

BookletChart™



Frenchman and Blue Hill Bays and Approaches

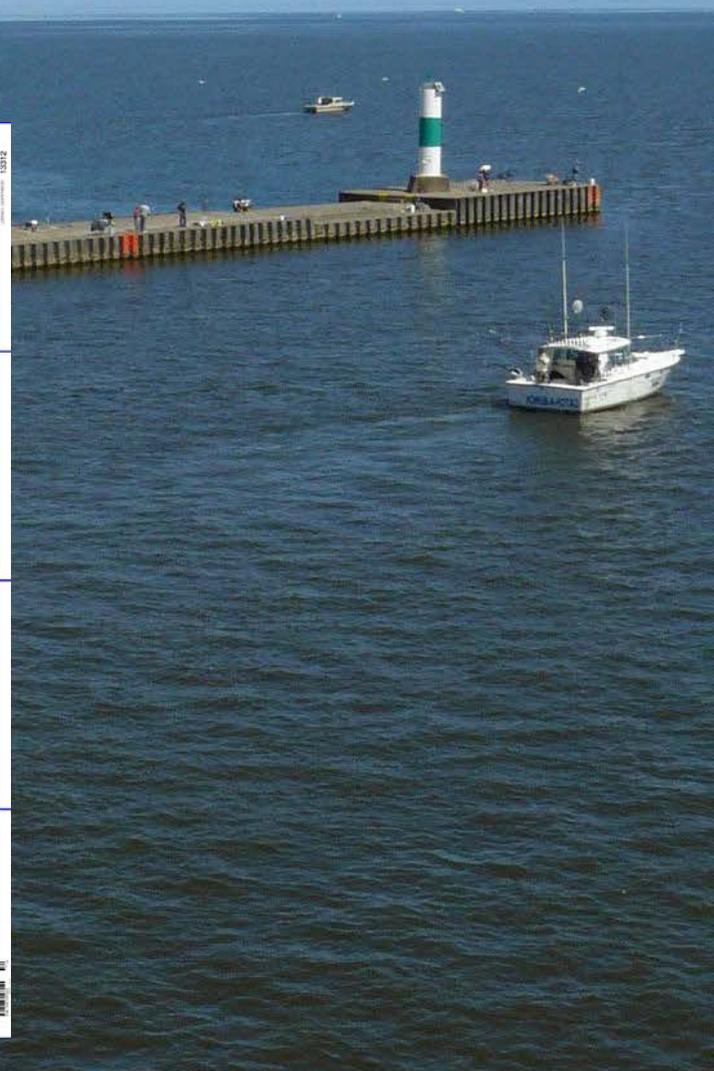
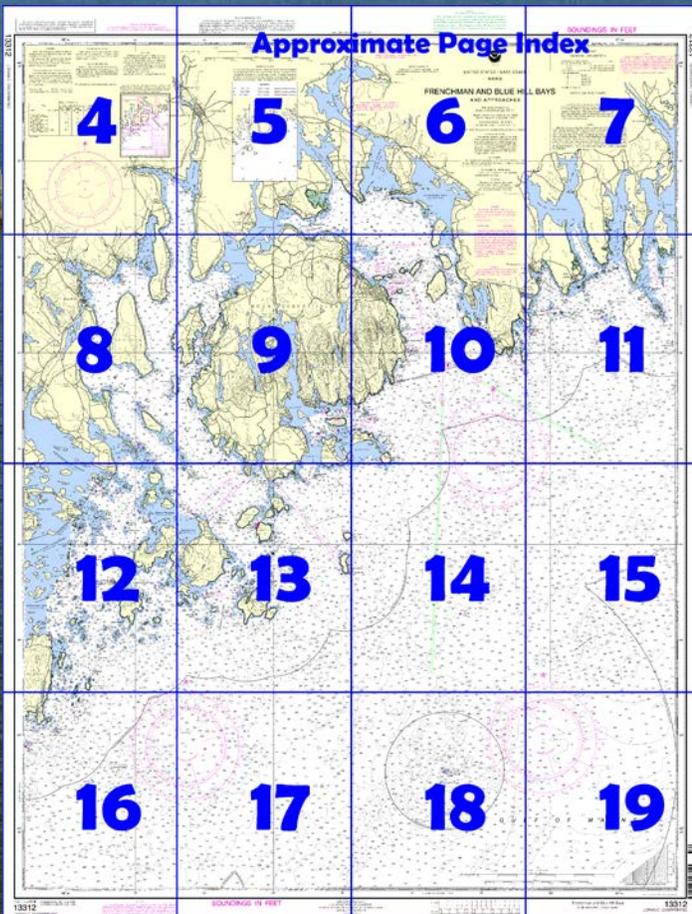
NOAA Chart 13312

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
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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.

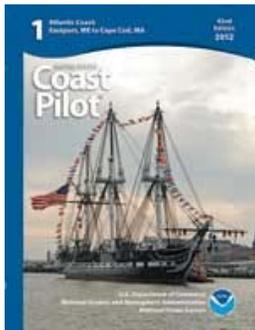
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13312>.



(Selected Excerpts from Coast Pilot)

The coast between Petit Manan Point and Jericho Bay is indented by Frenchman Bay, Blue Hill Bay, and numerous smaller bays and harbors. **Mount Desert Island** is between Frenchman and Blue Hill Bays. **Acadia National Park** comprises the greater part of the southern half of Mount Desert Island, particularly the mountainous areas and the lower half of Schoodic Peninsula on the eastern side of Frenchman Bay, including the scenic Schoodic Point, and

part of Isle au Haut. **Schoodic Mountain**, about 16 miles northward of Schoodic Point, is visible for a good distance off the coast.

Mount Desert Rock, 17.5 miles southward of Mount Desert Island and 11.5 miles from the nearest island, is a rocky islet about 20 feet high. **Mount Desert Light** (43°58.1'N., 68°07.7'W.), 75 feet above the water, is shown from a 58-foot conical gray granite tower on the rock. A sound signal is at the light.

Columbia Ledge, 0.7 mile southward of the rock, is covered 18 feet and unmarked.

Frenchman Bay, westward of Schoodic Peninsula and eastward of Mount Desert Island, is the approach to the towns and important summer resorts of Bar Harbor, Winter Harbor, Southwest Harbor, Seal Harbor, Northeast Harbor, and many smaller villages. The bay proper is about 10 miles long and has an average width of about 4 miles. Near the center of the bay, a group of islands extends across the bay; between the islands are two deep channels. Vessels of any size and draft can find anchorage. Navigation is not difficult for strangers.

Navigation Guidelines, Frenchman Bay.— The principal guides to the entrance of Frenchman Bay from the sea are Frenchman Bay Lighted Buoy FB (44°19'21"N., 68°07'24"W.), and the lights on Mount Desert Rock, Great Duck Island, Baker Island, and Egg Rock.

Recommended Vessel Routes.—As the result of a cooperative agreement between Frenchman Bay Pilots, fishermen, cruise ship representatives, the U.S. Coast Guard, deep-draft vessels, and other commercial vessels transiting through Frenchman Bay are requested to follow designated routes. These routes were designed to provide safe, established tracklines for increased commercial vessel traffic and to prevent the loss of fishing gear placed in the waters in the approach to and transit through Frenchman Bay. The routes are defined as follows:

Eastern Route: The eastern limit of the route is about 7.4 miles southeastward of Schoodic Point in about 44°14.9'N., 67°56.3'W. Vessels are requested to begin and end their transit from about this point.

Entering and departing vessels should follow tracklines of **300°** and **120°**, respectively, and intersect the recommended southern approach route 0.4 mile NW of Frenchman Bay Lighted Buoy FB.

Southern Route: The southern limit of the route is about 7.0 miles SE of Great Duck Island in about 44°03.2'N., 68°08.6'W. Vessels are requested to begin and end their transit from about this point. Entering and departing vessels should follow tracklines of **002°** and **182°**, respectively, and intersect the recommended eastern approach route 0.4 mile NW of Frenchman Bay Lighted Buoy FB.

The Frenchman Bay recommended route continues NW of Frenchman Bay Lighted Buoy FB along the following positions:

44°20.0'N., 68°08.9'W.;

44°22.6'N., 68°09.6'W.;

44°23.7'N., 68°10.4'W.; thence W to

44°23.7'N., 68°11.2'W. at the edge of Anchorage "A"; thence NW to

44°24.4'N., 68°11.7'W. at the edge of Anchorage "B".

At no time shall the Navigation Rules, International-Inland, be abridged or amended by these navigation guidelines. These guidelines are intended to enhance safety under conditions wherein navigation is not otherwise constrained.

Cadillac Mountain (44°21.1'N., 68°13.6'W.), 1,530 feet high, is the highest point on Mount Desert Island and the highest point along the east coastline of the United States. On a clear day the mountain is visible from 35 to 45 miles seaward. An excellent scenic highway leads from Bar Harbor to the summit of Cadillac Mountain.

**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).

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

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

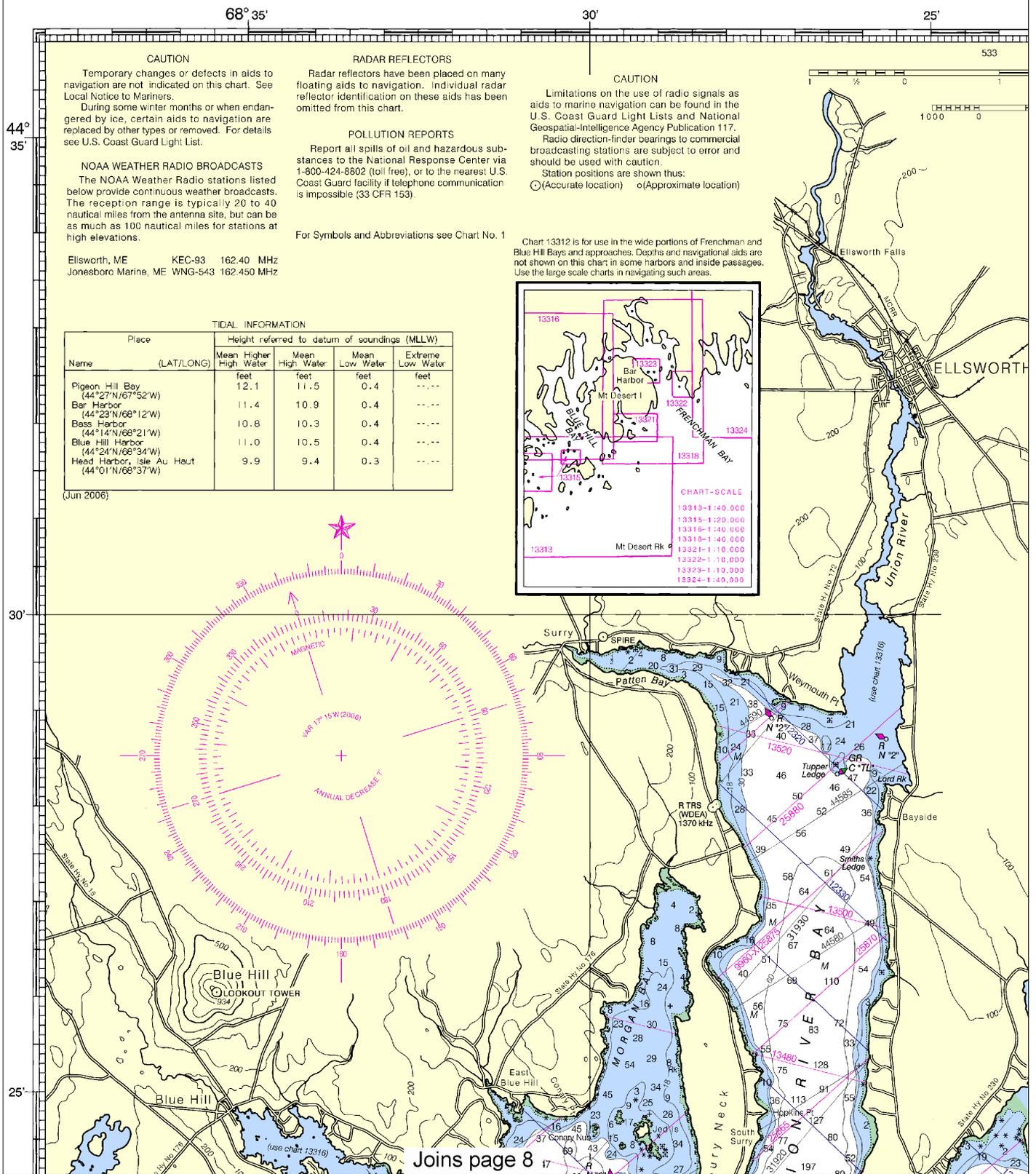
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

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.

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.

NOAA and its partner, and critical corrections. Editions are available 5-8 about Print-on-Demand help@NauticalCharts.g help@OceanGrafic.com.

13312 LORAN-C OVERPRINTED



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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000 Nautical Miles

See Note on page 5.

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 at 1-800-584-4683, <http://NauticalCharts.gov>,
 1-877-56CHART, <http://OceanGrafix.com>, or

Formerly C&GS 1202, 1st Ed., Apr. 1918. KAPP 2016

NOTE E
 RECOMMENDED VE

Deep draft vessels entering and depart
 are requested to remain within the Recomm
 possible within all parts of the green-tinted are
 should exercise caution in these areas an
 information concerning vessels transiting
 Chapter 6.



SCALE 1:80,000
 Nautical Miles

LOCAL MAGNETIC DISTURBANCE
 Differences of as much as 3° from the normal
 variation have been observed in the vicinity of
 Jordan Island, Frenchman Bay.

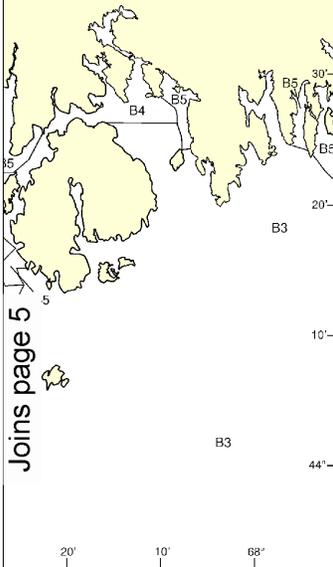
SOURCE DIAGRAM
 as represent the limits of the most recent hydrographic
 that has been evaluated for charting. Surveys have been
 gram by date and type of survey. Channels maintained
 Corps of Engineers are periodically resurveyed and are
 diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE	
9	NOS Surveys partial bottom coverage
9	NOS Surveys partial bottom coverage
9	NOS Surveys partial bottom coverage

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

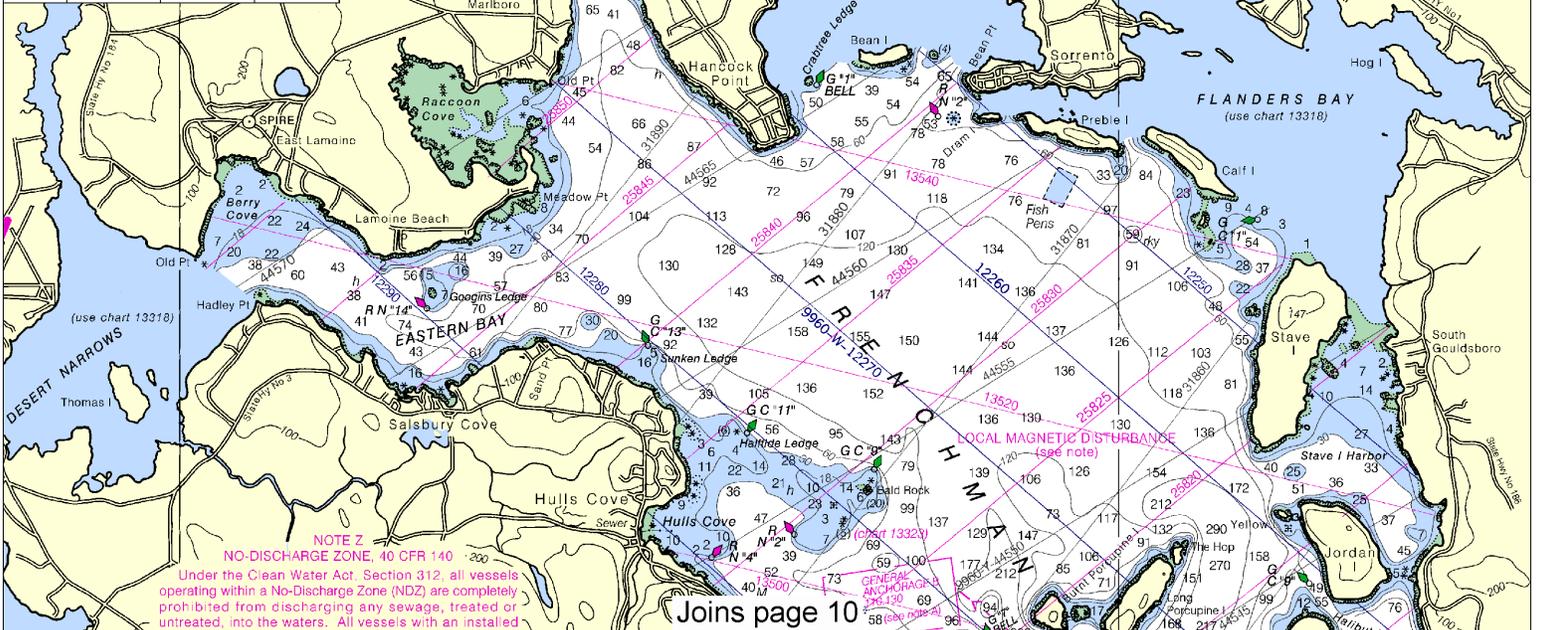
UNIT

FRENCHMAN



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



NOTE 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

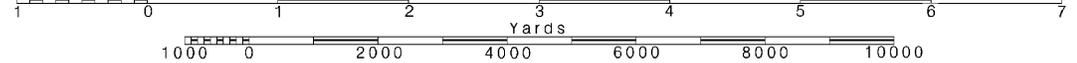
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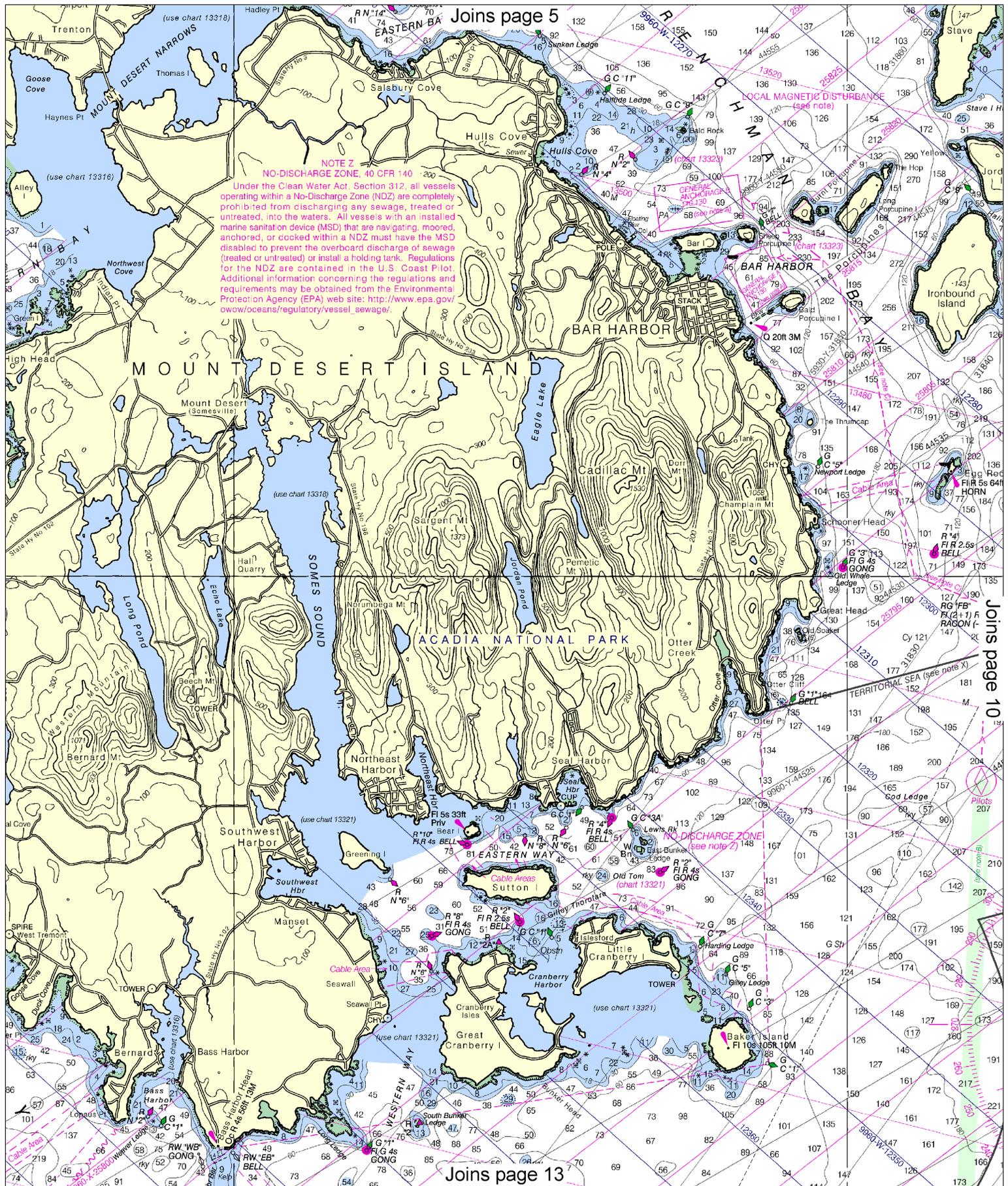


Note: Chart grid
 lines are aligned
 with true north.

Printed at reduced scale. SCALE 1:80,000
 Nautical Miles

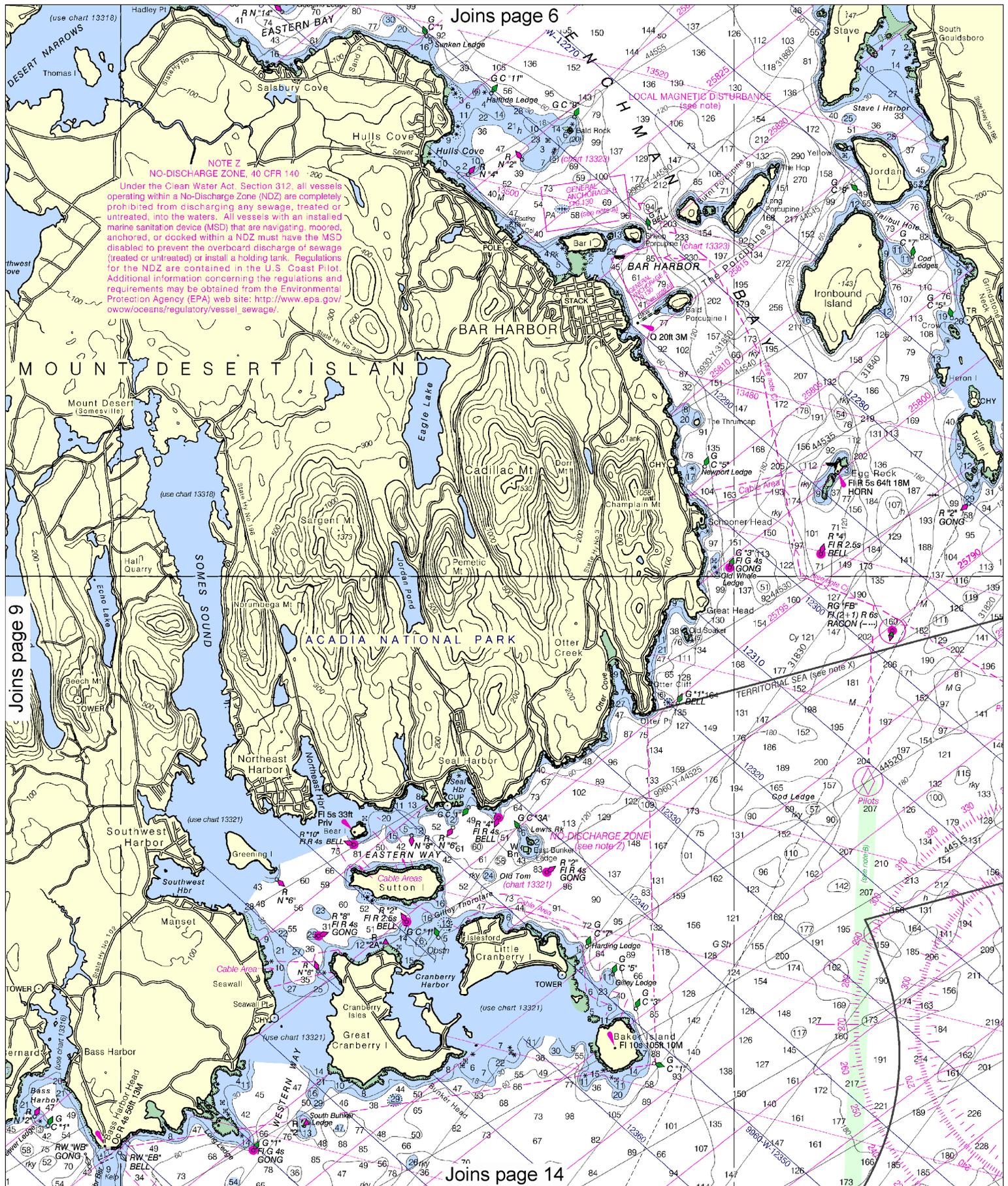
See Note on page 5.





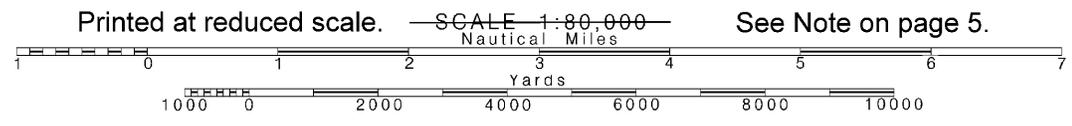
NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
 Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or cocked 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/.

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Note: Chart grid lines are aligned with true north.



See Note on page 5.

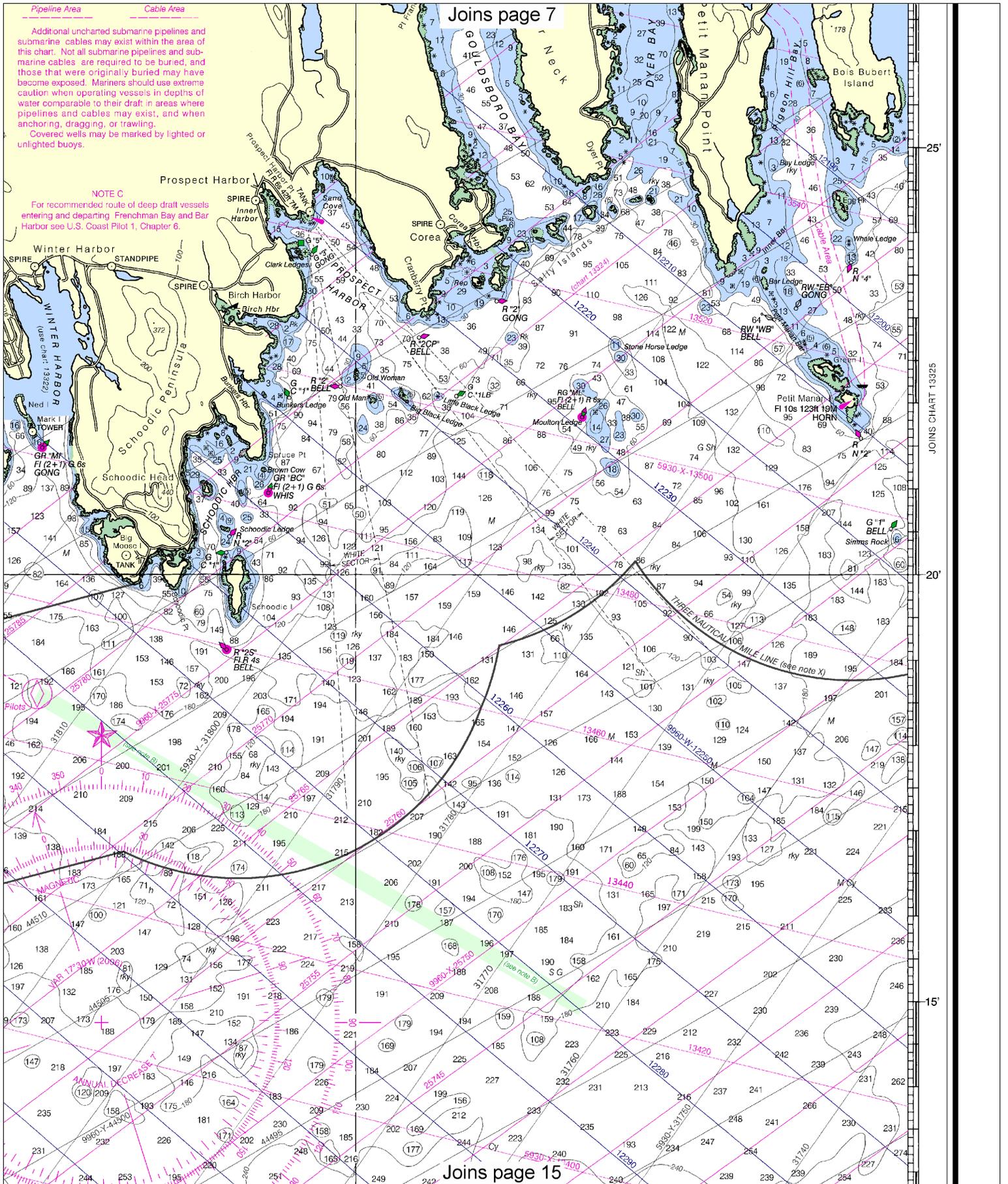
Pipeline Area Cable Area

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.

NOTE C

For recommended route of deep draft vessels entering and departing Frenchman Bay and Bar Harbor see U.S. Coast Pilot 1, Chapter 6.

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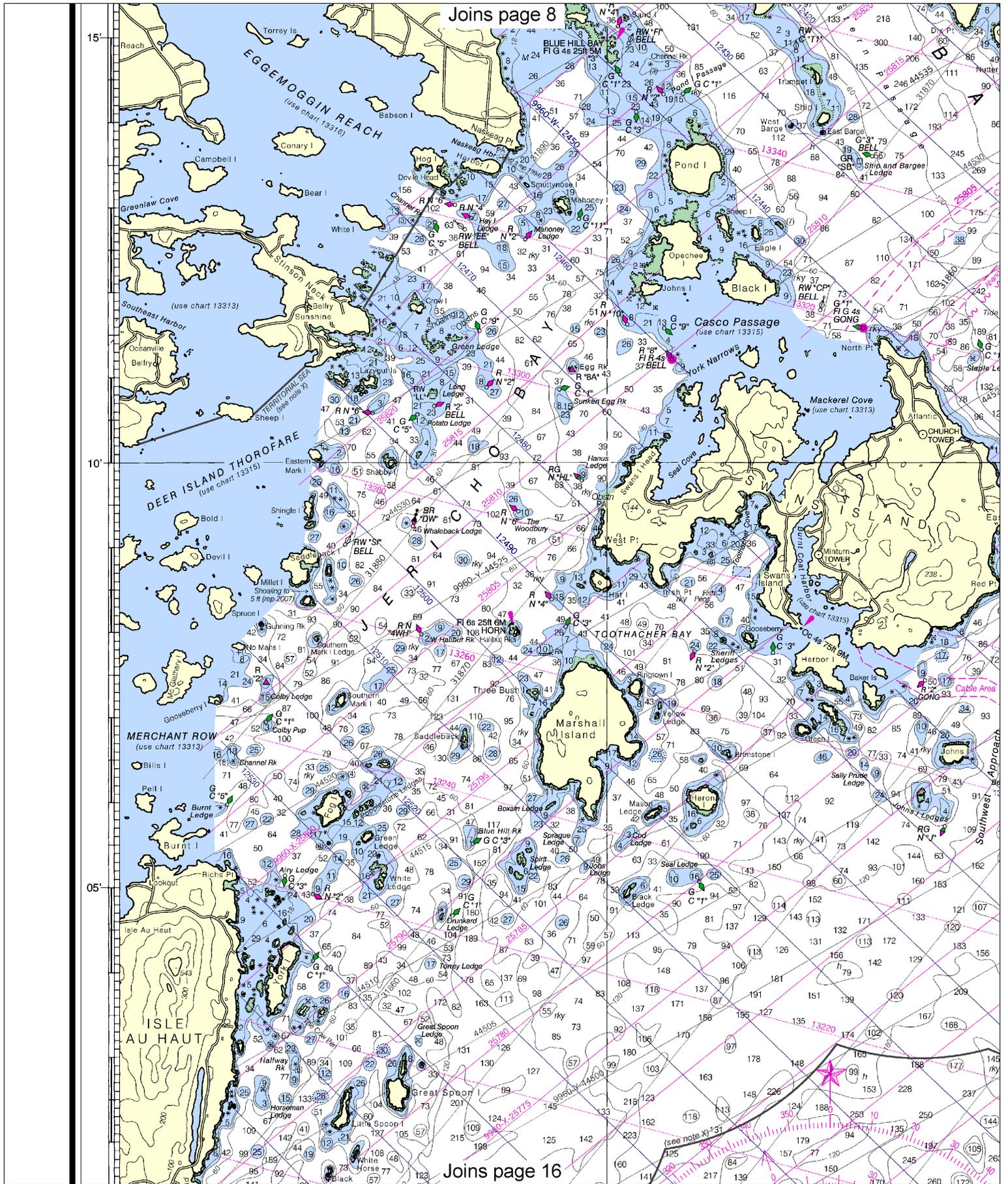


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JOINS CHART 13325

20'

15'



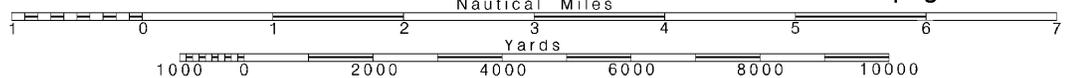
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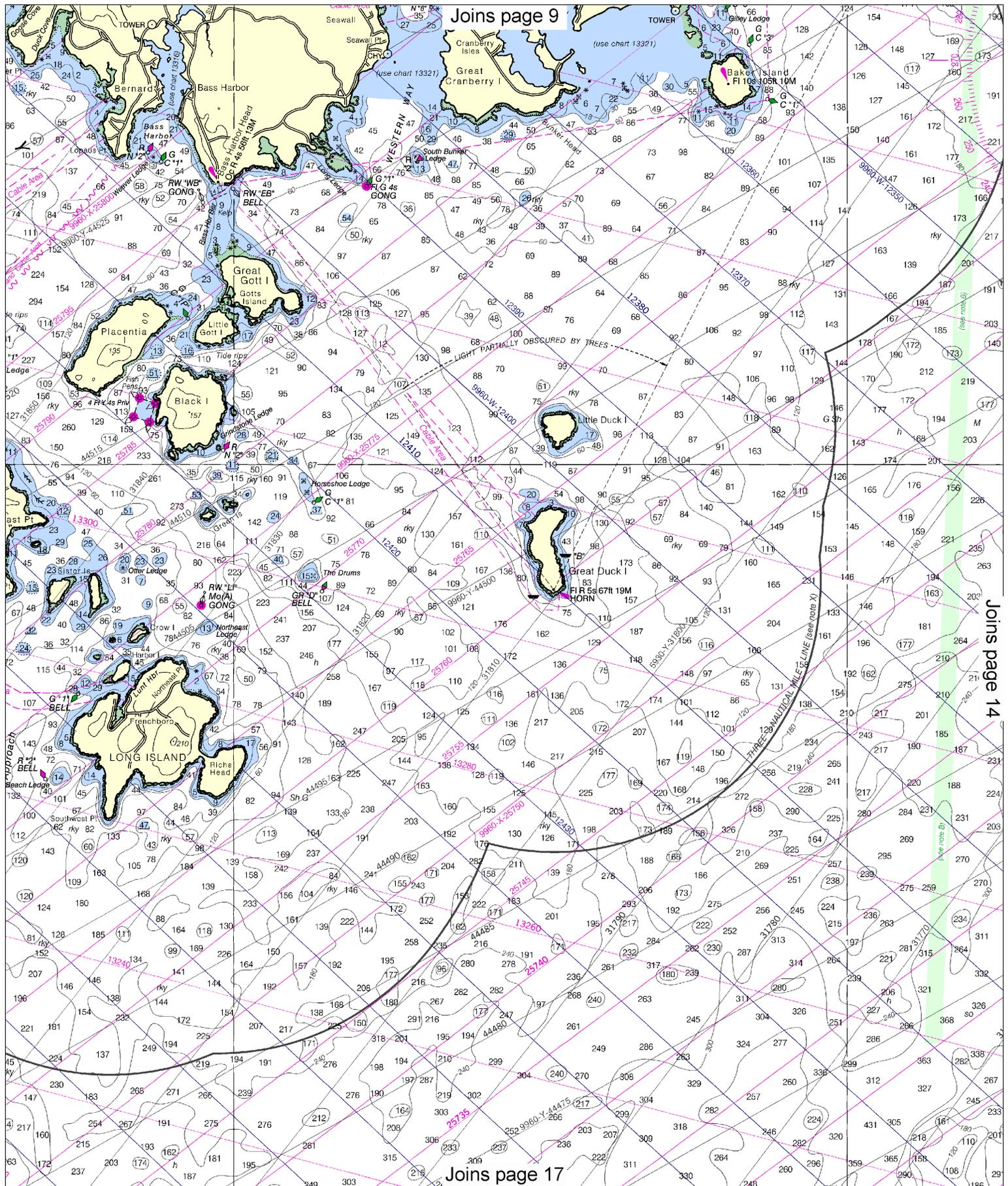
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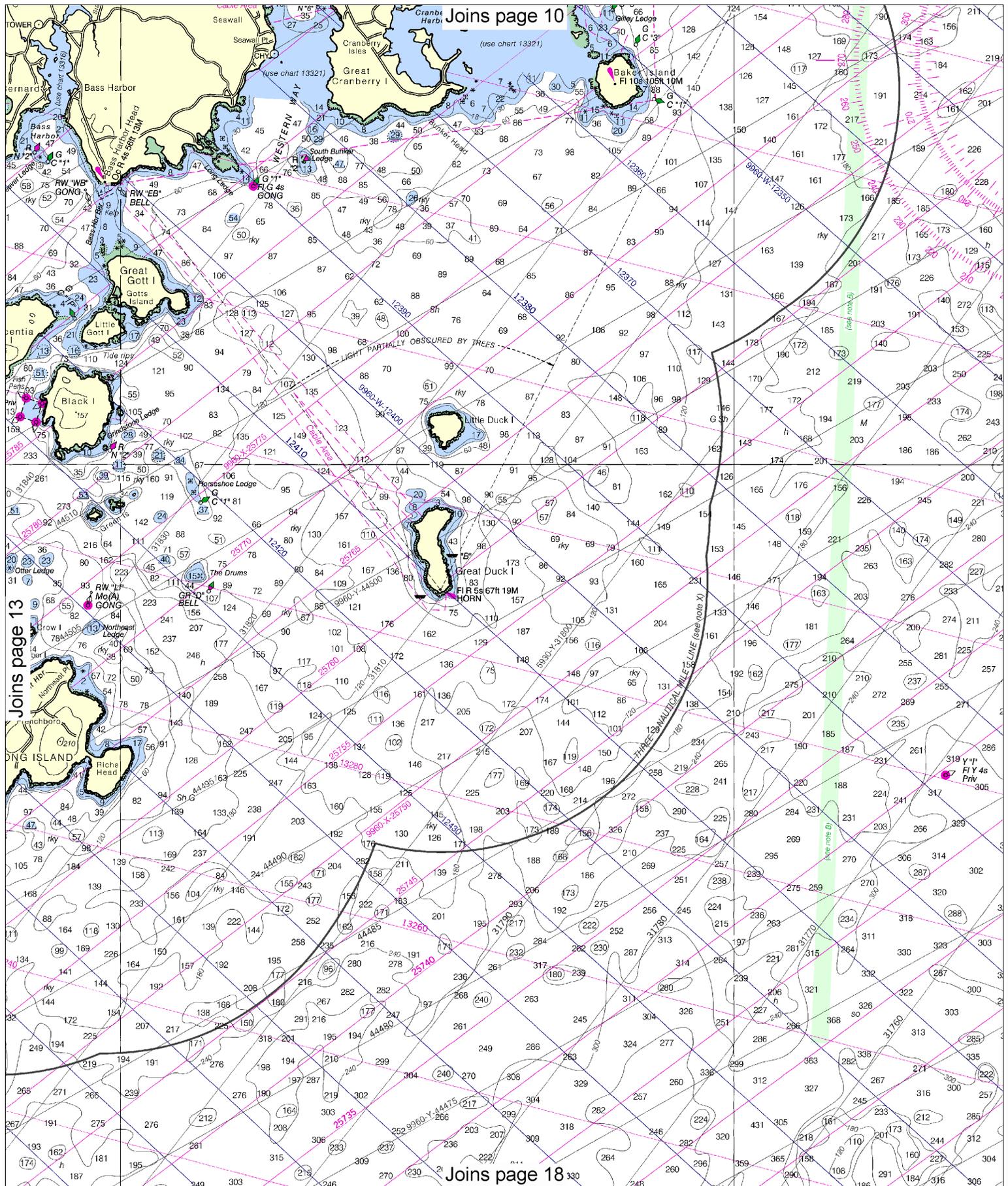
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SCALE 1:80,000
Nautical Miles

See Note on page 5.



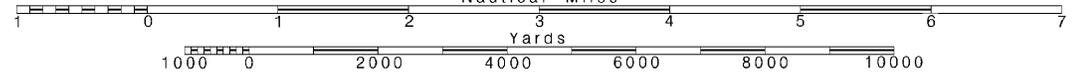


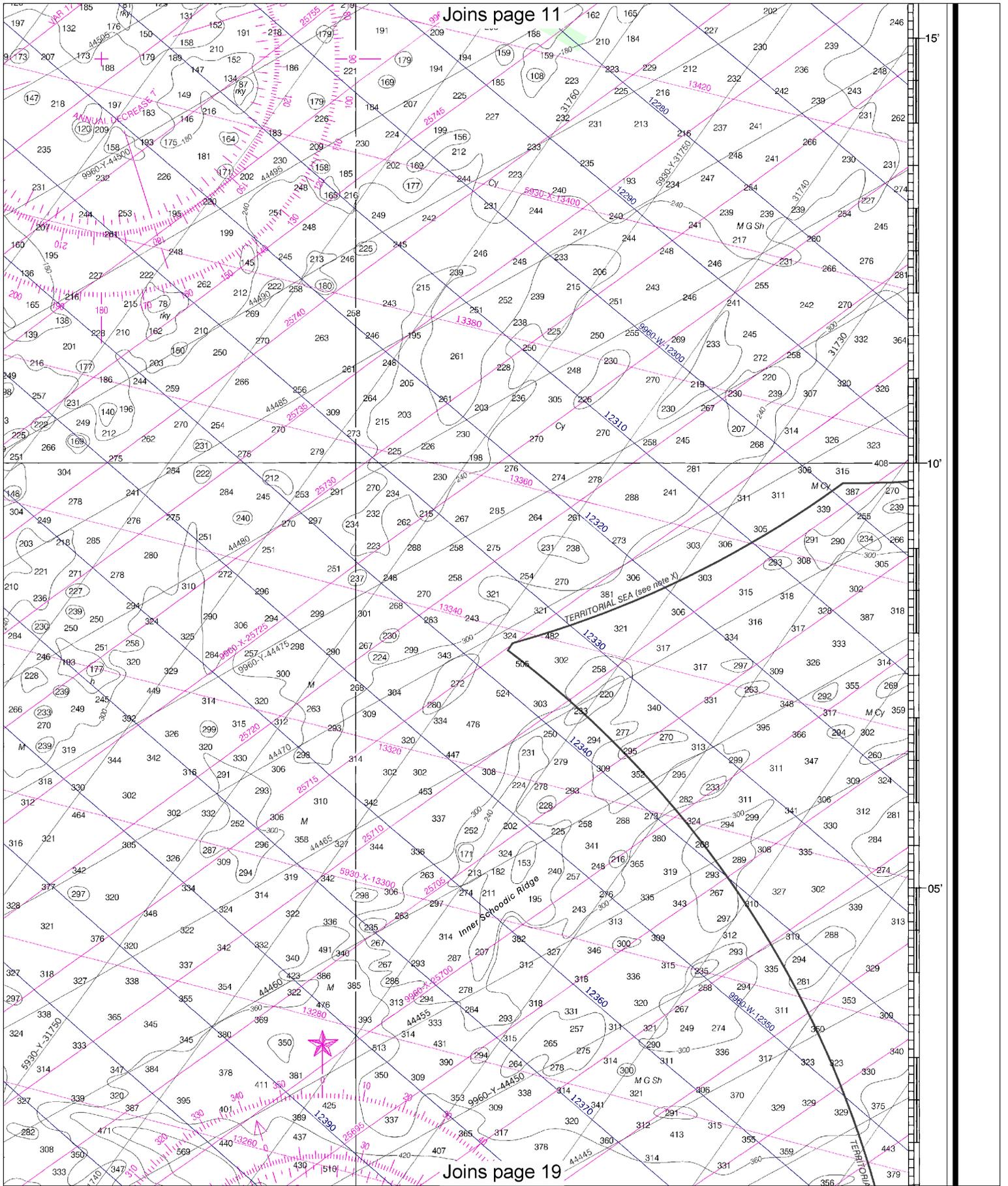


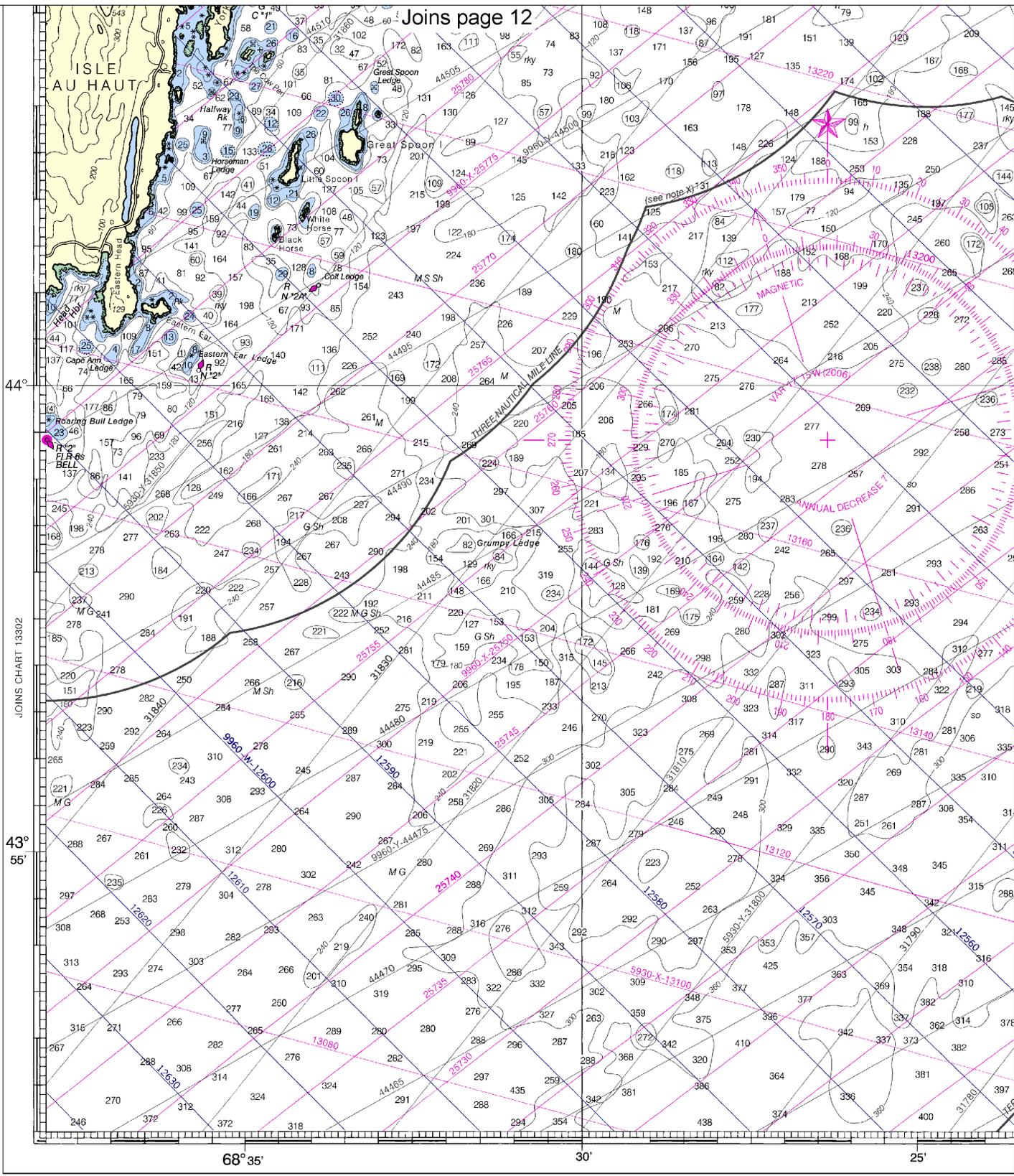
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.







22nd Ed., Aug./06 ■ Corrected through NM Aug. 26/06
 Corrected through LNM Aug. 15/06

13312

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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 Notices to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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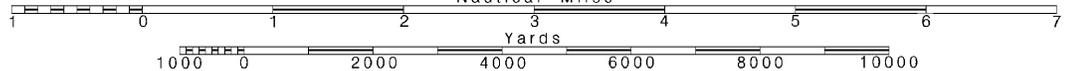
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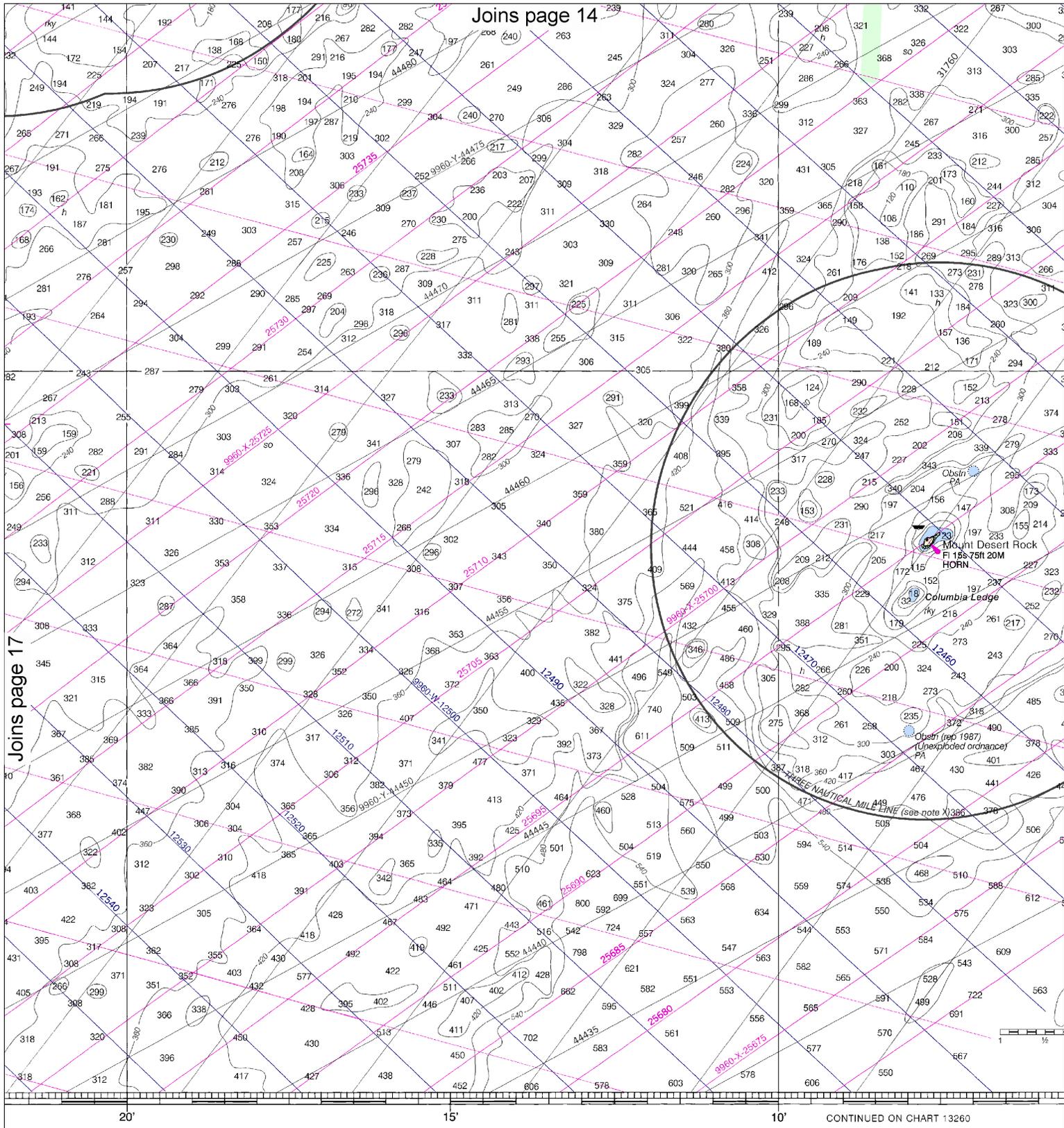
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





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S IN FEET

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

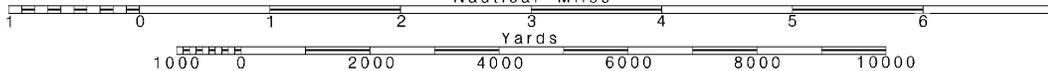
FATHOMS	1	2	3	4	5	6	7
FEET	6	12	18	24	30	36	42
METERS	1	2	3	4	5	6	7

18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.





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.

