

# BookletChart™



## Gloucester Harbor and Annisquam River

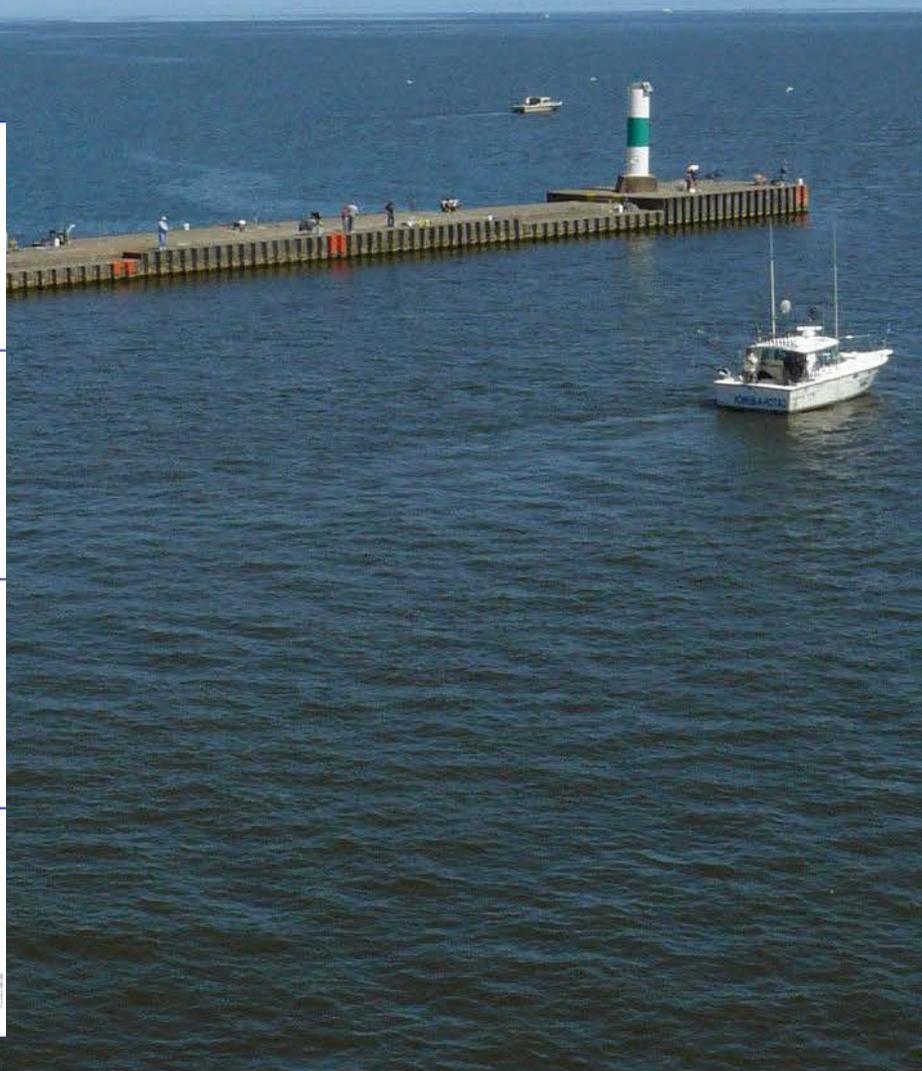
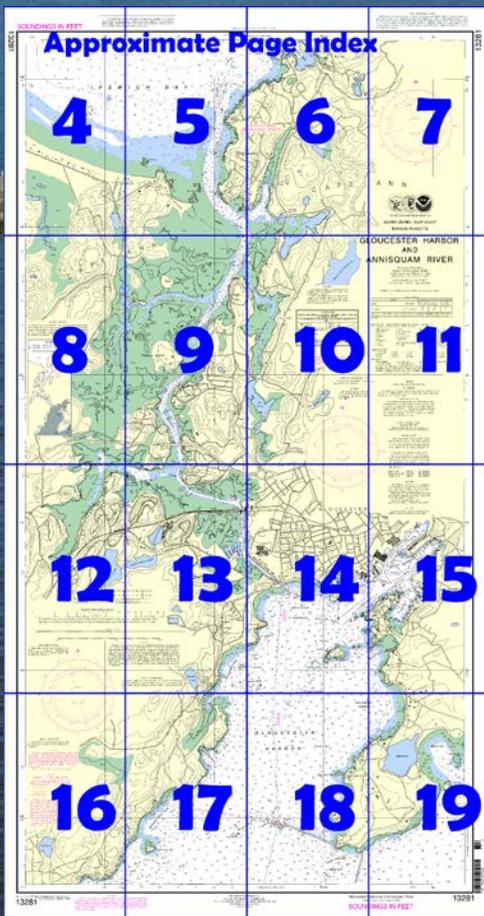
NOAA Chart 13281

*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



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

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

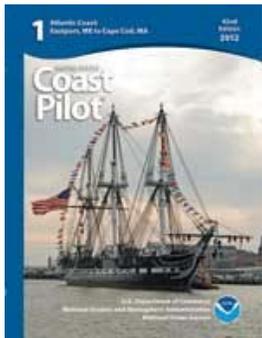
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13281>.



**(Selected Excerpts from Coast Pilot)**

The **Annisquam River** and **Blynman Canal** form a thoroughfare leading from the eastern part of Ipswich Bay, northwest of Cape Ann, to Gloucester Harbor, on the south side of the cape.

**Annisquam** is a village and summer resort on the east side of Annisquam River just inside its north end. **Lobster Cove**, on the southeast side of the town, is the scene of much small pleasure-boat activity during the summer.

**Prominent features.**—**Annisquam Harbor Light** (42°39.7'N., 70°40.9'W.), 45 feet above the water, is shown from a white cylindrical tower with elevated walk to a dwelling on **Wigwam Point** at the east side at the

northern entrance to Annisquam River. A red sector in the light from 180° to 217° covers the shoals on the eastern side of the approach to the bar channel from the north. A lighted bell buoy marks the approach, and a sound signal is at the light.

**Channels.**—A marked channel with dredged sections across the bar at the northern entrance to Annisquam River and in the river and Blynman Canal leads from Ipswich Bay to Western Harbor at the north end of Gloucester Harbor; the project depth is 8 feet.

This thoroughfare is narrow, but is adequately marked by lights, daybeacons, and buoys and is extensively used by small craft. Strangers should have no trouble getting through with a smooth sea and by the use of the chart. The bar at the northern entrance is difficult to cross in a heavy sea. The best time is on a rising tide.

**Anchorage.**—Craft anchor in the coves, creeks, or estuaries of the waterway or moor at the marinas. The entrance of **Lobster Cove**, near the north end of the waterway east of Annisquam, has been dredged as far as the bridge. In 1997, the entrance had depths of less than 1 foot in the south part, gradually deepening to over 5 feet at the north edge; thence general depths of 5 to 8 feet were available in the middle of the anchorage.

**Dangers.**—No special directions are necessary. The chart is the best guide. In passing from north to south in the Annisquam River and Blynman Canal, take care to avoid the unmarked rocky area covered 4 feet on the east side of the channel about 775 yards north of the Annisquam Harbor Light and 100 yards southeast of Buoy 3; a rock covered 2 feet on the east side of the river channel about 60 yards southwestward of Annisquam Harbor Light; several rocks, submerged and awash, on the east side of the channel, marked by Daybeacon 7; a rock covered 4 feet, marked by a buoy, on the east channel edge about 125 yards northward of Annisquam Channel Light 25; and an unmarked rock that uncovers 1 foot on the southwest side of the southern entrance to Blynman Canal. In 1980, obstructions were reported in the vicinity of Annisquam River Channel Light 46.

**Bridges.**—About 2.5 miles south of Annisquam Harbor Light, State Route 128 crosses the waterway on a fixed span which has a clearance of 65 feet for a center width of 100 feet. About 0.7 mile southward of it, the railroad bridge has a 38-foot bascule span with a clearance of 16 feet. The bridgetender monitors VHF-FM channel 18A. At the southern end of the waterway, State Route 127 highway bridge has a 38-foot bascule span with a clearance of 8 feet. The bridgetender monitors VHF-FM channel 18A; call sign, WQA-834.

**Currents.**—Currents at Annisquam Harbor Light average 1.3 knots at strength. Tidal currents at the southern entrance to Blynman Canal average over 3 knots at strength, but greater velocities to 10 knots were reported in 1992 in the vicinity of Blynman Bridge (State Route 127). Mariners are advised to use caution when approaching the bridge. The Gloucester Chief of Police is also **harbormaster** for Annisquam River and Blynman Canal. The deputy harbormaster supervises the moorings and anchorages. A **speed limit** of 4 knots is enforced on the river and in Lobster Cove.

**Small-craft facilities.**—There is a marina on the west bank of Lobster Cove and several private float landings around the cove. Gasoline, diesel fuel, and water are available at the floats of the marina which have 12 feet reported alongside. Ice, provisions, and marine supplies are available. Overnight berthing is permitted, and guest moorings are maintained.

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

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).  
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

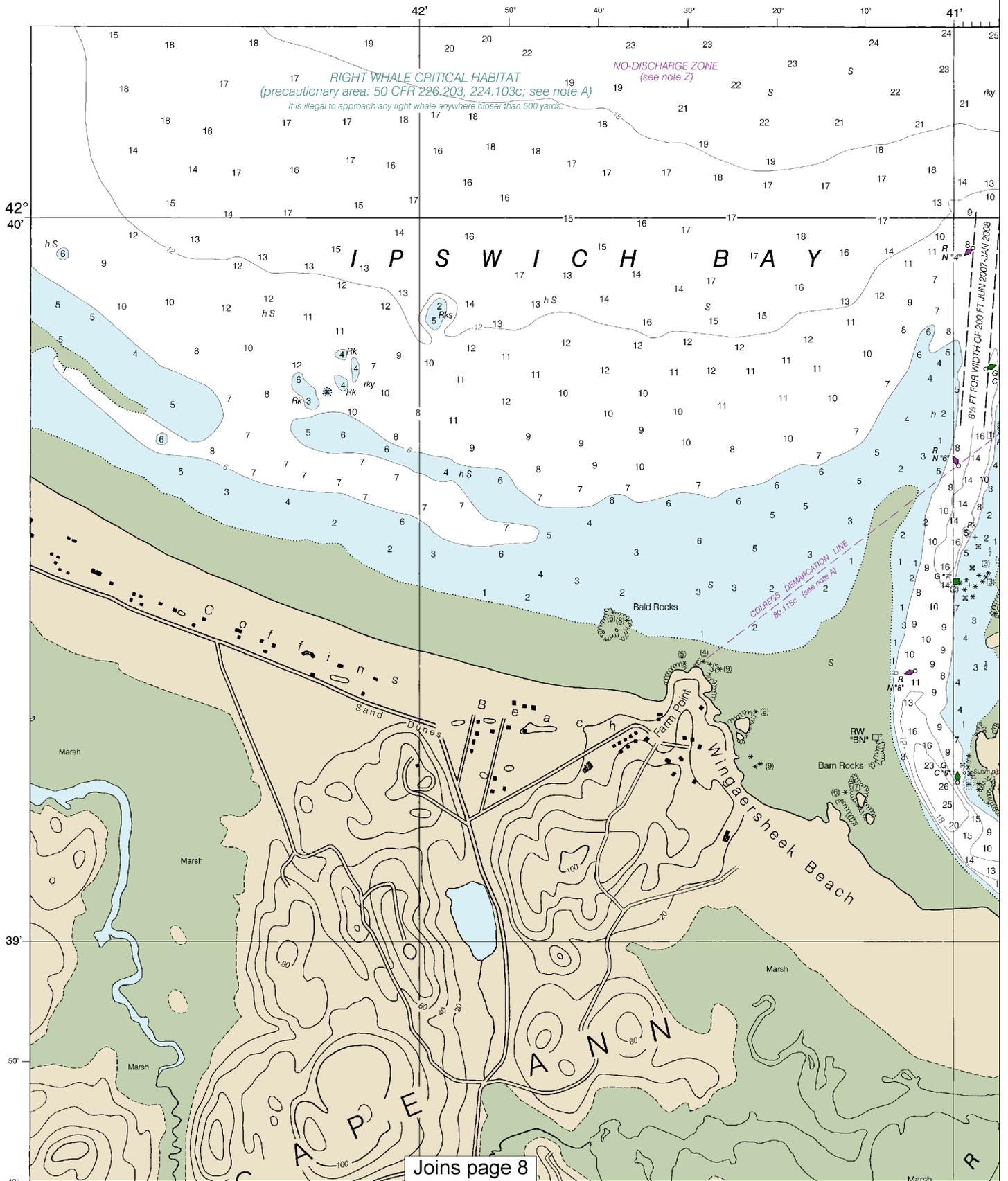


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

# SOUNDINGS IN FEET

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

13281



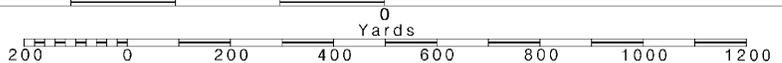
4

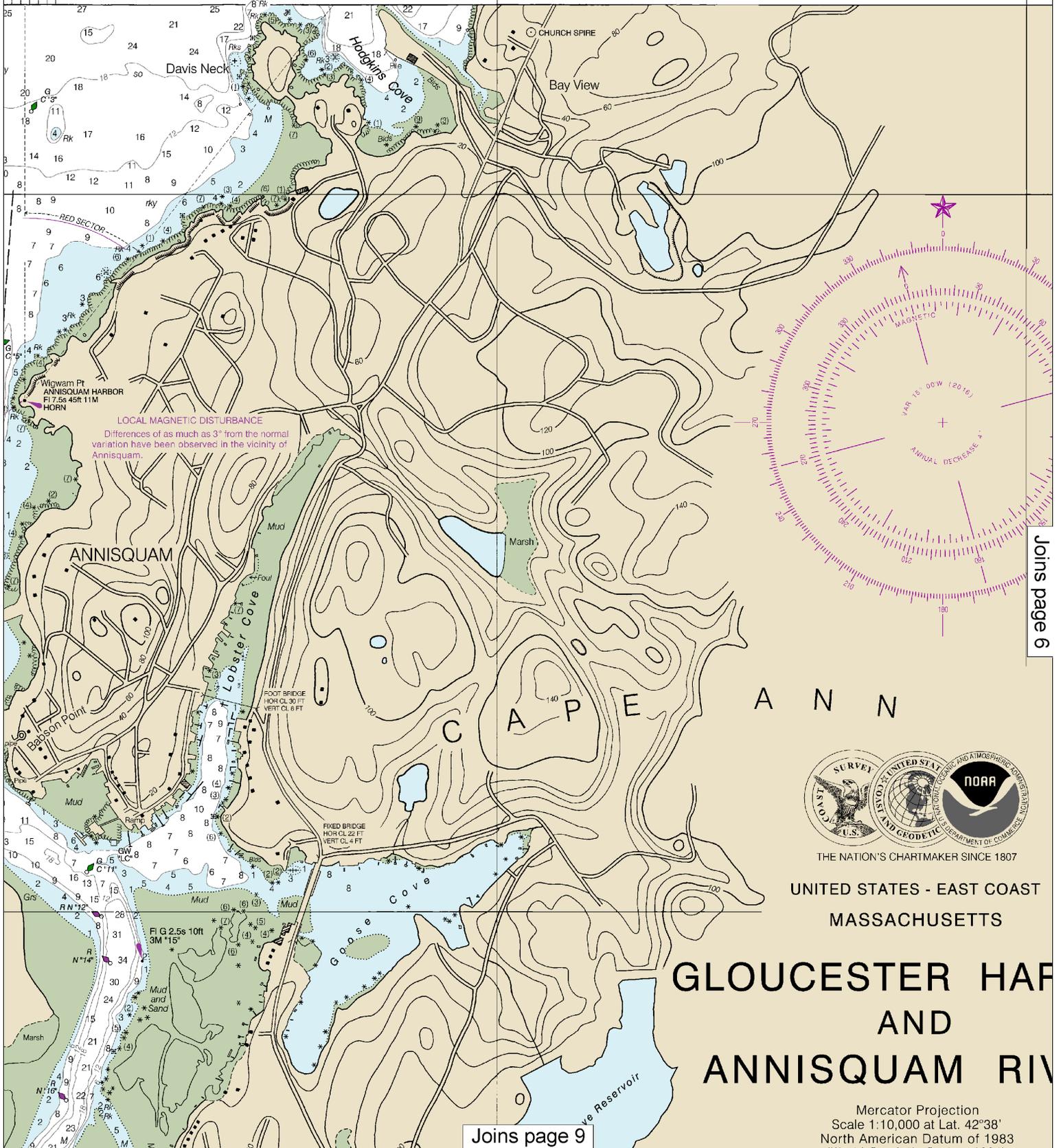
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000  
Nautical Miles

See Note on page 5.





Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.







42° 40'

39'

50'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST  
MASSACHUSETTS

# GLOUCESTER HARBOR AND ANNISQUAM RIVER

Joins page 11

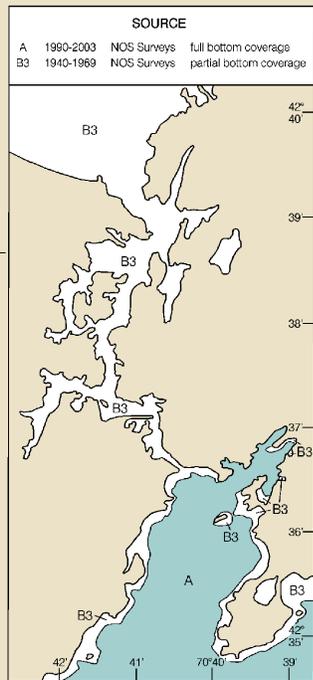
Mercator Projection  
Scale 1:10,000 at Lat. 42°38'  
North American Datum of 1983



**NOTE Z**  
**NO-DISCHARGE ZONE, 40 CFR 140**  
 This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

**SOURCE DIAGRAM**

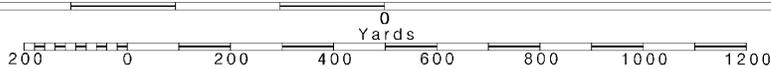
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



Note: Chart grid lines are aligned with true north.

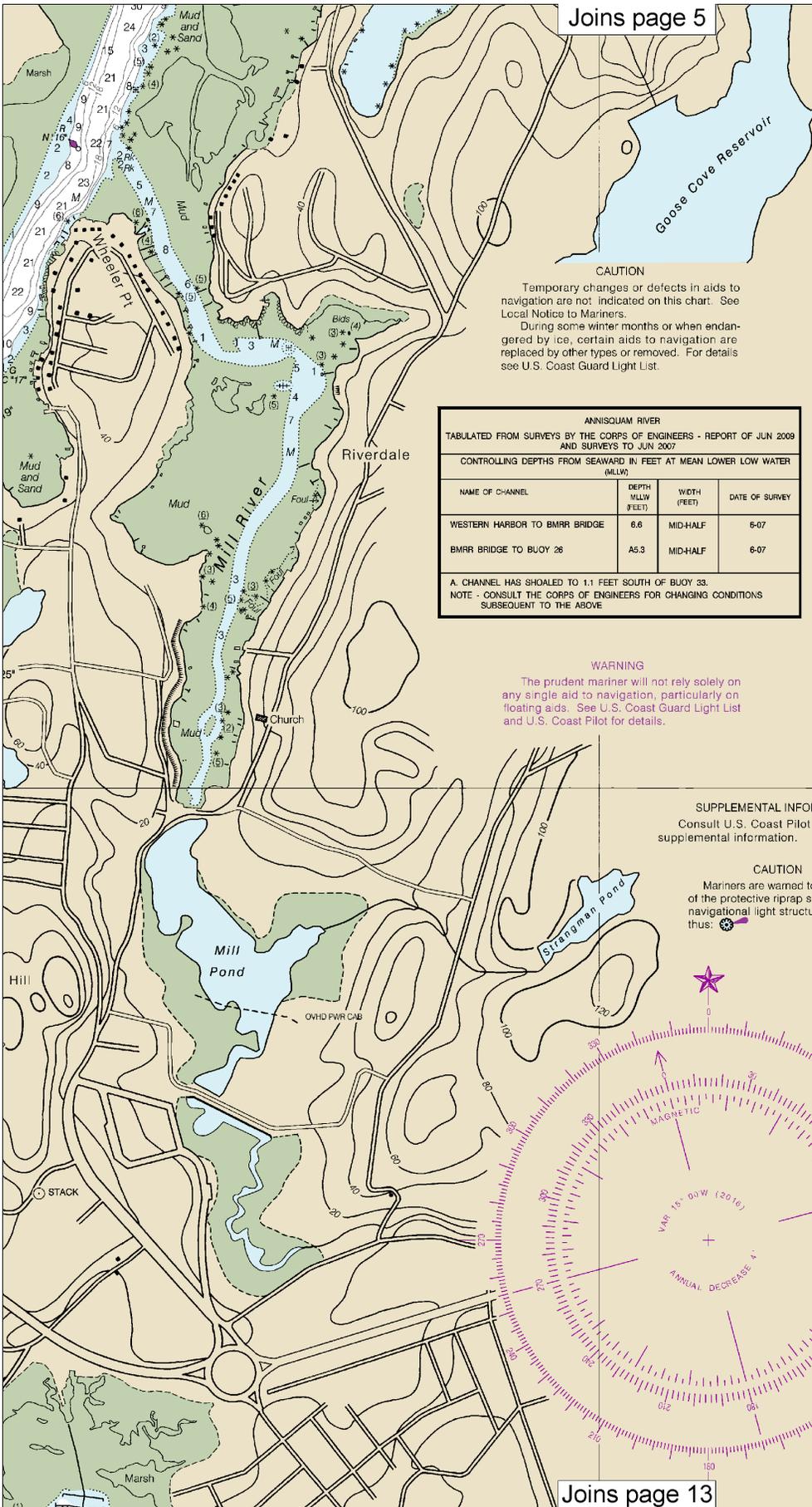
Printed at reduced scale. — SCALE 1:10,000 —  
 Nautical Miles

See Note on page 5.



# ANNISQUAM RIVER AND GOOSE COVE RESERVOIR

Mercator Projection  
Scale 1:10,000 at Lat. 42°38'  
North American Datum of 1983  
(World Geodetic System 1984)  
**SOUNDINGS IN FEET**  
AT MEAN LOWER LOW WATER



### 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.

**ANNISQUAM RIVER**  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2009 AND SURVEYS TO JUN 2007

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			
NAME OF CHANNEL	DEPTH (MLLW) (FEET)	WIDTH (FEET)	DATE OF SURVEY
WESTERN HARBOR TO BMRR BRIDGE	6.6	MID-HALF	6-07
BMRR BRIDGE TO BUOY 26	5.3	MID-HALF	6-07

A. CHANNEL HAS SHOALD TO 1.1 FEET SOUTH OF BUOY 33.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

### 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.

### SUPPLEMENTAL INFORMATION

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

### CAUTION

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

### HEIGHTS

Heights in feet above Mean High Water.

### AUTHORITIES

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

### 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 0.343" northward and 1.841" eastward to agree with this chart.

### 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.

### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Boston, MA	KHB-35	162.475 MHz
Essex Marine, MA	WNG-574	162.425 MHz
Stratham, NH	KZZ-40	162.450 MHz

### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:  
○ (Accurate location)    ◌ (Approximate location)

### CAUTION

Improved channels shown by broken lines are

TIDAL INFORMATION			
NAME	PLACE (LAT/LONG)	Height referred to datum of	Mean High Water
Annisquam	(42°39'N/70°41' W)	feet	9.6
		feet	9.1

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real time predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Jun 2010)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code
Al alternating	IC interrupted quick	N nun
B black	Iso isophase	OBSC obscured
Bn beacon	LT HC lighthouse	Oc occulting
C can	M nautical mile	Or orange
DIA diaphone	m minutes	Q quick
F fixed	MICRO TR microwave tower	R red
Fl flashing	Mkr marker	Ra Ref radar reflector
		R Rn radiobeacon

Bottom characteristics:

Bids boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rk rock
Cy clay	Grs grass	M mud	S sand

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful
ED existence doubtful	PA position approximate	Rep reported

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

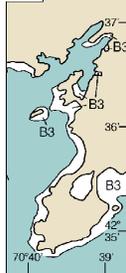
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: ---

**NOTE 7**  
**NO-DISCHARGE ZONE, 40 CFR 140**  
 Within the limits of a No-Discharge Clean Water Act, Section 312, all areas designated as a No-Discharge Zone (NDZ) are prohibited from discharging any sewage, treated or untreated. All vessels with an installed MSD (that are navigating, moored, or anchored in a NDZ) must have the MSD on board and must have the MSD on board discharge of sewage into a holding tank. Regulations are contained in the U.S. Coast Pilot, concerning the regulations and obtained from the Environmental Protection Agency web site: [http://www.epa.gov/vessel\\_sewage/](http://www.epa.gov/vessel_sewage/).

**HYDROGRAPHIC DIAGRAM**  
 The limits of the most recent hydrographic surveys are indicated by a dashed line. Surveys have been evaluated for charting. Surveys have been conducted by the U.S. Coast and Geodetic Survey and other agencies. Channels, maintained and improved, are periodically resurveyed and are shown by a solid line. Refer to Chapter 1, United States Coast Pilot.

Full bottom coverage  
 Partial bottom coverage

Joins page 9

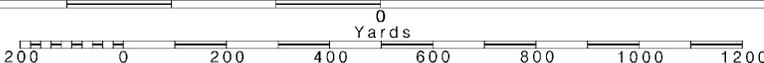


**10**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000

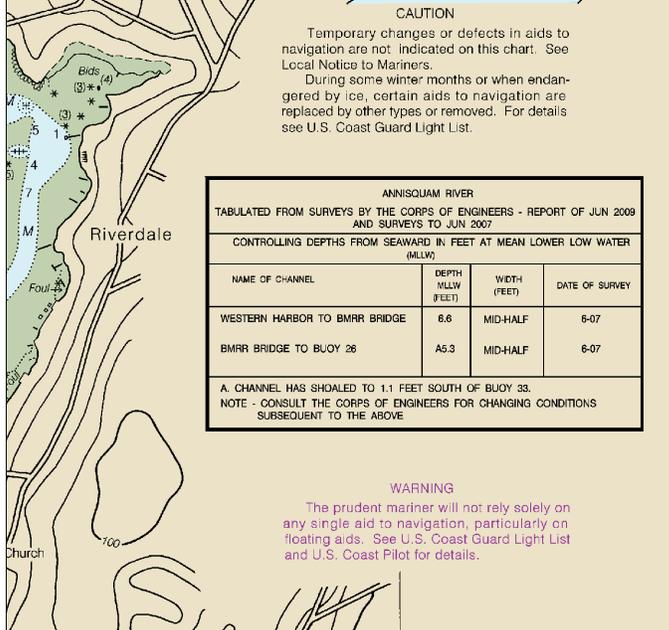
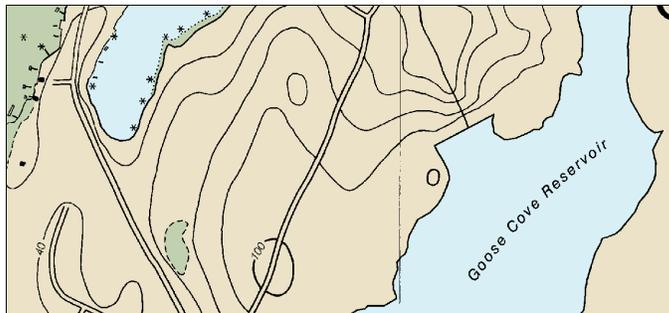
See Note on page 5.



# WESTERN HARBOR AND ANNISQUAM RIVER

Mercator Projection  
Scale 1:10,000 at Lat. 42°38'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER



**ANNISQUAM RIVER**  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2009 AND SURVEYS TO JUN 2007

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			
NAME OF CHANNEL	DEPTH (MLLW) (FEET)	WIDTH (FEET)	DATE OF SURVEY
WESTERN HARBOR TO BMRR BRIDGE	6.6	MID-HALF	6-07
BMRR BRIDGE TO BUOY 26	45.3	MID-HALF	6-07

A. CHANNEL HAS SHOALED TO 1.1 FEET SOUTH OF BUOY 33.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

**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.

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

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

Additional Information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**TIDAL INFORMATION**

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Annisquam	(42°39'N/70°41'W)	feet	feet	feet
		9.6	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>. (Jun 2010)

**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

- |                   |                          |                        |                    |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green                  | Mo morse code          | R TR radio tower   |
| Al alternating    | IQ interrupted quick     | N nun                  | Rot rotating       |
| B black           | Is isophase              | OBSC obscured          | s seconds          |
| Bn beacon         | LT HO lighthouse         | Oc occulting           | SEC sector         |
| C can             | M nautical mile          | Or orange              | St M statute miles |
| DIA diaphone      | m minutes                | Q quick                | VQ very quick      |
| F fixed           | MICRO TR microwave tower | R red                  | W white            |
| Fl flashing       | Mkr marker               | Ra Ref radar reflector | WHIS whistle       |
|                   |                          | R Bn radiobeacon       | Y yellow           |

**Bottom characteristics:**

- |              |           |         |             |           |
|--------------|-----------|---------|-------------|-----------|
| Bds boulders | Co coral  | gy gray | Oys oysters | so soft   |
| bk broken    | G gravel  | h hard  | Rk rock     | Sh shells |
| Cy clay      | GrS grass | M mud   | S sand      | sy sticky |

**Miscellaneous:**

- |                       |                         |                      |                |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized       | Obstn obstruction       | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported         |                |
- Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
 Rocks that cover and uncover with heights in feet above datum of soundings.  
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, Geological Survey, and U.S. Coast Guard.

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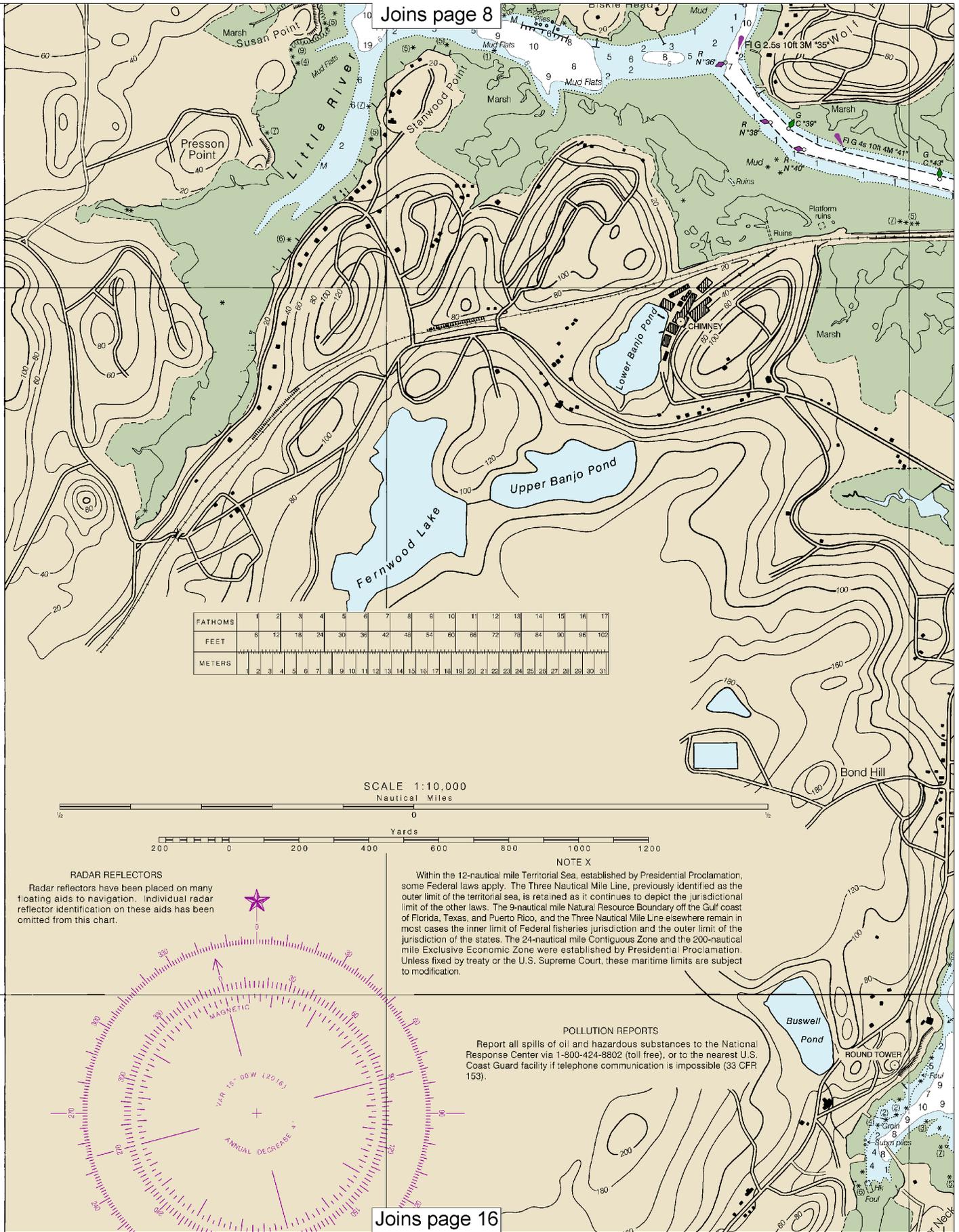
Boston, MA	KHB-35	162.475 MHz
Essex Marine, MA	WNG-574	162.425 MHz
Stratham, NH	KZZ-40	162.450 MHz

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location) ◦ (Approximate location)

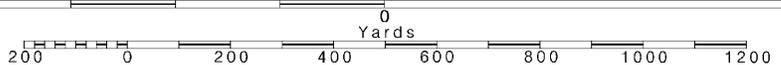
**CAUTION**  
Improved channels shown by broken lines are

37°

36°



Note: Chart grid lines are aligned with true north.



CAUTION

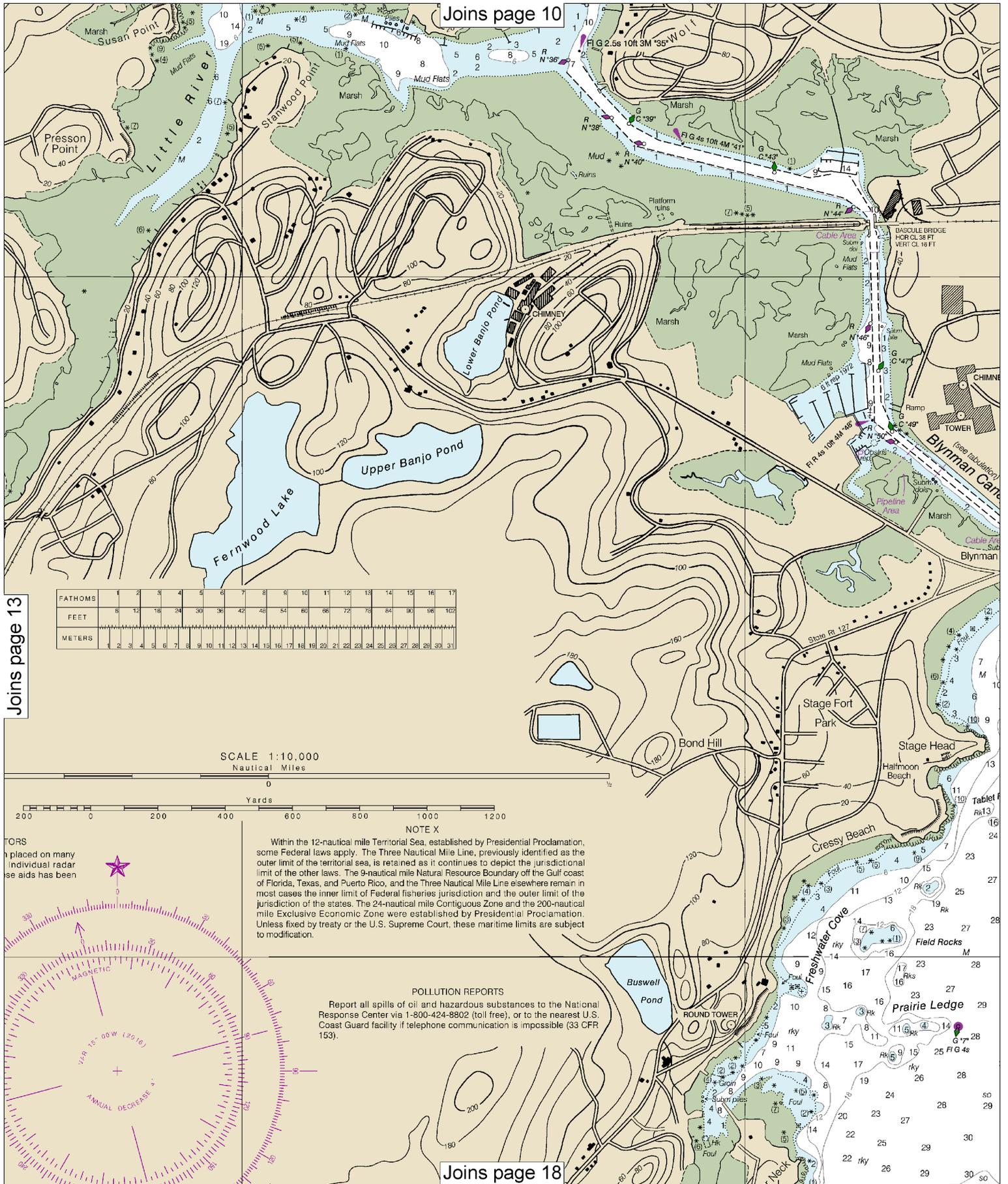
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus: (O) (Accurate location) (o) (Approximate location)

CAUTION

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

(P) Pump-out facilities





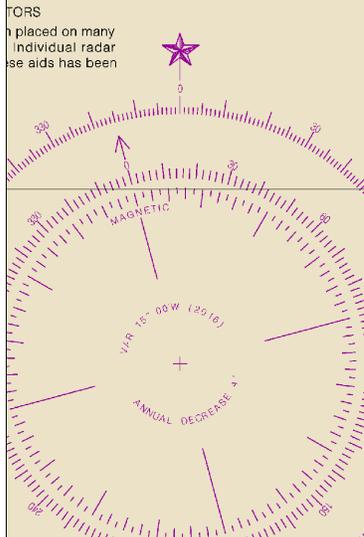
Joins page 10

Joins page 18

Joins page 13

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

SCALE 1:10,000  
Nautical Miles

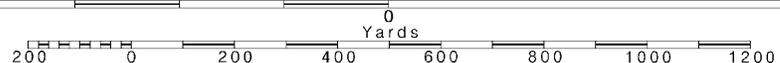


**NOTE X**  
 Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. 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.

**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).

Printed at reduced scale. —SCALE 1:10,000—  
Nautical Miles

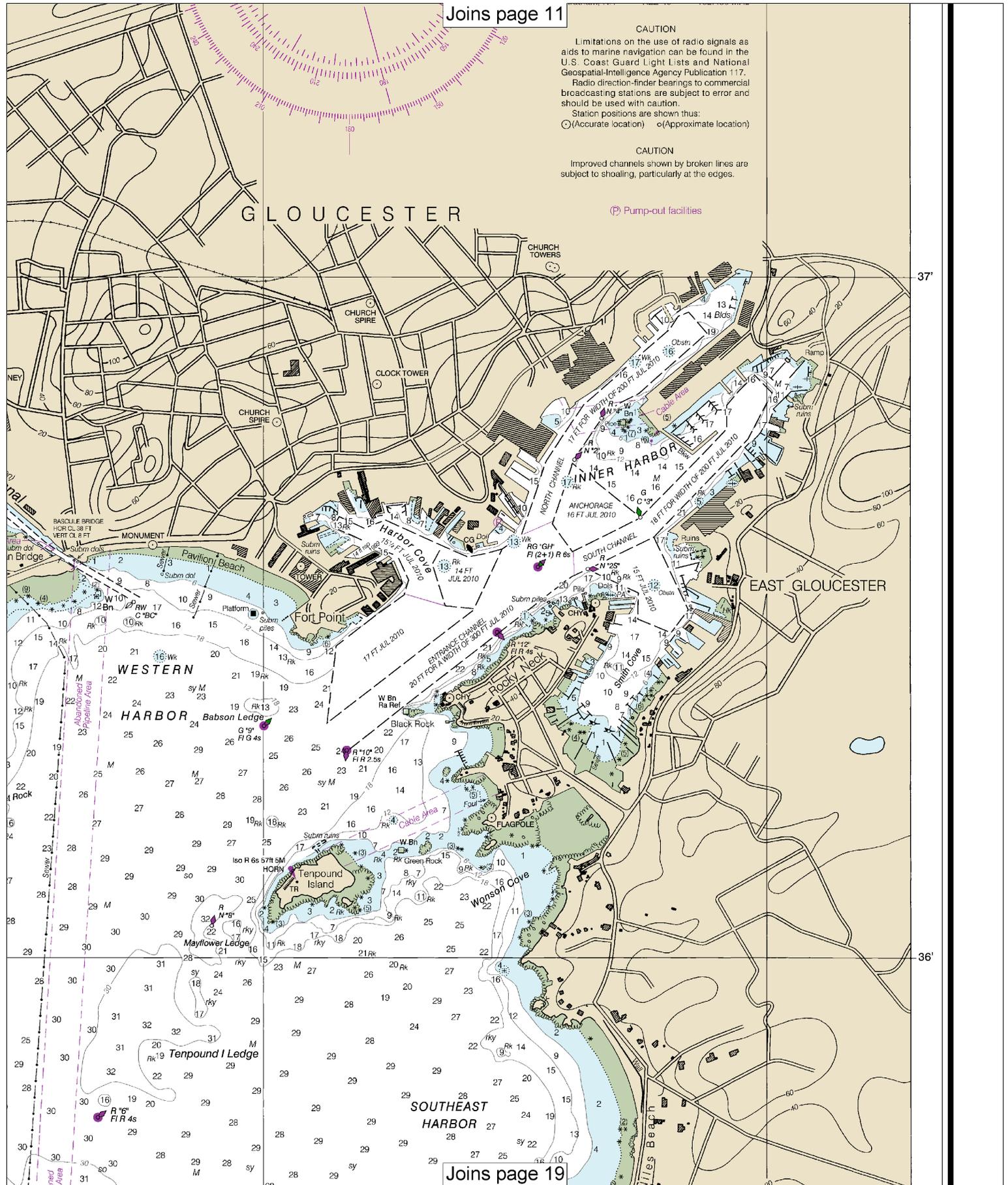
See Note on page 5.



CAUTION  
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 (●) (Accurate location) (○) (Approximate location)

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

(P) Pump-out facilities



**AIDS TO NAVIGATION**

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

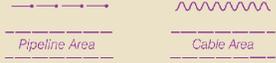
**NOTE A**

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.

**CAUTION**

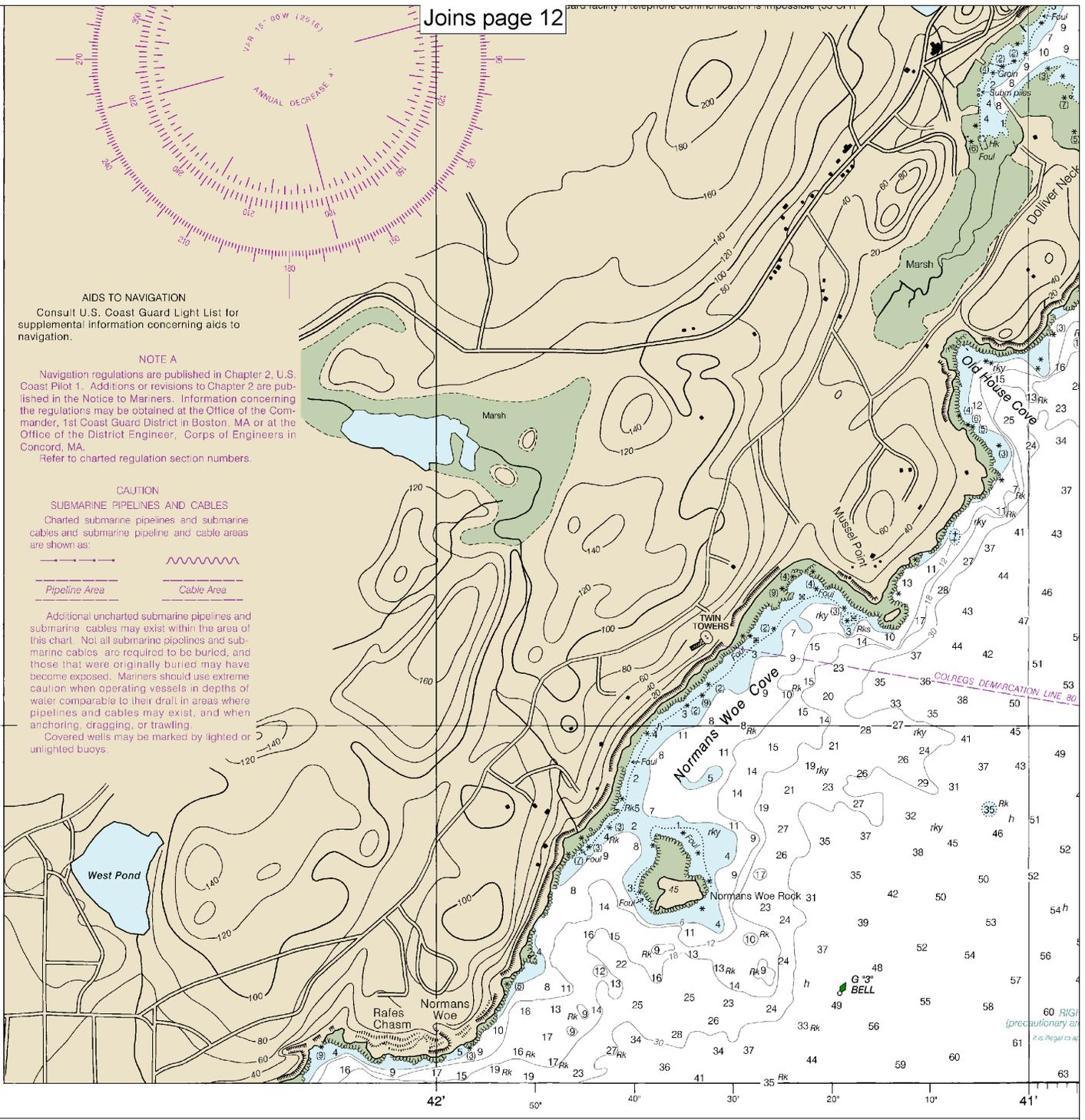
**SUBMARINE PIPELINES AND CABLES**

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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.

42° 35'



13281

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

NATIONAL

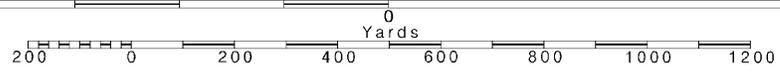
19th Ed., Oct. 2010. Last Correction: 7/29/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

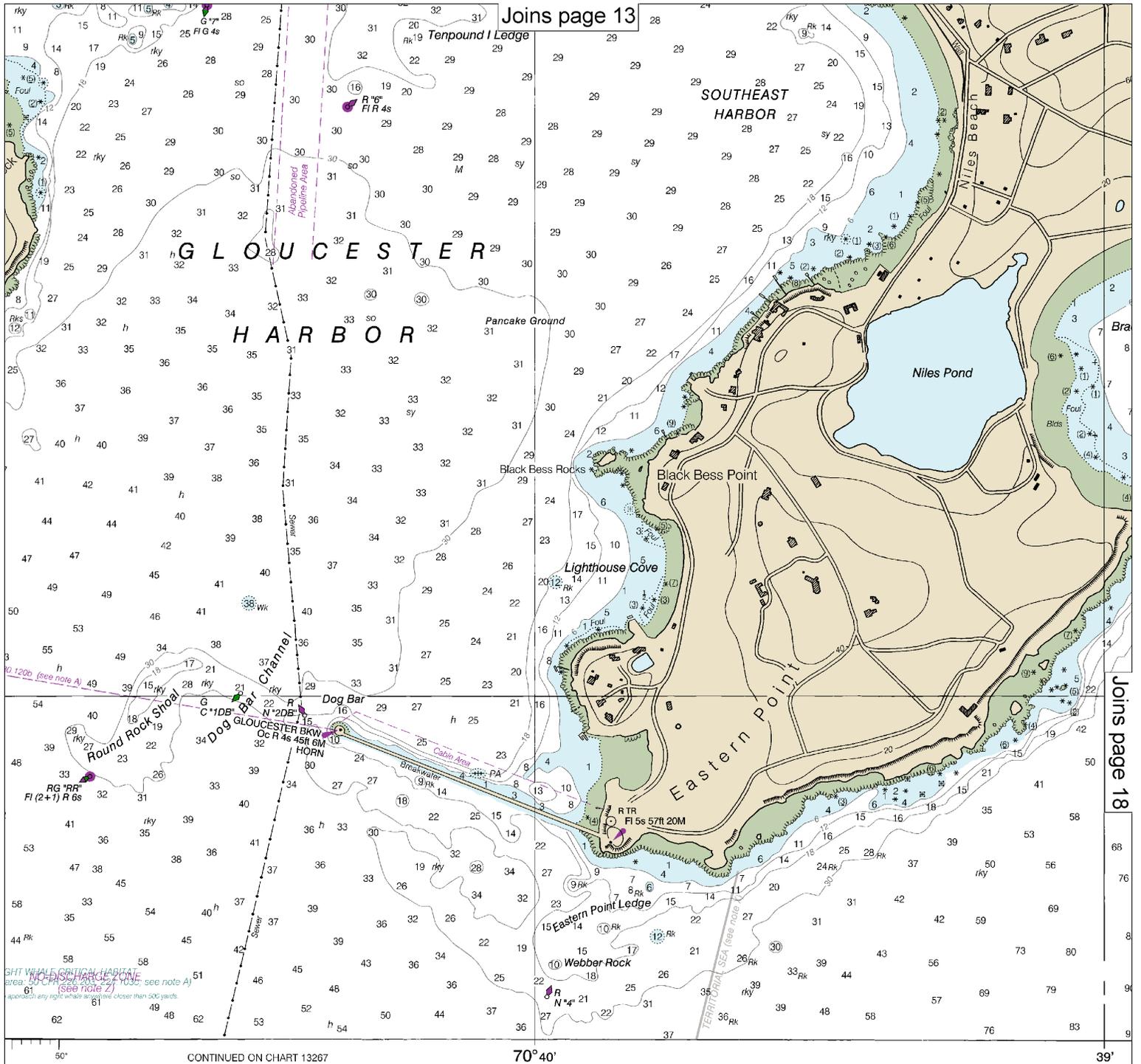
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.

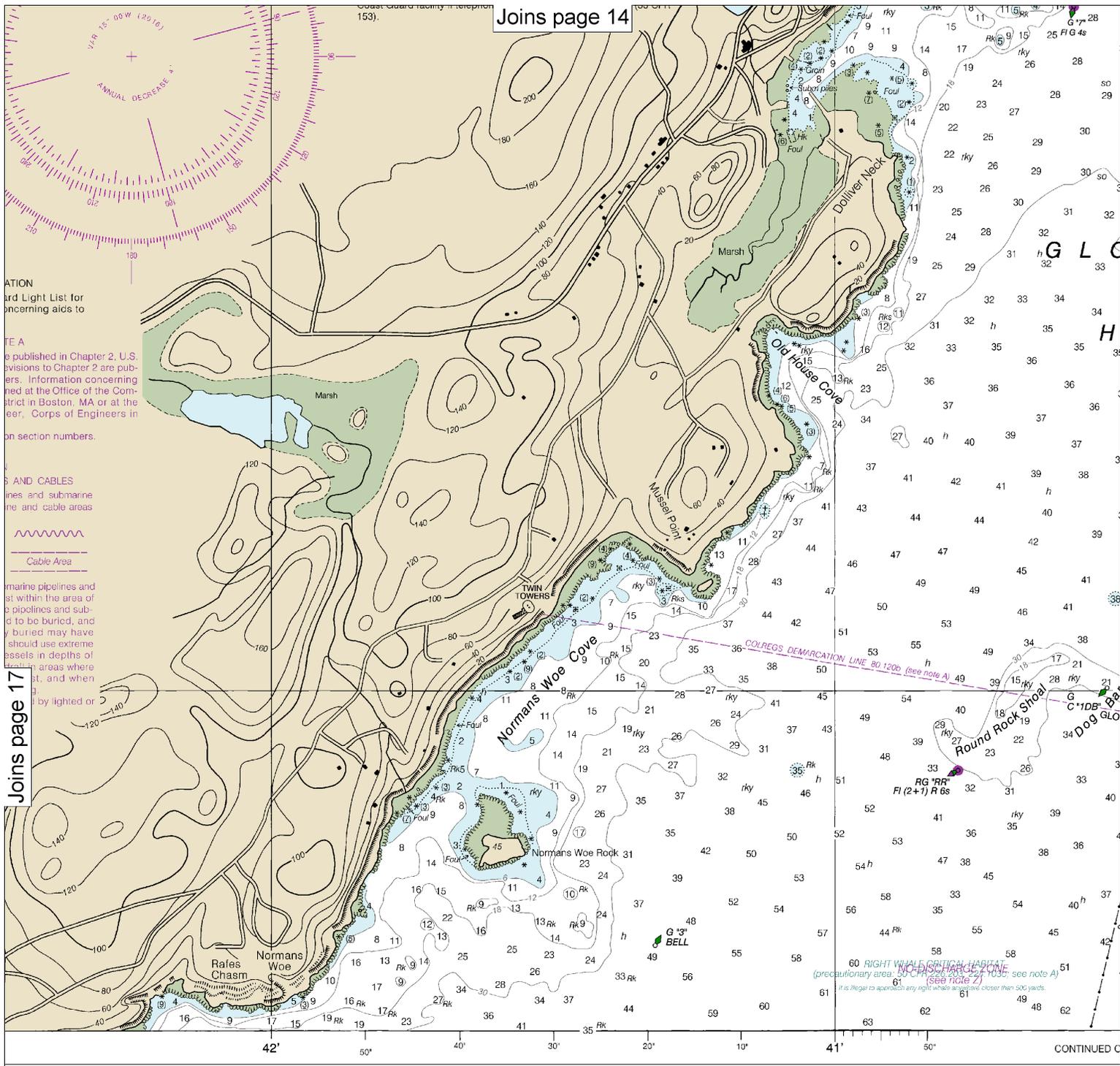




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 NATIONAL OCEAN SERVICE  
 COAST SURVEY

Gloucester Harbor and Annisquam River  
 SOUNDINGS IN FEET - SCALE 1:10,000

**SOUNDINGS IN FEET**



CAUTION  
Standard Light List for  
concerning aids to  
navigation.  
Information published in Chapter 2, U.S.  
Navigation Regulations, is published in  
Chapter 2, U.S. Navigation Regulations.  
Information concerning  
navigation aids is published in the  
Notice to Mariners, U.S. Coast and  
Geodetic Survey, Corps of Engineers in  
the U.S. Coast and Geodetic Survey  
Publications.  
Section numbers.  
CABLES AND CABLES  
Undersea cables and submarine  
cable areas.  
Cable Area  
Undersea pipelines and  
cables within the area of  
this chart may be buried, and  
buried cables may have  
extreme depths in depths of  
water areas where  
they are not lighted or  
marked.

Joins page 17

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

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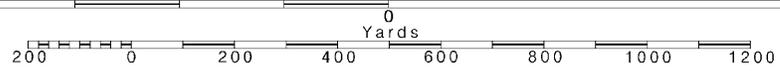
010. Last Correction: 7/29/2016. Cleared through:  
29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

18

Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale. SCALE 1:10,000  
Nautical Miles

See Note on page 5.







EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

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

## Distress Call Procedures

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

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



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

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

## Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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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.