

BookletChart™

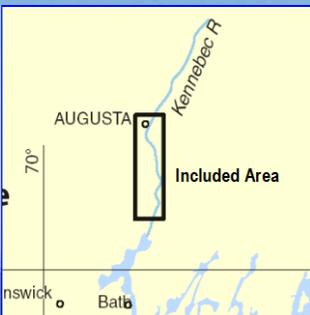


Kennebec River – Courthouse Point to Augusta

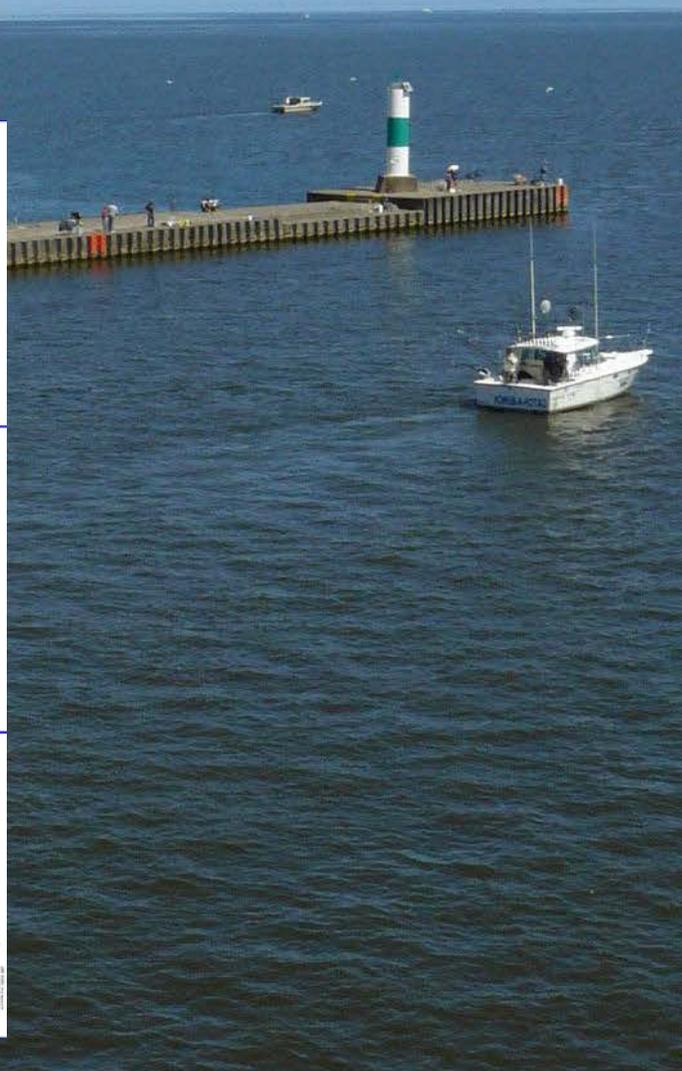
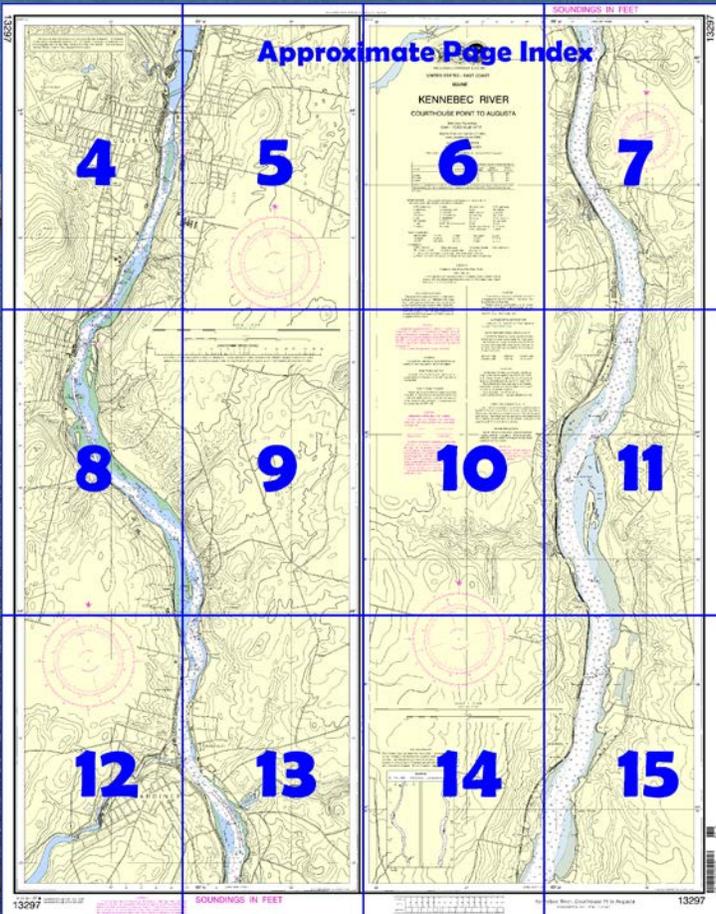
NOAA Chart 13297

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.

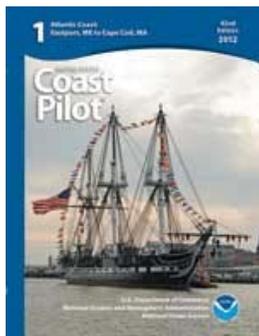
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13297>.



(Selected Excerpts from Coast Pilot)

The mouth of the **Kennebec River** is northward of Seguin Island and 20 miles eastward of the entrance of Portland Harbor. It is the approach to the cities of Bath, Augusta, Richmond, and Gardiner and smaller river towns. Waterborne commerce in the area consists mainly of traffic to and from the shipyard in Bath.

With the aid of the charts, small craft should have no trouble reaching Augusta, the head of navigation on the Kennebec

River. Vessels with a draft approaching the depth of the channel should employ a pilot. The channel above Bath is reported to be subject to considerable changes annually caused by freshets.

The **Kennebec River Closed Area**, a Marine Protected Area (MPA), includes the waters of the Kennebec River north of Fort Popham.

Prominent features.—**Seguin Light** (43°42'27"N., 69°45'29"W.), 180 feet above the water, shown from a 53-foot white brick tower connected to a dwelling, is on the summit of 145-foot, grassy **Seguin Island**; a sound signal is at the light. This light is the most prominent mark in the vicinity. **Cape Small** is the wooded point about 4 miles westward of the mouth of the river. The distinguishing marks are an elevated tank 1.4 miles northward from the end and visible from eastward or westward; **Bald Head**, a bare round knob on the west side of the point; and **Bald Head Ledge**, bare at half-tide and marked by a bell buoy.

A **danger zone** of a naval aircraft practice mining range is close southeastward of Cape Small and westward of Seguin Island.

Fuller Rock Light (43°41'45"N., 69°50'01"W.), 39 feet above the water, is shown from a white skeleton tower with a red and white diamond-shaped daymark on a low bare islet of the same name, about 0.3 mile southward of Cape Small.

Pond Island, about 30 feet high, is a grassy island on the west side of the entrance to Kennebec River. **Pond Island Light** (43°44'24"N., 69°46'13"W.), 52 feet above the water, is shown from a white tower on the summit of the island; a sound signal is at the light. The light shows a higher intensity beam up and down the river.

Anchorage.—Large vessels awaiting the pilot may anchor safely in the vicinity of White Ledge Lighted Bell Buoy 1 (43°43'49"N., 69°44'54"W.), in 50 to 65 feet. Small craft may find suitable anchorage northwest of Hunnewell Point (43°45'17"N., 69°47'04"W.).

Farther upstream, anchorage is also available on the eastern side of the channel southward of Kennebec River Buoy 12, in 36 to 48 feet. On the eastern edge of the channel at the anchorage, the depths shoal abruptly from 30 feet to a few feet. Drift ice coming down the river generally follows the western shore.

Anchorage for small vessels can be had on the western side of the channel off Parker Flats, about 4 miles above the entrance, in 20 to 36 feet. Above Parker Flats, vessels anchor wherever they find good holding ground and suitable depth, keeping out of the strength of the current. **General anchorages** are at Bath. (See **110.1** and **110.133**, chapter 2, for limits and regulations.)

Dangers.—This is a region of rock and very broken ground; therefore, strangers should proceed with extreme caution and avoid crossing broken ground where the charted depths do not substantially exceed the draft.

The principal dangers in the river are marked, but the channel is narrow in places. The narrowest place below Bath is between North Sugarloaf and Popham Beach, where the deep channel is only about 100 yards wide. Some sections of the dredged channel between the south end of Swan Island and Augusta are not marked well enough to help strangers keep in them.

The entrance to Kennebec River is somewhat obstructed by an area of islands and rocks and very broken ground, extending for a distance of 4.5 miles. The most southerly known danger is **Seguin SSW Ledge**, covered 33 feet; it is 2.6 miles southwest of Seguin Island Light. During freshets, pulp logs are sometimes washed over the dam above Augusta and present a serious navigational hazard, especially to small craft. Log booms are maintained at Brown Island and on the east side of the river below Shepard Point to facilitate recovery of the drifting logs. The booms are not lighted, but are outside the navigation channel.

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>

13297

KAPP 2039

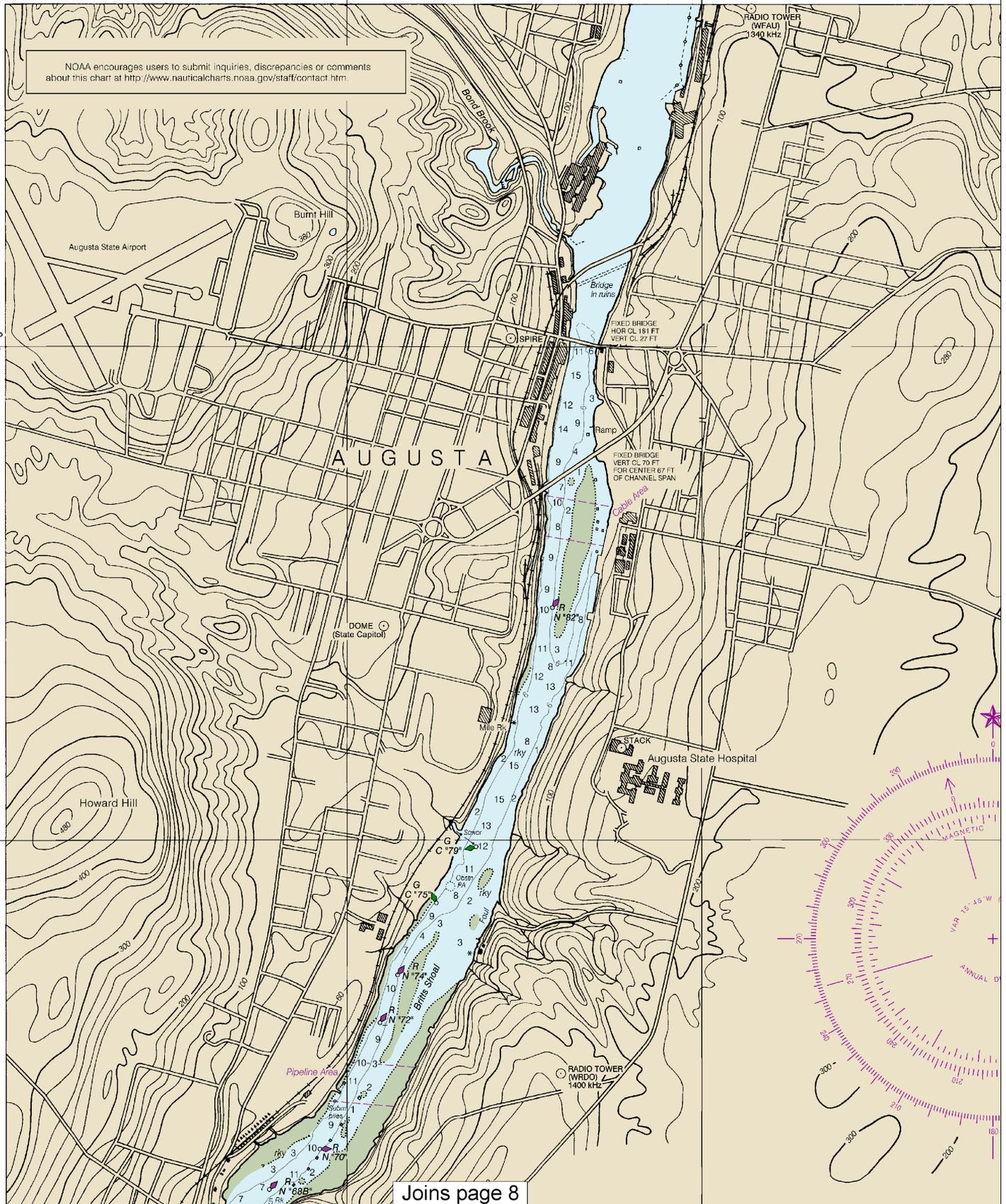
47'

69° 46'

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

44° 19'

18'



Joins page 8

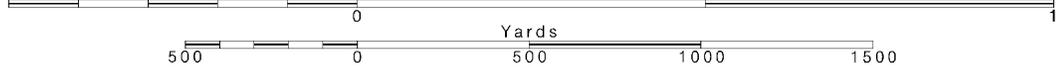
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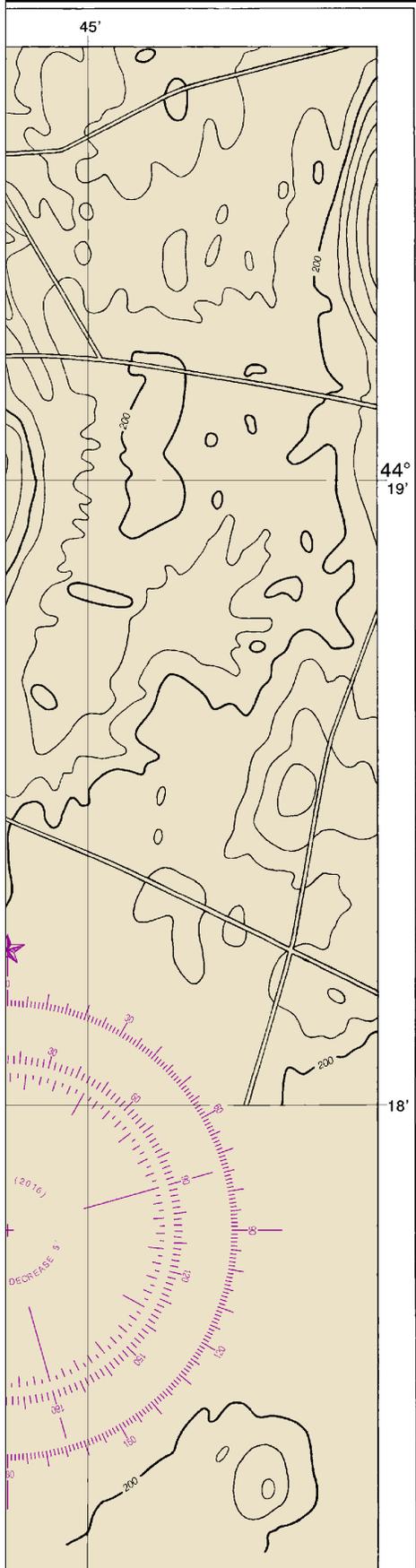
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





KAPP 2038

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE

KENNEBEC RIVER

COURTHOUSE POINT TO AUGUSTA

Mercator Projection
Scale 1:15,000 at Lat. 44°13'

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)	Mean Higher High Water		
		Mean High Water	Mean Low Water	Mean Low Water
NAME	(LAT/LONG)	feet	feet	feet
Gardiner	(44°14'N/69°46'W)	5.4	5.2	0.2
Hallowell	(44°17'N/69°47'W)	4.7	4.5	0.2
Augusta	(44°19'N/69°46'W)	4.5	4.2	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://idesandcurrents.noaa.gov>. (Jan 2018)

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
A/ alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isoclash	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
D/A diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Re 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	Grs grass	M mud	S sand	sy stinky

Miscellaneous:

AUTH authorized	Obstm obstruction	PD position doubtful	Subm submerged
ED existence doubtful	FA position approximate	Rep reported	

(1) 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, Geological Survey, and U.S. Coast Guard.

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 0.267" northward and 1.626" 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.

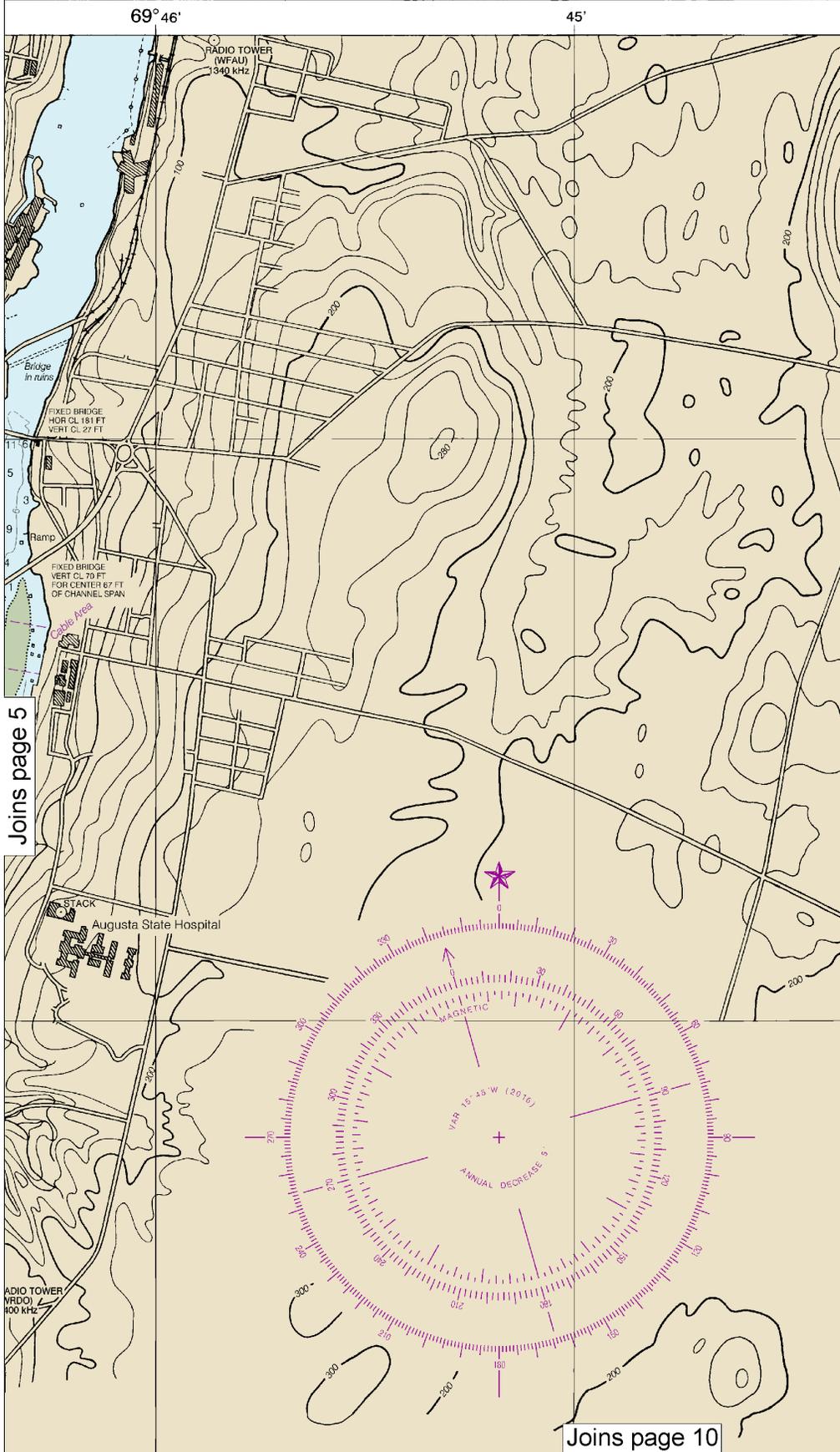
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 1 for important supplemental information.

Joins page 9 published in Chapter 2, U.S.

Joins page 6

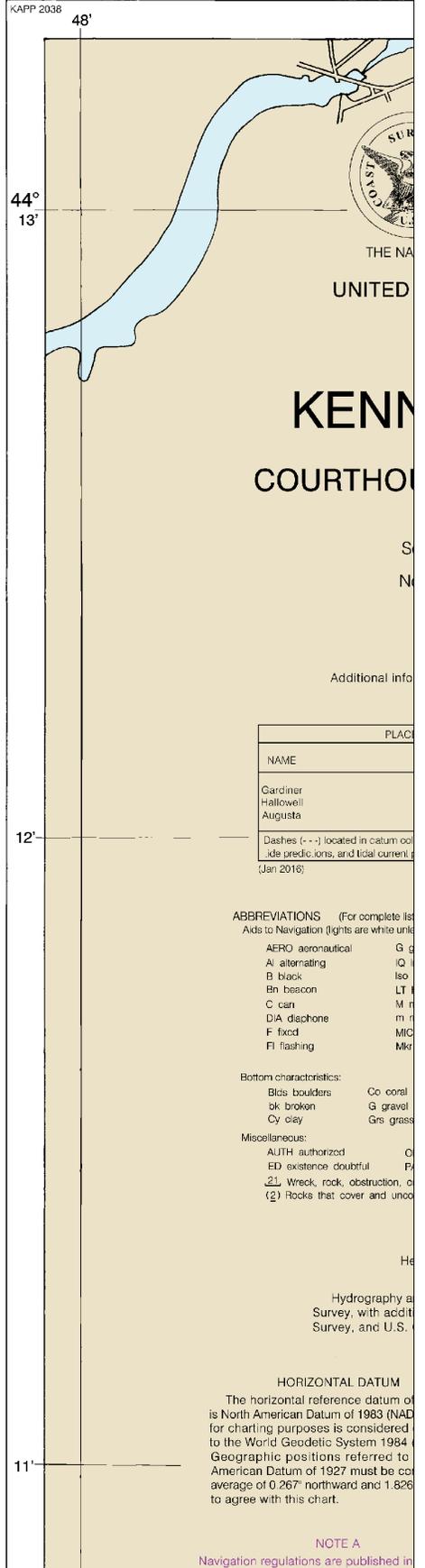
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

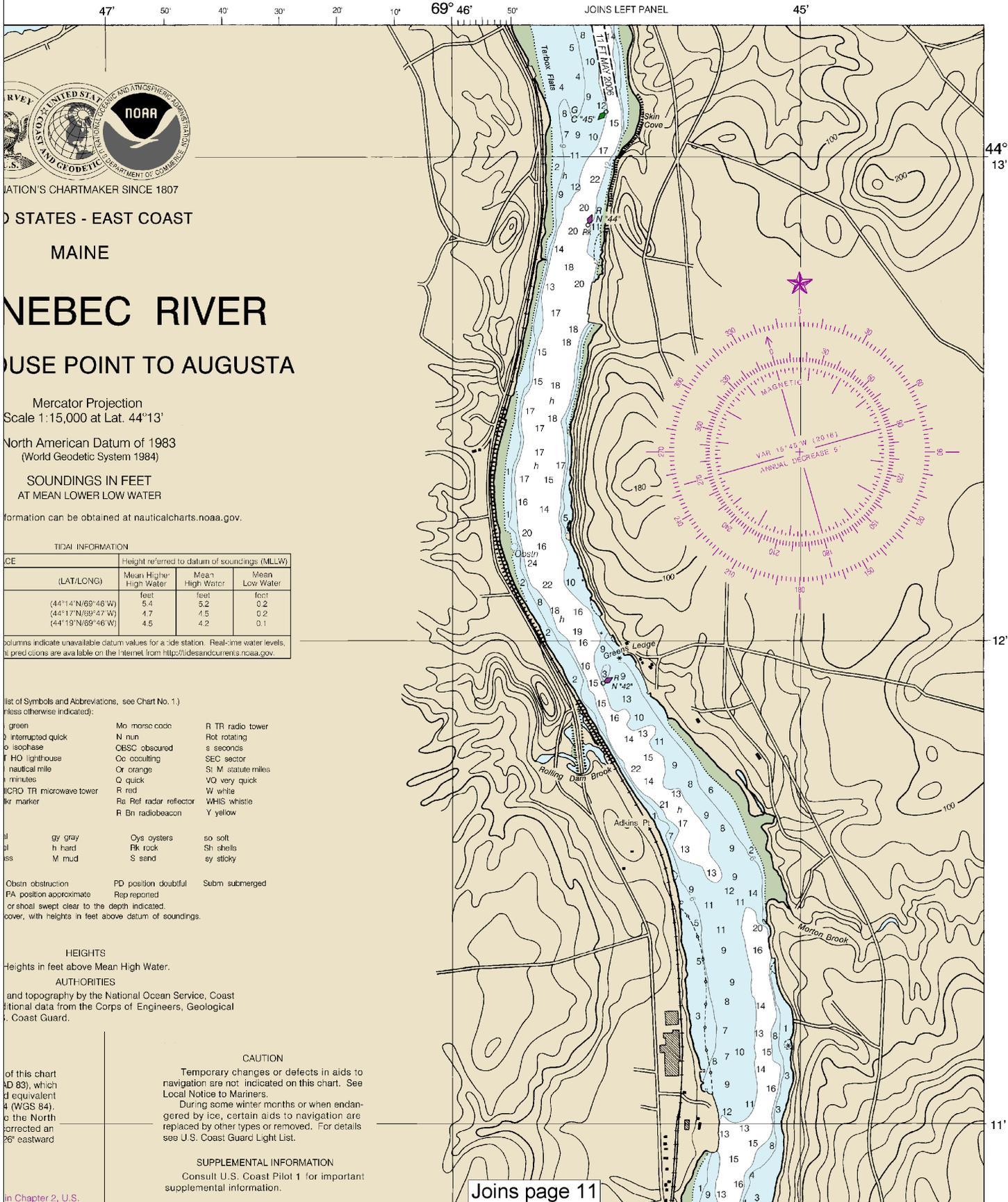
SCALE 1:15,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET

13297



in Chapter 2, U.S.

Joins page 4

SCALE 1:15,000
Nautical Miles



HALLOWELL

Shepard Pt

Perkins Hill

Hunts Hill

TOWERS

TOWERS

TOWERS
OVHD PWR CABS
ALTH CL 55 FT

Goodwin Pt

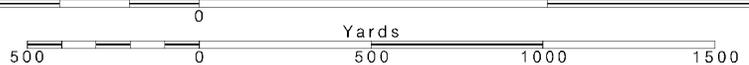
Joins page 12

Note: Chart grid lines are aligned with true north.

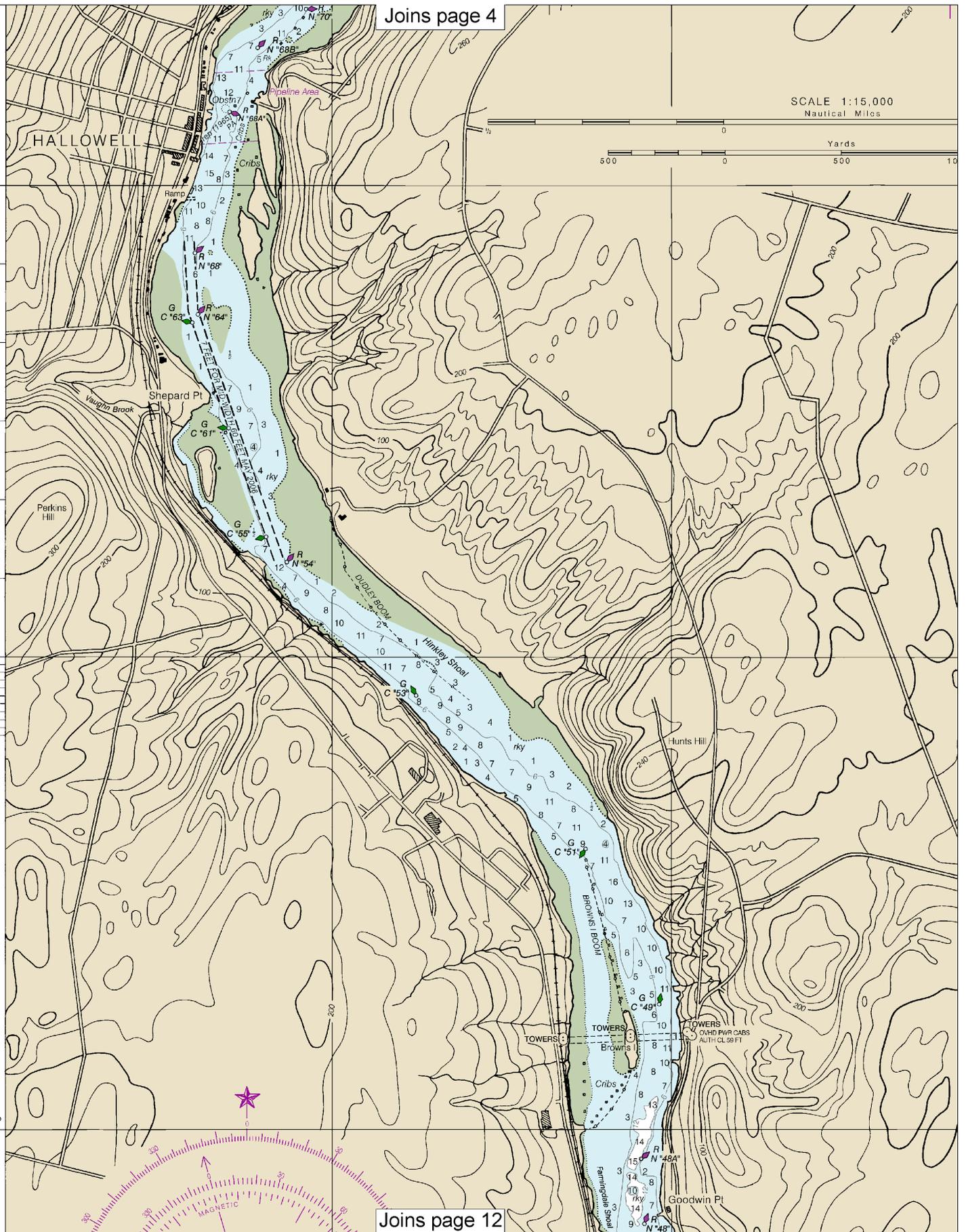
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SCALE 1:15,000
Nautical Miles

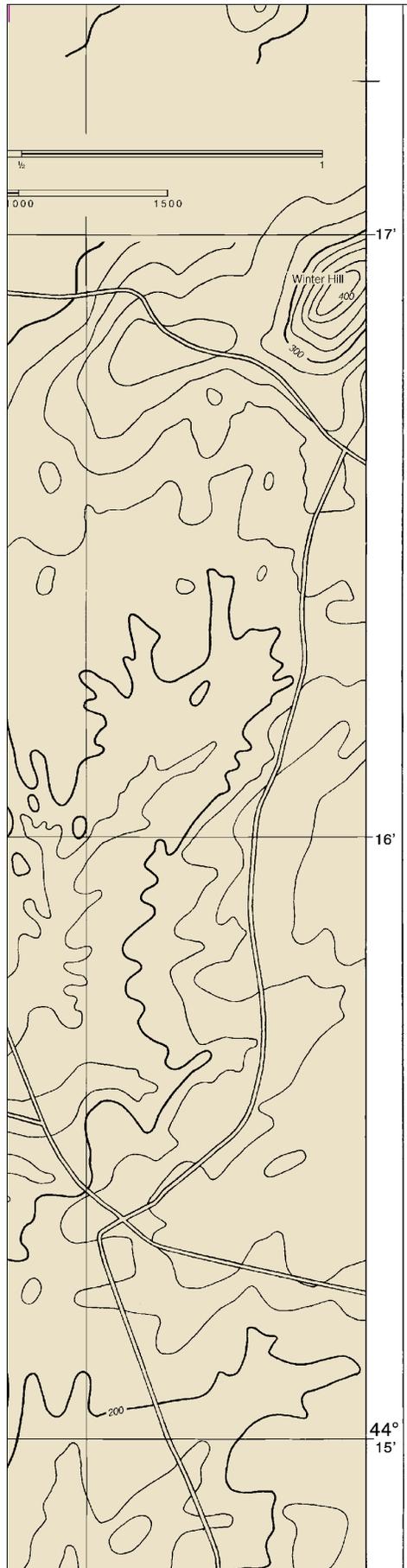
See Note on page 5.



17°
50°
40°
30°
20°
10°
16°
50°
44°
15'



Joins page 5



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.

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

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

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
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.

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

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	162.550 MHz

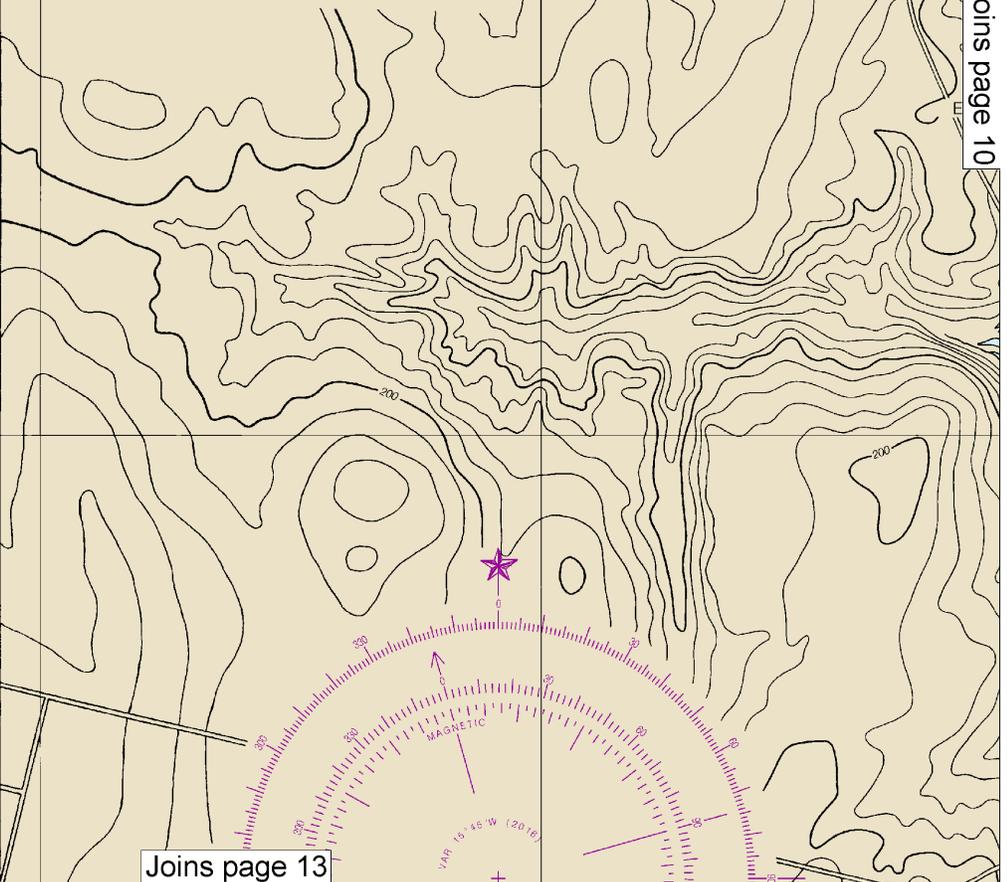
CAUTION
 Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
 Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
 Station positions are shown thus:
 (O) (Accurate location) (o) (Approximate location)

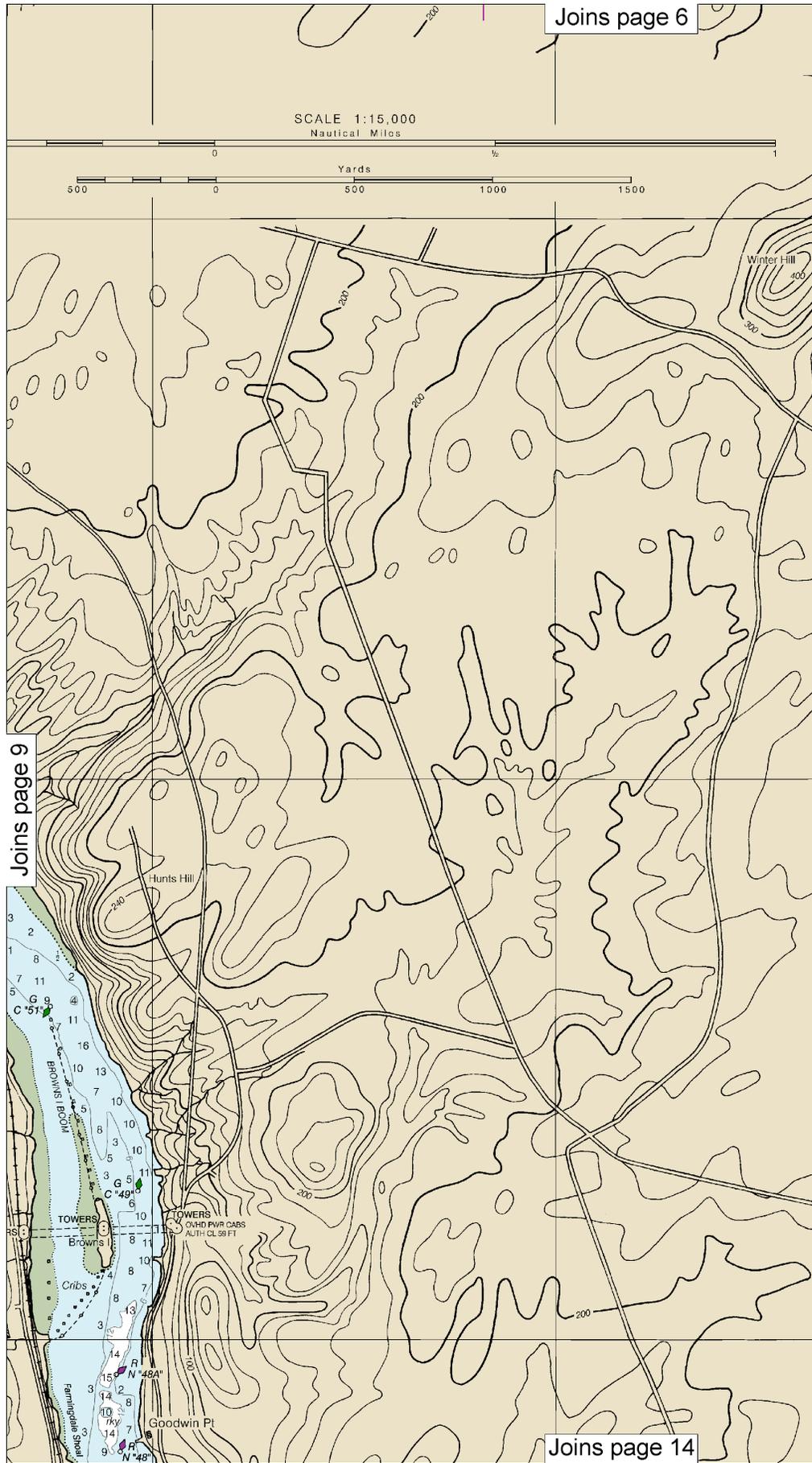
RADAR REFLECTORS
 Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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.

44° 10'
 17'
 16'
 09'
 44° 15'

Joins page 13





to agree with this chart.

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AIDS TO NAVIGATION

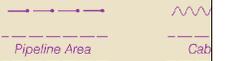
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Joins page 9

Joins page 6

Joins page 14

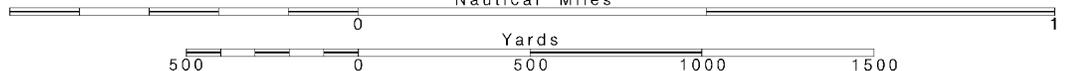


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



SUPPLEMENTAL INFORMATION
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In Chapter 2, U.S. Chapter 2 are publication office of the Commission, MA or at the of Engineers in numbers.

broken lines are the edges.

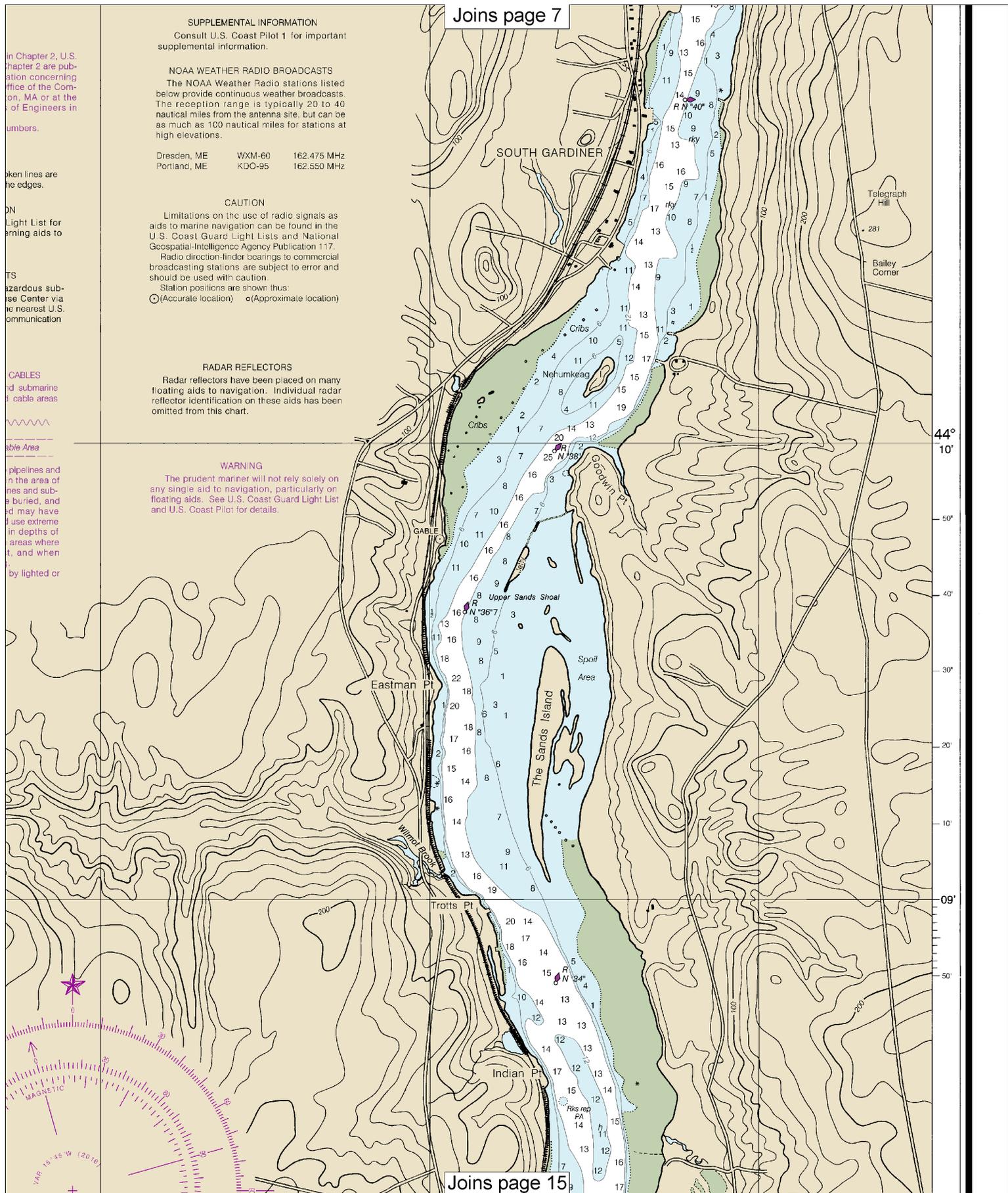
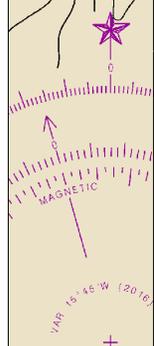
DN Light List for bringing aids to

TS hazardous sub-se Center via the nearest U.S. communication

CABLES and submarine cable areas

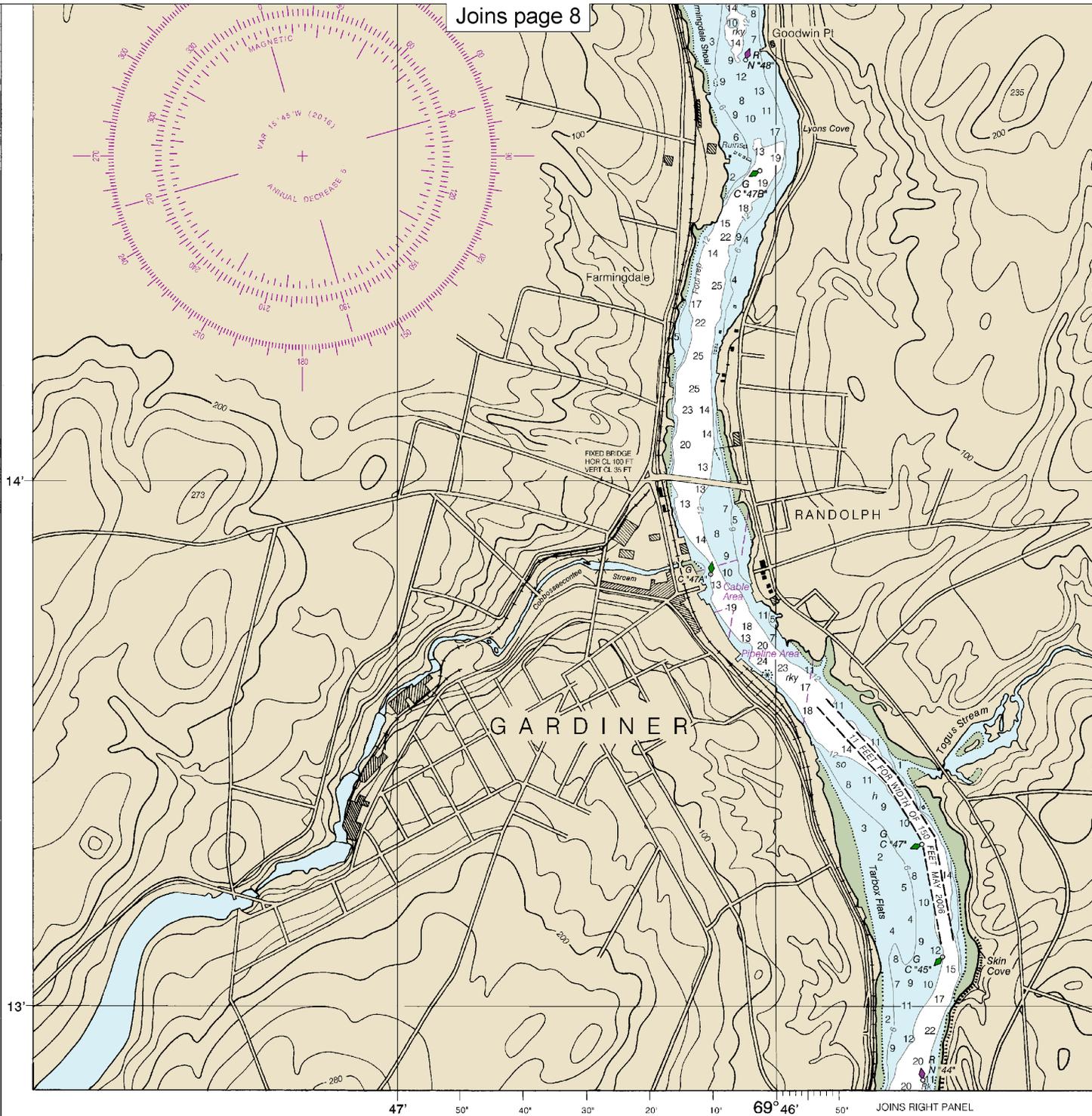
able Area

pipelines and in the area of nes and sub- buried, and d may have d use extreme in depths of areas where t, and when by lighted or



44° 10'
50'
40'
30'
20'
10'
09'
50'

Joins page 8



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

SOUNDING

13297

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

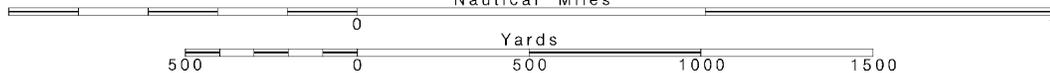
12

Note: Chart grid lines are aligned with true north.

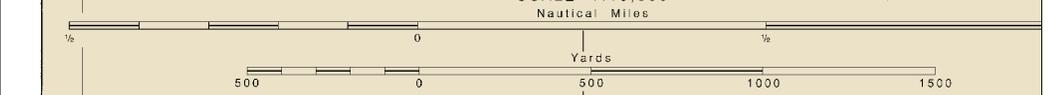
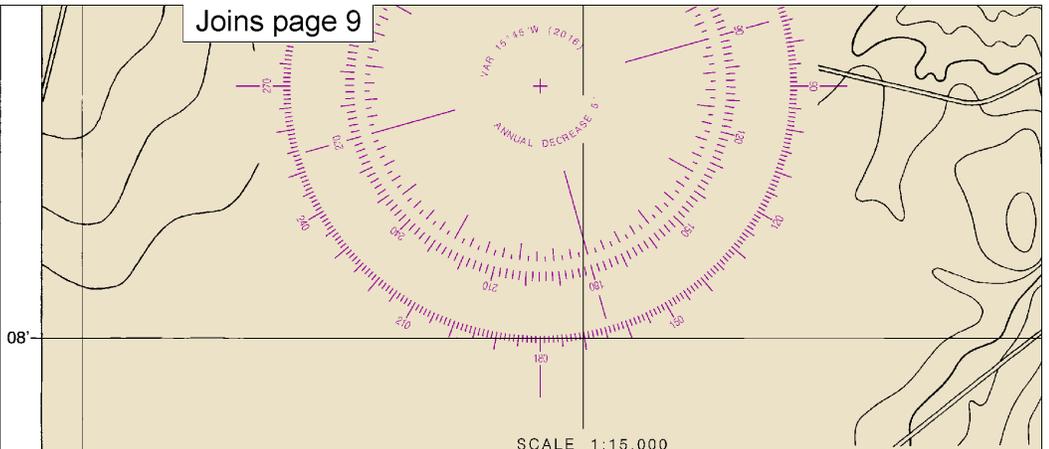
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SCALE 1:15,000
Nautical Miles

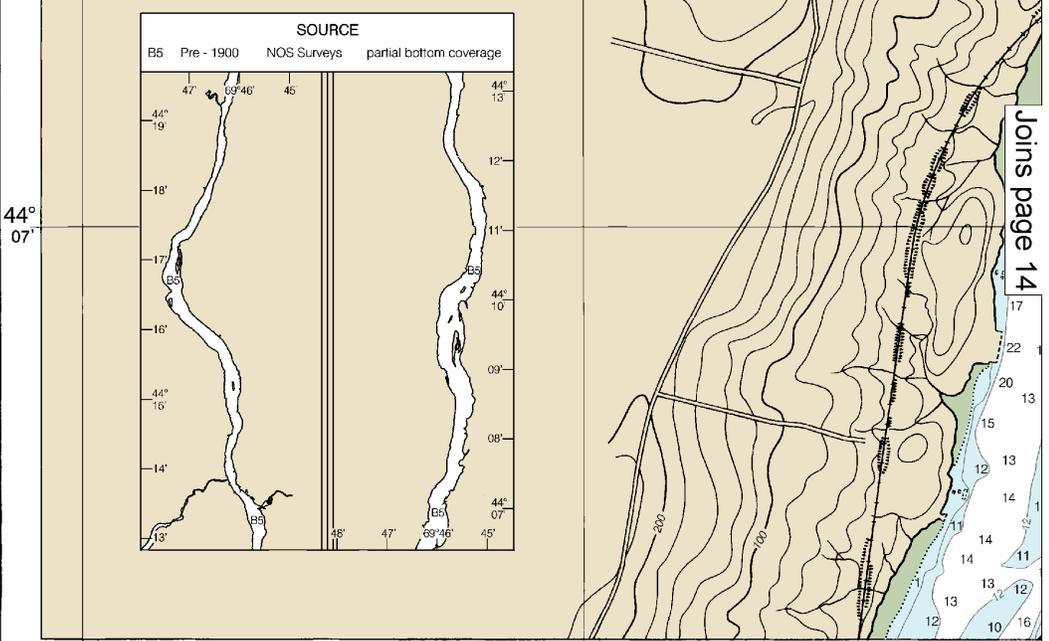
See Note on page 5.



Joins page 9

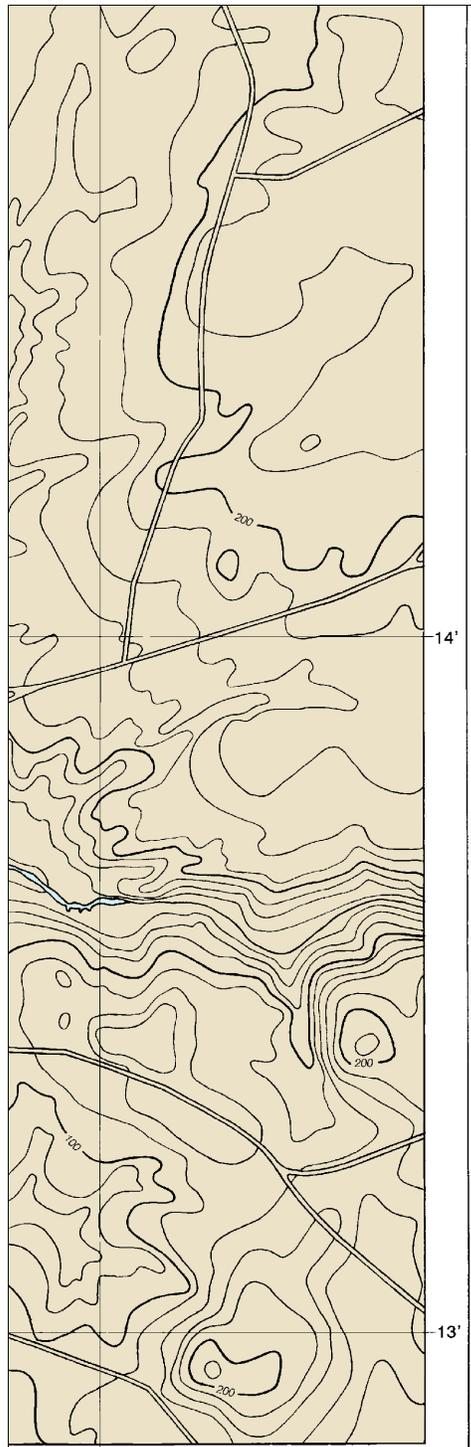


SOURCE DIAGRAM
 The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and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



45' 847.0 X 320.7 mm 48' 47' JOINS CHART 13298

Joins page 14

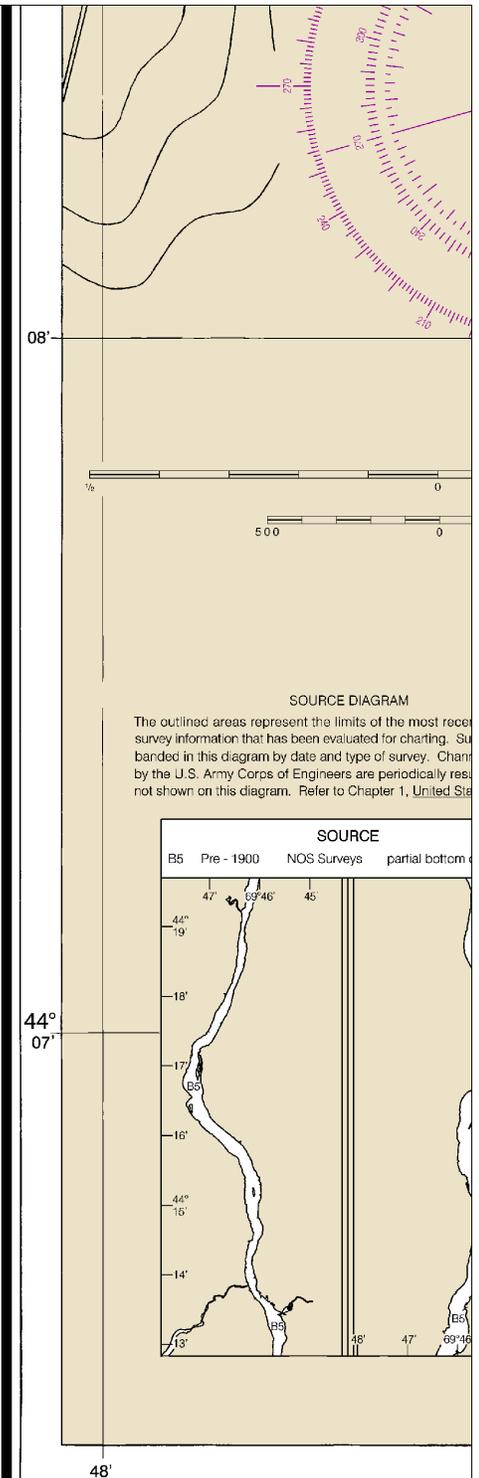
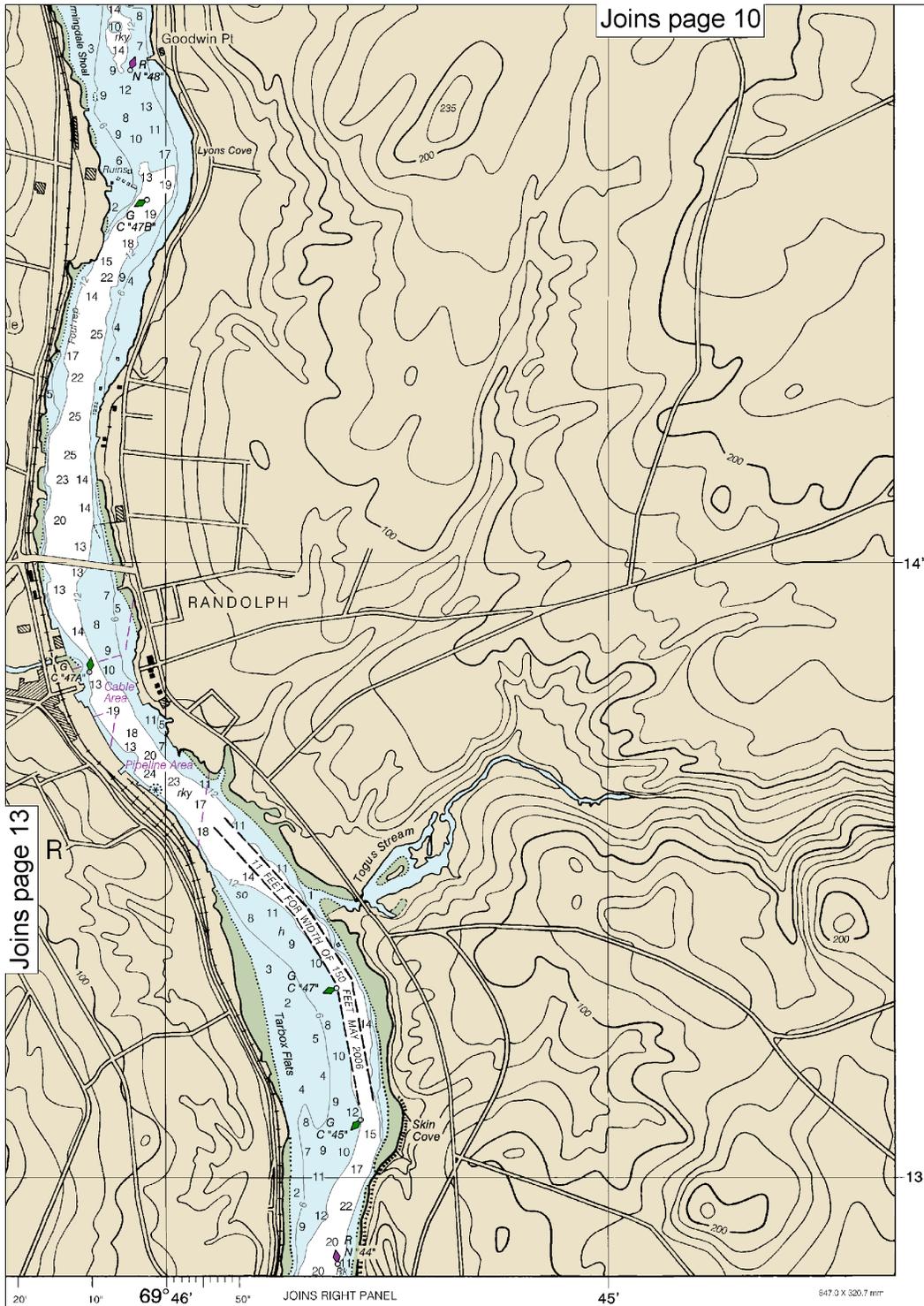


45' 847.0 X 320.7 mm

GS IN 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

Kenne



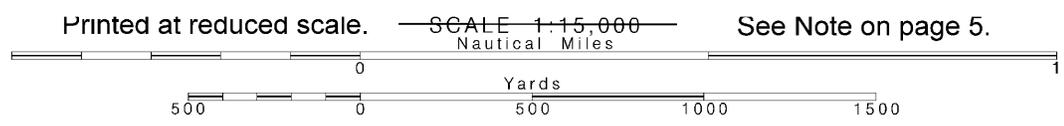
spatial-Intelligence
the dates shown in
town in the lower left

SOUNDINGS IN FEET

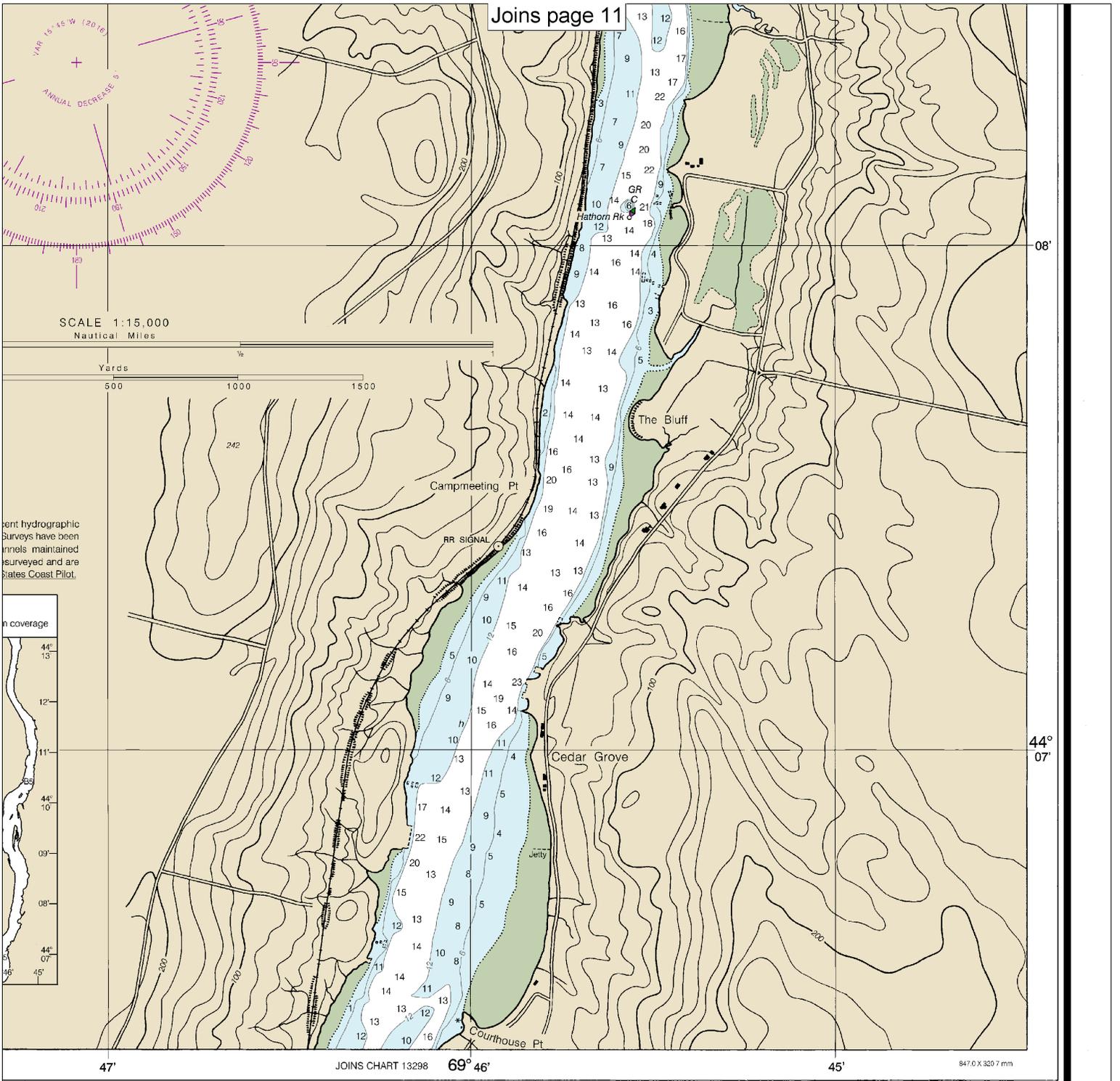
FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6

(2016)

Note: Chart grid lines are aligned with true north.



Joins page 11



7	8	9	10	11	12	13	14	15	16	17									
42	45	54	60	66	72	76	84	90	98	102									
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Kennebec River, Courthouse Pt to Augusta
 SOUNDINGS IN FEET - SCALE 1:15,000

13297



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>



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