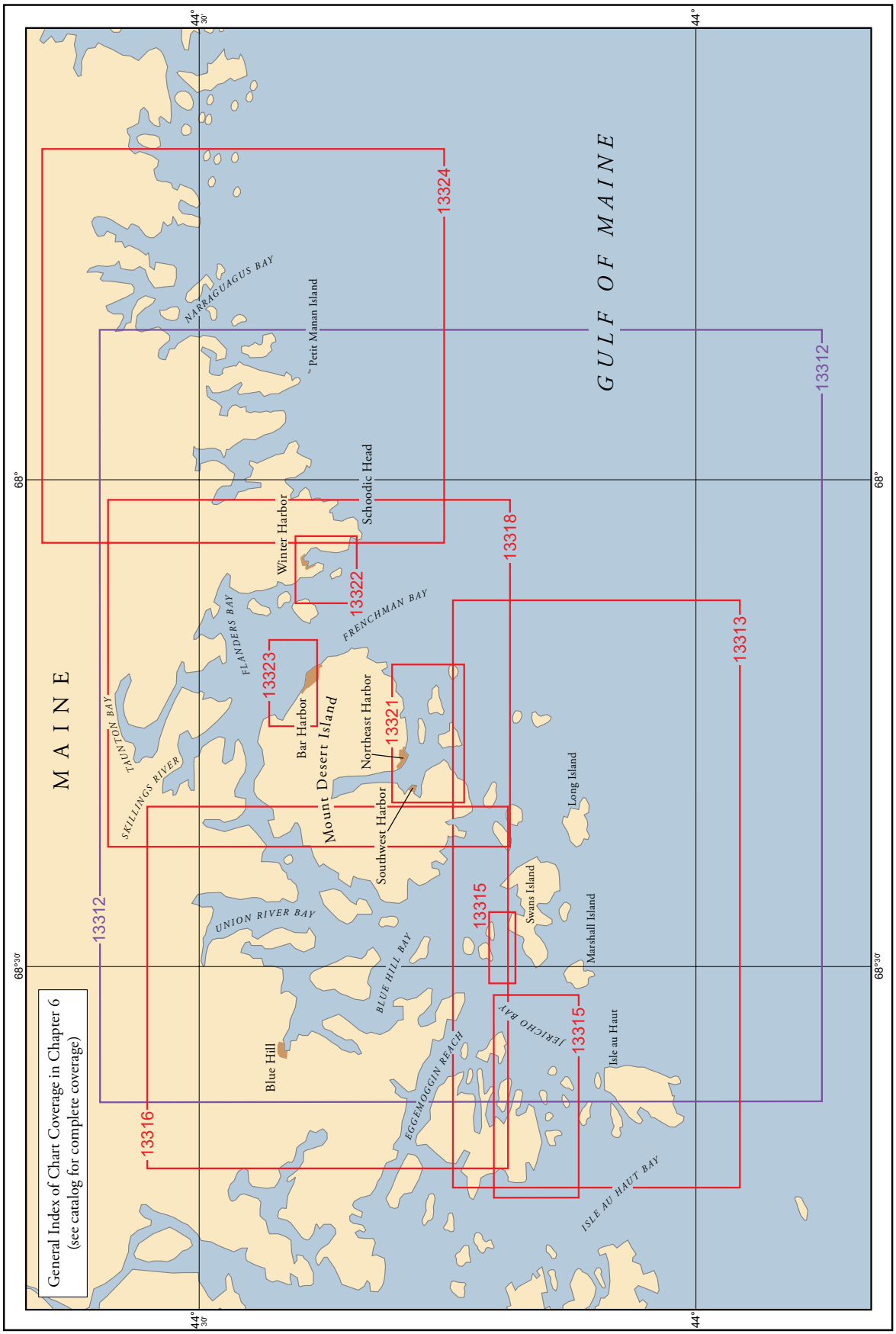
General Index of Chart Coverage in Chapter 6
(see catalog for complete coverage)
MAINE
GULF OF MAINE
NARRAGUAGUS BAY
Petit Manan Island
Schoodic Head
Winter Harbor
FRENCHMAN BAY
FLANDERS BAY
TAUNTON BAY
SKILLINGS RIVER
Bar Harbor
Mount Desert Island
Northeast Harbor
Southwest Harbor
Long Island
Swans Island
Marshall Island
Isle au Haut
UNION RIVER BAY
BLUE HILL BAY
Blue Hill
EGGEMOGGIN REACH
JERICHO BAY
ISLE AU HAUT BAY
13312
13313
13315
13316
13318
13321
13322
13323
13324
44° 30'
44°
68°
68° 30'

Petit Manan Island to Jericho Bay, Maine

Chart 13312

(1) The coast between Petit Manan Point and Jericho Bay is indented by Frenchman Bay, Blue Hill Bay, and numerous smaller bays and harbors. **Mount Desert Island**, between Frenchman and Blue Hill Bays, is mountainous and is the highest land feature on the coast of Maine. The summits are rounded, and several of them are nearly the same height, making it difficult to identify individual peaks at a distance.

(2) **Acadia National Park** comprises the greater part of the southern half of Mount Desert Island, particularly the mountainous areas and the lower half of Schoodic Peninsula on the eastern side of Frenchman Bay, including the scenic Schoodic Point, and part of Isle au Haut. **Schoodic Mountain,** about 16 miles northward of Schoodic Point, is visible for a good distance off the coast.

(3) **Mount Desert Rock**, 17.5 miles southward of Mount Desert Island and 11.5 miles outside of the nearest island, is a rocky islet about 20 feet high.

(4) **Mount Desert Light** (43°58.1'N., 68°07.7'W.), 75 feet above the water, is shown from a 58-foot conical gray granite tower on the rock. A sound signal is at the light.

(5) **Columbia Ledge**, 0.7 mile southward of the rock, is covered 18 feet and unmarked.

COLREGS Demarcation Lines

(6) The lines established for this part of the coast are described in **80.105**, chapter 2.

Chart 13324

(7) The bight between Petit Manan Bar and Schoodic Peninsula is the approach to Dyer Bay, Gouldsboro Bay, and Prospect Harbor. Local fishermen are the principal users of these waters. Vessels should use caution when crossing broken areas where the charted depth does not considerably exceed the vessel's draft. The most important village is Prospect Harbor. Gouldsboro and Steuben can be reached by small craft at high water.

(8) **Moulton Ledge**, off the entrance to Dyer and Gouldsboro Bays and 3 miles westward of Petit Manan Light, is awash at low water. A lighted bell buoy marks the west side of the ledge. Broken ground, and several unmarked ledges, are in the vicinity of Moulton Ledge; vessels should avoid this area. An 18-foot spot, 0.6 mile to the southward; a 23-foot rocky shoal, 0.3 mile to the southeastward; and **Stone Horse Ledge**, covered 11 feet about 0.8 mile to the northward, are all unmarked.

(9) **Dyer Bay**, westward of Petit Manan Point, has excellent anchorage in depths of 20 to 42 feet. The entrance, 3.3 miles northwestward of Petit Manan Light, and the bay channel are unmarked and seldom used except by small local vessels. A group of ledges and rocks, with narrow and deep passages between them, extends from the westward partway across Dyer Bay entrance.

(10) A good passage nearly 0.5 mile wide is between Petit Manan Point and **The Castle** (44°24.4'N., 67°55.2'W.), the easternmost bare ledge. One mile above The Castle the channel narrows to a width of 250 yards because of rocks and ledges which extend out from both shores and are covered 8 to 11 feet. Above this the channel widens to 0.5 mile, and then narrows gradually to 400 yards westward of **Sheep Island**, 3.3 miles north of The Castle. The least depth in midchannel is about 18 feet, but a stranger should not attempt to enter at low water with a vessel drawing more than 8 feet.

(11) Strangers can enter Dyer Bay with the aid of the chart in clear weather in the daytime. Local knowledge should be obtained before attempting it at any other time, as there are many fish weirs covered at or near high water.

(12) Tidal currents are strong in the entrance of Dyer Bay, but follow the general direction of the channel except near Dyer Point, on the west side of the entrance, where they set in and out of Gouldsboro Bay.

(13) The Castle, **Bonney Chess Ledge**, 300 yards west of The Castle, and **Little Ledge**, 0.5 mile west of The Castle, are bare and lack distinguishing marks. **Yellow Birch Head**, on the east side of Dyer Bay near the entrance and 0.7 mile northeastward of The Castle, is a high bare bluff.

(14) **Stanley Cove** and **Yeaton Cove** indent the west side of Dyer Bay, 0.7 mile and 1.5 miles northward of Dyer Point, respectively. A commercial lobster pound with service wharf is in each cove. Another lobster pound with service wharf is in the unnamed cove, 0.5 mile eastward of the north end of Sheep Island. Gasoline is available at the wharves, which dry at low water.

(15) **Carrying Place Cove** extends southeastward from Dyer Bay north of Sheep Island. The head of the cove, 300 yards from Pigeon Hill Bay, is soft mud and dries at low water.

(16) **Pinkham Bay**, at the head of Dyer Bay, has numerous rocks and ledges. A narrow crooked channel with a

depth of 7 feet leads for some distance toward the head of the bay which dries at low water.

(17) **Dyer Harbor**, a shallow bight in the upper part of Dyer Bay, is dry at low water. It is located about 0.6 mile northwest of Sheep Island and just westward of **Goods Point**. There is a pier in the cove on the west side of Goods Point, with 2 feet of water at the head.

(18) **Gouldsboro Bay**, separated from Dyer Bay by **Dyer Neck**, is 4 miles northwestward of Petit Manan Light, and 6 miles northeastward of Schoodic Island. Excellent anchorage may be had in depths of 12 to 54 feet. The bay is the approach to the villages of Gouldsboro and Steuben, 6.5 and 7 miles, respectively, above the entrance. However, the approaches are unmarked and used only by small craft at high water.

(19) Ice obstructs navigation in the bay from December to March. In severe winters the bay is closed to the entrance. Clusters of piling in the bay, the remains of old fish weirs, are hazardous to small craft. It has been reported that most of the weirs can be avoided by remaining in the middle of the bay.

(20) **Sally Islands**, a chain of small islands and ledges, extend across the entrance to Gouldsboro Bay. Included in the Sally Islands are **Eastern Island**, grassy with tree stumps and 0.5 mile southward of Dyer Neck; **Bald Rock** with sparse grass on it, 700 yards westward of Eastern Island; **Sally Island**, rocky, with grass on top and a small cottage and two lone trees on its northerly side just southwestward of Bald Rock; and **Sheep Island**, thickly wooded in the center and 0.4 mile southwestward of Sally Island. Through the islands are two navigable channels, Eastern Way and Western Passage. When approaching from westward, care must be taken not to mistake the passages as the islands are difficult to recognize. The bay inside the islands is free from outlying dangers, and the water shoals gradually toward the head of the bay.

(21) **Eastern Way** leads into Gouldsboro Bay between Eastern Island and Bald Rock. The passageway is about 300 yards wide between the 18-foot curves, and has a spot covered 17 feet about 250 yards west of Eastern Island. A depth of 45 feet is available for a width of 75 yards in the channel between the 30-foot curves. The channel has strong tidal currents; when the current is ebbing, more especially with southerly and easterly winds, small craft or those under sail alone should not attempt the passage. The current sets diagonally across the channel.

(22) **Western Passage**, with a least depth in the channel of 16 feet, leads into the bay between Sally Island and Sheep Island. The passage is about 100 yards wide and is close along the eastern side of Sheep Island and westward of the ledges, bare at half tide, which extend about 500 yards west of Sally Island. It is not advisable for strangers to attempt it. The tidal currents run true with the channel and have a velocity of 2 to 3 knots at strength.

(23) A passage from Dyer Bay to Gouldsboro Bay north of Sally Islands is obstructed by a ledge, which uncovers, that extends 350 yards south of the southern extremity of Dyer Neck, and a shelving ledge covered 8 feet at the end extending 200 yards northeastward from Eastern Island. The channel is about 75 yards wide between the 30-foot curves, and the controlling depth is about 28 feet. The tidal currents have a velocity of 2 to 3 knots at strength through these passages, and in Eastern Way they set diagonally.

Routes

(24) Approaching Gouldsboro Bay from eastward and entering through Eastern Way from off the fairway bell buoy southward of Petit Manan Light, steer **310°** for 4.5 miles until abeam of the southern tip of Eastern Island, bearing **040°**, distant 550 yards, then steer **000°** through the passage. The tidal currents set across this course with considerable velocity with the flood northeastward and ebb southwestward. Change course as necessary to pass midway between Eastern Island and Bald Rock. When inside the islands, steer **300°** until abeam of the south tip of Youngs Point, then stand up the middle of the bay. The water shoals gradually toward the head, and anchorage can be had anywhere between the entrance and Point Francis by giving the shores a berth of at least 500 yards.

(25) Approaching from westward and entering through Eastern Way, from the lighted bell buoy off Schoodic Island, steer **046°** for 4.4 miles, passing 0.4 mile southeastward of Little Black Ledge to a position where Cranberry Point is in line with Prospect Harbor Point Light. Then steer **028°** for the eastern end of Eastern Island until about 550 yards from the island, and then round up to the northward to pass midway between Eastern Island and Bald Rock. Then continue as directed in the preceding paragraph.

(26) **Point Francis**, on the western shore of Gouldsboro Bay 3.2 miles above Sally Islands, is high and wooded, and is prominent from the lower end of the bay.

(27) A lobster pier with float landing is on the east side of the bay on **Dolly Head**, about 1.3 miles north-northeastward of Point Francis. Gasoline is available at the float, and depths of 4 feet are reported alongside. A group of submerged pilings is about 0.2 mile southwestward of Dolly Head. Another lobster pier, dry at low water, is on the west side of the bay, nearly opposite Dolly Head. Marine supplies can be obtained at a store which is within walking distance of this pier.

(28) **Joy Bay**, a shallow body of water 1.5 miles long that extends northward from Gouldsboro Bay, is entered through **The Narrows** between **Rogers Point** and **Garden Point**. In 1985, a visible wreck was reported in the entrance to Joy Bay in about 44°28.3'N., 67°59.0'W. Two coves are at the head of Joy Bay. **Steuben Harbor** extends northeastward, and **Joy Cove** extends westward. The narrow, crooked, and unmarked channels through Joy Cove and Steuben Harbor are nearly bare at low water and are seldom used. **Steuben**, a village at the head of Steuben Harbor, can be reached at high water

by vessels of 7 to 8 feet in draft. Groceries and gasoline are available in the village.

(29) **West Bay**, a large shallow arm of Gouldsboro Bay, extends northwestward from the bay for about 2.5 miles. The village of **Gouldsboro**, on the western side of the bay near its head, is of no commercial importance. The entrance has numerous ledges and rocks. The narrow, crooked, unmarked channel in the bay is nearly dry at low water and seldom used.

(30) The **West Bay Seed Mussel Conservation Area**, a Marine Protected Area (MPA), includes the waters of West Bay and Grand Marsh Bay.

(31) **Corea Harbor** is a small cove between Gouldsboro Bay and Prospect Harbor. A number of islands including grassy **Bar Island**, partially wooded **Outer Bar Island,** and wooded **Western Island**, are off the entrance to well-protected Corea Harbor. A rock that uncovers 6 feet about 300 yards southeast of Western Island is marked on the southeast side by a gong buoy. An unmarked rock, covered 23 feet, is 0.7 mile southeast of Western Island. **Corea** is a small village at the head of the harbor. The principal industries are fishing and lobstering. The most prominent objects are a church spire and a group of houses at the head of the harbor, and a gray cottage with red roof on Western Island, which are visible for a considerable distance offshore.

(32) The unmarked channel into Corea Harbor leads to the westward of Western Island and then along the northeastern side of the entrance to an anchorage in the middle of the harbor. A ledge extending from the western side of the entrance is cleared by keeping close to the northeastern side. Lobster pots, which are usually placed on the edge of the ledge, are a good indication of the location of the channel. In 1979, a rock awash was reported about 150 yards northwest of Western Island in the approach to Corea Harbor. Kelp growing on the rock was reported visible at low water. Low water is the best time to enter.

(33) In 2009, the controlling depth was 6.3 feet in the channel to the anchorages, thence 4.7 to 8 feet in the anchorages with lesser depths along the edges. The harbor outside the limits of the anchorage has shoaled considerably. The moorings in the harbor are administered by the **harbormaster**, who may be contacted through either lobster wharf. A heavy surge is sometimes felt in the harbor in southerly winds.

(34) Ice usually obstructs the inner harbor from December to March, but fishing is carried on during the winter from piers on both sides of the entrance to the harbor.

(35) There are numerous piers in the harbor, most of which dry at low water. A lobster wharf on the northeast side of the entrance has a float landing with 8 feet reported alongside. Another lobster wharf, 75 feet long on the western side of the entrance, has a float landing with 6 feet reported alongside. Gasoline and diesel fuel are available at both wharves.

(36) **Prospect Harbor**, 4 miles north-northeastward of Schoodic Island and 6 miles northwestward of Petit Manan Light, is a large deepwater bight, about 1.3 miles wide between **Cranberry Point** and **Prospect Point**. It has ample depth and offers good anchorage for the largest vessels, but is exposed to southerly and southeasterly weather. A bell buoy is off Cranberry Point.

(37) The town of **Prospect Harbor** is at the head of the harbor. The upper part of the harbor is divided into two coves by **Prospect Harbor Point**. **Sand Cove**, the eastern branch, has ample depth until near the head with its west side obstructed by rocky ledges.

(38) **Prospect Inner Harbor**, the western branch of the harbor, is used commercially on its western shore; the upper half is obstructed by unmarked rocky ledges. There is no shipping, but fishing and lobstering are important.

(39) The houses around the head of the harbor, the spire of the Community House, and a large green warehouse are conspicuous. The radio antennae of the naval communications station north of Cranberry Point and the dome on Prospect Harbor Point are also prominent.

(40) **Prospect Harbor Point Light** (44°24.2'N., 68°00.8'W.), 42 feet above the water, is shown from a 38-foot white conical tower on the point. The former residence buildings of the light station, now part of a naval communications station, and the radio antennas are conspicuous behind the light.

(41) Anchorage can be found according to draft anywhere in the outer harbor, and in soft bottom in the entrance to the inner harbor about 200 yards northward of a line between **Clark Ledges Daybeacon 5** and the end of the cannery wharf on **Clark Point**.

(42) **Little Black Ledge**, awash and marked by a buoy, **Big Black Ledge**, 5 feet high, and **Old Man** and **Old Woman**, which partly uncover 5 feet, are ledges off the entrance to Prospect Harbor. A bell buoy is off the southwest side of Old Woman Ledge. The white sectors of Prospect Harbor Point Light cover the fairways either side of these ledges.

(43) **Clark Ledges**, extending 500 yards eastward of Clark Point, on the southwestern side of the entrance to the inner harbor, have a rock 4 feet high and are marked by a gong buoy and a daybeacon on their easterly side.

(44) The approach to Prospect Harbor and the anchorage can be readily made with the aid of the chart in daytime in clear weather; at night the white sectors of Prospect Harbor Point Light clear all dangers in the approaches. Ice seldom obstructs the harbor.

(45) There is a **harbormaster,** and the moorings are under his control.

(46) There are a number of private piers and commercial wharves on the westerly side of Prospect Inner Harbor. A cannery wharf with a reported depth of 10 feet alongside is on Clark Point. A lobster pier with a reported depth of 2 feet alongside is just northwestward of the cannery wharf. Gasoline is piped to the lobster car moored about 30 yards off. Groceries can be obtained in town.

(47) **Birch Harbor**, on the western side of Prospect Harbor 1.4 miles south of Prospect Harbor Point Light, has a depth of 6 feet for 0.5 mile and then shoals rapidly above this point. The small fishing village of **Birch Harbor** is at the head of the harbor. The landings are bare at low water. The channel is unmarked and difficult. The best water in entering favors the southwest side to avoid **Roaring Bull**, a rock awash at low water in the entrance. A church spire at the head of the cove is conspicuous.

(48) **Bunkers Harbor**, on the west side of Prospect Harbor 0.8 mile south of Birch Harbor, has a small village of fishermen at the head. There are two lobster pounds in the inner harbor; one is at the head and the other is on the southwest side. Gasoline, diesel fuel, water, and some marine supplies can be obtained at a pier adjoining the lobster pound at the head of the harbor. The pier's float landing has a reported depth of 6 feet alongside.

(49) The entrance is obstructed by ledges. **Bunker Ledge**, on the south side of the entrance, has a rock awash at low water at the eastern end and the inner part uncovers 6 feet; a buoy is eastward of the rock. The channel northward of the ledge is said to be the best of the unmarked channels leading into the harbor. An anchorage area has been dredged in the middle of the inner harbor. In 1992, depths of 5 feet were available in the anchorage except for shoaling along the easterly edge.

(50) **Schoodic Harbor**, between Prospect Harbor and Frenchman Bay, has ample depth, but is exposed to the sea and rarely used as an anchorage. **Wonsqueak Harbor,** the northern part of Schoodic Harbor, has small fish wharves at its head which dry at low water. An overhead power cable with a clearance of 26 feet crosses near the head of the harbor. Wonsqueak Harbor is difficult to enter. Several islands and ledges are in the entrance to Schoodic Harbor.

(51) **Schoodic Island**, 7.5 miles west-southwestward of Petit Manan Island and on the south side of Schoodic Harbor, is low, wooded on the south end, and grassy with a lone tree on the north end. The island is bordered by extensive ledges. **Schoodic Ledge,** 0.4 mile northward of Schoodic Island, uncovers 9 feet, and breakers are always visible on it. The channel between Schoodic Island and Schoodic Ledge is marked by a buoy on either side. It has a depth of 24 feet and is generally used by small local vessels and motorboats bound along the coast.

(52) **Middle Ledge,** 0.8 mile north of Schoodic Island, uncovers 5 feet and is unmarked. **Brown Cow,** a rocky ledge about 300 yards south of **Spruce Point,** on the northeastern side of the entrance to Schoodic Harbor, uncovers 4 feet. A lighted whistle buoy is about 550 yards south of Brown Cow. **Rolling Island,** 0.9 mile north-northwestward of Schoodic Island, is wooded.

Charts 13312, 13318

(53) **Frenchman Bay**, westward of Schoodic Peninsula and eastward of Mount Desert Island, is the approach to the towns and important summer resorts of Bar Harbor, Winter Harbor, Southwest Harbor, Seal Harbor, Northeast Harbor, and many smaller villages. The bay is frequented by cruise ships, ferry vessels, fishing vessels, yachts, and small pleasure craft. The bay proper is about 10 miles long and has an average width of about 4 miles. Near the center of the bay, a group of islands extends across the bay; between the islands are two deep channels. Vessels of any size and draft can find anchorage. Navigation is not difficult for strangers.

Navigation Guidelines, Frenchman Bay

(54) The principal guides to the entrance of Frenchman Bay from the sea are Frenchman Bay Lighted Buoy FB (44°19'21"N., 68°07'24"W.), and the lights on Mount Desert Rock, Great Duck Island, Baker Island, and Egg Rock.

Recommended Vessel Routes

(55) As the result of a cooperative agreement between Frenchman Bay Pilots, fishermen, cruise ship representatives, the U.S. Coast Guard, deep-draft vessels, and other commercial vessels transiting through Frenchman Bay are requested to follow designated routes. These routes were designed to provide safe, established tracklines for increased commercial vessel traffic and to prevent the loss of fishing gear placed in the waters in the approach to and transit through Frenchman Bay. The routes are defined as follows:

Eastern Route

(56) The eastern limit of the route is about 7.4 miles southeastward of Schoodic Point in about 44°14.9'N., 67°56.3'W. Vessels are requested to begin and end their transit from about this point. Entering and departing vessels should follow tracklines of **300°** and **120°**, respectively, and intersect the recommended southern approach route 0.4 mile NW of Frenchman Bay Lighted Buoy FB.

Southern Route

(57) The southern limit of the route is about 7.0 miles SE of Great Duck Island in about 44°03.2'N., 68°08.6'W. Vessels are requested to begin and end their transit from about this point. Entering and departing vessels should follow tracklines of **002°** and **182°**, respectively, and intersect the recommended eastern approach route 0.4 mile NW of Frenchman Bay Lighted Buoy FB.

(58) The Frenchman Bay recommended route continues NW of Frenchman Bay Lighted Buoy FB along the following positions:

(59) 44°20.0'N., 68°08.9'W.;

(60) 44°22.6'N., 68°09.6'W.;

(61) 44°23.7'N., 68°10.4'W.; thence W to

(62) 44°23.7'N., 68°11.2'W. at the edge of Anchorage "A" and thence NW to

(63) 44°24.4'N., 68°11.7'W. at the edge of Anchorage "B".

(64) At no time shall the Navigation Rules, International-Inland, be abridged or amended by these navigation guidelines. These guidelines are intended to enhance safety under conditions wherein navigation is not otherwise constrained.

(65) **Cadillac Mountain** (44°21.1'N., 68°13.6'W.), 1,530 feet high, is the highest point on Mount Desert Island and the highest point along the east coastline of the United States. On a clear day the mountain is visible from 35 to 45 miles seaward. An excellent scenic highway leads from Bar Harbor to the summit of Cadillac Mountain.

(66) **Schoodic Head** (44°21.1'N., 68°03.2'W.) on **Schoodic Peninsula,** across the bay from Mount Desert Island, is 440 feet high and is the most prominent land feature at the eastern entrance to the bay.

(67) **Big Moose Island,** the southern extremity of Schoodic Peninsula, is connected to the peninsula by landfill, and is part of **Acadia National Park.** A prominent green elevated tank, reported to be a good radar target from offshore, is near the center of the island. **Schoodic Point Observation Spot** and a large parking lot are on the southern extremity of the island.

(68) **Little Moose Island,** rocky and with a few trees, is about 0.3 mile eastward. **Arey Cove,** the bight between the two islands, is unsafe in southerly weather.

(69) The principal entrance to Frenchman Bay is from southward between Schoodic Peninsula and Baker Island, but small vessels can enter from southwestward through Western Way and Eastern Way. Small boats also may enter the head of Frenchman Bay at high water through Mount Desert Narrows.

Anchorages

(70) Winter Harbor is a good anchorage, and is frequently used by vessels entering for shelter; it is usually open throughout the winter. Bar Harbor is partially protected, except against heavy southeasterly winds, but has poor holding ground except near the head of the harbor. Large vessels sometimes anchor northward or northwestward of Bar Island. Stave Island Harbor is a good anchorage. Southwest Harbor is a well-sheltered and frequently used anchorage.

(71) Frenchman Bay is rocky, but the water is deep and in general free from dangers except near the shores. The main part of the bay from a little southward of Egg Rock Light to the entrances of Sullivan Harbor, Skillings River, and Eastern Bay, including the channels between Jordan and Long Porcupine Islands, and between Burnt Porcupine and Sheep Porcupine Islands, is clear. Vessels navigating the tributaries should proceed with caution when crossing areas where the charted depth does not substantially exceed the draft.

(72) Little difficulty should be experienced in approaching and entering Frenchman Bay at any time, as the approaches are clear, and outlying dangers for the most part are well marked.

(73) Between Bar Harbor and Ironbound Island the flood current velocity is less than 0.3 knot. The ebb velocity at strength is about 0.7 knot and sets southeastward. For current predictions see the Tidal Current Tables.

(74) During mild winters Frenchman Bay is usually clear of ice to Skillings River, but the bays and rivers connected to the northern part of the bay are frozen over. Winter Harbor is reported to be generally clear. It is reported that during foggy weather Frenchman Bay usually clears during the day although the fog remains heavy outside Schooner Head and Ironbound Island.

Pilotage, Frenchman Bay

(75) Pilotage is compulsory for foreign vessels and U.S. vessels under register in foreign trade with a draft of 9 feet or more. Pilotage is optional for fishing vessels and vessels powered predominately by sail. Pilotage can be arranged through ship's agents by contacting Penobscot Bay and River Pilots Association, telephone 207–548–1077. Pilots board vessels in the vicinity of Lighted Buoy FB. Vessels arriving from the East are requested to make their approach at the eastern end of the Frenchman Bay Recommended Route at 44°14.9'N., 67°56.2'W. Vessels should then proceed along the Recommended Route toward Buoy FB. Vessels arriving from the south are requested to approach from the southern end of the Recommended Route, at 44°09.06'N., 68°08.8'W. Vessels then proceed along the Recommended Route to Buoy FB. The pilots will board arriving vessels 1 to 2 miles seaward of the Buoy FB, along the recommended route, in about 44°18'36"N., 68°05'12"W. and 44°17'36"N., 68°07'48"W. The pilot boat is the FRENCHMAN BAY, a 36-foot white lobster boat displaying a pilot flag and lights for a pilot boat. Arriving vessels should contact the pilot boat one hour prior to arrival. As no pilot boat is kept on station and there are no long-range communications available, arriving vessels are requested to maintain their 24-hour ETA and to not arrive at the pilot station ahead of this schedule.

Chart 13322

(76) **Winter Harbor** on the eastern side of Frenchman Bay just inside the entrance, is a frequently used harbor of refuge. The principal entrance from southward, 0.7 mile wide between Turtle Island and Schoodic Peninsula, is deep and free of dangers. The entrance from the northward is used only by local vessels drawing 10 feet or less. The aids in the northern approach are colored and numbered for vessels bound north. Good anchorage in depths of 30 to 54 feet, good holding ground, will be found in Winter Harbor. The harbor is comparatively

free of danger, and, although open to the southward, a heavy sea never enters. Ice seldom interferes with navigation.

(77) **Turtle Island**, wooded, is on the western side of the main entrance to Winter Harbor and 0.8 mile west of Schoodic Peninsula. **Turtle Island Ledge** uncovers 5 feet and extends 500 yards off the southwest side of the island; a gong buoy is 0.2 mile southward of the ledge.

(78) **Mark Island**, 0.5 mile west of Schoodic Peninsula and on the west side of the entrance to Winter Harbor, is grassy and marked by a conspicuous abandoned lighthouse, a white tower 19 feet high connected to a dwelling. A lighted gong buoy is 0.2 mile south-southeast of the tower. Depths of 12 to 16 feet are up to 300 yards south-southeast of the tower.

(79) **Ned Island,** 0.1 mile north of Mark Island, and **Heron Island,** 0.5 mile northwestward of Turtle Island, are wooded. **Spectacle Island,** just north of Turtle Island, has a conspicuous house on it and is wooded. The outer islands, including **Flat Island** and the **Crow Islands,** are grassy or bare rocks; the largest of the Crow Islands has a house and a few trees on it. All of the islands are surrounded by extensive ledges which uncover at various stages of the tide.

(80) The channel between Turtle Island and Mark and Ned Islands is not recommended for deep-draft vessels because of unmarked 16- and 17-foot spots in midchannel, about 350 yards westward of the north end of Mark Island. **Roaring Bull,** a shoal about 200 yards off the northwestern end of Ned Island, is covered 3 feet and breaks during southerly and easterly weather; it is marked by a buoy off the northwest side.

(81) **Grindstone Neck**, forming the western side of Winter Harbor, is wooded and has many summer homes, several churches, and a club hotel. A round gray house, built to resemble a lighthouse and with a glass cupola on top, is on the west side of Grindstone Neck, about 0.9 mile north-northwestward of Grindstone Point. The structure is conspicuous from the southwestward in Frenchman Bay.

(82) **Grindstone Ledge**, which uncovers 5 feet, extends 400 yards southeastward from Grindstone Point, and is marked by a daybeacon on the ledge and a buoy south-southeastward of it. A 12-foot shoal is 235 yards southward of the daybeacon and in the middle of the channel between Ned Island and Grindstone Ledge. A narrow unmarked channel, with a depth of 16 feet, is almost midway between the daybeacon and **Grindstone Point,** the southeastern extremity of Grindstone Neck. This channel should not be used without local knowledge. The channel south of the ledge and buoy is the recommended passage.

(83) **Pulpit Ledge**, about 150 yards off the southwestern end of Grindstone Neck, is marked by a daybeacon. The narrow channel between the ledge and neck is used only by small local craft.

(84) The eastern shore of Winter Harbor from **Frazer Point,** opposite Grindstone Point, to Abijah Ledge, 0.5 mile northward, should be given a berth of more than 150 yards. **Abijah Ledge,** near the head of Winter Harbor about 300 yards off the eastern shore, is awash at low water. A buoy is westward of the ledge. Shoal water extends from the ledge to the small cove northeastward.

(85) **Sand Cove**, the northwest arm at the head of Winter Harbor, affords the best anchorage with excellent holding bottom of black mud. Shoal water extends 130 yards off **Harbor Point,** the eastern entrance point of the cove. A buoy marks the southeast side of the shoal. Only partly submerged stones remain of a wharf on the west side of the cove, about 0.2 mile from the head. Winter Harbor Yacht Club, on the west side of Sand Cove, about 0.4 mile from the head, has a pier and float landing with 22 feet alongside. Water is piped to the float. Fish weirs obstruct the upper shoal end of the cove.

(86) **Inner Winter Harbor**, immediately northeastward of Sand Cove, is entered between **Guptill Point** and Harbor Point, 300 yards southward. **Guptill Ledge,** extending southward and southeastward from Guptill Point, is marked by a daybeacon on the ledge and a buoy off its southeastern end. The harbor is secure in all weather, and is extensively used by fishing craft, yachts, and pleasure craft. An anchorage in the middle of Inner Winter Harbor has depths of about 8 feet. The Winter Harbor town pier and float landing, with approximately 8 feet alongside, are on the west of Guptill Point, just inside the entrance; water and electricity are available. A lobster pier with depths of about 7.8 feet alongside its float landing is on the north side of the harbor about 300 yards westward of the town pier; gasoline, diesel fuel, water, and some marine supplies are available.

(87) **Henry Cove**, at the head of Winter Harbor eastward of Guptill Point, is wider but less sheltered than Inner Winter Harbor. It has good holding ground in sticky mud, but is open to southerly winds. A sewer outfall extends 1,240 feet from the north end of the cove. Mariners should exercise caution when anchoring in this area. Reefs and shoal water extend about 60 yards from shore on both sides of the entrance. The northern end of the cove is extremely shoal, with the upper 300 yards dry at low water. A large gray private boatshed at the head is conspicuous. A marina with an L-shaped wharf, about 0.2 mile northeast of Guptill Point, has a 10-ton mobile hoist that can handle craft up to 42 feet long for hull and engine repair or open and covered dry winter storage; gasoline, diesel fuel, water, ice, launching ramp, sewage pump-out facilities, and marine supplies are also available.

(88) The town of **Winter Harbor** is at the head of Winter Harbor. The principal industries are fishing and lobstering. The homes on Guptill Point, the church spire, and a large private boatshed at the head of Henry Cove are conspicuous. Provisions can be obtained in town, and a bank is available. The town **harbormaster** controls the moorings and can be contacted through the town office. Winter Harbor is seldom closed by ice.

(89) Winter Harbor is deep and clear from the entrance to the recommended anchorage in Sand Cove. Little trouble should be experienced when entering at any time, with strict attention to the charts and the aids, which mark most of the important dangers. To enter Inner Winter Harbor and Henry Cove, midchannel courses are recommended, but only small craft should enter these coves for anchorage.

Chart 13318

(90) **Egg Rock,** about 2 miles west of the entrance to Winter Harbor, is bare and low. **Egg Rock Light** (44°21.2'N., 68°08.3'W.), 64 feet above the water, is shown from a 40-foot white square tower on a dwelling on the island. It is the most prominent leading mark for this section of the bay. A sound signal is at the light. **Handiron Ledge** extends about 0.1 mile northeast of Egg Rock, and another ledge extends 0.4 mile southwestward from the light. Parts of both ledges uncover. A lighted bell buoy is 1 mile southwestward from Egg Rock Light.

(91) **Ironbound Island,** 1.5 miles northward of Egg Rock Light, the largest of the islands in Frenchman Bay, is thickly wooded and has high vertical cliffs. **Cod Ledges,** eastward of Ironbound Island, have two critical spots covered 11 feet. Vessels should pass to the eastward of the buoy on the eastern side of the ledges. An unmarked shoal with a depth of 12 feet is about 300 yards off the east shore of Ironbound Island at a point 0.6 mile northeast of **Seal Cove,** a bight in the southern end of the island.

(92) Shoal water extends 100 yards north of **Fish Point,** on the west side of Ironbound Island, and along the cove eastward from the point. A ledge, extending northward from the north end of the island, has depths of 12 feet 250 yards off the shore. A buoy, northward of the ledge, marks the southern side of the northwestern entrance to Halibut Hole.

(93) **Halibut Hole** is the passage between the north end of Ironbound Island and **Jordan Island,** 0.2 mile northeastward. The passage is deep and clear with the exception of a rock covered 19 feet on the northeast side of the passage, 200 yards off the south shore of Jordan Island. The ledge shoals rapidly northward to the beach. The channel is southward of the rock.

Local magnetic disturbance

(94) Differences of as much as 3° from the normal variation have been observed in the vicinity of Jordan Island.

(95) **Stave Island Harbor** is an excellent harbor of refuge on the eastern shore of Frenchman Bay. The mainland is on the east, Jordan Island is on the south, and **Stave Island,** 1.4 miles north of Ironbound Island, is on the north. The anchorage has depths of 21 to 37 feet, soft bottom, and is sheltered from all except southwest winds; it is used considerably as an anchorage.

(96) The main entrance to Stave Island Harbor is between Stave and Jordan Islands. An unmarked rock, covered 25 feet, is nearly midway between Jordan and Stave Islands, the deeper channel being southward of it. **Yellow Island,** 200 yards westward from the north end of Jordan Island, is so named from the color of its rocks. The island is wooded. A ledge with a rock awash at low water is 150 yards south of Yellow Island.

(97) Approaching Stave Island Harbor from southward, the mariner will find a broad, clear channel between Ironbound and Long Porcupine Islands; the approach northward of the Porcupines is also clear. The passage from Stave Island Harbor to Flanders Bay east of Stave Island is obstructed by **Stave Island Bar** and is navigable by small craft only at high water. The north end of the harbor eastward of Stave Island is shoal. There is a narrow channel into the harbor from southward over **Jordan Island Bar,** between Jordan Island and the mainland. The channel which is used only by small local craft has a depth of 5 feet 100 yards off Jordan Island.

(98) **Summer Harbor** is a small settlement on the east side of **Summer Harbor** in the southeastern part of Stave Island Harbor. The cove is clear with the exception of a rocky ledge, covered 7 feet, making out 250 to 500 yards from shore.

(99) **South Gouldsboro** is a village on the northeastern shore of Stave Island Harbor. A lobster pound is at the head of **Bunker Cove.** A reef extends off the south entrance point to the cove; caution is advised. A lobster pier with 2 feet reported alongside its float landing is on the south side of the entrance. Gasoline is piped to the float. Ice usually obstructs the harbor from December through March.

(100) **Calf Island**, 0.7 mile northwestward of Stave Island, is wooded except on the south where it is low and bare. A house and barn on the southeast side are visible from southward. **Little Calf Island** and **Thrumcap** are partly wooded islands on the extensive shoal extending southward from Calf Island.

(101) **Flanders Bay**, on the northeast side of Frenchman Bay, is protected by Stave and Calf Islands. An excellent anchorage may be found, but the bay is seldom used except by small craft. The villages of West Gouldsboro and East Sullivan are on the eastern shore. The bay can be entered through a narrow marked 8-foot channel across **Calf Island Bar** between Calf and Stave Islands, or around the northwest end of Calf Island. The channel northwest of Calf Island has the best water.

(102) An extensive chain of bare and sunken ledges extends through the middle of Flanders Bay from the west end to near the southeast end. **Halftide Ledge,** the southeasterly ledge, uncovers about 5 feet; a buoy is off its southeast end. The channel through the bay is eastward of the buoy.

(103) **Long Ledge**, 0.4 mile northwest of Halftide Ledge, partly uncovers at high water. The ledge southeastward of Long Ledge is covered 5 feet. Between the 5-foot ledge and Long Ledge is an opening with a depth of 19 feet.

(104) **Treasure Island,** on the northwest side of Flanders Bay, is connected to **Waukeag Neck** by a private stone causeway. The area between Treasure Island and Long Ledge is foul. **Junk of Pork,** a small dirt cone of unusual appearance, **Sheldrake Island,** and **Ash Island** are in the area. A buoy is on the eastern side of the foul area.

(105) **Hall Point**, marked by prominent residences, is on the southeast end of **Schieffelin Point,** on the northeast side of the bay.

(106) **West Gouldsboro** is a village at the head of **Jones Cove,** the southeasterly tributary of Flanders Bay. There is a depth of 4 feet to within 500 yards of the village; above this point the channel dries at low water. The channel is unmarked, difficult, and seldom used.

(107) **East Sullivan** is a village at the northern end of Flanders Bay. A white church with belfry is conspicuous near the northwestern end of the bay.

(108) **Eastern Point Harbor** is a sheltered anchorage for small craft between Waukeag Neck and the eastern half of **Preble Island,** 0.3 mile west of Calf Island. The head of the harbor is shallow and is separated from Sorrento Harbor by a partly dry reef. The cove on the northwest end of the harbor has been dammed up for a lobster pound. The pier close eastward of the pound has a reported depth of less than 1 foot at the end; gasoline and diesel fuel are available. A boatyard with boatsheds and a marine railway is on the north side of Eastern Point Harbor, about 200 yards eastward of the pier; craft up to 40 feet can be hauled out for hull and engine repairs or winter storage.

(109) **Sorrento Harbor** is a small anchorage, used by small pleasure craft in summer, on the north side of Frenchman Bay north of Preble Island and **Dram Island,** 0.2 mile west of Preble Island. In bad easterly weather the excursion launches from Bar Harbor sometimes anchor here.

(110) The entrance from southward, which favors Dram Island slightly, is about 125 yards wide between reefs that extend from Dram Island and Preble Island. The entrance has a depth of 23 feet in midchannel. An aquaculture site is about 0.5 mile southeast of the buoy.

(111) The entrance from westward is about 75 yards wide between the 10-foot curves and has a depth of 15 feet in midchannel. A reef that uncovers extends about 150 yards from the north side of the entrance. The best water in this entrance is found about 100 yards from Dram Island on a **091°** course. **Dram Island Ledge,** awash at low water, is 0.2 mile west of Dram Island; a buoy marks the ledge.

(112) **Sorrento**, a summer resort on the north side of Sorrento Harbor, is frequented by small yachts. Some pilings of the former steamer wharf are submerged off the north shore opposite the west end of Preble Island. A town wharf with float having about 7 feet alongside is on the point east of the old steamer wharf ruins. The yacht club uses the town wharf, which has water piped to it. A rock covered 2 feet is reported to be on the north side of the harbor about 30 yards northwest of the town wharf. Numerous summer homes are on the estates on Waukeag Neck northward of Sorrento.

(113) **Sullivan Harbor** is an arm on Frenchman Bay making northward from the north end. It is the approach to the villages of Hancock Point, Mount Desert Ferry, Sullivan, and Franklin. The least depth to the falls just above Sullivan is about 25 feet. The channel to Sullivan is marked by a daybeacon and buoys to near Ferry Point.

(114) The main entrance to Sullivan Harbor is between Bean Island and Crabtree Ledge. Vessels also can enter by the buoyed channel eastward of Bean Island, but this channel is seldom used. The channel from the entrance to Sullivan has ledges bare and covered on either side, but has ample depth and most of the dangers are marked.

(115) **Bean Island**, in the middle of the entrance to Sullivan Harbor, is partly wooded. The channel used most frequently is westward of the island. **Bean Ledge,** 0.2 mile eastward of Bean Island, has a rock 4 feet high on it.

(116) **Back Cove**, eastward of Bean Island and on the southeast side of Sullivan Harbor, has a boatyard on its southerly side near its head. A rock awash is in the entrance to the cove. A marine railway at the boatyard can handle craft up to 40 feet for hull and engine repairs; dry covered or open winter storage is available.

(117) **Crabtree Ledge**, on the west side at the entrance to Sullivan Harbor and 0.4 mile west of Bean Island, is marked by a bell buoy just east of the ledge. The ruins of an old lighthouse on the ledge are reported to bare at low water.

(118) **Hancock Point** is the southeastern extremity of Crabtree Neck. The village of **Hancock Point** has many summer homes. There is a town wharf with a float landing, which has 7 feet alongside, about 0.4 mile northward of the point. The harbormaster supervises the moorings and may be contacted through the town office. There are no facilities at the landing.

(119) **Mount Desert Ferry** is a settlement on **McNeil Point,** about 1.7 miles northward of Hancock Point. A private pier with a float landing and a conspicuous house are at the point.

(120) **Sullivan** is a small village on the north side of Sullivan Harbor, 3 miles above the entrance. Two private piers, one with a float landing, are at Sullivan.

(121) The channel is unmarked above Ferry Point, has dangerous ledges on both sides, and is unsafe without local knowledge.

(122) **Sullivan Falls**, locally known as **The Tidal Falls,** are reversing falls in the constricted reach between **Crabtree Neck** and **Falls Point,** about 0.5 mile northwestward of **Ferry Point.** The channel through the falls is reported to have a depth of 10 feet, but is obstructed by ledges. The tidal currents are swift and dangerous. Navigation through the falls is safe only at slack water. Most craft go up on the last of the flood, but come out only at high water slack as there is great turbulence whenever the current is running at strength. The cove

on the west side just at the bottom of the falls has a lobster pound, and there is a wharf and float landing, with 15 feet alongside, on the north side of the cove. Gasoline, diesel fuel, and water are available at the wharf.

(123) The tidal currents through Sullivan Falls are dangerous at strength. High-water slack is 1 hour and 20 minutes, and low-water slack 1 hour and 45 minutes later in the falls than below them. Ice obstructs navigation in Taunton Bay and Sullivan Harbor from January through March.

(124) **West Sullivan**, on the north side of the bay just above Sullivan Falls, has several abandoned quarry wharves at which vessels were formerly loaded. The U.S. Route 1 highway bridge crosses the bay about 0.5 mile above the falls and connects West Sullivan with **Waukeag**. The bridge has a fixed span with a clearance of 17 feet.

(125) **Taunton Bay** joins Sullivan Harbor at Sullivan Falls. An unmarked channel with a depth of about 8 feet leads through the bay to a point about 0.9 mile below the head of the bay. Above this point, the channel is obstructed by rocks and tidal flats. The bay outside of this channel is bare, or nearly so, at low water. The granite quarries along the east side of the bay have been abandoned. **Franklin** is a town at the head of Taunton Bay.

(126) The **Taunton Bay Closed Area**, a Marine Protected Area (MPA), includes the waters of Taunton Bay, Egypt Bay and Hog Bay.

(127) **Skillings River** is an arm of the northern part of Frenchman Bay westward of Sullivan Harbor. The entrance is 1.7 miles wide at the mouth between **Hancock Point** on the east and **Meadow Point** on the west, but it contracts rapidly to a width of 400 yards at **Pecks Point,** about 2 miles above Hancock Point. Above this, the river leads about 4 miles in a northwesterly direction to Franklin Road.

(128) The channel above Pecks Point is narrow and crooked, and has numerous rocks and ledges, which make navigation difficult. Strangers wishing to enter the river should anchor 1.5 miles above Hancock Point in depths of 30 to 42 feet and obtain a pilot from among local boatmen. The river is unmarked and is seldom used except by local fishing craft. The wharves usually are small and bare at low water. Strangers in small craft can enter with the aid of the chart.

(129) **Raccoon Cove** is a large shallow cove on the west side of Skillings River near the entrance. The cove is obstructed by **Shooting Ledge** and other ledges. Boats are often hauled out and stored on the small point of land jutting out from the western end of **Marlboro Beach,** on the north side of the cove.

(130) Large commercial lobster pounds have been formed by damming the bight at, and immediately south of **Youngs Point,** 3 miles northwest of Hancock Point at the entrance to **Youngs Bay.**

(131) **Eastern Bay**, together with Mount Desert Narrows and Western Bay, forms a thorofare north of Mount Desert Island from the head of Frenchman Bay to Blue Hill Bay. **Googins Ledge,** nearly 0.5 mile long and bare in the center at low water, is near the center of the bay. A buoy is on the southwest side of the ledge. The channel leads southward of the buoy. Except for Googins Ledge the bay is mostly deep and clear in midchannel to the entrance of Mount Desert Narrows, but the eastern half is open and unprotected in easterly and southeasterly weather.

(132) Good anchorage for deep-draft vessels is available westward of Googins Ledge in depths of 36 to 54 feet. There is also good anchorage southward of Googins Ledge, about 0.3 mile from shore off the entrance of Salisbury and Emery Coves in depths of 42 to 48 feet. An unmarked 16-foot spot is off Emery Cove.

(133) The north shore of Eastern Bay 0.7 mile west of Meadow Point is foul; a rock which uncovers 6 feet is 0.2 mile offshore.

(134) **Lamoine Beach** extends about 0.6 mile westward of Meadow Point. At the western end of the beach there are the pilings of a pier which bare at low water.

(135) **Lamoine State Park**, which includes the grounds of a former naval coaling plant, is about 0.8 mile westward of Lamoine Beach. Most of the steel piling of the former coaling pier, which was set in heavy concrete bases, has been removed but caution should be exercised when approaching within 200 feet of the Lamoine State Park pier. The park pier has a float landing and a prominent "A" frame structure on its outer end; depths of 15 feet are reported alongside the float. A private small-craft launching ramp is adjacent to the park pier. Two white buildings on the hill behind the pier are conspicuous.

(136) **Sand Point** is on the south shore of Eastern Bay at the entrance. **Salsbury Cove** and **Emery Cove** are 0.8 mile and 1.1 miles westward of Sand Point. On the point between these two coves is a biological experimental station with a float landing.

(137) At **Hadley Point,** 2.2 miles west of Sand Point, Eastern Bay merges with Mount Desert Narrows. **Berry Cove** makes into the northern shore opposite Hadley Point. Good anchorage can be had in 18 to 24 feet off the entrance to this cove, which is shallow at its head.

(138) **Mount Desert Narrows,** northward of Mount Desert Island, connects the head of Frenchman Bay with the head of Blue Hill Bay. (See chart 13316.) The passage is crossed by State Route 3 highway bridge and causeway. The fixed span over the navigation channel has a clearance of 25 feet.

(139) The channel is nearly bare at low water with scattered boulders and ledges of rock, and is used at high water by boats up to 9-foot draft. It is narrow, difficult, and fringed with reefs. Strangers should not attempt passage with drafts greater than 4 or 5 feet, and should go through on a rising tide. The current sets westward on the flood and eastward on the ebb.

(140) Passage through Mount Desert Narrows from Frenchman Bay to Blue Hill Bay should not be attempted without local knowledge. The channel approaches to

the bridge from Thomas Island past Trap Rock to deep water in Blue Hill Bay, southward of Haynes Point, are narrow, treacherous, difficult, and unmarked. The most favorable time is at high-water slack, as the current at other times is strong and turbulent.

(141) **Jordan River**, making northward from Mount Desert Narrows just west of Berry Cove, has a narrow, crooked, and unmarked channel, and dries for almost half of its upper length above Lamoine. Local knowledge is necessary for its navigation. The few wharves are in ruins. Bar Harbor airport is on the west side of the river entrance. The buildings, control tower, and aerolight and tower of the airport are conspicuous.

(142) The **Jordan River Seed Mussel Conservation Area**, a Marine Protected Area (MPA), includes the waters of Jordan River.

(143) **Cape Levi** (44°25.8'N., 68°14.8'W.) is on the northeastern shore of Mount Desert Island 1.2 miles east-southeastward of Sand Point. **Sunken Ledge,** covered 5 feet, is 0.5 mile north-northwestward of the cape, and is marked on its north side by a buoy. From Cape Levi to Lookout Point, 0.6 mile southward, **Halftide Ledge,** a triangular shoal with scattered boulders which uncover 6 feet makes out from the shore for about 0.6 mile, where it is marked by a buoy. All craft should avoid it.

Chart 13323

(144) **Hulls Cove** is a broad open bight on the northeast side of Mount Desert Island. Several dangers are off the cove, but they are marked by buoys. The cove shoals rapidly from the entrance to the head, and the low-water line extends about 200 yards from its head. Pilings of a fish weir obstruct most of the cove. A boatyard with a 175-foot pier is on the north side of the cove, about 250 yards southwestward of Lookout Point. The yard has a 10-ton marine railway that can handle craft up to 40 feet long for hull and engine repairs or dry open and covered winter storage; gasoline and ice are available and electronic repairs can be made. There is a small private marine railway and boatshed on the south side of the cove near the head.

(145) The Bar Harbor Yacht Club is at **Canoe Point,** the southern point of the entrance to Hulls Cove. A float landing at the club pier is reported to have 20 feet alongside. A shoal with a least depth of 2 feet, just off the entrance to Hulls Cove, is marked on its south side by a buoy. Passage into the cove is on either side of the shoal.

(146) **Bald Rock**, 20 feet high, is about 1.4 miles east-northeastward of Canoe Point. A buoy is northward of a ledge that uncovers 6 feet just north of Bald Rock. **Bald Rock Ledge,** about 0.5 mile in width, is 0.3 mile southwest of Bald Rock. The high part of the ledge uncovers 5 feet. A buoy is on the southwest side of the ledge. The passage between Bald Rock and Bald Rock Ledge is dangerous without complete local knowledge. A dangerous rock awash is near the middle of the passage, about 0.3 mile west-southwestward of Bald Rock.

(147) The shoreline from Hulls Cove to Bar Harbor is backed by many large summer homes. The area between Bald Rock Ledge and Bar Island to the southward is sometimes used as an anchorage by larger yachts.

(148) A **ferry terminal**, about 0.5 mile westward of the west end of Bar Island, is the destination of many cruise ships and ferry vessels in and out of Bar Harbor. Caution should be exercised when selecting anchorage northward and eastward of the terminal due to increased marine traffic in the area. An unmarked ledge that uncovers 5 feet is about 350 yards northwestward of the ferry terminal.

(149) **Recommended Vessel Routes** have been established for deep-draft vessels approaching Frenchman Bay from the south. See **Navigation Guidelines, Frenchman Bay** (indexed as such), under Frenchman Bay earlier in this chapter for details.

Anchorages

(150) Two general anchorages are on the eastern side of Mount Desert Island, 0.5 and 1.5 mile south of Bald Rock Ledge respectively. (See **110.1 and 110.130** chapter 2, for limits and regulations.)

(151) **Bar Harbor** is formed by the east shore of Mount Desert Island on the west, **Bar Island** and **Sheep Porcupine Island** on the north, and on the south by a breakwater extending southwesterly from **Bald Porcupine Island** across **Porcupine Dry Ledge** to within 250 yards of the shore. The breakwater, marked by a light at its southwestern end, is covered at high water for most of its length except for a part of Porcupine Dry Ledge.

(152) A deep channel, about 150 yards wide, extends into the harbor between the western end of the breakwater and the shore of Mount Desert Island. This channel is used by small local craft, but extreme caution should be exercised when using it. It has been reported that on extreme high tides with a smooth sea there is no indication of the position of the breakwater by tide rips or otherwise, except for the light marking the southwesterly end of the breakwater.

(153) All the islands surrounding Bar Harbor are high and wooded, and have no prominent marks. When approaching from southward, Bald Porcupine Island is distinguishable because of its bare rocky slopes. The bar extending between Bar Island and the town consists of scattered boulders on soft bottom.

(154) The principal entrance is from the eastward, between Bald Porcupine and Sheep Porcupine Islands, and is clear. A rock awash is about 40 yards off the southeastern shore of Bald Porcupine Island. Local vessels sometimes enter from northward between Sheep Porcupine Island and the small islet 2 feet high eastward of Bar Island, where the depth is 13 feet in midchannel.

(155) Some shelter from southerly winds is afforded by the breakwater. A swell makes in during southeast winds, and vessels should not attempt to ride out a gale

from that direction in Bar Harbor. The usual anchorage is southward and southeastward of the eastern end of Bar Island in depths of 6 to 78 feet, the depths shoaling rapidly toward the bar southward of Bar Island. Large vessels sometimes anchor northward or northwestward of Bar Island, in 42 to 60 feet, soft bottom. The western shore is fairly bold. Vessels should keep over 0.4 mile southward of a line joining Bald Rock Ledge and Bald Rock, a bare rocky islet.

(156) **Bar Harbor** is a town on the shore of Bar Harbor with a hospital, pharmacy, several banks, and good highway connections. It is an important summer resort and yachting center, and during the summer many sightseeing cruises and fishing trips are scheduled daily for the vicinity of Frenchman Bay and Mount Desert Island.

Weather, Bar Harbor and vicinity

(157) Bar Harbor averages about two days each year with maximum temperatures in excess of 90°F (32.2°C). July is the warmest month with an average high of 78°F (25.6 C) and an average minimum of 57°F (13.9°C). January is the coolest month with an average high of 32°F (0°C) and an average minimum of 15°F (-9.4°C). The highest temperature on record for Bar Harbor is 101°F (38.3°C) recorded in August 1975 and the lowest temperature on record is -17°F (-27.2°C) recorded in January 1981. About 141 days each year see temperatures below 32°F (0°C). Every month has seen temperatures below 40°F (4.4°C) and every month except June, July, and August has recorded temperatures below freezing (0°C).

(158) The average annual precipitation for Bar Harbor is 50.3 inches (1278 mm) with an annual maximum during early winter and a minimum during mid-summer. Precipitation falls on about 341 days each year. The wettest month is November with 5.9 inches (150 mm) and the driest, July, averages only 3.0 inches (76 mm). An average of 6 thunderstorm days occur each year with July and August being the most likely months. Snow falls on about 65 days each year and averages about 65 inches (1651 mm) each year. December through March each average greater than a foot (305 mm) per year while February averages 18 inches (457 mm). One-foot (305 mm) snowfalls in a 24-hour period have occurred in each month November through March. About 15 days each year have a snowfall total greater than 1.5 inches (38 mm) and snow has fallen in every month except June through September. Fog is present on average 53 days each year and is evenly distributed throughout the year with a slight maximum during mid-summer.

(159) (See Appendix B for **Bar Harbor climatological table**.)

Quarantine, customs, immigration, and agricultural quarantine

(160) (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(161) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(162) Bar Harbor is a **customs port of entry.**

(163) The town **harbormaster** assigns moorings and maintains an office on the municipal pier.

(164) The large municipal pier, on the north shore of the town, has reported depths of 8 to 10 feet at the end. Diesel fuel by truck is available at the pier. Floats for yachts and commercial craft are on each side of the pier; water and electrical shore power are available at the floats. The ruins of a float extend eastward about 40 feet from the northeast corner of the pier. A small-craft launching ramp is at the east and inshore end of the municipal pier. The other wharves at Bar Harbor have depths of less than 1 foot to 5 feet alongside. Gasoline, diesel fuel, water, and ice are available at the wharf just west of the municipal pier; marine supplies, provisions, and bottled gas can be obtained in town. Charter and excursion boats operate from the municipal pier and the other wharves.

(165) There are no repair facilities in town, but boatyards at Hulls Cove and Sand Point have marine railways and make repairs.

(166) **Cromwell Cove**, westward of the end of the breakwater, is seldom used. A pier in ruins is on the south side of the cove.

(167) **Burnt Porcupine Island**, northeastward of Bar Harbor, is about 0.5 mile eastward of Sheep Porcupine Island. A deep clear channel to the upper part of Frenchman Bay is between the islands. A bell buoy is on the west side of the channel. **Rum Key** is between Burnt Porcupine and Long Porcupine Islands.

Chart 13318

(168) Another deep channel to the upper part of Frenchman Bay is between **Long Porcupine Island** (44°24.4'N., 68°09.8'W.), 0.4 mile east of Burnt Porcupine Island, and Ironbound Island. **The Hop** is off the northeast side of Long Porcupine Island.

(169) The southeast shore of Mount Desert Island between Bar Harbor and Seal Harbor (44°17.5'N., 68°14.5'W.) is rocky and precipitous. Several dangers are off the shore, but the most dangerous either show above water or are marked by buoys.

(170) **The Thrumcap,** 1.4 miles southward of Bald Porcupine Island, is a round, rocky island with a clump of trees in its center. It is reported that there are downdraft wind currents around Thrumcap Island, and, accordingly, small sailboats should keep offshore.

Caution

(171) An 8-foot spot is 0.2 miles north-northwest from The Thrumcap. It is unmarked and has been struck by several yachts navigating along the coast at this point.

(172) **Newport Ledge** is 400 yards from shore, midway between The Thrumcap and Schooner Head. The ledge uncovers at extreme low water; a buoy is on its eastern side. The bottom west of the ledge is broken and should not be crossed by vessels.

(173) **Schooner Head** (44°20.7'N., 68°10.6'W.), 1.2 miles south of The Thrumcap, and **Great Head,** 0.9 mile farther southward, are prominent rocky headlands on the eastern side of Mount Desert Island. On the summit of the eastern hill at Great Head, the ruins of a small round flat-topped stone building are conspicuous. Numerous boulders lie awash between the two headlands.

(174) **Old Whale Ledge**, 350 yards from shore, midway between Schooner Head and Great Head, is awash at low water. A lighted gong buoy is 300 yards eastward of the ledge.

(175) **Newport Cove**, a small cove westward of Great Head, is exposed southward, has poor holding ground, and is never used as an anchorage. **Old Soaker,** a bare rock 6 feet high, is off the entrance. Because of a prominent sand beach at the head of the cove, the area is known locally as **The Sand Beach.**

(176) **Otter Cliff Ledge**, which uncovers 6 feet, is 400 yards eastward of **Otter Point,** 1.5 miles southward of Great Head. A bell buoy is eastward of the ledge.

(177) **Otter Cove** is a long cove making northward between Otter Point and Western Point, 0.5 mile southwestward. The cove has deep water in the entrance and is bare for 0.4 mile from the head. The cove is exposed southward, but is used by local fishermen who lay to moorings. A causeway and fixed bridge cross the cove 0.7 mile above the entrance.

Chart 13321

(178) **Southwest Harbor**, **Somes Sound**, **Northeast Harbor**, **Seal Harbor**, and several other coves are in the southeast side of Mount Desert Island, inside a large group of islands and shoals. These waters are the approaches to several important villages and summer resorts, and are frequented by many pleasure craft and fishing boats. Southwest Harbor is used extensively as a harbor of refuge. The harbors can be approached through the channels on either side of Sutton Island or through Western Way.

No-Discharge Zone

(179) The State of Maine, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in the municipal waters of Mount Desert, Southwest Harbor, portions of Cranberry Isles, and Tremont (see chart 13318).

(180) Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see chapter 2).

(181) **Baker Island**, 3.3 miles south of **Western Point** and the most southeasterly of the group of islands in the vicinity, is mostly wooded, but grassy on its northwest end. There are several houses on the island. **Baker Island Light** (44°14.5'N., 68°11.9'W.), 105 feet above the water, is shown from a 43-foot white stone tower in the center of the island. The light is partially obscured by trees. The island is surrounded by ledges, bare and covered, and should be given a berth of at least 0.4 mile.

(182) **The Thumper** is a ledge, which uncovers 5 feet, 300 yards southward of Baker Island. A dangerous rock awash is close southeastward of the ledge. **Southwest Rocks,** which uncover 1 foot, are 500 yards off the southwest shore of the island.

(183) **Harding Ledge**, covered 1½ feet, about 0.2 mile off the east end of Little Cranberry Island, **Gilley Ledge,** covered 11 feet and about 0.55 mile north of Baker Island and the ledges extending northeastward and eastward of Baker Island, are all marked by buoys.

(184) **Little Cranberry Island**, about 1 mile northwest of Baker Island, is low and wooded. A large white building with a lookout tower is prominent on the southeast point of the island. **Islesford** is a village on the west side of the island. Three piers with float landings and the ruins of an old stone breakwater-pier, close northwestward, are on the north side of **Hadlock Cove,** a bight off Islesford. Some transient berths are available at the pier landings. The southernmost pier, the village landing, has a reported depth of 9 feet alongside its float. Depths of 7 feet are reported alongside the other two pier landings. Gasoline and diesel fuel are available at the float of the center pier. The mail and passenger ferry uses the village pier. Groceries and limited marine supplies can be obtained in Islesford. A boatyard southward of the piers has several marine railways that can handle craft up to 50 feet for winter storage.

(185) **The Gut,** a passage between Little Cranberry and Great Cranberry Islands, is used at any stage of the tide by small local craft, but it has many unmarked ledges and should not be used by strangers.

(186) Small passenger and mail boats maintain service between the Cranberry Islands and Northeast Harbor the year round, and between the islands and Seal Harbor during the summer.

(187) **Cranberry Harbor**, southward of Sutton Island and between Little Cranberry and Great Cranberry Islands, is frequented by small local vessels. Sometimes small coasting vessels anchor in the harbor, but Southwest Harbor offers much better anchorage. The usual anchorage in Cranberry Harbor is in depths of 14 to 20 feet in the middle of the harbor with the wharves at Islesford bearing about 050°. Care must be taken to keep well clear of the buoy on the end of the ledge which extends 350 yards westward from the east side at the entrance. An obstruction, cleared 6 feet, is 0.3 mile northward of Long Point on the west side of the entrance to the harbor.

(188) **The Pool** is a large shallow cove on the east side of Great Cranberry Island southwest of Cranberry Harbor. A rock awash is nearly in midentrance. Several small piers, dry at low water, and a boatyard are on the west side of the pool. A marine railway at the yard can handle craft up to 45 feet for engine repairs; open and covered storage for 60 boats is available.

(189) **Great Cranberry Island**, about 2 miles west of Baker Island, is wooded and has no prominent marks visible from southward. **Cranberry Isles** is a village on the island. **Spurling Cove** makes into the north shore of the island. The 280-foot village pier, the more westerly of two piers on the south side of the cove, has a float landing at which the mail and passenger ferry lands. About 50 yards southeastward of the village pier is a 300-foot commercial pier, also with a float landing. Depths of 8 feet are reported alongside both float landings. Gasoline, diesel fuel, and water are available at the commercial pier. **Long Point** is the northeast end of the island. **Crow Island,** northeast of **Deadman Point,** the southeast point of Great Cranberry Island, is 26 feet high and grassy with reefs to the east and southeast.

Chart 13318

(190) **South Bunker Ledge** (44°13.6'N., 68°17.0'W.), 0.7 mile southwest of Great Cranberry Island and in the southern approach to Western Way, uncovers about 4 feet. A daybeacon is on the ledge. A 26-foot spot is 1.3 miles southeast of the ledge.

(191) **Long Ledge**, westward of South Bunker Ledge, is a dangerous reef extending 0.5 mile southeastward from Mount Desert Island, on the western side of the southern approach to Western Way. The ledge uncovers with a few rocks which show at high water. A lighted gong buoy is off the southeastern side.

Chart 13321

(192) **Western Way,** between the western side of Great Cranberry Island and Mount Desert Island, is a passage frequently used by small vessels bound to Southwest Harbor and vicinity. Also, small vessels bound between points westward and any point in Frenchman Bay use it, except in rough weather. The channel is buoyed, and the least midchannel depth is 13 feet on a bar toward the northern end, but there are unmarked spots of 10 to 12 feet close to the sailing lines. The passage should not be used by strangers in craft drawing more than 10 feet. A lighted fairway bell buoy marks the southern entrance, and a lighted fairway gong buoy marks the northern entrance.

(193) **Cranberry Island Ledge**, covered 9 feet near its southwestern end, about 500 yards from the southwestern end of Great Cranberry Island, and with lesser depths closer to shore, is marked by a buoy. **Flynns Ledge,** covered 2 feet, extends about 0.5 mile southeastward from Seawall Point, where it is marked by a buoy. A bare rock, 6 feet high, is near the middle of the ledge.

(194) **Southwest Harbor**, an important harbor in the south side of Mount Desert Island, is the approach to the villages of Southwest Harbor and Manset. The harbor affords an excellent, well-sheltered anchorage and can be entered from the eastward by deep-draft vessels. A small islet, about 400 yards from the head of Southwest Harbor, is marked by a daybeacon.

(195) **Greening Island**, on the north side of the entrance to the harbor, is low and wooded. Several houses are visible on the island, and a large house at the eastern end is prominent. Shoals which border the island on all sides are marked on the southeastern and southwestern ends by buoys. Several private piers with float landings are on Greening Island, and three private boathouses with marine ways are conspicuous.

(196) **Eastern Way**, a well-marked channel approaching Southwest Harbor northward of Sutton Island, is deep and the recommended route for deep-draft and low-powered vessels. This passage is used by all vessels entering Southwest Harbor from the northward in Frenchman Bay and by most vessels entering from the eastward and southeastward.

(197) **Gilley Thorofare**, the channel southward of Sutton Island, has unmarked rocks with cleared depths of 13 to 18 feet. **Spurling Rock,** covered 7 feet, on the south side of the channel about 0.3 mile off the northeastern end of Great Cranberry Island, is marked by a bell buoy to the northward. This passage has been examined by means of a wire drag. With the aid of the chart it is easy to navigate in the daytime, but in hazy weather it should be avoided by all vessels.

(198) Excellent sheltered anchorage, except from southeasterly to southwesterly winds, may be found in Southwest Harbor in depths of 6 to 50 feet. Deep-draft vessels can anchor midway between Greening Island and the southern shore in depths of 34 to 50 feet. Smaller vessels can anchor farther in the harbor; the depths shoal gradually to 12 feet at a point 100 yards eastward of the islet near the head of the harbor.

(199) Vessels approaching Southwest Harbor from any direction in good weather should experience no trouble, with strict attention to the chart and following the aids.

(200) Normally, navigation in Southwest Harbor and approaches is not restricted by ice. In very severe winters ice is reported to have formed as far out as the Cranberry Islands, but is carried to sea at the first ebb tide by the current out of Somes Sound or is broken up by icebreakers.

(201) A pilot is not required if entering from eastward in daytime with clear weather. Strangers coming from westward and crossing Bass Harbor Bar and Cranberry Island Bar (Western Way) usually can obtain a pilot from among the fishermen at Bass Harbor if desired.

(202) The village of **Southwest Harbor** is on the north side and at the head of Southwest Harbor. The town **harbormaster** supervises moorings in the harbor.

(203) Two dredged anchorages are in the northwestern part of Southwest Harbor off the wharves northwestward of **Clark Point.** In 1996, the available depths were 9½ feet in the lower anchorage, thence 5½ feet in the upper anchorage except for shoaling to bare in the south corner.

(204) **Southwest Harbor Coast Guard Station** wharf on Clark Point, on the north side of Southwest Harbor, has a reported depth of 15 feet alongside.

(205) The lower town wharf at Clark Point, close westward of the Coast Guard wharf, has three floats, at which there is a reported depth of 12 feet at the outer end.

(206) The upper town landing, about 0.3 mile westward of Clark Point, has float landings with depths of 4 to 6 feet reported alongside. The mail and passenger ferry also calls at this landing.

(207) There are other commercial and private wharves, some with float landings, on the north side of the harbor with depths of 4 to 15 feet alongside. Gasoline, diesel fuel, water, sewage pump-out, limited marine supplies, and electronic repairs are available at the wharves.

(208) A shipyard, between the two town facilities, can build craft up to 100 feet in length and can make hull, engine, electrical, and electronic repairs. A marine railway at the yard can handle craft up to 100 feet; a 25-ton crane is also available.

(209) A large wharf/marina is on the west side of the harbor. Fuel, water, limited repairs and services are available. Boats up to 150 feet long are accommodated.

(210) **Manset** is a village on the south side of Southwest Harbor. The town pier is about 0.5 mile westward of **Kings Point,** the southern entrance point to the harbor; depths of 5 feet are reported alongside the pier's float landing. A marina, about 0.1 mile eastward of the town pier, has a reported depth of 3 feet alongside its float landing at which gasoline and water are available. A 2½-ton fixed lift, covered winter storage, and marine supplies are available at the marina; hull and engine repairs can be made. The large boatyard, about 0.15 mile eastward of the town pier, has moorings, diesel fuel, water, ice, and a marine railway that can handle craft up to 70 feet for hull, engine, and electronic repairs. A 35-ton mobile lift and open winter storage are also available at the yard. Depths of 10 feet are reported alongside the yard's service float. There are several commercial marine facilities eastward of the town pier, and numerous private wharves and float landings westward of the town pier.

(211) The passage between Greening Island and Clark Point has a least depth of 14 feet and is extensively used. A daybeacon is on the west side of the channel northward of Clark Point. The best water from the southward leads 100 to 150 yards westward of the buoy off the southwestern end of Greening Island and 100 yards eastward of the daybeacon.

Charts 13321, 13318

(212) **Somes Sound** is a fjord, about 4.5 miles long and 0.2 mile wide, making into the south shore of Mount Desert Island. The sound is between steep rocky shores and has a narrow entrance with few dangers. **Middle Rock,** covered 9 feet, on the west side of the entrance to **The Narrows,** is marked by a buoy on its northeast side. Greening Island is in the middle of the approach, with a channel on each side of it. With the aid of the chart, good anchorage can be selected in 54 to 72 feet. Small sailing vessels should be prepared for downdraft winds.

(213) **Norwood Cove**, on the west side of the entrance to Somes Sound, is not navigable, and has a causeway with a footbridge across its entrance. **Jesuit Spring,** where the first settlers in 1613 obtained water, is still free flowing; it is near the high-water mark on the north side of **Fernald Cove,** about 200 yards northwest of **Fernald Point.**

(214) Several private float landings are on the east side of the sound above **Manchester Point,** 0.7 mile north of Greening Island.

(215) **Hall Quarry**, the site of an inactive quarry, is a small settlement on the west side of Somes Sound 3 miles above the entrance. A boatyard at Hall Quarry has a 30-ton mobile hoist that can handle craft up to 60 feet long for hull and engine repairs or dry open and covered winter storage. Depths of 20 feet have been reported alongside the float landing. Another boatyard, on the east side of the sound opposite Hall Quarry, has a marine railway that can handle craft up to 40 feet long or 16 tons for minor hull and engine repairs; open or covered winter storage is available.

(216) **Somes Harbor** is a small cove at the head of Somes Sound. The entrance is narrow and is marked by buoys. Several private piers and float landings for pleasure craft are in the harbor.

(217) **Mount Desert** (Somesville) is a village on the west side of Somes Harbor. A church spire in the village is conspicuous.

(218) A boatyard is in the northeast corner of Somes Sound. A marine railway at the yard can handle craft up to 60 feet in length and 7-foot draft for hull repairs or covered storage.

Chart 13321

(219) **Gilpatrick Cove**, on the east side of the entrance to Somes Sound, is small and shoal, and the upper end dries at low water. A fixed wooden footbridge across the entrance has a clearance of 4 feet. A float landing in about the middle of the bridge has 4 feet alongside. A pier and float landing of the Northeast Fleet Yacht Club is on the east side of the entrance. Many small yachts moor off the entrance to the cove in the summertime. A wharf, with oil storage tanks on it, is about 0.3 mile northwestward of Gilpatrick Cove. Depths of 3 feet were

reported alongside, and in 1979, the wharf was in poor condition.

(220) **Gilpatrick Ledge**, just east of the entrance to Gilpatrick Cove, extends about 300 yards southward and is marked by two daybeacons along its southwesterly edge. Vessels should keep south of the daybeacons.

(221) **Northeast Harbor,** 0.6 mile eastward of Gilpatrick Cove, is 300 yards wide at its entrance and extends into the south shore of Mount Desert Island about 0.8 mile. The harbor is an important yachting center, and there is a summer hotel on the north shore overlooking the harbor. Anchorage for small vessels is available in depths of 14 to 28 feet in the lower part of the harbor. This anchorage is about 200 yards wide and favors the western shore. Anchorage is also available in depths of 5.6 to 7 feet in the inner harbor; the uppermost part of the inner harbor is shoal.

(222) In the middle of the entrance to Northeast Harbor is a rock which uncovers 3 feet. A buoy is on the east side of the rock, and a lighted bell buoy is on the west side. The best passage into the harbor is westward of the rock. In average winters the harbor is reported to be clear of ice except at its head, but in severe winters it is reported to freeze as far out as Bear Island.

(223) The summer resort of **Northeast Harbor** is on the western shore of the harbor.

(224) The town pier and ferry landing, on the southwest side of the inner harbor, has float landings and finger floats for transient and seasonal berthing of yachts. All have reported depths of 10 feet alongside. Water is piped to the pier, and electrical shore power is available. The pier is used by the mail and passenger ferry that calls year-round at Cranberry Island. A concrete ramp and a marine railway are close eastward of the town pier. Telephone, washrooms, ample parking, and showers are available at the town pier. Gasoline and diesel fuel can be obtained by truck on short notice, and ice, provisions, and marine supplies are available. A boatyard, about 150 yards northwestward of the town pier, has a mobile hoist that can handle craft up to 20 tons for hull repairs or open storage. There are many private piers with float landings about the harbor. The **harbormaster** supervises dockage at the town pier; he may be contacted on VHF-FM channels 16 and 68, or at the town pier.

(225) Gasoline, diesel fuel, water, ice, and limited marine supplies can also be obtained at a pier on the west side of Northeast Harbor, about 0.4 mile above the entrance. Depths of 25 feet are reported alongside the pier.

(226) **Bear Island**, on the eastern side of the entrance to Northeast Harbor, is high and wooded. Only the stone foundation, covered 2 feet, and a few submerged piles remain of the old Coast Guard wharf on the northwest side of the island; a buoy is about 90 yards westward of the ruins. A pier and float landing are on the north side of the island. The passage north of the island is almost blocked by rocky ledges awash at various stages of the tide, and passage should not be attempted. A lighted bell buoy south of the island marks the western entrance to Eastern Way.

(227) **Sutton Island**, about 1 mile long and wooded, is on the south side of **Eastern Way,** between the south shore of Mount Desert Island and Cranberry Islands. The channel has a depth of 40 feet near the center and depths of 31 and 36 feet near its northern and southern edges, respectively, and is the recommended channel generally used.

(228) On the northern side of this channel opposite Sutton Island and eastward of Bear Island are **Long Pond Shoal,** covered 5 feet, and **Bowden Ledge,** covered 2 feet. Buoys are south of these dangers.

(229) **Sutton**, a summer resort, is on the western part of Sutton Island. The island has many summer cottages along its shores and several piers with float landings, including a town wharf on the western side with a reported depth of 6 feet alongside its float landings. The town wharf is used by the mail and passenger ferry. The approach to the wharf, near **Fernald Point,** leads between two rock ledges; mariners are advised to exercise care in approaching it.

(230) **Bracy Cove**, 0.5 mile northeastward of Bear Island, is exposed to southeast winds, has a rocky and uneven bottom, and is unfit for anchorage. There is a private pier with float landing on the east side of the cove.

(231) **Seal Harbor** makes into the south shore of Mount Desert Island about 1 mile east of Bear Island. Anchorage for small vessels may be had in the middle of the harbor in depths of 15 to 18 feet. This anchorage, about 400 yards in diameter, is exposed to southeasterly winds and is reported to experience considerable roll. The approach is between the buoy off Bowden Ledge on the west and a lighted bell buoy on the east. A ledge which uncovers 6 feet at the outer end extends halfway across the entrance from **Crowninshield Point,** the western entrance point. A buoy is off the ledge. A ledge which uncovers 3 feet is 200 yards from the head of the harbor.

(232) The village of **Seal Harbor,** on the shore of the harbor, has numerous summer homes. The town wharf, on the east side of the harbor about 0.25 mile above the entrance, has a reported depth of 9 feet alongside its float landing. Water is available at the wharf. The Seal Harbor Yacht Club, close northward of the town wharf, has a pier and float landing with a reported depth of 8 feet alongside. The town **harbormaster** has an office at the town wharf. A former coal wharf, on the west side of the harbor opposite the town wharf, has private facilities for hauling out and storing yachts.

(233) **East Bunker Ledge**, southeastward of Seal Harbor and 1 mile eastward of Sutton Island, is 0.3 mile long and has two islets 4 feet high on it. A white pyramidal stone structure is on the southwestern islet. A buoy marks **Lewis Rock,** covered 6 feet, which is 200 yards northwestward of the ledge. A lighted gong buoy is about 0.25 mile southeastward of the ledge.

Chart 13313

(234) **Bass Harbor Bar** connects Great Gott Island with **Bass Harbor Head,** the southwestern point of Mount Desert Island. **Bass Harbor Head Light** (44°13'19"N., 68°20'14"W.), 56 feet above the water, is shown from a white tower connected to a dwelling on the head.

(235) In 1992, the buoyed channel had a midchannel controlling depth of 14 feet. The channel is on the through route used by vessels drawing 9 feet or less, and is sometimes used by vessels drawing 18 feet proceeding at high water and with a smooth sea.

(236) In heavy weather breakers occasionally form across the bar. A heavy chop builds up on the bar and off Long Ledge, 1.6 miles eastward, with the wind contrary to the tidal current, which might beset small craft and open boats.

(237) Of the many islands off the entrance to Blue Hill Bay, those southward of Bass Harbor Bar and Casco Passage, and westward from Duck Islands to Swans and Marshall Islands, are discussed in this chapter. The islands in this area are in general wooded and have few conspicuous marks. The only ones having settlements are Swans, Long, and Great Gott Islands. The area is very broken and rocky, with numerous bare and submerged ledges, many of them unmarked. The through route by way of Casco Passage and Bass Harbor Bar is used by many vessels, except that vessels unable to cross the bar pass south of Placentia Island and between Black and Little Gott Islands. The passages through the islands southward are seldom used except by local fishermen and yachtsmen and are described later in this chapter.

(238) **Great Duck Island,** about 5 miles south of Great Cranberry Island, is the most southeasterly of the islands off Blue Hill Bay. The island is partly wooded, and from a distance eastward or westward appears as two islands. There are a small white house and a private landing strip on the northern slope of the island.

(239) **Great Duck Island Light** (44°08.5'N., 68°14.7'W.), 67 feet above the water, is shown from a 42-foot white cylindrical tower on the south end of the island; a sound signal is at the light. The buildings of the light station are prominent. The light is partially obscured by trees from about 143° to 206°30'.

(240) **Little Duck Island**, 0.7 mile northward of Great Duck Island, is partly wooded and has no distinguishing marks.

(241) **The Drums,** a dangerous ledge 2.5 miles west of Great Duck Island and 2 miles northeastward of Long Island, is awash at low water. A bell buoy is southeast of the ledge. The range formed by the western ends of Green and Placentia Islands leads well westward of this ledge.

(242) **Horseshoe Ledge**, 1 mile north of The Drums, is awash at low water and marked on its southeast end by a buoy.

(243) **Green Islands,** 4 miles west-northwestward of Great Duck Island Light and 0.7 mile southward of Black Island, are two rocky islets with grass on top.

(244) **Drum Island** is a bare rock 400 yards northeastward of the easterly Green Island.

(245) **Black Island**, 4.5 miles northwestward of Great Duck Island Light, is 157 feet high and wooded. Three ledges are off the east side of the island: **Inner Dawes Ledge,** the northernmost off the northeast side of the island, is bare at high water; **Outer Dawes Ledge,** about 0.4 mile to the southward, is awash at high water; and **Grindstone Ledge,** about 0.4 mile farther southward, uncovers about 5 feet and is marked by a buoy. An unmarked shoal with a clear depth of 11 feet is about 500 yards southeastward of the buoy. **Little Black Island,** off the southwest side of Black Island, is wooded in the center. An aquiculture farm is on the northwest side of Black Island. Mariners are advised to use caution when navigating in the vicinity.

(246) **Placentia Island**, 0.4 mile northwest of Black Island, is 135 feet high and wooded except on its eastern end, which is grassy. Two houses are visible on the slope of the hill on the northeastern extremity. A buoy marks the shoal extending off the northeast end of the island.

(247) **Little Gott Island** and **Great Gott Island,** 0.4 and 1 mile northeastward of Black Island, are mostly wooded. **Gotts Island** is a small town on the west side of Great Gott Island. The approach to the town is via the passage between Little Gott and Great Gott Islands, which can be entered from southward at low water. A bar, bare at low water, obstructs the passage at the northwest end. The current between the islands is reported to be strong, flooding northwestward and ebbing southeastward. The houses are the most prominent marks in this vicinity. There are no wharves.

(248) **Staple Ledge**, between Placentia Island and the northeast end of Swans Island, is awash at low water. A buoy is off the northeast side of the ledge.

(249) **Long Island**, 4.3 miles west-southwestward of Great Duck Island, is the most southerly of the large islands off Blue Hill Bay. The island is 210 feet high and wooded, but has no conspicuous marks visible from seaward.

(250) **Lunt Harbor** is a cove in the north side of Long Island.

(251) **Frenchboro** is a village on the shore of the cove. The cove has good holding ground and is used as an anchorage by local boats, but it is somewhat exposed in northeasterly weather. In 2007, the anchorage basins in the north and south parts of the cove had depths of 9 and 4.8 feet, respectively, except for shoaling along the edges. A cable area is in the cove. Ice seldom interferes with navigation. A crib wharf on the northeast side of the harbor has a depth of 6 to 7 feet alongside. The other wharves are bare before low water. Gasoline, diesel fuel, and water are available. Mail comes by the Swans Island State auto-passenger ferry that calls at Lunt Harbor.

(252) Northward of Long Island are numerous small islands and ledges. **Harbor Island,** just off Lunt Harbor, is wooded, and a reef which uncovers extends west of the island. A bell buoy is off a 12-foot spot 0.3 mile west of the island. A 28-foot spot is close west of the buoy. **Crow Island,** 0.4 mile north of Long Island, is wooded except at its eastern end which is a bare rock. **Dry Money Ledge,** 400 yards west of Crow Island, has a white rock islet about 10 feet high on it. **Sunken Money Ledge,** 400 yards southwest of Dry Money Ledge, uncovers. **Northeast Ledge,** 0.5 mile northeast of Long Island, is covered 13 feet. **Crow Island Ledge,** 0.3 mile north of Crow Island, is covered 9 feet. A fairway lighted gong buoy is northward of Northeast Ledge and eastward of Crow Island Ledge. **Beaumont Ledge,** 0.5 mile north of Crow Island, is covered 7 feet. **Otter Ledge,** about 0.8 mile north of Crow Island, is awash at low water.

(253) **Sister Islands**, 0.5 mile northwestward of Crow Island, are wooded. **Sister Ledge,** awash at low water, extends 300 yards southward of the westerly of the Sister Islands. **Ram Island,** 0.5 mile north of Sister Islands and 0.2 mile off Swans Island, is marked by a single tree.

(254) A 12-foot spot is 450 yards off **East Point,** the eastern extremity of Swans Island, and 950 yards northeastward of Ram Island.

(255) Westward of Long Island is a deep passage. **Beach Ledge**, about 0.4 mile westward of Long Island, is covered 14 feet. A bell buoy is west of the ledge. **Johns Island**, 1.1 miles west of Long Island, is grassy and has many dead trees and a few scrub trees. **Johns Island Dry Ledge**, 0.5 mile southwest of Johns Island, is 0.2 mile in diameter and has rocks showing at high water. **Johns Island Sunken Ledge**, 0.6 mile south of Johns Island, is covered 4 feet; a buoy is south of the ledge.

(256) The passage northward between Long and Swans Islands has deep water, but there are many unmarked ledges. The best channel is between the ledge extending from Johns Island and the bell buoy off Beach Ledge, thence between the westerly of the Sister Islands and Ram Island. **Red Point,** on the southeast side of Swans Island 0.4 mile west of Sister Islands, has a low bare reddish bluff. Any of the passages can be used by small craft with the aid of the chart. A 15-foot spot is in midchannel between Red Point and the westernmost of the Sister Islands, and a 24-foot spot is about 0.6 mile southwestward of the same islands; both are unmarked.

(257) **Swans Island**, about 2 miles northwest of Long Island, is the largest of the islands off Blue Hill Bay. The three villages on the island are Atlantic, Swans Island, and Minturn. The island has several sheltered coves, but all except Mackerel Cove and Burnt Coat Harbor are foul and little used. There is no piped water supply on the island, but there is a power station and electricity.

(258) **Mackerel Cove** is a good anchorage on the north side of Swans Island south of the eastern entrance to Casco Passage. There are islets and numerous ledges in the cove, but the entrance from northward is easy of access in the daytime. A cable area is in the northeast part of the cove between Crow Island and North Point and extends southeast to **Fir Point.** Vessels are cautioned against anchoring in this area. A ferry vessel operates in and out of Mackerel Cove. Submerged rocks, covered 7 to 11 feet, are near the approach to the ferry pier, southwest of Fir Point. The rocks are marked by a buoy on the west side.

(259) **North Point**, the northernmost point of Swans Island, is on the east side of the northern entrance to Mackerel Cove. A lighted gong buoy, about 0.2 mile northwestward of the point, is off a rock covered 1 foot.

(260) **Crow Island**, about 0.6 mile west of North Point, is on the western side of the northern entrance. A buoy is eastward of a ledge, awash at low water, 400 yards east of the island.

(261) A narrow channel into Mackerel Cove from York Narrows follows close to the shore of Swans Island, and passes southward of Orono and Round Islands.

(262) Anchorage can be found in Mackerel Cove between Fir Point Ledge Buoy 3 and the buoy off Crow Island in depths of 24 to 32 feet. Care must be taken to give the eastern shore a berth of 300 yards. Another good berth is between Fir Point Ledge Buoy 3 and a bare ledge 0.3 mile southwestward. A 3-foot spot and a 4-foot spot are 0.5 mile and 0.25 mile northwest of the ledge, respectively. Another 4-foot spot is 500 yards east of the ledge and off the village. All three spots are unmarked.

(263) Most of the dangers in the entrance to Mackerel Cove are buoyed, and, although there are many dangers inside, it should not be difficult even for a stranger to enter and anchor safely by daylight with the aid of a chart. Enter between the lighted gong buoy off North Point and the buoy off Crow Island and steer about **181°** so as to pass westward of Fir Point Ledge Buoy 3.

(264) **Atlantic** is a village on the southeast side of Mackerel Cove. The church spire and several houses are prominent from eastward. The wharves are nearly bare at low water. Gasoline, diesel fuel, provisions, and some marine supplies are available at Burnt Coat Harbor. The State auto and passenger ferry operates throughout the year between Atlantic and Bass Harbor. The ferry slip is close southward of Fir Point on the east side of the cove.

(265) **Seal Cove**, on the northwest side of Swans Island just south of **Buckle Island** and York Narrows, and **Toothacher Cove,** on the southwest side of Swans Island, have many unmarked dangers and are important to fishermen. A shoal covered 4 feet is in the middle of the approach to Toothacher Cove. A floating fish pen area is about 400 yards northeast of the 4-foot shoal.

(266) **Burnt Coat Harbor,** a small well-sheltered anchorage on the southwestern side of Swans Island, is much used by fishermen and yachtsmen. **Burnt Coat Harbor Light** (44°08'03"N., 68°26'50"W.), 75 feet above the water, is shown from a square white tower connected to a dwelling on **Hockamock Head,** on the west side of the harbor entrance.

(267) The anchorage, eastward of the light, is about 500 yards wide, with depths of 21 to 34 feet, soft bottom. A

good anchorage for small craft is in the channel northward of the light in depths of 13 to 24 feet. A stone wharf and power plant are on the north side of **Long Cove,** on the east side of the harbor near the entrance.

(268) **Swans Island** is a village on the west shore of Burnt Coat Harbor. The largest of several wharves has two floats with 5 to 6 feet alongside. The other wharves have less depth. Transient berths are available. Gasoline, diesel fuel, water, ice, provisions, and marine supplies are available. There is a small machine shop that can do minor engine and underwater repairs.

(269) **Minturn** is a small village on the east shore of the harbor. The largest of several fish wharves has 5 feet alongside. Gasoline, diesel fuel, and some provisions and supplies are available at the wharf. Pilots may be obtained from among the fishermen at the harbor.

(270) Off the entrance and approach to Burnt Coat Harbor are several islands and reefs. **Harbor Island,** in the middle of the entrance, is wooded except for its southwest and southeast sides. There is a house on the northeastern slope. **Potato Island** is the small islet about 700 yards north of Harbor Island.

(271) **Baker Islands**, 0.3 mile southeast, and **Scrag Island**, 0.2 mile south, respectively, of Harbor Island, are wooded. **Green Island**, 0.3 mile southwest of Scrag Island, and **Gooseberry Island**, 0.6 mile west of Harbor Island, are bare and grassy. **Gooseberry Island Ledge**, 0.2 mile southeastward of Gooseberry Island and on the northwestern side of the approach to the harbor, is awash at low water; a buoy is off the ledge. **High Sheriff**, a bare rock, and **Sheriff Ledge**, awash at low water, are westward of Gooseberry Island. A buoy, 0.4 mile southwestward of High Sheriff, marks a 24-foot spot. A rocky shoal, covered 18 feet, 0.5 mile southwest of Gooseberry Island, is unmarked.

Routes

(272) The main entrance to Burnt Coat Harbor is from the southwestward between the daybeacon on the rock off the northwest side of Harbor Island and Burnt Coat Harbor Light. Strangers should have no trouble entering in the daytime with strict attention to the charts and by following the aids.

(273) From the entrance, steer for a position midway between the light and the daybeacon, passing south of the buoy off Gooseberry Island Ledge and favoring the daybeacon slightly. Anchorage may be selected eastward or northeastward from the light, or in midchannel north of it.

(274) The passage between Baker Islands and Swans Island is buoyed and is available for small craft entering Burnt Coat Harbor from the eastward. It is used by local craft, but is narrow and difficult, and strangers are advised to use it only after obtaining local knowledge, and on a rising tide.

(275) **Marshall Island,** 2 miles westward of Harbor Island, is the largest of the group of islands southward of the western end of Swans Island; the island is about 100 feet high and wooded. A rocky shoal, covered 7 feet near its end, extends 0.4 mile north of Marshall Island; a buoy is off the end of the shoal. A large platform is on the island.

(276) **Hat Island,** 0.9 mile north of Marshall Island and just south of the western end of Swans Island, is 111 feet high, bare on the summit, and wooded elsewhere. A buoy is 700 yards southwestward of **Hat Island Ledge,** which extends 0.4 mile westward of the island.

(277) **Ringtown Island,** just off the northeast side of Marshall Island, is wooded. **Yellow Ledge,** southeastward of Ringtown Island, has two bare rocks and a considerable area which uncovers. **Brimstone Island,** 1 mile east of Marshall Island, is bare and grassy. **Heron Island,** 0.5 mile south of Brimstone Island, is grassy with trees in the middle.

(278) Many bare and covered rocks and ledges are southward of Brimstone and Heron Islands and southeastward of Marshall Island. Extreme caution must be used in navigating in this area as most of the dangers are not marked. Two small ledges awash at low water are between Brimstone and Heron Islands.

(279) **Heron Island Point Ledge,** 0.2 mile south of Heron Island, is awash at high water. **Mason Ledge,** 0.4 mile west of Heron Island, and **Black Ledge,** 1.2 miles southwest of Heron Island, are bare rocks. About 0.2 mile northeast of Black Ledge is a depth of 6 feet. **Seal Ledge,** 0.9 mile south of Heron Island, is covered 10 feet; a buoy east of the ledge marks a 16-foot spot. **Cod Ledge,** 0.3 mile southwest of Mason Ledge, is covered 3 feet. A depth of 4 feet is 300 yards southwestward of the ledge. **Jobs Ledge,** 0.6 mile south of Marshall Island, and **Sprague Ledge,** 0.3 mile south, are covered 9 and 7 feet, respectively, and are unmarked.

(280) **Spirit Ledge**, 0.7 to 1.2 miles southwestward of Marshall Island, is in two sections. The northern part has a bare rock on it, and the southern part uncovers about 5 feet. **Boxam Ledge,** off the southwest side of Marshall Island, uncovers.

(281) These ledges, together with numerous other ledges and islands, extend across Jericho Bay and southwest across the entrance of that bay to Isle au Haut. The other ledges and islands are discussed in chapter 7.

Chart 13315, 13313

(282) **Casco Passage** and **York Narrows,** northward of Swans Island and between Swans Island and Black and Johns Islands, form a part of the inland passage between Mount Desert Island and Whitehead Island. The narrow passage separates into two branches in its western part. The eastern end and northern branch form Casco Passage; the southern branch is York Narrows.

(283) **Johns Island,** 1.3 miles northwestward of the northern extremity of Swans Island, **Opechee Island** and **Black Island,** on the north side of the passage, **Orono Island, Asa (Phinney) Island,** and **Round Island,**

on the south side of the passage, and **Buckle Island,** on the south side of the western end of York Narrows, are, in general, low and wooded. **The Triangles,** a ledge at the eastern end of Casco Passage, has a rock 7 feet high on it, and a reef that uncovers about 5 feet extends 400 yards northward.

(284) **Long Ledge,** bare and awash, and **Hawley Ledge,** covered 6 feet and marked by a buoy, are westward of Orono Island and between the western part of Casco Passage and York Narrows. **Egg Rock,** off the western entrance, is marked by a daybeacon on the ledge. **Sunken Egg Rock,** covered 8 feet, about 0.4 mile south-southwestward from Egg Rock, is marked by a buoy northward of it.

(285) **Hanus Ledge**, covered 9 feet and marked on its south side by a buoy, is 0.8 mile south-southeast of Sunken Egg Rock. In 1981, depths significantly less than those charted and tide rips were reported to extend about 0.3 mile southeast from the ledge; caution is advised.

(286) **The Woodbury**, covered 10 feet and marked by a buoy, is 0.9 mile southwest of Hanus Ledge.

(287) Casco Passage and York Narrows are well marked, the aids being colored and numbered for the passage westward. A fairway bell buoy marks the eastern approach to the passage.

(288) Casco Passage is the straighter and better channel, has a least depth of 12 feet for a width of about 100 yards, and is the one recommended. A rock, awash at low water, is 125 yards off the south side of Black Island, and care should be taken to avoid it. There are rocks with little depth over them on each side of the passage.

(289) The current through Casco Passage floods eastward and ebbs westward at a velocity of 0.7 knot. The velocity is influenced greatly by strong winds. For current predictions, see the Tidal Current Tables.

(290) York Narrows is the deeper, with a least depth of 13 feet, but its width is not much over 100 yards, with dangerous unmarked ledges on both sides. It is not recommended. A lighted bell buoy marks the western entrance. Vessels should not attempt passage except with local knowledge, as the currents are reported to be very strong at times.

Chart 13316

(291) **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.

(292) 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.

(293) The bay is frequented by many 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.

(294) **Routes** for entering Blue Hill Bay are given at the end of this chapter.

Currents

(295) 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.

(296) **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.

(297) 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.

(298) 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.

(299) **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.

(300) 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. Welding and electrical repairs can also be made.

(301) 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.

(302) Groceries, ice, lodgings, and some marine supplies can be obtained in town.

(303) **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.

(304) A boatyard with covered sheds and marine ways, about 400 yards northward of the fish wharves, can build craft up to 55 feet, or haul out for hull and engine repairs craft up to 60 feet or 25 tons. It has a pier and float landing with 10 feet reported alongside. Gasoline, water, electronic repairs, and covered storage are available.

(305) **Mitchell Cove**, about 0.5 mile northwestward of Bass Harbor, is shoal and foul, and has no landings.

(306) **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.

(307) **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. A church spire at the village is prominent from seaward. 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.

(308) **Goose Cove Rock**, 0.6 mile northwest of Goose Cove and 0.2 mile offshore, is a rocky islet 5 feet high. **Rumell Island,** 0.6 mile northwestward of Goose Cove Rock, is a rocky islet 4 feet high with grass on top. The ruins of fish weirs are between the island and mainland. **Latty Cove** is an indentation between Goose Cove Rock and Rumell Island.

(309) **Seal Cove**, 4 miles northwestward of Bass Harbor, is a sheltered anchorage for small vessels, except in westerly winds. Rocks that uncover 7 feet are about 300 yards offshore just inside **Reed Point,** the northern entrance point, and a ledge partly showing at high water is off the shoal bight just inside **Dodge Point**, on the south side of the entrance. Craft entering in midchannel will find anchorage near the middle of the cove in depths of 11 to 37 feet. There are several private piers and float landings on the south side of the cove near Dodge Point, and a paved town launching ramp on the north side of the cove near its head.

(310) **Moose Island**, north of the entrance to Seal Cove, is wooded. A bar which uncovers connects the island to a point 0.3 mile northward of Reed Point. The point has a few buildings, a private wharf, and a small flagpole. Small craft anchor northward of the bar. A rocky ledge, awash at low water, is reported to be 125 yards north of Moose Island.

(311) **Hardwood Island,** 0.7 mile northwest of Moose Island, is 113 feet high and wooded. A bar extends 0.3 mile southwestward from the island; a buoy is off a rock covered 11 feet at the end of the bar.

(312) **Sawyer Cove**, on the eastern shore of Blue Hill Bay eastward from the north end of Hardwood Island, is an anchorage for small craft. A ledge awash at high water is in the middle of the entrance. Several float landings are in the cove.

(313) **Pretty Marsh Harbor** makes into the eastern shore of Blue Hill Bay northeastward of Hardwood Island. There is good anchorage in depths of 8 to 37 feet. **Folly Island,** a grassy island with a few trees, is in the entrance. The northern and western sides of the harbor are shoal inside **West Point,** on the western side 0.6 mile northeast of Folly Island. A shoal, covered 9 feet at the end, extends 350 yards southeastward from West Point. There are no dangers away from the shore, except for a ledge, covered 3 feet, about 250 yards east of Folly Island. In 1970, two bare rocks were reported on this ledge; caution is advised. Several float landings are on the east side of the harbor.

(314) **John Island**, an islet 750 yards northward of Folly Island, and a lower islet 400 yards northwestward are grassy. **Birch Island,** 0.4 mile northwestward of John Island, is wooded.

(315) **Bartlett Island**, 0.7 mile northward of Hardwood Island, is 279 feet high and mostly wooded, with a few houses on it. A grass-covered islet is close to the northeast end of the island.

(316) **Bartlett Narrows** is between Mount Desert Island and Bartlett Island. The channel is narrow, but has deep water with few dangers and is not difficult. The channel westward of Folly and John Islands is clear in midchannel. If passing eastward of Folly Island, give it a berth of about 400 yards, and give the south end of John Island a berth of 200 yards. The eastern shore of the narrows from West Point to its northern end is bold and should be favored. In the narrowest part keep the eastern shore close aboard, distant 100 yards, to avoid a ledge extending 200 yards southward from a group of bare rocks, southeastward of **Ledges Point,** on Bartlett Island.

(317) The town of Mount Desert has a wharf and float landing on the east side of Bartlett Narrows 0.6 mile north-northeast of John Island; depths of 6 feet are reported alongside. No facilities are available. Moorings off the town float are regulated by the Mount Desert **harbormaster,** whose telephone number is posted at the landing.

(318) A ledge covered 2 to 3 feet is 400 to 600 yards from the eastern shore 0.4 mile northward of Bartlett Narrows. It will be avoided by keeping westward of a range formed by the northwest tangents of Black and Alley Islands.

(319) **Western Bay**, northeastward of Bartlett Island, is a part of the waters that separate Mount Desert Island from the mainland northward. Mount Desert Narrows, described previously, is at the head of Western Bay.

(320) **Black Island**, about 1 mile northeastward of the north end of Bartlett Island, is thickly wooded. **Green Island,** close to the southern shore of the bay, is 0.5 mile

east of Black Island. **Alley Island,** the largest island in Western Bay, is 1.2 miles north of Green Island.

(321) Vessels of any size can select anchorage in the bay southwestward of Alley Island in depths of 44 to 64 feet; the rocky broken ground with depths of 34 to 36 feet extending 0.4 mile off the southeast side of **Oak Point,** 1.5 miles westward of Alley Island, should be avoided. With the aid of the chart, good anchorage can be selected also in depths of 21 to 38 feet southeastward and eastward of Alley Island.

(322) The range formed by the summit of Bartlett Island and the middle of Black Island clears the shoal extending 500 yards southeastward from Alley Island.

(323) Foul ground extends about 500 yards from the south shore of Western Bay between Green Island and **Indian Point,** 1 mile northeastward. **Northwest Cove,** eastward of Indian Point, has anchorage in depths of 10 to 20 feet, but a ledge with little water over it extends 500 yards from its southeast shore 600 yards eastward from Indian Point.

(324) **Goose Cove** is a large shallow bight on the north side of Western Bay northward of Alley Island. The villages of **Trenton** and **West Trenton** are on the northern shore. The head of the cove is dry at low water for a distance of 0.5 mile, and thence it deepens gradually to 7 feet 0.5 mile farther out. There are no wharves in the cove.

(325) **Mahoney Island** (44°13.0'N., 68°30.7'W.), on the west side of Blue Hill Bay 7.5 miles west of Bass Harbor Head and just eastward of the entrance to Eggemoggin Reach, is sparsely wooded. **Smuttynose Island,** 0.4 mile northwestward of Mahoney Island, is grassy. **Mahoney Ledge,** southwestward of Mahoney Island, is awash at low water. A buoy southwestward of the ledge marks a shoal covered 5 feet, and another buoy is off the shoal water southeast of Mahoney Island.

(326) **Pond Island,** 1.3 miles eastward of Mahoney Island, is wooded on its eastern side. The western side is grassy. **Lamp Island,** 0.2 mile northward of Pond Island, is grassy.

(327) **Pond Island Passage**, the channel north of Pond Island, is used by vessels entering Blue Hill Bay from westward and sometimes by vessels following the inside route eastward or westward. The passage has a least depth of 19 feet in the buoyed channel, but there are dangers close to the sailing lines. The buoys are colored and numbered for vessels bound westward.

(328) Between Pond Island and Casco Passage, 1.5 miles southward, are several islands. Opechee, Johns, and Black Islands have been previously discussed. **Sheep Island** is grassy, and **Eagle Island** is wooded. A reef that uncovers 7 feet is 500 yards eastward of Eagle Island.

(329) The passages between these islands are obstructed by reefs.

(330) **Channel Rock**, 1 mile northward of Pond Island, is 3 feet high and has a whitish top. A ledge covered 3 feet extends 0.4 mile eastward of the rock.

(331) **Green Island** is grassy and marked by an abandoned lighthouse tower, white with dwelling, and by **Blue Hill Bay Light 3** (44°14.9'N., 68°29.9'W.), 25 feet above the water and shown from a skeleton tower with a green square daymark. The ledges, of which Green Island is a part, uncover from the island to the shore 1.1 miles northwestward and for a distance of nearly 0.3 mile southward of the island. A buoy is about 0.35 mile southward of the island.

(332) Other islands on the ledges include **Flye Island, Goose Island,** and **Gander Island.** A buoy is off the south end of the ledge. **Sand Island,** 0.3 mile northeastward of the light, is bare and nearly covered at high water. A buoy southwestward of the islet and a fairway bell buoy mark **Flye Island Channel** between Green Island and Sand Island.

(333) **Flye Island Ledge**, having rocks covered 7 to 15 feet, extends to a point 1 mile south-southwestward of Blue Hill Bay Light 3.

(334) **Herrick Bay** is a shallow bight on the western side of Blue Hill Bay northwestward of Blue Hill Bay Light 3. **Naskeag Point,** 0.8 mile northwest of Mahoney Island, is on the western side of the approach. The bay dries at low water for nearly 1 mile from its head. There is good anchorage in the approach to the bay 0.5 mile from the western shore northward of Naskeag Point in depths of 24 to 45 feet. In the approach to the anchorage the range formed by the western tangents of Flye and Long Islands leads westward of Flye Island Ledge.

(335) A boatyard on the north shore of Herrick Bay builds fiberglass boats up to 31 feet long and makes hull and engine repairs. In 1979, haul-out and open storage facilities were under construction at the boatyard.

(336) **Ship Island, Trumpet Island**, **Bar Island**, and **Tinker Island** are a chain of islands 4 miles long in the middle of Blue Hill Bay, eastward of Blue Hill Bay Light 3. The islands are joined by shoals that uncover, except for a channel between Trumpet and Bar Islands that has a depth of 17 feet and is marked by a fairway buoy. Ship and Bar Islands are grassy. A buoy marks the end of the shoal extending 0.3 mile from the northeastern side of Bar Island. Trumpet Island is low and grassy. Tinker Island, partially wooded, has a shack on its southeast end.

(337) **Ship and Barges Ledge**, 0.6 mile southeastward of Ship Island, is 350 yards long and uncovers about 5 feet. The ledge is marked by a daybeacon, and by a bell buoy about 0.15 mile northeastward.

(338) **West Barge** is a flat grass-topped rock 0.3 mile westward of Ship Island. **East Barge** is a round grassy islet on the end of the shoal extending 0.1 mile southward from Ship Island.

(339) **Cow and Calf Ledge**, extending 0.4 mile westward and northward from Tinker Island, has several rocks with little water and one rock which uncovers 5 feet; buoys are north and west of the ledge.

(340) **Allen Cove**, on the west side of **Harriman Point** 3.5 miles northwestward of Blue Hill Bay Light 3, is used

as an anchorage. The cove is open northward, and the shores are foul. Vessels may anchor in the middle of the cove in depths of 12 to 30 feet. **Harriman Ledge,** covered 10 feet and marked by a buoy, is 0.3 mile eastward of Harriman Point.

(341) **Long Island,** a large uninhabited island in Blue Hill Bay, 1.5 miles west of Bartlett Island, is in general wooded with a few clear sections. **Long Island Hub,** off the south end of Long Island, is conspicuous because of high trees covering it.

(342) **Sand Point** (44°21.4'N., 68°32.8'W.) is on the west shore of Blue Hill Bay 3.3 miles northward of Harriman Point. **South Blue Hill,** a village on the western side of Blue Hill Bay just south of Sand Point, has a wharf with a 50-foot face which is dry at low water. This is all that remains of a former town wharf, the outer 60 yards of which were destroyed by a hurricane. The ruins and foundation of the former wharf, just awash at low water, extend about 100 feet out from the present wharf. Caution is necessary in approaching the wharf. A stone pier is in ruins just north of the wharf.

(343) **Salt Pond** has its entrance about 1.2 miles northward of Sand Point and just south of the entrance to Blue Hill Harbor; tidal falls are at the entrance. The channel is southward of **Mill Island,** on the north side of the entrance. State Route 175 highway fixed bridge crosses the entrance; clearance is 7 feet. The strength and turbulence of the current is such that passage is not recommended except with local knowledge. A private pier with float landing is on the east side of Mill Island.

(344) **Blue Hill Harbor**, northwestward of Long Island, is a large bight in the northwestern part of Blue Hill Bay. **Parker Point,** on the western shore of the harbor 3 miles north of Sand Point, and **Sculpin Point,** on the northern shore of the harbor 0.3 mile northeast of Parker Point, divide the harbor into an inner and outer harbor. The village of Blue Hill is at the head of the inner harbor.

(345) **Blue Hill** (44°26.1'N., 68°35.5'W.), a rounded hill which appears blue in the distance and gives its name to the village, bay, and area, is 934 feet high and conspicuous. A fire lookout tower is on the summit.

Dangers

(346) The approach to the harbor is fringed with ledges with numerous rocks and boulders, some of which are awash. On the western side these ledges extend 200 to 700 yards from the western shore of the outer harbor, and, at a point 1 mile southward of Sculpin Point, they extend 0.5 mile from shore.

(347) The northeastern end of these ledges, where they extend eastward of Parker Point, is marked by a buoy. A depth of 8 feet is close eastward of the buoy.

(348) Ledges extend along the northern shore of the outer harbor from **Woods Point** to Sculpin Point and 100 yards off **Closson Point.** An unmarked rock, covered 6 feet, is 225 yards southward of Woods Point.

(349) **Middle Ground**, a detached shoal about 400 yards long and dangerous with rocks nearly awash, is off the entrance to the inner harbor. It is marked on its eastern edge by two buoys.

(350) **Sculpin Ledge**, on the north side at the entrance to the inner harbor, uncovers about 2½ feet; the ledge extends about 120 yards west-southwestward of Sculpin Point and is marked on its western end by a buoy.

Routes

(351) Vessels may enter the inner harbor by passing on either side of the Middle Ground. The eastern channel is easier and safer, and leads eastward of the two buoys and northward of the shoal.

Caution

(352) It is reported that some small craft, at or near low water, have attempted to pass between the buoys marking the eastern edge of the Middle Ground. It is advisable at all times to pass east and north of both buoys when using the eastern channel.

(353) The western channel, deep and more direct, leads between the unmarked western edge of the Middle Ground and the buoy eastward of Parker Point. Most powered craft use the western channel, and sailing craft the eastern.

(354) The entrance to the inner harbor has a depth of about 19 feet. The channel is only about 50 feet wide southward of Sculpin Point, and so narrow that a stranger should not carry a draft of more than 12 feet at low water. Craft entering should pass well clear of the can buoy south of Sculpin Point, especially at or near low water, and should pass not more than 10 yards southward of the nun buoy off Sculpin Ledge before rounding up into the inner harbor.

(355) The channel in the inner harbor is narrow and crooked. Many of the rocks in the inner harbor show except at high water, and buoys are off the principal dangers.

(356) **Triangles**, northward of Parker Point, is a ledge on which there are three rocks that uncover 2 to 3 feet; a buoy is off the rocks.

(357) The upper part of the inner harbor is divided into two arms by **Peters Point;** both of the arms are shoal and foul at the heads. The western arm is used by local craft, and cruise schooners usually anchor off a private wharf on the southwestern tip of the point.

(358) **Anchorage** sheltered from northerly and westerly winds will be found in the outer harbor in depths of 23 to 50 feet.

(359) In the inner harbor anchorage in depths of 10 to 28 feet, soft bottom, is available in midchannel from 200 to 600 yards above Sculpin Point off the yacht club, and in the western arm in 14 to 27 feet southwestward of Peters Point. There are numerous private moorings in the harbor, most of which are under the supervision of the **harbormaster;** when unoccupied they are usually unlighted at night and care should be taken to avoid them.

(360) Kollegewidgwok Yacht Club is on the east side of the inner harbor, about 700 yards northward of Sculpin Point. There is a reported depth of 9 feet at the club float landing, where gasoline, diesel fuel, water, and ice are available. The club maintains three guest moorings.

(361) The village of **Blue Hill** has a hospital, pharmacy, churches, restaurants, lodgings, markets, and a bank. Some repairs can be made. Provisions, water, ice, bottled gas, and marine supplies are available. Diesel fuel and gasoline can be supplied at the landings from tank trucks.

(362) In severe winters, ice usually closes the harbor from December to April, but during mild winters it is reported to be comparatively free of ice.

(363) **Darling Island** (44°24.0'N., 68°31.3'W.), wooded, is about 0.5 mile eastward of Woods Point, the northern entrance point to Blue Hill Harbor. **Darling Ledge,** the top of which is awash at low water, extends 0.3 mile southward of the island. The ground is foul between the ledge and the shore. A buoy is about 0.2 mile southeastward of the ledge. There is a granite wharf with a private float landing on the mainland westward of Darling Island.

(364) **McHeard Cove** is 0.7 mile north of Darling Island. **Mink Island** and a reef bare at high water are in the center of the cove. A crib wharf, nearly dry at low water, is at **East Blue Hill,** a village at the head of the cove. A church spire is prominent, as are several large homes on the slope of the hill on the east side of the cove.

(365) A boatyard is on the east side of McHeard Cove, about 0.3 mile above the entrance. The yard builds fiberglass craft up to 40 feet long. Hull, engine, and electrical repairs can be made, and a 12-ton mobile hoist and a 2-ton crane are available. Open and covered storage is also available. Gasoline and water can be obtained at the boatyard. Diesel fuel can be supplied by tank truck. Both the yard wharf and the fish wharf are dry at low water. The yard maintains moorings.

(366) **Morgan Bay**, northward of Long Island and on the west side of **Newbury Neck,** is about 3 miles long. The bay is seldom used by yachts as there are no landings in it. Two 279-foot high radio towers of Station WDEA are prominent on the east side of Newbury Neck.

(367) The entrance to Morgan Bay is obstructed by **Jed Islands** and the surrounding ledges, leaving a deep, narrow channel close to the western shore on either side of Conary Nub. **Conary Nub,** 500 yards off **Conary Point** on the west side of the entrance, is a rock with a clump of scrub. **Seal Ledge,** 0.3 mile northeast of Conary Nub, is awash at high water. **Black Rock,** which uncovers 2 feet, is on a shoal with depths of 3 to 10 feet extending 0.4 mile northeastward of Seal Ledge. **Bird Rock,** westward of Jed Islands, is about 3 feet high. **South Ledge,** 0.2 mile southward of Jed Islands, uncovers about 5 feet. A rock, covered 4 feet, is 0.2 mile southwestward of South Ledge; a buoy is west of the rock. Danger will be avoided by keeping westward of a line from Conary Point to the southwest end of Newbury Neck.

Routes

(368) To enter Morgan Bay, using the chart as a guide, pass westward of the buoy marking the 4-foot shoal, then in midchannel between Conary Point and Conary Nub, thence about 200 yards off the western shore until abreast of Seal Ledge. Good anchorage can be selected in the bay in depths of 8 to 36 feet. It is not advisable to use the channel eastward of Conary Nub without local knowledge.

(369) **Webber Cove**, on the west side of Morgan Bay, about 1.3 miles above Conary Nub, is used as an anchorage by small craft. There is a private boatshed and marine railway at the cove.

(370) **Union River Bay**, at the head of Blue Hill Bay, is large and extends about 5 miles in a northerly direction between Oak Point on the east and Newbury Neck on the west. The bay is free of dangers, except near its northern end. The head of the bay is separated into two arms: Union River, the eastern arm, and Patten Bay, the western arm.

(371) **Patten Bay** is a long, narrow arm making northwestward from Union River Bay. The village of **Surry** is at the head. The bay is used primarily by small pleasure craft and fishing boats. Good anchorage is at the entrance near midchannel, and as far as 1.5 miles above the entrance in depths of 20 to 38 feet. A ledge, which uncovers about 5 feet, extends 400 yards from the northern shore 0.7 mile westward of **Weymouth Point** at the head of Union River Bay. A buoy is south of the ledge. Between this buoy and a point 1 mile above, the northern shore of Patten Bay is fairly bold, while the south shore should be given a berth of 300 yards. Ice closes the upper end of the bay from January through March.

(372) **Union River** empties into the head of Union River Bay from northward and forms the approach to the city of Ellsworth, 4 miles above the entrance, where there is a dam. There is no commercial waterborne traffic on the river. The river is about 1 mile wide at the entrance but contracts to 100 yards 1.3 miles above. In 2008, the controlling depths were 5.0 feet in the dredged entrance channel to the north-northwest turn in the channel just over 0.5 mile above the entrance, thence 2.7 feet for nearly 1,500 feet to about 44°29'31"N., 68°25'36"W., thence 5.3 feet to the end of the first dredged section. The upper dredged section had a controlling depth of 4.2 feet to the anchorage just above and east of Black Point with shoaling to 3.6 feet within 5 feet of the channel limit, thence 4.3 feet in the anchorage at the head of the project at Ellsworth with shoaling to 1.8 feet within 40 feet of the northern limit and to 3.8 feet within 10 feet of the limit near Town Landing. Freshets occur in the spring occasionally. Ice usually closes the river from December to April.

(373) **Mill Cove,** on the eastern side of Union River at the entrance, is small and shoal. Off the entrance are several rocks, the most prominent of which are buoyed. **Tupper Ledge,** with rocks awash at low water and from which broken bottom extends northward, is off the river

entrance. A buoy marks the ledge. **Lord Rock,** covered 9 feet, is close to the eastern shore off the entrance.

(374) The channel in Union River is narrow and difficult. Strangers should not enter without assistance; local boatmen will act as guides if desired. With the aid of the chart, small craft should be able to go up to Ellsworth, but should do so on a rising tide.

(375) The dredged entrance channel leads northward from Union River Bay for about 1 mile; it is marked by three seasonal buoys. From this point to the entrance to the upper dredged section of the river channel, about 1 mile below Ellsworth, there are no marks and a general midchannel course is best, although in the bend just before reaching the dredged channel the best water favors the east side. The upper dredged channel does not follow a midchannel course; it is marked on the westerly side by three seasonal buoys. The chart is the guide.

(376) **Ellsworth** is a city on the main coastal highway at the head of navigation on Union River. It has a railroad freight terminal and some industry in the manufacture of yarn. The city has a hospital, hotels, motels, banks, restaurants, markets, pharmacy, churches, and bus and taxi service. The nearest air transportation is at Trenton, 10 miles away. There are no commercial marine shipping facilities at Ellsworth. Most of the wharves are in ruins or in need of repair. The Ellsworth city wharf and float are on the east side of the river above the dredged channels about 0.2 mile east-northeast of **Black Point.** Depths of 3 feet were reported alongside the floats. A surfaced launching ramp is available. The river is fresh at low water.

Charts 13316, 13313

(377) **Blue Hill Bay** is approached from eastward across Bass Harbor Bar; from southward through Eastern Passage between Placentia Island and Swans Island, and from westward through Jericho Bay, which is entered through Merchants Row, Deer Island Thorofare, or Eggemoggin Reach. The channels between Blue Hill and Jericho Bays are Casco Passage, York Narrows, Pond Island Passage, and Flye Island Channel. These approaches are more or less obstructed by islands and ledges, but are sufficiently marked to be safely navigated in clear weather. At high water small boats can also enter the head of Blue Hill Bay from Frenchman Bay through Mount Desert Narrows, previously described.

(378) The inside route across Bass Harbor Bar and through Casco Passage, used most frequently by small craft of 9-foot draft or less, leads across the south end of Blue Hill Bay. Small craft bound to points in Blue Hill Bay seldom exceed 9 feet in draft and usually follow the inside passage. In general, they enter from eastward across Bass Harbor Bar, and from westward by Flye Island Channel or Pond Island Passage between Pond Island and Blue Hill Bay Light 3.

(379) Vessels of drafts too deep for that route can enter the bay southward of Little Gott Island, southeastward of Placentia Island, and northward of Black Island, but this passage is not recommended for drafts greater than 15 feet. This passage also is desirable for vessels of 9-foot draft or less when there is too much easterly or southeasterly swell on Bass Harbor Bar.

(380) Vessels of the deepest draft can enter by Eastern Passage, between Black and Placentia Islands on the east, and Long and Swans Islands on the west.

(381) Above the entrance, Blue Hill Bay is deep and generally free from dangers, and several channels are available.

(382) Vessels bound from Bass Harbor Bar to Union River usually use the channel between Tinker and Hardwood Islands, and between Long and Bartlett Islands. This channel is deep and unobstructed, and the chart and buoys are the guides. Small craft sometimes use the more protected passage between Moose and Hardwood Islands and through Bartlett Narrows.

(383) Bound to Blue Hill Harbor from Bass Harbor Bar, the most direct route leads eastward of the chain of islands and reefs extending from Ship and Barges Ledges to Tinker Island, and southward and westward of Long Island. This passage is deep and clear, and the chart is the guide.

(384) The passages between Little Gott and Black Islands, and Black and Placentia Islands, have a rock with a cleared depth of 16 feet, about 250 yards off the southwest end of Little Gott Island, and a rock with a cleared depth of 13 feet, about 350 yards off the southeastern side of Placentia Island. Vessels drawing 15 feet or less may use these passages by favoring the north shore of Black Island, 250 yards off, after passing Inner Dawes Ledge, a rock islet, and rounding the north end of Black Island at a distance of 200 yards. Then steer southwestward to round the southwestern end of Placentia Island at a distance of 400 to 500 yards. The course then can be shaped northward into Blue Hill Bay, or if bound to Casco Passage, northwestward to pass northward of the buoys off Staple Ledge and North Point of Swans Island.

(385) The preceding paragraphs describing the area give the simplest directions, by pointing out the islands, dangers, prominent features, and landmarks, and, where necessary, the need for local knowledge. The navigator should have no difficulty in entering the bay from any direction, in daytime and clear weather. The chart must be carefully followed.

TIDAL INFORMATION					
Chart	Station	LAT/LONG	Mean Higher High Water*	Mean High Water*	Mean Low Water*
13312	Blue Hill Harbor, Blue Hill Bay	44°24′N/68°34′W	11.0	10.5	0.4
13313	Head Harbor, Isle au Haut, Penobscot Bay	44°01′N/68°37′W	9.9	9.4	0.3
13313	Oceanville, Deer Isle	44°12′N/68°38′W	11.0	10.5	0.4
13313	Bass Harbor, Mount Desert Island	44°15′N/68°21′W	10.8	10.3	0.4
13313	Mackerel Cove, Blue Hill Bay	44°10′N/68°26′W	10.9	10.4	0.4
13315	Stonington, Deer Isle, Penobscot Bay	44°09′N/68°40′W	10.6	10.1	0.4
13316	Mount Desert Narrows, Mount Desert Island	44°26′N/68°22′W	11.4	10.9	0.4
13316	Union River, Blue Hill Bay	44°30′N/68°26′W	11.3	10.8	0.4
13316	Naskeaq Harbor, Eggemoggin Reach	44°14′N/68°33′W	11.1	10.6	0.4
13316	Sedgwick, Eggemoggin Reach, Penobscot Bay	44°18′N/68°38′W	11.1	10.6	0.4
13318	Sullivan, Frenchman Bay	44°31′N/68°12′W	11.4	10.9	0.4
13318	Salsbury Cove, Mount Desert Island	44°26′N/68°17′W	11.5	11.0	0.4
13321	Southwest Harbor, Mount Desert Island	44°17′N/68°19′W	11.1	10.6	0.4
13322	Winter Harbor, Frenchman Bay	44°23′N/68°05′W	11.0	10.5	0.4
13323	Bar Harbor, Mount Desert Island	44°24′N/68°12′W	11.4	10.9	0.4
13324	Addison, Pleasant River	44°37′N/67°46′W	12.8	12.2	0.4
13324	Millbridge, Narraguagus River	44°31′N/67°52′W	12.3	11.7	0.4
13324	Pigeon Hill Bay	44°27′N/67°52′W	12.1	11.5	0.4
13324	Prospect Harbor	44°24′N/68°01′W	11.4	10.9	0.4

* Heights in feet referred to datum of sounding MLLW
Real-time water levels, tide predictions, and tidal current predictions are available at:
http://tidesandcurrents.noaa.gov
To determine mean tide range subtract Mean Low Water from Mean High Water.
Data as of February 2012