BookletChart™

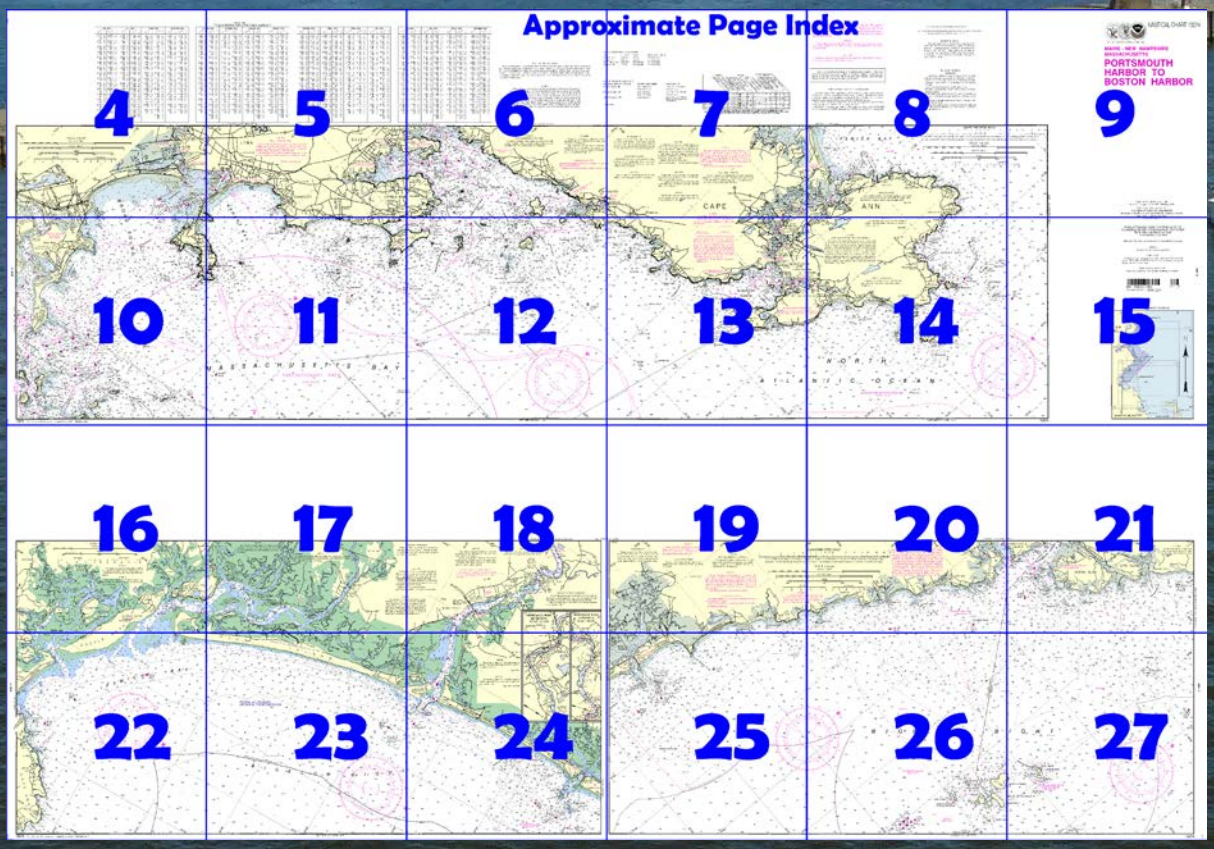
Portsmouth Harbor to Boston Harbor

NOAA Chart 13274

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=13274.

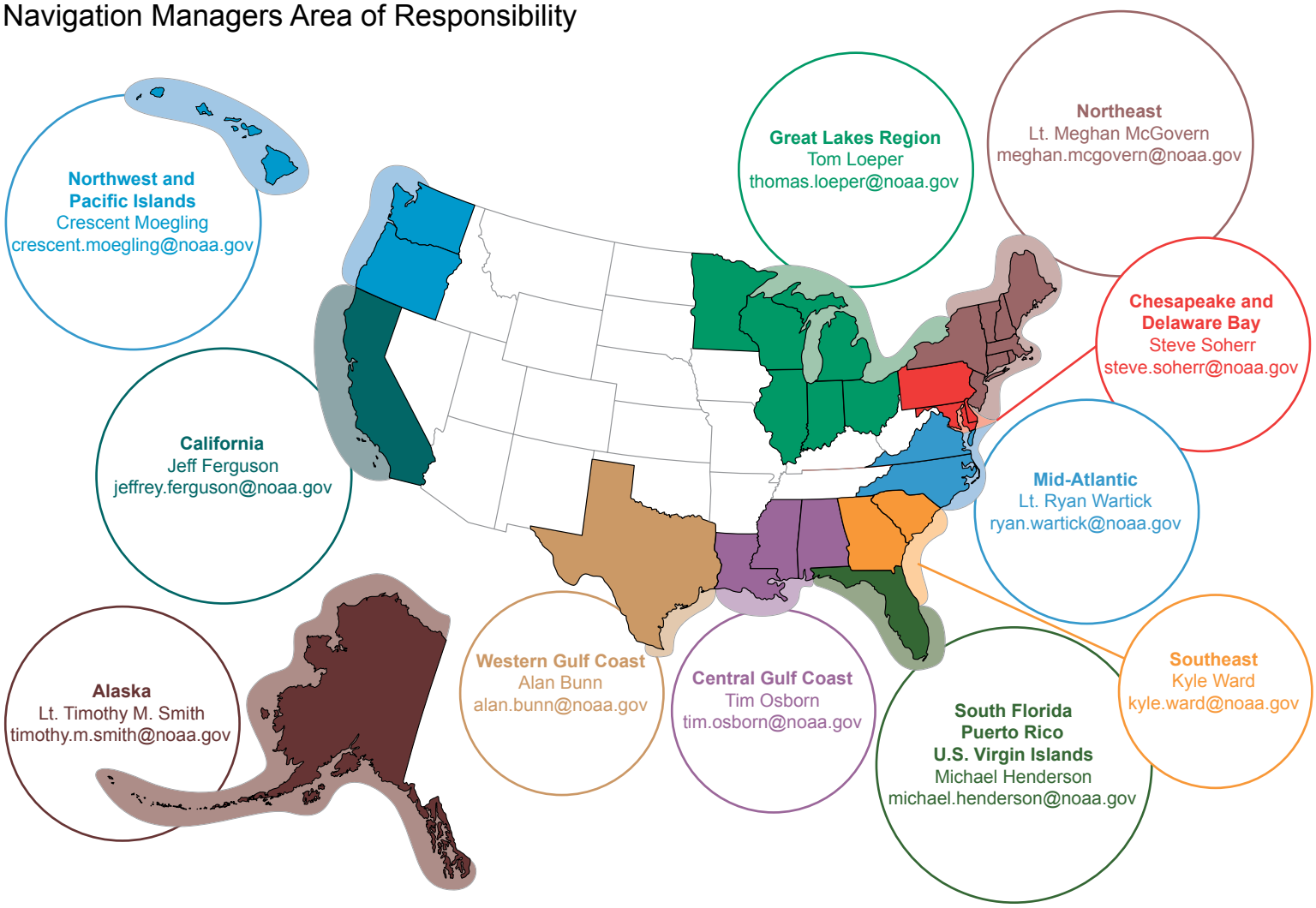
(Selected Excerpts from Coast Pilot)
Brave Boat Harbor (43°06.0'N., 70°39.6'W.), 2 miles southwestward of York Harbor, has a few private landings, but no facilities. Some local small craft were observed there, but the surf is reported to break clear across the entrance with the least sign of weather. Two old railway trestles cross the streams entering into it about 0.2 mile above the entrance.
Cutts Island, on the south side of the entrance, is connected with Gerrish Island to the south of it by a natural seawall of stones and rock thrown up by winter gales. It is conspicuous. A public beach is at the north end of the seawall.

Moores Rock, covered 5 feet and unmarked, is about 0.5 mile eastward of the entrance to Brave Boat Harbor. A long reef which uncovers 4 feet is about 0.3 mile southeastward of the entrance.
Two dangerous ledges are 2.5 miles offshore. **York Ledge,** the northernmost, covered 3 feet and 2.9 miles southeastward of York River, is marked on the east side by a buoy. **Murray Rock,** 1.5 miles south-southwestward of York Ledge, is covered 6 feet, and has a buoy off its southwest side. A lighted whistle buoy is 1.5 miles eastward of Murray Rock and southeastward of York Ledge. Between these ledges and the shore, the bottom is very broken and vessels are advised to pass outside of the lighted whistle buoy. In 1997, a dangerous rock covered by 24 feet of water protruding from a rocky ledge was reported in about 43°03'45"N., 70°35'59"W., about 0.7 mile southeast of Murray Rock. Broken ground covered 24 to 39 feet, extends 2 miles south-southeastward of the buoy marking Murray Rock.
Portsmouth Harbor, 37 miles southwestward of Cape Elizabeth and about 25 miles northward of Cape Ann Light, is the only harbor of refuge for deep-draft vessels between Portland and Gloucester. No large vessel should proceed northward of Kitts Rocks Lighted Whistle Buoy 2KR (43°03.0'N., 70°41.5'W.) without a pilot; the anchorage area is limited. Portsmouth Harbor is at the mouth of Piscataqua River and is the approach to the cities of Portsmouth and Dover, and the towns of New Castle, Kittery, Newmarket, Durham, Newington, and Exeter.
Several U.S. Navy activities, including the **Portsmouth Naval Shipyard** and a regional medical clinic, are on **Seavey Island** at Kittery, on the north side of the harbor opposite Portsmouth.
A **Regulated Navigation Area** has been established in the vicinity of the Portsmouth Naval Shipyard on Seavey Island. (See **165.1 through 165.13 and 165.101,** chapter 2, for limits and regulations.)
A moving safety zone is established surrounding tank vessels carrying Liquified Petroleum Gas (LPG) while transiting Bigelow Bight, Portsmouth Harbor and the Piscataqua River. (See **165.20, 165.23 and 165.103,** chapter 2, for limits and regulations)
Restricted areas are at the east end of Seavey Island in the cove between Clarks, Seavey, and Jamaica Islands and at the west end of Seavey Island from Henderson Point along the shore to the combined highway and railroad bridge across Back Channel. (See **334.50,** chapter 2, for limits and regulations.)
A security barrier has been established inside the regulated navigation area and the western restricted area.
Portsmouth is a city on the south bank of Piscataqua River about 4 miles above the entrance to the harbor.
The harbor, of sufficient depth to accommodate large deep-draft ships, is open throughout the year, though vessels may be hampered somewhat in passing through the two lift bridges to deepwater berths above the city.
New Castle, a village on the south side of the harbor and the northern part of **New Castle Island,** is reached from Portsmouth by a highway connecting the islands on the south side of the harbor. The island is of considerable importance as a summer resort.
Kittery is a town on the north bank of Piscataqua River opposite Portsmouth.
Back Channel, between Seavey Island and Kittery, is limited principally to small craft and is covered in geographical sequence in the description of the harbor features.

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

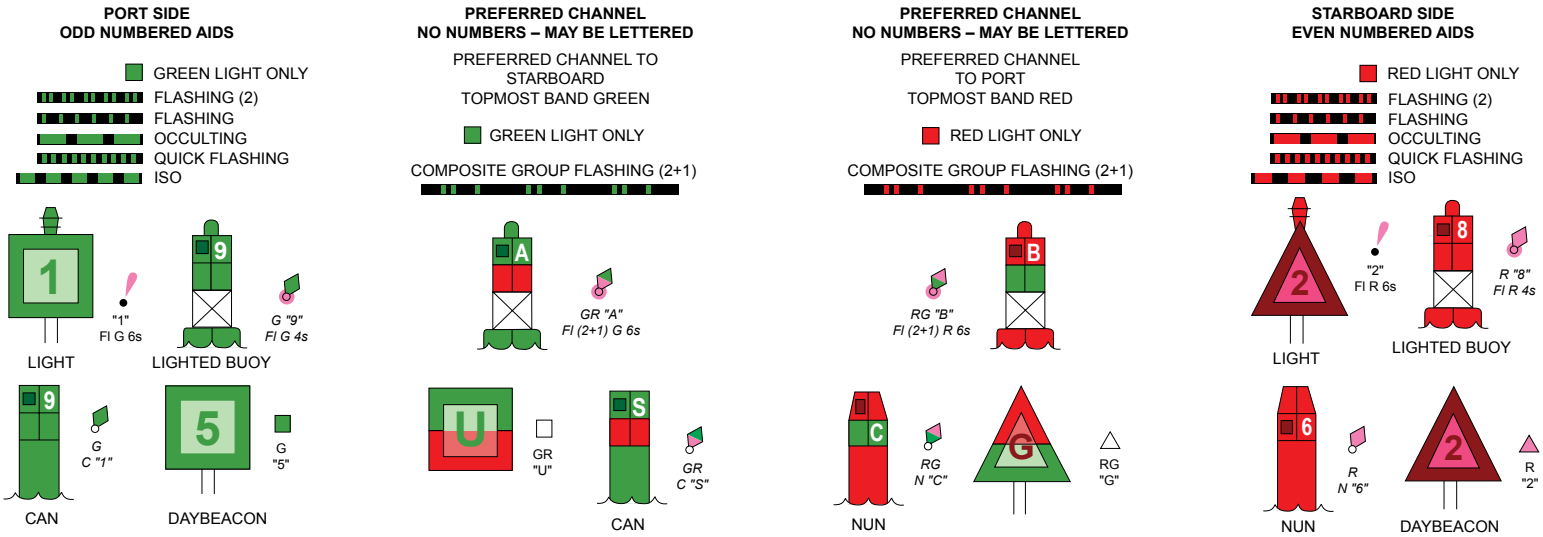


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

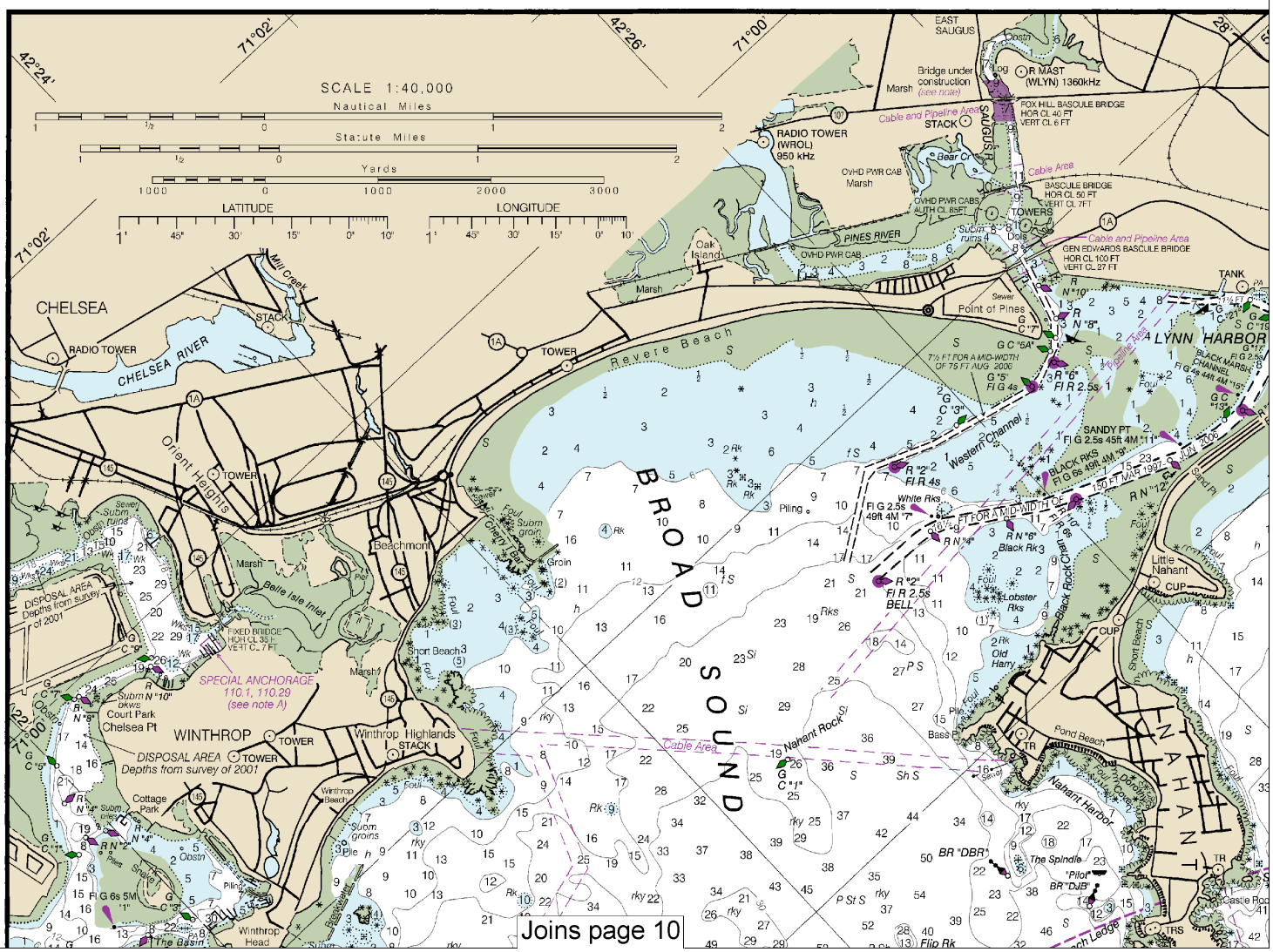
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

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*



SIDE B

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

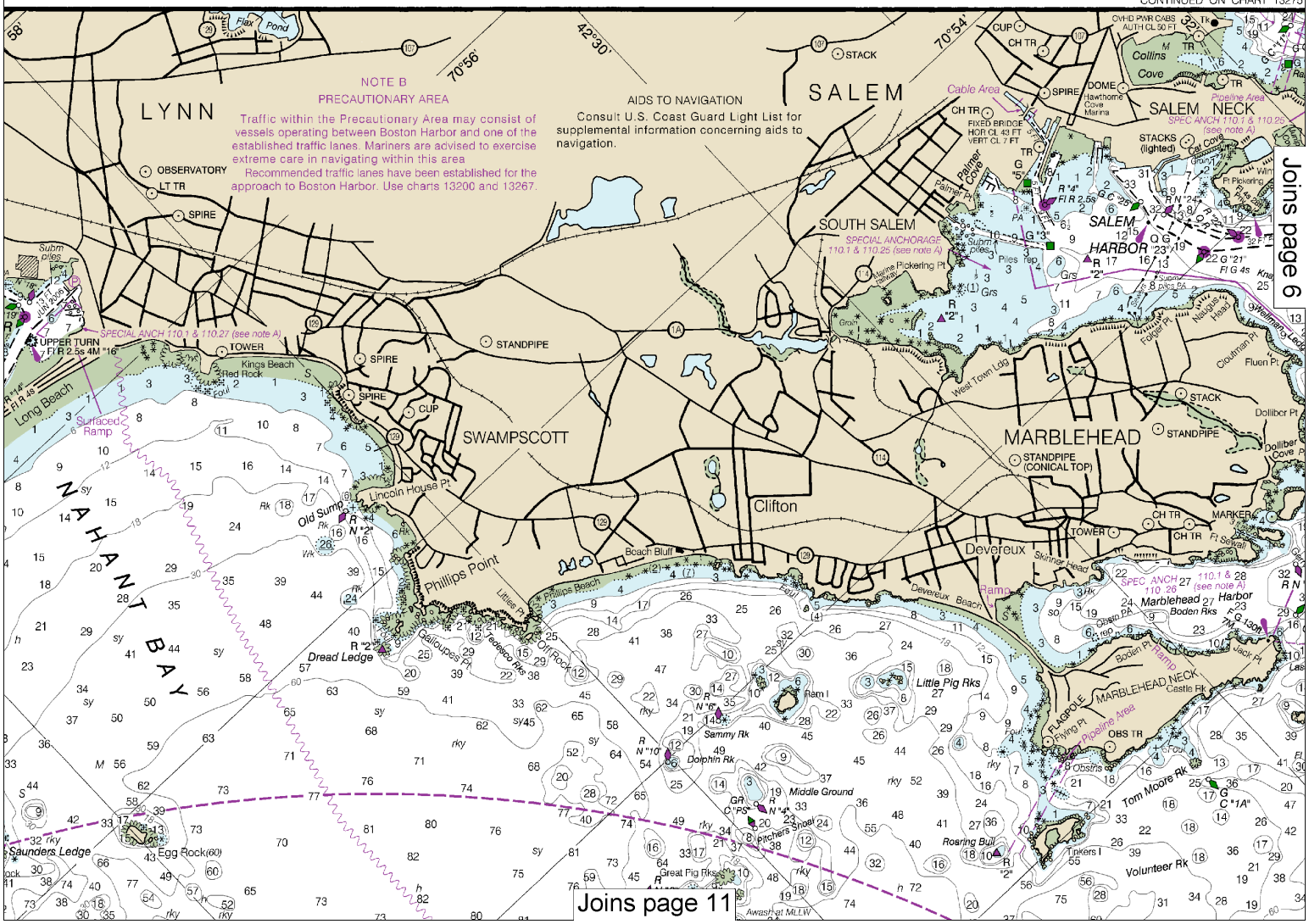
~~SCALE 1:40,000~~

Nautical Miles

Yards

See Note on page 5.

CONTINUED ON CHART 13275



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

TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via Internet at http://tidesandcurrents.noaa.gov. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

MARINER ACTIVATED SOUND SIGNALS

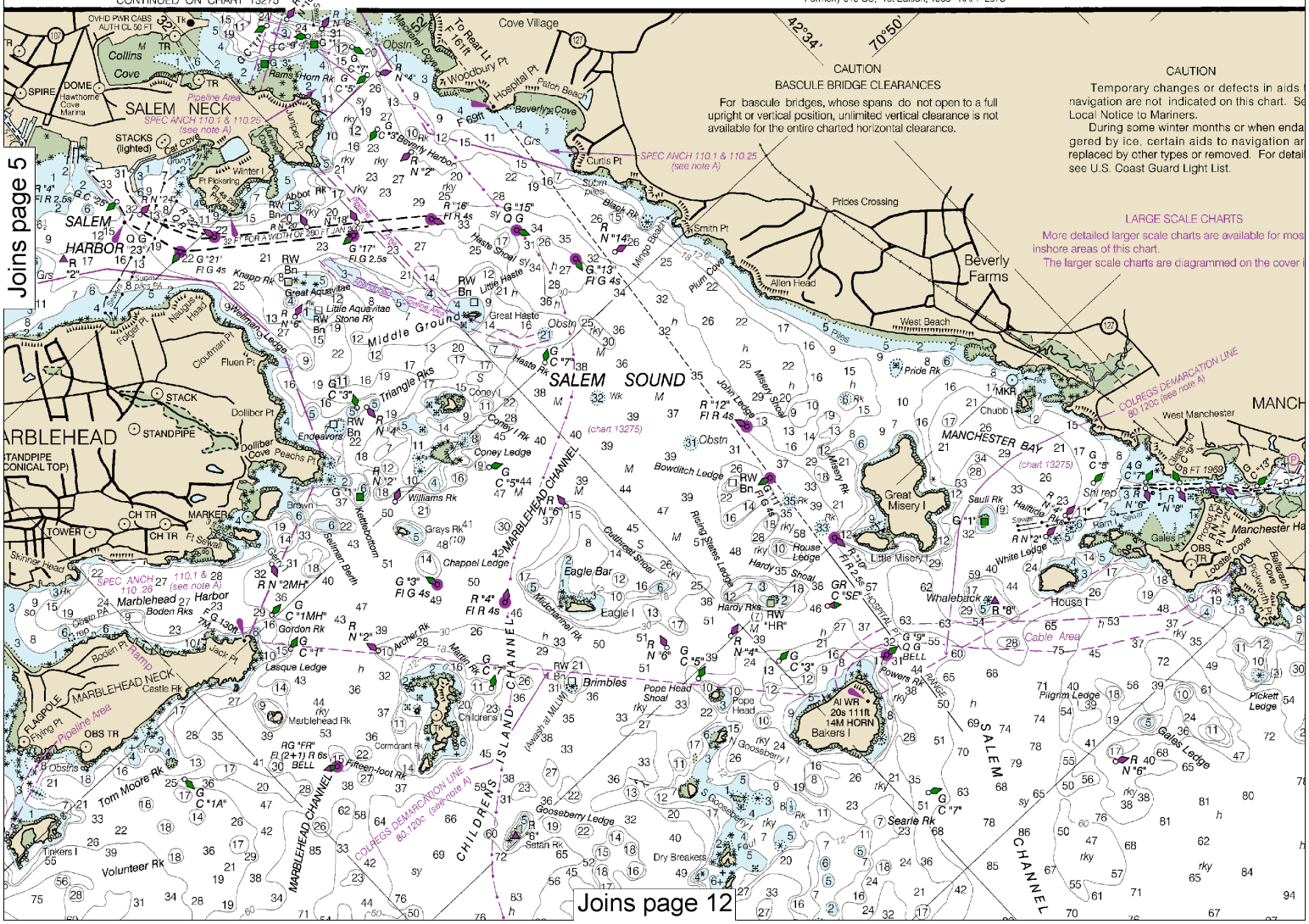
Sound signals labeled with (MRASS) require user activation. See USCG Light List.

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.

CONTINUED ON CHART 13275

Formerly 613-SC, 1st Edition, 1969 KAPP 2078



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQUENCY	BROADCAST TIMES
Portland, ME	KDO-95	162.550 MHz	24 hours daily
Boston, MA	KHB-35	162.475 MHz	24 hours daily
Essex Marine, MA	WNG-574	162.425 MHz	24 hours daily
Stratham, NH	KZZ-40	162.450 MHz	24 hours daily

MARINE WEATHER FORECASTS

NATIONAL WEATHER SERVICE	TELEPHONE NUMBER	OFFICE HOURS
Portland (Gray), ME	(207) 688-3216	7:00 AM - 5:00 PM M-F
	* (207) 688-3210	24 hours daily
Boston/Taunton, MA	(508) 828-2672	8:00 AM - 5:00 PM M-F
	* (508) 822-0634	24 hours daily
New York/Upton, NY	(516) 926-0517	9:00 AM - 5:00 PM M-F Recorded forecast only other times.

* Recorded

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Atlantic Heights	(43°05'N/70°46'W)	8.2	7.8	0.3
Plum Island	(42°49'N/70°49'W)	8.7	8.3	0.3
Newburyport	(42°49'N/70°52'W)	8.5	8.1	0.3
Plum Island Sound	(42°43'N/70°47'W)	9.5	9.1	0.3
Annisquam	(42°39'N/70°41'W)	9.6	9.1	0.3
Rockport	(42°40'N/70°37'W)	9.5	9.0	0.3
Salem	(42°31'N/70°53'W)	9.7	9.3	0.3
Lynn	(42°28'N/70°57'W)	9.9	9.5	0.3
Deer Island	(42°21'N/70°56'W)	10.0	9.6	0.3
Charlestown	(42°22'N/71°03'W)	10.2	9.8	0.3
Seapoint	(43°05'N/70°40'W)	9.5	9.1	0.3
Gerrish Island	(43°04'N/70°42'W)	9.5	9.0	0.3
Seavey Island	(43°05'N/70°46'W)	8.9	8.5	0.3
Portsmouth	(43°05'N/70°45'W)	8.5	8.1	0.3
Fort Point	(43°04'N/70°43'W)	9.4	9.0	0.3
Jaffrey Point	(43°03'N/70°43'W)	9.5	9.0	0.3
Hampton Harbor	(42°54'N/70°49'W)	9.0	8.6	0.3
Boston	(42°21'N/71°03'W)	10.3	9.8	0.3
Essex	(42°38'N/70°47'W)	9.9	9.5	0.3
Gloucester Harbor	(42°37'N/70°40'W)	9.6	9.1	0.3
Merrimacport	(42°50'N/70°59'W)	7.7	7.2	0.2
Salisbury Point	(42°50'N/70°55'W)	8.3	7.8	0.2
Riverside	(42°46'N/71°05'W)	6.3	5.8	0.1

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.

(Jul 2016)

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.

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

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

CAUTION

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

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) o(Approximate location)

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

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

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

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/.

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).

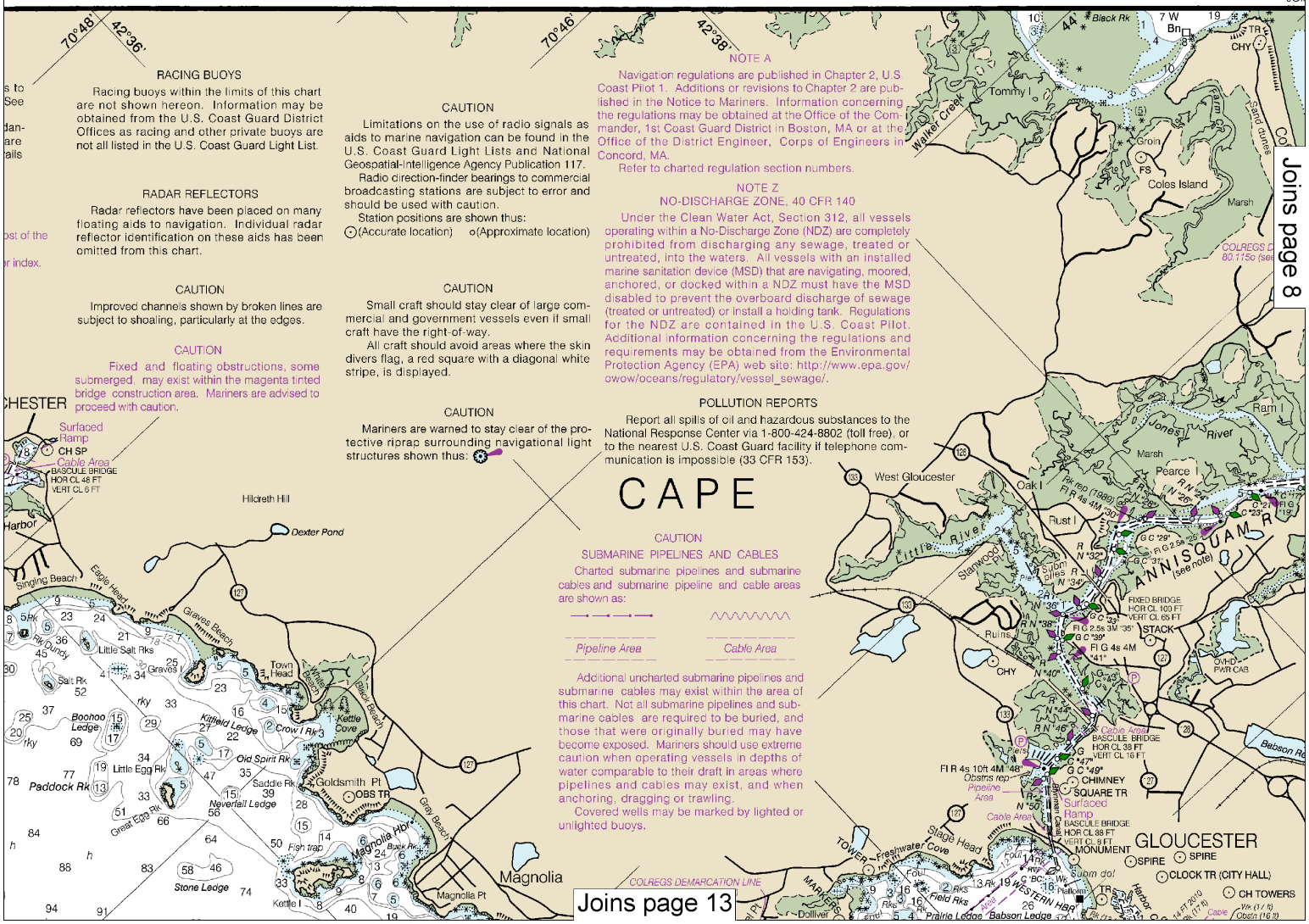
CAUTION
SUBMARINE PIPELINES AND CABLES

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 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 trawling.

Covered wells may be marked by lighted or unlighted buoys.



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.

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.

Ⓟ Pump-out facilities

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

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 26622-0423, Tel. (919) 821-0281.

USCGAUX - 1st Coast Guard District, 408 Atlantic Ave., Boston, MA 02110-2209, Tel. (617) 223-8310 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

For Symbols and Abbreviations see Chart No. 1

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

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.341" northward and 1.818" eastward to agree with this chart.

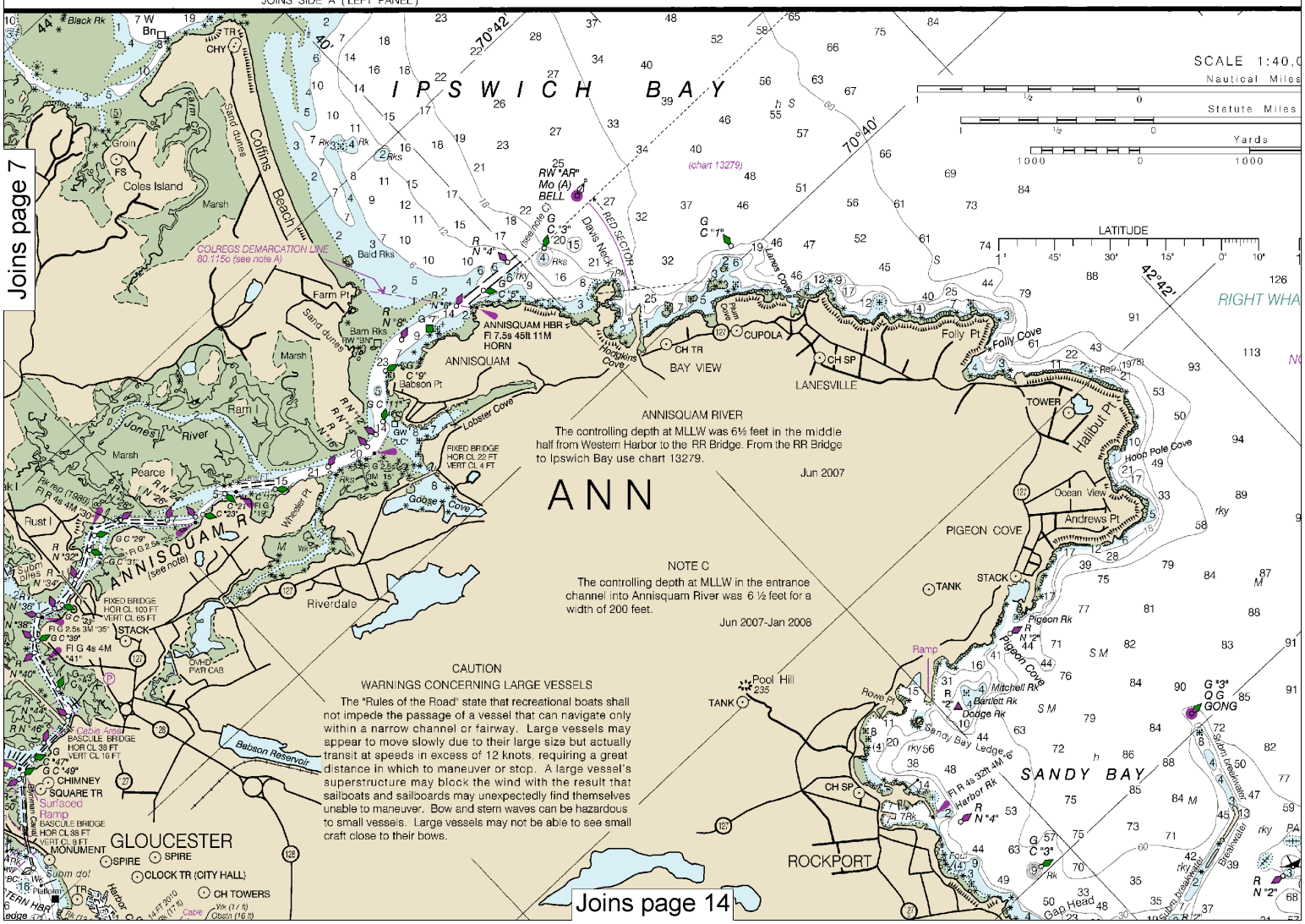
RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

of soundings (MLLW)	
n Water	Mean Low Water
et	feet
3	0.3
3	0.3
1	0.3
1	0.3
1	0.3
0	0.3
3	0.3
5	0.3
6	0.3
8	0.3
1	0.3
0	0.3
5	0.3
1	0.3
0	0.3
0	0.3
6	0.3
8	0.3
5	0.3
1	0.3
2	0.2
9	0.2
8	0.1

Real-time water levels, currents.noaa.gov.

JOINS SIDE A (LEFT PANEL)



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

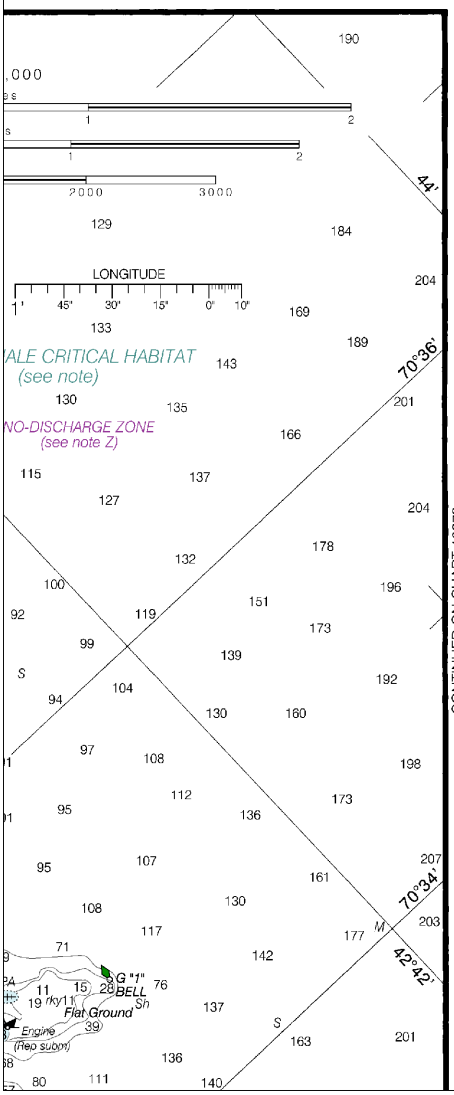
Note: Chart grid lines are aligned with true north.

NAUTICAL CHART 13274

THE NATION'S CHARTMAKER SINCE 1807

MAINE - NEW HAMPSHIRE MASSACHUSETTS

PORTSMOUTH HARBOR TO BOSTON HARBOR



CONTINUED ON CHART 13278

Chart 13274

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

Mercator Projection, Scale 1:40,000 at Lat. 42° 40'
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

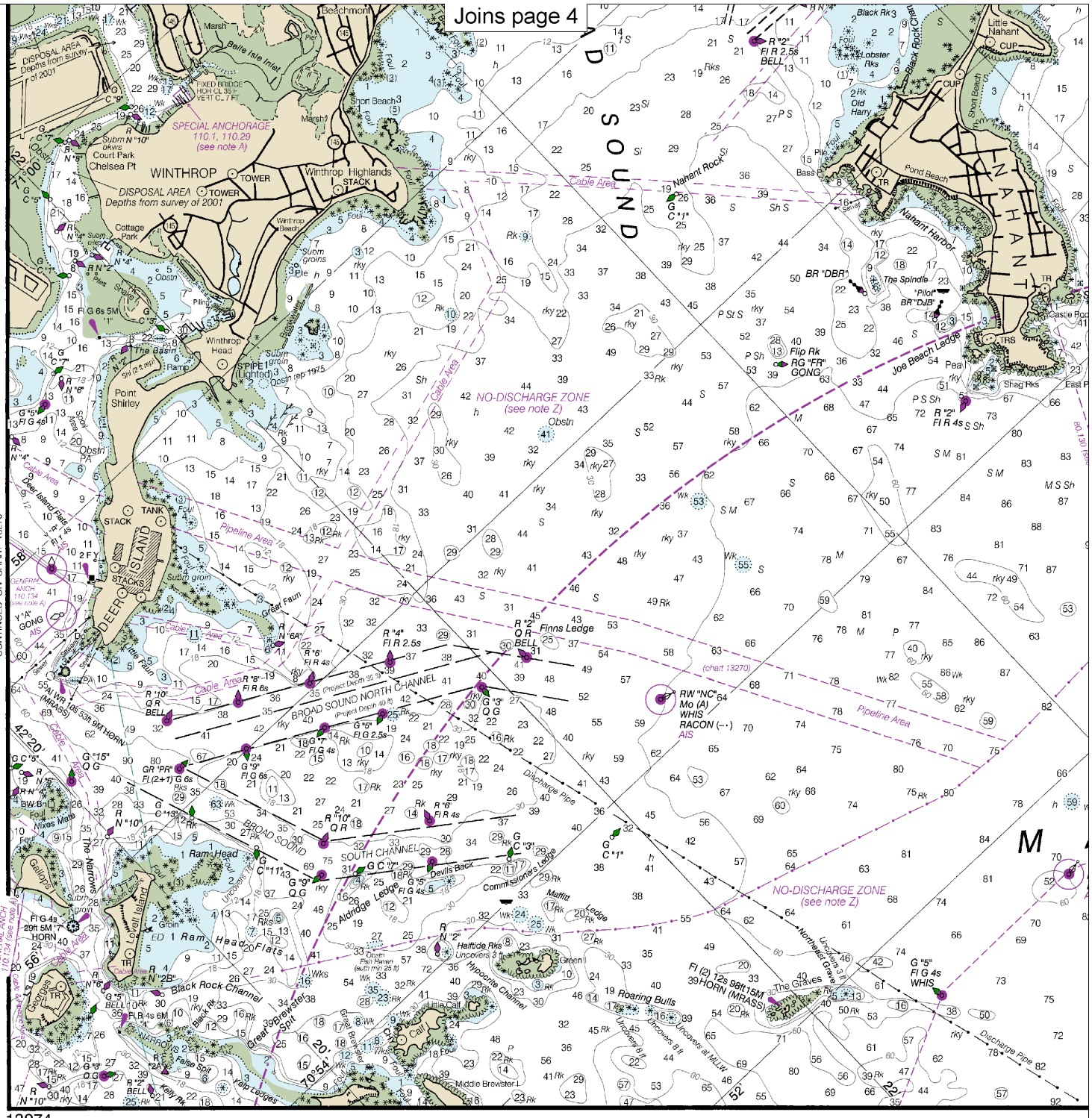
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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

SIDE B

Joins page 15

Joins page 4



Joins page 16

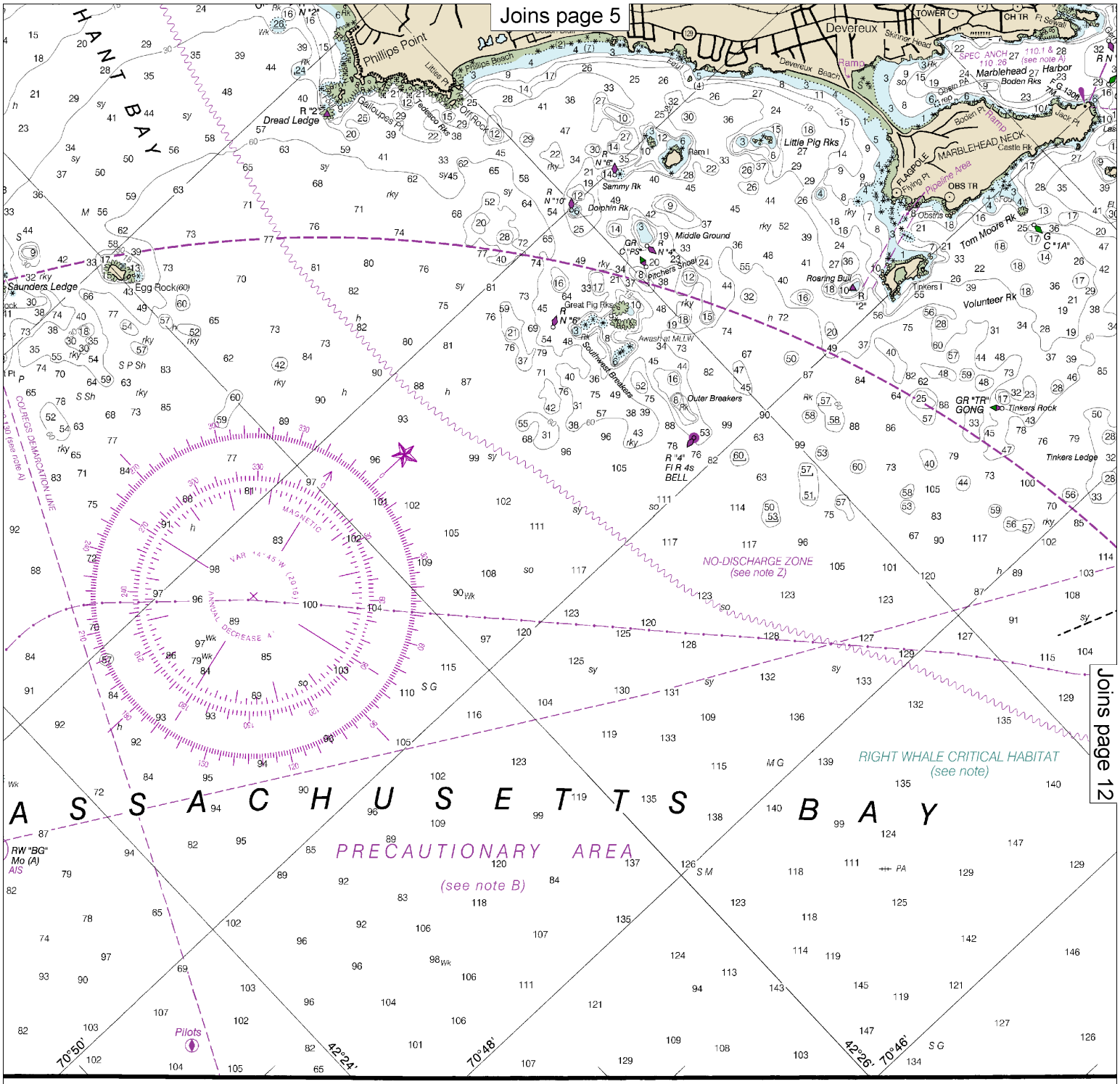
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 5

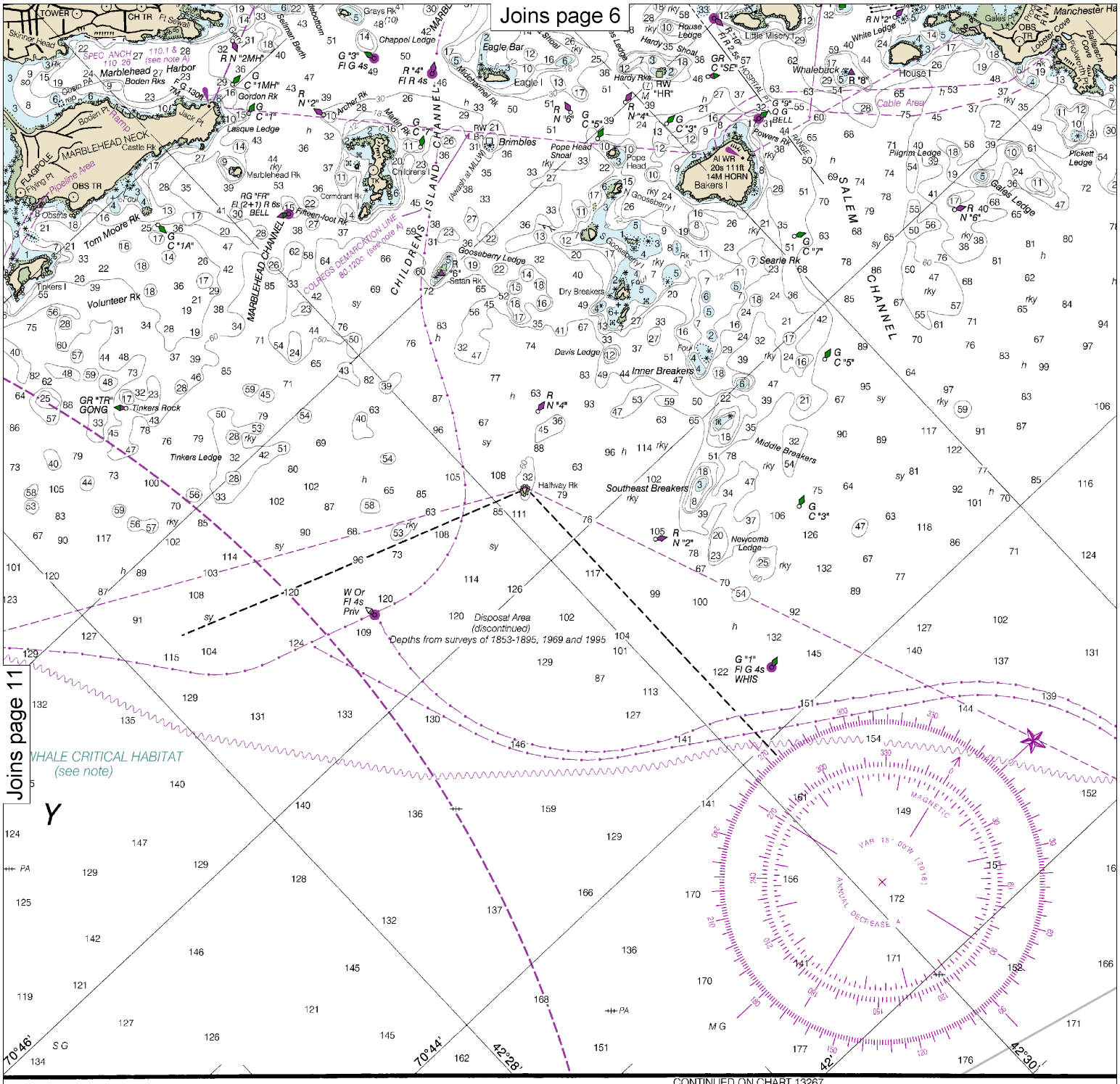


Joins page 12

Joins page 17

Joins page 6

Joins page 11



CONTINUED ON CHART 13267

Joins page 18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 7

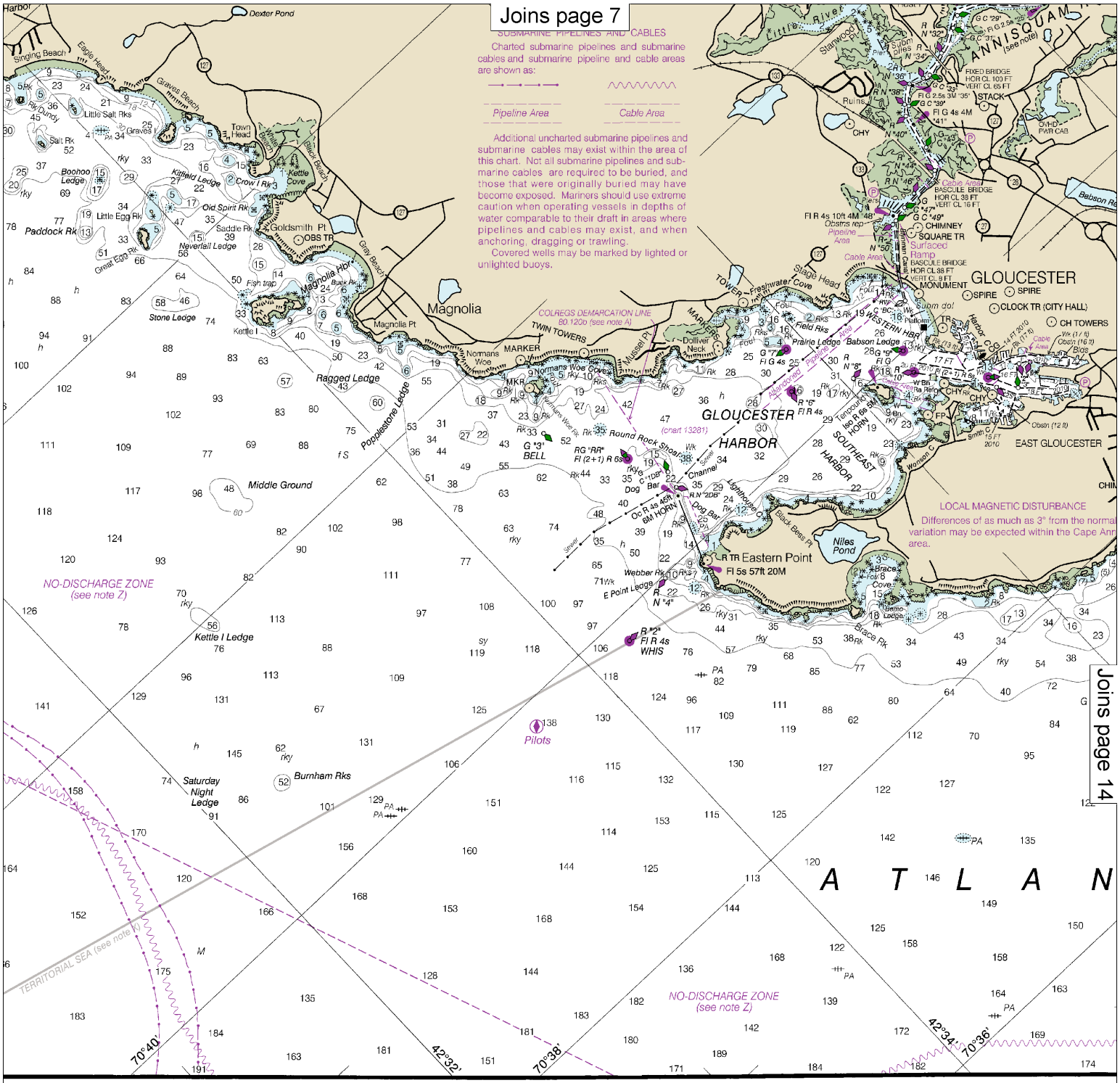
SUBMARINE PIPELINES AND CABLES

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 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 trawling.

Covered wells may be marked by lighted or unlighted buoys.



Joins page 14

Joins page 19

Joins page 8

NOTE C

The controlling depth at MLLW in the entrance channel into Annisquam River was 6 ½ feet for a width of 200 feet.

Jun 2007-Jan 2008

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

RIGHT WHALE CRITICAL HABITAT

(precautionary area: 50 CFR 226.203, 224.103c; see note A)

It is illegal to approach any right whale anywhere closer than 500 yards.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 3° from the normal variation may be expected within the Cape Ann area.

MANDATORY SHIP REPORTING SYSTEM AREA 169 (see note A)

NO-DISCHARGE ZONE (see note Z)

N O R T H

T L A N T I C O C E A N

Joins page 13

CONTINUED ON CHART 13278

Joins page 20

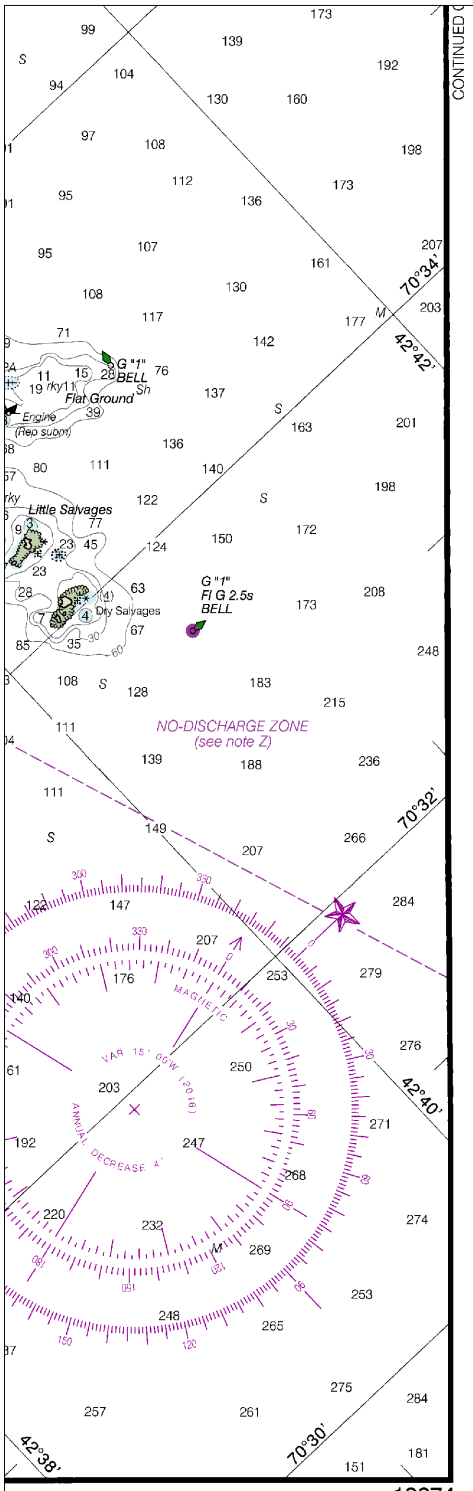
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 9



13274

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Mercator Projection, Scale 1:40,000 at Lat. 42° 40'
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

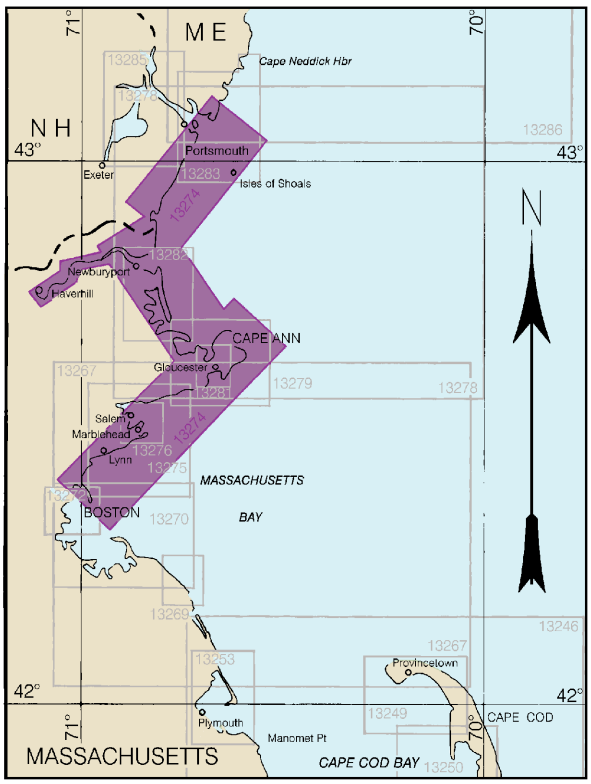
HEIGHTS
Heights in feet above Mean High Water.

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.

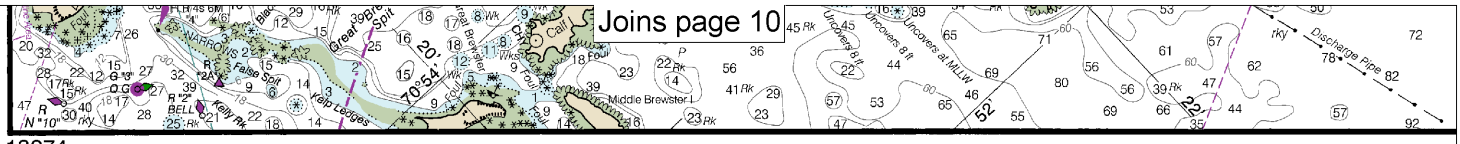
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 1 for important supplemental information.

SIDE B

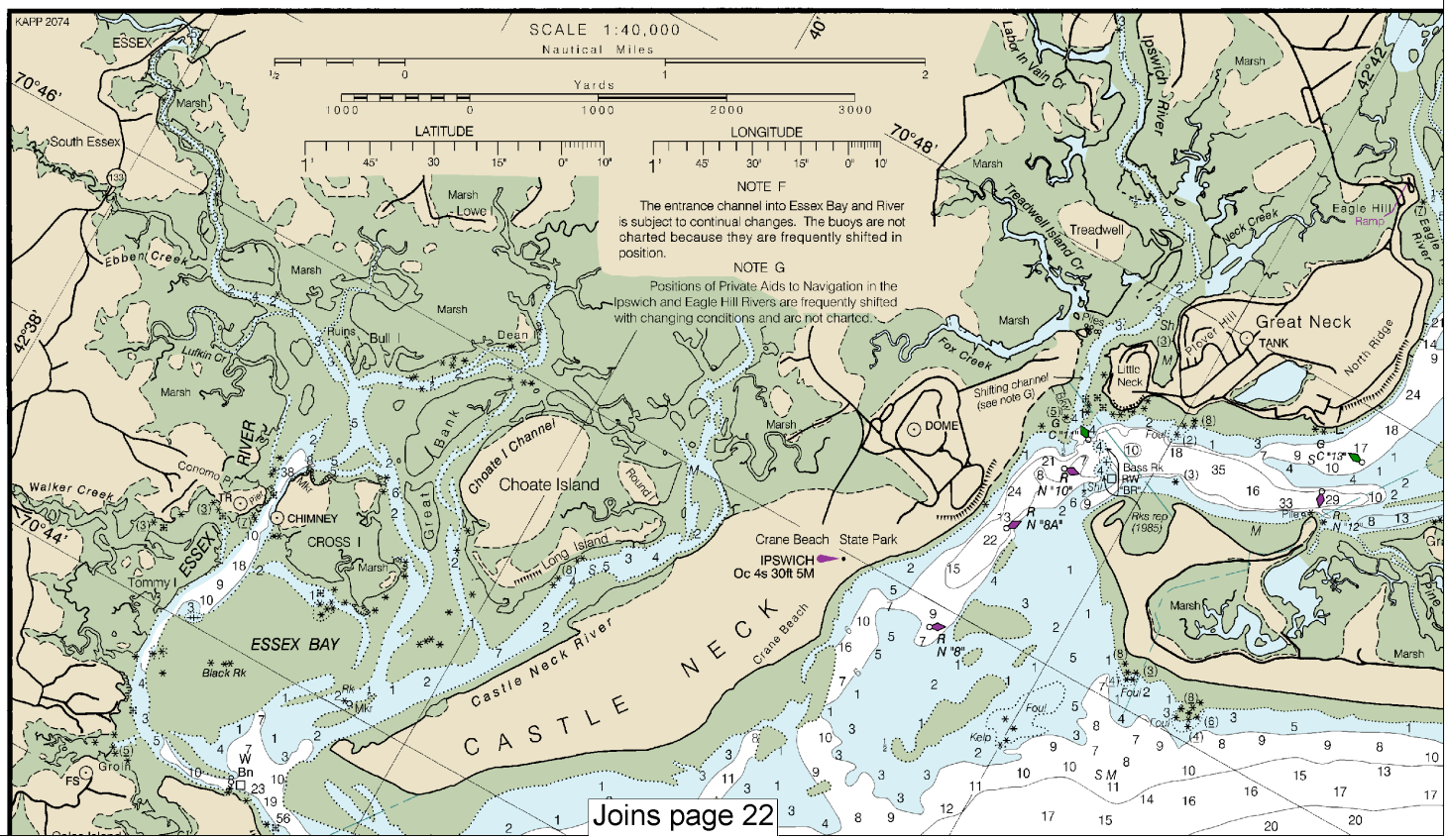
NAUTICAL CHART DIAGRAM



Joins page 21



13274



Joins page 22

16

Note: Chart grid lines are aligned with true north.

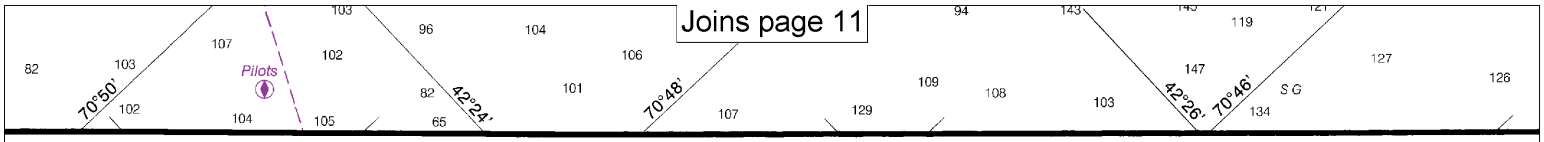
Printed at reduced scale.

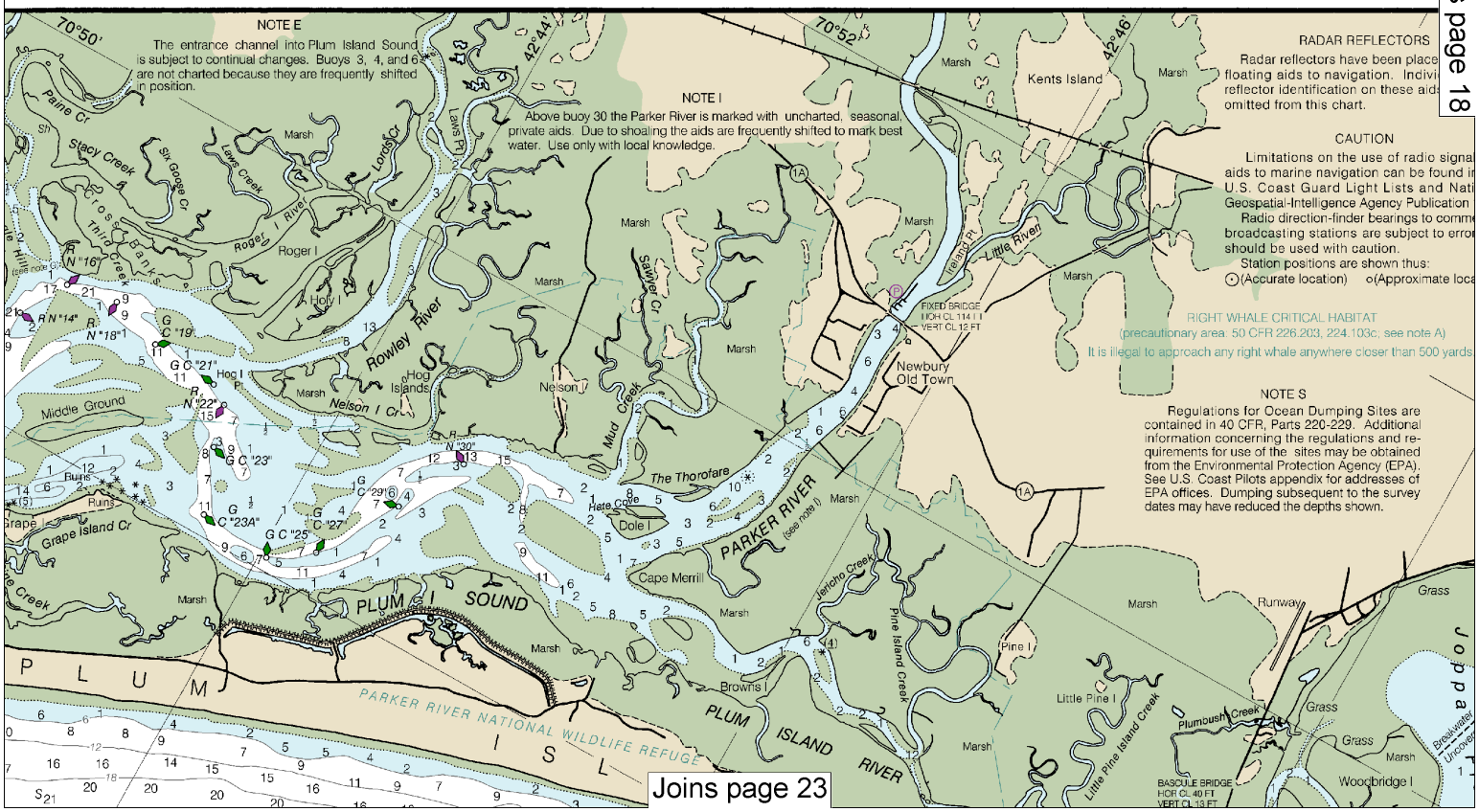
SCALE 1:40,000

Nautical Miles

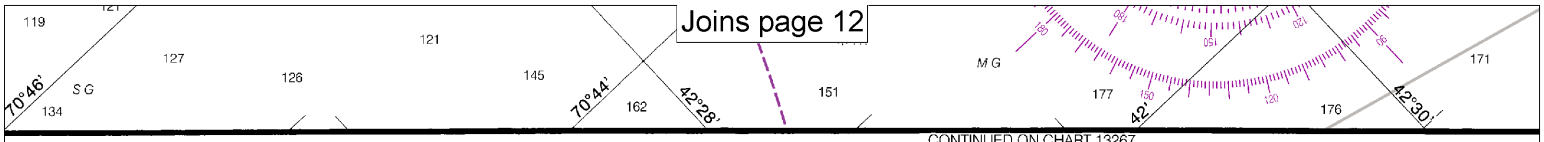
Yards

See Note on page 5.


Joins page 11
Pilots
70°50'
42°24'
70°48'
42°26'
70°46'


NOTE E
The entrance channel into Plum Island Sound is subject to continual changes. Buoys 3, 4, and 6 are not charted because they are frequently shifted in position.
NOTE I
Above buoy 30 the Parker River is marked with uncharted, seasonal, private aids. Due to shoaling the aids are frequently shifted to mark best water. Use only with local knowledge.
RADAR REFLECTORS
Radar reflectors have been place floating aids to navigation. Indivi reflector identification on these aids omitted from this chart.
CAUTION
Limitations on the use of radio signal aids to marine navigation can be found in U.S. Coast Guard Light Lists and Nati Geospatial-Intelligence Agency Publication
Radio direction-finder bearings to comme broadcasting stations are subject to error should be used with caution.
Station positions are shown thus:
(Accurate location) (Approximate loca
RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards
NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.
Joins page 18
Joins page 23
70°50'
42°44'
70°52'
42°46'
Kents Island
Marsh
Paine Cr
Stacy Creek
Six Goose Cr
Lewis Creek
Lords Cr
Laws Pt
Roger I River
Roger I
Cross Banks
Third Creek
Holy I
Rowley River
Hog Islands
Nelson I Cr
Nelson I
Middle Ground
Ruins
Grape Island Cr
Sawyer Cr
Mud Creek
The Thorofare
Hate Cove
Dole I
Cape Merrill
PARKER RIVER
(see note I)
Jericho Creek
Pine Island Creek
Browns I
PLUM I SOUND
PLUM ISLAND RIVER
PARKER RIVER NATIONAL WILDLIFE REFUGE
Ireland Pt
Little River
FIXED BRIDGE
HOR CL 114 FT
VERT CL 12 FT
Newbury Old Town
Pine I
Little Pine I
Little Pine Island Creek
Plumbush Creek
Runway
Grass
Woodbridge I
BASCULE BRIDGE
HOR CL 40 FT
VERT CL 13 FT
Breakwater Uncovered

Joins page 12



CONTINUED ON CHART 13267

Joins page 17

CONTINUED ON MERRIMACK RIVER EXTENSIONS

Formerly 613

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) o(Approximate location)

RIGHT WHALE CRITICAL HABITAT
ationary area. 50 CFR 226.203, 224.103c; see note A)
approach any right whale anywhere closer than 500 yards.

NOTE S

Regulations for Ocean Dumping Sites are ntained in 40 CFR, Parts 220-229. Additional ormation concerning the regulations and re- rements for use of the sites may be obtained n the Environmental Protection Agency (EPA). e U.S. Coast Pilots appendix for addresses of A offices. Dumping subsequent to the survey es may have reduced the depths shown.

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.

LOCAL MAGNETIC DISTURBANCE

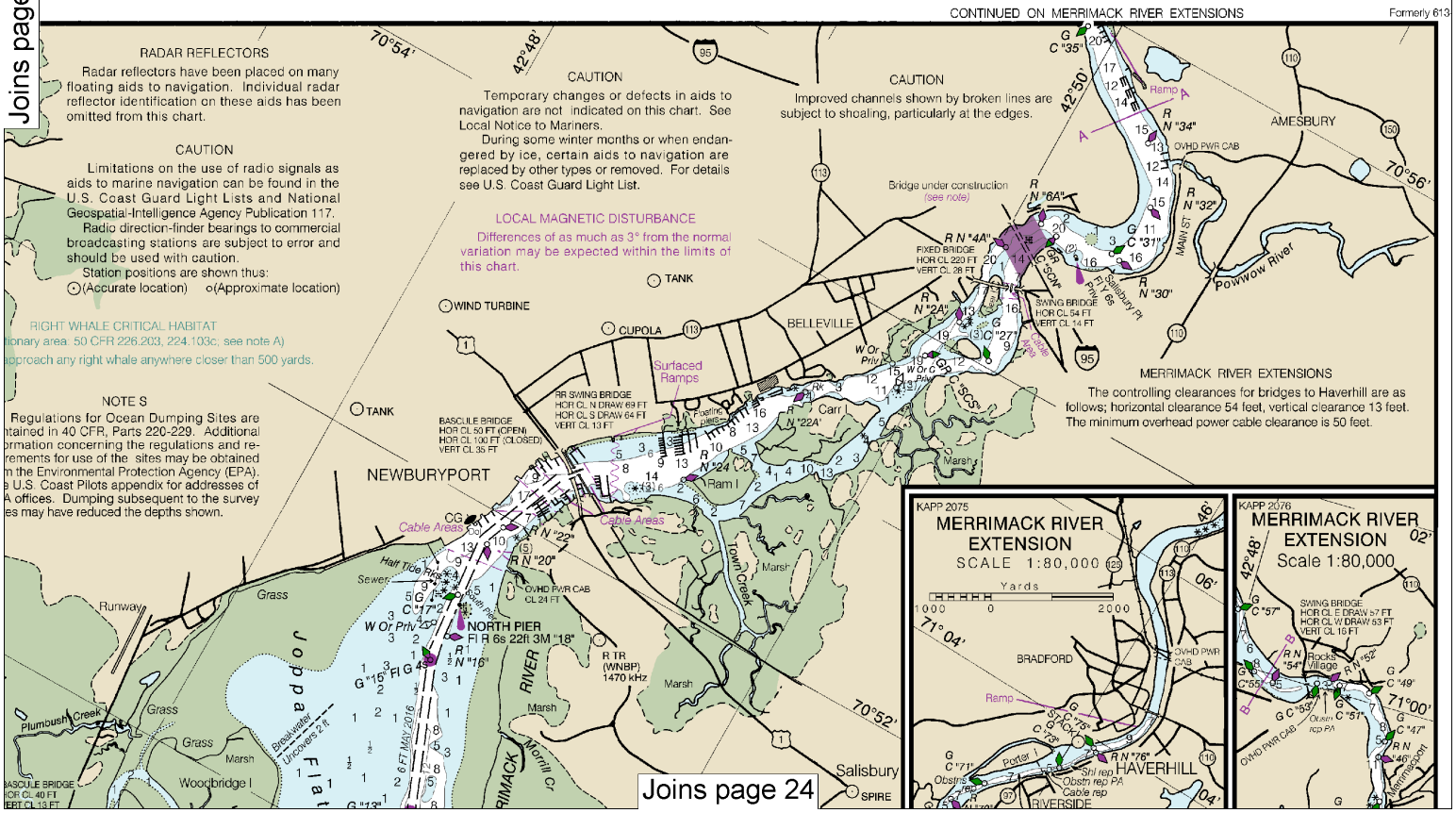
Differences of as much as 3° from the normal variation may be expected within the limits of this chart.

CAUTION

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

MERRIMACK RIVER EXTENSIONS

The controlling clearances for bridges to Haverhill are as follows; horizontal clearance 54 feet, vertical clearance 13 feet. The minimum overhead power cable clearance is 50 feet.



Joins page 24

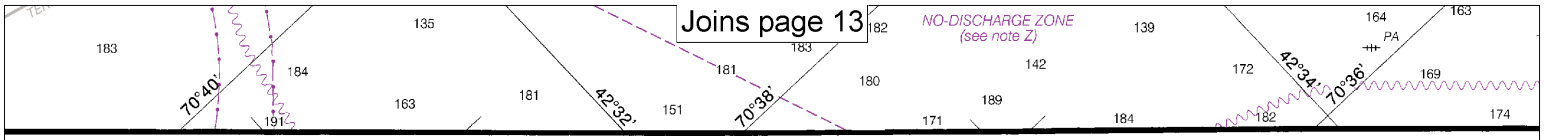
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

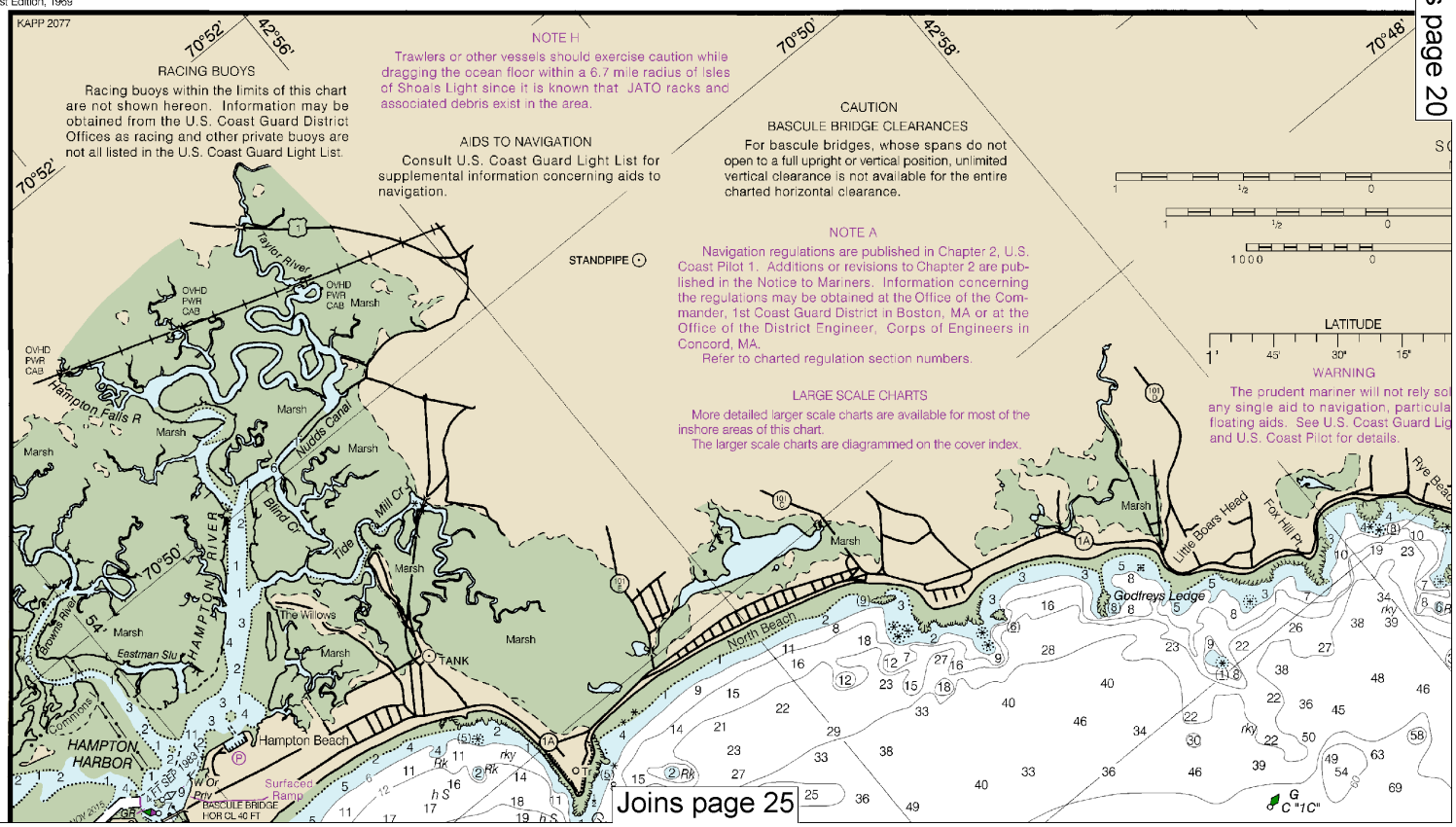
Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 13



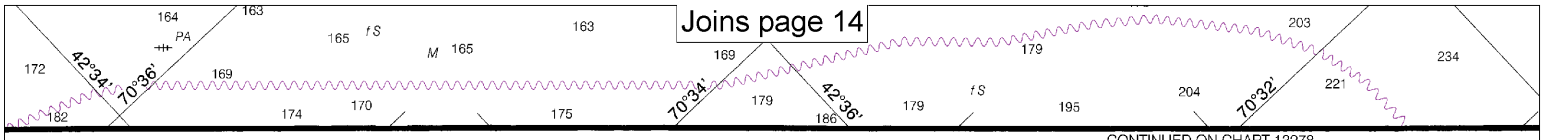
13-SC, 1st Edition, 1969

Joins page 20



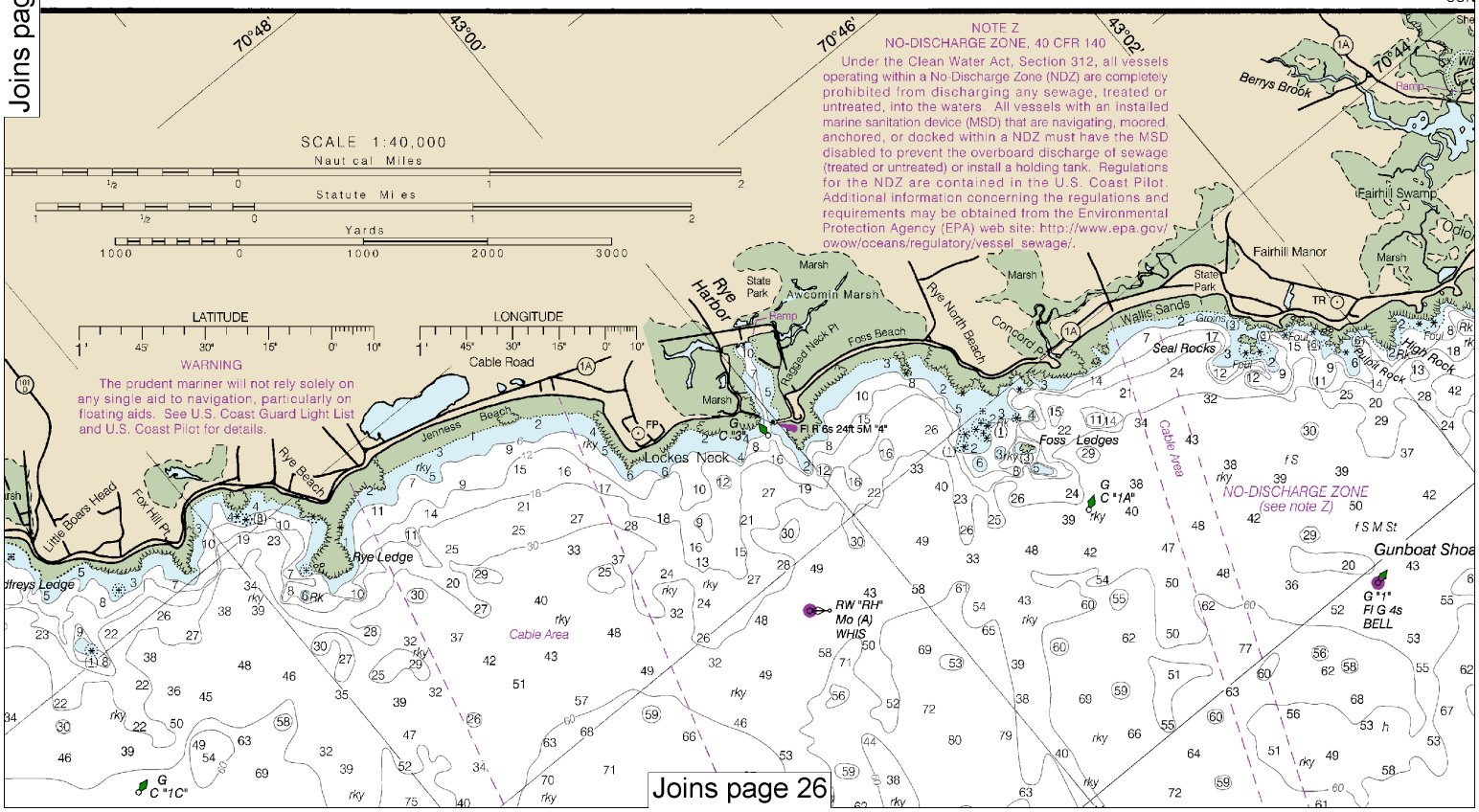
Joins page 25

Joins page 14



CONTINUED ON CHART 13278

Joins page 19



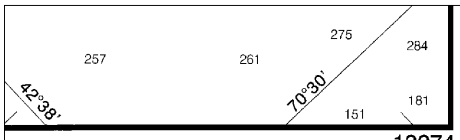
Joins page 26

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

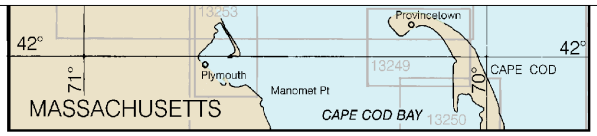
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

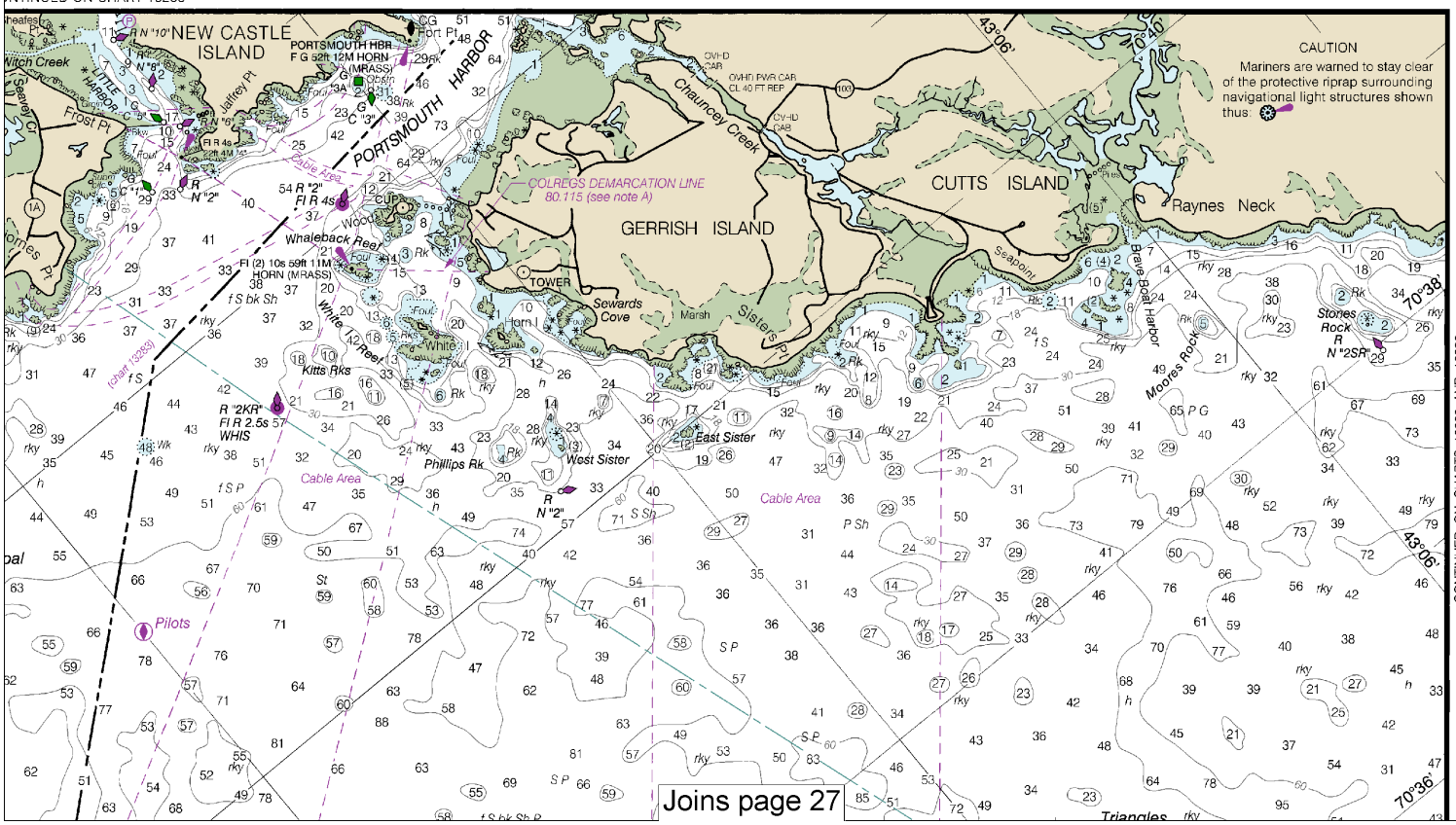


13274

Joins page 15



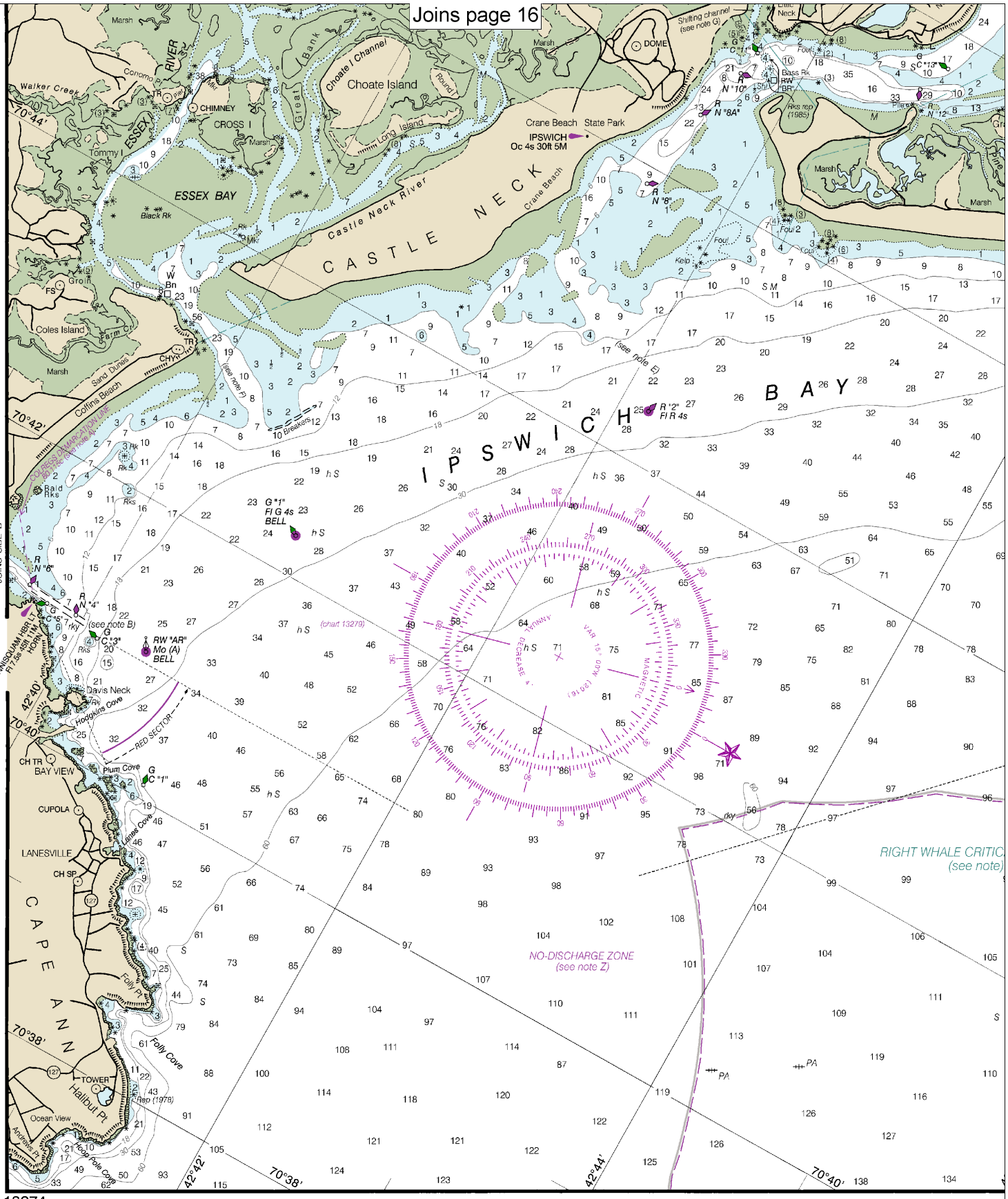
CONTINUED ON CHART 13283



Joins page 27

CONTINUED ON CHARTS 13283 AND 13286

Joins page 16



13274

29th Ed., Jul. 2016. Last Correction: 12/13/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

SIDE A

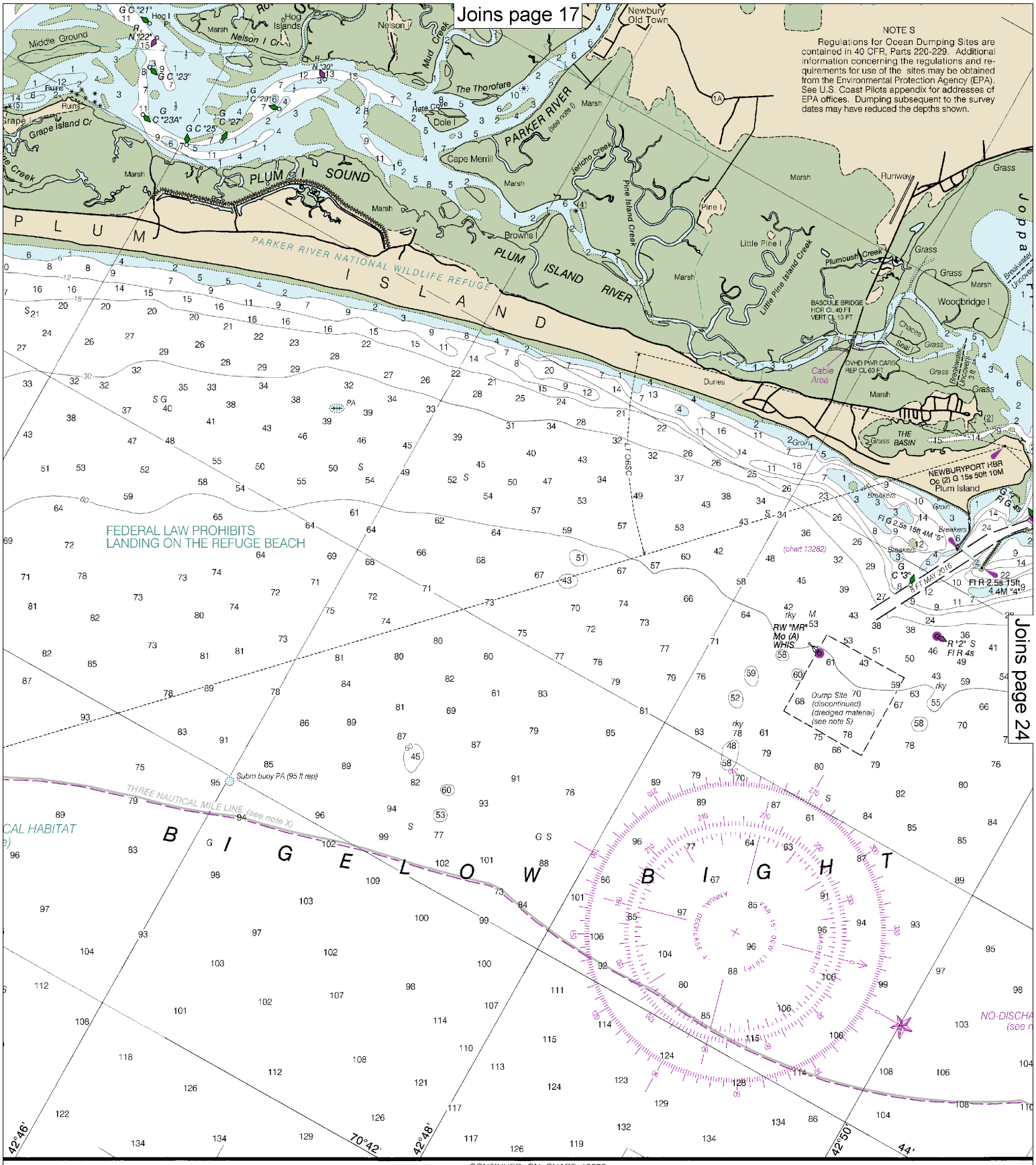
JOINS SIDE B

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



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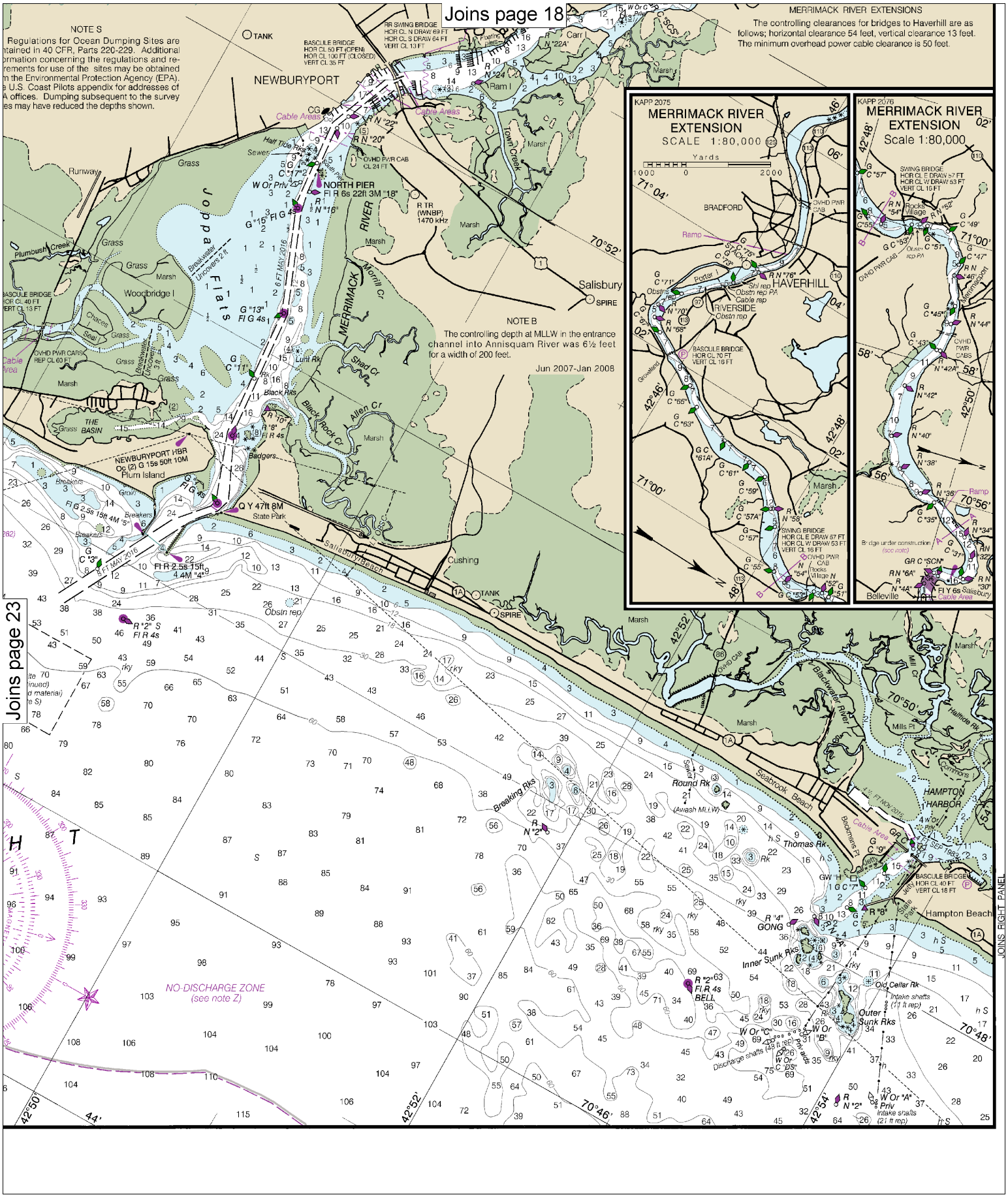


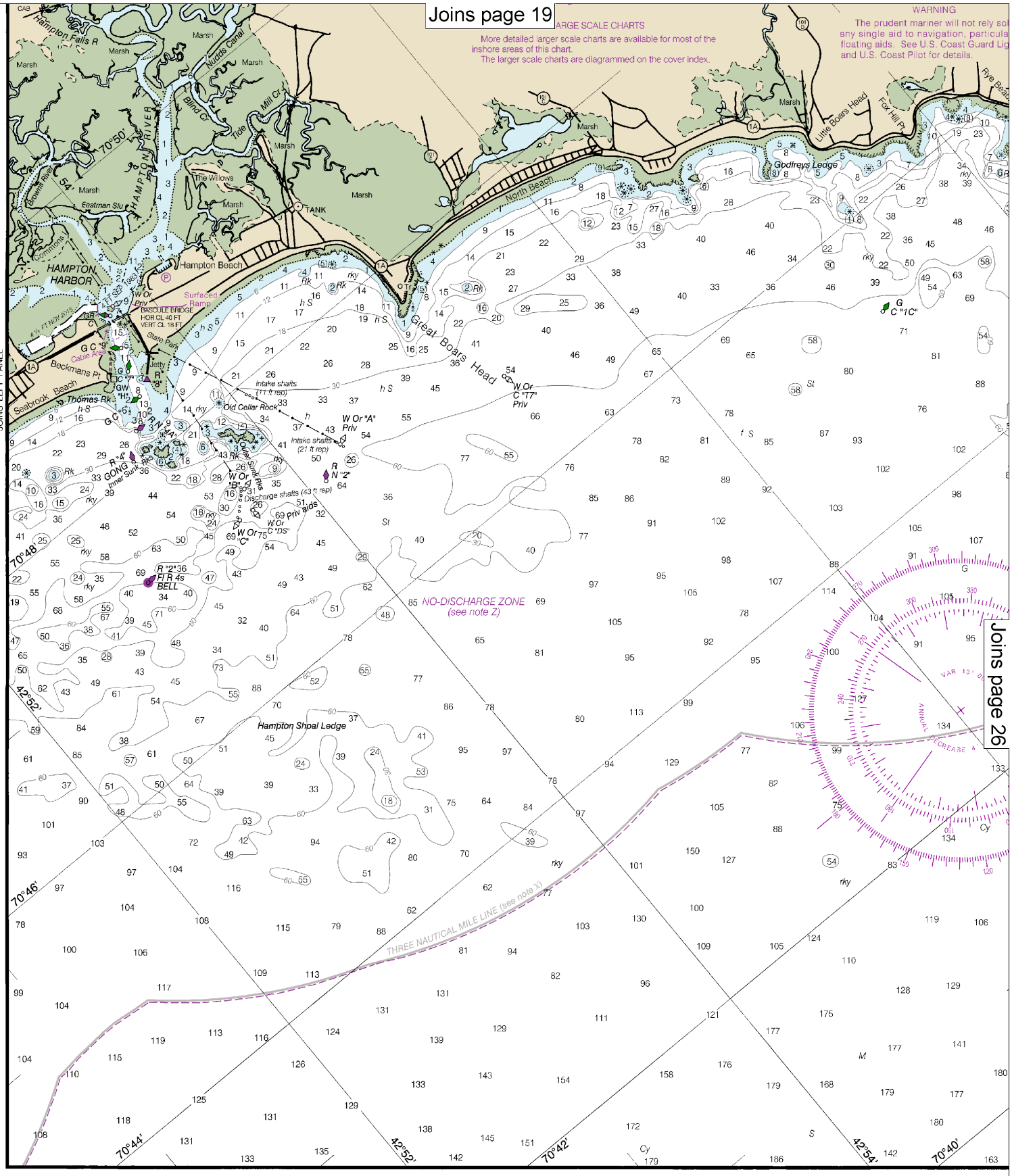
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

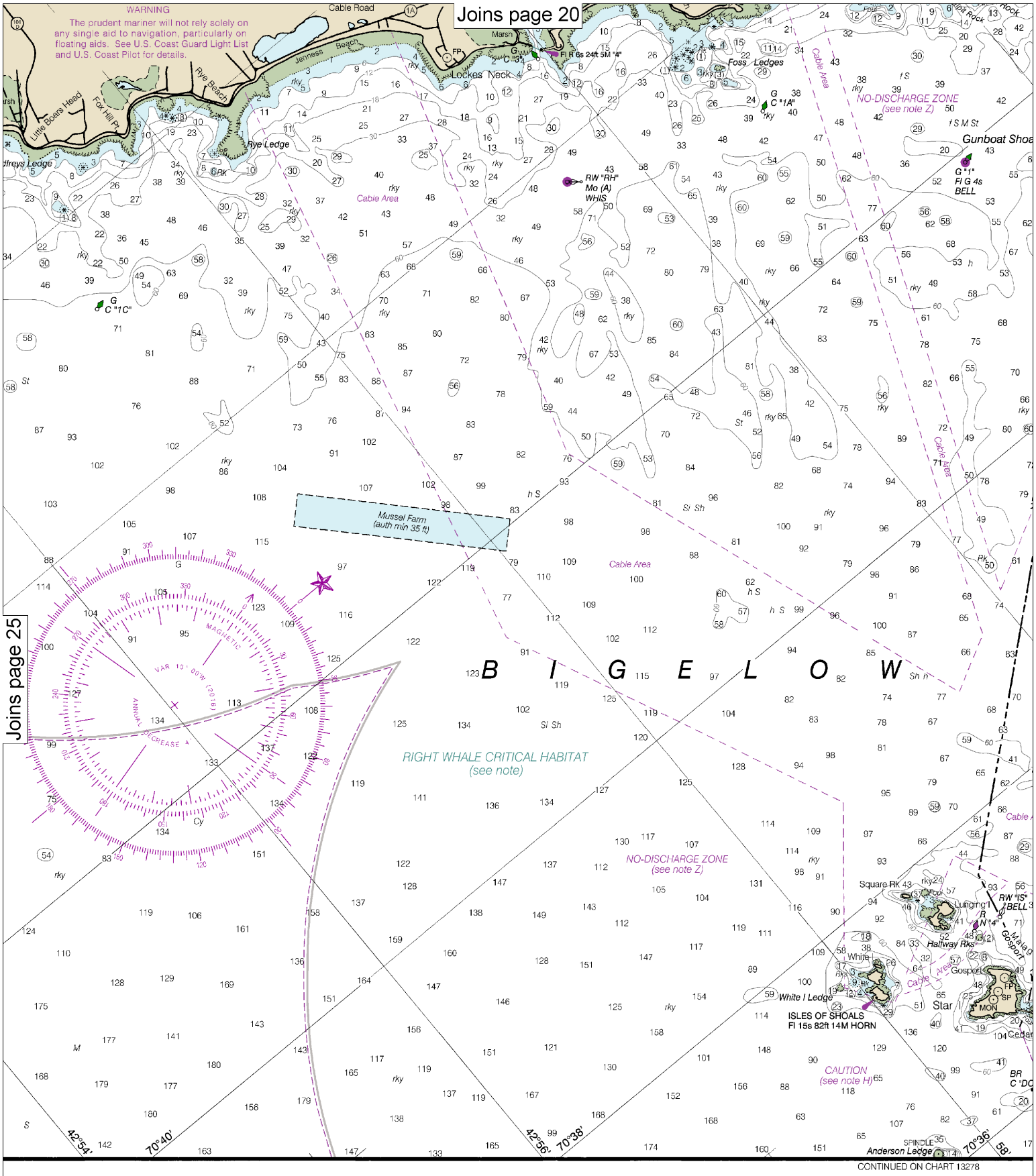
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 19



Joins page 26



Note: Chart grid lines are aligned with true north.

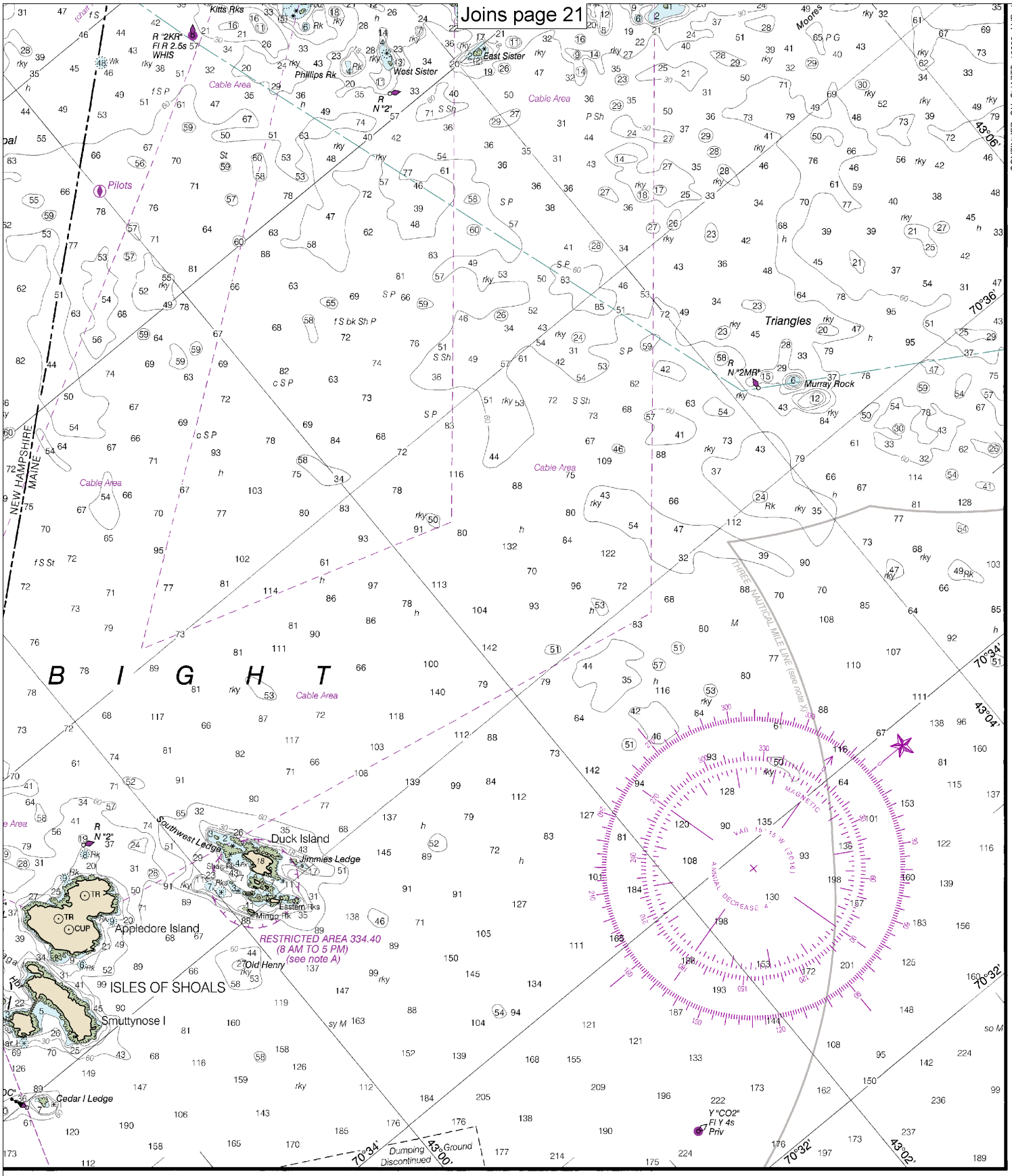
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000


Joins page 21
CONTINUED ON CHARTS 13283 AND 1
SIDE A
Kitts Rks
R "2KR"
Fl R 2.5s
WHIS
Phillips Rk
West Sister
East Sister
R
N "2"
Moores
Cable Area
Pilots
Triangles
R
N "2MR"
Murray Rock
NEW HAMPSHIRE
MAINE
B I G H T
THREE NAUTICAL MILE LINE (see note A)
Southwest Ledge
Duck Island
Jimmies Ledge
Eastern Rks
Mingo Rk
Appledore Island
RESTRICTED AREA 334.40
(8 AM TO 5 PM)
(see note A)
Old Henry
ISLES OF SHOALS
Smuttynose I
Cedar I Ledge
Y "CO2"
Fl Y 4s
Priv
Dumping Ground
Discontinued
MAGNETIC
VAR 15 15 W (2016)
ANNUAL DECREASE 4
43°06'
70°36'
70°34'
43°04'
70°32'
43°00'
43°02'

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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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
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 Hurrican 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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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.

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