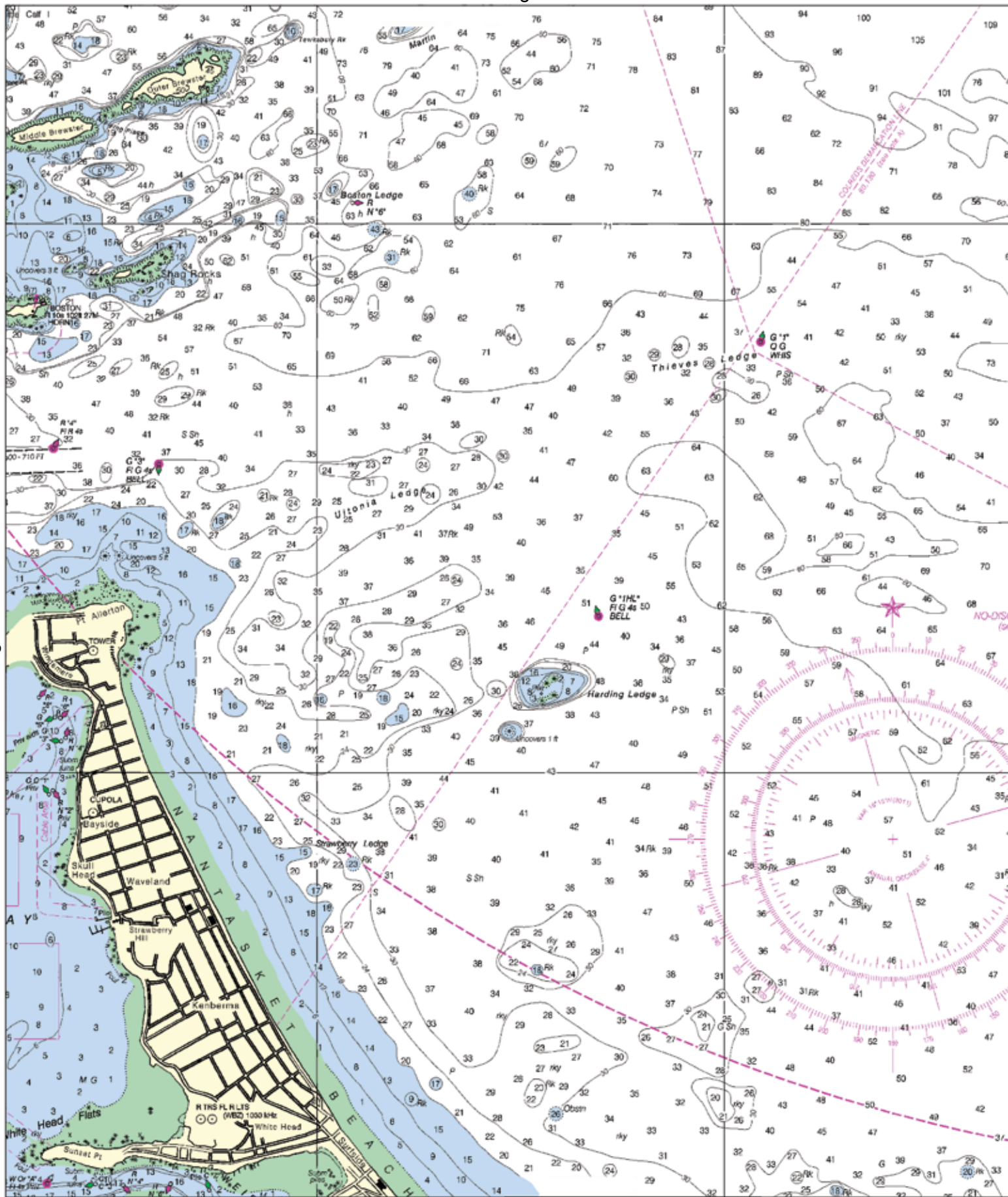


16









Joins Page 17

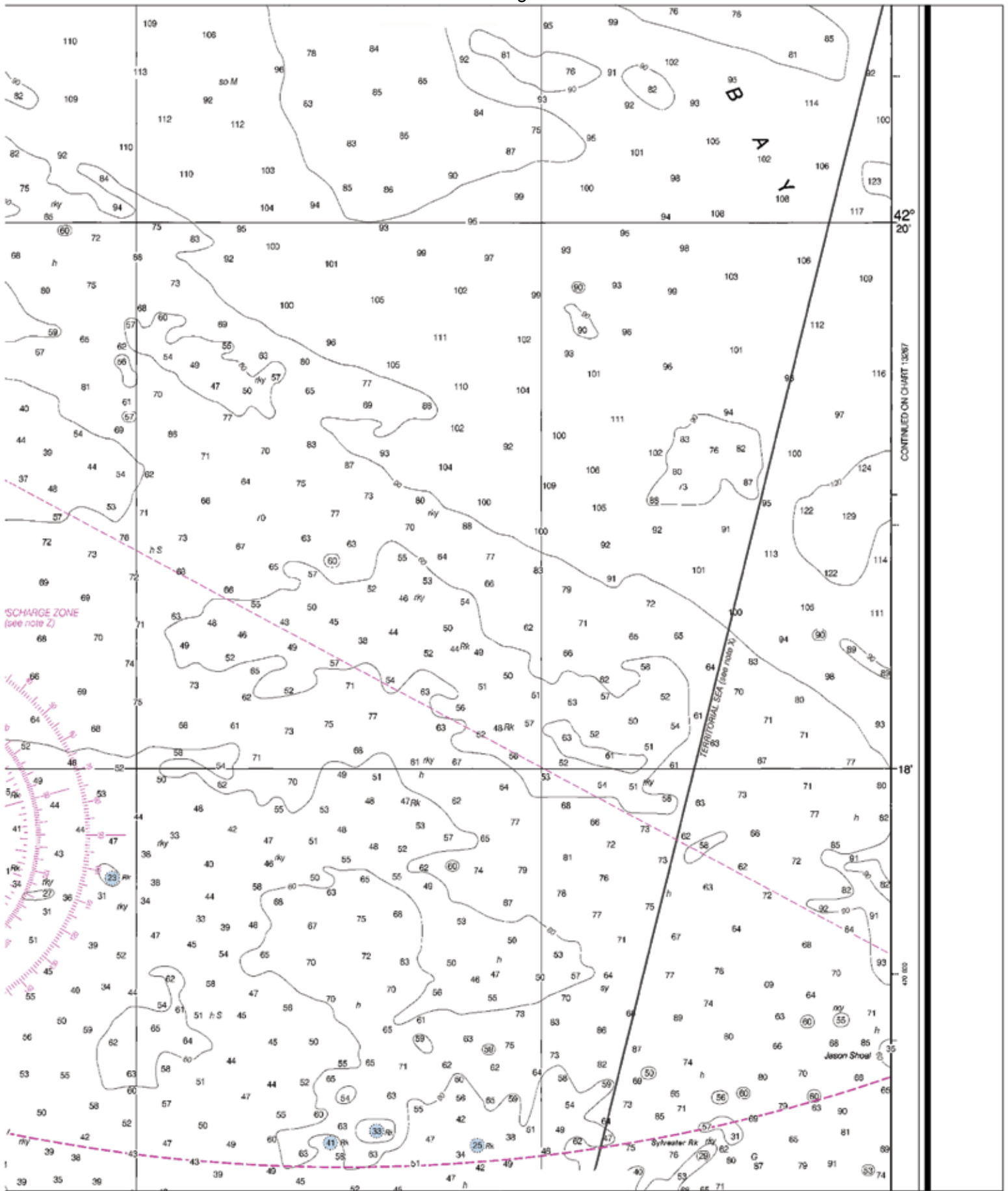
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See Note on Page 9



18







UNITED STATES - EAST COAST  
 MASSACHUSETTS  
**BOSTON HARBOR**

Mercator Projection  
 Scale 1:25,000 at Lat. 42°19'

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](http://nauticalcharts.noaa.gov)

**TIDAL INFORMATION**

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean High High Water	Mean High Water	Mean Low Water
Roxon Light	(42°19'N/70°53'W)	9.8	9.4	0.3
Charlestown Bridge	(42°22'N/71°04'W)	13.2	9.8	0.3
Weymouth Fore River Bridge	(42°15'N/70°58'W)	13.2	9.8	0.3
Chelsea Harbor	(42°15'N/70°47'W)	9.5	9.1	0.3

Dashes (- -) located in datum column indicate unavailable datum values for a tide station. Real time water levels, tide predictors, and tidal current predictors are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Mar 2011)

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, U.S. Coast Guard, and Department of the Navy.

**SUPPLEMENTAL INFORMATION**  
 Consult U.S. Coast Pilot 1 for important supplemental information.

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

**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.

**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.

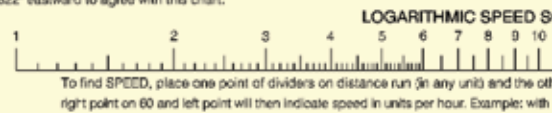
**NOTE A**  
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.  
 Refer to charted regulation section numbers.

**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 0.352' northward and 1.822' eastward to agree with this chart.

**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.

**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:  
 (o) Accurate location (o) Approximate location

TABULATED FROM SURVEYS	
CONTROLLING DEPTHS FROM SEAWARD IN	
NAME OF CHANNEL	L C D
TOWN BEVER:	
ENTRANCE CHANNEL	2
HOLE POINT BEACH	2
QUINCY BEACH	A
A. EXCEPT FOR SOUNDINGS TO 0.9 FEET IN F	
NOTE - CONSULT THE CORPS OF ENGINEERS	



64th Ed., Feb. / 11 ■ Corrected through NM Feb. 12/11  
 Corrected through LNM Feb. 8/11

**13270**

**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 to: Mariners published after the dates:   
 > to   
 > all   
[nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).



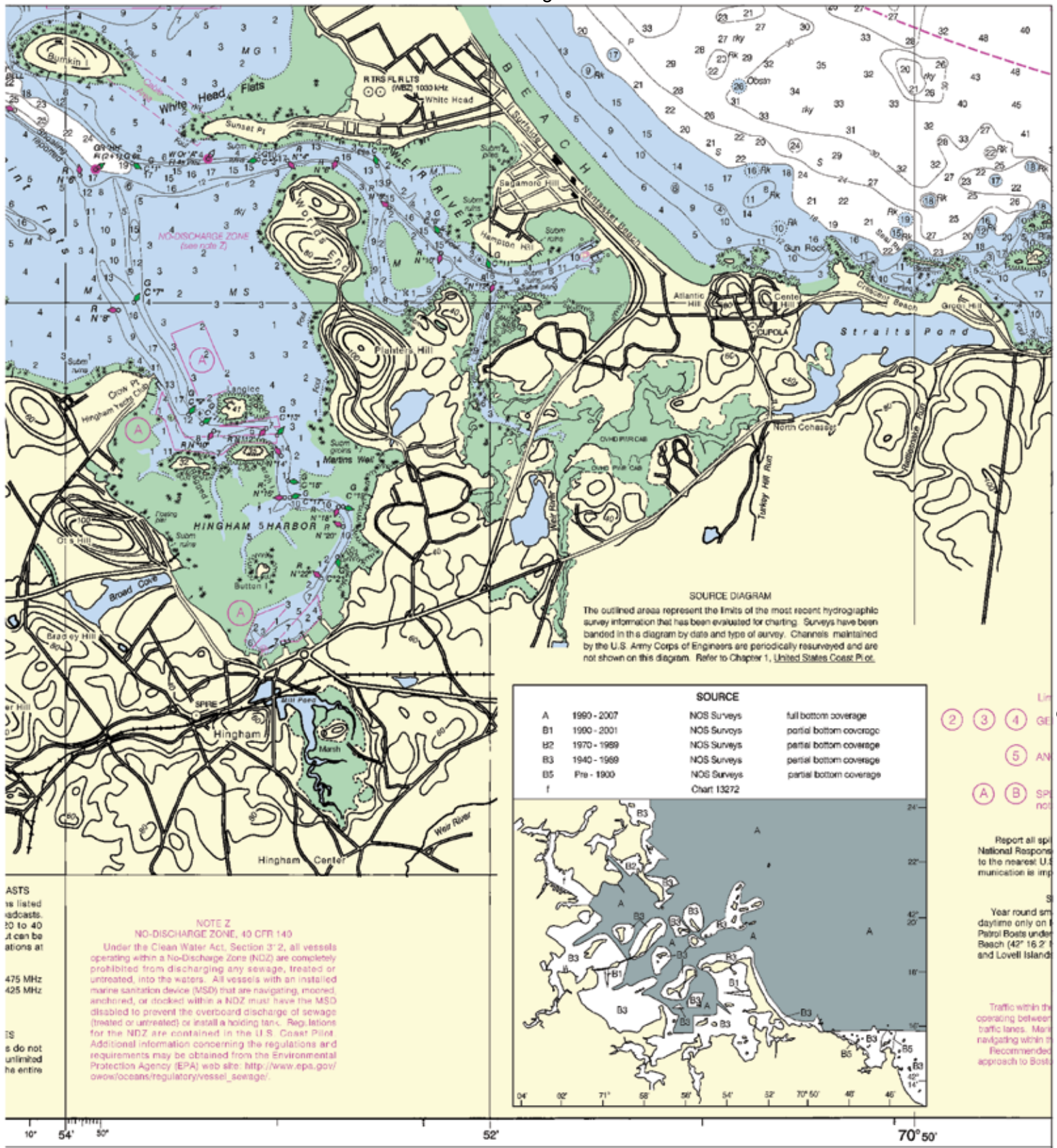
**20**



Printed at reduced scale. SCALE 1:25,000  
 Nautical Miles



See Note on Page 9



**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 - 2007	NOS Surveys full bottom coverage
B1	1990 - 2001	NOS Surveys partial bottom coverage
B2	1970 - 1989	NOS Surveys partial bottom coverage
B3	1940 - 1969	NOS Surveys partial bottom coverage
B5	Pre - 1900	NOS Surveys partial bottom coverage
f		Chart 13272



**NOTE Z**  
**NO-DISCHARGE ZONE, 40 CFR 149**  
 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/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

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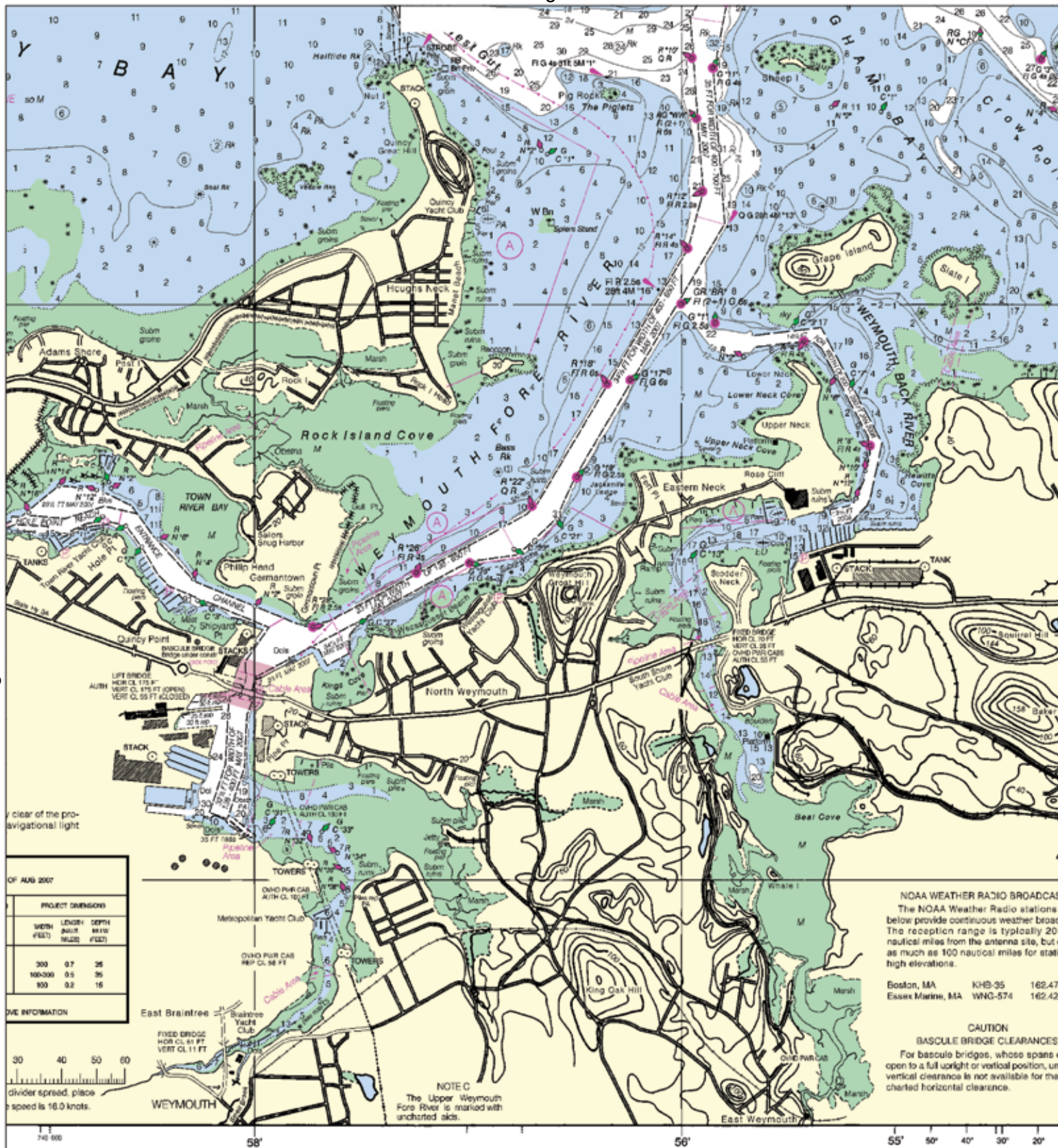
Year round  
 daytime only on  
 Patrol Boats under  
 Beach (42° 16.2' N  
 and Lovell Island

Traffic within the  
 operating between  
 traffic lanes. Mark  
 navigating within the  
 Recommended  
 approach to Boston

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 SERVICE  
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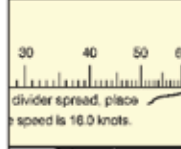
**PRINT-ON-DEMAND CHARTS**  
 NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-3 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://hatteras.noaa.gov/ldr/inquiry.aspx>, or OceanGrafix at 1-877-56CH.

**SOUNDING**



OF AUG 2007

PROJECT DIMENSIONS		
WIDTH (FEET)	LENGTH (FEET)	DEPTH (FEET)
300	97	35
100-300	9.5	35
100	9.2	16



NOAA WEATHER RADIO BROADCASTS  
 The NOAA Weather Radio stations below provide continuous weather broadcast. The reception range is typically 20 nautical miles from the antenna site, but can be as much as 100 nautical miles for steel high elevations.

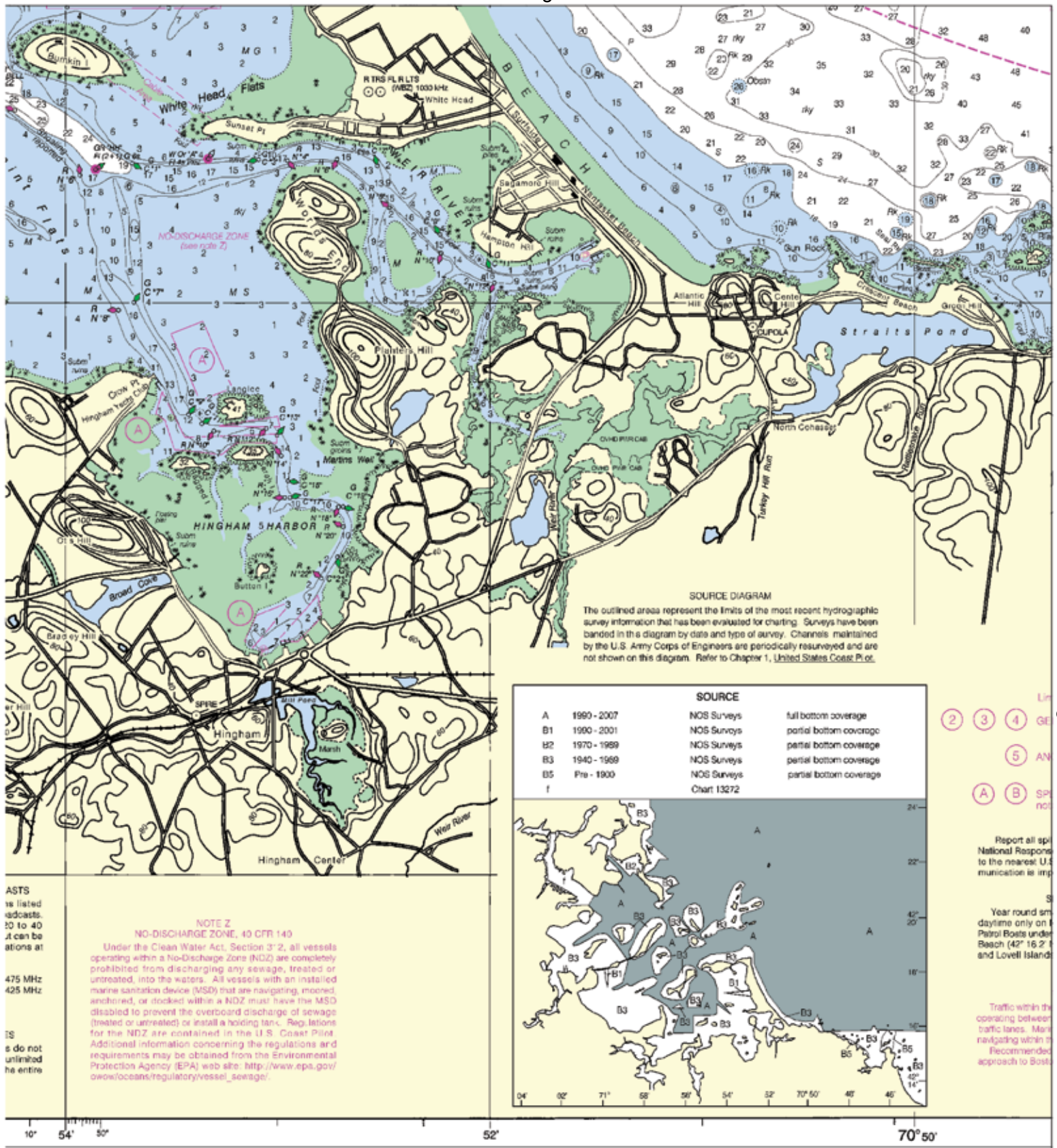
Boston, MA KHB-35 162.47  
 Essex Marine, MA WNG-574 162.42

**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
 For bascule bridges, whose spans can open to a full upright or vertical position, the vertical clearance is not available for the charted horizontal clearance.

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/CSD), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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

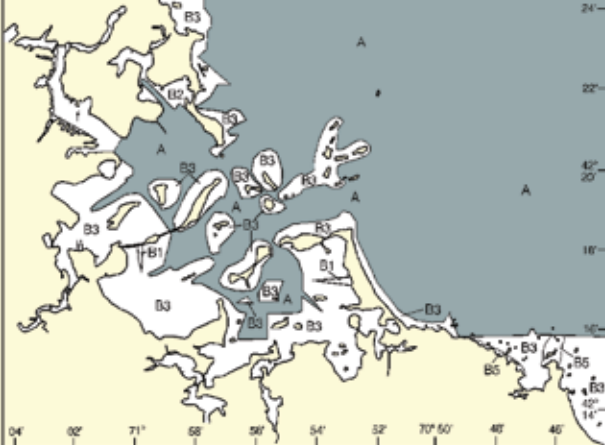




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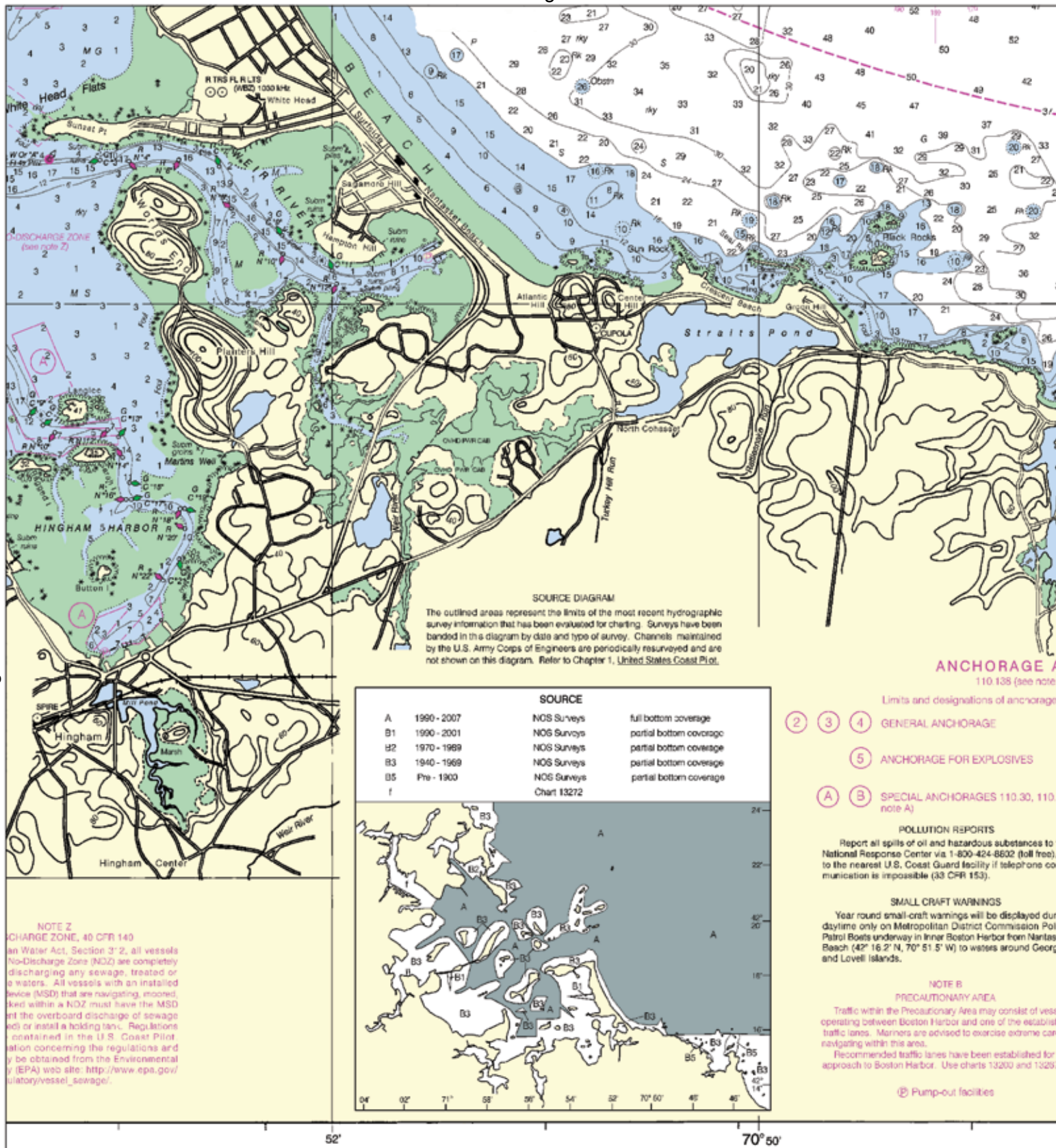
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**SOUNDING**



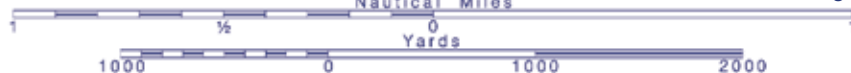
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**SOUNDINGS IN FEET**

Printed at reduced scale. **SCALE 1:25,000**

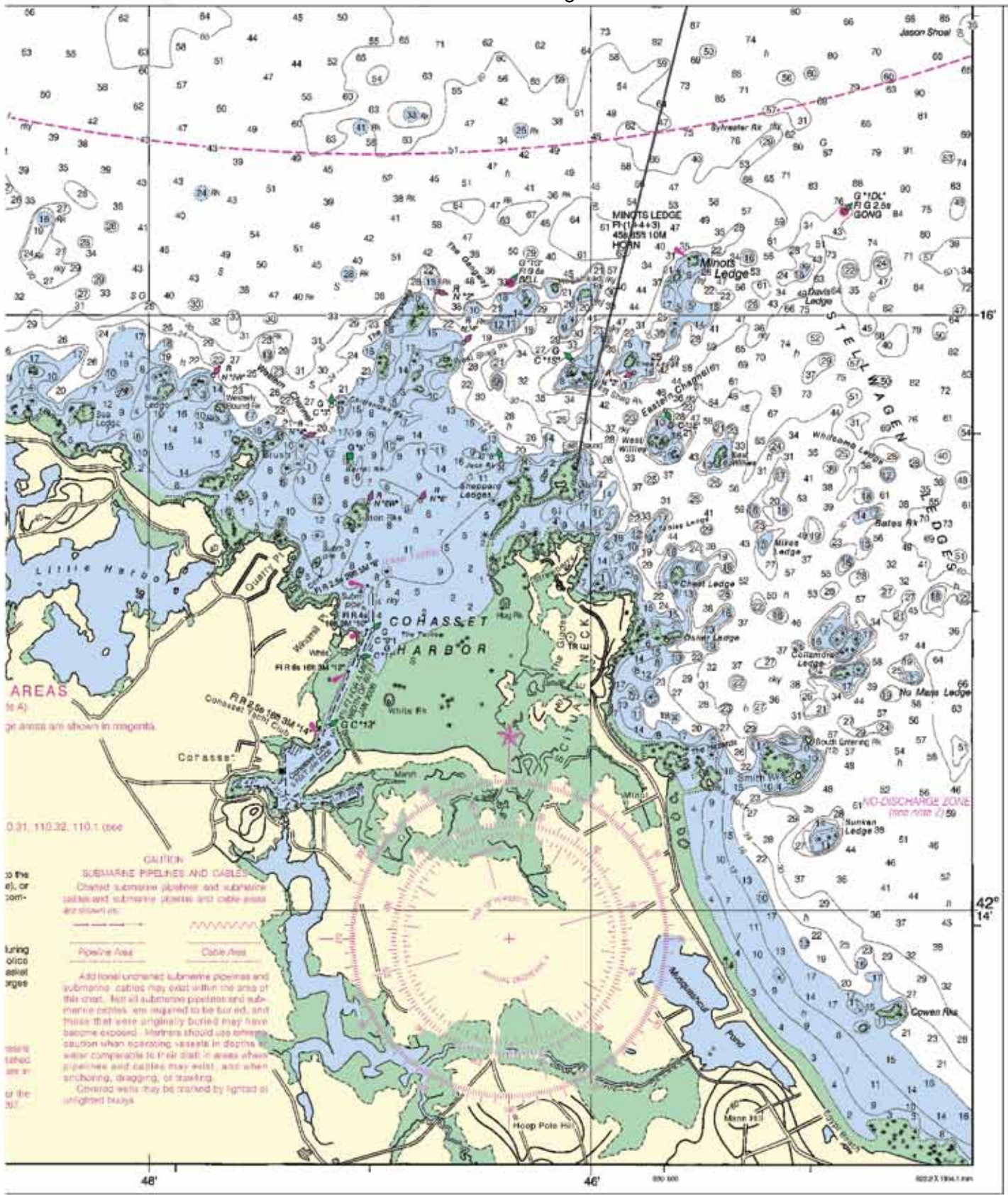
See Note on Page 9



Joins Page 23







**AREAS**  
 (to A)  
 gr areas are shown in magenta.

0.31, 110.32, 110.1 (see)

**CAUTION:**  
**SUBMARINE PIPELINES AND CABLES**  
 Channel submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Positive Area Cable Area

Add local 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 stowing. Covered wells may be marked by lights or unlighted buoys.

Using other edition pages

shall be used as of the 2017

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
METERS	0.3	0.6	0.9	1.2	1.5	1.8	2.1	2.4	2.7	3.0	3.3	3.7	4.0	4.3	4.6	4.9	5.2

Boston Harbor  
 SOUNDINGS IN FEET - SCALE 1:25,000

13270



NSN 7842014010418  
 NSA REFERENCE NO. 13A-HA13270

# 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.

6. Release transmit button.

7. Wait for 10 seconds — If no response Repeat MAYDAY call.

## HAVE ALL PERSONS PUT ON LIFE JACKETS!

**Mobile Phones** — Call 911 for water rescue.

Coast Guard Point Allerton 781-925-0166

Coast Guard Cape Gloucester 978-283-0705

Coast Guard Group Boston 617-223-3201 / 3208

Massachusetts Environmental Police 800-632-8075

Coast Guard Atlantic Area Cmd 757-398-6390

**NOAA Weather Radio (MHz)** — 162.400, 162.425, 162.450, 162.475, 162.500, 162.525, 162.550

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.

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**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-references digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be

downloaded from NOAA for free and printed from [www.nauticalcharts.noaa.gov/bookletcharts](http://www.nauticalcharts.noaa.gov/bookletcharts)

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side and safety, boating and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are nine text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)

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## Internet Sites

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[www.tidesandcurrents.noaa.gov](http://www.tidesandcurrents.noaa.gov)

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