

# BookletChart™

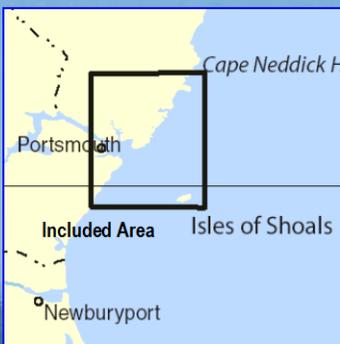
## Portsmouth Harbor

NOAA Chart 13283

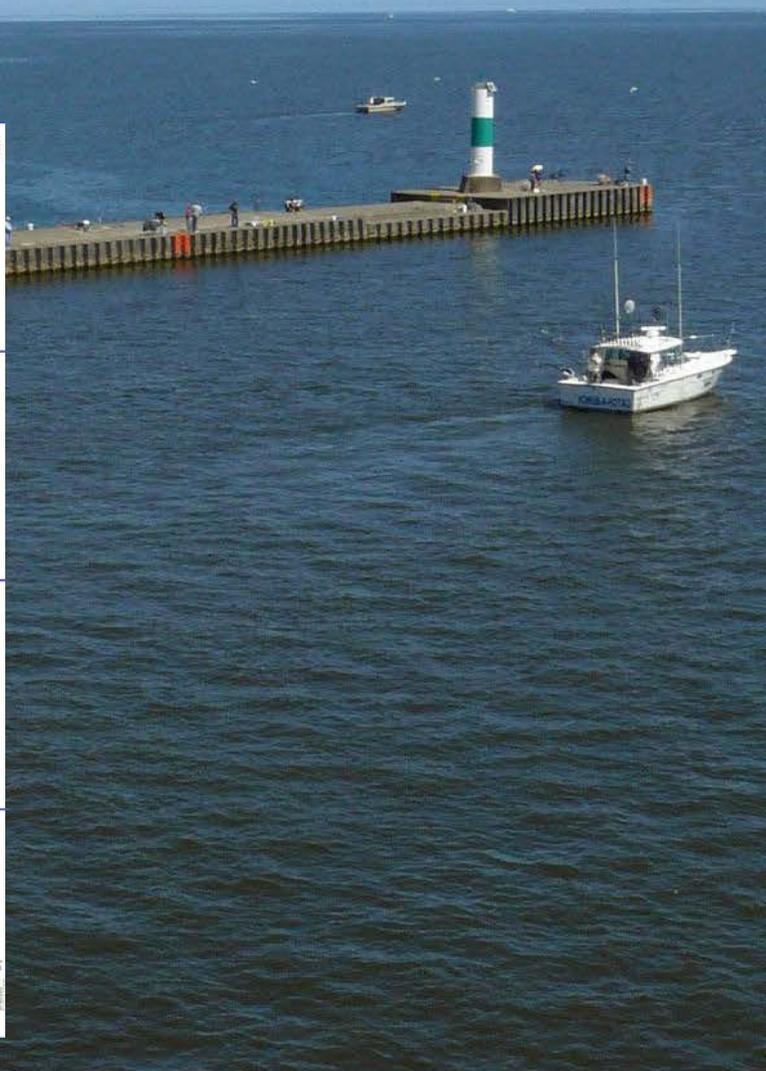
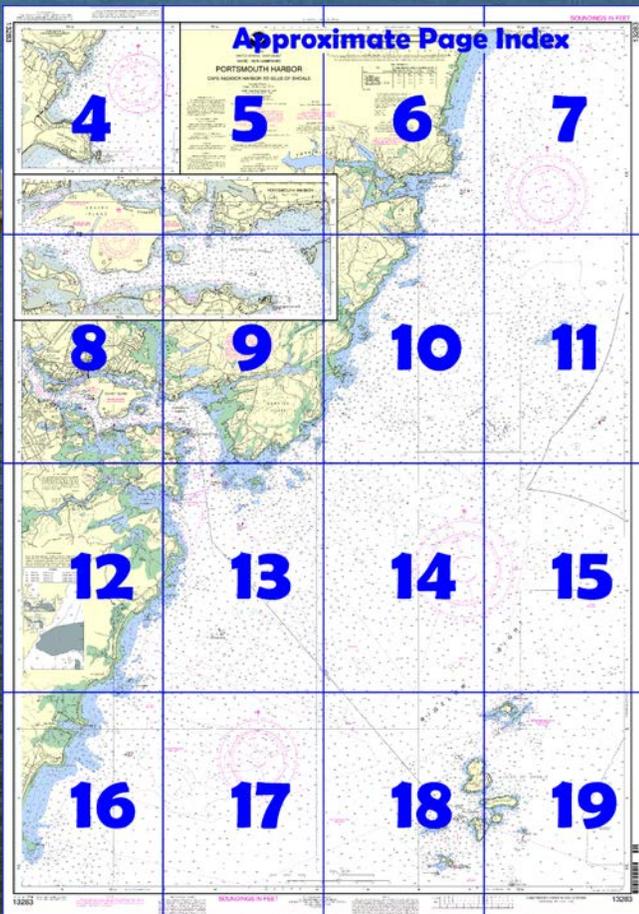


*A reduced-scale NOAA nautical chart for small boaters*

*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](http://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.

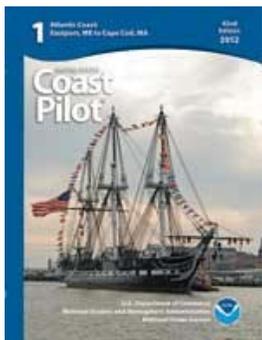
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13283>.



**(Selected Excerpts from Coast Pilot)**  
**Weare Point** (43°11.2'N., 70°35.9'W.), 2.3 miles southward of Bald Head Cliff, is a headland with several large houses on it. **Cape Neddick Harbor** is a small open bight between Weare Point and **Barn Point** about 1 mile northwestward of Cape Neddick. The entrance is marked, but the dangers inside the entrance are not marked. There is good anchorage in 9 to 30 feet in the middle of the bight, which is protected by the reefs on each side of the

entrance from all but southeasterly weather. Even then there is a hole on the southwestern side where smooth water is found in 7 to 10 feet. The upper and western side is foul, and along with the Cape Neddick

River, which flows into the head, dries out to about 350 yards below the fixed highway bridge. The bridge has a 40-foot fixed span with clearance of 11 feet.

The entrance to the harbor is buoyed and not difficult to enter with the aid of the chart. From a position about 750 yards eastward of Cape Neddick Light, a course of 325° carries through the entrance to an anchorage in 12 to 27 feet, about 200 yards westward of Weare Point. Use the lead if necessary to avoid getting too far up the harbor into the foul area at the head.

Vessels approaching the harbor from northward or eastward should give the east shore of Weare Point a berth of about 0.3 mile to avoid the reefs.

If York Harbor is crowded, or it is getting late, or a quiet, peaceful mooring for the night is desired, Cape Neddick Harbor is a fair haven.

**Cape Neddick**, 14 miles southwestward of Cape Porpoise, is a prominent headland jutting out 1 mile from the coastline that terminates in a small rock islet called **Cape Neddick Nubble**.

**Cape Neddick Light** (43°09'55N., 70°35'28"W.), 88 feet above the water, shown from a 41-foot white conical tower, is on the summit of the nubble; a sound signal is at the light.

**York Beach** is a large village and much-frequented summer resort in the bights northward and southward of the cape. There are no wharves.

**York Harbor**, 2.5 miles southwestward of Cape Neddick and 5.5 miles northeastward of Portsmouth Harbor entrance, is the approach to the town and summer resort of **York Harbor** on the north side just inside the entrance of the **York River**, flowing into the harbor from the westward. The harbor is used by many fishing boats and pleasure craft.

**Prominent features.**—The most important landmark when approaching York Harbor is a large stucco mansion with a red roof and stone terraces on the north side of **Godfreys Cove**, southwest of Seal Head Point. The large homes on the promontory from East Point to **Roaring Rock Point** and a white church spire at **York Village** are also prominent.

**Stage Neck** is the peninsula 0.3 mile long on the north side of the harbor just inside the entrance. A lighted bell buoy marks the entrance to York Harbor.

**Western Point**, on the south side of the entrance, is rocky with a few houses, while **East Point** on the north side has many houses built out to its end.

**Anchorage.**—In 2005-2006, the anchorage basins in the cove between Harris and Bragdon Islands and in the cove off the north side of Bragdon Island had depths of 2.6 to 5.8 feet. There is also limited anchorage off the service wharves at the head of the harbor. Moorings under supervision of the harbormaster extend upriver as far as Sewall Bridge, about 0.8 mile above the wharves.

**Dangers.**—The approach to the harbor from the fairway bell buoy about 0.6 mile eastward of the entrance is free of dangers, and all shoals close to the channel edge are marked.

In closing the port coming alongshore from either northeastward or southward, give the shore a berth of at least 0.4 mile and make the fairway bell buoy off the entrance. Shoal water extending about 400 yards off East Point is marked by a buoy about 500 yards southeastward of the point.

**Stones Rock**, about 1.2 miles south of the entrance, is awash and marked by a spindle; a buoy is east of the rocks. An unmarked rock, covered 11 feet, about 850 yards south-southeastward of Western Point breaks if any sea or swell is running and should be given a wide berth.

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

RCC Boston

Commander

1st CG District

Boston, MA

(617) 223-8555

# Table of Selected Chart Notes

Scale 1:20,000

Scale 1:10,000

**B** MOVABLE SPAN  
HOR CL 70 FT  
VERT CL 8 FT (CLOSED)  
VERT CL 36 FT (OPEN)

**A** LIFT BRIDGE  
HOR CL 200 FT  
VERT CL 10 FT (CLOSED)  
VERT CL 135 FT (OPEN)

### HEIGHTS

Heights in feet above Mean High Water.

### Mercator Projection

Scale 1:20,000 at Lat. 43° 04'  
North American Datum of 1983  
(World Geodetic System 1984)

**SOUNDINGS IN FEET**  
AT MEAN LOWER LOW WATER

### CAUTION

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

### 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 0.326' northward and 1.819' eastward to agree with this chart.

### 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

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

### 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.

### 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.

### 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.

Portland, ME	KDO-95	162.550 MHz
Boston, MA	KHB-35	162.475 MHz
Concord, NH	WXJ-40	162.400 MHz
Essex Marine, MA	WNG-574	162.425 MHz
Stratham, NH	KZZ-40	162.450 MHz

### 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.

For Symbols and Abbreviations see Chart No. 1

### NOTE B

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 racks and associated debris exist in the area.

### NOTE Z

#### NO-DISCHARGE ZONE, 40 CFR 140

All New Hampshire coastal waters are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone 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/](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.

 Pump-out facilities

### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-6802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

### 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.

### PORTSMOUTH HARBOR AND SAGAMORE CREEK CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 2007

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)		PROJECT DIMENSIONS		
	DEPTH MLLW (FEET)	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
PORTSMOUTH HARBOR					
BACK CHANNEL	6.0	9,10-07	75	0.30	6.0
CONFLUENCE AREA	2.7A	9,10-07		1.63*	6.0
NORTHWARD CHANNEL					
CONFLUENCE AREA TO BUOY 4	5.1	9,10-07	75-60	0.32	6.0
BUOY 4 TO END OF CHANNEL	6.0	9,10-07	60	0.15	6.0
SAGAMORE CREEK					
CONFLUENCE AREA TO BUOY 16	4.1	9,10-07	60	0.16	6.0
BUOY 16 TO BUOY 20	6.0	9,10-07	60-80	0.30	6.0
BUOY 20 TO END OF CHANNEL	4.8B	9,10-07	80-60	0.29	6.0
ANCHORAGE	6.0	9,10-07		0.83*	6.0

A. SHOALING LOCATED 150 FT WEST OF BUOY 15 IN SOUTHERN HALF PORTION OF CONFLUENCE LIMIT. 6.0 FT AVAILABLE IN THE NORTHERN PORTION.  
B. ENCROACHMENT BY FLOATS AND PILES OF WITCH COVE MARINA.  
\* AREA IN ACRES.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE INFORMATION.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: 

### 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
NAME (LAT/LONG)	feet	feet	feet	feet
York Harbor (43°08'N/70°38'W)	9.3	8.9	0.3	0.3
Portsmouth Harbor (43°05'N/70°45'W)	8.5	8.1	0.3	0.3
Gosport Harbor, Isles of Shoals (42°59'N/70°37'W)	9.2	8.8		0.3

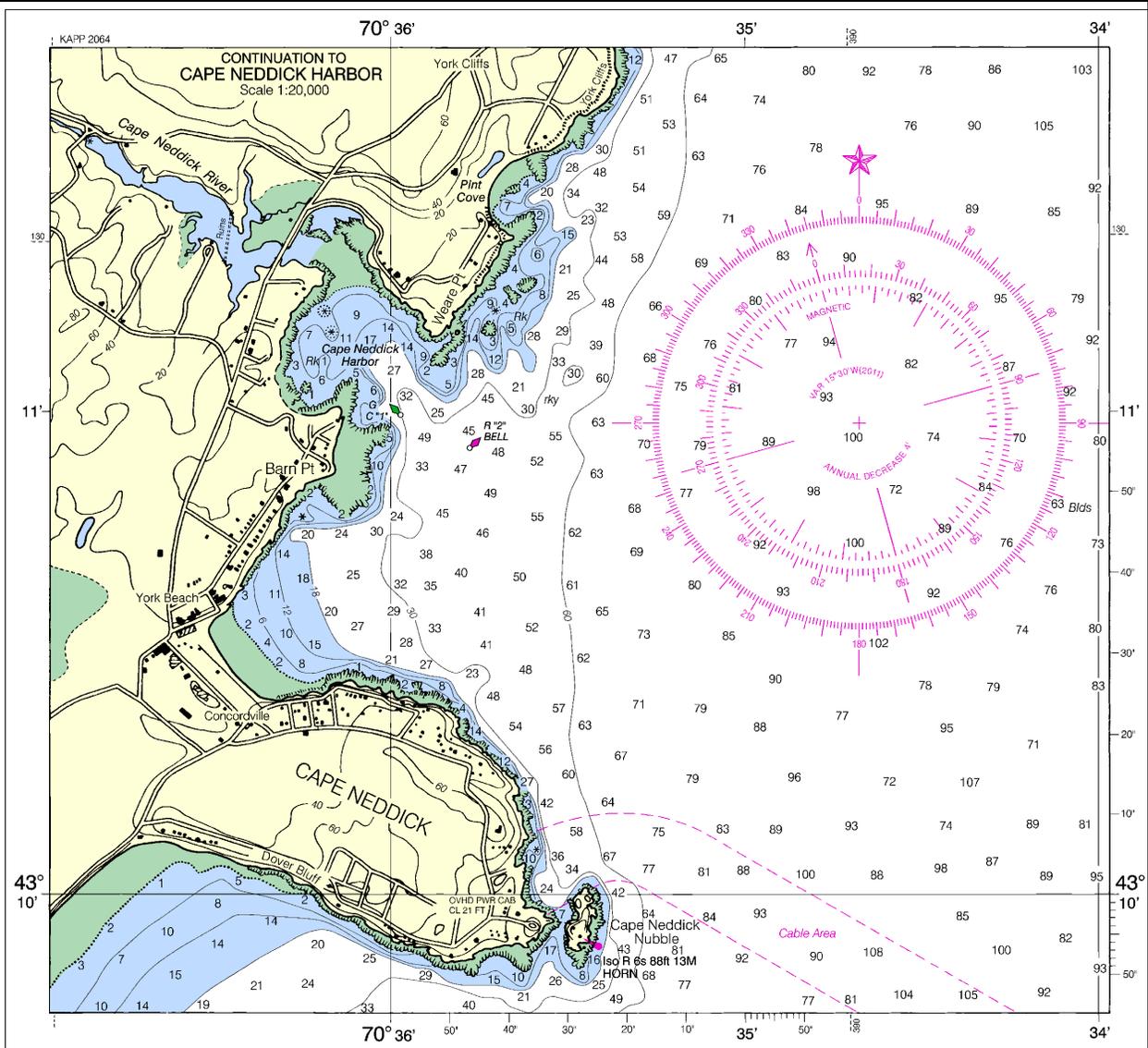
Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Jan 2011)

13283

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).

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.



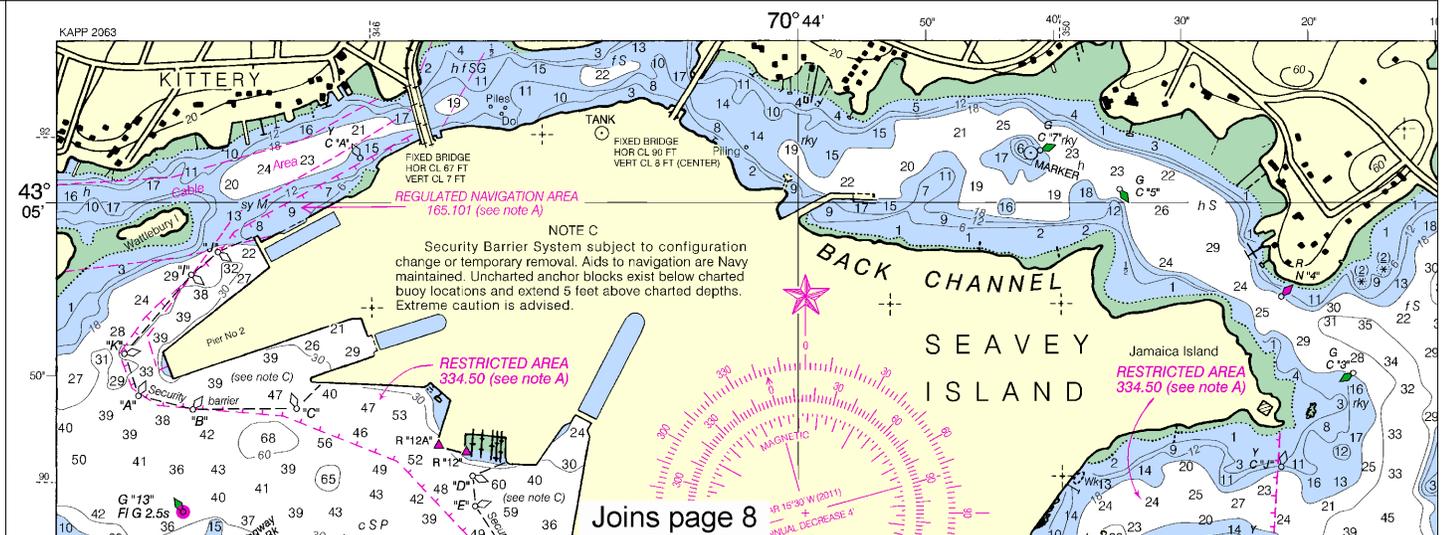
**HORIZONTAL DATUM**  
The horizontal reference is North American Datum of 1983 for charting purposes. Geographic position is to the World Geodetic System of 1984. American Datum of 1929 average of 0.326' north to agree with this chart.

**PLANE COORDINATE**  
(based on Maine State Grid, w dashed ticks at 10,000 three digits have been omitted)

**SUPPLEMENTARY INFORMATION**  
Consult U.S. Coast Guard supplemental information.

**CAUTION**  
Improved channels shown subject to shoaling, partial.

**CAUTION**  
Temporary changes in navigation are not indicated. Local Notice to Mariners. During some winter periods, certain navigational aids may be replaced by other types. See U.S. Coast Guard L



Joins page 8

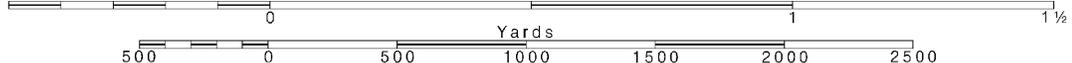
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000 Nautical Miles

See Note on page 5.



70° 42'

41'

50'

40'

30'

20'

10'

40'

50'

39'

CONTINUED ON CHART 13



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE - NEW HAMPSHIRE

# PORTSMOUTH HARBOR

## CAPE NEDDICK HARBOR TO ISLES OF SHOALS

Mercator Projection  
Scale 1:20,000 at Lat. 43° 04'  
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](http://nauticalcharts.noaa.gov).

**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.

Pump-out facilities

For Symbols and Abbreviations see Chart No. 1

**COLREGS:** International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: - - - - -

**AUTHORITIES**

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

**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:

**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.

**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.

**TIDAL INFORMATION**

NAME	PLACE	(LAT/LONG)	Height
York Harbor		(43°08'N/70°38'W)	Me H
Portsmouth Harbor		(43°05'N/70°45'W)	
Gosport Harbor, Isles of Shoals		(42°59'N/70°37'W)	

Dashes (- - -) located in datum columns indicate unavailable datum values. Tidal predictions, and tidal current predictions are available on the Internet (Jan 2011)

**NOAA WEATHER RADIO BROADCAST**

The NOAA Weather Radio stations below provide continuous weather broadcast. The reception range is typically 20 nautical miles from the antenna site, but as much as 100 nautical miles for stations with high elevations.

Portland, ME	KDO-95	162.5
Boston, MA	KHB-35	162.4
Concord, NH	WXJ-40	162.4
Essex Marine, MA	WNG-574	162.4
Stratham, NH	KZZ-40	162.4

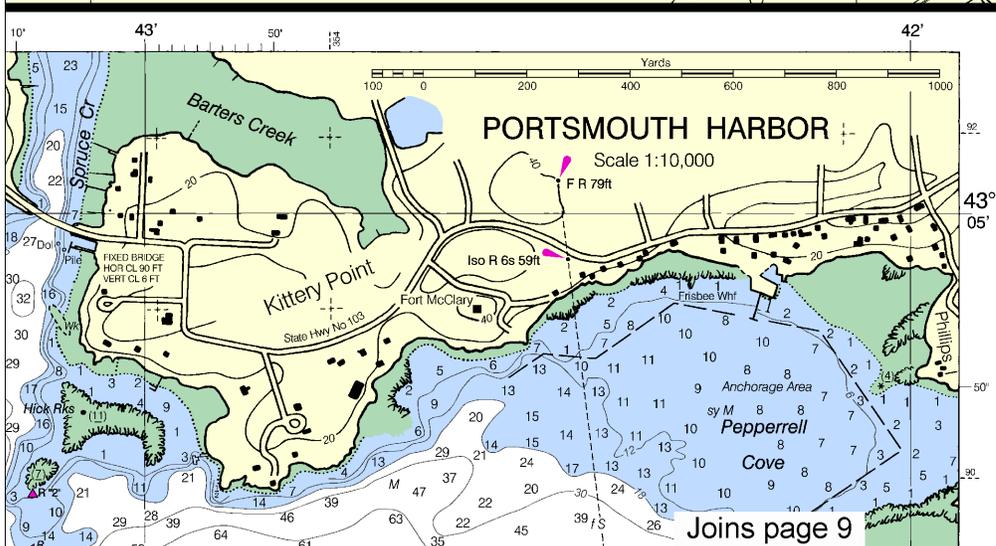
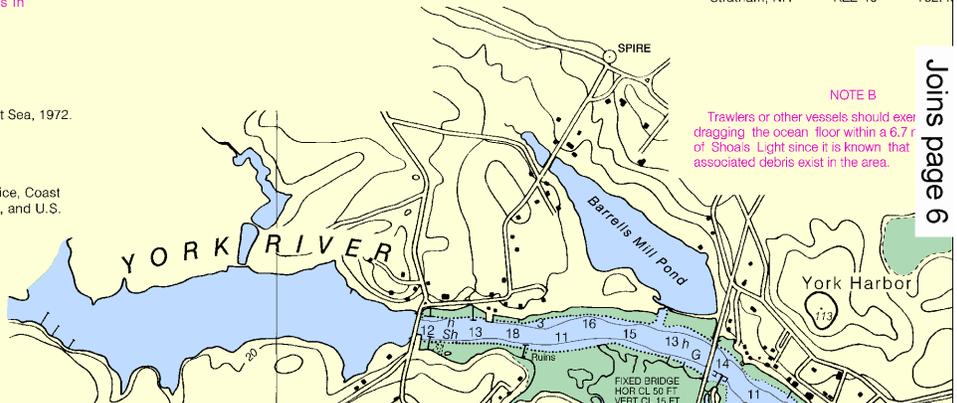
**VERTICAL DATUM**  
Reference datum of this chart is Mean Lower Low Water of 1983 (NAD 83), which is considered equivalent to the World Geodetic System 1984 (WGS 84). Heights referred to the North American Datum of 1983 must be corrected an upward and 1.819' eastward.

**ORDINATE GRID**  
Based on NAD 1927)  
The easting zone, is indicated by 100 foot intervals. The last interval is omitted.

**TIDAL INFORMATION**  
See U.S. Coast Pilot 1 for important information.

**CAUTION**  
Distances shown by broken lines are particularly at the edges.

**CAUTION**  
Distances or defects in aids to navigation are indicated on this chart. See U.S. Coast Pilot for details.



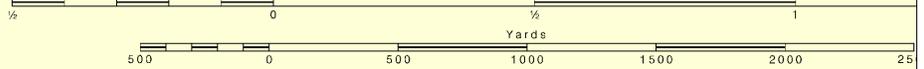
Joins page 6

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.

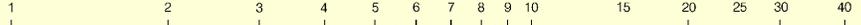
41° 50' 40' 30' 20' 10' 40' 50'

CONTINUED ON CHART 13286 38'

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 knot



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE - NEW HAMPSHIRE

# MOUTH HARBOR

## FROM HARBOR TO ISLES OF SHOALS

Mercator Projection  
Scale 1:20,000 at Lat. 43° 04'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

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### NOTE A

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Pump-out facilities

Acronyms and Abbreviations see Chart No. 1

International Regulations for Preventing Collisions at Sea, 1972. Collision lines are shown thus:

### AUTHORITIES

Soundings and topography by the National Ocean Service, Coast and Geodetic Survey, and additional data from the Corps of Engineers, and U.S. Army Corps of Engineers.

### AIDS TO NAVIGATION

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

### CAUTION

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### CAUTION

#### BASCULE BRIDGE CLEARANCES

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### HEIGHTS

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### WARNING

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### TIDAL INFORMATION

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### NOAA WEATHER RADIO BROADCASTS

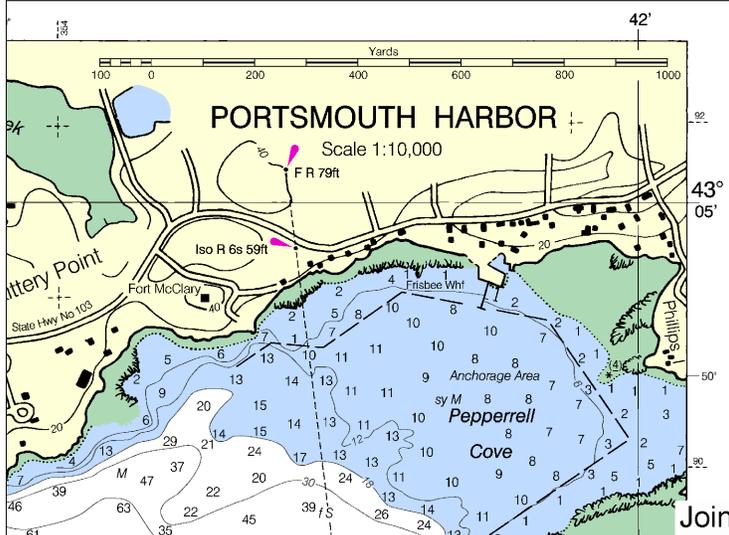
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Concord, NH	WXJ-40	162.400 MHz
Essex Marine, MA	WNG-574	162.425 MHz
Stratham, NH	KZZ-40	162.450 MHz

### NOTE B

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 racks and associated debris exist in the area.

Joins page 5



Joins page 10

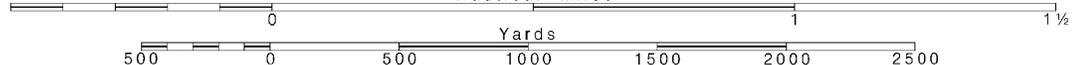


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

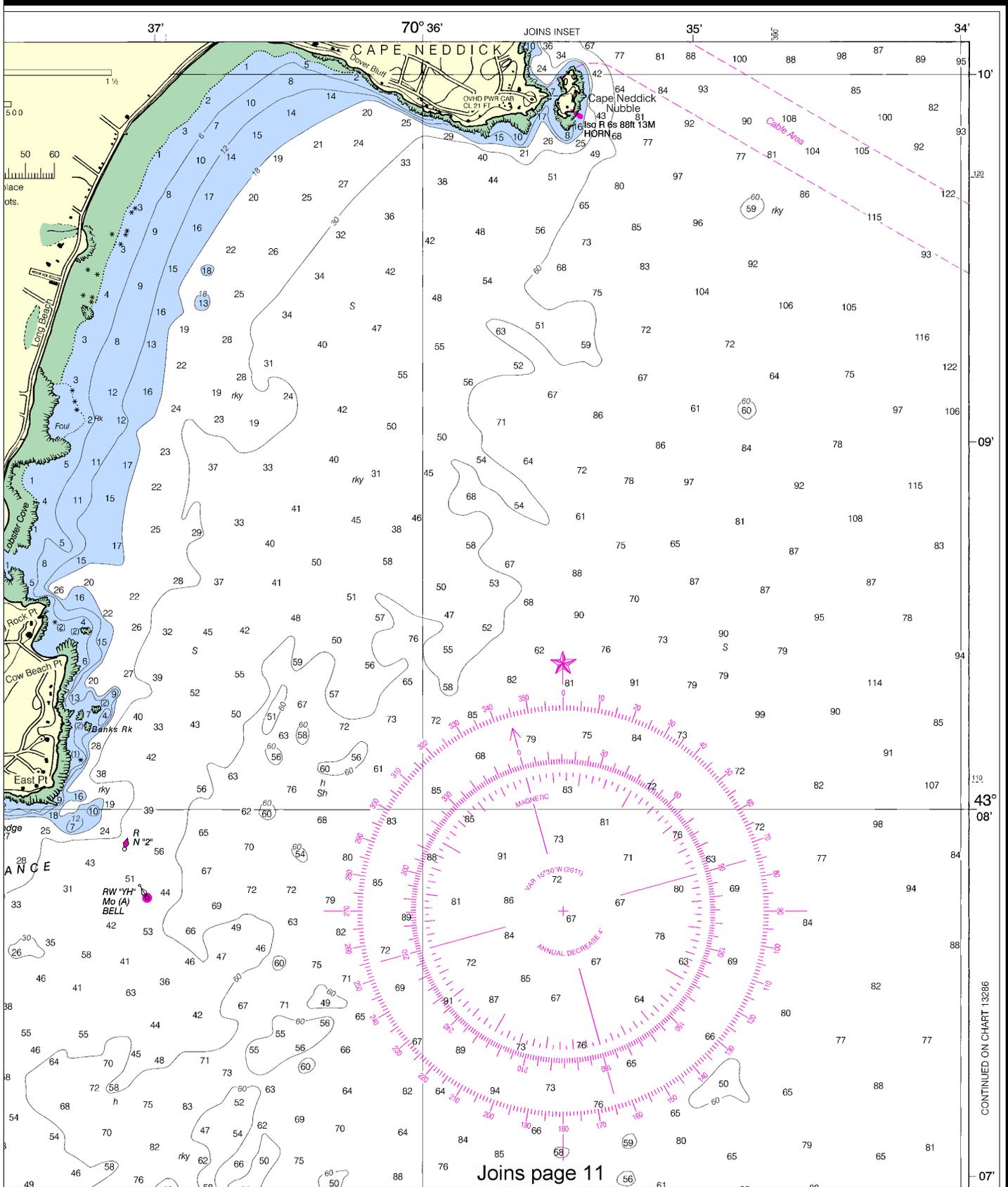
SCALE 1:20,000  
Nautical Miles

See Note on page 5.



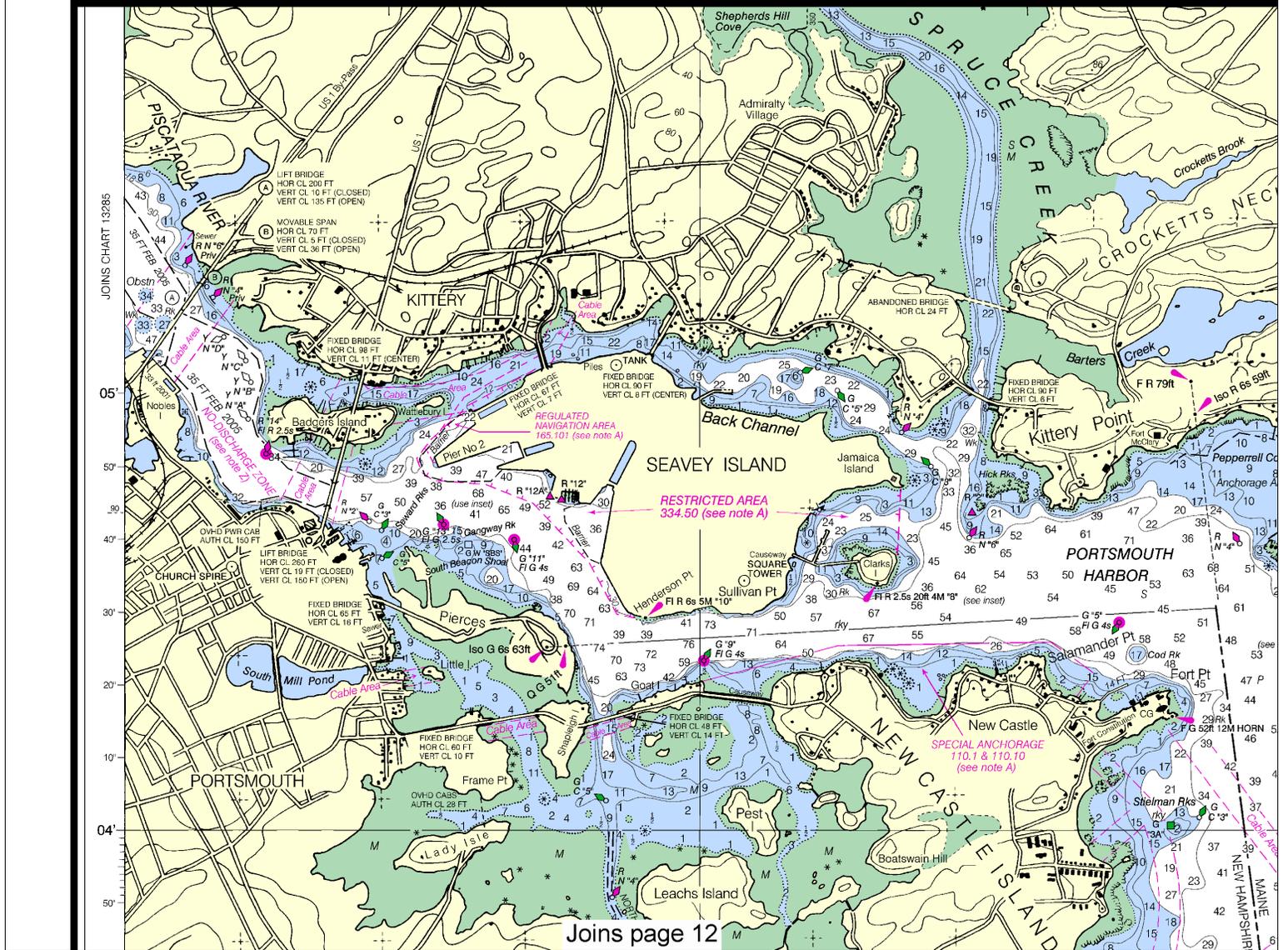
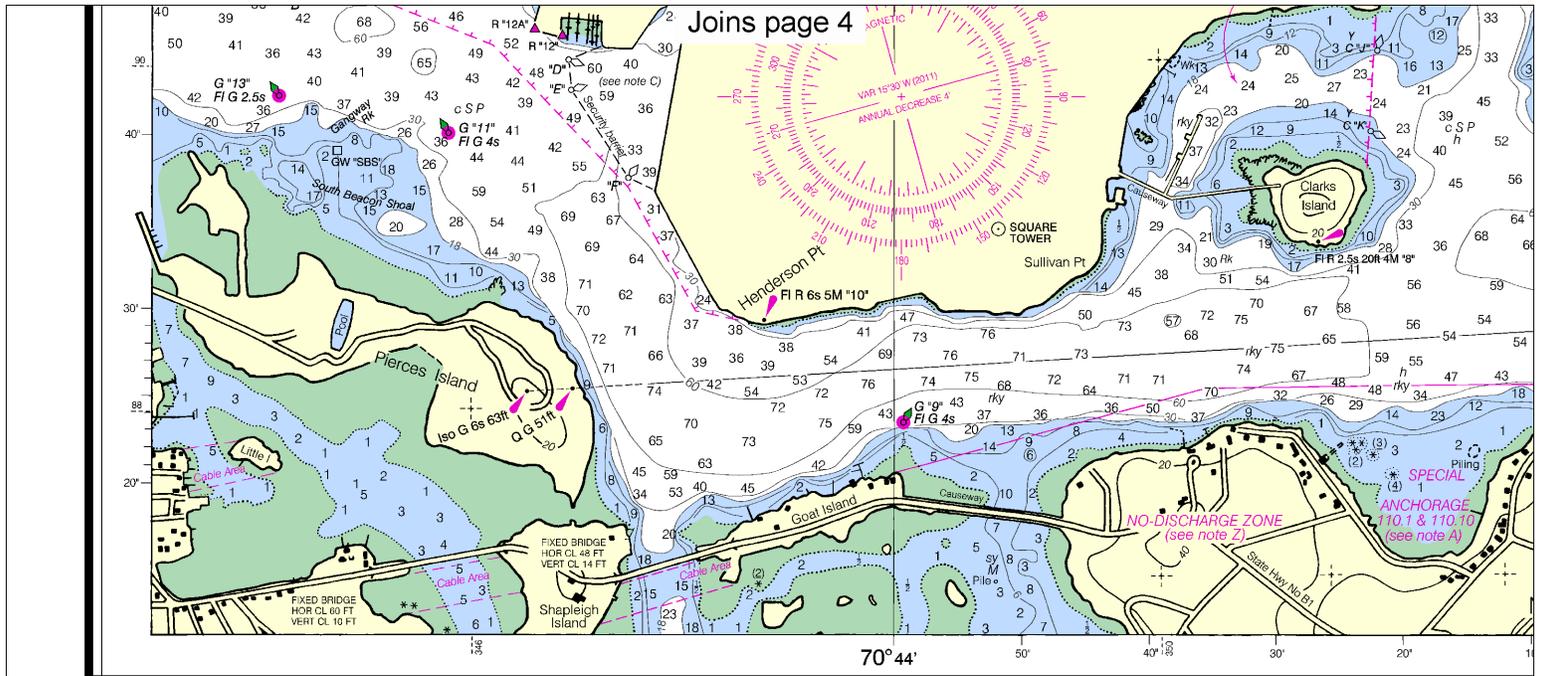
# SOUNDINGS IN FEET

13283



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.



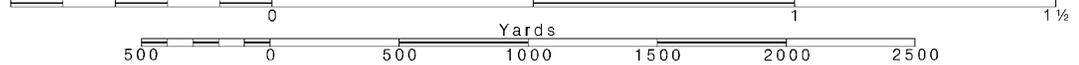


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

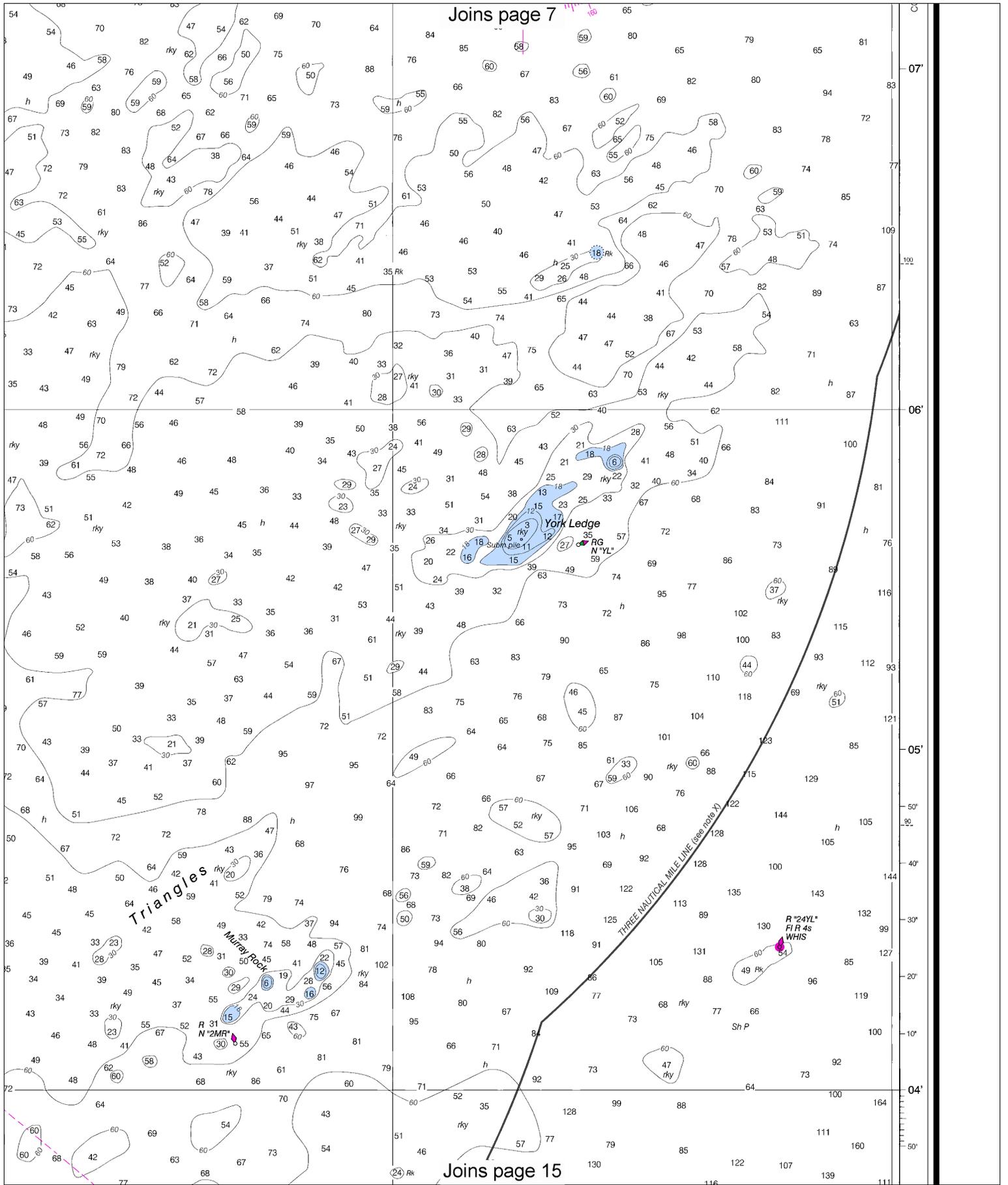
SCALE 1:20,000  
Nautical Miles

See Note on page 5.







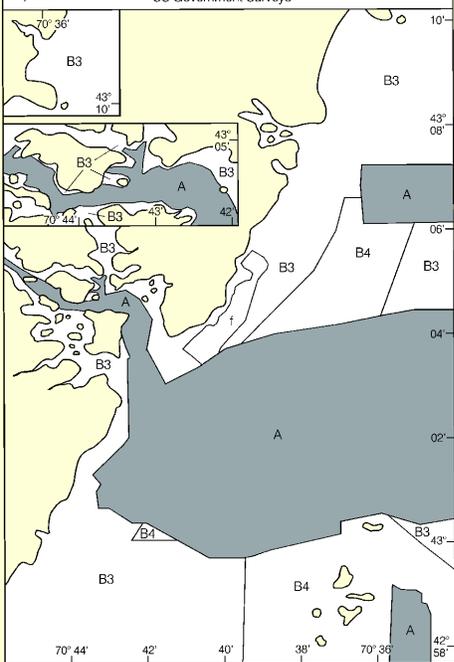


**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**SOURCE DIAGRAM**

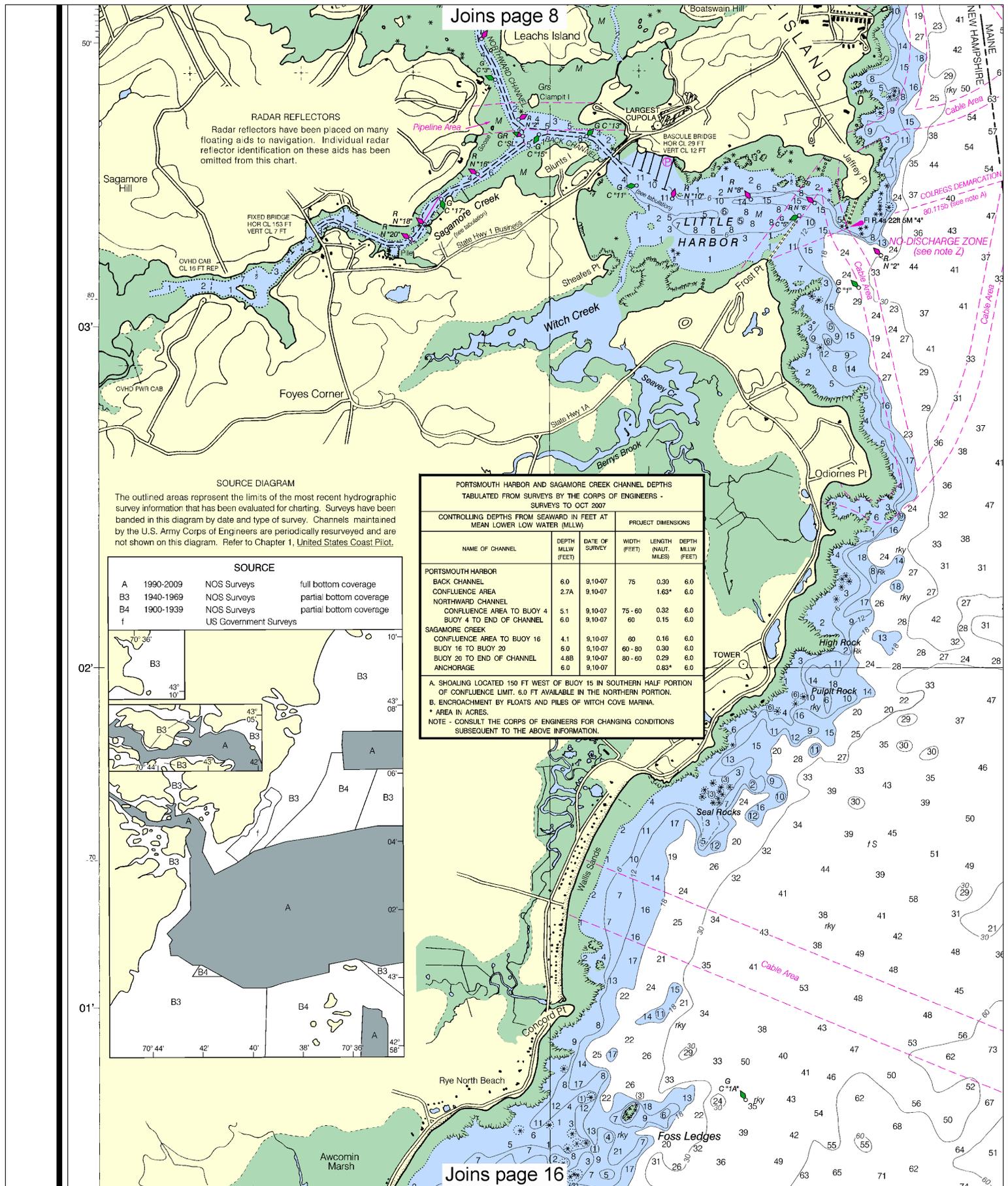
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
A	1990-2009	NOS Surveys full bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage
f		US Government Surveys

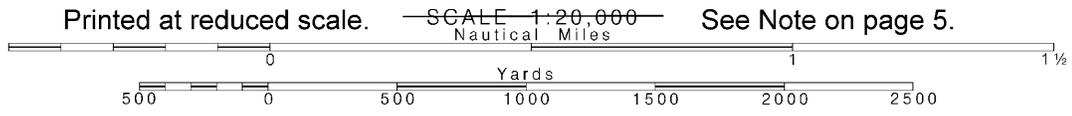


PORTSMOUTH HARBOR AND SAGAMORE CREEK CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 2007					
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			PROJECT DIMENSIONS		
NAME OF CHANNEL	DEPTH MLLW (FEET)	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
PORTSMOUTH HARBOR					
BACK CHANNEL	6.0	9,10-07	75	0.30	6.0
CONFLUENCE AREA	2.7A	9,10-07		1.63*	6.0
NORTHWARD CHANNEL					
CONFLUENCE AREA TO BUOY 4	5.1	9,10-07	75-60	0.32	6.0
BUOY 4 TO END OF CHANNEL	6.0	9,10-07	60	0.15	6.0
SAGAMORE CREEK					
CONFLUENCE AREA TO BUOY 16	4.1	9,10-07	60	0.16	6.0
BUOY 16 TO BUOY 20	6.0	9,10-07	60-80	0.30	6.0
BUOY 20 TO END OF CHANNEL	4.8B	9,10-07	80-60	0.29	6.0
ANCHORAGE	6.0	9,10-07		0.83*	6.0

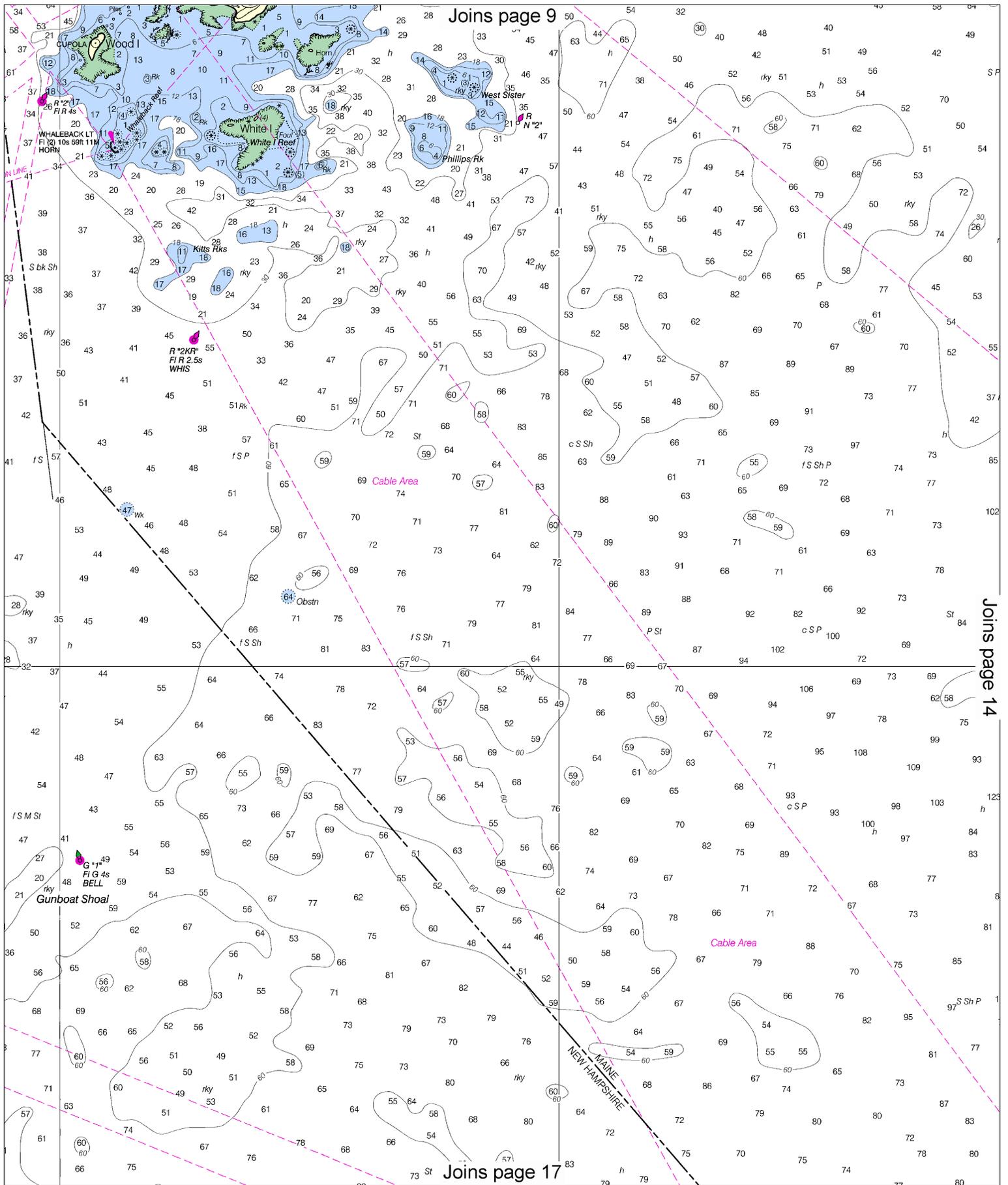
A. SHOALING LOCATED 150 FT WEST OF BUOY 15 IN SOUTHERN HALF PORTION OF CONFLUENCE LIMIT. 6.0 FT AVAILABLE IN THE NORTHERN PORTION.  
B. ENCROACHMENT BY FLOATS AND PILES OF WITCH COVE MARINA.  
\* AREA IN ACRES.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE INFORMATION.



Note: Chart grid lines are aligned with true north.



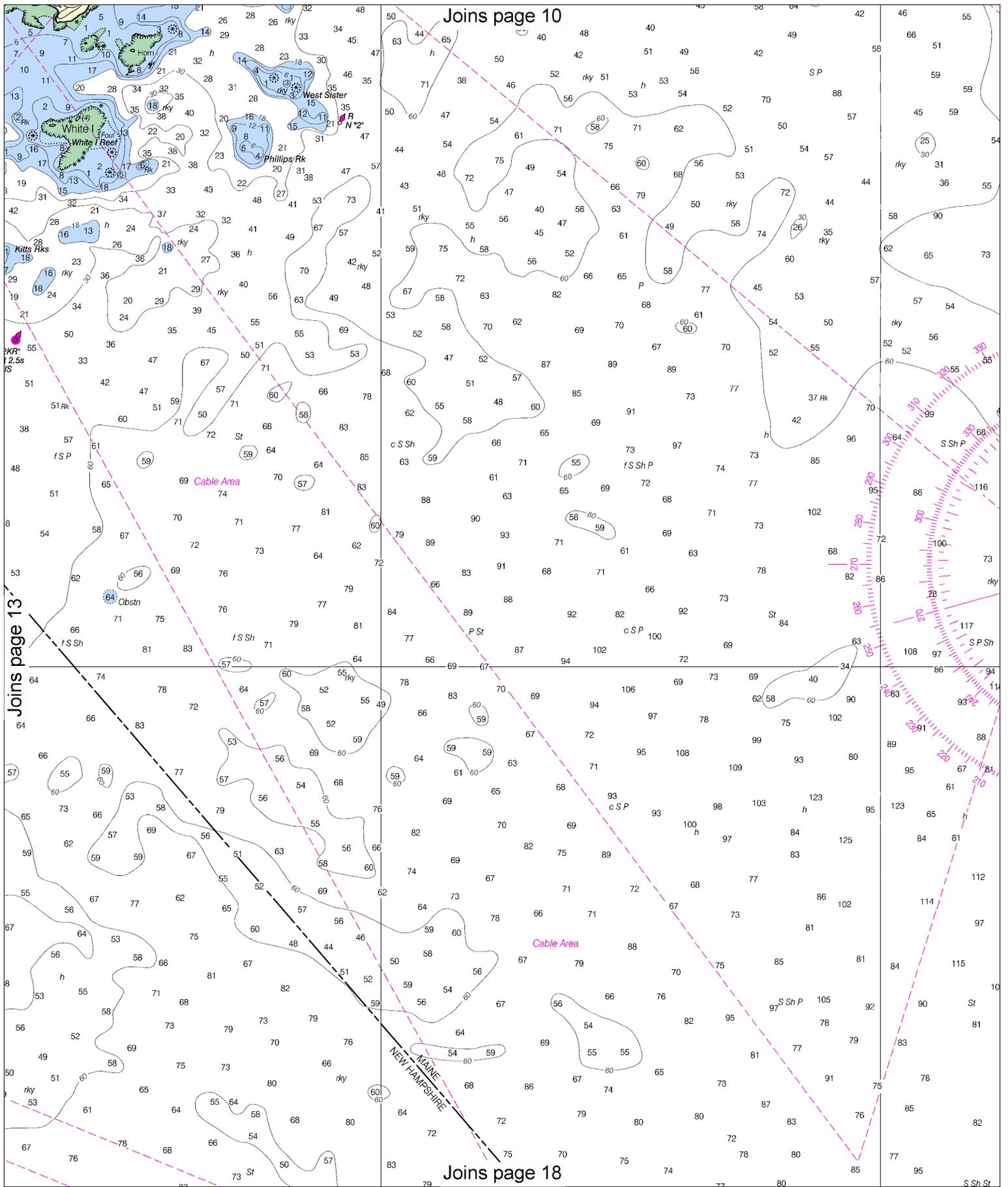
See Note on page 5.



Joins page 9

Joins page 14

Joins page 17



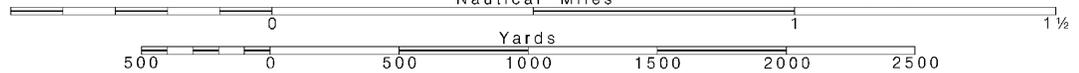
**14**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

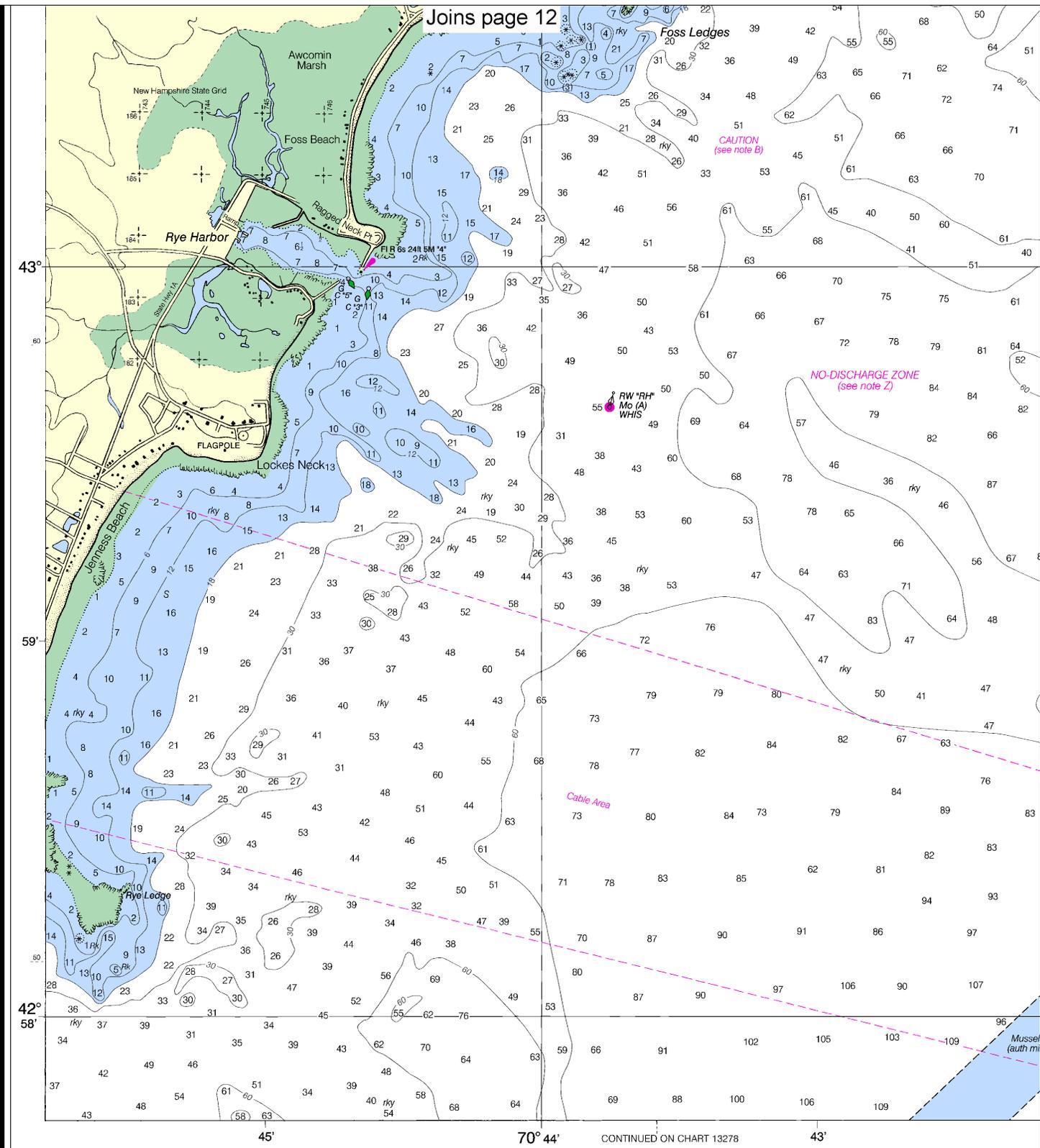
SCALE 1:20,000  
Nautical Miles

See Note on page 5.





Joins page 12



21st Ed., Mar. / 11  
**13283**

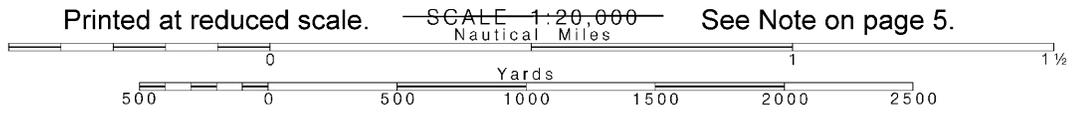
Corrected through NM Mar. 19/11  
Corrected through LNM Mar. 11/11

**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](http://nauticalcharts.noaa.gov).

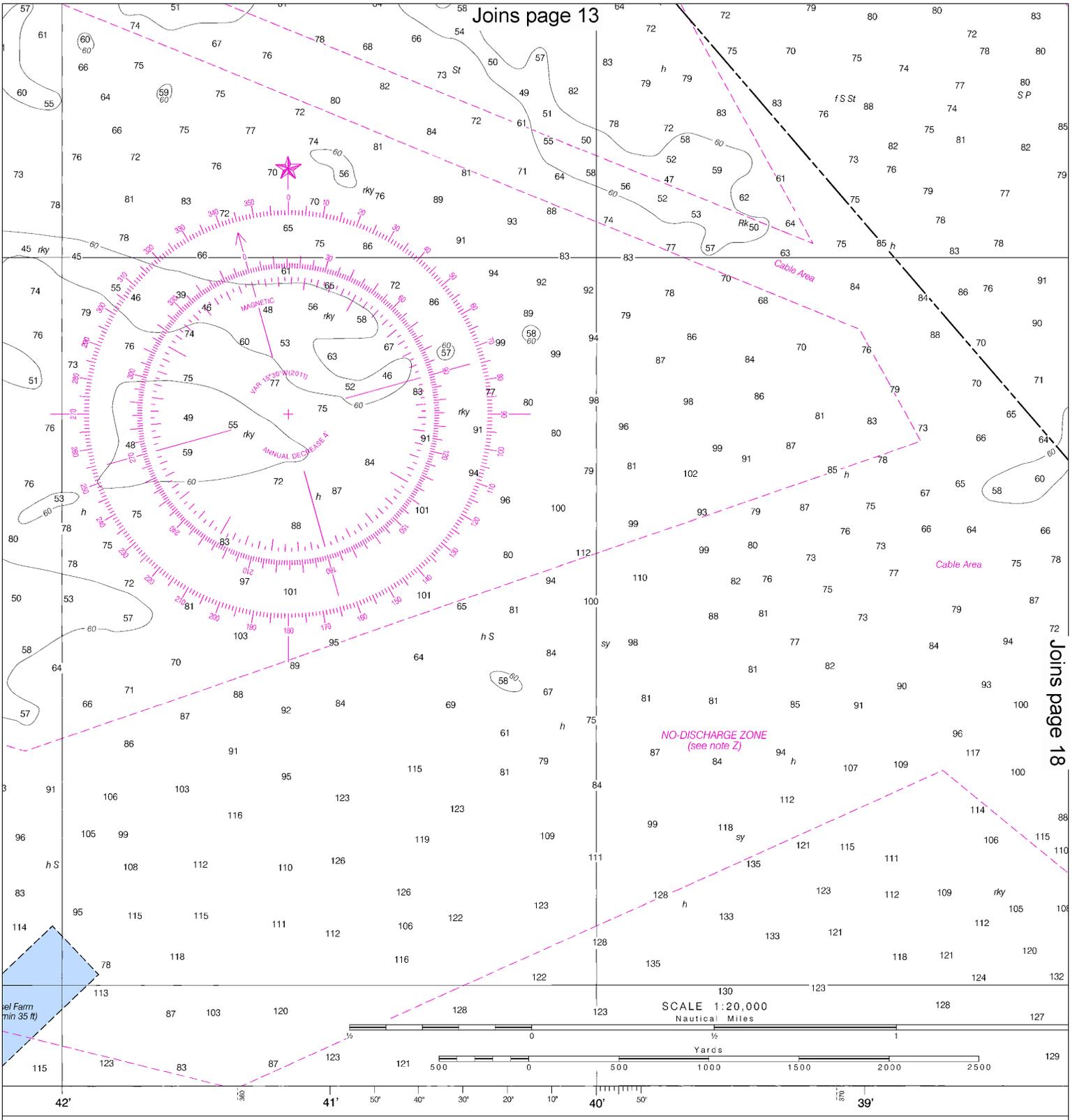
**PRINT-ON-DEMAND CHARTS**  
 NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-4 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocedata.nod.noaa.gov/drs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>

**16**

Note: Chart grid lines are aligned with true north.



See Note on page 5.

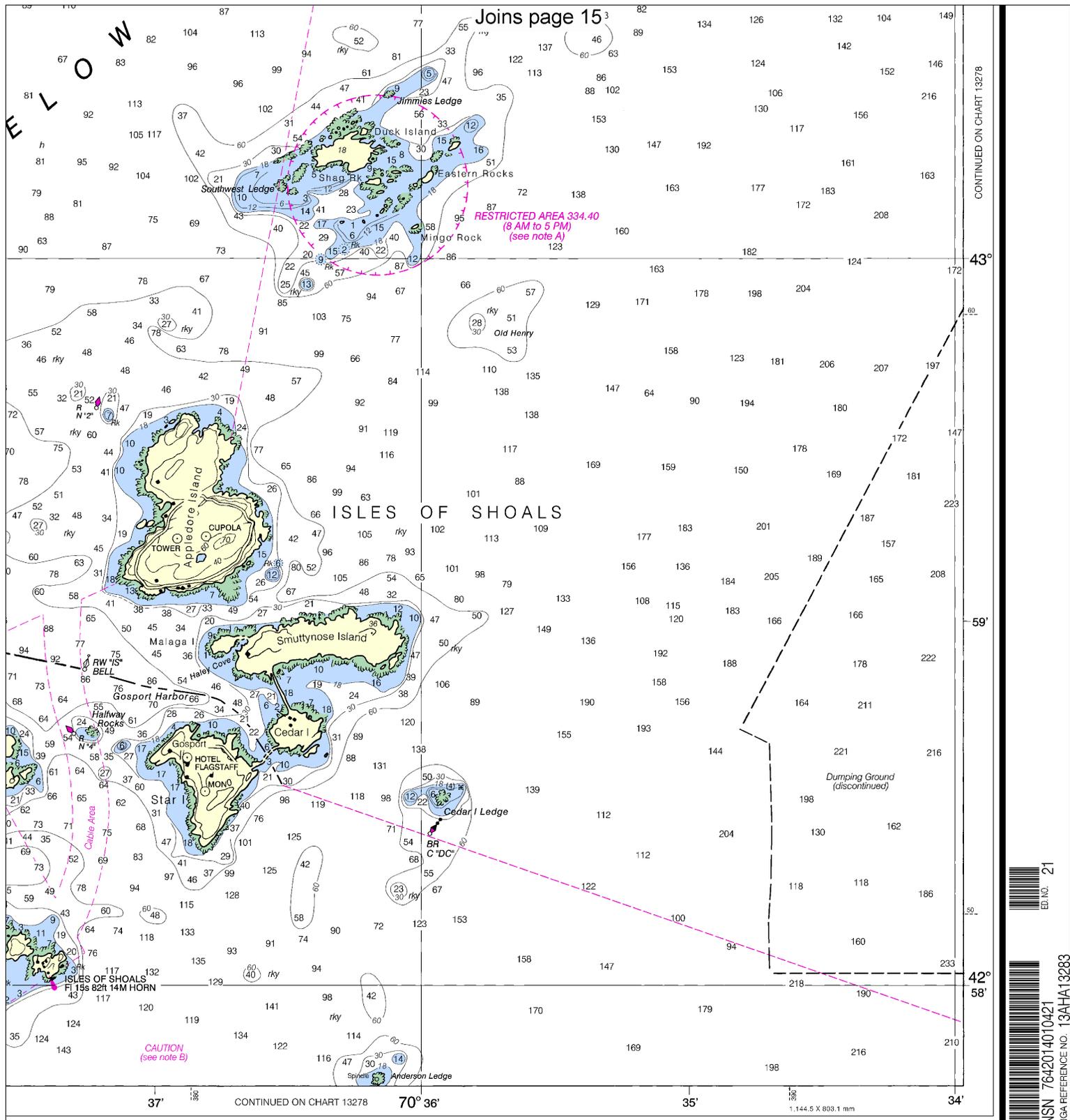


# SOUNDINGS IN FEET

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

NOTE X  
 Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously the outer limit of the territorial sea, is retained as it continues to depict the limit of the other laws. The 9-nautical mile Natural Resource Boundary of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line also in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of 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.





CONTINUED ON CHART 13278

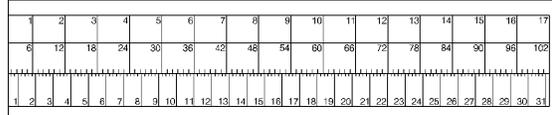
ED. NO. 21

NSN 7642014010421

INGA REFERENCE NO. 13AHA13283

Cape Neddick Harbor to Isles of Shoals  
SOUNDINGS IN FEET - SCALE 1:20,000

13283





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>
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- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- 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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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.

