DEPTHS IN METERS

13398

# UNITED STATES AND CANADA - EAST COAST
## MAINE - NEW BRUNSWICK
# PASSAMAQUODDY BAY AND ST CROIX RIVER

Mercator Projection
Scale 1:50,000 at Lat. 45°05'
North American Datum of 1983
(World Geodetic System 1984)

DEPTHS IN METERS AND DECIMETERS
AT MEAN LOWER LOW WATER IN U.S. WATERS AND
AT LOWEST NORMAL TIDE IN CANADIAN WATERS

For Symbols and Abbreviations see Chart No. 1

SCALE 1:50,000
Nautical Miles 0 1 2 3 4
Yards 1000 0 1000 2000 3000 4000 5000 6000
Meters 1000 0 1000 2000 3000 4000 5000 6000

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

TIDAL INFORMATION

| PLACE (LAT/LONG) | Mean Higher High Water | Mean High Water | Mean Low Water |
|---|---|---|---|
| | Meters | Feets | Meters |
| Calais (45°11'N/67°17'W) | 6.4 | 6.2 | 0.1 |
| Eastport (44°54'N/66°59'W) | 5.8 | 5.6 | 0.1 |
| Eastport (44°54'N/66°59'W) | 5.8 | 5.7 | 0.1 |

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. (Sep 2012)

DEPTHS

Depths in U.S. waters are referred to Mean Lower Low Water Datum; depths in Canadian waters are referred to Lowest Normal Tide. The difference in datums means that depths in Canadian waters will appear shallower by approximately 1 meter than in U.S. waters. Refer to the Tides and Currents Tables of the appropriate country when crossing the International Border Line.

HEIGHTS

In U.S. waters, elevations of rocks, bridges, landmarks and lights are in meters and refer to Mean High Water while contour and sunken elevations are in meters and refer to Mean Sea Level. In Canadian waters, elevations and clearances are in meters above Higher High Water Large Tides while spot elevations in feet figures and contours are in meters above Mean Sea Level.

AUTHORITIES

Hydrography and topography by the Canadian Hydrographic Service with additional data from the National Ocean Service, Coast Survey; International Boundary Commission, U.S. Geological Survey; Corps of Engineers, U.S. Coast Guard and Canadian Ministry of Transport.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD83), 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 0.27" northward and 2.044" eastward to agree with this chart.

TIDE TABLES

U.S. TIDE TABLES should be used in UNITED STATES WATERS and CANADIAN TIDE TABLES in CANADIAN WATERS.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

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).

NOTE C

Mariners are cautioned that ferries may deviate from their published standard routes due to inclement weather, traffic conditions, navigational hazards, or other emergency situations.

NOTE D

FIRING PRACTICE AND EXERCISE AREAS
Limits of Canadian Firing Practice and Exercise Areas. See Canadian Notice to Mariners No. 35 of each year.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 and Canadian Sailing Directions, Nova Scotia (SE Coast) and Bay of Fundy, for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not charted 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.

FISH TRAPS

Numerous uncharted fish traps may exist shoreward of the 10 meter curve.

BAY OF FUNDY VESSEL TRAFFIC SERVICES

Traffic Services calling-in point with number; arrow indicates direction of reporting.
The international boundary is the outer limit of Canada's Bay of Fundy Vessel Traffic Services zone. Vessels must report on entering or leaving the zone.
For additional information concerning these services see the Canadian publication *Radio Aids to Marine Navigation (Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg and Eastern Arctic), Part 3.*

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.

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 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.

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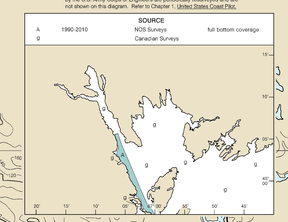
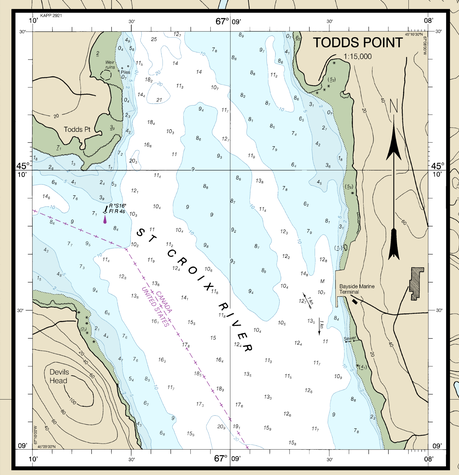
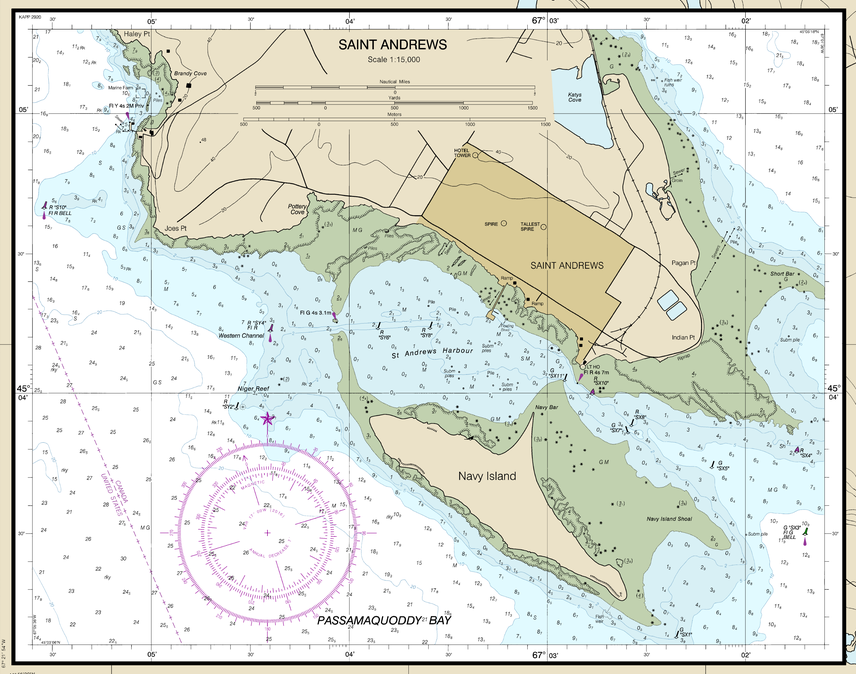
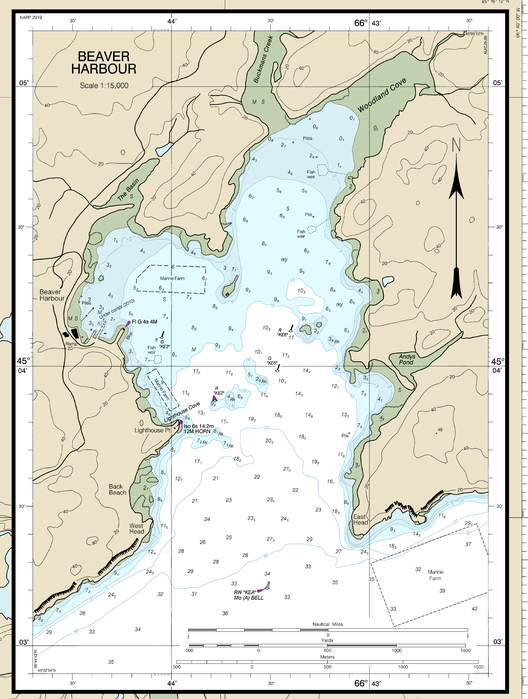
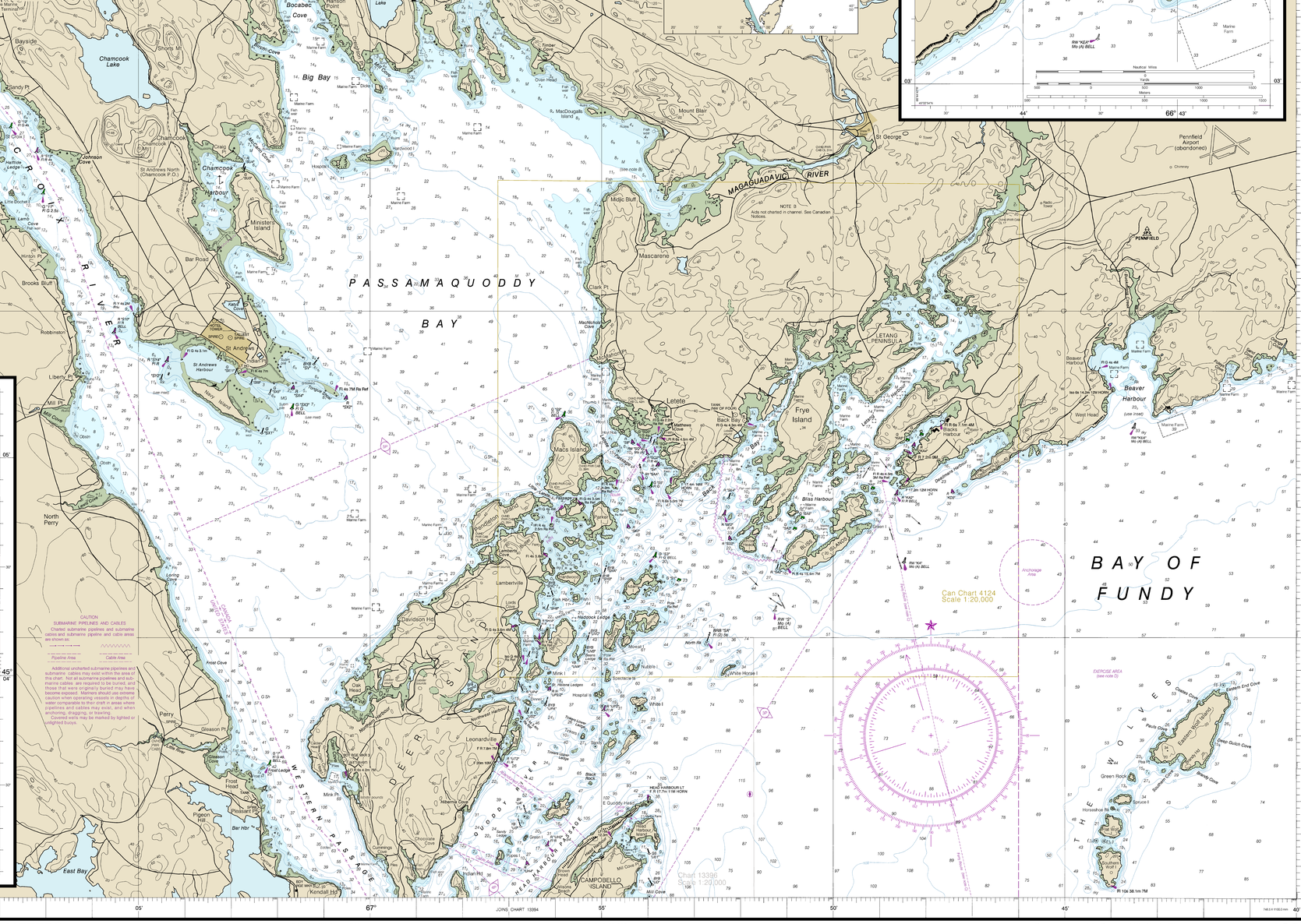
SOURCE DIAGRAM

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 |
| 9 | | Canadian Surveys |



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 subsequently become exposed. Mariners are cautioned 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.