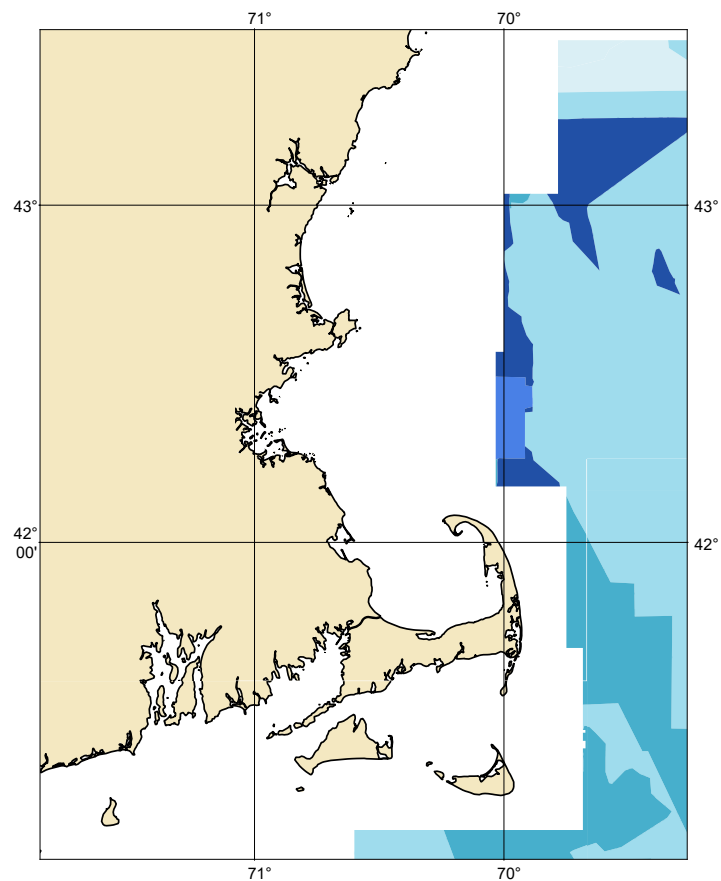






# Boston, Massachusetts

## Zone of Confidence (ZOC) Diagram



### ZOC CATEGORIES

ZOC	COLOR	POSITION ACCURACY	DEPTH ACCURACY	SEAFLOOR COVERAGE
A1		$\pm 5 \text{ m} + 5\% \text{ depth}$ $\pm 16.4 \text{ ft} + 5\% \text{ depth}$	$= 0.50 \text{ m} + 1\% \text{ d}$ $= 1.6 \text{ ft} + 1\% \text{ d}$ $= 0.3 \text{ fm} + 1\% \text{ d}$	All significant seafloor features detected.
A2		$\pm 20 \text{ m}$ $\pm 65.6 \text{ ft}$	$= 1.00 \text{ m} + 2\% \text{ d}$ $= 3.3 \text{ ft} + 2\% \text{ d}$ $= 0.6 \text{ fm} + 2\% \text{ d}$	All significant seafloor features detected.
B		$\pm 50 \text{ m}$ $\pm 164.0 \text{ ft}$	$= 1.00 \text{ m} + 2\% \text{ d}$ $= 3.3 \text{ ft} + 2\% \text{ d}$ $= 0.6 \text{ fm} + 2\% \text{ d}$	Uncharted features hazardous to surface navigation are not expected but may exist.
C		$\pm 500 \text{ m}$ $\pm 1640.4 \text{ ft}$	$= 2.00 \text{ m} + 2\% \text{ d}$ $= 6.6 \text{ ft} + 2\% \text{ d}$ $= 1.1 \text{ fm} + 2\% \text{ d}$	Depth anomalies may be expected.
D		Worse than ZOC C	Worse than ZOC C	Large depth anomalies may be expected.
U		Unassessed - The quality of the bathymetric data has yet to be assessed.		

# Boston, Massachusetts

NOAA CUSTOM CHART  
NOTES GEOSPATIAL DATABASE  
VERSION 2.0B - 29 MARCH 2024

CAUTION  
AUTOMATED CHART GENERATION

The records of the NOAA Custom Chart Notes Geospatial Database are current as of May 1st, 2023. Subsequent additions and refinements are to be expected. Please refer to all available navigational publications for complete information about the charted area.

## CAUTION CHART UPDATES

This NOAA Custom Chart contains up-to-date information only as of the time of creation, and will become outdated. Mariners are advised to visit [https://distribution.charts.noaa.gov/weekly\\_updates/](https://distribution.charts.noaa.gov/weekly_updates/) to check for weekly updates, and to render a new NOAA Custom Chart when information is updated. Notices to Mariners are not issued for corrections to this NOAA Custom Chart.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard and National Geospatial-Intelligence Agency.

## COMMENTS REQUESTED

NOAA encourages users to submit inquiries, discrepancies, or comments about this chart via NOAA's ASSIST tool at <https://nauticalcharts.noaa.gov/customer-service/assist/>.

This NOAA Custom Chart has been automatically rendered from NOAA Electronic Navigational Chart (NOAA ENC®) data. Mariners using this NOAA Custom Chart are advised that this is a static reproduction of the NOAA ENC®. This NOAA Custom Chart has not been individually quality checked or adjusted for optimal use for navigation. The portrayal may be at a different scale from that of the original NOAA ENC®. Mariners are advised to use caution when using this NOAA Custom Chart for navigation and are encouraged to use the latest NOAA ENC® to access the most up-to-date information. Mariners must also comply with all applicable regulatory requirements.

## HEIGHTS

Heights of fixed aids to navigation and vertical clearances of overhead obstructions will be shown in feet if the units are set to feet or fathoms. If units are set to meters, heights will be shown in meters. Land elevation values are shown in meters only.

## WATER LEVELS, CURRENTS, AND TIDES

Real-time water levels, tide predictions, and tidal current predictions are available on the internet from NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) at [https://tidesandcurrents.noaa.gov/water\\_level\\_info.html](https://tidesandcurrents.noaa.gov/water_level_info.html) and [https://tidesandcurrents.noaa.gov/currents\\_info.html](https://tidesandcurrents.noaa.gov/currents_info.html).

## ABBREVIATIONS

For complete list of Symbols and Abbreviations, see Chart No. 1.

# Boston, Massachusetts

## 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).

## 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.

## SUPPLEMENTAL INFORMATION

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

Refer to charted regulation section numbers.

## SOUNDING DATUM

Soundings referred to Mean Lower Low Water (MLLW).

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notices 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.

## AIDS TO NAVIGATION

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

## 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.

## ADDITIONAL INFORMATION

Additional information can be obtained at [www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

Refer to charted regulation section numbers.

## VERTICAL DATUM

Overhead clearances are referred to Mean High Water (MHW).

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notices 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 New York, NY.

Refer to charted regulation section numbers.



# Boston, Massachusetts

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notices 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.

## COLREGS DEMARCATION LINE

The Inland Navigational Rules Act of 1980 is in effect for vessels transiting this area. The seaward boundaries of this area are the COLREGS demarcation lines. In the area seaward of the COLREGS demarcation lines, vessels are governed by COLREGS: International Regulations for Preventing Collisions at Sea, 1972. The COLREGS demarcation line is defined in COLREGS 33 CFR 80.145d.

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# Boston, Massachusetts

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## COLREGS DEMARCATION LINE

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## PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Narragansett Bay or Buzzards Bay and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within these areas.

## PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Boston Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. Recommended traffic lanes have been established for the approach to Boston Harbor.



# Boston, Massachusetts

## TRAFFIC SEPARATION SCHEME

One-way traffic lanes are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approach to Boston Harbor, but are not intended in any way to supersede or alter the applicable Rules of the Road. The separation zone is intended to separate inbound and outbound traffic and to be free of ship traffic. The separation zone should not be used except for crossing purposes. When crossing traffic lanes and the separation zone use extreme caution.

## PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Portland Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. Recommended traffic lanes have been established for the approaches to Portland Harbor.

## 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.

## CAUTION BASCULE BRIDGES

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.

## TRAFFIC SEPARATION SCHEME

One-way traffic lanes are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approach to Narragansett Bay and Buzzards Bay but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.

## TRAFFIC SEPARATION SCHEME

One-way traffic lanes are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to Portland Harbor, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.

## CAUTION LIMITATIONS ON THE USE OF RADIO SIGNALS

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.



## Boston, Massachusetts

### CAUTION

Improved channels are subject to shoaling, particularly at the edges.

### CAUTION SUBMERGED CABLES AND PIPELINES

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.

### RESTRICTED AREA RIGHT WHALE SEASONAL MANAGEMENT AREA (50 CFR 224.105)

All vessels greater than or equal to 65 feet / 19.8 meters in length must slow to speeds of 10 knots or less in seasonal management areas.

### NARRAGANSETT BAY RESTRICTED AREA

A 3218 meters/2 mile wide restricted area extends from the northern limits of the Narragansett Bay Approach traffic separation zone to 41°24' 42"N. This restricted area within the precautionary area will only be closed to vessel traffic during periods of daylight and optimum weather conditions for torpedo range use. Consult Chapter 6, U.S. Coast Pilot 2, for additional information.

### CAUTION FISH TRAP AREAS

Uncharted stakes, piles and, fishing structures, some submerged, may exist within this area.

### CAUTION ISLES OF SHOALS

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 6.7 mile radius of Isles of Shoals Light since it is known that JATO (Jet-Assisted Take Off) racks and associated debris exist in the area.

### SEASONAL FISH TRAP AREAS

Fish Trap Areas 2 and 3 off the coasts of Newport Head and Sakonnet Point are available for fish traps from March 1 to December 31.

### 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) website: <https://www.epa.gov/vessels-marinas-and-ports>.



# Boston, Massachusetts

## AREA TO BE AVOIDED

All vessels carrying cargoes of oil or hazardous materials and all other vessels of more than 1,000 gross tons should avoid the area (MSC IMO XLIII/18).

RIGHT WHALE CRITICAL HABITAT  
(PRECAUTIONARY AREA: 50 CFR 226.203,  
224.103C; SEE NOTE A)

It is illegal to approach any right whale anywhere closer than 500 yards.

STELLWAGEN BANK  
NATIONAL MARINE SANCTUARY  
(PROTECTED AREA: 15 CFR 922)

The following activities are prohibited within Stellwagen Bank Marine Sanctuary: certain discharging or dumping, industrial exploring or developing, drilling and dredging, removing historical artifacts, lightering. Refer to 15 CFR 922 for details of sanctuary regulations.

## NOTE

The entrance channel into Plum Island Sound is subject to continual changes. Buoys 3, 4, and 6 are frequently shifted in position.

## TIDAL CURRENTS

In Nantucket Sound the tidal currents are strong and their times and velocities vary considerably from place to place. For supplemental information consult NOAA's Center for Operational Oceanographic Products and Services.

## DEEPWATER PORTS

The Neptune and Northeast Gateway Deepwater Ports are encompassed by multiple boundaries. The outermost boundary represents an Area to Be Avoided and is referenced in 33 CFR 150.940. The central boundaries represent areas designated as No Anchoring Areas as well as Regulated Navigation Areas and referenced in 33 CFR 150.940 and 33 CFR 165.117, respectively. The innermost boundaries represent Safety Zones and Security Zones, both of which are referenced in 33 CFR 165.117. See Note A for information regarding the publication of Navigation regulations.

## BREAKWATER

The breakwater seaward of Sandy Bay is partially submerged.

## NOTE

Muskeget Channel is subject to numerous shifting shoals. Strong tidal currents make navigation dangerous.

## ROCKS

Rocks between Gap Head and Straitsmouth Island reported covered in 0.9 meters/3 feet to 1.2 meters/4 feet.