

BookletChart™

Gulf of Maine and Georges Bank

NOAA Chart 13009

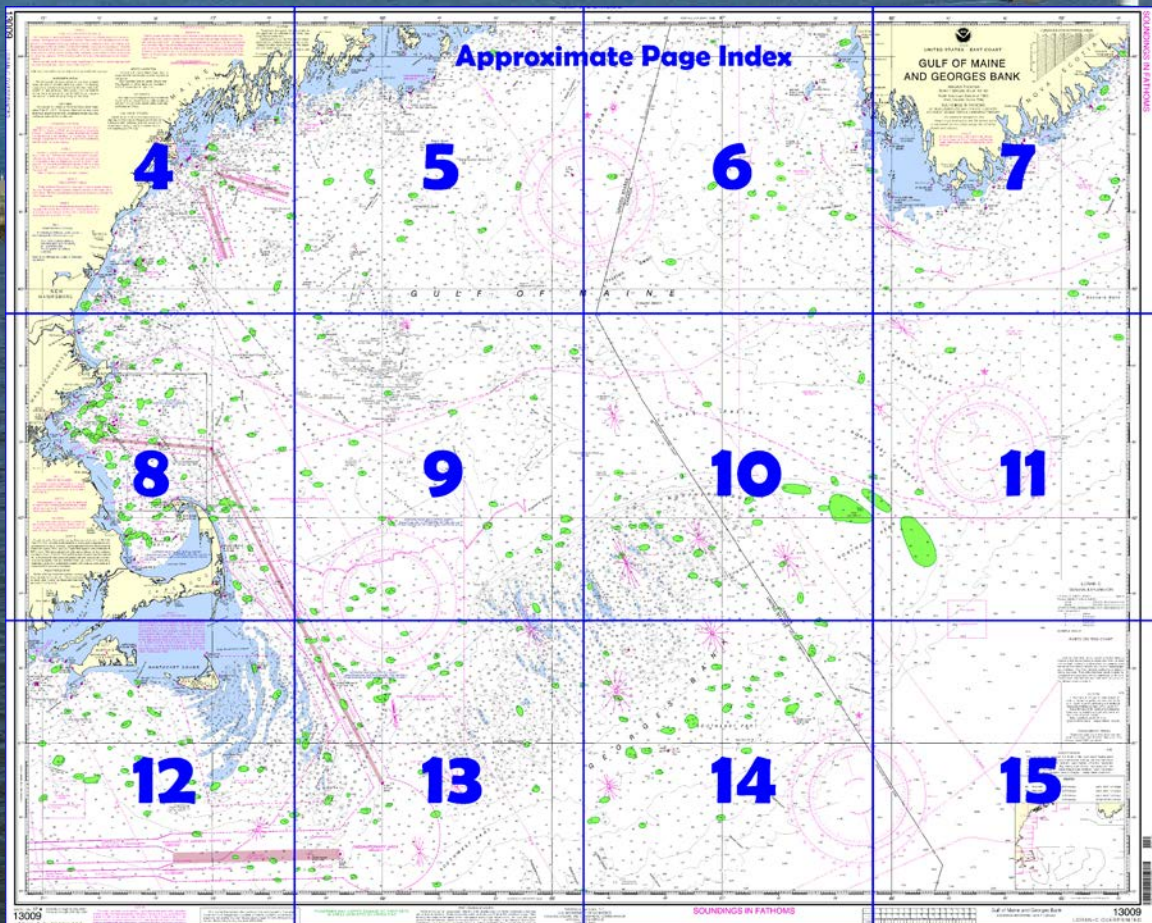


A reduced-scale NOAA nautical chart for small boaters

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.

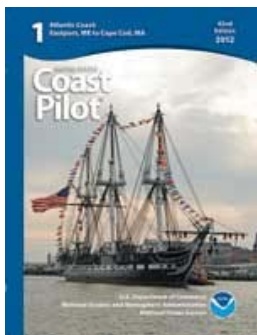
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13009>.



(Selected Excerpts from Coast Pilot)

Browns Bank (42°38'N., 65°52'W.) as defined by the 50-fathom curve, is 56 miles long east and west, and has an average width of 15 miles. Near the western end of the bank is a sandy ridge with depths of 16 to 28 fathoms. Between the inner 50-fathom curve of Browns Bank and the coastal bank at the southwestern end of Nova Scotia are depths of 47 to 88 fathoms. Browns Bank is a feeding and mating habitat for endangered North Atlantic right

whales in late summer and early fall (peak season: July through October).

Cape Sable (43°24'N., 65°37'W.), the southern extremity of Nova Scotia, is marked with a light and a fog signal; a racon is at the light. The principal dangers off Cape Sable, Brazil Rock and Blonde Rock, are marked by lighted whistle buoys. Seal Island, 17.5 miles west of Cape Sable, has a light, and fog signal near the southern end.

Lurcher Shoal (43°50'N., 66°30'W.), 13 miles off the west coast of Nova Scotia, has a least depth of 1¼ fathoms. It is the most westerly danger off the coast of Nova Scotia in the approaches to the Bay of Fundy. It is marked by lighted whistle buoys on its southwestern and northeastern ends. Lurcher Shoal West Lighted Whistle Buoy, about 6 miles southwest of the shoal, is equipped with a racon. Lurcher Shoal is a feeding habitat for endangered North Atlantic right whales in late summer and early fall (peak season: July through October).

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

RCC Boston

Commander
1st CG District
Boston, MA

(617) 223-8555

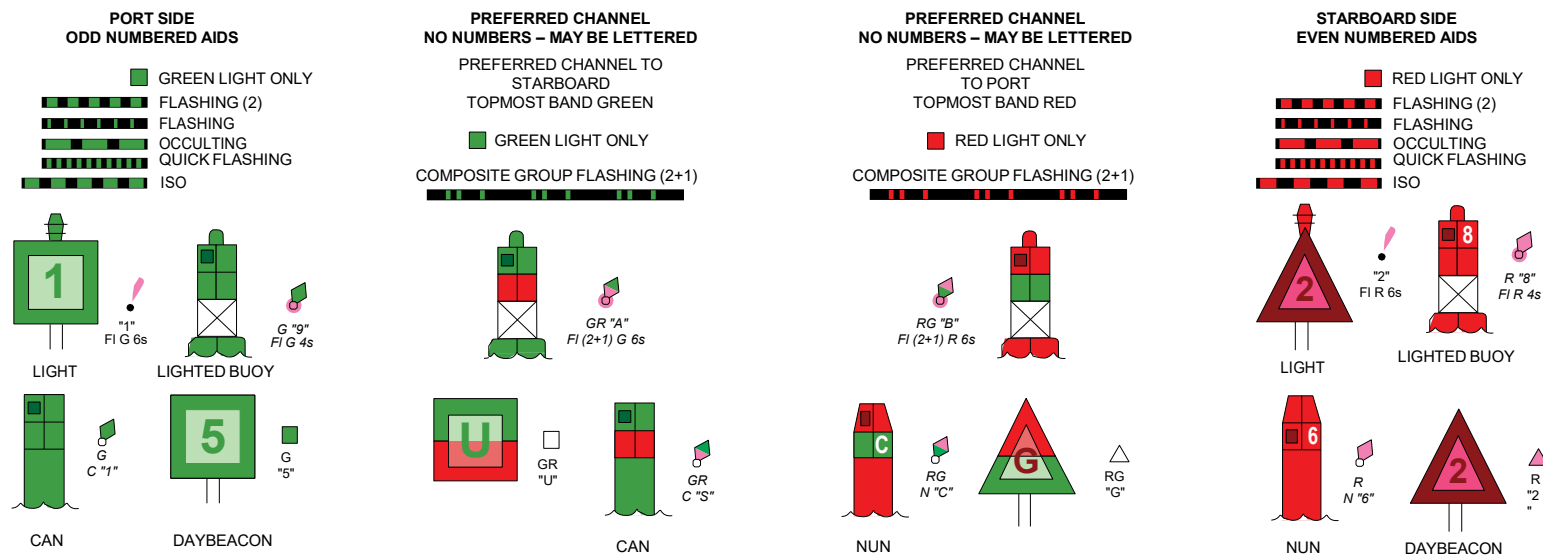
Navigation Manager Regions



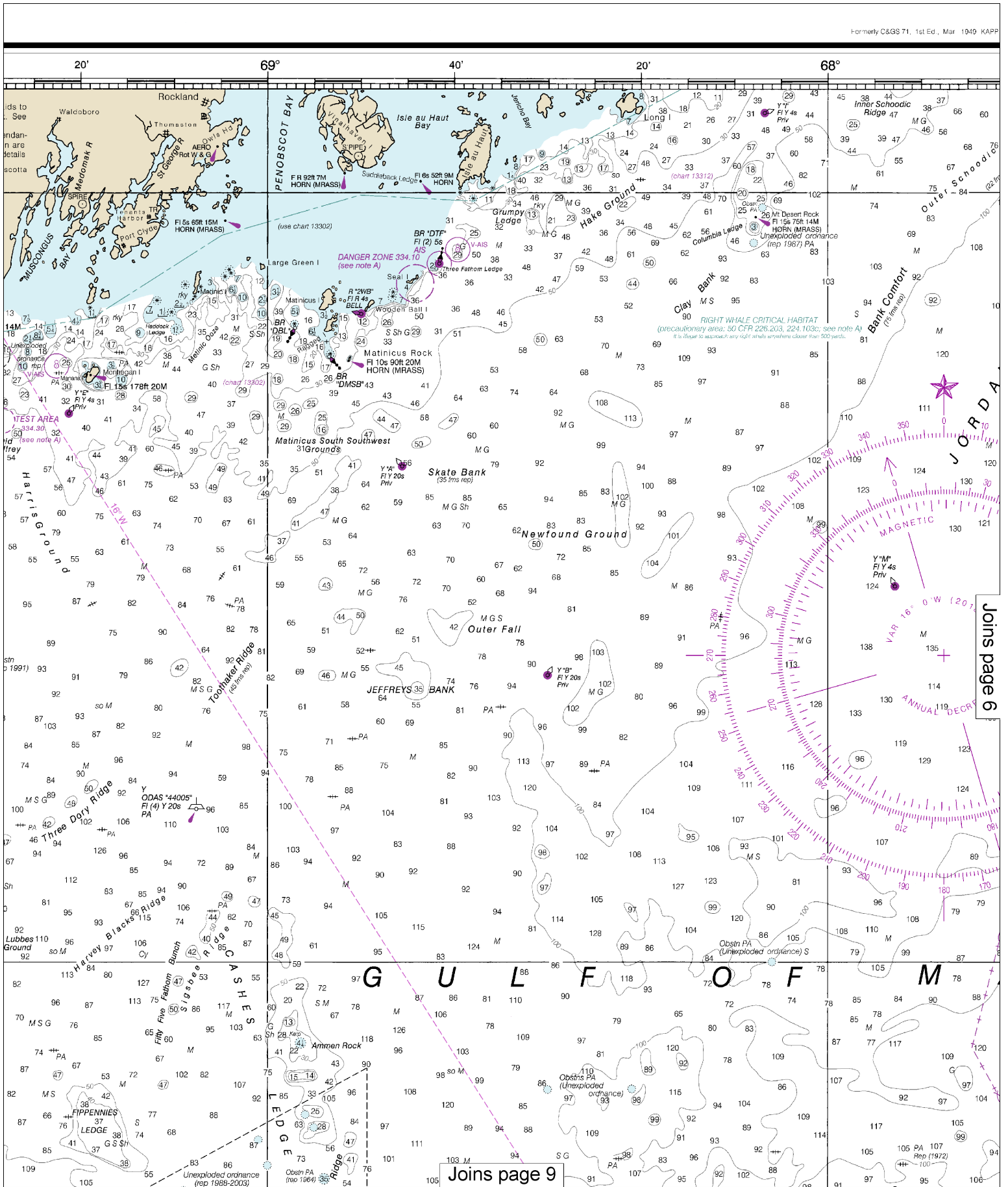
To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

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>

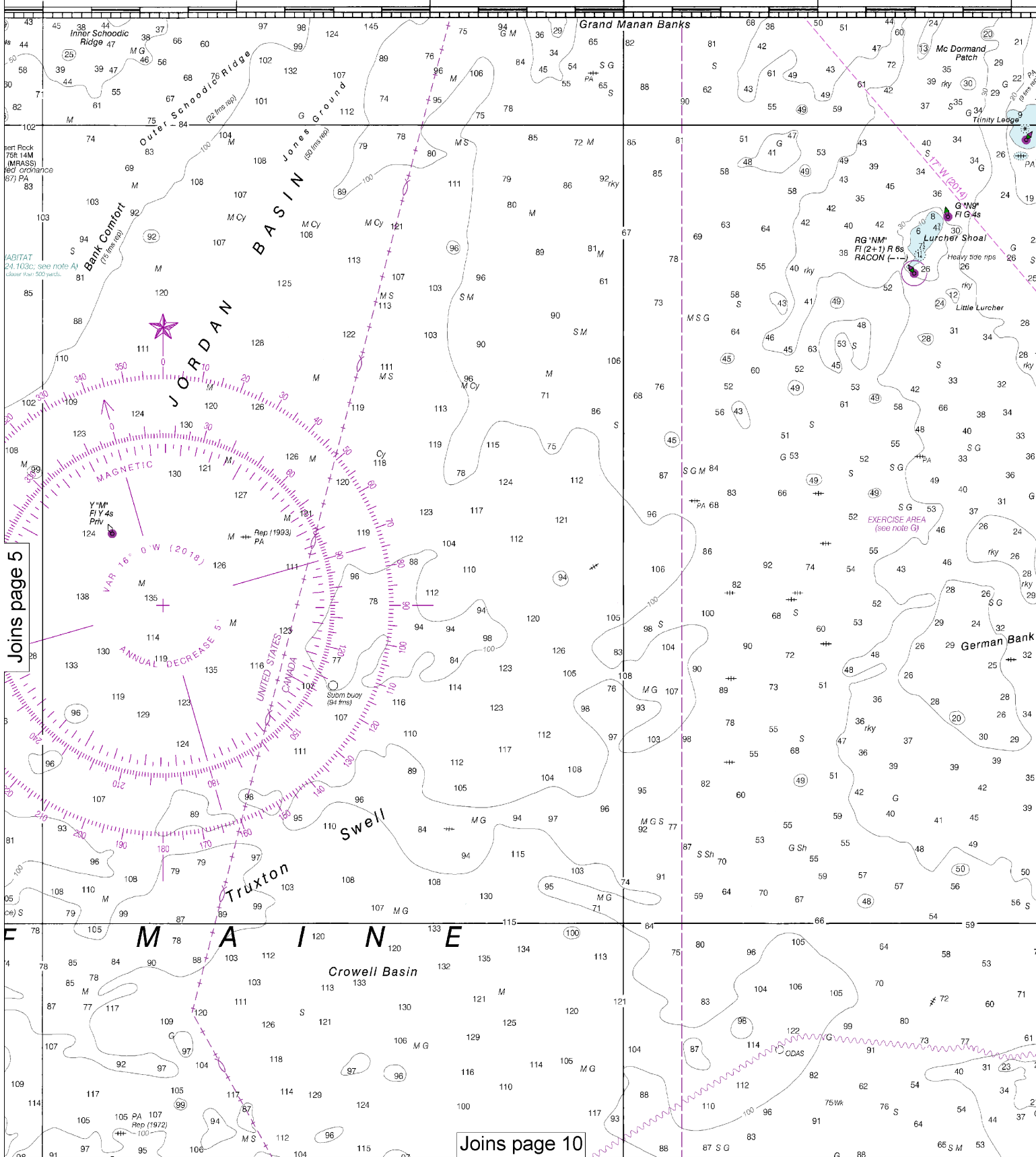


Joins page 9

Joins page 6

This BookletChart was reduced to 70% of the original chart scale.
 The new scale is 1:714285. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



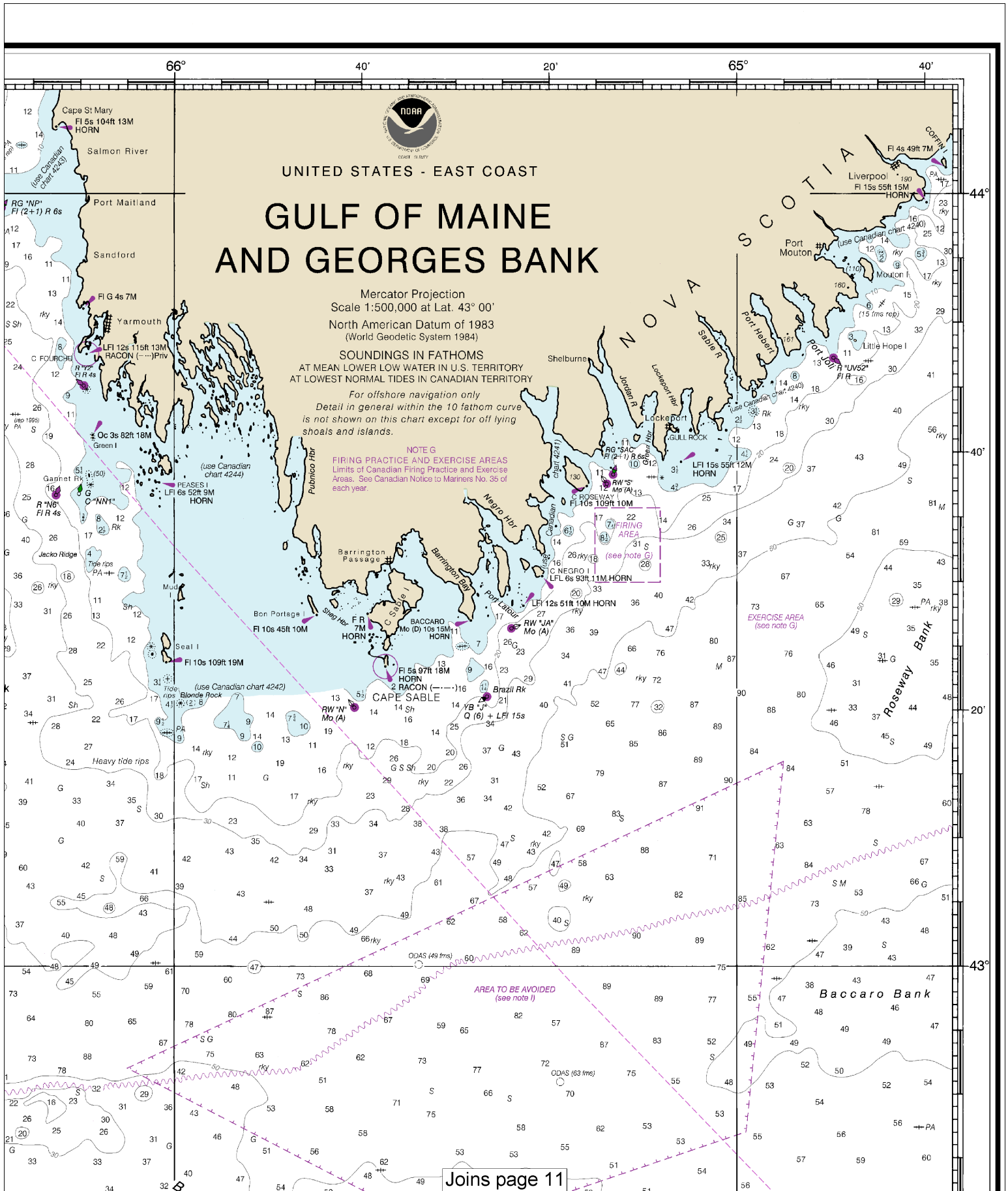


Joins page 5

Joins page 10

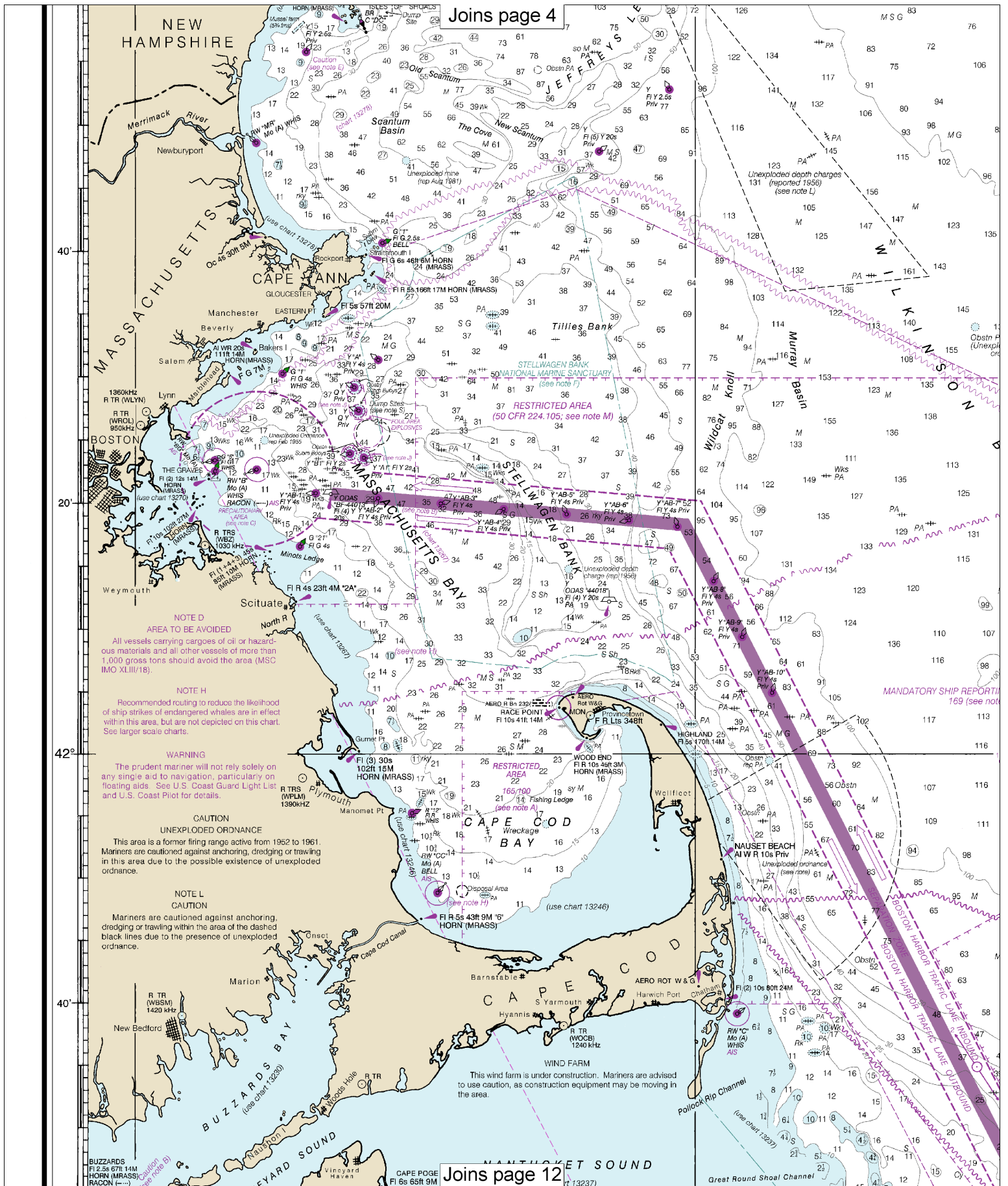


Note: Chart grid lines are aligned with true north.

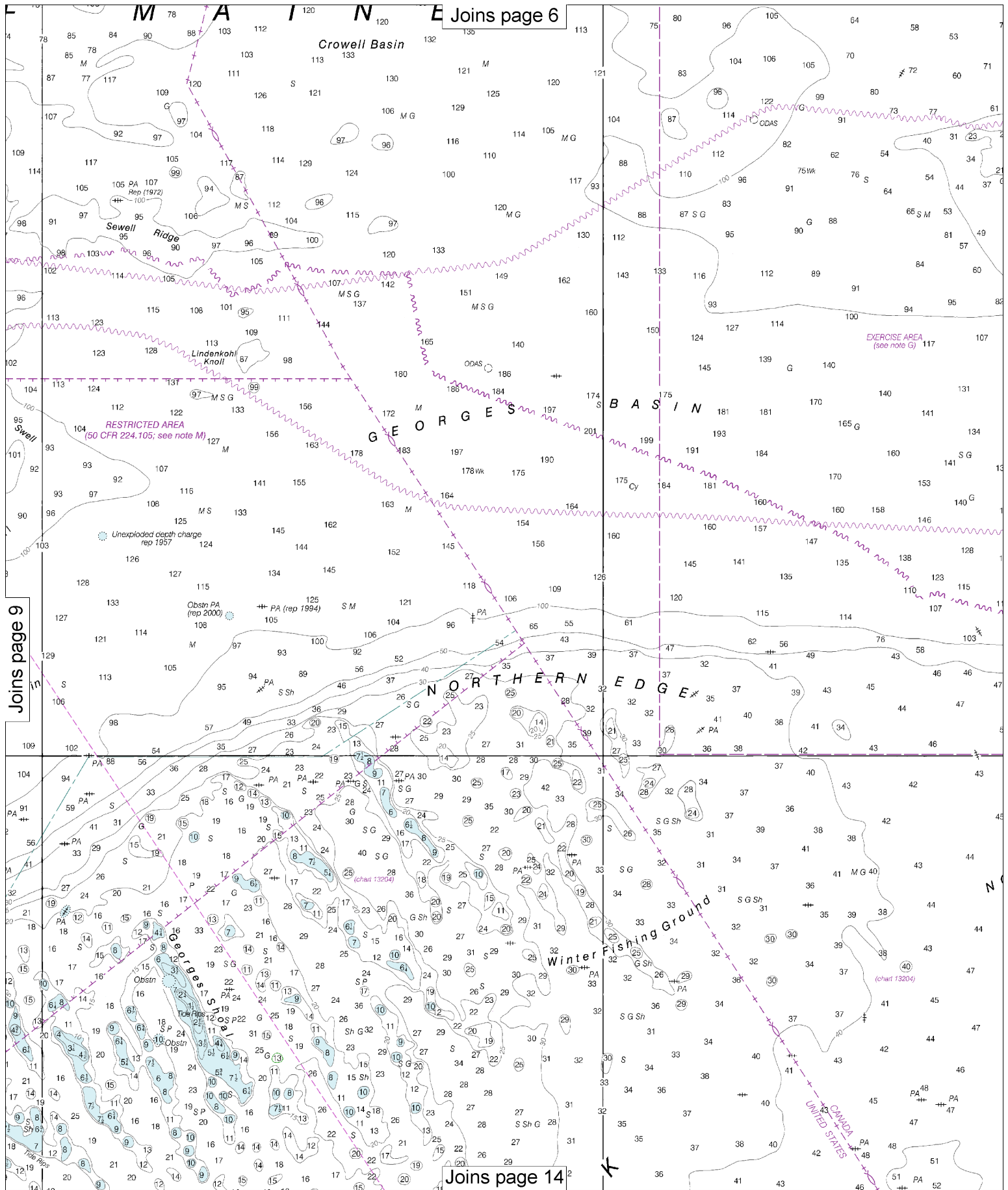


This is the Last Edition of this chart. It will be canceled on Oct 30, 2024
8th Ed., Oct. 2018. Last Correction: 8/12/2024. Cleared through:
NM: 3224 (8/6/2024), NM: 3224 (8/10/2024), CHS: 0724 (7/26/2024)





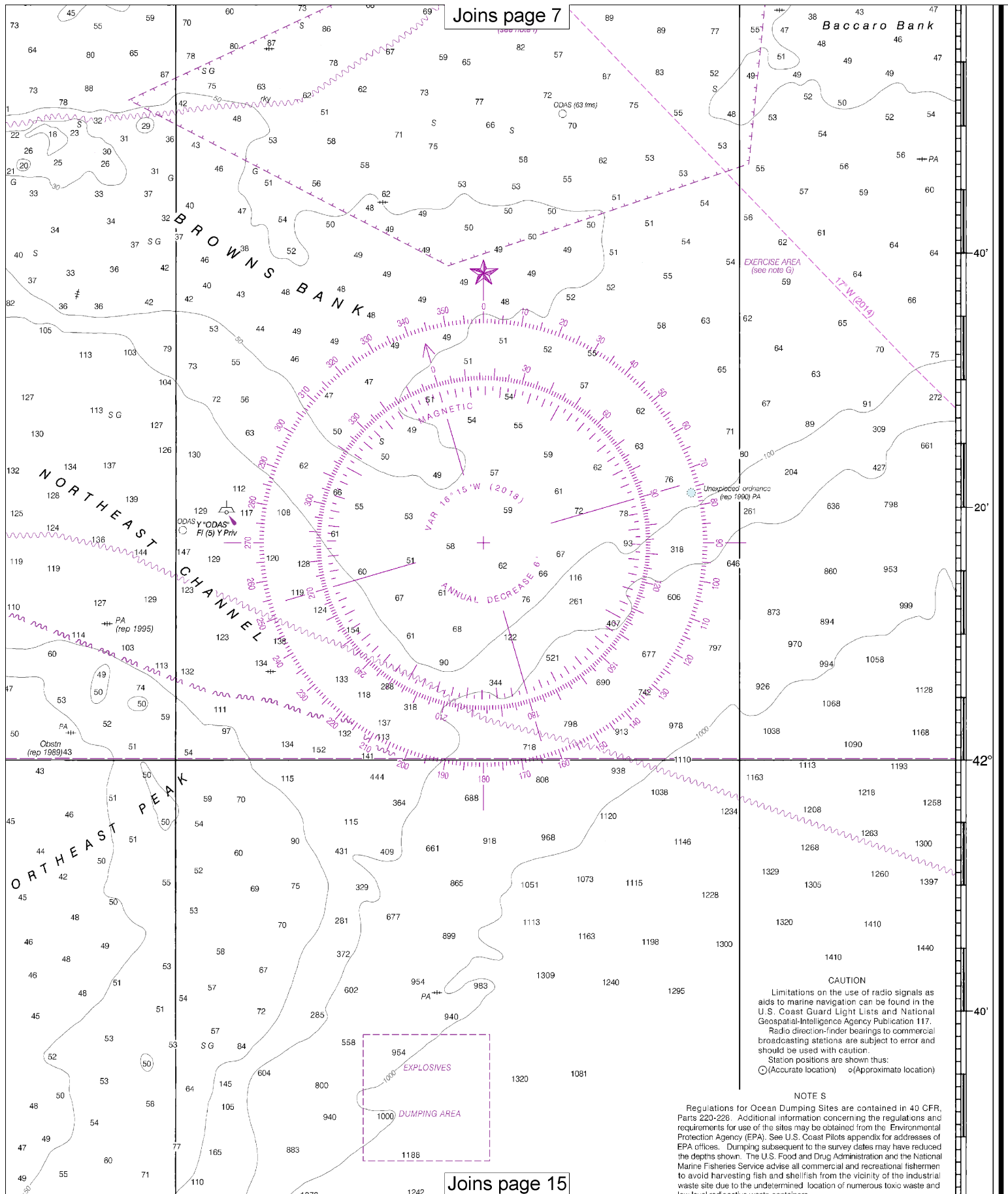
Note: Chart grid lines are aligned with true north.



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Note: Chart grid lines are aligned with true north.

Joins page 7

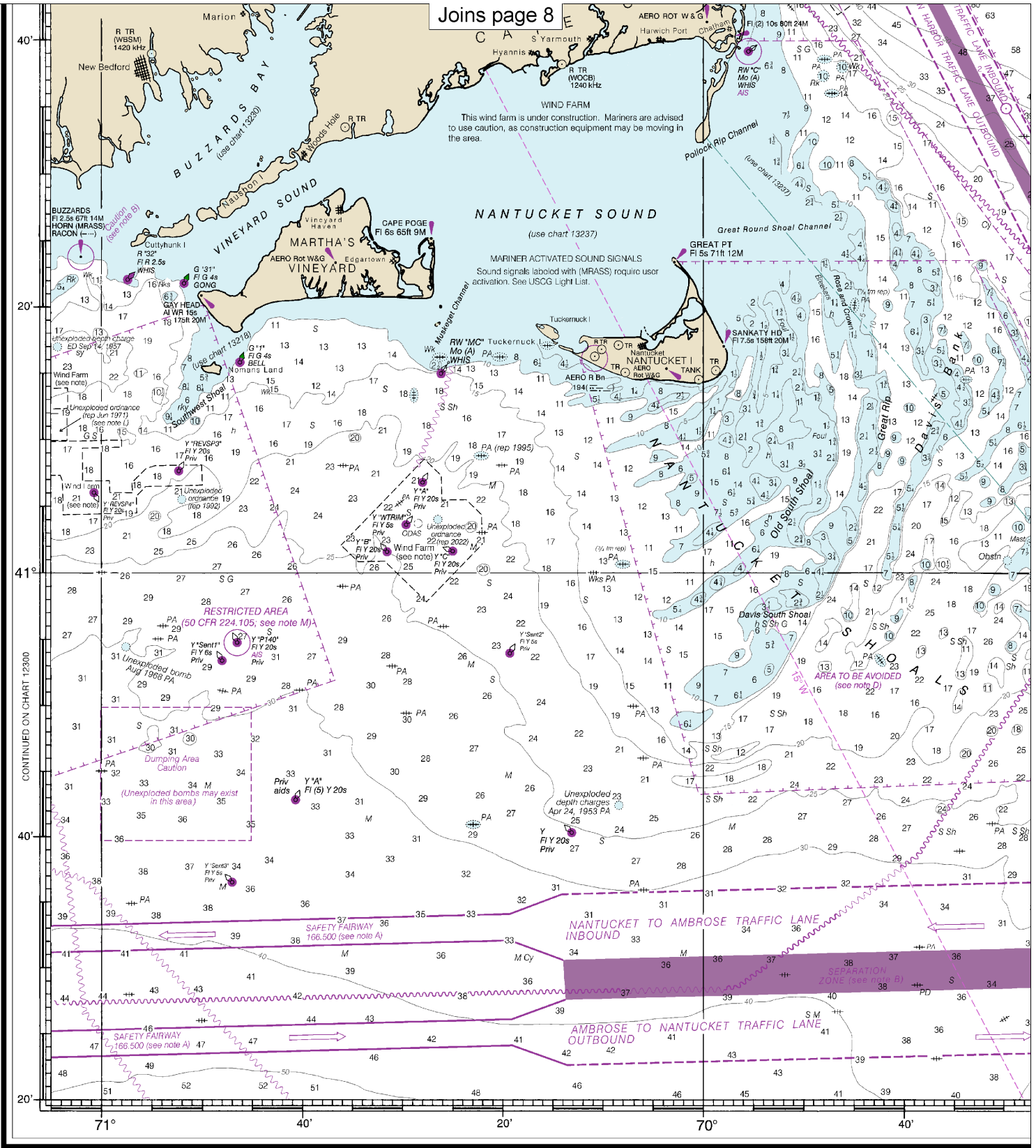


Joins page 15

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) ◊ (Approximate location)

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. 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.

Joins page 8



13009

This is the Last Edition of this chart. It will be canceled on Oct 30, 2024
38th Ed., Oct. 2018. Last Correction: 8/12/2024. Cleared through
LNM: 3224 (8/6/2024), NM: 3224 (8/10/2024), CHS: 0724 (7/26/2024)

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.

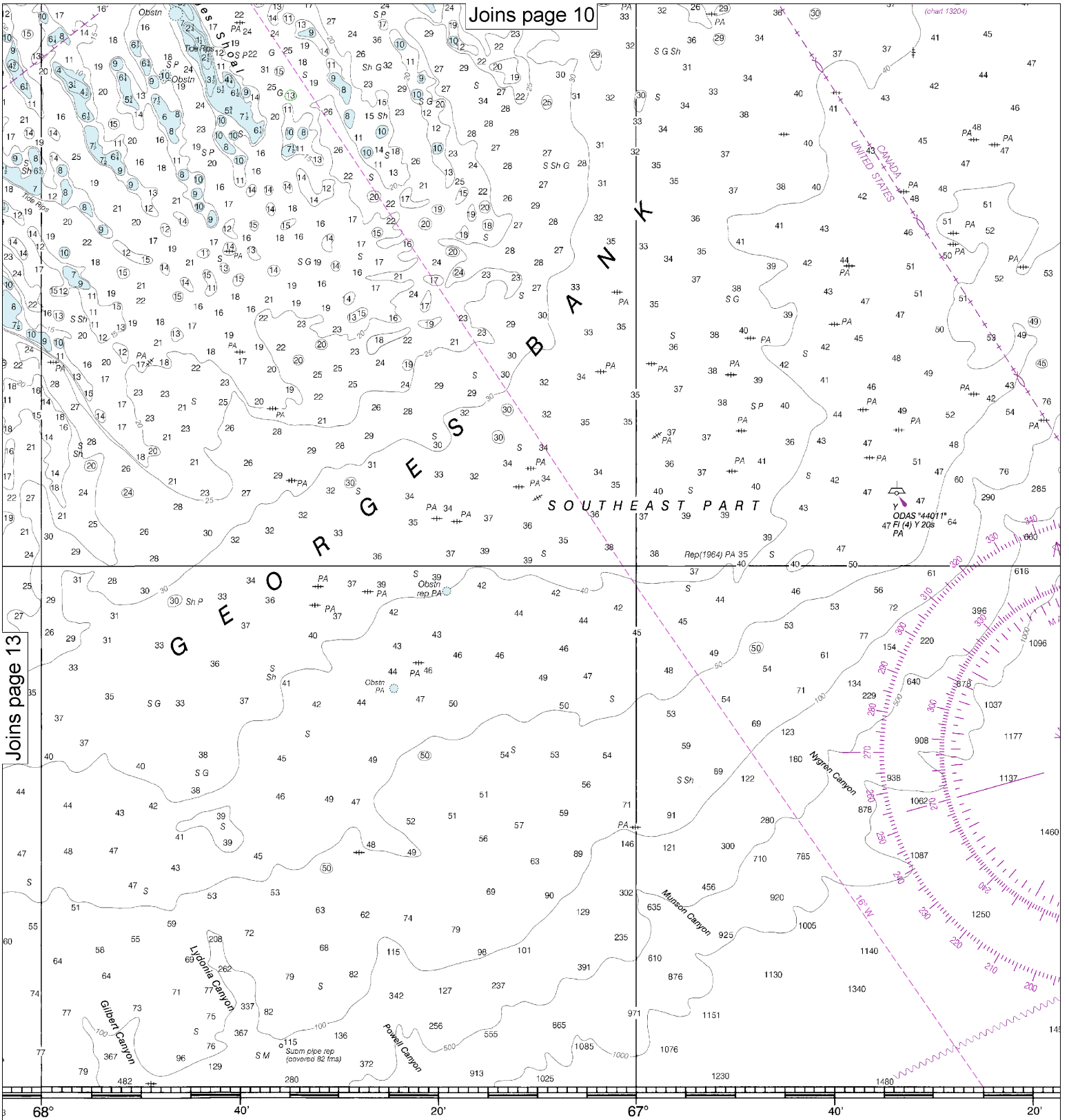
NOAA encourages users to submit inquiries, discuss about this chart at <http://www.nauticalcharts.noaa.gov>

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Note: Chart grid lines are aligned with true north.

Joins page 10

(chart 13204)



Joins page 13

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

SOUNDINGS IN FATHOMS

14

Note: Chart grid lines are aligned with true north.

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NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer 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 most cases 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.

NOTE I

RECOMMENDED SEASONAL AREA TO BE AVOIDED

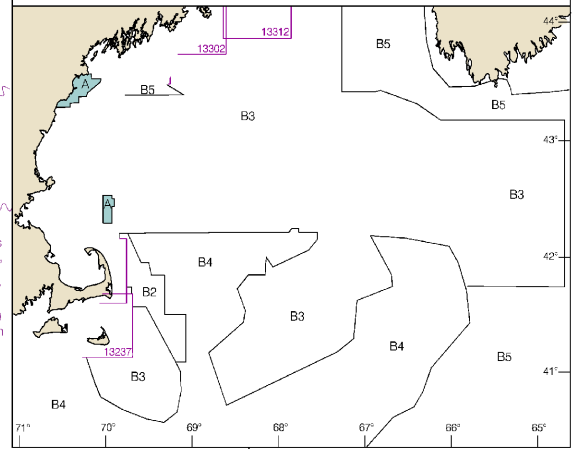
This area has been established in order to reduce the risk of ship strikes of the endangered North Atlantic right whale. It is recommended that ships of 300 gross tonnage and upwards solely in transit during the period of 1 June through 31 December should avoid the area. (MSC IMO SN 1/CIRC.263)

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

SOURCE

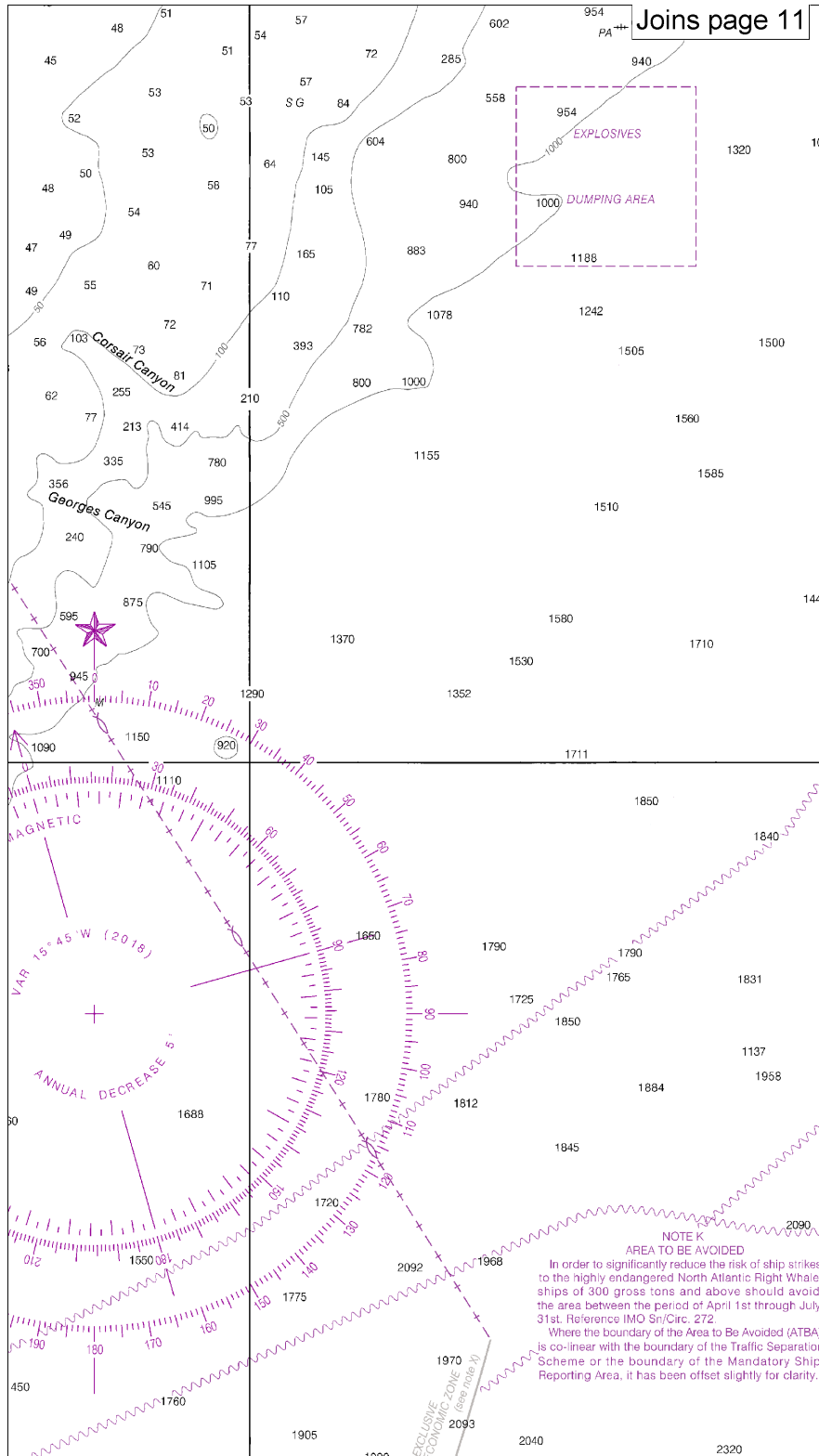
| Source | Survey Type | Coverage |
|--------|-----------------------|-------------------------|
| A | 1990-2015 NOS Surveys | full bottom coverage |
| B2 | 1970-1989 NOS Surveys | partial bottom coverage |
| B3 | 1940-1969 NOS Surveys | partial bottom coverage |
| B4 | 1900-1939 NOS Surveys | partial bottom coverage |
| B5 | Pre-1900 NOS Surveys | partial bottom coverage |



NOTE K

AREA TO BE AVOIDED

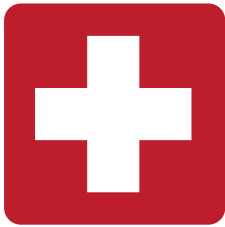
In order to significantly reduce the risk of ship strikes to the highly endangered North Atlantic Right Whale, ships of 300 gross tons and above should avoid the area between the period of April 1st through July 31st. Reference IMO Sn/Circ. 272. Where the boundary of the Area to Be Avoided (ATBA) is 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.



| 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 |

Gulf of Maine and Georges Bank
SOUNDINGS IN FATHOMS - SCALE 1:500,000

13009



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

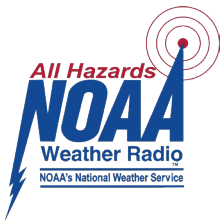
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

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

Distress Call Procedures

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

HAVE ALL PERSONS PUT ON LIFE JACKETS!



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.

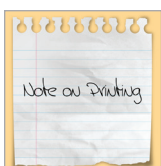
<http://www.nws.noaa.gov/nwr/>

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.