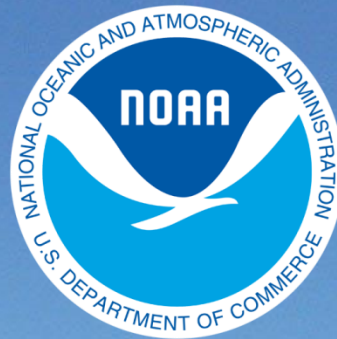


BookletChart™

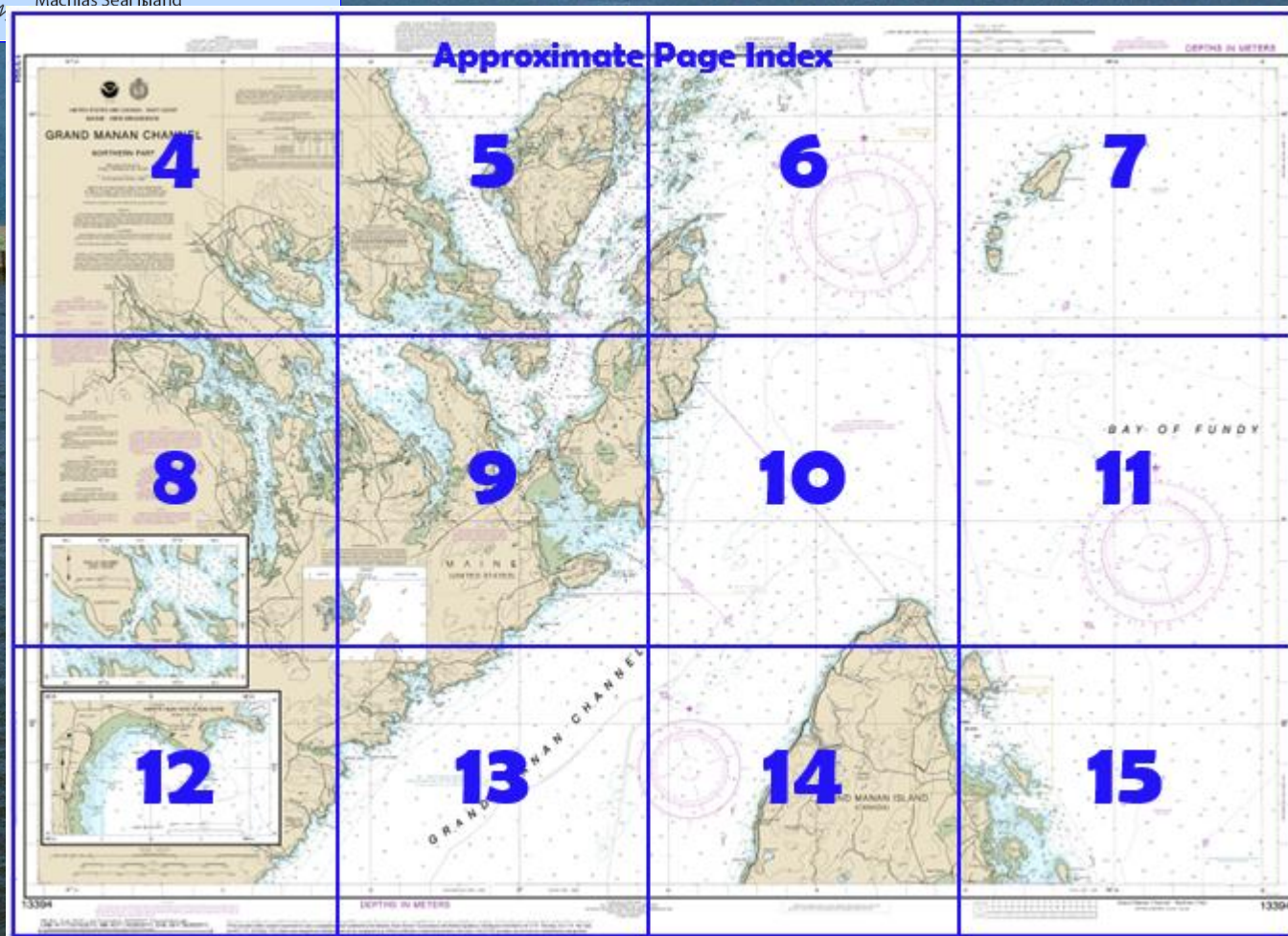
Grand Manan Channel – Northern Part NOAA Chart 13394



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=13394>.



(Selected Excerpts from Coast Pilot)

The approaches to St. Croix River include Quoddy Narrows, Lubec Channel, Friar Roads, Head Harbour Passage, Western Passage, and Passamaquoddy Bay. The principal entrance is around the northern end of Campobello Island through Head Harbour Passage. This passage is deep and generally clear of dangers. The channel through Lubec Narrows is also used, especially at high water. The tidal currents are strong in both passages.

West Quoddy Head, the easternmost point of the United States, is bold and wooded. **West Quoddy Head Light** (44°48'54"N., 66°57'02"W.), 83 feet above the water, is shown from a 49-foot red and white horizontally banded tower on the eastern edge of the headland. A sound signal is at

the light. The abandoned Coast Guard lookout tower near the summit of the ridge westward of the light is the most conspicuous landmark in the approach to Quoddy Narrows from seaward.

Between West Quoddy Head and Calais, fluorescent red pyramidal markers define straight line segments and turning points of the United States-Canada boundary.

Quoddy Narrows (Quoddy Roads), between West Quoddy Head and Canada's Campobello Island, is the usual anchorage for vessels seeking shelter or waiting for a favorable tide to pass through Lubec Narrows. The entrance, between West Quoddy Head and The Boring Stone, is about 0.8 mile wide and has a depth of 28 feet near the middle. Winds from east to south generate rough seas in the entrance.

The anchorage affords shelter from northerly and westerly winds in depths of 12 to 25 feet, but is open to winds from the east and south, and protection from northeast gales is reported poor. The northern and western parts of Quoddy Narrows between West Quoddy Head and Lubec are full of shoals which partly uncover.

Sail Rock and **Little Sail Rock** are two bare rocks on a ledge about 0.2 mile southeastward of West Quoddy Head Light. The ledge extends more than 100 yards east of the two rocks. As swirls form just southward and eastward of Sail Rock during the strength of the tidal current, the rock should be given a good berth. A lighted whistle buoy is about 0.4 mile southeastward of Sail Rock, about in line with the rock and West Quoddy Head Light. A fairway bell buoy, about 0.5 mile north-northeastward of the light, marks the entrance to Quoddy Narrows and the approach to Lubec Channel.

Round Rock, which uncovers, and **The Boring Stone**, 5 feet high and bare, are 500 yards southwest of **Liberty Point**, a bold headland, which is the southern extremity of Campobello Island. Vessels should pass at least 300 yards off the southernmost rock. An islet about 200 yards off Liberty Point is conspicuous, as is **Ragged Point** about 0.4 mile northeastward of it.

Wormell Ledges, which partly uncover, are about 400 yards northward of West Quoddy Head, and are marked at their northern end by a buoy.

Middle Ground, covered 4 feet, is a shoal in the middle of Quoddy Narrows, 0.7 mile north-northwest of West Quoddy Head, and is marked on its southwestern side by a buoy.

Lubec Channel and **Lubec Narrows**, between Quoddy Narrows and Friar Roads, have been improved by dredging. In 2002, the controlling depth was 9 feet (11.7 feet at midchannel). The channel is marked by a light and buoys. At spring tides the low water may be 3 or 4 feet below the average. Lubec Narrows has strong tidal currents and eddies. It is not advisable to use this passage without local knowledge.

Shoals bare on both sides of Lubec Narrows at low water. A breakwater extends from **Short Point** on the west side of the channel about 300 yards northward of **Mowry Point**, on the southwest side of the narrows. The **Franklin D. Roosevelt Memorial Highway Bridge** crosses the narrows from Lubec to Campobello Island at a point about 400 yards southward of the abandoned lighthouse on **Mulholland Point**. The fixed span has a clearance of 47 feet.

Currents.—For current predictions see the Tidal Current Tables. Tidal ranges within the area can be affected by atmospheric pressure. Low pressure days can result in tides up to 3 feet higher than predicted.

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>

13394

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COLREGS, 80.105 (see m
International Regulations for Preventing Collision
The entire area of this chart falls seaward of the

67° 15'

10'



UNITED STATES AND CANADA - EAST COAST
MAINE - NEW BRUNSWICK

GRAND MANAN CHANNEL

NORTHERN PART

Mercator Projection
Scale 1:50,000 at Lat. 44°50'

North American Datum of 1983
(World Geodetic System 1984)

DEPTHS IN METERS AND DECIMETERS
AT MEAN LOWER LOW WATER IN U.S. WATERS AND
AT LOWEST NORMAL TIDE IN CANADIAN WATERS

Additional information can be obtained at nauticalcharts.noaa.gov.

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.

DEPTHS

Depths in U.S. waters are referred to Mean Lower Low Water Datum; depths in Canadian waters are referred to Lowest Normal Tide. The difference in datums means that depths in Canadian waters will appear shallower by approximately 1 meter than in U.S. waters. Refer to the tides and Current Tables of the appropriate country when crossing the International Boundary Line. Also see Note B for depth information concerning Lubec Channel and south of Quoddy Narrows.

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 where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

For Symbols and Abbreviations see Chart No. 1

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 0.286" northward and 2.088" eastward to agree with this chart.

MARINER ACTIVATED SOUND SIGNALS

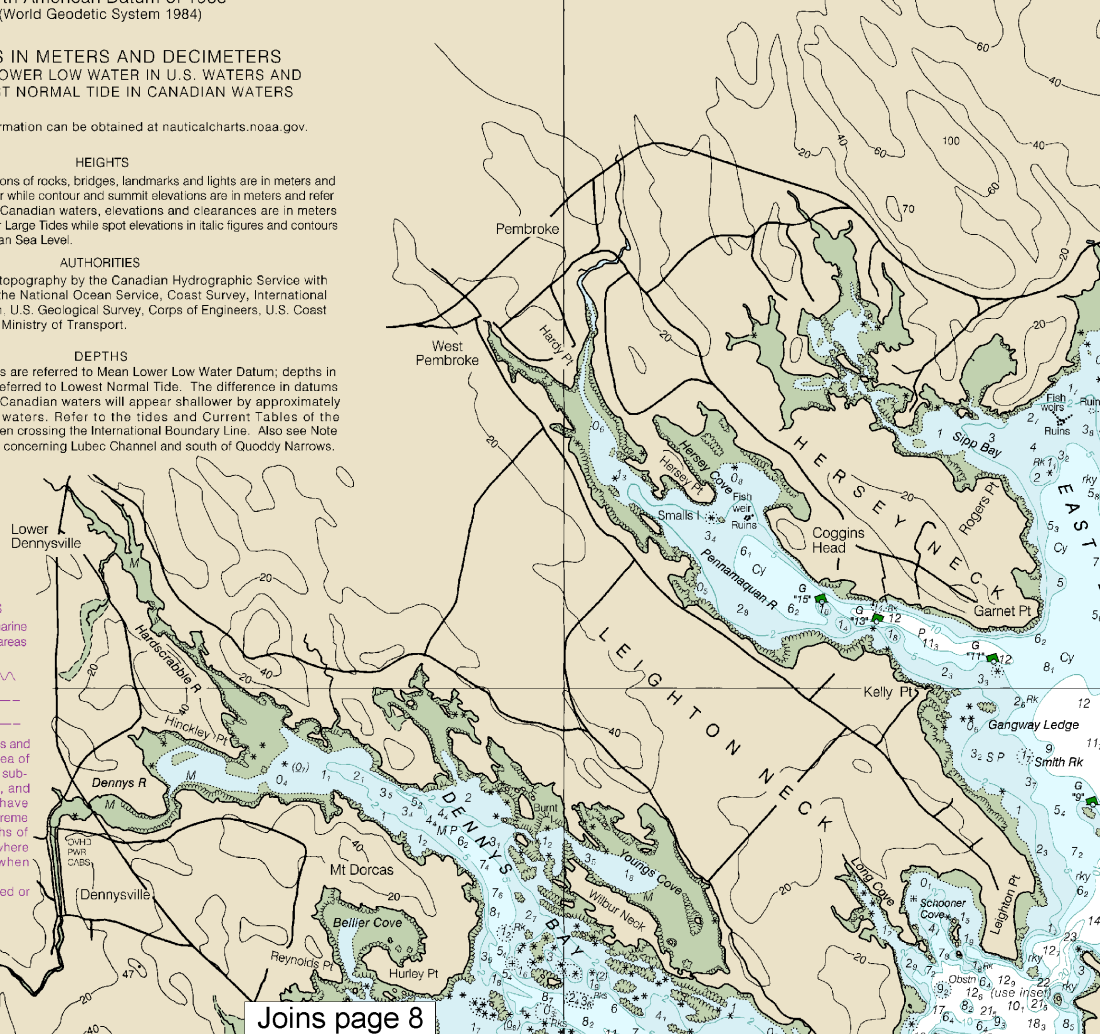
Sound signals labeled with (MRASS) require user activation. See USCG Light List.

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			meters	meters	meters
Eastport, ME		(44°54'N/68°59'W)	5.9	5.7	0.1
Wellsport, N.B.		(44°53'N/68°57'W)	---	6.5	0.9
West Quoddy Head, ME		(44°49'N/68°59'W)	5.0	4.9	0.1
North Head, N.B.		(44°46'N/68°45'W)	---	6.2	0.9

NOTE: The following levels for Campobello Island and Grand Manan Island are based on the Canadian Datum (Lowest Normal Tide).

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water level predictions, and tide current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (May 2013)



Joins page 8

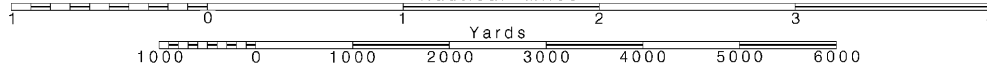
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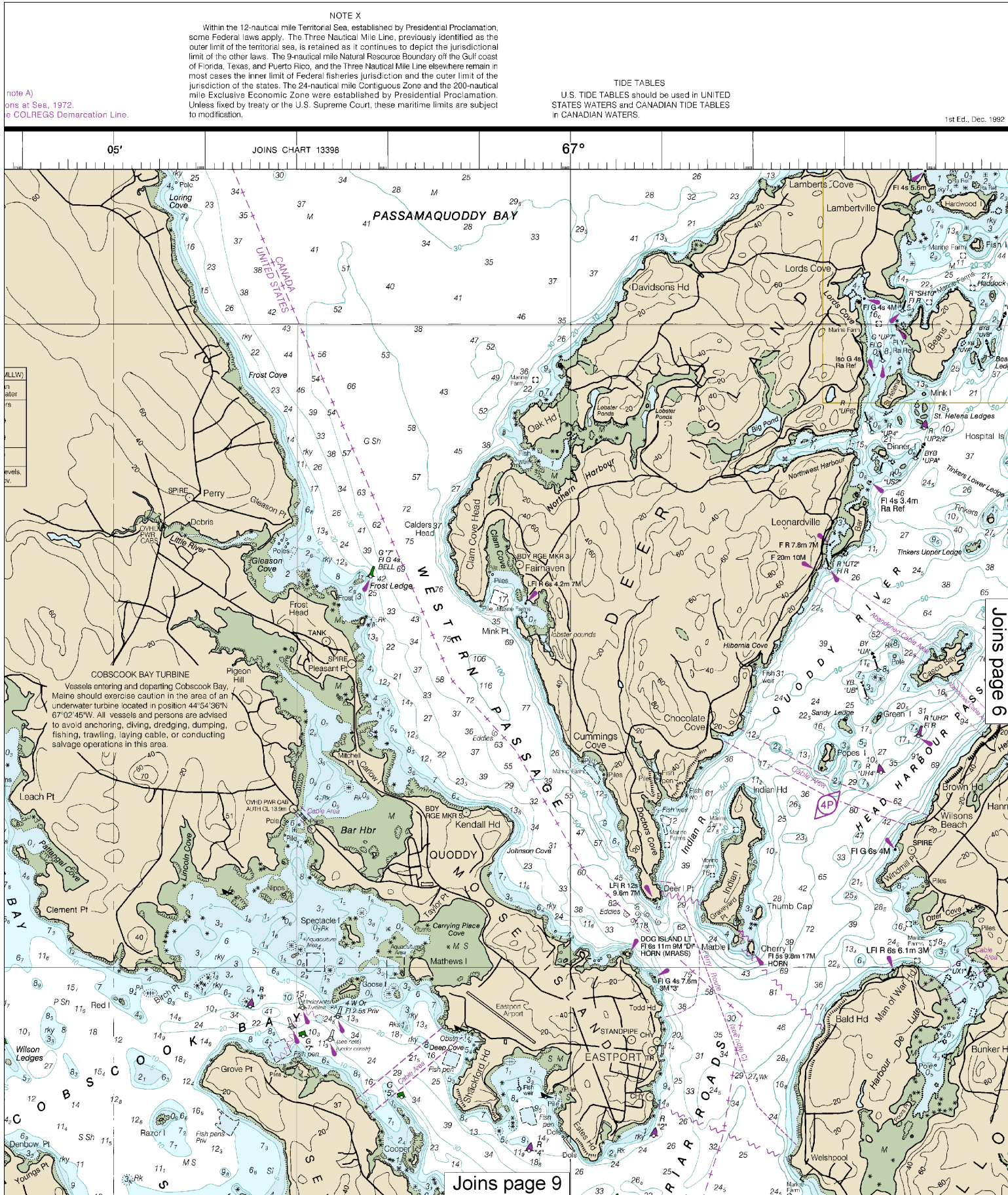
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.

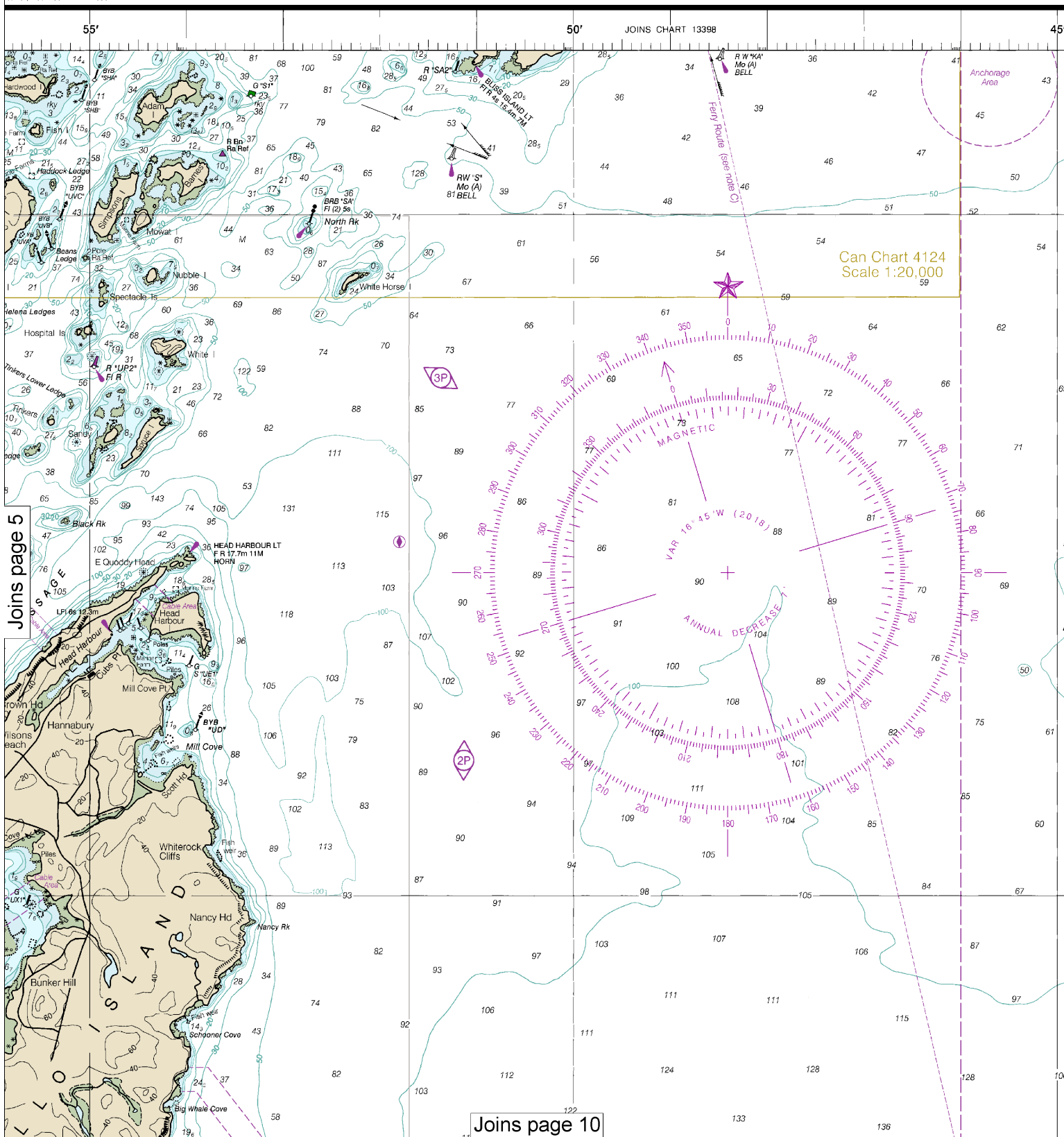
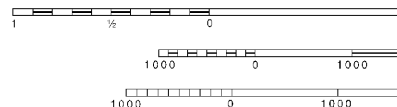




This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:71428. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 1 and Canadian Sailing Directions, Nova Scotia (SE Coast) and Bay of Fundy, for important supplemental information.

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).



Joins page 5

Joins page 10

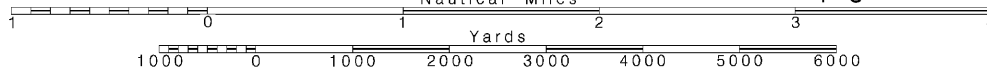
6

Note: Chart grid lines are aligned with true north.

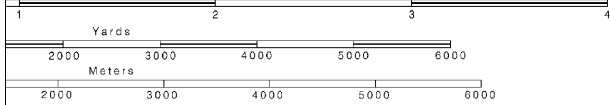
Printed at reduced scale.

SCALE 1:50,000

See Note on page 5.

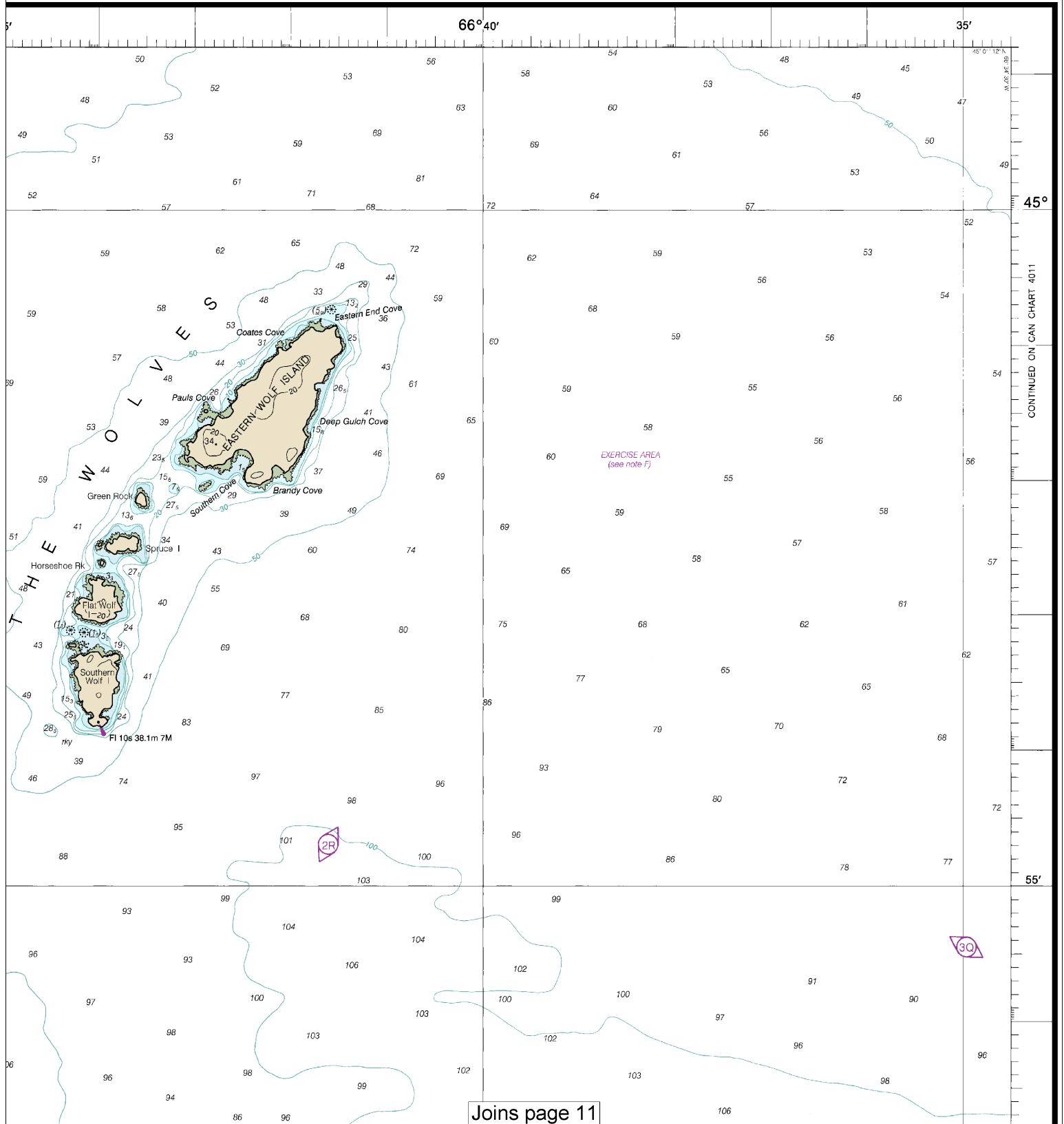


SCALE 1:50,000
Nautical Miles

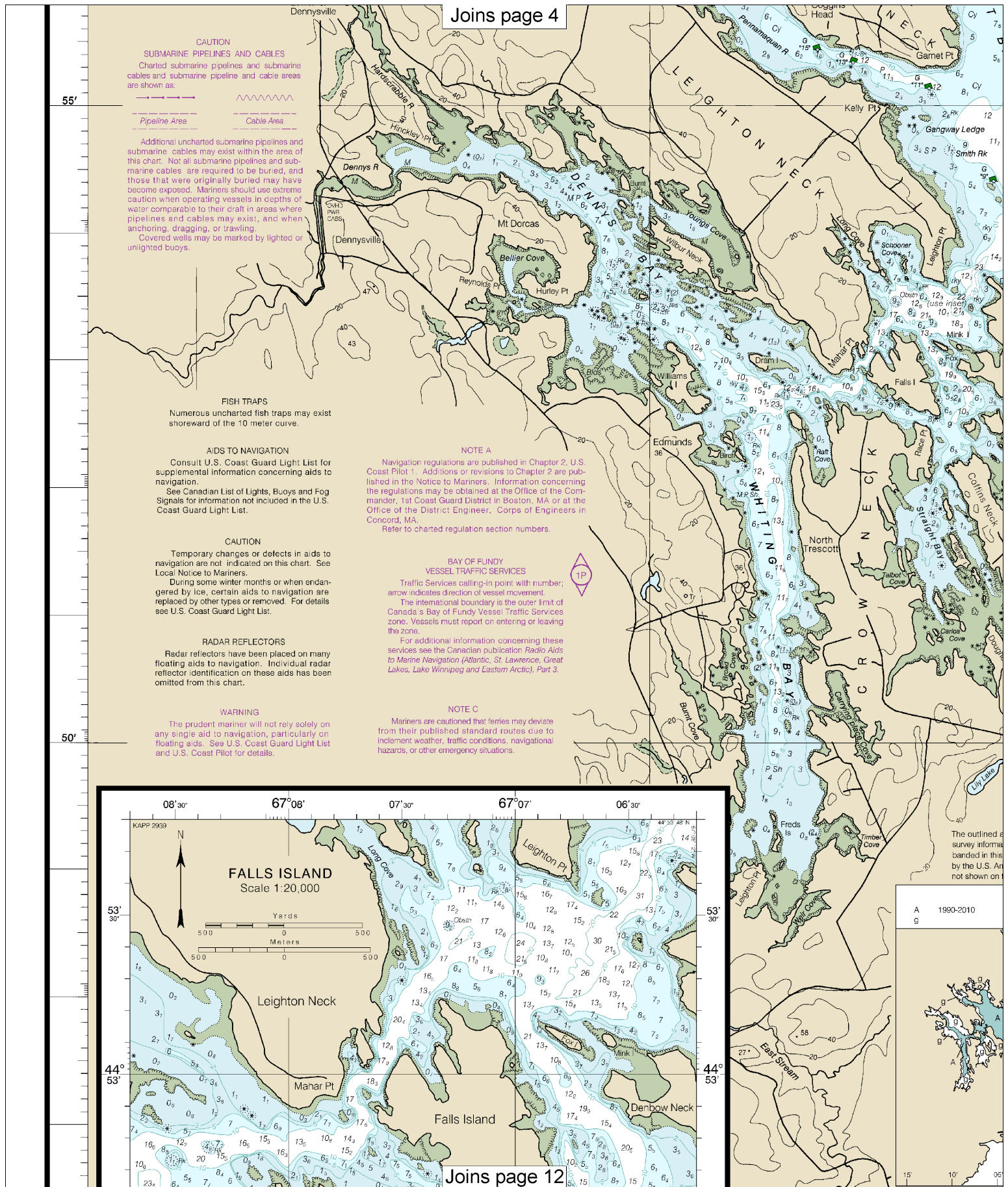


NOTE F
FIRING PRACTICE AND EXERCISE AREAS
Limits of Canadian Firing Practice and Exercise
Areas. See Canadian Notice to Mariners No. 35 of
each year.

DEPTHS IN METERS



This is the Last Edition of this chart. It will be canceled on Nov 29, 2023
1st Ed., Aug. 2013. Last Correction: 5/31/2023. Cleared through:
NM: 4223 (10/17/2023), NM: 4323 (10/28/2023), CHS: 0923 (8/29/2023)



Joins page 4

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.

FISH TRAPS
Numerous uncharted fish traps may exist shoreward of the 10 meter curve.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

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

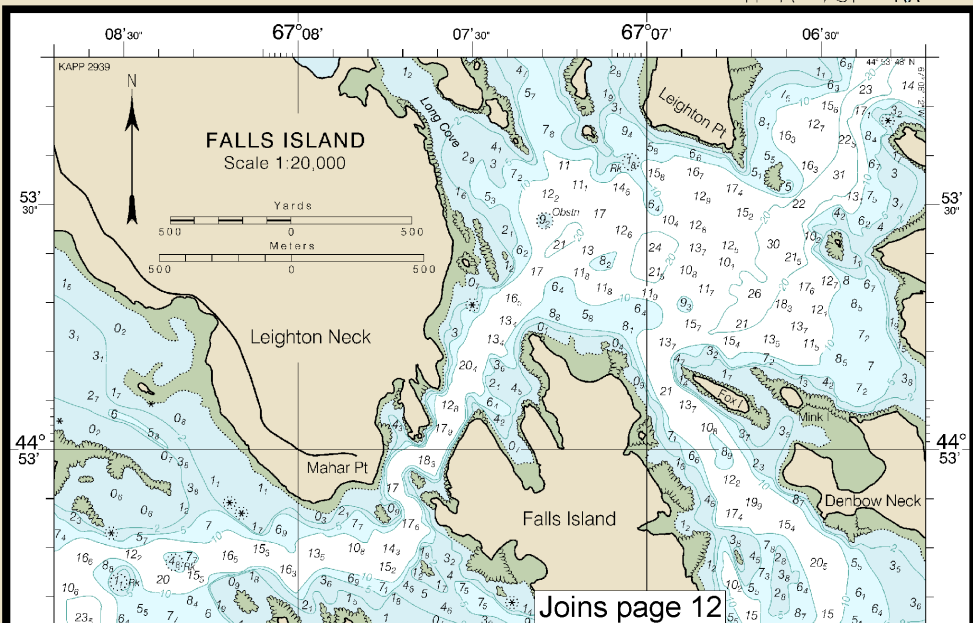
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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.

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.

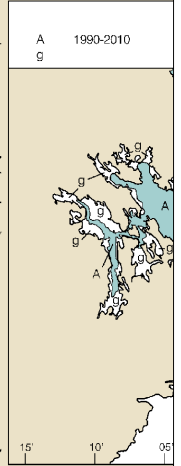
BAY OF FUNDY VESSEL TRAFFIC SERVICES
Traffic Services calling-in point with number; arrow indicates direction of vessel movement.
The international boundary is the outer limit of Canada's Bay of Fundy Vessel Traffic Services zone. Vessels must report on entering or leaving the zone.
For additional information concerning these services see the Canadian publication *Radio Aids to Marine Navigation (Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg and Eastern Arctic)*, Part 3.

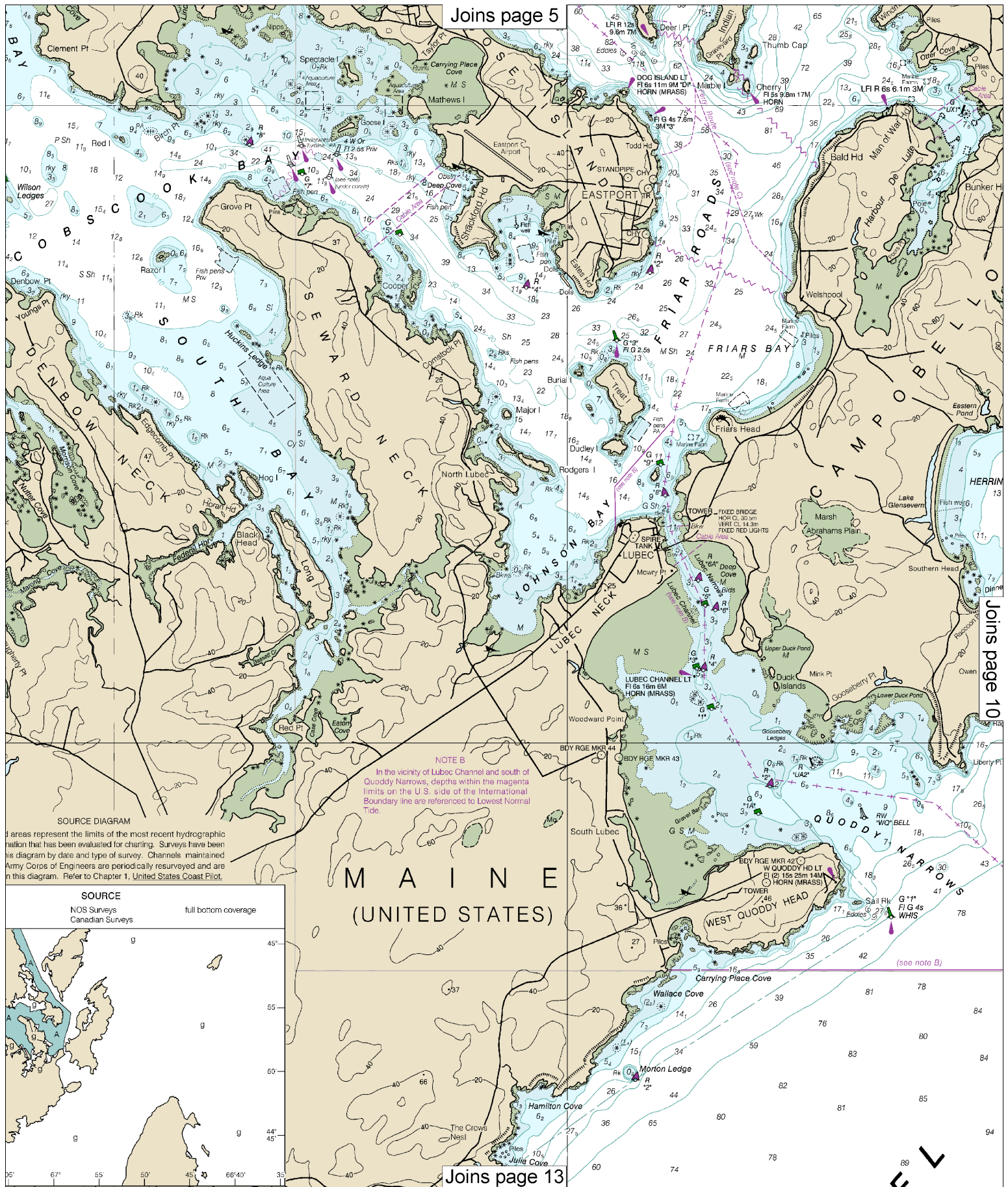
NOTE C
Mariners are cautioned that ferries may deviate from their published standard routes due to inclement weather, traffic conditions, navigational hazards, or other emergency situations.

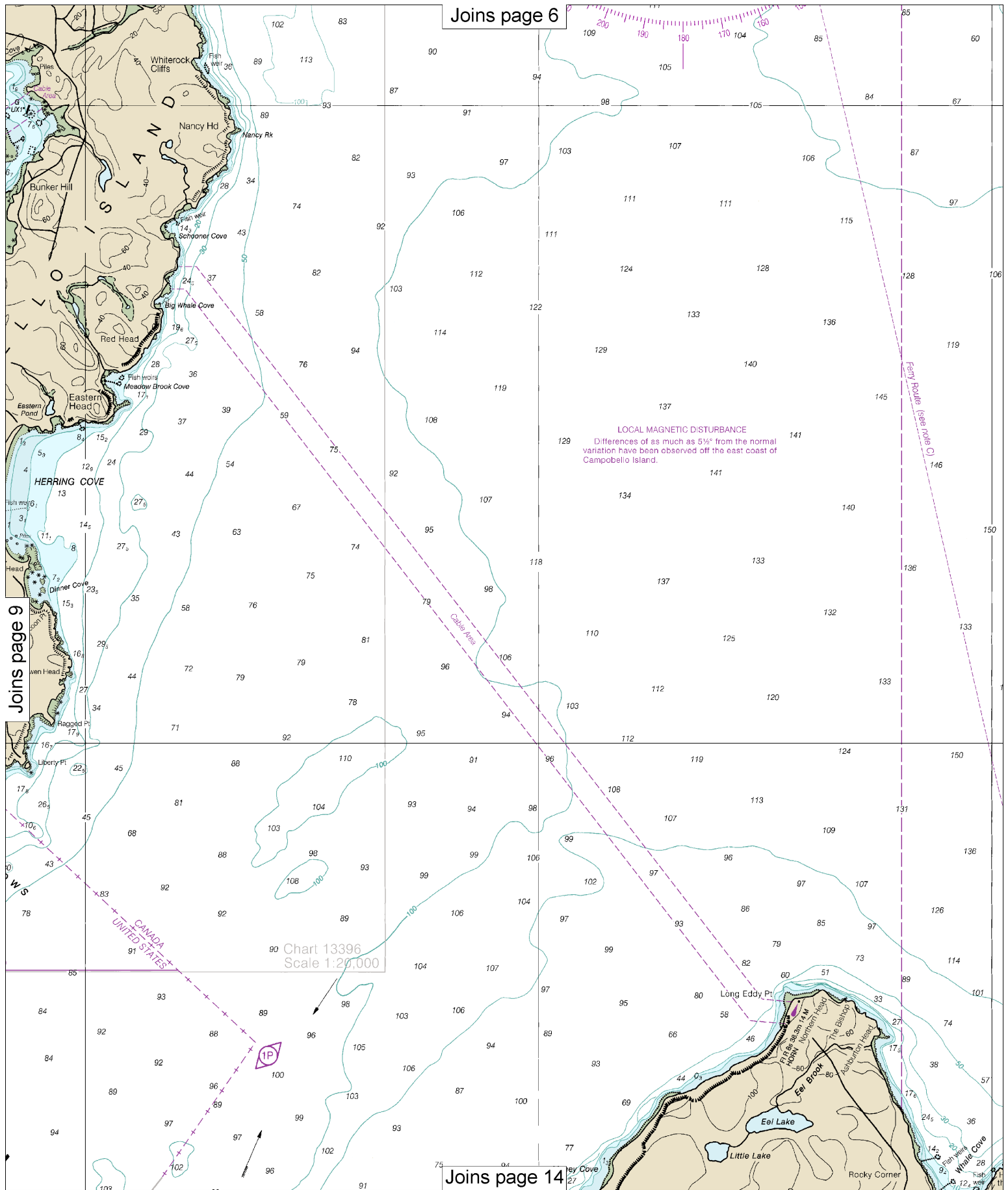


Joins page 12

The outlined survey information banded in this by the U.S. Ar not shown on

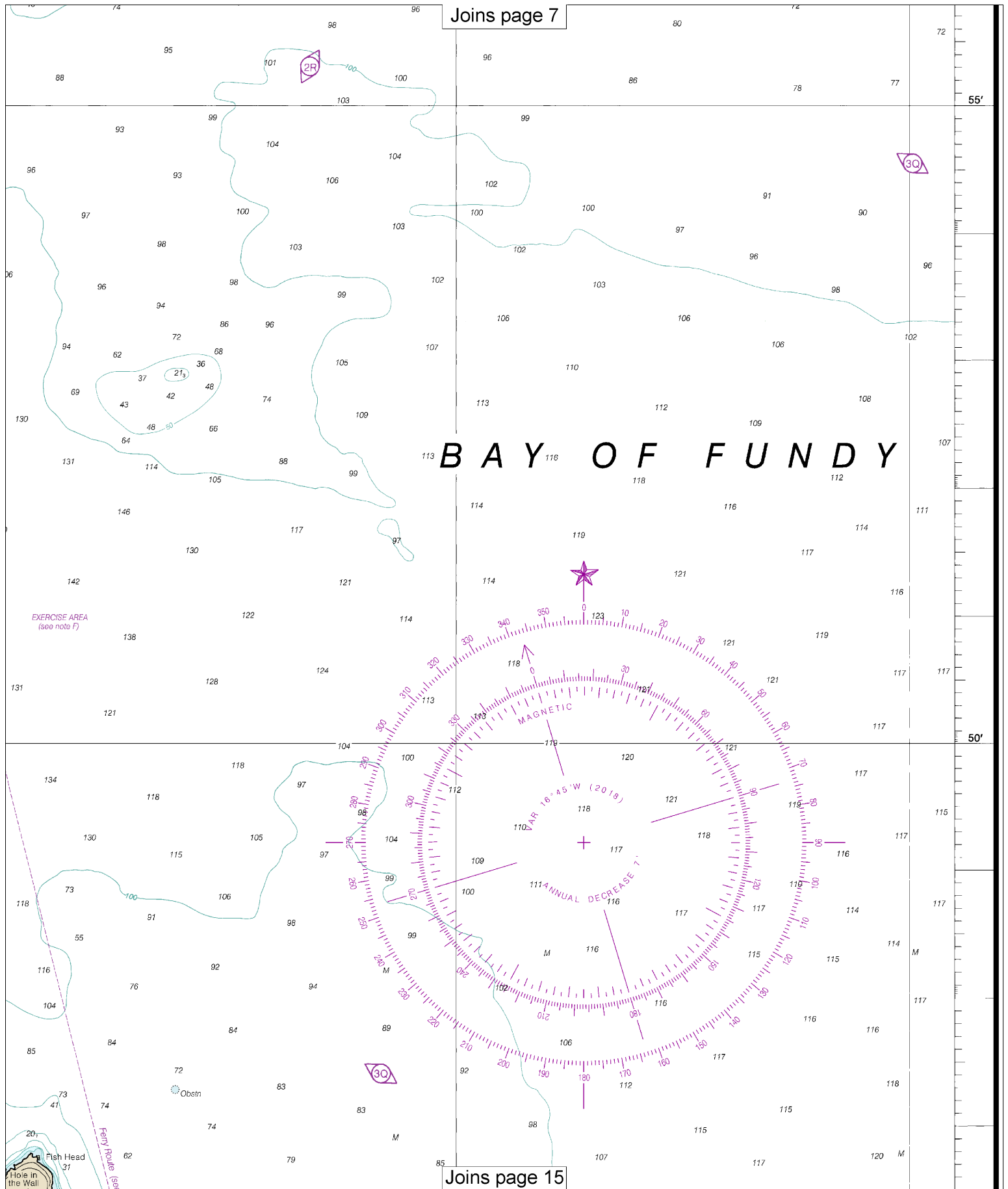


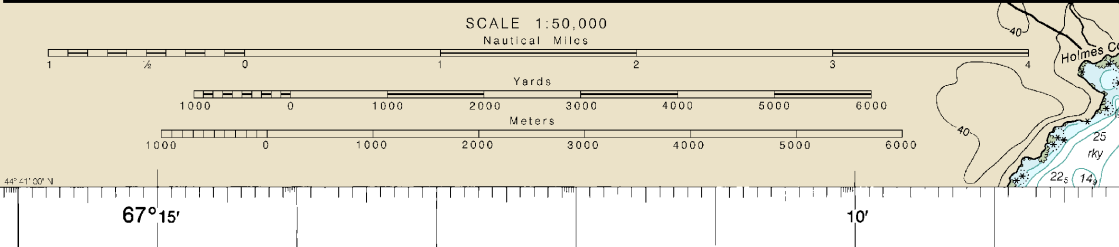
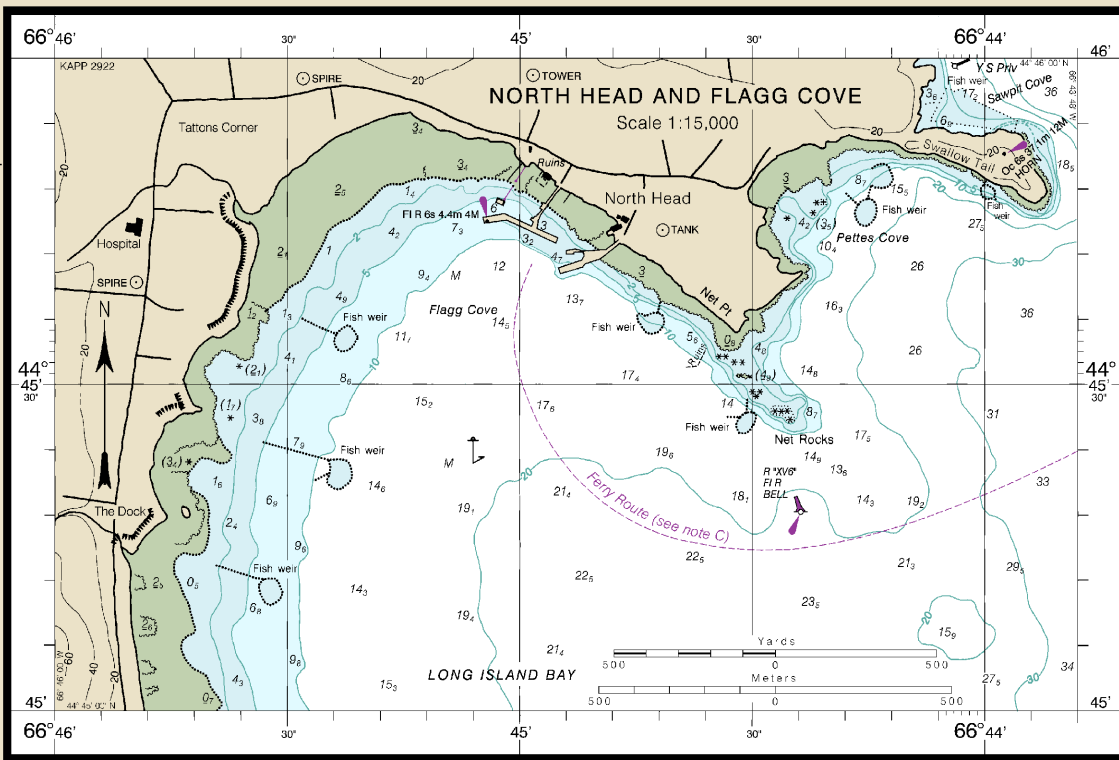
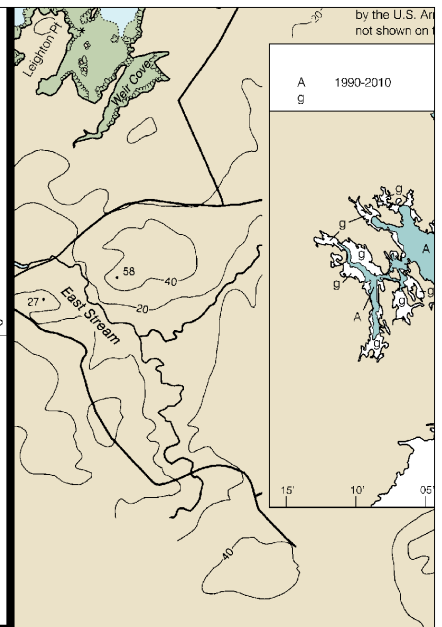
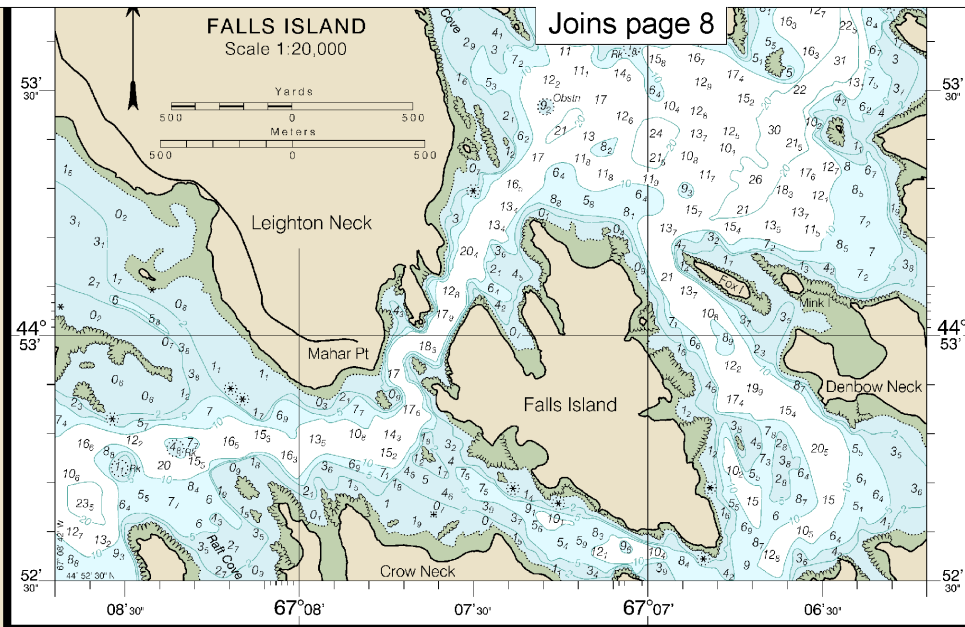




10

Note: Chart grid lines are aligned with true north.





13394

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
5th Ed., Aug. 2013. Last Correction: 5/31/2023. Cleared through:
LNM: 4223 (10/17/2023), NM: 4323 (10/28/2023), CHS: 0923 (8/29/2023)

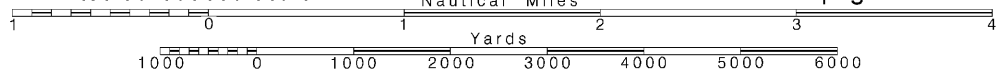
12

Note: Chart grid lines are aligned with true north.

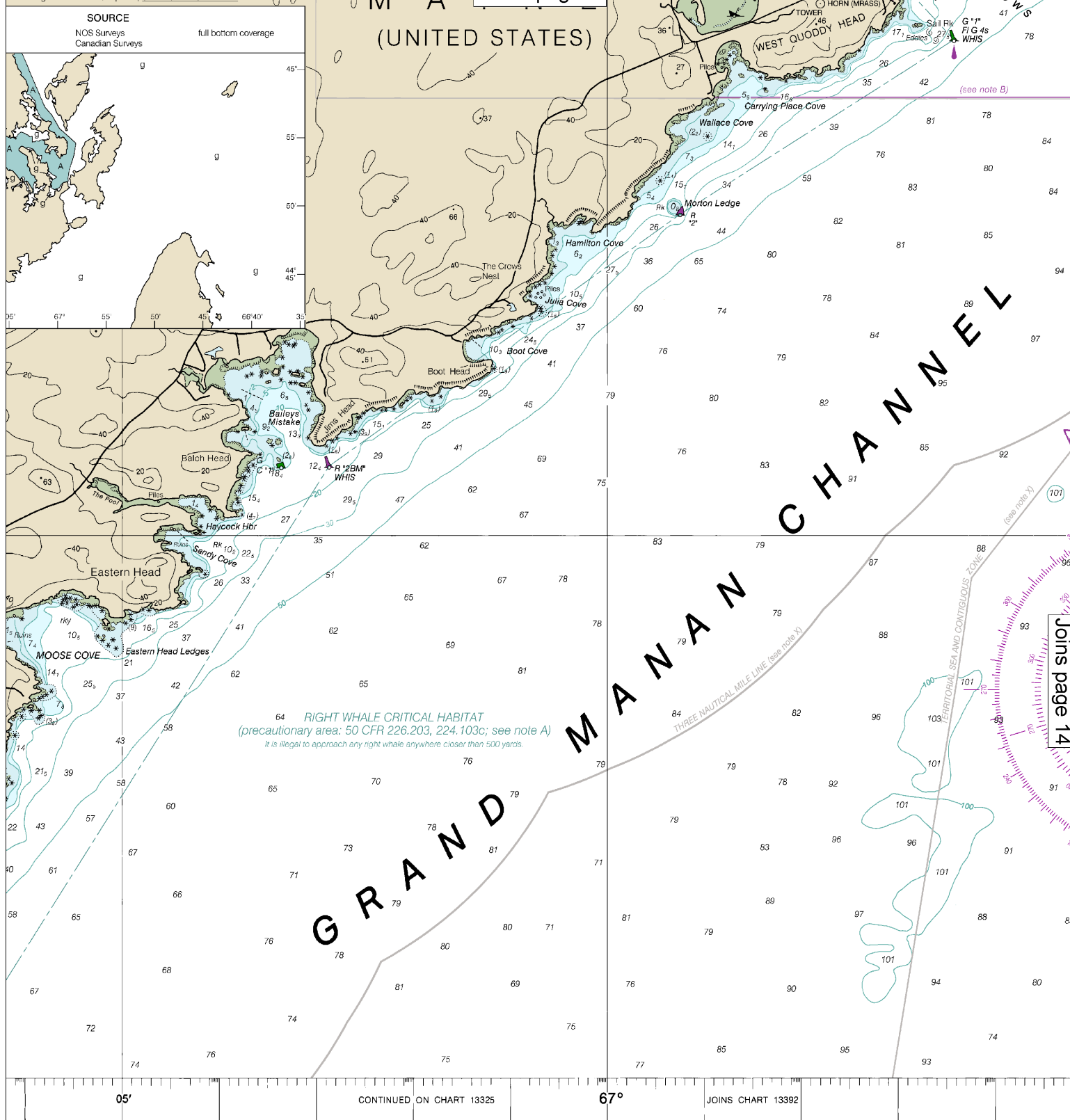
Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.

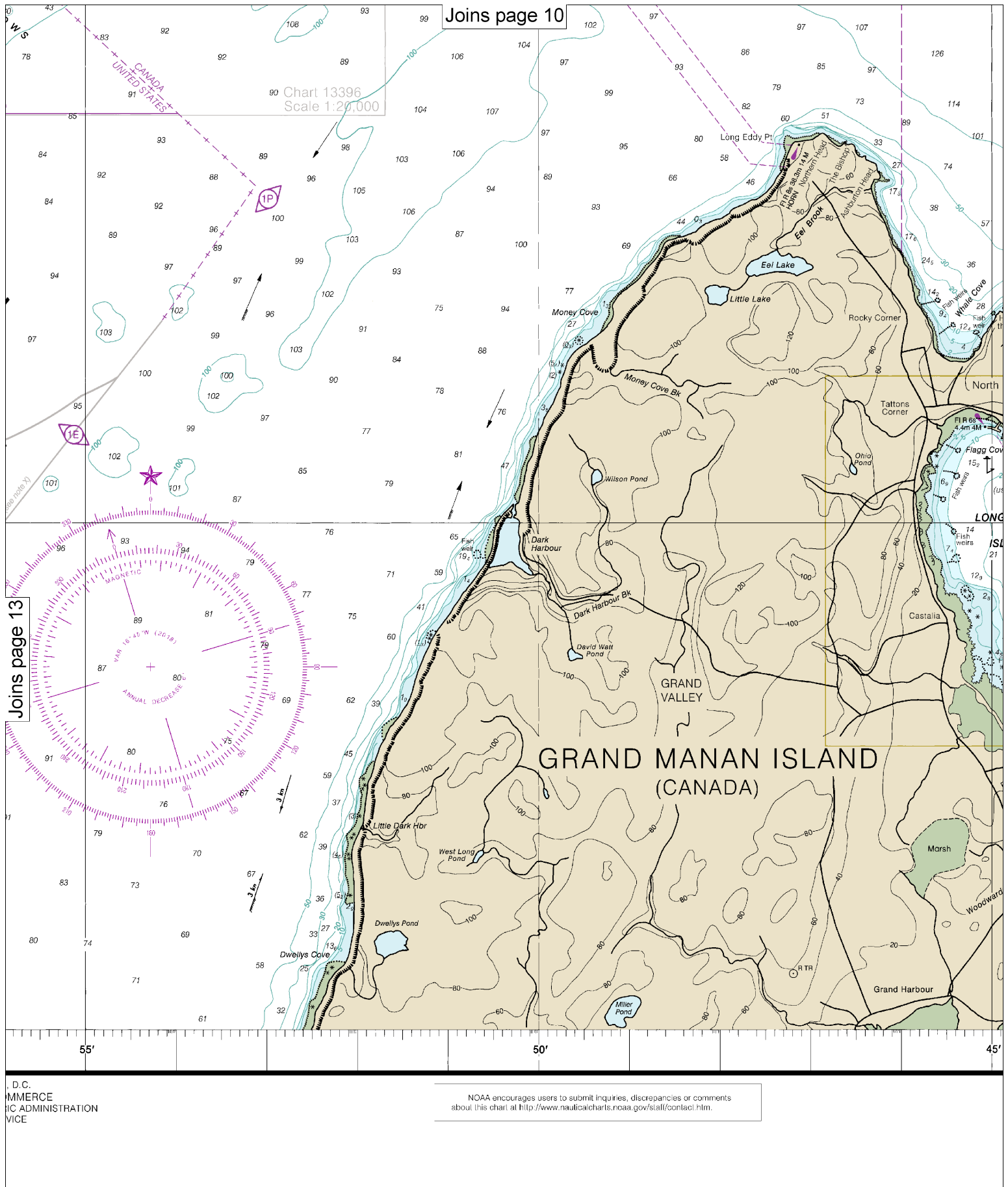


Army Corps of Engineers are periodically resurveyed and are shown in this diagram. Refer to Chapter 1, United States Coast Pilot.



DEPTHS IN METERS

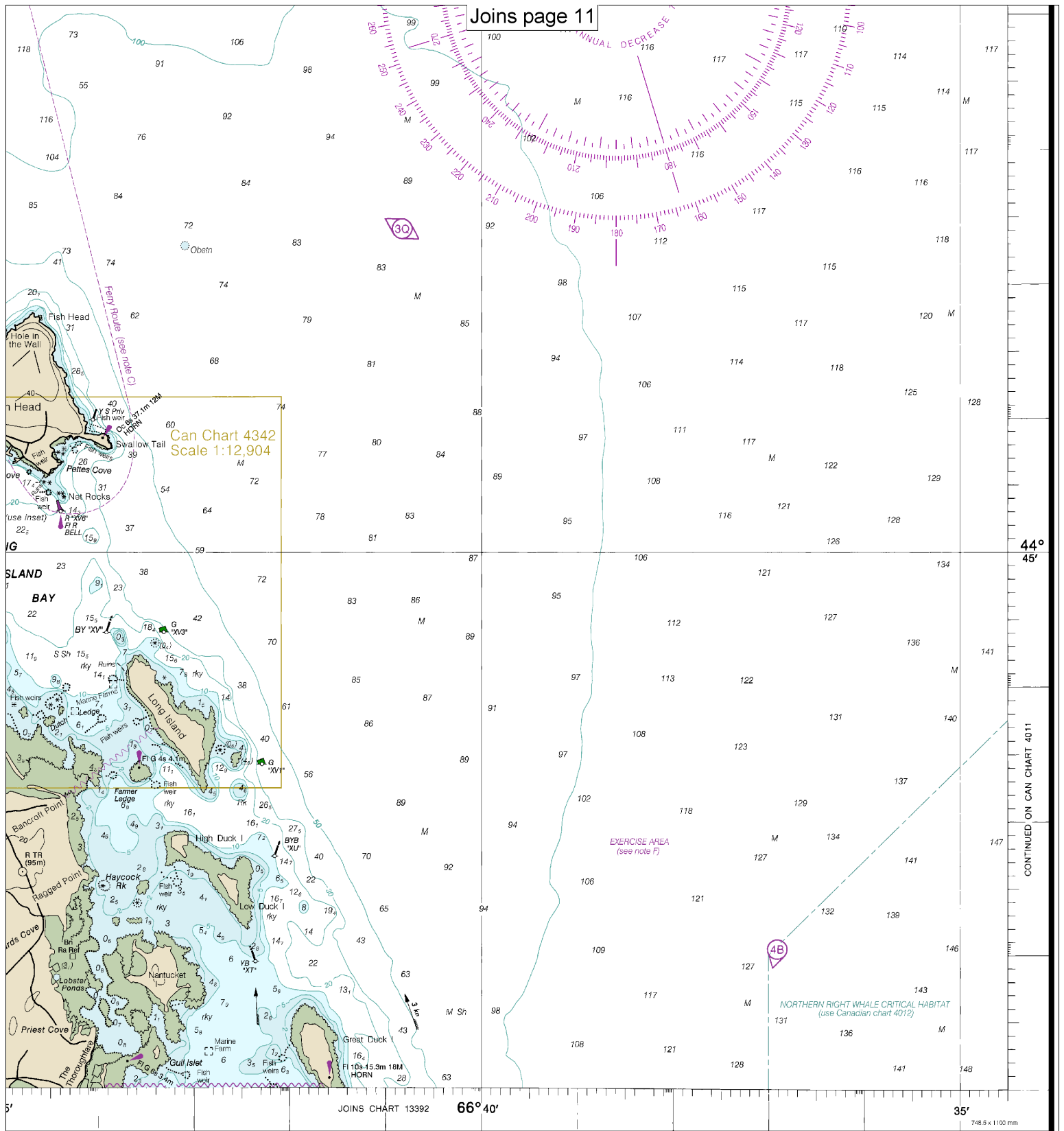
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



D.C.
IMMERSE
IC ADMINISTRATION
VICE

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

Note: Chart grid
lines are aligned
with true north.



44°
45'

CONTINUED ON CAN CHART 4011

JOINS CHART 13392

66° 40'

748.5 x 1100 mm

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

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

13394



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.