

# BookletChart™

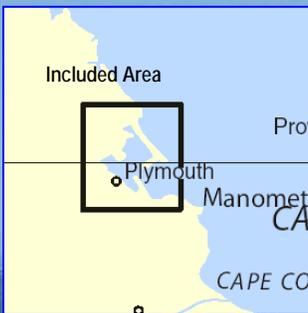


## Harbors of Plymouth, Kingston and Duxbury

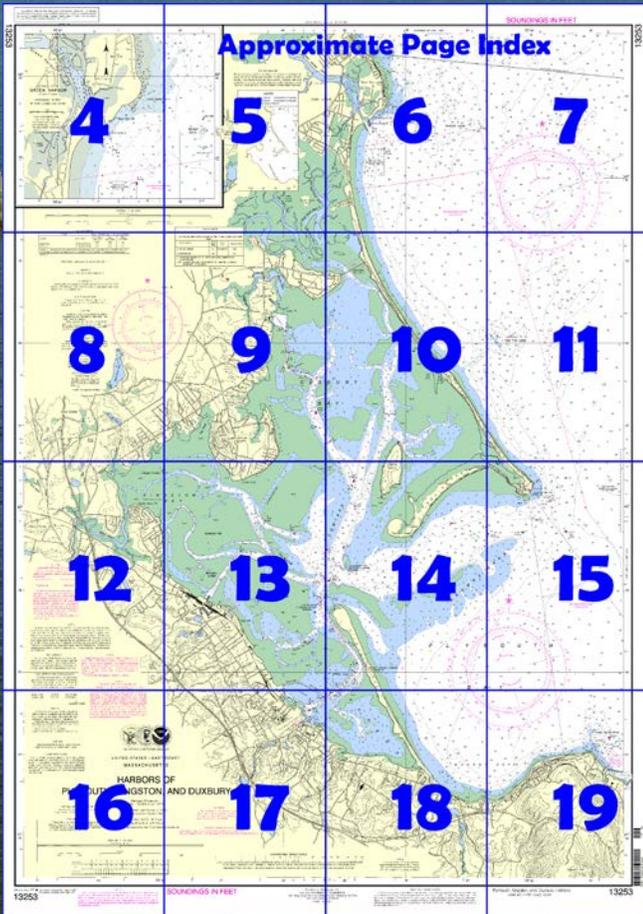
NOAA Chart 13253

*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



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**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.

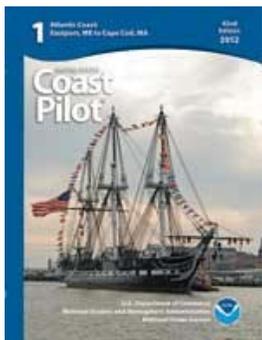
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13253>.



**(Selected Excerpts from Coast Pilot)**

For about 1 mile south of Brant Rock to the entrance of Green Harbor River, foul ground extends offshore for nearly 1.5 miles to **Farnham Rock**, which is covered 14 feet. A lighted bell buoy is just eastward of the rock.

**Green Harbor River** has its entrance west of **Blackmans Point** at the southern end of **Green Harbor Point**. **Bartlett Rock**, which uncovers 2 feet, and **Howland Ledge**, covered 7 feet and marked by a

buoy, are 0.6 and 1.2 miles eastward of the entrance, respectively. An obstruction reported to be covered 6 feet is about 275 yards south-southeast of Bartlett Rock. In 1987, an obstruction was reported 200

yards south of Bartlett Rock in about 42°04'34.2"N., 70°37'49.0"W. Jetties are on each side of the entrance; the east jetty is marked by a light. A channel, marked by a buoy at the entrance and a buoy inside, leads to a turning basin about 0.6 mile above the seaward ends of the jetties. An anchorage basin is on the east side of the channel off the town wharf.

In 2010, the controlling depth was 6.5 feet (8 feet at midchannel) to just inside the east jetty, thence 5.8 feet to the turning basin at the head of the project except for shoaling to bare around Blackman's Point; 6 feet can be carried in the left outside quarter around the shoal. Depths of 5 to 6 feet were available in the anchorage basin and turning basin.

The town wharf and a marina are on the east bank 0.4 mile above the jetties. The facilities have approach and alongside depths of 6 ft. Berths, electricity, gasoline, diesel fuel, water, ice, sewage pumpout, launching ramps, a 12.5-ton lift, storage, and hull and engine repairs are available.

**Green Harbor** is a small village on the west side of the river. Four prominent radio towers are just southwest of the village and 5 miles northward of the entrance to Plymouth Bay. A marina and the Green Harbor Yacht Club are on the west bank near the head of the harbor close southward of the causeway. Berthage, electricity, gasoline, water, marine supplies, and a small-craft launching ramp are available at the marina. The service float has 6 feet reported alongside. A 15-ton mobile hoist can haul out vessels for hull, engine, electrical, and electronic repairs, and for open winter storage.

**High Pine Ledge**, awash at low water and marked on its easterly side by a buoy, is about 0.8 mile off **Duxbury Beach** and 2 miles northward of Plymouth Light. The ledge extends from the buoy nearly to the shore; vessels should not attempt to pass westward of the buoy.

**Plymouth Bay** is about 20 miles southeastward of Minots Ledge Light. From its entrance, between Gurnet Point and Rocky Point, it extends 2.5 miles westward to **Plymouth Beach**. **Warren Cove**, the southern part of Plymouth Bay, is sometimes used as a temporary anchorage.

**Plymouth Harbor** is about 1 mile wide at its northern end, gradually narrowing to its southern end. Most of the harbor is dry at low water. The channels in Plymouth Harbor and tributaries usually have soft bottoms. The channel through the entrance is well marked and easily followed in clear weather.

**Plymouth** is a town on the southwestern side of Plymouth Harbor. At the town wharf, fishing craft unload fish, scallops, and lobsters for shipment to New York and southern markets.

**Duxbury Bay** is between Duxbury Beach on the east, Saquish Neck on the southeast, and the mainland on the west. It is about 3 miles long, with an average width of 2 miles. The bay is full of flats, mostly bare at low water, through which are several narrow and crooked channels. Shoals covered in spots by little water rise abruptly on both sides of these channels, and at low water the shoal edges are usually revealed by discolored water.

**Duxbury**, a town on the west shore of the bay, is a summer yachting and residential resort.

**Kingston Bay**, between the mainland and the western point of Duxbury Bay, is about 1.5 miles wide, and has numerous flats. Caution and local knowledge are advised. The village of **Kingston** is nearly 1 mile back from its western shore on **Jones River**. This bay is of little importance either as a harbor or port.

**Dangers.—Outer Tautog Rock**, with 2 feet over it, is part of an unmarked shoal extending about 0.5 mile northward of Rocky Point.

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

RCC Boston

Commander

1st CG District

Boston, MA

(617) 223-8555

# Navigation Managers Area of Responsibility



**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](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

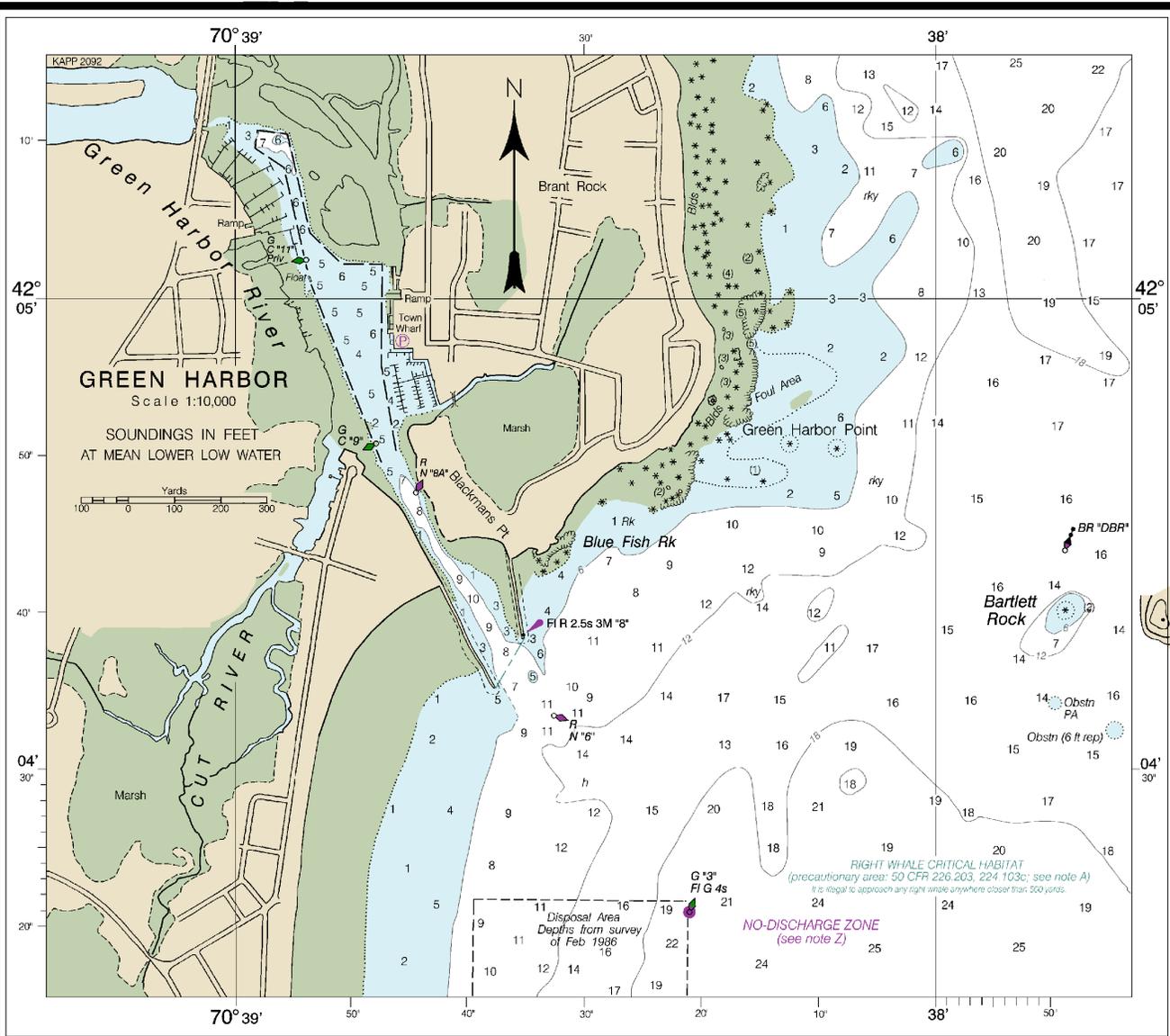
## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



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>

13253



The outlined survey information is provided by the U.S. Coast and Geodetic Survey. Not shown on this chart.

B2 1  
B3 1  
f

Black Mountain

Bourne W  
Duck

SCALE 1:20,000  
Nautical Miles



TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
NAME	(LAT/LONG)	feet	feet	feet
Plymouth	(41°58'N/70°40'W)	10.5	10.1	0.3

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>. (May 2010)

DUXBURY HARBOR CHANNEL DEPTHS  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB 1916

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)
ENTRANCE CHANNEL	7.9	8.0	7.8	1,2-16	100-225	0.8	8
ANCHORAGE AREA				1,2-16	21.0 ACRES		6

A. EXCEPT FOR SHOALING TO 6.1 FEET WITHIN 10 FEET ALONG NORTHERN UPSTREAM LIMIT.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

For Symbols and Abbreviations see Chart No. 1

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, Geological Survey and U.S. Coast Guard.

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North Hill

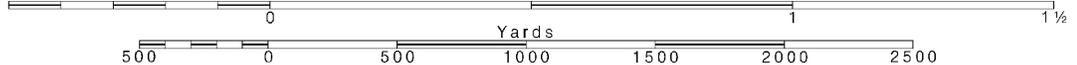
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



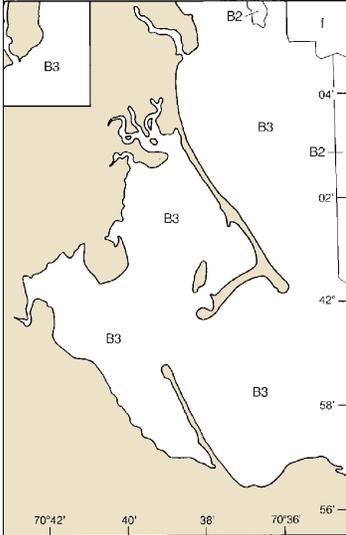


SOURCE DIAGRAM

shaded areas represent the limits of the most recent hydrographic information that has been evaluated for charting. Surveys have been made by date and type of survey. Channels maintained by the Army Corps of Engineers are periodically resurveyed and are shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

**SOURCE**

1970-1989	NOS Surveys	partial bottom coverage
1940-1969	NOS Surveys	partial bottom coverage
	Miscellaneous Surveys	

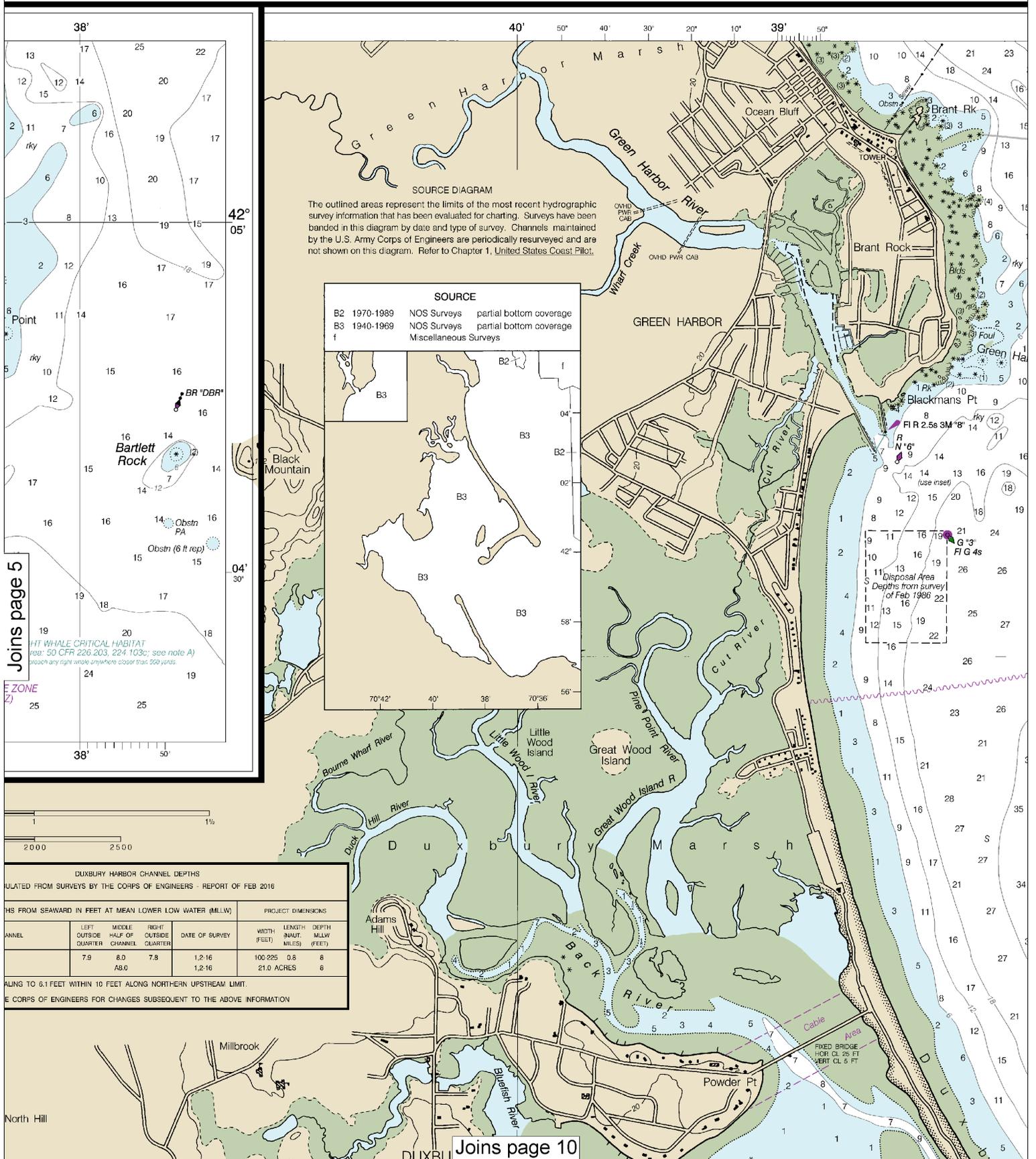


Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



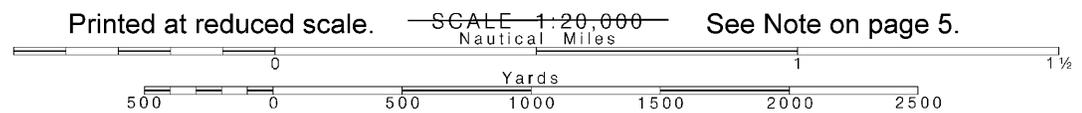


Joins page 5

Joins page 10



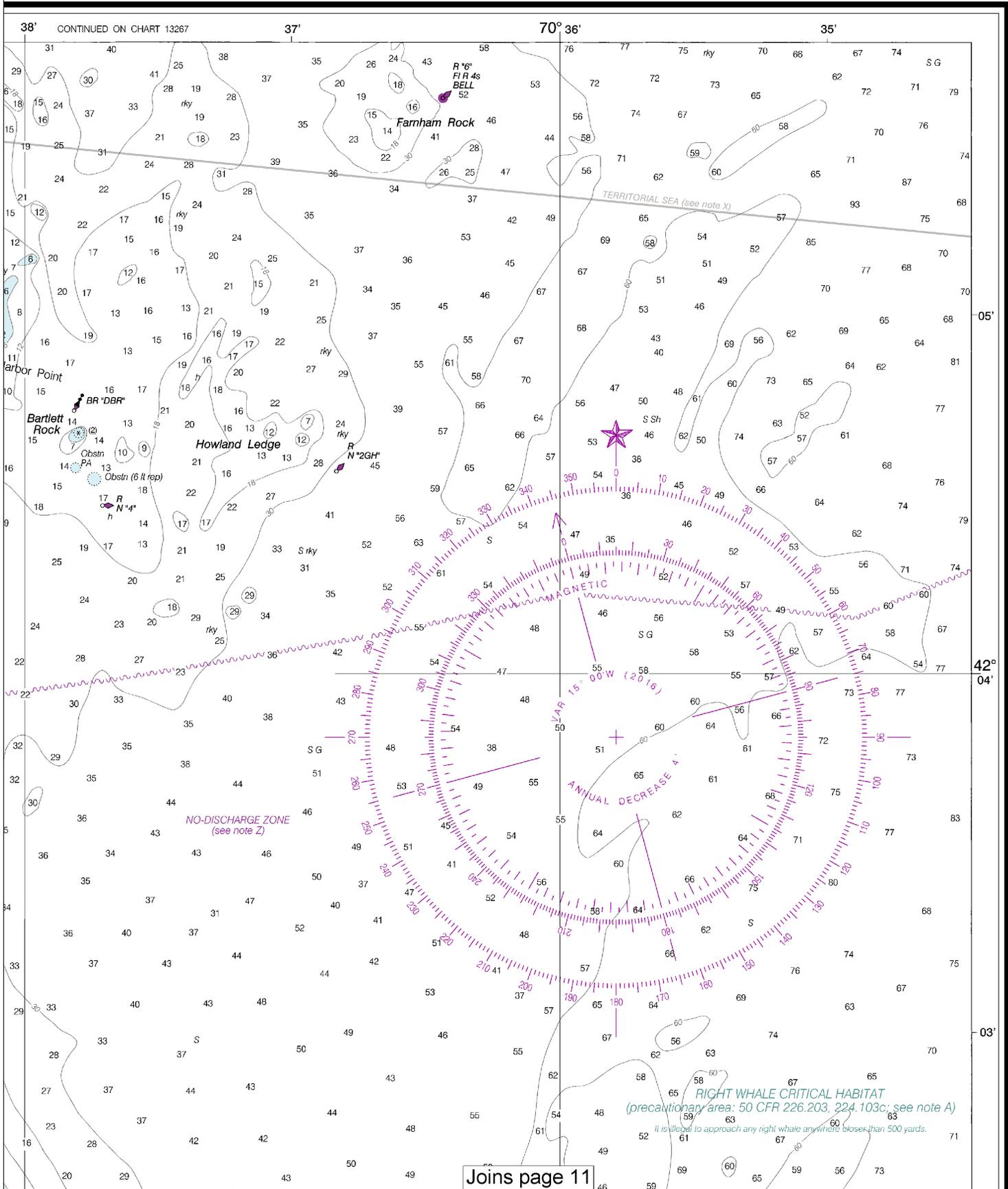
Note: Chart grid lines are aligned with true north.



See Note on page 5.

# SOUNDINGS IN FEET

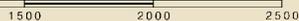
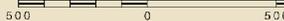
13253



Joins page 11

20th Ed., Jul. 2010. Last Correction: 9/12/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)





TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
Plymouth	(41°58'N/70°40'W)	10.5	10.1	0.3

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>. (May 2010)

DUXBURY HARBOR CHANNEL DEPTHS  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB 1916

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
ENTRANCE CHANNEL	7.9	8.0	7.8	1,2-16	100-295	0.8	8
ANCHORAGE AREA		8.0		1,2-16	21.0		8

A. ACCEPT FOR SHOALING TO 6.1 FEET WITHIN 10 FEET ALONG NORTHERN UPSTREAM LIMIT.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

For Symbols and Abbreviations see Chart No. 1

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, Geological Survey, and U.S. Coast Guard.

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.

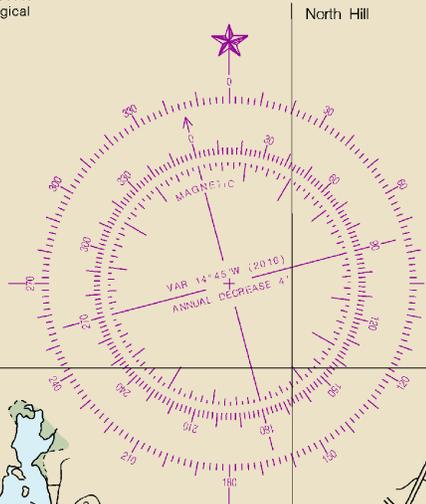
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RADAR REFLECTORS

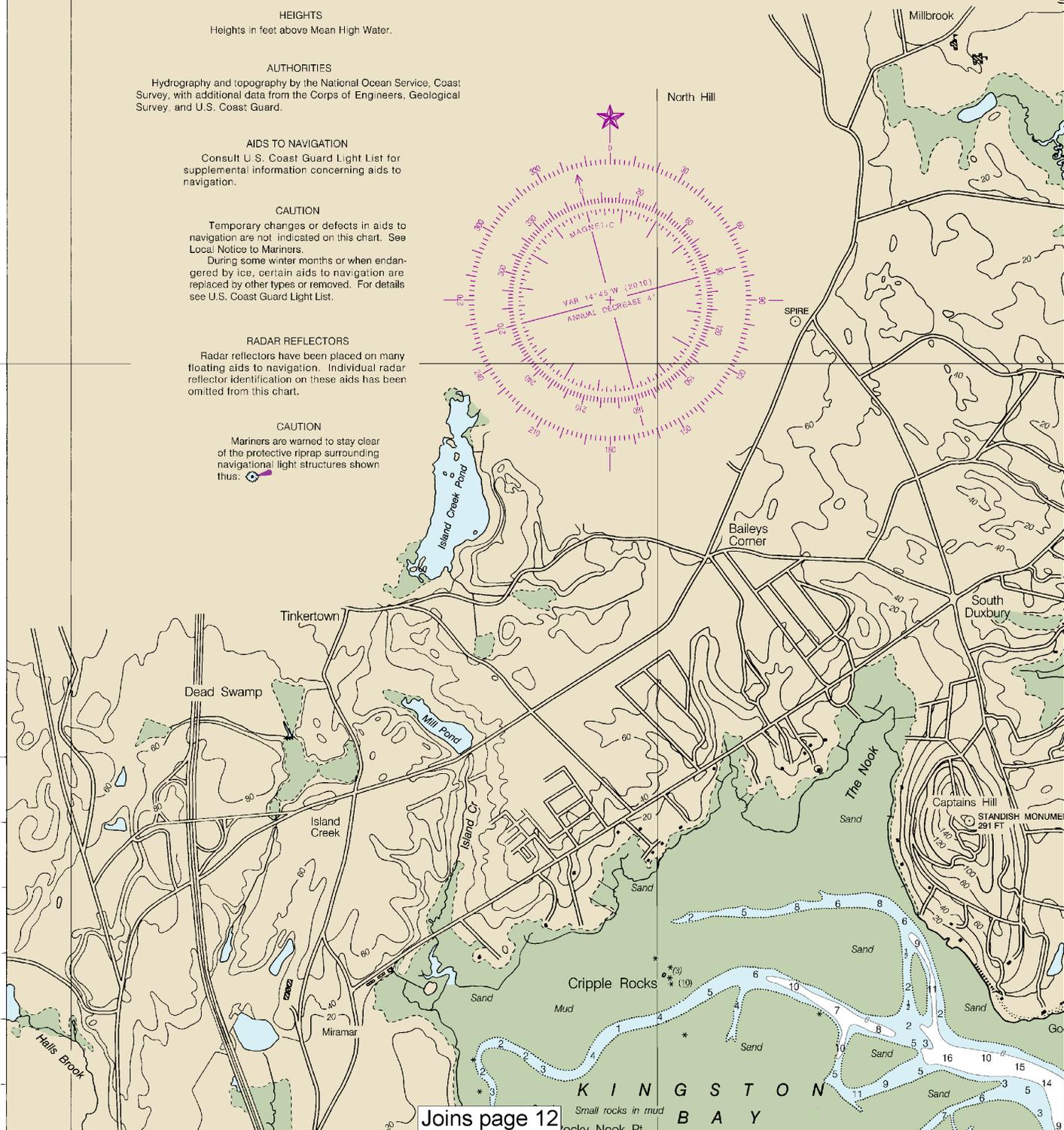
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

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



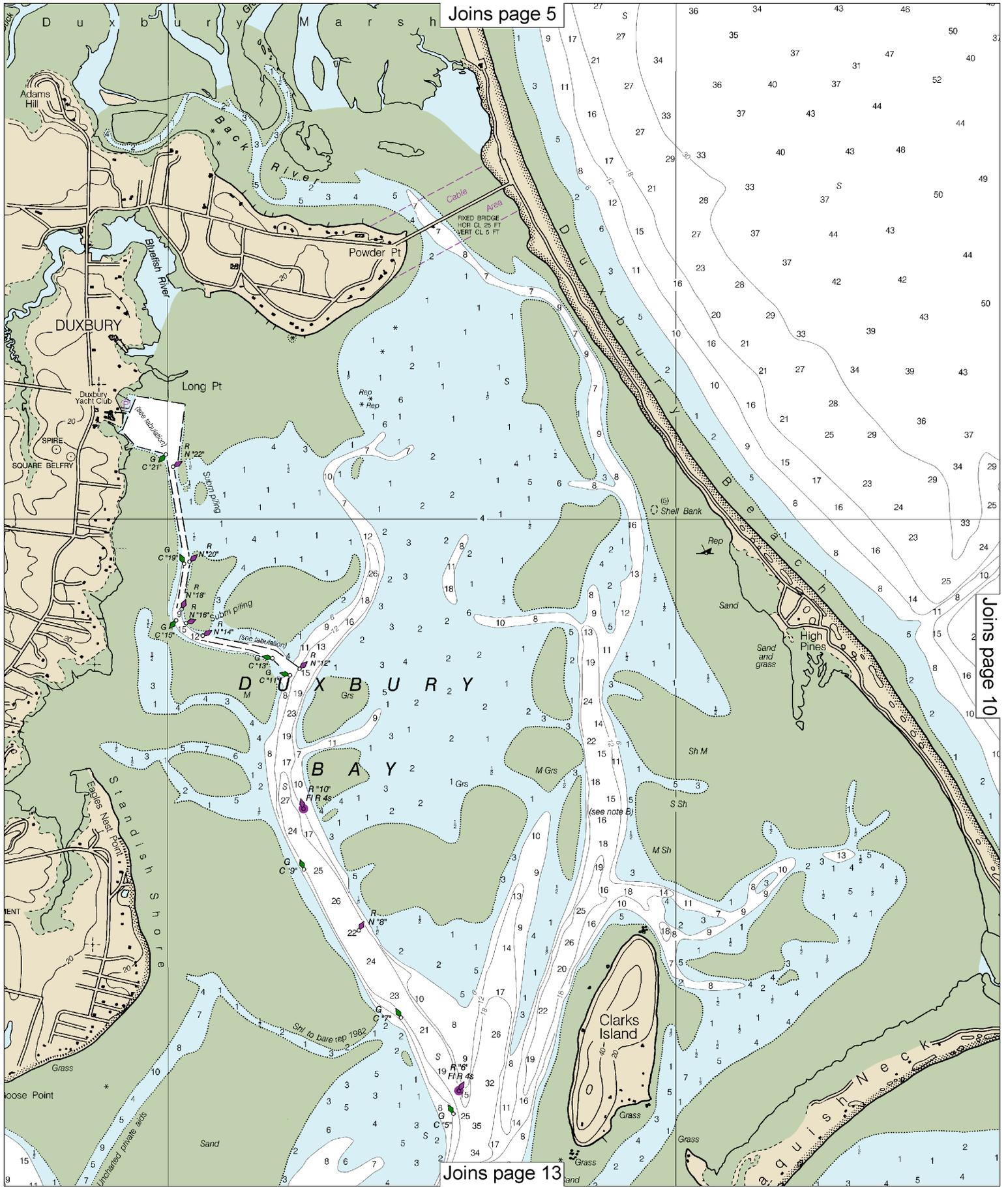
03'  
02'  
01'  
50'  
40'  
30'  
20'  
10'

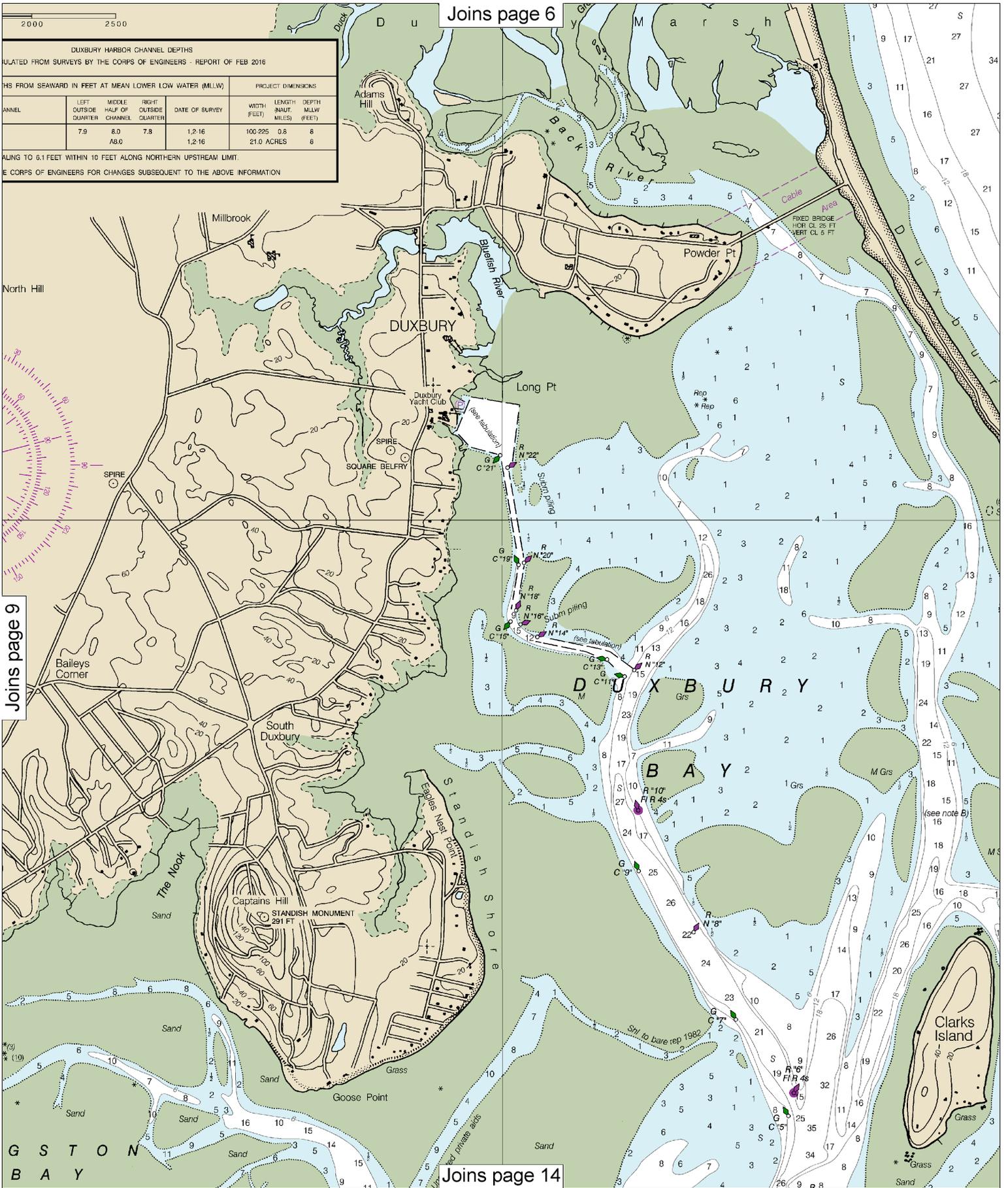


Note: Chart grid lines are aligned with true north.



See Note on page 5.





Joins page 9

Joins page 6

Joins page 14

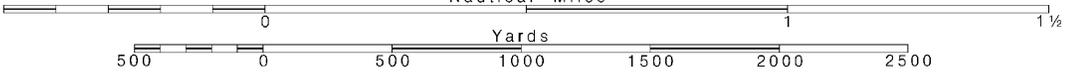


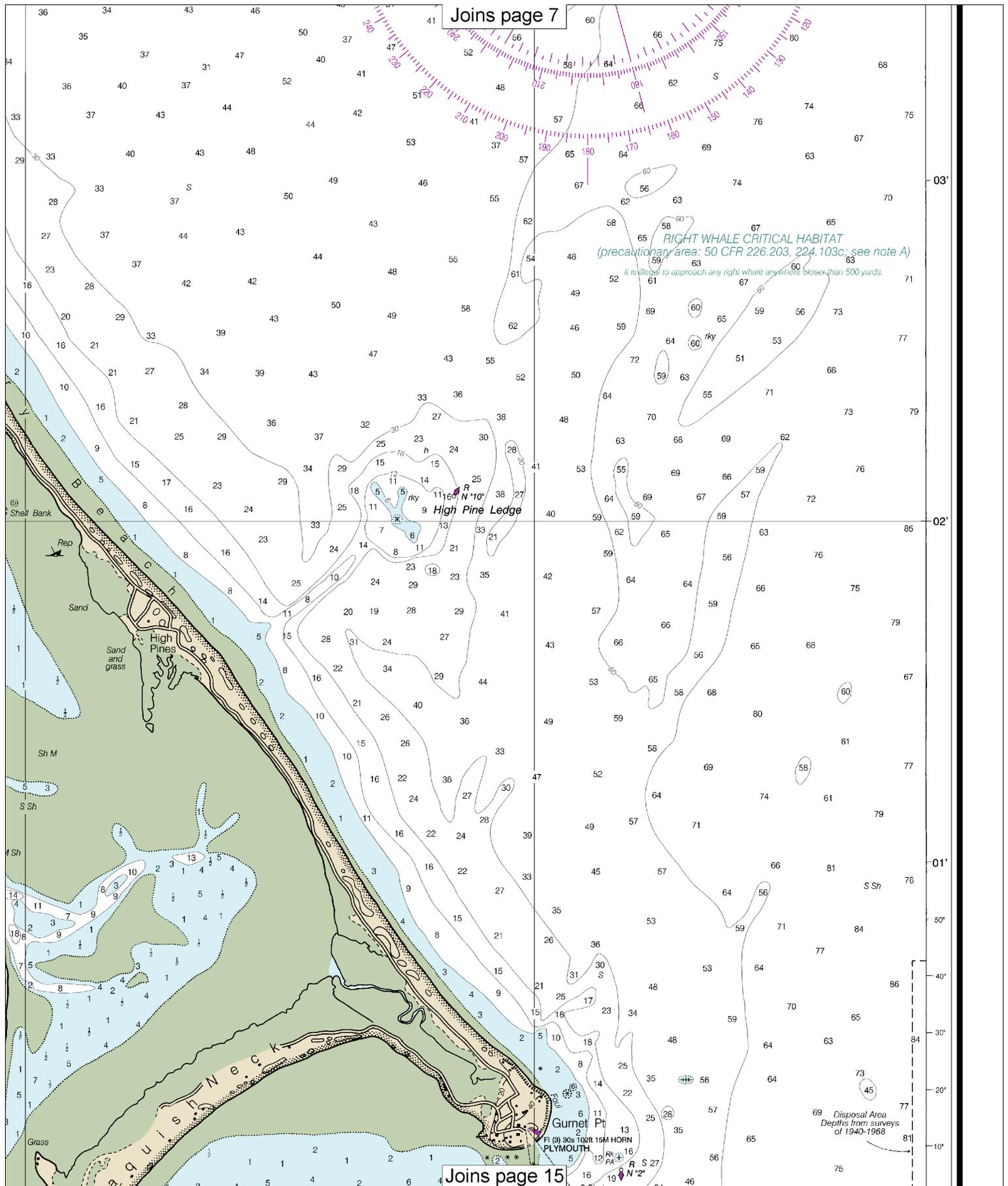
Note: Chart grid lines are aligned with true north.

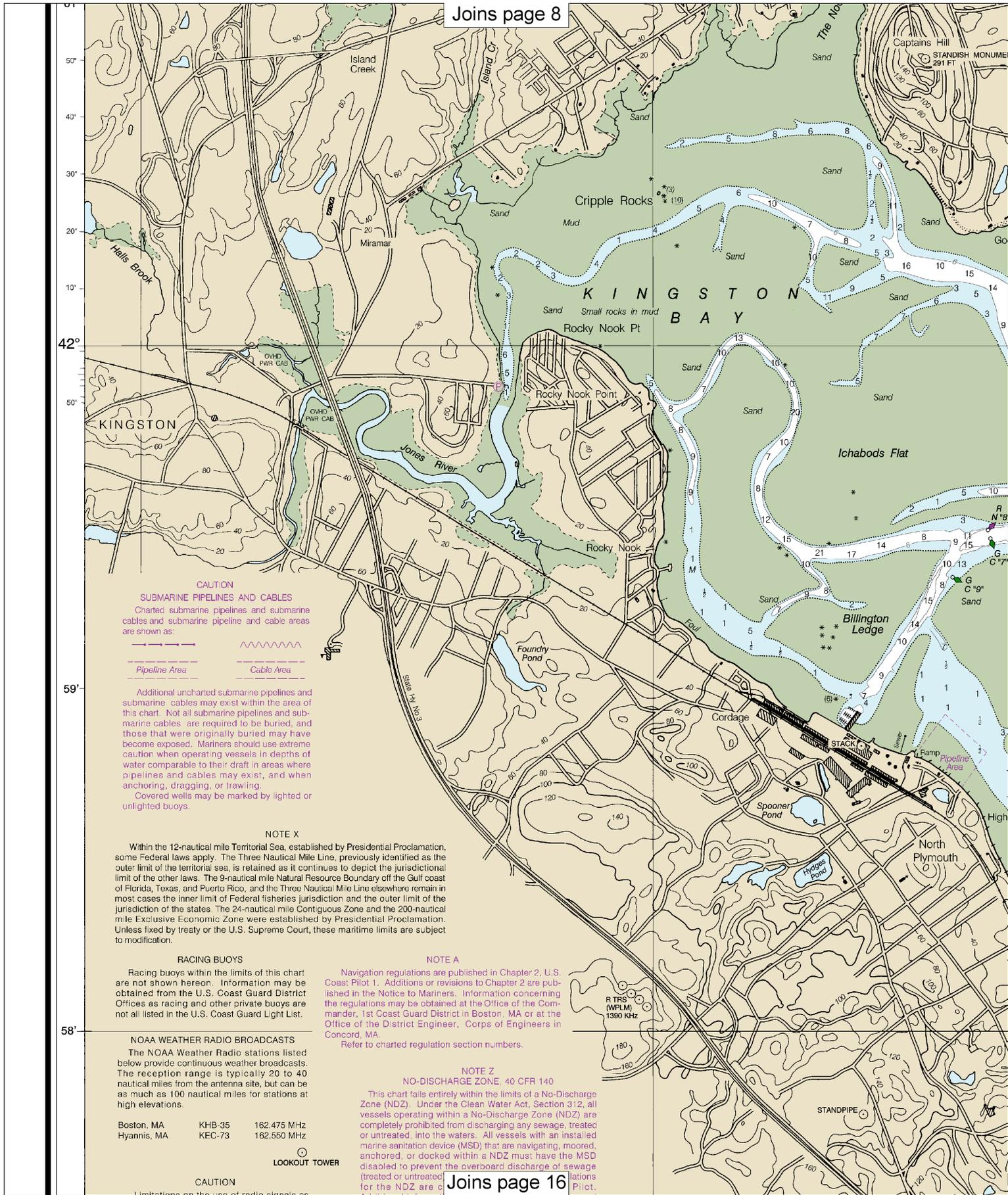
Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.







12

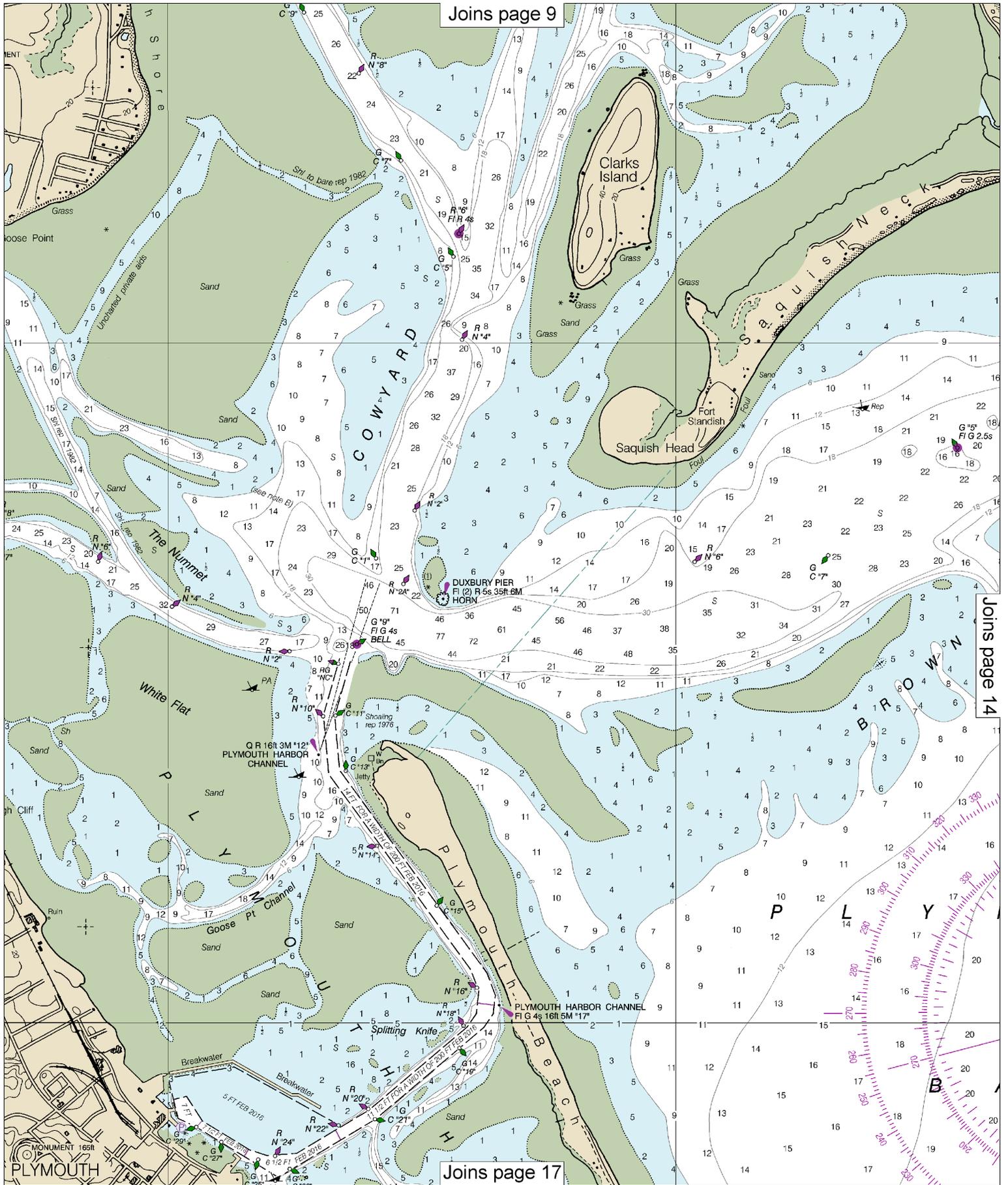
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

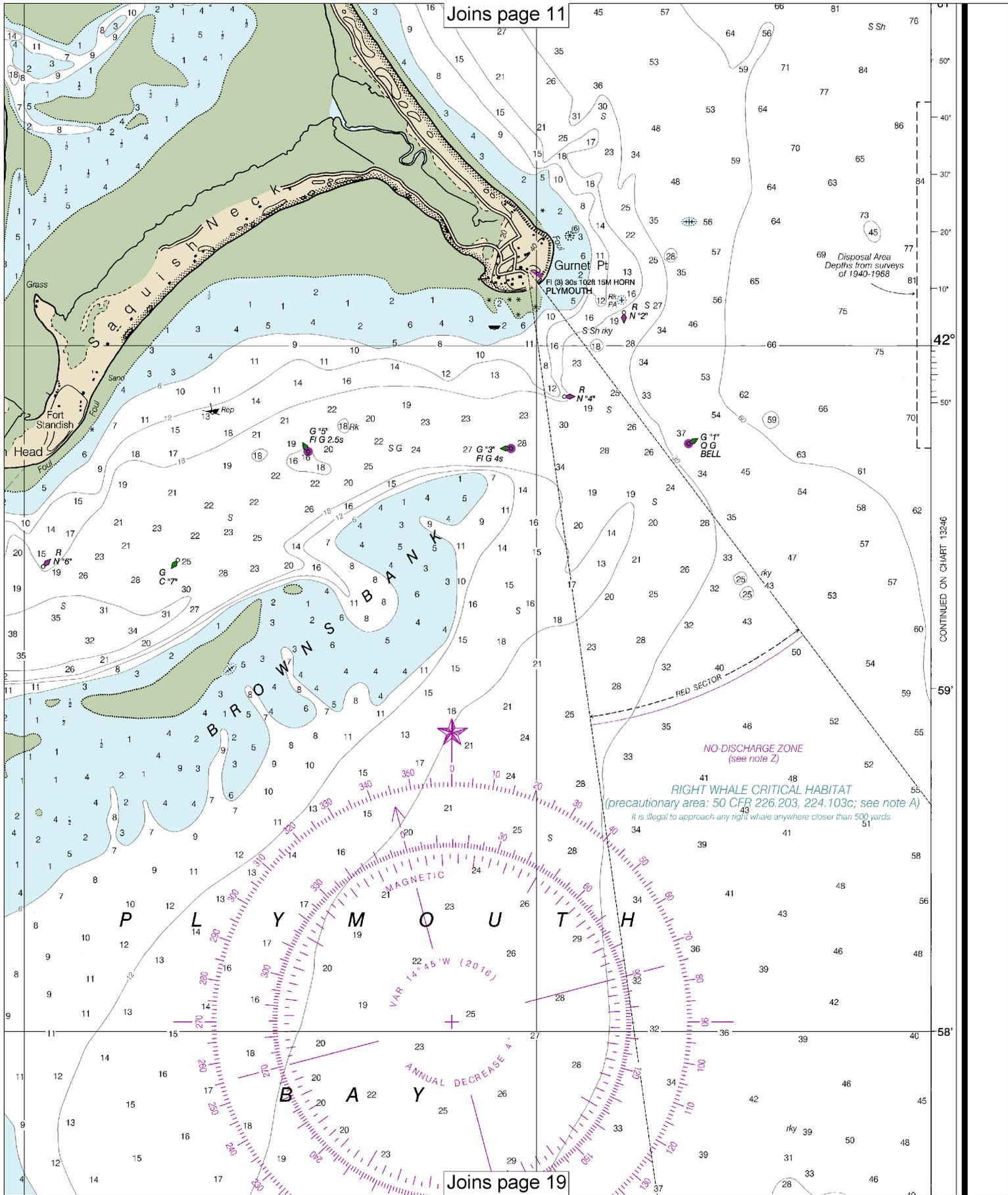
SCALE 1:20,000  
Nautical Miles

See Note on page 5.









CONTINUED ON CHART 13246

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.

**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.

**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.

**NOTE Z**

**NO-DISCHARGE ZONE, 40 CFR 140**

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). 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/).

**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  
Hyannis, MA KEC-73 162.550 MHz

LOOKOUT TOWER

**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)

**CAUTION**

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

**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 0.372" northward and 1.875" eastward to agree with this chart.

**SUPPLEMENTAL INFORMATION**

Consult U.S. Coast Pilot 1 for important supplemental information.

**POLLUTION REPORTS**

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8602 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MASSACHUSETTS

# HARBORS OF PLYMOUTH, KINGSTON, AND DUXBURY

Mercator Projection  
Scale 1:20,000 at Lat. 42°01'

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).

⊕ Pump-out facilities

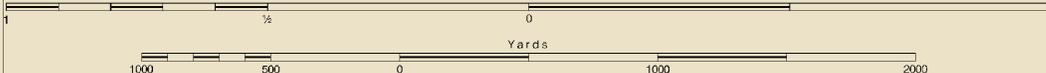
**WARNING**

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.

COLREGS. 80.135 (see note A)

International Regulations for Preventing Collisions at Sea, 1972  
The entire area of this chart falls seaward of the COLREGS D

SCALE 1:20,000  
Nautical Miles



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

44' 43' 70° 42' 41'

# 13253

**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).

# SOUNDINGS IN FEET

20th Ed., Jul. 2010. Last Correction: 9/12/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

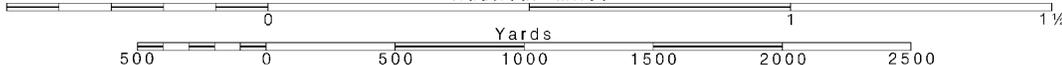
# 16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



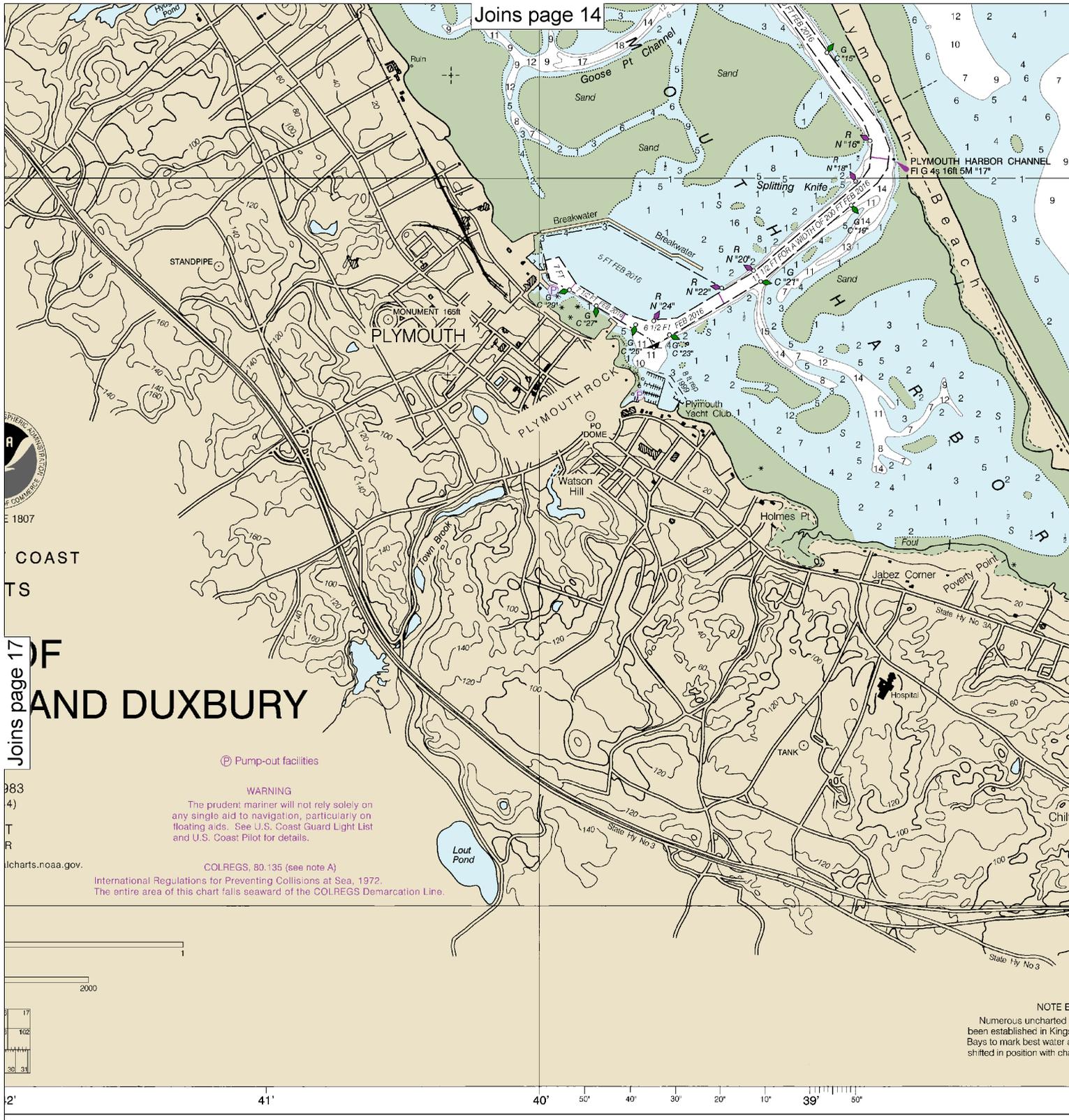


**NOTE B**  
 Numerous uncharted private aids have been established in Kingston and Duxbury Bays to mark best water and are frequently shifted in position with changing conditions.

40° 50' 40' 30' 20' 10' 39' 50' 38' 37'

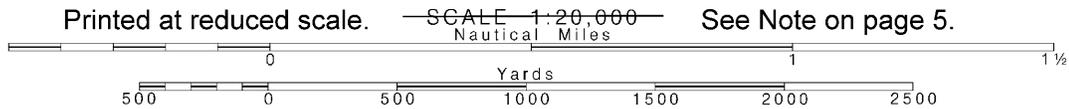
Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

Joins page 14



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Note: Chart grid lines are aligned with true north.







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.

**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>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](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 Weather Service — <http://www.weather.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>



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