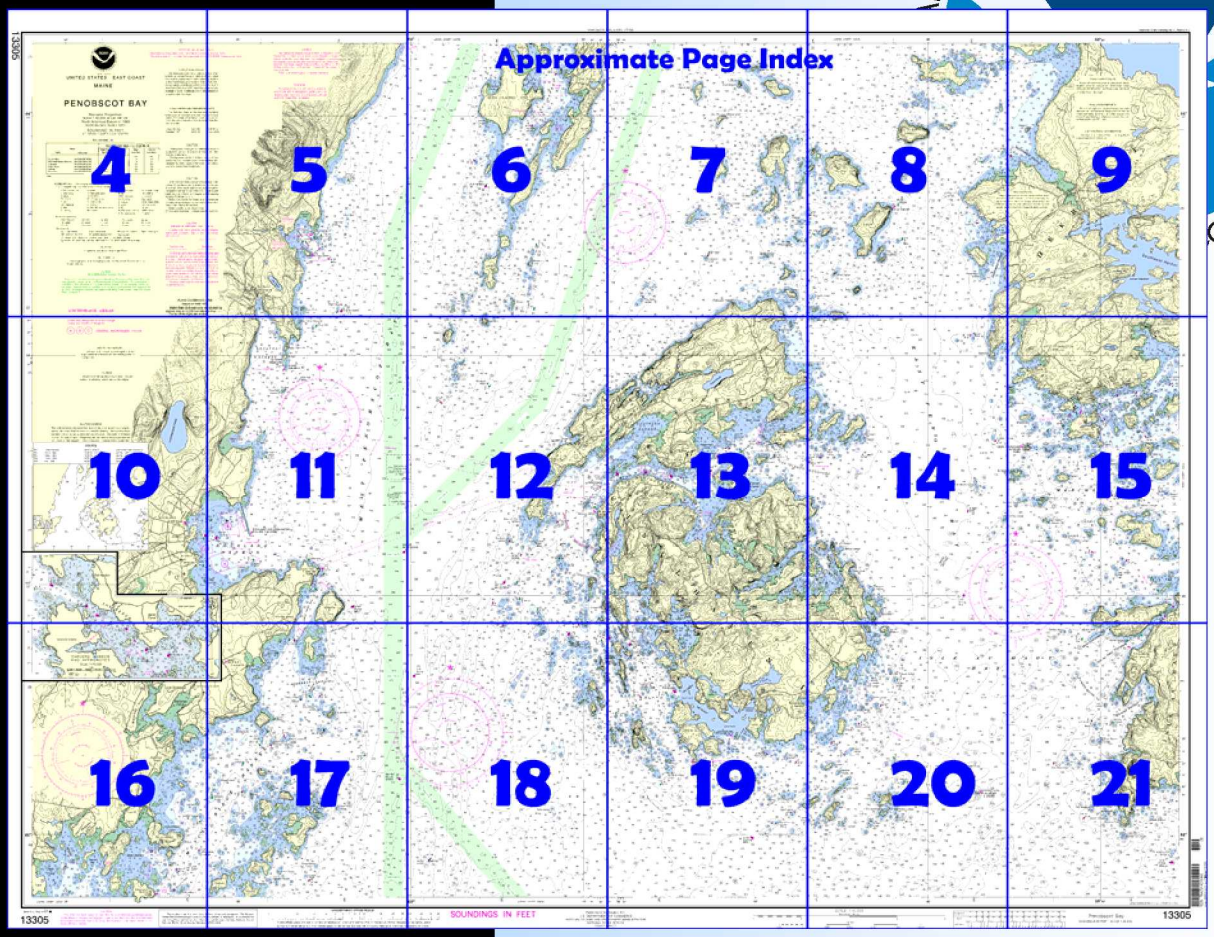
BookletChart™

Penobscot Bay

(NOAA Chart 13305)

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 all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

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™?

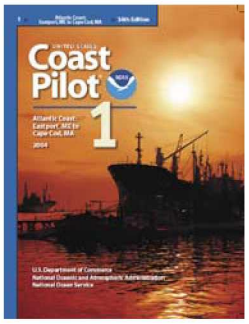
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this 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.



[Coast Pilot 1, Chapter 7 excerpts]

(188) There are many islands and numerous unmarked ledges in **Isle au Haut Bay** and **East Penobscot Bay**. The islands have numerous coves and small harbors, but few of these are available as anchorages, except for small craft, because of their shoal depths or obstructed entrances.

(190) A clear channel good for the deepest-draft vessels, though seldom used, leads through Isle au Haut Bay from Saddleback Ledge Light to the head of East Penobscot Bay. The channel passes eastward of Eagle Island, marked by a light, and a gong buoy northeastward of the light; thence in a northwesterly direction through the islands, northward of Eagle Island, and thence northward passing close westward of Cape Rosier.

(193) The western side of Isle au Haut Bay is very foul. **Saddleback Ledge Shoal,** covered 2 feet and marked by a buoy, is 0.8 mile northwest of Saddleback Ledge Light. The mile-wide channel west of this shoal and east of 40-foot-high **Diamond Rock** and Diamond Rock Ledge has several shoal spots with depths ranging from 14 to 28 feet. The fairway gong buoy, about 0.9 mile southwestward of Saddleback Ledge Light, marks the southern entrance to this channel. **Diamond Rock Ledge,** covered 2 feet, is marked by a buoy.

(194) Between this channel and the southeast shore of Vinalhaven Island are many islands and reefs dangerous to navigation. A buoyed channel provides a partially protected route through the islands and reefs around the south end of Vinalhaven Island to Carvers Harbor or West Penobscot Bay. In daylight and with good visibility, moderate-sized vessels can run parallel to and about 0.5 to 1 mile offshore on this route.

(198) **Arey Cove** and **Roberts Harbor,** on the southeast side of Vinalhaven Island, are much obstructed by rocks and ledges, and are unsafe for strangers.

(200) **Winter Harbor**, locally known as Pleasant River, **Seal Bay,** and **Smith Cove** make into the northeastern part of Vinalhaven Island, south of the eastern entrance to Fox Islands Thorofare. They are used by visiting yachtsmen during the summer, but local knowledge is advised.

(202) The only off-lying dangers from Barred Island off Crockett Cove to Southwest Harbor are **Sellers Rock,** part of which bares at low water and which is marked by a buoy, and the 18-foot spot 700 yards west of it.

(203) **Crockett Cove**, east of Barred Island and northwestward of Burnt Cove, is shoal and foul in its upper half. There is a good small-craft anchorage, secure in all weather, in 18 feet of water about 0.6 mile inside the entrance. It should be approached only after 3 hours following low water on a rising tide, and favoring the western side of the cove.

(207) **Mill Pond**, northward of Southwest Harbor, is of little importance. **Sylvester Cove** is northwestward of Mill Pond. The Deer Isle Yacht Club pier and float landing, with 9 feet alongside, and a fish wharf with a town float, dry at low water, are on the north side of the cove. Bare stone cribbing, on the south side of the cove opposite the yacht club float, is all that remains of a former pier. The mail and passenger boat, with year-round service to Eagle Island and summer service to Great Spruce Head Island and Barred Islands, leaves from the yacht club float. Eastward of the yacht club landings, the cove shoals rapidly to a fine shelving beach.

(208) The anchorage in the entrance of the cove is partly sheltered by a long reef on the south side of the entrance; the reef bares at about half tide. A buoy is northwestward of the reef. Caution should be used in rounding this reef, by passing northward of the buoy; it is reported that several small craft have grounded on the reef. There are no services available in Sylvester Cove.

(211) **Northwest Harbor**, on the northwestern side of Deer Isle, is about 0.3 mile wide and over 1 mile long. A large part of the upper half of the harbor is shoal and foul and dries out. Good anchorage will be found for small vessels in midharbor in depths of 13 to 17 feet, soft bottom. The harbor is sheltered from all but northwesterly winds. Good anchorage also is off the entrance of the harbor, between Gull Ledge and Heart Island, in depths of 19 to 30 feet. During January and February the harbor is closed by ice.

(212) **Gull Ledge**, partly uncovered at high water, is 0.4 mile northwest of the southern entrance point to Northwest Harbor. Between Gull Ledge and the buoy off the ledge extending from the southern entrance point is a narrow channel. Southwestward of Gull Ledge is a reef with rocks awash at low water, which must be avoided even by small boats if using this channel. Its southwest end is marked by a buoy, about 0.5 mile from Gull Ledge and 0.4 mile off the main shore.

(213) The village of **Deer Isle** is at the head of the harbor; some marine supplies and provisions are available. A private wharf and float landing are on the northern shore of the harbor about 0.7 mile east of Gull Ledge.

(214) The harbor is seldom used except by pleasure craft as an overnight anchorage in fair weather. With the aid of the chart, little trouble should be experienced in approaching and finding anchorage in midchannel up to 0.4 mile inside the entrance, as the entrance is wide and clear.

Heart Island, 60 feet high and wooded, is 0.5 mile northward of the entrance.

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat. 44° 08'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDING IN FEET
AT MEAN LOWER LOW WATER

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

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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

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

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 0.291" northward and 1.883" eastward to agree with this chart.

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

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.

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).

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.

Ellsworth, ME	KEC-93	162.40 MHz
Dresden, ME	WXM-60	162.475 MHz

CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping 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) o(Approximate location)

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

PLANE COORDINATE GRID
(based on NAD 1927)
Maine State Grid east zone, is indicated by dashed ticks at 10,000 foot intervals thus:
The last three digits are omitted.

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.

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/.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey.

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.

ANCHORAGE AREAS
(see note A)
Limits and designations of anchorage areas are shown in magenta.
(A) (B) GENERAL ANCHORAGES 110.130

NOTE B
RECOMMENDED VESSEL ROUTE
Deep draft vessels entering and departing Penobscot Bay and River are requested to remain within the Recommended Vessel Route. Two-way traffic is possible within all parts of the green-tinted areas. Other vessels, while not excluded, should exercise caution in these areas and monitor VHF channel 16 or 13 for information concerning vessels transiting these areas. See U.S. Coast Pilot 1, Chapter 7.

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.

COLREGS, 80.105 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

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.

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:

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	

(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.

TIDAL INFORMATION

Place Name	Place (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
Isle Au Haut	(44°04'N/68°38'W)	10.1	9.6	0.4	-4.0
Northwest Harbor (Deer Is.)	(44°14'N/68°41'W)	11.0	10.5	0.4	-3.5
Vinalhaven	(44°03'N/68°50'W)	10.1	9.6	0.4	-3.5
Pulpit Harbor	(44°09'N/68°53'W)	10.7	10.2	0.4	-3.5
Camden	(44°12'N/69°03'W)	10.4	10.0	0.4	-3.5
Rockland	(44°06'N/69°06'W)	10.6	10.1	0.4	-3.5

13305

COAST SURVEY

UNITED STATES EAST COAST

MAINE

PENOBSCOT BAY

Mercator Projection
Scale 1:40,000 at Lat. 44° 08'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDING IN FEET
AT MEAN LOWER LOW WATER

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(290)

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Heights in feet above Mean High Water.

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ANCHORAGE AREAS

(see note A)

Limits and designations of anchorage areas are shown in magenta.

(A) (B) GENERAL ANCHORAGES 110.130

COLREGS, 80.105 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
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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) o(Approximate location)

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

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.

PLANE COORDINATE GRID
(based on NAD 1927)

Maine State Grid east zone, is indicated by dashed ticks at 10,000 foot intervals thus: ---
The last three digits are omitted.

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the regulatio
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floating aids
and U.S. Co

CAUTION

Temporary changes or c
navigation are not indicated c
Notice to Mariners.

During some winter month
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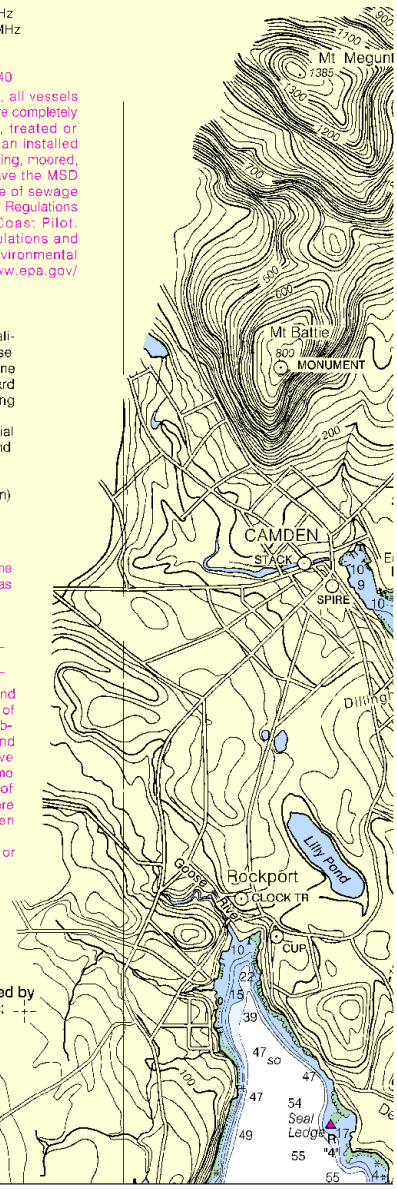
replaced by other types or rem
see U.S. Coast Guard Light Lis



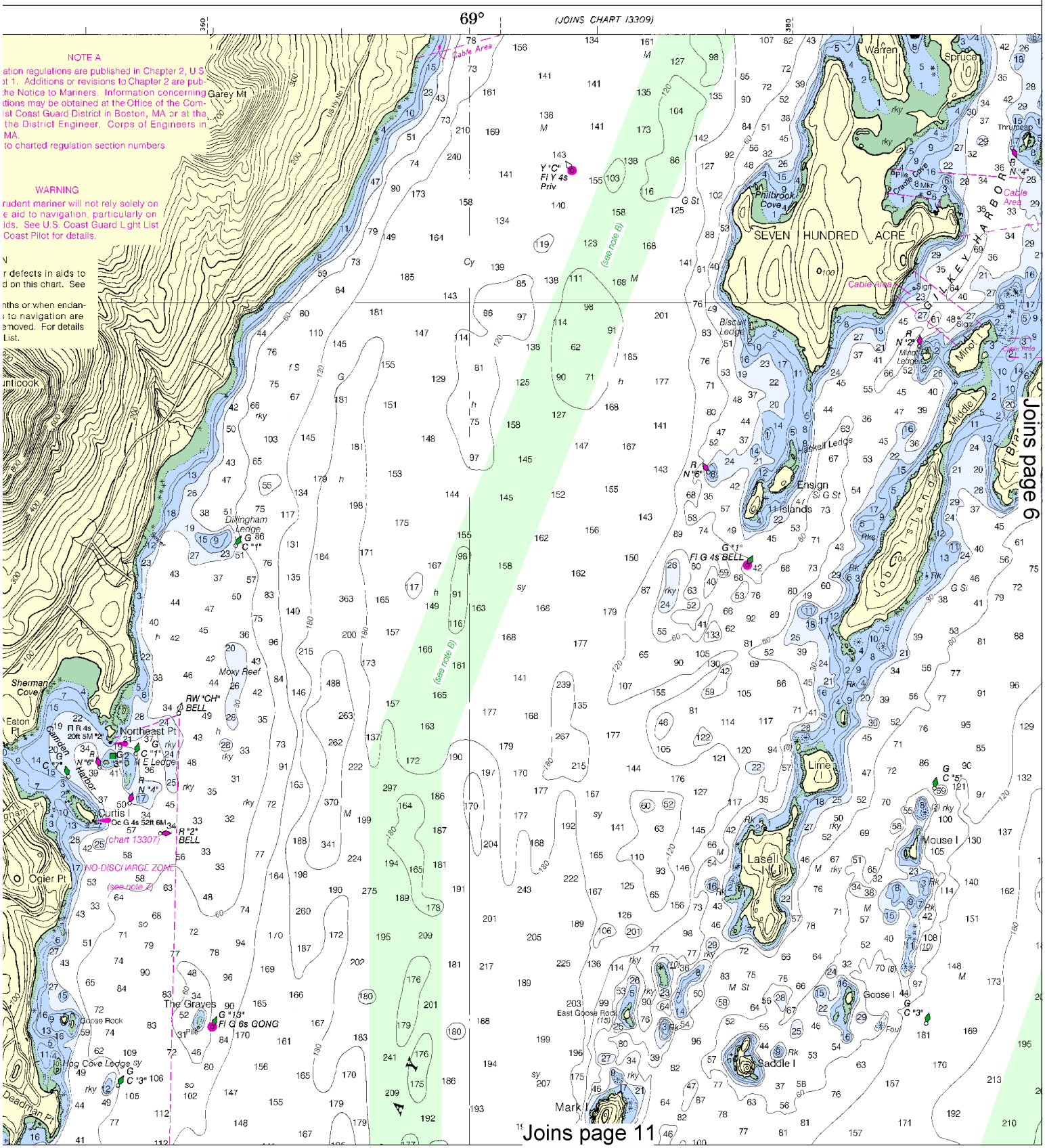
Joins page 10

North

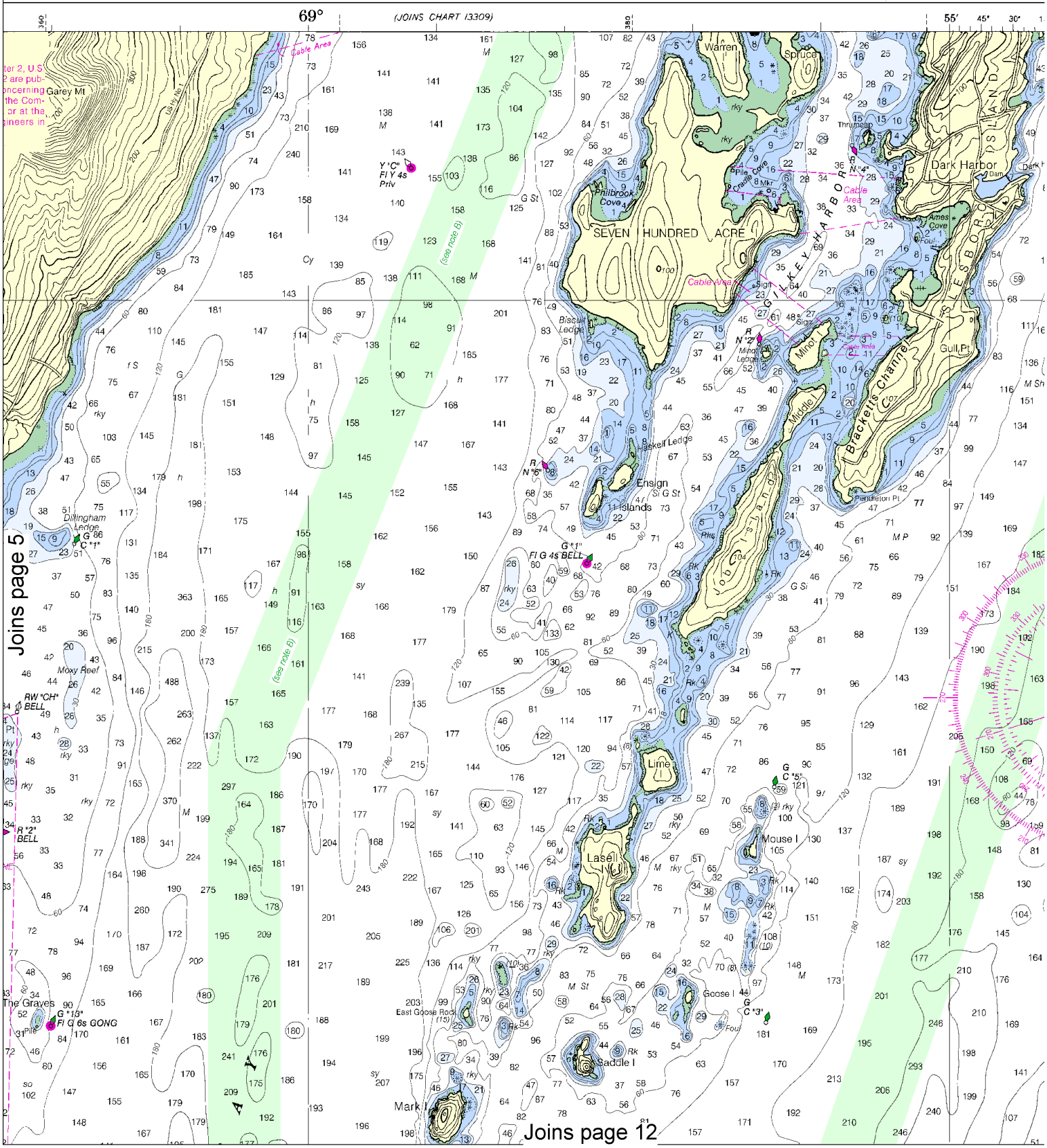
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



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.



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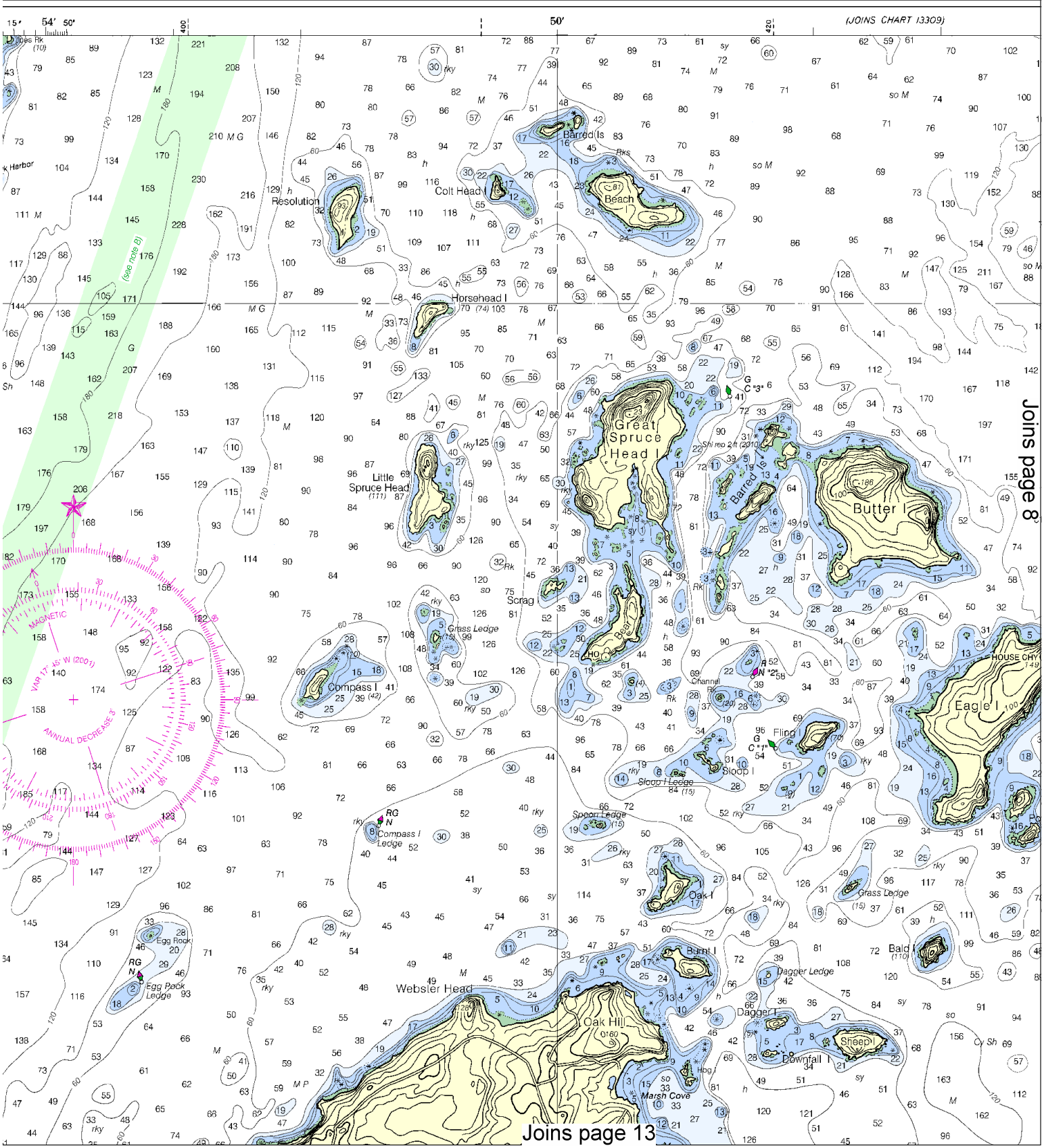
North

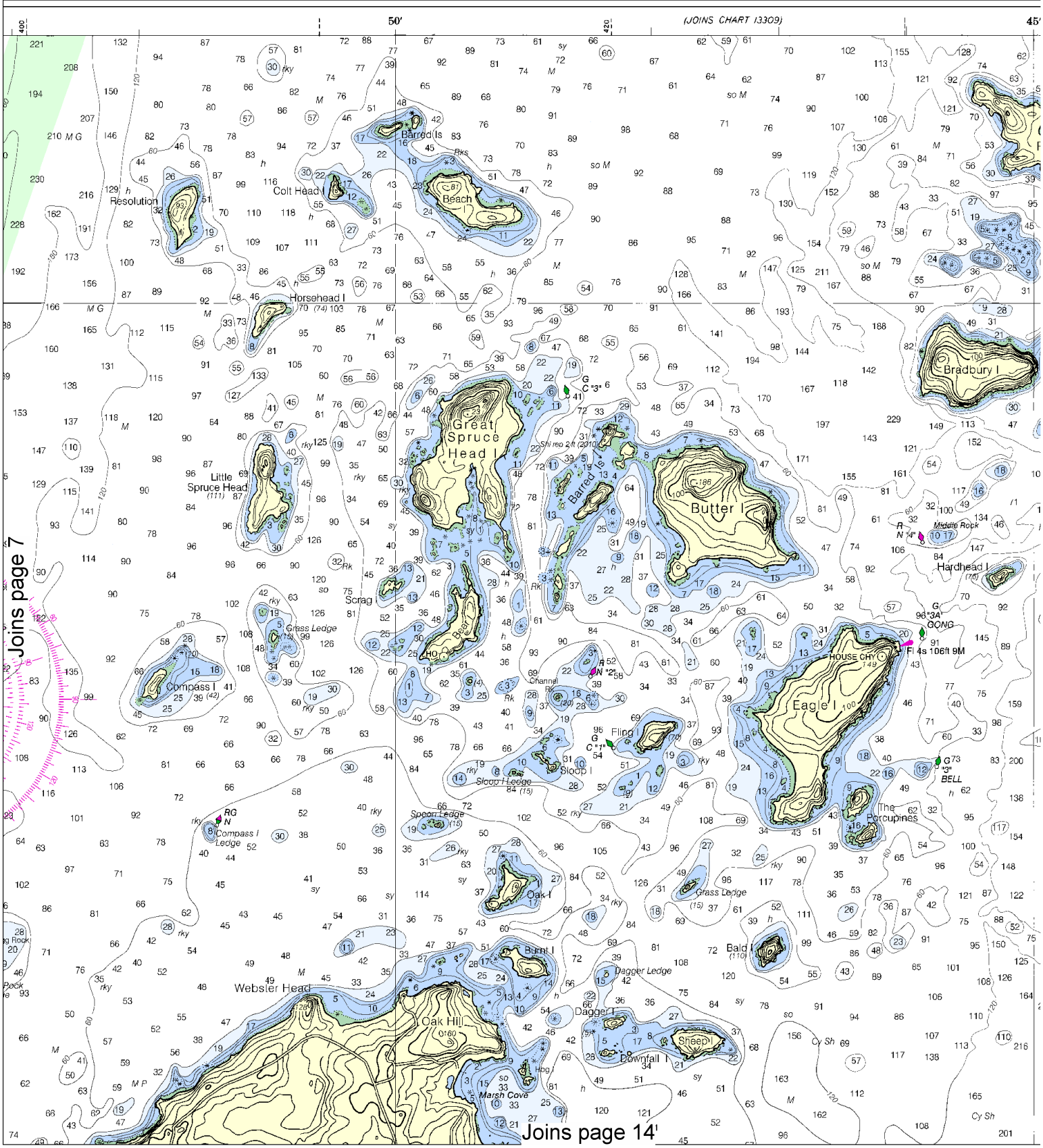
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0511 2/1/2011,
NGA Weekly Notice to Mariners: 0711 2/12/2011,
Canadian Coast Guard Notice to Mariners: 0810 8/27/2010.

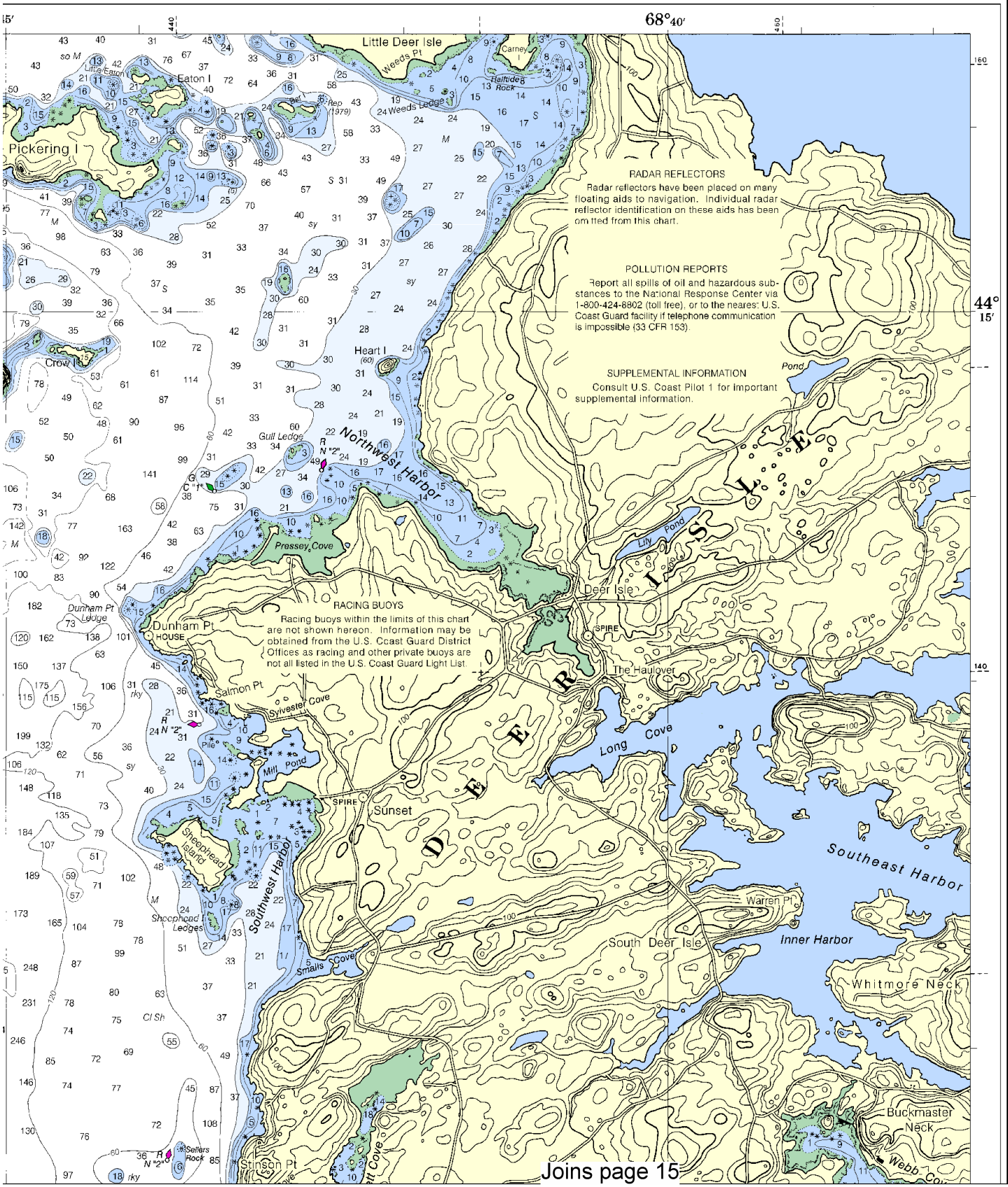


North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



Joins page 15

Joins page 4

ANCHORAGE AREAS

(see note A)

Limits and designations of anchorage areas are shown in magenta.

(A) (B) GENERAL ANCHORAGES 110.130

AIDS TO NAVIGATION

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

CAUTION

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

SOURCE DIAGRAM

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

SOURCE

B1	1990-Present	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

(based on NAD 1927)
Maine State Grid east zone, is indicated by dashed ticks at 10,000 foot intervals thus: ---
The last three digits are omitted.

ROCKPORT HARBOR
ROCKLAND HARBOR
ROCKLAND HBR BREAKWATE Fl 5s 39ft 17M HORN
THE REACH
Old Harbor
CHICKAWAUKIE POND
Rockville
Dodge Mt
Bear Hill
Beech Hill
Pine Hill
Glen Cove
Clam Cove
Brewster Pt
Jameson Pt
Lermond Cove
Crockett Pt
Atlantic Pt
GRAIN MILL
Ingraham Hill
Post Hill
VINALHAVEN
Sand Cove
Carvers Harbor
Dodge Pt
Dog Pt
Owls Head
Holiday Beach
Crescent Beach
SPECIAL ANCHORAGE 110.4 (see note A)
(chart 13307)
(fuse chart 13307)
58 TOWER (Aband Lt Ho)
Porterfield Ledge
Brewster Pt Ledge
Lowell Ledge
Seal Ledge
Spears Rock
Ram I
SPIRE
STANDPIPE
KAPP 2030

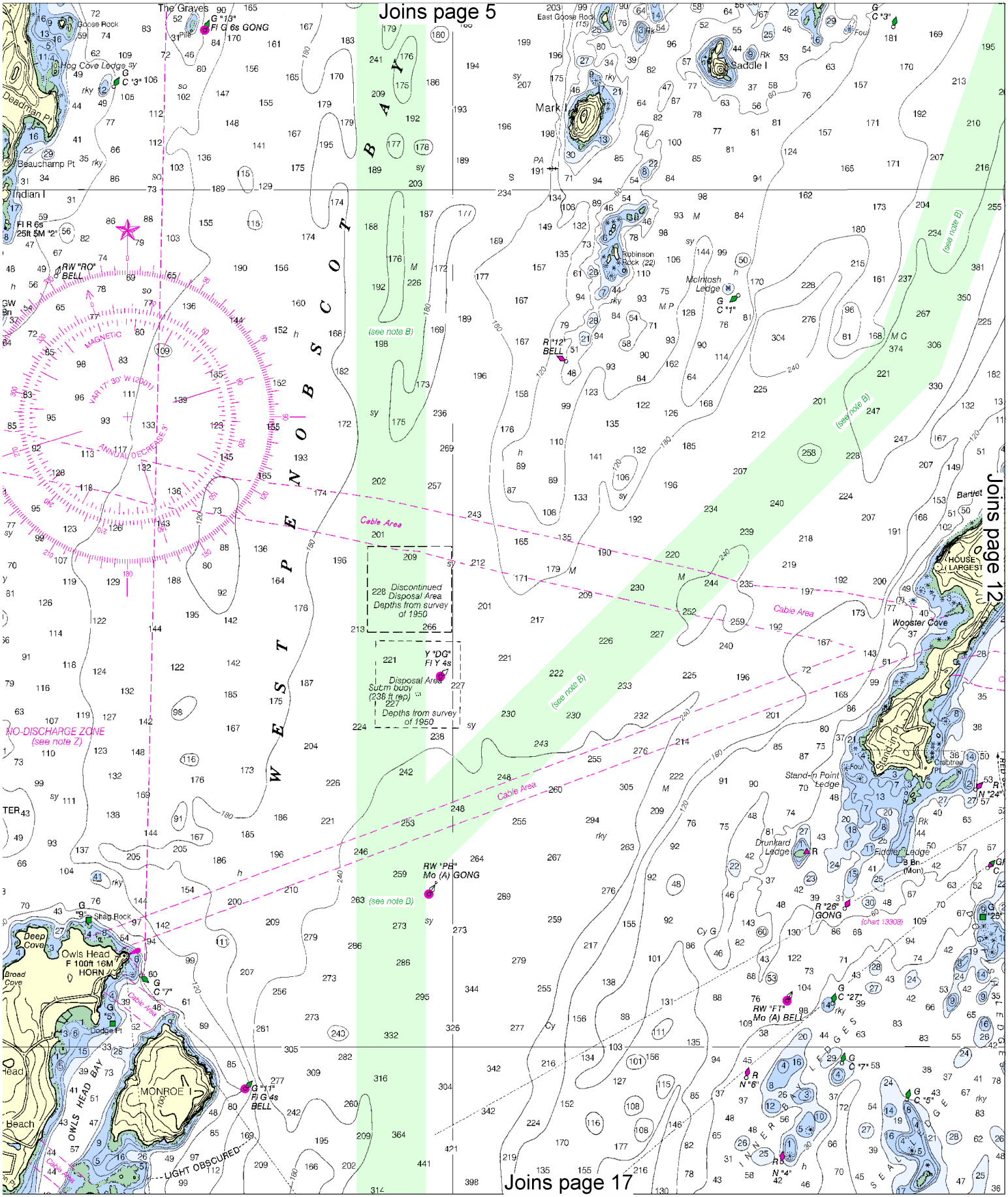
Joins page 16

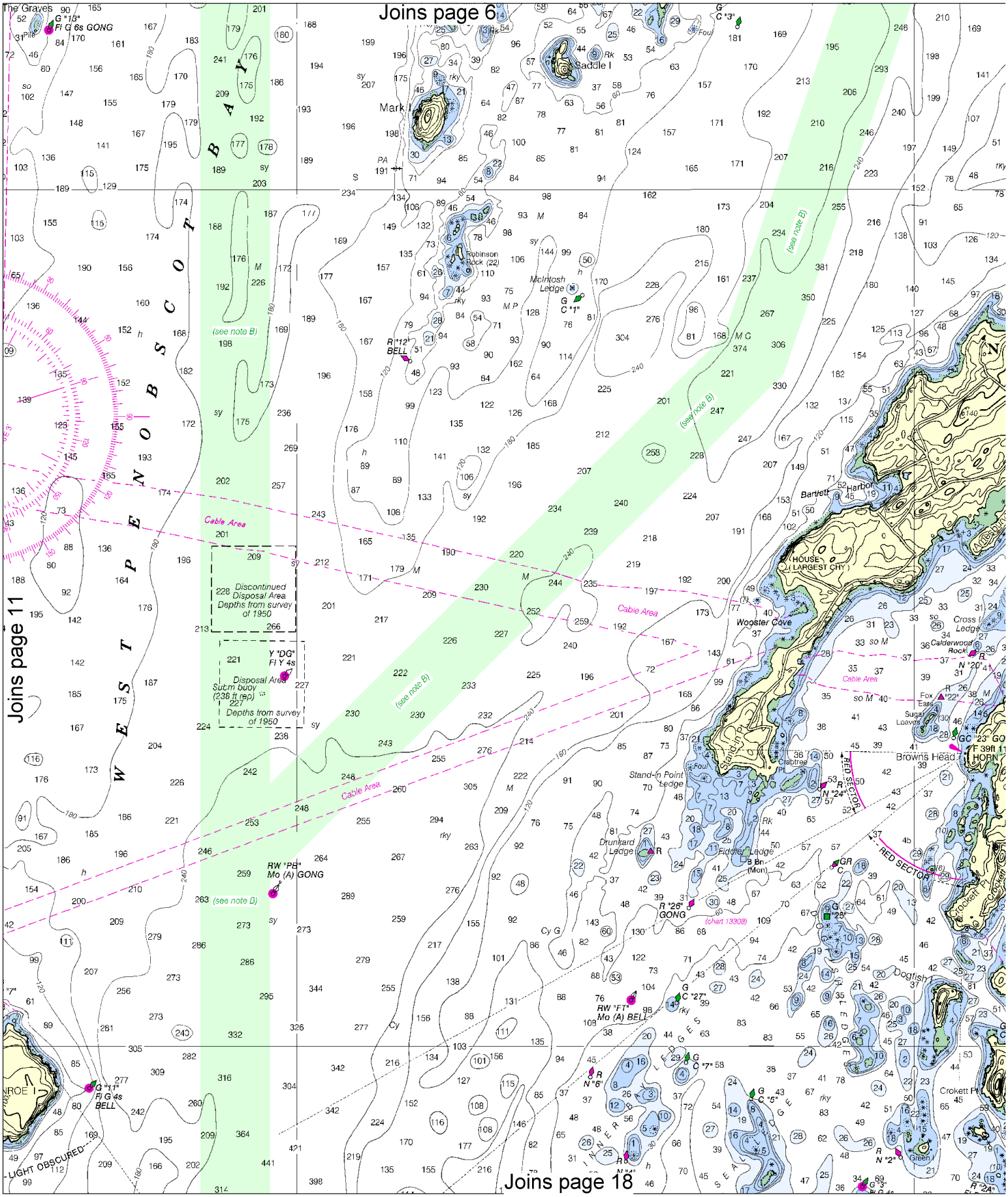
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

North


Joins page 5
Joins page 12
Joins page 17
The Graves
G "13"
Fl G 6s GONG
Goose Rock
Hog Cove Ledge sy
G
C "3" 106
Deadman Pt
Beauchamp Pt
Indian I
Fl R 6s
25ft 5M "2"
RW "RO"
BELL
MAGNETIC
VAR 17° 30' W (2001)
ANNUAL DECREASE 3'
Mark I
East Goose Rock
Saddle I
Robinson Rock (22)
McIntosh Ledge
G
C "1"
R "12"
BELL
(see note B)
Cable Area
Discontinued
Disposal Area
Depths from survey
of 1950
228
Y "DG"
Fl Y 4s
Disposal Area
Subm buoy
(236 ft rep)
227
Depths from survey
of 1950
NO-DISCHARGE ZONE
(see note Z)
RW "PB"
Mo (A) GONG
Shag Rock
Owls Head
F 100ft 16M
HORN
Deep Cove
Broad Cove
Dodge Pt
MONROE I
G "11"
Fl G 4s
BELL
OWLS HEAD BAY
LIGHT OBSCURED
Barter
HOUSE
(LARGEST
Wooster Cove
Stand-In Pt
Crabtree Pt
Stand-In Point Ledge
Drunkard Ledge
Fiddler Ledge
B Bn
(Mon)
R "26"
GONG
(chart 13308)
RW "F1"
Mo (A) BELL
G
C "27"
G
C "7"
R
N "6"
G
C "5"
R
N "4"
R
N "24"
G
C "3"
G
C "7"
G
"9"
G
"5"
G
"25"
MINERS LEDGES
SEAL LEDGE
BAY OF FUNDY
WEST PENOBSCOT



North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

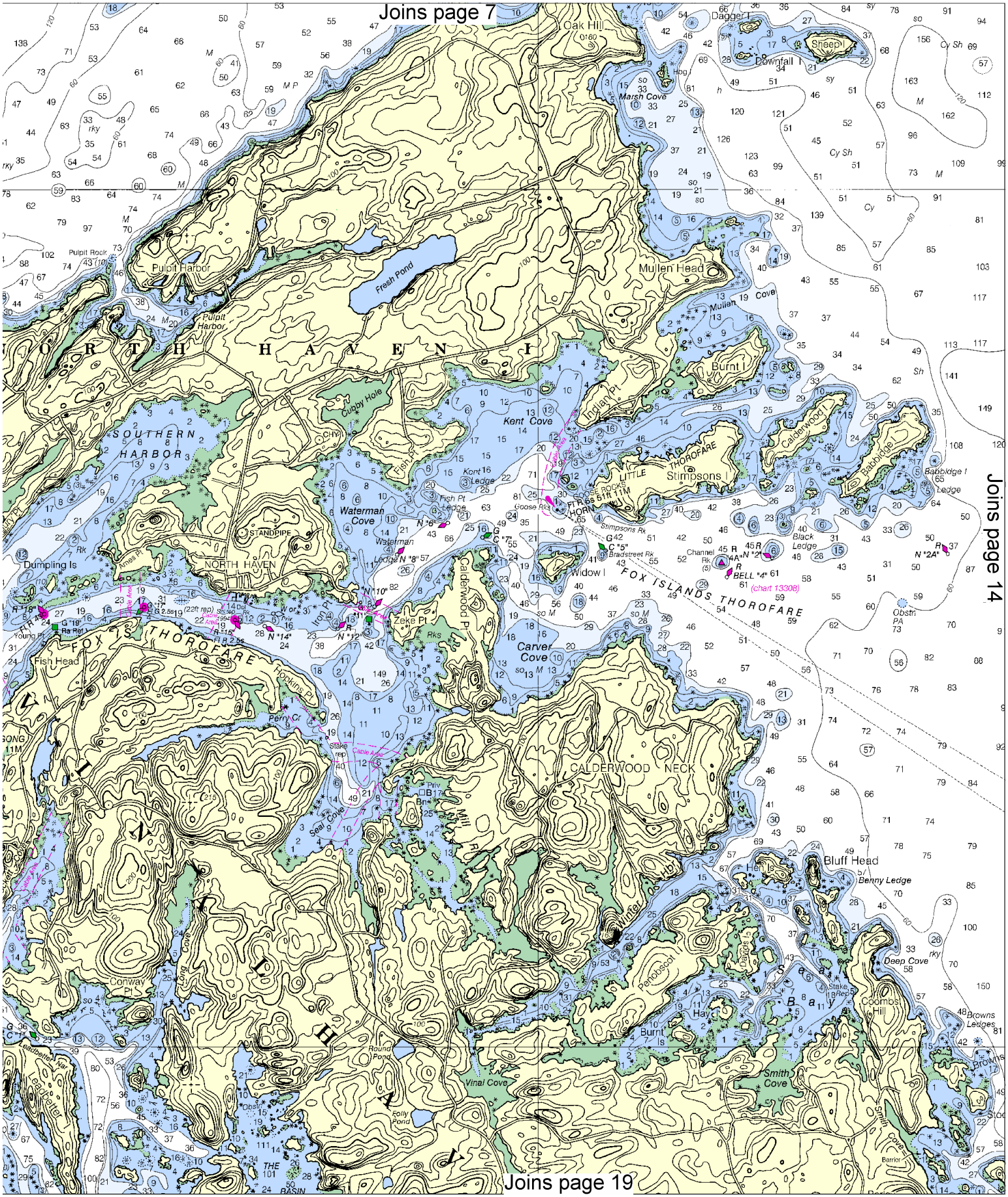
Nautical Miles

1 ½ 0 1 2 3

Yards

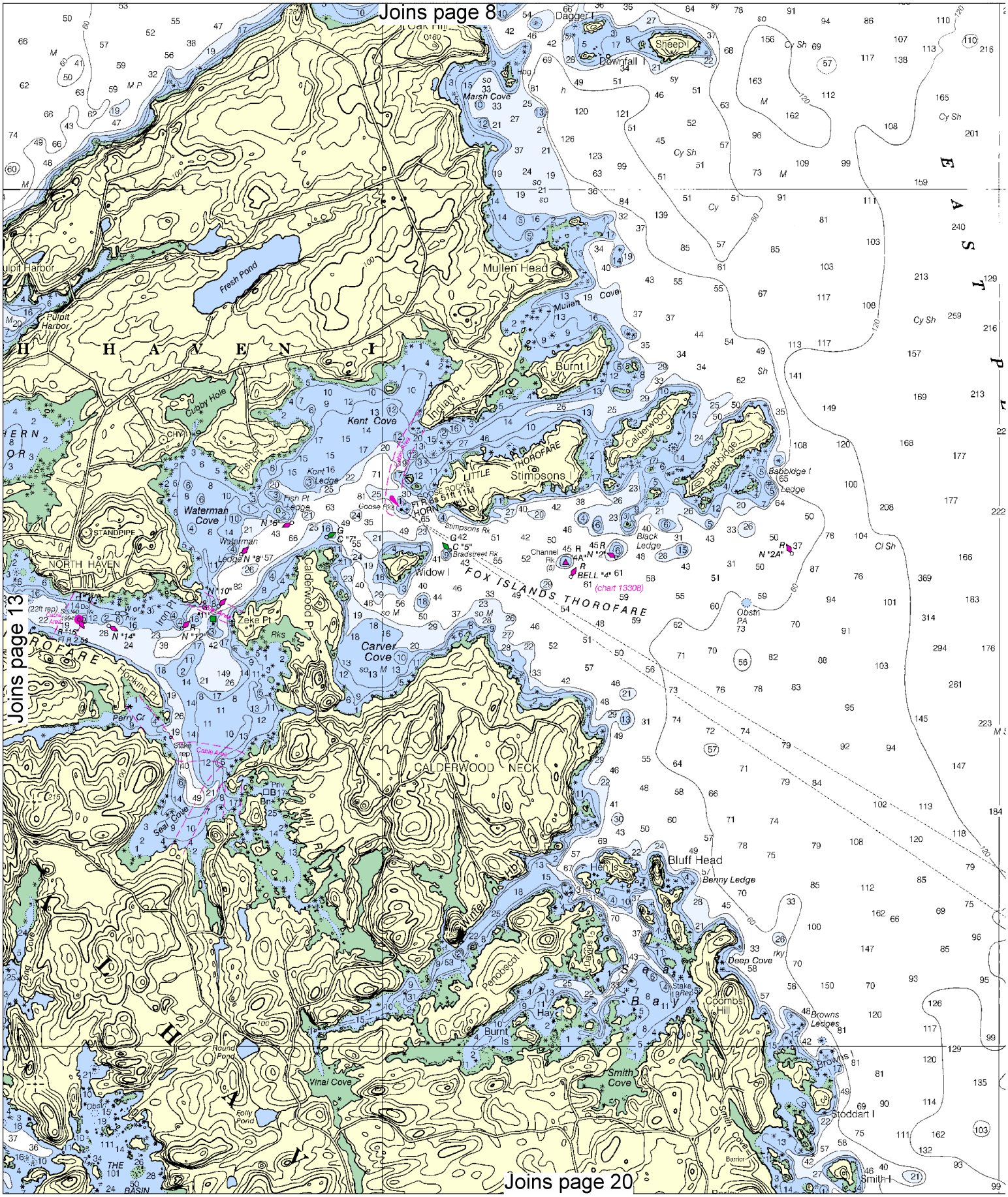
1000 0 1000 2000 3000 4000 5000

Joins page 7



Joins page 14

Joins page 19



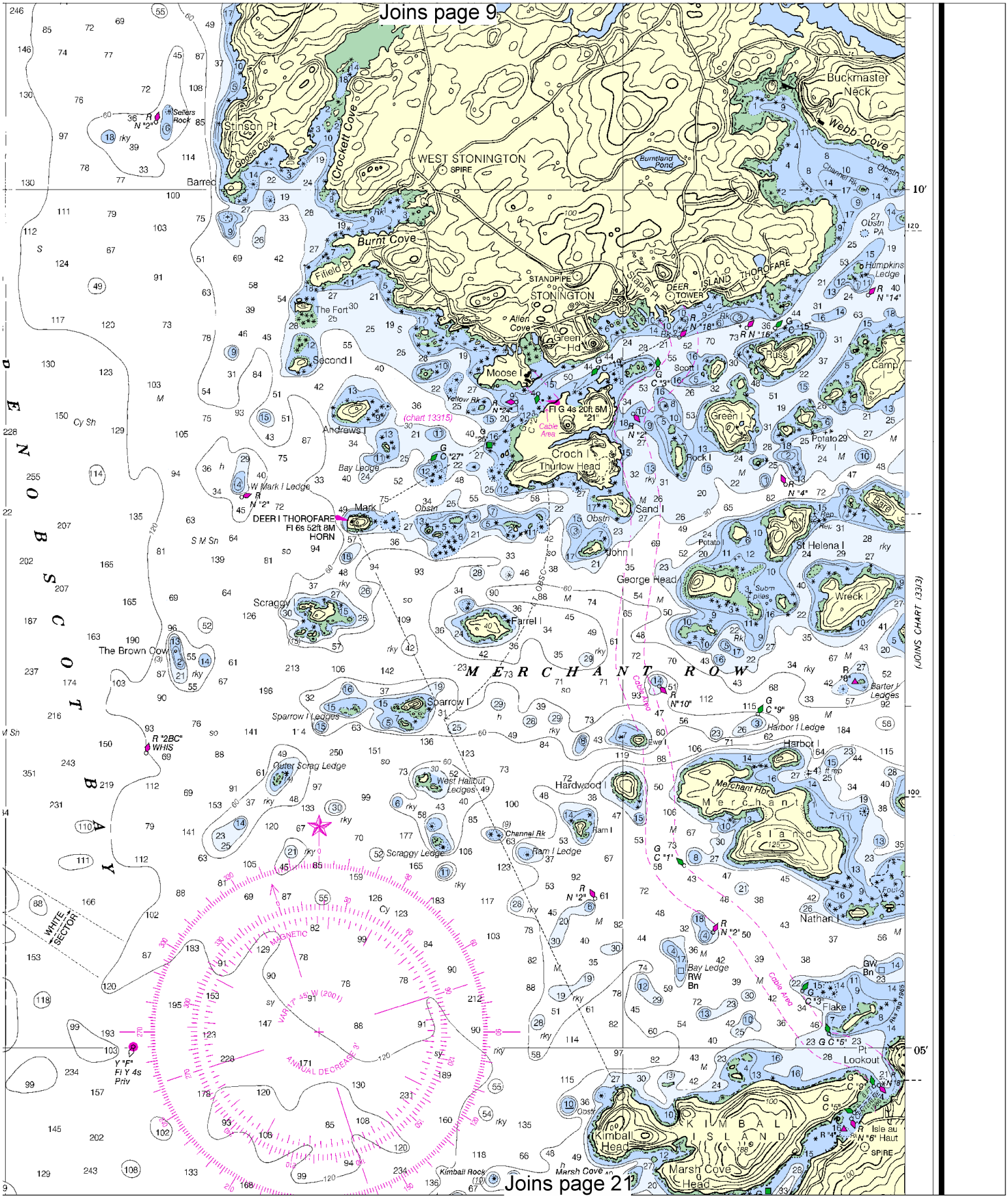
14

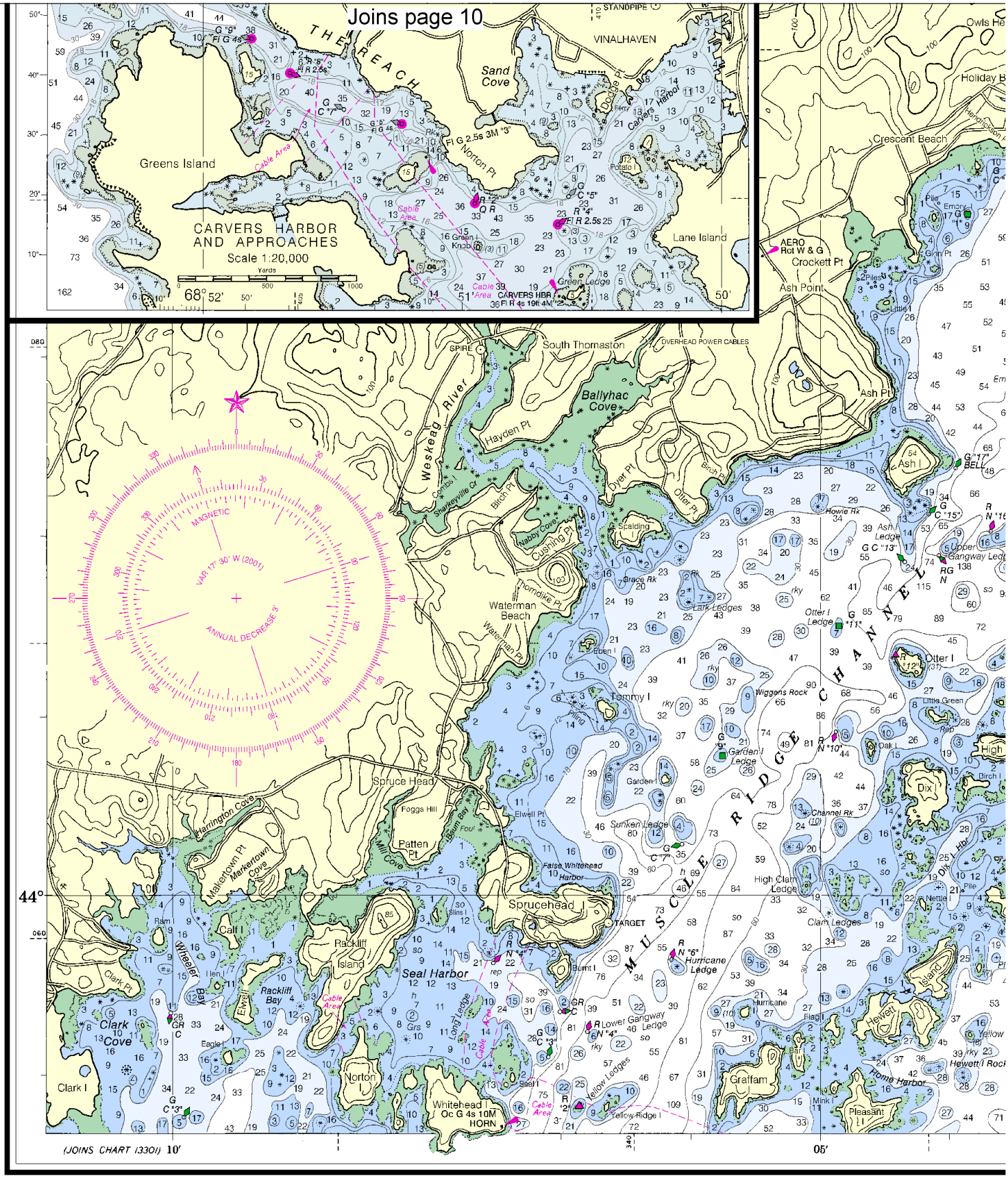
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 9
Joins page 21
WEST STONINGTON
STONINGTON
Stinson Pt
Goose Cove
Crockett Cove
Burnt Cove
Fifield Pt
Buckmaster Neck
Webb Cove
Burntland Pond
Channel Rk
Obstn PA
Humpkins Ledge
STANDPIPE
DEER ISLAND THOROFARE
DEER TOWER
Staple Pt
Allen Cove
Green Hd
Moose I
Yellow Rk
Fl G 4s 20ft 5M "21"
Cable Area
Croch I
Thurlow Head
Scott I
Green I
Russ I
Camp I
Potato I
Rock I
Sand I
John I
George Head
St Helena I
Wreck I
Barter I Ledges
Harbor I Ledge
Harbor I
Merchant Hbr
Merchant Island
Nathan I
Flake I
Pt Lookout
Isle au Haut
SPIRE
KIMBALL ISLAND
Kimball Head
Marsh Cove Head
Marsh Cove
Kimball Rock
Bay Ledge
Hardwood I
Ram I
Ram I Ledge
Channel Rk
Scraggy Ledge
West Halibut Ledges
Outer Scrag Ledge
Sparrow I
Sparrow I Ledges
Farrel I
Scraggy I
The Brown Cow
Mark I
DEER I THOROFARE
Fl 6s 52ft 8M
HORN
W Mark I Ledge
Bay Ledge
Andrews I
Second I
The Fort
Barred
Sellers Rock
PENOBSCOT BAY
MERCHANT ROW
(chart 13315)
(JOINS CHART 13313)
WHITE SECTOR
MAGNETIC
VAR 17° 45' W (2001)
ANNUAL DECREASE 3'
Y "F"
Fl Y 4s
Priv
10'
05'



28th Ed., May 5/01

13305

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 show 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 Maryland 20910-3282.

To find SF right point

North

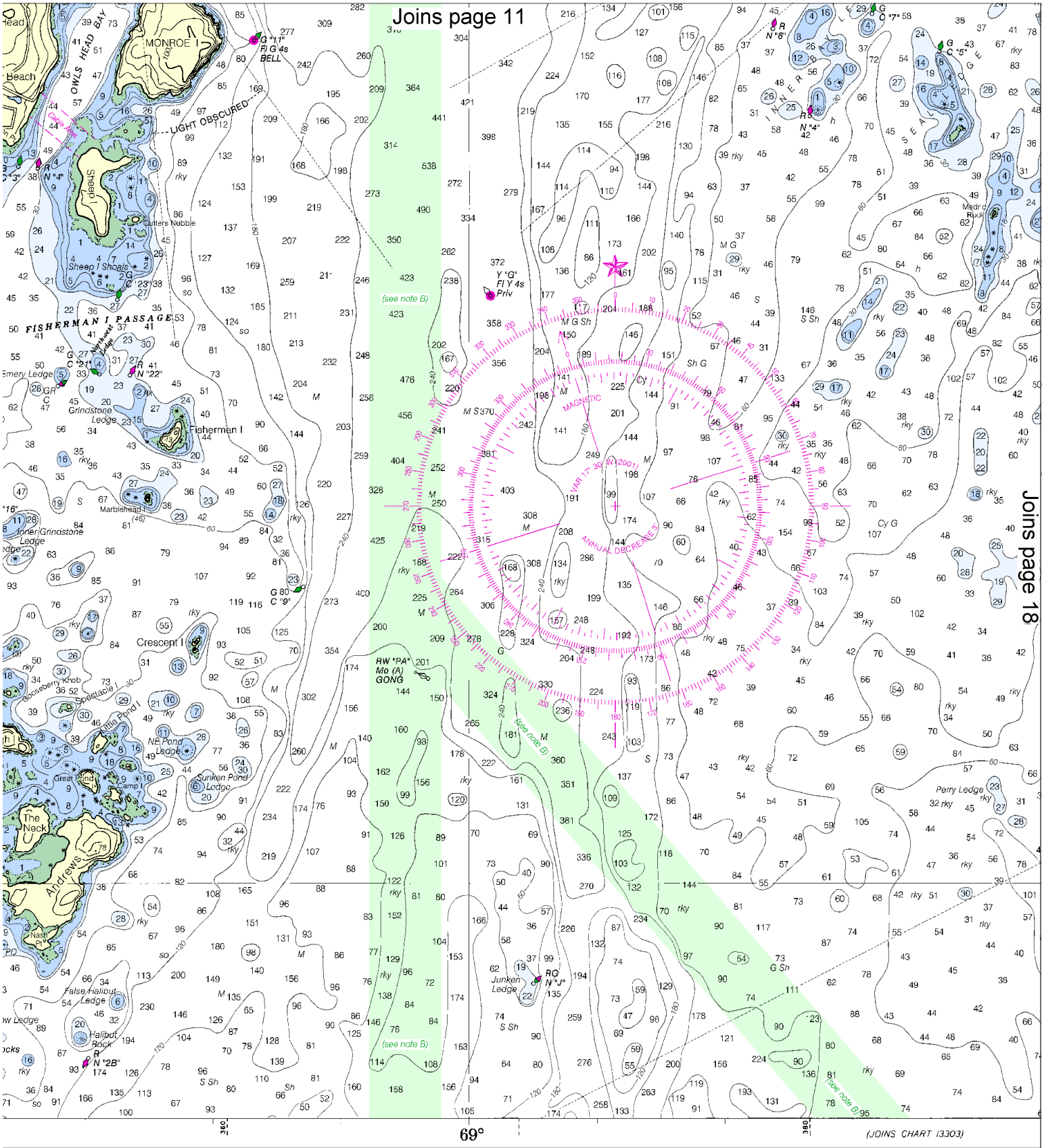
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

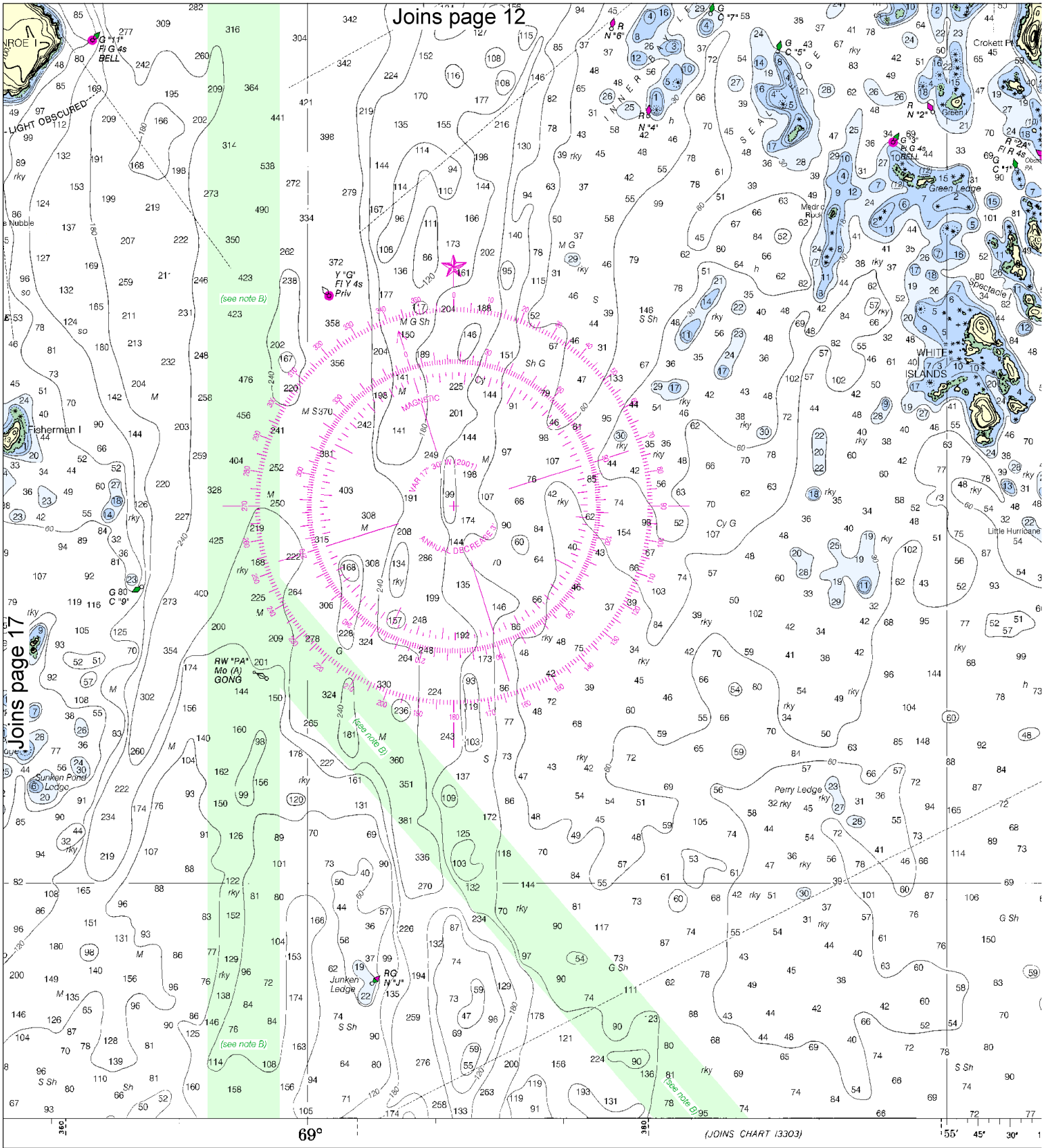


LOGARITHMIC SPEED SCALE

2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

SPEED, place one point of div ders on distance run (in any unit) and the other on minutes run. Without changing divider spre. int 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

SOUNDINGS IN FEET



LOGARITHMIC SPEED SCALE

5 6 7 8 9 10 15 20 25 30 40 50 60

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

SOUNDINGS IN FEET

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U.S. DEPARTMENT
NATIONAL OCEANIC AND ATMO
NATIONAL OCE
COAST SU

North

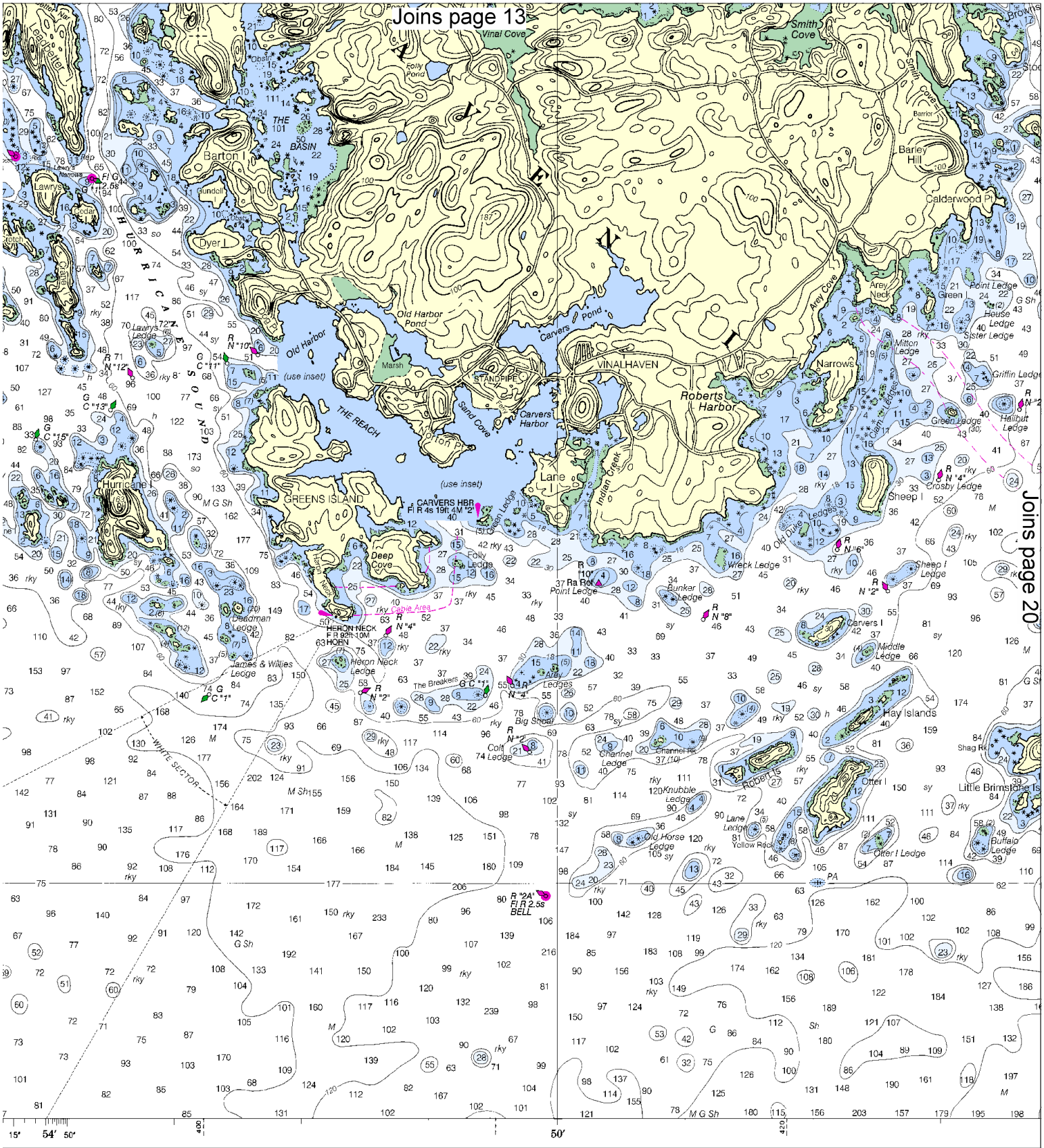
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

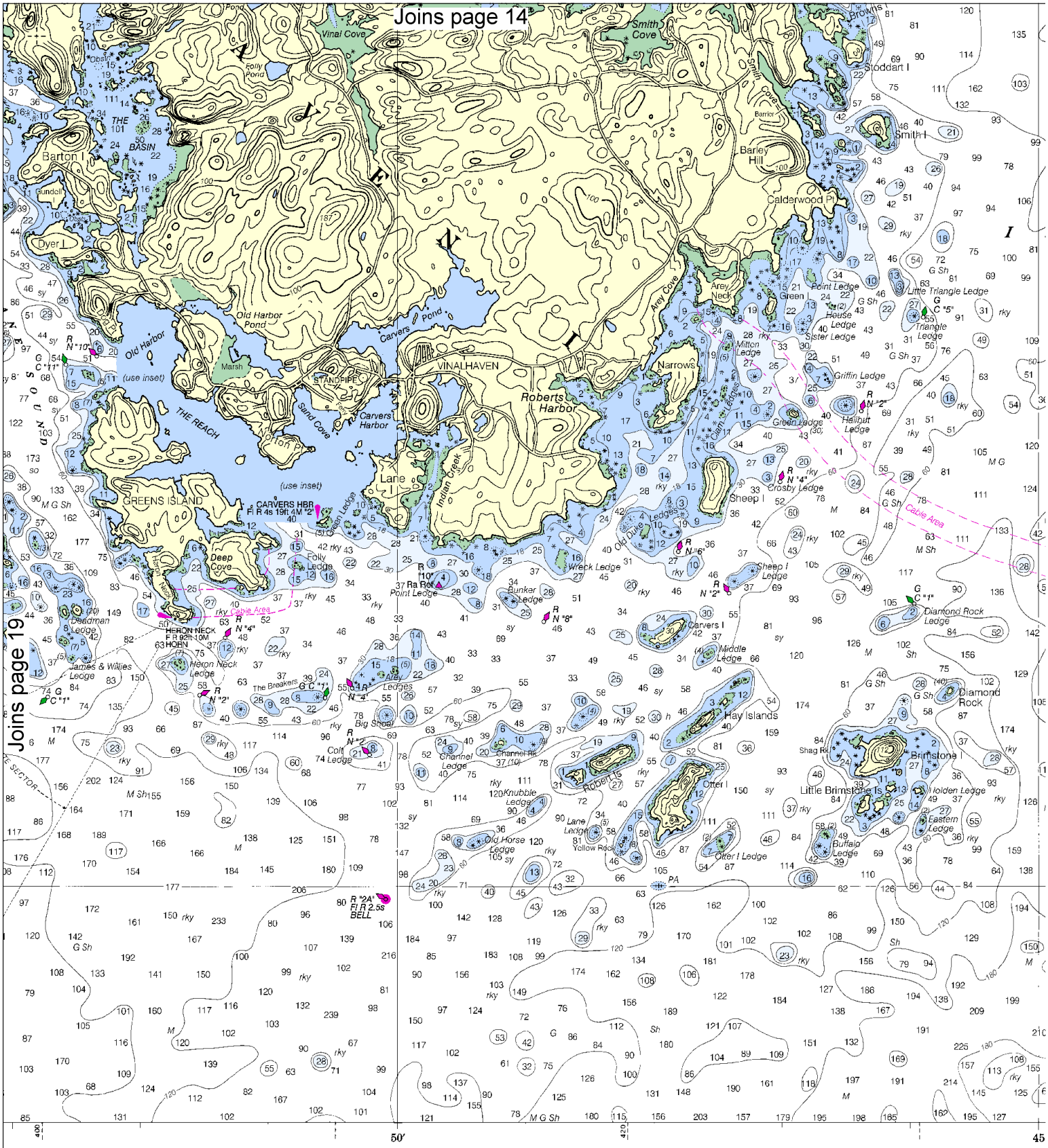


ashington, D.C.
T OF COMMERCE
MOSPHERIC ADMINISTRATION
EAN SERVICE
SURVEY

SCALE 1:40,000
Nautical Miles
1 ½ 0 1
Yards
0 1000 2000 3000

Joins page 14

Joins page 19



SCALE 1:40,000

Nautical Miles

1 ½ 0 1 2

Yards

1000 0 2000 3000 4000 5000

North

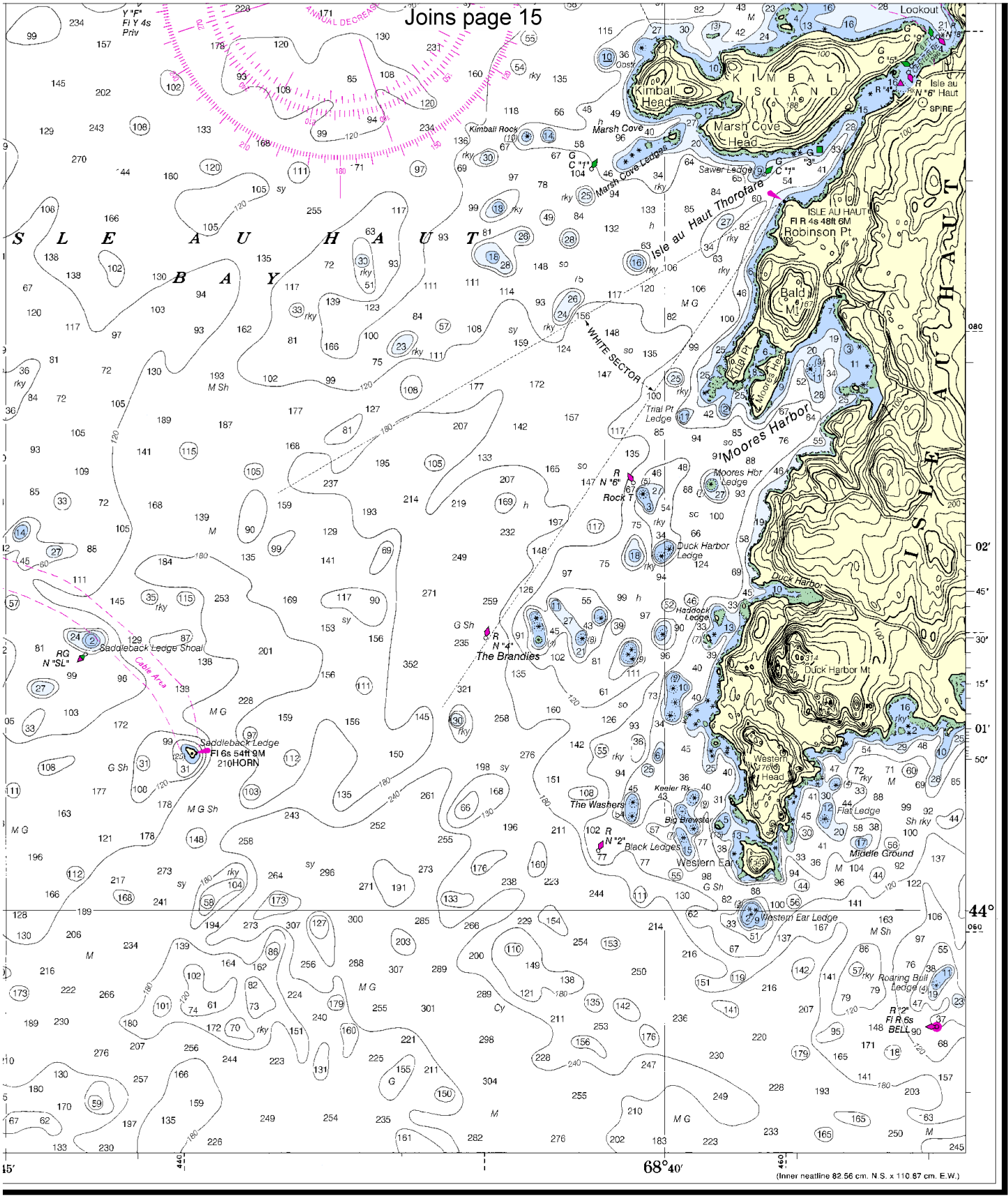
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000



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																

Penobscot Bay

SOUNDINGS IN FEET - SCALE 1:40,000

13305

ED. NO. 28

NSN 7642014010440

NIMA REFERENCE NO. 13BHA13305

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 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard South Portland – 207-767-0363/0303
Coast Guard Rockland – 207-596-6666
Maine Marine Patrol – 207-657-3030/800-452-4664
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

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.

NOAA, The Nation's Chartmaker

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Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.