

BookletChart™

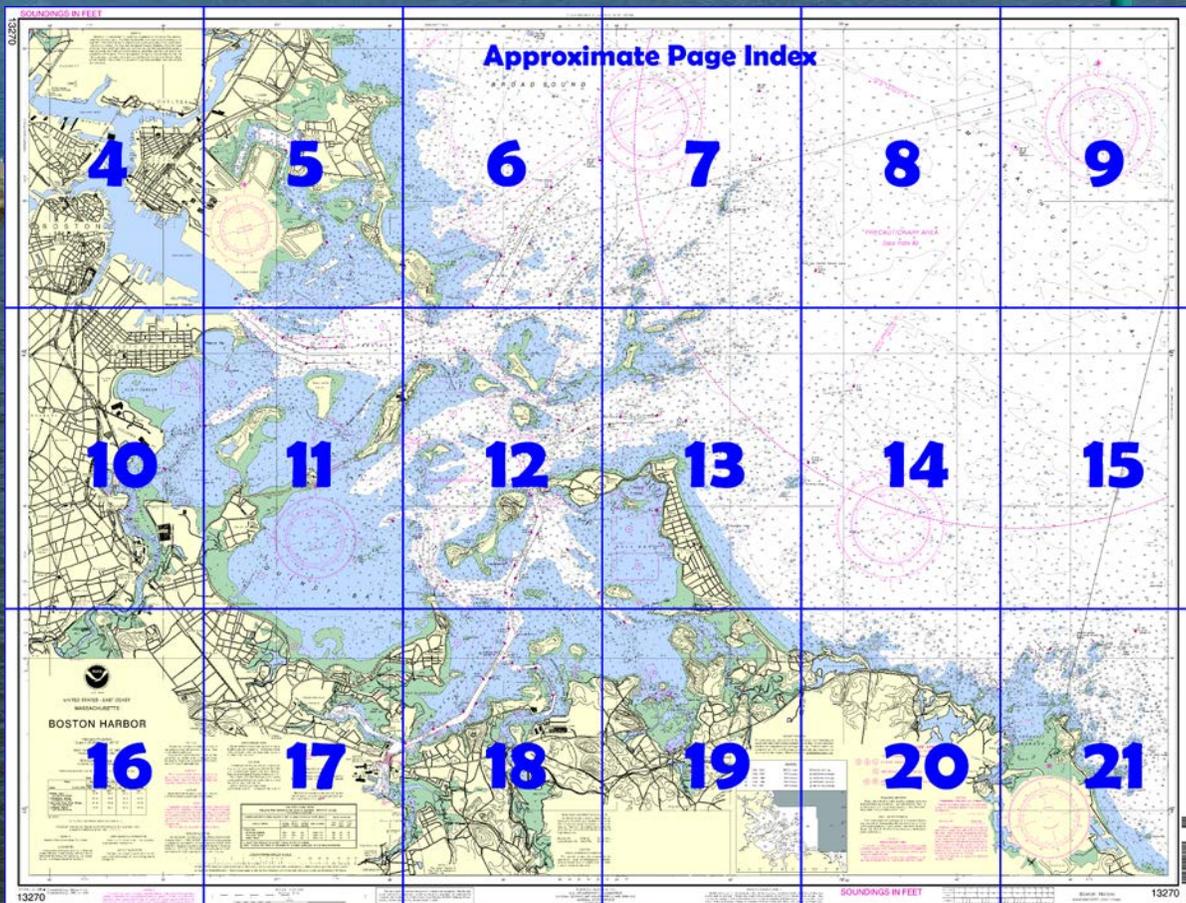


Boston Harbor NOAA Chart 13270

*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
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.

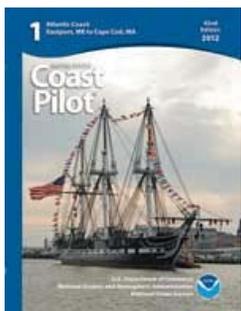
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13270>



(Selected Excerpts from Coast Pilot)

Traffic Separation Scheme (Boston) has been established in the approach to Boston Harbor. (See charts 13270, 13267, 13246, 13260, and 13200.)

The Scheme is composed basically of **directed traffic lanes** each with one-way inbound and outbound traffic lanes separated by a **defined separation zone** and two **precautionary areas**. The Scheme is recommended for use by vessels approaching

or departing from Boston Harbor, but is not necessarily intended for tugs, tows or other small vessels which traditionally operate outside of the usual steamer lanes or close inshore.

The Traffic Separation Scheme has been designed to aid in the prevention of collisions at the approaches to major harbors, but is not

intended in any way to supersede or alter the applicable Navigation Rules. Separation zones are intended to separate inbound and outbound traffic lanes and to be free of ship traffic, and should not be used except for crossing purposes. Mariners should use extreme caution when crossing traffic lanes and separation zones. (See 167.1 through 167.15 and 167.75 through 167.77, chapter 2, for limits and regulations and Traffic Separation Schemes, chapter 1, for additional information.)

A **precautionary area** is at the junction of Traffic Separation Scheme (Boston) and the Eastern Approach Off Nantucket to Traffic Separation Scheme Off New York. (See U.S. Coast Pilot 2, Atlantic Coast, Cape Cod to Sandy Hook, for a description of Traffic Separation Scheme Off New York. Consult charts 12300 and 13006 for the Off New York Scheme.)

The precautionary area is bounded on the east by a circle with a radius of 15.5 miles centered in 40°35'01"N., 69°59'58"W. and intersected by the Traffic Separation Schemes at points in 40°23'45"N., 69°13'57"W. and 40°50'28"N., 68°58'40"W., and is bounded on the west by a line connecting the schemes at points in 40°36'46"N., 69°15'08"W. and 40°48'02"N., 69°02'57"W.

The **precautionary area** in the approach to Boston Harbor has a radius of 6.17 miles centered on Boston Lighted Whistle Buoy B (42°22'42"N., 70°46'58"W.), excluding that area of the circle bounded by an imaginary line extending between the outer limits of the inbound and outbound traffic lanes.

The **separation zone** is a 1-mile zone centered in the following positions: (i) 42°20'44"N., 70°39'04"W., (ii) 42°18'17"N., 70°01'08"W., and (iii) 40°49'15"N., 69°00'49"W.

Deer Island, on the northwest side of the entrance to Boston Harbor, is about 1 mile long and is joined to the mainland by a fill. A sewage treatment facility with numerous egg-shaped holding tanks is a conspicuous landmark on the south part of the island.

Deer Island Light (42°20.4'N., 70°57.3'W.), 53 feet above the water, is shown from a red cylindrical tower on a black cylindrical pier on the outer end of a ledge that extends 0.3 mile southward from the island. A sound signal is at the light.

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.

Great Faun, the inner part of the shoal ground extending from the northeastern side of Deer Island, is a partly drying flat, marked on its outer part by a buoy which is about 1 mile northeastward of Deer Island Light and 0.3 mile northwestward of Boston North Channel. **Little Faun**, which uncovers on its inner part, extends 0.5 mile eastward from the southern end of Deer Island.

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.

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

RCC Boston Commander
1st CG District (617) 223-8555
Boston, MA

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

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.

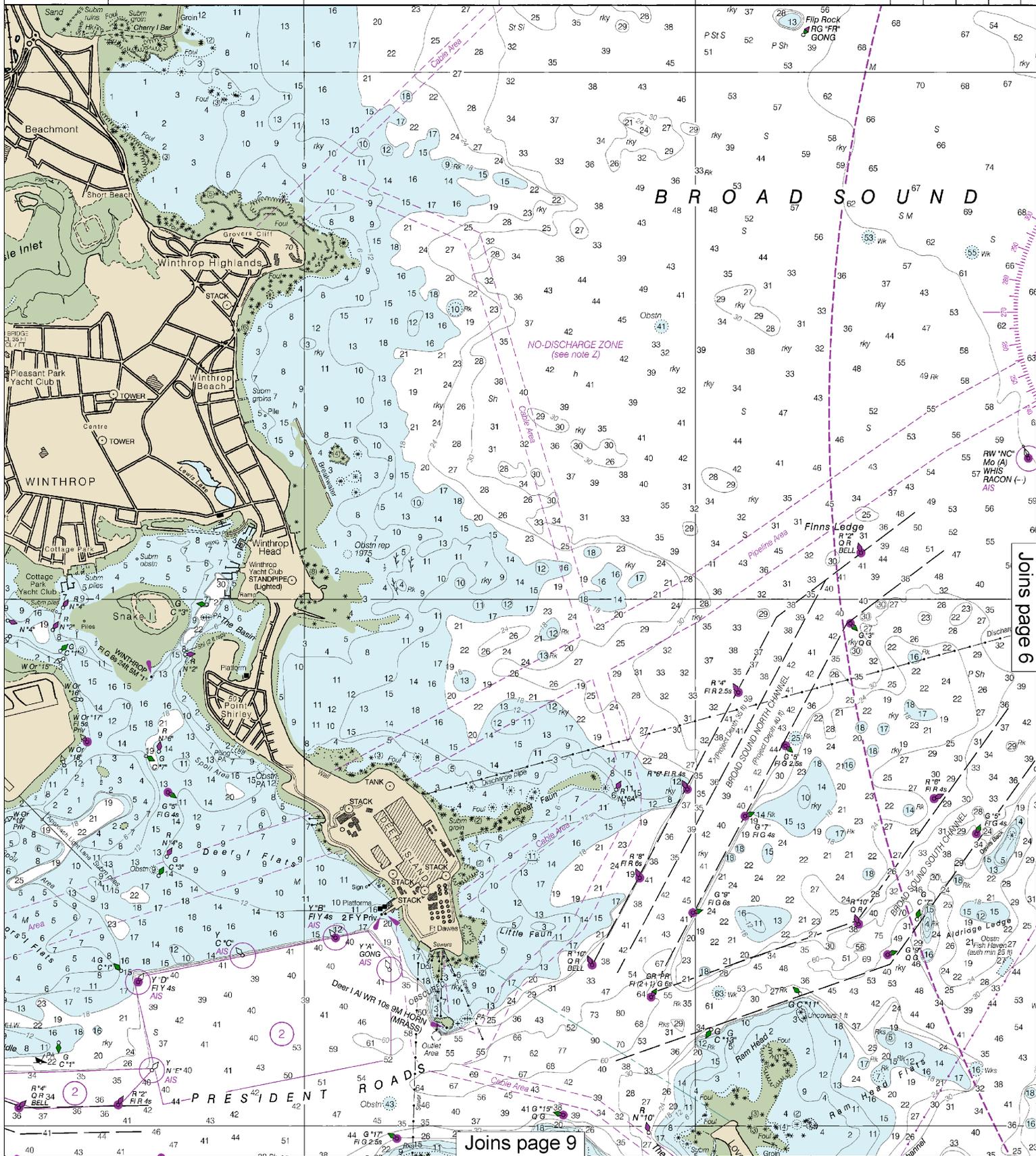
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



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>

58' JOINS CHART 13275 56' 55' 50' 40' 30' 20'

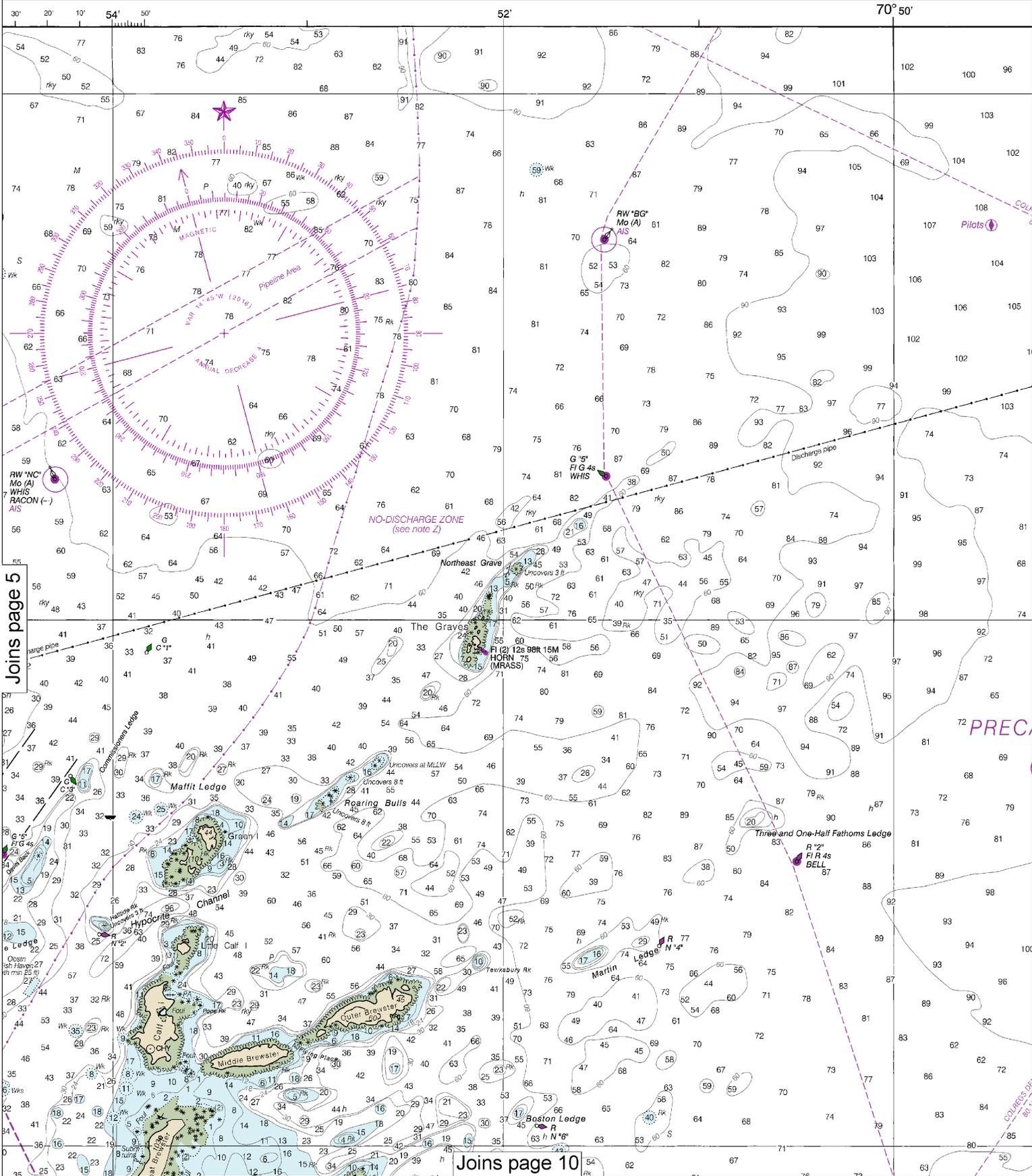


Joins page 6

Joins page 9

This BookletChart was reduced to 70% of the original chart scale.
 The new scale is 1:35714. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.





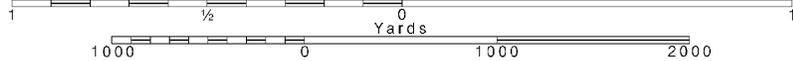
Joins page 5

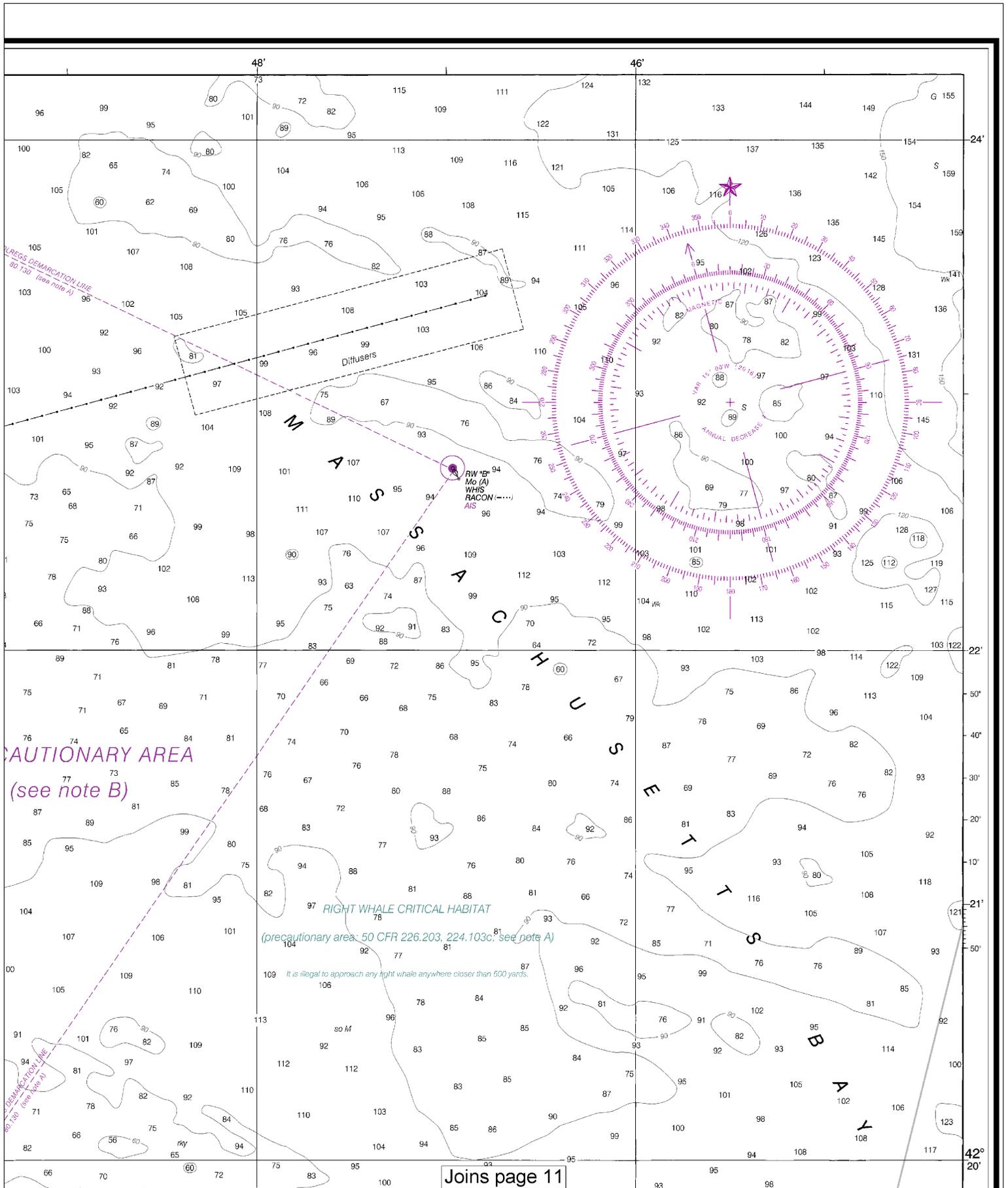
Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.





42° 20'

18'

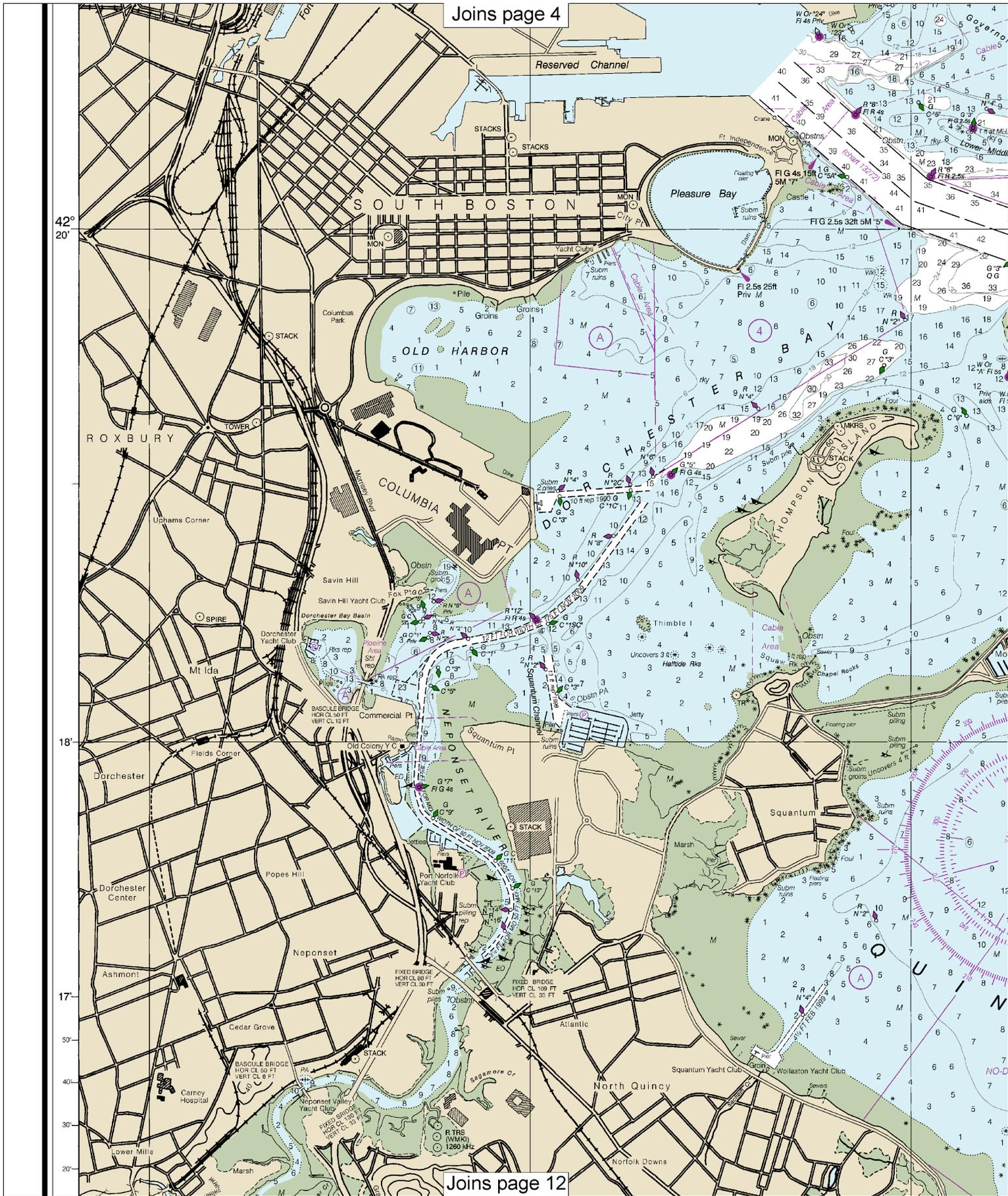
17'

50'

40'

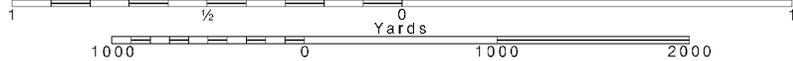
30'

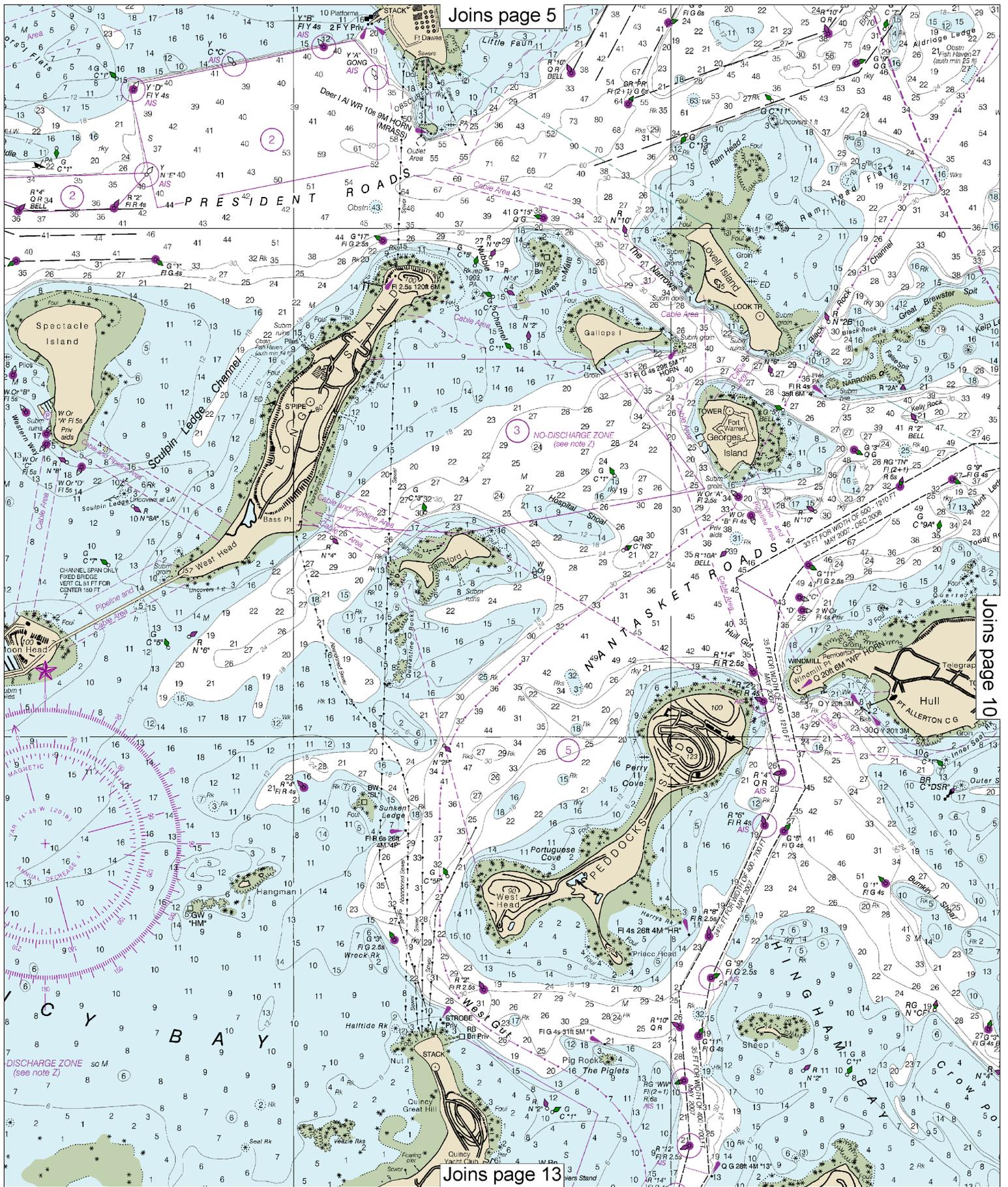
20'



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 — See Note on page 5.

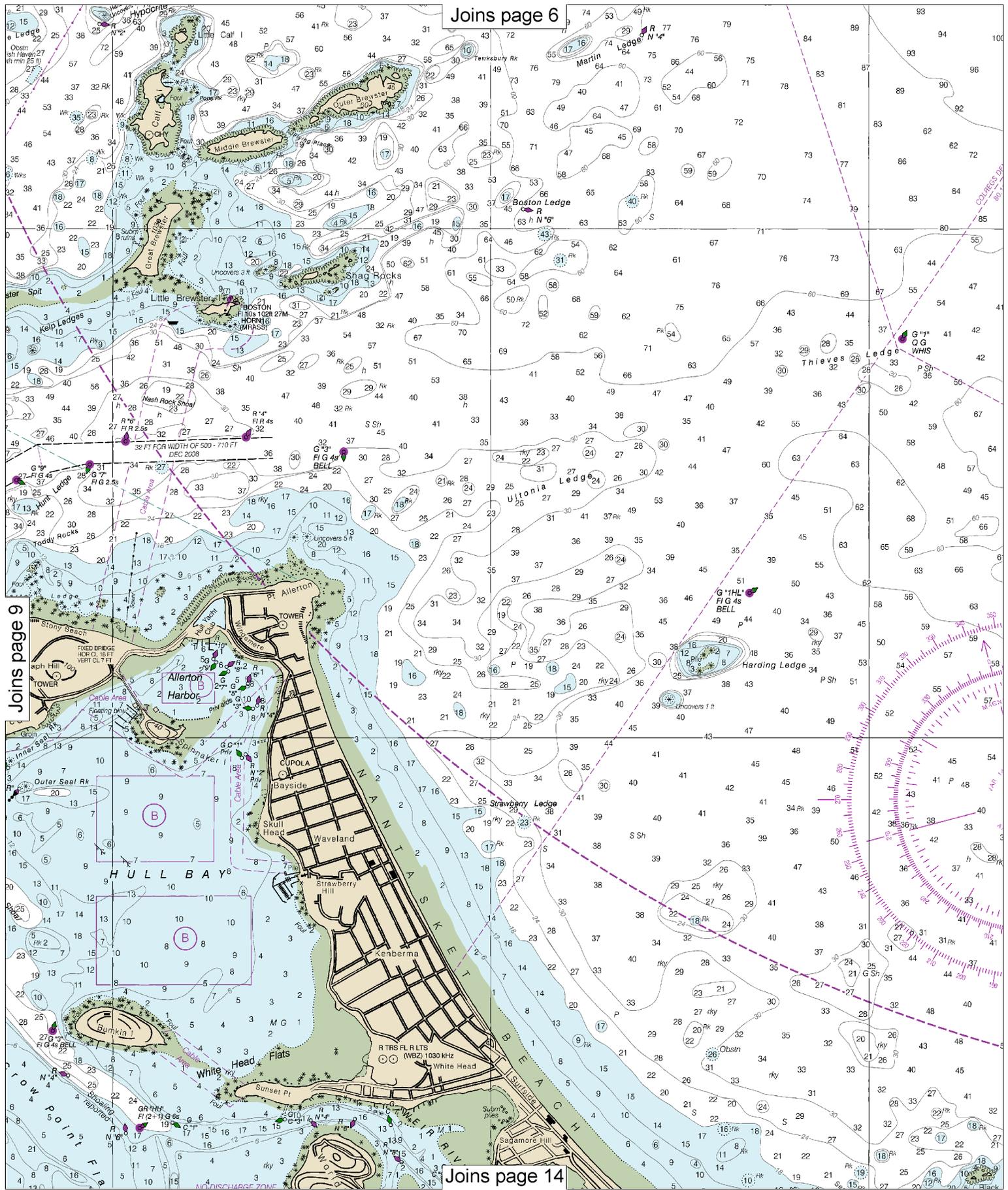




Joins page 5

Joins page 10

Joins page 13



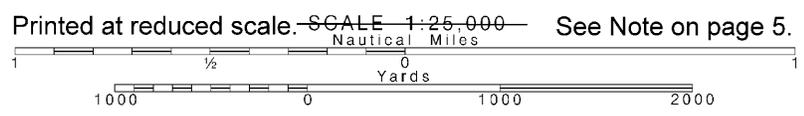
Joins page 6

Joins page 9

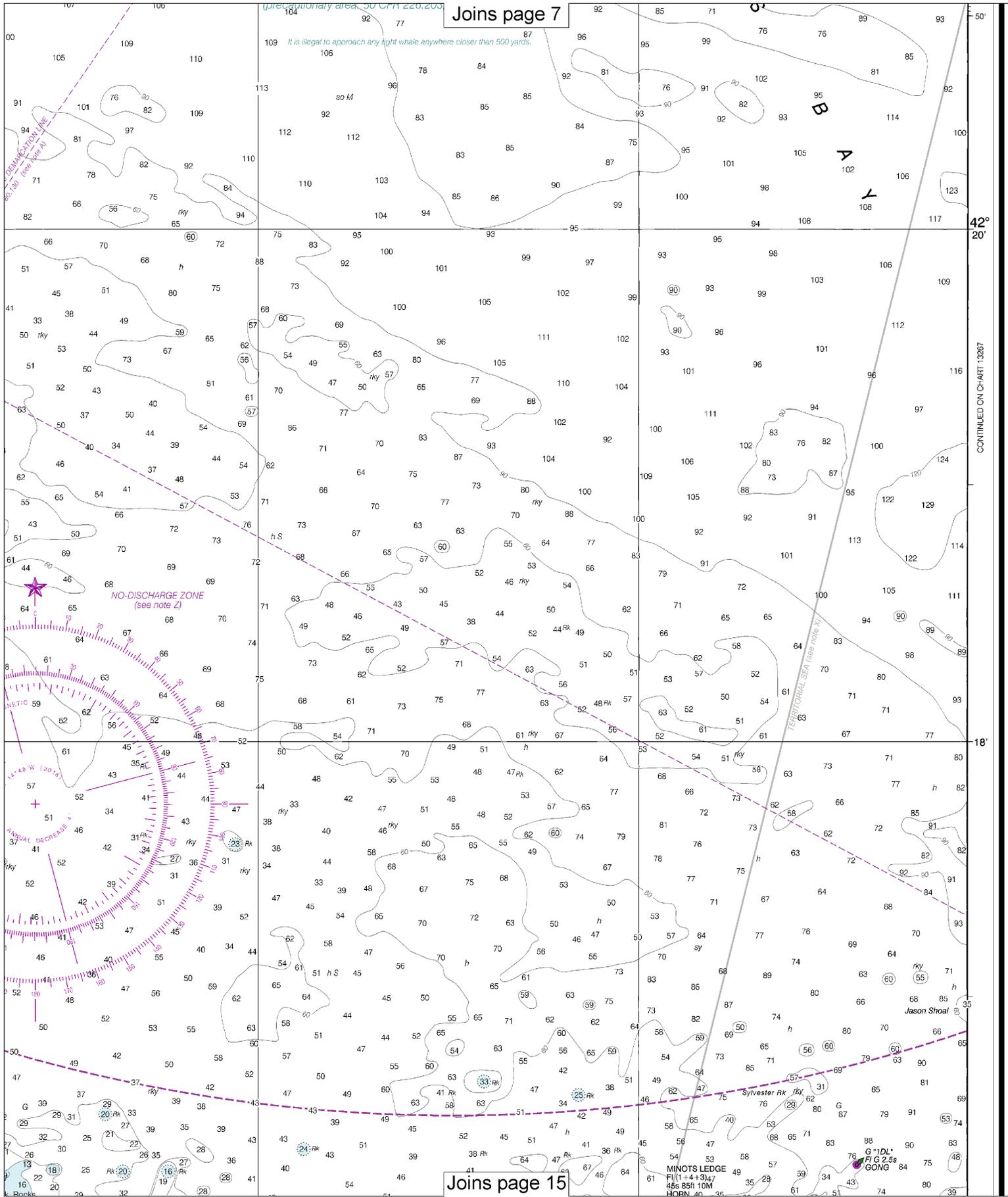
Joins page 14

10

Note: Chart grid lines are aligned with true north.



See Note on page 5.



42° 20'

18'

CONTINUED ON CHART 13267



THE NATION'S CHARTMAKER SINCE 1807

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.

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
Boston Light	(42°19'N/70°53'W)	9.8	9.4	0.3
Charlestown Bridge	(42°22'N/71°04'W)	10.2	9.8	0.3
Weymouth Fore River Bridge	(42°15'N/70°58'W)	10.2	9.8	0.3
Cohasset Harbor	(42°15'N/70°47'W)	9.5	9.1	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>. (Aug 2016)

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:
○ (Accurate location) ○ (Approximate location)

TOWN RIVER CHANNEL
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS AND SURVEYS TO MARINERS

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER
TOWN RIVER			
ENTRANCE CHANNEL	28.7	28.9	28.3
HOLE POINT REACH	28.1	27.1	27.0
QUINCY REACH	22.9	1.3	3.4

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

42° 14'

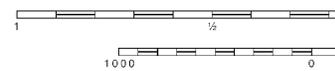
04' 02' 71°

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.

13270

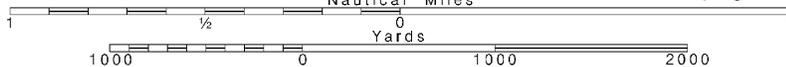
65th Ed., Sep. 2016. Last Correction: 11/21/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

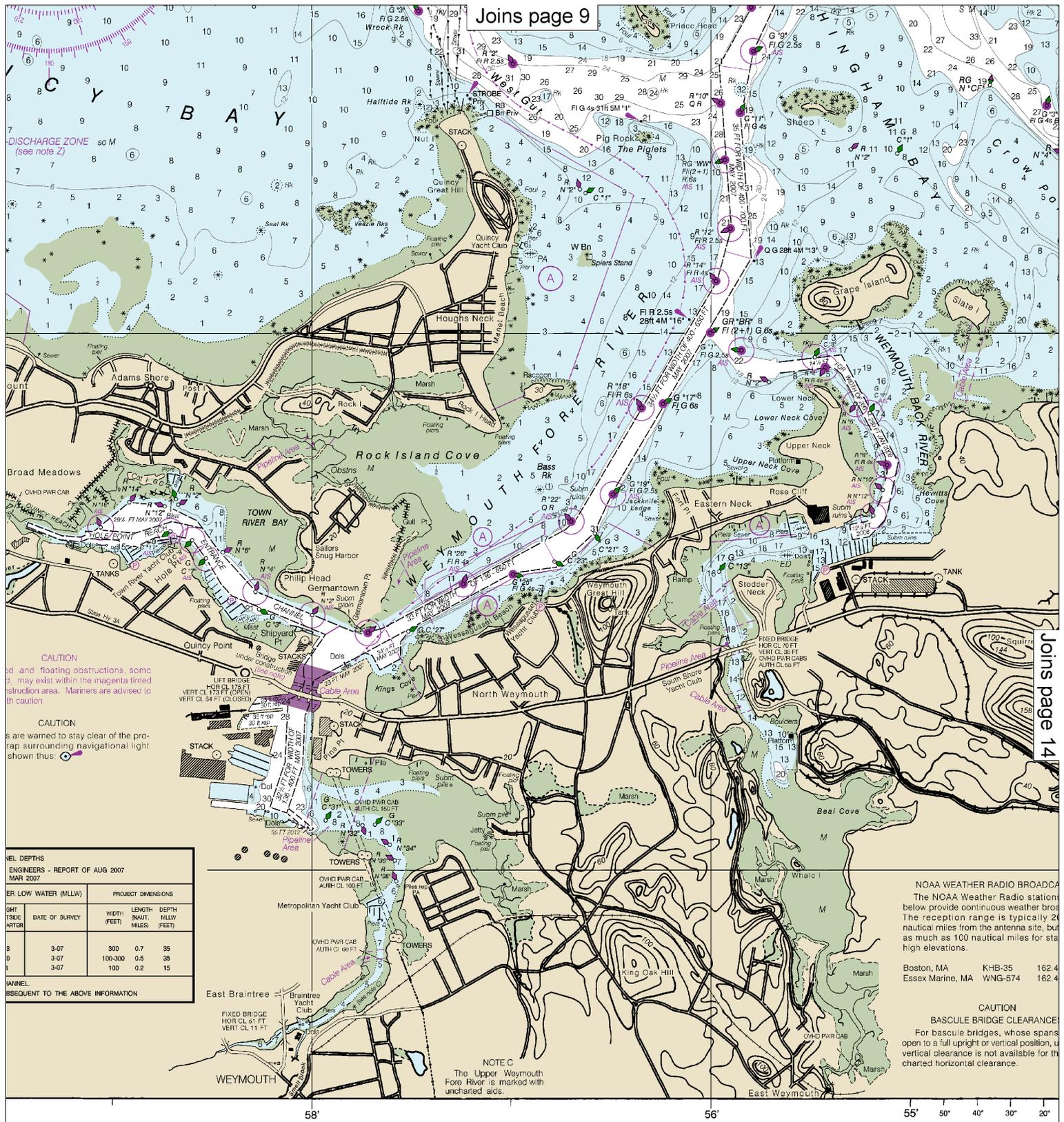


12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.





CAUTION
 and floating obstructions, some of which may exist within the magenta lined construction area. Mariners are advised to exercise caution.

CAUTION
 Mariners are warned to stay clear of the propeller wash surrounding navigational light shown thus:

WATER DEPTHS
 ENGINEERS - REPORT OF AUG 2007
 MAR 2007

CHART NUMBER	DATE OF SURVEY	PROJECT DIMENSIONS		
		LENGTH (FEET)	WIDTH (FEET)	DEPTH (FEET)
80	3-07	300	0.7	35
10	3-07	100-300	0.5	35
1	3-07	100	0.2	15

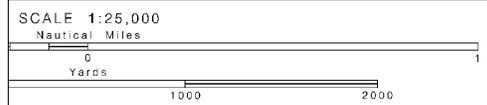
CHANNEL
 SUBSEQUENT TO THE ABOVE INFORMATION

NOAA WEATHER RADIO BROADCASTS
 The NOAA Weather Radio stations below provide continuous weather broadcasts. The reception range is typically 24 nautical miles from the antenna site, but as much as 100 nautical miles for stations at high elevations.

Boston, MA KHB-35 162.4
 Essex Marine, MA WNG-574 162.4

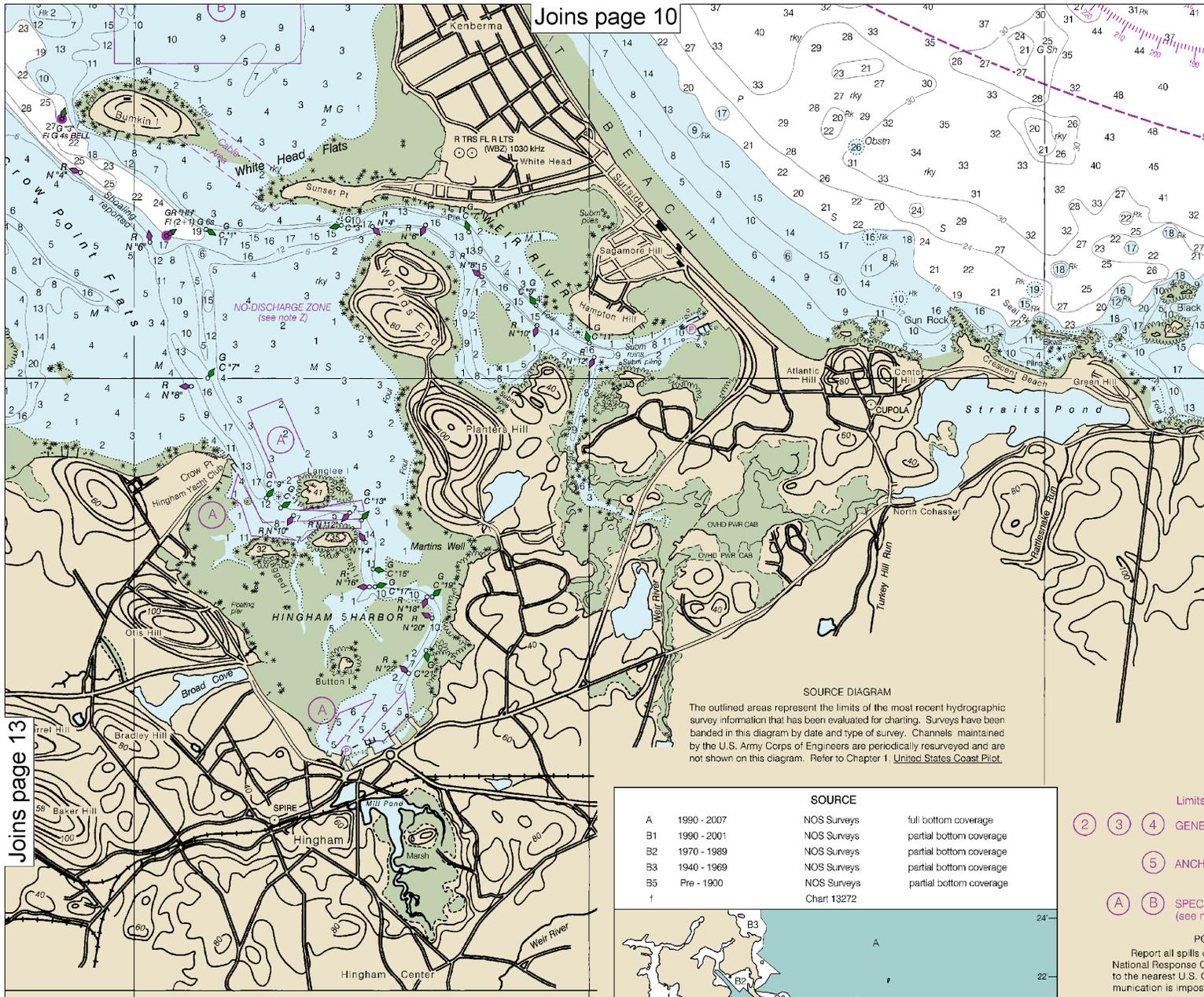
CAUTION
BASCULE BRIDGE CLEARANCES
 For bascule bridges, whose spans open to a full upright or vertical position, the vertical clearance is not available for the charted horizontal clearance.

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



NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

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 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEANIC SURVEILLANCE CENTER
 COAST SURVEY



RADIO BROADCASTS
Radio stations listed as weather broadcasts. Is typically 20 to 40 antenna sites, but can be as many as 100 miles for stations at 3-35 162.475 MHz
G-574 162.425 MHz

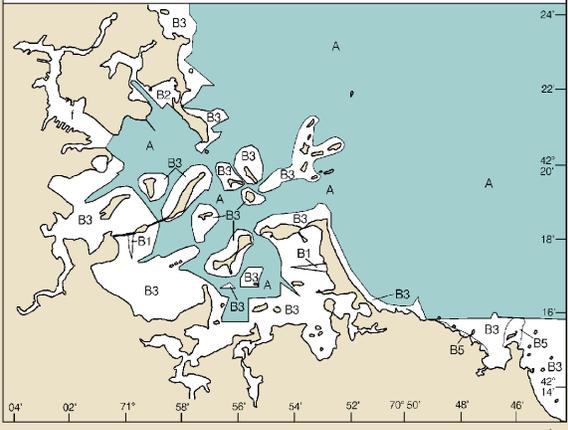
NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, 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/.

SOURCE DIAGRAM

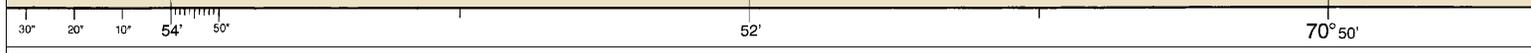
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on 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	



Limits
② ③ ④ GENE
⑤ ANCH
Ⓐ Ⓑ SPEC (see n)
PC Report all spills to National Response Center to the nearest U.S. Coast Guard communication is required.
SMA Year round small-boat traffic only on Mattaponi Beach (42° 16' 2" N, 76° 14' 14" W) and Lovell Islands.
PRB Traffic within the Port operating between Boston and New York. Mariners navigating within this area should follow the Recommended Traffic Approach to Boston Harbor.

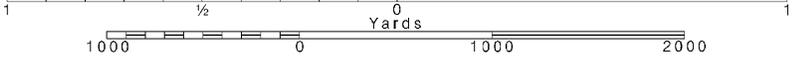


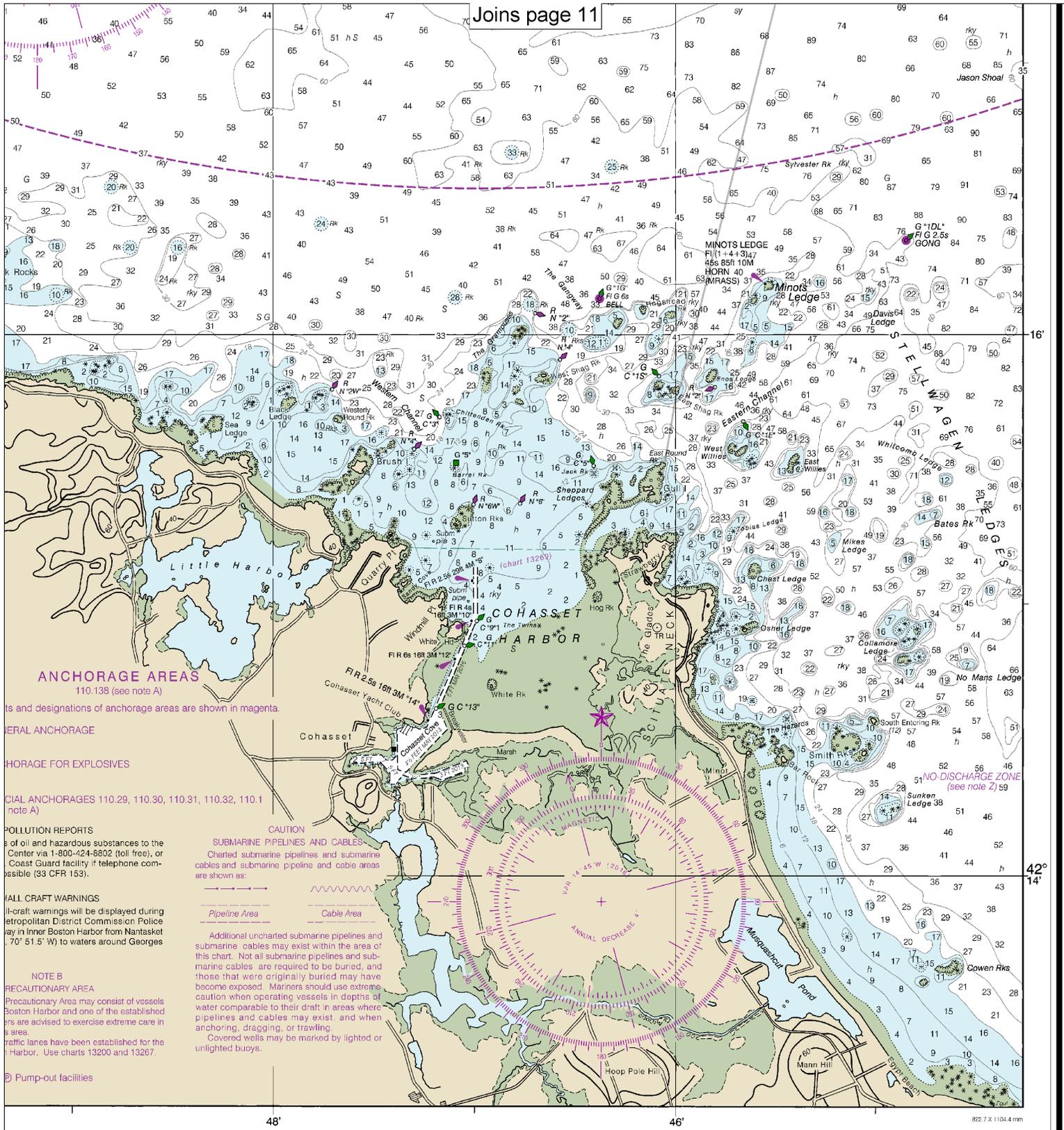
Printed at Washington, D.C.
DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.





IN FEET

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

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

13270



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
- 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>



— 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.