

BookletChart™

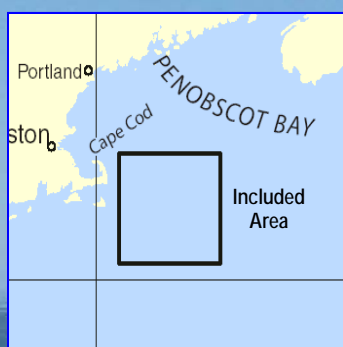
Georges Bank – Western Part

NOAA Chart 13203

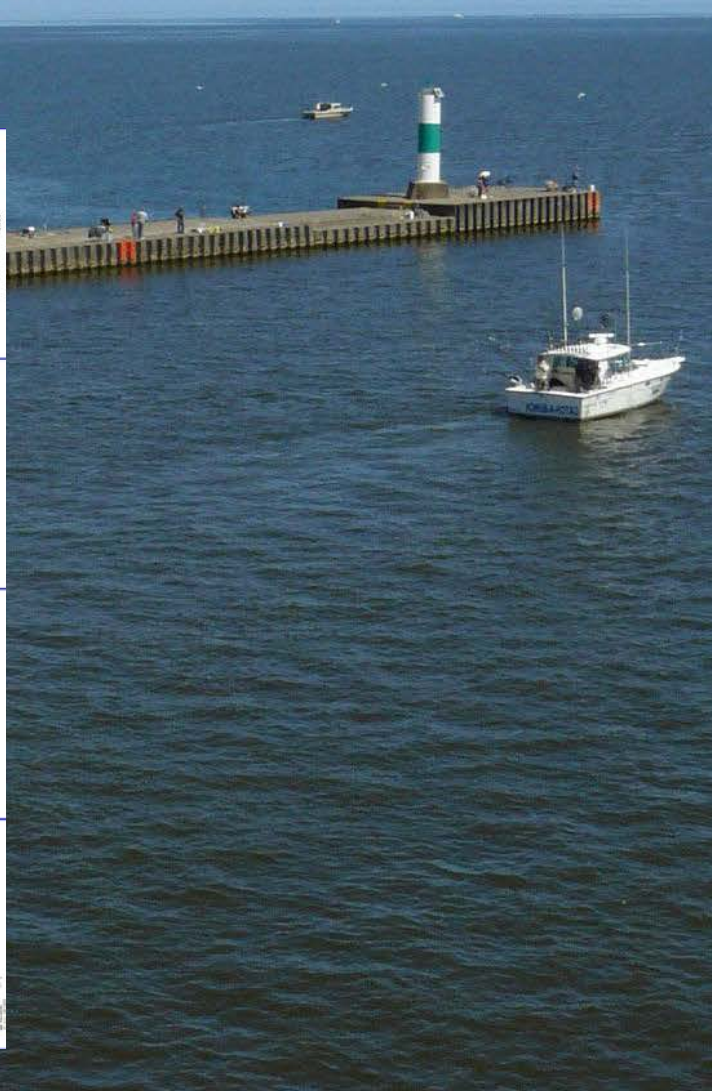
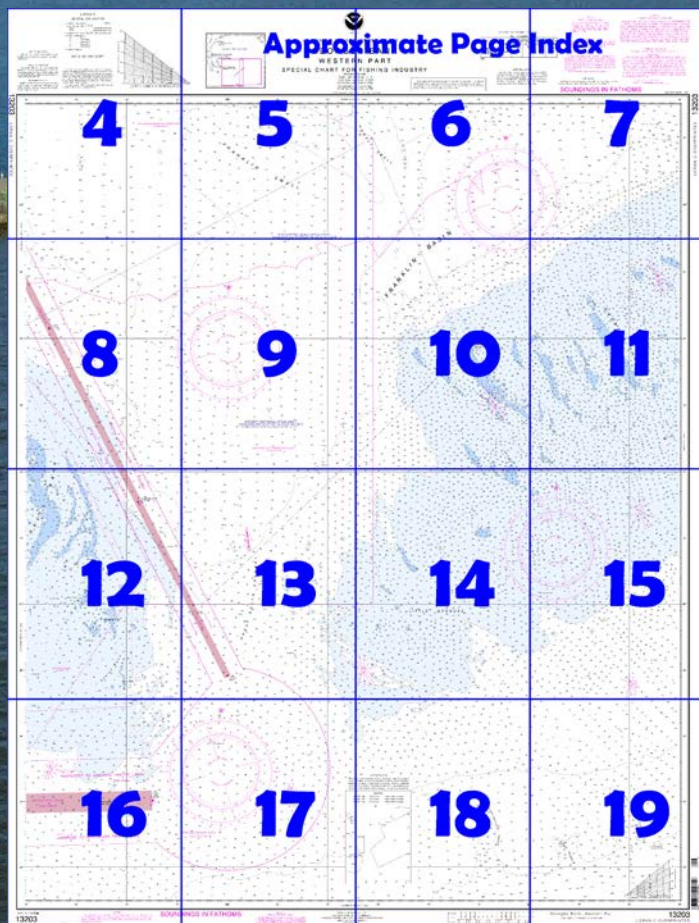


A reduced-scale NOAA nautical chart for small boaters

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.

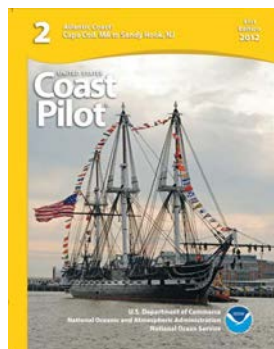
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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

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>

CAUTION
UNEXPLODED ORDNANCE
 This area is a former firing range active from 1952 to 1961. Mariners are cautioned against anchoring, dredging or trawling in this area due to the possible existence of unexploded ordnance.

CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

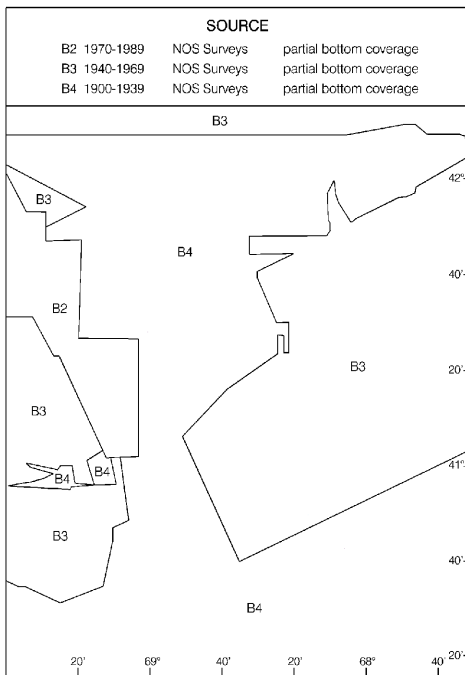
—●—●—●— Pipeline Area ~~~~~ Cable Area

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.

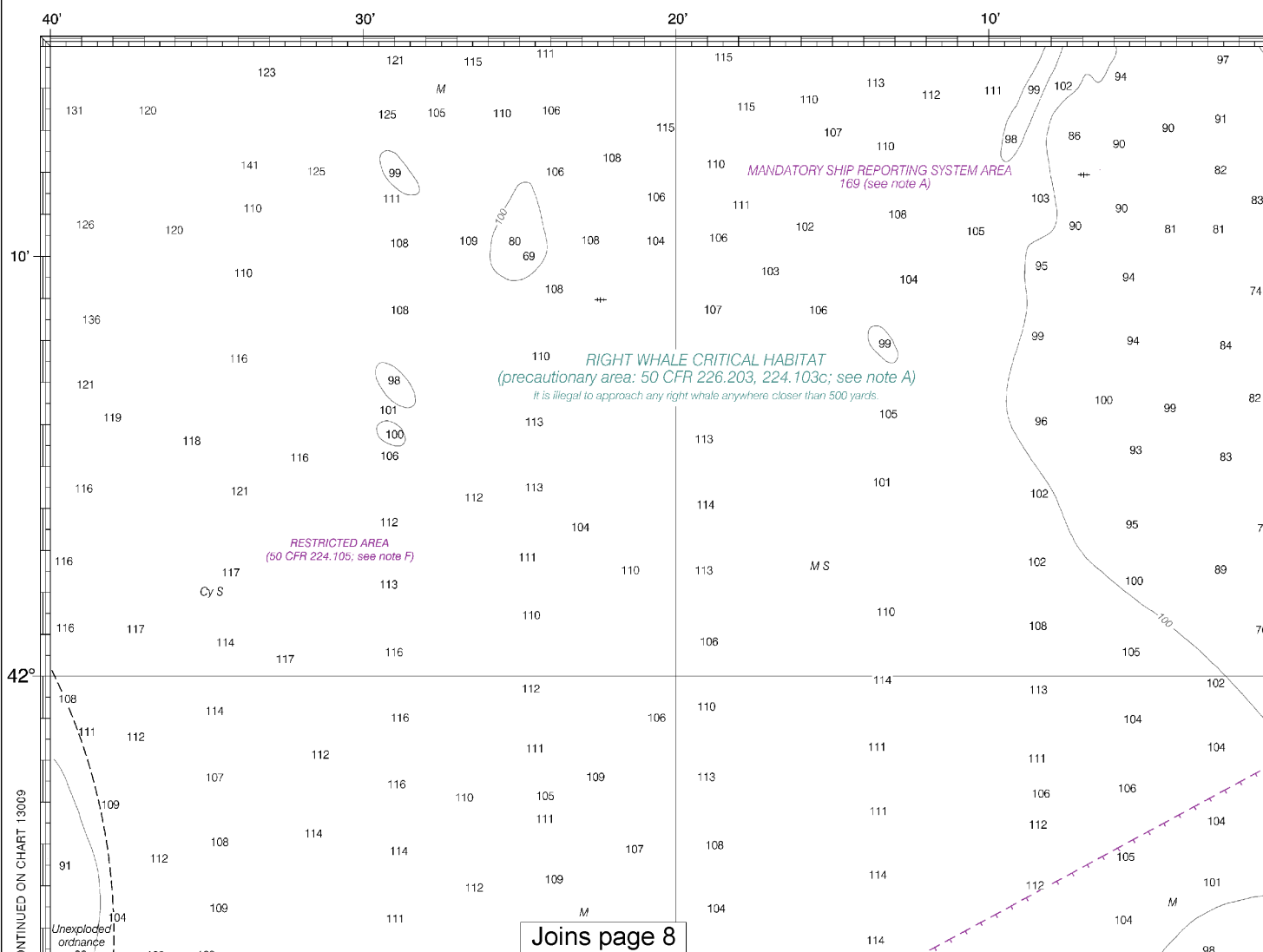


The outlined areas in this diagram are banded in this diagram by the U.S. Army Corps of Engineers. The outlined areas are not shown on this diagram.

Hydrography and Survey with additional information.



13203



Joins page 8

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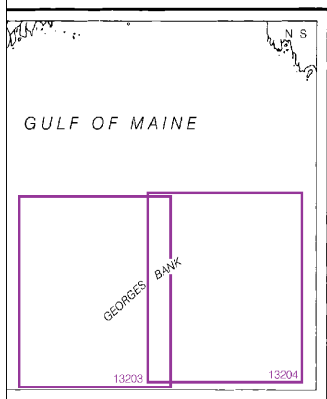
Note: Chart grid lines are aligned with true north.

SOURCE DIAGRAM

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

AUTHORITIES

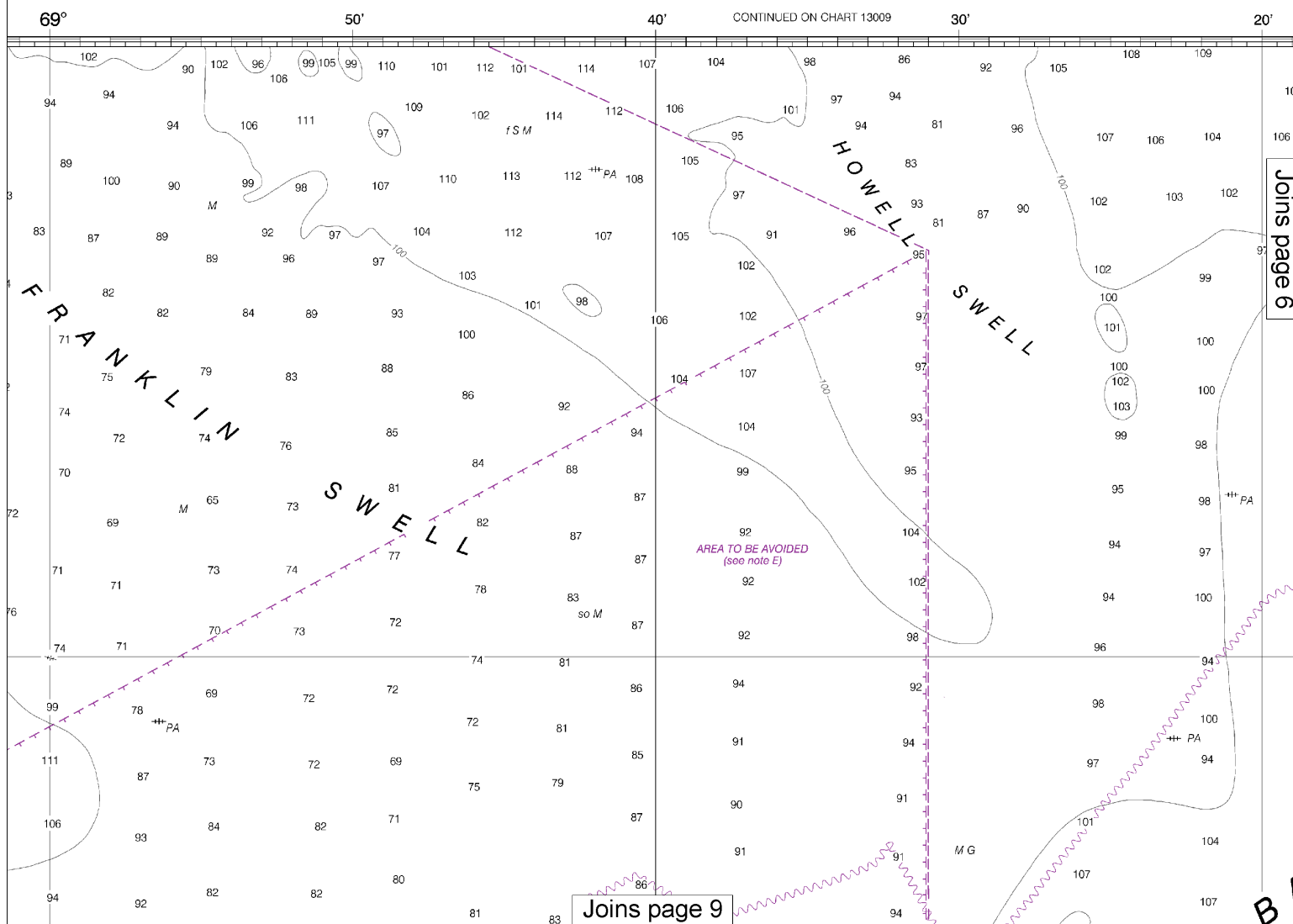
and topography by the National Ocean Service, Coast
ditional data from the U.S. Coast Guard.



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.



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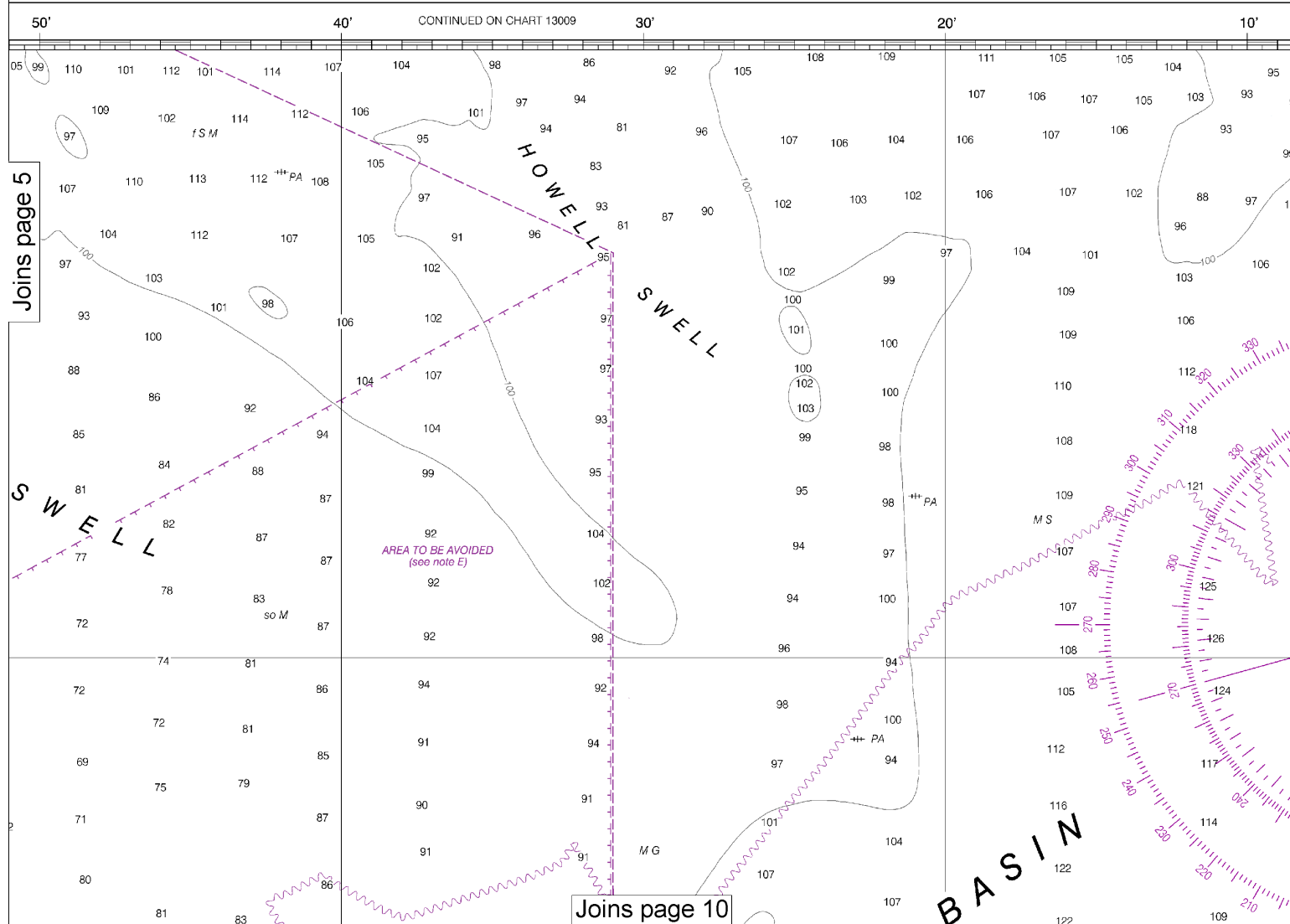
SPECIAL CHART FOR FISHING INDUSTRY

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

PLACE
NAME
Georges Shoal Dev's Bank, Nantucket Shoals
Dashes (---) located in datum columns in tide predictions, and tidal current predic (Mar 2013)

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Formerly NOS 13204B, C&GS 612B, 1st Ed. Nov. 1963 KAPP 2152



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Note: Chart grid
lines are aligned
with true north.

AREA TO BE AVOIDED

CAUTION

During some winter months or when endangered by ice, certain aids to navigation are placed by other types or removed. For details U.S. Coast Guard Light List.

Symbols 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	---

--- indicate unavailable datum values for a tide station. Real-time water levels, if/when available on the Internet from Arctid/Altid/HydroNet, are given as:

HORIZONTAL DATUM

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

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

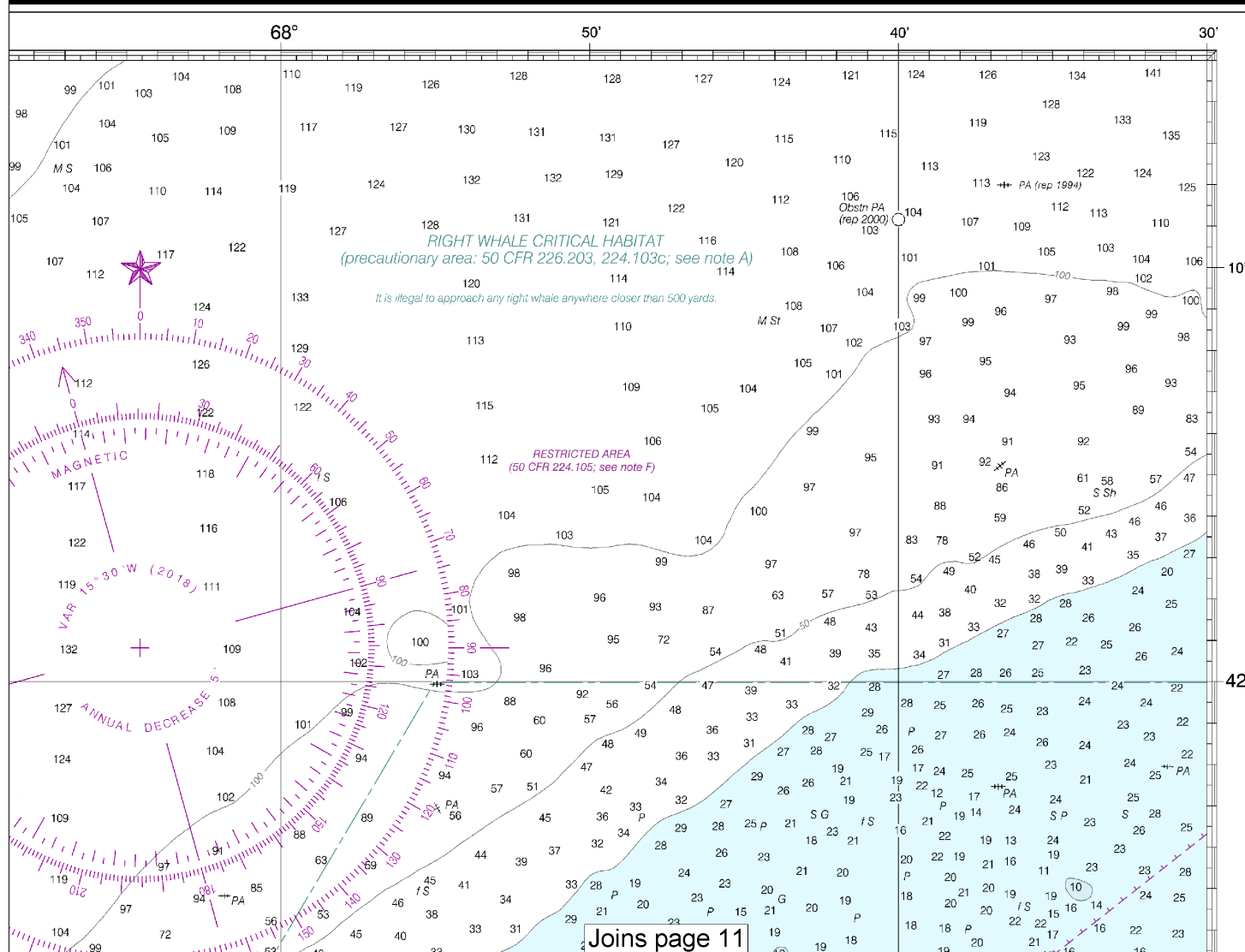
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to Boston Harbor and New York Harbor, but are not intended in any way to supersede or alter the 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, 12300, and 12367.

NOTE F

RIGHT WHALE SEASONAL MANAGEMENT AREA

All vessels greater than or equal to 65 feet in length must slow to speeds of 10 knots or less in seasonal management areas.

SOUNDINGS IN FATHOMS



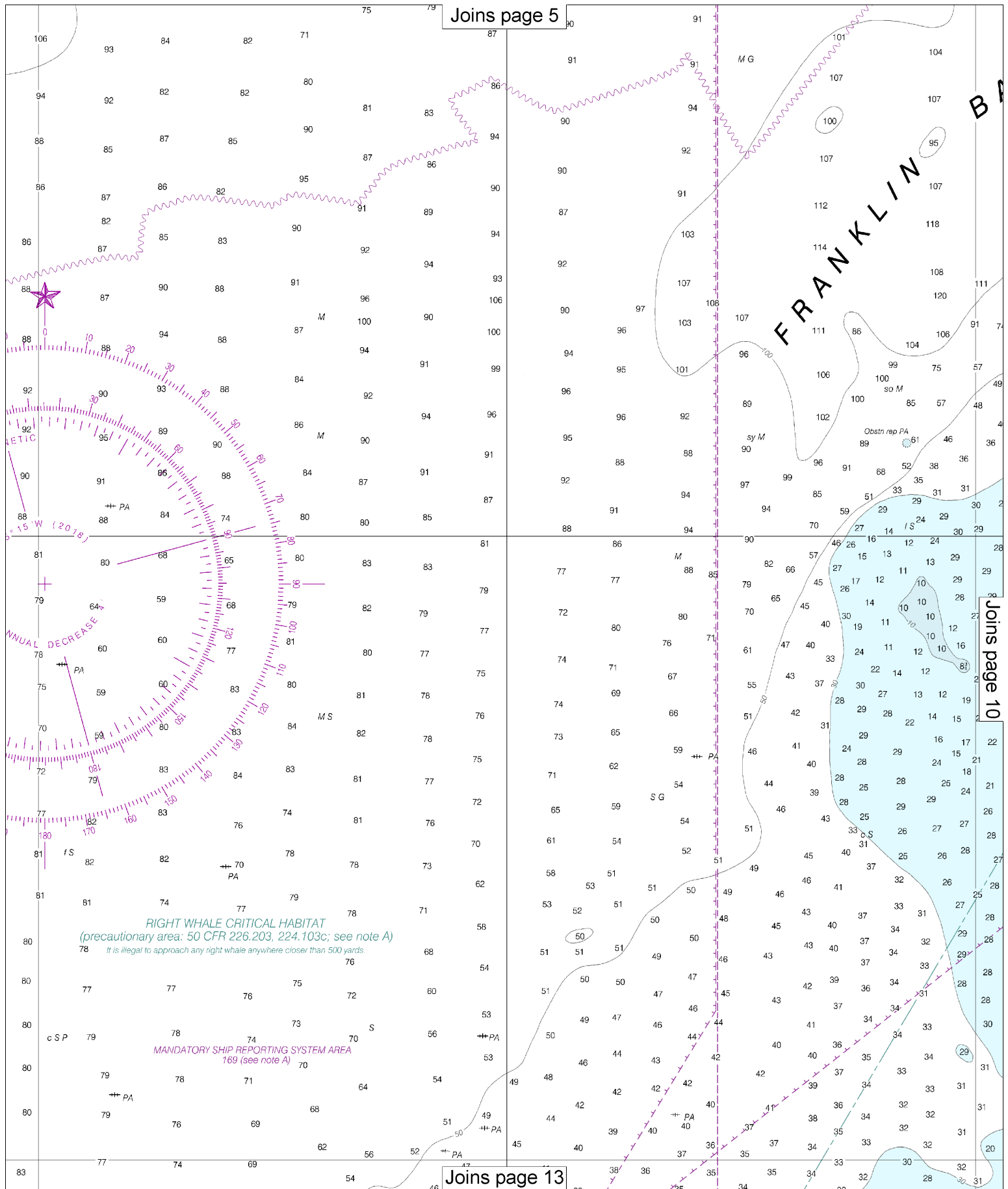
Joins page 11

This is the Last Edition of this chart. It will be canceled on Oct 30, 2024
14th Ed., May 2013. Last Correction: 4/29/2024. Cleared through:
LNM: 2124 (5/21/2024), NM: 2224 (6/1/2024), CHS: 0424 (4/26/2024)

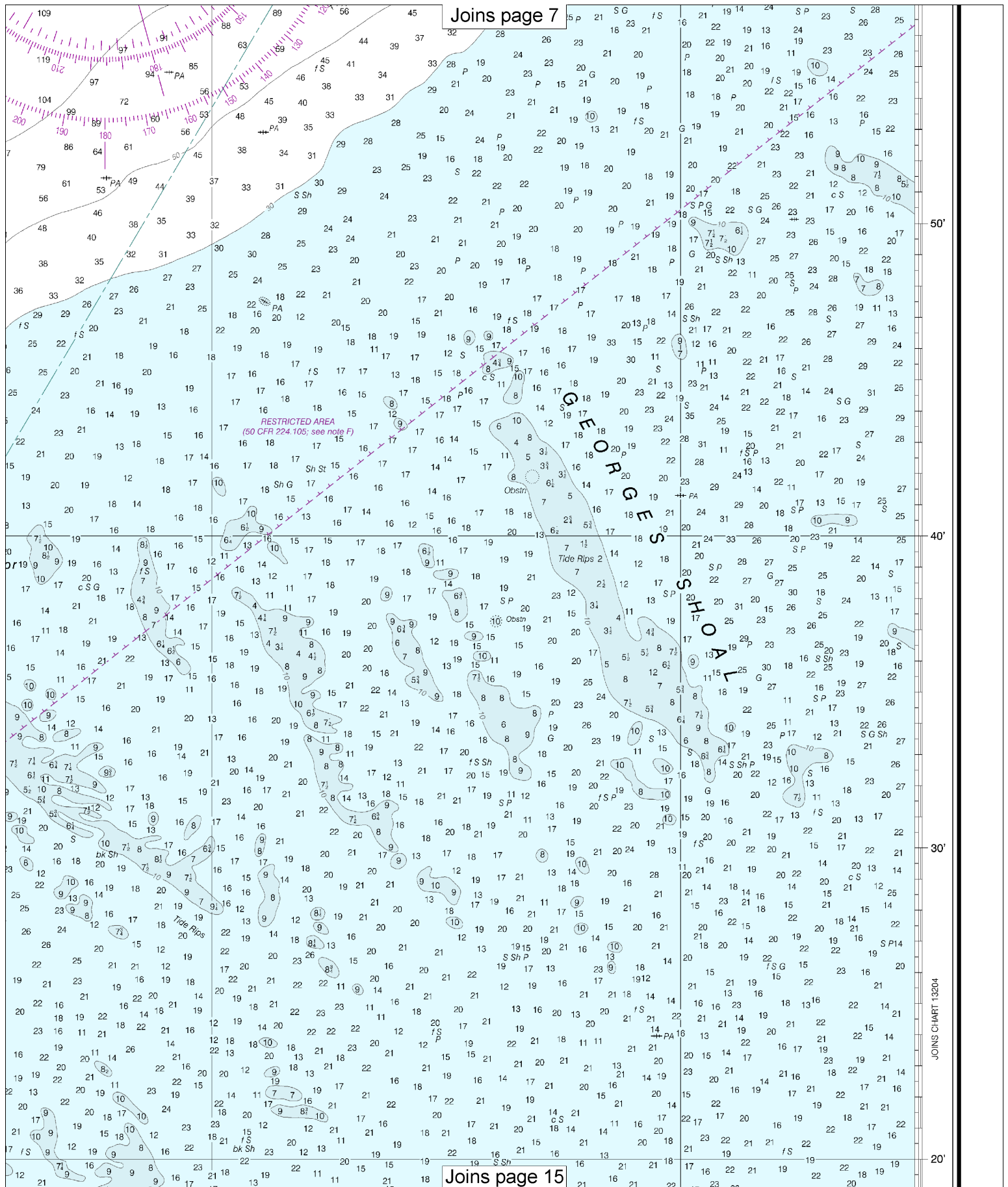
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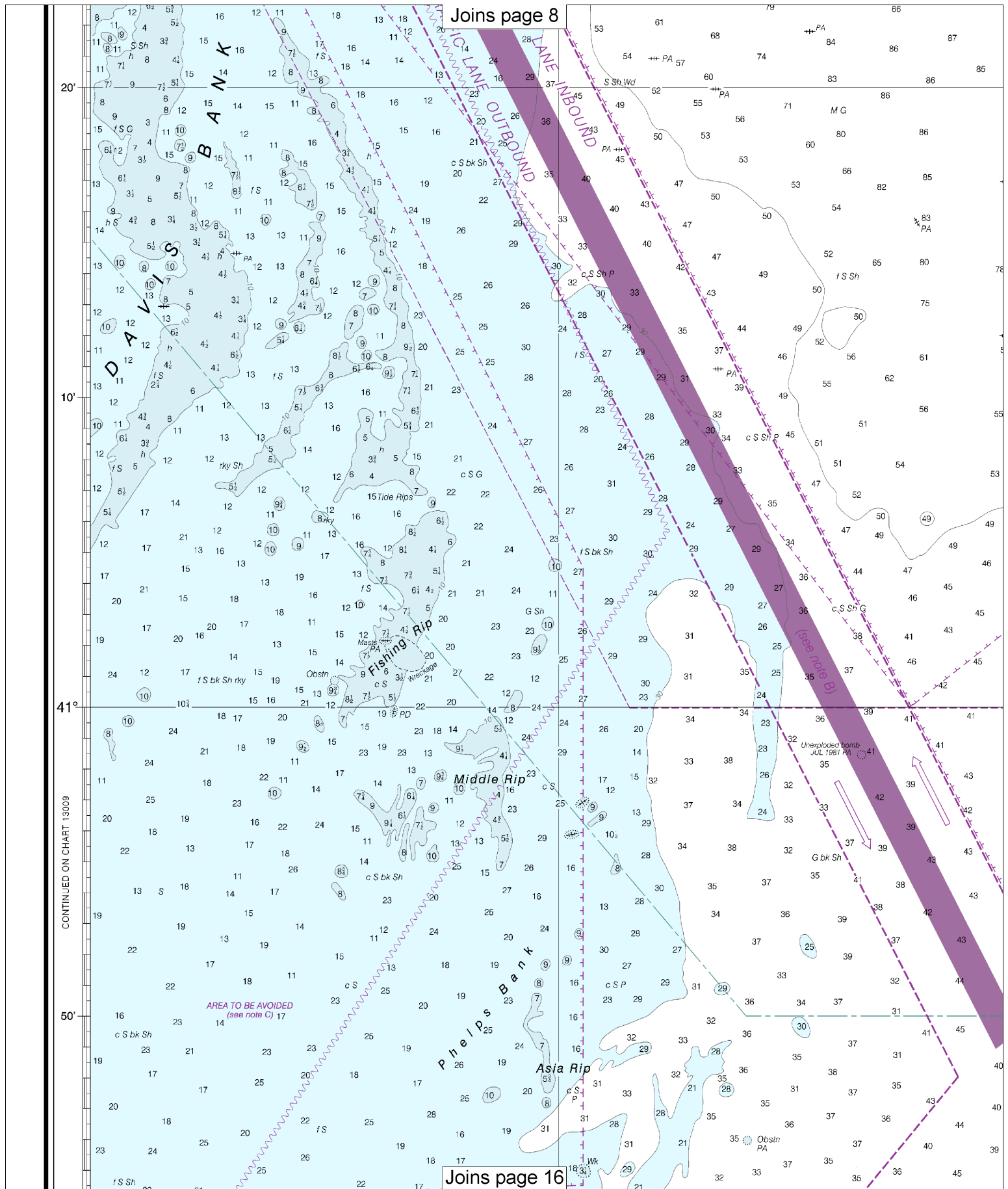
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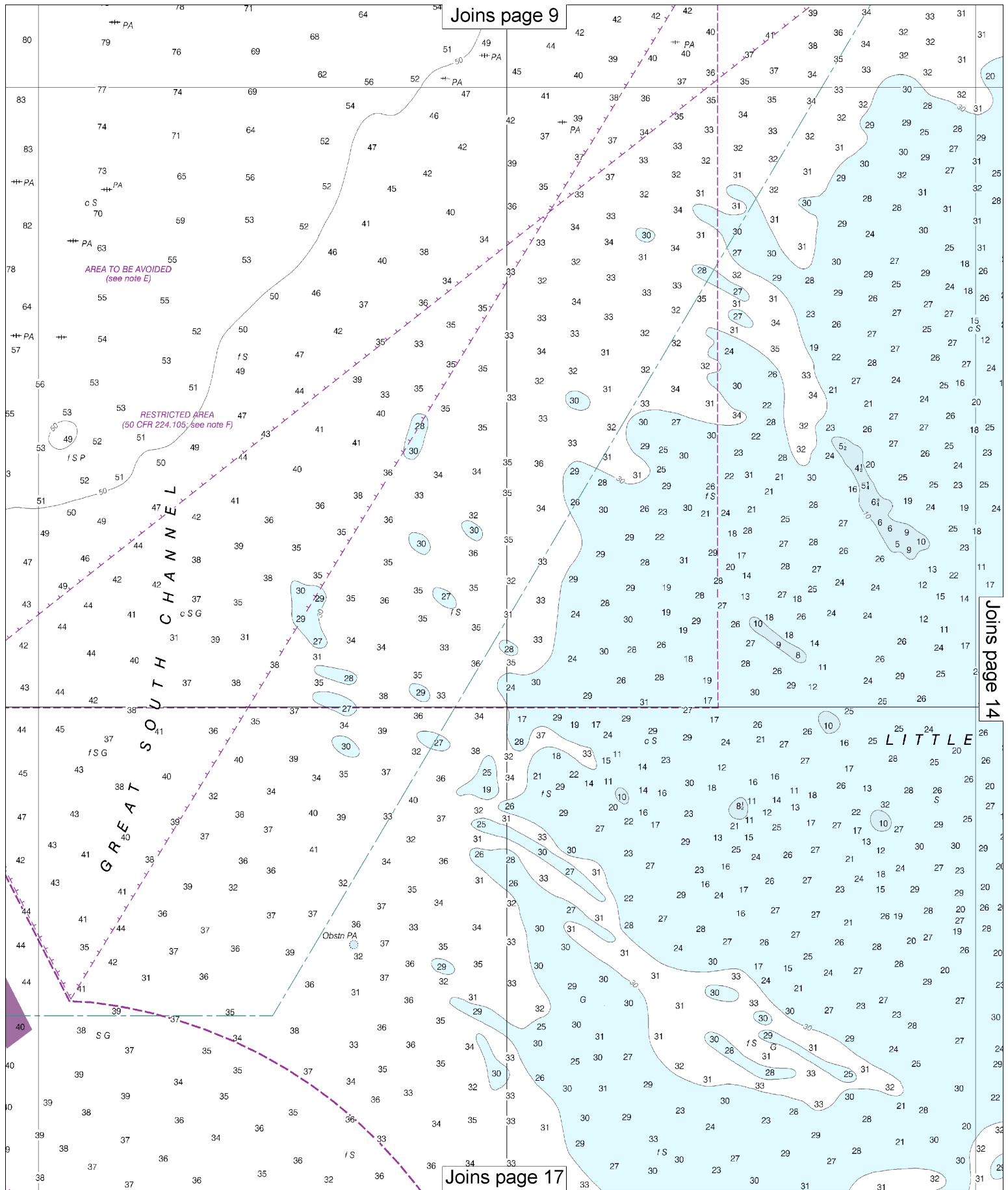
Joins page 5

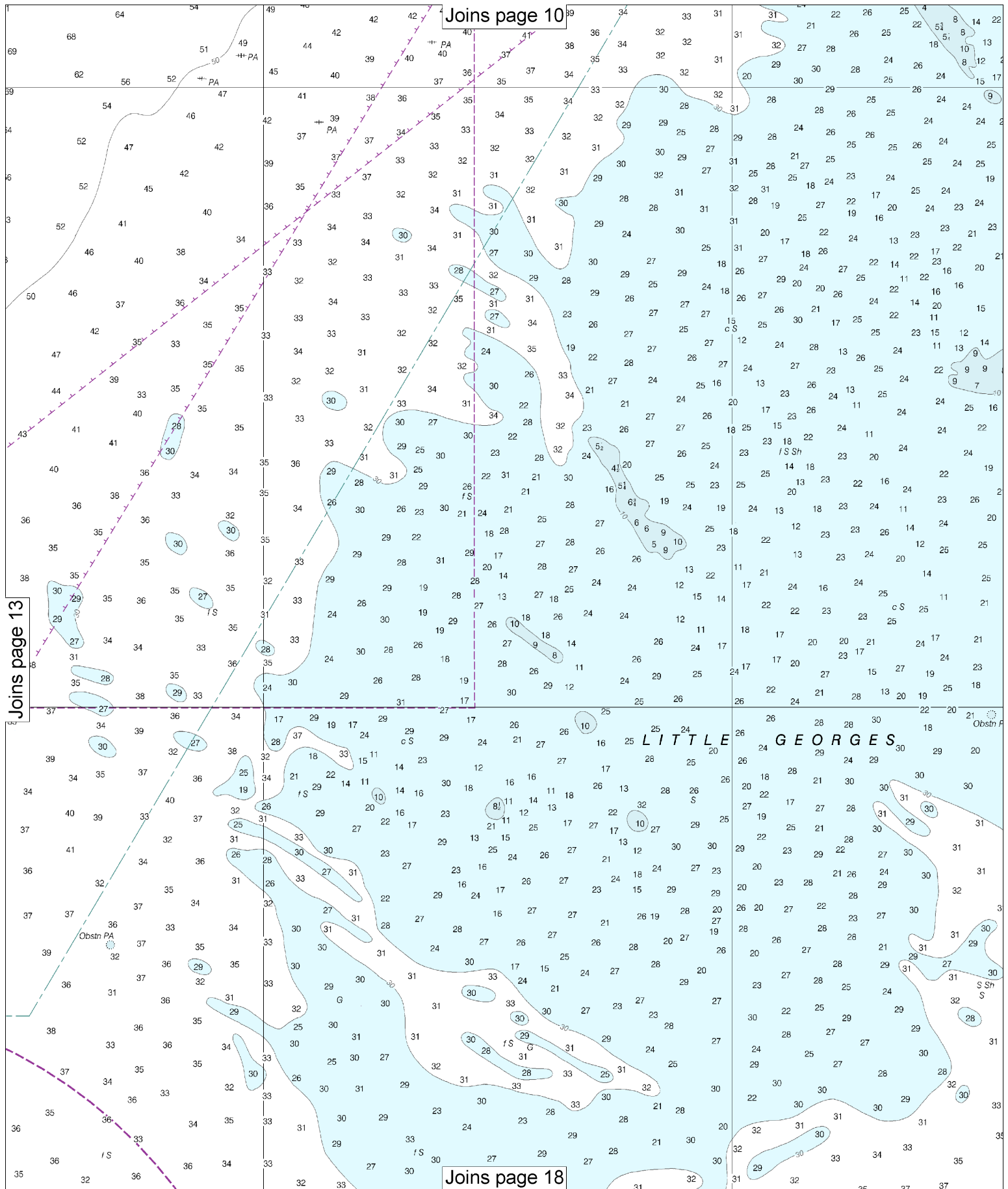


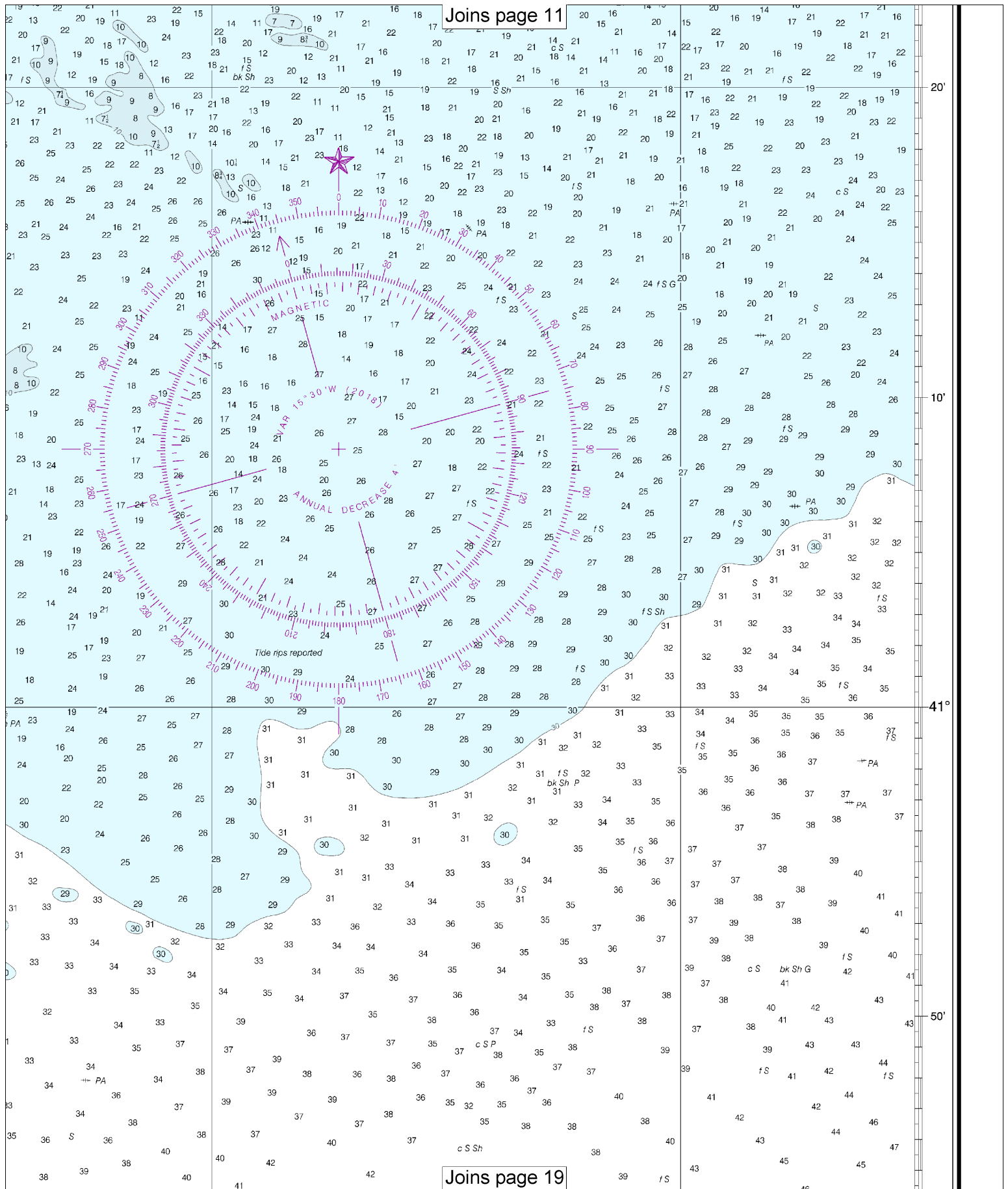
Note: Chart grid lines are aligned with true north.

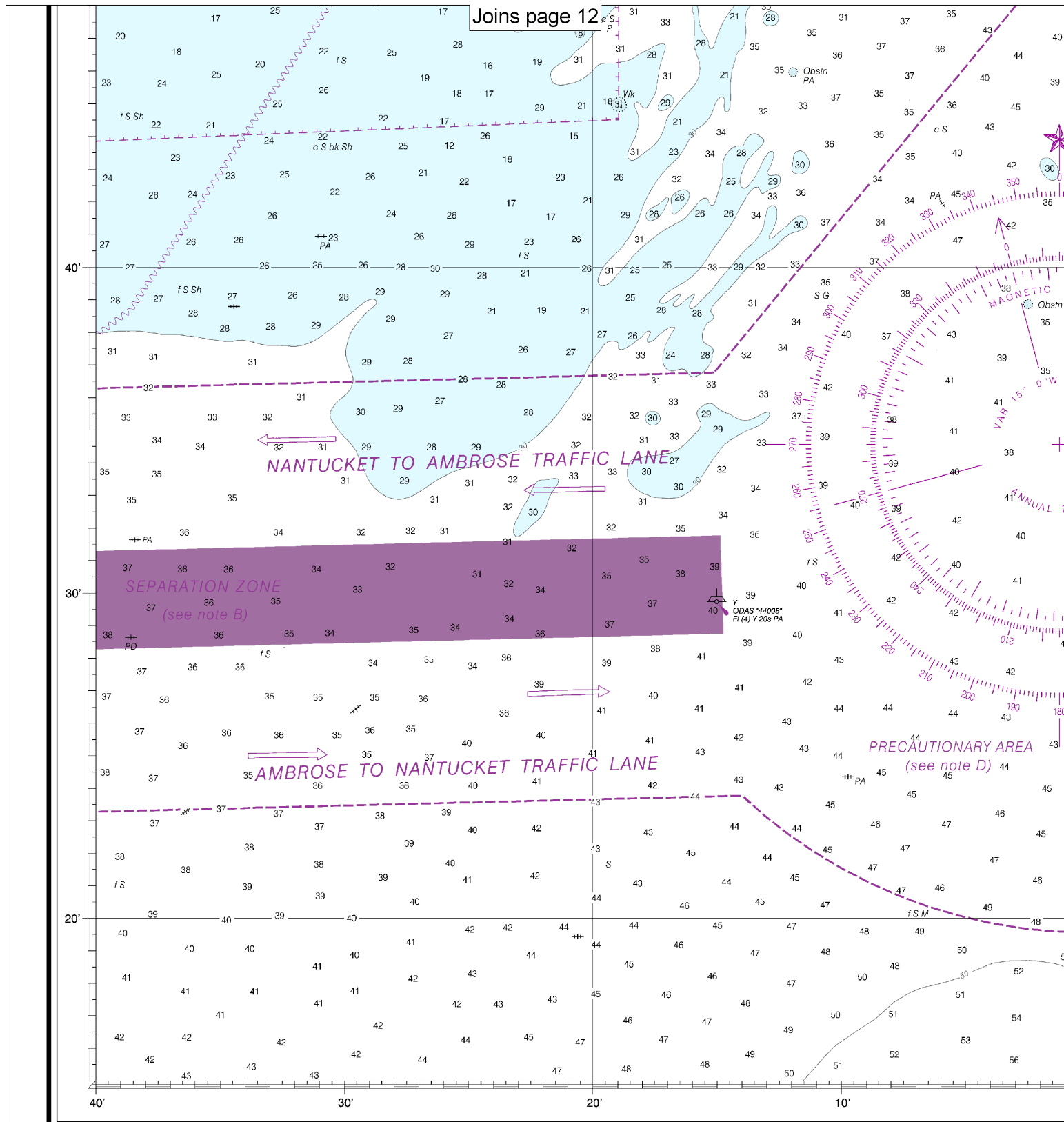












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CAUTION

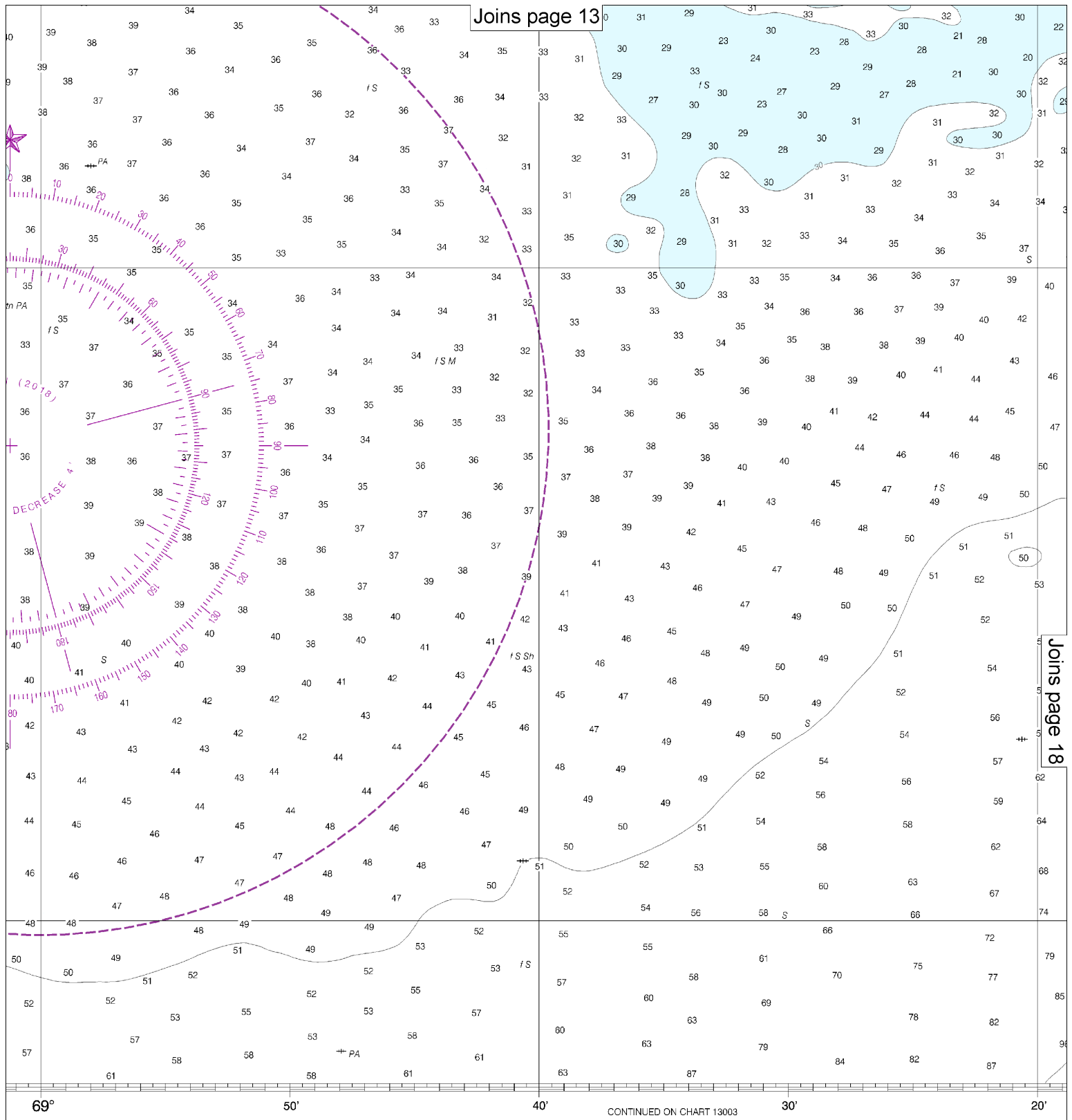
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice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

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

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14th Ed., May 2013. Last Correction: 4/29/2024. Cleared through:
LNM: 2124 (5/21/2024), 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
to chartcomments@noaa.gov

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

SOUNDINGS

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40°

30°

20°

68° 50° 40° 30°

1011.2 X 626.5 mtr

Oceanographer Canyon

Gilbert Canyon

Lydonia Canyon

Subm pipe rep (covered 82 fms)

S

f S

M

151

161

112

307

102

147

367

297

99

482

160

536

137

125

162

205

403

562

637

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212

547

732

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337

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772

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ATOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	0	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

13203



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**



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