

# BookletChart™

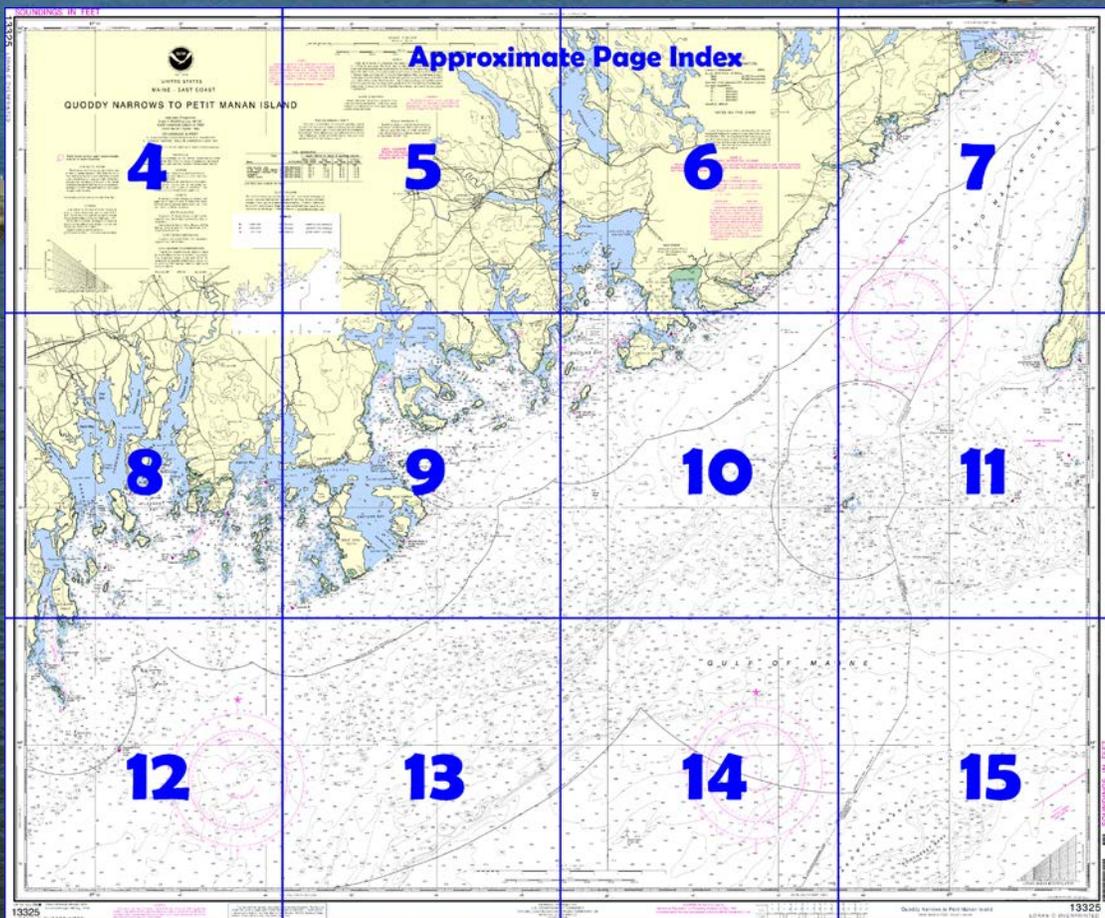
## Quoddy Narrows to Petit Manan Island NOAA Chart 13325



*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](http://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.

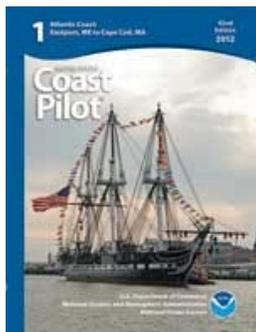
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13325>.



**(Selected Excerpts from Coast Pilot)**  
**Grand Manan Channel**, between the coast of Maine and Grand Manan Island, is an approach from westward to Quoddy Narrows and Passamaquoddy Bay. It is the most direct passage for vessels bound up the Bay of Fundy from along the coast of Maine. The channel varies in width from 5.5 miles abreast Campobello Island to 10 miles abreast Southwest Head, the southern point of Grand Manan Island. The western approach is marked by Machias Seal Island

Light, which also marks most of the rocks and ledges that lie southwestward of Grand Manan Island. With the exception of the dangers between Machias Seal Island and Grand Manan Island, and the

33-foot unmarked rocky patch known as **Flowers Rock**, 3.9 miles west-northwestward of Machias Seal Island, the channel is free and has a good depth of water. The tidal current velocity is about 2.5 knots and follows the general direction of the channel. Daily predictions are given in the Tidal Current Tables under Bay of Fundy Entrance. Off West Quoddy Head, the currents set in and out of Quoddy Narrows, forming strong rips. Sailing vessels should not approach West Quoddy Head too closely with a light wind.

**North Atlantic Right Whales.**—The Bay of Fundy is a feeding and nursery area for endangered North Atlantic right whales (peak season: July through October) and includes the Grand Manan Basin, a whale conservation area designated by the Government of Canada. (See North Atlantic Right Whales, indexed as such, chapter 3, for more information on right whales and recommended measures to avoid collisions with whales.)

**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

**RADIO TOWERS**  
Tallest radio towers "N" and "S" are 1025 feet above Mean High Water

**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 0.283' northward and 2.031' eastward to agree with this chart.

For Symbols and Abbreviations see Chart No. 1

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.  
See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

**HEIGHTS**  
Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

**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**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and 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)

**LOCAL MAGNETIC DISTURBANCE**  
Magnetic disturbance has been reported in the vicinity of Latitude 44° 31.5' N; Longitude 66° 55' W.

**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 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.

**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.

**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).

Traffic Control calling-in point; arrow indicates direction of vessel movement.

**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.

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

**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.

**LORAN-C GENERAL EXPLANATION**

LORAN-C FREQUENCY ..... 100KHz  
PULSE REPETITION INTERVAL  
5990 ..... 59,300 Microseconds  
9960 ..... 59,600 Microseconds  
STATION TYPE DESIGNATIONS: (Not individual station letter designators)  
M ..... Master  
X ..... Secondary  
Y ..... Secondary  
Z ..... Secondary  
EXAMPLE: 9960-W

**RATES ON THIS CHART**  
9960-W    9960-X    9960-Y  
5930-X    5930-Y

Loran-C correction tables published by the National Geospatial-Intelligence Agency are based on data based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

**NOTE X**  
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary of the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

**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.

**TIDAL INFORMATION**

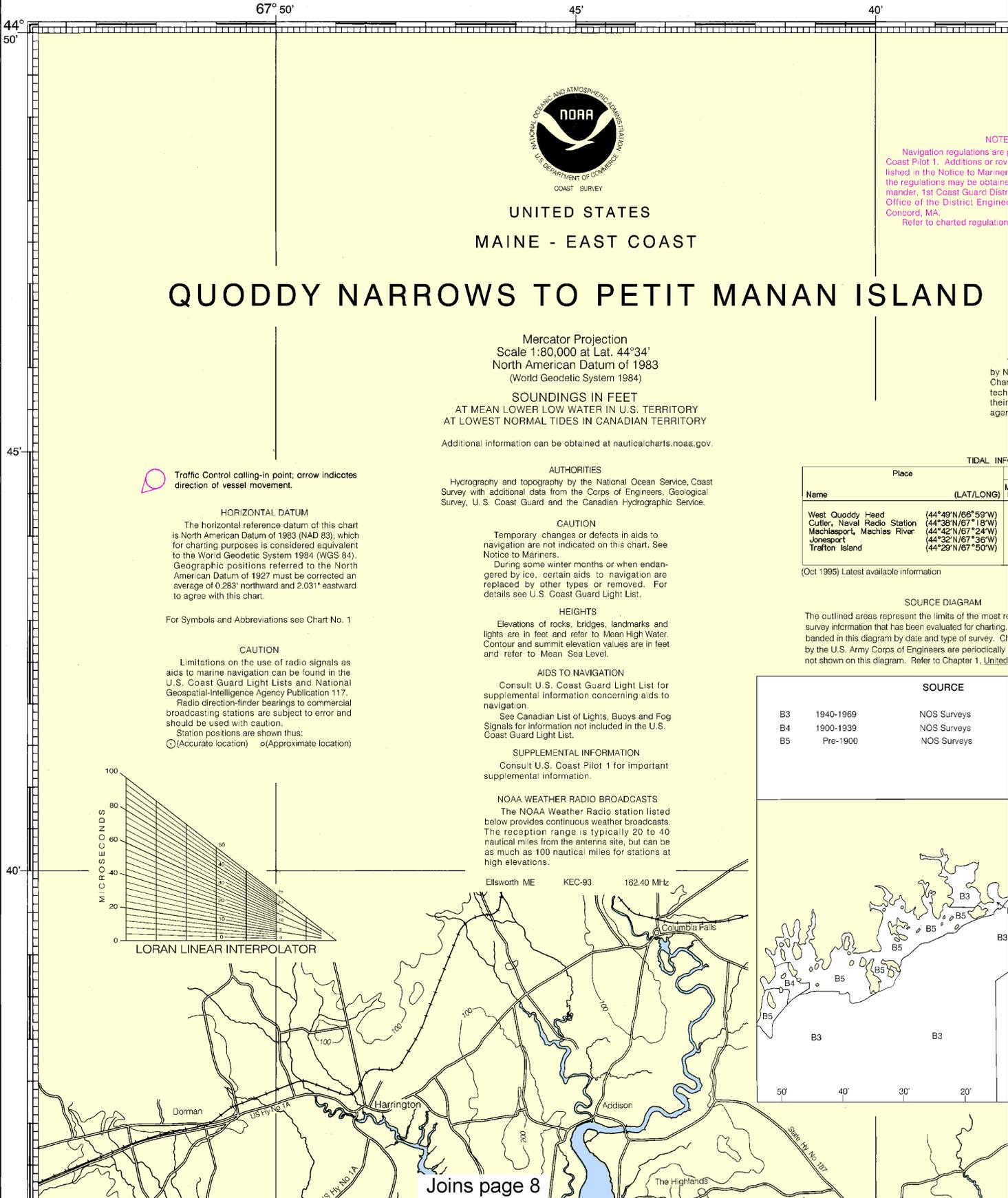
Place	Height referred to datum of soundings (MLLW)	Mean High Water				Mean Low Water		Extreme Low Water	
		Mean	High	Water	Mean	Low	Water	Extreme	Low
Name	(LAT/LONG)	feet	feet	feet	feet	feet	feet	feet	feet
West Quoddy Head	(44°49'N/66°59'W)	16.5	18.1	0.4	-4.5				
Cutler, Naval Radio Station	(44°38'N/67°18'W)	13.7	13.2	0.4	-4.5				
Machiasport, Machias River	(44°42'N/67°24'W)	13.3	12.9	0.3	-4.5				
Jonesport	(44°32'N/67°36'W)	12.5	11.9	0.4	-4.0				
Trafon Island	(44°29'N/67°50'W)	12.1	11.5	0.4	-4.0				

(Oct 1995) Latest available information

**NOTE B**  
**TRAFFIC SEPARATION SCHEME**  
Recommended traffic lanes in the Bay of Fundy and at the approach to Saint John Harbor have been established by the Department of Transport, Canada. For positions see large scale Canadian charts and National Ocean Service chart 13260.

# SOUNDINGS IN FEET

13325 LORAN-C OVERPRINTED



**NOTE**  
 Navigation regulations are listed in the Notice to Mariners. The regulations may be obtained in either of the following ways:  
 1st Coast Guard District Office of the District Engineer  
 Concord, MA  
 Refer to charted regulations

UNITED STATES  
 MAINE - EAST COAST

## QUODDY NARROWS TO PETIT MANAN ISLAND

Mercator Projection  
 Scale 1:80,000 at Lat. 44°34'  
 North American Datum of 1983  
 (World Geodetic System 1984)

**SOUNDINGS IN FEET**  
 AT MEAN LOWER LOW WATER IN U.S. TERRITORY  
 AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov)

Traffic Control calling-in point; arrow indicates direction of vessel movement.

**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 0.283" northward and 2.031" eastward to agree with this chart.

For Symbols and Abbreviations see Chart No. 1

**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 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)

**AUTHORITIES**

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

**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.

**HEIGHTS**

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

**AIDS TO NAVIGATION**

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

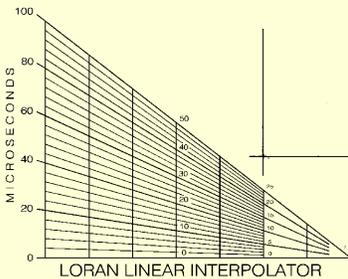
**SUPPLEMENTAL INFORMATION**

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

**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



Name	Place	(LAT/LONG)
West Quoddy Head		(44°49'N/66°59'W)
Cutler, Naval Radio Station		(44°38'N/67°19'W)
Mechiesport, Mechies River		(44°32'N/67°24'W)
Jonesport		(44°32'N/67°36'W)
Traflet Island		(44°29'N/67°50'W)

(Oct 1995) Latest available information

**SOURCE DIAGRAM**

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

Symbol	Date	Source
B3	1940-1969	NOS Surveys
B4	1900-1939	NOS Surveys
B5	Pre-1900	NOS Surveys

4

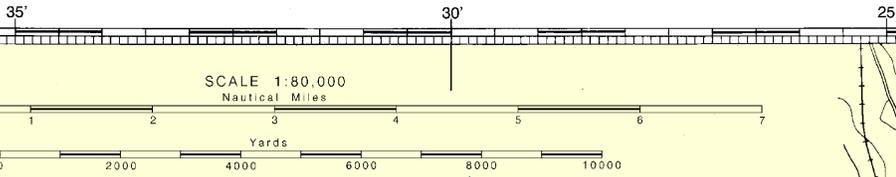
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
 Nautical Miles

See Note on page 5.





SCALE 1:80,000  
Nautical Miles

Yards

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

**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.

**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.

**PRINT-ON-DEMAND CHARTS**

This chart is available in a version updated weekly 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.

**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).

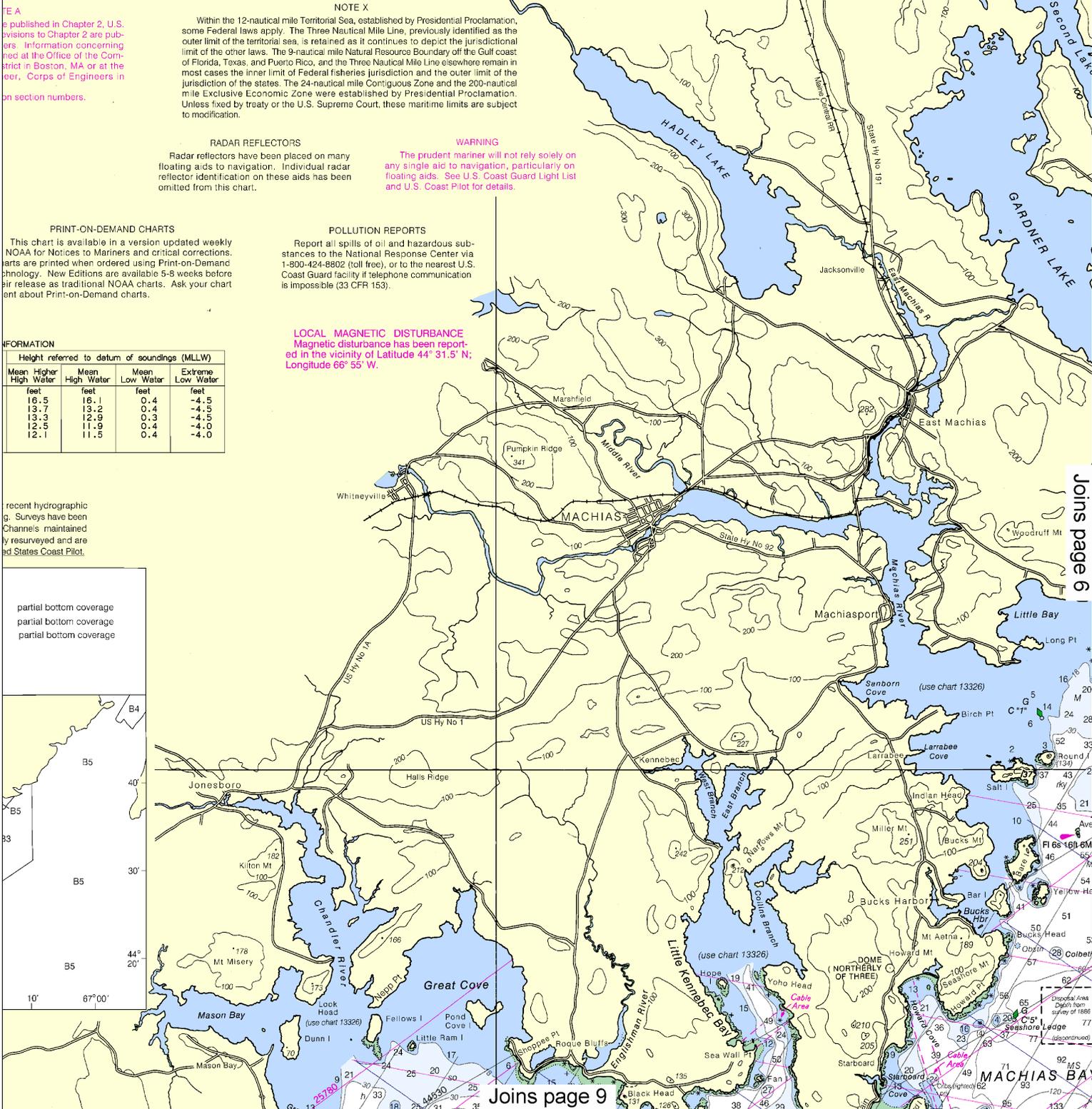
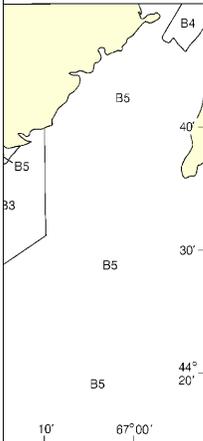
**LOCAL MAGNETIC DISTURBANCE**  
Magnetic disturbance has been reported in the vicinity of Latitude 44° 31.5' N; Longitude 66° 55' W.

**FORMATION**

Height referred to datum of soundings (MLLW)			
Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
feet	feet	feet	feet
16.5	16.1	0.4	-4.5
13.7	13.2	0.4	-4.5
13.3	12.9	0.3	-4.5
12.5	11.9	0.4	-4.0
12.1	11.5	0.4	-4.0

Recent hydrographic surveys have been conducted. Channels maintained by resurveyed and are marked States Coast Pilot.

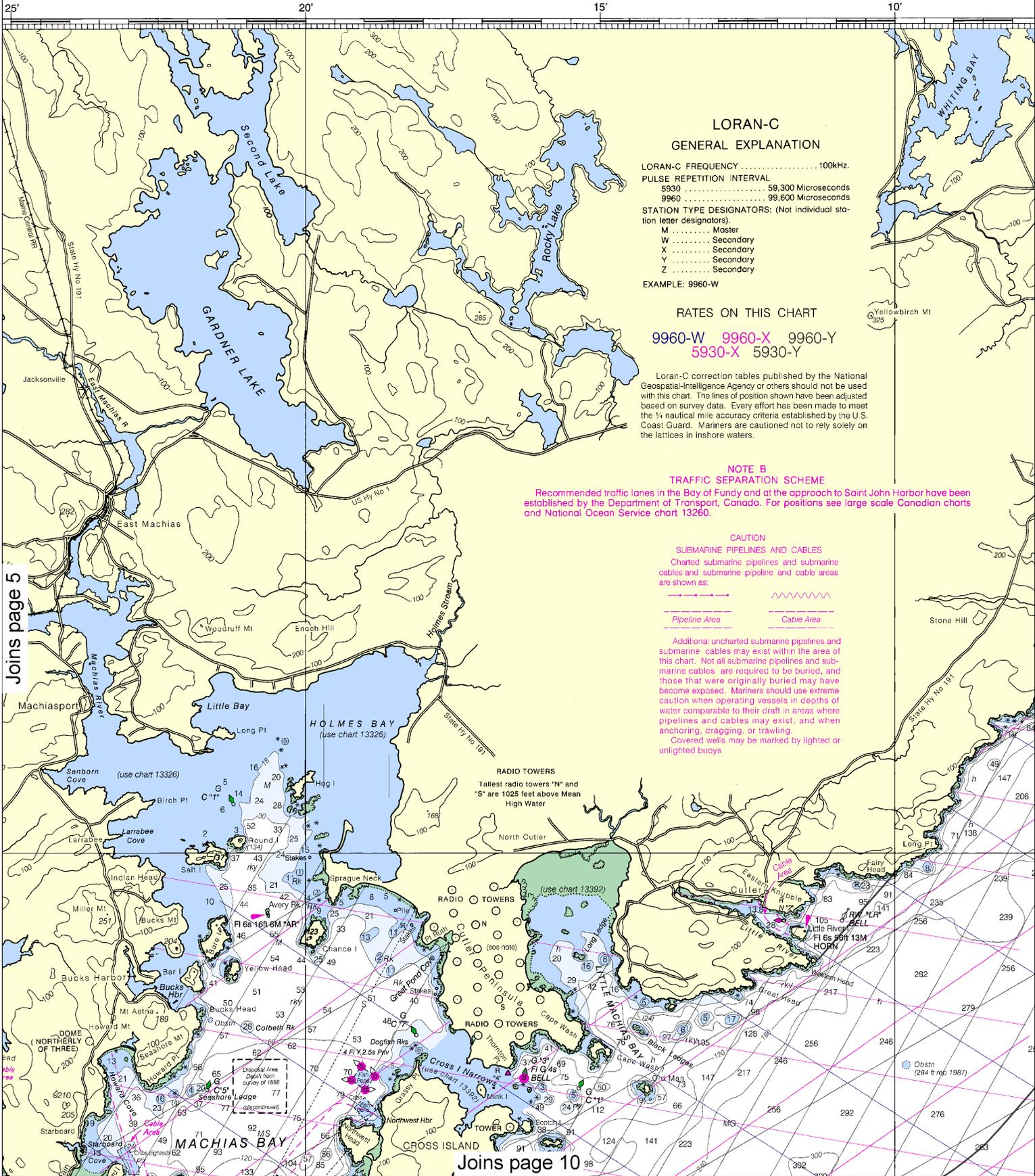
partial bottom coverage  
partial bottom coverage  
partial bottom coverage



Joins page 6

Joins page 9

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:114286. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



**LORAN-C  
GENERAL EXPLANATION**

LORAN-C FREQUENCY ..... 100KHz.  
 PULSE REPETITION INTERVAL  
 5930 ..... 59,300 Microseconds  
 9960 ..... 99,600 Microseconds  
 STATION TYPE DESIGNATORS: (Not individual station letter designators)  
 M ..... Master  
 W ..... Secondary  
 X ..... Secondary  
 Y ..... Secondary  
 Z ..... Secondary  
 EXAMPLE: 9960-W

**RATES ON THIS CHART**

9960-W 9960-X 9960-Y  
 5930-X 5930-Y

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

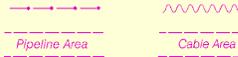
**NOTE B  
TRAFFIC SEPARATION SCHEME**

Recommended traffic lanes in the Bay of Fundy and at the approach to Saint John Harbor have been established by the Department of Transport, Canada. For positions see large scale Canadian charts and National Ocean Service chart 13260.

**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, cragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

**RADIO TOWERS**

Tallest radio towers "N" and "S" are 1025 feet above Mean High Water

Joins page 10

Joins page 5

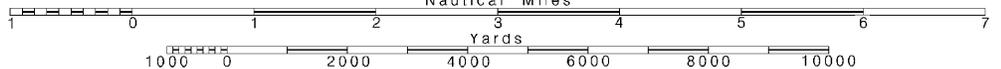


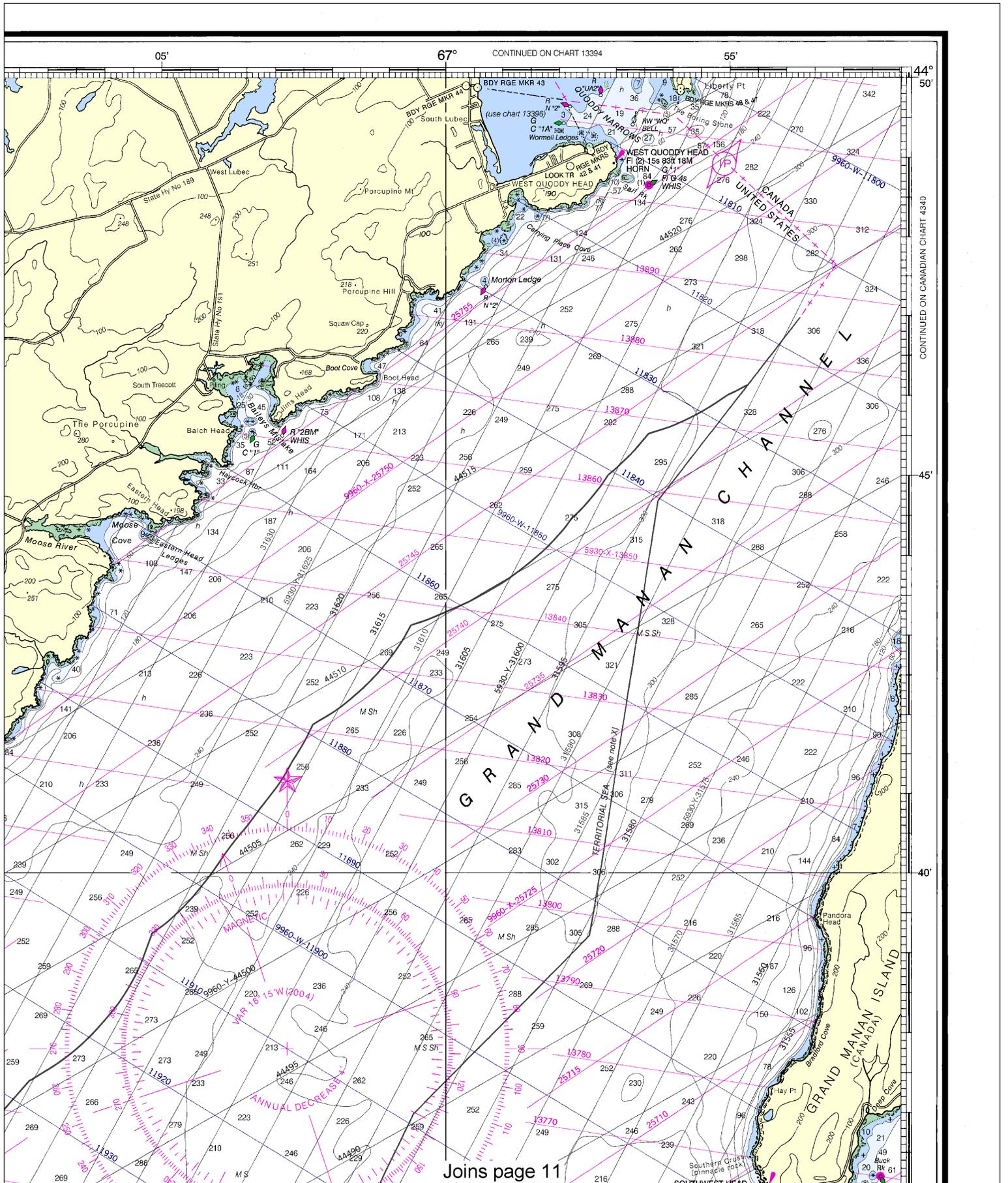
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.

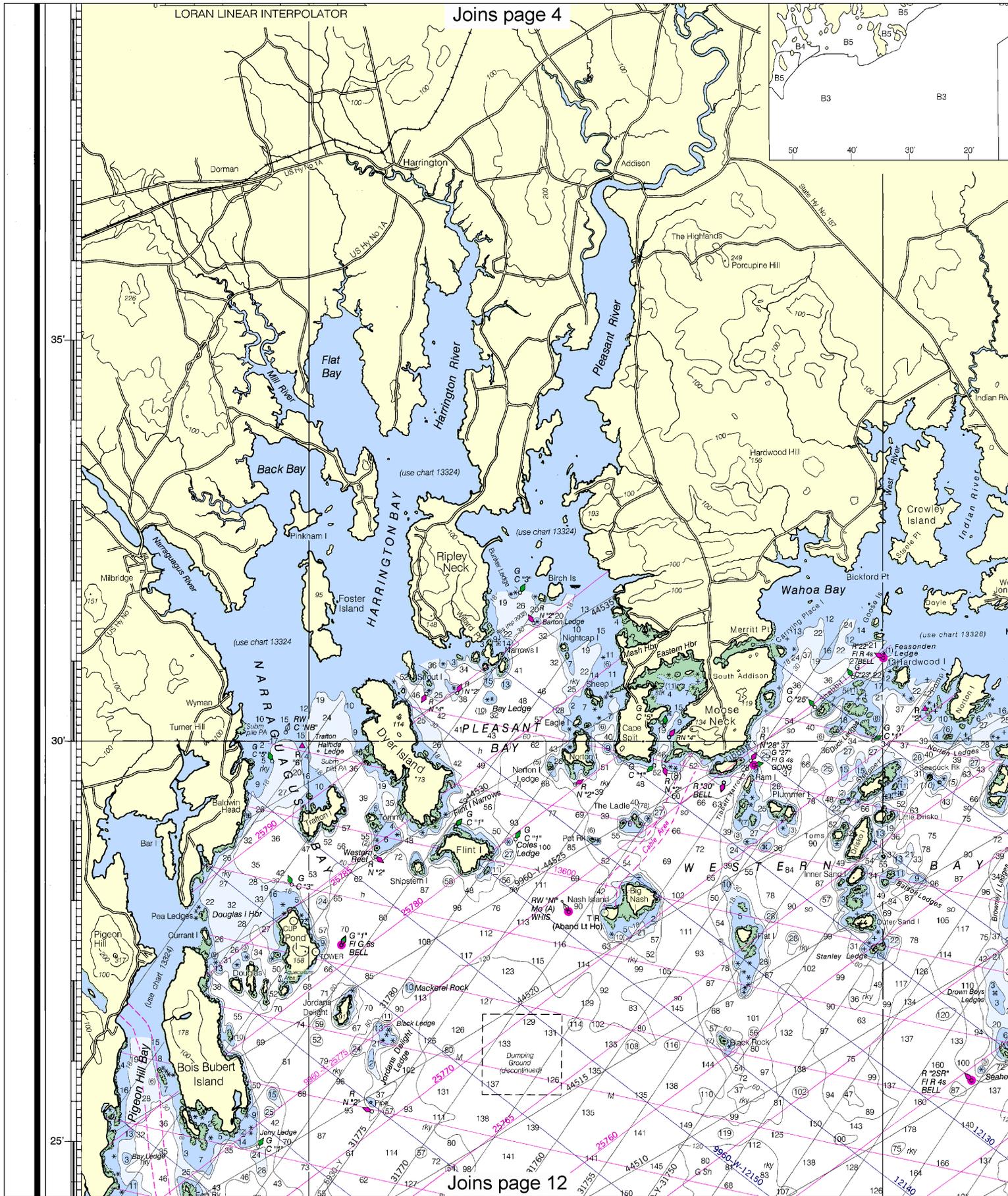




Joins page 11

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.





Joins page 12

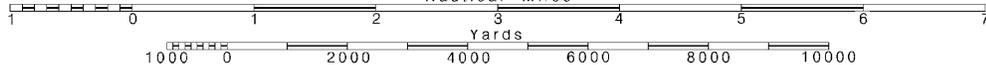


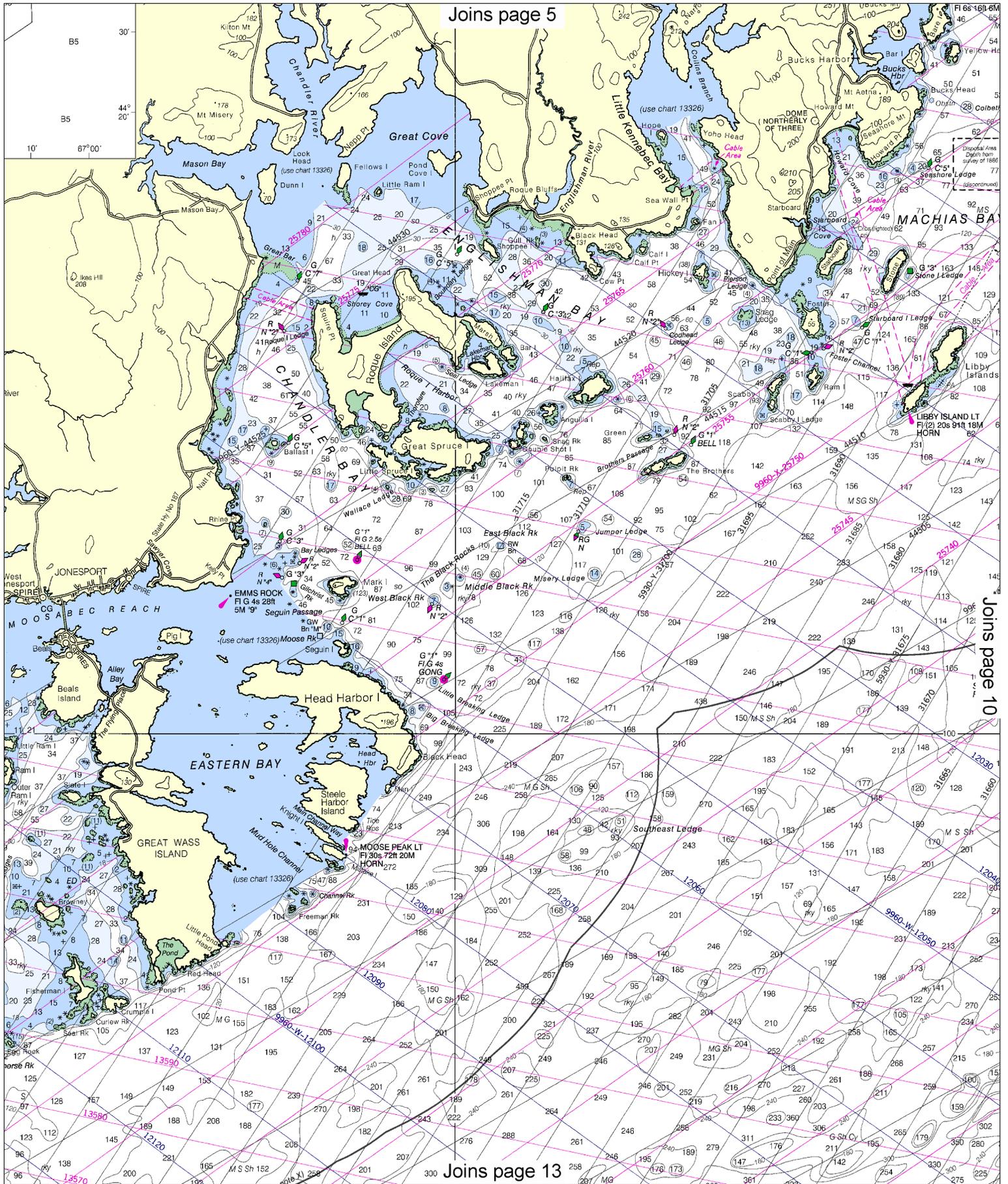
Note: Chart grid lines are aligned with true north.

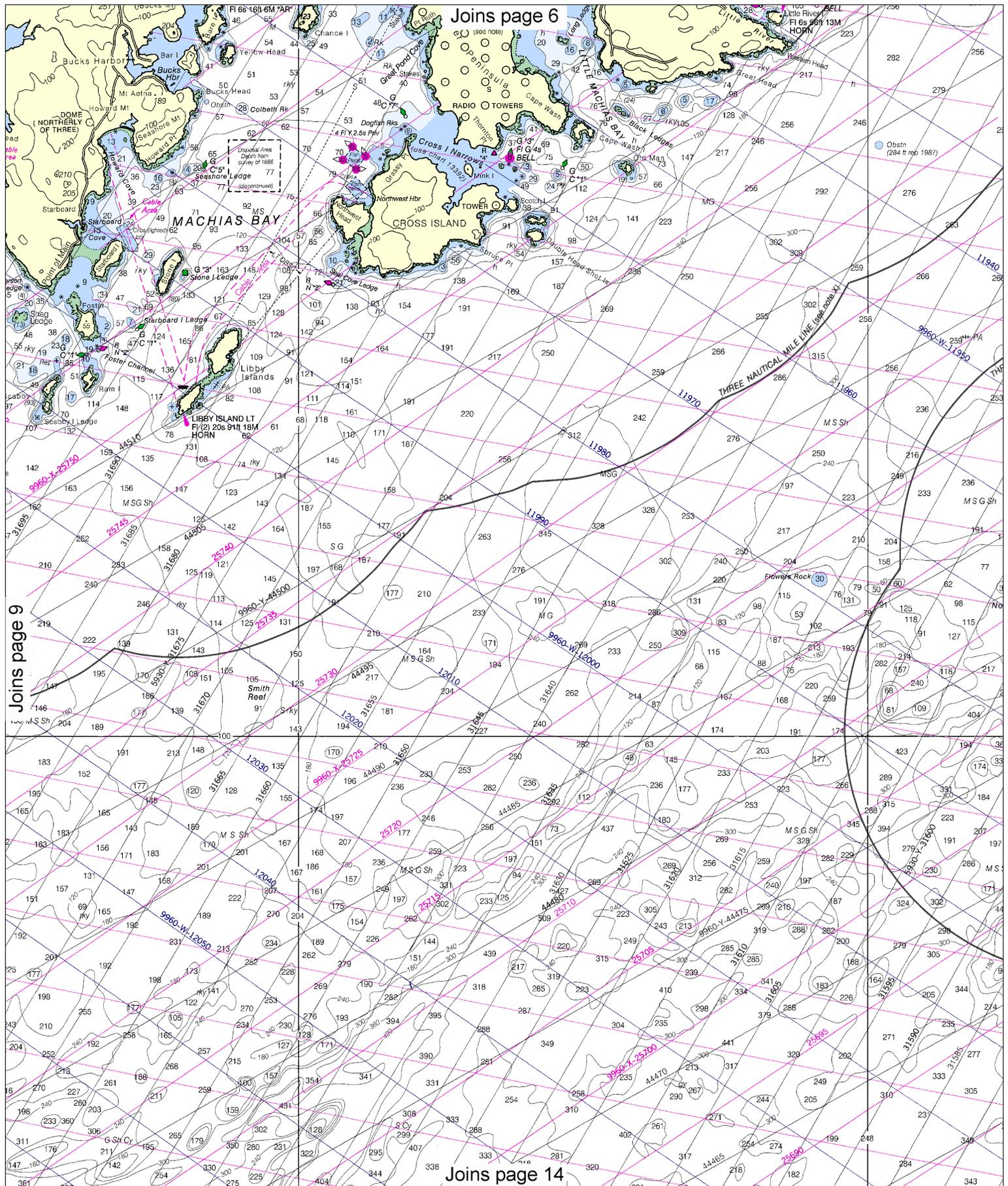
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SCALE 1:80,000  
Nautical Miles

See Note on page 5.





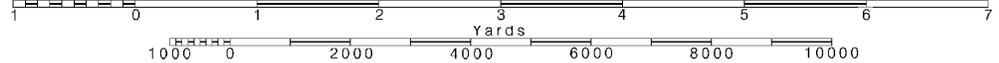


**10**

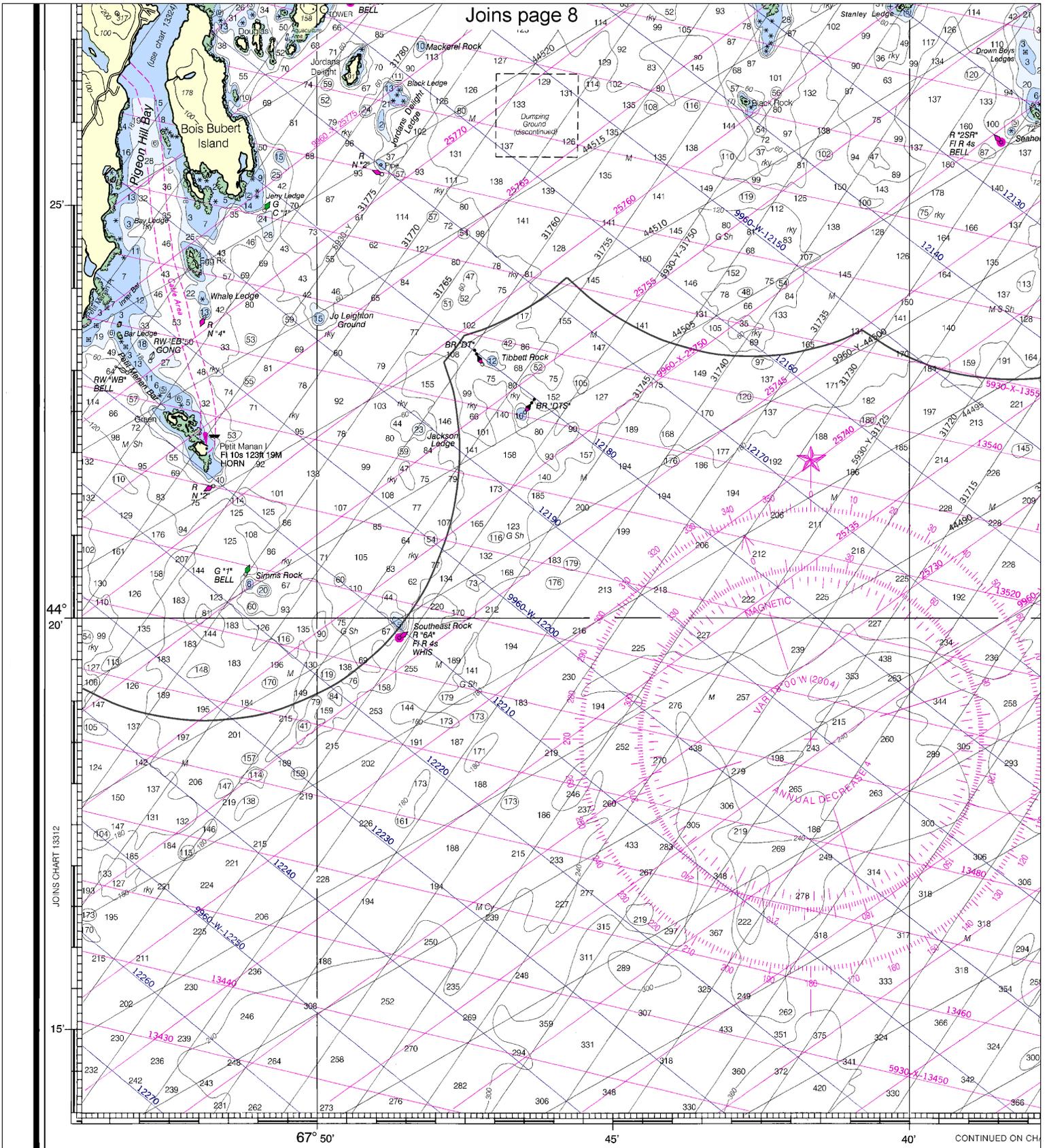
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. —SCALE 1:80,000—

See Note on page 5.







15th Ed., Aug./04 ■ Corrected through NM Aug. 28/04  
 Corrected through LNM Aug. 17/04

# 13325

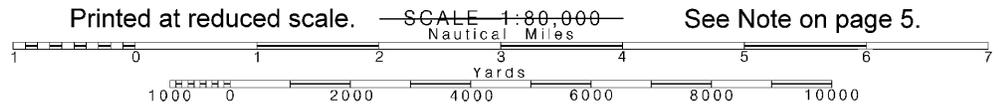
LORAN-C OVERPRINTED

**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.

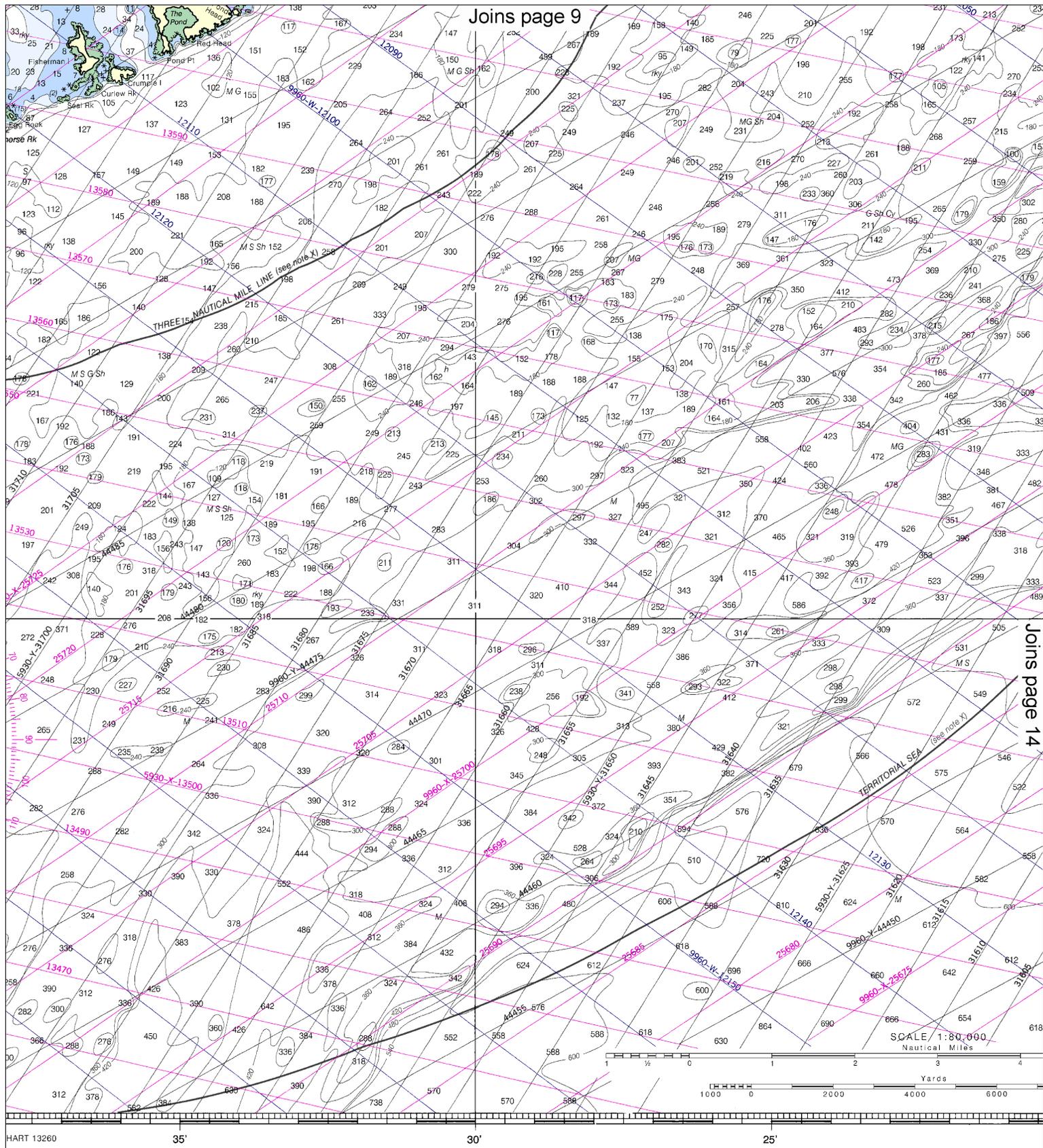
This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, additions, or improvements to this chart to the Chief, Marine Chart Division (N/C52) Service, NOAA, Silver Spring, Maryland 20910-3282.



Note: Chart grid lines are aligned with true north.



See Note on page 5.

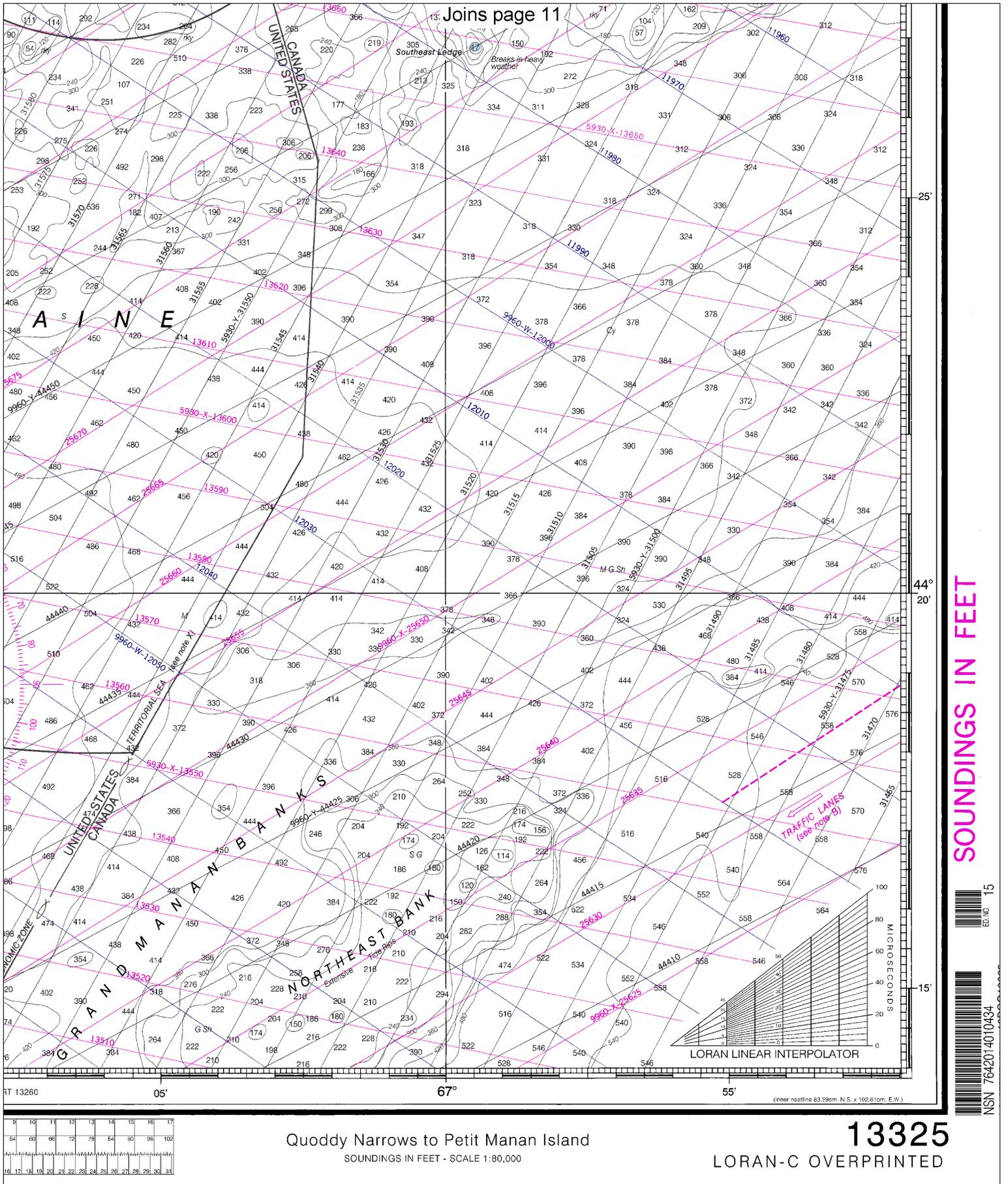


HART 13260 35' 30' 25'

ation. The National  
s. or comments for  
(2), National Ocean

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





SOUNDINGS IN FEET



Quoddy Narrows to Petit Manan Island  
SOUNDINGS IN FEET - SCALE 1:80,000

13325  
LORAN-C OVERPRINTED

15



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](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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