Southwest Harbor and Approaches – Mount Desert Island
NOAA Chart 13321

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 are Nautical Charts?

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)

Southwest Harbor, Somes Sound, Northeast Harbor, Seal Harbor, and several other coves are in the southeast side of Mount Desert Island, inside a large group of islands and shoals. These waters are the approaches to several important villages and summer resorts, and are frequented by many pleasure craft and fishing boats. Southwest Harbor is used extensively as a harbor of refuge. The harbors can be approached through the channels on either side of Sutton Island or through Western Way.

No-Discharge Zone.—The State of Maine, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in the municipal waters of Mount Desert, Southwest Harbor, portions of Cranberry Isles, and Tremont (see chart 13318). Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by 40 CFR 140 (see chapter 2).

Baker Island, 3.3 miles south of Western Point and the most south-easterly of the group of islands in the vicinity, is mostly wooded, but grassy on its northwest end. There are several houses on the island.

Baker Island Light (44°14.5’N, 68°11.9’W), 105 feet above the water, is shown from a 43-foot white stone tower in the center of the island. The light is partially obscured by trees. The island is surrounded by ledges, bare and covered, and should be given a berth of at least 0.4 mile.

Harding Ledge, covered 1½ feet, about 0.2 mile off the east end of Little Cranberry Island, Gilley Ledge, covered 11 feet and about 0.55 mile north of Baker Island and the ledges extending northeastward and eastward of Baker Island, are all marked by buoys.

Little Cranberry Island, about 1 mile northwest of Baker Island, is low and wooded. A large white building with a lookout tower is prominent on the southeast point of the island. Islesford is a village on the west side of the island. Three piers with float landings and the ruins of an old stone breakwater-pier, close northwestward, are on the north side of Hadlock Cove, a bright off Islesford. Some transient berths are available at the pier landings. The southernmost pier, the village landing, has a reported depth of 9 feet alongside its float. Depths of 7 feet are reported alongside the other two pier landings. Gasoline and diesel fuel are available at the float of the center pier. The mail and passenger ferry uses the village pier. Groceries and limited marine supplies can be obtained in Islesford. A boatyard southward of the piers has several marine railways that can handle craft up to 50 feet for winter storage.

The Gut, a passage between Little Cranberry and Great Cranberry Islands, is used at any stage of the tide by small local craft, but it has many unmarked ledges and should not be used by strangers.

Small passenger and mail boats maintain service between the Cranberry Islands and Northeast Harbor the year round, and between the islands and Seal Harbor during the summer.

Cranberry Harbor, southward of Sutton Island and between Little Cranberry and Great Cranberry Islands, is frequented by small local vessels. Sometimes small coasting vessels anchor in the harbor, but Southwest Harbor offers much better anchorage. The usual anchorage in Cranberry Harbor is in depths of 14 to 20 feet in the middle of the harbor with the wharves at Islesford bearing about 050°. Care must be taken to keep well clear of the buoy on the end of the ledge which extends 350 yards westward from the east side at the entrance. An obstruction, cleared 6 feet, is 0.3 mile northward of Long Point on the west side of the entrance to the harbor.

Great Cranberry Island is about 2 miles west of Baker Island. Cranberry Isles is a village on the island. Spurling Cove makes into the north shore of the island. The 280-foot village pier, the more westerly of two piers on the south side of the cove, has a float landing at which the mail and passenger ferry lands. About 50 yards southeastward of the village pier is a 300-foot commercial pier, also with a float landing. Depths of 8 feet are reported alongside both float landings. Gasoline, diesel fuel, and water are available at the commercial pier.

Long Point is the northeast end of the island. Crow Island, northeast of Deadman Point, the southeast point of Great Cranberry Island, is 26 feet high and grassy with reefs to the east and southeast.

U.S. Coast Guard Rescue Coordination Center

24 hour Regional Contact for Emergencies

RCC Boston Command 1st CG District (617) 223-8555 Boston, MA
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

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

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.

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/idsrs/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
- 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.