

BookletChart™

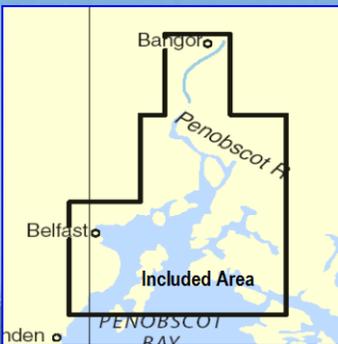
Penobscot River

NOAA Chart 13309

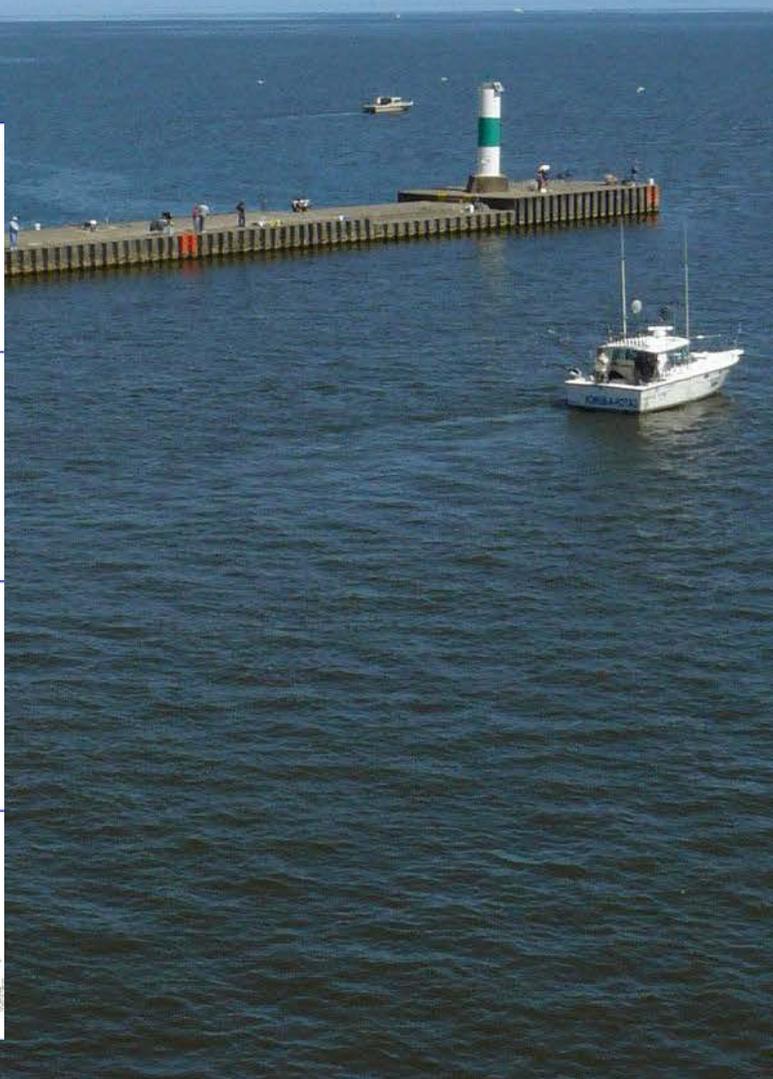
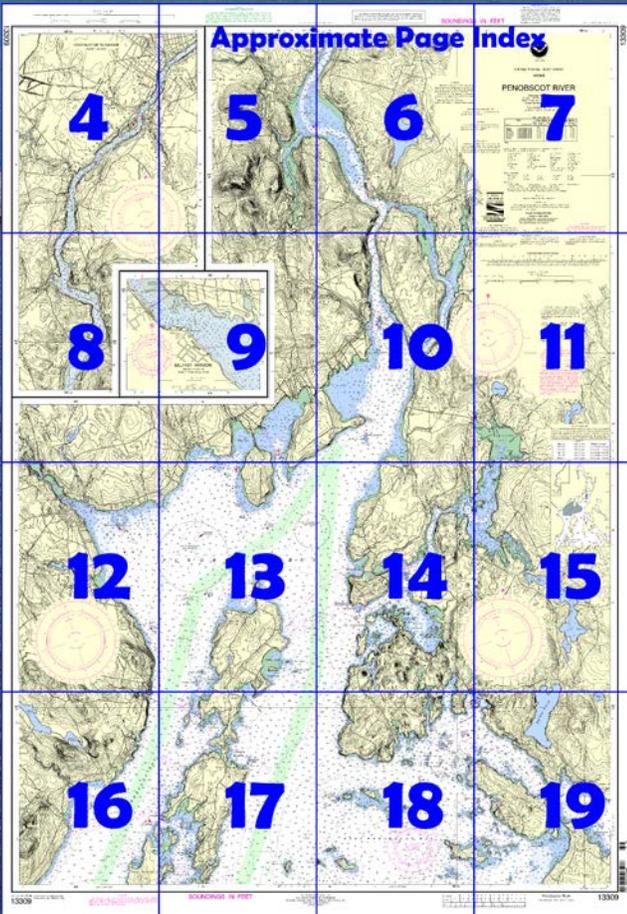


A reduced-scale NOAA nautical chart for small boaters

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.

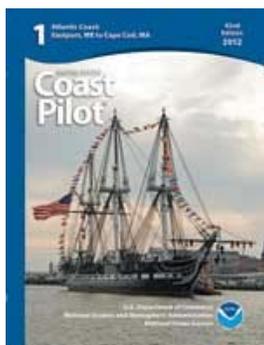
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13309>.



(Selected Excerpts from Coast Pilot)

Eggemoggin Reach is a broad and deep thoroughfare which extends in a general northwesterly-southeasterly direction between the mainland and Deer Isle, and joins Jericho Bay with East Penobscot Bay. The eastern entrance to Eggemoggin Reach is well marked by **Devils Head** (44°13.3'N., 68°32.8'W.), a prominent, high, rock bluff on the south end of **Hog Island**, 2.8 miles west of Pond Island. Off the western entrance are **Head of the Cape** at the

southwest extremity of **Cape Rosier**, high and thickly wooded; a light on Green Ledge, 1.3 miles south of Head of the Cape; and an abandoned lighthouse tower on **Pumpkin Island**, 3.6 miles east of Head of the Cape.

The depth in the main channel through Eggemoggin Reach is sufficient for deep-draft vessels, but the channel is narrow and the bottom is irregular in places. The principal dangers are buoyed and can be easily avoided in the daytime and in clear weather. An unmarked rocky spot, covered 27 feet, lies about 250 yards southeastward of the north tower of the Deer Isle-Sedgwick Bridge.

Vessels can anchor anywhere in the reach where the depth is suitable and the bottom soft, making a lee of either shore, according to the wind. Small craft anchor in the coves off the reach. A submarine cable extends northeasterly from Little Babson Island to the mainland. Caution is advised.

The **Deer Isle-Sedgwick Bridge** (State Route 175), a suspension-type fixed highway bridge, crosses Eggemoggin Reach between Byard Point and Little Deer Isle. The bridge has a clearance of 85 feet for a midwidth of 200 feet. The village of **Little Deer Isle** is near the south end of the bridge.

Howard Ledges, on the south side of Eggemoggin Reach about 1.4 miles northwestward of the bridge, are covered 1 to 9 feet and marked by a buoy on the northwestern end.

Eggemoggin is a summer resort with several private float landings at the northwest end of Little Deer Isle, southeastward of Pumpkin Island. Several boatsheds, where small craft are hauled out for winter storage, are at Eggemoggin.

Bucks Harbor, on the north side of Eggemoggin Reach opposite Eggemoggin, affords excellent anchorage and is often used by small vessels. **Harbor Island**, in the middle of the harbor, has a good channel around it which forms the anchorage. Shoals extend 250 yards off the northeast side of Harbor Island, and the channel is narrow between them and the shore northeastward. **Harbor Ledge**, covered 5 feet at the north end of the shoals, is marked by a lighted buoy. The channel between the ledge and the northern shore has a depth of 23 feet. Small craft can anchor in the bight on the northeast side of Harbor Island. The best anchorage is west and northwestward of Harbor Island in depths of 28 to 37 feet.

South Brooksville, a village at the head of Bucks Harbor, has a marina with 5 to 8 feet reported alongside its float landing. Bucks Harbor Yacht Club, close westward of the marina, has a float landing with 12 feet alongside. Gasoline, diesel fuel, water, ice, and some marine supplies are available at the marina.

Orcutt Harbor, just westward of Bucks Harbor, is about 1.3 miles long and 500 yards wide. Good anchorage is available in depths of 14 to 52 feet in the middle of the harbor northward of a small wooded islet on the western side near the entrance. A reef, awash at low water, extends 300 yards southward from **Condon Point**, on the east side of the entrance. When northward of this reef, favor the eastern side of the entrance to avoid a rock covered 5 feet nearly 200 yards from the western shore and the same distance southward of the wooded islet. In the slight expansion 0.5 mile above the islet, care must be taken to avoid two rocks covered 5 feet, one of which is 200 yards from the western shore and the other 150 yards from the southeast side of the expansion. A boatyard is at the head of the cove making into the east side of the harbor, about 0.6 mile northward of Condon Point. The second rock described above, covered 5 feet, is on the south side of the entrance. Another boatyard with a marine railway is at the head of Orcutt Harbor; craft up to 45 feet in length can be hauled out for engine and minor hull repairs; open storage is available.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston Commander
1st CG District (617) 223-8555
Boston, MA

Table of Selected Chart Notes

At Oak Point shoals are reported as building out from both shores.

HEIGHTS

Heights in feet above Mean High Water.

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.

AIDS TO NAVIGATION

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

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 0.260" northward and 1.880" 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).

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

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

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

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.

Mercator Projection
Scale 1:40,000 at Lat. 44°22'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and the National Geospatial-Intelligence Agency Publication 117

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙ (Accurate location) ○ (Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Dresden, ME	WXM-60	162.475 MHz
Ellsworth, ME	KEC-93	162.400 MHz

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.

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.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Belfast	(44°26'N/69°00'W)	11.0	10.6	.4
Castine	(44°23'N/68°48'W)	11.0	10.5	.4
Fort Point	(44°28'N/68°49'W)	11.3	10.7	.4
Bucksport	(44°34'N/68°48'W)	11.8	11.2	.4
Hampden	(44°45'N/68°50'W)	13.9	13.3	.5
Bangor	(44°48'N/68°46'W)	14.3	13.7	.3

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jun 2010)

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

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

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M stature 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:

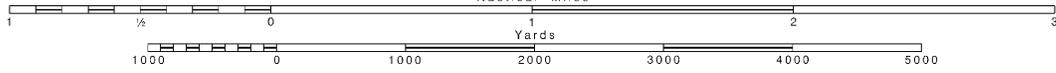
Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

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.			
Ⓜ Rocks that cover and uncover, with heights in feet above datum of soundings.			

13309

SCALE 1:40,000
Nautical Miles

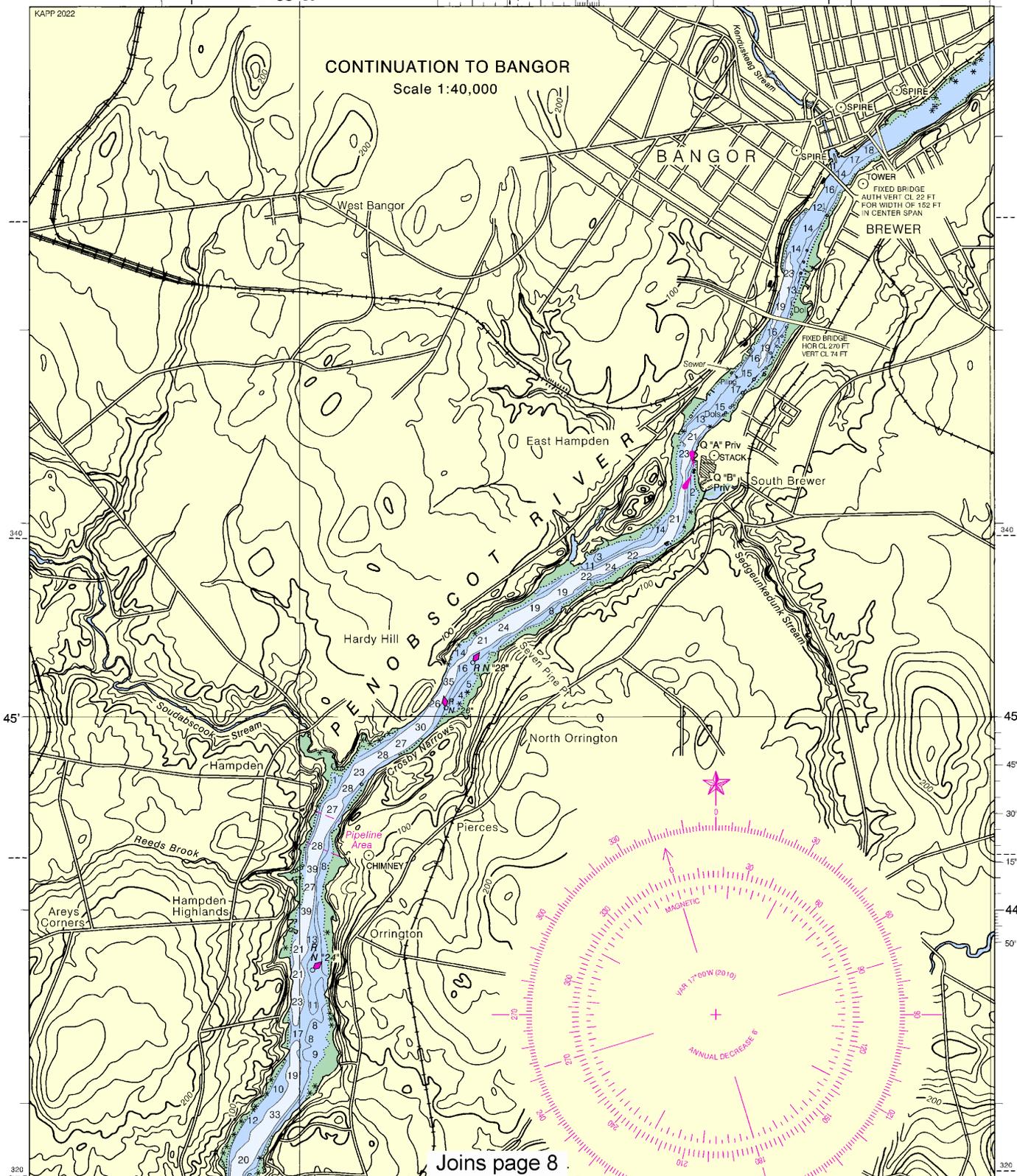


68° 50' 49' 45' 15' 48' 50'

45'

KAPP 2022

CONTINUATION TO BANGOR
Scale 1:40,000



Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

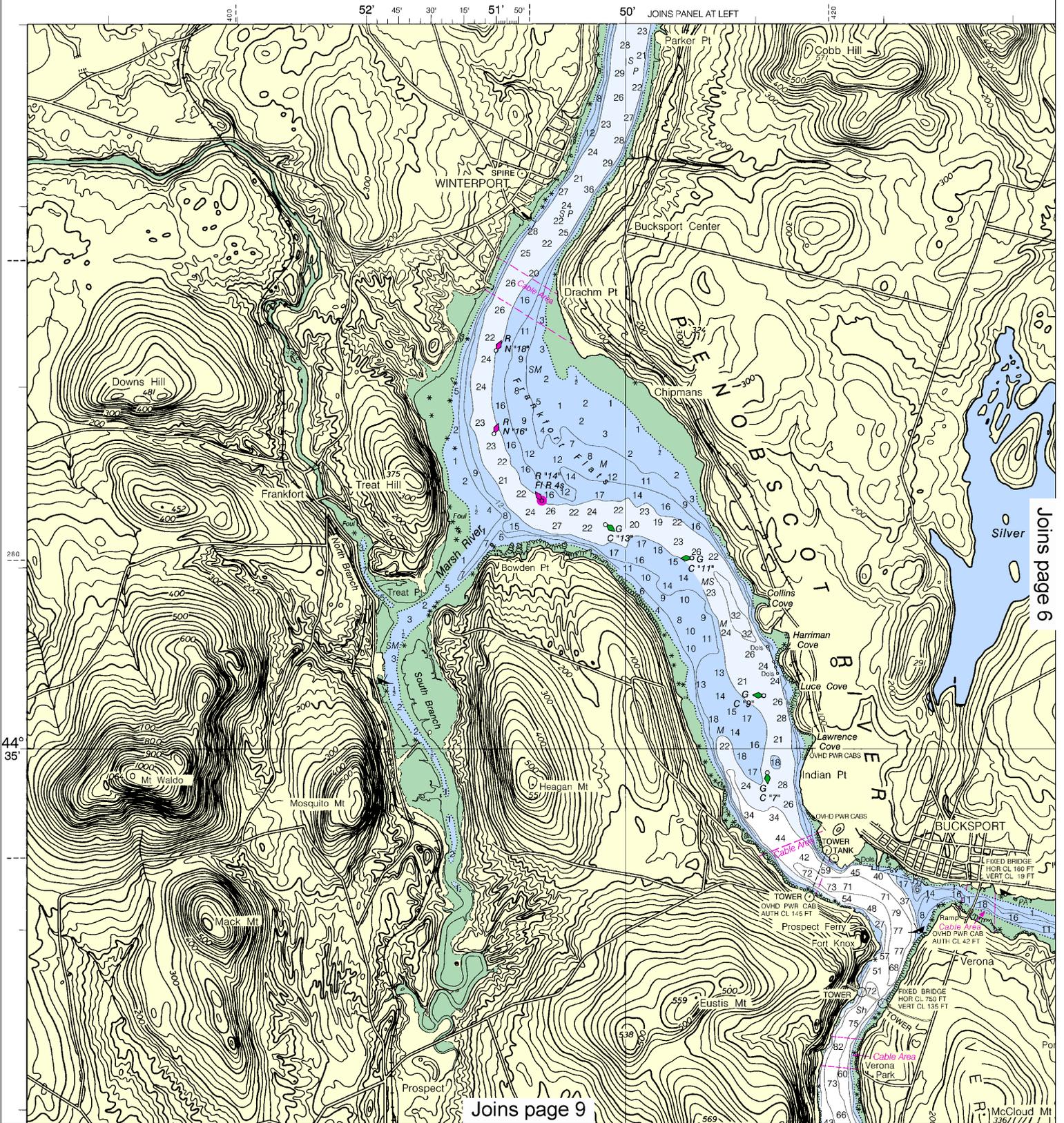


**NOTE B
RECOMMENDED VESSEL ROUTE**

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-lined areas. Other vessels, while not included, should exercise caution in these areas and monitor VHF channel 16 +13 for information concerning vessels transiting these areas. See U.S. Coast lot 1, Chapter 7.

This nautical chart has been designed to promote safe navigation. The Ocean Service encourages users to submit corrections, additions, or comments to improve this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Formerly C&GS 311, 1st Ed., June 1882 KAPP 2021



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.

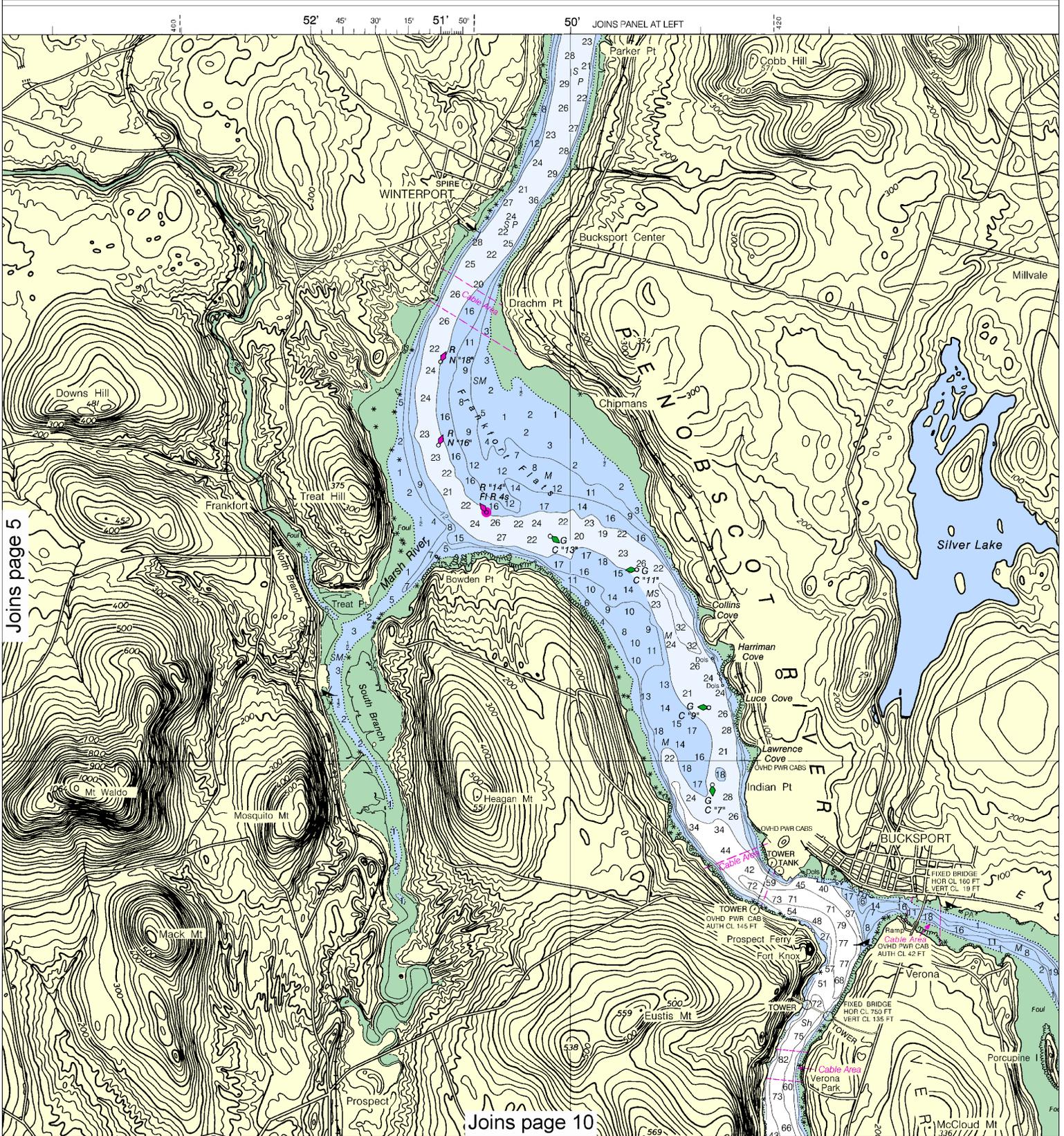


**NOTE B
RECOMMENDED VESSEL ROUTE**

Vessels entering and departing Penobscot Bay and River are main within the Recommended Vessel Route. Two-way traffic is all parts of the green-tinted areas. Other vessels, while not to exercise caution in these areas and monitor VHF channel 16 station concerning vessels transiting these areas. See U.S. Coast

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.

Formerly C&GS 311, 1st Ed., June 1882 KAPP 2021



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Joins page 10

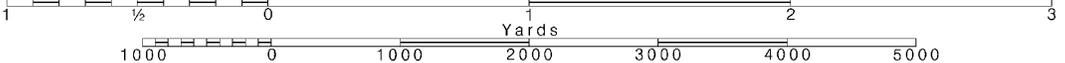


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

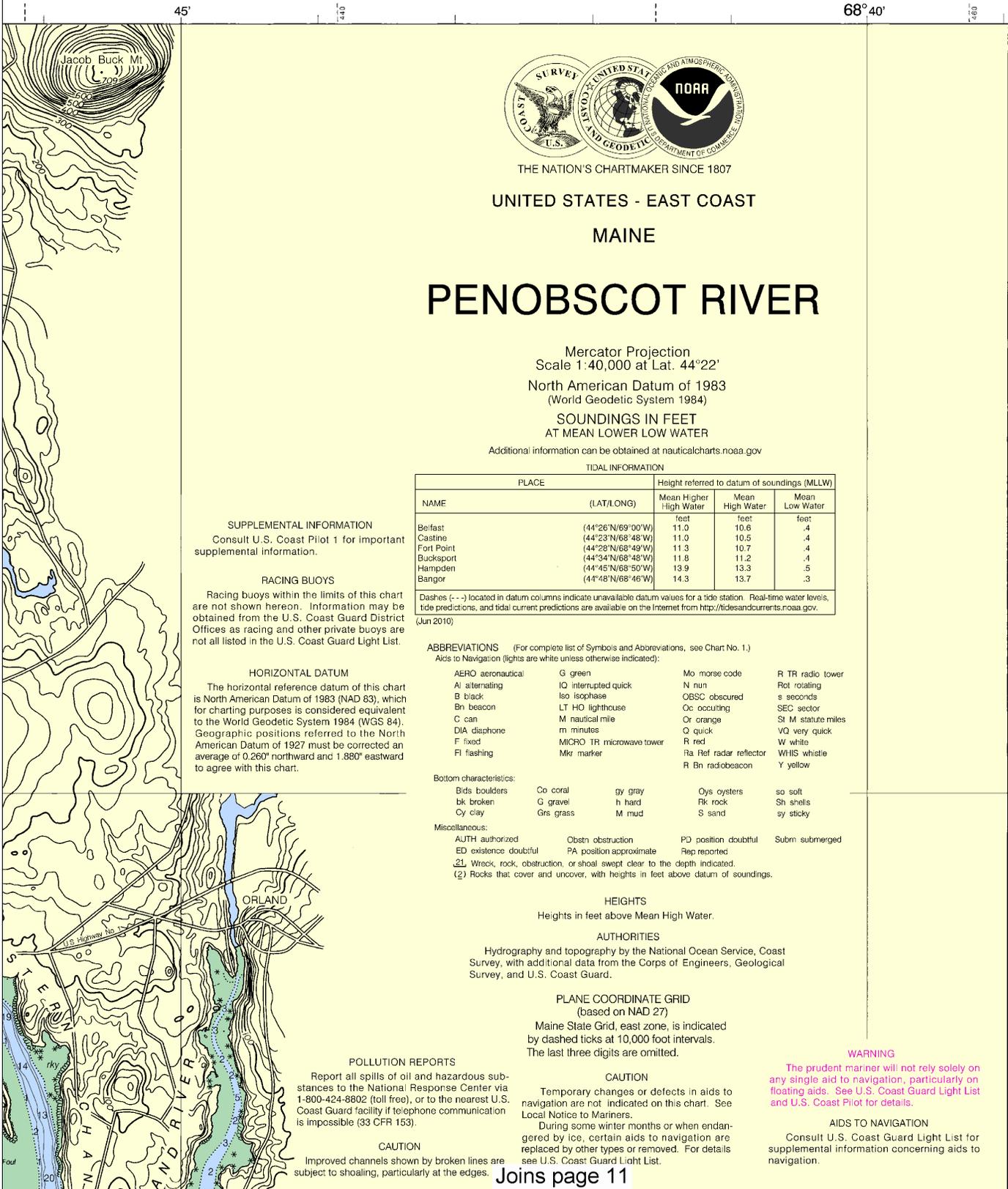


SOUNDINGS IN FEET

PRINT-ON-DEMAND CHARTS

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

13309



THE NATION'S CHARTMAKER SINCE 1807
 UNITED STATES - EAST COAST
 MAINE

PENOBSCOT RIVER

Mercator Projection
 Scale 1:40,000 at Lat. 44°22'
 North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
Belfast		(44°26'N/69°00'W)	11.0	10.6	.4
Castine		(44°23'N/68°48'W)	11.0	10.5	.4
Fort Point		(44°28'N/68°49'W)	11.3	10.7	.4
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Bangor		(44°48'N/68°46'W)	14.3	13.7	.3

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jun 2010)

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

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.

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 0.260" northward and 1.880" eastward to agree with 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 moose 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:**
- Bds 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
 - 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.
 - Obstn obstruction
 - PA position approximate
 - PD position doubtful
 - Rep reported
 - Subm submerged

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.

PLANE COORDINATE GRID
 (based on NAD 27)
 Maine State Grid, east zone, is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

POLLUTION REPORTS
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8602 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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

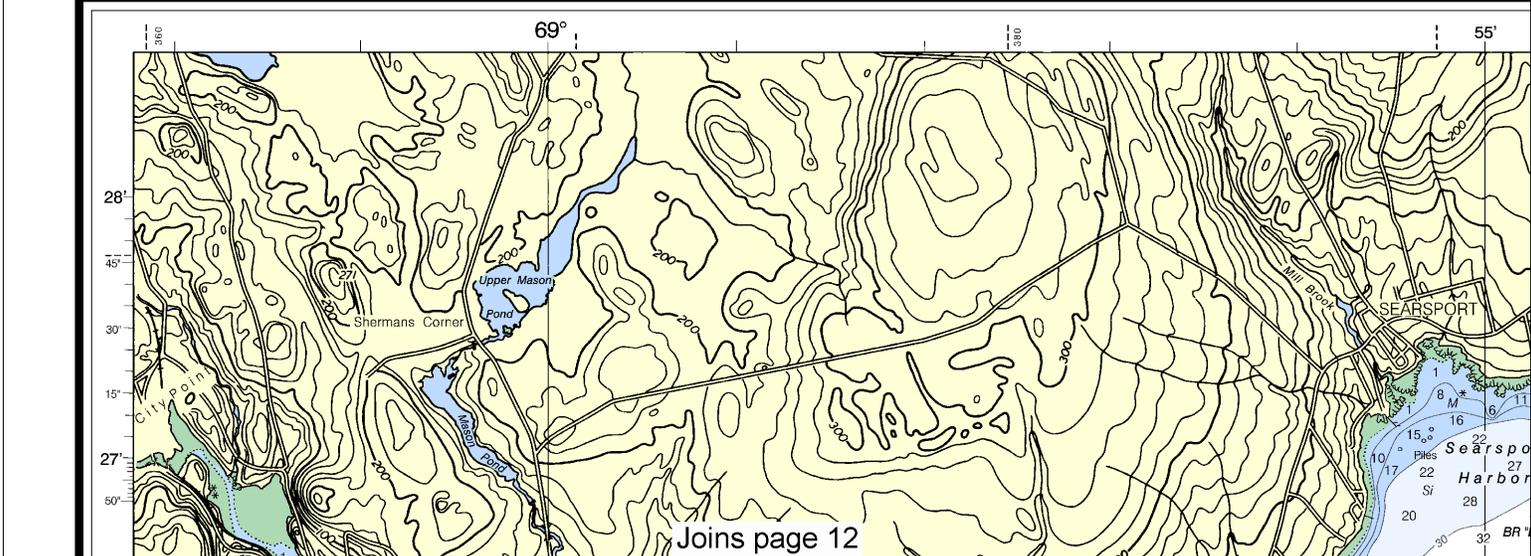
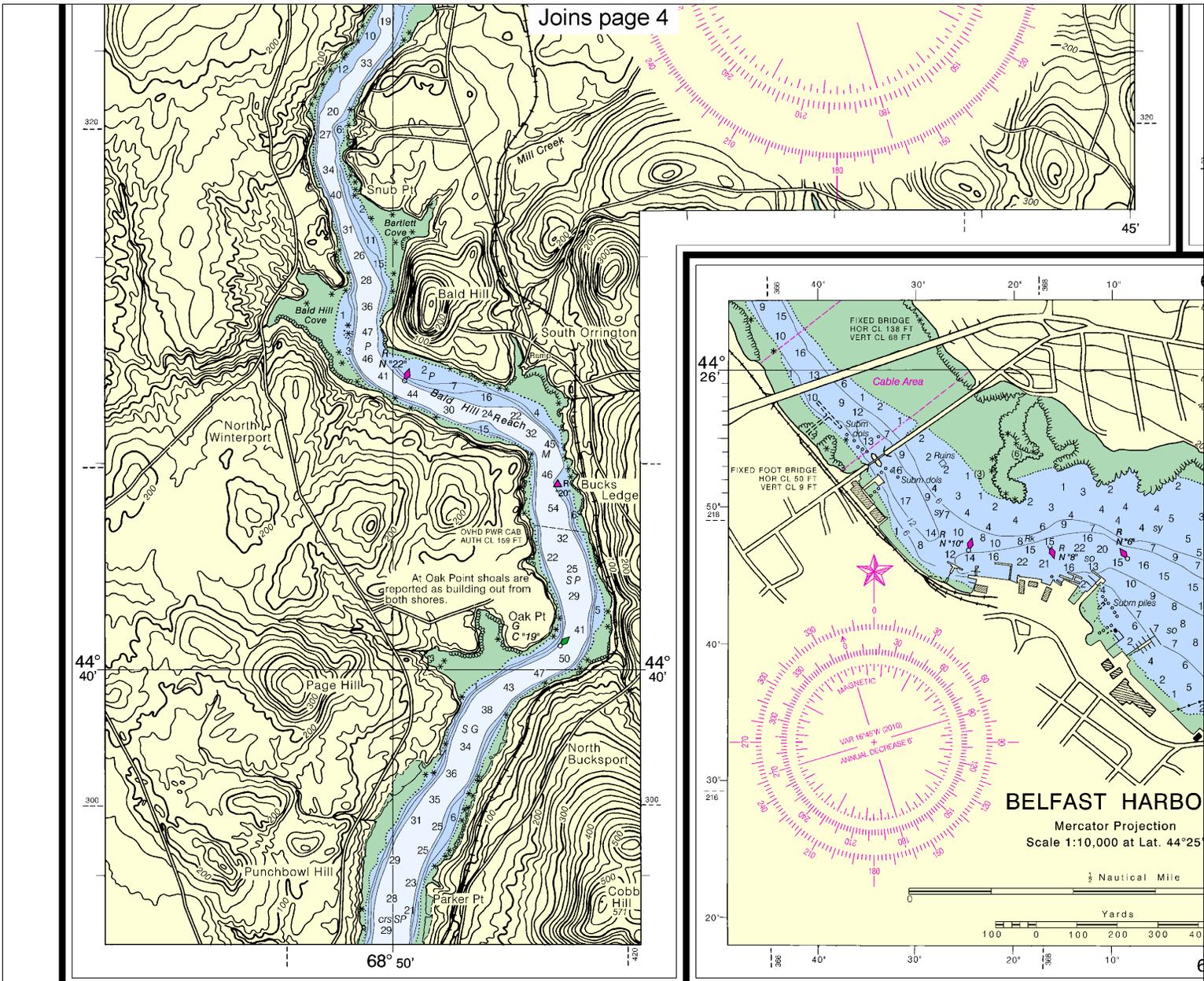
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WARNING
 The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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

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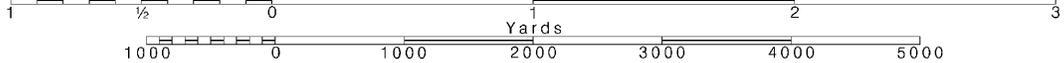


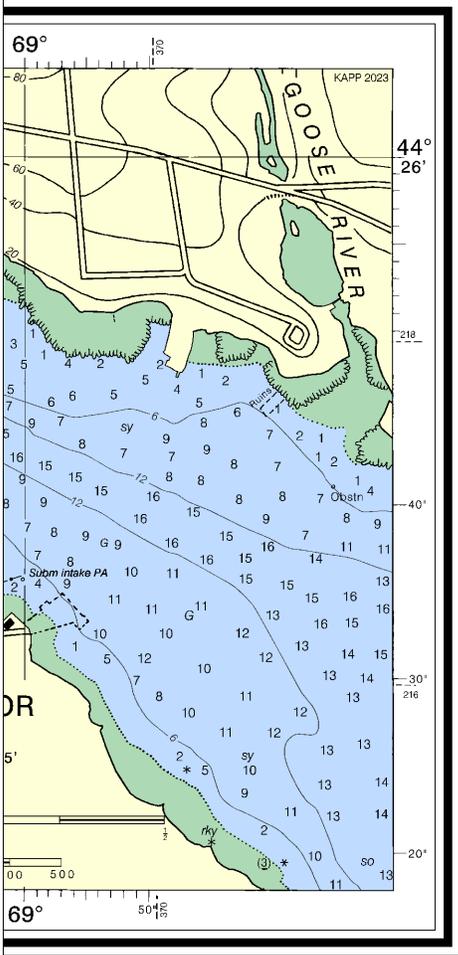
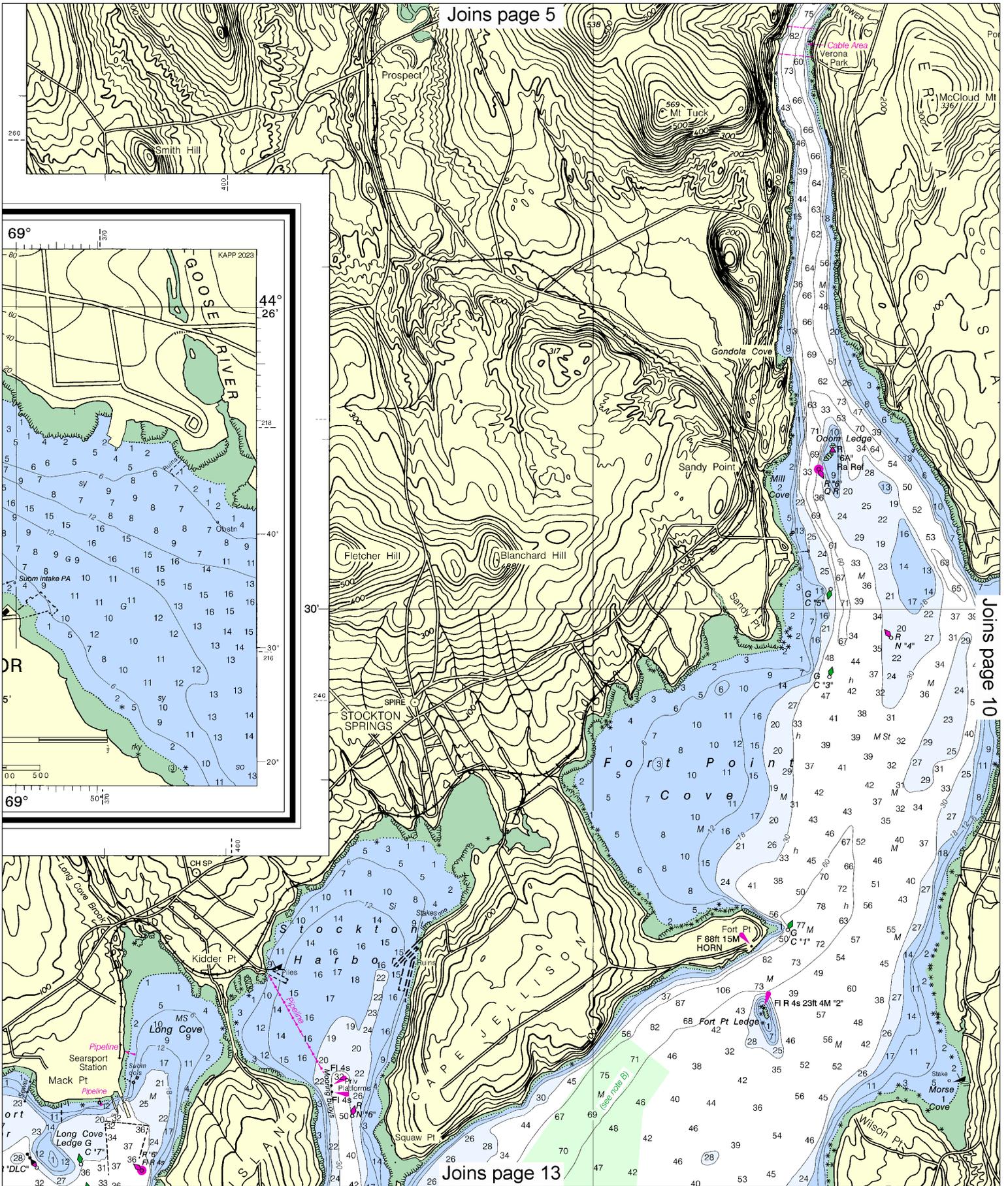
Note: Chart grid lines are aligned with true north.

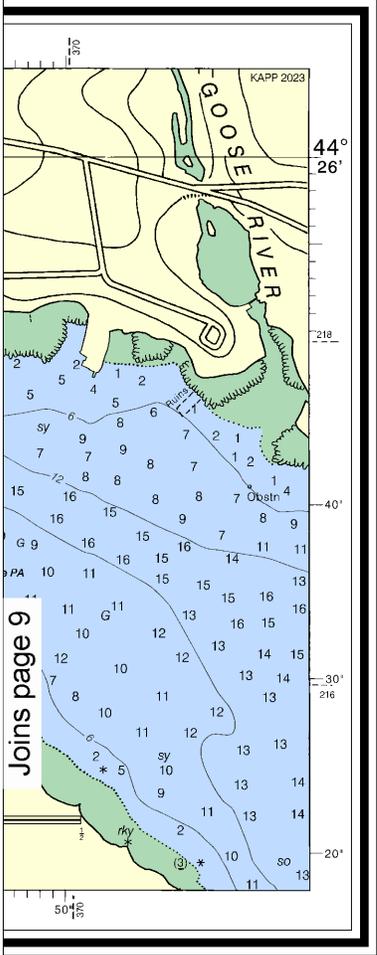
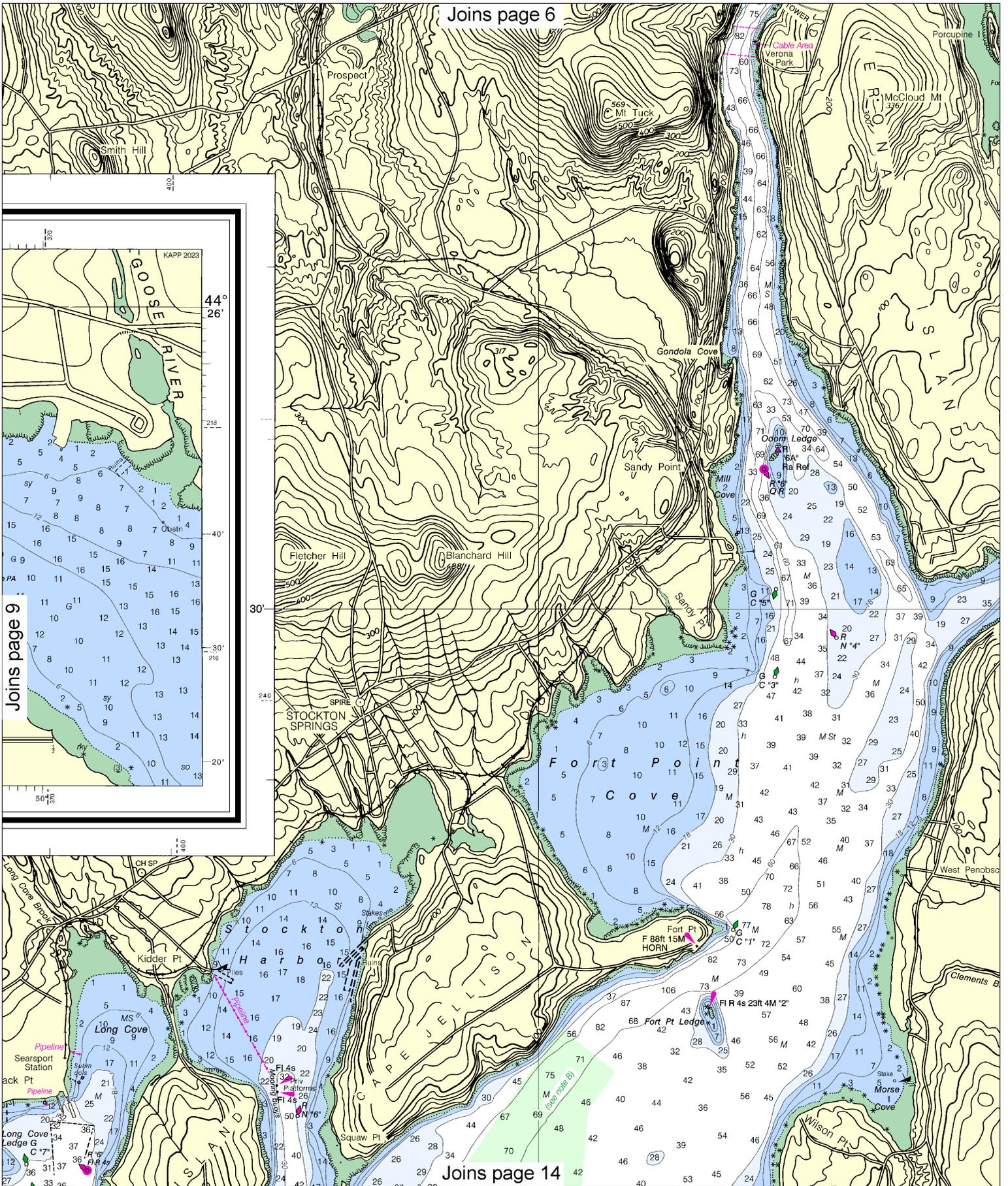
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







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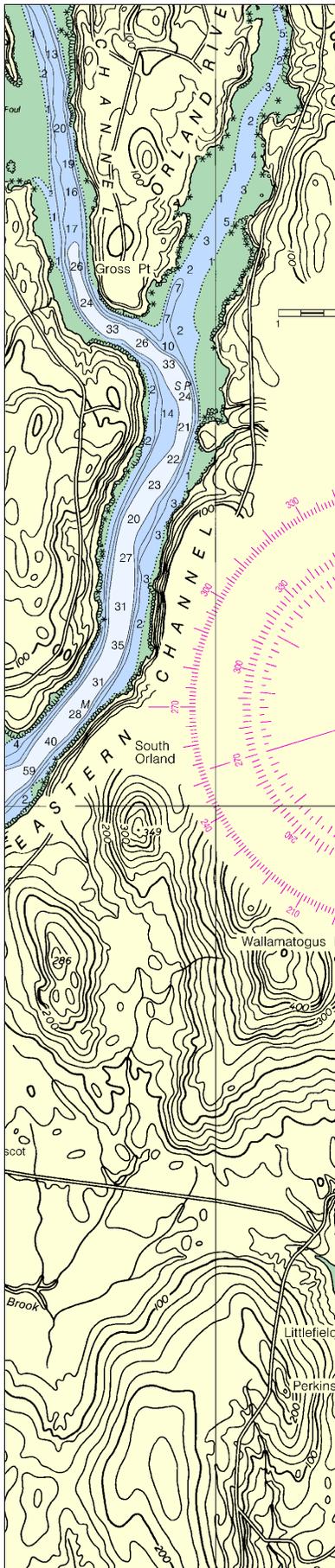
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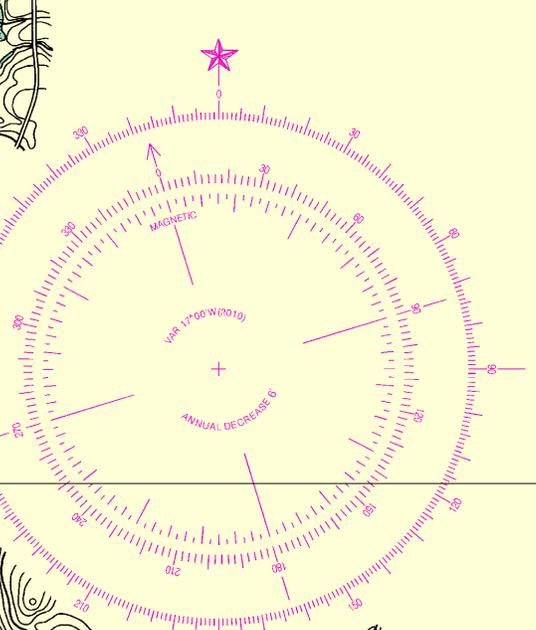
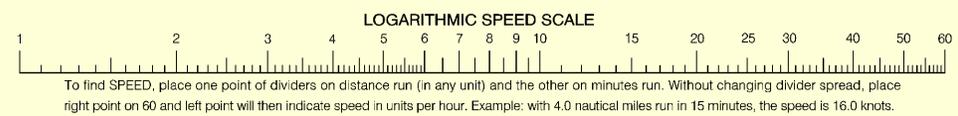
Joins page 7

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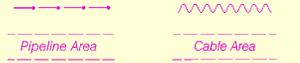
CAUTION
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Ellsworth, ME	KEC-93	162.400 MHz

RADAR REFLECTORS
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CAUTION
SUBMARINE PIPELINES AND CABLES
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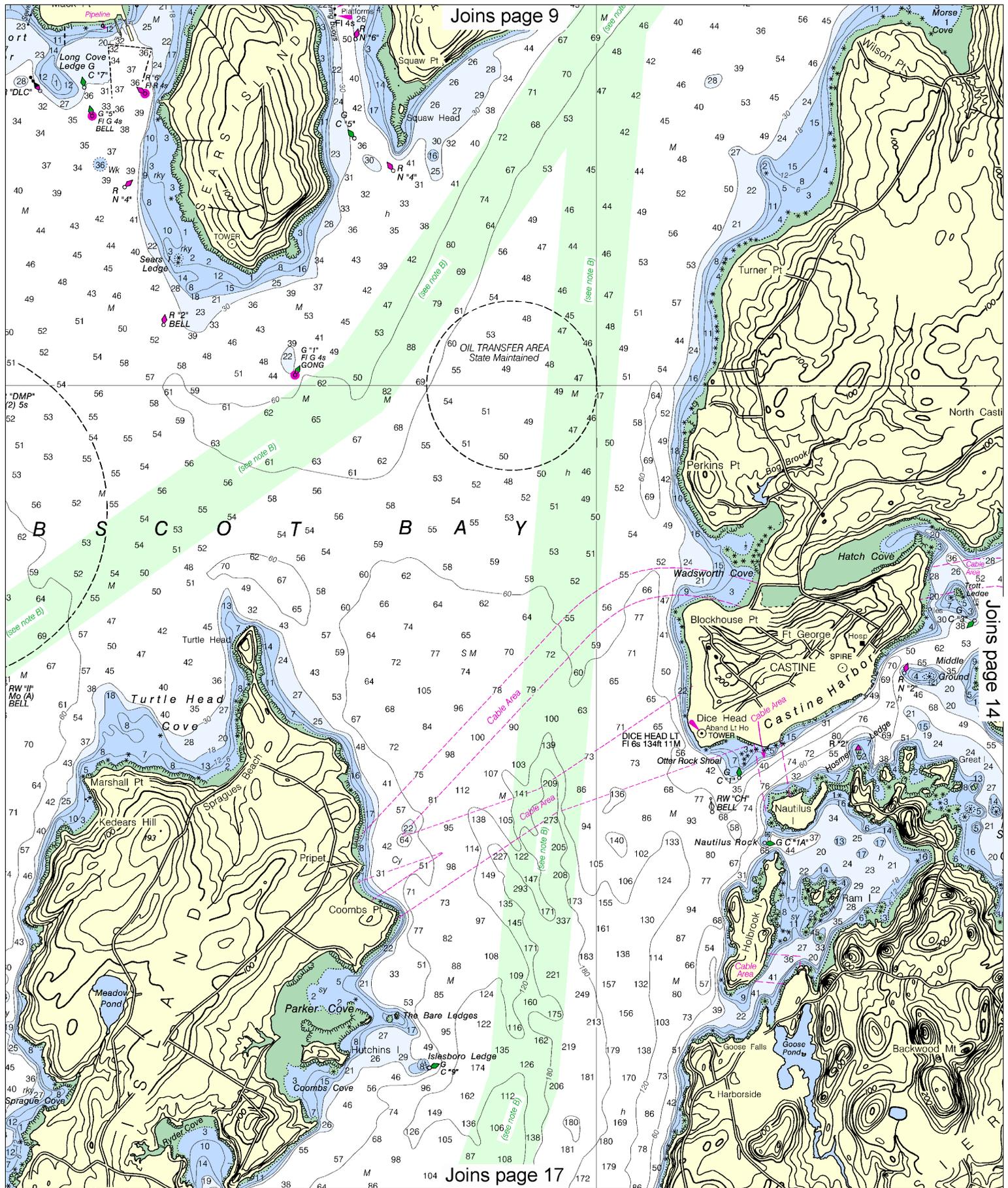
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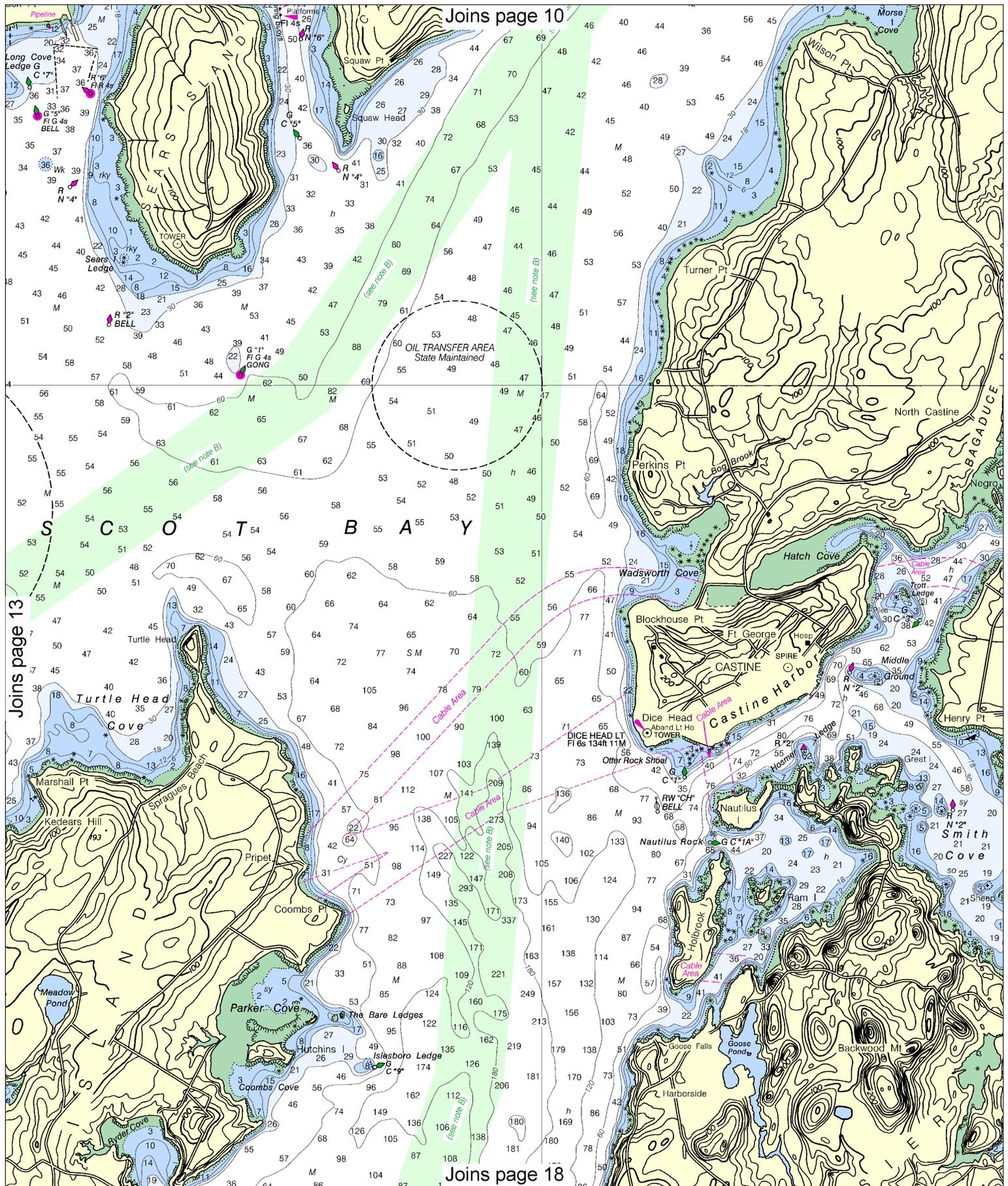


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SOURCE		
A	1990-2001	NOS Surveys full bottom coverage
B1	1990-2001	NOS Surveys partial bottom coverage
B2	1970-1989	NOS Surveys partial bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage
B5	Pre-1900	NOS Surveys partial bottom coverage

Joins page 15





Joins page 10

Joins page 13

Joins page 18

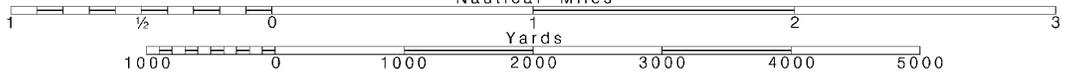
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

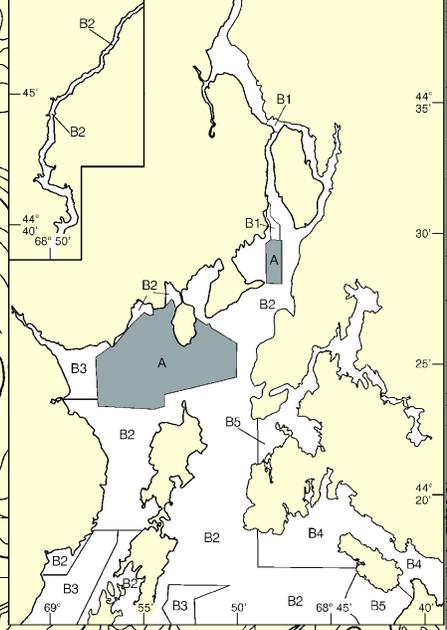
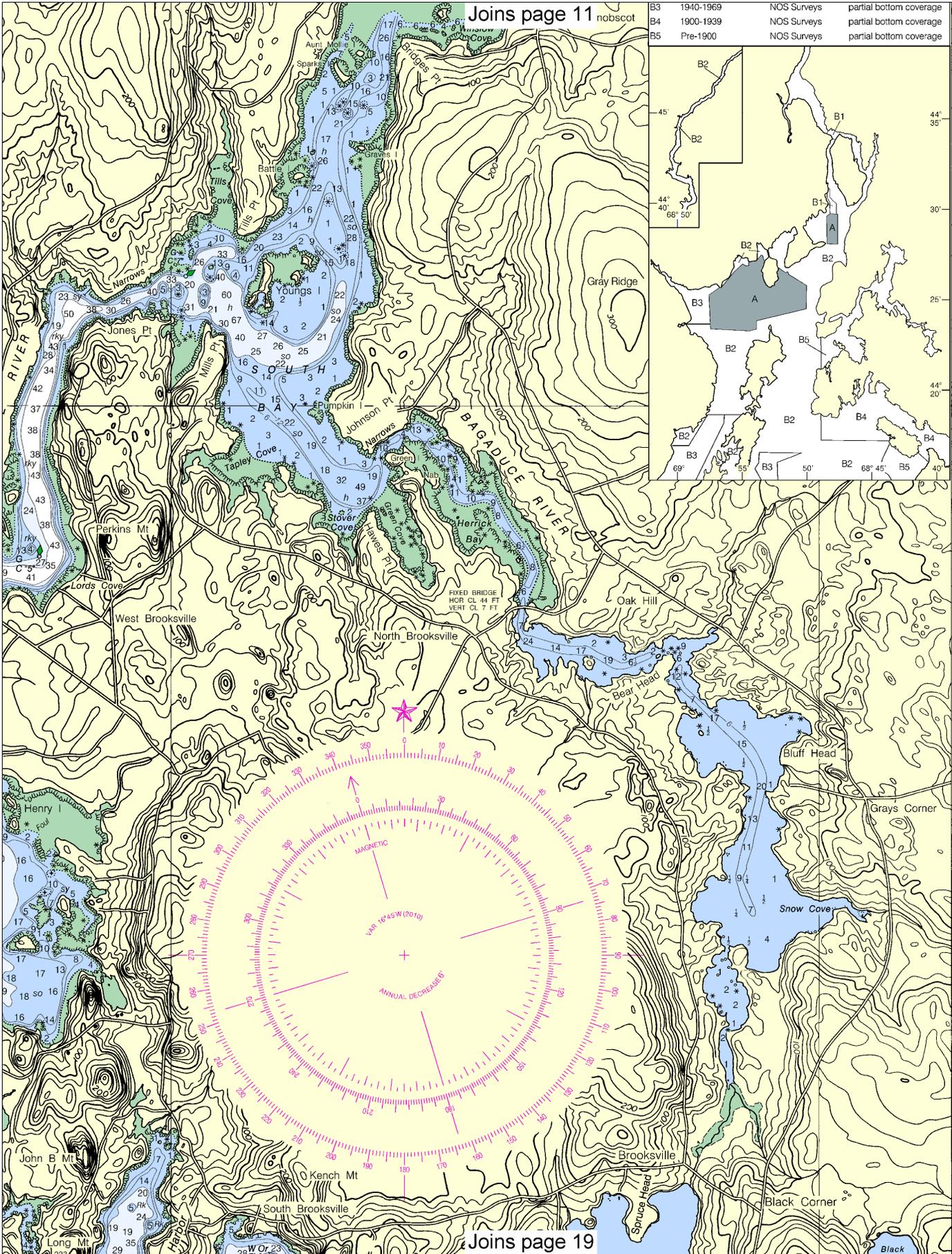
SCALE 1:40,000
Nautical Miles

See Note on page 5.

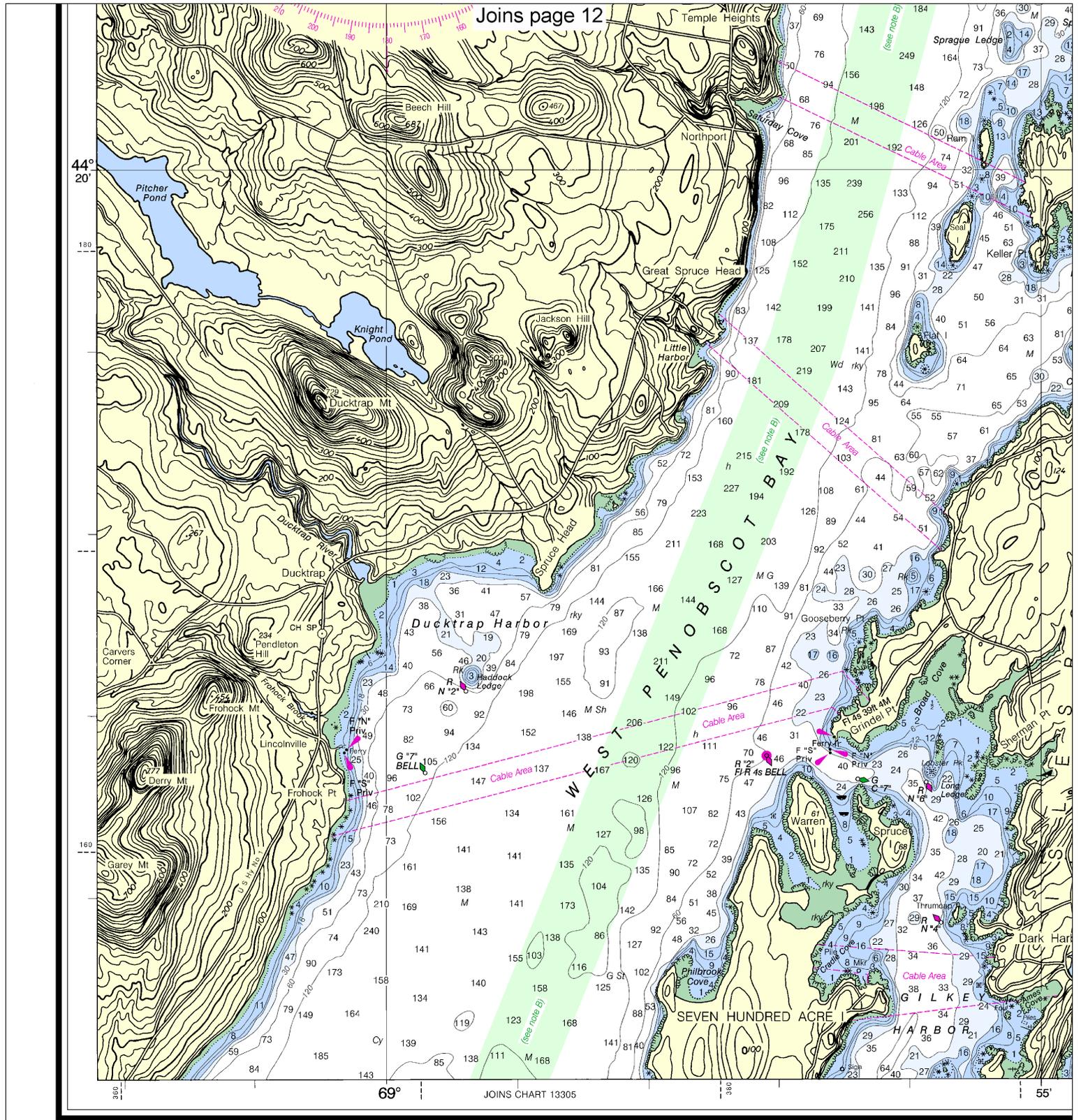


Joins page 11 nobscot

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



Joins page 19



29th Ed., Aug./10 ■ Corrected through NM Aug. 28/10
 Corrected through LNM Aug. 17/10

13309

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUND

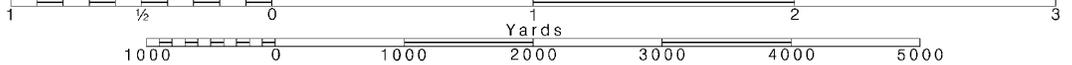
16

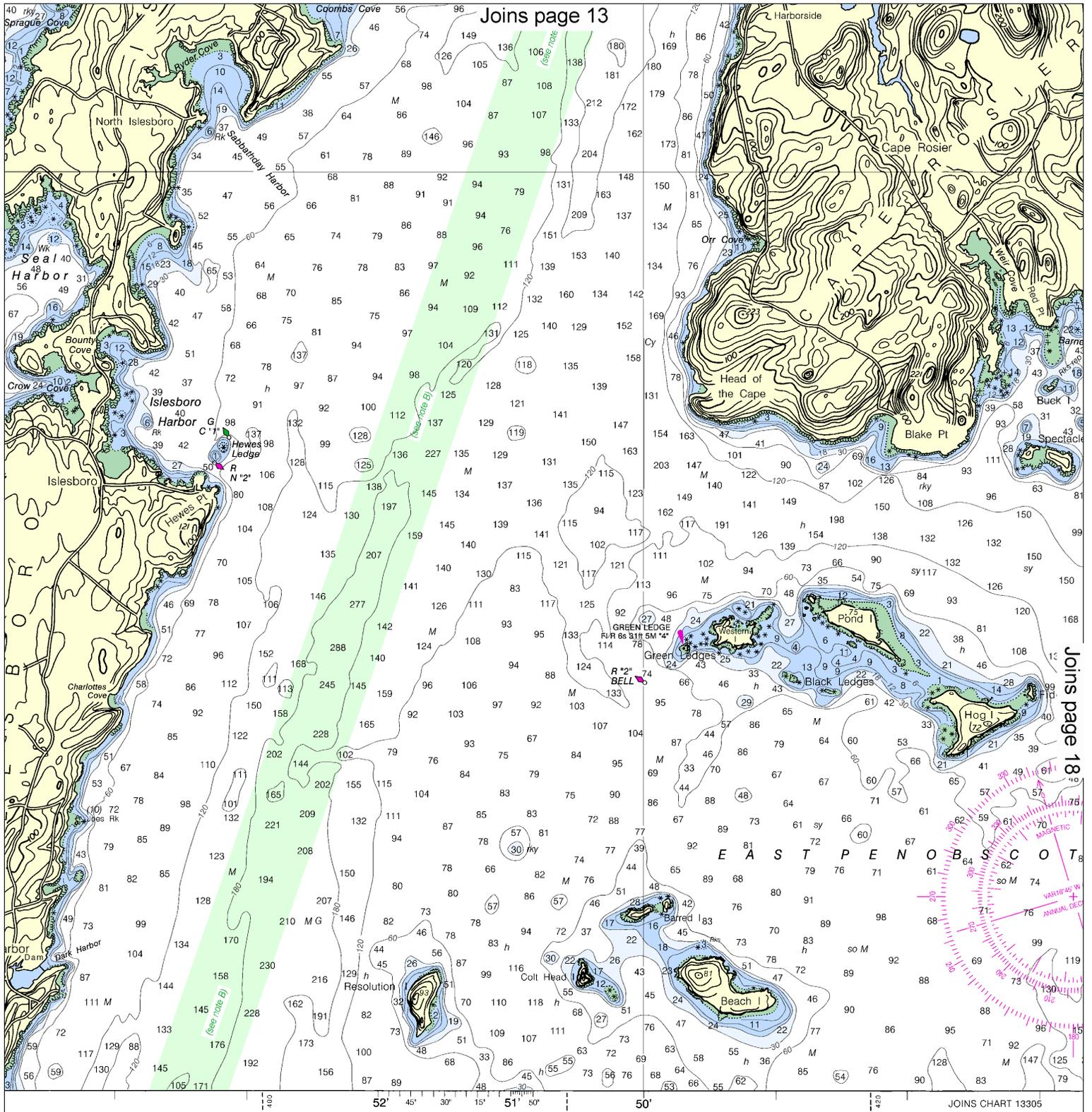
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

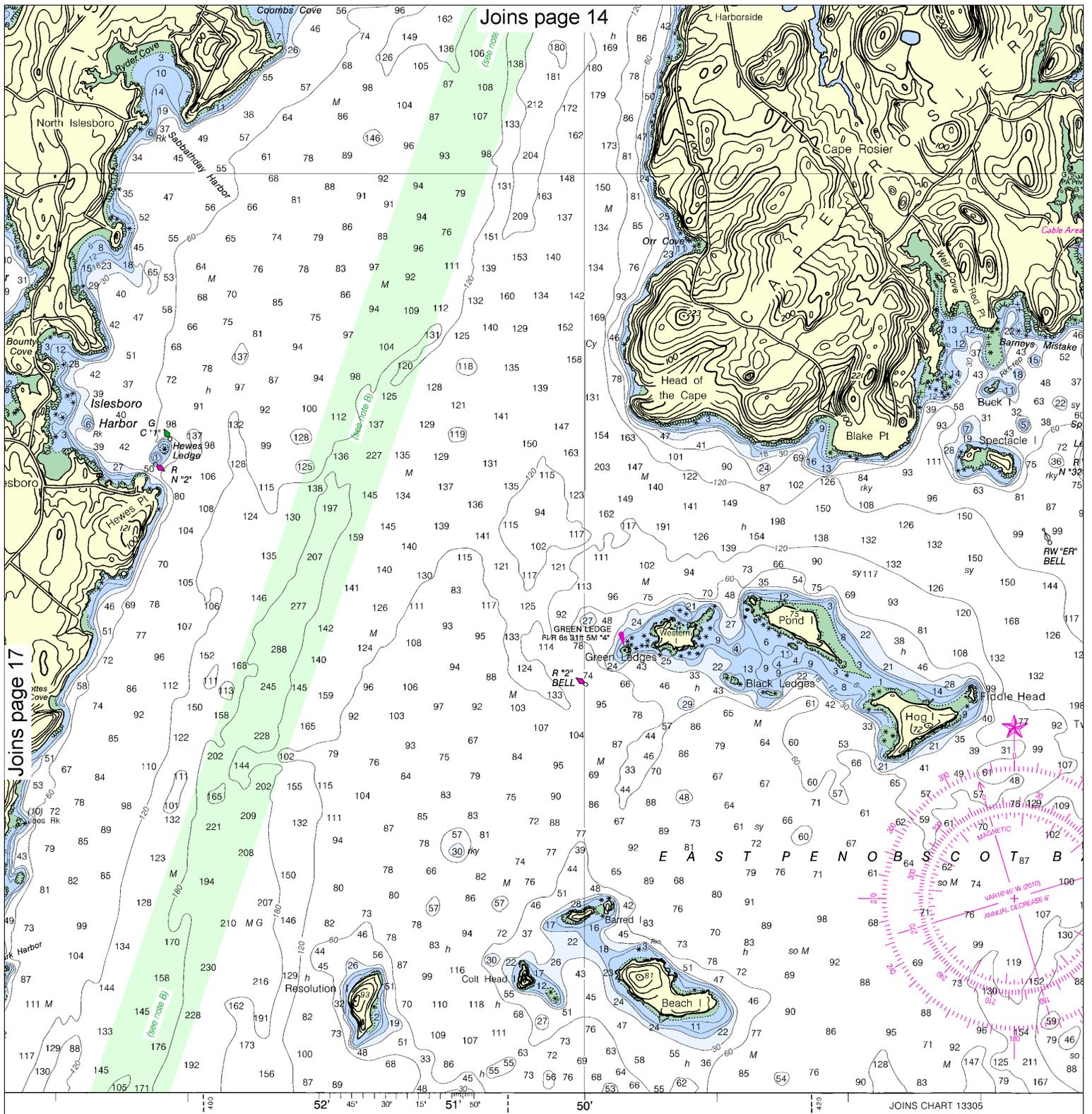
See Note on page 5.





DEPTH SOUNDINGS IN FEET

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 COAST SURVEY



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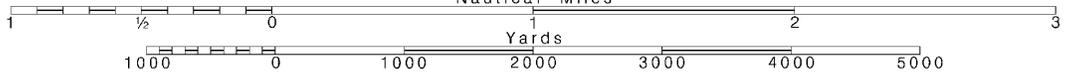
18

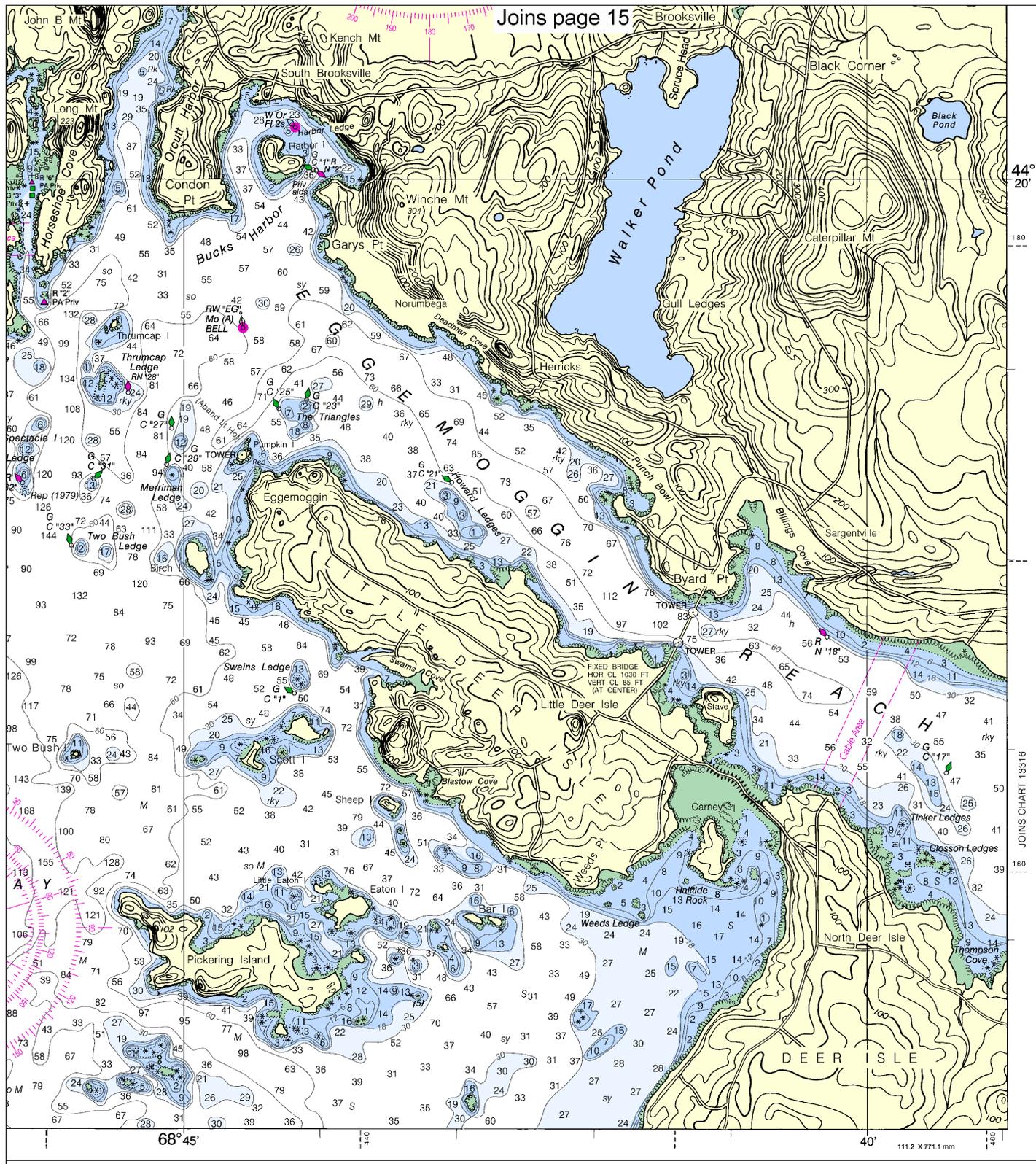
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





44° 20'

180

180

180

180

180

180

180

180

180

68° 45'

40'

111.2 X 771.1 mm

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

Penobscot River
SOUNDINGS IN FEET - SCALE 1:40,000

13309





EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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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.

