

BookletChart™



Salem and Lynn Harbors

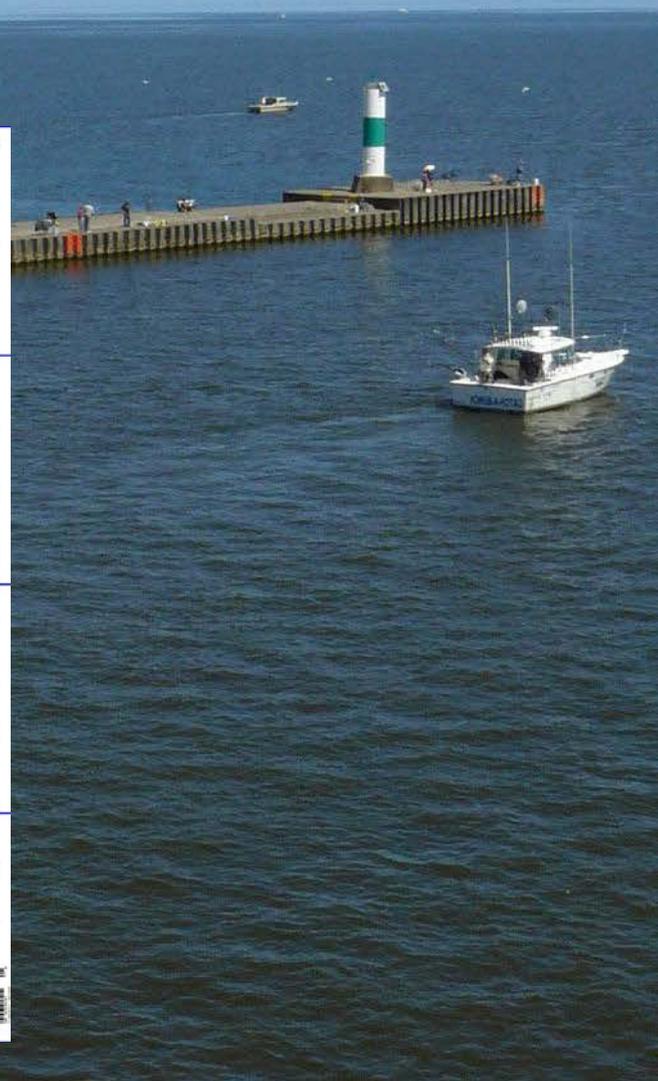
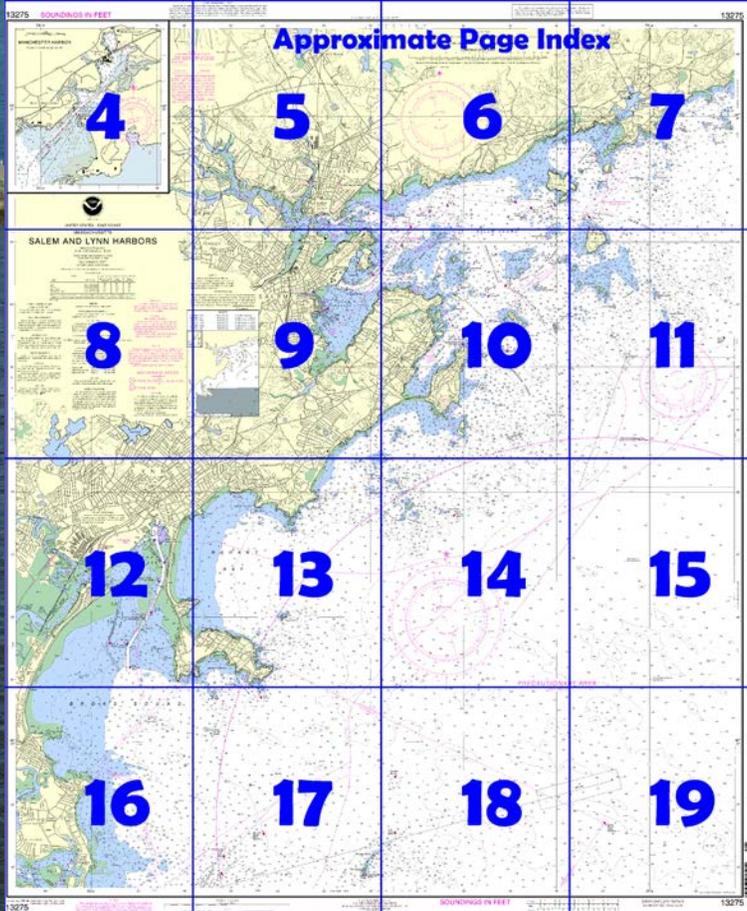
NOAA Chart 13275

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.

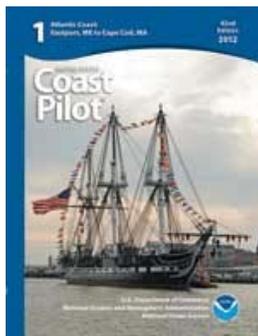
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13275>.



(Selected Excerpts from Coast Pilot)

Off the shore eastward of Manchester Harbor entrance, between Gloucester entrance and House Island, are many islands, rocks, and ledges extending about 0.8 mile offshore. The farthest outlying ones, named in order from eastward are **Great Egg Rock**, 34 feet high and bare; **Paddock Rock**, covered 13 feet; **Boohoo Ledge**, covered 1 foot; **Salt Rock**, showing at high water; **Pickett Ledge**, part of which uncovers 3 feet; **Gales Ledge**,

covered 5 feet; a ledge, covered 17 feet and marked by a buoy, about 350 yards south of Gales Ledge; and **Pilgrim Ledge**, covered 18 feet.

Manchester Harbor, about 5 miles west-southwest of Gloucester Harbor, is an arm of **Manchester Bay** extending in a northeasterly direction for 1 mile west of Gales Point to the town of **Manchester**. The entrance to Manchester Bay is northward of Bakers Island Light, between **House Island**, partly wooded, on the east, and **Great Misery Island** on the west. The ruins of two stone houses, one in the center and another on the west end, are on Great Misery Island. Manchester Harbor is principally a yachting center, with only a small amount of local commercial fishing. The harbor above **Proctor Point** is practically landlocked and secure in all weather.

Anchorage.—By local regulations, vessels over 45 feet in length must anchor in Manchester Bay. The anchorage is northward of a line between Great Misery and House Islands as far as Manchester Channel Buoy 5. Those desiring to anchor only overnight, or from head winds, may find fair holding ground and good shelter except in southerly gales. (68) The anchorage basins in Manchester Harbor are restricted to craft not over 45 feet in length. This regulation is strictly enforced.

Dangers.—There is a bad ledge locally known as **Bow Bell**, with a rock awash on it, on the east side of the channel opposite the yacht club and public landing on Tucks Point, just above Proctor Point. A buoy marks the northwestern edge of the ledge. It is usually covered, and the only indication of it is a hole, or clear spot, amidst the craft in the vicinity. Care should be taken to avoid anchoring on the ledge.

Whaleback, a dangerous ledge in the entrance to Manchester Bay, is 400 yards long east and west, and 200 yards wide. Near the middle of its northern side is a rock awash at low water, marked by a daybeacon.

Sauli Rock, which uncovers 9 feet, is 300 to 400 yards eastward of the northeast end of Great Misery Island, and is marked by a daybeacon.

White Ledge, awash at low water, is 300 yards northwestward of House Island and is marked by a buoy on its west side. **Halftide Rocks**, which uncover, are 250 yards northward of White Ledge, and are marked by a buoy off the west side.

Chubb Islet, bare and rocky, is 300 yards from the north shore of Manchester Bay and should be given a berth of more than 200 yards.

Harbor regulations.—In addition to the local regulations restricting the size of craft using the anchorage basins in Manchester Harbor, a **speed limit** of 5 miles per hour is enforced within the harbor.

The **harbormaster** and deputies supervise the moorings and on application will usually find a vacant one for a visitor or advise where best to anchor. The yacht yards maintain guest moorings.

Salem Harbor, **Beverly Harbor**, and **Marblehead Harbor** form a large irregular indentation in the shore of Massachusetts Bay, 11 miles southwestward of Cape Ann and 12 miles northeastward of Boston Harbor entrance. Gales Point is the northern end and Marblehead Neck the southern point at the entrance to this large indentation, which includes within its limits the harbors of Manchester, Beverly, Salem, and Marblehead, the distance between the two points being 4 miles.

Bakers Island Light (42°32'11"N., 70°47'09"W.), 111 feet above the water, is shown from a white conical tower on the north end of Bakers Island; a sound signal is at the light. Many summer homes are on the island, and there is a ferry landing on the west side.

Marblehead Light (42°30'19"N., 70°50'01"W.), 130 feet above the water, is shown from a 105-foot brown square skeleton tower with black top on the northern extremity of **Marblehead Neck**, a high, rocky promontory connected with the mainland by a sandbar and causeway.

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.

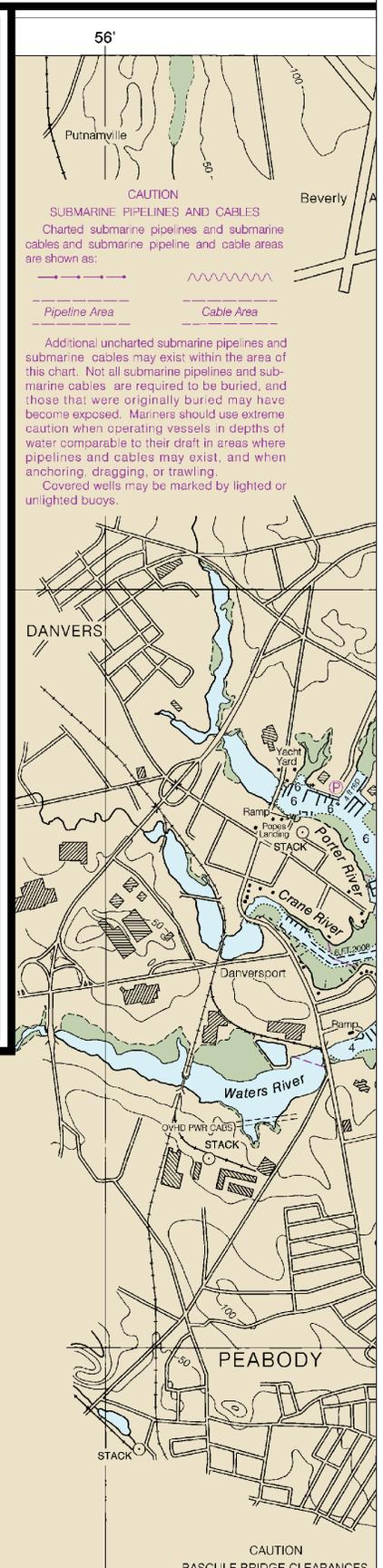
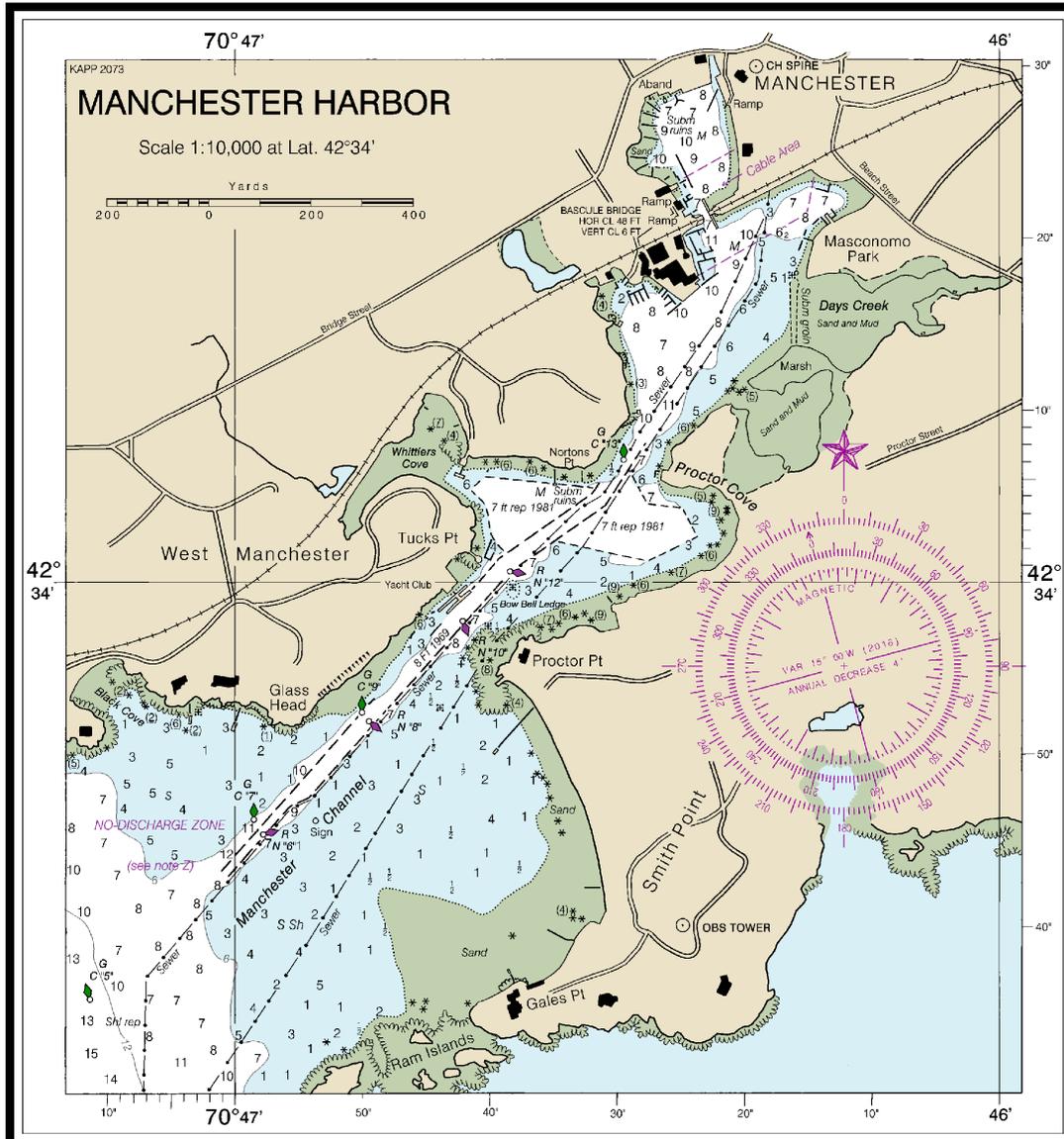
Lateral System As Seen Entering From Seaward

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>

13275 SOUNDINGS IN FEET



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.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
 MASSACHUSETTS

SALEM AND LYNN HARBORS

Mercator Projection
 Scale 1:25,000 at Lat. 42°29'
 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

Joins page 8

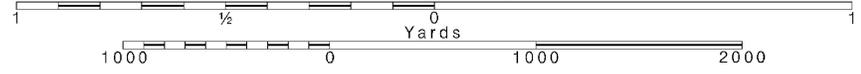
CAUTION

CAUTION
 BASCULE BRIDGE CLEARANCES

4

Note: Chart grid lines are aligned with true north.

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



55' 54' 53' 52' 50' 40' 30' 20' 10' 51' 50'



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.

Joins page 6

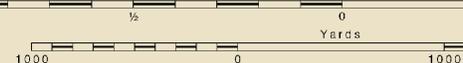
Joins page 9

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



53' 52' 50' 40' 30' 20' 10' 51' 50' 50' 49'

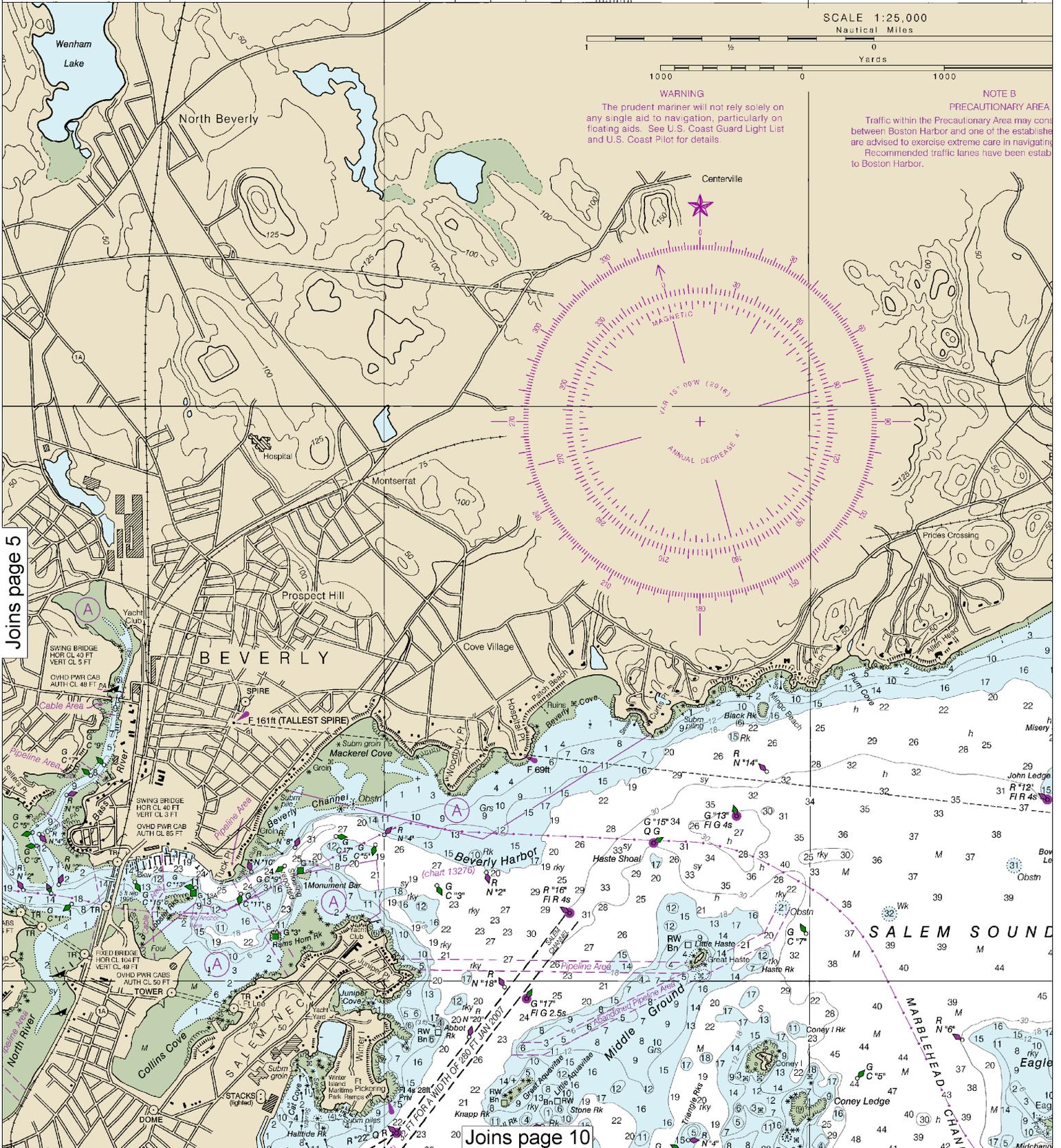
SCALE 1:25,000
Nautical Miles



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.

NOTE B
PRECAUTIONARY AREA
Traffic within the Precautionary Area may cross between Boston Harbor and one of the established lanes. Mariners are advised to exercise extreme care in navigating. Recommended traffic lanes have been established to Boston Harbor.

Joins page 5



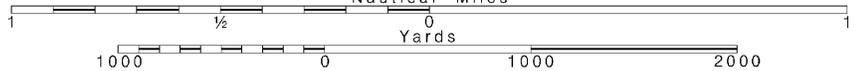
Joins page 10

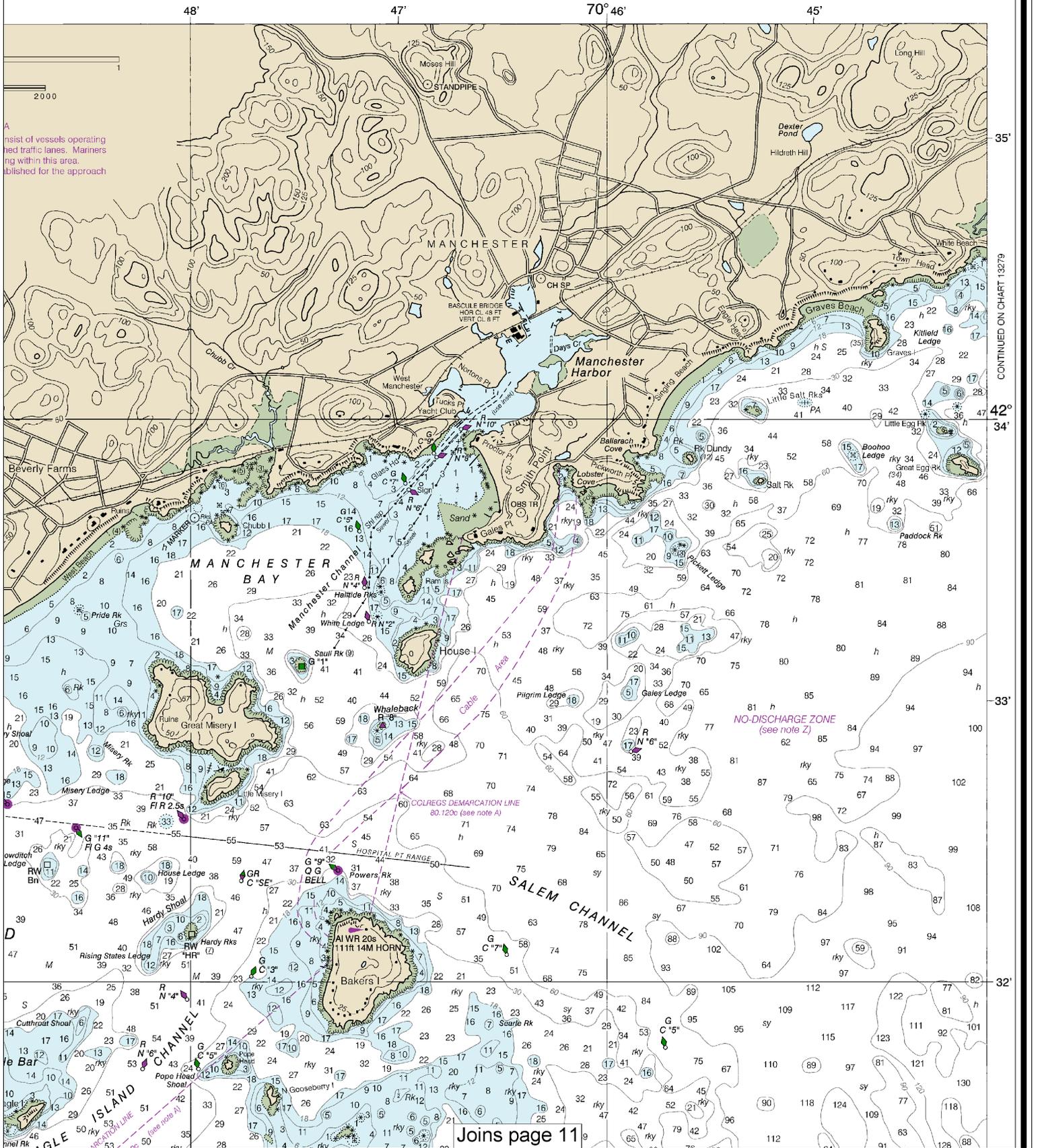


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000

See Note on page 5.





Assist vessels operating in traffic lanes. Mariners operating within this area should be published for the approach.

CONTINUED ON CHART 13279

Joins page 11

32nd Ed., Nov. 2013. Last Correction: 8/24/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)



MASSACHUSETTS

SALEM AND LYNN HARBORS

Mercator Projection
Scale 1:25,000 at Lat. 42°29'
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

Table with 5 columns: PLACE, NAME, (LAT/LONG), Mean Higher High Water, Mean High Water, Mean Low Water. Rows for Salem and Lynn Harbor.

Dashes (---) coated 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/ (Sep 2013)

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

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

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.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: - - - - -

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.

Table with 4 columns: Location, Call Sign, Frequency, Power. Rows for Boston, MA; Essex Marine, MA; Stratham, NH.

CAUTION

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

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

(o) (Accurate location) (o) (Approximate location)

CAUTION

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

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/.

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.

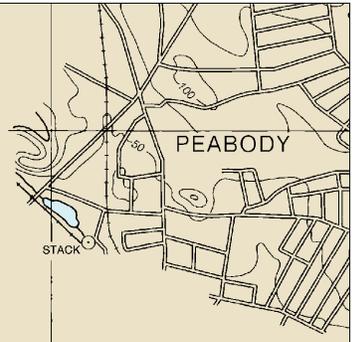
ANCHORAGE AREAS

(see note A)

- (A) SPECIAL ANCHORAGE 110.1 & 110.25
(B) SPECIAL ANCHORAGE 110.1 & 110.26
(C) SPECIAL ANCHORAGE 110.1 & 110.27

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 0.349" northward and 1.822" eastward to agree with this chart.



CAUTION

BASCULE BRIDGE CLEARANCES

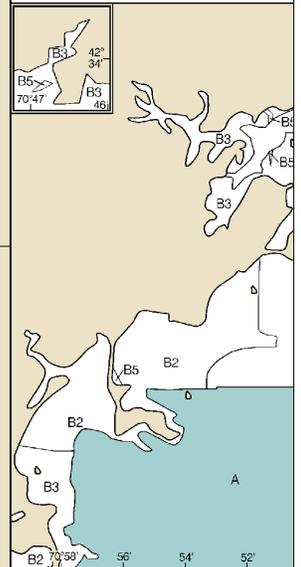
For bascule bridges, whose spans do not open to a full upright or vertical position, the vertical clearance is not available for the charted horizontal clearance.

SOURCE DIAGRAM

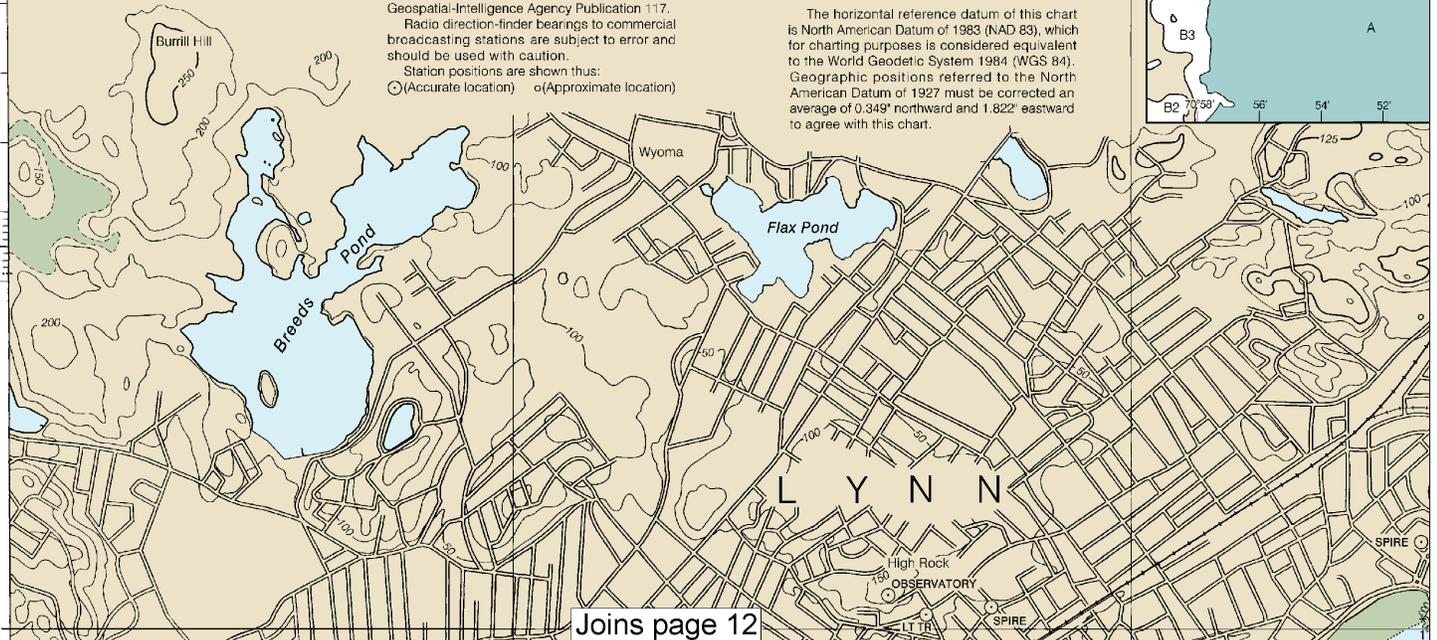
The outlined areas represent the limits of the survey information that has been evaluated for banded in this diagram by date and type of survey by the U.S. Army Corps of Engineers are not shown on this diagram. Refer to Chapter 2.

SOURCE

Table with 2 columns: Source Code, Description. Rows A through F.



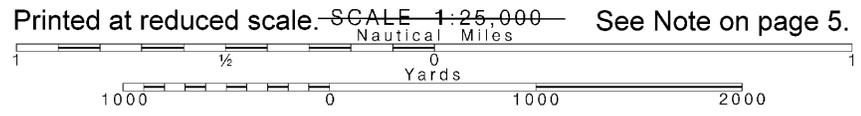
32'
31'
30'
50'
40'
30'
20'
10'
29'
50'
28'



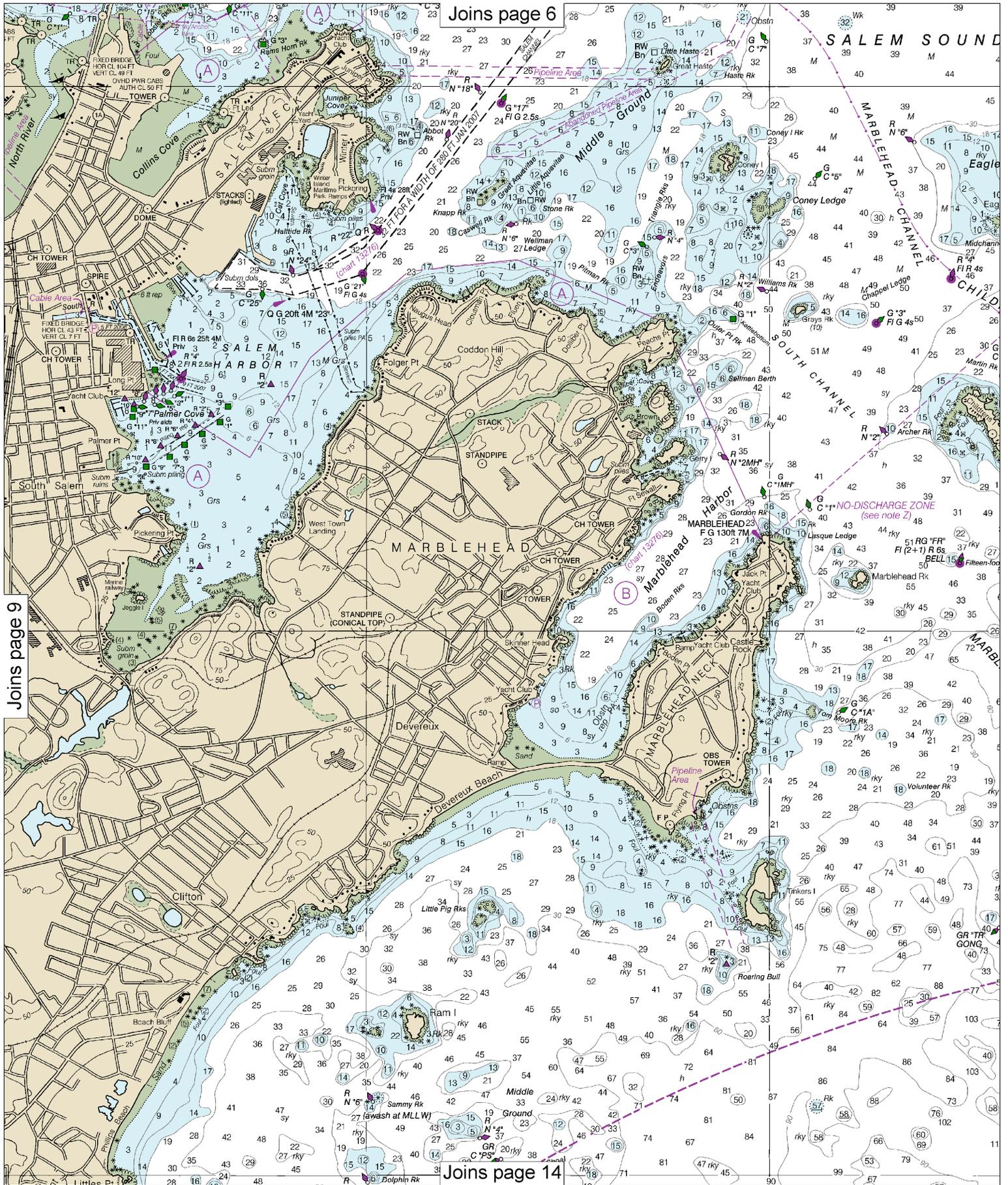
Joins page 12



Note: Chart grid lines are aligned with true north.



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



Joins page 6

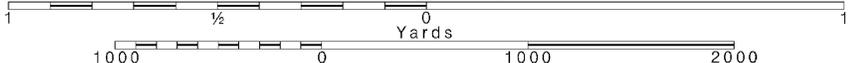
Joins page 14

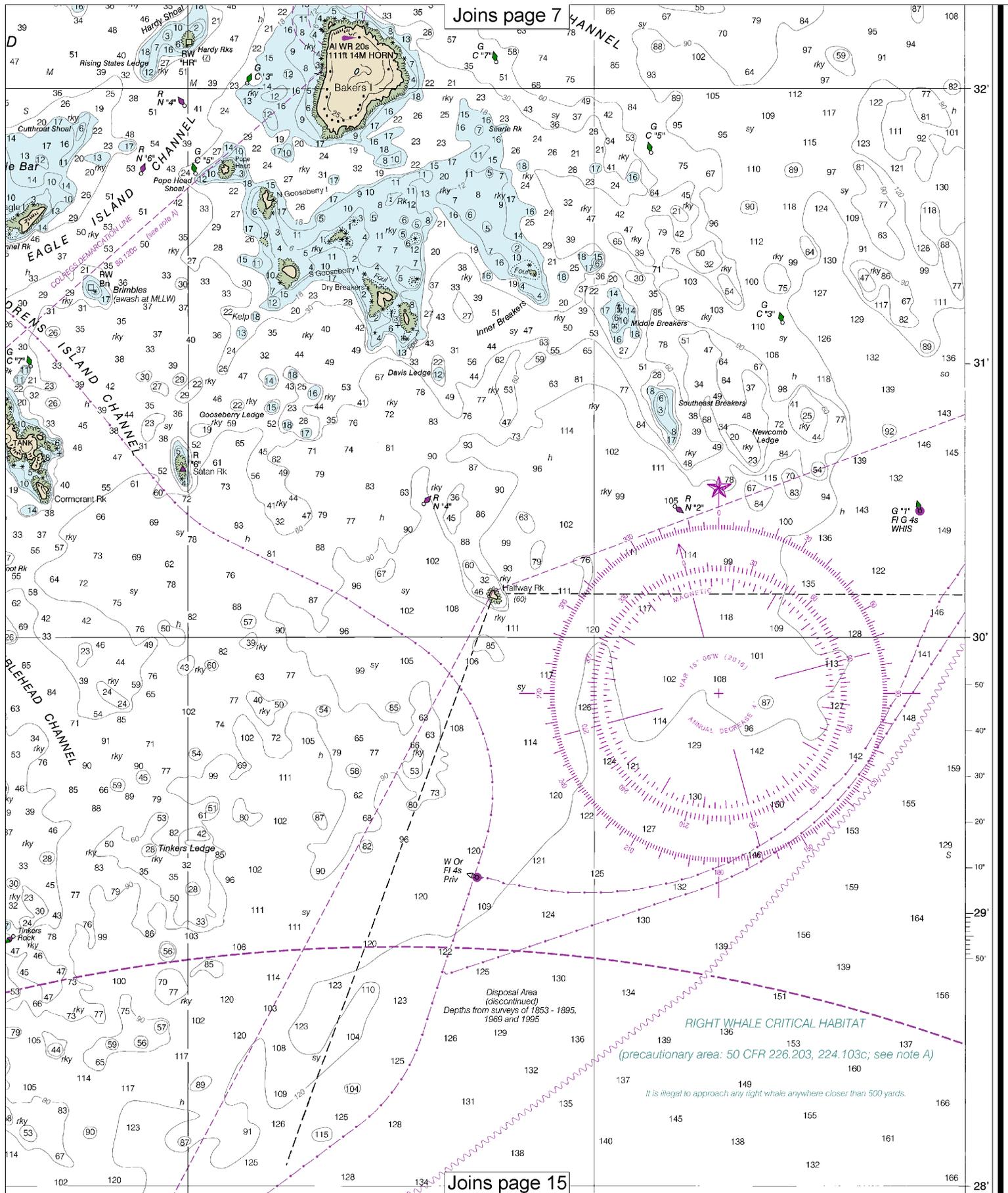
Joins page 9

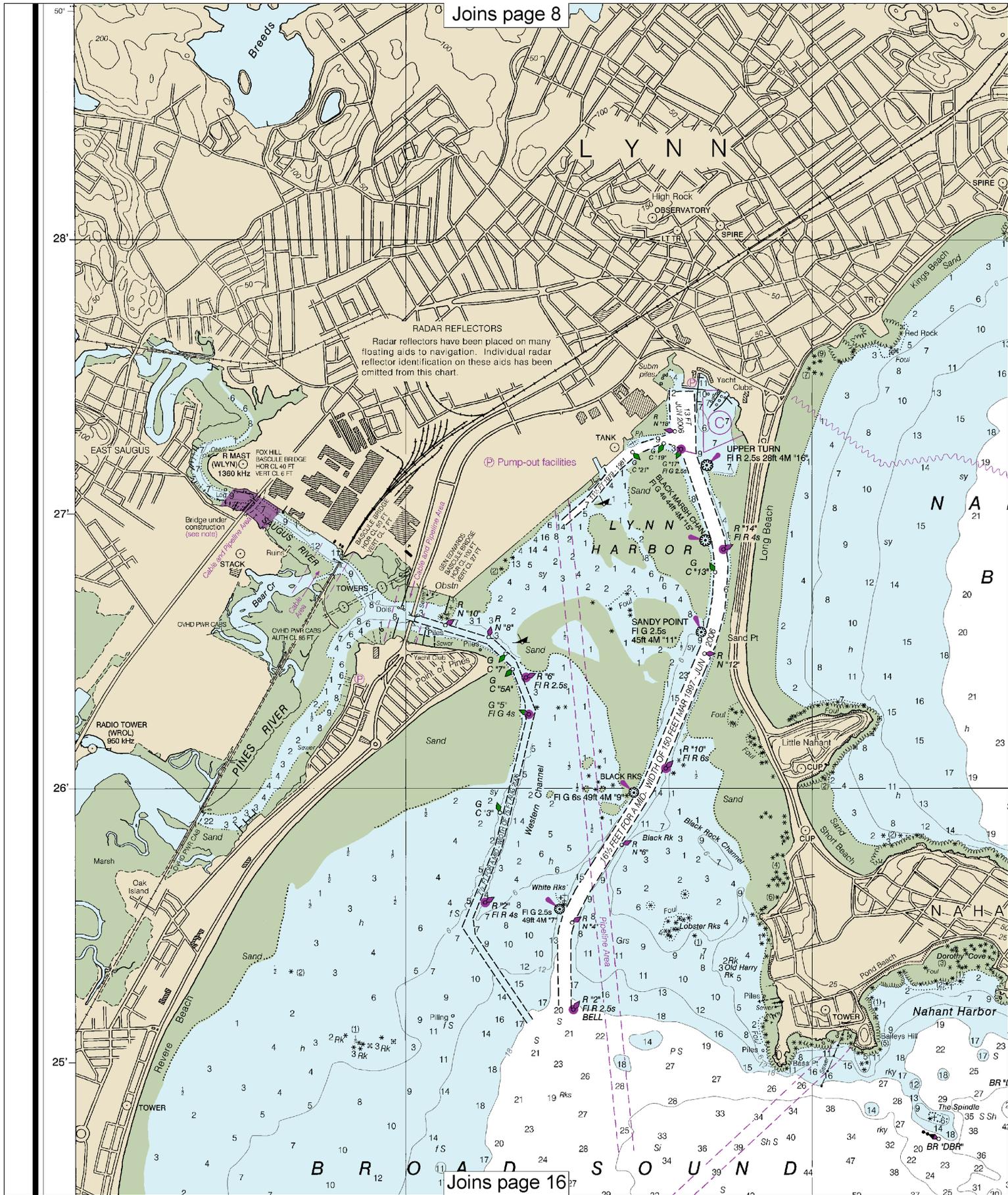
10

Note: Chart grid lines are aligned with true north.

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



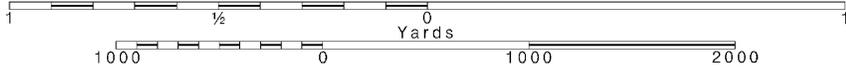




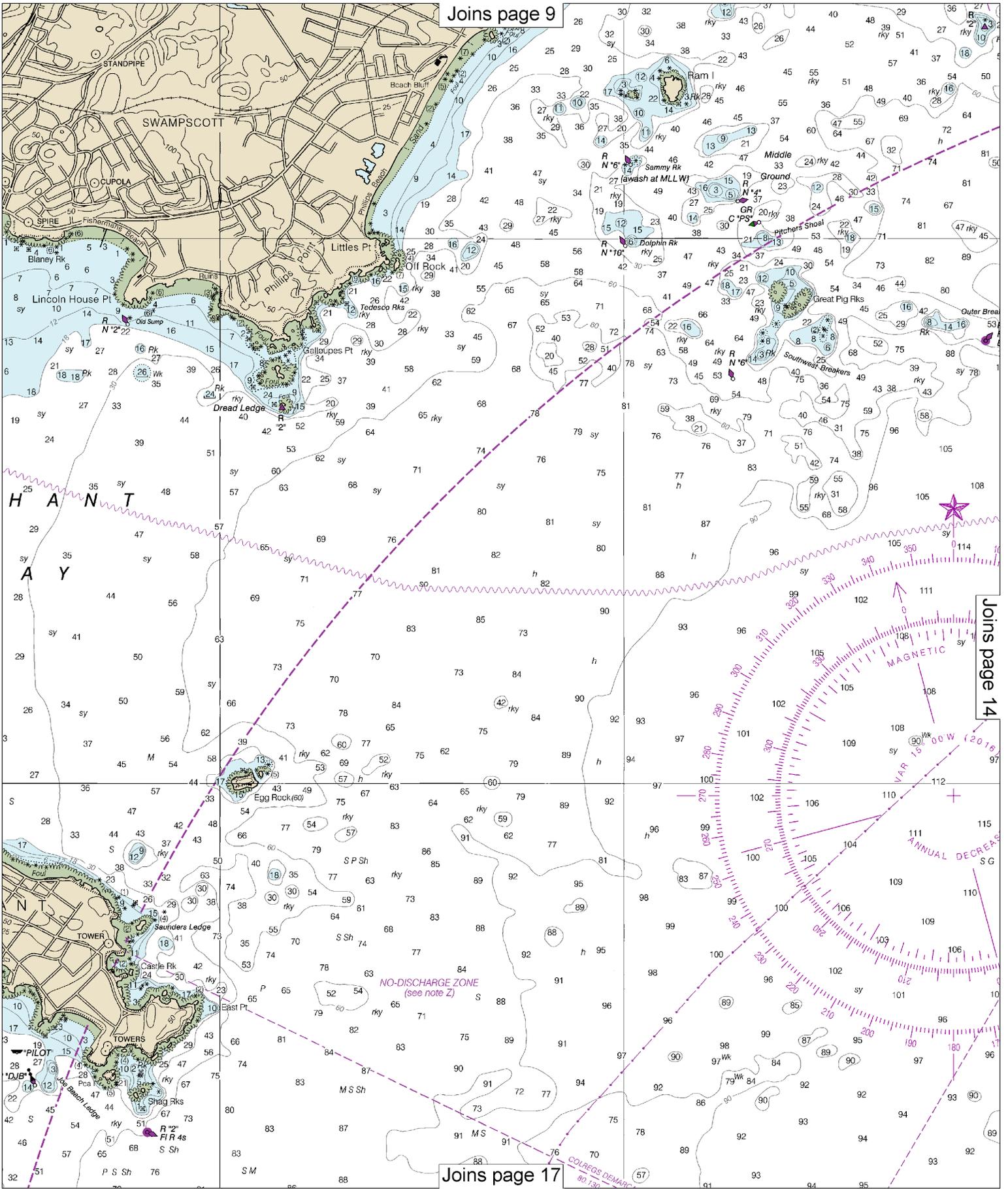
12

Note: Chart grid lines are aligned with true north.

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

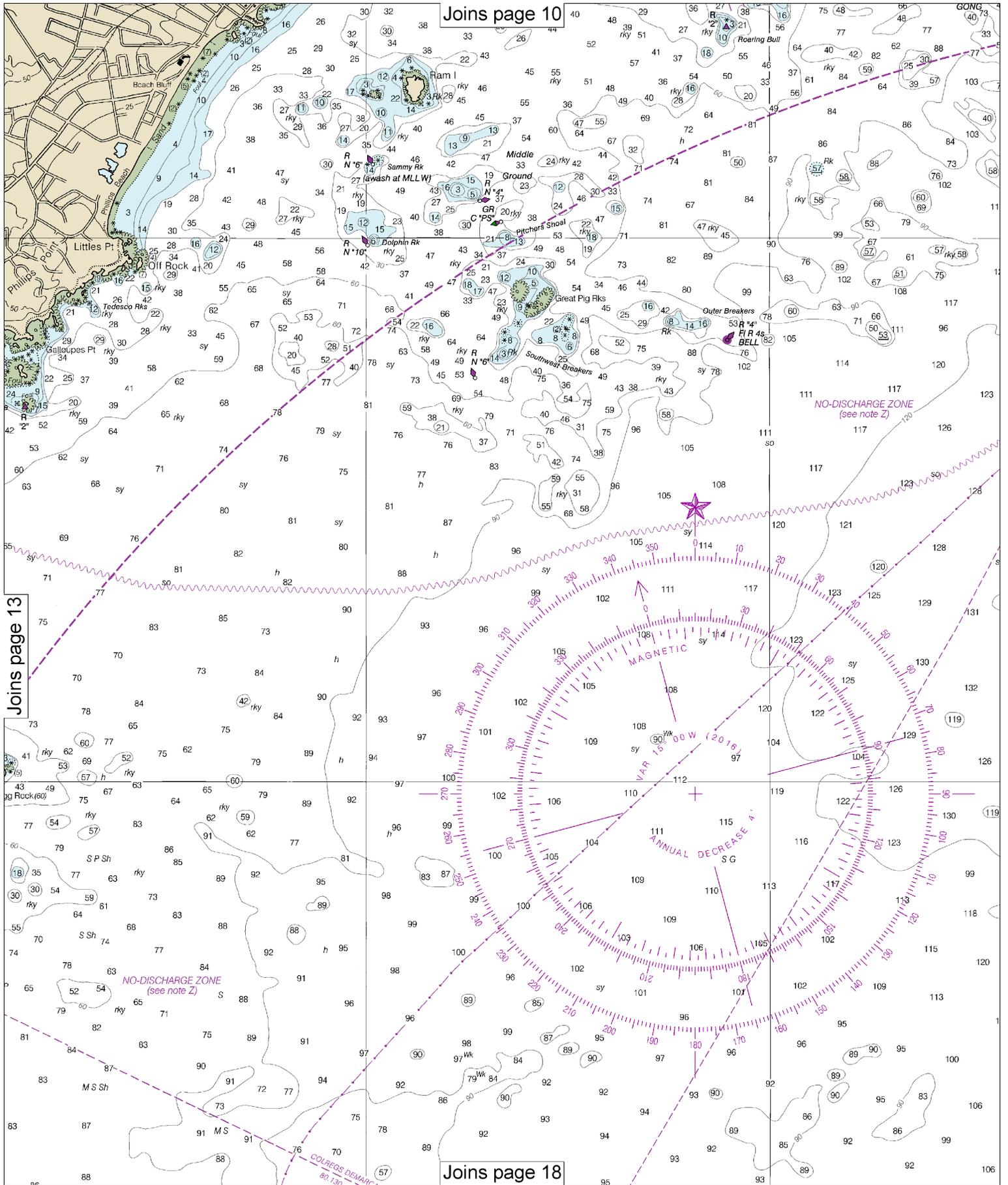


Joins page 9



Joins page 14

Joins page 17



Joins page 10

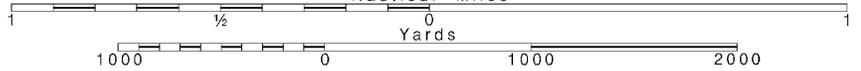
Joins page 13

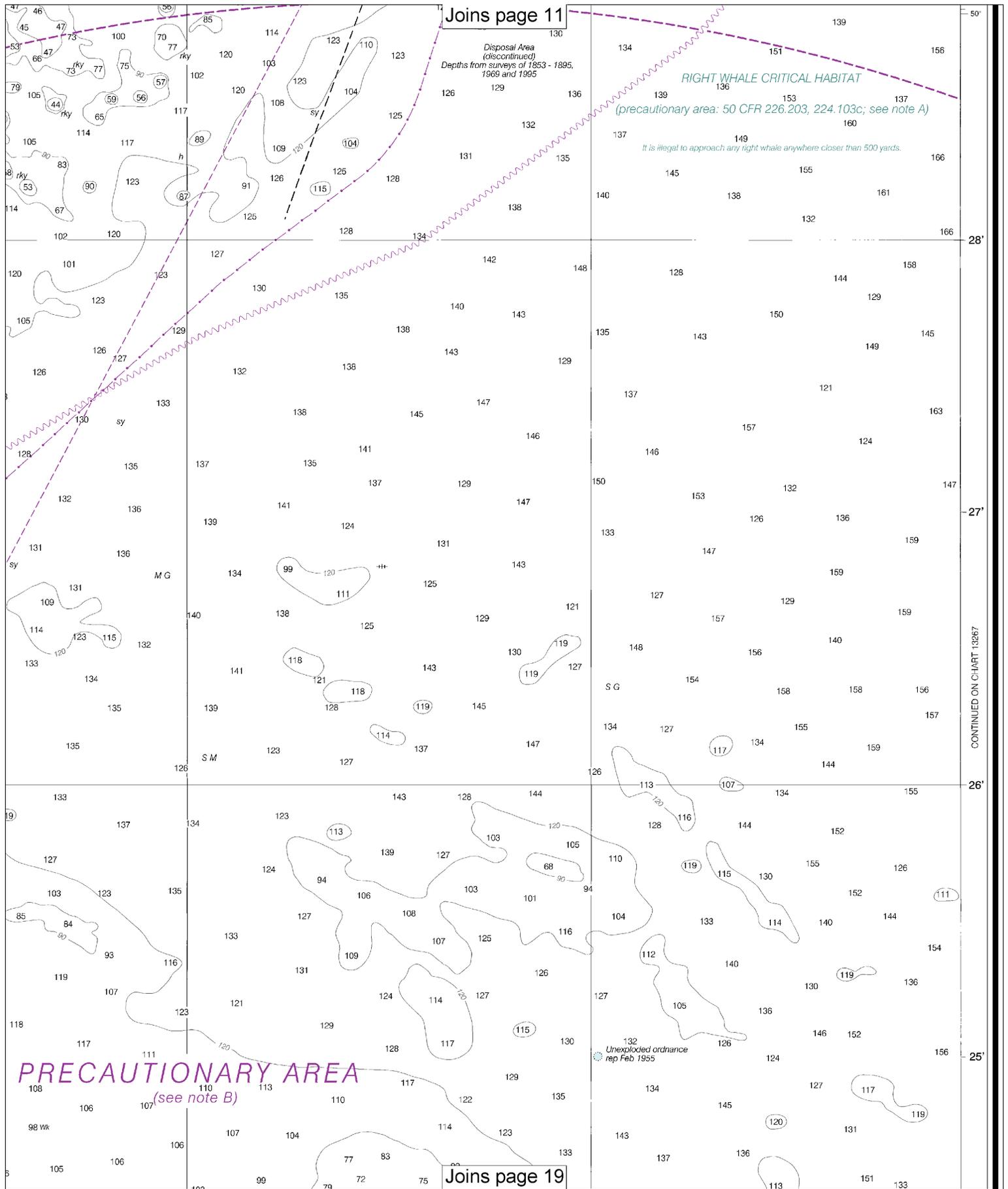
Joins page 18

14

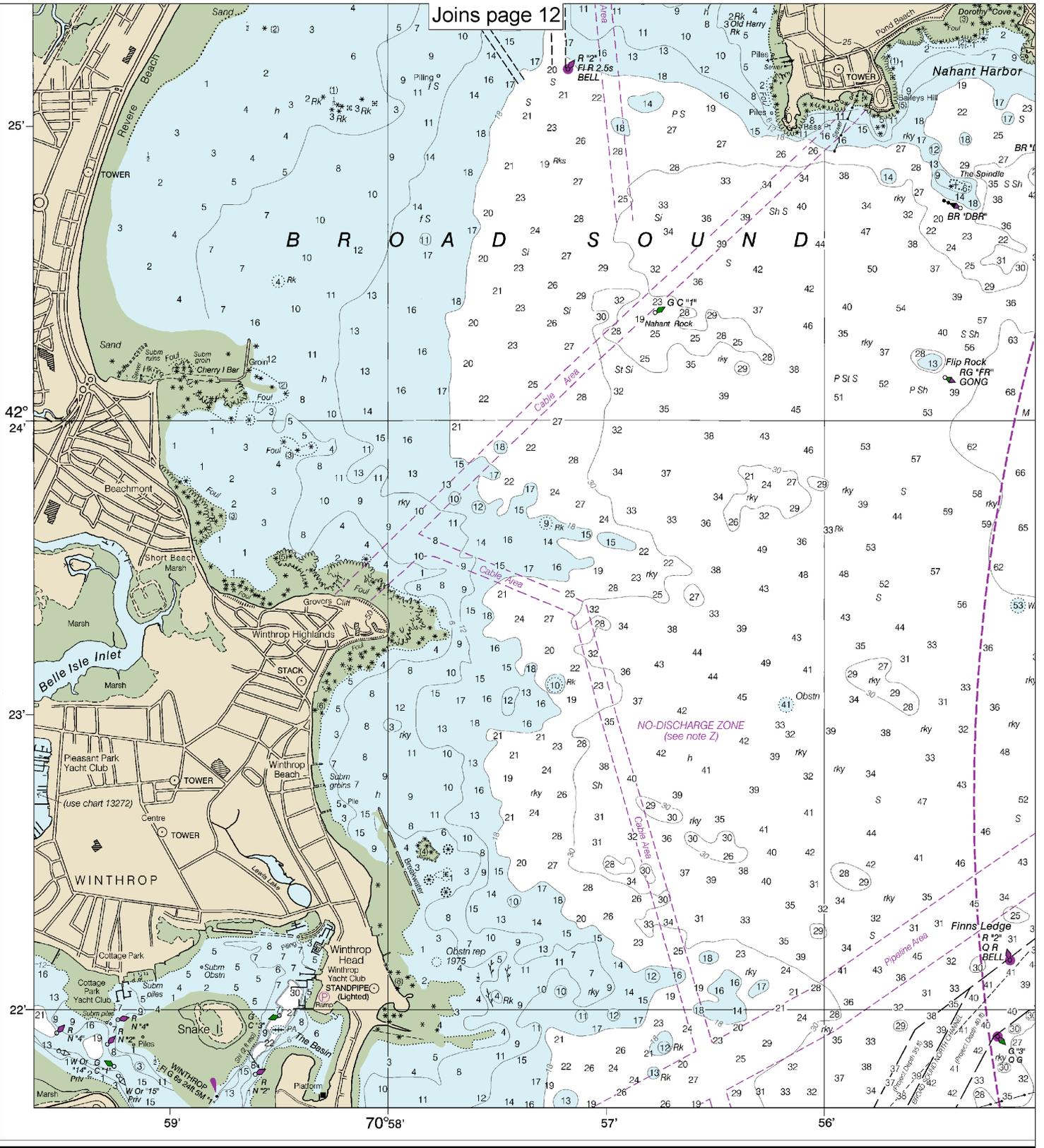
Note: Chart grid lines are aligned with true north.

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





Joins page 12



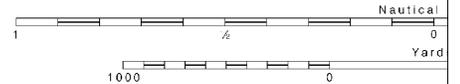
CAUTION

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.

13275

32nd Ed., Nov. 2013. Last Correction: 8/24/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

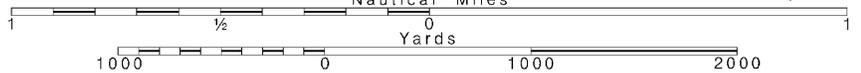
SCALE 1



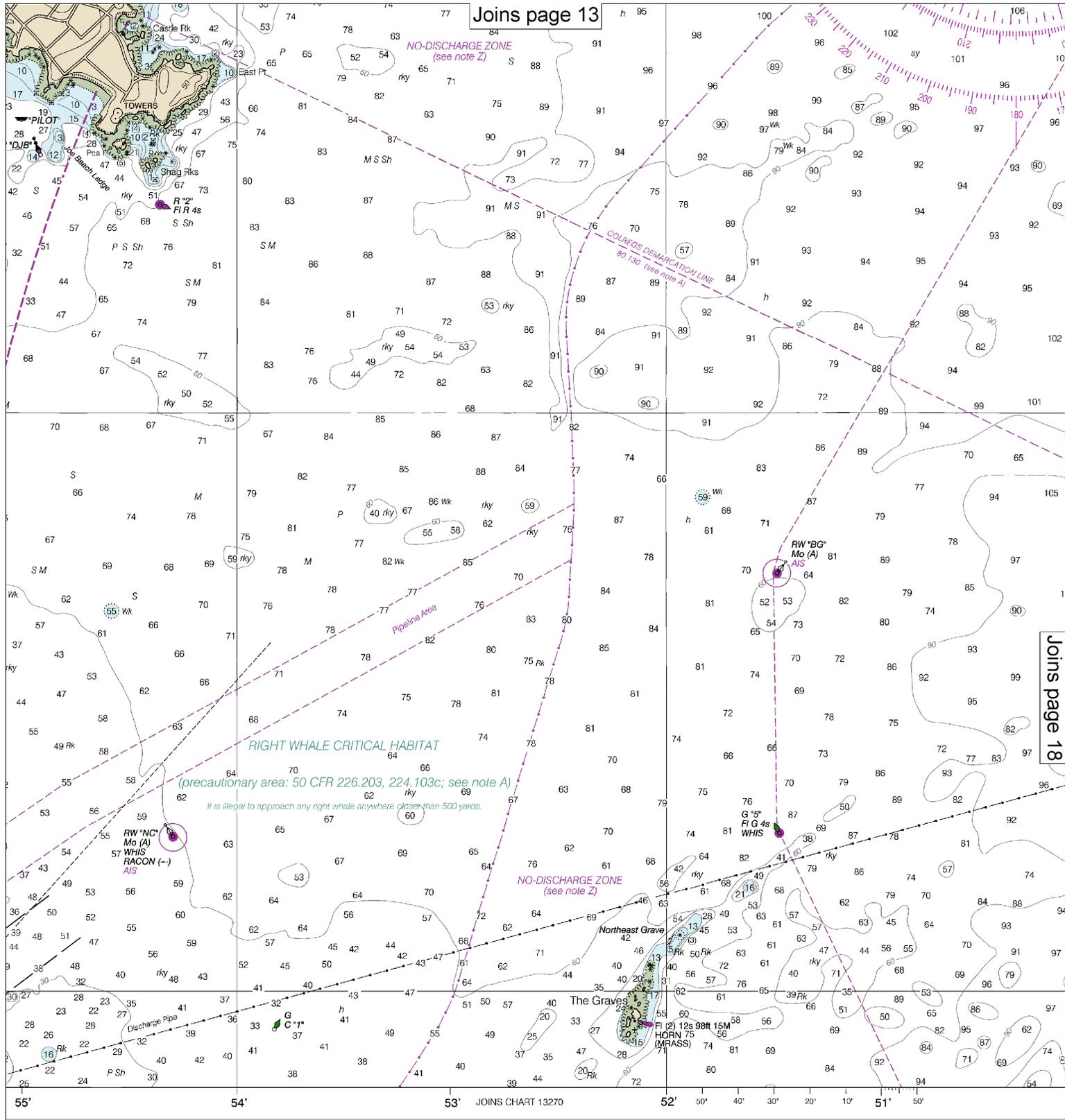
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000

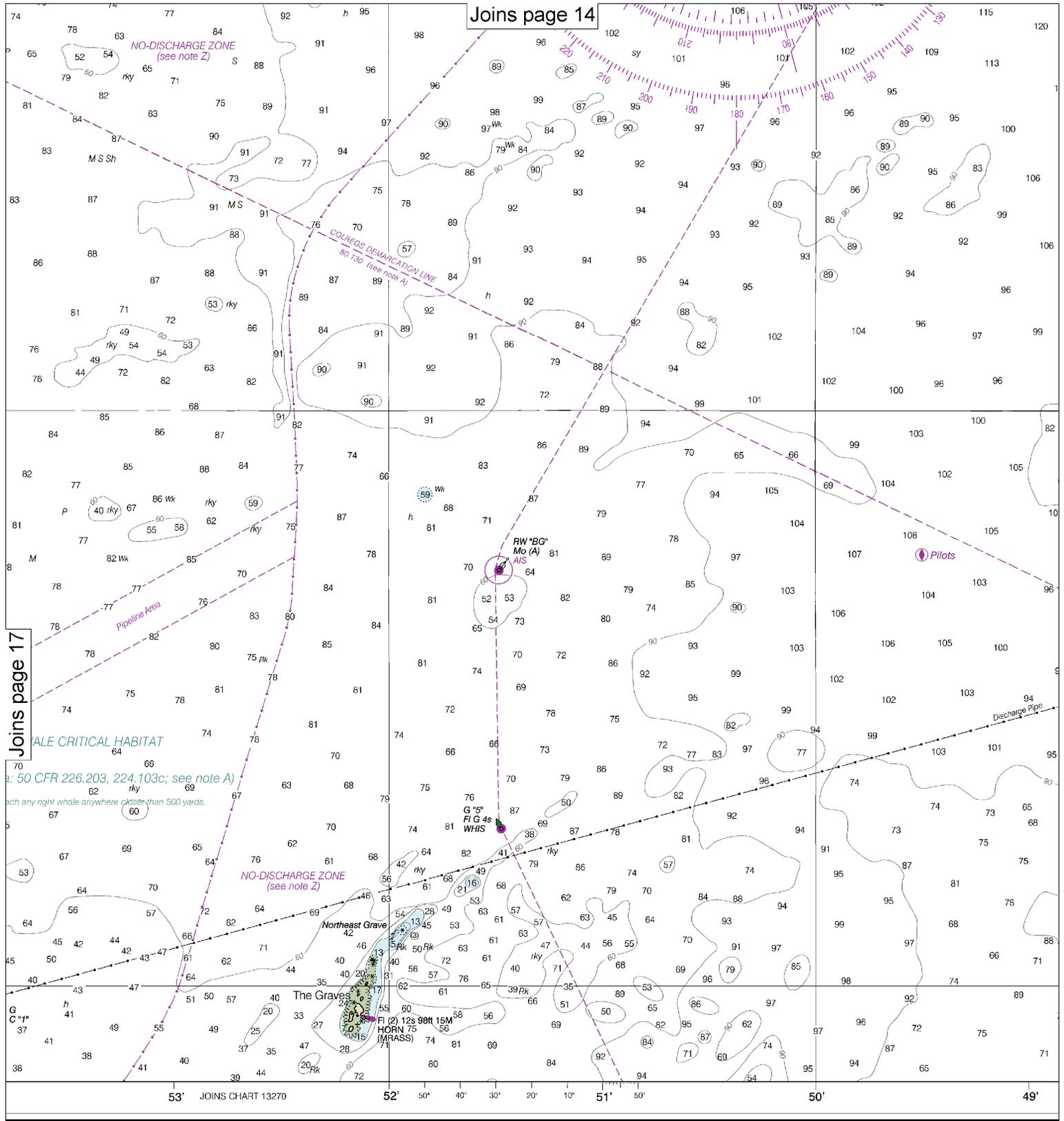


See Note on page 5.



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

SOUND



Joins page 17

ALE CRITICAL HABITAT
 (see note A)
 Each any right whale anywhere closer than 500 yards.

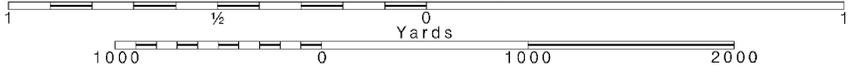
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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

SOUNDINGS IN FEET

18

Note: Chart grid lines are aligned with true north.

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



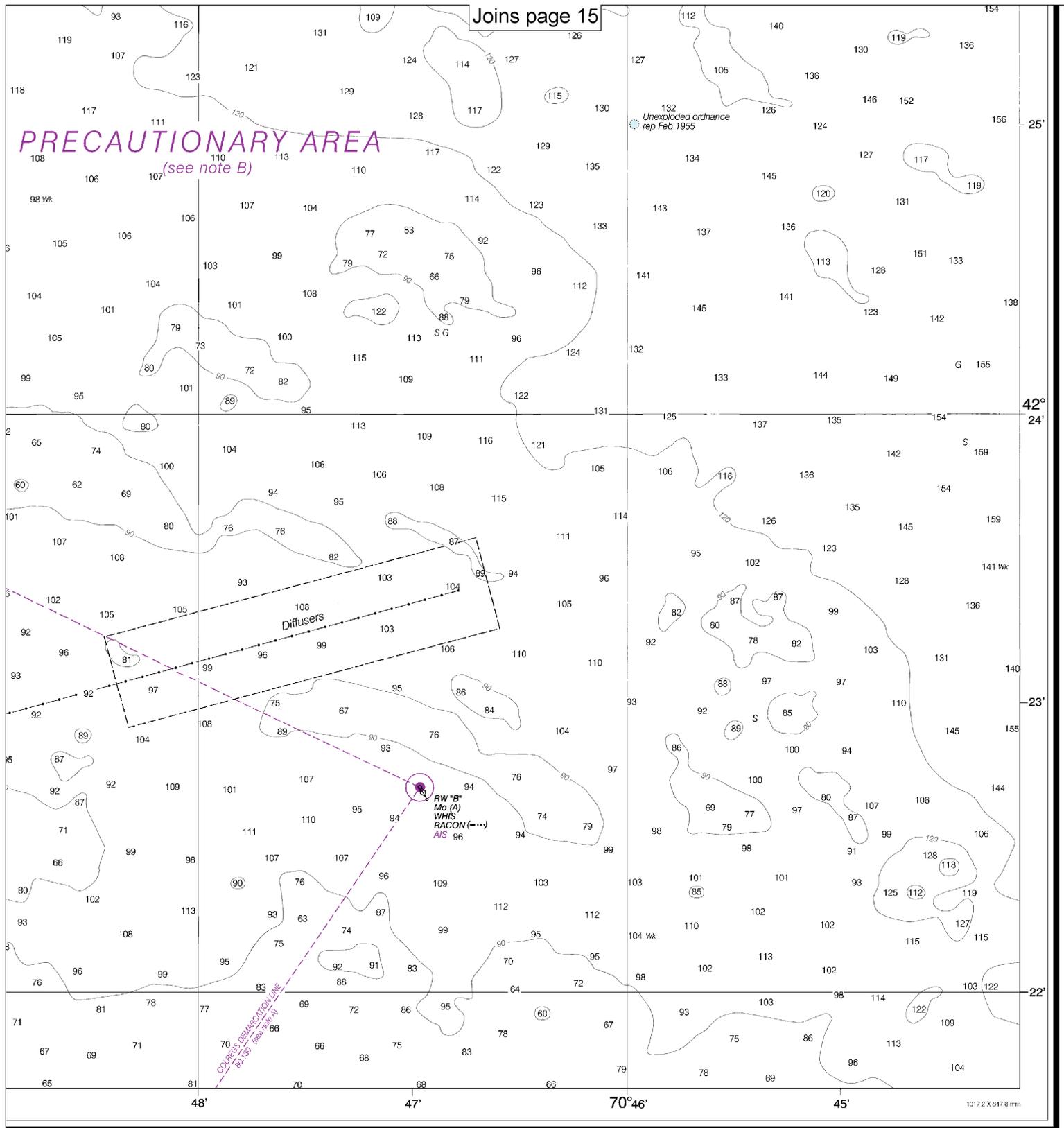
PRECAUTIONARY AREA
(see note B)

Unexploded ordnance
rep Feb 1955

COAST GUARDIAN LINE
80.130 (see note A)

RW "B"
Mo (A)
WHIS
RACON (---)
AIS 96

Diffusers



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

Salem and Lynn Harbors
SOUNDINGS IN FEET - SCALE 1:25,000

13275



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.