

Boston Inner Harbor

Chart 13272

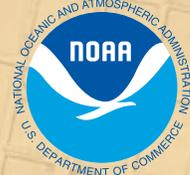
BookletChart

Commemorative Edition – June, 2012

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
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker



United States – East Coast MASSACHUSETTS BOSTON INNER HARBOR



2012-2015
"Our Flag Was Still There"

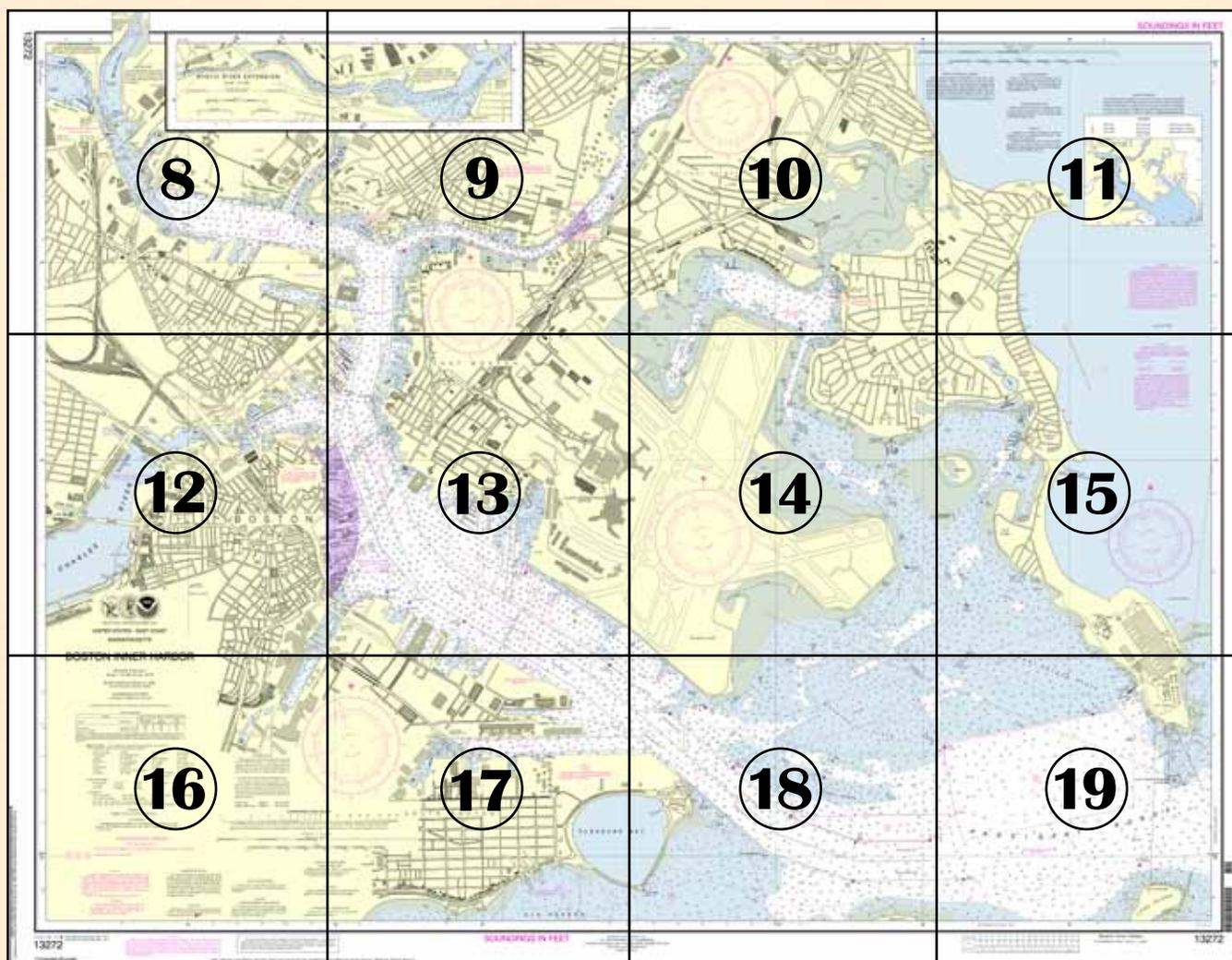
NOAA is proud to join with the nation's ports, the U.S. Navy, and OpSail, to celebrate the bicentennial of the War of 1812, a pivotal time in our nation's history.

This special commemorative BookletChart, which adds event berthing areas, historical background, and images to NOAA's regular BookletChart, can be downloaded for printing on any home printer. 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.

For the latest information, please check in regularly at nauticalcharts.noaa.gov/WarOf1812.



The chart on the cover is titled Map of Boston in the State of Massachusetts, published in 1814 by John Grove Hales.



Boston, the U.S. Navy, and the War of 1812

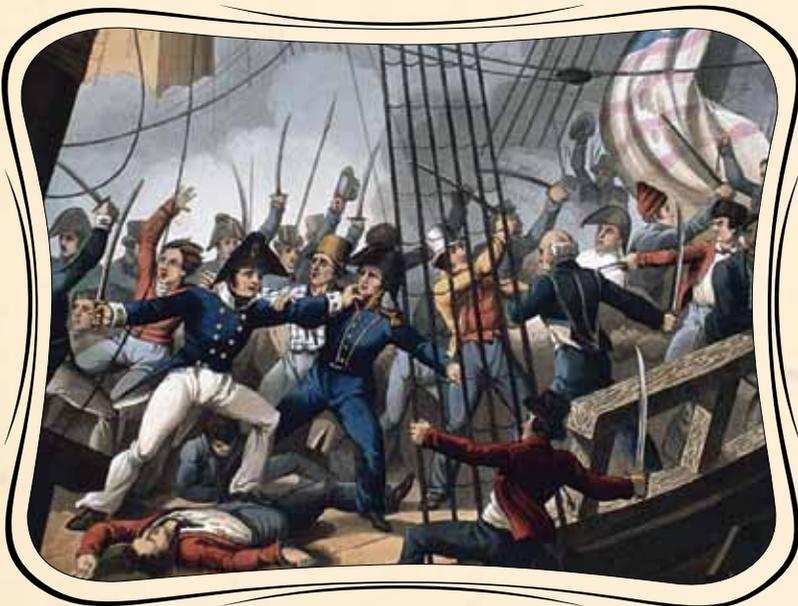
On the eve of the War of 1812, even before the United States Congress declared war against the United Kingdom, the federal government recognized that Boston would play a crucial role in the conflict. The city would augment the nation's sea power as a naval base, a source of naval recruits, and a depot of naval supplies. Commodores John Rodgers and Stephen Decatur of the United States Navy independently recommended Boston as a naval base. The narrowness of the entrance to the harbor made the city highly defensible, and, in fact, the commander of the British North America Station believed it would require at least 12,000 ground troops to capture the city.

During the war, Boston and the Charlestown Navy Yard served as homeport for the city's beloved "Old Ironsides," the frigate *Constitution*, which had been launched from a private Boston yard in 1797 and earned fame and its nickname during the war. The U.S. frigates *Chesapeake*, *Congress*, *President*, and *United States* also used Boston as a base in the course of the war. One of the Navy's first ships of the line, *Independence*, launched from the Charlestown Navy Yard, and the U.S. sloop of war *Frolic* was built in a private yard in Boston during the war. Boston merchants purchased the armed schooner *Commodore Hull*, originally built as a privateer, and loaned it to the Navy for coastal convoy escort to protect commercial shipping from depredations by British privateers.

The British Admiralty recognized that the winter climate, with its promise of violent winter storms from November to March, would challenge any blockading squadron. Sure enough, the British struggled to maintain a naval blockade of Boston and regretted their frequent failures when American warships, singly or in whole squadrons, slipped through the cordon of Royal Navy ships. When Captain James Lawrence sailed *Chesapeake* directly from Boston Harbor into combat with the blockading HM frigate *Shannon* rather than escape into the open ocean, he lost the battle, his life, and his ship but earned immortal fame with his battle cry, "Don't give up the ship!"



Captain James Lawrence.
(U.S. Naval Academy Museum)



Officers and crew of HMS *Shannon* boarding and capturing USS *Chesapeake*, June 1, 1813.
(Naval History & Heritage Command)

Naval supplies freighted from Boston to the forces fighting on Lake Ontario helped ensure that the U.S. Navy's ships there were adequately armed and fitted out to meet the enemy in battle. Sailors from navy ships at the Charlestown Navy Yard and those recruited at naval rendezvous in Boston transferred to the Great Lakes in 1813 and served at the victorious Battle of Lake Erie, preserving the states of the Old Northwest for the United States. Sailors similarly recruited at Boston in 1814 helped win the Battle of Lake Champlain, causing the precipitous retreat of the invading army and ensuring that the United States had a strong negotiating position at the peace talks that led to the Treaty of Ghent of Christmas Eve, which ended the war. Major General Samuel Smith. When Fort McHenry did not capitulate quickly to the bombardment, the British admiral realized his squadron would suffer too many casualties from solid American defenses. He decided that the Royal Navy could not support the army in a two-pronged attack on Baltimore, and ended the expedition.

Boston and the U.S. Coast Survey

In 1807, losing ships to accidents in U.S. coastal waters was a common occurrence. The young nation needed nautical charts, so President Thomas Jefferson signed a law authorizing the Survey of the Coast. The Survey would measure water depths, establish a spatial reference system from which we determine location, and produce the nation's navigational charts.

At the same time, relations between the United States, England, and France grew contentious, and Jefferson instituted an economic embargo against the countries. The unsettled international climate, with the U.S. recalling American seamen and effectively terminating the American merchant marine and international trade, delayed the Survey of the Coast for the rest of the Jefferson Administration.



Preliminary Chart of Stellwagen's Bank, Massachusetts Bay, 1855
(NOAA Office of Coast Survey Historical Chart Collection)

Jefferson's successor, James Madison, reinstated the Survey and sent Hassler to Great Britain in late 1811 to procure survey instruments. President Madison declared war on Great Britain eight months after Hassler's arrival in London, and Hassler was unable to return to the U.S. until 1817. When he came back, he brought equipment and some of the best experts in Europe with him.

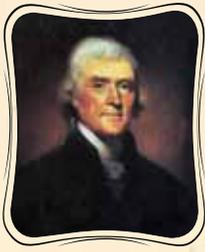
In 1843, Alexander Bache, a great-grandson of Benjamin Franklin and a great scientific mind in his own right, became the Superintendent of the U.S. Coast Survey and deployed surveyors to various sections of the U.S. coastline.

By the end of 1860, Coast Survey had made well over 150 discoveries of hazards to navigation or new channels for faster (and safer) sailing. Perhaps the most surprising discovery of this era was made during a regular hydrographic survey in 1854. Lieutenant Commanding Henry Stellwagen, U. S.

N., Assistant in the Coast Survey, discovered a bank that he considered essential to navigators. "The knowledge of it will highly benefit commanders of vessels bound in during thick weather, by day or night," he reported. Today, the Gerry E. Studds Stellwagen Bank National Marine Sanctuary, at the mouth of Massachusetts Bay, is the largest marine conservation area in the world. It is still used by vessels of all kinds, from sailboats to the largest, ocean-going freighters.

Today, America's coastal waters remain as central to the nation's prosperity as they were 200 years ago. Mariners still rely on NOAA's Coast Survey navigational charts, constantly updated with the accuracy and precision needed to protect life and property. Over 30,000 historical maps and charts are online for your exploration, at nauticalcharts.noaa.gov/history

NOAA's Navigation Services serve American communities coast to coast



President Thomas Jefferson founded the U.S. Coast Survey in 1807 and tasked it with creating charts of the nation's coastal waters so America's young shipping industry could thrive. Today, America's coastal waters remain as central to the nation's prosperity as they were 200 years ago, and NOAA's Coast Survey is still making the nation's charts.

The nation's economy depends on a robust and reliable marine transportation system. From America's agricultural communities – whose farm exports reached a record \$136.3 billion in 2011 – to the 13 million people with jobs that rely on commercial ports, to the 10 million Americans who take a cruise every year, businesses and families everywhere rely on a safe, efficient, and dependable marine transportation system. The ships and ports that are charged with the safe transport of people and products, in turn, rely on the critical informational infrastructure and services provided by NOAA's Navigation Services.



Stay safe with NOAA nautical charts

Recreational boaters, unlike commercial mariners, are not required to carry nautical charts. As coastal waterways grow more crowded, however, smart boaters use the latest nautical charts, updated by NOAA with the precision and accuracy that mariners rely on. Obtaining the latest chart is easier than ever. It can be as easy as clicking a link. www.nauticalcharts.noaa.gov/staff/charts.htm

Plan for fun and safety at the Bicentennial War of 1812 events

Special commemorative charts and posters: www.nauticalcharts.noaa.gov/WarOf1812/

Event calendars and websites: www.ourflagwasstillthere.org/events.html

nowCoast marine observations: nowcoast.noaa.gov

Marine weather forecasts: www.nws.noaa.gov/om/marine/home.htm

Tides and Currents: <http://www.ourflagwasstillthere.org/events.html>

Buoy observations: www.ndbc.noaa.gov

NOAA's mission is to understand and predict changes in the Earth's environment, from the depths of the ocean to the surface of the sun, and to conserve and manage our coastal and marine resources.

Visit us online at www.noaa.gov, or on Facebook at www.facebook.com/usnoaagov.

Follow NOAA's Office of Coast Survey on Twitter @nauticalcharts.



2012-2015
"Our Flag Was Still There"

This BookletChart is published by
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
nauticalcharts.noaa.gov

Q What are nautical charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, and other aids to navigation. The information promotes safe and efficient navigation.

Chart carriage is mandatory on the commercial ships that carry goods to and from America's shores. They are also used on every Navy and Coast Guard ship, fishing boats, and passenger vessels. Smart recreational boaters also carry nautical charts.

Q What is a BookletChart?

The BookletChart helps recreational boaters locate themselves on water. It has been reduced in scale for convenience, but otherwise contains all the information

of the full-scale nautical chart. (This special commemorative edition also contains event and historical information not available on full-scale charts.) The bar scales are reduced, but accurately measure distances. (See the note at the bottom of page X for the reduction in scale applied to this chart. Whenever possible, use the official full-scale NOAA nautical chart for navigation. Check your local marine store, or go to nauticalcharts.noaa.gov for a list of chart agents. This BookletChart does not fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Q 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. NOAA has made additional chart corrections in advance of their publication in a Notice to Mariners. Coast Pilot excerpts are not updated from the time of publication.

Excerpts from U.S. Coast Pilot 1, chapter 11

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).

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.

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. The controlling depth between the two dams is 15 feet.

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.

Little Mystic Channel is a slip about 0.5 mile long 0.2 mile south-southeast of the mouth of the Mystic River at Charlestown. Midchannel depths above the 35-foot dredged berth range from 29 feet just east of the highway bridge to 11 feet covering a wreck nearly 0.2 mile westward of the bridge. A wreck, covered 18 feet, is just eastward of the bridge in the middle of the channel. The fixed highway bridge over the channel has a clearance of 9 feet. The horizontal clearance in the channel is limited to 75 feet due to the remains of the approaches of the former Chelsea Street Bridge immediately downstream.

Chelsea River, locally known as Chelsea Creek, emptying into Boston Harbor from eastward between East Boston and Chelsea, is the approach to important wharves and facilities, and to the city of Revere at the head, 2.6 miles above the entrance.

In 2005-2008, the controlling depth in Chelsea River was 32.4 feet (37.4 feet at midchannel) to just past the Chelsea Street Bridge, thence 37.1 feet to the basin about 0.6 mile above the Chelsea Street Bridge, thence 36.3 feet in the basin.

Mystic River, which empties into Boston Harbor opposite Chelsea River, is the approach by water to the towns of Medford and Malden.

In 2005-2008, the midchannel controlling depth in the dredged channel was 22.3 feet to within 200 feet of the Malden Bridges, thence in 1975, 11 feet (14 feet at midchannel) to about 850 feet above the bridges, thence 6 feet to the Amelia Earhart Dam; thence in 1975, 6 feet for about 400 feet upstream of the dam, thence in 1975-1976, 6 feet from about 100 feet upstream of the MBTA bridge for about 0.2 mile above the Wellington Bridge, thence in 1976, 4 feet to the Craddock Bridge, about 4.4 miles above the entrance.

A large marina is on the north bank of the river, just westward of the railroad bridge. Gasoline, water, ice, marine supplies, storage facilities, a small-craft launching ramp, and a 15-ton mobile hoist are available; hull, engine, and electronic repairs can be made. There are two yacht clubs on the river above the mouth of the Malden River: the Winter Hill at Somerville and the Riverside at Medford. The Chelsea Yacht Club is on the north bank on the east side of the Mystic River-Tobin Memorial Bridge. Gasoline, diesel fuel, water, and electricity are available at the floats, which have 30 feet alongside.

Table of Selected Chart Notes

Pump-out facilities

NOTE B
An Act of Congress, Public Law 90-312, declared the waterfront area shown in magenta to be nonnavigable.

HEIGHTS
Heights in feet above Mean High Water.

Corrected through NM May 14/11
Corrected through LNM May 3/11

NOTE D CAUTION
Area is open to unrestricted surface navigation but all vessels are to use extreme caution not to anchor within Tunnel Areas.

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

PLANE COORDINATE GRID
(based on NAD 1927)
Massachusetts State Grid is indicated by dashed ticks at 5,000 foot intervals thus: ---
The last three digits are omitted.

Mercator Projection
Scale 1:10,000 at Lat. 42°22'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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.

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

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.

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which 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 0.351" northward and 1.819" eastward to agree with this chart.

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

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.

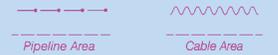
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

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
Essex Marine, MA WNG-574 162.425 MHz

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.nod.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

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/.

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.

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

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.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

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.

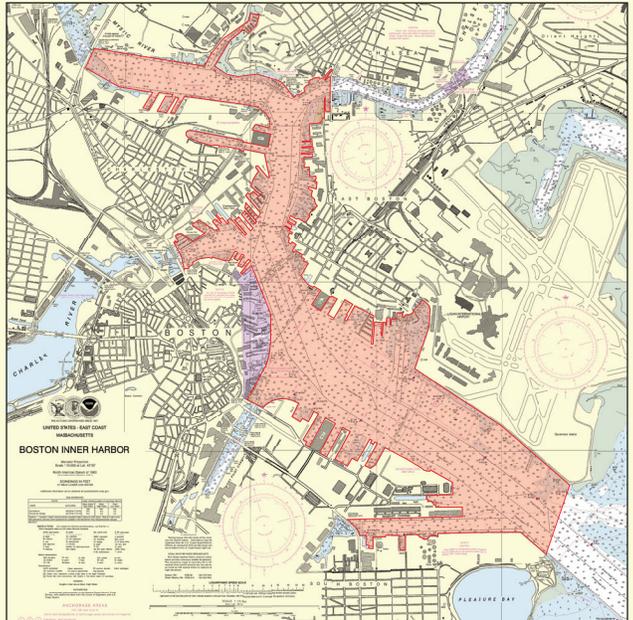
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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
Charlestown	(42°22'N/71°03'W)	10.2	9.8	0.3
Chelsea St. Bridge	(42°23'N/71°01'W)	10.3	9.9	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://tidesandcurrents.noaa.gov>. (Mar 2011)

BOSTON WAR OF 1812 COMMEMORATIVE BOOKLETCARTS
A special local regulation establishes a regulated area to include all waters of the Boston Inner Harbor. This area is defined as the waters west of a line drawn from the monument at Castle Island to the Logan Airport Security Zone Buoy "24" to shore; including the Reserved Channel to the Summer Street retractable bridge, the Charles River to the Gridley Locks, the Mystic River at the Alford Street Bridge, and the Chelsea River to the McArdle Bridge. This regulated area will be enforced from 9 a.m. on June 29, 2012 through 6 p.m. on July 6, 2012.



From 9 a.m. on June 29, 2012 through 6 p.m. on July 6, 2012 vessel control measures will be implemented in the Boston Inner Harbor. During the effective period, vessel operators transiting through the regulated area shall proceed in a counter-clockwise direction at no wake speeds not to exceed five knots, unless otherwise authorized by the Captain of the Port. Vessel operators shall comply with the instructions of on-scene Coast Guard patrol personnel. Vessel operators transiting the regulated area must make way for all deep draft vessel traffic underway in the regulated area.

From 9 a.m. on June 29, 2012 through 6 p.m. on July 6, 2012 25-yard safety and security zones will be established around all moored official War of 1812 event participants, all moored U.S. military vessels under 100-feet, and all foreign military vessels within the Captain of the Port Zone Boston. No person or vessel may enter, transit, anchor or otherwise move within the security zones unless granted permission to do so by the COTP Boston or the designated on-scene representative.

On July 4, 2012 from approximately 10 a.m. to 2 p.m. while the USS Constitution and USCGC Eagle are underway there will be a 300-yard moving safety and security zone around both vessels. During this time the safety and security zone will supersede any designated traffic patterns associated with the War of 1812 Bicentennial Commemoration marine events. No person or vessel may enter the safety and security zone unless granted permission to do so by the COTP Boston or the designated on-scene representative.

When within 500-yards of a U.S. naval vessel greater than 100-feet, all boaters, both commercial and recreational, shall operate at the minimum speed necessary to maintain a safe course. In addition, boaters must comply with all direction given by the Coast Guard or the naval vessel inside the 500-yard zone. No vessel or person may approach within 100-yards of the naval vessel unless authorized by the Coast Guard or the naval vessel. Violations of the Naval Vessel Protection Zone are a felony offence, punishable by up to 6-years in prison and/or up to \$250,000 in fines.

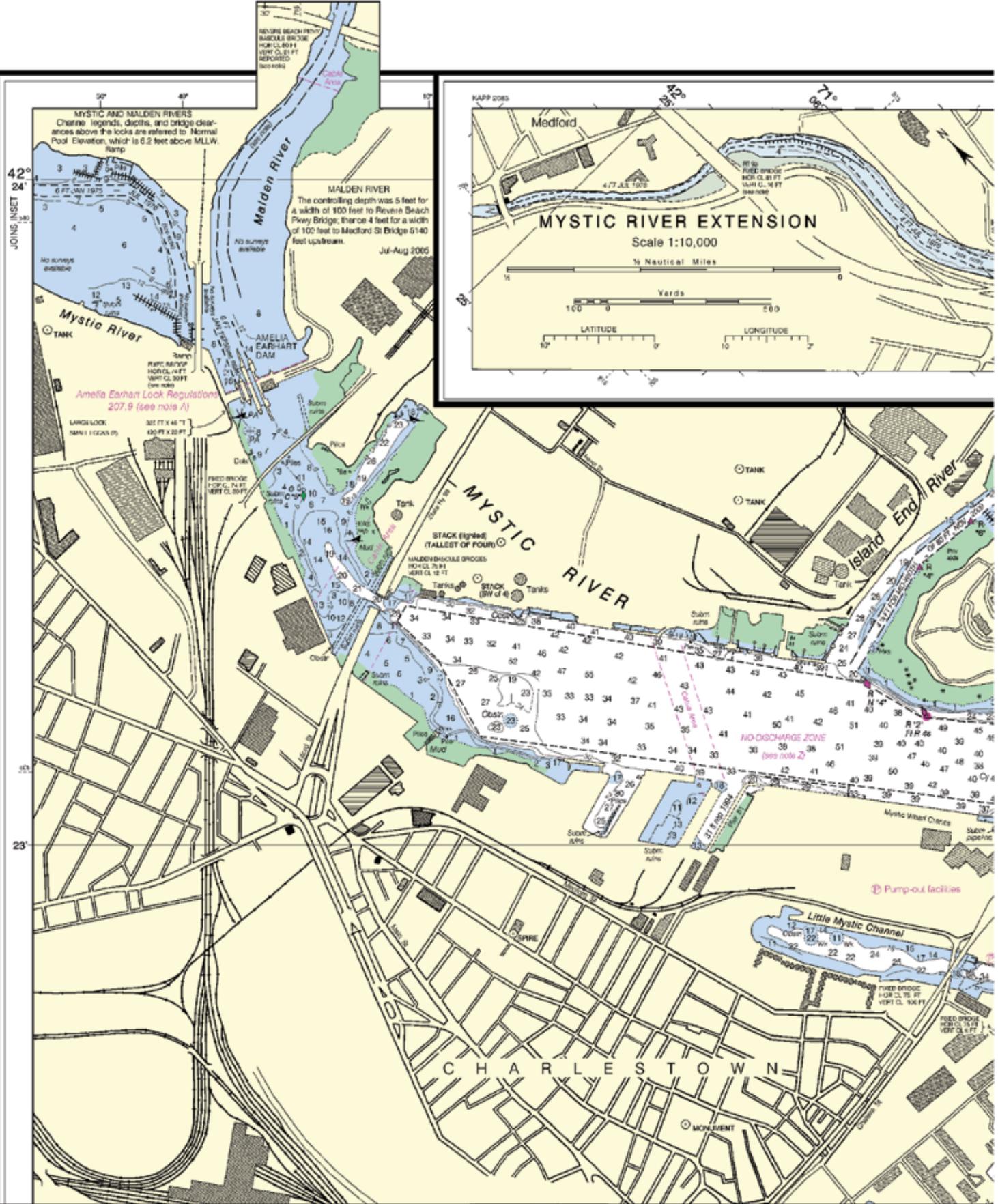
Reference the complete list of regulations online at:
<http://www.gpo.gov/fdsys/pkg/FR-2012-04-03/html/2012-7917.htm>



For a complete list of events visit the Harbor Fest website:
<http://www.bostonharborfest.com/dailyevents.html>



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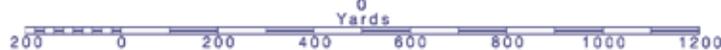


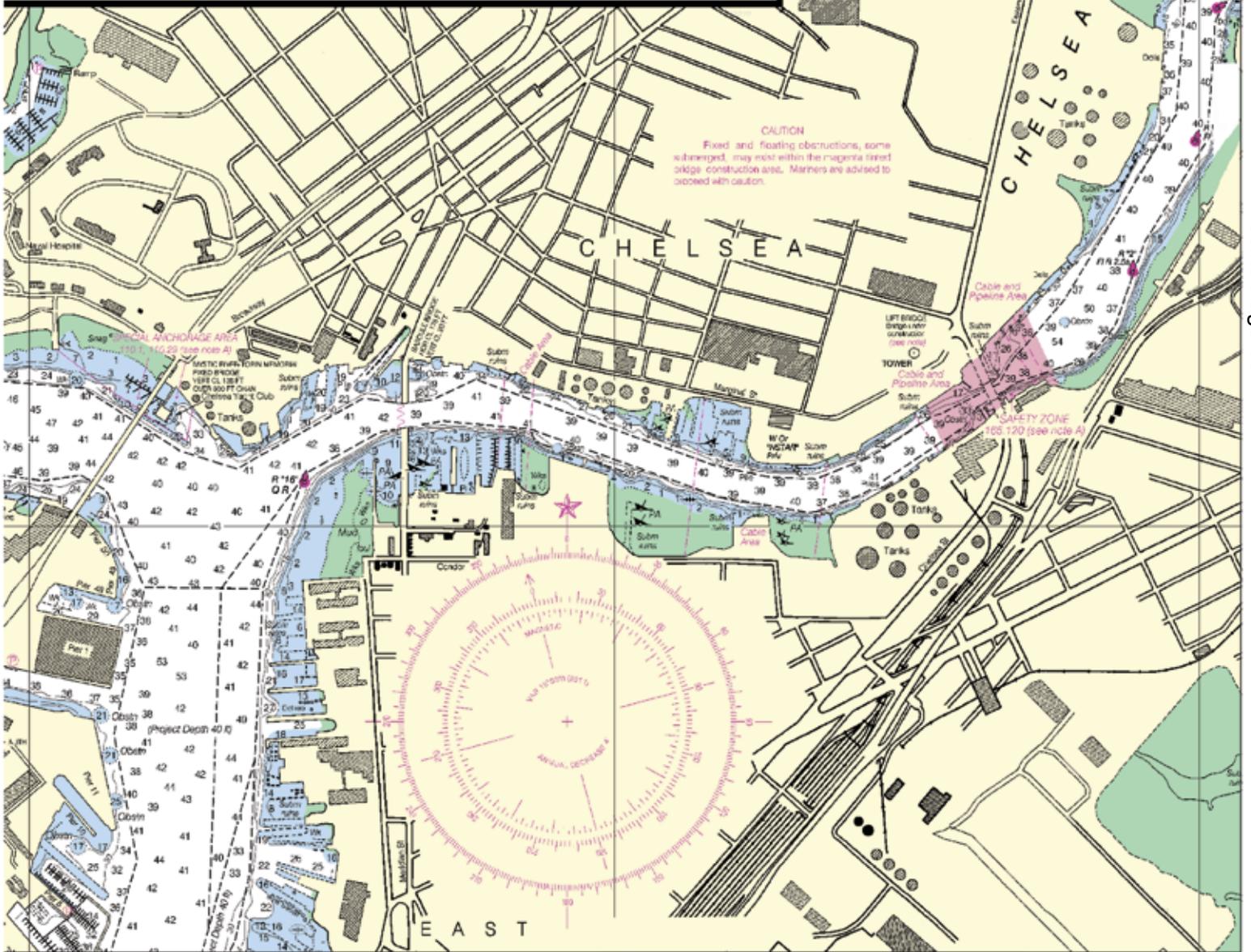
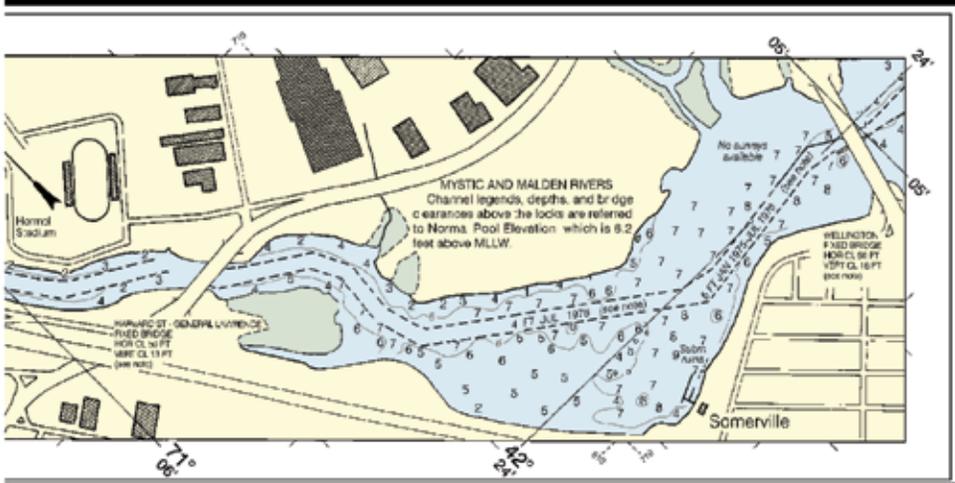
Joins Page 12

Printed at reduced scale.

SCALE 1:10,000

See Note on Page 9

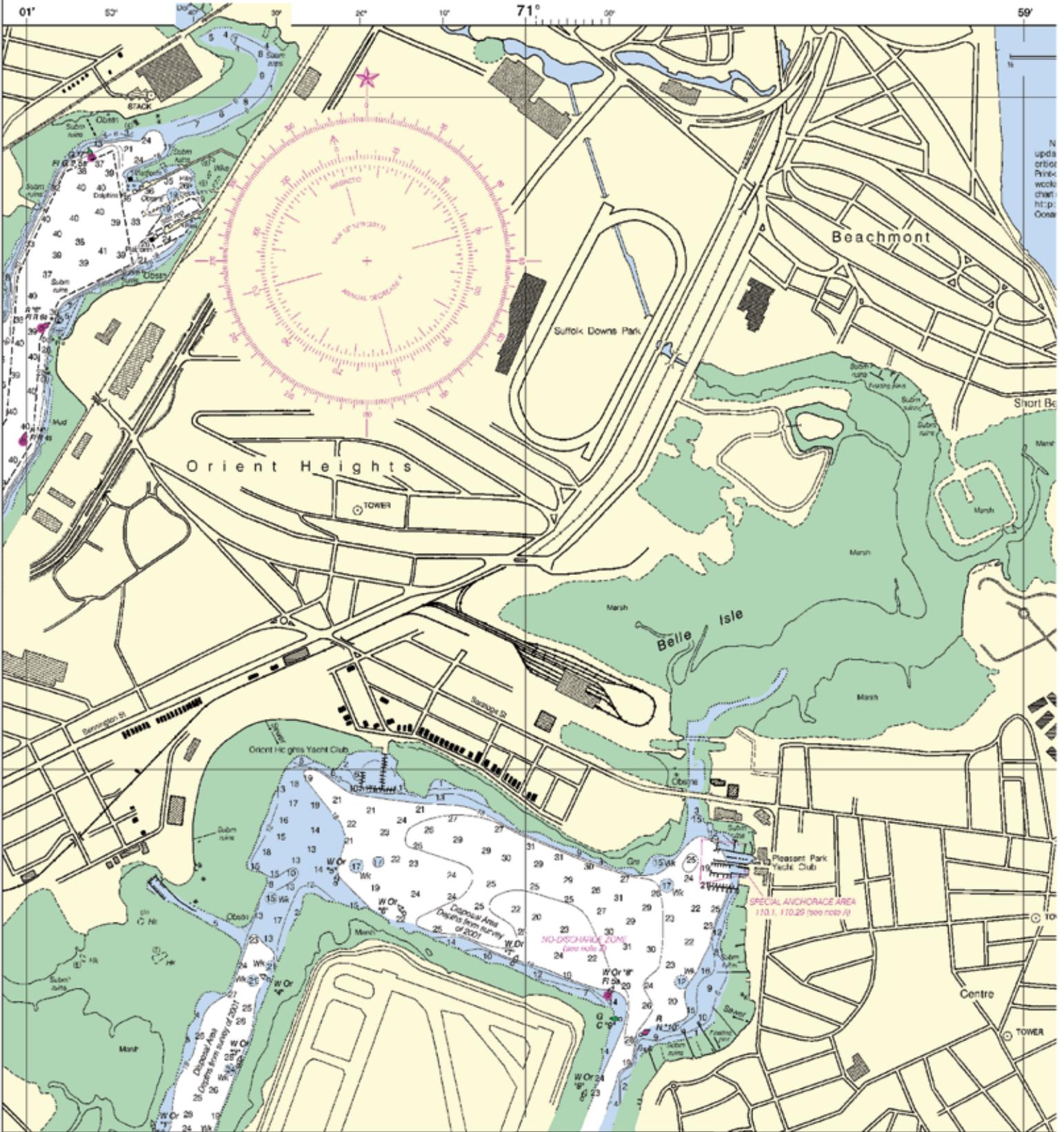




Joins Page 10

Joins Page 13

This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:14286. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Joins Page 14

Printed at reduced scale.

SCALE 1:10,000

See Note on Page 9

Nautical Miles

Yards



10

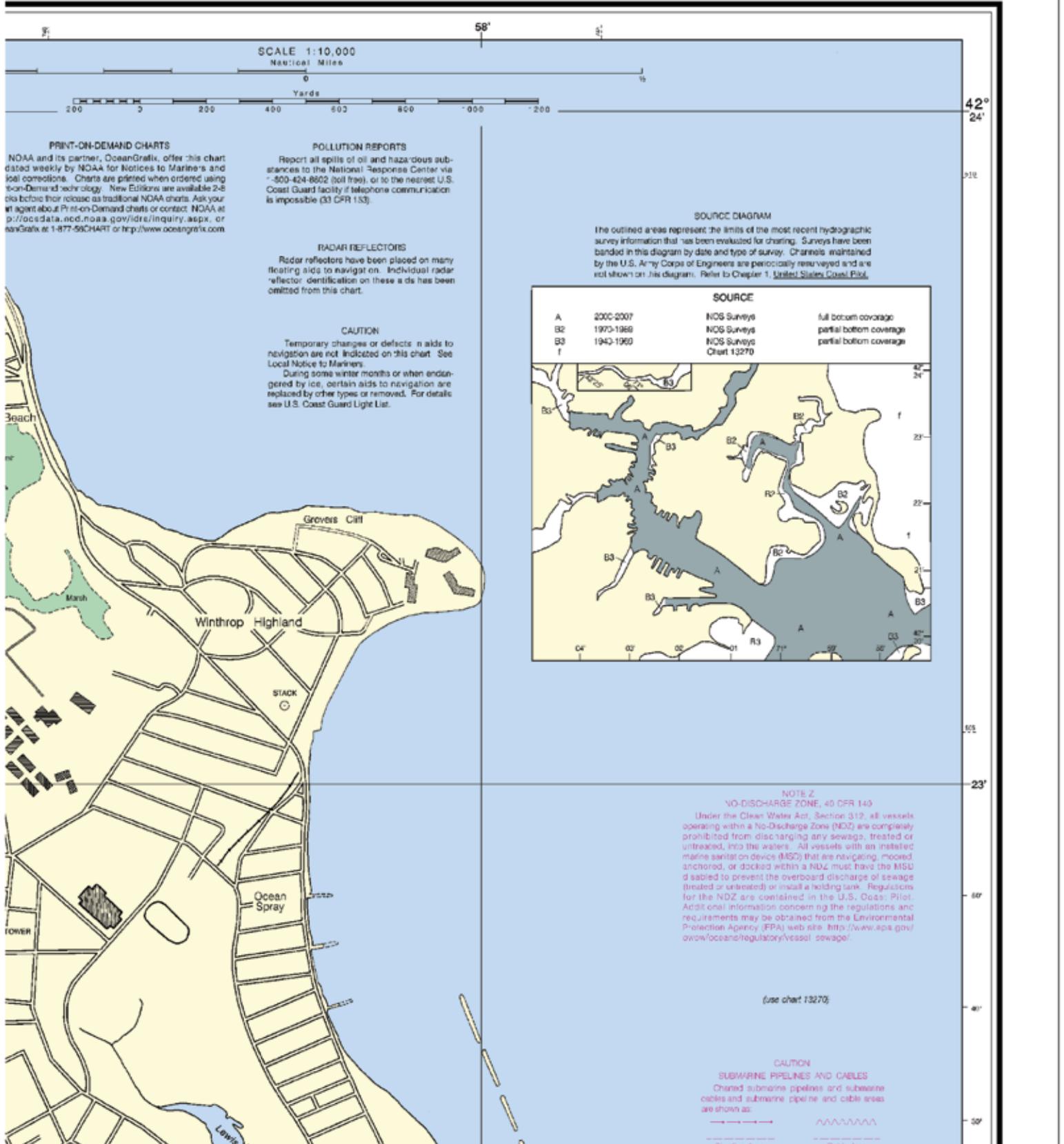
North



Joins Page 9

N
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SOUNDINGS IN FEET



Joins Page 15

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 4811 11/29/2011,
 NGA Weekly Notice to Mariners: 5011 12/10/2011,
 Canadian Coast Guard Notice to Mariners: 0711 7/29/2011.

Participating Vessel Berthing Areas

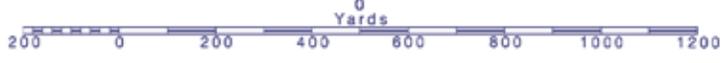


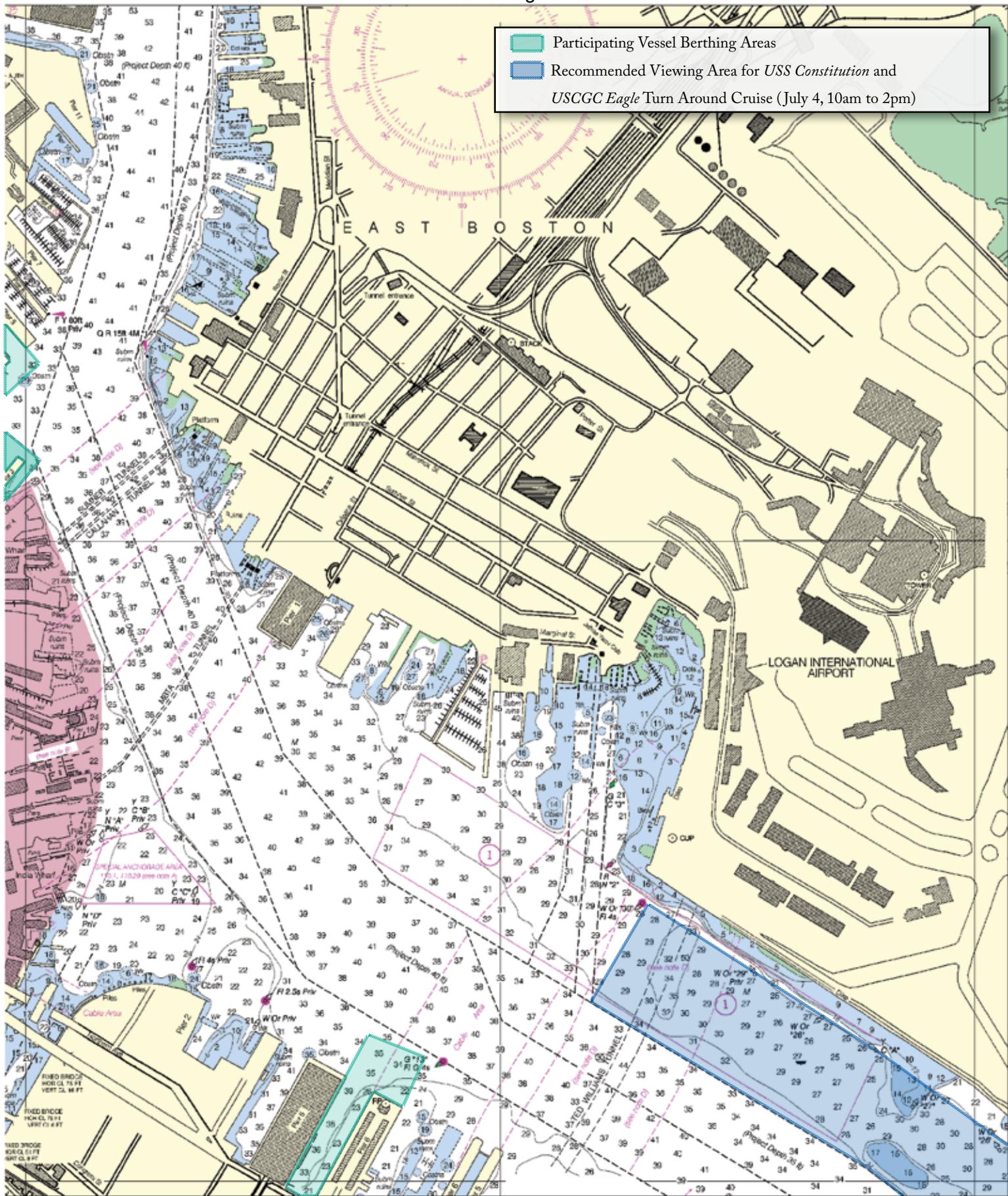
UNITED STATES - EAST COAST
MASSACHUSETTS

BOSTON INNER

Joins Page 16

Printed at reduced scale. SCALE 1:10,000 Nautical Miles See Note on Page 9





Participating Vessel Berthing Areas
 Recommended Viewing Area for USS Constitution and USCGC Eagle Turn Around Cruise (July 4, 10am to 2pm)

Joins Page 14

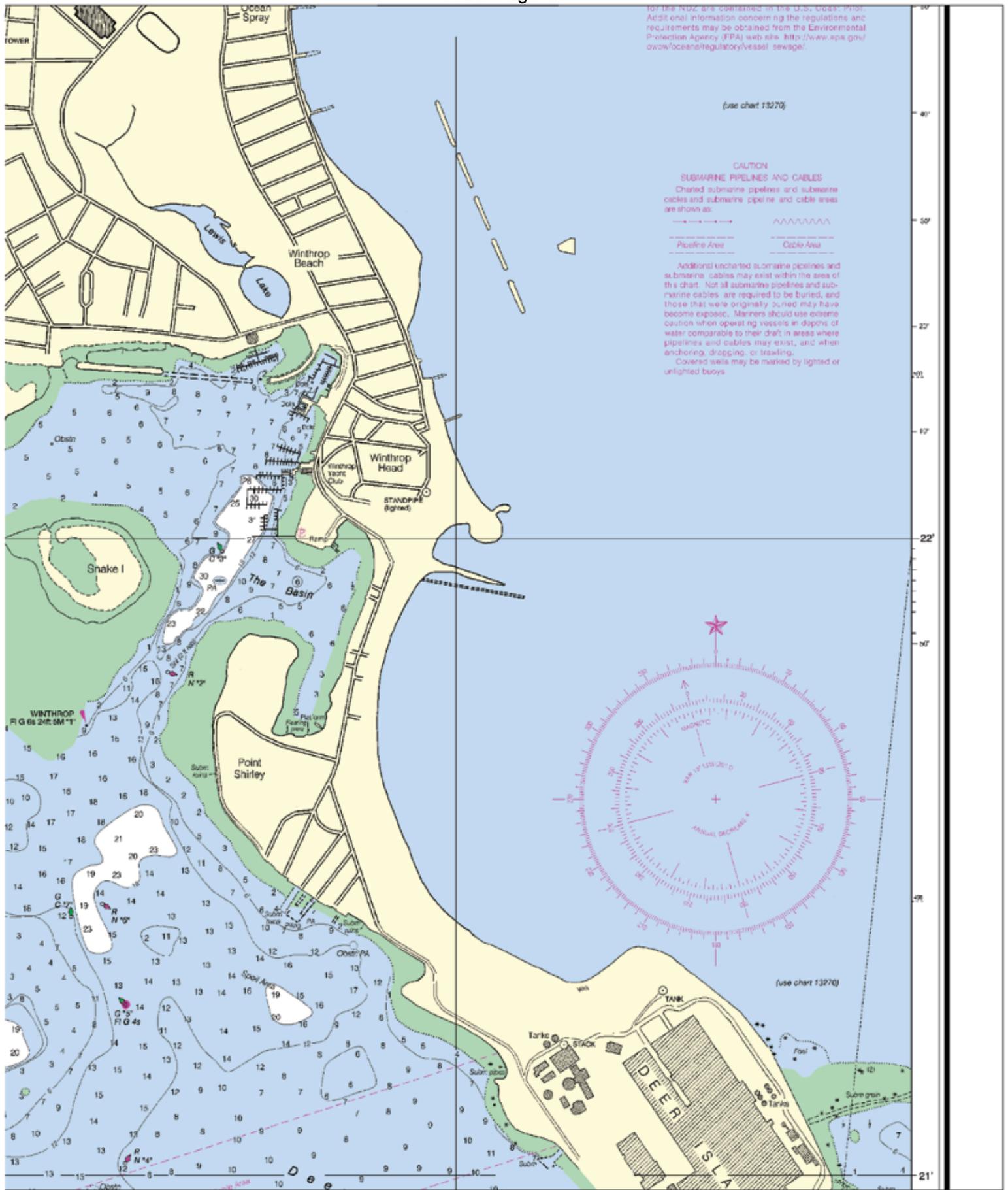


Printed at reduced scale. SCALE 1:10,000 Nautical Miles See Note on Page 9



Joins Page 13







UNITED STATES - EAST COAST
MASSACHUSETTS

BOSTON INNER HARBOR

Mercator Projection
Scale 1:10,000 at Lat. 42°22'

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				
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Charlestown	(42°22'N/71°03'W)	feet 10.2	feet 9.3	feet 0.3
Chelsea St. Bridge	(42°23'N/71°01'W)	feet 10.3	feet 9.3	feet 0.3

Depth (-) located in datum column indicates uncharted data values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Mar 2011)

- ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)
- Aids to Navigation** (lights are white unless otherwise indicated):
- ALHO aerobuoy
 - A alternating
 - B black
 - Bn beacon
 - C can
 - FA diaphane
 - F float
 - R flashing
 - Boiler characteristics:
 - Bk boulders
 - bk broken
 - Cy clay
 - Miscellaneous:
 - AU authorized
 - ED obsolete doubtful
 - Wk wreck, rock, obstruction, or shoal, except: depth to the depth indicated.
 - (?) Rocks that cover and uncover with heights in feet above datum of soundings.
- 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, and U.S. Coast Guard.

ANCHORAGE AREAS

110.135 (see note A)

Limits and designations of anchorage areas are shown in magenta.

GENERAL ANCHORAGE

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.

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.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which 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 0.361' northward and 1.819' eastward to agree with this chart.

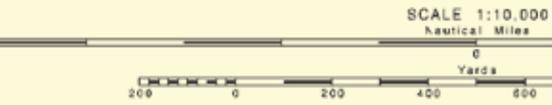
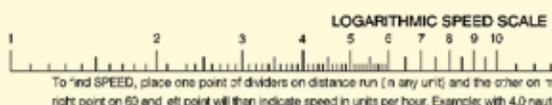
CAUTION

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

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 Office as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOAA WEATHER RADAR 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
- Essex Marine, MA WNG-574 162.425 MHz



PLANE COORD
(based on N Massachusetts State dashed ticks at 5,000 feet The last three digits are

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

CAUTION
BASELISSE BRIDGE OF FRANCIS
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION
Improved channels are subject to shoaling, partic

SUPPLEMENTAL
Consult U.S. Coast supplemental information

51st Ed., May /11 ■ Corrected through NM May 14/11
Corrected through LNM May 3/11

13272

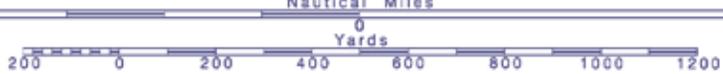
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the cases shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

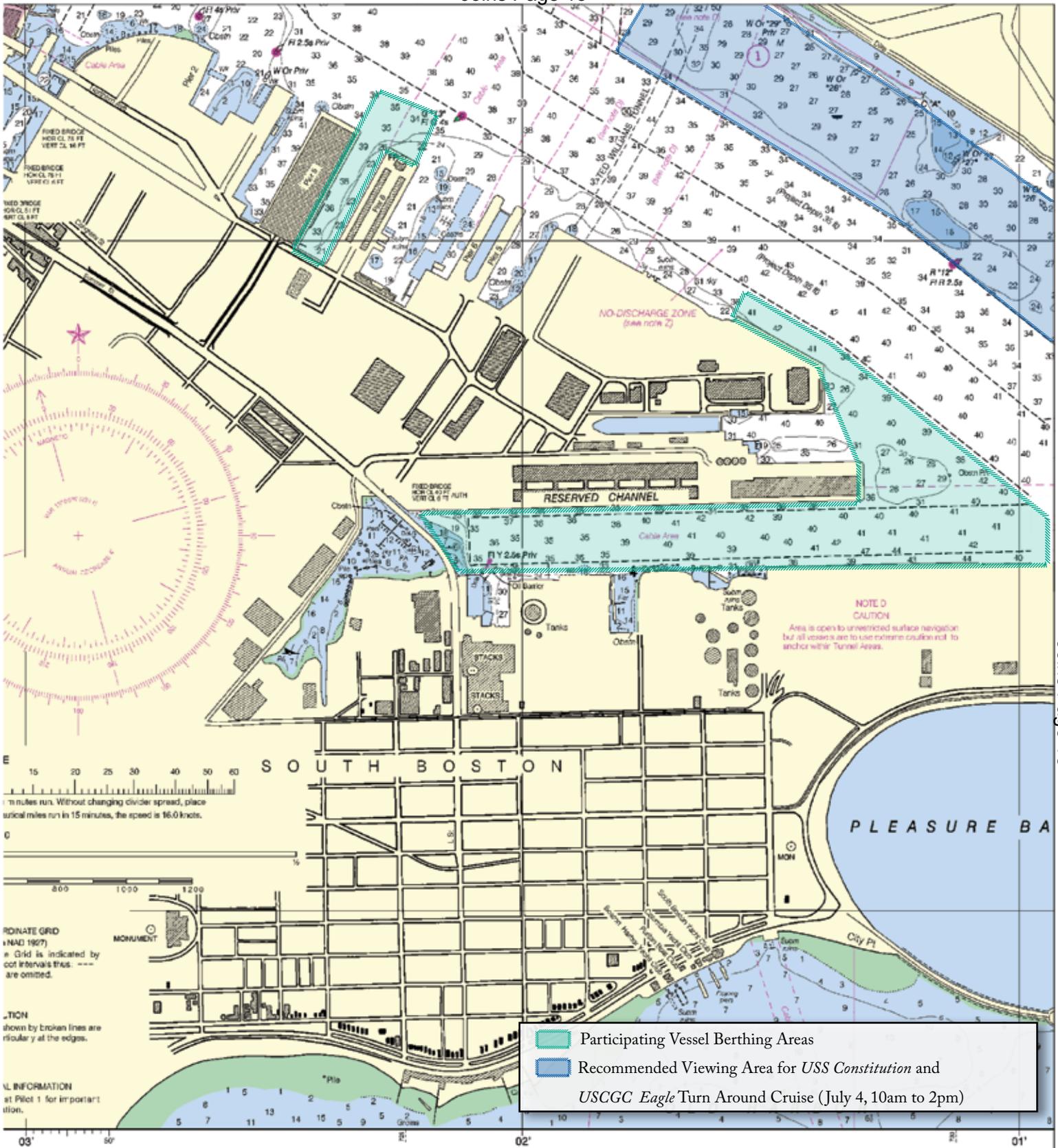
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief Marine Chart Division (NCS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3882.

16



Printed at reduced scale. SCALE 1:10,000 Nautical Miles See Note on Page 9



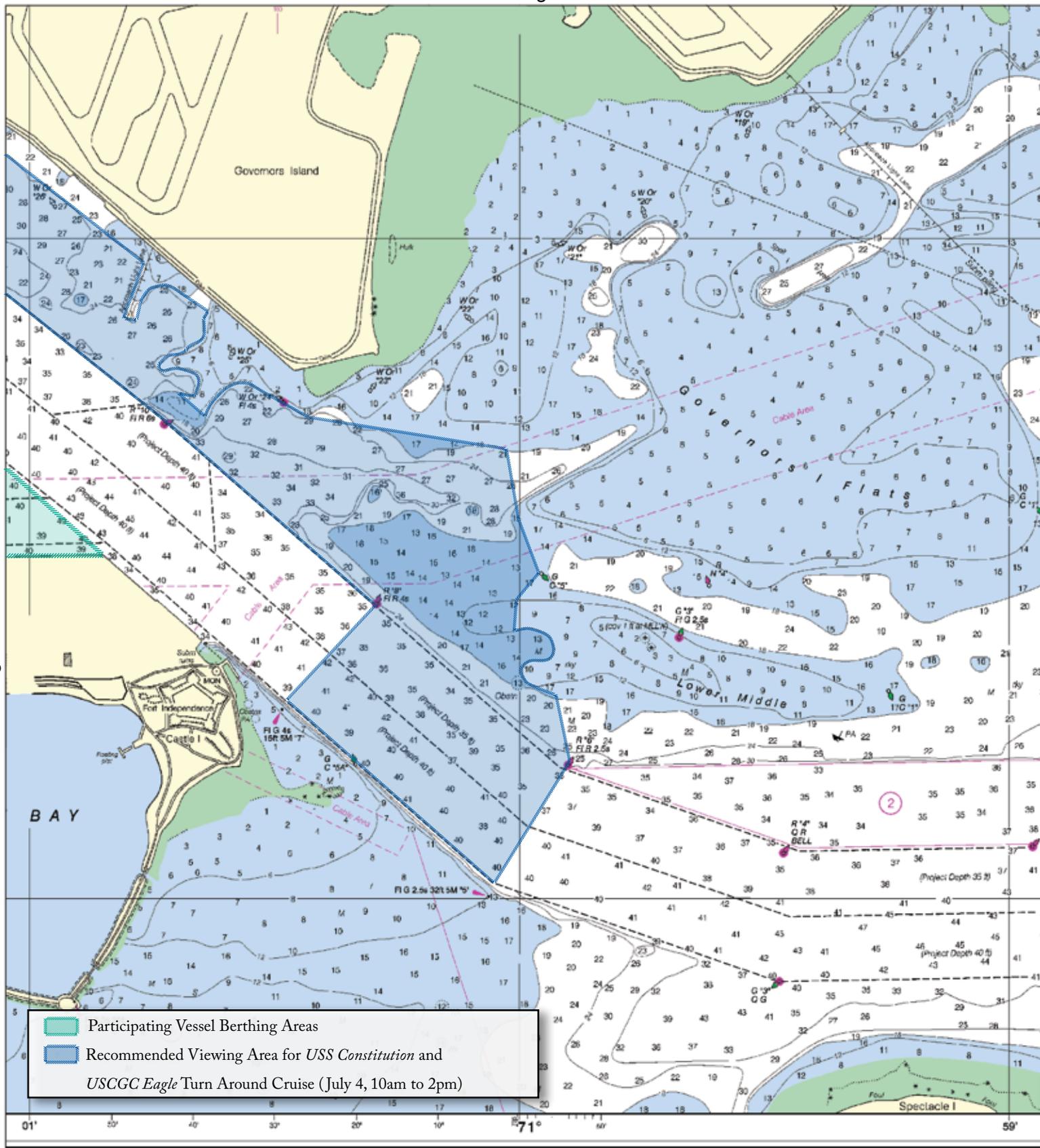


Joins Page 18

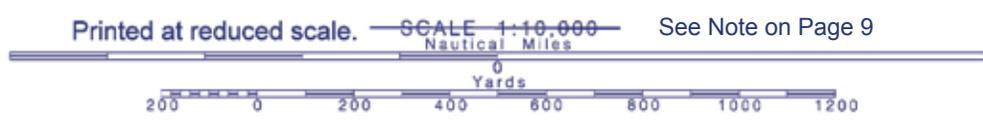
Participating Vessel Berthing Areas
 Recommended Viewing Area for *USS Constitution* and *USCGC Eagle* Turn Around Cruise (July 4, 10am to 2pm)

SOUNDINGS IN FEET

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



Washington, D.C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 OCEAN SERVICE
 HYDROGRAPHIC SURVEY



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.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.nauticalcharts.noaa.gov

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.oceangrafix.com

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.nauticalcharts.noaa.gov

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-references digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.nauticalcharts.noaa.gov

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be

6. Release transmit button.

7. Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Mobile Phones — Call 911 for water rescue.

Coast Guard Group Boston 617-223-3201 / 3208

Coast Guard Station Boston 617-223-3224

Massachusetts Environmental Police 800-632-8075

Coast Guard Atlantic Area Cmd 757-398-6390

NOAA Weather Radio (MHz) — 162.400, 162.425, 162.450, 162.475, 162.500, 162.525, 162.550

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. Respond to distress signals, but do not endanger yourself.

downloaded from NOAA for free and printed from www.nauticalcharts.noaa.gov/bookletcharts

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side and safety, boating and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are nine text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.nauticalcharts.noaa.gov

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. www.nauticalcharts.noaa.gov/viewer

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. www.nauticalcharts.noaa.gov/mcd/ccatalogs.htm

Internet Sites

www.nauticalcharts.noaa.gov

www.noaa.gov

www.tidesandcurrents.noaa.gov

www.nos.noaa.gov