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

Included Area
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 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.

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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.


(Selected Excerpts from Coast Pilot)

Massachusetts Bay is the body of water lying westward of a line connecting Cape Ann Light on Teacher Island with Race Point Light on the northwestern extremity of Cape Cod, about 38 miles south-southeastward. It includes Boston Harbor and Cape Cod Bay. Between Cape Ann Light and Boston Harbor, 24 miles to the southwestward, the principal harbors are Gloucester, Beverly, Salem, Marblehead, and Lynn, all available to vessels of moderate draft.

New Inlet, on the north side of Fourth Cliff and 2 miles southwest of Scituate Harbor, is the approach to North River and South River.

The inlet had a reported depth of about 10 feet over the bar in 1979. It is marked by a fairway bell buoy off the entrance and by several channel buoys, but the channel is subject to change and is never entered except by small craft with local knowledge. Strangers should not attempt to cross the bar on the ebb with an easterly wind or in heavy seas as waves break across the bar. The bar consists of boulders that are reported to be particularly numerous on the south side of the inlet. A strong current flows out of the inlet during the falling tide.

In 1993, a submerged rock was reported near the center of the channel about 20 yards southwest of Buoy 4. Sand and gravel were formerly shipped from a wharf on the east bank about 1 mile above the mouth of Herring River, a tributary of North River from the north. Uncharted private buoys that are frequently shifted with changing conditions mark the river. In 1979, it was reported that with local knowledge about 4 feet could be carried to the wharf and to a marina in a basin about 0.4 mile above the wharf. The marina boatyard has a 25-ton mobile hoist that can haul out craft up to 60 feet in length for hull and engine repairs, or dry covered or open winter storage. Gasoline, diesel fuel, electricity, water, and a pump-out facility are available at the floats, which have a reported 3 to 6 feet alongside. Ice, provisions, and marine supplies can be obtained at the marina, and restaurants are available nearby.

North River formerly emptied into the sea near Rexhame, but its present outlet dates from the great storm of 1898. The river has been partly cleared of boulders to Hanover, 10 miles above the entrance. The depth to this point is about 2 feet. Local knowledge is advisable to navigate the river. Navigation at spring tides in excess of 9 feet above mean low water is difficult because of flooding of large areas of marshland on either side of the river. The channel to the State Route 3A bridge is partially marked by privately maintained stakes in the summer. There are two marinas at the first highway bridge. The one on the north bank just east of the bridge is principally for outboards; a pump-out facility, a small-craft launching ramp, and a 20-ton crane are at the facility. The marina on the south bank just west of the bridge has gasoline, a pump-out facility, and water available at a float which had 3 feet of water reported alongside and a paved small-craft launching ramp. Outboard boat rental and bait are available.

About 1.5 miles above the first highway bridge, at Kings Landing, is a boatyard. Boats up to 40 feet in length are hauled out on skids for hull and engine repairs or open winter storage. The river has a posted speed limit of 5 miles per hour.

South River, emptying through New Inlet from southward, is used by fishermen and yachtsmen. Humarock is a small village on the beach between South River and the ocean, 1.5 miles southward of New Inlet. Local knowledge of the river channel is advisable to navigate to the town. In 1979, the reported controlling depth was 3 feet from the entrance to the first bridge and thence shoaling to bare about 350 yards above this bridge. In 1985, a sunken wreck was reported in the channel in about 42°08’50”N., 70°42’10”W. A speed limit of 5 miles per hour is posted on the river.

The Marshfield Yacht Club is on the west bank about 0.3 mile above the first highway bridge; a depth of 4 feet is at the float landings. Water and electricity are available at the floats. The harbormaster can usually be found here. There is a boatyard on Littles Creek about 0.5 mile northwestward of the first bridge. Boats up to 40 feet in length are hauled out at high water for dry winter storage and minor repairs.

U.S. Coast Guard Rescue Coordination Center

24 hour Regional Contact for Emergencies

RCC Boston Commander
1st CG District (617) 223-8555
Boston, MA
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.
Note: Chart grid lines are aligned with true north.
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/](http://www.nws.noaa.gov/nwr/)

**Quick References**

- Nautical chart related products and information — [http://www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)
- 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](http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm)
- Tides and Currents — [http://tidesandcurrents.noaa.gov](http://tidesandcurrents.noaa.gov)
- Contact Us — [http://www.nauticalcharts.noaa.gov/staff/contact.htm](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.

NOAA’s Office of Coast Survey  The Nation’s Chartmaker