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 Mariner's 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=13270

(_Selected Excerpts from Coast Pilot_

Traffic Separation Scheme (Boston) has been established in the approach to Boston Harbor. (See charts 13270, 13267, 13246, 13260, and 13200.)

The scheme is composed basically of **directed traffic lanes** each with one-way inbound and outbound traffic lanes separated by a **defined separation zone** and two **precautionary areas**. The scheme is recommended for use by vessels approaching or departing from Boston Harbor, but is not necessarily intended for tugs, tows or other small vessels which traditionally operate outside of the usual steamer lanes or close inshore.

The **Traffic Separation Scheme has been designed to aid in the prevention of collisions at the approaches to major harbors, but is not intended in any way to supersede or alter the applicable Navigation Rules. Separation zones are intended to separate inbound and outbound traffic lanes and to be free of ship traffic, and should not be used except for crossing purposes. Mariners should use extreme caution when crossing traffic lanes and separation zones. (See 167.1 through 167.15 and 167.75 through 167.77, chapter 2, for limits and regulations and Traffic Separation Schemes, chapter 1, for additional information.)

A **precautionary area** is at the junction of Traffic Separation Scheme (Boston) and the Eastern Approach Off Nantucket to Traffic Separation Scheme Off New York. (See U.S. Coast Pilot 2, Atlantic Coast, Cape Cod to Sandy Hook, for a description of Traffic Separation Scheme Off New York. Consult charts 12300 and 13006 for the Off New York Scheme.)

The precautionary area is bounded on the east by a circle with a radius of 15.5 miles centered in 40°35'01"N., 69°59'58"W. and intersected by the Traffic Separation Schemes at points in 40°23'45"N,, 69°13'57"W. and 40°50'28"N., 68°58'40"W., and is bounded on the west by a line connecting the schemes at points in 40°36'46"N., 69°15'08"W. and 40°48'02"N., 69°02'57"W.

The **precautionary area** in the approach to Boston Harbor has a radius of 6.17 miles centered on Boston Lighted Whistle Buoy B (42°22'42"N., 70°46'58"W.), excluding that area of the circle bounded by an imaginary line extending between the outer limits of the inbound and outbound traffic lanes.

The **separation zone** is a 1-mile zone centered in the following positions: (i) 42°20'44"N., 70°39'04"W., (ii) 42°18'17"N., 70°01'08"W., and (iii) 40°49'15"N., 69°00'49"W.

**Deer Island**, on the northwest side of the entrance to Boston Harbor, is about 1 mile long and is joined to the mainland by a fill. A sewage treatment facility with numerous egg-shaped holding tanks is a conspicuous landmark on the south part of the island.

**Deer Island Light** (42°20.4°N., 70°57.3°W.), 53 feet above the water, is shown from a red cylindrical tower on a black cylindrical pier on the outer end of a ledge that extends 0.3 mile southward from the island. A sound signal is at the light.

**Winthrop Head**, about 1 mile northward of the northwestern end of Deer Island, is a 100-foot hill covered with buildings and a tall red, white, and blue standpipe on top which is the most prominent mark in the vicinity. Sewage pump-out is available. **Winthrop Beach** lies along the shore just northward of Winthrop Head. About 0.2 mile off and parallel to Winthrop Beach is a breakwater about 0.4 mile long which is bare several feet at the highest tides and is fairly prominent. Small craft moor behind the breakwater; there are no landings or facilities.

**Great Faun**, the inner part of the shoal ground extending from the southeastern side of Deer Island, is a partly drying flat, marked on its outer part by a buoy which is about 1 mile northeastward of Deer Island Light and 0.3 mile northward of Boston North Channel. **Little Faun**, which uncovers on its inner part, extends 0.5 mile eastward from the southeastern end of Deer Island.

**Finns Ledge**, covered 25 feet, lies on the western side of the entrance to Boston North Channel, the principal approach to the harbor. The ledge, marked by a lighted bell buoy, is at the outer end of shoal ground covered less than 36 feet. The shoal ground extends about 2 miles northeastward from Deer Island. Careful navigation is required in the channel entrance, especially when incoming and outgoing vessels meet.
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

**PORT SIDE**
**ODD NUMBERED AIDS**

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

**PREFERRED CHANNEL**
**NO NUMBERS – MAY BE LETTERED**

- **GREEN LIGHT ONLY**
- **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.
Note: Chart grid lines are aligned with true north.
Boston Harbor

Mundt Projection
Scale 1:25,000 at Lat. 42°18'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

<table>
<thead>
<tr>
<th>PLACE</th>
<th>Height Reference Station of Soundings</th>
<th>Mean Low Water</th>
<th>Mean Lower Low Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston Light</td>
<td>15.9 (15.4-16.0)</td>
<td>3.1</td>
<td>0.5</td>
</tr>
<tr>
<td>Charlestown Light</td>
<td>15.6 (15.1-15.7)</td>
<td>5.0</td>
<td>0.3</td>
</tr>
<tr>
<td>Winthrop Fore River Bridge</td>
<td>15.2 (14.6-15.3)</td>
<td>5.2</td>
<td>0.3</td>
</tr>
<tr>
<td>Commercial Dock</td>
<td>15.2 (14.6-15.3)</td>
<td>5.2</td>
<td>0.3</td>
</tr>
</tbody>
</table>

For Symbols and Abbreviations see Chart No. 1

COGREGS: International Regulations for Preventing Collisions at Sea, 1972.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for sharing purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geodetic positions referred to the North American Datum of 1983 must be corrected an average of 0.012" northward and 1.800" eastward to agree with this chart.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notices to Mariners.

WADING
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.

CAUTION
Improved channels shown by broken lines are subject to shifting, particularly at the margins.
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been dated in this diagram by date and type of survey. Charted maintained to the U.S. Army Corps of Engineers are periodically reviewed and are not shown on this chart. Refer to Chapter 1 United States Coast Pilot.

SOURCE
A 1950 - 2007 NOS Surveys 1st bottom coverage
B1 1990 - 2001 NOS Surveys partial bottom coverage
B2 1970 - 1989 NOS Surveys partial bottom coverage
B3 1940 - 2009 NOS Surveys partial bottom coverage
I 1900 - 1990 NOS Surveys partial bottom coverage
Chart 5072

GRID BROADCASTS
Radio stations listed in weather broadcasts, in typically 25 to 40
inches only, but can be
3-25 162.475 MHz
G-074 162.425 MHz

SECTION CLEARANCES
Anchors do not
local position, unless
unavailable for the entire
space.

NOTE 2
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 by install a holding tank. Regulations for the NDZ are contained in this U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) website: http://www.epa.gov/\nwww/wastewaterregulations/vessel_sewage

Nautical MILES
1000
1500
2000
Yards
1 2 3 4 5 6 7 8 9 10

NOTICE TO MARINERS
Year-round small-\ndaytime only, at
Pilot Boats under\nreach 100' & 2.5 N.\nBoat and Level

PHI
Traffic within the MZ\noperating behavior for\ntraffic lanes. Maintain\ngenerating within that.\nRecommended the\napproach to Boston.
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
- Chart and chart related inquiries and comments — http://ocsdata.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
- 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

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