

- (72) **Burnt Cove**, northeastward of Fifield Point, is secure in all weather except westerlies. Good anchorage is found in mud bottom in midchannel just inside the entrance. The upper half of the cove is shoal and foul. A church spire in the village of **West Stonington (West Deer Isle)**, at the head of the cove, is conspicuous. A lobster company pier and float landing are on the south side of the entrance; depths of 8 feet are reported alongside the float. Gasoline and some marine supplies are available. A boatyard, on the north side of the cove near the head, can haul out boats up to 55 feet in length for dry open and covered winter storage or hull and engine repairs. There are several other private wharves in the cove, but these are mostly dry at low water.
- (73) The western shore of Deer Isle is described with East Penobscot Bay.
- (74) South of Deer Island Thorofare and north of Merchant Row are many small islands, the more important of which are mentioned below. Navigation among these islands must be considered dangerous, for there are many ledges and the channels are unmarked.
- (75) **Barter Island Ledges**, 0.5 mile west of McGlathery Island, are covered at high water; a daybeacon is on the ledges.
- (76) **Harbor Island Ledge**, covered 3 feet, is 0.8 mile southward of **George Head Island**, a wooded island 80 feet high, 1.4 miles west of McGlathery Island. A buoy is north of the ledge. A 14-foot spot in midchannel, 0.5 mile south-southwest of George Head Island, is marked by a buoy on its south side.
- (77) **Farrel Island**, 40 feet high and 2.6 miles west of McGlathery Island, and **Scraggy Island**, 0.8 mile west of Farrel Island, are wooded. There are several grassy rocks off the south side of Scraggy Island. **Sparrow Island**, 0.5 mile southwest of Farrel Island, is 40 feet high and grassy. **Sparrow Island Ledges** extend 0.5 mile west of the island.
- (78) Of the remaining islands in the area, **Bare Island** and **Round Island** are wooded, and **Buckle Island**, **Little Camp Island**, and **Potato Island** are bare. **No Mans Island** is wooded on the western end and grassy elsewhere. **Enchanted Island** has scattered trees. **Camp Rock** and **Russ Islands** are partly wooded. **Phoebe Island**, **Millet Island**, **Spruce Island**, **Coombs Islands**, **Wreck Island**, **St. Helena Island**, **Green Island**, **Sand Island**, and **John Island** are wooded.
- closed by ice, and by deep-draft vessels at all times. It is not quite as direct as Deer Island Thorofare, but the channel is wider and much deeper. There are numerous ledges and rocks on both sides of the passage, but the principal dangers are marked by buoys or daybeacons and the channel can be readily followed in clear weather and daylight.
- (80) Deep-draft vessels can enter from the eastward through Toothacher Bay, the passage between Marshall and Swans Islands, through the channels between Marshall Island and Isle au Haut, or from Jericho Bay. Close attention should be given to the chart and the aids, with due regard for unmarked dangers. The description of the dangers, when entering Merchant Row from the southwestward in Isle au Haut Bay, is given later in this chapter.
- (81) The islands and reefs on the north side of Merchant Row, including many of those in the channel, have been previously described under chart 13315. In fact, Merchant Row could be navigated on that chart for the greater part, but it is better to use charts 13313 and 13305, which, although on a smaller scale, show the islands and reefs on both sides of the channel as well as the approaches. There are two entrances to Merchant Row from the eastward which are separated by the islands and reefs in Jericho Bay.
- (82) In the eastern approach to Merchant Row, south of Halibut Rocks and west of Marshall Island, a series of islands and reefs extend to the eastern entrance to the passage. **Southern Mark Island**, 2.1 miles southwest of Halibut Rocks, is about 30 feet high and grassy. About 1 mile south of Southern Mark Island is **Fog Island**, which is wooded. The numerous ledges east of Fog Island, and between it and Marshall Island, are mostly all bare. The more important of these, since they are closest to the channels, are **North Popplestone Ledge** and **Saddleback** on the north, and **Green Ledge**, **White Ledge**, and **Drunkard Ledge** to the south. **Saddleback**, 1.4 miles east-southeast of Southern Mark Island, in the summer shows some grass on its two conspicuous humps.
- (83) **Torrey Ledge**, covered 17 feet, about 0.6 mile southward of Drunkard Ledge, is unmarked. **Blue Hill Rock**, covered 7 feet and about 1.2 miles eastward of Green Ledge, is marked on its southeast side by a buoy.
- (84) Of the other islands and ledges on the south side of Merchant Row, **Burnt Island**, **Pell Island**, **Bills Island**, **Merchant Island**, and **Ewe Island** are wooded; **Hardwood Island** is round and heavily wooded; and **Ram Island**, 0.3 mile southwestward of **Hardwood Island**, is wooded.
- (85) **Channel Rock**, 0.5 mile westward of Ram Island, uncovers 9 feet and is unmarked. **Ram Island Ledgea**, wash at low water, about 400 yards southeastward of

Charts 13313, 13305

- (79) **Merchant Row** is a passage from Jericho Bay to East Penobscot Bay between the islands and ledges between Deer Isle and Isle au Haut. This passage is used by vessels in winter when Deer Island Thorofare is

Channel Rock, is also unmarked. **Scraggy Ledge** is a bare ledge 700 yards westward of Channel Rock. There is foul ground between Scraggy Ledge and **West Hali-but Ledges**, bare ledges 0.3 mile northward. **Outer Scrag Ledge**, 1 mile northwestward of Scraggy Ledge, is 4 feet high. **The Brown Cow**, 1 mile northwestward of Outer Scrag Ledge, is a ledge with a rock 3 feet high on it, and is the westernmost danger at the western end of Merchant Row. A whistle buoy, about 0.6 mile south-southwestward of The Brown Cow, marks the western entrance to Merchant Row.

Chart 13313

- (86) **Isle au Haut**, a large wooded island, 543 feet high, 4.2 miles southward of Deer Isle, is one of the principal landmarks of the locality. It has few year-round inhabitants, but a considerable number of summer residents. The coast is mostly foul and must be approached with caution. Part of the island is included in Acadia National Park.
- (87) **York Island** is about 0.3 mile off the eastern side of Isle au Haut near its northern end. A ridge of shoals and reefs extends about 1 mile northward from York Island, ending in **Airy Ledge**, which has a buoy off its eastern side.
- (88) The channel between York Island and Isle au Haut is almost blocked by a group of rocks. Between **Richs Point**, the northeastern end of Isle au Haut, and York Island are numerous reefs and rocks, most of which are marked by kelp. This area should be avoided by all except those having local knowledge.
- (89) Foul ground also extends about 1 mile southward of York Island and includes **Turnip Yard**, awash, **Halfway Rock**, which uncovers 6 feet, and **Horseman Ledge**, awash in places at low water. These are unmarked. An unmarked shoal, cleared 15 feet, is about 500 yards eastward of Horseman Ledge; and a cleared depth of 12 feet, in midchannel between Halfway Rock and Little Spoon Island, is also unmarked.
- (90) **Little Spoon Island**, **Great Spoon Island**, **White Horse**, and **Black Horse** are a group of grass-covered islands about 1.5 miles south-southeast of York Island. **Great Spoon Ledge**, awash at low water, is 0.3 mile north-northeast of Great Spoon Island. **Colt Ledge**, 0.6 mile south of White Horse and covered 8 feet, is marked by a buoy south of it. The chart should be carefully followed in this locality.
- (91) **Eastern Ear Ledge**, which has a rock awash at low water on it, is 0.6 mile south-southeast of **Eastern Ear**, a small island close to the southeast corner of Isle au Haut. A buoy is southeastward of the ledge.
- (92) **Head Harbor** is a small bight in the south shore of Isle au Haut, just west of 129-foot-high **Eastern Head**, the southeast point of the island. The harbor is used mostly by lobstermen and affords good protection for small boats except in southwest weather. In normal weather, the off-lying ledges break up the swell, causing the water in the northeastern part of the harbor to be fairly calm. The bottom is rocky in general, but some parts are clay. Depths are 9 to 21 feet in the northeastern semiprotected part, and 60 feet and more outside. There are a few houses on the shore in the northeastern part.
- (93) The inner or northeastern cove of the harbor should not be entered without local knowledge, except in periods of good visibility. The bottom is mostly sand in the cove.
- (94) **Roaring Bull Ledge**, 1 mile south-southwestward of Head Harbor, uncovers 4 feet. A lighted bell buoy is about 500 yards southward of the ledge.
- (95) **Western Ear** is a wooded island at the southwest end of Isle au Haut. **Western Ear Ledge**, 0.2 mile southward of Western Ear, is awash at low water.
- (96) The western side of Isle au Haut is fringed with many rocks and shoals, bare and covered. The westernmost ones visible at high water include one of the three bare rocks of **The Brandies**, which is 4 feet high about 1 mile westward of the southern part of Isle au Haut, and **Kimball Rock**, which uncovers 10 feet, 0.6 mile westward of **Kimball Island**, off the northwest shore of Isle au Haut.
- (97) Several rocky spots with depths of 18 to 30 feet are outside the line joining these rocks. An obstruction, cleared to a depth of 10 feet, is about 0.2 mile northwestward of Kimball Head, and a rock awash is about 200 yards west of the northern extremity of the head.
- (98) **Marsh Cove Ledges**, drying ledges which extend about 0.4 mile southward of **Marsh Cove**, Kimball Island, are marked by a buoy off the southwest end.
- (99) **Duck Harbor**, 1.5 miles north of Western Ear, is a narrow but protected anchorage for craft up to 40 feet on the western side of Isle au Haut. The south shore should be favored on entering. The Stonington ferry lands at the National Park Service float on the south shore with depths of 5 feet reported alongside.
- (100) **Moores Harbor** is a cove on the western side of Isle au Haut about 2.5 miles north of Western Ear. This harbor has many outlying ledges off the entrance and in the harbor, and is an unsafe anchorage.
- (101) **Isle au Haut Thorofare** is on the northwestern side of Isle au Haut, between Isle au Haut and Kimball Island.
- (102) A marked 75-foot-wide dredged channel leads across the ledges at the northeast end of Kimball

Island. In July 2008, the midchannel controlling depth was 4.8 feet.

(103) The thorofare has a width of 100 to 500 yards, being widest at the western end. Secure anchorage for small craft or very small vessels can be had in depths of 33 feet near the village of Isle au Haut.

(104) In August 1990, strong unpredictable currents were reported in the thorofare at the change of tide and should be taken into consideration when anchoring.

(105) **Isle au Haut Light** (44°03'53"N., 68°39'05"W.), 48 feet above the water, is shown from a tower with its lower part conical, gray in color, and the upper part cylindrical, white in color, at Robinson Point on the south side of the western entrance. There is a white bridge to the shore. The light has a **034°-060°** white sector that marks the approach to Isle au Haut Thorofare. A buoy and daybeacon are off the two principal dangers on the north side near the western entrance, and buoys mark both ends of the dredged channel.

(106) Between **Moxie Island** and Isle au Haut Thorofare Daybeacon 4, the channel is narrowed by a ledge with a depth of only 2 to 4 feet. The ledge is so close to the charted 16-foot depth that boats either run on it unaware or come to anchor and are set aground by the falling tide. The daybeacon marks the southeast end of the ledge.

(107) Enter Isle au Haut Thorofare between Isle au Haut Light and Sawyer Ledge Buoy 1, and pass southward of Inner Ledge Daybeacon 3, giving it a berth of over 50 yards. Then keep in midchannel except in the choke at the entrance of the anchorage, where the northern side should be favored slightly. Avoid a rock, bare at low water, which is 90 yards from the northwest side of the anchorage.

(108) **Isle au Haut**, the village on the southeastern shore of Isle au Haut Thorofare, has a town wharf and float landing with 6 feet reported alongside. Gasoline, provisions, and some marine supplies can be obtained from the village store. Water can be procured from a nearby well. The harbor is reported to be free of ice in winter.

(109) Several other landings in the harbor dry at low water. A white church spire in the village is conspicuous, as is a large building on Point Lookout. A motorboat ferry carries mail and passengers daily between Isle au Haut and Stonington.

(110) **Lookout** is a village and summer resort at the eastern end of Isle au Haut Thorofare. A buoyed channel to the wharf from Merchant Row leads between Merchant and Hardwood Islands, northeastward of Bay Ledges, and westward of grassy **Flake Island** off the village. The wharf has a reported depth of 8 feet alongside. A buoy off the southwestern end of Flake Island marks the turn in the channel to the wharf. In 1965, dangerous rocks, covered at low water, were reported in the channel

between Flake Island and Birch Point at the north end of Isle au Haut.

Chart 13302

(111) **Penobscot Bay**, the largest and most important of the many indentations on the coast of Maine, is about 20 miles wide from Isle au Haut on the east to Whitehead Island on the west and 28 miles long from its entrance to the mouth of Penobscot River. A chain of large and small islands divides the bay into two parts, **East Penobscot Bay** and **West Penobscot Bay**. The southern part of East Penobscot Bay is Isle au Haut Bay. **Vinalhaven Island** and **North Haven Island** are large islands dividing the southern part of the bay. Islesboro Island divides the bay near its head. Numerous harbors indent the shores of Penobscot Bay, the most important being Rockland, Rockport, Camden, Belfast, and Searsport on the western shore; Castine and Stonington on the eastern shore; and Vinalhaven and North Haven in the center of the bay. The bay is the approach to Penobscot River, on which are several towns and the city of Bangor at the head of navigation. The bay ports collectively are among the leaders for the lobstering industry in Maine.

(112) The sea approaches to the bay are well marked by the lights on Monhegan Island and Matinicus Rock; the entrance is marked by Saddleback Ledge Light on the east and by Whitehead and Two Bush Island Lights on the west side of the bay. The harbors are well lighted, and the more important dangers are marked by buoys or daybeacons. Deep-draft vessels ply the bay throughout the year and recreational vessels are prevalent during the summer. In severe winters many of the harbors are obstructed by ice. The Penobscot River seldom is entirely closed by it as icebreakers usually keep the channel free. The thorofares are only occasionally obstructed by ice and are much used by small vessels bound along the coast.

(113) Penobscot Bay, a region of rocks and ledges, requires extreme caution in navigating. After unusually high tides many logs are present in the bay, particularly from Belfast northward. These logs are dangerous to small craft. Penobscot Bay can be entered from eastward through Eggemoggin Reach, Deer Island Thorofare, or Merchant Row, and from westward through Muscle Ridge Channel or Two Bush Channel.

(114) Large vessels approaching Penobscot Bay from southward, either from Boston, Cape Cod Canal, or from eastward of Cape Cod, usually make Cape Ann Lighted Whistle Buoy 2 (42°37.9'N., 70°31.2'W.), chart 13260, then shape the course for Manana Island Lighted Whistle Buoy 14M (43°45.3'N., 69°22.5'W.),

and then enter through Two Bush or Muscle Ridge Channels. Two Bush Channel is used by most vessels and tows, and by all except small local vessels when the visibility is not good. Muscle Ridge Channel has good water, and most of the dangers are marked, but it is narrow in places and has a number of unmarked 16- to 22-foot spots near the track. It is not recommended for deep-draft vessels.

- (115) The preceding paragraphs give the simplest directions by pointing out the difficulties and the dangers, and especially, when necessary, the need for local knowledge. The channels are well buoyed, most of the dangers well marked, and the approaches clear. No difficulty should be experienced in approaching and entering the bay in clear weather with the aid of the chart and by following the aids.
- (116) Two vessel-to-vessel **oil transfer anchorage areas** near the head of Penobscot Bay north of Islesboro Island are discussed later in this chapter; indexed as Oil Transfer Anchorage Area.
- (117) The mean range of the **tide** varies from about 9 feet near the entrance to about 10 feet in Eggemoggin Reach and near the head of Penobscot Bay. The rise and fall increases in passing up Penobscot River, the mean range at Bangor being 13.1 feet.

Charts 13302, 13303, 13305, 13309

- (118) The U.S. Coast Guard Captain of the Port, Sector Northern New England, in cooperation with the Maine and New Hampshire Port Safety Forum, has established a Recommended Vessel Route for deep draft vessels entering and departing Penobscot Bay and River. Deep draft vessels are requested to follow the designated routes. These routes were designed to provide safe, established routes for increased deep draft vessels, to prevent the loss of fishing gear placed in the waters in the approaches to Penobscot Bay and River, and to reduce the potential for conflicts between less maneuverable deep draft commercial vessels and all other vessels navigating upon these waters. Vessels are responsible for their own safety and are not required to remain inside the route nor are fisherman required to keep fishing gear outside of the 0.4 mile wide route.
- (119) **Recommended minimum under-keel clearances for Penobscot Bay and River** have also been established by the aforementioned group, in order to prevent groundings and to promote safety and environmental security of the waterway resources of Penobscot Bay and River. The group recommends that all entities responsible for safe movement of vessels in and through the waters of Penobscot Bay and River operate vessels in such a manner as to maintain a

minimum under-keel clearance of 3 feet between the deepest draft of the vessel and the channel bottom when transiting Penobscot Bay and outer Penobscot River, south of Turtle Head on Islesboro island, and 2 feet when transiting Penobscot River north of Turtle Head, and a minimum under-keel clearance of 1 foot at all berthing areas.

- (120) The Penobscot Bay & River Pilots distribute educational material to mariners in an effort to reduce right whale ship strikes.
- (121) The **Penobscot Bay and River Closed Area**, a Marine Protected Area (MPA), includes all bays, inlets and harbors within Penobscot Bay and River. (See Appendix C, for additional information.)

Pilotage, Penobscot Bay and River

- (122) Pilotage is compulsory for all foreign vessels, and for U.S. vessels under register in the foreign trade, with a draft of 9 feet or more, entering or departing from any port or harbor within the waters of Penobscot Bay and Penobscot River north of a line drawn from Marshall Point Light at Port Clyde, thence to Matinicus Rock Light, and thence to Western Head, Isle au Haut. Pilotage is optional for vessels under enrollment, fishing vessels, and vessels powered by sail. Upon departing its loading port enroute to a Penobscot Bay oil terminal, each commercial vessel is requested to furnish via its local shipping agency such information as required by local pilots and receiving facilities. The pre-arrival information includes: vessel name and particulars, cargo grades and amounts, estimated time of arrival, and any special needs.
- (123) Pilot pickup stations: for the eastern entrance to the bay, vessels should make arrival at Penobscot Bay East Approach Lighted Whistle Buoy PBA (43°55'37"N., 68°39'37"W.), and follow the Recommended Route due west. The pilot will board 3 miles east of Penobscot Bay Lighted Buoy WP, at 43°55'50"N., 68°53'07"W. For the western entrance, pilots board at Manana Island Lighted Whistle Buoy 14M (43°45'18"N., 69°22'18"W.). The pilots require 36, 24, and 12 ETAs, as no pilot boats are maintained on station.
- (124) Pilotage in the waters of Penobscot Bay is available from:
- (125) **Penobscot Bay and River Pilots Association** offer pilotage for the entire area. The office address is: 48-2 Marshall Wharf, Belfast, ME 04915; The telephone number is 207-338-6600, and is manned 24 hours; FAX 207-338-2605; e-mail is pilots@acadia.net.
- (126) The pilot boats at Monhegan Island (the west entrance to the bay) are local lobster fishing vessels which display a pilot flag by day and lights for a pilot boat by night. The pilot boat for the eastern entrance to the bay is a 48-foot black-hulled pilot boat with a white cabin

top and “PILOT” written on the sides and top of the superstructure. The pilot boats can be contacted one hour prior to the last stated ETA on VHF-FM channel 16. The pilot boat will instruct the arriving vessel which side to place the ladder on. The ladder should be ½ meter above the water, well lit, and in compliance with IMO Specifications. Integrated tug and barge units are required to have a proper pilot ladder rigged from the barge. Pilots will board vessels day and night when weather and sea conditions permit.

Security Broadcast System, Penobscot Bay

- (127) Penobscot Bay and approaches have an established security communication system in which pilots, masters, and mates of deep-draft commercial vessels utilize VHF-FM channels 13 and 16 for security calls when proceeding between the pilot pickup stations and dock or anchorages at the north end of the bay and river.

Towage

- (128) Three tugs up to 1,800 hp are available at Belfast. Arrangements for tugs are usually made through ships' agents; advance notice of 24 hours is required. Large oceangoing vessels require the use of tugs for docking at Searsport and at most of the ports on Penobscot River. A tug usually accompanies large vessels bound upriver to Brewer and other river ports; tugs meet vessels off Fort Point. Vessels bound for Searsport are met by tugs off Sears Island Bell Buoy 2. Tugs monitor VHF-FM channels 16, 13 and 10; work channels 13 and 10.

Wharves

- (129) Approach and mooring criteria for Searsport deep-water facilities are as follows: Large commercial vessels should engage the services of escort tugs for inbound and outbound transits. For inbound transits, the escort tugs should be engaged in the vicinity of Sears Island Bell Buoy 2. Ship to shore communications are established at Searsport anchorage. Minimum visibility requirements for Searsport are ¼ mile. Maximum wind speed for entrance into Searsport is at pilot's and master's discretion. Maximum vessel capacity at Searsport is 65,000 DWT and 80,000 DWT at the Maine Port Authority Dry Cargo Pier.
- (130) Approach and mooring criteria for Bucksport deep-water facilities are as follows: Large commercial vessels should engage the services of ship-assist tugs for inbound and outbound transits. For inbound transits, the assist tugs should be engaged in the vicinity of Fort Point. Ship-to-tug communication is established below Fort Point. Minimum visibility requirements for the Penobscot River are ½ mile. Maximum wind speed for docking and undocking in Bucksport are at the master

and pilot's discretion. Maximum vessel capacity for Bucksport is 65,000 DWT; the maximum draft at MLW is 35 feet.

Chart 13303

- (131) There is no secure harbor for vessels at any of the islands southward off Penobscot Bay. However, small craft and local fishermen moor at Monhegan Island (chart 13302), in Matinicus Harbor, which is the cove on the eastern side of Matinicus Island northward of Wheaton Island, and in Criehaven Harbor, an indentation in the northwest part of Ragged Island. The waters of this area are well surveyed; deep passages exist between the islands, as shown on the chart. Because of the broken nature of the bottom, vessels, particularly deep-draft ones, should avoid all broken ground having depths less than 60 feet. These waters are frequented mostly by local fishermen. The only settlements are on Monhegan, Matinicus, and Ragged Islands. In 1979, passengers bound for Matinicus Island used airplane service or chartered boats from Rockland. From Matinicus Island, a lobster boat can be hired to take passengers to Criehaven Harbor on Ragged Island.

Dangers

- (132) **Seal Island**, the easternmost of the islands off Penobscot Bay, is bare, rocky, about 77 feet high, and 1 mile long. **Eastern Ledge**, awash at low water on which the sea usually breaks, extends 350 yards off the east end of the island. **Three Fathom Ledge**, 1.4 miles east-northeast of Seal Island, has been cleared to 16 feet. **Gully Ledge**, covered 24 feet, is about 650 yards south of Western Head, the westernmost point of the island.
- (133) Seal Island is within the **danger zone** of a naval aircraft bombing target area, centered in 44°53'N., 68°44'W., just eastward of the island. (See **334.10**, chapter 2, for limits and regulations.) A wooden target float with a 10-foot tripod equipped with a radar reflector is about 0.4 mile southeast of the island.
- (134) **Snippershan Ledge**, about 3.7 miles north-northwestward of Seal Island, has a least depth of 36 feet.
- (135) **Malcolm Ledge**, midway between Seal Island and Wooden Ball Island, is 0.4 mile long. The north end of the ledge uncovers 9 feet; the south end uncovers 3 feet.
- (136) **Wooden Ball Island**, 3 miles southwest of Seal Island, is 62 feet high, 1 mile long, and rocky with grass on top. The eastern point of the island is a prominent knob. There are a few small abandoned houses at the low place in the western part of the island and a few

Just above the railroad bridge is a fixed highway bridge. There is no navigation on the stream.

Chart 13301

- (550) The following is a description of the coast from Muscle Ridge Channel to Georges Islands. Muscle Ridge Channel and Seal Harbor have been described previously in this chapter.
- (551) **Norton Island Ledges** are 0.6 to 1.2 miles westward of Whitehead Island (43°58.8'N., 69°07.8'W.). A bare rock is near the southwest end of the ledge, and rocks awash at low water are 600 yards southeastward and southwestward of the bare rock.
- (552) **Seavey Ledges**, westward of Norton Island Ledges, have four rocks awash at high water. There is a depth of 5 feet north of the ledges marked by a buoy and another 5-foot depth, unmarked, at the southern end of the ledges, about 300 yards southwestward of the southerly group of three bare rocks.
- (553) **Wheeler Bay** and **Clark Cove**, northward of Seavey Ledges, are foul. There are several granite quarries in these coves, but none were operating in 1979. Their wharves have depths that vary from 5 to 8 feet, but are little used. One at the head of Wheeler Bay has a float landing with 4 feet alongside. **Clark Island** is a village on the northwest side of Clark Cove, northward of **Clark Island**. There is an inactive granite quarry with stone wharf on Clark Island. The derricks are conspicuous. The island is joined to the mainland by a causeway.
- (554) **Makertown Cove** is on the east side of Wheeler Bay northeastward of **Calf Island**. It has seven fish wharves and a float landing at the entrance with 5 feet alongside. Gasoline and some provisions are available. The cove is difficult to enter without local knowledge.
- (555) **Tenants Harbor**, 3 miles westward of Whitehead Light, is an excellent anchorage frequently used as a harbor of refuge by small vessels, and is easy of access. **Southern Island**, on the southern side of the entrance, is marked on its east side by an abandoned lighthouse, a white tower connected to a dwelling. A lighted bell buoy is east of the island. **Northern Island** is on the north side of the entrance. There are depths of 8 to 25 feet in the harbor.
- (556) The **anchorage** with most swinging room in Tenants Harbor is halfway from the western ends of Northern and Southern Islands to the stone pier on the north side. Small craft anchor toward the head of the harbor. The bottom is mostly soft mud and good holding ground and shoals gradually westward. The north side of the harbor eastward of the stone pier is clear, while westward of it are spots with depths of 4 to 9 feet. The south side of the harbor abreast the western entrance point of Long Cove should be given a berth of 200 yards because of a ledge covered 2 feet making out into the harbor from the south shore. The harbor is open eastward, and an easterly gale raises a choppy sea in the harbor, but vessels with good ground tackle can ride in safety. It is reported that a strong chop can also develop with a southwest wind, and that craft of 6-foot draft or less can find calm anchorage in Long Cove on the north side of the harbor. Ice often obstructs the harbor during February; during extremely cold weather it is sometimes frozen to Southern Island.
- (557) Vessels entering Tenants Harbor can pass midway between Southern and Northern Islands and steer **268°** into the harbor, slightly favoring the northern side.
- (558) The channel between Southern Island and Hart Neck is shoal and foul with rocks awash at its northwestern end.
- (559) The village of **Tenants Harbor** is on the northern shore near the head of the harbor. There are two service facilities and a boatyard along the northern side of the harbor with depths of 4 to 8 feet reported alongside their float landings. The facility adjacent to the town wharf has water, ice, marine supplies, and maintains guest moorings. The boatyard has a marine railway that can handle craft up to 50 feet in length for hull and engine repairs or dry covered or open winter storage. Mariners are advised to avoid taking a direct route from one facility to another, inasmuch as partially bare ledges extend from the shore between the facilities. Lodging is available in the village, and a good road leads to Thomaston.
- (560) **Long Cove**, making northward from the entrance to Tenants Harbor, has several stone quarries which are not in operation. A lobster pound and fish pier are on the west side of the cove. Several private float landings are in the cove. The cove is reported to afford excellent anchorage for craft up to 6-foot draft.
- (561) The entrance to the cove is about 150 yards west of the southwestern end of Northern Island between reefs partly bare at low water. A buoy marks the east side of the entrance to the cove. A bare rock is on the eastern end of the reef on the western side of the entrance. In September 1982, shoaling was reported in about the center of the cove.
- (562) **Hart Ledge** extends nearly 500 yards from shore 0.7 mile southward of Southern Island. A rock awash is near the northeast end of the ledge, and another rock awash at low water is near its southwest end. A buoy is off the northeast side of the ledge.
- (563) **Mosquito Harbor**, 2 miles southwest of Tenants Harbor, is shoal and used by a few fishing boats. The landings bare at low water. **Martinsville** is a settlement at the head of the harbor. **Mosquito Head**, on the eastern

side of the entrance, is 92 feet high and wooded and looks like an island from a distance.

(564) **Mosquito Island**, off the entrance to Mosquito Harbor, is 60 feet high and wooded. The islets southwestward of Mosquito Island, including **Hay Ledge**, 15 feet high, **The Brothers**, 18 to 20 feet high, and **Gunning Rocks** are rocky with grass on top. Three-foot-high **Black Rock**, 0.6 mile southwest of Gunning Rocks, is bare. **Hart Bar**, extending 0.5 mile northwestward of **Hart Island**, 1.8 miles west of Mosquito Island, is partly awash at low water. There are many unmarked submerged ledges in this vicinity.

(565) The passage south of Mosquito Island and north of these rocks and islands is part of the inside route used by many vessels drawing 12 feet or less. The principal dangers are buoyed, but there are two unmarked rocks including **Barter Shoal** that are covered 14 and 19 feet.

(566) **Old Cilley Ledge**, 1 mile southward of Hart Island, is about 0.5 mile long. The eastern end of the ledge is covered 2 feet, and its western end uncovers 9 feet. A bell buoy is 0.3 mile eastward of the eastern end.

(567) **Marshall Point** is 7 miles southwestward of Whitehead Light and on the east side of the southern entrance to Port Clyde. **Marshall Point Light** (43°55'03"N., 69°15'41"W.), 30 feet above the water, is shown from a white tower; a fog signal is at the light.

(568) **Port Clyde** is a small but excellent harbor and anchorage between Marshall Point and Hupper Island, about 9 miles north-northeastward of Monhegan Island. Fishermen and coasters use it as a harbor of refuge. A bar, with boulders and covered 2 to 6 feet, obstructs the northern entrance. Vessels of 15-foot draft have been taken over this bar at high water by local pilots, but strangers should not attempt it.

(569) The anchorage is anywhere in the channel inside of Marshall Point in depths of 23 to 35 feet, good holding ground; there is a clear width of 200 to 250 yards. Good anchorage is also found, in southerly weather, northward of Hupper Island eastward of a line between Blubber Island and Hupper Point in depths of 21 to 24 feet.

(570) The mean range of **tide** is 8.9 feet.

(571) **Ice** usually does not interfere with navigation. In very severe winters the harbor may be frozen over for a short time.

(572) There are entrances from northward on either side of **Raspberry Island**, a small islet about 20 feet high about in the middle of the northern entrance. The passages on both sides of the island have depths of about 5 feet, but they are narrow and difficult and should not be attempted without local knowledge, except in small craft. The easterly channel is best for strangers in small craft. The best water follows the eastern shore at a distance of about 70 yards and passes eastward of a reef which makes eastward from a small islet.

(573) The village of **Port Clyde**, the base of many fishing boats, is on the eastern side of the harbor. The village has no rail connections, but a highway runs to Thomaston. Fields Wharf, 0.5 mile northward of Marshall Point Light, is used by the ferry which maintains mail, passenger, and freight service with Monhegan Island; gasoline and diesel fuel are available at the wharf. The town float, with depths of 5 to 10 feet reported alongside, and a small-craft launching ramp are just northward of the wharf. There are a number of other wharves in the harbor, some with float landings, with depths of 6 to 18 feet alongside. Numerous other wharves are bare. Gasoline, diesel fuel, water, ice, and some marine supplies can be obtained at some of these facilities.

(574) The town **harbormaster**, usually found at the town float, controls moorings in the harbor and enforces local **harbor regulations**. A **speed limit** of 5 mph is enforced.

(575) A general store, hotel, and restaurant are in the village. A small private boatyard, about 0.4 mile northwestward of Fields Wharf, has a machine shop and a marine railway that can handle craft up to 30 feet in length in an emergency only.

(576) **St. George River** entrance is about 9 miles southwestward of Whitehead Island and north-northeastward of Monhegan Island. Marshall Point Light marks the eastern approach, and Franklin Island Light the western. The Georges Islands extend 6 miles south-southwestward from the middle of the entrance, which also is obstructed by numerous ledges and rocks, the most prominent of which are marked. St. George River extends 10 miles in a northeasterly direction to the town of Thomaston, above which it is shallow and of no commercial importance.

(577) The channel depths in the river up to Broad Cove range from about 22 feet to over 80 feet; above this, the depths gradually decrease and the channel narrows to a small stream through extensive flats that bare at low water. From a point about 1 mile below Thomaston, a narrow channel, subject to shoaling, was dredged to a depth of 16 feet. The channel in the upper river is marked by buoys, some of which are uncharted because they are frequently shifted to mark the best water. The sharp bend in the dredged channel near Thomaston is marked by a seasonal light. In June 1984, the controlling depth was 11 feet to the bend at Thomaston, thence 5 feet (11 feet in the right half of the channel) through the bend to the upper wharf just below the bridge. Local knowledge is required to carry the best water.

(578) Good anchorage for large vessels is found eastward of Caldwell Island in depths of 33 to 53 feet, soft bottom; above this, vessels anchor anywhere in the channel

where the depth is not too great, or in Turkey, Maple Juice, Otis, or Broad Coves.

- (579) The mean range of the tide at Thomaston is 9.4 feet. Ice closes the river to navigation from December to March in severe winters. In ordinary winters, it is not usually closed entirely for more than 1 month, although ice sufficient to interfere with navigation may be encountered at any time for a period of 3 months.
- (580) The approach to the entrance of St. George River has very broken and irregular bottom, with numerous ledges bare and submerged. Strangers should proceed with caution and avoid crossing broken areas where the charted depth does not greatly exceed the draft.
- (581) In approaching and entering St. George River no difficulty should be experienced by the navigator closely following the chart and the aids, having due regard for the unmarked dangers, some of which have been described in the preceding paragraphs. The anchorages in the lower river have been described previously. Above the Narrows at Bird Point, there is excellent anchorage near the middle of the river off Otis Cove. Passage in the river above the Narrows should be guided by the chart and the buoys. The safest time is at low water and on a rising tide when the flats are bare.
- (582) The St. George River is a Marine Protected Area (MPA). (See Appendix C, for additional information.)
- (583) **Georges Islands** are a group of islands and rocks extending about 6.5 miles south-southwestward from the middle of the entrance to St. George River. The larger islands are in general wooded, and the smaller ones grassy or rocky; there are few prominent landmarks. Several channels lead between the islands; the most important are Davis Strait, the channel between McGee and Seavey Islands, and the channel northwestward of Caldwell Island.
- (584) **Old Man Ledge** is the most southerly of the dangers. A lighted whistle buoy is about 0.3 mile south of the ledge. **Old Woman Ledge**, 0.6 mile northward of Old Man Ledge, uncovers 3 feet.
- (585) **Burnt Island**, the eastern large island at the south end of Georges Islands, is privately owned, about 160 feet high, wooded, and marked on its summit by a conspicuous lookout tower. At low water there is no passage between Burnt Island and **Little Burnt Island**, just north of the peninsula.
- (586) **Georges Harbor** is between **Allen Island**, 0.5 mile west of Burnt Island, and **Benner Island**, off the northwest side of Allen Island. There is a small settlement of fishermen, and small craft sometimes anchor there. The best water is midchannel in entering the thorofare from northeastward. Entering from southwestward favor the south side. In 1966, a submerged mooring cable, suspended above the bottom, was reported extending across Georges Harbor between Allen Island and Benner Island.
- (587) **Davis Island**, 0.9 mile northwestward of Burnt Island, is grassy and has two knolls with a saddle between. **Davis Strait** is the passage between Davis Island on the south and **Thompson Island** and other small islands on the north. The two southernmost islets on the north side of Davis Strait are grassy, and the others are wooded. The passage is part of the through route used by many vessels drawing 12 feet or less. It is reported that barges drawing 16 feet use this strait. It has ample depth, but **Griffin Ledge**, in midchannel, has a depth of 10 feet over it. On the south side of the ledge is a buoy, and the channel, which is southeastward of this buoy, is only 75 yards wide.
- (588) Between Thompson and Hupper Islands the bottom is very broken, and there are numerous dangers, most of which are marked or visible at some stage of the tide. **The Sisters**, 1.3 miles east of Thompson Island, are two small ledges awash at low water; a buoy is on the northwest side of the ledges. **Old Horse Ledge**, 0.4 mile northwestward of The Sisters, uncovers at low water and is marked by a daybeacon.
- (589) **Outer Shag Ledge**, 0.3 mile westward of Old Horse Ledge, uncovers about 5 feet, and **Inner Shag Ledge**, 0.3 mile west of Outer Shag Ledge, is awash at high water. **Kelp Ledges**, 300 yards west of Hupper Island, are awash at low water. **Gig Rock**, 0.6 mile southwest of The Sisters, is covered 7 feet; a bell buoy is off the northwest side of the rock.
- (590) **Bar Island**, 0.7 mile west of Hupper Island, is low and grassy. There is ample depth in the channel between Bar Island and **Seavey Island** on the northeast and larger McGee Island on the southwest. Some of the dangers are buoyed, but there are unmarked dangers close to the channel. The passage is used by small boats. **Jenks Ledge**, the most westerly danger off the passage, is awash at low water and is marked by a buoy. A submerged obstruction of unknown depth is about 0.3 mile southwestward of the ledge.
- (591) **Deep Cove**, on the eastern shore just north of the northern entrance to Port Clyde, has good anchorage in depths of 21 to 43 feet, soft bottom. A dangerous rock awash is in the north part of the cove, and a 12-foot spot is about 200 yards south. **Caldwell Island** is at the northern end of Georges Islands and the middle of the entrance to St. Georges River.
- (592) **Gay Cove** is a shallow and unimportant cove in the eastern shore of Gay Island, the western point at the entrance of the river. It is reportedly sometimes used by yachts.

- (593) **Pleasant Point Gut** separates Gay Island from the mainland. Its western part is bare at low water. **Pleasant Point**, a village of fishermen, is along the shore of the mainland. There are several lobster wharves, one of which has a depth of 4 feet alongside; the others are bare or have depths of less than 3 feet alongside. Gasoline, oil, and some supplies can be obtained at the float landing with 6 feet alongside. A private wharf is on **Gay Island** on the south side of the harbor. Local small craft are reported to make passage through the western entrance to the gut about half tide. Strangers should not attempt it.
- (594) **Turkey Cove**, on the eastern shore of the river about 1.5 miles above Caldwell Island, has good anchorage in depths of 15 to 27 feet, soft bottom, about midway between the points at the entrance.
- (595) **Maple Juice Cove** is a long, shallow cove on the west shore about 2 miles above Caldwell Island. Good anchorage is found at the entrance in depths of 13 to 24 feet.
- (596) **Otis Cove**, broad but shallow at its head, is on the eastern shore about 1.7 miles above Turkey Cove. There is good anchorage off the entrance in depths of 20 to 27 feet. There are no wharves.
- (597) **Broad Cove**, on the western shore about 4.5 miles above Caldwell Island, is shallow. The village of **Cushing** is near the northern shore. There is a wharf which bares at low water. An aquaculture farm marked by private buoys is in the center of the cove. **Bailey Ledge**, off the southern entrance, is bare at low water and marked on the southeast side by a buoy.
- (598) **Watts Cove** is a shallow cove on the eastern shore opposite Broad Cove. The village of **St. George** is at the head of the north arm of the cove.
- (599) Abandoned **Fort St. George** is on the east side of the river about 1.5 miles above Broad Cove.
- (600) **Thomaston** is a town near the head of navigation on the St. George River. There is no waterborne commerce. Two towers of a cement plant, a large red boatyard building, a church spire at the east end of town, and a railroad bridge across the mouth of Mill River on the east end of the town are conspicuous.
- (601) There are two boatyards at Thomaston. Craft up to 150 feet can be built, and hull and engine repairs can be made. Open and covered dry winter storage facilities are also available. The public landing has a float landing with 15 feet reported alongside and a small-craft launching ramp. Gasoline, diesel fuel, water, dry open and covered winter storage, limited marine supplies, and hull and engine repairs are available at marinas on either side of the river just below the bridge. The **harbormaster** can be contacted through the Thomaston Police Department.
- (602) St. George River is crossed at Thomaston, above the wharves, by a fixed highway bridge with a clearance of 5 feet; the nearby overhead power and telephone cables have a clearance of 40 feet.
- (603) Two fixed bridges, a railroad and a highway bridge, cross the river about 2 miles above the bridge at Thomaston; least clearance is 5 feet. The piles of a former wooden bridge just below the railroad bridge project about 5 feet above the river bottom and form obstructions in the channel. There is little traffic, except for small boats, in this part of the river. The fixed railroad bridge across the mouth of **Mill River**, east of Thomaston, has a clearance of 25 feet for a width of 28 feet.