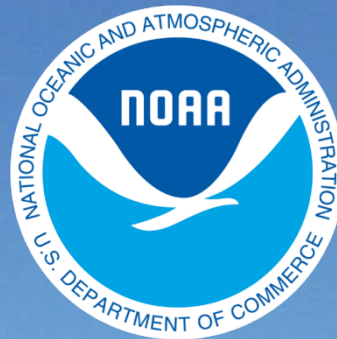
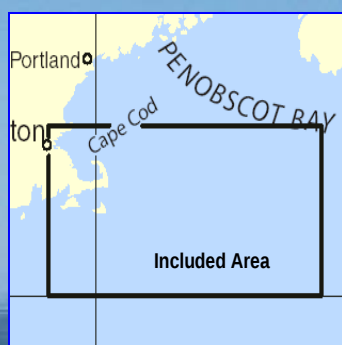


BookletChart™

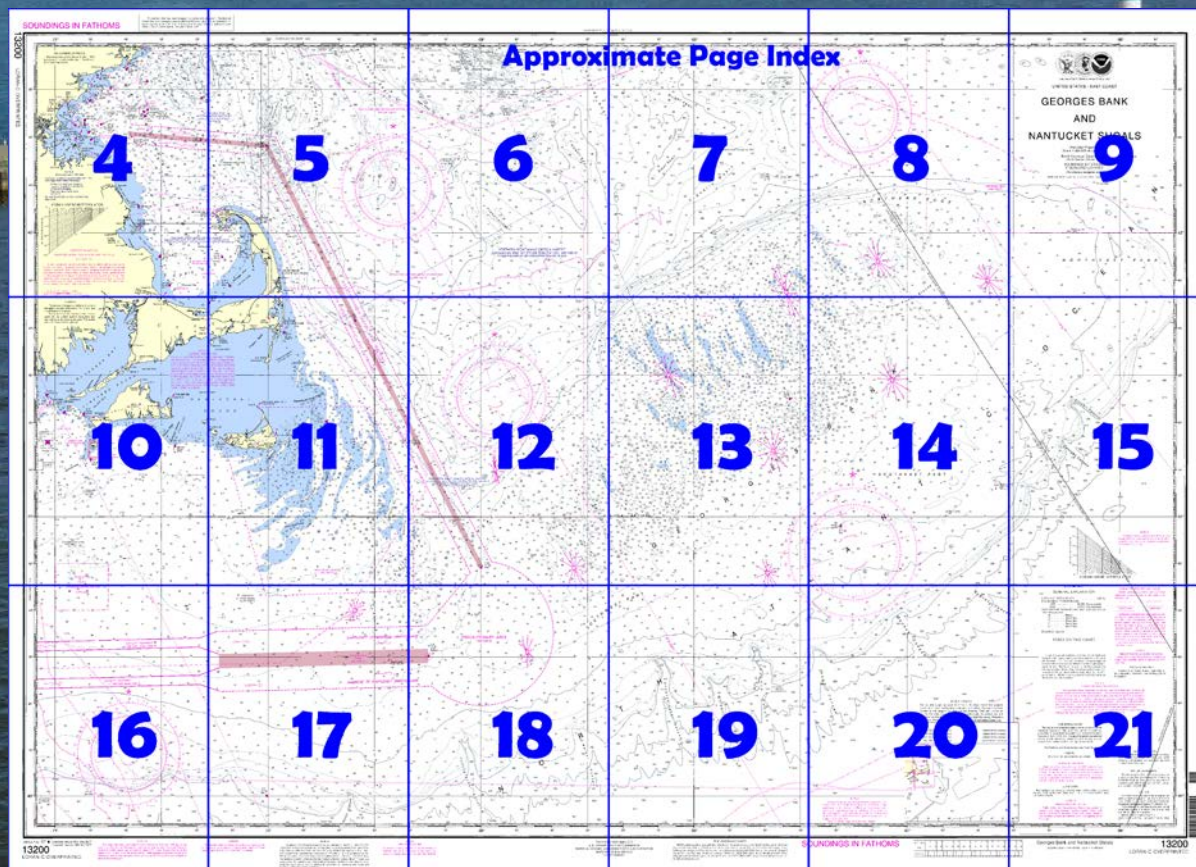
Georges Bank and Nantucket Shoals NOAA Chart 13200



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.

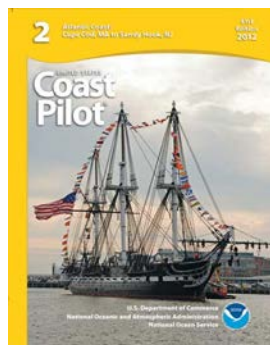
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13200>.



(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 in which 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 practically all 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 bottom is mostly sand, sometimes with shell, and in places pebbles. Bottom samples obtained during surveys are described in a great many places on the charts.

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, particularly in heavy weather, 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.

Ships passing southward and/or westward of the dangerous part of Georges Bank should not approach the bank beyond a least depth of 25 fathoms.

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.

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

RCC Boston

Commander
1st CG District
Boston, MA

(617) 223-8555

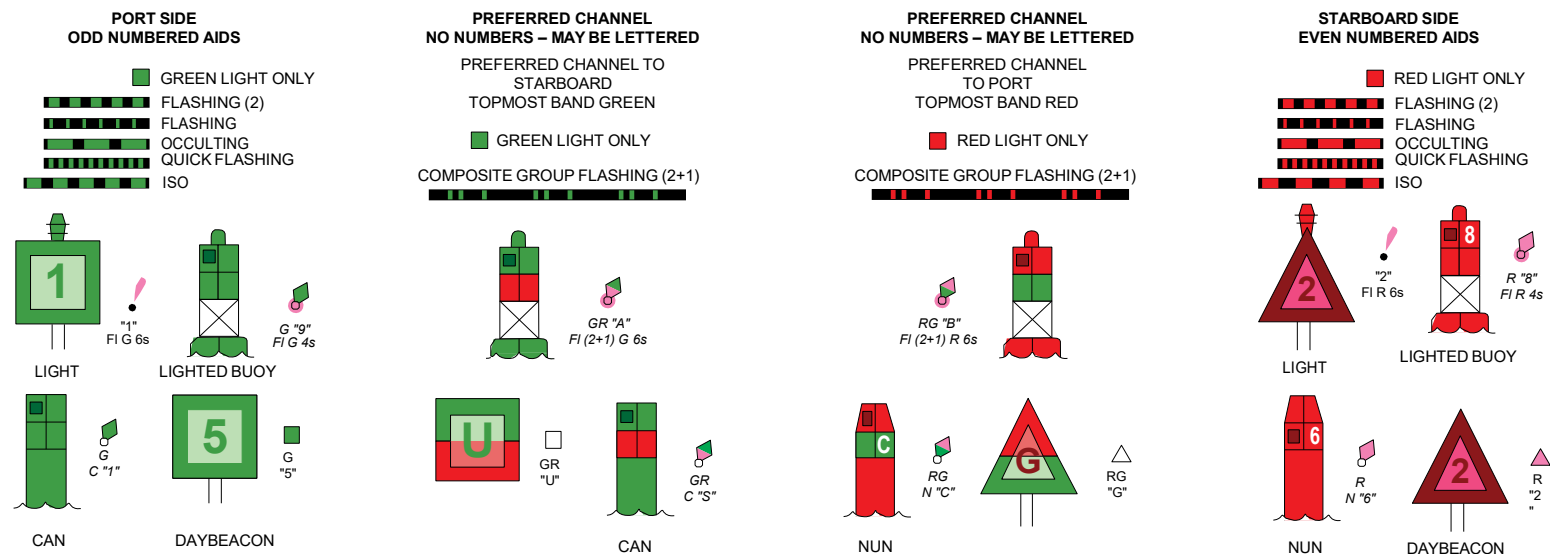
Navigation Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

Lateral System As Seen Entering From Seaward

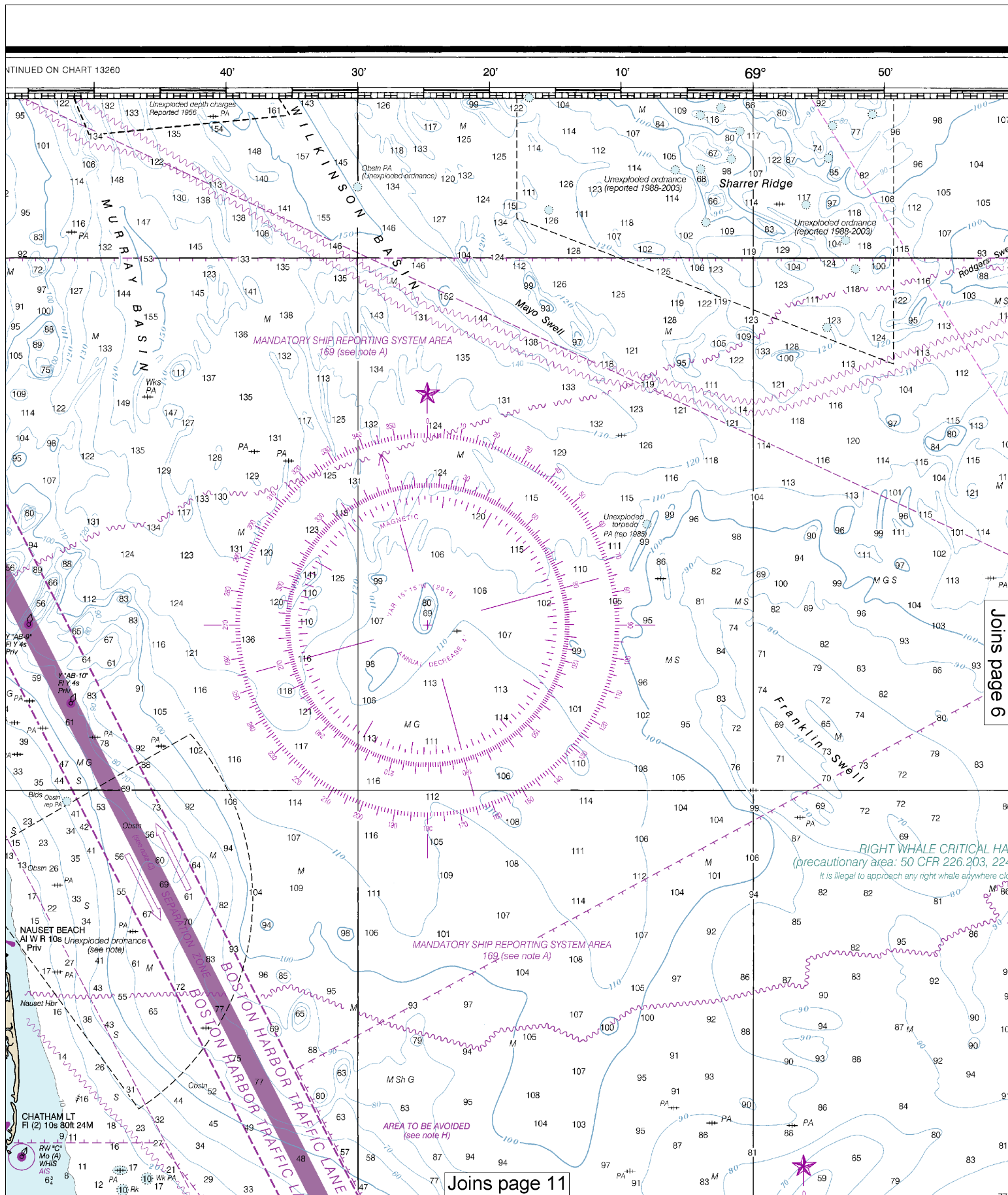
on navigable waters except Western Rivers



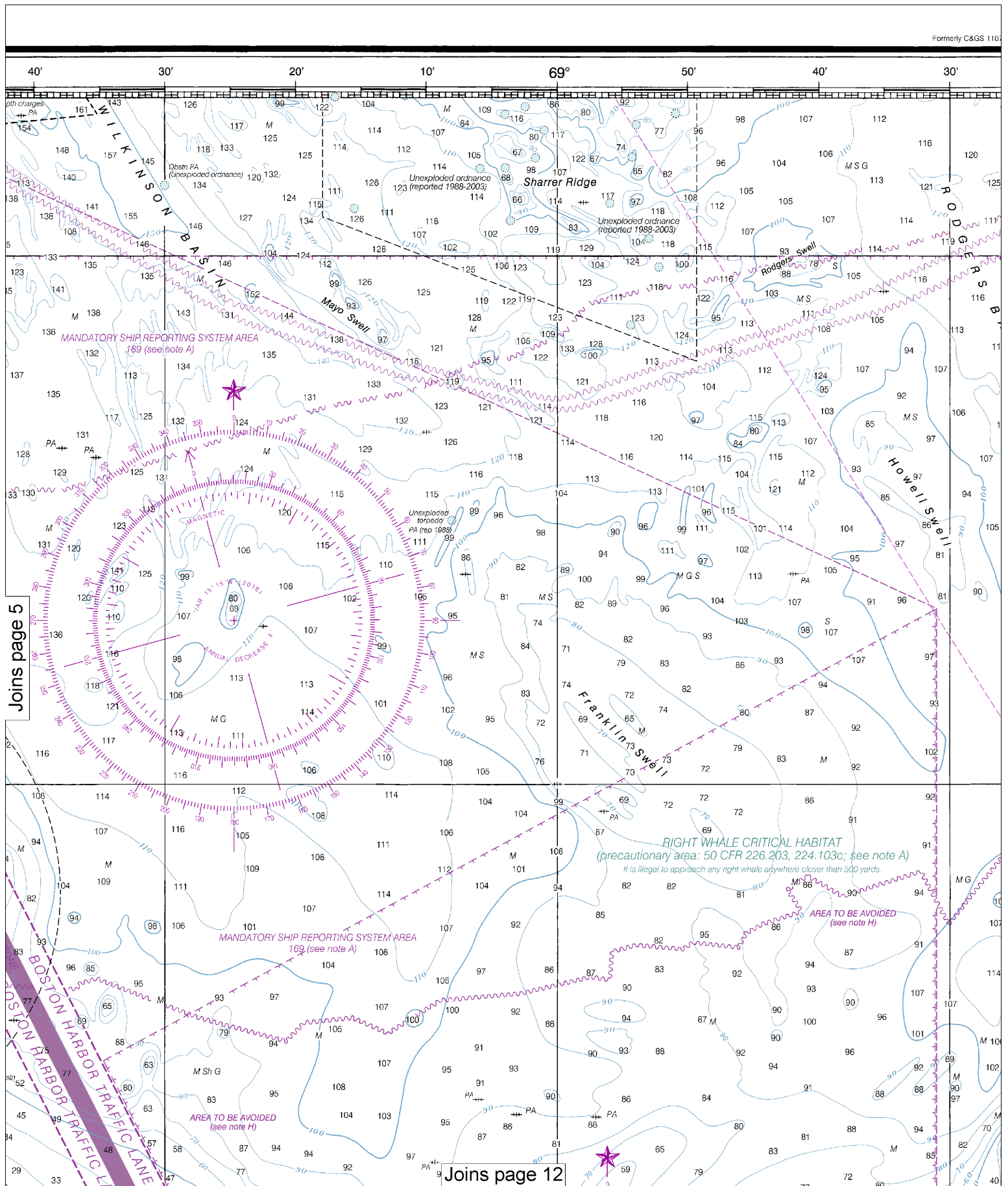
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

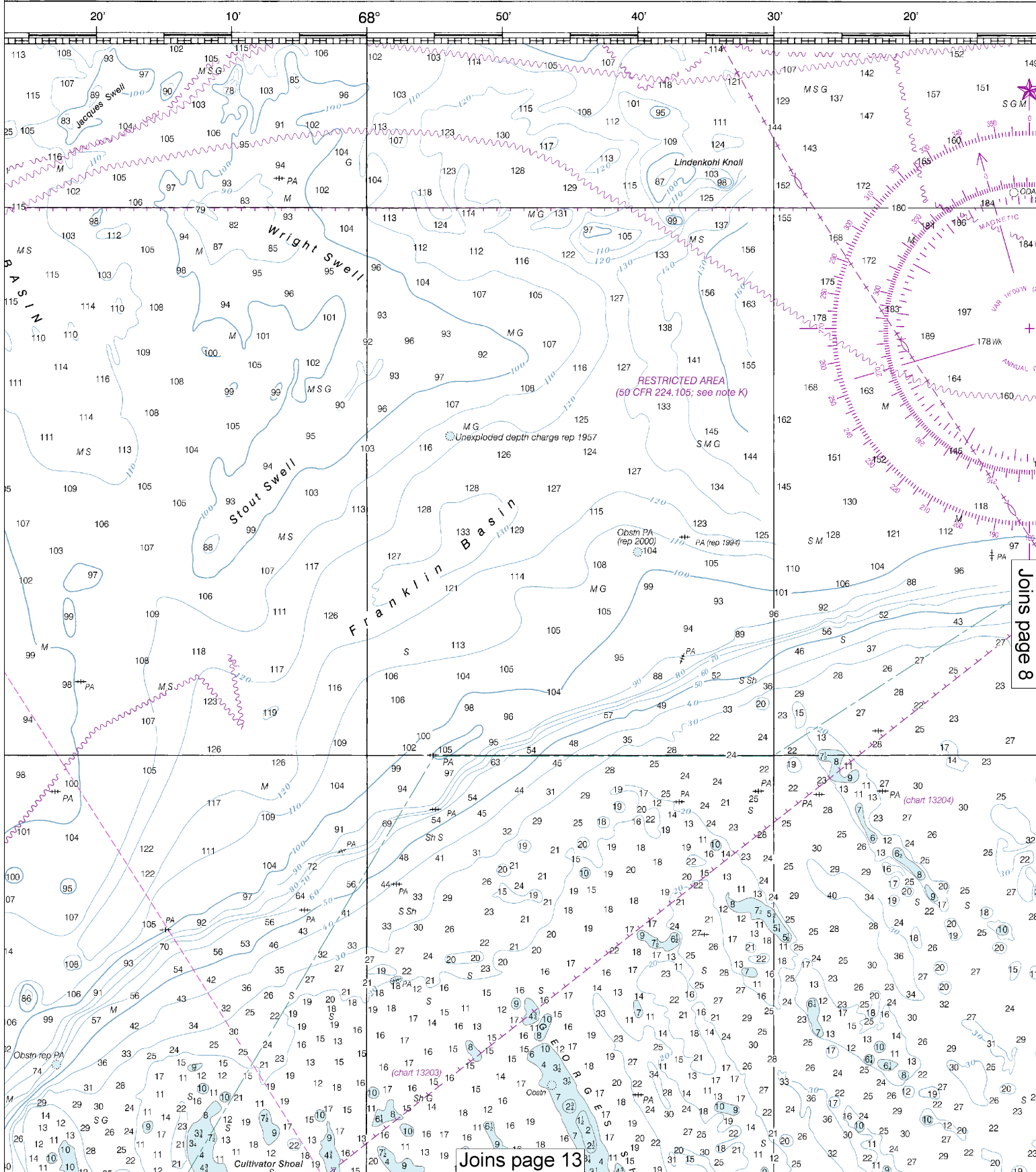


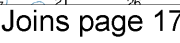
Note: Chart grid lines are aligned with true north.

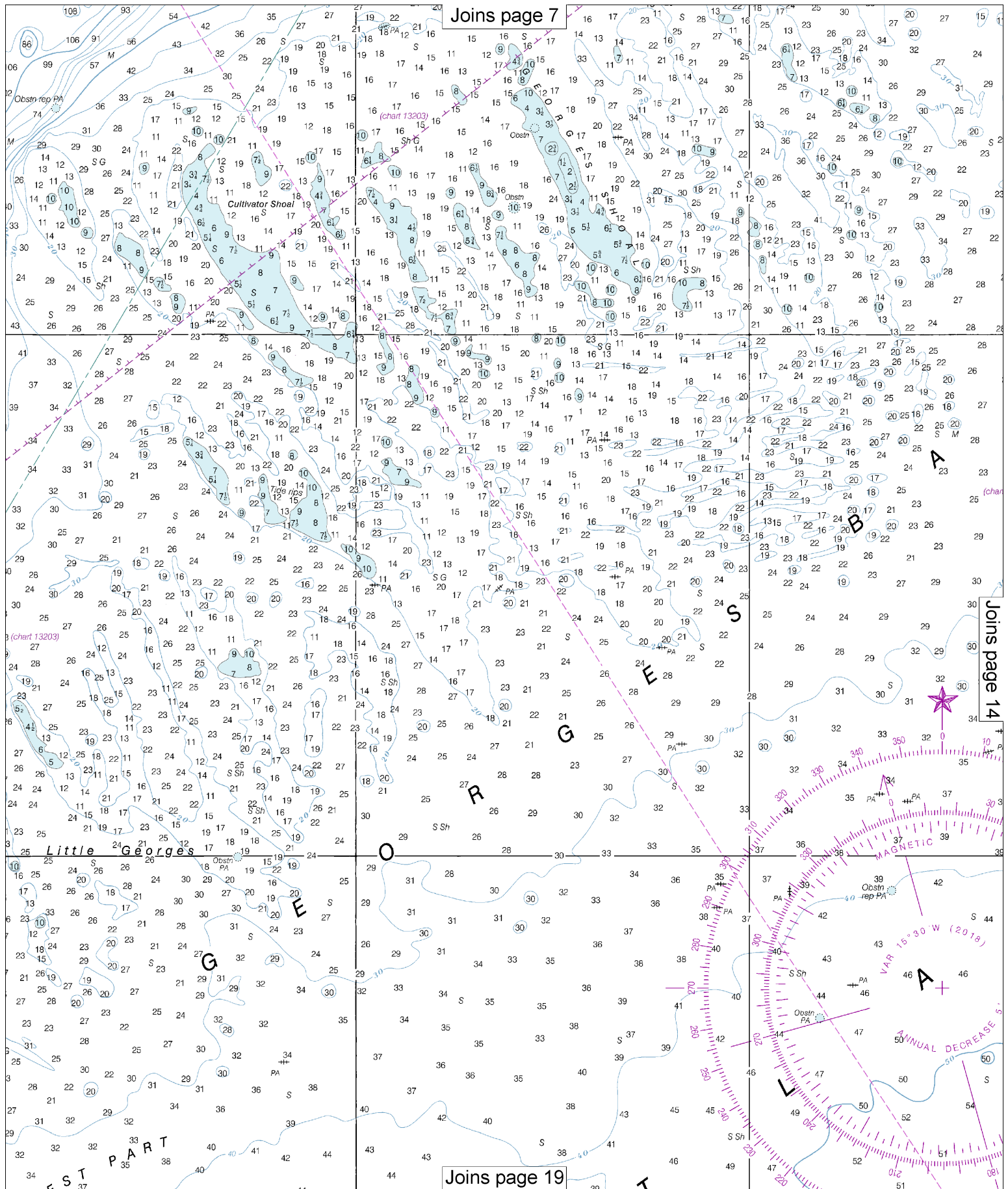


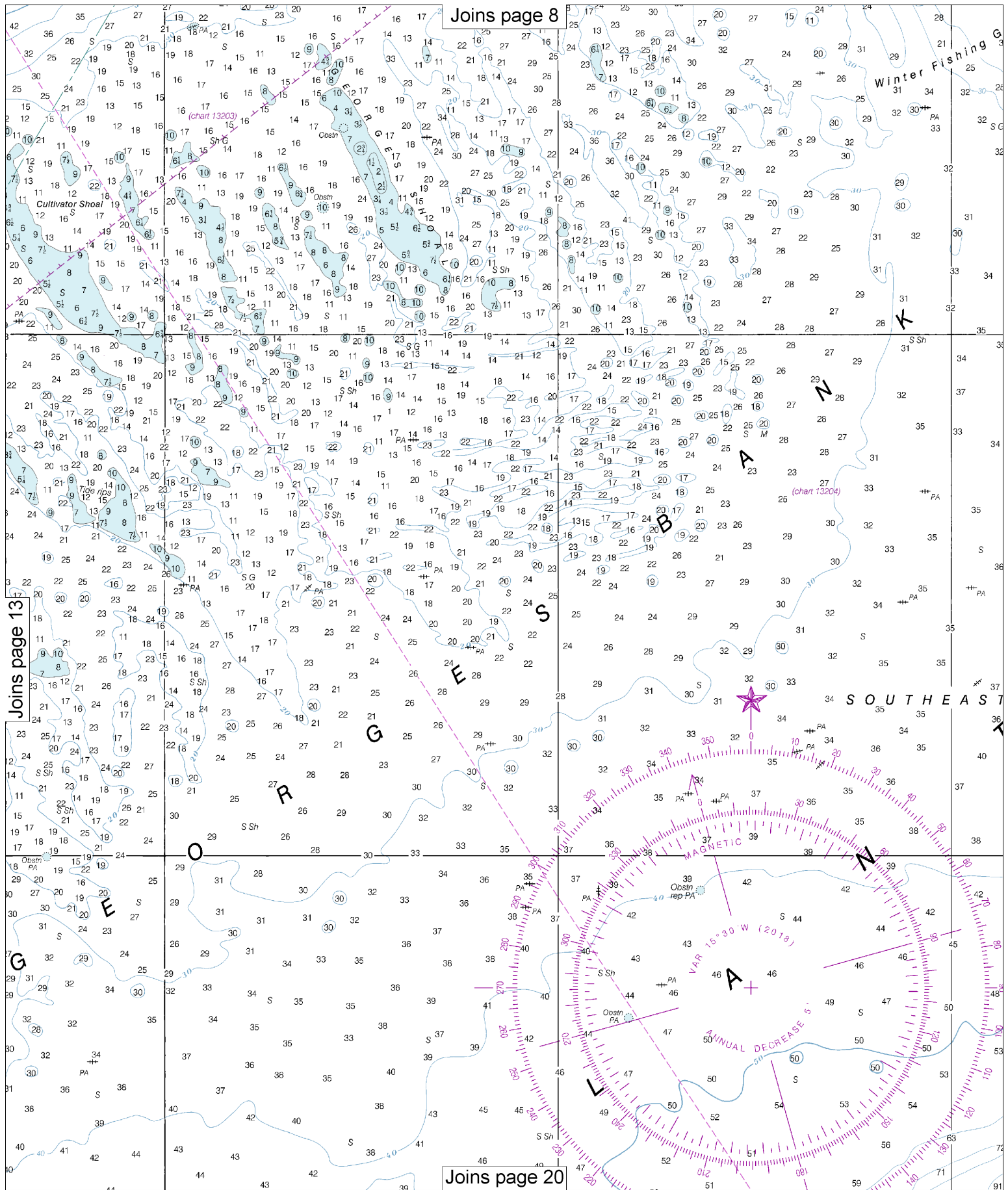
This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:533333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

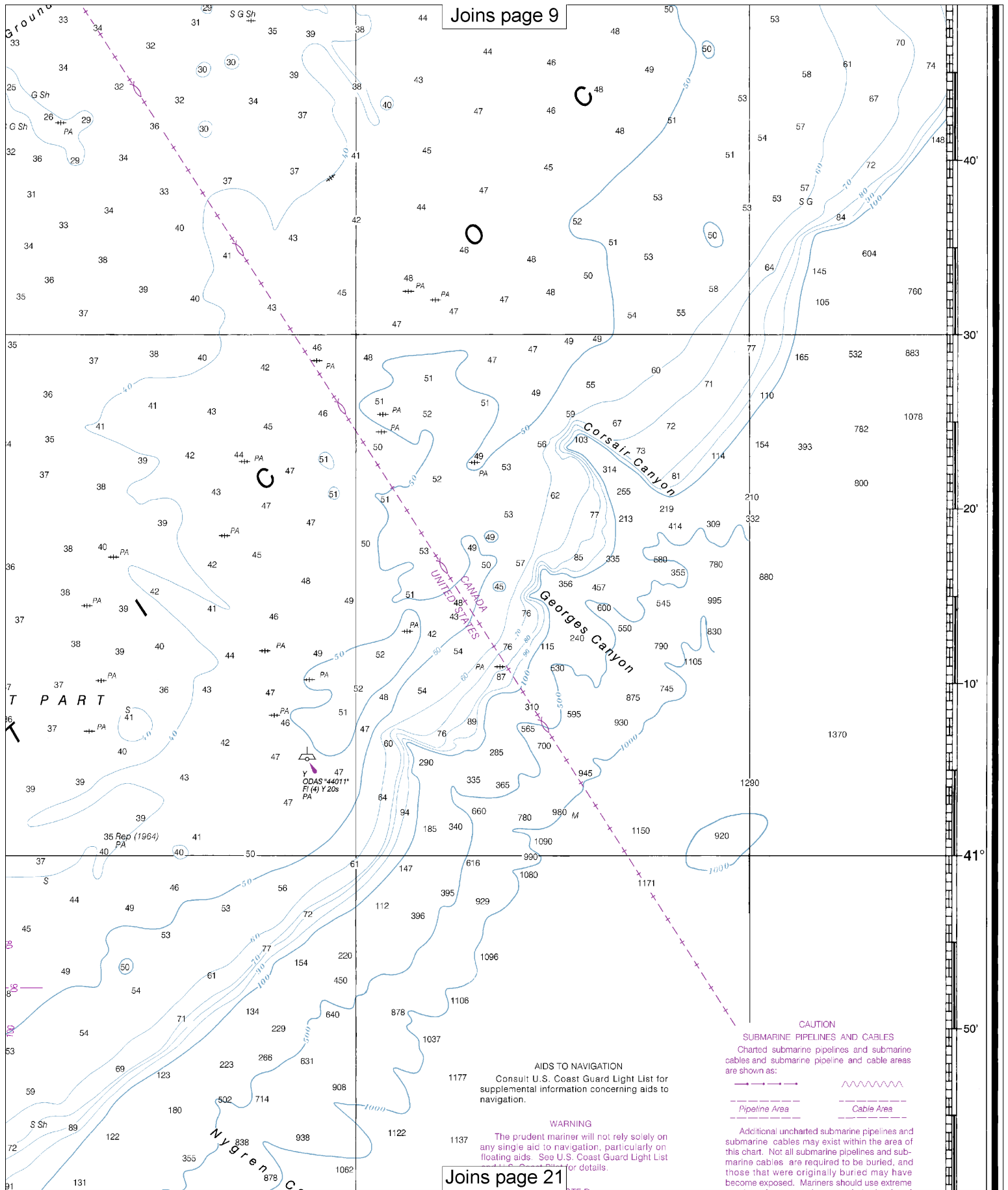


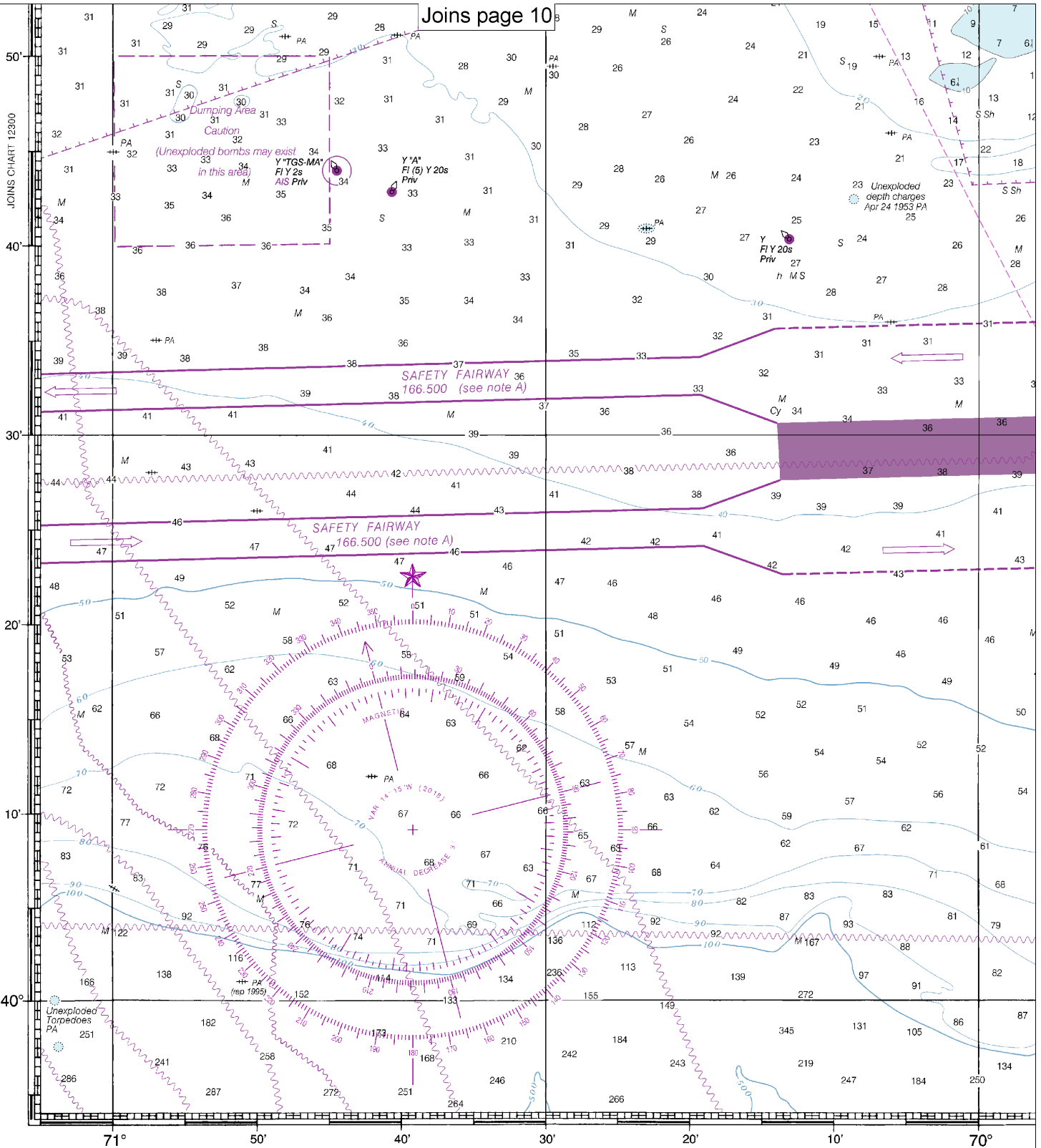












13200

CAUTION

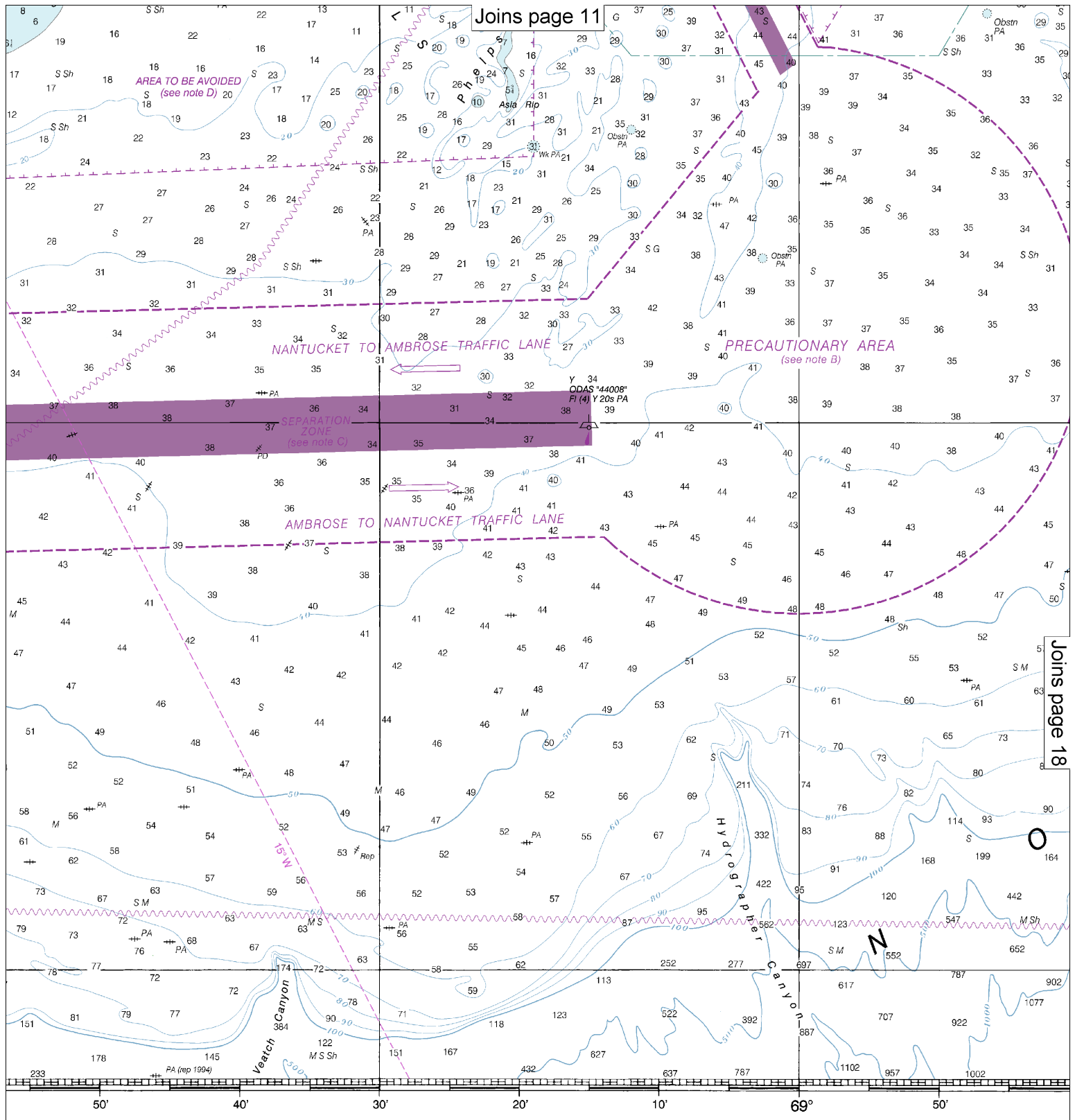
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice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

NOAA encourages users to submit about this chart at <http://www.nauticalcharts.noaa.gov>

This is the Last Edition of this chart. It will be canceled on Oct 30, 2024
40th Ed., Apr. 2020. Last Correction: 5/8/2024. Cleared through:
LNM: 2024 (5/14/2024), NM: 2224 (6/1/2024), CHS: 0424 (4/26/2024)

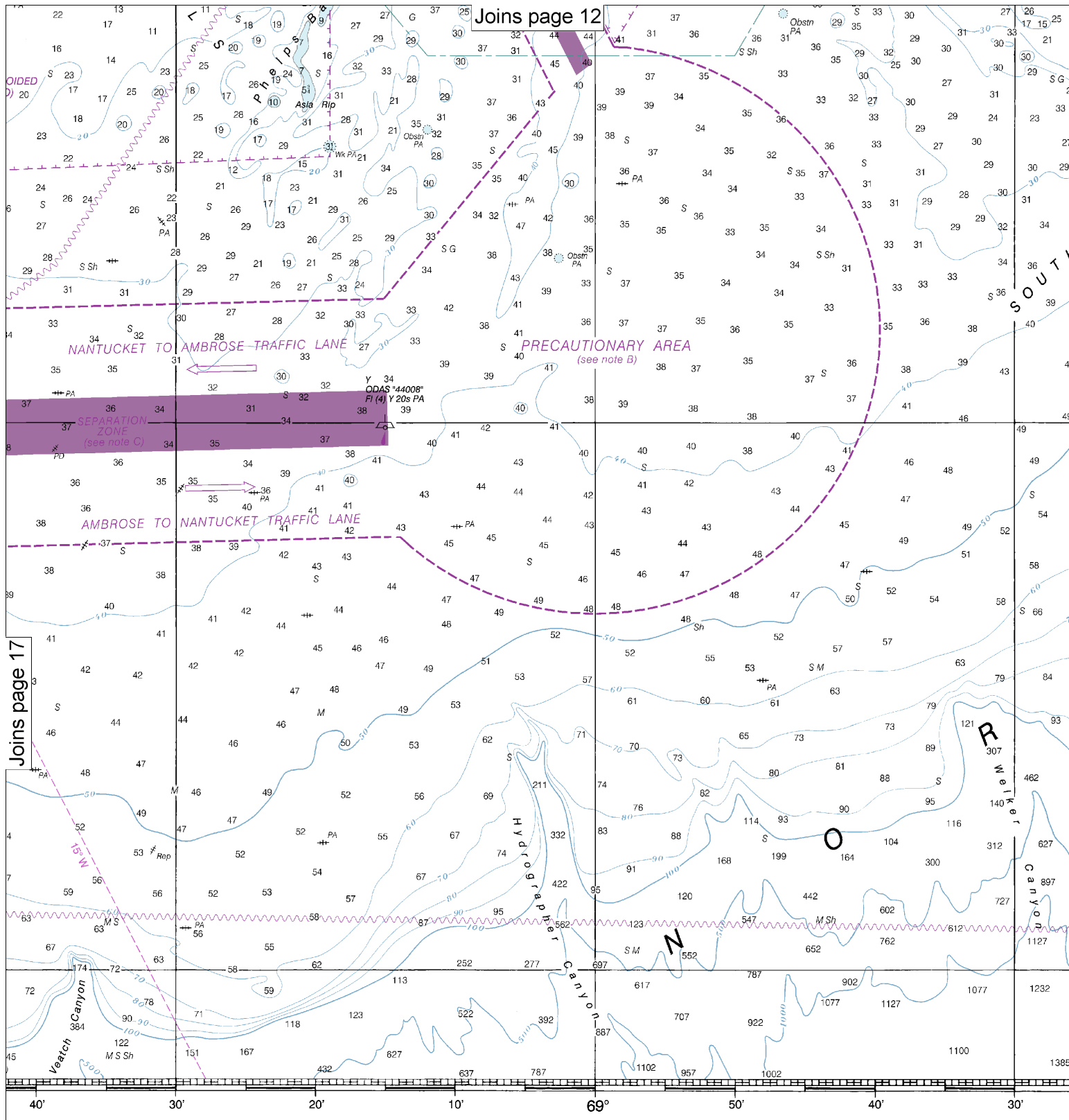
16

Note: Chart grid lines are aligned with true north.



submit inquiries, discrepancies or comments
ticalcharts.noaa.gov/staff/contact.htm.

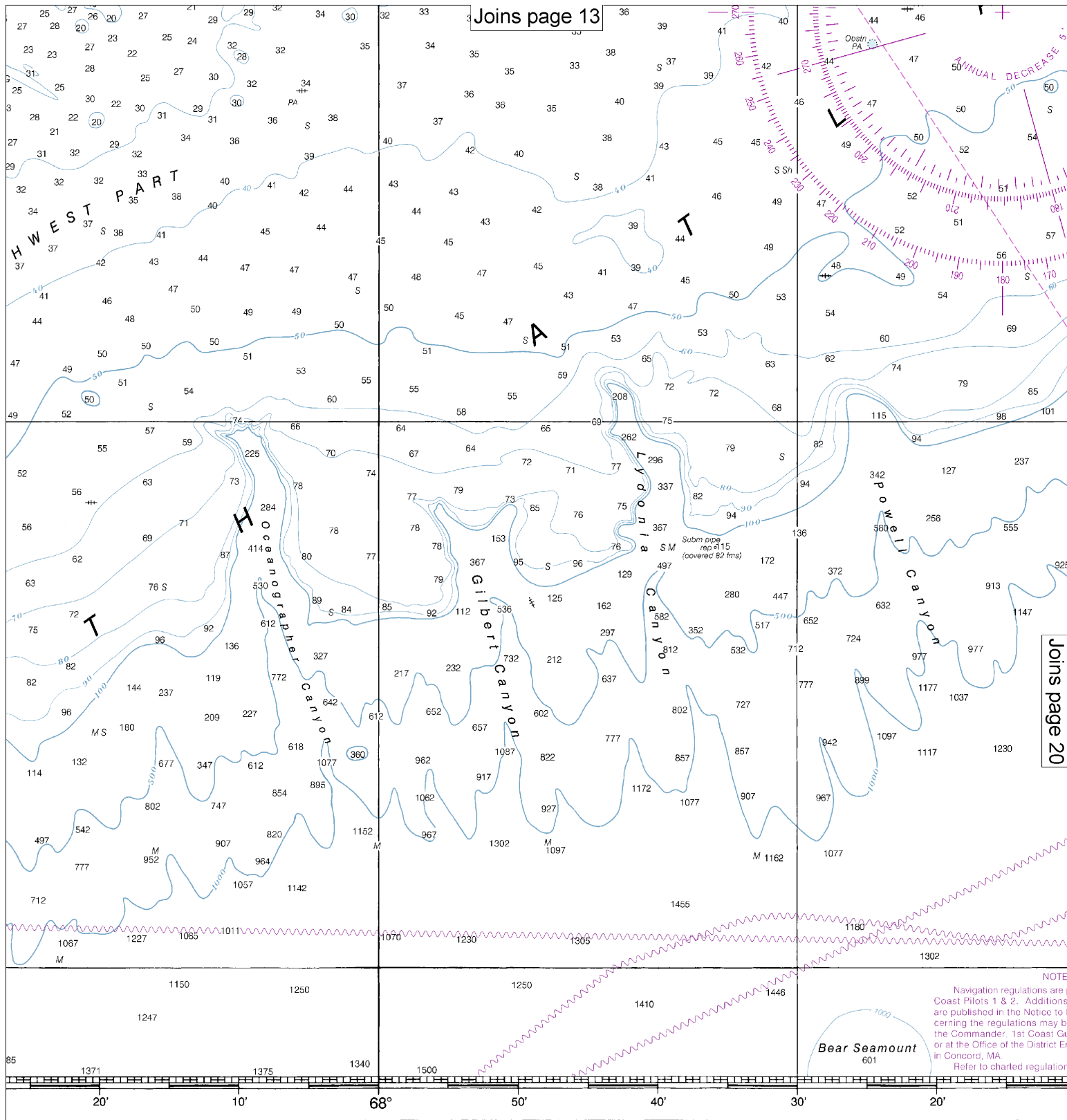
NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR. Parts 220-228.
Additional information concerning the regulations and requirements for use of the
sites may be obtained from the Environmental Protection Agency (EPA). See
U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to
the survey dates may have reduced the depths shown.



NOTE S

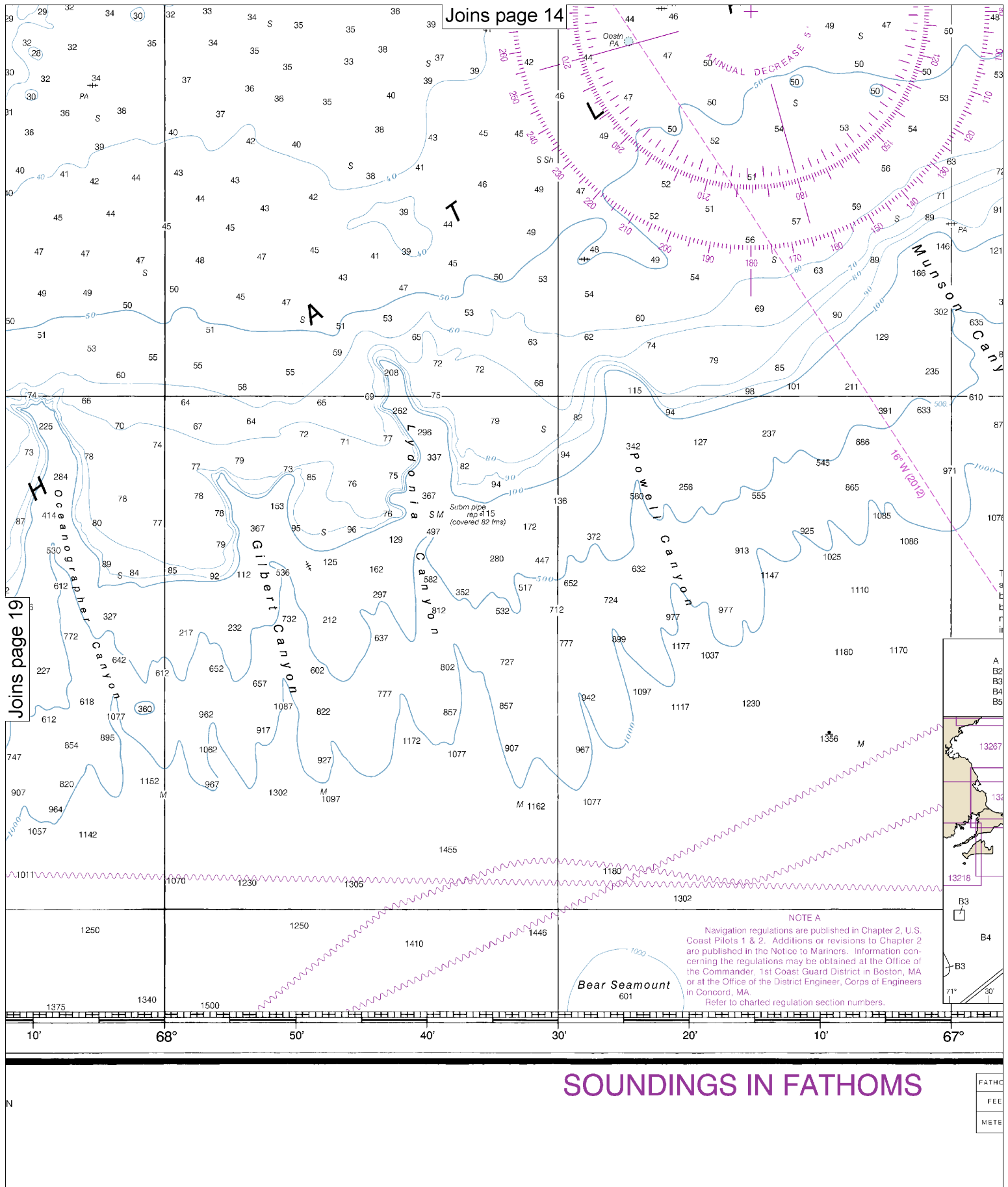
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-228. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

Publ
U.S. DEP
NATIONAL OCEANIC
NAT



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

SOUNDINGS IN FATHOMS

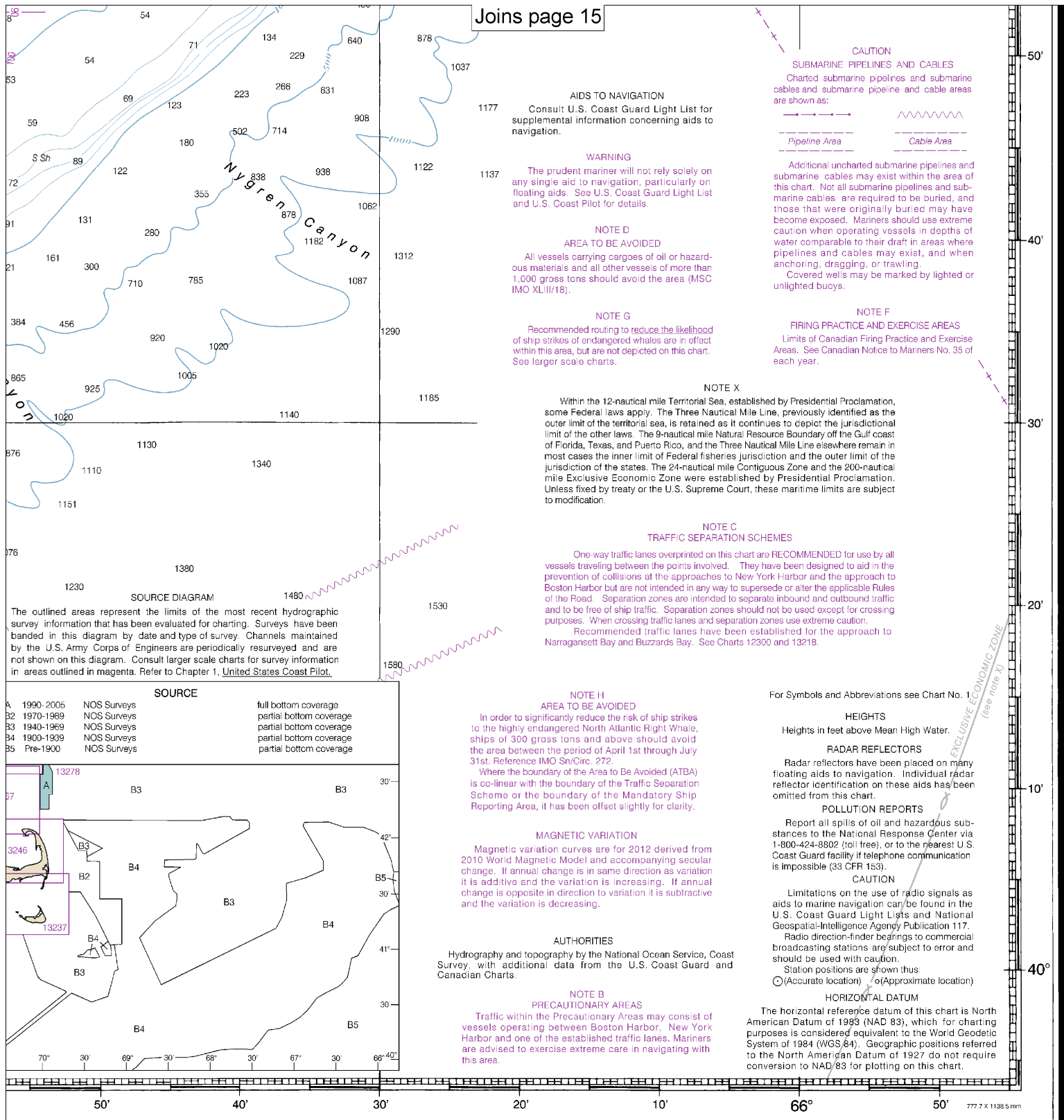


20

Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS

FATHOM
FEET
METERS



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

Georges Bank and Nantucket Shoals
SOUNDINGS IN FATHOMS - SCALE 1:400,000

13200



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.

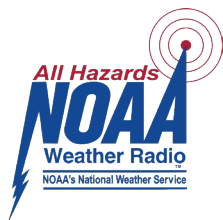
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

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!



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.

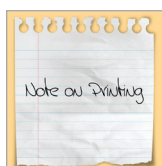
<http://www.nws.noaa.gov/nwr/>

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://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.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 Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



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.