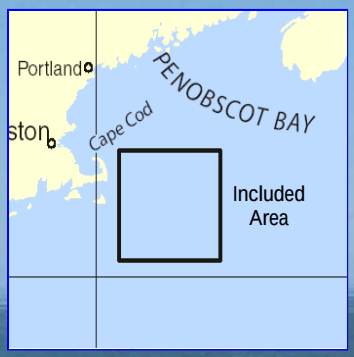
# BookletChart™

## Georges Bank – Western Part

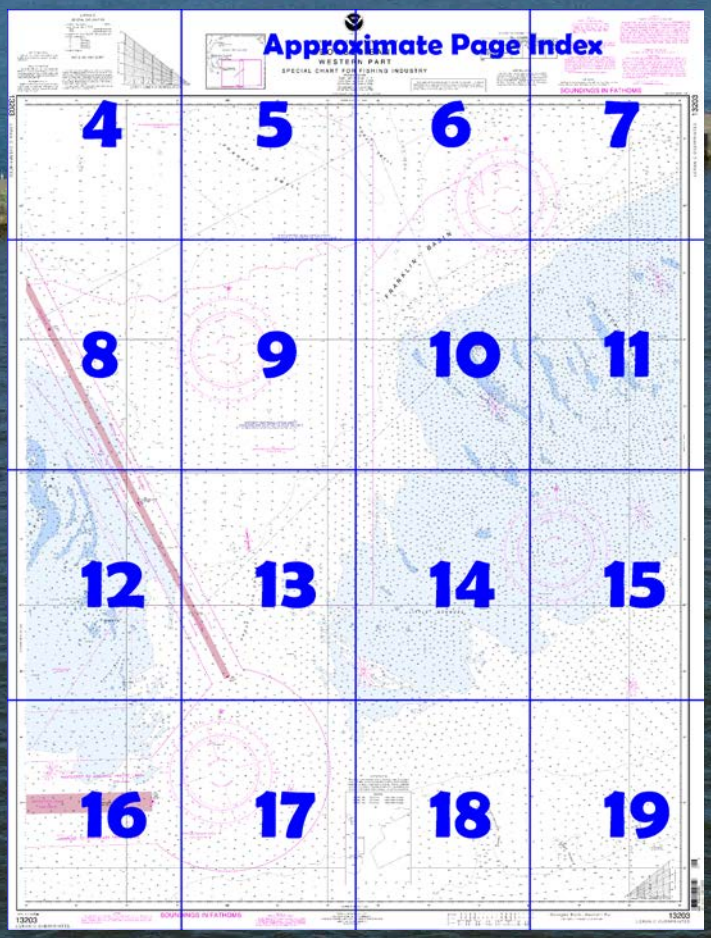
**NOAA Chart 13203**

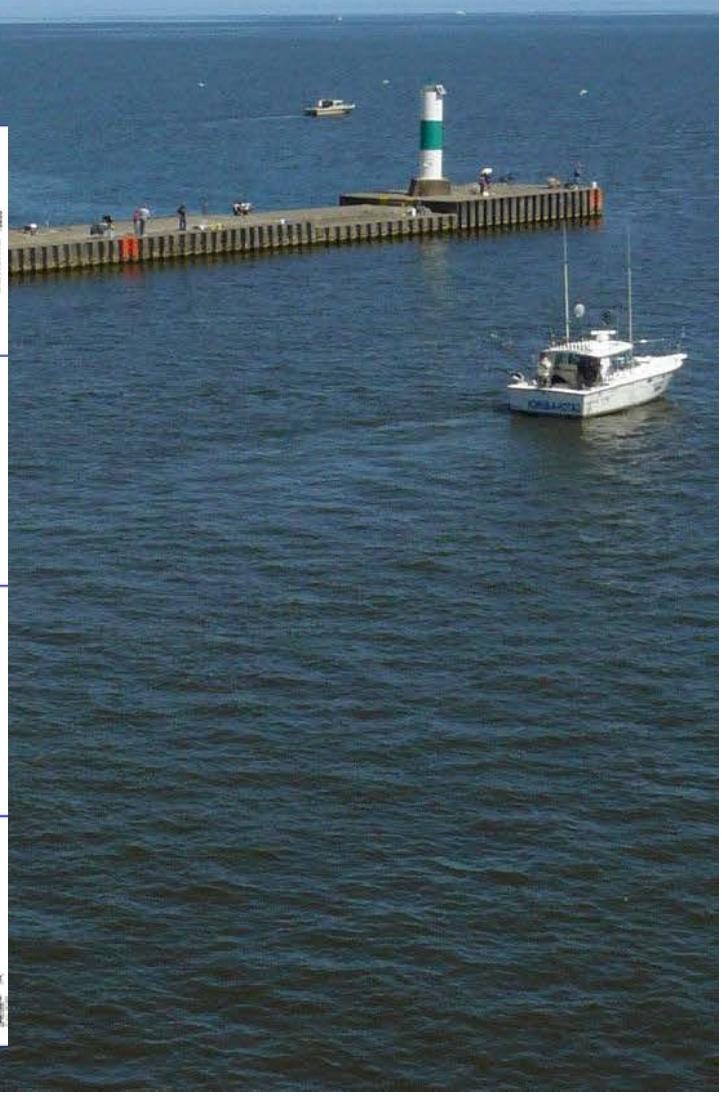
### *A reduced-scale NOAA nautical chart for small boaters*

***When possible, use the full-size NOAA chart for navigation.***




- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



***Published by the***
***National Oceanic and Atmospheric Administration***
***National Ocean Service***
***Office of Coast Survey***
***www.NauticalCharts.NOAA.gov***
***888-990-NOAA***

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

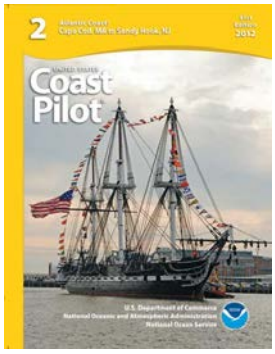
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13203.

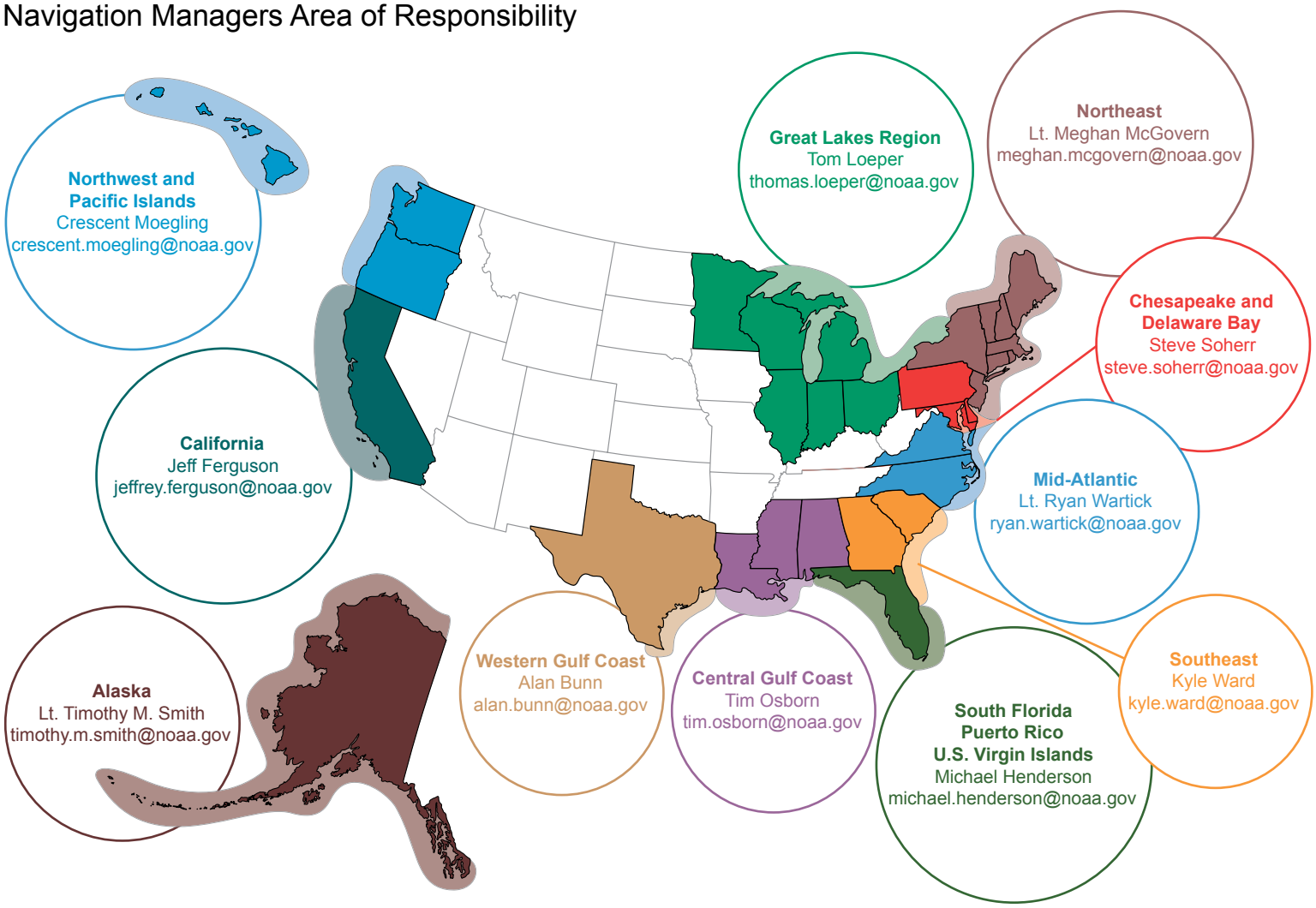



**(Selected Excerpts from Coast Pilot)**
**Georges Bank**, east of Cape Cod, is an extensive bank with depths of less than 50 fathoms that extend over 150 miles northeastward from the offshore end of Nantucket Shoals.
In heavy weather the danger area is the oval-shaped top of the bank, which is about 80 miles long in a northeast-southwest direction and 50 miles in maximum width. The bottom in this area is extremely broken and irregular, with a great number of ridges and shoal spots having depths of less than 10 fathoms. Between these shoals are channels of varying widths and depths of about 20 fathoms may be found. All of this area lies within the 30-fathom curve, and so much of it has depths of less than 20 fathoms that it may be considered to lie within a generalized 20-fathom curve. On the southeast side of the bank, outside the 20-fathom curve, the water deepens gradually and with such regularity that soundings would be of considerable value in approaching the bank. On the northwest side the water deepens more rapidly.
The two principal dangers on Georges Bank are Georges Shoal and Cultivator Shoal, which are near the center of the danger area. Around these shoals the sea breaks in depths of 10 fathoms during heavy weather, and the locality should be avoided by deep-draft vessels. Endangered North Atlantic right whales may occur along the northern edge of Georges Bank (peak season: March through July).
**Georges Shoal** is a ridge about 16 miles long on which are several shallow depths of 1½ to 3½ fathoms. A submerged obstruction, the remains of an old Texas tower, is on the shoal in 41°41.8'N., 67°46.4'W.
**Cultivator Shoal,** near the western end of Georges Bank, is a ridge nearly 15 miles long, on which depths of 3 to 10 fathoms are found. The 3-fathom spot is near the north end of the shoal. In 1980, a submerged obstruction was reported about 8.7 miles northwest of the 3-fathom spot in about 41°43'N., 68°23'W.; vessels engaged in bottom operations are advised to exercise caution in the area.
The entire area within the 20-fathom curve has an extremely broken bottom. There are numerous ridges and shoal spots on which depths dangerous to navigation may be found. These shoal spots generally have steep sides, and soundings give very little or no indication of their existence. Tide rips and swirls, as well as overfalls, are common in the vicinity of these spots, but are not always visible. They show best with a smooth sea and with the current flowing in certain directions. These disturbances are not usually over the shoalest depths, but are commonly alongside them. Small, detached overfalls may be seen in 20 fathoms of water. The tidal currents are rotary with no period of slack water. The velocity at strength is about 2 knots, and the velocity of the minimum current which occurs about midway between the times of strength is about 1 knot. The flood sets northward, and the ebb southward. The hourly velocities and directions of the tidal current are shown by means of current roses on charts 13200 and 13204.
Between the 50-fathom curve at the eastern end of Georges Bank and the outer 50-fathom curve on Browns Bank to the northeastward is a trough about 25 miles wide.
**Nantucket Shoals** is the general name of the numerous different broken shoals which lie southeastward of Nantucket Island and make this one of the most dangerous parts of the coast of the United States for the navigator. These shoals extend 23 miles eastward and 43 miles southeastward from Nantucket Island. They are shifting in nature and the depths vary from 3 and 4 feet on some to 4 and 5 fathoms on others, while slues with depths of 10 fathoms or more lead between those farthest offshore. The easterly edge of the shoals has depths of 3 and 4 fathoms in places.
When possible Nantucket Shoals should be avoided entirely by deep-draft vessels (see Area to be Avoided, following) and by light-draft vessels without local knowledge because of the treacherous currents. There are, however, channels through these various shoals which can be negotiated with local knowledge and caution. At slack water in calm weather these shoals are sometimes difficult to see and a vessel is liable to be taken into shoaler water than was intended.

**U.S. Coast Guard Rescue Coordination Center**
**24 hour Regional Contact for Emergencies**

| | | |
|---|---|---|
| RCC Boston | Commander<br>1st CG District<br>Boston, MA | (617) 223-8555 |

# Navigation Managers Area of Responsibility




**NOAA's navigation managers** serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

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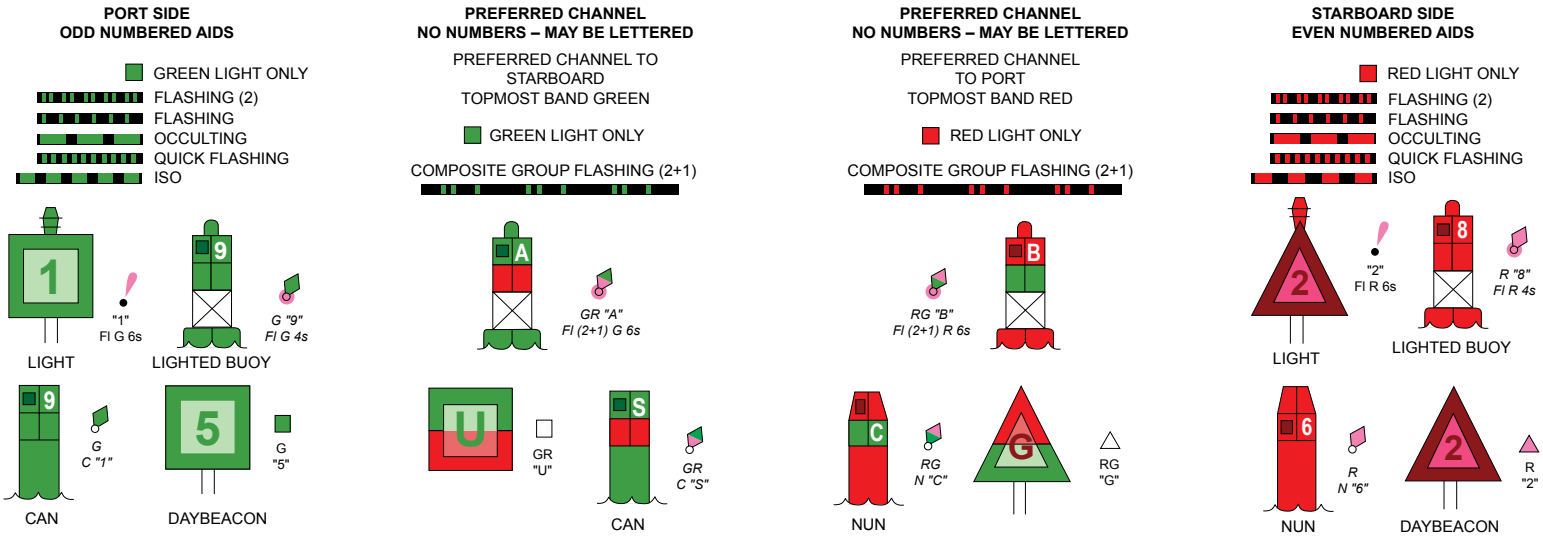
# Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers




For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.
These volumes are available online at *http://www.navcen.uscg.gov*

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

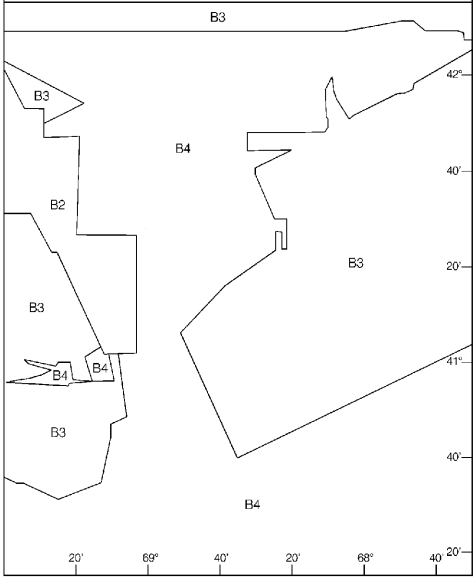
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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.

SOURCE

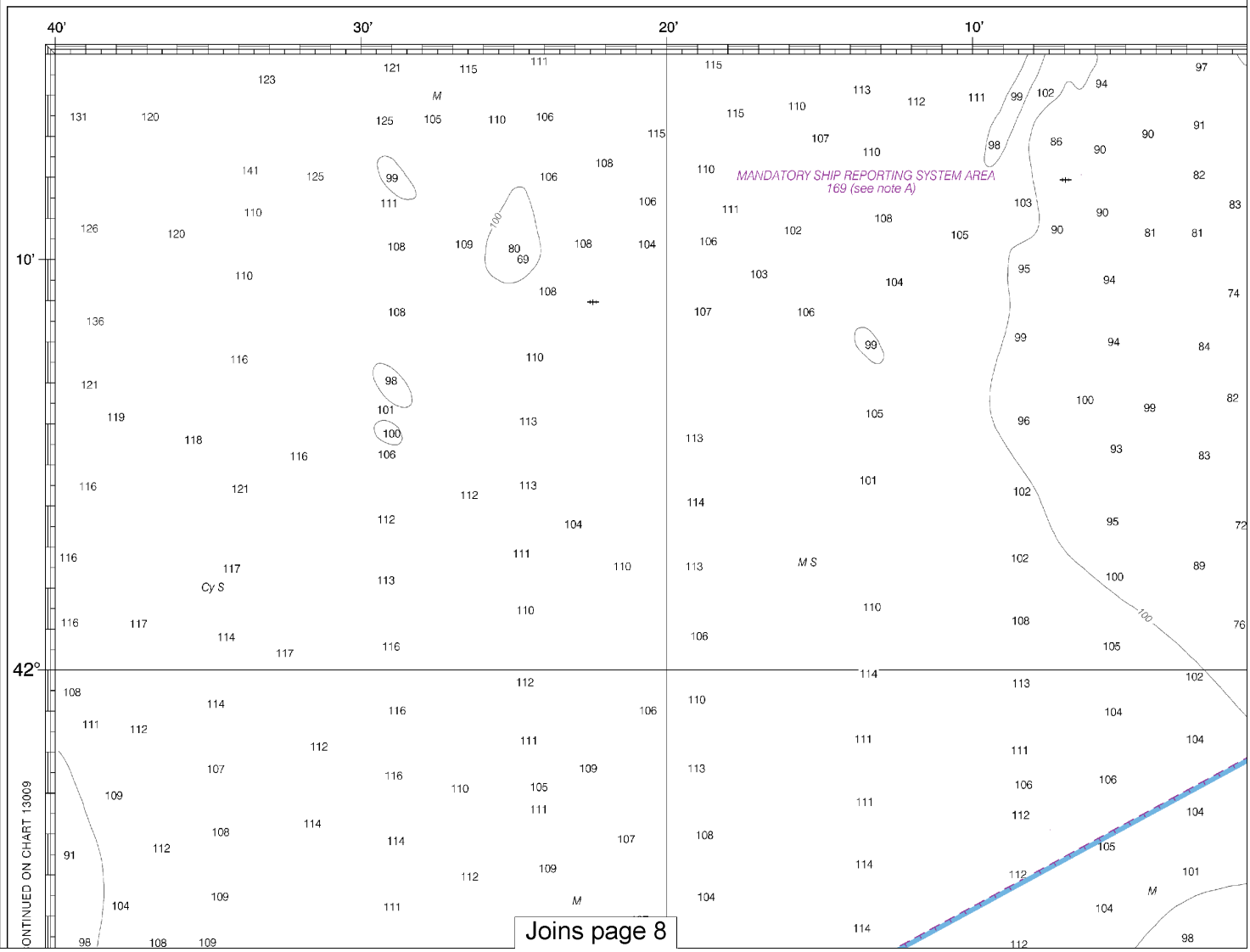
| | | | |
|---|---|---|---|
| B2 | 1970-1989 | NOS Surveys | partial bottom coverage |
| B3 | 1940-1969 | NOS Surveys | partial bottom coverage |
| B4 | 1900-1939 | NOS Surveys | partial bottom coverage |




The outlined areas r
survey information tha
banded in this diagra
by the U.S. Army Co
not shown on this dia

Hydrography an
Survey, with additi

13203




Joins page 8

4

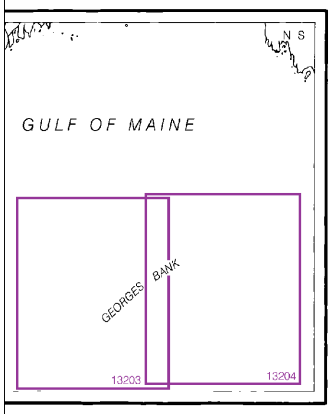
Note: Chart grid lines are aligned with true north.

SOURCE DIAGRAM

represent the limits of the most recent hydrographic
hat has been evaluated for charting. Surveys have been
ram by date and type of survey. Channels maintained
orps of Engineers are periodically resurveyed and are
iagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

nd topography by the National Ocean Service, Coast
itional data from the U.S. Coast Guard.




THE NATION'S CHARTMAKER SINCE 1807

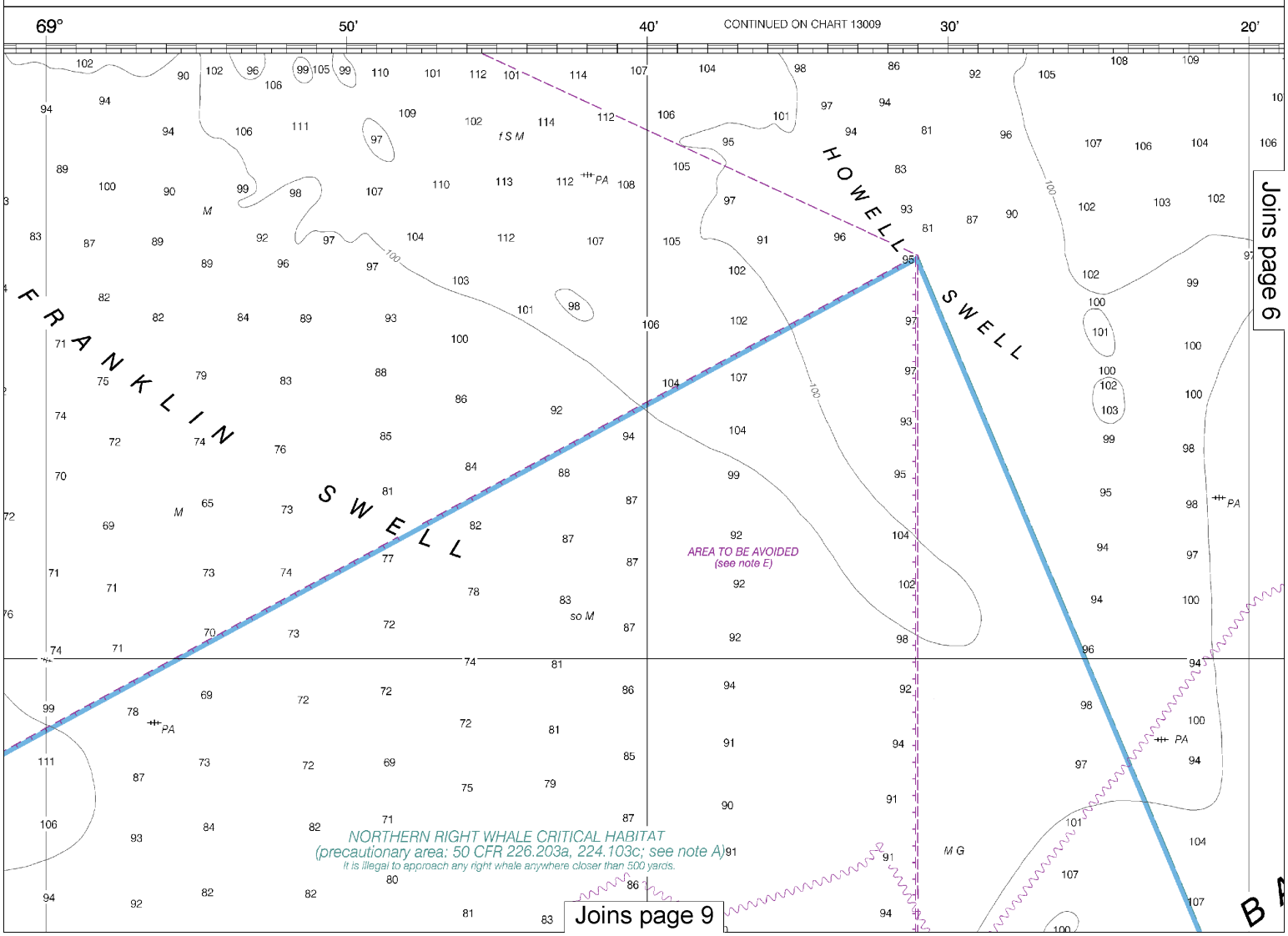
UNITED STATES - EAST COAST

# 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 612B, 1st Ed. Nov.1963 KAPP 2152




This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:293333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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 612B, 1st Ed. Nov.1963 KAPP 2152

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| PLACE |
| --- |
| NAME |
| Georges Shoal<br>Davis Bank, Nantucket Shoals |
| Dashes (- - -) located in datum columns in<br>tide predictions, and tidal current predictio |

(Mar 2013)

The horiz
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System of 19
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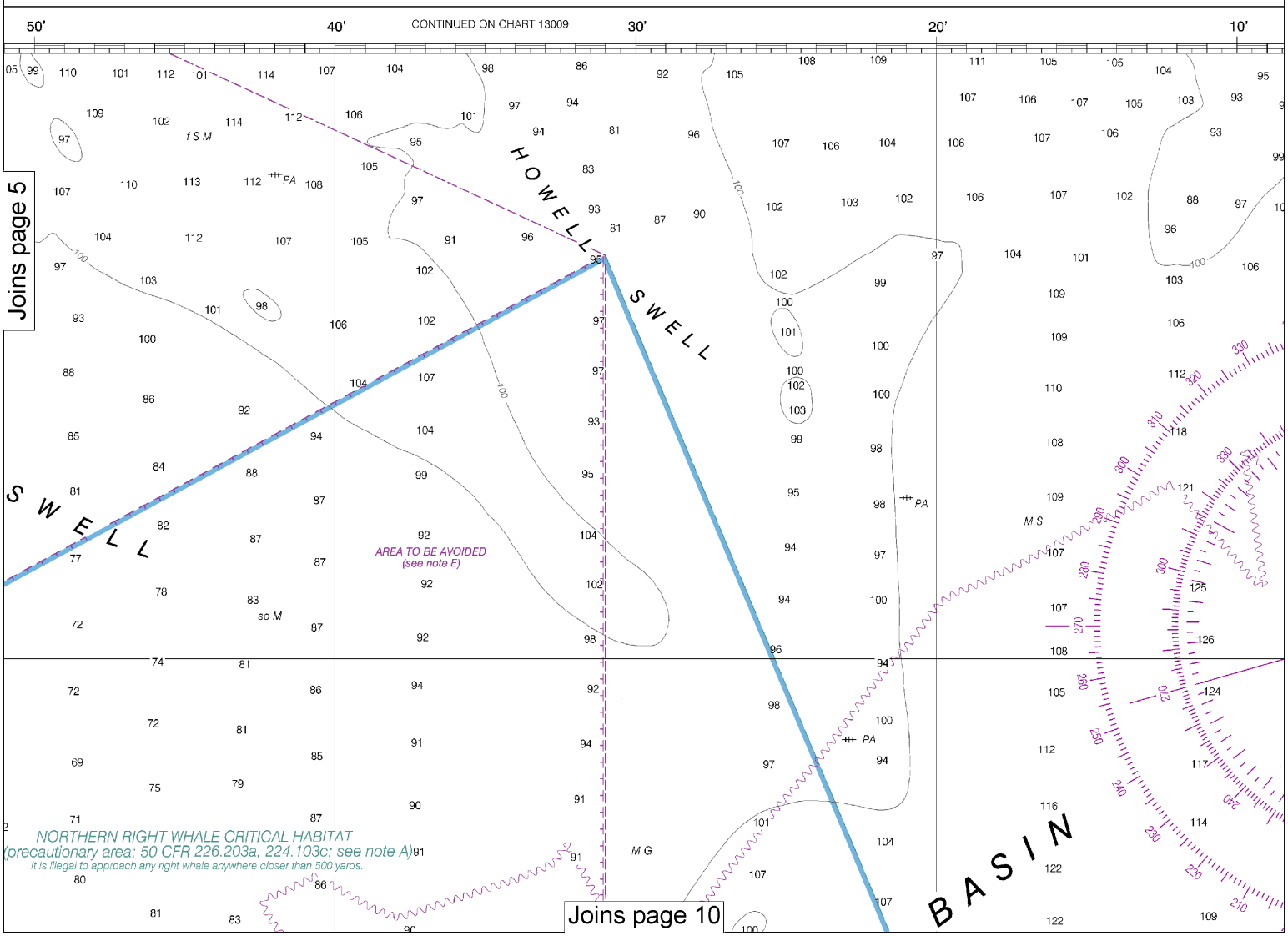
conversion t




6

Note: Chart grid lines are aligned with true north.

NOTE C
AREA TO BE AVOIDED

vessels carrying cargoes of oil or hazard-
aterials and all other vessels of more than
gross tons should avoid the area (MSC
KLIII/18).

CAUTION

Temporary changes or defects in aids to
gation are not indicated on this chart. See
l Notice to Mariners.
During some winter months or when endan-
d by ice, certain aids to navigation are
iced by other types or removed. For details
U.S. Coast Guard Light List.

ymbols and Abbreviations see Chart No. 1

TIDAL INFORMATION

| | Height referred to datum of soundings (MLLW) | | |
|---|---|---|---|
| (LAT/LONG) | Mean Higher High Water | Mean High Water | Mean Low Water |
| | feet | feet | feet |
| (41°42'N/67°46'W) | 4.5 | 4.3 | 0.1 |
| (41°08'N/69°39'W) | 1.5 | 1.3 | --- |

s indicate unavailable datum va ues for a tide station. Real-time water levels,
tions are available on the Internet from: h.tp://tidesandcurrents.noaa.gov.

HORIZONTAL DATUM

izontal reference datum of this chart is North
Datum of 1983 (NAD 83), which for charting
s considered equivalent to the World Geodetic
984 (WGS 84). Geographic positions referred
th American Datum of 1927 do not require
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

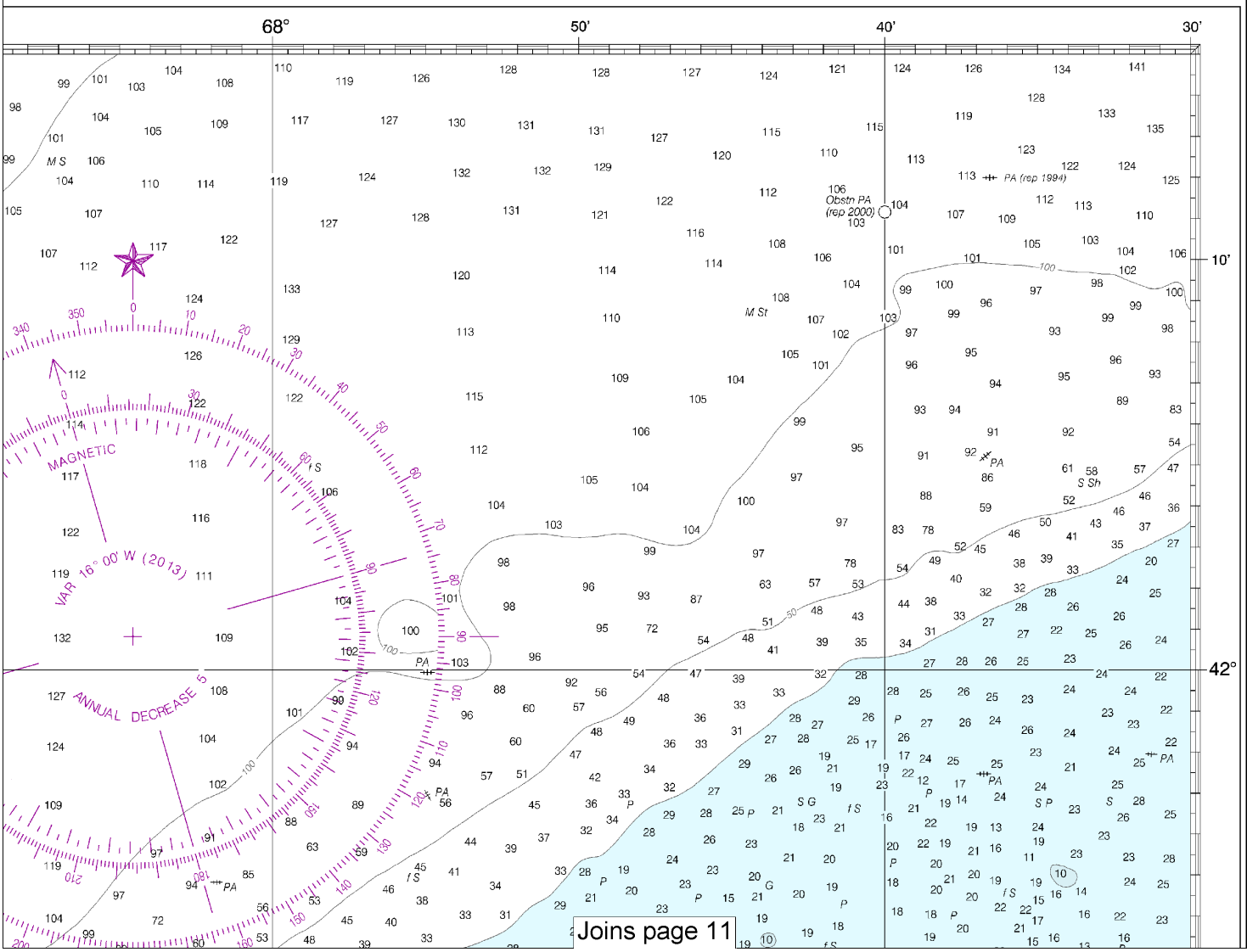
Hourly directions and velocities of tidal currents at six stations are shown by arrows. The length of the arrow from the center of the circle represents the average velocity on a scale of one inch equals two knots. The figures at the arrow heads are the hours after the time of maximum flood at Pollock 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

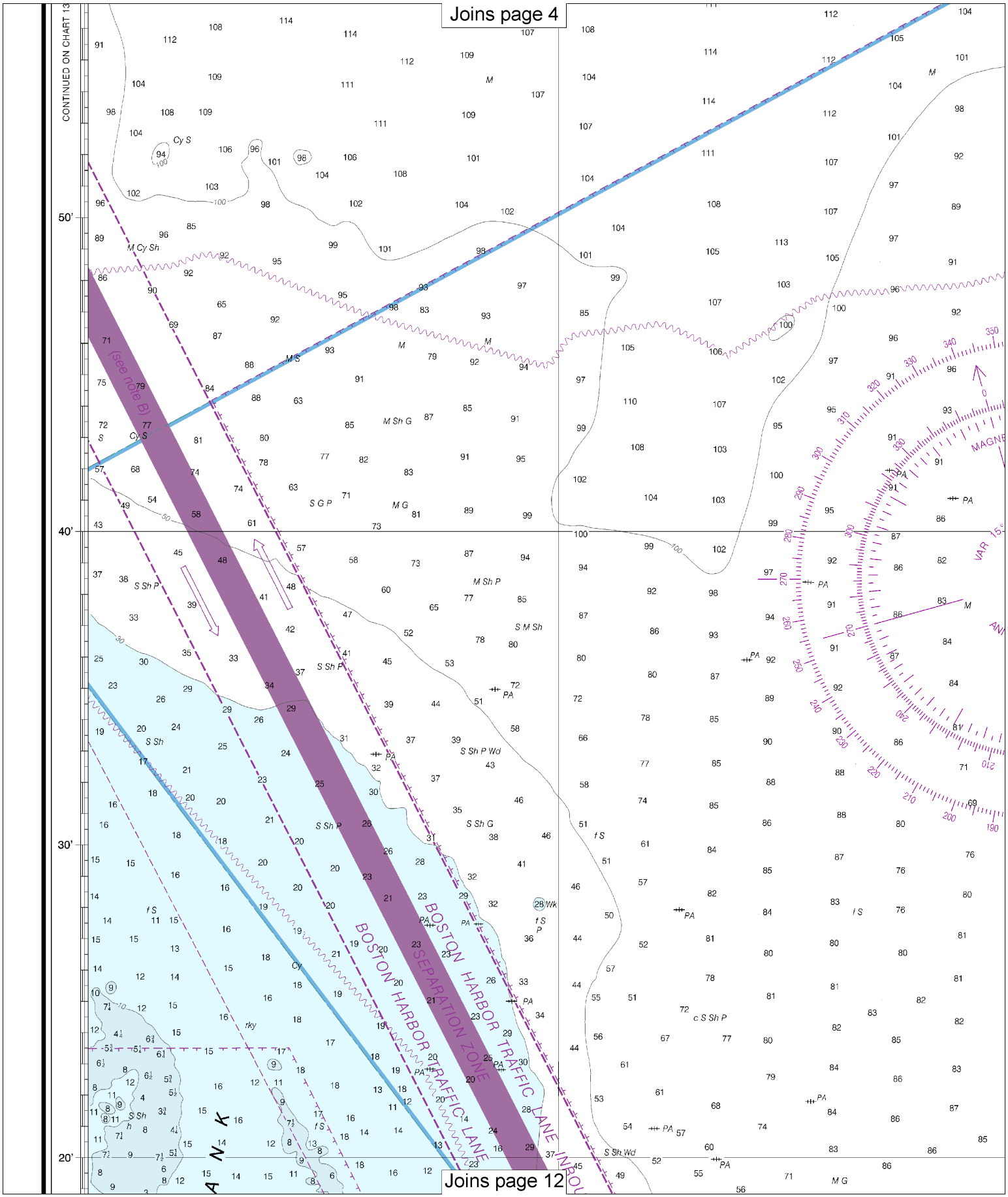
13203




Joins page 11

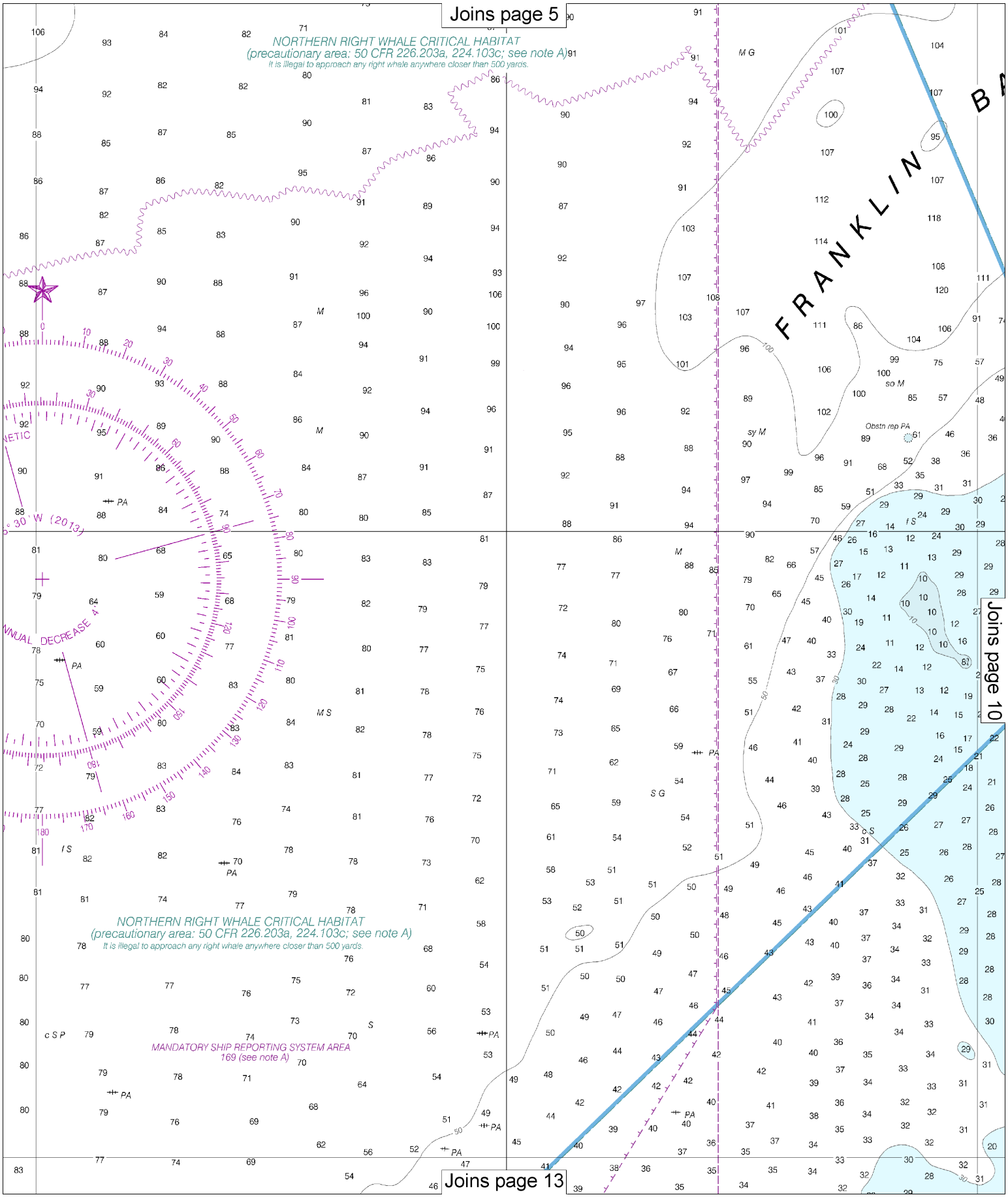


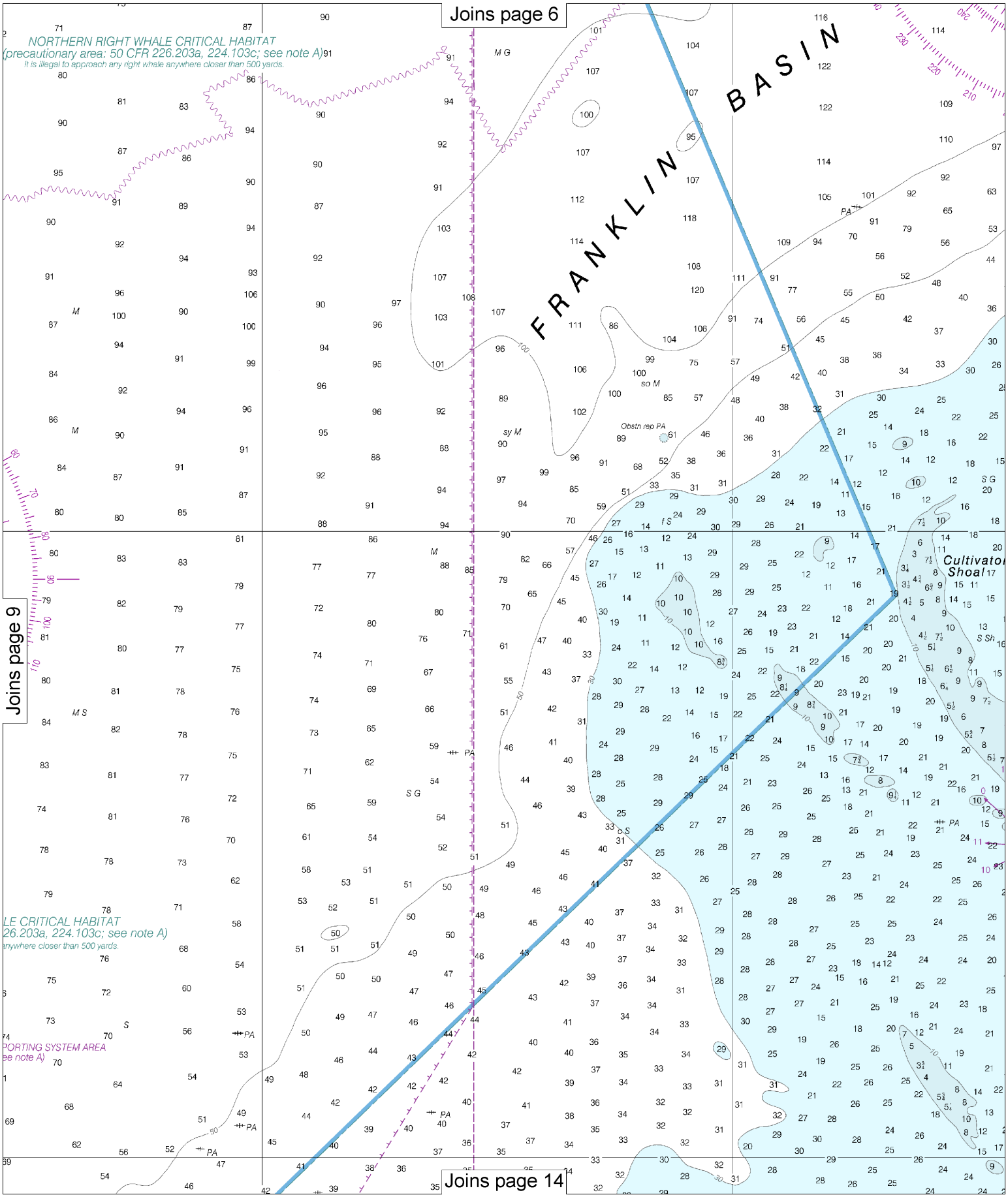
Last Correction: 6/27/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)




8

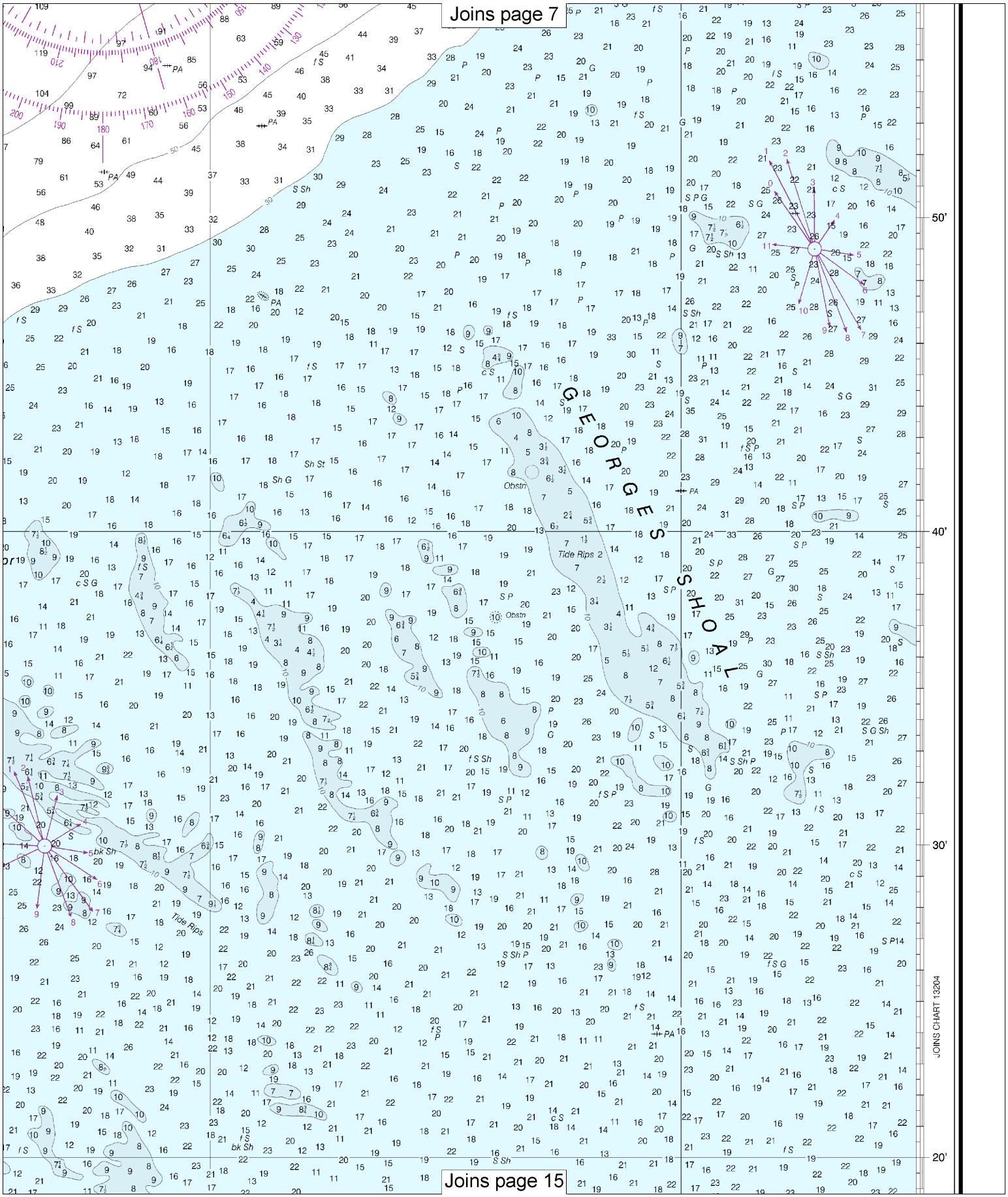
Note: Chart grid lines are aligned with true north.

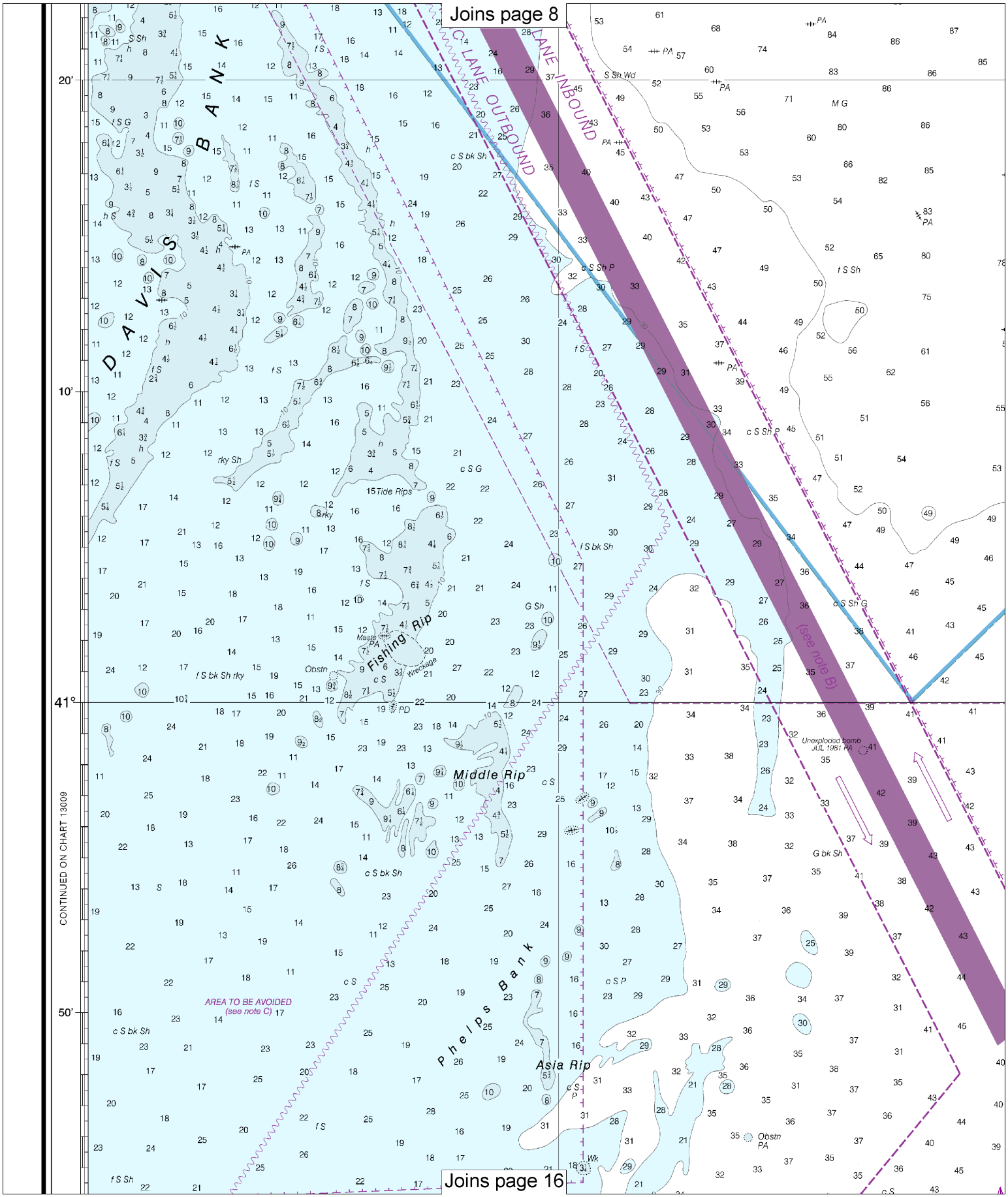

Joins page 5
NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203a, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards.
FRANKLIN
Obstn rep PA
Joins page 10
NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203a, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards.
MANDATORY SHIP REPORTING SYSTEM AREA
169 (see note A)
Joins page 13




10

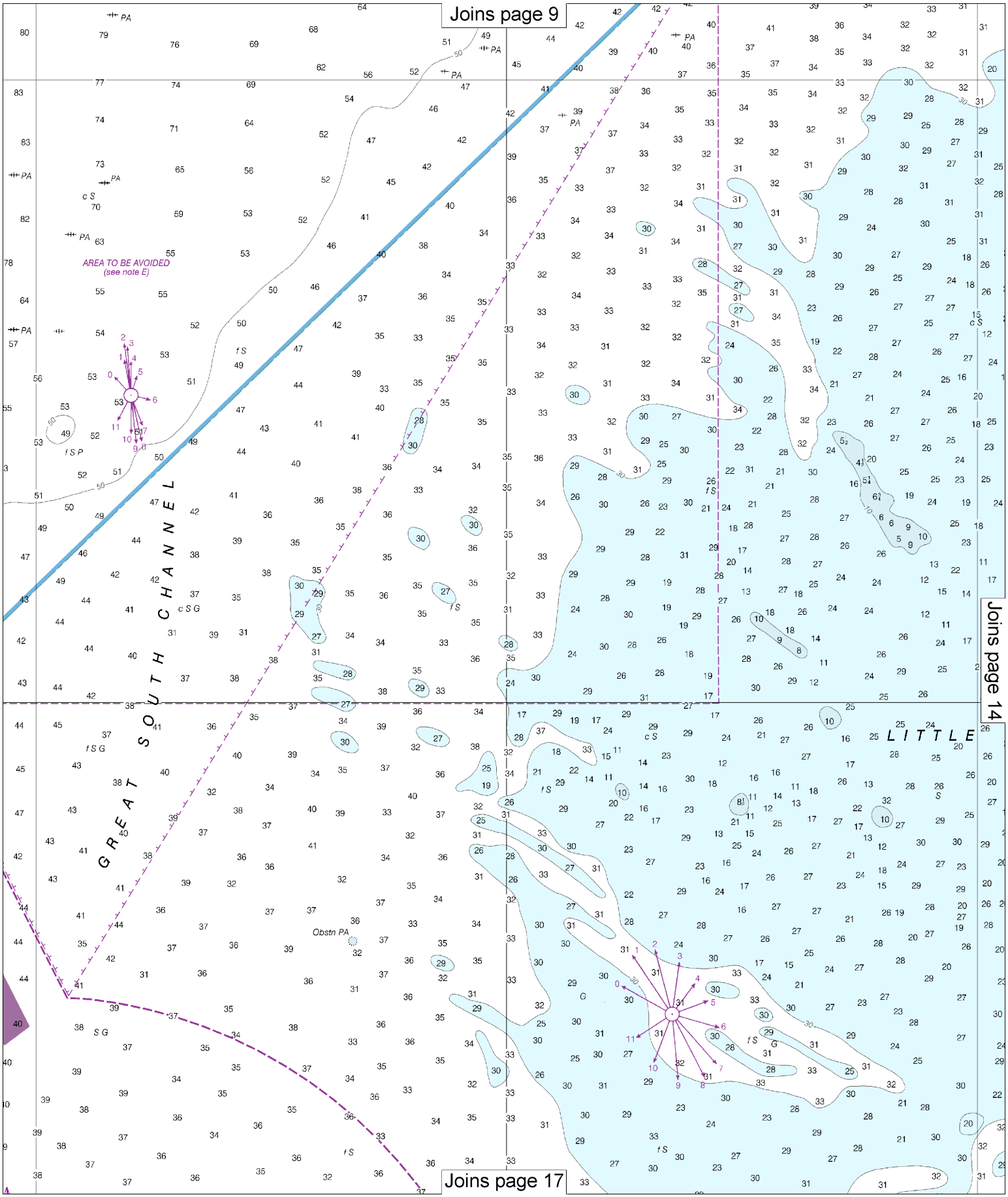
Note: Chart grid lines are aligned with true north.

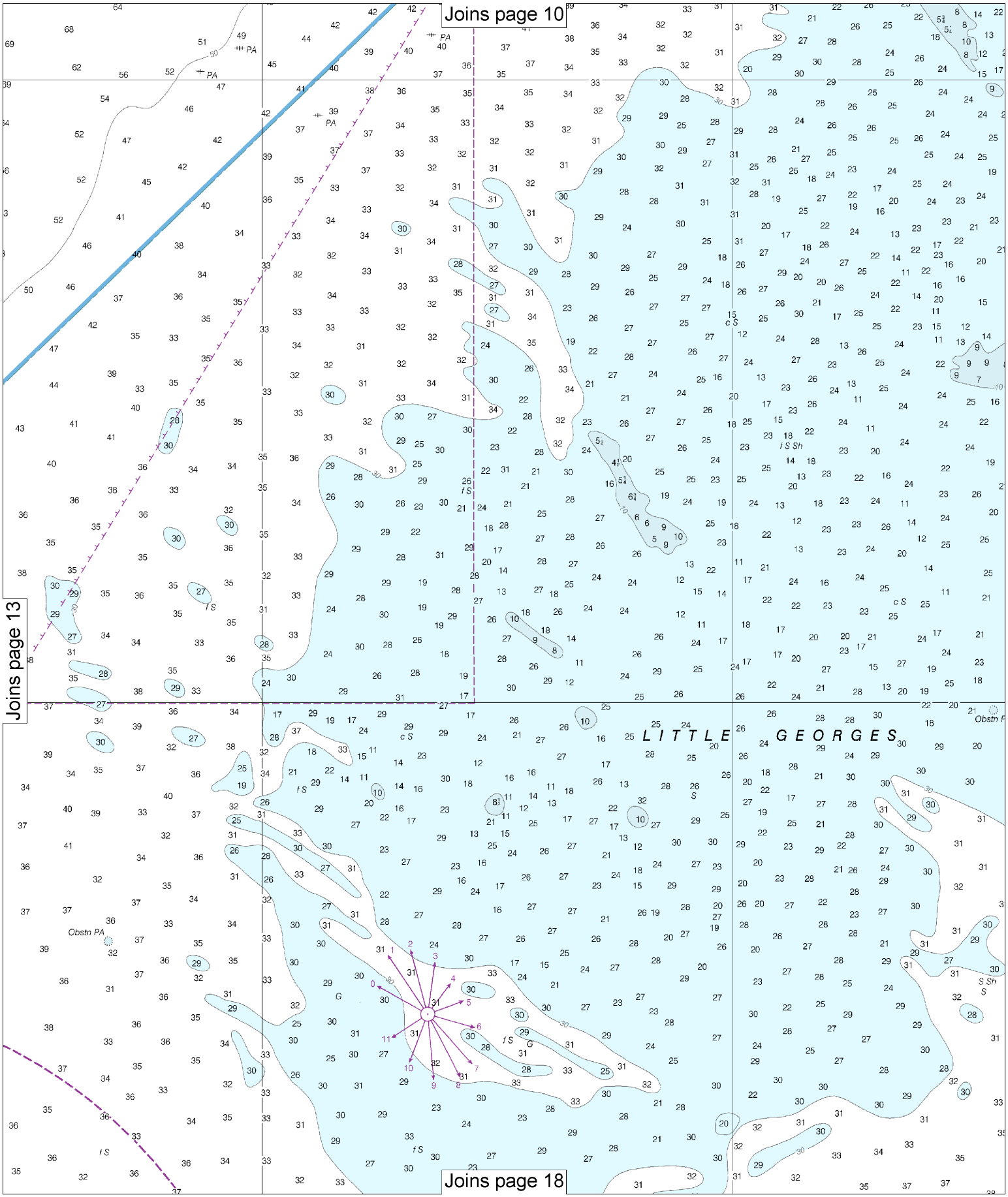

Joins page 7
GEORGES SHOAL
Tide Rips 2
Tide Rips
Obstn
Sh St
Sh G
bk Sh
bk Sh
S Sh
50'
40'
30'
20'
JOINS CHART 13204
Joins page 15




12

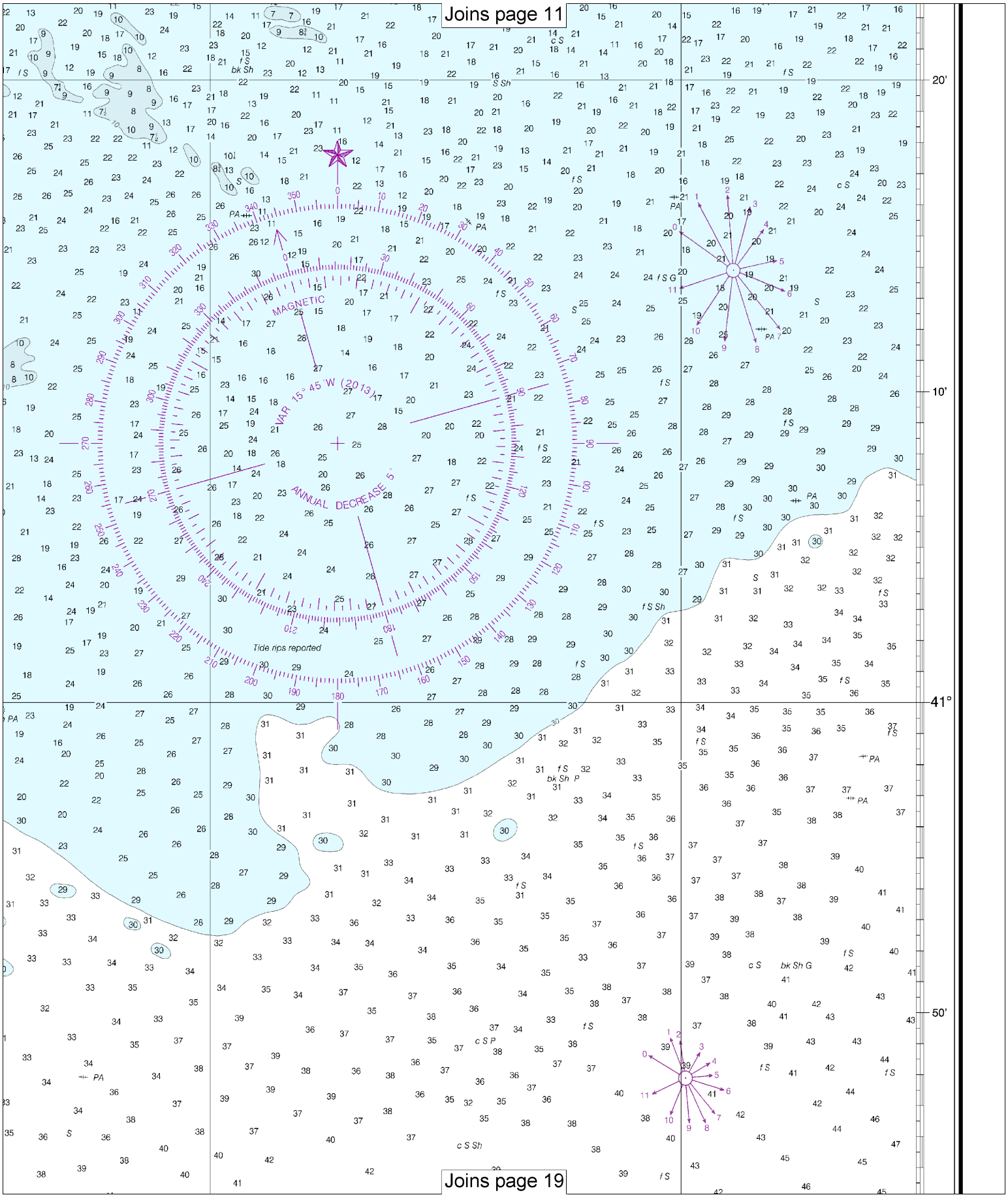
Note: Chart grid lines are aligned with true north.

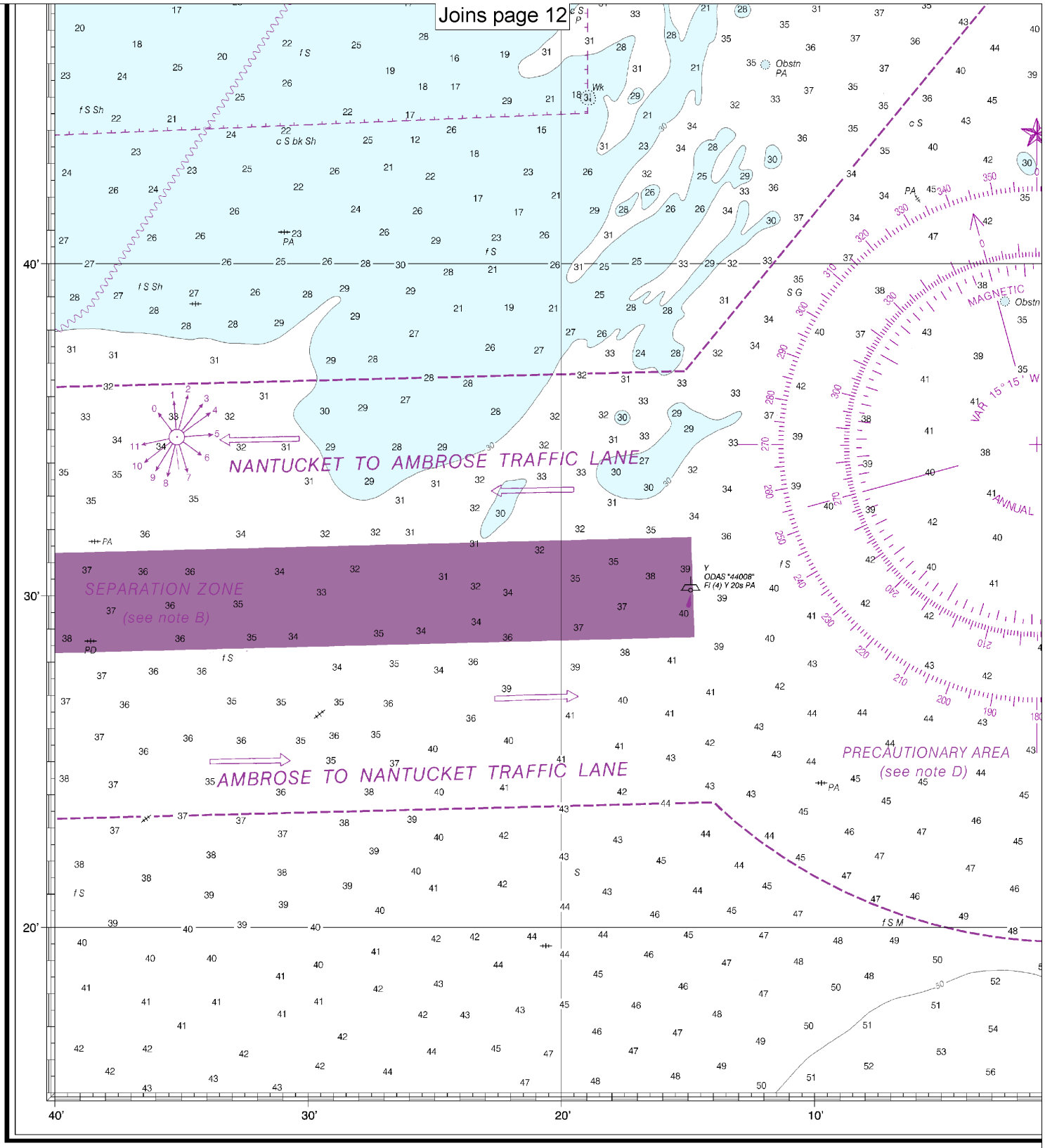

Joins page 9
Joins page 14
Joins page 17
AREA TO BE AVOIDED
(see note E)
SOUTH CHANNEL
GREAT
LITTLE
Obstn PA






Note: Chart grid lines are aligned with true north.


Joins page 11
Joins page 19
MAGNETIC
VAR 15° 45' W (2013)
ANNUAL DECREASE 5'
Tide rips reported
20'
10'
41°
50'




14th Ed., May. /13

13203

CAUTION

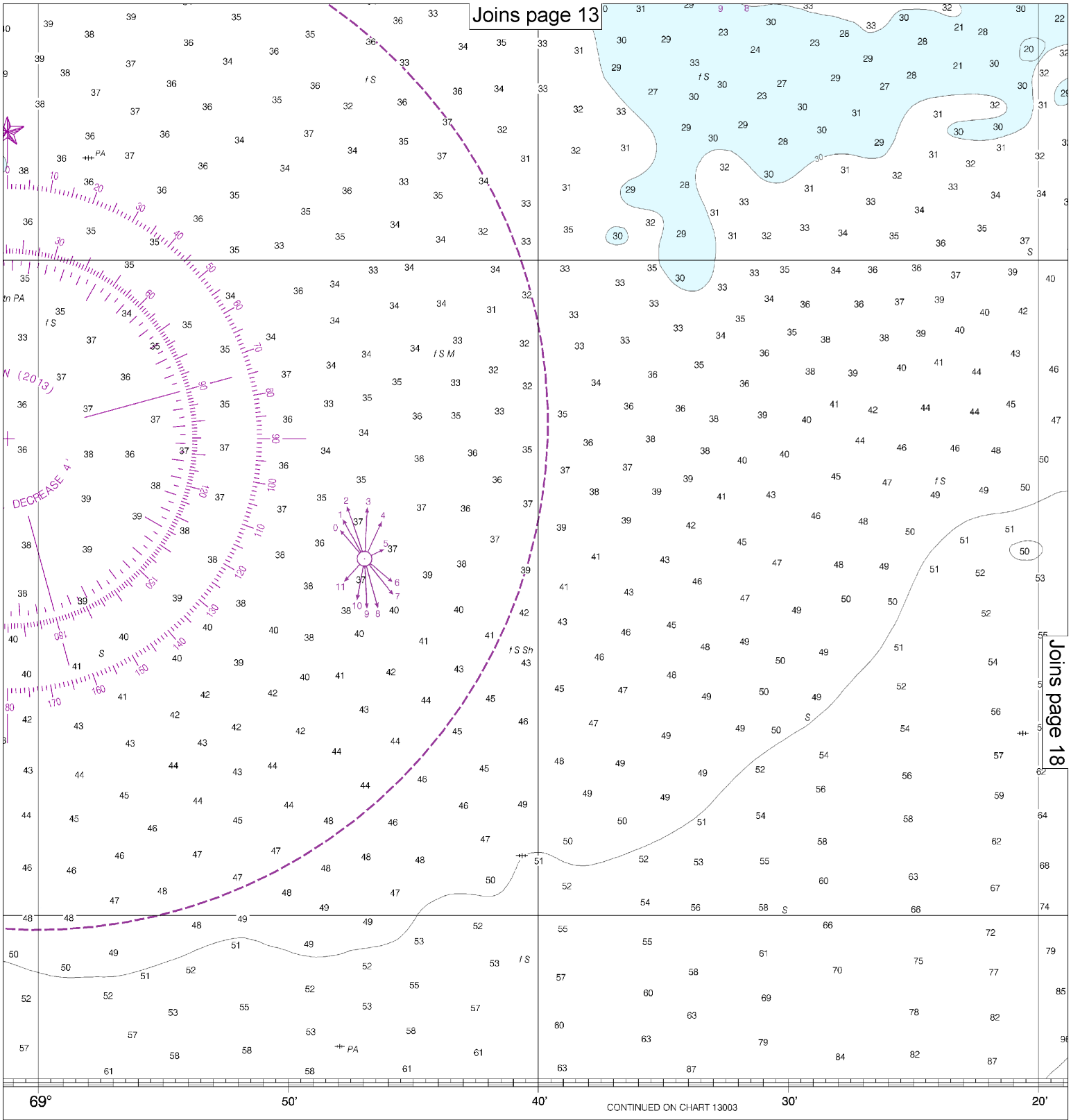
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice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

SOUNDINGS IN FAT

Last Correction: 6/27/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)



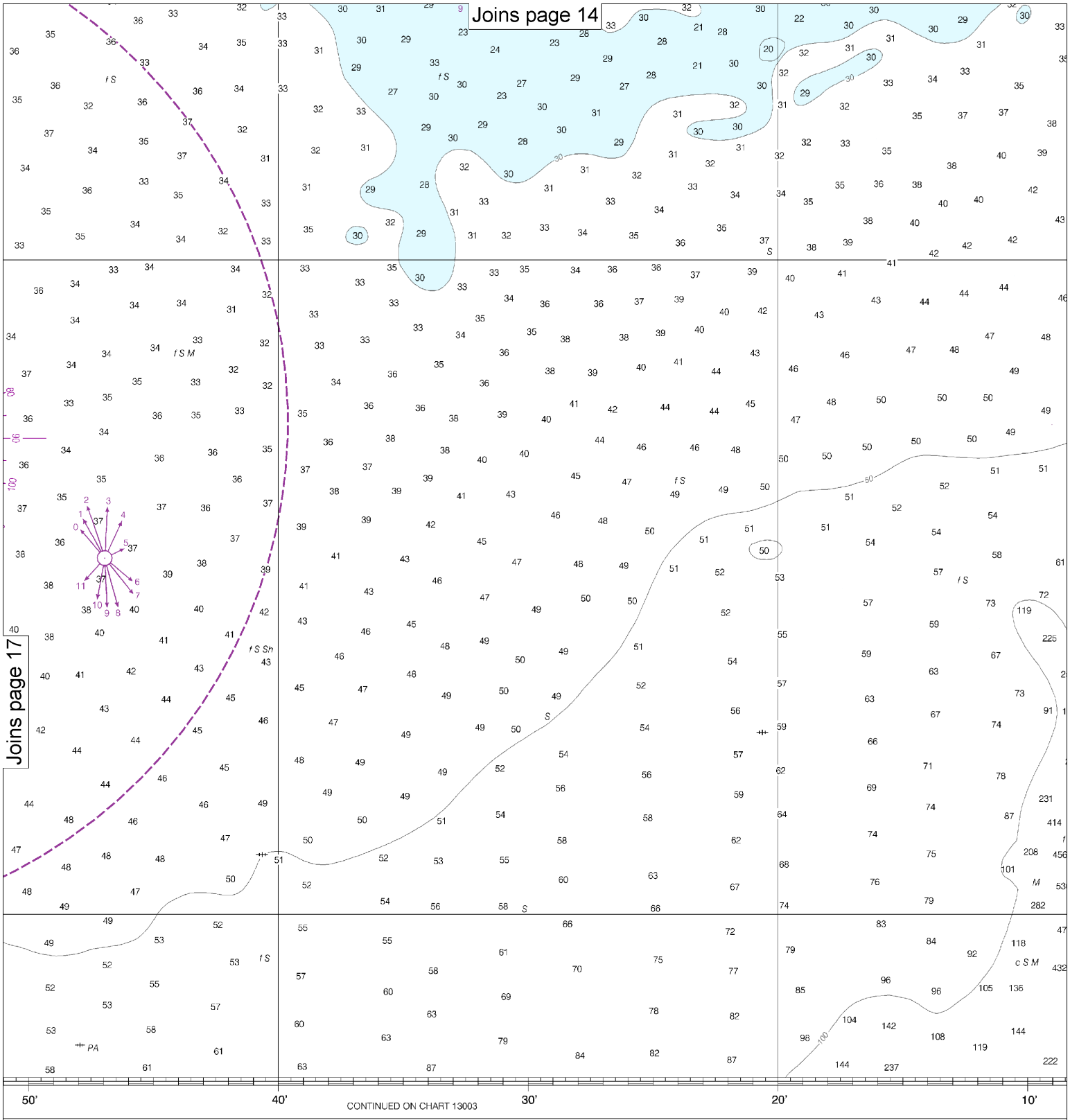
Note: Chart grid lines are aligned with true north.




THOMS

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.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY




n designed to promote safe navigation. The National
s to submit corrections, additions, or comments for
ef, Marine Chart Division (N/CS2), National Ocean
Maryland 20910-3282.

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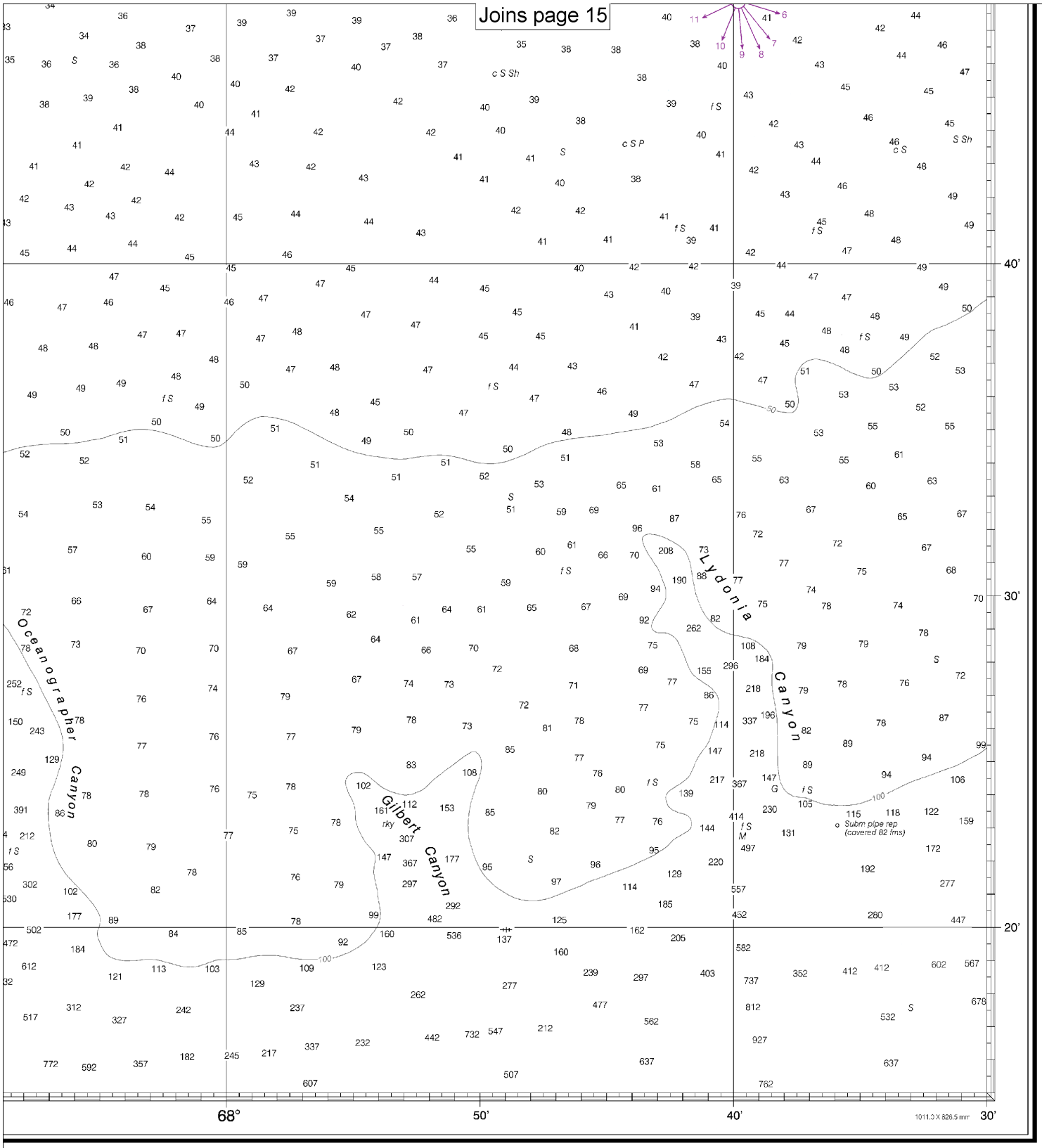
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Note: Chart grid lines are aligned with true north.




| 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

13203

EMERGENCY INFORMATION

**VHF Marine Radio channels for use on the waterways:**

**Channel 6** – Inter-ship safety communications.
**Channel 9** – Communications between boats and ship-to-coast.
**Channel 13** – Navigation purposes at bridges, locks, and harbors.
**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

### Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

All Hazards NOAA Weather Radio NOAA's National Weather Service

**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
**http://www.nws.noaa.gov/nwr/**

## Quick References

| | | |
|---|---|---|
| Nautical chart related products and information | — | **http://www.nauticalcharts.noaa.gov** |
| Interactive chart catalog | — | **http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml** |
| Report a chart discrepancy | — | **http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx** |
| Chart and chart related inquiries and comments | — | **http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs** |
| Chart updates (LNM and NM corrections) | — | **http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html** |
| Coast Pilot online | — | **http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm** |
| Tides and Currents | — | **http://tidesandcurrents.noaa.gov** |
| Marine Forecasts | — | **http://www.nws.noaa.gov/om/marine/home.htm** |
| National Data Buoy Center | — | **http://www.ndbc.noaa.gov/** |
| NowCoast web portal for coastal conditions | — | **http://www.nowcoast.noaa.gov/** |
| National Weather Service | — | **http://www.weather.gov/** |
| National Hurrican Center | — | **http://www.nhc.noaa.gov/** |
| Pacific Tsunami Warning Center | — | **http://ptwc.weather.gov/** |
| Contact Us | — | **http://www.nauticalcharts.noaa.gov/staff/contact.htm** |

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Note on Printing

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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