BookletChart™

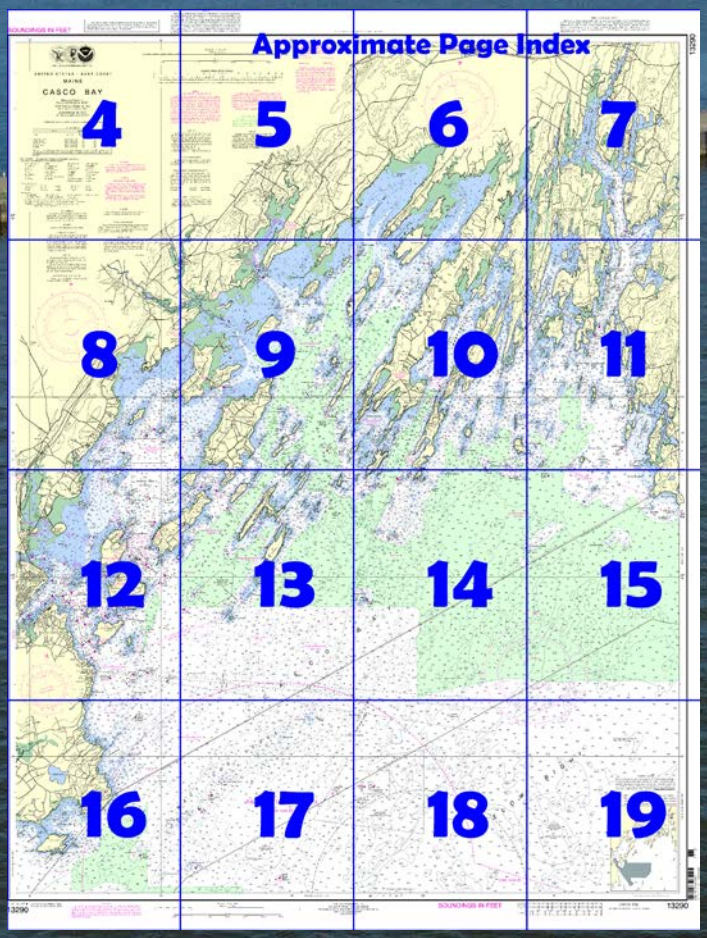
Casco Bay

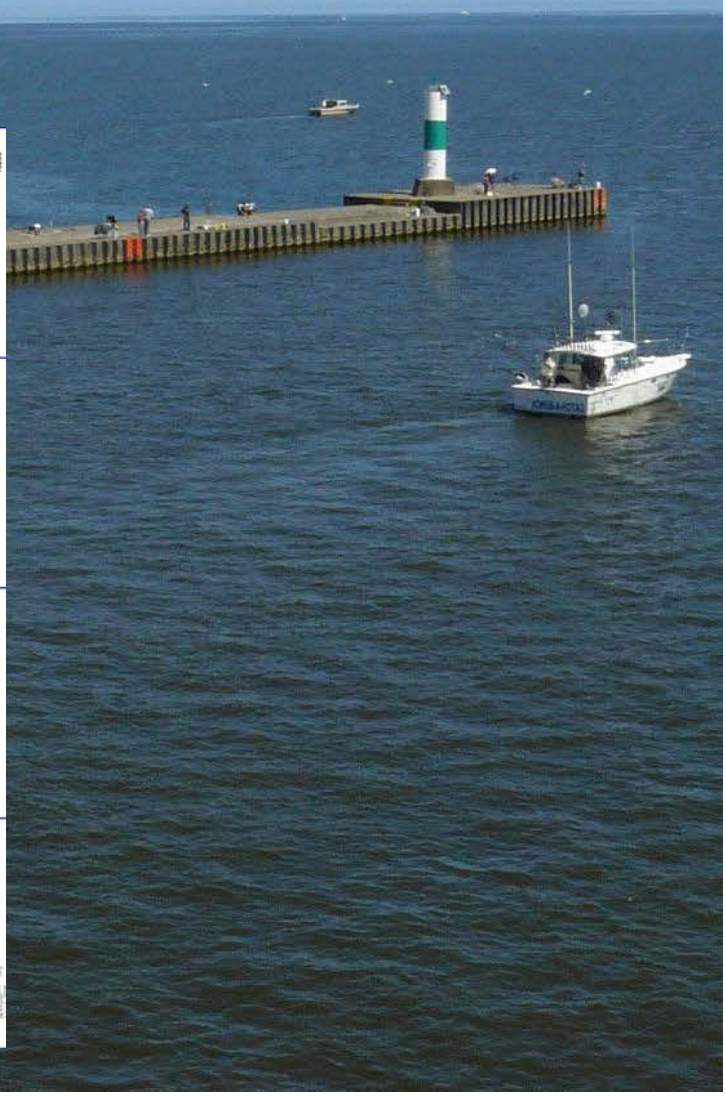
NOAA Chart 13290

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.

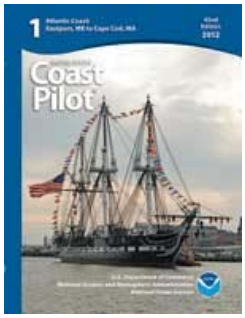
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=13290.



(Selected Excerpts from Coast Pilot)
Casco Bay is a very extensive area between Cape Small and Cape Elizabeth, a distance of 17.8 miles. Between these two capes the bay extends up into the land an average distance of about 12 miles. The number of islands in Casco Bay is 136, and many are fertile and under cultivation; nearly all are inhabited. Nearly every large island extends northeast and southwest which is the general course of the bay and of all rivers and coves contained within its limits.

A **vessel-to-vessel oil transfer anchorage area** Casco Bay, about 3.5 miles northeastward of Portland, has been designated by the State of Maine Department of Environmental Protection. The area is 1 square mile beginning at Hussey Sound Buoy 12, (43°42'10"N., 70°09'46"W.); thence north to 43°43'10"N., 70°09'46"W.; thence west to 43°43'10"N., 70°11'09"W.; thence south to 43°42'10"N., 70°11'09"W.; thence east to origin. (See also chart 13292.)

Anchorages.–In the eastern part of Casco Bay, the best anchorage for strangers is in New Meadows River. Local fishermen and yachtsmen frequently use Sebasco and Cundy Harbors. Potts Harbor, Harpswell Harbor, and Mackerel Cove are good anchorages in the middle of the bay for small vessels and yachts.

Merriconeag Sound and Harpswell Sound and the whole Casco Bay westward of Harpswell Neck afford good anchorage for large vessels, except in heavy northeast gales.

Vessels can enter through Broad Sound, Luckse Sound or Hussey Sound and select an anchorage under the lee of some of the many islands, a suitable depth and good holding ground being found in most places. Portland Harbor is a secure anchorage on the western side of the bay and is the one used mostly by larger vessels.

Most of the dangers are marked, and the waters are well charted, so that, with the aid of the chart, no difficulty should be experienced in navigating Casco Bay in clear weather.

Currents.–The velocity of the tidal current at strength is about 1 knot in the entrance to Portland Harbor and in Hussey and Broad Sounds. In the open waters of the bay it is generally 0.5 knot or less. Current predictions for a number of locations may be obtained from the Tidal Current Tables.

Ice.–Considerable ice forms at the heads of the numerous arms extending northward in Casco Bay, but the principal anchorages are available at any season of the year.

The part of Casco Bay between Cape Small on the east and Halfway Rock Light and Harpswell Neck on the west is full of small islands, ledges, and rocks. Between them, narrow but deep channels lead to the bays and sounds at the head. These arms afford good anchorage for small vessels, but are used only by local fishing and pleasure craft.

Temple Ledge, about 1.8 miles southwestward of Cape Small and covered 25 feet, is unmarked. **Lumbo Ledge,** 2 miles west of Temple Ledge and 2.6 miles south of **Ragged Island,** is covered 17 feet and marked by a buoy on its south side.

East Brown Cow, 1.6 miles west-northwestward of Cape Small, is 12 feet high and bare. **Mark Island,** 0.8 mile northward of East Brown Cow, is high and thickly wooded. **Mark Island Ledge,** 0.3 mile southwestward of Mark Island, uncovers 3 feet and is marked on its west side by a buoy. **Wyman Ledge,** 0.5 mile east of Mark Island, covered 4 feet, is marked on its eastern side by a buoy.

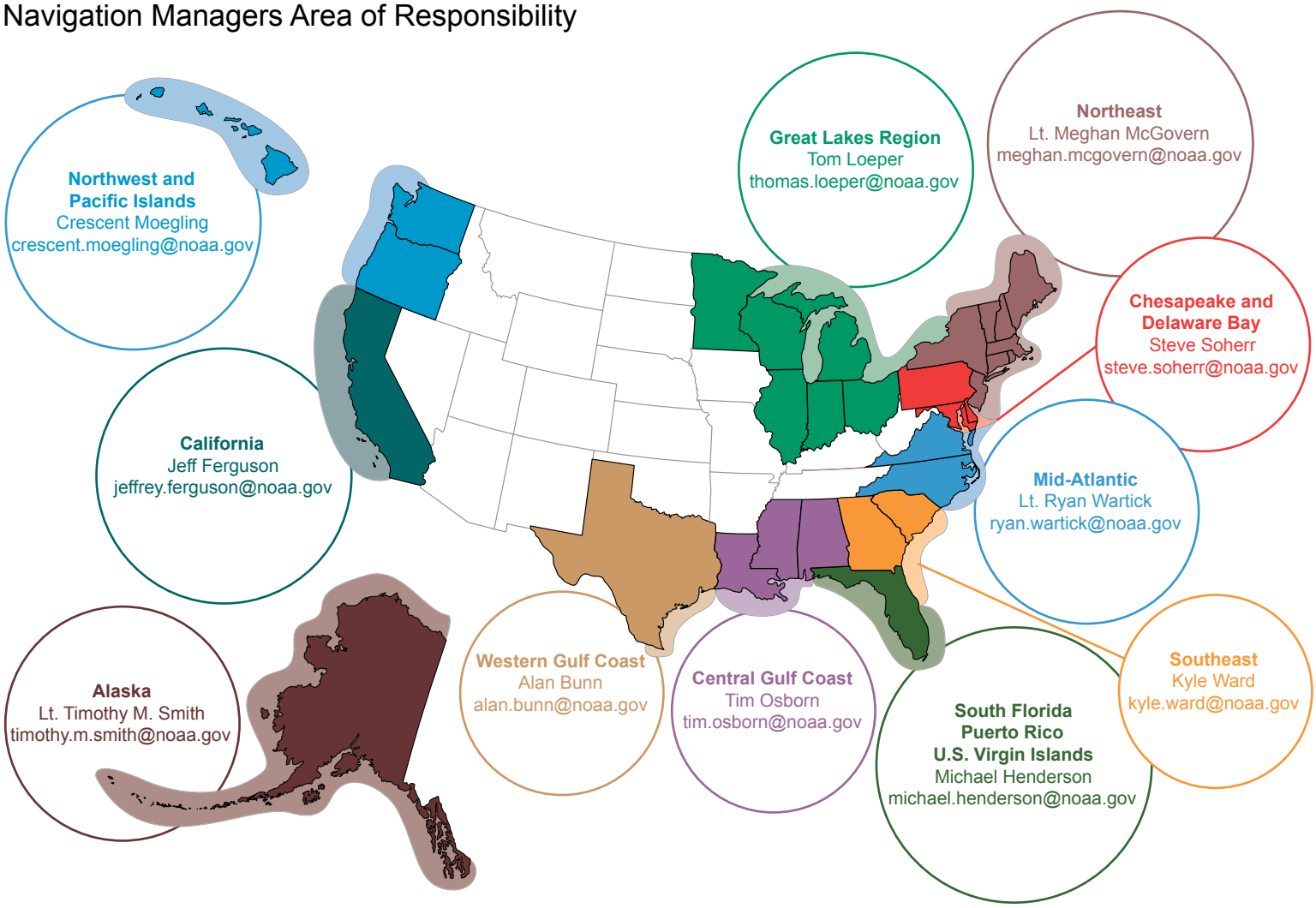
White Bull, 1 mile westward of Mark Island, is a high, round, and bare islet. **White Bull Lighted Gong Buoy WB,** about 0.4 mile southeastward of the island, marks the southwestern approach to New Meadows River. **Bold Dick,** an unmarked rock about 0.7 mile west-southwestward of White Bull, uncovers 7 feet.

The principal dangers are **Gooseberry Island Ledge,** extending about 0.3 mile southwestward of Gooseberry Island, awash at low water and marked by a buoy; **Wood Island South Ledge**, covered 5 feet at the end and extending about 0.3 mile south of Wood Island, marked by a lighted bell buoy about 350 yards westward of the south end of the ledge; **Middle Ledge,** awash and marked by a buoy on its southwestern side; **Pitchpine Ledges,** covered 6 feet and marked on its western side by a buoy; and a 3-foot shoal, marked off its southwest side by a buoy, about 0.2 mile southwestward of Carrying Place Head.

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

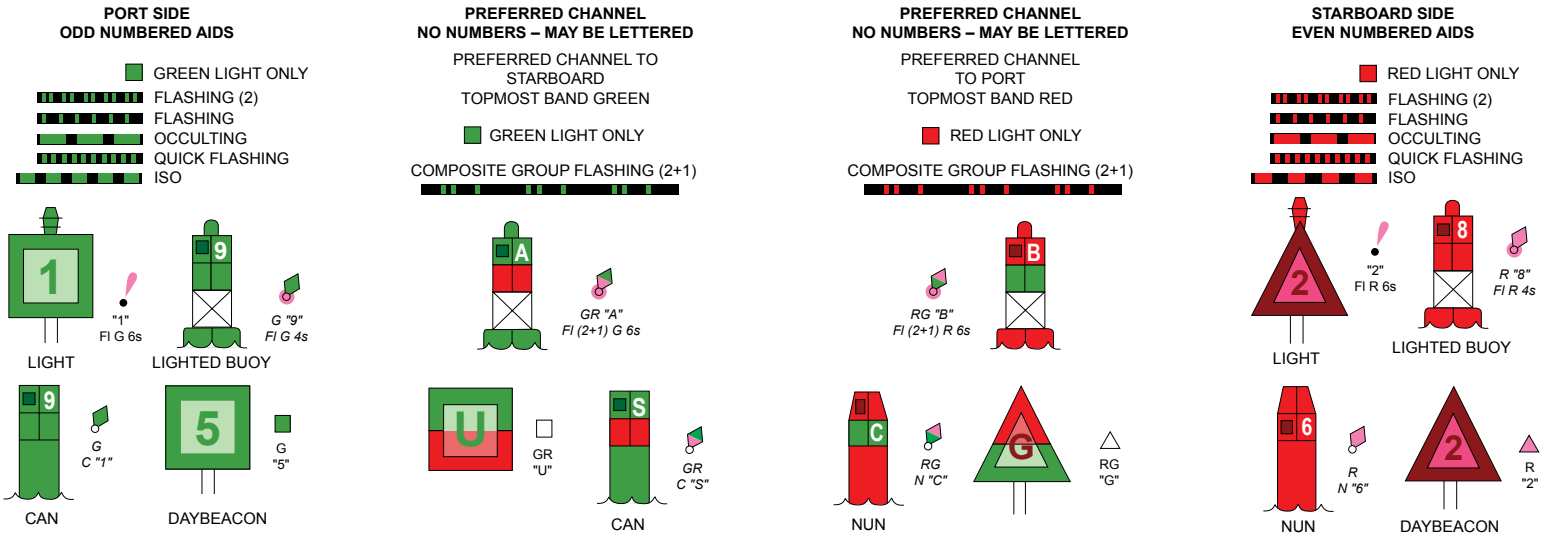


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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 FEET

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

13290

15'

10'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE

CASCO BAY

Mercator Projection
Scale 1:40,000 at Lat. 43°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Small Point Harbor	(43°44'N/69°51'W)	9.5	9.1	0.3
Cundy Harbor	(43°47'N/69°54'W)	9.6	9.2	0.3
Harpswell Harbor	(43°46'N/70°00'W)	9.7	9.3	0.3
South Freeport	(43°49'N/70°06'W)	9.7	9.3	0.3
Portland	(43°40'N/70°15'W)	9.9	9.5	0.3

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

(Jan 2016)

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:

Bld 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.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ————

AUTHORITIES

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

HEIGHTS

Heights in feet above Mean High Water.

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 0.293" northward and 1.829" eastward to agree with this chart.

CAUTION

Temporary changes or defects in aids to

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 B
PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Portland Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

Recommended traffic lanes have been established for the approaches to Portland Harbor. See charts 13260 and 13286.

RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards.

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).

CAUTION

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

Within the 12-na
some Federal laws
outer limit of the ter
limit of the other law
of Florida, Texas, an
most cases the inn
jurisdiction of the s
mile Exclusive Ec
Unless fixed by tre
to modification.

SCA
Na

1 ½ 0

1000 0 1000

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 14

Under the Clean Water Act, Section 312,
operating within a No-Discharge Zone (NDZ) are
prohibited from discharging any sewage,
untreated, into the waters. All vessels with a
marine sanitation device (MSD) that are navigatin
anchored, or docked within a NDZ must hav
disabled to prevent the overboard discharge
(treated or untreated) or install a holding tank.
for the NDZ are contained in the U.S. C
Additional information concerning the regul
requirements may be obtained from the Env
Protection Agency (EPA) web site: http://ww
cwow/oceans/regulatory/vessel_sewage/.

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 Nationa Geospatial-Intelligence Agency Publication 117.

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

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

AIDS TO NAVIGATION

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

NOAA WEATHER RADIO BROADCASTS

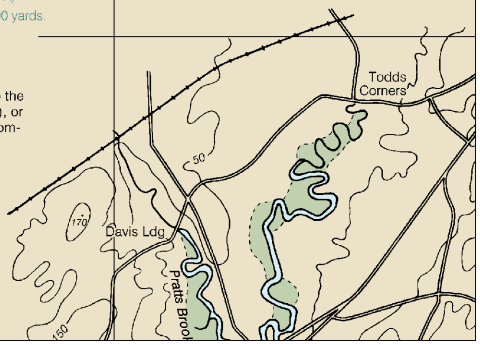
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Portland, ME	KDO-95	162.550 MH
Dresden, ME	WXM-60	162.475 MH

RADAR REFLECTORS

Radar reflectors have been placed on man floating aids to navigation. Individual rada reflector identification on these aids has bee omitted from this chart.

43° 50'



Joins page 8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

Formerly C&GS 315, 1st Ed., June 1870 C-1946-662 KAPP 2052

NOTE X

nautical mile Territorial Sea, established by Presidential Proclamation, s apply. The Three Nautical Mile Line, previously identified as the erritorial sea, is retained as it continues to depict the jurisdictional aws. The 9-nautical mile Natural Resource Boundary off the Gulf coast and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in nner limit of Federal fisheries jurisdiction and the outer limit of the states. The 24-nautical mile Contiguous Zone and the 200-nautical conomic Zone were established by Presidential Proclamation. eaty or the U.S. Supreme Court, these maritime limits are subject

ALE 1:40,000

autical Miles

1 2 3

Yards

2000 3000 4000 5000

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.

WIRE DRAGGED AREAS

The areas within the dashed green lines have been swept clear to at least the depths indicated in feet by the green numbers.

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.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

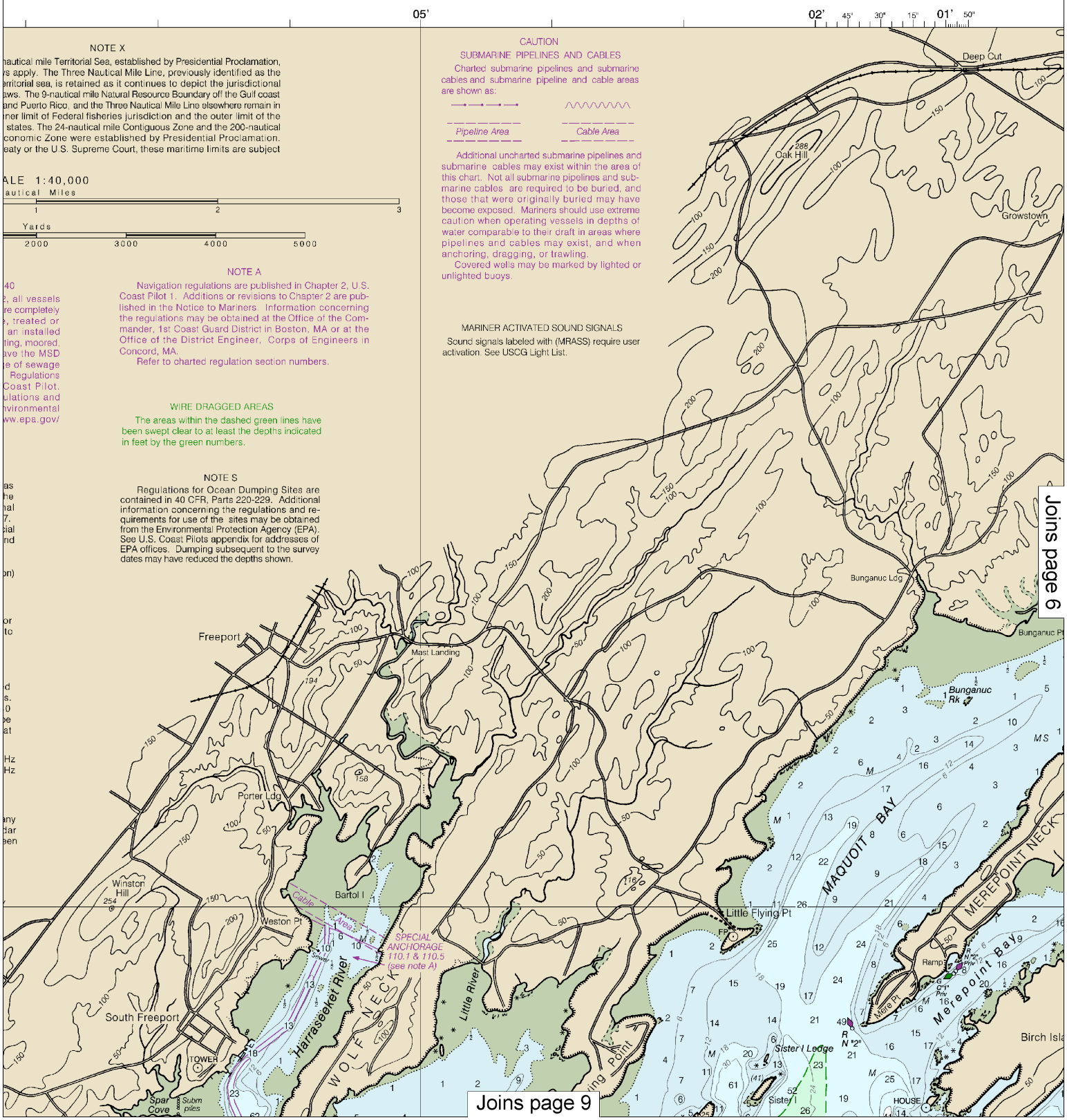
Cable Area

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.

MARINER ACTIVATED SOUND SIGNALS

Sound signals labeled with (MRASS) require user activation. See USCG Light List.

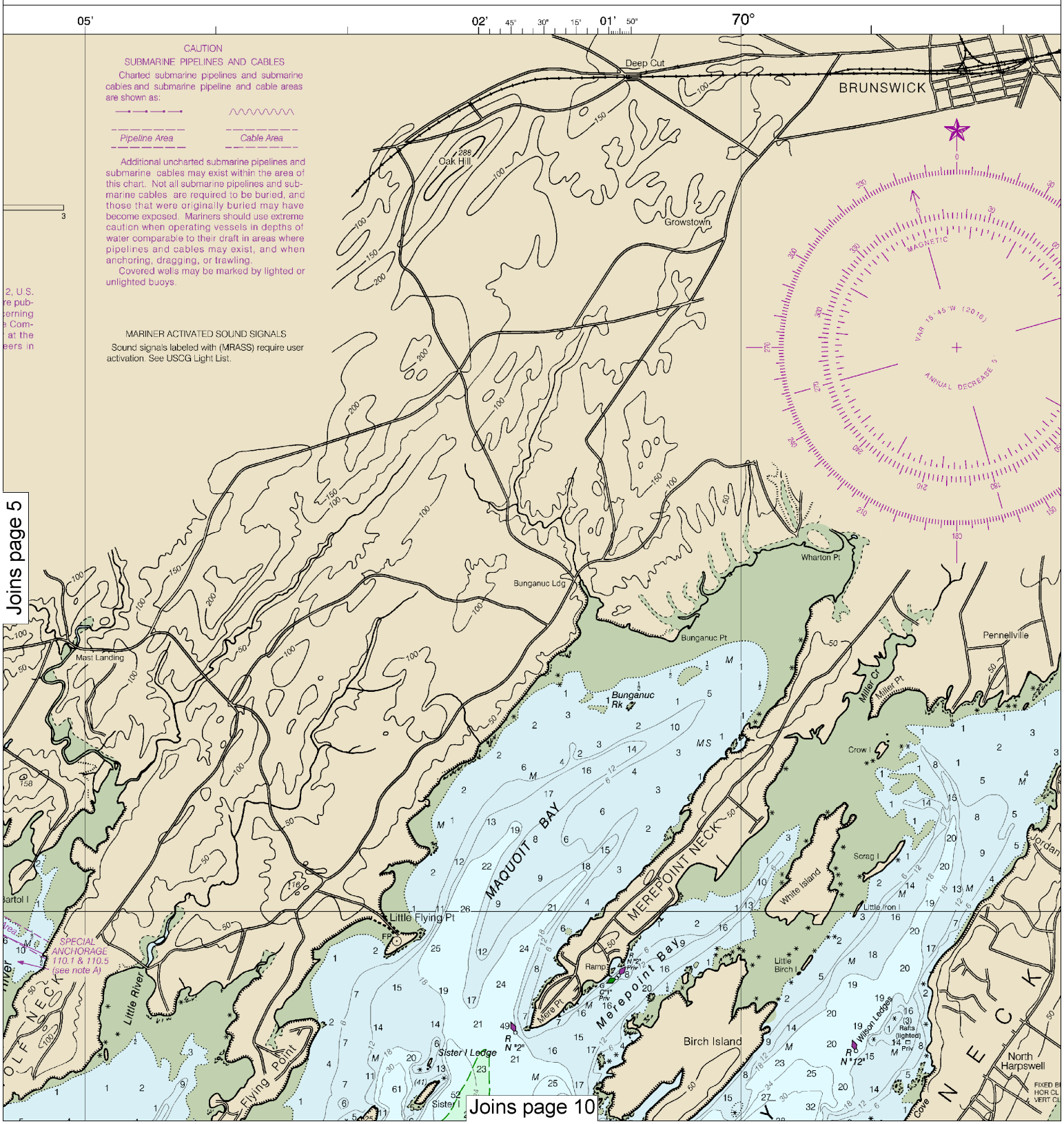


This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

RECOMMENDE

Recommended two way routes hav
vessels in the approaches to Portland
Cousins Island and through Broad Sou
draft commercial vessels (including tugs
routes at the master's discretion. Other
exercise caution in and around these are
concerning deep draft commercial vesse
See U.S. Coast Pilot Volume 1, Cha

Formerly C&GS 315, 1st Ed., June 1870 C-1946-662 KAPP 2052



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

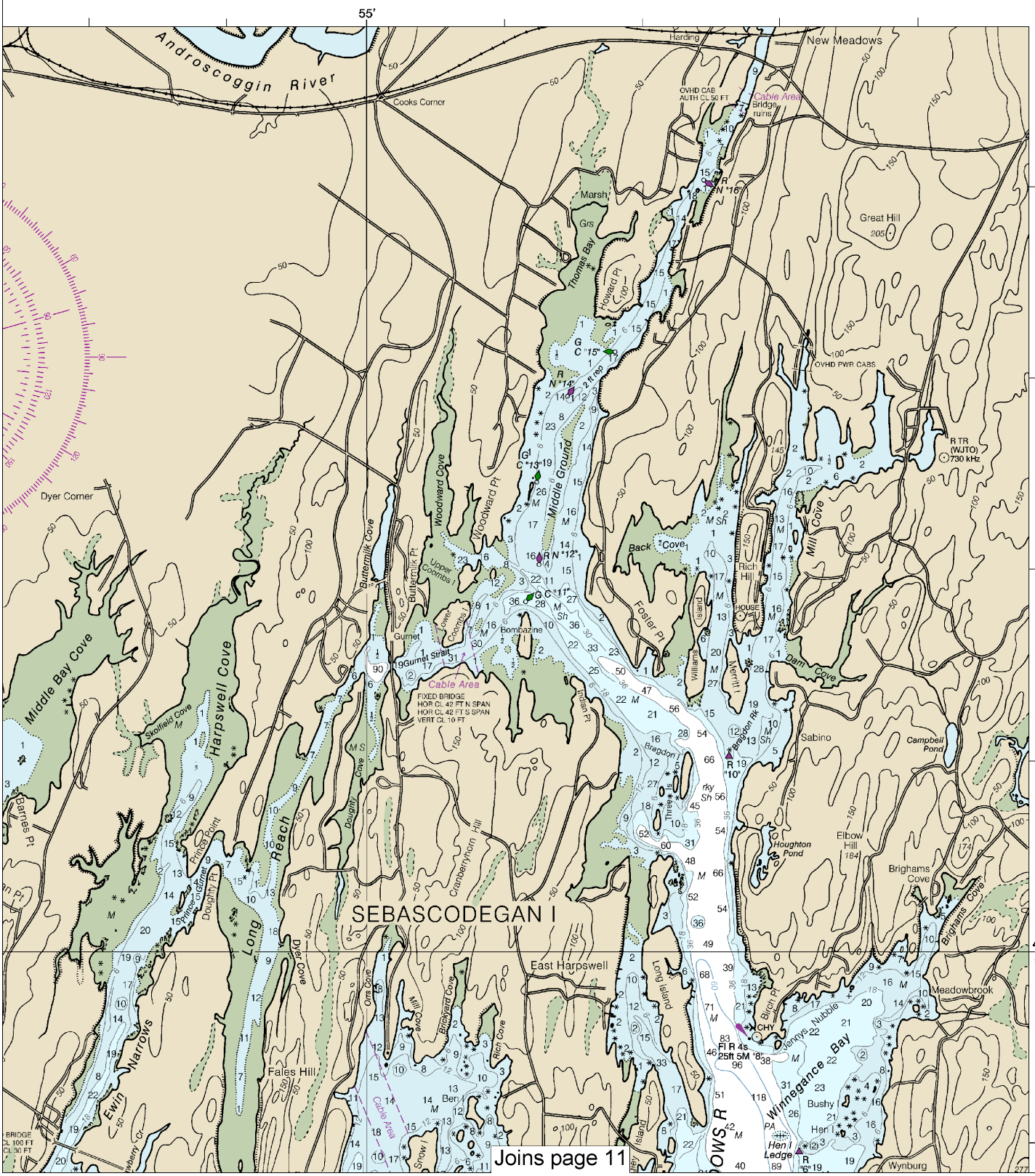
Note: Chart grid lines are aligned with true north.

NOTE C

DED TWO WAY ROUTES

ave been established including deep-water routes for
d Harbor and Casco Bay, through Hussey Sound to
ound to Harpswell, Maine. While not mandatory, deep
gs and barges) are requested to follow the designated
r vessels, while not excluded from these routes, should
reas and monitor VHF Channel 16 or 13 for information
sels (including tugs and barges) transiting these routes.
hapter 8.

13290



40th Ed., Feb. 2016. Last Correction: 8/9/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

Joins page 4

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 0.293" northward and 1.829" eastward to agree with this chart.

CAUTION

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

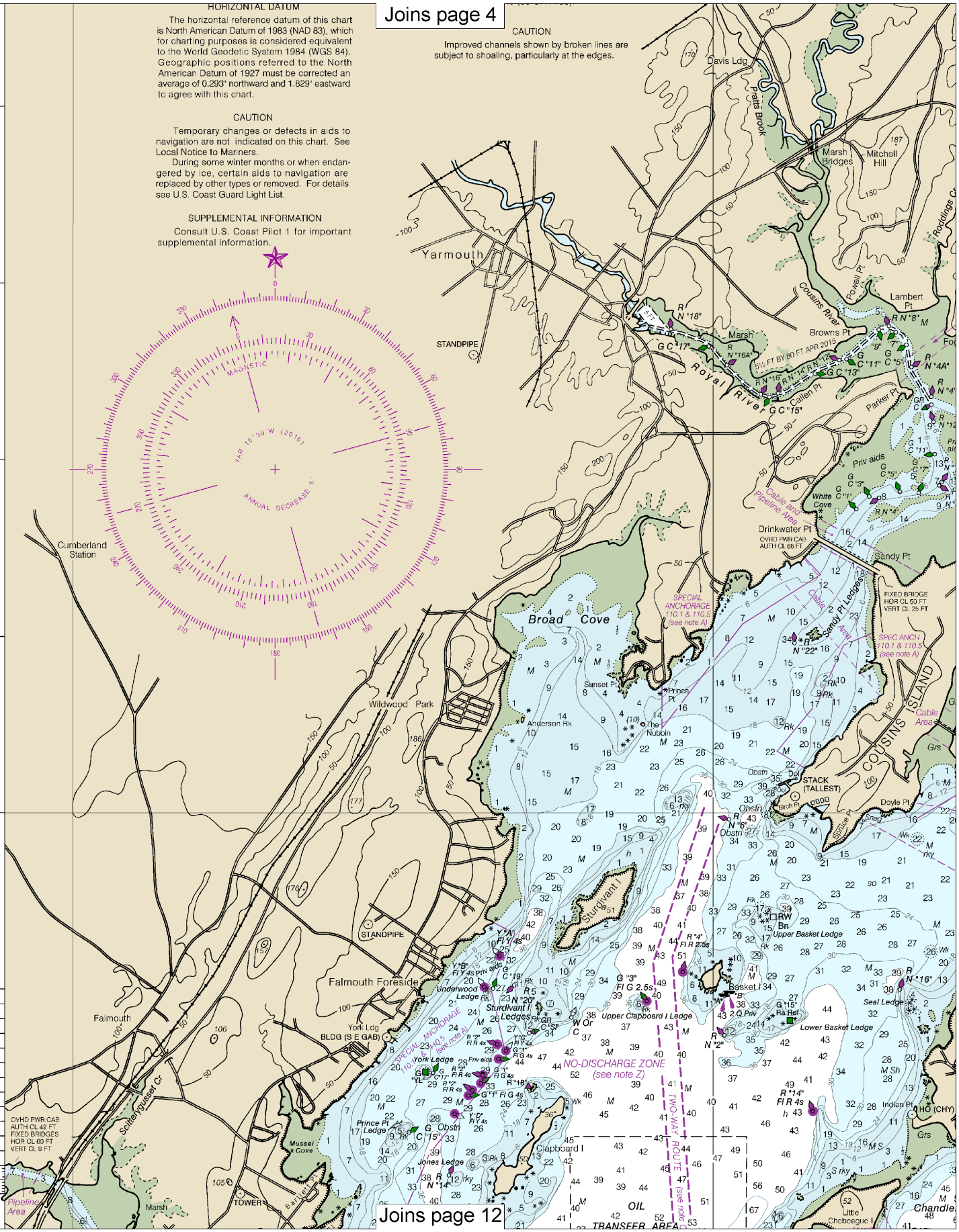
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

SUPPLEMENTAL INFORMATION

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

CAUTION

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



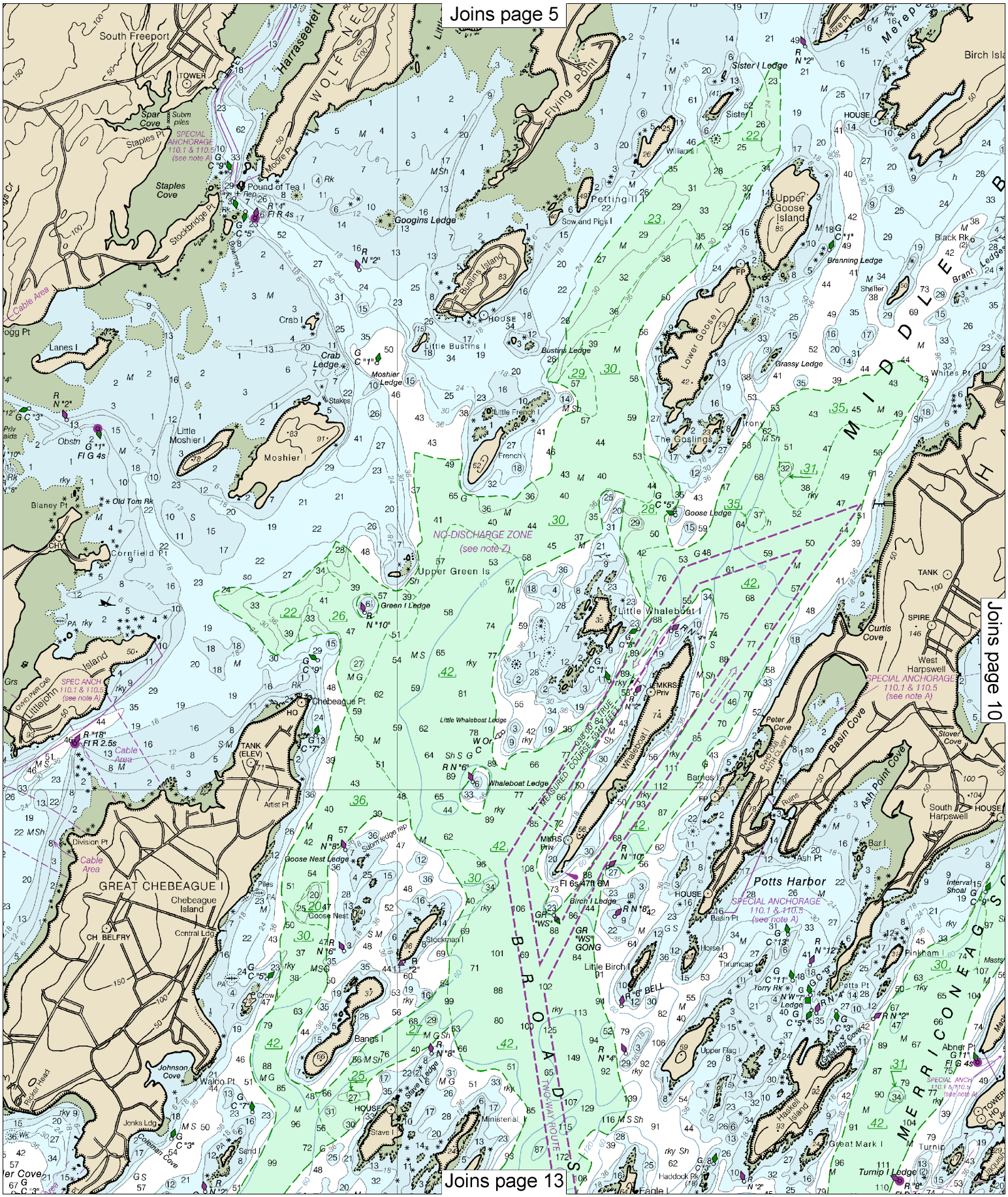
Joins page 12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

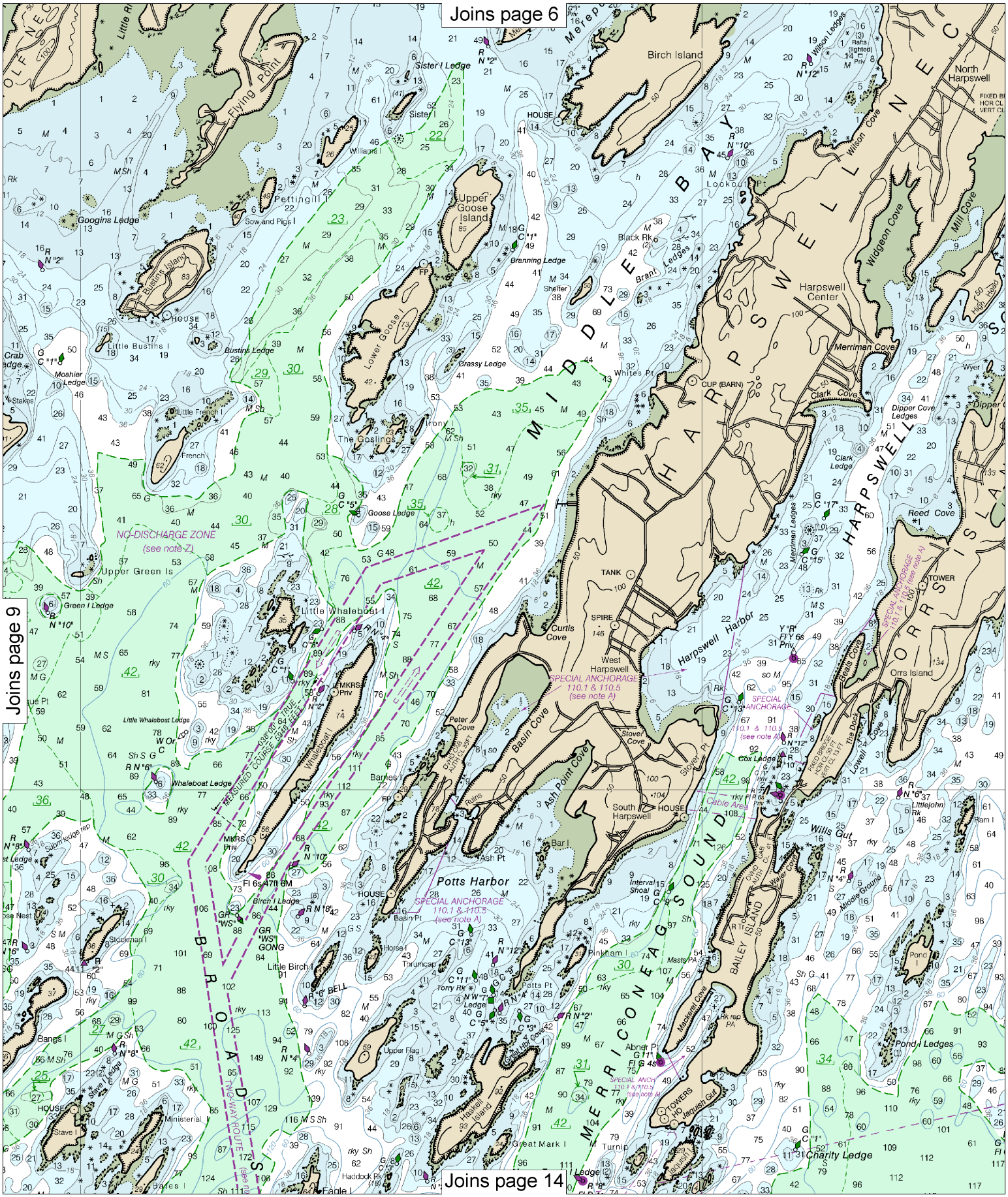
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 5
Joins page 10
Joins page 13
South Freeport
Harraseeket R
WOLF NECK
Flying Point
Sister Ledge
Birch Isla
Spar Cove
Staples Pt
SPECIAL ANCHORAGE 110.1 & 110.5 (see note A)
Staples Cove
Pound of Tea I
Moore Pt
Stockbridge Pt
Bowman I
Cable Area
Crab I
Crab Ledge
Moshier Ledge
Lanes I
Little Moshier I
Moshier I
Obstn
Blaney Pt
Old Tom Rk
Cornfield Pt
Green I Ledge
Upper Green Is
Little Bustins I
Bustins Ledge
Bustins Island
Little French I
French
Sow and Pigs I
Pettingill I
Williams I
Upper Goose Island
Branning Ledge
Black Rks
Brant Ledge
Shelter
Grassy Ledge
Whites Pt
Lower Goose
Irony
The Goslings
Goose Ledge
NO-DISCHARGE ZONE (see note Z)
MIDDLE
Little Whaleboat I
Curtis Cove
TANK
SPIRE
West Harpswell
SPECIAL ANCHORAGE 110.1 & 110.5 (see note A)
Peter Cove
Stover Cove
Basin Cove
Ash Point Cove
South Harpswell
Ash Pt
Bar I
Potts Harbor
SPECIAL ANCHORAGE 110.1 & 110.5 (see note A)
Basin Pt
Horse I
Thrumcap
Pinkham I
Torry Rk
Potts Pt
Upper Flag I
Abner Pt
Haskell Island
Great Mark I
Turnip I
Turnip I Ledge
Haddock Rk
Eagle I
Littlejohn Island
SPEC ANCH 110.1 & 110.5 (see note A)
Chebeague Pt
Little Whaleboat Ledge
Whaleboat Ledge
Whaleboat I
Barnes I
Artist Pt
Division Pt
Goose Nest Ledge
GREAT CHEBEAGUE I
Chebeague Island
Central Ledge
Goose Nest
Stickman I
Birch I Ledge
Little Birch I
Bangs I
Johnson Cove
Walco Pt
Jonks Ldg
Coleman Cove
Stave I Ledge
Ministerial I
Send I
Eagle I
MEASURED COURSE 1946 FEET
TRUE 038° 00'
BROADWAY
TWO-WAY ROUTE
MERRICONEAGUS

Joins page 6

Joins page 9



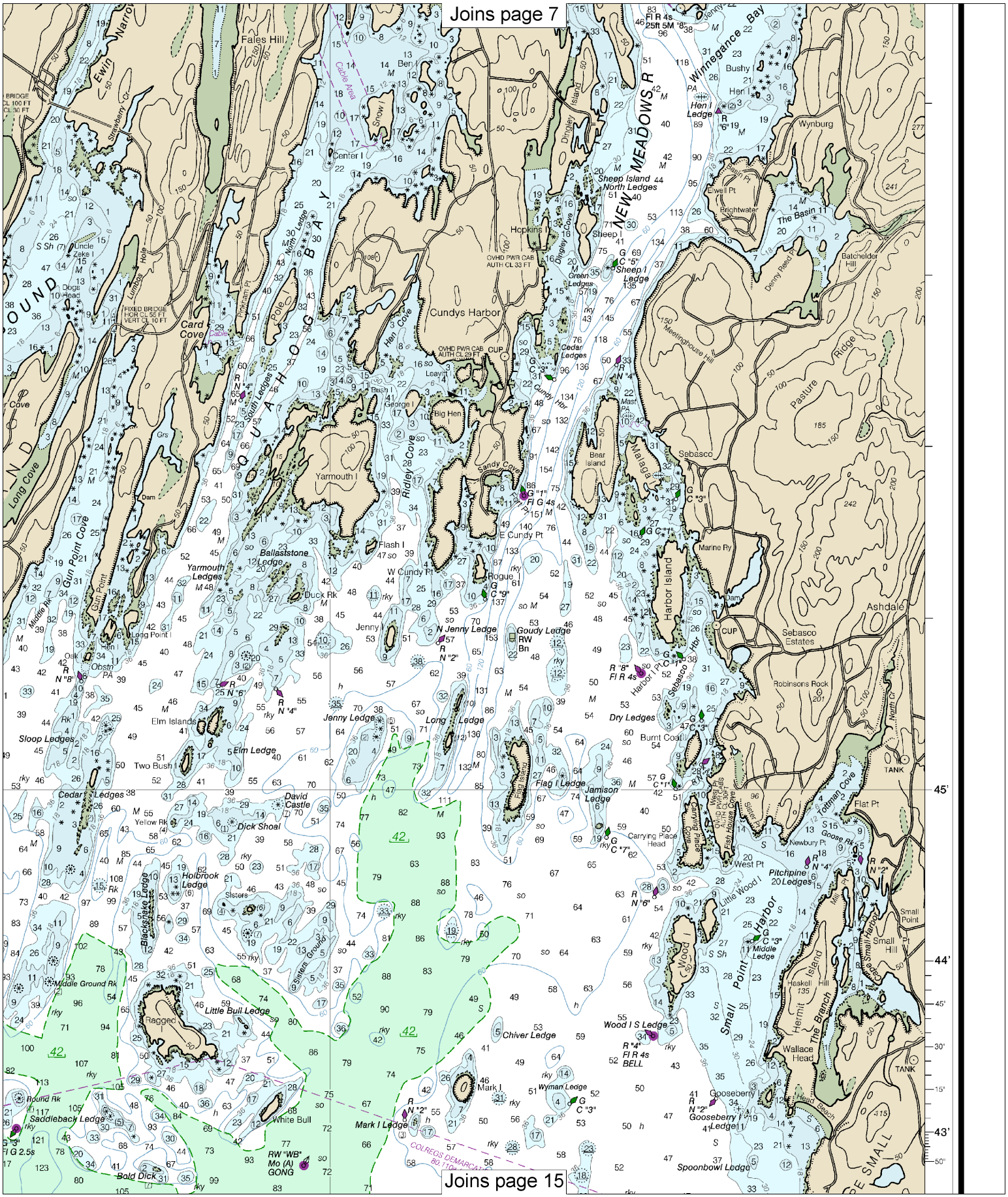
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

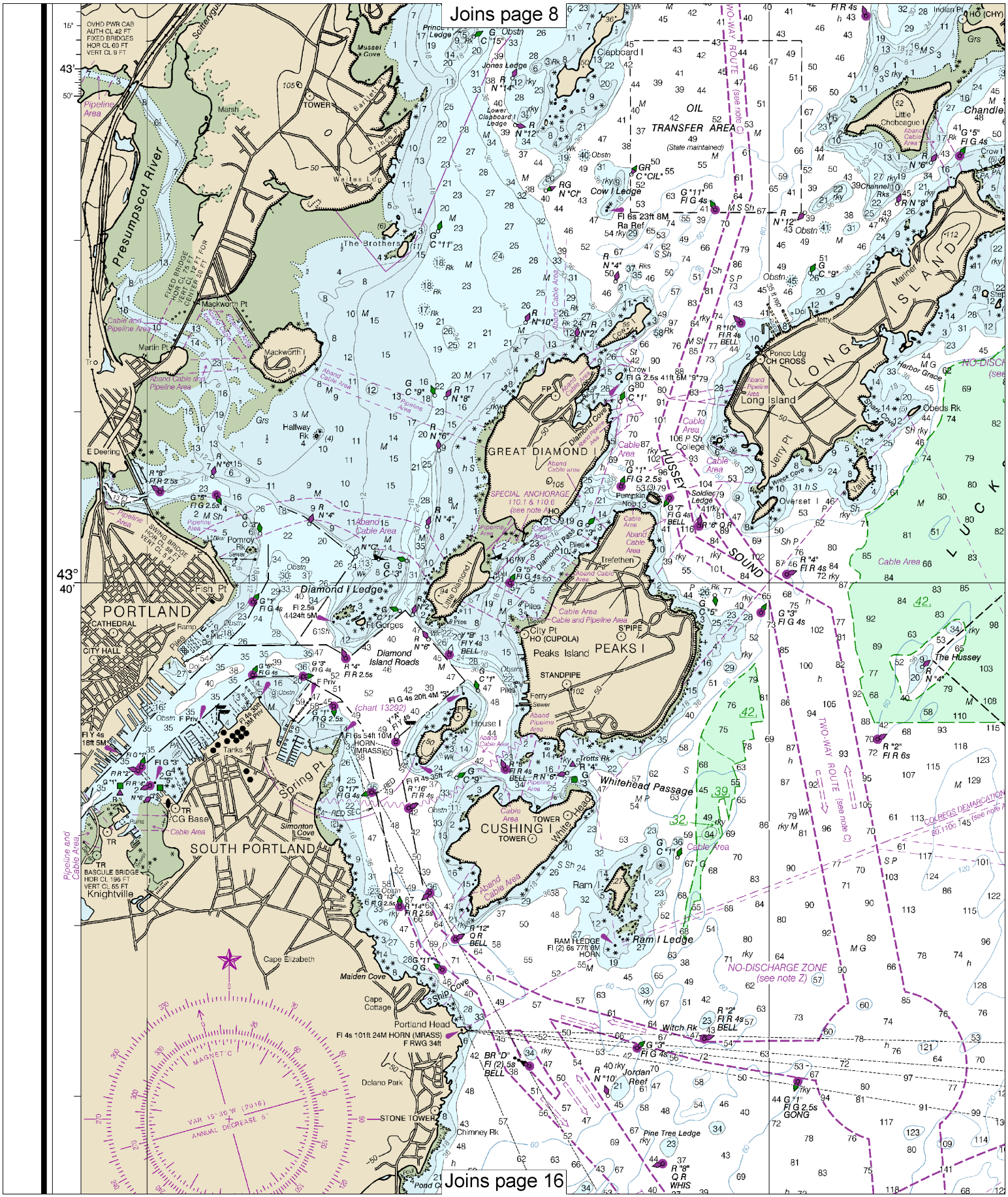
Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 7



Joins page 15

Joins page 8



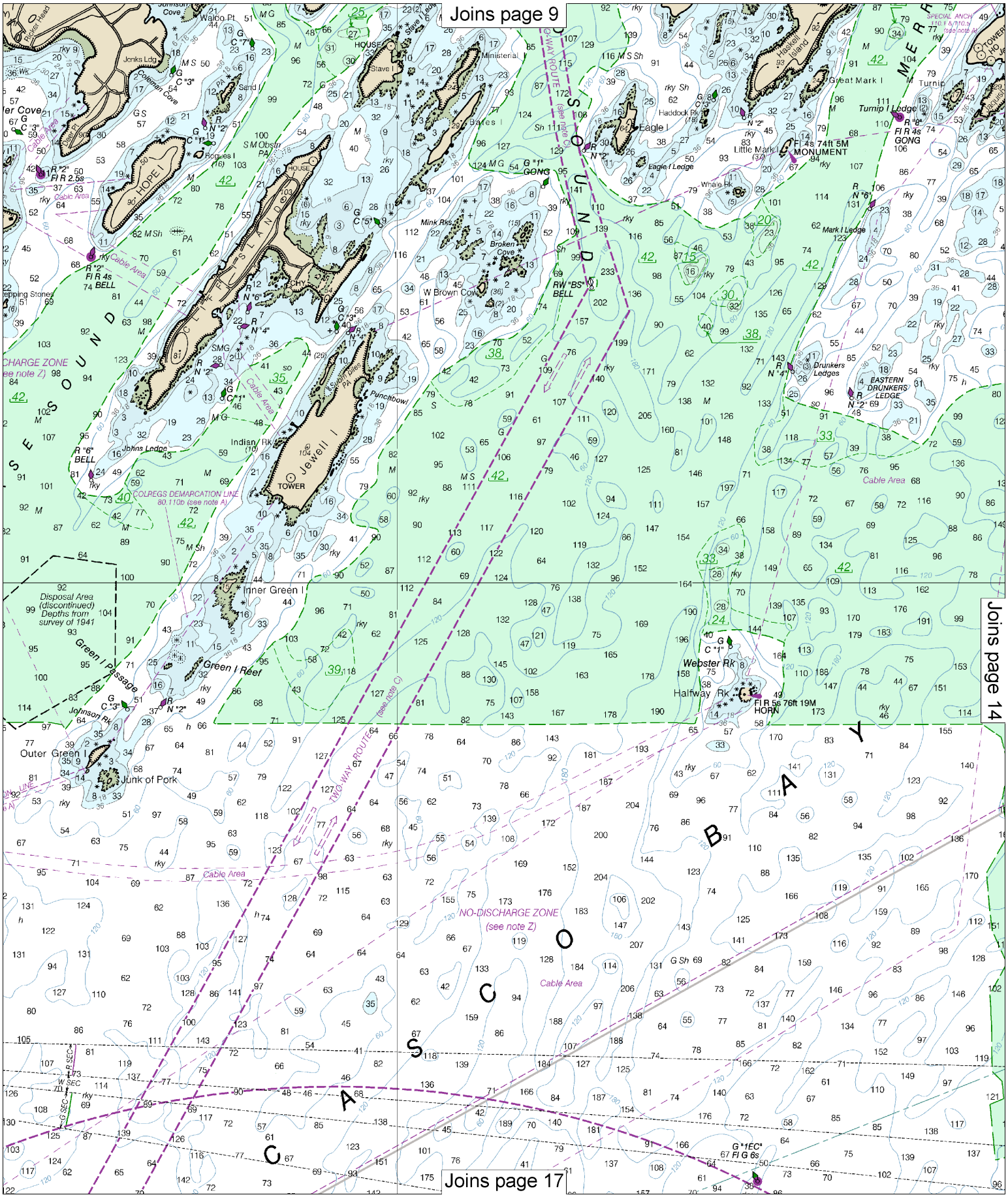
Joins page 16

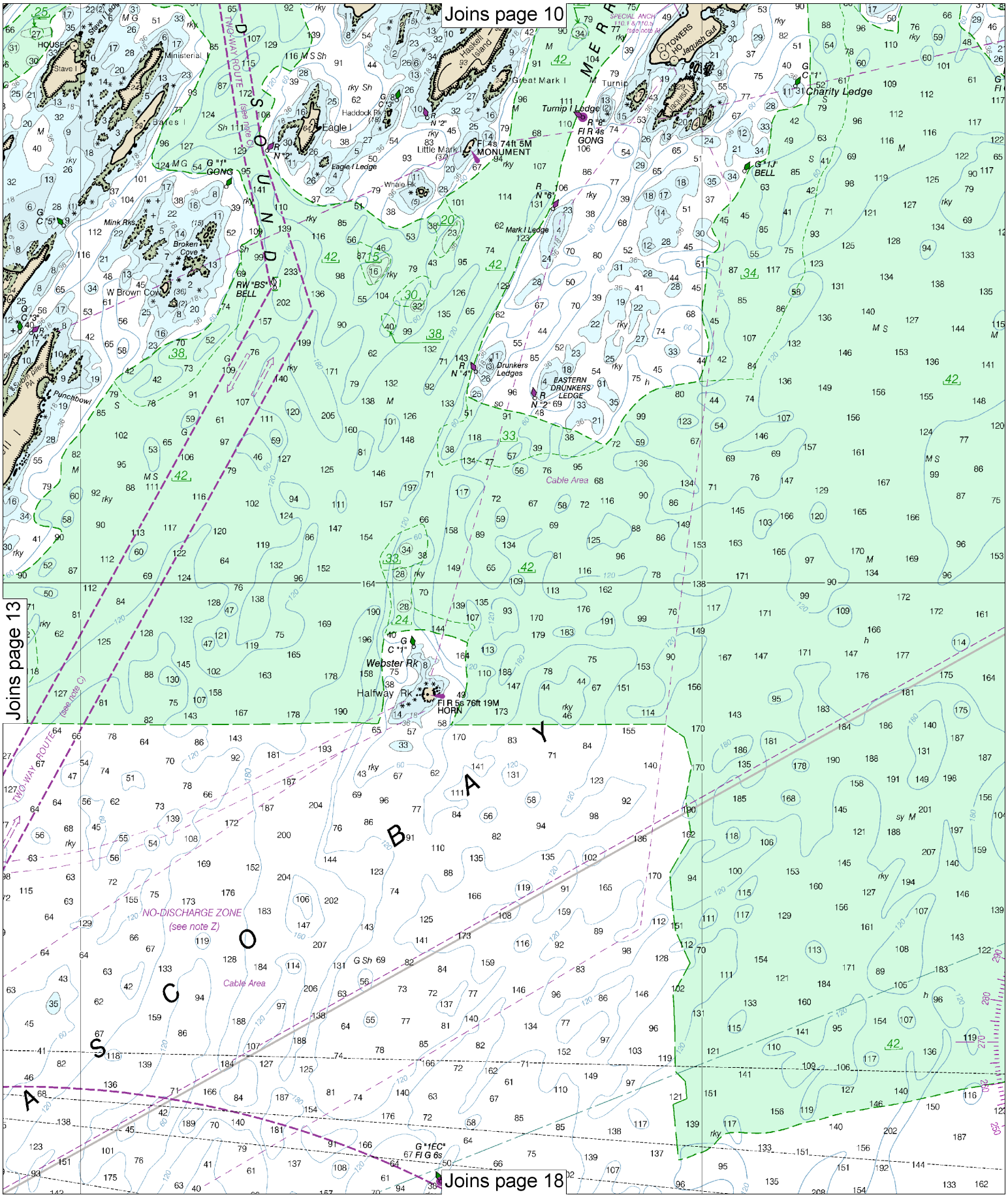
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 9
Joins page 14
Joins page 17
Walco Pt
Jonks Ldg
Coleman Cove
Sand I
Rogues I
HOPE I
Cable Area
Ministerial I
Bates I
Eagle I
Eagle I Ledge
Haddock Rk
Little Mark I
Great Mark I
Turnip
Turnip I Ledge
Mark I Ledge
Mink Rks
Broken Cove
W Brown Cove
Jewell I
TOWER
Punchbowl
Indian Rk
Johns Ledge
COLREGS DEMARCATION LINE 80.110b (see note A)
Drunkers Ledges
EASTERN DRUNKERS LEDGE
Inner Green I
Green I Reef
Green I Passage
Johnson Rk
Outer Green I
Junk of Pork
Disposal Area (discontinued) Depths from survey of 1941
Webster Rk
Halfway Rk
Fl R 5s 76ft 19M HORN
TWO-WAY ROUTE (see note C)
NO-DISCHARGE ZONE (see note Z)
Cable Area
CASCO BAY
SOUND
SPECIAL ANCH 110.1 & 110.5 (see note A)

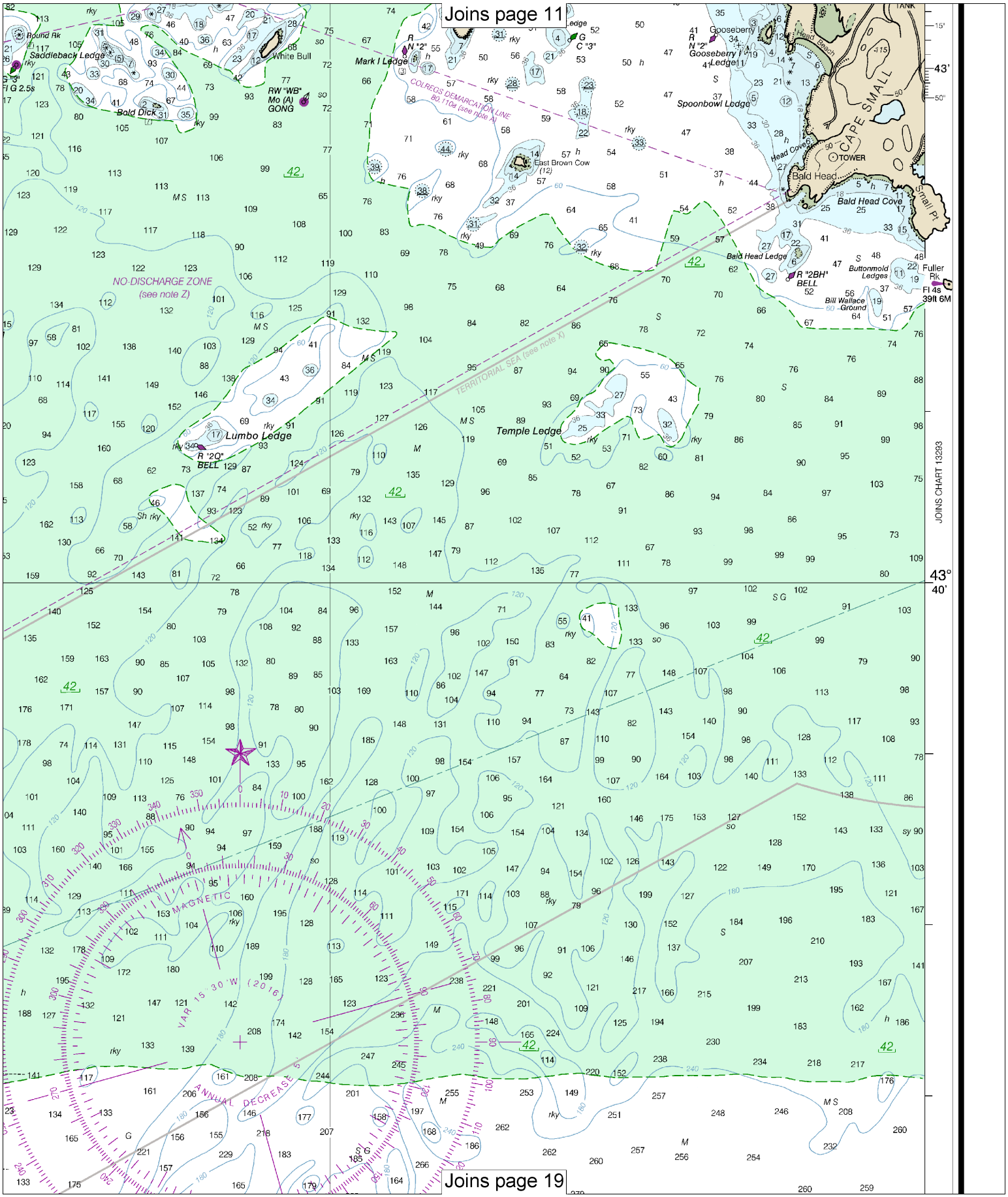


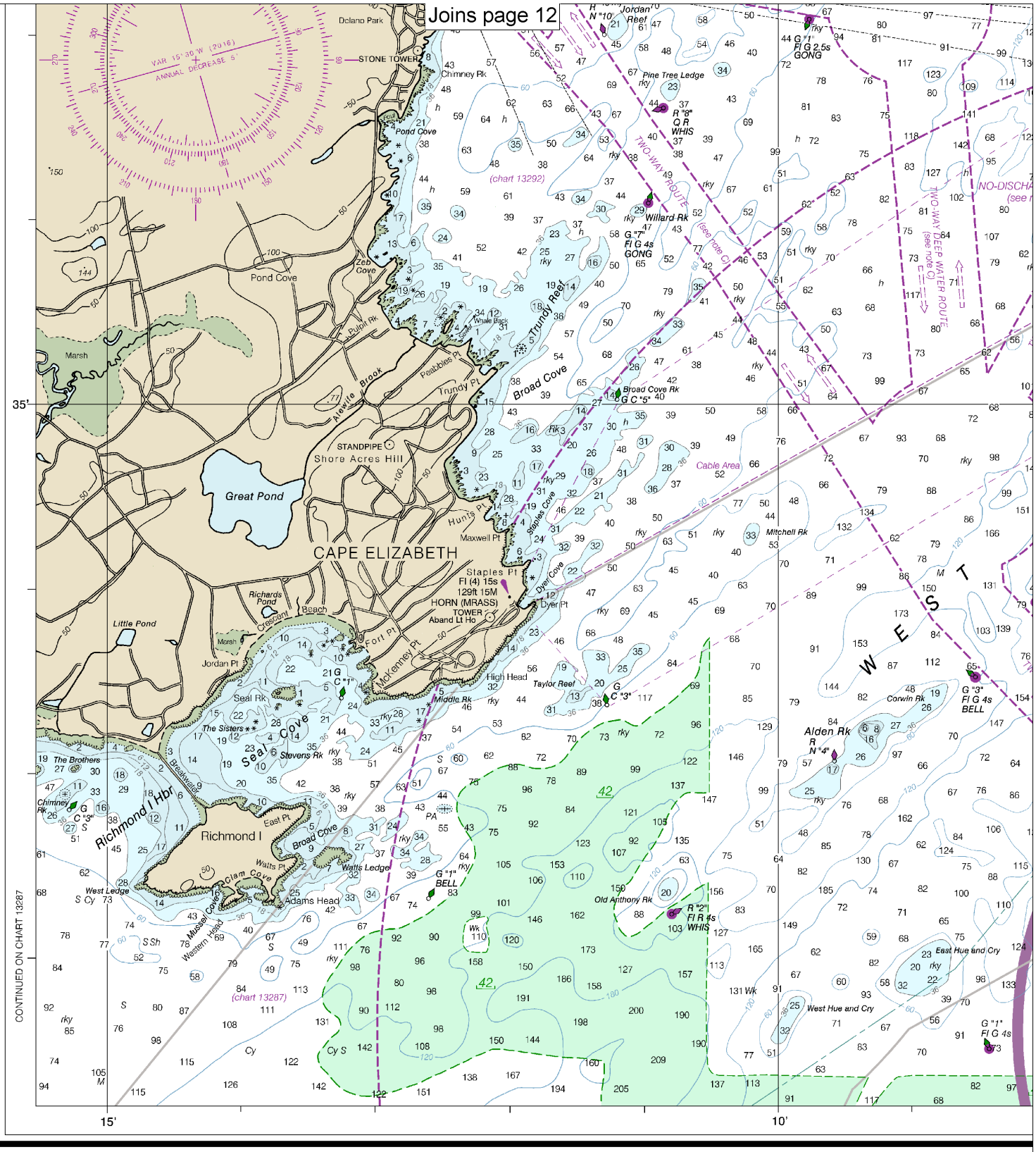
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 11
Joins page 19
Saddleback Ledge
Bold Dick
White Bull
Mark I Ledge
COLREGS DEMARCATION LINE
Gooseberry I Ledge
Spoonbowl Ledge
CAPE SMALL
TOWER
Bald Head
Bald Head Cove
Small Pt
East Brown Cow
Bald Head Ledge
Buttonmold Ledges
Fuller Rk
Bill Wallace Ground
NO-DISCHARGE ZONE
(see note Z)
TERRITORIAL SEA (see note X)
Lumbo Ledge
Temple Ledge
JOINS CHART 13293
43°
40'
MAGNETIC
VAR 15°30'W (2016)
ANNUAL DECREASE 5'



13290

CAUTION

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

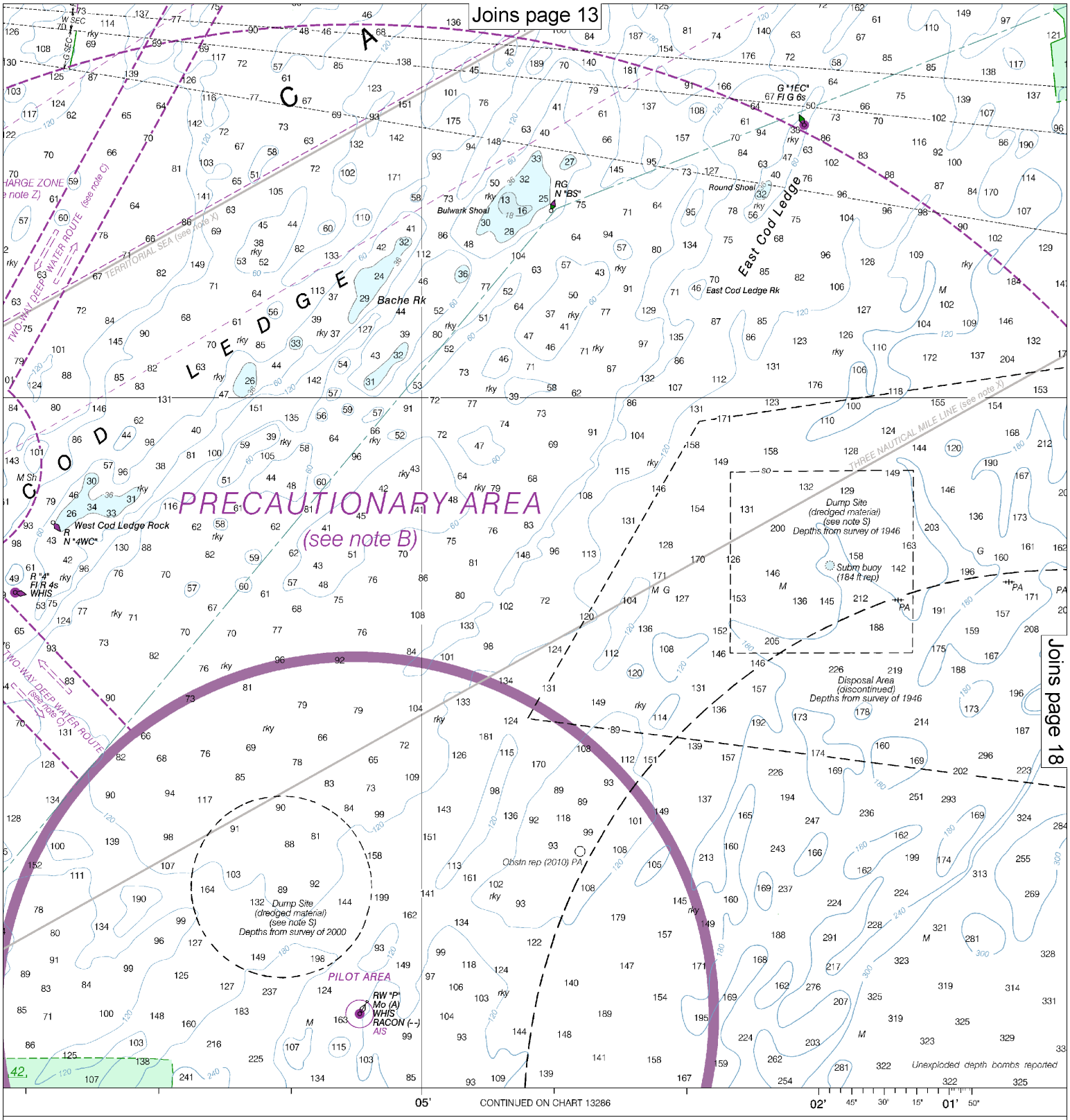
40th Ed., Feb. 2016. Last Correction: 8/9/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



SCALE 1:40,000

Nautical Miles

1 2 3

Yards

1000 2000 3000 4000 5000

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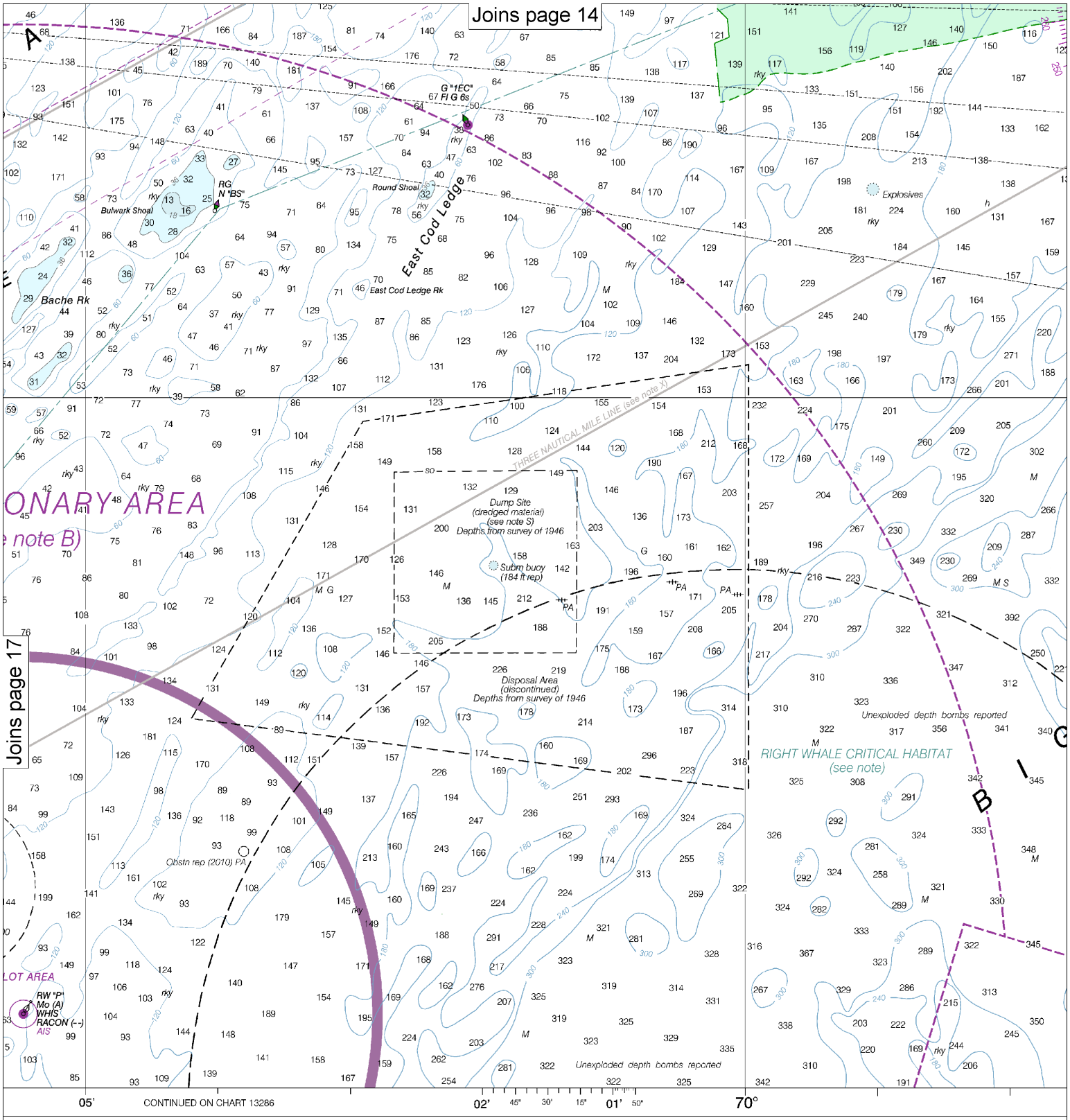
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

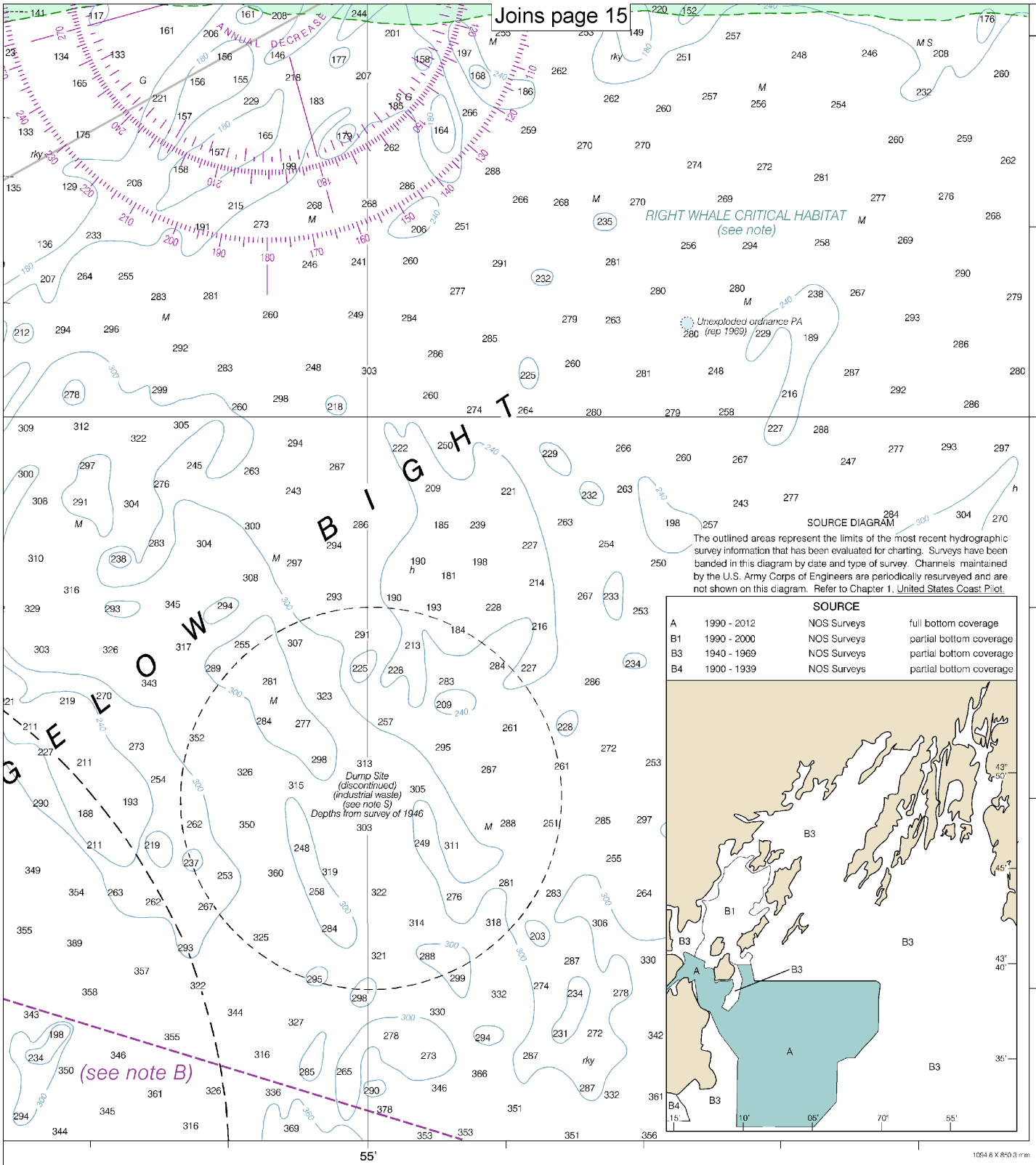
SOUNDINGS IN F

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



FEET

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																

Casco Bay

SOUNDINGS IN FEET - SCALE 1:40,000

13290

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**
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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

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