

BookletChart™



Casco Bay

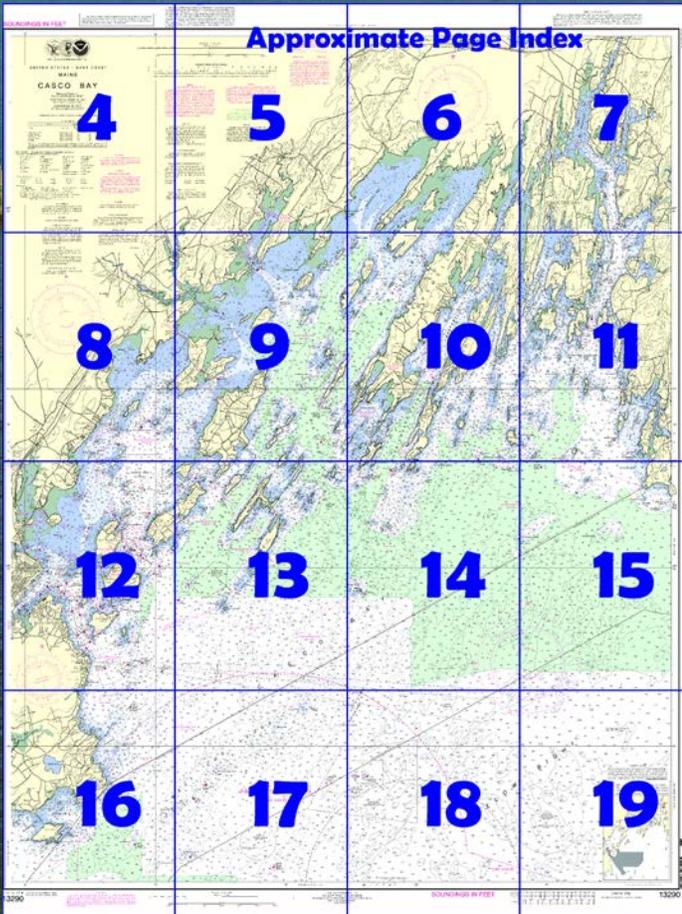
NOAA Chart 13290

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.

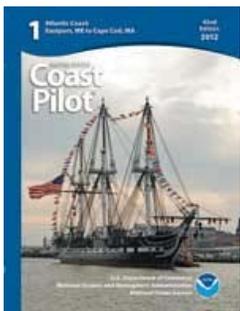
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13290>.



(Selected Excerpts from Coast Pilot)

Casco Bay is a very extensive area between Cape Small and Cape Elizabeth, a distance of 17.8 miles. Between these two capes the bay extends up into the land an average distance of about 12 miles. The number of islands in Casco Bay is 136, and many are fertile and under cultivation; nearly all are inhabited. Nearly every large island extends northeast and southwest which is the general course of the bay and of all rivers and coves contained

within its limits.

A **vessel-to-vessel oil transfer anchorage area** Casco Bay, about 3.5 miles northeastward of Portland, has been designated by the State of Maine Department of Environmental Protection. The area is 1 square

mile beginning at Hussey Sound Buoy 12, (43°42'10"N., 70°09'46"W.); thence north to 43°43'10"N., 70°09'46"W.; thence west to 43°43'10"N., 70°11'09"W.; thence south to 43°42'10"N., 70°11'09"W.; thence east to origin. (See also chart 13292.)

Anchorage.—In the eastern part of Casco Bay, the best anchorage for strangers is in New Meadows River. Local fishermen and yachtsmen frequently use Sebasco and Cundy Harbors. Potts Harbor, Harpswell Harbor, and Mackerel Cove are good anchorages in the middle of the bay for small vessels and yachts.

Merriconeag Sound and Harpswell Sound and the whole Casco Bay westward of Harpswell Neck afford good anchorage for large vessels, except in heavy northeast gales.

Vessels can enter through Broad Sound, Luckse Sound or Hussey Sound and select an anchorage under the lee of some of the many islands, a suitable depth and good holding ground being found in most places. Portland Harbor is a secure anchorage on the western side of the bay and is the one used mostly by larger vessels.

Most of the dangers are marked, and the waters are well charted, so that, with the aid of the chart, no difficulty should be experienced in navigating Casco Bay in clear weather.

Currents.—The velocity of the tidal current at strength is about 1 knot in the entrance to Portland Harbor and in Hussey and Broad Sounds. In the open waters of the bay it is generally 0.5 knot or less. Current predictions for a number of locations may be obtained from the Tidal Current Tables.

Ice.—Considerable ice forms at the heads of the numerous arms extending northward in Casco Bay, but the principal anchorages are available at any season of the year.

The part of Casco Bay between Cape Small on the east and Halfway Rock Light and Harpswell Neck on the west is full of small islands, ledges, and rocks. Between them, narrow but deep channels lead to the bays and sounds at the head. These arms afford good anchorage for small vessels, but are used only by local fishing and pleasure craft.

Temple Ledge, about 1.8 miles southwestward of Cape Small and covered 25 feet, is unmarked. **Lumbo Ledge**, 2 miles west of Temple Ledge and 2.6 miles south of **Ragged Island**, is covered 17 feet and marked by a buoy on its south side.

East Brown Cow, 1.6 miles west-northwestward of Cape Small, is 12 feet high and bare. **Mark Island**, 0.8 mile northward of East Brown Cow, is high and thickly wooded. **Mark Island Ledge**, 0.3 mile southwestward of Mark Island, uncovers 3 feet and is marked on its west side by a buoy. **Wyman Ledge**, 0.5 mile east of Mark Island, covered 4 feet, is marked on its eastern side by a buoy.

White Bull, 1 mile westward of Mark Island, is a high, round, and bare islet. **White Bull Lighted Gong Buoy WB**, about 0.4 mile southeastward of the island, marks the southwestern approach to New Meadows River. **Bold Dick**, an unmarked rock about 0.7 mile west-southwestward of White Bull, uncovers 7 feet.

The principal dangers are **Gooseberry Island Ledge**, extending about 0.3 mile southwestward of Gooseberry Island, awash at low water and marked by a buoy; **Wood Island South Ledge**, covered 5 feet at the end and extending about 0.3 mile south of Wood Island, marked by a lighted bell buoy about 350 yards westward of the south end of the ledge; **Middle Ledge**, awash and marked by a buoy on its southwestern side; **Pitchpine Ledges**, covered 6 feet and marked on its western side by a buoy; and a 3-foot shoal, marked off its southwest side by a buoy, about 0.2 mile southwestward of Carrying Place Head.

**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

Corrected through NM Jul. 3/10
Corrected through LNM Jun. 22/10

Mercator Projection
Scale 1:40,000 at Lat. 43°42'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HEIGHTS
Heights in feet above Mean High Water.

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

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.

WIRE DRAGGED AREAS
The green tinted area outlined by dashed green lines have been swept clear to at least the depths indicated by the green numbers.

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depth shown.

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

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)

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
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.

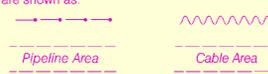
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.293" northward and 1.829" eastward to agree with this chart.

ROYAL RIVER
The controlling depth was 8 feet for a width of 100 feet in the entrance channel to the first turn at Parker Point from May 1963 - Jan 1997; thence 4 feet for a width of 80 feet to position 43°47'51"N, 70°10'35"W, and 1½ feet in the anchorage basin.
Dec 2008

**NOTE B
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. See charts 13260 and 13286.

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

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
Dresden, ME WXM-60 162.475 MHz

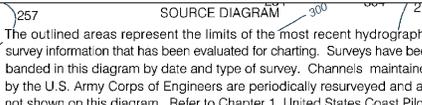
**CAUTION
SUBMARINE PIPELINES AND CABLES**
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

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

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).

**NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140**
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

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

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.

TIDAL INFORMATION				
PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water		
		Mean Higher High Water	Mean High Water	Mean Low Water
Small Point Harbor	(43°44' N/69°51' W)	feet: 9.5	feet: 9.1	feet: 0.3
Cundy Harbor	(43°47' N/69°54' W)	9.6	9.2	0.3
Harpswell Harbor	(43°46' N/70°00' W)	9.7	9.3	0.3
South Freeport	(43°49' N/70°06' W)	9.7	9.3	0.3
Portland	(43°40' N/70°15' W)	9.9	9.5	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 2010)

NOTE X

Within the 12-nautical mile Territorial Sea, some Federal laws apply. The Three Nautical outer limit of the territorial sea, is retained as it limit of the other laws. The 9-nautical mile Natu of Florida, Texas, and Puerto Rico, and the Three most cases the inner limit of Federal fisheries jurisdiction of the states. The 24-nautical mile mile Exclusive Economic Zone were establi Unless fixed by treaty or the U.S. Supreme Co to modification.

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.

SOUNDINGS IN FEET

13290



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST MAINE CASCO BAY

Mercaator Projection
Scale 1:40,000 at Lat. 43°42'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Small Point Harbor	(43°44'N/69°51'W)	9.5	9.1	0.3
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(Apr 2010)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

- | | | | |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green | N nun | R TR radio tower |
| Al alternating | IQ interrupted quick | OBSC obscured | Rot rotating |
| B black | Iso isophase | Oc occulting | s seconds |
| Bn beacon | LT HO lighthouse | Or orange | SEC sector |
| C can | M nautical mile | Osc oscillating | St M statute miles |
| DIA diaphone | m minutes | Q quick | VQ very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | Mo morse code | R Bn radiobeacon | Y yellow |

Bottom characteristics:

- | | | | | |
|---------------|-----------|---------|-------------|-----------|
| Blds boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Grs grass | M mud | S sand | sy sticky |

Miscellaneous:

- | | | | |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized | Obstn obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |
1. Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.
 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, Geological Survey, and U.S. Coast Guard.

HEIGHTS

Heights in feet above Mean High Water.

HORIZONTAL DATUM

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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.

NOTE B PRECAUTIONARY AREA

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CAUTION

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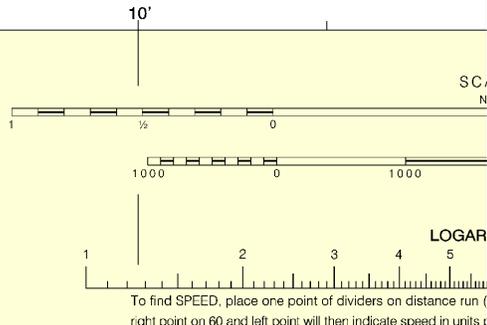
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ROYAL RIVER

The controlling depth was 8 feet for a width of 100 feet in the entrance channel to the first point from May 1963 - Jan 1997; or a width of 80 feet to position

Joins page 8



NOTE Z

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Station positions are shown thus:
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RADAR REFLECTORS

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4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

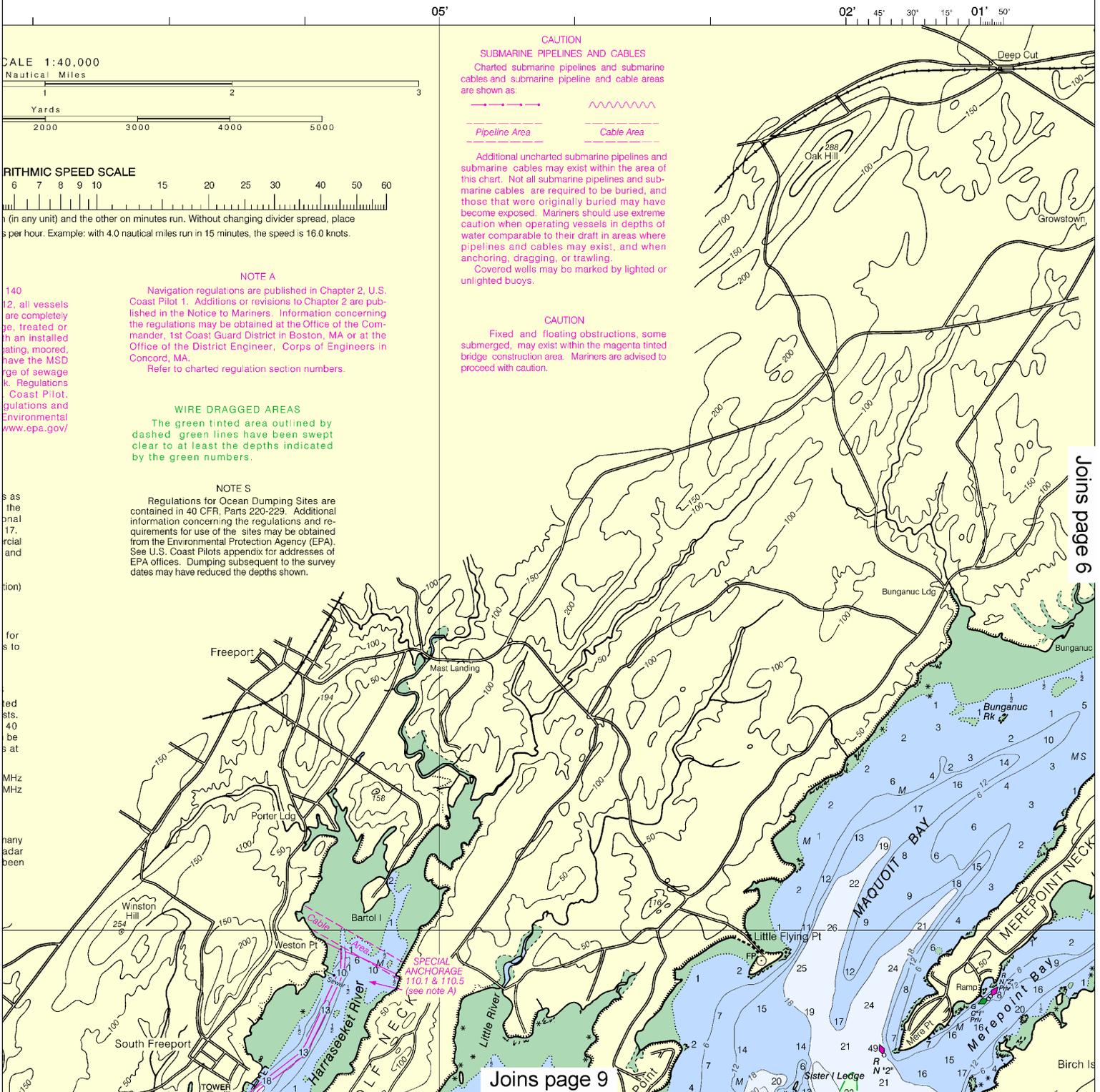
SCALE 1:40,000
Nautical Miles

See Note on page 5.



X
 established by Presidential Proclamation,
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 it continues to depict the jurisdictional
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 ree Nautical Mile Line elsewhere remain in
 s jurisdiction and the outer limit of the
 e Contiguous Zone and the 200-nautical
 ublished by Presidential Proclamation.
 Court, these maritime limits are subject

Formerly C&GS 315, 1st Ed., June 1870 C-1946-662 KAPP 2052



This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:53333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

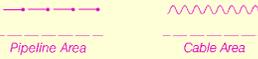


Recommended two way routes in the approaches to Port Cousins Island and through Broad draft commercial vessels (including routes at the master's discretion). exercise caution in and around the concerning deep draft commercial See U.S. Coast Pilot Volume

Formerly C&GS 315, 1st Ed., June 1870 C-1946-662 KAPP 2052

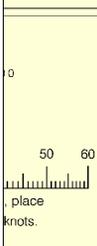
05' 02' 45' 30' 15' 01' 50' 70°

CAUTION
SUBMARINE PIPELINES AND CABLES
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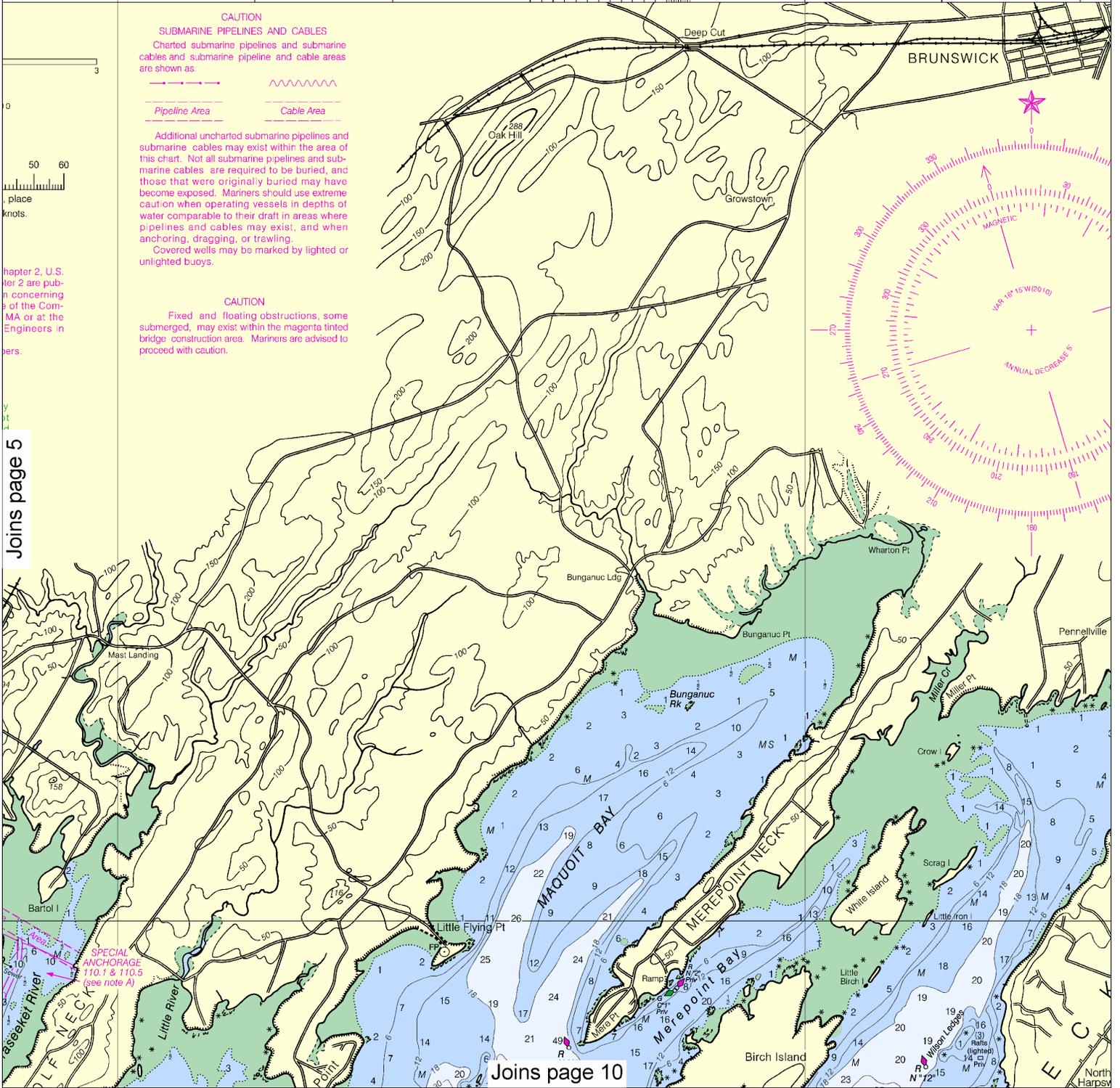
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Joins page 10

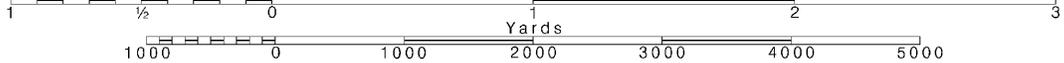


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



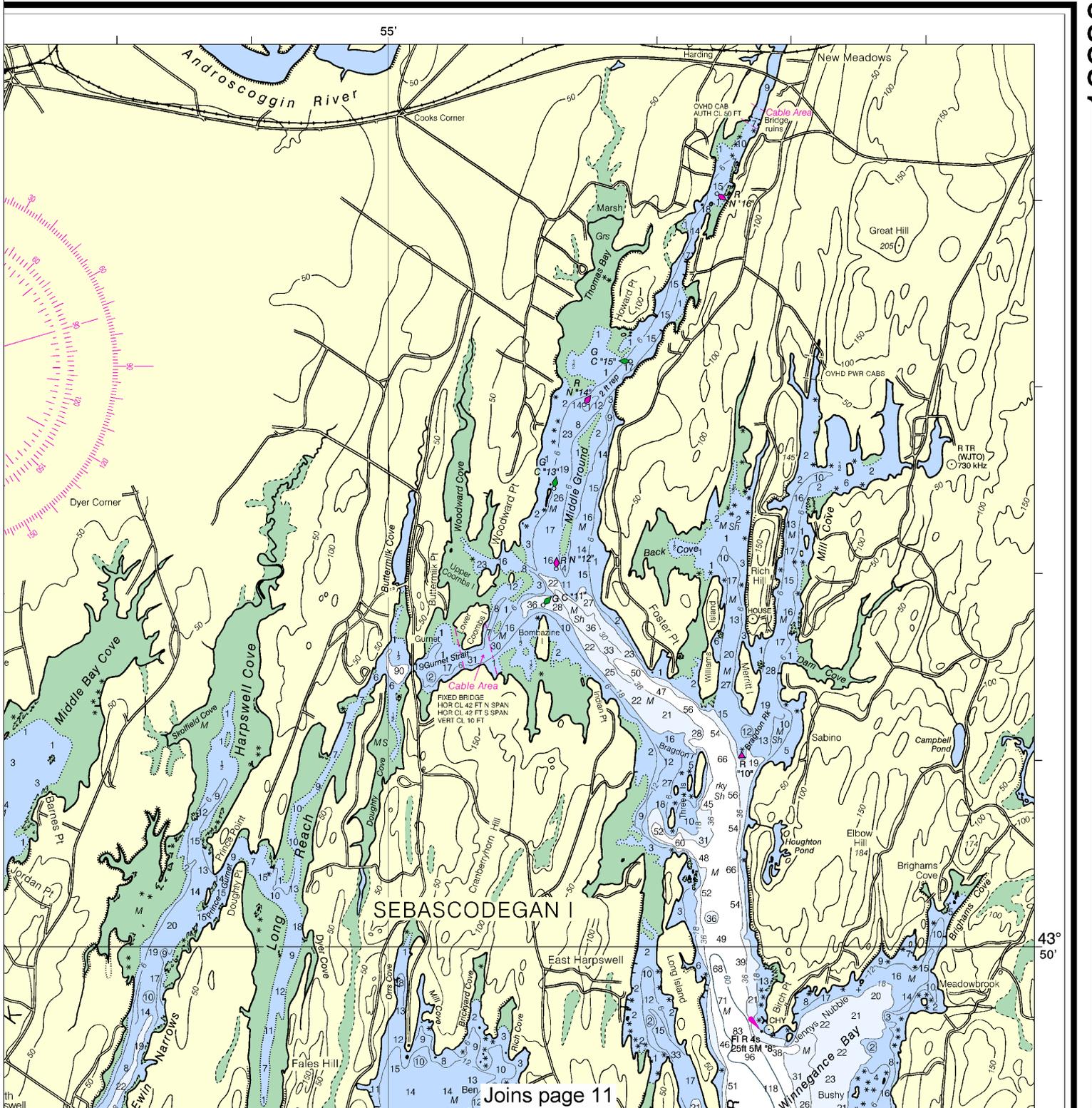
NOTE C

RECOMMENDED TWO WAY ROUTES

Routes have been established including deep-water routes for Portland Harbor and Casco Bay, through Hussey Sound to Broad Sound to Harpswell, Maine. While not mandatory, deep-draft tugs and barges are requested to follow the designated routes. Other vessels, while not excluded from these routes, should avoid these areas and monitor VHF Channel 16 or 13 for information from tug vessels (including tugs and barges) transiting these routes. See page 1, Chapter 8.

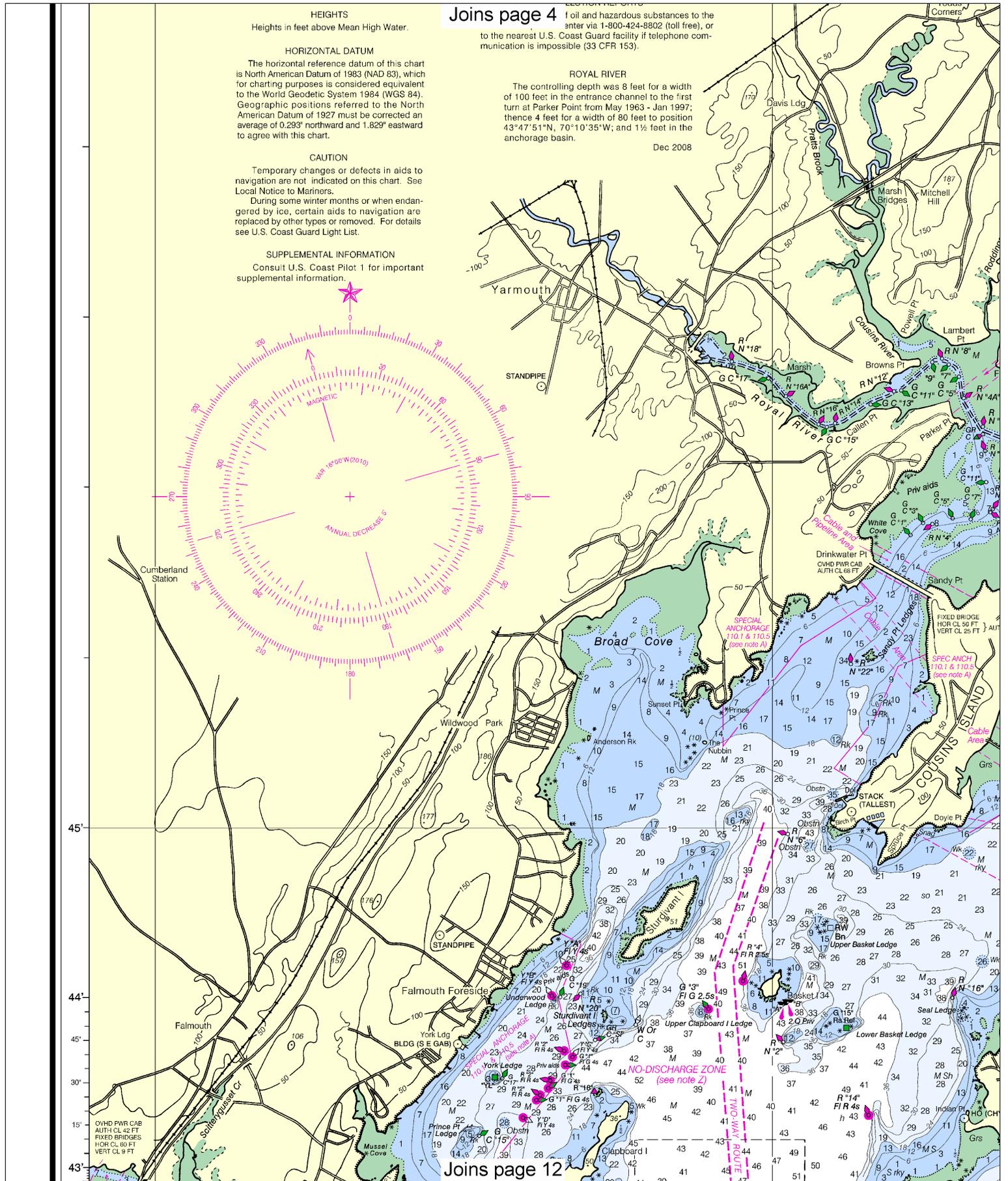
PRINT-ON-DEMAND CHARTS

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



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.





HEIGHTS
Heights in feet above Mean High Water.

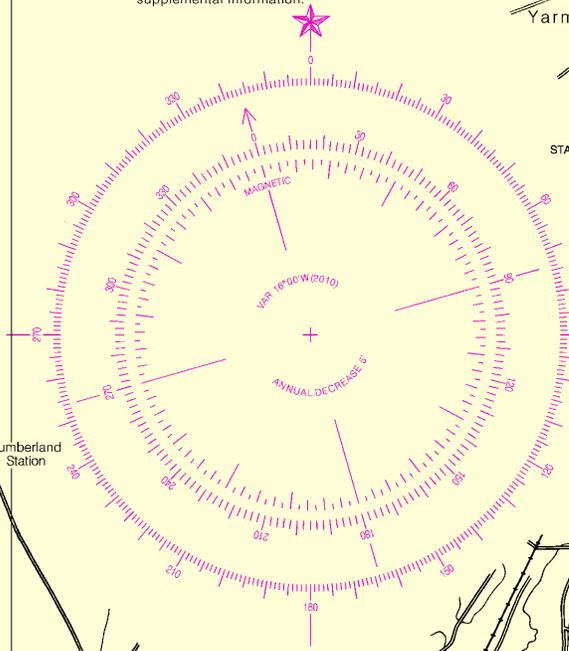
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CAUTION
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During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

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

Joins page 4
Oil and hazardous substances to be entered via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

ROYAL RIVER
The controlling depth was 8 feet for a width of 100 feet in the entrance channel to the first turn at Parker Point from May 1963 - Jan 1997; thence 4 feet for a width of 80 feet to position 43°47'51"N, 70°10'35"W; and 1½ feet in the anchorage basin.
Dec 2008



Cumberland Station

Joins page 12



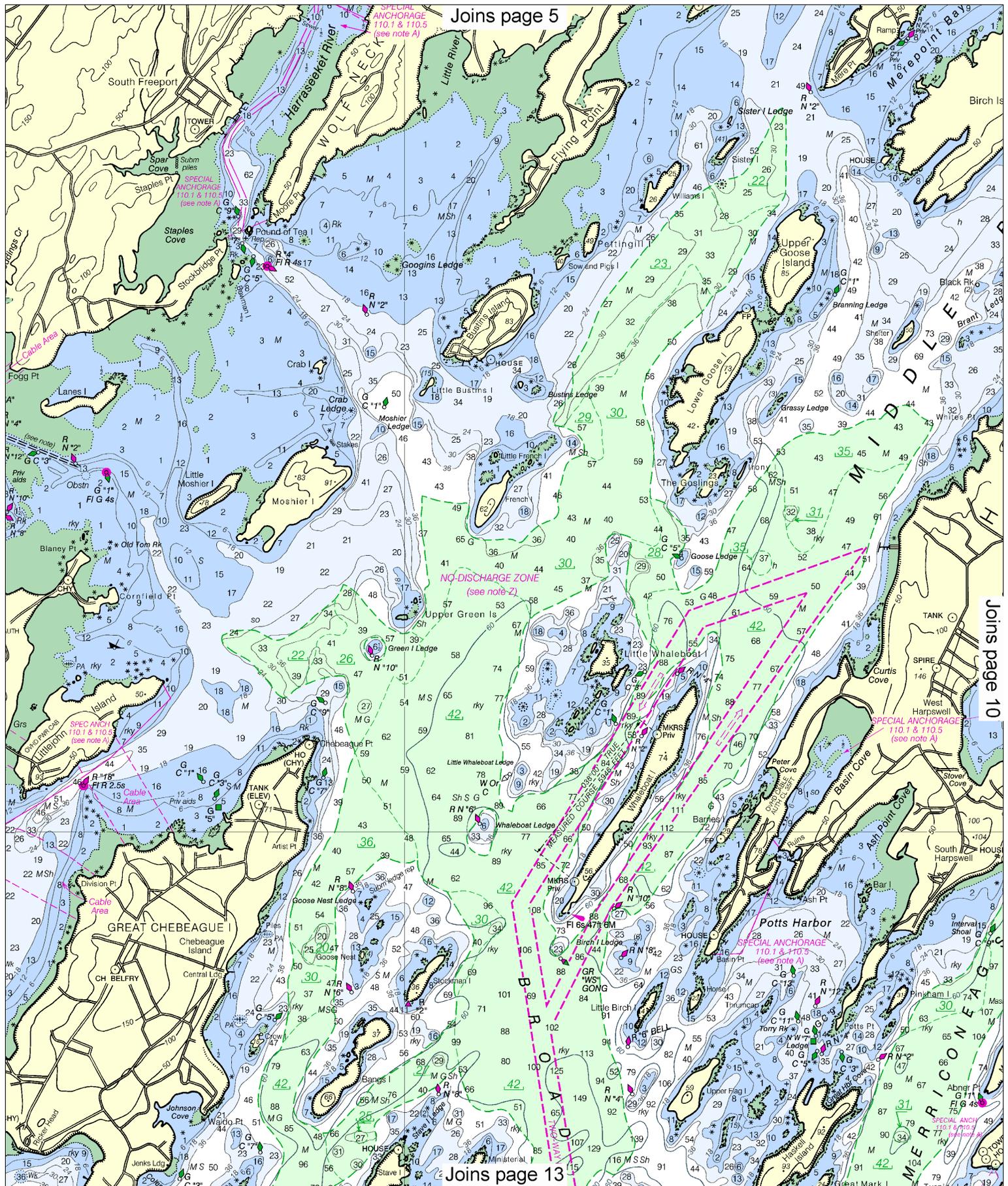
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

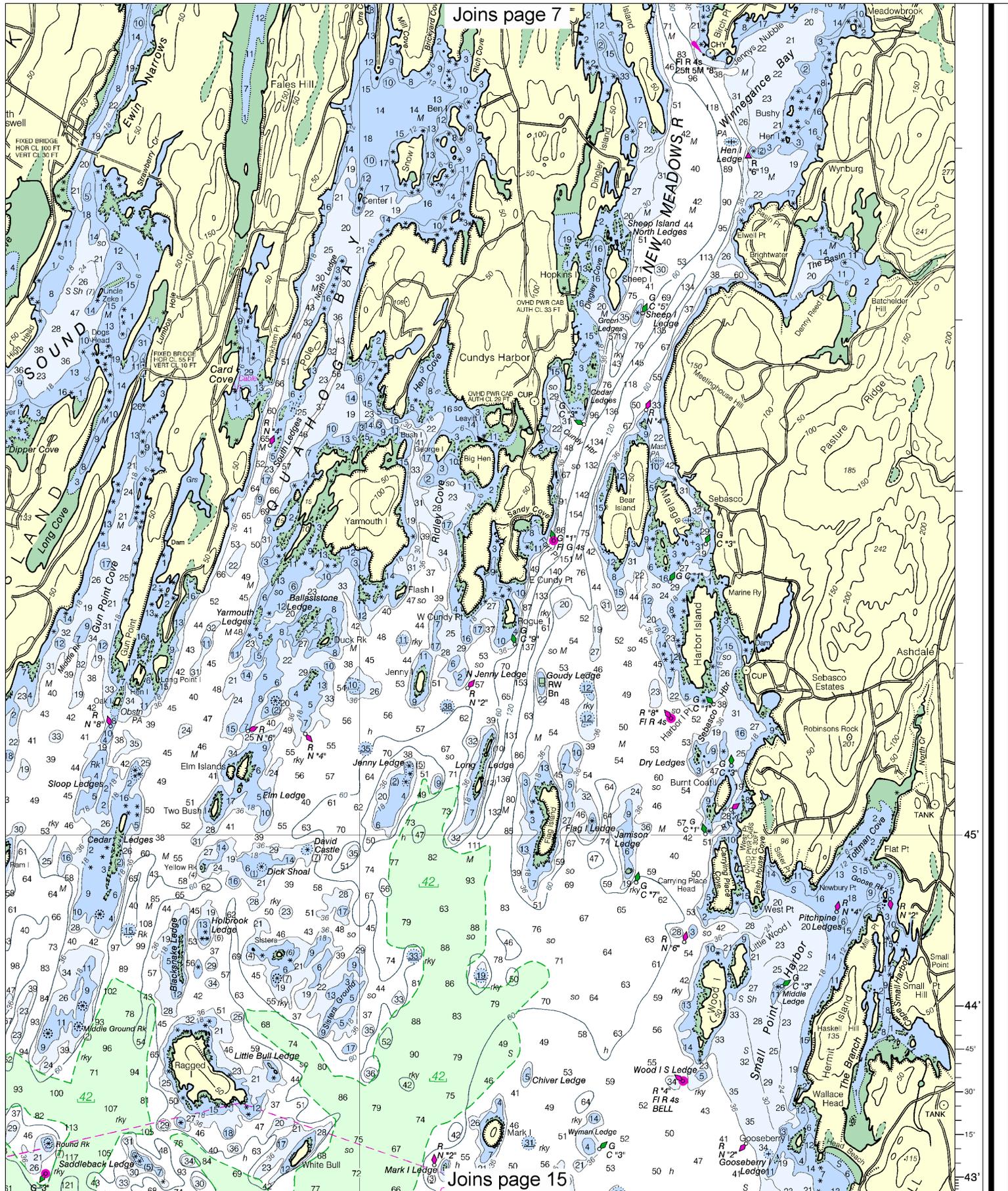


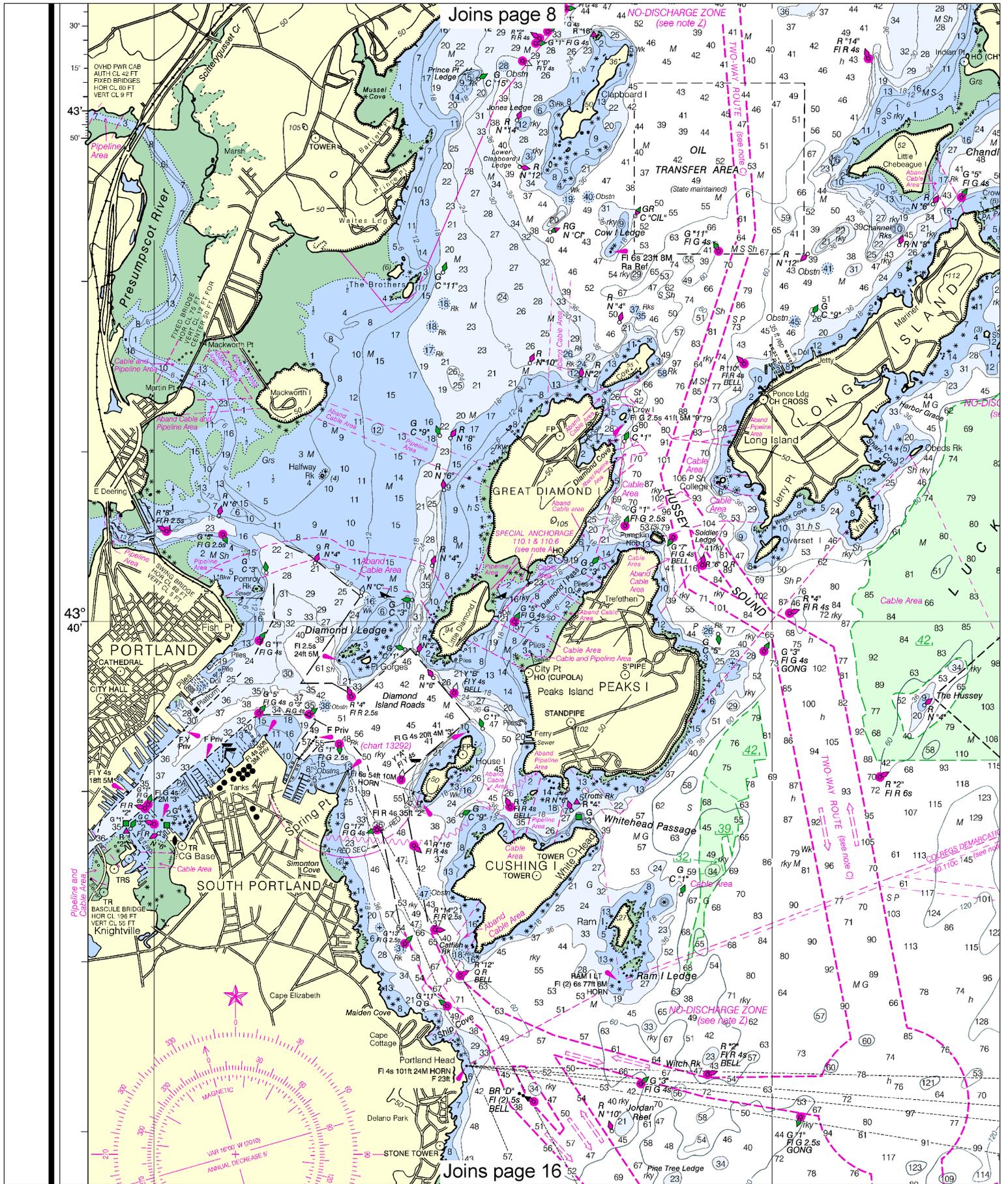


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Joins page 13





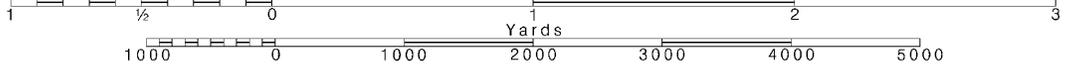
12

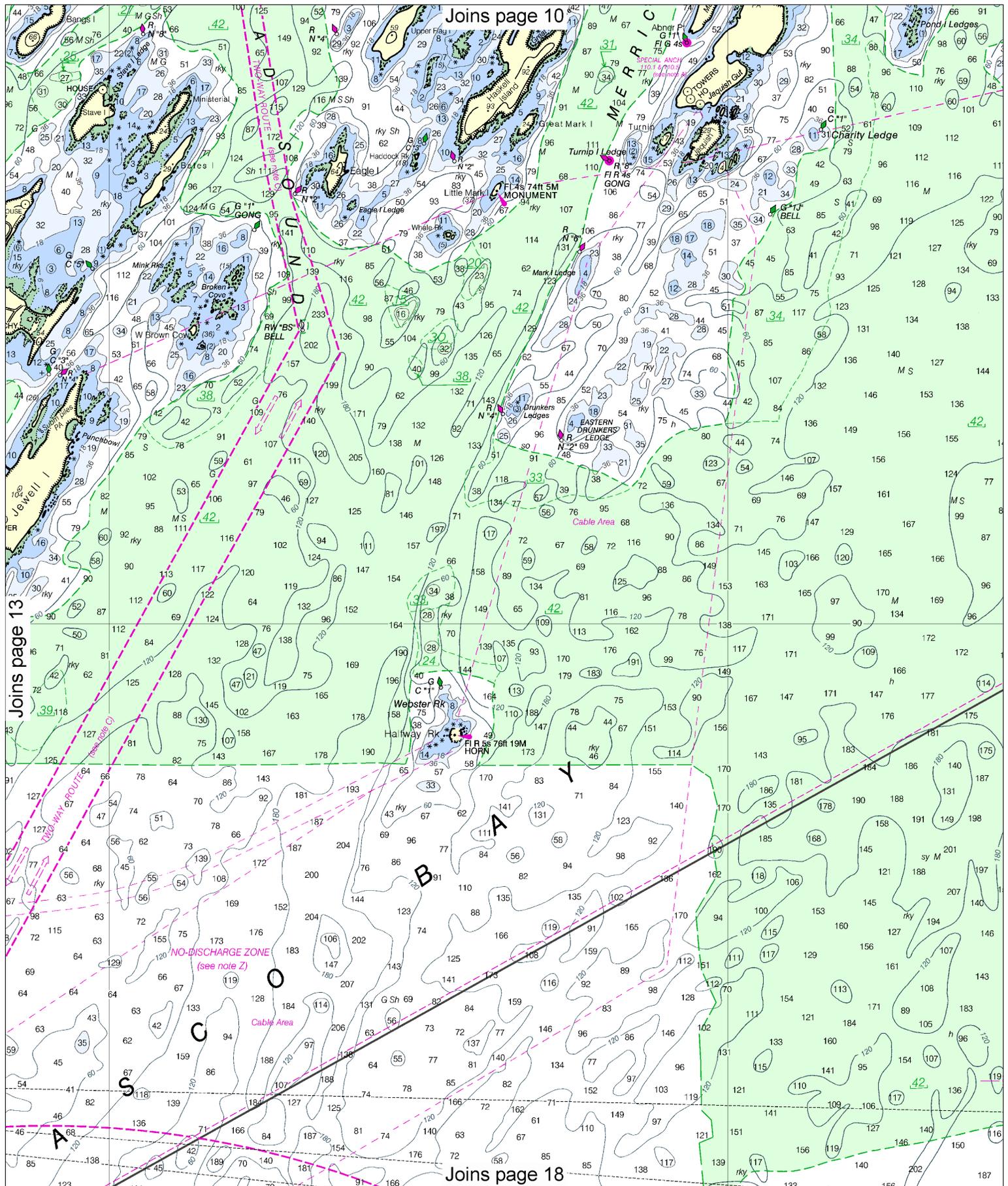
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





14

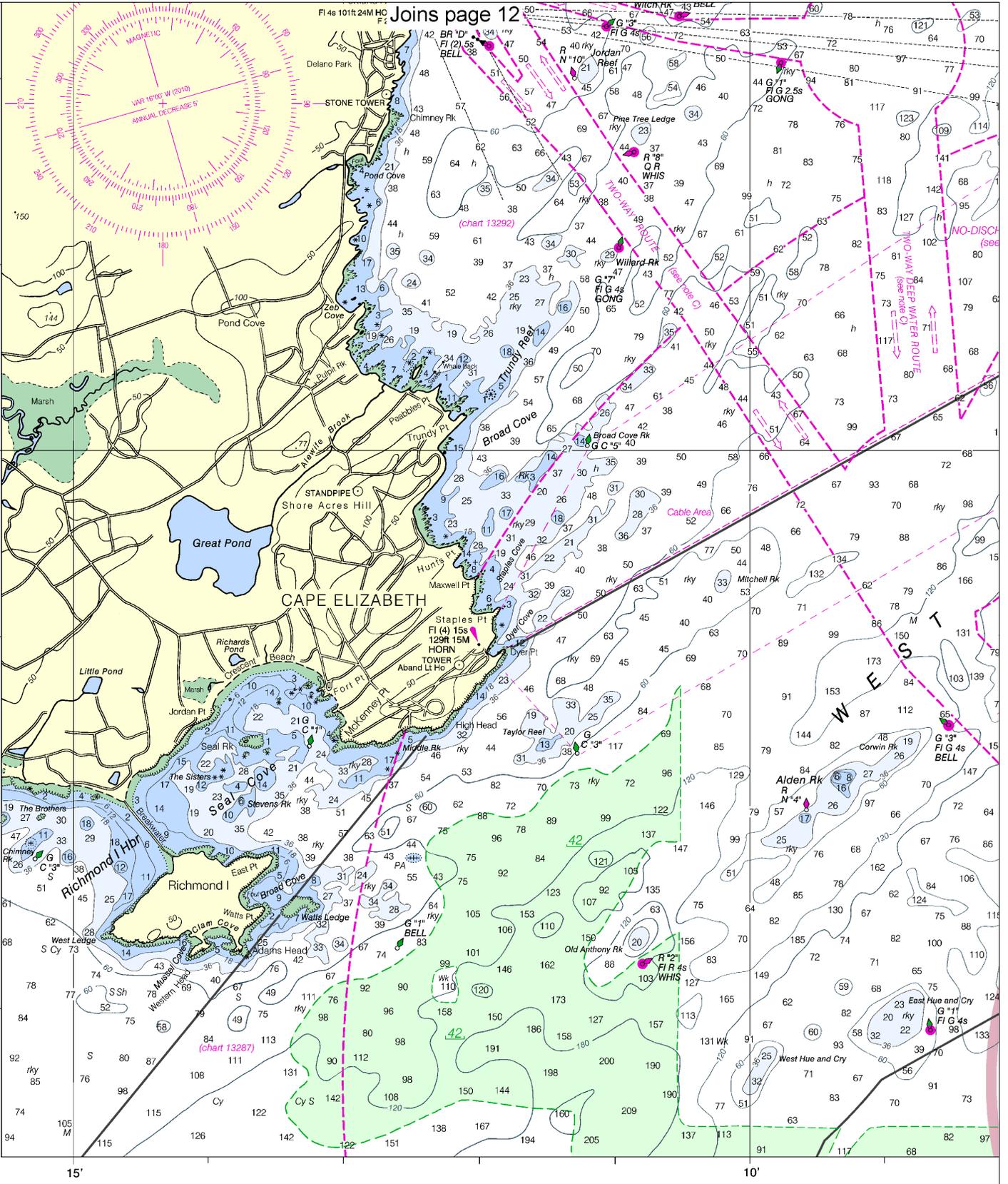
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



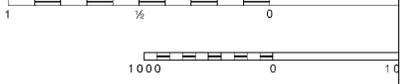


39th Ed., Jul. / 10 ■ Corrected through NM Jul. 3/10
 Corrected through LNM Jun. 22/10

13290

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.



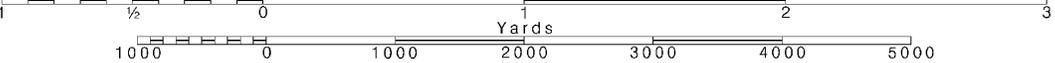
16

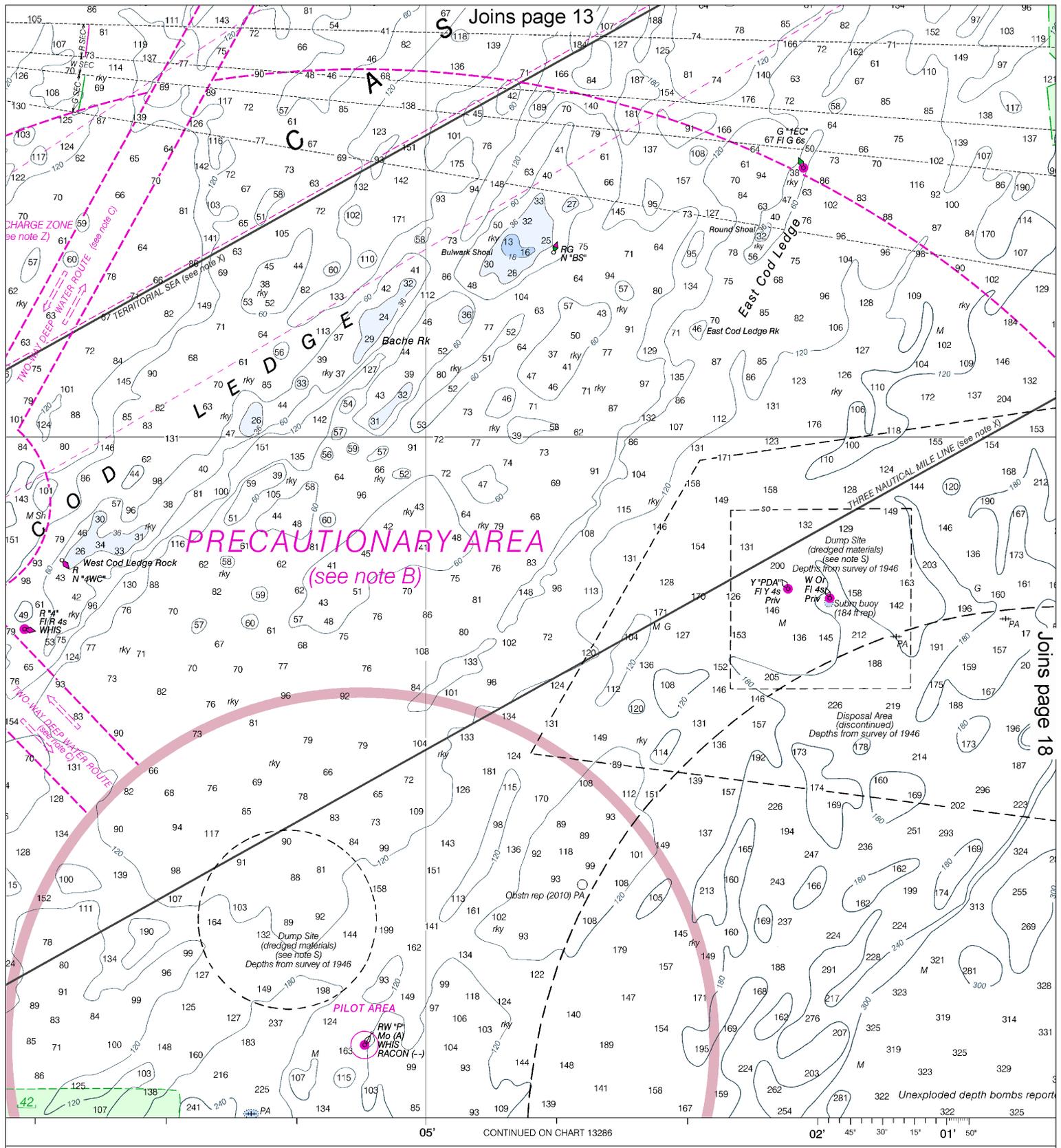
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





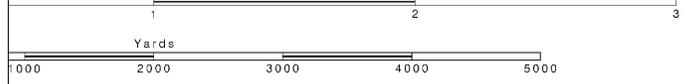
Joins page 13

Joins page 18

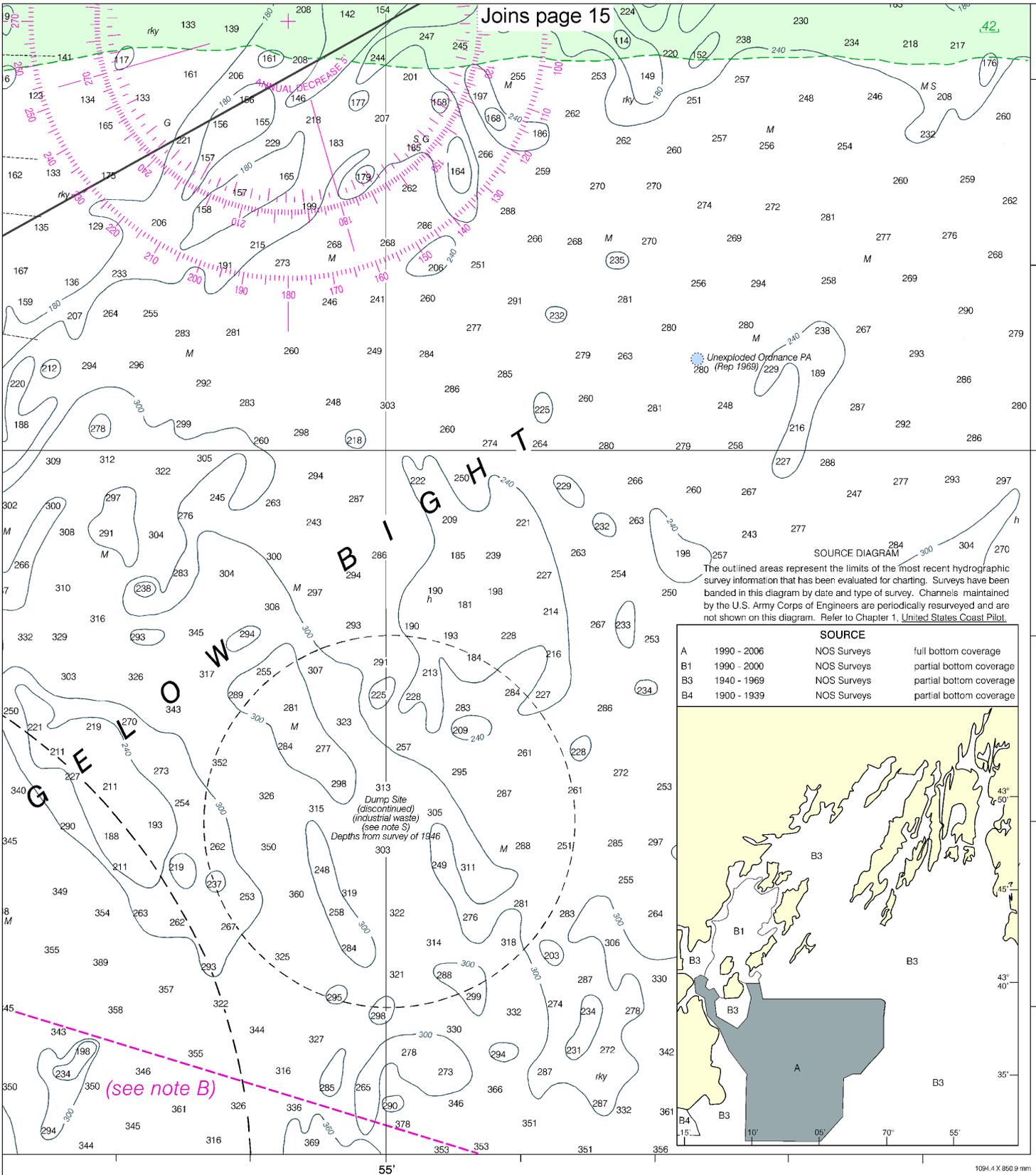
PRECAUTIONARY AREA
(see note B)

PILOT AREA

SCALE 1:40,000
Nautical Miles



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NATIONAL OCEAN SERVICE
COAST SURVEY



CONTINUED ON CHART 13288

N FEET

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Casco Bay
SOUNDINGS IN FEET - SCALE 1:40,000

13290



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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NOAA's Office of Coast Survey



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