THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

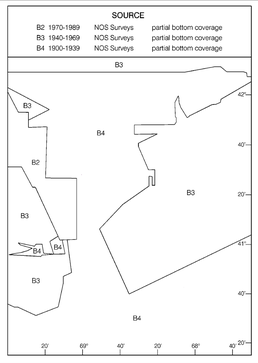
GEORGES BANK
WESTERN PART
SPECIAL CHART FOR FISHING INDUSTRY

Mercator Projection
Scale 1:220,000 at Lat. 41°10'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Formerly NOS 13204B, C&GS 6128. 1st Ed. Nov.1963 KAPP 2152

SOURCE			
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

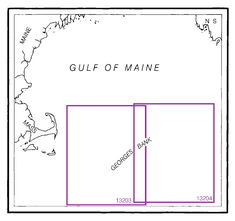


SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.



CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

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

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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).

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.

NOTE C

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 IMO XLIII/18).

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.

For Symbols and Abbreviations see Chart No. 1

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Georges Shoal	(41°42'N/67°46'W)	4.5	4.3	0.1
Davis Bank, Nantucket Shoals	(41°08'N/69°39'W)	1.5	1.3	---

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

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 E

AREA TO BE AVOIDED

In order to significantly reduce the risk of ship strikes to the highly endangered North Atlantic Right Whale, ships of 300 gross tons and above should avoid the area between the period of April 1st through July 31st. Reference IMO Sn/Circ. 272.

Where the boundary of the Area to Be Avoided (ATBA) is co-linear with the boundary of the Traffic Separation Scheme or the boundary of the Mandatory Ship Reporting Area, it has been offset slightly for clarity.

NOTE D

PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

WARNING

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

NOTE B

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 Boston Harbor and New York Harbor, but are not intended in any way to supersede or alter the applicable Rules of the Road. The separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. The separation zones should not be used except for crossing purposes. When crossing traffic lanes and the separation zones use extreme caution. See charts 12300, 12326, 13200, and 13267.

CURRENT DIAGRAMS

GEORGES BANK AND NANTUCKET SHOALS

Explanation

Hourly directions and velocities of tidal currents at six 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 — 1 0 1 2 KNOTS

SOUNDINGS IN FATHOMS

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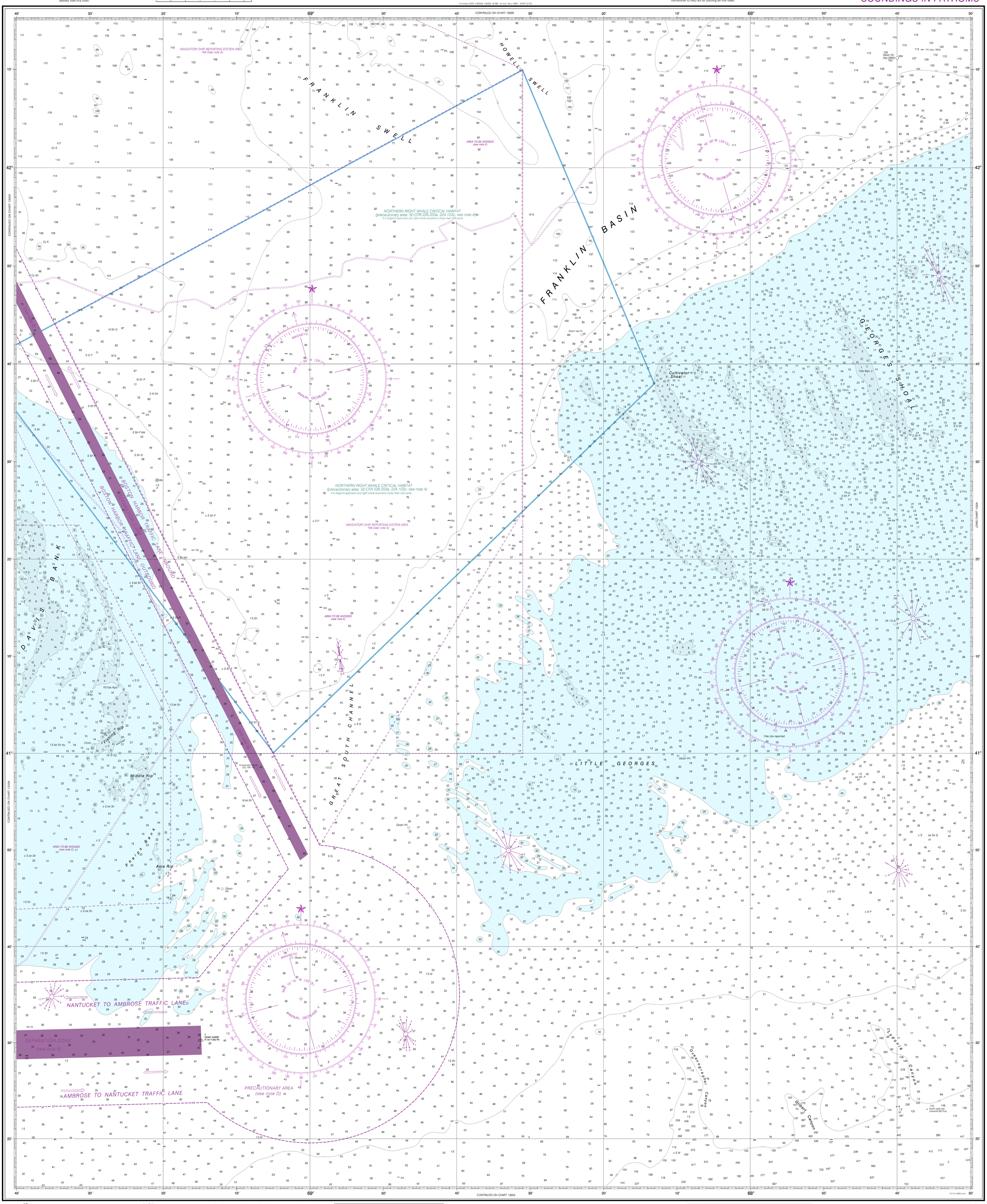

14th Ed., May. /13
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Last Correction: 6/27/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4816 (11/26/2016), CHS: 1016 (10/28/2016)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

CAUTION

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

SOUNDINGS IN FATHOMS

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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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	18	19	20	21	22	23	24	25	26	27	28	29	30	31			

Georges Bank, Western Part
SOUNDINGS IN FATHOMS-SCALE 1:220,000

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