SOUNDINGS IN FEET

13288

Formerly C&GS 1004, 1st Ed., June 1913. Q-1549-730. KAPP 2003

MONHEGAN ISLAND TO CAPE ELIZABETH

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE

Mercator Projection
Scale 1:80,000 at Lat. 43° 48'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

SCALE 1:80,000
Nautical Miles
Yards

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT-LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Monhegan Island	(43°46'N/69°19'W)	9.6	9.1	0.3
Muscongus Harbor	(43°58'N/69°27'W)	9.8	9.3	0.3
Boothbay Harbor	(43°51'N/69°38'W)	9.8	9.1	0.3
Sheepscot River	(43°54'N/69°41'W)	9.7	9.1	0.3
Small Point Harbor	(43°44'N/69°51'W)	9.5	9.0	0.3
Portland, Casco Bay	(43°40'N/70°15'W)	9.9	9.5	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.

(Jan 2016)

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.

Portland, ME	KDO-95	162.550 MHz
Dresden, ME	WXM-60	162.475 MHz

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

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.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
Dia diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rtd rotating
s seconds
SEC sector
St M statute miles
VQ very quick
Y yellow
WHIS whistle
Y yellow

Bottom characteristics:

Bld boulders
bk broken
Co clay
Co coral
G gravel
Gra grass
gy grey
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

SUPPLEMENTAL INFORMATION

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

NOTE E

RECOMMENDED TWO WAY ROUTES

Recommended two way routes have been established including deep-water routes for vessels in the approaches to Portland Harbor and Casco Bay, through Hussey Sound to Quohog Bay and thence to Harpswell Sound to Hen and Chickens Harbor. Mariners are cautioned to exercise caution in and around these routes, including buoys and barges in the vicinity. Mariners may not necessarily use routes at the master's discretion. Other vessels, while not included in the designated routes, should exercise caution in and around these areas and monitor VHF-Channel 16 or 13 for information concerning deep draft commercial vessels (including tugs and barges) transiting these routes. See U.S. Coast Pilot volume 1, Chapter 8.

NOTE C

RECOMMENDED VESSEL ROUTE

Deep draft vessels entering and departing Penobscot Bay and River are requested to remain within the Recommended Vessel Route. Two-way traffic is possible within all parts of the green-tinted 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 7.

NOTE D

RECOMMENDED VESSEL ROUTE

Recommended Vessel Route for vessels entering and departing the Sheepscot River, Maine. While not mandatory, vessels are requested to follow the designated route. See U.S. Coast Pilot Volume 1, Chapter 8.

NOTE B

PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Portland Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

Inbound and outbound traffic lanes have been established for the approaches to Portland Harbor. See charts 13260 and 13286.

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.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, or anchored in the waters of the NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

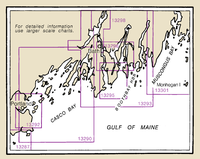


Chart 13288 is for use offshore. Navigational aids are not all shown on this chart in harbors and inside passages. Use large scale charts in navigating such areas.

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 submarine pipelines and cables exist, and when anchoring, dredging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 8° from the normal variation have been observed in an area around Ellingwood Rock for approximately 1 nautical mile in all directions.

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.

POLLUTION REPORTS

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

CAUTION

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

AIDS TO NAVIGATION

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

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:
(C)Accurate location (e)Approximate location)

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the dumping site and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

RACING BUOYS

Racing buoys within the limits of this chart are not shown here. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

MARINER ACTIVATED SOUND SIGNALS

Sound signals labeled with (MRASS) require user activation. See USCG Light List.

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 0.09" northward and 1.60" eastward to agree with this chart.

CAUTION

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

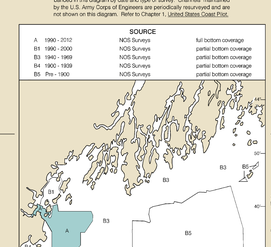
Use caution during periods of fog or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

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.

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

A 1990 - 2012	NOS Surveys	full bottom coverage
B1 1990 - 2000	NOS Surveys	partial bottom coverage
B3 1940 - 1969	NOS Surveys	partial bottom coverage
B4 1900 - 1939	NOS Surveys	partial bottom coverage
B5 Pre - 1900	NOS Surveys	partial bottom coverage

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.

44th Ed., Feb. 2016. Last Correction: 6/30/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016). CHS: 1116 (11/25/2016)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

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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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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