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
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 vessels, 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.
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.
SOUNDINGS IN FEET

NOTE X

Within the 12-nautical mile Territorial Sea, established by President's 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 lines. The 3-nautical-mile Natural Resource Boundaries off the Gulf Coast of Mobile, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the outer 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.

Reminder:
Sound signals activated with WPANS (Wiring Policies, Administrative, and Navigational Services) require user activation. See USCG light list.

Note: Chart grid lines are aligned with true north.
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ANCHORAGE AREAS
110.135 (see note A)

Use and designations of anchorage areas are shown in magenta.

GENERAL ANCHORAGE

ANCHORAGE FOR EXPLOSIVES

DIAL ANCHORAGES 110.29, 110.30, 110.31, 110.32, 110.3

Note A

CAUTION: SUBMARINE PIPELINES AND CABLES

charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as

Pipeline Area
Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area on 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 less than water compartments of their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or tending. Covered wells may be reached by lighted or unlighted buoys.

NOTES

Pumpout facilities

WELLS

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

13270

15
VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: “MAYDAY, MAYDAY, MAYDAY.”
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

http://www.nws.noaa.gov/nwr/

Quick References

- Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
- Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
- Chart and chart related inquiries and comments — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
- Tides and Currents — http://tidesandcurrents.noaa.gov
- National Data Buoy Center — http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/
- National Hurricane Center — http://www.nhc.noaa.gov/
- Pacific Tsunami Warning Center — http://ptwc.weather.gov/
- Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm

For the latest news from Coast Survey, follow @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.

NOAA’s Office of Coast Survey
The Nation’s Chartmaker