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TIDAL INFORMATION				
PLACE		Heights referred to datum of soundings (MLLW)		
NAME	LAT(LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Bass Harbor	(44° 14' N 68° 21' W)	10.8	10.3	0.2
Mackerel Cove	(44° 12' N 68° 26' W)	10.9	10.4	0.4
Southwest	(44° 13' N 68° 23' W)	10.8	10.3	0.3
Hood Harbor	(44° 16' N 68° 27' W)	9.9	9.4	-0.3

Datables (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and total current predictions are available on the Internet form <tides.noaa.gov/index.html>

(Mar 2012)

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.

SCALE 1:40,000

Nautical Miles

Yards

SOUNDINGS IN FEET

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Ellsworth, ME KEC-93 162.400 MHz

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center on 1-800-424-8802. In the vicinity of a manned U.S. Coast Guard facility, if telephone communication is impossible (33 CFR 153).

HEIGHTS

Heights in feet above Mean High Water.

AIDS TO NAVIGATION

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

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The Broadcast mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and the Gulf of Mexico, is retained as it continues to depict the most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

Formerly C&GS 306, 1st Ed., June 1885 KWP 2013

SUPPLEMENTAL INFORMATION

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

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1

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 Pub. 117(series). 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)

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.

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 0.050" northward and 1.950" eastward to agree with this chart.

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 ordered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

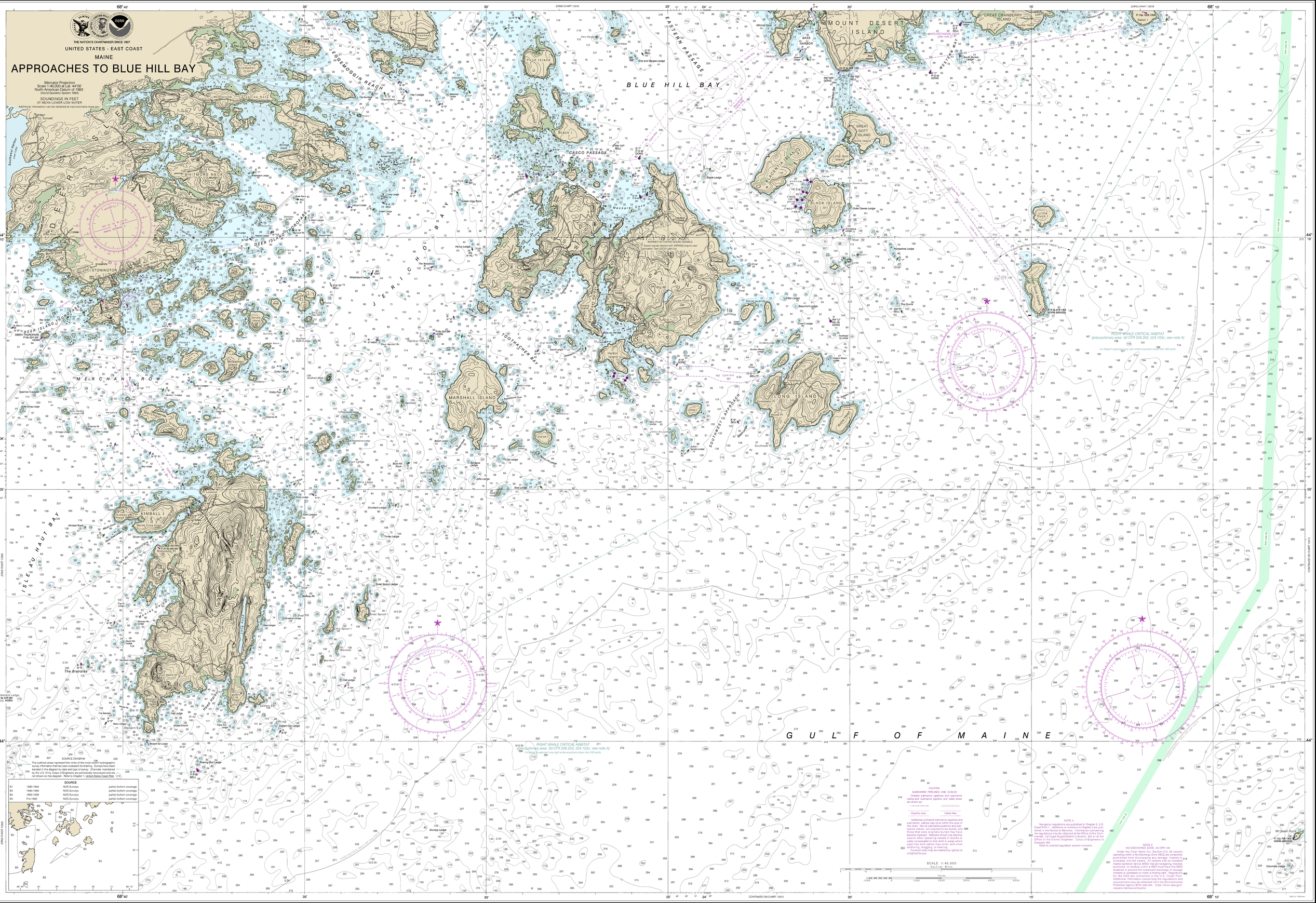
NOTE B

RECOMMENDED VESSEL ROUTE

Deep draft vessels entering and departing Frenchman Bay and Bar Harbor are requested to remain within the Recommended Vessel Route. Two-way traffic is possible within all parts of the green-lined area. Other vessels, while not excluded, should exercise caution in these areas and monitor VHF channel 16 or 13 for information concerning vessels transiting these areas. See U.S. Coast Pilot 1, Chapter 6.

JOINING CHART 13316

JOINING CHART 13318



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot. (116)

SOURCE			
B1	1990-1994	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

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 their draft in areas of pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered exits may be marked by lighted or unlighted buoys.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Those for which the District Engineer is listed in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are underway, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or retain a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency web site: https://www.epa.gov/vessels-marinas-and-ports.

COLREGS, 80.105 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION:

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency (NGA) and the U.S. Coast Guard (USCG) Local Notice to Mariners (LNM) published by each U.S. Coast Guard district to the dates shown in the Quarterly Cumulative LNM hand corrections. Chart updates consisting of hand corrections from Notice to Mariners published after the dates shown in the lower left corner may be available at <nauticalcharts.noaa.gov>.

This chart is canceled. No new editions will be issued.

(Sep 24, Nov 2012, Last Hydrography 1/1/2007, Charted Hydrography 1/1/2007)
LNM: 08/04 (05/2004), NM: 08/04 (05/2004), LNM: 01/14 (1/2014)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/mcd/contact.html

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
FEET	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54
METERS	0.5	1	1.5	2	2.5	3	3.5	4	4.5	5	5.5	6	6.5	7	7.5	8	8.5	9

Approaches to Blue Hill Bay

SOUNDINGS IN FEET - SCALE 1:40,000

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