BookletChart™

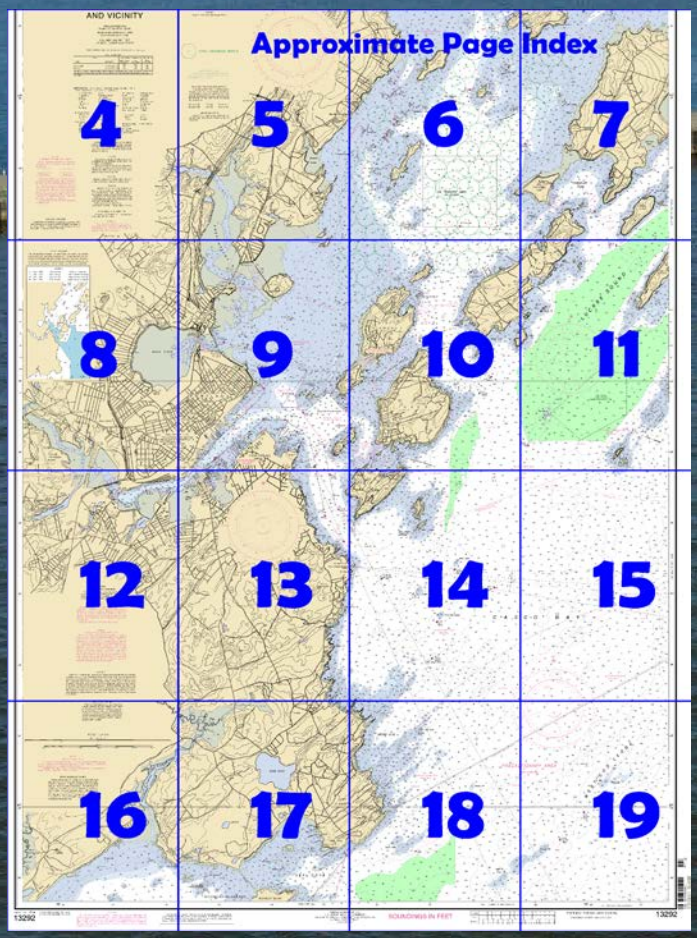
Portland Harbor and Vicinity

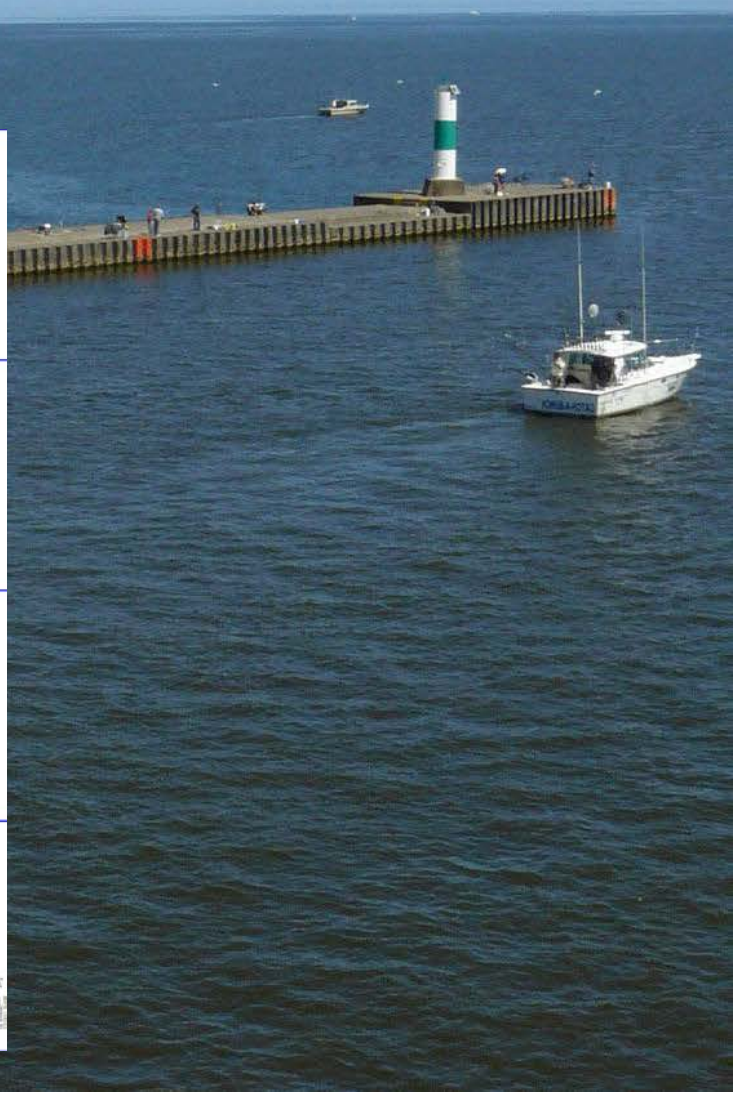
NOAA Chart 13292

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.

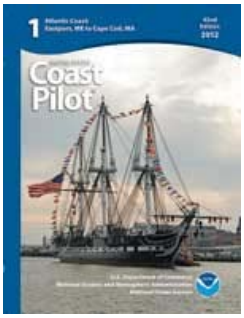
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=13292.

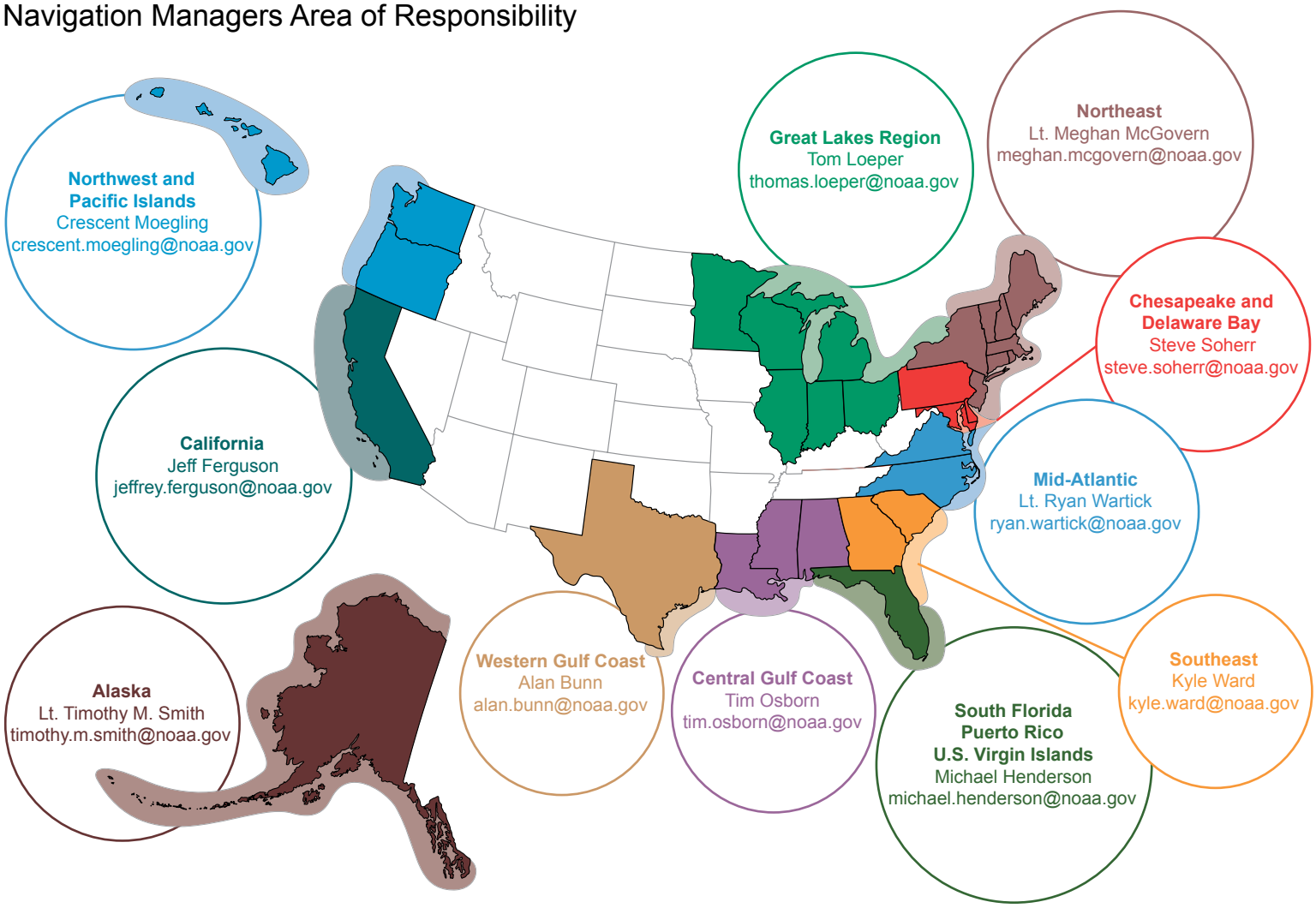


(Selected Excerpts from Coast Pilot)
Great Chebeague Island is one of the largest islands in Casco Bay. **Indian Point**, a sandspit at the southwestern end of the island, has a house and a lone tree on it.
Chandler Cove is formed by a bight in the southwestern end of Great Chebeague Island and by Little Chebeague Island; it is a good anchorage with 30 to 60 feet, but is little used. Mariners are cautioned to avoid anchoring in the cable area that extends across the southeast part of Chandler Cove. There is passenger and freight service from Portland to the State pier and public float landing in Chandler Cove, at the south end of the island. The pier has a depth of 15 feet at the head. A water taxi service carries passengers from the wharf at Doyle Point on Cousins Island to the stone wharf on the northwest shore of Great Chebeague Island; there is 6 feet alongside the wharf.
Long Island, southwestward of Great Chebeague Island, has several landings on its northwest side. **Mariner** and **Long Island** are villages near the northern and western ends, respectively. A passenger and freight ferry from Portland calls at **Ponce Landing** on the northwest shore. The ruins of three piers are northeastward of Ponce Landing.
The passage between **Crow Island**, 6 feet high, and the north point of Long Island, is closed by scuttled vessels with hulls showing above high water.
In approaching the landings from the southward, care should be taken to pass eastward and northward of the buoy close eastward of **York Ledge**, before rounding up to the northwestward. A number of small craft cutting too close to the buoy have hung up on the ledge. A daybeacon is on the ledge.
Traffic Separation Scheme (Portland) has been established in the approaches to Portland Harbor. (See charts 13260 and 13286.)
The Scheme is composed basically of **directed traffic lanes** each with one-way inbound and outbound traffic lanes separated by **defined separation zones** and a **precautionary area.** The Scheme is recommended for use by vessels approaching or departing from Portland Harbor, but is not necessarily intended for tugs, tows, or other small vessels which traditionally operate outside of the usual steamer lanes or close inshore.
The Traffic Separation Scheme has been designed to aid in the prevention of collisions at the approaches to major harbors, but is not intended in any way to supersede or alter the applicable Navigation Rules. Separation zones are intended to separate inbound and outbound traffic lanes and to be free of ship traffic, and should not be used except for crossing purposes. Mariners should use extreme caution when crossing traffic lanes and separation zones. (See **167.1 through 167.15 and 167.75 through 167.77,** chapter 2, for limits and regulations and Traffic Separation Schemes, chapter 1, for additional information.)
The **precautionary area** in the approaches to Portland Harbor has a radius of 5.45 miles centered on 43°31'36"N., 70°05'32"W., excluding that area of the circle bounded by an imaginary line extending between the outer limits of the inbound and outbound traffic lanes.
Dangers.–There are numerous isolated dangers in the approaches to the harbor and the most important ones are marked. **West Cod Ledge** (chart 13290), a 6.5-mile-long area of broken ground and isolated shoals, sets across the entrance from northeastward and southwestward. These include **Bulwark Shoal, Bache Rock, West Cod Ledge Rock, Corwin Rock, Alden Rock, Old Anthony Rock, East Hue and Cry,** and **West Hue and Cry.** The most important and largest of the shoal areas are buoyed, and the deep natural channels between them afford a clear approach to the harbor in clear weather from several directions.
A second barrier of shoals extending from Ram Island Ledge to Cape Elizabeth includes **Witch Rock, Jordan Reef, Pine Tree Ledge, Willard Rock, Trundy Reef, Broad Cove Rock,** and **Mitchell Rock,** almost all of which are buoyed. Several deep clear channels between them afford approach and entry well into the harbor by deep-draft vessels.
In 1982, unexploded depth charges were reported in the western end of Portland Eastern Approach Traffic Lane and in the eastern part of the precautionary area within a circle having a radius of 3 miles centered in 43°31'03"N., 70°00'08"W. Mariners are cautioned not to conduct dragging operations in this area.

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

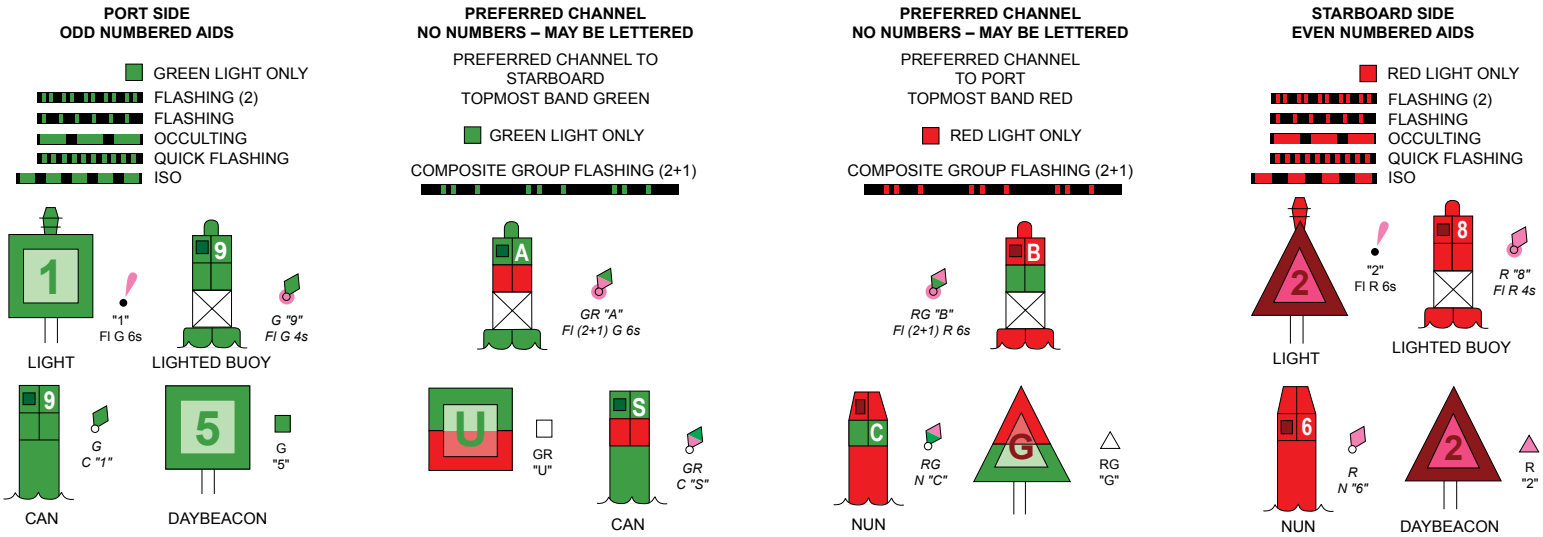


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*

SOUNDINGS IN FEET

13292

70° 18' 17' 16'

46' 45' 43° 44' 43'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE

PORTLAND HARBOR AND VICINITY

Mercator Projection
Scale 1:20,000 at Lat. 43°39'

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		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Peaks Island	(43°39'N/70°12'W)	9.8	9.3	0.3
Portland	(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.

(Jun 2014)

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	N nun	R TR radio tower
Al alternating	IQ interrupted quick	OBSC obscured	Rot rotating
B black	Iso isophase	Oc occulting	s seconds
Bn beacon	LT HO lighthouse	Or orange	SEC sector
C can	M nautical mile	Osc oscillating	St M statute miles
DIA 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	WHIS whistle
	Mo morse code	R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds 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 sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21 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.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972
Demarcation lines are shown thus. ————

AUTHORITIES

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

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.

CAUTION

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

Limi... nals as

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 sub-

RADAR REFLECTORS
Radar reflectors have been plac... floating aids to navigation. Indi... reflector identification on these a... omitted from this chart.

HEIGHTS
Heights in feet above Mean Hi...

HORIZONTAL DATUM
The horizontal reference datum... is North American Datum of 1983 (N... for charting purposes is considere... to the World Geodetic System 198... Geographic positions referred... American Datum of 1927 must be... average of 0.293' northward and 1.8... to agree with this chart.

NAVAL ANCHOR...

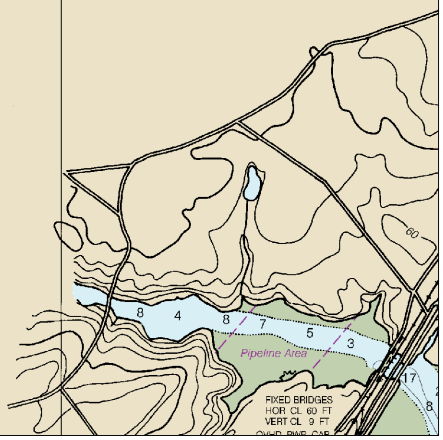
WIRE DRAGGED AREAS
The areas within the dashed gree... been swept clear to at least the dep... in feet by the green numbers.

NOAA WEATHER RADIO BRO...
The NOAA Weather Radio st... below provide continuous weathe... The reception range is typica... nautical miles from the antenna sit... as much as 100 nautical miles f... high elevations.

Portland, ME KDO-95
Dresden, ME WXM-60

AIDS TO NAVIGATIO...
Consult U.S. Coast Guard L... supplemental information conce... navigation.

POLLUTION REPORT...
Report all spills of oil and hazardou... National Response Center via 1-800-42... to the nearest U.S. Coast Guard facilit... munication is impossible (33 CFR 153...



Joins page 8

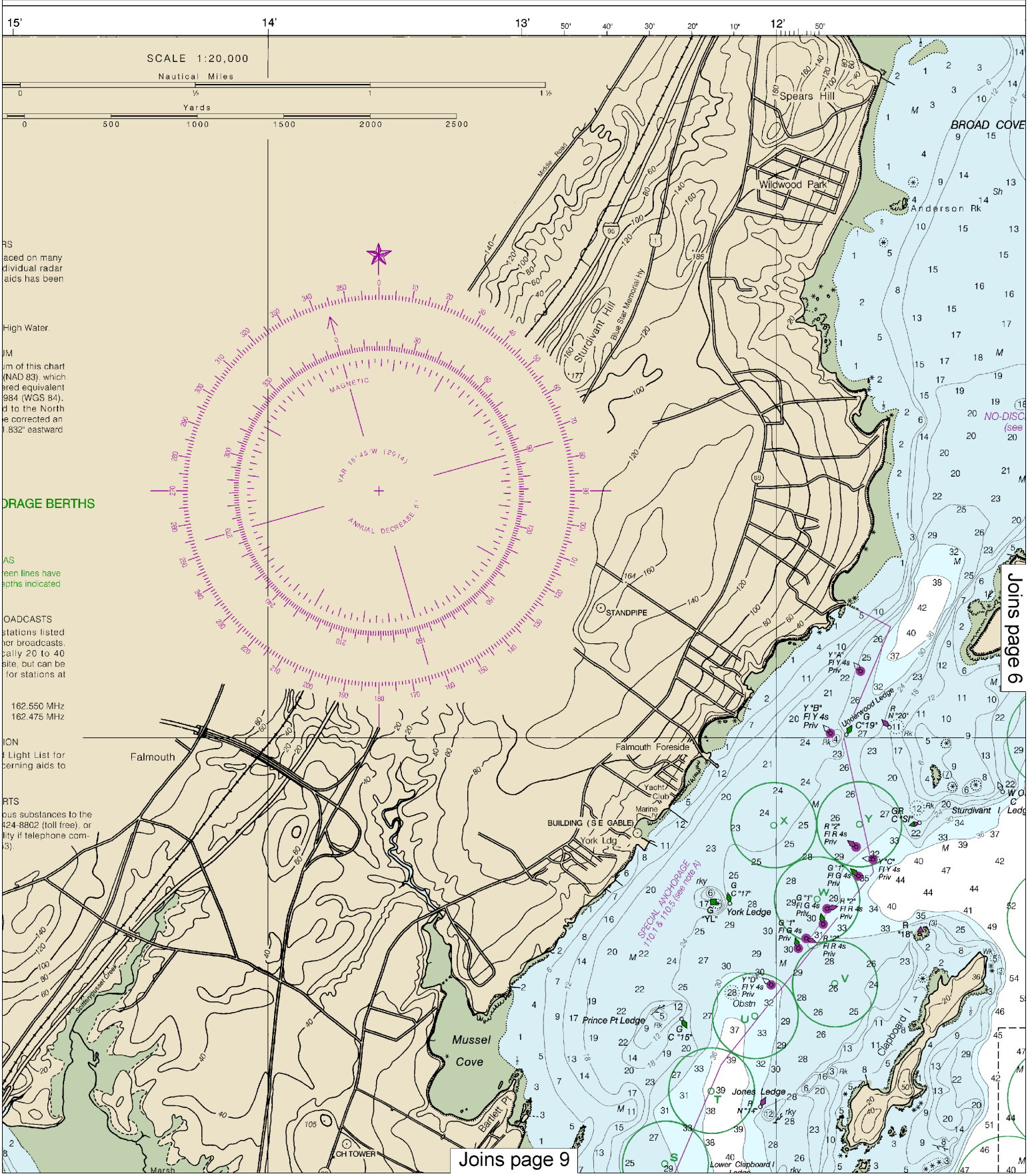
4

Note: Chart grid lines are aligned with true north.

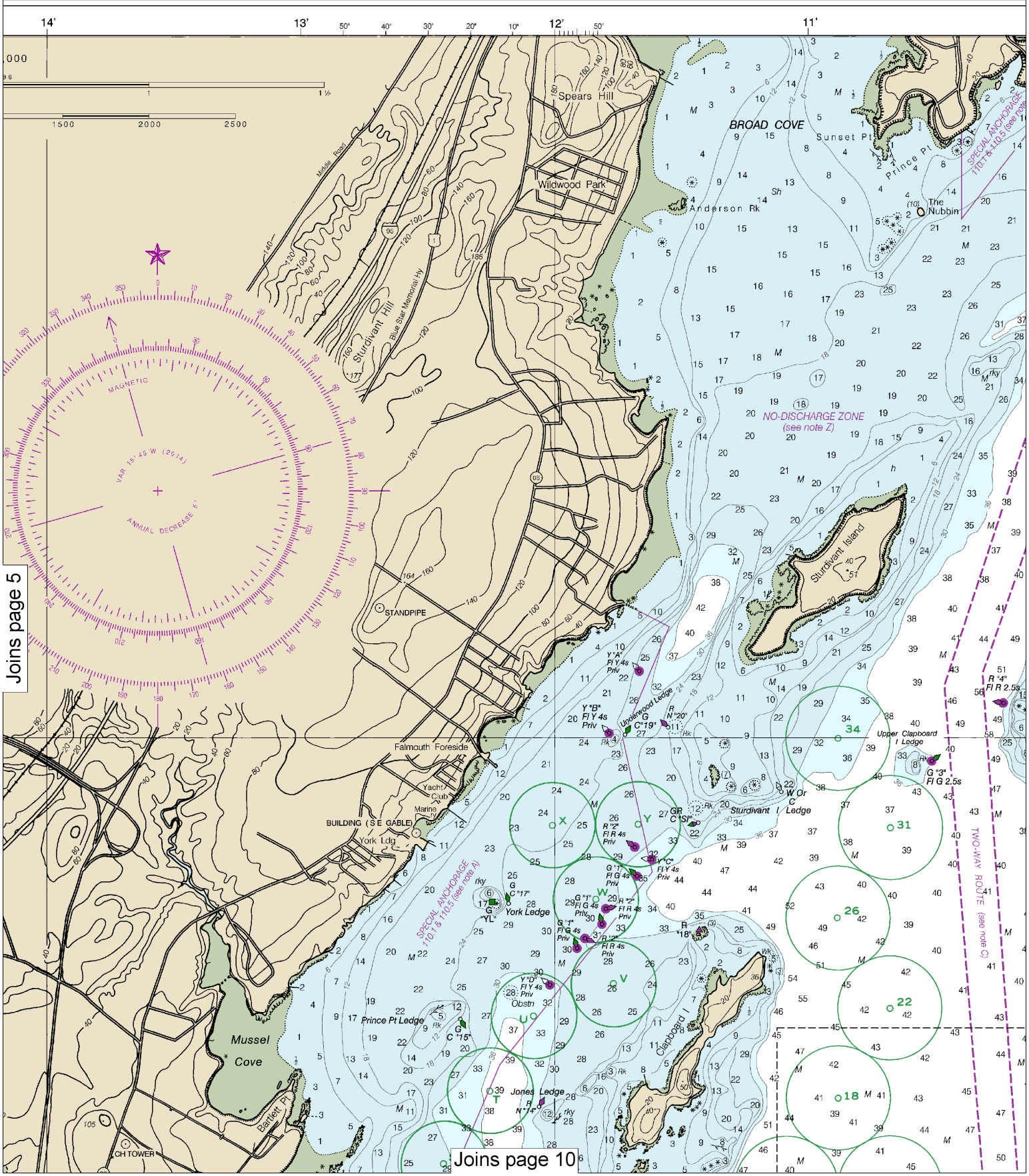
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 1 1½

Yards: 500 0 500 1000 1500 2000 2500



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.



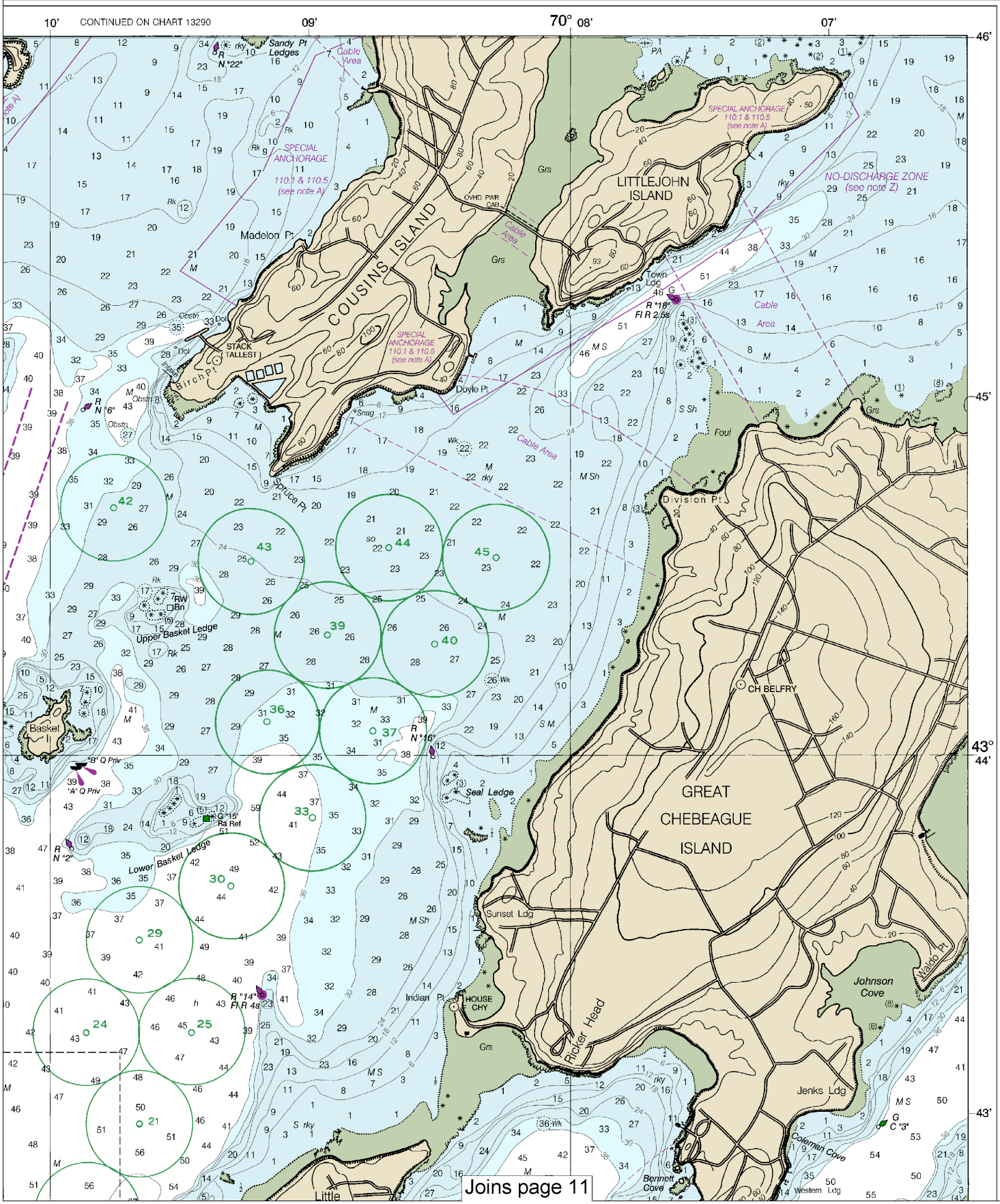
6

Note: Chart grid lines are aligned with true north.

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

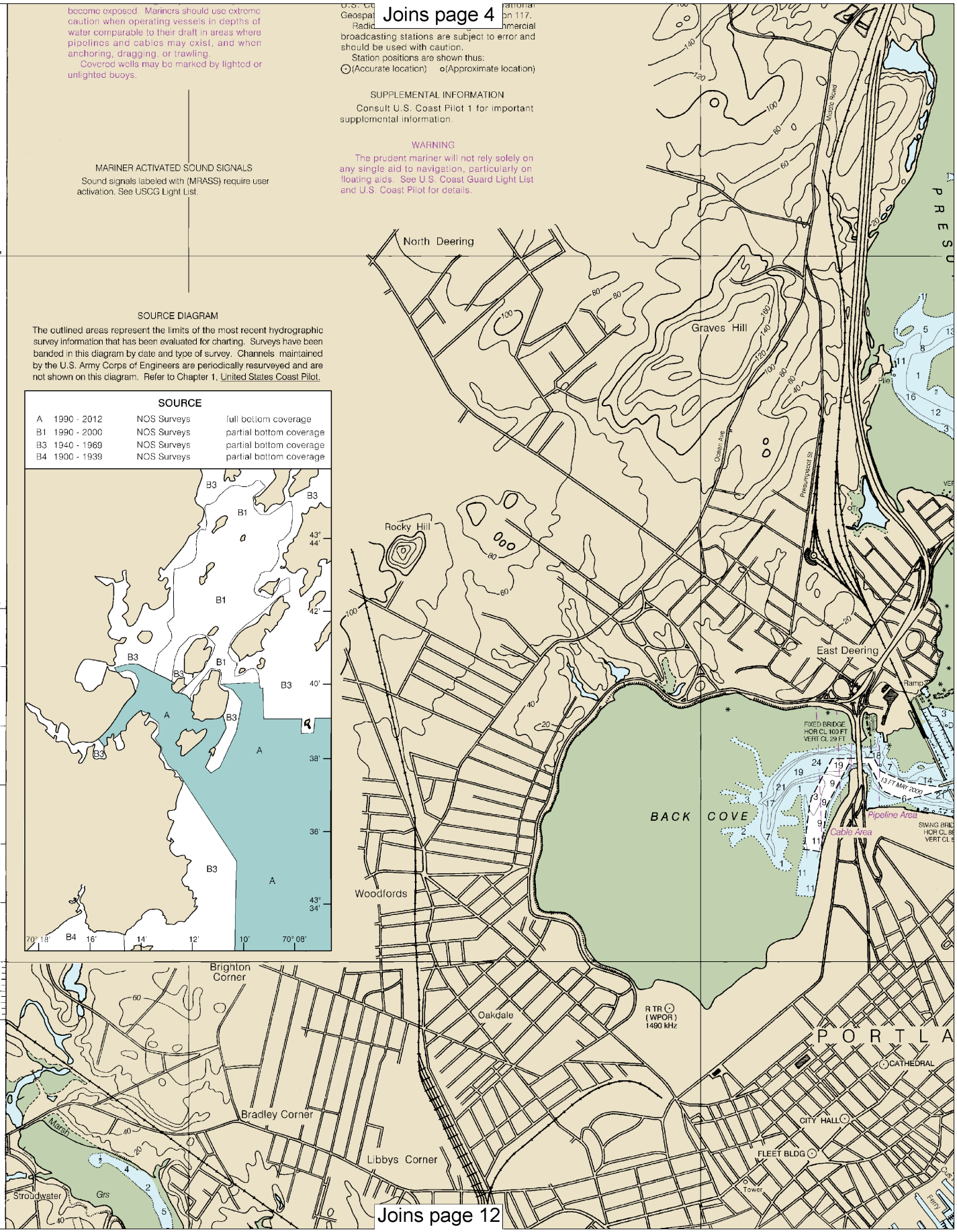
Nautical Miles: 0, 1, 1 ½

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



Joins page 11

Last Correction: 6/30/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)



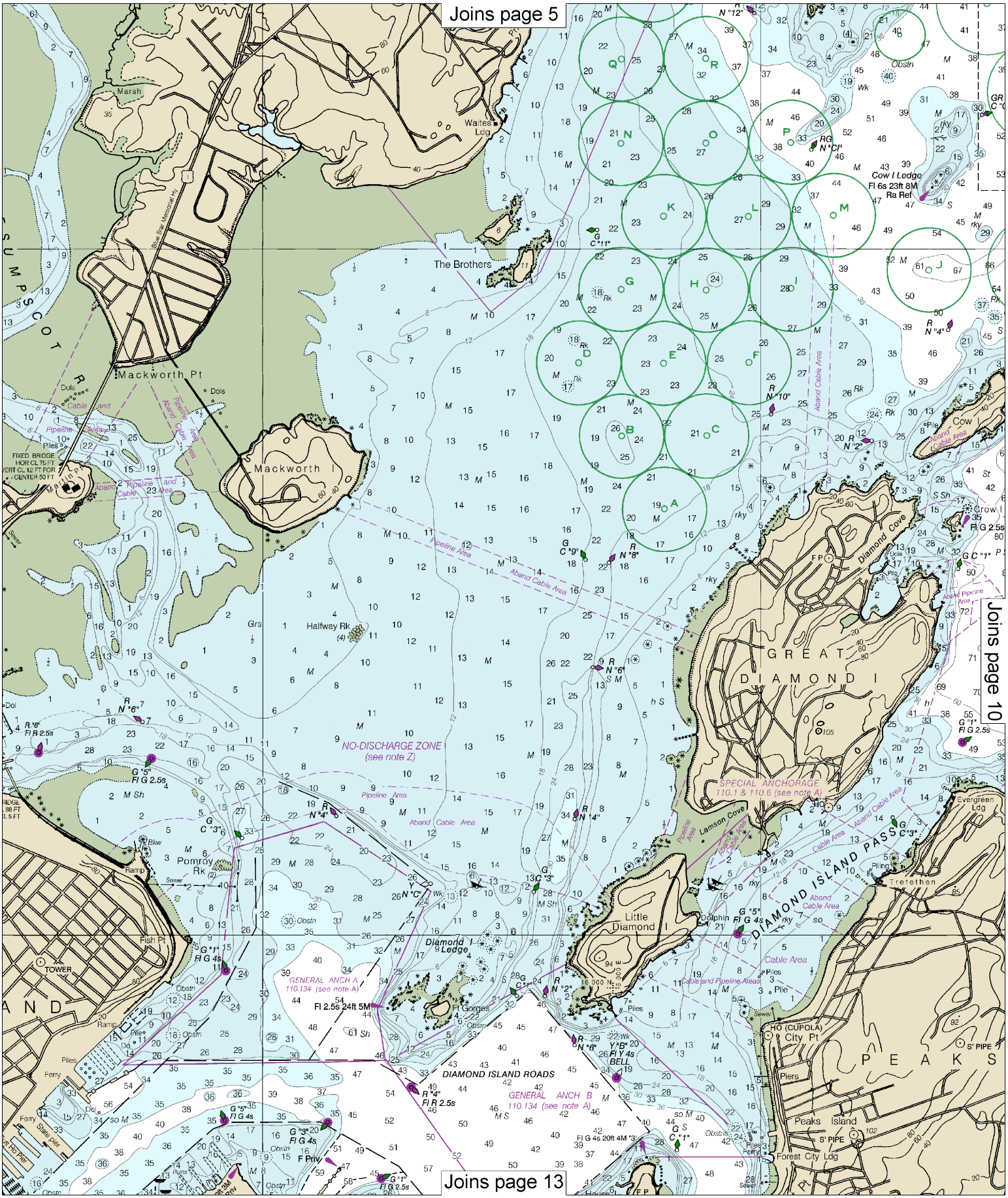
8

Note: Chart grid lines are aligned with true north.

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

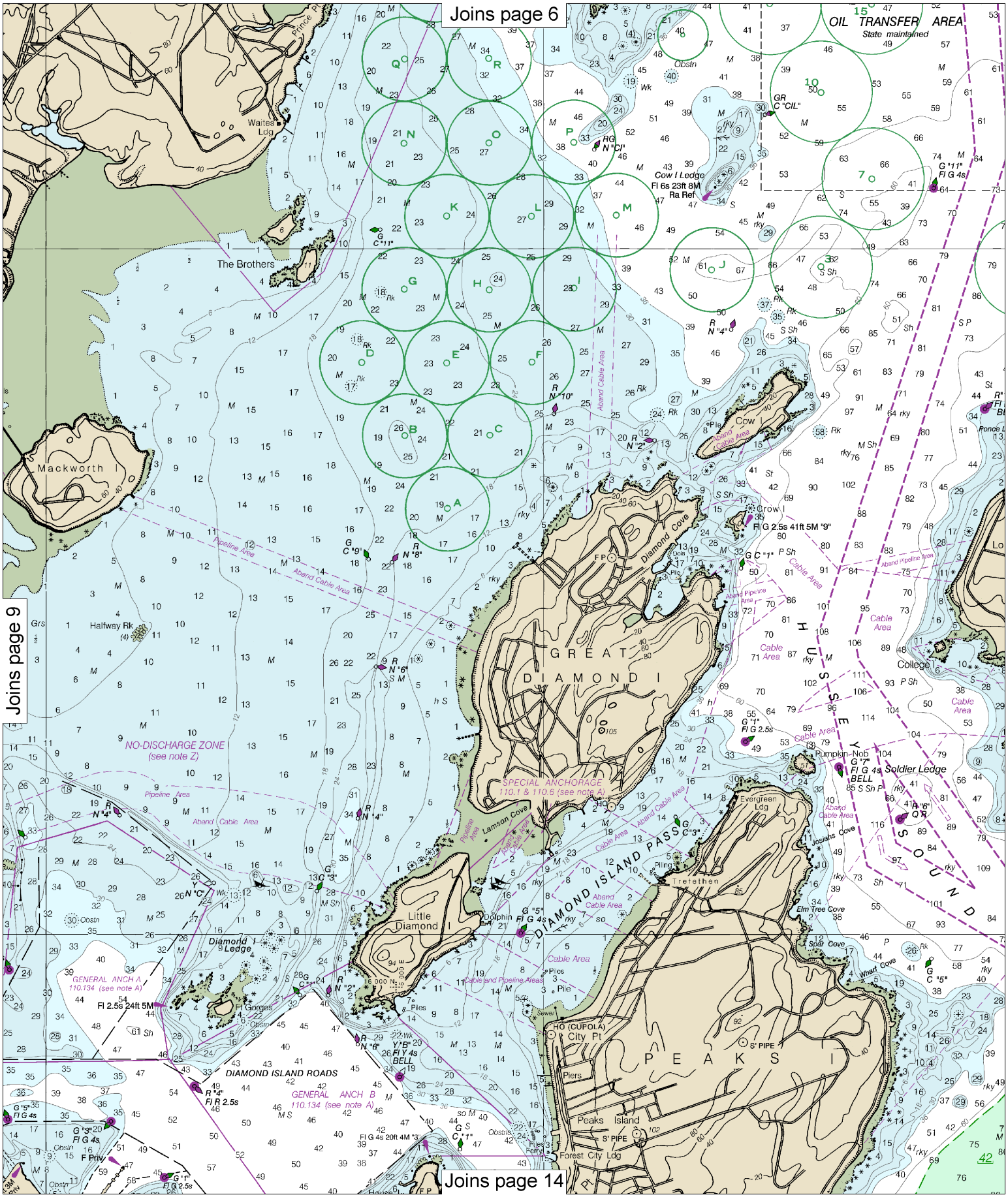
Nautical Miles: 0 — 1 — 1 ½

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


Joins page 5
Joins page 10
Joins page 13
Mackworth Pt
Mackworth I
The Brothers
Waites Ldg
Marsh
Blue Star Memorial Hy
Cow I Ledge
Fl 6s 23ft 8M
Ra Ref
Cow I
Crow I
Diamond Cove
GREAT DIAMOND I
Halfway Rk
NO-DISCHARGE ZONE
(see note Z)
SPECIAL ANCHORAGE
110.1 & 110.6 (see note A)
Lamson Cove
Evergreen Ldg
DIAMOND ISLAND PASS
Trefethen
Little Diamond I
Dolphin
Pomroy Rk
Fish Pt
TOWER
Diamond I Ledge
GENERAL ANCH A
110.134 (see note A)
Fl 2.5s 24ft 5M
Ft Gorges
DIAMOND ISLAND ROADS
GENERAL ANCH B
110.134 (see note A)
City Pt
Peaks Island
Forest City Ldg
PEAKS
Pipeline Area
Aband Cable Area
Cable Area
Cable and Pipeline Areas
Fl G 4s 20ft 4M "3"
Fl G 2.5s
Fl R 2.5s
Fl Y 4s
BELL
F Priv

Joins page 6

Joins page 9



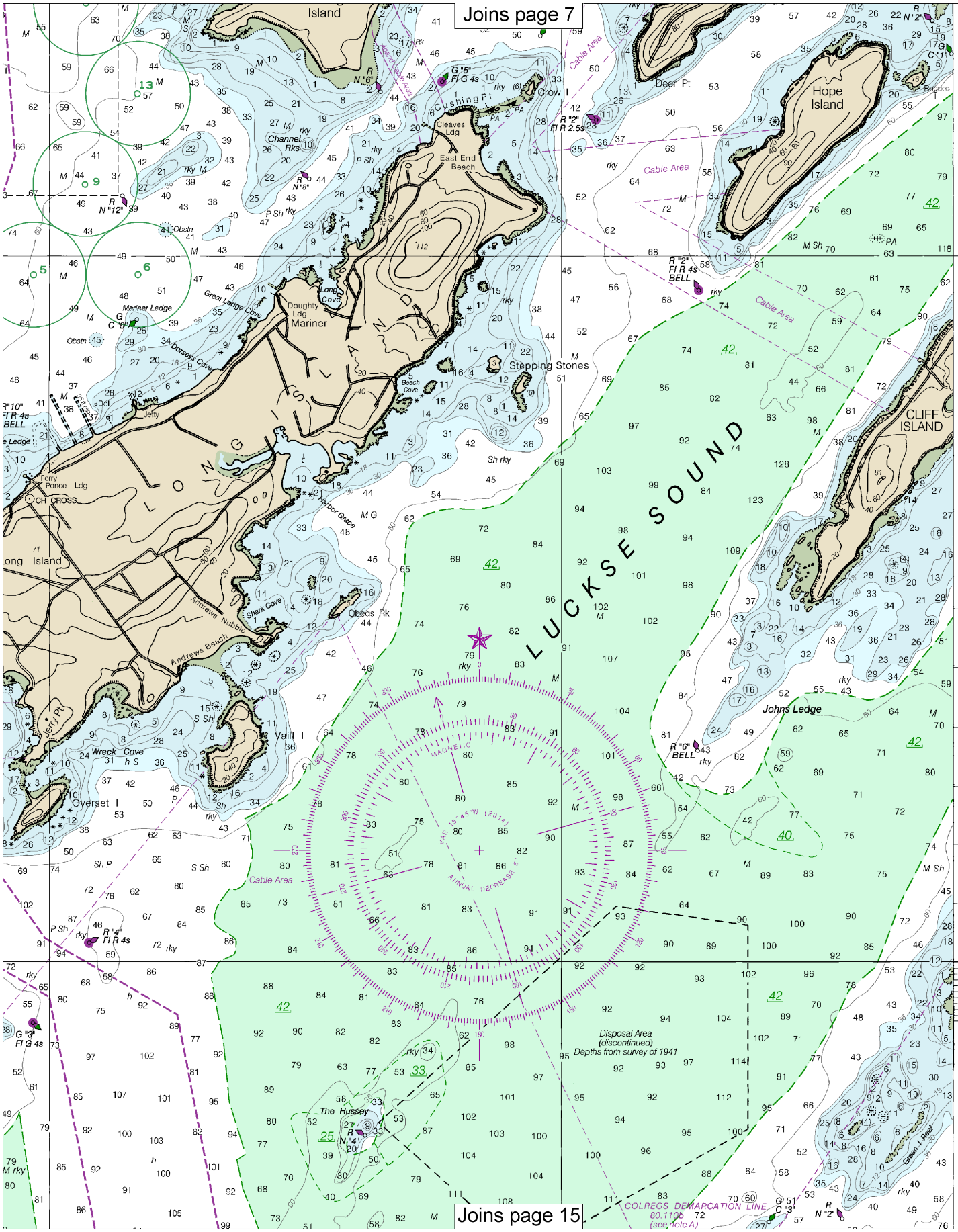
Joins page 14

Note: Chart grid lines are aligned with true north.

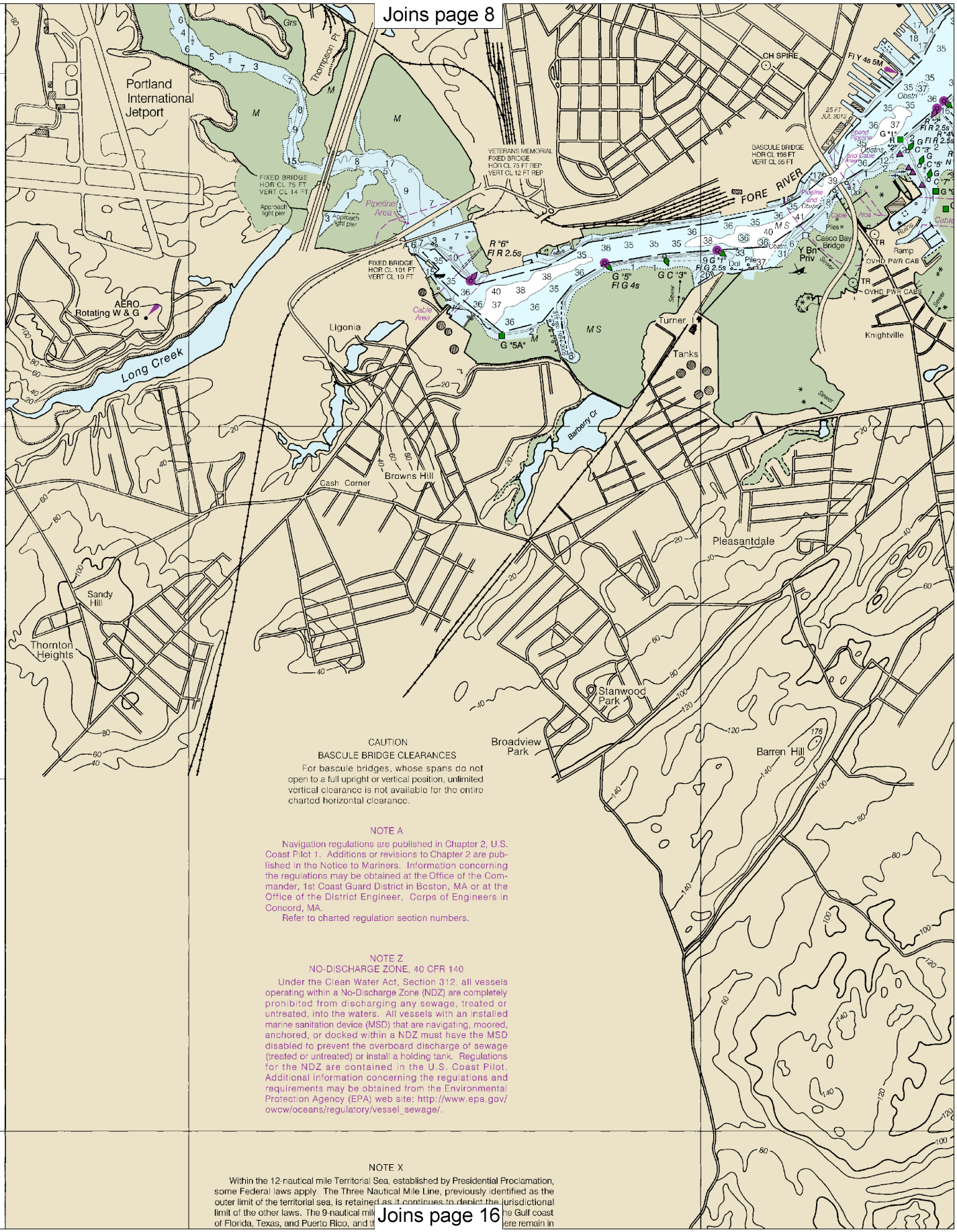
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 1 1½

Yards: 500 0 500 1000 1500 2000 2500


Joins page 7
Island
Crow I
Cushing Pt
Cleaves Ldg
East End Beach
Deer Pt
Hope Island
Cable Area
Channel Rks
Mariner Ledge
Great Ledge Cove
Doughty Ldg
Mariner
Long Cove
Dorsey's Cove
Stepping Stones
Beach Cove
LONG ISLAND
LUCKSE SOUND
CLIFF ISLAND
Ferry Ponce Ldg
CH CROSS
Harbor Grace
Long Island
Andrews Nubble
Shark Cove
Obeds Rk
Andrews Beach
Vaill I
Wreck Cove
Overset I
Johns Ledge
Disposal Area (discontinued) Depths from survey of 1941
The Hussey
Green I Reef
COLREGS DEMARCATION LINE 80.1100 (see note A)
Joins page 15
CONTINUED ON CHART 13290
42'
41'
40'

Joins page 8



CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

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 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, anchored, or docked within a 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/.

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 [illegible] the Gulf coast of Florida, Texas, and Puerto Rico, and t[illegible]ere remain in

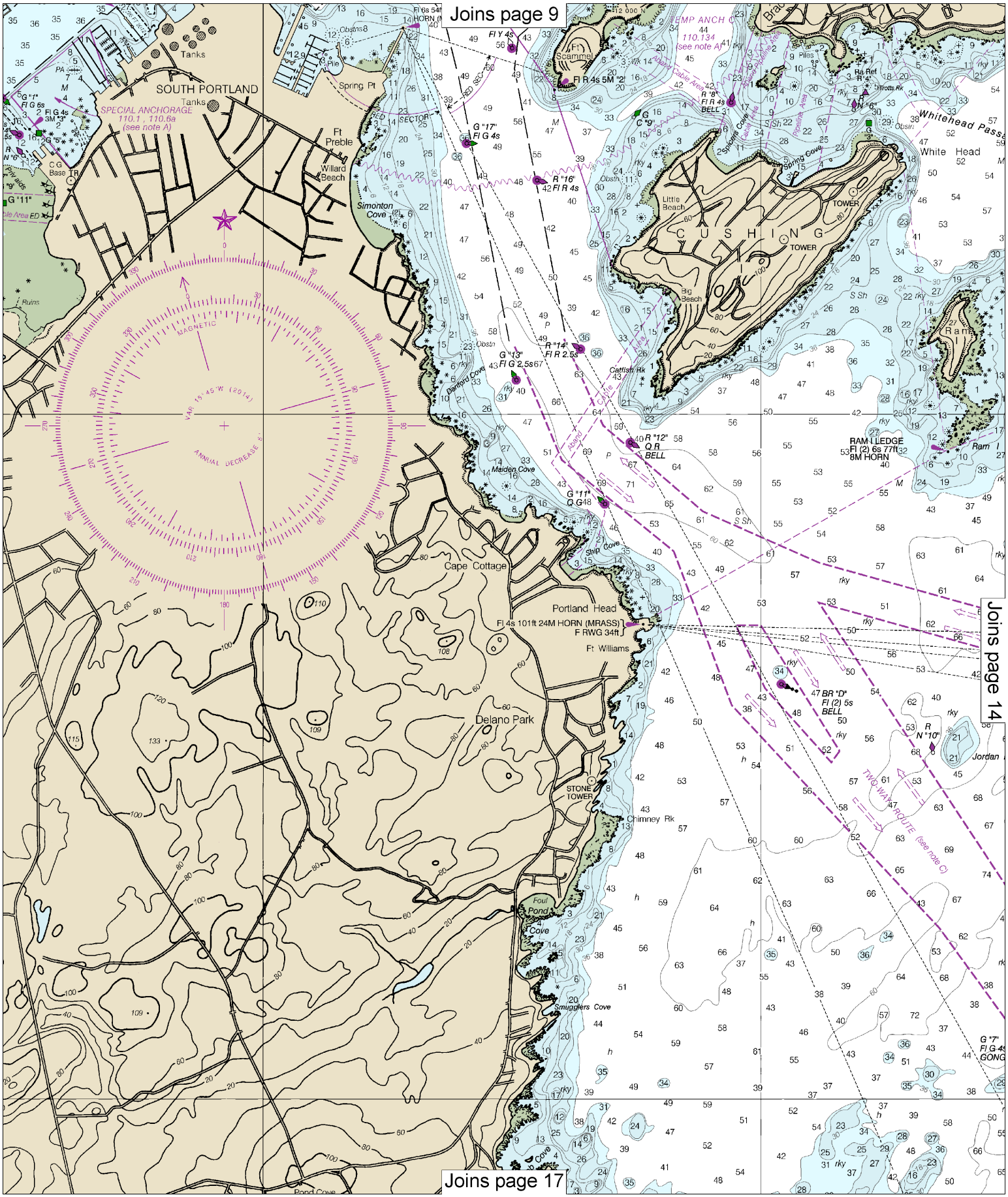
Joins page 16

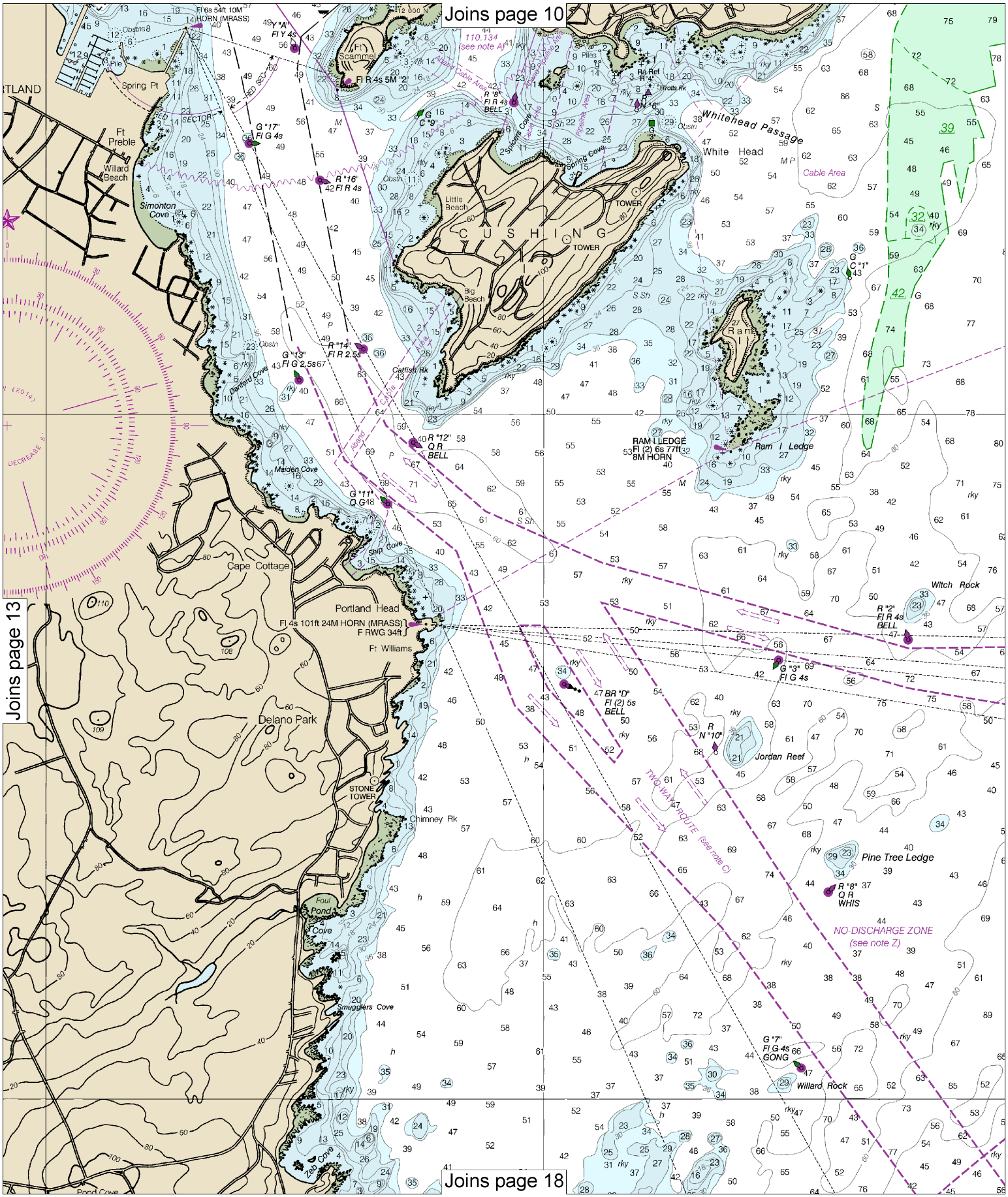
Note: Chart grid lines are aligned with true north.

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 9
Joins page 14
Joins page 17
SOUTH PORTLAND
Tanks
SPECIAL ANCHORAGE
110.1 , 110.6a
(see note A)
Spring Pt
Ft Preble
Willard Beach
Simonton Cove
Danford Cove
Maiden Cove
Ship Cove
Cape Cottage
Portland Head
Fl 4s 101ft 24M HORN (MRASS)
F RWG 34ft
Ft Williams
Delano Park
STONE TOWER
Chimney Rk
Foul Pond Cove
Smugglers Cove
Pond Cove
Little Beach
Big Beach
Catfish Rk
C U S H I N G
TOWER
White Head
Whitehead Passa
Spicers Cove
Spring Cove
Ram I
RAM I LEDGE
Fl (2) 6s 77ft
8M HORN
Jordan
TWO WAY ROUTE (see note C)
MAGNETIC
ANNUAL DECREASE
Ruins
Scammel
Fl R 4s 5M "2"
G "17"
Fl G 4s
R "16"
Fl R 4s
G "13"
Fl G 2.5s
R "14"
Fl R 2.5s
R "12"
Q R
BELL
G "11"
Q G
BR "D"
Fl (2) 5s
BELL
G "7"
Fl G 4s
GONG

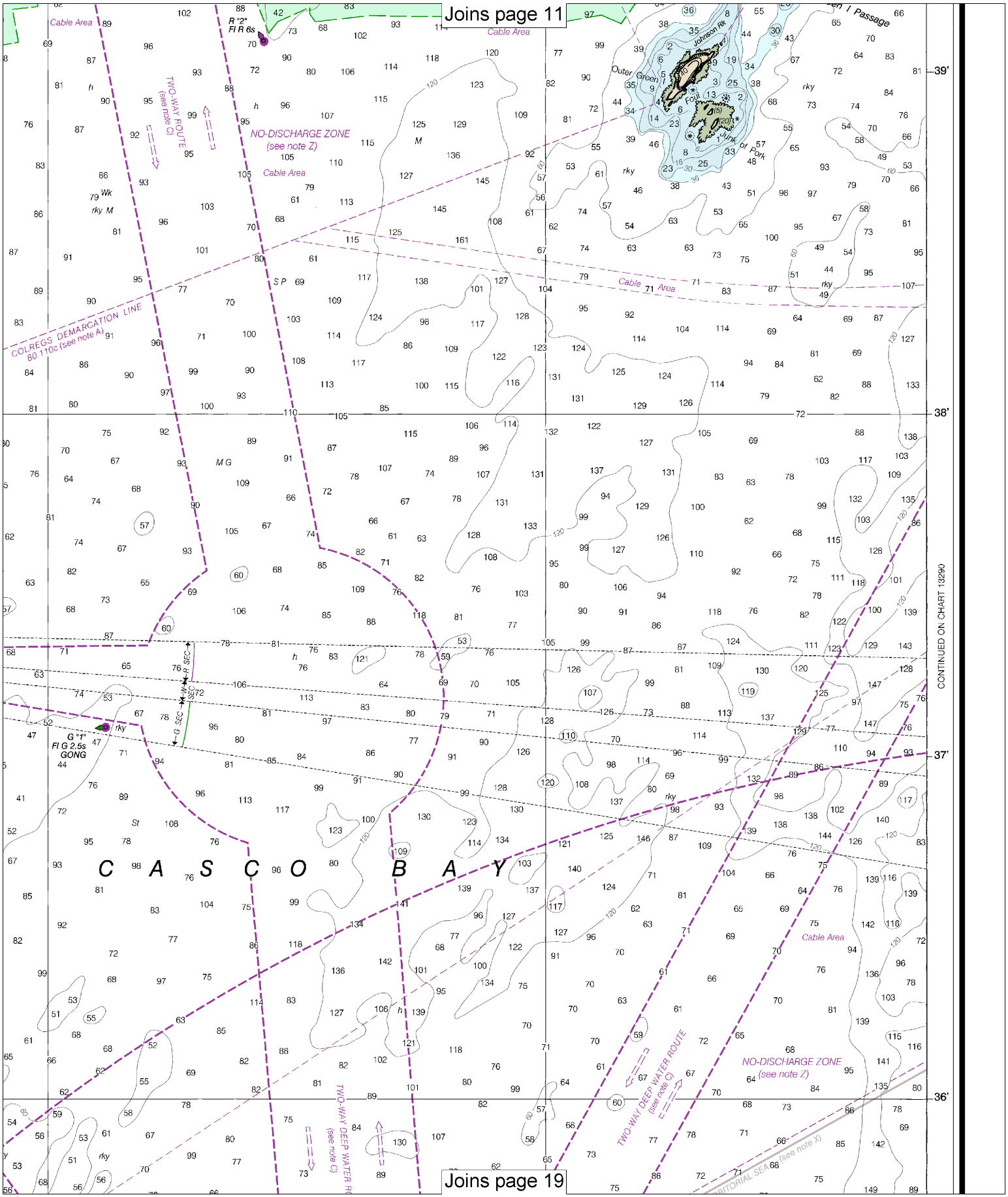


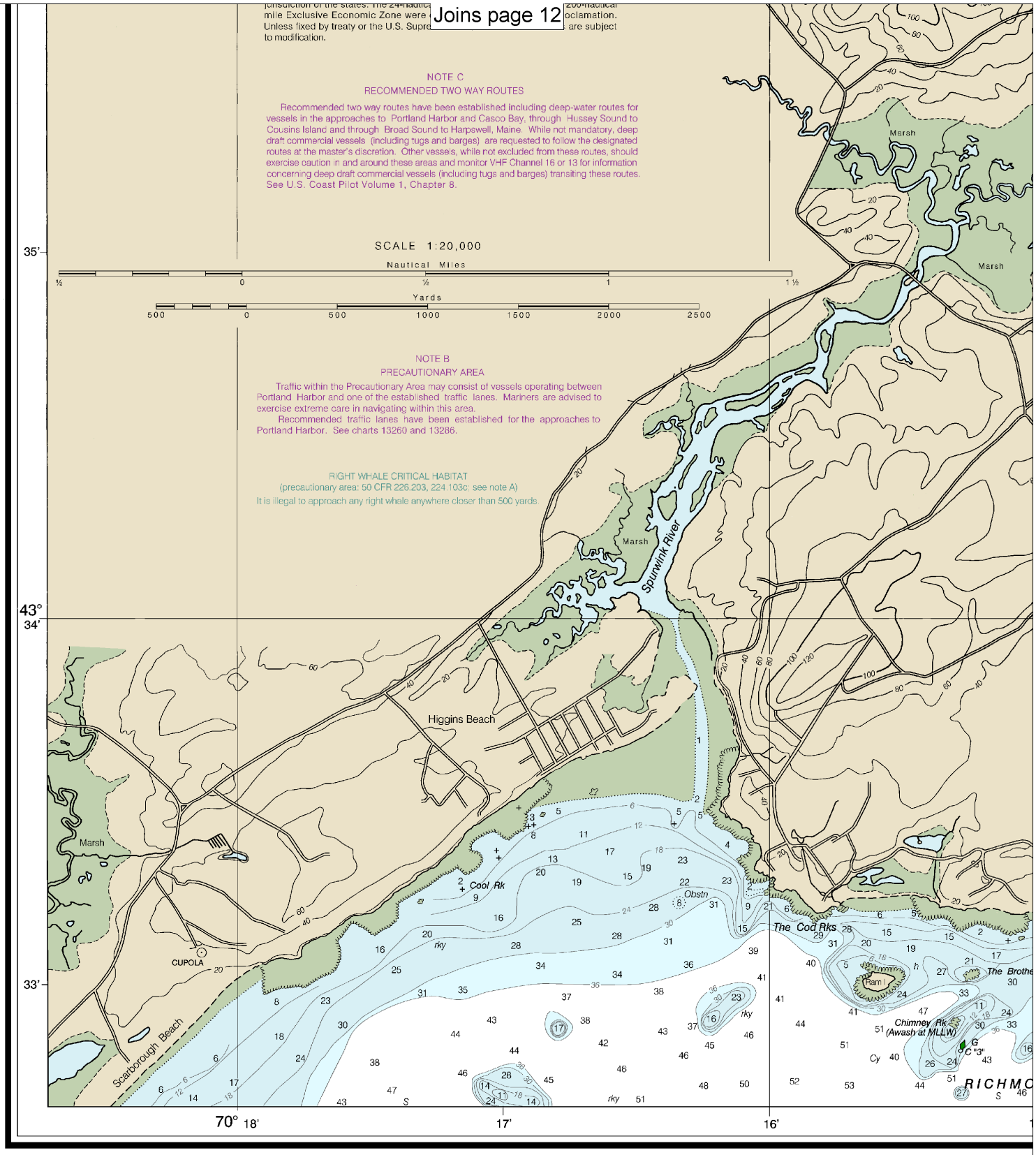
Note: Chart grid lines are aligned with true north.

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 11
Joins page 19
CONTINUED ON CHART 13290
C A S C O B A Y
Cable Area
NO-DISCHARGE ZONE
(see note Z)
TWO-WAY ROUTE
(see note C)
TWO-WAY DEEP WATER ROUTE
(see note C)
COLREGS DEMARCATION LINE
80.110c (see note A)
R "2"
Fl R 6s
G "1"
Fl G 2.5s
GONG
Johnson Rk
Outer Green
Foul
Junk or Pork
Passage
39'
38'
37'
36'



41st Ed., Aug. 2014

13292

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.

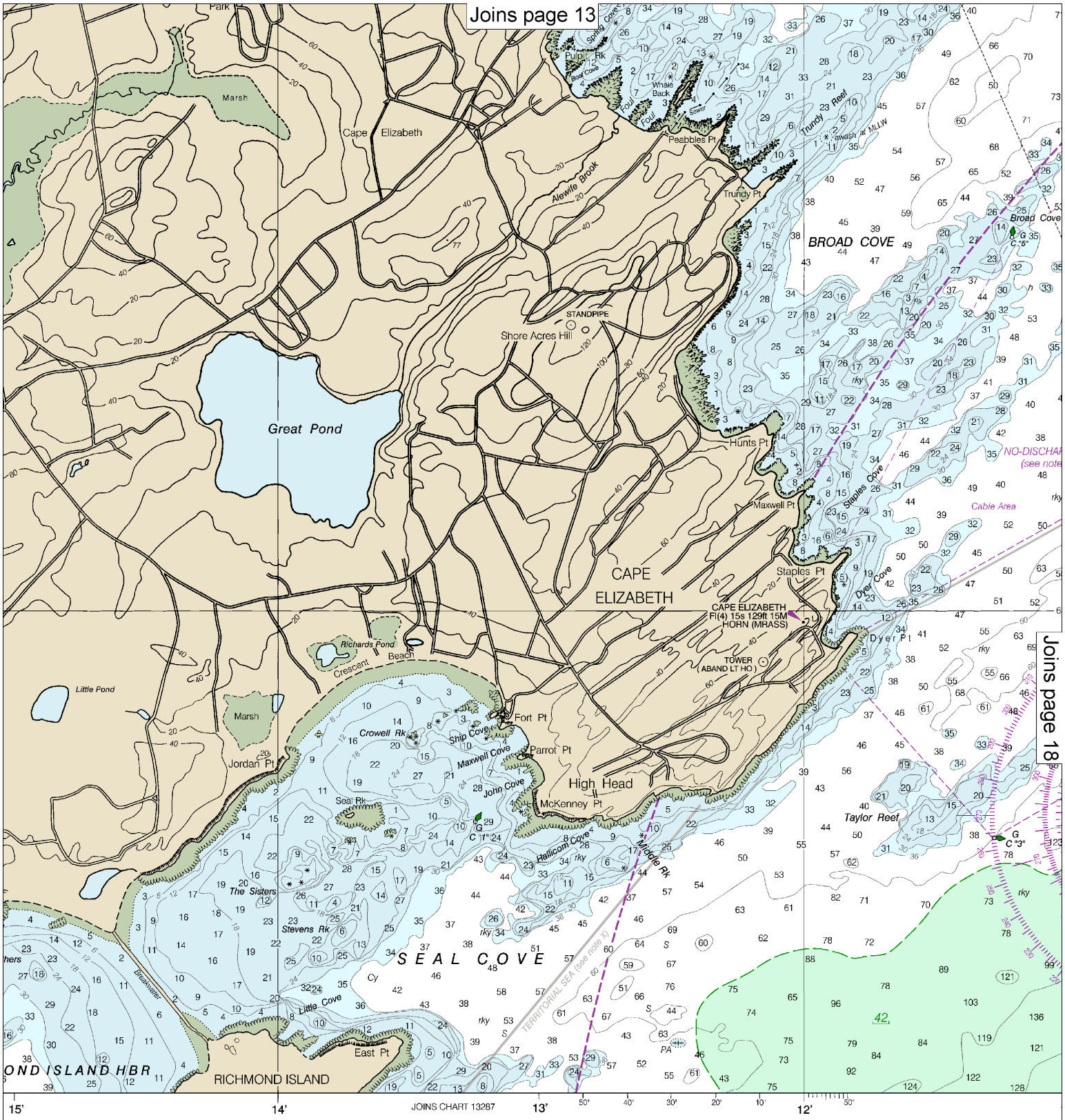
Last Correction: 6/30/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

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 1½

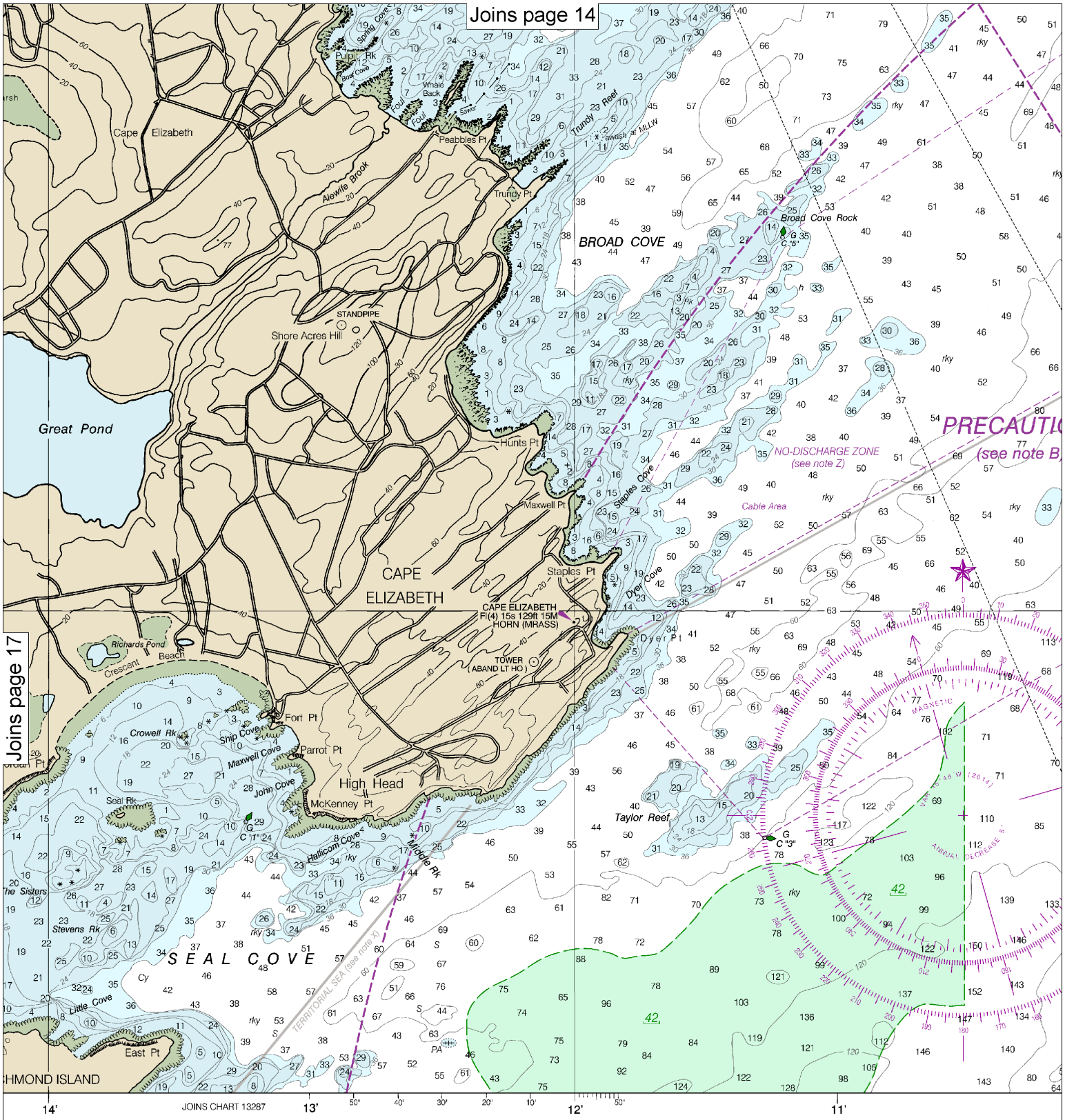
Yards: 500 0 500 1000 1500 2000 2500



NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

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

SOUNDINGS



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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

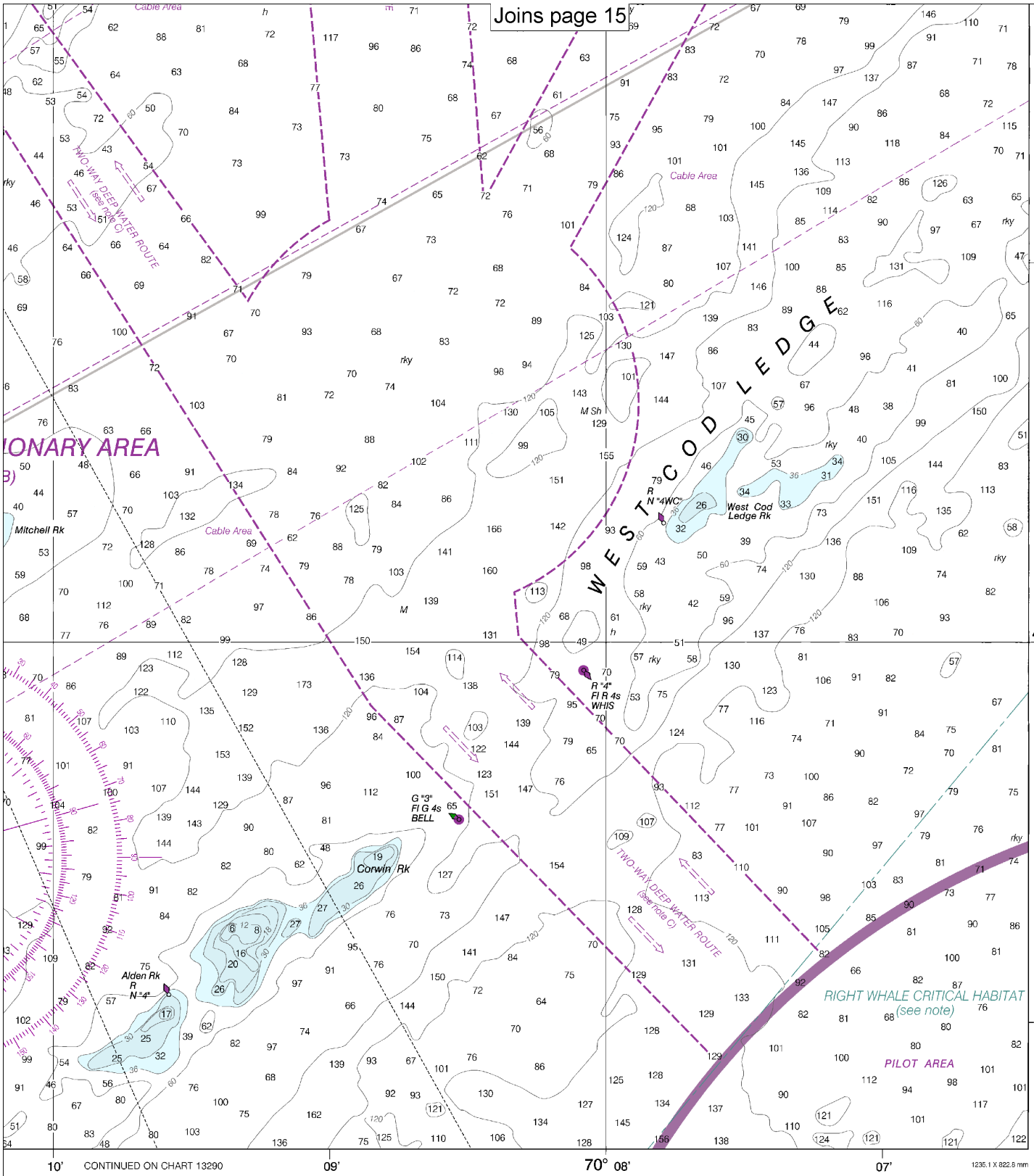
SOUNDINGS IN FEET

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



Portland Harbor and Vicinity

SOUNDINGS IN FEET - SCALE 1:20,000

13292

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.

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