

# BookletChart™

## Tibbett Narrows to Schoodic Island

NOAA Chart 13324

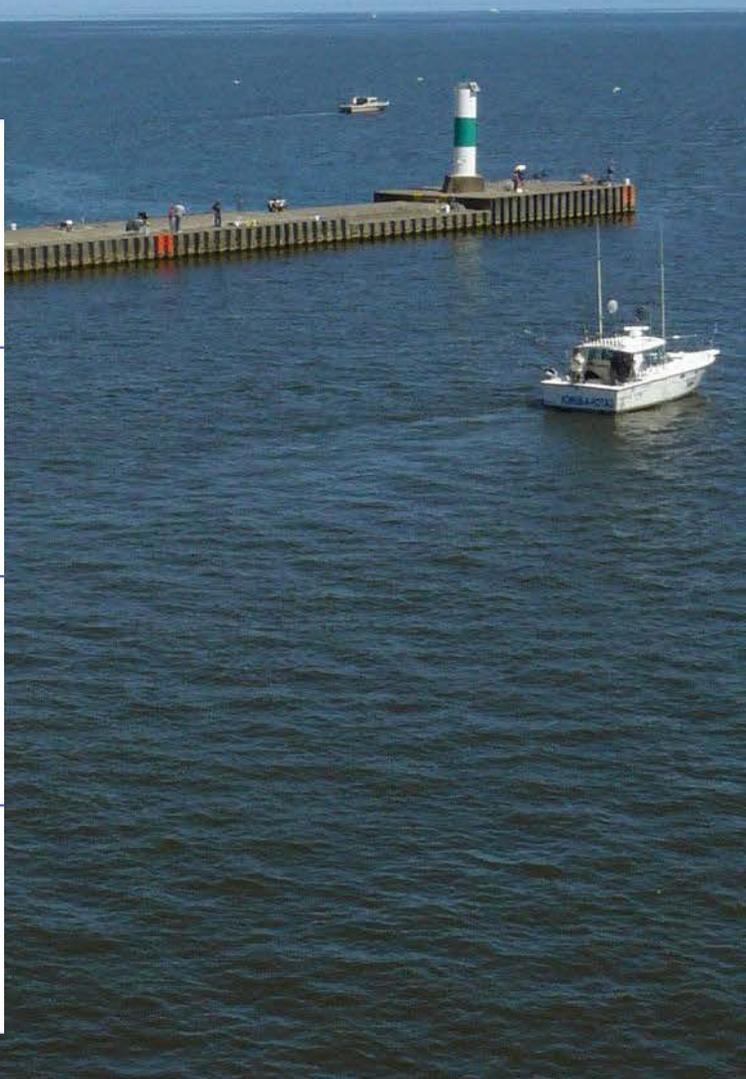
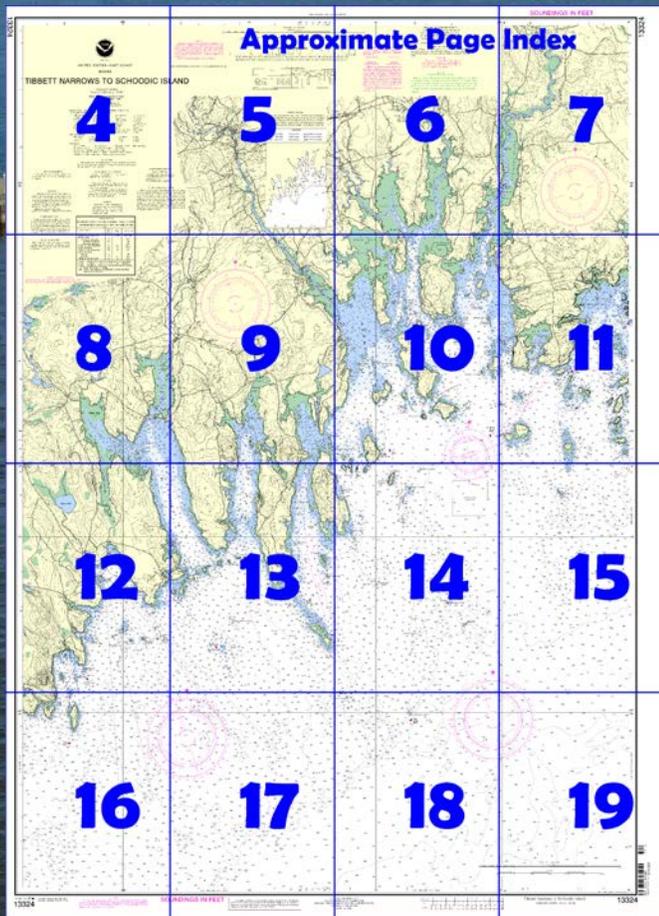


*A reduced-scale NOAA nautical chart for small boaters*

*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.

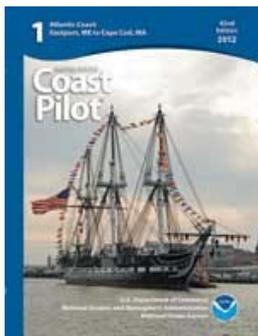
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13324>.



**(Selected Excerpts from Coast Pilot)**

**Eastern Harbor** (44°30.5'N., 67°43.7'W.), on the west side of **Moose Neck**, is a secure anchorage for small vessels. The buoyed entrance is easily navigated in the daytime. The harbor has extensive flats and ledges, between which is a channel 200 yards or more wide. Fish weirs and fish weir ruins, partly covered at high water, are on both sides of the entrance.

The anchorage with the best swinging room is in depths of 18 to 22 feet in midchannel,

about 0.4 mile inside **Eastern Pitch**, the point on the west side of the entrance. Craft of less than 9-foot draft can anchor in depths of 9 to 15 feet in **Otter Cove**, which makes into **Moose Neck**, 0.6 mile

northeastward of Eastern Pitch. Another good anchorage spot, in depths of 8 to 12 feet, is 200 yards northwestward of the wharf on the east side of the harbor, about 0.9 mile above the entrance.

There are several rocky ledges that uncover in the northeastern part of the harbor. The flats are soft mud in places, and small craft sometimes are beached on them. A reef which shows well at low water extends 400 yards southward and southwestward from the point on the east side of the entrance. It is marked on its west side by a buoy.

The wharf of a seafood processing plant is on the east side of Eastern Harbor, about 0.9 mile above the entrance at the village of **South Addison**. Depths of 5 feet are reported alongside the wharf. Gasoline, water, and limited marine supplies are available at the wharf or in the village. Engine and hull repairmen are available in the village in an emergency. Boats are usually grounded out for hull repairs.

The approach is clear to Eastern Harbor, between Tibbett Island and Ladle Ledges, if these islands are given a berth of over 400 yards. From westward the approach is clear between the daybeacon south of Norton Island and Pot Rock. The approach from Moosabec Reach is through Tibbett Narrows. Enter the harbor midway between the buoys at the entrance, staying midchannel and keeping a sharp lookout for an old fish weir on the eastern side of the entrance.

Pleasant, Narraguagus, Harrington, and Pigeon Hill Bays, which indent the coast between Nash Island on the east and Petit Manan Island on the west, are the approaches to the villages of Addison, Harrington, Milbridge, and Cherryfield, all on tributaries of the bays. These waters are frequented mostly by local fishing boats. The bays are separated by islands and rocks, through which are several thorofares.

Good anchorage can be found in Pleasant, Harrington, and Narraguagus Bays, the latter being used much as a harbor of refuge.

From December to April, ice usually forms on Pleasant River and Harrington River to their mouths, and very frequently on Harrington Bay. Ice seldom obstructs navigation in Narraguagus River except in January and February, during which time the river usually is frozen to the mouth.

**Pleasant Bay**, 1.2 miles westward of Eastern Harbor and 6.5 miles west of Jonesport, is a secure anchorage and is easily entered in the daytime. **Nash Island** and **Big Nash Island**, on the eastern side of the entrance to Pleasant Bay, are grassy. The tower of the former lighthouse on the west side of Nash Island is reported to be prominent. A fairway lighted whistle buoy is about 0.5 mile west of Nash Island. A ledge, the southern end of which uncovers 10 feet, extends about 500 yards southward from Nash Island.

Anchorage is available in depths of 30 to 36 feet westward of **Nightcap Island**, a grassy island with a few bushes on its north side 3.4 miles north of Nash Island, and southward of **Barton Ledge**, a buoyed danger awash at low water 0.4 mile northwest of Nightcap Island. A better anchorage, and the one used most frequently, is in depths of 14 to 18 feet southeastward and eastward of **Birch Islands**, wooded islands 0.7 mile north of Nightcap Island.

No difficulty should be experienced approaching Pleasant Bay anchorage during daytime in clear weather with the aid of the chart. At other times it would not be prudent for strangers to pass northward of the vicinity of Nash Island, as there are no lighted aids in the bay. If need for shelter demands it, craft can proceed on a **344°** course for 2.2 miles from the lighted whistle buoy 0.5 mile westward of Nash Island, to a temporary anchorage in 60 feet in the middle of Pleasant Bay.

**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>

13324

68°



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE

# TIBBETT NARROWS TO SCHOODIC ISLAND

Mercator Projection  
Scale 1:40,000 at Lat. 44°28'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated.)

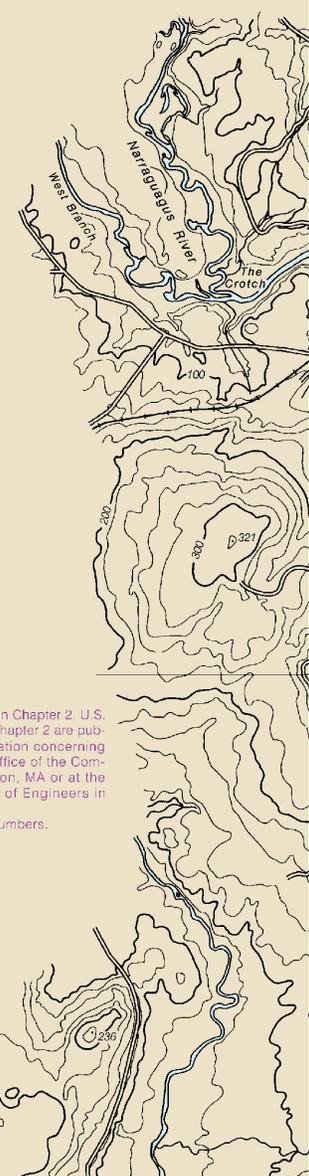
- |                   |                          |                        |                    |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green                  | Mo morse code          | R TR radio tower   |
| A alternating     | IQ interrupted quick     | N nun                  | Rol rotating       |
| B black           | iso isophase             | OCSC 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               | Ra Ref radar reflector | WIIS whistle       |
|                   |                          | R Bn radiobeacon       | Y yellow           |

Bottom characteristics:

- |               |           |         |             |           |
|---------------|-----------|---------|-------------|-----------|
| Bids 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 sarric    | sy sticky |

Miscellaneous:

- |                       |                        |                      |                |
|-----------------------|------------------------|----------------------|----------------|
| AUTH authorized       | Obsn obstruction       | PD position doubtful | Subm submerged |
| ED existence doubtful | PA post on 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.



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.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

SUPPLEMENTAL INFORMATION

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

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.

HEIGHTS

Elevations of rocks, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

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.

AIDS TO NAVIGATION

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

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.

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)

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 0.284' northward and 1.995' eastward to agree with this chart.

RADAR REFLECTORS

NARRAGUAGUS RIVER CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2010						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	DEPTH (FEET)
ENTRANCE TO MITCHELL POINT	10.7	10.7	10.5	6-09; 1-10	150-100	0.59
11-FOOT CHANNEL						11
MITCHELL POINT		10.7		1-10	---	44-45
11-FOOT WEST ANCHORAGE		9.2		12-96; 1-10	---	43-95
9-FOOT EAST ANCHORAGE		7.3		1-07	---	45-01
9-FOOT WEST ANCHORAGE	8.4	8.3	8.1	12-06; 1-07	100	1.97
6-FOOT CHANNEL			8	12-06; 1-10	100	0.90
6-FOOT SOUTHWEST ANCHORAGE				1-10	---	41-78
6-FOOT EAST ANCHORAGE				12-06	---	40-95

Joins page 8

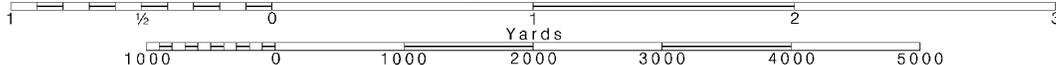
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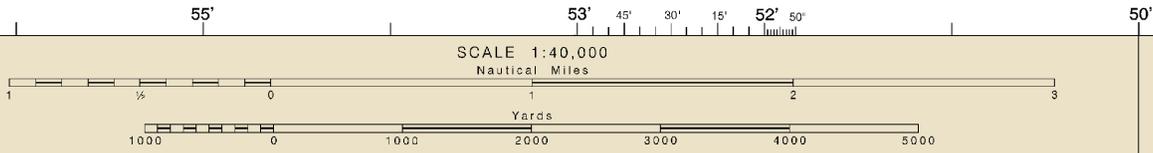
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
  
  
 Pipeline Area Cable Area

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.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Addison, Pleasant River	(44°37'N/67°46'W)	12.8	12.2	0.4
Milbridge	(44°31'N/67°52'W)	12.3	11.7	0.4
Pigeon Hill Bay	(44°27'N/67°52'W)	12.1	11.5	0.4
Prospect Harbor	(44°24'N/68°01'W)	11.4	10.9	0.4

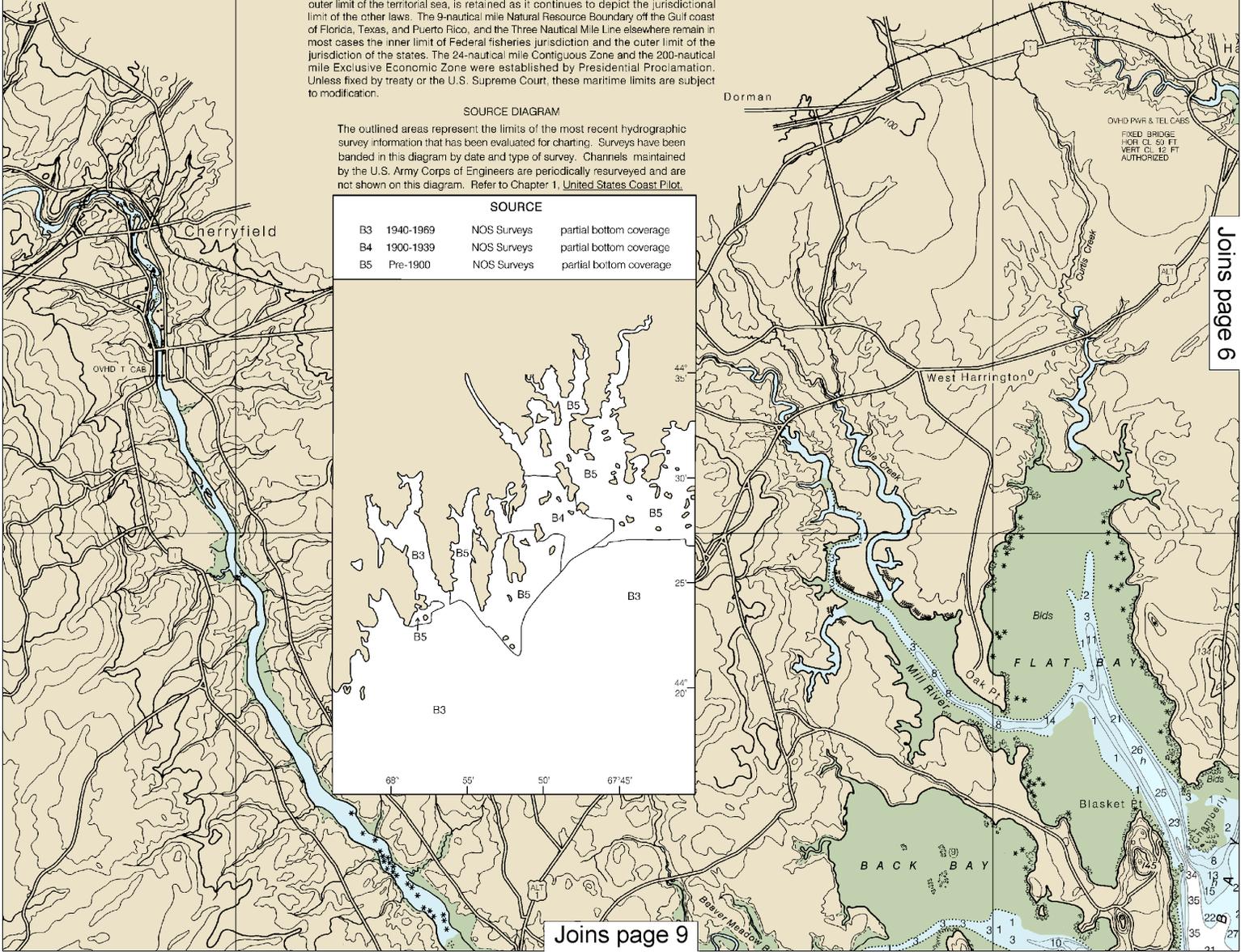
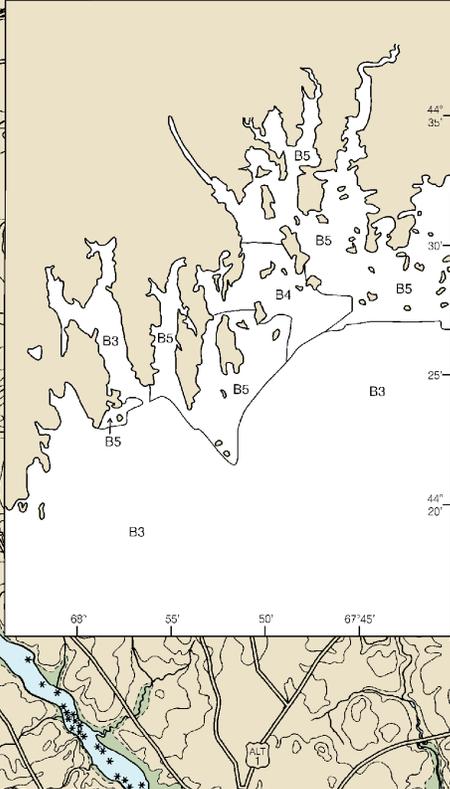
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jan 2013)

**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.

COLREGS, 80.105 (see note A)  
 International Regulations for Preventing Collisions at Sea, 1972.  
 The entire area of this chart falls seaward of the COLREGS Demarcation Line.

**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



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

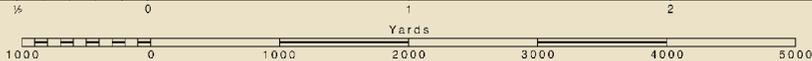
55'

53' 45' 30' 15' 52' 50'

50'

SCALE 1:40,000  
Nautical Miles

Yards



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TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
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			feet	feet	feet
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Prospect Harbor		(44°24'N/68°01'W)	11.4	10.9	0.4

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>. (Jan 2013)

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.

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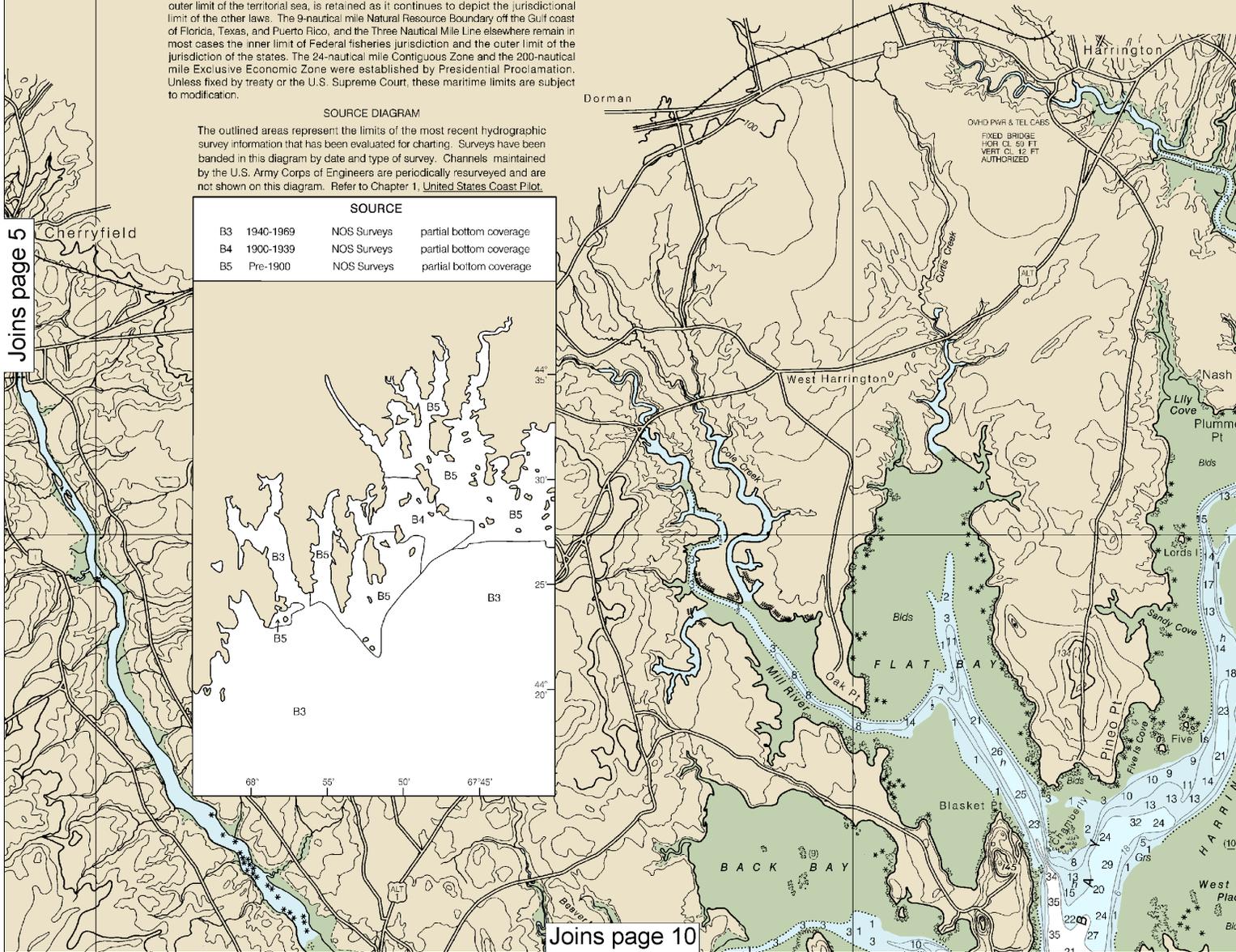
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SOURCE

B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

COLREGS, 80.105 (see note A)  
International Regulations for Preventing Collisions at Sea, 1972.  
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Joins page 5



Joins page 10

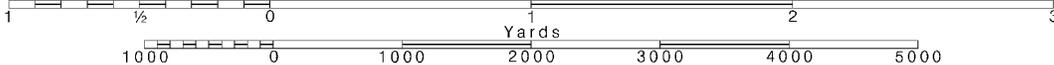
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



67°45'

40'

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.

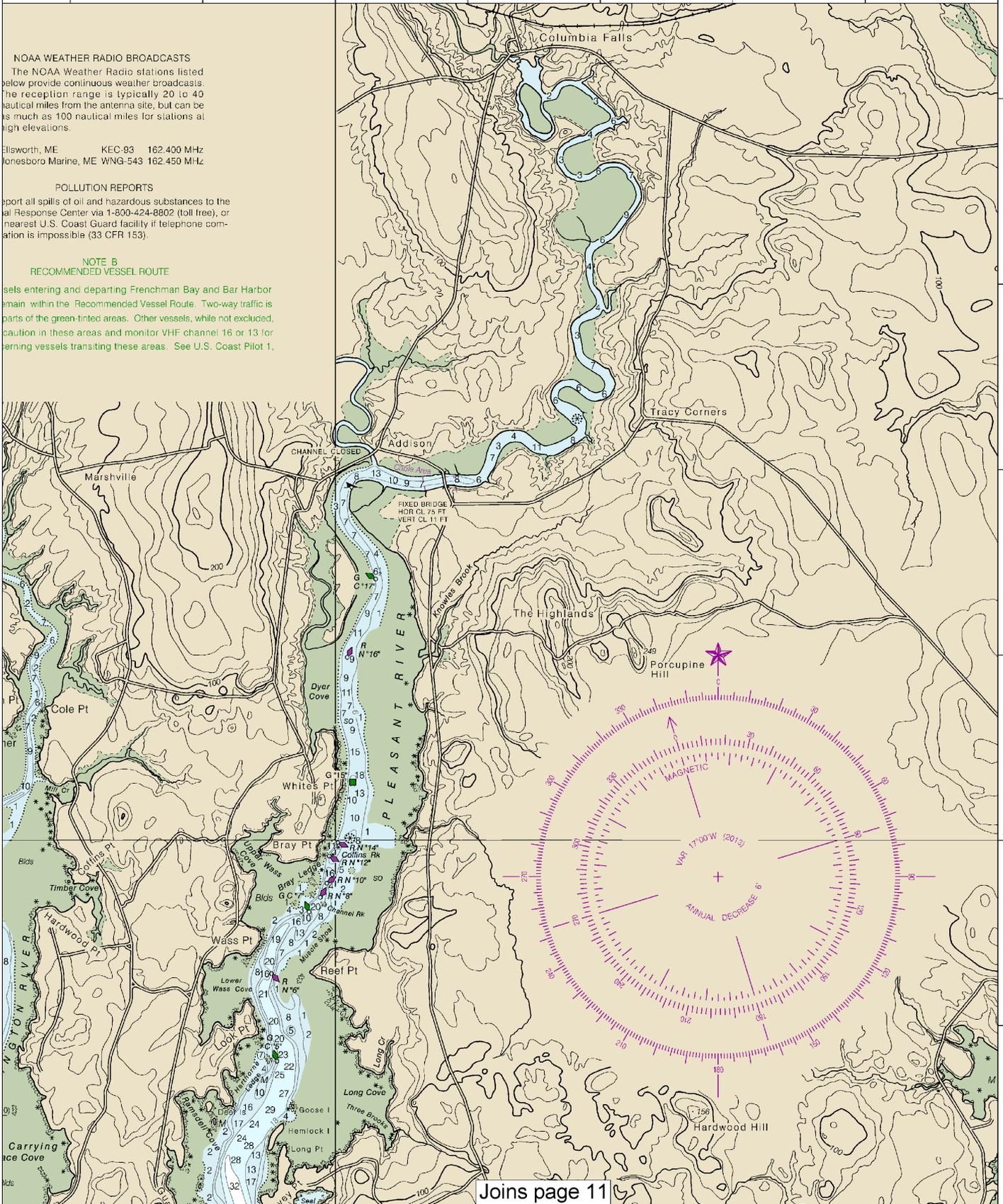
Ellsworth, ME KEC-93 162.400 MHz  
Jonesboro Marine, ME WNG-543 162.450 MHz

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE B  
RECOMMENDED VESSEL ROUTE

Vessels entering and departing Frenchman Bay and Bar Harbor remain within the Recommended Vessel Route. Two-way traffic is permitted within the Recommended Vessel Route. Other vessels, while not excluded, should exercise caution in these areas and monitor VHF channel 16 or 13 for arriving vessels transiting these areas. See U.S. Coast Pilot 1.



44°  
35'

Joins page 11

15th Ed., Mar. 2013. Last Correction: 6/2/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)



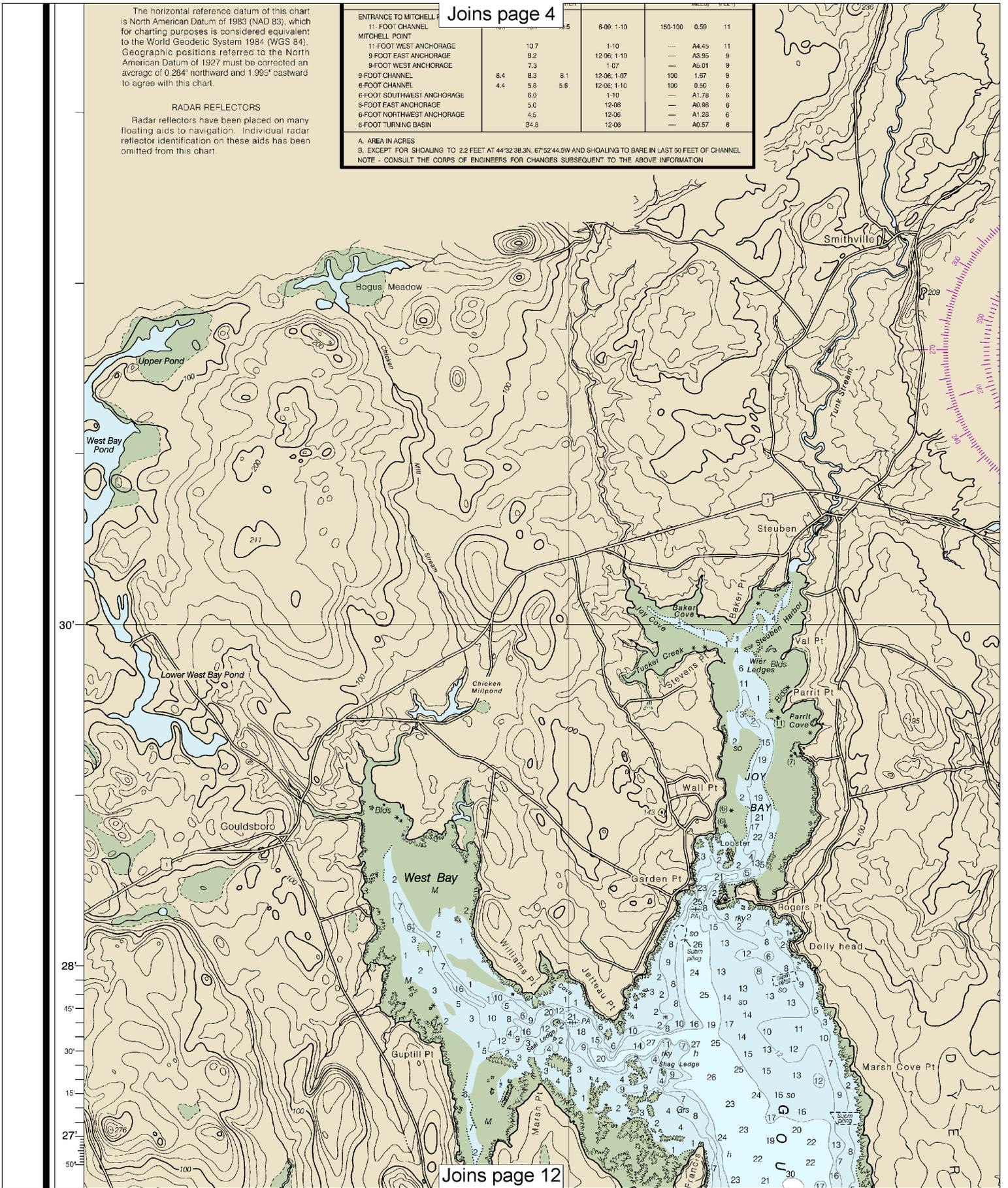
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.284' northward and 1.995' eastward to agree with this chart.

**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.

ENTRANCE TO MITCHELL		JOINS page 4		JOINS page 5	
11-FOOT CHANNEL		11		6-08 1-10	
MITCHELL POINT		11		150-100 0.59 11	
11-FOOT WEST ANCHORAGE		10.7		1-10	
9-FOOT EAST ANCHORAGE		8.2		12-06 1-10	
9-FOOT WEST ANCHORAGE		7.3		1-07	
9-FOOT CHANNEL		8.4 8.3 8.1		12-06 1-07	
6-FOOT CHANNEL		4.4 5.6 5.6		12-06 1-10	
6-FOOT SOUTHWEST ANCHORAGE		6.0		1-10	
6-FOOT EAST ANCHORAGE		5.0		12-06	
6-FOOT NORTHWEST ANCHORAGE		4.6		12-06	
6-FOOT TURNING BASIN		84.8		12-06	

A. AREA IN ACRES  
 B. EXCEPT FOR SHOALING TO 2.2 FEET AT 44°32'38.3"N, 67°52'44.5"W AND SHOALING TO BARE IN LAST 50 FEET OF CHANNEL  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



Joins page 12

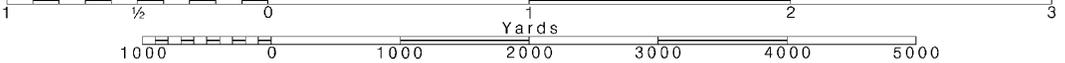


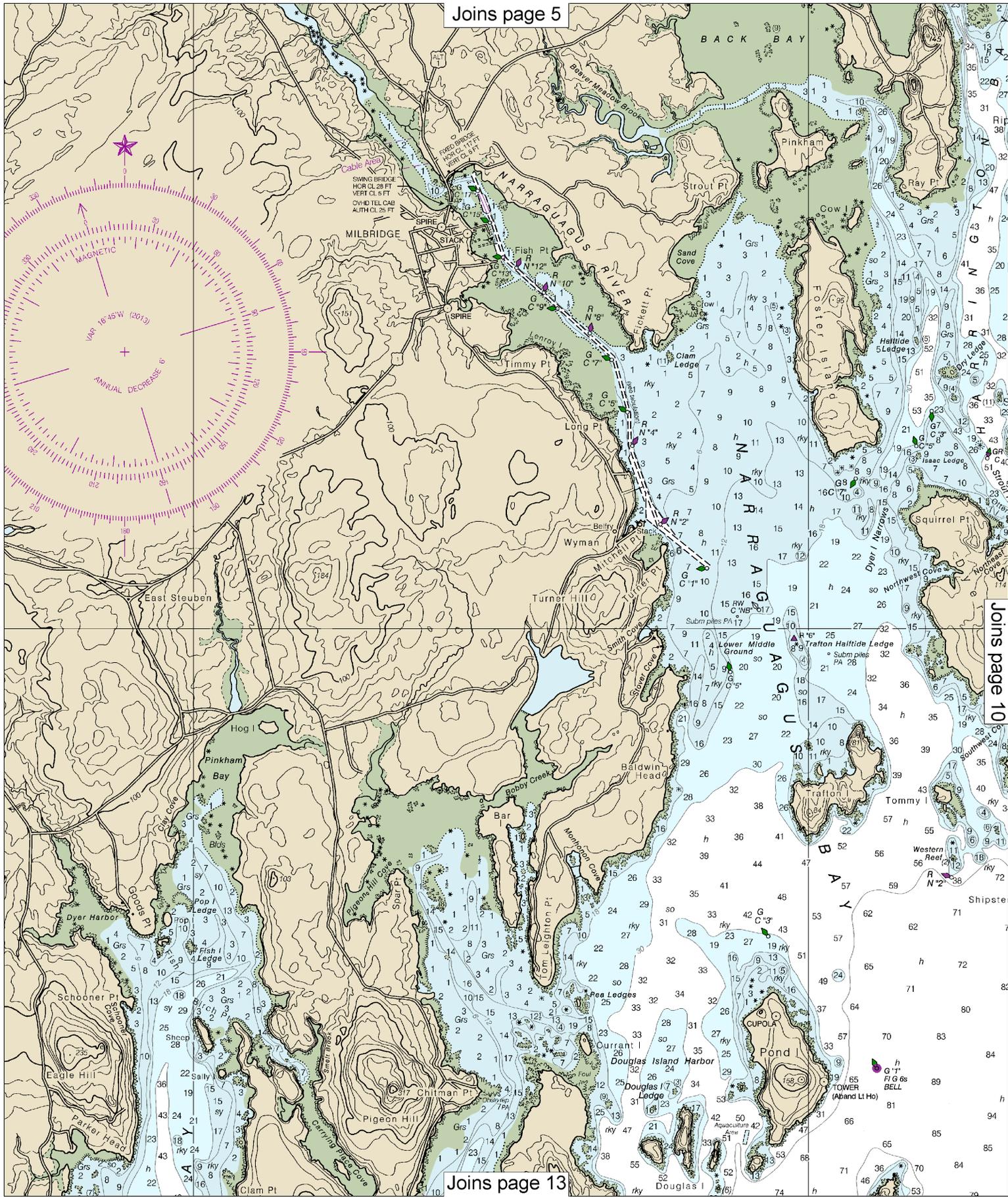
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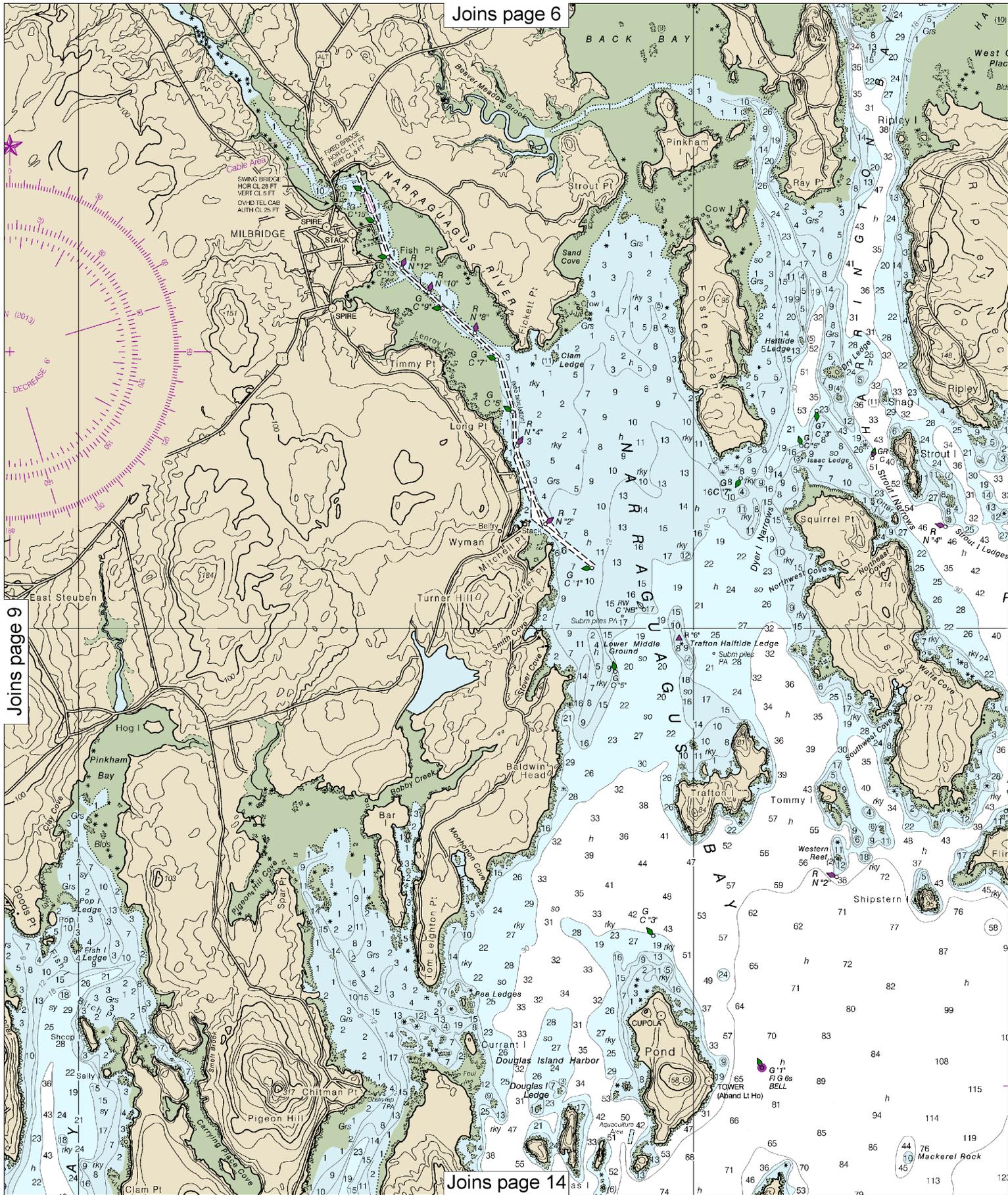
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SCALE 1:40,000  
Nautical Miles

See Note on page 5.







Joins page 9

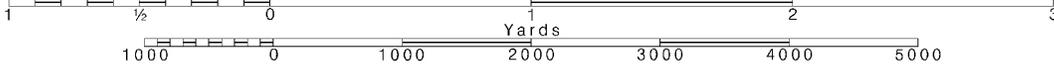
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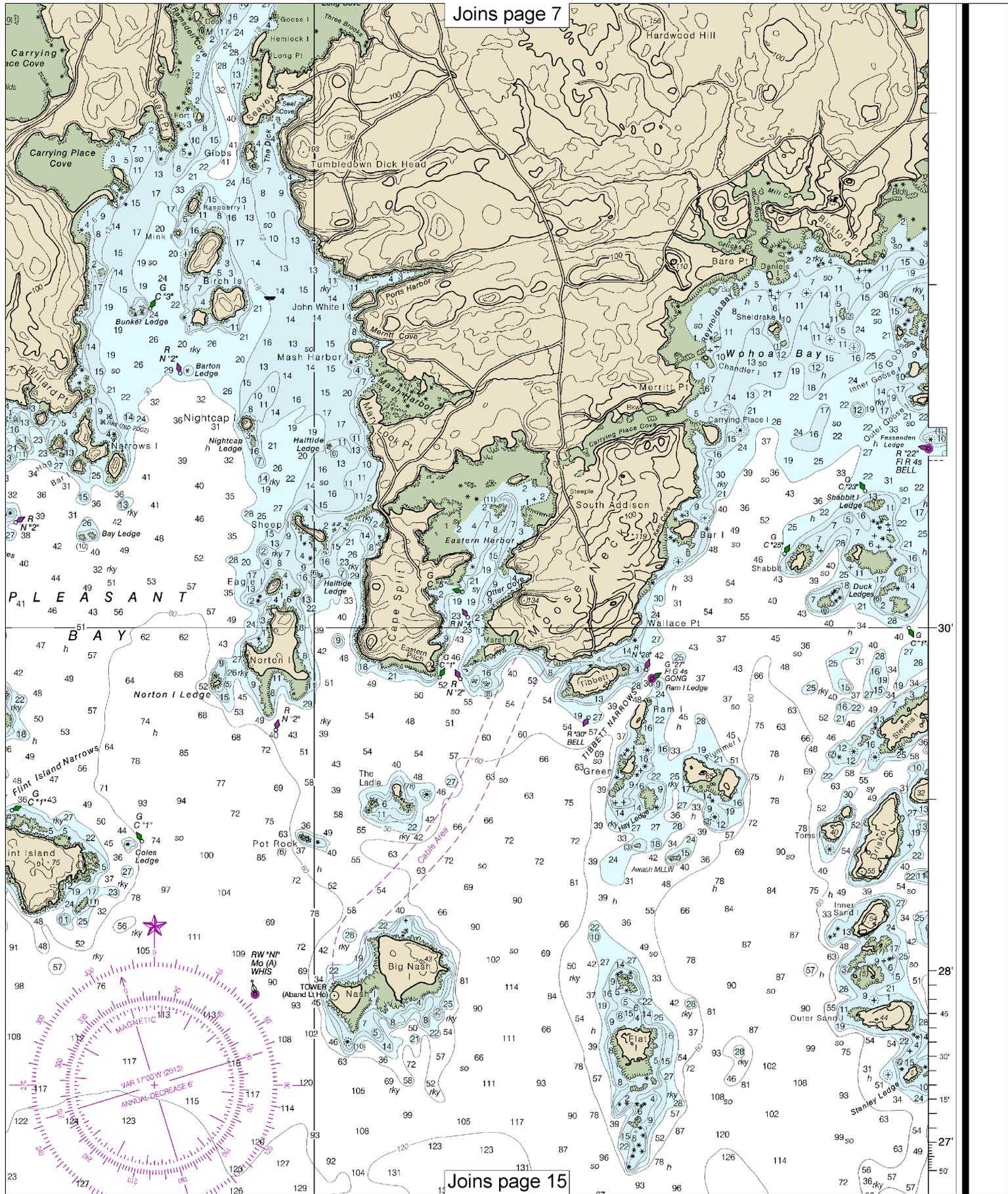
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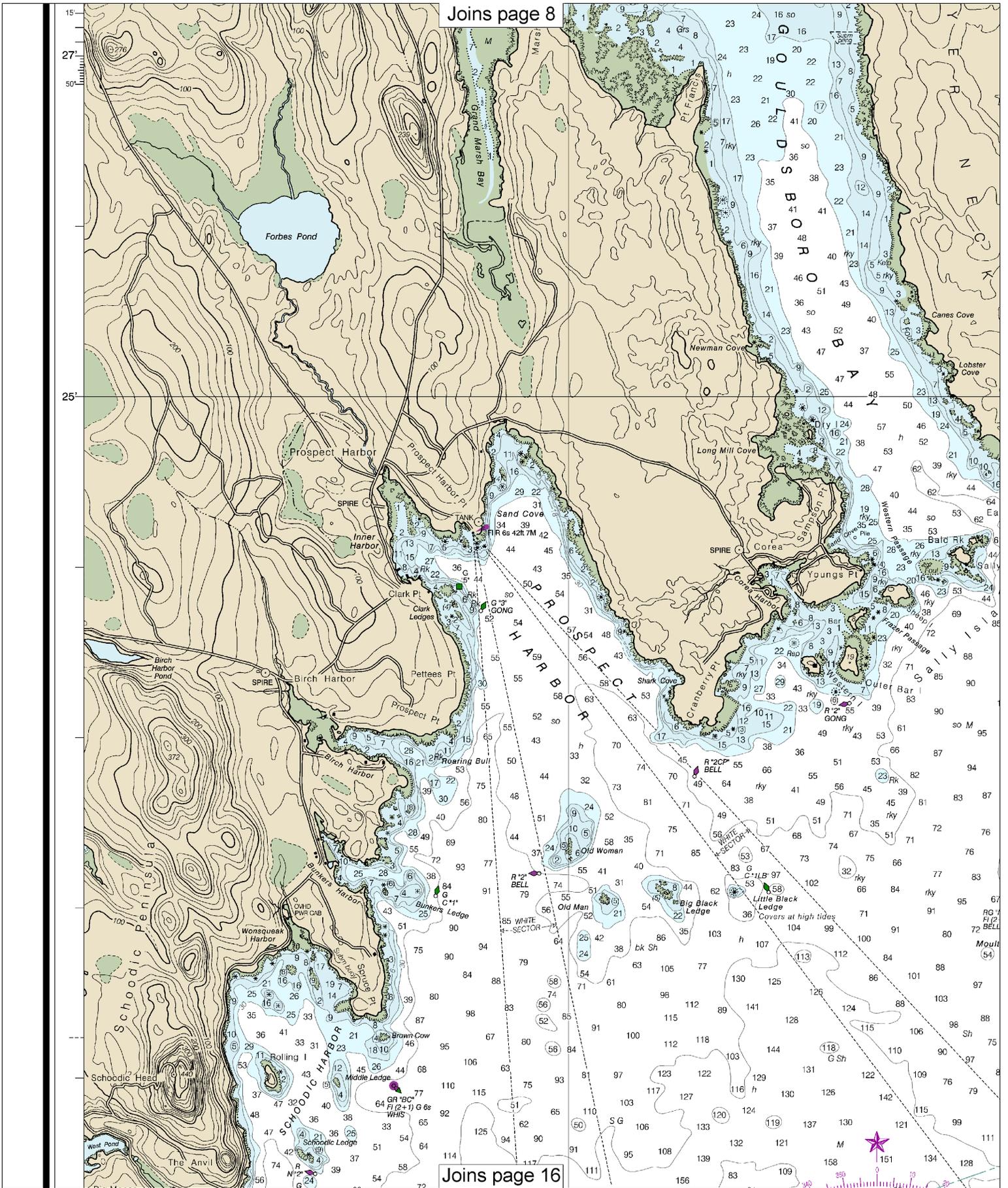
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





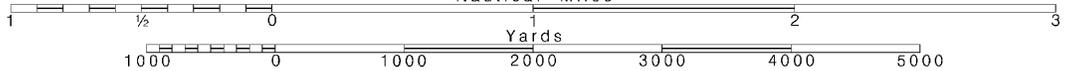


Note: Chart grid lines are aligned with true north.

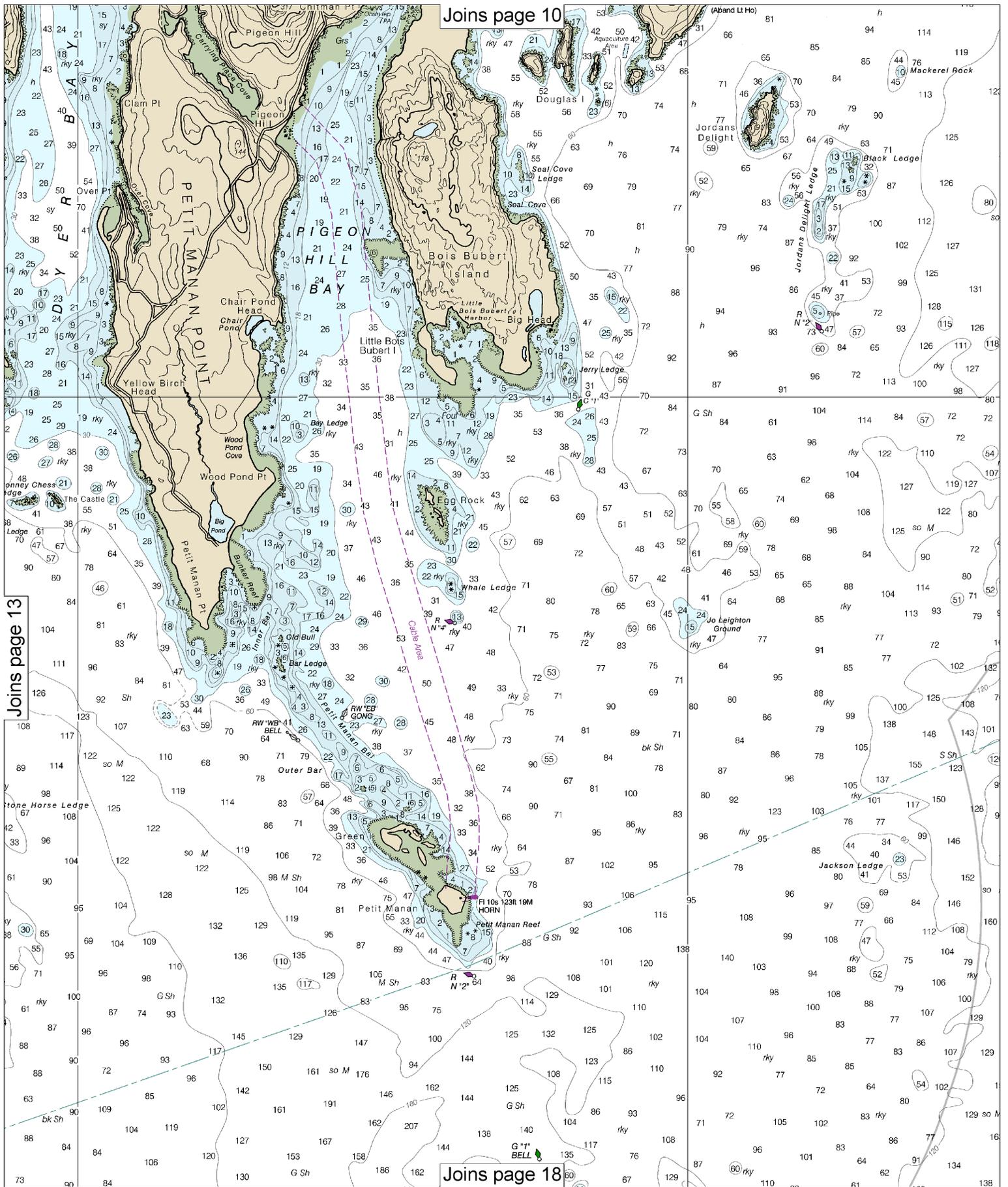
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



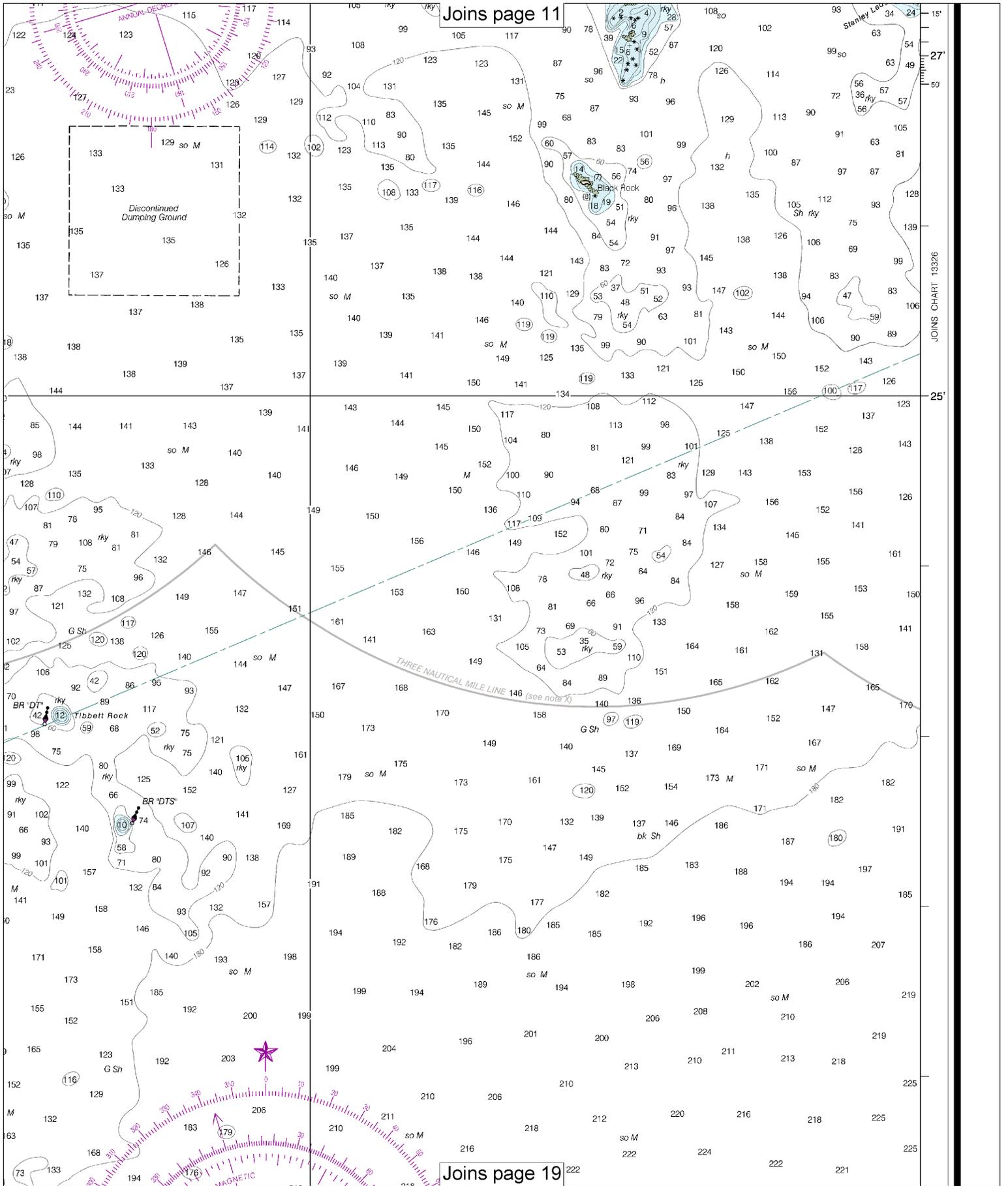


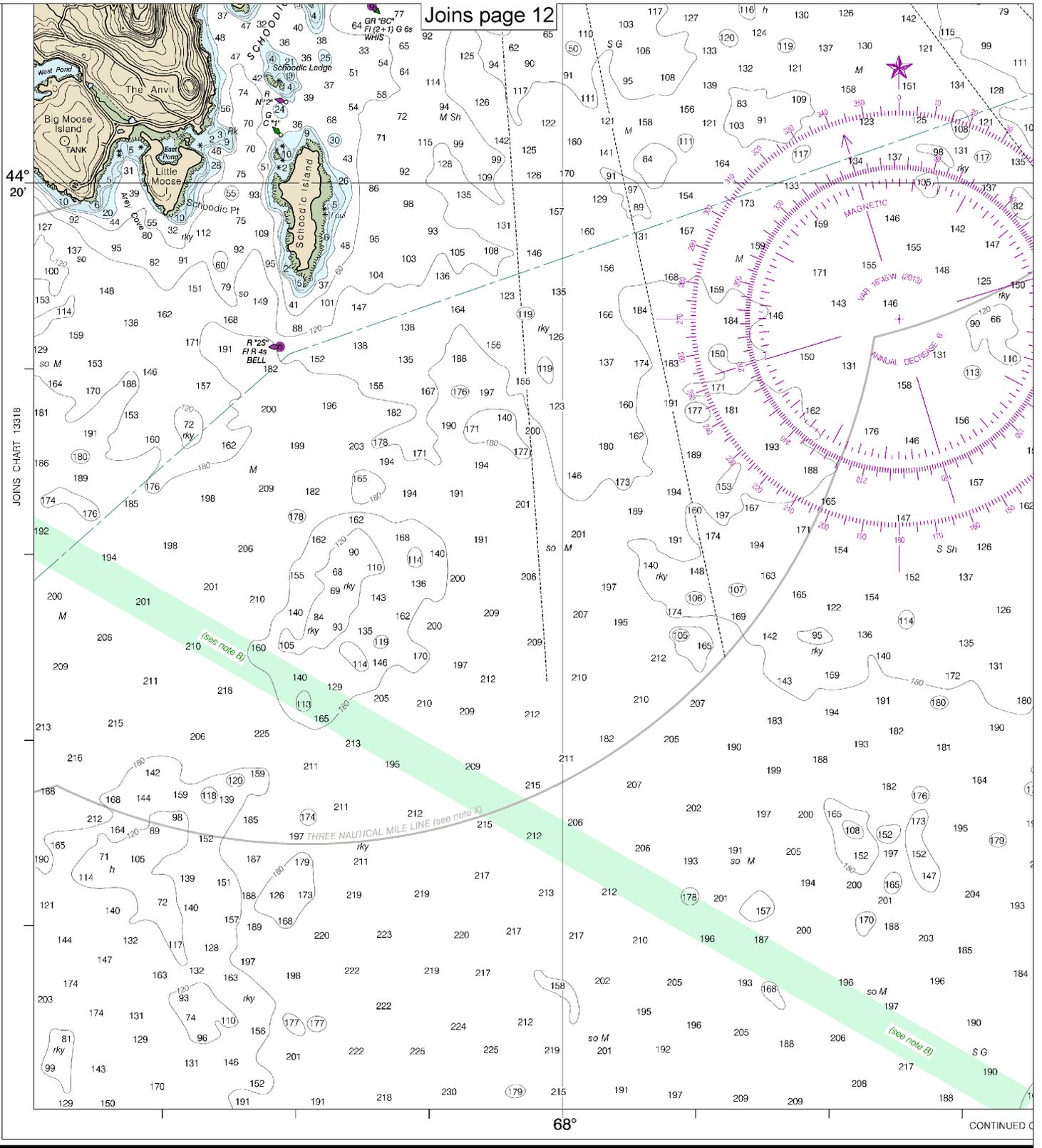


14

Note: Chart grid lines are aligned with true north.







13324

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](http://nauticalcharts.noaa.gov).

15th Ed., Mar. 2013. Last Correction: 6/2/2016. Cleared through:  
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

SOUNDINGS IN FEET

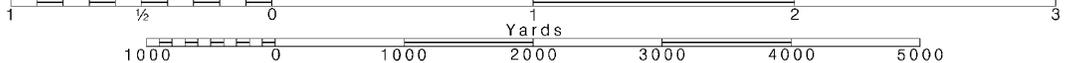
16

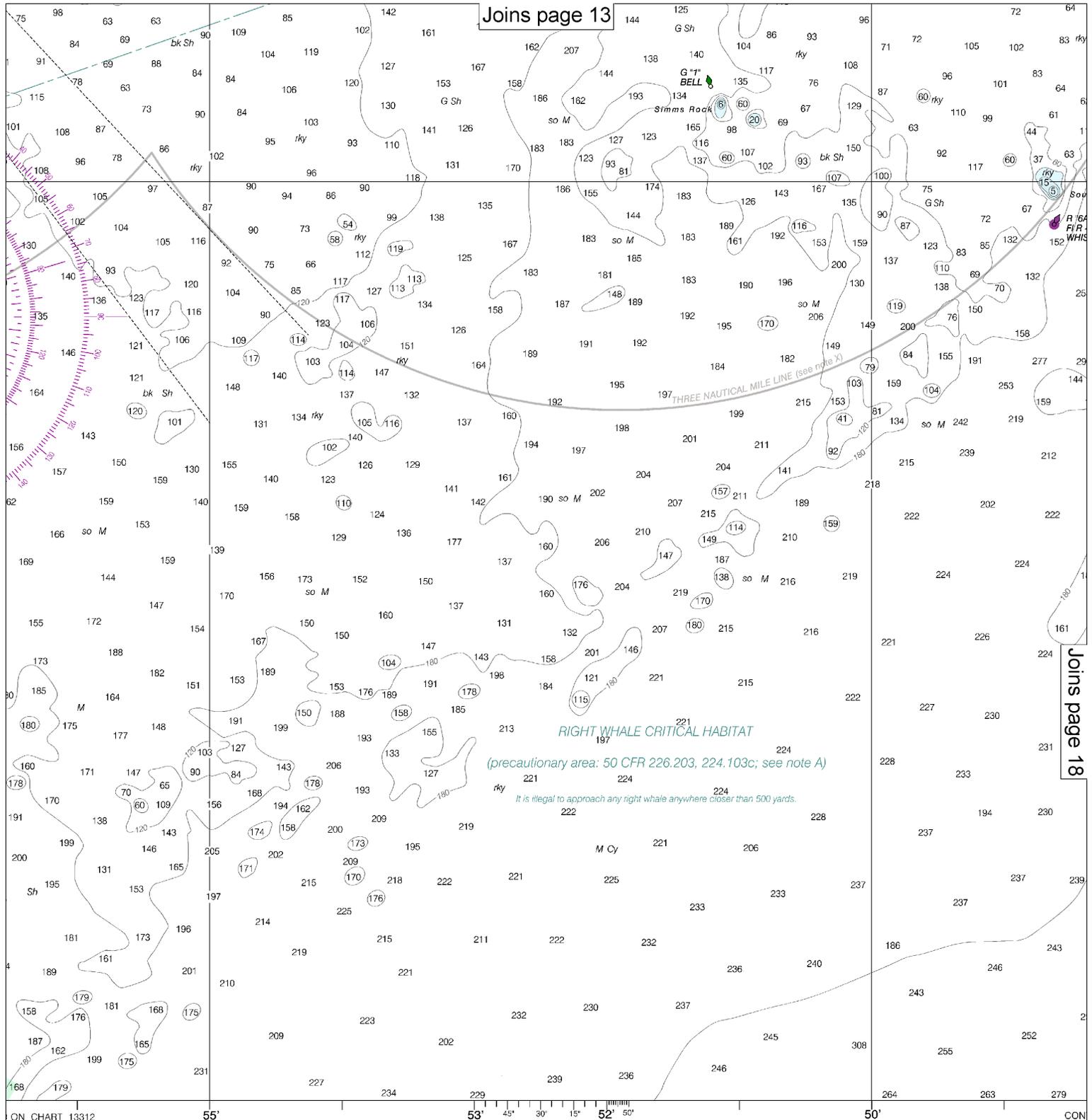
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

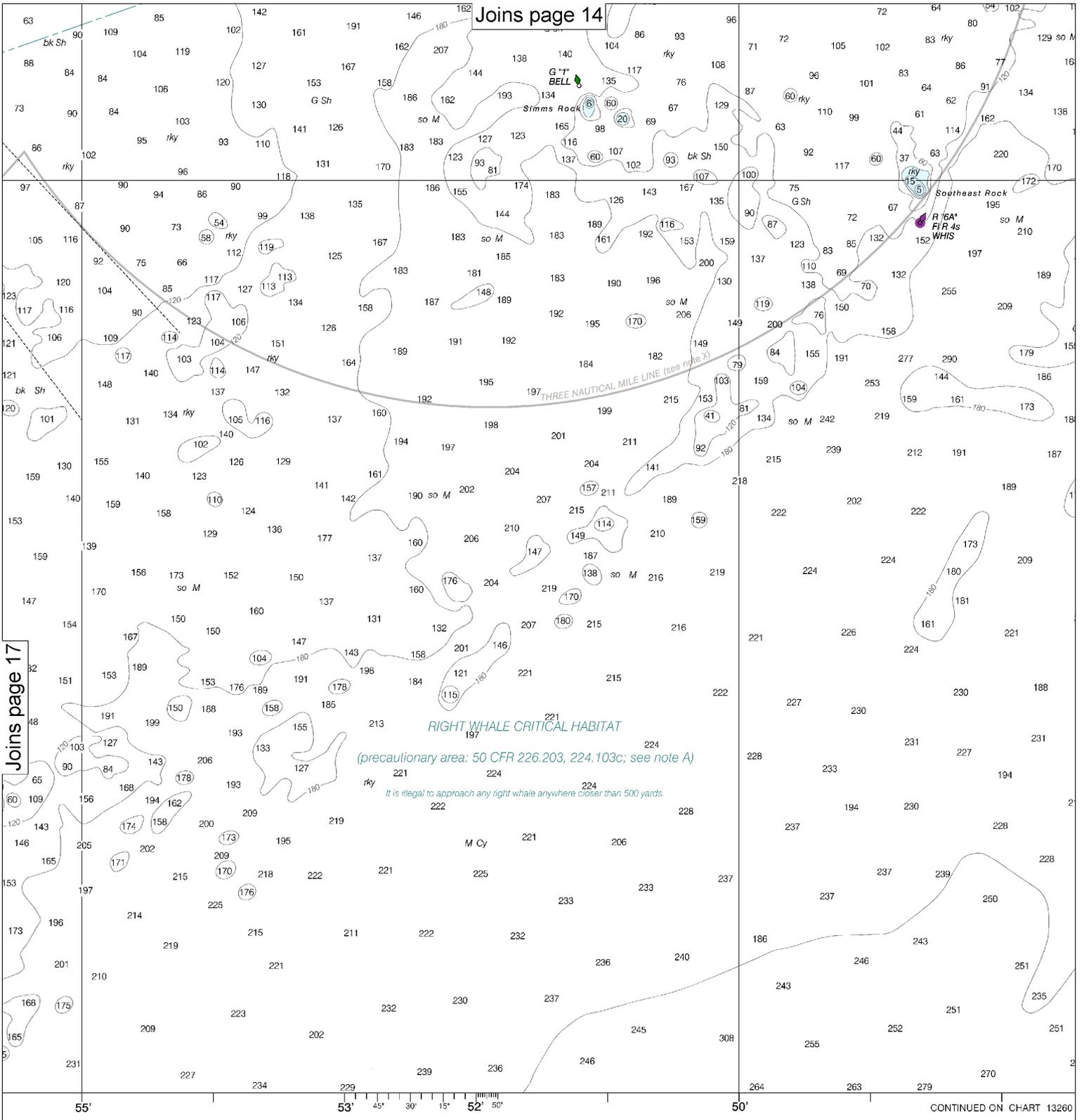
See Note on page 5.





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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 COAST SURVEY



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 NATIONAL OCEAN SERVICE  
 COAST SURVEY

FATHOMS	
FLEET	
METERS	

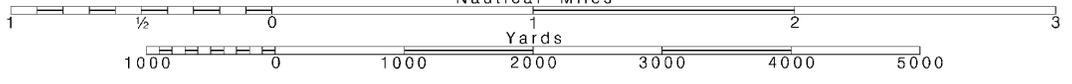
**18**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

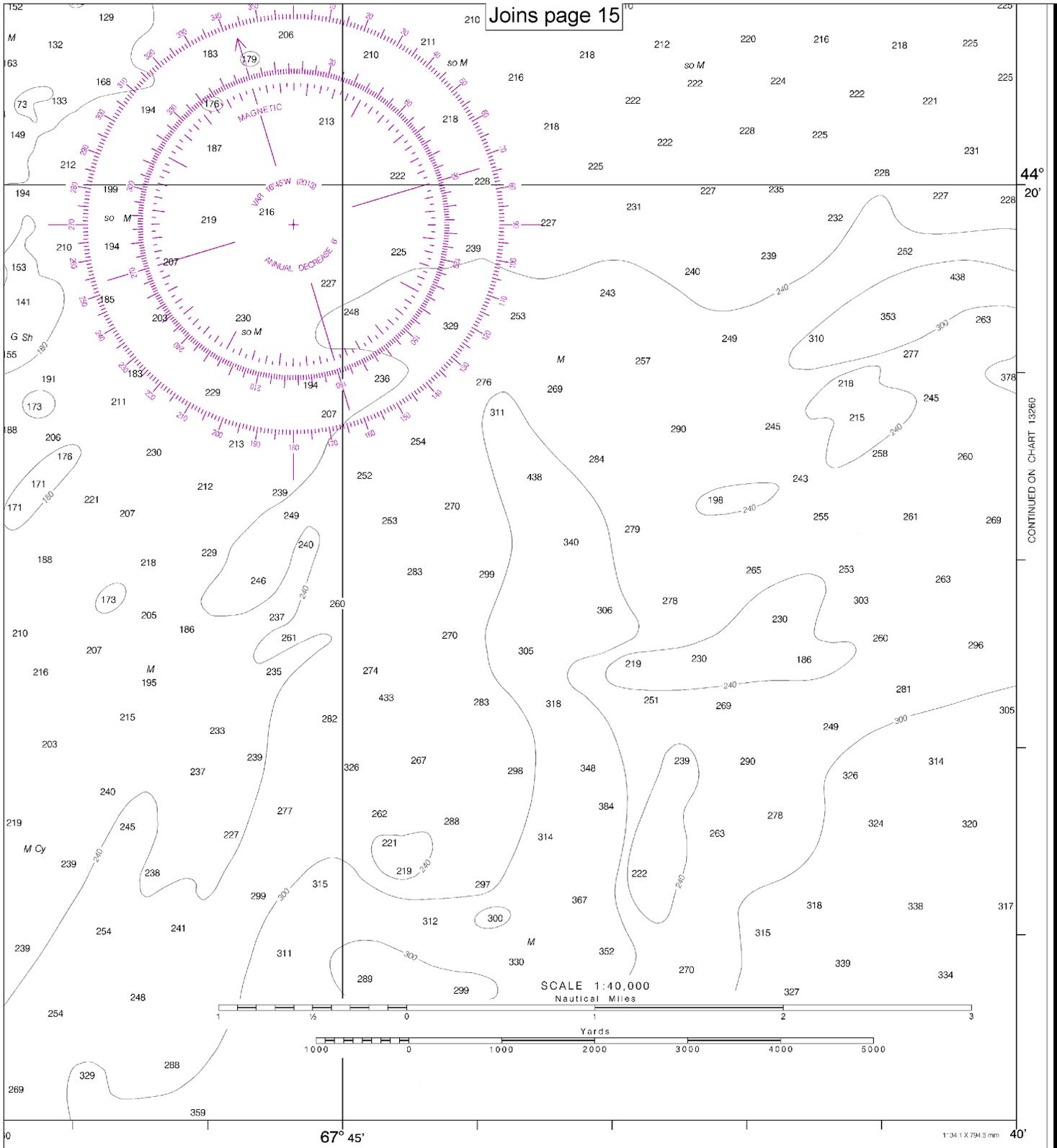
SCALE 1:40,000  
 Nautical Miles

See Note on page 5.



CONTINUED ON CHART 13260

Joins page 15



$44^{\circ}20'$

CONTINUED ON CHART 13260

SCALE 1:40,000  
Nautical Miles

Yards

$67^{\circ}45'$

1:34.1 X 794.5 mm

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51
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494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510

Tibbett Narrows to Schoodic Island  
SOUNDINGS IN FEET - SCALE 1:40,000

13324



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

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- 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>



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