

BookletChart™



Bay of Fundy to Cape Cod

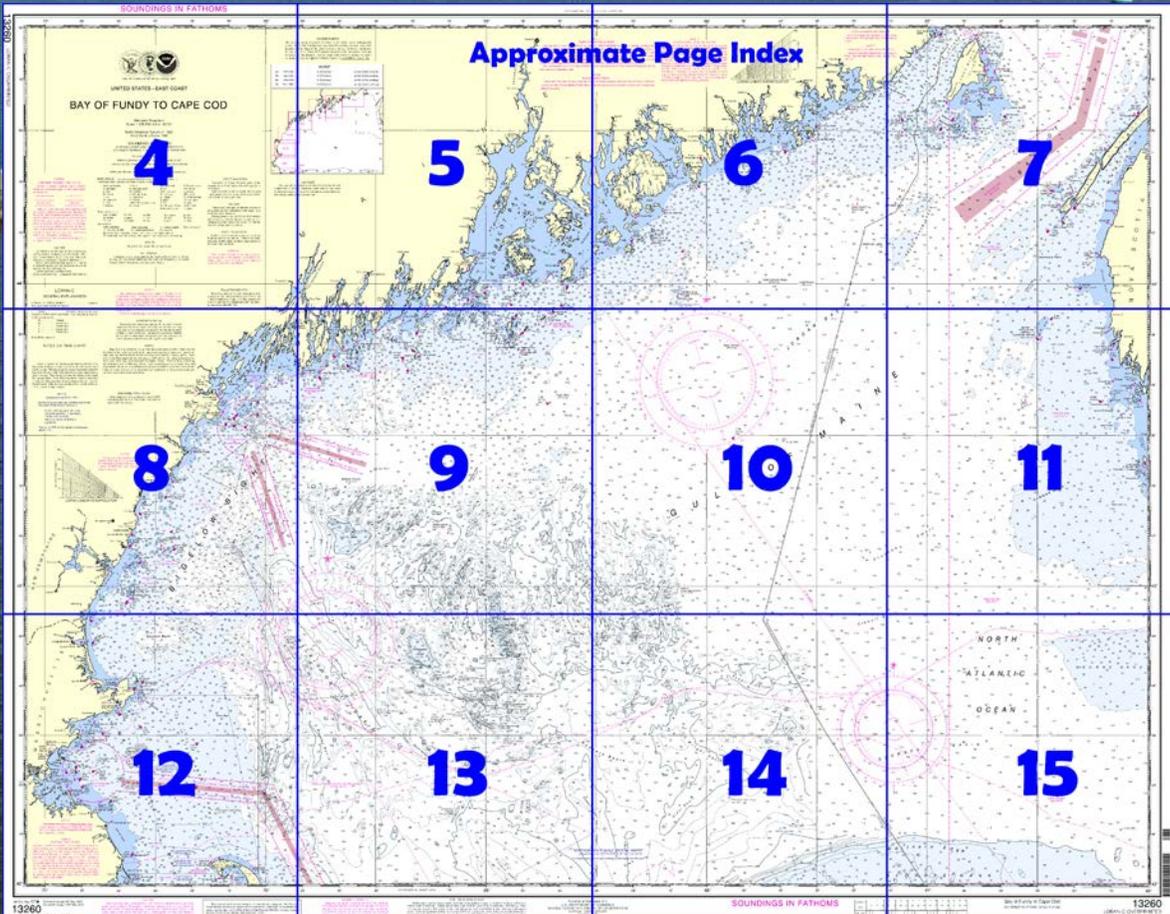
NOAA Chart 13260

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.

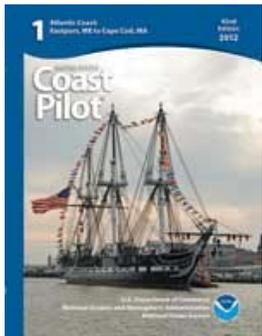
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13260>.



(Selected Excerpts from Coast Pilot)
Grand Manan Banks (44°12'N., 67°05'W.), 19 miles southward of Grand Manan Island, have an extent of about 16 miles in a northeast-southwest direction and consist of two sections, **Northeast Bank** and **Southwest Bank**, with a channel 2.5 miles wide between them. The bottom is rocky and the least depth, 19 fathoms, is found on Northeast Bank. The tidal currents on the banks attain a velocity of 1.5 knots at strength, at which time there are extensive

tide rips with both flood and ebb. The flood current sets to the north-northeast, and the ebb to the south-southwest. A good check on the position of a vessel may be obtained by soundings on these banks.

Nova Scotia and the Bay of Fundy are described in **Pub. No. 145, Sailing Directions (Enroute), Nova Scotia and the St. Lawrence**, published by the National Geospatial-Intelligence Agency, Washington, D.C. The Bay of Fundy (Grand Manan Basin) is a feeding and nursery area for endangered North Atlantic right whales in the summer and fall (peak season: July through October).

Jeffreys Bank (43°22'N., 68°44'W.), with a least found depth of 35 fathoms, lies about 26 miles southward of Matinicus Rock Light.

Platts Bank (43°09'N., 69°37'W.), has a least found depth of 27 fathoms and lies about 40 miles southeast of Portland between the two Portland Approach Traffic Lanes. North Atlantic right whales occur around Platts Bank (peak season: April through June and October through December). Banks with depths of 41 to 50 fathoms are about 5 miles northwestward, and 15 miles eastward of the shoalest part of Platts Bank.

Cashes Ledge (42°54'N., 68°57'W.), with depths of 13 fathoms in places, is about 27 miles long. **Ammen Rock**, covered 4¼ fathoms, is near the middle of the ledge. The sea breaks over this rock in heavy weather. Cashes Ledge is a feeding area for the endangered North Atlantic right whale in the summer and fall (peak season: June through mid-December).

Fippennies Ledge (42°47'N., 69°18'W.), with a least known depth of 37 fathoms, lies about 16 miles southwest of Ammen Rock. Fippennies Ledge is a feeding area for the endangered North Atlantic right whale in the summer and fall (peak season: June through mid-December).

Jeffreys Ledge extends northeastward from Cape Ann and has general depths of 16 to 30 fathoms and more. The northeastern point of the ledge is 20 miles eastward of Boon Island Light. Jeffreys Ledge is a feeding area for endangered North Atlantic right whales in late fall (peak season: October through December, although right whales have been sighted in this area year-round).

Stellwagen Bank lies northward of Cape Cod and off the entrance to Massachusetts Bay; depths found over it are 10 to 20 fathoms. Stellwagen Bank is a feeding area for endangered North Atlantic right whales year-round. Peak sighting occur in the early spring, with infrequent sighting in the summer.

Gerry E. Studds-Stellwagen Bank National Marine Sanctuary, an area of approximately 638 square nautical miles of Federal marine waters, extends in a southeast-to-northwest direction in extreme southwestern Gulf of Maine, between Cape Ann, MA and the northern end of Cape Cod at the eastern edge of Massachusetts Bay. (See **15 CFR 922**, chapter 2, for rules and regulations.)

Jeffreys Ledge and Stellwagen Banks are Marine Protected Areas (MPAs).

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

RCC Boston

Commander

1st CG District

Boston, MA

(617) 223-8555

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

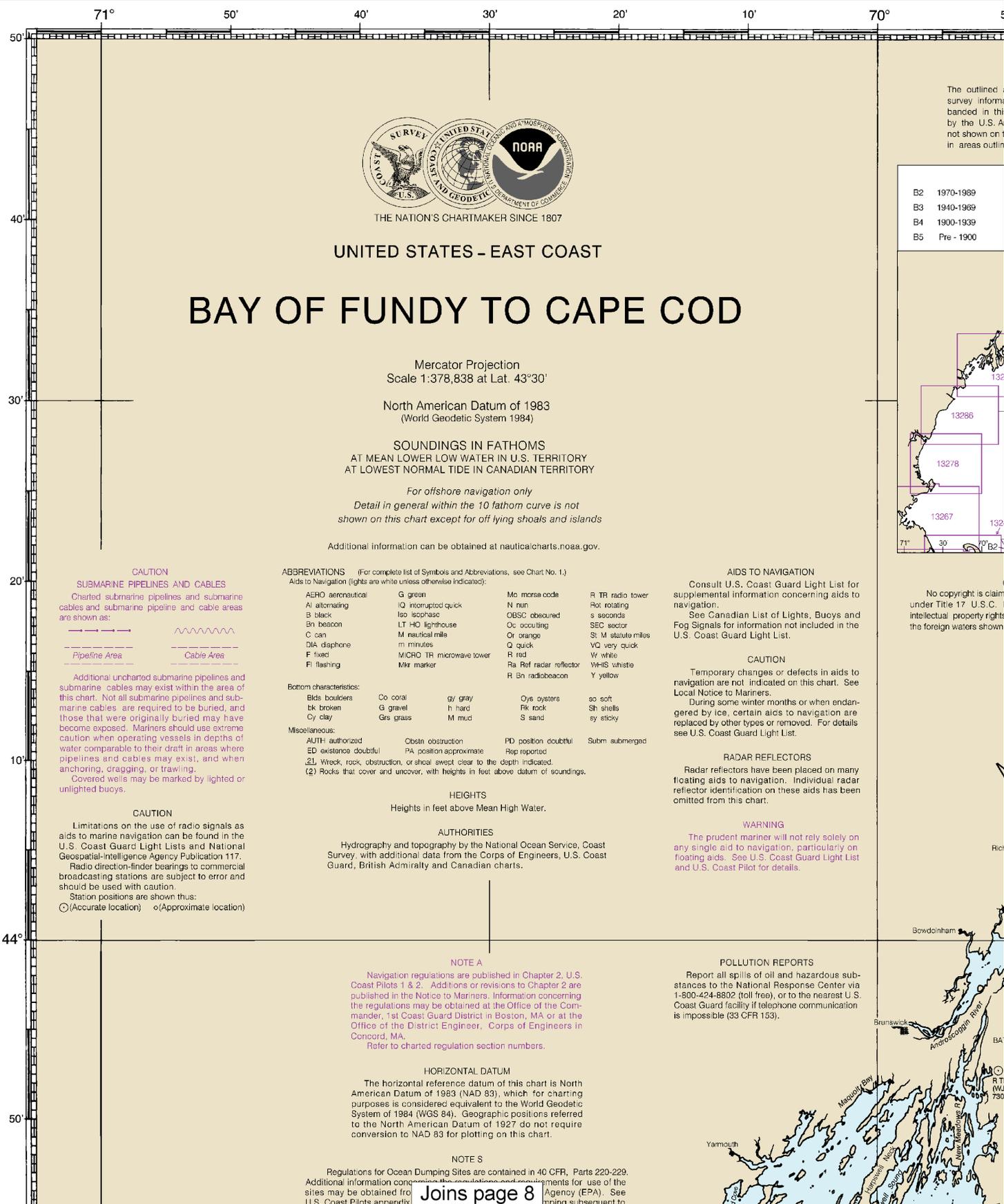
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FATHOMS

13260



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

BAY OF FUNDY TO CAPE COD

Mercator Projection
Scale 1:378,838 at Lat. 43°30'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDE IN CANADIAN TERRITORY

For offshore navigation only
Detail in general within the 10 fathom curve is not shown on this chart except for off lying shoals and islands

Additional information can be obtained at nauticalcharts.noaa.gov.

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
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)

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 |
| Ai alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | IsO isophase | OBS obscured | s seconds |
| Bn beacon | LT LD lighthouse | Oc occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| DIA diaphone | m minutes | Q quick | VC very quick |
| F fixed | M/CRO 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 | Gr grass | M mud | S sand | sy sticky |

Miscellaneous:

| | | | |
|--|-------------------------|----------------------|----------------|
| AUTH authorized | Obst 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. | | | |
| (2) Rocks that cover and uncover, with heights in feet above datum of soundings. | | | |

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, U.S. Coast Guard, British Admiralty and Canadian charts.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 1 & 2. 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.

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the U.S. Environmental Protection Agency (EPA). See Appendix B, Subsequent to

Joins page 8

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.

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.

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

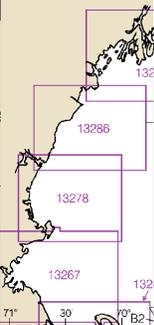
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

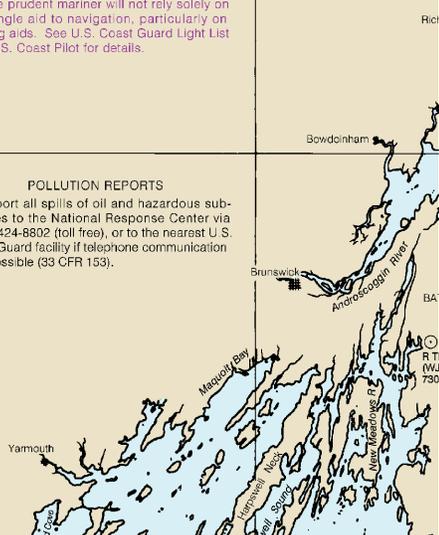
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

The outlined survey information is published in this chart by the U.S. Coast and Geodetic Survey. Information not shown on this chart is in areas outlined in red.

- B2 1970-1989
- B3 1940-1969
- B4 1900-1939
- B5 Pre -1900

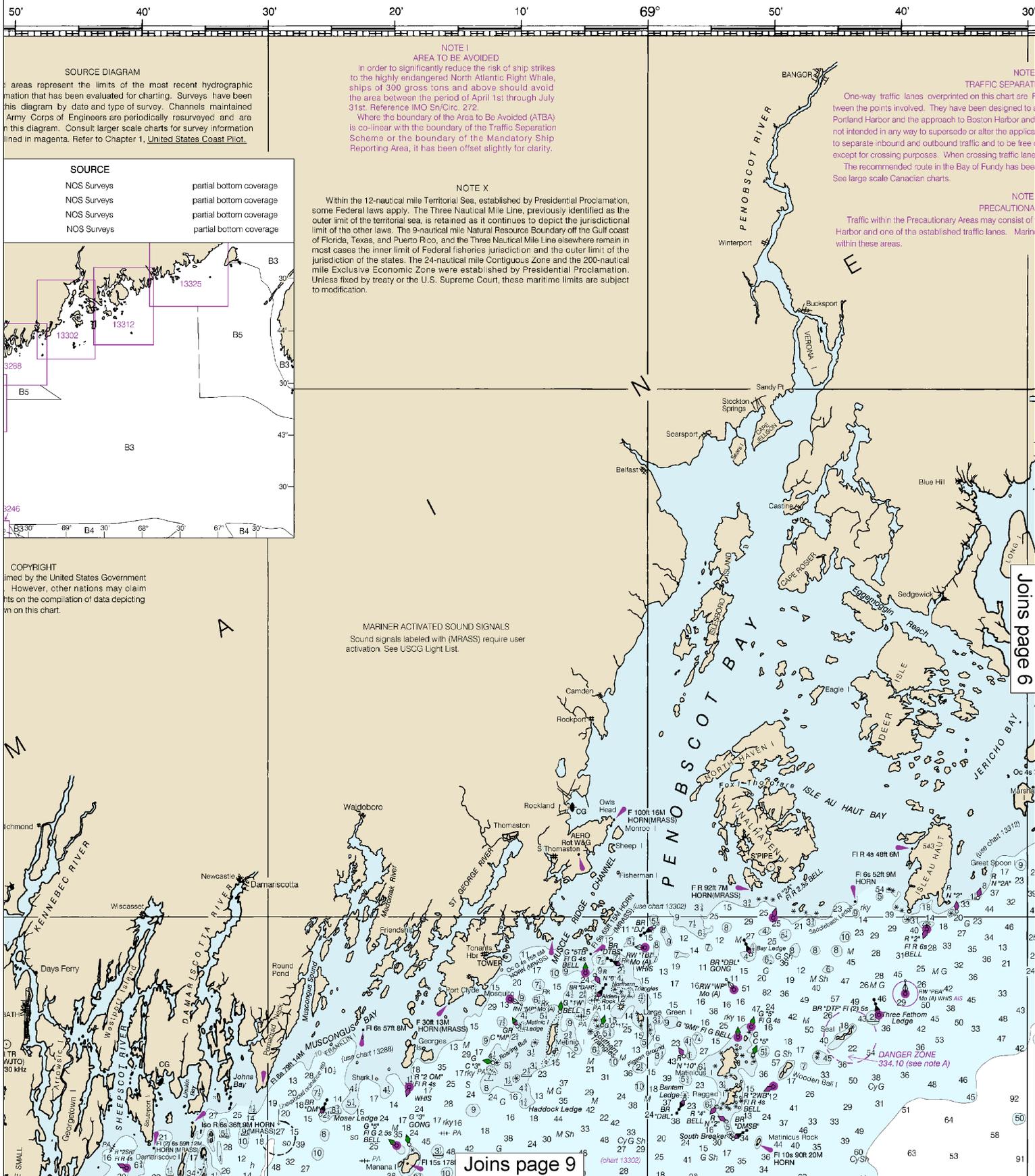


No copyright is claimed under Title 17 U.S.C. Intellectual property rights in the foreign waters shown.



4

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:541197. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



30' 20' 10' 68° 50' 40' 30' 20'

NOTE C

TRAFFIC SEPARATION SCHEMES

overprinted on this chart are RECOMMENDED for use by all vessels traveling be- They have been designed to aid in the prevention of collisions at the approaches to approach to Boston Harbor and/or routing traffic through the Bay of Fundy but are to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate outboard traffic and to be free of ship traffic. Separation zones should not be used in narrow channels. When crossing traffic lanes and separation zones use extreme caution. Traffic in the Bay of Fundy has been established by the Department of Transport, Canada, charts.

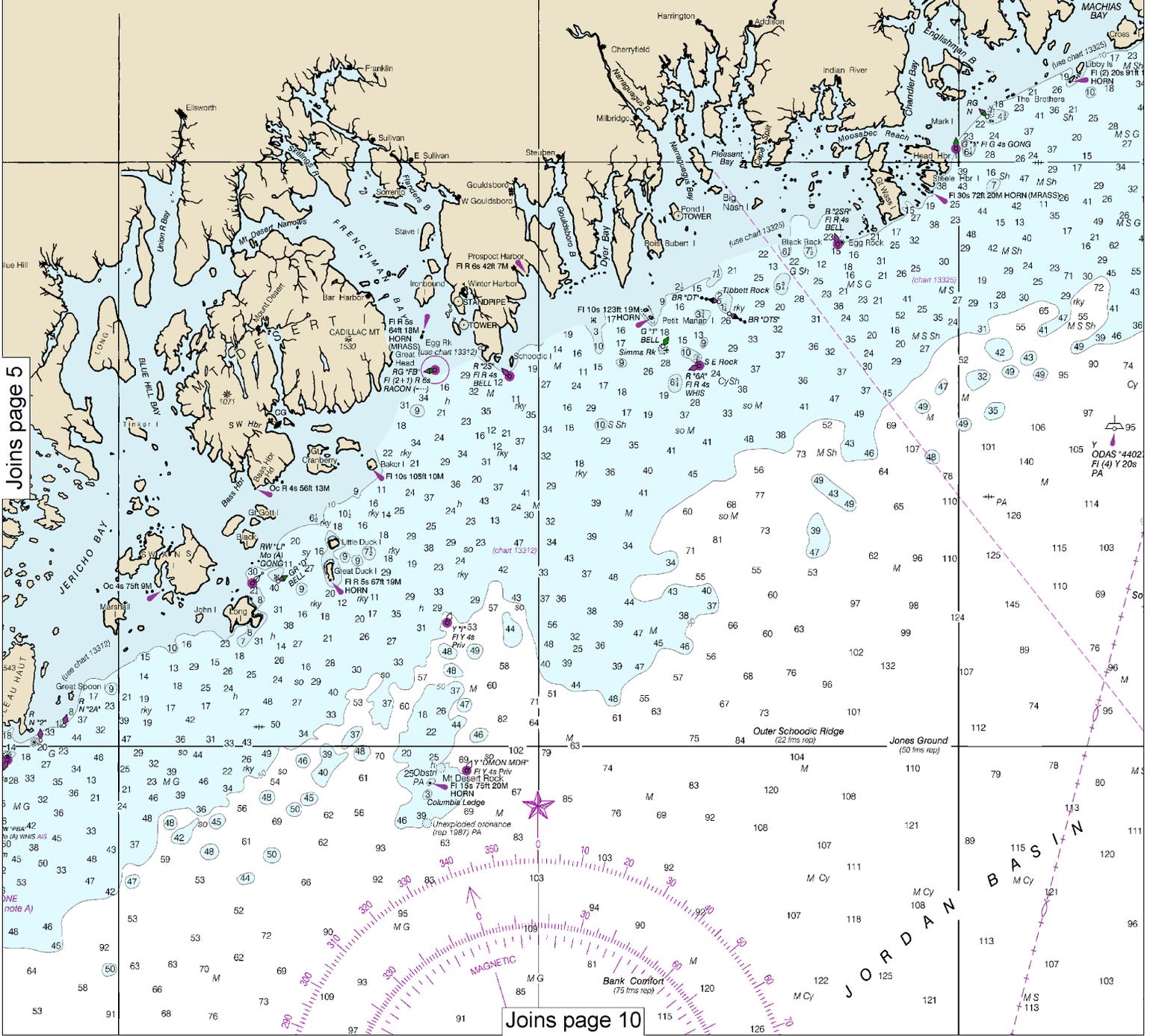
NOTE B

PRECAUTIONARY AREAS

Autonomous Areas may consist of vessels operating between Portland Harbor or Boston Harbor and established traffic lanes. Mariners are advised to exercise extreme care in navigating.

LOCAL MAG An area of magnet 4 miles south of Sc Island.

FIRING PRACTIC Limits of Canada Areas. See Canada each year.

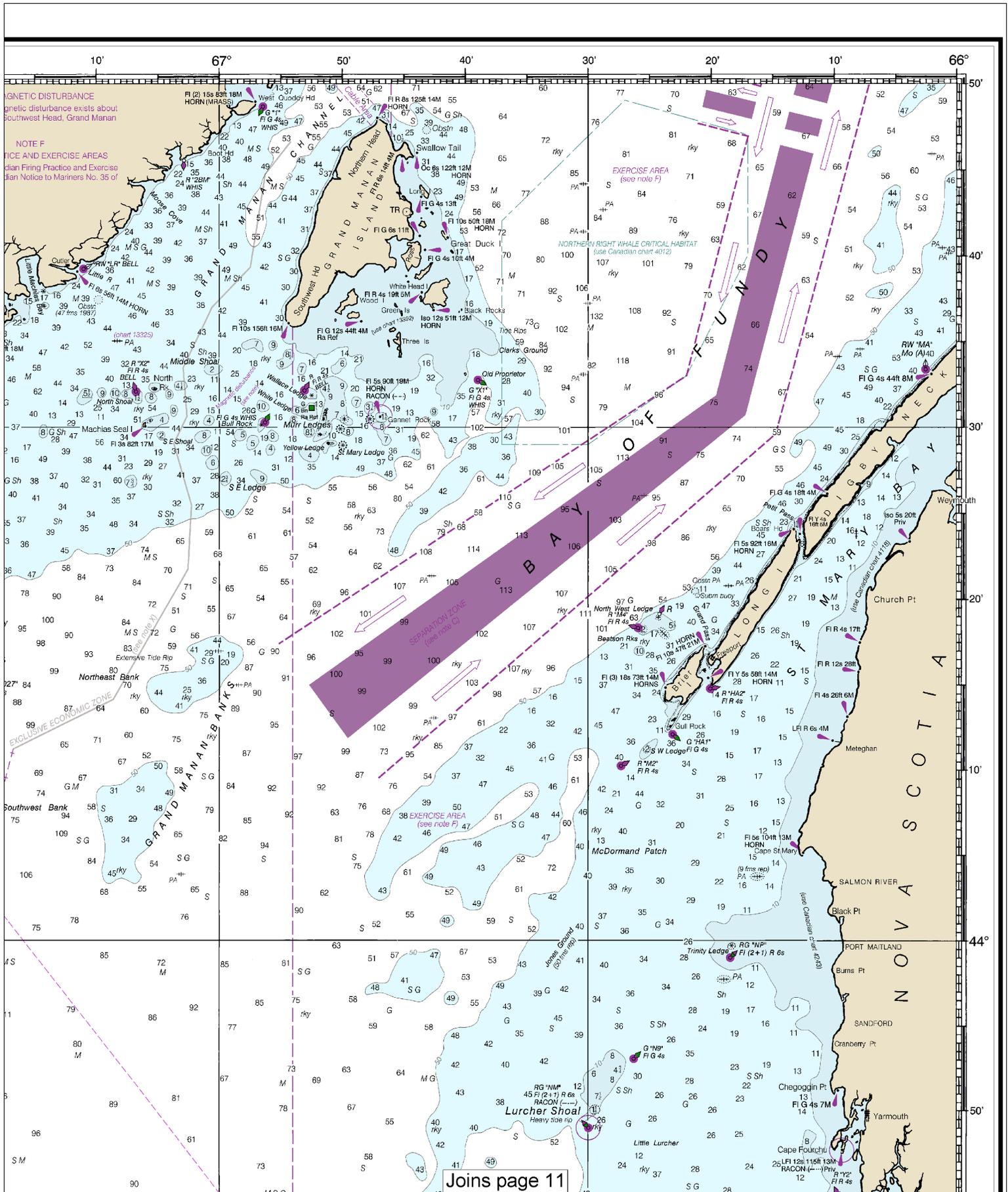


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Note: Chart grid lines are aligned with true north.



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Navigation
Coast Pilots 1 & 2
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.

Joins page 4

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.

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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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown. The U.S. Food and Drug Administration and the National Marine Fisheries Service advise all commercial and recreational fishermen to avoid harvesting fish and shellfish from the vicinity of the industrial waste site due to the undetermined location of numerous toxic waste and low level radioactive waste containers.

NOTE H
RECOMMENDED SEASONAL AREA TO BE AVOIDED

This area has been established in order to reduce the risk of ship strikes of the endangered North Atlantic right whale. It is recommended that ships of 300 gross tonnage and upwards solely in transit during the period of 1 June through 31 December should avoid the area. (MSC IMO SN.1/CIRC.263)

NOTE E
(Protected area 15 CFR 922)

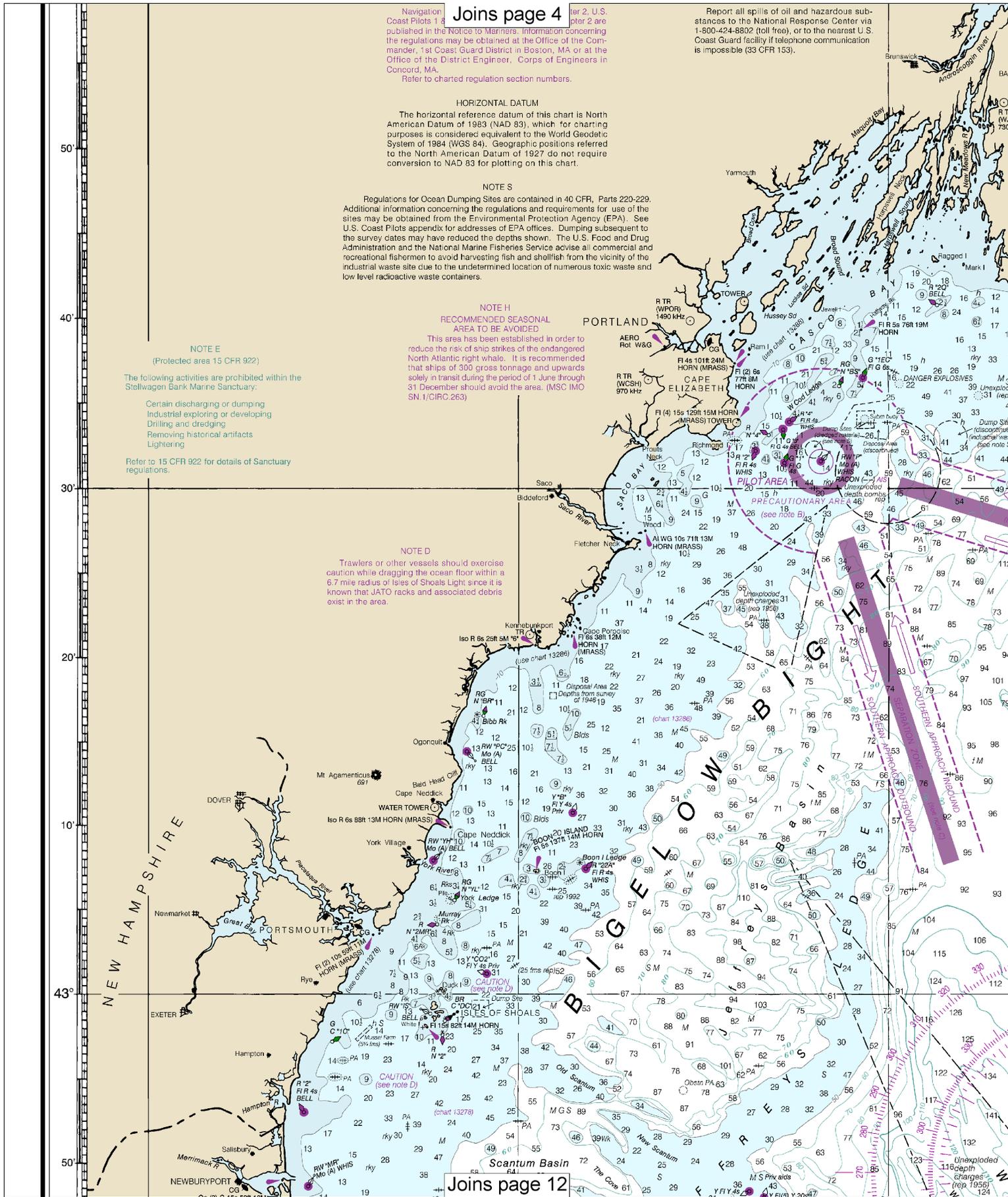
The following activities are prohibited within the Stellwagen Bank Marine Sanctuary:

- Certain discharging or dumping
- Industrial exploring or developing
- Drilling and dredging
- Removing historical artifacts
- Lighting

Refer to 15 CFR 922 for details of Sanctuary regulations.

NOTE D

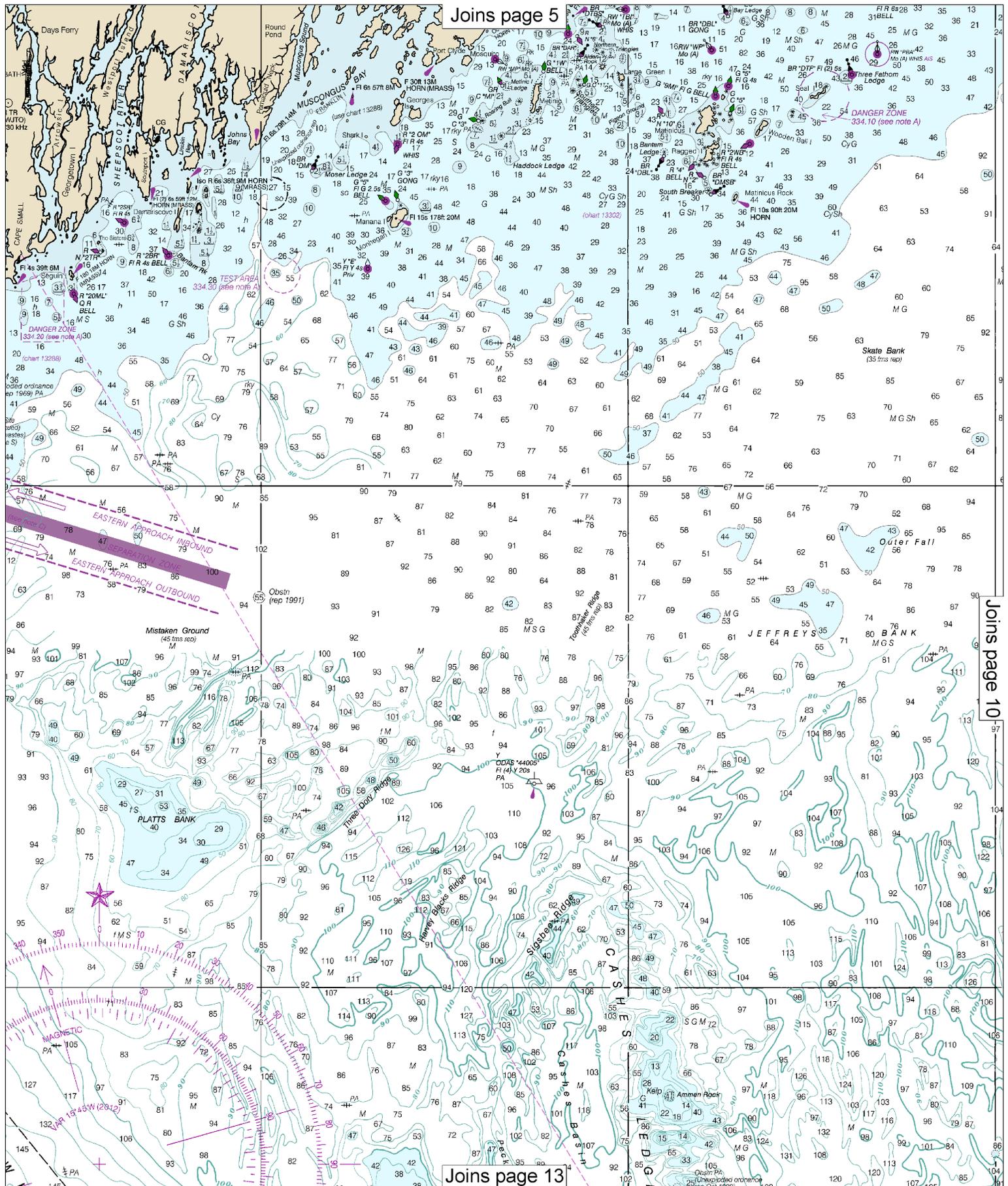
Trawlers or other vessels should exercise caution while dragging the ocean floor within a 6.7 mile radius of Isles of Shoals Light since it is known that JATO racks and associated debris exist in the area.



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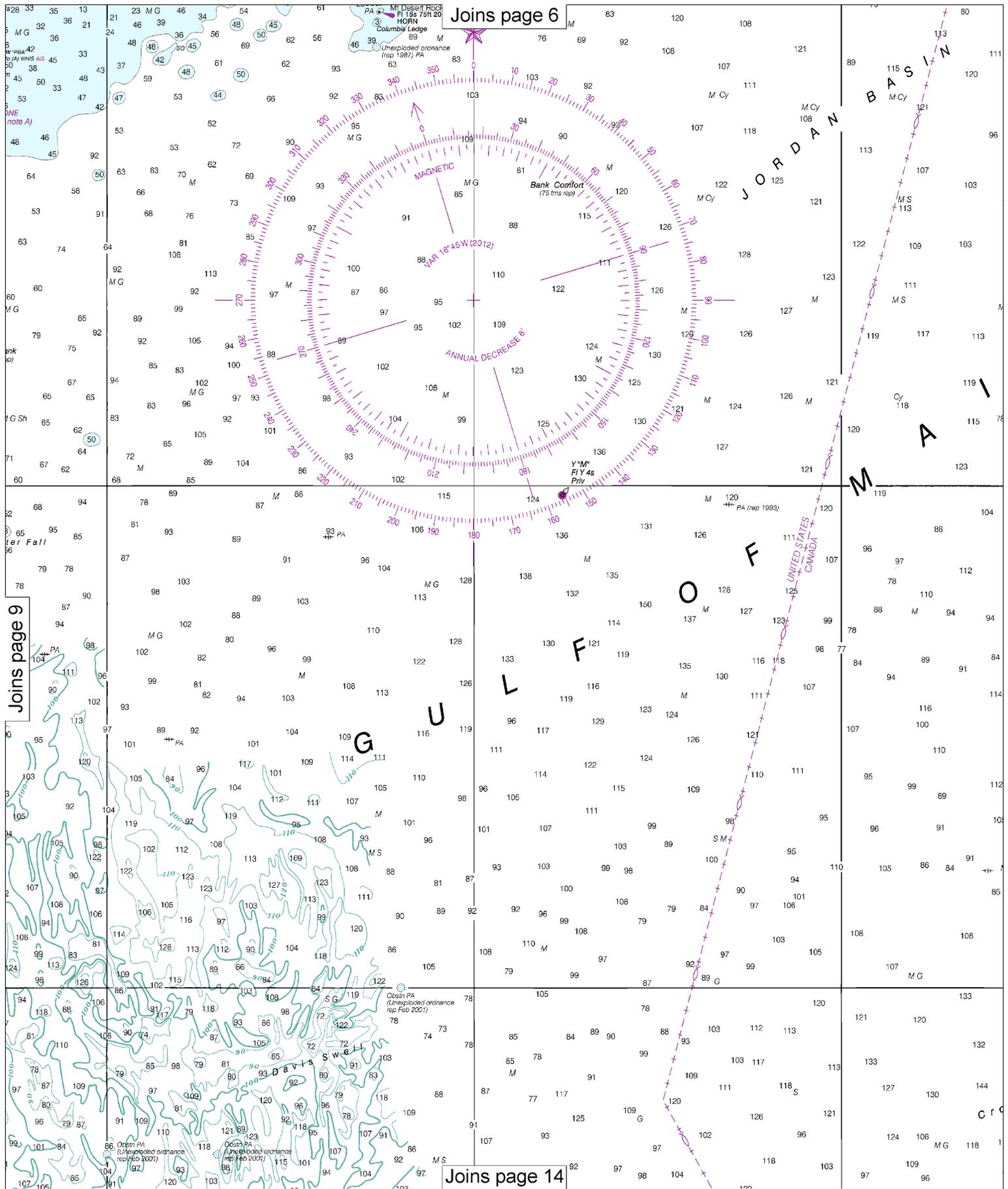
Note: Chart grid lines are aligned with true north.



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Joins page 133



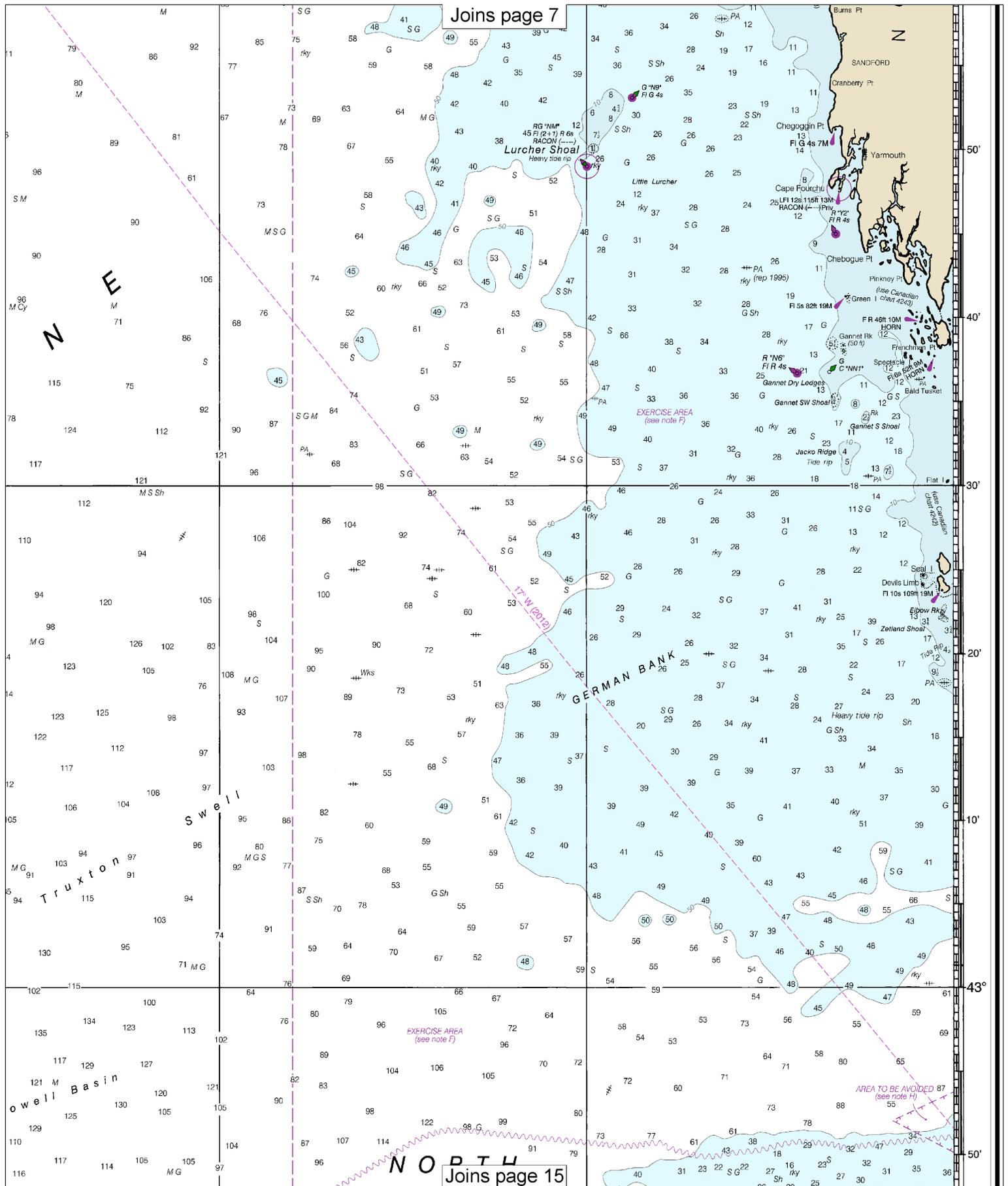
Joins page 9

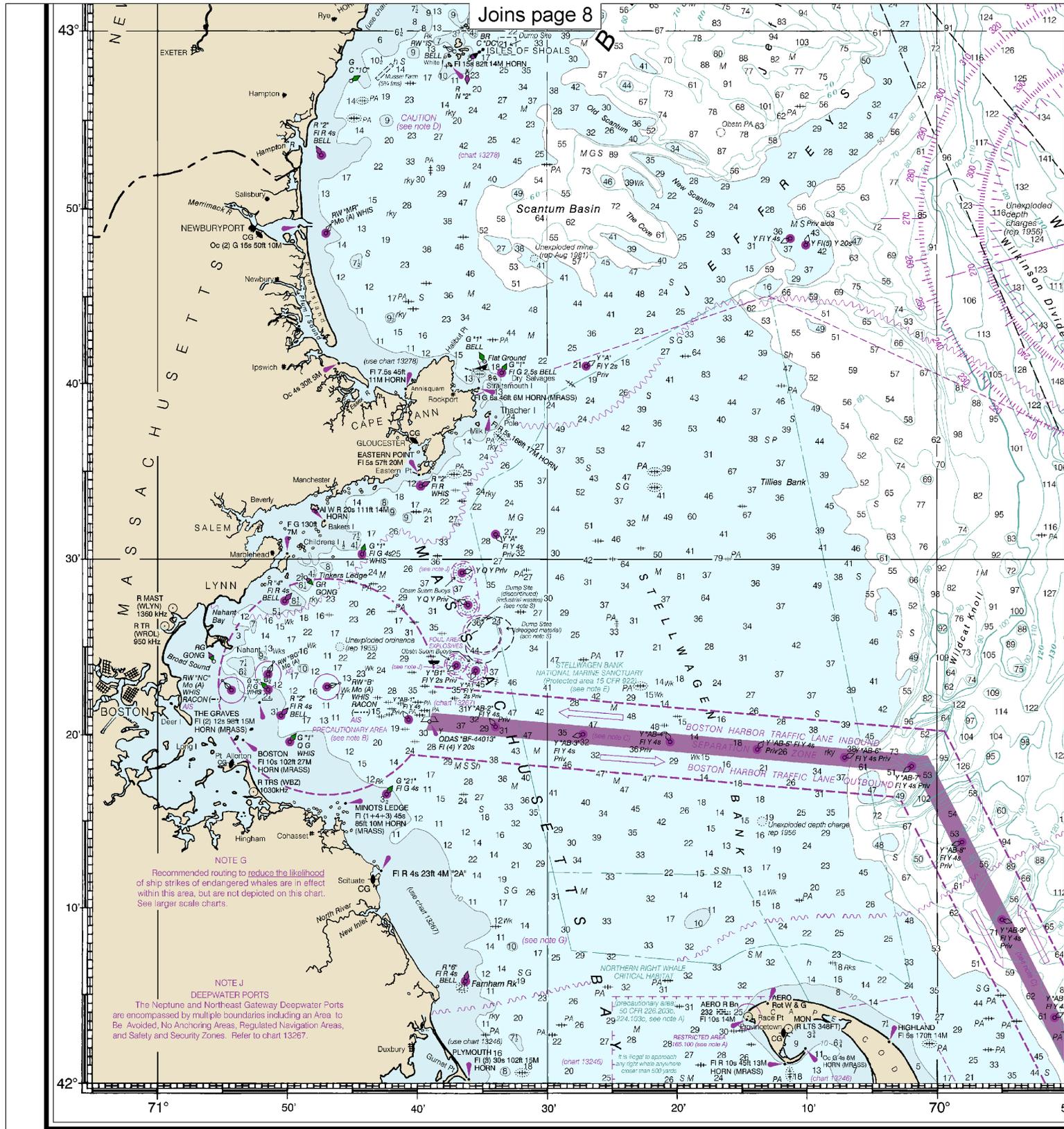
Joins page 6

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Note: Chart grid lines are aligned with true north.





NOTE G
Recommended routing to reduce the likelihood of ship strikes of endangered whales are in effect within this area, but are not depicted on this chart. See larger scale charts.

NOTE J
DEEPWATER PORTS
The Neptune and Northeast Gateway Deepwater Ports are encompassed by multiple boundaries including an Area to Be Avoided, No Anchoring Areas, Regulated Navigational Areas, and Safety and Security Zones. Refer to chart 13267.

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

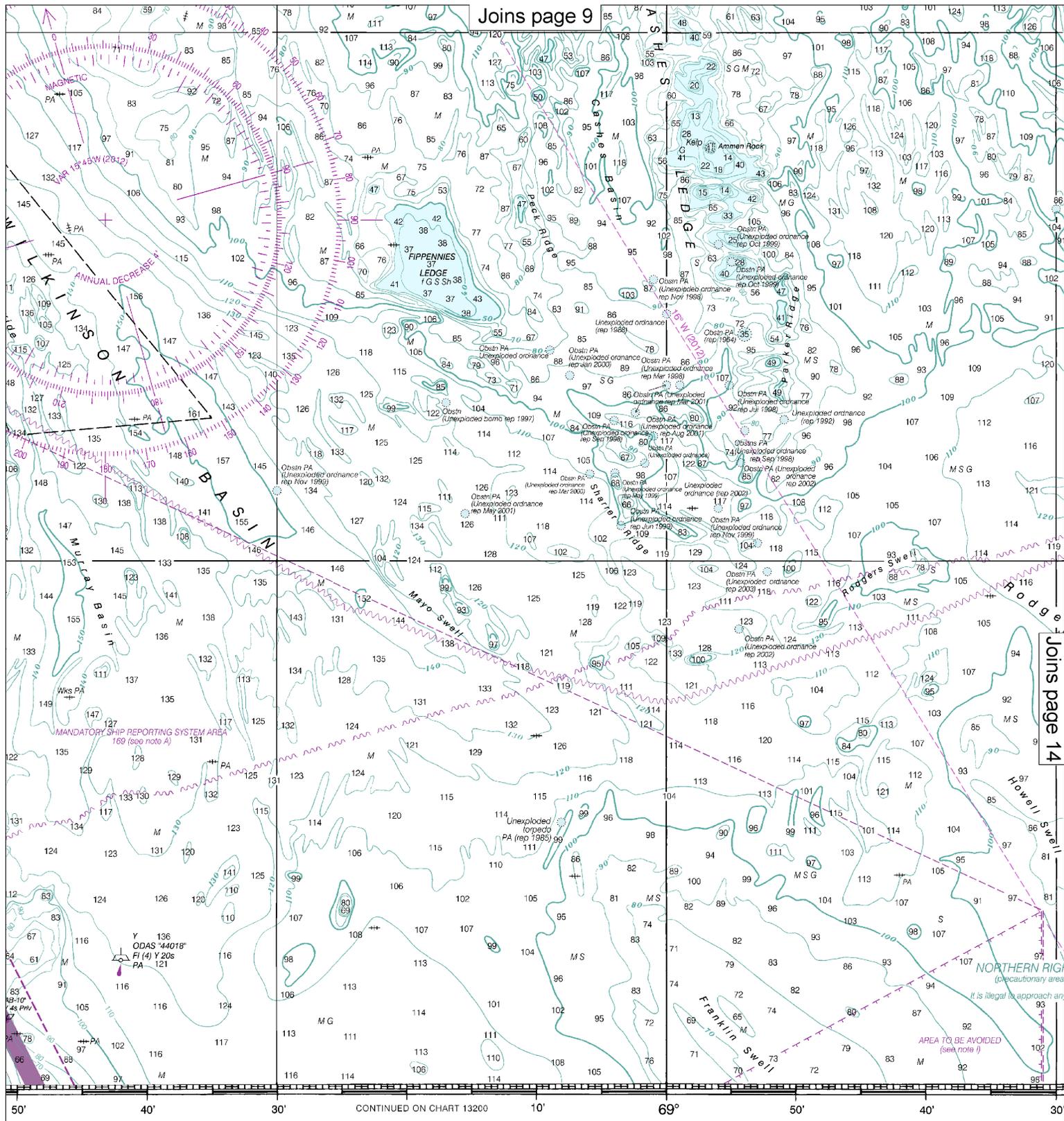
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/CSD), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

13260

41st Ed., Aug. 2012. Last Correction: 12/2/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

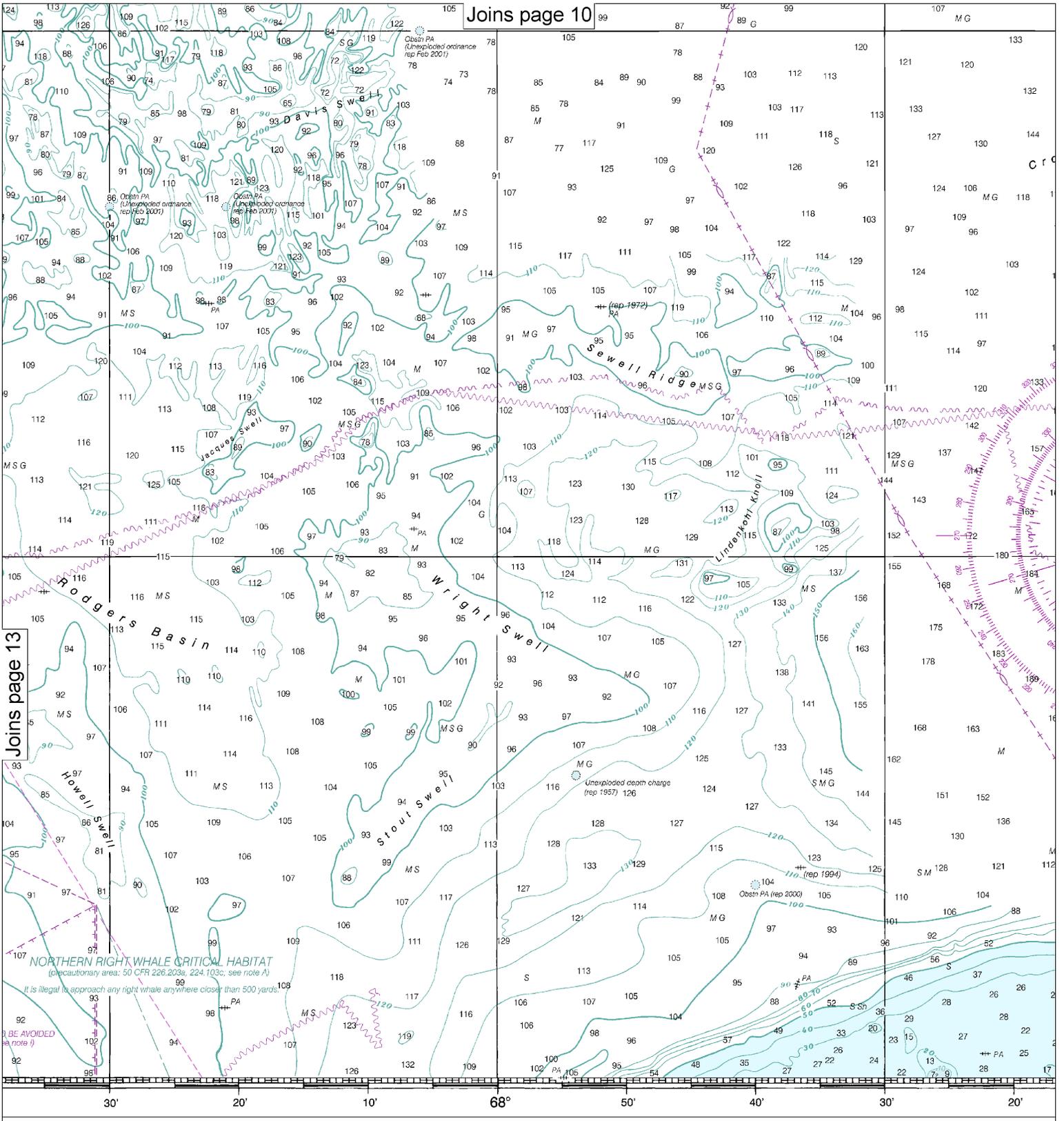
12

Note: Chart grid lines are aligned with true north.



MAGNETIC VARIATION
 Magnetic variation curves are for 2012 derived from 2010 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

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 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



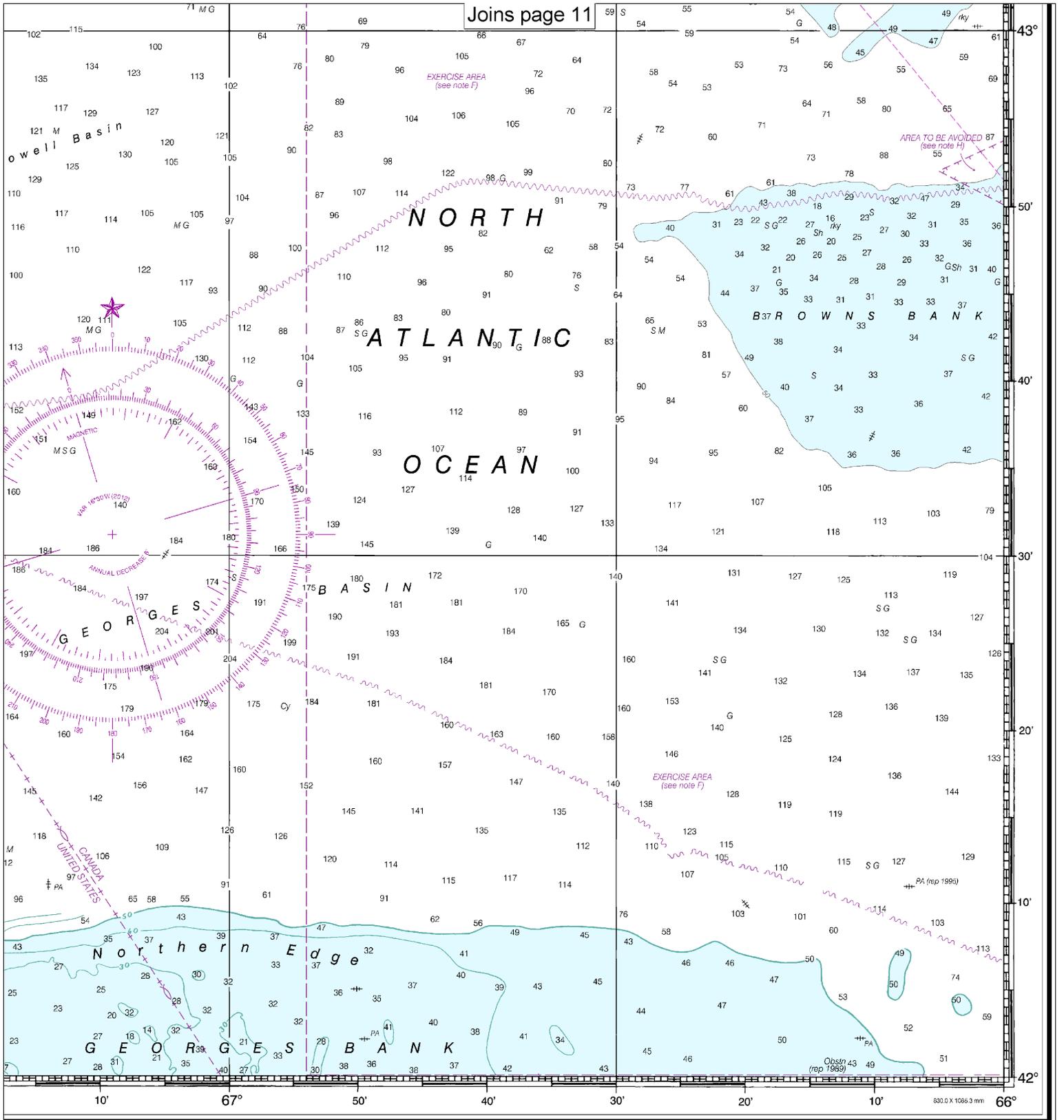
Joins page 13

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 U.S. DEPARTMENT OF COMMERCE
 OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

SOUNDINGS IN FATHOMS

| |
|---------|
| FATHOMS |
| FEET |
| METERS |

Note: Chart grid lines are aligned with true north.



| | | | | | | | | | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 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 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 |

Bay of Fundy to Cape Cod
SOUNDINGS IN FATHOMS - SCALE 1:378,838

13260



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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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>



— For the latest news from Coast Survey, follow @NOAAcharts



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.