

BookletChart™

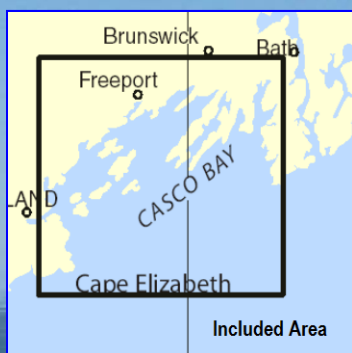
Casco Bay

NOAA Chart 13290

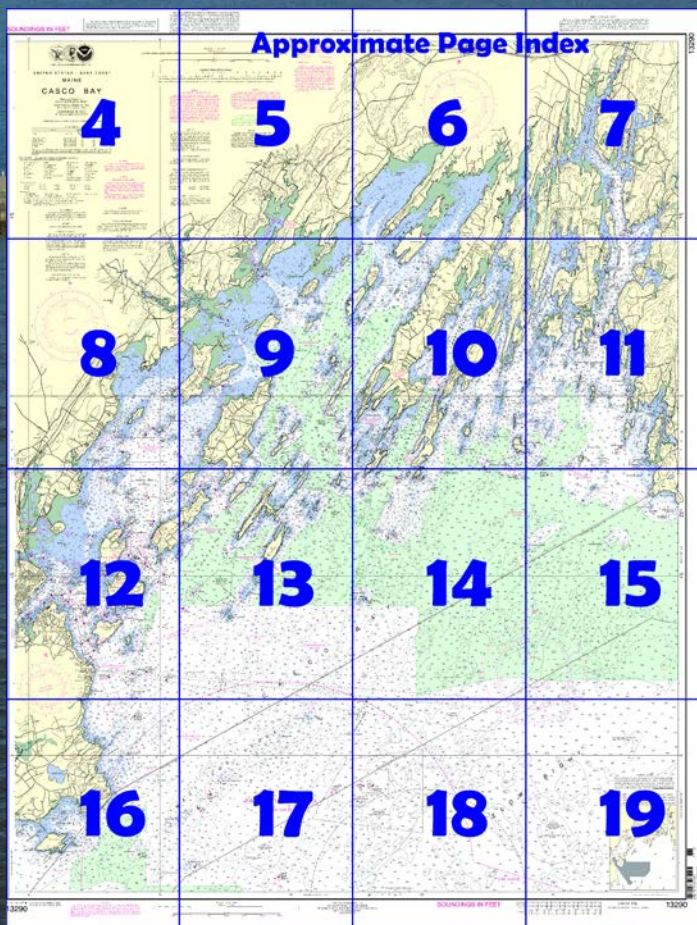


A reduced-scale NOAA nautical chart for small boaters

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=13290>.



(Selected Excerpts from Coast Pilot)

Casco Bay is a very extensive area between Cape Small and Cape Elizabeth, a distance of 17.8 miles. Between these two capes the bay extends up into the land an average distance of about 12 miles. The number of islands in Casco Bay is 136, and many are fertile and under cultivation; nearly all are inhabited. Nearly every large island extends northeast and southwest which is the general course of the bay and of all rivers and coves contained

within its limits.

A **vessel-to-vessel oil transfer anchorage area** Casco Bay, about 3.5 miles northeastward of Portland, has been designated by the State of Maine Department of Environmental Protection. The area is 1 square

mile beginning at Hussey Sound Buoy 12, (43°42'10"N., 70°09'46"W.); thence north to 43°43'10"N., 70°09'46"W.; thence west to 43°43'10"N., 70°11'09"W.; thence south to 43°42'10"N., 70°11'09"W.; thence east to origin. (See also chart 13292.)

Anchorage.—In the eastern part of Casco Bay, the best anchorage for strangers is in New Meadows River. Local fishermen and yachtsmen frequently use Sebasco and Cundy Harbors. Potts Harbor, Harpswell Harbor, and Mackerel Cove are good anchorages in the middle of the bay for small vessels and yachts.

Merriconeag Sound and Harpswell Sound and the whole Casco Bay westward of Harpswell Neck afford good anchorage for large vessels, except in heavy northeast gales.

Vessels can enter through Broad Sound, Luckse Sound or Hussey Sound and select an anchorage under the lee of some of the many islands, a suitable depth and good holding ground being found in most places. Portland Harbor is a secure anchorage on the western side of the bay and is the one used mostly by larger vessels.

Most of the dangers are marked, and the waters are well charted, so that, with the aid of the chart, no difficulty should be experienced in navigating Casco Bay in clear weather.

Currents.—The velocity of the tidal current at strength is about 1 knot in the entrance to Portland Harbor and in Hussey and Broad Sounds. In the open waters of the bay it is generally 0.5 knot or less. Current predictions for a number of locations may be obtained from the Tidal Current Tables.

Ice.—Considerable ice forms at the heads of the numerous arms extending northward in Casco Bay, but the principal anchorages are available at any season of the year.

The part of Casco Bay between Cape Small on the east and Halfway Rock Light and Harpswell Neck on the west is full of small islands, ledges, and rocks. Between them, narrow but deep channels lead to the bays and sounds at the head. These arms afford good anchorage for small vessels, but are used only by local fishing and pleasure craft.

Temple Ledge, about 1.8 miles southwestward of Cape Small and covered 25 feet, is unmarked. **Lumbo Ledge**, 2 miles west of Temple Ledge and 2.6 miles south of **Ragged Island**, is covered 17 feet and marked by a buoy on its south side.

East Brown Cow, 1.6 miles west-northwestward of Cape Small, is 12 feet high and bare. **Mark Island**, 0.8 mile northward of East Brown Cow, is high and thickly wooded. **Mark Island Ledge**, 0.3 mile southwestward of Mark Island, uncovers 3 feet and is marked on its west side by a buoy. **Wyman Ledge**, 0.5 mile east of Mark Island, covered 4 feet, is marked on its eastern side by a buoy.

White Bull, 1 mile westward of Mark Island, is a high, round, and bare islet. **White Bull Lighted Gong Buoy WB**, about 0.4 mile southeastward of the island, marks the southwestern approach to New Meadows River. **Bold Dick**, an unmarked rock about 0.7 mile west-southwestward of White Bull, uncovers 7 feet.

The principal dangers are **Gooseberry Island Ledge**, extending about 0.3 mile southwestward of Gooseberry Island, awash at low water and marked by a buoy; **Wood Island South Ledge**, covered 5 feet at the end and extending about 0.3 mile south of Wood Island, marked by a lighted bell buoy about 350 yards westward of the south end of the ledge; **Middle Ledge**, awash and marked by a buoy on its southwestern side; **Pitchpine Ledges**, covered 6 feet and marked on its western side by a buoy; and a 3-foot shoal, marked off its southwest side by a buoy, about 0.2 mile southwestward of Carrying Place Head.

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 Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

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

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

13290



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE

CASCO BAY

Mercator Projection
Scale 1:40,000 at Lat. 43°42'
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

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Small Point Harbor	(43°44'N/69°51'W)	9.5	9.1	0.3
Cundy Harbor	(43°47'N/69°54'W)	9.6	9.2	0.3
Harpswell Harbor	(43°48'N/70°00'W)	9.7	9.3	0.3
South Freeport	(43°49'N/70°06'W)	9.7	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>.
(Jan 2016)

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

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LI HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	SI M statute miles
DIA diaphane	m minutes	Q quick	VQ very quick
F fixed	MICRO TR m crow's tower	R red	W white
Fl flashing	Mkr marker	Ra Ra ^r radar reflector	WHIS whistle
		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	G's grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Reo reported	
(1) 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.

Demonstration 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, and U.S. Coast Guard.

HEIGHTS

Heights in feet above Mean High Water.

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 0.293' northward and 1.629' eastward to agree with this chart.

CAUTION

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 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.

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

RIGHT WHALE CRITICAL HABITAT

(precautionary area: 50 CFR 226.203, 224.103c; see note A)

It is illegal to approach any right whale anywhere closer than 500 yards.

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.

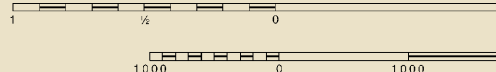
MARINER ACTIVATED SOUND SIGNALS

Sound signals labeled with (MRASS) require user CG Light List.

Joins page 8

Within the 12-nautical mile outer limit of the territorial limit of the other law of Florida, Texas, and most cases the inner jurisdiction of the state mile Exclusive Economic Zone. Unless fixed by treaty or modification.

SCALE
Nautical Miles



NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, vessels operating within a No-Discharge Zone (NDZ) are prohibited from discharging any sewage, untreated, into the waters. All vessels with a marine sanitation device (MSD) that are navigating, anchored, or docked within a NDZ must have disabled to prevent the overboard discharge (treated or untreated) or install a holding tank. For the NDZ are contained in the U.S. Coast Guard Light List. Additional information concerning the regulatory requirements may be obtained from the Environmental Protection Agency (EPA) web site: <https://www.epa.gov/vessels-marinas-and-ports>.

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:

⊙ (Accurate location) ⊙ (Approximate location)

AIDS TO NAVIGATION

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

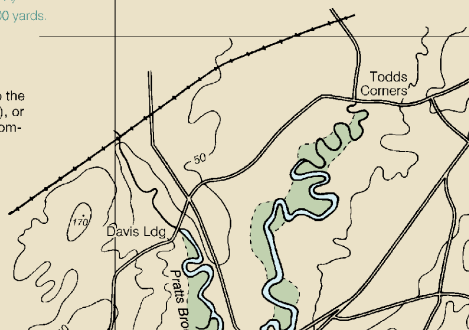
NOAA WEATHER RADIO BROADCASTS

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

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.



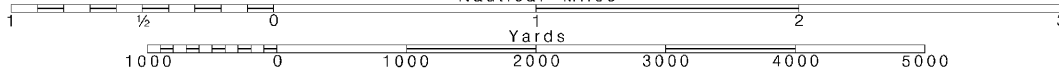
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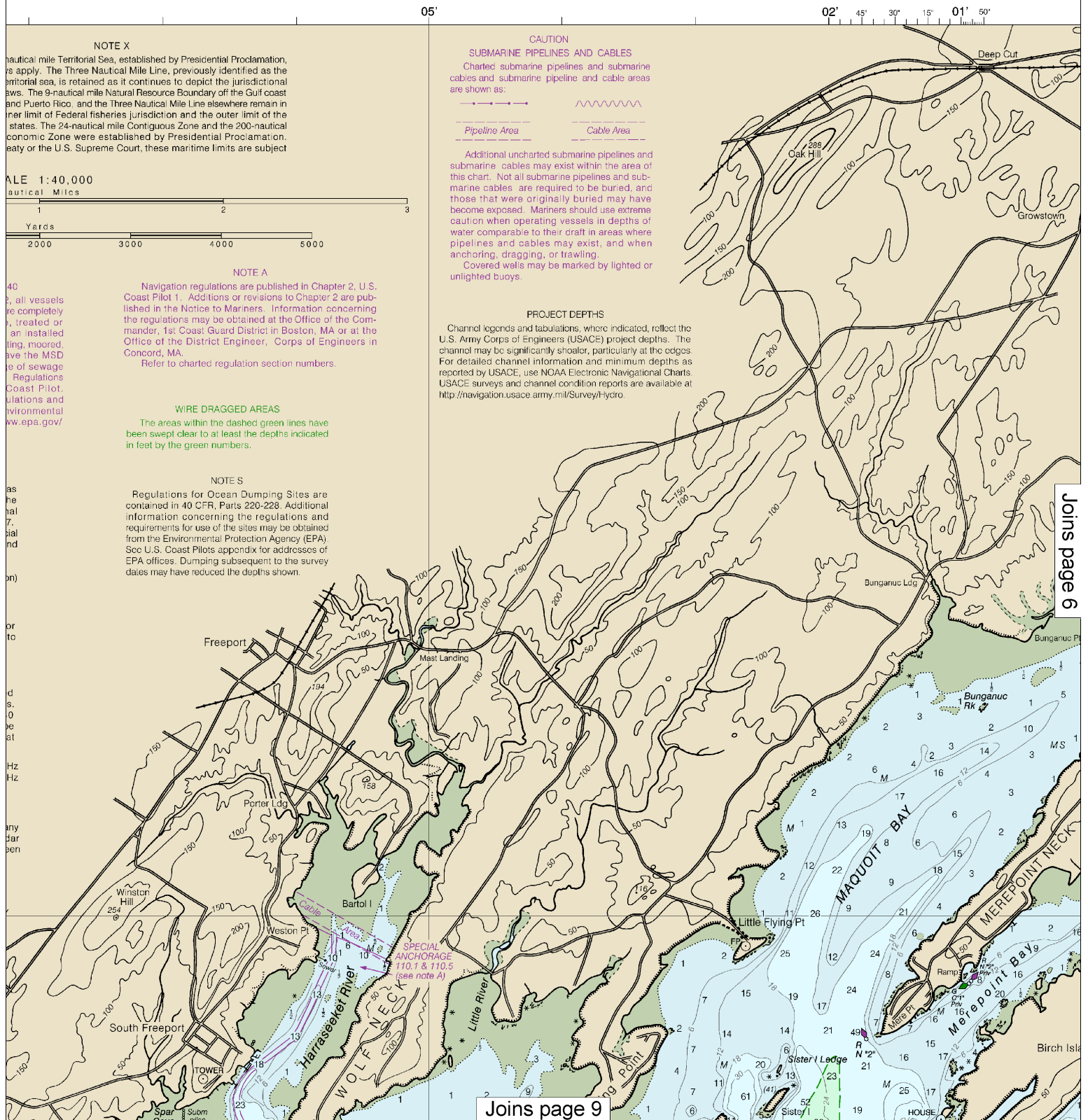
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



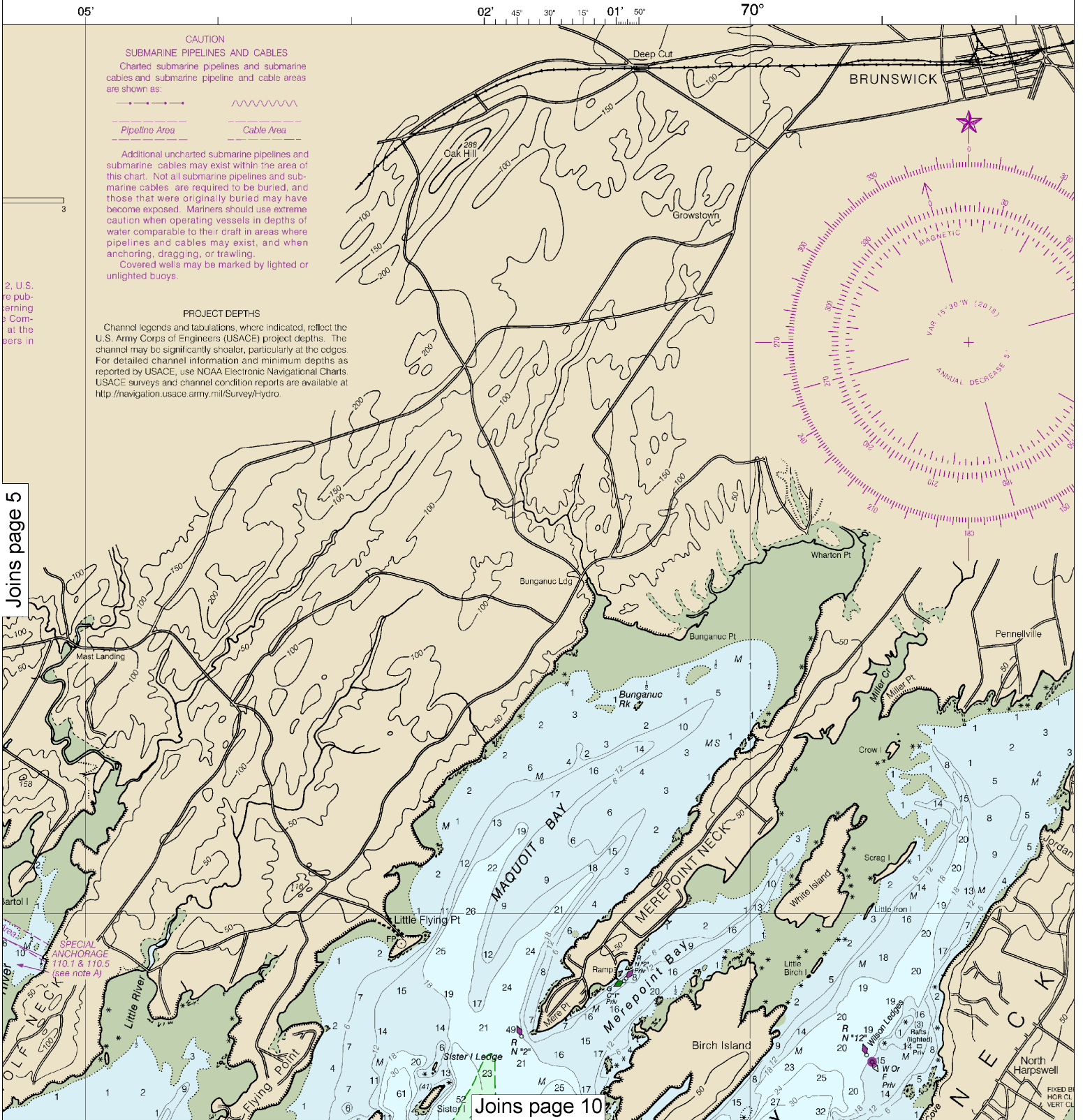


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

RECOMMEND

Recommended two way routes have vessels in the approaches to Portland Cousins Island and through Broad Sound draft commercial vessels (including tug routes at the master's discretion. Other exercise caution in and around these areas concerning deep draft commercial vessels. See U.S. Coast Pilot Volume 1, Chapter 1.

Formerly C&GS 315, 1st Ed., June 1870 C-1946-662 KAPP 2052

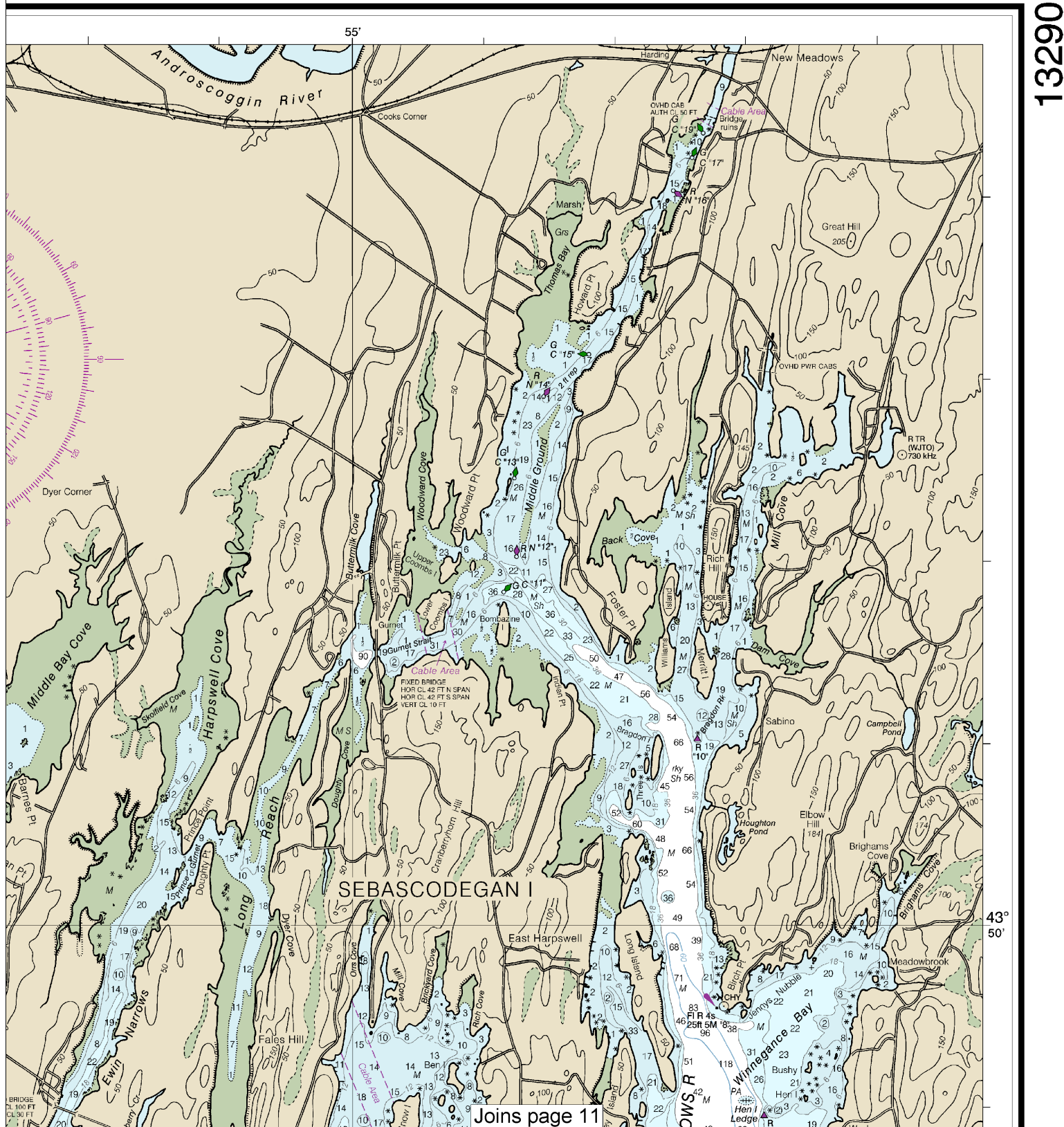


Joins page 5

Joins page 10

NOTE C
DED TWO WAY ROUTES

have been established including deep-water routes for
and Harbor and Casco Bay, through Hussey Sound to
bund to Harpswell, Maine. While not mandatory, deep
gs and barges) are requested to follow the designated
r vessels, while not excluded from these routes, should
reas and monitor VHF Channel 16 or 13 for information
sels (including tugs and barges) transiting these routes.
chapter 8.



This is the Last Edition of this chart. It will be canceled on Nov 29, 2023
41st Ed., Oct. 2019, Last Correction: 8/30/2023, Cleared through:
LNM: 4223 (10/17/2023), NM: 4323 (10/28/2023), CHS: 0923 (9/29/2023)

Joins page 4

CAUTION

MARINER ACTIVATED SOUND SIGNALS

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

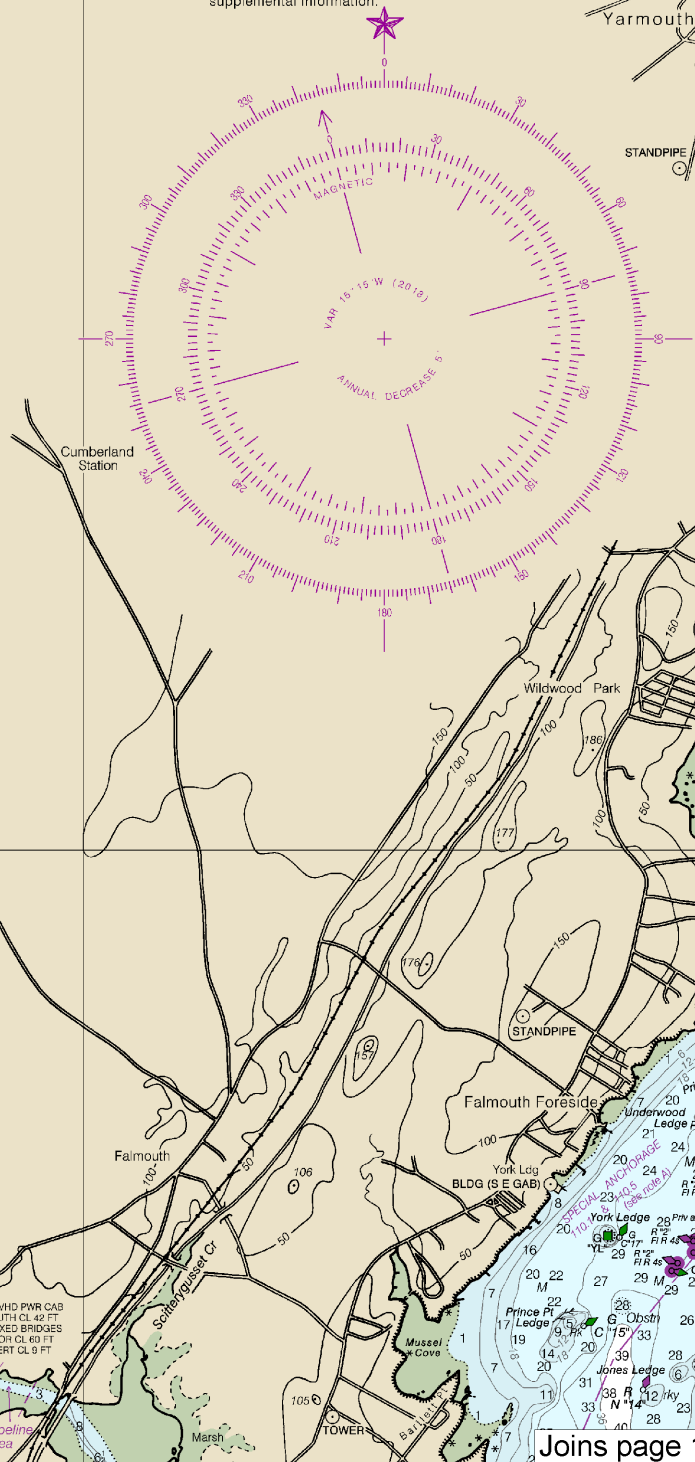
CAUTION

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.

SUPPLEMENTAL INFORMATION

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

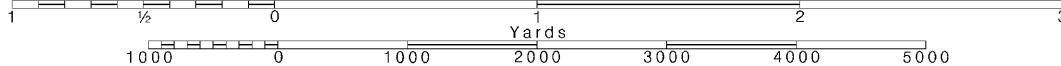


Joins page 12

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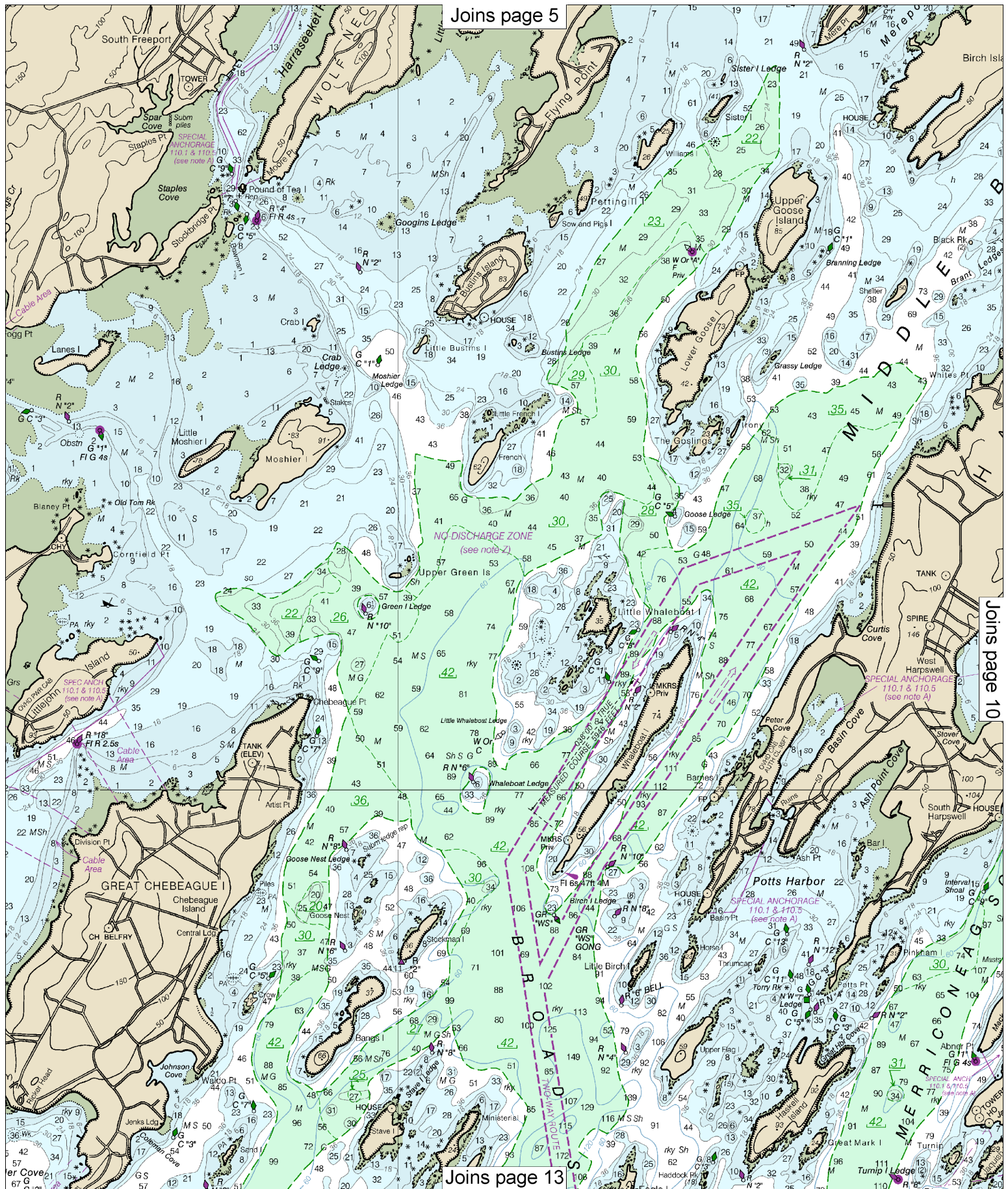
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Nautical Miles

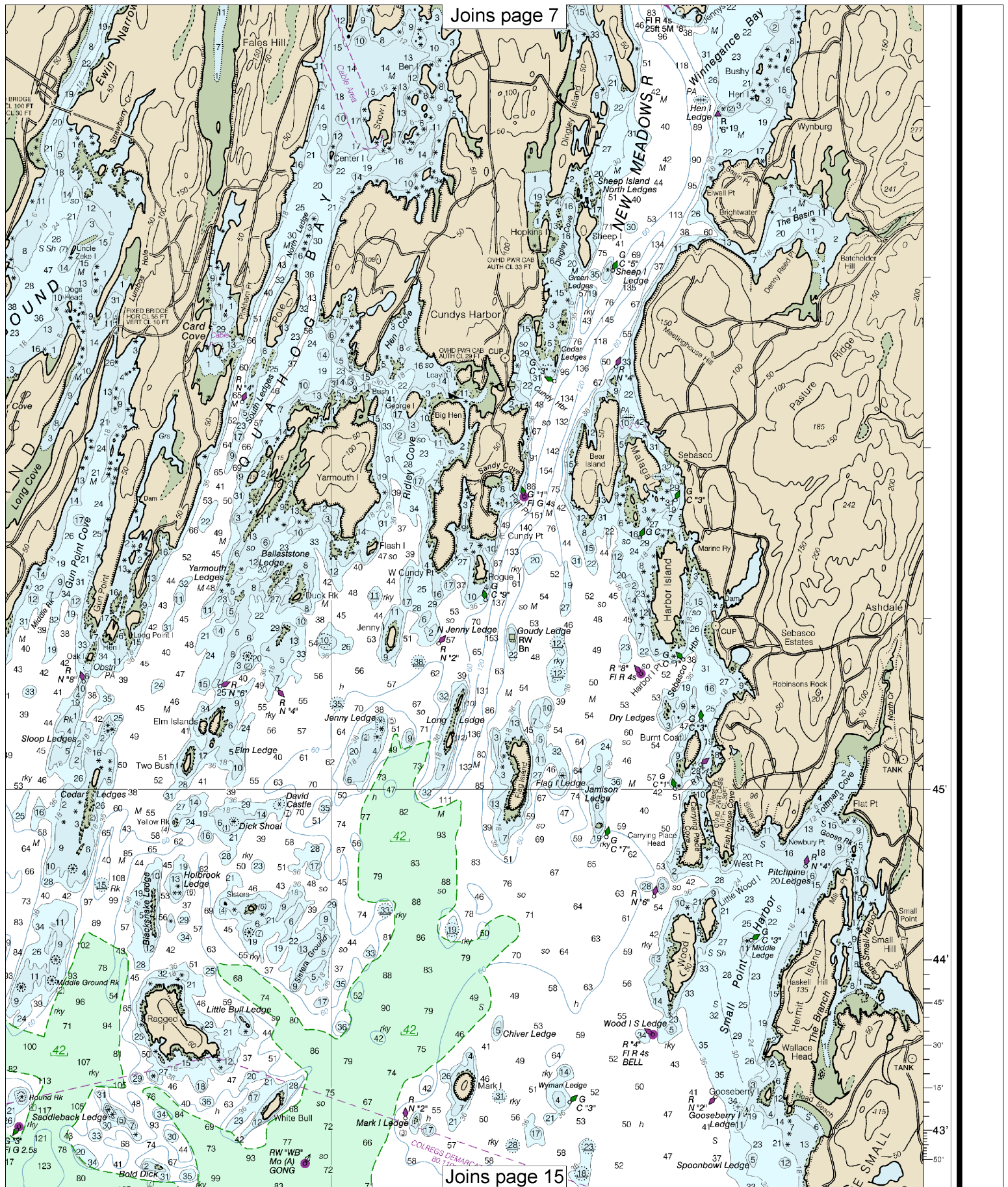
See Note on page 5.



Note: Chart grid lines are aligned with true north.

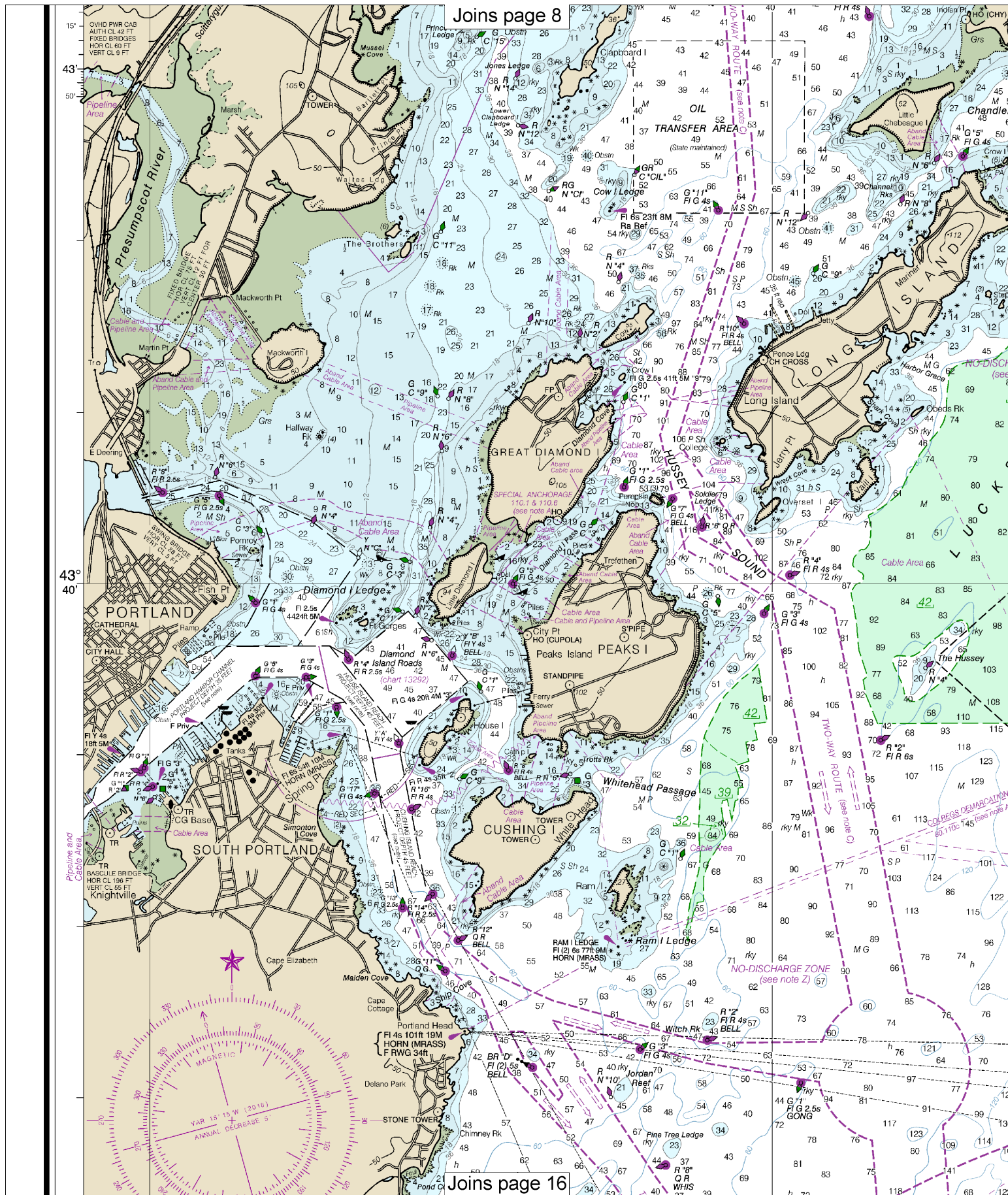
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Joins page 7

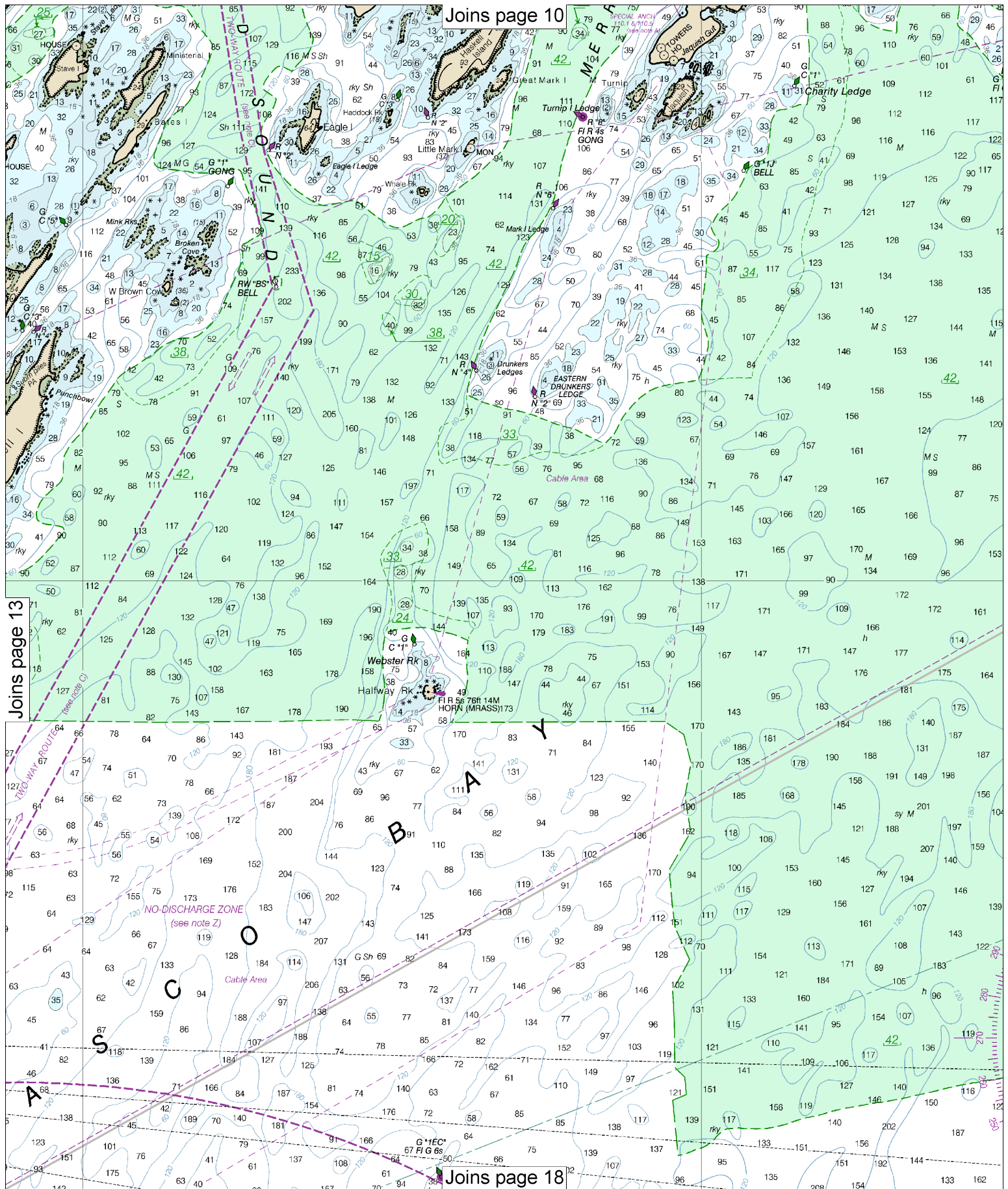
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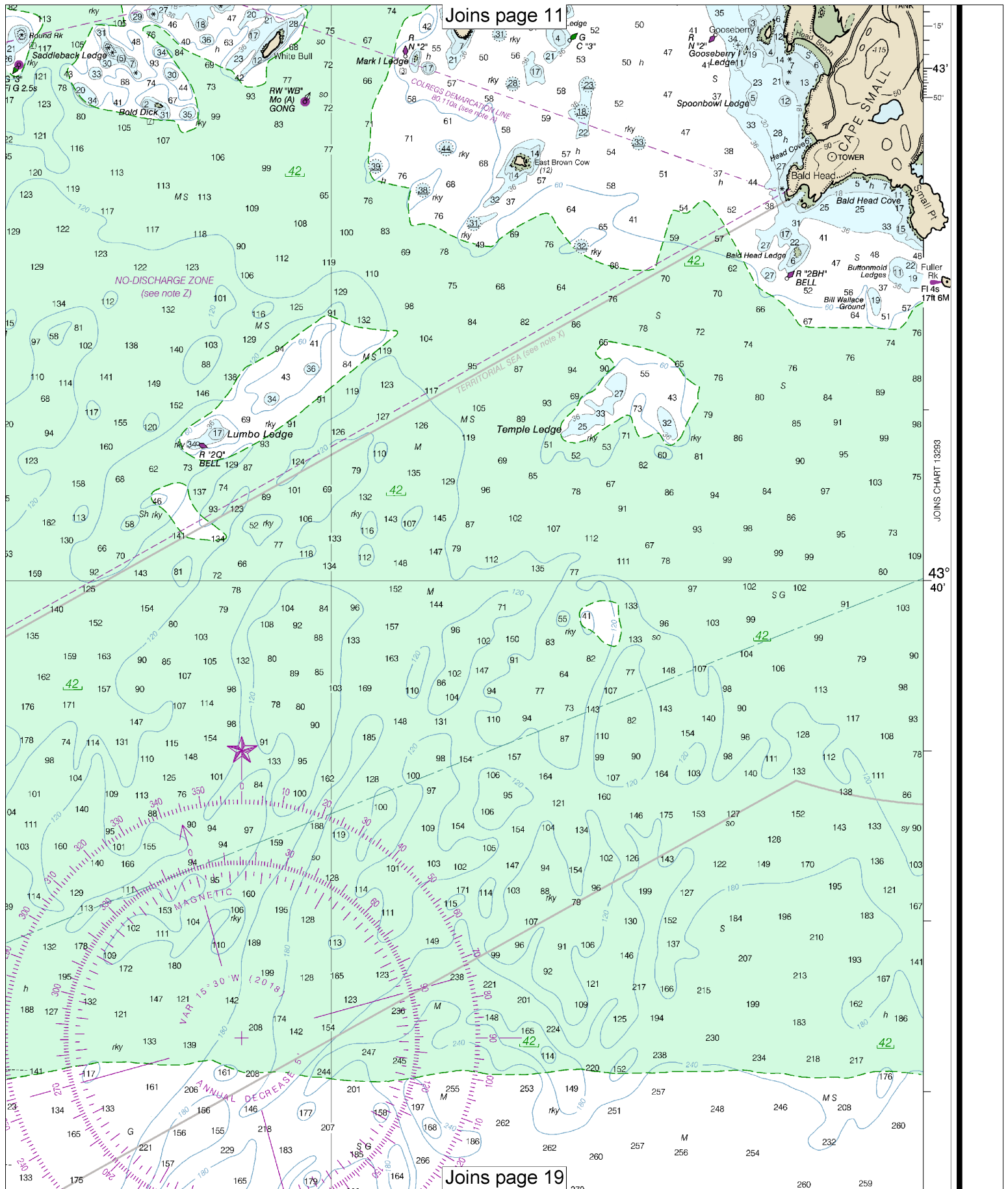


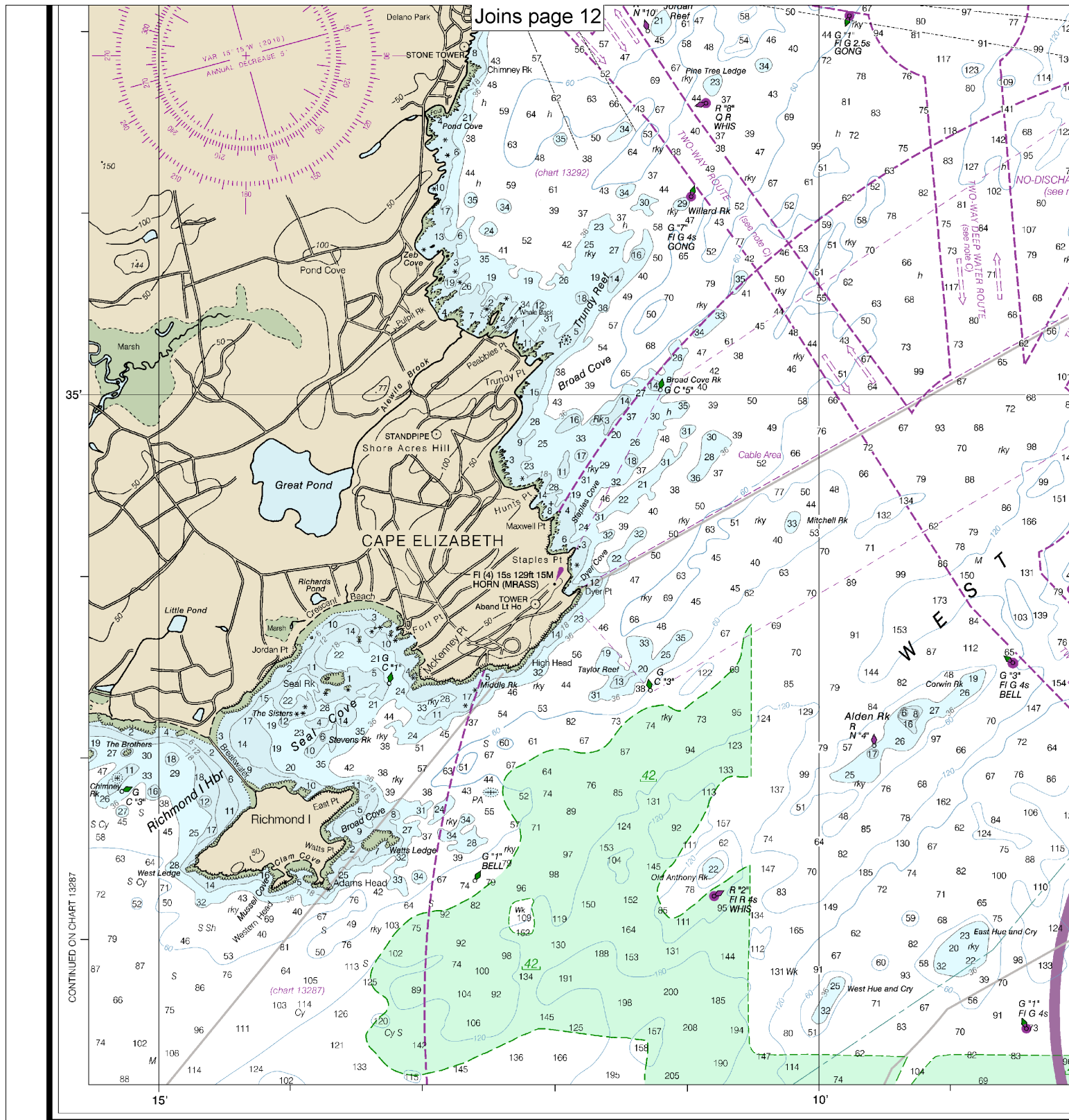
Joins page 9

joins page 14

Joins page 17

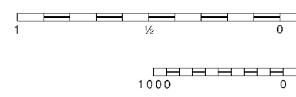






13290

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 naucharts.noaa.gov.



This is the Last Edition of this chart. It will be canceled on Nov 29, 2023
41st Ed., Oct. 2019. Last Correction: 8/30/2023. Cleared through:
LNM: 4223 (10/17/2023), NM: 4323 (10/28/2023), CHS: 0923 (9/29/2023)

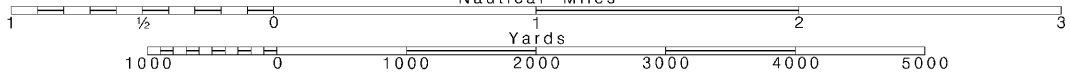
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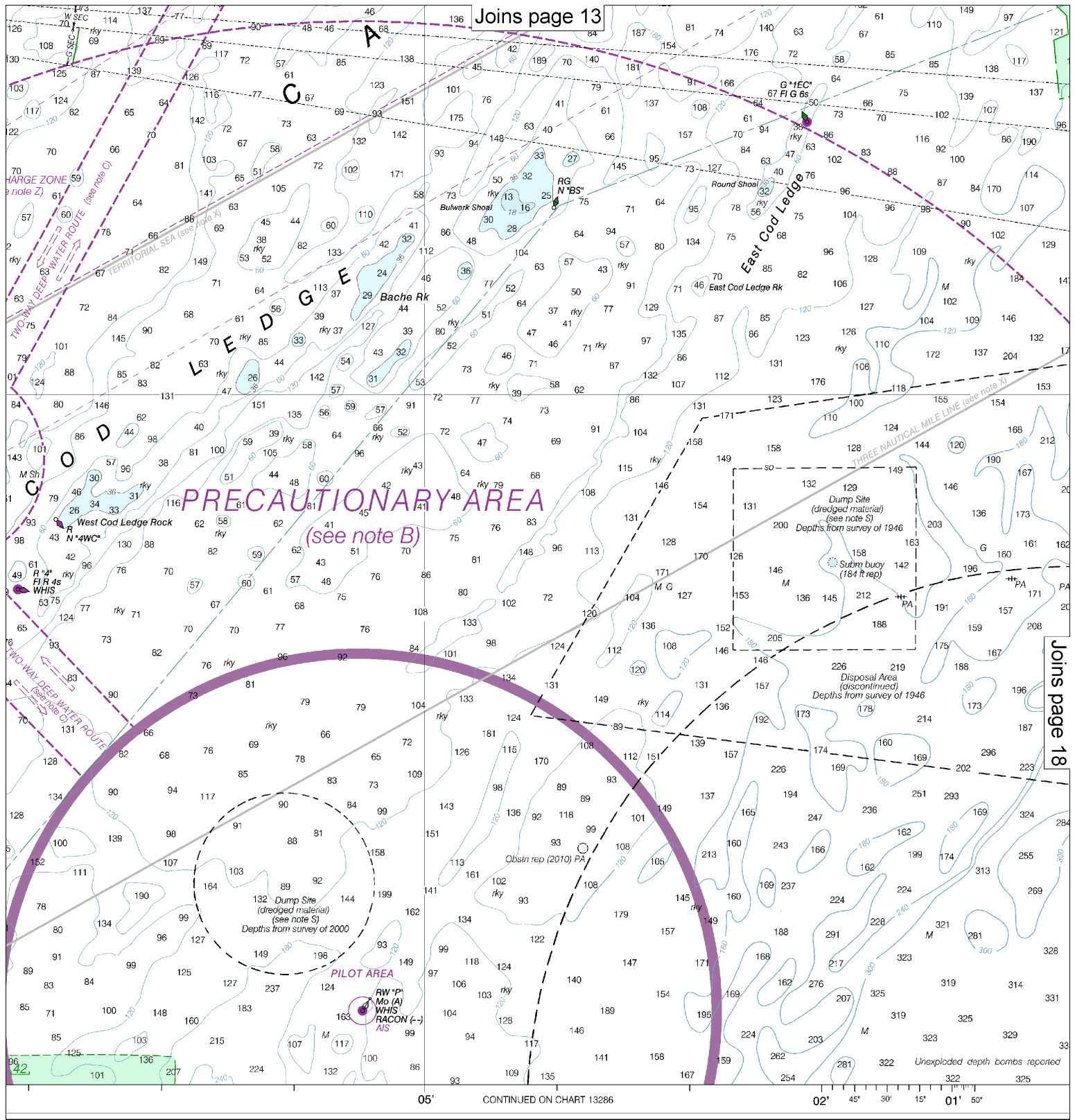
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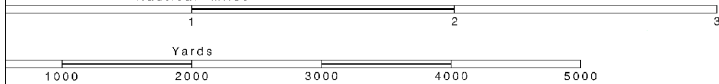
SCALE 1:40,000
Nautical Miles

See Note on page 5.

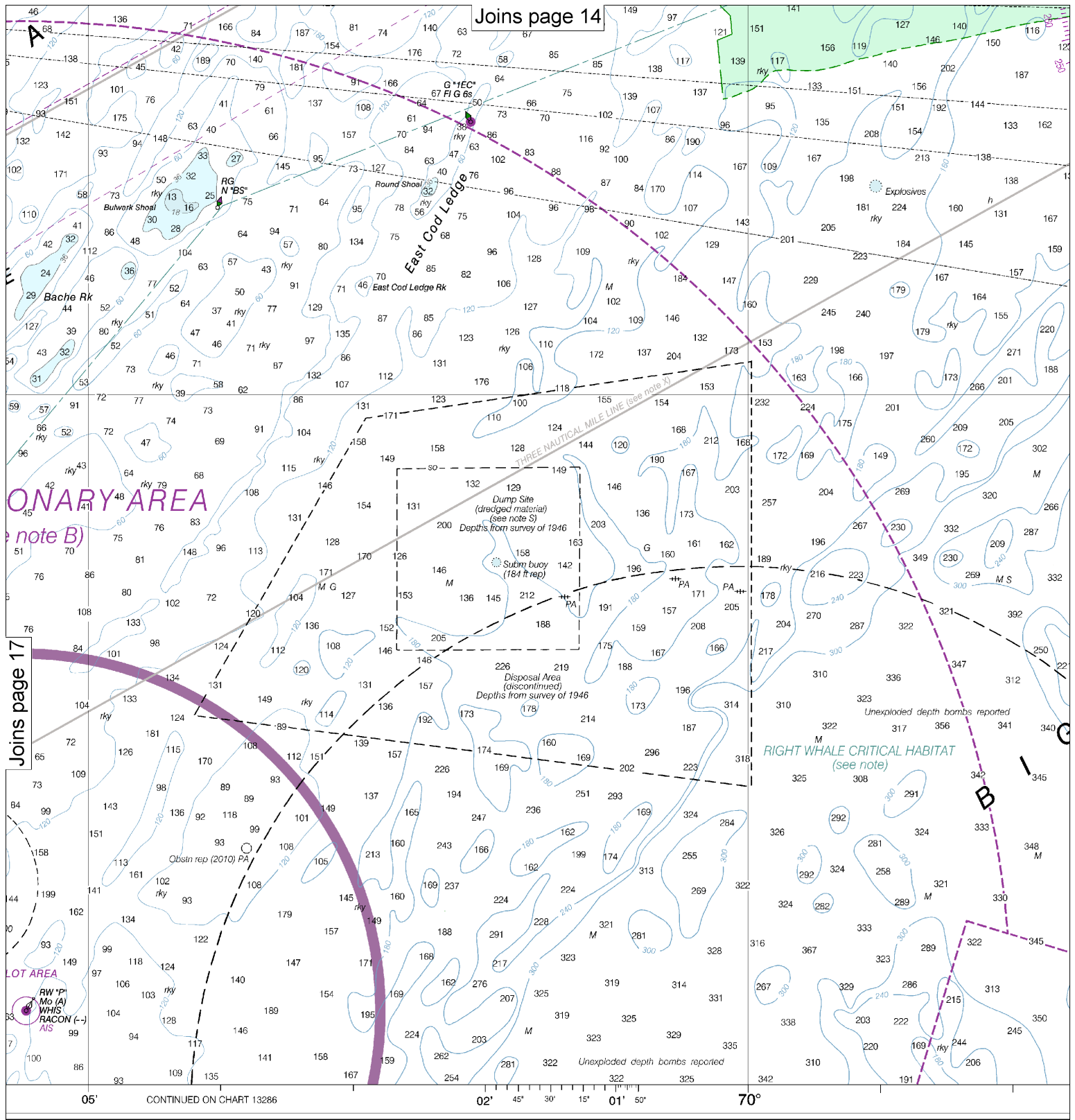




SCALE 1:40,000
Nautical Miles



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



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NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN F

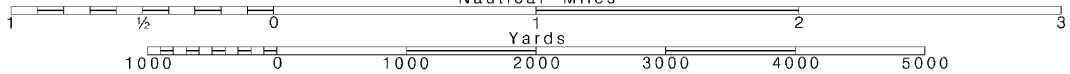
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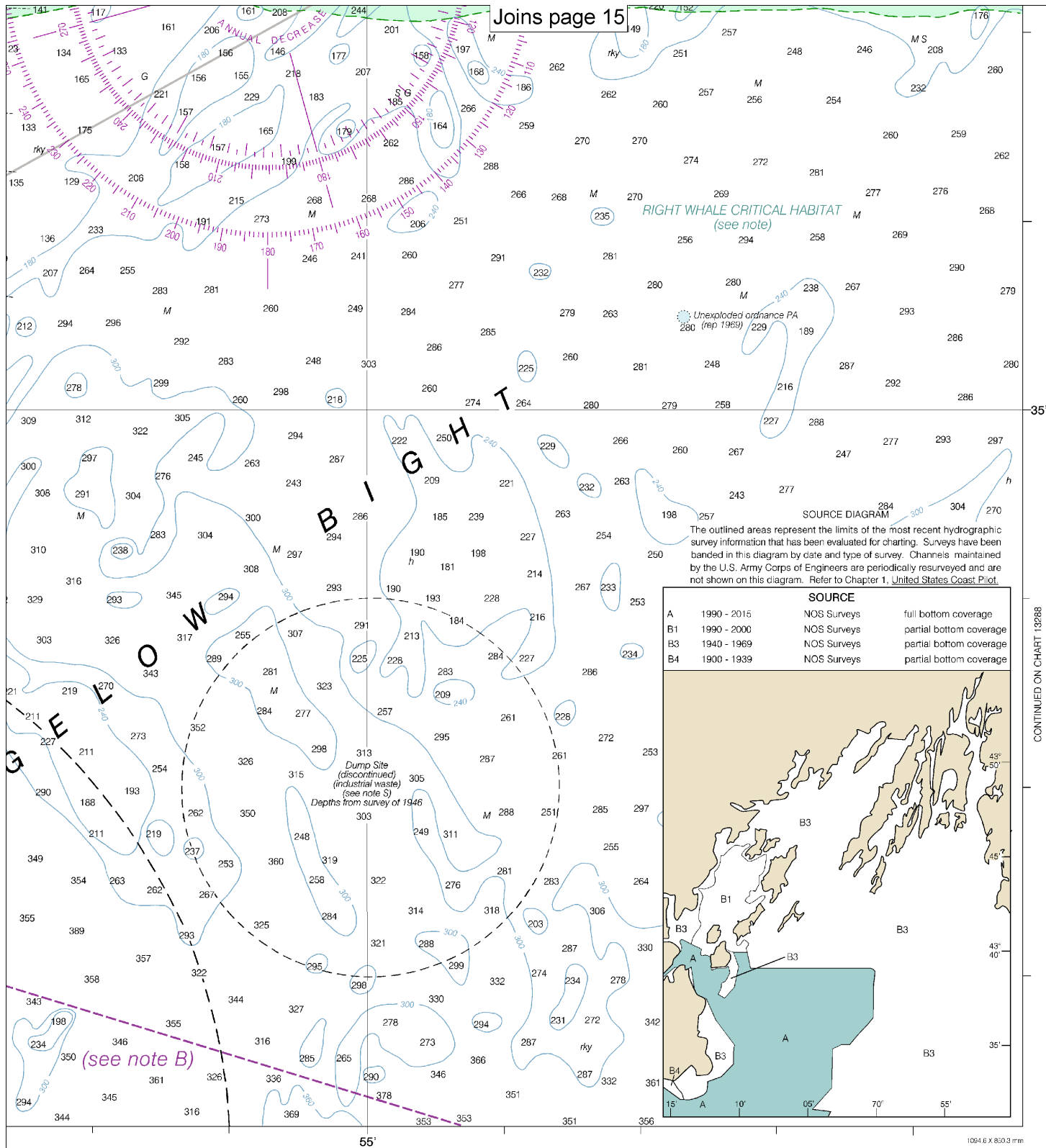
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







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
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.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 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.