BookletChart™

Boston Inner Harbor
NOAA Chart 13272

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
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=13272

(Selected Excerpts from Coast Pilot)

Pleasure Bay, just westward of Castle Island, is closed by an earth-filled dam extending from the southern end of the island to the jetty light southeastward of City Point.

Reserved Channel, 0.5 mile northwestward of Castle Island, is a dredged unmarked channel which leads westward from the Boston Main Channel for about 1 mile. In 2007-2008, the channel had a controlling depth of 34.8 feet. A fixed bridge near the head of the dredged channel has reported clearances of 40 feet (horizontal) and 6 feet (vertical). There are modern and extensive freight terminals on the north and south sides of Reserved Channel; these facilities were described earlier in this chapter under Wharves, Boston Harbor.

Fort Point Channel separates Boston proper from South Boston. A dredged channel leads from the entrance to the Summer Street Bridge. In 1981, the controlling depth was 11 feet to the Northern Avenue Bridge; thence in 1978, 15 feet to the Summer Street Bridge, except for shoaling to 14 feet at the east abutment of the Northern Avenue Bridge. Using the chart, Fort Point Channel is navigable to just below Dorchester Avenue Bridge. Vessels bound for Fort Point Channel may require the assistance of a tug.

Fort Point Channel navigable section is crossed by four bridges. Northern Avenue Bridge, at the entrance, has a swing span with a clearance of 7 feet. Deeper water is found under the east draw. (See 117.1 through 117.59 and 117.599, chapter 2, for drawbridge regulations.) Moakley bridge, a highway bridge just above the Northern Avenue bridge, has a fixed span with a clearance of 16 feet. The Congress Street Bridge has a fixed span with a clearance of 6 feet, and the Summer Street Bridge has a fixed span with a clearance of 8 feet.

Anchorage.—A special anchorage is on the west side of the entrance to Fort Point Channel. (See 110.1 and 110.30 (m), chapter 2, for limits and regulations.)

Charles River, on the western side of the harbor between Boston proper and Charlestown, is the approach by water to Cambridge and Watertown. The entrance of the river to the Charlestown Bridge, the first bridge, has a controlling depth of 25.9 feet. A wreck, covered 32 feet, is near the middle of the entrance and an obstruction, covered 13 feet, is near the southern limit of the channel, 240 yards east of the bridge.

Charles River Dam is about 0.55 mile above the entrance to the river. The dam has three locks; the large north lock has a usable length of 300 feet and width of 40 feet with 14 feet over the sill; the other two locks have usable lengths of 200 feet with widths of 25 feet and 6 feet over the sills. An overhead walkway with a monorail beneath it across the downstream end of the locks has a least clearance of 26 feet. A second dam is about 1 mile above the entrance. The dam has a single lock with usable dimensions of 350 feet length and 45 feet width with 17 feet over the sill. The lock is no longer in use and is maintained in the open position. (See 207.10, chapter 2, for regulations governing the use, administration, and navigation of the locks.) The controlling depth between the two dams is 15 feet.

A “no wake” speed limit is enforced between the entrance to Charles River and the Charles River Dam. Charles River above the dams is maintained at a height of 7.2 feet above mean low water. In 1964, it was reported that there was a controlling depth of 15 feet to Arsenal Street Bridge, thence 3 feet for 2 miles to the head of navigation at Galen Street Bridge in Watertown. In 1976, shoaling to 1 foot was reported about 0.5 mile upstream from the Arsenal Street Bridge. In 1979, it was reported that 5 feet could be carried by favoring the north bank. Mariners are advised to use caution while navigating in this area. The river above the dams is used by many yachts and small craft. No toll is charged for passage through the locks. There are four yacht clubs on the river, some college sailing and rowing clubs, a large marina below the dams and two public float landings above the dams. Pumpout facilities are available at Cambridge and Watertown.

Above the upper dam, Charles River is crossed by 12 fixed bridges. The Longfellow Bridge just above

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Boston Commander
1st CG District
Boston, MA
(617) 223-8555
Lateral System As Seen Entering From Seaward on navigable waters except Western Rivers

PORT SIDE
ODD NUMBERED AIDS

- GREEN LIGHT ONLY (2)
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED

- PREFERRED CHANNEL TO STARBOARD
- TOPMOST BAND GREEN
- COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED

- PREFERRED CHANNEL TO PORT
- TOPMOST BAND RED
- COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE
EVEN NUMBERED AIDS

- RED LIGHT ONLY
- FLASHING (2)
- FLASHING OCCULTING
- QUICK FLASHING
- ISO

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

To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/
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.

**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
- Chart and chart related inquiries and comments — http://ocsdata.nrd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
- Chart updates (LNMs 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
- National Data Buoy Center — http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.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

**twitter** — 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.

**NOAA’s Office of Coast Survey**

**The Nation’s Chartmaker**