

BookletChart™

Machias Bay to Tibbett Narrows

NOAA Chart 13326

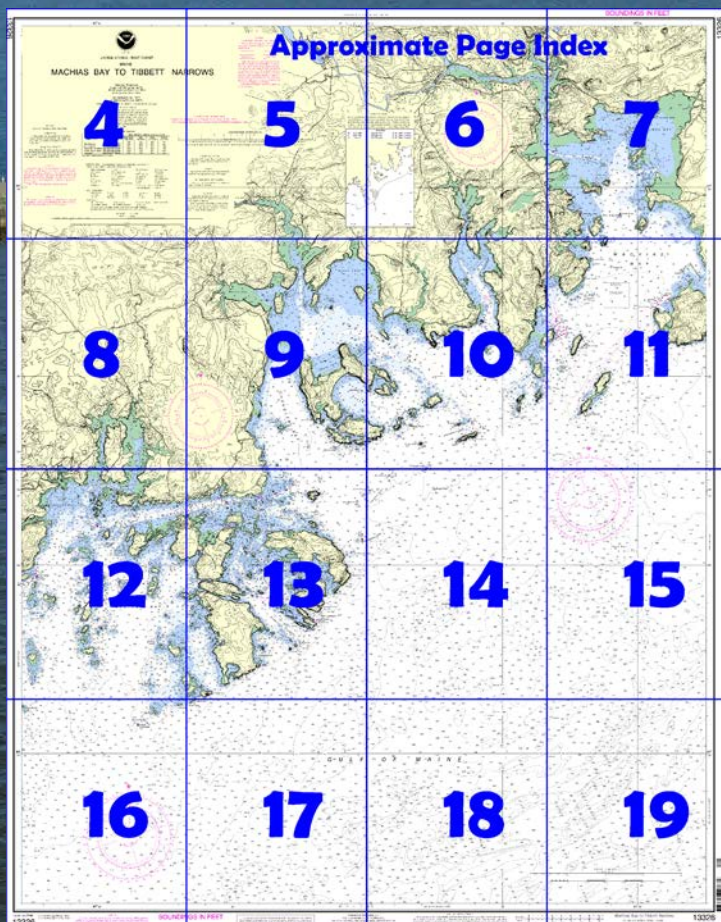


A reduced-scale NOAA nautical chart for small boaters

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=13326>.



(Selected Excerpts from Coast Pilot)

Northwest Harbor, a bight in the northwestern shore of Cross Island, has depths of 21 to 54 feet but is little used as an anchorage. A cable area extends across the south half of the harbor.

Seal Cove Ledge, extending 400 yards southwestward from Cross Island, has a least depth of 10 feet and is marked on the southwest side by a buoy.

Machias Bay, about 22 miles southwestward of West Quoddy Head Light, is the

approach to Machias River, and the towns of Machiasport and Machias. The bay is about 6 miles long and 1 to 3 miles wide, is easily entered day or night, and affords well-sheltered anchorage for large vessels. The

2-mile-wide main entrance is between Cross Island on the east and Stone Island on the west. Sheep are kept on several of the islands in Machias and Englishman Bays during the summer.

Libby Islands, in the middle of the entrance, are two flat grassy islands connected by a bare ledge. Sunken ledges extend about 300 yards off the southern end of the southwestern island and about the same distance off the eastern shores of both of the islands.

Libby Island Light (44°34.1'N., 67°22.0'W.), 91 feet above the water, is shown from a 42-foot granite conical tower on the southwestern island. A sound signal is at the light. The light is obscured from 208° to 220°.

The light is the principal guide to the entrance to Machias Bay. This light and the buildings of the light station, the numerous radio towers on Cutler Peninsula northward of Cape Wash (see chart 13327), and the domes of the two radar towers on Howard Mountain (44°37.8'N., 67°23.8'W.) are the prominent objects in the area.

Several vessels have been wrecked on the eastern side of Libby Islands during thick weather, indicating a possible dead zone for sound signals to the eastward.

Avery Rock is in the middle of the bay, 4 miles from the entrance, and is marked by a light. It is the guide for vessels bound up the bay. The best anchorages are in Starboard Cove and in the head of the bay above Avery Rock.

A 452-foot U.S. Navy oil handling pier with a 244-foot T-head, deck height, 16 feet, is on the east side of the entrance to **Great Pond Cove**, about 2.2 miles east-southeastward of Avery Rock. In 1975, 25 feet was reported alongside the head.

Ram Island and **Foster Island**, about 1.5 miles west of the Libby Islands, are grass-covered and surrounded by ledges.

Foster Channel, between Foster and Ram Islands, is a narrow passage between Englishman Bay and the western side of the entrance to Machias Bay. The buoyed channel has a depth of about 18 feet.

Starboard Island Ledge, 0.5 mile east of Foster Island, is covered 7 feet and marked by a buoy off its southeastern end.

Stone Island, 1.1 miles northwest of Libby Islands, is wooded and has an 89-foot bare rocky face at the south end. **Stone Island Ledge**, 0.2 mile east of the island and covered 8 feet, is marked by a daybeacon.

Starboard Island, 0.7 mile west of Stone Island, is 70 feet high and grassy at the southwest end and sparsely wooded at the northeast end, and has a conspicuous house in the western slope. **Starboard Island Bar**, which uncovers 7 feet, connects the island with the shore.

Starboard Cove, on the western side of Machias Bay 2.5 miles northward of Libby Island Light, is formed on the south by Starboard Island and the bar.

Excellent anchorage, except in easterly weather, is available in Starboard Cove in depths of 15 to 24 feet. The cove is frequented by coasting vessels bound through Moosabec Reach making anchorage for the night. A good berth is in the middle of the cove, with the north end of Starboard Island in line with the south end of Stone Island, in depths of 18 to 21 feet. Small vessels can anchor closer to the bar, provided they take care not to shut out the north end of Stone Island by the north end of Starboard Island. The cove is entered eastward of Starboard Island, passing on either side of Stone Island.

Starboard is a small village on the western side of Starboard Cove. A boatyard on the northwest side makes engine and hull repairs. Some marine supplies are available.

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>

67°40'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE

MACHIAS BAY TO TIBBETT NARROWS

Mercator Projection
Scale 1:40,000 at Lat. 44°33'
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.

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.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published 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.

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
Machiasport		(44°42' N/67°24' W)	13.3	12.9	0.3
Stone Island		(44°36' N/67°22' W)	13.1	12.7	0.3
Roque Island Harbor		(44°34' N/67°31' W)	12.9	12.6	0.3
Jonesport		(44°32' N/67°36' W)	12.5	11.9	0.4
Steele Harbor Island		(44°30' N/67°33' W)	12.6	12.0	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>.

(Aug 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 IR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
F flashing	Mir 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	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn 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.

HORIZONTAL DATUM

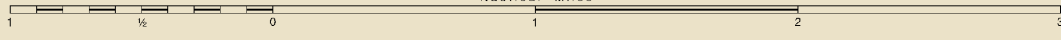
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.282" northward and 2.027" eastward to agree with this chart.

COLREGS

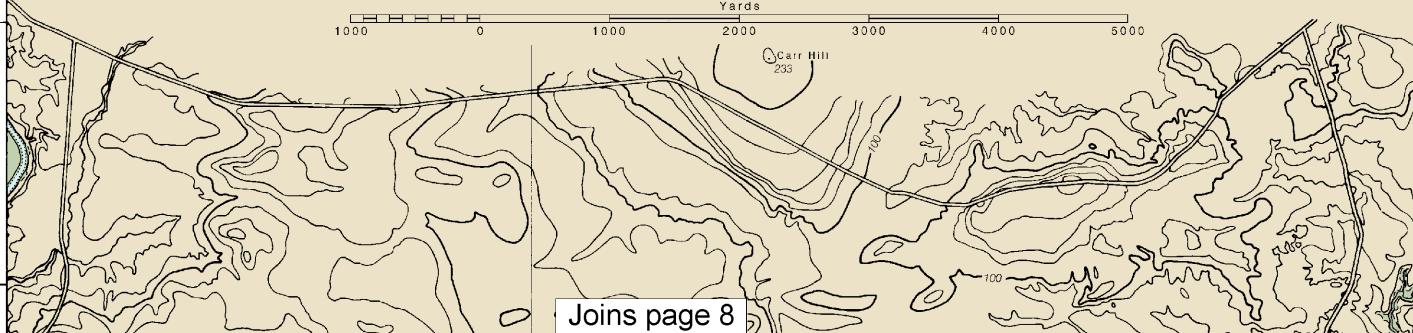
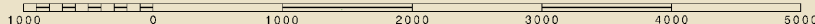
International Regulations for Preventing Collisions at Sea
The entire area of this chart falls within the scope of these regulations.

SCALE 1:40,000

Nautical Miles



Yards



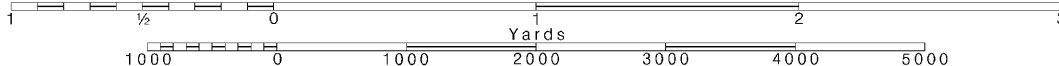
Joins page 8

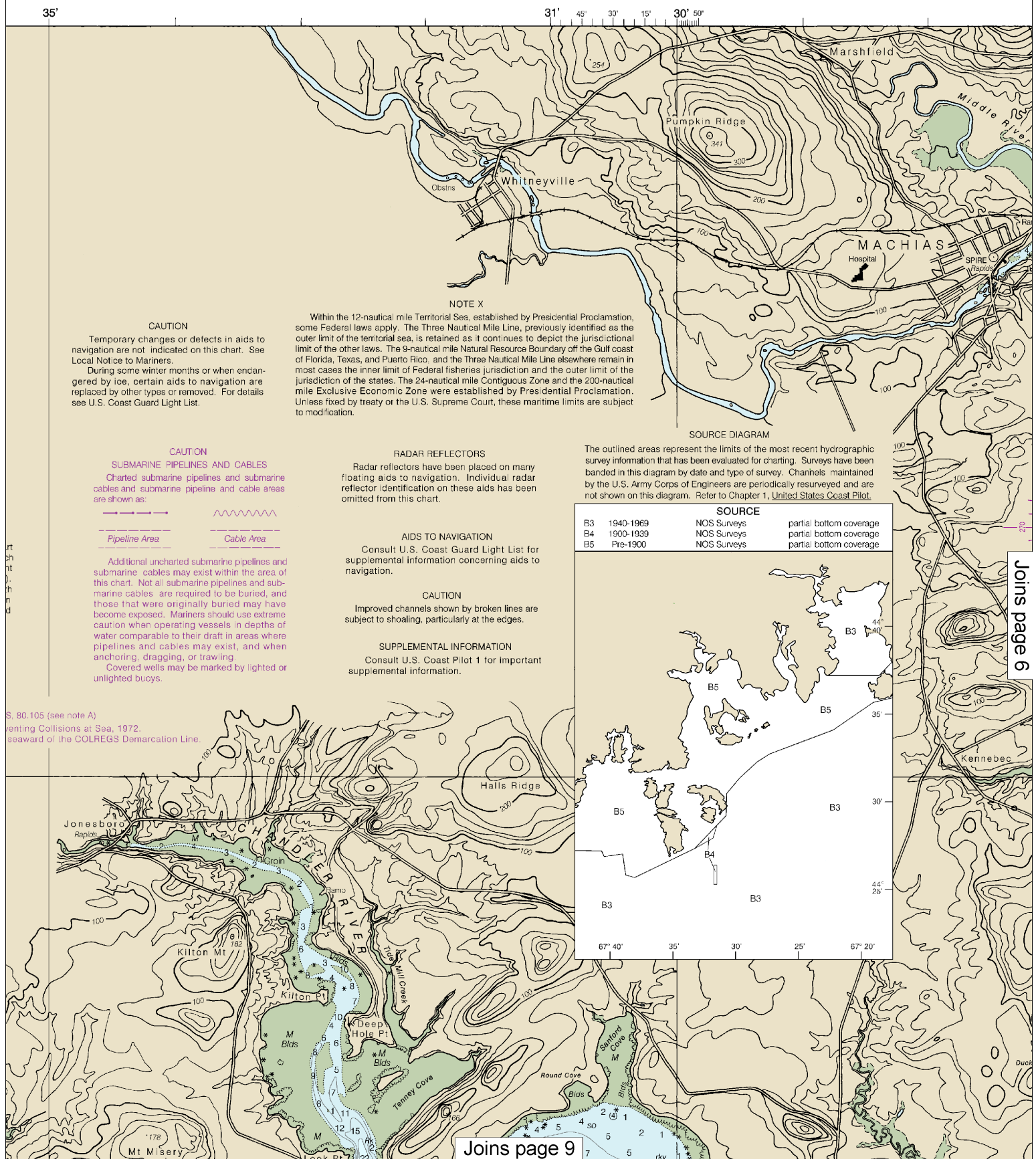
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

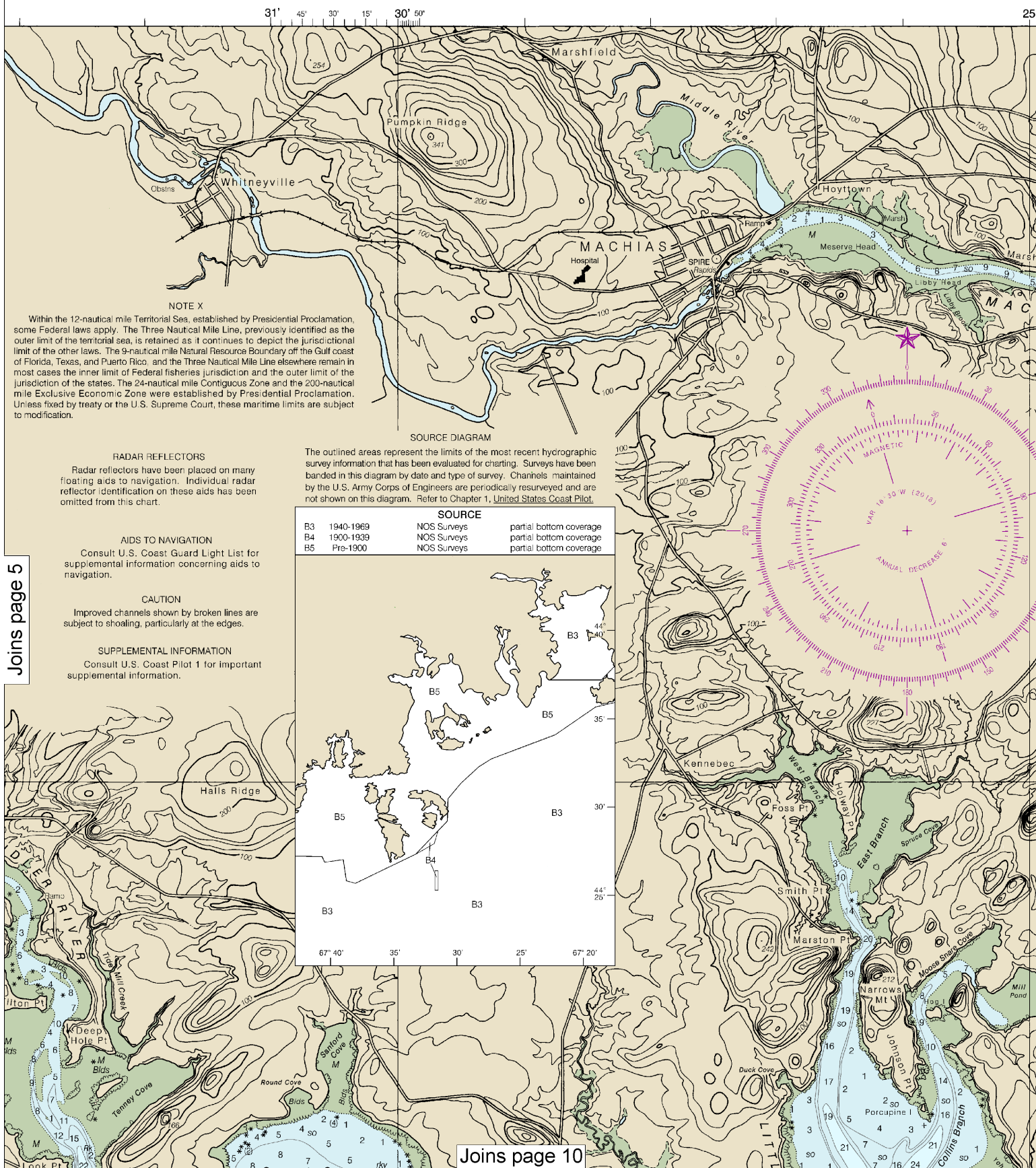
SCALE 1:40,000
Nautical Miles

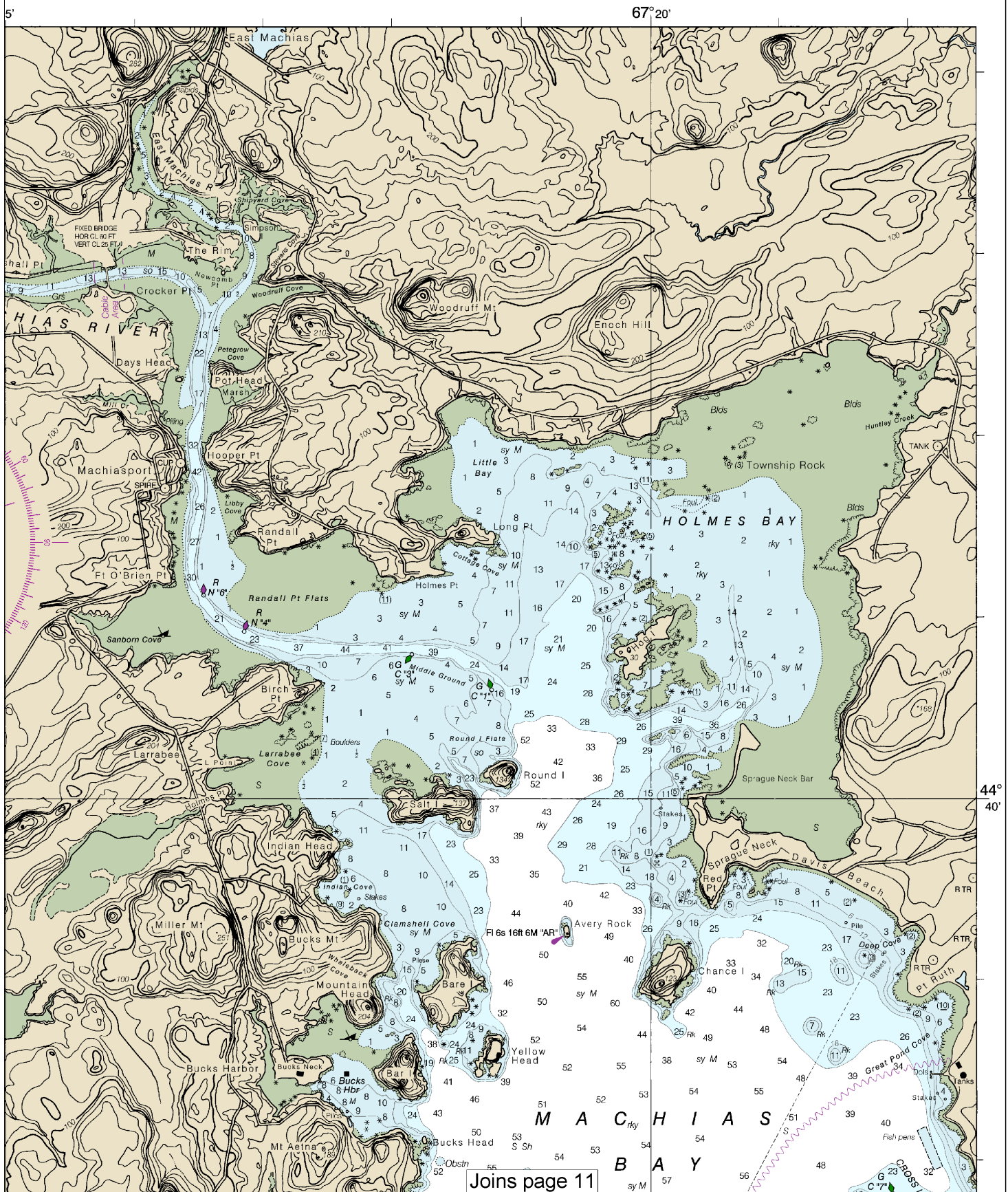
See Note on page 5.



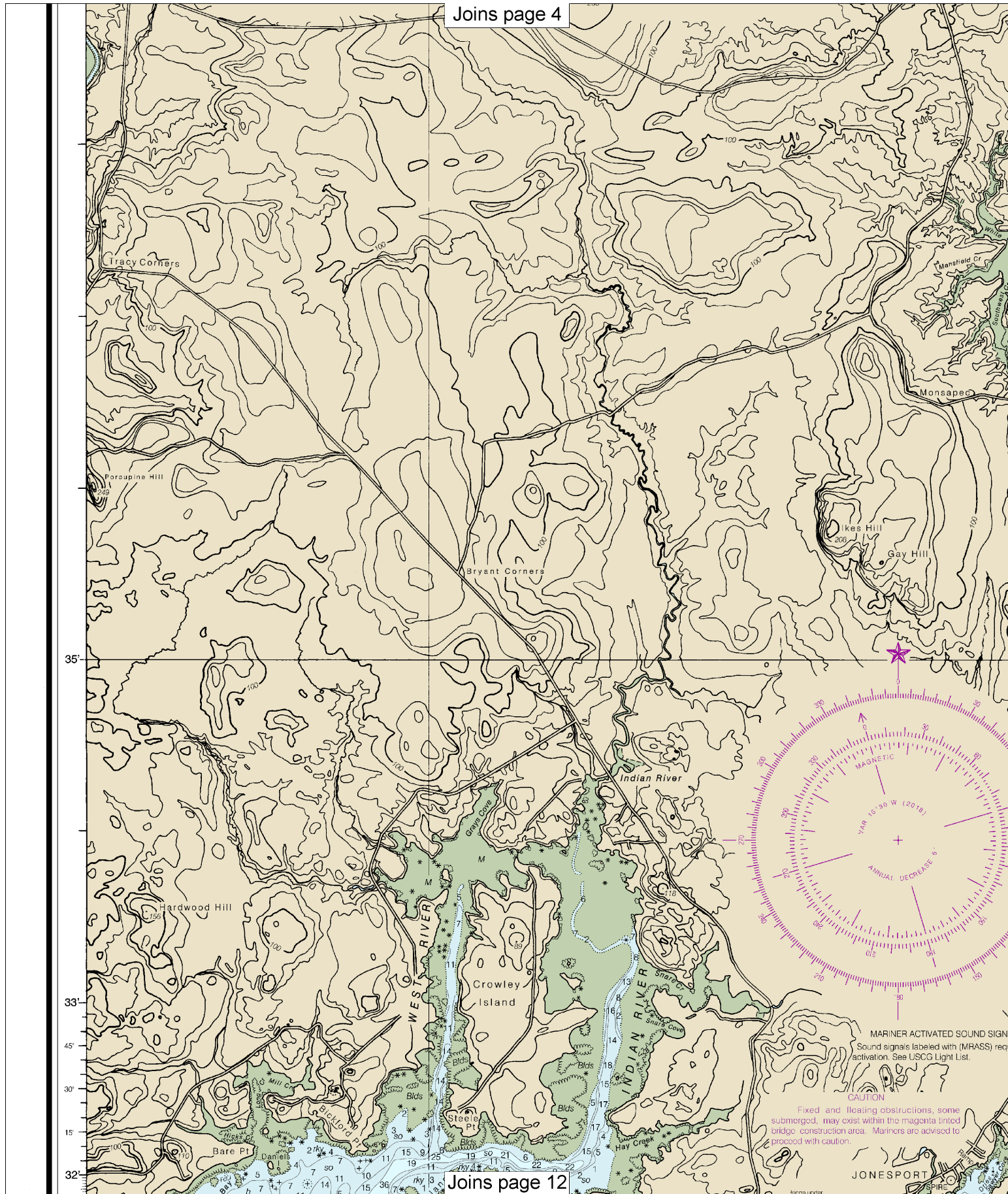


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.





Joins page 4



Joins page 12

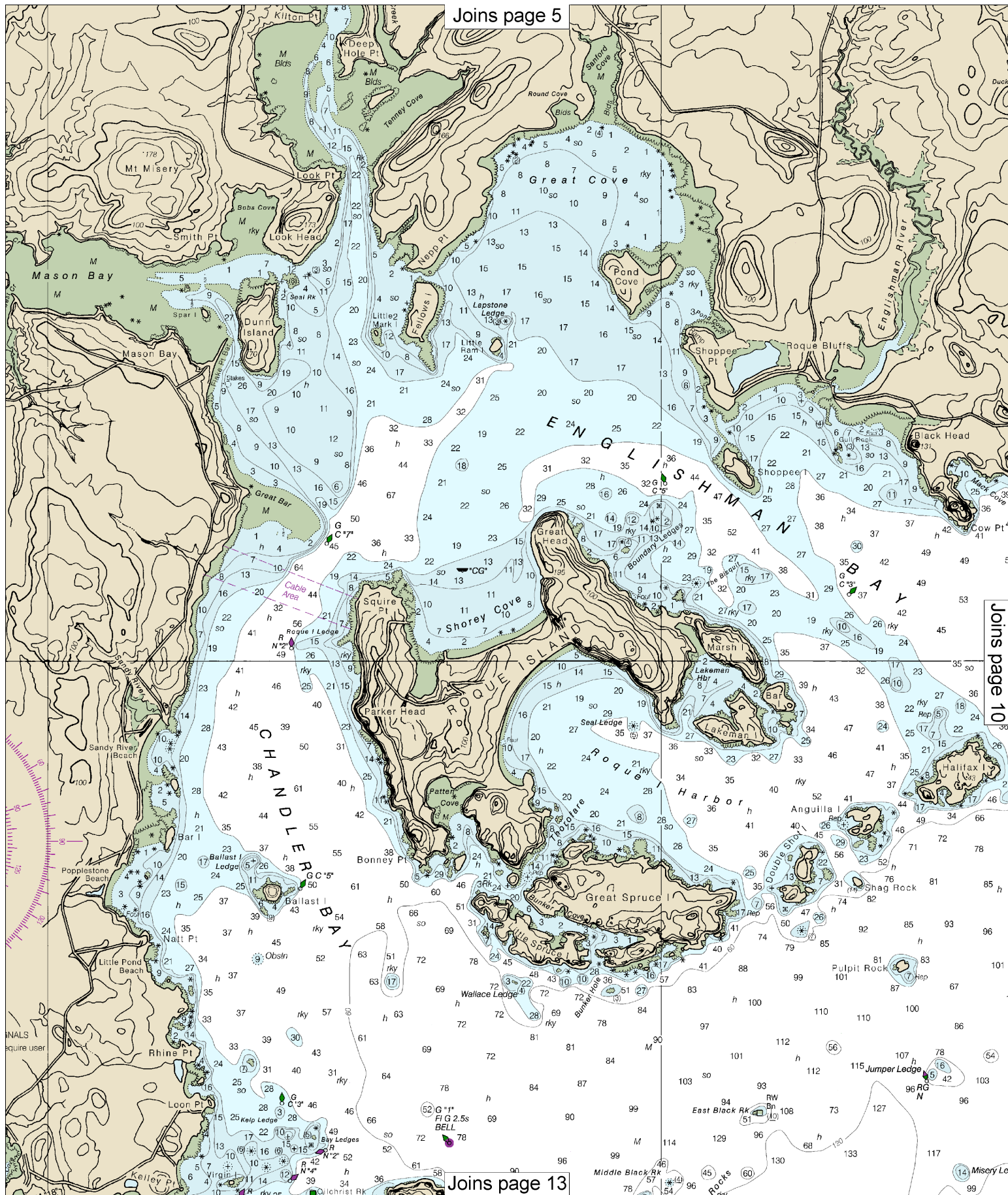


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.



Joins page 6

Joins page 9

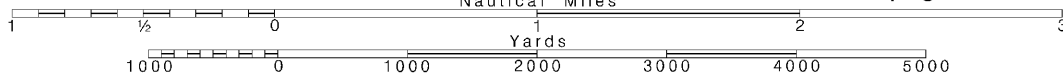
Joins page 14

Printed at reduced scale.

— SCALE 1:40,000 —
Nautical Miles

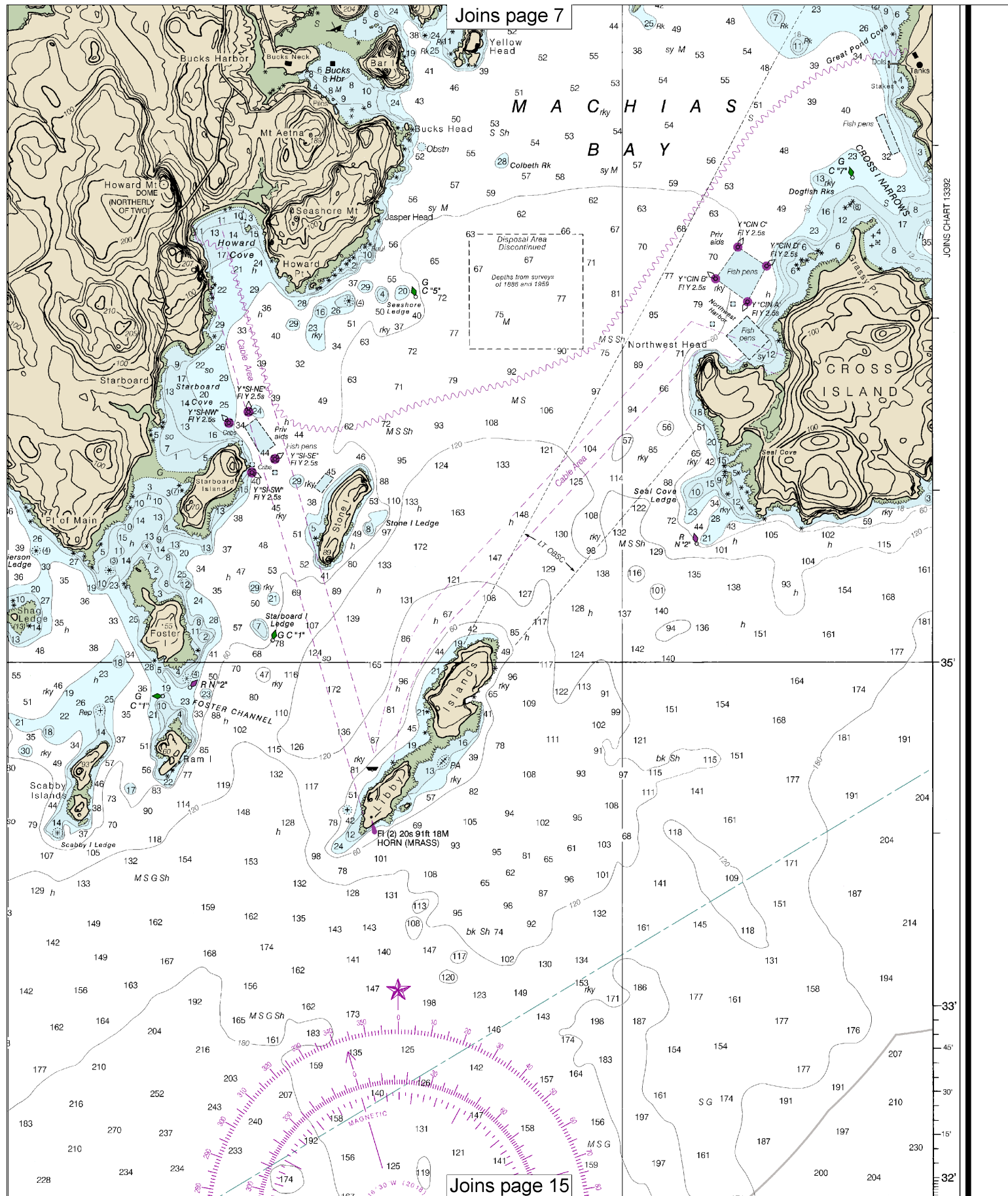
See Note on page 5.

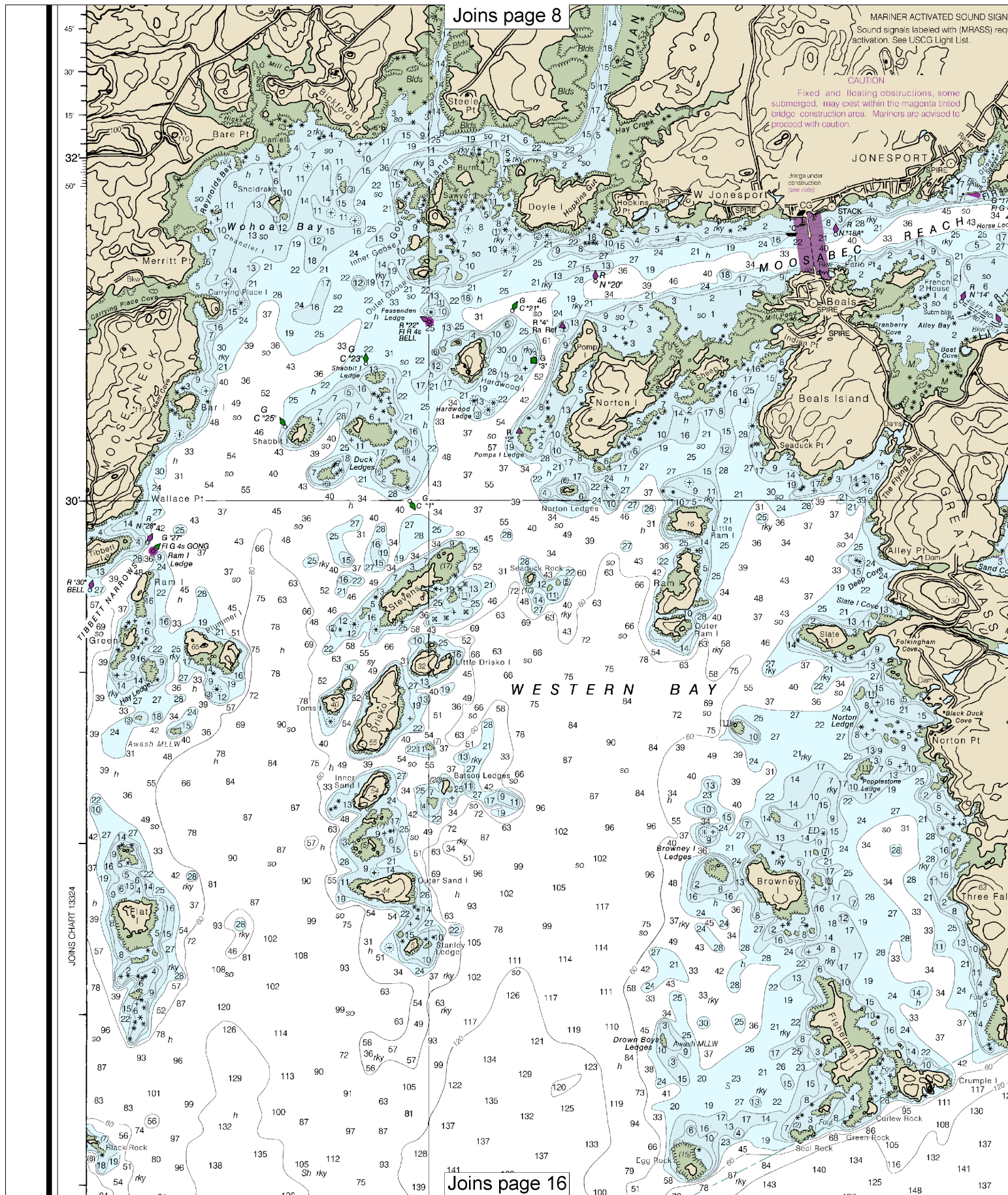
Note: Chart grid lines are aligned with true north.

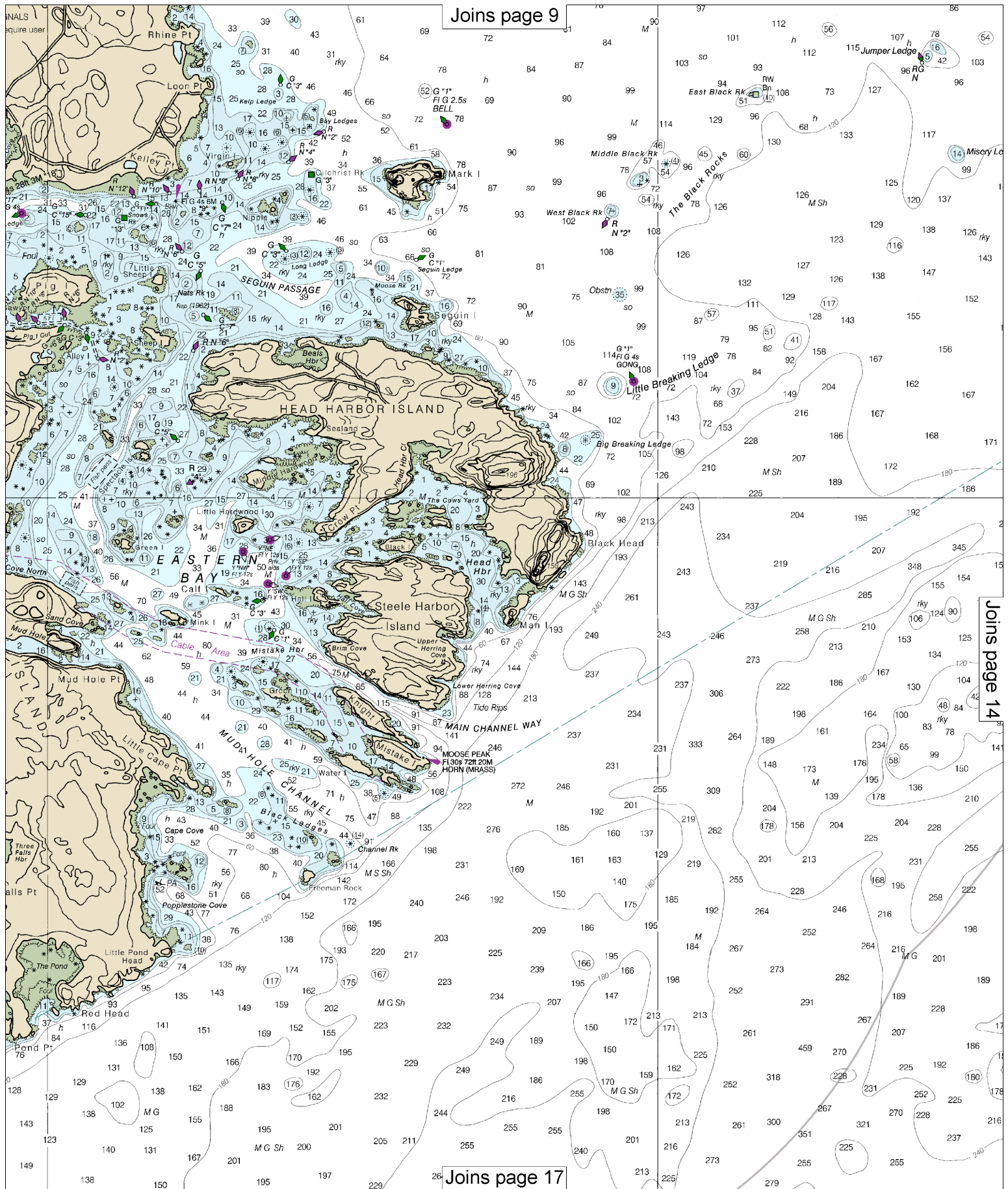


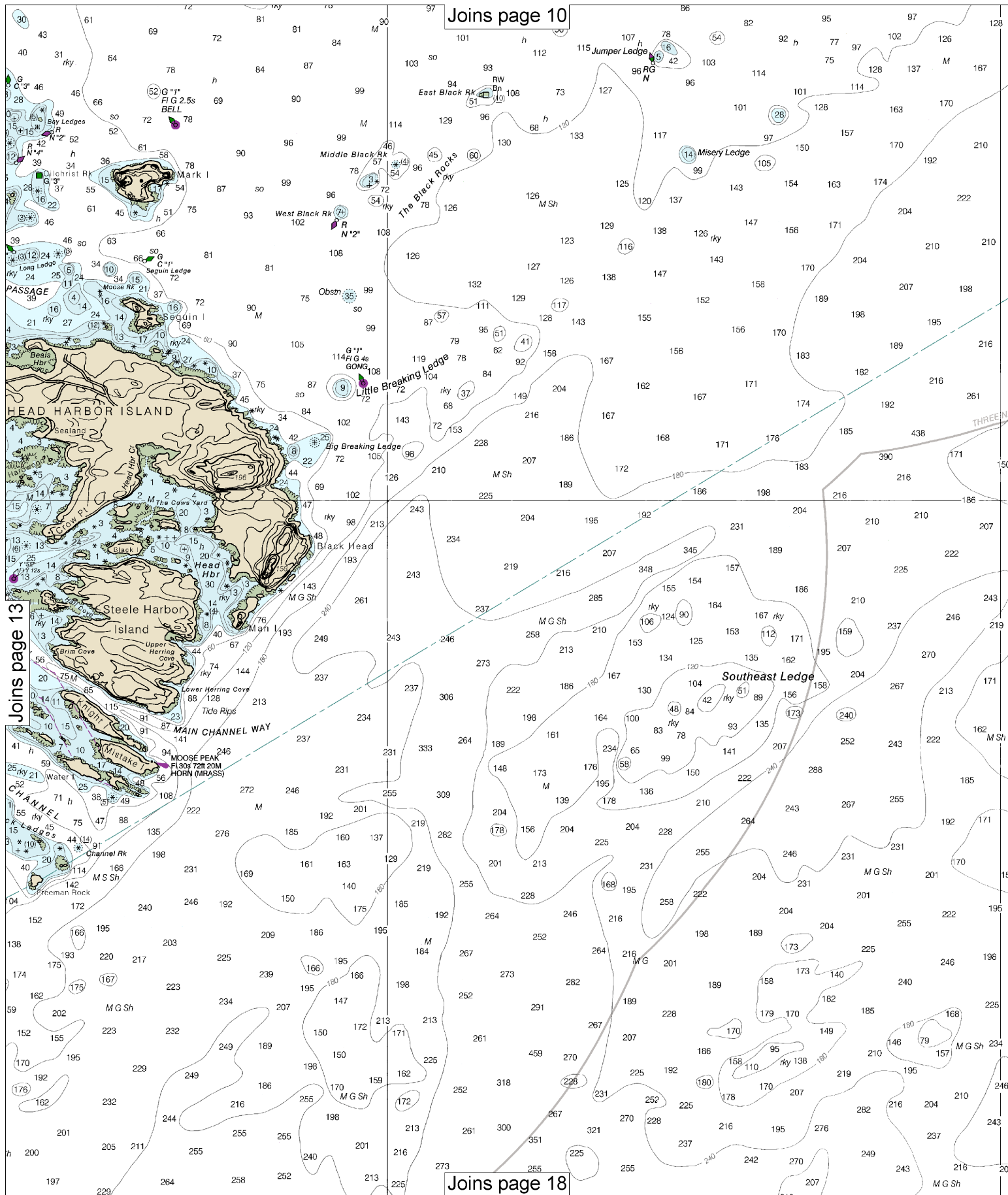
10

Joins page 15







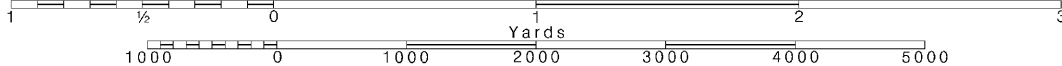


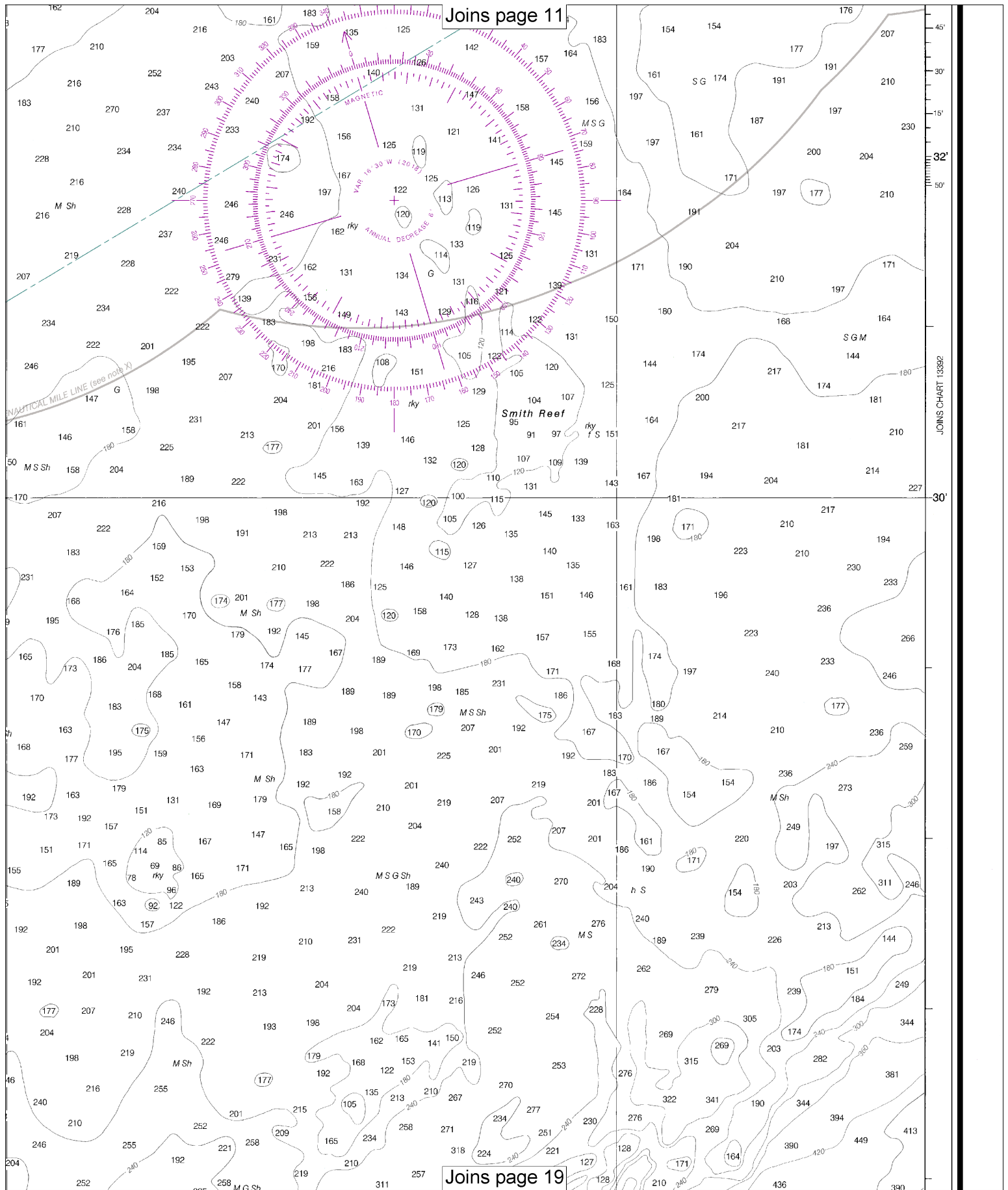
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

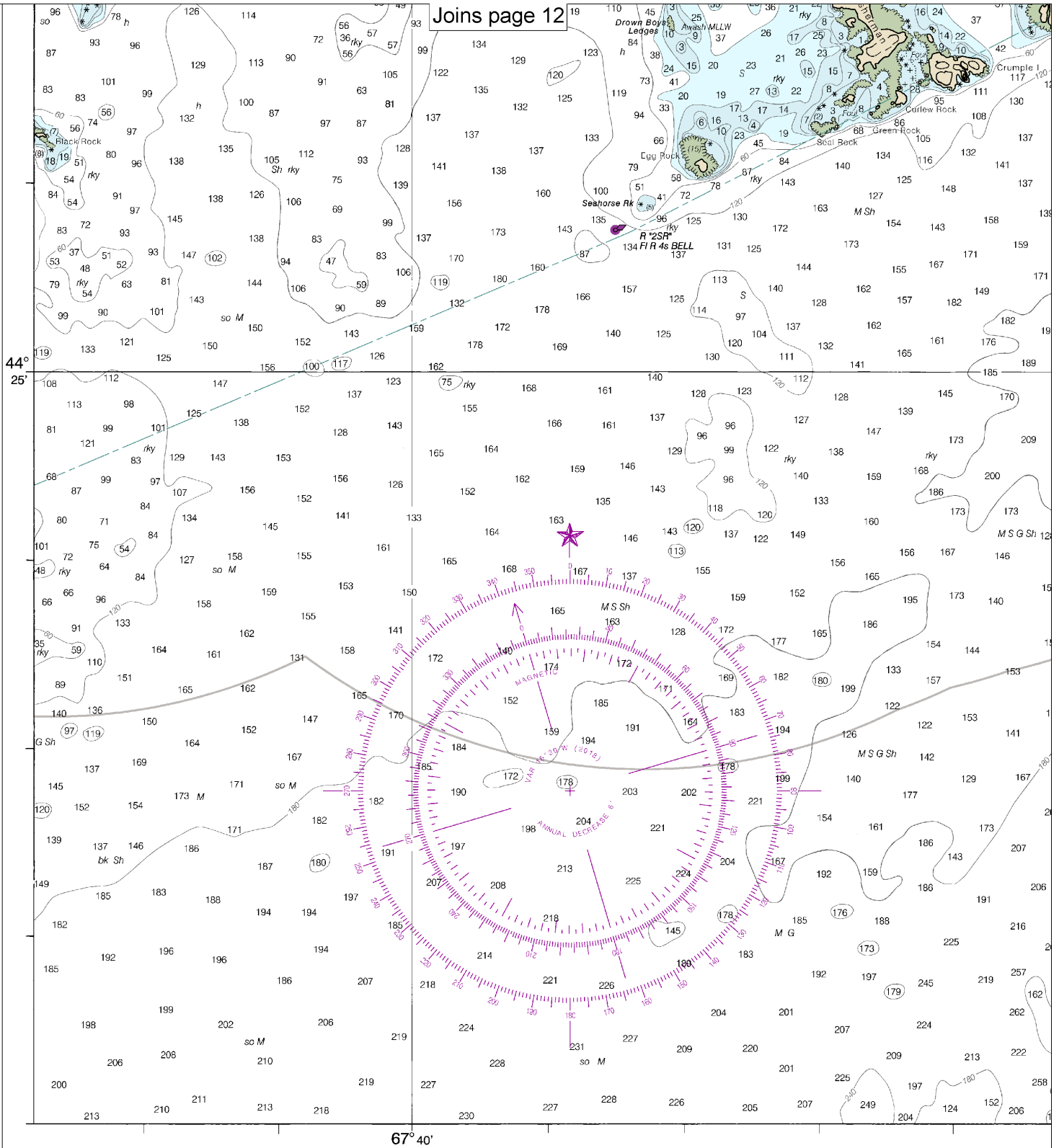
SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 12



13326

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
14th Ed., Aug. 2014. Last Correction: 5/31/2023. Cleared through:
LNM: 4223 (10/17/2023), NM: 4323 (10/28/2023), CHS: 0923 (9/29/2023)

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

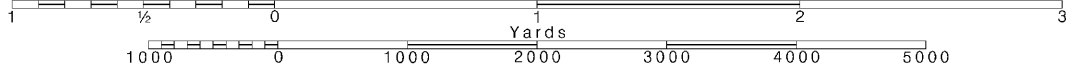
16

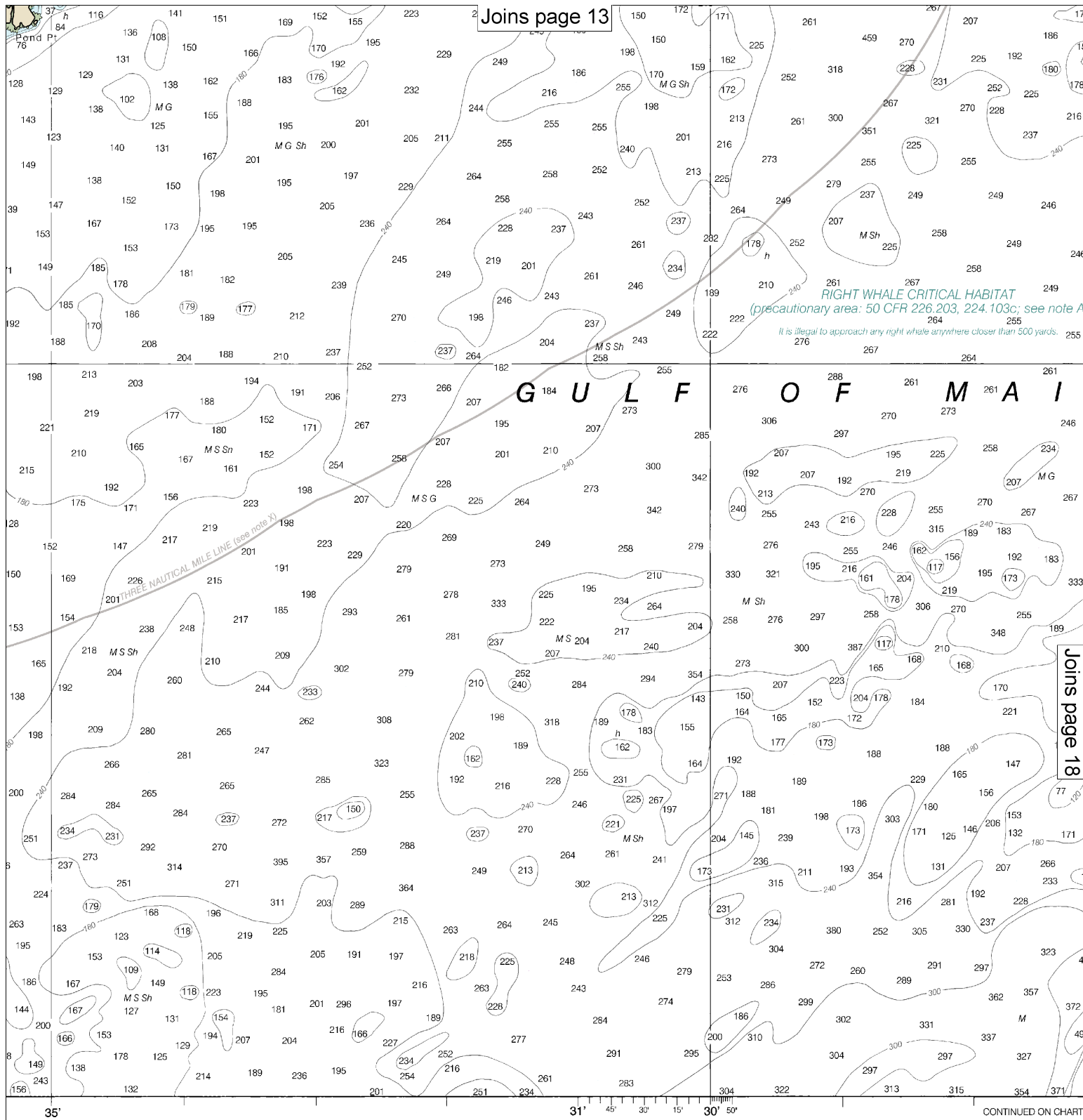
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



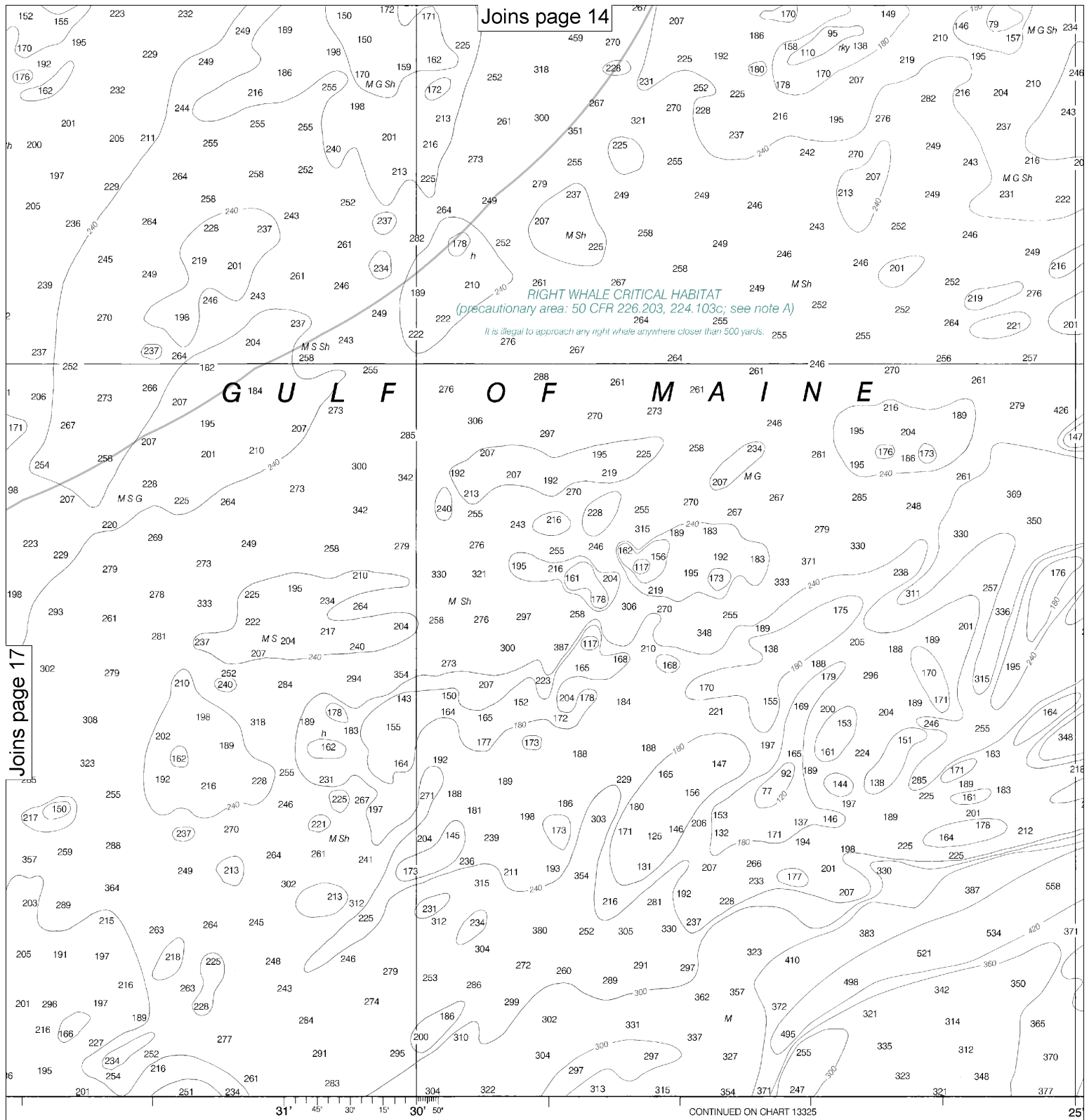


Joins page 13

Joins page 18

SOUNDINGS IN FEET

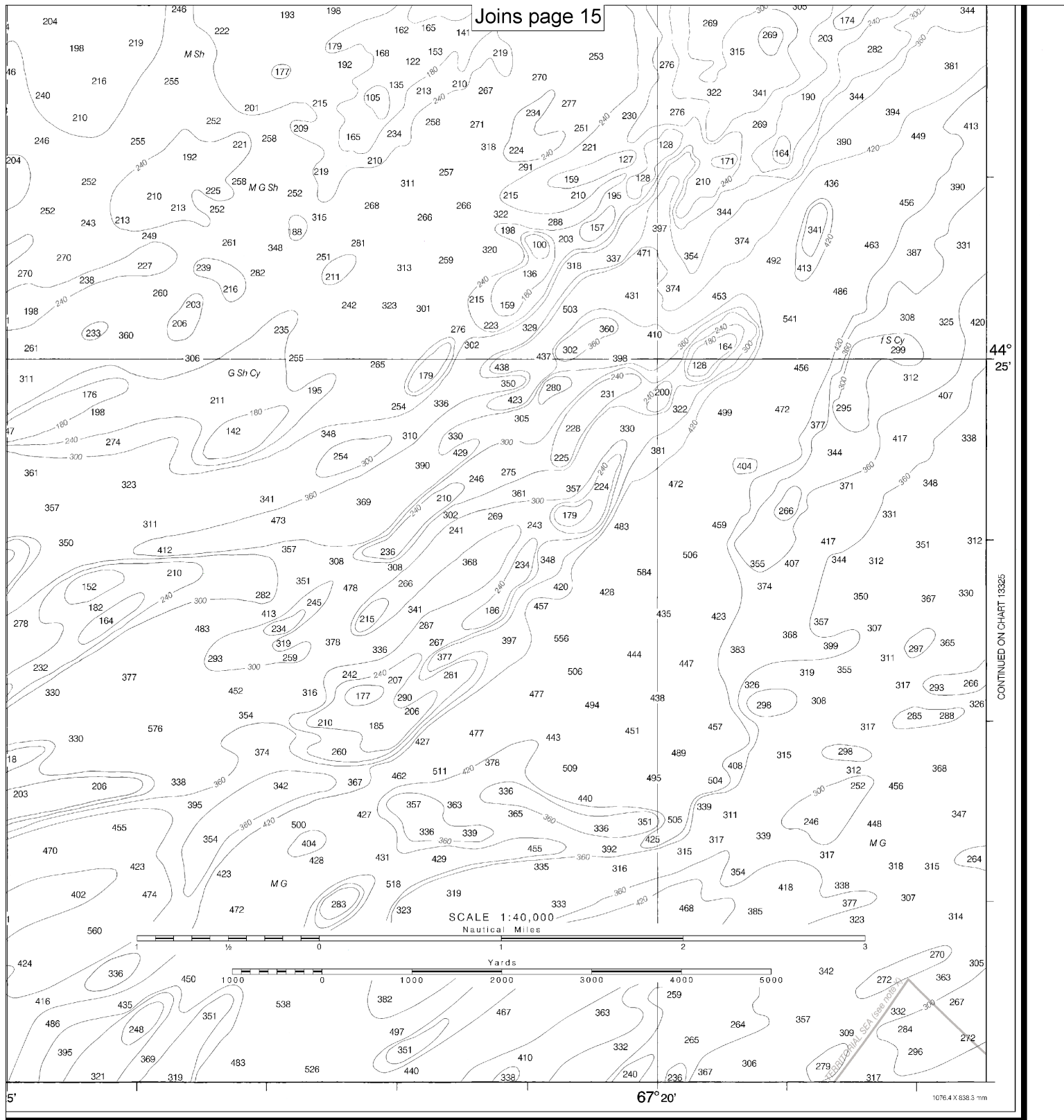
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



DEPTHS IN FEET

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

FATHOMS
FEET
METERS



Machias Bay to Tibbett Narrows
SOUNDINGS IN FEET - SCALE 1:40,000

13326



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/>

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!

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.