

BookletChart™



Newburyport Harbor and Plum Island Sound

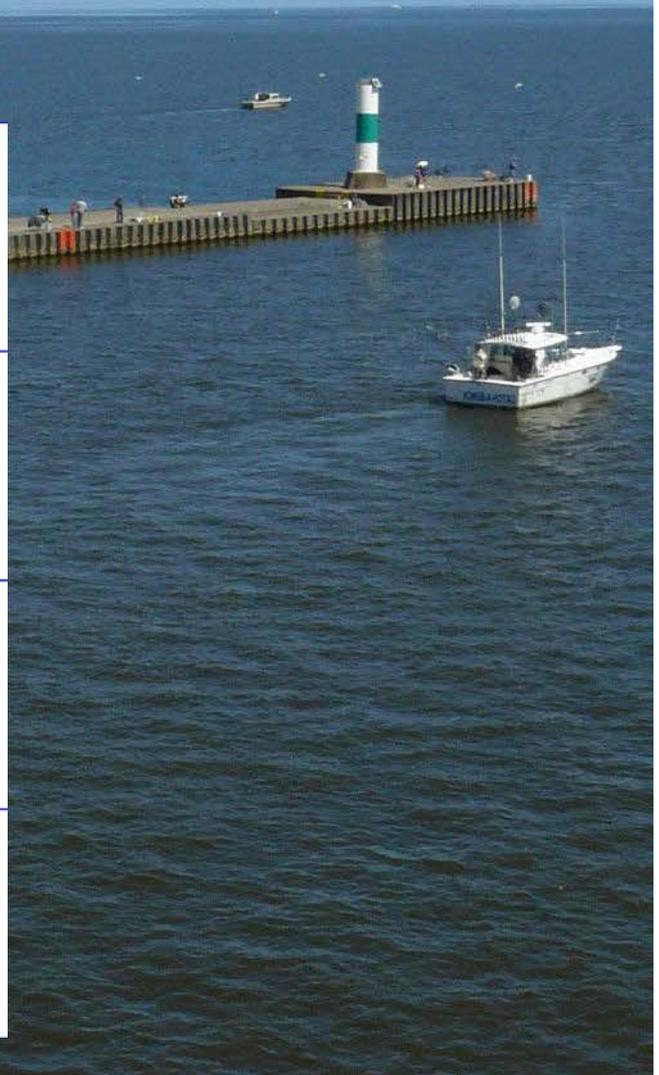
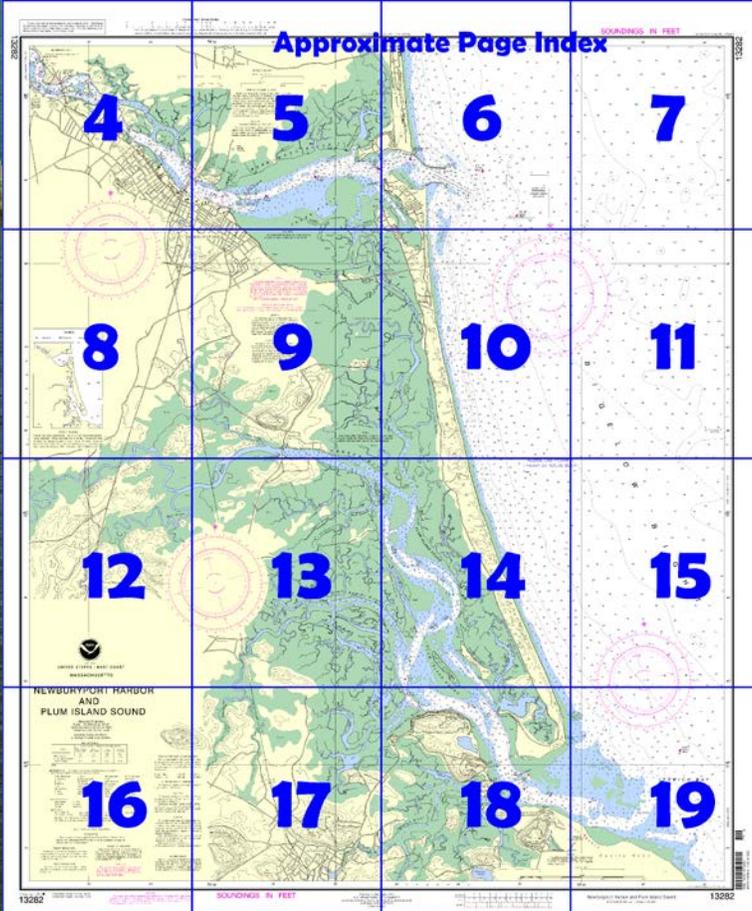
NOAA Chart 13282

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.

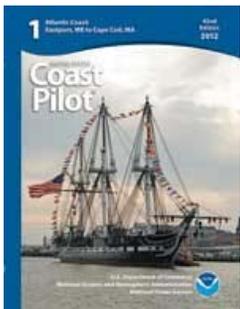
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13282>



(Selected Excerpts from Coast Pilot)

Merrimack River is the largest river in the eastern part of Massachusetts. It is the approach to the cities of Newburyport and Haverhill, and to the towns of Amesbury, Merrimacport, Groveland, and Bradford. The river is used by vessels of 6-foot draft at high water up to Haverhill and about 12-foot draft at high water to Newburyport. The head of navigation is at the dam just above Broadway Bridge in Lawrence, 25.7 miles above the

mouth. The river is seldom entered for refuge and has virtually no commercial traffic.

Small craft may enter when the sea is smooth and on a rising tide, following the buoys. The river cannot be entered during a heavy sea. The outer ends of the jetties are awash at high water.

In 1979, the Coast Guard provided the following information to assist the mariner in crossing the bar when outbound from the Merrimack River.

The bar area between the beach and Bell Buoy 2, both north and south of each jetty, is subject to breaking seas, particularly on an ebb tide with easterly winds. The ebb tide runs out of Merrimack River from 3 to 6 knots. Boats should proceed slowly out the channel, evaluating the bar well inside of the two breakwaters. If decision is made to cross, proceed all the way out beyond the breakers and do not attempt to turn around if the bar is breaking.

The area southward of the outer 240 yards of the submerged north jetty and the channel is a shoaling sand bar subject to constant change in depth. This area and a portion of the channel just south are extremely hazardous. Avoid crossing the sunken jetty or sandbar, and use caution in the channel to the south of it.

Ocean swells meeting an outgoing tide in the river mouth result in breaking seas. The most dangerous period is from about 1 hour before low water and 1 hour after low water. Even on the calmest days the tidal conditions may be such that small boats will be endangered at this period. Boatmen should learn the stages of the tide when local conditions are the most favorable for bar crossing.

Due to the sandy nature of the river bottom, one can expect unannounced changes in the bar shoals depending upon prevailing winds and currents. These changing bars and shallow areas may not be marked on the charts.

Channels.—Merrimack River is entered through a Federal project that provides for a channel 15 feet deep through the bar between two jetties at the entrance, thence 9 feet deep in the marked channel to the highway bridge at Newburyport, about 3 miles above the jetties. (See Notice to Mariners and latest editions of the chart for controlling depths.) From Newburyport to Deer Island, in 2004-2006, controlling depth was 7 feet, thence 1.2 feet (2.3 feet at midchannel) to Haverhill. In 1978, numerous obstructions and shoaling were reported in the channel between the bridge at Groveland and Haverhill. In 1986, a submerged obstruction was reported in the center of the channel near Merrimack River Buoy 53 in about 42°48'44"N., 71°00'03"W. In 1987, shoaling to an unknown depth was reported in the vicinity of Merrimack River Lighted Buoy 8.

The jetties extend from both points at the entrance out to the bar and are difficult to see at high water, particularly at night and in periods of low visibility. About 240 yards of the outer end of the north jetty is submerged at high water.

Anchorage.—Newburyport the usual and best anchorage is in the channel about 400 yards below the highway bridge, favoring the north side of the channel and keeping clear of the two charted cable areas. The current is reported to run strongest along the south shore here. The holding ground is good.

The yacht club maintains guest moorings as do many of the service facilities and marinas. Numerous private moorings are maintained off Newburyport and in the upper river as far as Haverhill. They are under control of the **harbormasters** at Newburyport, Amesbury, and Haverhill. Public floats are along the south side of the river at Newburyport, about 0.2 mile west of **Merrimack River Coast Guard Station**. In 1979, 8 feet was reported alongside the floats. Berthing is under the control of the Newburyport harbormaster.

Dangers.—Endangered North Atlantic right whales have been reported swimming in shallow waters off of Plum Island and Ipswich, MA.

**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.

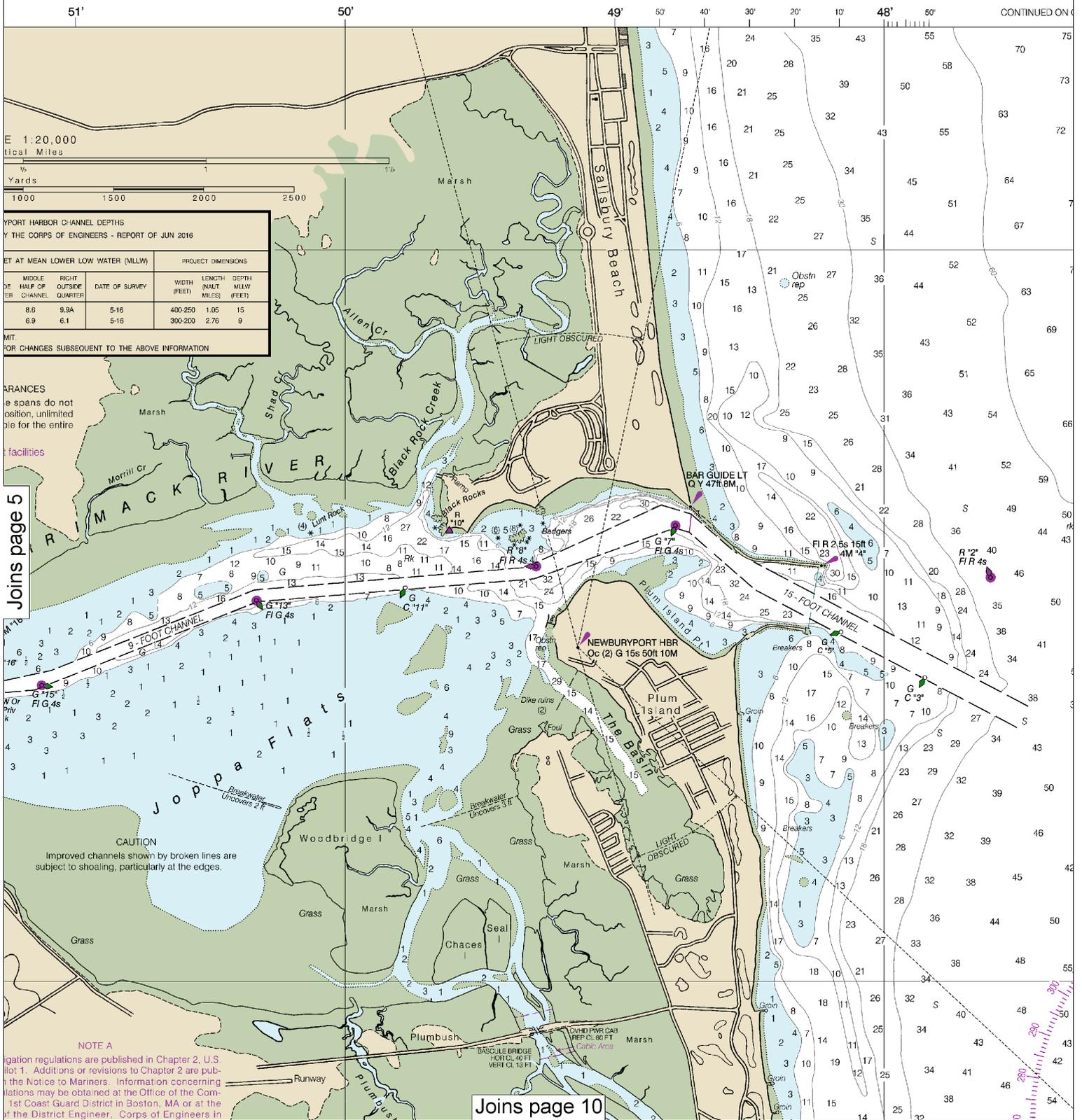
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

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>



Joins page 5

Joins page 10

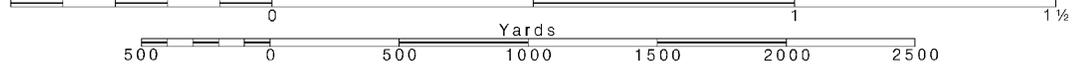


Note: Chart grid lines are aligned with true north.

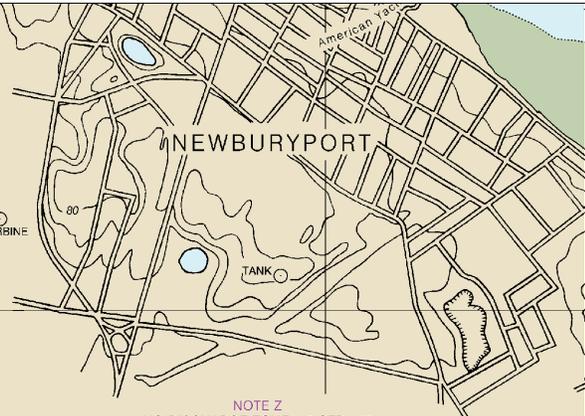
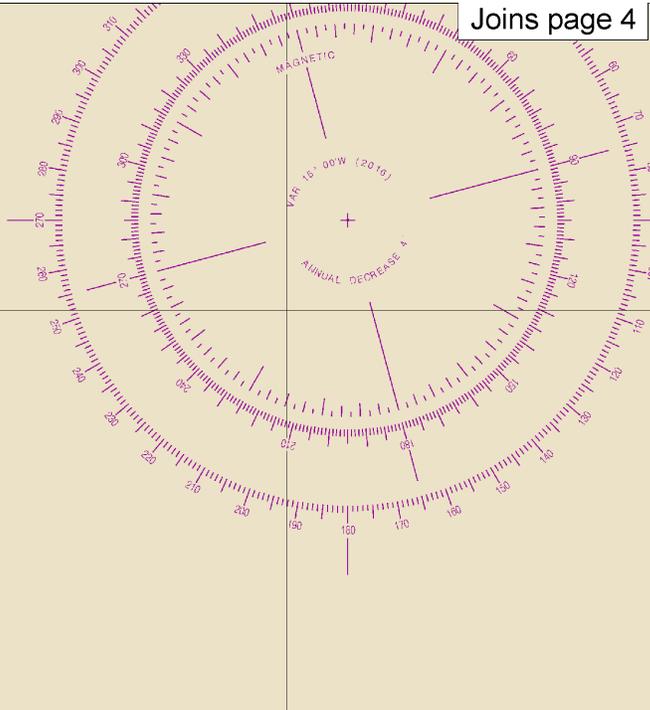
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



Joins page 4



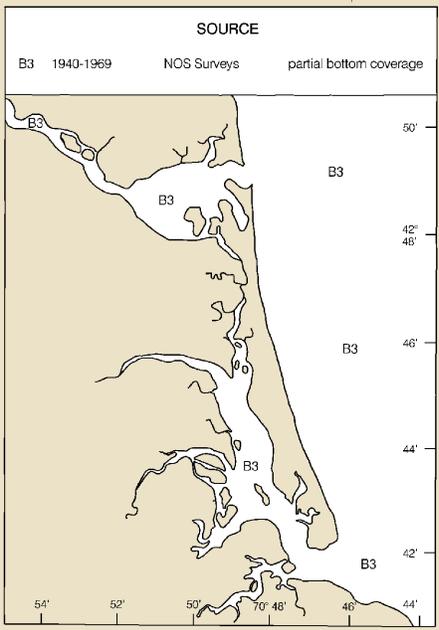
**NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140**

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/.

48'

47'

46'



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*.

Joins page 12

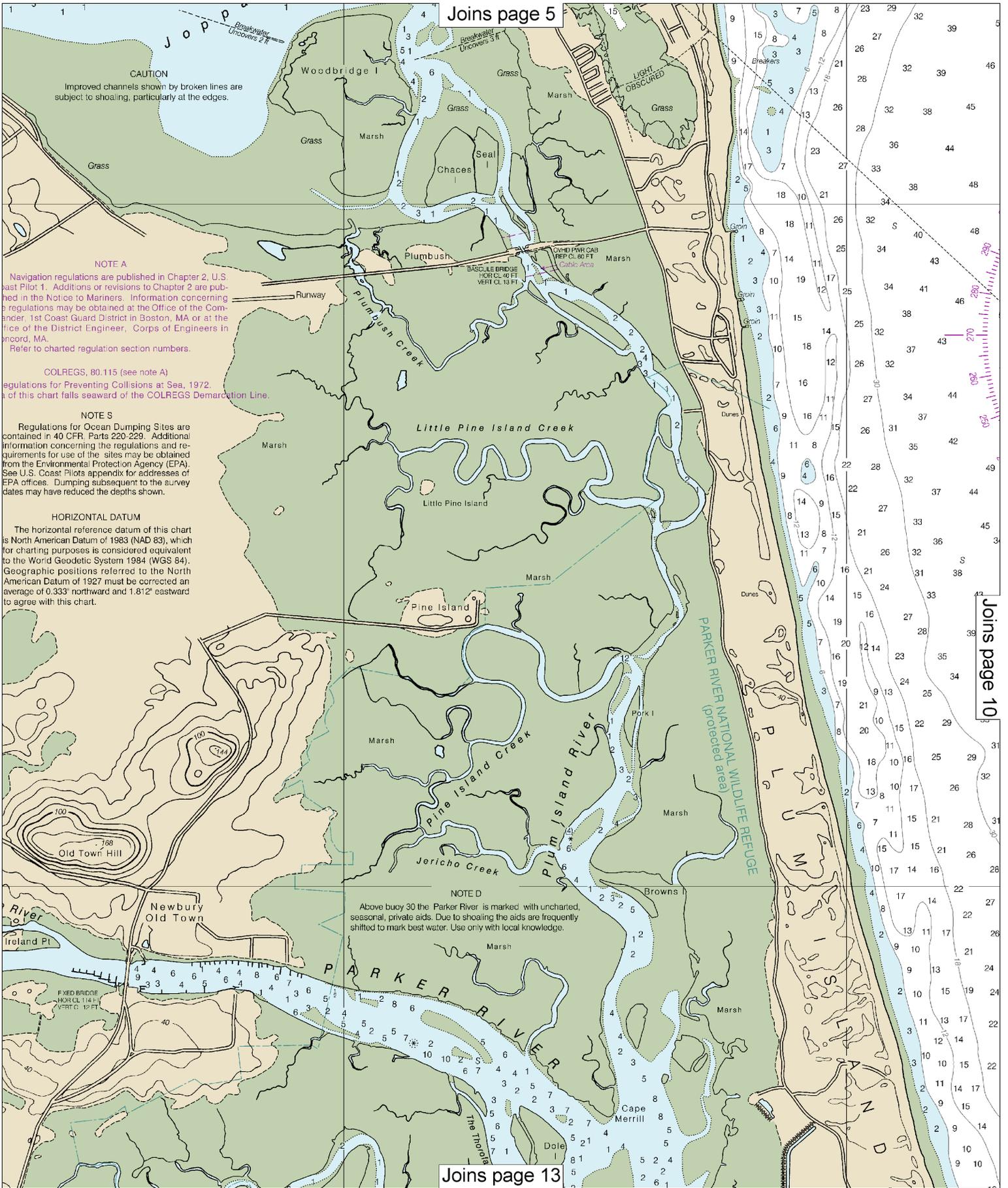
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SCALE 1:20,000

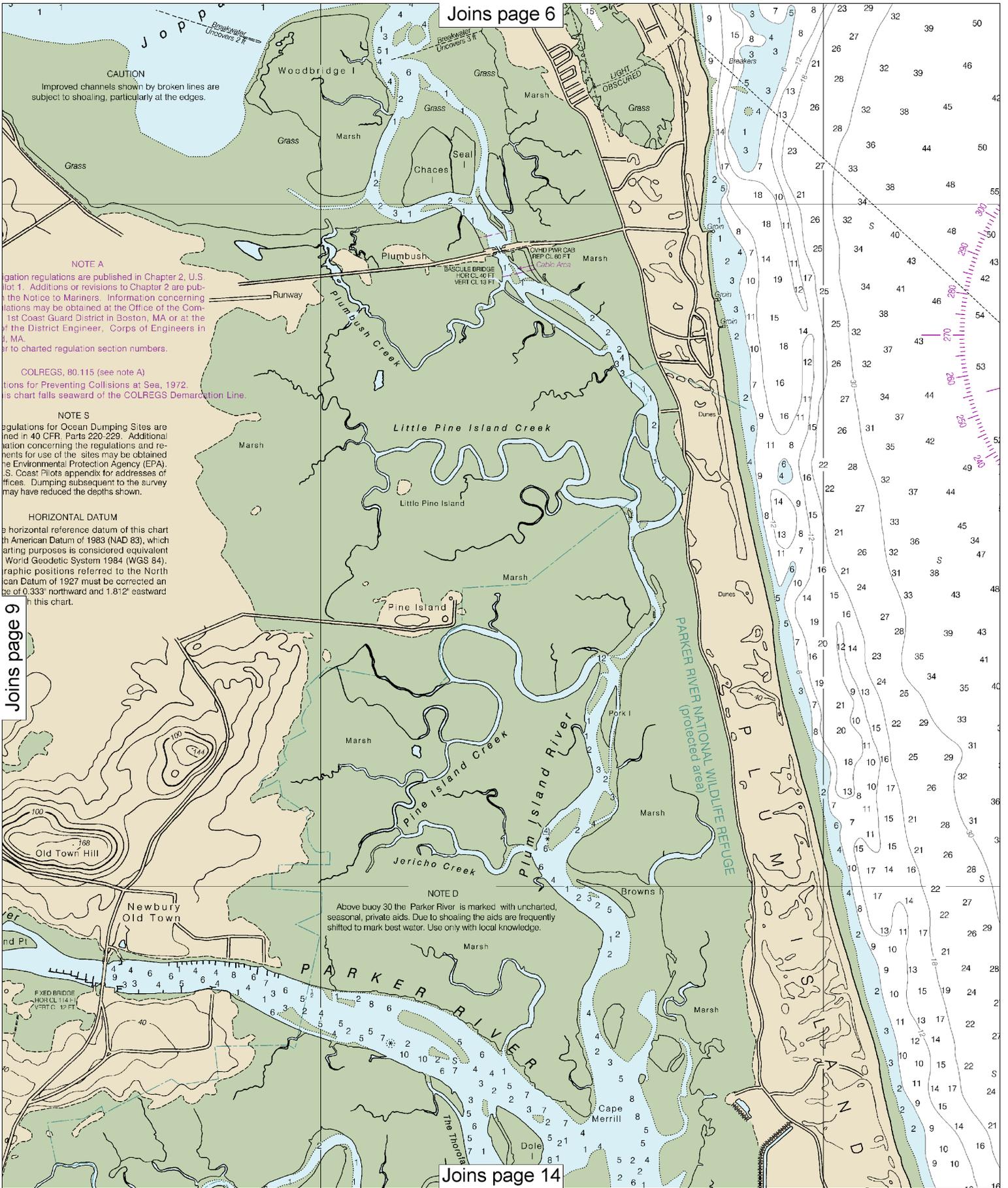
See Note on page 5.



Note: Chart grid lines are aligned with true north.



Joins page 6



Joins page 9

Joins page 14

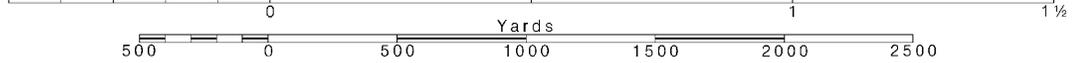
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Note: Chart grid lines are aligned with true north.

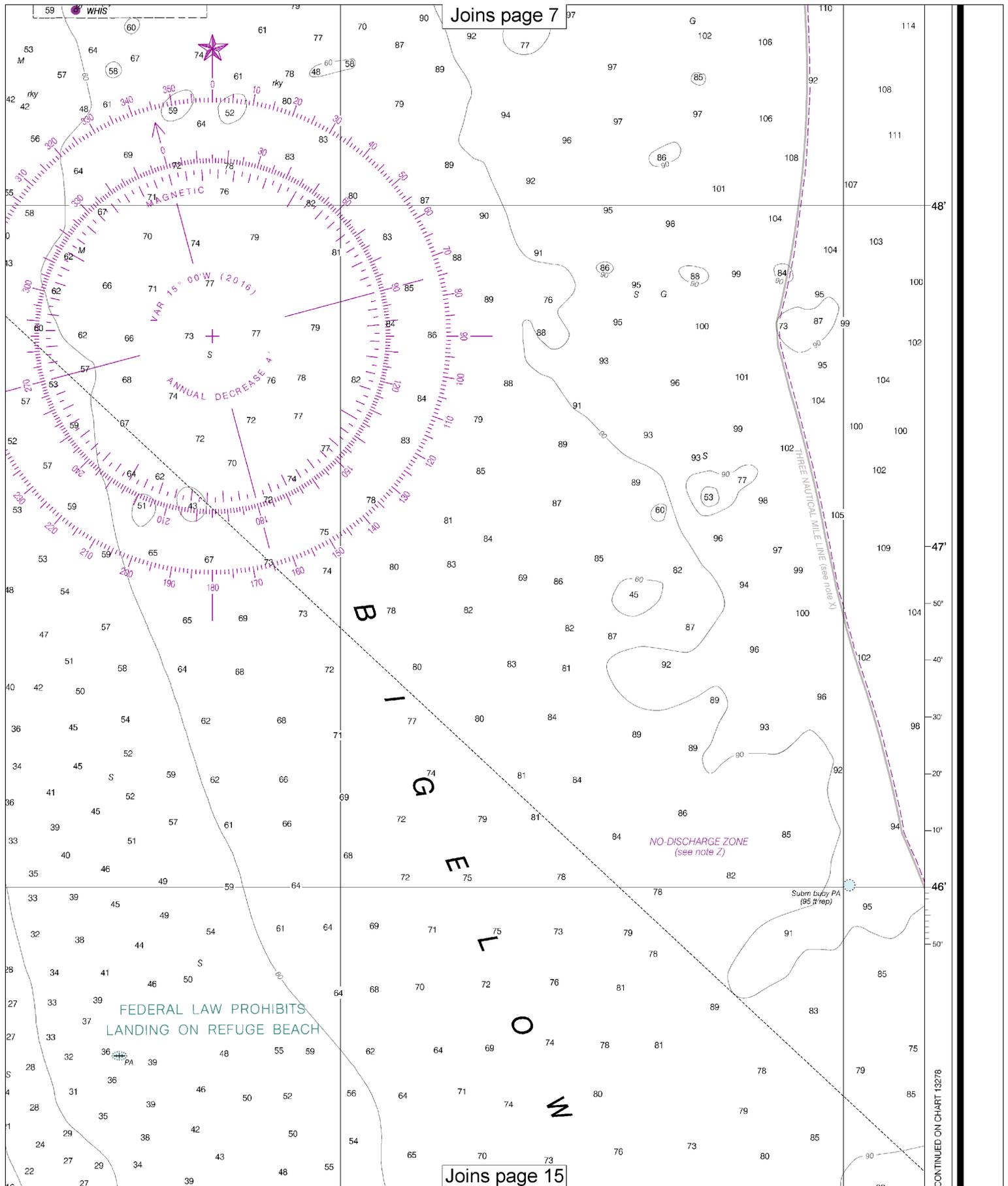
Printed at reduced scale.

SCALE 1:20,000 Nautical Miles

See Note on page 5.



Joins page 7



Joins page 15

FEDERAL LAW PROHIBITS
LANDING ON REFUGE BEACH

Subm buoy PA
(95 ft rep)

CONTINUED ON CHART 13278

Joins page 8

SOURCE DIAGRAM

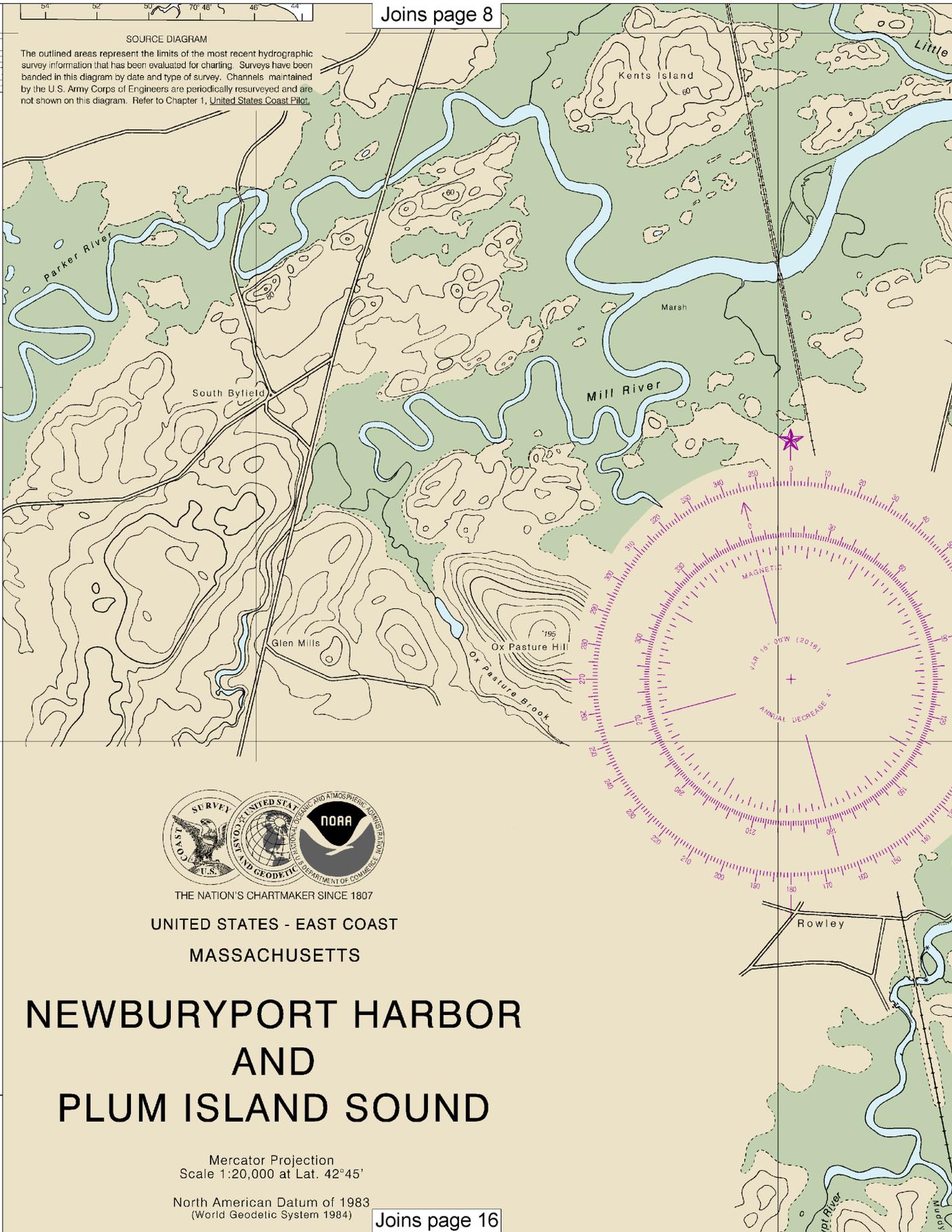
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on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

46°

42° 45'

44°

43°



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
MASSACHUSETTS

NEWBURYPORT HARBOR AND PLUM ISLAND SOUND

Mercator Projection
Scale 1:20,000 at Lat. 42°45'

North American Datum of 1983
(World Geodetic System 1984)

Joins page 16

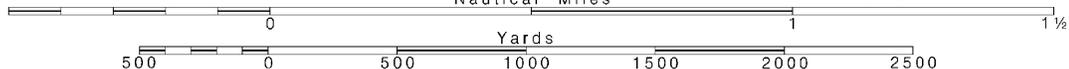
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

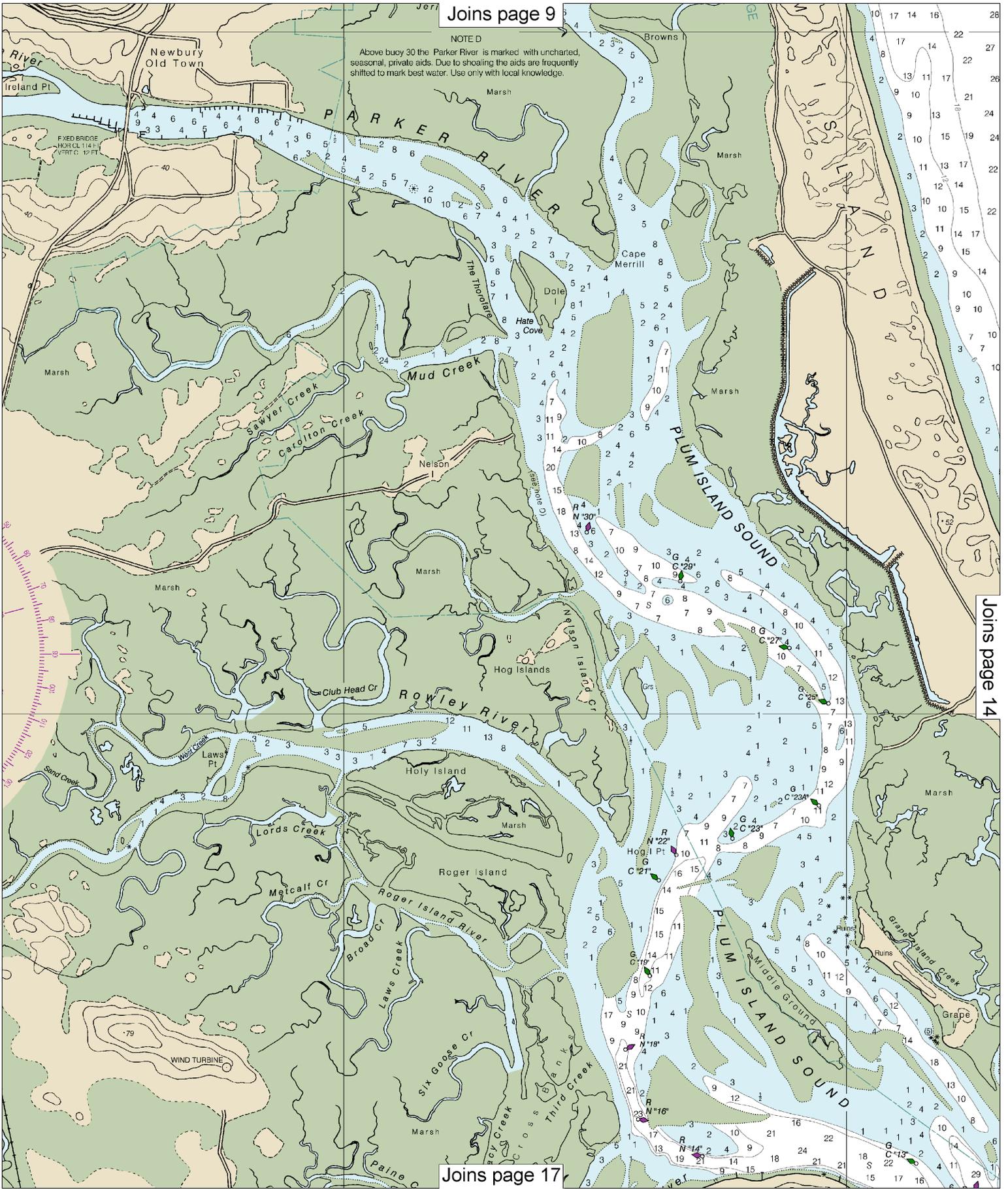
SCALE 1:20,000
Nautical Miles

See Note on page 5.



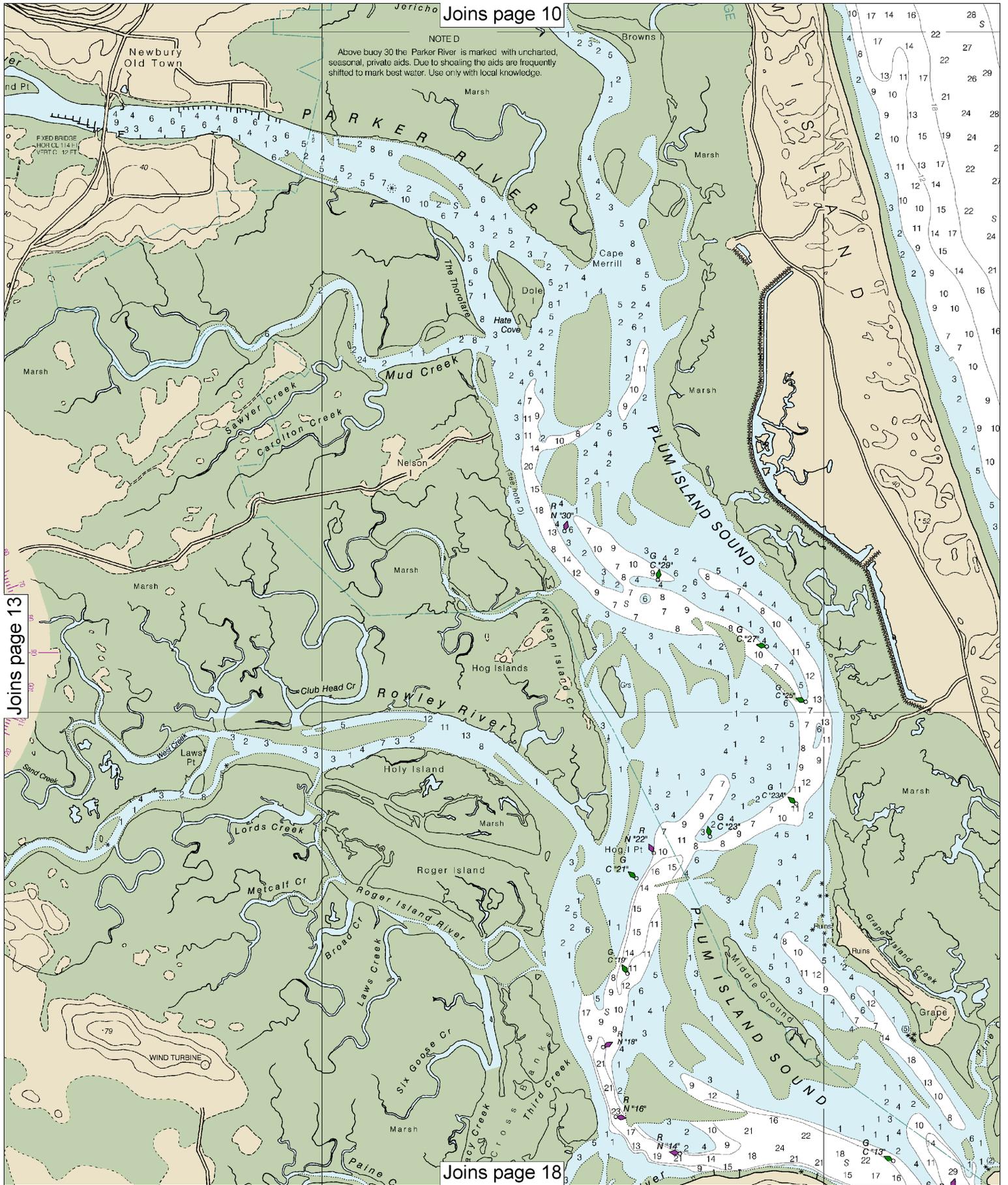
Joins page 9

NOTE D
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.



Joins page 14

Joins page 17

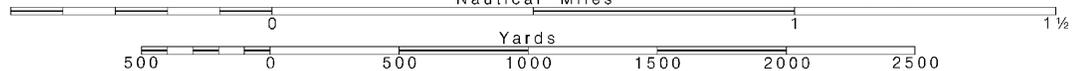


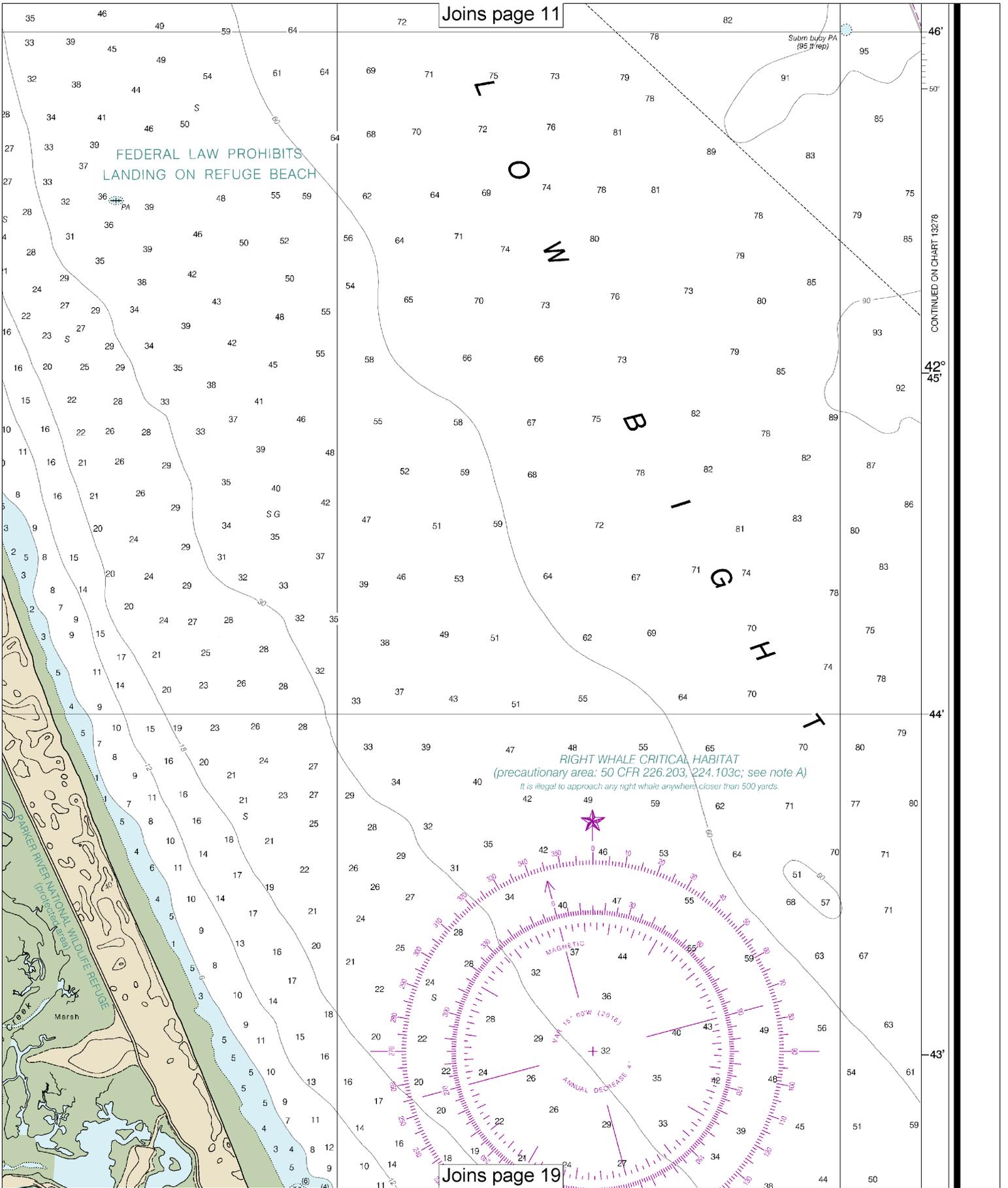
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





UNITED STATES - EAST COAST

MASSACHUSETTS

NEWBURYPORT HARBOR AND PLUM ISLAND SOUND

Mercator Projection
Scale 1:20,000 at Lat. 42°45'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
NAME (LAT/LONG)		feet	feet	feet
Newburyport (42°49'N/70°52'W)		8.5	8.1	0.3
Plum Island Sound (south end) (42°43'N/70°47'W)		9.3	8.9	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://tkiosandcurrents.noaa.gov>. (Aug 2009)

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.

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
A alternating	IQ interrupted quick	N nun	Rct rotating
B black	Iso 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
F flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Sh shells	sy sticky
Cy clay	Grs grass	M mud	S sand	

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
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.

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.

AIDS TO NAVIGATION

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

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).

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.

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
Concord, NH	WXJ-40	162.400 MHz
Essex Marine, MA	WNG-574	162.425 MHz
Stratham, NH	KZZ-40	162.450 MHz

SUPPLEMENTAL INFORMATION

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

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.

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)

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.



43°

42°
42'

41°

54'

53'

70° 52'

13282

12th Ed., Sep. 2009. Last Correction: 7/21/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

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.

SOUNDINGS I

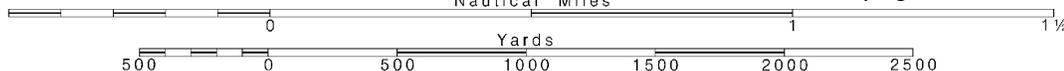
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





IN FEET

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

FATHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3



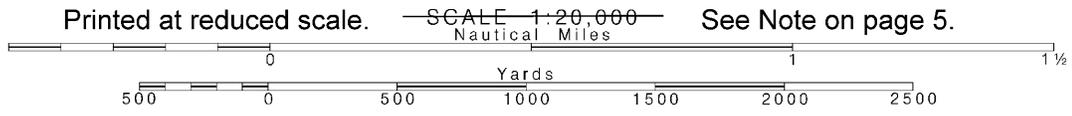
1 FEET

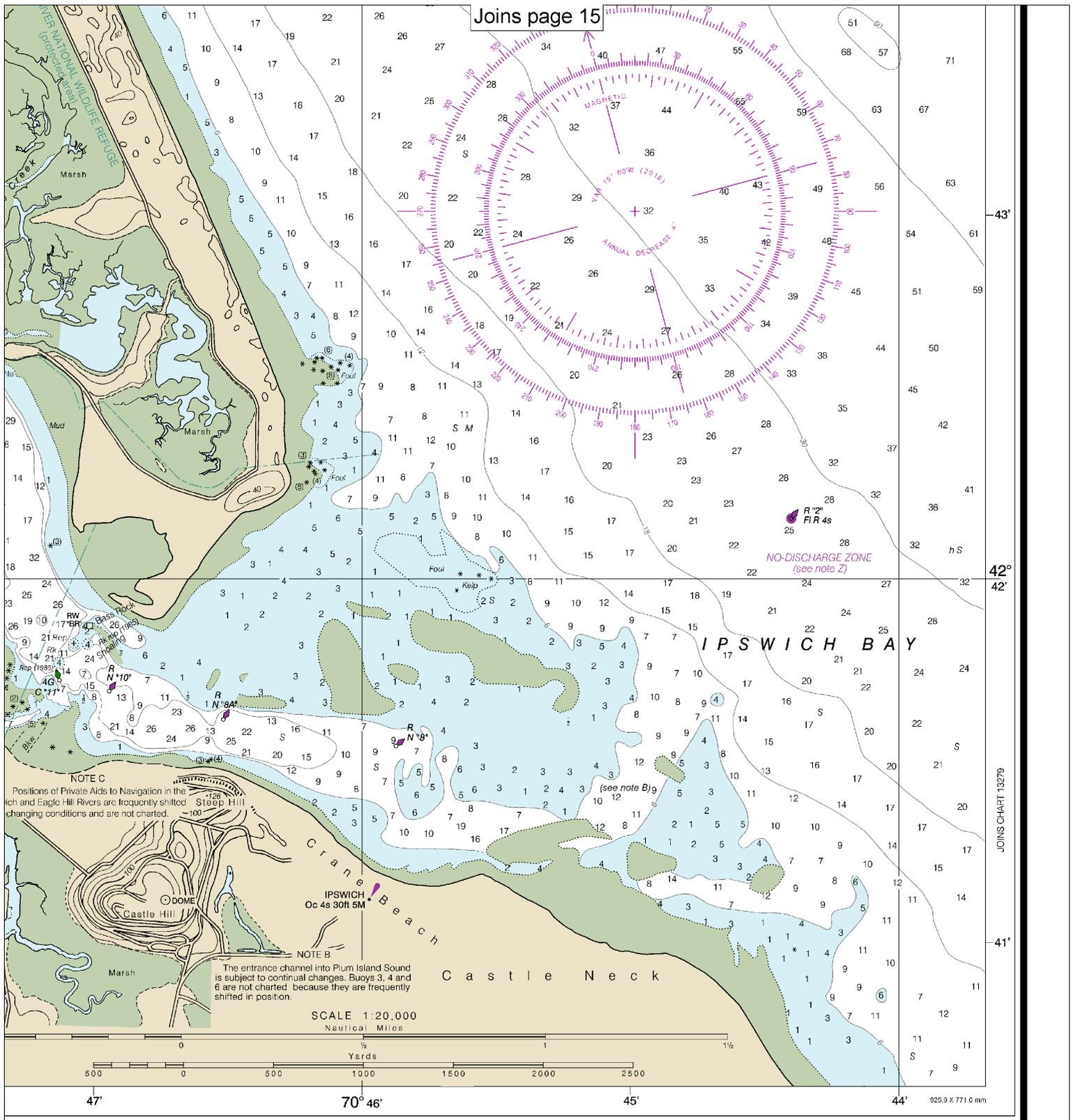
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 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS	1	2	3	4
FEET	6	12	18	24
METERS	1	2	3	4
	5	6	7	8

18

Note: Chart grid lines are aligned with true north.





5	6	7	8	9	10	11	12	13	14	15	16	17	18	19									
30	36	42	48	54	60	66	72	78	84	90	96	102											
8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Newburyport Harbor and Plum Island Sound
SOUNDINGS IN FEET - SCALE 1:20,000

13282



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.