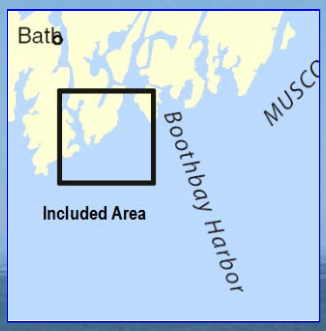
BookletChart™

Kennebec and Sheepscot River Entrances

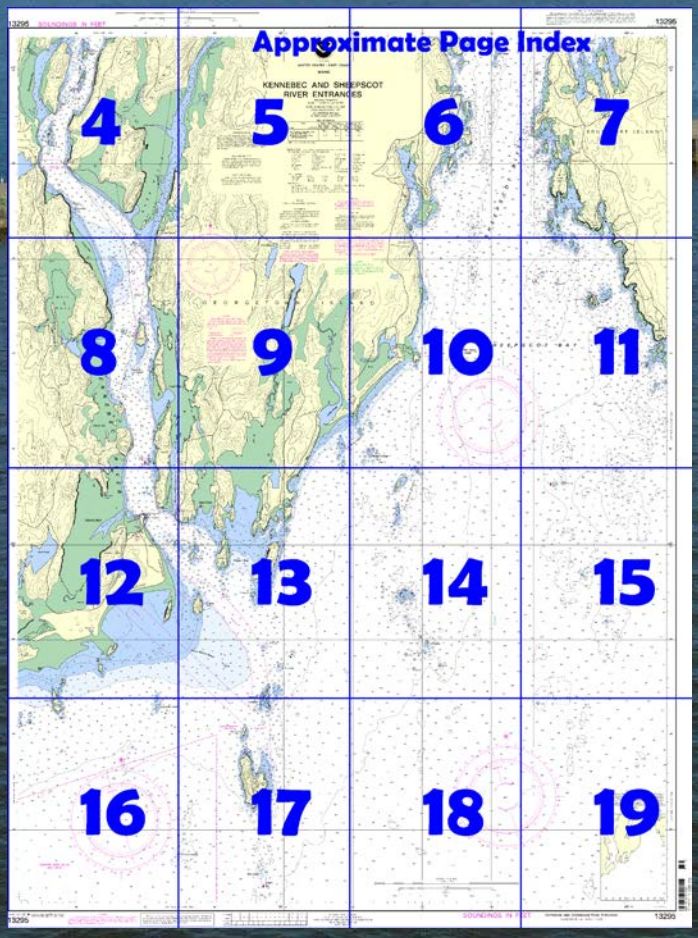
NOAA Chart 13295

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=13295.

(Selected Excerpts from Coast Pilot)
Tom Rock, 2.4 miles northeastward of Seguin Light (43°42.5'N., 69°45.5'W.), awash at low water and marked by a buoy on the southwest side, is the outermost danger in the entrance to Sheepscot River.
The Sisters, 0.5 mile northward of Tom Rock and 1.5 miles from the northwestern shore at the entrance to Sheepscot River, are a number of small, bare rocks on an extensive ledge area. A buoy is 0.2 mile northwestward of the ledges.
The Black Rocks, 1 mile from the northwestern side of the entrance to Sheepscot Bay, are three groups of bare and covered rocks and ledges that extend over a distance of about 0.7 mile. The highest bare rock in the middle of the group is 15 feet high. The southern part of the ledge is reported to uncover just after the start of the ebb and should be given a wide berth. The islet on the northern group is 10 feet high.
The channel between The Black Rocks and the buoy marking **Sloop Ledge,** 0.4 mile northwestward, which is covered 5 feet, should be used with caution. The area between the buoy and the northern shore is very broken and should not be crossed because of **Little River Ledges,** which are awash in places.
Griffith Head, white and rocky, is on the west side of the entrance to Sheepscot River, about 5 miles northward of Seguin Island Light. **Outer Head,** a bare rocky islet, is 200 yards eastward. A buoy, 0.4 mile east of the islet, marks **Griffith Head Ledge,** which is covered 4 feet. Unmarked shoals, cleared to 35 and 25 feet, are on the western side of the main channel 0.8 mile and 1.3 miles northward of Griffith Head Ledge.
Griffith Head and a considerable amount of the surrounding area are included in **Reid State Park**. There are swimming beaches, bath houses, showers, restrooms, and a snack bar. There are no landings. A dam and highway bridge cross the mouth of the creek at the head of the cove on the north side of the head. The cove is foul.
Lower Mark Island, on the eastern side just inside the entrance to Sheepscot Bay, is 12 feet high, wooded, and a good landmark. A ledge which uncovers 4 feet extends 400 yards eastward of the island. Broken ground with 19- and 23-foot spots extends about 0.6 mile northwestward of the island. The 23-foot spot is marked by a gong buoy.
Unmarked **Cranberry Ledge,** covered 10 feet, is 0.4 mile southeastward of Lower Mark Island.
Cat Ledges and **Dry Ledge** are a group of islets and ledges extending 0.5 to 1 mile northward of Lower Mark Island. Dry Ledge, the northwesterly end, is 4 feet high, and the southeasterly end of Cat Ledges uncovers 3 feet.
Harmon Harbor is a long, narrow cove making northward on the western side of the river about 1.5 miles above Griffith Head. It has good anchorage, except during southerly gales, in 24 to 36 feet, but has a very narrow entrance between a bare ledge near the west shore and a dangerous reef, awash at low water, extending 275 yards southwestward from **Wood Island,** on the eastern side of the entrance, south of **Dry Point.** A buoy marks the southwest end of the reef. There are no public landings in the harbor.
Five Islands Harbor, a narrow passage between Five Islands and the western shore north of Dry Point, forms a secure harbor for small craft, with depths of 18 to 30 feet. The main entrance is northward of **Malden Island,** the largest wooded island, which is 30 feet high. A colony of summer homes is on the island, and a private float landing is on its northwestern side. Malden Island is connected to the island close westward of it by a bridge. A rock awash, north of Malden Island in the harbor entrance, is marked by a buoy.
Boats also can enter the harbor from the northwestward, following the western shore and passing inside of all islands and shoals. **Crow Island Ledge,** extending west from Crow Island at the northern entrance, is marked by a daybeacon. Northwestward of the daybeacon, an unmarked ledge makes out from the Georgetown Island shore. Care should be taken to avoid it by favoring the Crow Island side of the channel slightly and passing close westward of the daybeacon. The southern entrance, nearly blocked by rocks and ledges that uncover about 4 feet, should not be used without local knowledge. There is also a clear channel from the eastward south of Malden Island.

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

Corrected through NM Oct. 12/02
Corrected through LNM Sep. 24/02

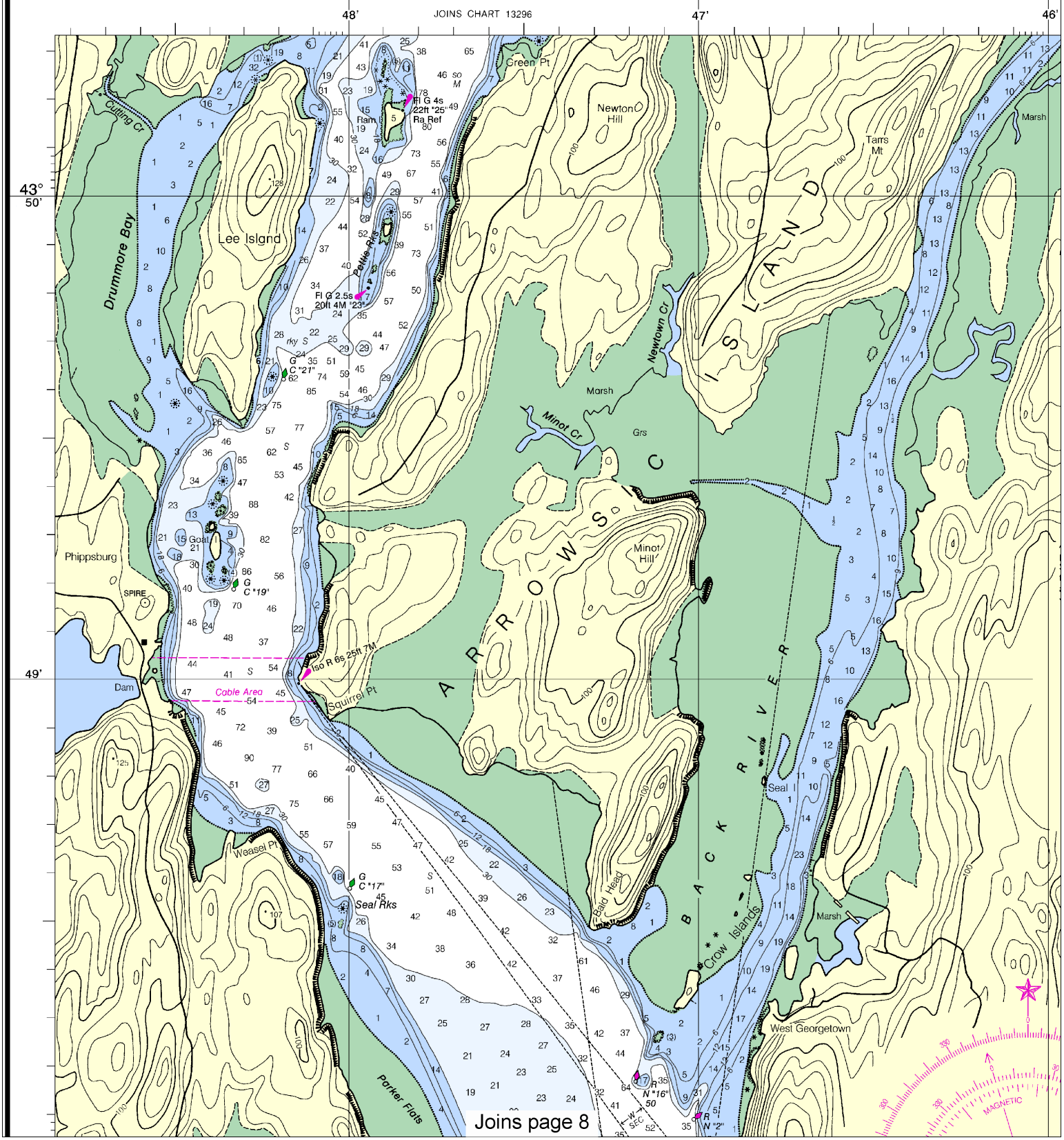
TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Fort Popham, Kennebec River (43°45'N/69°47'W)	9.1	8.7	0.3	-3.5
Phippsburg, Kennebec River (43°49'N/69°49'W)	8.7	8.3	0.3	-3.5

(398) Latest available information

SCALE 1:15,000
Nautical Miles
½ 0
Yards
500 0 500 1000
Meters
500 0 500 1000

13295 SOUNDINGS IN FEET



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~ Nautical Miles

See Note on page 5.

0 1
Yards
500 0 500 1000 1500

Formerly C&GS 238, 1st Ed., Mar. 1947 KAPP 2041

69° 45' 44' 43'

COAST SURVEY

UNITED STATES – EAST COAST

MAINE

KENNEBEC AND SHEEPSCOT RIVER ENTRANCES

Mercator Projection
Scale 1:15,000 at Lat 43°46'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
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(398) Latest available information

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 0.302" northward and 1.836" eastward to agree with 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).

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.

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

Aids to Navigation (lights are white unless otherwise indicated):

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

Bottom characteristics:

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

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Submr submerged

(21) 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.

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.

AIDS TO NAVIGATION

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

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Dresden, ME.	WZM-60	162.475 MHz
Portland, ME.	KDO-95	162.55 MHz

LOCAL MAGNETIC DISTU

Differences of as much as 23 ft

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.

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

Joins page 9

Joins page 6

Georgetown

COLONIAL HOUSE

Harmon Ho

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 238, 1st Ed., Mar. 1947 KAPP 2041

69° 45' 44' 43'

NOAA — NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION — U.S. DEPARTMENT OF COMMERCE — COAST SURVEY

UNITED STATES – EAST COAST

MAINE

NNEBEC AND SHEEPSCOT RIVER ENTRANCES

Mercator Projection
Scale 1:15,000 at Lat 43°46'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

Bottom characteristics:

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

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

(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.

HEIGHTS

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Dresden, ME.	WZM-60	162.475 MHz
Portland, ME.	KDO-95	162.55 MHz

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 8° from the normal

WARNING

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Refer to charted regulation section

Joins page 5

Joins page 10

White Cove
Turnip I (20)
Pile
Gotts Cove
Crow I
FIVE ISLANDS
Five Islands
Five Islands Hbr
Malden Island (30)
Foul
Harmon Harbor
Piling
Dry Pt
Wood I
Shoal
COLONIAL HOUSE

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles: 0 — 1

Yards: 500 — 0 — 500 — 1000 — 1500

See Note on page 5.

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 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

13295

Nautical Chart Catalog No. 1, Panel H

JOINS CHART 13296

42' 41' 69° 40' 43° 50' 49'

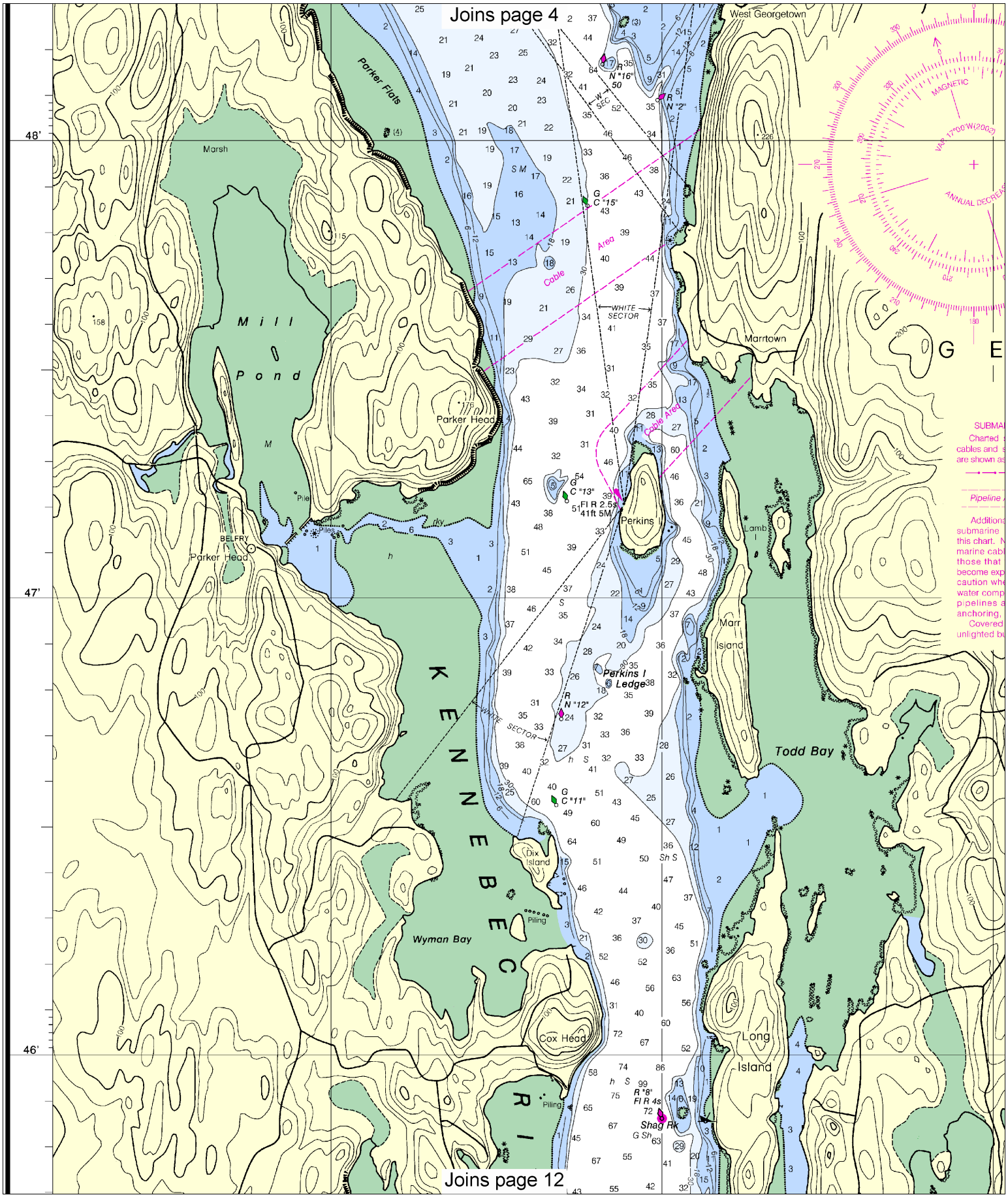
Dogfish Head
Bull Ledge
Ebenecook Harbor
Maddock Cove
Love Cove
Pierce Cove
Hendricks Hdr
Hendricks Hbr
SOUTHPORT ISLAND
SHEEPSCOT RIVER
David Island
Cozy Hbr
Cedarbush
Nick Ledge
West Southport
Pratts Island
Christmas Cove
Mollys Head
Dry Ledge
Cat Ledges
Cable Area
Tower
Fence
F 43ft 7M

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/.

Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0213 1/8/2013,
NGA Weekly Notice to Mariners: 0413 1/26/2013,
Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

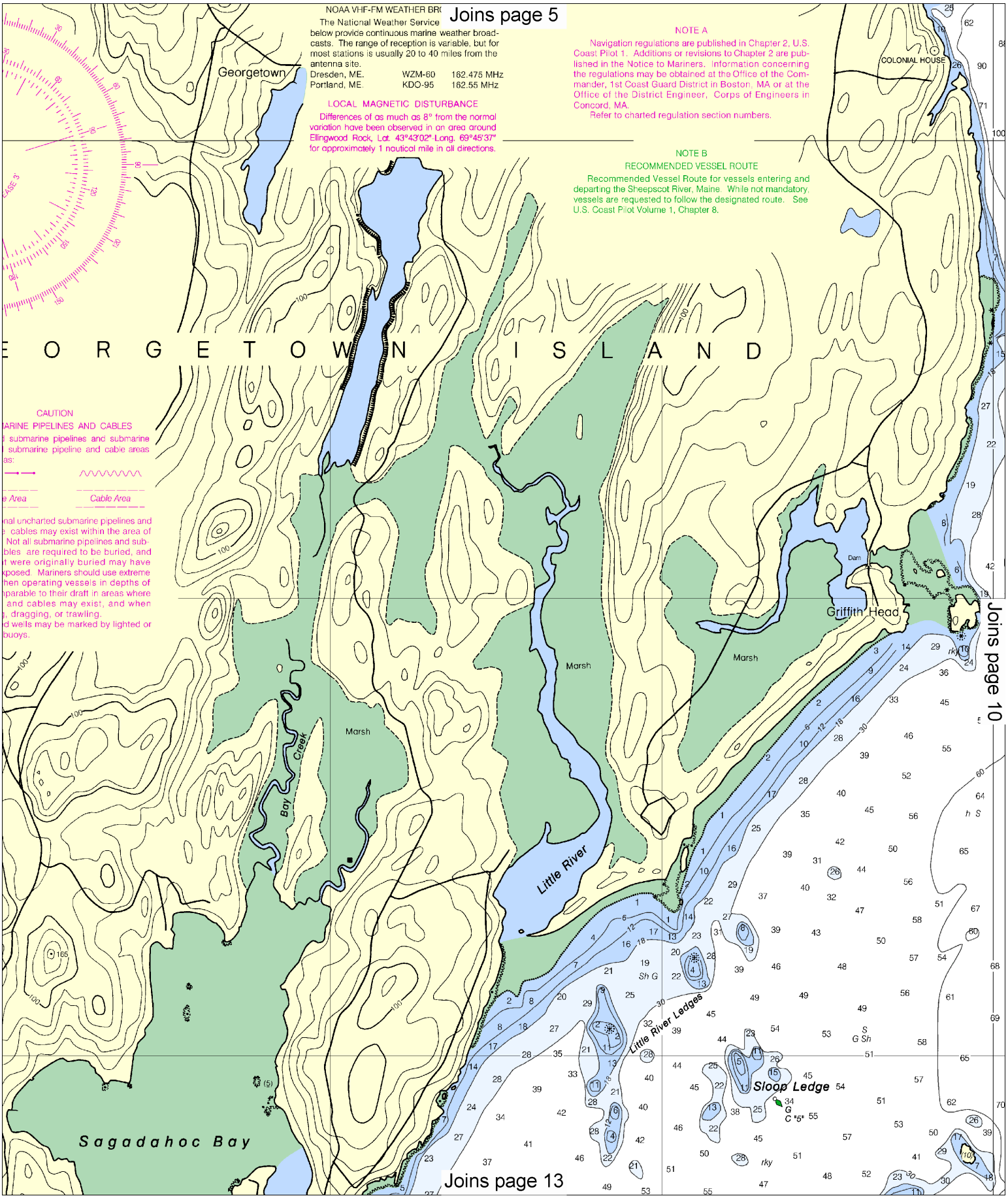
Nautical Miles

0 1

Yards

500 0 500 1000 1500

See Note on page 5.


NOAA VHF-FM WEATHER BR
The National Weather Service
below provide continuous marine weather broad-
casts. The range of reception is variable, but for
most stations is usually 20 to 40 miles from the
antenna site.
Dresden, ME. WZM-60 162.475 MHz
Portland, ME. KDO-95 162.55 MHz
LOCAL MAGNETIC DISTURBANCE
Differences of as much as 8° from the normal
variation have been observed in an area around
Ellingwood Rock, Lat. 43°43'02" Long. 69°45'37"
for approximately 1 nautical mile in all directions.
Joins page 5
NOTE A
Navigation regulations are published in Chapter 2, U.S.
Coast Pilot 1. Additions or revisions to Chapter 2 are pub-
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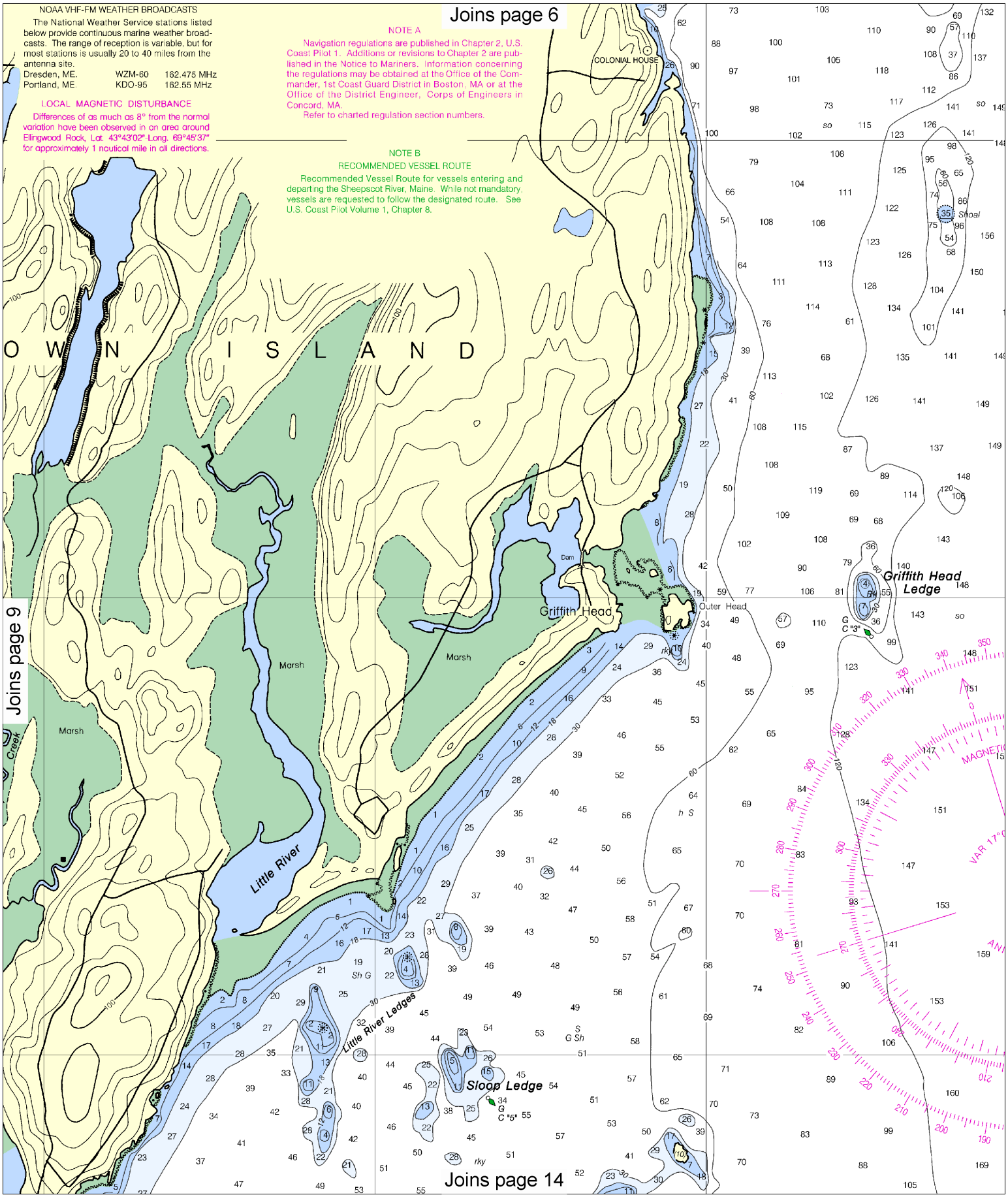
mander, 1st Coast Guard District in Boston, MA or at the
Office of the District Engineer, Corps of Engineers in
Concord, MA.
Refer to charted regulation section numbers.
NOTE B
RECOMMENDED VESSEL ROUTE
Recommended Vessel Route for vessels entering and
departing the Sheepscot River, Maine. While not mandatory,
vessels are requested to follow the designated route. See
U.S. Coast Pilot Volume 1, Chapter 8.
Georgetown
COLONIAL HOUSE
E O R G E T O W N I S L A N D
CAUTION
ARINE PIPELINES AND CABLES
submarine pipelines and submarine
submarine pipeline and cable areas
as:
e Area
Cable Area
nal uncharted submarine pipelines and
cables may exist within the area of
Not all submarine pipelines and sub-
bles are required to be buried, and
t were originally buried may have
xposed. Mariners should use extreme
hen operating vessels in depths of
parable to their draft in areas where
and cables may exist, and when
dragging, or trawling.
d wells may be marked by lighted or
buoys.
Marsh
Marsh
Marsh
Griffith Head
Dam
Bay Creek
Little River
Little River Ledges
Sloop Ledge
Sagadahoc Bay
Joins page 10
Joins page 13



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

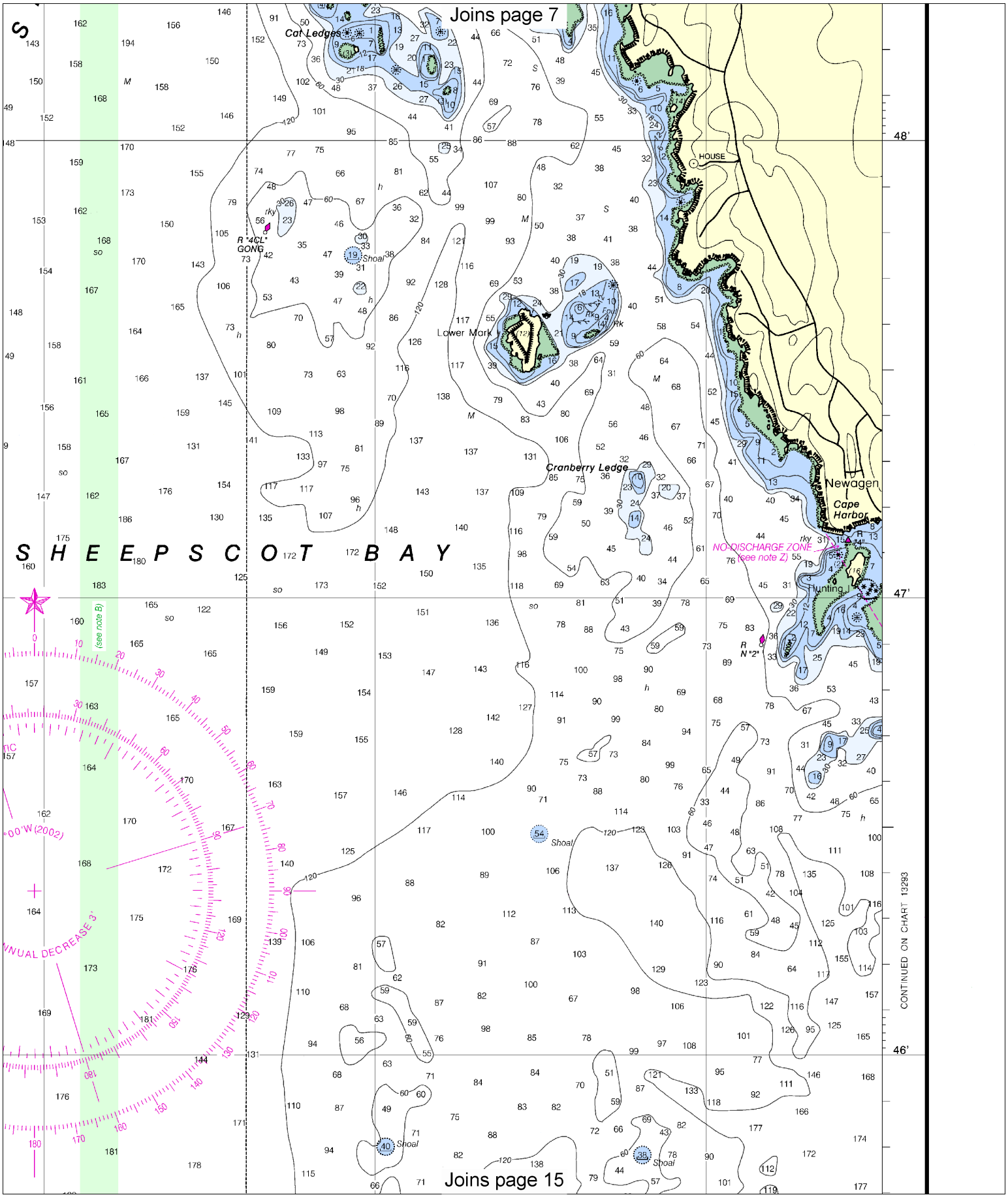
Nautical Miles

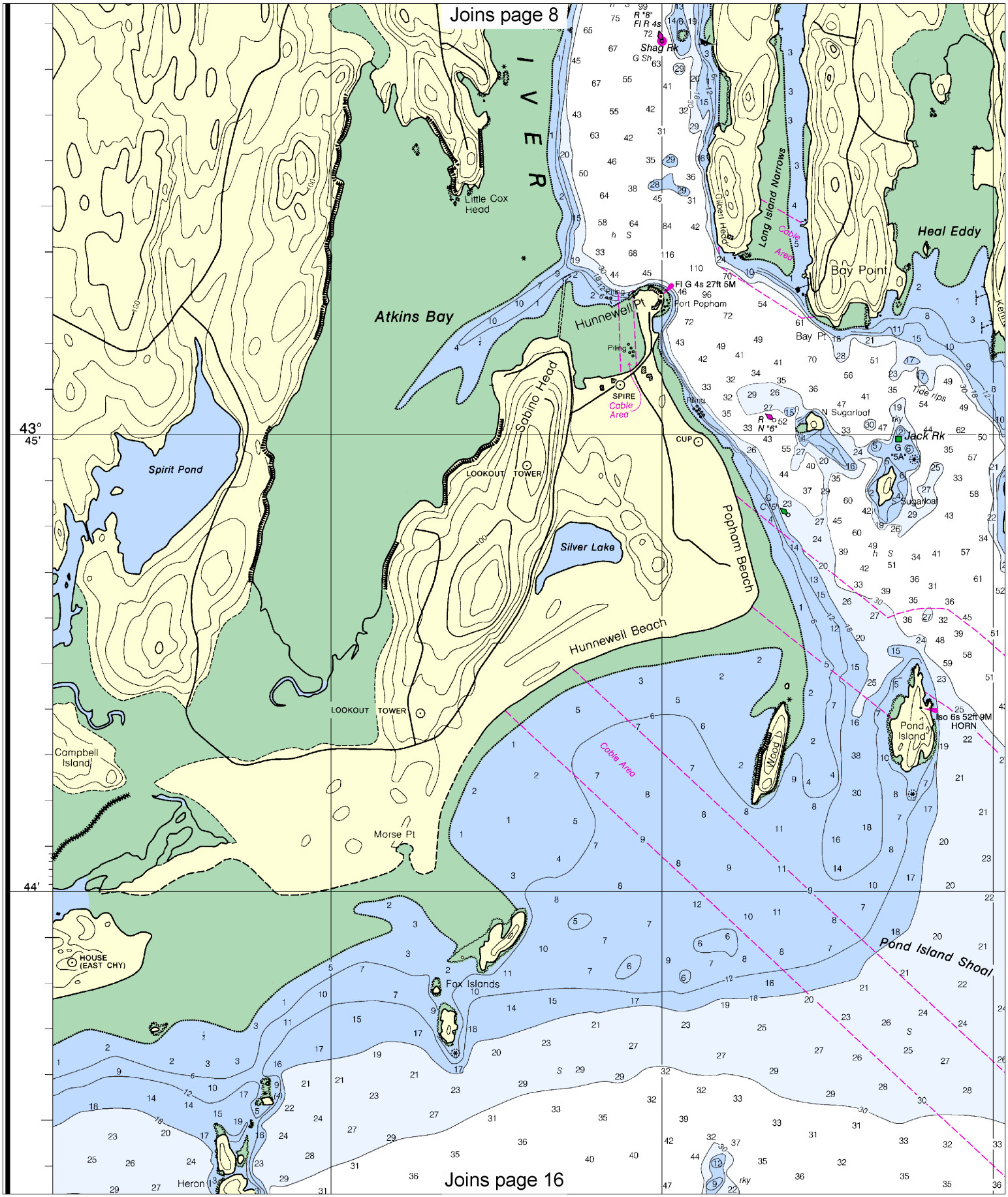
0 1

Yards

500 0 500 1000 1500

See Note on page 5.


Joins page 7
Cat Ledges
HOUSE
48'
R "4CL"
GONG
Shoal
Lower Mark
Cranberry Ledge
Newagen
Cape
Harbor
NO-DISCHARGE ZONE
(see note Z)
Hunting
R
N "2"
S H E E P S C O T B A Y
47'
(see note B)
Shoal
Shoal
Shoal
Joins page 15
CONTINUED ON CHART 13293
46'



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

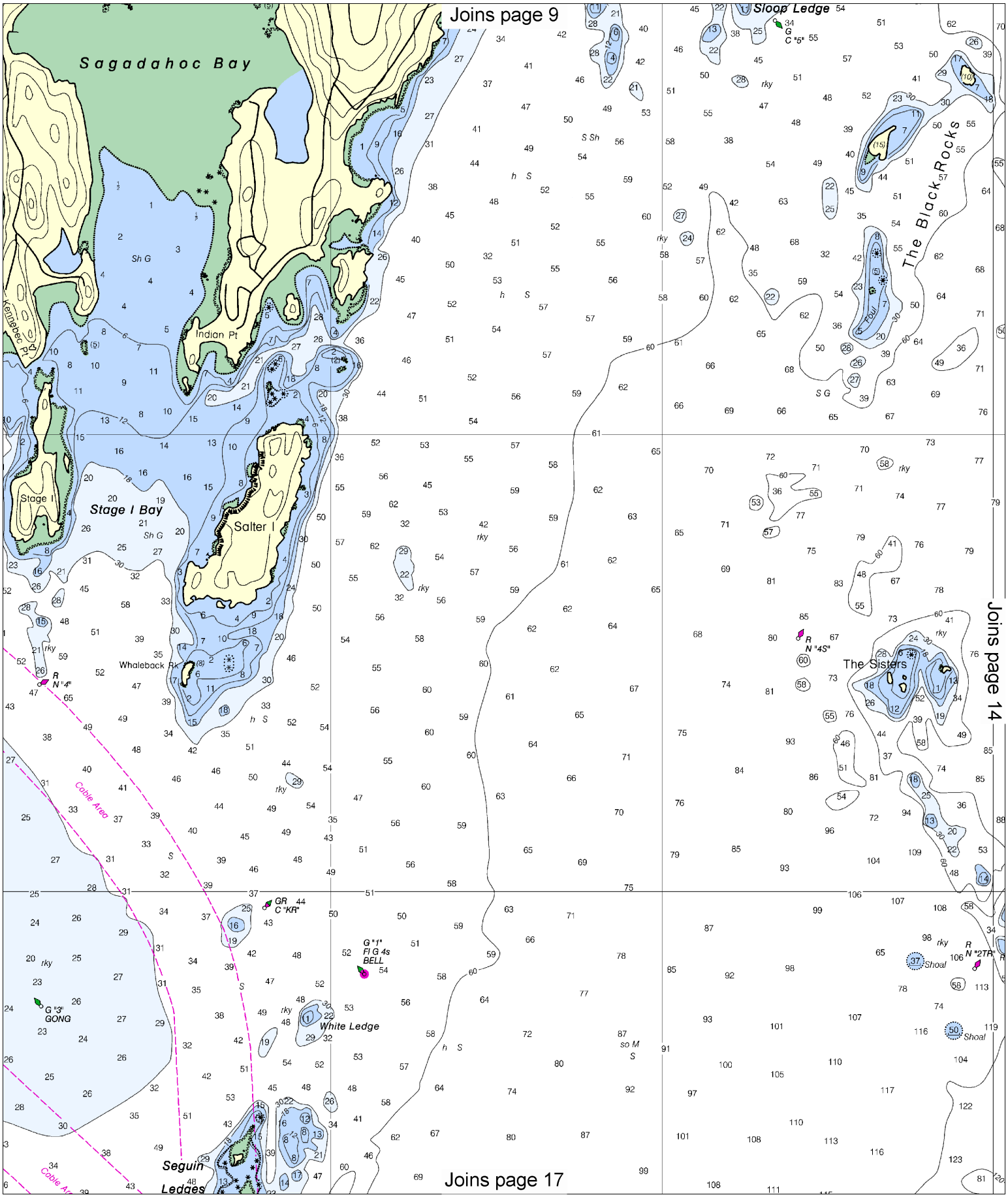
Nautical Miles

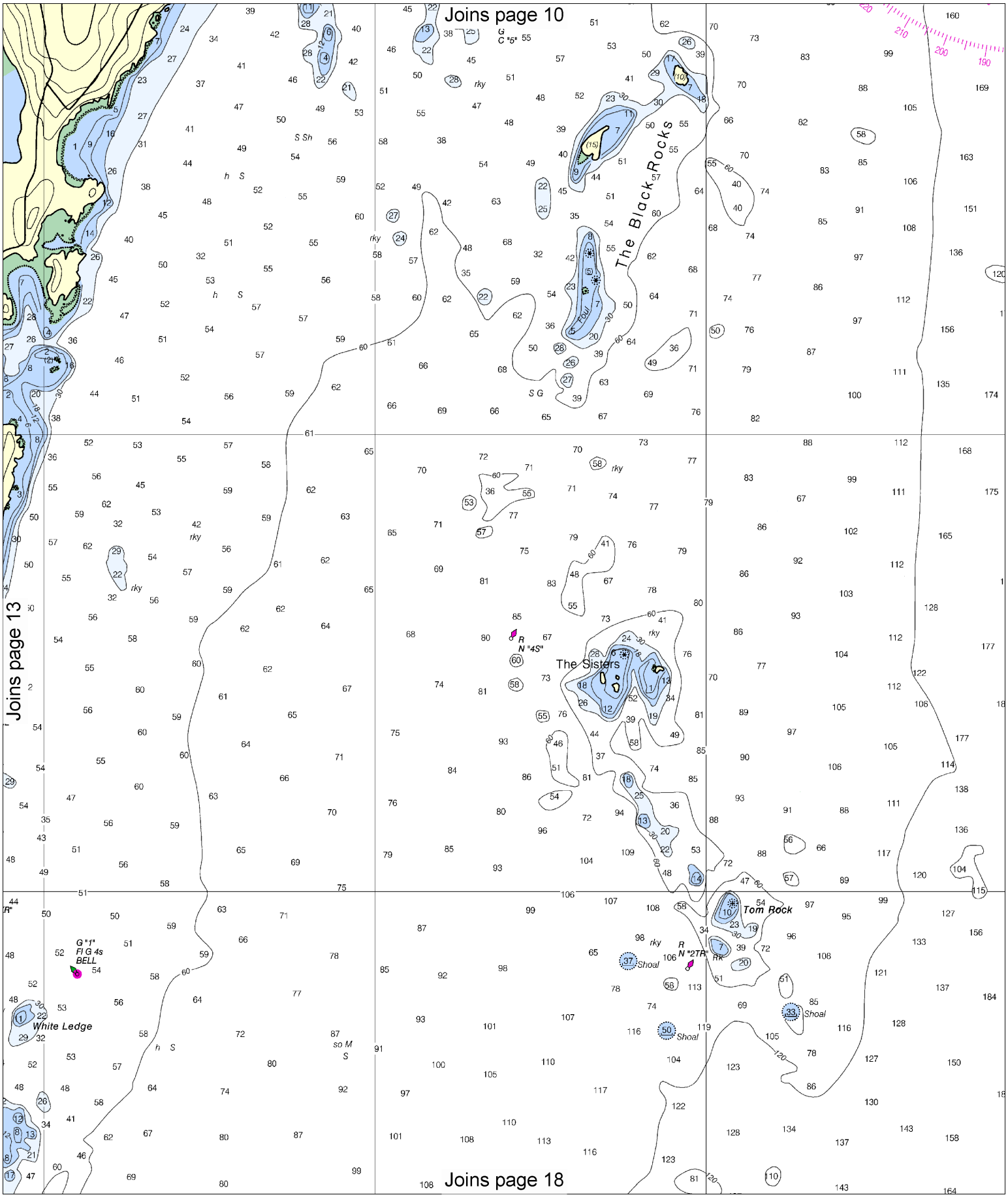
0 1

Yards

500 0 500 1000 1500

See Note on page 5.


Joins page 9
Sagadahoc Bay
Sloop Ledge
G
C "5"
The Black Rocks
Kennebec Pt
Indian Pt
Sh G
Stage I
Stage I Bay
Salter I
Whaleback Pk
R
N "4"
S Sh
h S
rky
S G
R
N "4S"
The Sisters
Joins page 14
Cable Area
GR
C "KR"
G "1"
Fl G 4s
BELL
White Ledge
G "3"
GONG
so M
S
Shoal
R
N "2TR"
Seguin
Ledges
Joins page 17



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

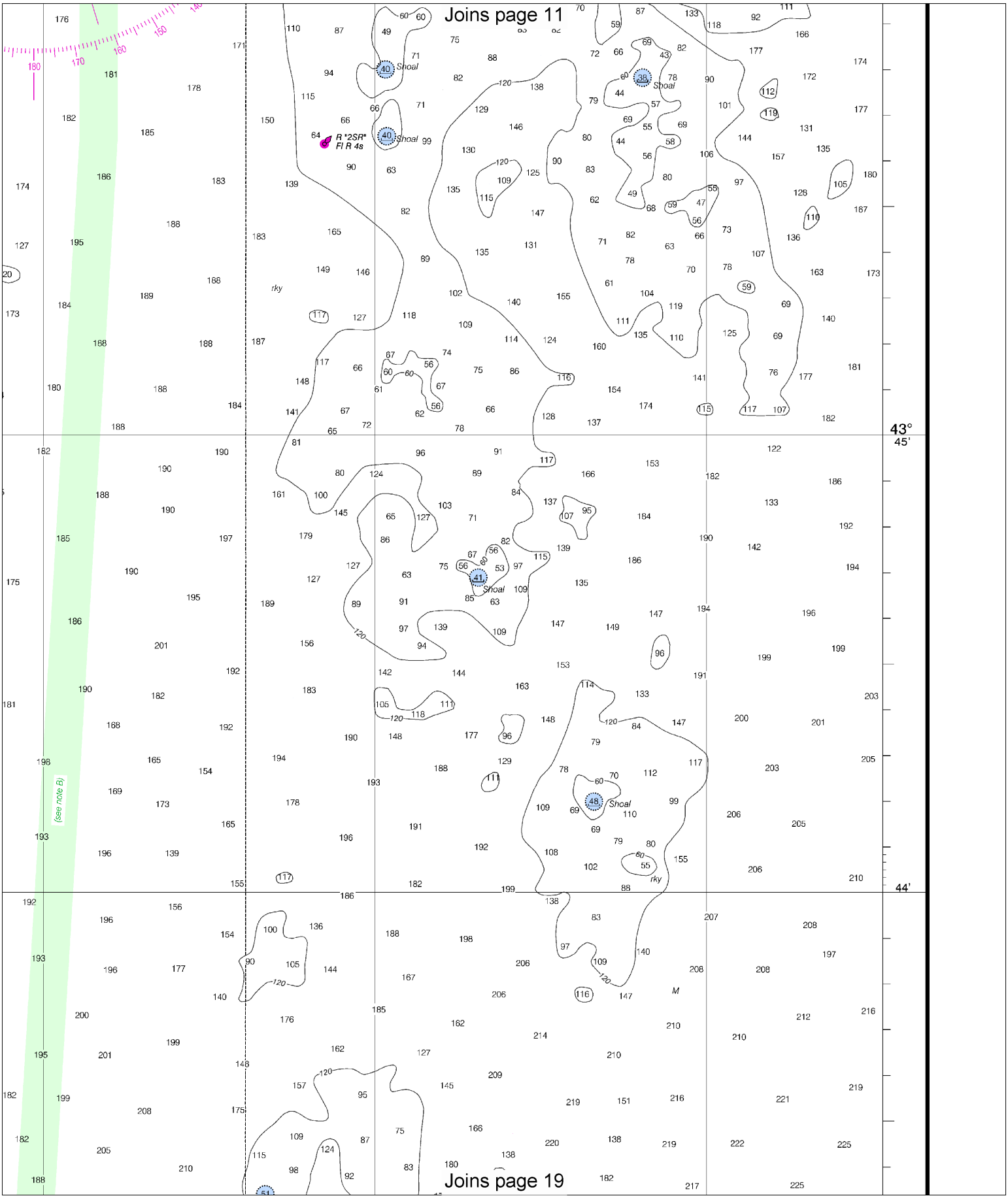
See Note on page 5.

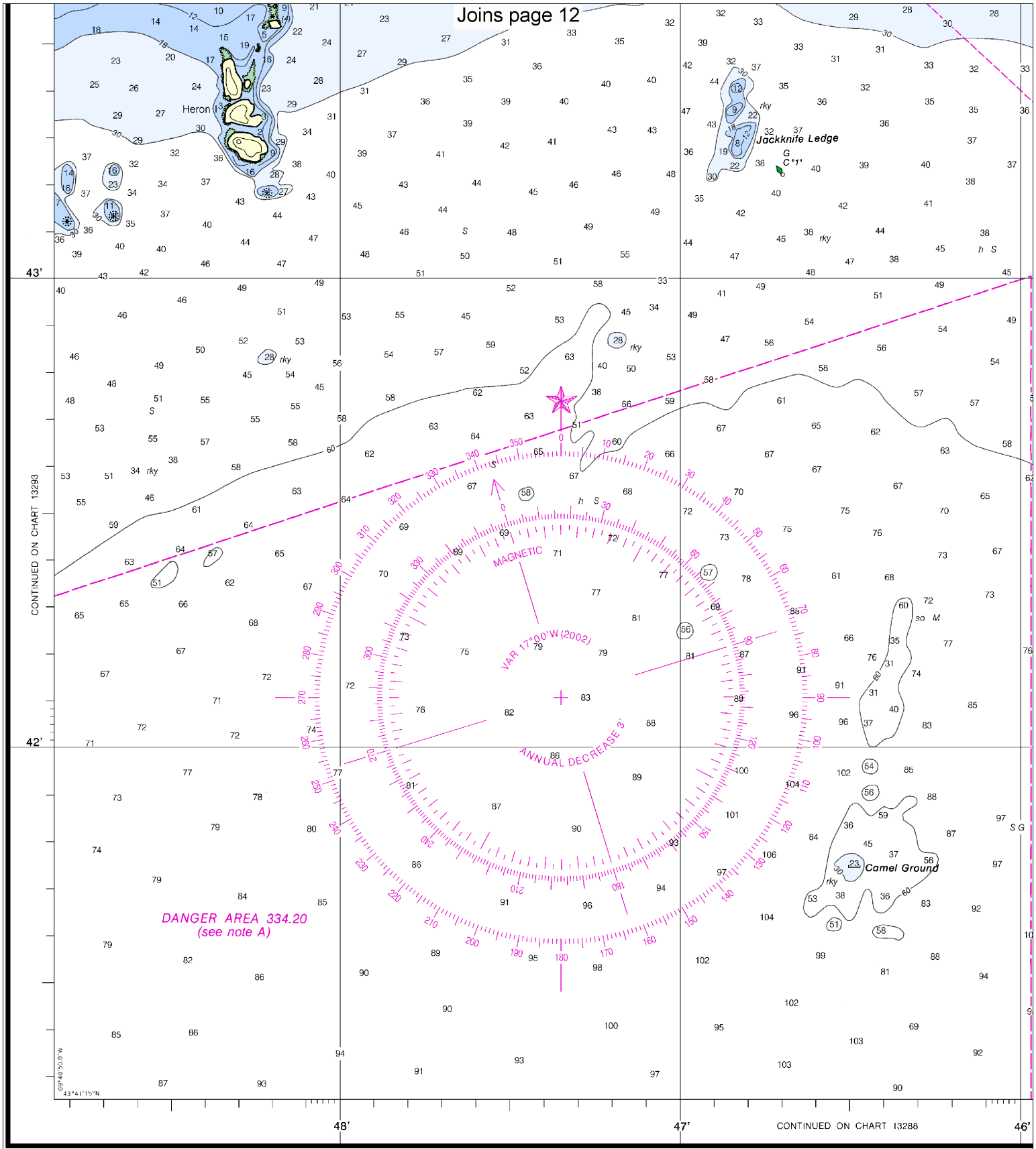
Nautical Miles

0 1

Yards

500 0 500 1000 1500


Joins page 11
R "2SR"
Fl R 4s
Shoal
Shoal
Shoal
Shoal
rky
rky
(See note B)
43°
45'
44'
Joins page 19



11th Ed., Oct. /02 ■ Corrected through NM Oct. 12/02
Corrected through LNM Sep. 24/02

13295

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping 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.

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.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

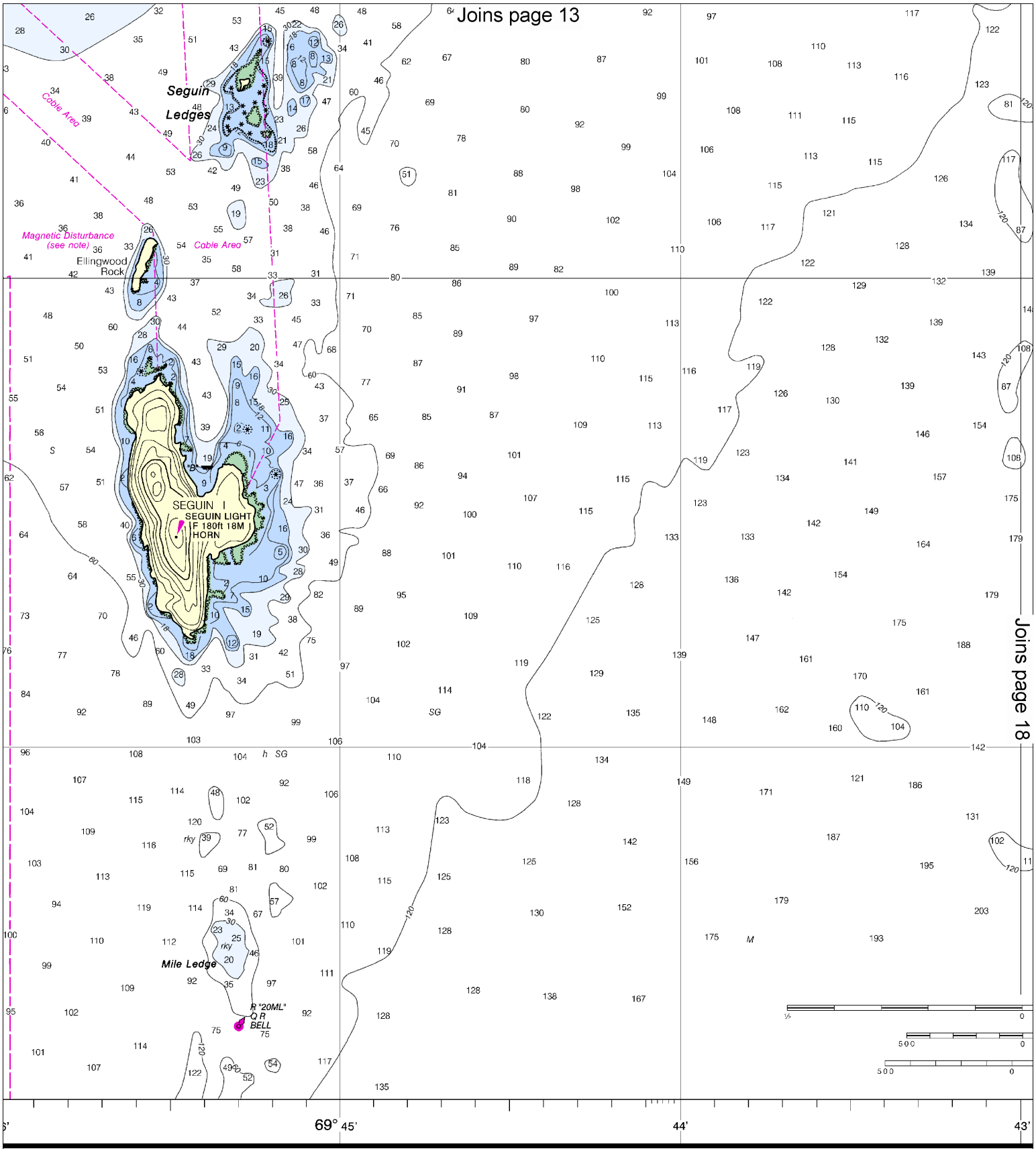
Nautical Miles

0 1

Yards

500 0 500 1000 1500

See Note on page 5.



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	18	19	20	21	22	23	24	25	26	27	28	29	30	31

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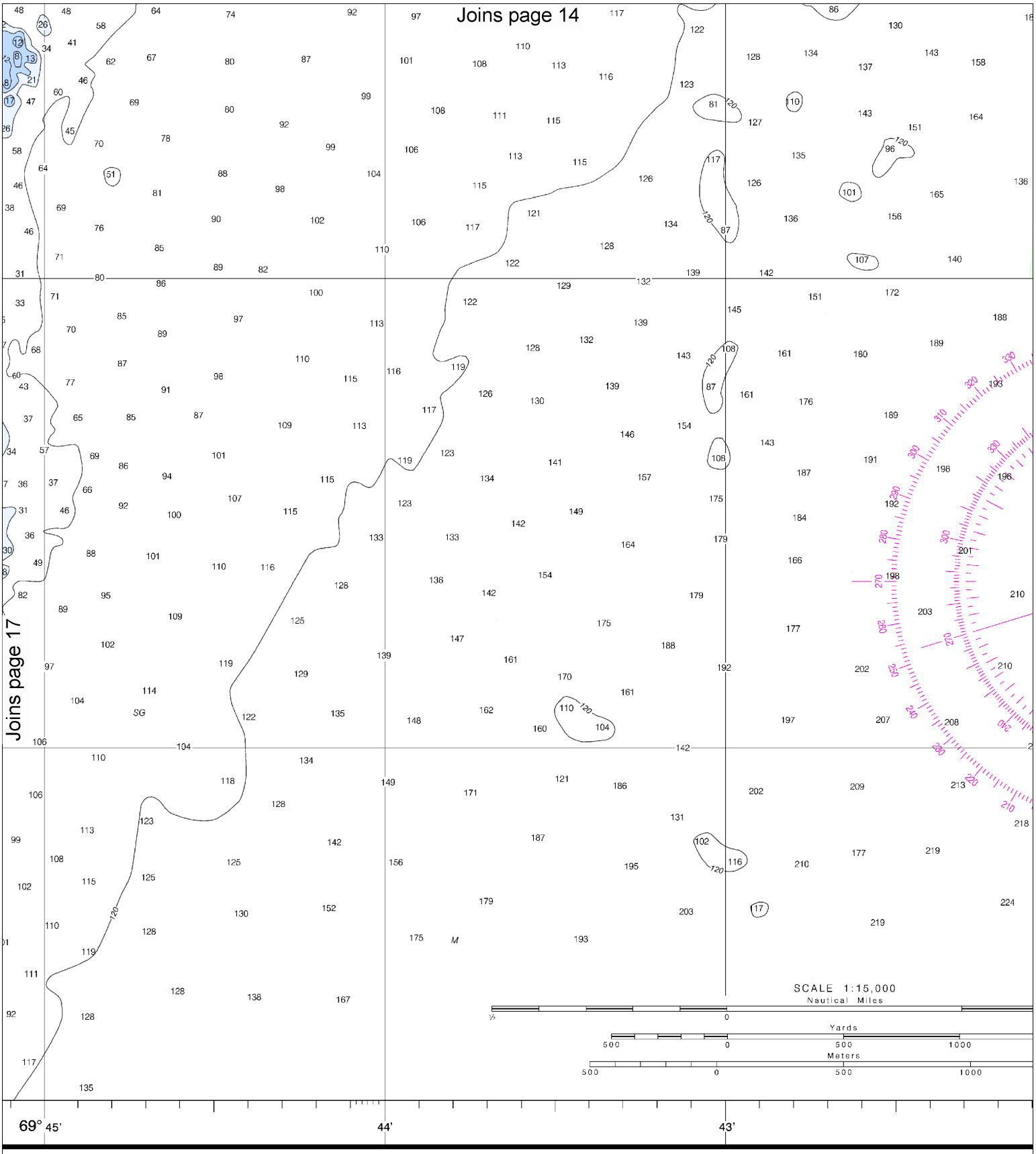

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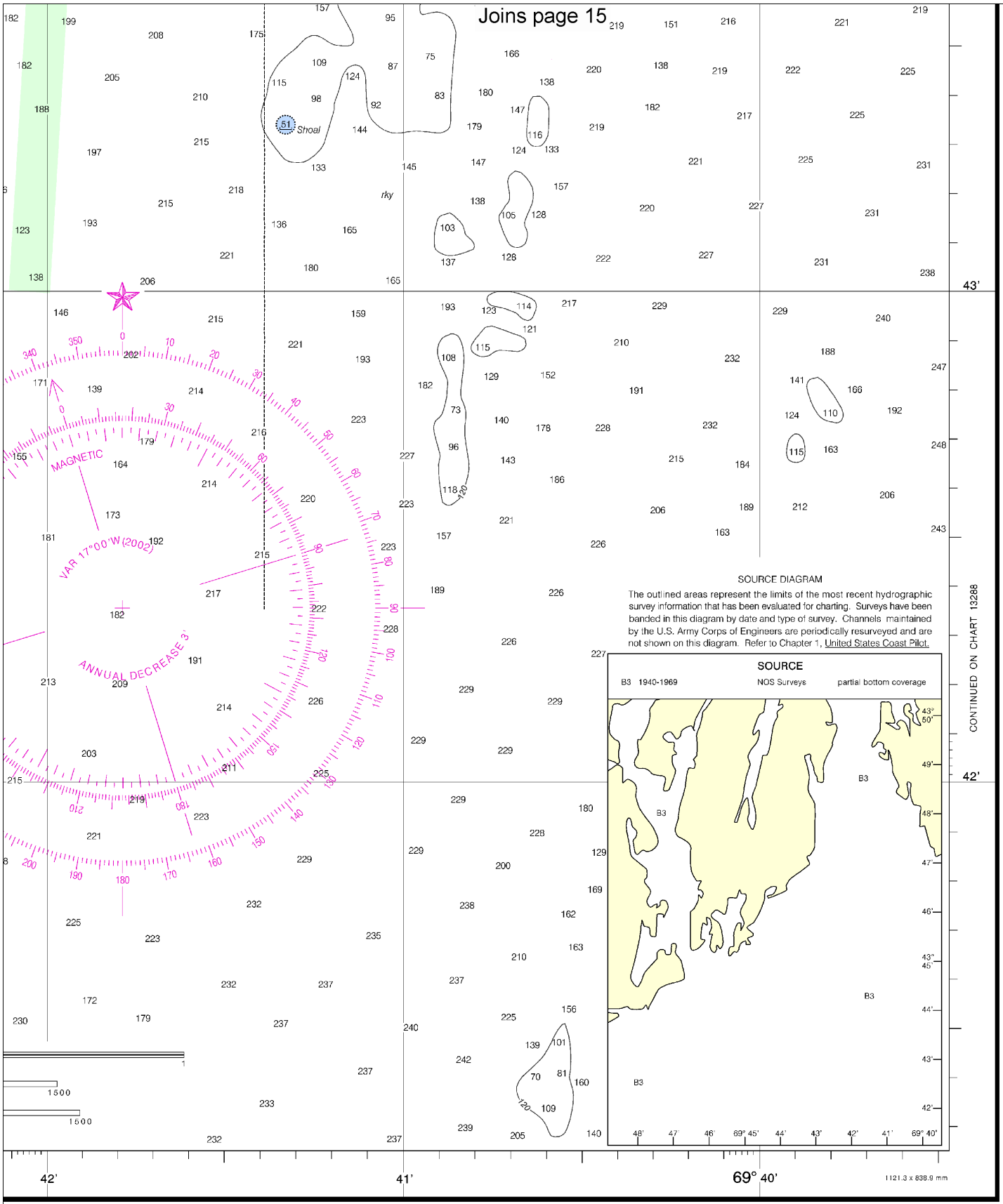
SOUND

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

Yards



DINGS IN FEET

Kennebec and Sheepscot River Entrances

SOUNDINGS IN FEET – SCALE 1:15,000

13295

ED. NO. 11

NSN 7642014010429 NIMA REFERENCE NO. 13AHA13295

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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

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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 Hurrican 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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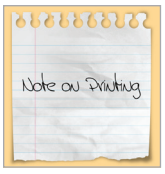

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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