Formerly C&GS 1257; 1st Ed.: Mar. 1921 - © 1921-213 - KAPP 2008

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

MASSACHUSETTS - EAST COAST

MASSACHUSETTS BAY

Mercator Projection
Scale 1:80,000 at Lat. 42°20'

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.

For Symbols and Abbreviations see Chart No. 1

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

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.

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.

NOTE C
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approach to Boston Harbor, but are not intended in any way to supersede or alter the applicable 'Rules of the Road'. The separation zone is intended to separate inbound and outbound traffic and to be free of ship traffic. The separation zone should be avoided except when crossing purposes. When crossing traffic lanes and the separation zone use extreme caution.

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

MARINER ACTIVATED SOUND SIGNALS
Sound signals labeled with (MRASS) require user activation. See USCG Light List.

HEIGHTS
Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilots 1 and 2 for important supplemental information.

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

NOTE B
PRECAUTIONARY AREA
Traffic within the Precautionary Area may consist of vessels operating between Boston Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

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.

BROAD SOUND NORTH CHANNEL
The project depths are 40 feet in the western part and 35 feet in the eastern part. For contrasting depths see chart 13270.

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

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.

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 D
The following activities are prohibited within the Stellwagen Bank Marine Sanctuary:
Certain discharging or dumping
Industrial exploring or developing
Drilling and dredging
Disturbing historical artifacts
Lightering
Refer to 15 CFR 922 for details of Sanctuary regulations.

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).

NOTE J
DEEPWATER PORTS
The Neptune and Northeast Gateway Deepwater Ports are encompassed by multiple boundaries. The outermost boundary represents an Area to Be Avoided and is referenced in 33 CFR 150.940. The central boundaries represent areas designated as 'No Anchoring' Areas as well as Regulated Navigation Areas and are referenced in 33 CFR 150.940 and 33 CFR 165.1704. The innermost boundaries represent Safety Zones and Security Zones and are referenced in 33 CFR 165.117. See note A for information regarding the publication of Navigation regulations.

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. The U.S. Food and Drug Administration and the National Marine Fisheries Service advise all commercial and recreational fishermen to avoid harvesting fish and shellfish from the vicinity of the industrial waste site due to the undetermined location of numerous toxic wastes and low level radioactive waste containers.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 26 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	
Hyannis, MA	KEC-73	162.550 MHz	
Essex Marine, MA	WNG-574	162.425 MHz	
Strafham, NH	KZZ-40	162.450 MHz	

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 Geodetic Survey 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)

NOTE E
RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTES
The two-way routes shown on this chart are RECOMMENDED for use by all vessels traveling into or out of Cape Cod Bay. This routing has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. Mariners are encouraged to navigate within the routes, but may navigate outside the routes at their discretion at all times. CAUTION: Full bottom coverage surveys have not been conducted within the entire route, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83). The datum 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 0.352" northward and 1.823" eastward to agree with this chart.

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.

SOURCE

A	1990-2007	NOS Surveys — full bottom coverage
B1	1990-2001	NOS Surveys — partial bottom coverage
B2	1970-1989	NOS Surveys — partial bottom coverage
B3	1940-1969	NOS Surveys — partial bottom coverage
B4	1900-1939	NOS Surveys — partial bottom coverage
B5	Pre-1900	NOS Surveys — partial bottom coverage
f		US Government Surveys
r		Chart 13270
s		Chart 13275

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.

36th Ed., Sep. 2013. Last Correction: 12/2/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

To ensure that this chart was printed at the proper scale, the bars below should measure as inches (1/2 millimeters).
If the line does not measure as inches (1/2 millimeters), this copy is not certified safe for navigation.

SOUNDINGS IN FEET

FATHOMS | FEET | METERS

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

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

This chart was distributed as a PDF (Portable Document Format). Printing PDFs may alter the chart scale, color, or legibility that may impact suitability for navigation. Printed charts provided by NOAA certified Print on Demand (POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod

13267