



Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

A.S. COAST PILOT (1950)  
(33141)

obtainable at Portsmouth. Water of good quality but high in lime and magnesia may be obtained from towboats or alongside the wharves. Fuel oil can be obtained by prior arrangement.

**Chart Agency.**—The U. S. Coast and Geodetic Survey maintains a chart sales agency at Portsmouth.

**Repairs.**—There are no facilities for dry docking vessels in Portsmouth, except at the Naval Establishment, where a large graving dock is maintained. Vessels requiring repairs usually go to Portland or Boston. The machine shops in Portsmouth can make minor repairs to machinery. The several small boatyards are capable of hauling out boats up to 60 feet in length and 6 feet in draft.

**Little Harbor** is on the west side of the entrance to Portsmouth Harbor 0.8 mile westward of Whaleback Light. Vessels should not attempt to enter in bad southeasterly weather when the sea breaks across the entrance. The entrance is between two breakwaters, the northern of which is marked by a light at the south end. Two buoys mark the entrance outside the breakwaters. Inside the breakwaters, an anchorage basin has been dredged 2,000 feet long and 600 feet wide. In June 1950 the controlling depth was 6 feet. It is marked by buoys on its north side. A limited anchorage only for very small craft is in the channel above the inner buoy. A highway bridge across Little Harbor has a bascule span with a horizontal clearance of 29 feet and a closed vertical clearance of 13 feet at high water. The Wentworth is a large and conspicuous white hotel on the north side of the harbor. The hotel maintains a wharf and float landing near the bridge.

A narrow thoroughfare, bare at low water, connects the northwestern end of Little Harbor with Portsmouth Harbor. The thoroughfare between **Marvin** and **Goat Islands** is crossed by a fixed bridge with a horizontal clearance of 26 feet and a vertical clearance of 10 feet at high water.

**Pepperell Cove** is on the eastern side of the harbor, northeastward of Portsmouth Harbor Light, and on the north side of **Fishing Island** which is grassy and has two shanties on it. The cove has been dredged to a depth of 12 feet for an anchorage, and is used by many small coasting vessels and yachts. A buoy marks the south side of the entrance and the Navy maintains a large mooring buoy off the cove. **Kittery Point** is a village at the head of the cove. A wharf with about 12 feet alongside is on the northeast side of the cove abreast the village. The wharf has gas and water piped onto it and is mostly used by yachts.

**Chart 229.**—The **Piscataqua River**, above Portsmouth, forms the approach to Coheco, Bellamy, Oyster, Lamprey, and Exeter Rivers. It is also the approach to the towns of Durham, Newmarket, and Exeter and the city of Dover, all on the railroad. It has ample depth for 3.5 miles above the highway and railroad bridge at Portsmouth to the fork, and the principal dangers are buoyed to this point except **Boiling Rock**, off the east bank of the river 1.1 miles above the bridge. There is ample water in the channel west of the rock, but large vessels approaching or leaving the wharves of the electric plant on the opposite side of the river must exercise extreme caution. The channels in the several branches are narrow and crooked and shoal at the heads, and local knowledge is necessary to keep in them. Large tankers visit the wharves of the oil companies and power plants on the west bank of the river between Portsmouth and Dover Point. The tidal currents are very strong. Current predictions for a number of locations in the

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river may be obtained from the *Atlantic Coast Current Tables*. Pilots or towboats can be obtained at Portsmouth. The traffic above Dover Point consists of small motorboats whose operators have local knowledge.

5 A large steamer equipped as a floating powerhouse is moored on the west side of the river about 1 mile above the highway and railroad bridge. A high transmission line across the river at this point has an estimated vertical clearance of 200 feet above the water.

10 **Cocheco River** has a depth of about 3 feet in a narrow, crooked, unmarked channel to the city of **Dover**, 10 miles above Portsmouth. There is no commercial traffic to Dover, but small craft with local knowledge occasionally run to that town.

The western branch of Piscataqua River is crossed at **Dover Point** by a fixed bridge having a horizontal clearance of 200 feet and a vertical clearance of 33½ feet, but for 100 feet of the middle of the span the vertical clearance is 46½ feet.

15 **Bellamy River** has a reported depth of less than 4 feet in a narrow, crooked, and unmarked channel to within 0.3 mile of a wooden mill 1 mile south of Dover. Above this the river is shoal to the mill. Local knowledge is necessary to keep in the channel which is seldom used. At its mouth this river is crossed by a highway drawbridge having a horizontal clearance of 40 feet and a closed vertical clearance of 9½ feet. At least four hours' advance notice is required to open this bridge. See Chapter 2, § 203.40.

20 The narrow **Oyster River** has a crooked and unmarked channel, bare at low water, to the village of **Durham**, 8.5 miles above Portsmouth. It is seldom used.

**Lamprey River** has a depth of about 4 feet in a narrow, crooked, and unmarked channel to the village of **Newmarket**, 12 miles above Portsmouth. Local motorboats navigate in this river.

25 **Exeter River** has a depth of about 4 feet in a narrow, crooked channel to the town of **Exeter**, 16.5 miles above Portsmouth. The approach to the river is through **Little Bay** and **Great Bay**, and the channel through these bays is partially marked by buoys. Local knowledge is necessary to keep in the channel through these bays and the river above.

30 Two bridges cross Exeter River. The first, a railroad bridge near the mouth, has a swing span with a horizontal clearance of 30 feet and a closed vertical clearance of 2½ feet at high water. The highway bridge, about 1.2 miles above the mouth, has a horizontal clearance of 50 feet and closed vertical clearance of 9½ feet. See Chapter 2, § 203.45.

35 **Chart 330.—Isles of Shoals** consist of a group of islets 5 to 6 miles offshore south-eastward of Portsmouth Harbor entrance. Seven islets, several rocks, and ledges comprise the group which extends about 3 miles in length in a northeasterly direction, and is marked at the southwest end by Isles of Shoals Light. Several channels between the islands are used only by local fishermen and yachtsmen who occasionally seek shelter from easterly winds.

40 Isles of Shoals are frequented mostly by summer visitors, a few fishermen, and Coast Guard personnel. In the summer of 1949 a small steamer was making daily trips from Portsmouth to the Isles of Shoals. Hotel accommodations are available during the season.

45 On a clear day the Isles of Shoals can be seen for 10 miles. The houses and a tower on Appledore Island are the most prominent. Vessels passing westward can avoid all dangers by giving the islands a berth of 0.5 mile. Passing eastward, care should be taken