

BookletChart™

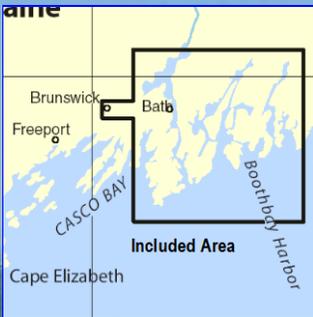


Damariscotta, Sheepscot and Kennebec Rivers

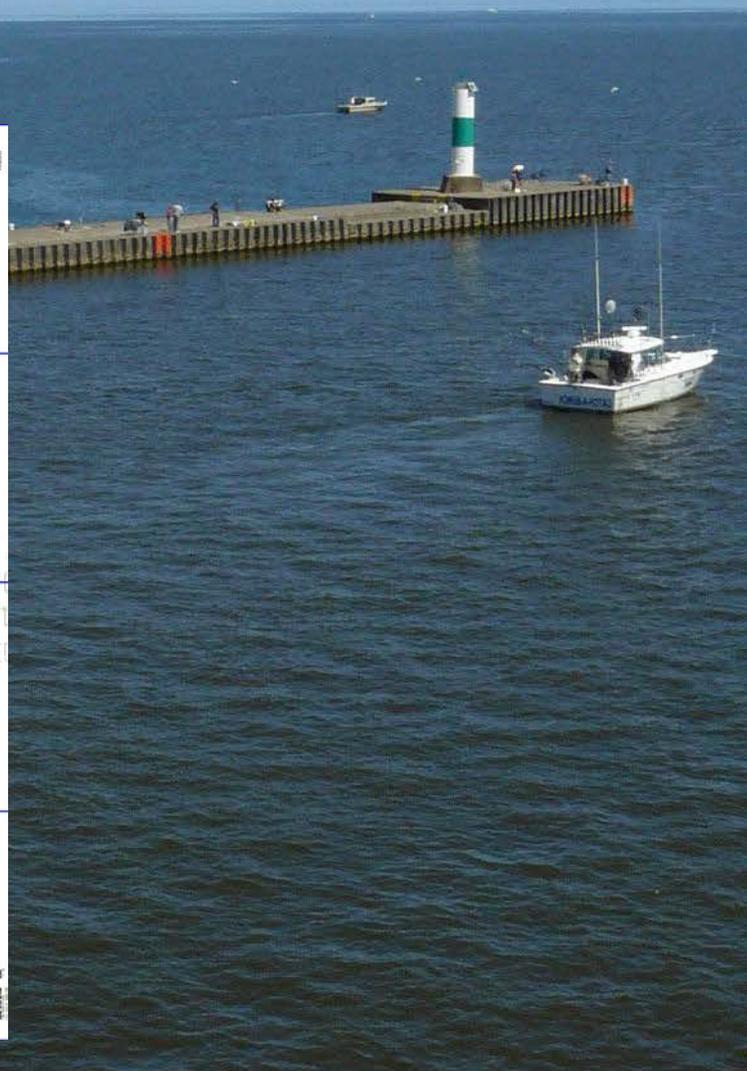
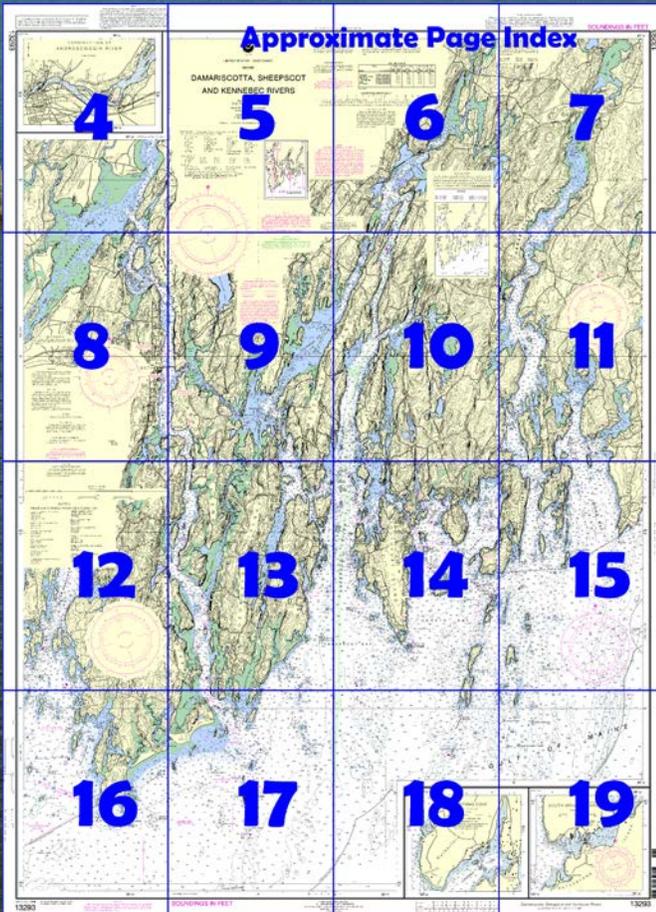
NOAA Chart 13293

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.

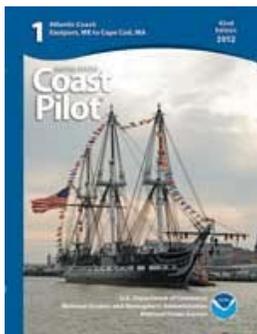
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13293>.



(Selected Excerpts from Coast Pilot)
Johns Bay (43°50.0'N., 69°32.0'W.) is westward of Pemaquid Neck, between it and **Rutherford Island**. Its entrance is about 1.4 miles wide, and the length of the bay is 2 miles to Johns Island, above which Pemaquid River empties into the northeastern end. Johns River flows into the northwestern part. Depths in the bay are very irregular, and there are several ledges and rocks. A high square observatory tower on Rutherford Island is prominent.

Though not commercially important, the bay has summer resorts on its shores and is used as an anchorage by fishermen and yachtsmen. The holding ground is poor except in a few spots near the head of the bay

and in the coves. Port Clyde, eastward, and Boothbay Harbor, westward, are preferable at all times.

Pemaquid Harbor (43°52.5'N., 69°32.0'W.) is at the entrance to Pemaquid River, northeastward of Johns Island. The bottom is rocky and irregular, but there is a fair anchorage for small vessels in 36 feet in the eastern part of the harbor between **Fish Point** and the entrance of Pemaquid River. The preferred anchorage for small craft, although crowded, is said to be north of the fort where the bottom is soft in places. The village of **Pemaquid Harbor** is on the north side of the entrance to the harbor. There are a number of private float landings and boatsheds.

Pemaquid River extends northeastward about 2 miles to the village of **Pemaquid**. The river is dry at low water near its head, and has a narrow, crooked channel marked by private buoys. On the point marking the southern entrance to Pemaquid River there is a prominent stone tower marking the position of the former **Fort William Henry**.

The pier and float landing of a lobster wharf are on the north side of Pemaquid River about 0.5 mile northeastward of the old fort. Depths of 3 feet are reported alongside the float; gasoline, diesel fuel, and some marine supplies are available.

Pemaquid Beach is a village on the south side of Pemaquid River at the entrance. There is a private wharf with a float at the old fort. A pier and float landing are at a State park, close northeastward of the private wharf. Depths of 10 feet are reported alongside the float. Parking, restaurant, and a small-craft launching ramp are available at the State park. Groceries and lodging can be obtained in the village nearby.

A reef almost bare in places at low water extends offshore between the private wharf and the State park pier. Several small fish wharves are to the eastward on the south side of the river.

A ledge, partly bare at half tide, extends 225 yards north-northeastward from the north end of Johns Island, where it is marked by a spindle, and another shoal cleared to 13 feet is about 0.3 mile south of the island.

Thurston Ledges are mostly bare rocks extending 300 yards southward from **Thurston Point** on the north side at the entrance of Pemaquid Harbor, their south edge being 300 yards northward of Beaver Island.

Routes.—Pemaquid Harbor can be entered from westward by passing midchannel between **Beaver Island**, the high rounded islet with some trees, 300 yards northward of Johns Island, and **Thurston Ledges**. From the southward, when 0.5 mile or more southward of Johns Island, steer so as to pass 150 yards eastward of Johns Island, being careful to avoid the 13-foot shoal southward of the island, and then westward of the western bare rocks of **Knowles Rocks**.

McFarlands Cove is on the western side of Johns Bay, northward and westward of **Witch Island**. A steep 150-foot hill is on the west shore of the cove. There is good anchorage in 24 to 36 feet in the cove for a small vessel about 300 yards northward of Witch Island.

McFarlands Ledges, about 450 to 800 yards north-northeastward of Witch Island, have a rock which uncovers 6 feet near the north end, and one uncovers at low water near the south end. A buoy marks the south end of the ledges. **Corvette Ledge**, about 200 yards northeastward of Witch Island, is covered 3 feet; a buoy marks its north end. When entering the cove from eastward between the buoys marking these two ledges, take care to avoid the rock awash off the northwestern point of Witch Island.

The Gut, a thorofare connecting McFarlands Cove with Damariscotta River, is described under the description of that river.

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

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

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

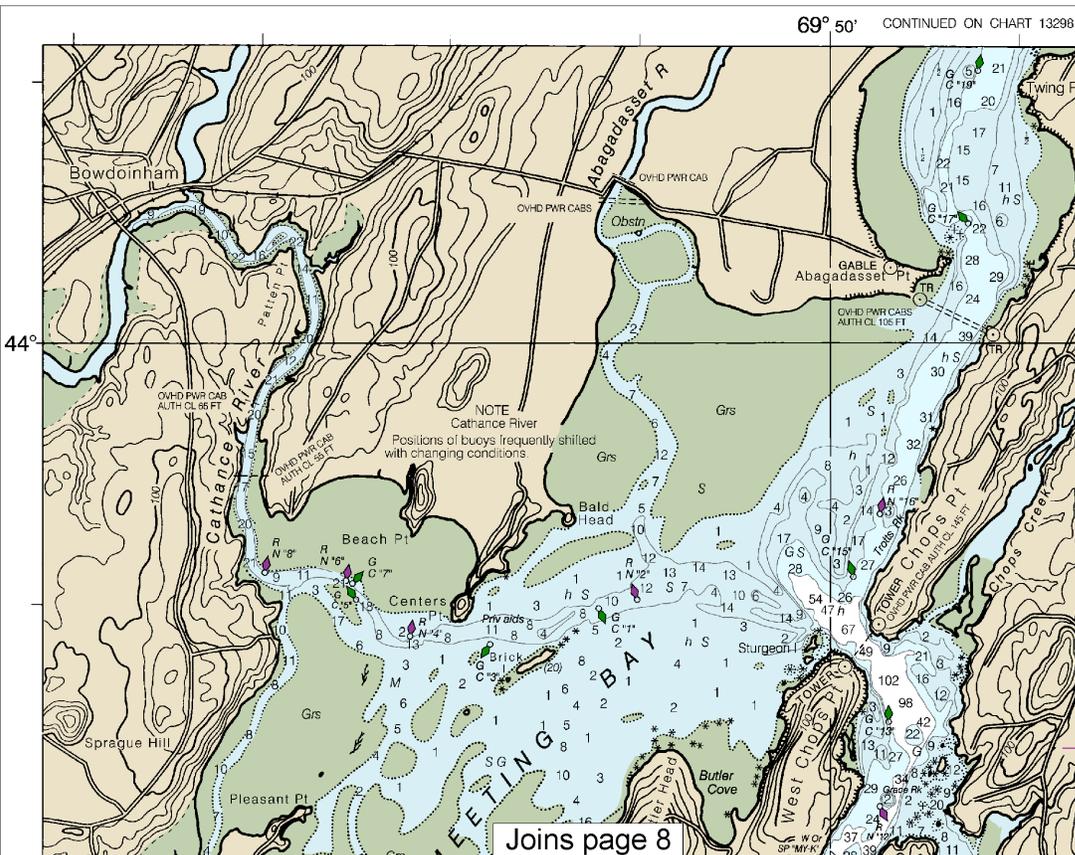
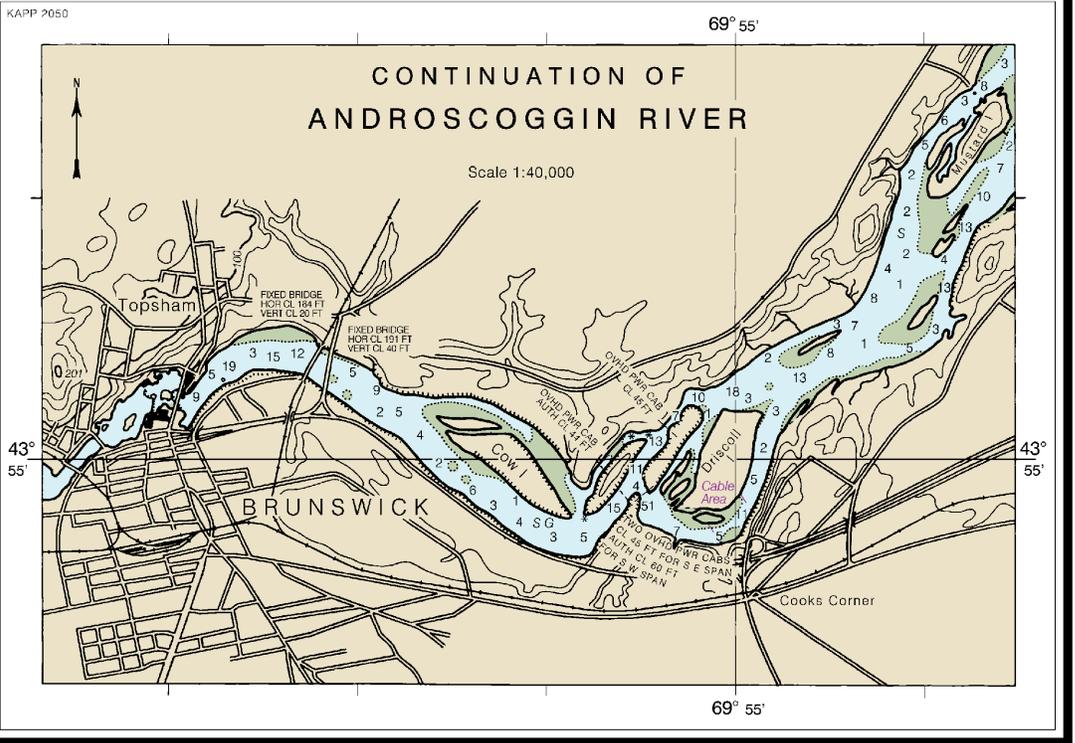


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

Within the 12-nautical mile Territorial Sea, establish some Federal laws apply. The Three Nautical Mile outer limit of the territorial sea, is retained as the limit of the other laws. The 9-nautical mile Natural Resources of Florida, Texas, and Puerto Rico, and the Three Nautical Miles most cases the inner limit of Federal fisheries jurisdiction of the states. The 24-nautical mile Contiguous Zone were established by treaty or the U.S. Supreme Court, to modification.

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

13293



- ABBREVIATIONS (For complete Aids to Navigation (lights are)
- AERO aeronautical
 - Al alternating
 - B black
 - Bn beacon
 - C can
 - DIA diaphone
 - F fixed
 - Fl flashing
- Bottom characteristics:
- Bcls boulders
 - bk broken
 - Cy clay
- Miscellaneous:
- AUTH authorized
 - ED existence doubtful
 - (2) Wreck, rock, obstruction
 - (2) Rocks that cover at low tide
 - COLREGS: International Demarcation

Joins page 8

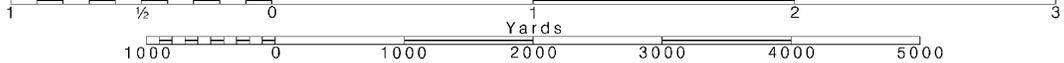
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.



lished by Presidential Proclamation, the Line, previously identified as the Antislavery Line, to depict the jurisdictional boundary of the Gulf of Mexico. The Nautical Mile Line elsewhere remains in jurisdiction and the outer limit of the contiguous Zone and the 200-nautical mile line established by Presidential Proclamation. These maritime limits are subject to change.

Formerly C&GS 314 1st Ed., June 1862 G-1947-690 KAPP 2047



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE

AMARISCOTTA, SHEEPSCOT AND KENNEBEC RIVERS

Mercator Projection
Scale 1:40,000 at Lat. 43° 52'

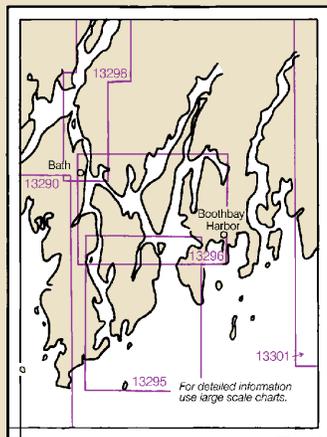
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

Complete list of Symbols and Abbreviations, see Chart No. 1. Symbols are in white unless otherwise indicated.

- | | | |
|--------------------------|------------------------|--------------------|
| G green | Mo morse code | R TR radio tower |
| IQ interrupted quick | N nun | Rot rotating |
| ISO isophase | OBSC obscured | s seconds |
| LT HO lighthouse | Oc occulting | SEC sector |
| M nautical mile | Or orange | St M statute miles |
| m minutes | Q quick | VO vary quick |
| MICRO TR microwave tower | R red | W white |
| Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | R Bn radiobeacon | Y yellow |
| Co coral | Oys oysters | so soft |
| G gravel | Rk rock | Sh shells |
| Grs grass | S sand | sy sticky |
| Obstn obstruction | PD position doubtful | Subm submerged |
| PA position approximate | Rep reported | |
- struction, or shoal swept clear to the depth indicated.
and uncover, with heights in feet above datum of soundings.
Regulations for Preventing Collisions at Sea, 1972.
tion lines are shown thus: ---



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.

NOTE D

RECOMMENDED VESSEL ROUTE
Recommended Vessel Route for vessels entering and departing the Sheepscot River, Maine. While not mandatory, vessels are requested to follow the U.S. Coast Pilot Volume 1, Chapter 2.

Joins page 9

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

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 Coast Guard facility if telephone communication is infeasible.

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.

TIDAL INFORMATION

| NAME | PLACE (LAT/LONG) | Mean High Water |
|-----------------|-------------------|-----------------|
| Newcastle | (44°02'N/69°32'W) | |
| Boothbay Harbor | (43°51'N/69°38'W) | |
| Wiscasset | (44°00'N/69°40'W) | |
| Fort Popham | (43°45'N/69°47'W) | |
| Bath | (43°55'N/69°49'W) | |
| Brunswick | (43°55'N/69°58'W) | |

Dashes (---) located in datum columns indicate unavailable datum values. Tide predictions, and tidal current predictions are available on the Internet (<http://www.tidesandcurrents.noaa.gov>) (Jan 2016)

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 1.828' eastward to agree with this chart.

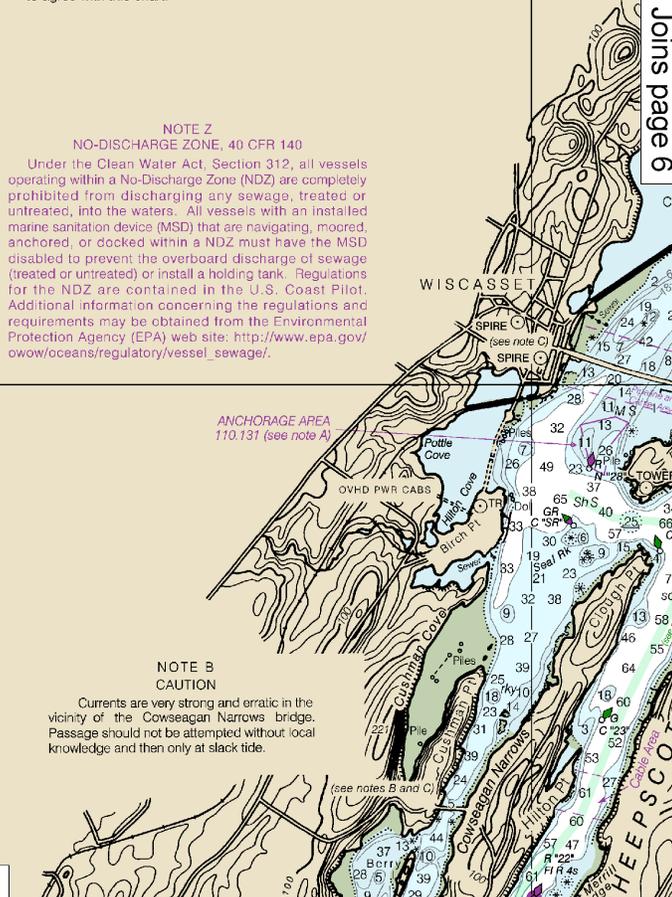
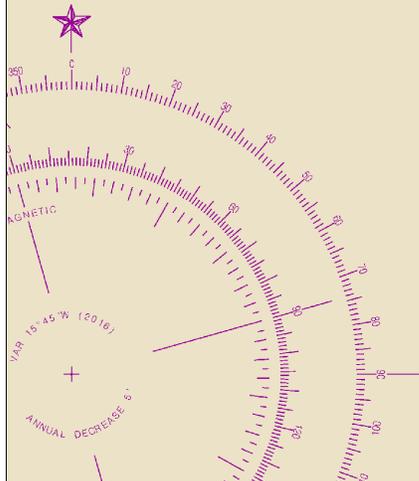
NOTE Z NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

ANCHORAGE AREA 110.131 (see note A)

NOTE B CAUTION

Currents are very strong and erratic in the vicinity of the Cowseagan Narrows bridge. Passage should not be attempted without local knowledge and then only at slack tide.



Joins page 6

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.





**EAST COAST
SHEEPSCOT
HEEPSCOT RIVERS**

Section
Lat. 43° 52'
Datum of 1983
(datum 1984)
In FEET
Above WATER
www.nauticalcharts.noaa.gov

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

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TIDAL INFORMATION

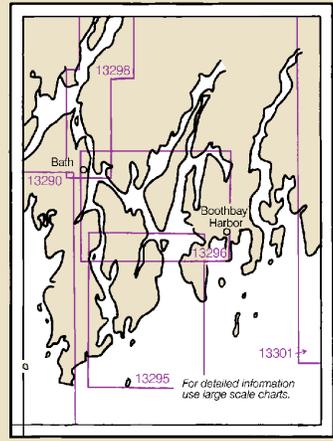
| NAME | PLACE (LAT/LONG) | Height referred to datum of soundings (MLLW) | | |
|-----------------|-------------------|--|-----------------|----------------|
| | | Mean Higher High Water | Mean High Water | Mean Low Water |
| Newcastle | (44°02'N/69°32'W) | 10.1 | 9.7 | 0.3 |
| Boothbay Harbor | (43°51'N/69°38'W) | 9.6 | 9.1 | 0.3 |
| Wiscasset | (44°00'N/69°40'W) | 10.2 | 9.8 | 0.3 |
| Fort Popham | (43°45'N/69°47'W) | 9.1 | 8.7 | 0.3 |
| Bath | (43°55'N/69°49'W) | 6.9 | 6.6 | 0.2 |
| Brunswick | (43°55'N/69°58'W) | 4.1 | 3.9 | 0.1 |

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)

**NOTE Z
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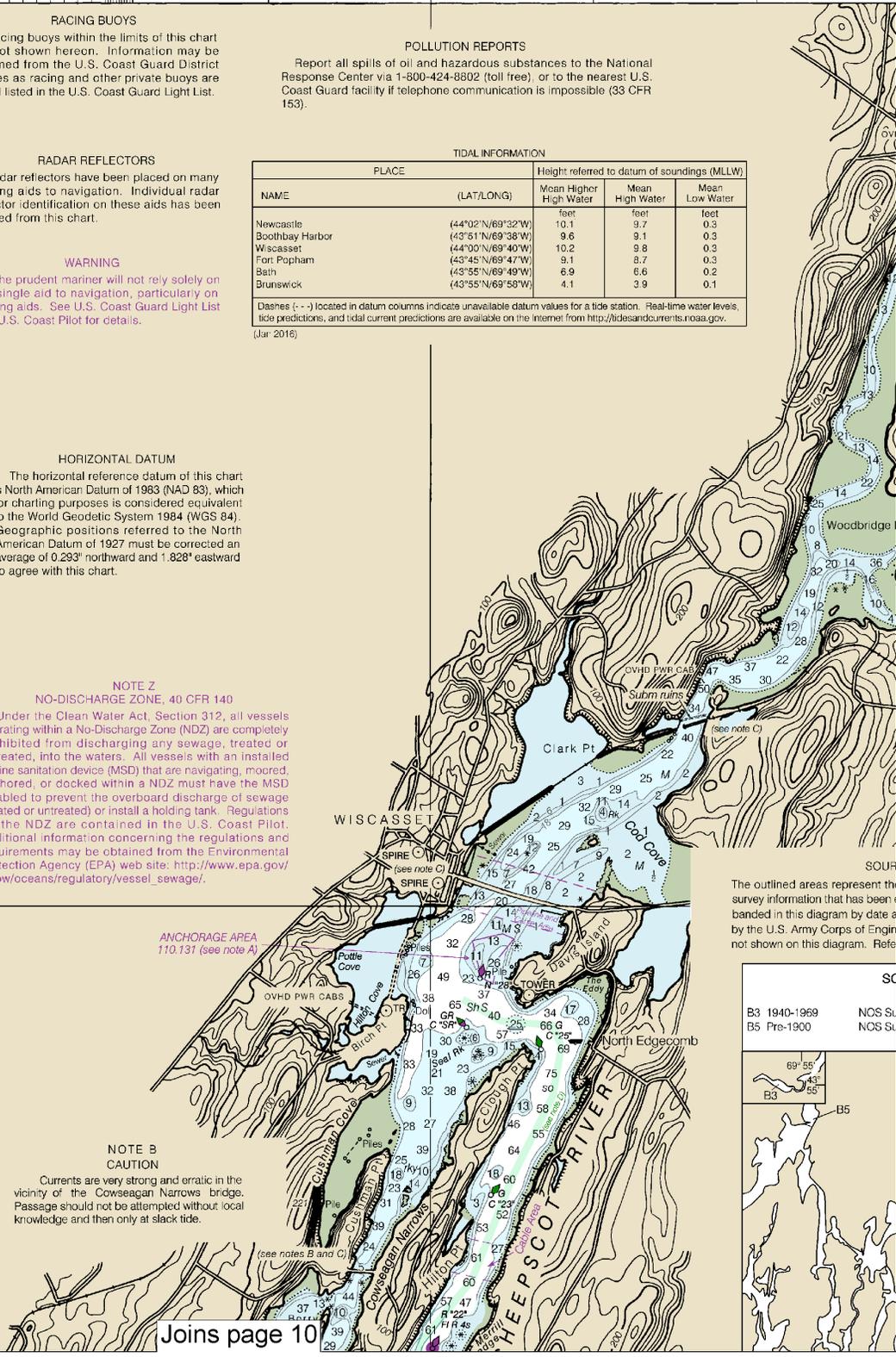
**ANCHORAGE AREA
110.131 (see note A)**

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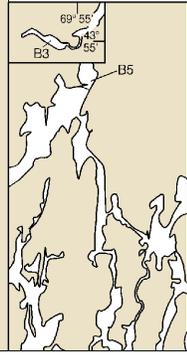
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Refer to charted regulation section numbers.

**NOTE D
RECOMMENDED VESSEL ROUTE**
Recommended Vessel Route for vessels entering and departing the Sheepscot River, Maine. While not mandatory, vessels are requested to follow the designated route. See U.S. Coast Pilot Volume 1, Chapter 8.



The outlined areas represent the survey information that has been banded in this diagram by date and by the U.S. Army Corps of Engineers not shown on this diagram. Refer to...

| | |
|--------------|--------|
| B3 1940-1969 | NOS Su |
| B5 Pre-1900 | NOS Su |



Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

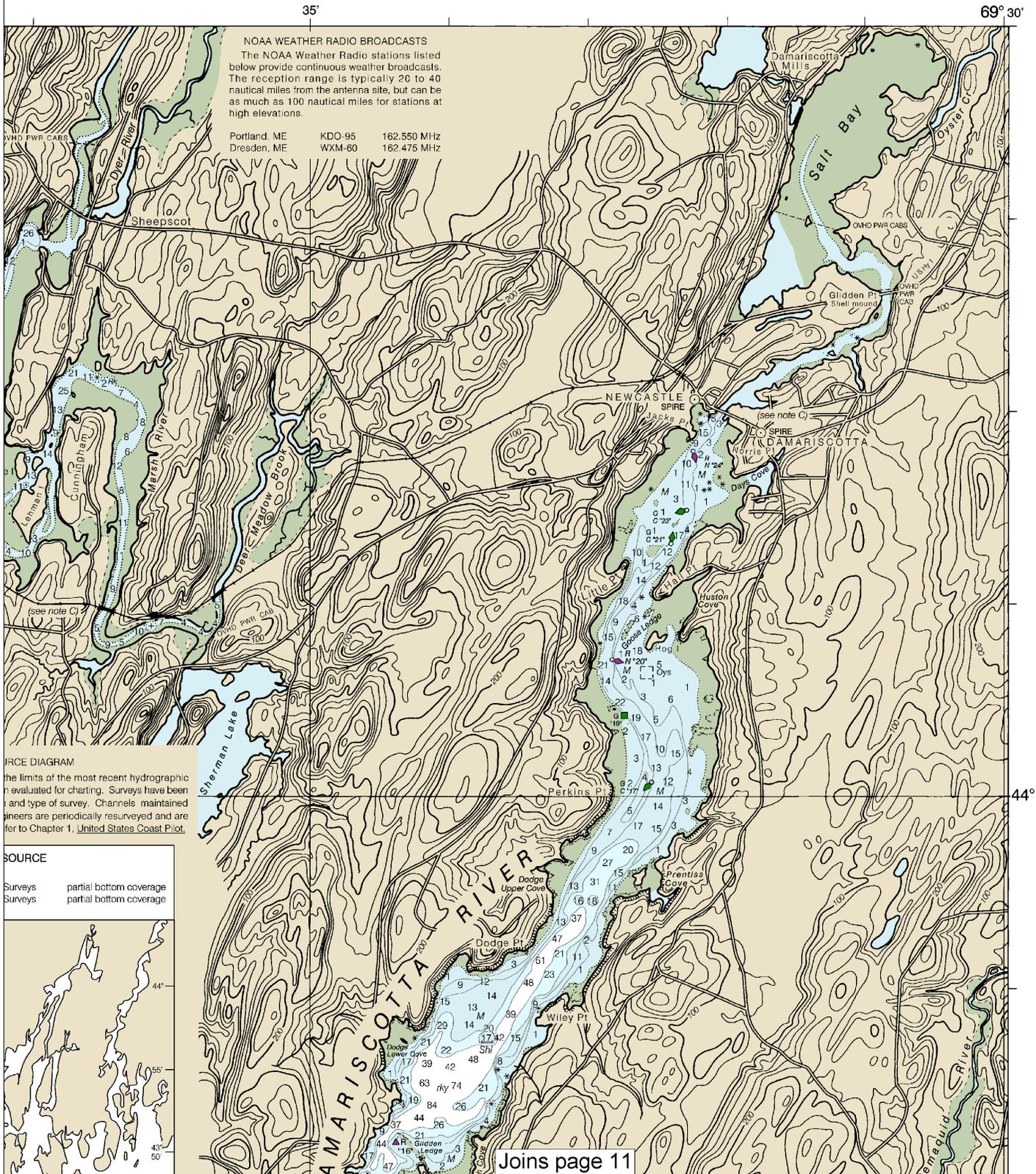
SCALE 1:40,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET

13293

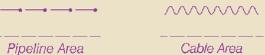


36th Ed., Mar. 2016. Last Correction: 5/5/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

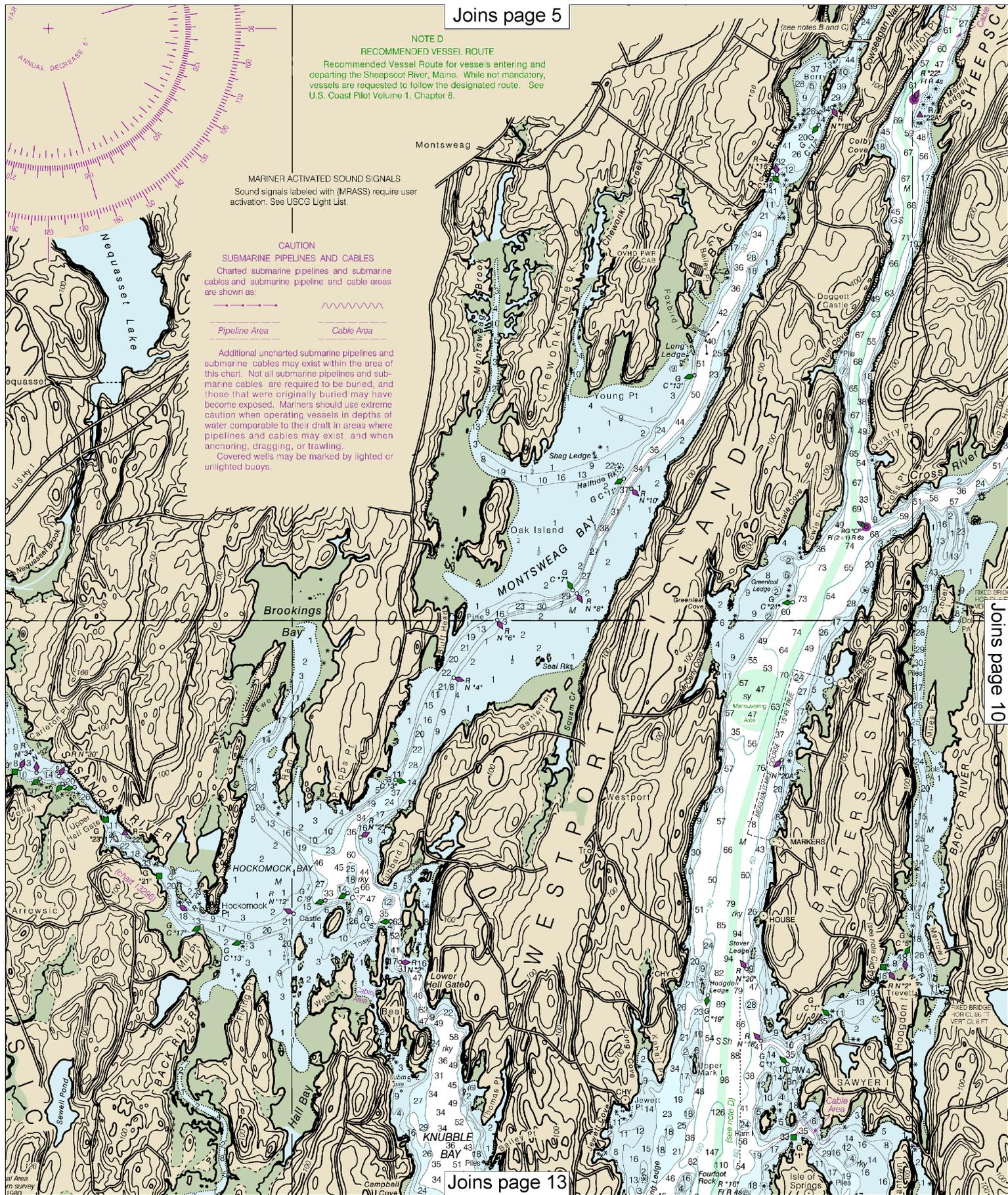
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MARINER ACTIVATED SOUND SIGNALS
 Sound signals labeled with (M-RASS) require user activation. See USCG Light List.

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.



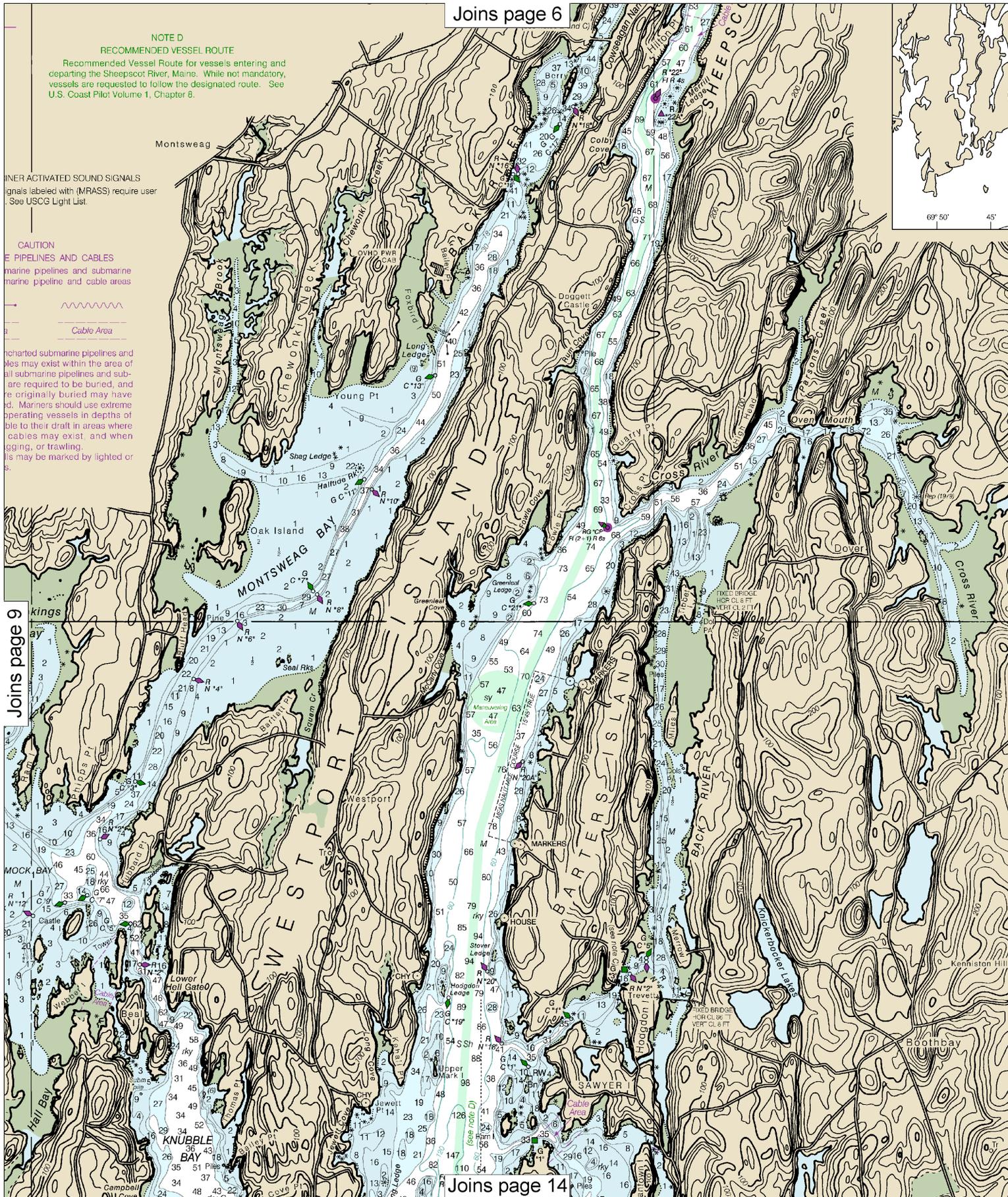
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INNER ACTIVATED SOUND SIGNALS
Signals labeled with (MRASS) require user See USCG Light List.

CAUTION
PIPELINES AND CABLES
marine pipelines and submarine marine pipeline and cable areas

Charted submarine pipelines and cables may exist within the area of all submarine pipelines and cables are required to be buried, and are originally buried may have. Mariners should use extreme operating vessels in depths of able to their draft in areas where cables may exist, and when fishing, or trawling. They may be marked by lighted or



69° 50' 45"

Joins page 9

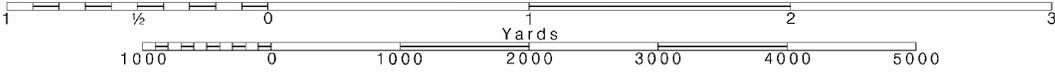
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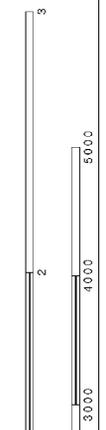
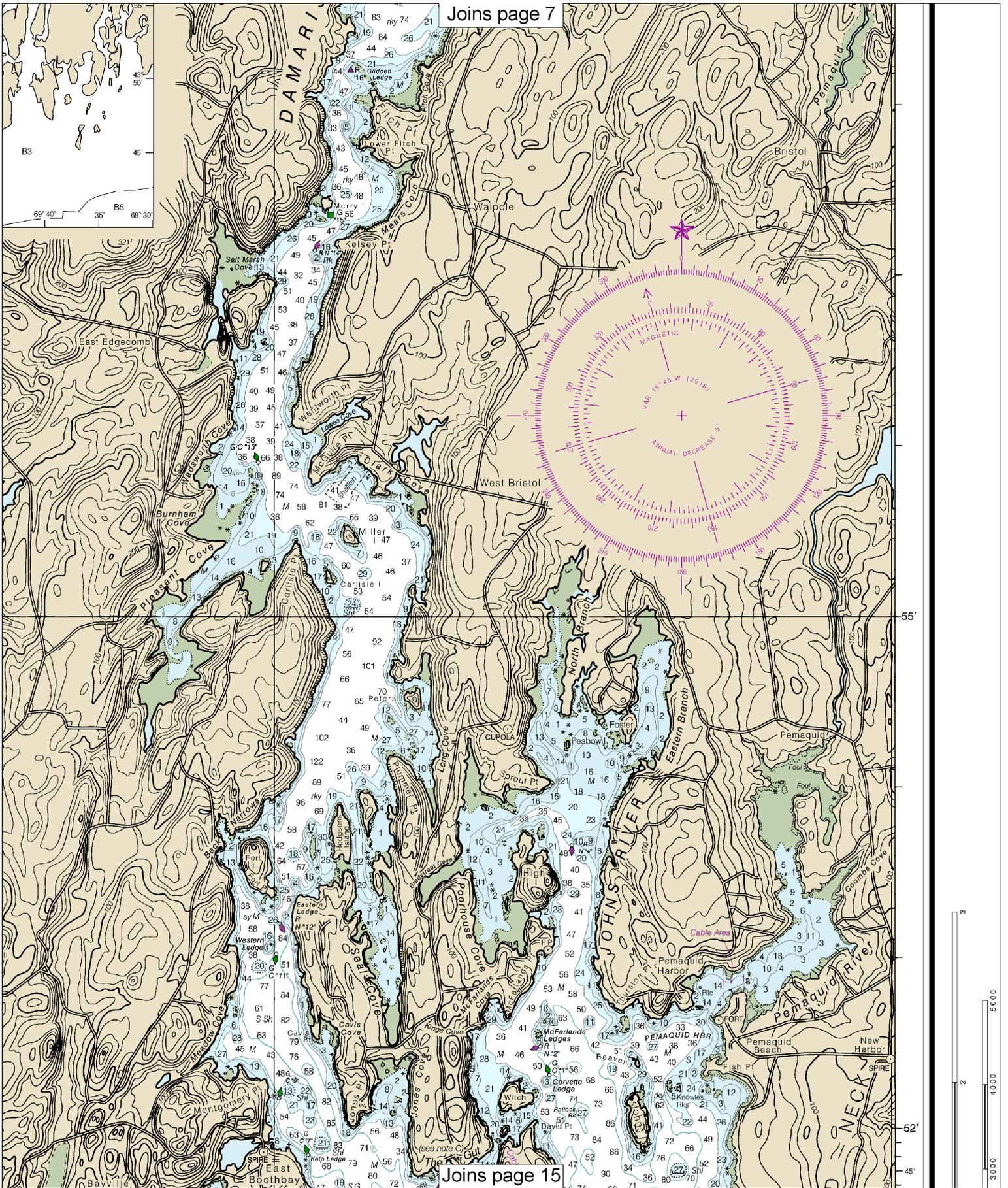
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Ellingswood Rock for approximately 1 nautical mile in all directions.

Joins page 8

52°
45°
30°
15°
51°
50°
43°
50°

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

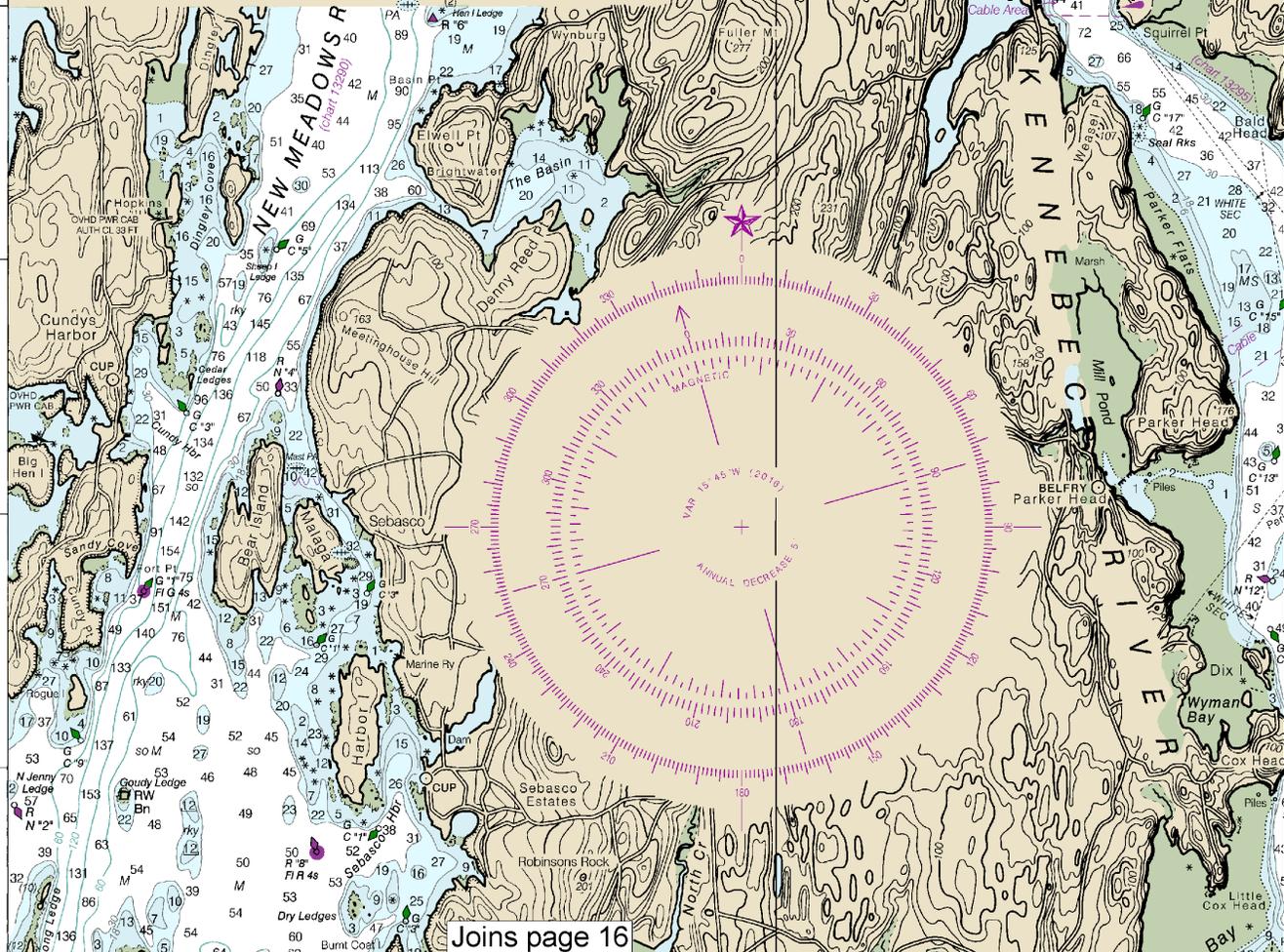
SCALE 1:40,000
Nautical Miles



NOTE C

BRIDGE AND OVERHEAD POWER CABLE CLEARANCES

- | | |
|---|--|
| THE GUT DAMARISCOTTA R TO JOHNS R SWING BRIDGE HOR CL 26 FT VERT CL 3 FT OVHD PWR & T CABS CL 55 FT | SHEEPSCOOT R MAINE DOT RR BRIDGE AT CLARK PT ABOVE WISCASSETT BAScule BRIDGE (DRAW CLOSED) HOR CL 40 FT VERT CL 8 FT |
| DAMARISCOTTA R AT DAMARISCOTTA FIXED BRIDGE HOR CL 66 FT VERT CL 5 FT | MARSH R MAINE DOT RR BRIDGE FIXED BRIDGE HOR CL 33 FT VERT CL 22 FT |
| TOWNSEND GUT SOUTHPORT I SWING BRIDGE HOR CL 52 FT VERT CL 10 FT | BACK R ARROWSICK I TO GEORGETOWN I FIXED BRIDGE HOR CL 145 FT VERT CL 8 FT |
| BACK R BARTER I TO HODGDON I SWING BRIDGE HOR CL 40 FT VERT CL 6 FT OVHD TEL & PWR CABS AUTH CL 38 FT (REP) | KENNEBEC R BATH TO TOWESIC NECK RR BRIDGE LIFT BRIDGE HOR CL 200 FT VERT CL 16 FT DOWN VERT CL 135 FT UP |
| COWSEGAN NARROWS FIXED BRIDGE HOR CL 100 FT VERT CL 48 FT | KENNEBEC R BATH TO TOWESIC NECK HWY BRIDGE FIXED BRIDGE HOR CL 200 FT VERT CL 70 FT |
| SHEEPSCOOT R WISCASSETT TO DAVIS I FIXED BRIDGE HOR CL 38 FT VERT CL 25 FT | SASANOA R SASANOA PT TO PREBLE PT FIXED BRIDGE HOR CL 200 FT VERT CL 51 FT OVHD PWR CAB AUTH CL 75 FT |



Joins page 16

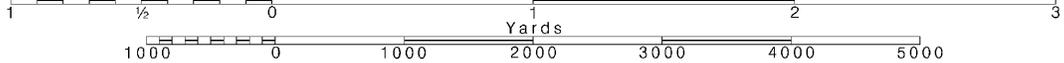
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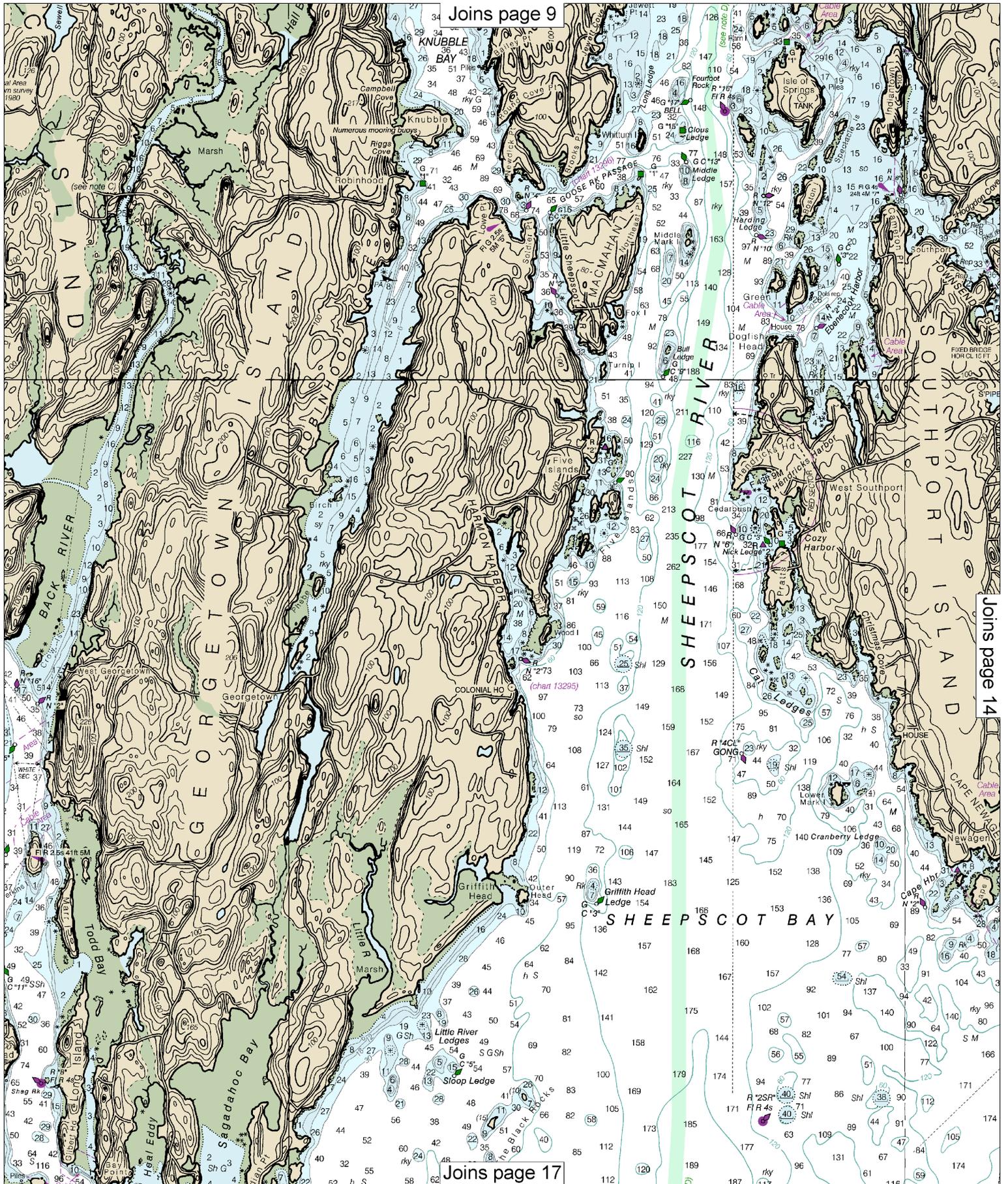
Note: Chart grid lines are aligned with true north.

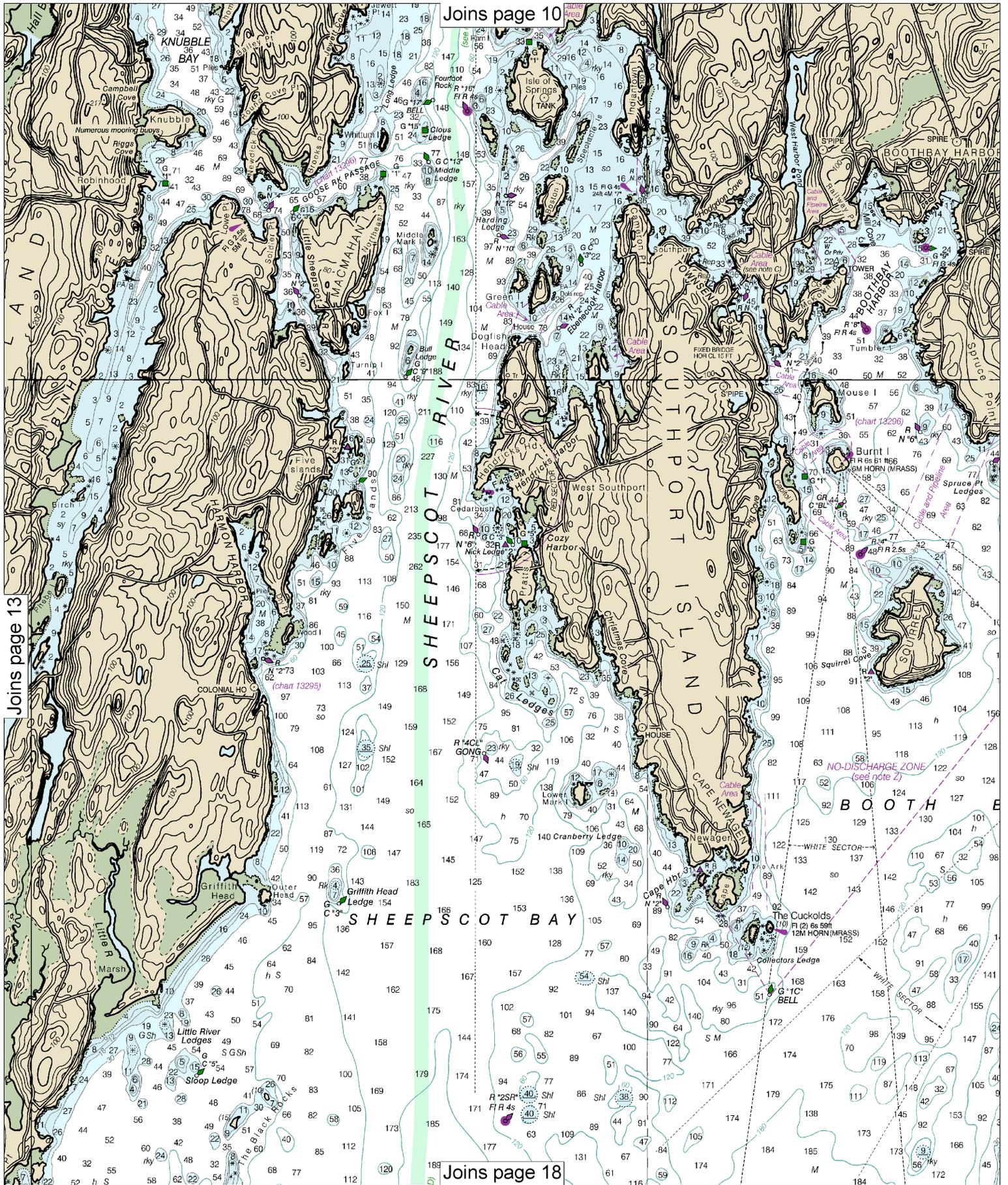
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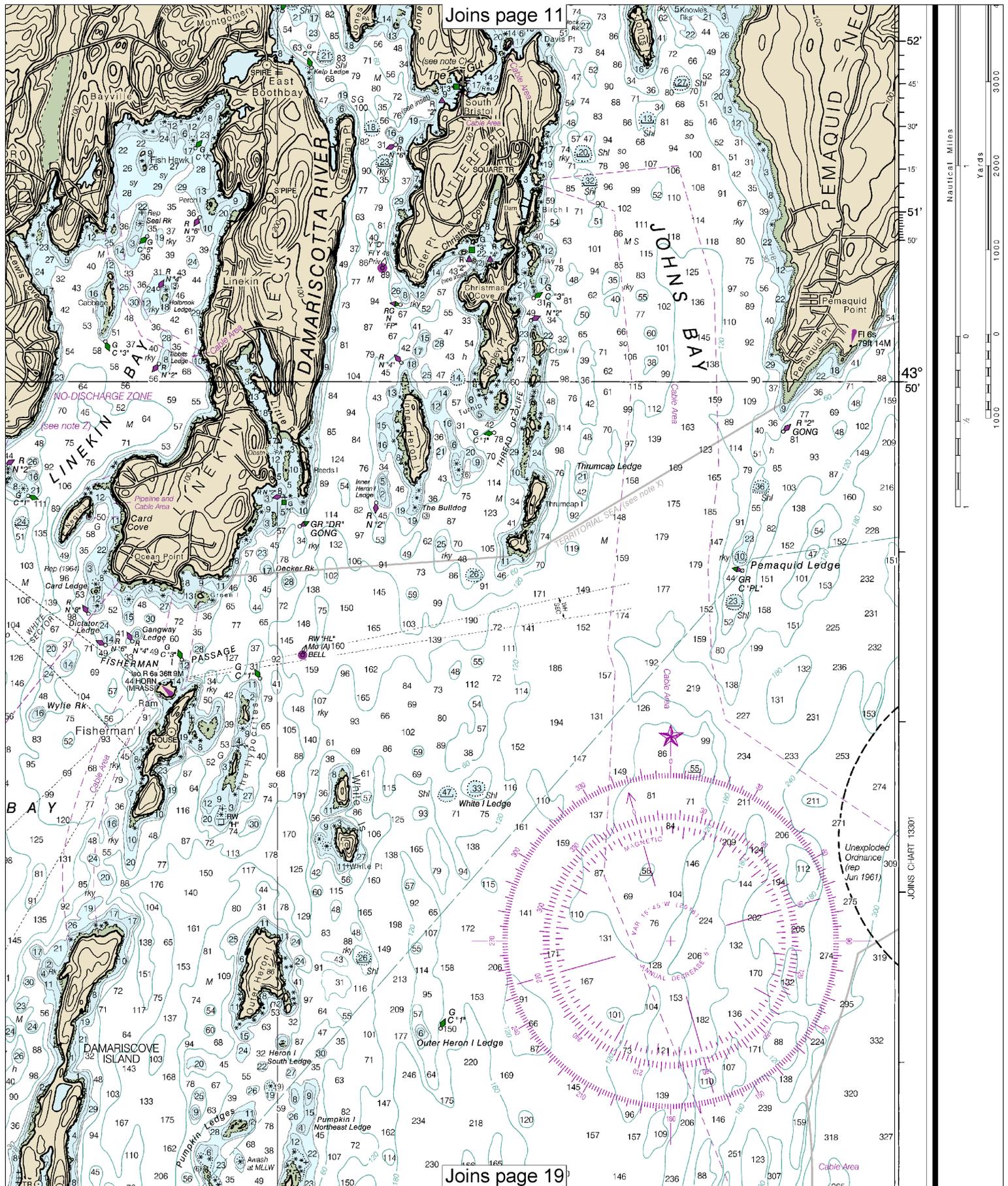
SCALE 1:40,000
Nautical Miles

See Note on page 5.





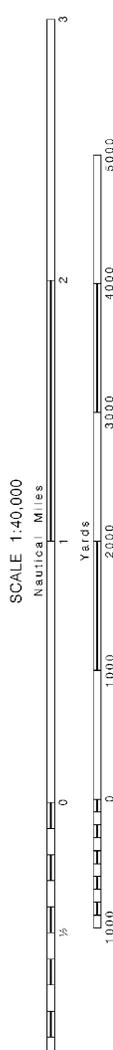
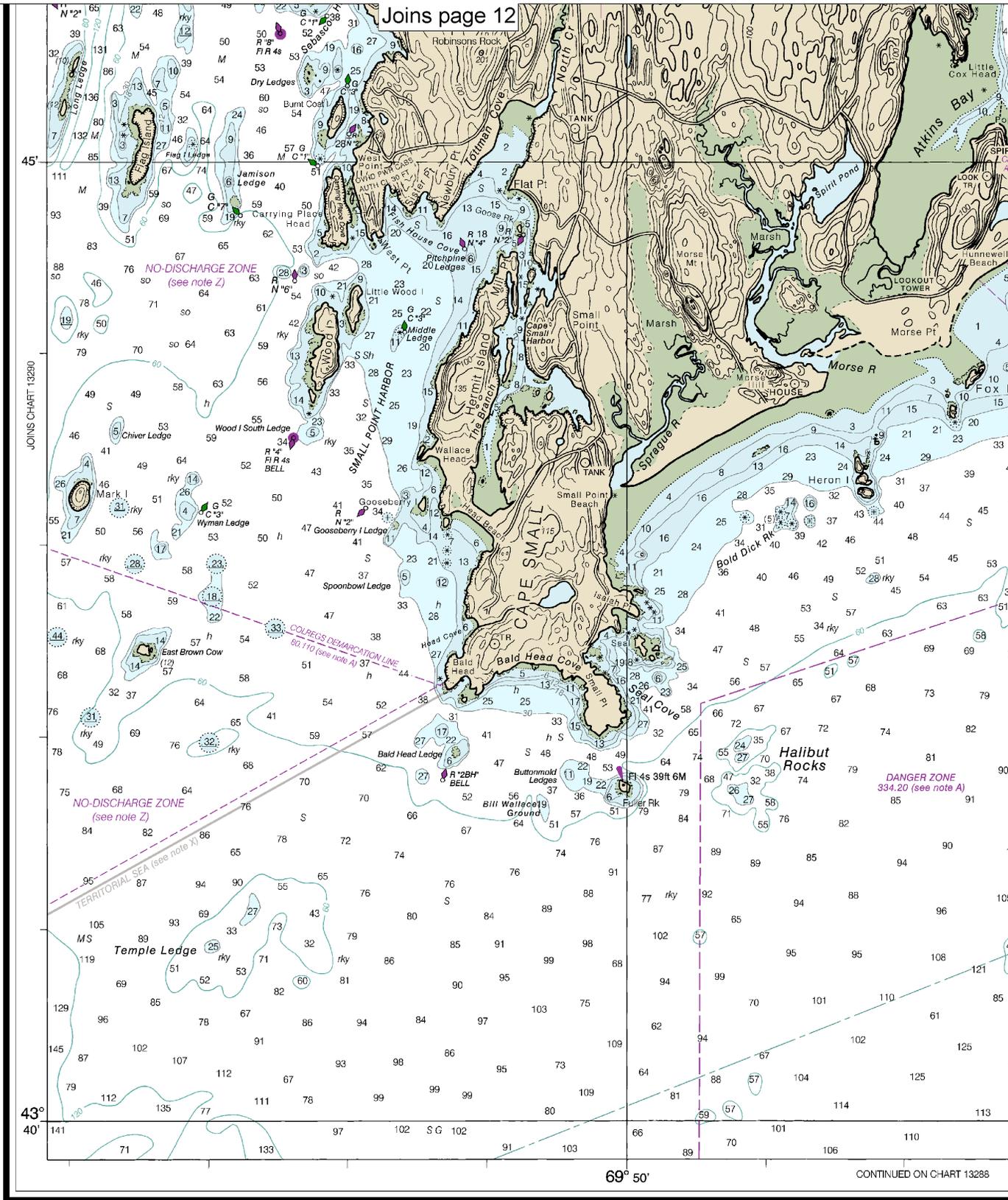




Joins page 11

Joins page 19

JOINS C-Chart 13301



13293

36th Ed., Mar. 2016. Last Correction: 5/5/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

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.

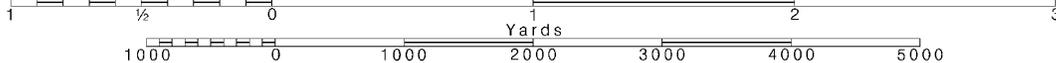
16

Note: Chart grid lines are aligned with true north.

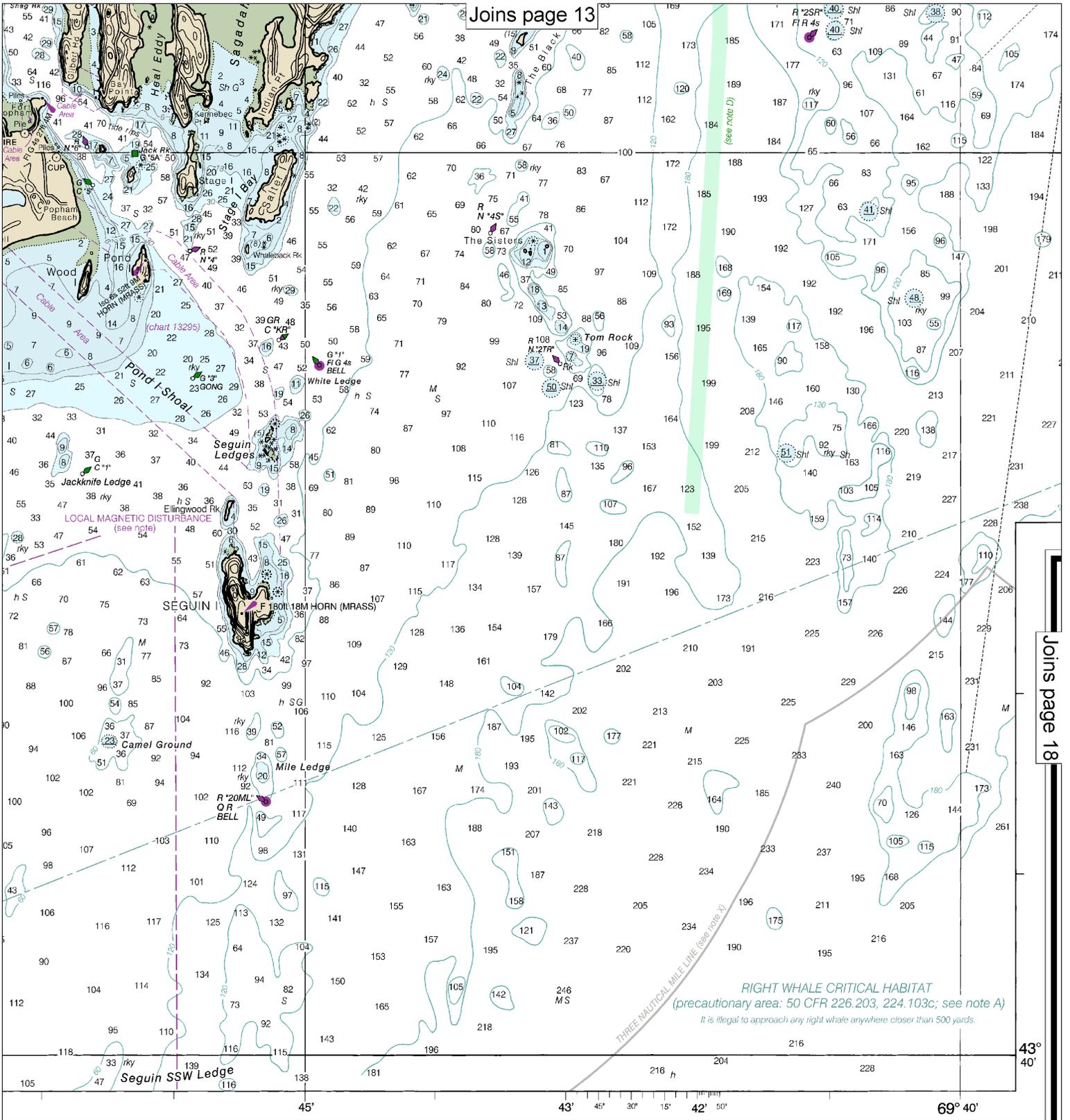
Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.

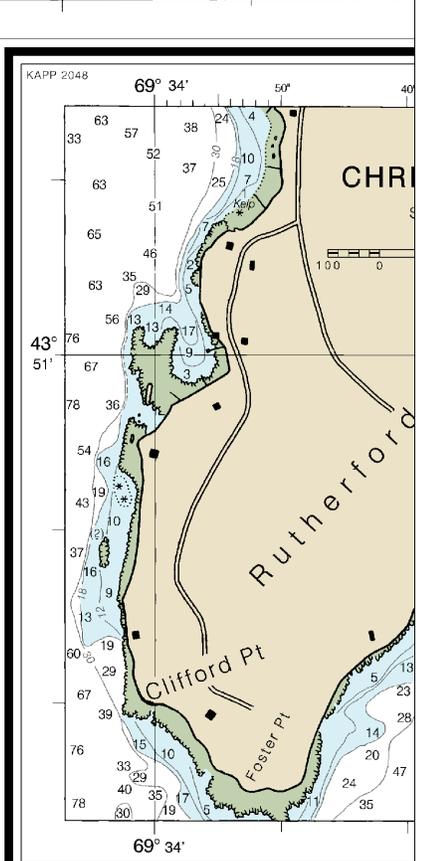
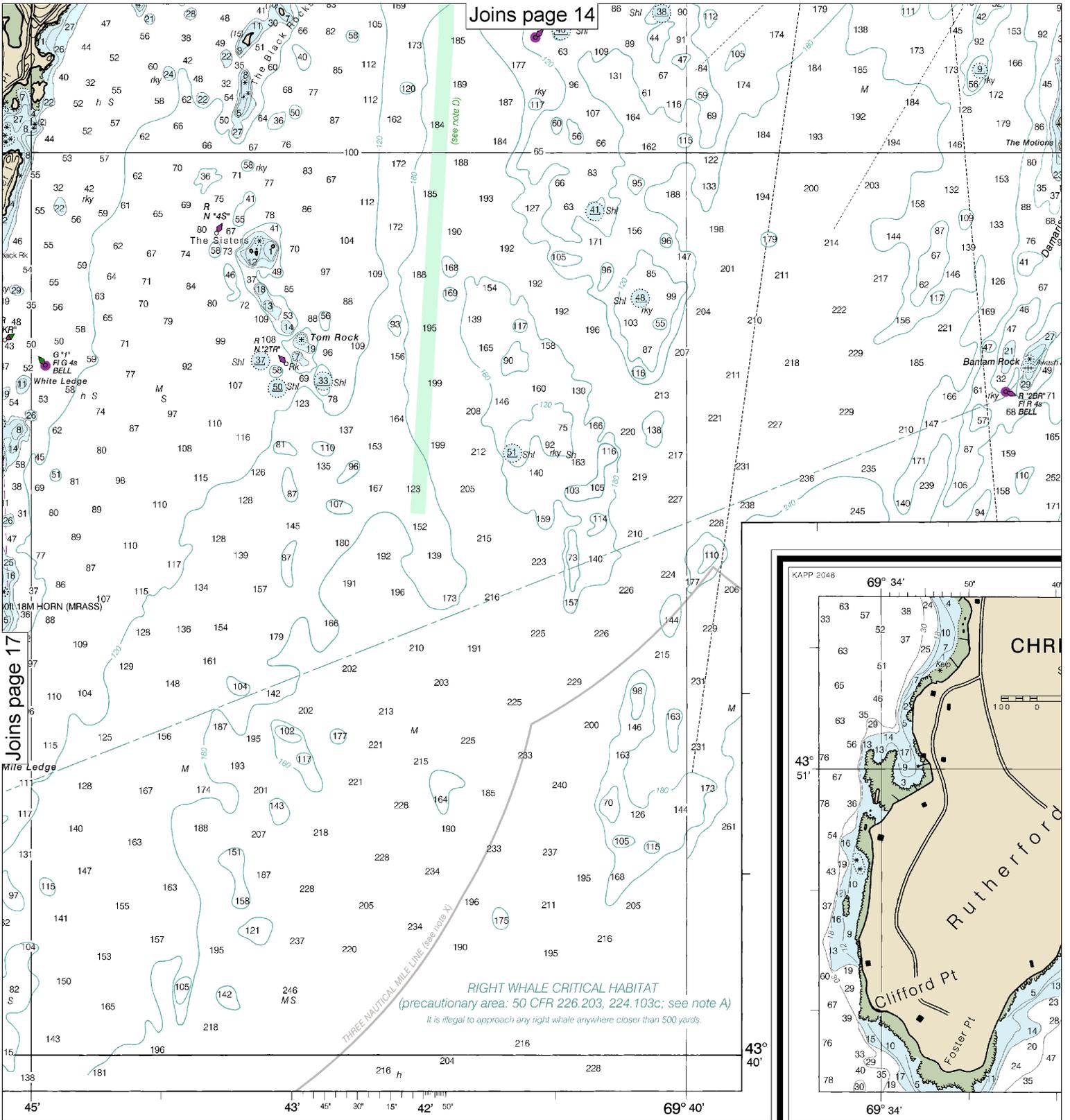


CONTINUED ON CHART 13288



SOUNDINGS IN FEET

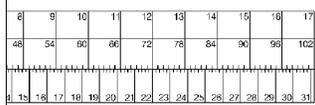
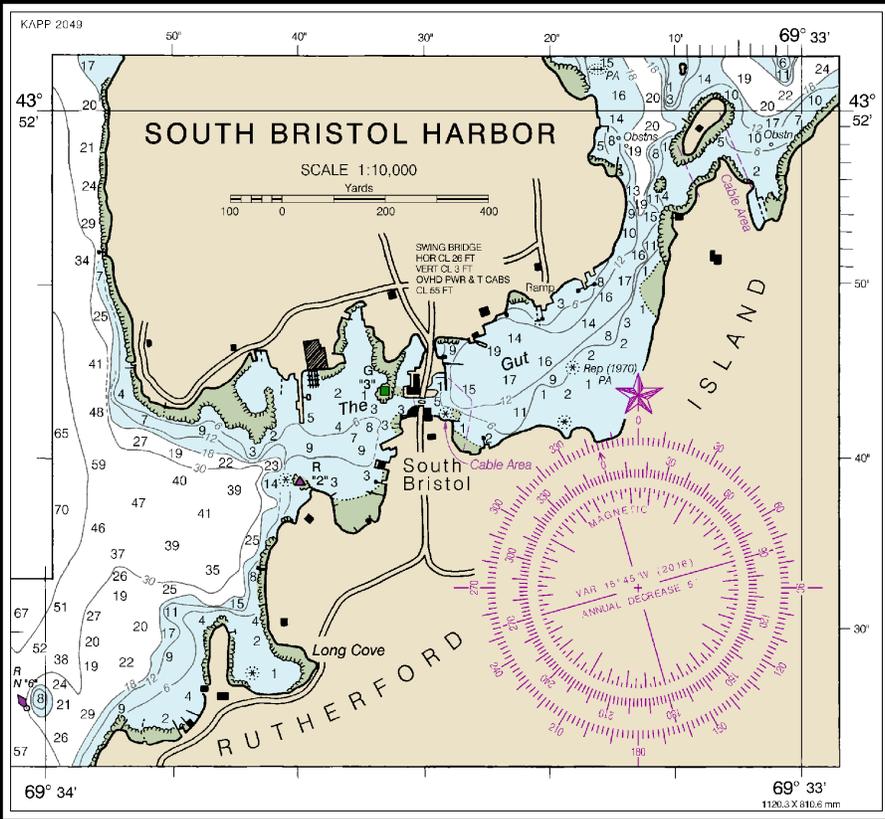
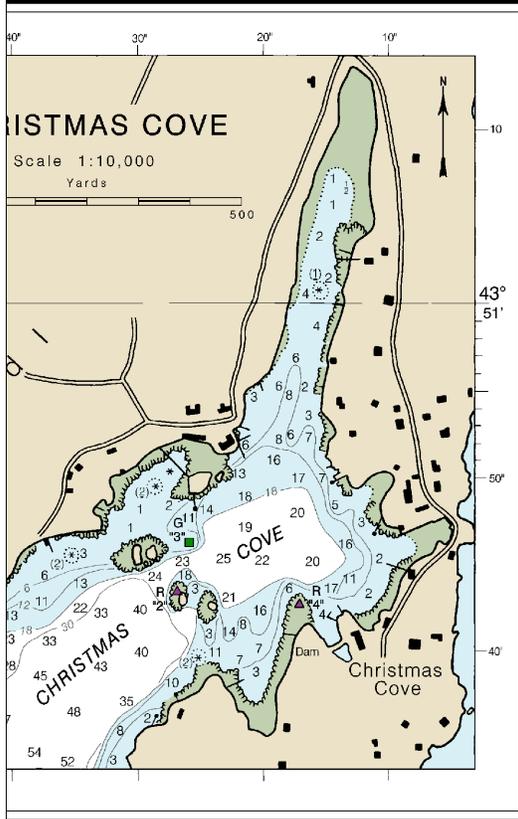
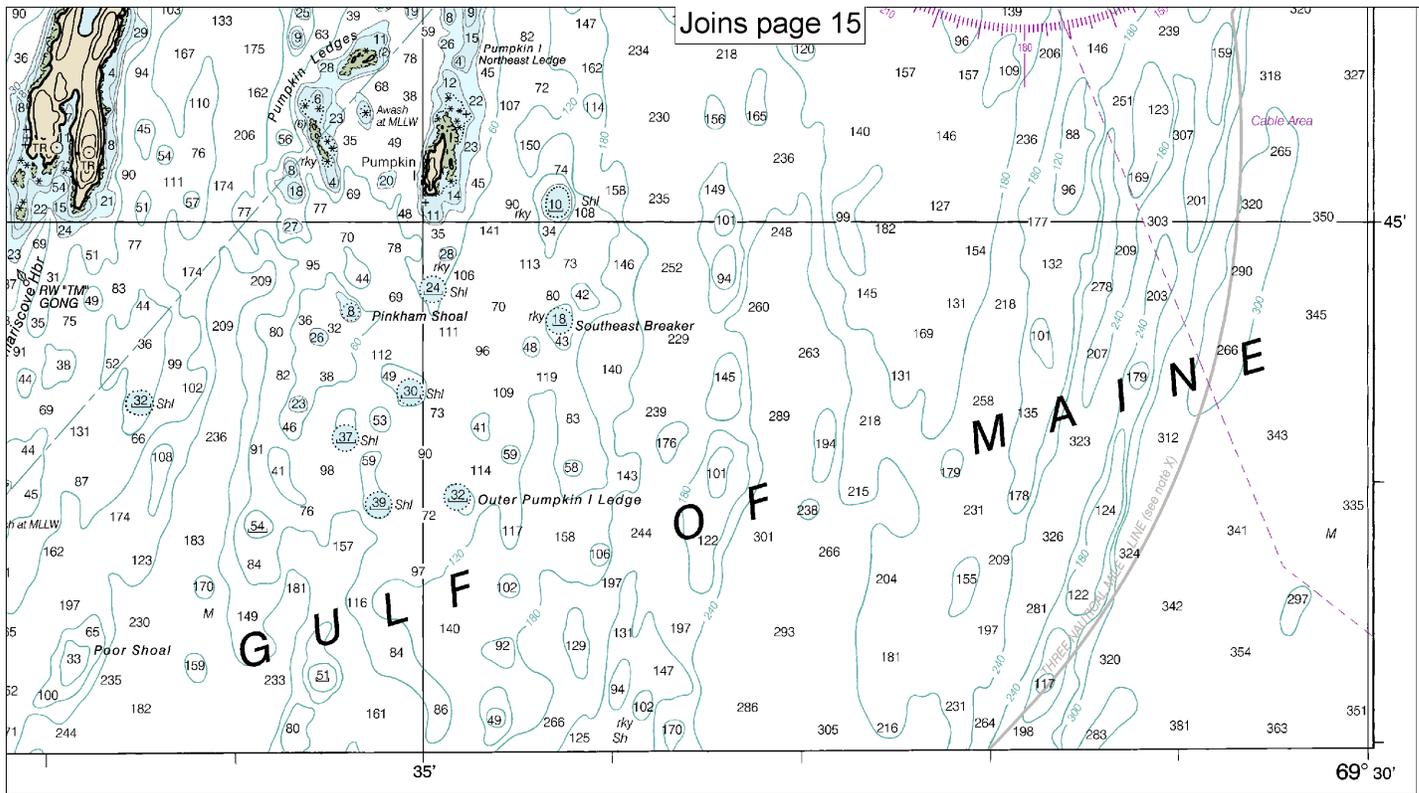
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 NATIONAL OCEAN SERVICE
 COAST SURVEY



FEET

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 NATIONAL OCEAN SERVICE
 COAST SURVEY

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



Damariscotta, Sheepscot and Kennebec Rivers
SOUNDINGS IN FEET - SCALE 1:40,000

13293



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.