

# BookletChart™

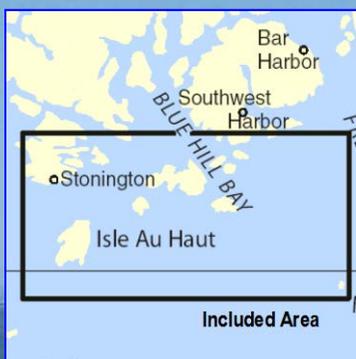


## Approaches to Blue Hill Bay

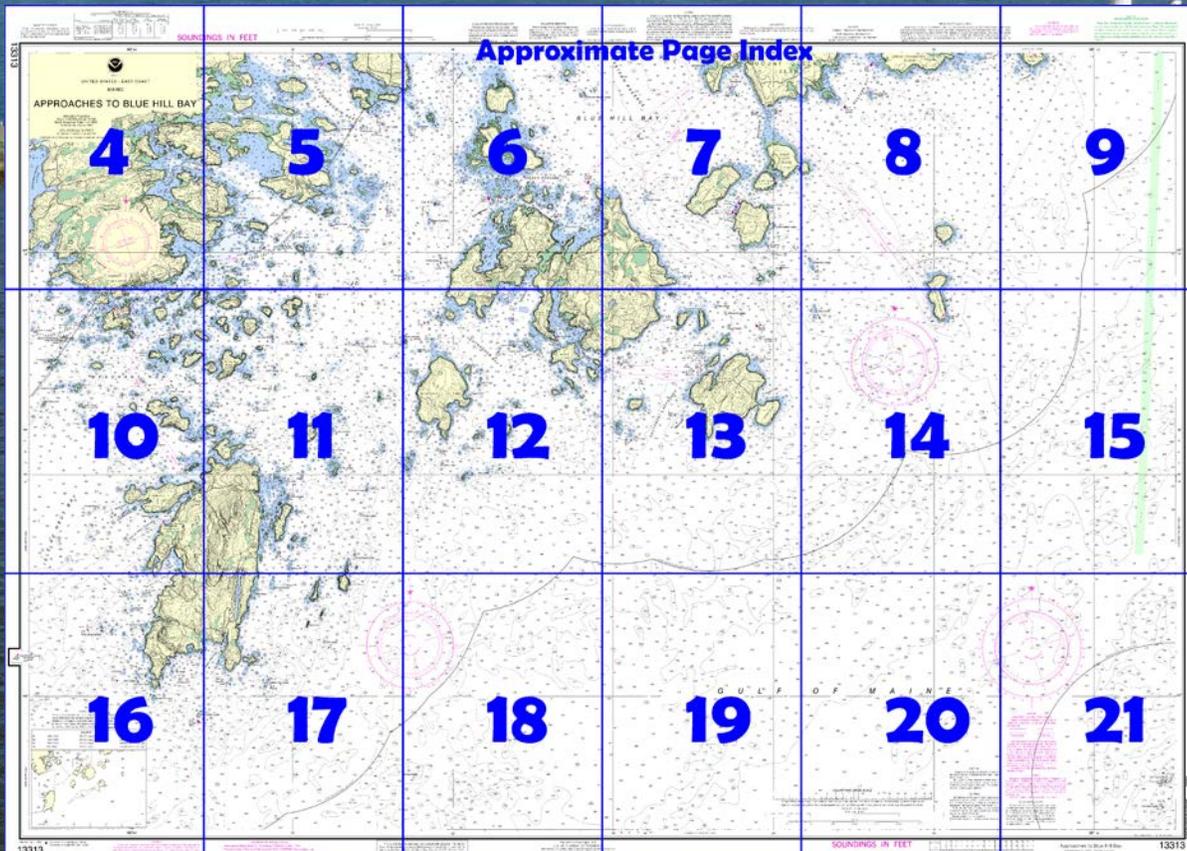
NOAA Chart 13313

*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](http://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.

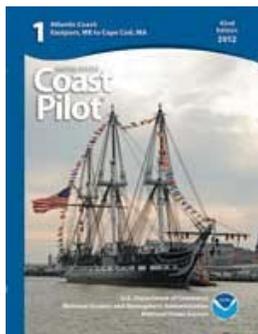
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13313>.



#### (Selected Excerpts from Coast Pilot)

**Bass Harbor Bar** connects Great Gott Island with **Bass Harbor Head**, the southwestern point of Mount Desert Island. **Bass Harbor Head Light** (44°13'19"N., 68°20'14"W.) is shown from a white tower connected to a dwelling on the head.

In 1992, the buoyed channel had a midchannel controlling depth of 14 feet. The channel is on the through route used by vessels drawing 9 feet or less, and is sometimes used by vessels drawing 18 feet

proceeding at high water and with a smooth sea.

In heavy weather, breakers can form across the bar. A heavy chop builds up on the bar and off Long Ledge, 1.6 miles eastward, with the wind

contrary to tidal current, which might beset small craft and open boats. Of the many islands off the entrance to Blue Hill Bay, those southward of Bass Harbor Bar and Casco Passage, and westward from Duck Islands to Swans and Marshall Islands, are discussed in this chapter. The islands in this area are in general wooded and have few conspicuous marks. The only ones having settlements are Swans, Long, and Great Gott Islands. The area is very broken and rocky, with numerous bare and submerged ledges, many of them unmarked. The through route by way of Casco Passage and Bass Harbor Bar is used by many vessels, except that vessels unable to cross the bar pass south of Placentia Island and between Black and Little Gott Islands. The passages through the islands southward are seldom used except by local fishermen and yachtsmen and are described later in this chapter.

**Great Duck Island**, about 5 miles south of Great Cranberry Island, is the most southeasterly of the islands off Blue Hill Bay. The island is partly wooded, and from a distance eastward or westward appears as two islands. There are a small white house and a private landing strip on the northern slope of the island.

**Great Duck Island Light** (44°08.5'N., 68°14.7'W.), 67 feet above the water, is shown from a 42-foot white cylindrical tower on the south end of the island; a sound signal is at the light. The light is partially obscured by trees from about 143° to 206°30'.

**Little Duck Island**, 0.7 mile northward of Great Duck Island, is partly wooded and has no distinguishing marks.

**The Drums**, a dangerous ledge 2.5 miles west of Great Duck Island and 2 miles northeastward of Long Island, is awash at low water. A bell buoy is southeast of the ledge. The range formed by the western ends of Green and Placentia Islands leads well westward of this ledge.

**Horseshoe Ledge**, 1 mile north of The Drums, is awash at low water and marked on its southeast end by a buoy.

**Green Islands**, 4 miles west-northwest of Great Duck Island Light and 0.7 mile southward of Black Island, are two rocky islets with grass on top.

**Black Island**, 4.5 miles northwestward of Great Duck Island Light, is 157 feet high and wooded. Three ledges are off the east side of the island: **Inner Dawes Ledge**, the northernmost off the northeast side of the island, is bare at high water; **Outer Dawes Ledge**, about 0.4 mile to the southward, is awash at high water; and **Grindstone Ledge**, about 0.4 mile farther southward, uncovers about 5 feet and is marked by a buoy. An unmarked shoal with a clear depth of 11 feet is about 500 yards southeastward of the buoy. **Little Black Island**, off the southwest side of Black Island, is wooded in the center. An aquaculture farm is on the northwest side of Black Island. Mariners are advised to use caution when navigating in the vicinity.

**Placentia Island**, 0.4 mile northwest of Black Island, is 135 feet high and wooded except on its eastern end, which is grassy. Two houses are visible on the slope of the hill on the northeastern extremity. A buoy marks the shoal extending off the northeast end of the island.

**Little Gott Island** and **Great Gott Island**, 0.4 and 1 mile northeastward of Black Island, are mostly wooded. **Gotts Island** is a small town on the west side of Great Gott Island. The approach to the town is via the passage between Little Gott and Great Gott Islands, which can be entered from southward at low water. A bar, bare at low water, obstructs the passage at the northwest end. The current between the islands is reported to be strong, flooding northwestward and ebbing southeastward. The houses are the most prominent marks in this vicinity. There are no wharves.

### 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](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://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>

TIDAL INFORMATION

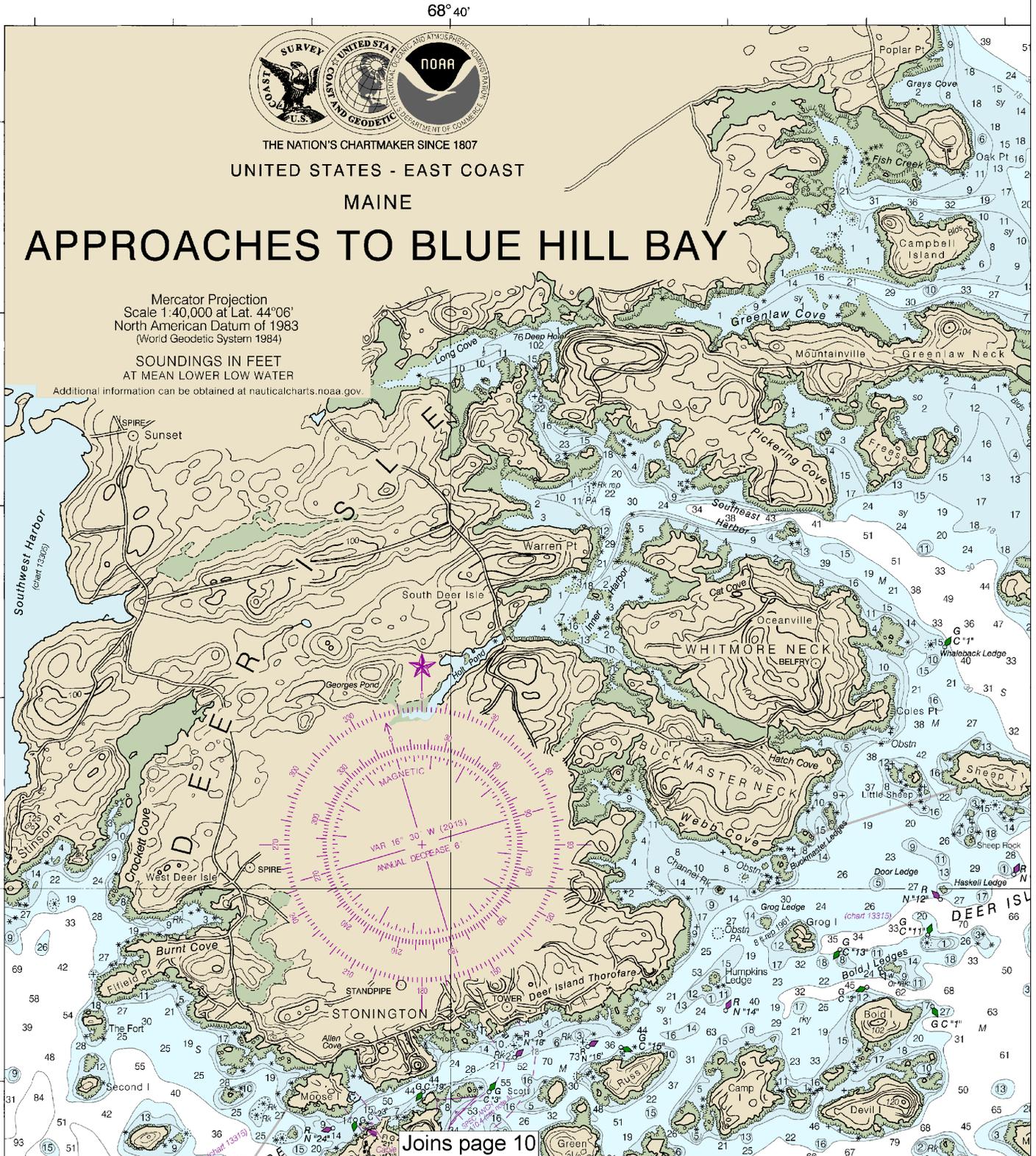
NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Bass Harbor	(44°14' N/68°21' W)	feet 10.8	feet 10.3	feet 0.4
Mackerel Cove	(44°10' N/68°26' W)	10.9	10.4	0.4
Oceanville	(44°12' N/68°36' W)	11.0	10.5	0.4
Head Harbor	(44°01' N/68°37' W)	9.9	9.4	0.3

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov> (Dec 2012)

**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.

SOUNDINGS IN FEET

13313



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.





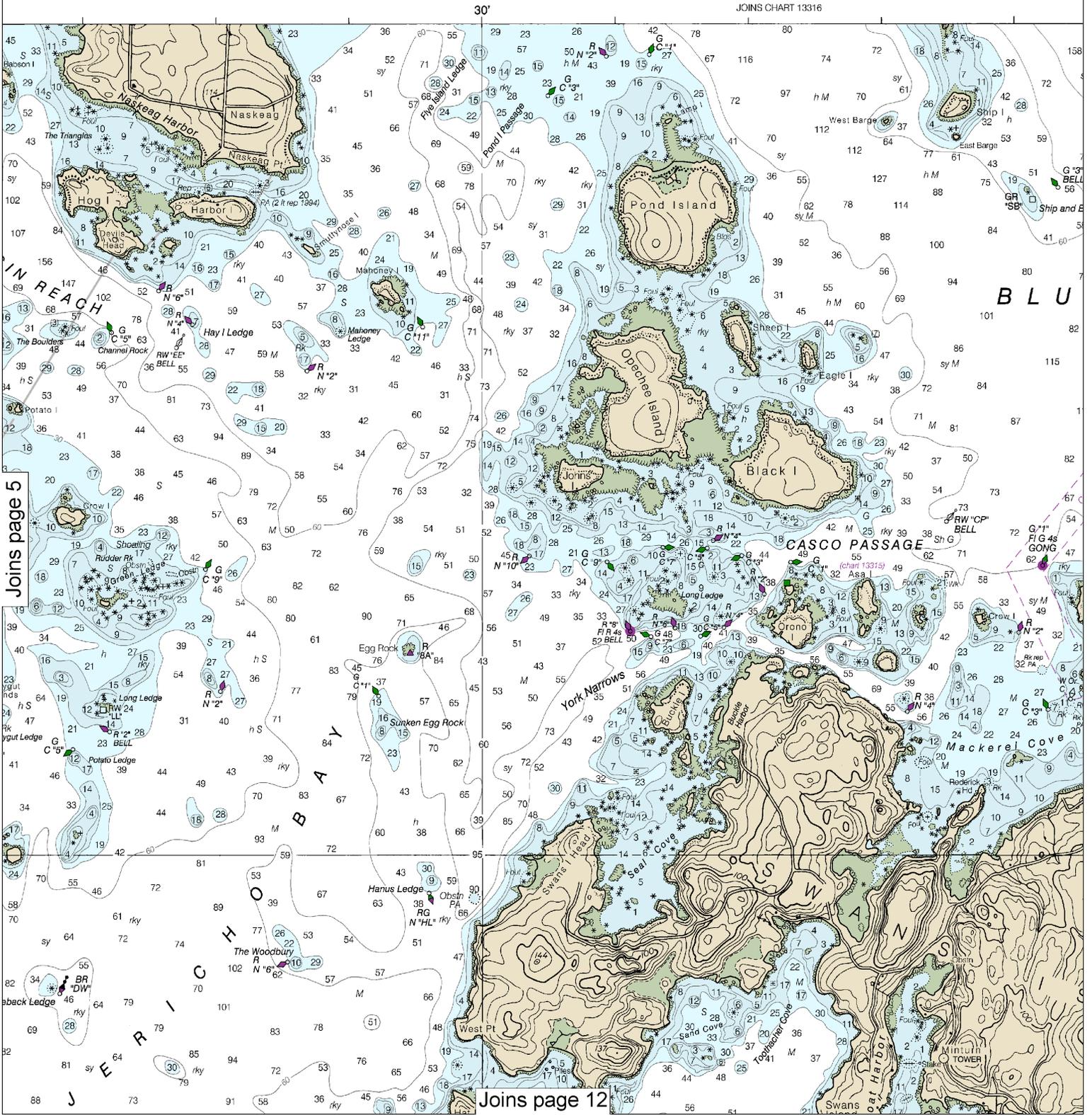
SCALE 1:40,000  
Nautical Miles



NOAA VHF-FM WEATHER BROADCASTS  
The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.  
Ellsworth, ME KEC-93 162.400 MHz

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).

Formerly C&GS 308.



Joins page 5

Joins page 12

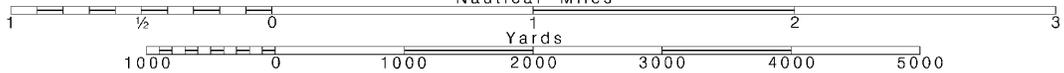
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.



**HEIGHTS**  
 in feet above Mean High Water.

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

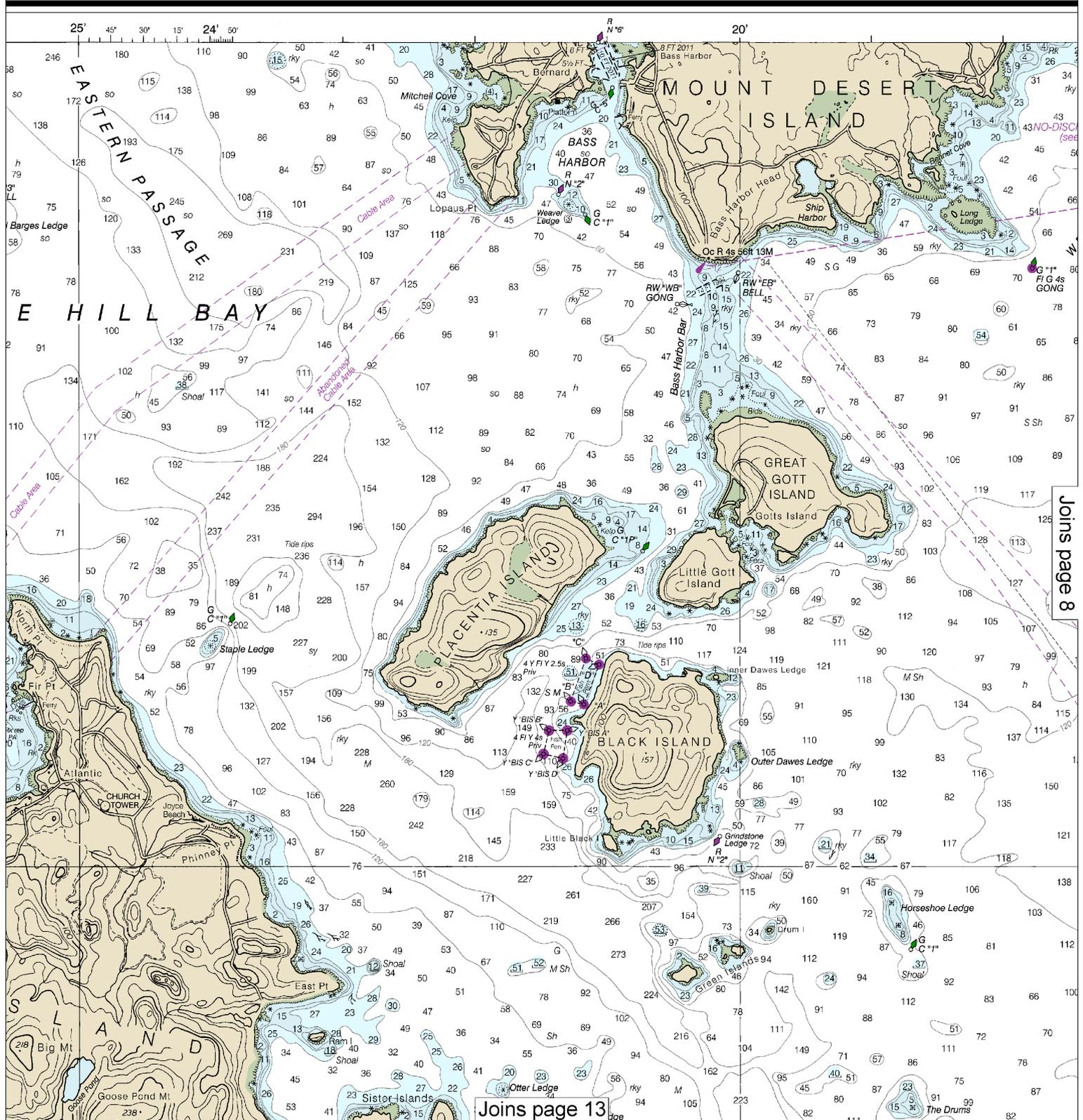
**NOTE X**  
 Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

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

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

**CAUTION**  
 Limitations on the aids to marine navigation U.S. Coast Guard Light List Geospatial-Intelligence Radio direction-finding broadcasting stations should be used with caution. Station positions are accurate (Accurate location)

For Symbols and Abbreviations see Chart No. 1



21st Ed., Feb. 2013. Last Correction: 12/13/2016. Cleared through:  
 LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)



NOTE X

Three-mile Territorial Sea, established by Presidential Proclamation, July 3, 1933. The Three Nautical Mile Line, previously identified as the Territorial Sea, is retained as it continues to depict the jurisdictional boundary. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Puerto Rico, and the Three Nautical Mile Line elsewhere remain in limit of Federal fisheries jurisdiction and the outer limit of the Exclusive Economic Zone. The 24-nautical mile Contiguous Zone and the 200-nautical mile Continental Shelf Zone were established by Presidential Proclamation, March 10, 1983. In the event of a conflict between these maritime limits or the U.S. Supreme Court, these maritime limits are subject to change.

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

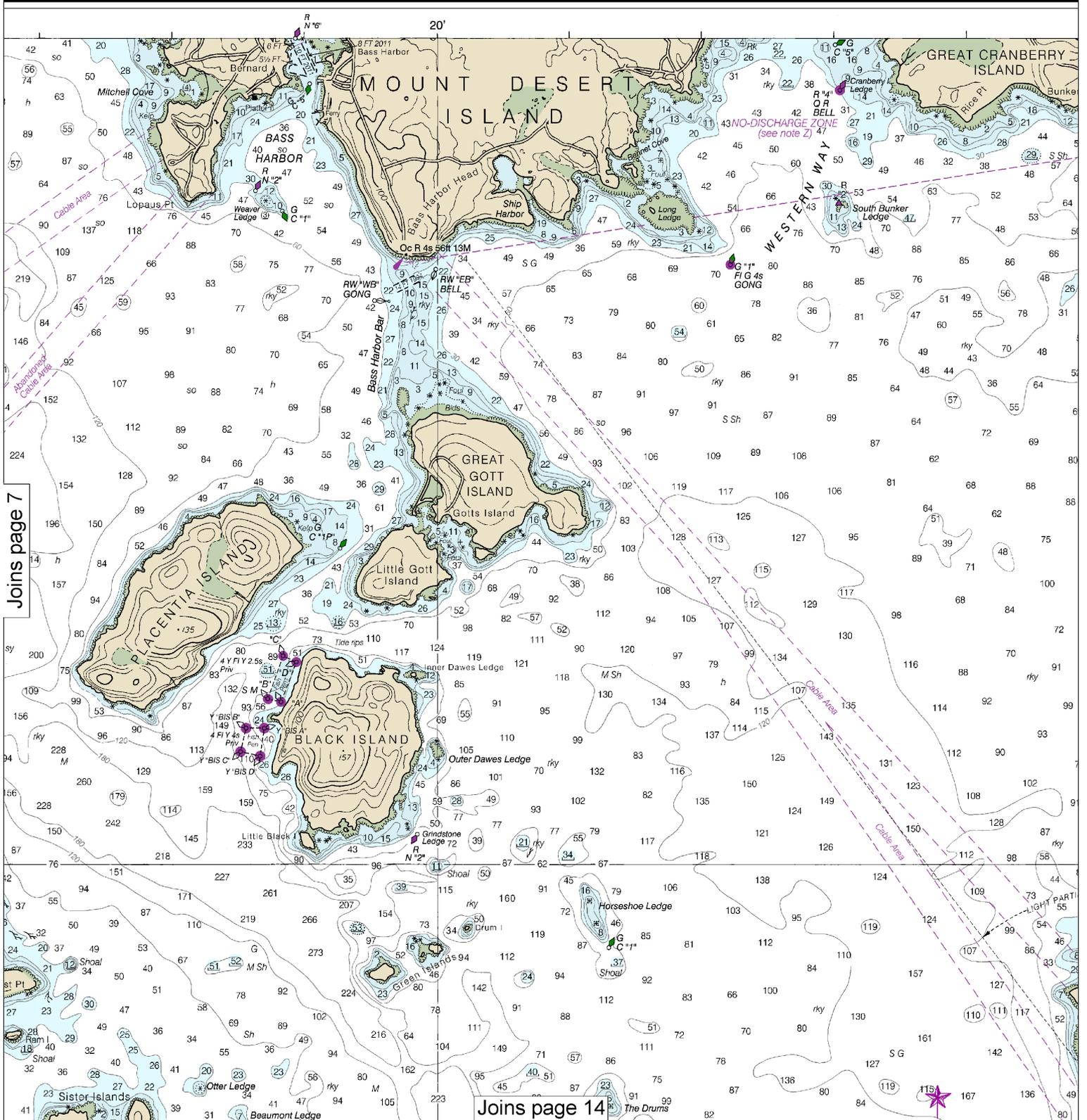
AUTHORITIES

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

For Symbols and Abbreviations see Chart No. 1

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:  
⊙ (Accurate location) ○ (Approximate location)



Joins page 7

Joins page 14



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



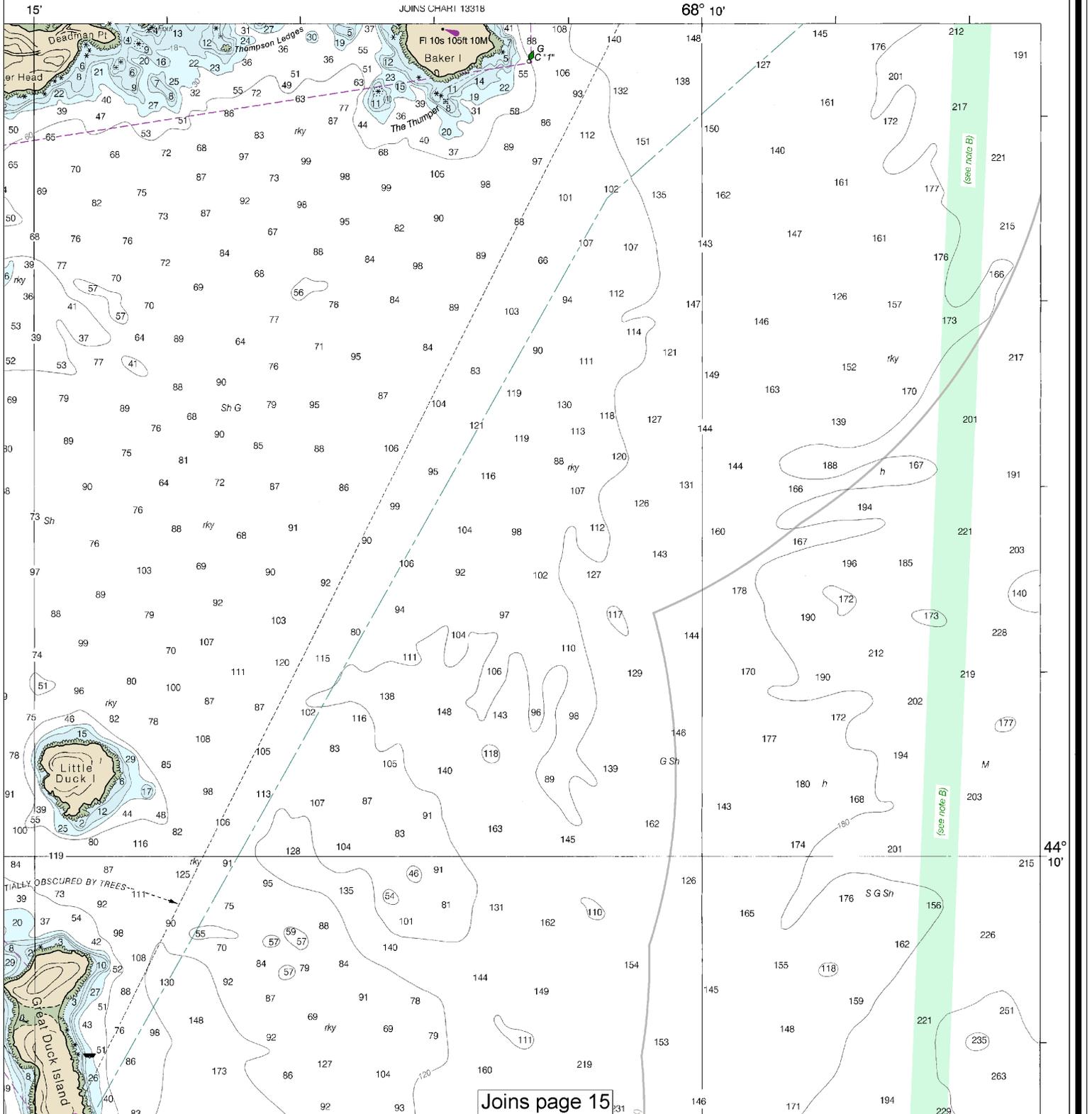
**CAUTION**

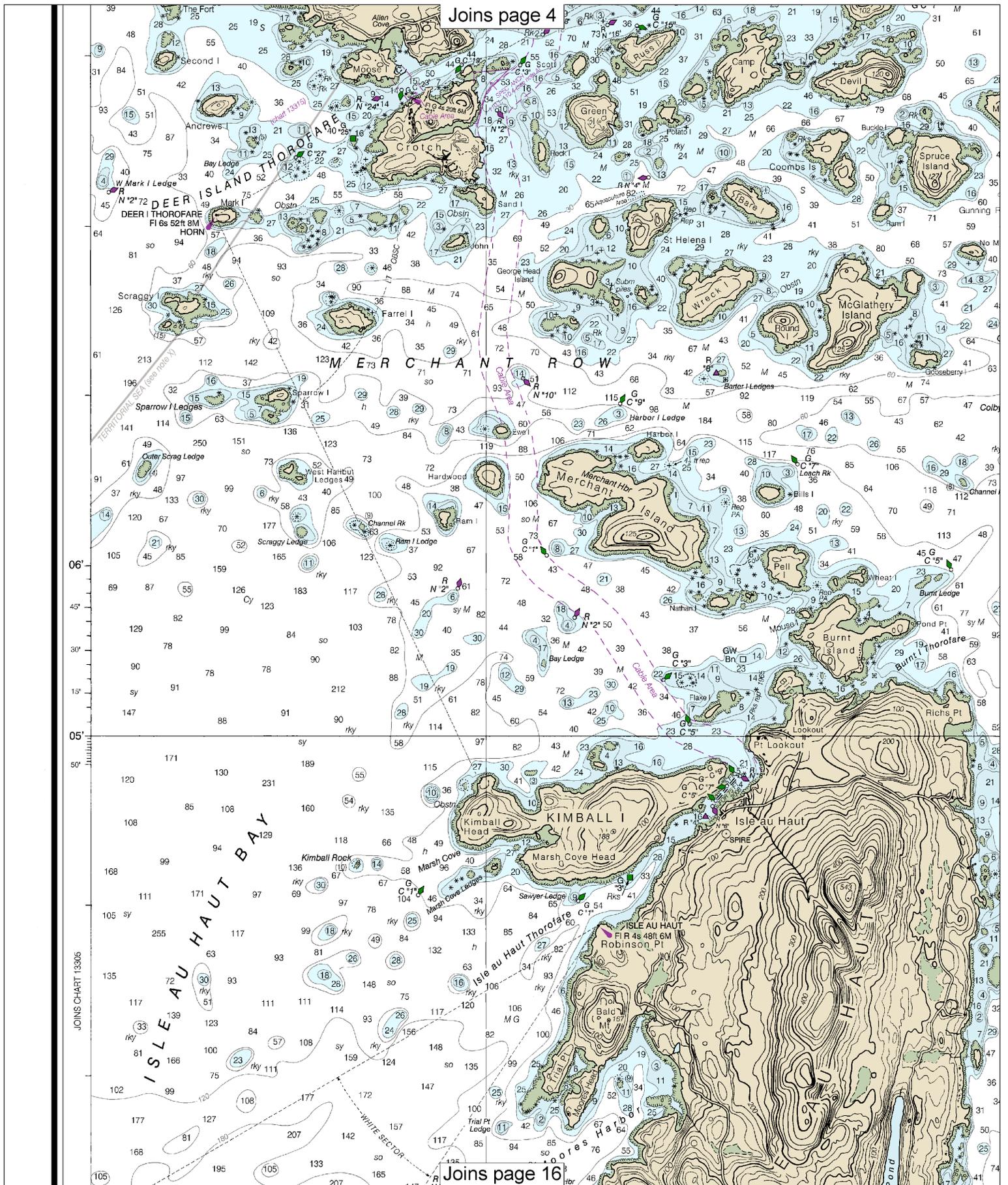
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

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.

**NOTE B  
RECOMMENDED VESSEL ROUTE**

Deep draft vessels entering and departing Frenchman Bay and Bar Harbor are requested to remain within the Recommended Vessel Route. Two-way traffic is possible within all parts of the green-lined areas. Other vessels, while not excluded, should exercise caution in these areas and monitor VHF channel 16 or 13 for information concerning vessels transiting these areas. See U.S. Coast Pilot 1, Chapter 6.





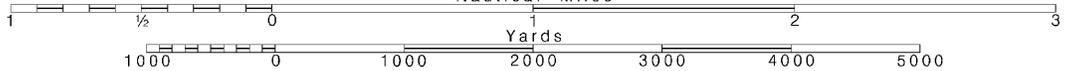
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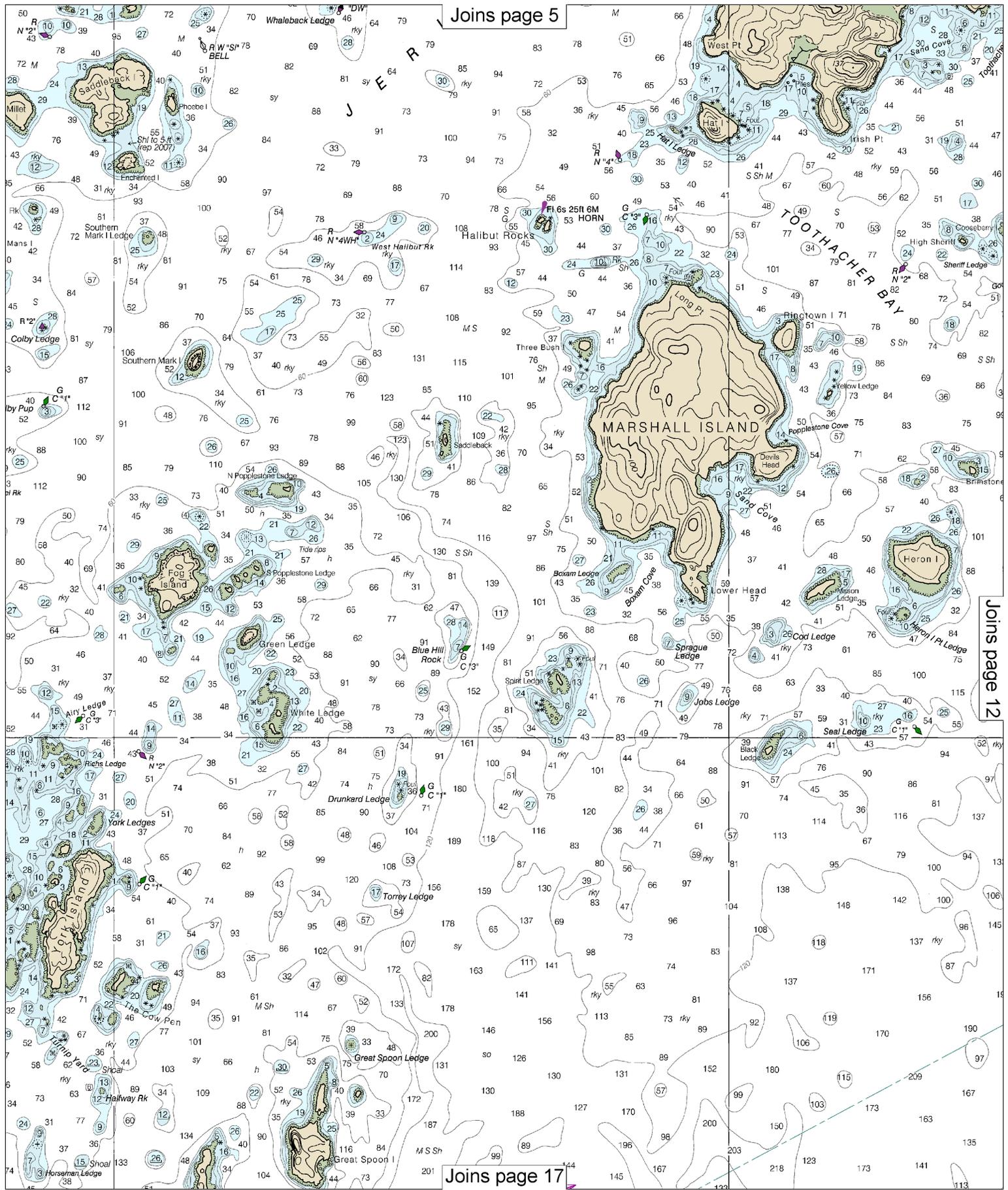
Note: Chart grid lines are aligned with true north.

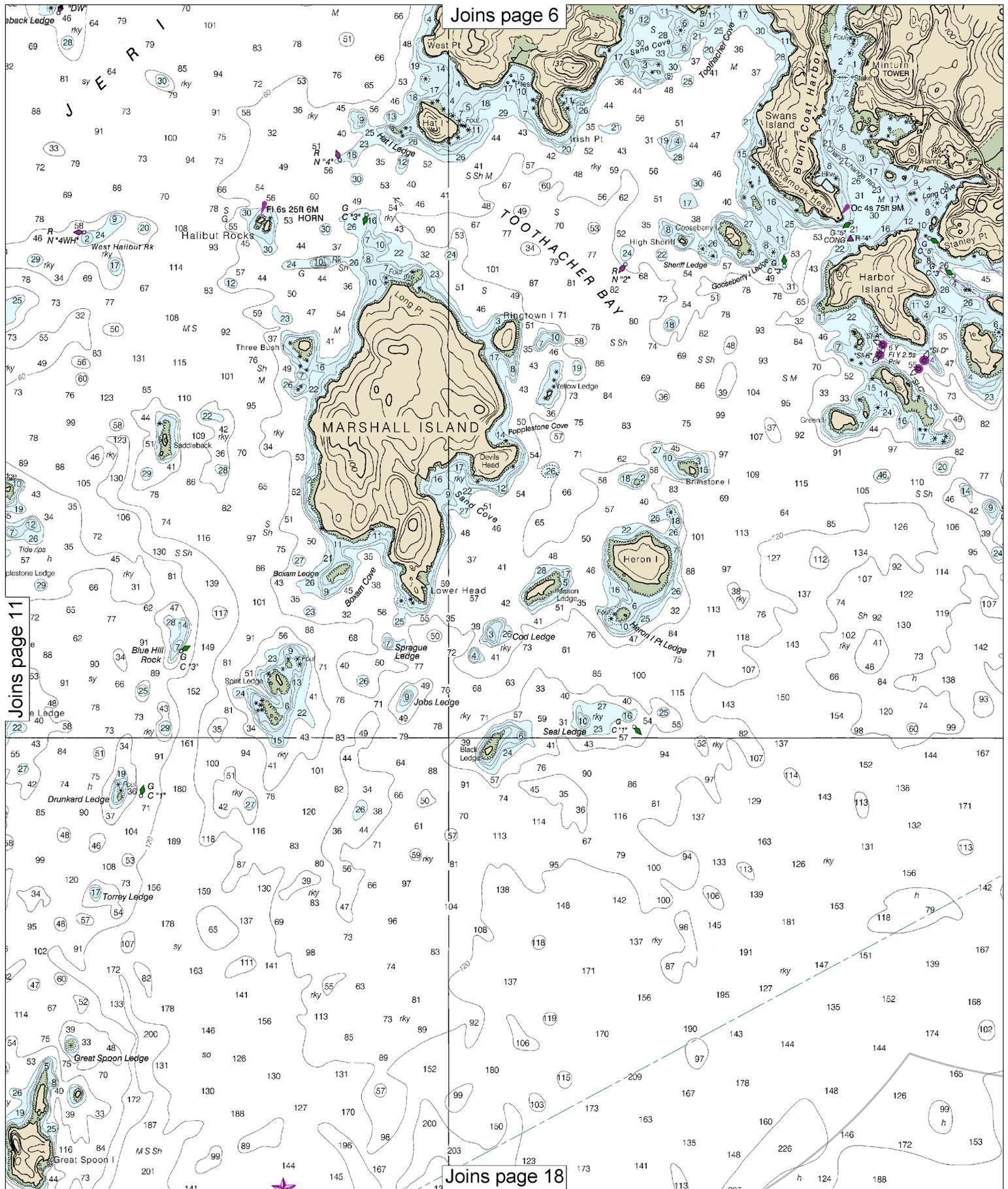
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SCALE 1:40,000  
Nautical Miles

See Note on page 5.







Joins page 11

Joins page 6

Joins page 18

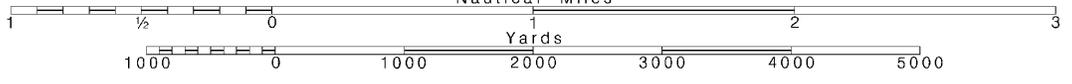
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Note: Chart grid lines are aligned with true north.

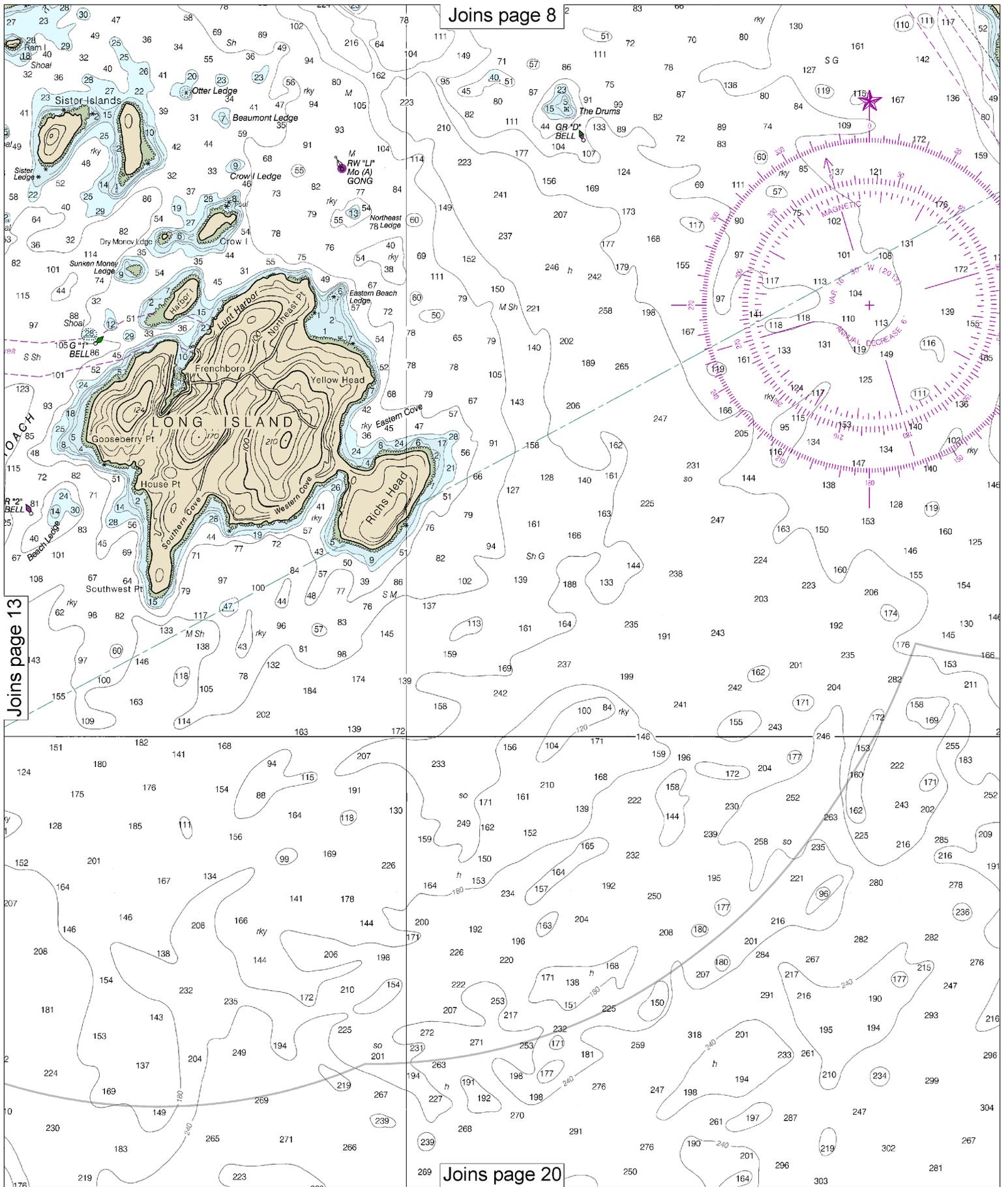
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SCALE 1:40,000  
Nautical Miles

See Note on page 5.







Joins page 8

Joins page 13

Joins page 20

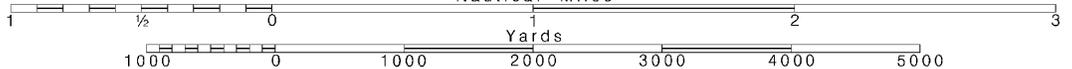
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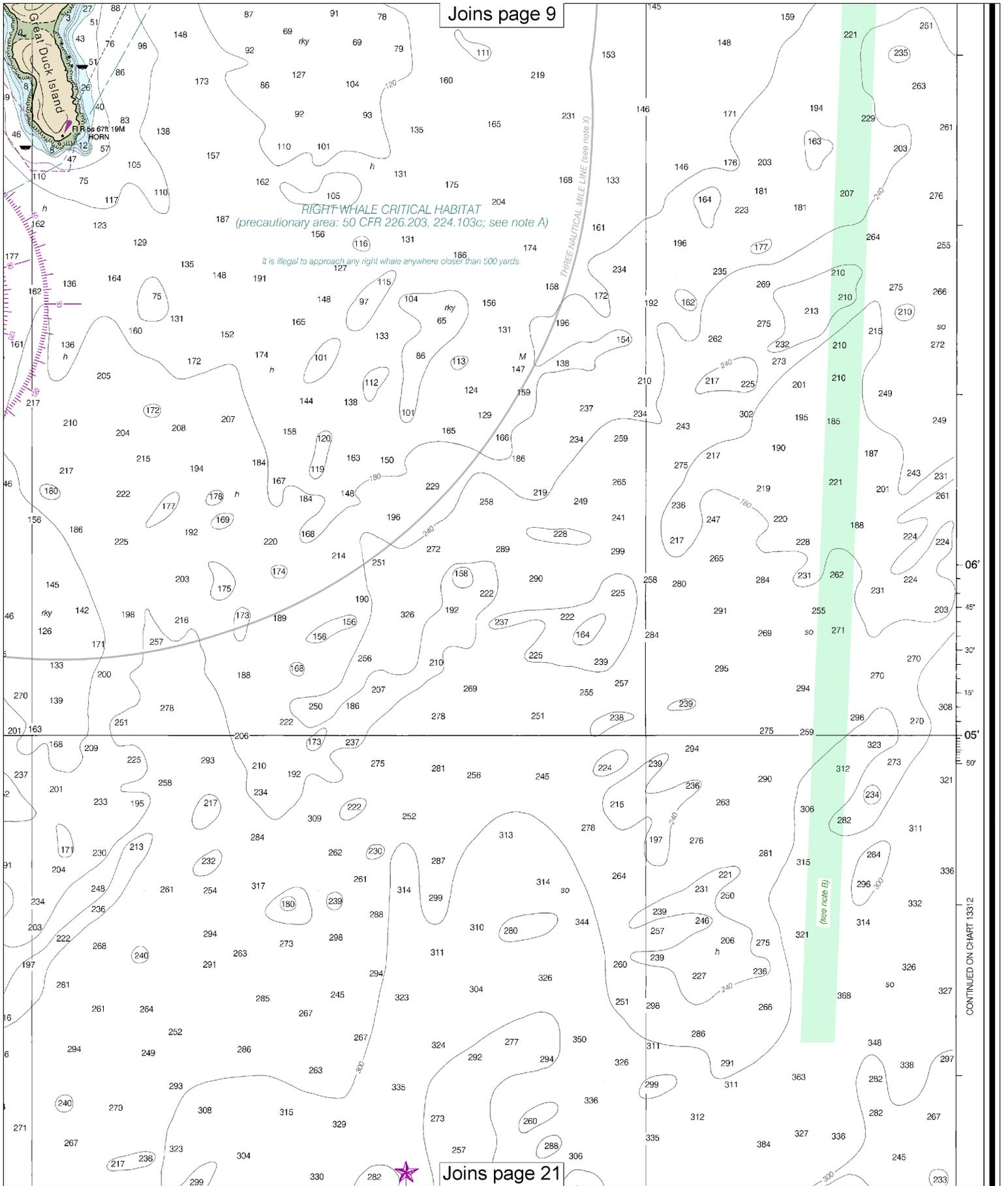
Note: Chart grid lines are aligned with true north.

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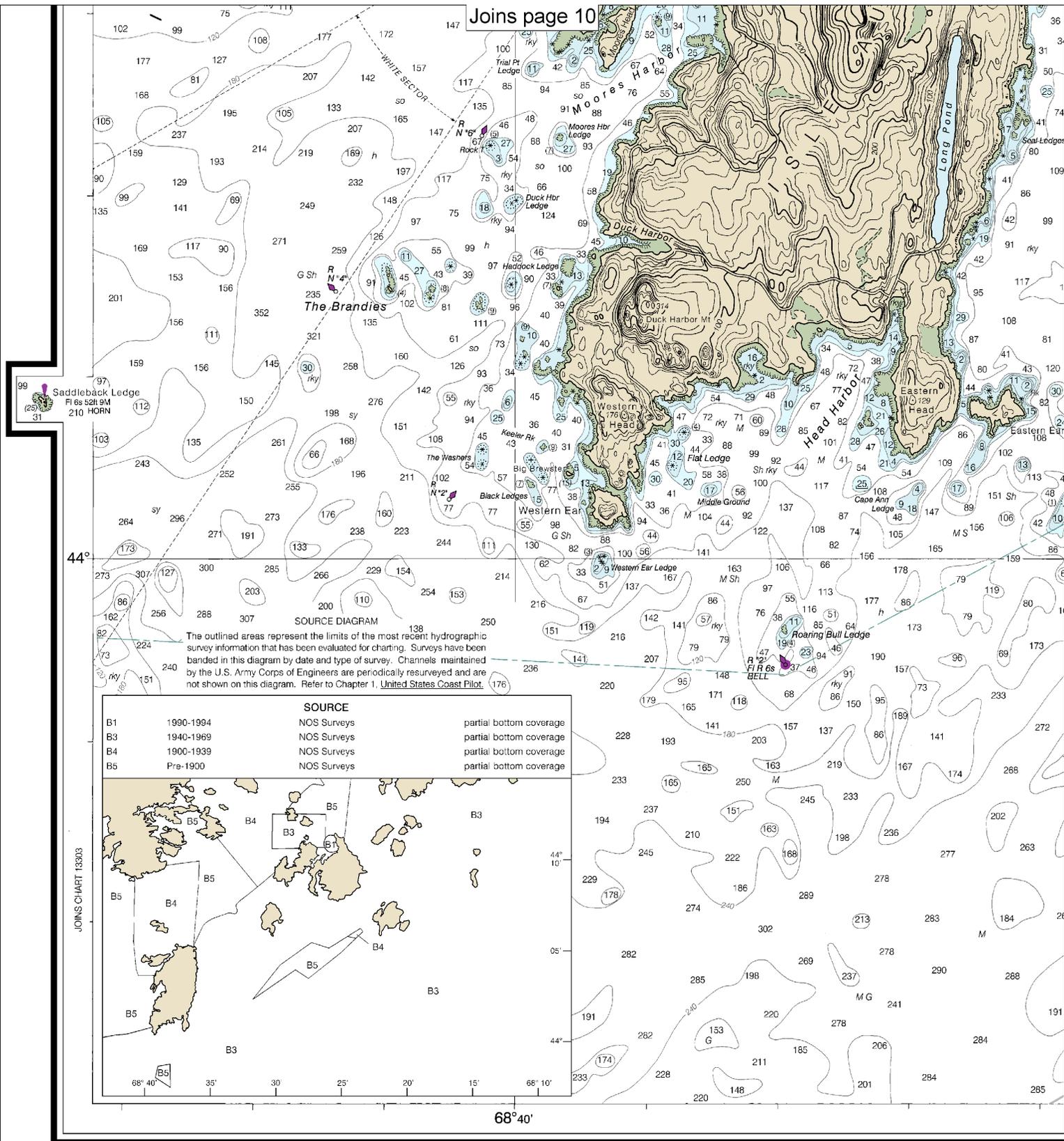
SCALE 1:40,000  
Nautical Miles

See Note on page 5.



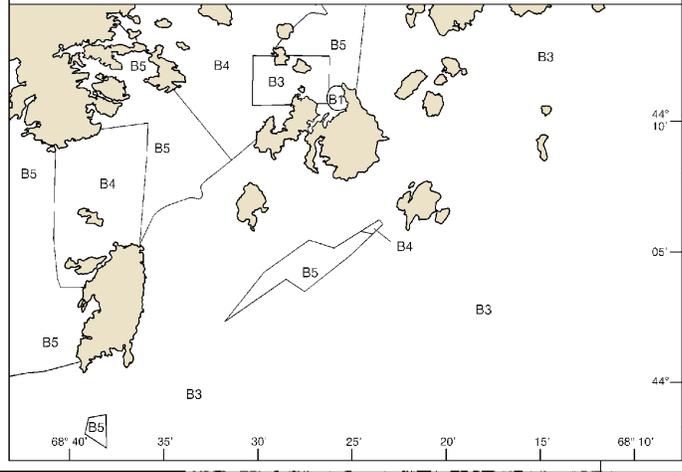


Joins page 10



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		
B1	1990-1994	NOS Surveys
B3	1940-1969	NOS Surveys
B4	1900-1939	NOS Surveys
B5	Pre-1900	NOS Surveys



CAUTION

COLREGS. 80.

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.

13313

21st Ed., Feb. 2013. Last Correction: 12/13/2016. Cleared through:  
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

16

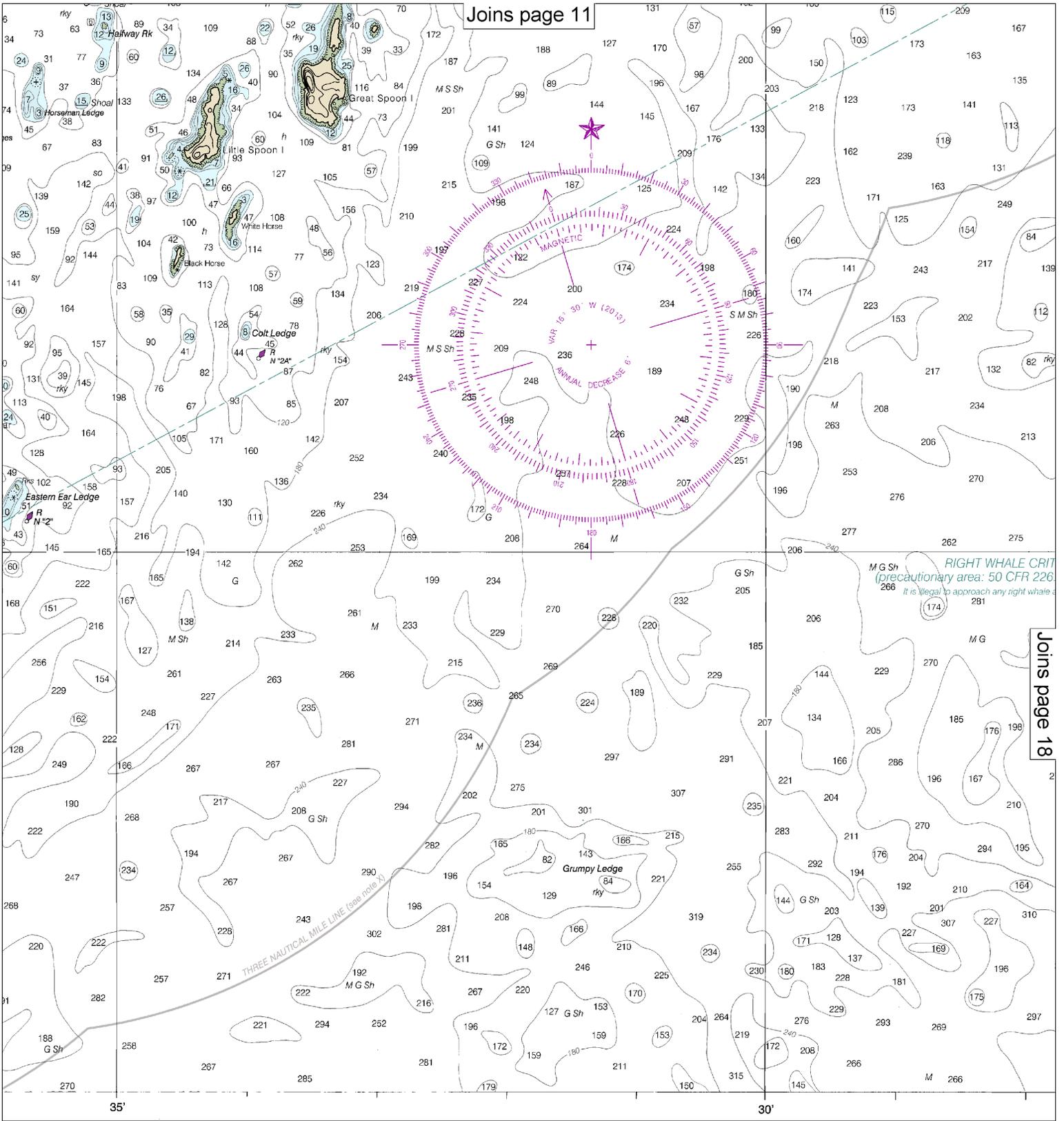
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SCALE 1:40,000  
Nautical Miles

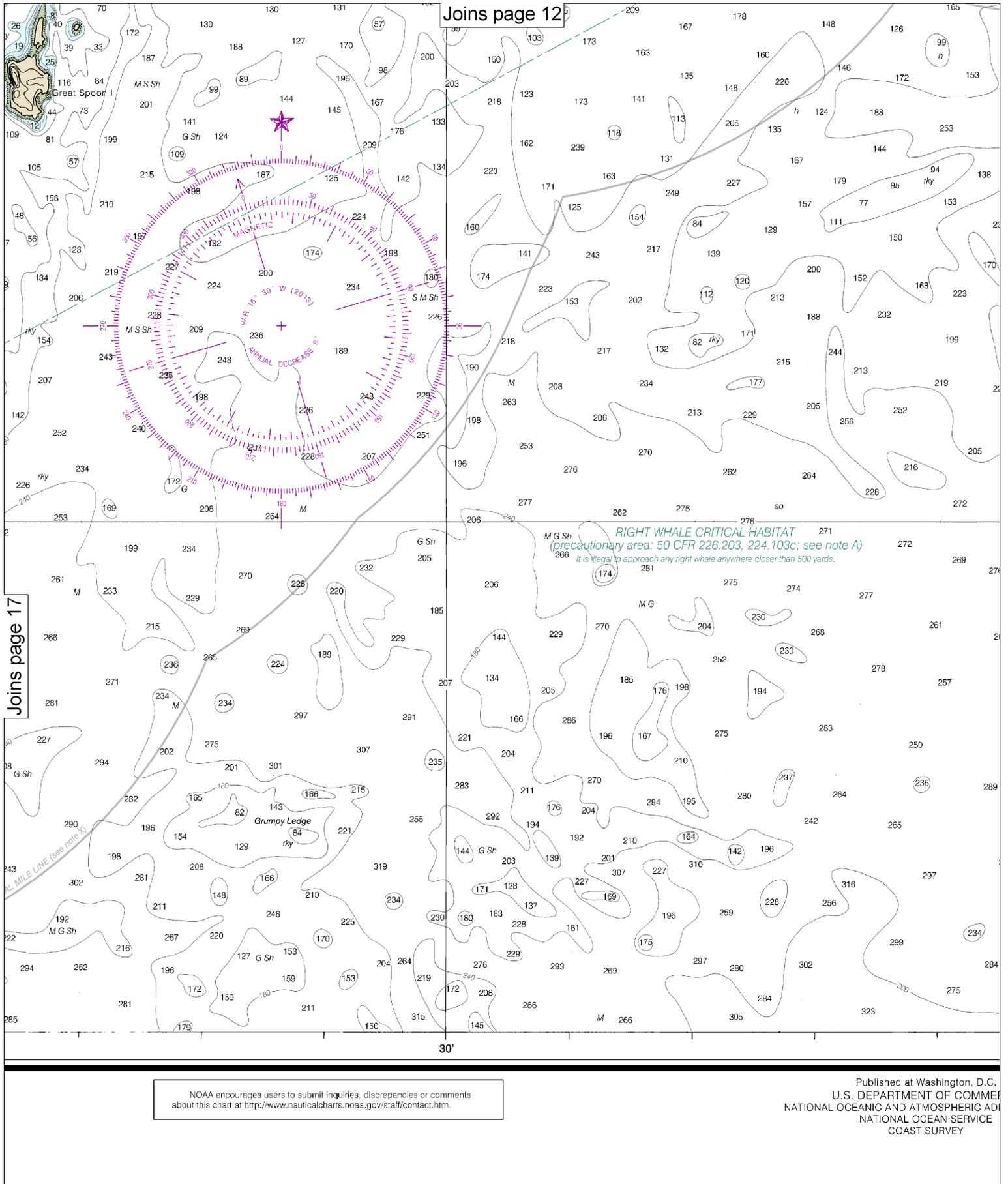
See Note on page 5.





0.105 (see note A)  
 ing Collisions at Sea, 1972.  
 ward of the COLREGS Demarcation Line.

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

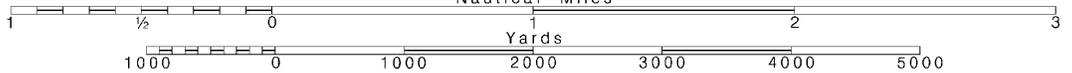


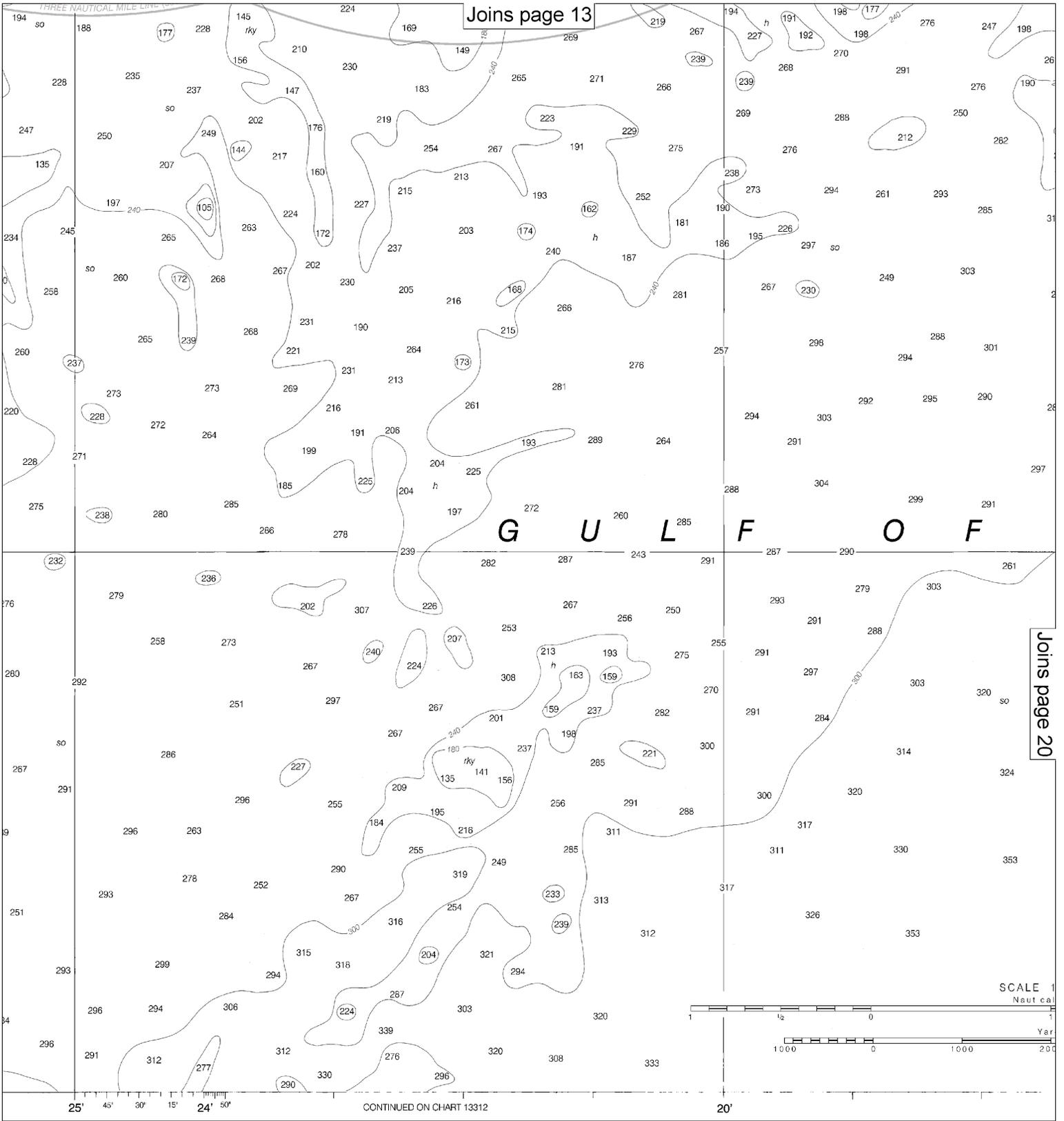
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SCALE 1:40,000  
Nautical Miles

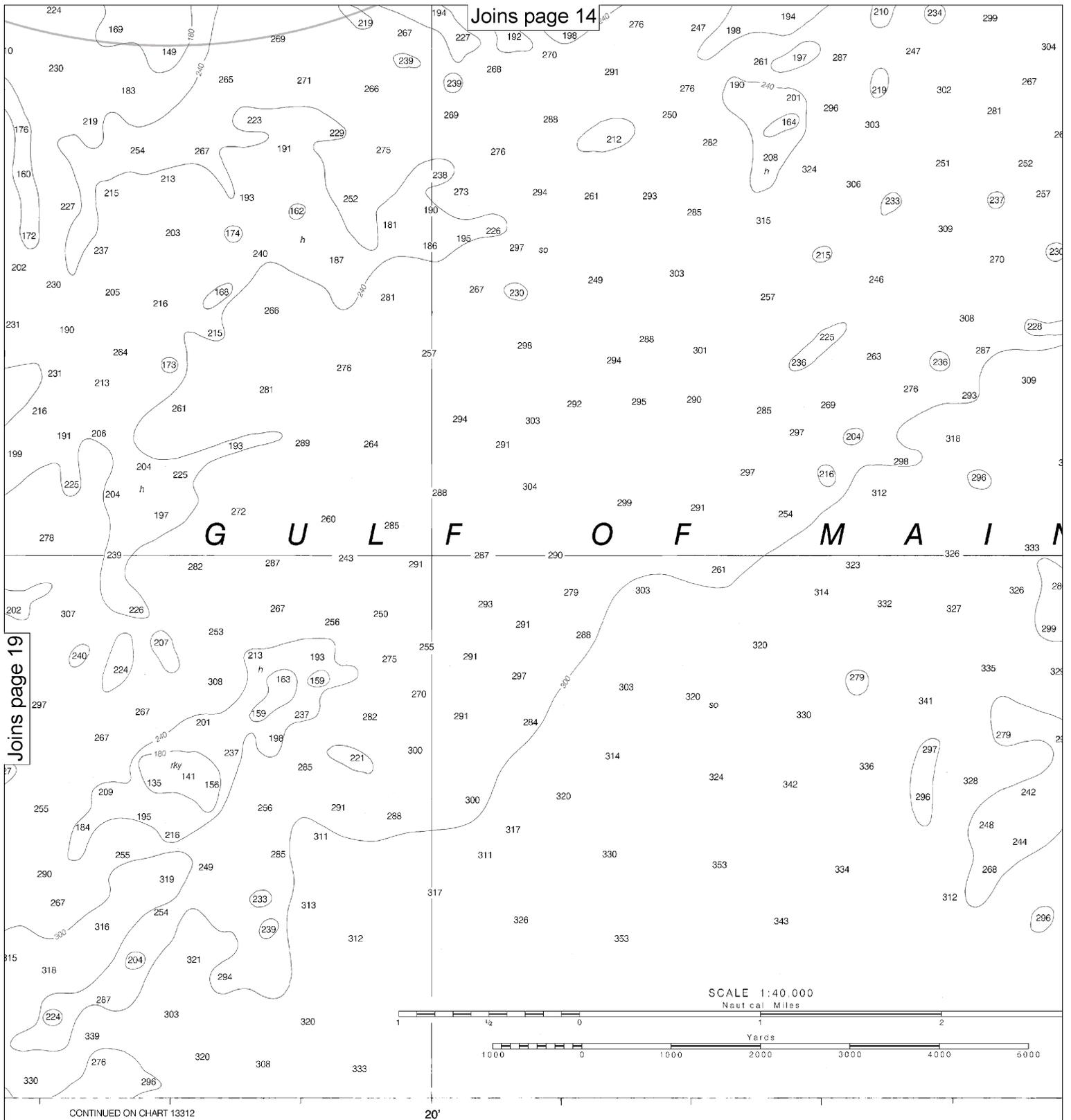
See Note on page 5.





OFFICE OF THE MARINE ADMINISTRATION

SOUND



**SOUNDINGS IN FEET**

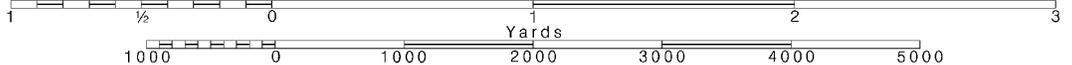
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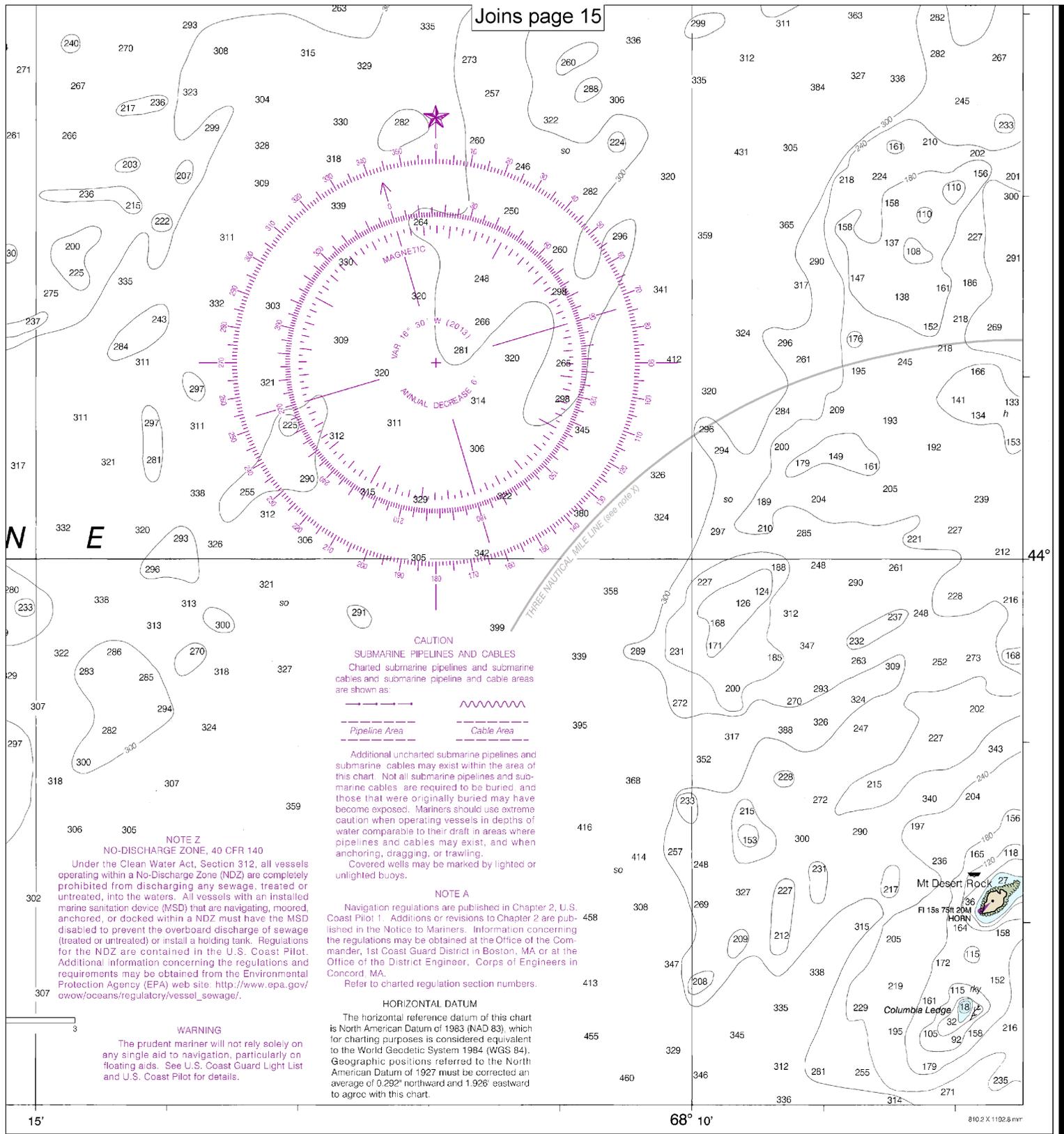
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SCALE 1:40,000  
Nautical Miles

See Note on page 5.

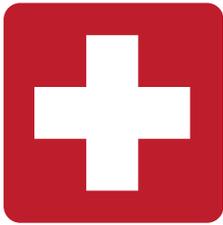




FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Approaches to Blue Hill Bay  
SOUNDINGS IN FEET - SCALE 1:40,000

13313



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](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](https://twitter.com/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.