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)

Grand Manan Channel, between the coast of Maine and Grand Manan Island, is an approach from westward to Quoddy Narrows and Passamaquoddy Bay. It is the most direct passage for vessels bound up the Bay of Fundy from along the coast of Maine. The channel varies in width from 5.5 miles abreast Campobello Island to 10 miles abreast Southwest Head, the southern point of Grand Manan Island. The western approach is marked by Machias Seal Island Light, which also marks most of the rocks and ledges that lie southwestward of Grand Manan Island. With the exception of the dangers between Machias Seal Island and Grand Manan Island, and the 33-foot unmarked rocky patch known as Flowers Rock, 3.9 miles west-northwestward of Machias Seal Island, the channel is free and has a good depth of water. The tidal current velocity is about 2.5 knots and follows the general direction of the channel. Daily predictions are given in the Tidal Current Tables under Bay of Fundy Entrance. Off West Quoddy Head, the currents set in and out of Quoddy Narrows, forming strong rips. Sailing vessels should not approach West Quoddy Head too closely with a light wind.

North Atlantic Right Whales—The Bay of Fundy is a feeding and nursery area for endangered North Atlantic right whales (peak season: July through October) and includes the Grand Manan Basin, a whale conservation area designated by the Government of Canada. (See North Atlantic Right Whales, chapter 3, for more information on right whales and recommended measures to avoid collisions with whales.)

Southwest Head, the southern extremity of Grand Manan Island, is a high cliff. It is reported that the fog often hang close in to the Maine coast between Machias Bay and West Quoddy Head, extending about one-third the way across Grand Manan Channel.

Machias Seal Island, 10 miles southwestward of Southwest Head, is about 500 yards long and 28 feet high. The island is steep-to on its western side. A drying reef, on the end of islet, extends 0.4 mile northeastward. A covered rock is about 300 yards northward of the islet. Depths of 20 feet 0.6 mile eastward and 29 feet 1.2 miles east-northeastward of the island are unmarked as is a 12-foot shoal, sometimes marked by a tide rip, 0.3 mile southeastward of the island.

Southeast Shoal, 1.2 miles southeastward of Machias Seal Island, is covered 9 feet. This shoal breaks in heavy weather and shows a rip during the strength of the tidal current, which reaches a velocity of 3 knots. A depth of 30 feet is about 450 yards southeastward of the shoal.

North Rock, 4 feet high and surrounded by shoal water to a distance of 800 yards, is 2.0 miles northward of Machias Seal Island. A 34-foot shoal spot is about 900 yards northeast of North Rock in about 44°32'30"N., 67°04'48"W. Another shoal spot covered 25 feet is 1.4 miles eastward of the rock in about 44°32'18"N., 67°03'16"W.

North Shoal, covered 9 feet, is 1.6 miles northward of the light. A depth of 40 feet is 700 yards northwest. The shoal breaks in heavy weather, and the whole area is marked by tide rips. A lighted bell buoy is 0.4 mile north of the shoal.

Middle Shoal, 5 miles northeastward of Machias Seal Island, is covered 17 feet, with deep water close-to. The shoal shows a tide rip and breaks in heavy weather.

Bull Rock, awash at low water and usually breaking, is 6.7 miles eastward of Machias Seal Island, and is marked by a lighted whistle buoy. It is surrounded by deep water. Little Shoal, a rocky patch covered 28 feet and usually marked by a tide rip, is about midway between Bull Rock and Machias Seal Island. Gup Hill Grounds, covered 29 feet and unmarked, are 1.2 miles south-southwestward of Bull Rock.

Wallace Ledge, the northernmost of the Murr Ledges, 3.4 miles northeastward of Bull Rock, uncovers 9 feet. A lighted bell buoy is northwest of the ledge.

Eastward of this area are numerous reefs and ledges. These dangers are described in Pub. No. 145, Sailing Directions (En route), Nova Scotia, and the St. Lawrence, published by the National Geospatial-Intelligence Agency, Washington, DC. Some of the dangers are Murr Ledges, Half Tide Rock, St. Mary Ledge, Yellow Ledge, Cross Jack Ledge, Long Ledge, and White (West) Ledge.
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
UNITED STATES AND CANADA - EAST COAST
MAINE - NEW BRUNSWICK

GRAND MANAN CHANNEL

SOUTHERN PART

Mercator Projection
Scale 1:50,000 at Lat. 44°35’
North American Datum of 1983
(World Geodetic System 1984)

DEPTHS IN METERS AND DECIMETERS
AT LOWEST NORMAL TIDE

Additional information can be contained at nauticalcharts.noaa.gov.
For Symbols and Abbreviations see Chart No. 1

HEIGHTS
In U.S. waters, elevations of rocks, bridges, landforms and lights are in meters and refer to Mean High Water (a contour) and summer elevations are in meters above Mean High Water (a large white spot elevation in nautical figures and contours are in meters above Mean Sea Level).

AUTHORITIES
Hydrography and topography by the Canadian Hydrographic Service with additional data from the National Ocean Service, Coast Survey, U.S. Geological Survey, Corps of Engineers, U.S. Coast Guard and Canadian Ministry of Transportation.

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 1983 must be converted an average of 0.250’ northward and 2.075’ eastward to agree with this chart.

NOTE C
TRAFFIC SEPARATION SCHEME
Recommended traffic lanes in the Bay of Fundy and at the approach to the Department of Transport, Canada. For positions see National Ocean Service chart 13060.

NOTE X
Within the 12-nautical mile Territorial Sea, established by the Presidential Proclamation by some Federal laws apply. The Three Nautical Mile Line, previously cited, is the outer limit of the territorial sea, as claimed by the other state. The 6-nautical mile National Resource Boundary offshore of Florida, Texas, and Puerto Rico and the Three Nautical Mile Line area must be crossed the inner limit of Federal fisheries jurisdiction and the outer limit of Federal fisheries jurisdiction, respectively.

MAMIE (UNITED STATES)

Fairy Head
Machias

MACHIAS BAY

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.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
- 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.