Penobscot Bay
NOAA Chart 13305

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
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.


(Selected Excerpts from Coast Pilot)

Merchant Row is a passage from Jericho Bay to East Penobscot Bay between the islands and ledges between Deer Isle and Isle au Haut. This passage is used by vessels in winter when Deer Island Thorofare is closed by ice, and by deep-draft vessels at all times. It is not quite as direct as Deer Island Thorofare, but the channel is wider and much deeper. There are numerous ledges and rocks on both sides of the passage, but the principal dangers are marked by buoys or daybeacons and the channel can be readily followed in clear weather and daylight.

Deep-draft vessels can enter from the eastward through Toothacher Bay, the passage between Marshall and Swans Islands, through the channels between Marshall Island and Isle au Haut, or from Jericho Bay. Close attention should be given to the chart and the aids, with due regard for unmarked dangers. The description of the dangers, when entering Merchant Row from the southwestward in Isle au Haut Bay, is given later in this chapter.

The islands and reefs on the north side of Merchant Row, including many of those in the channel, have been previously described under chart 13315. In fact, Merchant Row could be navigated on that chart for the greater part, but it is better to use charts 13313 and 13305, which, although on a smaller scale, show the islands and reefs on both sides of the channel as well as the approaches. There are two entrances to Merchant Row from the eastward which are separated by the islands and reefs in Jericho Bay.

In the eastern approach to Merchant Row, south of Halibut Rocks and west of Marshall Island, a series of islands and reefs extend to the eastern entrance to the passage. Southern Mark Island, 2.1 miles southwest of Halibut Rocks, is about 30 feet high and grassy. About 1 mile south of Southern Mark Island is Fog Island, which is wooded. The numerous ledges east of Fog Island, and between it and Marshall Island, are mostly all bare. The more important of these, since they are closest to the channels, are North Popplestone ledge and Saddleback on the north, and Green Ledge, White Ledge, and Drunkard Ledge to the south. Saddleback, 1.4 miles east-southeast of Southern Mark Island, in the summer shows some grass on its two conspicuous humps.

Torrey Ledge, covered 17 feet, about 0.6 mile southward of Drunkard Ledge, is unmarked. Blue Hill Rock, covered 7 feet and about 1.2 miles eastward of Green Ledge, is marked on its southeast side by a buoy. Of the other islands and ledges on the south side of Merchant Row, Burnt Island, Pell Island, Bills Island, Merchant Island, and Ewe Island are wooded; Hardwood Island is round and heavily wooded; and Ram Island, 0.3 mile southwestward of Hardwood Island, is wooded.

Channel Rock, 0.5 mile westward of Ram Island, uncovers 9 feet and is unmarked. Ram Island Ledge, awash at low water, about 400 yards southeastward of Channel Rock, is also unmarked. Scraggy Ledge is a bare ledge 700 yards westward of Channel Rock. There is foul ground between Scraggy Ledge and West Halibut Ledges, bare ledges 0.3 mile northward. Outer Scrag Ledge, 1 mile northwestward of Scraggy Ledge, is 4 feet high. The Brown Cow, 1 mile northwestward of Outer Scrag Ledge, is a ledge with a rock 3 feet high on it, and is the westernmost danger at the western end of Merchant Row. A whistle buoy, about 0.6 mile south-southwestward of The Brown Cow, marks the western entrance to Merchant Row.

The U.S. Coast Guard Captain of the Port, Sector Northern New England, in cooperation with the Maine and New Hampshire Port Safety Forum, has established a Recommended Vessel Route for deep draft vessels entering and departing Penobscot Bay and River. Deep draft vessels are requested to follow the designated routes. These routes were designed to provide safe, established routes for increased deep draft vessels, to prevent the loss of fishing gear placed in the waters in the approaches to Penobscot Bay and River, and to reduce the potential for conflicts between less maneuverable deep draft commercial vessels and all other vessels navigating upon these waters. Vessels are responsible for their own safety and are not required to remain inside the route nor are fisherman required to keep fishing gear outside of the 0.4 mile wide route.
**Lateral System As Seen Entering From Seaward**

on navigable waters except Western Rivers

PORT SIDE

ODD NUMBERED AIDS

- GREEN LIGHT ONLY
- FLASHING (2)
- 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)
- OCCULTING
- QUICK FLASHING
- ISO

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](http://www.navcen.uscg.gov)
This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57142. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
Note: Chart grid lines are aligned with true north.
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.

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.ncd.noaa.gov/idsr/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 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

twitter — For the latest news from Coast Survey, follow @NOAАcharts

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.