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
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.


(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, 71°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 southwestern side by a buoy, about 0.2 mile southwestward of Carrying Place Head.
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

Green Light Only
Flashing (2)
Flashing
Occulting
Quick Flashing
ISO

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO STARBOARD
Topmost Band Green
Green Light Only
Composite Group Flashing (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO PORT
Topmost Band Red
Red Light Only
Composite Group Flashing (2+1)

STARBOARD SIDE
EVEN NUMBERED AIDS

Red Light Only
Flashing (2)
Flashing
Occulting
Quick Flashing
ISO

LIGHT
LIGHTED BUOY
DAYBEACON
CAN

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**

The Nation's Chartmaker Since 1897

**UNITED STATES - EAST COAST**

**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.

### TOPOGRAPHIC INFORMATION

<table>
<thead>
<tr>
<th>PLACE</th>
<th>LAT/LONG</th>
<th>Mean Higher High Water</th>
<th>Mean Higher Low Water</th>
<th>Mean Lower Low Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small Point Harbor</td>
<td>44° 01’ 42” N 67° 40’ 45” W</td>
<td>9.1</td>
<td>9.1</td>
<td>9.1</td>
</tr>
<tr>
<td>Casino Harbor</td>
<td>44° 01’ 42” N 67° 40’ 45” W</td>
<td>9.6</td>
<td>9.6</td>
<td>9.6</td>
</tr>
<tr>
<td>Jewett Point Harbor</td>
<td>44° 01’ 42” N 67° 40’ 45” W</td>
<td>9.7</td>
<td>9.7</td>
<td>9.7</td>
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<tr>
<td>South Cove</td>
<td>44° 01’ 42” N 67° 40’ 45” W</td>
<td>9.9</td>
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<td>9.9</td>
</tr>
</tbody>
</table>

### ABBREVIATIONS

For complete lists of Symbols and Abbreviations, see Chart No. 1.

- **AERD:** Aerodrome
- **AVO:** Avoirdupois
- **MTR:** Mean range
- **RT:** Radio tower
- **TX:** Transmitter
- **WAG:** WAG white
- **WLOG:** Whole log

### ADD TO NAVIGATION

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

### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts.

<table>
<thead>
<tr>
<th>Station</th>
<th>Frequency</th>
<th>Coverage</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>KDO-05</strong></td>
<td>162.55 MHz</td>
<td>Portland, ME</td>
</tr>
<tr>
<td><strong>WOM-60</strong></td>
<td>162.475 MHz</td>
<td>Dresden, ME</td>
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</tbody>
</table>

### RADAR REFLECTORS

Radar reflections from these reflectors aid in obtaining fixes on charted aids to navigation. Information on the reflectors is also obtained from this chart.

### CAUTION

- **10** - The buoys are marked with a red reflection aid and are not to be used as a navigational aid.

### RIGHT-WAY CRITICAL HABITAT

Polar Bears: Do not approach closer than 1000 meters.

### POLLUTION REPORTS

- **10:** Sparking of oil and hazardous substances to the National Response Center 1-800-424-8802.

### CAUTION

- **WARNING:** Boaters must avoid all areas marked as critical habitat.

### BROADSIDE

- **10:** A broadside is a perpendicular passage through an object.

### SCALE

- **1:** 1 - 100000.

### PRINTED AT REDUCED SCALE

- **4:** 1 - 100000. See Note on page 5.

Note: Chart grid lines are aligned with true north.
CAUTION

SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas as shown:

--- 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 become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to that charted in areas where pipelines and cables may exist, and when anchoring, dragging, or towing.

Covered walls may be marked by lighted or unlighted buoys.

PROJECT DEPTHS:

Channel depths and cautions, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channels may be significantly shallower, particularly at the edges. For detailed channel information and minimum depths, contact USACE. Use NOAA Electronic Navigational Charts (ENC) surveys and channel condition reports available at http://navigation.usace.army.mil/Encs/}

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:40,000 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
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

For the latest news from Coast Survey, follow @NOAAcharts

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.