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 Director, Charting and Geodetic Services, Attention: N/CG22, National Ocean Service, NOAA, Rockville, Maryland 20852.

Formerly C&GS 1000, 1st Ed., Apr. 1900 C-1943-587 2156

SOUNDINGS IN FATHOMS

Nautical Chart Catalog No. 1, Panel C

13003 LORAN-C OVERPRINTED

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NATIONAL OCEAN SERVICE

ATLANTIC COAST

CAPE SABLE TO CAPE HATTERAS

For offshore navigation only

Detail within the 10 fathom curve is not shown on this chart except on offlying shoals and where the 10 fathom curve extends beyond the limits of the 1:80,000 scale series of charts.

Use the 1:80,000 scale series charts and Canadian charts for near-shore navigation within the 10 fathom curve.

Mercator Projection
Scale 1:1,200,000 at Lat. 40°00′
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

LORAN-C
GENERAL EXPLANATION

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

RATES ON THIS CHART

9960-W 9960-X 9960-Y

The Loran-C correction tables published by the Defense Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by U.S. Coast Guard. Mariners, however, are cautioned not to rely solely on the lattices in inshore waters.

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.

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 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 C
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/16).

NOTE D

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 6.7 mile radius of Isles of Shoals Light since it is known that JATO racks and associated debris exist in the area.

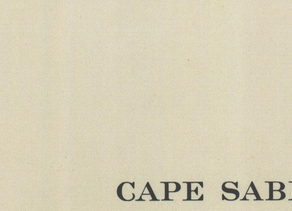
WARNING

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.

CURRENT DIAGRAM
GEORGES BANK AND NANTUCKET SHOALS
Explanation

Directions and velocities of tidal currents at eighteen 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 inch equals three 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 and tidal currents, see Current Tables, Atlantic Coast.

SCALE OF VELOCITIES
0 1 2 3 KNOTS



LORAN LINEAR INTERPOLATOR

NOTE B
TRAFFIC SEPARATION SCHEME

Recommended traffic lanes have been established for the approach or approaches to Portland, Boston, and New York Harbors, and Narragansett, Buzzards, Delaware, and Chesapeake Bays. For the approach or approaches to Portland Harbor, see Charts 13260 and 13286; for Boston Harbor, see Charts 13200 and 13267; for Narragansett and Buzzards Bays, see Charts 12300 and 13218; for New York Harbor, see Charts 12300 and 12326; for Delaware Bay, see Charts 12200 and 12214; for Chesapeake Bay, see Charts 12200 and 12221.

Recommended traffic lanes in the Bay of Fundy and at the approach to Saint John Harbor have been established by the Department of Transport, Canada. For positions see large scale Canadian charts and National Ocean Service chart 13260.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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 Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices.

LIGHTS

Only the principal lights along the outer coast are shown.
ABBREVIATIONS (For complete list of Symbols and Abbreviations see Chart No. 1).
HEIGHTS in feet above mean high water.
AUTHORITIES

Compiled principally from larger scale charts issued by the National Ocean Service, Charting and Geodetic Services, supplemented by information from charts of the Defense Mapping Agency and Canada, and additional data from the U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See 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.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense Mapping 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)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

CAUTION
CHANGES IN BUOYAGE

Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green; black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red or green as appropriate. Changes to aids to navigation will be announced in the Defense Mapping Agency Hydrographic/Topographic Center weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.

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38th Ed., June 30/90 ■
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CAUTION
This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center, the Canadian Ministry of Transport and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left-hand corner.

SOUNDINGS IN FATHOMS

LITIGATION/COPY

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

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	18	19	20	21	22	23	24	25	26	27	28	29	30	31

(Cape Sable to Cape Hatteras)
SOUNDINGS IN FATHOMS - SCALE 1:1,200,000

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LORAN-C OVERPRINTED

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