

BookletChart™

Ipswich Bay to Gloucester Harbor

NOAA Chart 13279

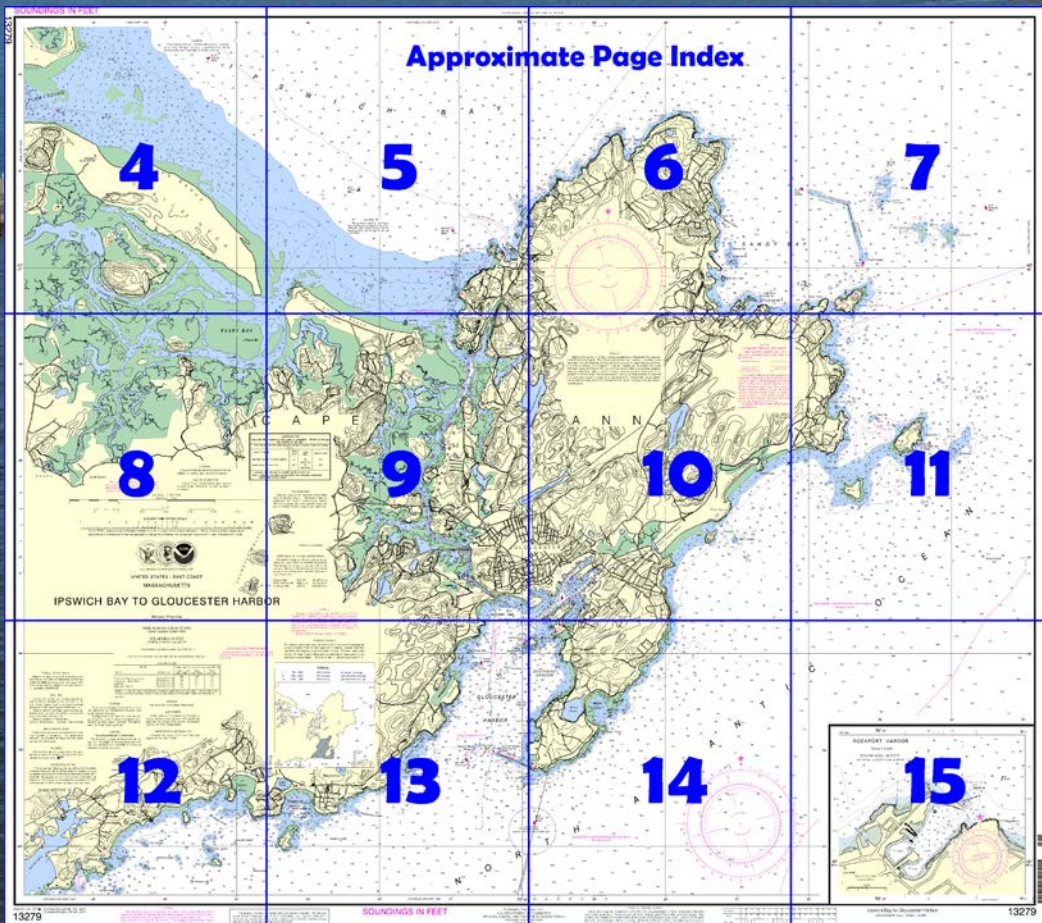


A reduced-scale NOAA nautical chart for small boaters

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



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

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.

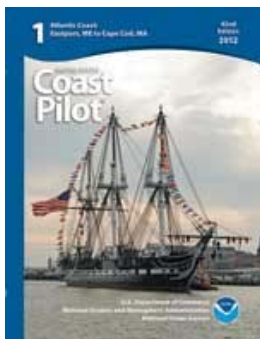
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13279>.



(Selected Excerpts from Coast Pilot)

Ipswich Bay is the bight between the northern point of Cape Ann and the south end of Plum Island. Between these points it is about 6 miles wide and makes in about 3 miles. The bay is the approach to Plum Island Sound and to the Essex and Annisquam Rivers. It has depths of 20 to 70 feet, except in its southern and southwestern sides where the shore should be given a berth of a little over 1 mile to avoid the shoals off the river entrances.

Several rocks covered 2 to 5 feet and one that uncovers 4 feet are in the southern part of the bay about 0.9 mile westward of Annisquam Harbor Light and about 0.3 to 0.5 mile offshore.

Ipswich Light (42°41'07"N., 70°45'58"W.), 30 feet above the water, shown from a white skeleton tower with a red and white diamond-shaped daymark, is on Castle Neck at the south side of the entrance to Plum Island Sound. A seasonal lighted bell buoy 1.6 miles eastward of the light marks the approach to Ipswich River and Plum Island Sound. **Essex Bay** and **Essex River** are about midway between Ipswich and Annisquam Harbor Lights. The entrance is through a shifting bar over which, with local knowledge, 5 feet can usually be carried. With onshore winds on an ebb tide, a heavy chop builds up and during heavy weather the bar is often impassable. Caution is always indicated, especially for smaller boats.

The river is navigable for small craft to the town of **Essex**, about 5 miles above the entrance. Local fishermen and pleasure craft use the river. The entrance is marked by a seasonal lighted bell buoy, and the bay channel is marked from the bar to about 2 miles above the entrance by a daybeacon and seasonal buoys. The bay channel is subject to change, and the buoys marking it are not charted because they are frequently shifted. Above **Conomo Point**, the town of Essex maintains seasonal midchannel spar buoys. The channel is narrow and difficult to follow. There are several small-craft facilities just below the bridge at Essex. (See the small-craft facilities tabulation on chart 13274 for services and supplies available.)

The **Annisquam River** and **Blynman Canal** form a thoroughfare leading from the eastern part of Ipswich Bay, northwest of Cape Ann, to Gloucester Harbor, on the south side of the cape.

Annisquam is a village and summer resort on the east side of Annisquam River just inside its north end. **Lobster Cove**, on the southeast side of the town, is the scene of much small pleasure-boat activity during the summer.

Annisquam Harbor Light (42°39.7'N., 70°40.9'W.) is shown from a white cylindrical tower with elevated walk to a dwelling on **Wigwam Point** at the east side at the northern entrance to Annisquam River. A red sector in the light from 180° to 217° covers the shoals on the eastern side of the approach to the bar channel from the north. A lighted bell buoy marks the approach, and a sound signal is at the light.

Anchorage.—Craft anchor in the coves, creeks, or estuaries of the waterway or moor at the marinas. The entrance of **Lobster Cove**, near the north end of the waterway east of Annisquam, has been dredged as far as the bridge.

Dangers.—No special directions are necessary. The chart is the best guide. In passing from north to south in the Annisquam River and Blynman Canal, take care to avoid the unmarked rocky area covered 4 feet on the east side of the channel about 775 yards north of the Annisquam Harbor Light and 100 yards southeast of Buoy 3; a rock covered 2 feet on the east side of the river channel about 60 yards southwestward of Annisquam Harbor Light; several rocks, submerged and awash, on the east side of the channel, marked by Daybeacon 7; a rock covered 4 feet, marked by a buoy, on the east channel edge about 125 yards northward of Annisquam Channel Light 25; and an unmarked rock that uncovers 1 foot on the southwest side of the southern entrance to Blynman Canal. In 1980, obstructions were reported in the vicinity of Annisquam River Channel Light 46.

Harbor regulations.—The Gloucester Chief of Police is also **harbormaster** for Annisquam River and Blynman Canal. The deputy harbormaster supervises the moorings and anchorages. A **speed limit** of 4 knots is enforced on the river and in Lobster Cove.

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

RCC Boston Commander
1st CG District (617) 223-8555
Boston, MA

Table of Selected Chart Notes

23 NOTE B 22
The entrance channel into Essex Bay and River is subject to continual changes. The buoys are not charted because they are frequently shifted in position.

HEIGHTS
Heights in feet above Mean High Water.

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.

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


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

Mercator Projection
Scale 1:20,000 at Lat. 42°37'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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.

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.



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 Geospatial-Intelligence Agency 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)

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.

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
Stratham, NH	KZZ-40	162.450 MHz

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 3° from the normal variation may be expected within the limits of this chart.

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.

NOTE C
The entrance channel into Plum Island Sound is subject to continual changes. Buoys 3, 4, and 6 are not charted because they are frequently shifted in position.

NO-DISCHARGE ZONE, 40 CFR 140
This chart falls entirely within the limits of a No-Discharge Zone (NDZ). 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/.

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 0.342' northward and 1.844' eastward to agree with 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.

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.

ANNISQUAM RIVER			
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2009 AND SURVEYS TO JUN 2007			
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			
NAME OF CHANNEL	DEPTH (FEET)	WIDTH (FEET)	DATE OF SURVEY
WESTERN HARBOR TO BMRR BRIDGE	6.6	MID-HALF	6-07
BMRR BRIDGE TO BUOY 26	45.3	MID-HALF	6-07

A. CHANNEL HAS SHOALED TO 1.1 FEET SOUTH OF BUOY 33.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

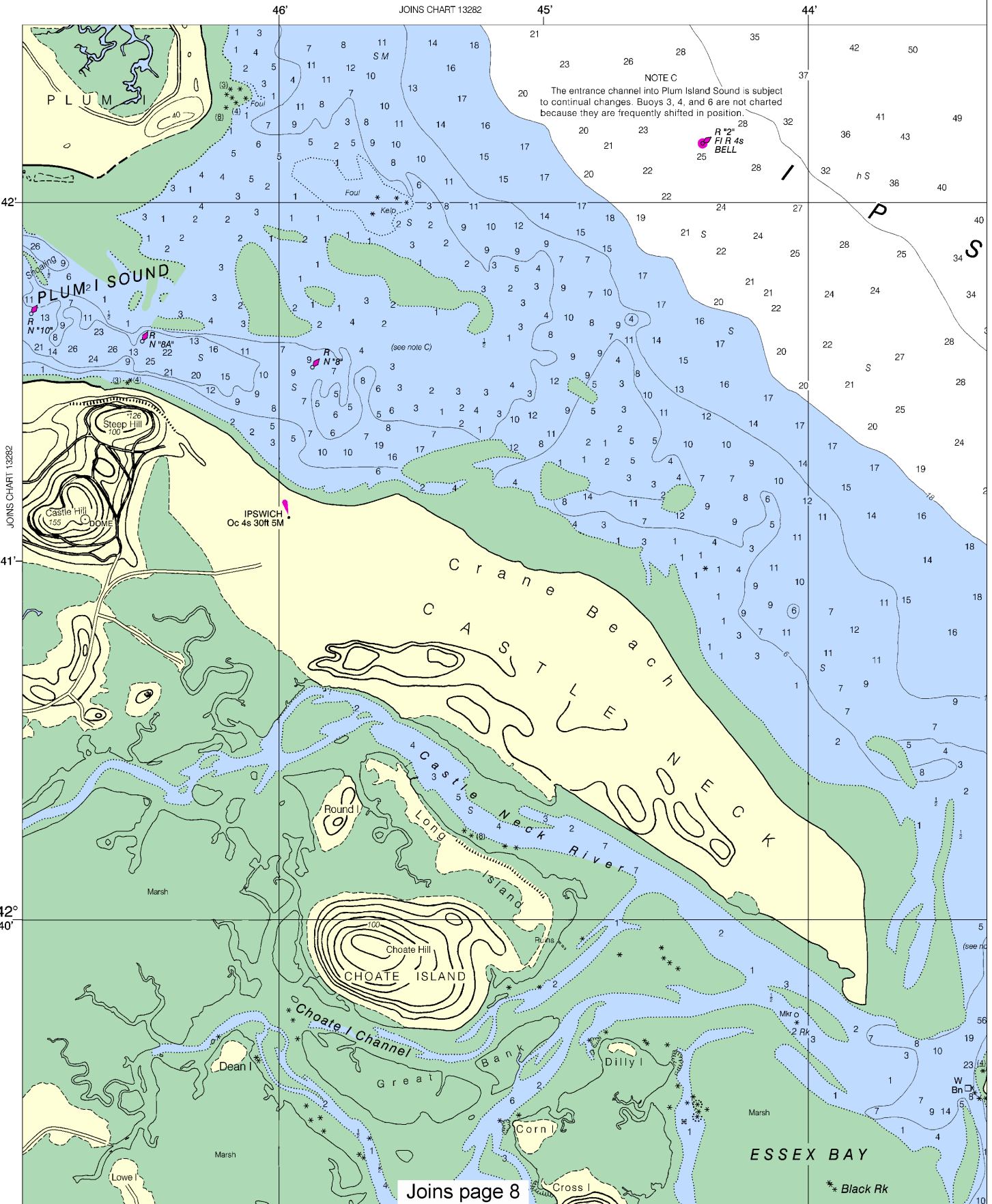
TIDAL INFORMATION

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
Plum Island Sound (south end)	(42°43'N/70°47'W)	9.3	8.9	0.3
Annisquam, Lobster Cove	(42°39'N/70°41'W)	9.6	9.1	0.3
Rockport	(42°40'N/70°37'W)	9.5	9.0	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/>. (Apr 2009)

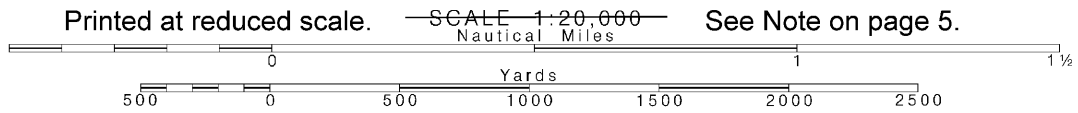
SOUNDINGS IN FEET

13279



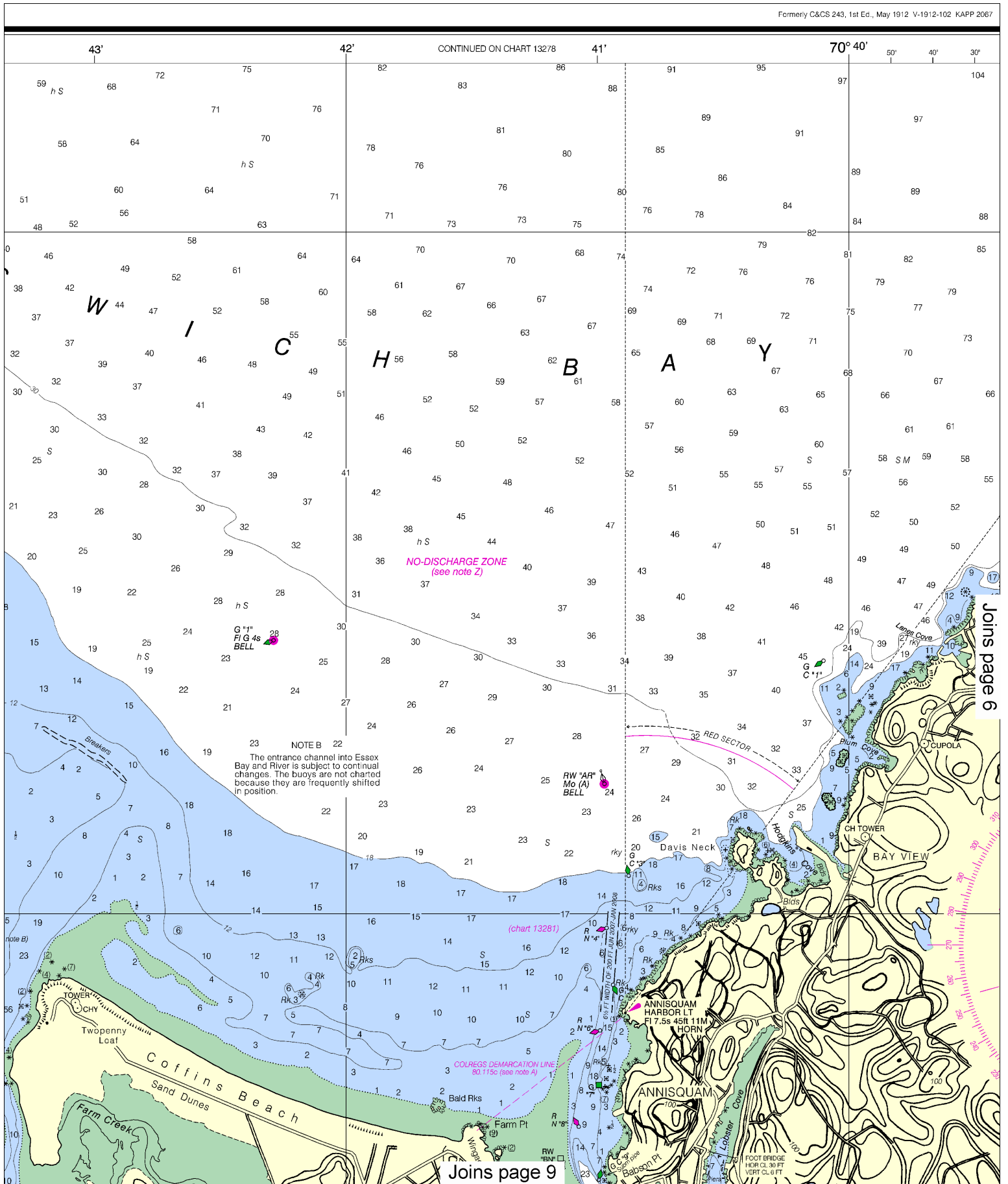
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Note: Chart grid lines are aligned with true north.



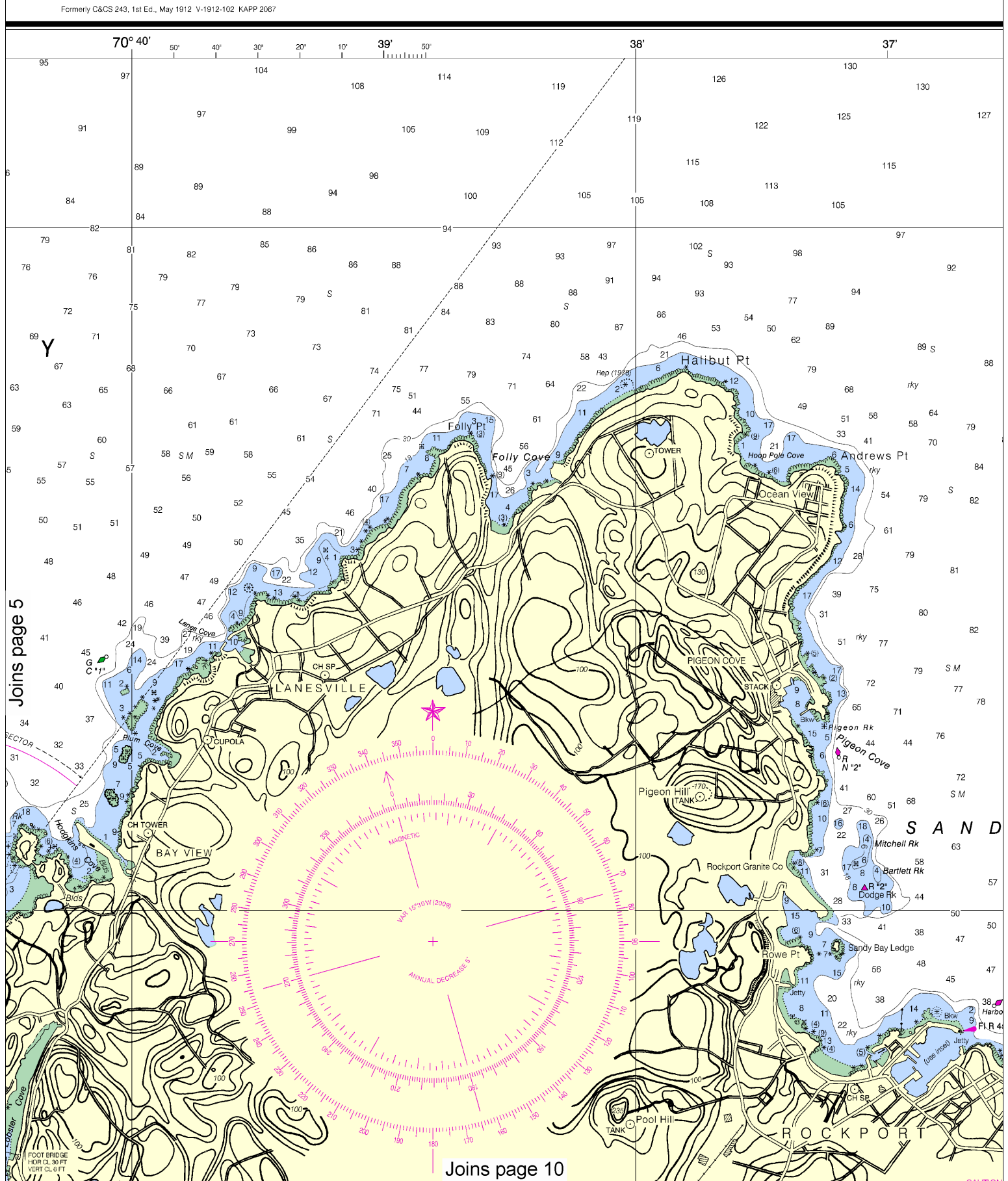
See Note on page 5.

Joins page 8



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



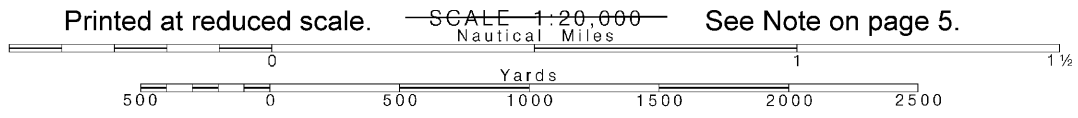


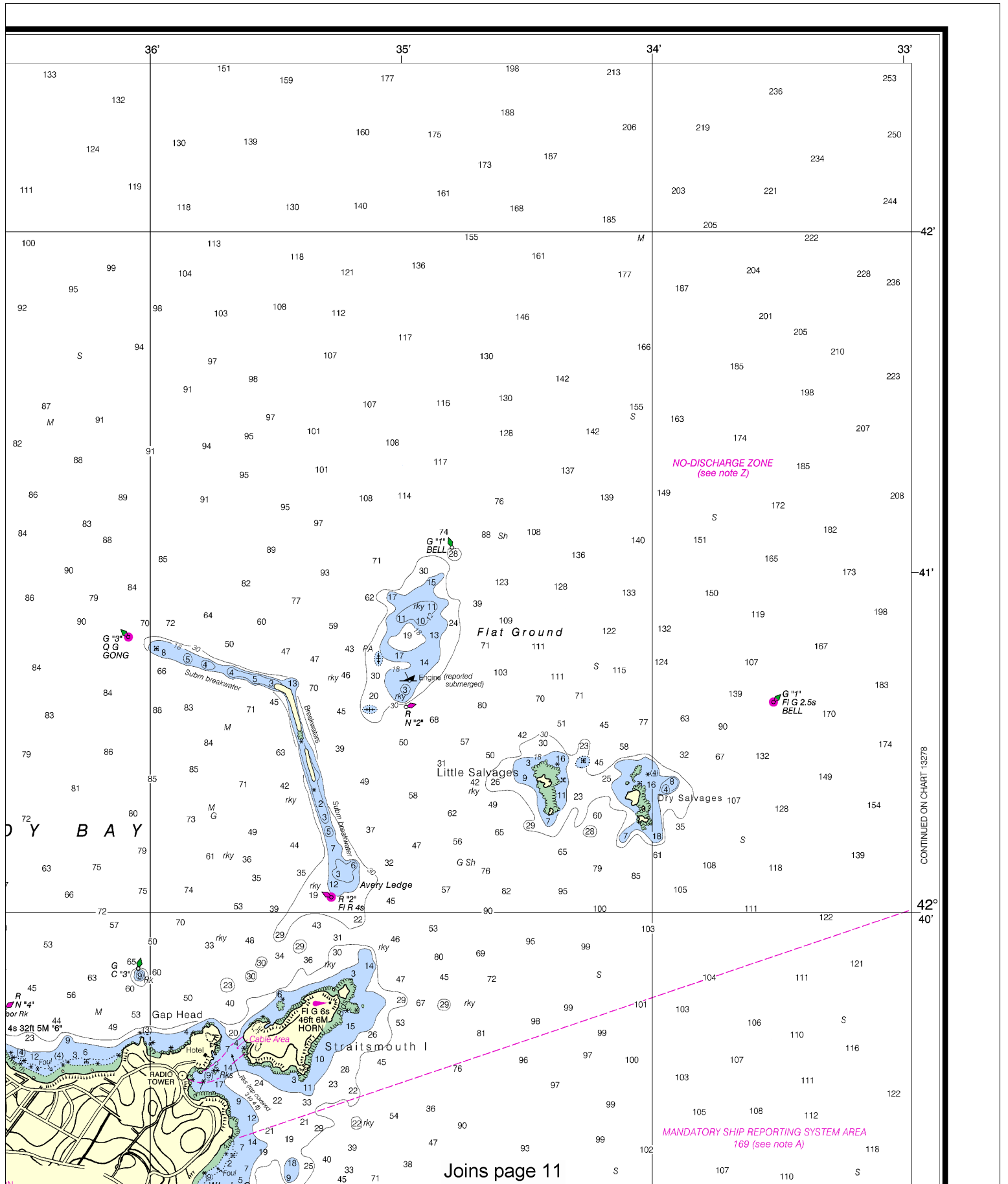
Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.





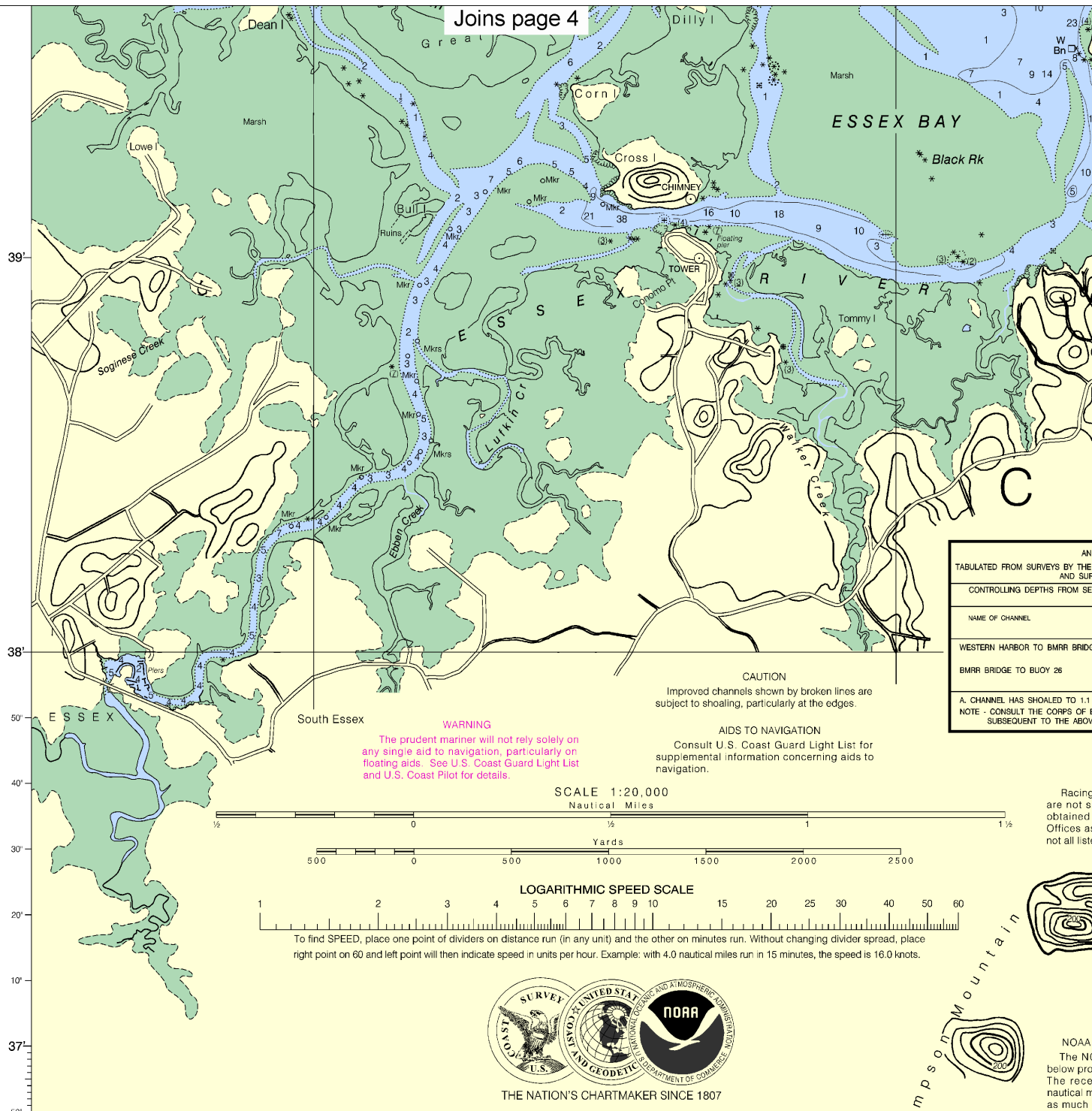
CONTINUED ON CHART 13278

Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
 NGA Weekly Notice to Mariners: 4912 12/8/2012,
 Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



ESSEX BAY



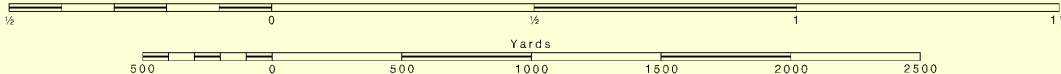
AN
TABULATED FROM SURVEYS BY THE
AND SUR
CONTROLLING DEPTHS FROM SE
NAME OF CHANNEL
WESTERN HARBOR TO BMRR BRID
BMRR BRIDGE TO BUOY 26
A. CHANNEL HAS SHOALED TO 1.1
NOTE - CONSULT THE CORPS OF E
SUBSEQUENT TO THE ABOVE

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.

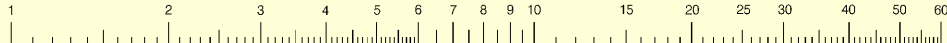
CAUTION
 Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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

SCALE 1:20,000
 Nautical Miles



LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
 MASSACHUSETTS

IPSWICH BAY TO GLOUCESTER HARBOR

Mercator Projection
 Scale 1:20,000 at Lat. 42°37'

North American Datum of 1983
 Geodetic System 1984)

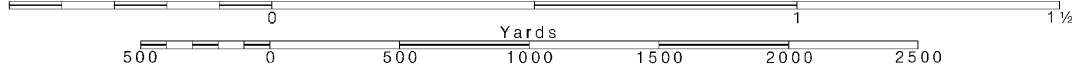


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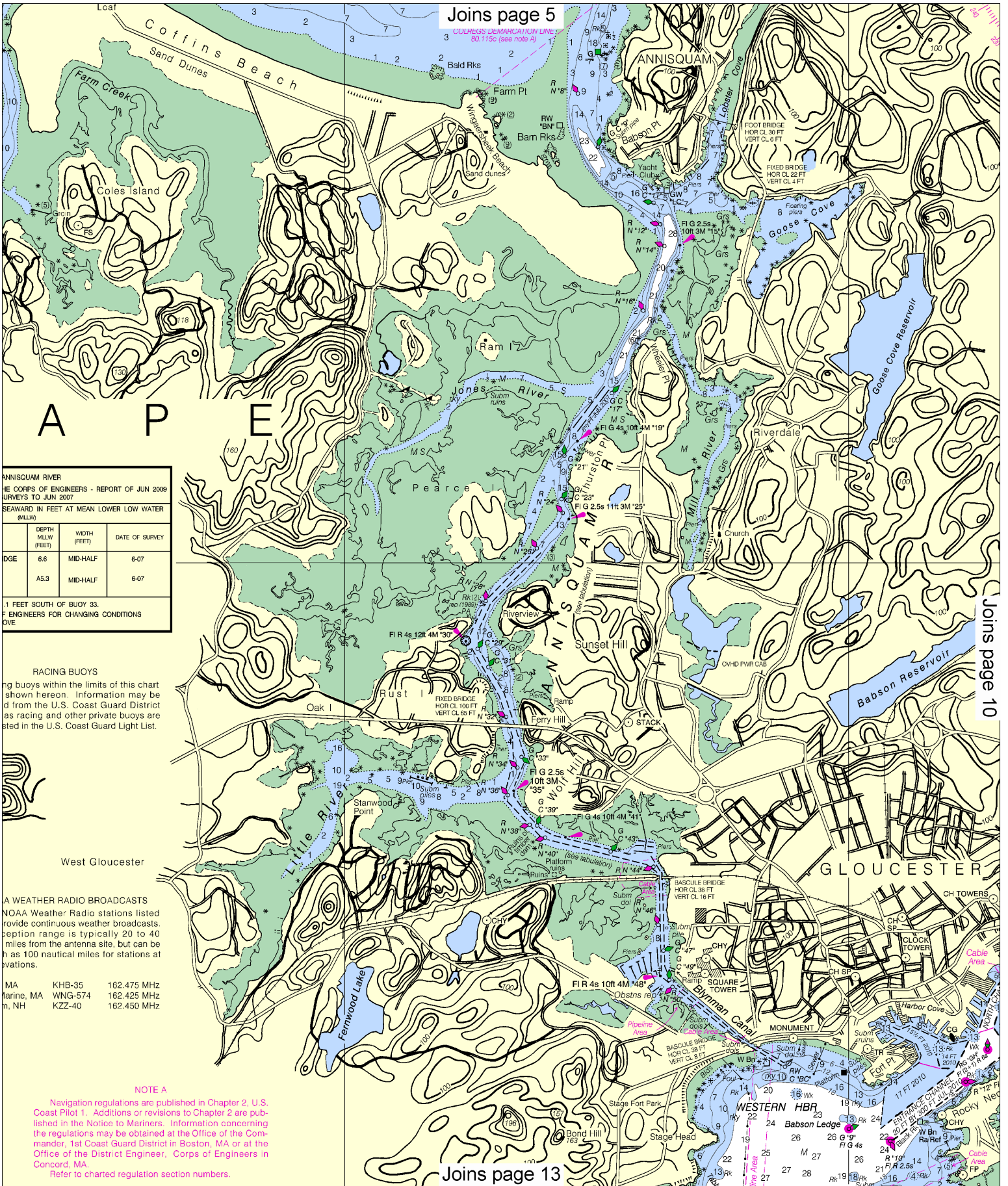
Printed at reduced scale.

SCALE 1:20,000
 Nautical Miles

See Note on page 5.



COLENEGS DEMARKATION LINE
80.115c (see note A)



ANNISQUAM RIVER
THE CORPS OF ENGINEERS - REPORT OF JUN 2009
SURVEYS TO JUN 2007

SEAWARD IN FEET AT MEAN LOWER LOW WATER
(MLLW)

DEPTH (FEET)	WIDTH (FEET)	DATE OF SURVEY
6.6	MID-HALF	6-07
5.3	MID-HALF	6-07

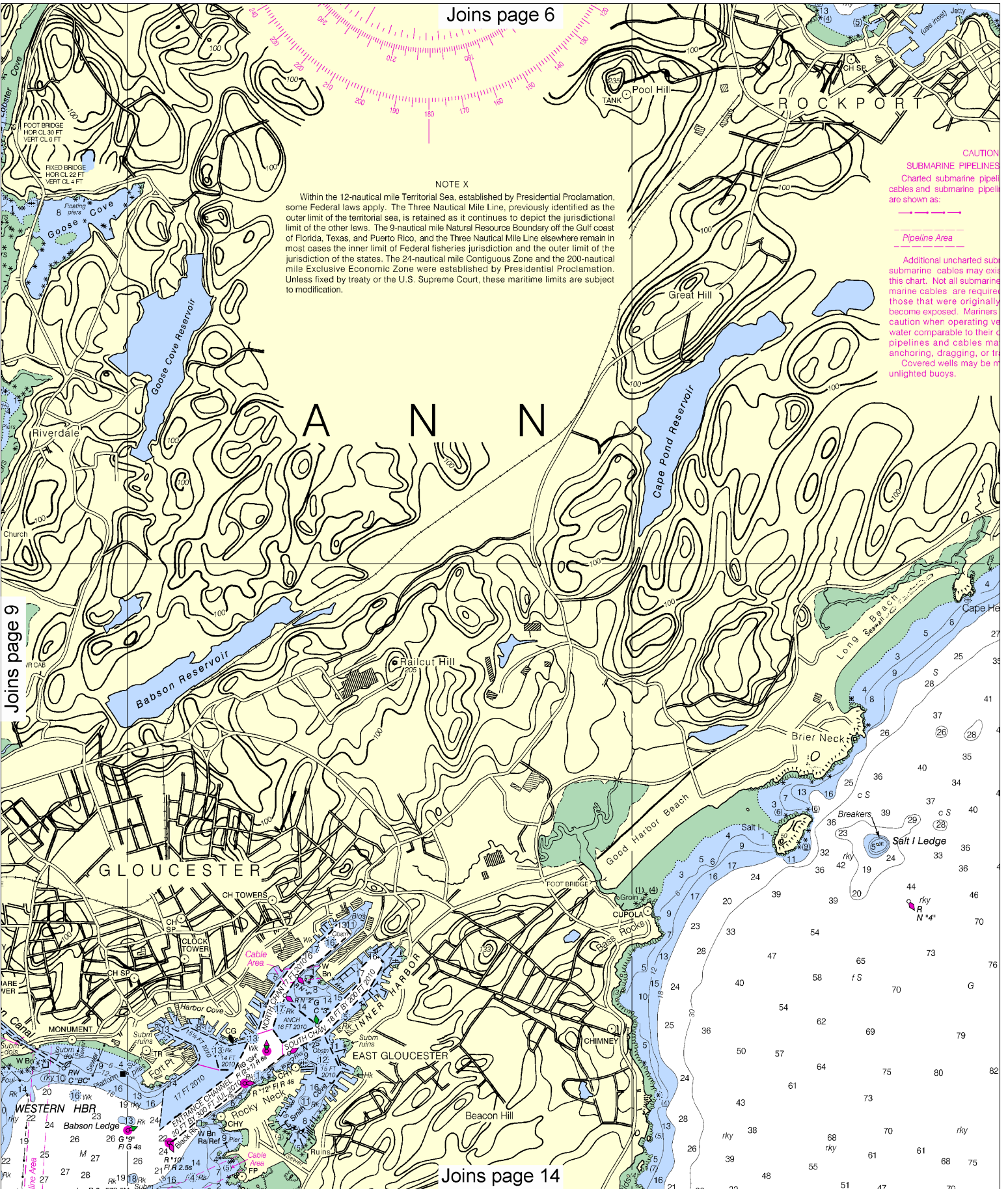
1 FEET SOUTH OF BUOY 33.
ENGINEERS FOR CHANGING CONDITIONS
DOVE

RACING BUOYS
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WEATHER RADIO BROADCASTS
NOAA Weather Radio stations listed
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The reception range is typically 20 to 40
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as high as 100 nautical miles for stations at
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MA	KHB-35	162.475 MHz
Marine, MA	WNG-574	162.425 MHz
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Refer to charted regulation section numbers.



NOTE X
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CAUTION
SUBMARINE PIPELINES
 Charted submarine pipeline cables and submarine pipelines are shown as:

Pipeline Area

Additional uncharted submarine cables may exist in this chart. Not all submarine marine cables are required to be marked on this chart. Those that were originally become exposed. Mariners caution when operating vessels in areas where water comparable to their own is present. Pipelines and cables may be exposed, damaged, or destroyed by anchoring, dragging, or trawling. Covered wells may be marked with unlighted buoys.

Joins page 9

Joins page 14

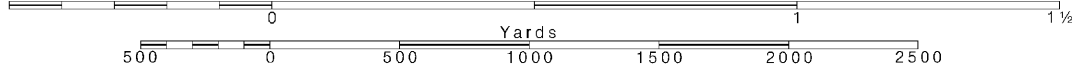
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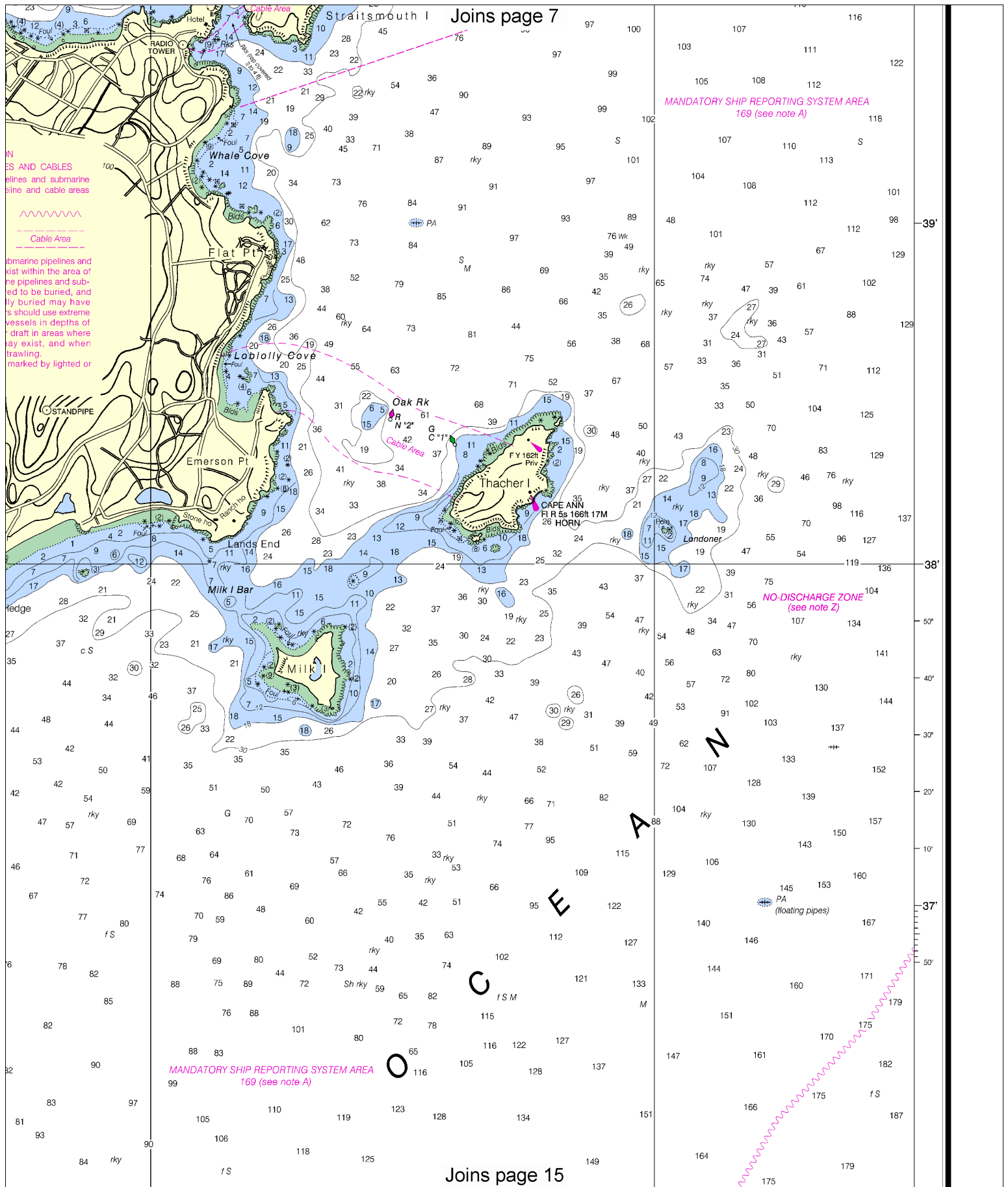
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





Joins page 7

MANDATORY SHIP REPORTING SYSTEM AREA
169 (see note A)

PIPELINES AND CABLES
Undersea pipelines and submarine
cable areas

Undersea pipelines and
cables within the area of
the pipelines and sub-
merged to be buried, and
which may be buried may have
extreme vessels in depths of
draft in areas where they
exist, and when
trawling, marked by lighted or

NO-DISCHARGE ZONE
(see note Z)

MANDATORY SHIP REPORTING SYSTEM AREA
169 (see note A)

Joins page 15

IPSWICH BAY JOINS page 8 GLOUCESTER HARBOR

Mercator Projection
Scale 1:20,000 at Lat. 42°37'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 3° from the normal variation may be expected within the limits of 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

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 Geospatial-Intelligence Agency 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)

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.

CAUTION

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

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 0.342' northward and 1.844' eastward to agree with this chart.

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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.

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, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

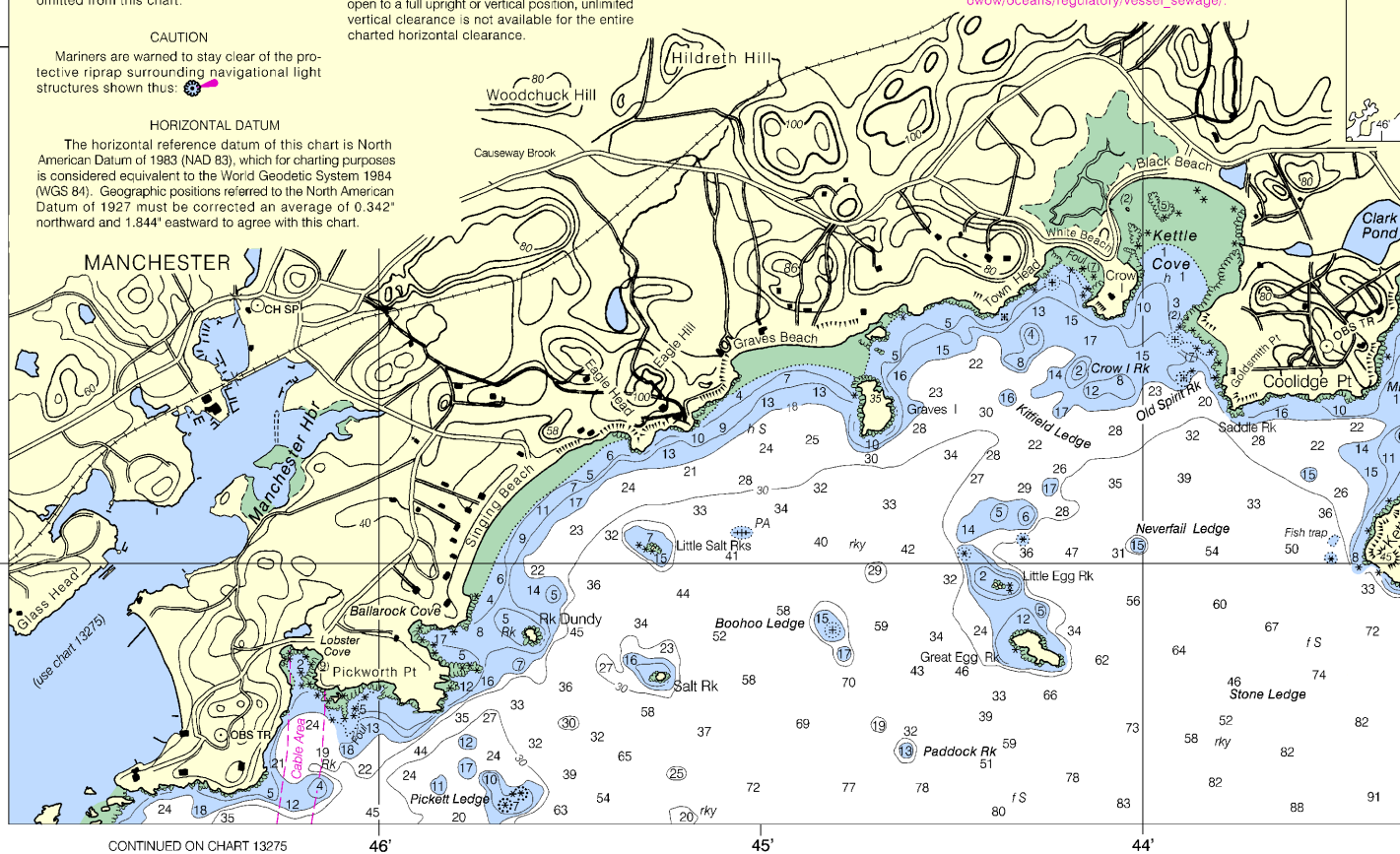
Consult U.S. Coast Pilot 1 for important supplemental information.

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
	Plum Island Sound (south end)	(42°43'N/70°47'W)	9.3	8.9	0.3
	Annisquam, Lobster Cove	(42°38'N/70°41'W)	9.6	9.1	0.3
	Rockport	(42°40'N/70°37'W)	9.5	9.0	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>. (Apr 2009)

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). 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/.



33rd Ed., Aug. /09 ■ Corrected through NM Aug. 1/09
Corrected through LNM Jul. 21/09

13279

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 provide the user with the most accurate and up-to-date information available. The U.S. Coast Guard Service, NOAA, Silver Spring, Maryland 20910.

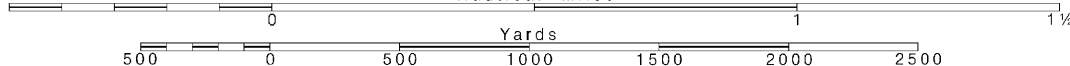
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



NOTE A

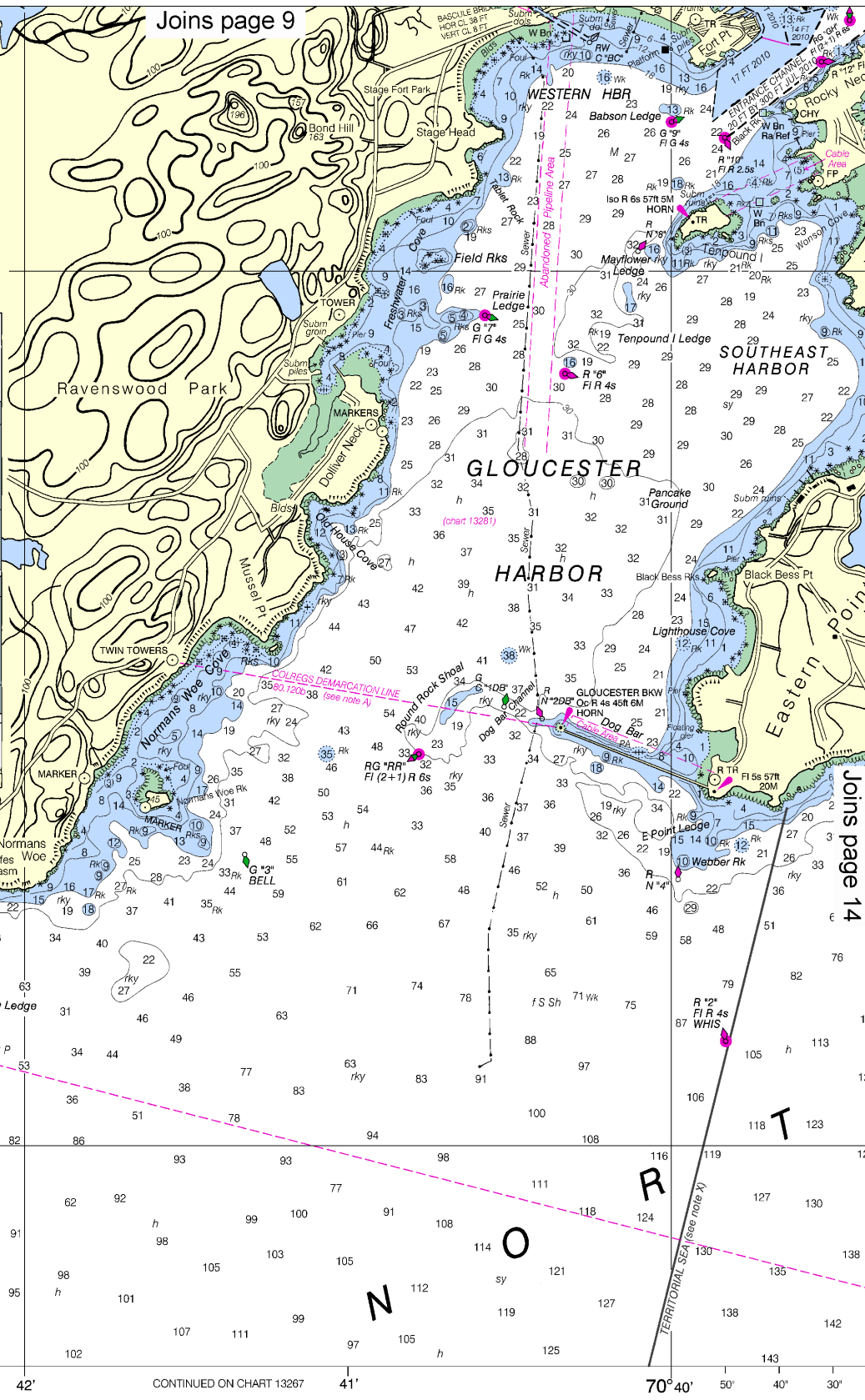
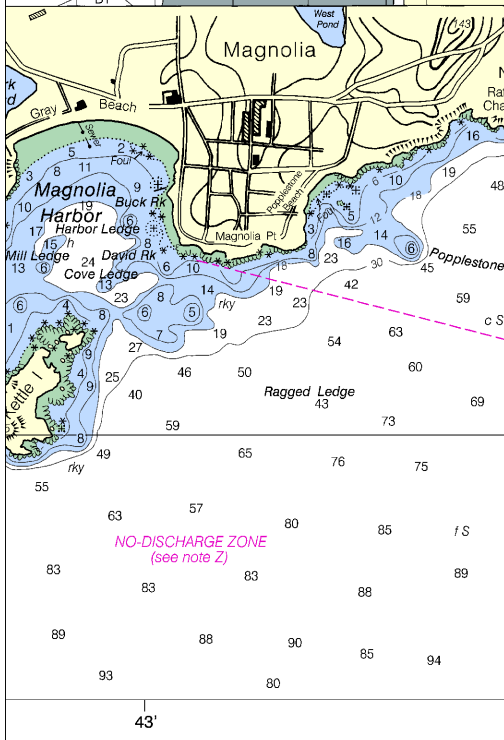
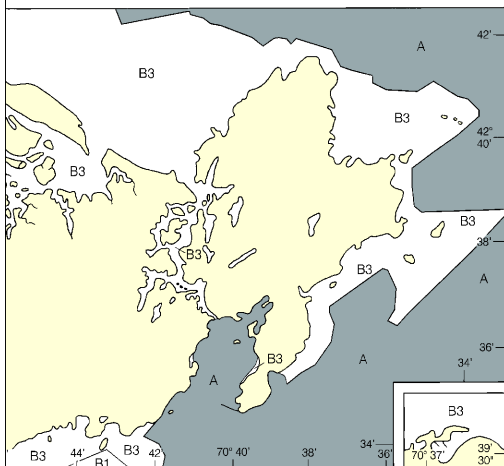
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA. Refer to charted regulation section numbers.

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

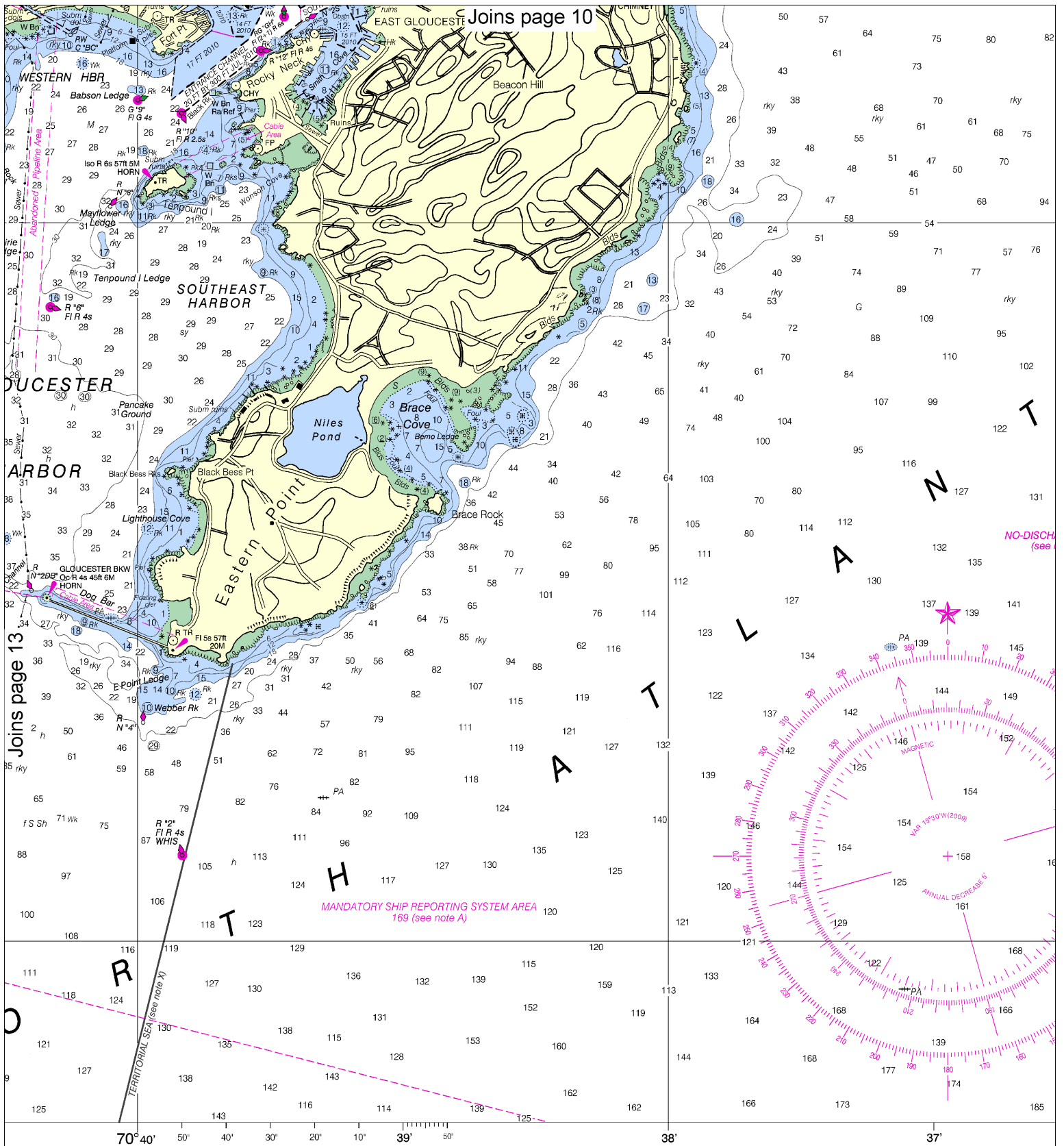
A	1990 - 2004	NOS Surveys	full bottom coverage
B1	1990 - 2000	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage



to promote safe navigation. The National Oceanic and Atmospheric Administration, National Ocean Service, National Ocean Survey, 1105 Coast Guard Building, Washington, D.C. 20543-0001. National Ocean Service, National Ocean Survey, 1105 Coast Guard Building, Washington, D.C. 20543-0001.

SOUNDINGS IN FEET

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



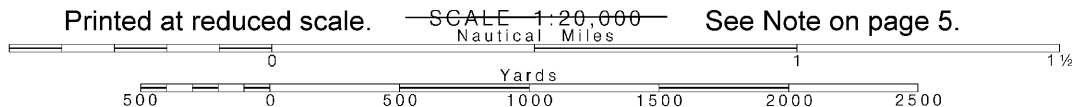
Published at Washington, D.C.
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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

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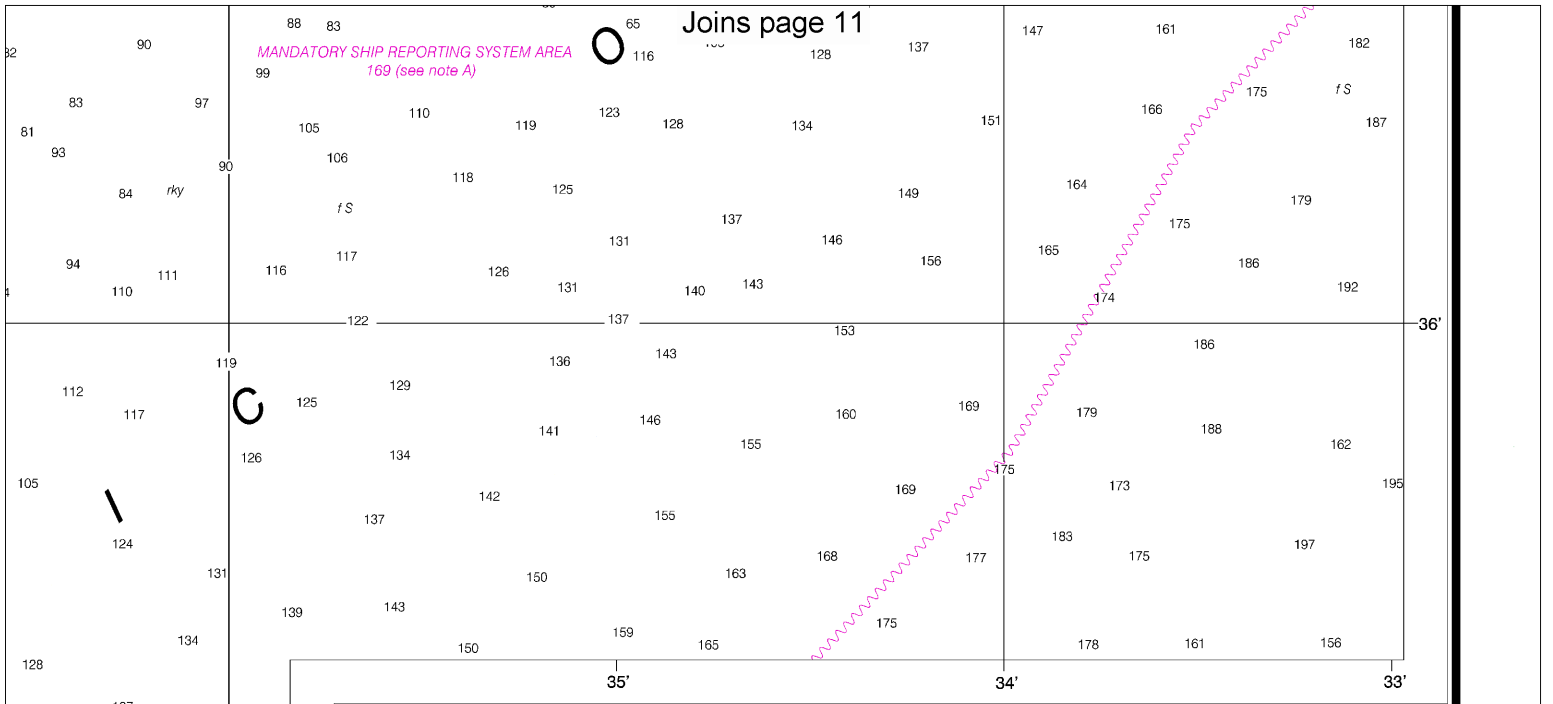
FATHOMS	1	2	3	4	5	6	7	8	9	10
FEET	6	12	18	24	30	36	42	48	54	60
METERS	1	2	3	4	5	6	7	8	9	10

14

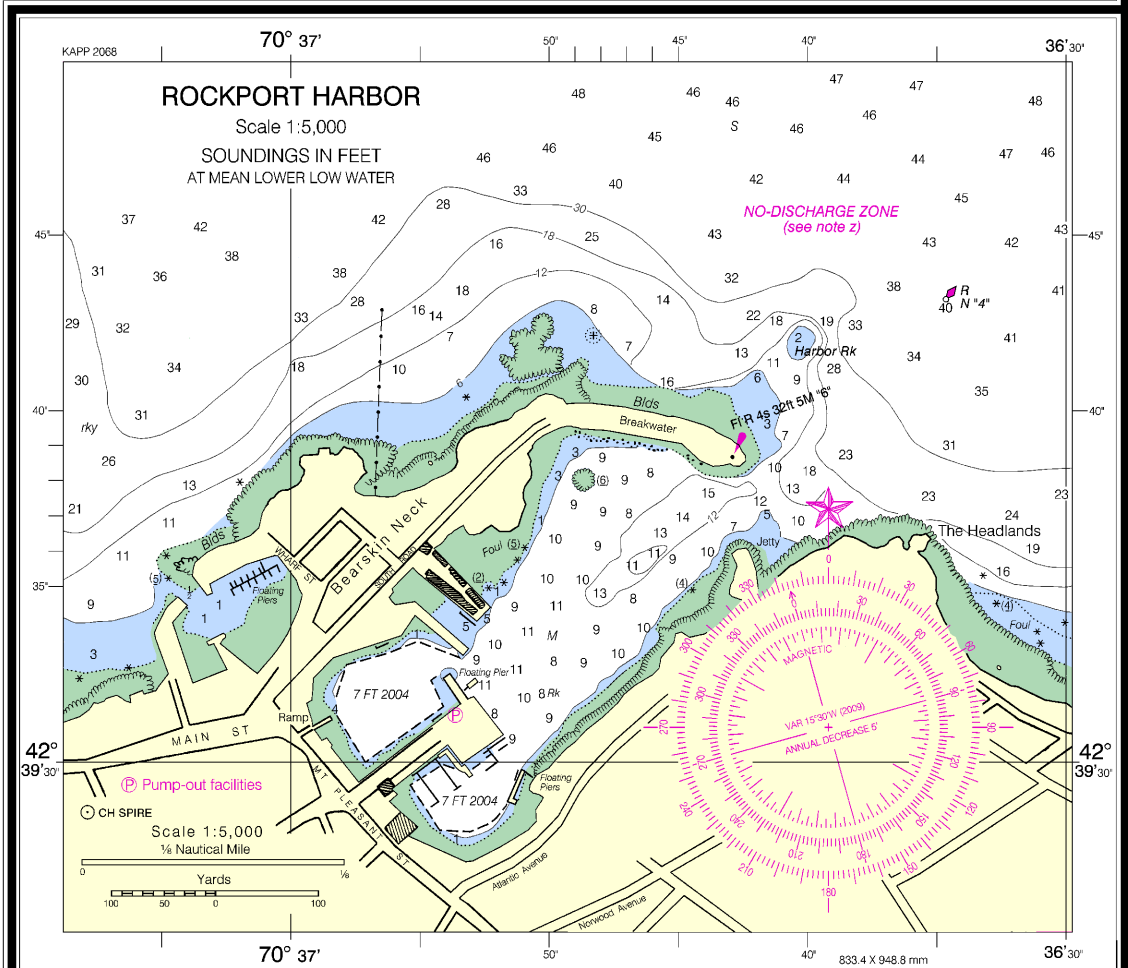
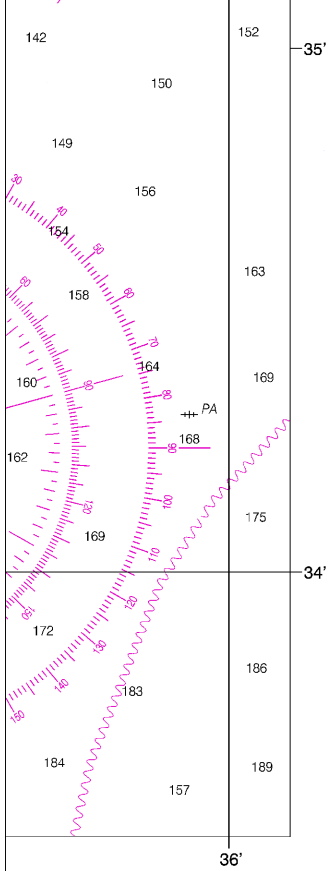
Note: Chart grid lines are aligned with true north.



MANDATORY SHIP REPORTING SYSTEM AREA
169 (see note A)



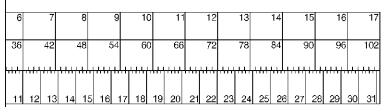
CHARGE ZONE
(see note Z)



ED. NO. 33
NSN 7642014010461

Ipswich Bay to Gloucester Harbor
SOUNDINGS IN FEET - SCALE 1:20,000

13279





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.

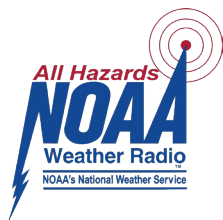
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

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.

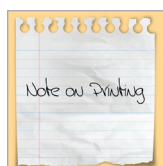
<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.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>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.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>



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