LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Formerly C&GS 310, 1st Ed., June 1878. NJPP 2029

SOUNDINGS IN FEET

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE

PENOBSCOT BAY

Mercator Projection
Scale 1:40,000 Lat. 44°08'

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.

TIDAL INFORMATION

PLACE NAME	LATITUDE LONGITUDE	Height referred to datum of soundings: MLLW Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
Northwest Harbor (Deer Isle)	(44°14'N/68°41'W)	11.0	10.5	0.4
Camden	(44°12'N/69°03'W)	10.4	10.0	0.4
Rockland Ledge	(44°06'N/69°06'W)	10.7	9.8	0.3
Vinalhaven	(44°03'N/68°50'W)	10.1	9.7	0.3
Pulpit Harbor	(44°08'N/68°53'W)	10.7	10.2	0.4
Rockland	(44°06'N/69°06'W)	10.6	10.2	0.4

Daishes (---) 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.
(May 2012)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (light lists define unless otherwise indicated)

AERO aeronautical
ia alternating
B black
bn beacon
C can
Dia diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
lat lanthorn
LT HO lighthouse
M nautical mile
m minutes
MICRO, TR microwave tower
Mkr marker
Mo morse code
R red
Ra Ref radar reflector
R Bn racebeacon
R radio tower
Rot rotating
OBSC obscured
s seconds
Oc occulting
SEC sector
Or orange
St M statute miles
Q quick
VQ very quick
R red
W white
Ra Ref radar reflector
WHS whistle
R Bn racebeacon
Y yellow

Bottom characteristics:
Blds boulders
Cl clay
Cr coral
G gravel
Gy gray
M mud
Mvd mud
Oys oysters
Sh shell
S sand
sc sticky
sd sticky
st stones
Cy clay
Gn green
Bn brown
Bk black
Rd red
Wh white
Yl yellow

Miscellaneous:
AUTH authority
ED existence doubtful
Obstn obstruction
PD position doubtful
PA position approximate
Rep reported
Subm submerged
Wk, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey.

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

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

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 0.297" northwest and 1.883" eastward to agree with this chart.

NOTE B
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 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 boundary of the states of Maine, New Hampshire, Massachusetts, the Commonwealth of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remains 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.

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 - 2010	NOS Surveys	full bottom coverage
B1	1960 - 1984	NOS Surveys	partial bottom coverage
B2	1919 - 1969	NOS Surveys	partial bottom coverage
B3	1900 - 1949	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.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

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 C
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, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated), or derate a holding tank in regulation with 33 CFR 159 subpart F. See 33 CFR 159.58. 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/.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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

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
Dresden, ME	WXM-60	162.475 MHz

PLANE COORDINATE GRID
(based on NAD 27)
The Maine state grid, east zone, is indicated by dashed ticks at 10,000 foot intervals thus: ---+---. The last three digits are omitted.

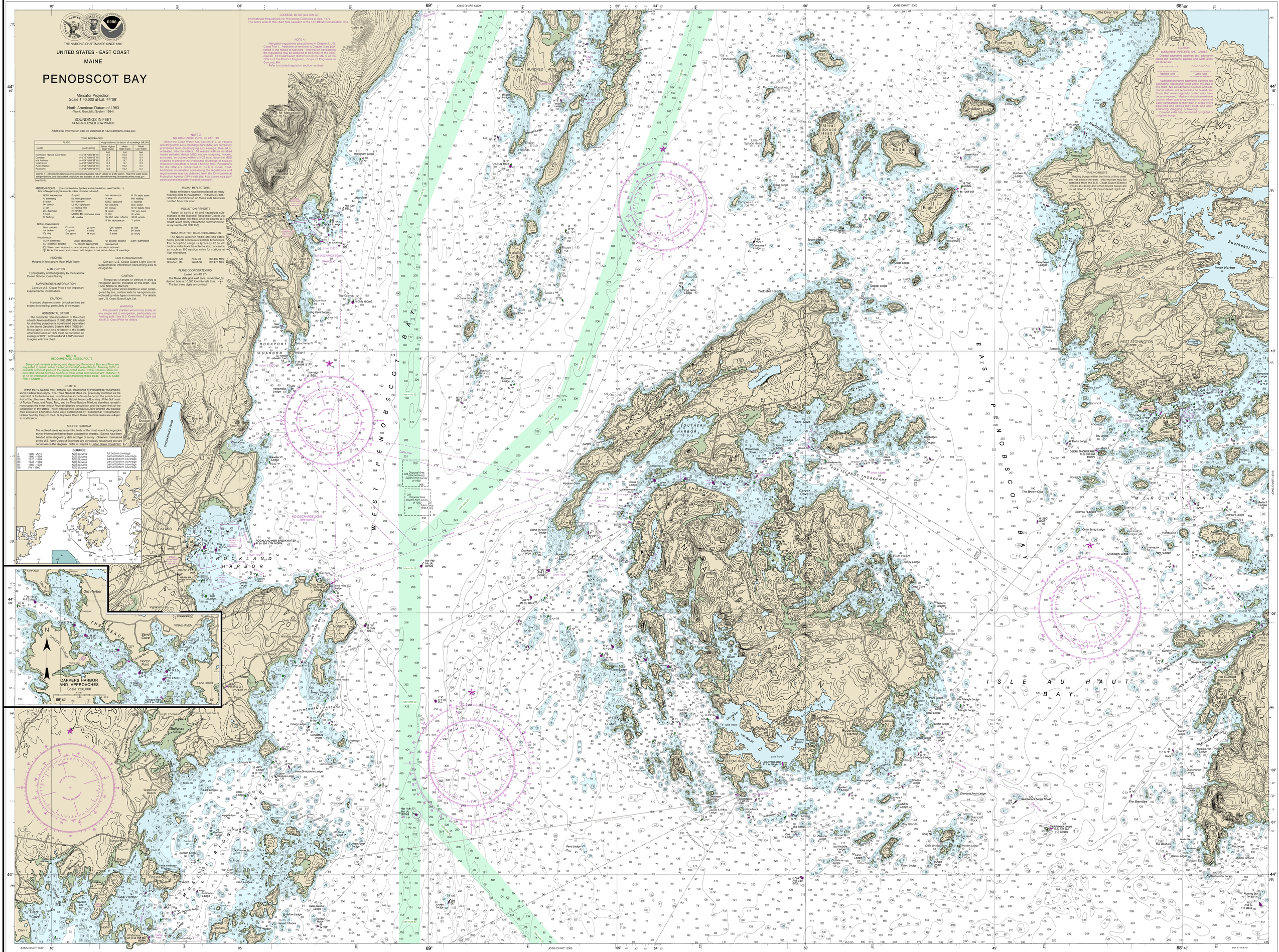
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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.

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.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submerge pipelines and submerge cables and submarine pipeline and cable areas are shown thus:
Pipeline Area
Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of the chart. Not all submarine pipelines and submarine cables are buried or remain buried; 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.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be contained 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.



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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.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SOUNDINGS IN FEET

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

SCALE 1:40,000
Nautical Miles
Yards

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
FEET	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

Penobscot Bay
SOUNDINGS IN FEET - SCALE 1:40,000

13305

Last Correction: 10/20/2015. Cleared through:
LNM: 4115 (10/13/2015), NM: 4215 (10/17/2015), CHS: 0915 (9/25/2015)

To ensure that this chart was printed at the proper scale, the two blocks should measure as follows: (1/2 millimeter)
If the line does not measure as inches (1/2 millimeter), this copy is not certified safe for navigation.

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