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
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.


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.


(Selected Excerpts from Coast Pilot)

Seal Cove, on the southeast side of Cape Elizabeth and northeastward of Richmond Island, has numerous rocks and ledges. The Sisters, awash, and Seal Rock, which uncovers about 4 feet, are dangers near the center of the cove. The eastern extremity of the ledge extending eastward of Seal Rock is marked by a buoy that facilitates entrance to the anchorage north of the ledge. Care should be taken to stay clear of unmarked Crowell Rock. Stevens Rock, covered 6 feet, about 650 yards southward of Seal Rock is also unmarked. A small-craft launching ramp is in Ship Cove, 0.4 mile northeastward of Seal Rock, but no services are available. A bell buoy, about 0.5 mile southeastward of Watts Ledge off the eastern end of Richmond Island, marks the entrance to Seal Cove.

Richmond Island, about 0.5 mile south of Cape Elizabeth and connected to it by a breakwater, is partly wooded with a conspicuous barn on it. Parts of the breakwater are covered at high water, and caution should be exercised in the vicinity.

Spurwink River, 1.6 miles northwestward of Richmond Island, can be entered only by small craft at halftide or higher with a smooth sea. Higgins Beach, on the west side at the entrance, has many visible cottages. The river is narrow and crooked, and there are no facilities. A bridge crossing the river about 1.7 miles above the mouth has a clearance of 5 feet. An obstruction, covered 8 feet, is about 500 yards off the entrance to the river.

Old Proprietor, a ledge which uncovers at low water, 0.9 mile from shore and 1.8 miles westward of Richmond Island, is marked on its south side by a buoy. A ledge covered 11 feet at 0.5 mile and a 17-foot spot about 0.7 mile north-northeastward of Old Proprietor are both unmarked.

Channels.--Saco River is entered through a marked channel that leads over the bar between two jetties, thence to Factory Island, the head of river navigation at Biddeford and Saco. A fairway bell buoy, 0.3 mile eastward of Ram Island Ledge, marks the inner approach entrance from Saco Bay. The outer 0.6 mile of the southerly jetty and the outer 0.4 mile of the northerly jetty are covered at high water. The southerly jetty is marked by a buoy off its eastern end and by piers about 260 yards apart and about 10 feet above high water on the jetty; the northerly jetty is marked on the outer end by a daybeacon. In July-September 1999, the controlling depth in the natural channel was 5.9 feet to Brimstone Point about 1.8 miles above the entrance, thence a midchannel controlling depth of 2.6 feet to Cow Island, thence the basin southwest of Cow Island had depths of 3 to 5 feet surrounding the bare mudflats in the middle of the basin; the area in the vicinity of the submerged pilings at the southeast end of the flats should be avoided. The bar is subject to change; local knowledge is advised.

Small craft can enter the river with a smooth sea and on a rising tide by passing between Ram Island Ledge and Negro Island Ledge and following the buoyed channel over the bar.

The river channel, marked by buoys and daybeacons, is narrow, crooked, and bordered closely by shoals. In May 1985, an obstruction was reported northward of Brimstone Point in about 43°27’54”N., 70°23’38”W. No attempt should be made by small craft to cross the bar in either direction on the ebb with an easterly wind.

Dangers.--Ram Island Ledge, extending 0.5 mile east of Ram Island and covered 6 feet, is marked by a buoy on its eastern side. Stage Island Shoal, partly bare at low water, extends 300 yards east-northeastward from the island and is marked at its end by a buoy. Wood Island Harbor, southeastward of the island, is described following the discussion of Saco River.

Negro Island Ledge, 0.2 mile north of Wood Island, and covered 8 feet, is marked on its north side by a buoy. Ledges also extend nearly 200 yards northwestward and 300 yards southwestward from Negro Island; a buoy marks the end of the southwest ledge.

Currents.--From March to May heavy freshets are liable to change the channel depths by as much as 8 feet above high water at Saco; this condition also causes dangerous currents. Ice closes the river from January to April.
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

PORT SIDE ODD NUMBERED AIDS

<table>
<thead>
<tr>
<th>Light</th>
<th>Lighted Buoy</th>
<th>Preferred Channel No Numbers – May Be Lettered</th>
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</thead>
<tbody>
<tr>
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<td>L</td>
<td>Preferred Channel to Starboard Topmost Band Green</td>
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<tr>
<td>5</td>
<td>D</td>
<td>Green Light Only</td>
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PREFERRED CHANNEL NO NUMBERS – MAY BE LETTERED

- Preferred Channel to Port Topmost Band Green
- Green Light Only
- Composite Group Flashing (2x1)

STARBOARD SIDE EVEN NUMBERED AIDS

<table>
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<th>Preferred Channel No Numbers – May Be Lettered</th>
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<td>L</td>
<td>Preferred Channel to Port Topmost Band Red</td>
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<tr>
<td>3</td>
<td>L</td>
<td>Red Light Only</td>
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<tr>
<td></td>
<td></td>
<td>Composite Group Flashing (2x1)</td>
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</tbody>
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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.
Note: Chart grid lines are aligned with true north.
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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
Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Chart and chart related inquiries and comments — http://ocsdata.ncdc.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNMs 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 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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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.

NOAA’s Office of Coast Survey The Nation’s Chartmaker