

BookletChart™

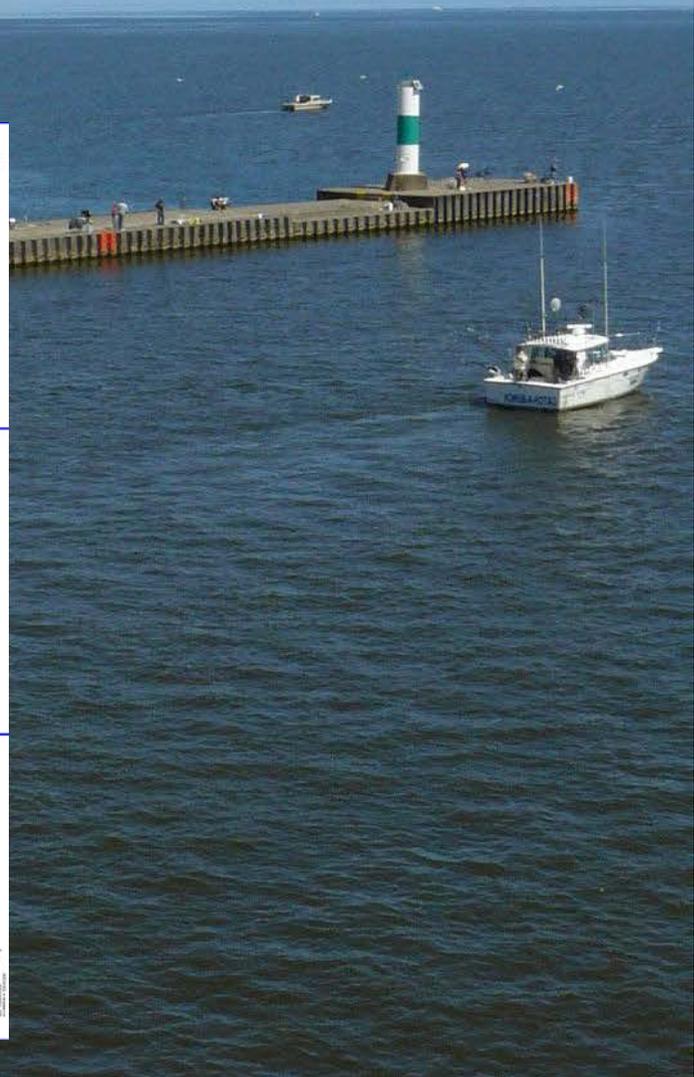
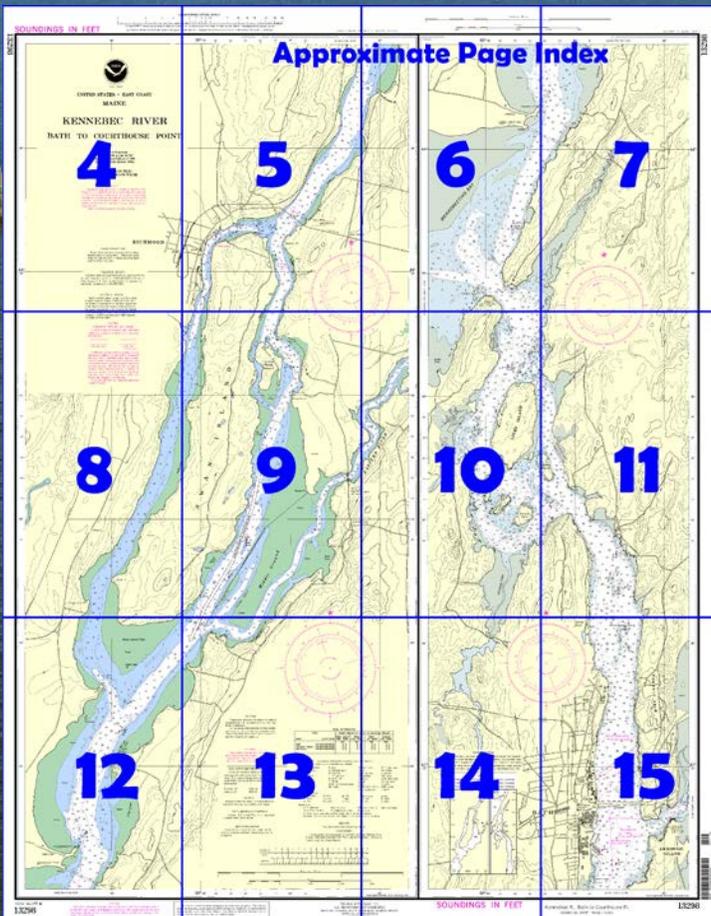


Kennebec River – Bath to Courthouse Point NOAA Chart 13298

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.

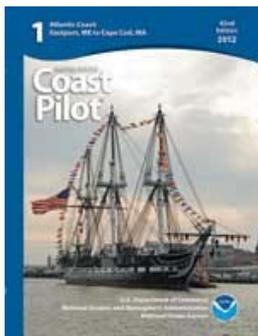
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13298>.



(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. **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 **Seguin Island**; a sound signal is at the light. **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 south-eastward of Cape Small and westward of Seguin Island. (See **334.20**, chapter 2, for limits and regulations.)

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.

Fort Popham Memorial is an unfinished and abandoned fort, now a State historical landmark, on Hunnewell Point. **Fort Popham Light** (43°45'18"N., 69°47'00"W.), 27 feet above the water, is shown from a cylindrical iron stand on the parapet of the old fort. The light shows higher intensity beams up and down the river.

Channels.—There are two approaches to the entrance. The eastern, east of Seguin Island, which leads between Whaleback Rock and Pond Island, is the main channel. The western, west of Seguin Island, leads between Pond Island Shoal gong buoy and the shoals eastward. Both are used, but vessels drawing more than 18 feet usually enter by the eastern channel. The entrance has strong tidal currents, and if the wind is opposed to the current an ugly chop sea is encountered which is at times dangerous for small craft.

(309) A Federal project in Kennebec River provides for a channel 27 feet deep, from the mouth to a point about 0.6 mile above the bridge at Bath, thence 16 to 18 feet to Gardiner, thence 11 feet to the head of navigation at Augusta. (See Notice to Mariners and the latest editions of the chart for controlling depths.)

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.)

**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

13298



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
MAINE

KENNEBEC RIVER BATH TO COURTHOUSE POINT

Mercator Projection
Scale 1:15,000 at Lat 44°00'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

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

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

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.

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).

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 1.826" eastward to agree with this chart.

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 nur	Rt rotating
B back	Is isophase		
Bn beacon	LT HO light house		
C can	M nautical mile		

RICHMOND

STACK

SPIRE

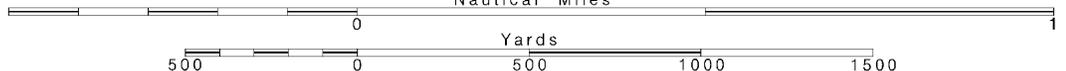
Southard Pt

Joins page 8

Printed at reduced scale.

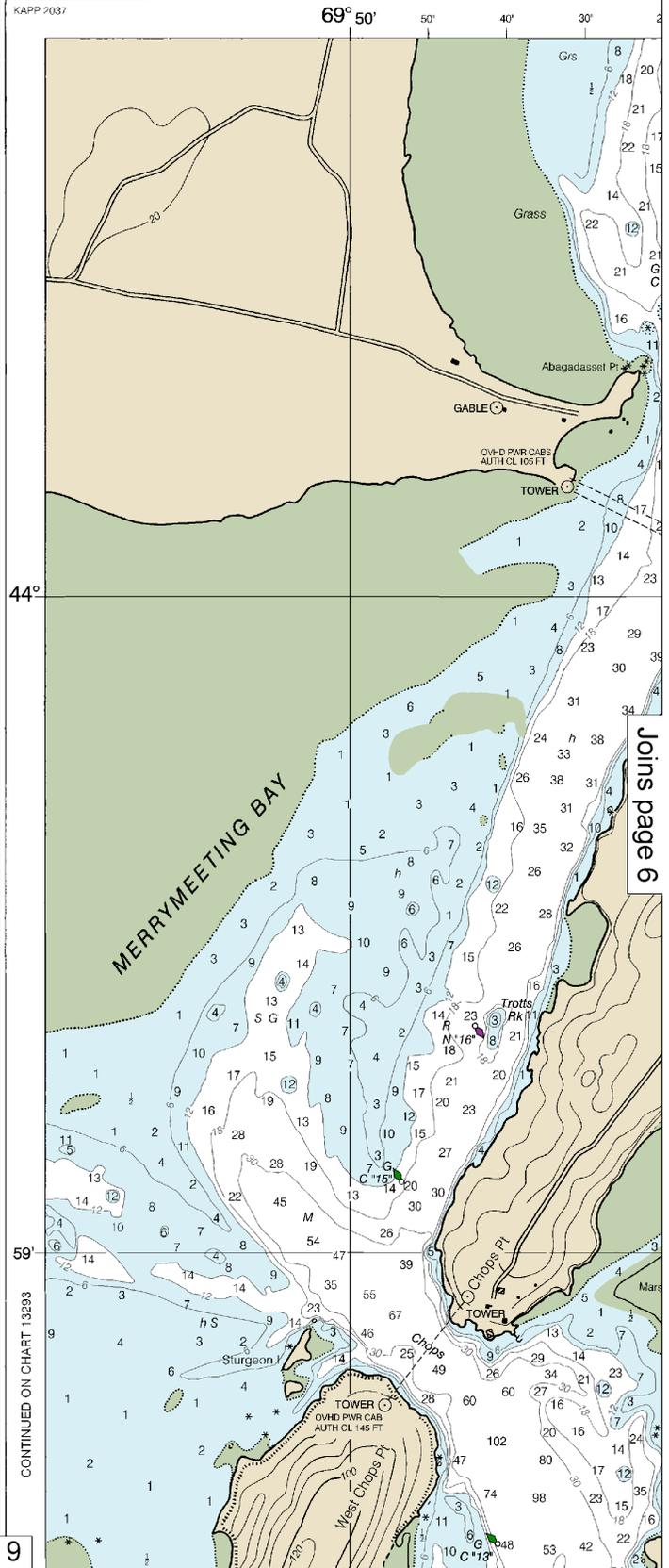
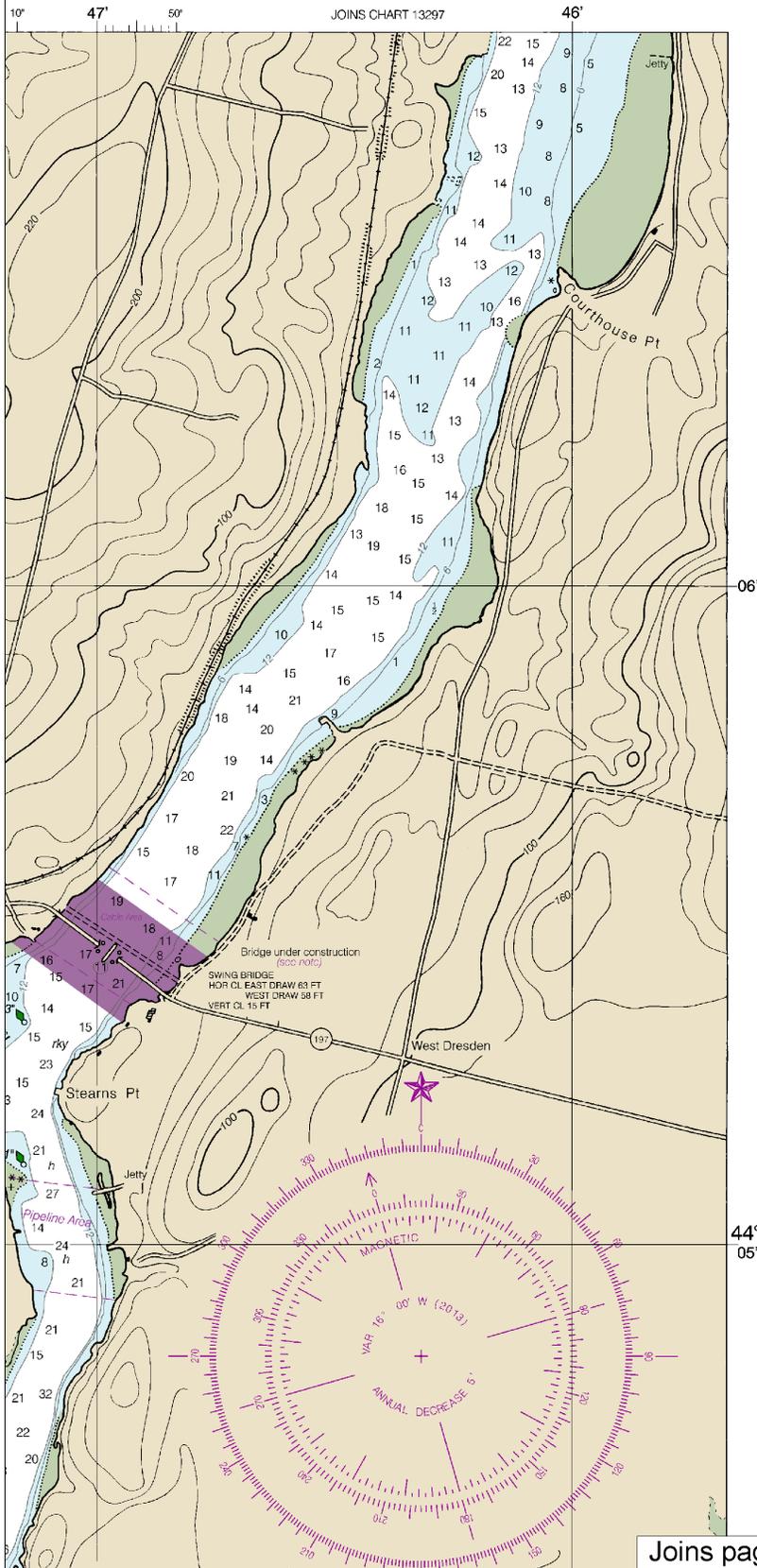
SCALE 1:15,000
Nautical Miles

See Note on page 5.



4

Note: Chart grid lines are aligned with true north.



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.

69° 48'

50°

40°

30°

20°

10°

47'

50°

JOINS CHART 13297

46°

KAPP 2037

NT

Joins page 5

MOND

SPIRE C

STACK

Souhard Pt

Stearns Pt

West Dresden

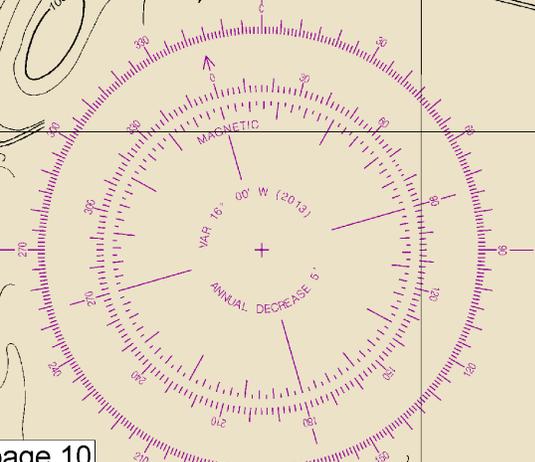
Courthouse Pt

Bridge under construction
SWING BRIDGE
HOR CL EAST DRAW 69 FT
WEST DRAW 58 FT
VERT CL 15 FT

Cable Area

Pipeline Area

Joins page 10



06'

44°

05'

59'

CONTINUED ON CHART 13293

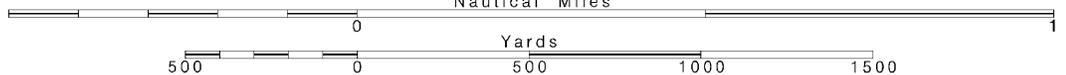


Note: Chart grid lines are aligned with true north.

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SCALE 1:15,000

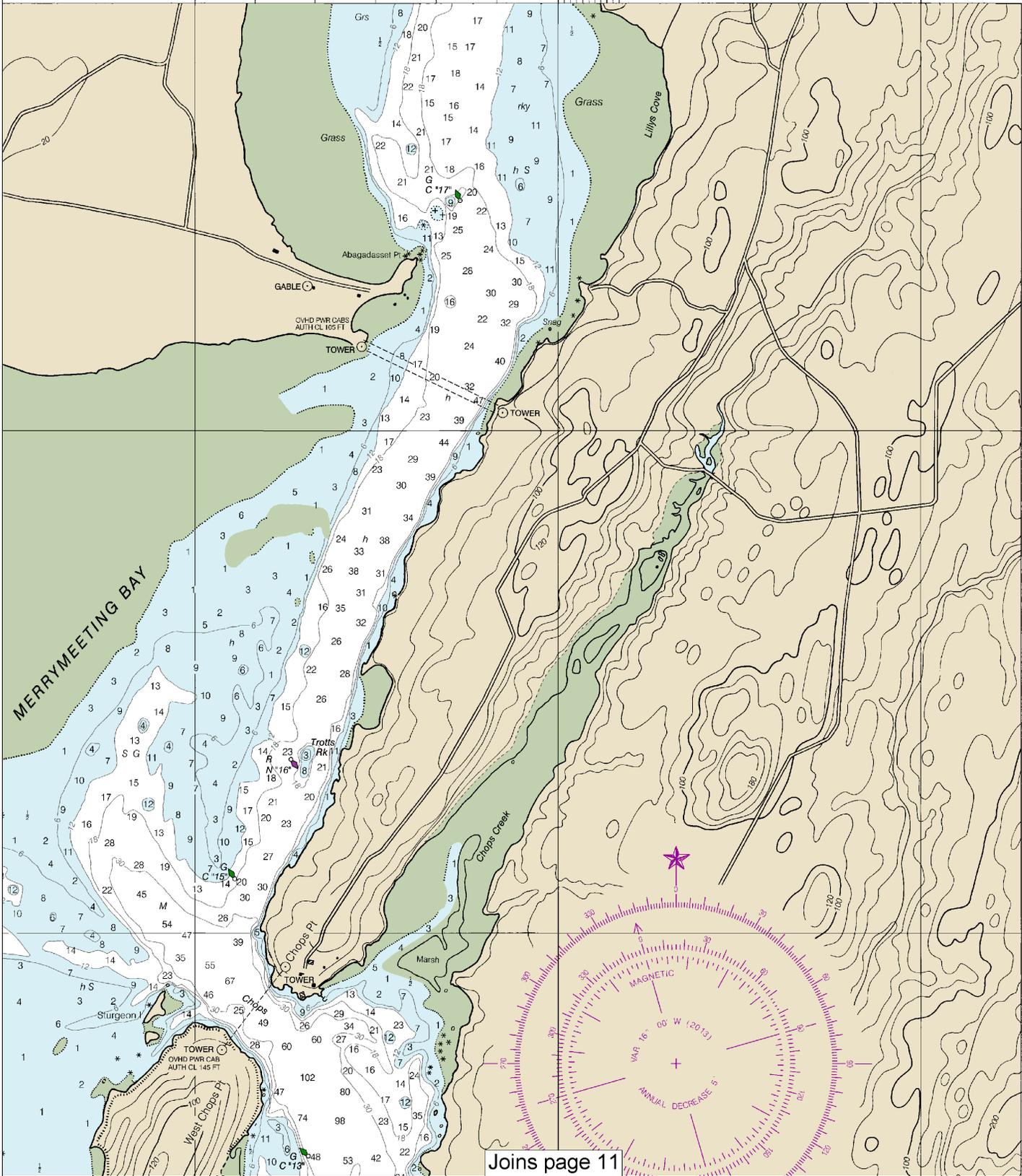
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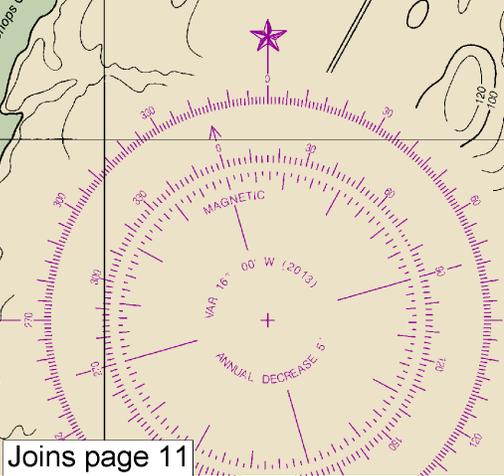
SCALE 1:15,000
Nautical Miles



69° 50' 50' 40' 30' 20' 10' 49' 50' JOINS LEFT SECTION 48'



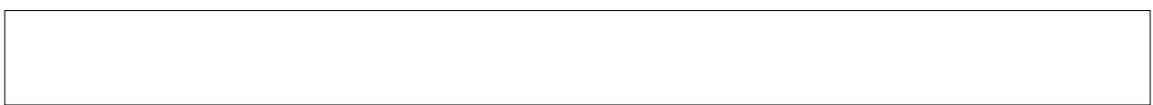
Joins page 11



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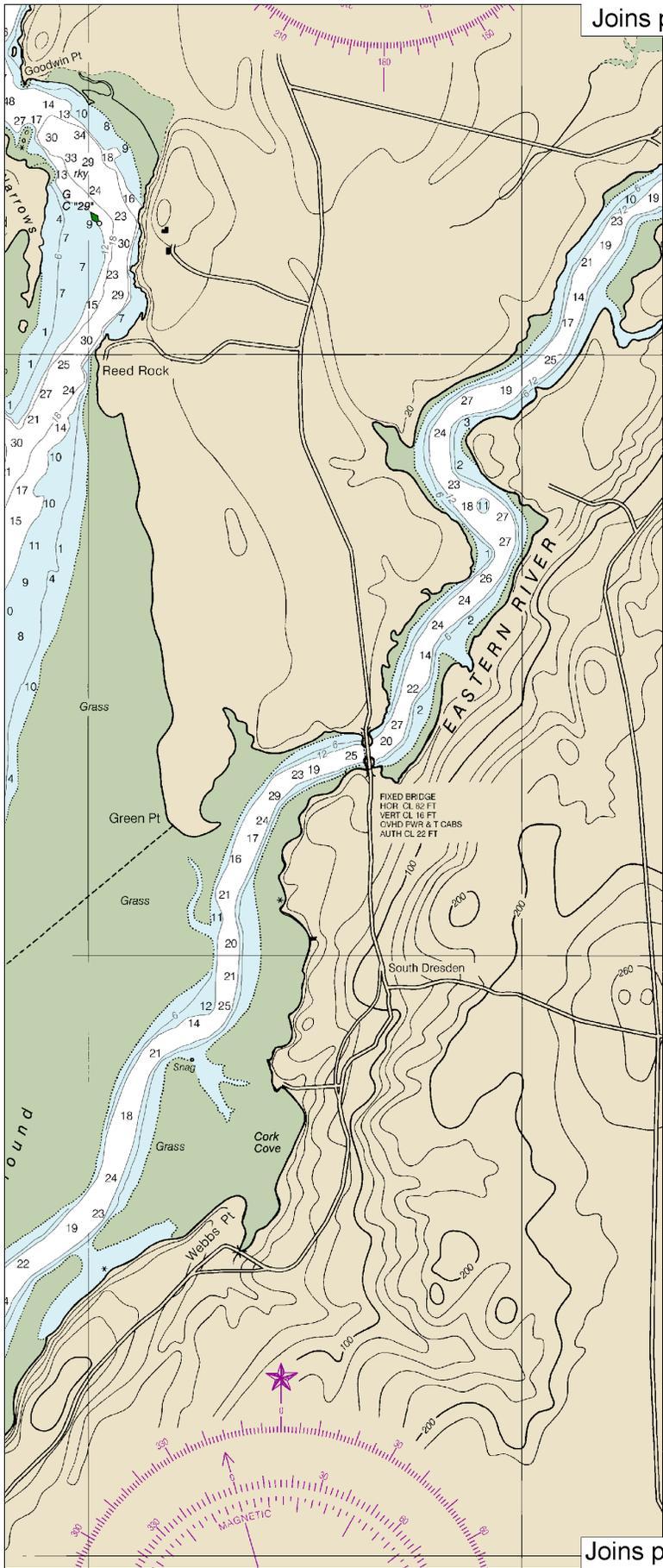
44°

59'

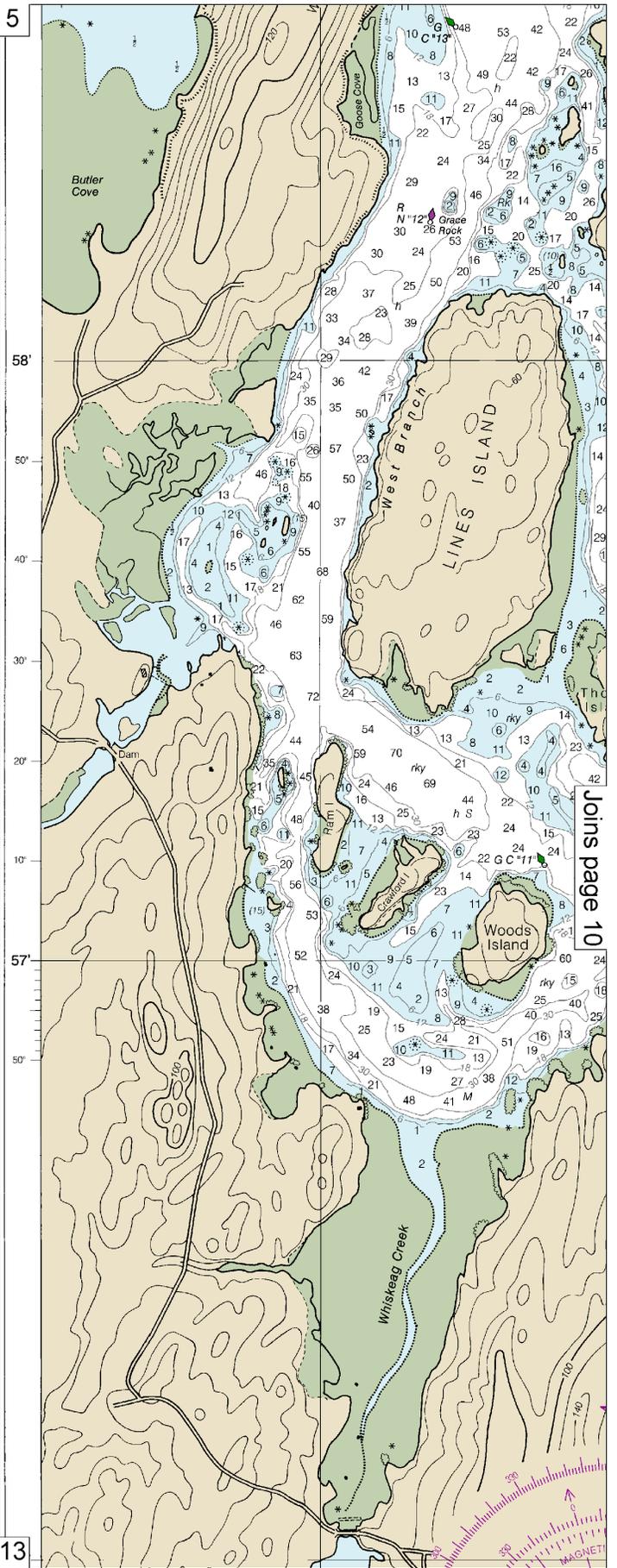


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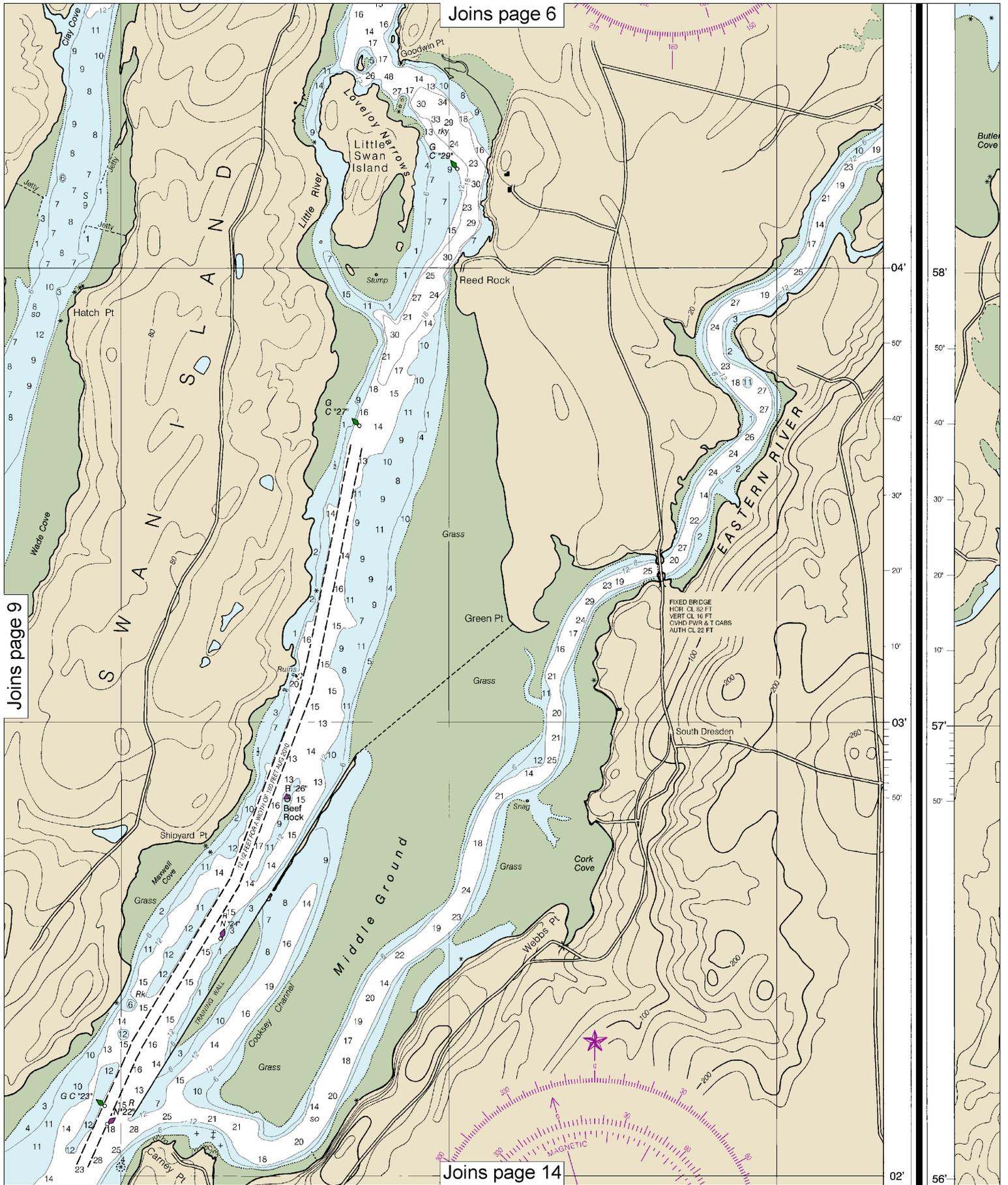
Joins page 5



Joins page 13



Joins page 10



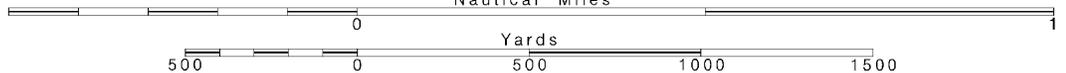
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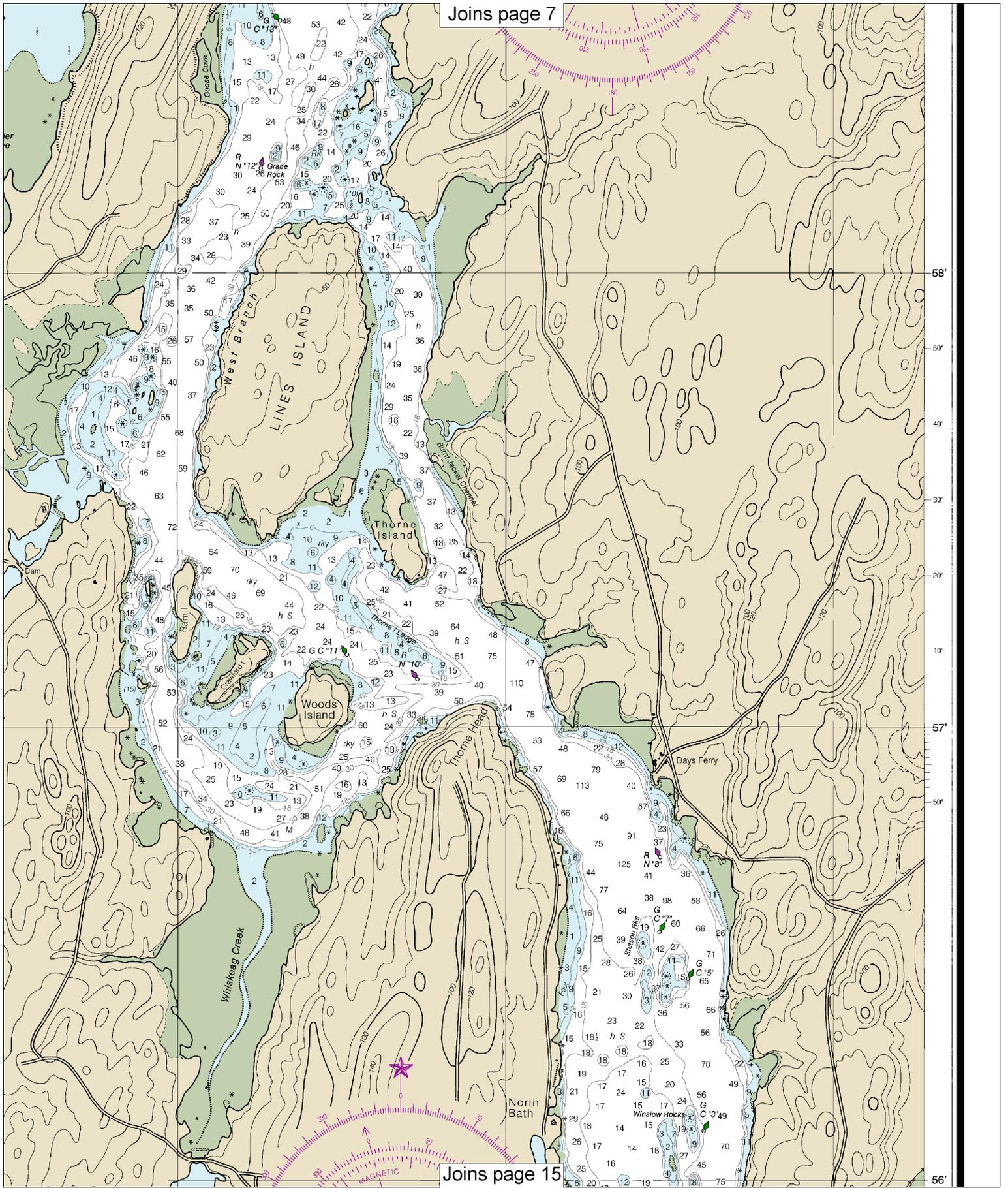
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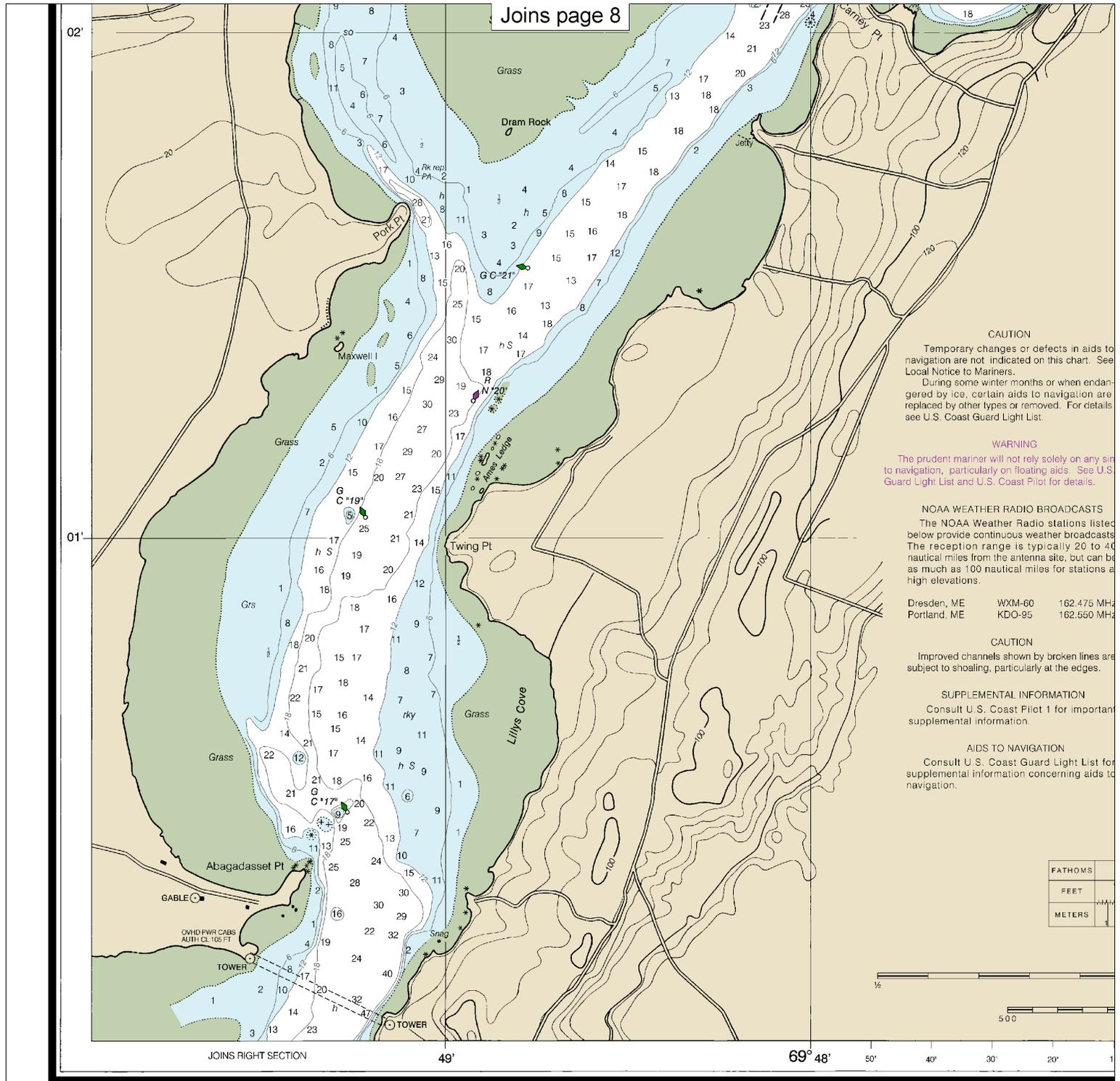
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SCALE 1:15,000
Nautical Miles

See Note on page 5.







13298

CAUTION

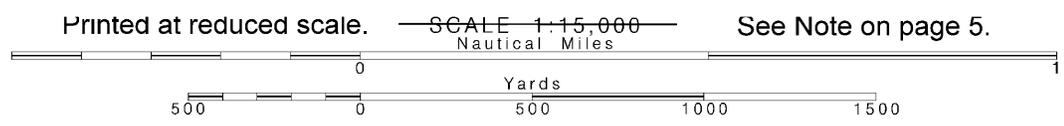
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice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

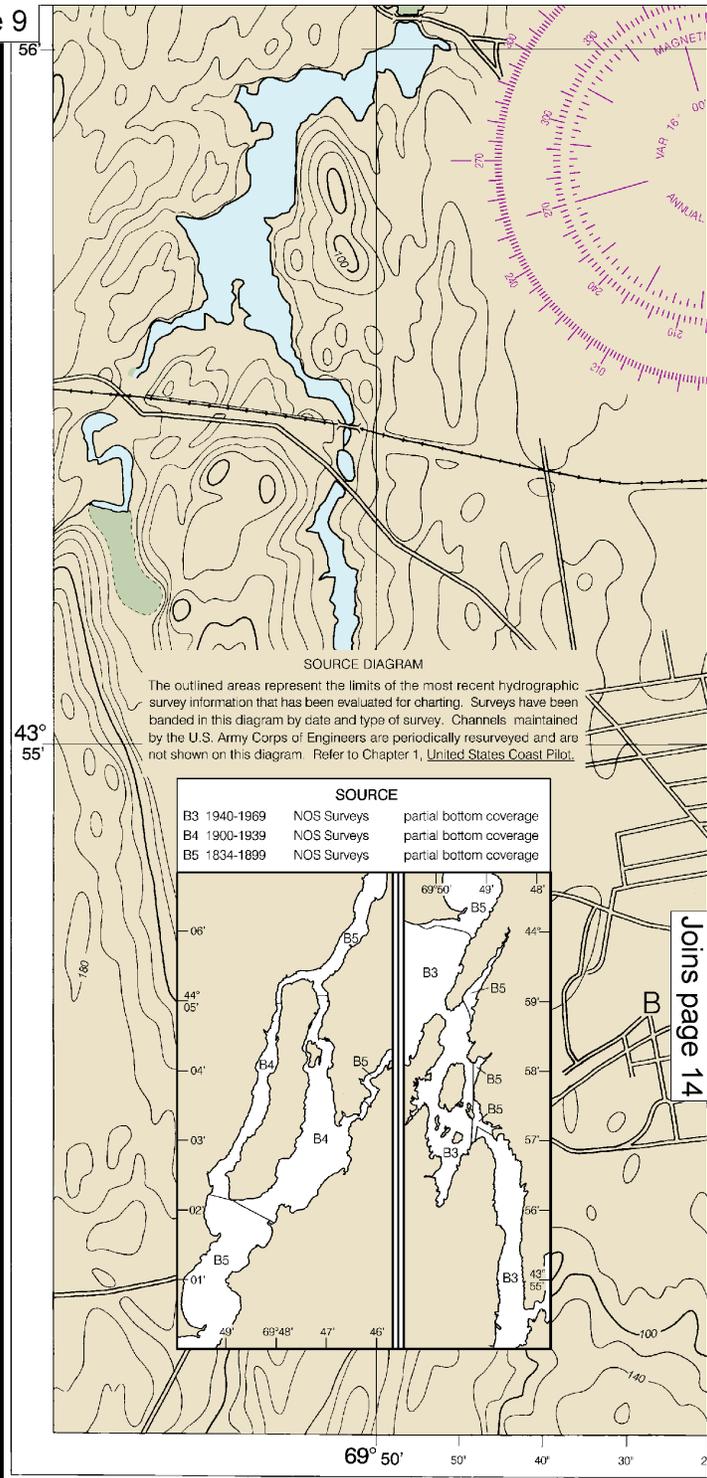
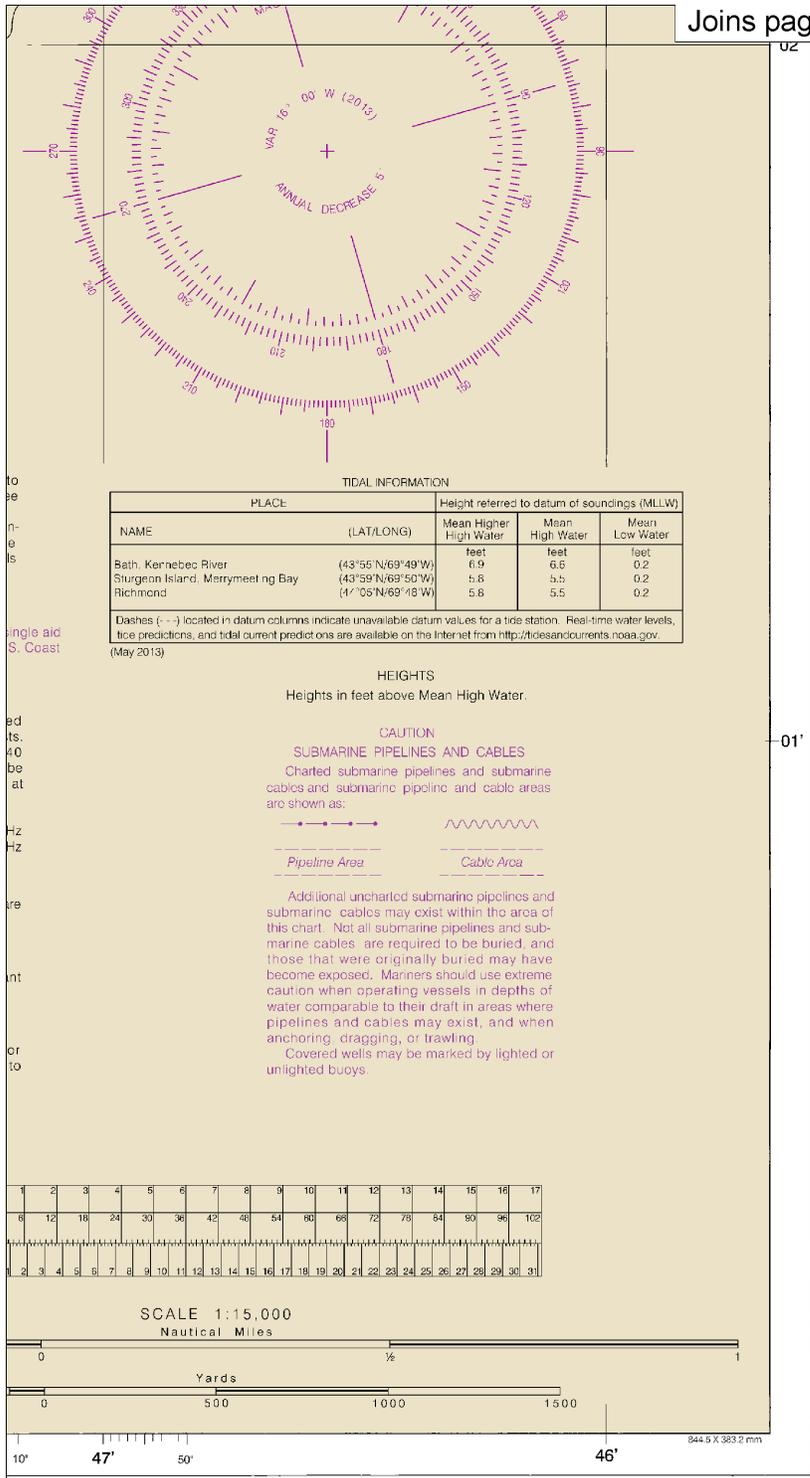
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11th Ed., Jun. 2013. Last Correction: 1/11/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

12

Note: Chart grid lines are aligned with true north.

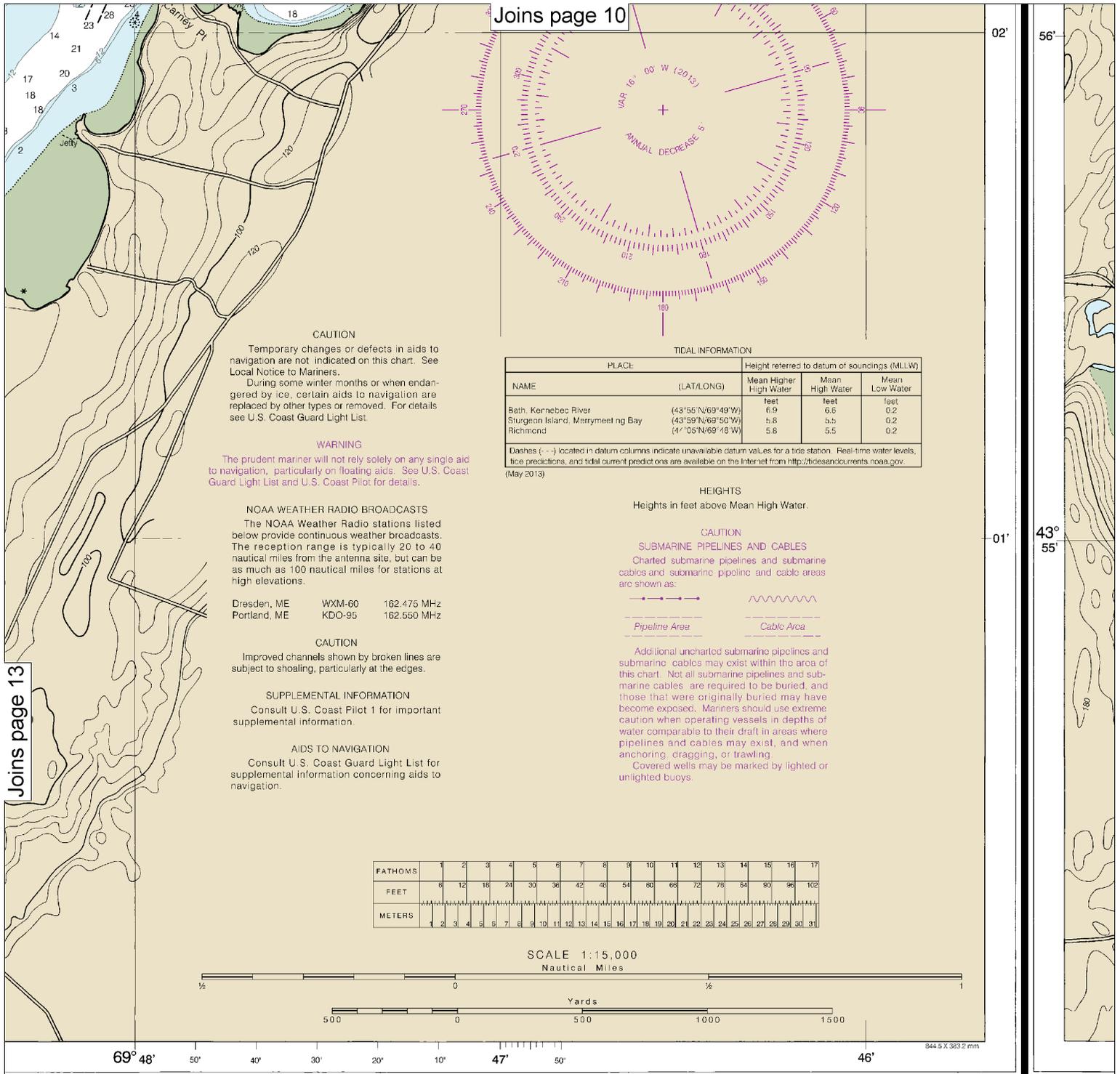




discrepancies or comments
[staff/contact.htm](#)

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 U.S. DEPARTMENT OF COMMERCE
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 NATIONAL OCEAN SERVICE
 COAST SURVEY

SOUNDINGS IN FEET



Joins page 13

National Geospatial-Intelligence and district to the dates shown in the dates shown in the lower left

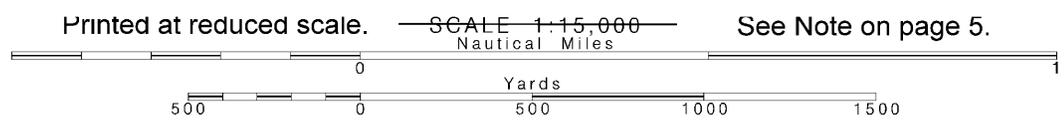
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COAST SURVEY

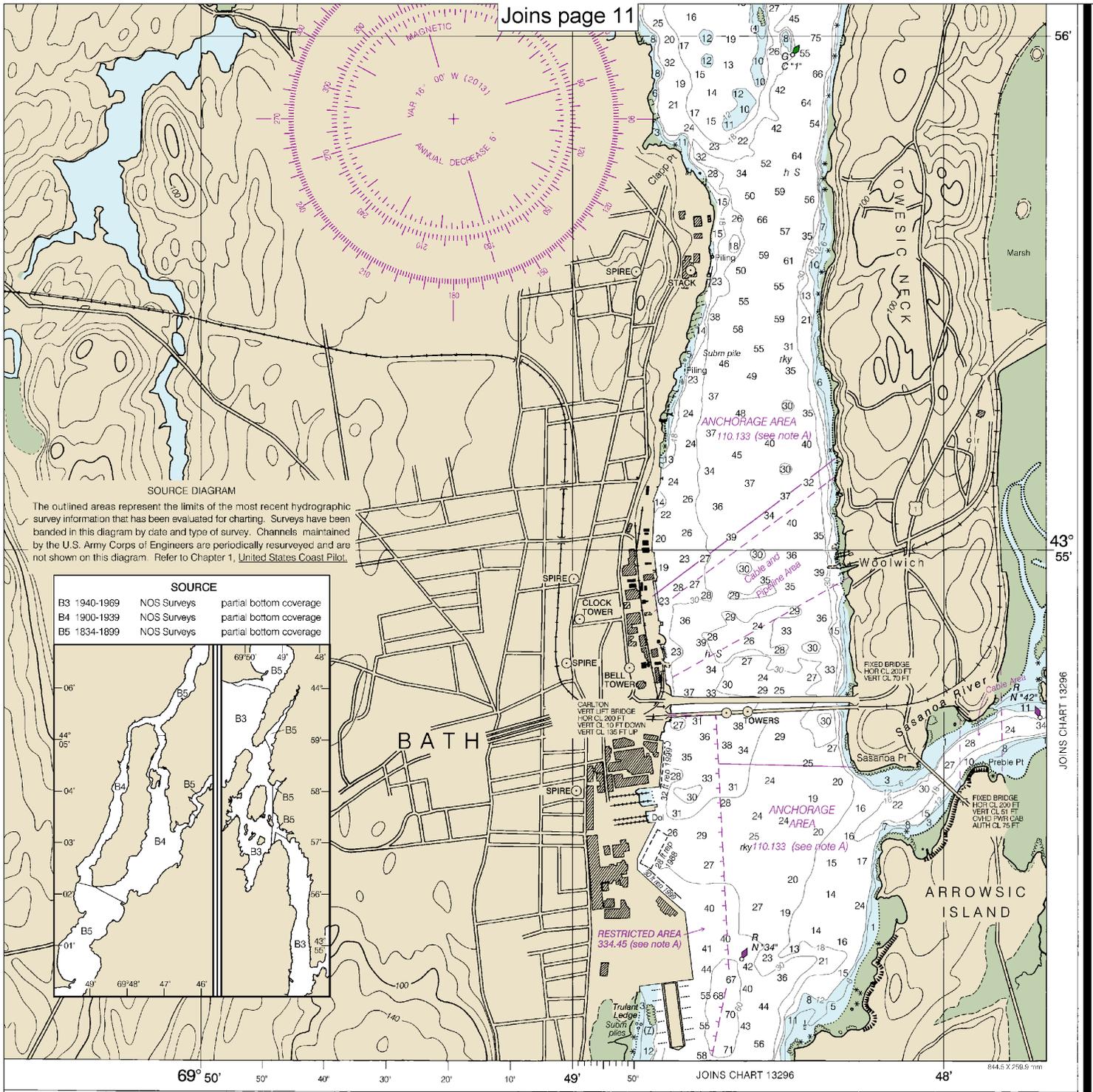
(2016)

14

Note: Chart grid lines are aligned with true north.



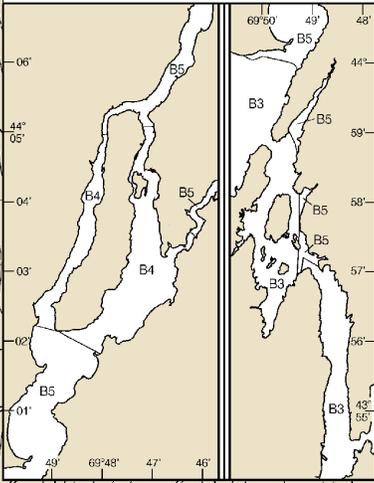
See Note on page 5.



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.

SOURCE		
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 1834-1899	NOS Surveys	partial bottom coverage



SOUNDINGS IN FEET

Kennebec R., Bath to Courthouse Pt.
SOUNDINGS IN FEET - SCALE 1:15,000

13298



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>
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- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
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- 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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