THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

WEST QUODDY HEAD TO NEW YORK

Mercator Projection
Scale 1:675,000 at Lat. 43°

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

(For offshore navigation only)
Detail in general within the 10 fathom curve is not shown on this chart except for off lying shoals and islands.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

ADRO aeronautical
Al alternating
Bl black
Bn beacon
C can
Dia diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
N nun
MORO RR microwave tower
Mar marker
Mo morse code
N nun
OBSC obscured
Os occulting
Or orange
Pil pile
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
Q quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Bds boulders
bk broken
Cy clay
Co coral
G gravel
Gn green
gr gritty
h hard
M mud
Oys oysters
Rk rock
S sand
sc soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
Pk position approximate
PD position doubtful
Rep reported
Subm submerged
JL fetlock, rock, obstruction, or shoal swept close to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the U.S. Coast Guard, British Admiralty and Canadian charts.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilots 1, 2, & 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA, and 5th Coast Guard District in Portsmouth, VA, or at the Office of the District Engineer, Corps of Engineers in Concord, MA, or the office of the District Engineer, Corps of Engineers in New York, NY.
Refer to charted regulation section numbers.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CURRENT DIAGRAM
GEORGES BANK AND NANTUCKET SHOALS
Explanation
Hourly directions and velocities of tidal currents at twenty-two stations are shown by arrows. The length of the arrow from the center of the circle represents the average velocity on a scale of one inch equals two knots. The figures at the arrow heads are the hours after the time of maximum flood at Pollock Rip Channel, the daily predicted times of which are given in the National Ocean Service Atlantic Coast Current Tables. The velocities plotted should be increased by 20 percent when the moon is full or new and decreased by 20 percent when the moon is in first or third quarters. For effect of wind on tidal currents, see Current Tables, Atlantic Coast.

SCALE OF VELOCITIES
0 1 2 KNOTS

NOTE D
AREA TO BE AVOIDED
All vessels carrying cargoes of oil or hazardous materials and all other vessels of more than 1,000 gross tons should avoid the area (MSC 6/O XLI/6/18).

NOTE G
Trawlers or other vessels should exercise caution while dragging the ocean floor within a 6.7 mile radius of Isles of Shoals Light since it is known that JATO racks and associated debris exist in the area.

NOTE I
TRAFFIC SEPARATION SCHEMES
One-way traffic lanes overprinted on this chart are recommended for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to Portland Harbor and New York Harbor and the approach to Narragansett Bay, Buzzards Bay and Boston Harbor and for routing traffic through areas of navigational difficulty or danger, or where traffic tends or after the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.
The recommended route in the Bay of Fundy has been established by the Department of Transport, Canada. See large scale Canadian charts.

NOTE B
PRECAUTIONARY AREAS
Traffic within the Precautionary Areas may consist of vessels operating between Portland, Boston, or New York Harbors, or Buzzards Bay, and one of the established traffic lanes. Mariners are advised to exercise extreme care when navigating within these areas. The normal pilot cruising area located within the precautionary area for New York Harbor is not shown on this chart. See chart 12326.

MAGNETIC VARIATION
Magnetic variation curves are for 2012 derived from 2010 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing; if annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

NOTE H
Recommended routing to reduce the likelihood of ship strikes of endangered whales are in effect within this area, but are not depicted on this chart. See larger scale charts.

NOTE J
AREA TO BE AVOIDED
In order to significantly reduce the risk of ship strikes to the highly endangered North Atlantic Right Whales, ships of 300 gross tons and above should avoid the Roseway Basin Area, bounded by, and through July 31st, Reference IMO SN/Circ.232, where the boundary of the Area to Be Avoided (ATBA) is co-linear with the boundary of the Traffic Separation Scheme on the boundary of the Mandatory Ship Reporting Area, it has been offset slightly for clarity.

NOTE E
LOCAL MAGNETIC DISTURBANCE
An area of magnetic disturbance exists about 4 miles south of Southwest Head Grand Manan Island.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

NOTE F
FIRING PRACTICE AND EXERCISE AREAS
Limits of Canadian Firing Practice and Exercise Areas. See Canadian Notice to Mariners No. 36 of each year.

NOTE C
RECOMMENDED SEASONAL AREA TO BE AVOIDED
This area has been established in order to reduce the risk of ship strikes of the endangered North Atlantic right whale. It is recommended that ships of 300 gross tonnage and upwards solely in transit during the period of 1 June through 31 December should avoid the area. (MSC IMO SN / Circ.232)

NOTE K
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary of the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

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

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NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See NOAA Nautical Bulletin 1-Dumping Sites for Dredged Material. Recent hydrographic survey dates may have reduced the depths shown. The U.S. Food and Drug Administration and the National Marine Fisheries Service advise all commercial and recreational fishermen to avoid harvesting fish and shellfish from the vicinity of the industrial waste site due to the undetermined location of numerous toxic waste and low level radioactive waste containers.

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

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

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○(Accurate location) ◎(Approximate location)

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary of the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

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CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district for the dates shown in the lower left-hand corner of this chart. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left-hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 10/20/2015. Cleared through:
LNM: 4115 (10/13/2015), NM: 4215 (10/17/2015), CHS: 0915 (9/25/2015)

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If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282

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SOUNDINGS IN FATHOMS

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COAST SURVEY

FATHOMS
FEET
METERS

West Quoddy Head to New York
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