

BookletChart™

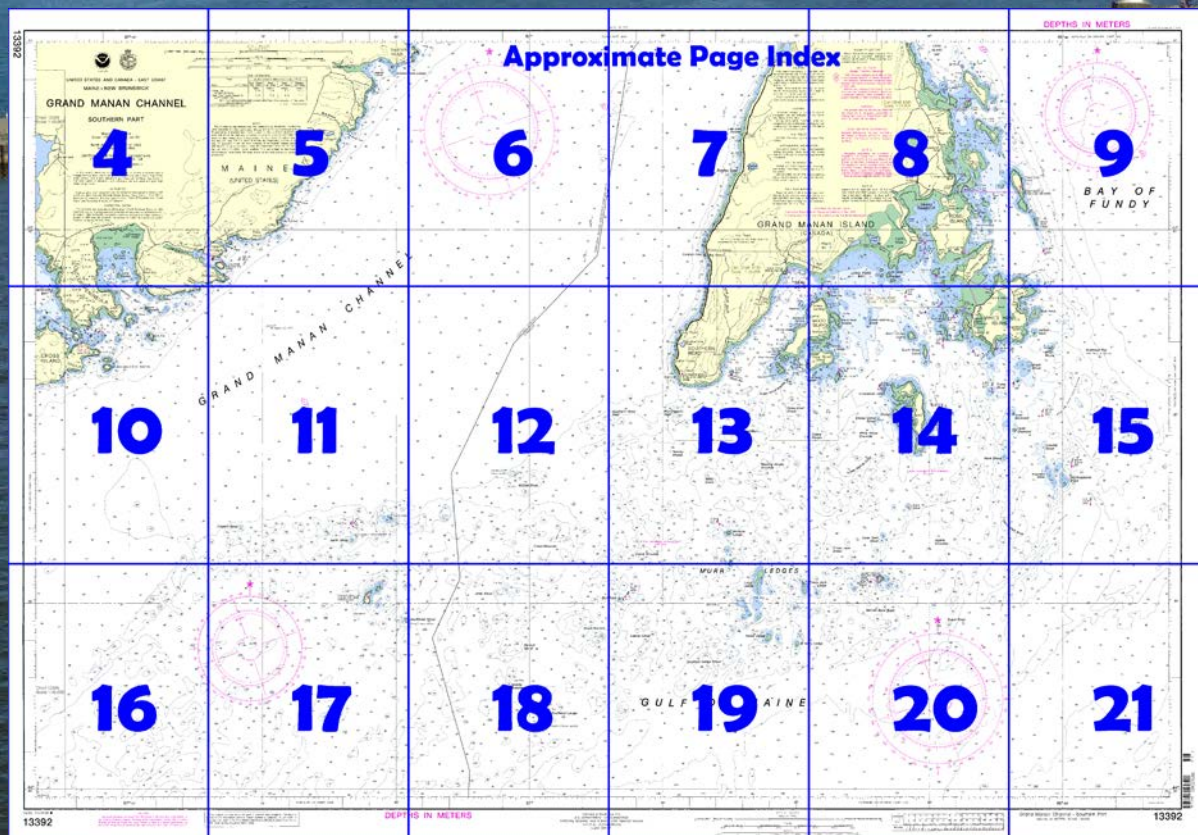
Grand Manan Channel – Southern Part NOAA Chart 13392



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=13392>.



(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 fogs 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 northward. 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. **Guptill 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, Halftide Rock, St. Mary Ledge, Yellow Ledge, Cross Jack Ledge, Long Ledge**, and **White (West) Ledge**.

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/>

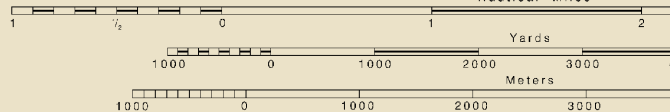
Lateral System As Seen Entering From Seaward

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>

45° 67° 15' 10'



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 obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

In U.S. waters, elevations of rocks, bridges, landmarks and lights are in meters and refer to Mean High Water while contour and summit elevations are in meters and refer to Mean Sea Level. In Canadian waters, elevations and clearances are in meters above Higher High Water Large Tides while spot elevations in italic 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, International Boundary Commission, U.S. Geological Survey, Corps of Engineers, U.S. Coast Guard and Canadian Ministry of Transport.

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 0.293" northward and 2.079" eastward to agree with this chart.

TIDAL INFORMATION			
PLACE		Height referred to datum	
NAME	(LAT/LONG)	Mean Higher High Water	Mean Lower Low Water
Seal Cove, Grand Manan Is.	(44°37'N/66°51'W)	meter 5.3	
Cutler, Maine	(44°39'N/67°13'W)	meter 4.3	

NOTE: The levels are based on the Canadian Chart Datum (Lowest Normal Tide). Dashes (- -) located in datum columns indicate unavailable datum values for a tide state tide predictions, and tidal current predictions are available on the Internet from <http://tides.gc.ca> (Jan 2011)

NOTE C TRAFFIC SEPARATION SCHEME

Recommended traffic lanes in the Bay of Fundy and at the approach to established by the Department of Transport, Canada. For positions see and National Ocean Service chart 13260.

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 limit of the other laws. The 9-nautical mile Natural Resource Boundary off Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere most cases the inner limit of Federal fisheries jurisdiction and the outer limit 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.

MAINE
(UNITED STATES)

MARINER ACTIVATED SOUND SIGNALS
Sound signals labeled with (MRASS) require user activation. See USCG Light List.

LITTLE R L T
Fl 6s 50ft 14M
HORN (MRASS)
Rk 16'

ALMORE COVE
21
26
28
27s
39
41
52
80
84
85
86
87
78
77
62
36
39
60
44

DEER I
14s
15s
16s
17s
18s
19s
20s
21s
22s
23s
24s
25s
26s
27s
28s
29s
30s
31s
32s
33s
34s
35s
36s
37s
38s
39s
40s
41s
42s
43s
44s
45s
46s
47s
48s
49s
50s
51s
52s
53s
54s
55s
56s
57s
58s
59s
60s
61s
62s
63s
64s
65s
66s
67s
68s
69s
70s
71s
72s
73s
74s
75s
76s
77s
78s
79s
80s
81s
82s
83s
84s
85s
86s
87s
88s
89s
90s
91s
92s
93s
94s
95s
96s
97s
98s
99s
100s

THORNTON PT
8s
9s
10s
11s
12s
13s
14s
15s
16s
17s
18s
19s
20s
21s
22s
23s
24s
25s
26s
27s
28s
29s
30s
31s
32s
33s
34s
35s
36s
37s
38s
39s
40s
41s
42s
43s
44s
45s
46s
47s
48s
49s
50s
51s
52s
53s
54s
55s
56s
57s
58s
59s
60s
61s
62s
63s
64s
65s
66s
67s
68s
69s
70s
71s
72s
73s
74s
75s
76s
77s
78s
79s
80s
81s
82s
83s
84s
85s
86s
87s
88s
89s
90s
91s
92s
93s
94s
95s
96s
97s
98s
99s
100s

CAPE WASH
20s
21s
22s
23s
24s
25s
26s
27s
28s
29s
30s
31s
32s
33s
34s
35s
36s
37s
38s
39s
40s
41s
42s
43s
44s
45s
46s
47s
48s
49s
50s
51s
52s
53s
54s
55s
56s
57s
58s
59s
60s
61s
62s
63s
64s
65s
66s
67s
68s
69s
70s
71s
72s
73s
74s
75s
76s
77s
78s
79s
80s
81s
82s
83s
84s
85s
86s
87s
88s
89s
90s
91s
92s
93s
94s
95s
96s
97s
98s
99s
100s

QUAKER HEAD
8s
9s
10s
11s
12s
13s
14s
15s
16s
17s
18s
19s
20s
21s
22s
23s
24s
25s
26s
27s
28s
29s
30s
31s
32s
33s
34s
35s
36s
37s
38s
39s
40s
41s
42s
43s
44s
45s
46s
47s
48s
49s
50s
51s
52s
53s
54s
55s
56s
57s
58s
59s
60s
61s
62s
63s
64s
65s
66s
67s
68s
69s
70s
71s
72s
73s
74s
75s
76s
77s
78s
79s
80s
81s
82s
83s
84s
85s
86s
87s
88s
89s
90s
91s
92s
93s
94s
95s
96s
97s
98s
99s
100s

CROSS NARROWS
2s
3s
4s
5s
6s
7s
8s
9s
10s
11s
12s
13s
14s
15s
16s
17s
18s
19s
20s
21s
22s
23s
24s
25s
26s
27s
28s
29s
30s
31s
32s
33s
34s
35s
36s
37s
38s
39s
40s
41s
42s
43s
44s
45s
46s
47s
48s
49s
50s
51s
52s
53s
54s
55s
56s
57s
58s
59s
60s
61s
62s
63s
64s
65s
66s
67s
68s
69s
70s
71s
72s
73s
74s
75s
76s
77s
78s
79s
80s
81s
82s
83s
84s
85s
86s
87s
88s
89s
90s
91s
92s
93s
94s
95s
96s
97s
98s
99s
100s

DAVIS BEACH
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

PL RUTH
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

THORNTON PT
8s
9s
10s
11s
12s
13s
14s
15s
16s
17s
18s
19s
20s
21s
22s
23s
24s
25s
26s
27s
28s
29s
30s
31s
32s
33s
34s
35s
36s
37s
38s
39s
40s
41s
42s
43s
44s
45s
46s
47s
48s
49s
50s
51s
52s
53s
54s
55s
56s
57s
58s
59s
60s
61s
62s
63s
64s
65s
66s
67s
68s
69s
70s
71s
72s
73s
74s
75s
76s
77s
78s
79s
80s
81s
82s
83s
84s
85s
86s
87s
88s
89s
90s
91s
92s
93s
94s
95s
96s
97s
98s
99s
100s

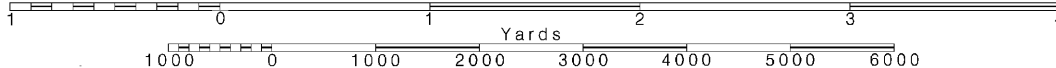
QUAKER HEAD
8s
9s
10s
11s
12s
13s
14s
15s
16s
17s
18s
19s
20s
21s
22s
23s
24s
25s
26s
27s
28s
29s
30s
31s
32s
33s
34s
35s
36s
37s
38s
39s
40s
41s
42s
43s
44s
45s
46s
47s
48s
49s
50s
51s
52s
53s
54s
55s
56s
57s
58s
59s
60s
61s
62s
63s
64s
65s
66s
67s
68s
69s
70s
71s
72s
73s
74s
75s
76s
77s
78s
79s
80s
81s
82s
83s
84s
85s
86s
87s
88s
89s
90s
91s
92s
93s
94s
95s
96s
97s
98s
99s
100s

Joins page 10

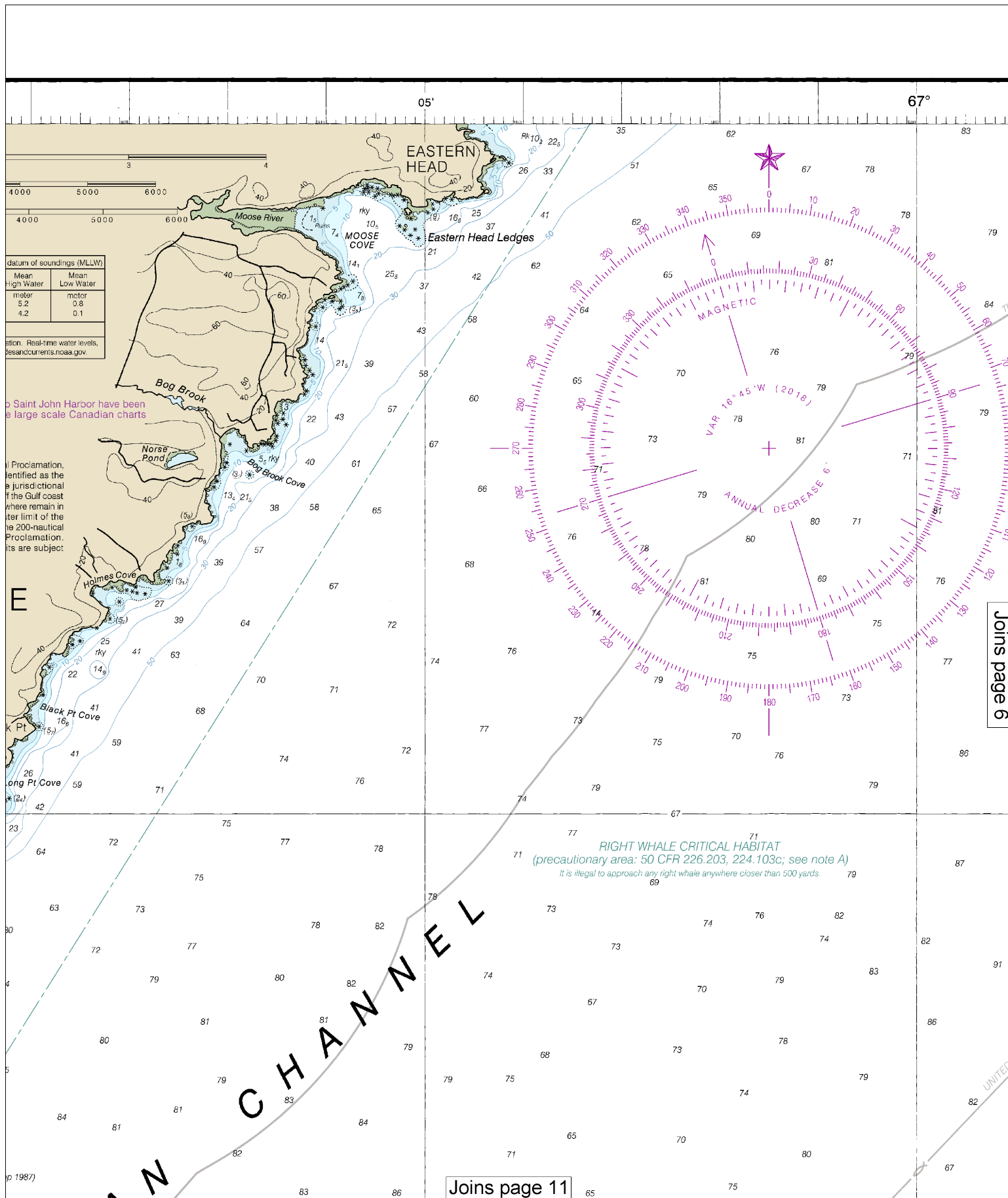
Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

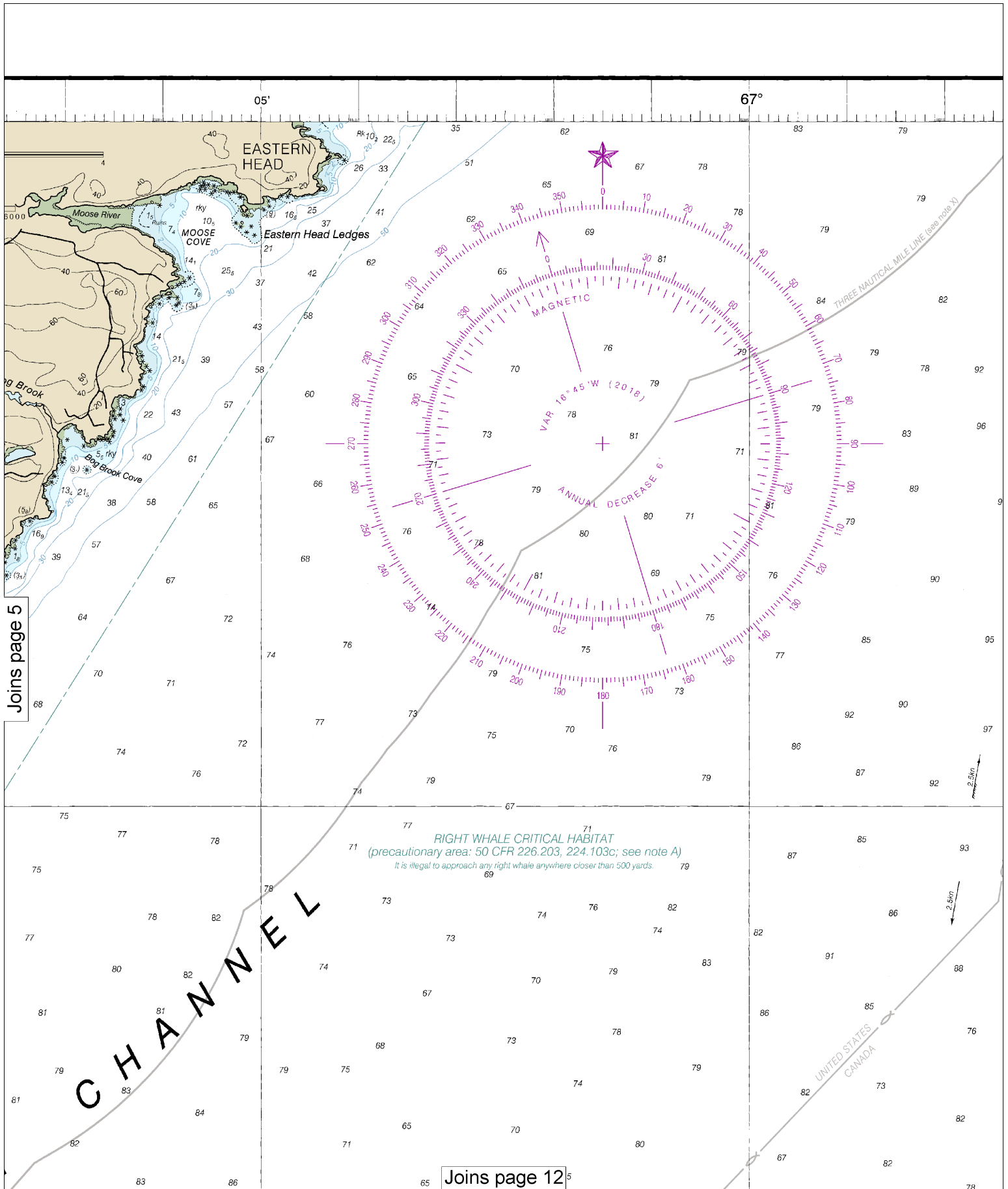
See Note on page 5.



Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:66666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Joins page 5

Joins page 12⁵

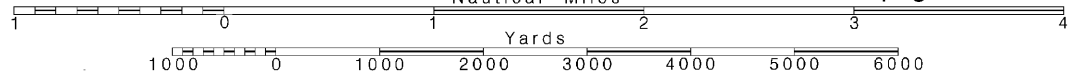
6

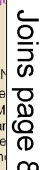
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.

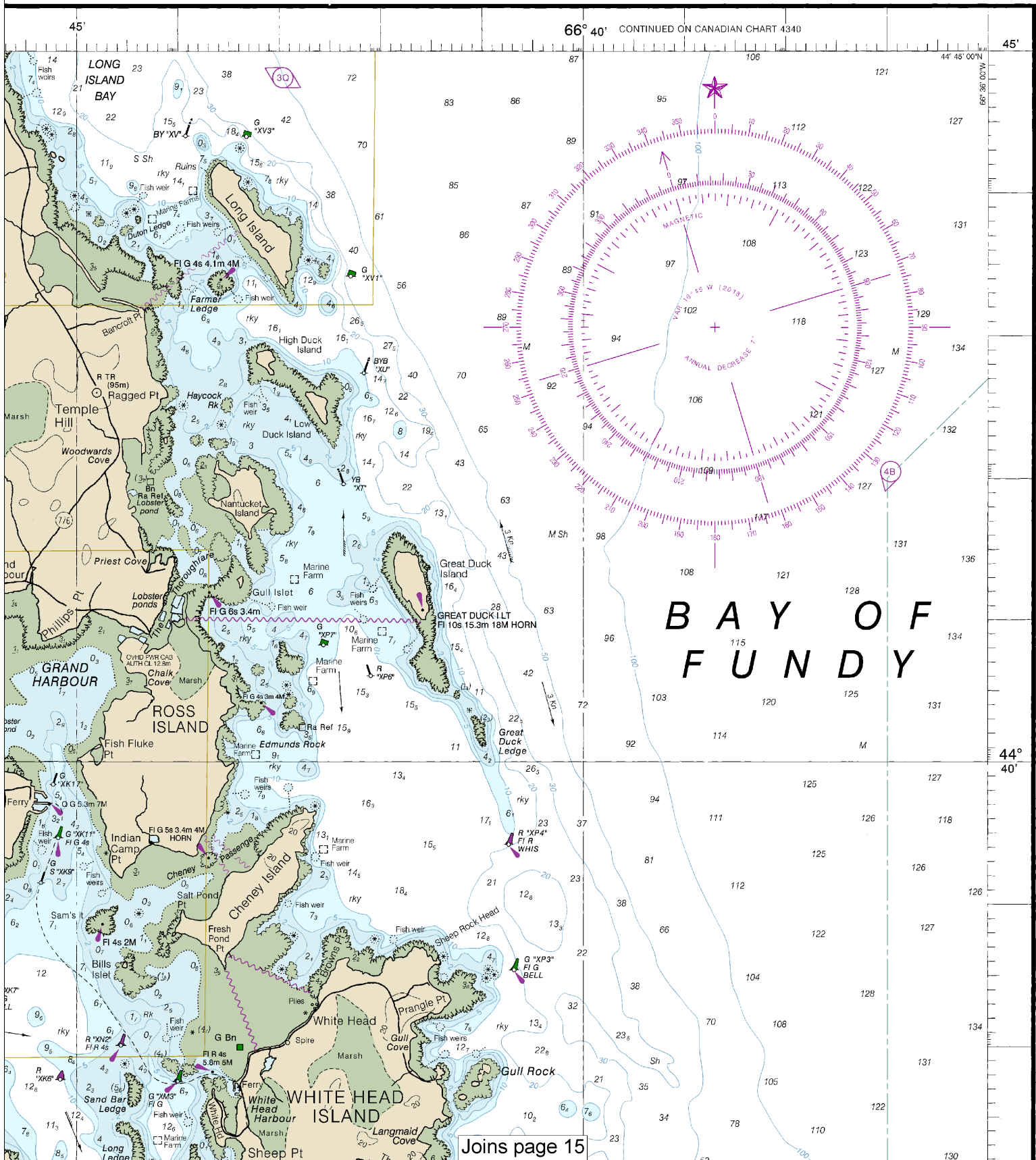


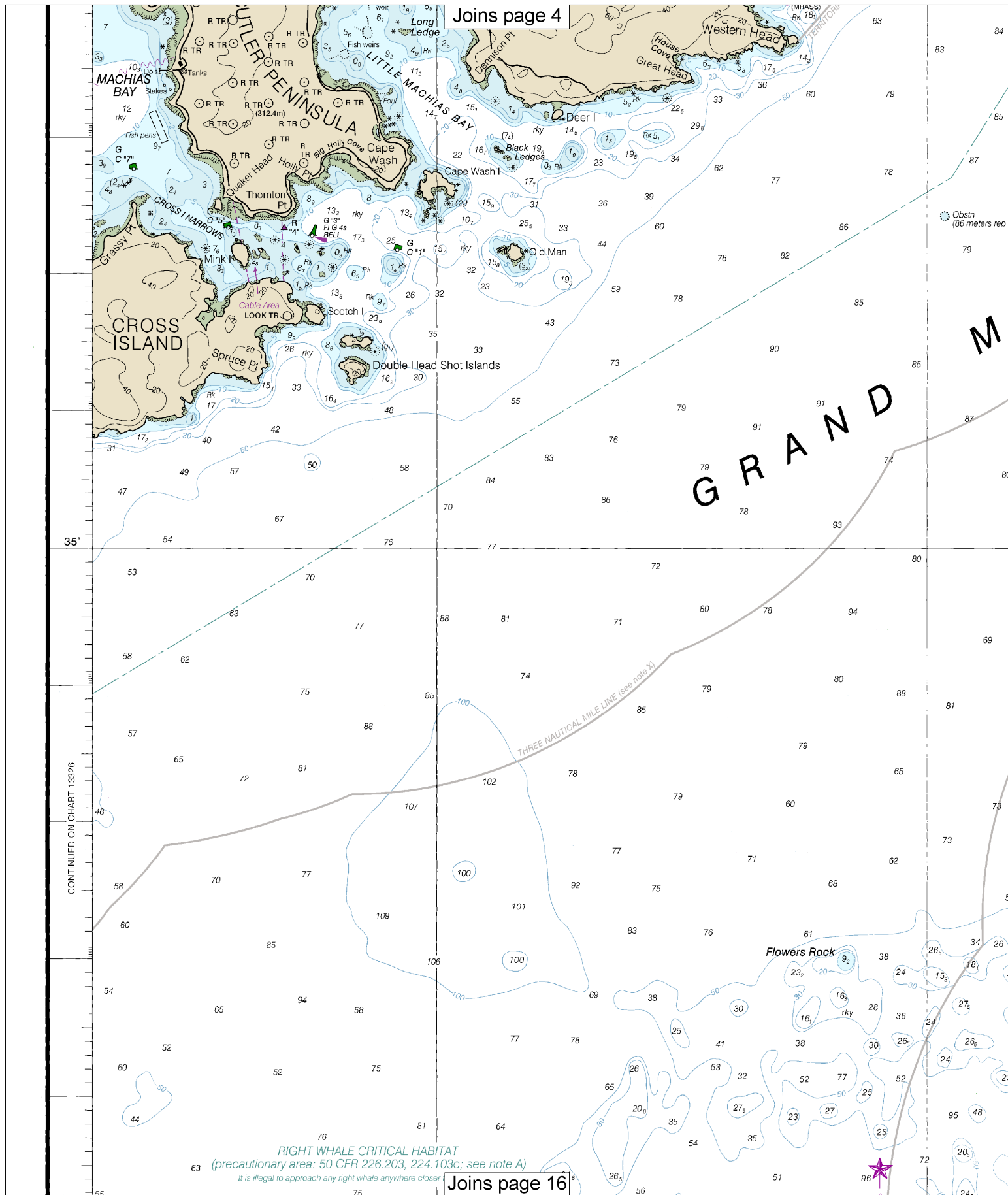


7



DEPTHS IN METERS





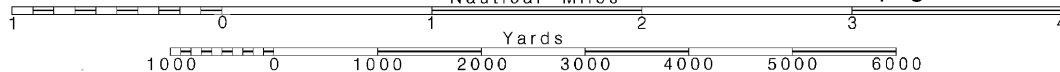
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.



ANAN CHANNEL

THREE NAUTICAL MILE LINE (see note X)

North Shoal

North Rock

Middle Shoal

Crack Grounds

Gull Rock

Tide Rips

Breaks in very heavy weather

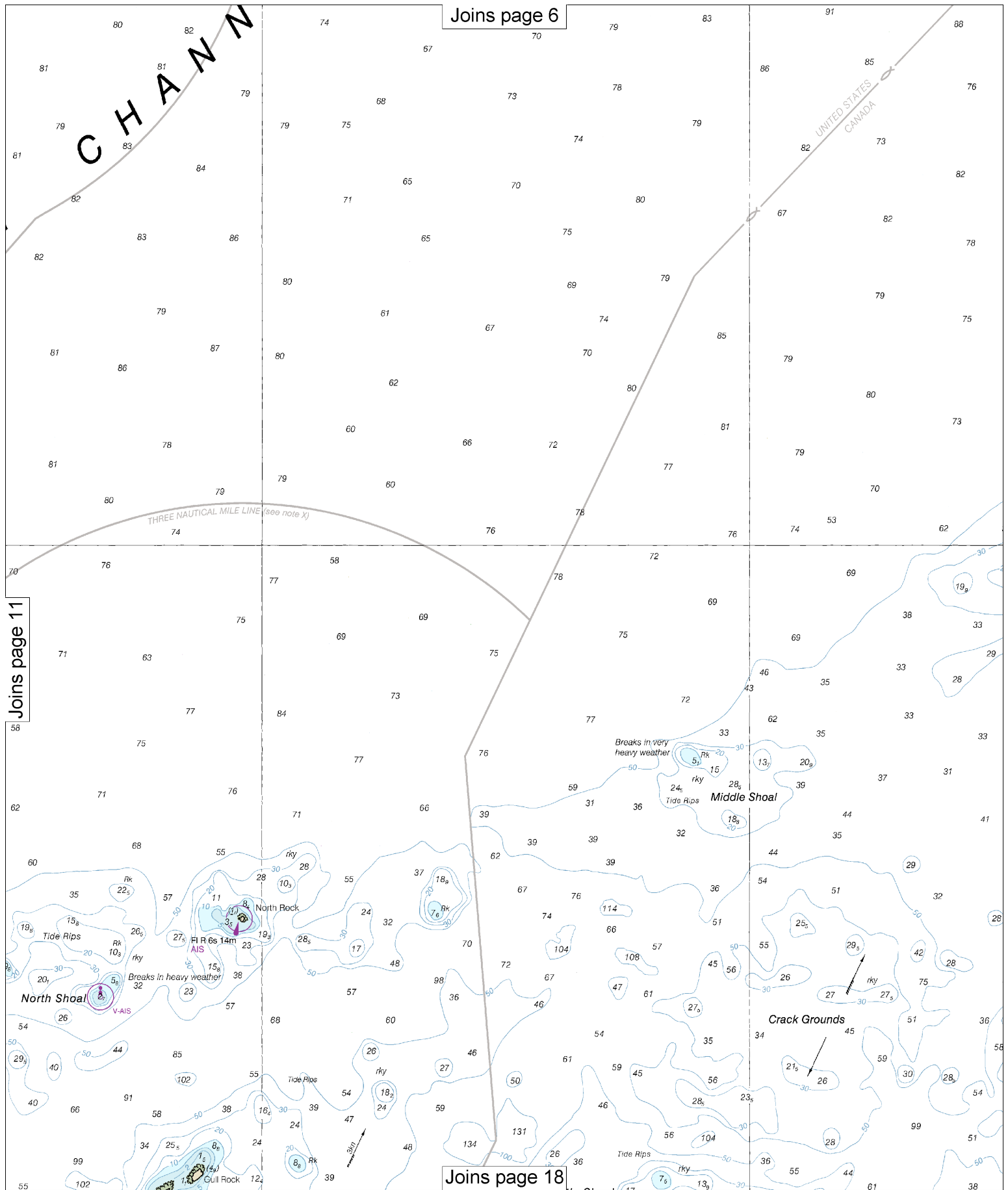
Crack Grounds

Joins page 5

Joins page 12

Joins page 17

Joins page 12



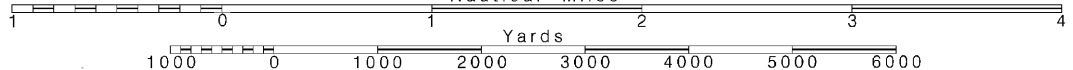
12

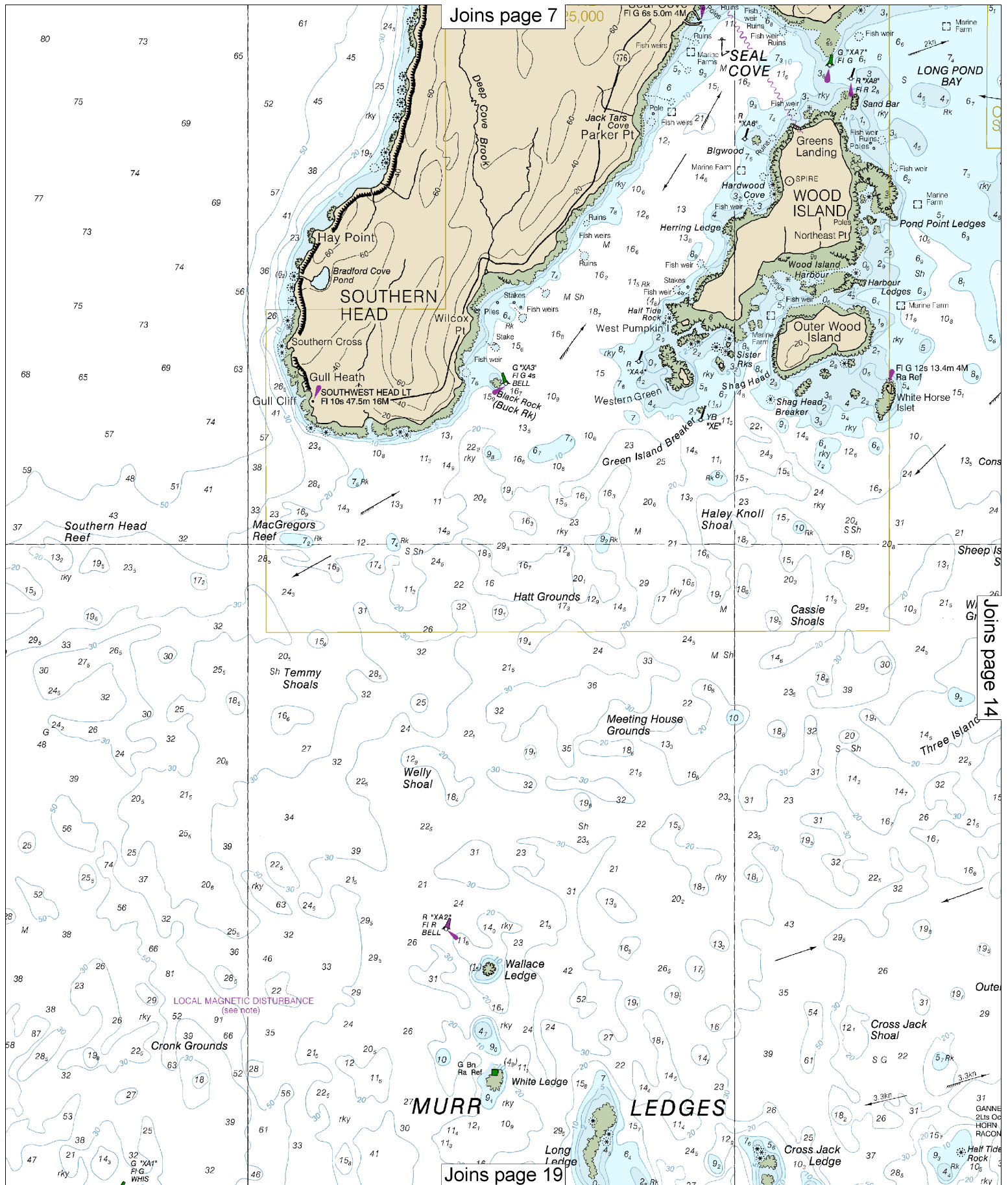
Note: Chart grid lines are aligned with true north.

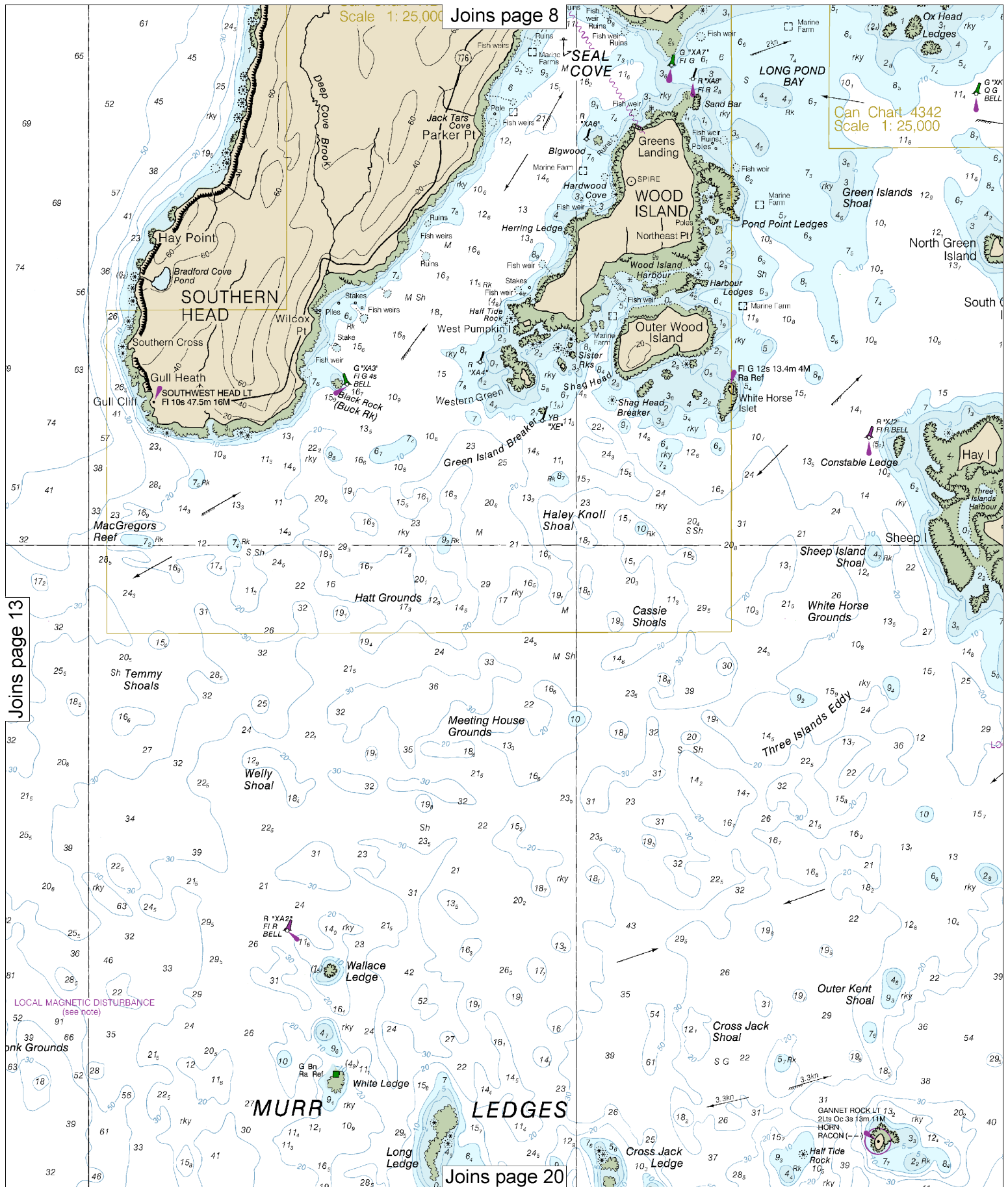
Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.





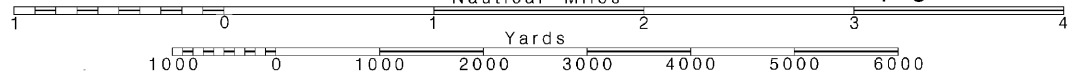


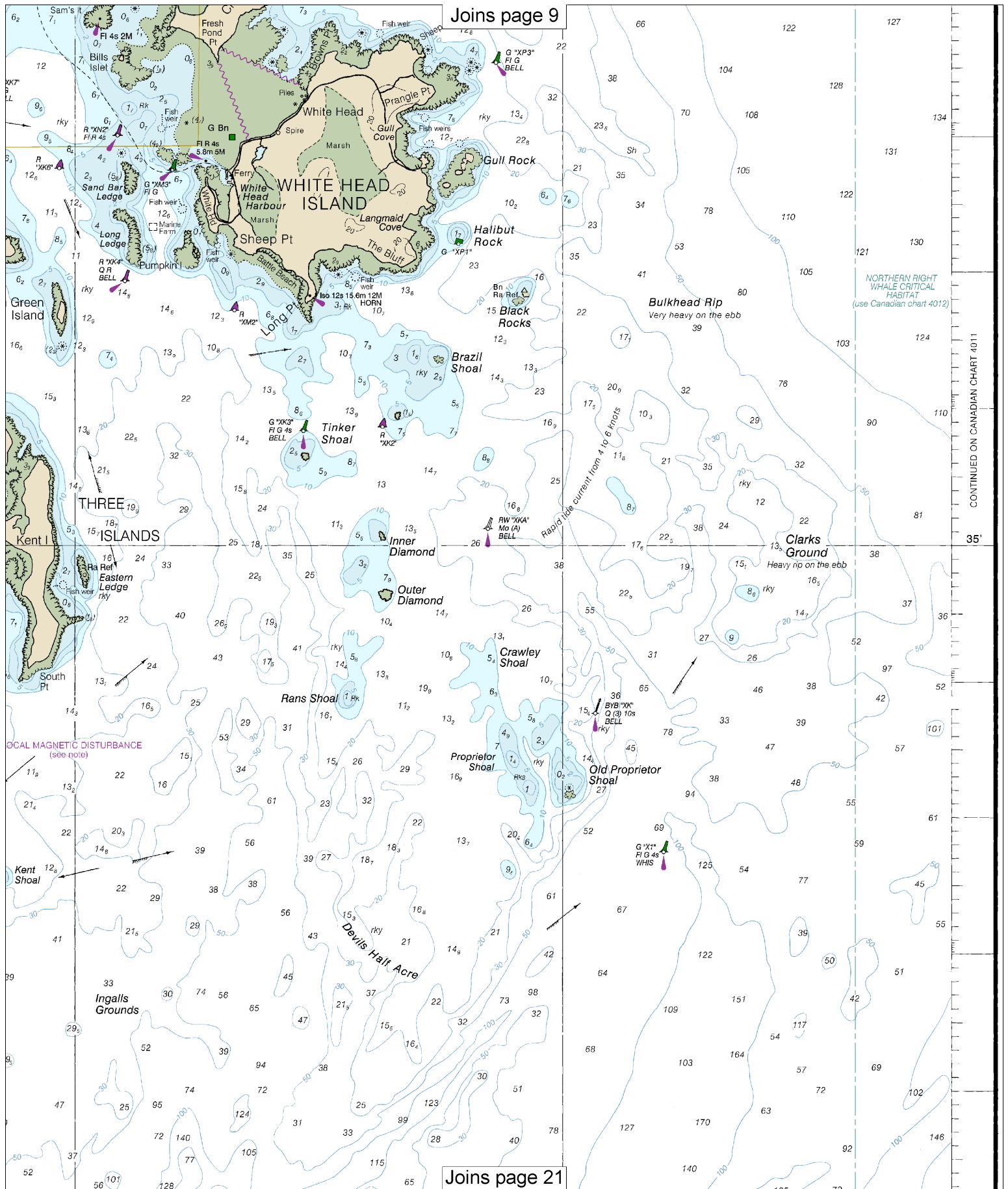
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

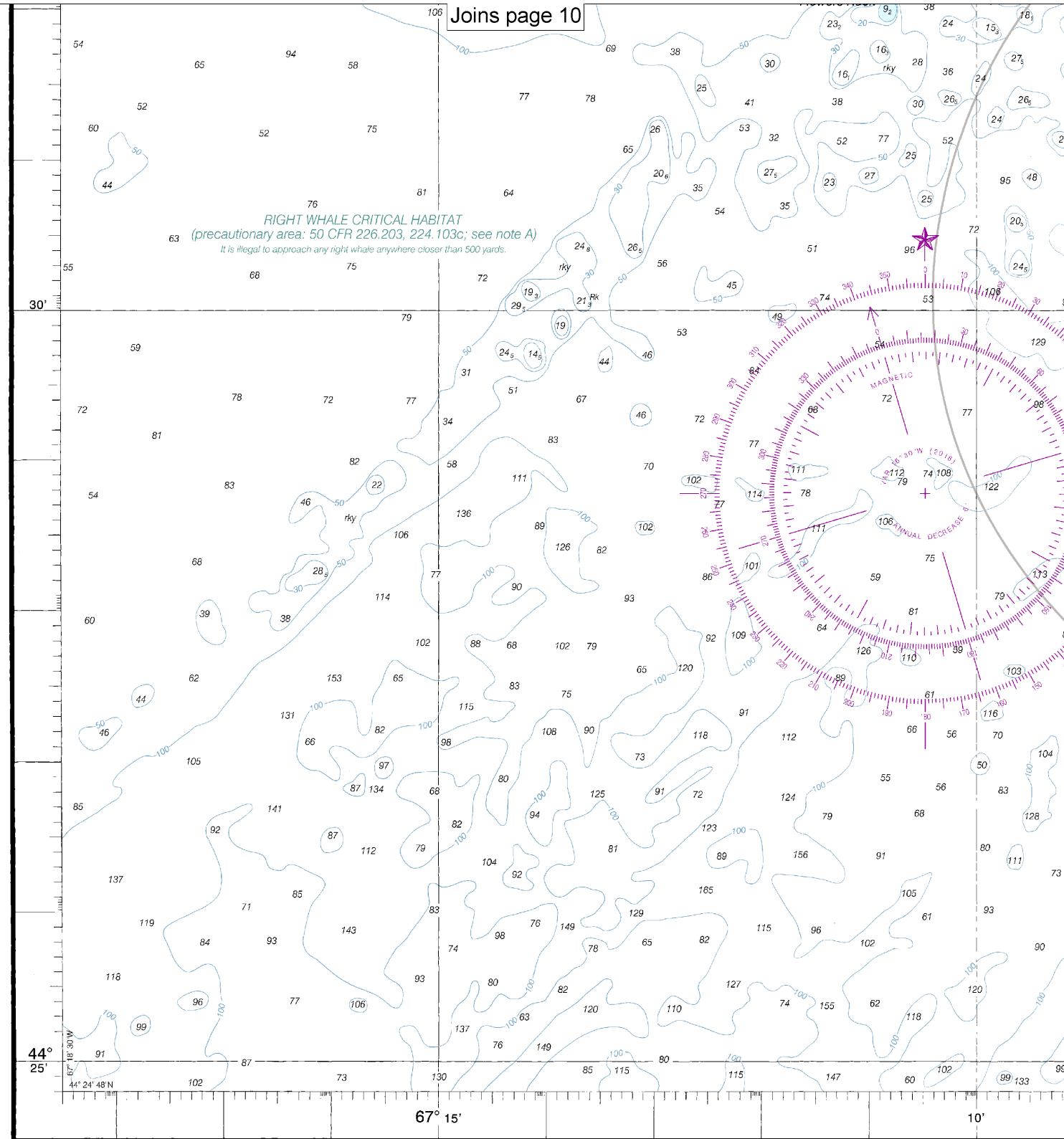
See Note on page 5.





Joins page 10

RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards.



13392

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.

NOAA encourages users to submit inquiries about this chart at <http://www.nauticalcharts.noaa.gov>.

This is the Last Edition of this chart. It will be canceled on Nov 29, 2023
3rd Ed., Feb. 2011. Last Correction: 5/31/2023. Cleared through:
LNM: 4223 (10/17/2023), NM: 4323 (10/28/2023), CHS: 0923 (9/29/2023)

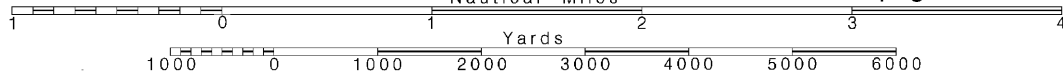
16

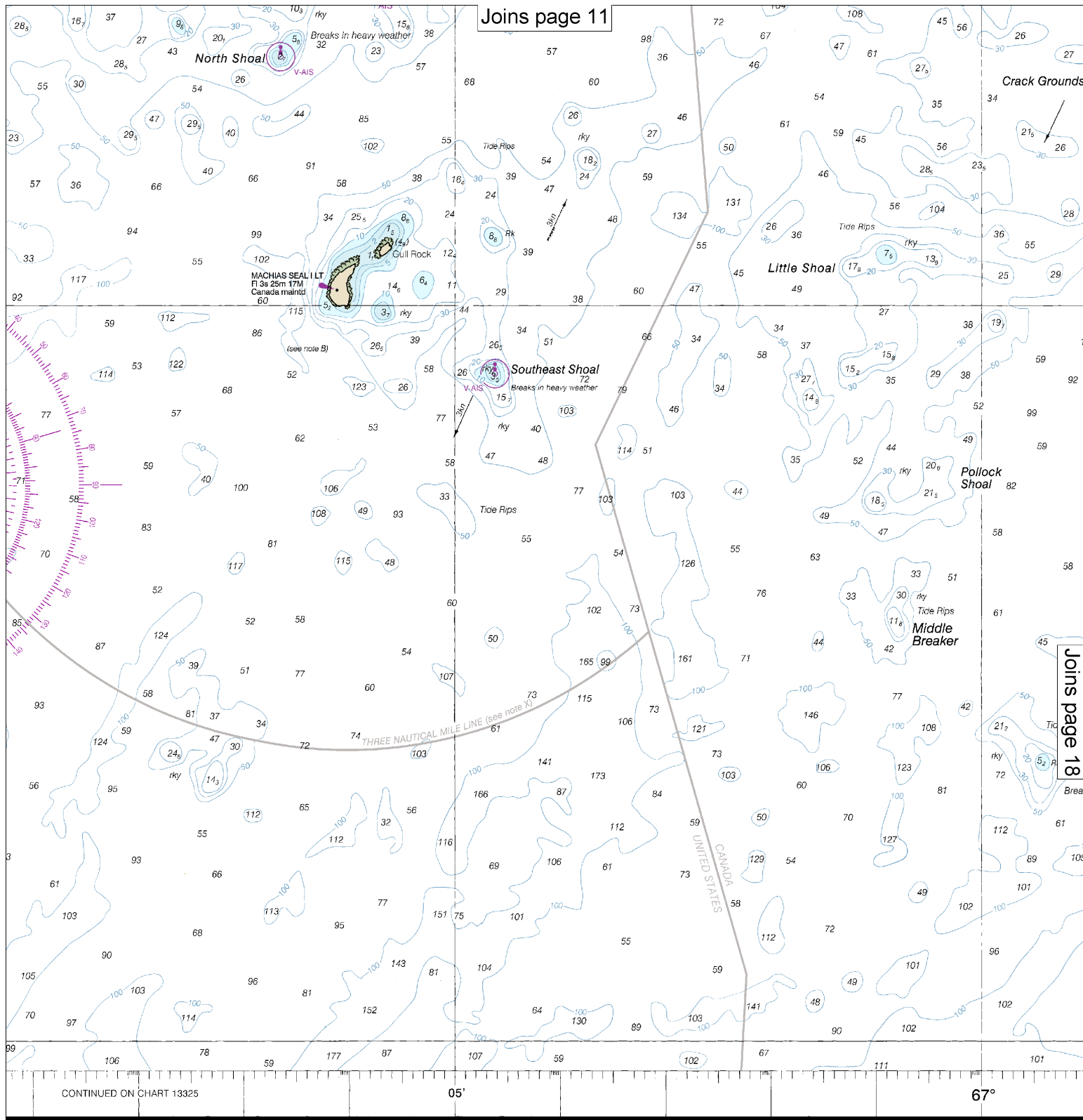
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.



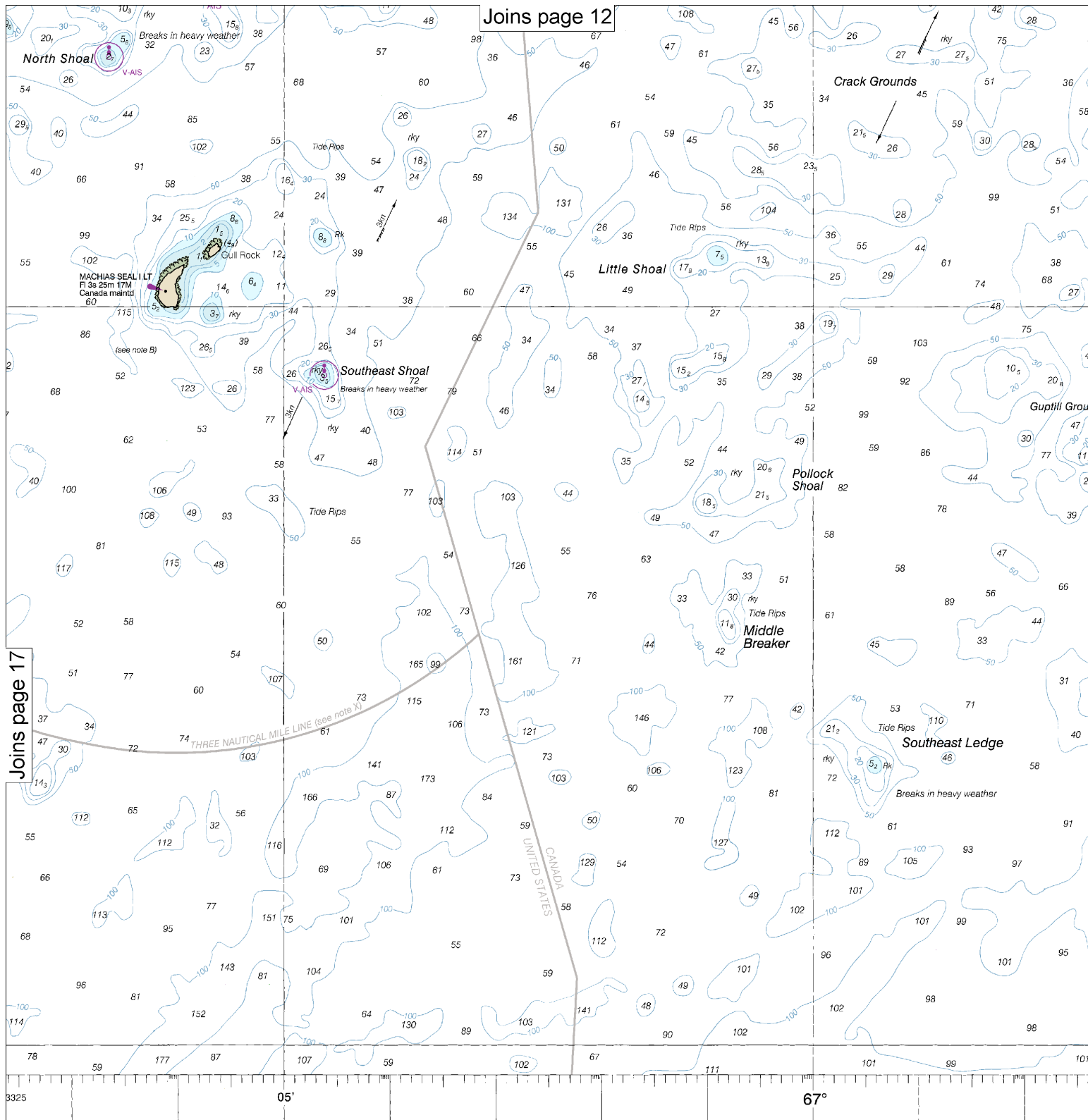


Joins page 11

Joins page 18

discrepancies or comments
a.gov/staff/contact.htm.

DEPTHS IN METERS



DEPTHS IN METERS

Published at
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL CHART OFFICE
WASHINGTON, D.C. 20540

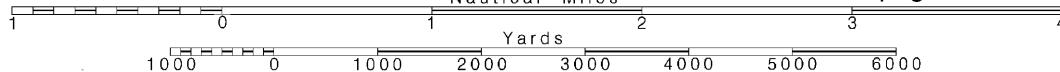
18

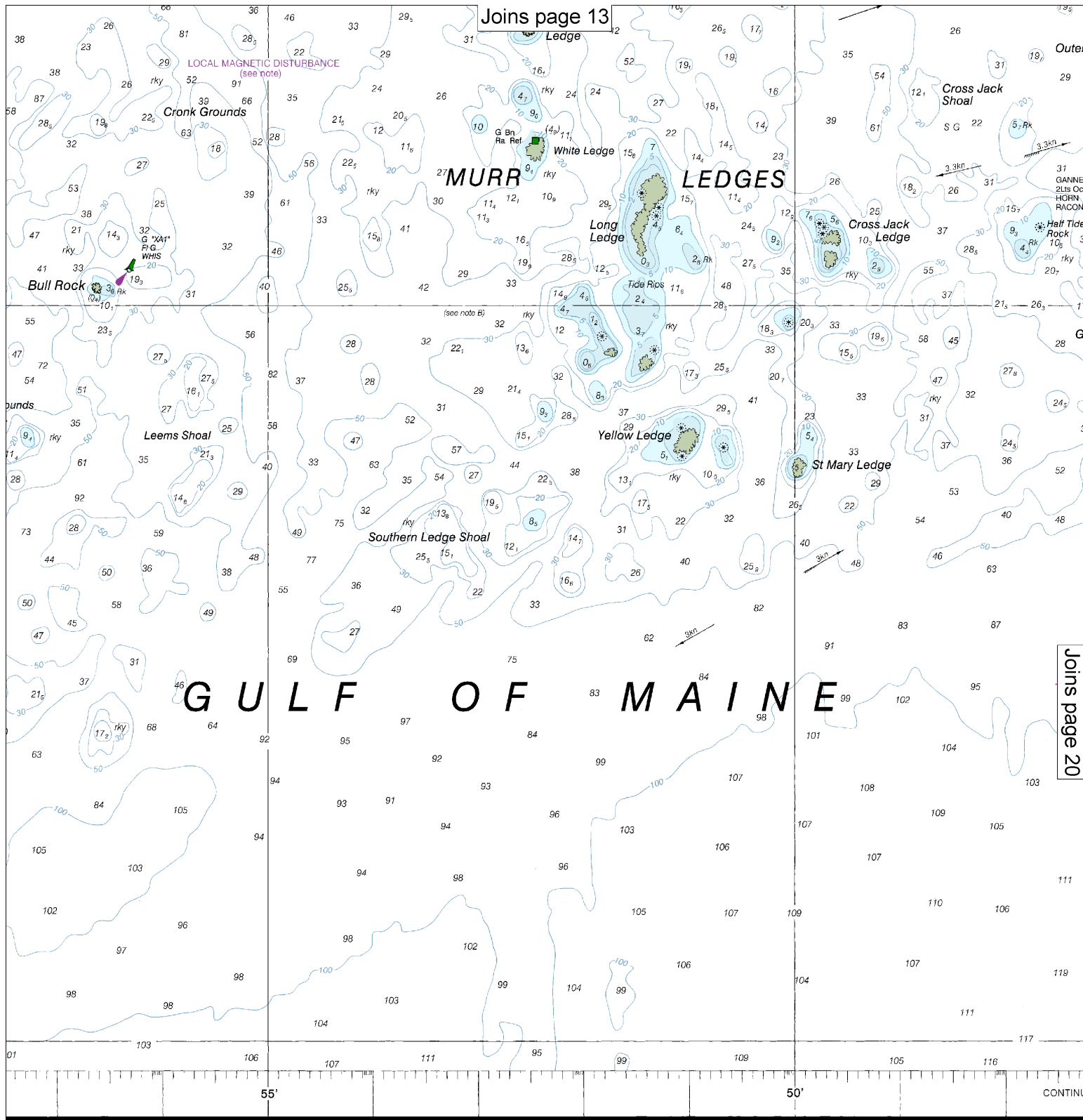
Note: Chart grid lines are aligned with true north.

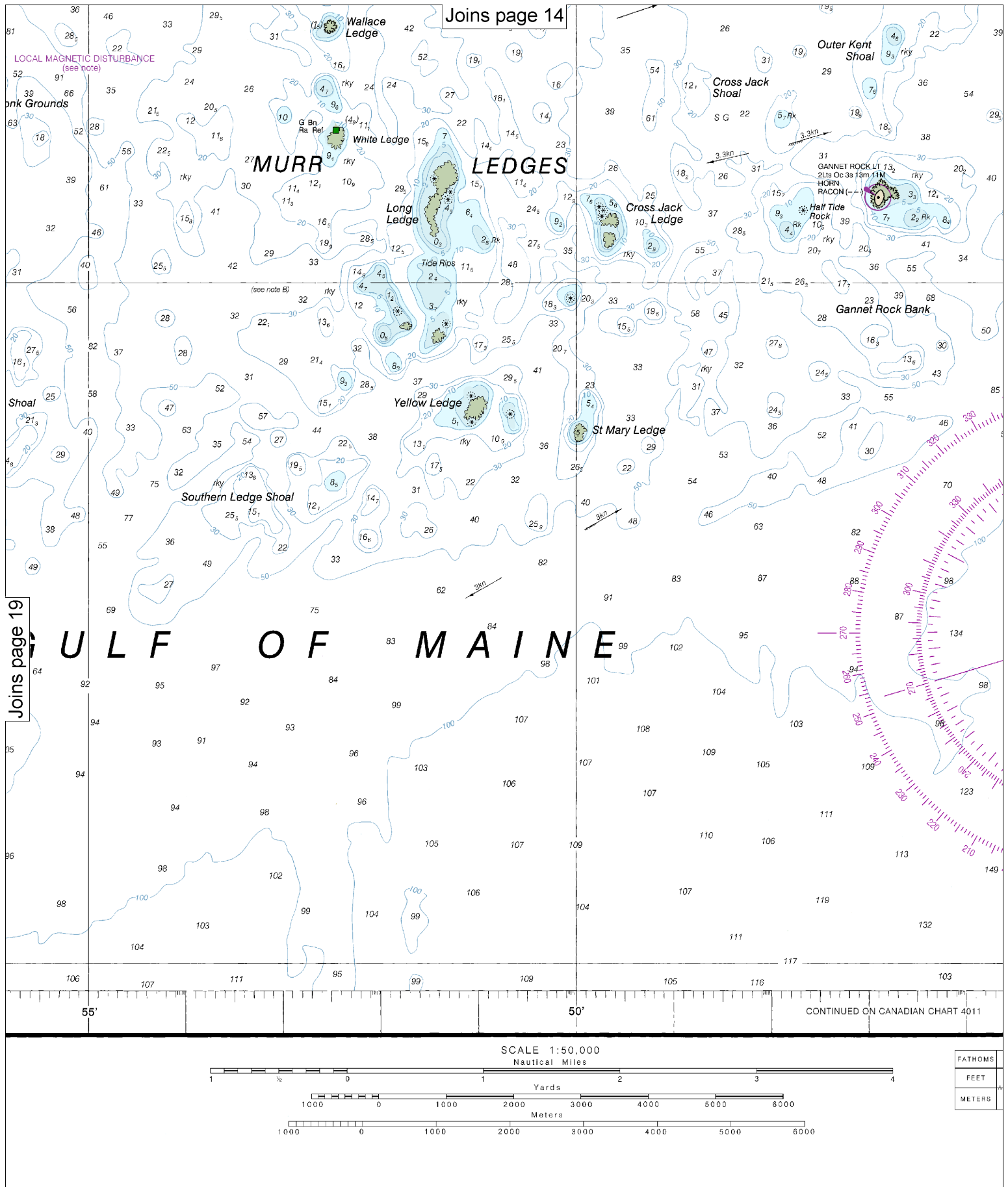
Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.







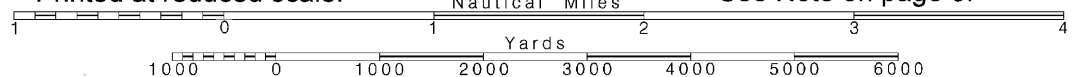
20

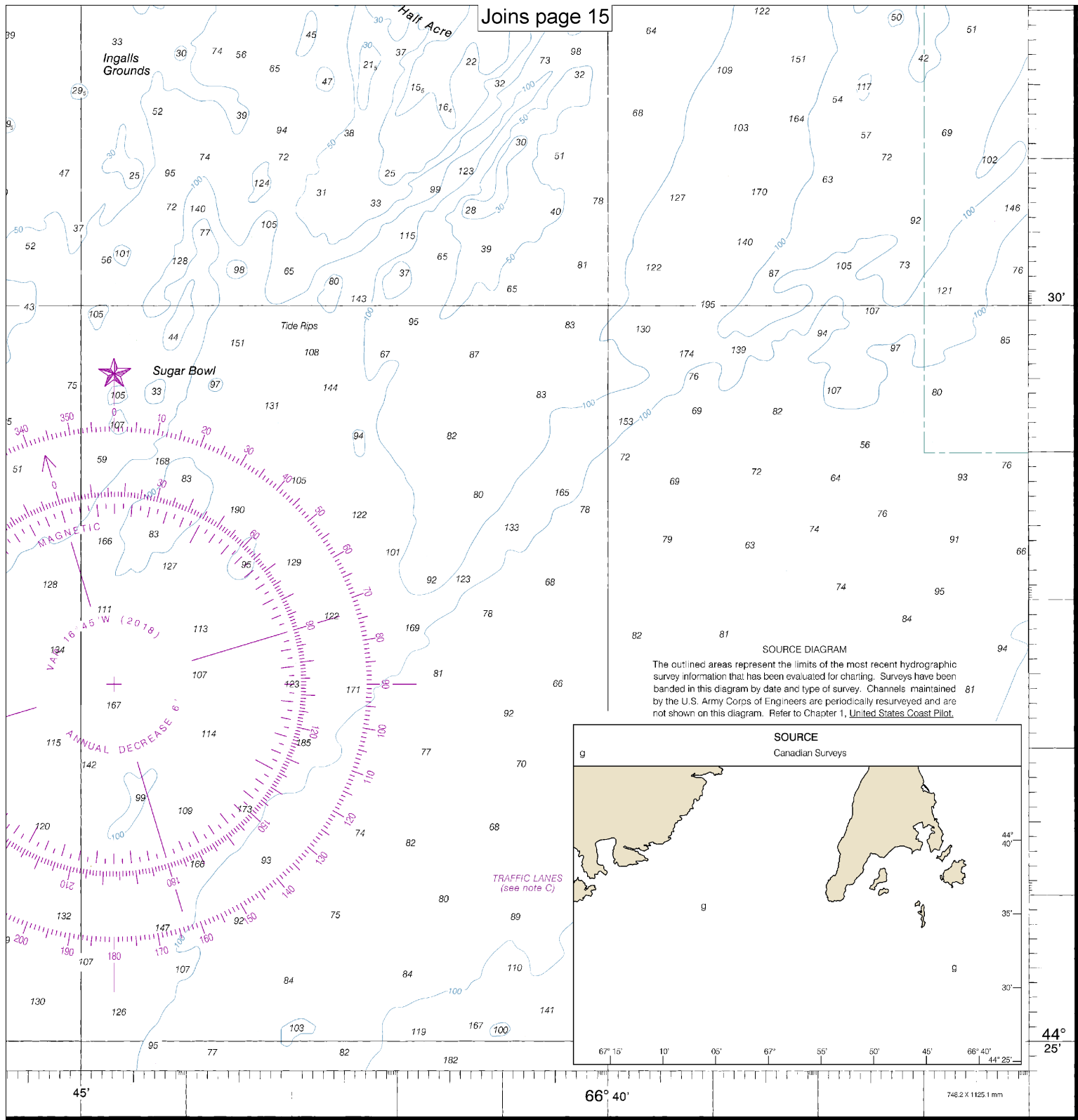
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

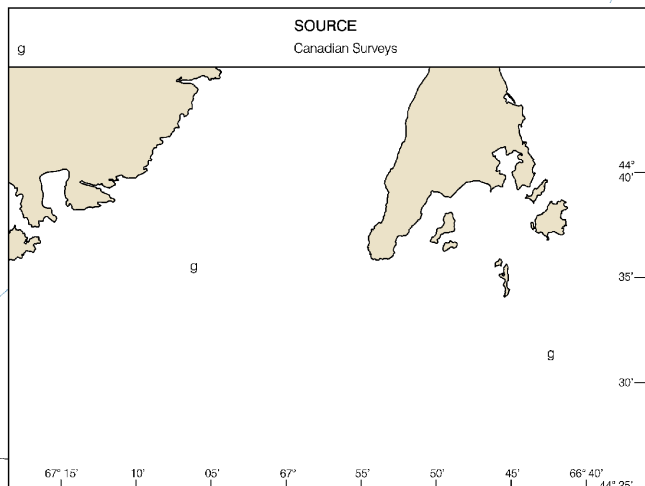
SCALE 1:50,000
Nautical Miles

See Note on page 5.





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*.



Grand Manan Channel - Southern Part
 DEPTHS IN METERS - SCALE 1:50,000

13392

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17



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.