

BookletChart™

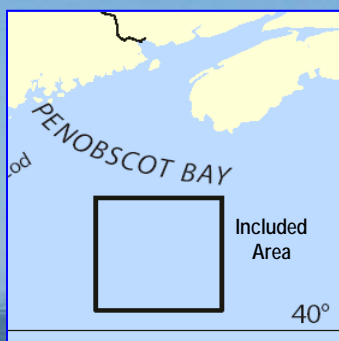
Georges Bank – Eastern Part

NOAA Chart 13204

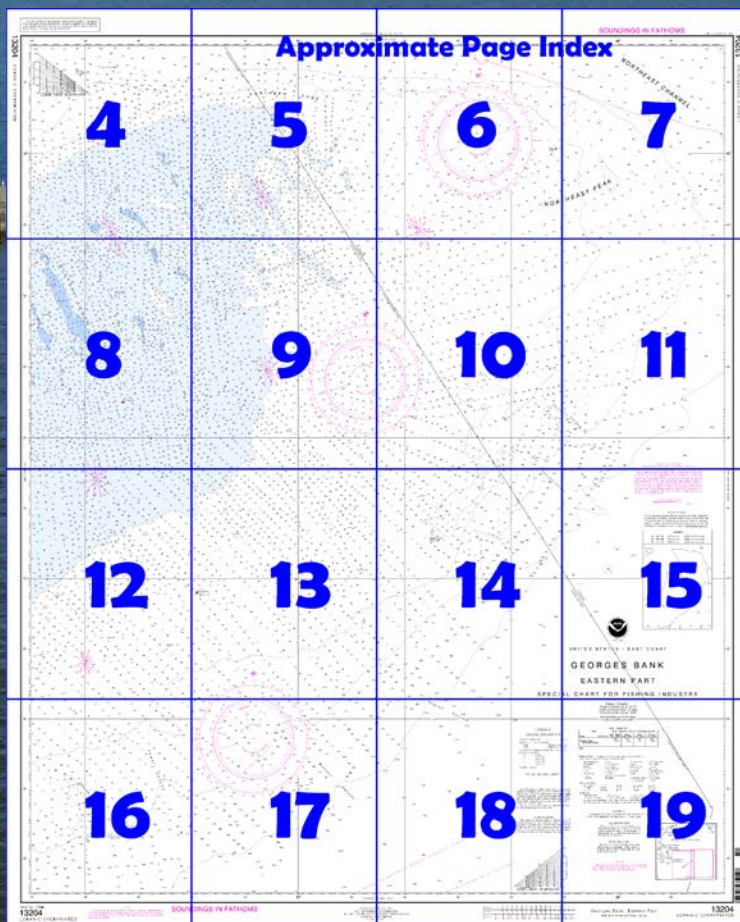


A reduced-scale NOAA nautical chart for small boaters

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.

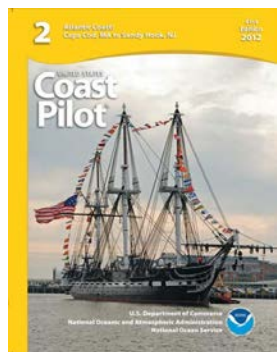
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13204>.



(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, about 80 miles long in a NE-SW direction and 50 miles in max 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 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. 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 beyond a least depth of 25 fathoms. A navigator must bear in mind while in an area of this character that it is impossible for the surveyor, without a vast expenditure of time, to determine and locate all of the shoalest spots on the many shoals found. Sudden shoaling on such a bank must be considered an indication of possibly dangerous water. This bank has not been wire dragged.

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.

Endangered North Atlantic right whales may occur and have been reported off the south side of Nantucket Island.

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

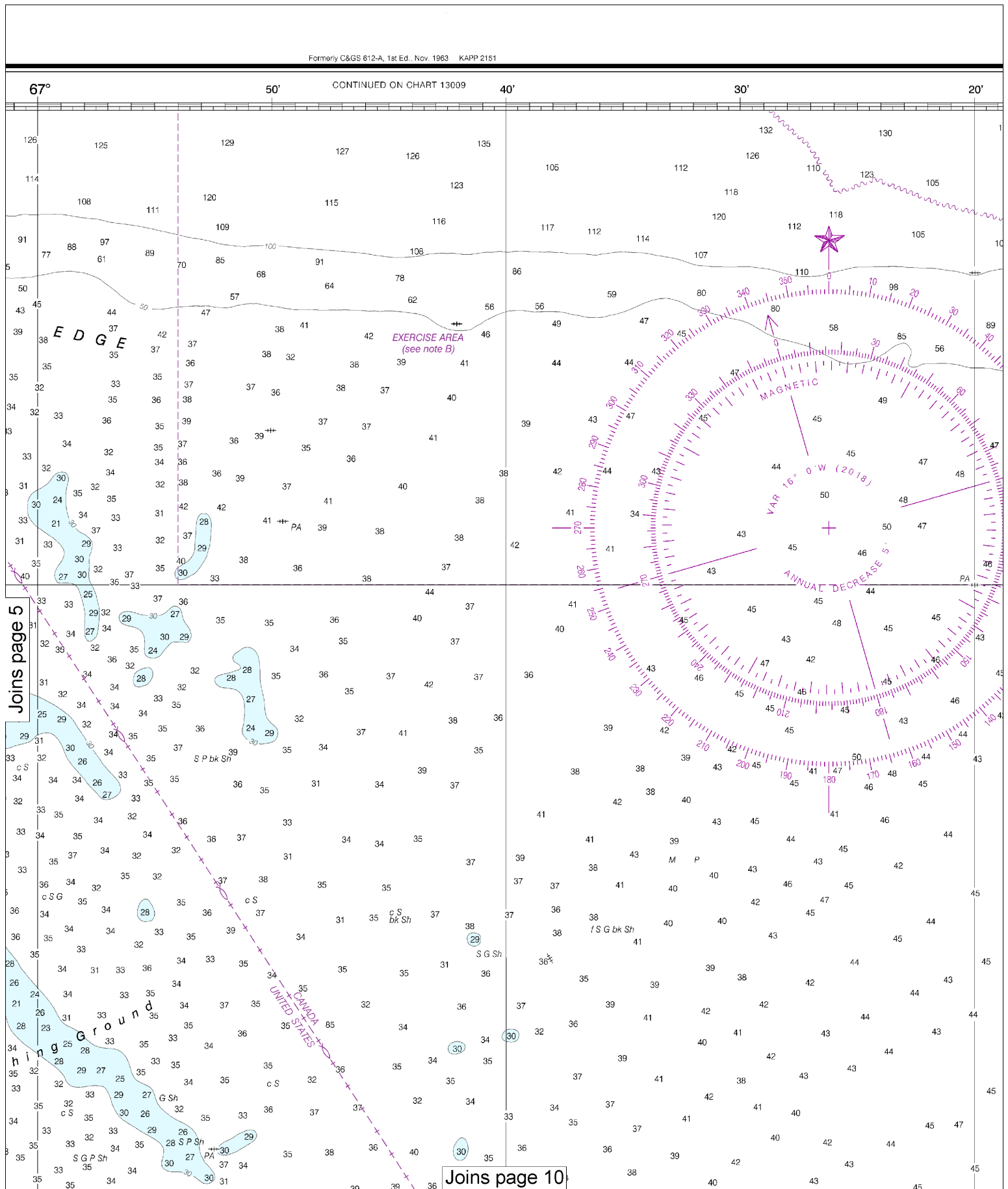
on navigable waters except Western Rivers



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>



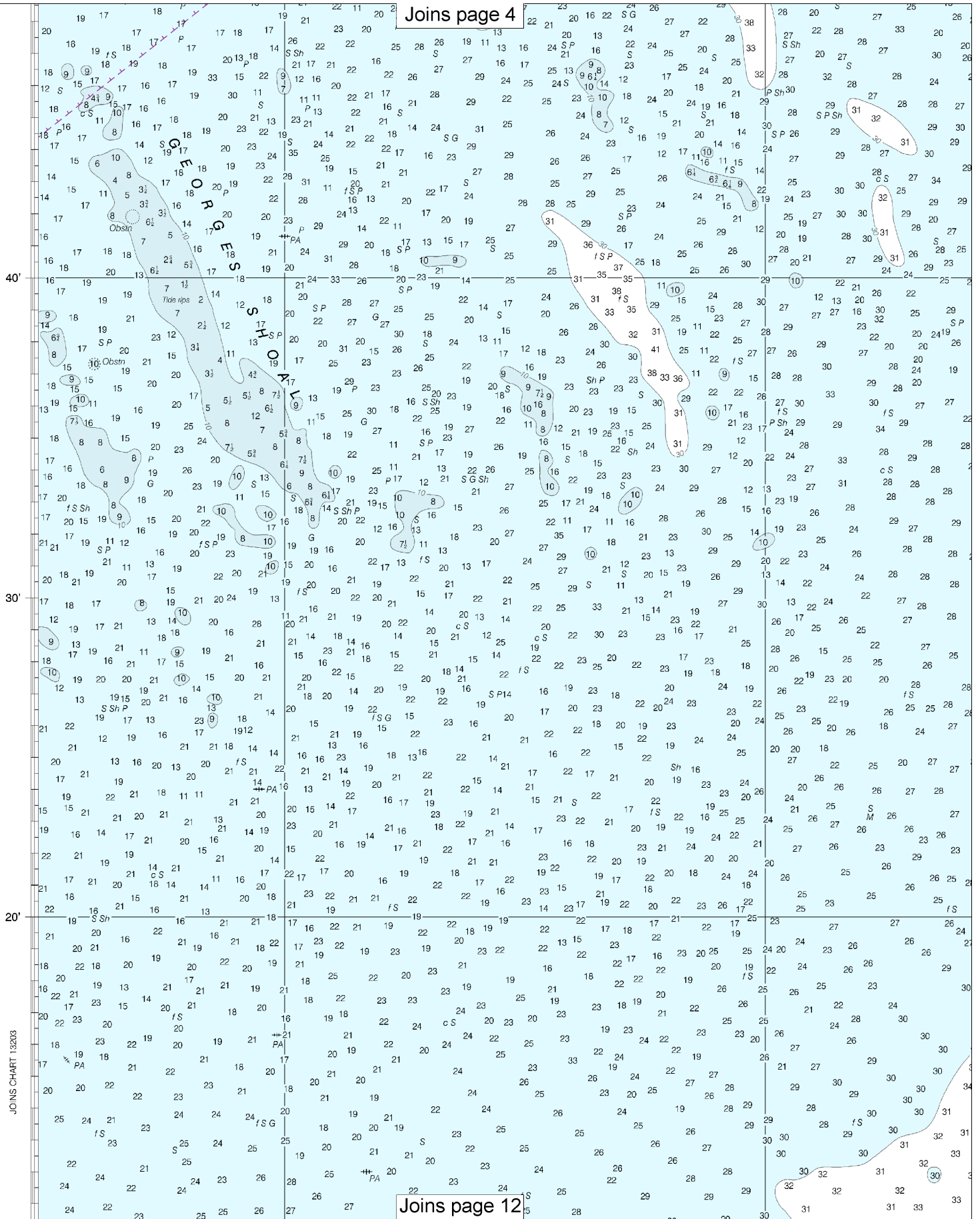
Note: Chart grid lines are aligned with true north.

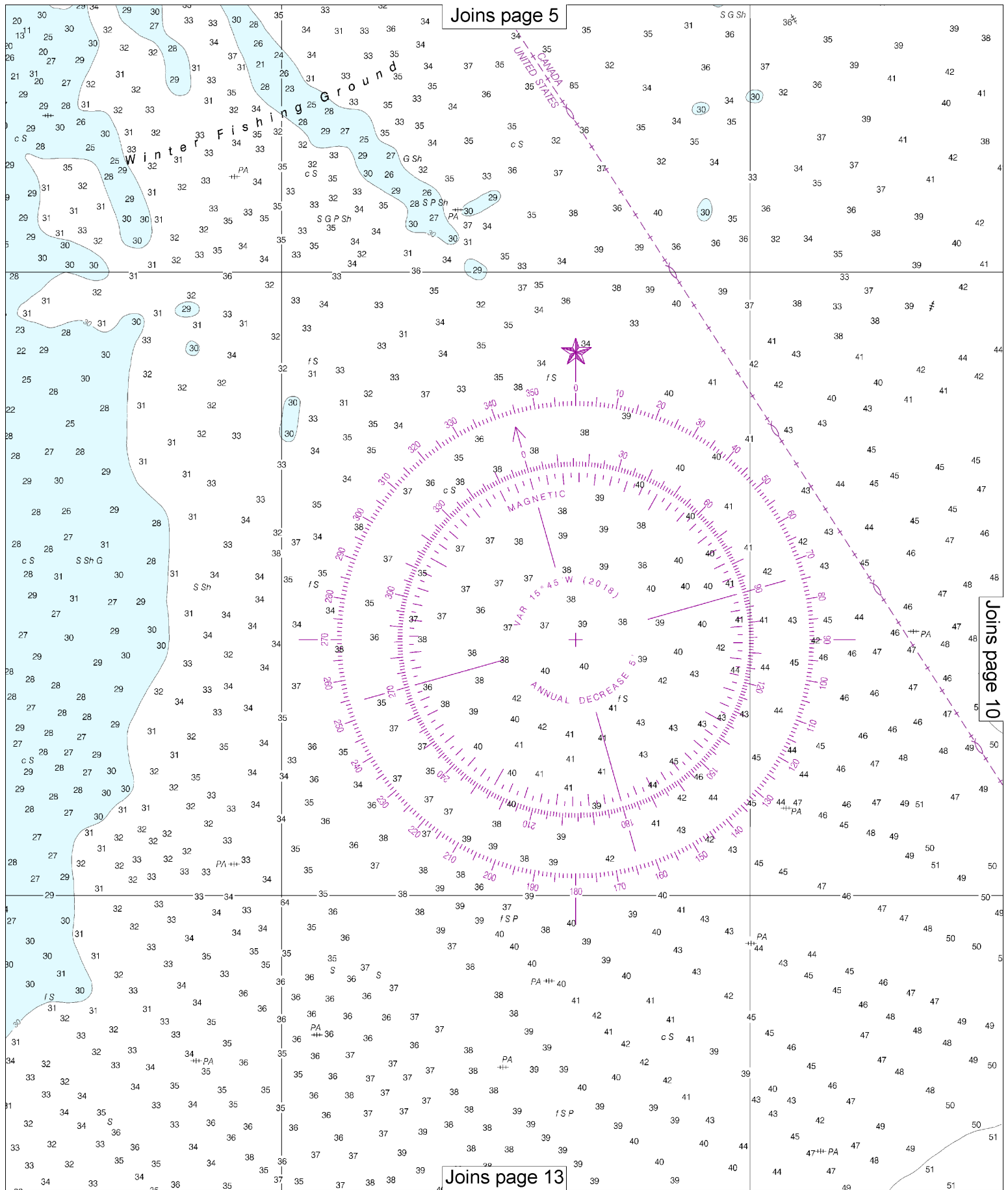


13204



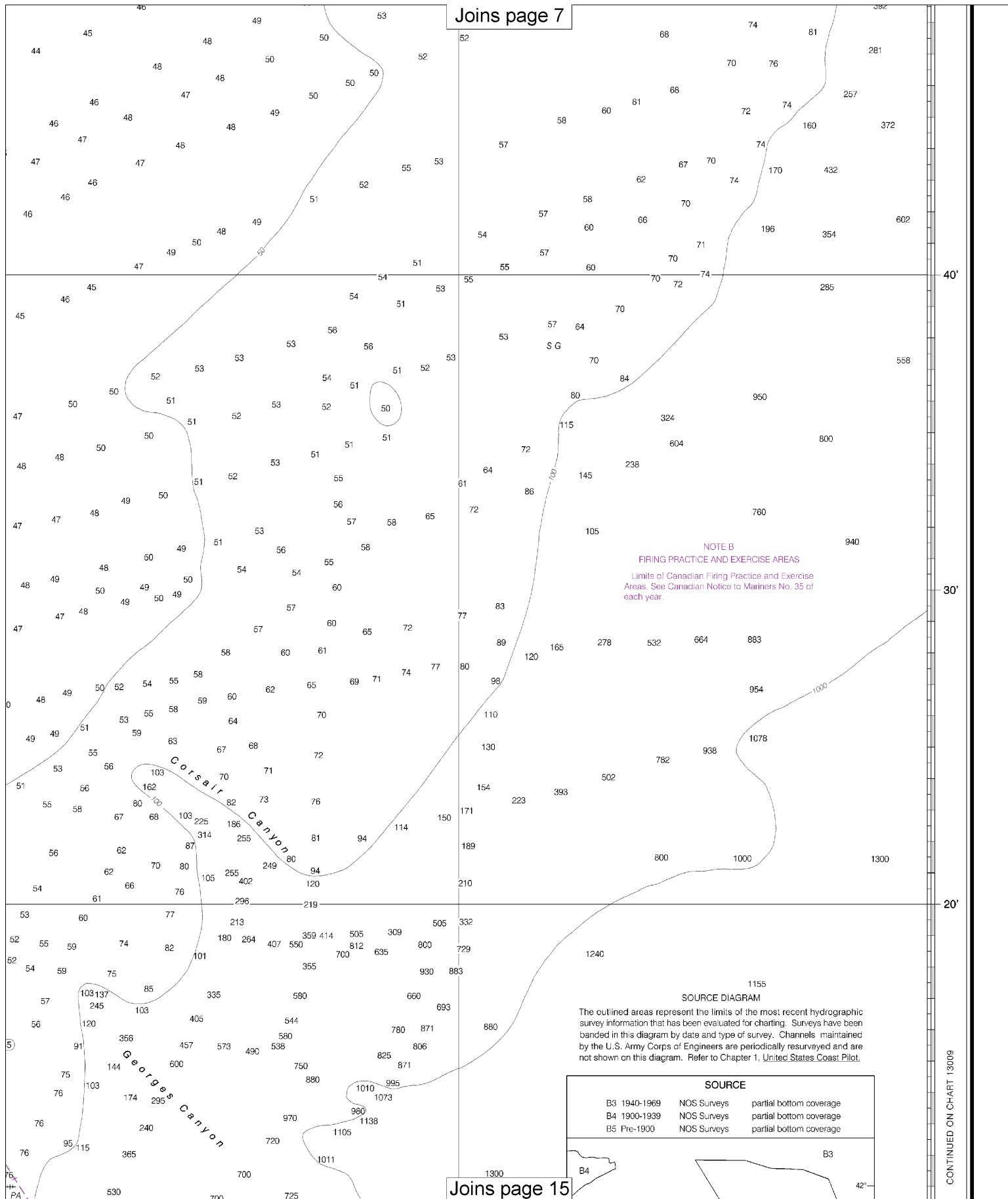
14th Ed., May 2014. Last Correction: 4/29/2024. Cleared through:
LNM: 2124 (5/21/2024), NM: 2224 (6/1/2024), CHS: 0424 (4/26/2024)





Note: Chart grid lines are aligned with true north.

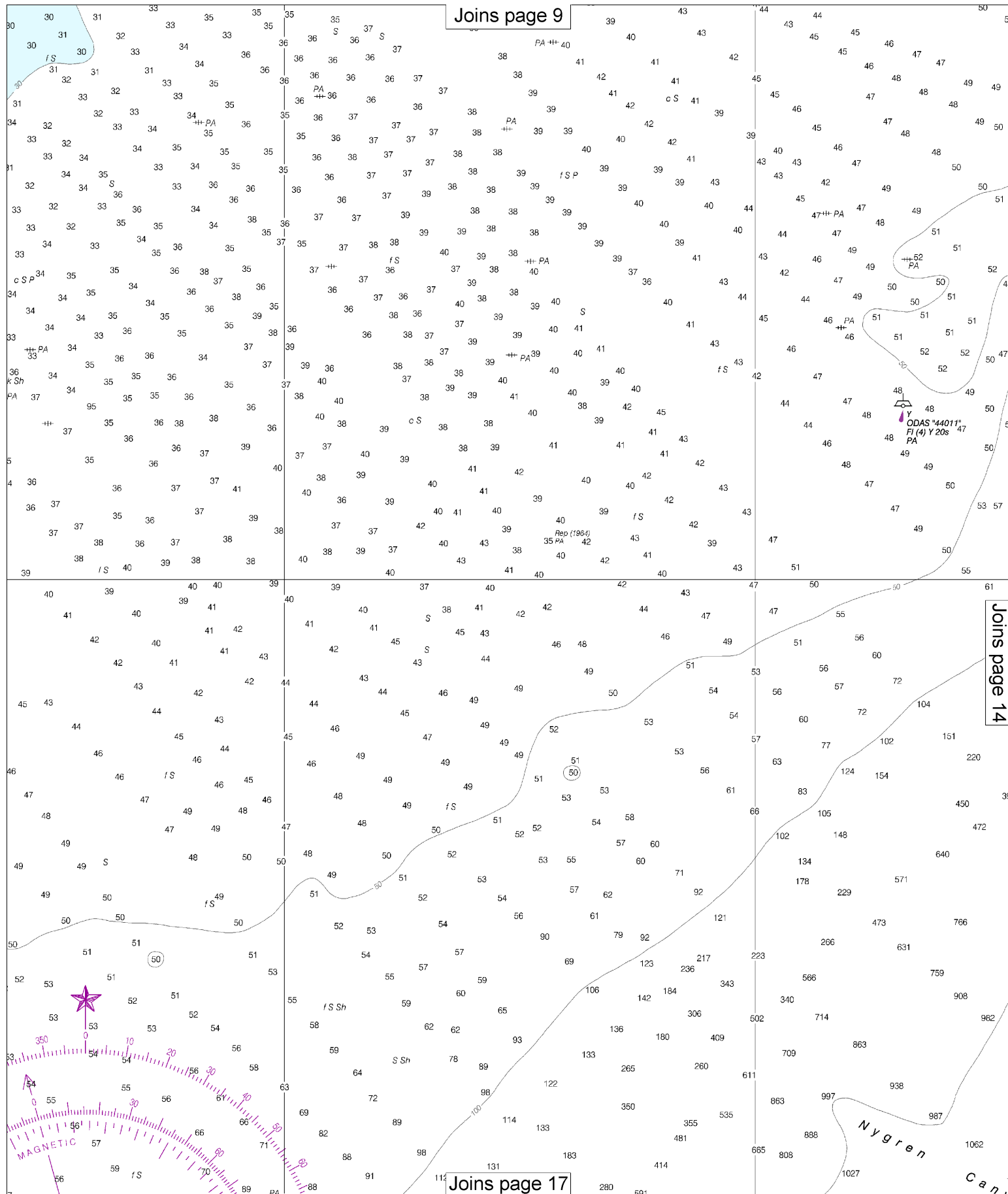
Joins page 7

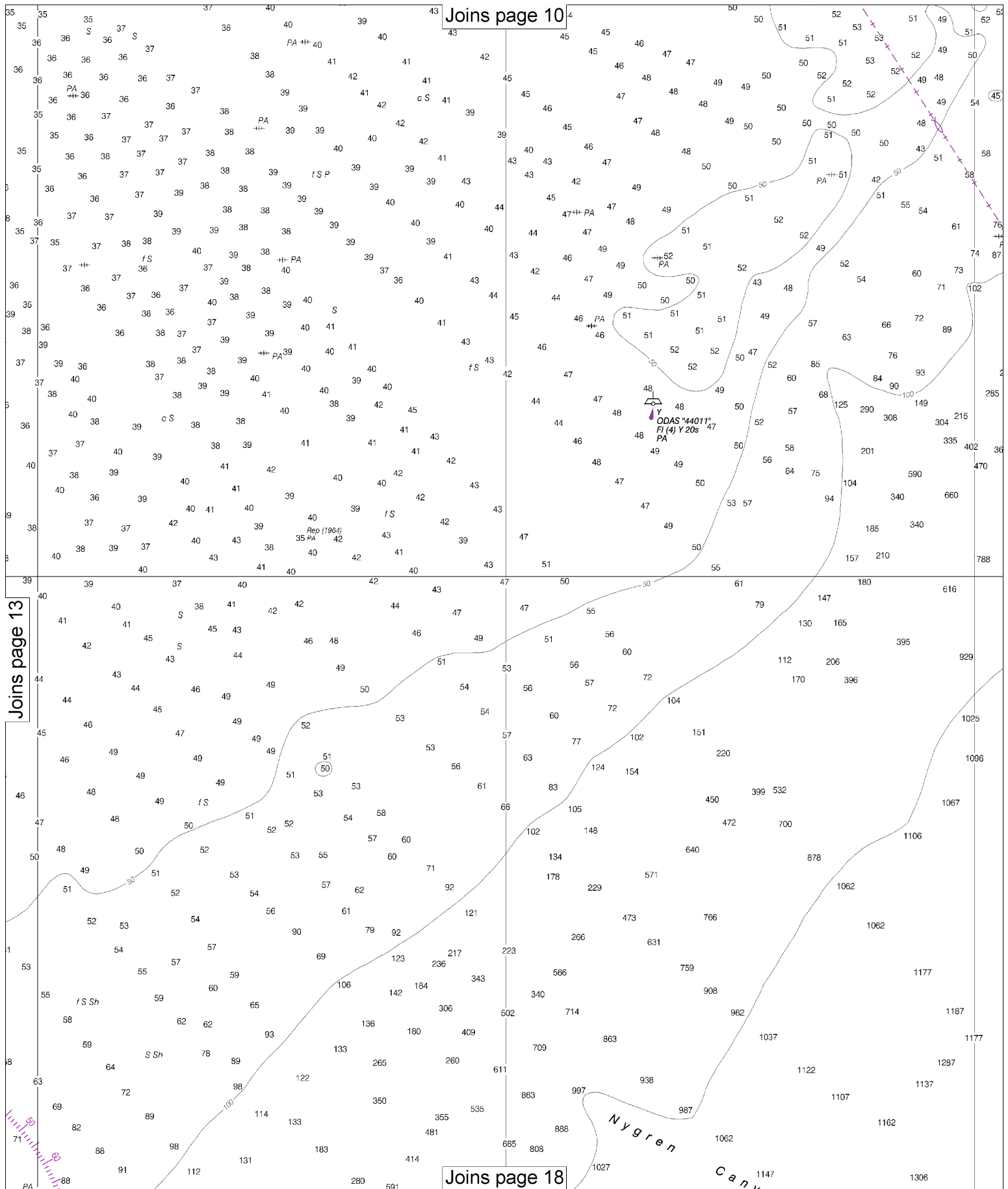


Joins page 15



Note: Chart grid lines are aligned with true north.





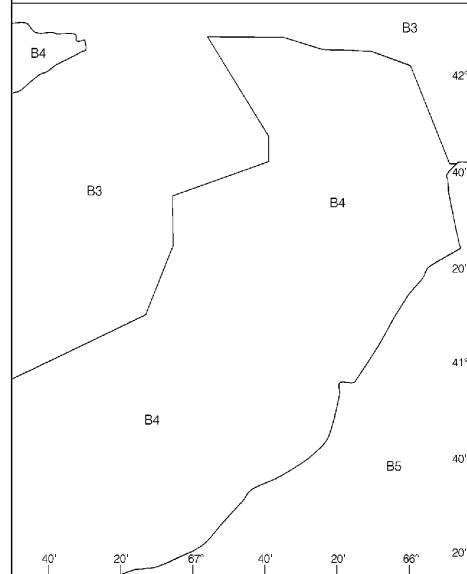
Joins page 11

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*.

SOURCE

B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage



CONTINUED ON CHART 13009

10'

41°

50'



UNITED STATES - EAST COAST

GEORGES BANK

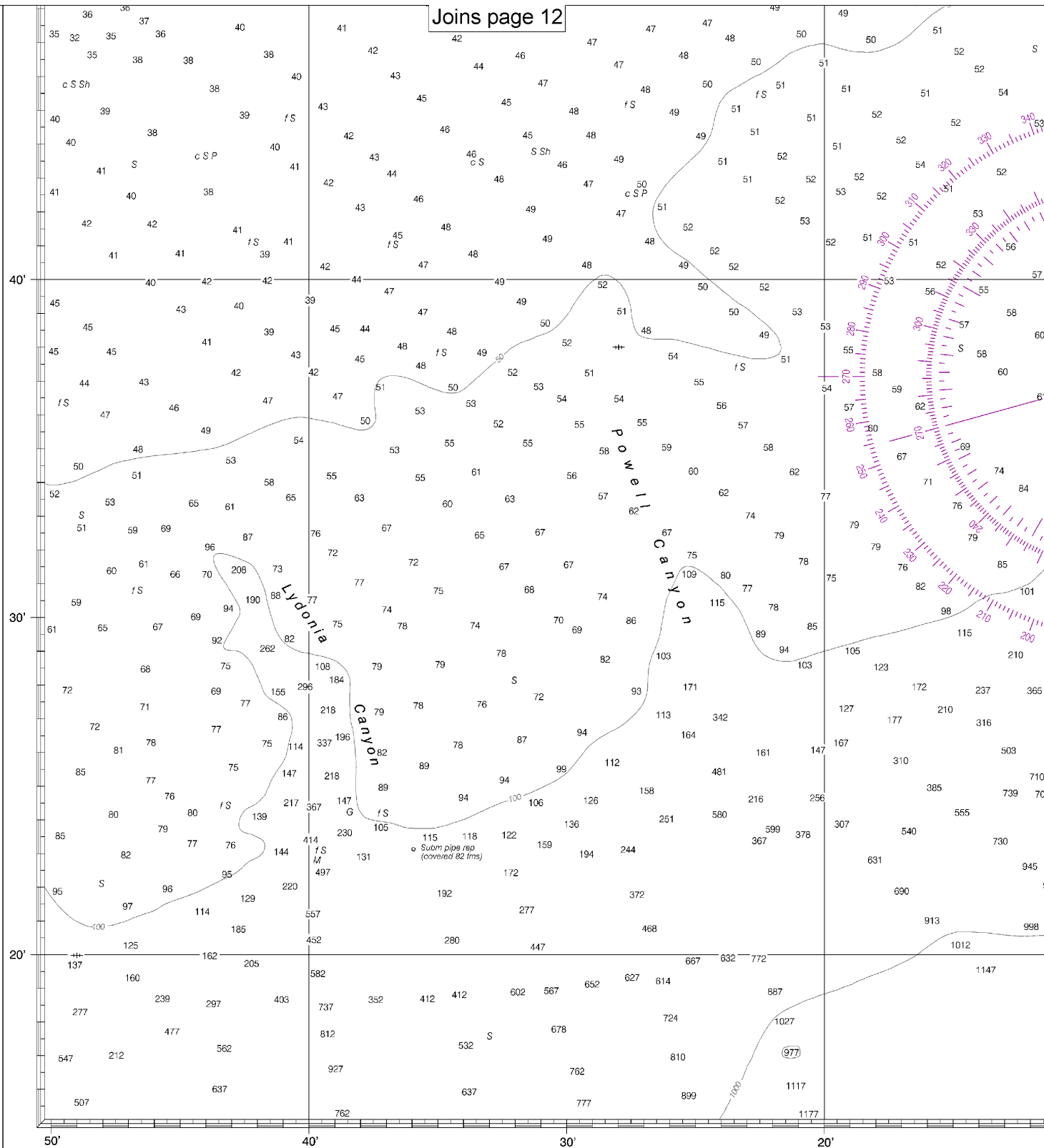
EASTERN PART

SPECIAL CHART FOR FISHING INDUSTRY

Mercator Projection
Scale 1:220,000 at Lat. 41°10'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDING Joins page 19
AT MEAN LOW



13204

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.

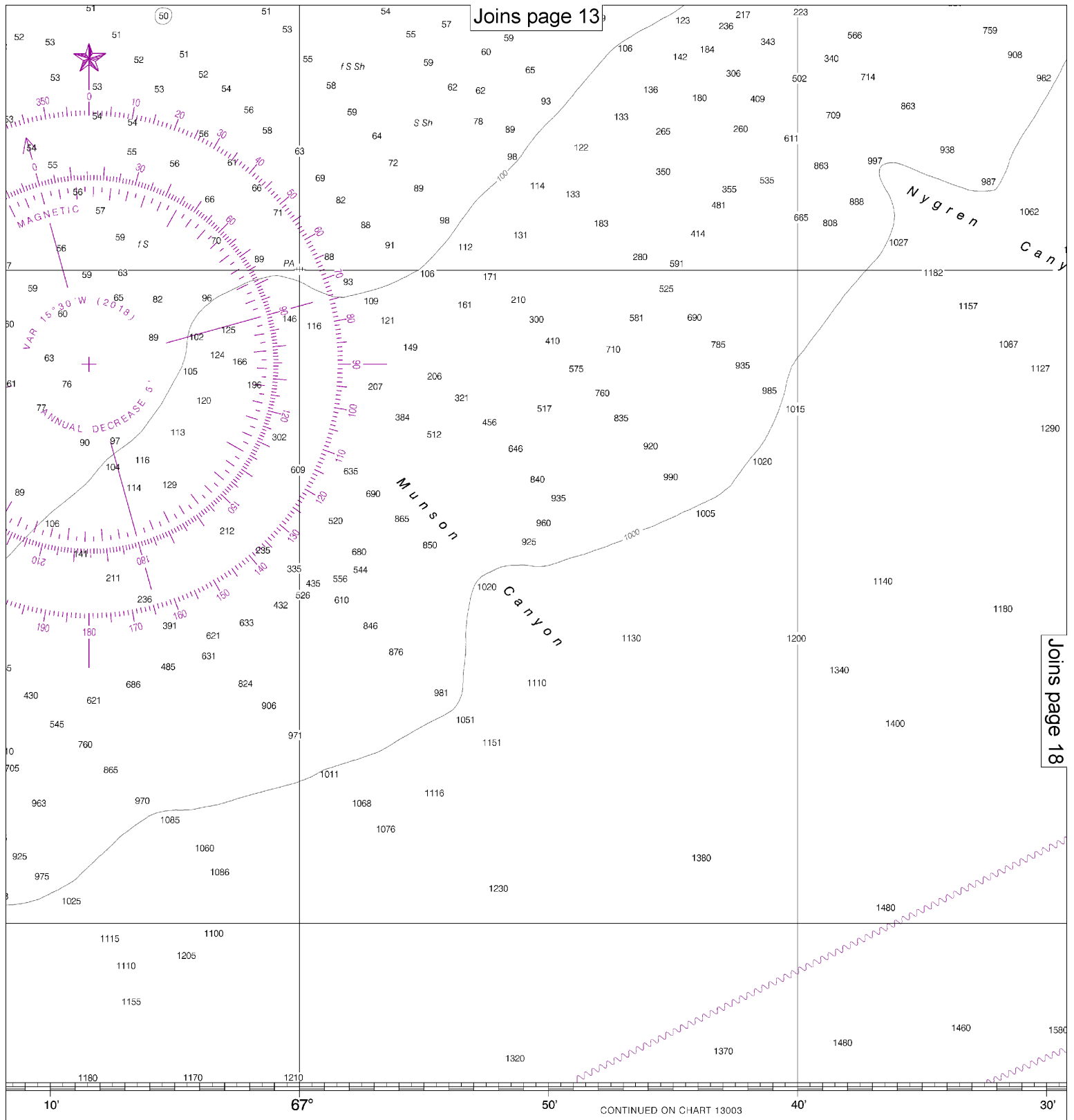
SOUNDING

This is the Last Edition of this chart. It will be canceled on Oct 30, 2024
14th Ed., May 2014. Last Correction: 4/29/2024. Cleared through:
LNM: 2124 (5/21/2024), NM: 2224 (6/1/2024), CHS: 0424 (4/26/2024)

16

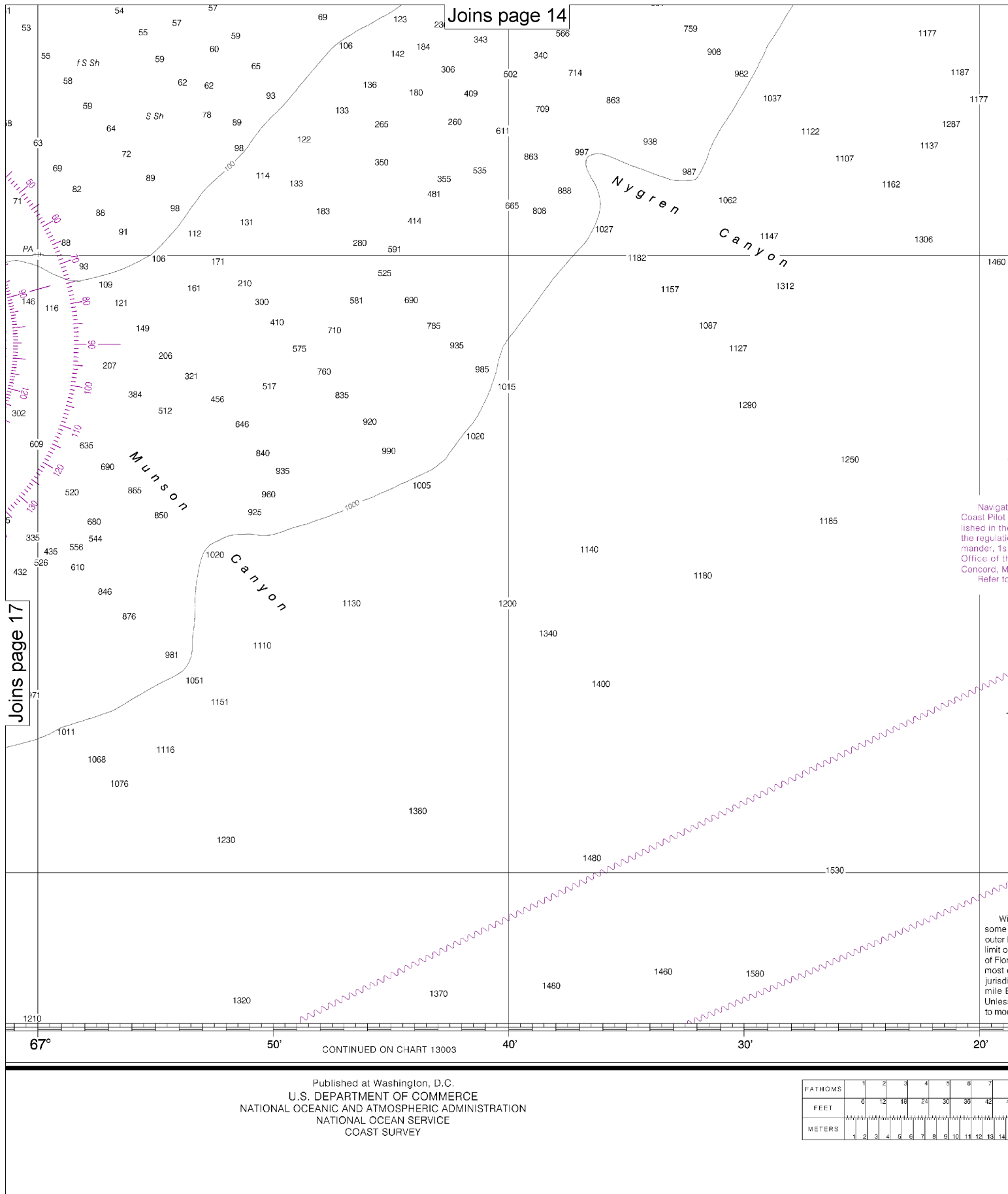
Note: Chart grid
lines are aligned
with true north.

Joins page 13



DEPTHS IN FATHOMS

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



EASTERN 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

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Georges Shoal	(41°42' N/67°46' W)	4.5	4.3	0.1

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 2014)

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

ABBREVIATIONS

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

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

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

AUTHORITIES

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

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.

WARNING

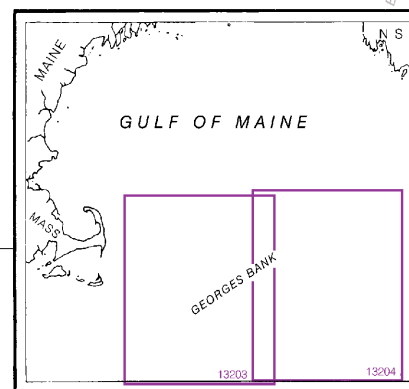
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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 X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, the Federal laws apply. The Three Nautical Mile Line, previously identified as the 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 off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in effect. 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.

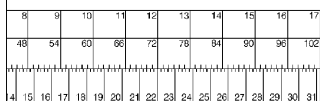


10'

66°

50'

1010.7 X 826.9 mm



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

13204



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.



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/>

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!

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



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