

BookletChart™

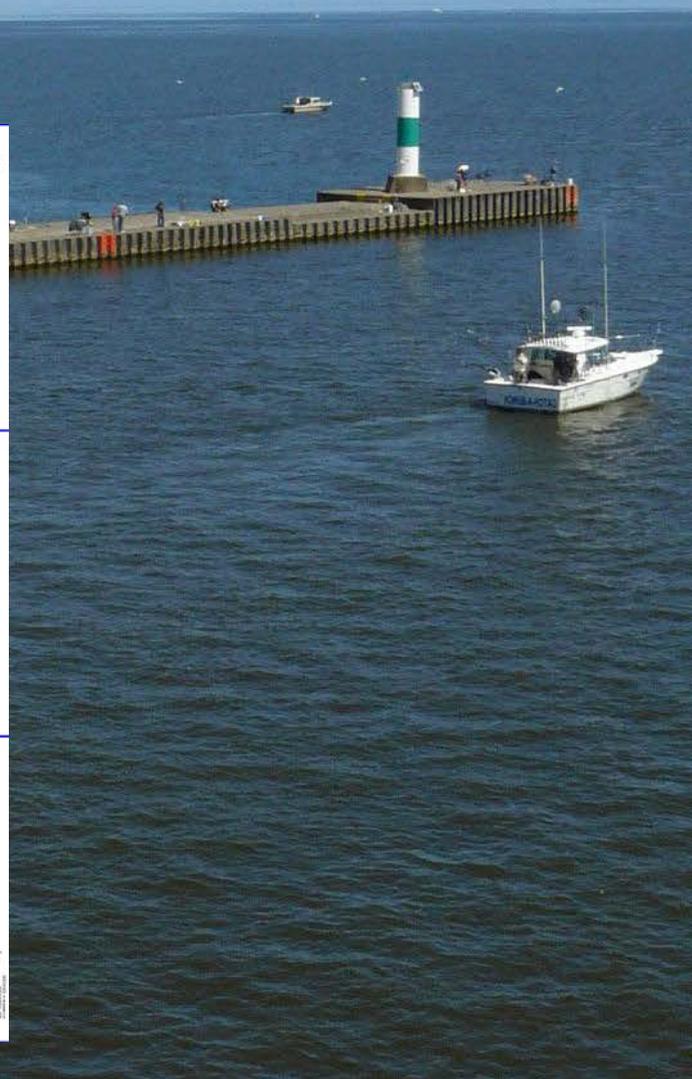
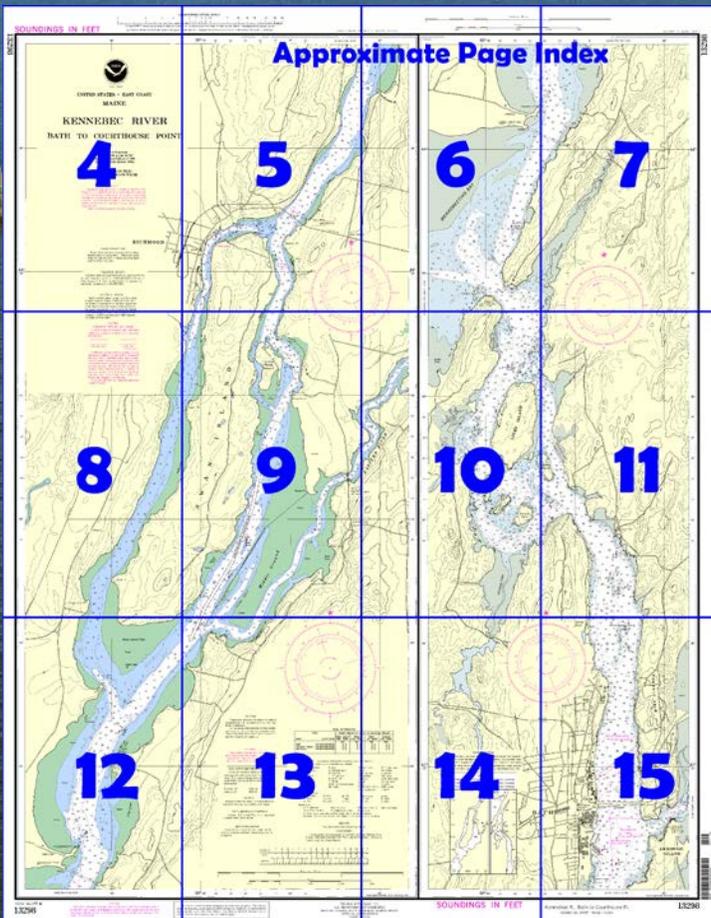


Kennebec River – Bath to Courthouse Point NOAA Chart 13298

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.

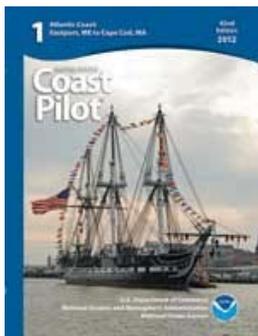
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13298>.



(Selected Excerpts from Coast Pilot)

The mouth of the **Kennebec River** is northward of Seguin Island and 20 miles eastward of the entrance of Portland Harbor. It is the approach to the cities of Bath, Augusta, Richmond, and Gardiner and smaller river towns. Waterborne commerce in the area consists mainly of traffic to and from the shipyard in Bath.

With the aid of the charts, small craft should have no trouble reaching Augusta, the head of navigation on the Kennebec

River. Vessels with a draft approaching the depth of the channel should employ a pilot. The channel above Bath is reported to be subject to considerable changes annually caused by freshets.

The **Kennebec River Closed Area**, a Marine Protected Area (MPA), includes the waters of the Kennebec River north of Fort Popham. **Seguin Light** (43°42'27"N., 69°45'29"W.), 180 feet above the water, shown from a 53-foot white brick tower connected to a dwelling, is on the summit of 145-foot **Seguin Island**; a sound signal is at the light. **Cape Small** is the wooded point about 4 miles westward of the mouth of the river. The distinguishing marks are an elevated tank 1.4 miles northward from the end and visible from eastward or westward; **Bald Head**, a bare round knob on the west side of the point; and **Bald Head Ledge**, bare at half tide and marked by a bell buoy.

A **danger zone** of a naval aircraft practice mining range is close south-eastward of Cape Small and westward of Seguin Island. (See **334.20**, chapter 2, for limits and regulations.)

Fuller Rock Light (43°41'45"N., 69°50'01"W.), 39 feet above the water, is shown from a white skeleton tower with a red and white diamond-shaped daymark on a low bare islet of the same name, about 0.3 mile southward of Cape Small.

Pond Island, about 30 feet high, is a grassy island on the west side of the entrance to Kennebec River. **Pond Island Light** (43°44'24"N., 69°46'13"W.), 52 feet above the water, is shown from a white tower on the summit of the island; a sound signal is at the light. The light shows a higher intensity beam up and down the river.

Fort Popham Memorial is an unfinished and abandoned fort, now a State historical landmark, on Hunnewell Point. **Fort Popham Light** (43°45'18"N., 69°47'00"W.), 27 feet above the water, is shown from a cylindrical iron stand on the parapet of the old fort. The light shows higher intensity beams up and down the river.

Channels.—There are two approaches to the entrance. The eastern, east of Seguin Island, which leads between Whaleback Rock and Pond Island, is the main channel. The western, west of Seguin Island, leads between Pond Island Shoal gong buoy and the shoals eastward. Both are used, but vessels drawing more than 18 feet usually enter by the eastern channel. The entrance has strong tidal currents, and if the wind is opposed to the current an ugly chop sea is encountered which is at times dangerous for small craft.

(309) A Federal project in Kennebec River provides for a channel 27 feet deep, from the mouth to a point about 0.6 mile above the bridge at Bath, thence 16 to 18 feet to Gardiner, thence 11 feet to the head of navigation at Augusta. (See Notice to Mariners and the latest editions of the chart for controlling depths.)

Anchorage.—Large vessels awaiting the pilot may anchor safely in the vicinity of White Ledge Lighted Bell Buoy 1 (43°43'49"N., 69°44'54"W.), in 50 to 65 feet. Small craft may find suitable anchorage northwest of Hunnewell Point (43°45'17"N., 69°47'04"W.).

Farther upstream, anchorage is also available on the eastern side of the channel southward of Kennebec River Buoy 12, in 36 to 48 feet. On the eastern edge of the channel at the anchorage, the depths shoal abruptly from 30 feet to a few feet. Drift ice coming down the river generally follows the western shore.

Anchorage for small vessels can be had on the western side of the channel off Parker Flats, about 4 miles above the entrance, in 20 to 36 feet. Above Parker Flats, vessels anchor wherever they find good holding ground and suitable depth, keeping out of the strength of the current.

General anchorages are at Bath. (See **110.1** and **110.133**, chapter 2, for limits and regulations.)

**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

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).

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, Geological Survey, and U.S. Coast Guard.

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)				
		Mean High Water feet	Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Bath	(43°55'N/69°49'W)	6.9		6.6	0.2	-3.5
Sturgeon Island	(43°59'N/69°50'W)	5.8		5.5	0.2	-3.5
Richmond	(44°05'N/69°48'W)	5.8		5.5	0.2	-3.5

(401)

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	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	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
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bids 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.			

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:15,000 at Lat. 44°00'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW 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.

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	WXM-60	162.475 MHz
Portland, ME	KDO-95	162.55 MHz

CAUTION

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

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.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See 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.

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.

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 0.267' northward and 1.826' eastward to agree with this chart.

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.

13298

SOUNDINGS IN FEET

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 knots.



UNITED STATES - EAST COAST
MAINE

KENNEBEC RIVER BATH TO COURTHOUSE POINT

Mercator Projection
Scale 1:15,000 at Lat. 44°00'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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RICHMOND

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POLLUTION REPORTS

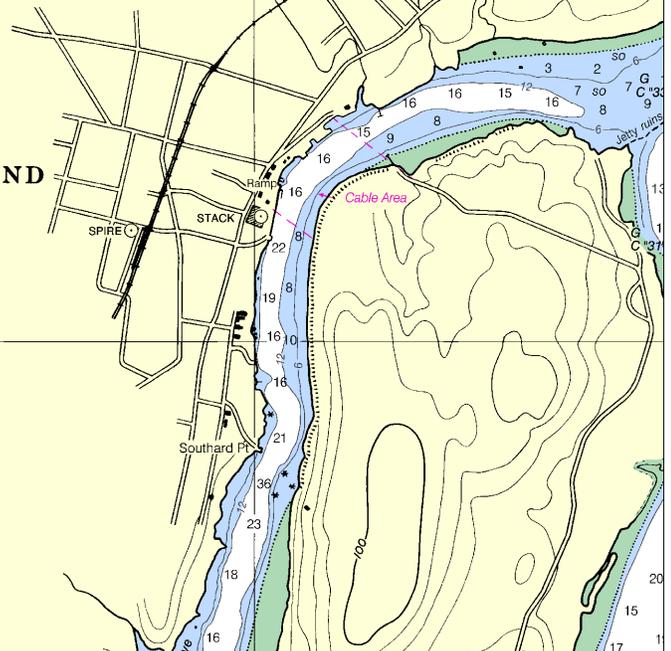
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CAUTION
SUBMARINE PIPELINES AT

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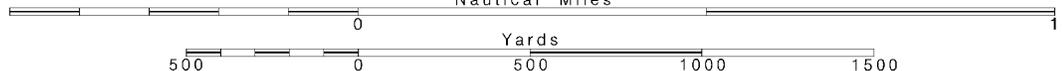
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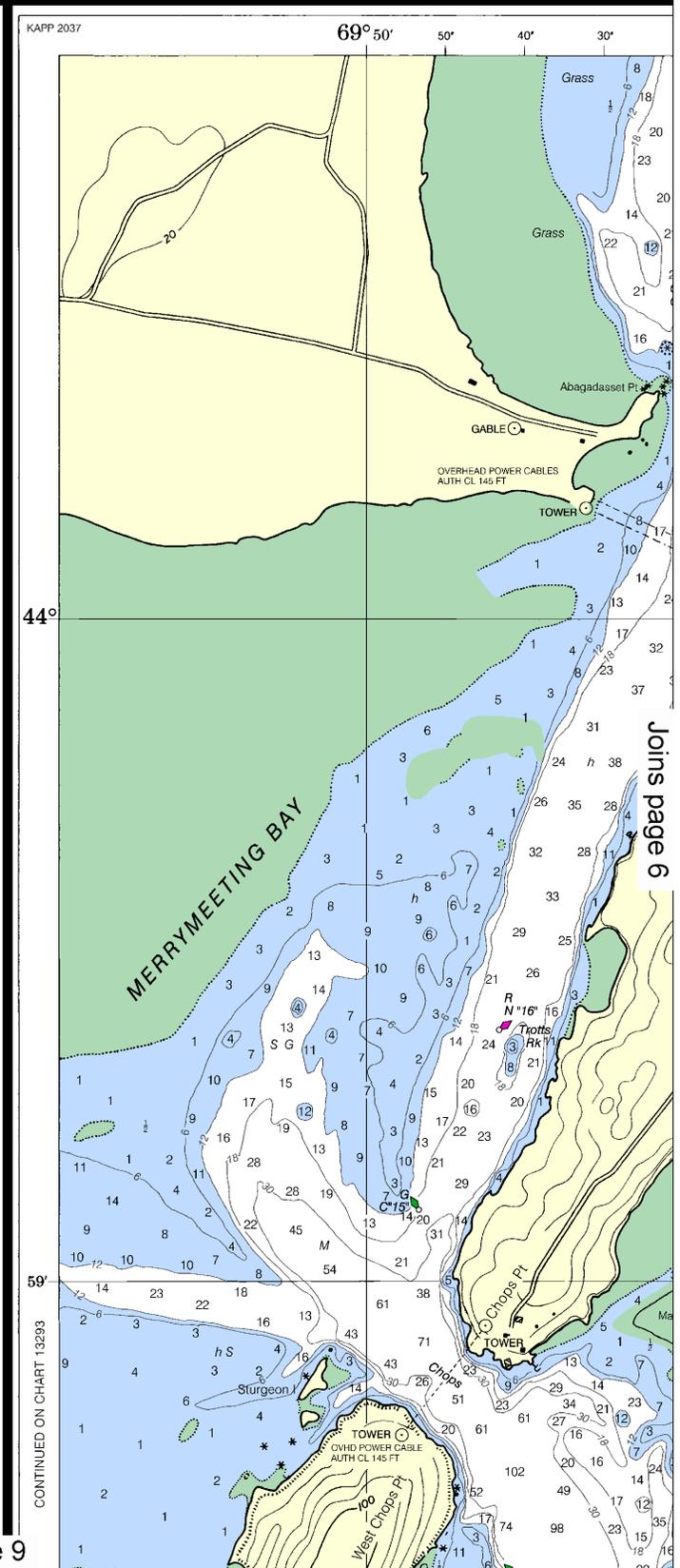
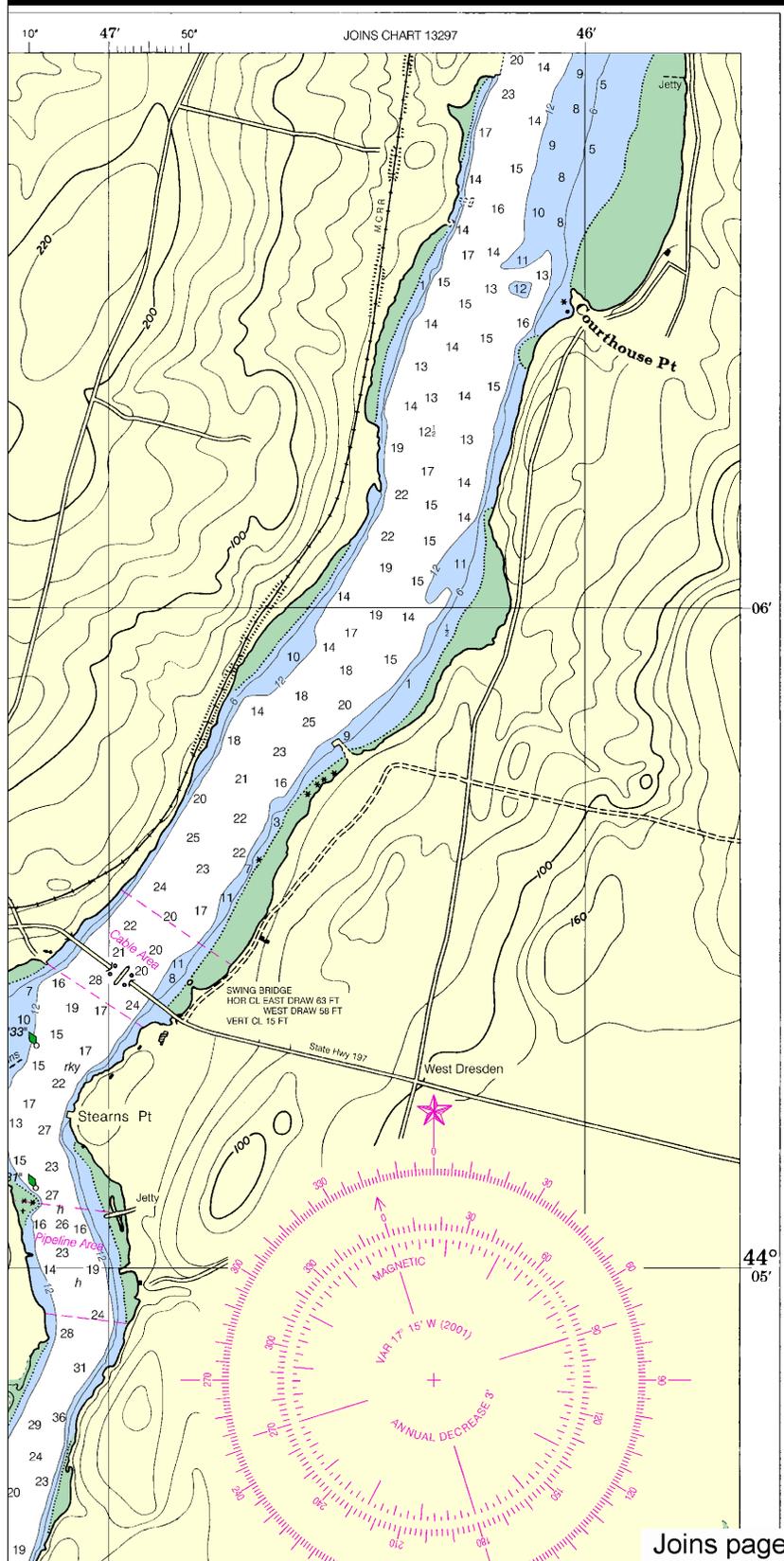
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





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.



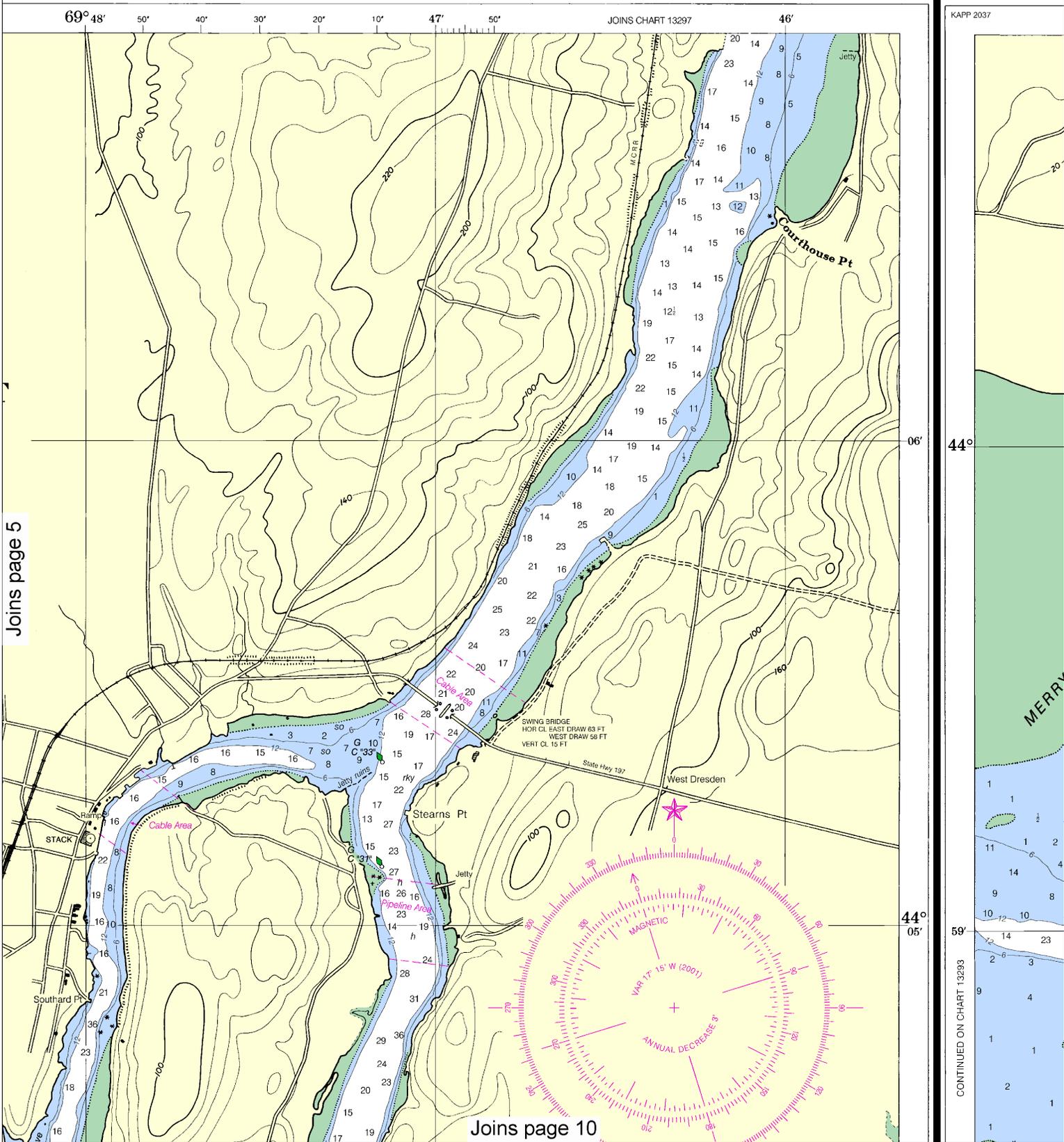
LOGARITHMIC SPEED SCALE



Once run (in any unit) and the other on minutes run. Without changing divider spread, place in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Formerly C&GS 288, 1st Combined Ed., Sept. 1954 KAPP 2036

1/2



Joins page 5

Joins page 10

KAPP 2037

CONTINUED ON CHART 13293

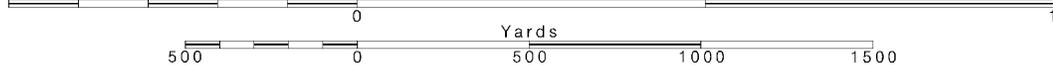


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000 Nautical Miles

See Note on page 5.

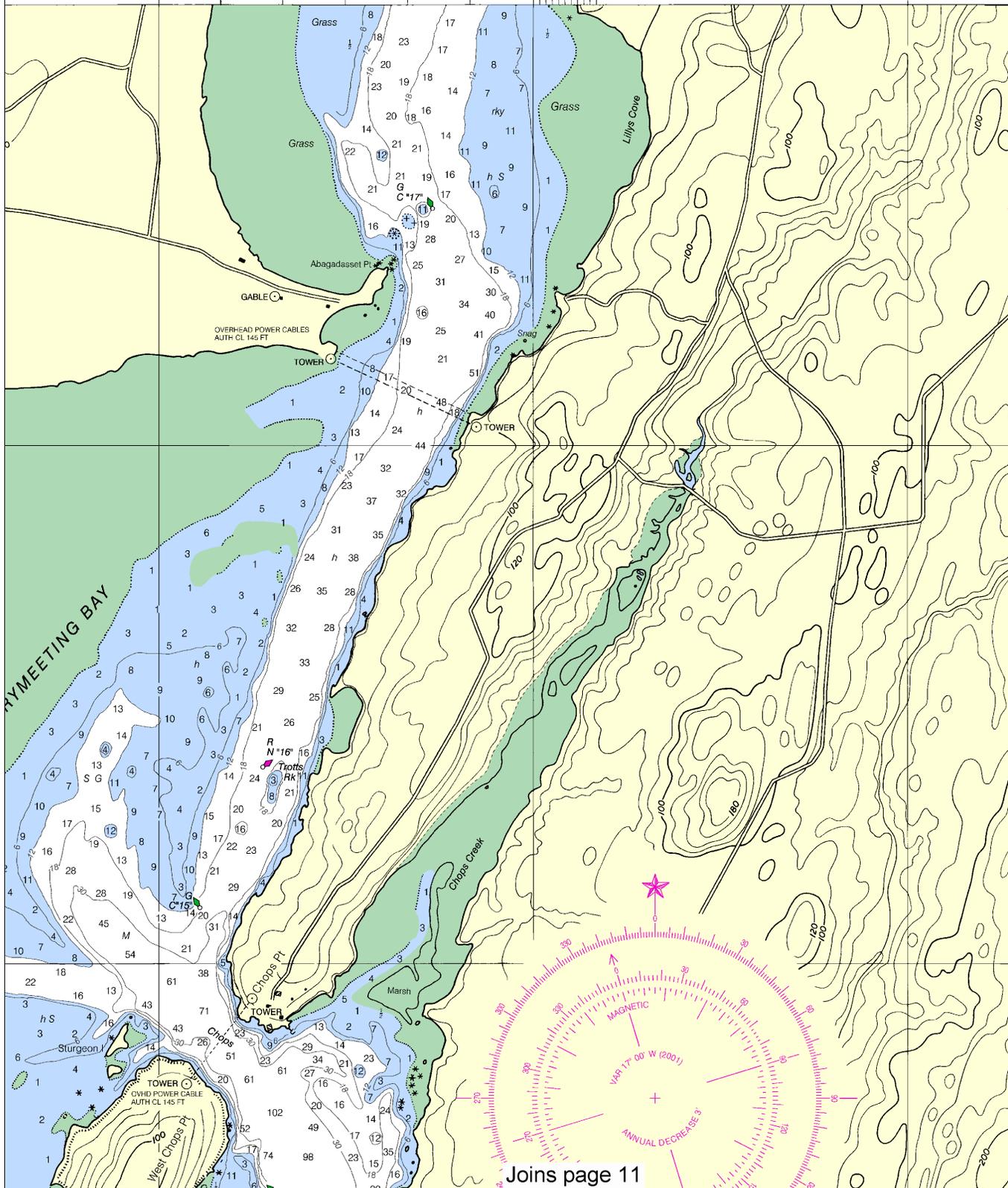


Nautical Miles

Yards

Nautical Chart Catalog No. 1, Panel H

69° 50' 50' 40' 30' 20' 10' 49' 50' JOINS LEFT SECTION 48'



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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.



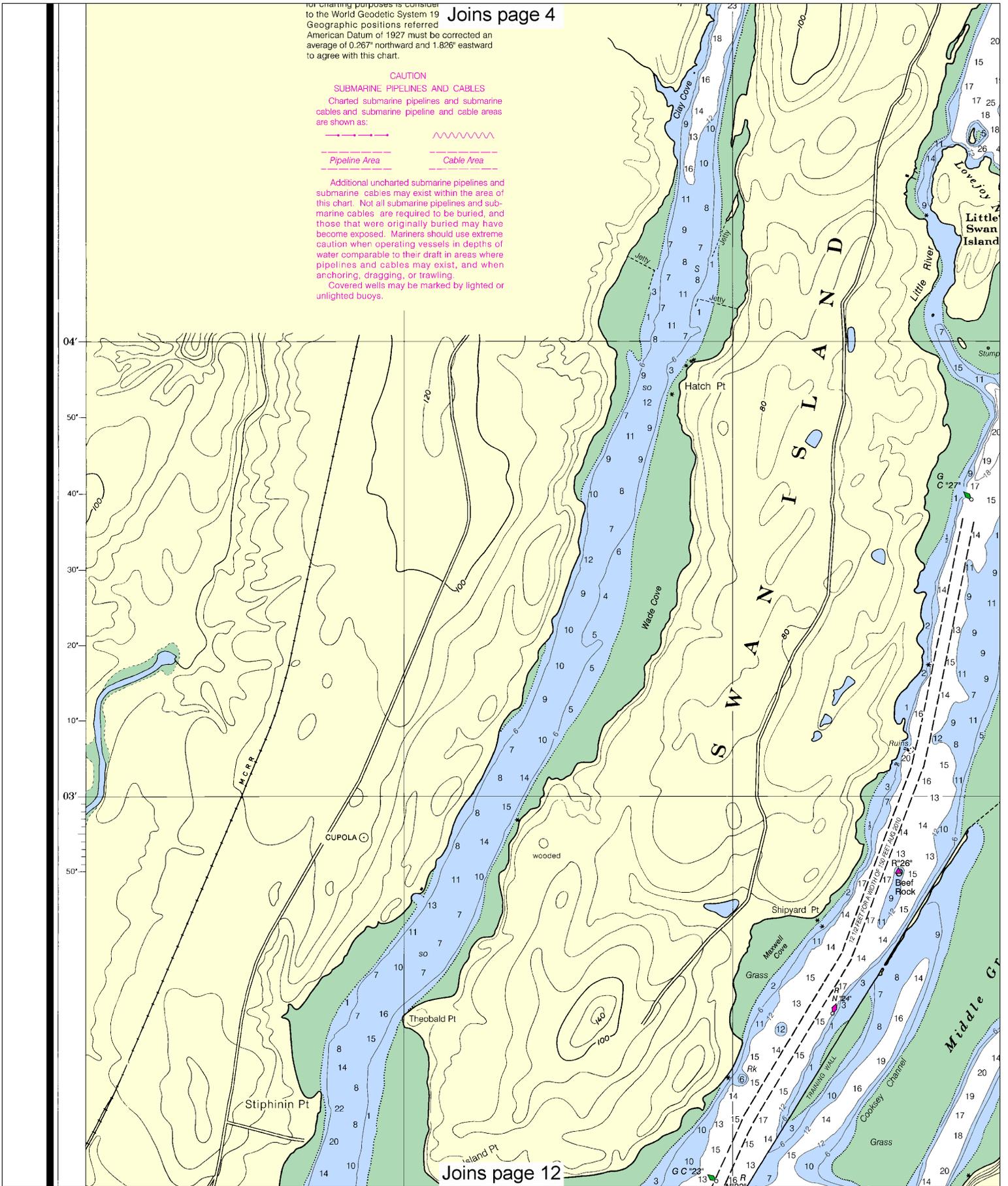
For charting purposes is considered to the World Geodetic System 1984. Geographic positions referred to the American Datum of 1927 must be corrected an average of 0.267' northward and 1.826' eastward to agree with this chart.

Joins page 4

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

 Pipeline Area
  Cable Area

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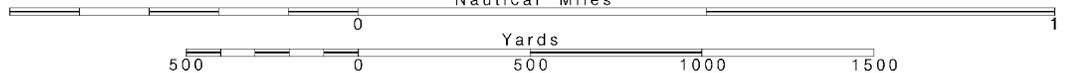


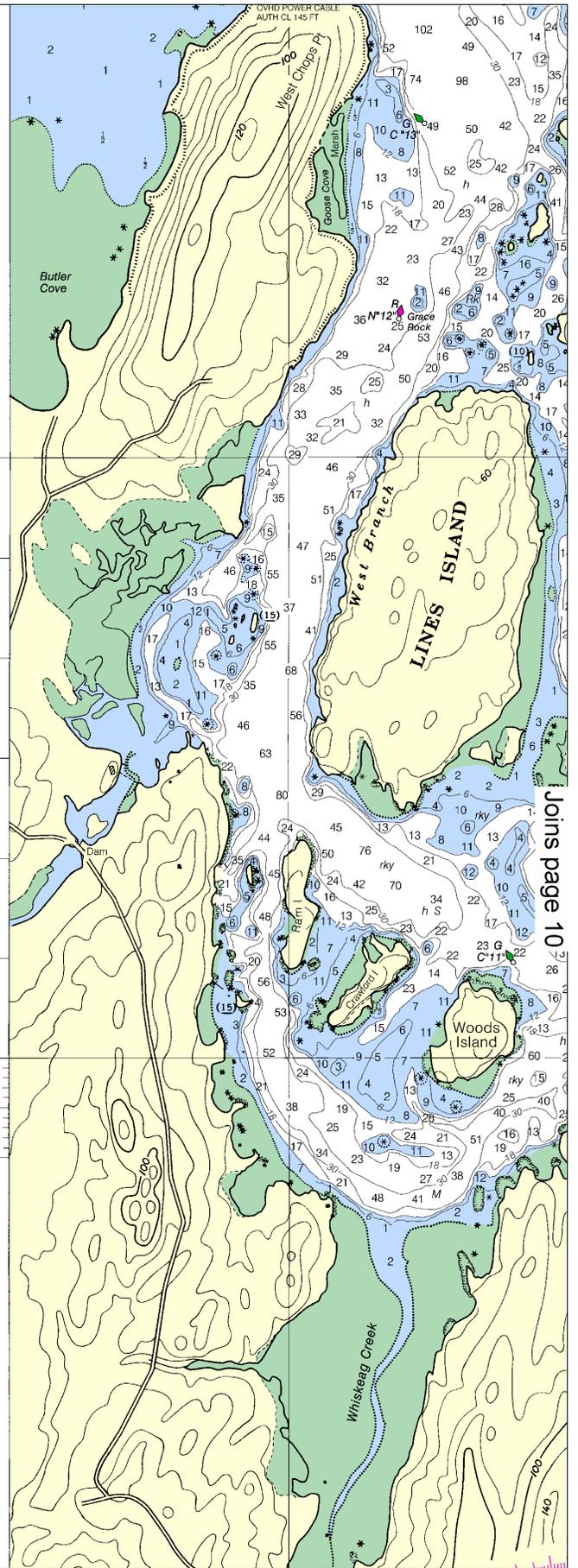
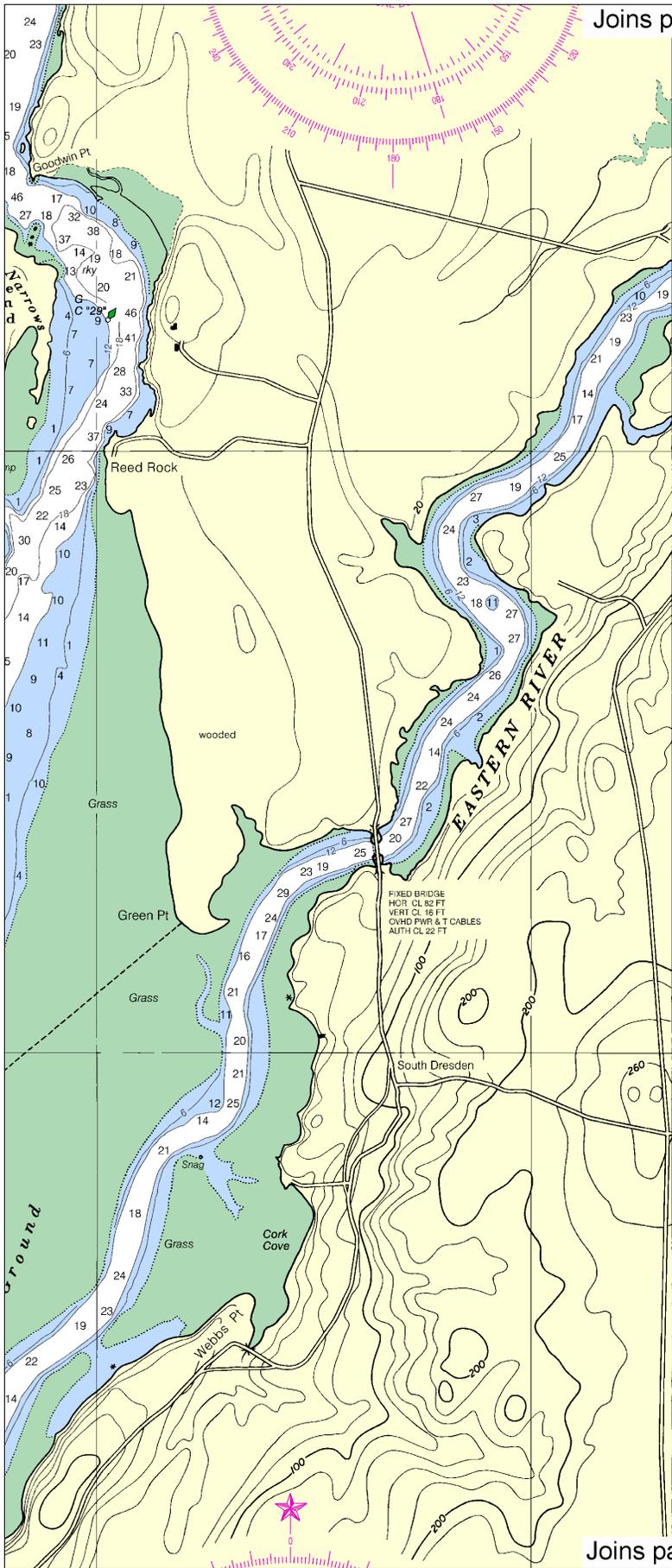
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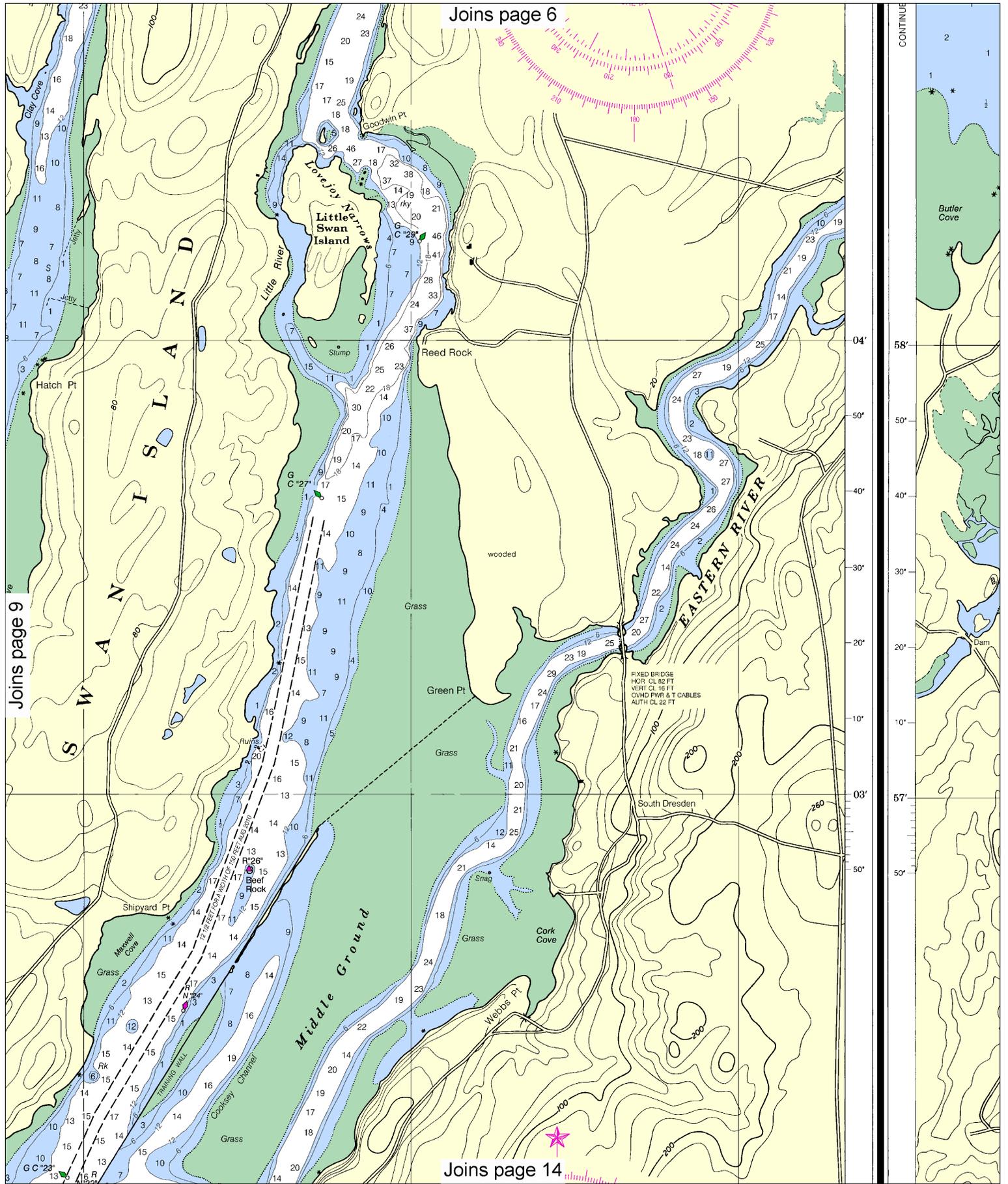
Printed at reduced scale.

SCALE 1:15,000
 Nautical Miles

See Note on page 5.







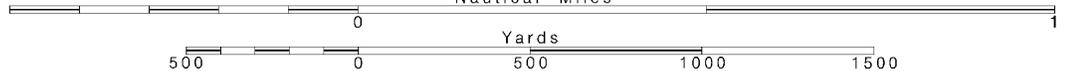
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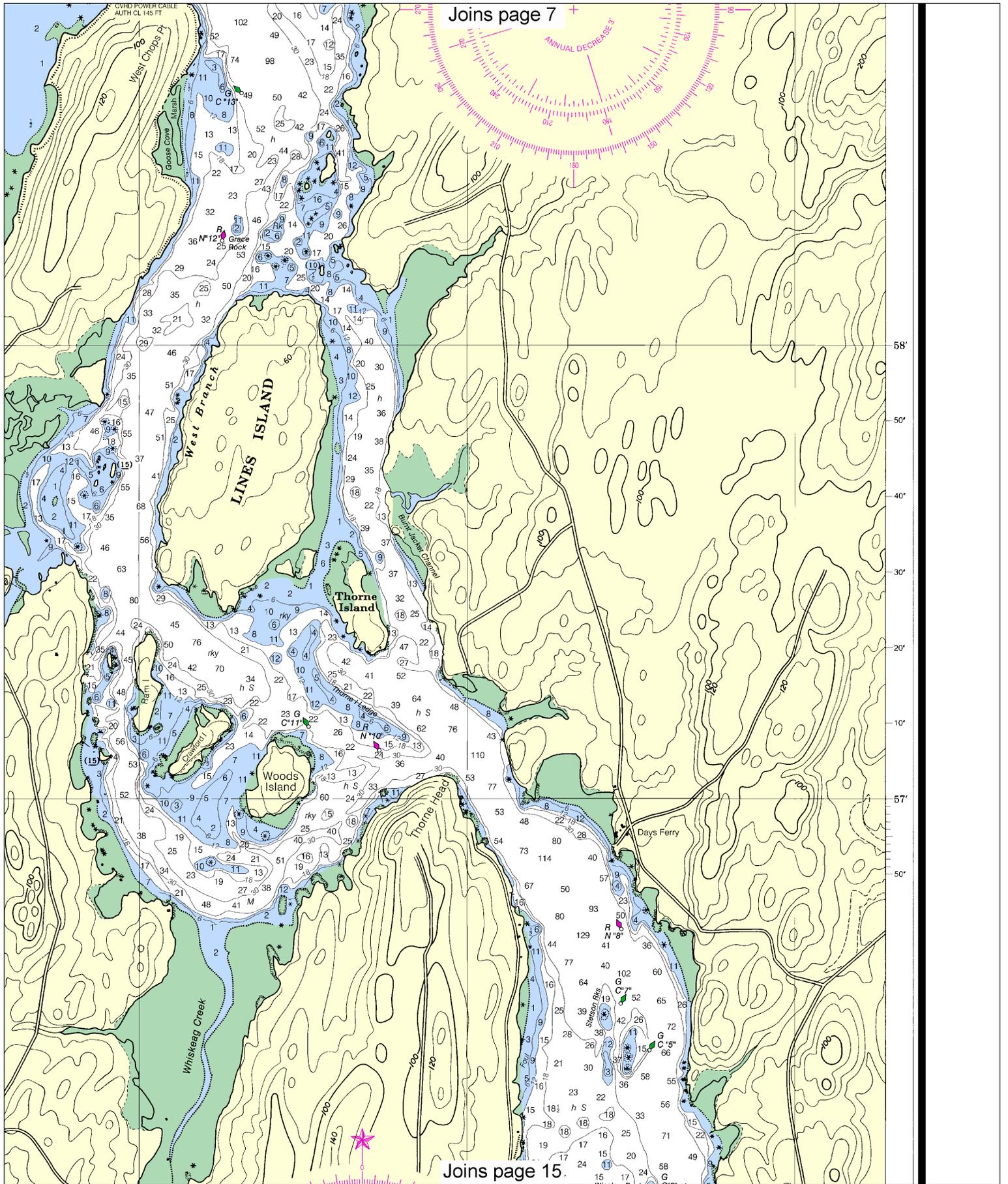
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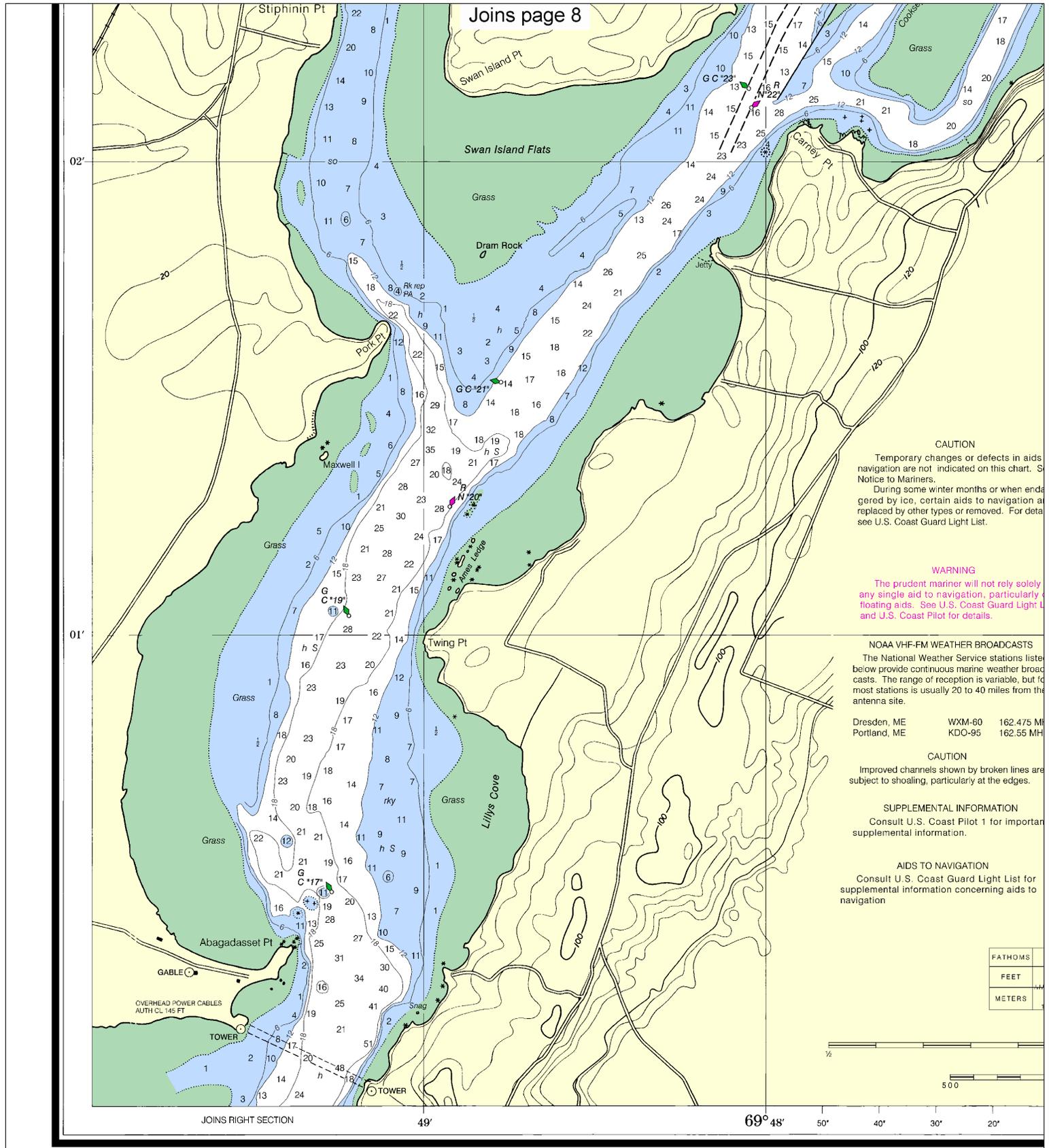
Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.







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.

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.

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.

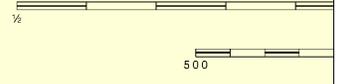
Dresden, ME	WXM-60	162.475 MHz
Portland, ME	KDO-95	162.55 MHz

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

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

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

FATHOMS	
FEET	
METERS	



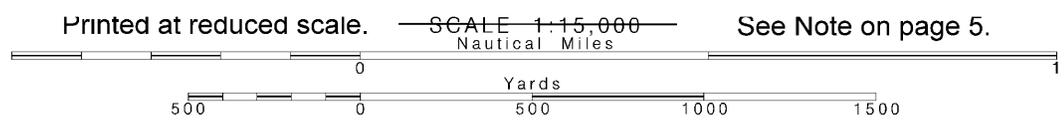
10th Ed., May 5/01 ■
13298

CAUTION
 This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

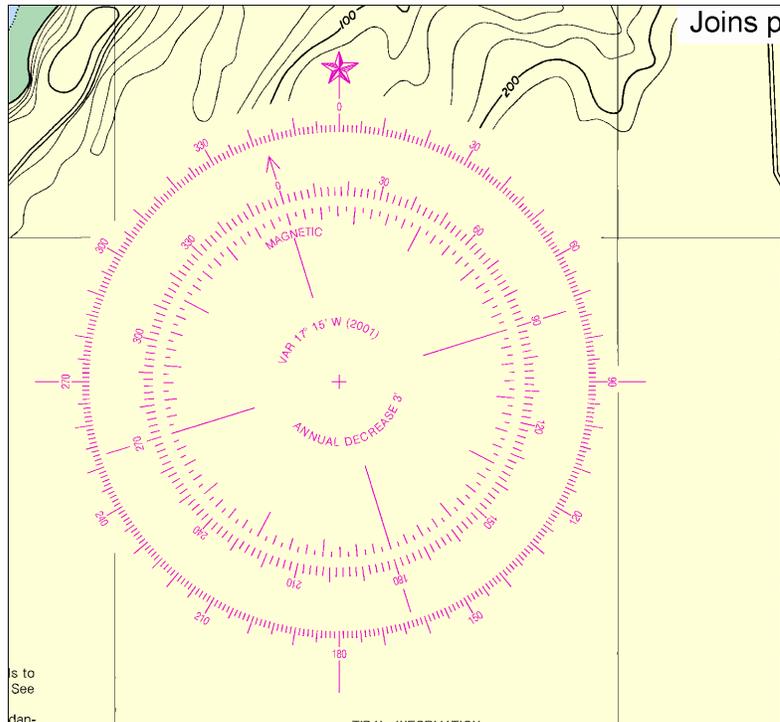
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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Note: Chart grid lines are aligned with true north.



See Note on page 5.



TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Bath	(43°55'N/69°49'W)	6.9	6.6	0.2	-3.5
Sturgeon Island	(43°59'N/69°50'W)	5.8	5.5	0.2	-3.5
Richmond	(44°05'N/69°48'W)	5.8	5.5	0.2	-3.5

(401)

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	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT HO light-house	Oc occulting	SEC sector
C can	M nautical mile	Or orange	SI 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
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bids 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:

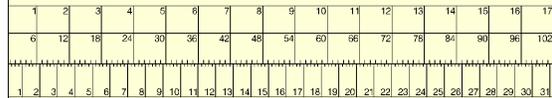
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
⚓ Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

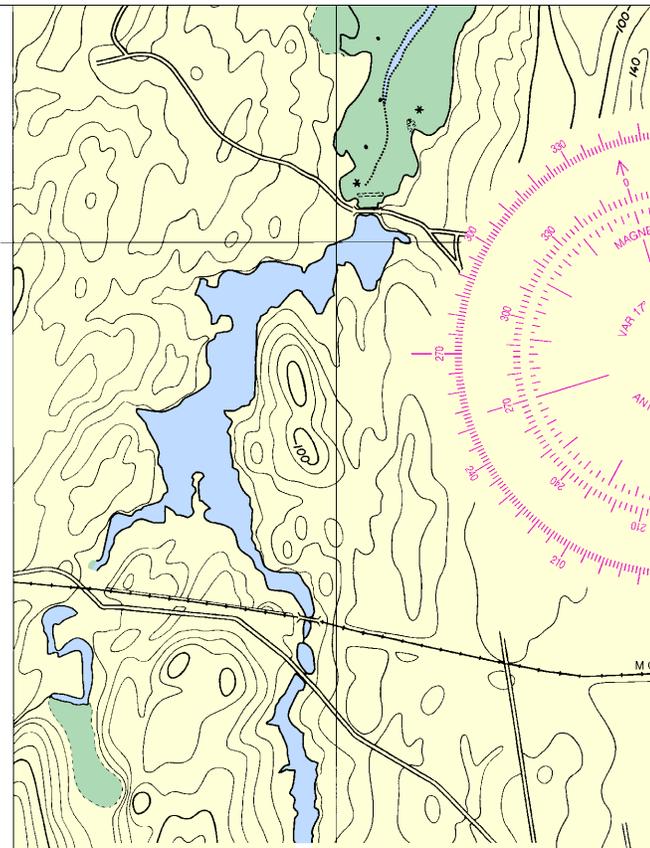
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.



Nautical Miles

Yards

(Inner neatline 84.45cm N.S. x 38.32cm E.W.)

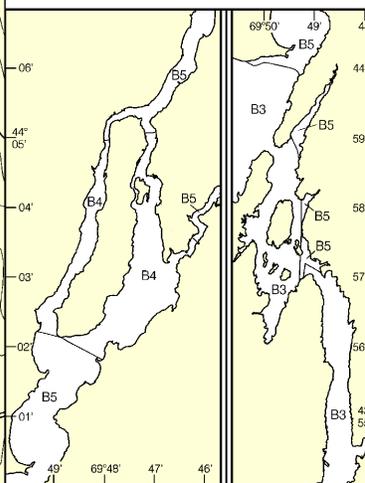


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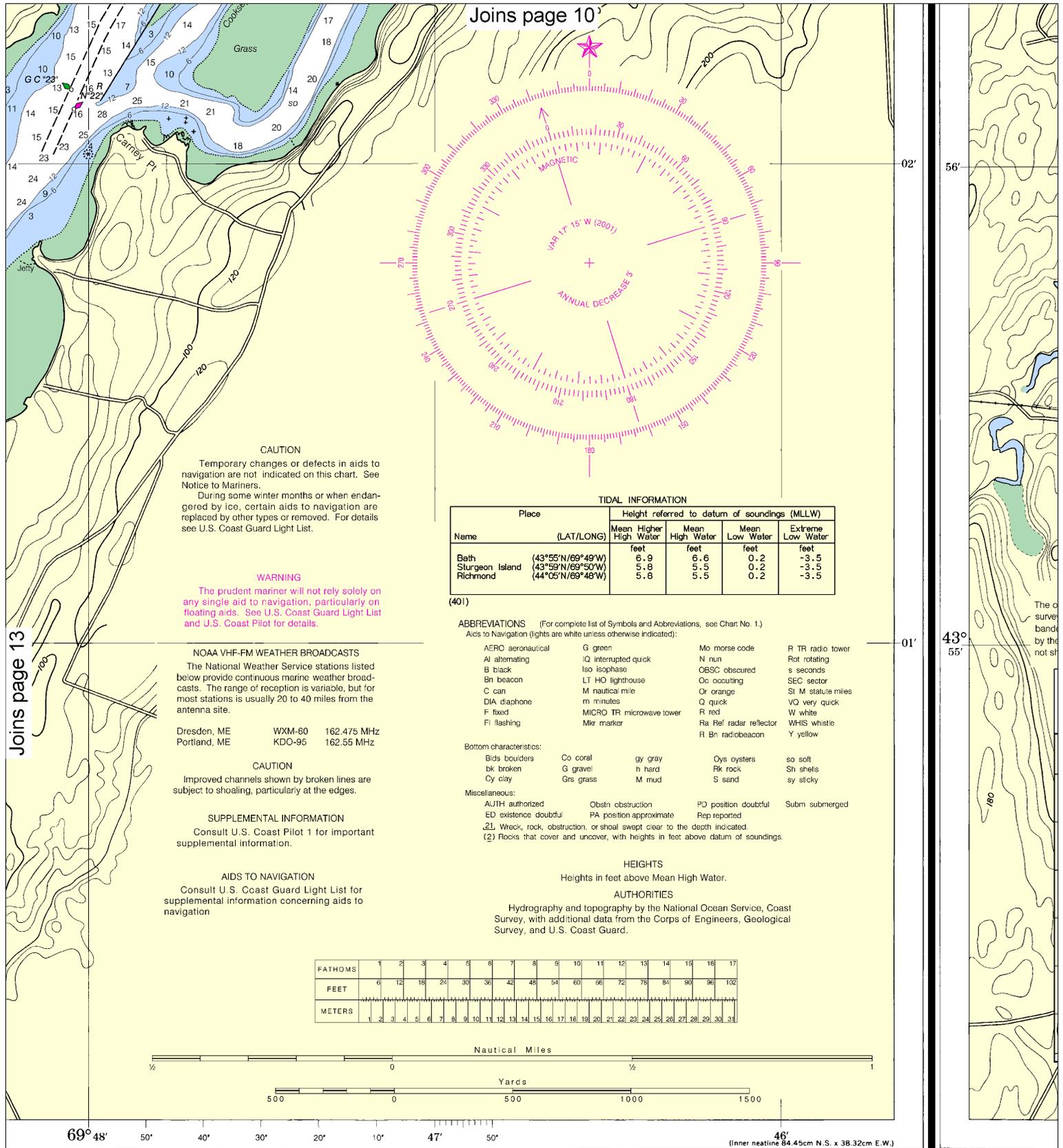
SOURCE

B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 1834-1899	NOS Surveys	partial bottom coverage



SOUNDINGS IN FEET

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



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Joins page 13

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TIDAL INFORMATION

Place	Height referred to datum of soundings (MLLW)	Mean Higher High Water				Mean Low Water				Extreme Low Water			
		Mean High Water	High Water	Mean High Water	Low Water	Mean High Water	High Water	Mean High Water	Low Water	Mean High Water	High Water	Mean High Water	Low Water
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B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LI HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	OR orange	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	Mir marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

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

Miscellaneous:

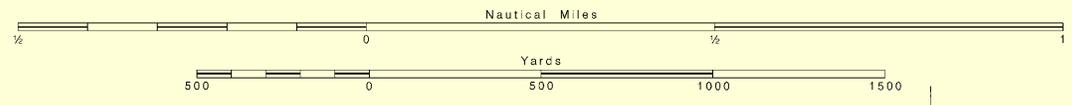
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

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.

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.

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

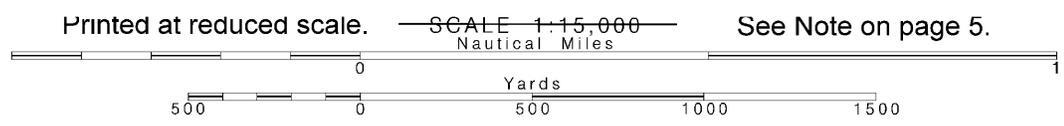


This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (NCS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

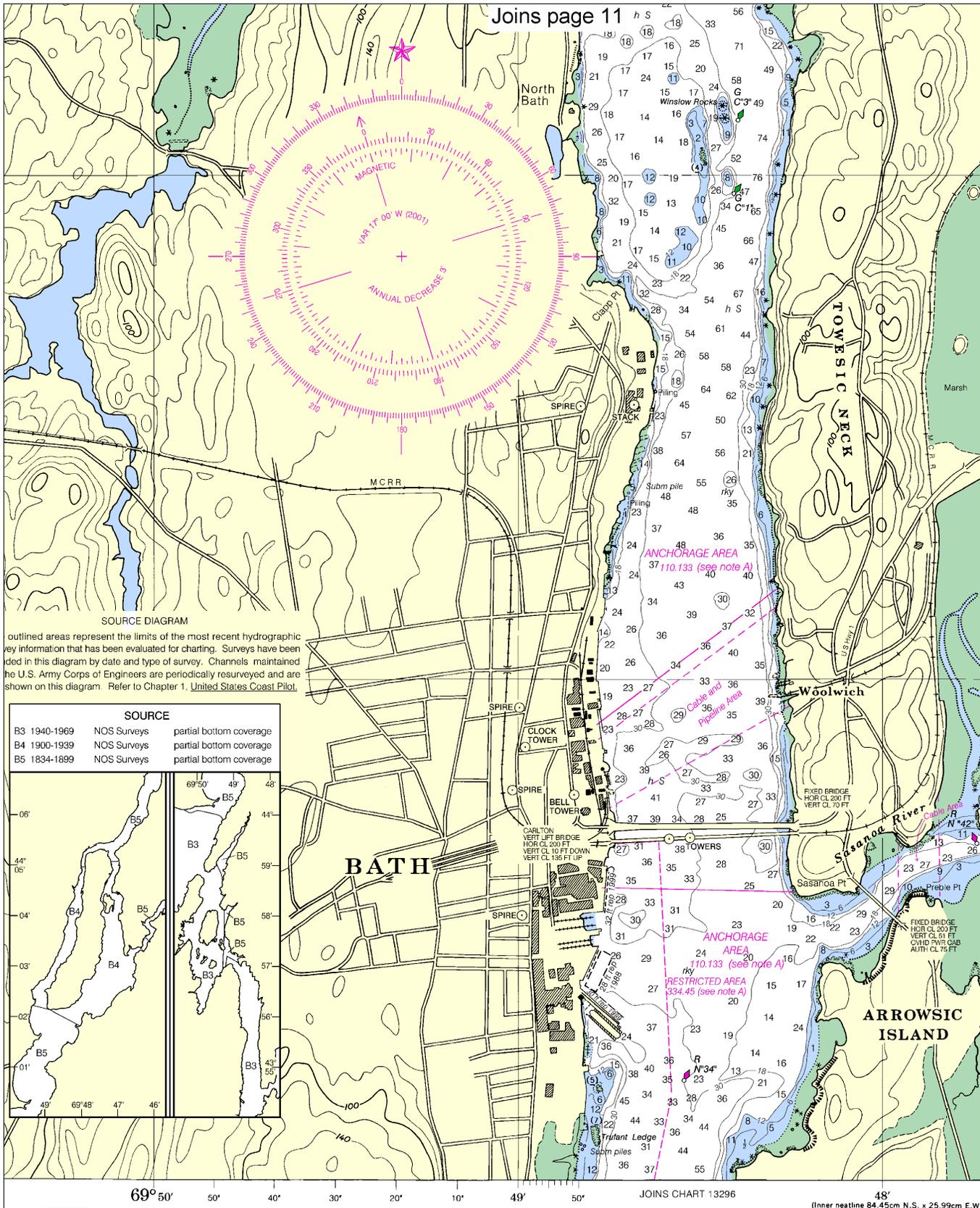
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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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Note: Chart grid lines are aligned with true north.

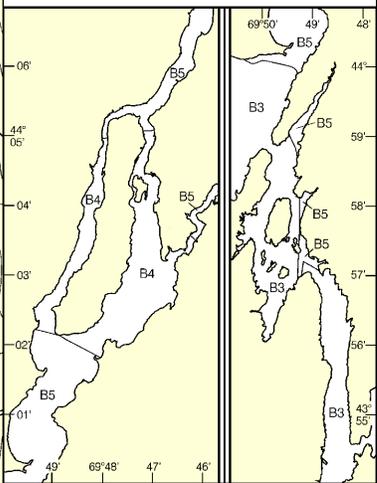


See Note on page 5.



outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been identified in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 1834-1899	NOS Surveys	partial bottom coverage



JOINS CHART 13296

ED. NO. 10

NSN 7642014010468
 NIMA REFERENCE NO. 13XHA13298

DEPTHS IN FEET

Kennebec R., Bath to Courthouse Pt.
 SOUNDINGS IN FEET - SCALE 1:15,000

13298

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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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- 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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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.

