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
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.


(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 1% 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.
NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers.

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry. To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

**Lateral System As Seen Entering From Seaward**
on navigable waters except Western Rivers

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**To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.**

**To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.**

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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.
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NOTE B
FIRING PRACTICE AND EXERCISE AREAS
Limits of Canadian Firing Practice and Exercise Areas. See Canadian Notice to Mariners No. 50 of each year.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been conducted in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically surveyed and are not shown on this diagram. Refer to Chapter 1, United States Coastal Pilot.
Note: Chart grid lines are aligned with true north.
16

Note: Chart grid lines are aligned with true north.
## 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 in Fathoms at Mean Lower Low Water

<table>
<thead>
<tr>
<th>NAUTICAL MARKS</th>
<th>NAME</th>
<th>LATITUDE</th>
<th>MEASURED Ht.</th>
<th>HIGH WATER</th>
<th>MEAN HIGH WATER</th>
<th>MEAN LOW WATER</th>
</tr>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>(FT)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georges Bank</td>
<td>(41°41'36.8&quot;N 68°10'08.2&quot;W)</td>
<td>15.5</td>
<td>3.0</td>
<td>2.1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Remarks: All water depths indicate fathoms.*

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

### Notes

- **Note A:** New Jersey area is subject to navigation restrictions. See Chart No. 1.
- **Note B:** General navigation information is taken from the latest edition of the Admiralty Chart. See Chart No. 1.
- **Note C:** Water depths are measured from the chart datum. See Chart No. 1.
- **Note D:** Water depths are measured from the chart datum. See Chart No. 1.

*AUTHORITIES:*

Hydrography and topography by the National Ocean Service, Coastal 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 the telephone number provided on the chart.

*RADAR REFLECTORS:*

Radar reflectors have been placed on many fishing 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 fishing 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). Geodetic positions referred to the North American Datum of 1983 do not require conversion to NAD 83 for plotting on this chart.

13204

Georges Bank, Eastern Part

**Soundings in Fathoms - Scale 1:220,000**
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/

Quick References
Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Chart and chart related inquiries and comments — http://ocsdata.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
National Data Buoy Center — http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.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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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.