BookletChart™

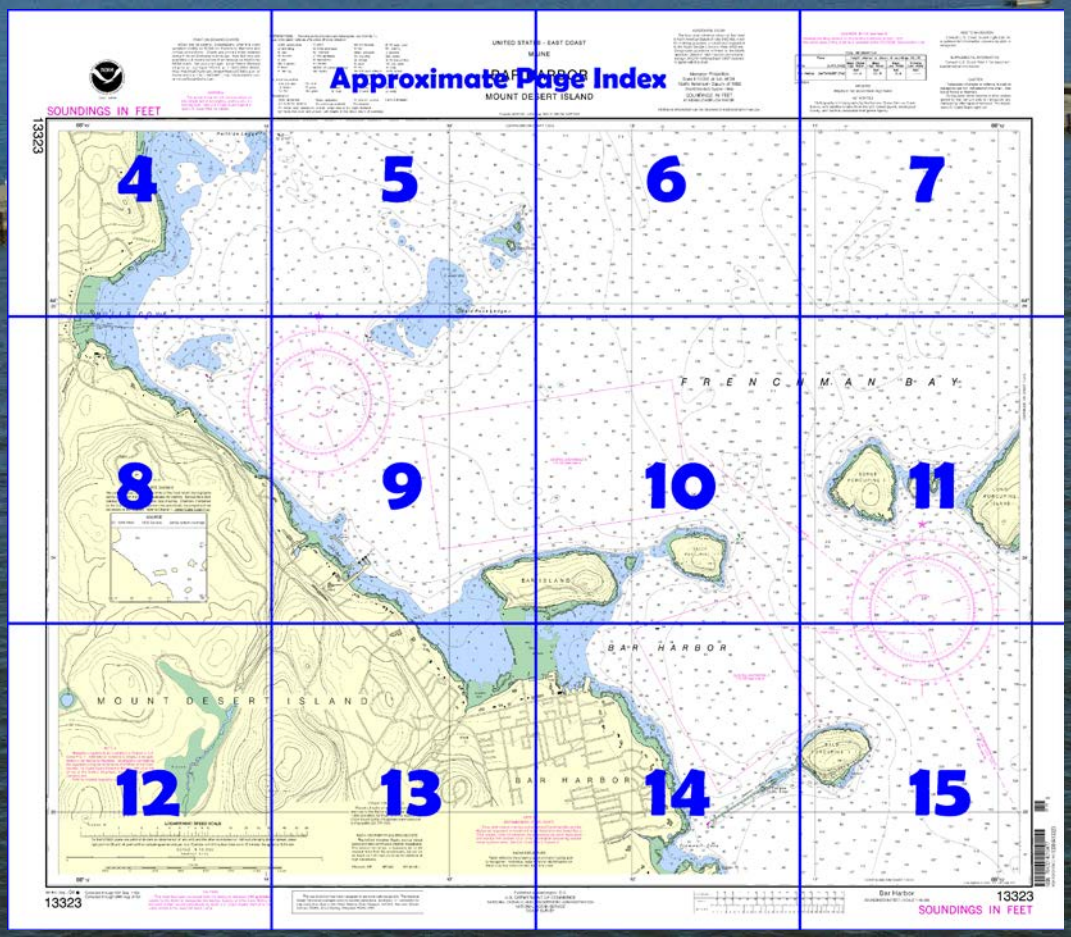
Bar Harbor – Mount Desert Island

NOAA Chart 13323

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=13323.

(Selected Excerpts from Coast Pilot)
Hulls Cove is a broad open bight on the northeast side of Mount Desert Island. Several dangers are off the cove, but they are marked by buoys. The cove shoals rapidly from the entrance to the head, and the low-water line extends about 200 yards from its head. Pilings of a fish weir obstruct most of the cove. A boatyard with a 175-foot pier is on the north side of the cove, about 250 yards southwestward of Lookout Point. The yard has a 10-ton marine railway that can handle craft up to 40 feet long for hull and engine repairs or dry open and covered winter storage; gasoline and ice are available and electronic repairs can be made. There is a small private marine railway and boatshed on the south side of the cove near the head.
The Bar Harbor Yacht Club is at **Canoe Point,** the southern point of the entrance to Hulls Cove. A float landing at the club pier is reported to have 20 feet alongside. A shoal with a least depth of 2 feet, just off the entrance to Hulls Cove, is marked on its south side by a buoy. Passage into the cove is on either side of the shoal.
Bald Rock, 20 feet high, is about 1.4 miles east-northeastward of Canoe Point. A buoy is northward of a ledge that uncovers 6 feet just north of Bald Rock. **Bald Rock Ledge,** about 0.5 mile in width, is 0.3 mile southwest of Bald Rock. The high part of the ledge uncovers 5 feet. A buoy is on the southwest side of the ledge. The passage between Bald Rock and Bald Rock Ledge is dangerous without complete local knowledge. A dangerous rock awash is near the middle of the passage, about 0.3 mile west-southwestward of Bald Rock.
The shoreline from Hulls Cove to Bar Harbor is backed by many large summer homes. The area between Bald Rock Ledge and Bar Island to the southward is sometimes used as an anchorage by larger yachts.
A **ferry terminal**, about 0.5 mile westward of the west end of Bar Island, is the destination of many cruise ships and ferry vessels in and out of Bar Harbor. Caution should be exercised when selecting anchorage northward and eastward of the terminal due to increased marine traffic in the area. An unmarked ledge that uncovers 5 feet is about 350 yards northwestward of the ferry terminal.
Recommended Vessel Routes have been established for deep-draft vessels approaching Frenchman Bay from the south. See **Navigation Guidelines, Frenchman Bay** (indexed as such), under Frenchman Bay earlier in this chapter for details.
Anchorages.–Two general anchorages are on the eastern side of Mount Desert Island, 0.5 and 1.5 mile south of Bald Rock Ledge respectively. (See **110.1 and 110.130** chapter 2, for limits and regulations.)
Bar Harbor is formed by the east shore of Mount Desert Island on the west, **Bar Island** and **Sheep Porcupine Island** on the north, and on the south by a breakwater extending southwesterly from **Bald Porcupine Island** across **Porcupine Dry Ledge** to within 250 yards of the shore. The breakwater, marked by a light at its southwestern end, is covered at high water for most of its length except for a part of Porcupine Dry Ledge.
A deep channel, about 150 yards wide, extends into the harbor between the western end of the breakwater and the shore of Mount Desert Island. This channel is used by small local craft, but extreme caution should be exercised when using it. It has been reported that on extreme high tides with a smooth sea there is no indication of the position of the breakwater by tide rips or otherwise, except for the light marking the southwesterly end of the breakwater.
All the islands surrounding Bar Harbor are high and wooded, and have no prominent marks. When approaching from southward, Bald Porcupine Island is distinguishable because of its bare rocky slopes. The bar extending between Bar Island and the town consists of scattered boulders on soft bottom.
The principal entrance is from the eastward, between Bald Porcupine and Sheep Porcupine Islands, and is clear. A rock awash is about 40 yards off the southeastern shore of Bald Porcupine Island. Local vessels sometimes enter from northward between Sheep Porcupine Island and the small islet 2 feet high eastward of Bar Island, where the depth is 13 feet in midchannel.

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

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

Table of Selected Chart Notes

Corrected through NM Sep. 11/04
Corrected through LNM Aug. 31/04

HEIGHTS

Heights in feet above Mean High Water.

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).

AIDS TO NAVIGATION

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

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.

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 WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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.

Ellsworth, ME KEC-93 162.40 MHz

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 0.274" northward and 1.972" 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.

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.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

NOTE B

RECOMMENDED VESSEL ROUTE

Deep draft vessels entering and departing Frenchman Bay and Bar Harbor are requested to remain within the Recommended Vessel Route. 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 6.

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.

TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Bar Harbor	(44°24'N/68°12'W)	11.4	10.9	0.4	----

(Jul 2004)

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.

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.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

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Bn beacon	LT HO lighthouse	Oc occulting
C can	M nautical mile	Or orange
DIA diaphone	m minutes	Q quick
F fixed	MICRO TR microwave tower	R red
Fl flashing	Mkr marker	Ra Ref radar reflecto
		R Bn radiobeacon

Bottom characteristics:

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

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful
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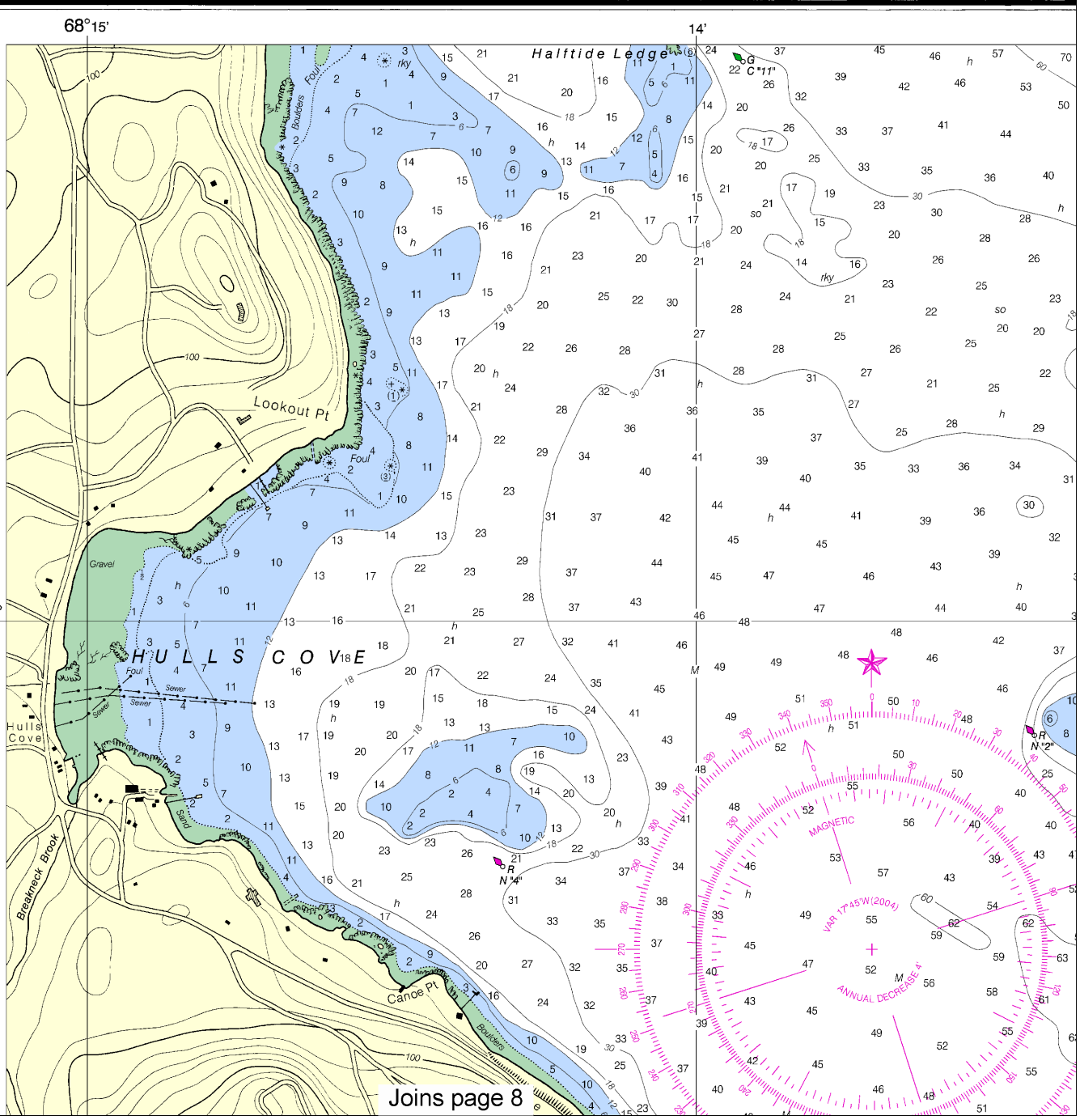
COAST SURVEY

SOUNDINGS IN FEET

13323



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
ctor WHIS whistle
Y yellow

so soft
Sh shells
sy sticky

ul Subm submerged

dings.

UNITED STATES - EAST COAST

MAINE

BAR HARBOR

MOUNT DESERT ISLAND

HORIZONTAL DATUM

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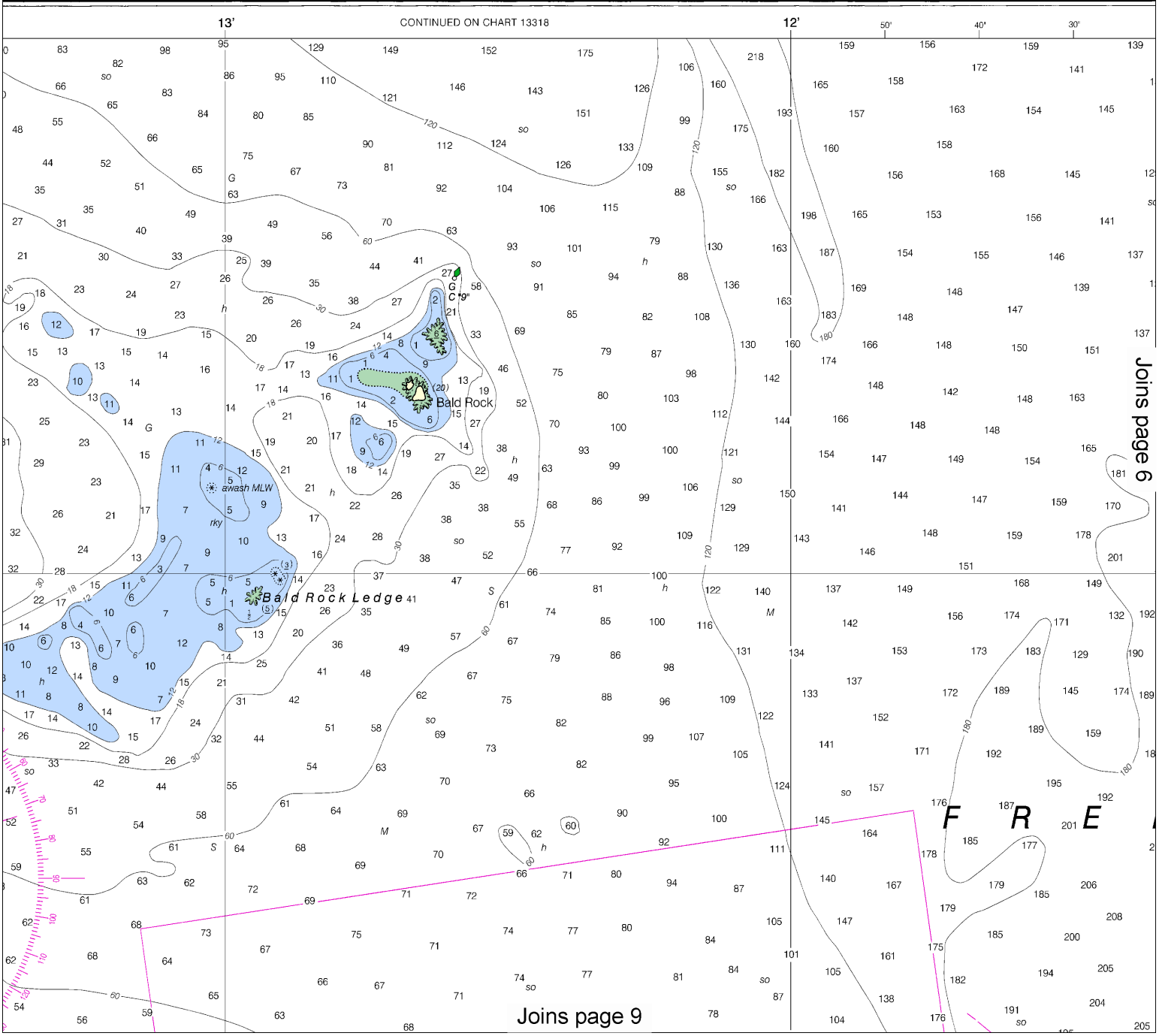
Mercator Projection
Scale 1:10,000 at Lat. 44°24'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.no

Formerly C&GS 205, 1st Ed., Aug. 1949 G-1949-742 KAPP 2007



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Symbols and Abbreviations, see Chart No. 1.)
otherwise indicated):

en	Mo morse code	R TR radio tower
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UNITED STATES - EAST COAST

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BAR HARBOR

MOUNT DESERT ISLAND

Formerly C&GS 205, 1st Ed., Aug. 1949 G-1949-742 KAPP 2007

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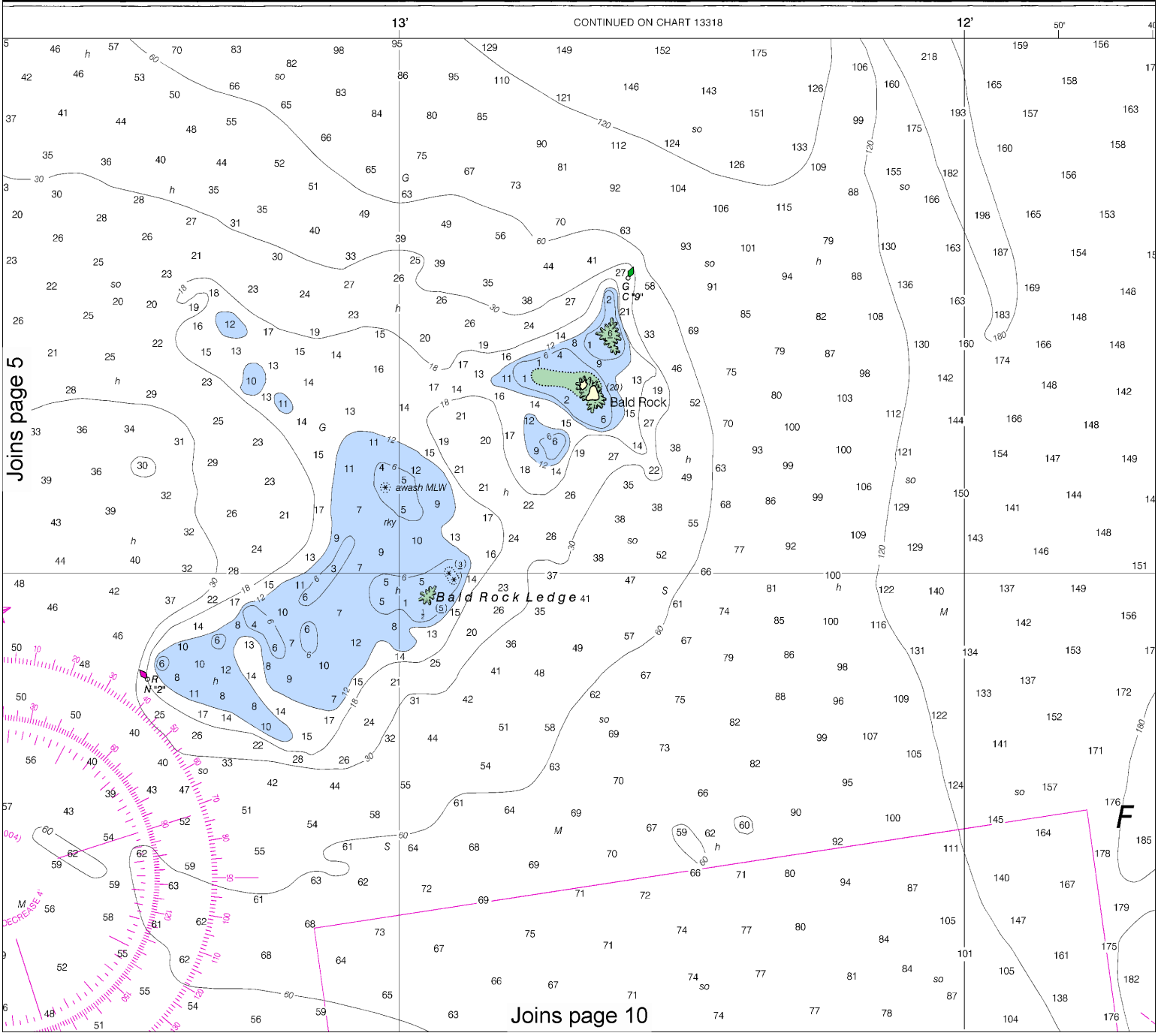

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

Note: Chart grid lines are aligned with true north.

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(Jul 2004)

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AIDS TO NAVIGATION

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SUPPLEMENTAL INFORMATION

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

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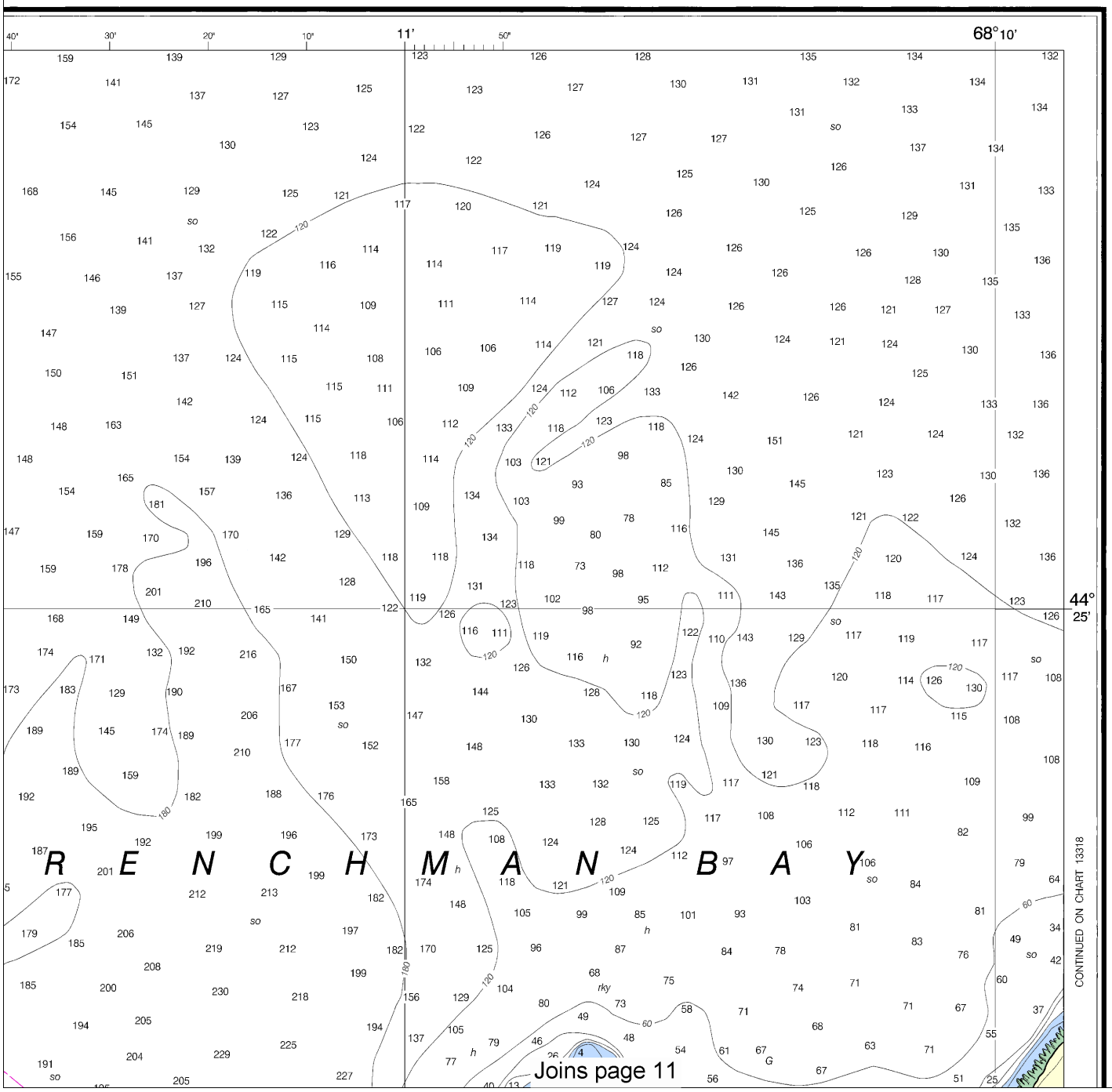
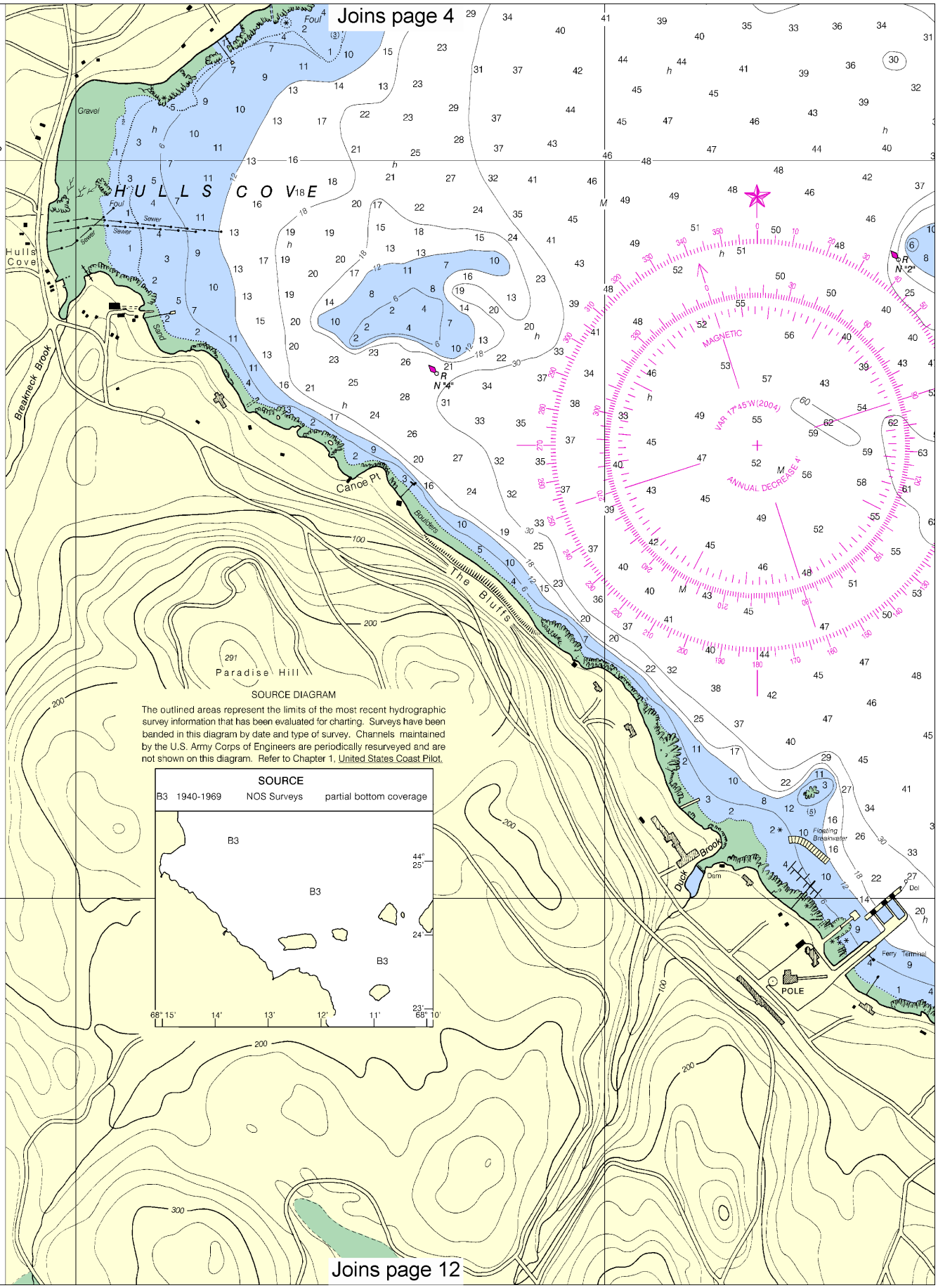


This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4912 12/8/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



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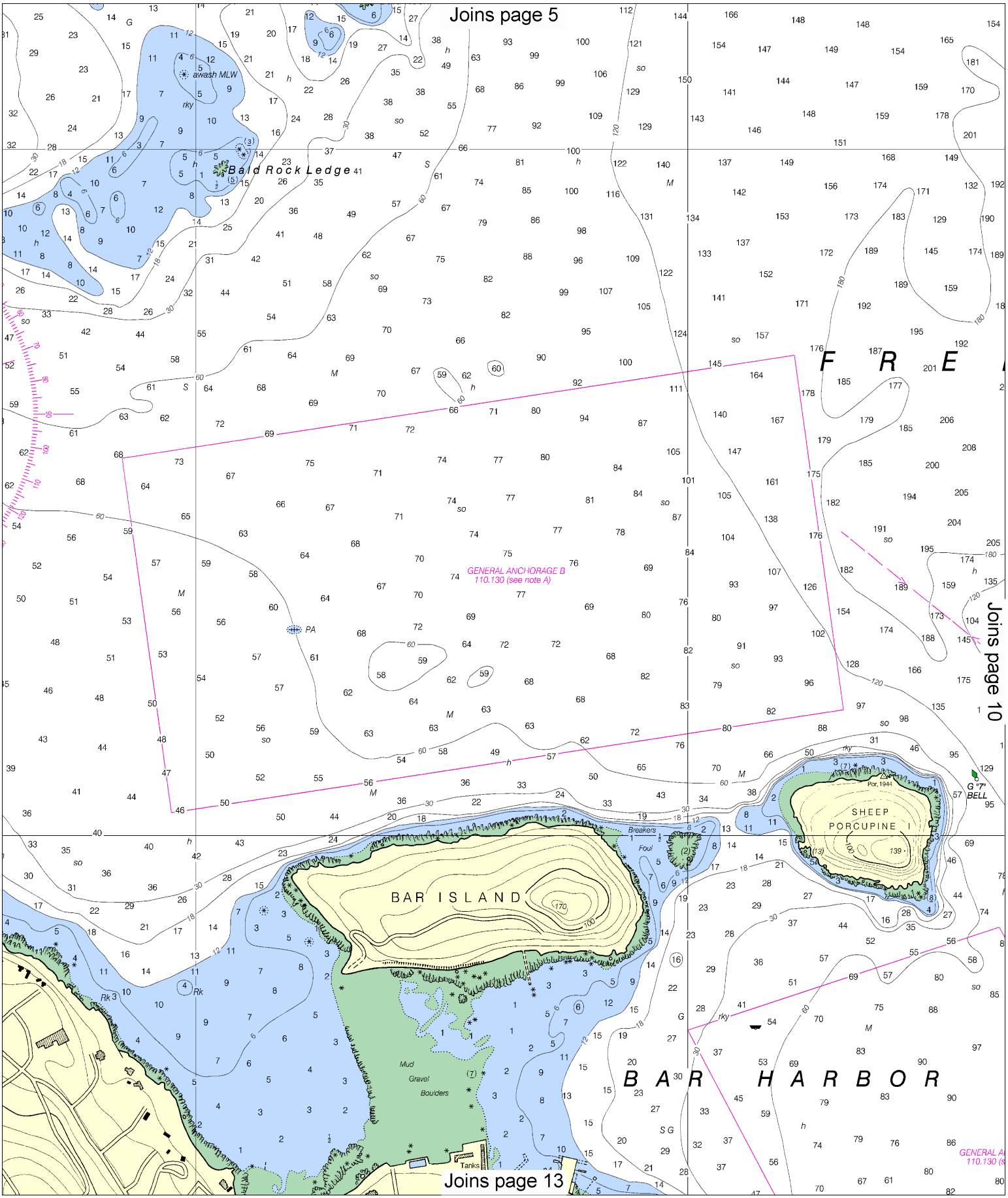
Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200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Bald Rock Ledge
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GENERAL ANCHORAGE B
110.130 (see note A)
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F R E
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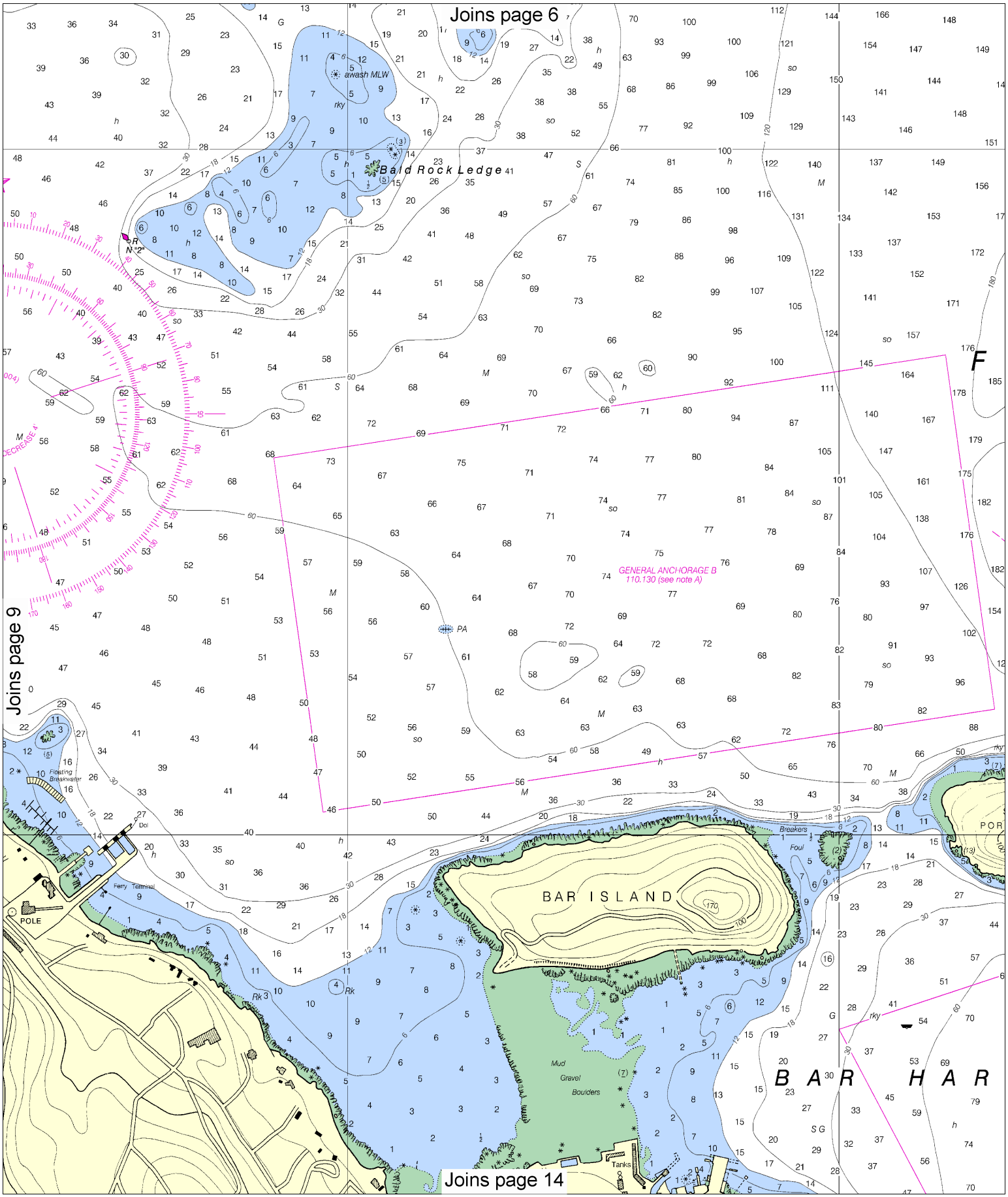
SHEEP
PORCUPINE I
Breakers
Foul
BAR ISLAND
Mud
Gravel
Boulders
Tanks
B A R H A R B O R
Joins page 13



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Nautical Miles

0

Yards

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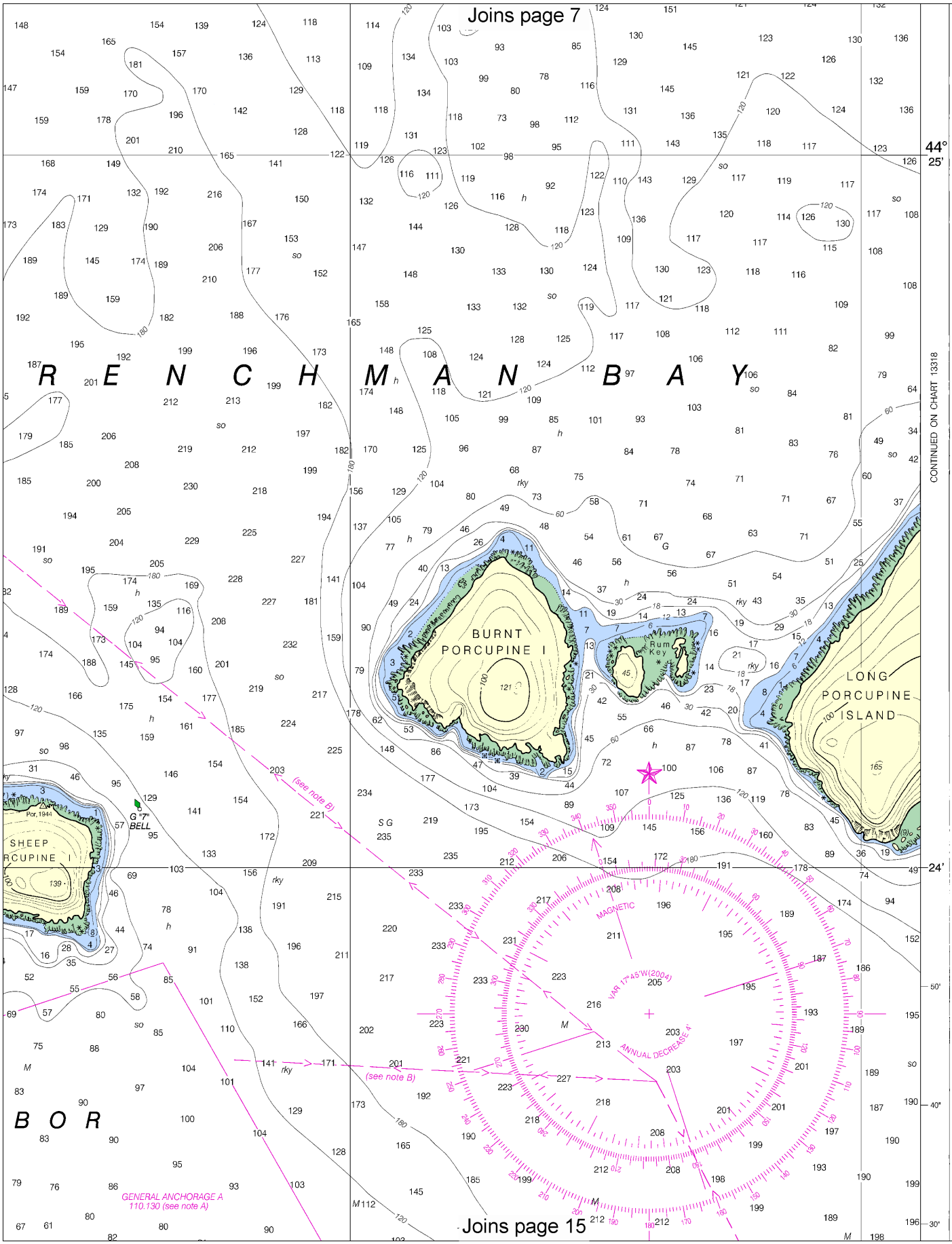
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R E N C H M A N B A Y
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BURNT
PORCUPINE I
Rum
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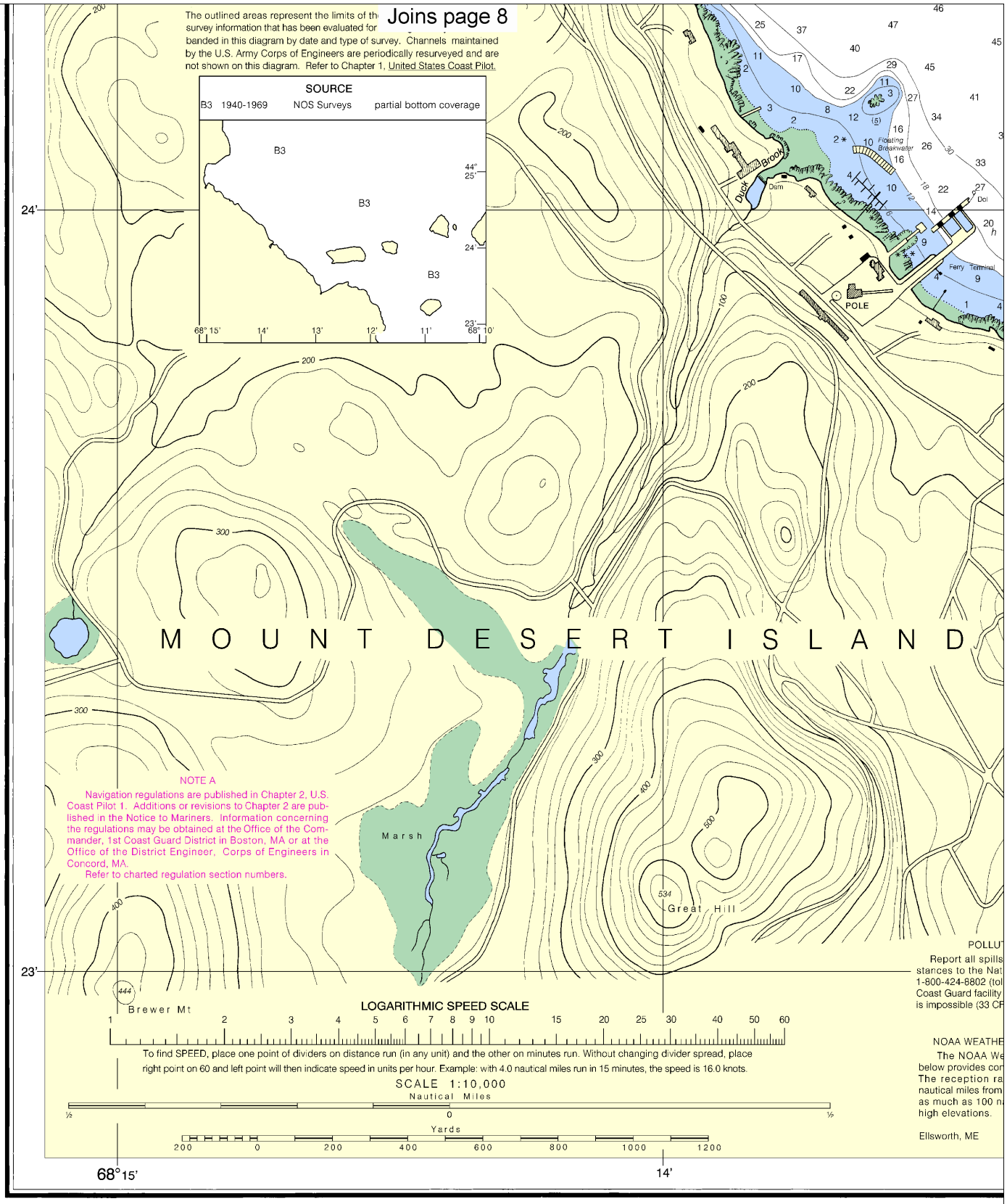
LONG
PORCUPINE
ISLAND
SHEEP
RCUPINE I
G "7"
BELL
(see note B)
(see note B)
24'
MAGNETIC
VAR 17°45'W(2004)
ANNUAL DECREASE 4'
B O R
GENERAL ANCHORAGE A
110.130 (see note A)
Joins page 15



8th Ed., Sep. /04 ■ Corrected through NM Sep. 11/04
Corrected through LNM Aug. 31/04

13323

CAUTION
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This nautical chart has been designed to promote saf
Ocean Service encourages users to submit corrections, a
improving this chart to the Chief, Marine Chart Division
Service, NOAA, Silver Spring, Maryland 20910-3282.

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Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200

Joins page 9

BAR ISLAND

SHEEP PORCUPINE I

BAR HARBOR

Breakers

Foul

Mud
Gravel
Boulders

Boulders
Mud

Tanks

Ramp

STACK

BAR HARBOR

Cromwell Brook

Cromwell Cove

Sand

Ogden Pt

G "7" BELL

Q 20ft 3M

Joins page 14

UTION REPORTS
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CFR 153).

HER RADIO BROADCASTS
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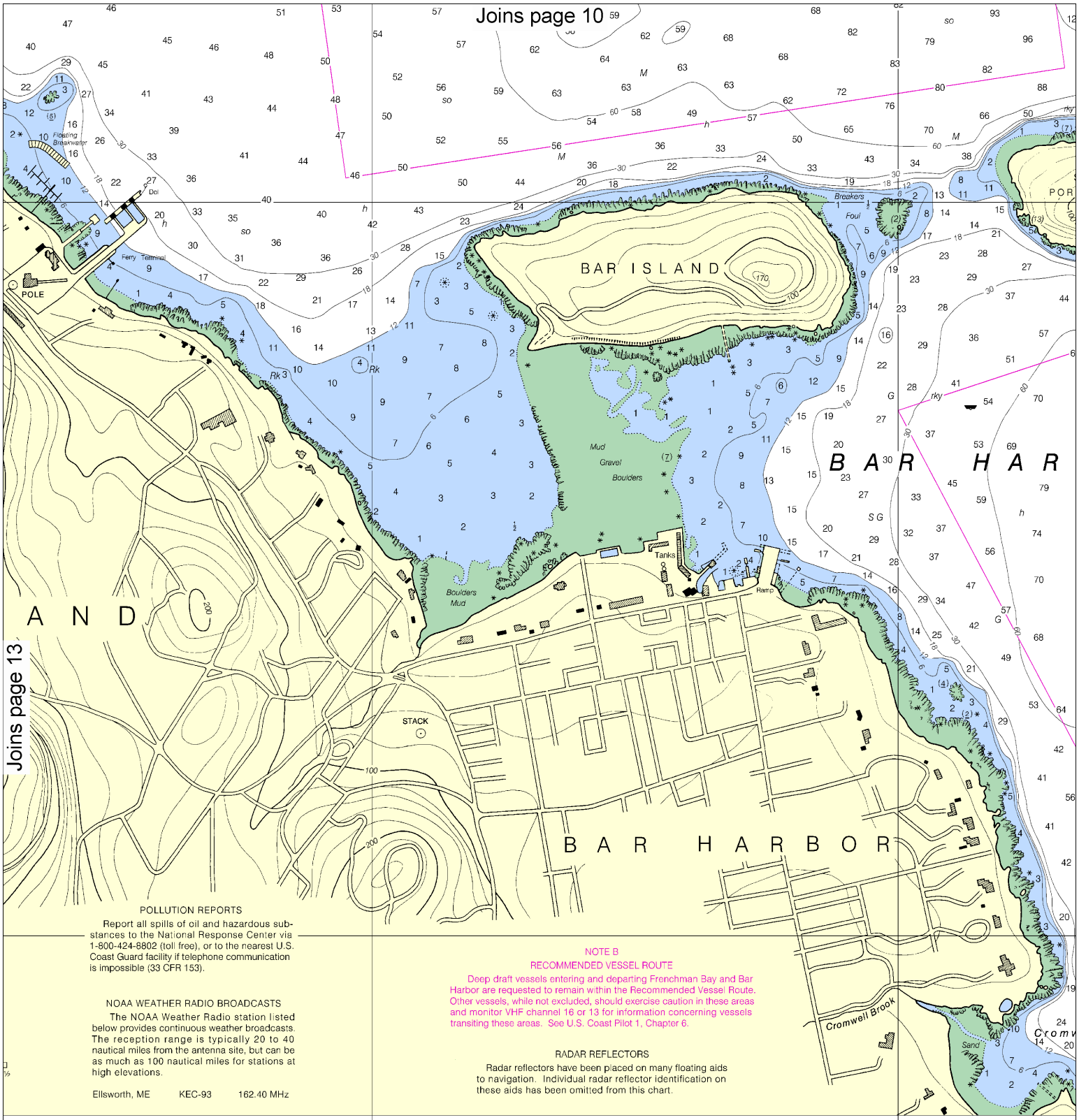
13' 12'

safe navigation. The National
additions, or comments for
n (N/CS2), National Ocean

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				
FEET	6	12	18	24	30				
METERS	1	2	3	4	5	6	7	8	9



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Silver Spring, Maryland 20910-3282.

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

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Nautical Miles

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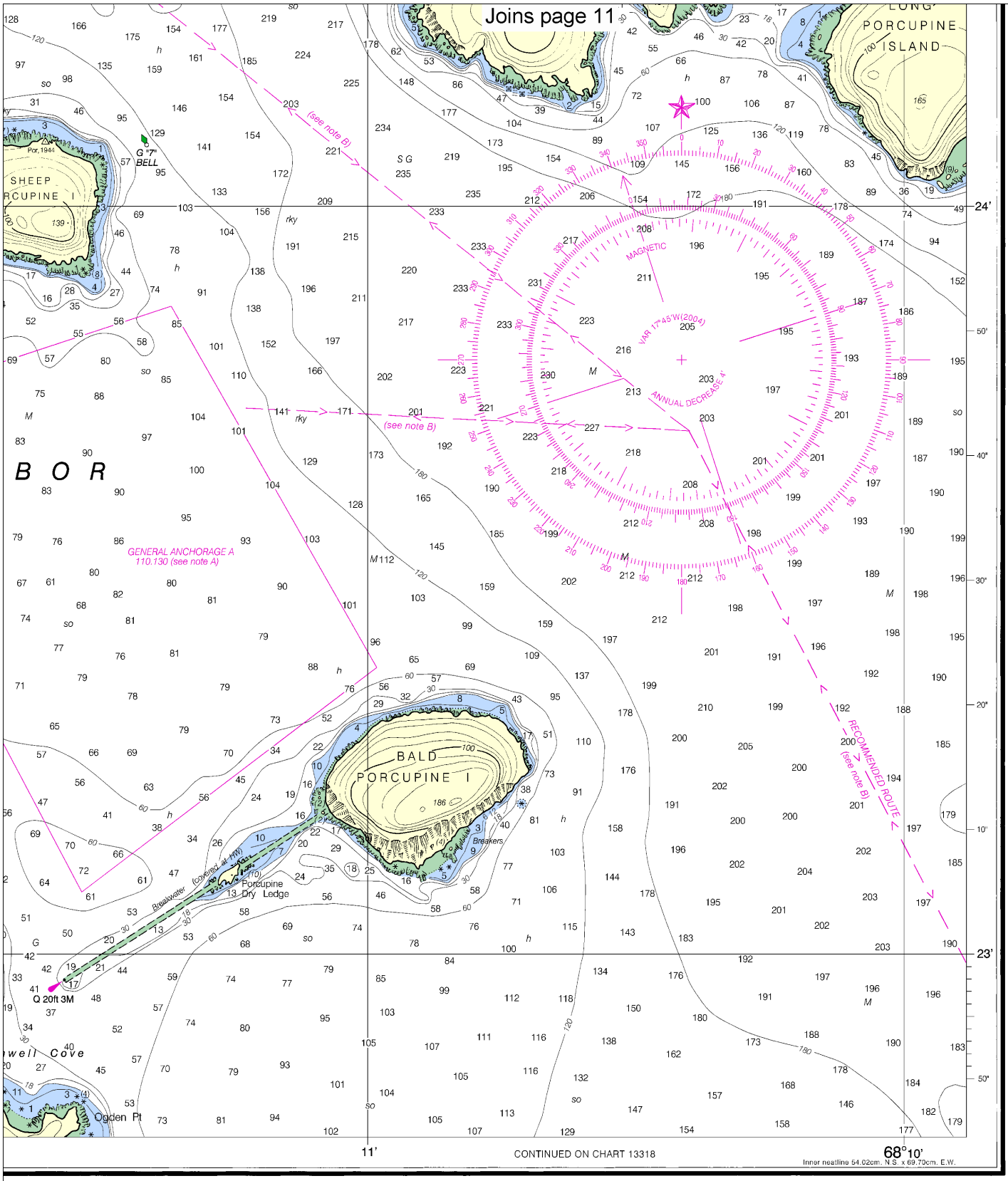
Yards

200 0 200 400 600 800 1000 1200



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																

Bar Harbor

SOUNDINGS IN FEET - SCALE 1:10,000

13323

SOUNDINGS IN FEET

ED NO. 8

NSN 7642014010477

NGA REFERENCE NO. 13XHA13323

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

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

Distress Call Procedures

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

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio — NOAA's National Weather Service

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

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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Note on Printing

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

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