

BookletChart™

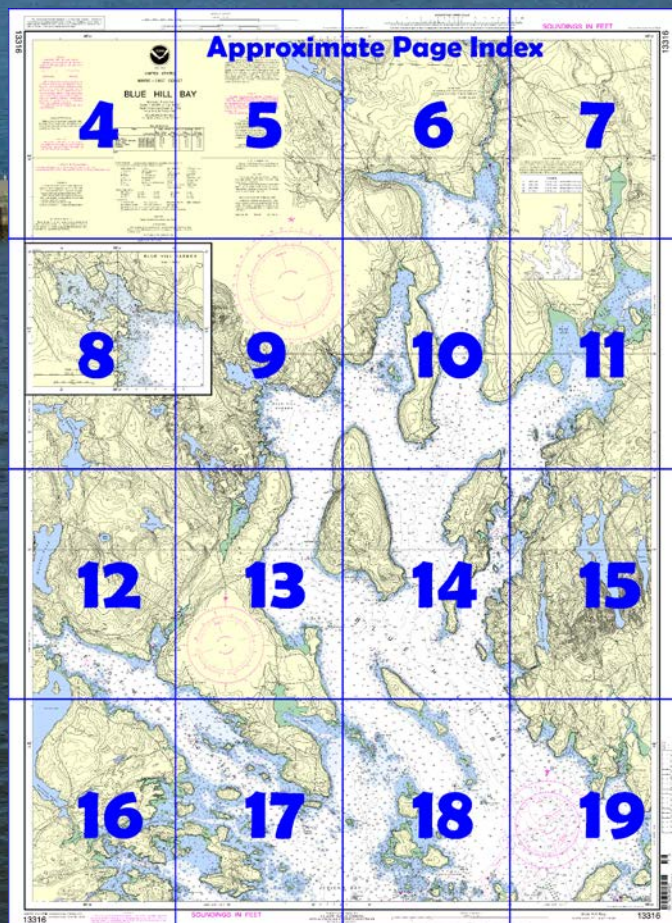
Blue Hill Bay NOAA Chart 13316



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



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13316>.



(Selected Excerpts from Coast Pilot)

Blue Hill Bay, west of Mount Desert Island, is about 14 miles long. In the bay are several large and some small islands, between which are good channels with deep water. The dangers are comparatively few; the most prominent are marked by buoys. There are numerous coves on both sides of the bay.

The head of the bay is divided into several large arms, the most important of which is Union River Bay. Blue Hill Bay forms the

approach to the villages of Bass Harbor, South Blue Hill, Blue Hill Falls, Blue Hill, East Blue Hill, and Surry, and the city of Ellsworth.

The bay is frequented by cruise sailing vessels, fishing craft, and yachts. Gasoline and provisions are obtainable at most of the villages. Repair yards for small vessels are at Bass Harbor, Bernard, and East Blue Hill.

Routes for entering Blue Hill Bay are given at the end of this chapter.

Currents.—The current in Blue Hill Bay floods northward and ebbs southward. Velocities of 2 knots have been observed near Staple Ledge at the south end of the bay. For current predictions, see the Tidal Current Tables.

Bass Harbor, in the southwest end of Mount Desert Island just westward of Bass Harbor Head, is an important fishing port. The harbor is sometimes used as an anchorage by vessels bound through the inside passage. The outer harbor is exposed southward, but clear with the exception of **Weaver Ledge**, which is in the middle of the entrance and uncovers 3 feet. Two buoys mark the ledge.

Vessels can enter on either side of Weaver Ledge and anchor between the ledge and the entrance to the inner harbor in depths of 30 to 46 feet, soft bottom in places.

There are four dredged anchorages available in the inner harbor. The anchorages consist of a 10-foot basin in the middle of the harbor with 6-foot basins adjoining to northward and westward and an 8-foot basin adjoining to eastward. (See Notice to Mariners and latest editions of charts for controlling depths.) Buoys mark the inner harbor.

Bass Harbor is a village on the east shore of Bass Harbor. The belfry of a church at the head of the harbor is conspicuous. The cannery wharf, on the east side of the inner harbor about 1.1 miles north of Bass Harbor Head Light, has a reported depth of 7 feet alongside. A smaller seafood company wharf, close northward, has a depth of 10 feet reported alongside. Gasoline, diesel fuel, water, ice, and some marine supplies are available at this wharf.

A boatyard and machine shop, about 250 yards above the upper seafood wharf, has two marine railways that can handle craft up to 45 feet or 15 tons for hull and engine repairs. W

A marina with a float landing is on the east side of the outer harbor, about 400 yards southward of the cannery wharf; depths of 10 feet are reported at the float landing. A 30-ton mobile hoist at the marina can handle craft up to 50 feet for hull and engine repairs. Gasoline, diesel fuel, water, ice, and some marine supplies are available. The slip for the State automobile and passenger ferry to Swans Island and Lunt Harbor on Long Island is close northward of the marina. Groceries, ice, lodgings, and some marine supplies can be obtained in town.

Bernard is a village on the west side of Bass Harbor. There are two fish and lobster wharves with float landings with 6 feet reported alongside. Gasoline, diesel fuel, and some marine supplies can be obtained at the landings.

Duck Cove, about 1.5 miles northwestward, has a boatyard at the head with covered sheds; the yard has a marine way that can handle craft up to 50 feet or 20 tons for hull and engine repairs or open and covered winter storage.

Goose Cove, on the eastern side of Blue Hill Bay 2 miles northwestward of Bass Harbor, is frequented by fishing boats. The cove has good holding ground and offers excellent anchorage for small boats except in heavy southwesterly weather. A shoal is in midharbor. **West Tremont** is a village at the head of the cove. There is a wharf that dries on the east shore about 0.4 mile above the entrance; water can be had from a nearby well.

U.S. Coast Guard Rescue Coordination Center **24 hour Regional Contact for Emergencies**

RCC Boston

Commander

1st CG District

Boston, MA

(617) 223-8555

Navigation Manager Regions



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

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



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>

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

SCALE 1:40,000

Nautical Miles

Yards

1000 0 1000 2000 3000

68°40'

35'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE

BLUE HILL BAY

Mercator Projection
Scale 1:40,000 at Lat. 44°22'
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.

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



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 where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

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.

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.

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

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 Publication 117.

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)

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Ellsworth, ME KEC-93 162.400 MHz

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water		
		Mean Higher High Water	Mean High Water	Mean Low Water
NAME	(LAT/LONG)	feet	feet	feet
Bass Harbor	(44°14'N/68°21'W)	10.8	10.3	0.4
Naskeag Harbor	(44°14'N/68°33'W)	11.1	10.6	0.4
Sedgwick	(44°18'N/68°38'W)	11.1	10.6	0.4
Mount Desert Narrows	(44°26'N/68°22'W)	11.4	10.9	0.4
Union River	(44°30'N/68°26'W)	11.3	10.8	0.4

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(May 2014)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT Lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VG very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bld boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

SUPPLEMENTAL INFORMATION

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

Navigation regulations of the U.S. Coast Pilot 1. Additional regulations may be found in the U.S. Coast Pilot 1, Office of the District Commander, Concord, MA. Refer to charted.

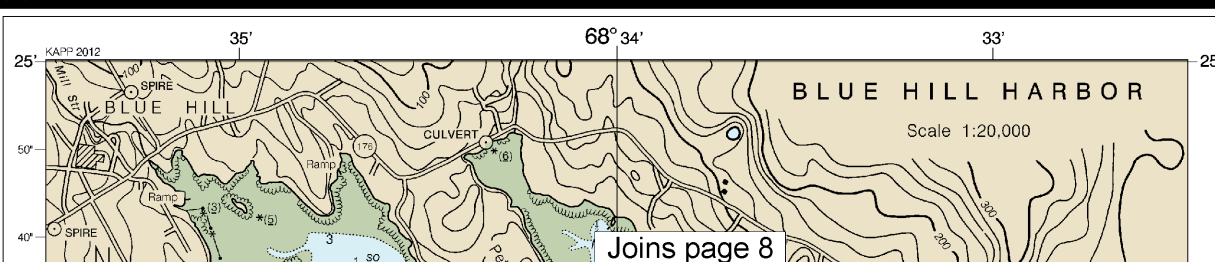
The horizontal datum of this chart is the North American Datum of 1983 (NAD 83). It is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic coordinates are given in degrees northward and 1.918

Report all spills to the nearest U.S. Coast Guard Office of Marine Pollution Response (OMPR) or to the nearest U.S. Coast Guard Office of Marine Pollution Response (OMPR).

Consult supplement for navigation information.

Temporary navigational aids are shown with a 'T' in the aid number. During the period of replacement, the aid is shown with a 'T' in the aid number. See U.S. Coast Pilot for details.

Within the 12-nautical mile territorial sea, the United States has certain Federal laws apply. The territorial sea, is the outer limit of the territorial sea, is the limit of the other laws. The 9-nautical mile limit of Florida, Texas, and Puerto Rico most cases the inner limit of Federal jurisdiction of the states. The 24-mile Exclusive Economic Zone. Unless fixed by treaty or the U.S. Constitution, no modification.



Joins page 8

Printed at reduced scale.

SCALE 1:40,000

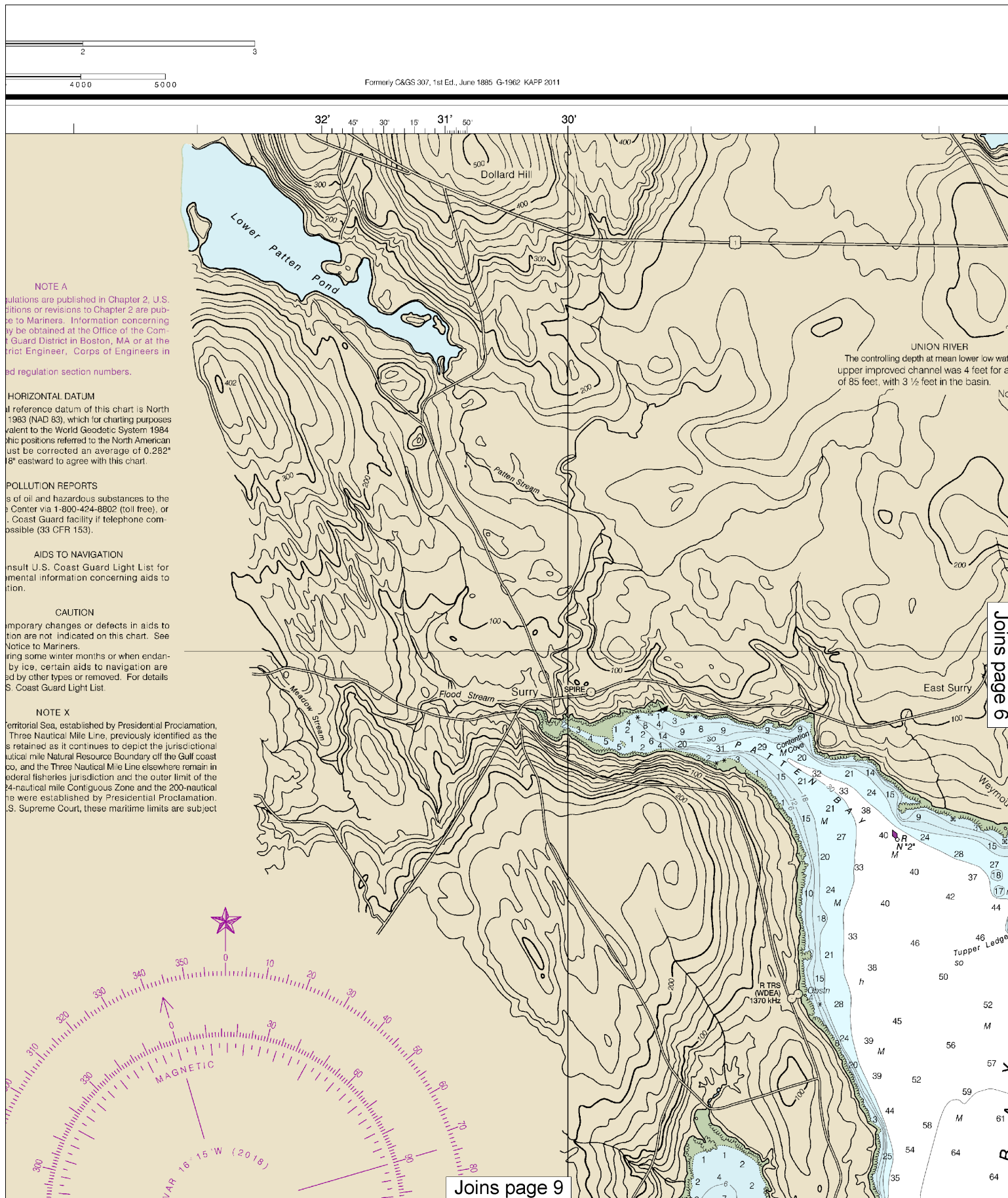
Nautical Miles

See Note on page 5.

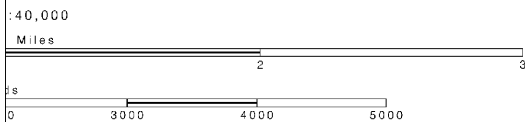
Yards

1000 0 1000 2000 3000 4000 5000

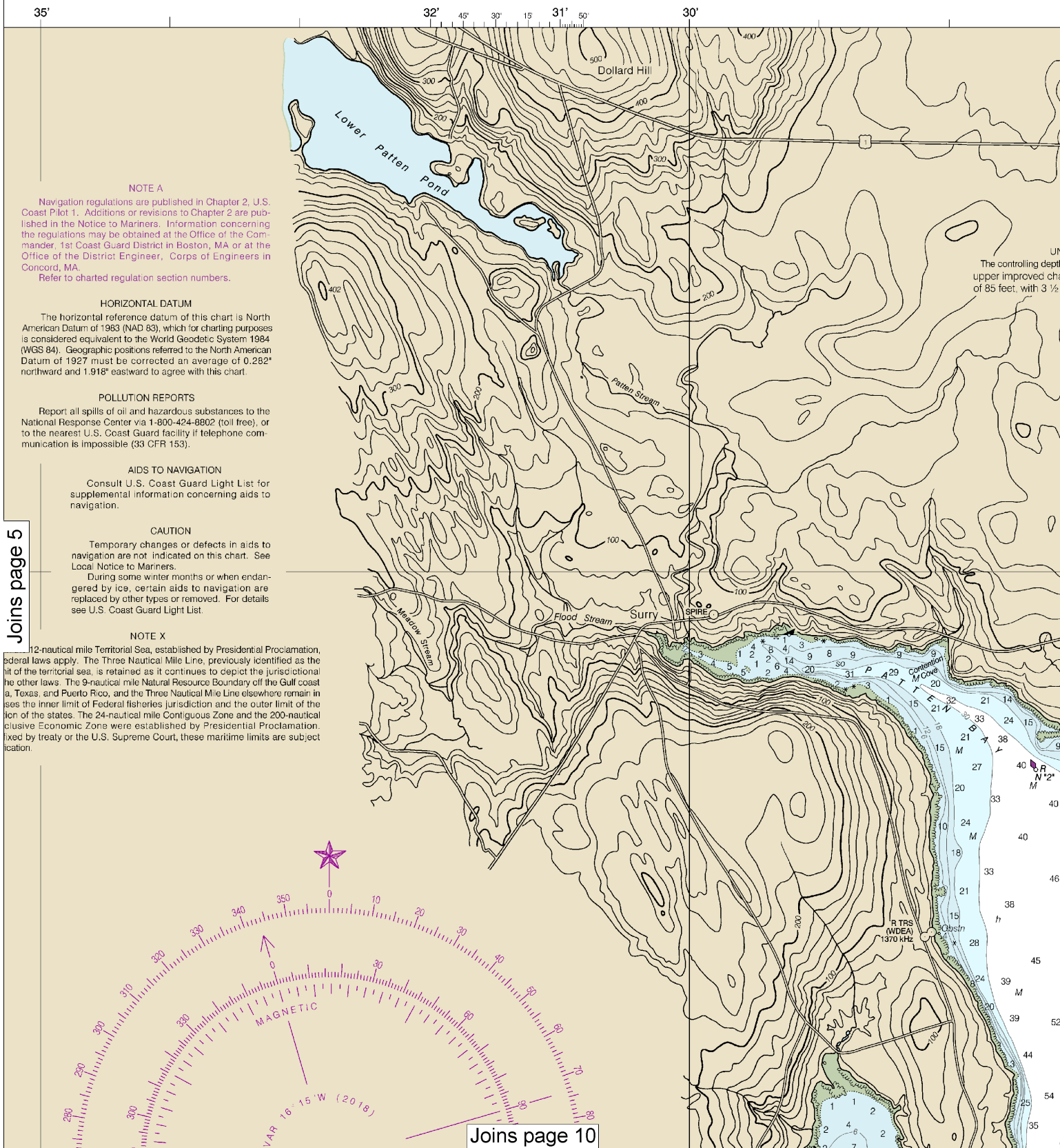
Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Formerly C&GS 307, 1st Ed., June 1885 G-1962 KAPP 2011



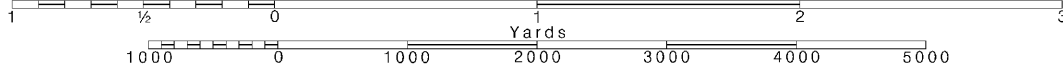
6

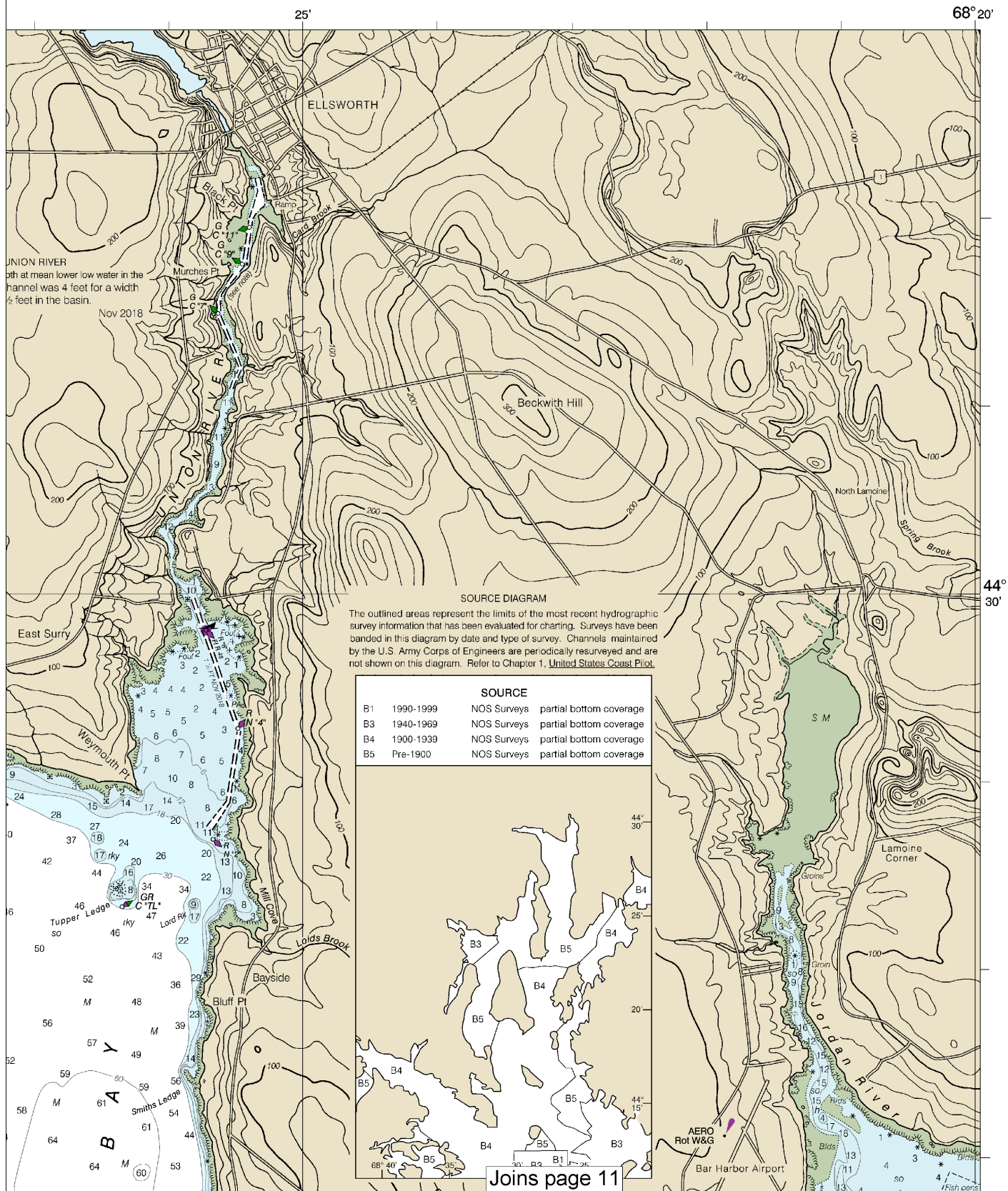
Note: Chart grid lines are aligned with true north.

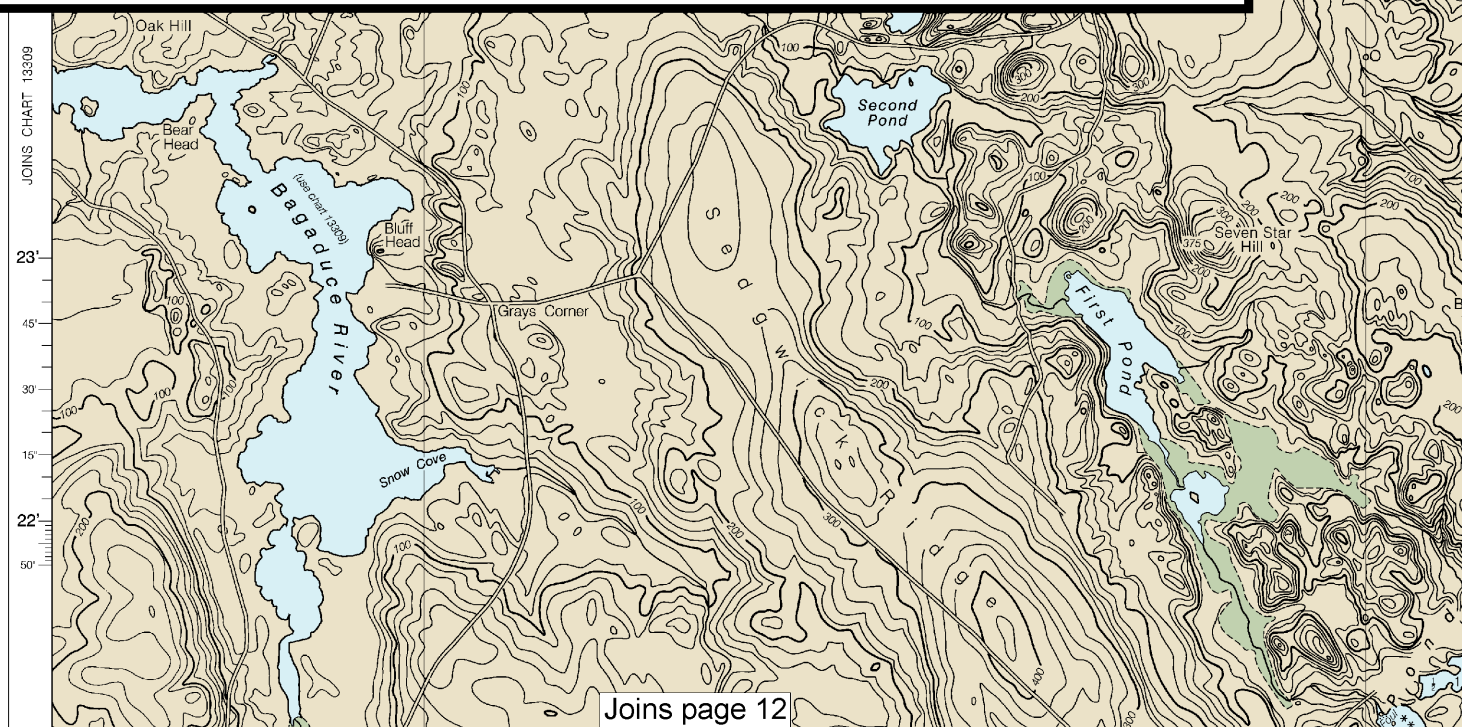
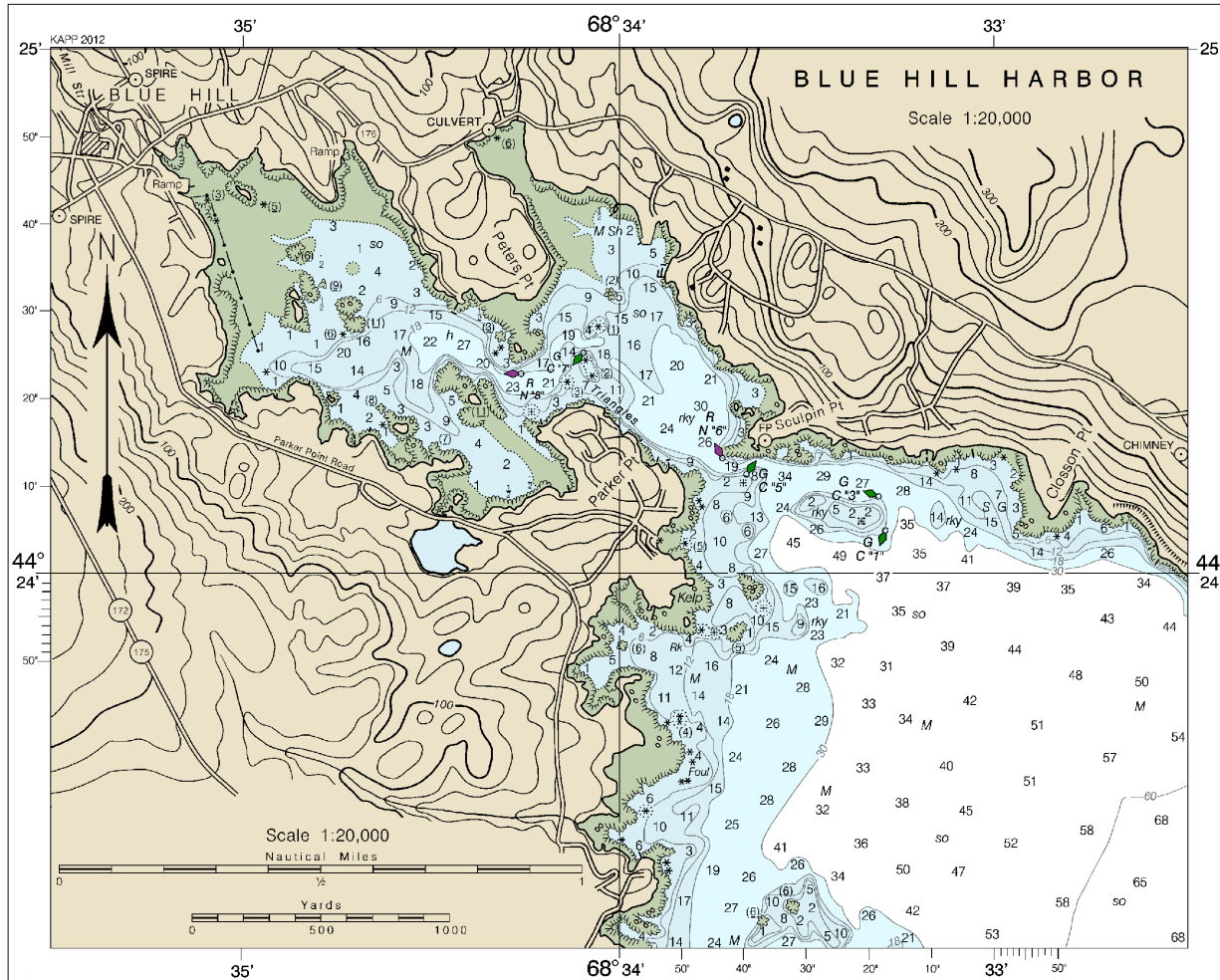
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

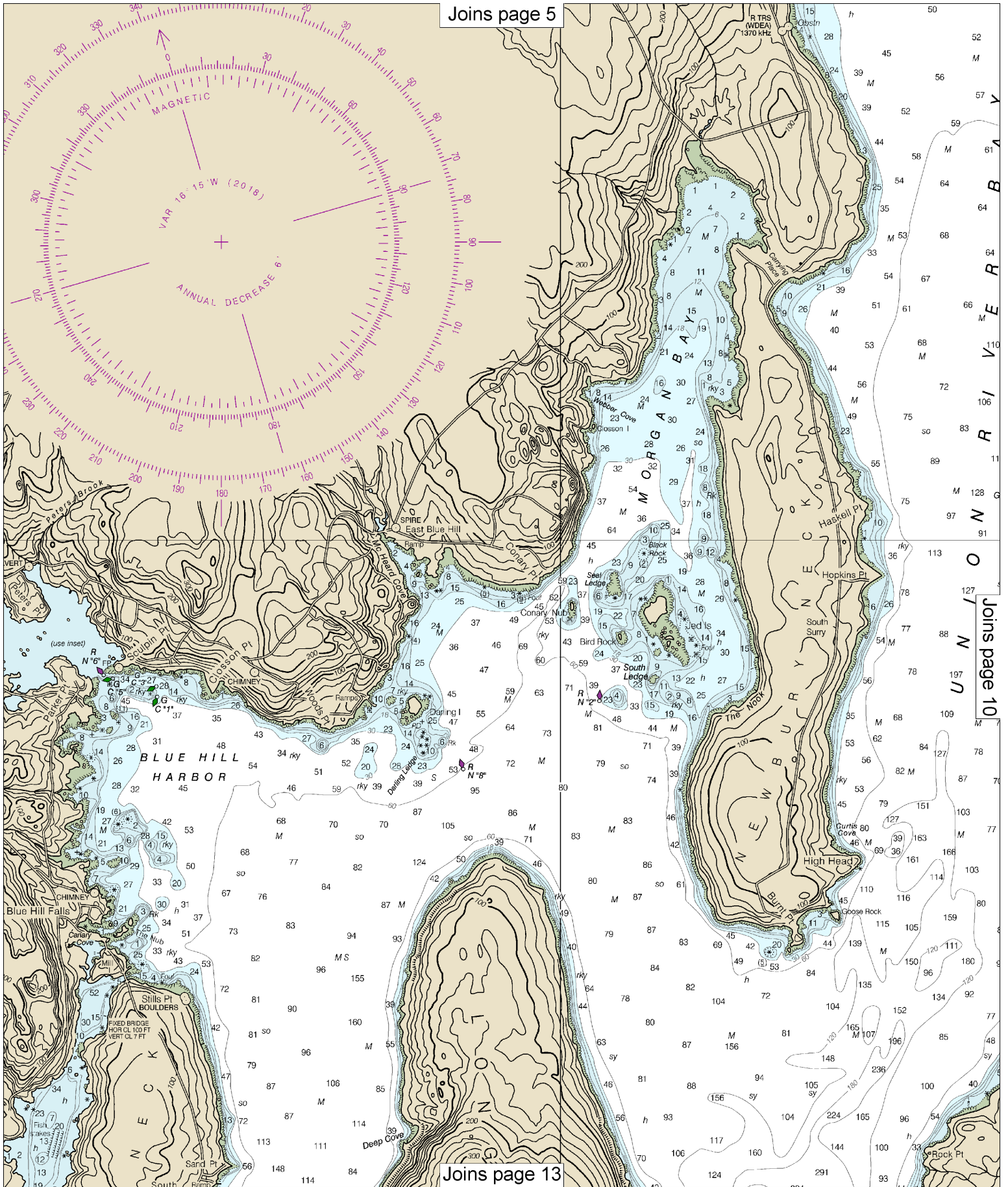


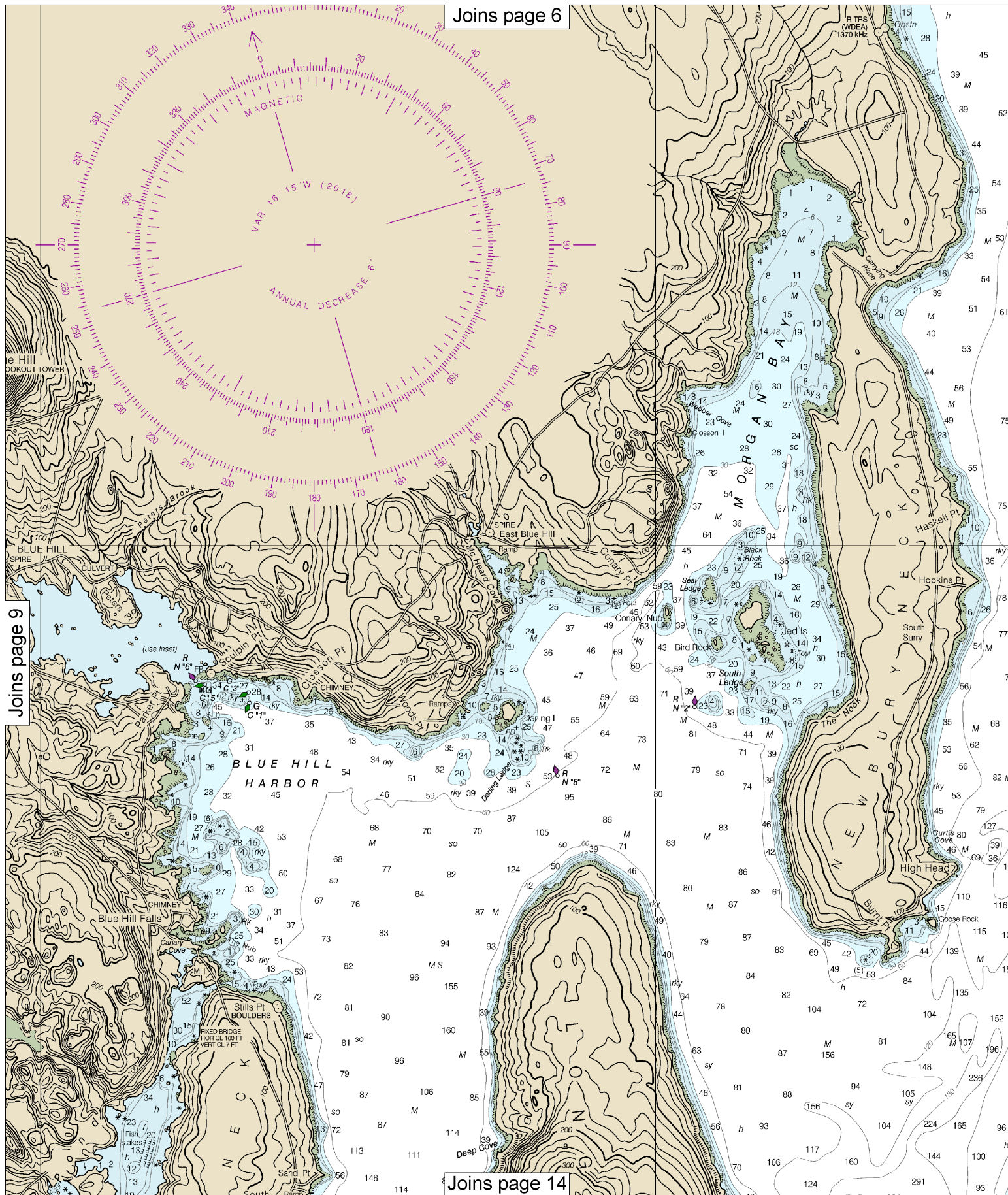




Joins page 12

Joins page 5



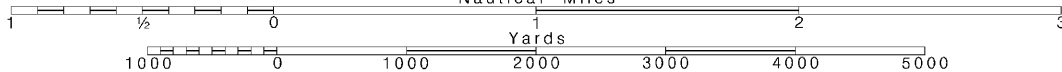


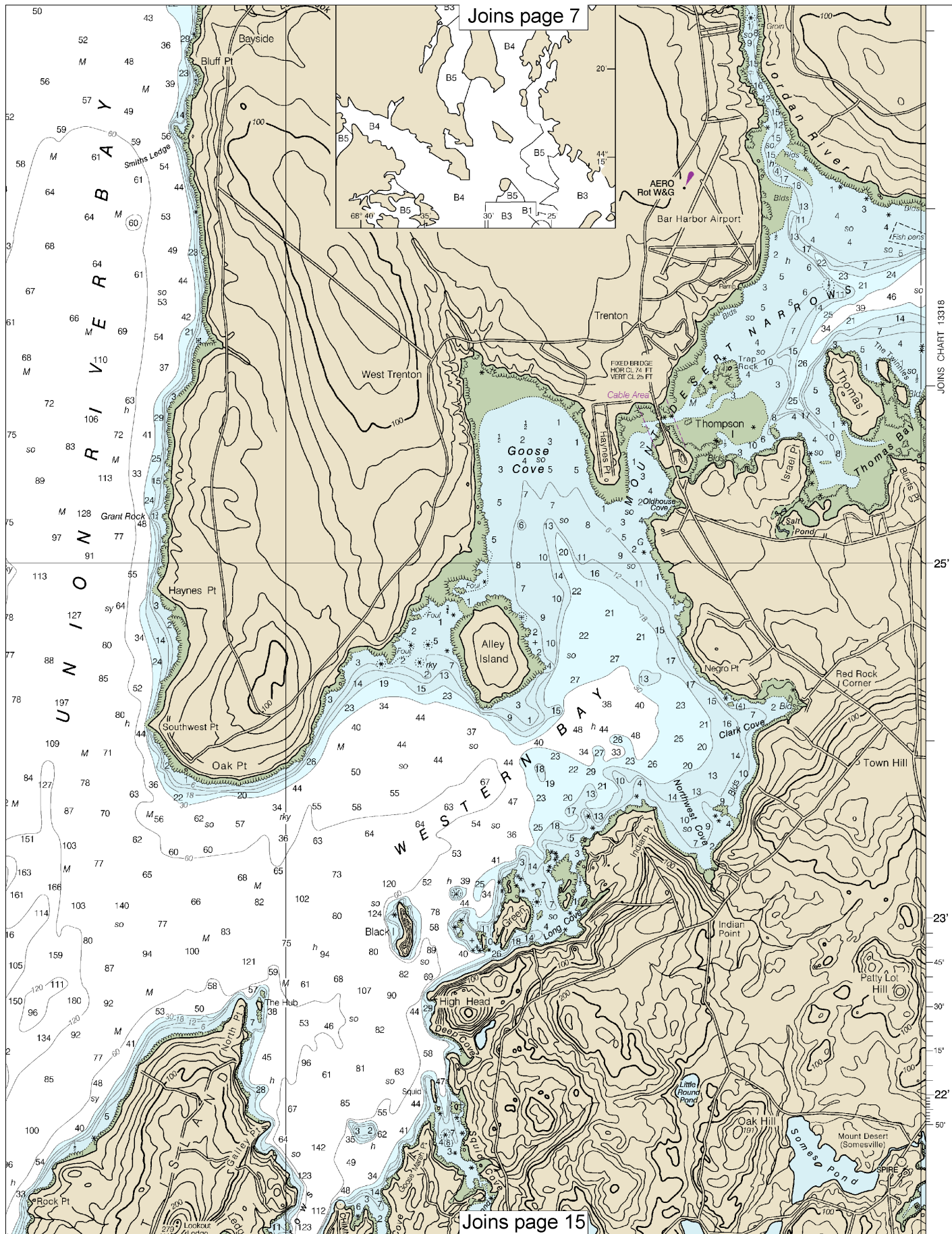
Note: Chart grid lines are aligned with true north.

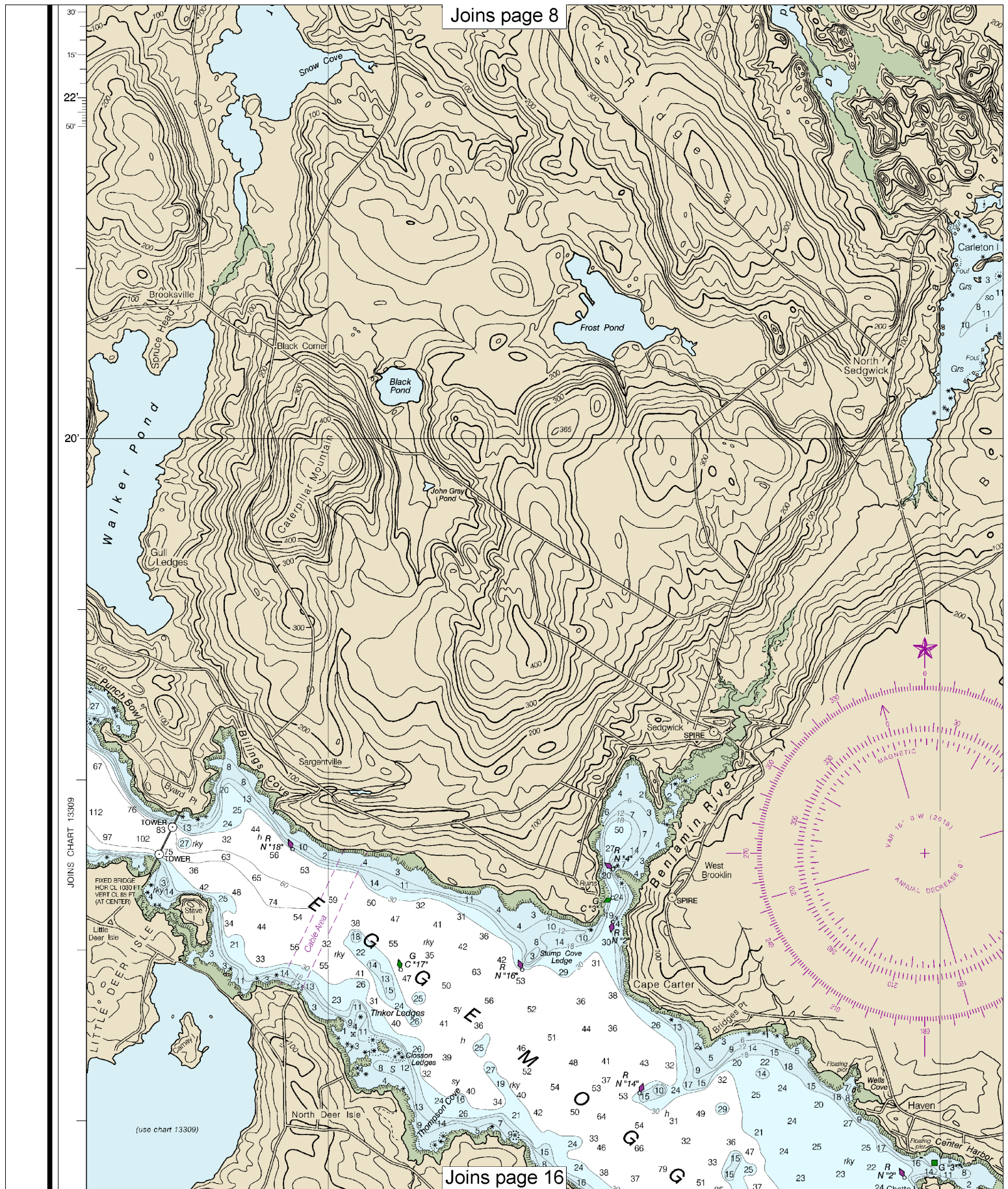
Printed at reduced scale.

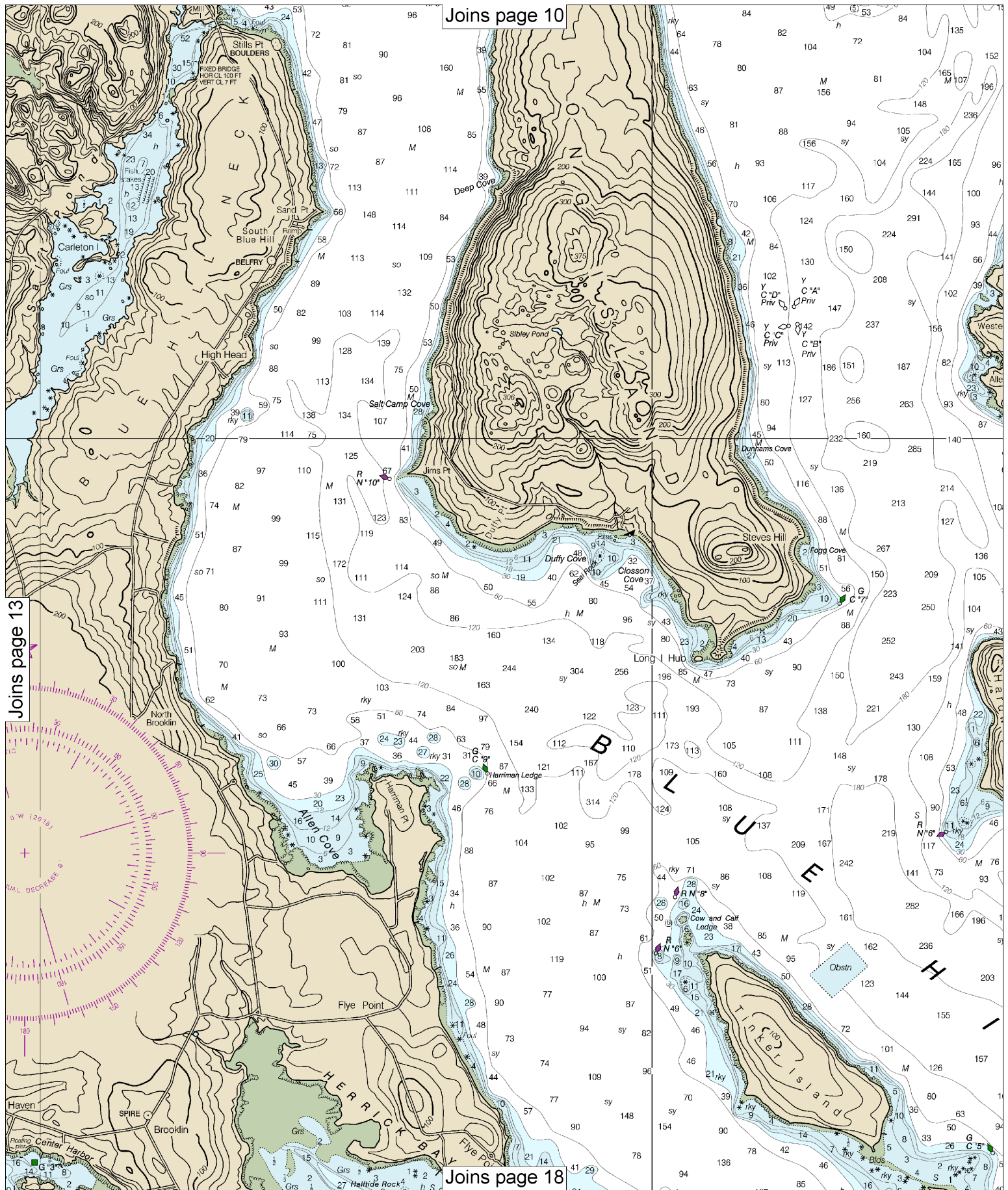
SCALE 1:40,000
Nautical Miles

See Note on page 5.







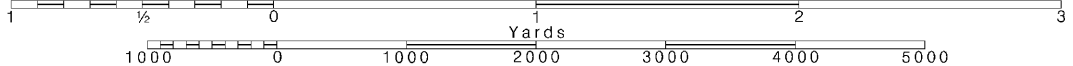


Note: Chart grid lines are aligned with true north.

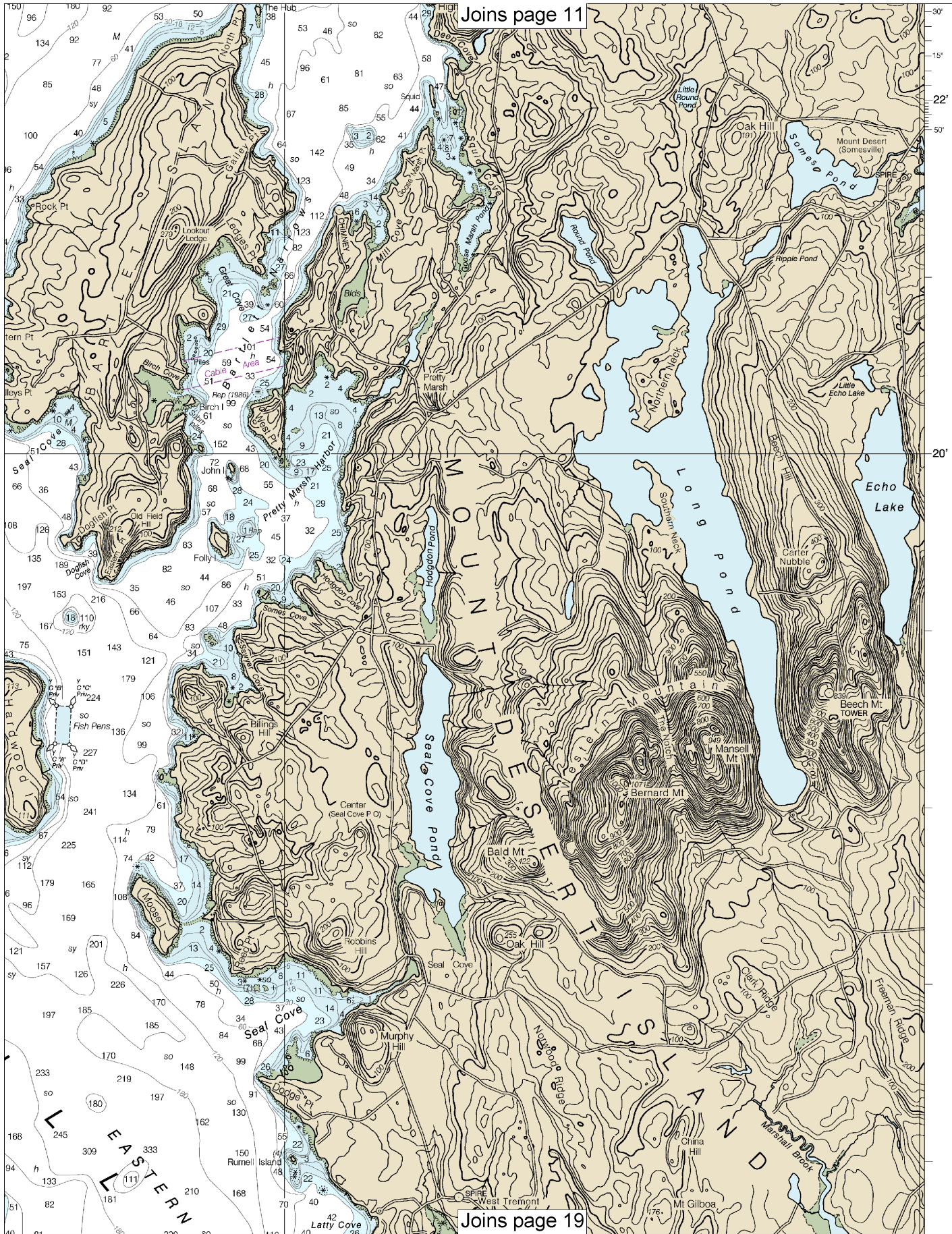
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

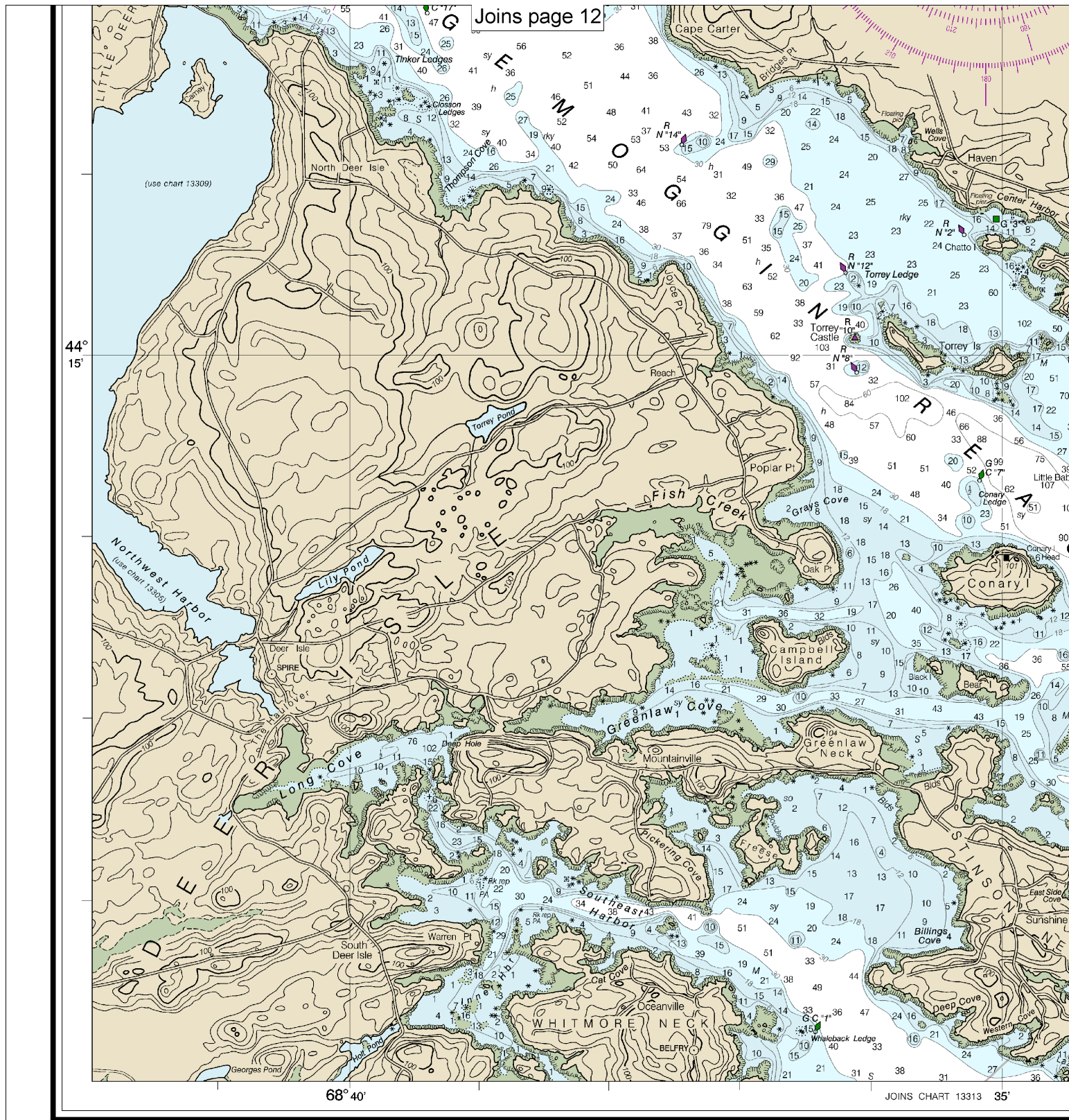
See Note on page 5.



Joins page 11



Joins page 19



13316

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This is the Last Edition of this chart. It will be canceled on Nov 29, 2023
 24th Ed., Jul. 2014. Last Correction: 10/25/2023. Cleared through:
 LNM: 4323 (10/24/2023), NM: 4323 (10/28/2023), CHS: 0923 (9/29/2023)

SOUNDINGS IN

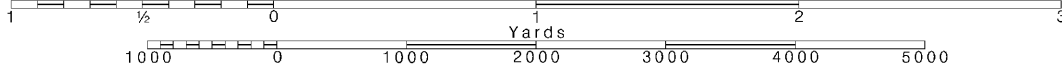
16

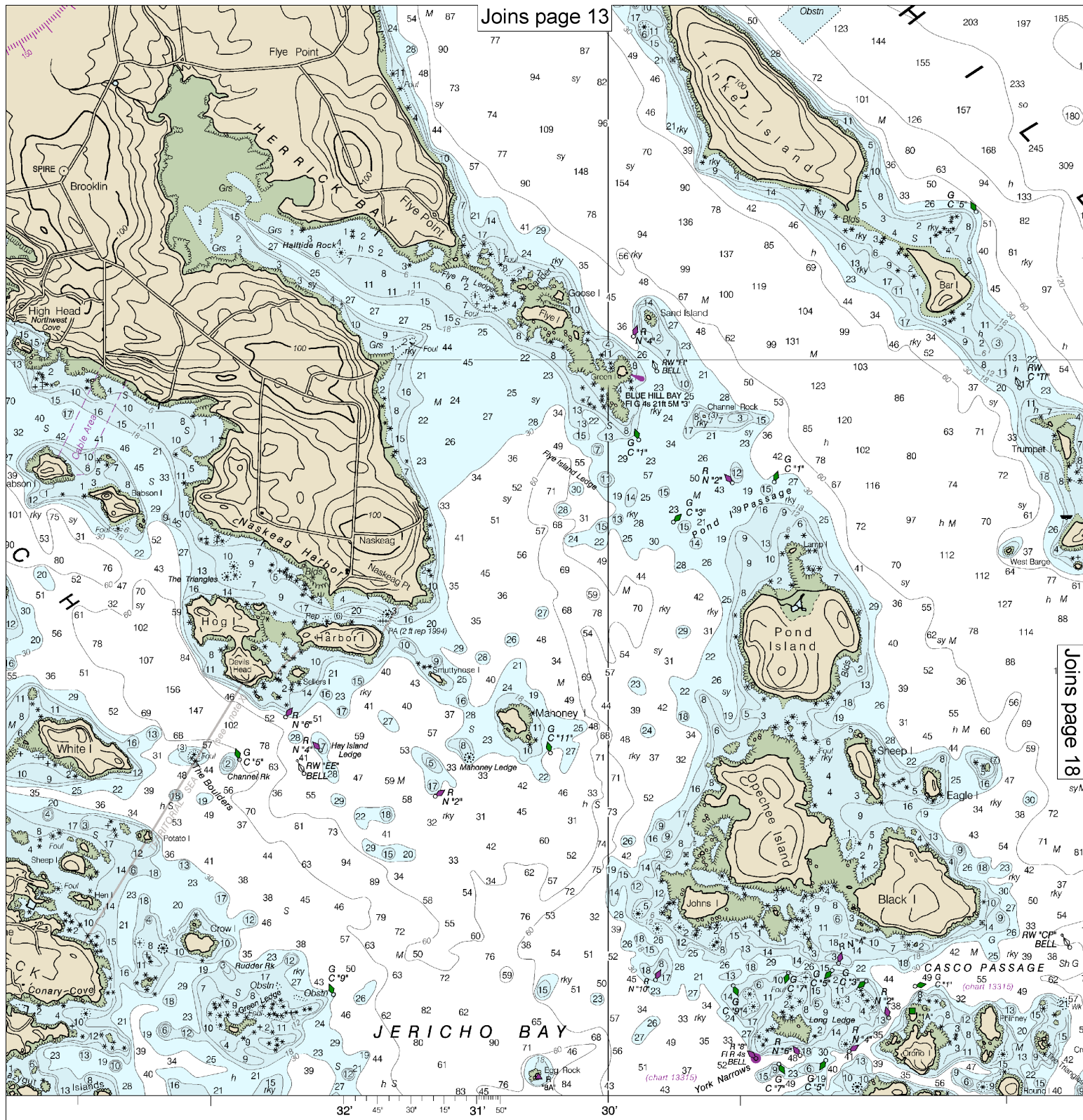
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

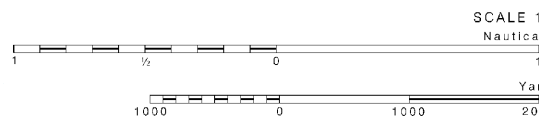
See Note on page 5.

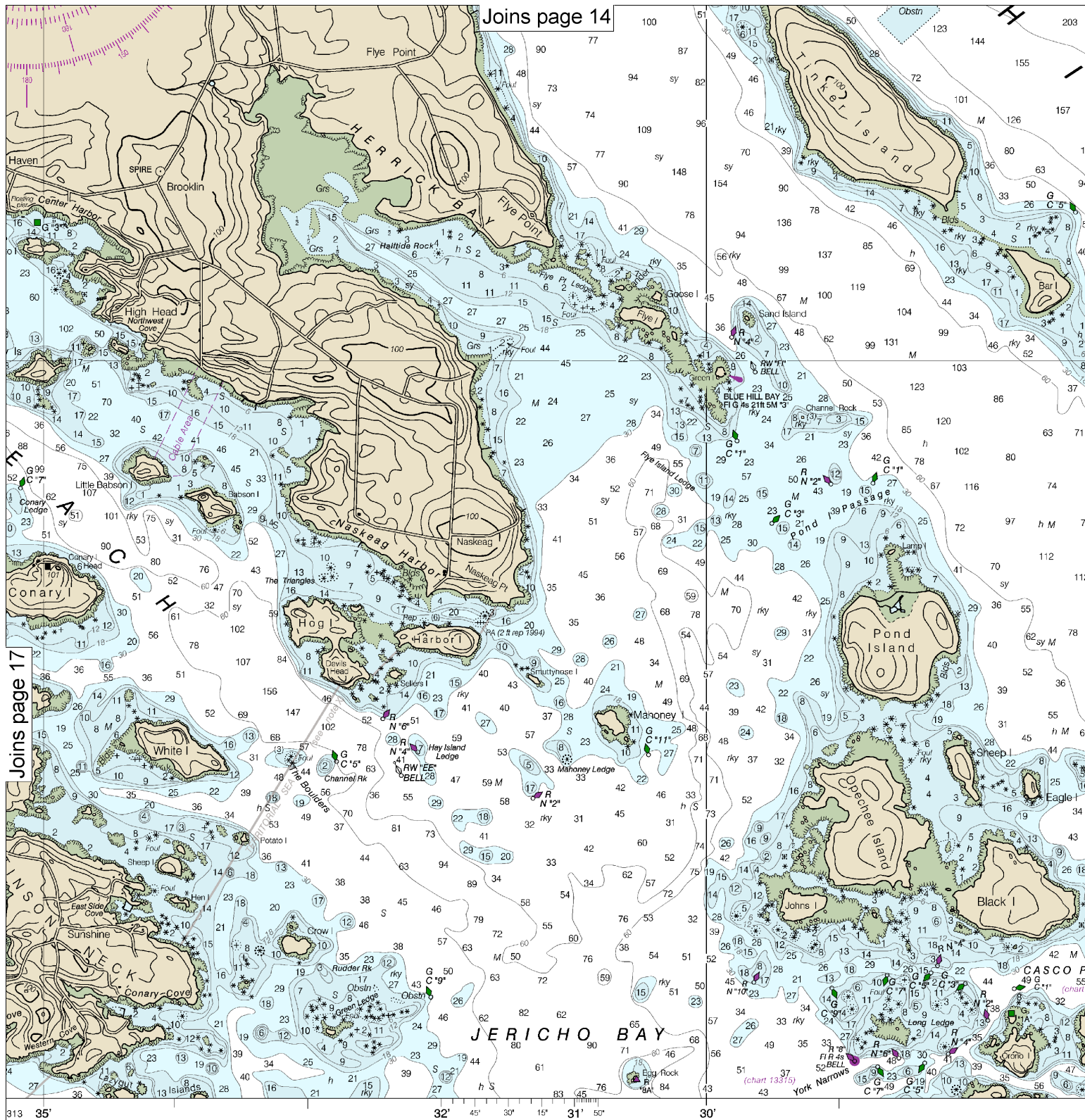




FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY





GS IN FEET

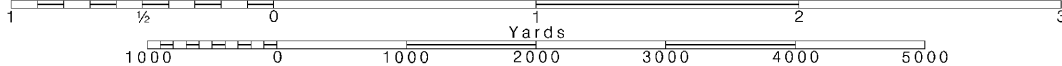
18

Note: Chart grid lines are aligned with true north.

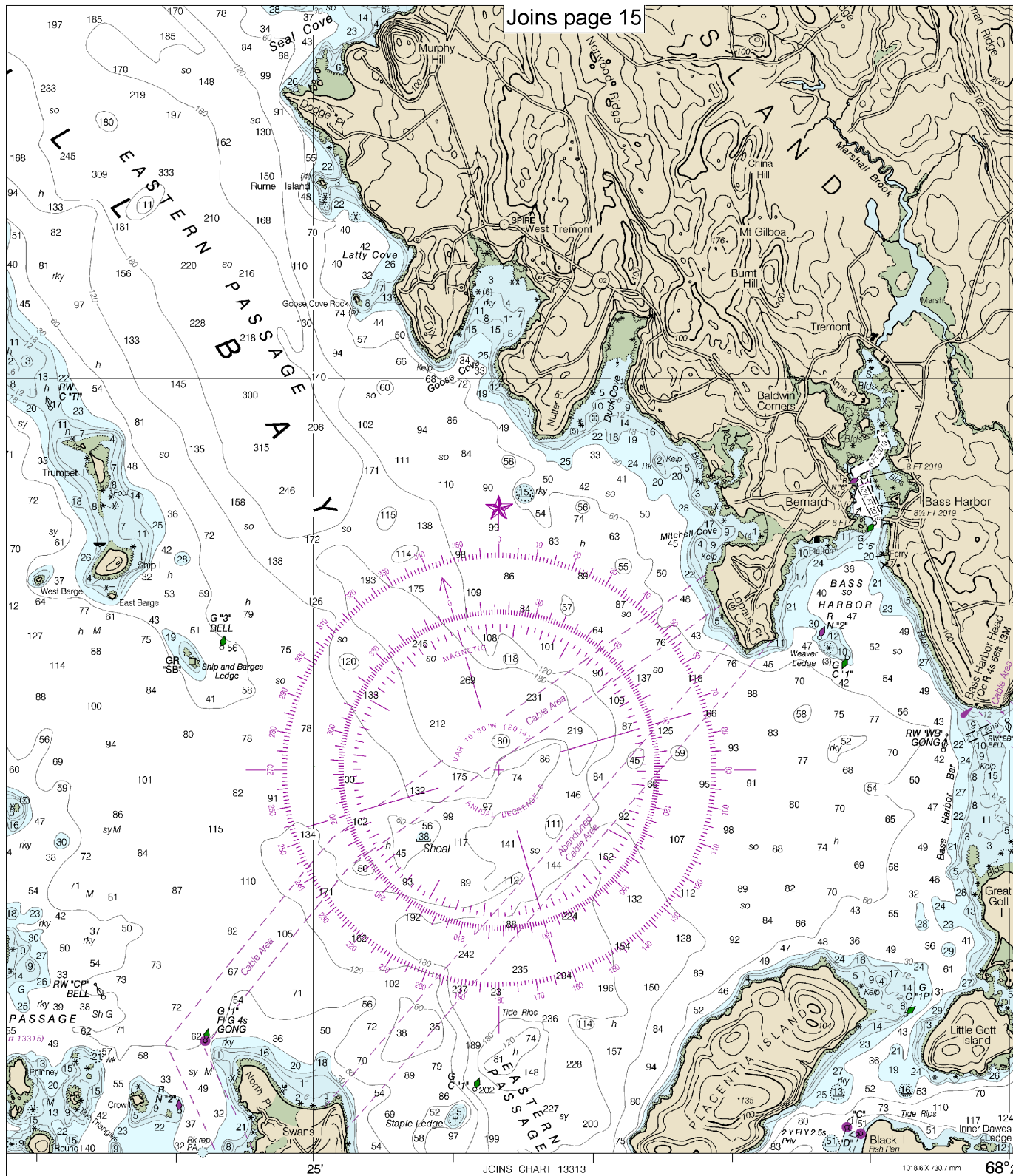
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Joins page 15



44° 15'

FATHOMS	FEET	METERS
1	6	1.1
2	12	2.1
3	18	3.3
4	24	4.4
5	30	5.5
6	36	6.6
7	42	7.7
8	48	8.8
9	54	9.9
10	60	11.0
11	66	12.1
12	72	13.2
13	78	14.3
14	84	15.4
15	90	16.5
16	96	17.6
17	102	18.7

JOINS CHART 13318

25'

JOINS CHART 13313

1018.6 X 730.7 mm

68° 20'

SCALE 1:40,000
Nautical Miles



Blue Hill Bay
SOUNDINGS IN FEET - SCALE 1:40,000

13316



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
Report a chart discrepancy	— http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsddata.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
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 Weather Service	— http://www.weather.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.