BookletChart™

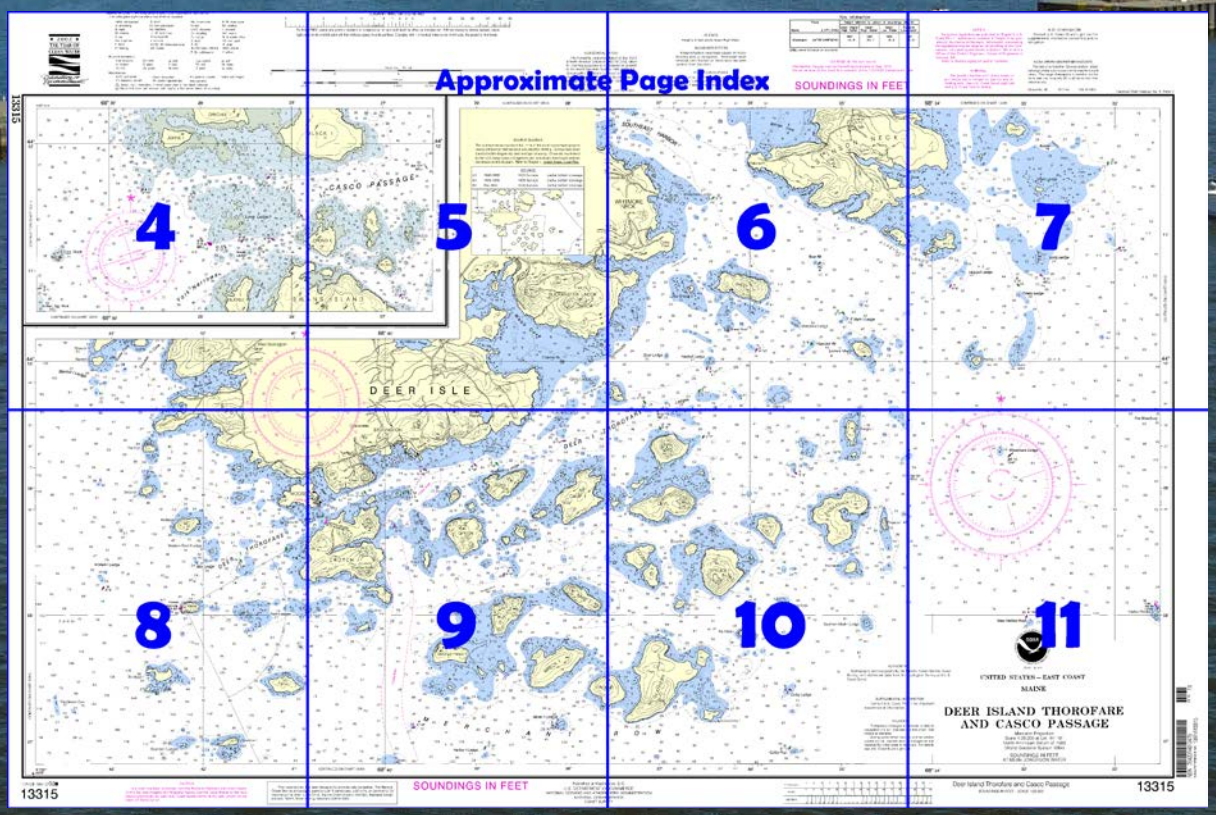
Deer Island Thorofare and Casco Passage

NOAA Chart 13315

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.

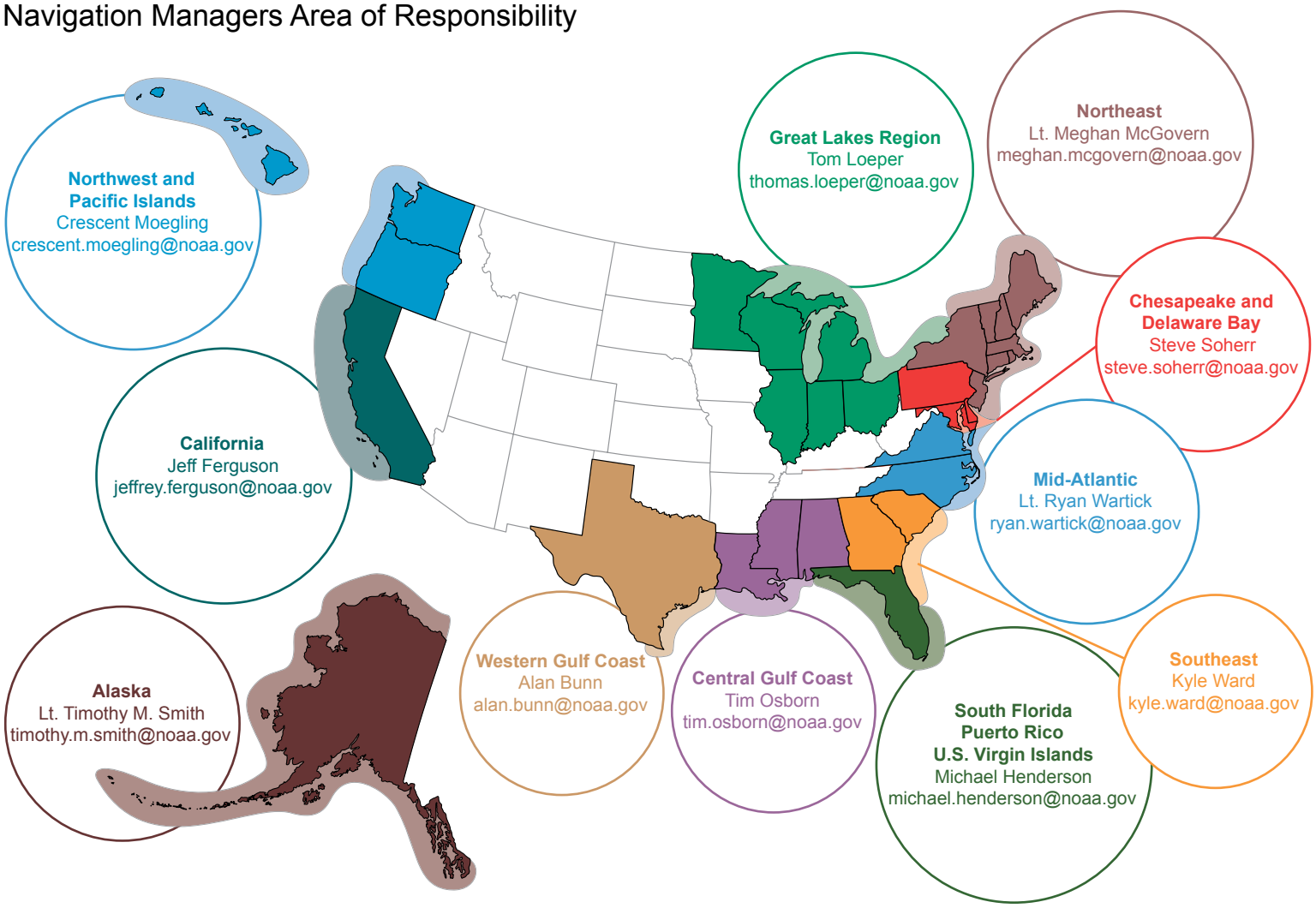
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13315.

(Selected Excerpts from Coast Pilot)
Casco Passage and **York Narrows,** northward of Swans Island and between Swans Island and Black and Johns Islands, form a part of the inland passage between Mount Desert Island and Whitehead Island. The narrow passage separates into two branches in its western part. The eastern end and northern branch form Casco Passage; the southern branch is York Narrows.
Johns Island, 1.3 miles northwestward of the northern extremity of Swans Island, **Opechee Island** and **Black Island,** on the north side of the passage, **Orono Island, Asa (Phinney) Island,** and **Round Island,** on the south side of the passage, and **Buckle Island,** on the south side of the western end of York Narrows, are, in general, low and wooded. **The Triangles,** a ledge at the eastern end of Casco Passage, has a rock 7 feet high on it, and a reef that uncovers about 5 feet extends 400 yards northward.
Long Ledge, bare and awash, and **Hawley Ledge,** covered 6 feet and marked by a buoy, are westward of Orono Island and between the western part of Casco Passage and York Narrows. **Egg Rock,** off the western entrance, is marked by a daybeacon on the ledge. **Sunken Hanus Ledge**, covered 9 feet and marked on its south side by a buoy, is 0.8 mile south-southeast of Sunken Egg Rock. In 1981, depths significantly less than those charted and tide rips were reported to extend about 0.3 mile southeast from the ledge; caution is advised. **The Woodbury**, covered 10 feet and marked by a buoy, is 0.9 mile southwest of Hanus Ledge.
Casco Passage is the straighter and better channel, has a least depth of 12 feet for a width of about 100 yards, and is the one recommended. A rock, awash at low water, is 125 yards off the south side of Black Island, and care should be taken to avoid it. There are rocks with little depth over them on each side of the passage.
The current through Casco Passage floods eastward and ebbs westward at a velocity of 0.7 knot. The velocity is influenced greatly by strong winds. For current predictions, see the Tidal Current Tables.
York Narrows is the deeper, with a least depth of 13 feet, but its width is not much over 100 yards, with dangerous unmarked ledges on both sides. It is not recommended. A lighted bell buoy marks the western entrance. Vessels should not attempt passage except with local knowledge, as the currents are reported to be very strong at times.
Deer Island Thorofare is a narrow passage leading along the south side of Deer Isle, between it and the numerous islands southward. The passage joins Jericho Bay and East Penobscot Bay. It is a link in the chain of inland passages. Stonington is a town on the passage. The thorofare is used occasionally by coastal tankers and extensively by small craft bound through the inland passages. It has a least width of 100 yards in several places, and a least depth of 9½ feet in a channel across the bar between Moose and Crotch Islands. Vessels drawing up to 18 feet are reported to use the passage, but there are unmarked rocks covered 9 to 14 feet close to the channel. Local knowledge is advisable. The more important dangers are marked, and the channel is easily followed in the daytime in clear weather.
Anchorages.–The best anchorage for vessels bound through the thorofare and overtaken by night or bad weather is in Southeast Harbor. When overtaken by fog, they may anchor anywhere near the channel where the bottom is soft and the depth suitable. Small vessels anchor on the north side of the channel off Stonington, and between the wharves off Staple Point and the buoy 800 yards eastward. There are a number of moorings off the wharves. A berth at one of these can usually be obtained on application to the harbormaster. There is also a good anchorage north of **Round Island,** 2 miles southeast of Crotch Island.
Currents.–The tidal currents at Stonington follow the general direction of the channel and are not strong. The direction of the currents is influenced by the wind; with strong easterly winds the flood and ebb set westward, and with westerly winds they set eastward. When not influenced by the wind, the flood sets eastward and the ebb westward, and continues to run about 0.8 hour after high and low waters.
Ice seldom closes Deer Island Thorofare and Southeast Harbor and then is soon broken up by icebreakers.

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

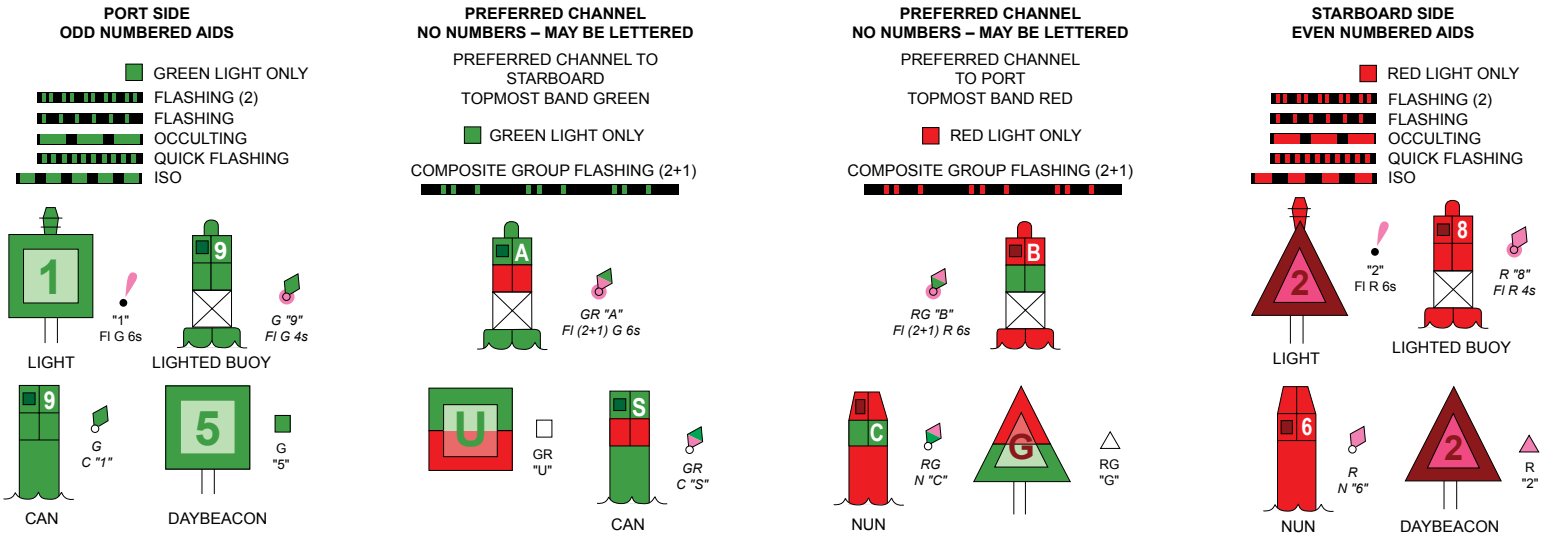


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*

AIDS TO NAVIGATION

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

SUPPLEMENTAL INFORMATION

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

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).

For Symbols and Abbreviations see Chart No. 1

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.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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.

Ellsworth, ME KEC-93 162.400 MHz

COLREGS, 80

International Regulations for Preventi

The entire area of this chart falls sea

TIDAL IN

PLACE	
NAME	(LAT/L
Stonington	(44°09'N/

Dashes (- - -) located in datum columns indicate unavail tide predictions, and tidal current predictions are availat

(Jul 2014)

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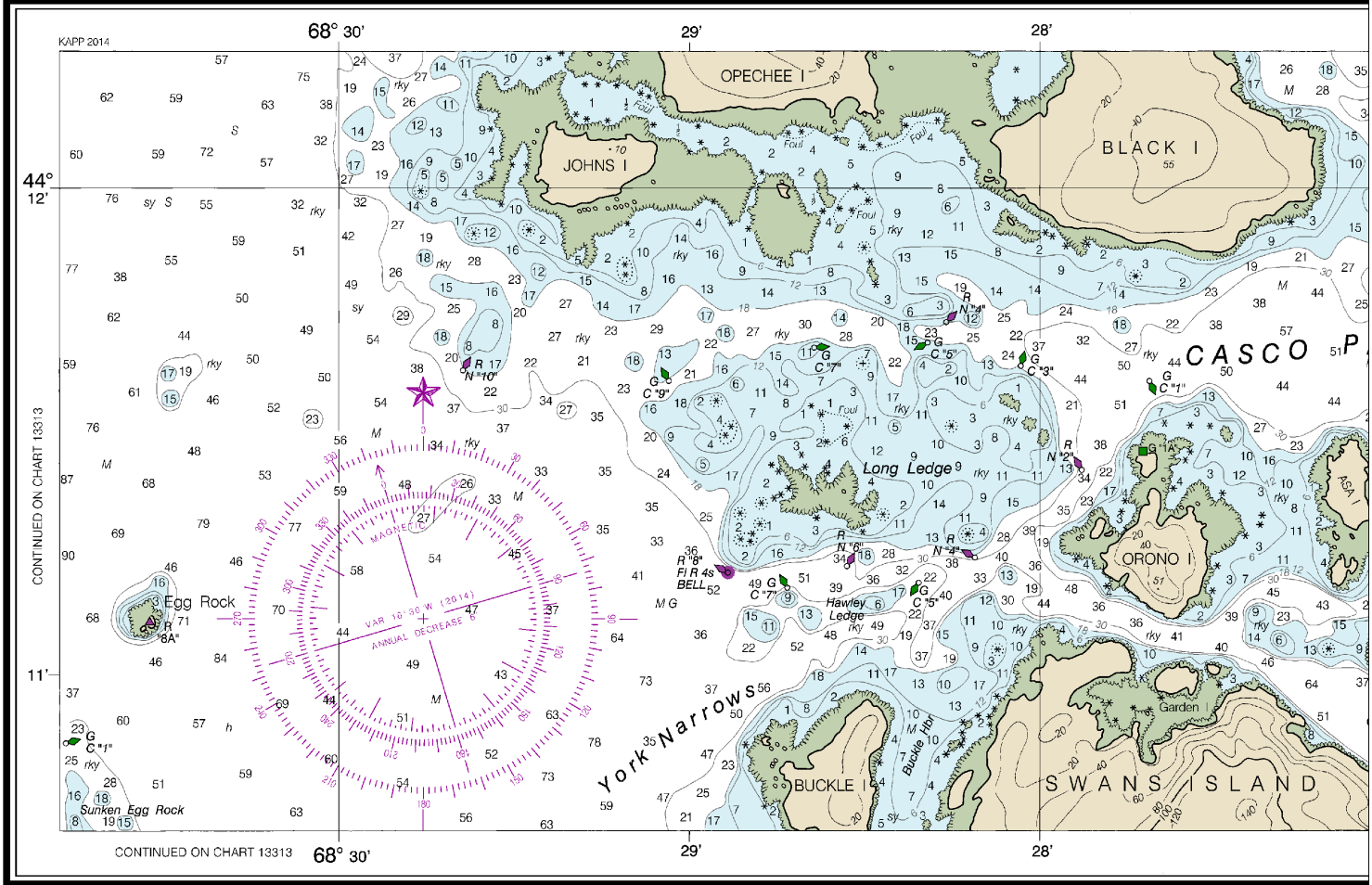
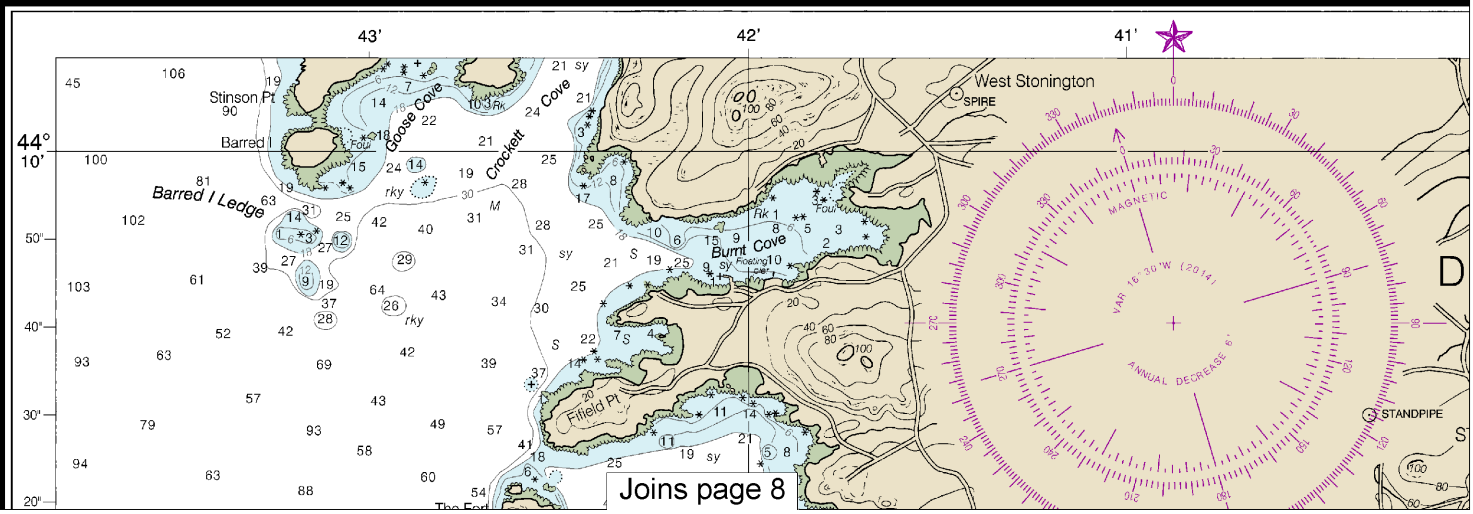




4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500

80.105 (see note A)
ting Collisions at Sea, 1972.
award of the COLREGS Demarcation Line.

INFORMATION

	Height referred to datum of soundings (MLLW)		
/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
N/68°40'W)	10.6	10.1	0.4

vailable datum values for a tide station. Real-time water levels.
able on the Internet from http://tidesandcurrents.noaa.gov.

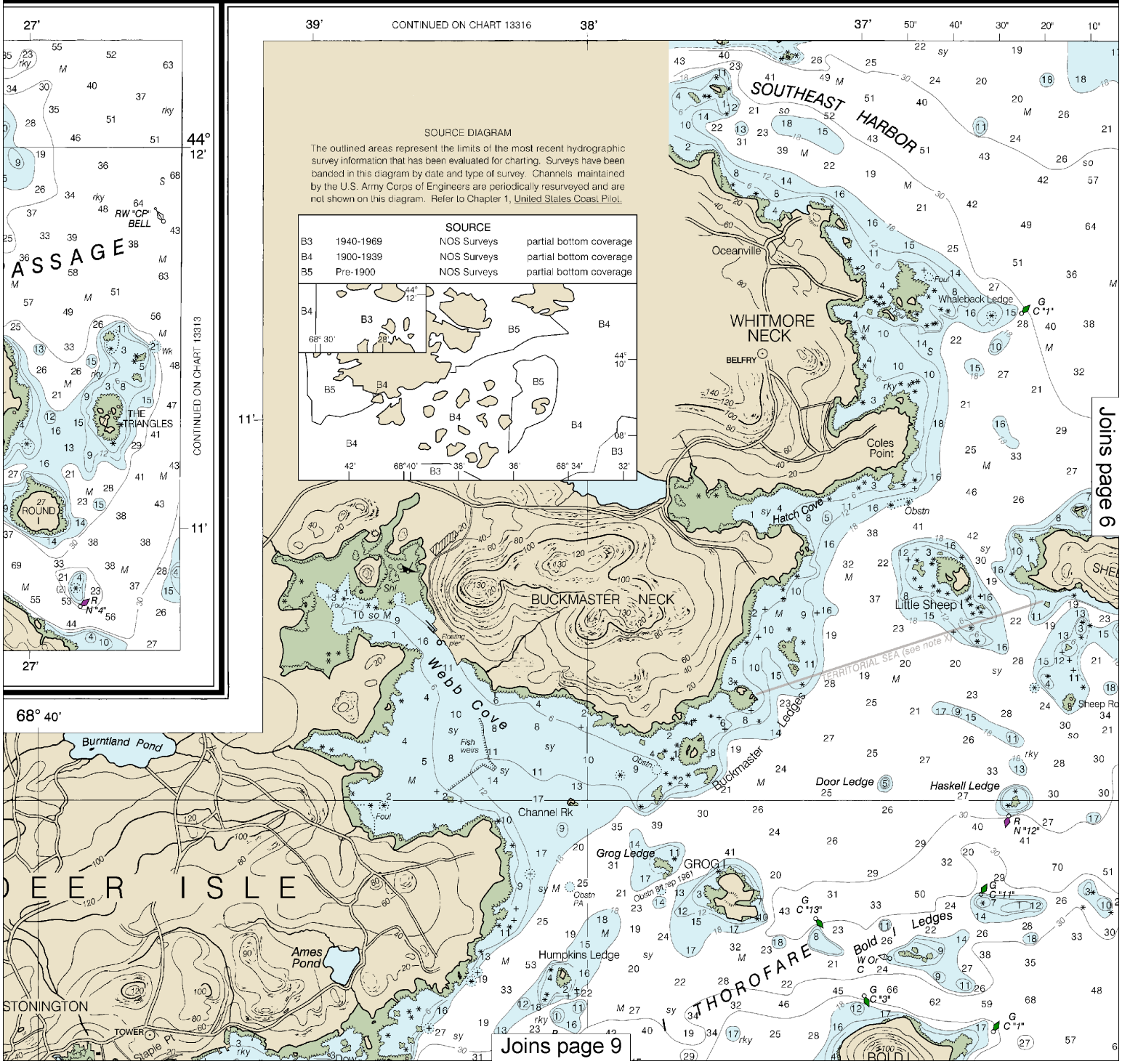
NOTE A

Navigation regulations are published in Chapter 2
Coast Pilot 1. Additions or revisions to Chapter 2 are
lished in the Notice to Mariners. Information conce
the regulations may be obtained at the Office of the
mander, 1st Coast Guard District in Boston, MA or a
Office of the District Engineer, Corps of Enginee
Concord, MA.
Refer to charted regulation section numbers.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presiden
some Federal laws apply. The Three Nautical Mile Line, previously
outer limit of the territorial sea, is retained as it continues to depict
limit of the other laws. The 9-nautical mile Natural Resource Boundary
of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line el
most cases the inner limit of Federal fisheries jurisdiction and the
jurisdiction of the states. The 24-nautical mile Contiguous Zone and
mile Exclusive Economic Zone were established by Presidenti
Unless fixed by treaty or the U.S. Supreme Court, these maritime l
to modification.

Formerly C&GS 227, 1st Ed., Oct. 1927 KAPP 2013



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

NOTE A

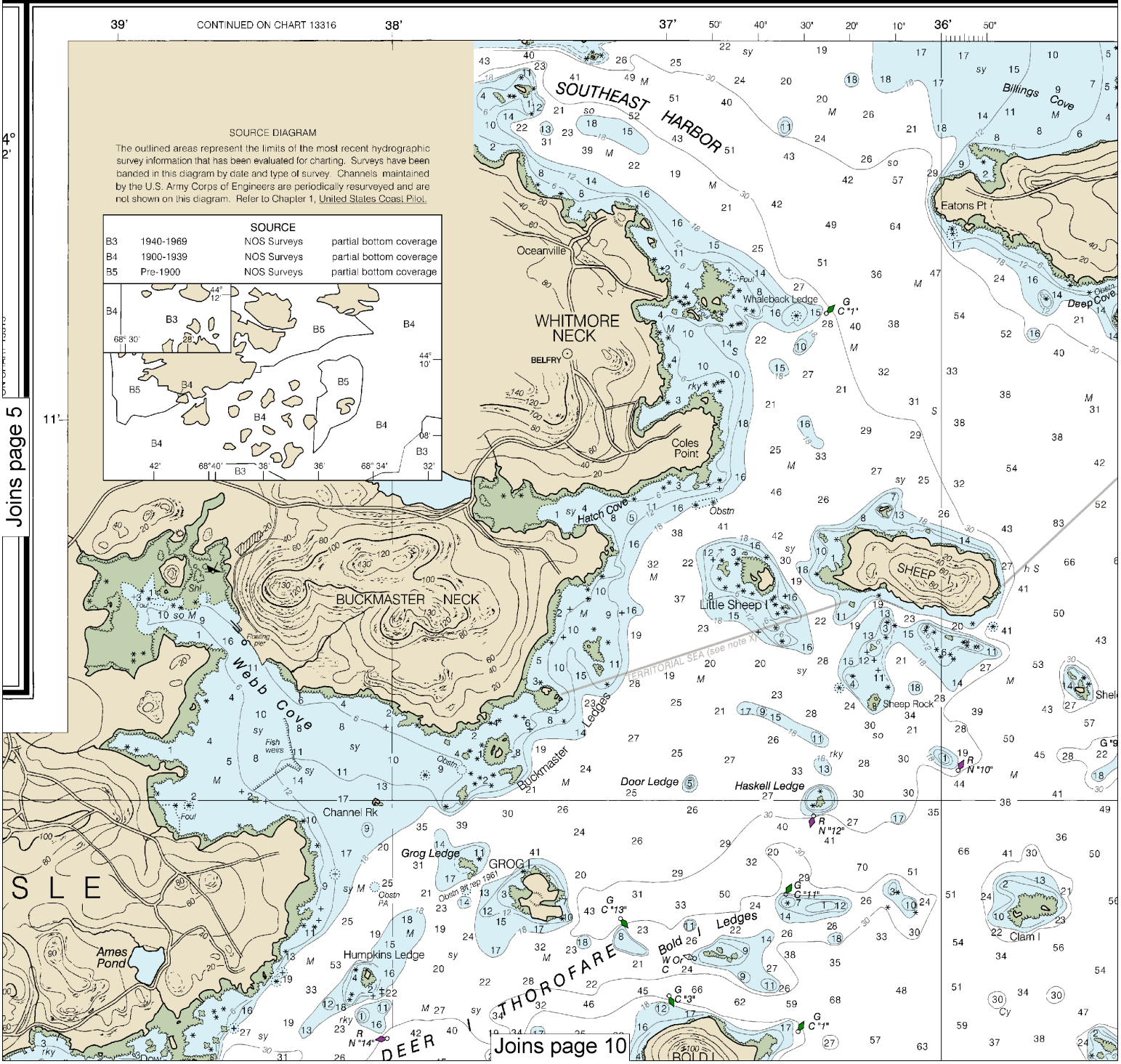
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

NOTE 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.

Formerly C&GS 227, 1st Ed., Oct. 1927 KAPP 2013



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	Pre-1900	NOS Surveys	partial bottom coverage

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 1 1½

Yards: 500 0 500 1000 1500 2000 2500

SCALE 1:20,000

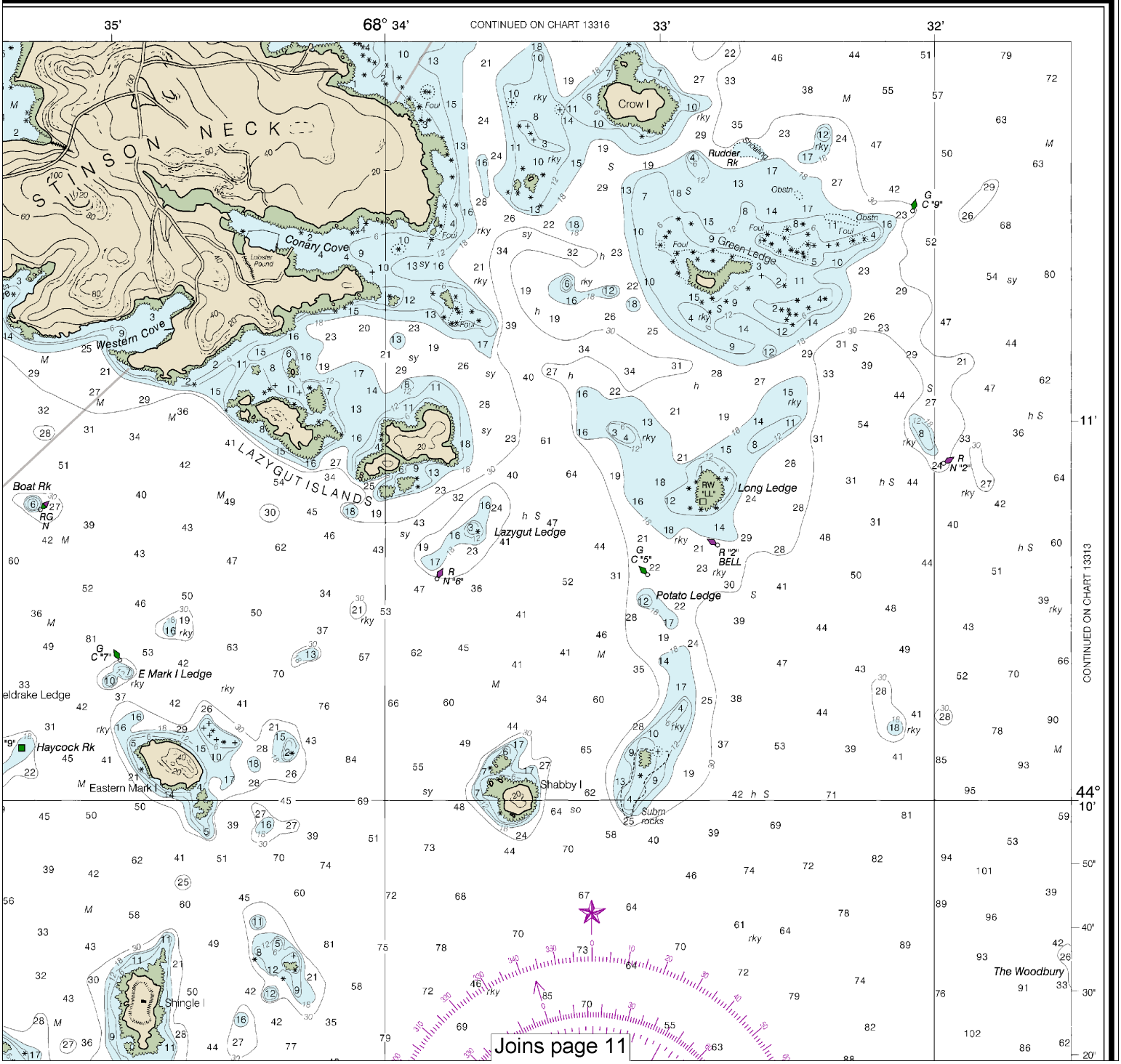
Nautical Miles

0 ½ 1 1½

Yards

500 0 500 1000 1500 2000 2500

SOUNDINGS IN FEET



Joins page 11

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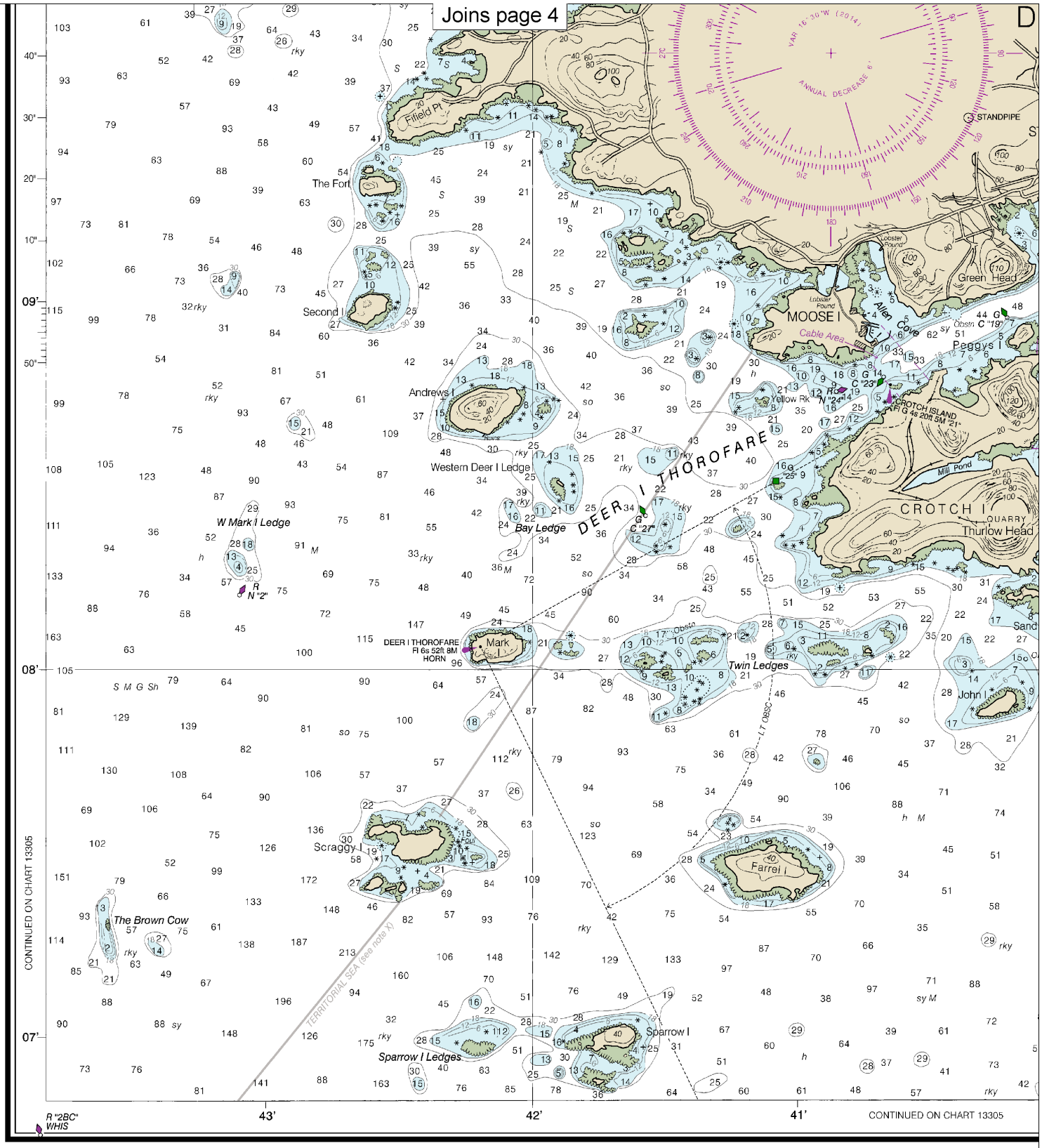
Last Correction: 1/6/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4816 (11/26/2016), CHS: 1016 (10/28/2016)



13th Ed., Aug. / 2014

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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.

NOAA encourages users to submit inquiries, discrepancies o about this chart at http://www.nauticalcharts.noaa.gov/staff/conta

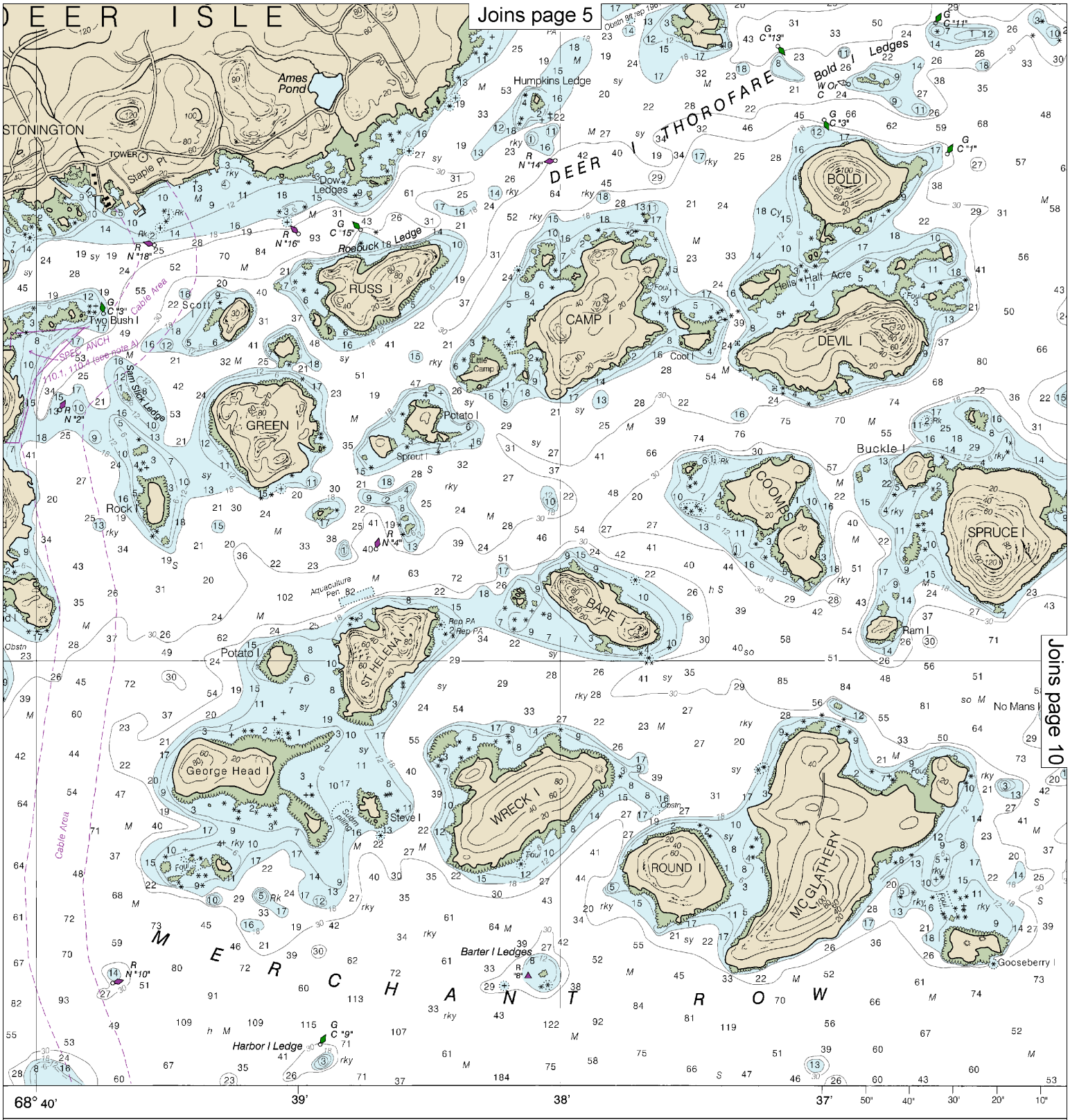
Last Correction: 1/6/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4816 (11/26/2016), CHS: 1016 (10/28/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

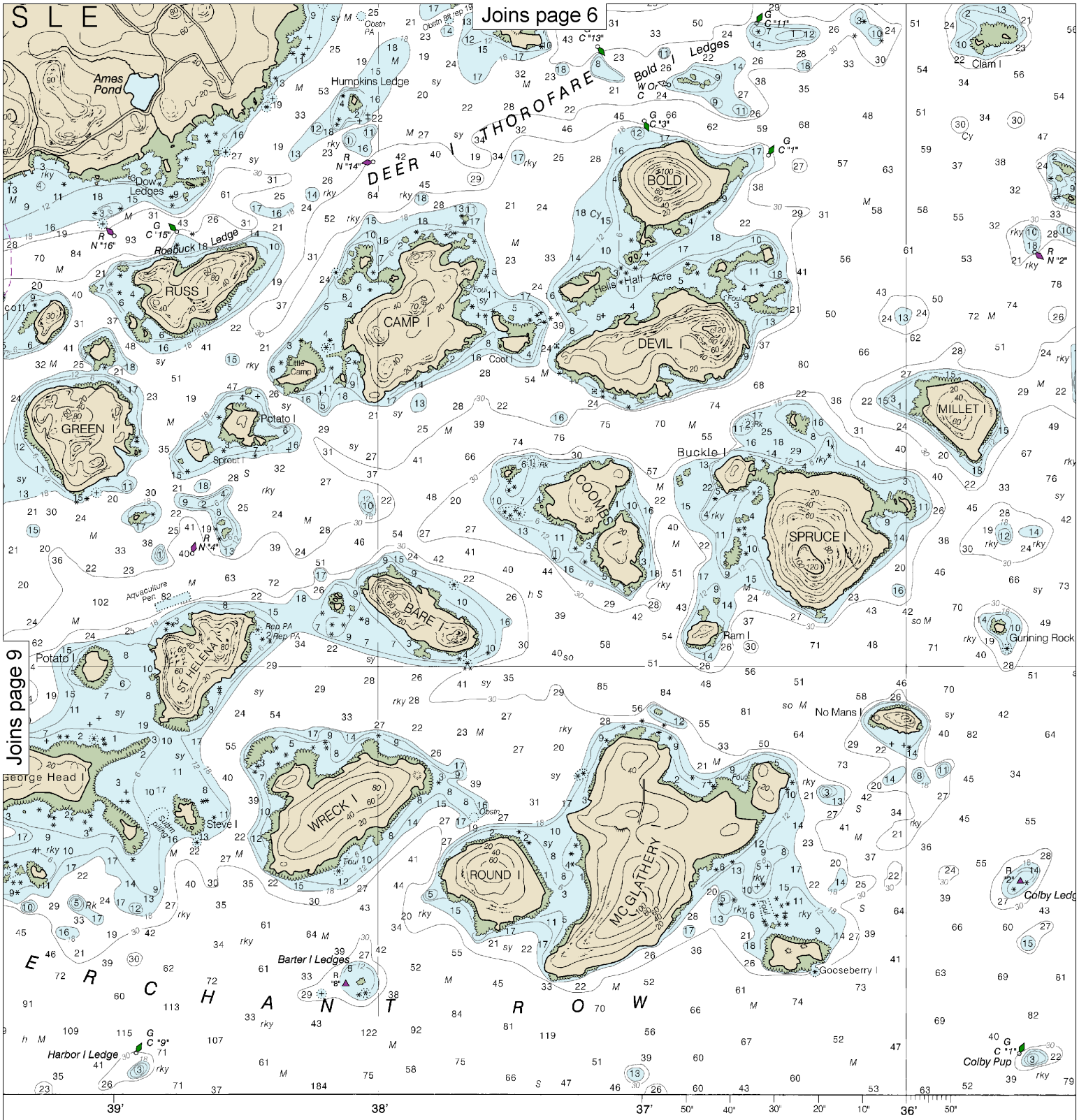
Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



DUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

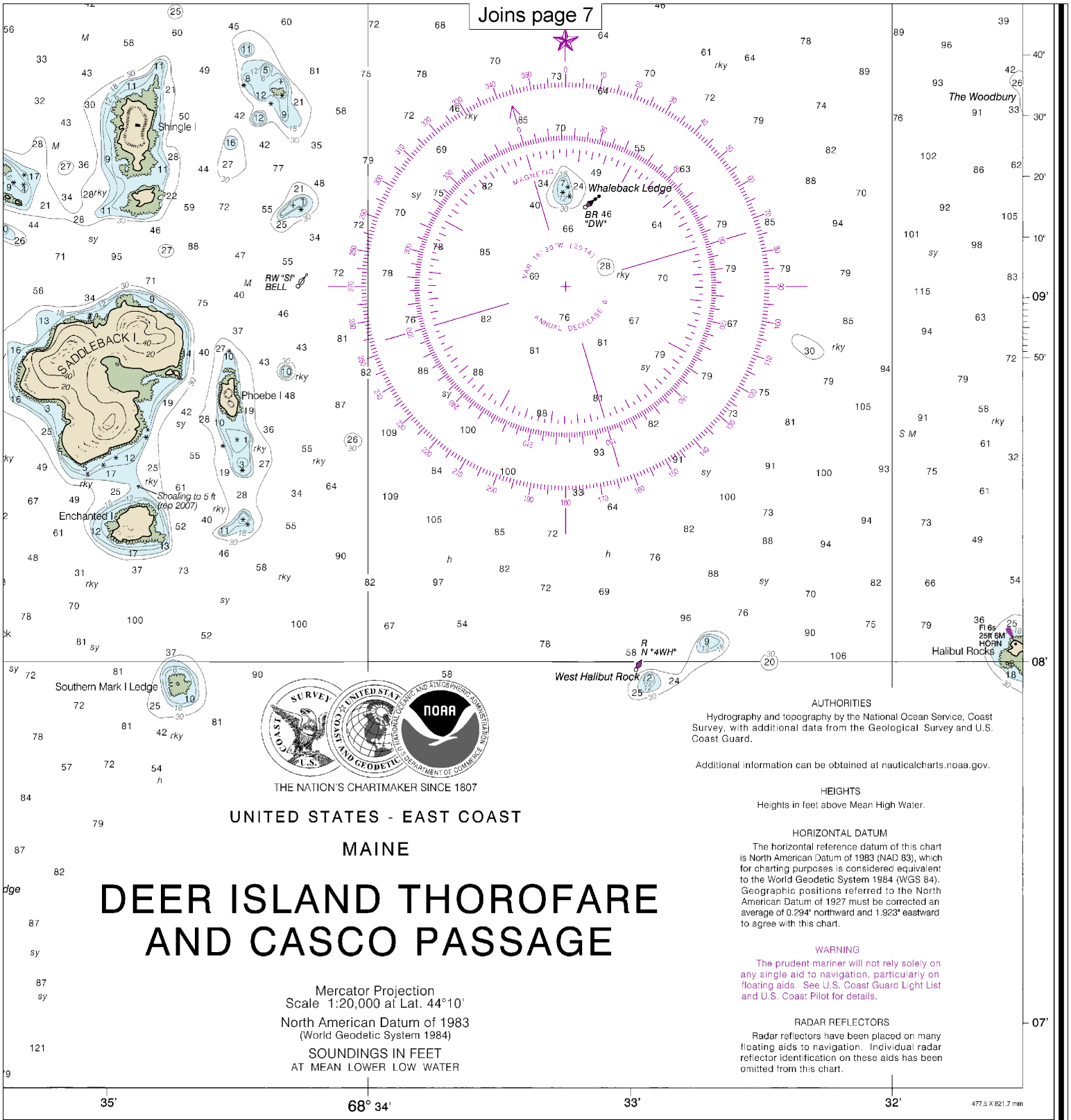
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500

Joins page 7



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE

DEER ISLAND THOROFARE AND CASCO PASSAGE

Mercator Projection
Scale 1:20,000 at Lat. 44°10'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

AUTHORITIES

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

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

HEIGHTS

Heights in feet above Mean High Water.

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 1.923" eastward to agree with this chart.

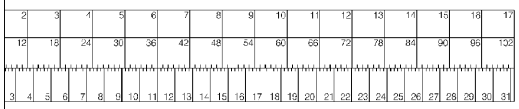
WARNING

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.

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.

477.5 X 821.7 mm



Deer Island Thorofare and Casco Passage
SOUNDINGS IN FEET - SCALE 1:20,000

13315

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican 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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Note on Printing

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.

NOAA's Office of Coast Survey — The Nation's Chartmaker