

























### Channels

- (167) Two deep natural channels lead into the harbor. The easterly and widest leads between Spruce Point on the east, and Squirrel, Burnt, and Mouse Islands on the west. The westerly one leads between those islands and Southport Island on the west, but is narrow in places. Most of the dangers are marked and have been described. The chart and the aids if carefully followed should be sufficient guidance for strangers to enter at any time.

### Anchorage

- (168) Anchorage can be found in 24 to 42 feet for large vessels in the outer harbor northward of Tumbler Island and off McKown Point. The inner harbor has depths of 6 to 24 feet. The anchorage most used by small craft is on the northwest side of the inner harbor, northeastward of McFarland Island, where there are general depths of 10 to 12 feet, when clear of the ledge around the island.
- (169) Most craft anchor off the wharves, but there are numerous private moorings, guest moorings maintained by the yacht clubs, and those for hire by the various service facilities. However, it is sometimes difficult to secure adequate swinging room.

### Dangers

- (170) The approaches to the harbor are generally deep and clear with most of the dangers marked. **Tumbler Island Ledge**, off the west side of Spruce Point, covered 9 feet, is marked on its west side by a buoy. A lighted buoy, about 225 yards west-northwestward of **Tumbler Island**, marks the ledges extending westward and northwestward of the island. The wooded island has a house and a prominent flagpole on it, and a pier with float landing extends from its northeastern end.
- (171) The passage between Tumbler Island and Spruce Point should not be attempted by strangers as it is shoal and foul; strangers should not anchor there.
- (172) **Clam Rock**, about 700 yards northeastward of Tumbler Island, close to shore, is unmarked, as are 10- and 12-foot rocky ledges, 250 yards southwestward, and 150 yards westward, respectively, of the rock. A 14-foot rocky ledge, about 300 yards southwestward of **McFarland Island** is unmarked, but the ledges surrounding the island are marked on the south side by a lighted buoy.

### Caution

- (173) In summer the inner harbor is nearly filled with all types of fishing and pleasure craft. At night, many of these are often unlighted, and great care should be exercised in approaching the anchorage to avoid fouling them or any of the numerous unoccupied moorings,

which also are often unlighted. The footbridge across the head of the harbor has a small drawspan with a clearance of 4 feet.

### Tides and currents

- (174) The mean range of tide is 8.8 feet. Tidal currents have little velocity in the harbor.

### Ice

- (175) In severe winters, ice occasionally obstructs navigation above Tumbler Island during February and March. In normal winters the harbor is free of ice to the footbridge.

### Pilotage, Boothbay Harbor

- (176) Pilotage is compulsory for all foreign vessels and U.S. vessels under registry with a draft of 9 feet or more. Pilotage is optional for fishing vessels and vessels powered predominantly by sail. Pilots are available to take all vessels through restricted or difficult passages such as the inside passage through Townsend Gut and Sasanoa River to the Kennebec River. The pilots address is Shipping Services Inc., P.O. Box 104, Southport, ME 04576-0104; telephone, 207-633-3666; FAX 207-633-5641, e-mail: knnbcshpplt@clinic.net; radiotelephone, VHF-FM channels 16 and 13. The pilots also serve vessels transiting through Kennebec River to Bath, Sheepscot River to Wiscasset, and Boothbay Harbor. The pilot station monitors radiotelephone VHF-FM channel 13 when expecting traffic. The pilot boat monitors VHF-FM channels 13 and 16, and works channels 11, 13, 16, and 80A. The pilot boarding station is one mile south of Cuckolds Light. The pilot boat description varies; mariners should ask the pilot before arrival. The pilot boat will display the standard running lights; sometimes an escort tug, if needed, is used. The pilot boarding location varies according to the sea condition. When needed, the ship's pilot ladder should be rigged one meter above the water. A 48-hour and a 24-hour advance notice of arrival is requested from the vessel's agent. Kennebec and Sheepscot Rivers are normally daylight pilotage only. In the Kennebec River, depending on the vessel's size, night transits are sometimes made by radar. Boothbay Harbor pilotage is available anytime.
- (177) Portland Pilots, Inc. serves Kennebec River: telephone 207-774-5623, FAX 207-774-5683. Bath Iron Works Pilot is at the telephone and Fax numbers mentioned earlier for Shipping Services, Inc.

### Towage

- (178) Tugs are stationed at Bath and Southport. Contact the pilots for tug service.



- fixed span with a clearance of 6 feet. East of the north end of the bridge is a former fish wharf with a depth of 17 feet alongside, at which large yachts are moored for winter storage. There are several boatsheds and float landings in the cove.
- (196) **Southport** is a village and summer resort on the west side of the gut near the western end. There are numerous float landings on both sides.
- (197) **Hodgdon Cove**, on the northeast side of the Gut opposite Southport, is shoal and foul at the head and around the edges with numerous sunken rocks, but affords good sheltered anchorage in from 12 to 27 feet, mud bottom, in the middle of the outer part of the cove.
- (198) **Moffat Cove** is just northwestward of Hodgdon Cove on the east side of the Gut. Good anchorage in 10 to 22 feet with a mud bottom is available.
- (199) **Cameron Point Light 7** (43°51'05"N., 69°40'06"W.), 24 feet above the water, shown from a white skeleton tower with a green square daymark, marks the ledge extending northward from **Cameron Point**, the northern extremity of Southport Island. A ledge which uncovers 1 foot extends southward from **Indiantown Island** and is marked at the south end by a buoy.
- (200) **Isle of Springs**, 0.6 mile northwest of Cameron Point, is a summer resort at the north end of Townsend Gut. The island is wooded and has an elevated tank at its summit. The ledge extending off the north end of the island is marked by a daybeacon. There is a wharf with float landing, with 10 feet alongside, on the northeastern side of the island from which, in summer, a private motorboat ferry runs north to Clam Cove, at the southwest end of Sawyer Island.
- (201) **Sawyer Island**, northward of Isle of Springs, is connected to the mainland by a highway bridge at its southeast corner which has a fixed span with a clearance of about 2 feet. The current is strong in this locality. It is also connected at the northeast end to the south end of Hodgdon Island by a fixed highway bridge which has a 35-foot fixed span with a clearance of 6 feet.
- (202) **Goose Rock Passage** leads from Sheepscot River into Sasanoa River northward of MacMahan Island, and forms a part of the inside route. It has ample depth, but is narrow in places; principal dangers are marked.
- (203) At the western end of the passage, **Goose Rock Passage Light 5** (43°50'56"N., 69°43'15"W.), 16 feet above the water and shown from a white triangular tower with a green square daymark on a caisson, marks the best water through the passage and into Knubble Bay. **MacMahan Island Ledge**, a drying reef off **Northeast Point** on **MacMahan Island**, is marked by a daybeacon. **Sixfoot Rock**, off the northwest corner of the island, is marked by a buoy on its north side.
- (204) **Boiler Rock**, covered 3 feet and marked by a buoy on its southeast side, is at the western end of the passage. This buoy is reported to tow under during the strength of the current. **Goose Rock**, a bare rock on a ledge which uncovers and gives the passage its name, is about 150 yards northwestward of Boiler Rock. Intensified beams of Goose Rock Passage Light 5 mark the best water through the passage and northwestward into Knubble Bay and Sasanoa River.
- (205) **Little Sheepscot River** is a narrow passage westward of MacMahan Island leading from Sheepscot River into Sasanoa River. The channel is narrow, being less than 50 yards wide at its narrowest part. The best entrance from the southward is west of **Turnip Island**. Craft of more than 4-foot draft should avoid passing through the channel between Turnip Island and the southern end of MacMahan Island at low water.
- (206) Little Sheepscot River is marked by a buoy about midway through the passage, west of **MacMahan Ledge**. Another buoy at the northern end, marking Sixfoot Rock, should be passed well to westward when entering Goose Rock Passage from Little Sheepscot River. There is an unmarked drying ledge, with two rocks which uncover 4 feet, on the west side of the channel, about 200 yards south-southwest of the buoy marking MacMahan Ledge. Two float landings are on MacMahan Island eastward of it.
- (207) **MacMahan** is a summer resort on the west side of MacMahan Island.
- (208) **Sasanoa River**, part of the Inside Passage from Booth Bay to Bath, is an estuary leading from Sheepscot River to Kennebec River, north of Georgetown and Arrowsic Islands. It has numerous coves and bays, none of which are of commercial importance, making off northward and southward. The general trend of this river is northwest and southeast.
- (209) The principal coves and bays making southward are **Robinhood Cove**, **Riggs Cove**, and **Hall Bay**. Northward are **Heal Cove** and **Hockomock Bay**. **Montsweag Bay** and **Brookings Bay** lead northward from Hockomock Bay. Montsweag Bay separates Westport Island from the mainland and joins the Sheepscot River at Wiscasset through Back River.
- (210) **Knubble Bay** is the broadest part of the river after passing Robinhood Cove and the **Knubble**, before entering Hockomock Bay when coming from eastward.
- (211) **Lower Hell Gate** is the crooked passage from Knubble Bay into Hockomock Bay. **Upper Hell Gate**, about 2 miles from the western entrance to the river, is the narrowest part, about 60 yards wide. A daybeacon marks a rock on the southwest side of Upper Hell Gate.
- (212) **Halftide Ledge**, about 400 yards southeastward of Upper Hell Gate, is marked by a daybeacon. In 1958, shoaling to 4 feet was reported about 50 yards south of the daybeacon. A rock awash at low water was also reported on the southern side of the channel about 150





































































