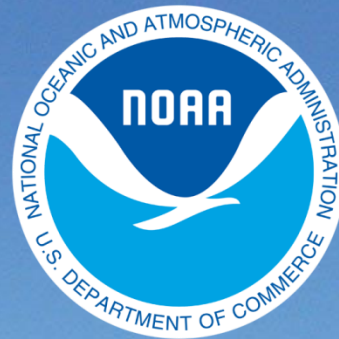


BookletChart™

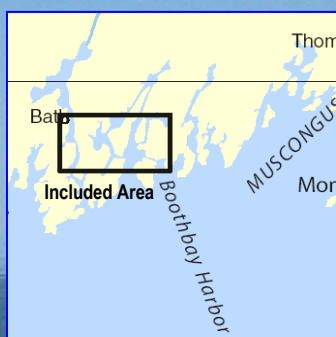


Boothbay Harbor to Bath, Including Kennebec River

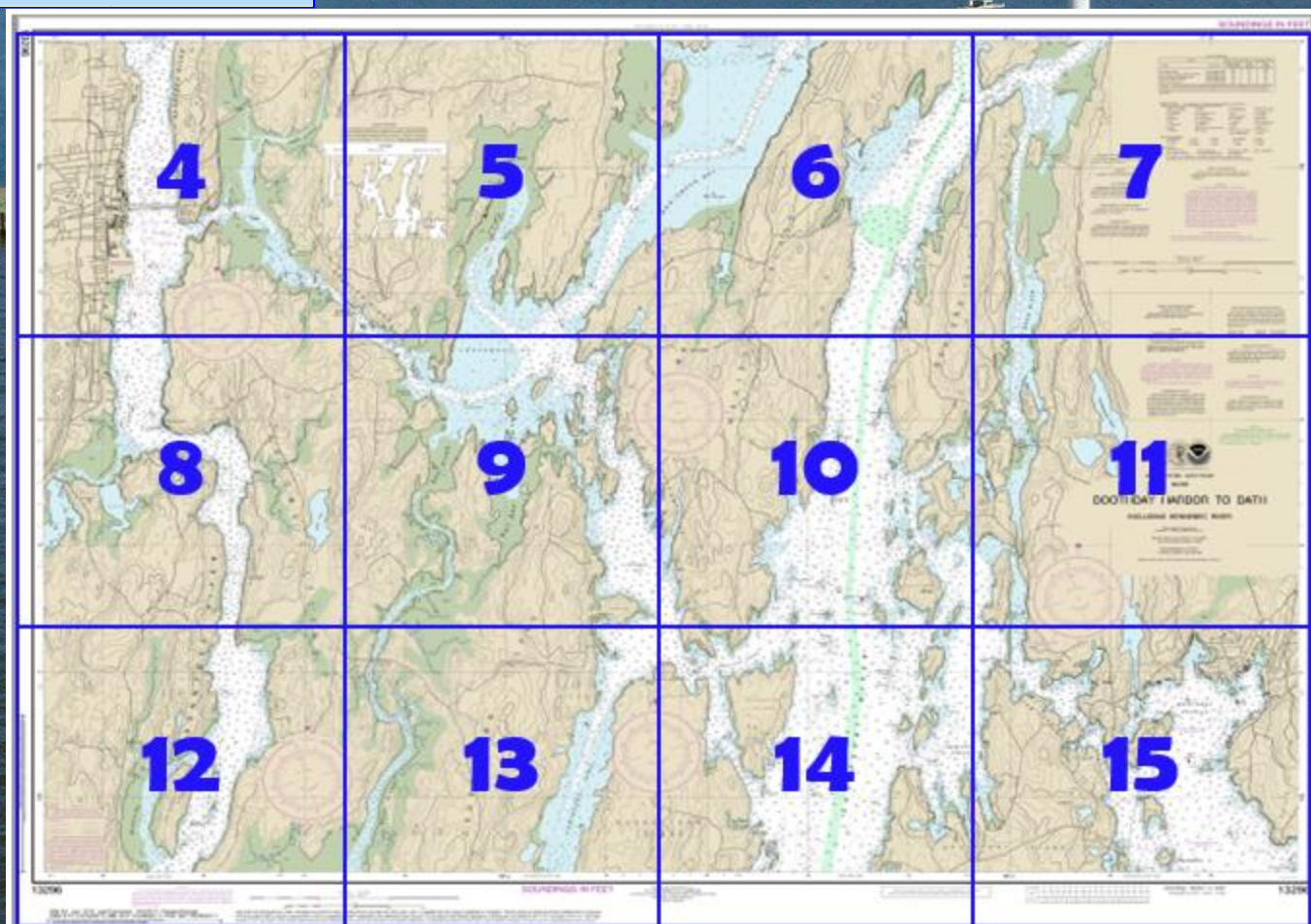
NOAA Chart 13296

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=13296>.



(Selected Excerpts from Coast Pilot)

Boothbay Harbor, the western arm of Booth Bay, is one of the best anchorages on the Maine coast. The harbor is spacious and well sheltered, and has good holding ground. The town of **Boothbay Harbor**, at the head of the harbor, is a resort and yachting center, with a hospital, hotels, and motels. Fishing, boatbuilding, and summer tourists are its main industries. A number of excursion, sightseeing, charter, and party fishing boats operate from the

harbor to the outlying islands and surrounding waters in the summer.
Prominent features.—**Burnt Island**, partly wooded, is marked on the southeast side by **Burnt Island Light** (43°49.5'N., 69°38.4'W.), 61 feet

above the water, shown from a white conical tower with covered way to a dwelling; a sound signal is at the light. White sectors in the light from 307° to 316° cover the fairway in the approach eastward of Squirrel Island from Fisherman Island Passage, and from 355° to 008°, the approach westward of the island from the south and westward.

Mouse Island, northward of Burnt Island, is wooded; it has a private float landing on the north side with a depth of about 12 feet, and a pier and float landing on the east side. A flagstaff on the east side of the island and several homes are prominent.

The tower and buildings of the Maine Department of Marine Resources fish hatchery and laboratory on **McKown Point** and the footbridge across the head of the harbor are conspicuous. A tower with a flashing red light above the harbor was also reported to be very prominent.

Channels.—Two deep natural channels lead into the harbor. The easterly and widest leads between Spruce Point on the east, and Squirrel, Burnt, and Mouse Islands on the west. The westerly one leads between those islands and Southport Island on the west, but is narrow in places. Most of the dangers are marked and have been described. The chart and the aids if carefully followed should be sufficient guidance for strangers to enter at any time.

Anchorage.—Anchorage can be found in 24 to 42 feet for large vessels in the outer harbor northward of Tumbler Island and off McKown Point. The inner harbor has depths of 6 to 24 feet. The anchorage most used by small craft is on the northwest side of the inner harbor, northeastward of McFarland Island, where there are general depths of 10 to 12 feet, when clear of the ledge around the island.

Most craft anchor off the wharves, but there are numerous private moorings, guest moorings maintained by the yacht clubs, and those for hire by the various service facilities. However, it is sometimes difficult to secure adequate swinging room.

No-Discharge Zone.—The State of Maine, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) for the waters of Boothbay Harbor (see chart 13293 for limits). Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see chapter 2).

Dangers.—The approaches to the harbor are generally deep and clear with most of the dangers marked. **Tumbler Island Ledge**, off the west side of Spruce Point, covered 9 feet, is marked on its west side by a buoy. A lighted buoy, about 225 yards west-northwestward of **Tumbler Island**, marks the ledges extending westward and northwestward of the island.

The passage between Tumbler Island and Spruce Point should not be attempted by strangers as it is shoal and foul; strangers should not anchor there.

Clam Rock, about 700 yards northeastward of Tumbler Island, close to shore, is unmarked, as are 10- and 12-foot rocky ledges, 250 yards southwestward, and 150 yards westward, respectively, of the rock. A 14-foot rocky ledge, about 300 yards southwestward of **McFarland Island** is unmarked, but the ledges surrounding the island are marked on the south side by a lighted buoy.

Caution.—In summer the inner harbor is nearly filled with all types of fishing and pleasure craft. At night, many of these are often unlighted, and great care should be exercised in approaching the anchorage to avoid fouling them or any of the numerous unoccupied moorings, which also are often unlighted.

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 Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

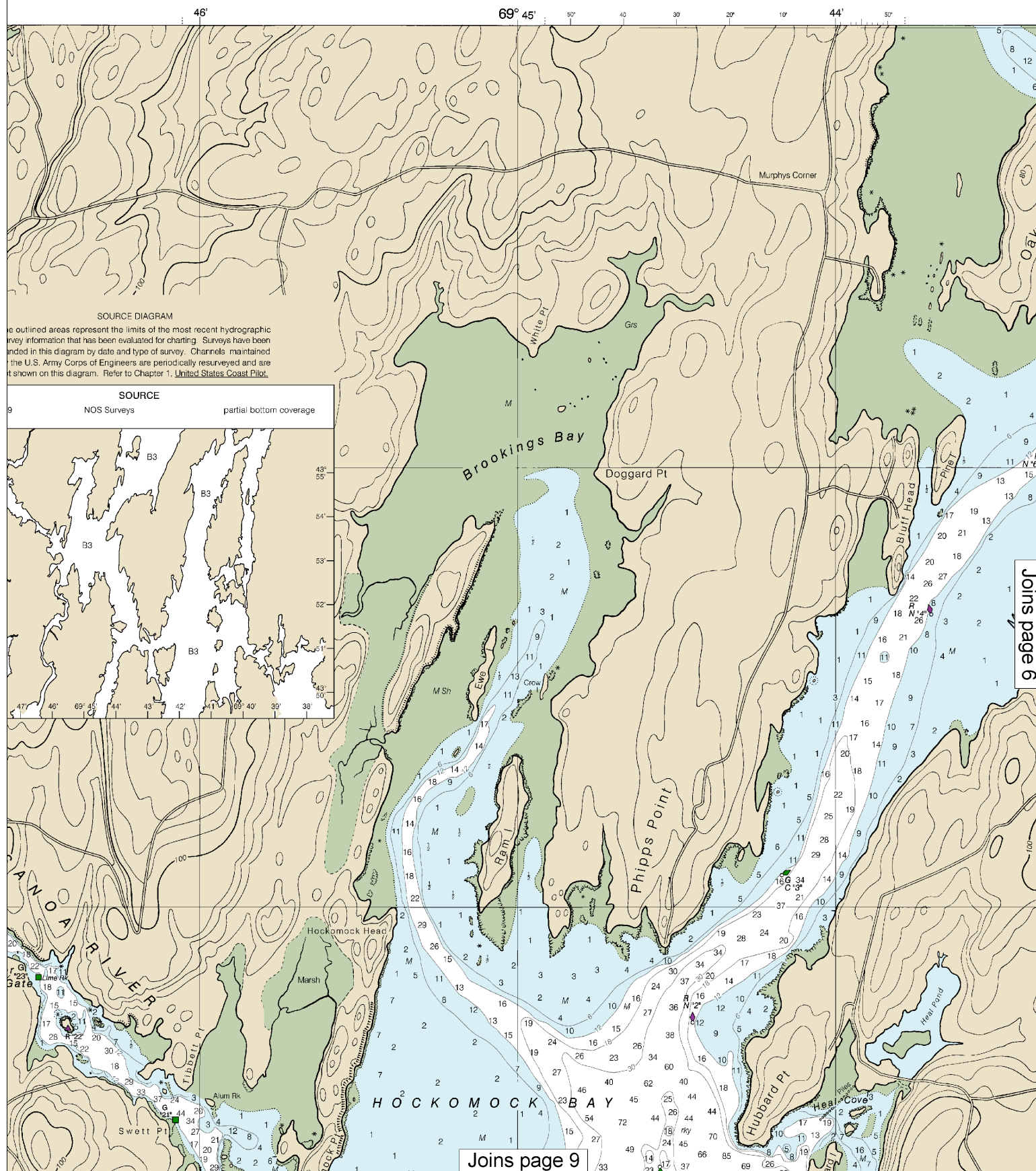
Lateral System As Seen Entering From Seaward

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>

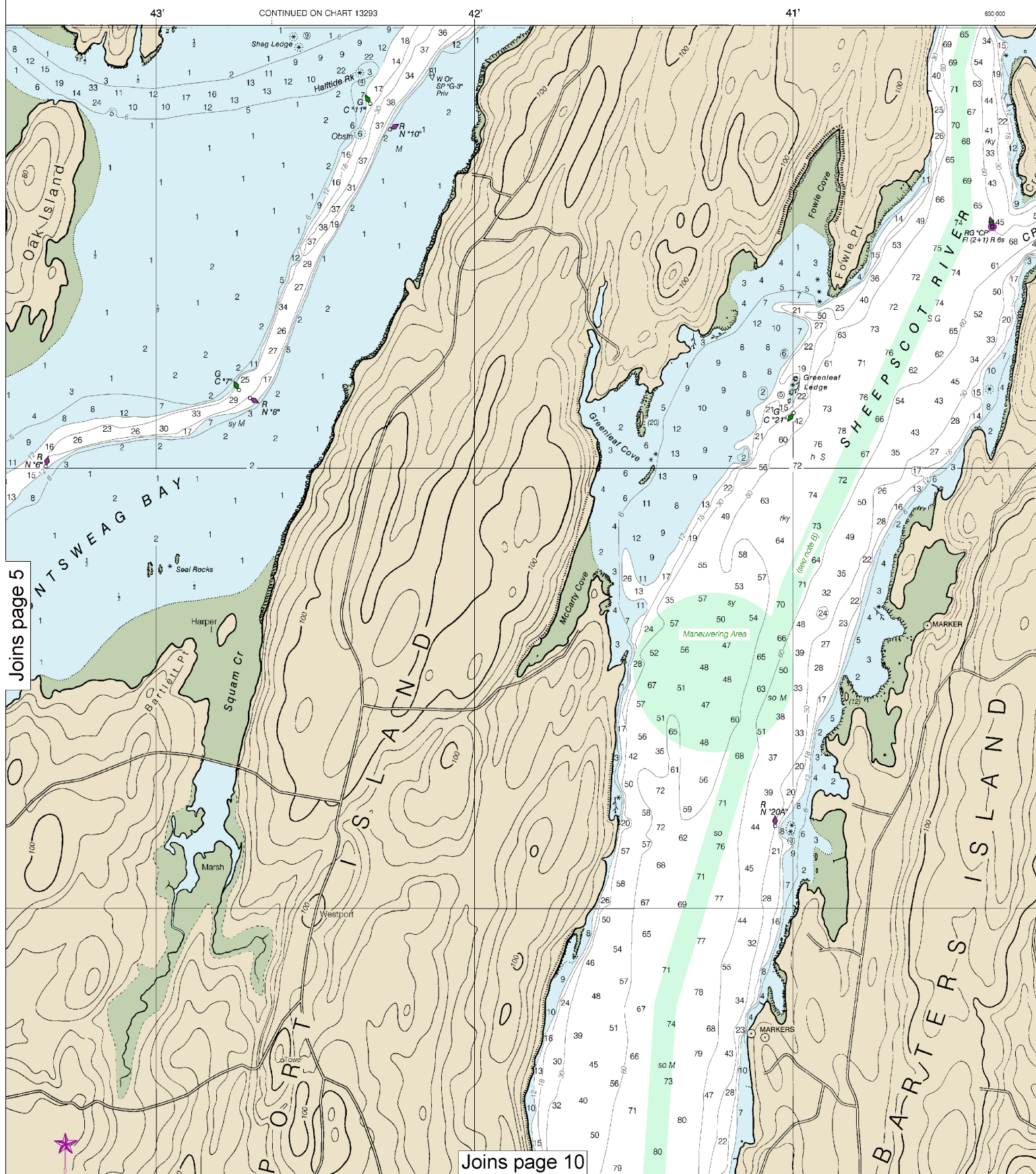




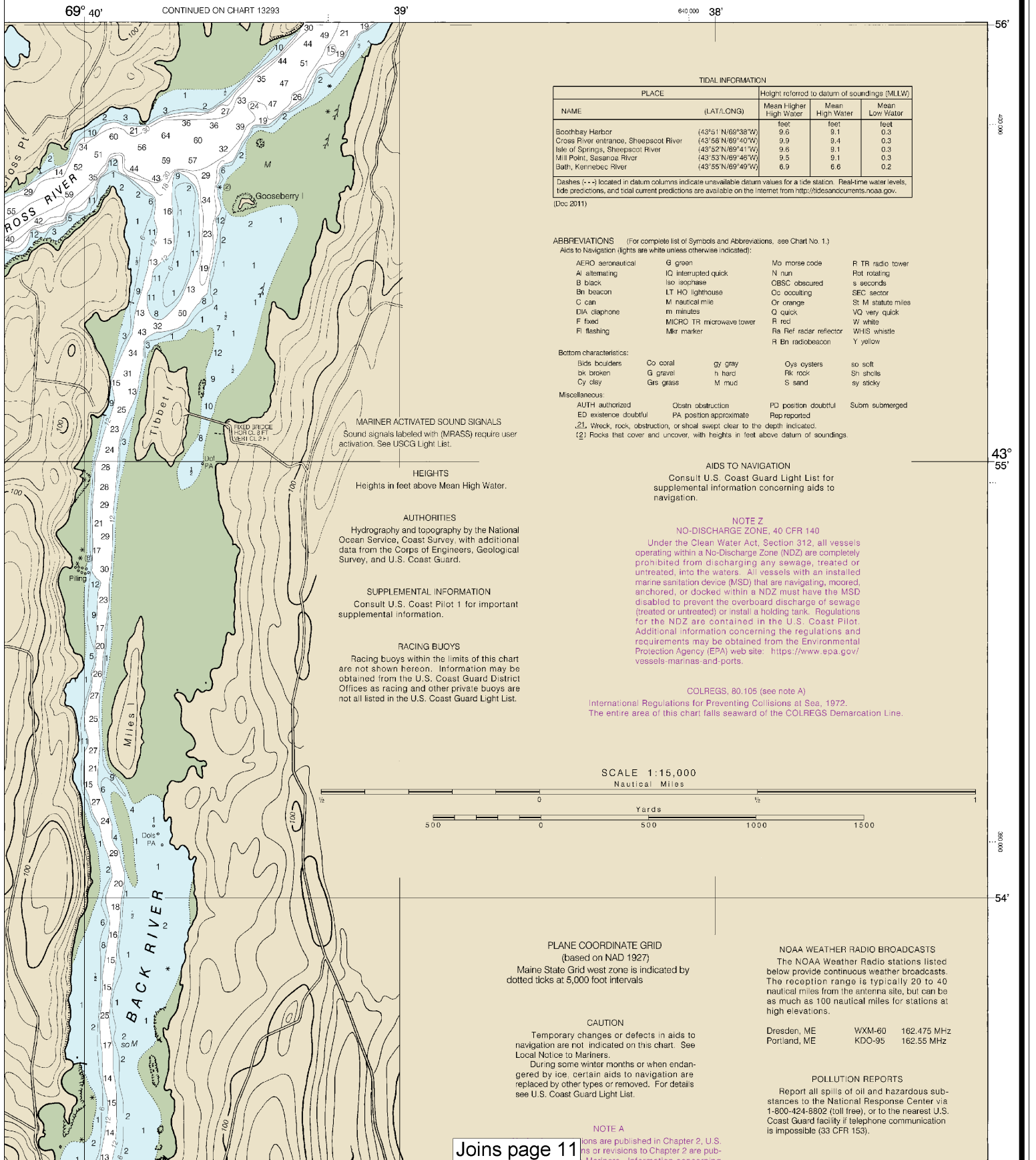
Joins page 6

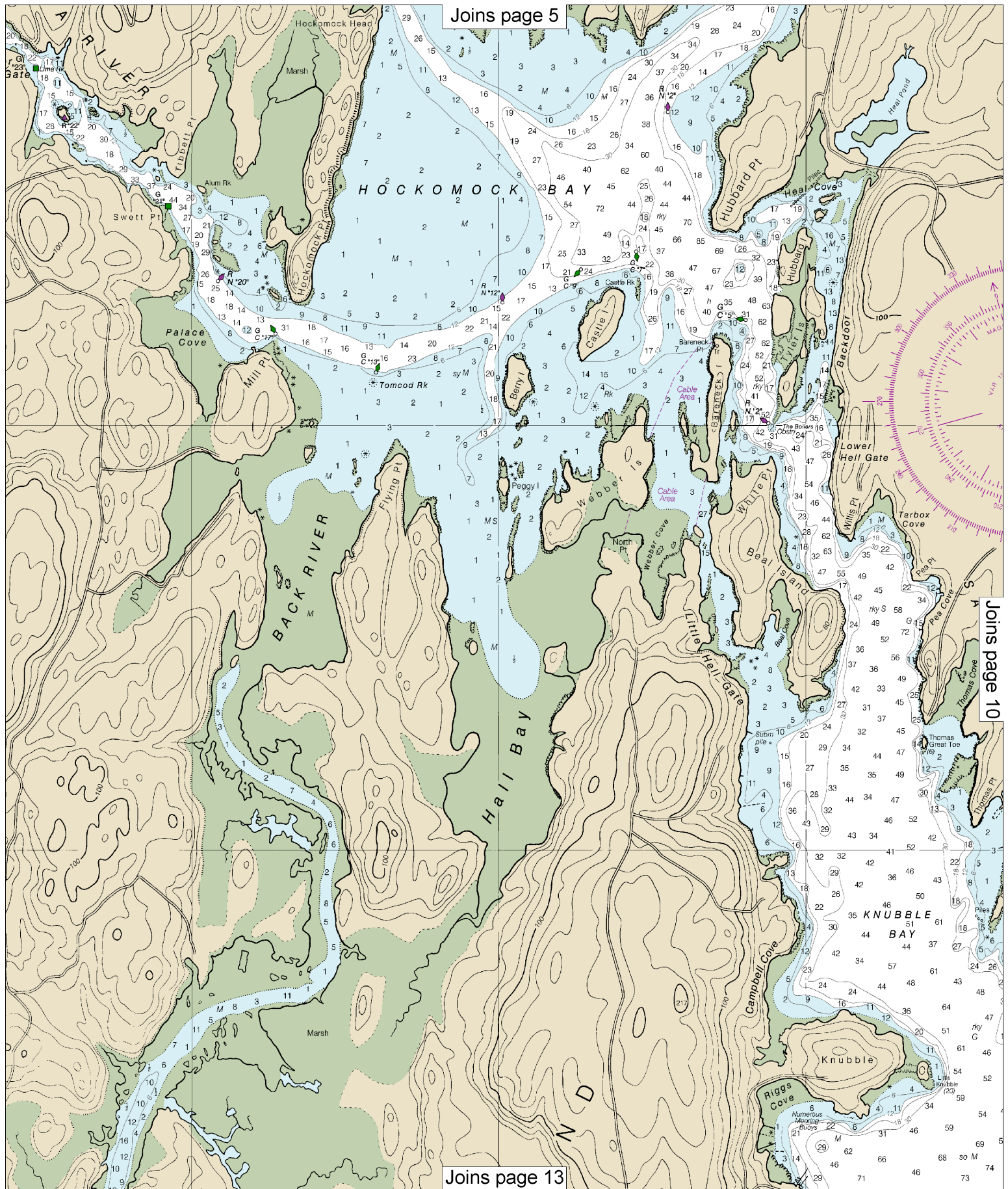
Joins page 9

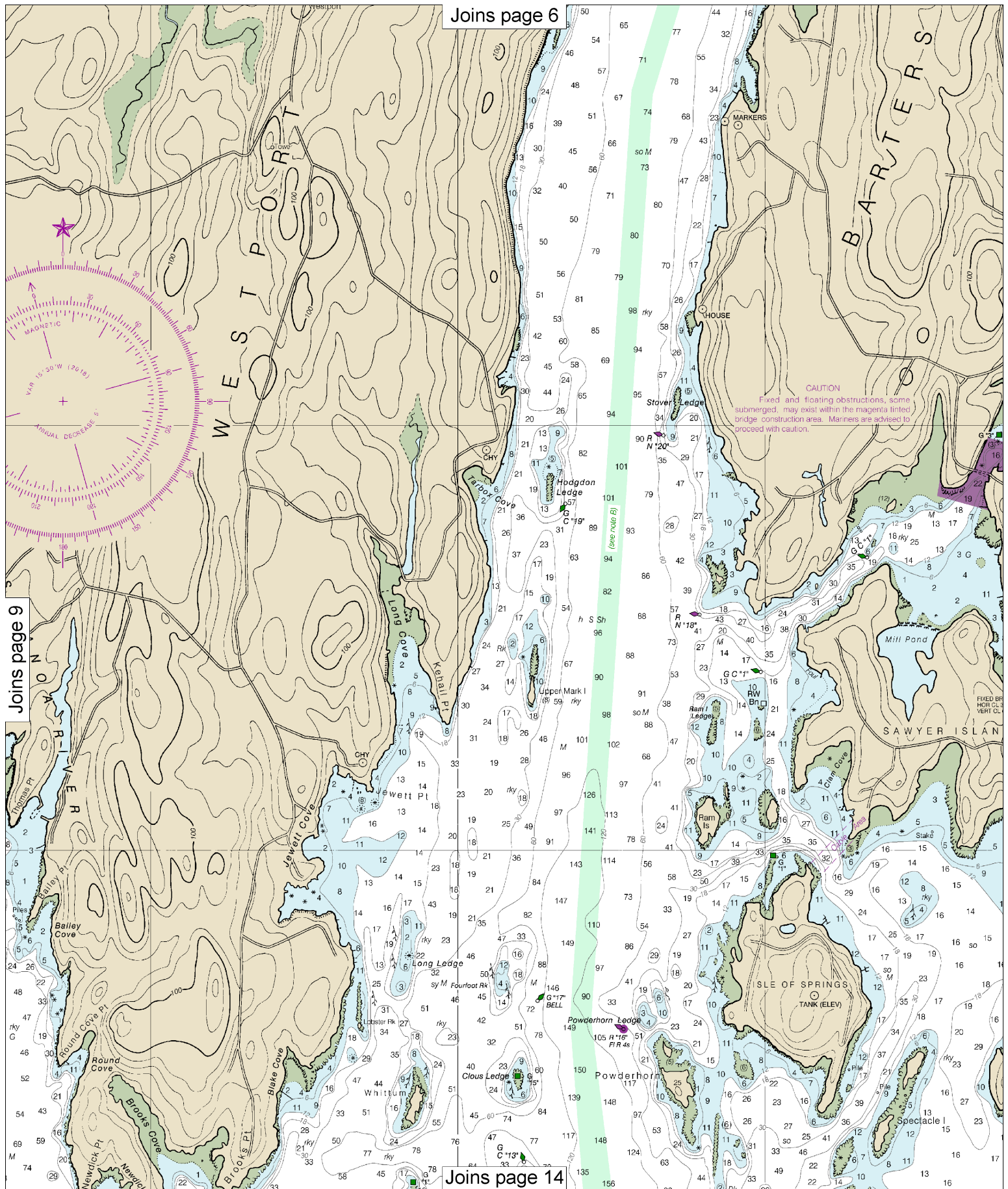
This BookletChart was reduced to 70% of the original chart scale.
 The new scale is 1:21428. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



SOUNDINGS IN FEET







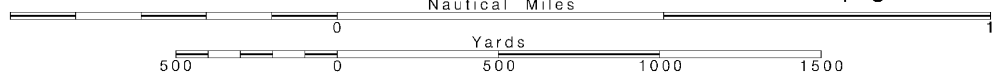
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



PLANE COORDINATE GRID
(based on NAD 1927)
Maine State Grid west zone is indicated by
dotted ticks at 5,000 foot intervals

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 endan-
gered by ice, certain aids to navigation are
replaced by other types or removed. For details
see U.S. Coast Guard Light List.

NOTE A
Navigation regulations are published in Chapter 2, U.S.
Coast Pilot 1. Additions or revisions to Chapter 2 are pub-
lished in the Notice to Mariners. Information concerning
the regulations may be obtained at the Office of the Com-
mander, 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 1984 (WGS 84).
Geographic positions referred to the North
American Datum of 1927 must be corrected an
average of 0.294' northward and 1.828' eastward
to agree with this chart.

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.

Dresden, ME	WXM-60	162.475 MHz
Portland, ME	KDO-95	162.55 MHz

POLLUTION REPORTS
Report all spills of oil and hazardous sub-
stances 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).

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.

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.

NOTE B
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.



UNITED STATES - EAST COAST
MAINE

BOOTHBAY HARBOR TO BATH

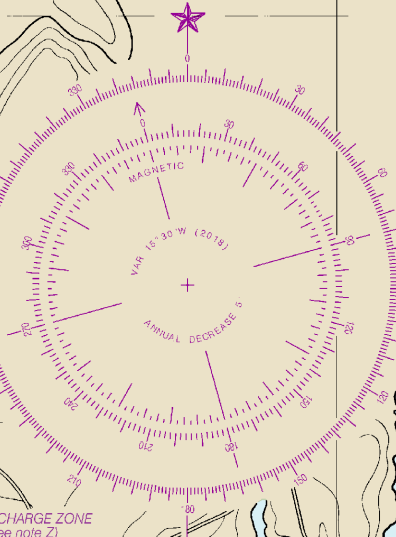
INCLUDING KENNEBEC RIVER

Mercator Projection
Scale 1:15,000 at Lat 43°52'

North American Datum of 1983
(World Geodetic System 1984)

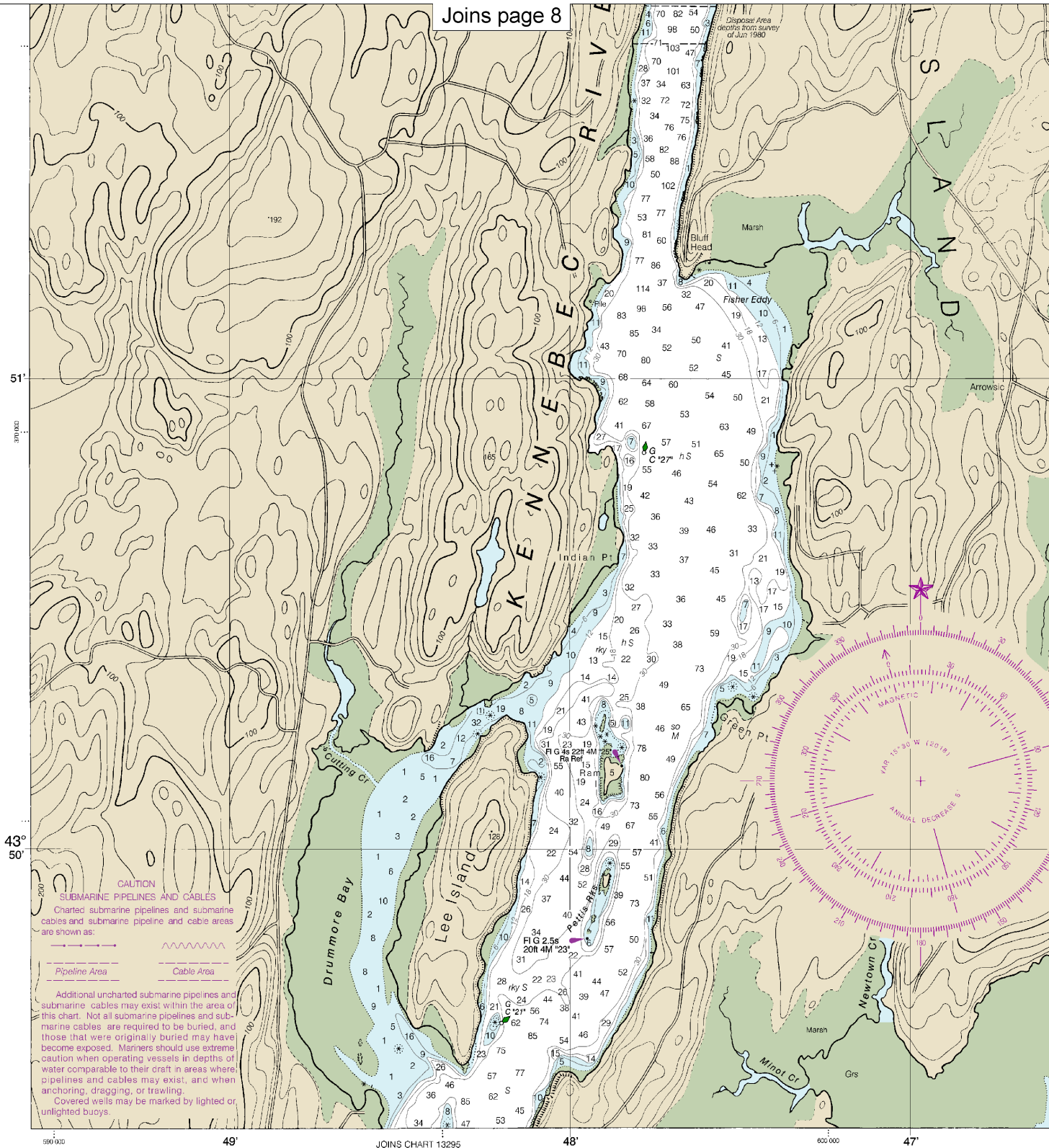
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

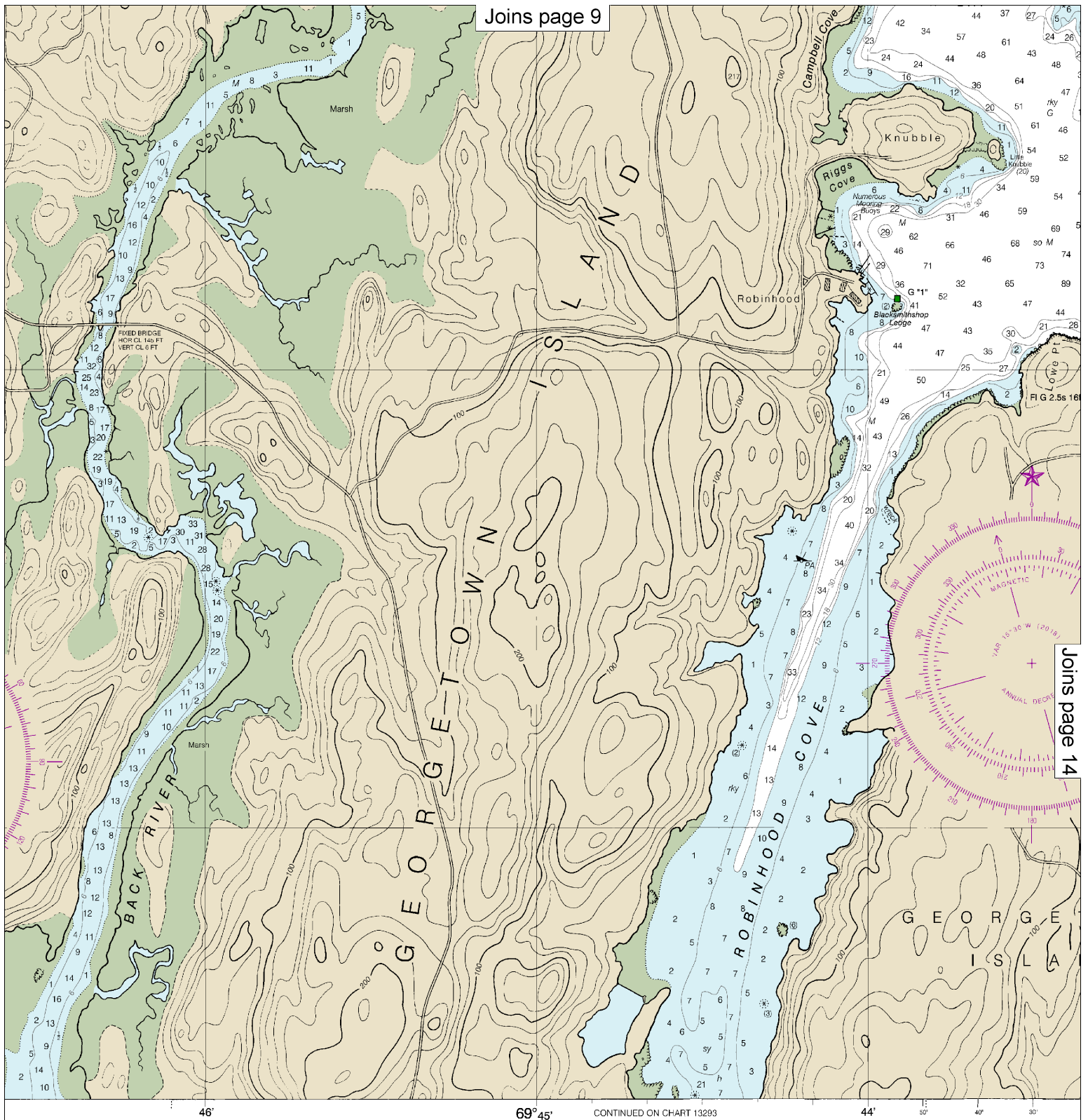


NO-DISCHARGE ZONE
(see note Z)

Joins page 15



Joins page 9

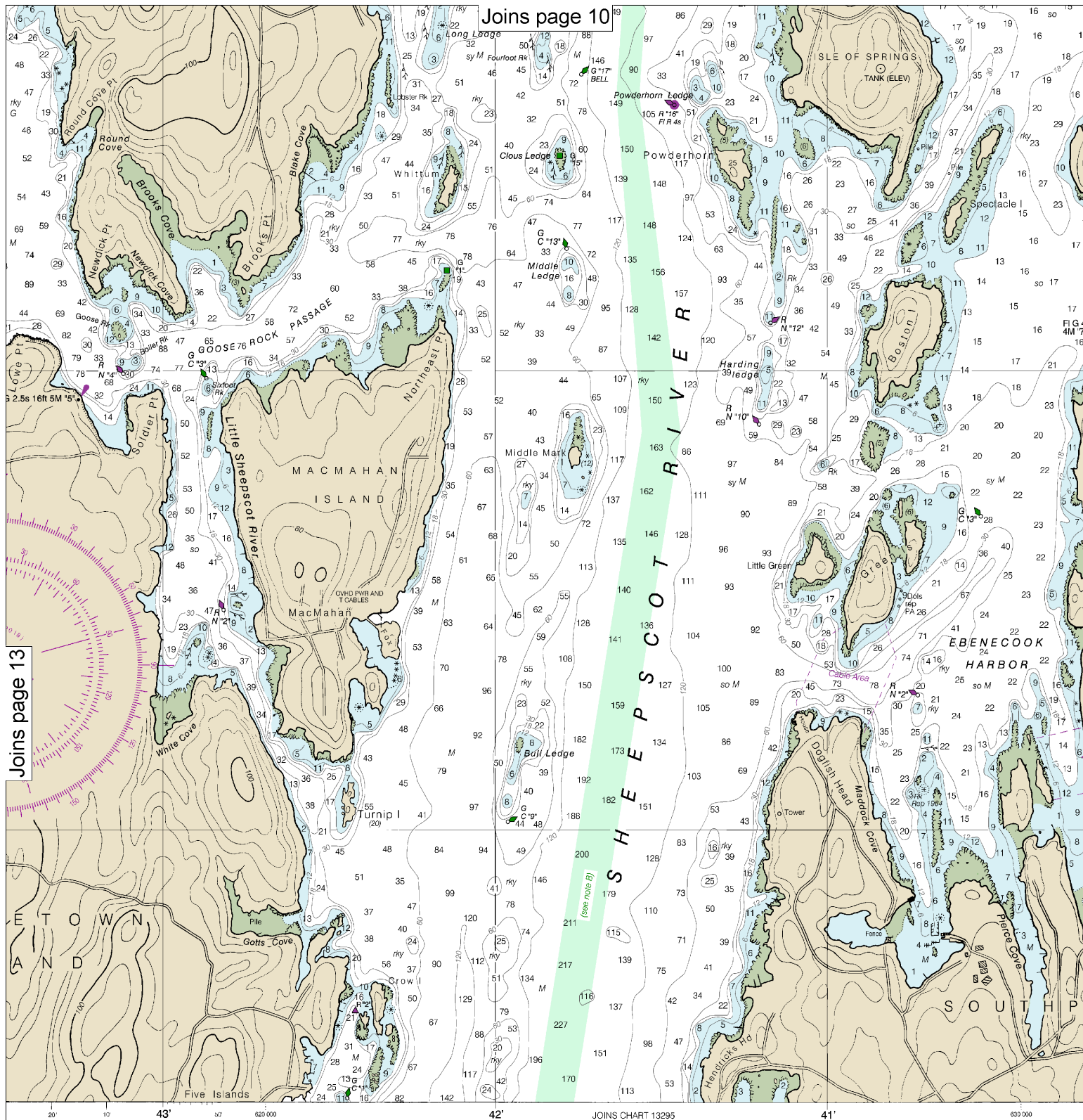


Scale 1:15,000
Nautical Miles



SOUNDINGS IN FEET

Published at V
U.S. DEPARTMENT
NATIONAL OCEANIC AND AT
NATIONAL O
COAST



Printed at Washington, D.C.
 DEPARTMENT OF COMMERCE
 AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

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

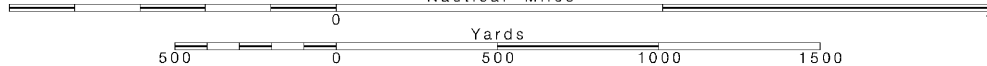
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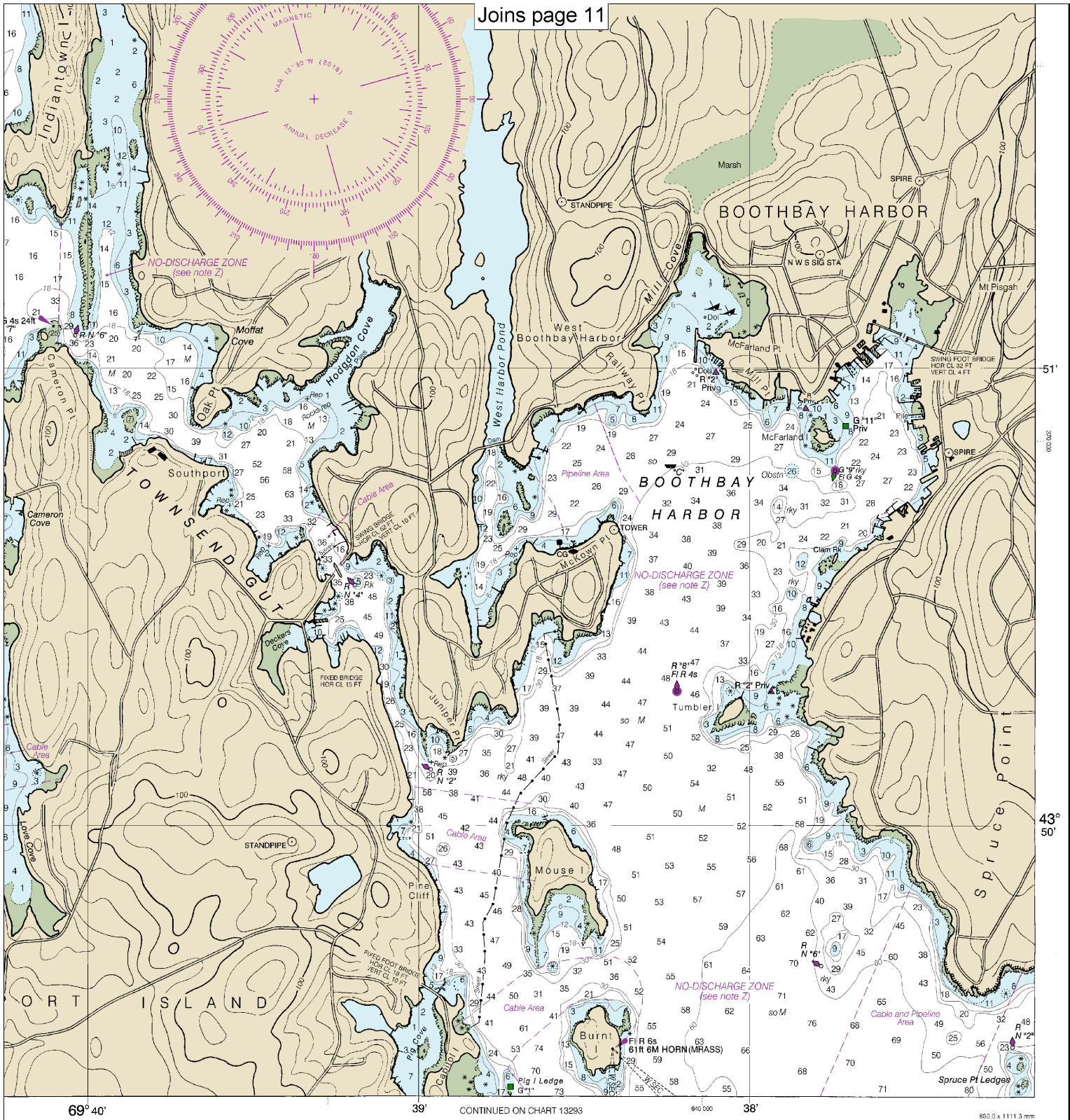
Note: Chart grid
 lines are aligned
 with true north.

Printed at reduced scale.

SCALE 1:15,000
 Nautical Miles

See Note on page 5.





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

Boothbay Harbor to Bath
SOUNDINGS IN FEET - SCALE 1:15,000

13296



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.

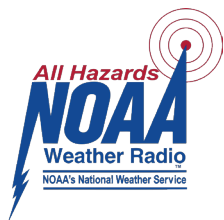
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

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.



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/>

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!

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



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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.