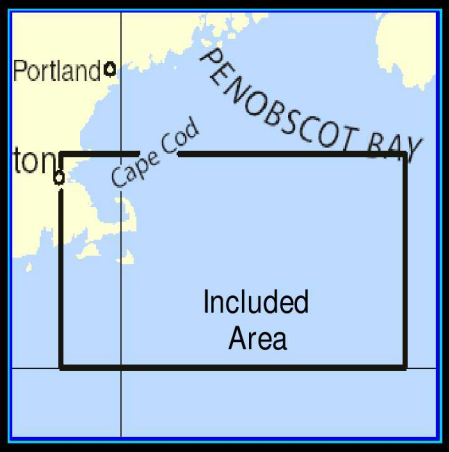
BookletChart™

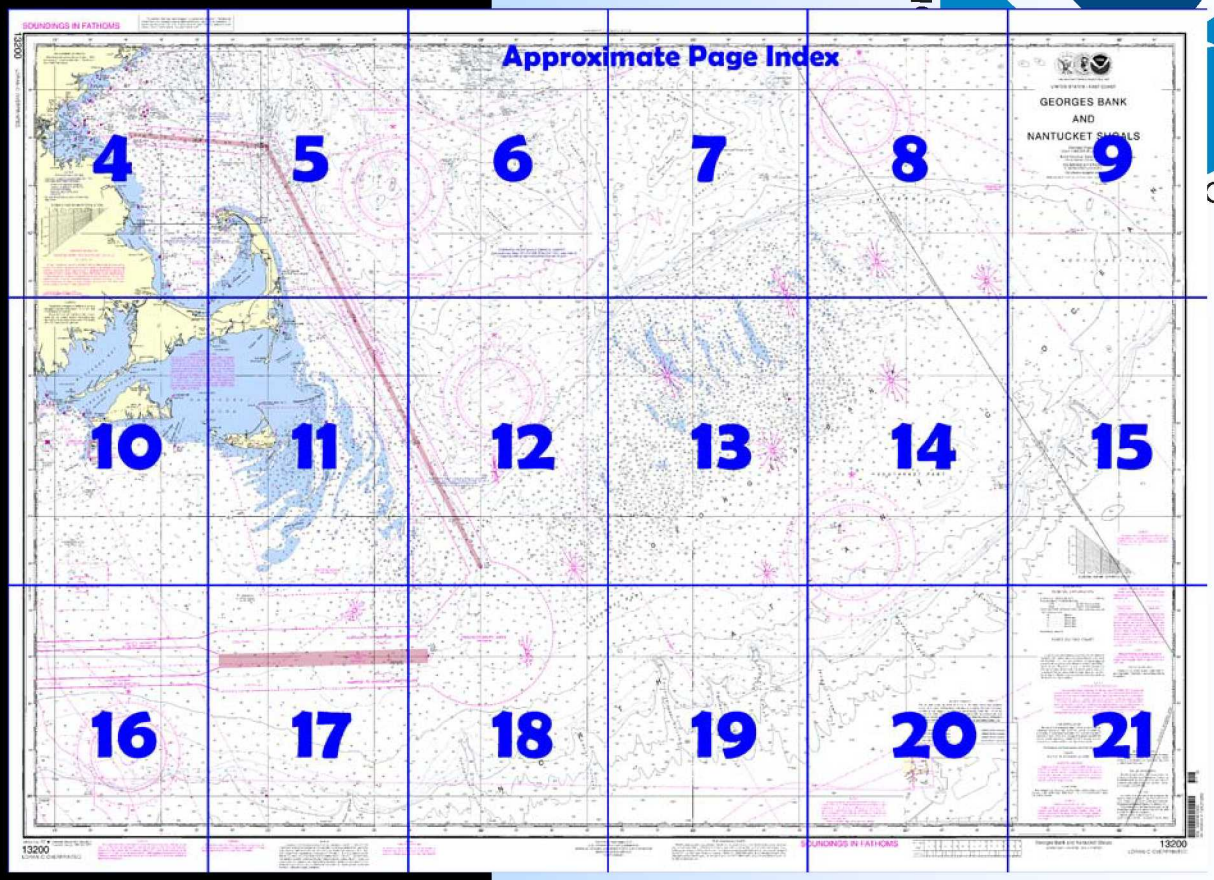
Georges Bank and Nantucket Shoals

(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 all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

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™?

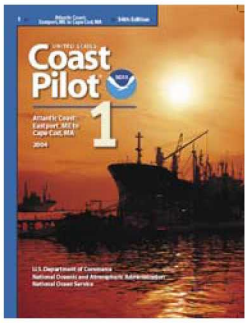
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this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

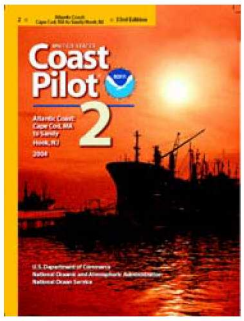
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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.





[Coast Pilot 1, Chapter 3 excerpts; Coast Pilot 2, Chapter 3 excerpts]

(109) **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.

(110) 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.

(111) 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.

(112) 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.

(113) 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.

(114) Endangered North Atlantic right whales may occur along the northern edge of Georges Bank (peak season: June through July).

(115) **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.

(116) **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 December 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.

(121) **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.

(134) **Phelps Bank,** the southeasternmost part of the Nantucket Shoals, is about 6.5 miles long and 2.5 miles wide. A lighted whistle buoy, marking the entrance to the Boston Harbor Traffic Separation Scheme, is about 12 miles eastward of Phelps Bank. **Asia Rip,** the shoalest point of the bank, covered 5¾ fathoms, is at the southern end. The wreck of the SS OREGON, covered 3¼ fathoms, is 3 miles south-southeastward of Asia Rip in 40°45'N., 69°19'W.; a lighted gong buoy is about 1 mile to the south.

(142) **Great South Channel** is the passage between the easternmost of the Nantucket Shoals and the westernmost shoal spots of Georges Bank. The channel is about 27 miles wide and has depths of 19 fathoms and greater throughout, with lesser depths along the eastern and western edges. The Great South Channel, is a feeding area for endangered North Atlantic right whales in spring (peak season: March through July).

(144) Some of the more important canyons are named on the charts. **Corsair Canyon,** in approximate longitude 66°10'W., on the eastern side of Georges Bank, has a northwesterly trend. On the southern side and toward the western end of Georges Bank, and with a northerly trend, are **Lydonia Canyon,** 67°40'W.; **Gilbert Canyon,** 67°50'W.; **Oceanographer Canyon,** 68°05'W.; and **Welker Canyon,** 68°30'W. Southeastward and southward of Nantucket Shoals, and with a northerly trend, are **Hydrographer Canyon,** 69°00'W.; **Veatch Canyon,** 69°35'W.; and **Atlantis Canyon** (see chart 12300), 70°15'W.

(119) The inner Nantucket Shoals all lie within the 10-fathom curve. The area is very foul. Only a few of the shoals are described. **Davis South Shoal**, about 20 miles south-southeast of Sankaty Head, consists of two spots of 2¾ and 2½ fathoms about 1.5 miles apart.

(120) **Old South Shoal**, consisting of two spots of 2½ fathoms with a 2-fathom spot and foul ground between them, is about 13.5 miles southeast of Sankaty Head. This shoal is unmarked.

Table of Selected Chart Notes

Corrected through NM Apr. 18/09
Corrected through LNM Apr. 7/09

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:400,000 at Lat. 40°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

NOTE E
(Protected area 15 CFR 922)

The following activities are prohibited within the Stellwagen Bank Marine Sanctuary:

- Certain discharging or dumping
- Industrial exploring or developing
- Drilling and dredging
- Removing historical artifacts
- Lightering

Refer to 15 CFR 922 for details of Sanctuary regulations.

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).

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 uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

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.

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.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

For Symbols and Abbreviations see Chart No. 1

NOTE G

Recommended routing to reduce the likelihood of ship strikes of endangered whales are in effect within this area, but are not depicted on this chart. See larger scale charts.

AIDS TO NAVIGATION

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

NOTE F

FIRING PRACTICE AND EXERCISE AREAS

Limits of Canadian Firing Practice and Exercise Areas. See Canadian Notice to Mariners No. 35 of each year.

NOTE D
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).

NOTE B

PRECAUTIONARY AREAS

Traffic within the Precautionary Areas may consist of vessels operating between Boston Harbor, New York Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

NOTE J

NORTHEAST GATEWAY DEEPWATER PORT

The Northeast Gateway Deepwater Port is encompassed by multiple boundaries including an Area to Be Avoided, No Anchoring Areas, Regulated Navigation Areas, and Safety and Security Zones. Refer to chart 13267.

MAGNETIC VARIATION

Magnetic variation curves are for 2009 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

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.

LORAN-C

GENERAL EXPLANATION

137

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
5930 ..... 59,300 Microseconds
9960 ..... 99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 9960-W

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

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 A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 1 & 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.

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

AUTHORITIES

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

CURRENT DIAGRAM

100

GEORGES BANK AND NANTUCKET SHOALS

Explanation

Hourly directions and velocities of tidal currents at thirteen 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 ihch 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

1230

SOURCE DIAGRAM

1480

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. Consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, United States Coast Pilot.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. 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. The U.S. Food and Drug Administration and the National Marine Fisheries Service advise all commercial and recreational fishermen to avoid harvesting fish and shellfish from the vicinity of the industrial waste site due to the undetermined location of numerous toxic waste and low level radioactive waste containers.

NOTE C
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 New York Harbor and the approach to Boston Harbor but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.

Recommended traffic lanes have been established for the approach to Narragansett Bay and Buzzards Bay. See Charts 12300 and 13218.

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.

PRINT-ON-DEMAND CHARTS

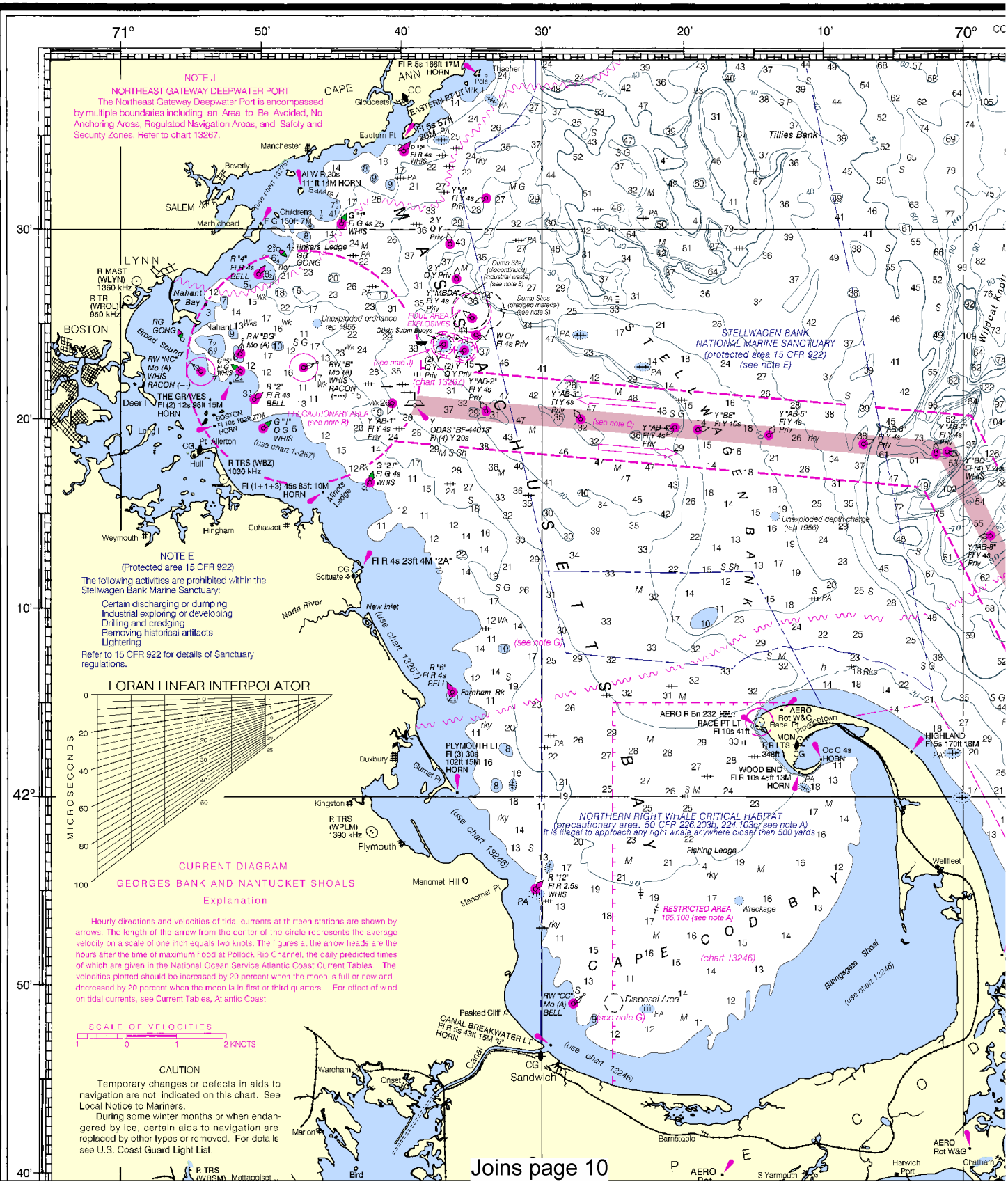
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

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.

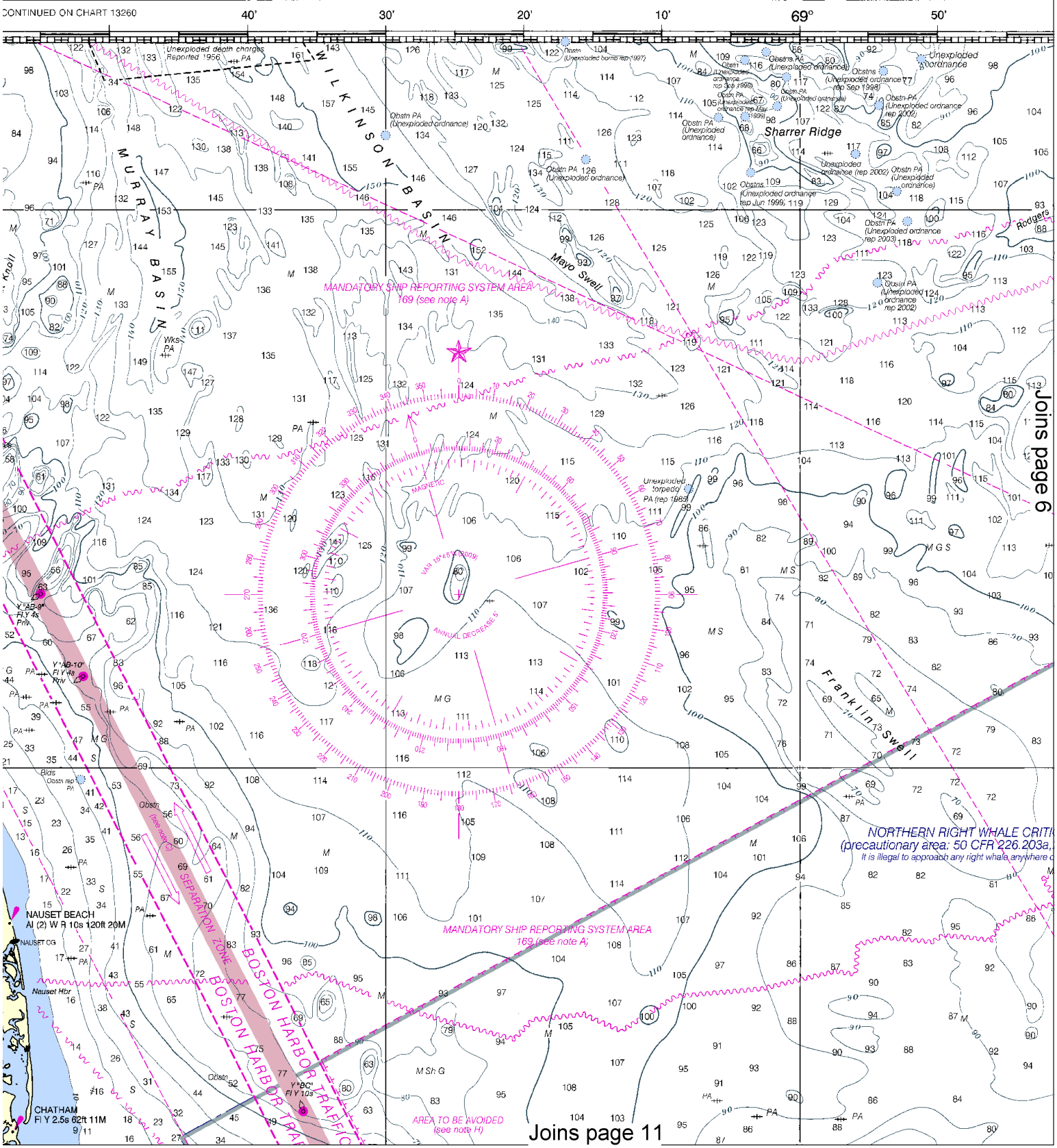
13200

LORAN-C OVERPRINTED

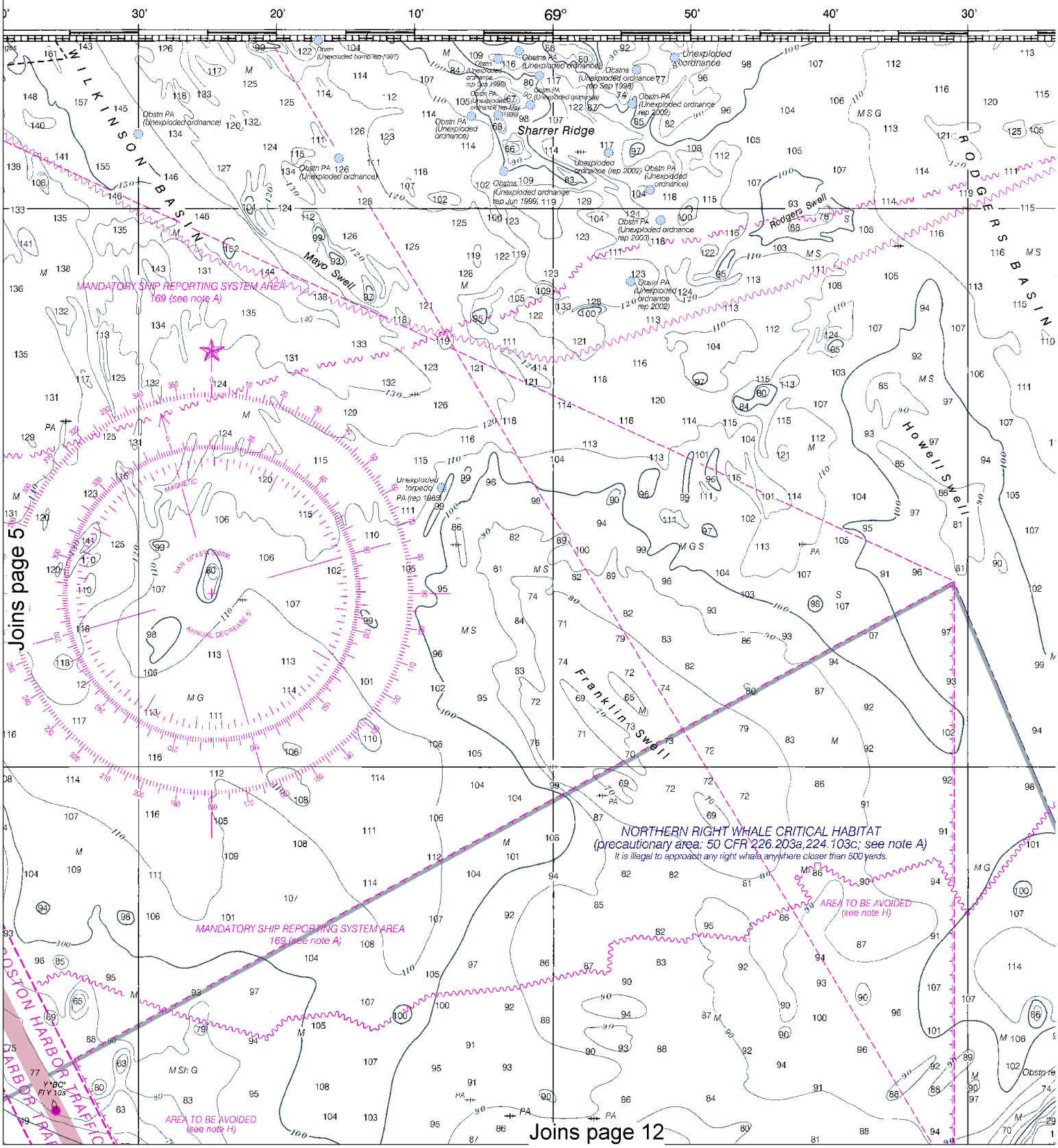


4

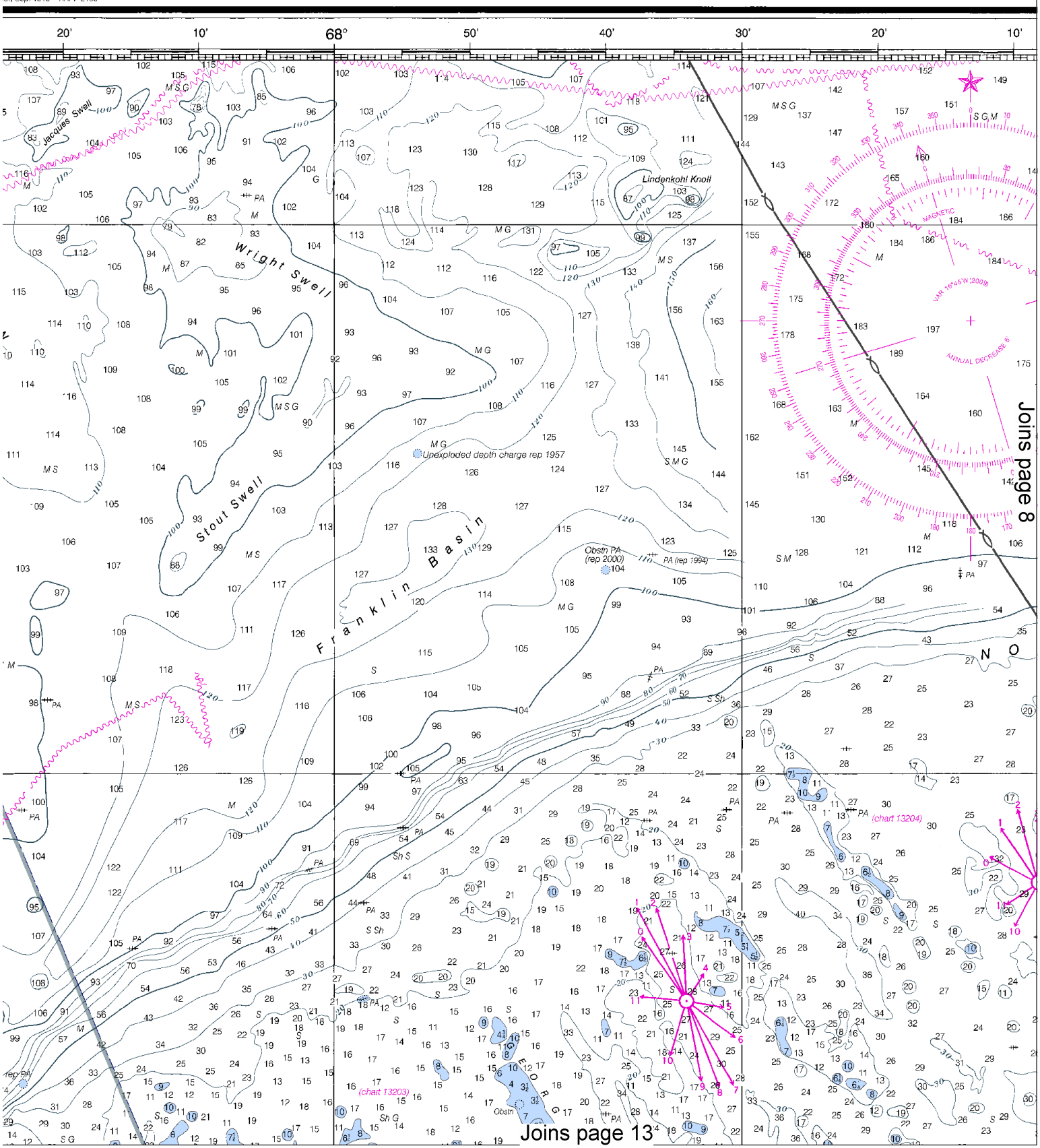
North



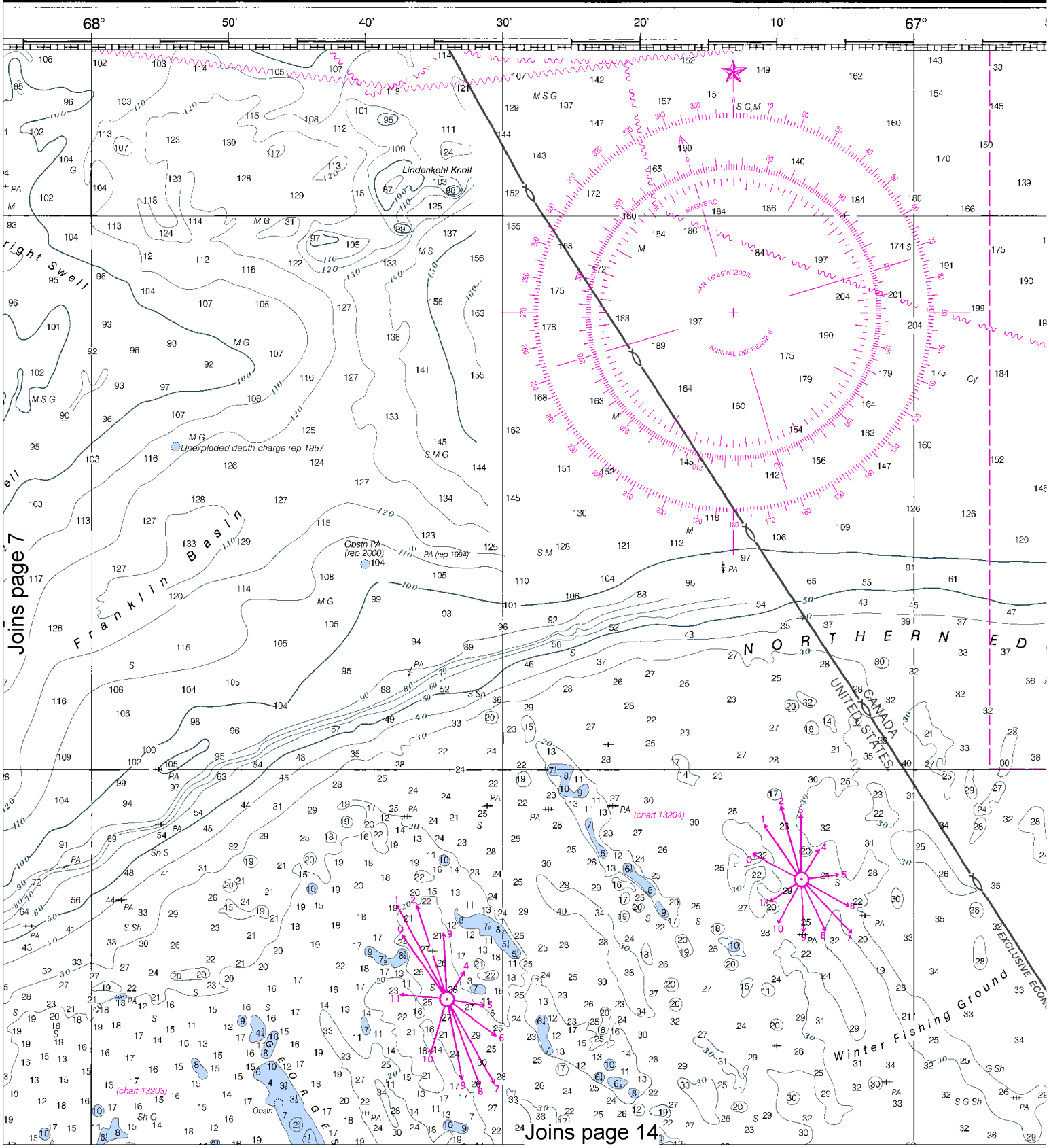
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:533333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.


69°
Sharrer Ridge
WILKINSON BASIN
RODGERS BASIN
Mayo Swell
Rodgers Swell
Howell Swell
Franklin Swell
MANDATORY SHIP REPORTING SYSTEM AREA
169 (see note A)
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.
AREA TO BE AVOIDED
(see note H)
BOSTON HARBOR TRAFFIC
Joins page 5
Joins page 12

North

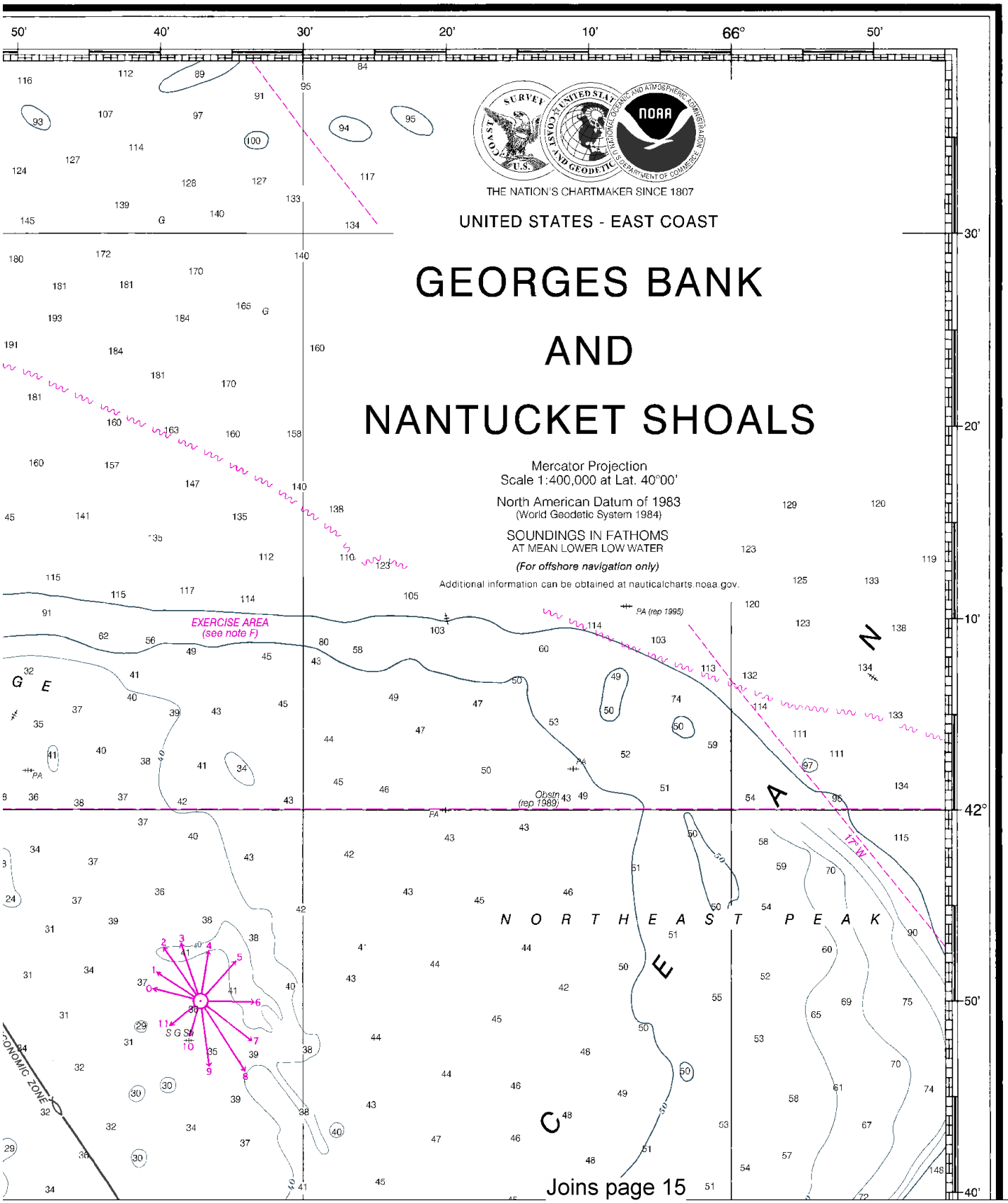


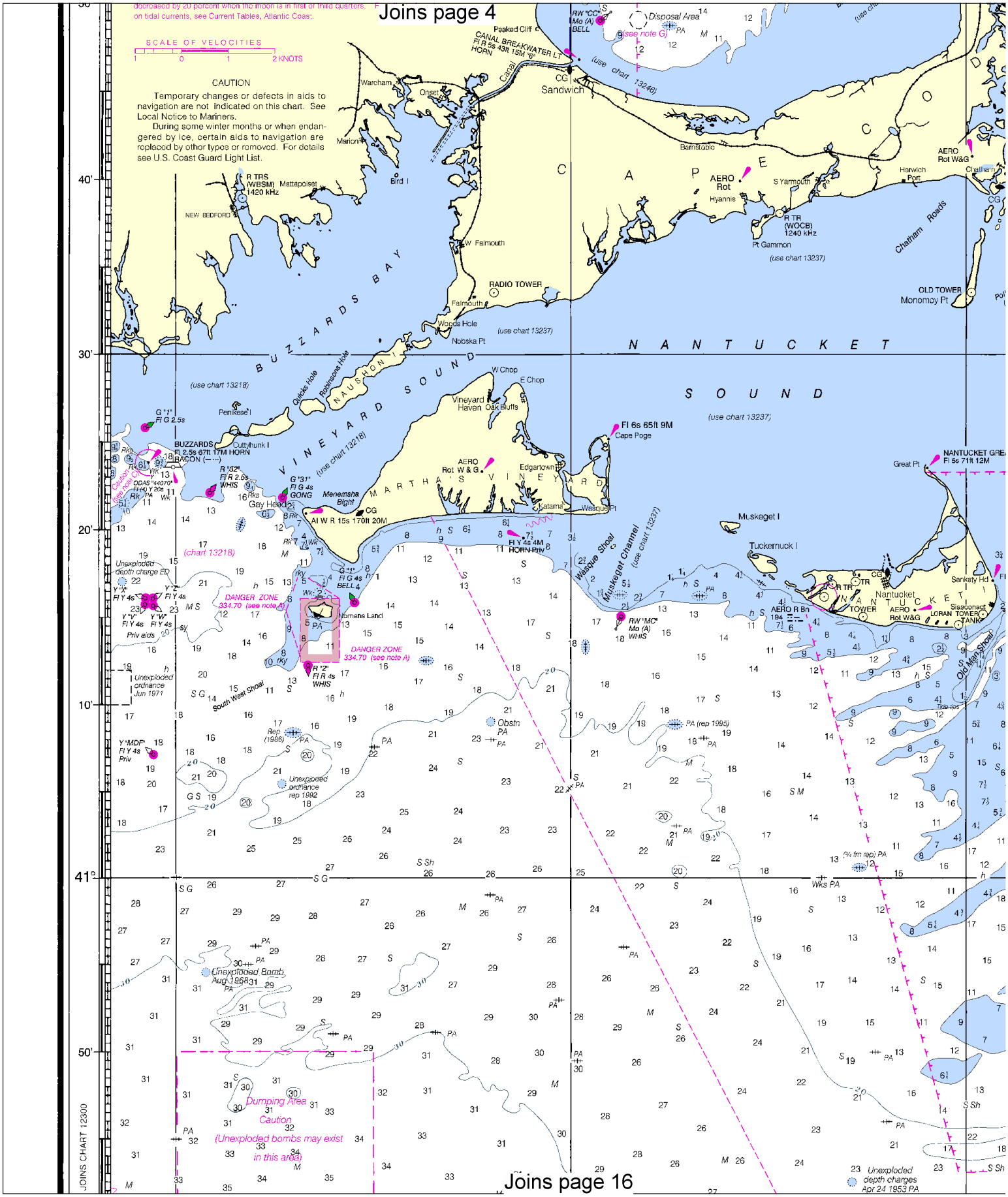
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.


68°
50'
40'
30'
20'
10'
67°
Lindenkohl Knoll
Franklin Basin
Unexploded depth charge rep 1957
Obstn PA (rep 2000)
PA (rep 1994)
(chart 13204)
(chart 13203)
NORTHERN EDGE
CANADA
UNITED STATES
Winter Fishing Ground
EXCLUSIVE ECON
MAGNETIC
VAR 16°45'W (2009)
ANNUAL DECREASE 6'
Joins page 7
Joins page 14

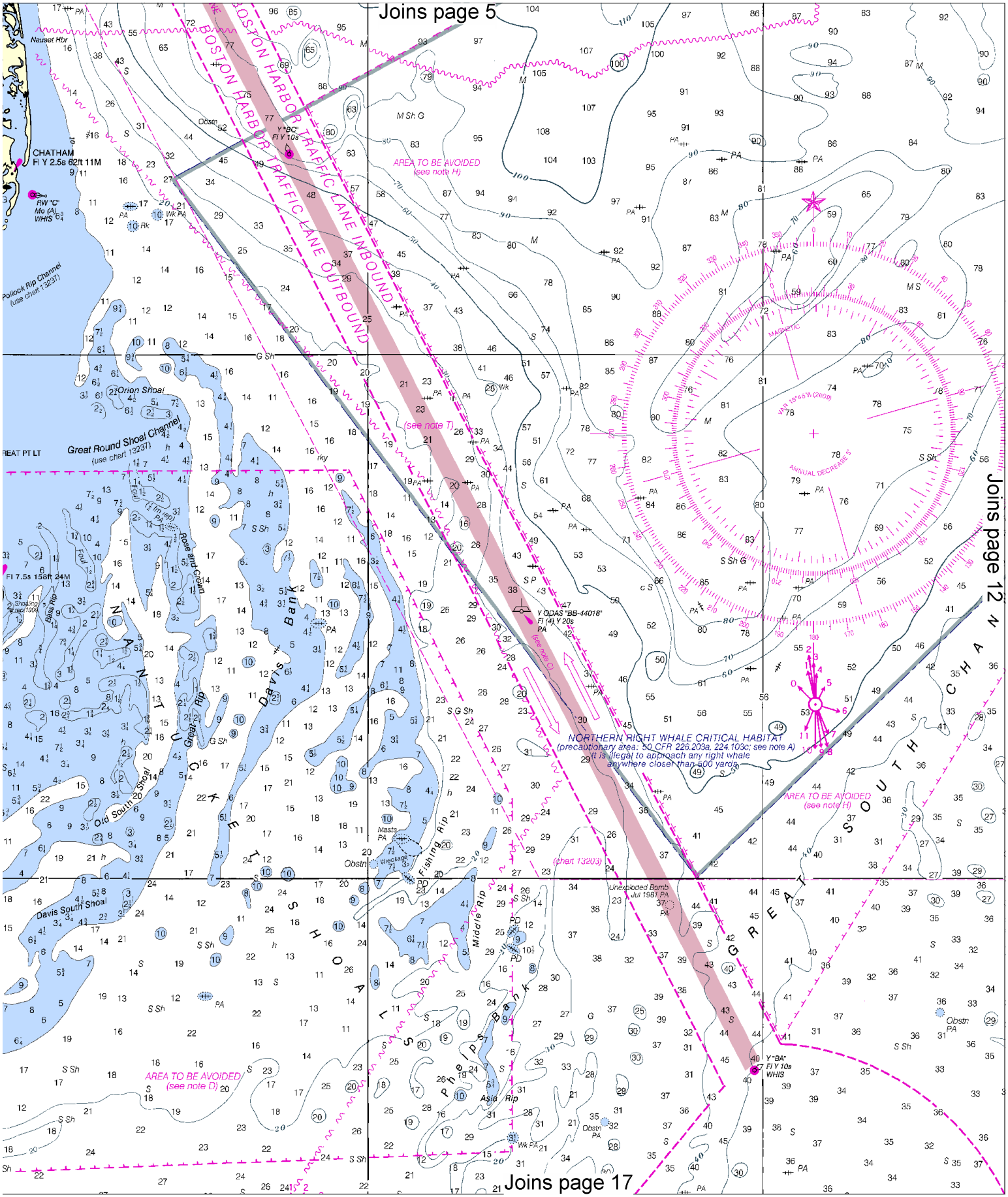
8

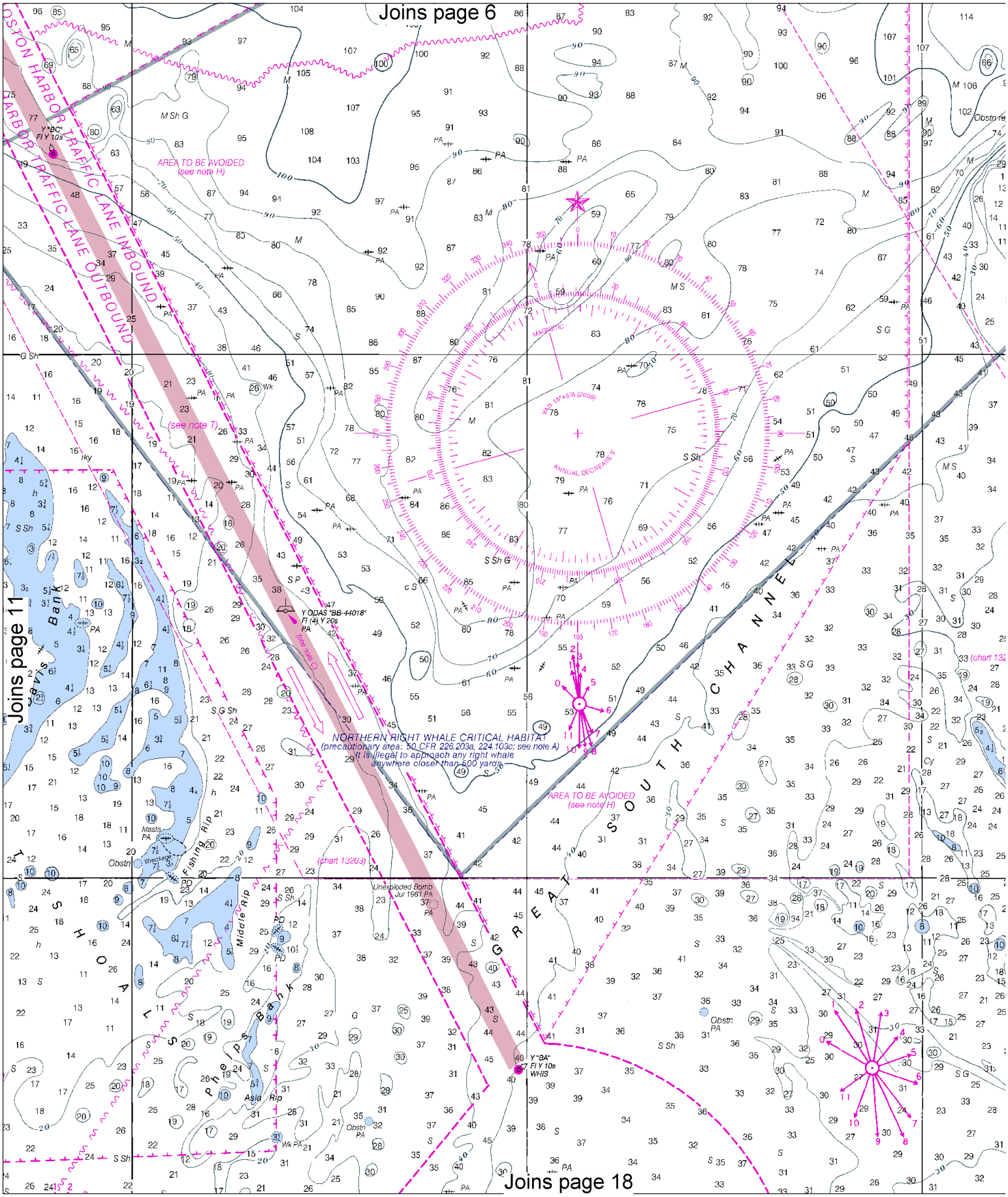
North


THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - EAST COAST
GEORGES BANK
AND
NANTUCKET SHOALS
Mercator Projection
Scale 1:400,000 at Lat. 40°00'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER
(For offshore navigation only)
Additional information can be obtained at nauticalcharts.noaa.gov.
EXERCISE AREA
(see note F)
NORTHEAST PEAK
Joins page 15


Joins page 4
SCALE OF VELOCITIES
1 0 1 2 KNOTS
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.
CANAL BREAKWATER LT
Fl R 5s 43ft 15M "6" HORN
Sandwich
Disposal Area
(use chart 13246)
Barnstable
AERO Rot
Hyannis
S Yarmouth
R TR (WOCB) 1240 kHz
Pt Gammon
(use chart 13237)
Harwich Port
AERO Rot W&G
Chatham Roads
OLD TOWER
Monomoy Pt
Warcham
Onset
Marion
Bird I
R TRS (WBSM) 1420 kHz
Mattapoiset
NEW BEDFORD
W Falmouth
RADIO TOWER
Falmouth
Woods Hole
Nobska Pt
BUZZARDS BAY
NAUSHON I
Quicks Hole
Robinsons Hole
VINEYARD SOUND
(use chart 13218)
Penikese I
Cuttyhunk I
BUZZARDS Fl 2.5s 67ft 17M HORN RACON
G "1" Fl G 2.5s
R "32" Fl R 2.5s WHIS
G "31" Fl G 4s GONG
Gay Head
Menemsha Bight
Al W R 15s 170ft 20M
W Chop
E Chop
Vineyard Haven
Oak Bluffs
MARTHA'S VINEYARD
AERO Rot W & G
Edgartown
Katama
Wasque Pt
Fl 6s 65ft 9M
Cape Poge
NANTUCKET SOUND
(use chart 13237)
Great Pt
NANTUCKET GREA Fl 5s 71ft 12M
Muskeget I
Tuckernuck I
Wasque Shoal
Muskeget Channel
(use chart 13237)
Fl Y 4s 4M HORN Priv
RW "MC" Mo (A) WHIS
AERO R Bn 194
Nantucket
TOWER
AERO Rot W&G
LORAN TOWER
Sankaty Hd
Siasconset
TANK
Old Mary Shoal
Unexploded depth charge ED
Y "X" Fl Y 4s
Y "Z" Fl Y 4s
Y "V" Fl Y 4s
Y "W" Fl Y 4s
Priv aids
DANGER ZONE 334.70 (see note A)
Nomans Land
R "2" Fl R 4s WHIS
Unexploded ordnance Jun 1971
South West Shoal
Obstn
PA (rep 1995)
Rep (1986)
Unexploded ordnance rep 1992
Y "MDP" Fl Y 4s Priv
Unexploded Bomb Aug 1968
Dumping Area Caution
(Unexploded bombs may exist in this area)
Unexploded depth charges Apr 24 1953 PA
JOINS CHART 12300
Joins page 16

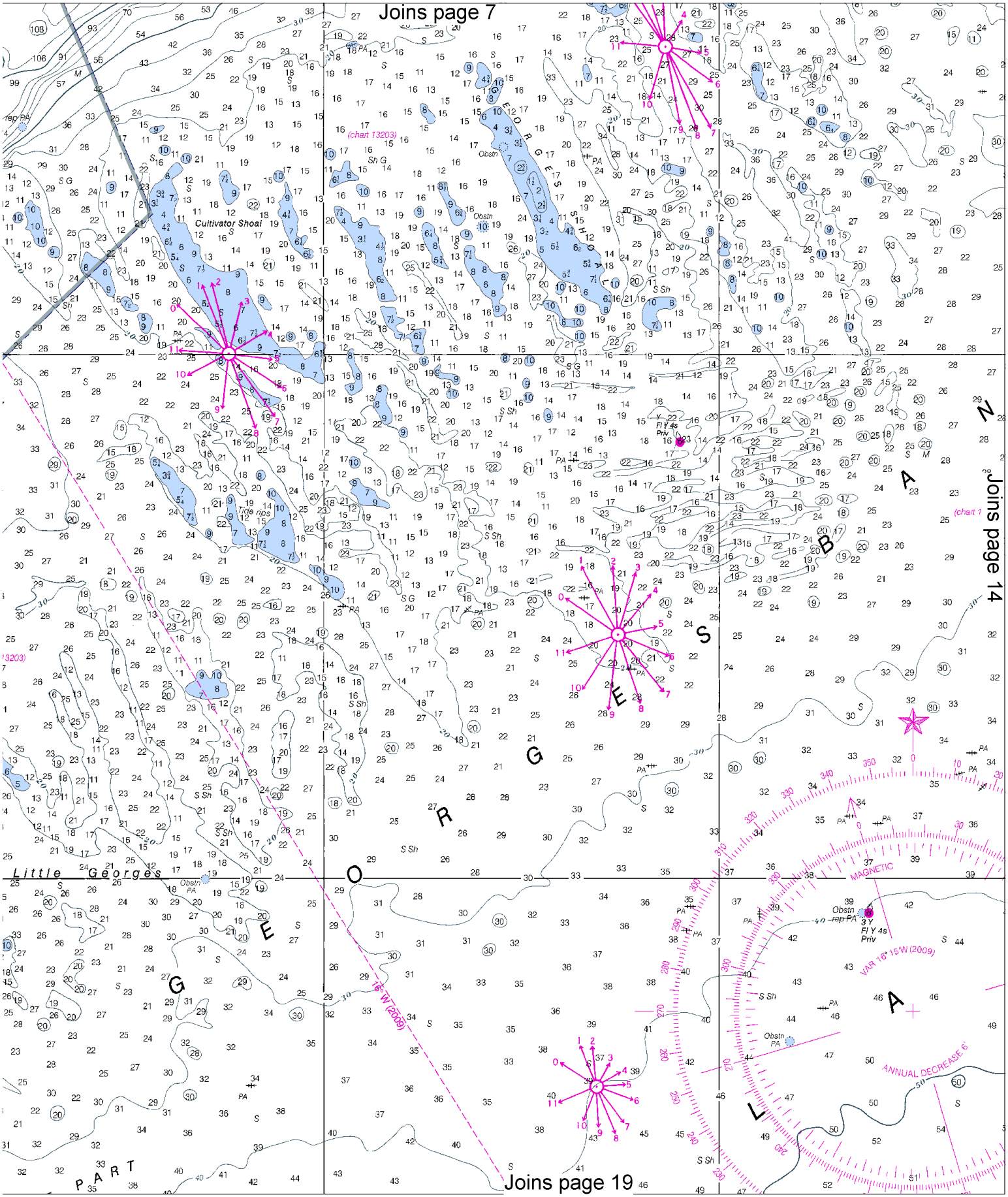
North

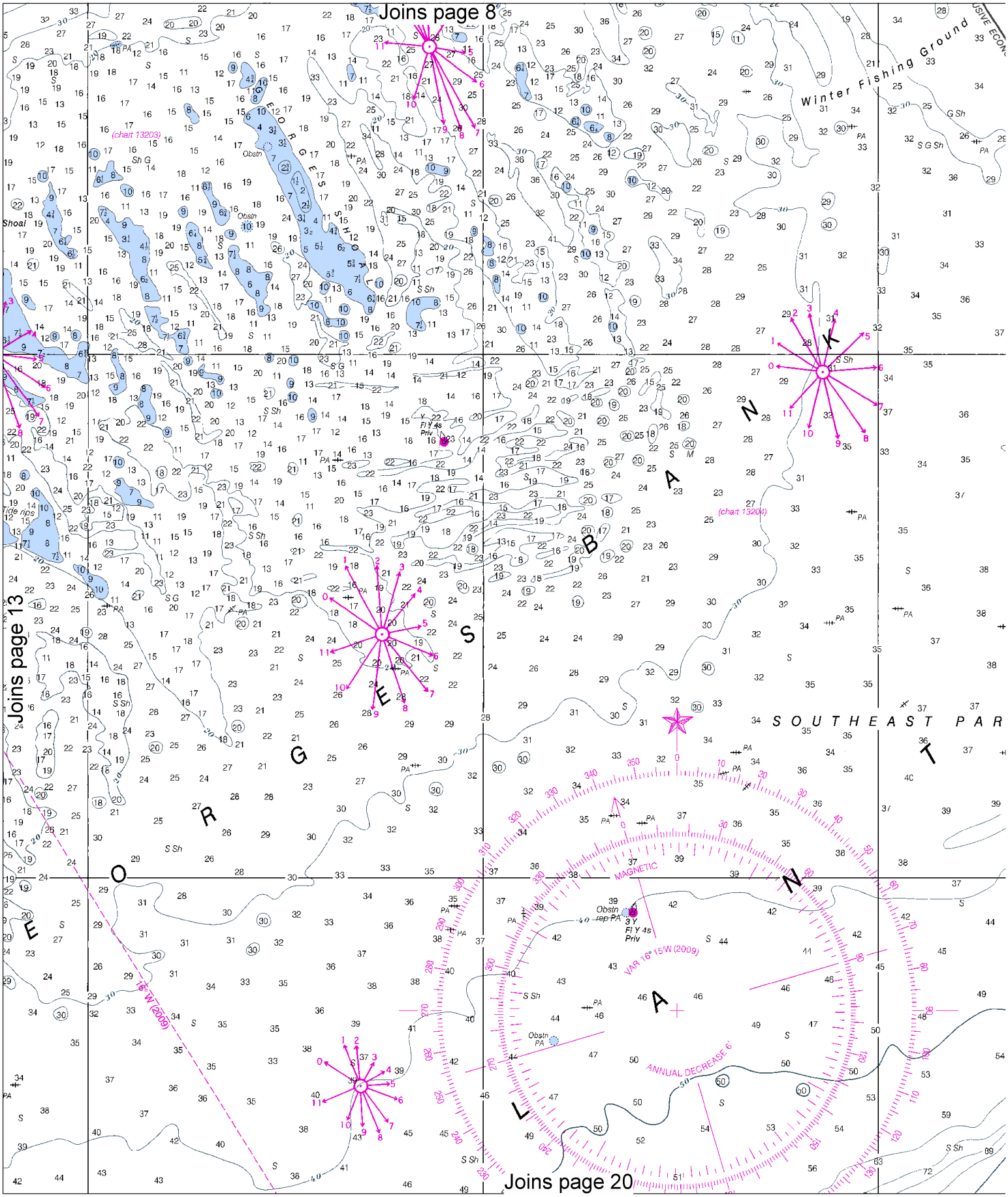

Joins page 5
Joins page 12
Joins page 17
BOSTON HARBOR TRAFFIC LANE INBOUND
BOSTON HARBOR TRAFFIC LANE OUTBOUND
AREA TO BE AVOIDED (see note H)
AREA TO BE AVOIDED (see note D)
NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203a, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards
Great Round Shoal Channel
(use chart 13237)
Pollock Rip Channel
(use chart 13237)
CHATHAM
Fl Y 2.5s 62ft 11M
Orion Shoal
Davis Bank
Great Rip
Old South Shoal
Davis South Shoal
Fishing Rip
Middle Rip
Phelps Bank
Asia Rip
Unexploded Bomb Jul 1981
GREAT SOUTH CHAN
NANTUCKET SHOALS
Y "BC" Fl Y 10s
Y "BA" Fl Y 10s WHIS
Y ODAS "BB-44018" Fl (4) Y 20s
(see note T)
(see note C)
(chart 13203)
MAGNETIC
ANNUAL DECREASE 5'


Joins page 6
Joins page 11
Joins page 18
BOSTON HARBOR TRAFFIC LANE INBOUND
HARBOR TRAFFIC LANE OUTBOUND
AREA TO BE AVOIDED
(see note H)
(see note T)
(see note C)
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
AREA TO BE AVOIDED
(see note H)
GREAT SOUTH CHANNEL
Davis Bank
Fishing Rip
Middle Rip
Phelps Bank
Asia Rip
Unexploded Bomb
Jul 1981 PA
Y "BC"
Fl Y 10s
Y ODAS "BB-44018"
Fl (4) Y 20s
Y "BA"
Fl Y 10s
WHIS
MAGNETIC
VAR 18°45'W (2009)
ANNUAL DECREASE 5'
(chart 13203)
(chart 132

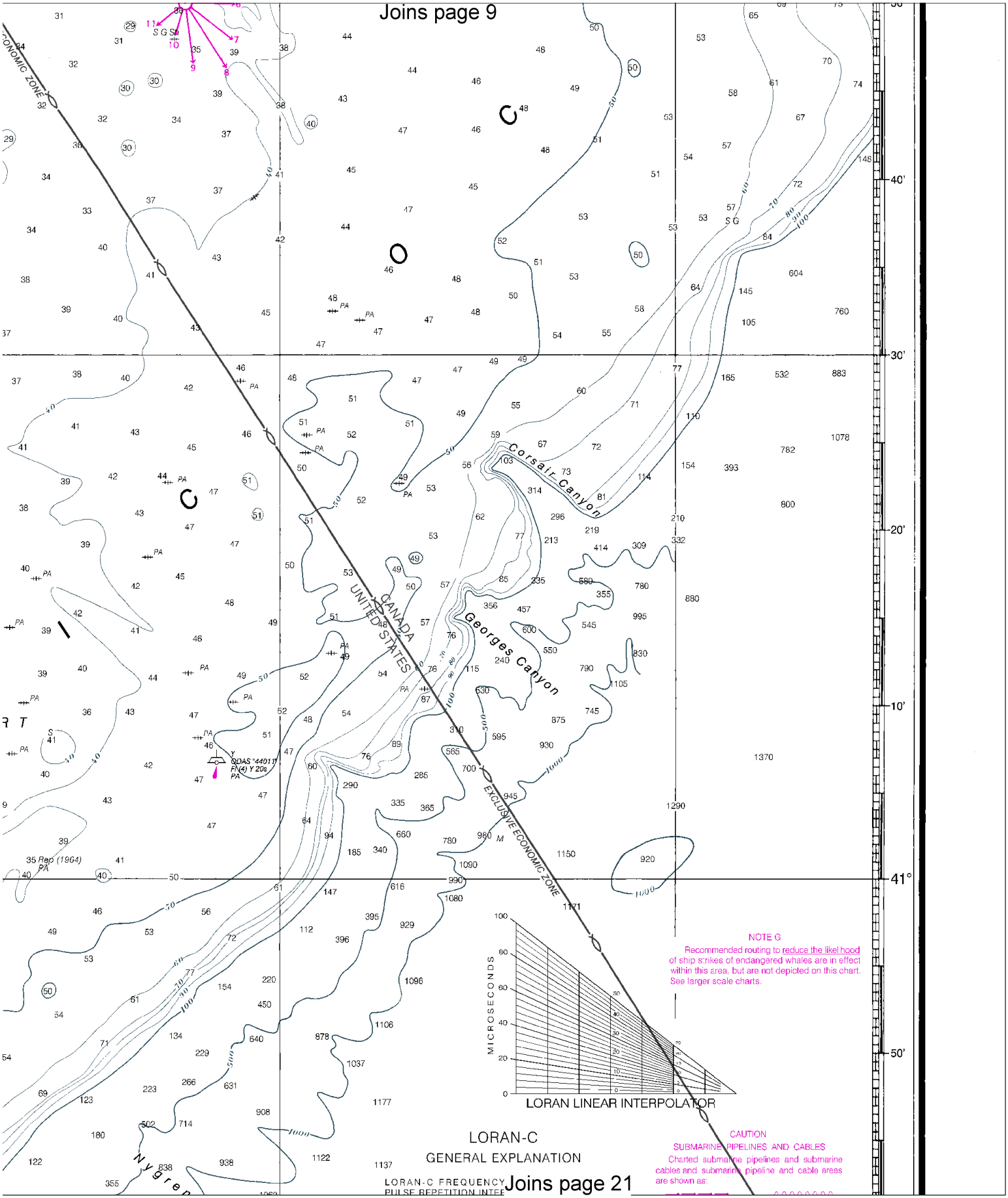
12

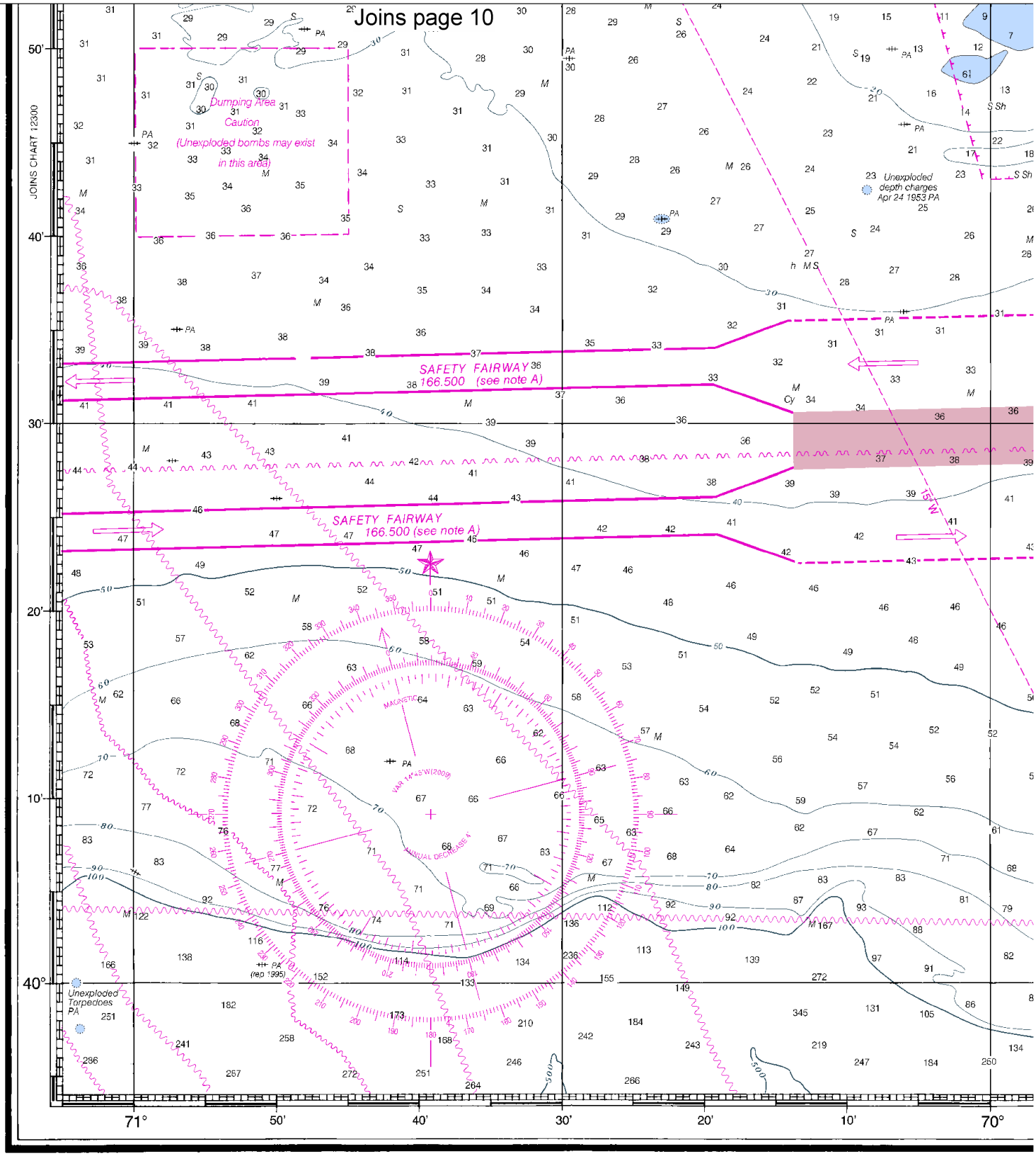
North


Joins page 7
Joins page 14
Joins page 19
Cultivator Shoal
GEORGES SHOAL
Little Georges
GEORGES BANK
PART
MAGNETIC
VAR 16° 15'W (2009)
ANNUAL DECREASE 6'
16° W (2009)
(chart 13203)
(chart 1


Joins page 8
Joins page 13
Joins page 20
Winter Fishing Ground
GEORGES SHOAL
GEORGES BANK
SOUTHEAST PART
(chart 13203)
(chart 13204)
MAGNETIC
VAR 16° 15'W (2009)
ANNUAL DECREASE 6'
16° W (2009)
Obstn rep PA
Fl Y 4s Priv
Obstn PA
Shoal
Tide rips

North


Joins page 9
Corsair Canyon
Georges Canyon
CANADA
UNITED STATES
EXCLUSIVE ECONOMIC ZONE
NOTE G
Recommended routing to reduce the likelihood of ship strikes of endangered whales are in effect within this area, but are not depicted on this chart. See larger scale charts.
MICROSECONDS
LORAN LINEAR INTERPOLATOR
LORAN-C
GENERAL EXPLANATION
LORAN-C FREQUENCY
PULSE REPETITION INTE
Joins page 21
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
41°
40'
30'
20'
10'
50'



37th Ed., Apr. / 09 ■ Corrected through NM Apr. 18/09
Corrected through LNM Apr. 7/09

13200

LORAN-C OVERPRINTED

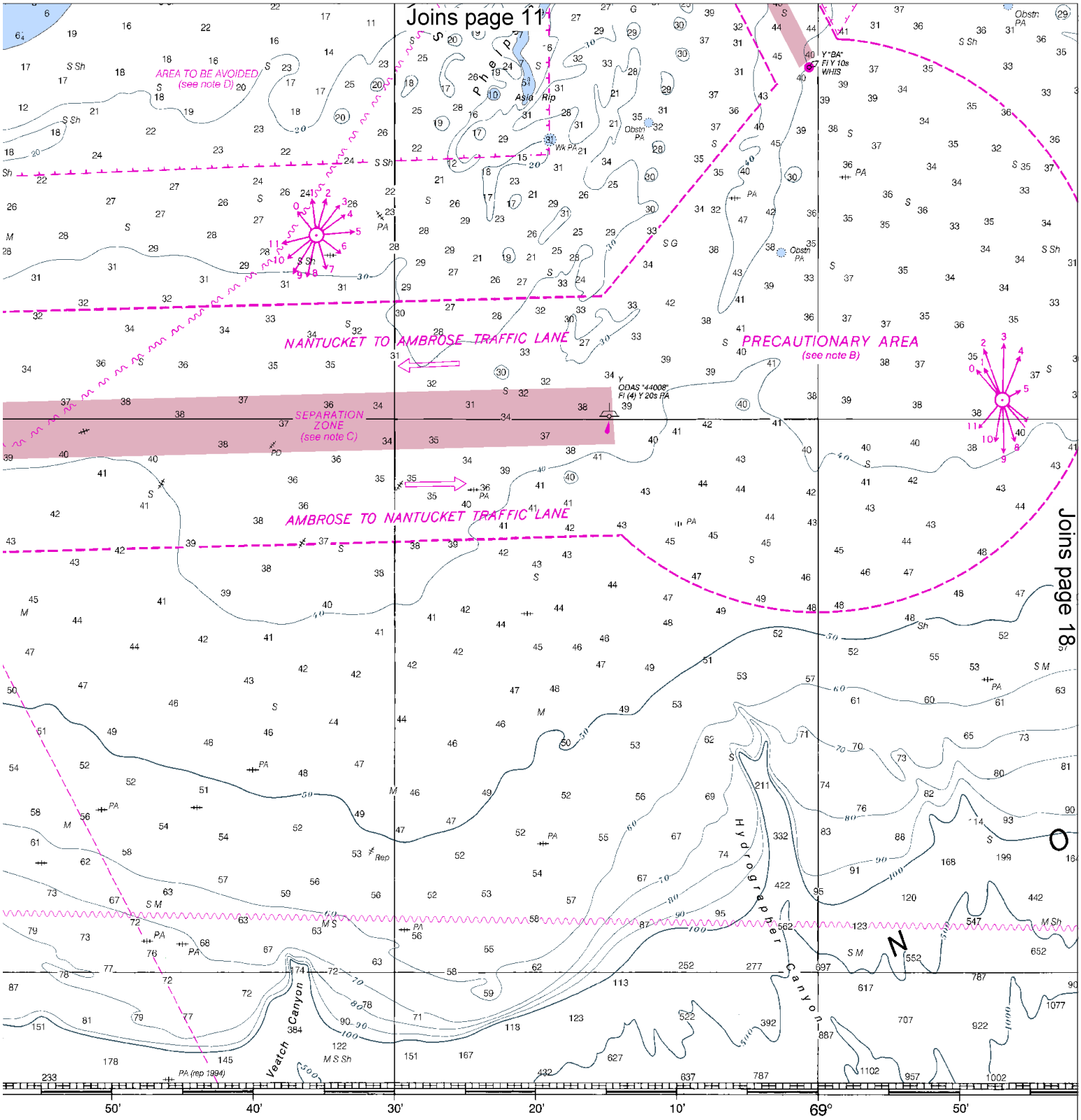
CAUTION

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.

WARNING

The prudent mariner will not rely so ely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for de:ails.

North



NOTE S

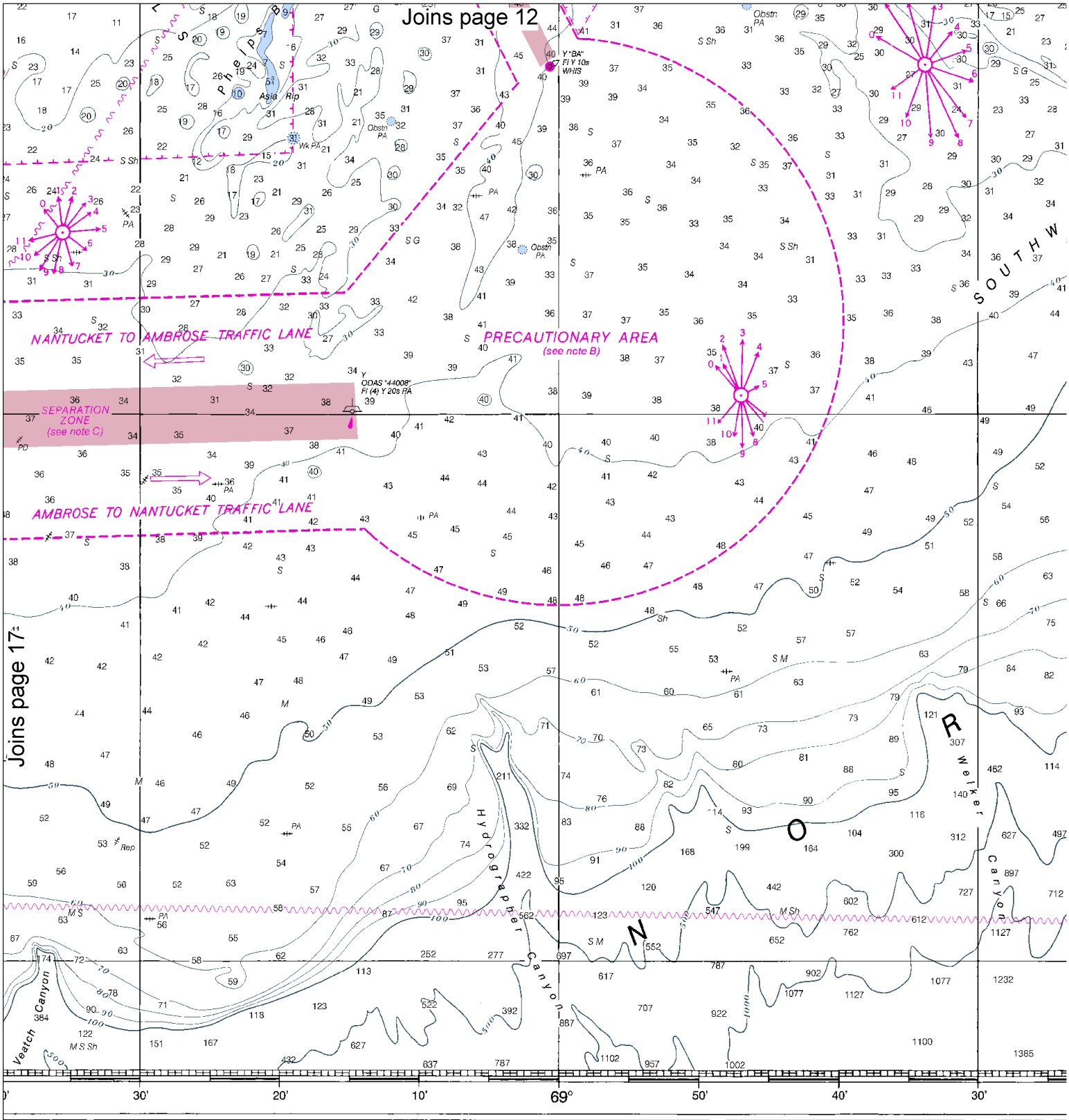
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown. The U.S. Food and Drug Administration and the National Marine Fisheries Service advise all commercial and recreational fishermen to avoid harvesting fish and shellfish from the vicinity of the industrial waste site due to the undetermined location of numerous toxic waste and low level radioactive waste containers.

NOTE D
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 (MSO IMO XLIII/18).

NOTE T
CAUTION - BOSTON TSS

On June 1, 2009, the Approach to Boston TSS will be revised per the International Maritime Organization Circular COLREG.2/Circ.60 dated 10 December 2008. This chart has been corrected to show the new alignment of the TSS. In order to give the mariners time to adjust to the changes, this chart is available prior to implementation but must not be used for the approach to Boston until the effective date of June 1.



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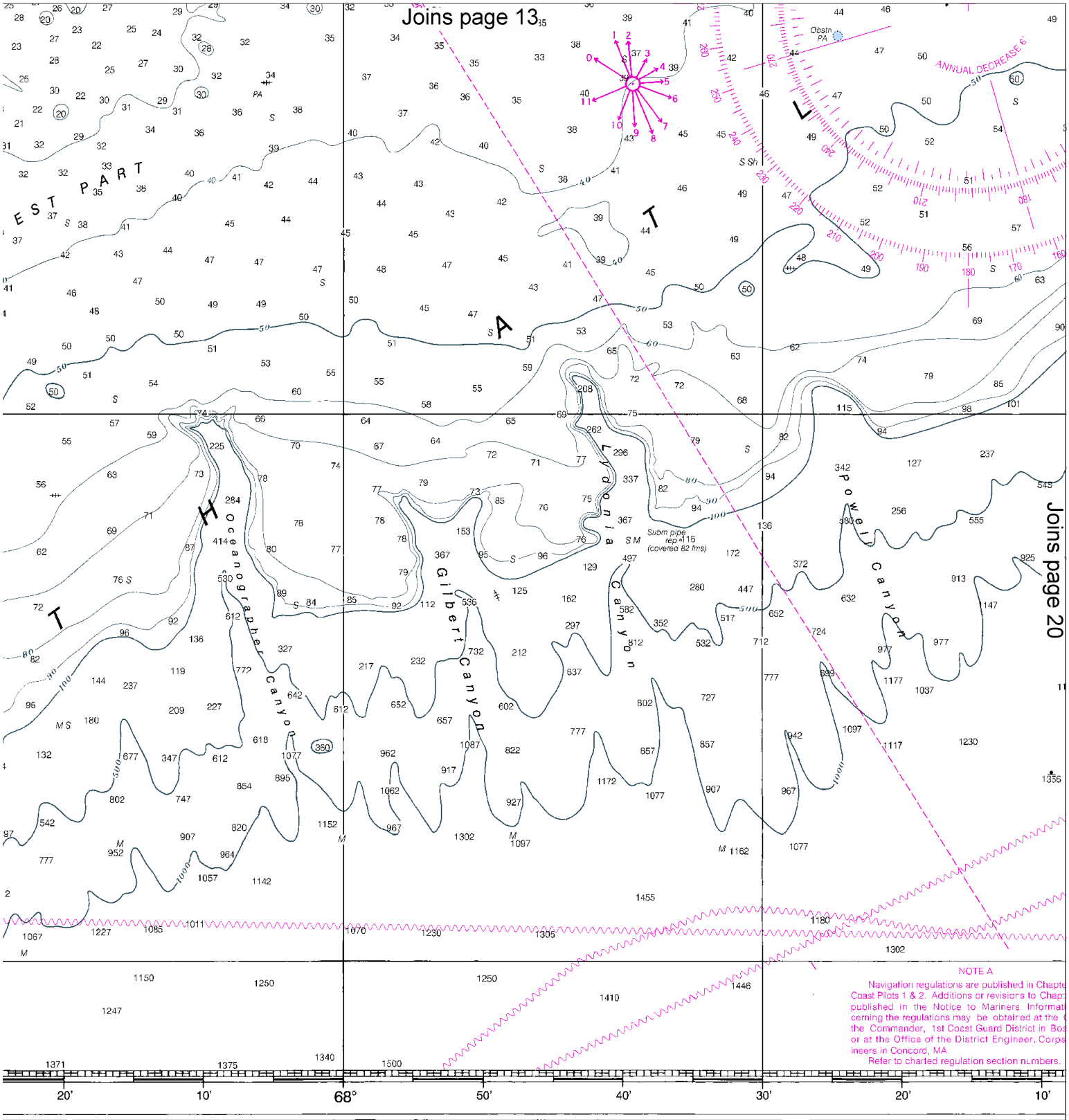
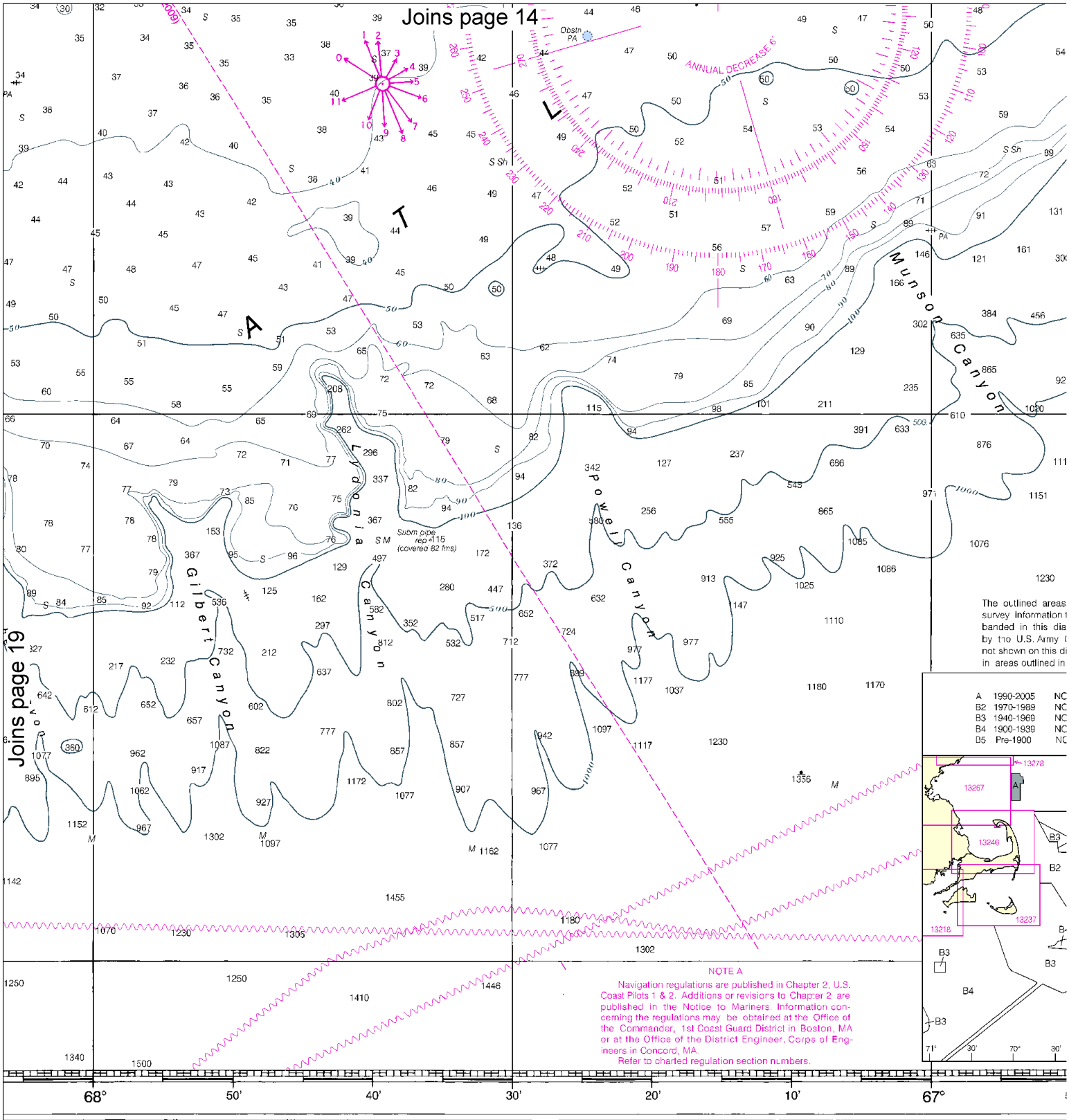


at Washington, D.C.
MENT OF COMMERCE
D ATMOSPHERIC ADMINISTRATION
AL OCEAN SERVICE
OAST SURVEY

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

SOUNDINGS IN FATH



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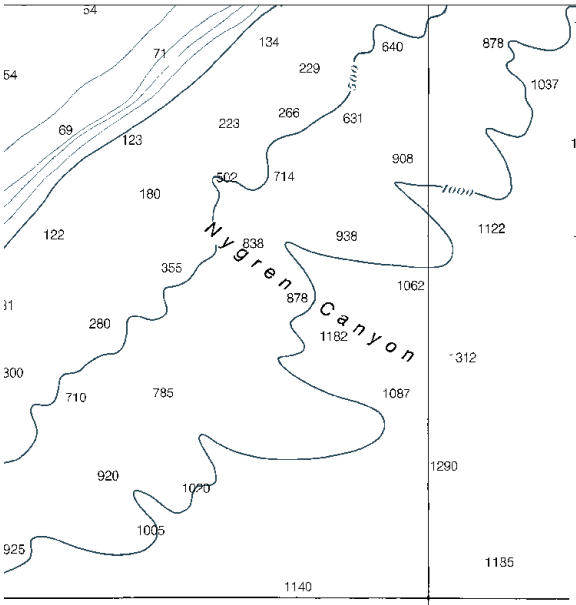
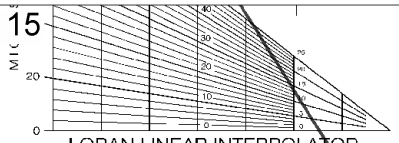
SOUNDINGS IN FATHOMS

FATHOMS	1	2
FEET	6	12
METERS	1 2 3 4 5	

North





LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
5930 ..... 59,300 Microseconds
9960 ..... 99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 9960-W

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

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 uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE F
FIRING PRACTICE AND EXERCISE AREAS

Limits of Canadian Firing Practice and Exercise Areas. See Canadian Notice to Mariners No. 35 of each year.

AIDS TO NAVIGATION

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

NOTE C
TRAFFIC SEPARATION SCHEMES

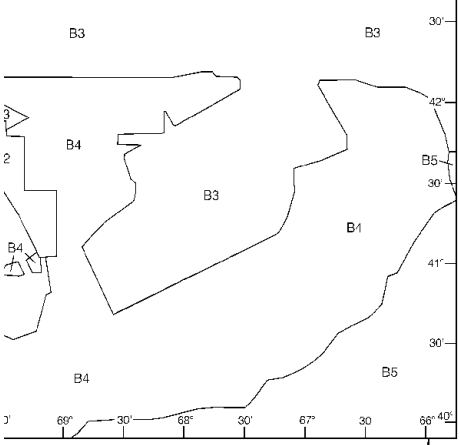
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to New York Harbor and the approach to Boston Harbor but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.

Recommended traffic lanes have been established for the approach to Narragansett Bay and Buzzards Bay. See Charts 12300 and 13218.

SOURCE DIAGRAM

as represent the limits of the most recent hydrographic n that has been evaluated for charting. Surveys have been diagram by date and type of survey. Channels maintained Corps of Engineers are periodically resurveyed and are diagram. Consult larger scale charts for survey information in magenta. Refer to Chapter 1, United States Coast Pilot.

SOURCE	
NOS Surveys	full bottom coverage
NOS Surveys	partial bottom coverage
NOS Surveys	partial bottom coverage
NOS Surveys	partial bottom coverage
NOS Surveys	partial bottom coverage



NOTE H
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.

MAGNETIC VARIATION

Magnetic variation curves are for 2009 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

AUTHORITIES

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

NOTE B
PRECAUTIONARY AREAS

Traffic within the Precautionary Areas may consist of vessels operating between Boston Harbor, New York Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

For Symbols and Abbreviations see Chart No. 1.

HEIGHTS

Heights in feet above Mean High Water.

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.

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).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

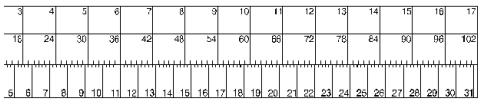
HORIZONTAL DATUM

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.

EXCLUSIVE ECONOMIC ZONE

50' 40' 30' 20' 10' 66° 50'

50' 40' 30' 20' 10' 40°



Georges Bank and Nantucket Shoals

SOUNDINGS IN FATHOMS - SCALE 1:400,000

13200

LORAN-C OVERPRINTED

ED. NO. 37

NSN 7642014010400 NGA REFERENCE NO. 13ACO13200

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 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Woods Hole – 800-632-8075/508-457-3254
Coast Guard Brant Point SAR – 508-228-0398
Coast Guard Menemsha – 508-645-2662
Coast Guard Provincetown – 508-487-0071
Coast Guard Cape Cod Canal – 508-888-0335
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

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, The Nation's Chartmaker

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Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.