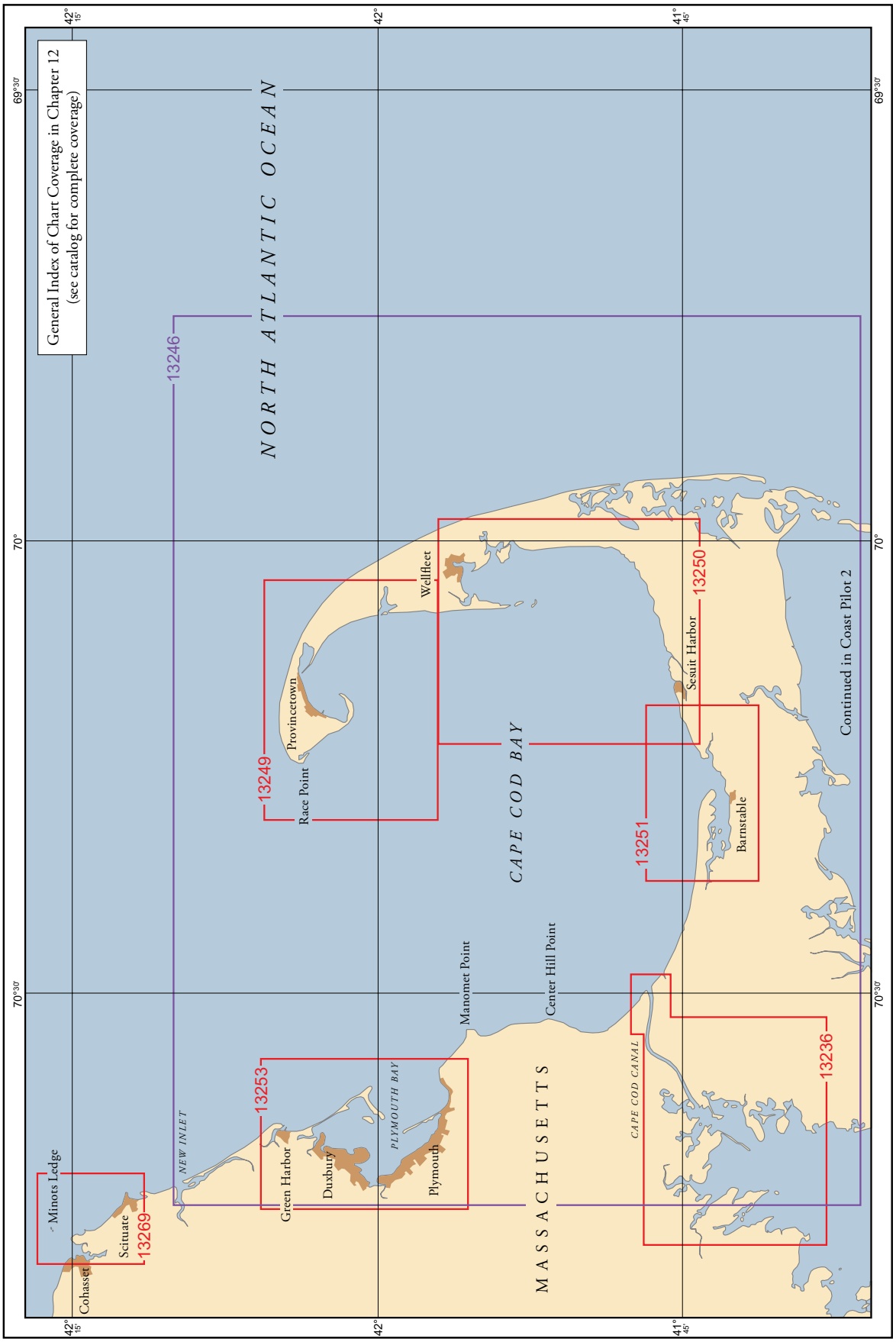
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Minots Ledge to Provincetown, Massachusetts

(1) This chapter describes the Massachusetts coast southward from Minots Ledge, off Cohasset Harbor, to and including Cape Cod Bay. Also discussed are the principal harbors of Cohasset, Scituate, Green, Duxbury, Plymouth, Barnstable, Sesuit, Rock, Wellfleet, Pamet and Provincetown and New Inlet and its tributaries. Provincetown and Plymouth with their seafood handling and processing facilities and fleets of fishing vessels are the principal commercial harbors. Pleasure boating is prevalent with some commercial fishing at the other harbors.

(2)

No-Discharge Zone

(3) The State of Massachusetts, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in all coastal waters of Massachusetts described in this volume, extending about 3 miles offshore (see charts 13278 and 13267).

(4) Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see Chapter 2).

(5)

Chart 13269

(6) **Minots Ledge Light** (42°16'11"N., 70°45'33"W.), 85 feet above the water, is shown from a gray conical tower on **Outer Minot**. A mariner-radio-activated sound signal at the light is initiated by keying the microphone five times on VHF-FM channel 83A.. This ledge, which uncovers 3 feet, is about 6 miles southeastward of Point Allerton and 1 mile north-northeastward of **Strawberry Point**, the northeastern extremity of **Scituate Neck**. Outer Minot is the outermost of the visible dangers off the entrance to Cohasset Harbor.

(7) Submerged rocks and very broken ground, on which the sea breaks in heavy weather, extend more than 1 mile northeastward and 2.5 miles eastward of the light. This area should be avoided.

(8) Numerous rocks and ledges extend westward and southward from the light across the entrances to Cohasset Harbor. **East Shag Rock**, 7 feet high and marked by a buoy, and **West Shag Rock**, 6 feet high, are the most prominent southwestward of the light. Shifting boulders are reported on the shoal just eastward of **Barrel Rock** (42°15.5'N., 70°47.1'W.), marked by a daybeacon.

(9) Three natural channels lead into **Cohasset Harbor** through the area of rocks and ledges: **Western Channel**, which enters between **Brush Ledge** and **Chittenden Rock; The Gangway**, apassage that leads between **The Grampuses** and **West Hogshead Rock**; and **Eastern Channel**, which leads between **Enos Ledge** and **West Willies**. Although all three channels are marked by buoys, there are numerous unmarked dangers.

(10) The Gangway passage is the widest, but there are unmarked covered 10- and 11-foot rocks in the middle of it, and it should be used only in clear weather and with a smooth sea, even in small craft. Eastern Channel is the clearest and deepest of the three. The best time to enter is on a rising tide.

(11)

COLREGS Demarcation Lines

(12) The lines established for this part of the coast are described in **80.135,** Chapter 2.

(13) **Cohasset Harbor** is a large shallow bight southwestward of Minots Ledge Light and about 6 miles southeastward of Point Allerton. The harbor is frequented by numerous yachts and fishing craft. A prominent lookout tower is near the summit of a hill eastward of **The Gladeson** the east side of the harbor.

(14)

Anchorage

(15) Anchorage is available in depths of 6 to 10 feet in the outer harbor.

(16) **Cohasset Cove**, the inner harbor, is protected by a breakwater that extends about 0.1 mile northward from near the westerly end of **Bassing Beach**. The breakwater is partially covered at high water.

(17) A dredged channel leads southward from the outer harbor to an anchorage basin southward of Bryant Point in Cohasset Cove, the inner harbor. There are three additional dredged anchorage areas: one is immediately southward of the Cohasset Cove anchorage; one in **Bailey Creek**, in the southeastern part of the inner harbor; and one immediately westward of the southern end of the Cohasset Cove anchorage. The channel into Cohasset Cove is marked by lights and buoys; a light is off **Bryant Point.**

(18) A rock, which uncovers 6½ feet, is in 42°14'21"N., 70°47'15"W., close to the southerly edge of the channel leading to the anchorage in Bailey Creek. Another rock, covered about 1 foot, is reported in the westerly anchorage, about 65 yards northeastward of the town landing on the southerly side of the anchorage; caution is necessary when maneuvering around the service wharves eastward of this landing.

(20)

Cohasset Harbor, Massachusetts
Image courtesy of Marblehead Sail and Power Squadron (2005)

(19) **Cohasset** is a town on the west side of the inner harbor. There is some fishing, but the town is mostly residential. The Cohasset Yacht Club, close westward of Bryant Point, has depths of 5 to 8 feet reported alongside its float landing; water is available. The town maintains four float landings in various parts of the inner harbor; depths of 3 to 5 feet are reported alongside these landings. Sewage pump-out is available.

(21)

Harbormaster

(22) The harbormaster maintains an office in a cottage that overlooks the town wharf southwestward of the entrance to Bailey Creek.

(23) The Cohasset Sailing Club, about 100 yards eastward of this town landing, has a depth of 3 feet reported alongside its float landing. A small-craft launching ramp is about 150 yards eastward of the sailing club.

(24) A boatyard is just westward of the dam at the head of the inner harbor. Depths of 9 feet are reported alongside the yard's float landing. The marine railway at the yard can handle craft up to 55 feet in length or 80 tons for hull and engine repairs or open or covered storage; gasoline and water are available.

(25)

Ice

(26) Cohasset Harbor is usually closed by ice for about 2 months during normal winters.

(27) **Stellwagen Ledges**, consisting of rocks awash and covered, extend 3.8 miles south-southeastward from Davis Ledge to Tar Pouch. Some of these ledges lie over 1 mile from shore and are covered 5 to 16 feet in surrounding depths of 4 to 9 fathoms. Most of them are unmarked. Strangers should keep over 3 miles from shore.

(28) **Davis Ledge**, covered 15 feet and marked by a lighted gong buoy, is about 0.4 mile eastward of Minots Ledge Light. **Tobias Ledge**, about 0.25 mile eastward of Strawberry Point, is marked by a daybeacon. **Tar Pouch**, covered 14 feet and marked on the northeast side by a buoy, is about 1 mile northeastward of the entrance to Scituate Harbor.

(29) **Scituate Harbor**, about 4 miles southeastward of Cohasset Harbor, is used mostly by yachts and fishermen and occasionally as a harbor of refuge by draggers.

(31) **Cedar Point**, on the north side of the harbor, is marked by a concrete lighthouse tower maintained by the Coast Guard. The harbor is partially protected by breakwaters.

(30)

(32) The north breakwater extends about 300 yards southeastward from the southeast extremity of Cedar Point. **Scituate North Jetty Light 2A** (42°12'11"N., 70°42'47"W.), 23 feet above the water, is shown from a white skeleton tower with tankhouse and a red triangular daymark on the seaward end of the north breakwater. The south jetty extends about 100 yards northward from the southern point of the entrance. A lighted gong buoy, 0.7 mile eastward of the north breakwater, marks the approach to the harbor.

(33) On the high land about 2 miles westward of the entrance to Scituate Harbor, there is a conspicuous high tower with pointed top that is visible many miles from seaward.

(34) It is reported that the bar at the entrance breaks entirely across the channel at low tide and in heavy weather. The most unfavorable weather is from the northeast. The outer harbor is free of ice most of the winter.

(35)

Coast Guard

(36) Coast Guard Station Scituate is located at the entrance to Scituate Harbor. The station is a seasonal station open during the summer boating season.

(37)

Channels

(38) A dredged channel leads westward between two breakwaters into Scituate Harbor, thence turns southwest and south terminating in an anchorage basin adjacent to the Scituate waterfront; the channel is marked by buoys.

(39) The Scituate Harbor Yacht Club is on the west shore of the harbor, about 0.5 mile westward of the jetty light. Depths of 6 to 8 feet are reported alongside the outer floats; water and berths are available. Southward of the yacht club are the Satuit Boat Club and the Satuit Waterfront Club. Between them, there are two small-craft launching ramps and a marina with depths of 4 to 6 feet reported alongside the berths and 8 to 10 feet reported alongside the service float. Gasoline, diesel fuel, water and ice are available. The Scituate town pier is on the west side of the harbor, about 0.6 mile above the jetty light; sewage pump-out is available. Another marina with several floats is close southward of the town pier; electricity, gasoline, diesel fuel, water, ice and sewage pump-out are available. A large parking lot is at the marina. A public dock and a small-craft launching ramp are just southward of the marina.

(40) A boat storage yard, at the head of the cove at the southeast end of the harbor, has a 10-ton marine railway that can handle craft up to 30 feet in length for hull and minor engine repairs. Electricity, water, ice and some marine supplies are available at the service float, which has a reported depth of 6 feet alongside.

(41) Marine supplies, tackle and most services are available at the marinas and the boat storage yard.

Groceries and lodging are available within walking distance.

(42) On the south side of the entrance to Scituate Harbor is a bluff known as **First Cliff**. A similar formation, known as **Second Cliff**, is about 0.6 mile south of the entrance.

(43)

Chart 13267

(44) **New Inlet**, on the north side of **Fourth Cliff** and 2 miles southward of Scituate Harbor, is the approach to North River and South River. The inlet is marked by a lighted bell buoy off the entrance and the channel is marked by buoys that are frequently shifted with changing conditions. The channel is subject to change and is never entered except by small craft with local knowledge. Strangers should not attempt to cross the bar on the ebb with an easterly wind or in heavy seas as waves break across the bar. The bar consists of boulders that are reported to be particularly numerous on the south side of the inlet. A strong current flows out of the inlet during the falling tide.

(45) Sand and gravel were formerly shipped from a wharf on the east bank about 1 mile above the mouth of **Herring River**, a tributary of North River from the north. Uncharted private buoys that are frequently shifted with changing conditions mark the river. In 1979, it was reported that with local knowledge about 4 feet could be carried to the wharf and to a marina in a basin about 0.4 mile above the wharf. The marina boatyard has a 25-ton mobile hoist that can haul out craft up to 60 feet in length for hull and engine repairs or dry covered or open winter storage. Gasoline, diesel fuel, electricity, water and a pump-out facility are available at the floats, which have a reported 3 to 6 feet alongside. Ice, provisions and marine supplies can be obtained at the marina, and restaurants are available nearby.

(46) **North River** formerly emptied into the sea near **Rexhame**, but its present outlet dates from the great storm of 1898. The river has been partly cleared of boulders to **Hanover**, 10 miles above the entrance. The depth to this point is about 2 feet. Local knowledge is advisable to navigate the river. Navigation at spring tides in excess of 9 feet above mean low water is difficult because of flooding of large areas of marshland on either side of the river. The channel to the State Route 3A bridge is partially marked by privately maintained stakes in the summer.

(47) About 1.4 miles above the mouth, the south abutment of an abandoned railway bridge, which has been removed, is used as a town landing. There are no services at the float, which has 6 feet reported alongside. The channel is very narrow here, and the currents flow strongly, especially on the ebb.

(48) State Route 3A highway bridge crossing the river about 1.65 miles above the mouth has a fixed span with a clearance of 17 feet. In 2002, an obstruction (submerged piling) was reported in North River directly under State Highway Route 3A bridge; the piling is reported visible at low tides. The second highway bridge about 4 miles above the mouth has a 27-foot bascule span with a clearance of 6 feet. (See **117.1 through 117.59 and 117.613,** Chapter 2, for drawbridge regulations.)

(49) There are two marinas at the first highway bridge. The one on the north bank just east of the bridge is principally for outboards; a pump-out facility, a small-craft launching ramp and a 20-ton crane are at the facility. The marina on the south bank just west of the bridge has gasoline, a pump-out facility and water available at a float that had 3 feet of water reported alongside and a paved small-craft launching ramp. Outboard boat rental and bait are available.

(50) About 1.5 miles above the first highway bridge, at Kings Landing, is a boatyard. Boats up to 40 feet in length are hauled out on skids for hull and engine repairs or open winter storage. The river has a posted **speed limit** of 5 miles per hour.

(51) **South River**, emptying through New Inlet from southward, is used by fishermen and yachtsmen. **Humarock** is a small village on the beach between South River and the ocean, 1.5 miles southward of New Inlet. Local knowledge of the river channel is advisable to navigate to the town. In 1979, the reported controlling depth was 3 feet from the entrance to the first bridge and thence shoaling to bare about 350 yards above this bridge. In 1985, a sunken wreck was reported in the channel in about 42°08'50"N., 70°42'10"W. The channel is marked by privately maintained and uncharted buoys that are frequently shifted with changing conditions.

(52) A highway bridge 2.2 miles above the river's mouth has a 45-foot fixed span with a clearance of 8 feet. There is a marina on the east bank just north of the bridge and another on the west bank just south of the bridge. Both marinas have small-craft launching ramps and service floats with 2 to 5 feet reported alongside; water, gasoline and electricity are available. The marina on the east bank has a 14-ton mobile hoist that can handle craft up to 43 feet, and the marina on the west bank has a marine railway that can haul out boats up to 40 feet in length for hull and engine repairs or dry open or covered winter storage. Ice, provisions and marine supplies are obtainable, and restaurants and lodging are nearby. Guest moorings are maintained by the marinas and pump-out facilities are available.

(53) A **speed limit** of 5 miles per hour is posted on the river.

(54) The Marshfield Yacht Club is on the west bank about 0.3 mile above the first highway bridge; a depth of 4 feet is at the float landings. Water and electricity are available at the floats. The **harbormaster** can usually be found here. There is a boatyard on **Littles Creek** about 0.5 mile northwestward of the first bridge. Boats up to 40 feet in length are hauled out at high water for dry winter storage and minor repairs.

(55) The second highway bridge about 2.5 miles above the mouth has a 24-foot fixed span with a clearance of

5 feet; there is little or no navigation above the second bridge.

(56)

Chart 13246

(57) **Cape Cod Bay** is contained between the peninsula of Cape Cod, on the east and south, and the mainland of Massachusetts on the west. Between these limits the bay is about 20 miles in diameter with depths ranging from 10 to 32 fathoms, except close to the shore and in its southeasterly part. Race Point, the northwesterly extremity of Cape Cod, is the eastern point; and Gurnet Point, on the north side of the entrance to Plymouth Bay, is the western point of the entrance to Cape Cod Bay.

(58) Within the limits of Cape Cod Bay are several harbors, including those of Plymouth on the western shore, Sandwich and Barnstable on the southern shore and Wellfleet and Provincetown on the eastern shore. It is also the approach to Cape Cod Canal, which connects Cape Cod Bay with Buzzards Bay.

(59) The shallow harbors of Cape Cod Bay, such as Plymouth, Barnstable and Wellfleet, usually are closed to navigation by ice a part of each winter. This ice, together with the ice that forms in the shallower parts of Cape Cod Bay in severe winters, is driven by the winds out into the bay. There it masses into heavy fields or windrows, sometimes as much as 10 feet or more thick, making navigation in parts of the bay unsafe or impractical. The prevailing northerly winds drive the ice down to the southern end of the bay, but on a few occasions it has been known to obstruct Provincetown Harbor for several days. The movements of the ice depend largely on the winds; the tidal currents apparently have little or no effect.

(60) Deep-draft vessels entering Cape Cod Bay from the northward should pass eastward of the lighted whistle buoy that is about 7 miles northeastward of Brant Rock and well east of the extremity of the broken bottom extending over 4 miles offshore in this direction.

(61)

North Atlantic Right Whales

(62) Cape Cod Bay lies within the federally designated critical habitat for North Atlantic right whales. The Northeastern Foraging Area is a primary winter/spring feeding area and may be inhabited by right whales year-round (peak season: December through May). (See **50 CFR 226.101** and **226.203**, Chapter 2 for habitat boundary and regulations.) It is illegal to approach closer than 500 yards of any right whale (see **50 CFR 224.103(c)**, Chapter 2, for limits and regulation).

(63) **Recommended two-way Whale Avoidance Routes** have been established in Cape Cod Bay to reduce the likelihood of ship strikes of endangered North Atlantic right whales. All vessels are encouraged to use recommended routes when traveling in Cape Cod Bay. A **Recommended two-way Whale Avoidance Track** has also been established for vessels traveling between the Cape Cod Canal and Provincetown. **CAUTION:** Full bottom coverage surveys have not been conducted within the entire route, so uncharted dangers may exist.

(64) It is recommended that all large vessels (over 100 gross tons) avoid operating in the critical habitat during the period of peak right whale occurrence. When the area cannot be avoided, precautionary measures should be taken to reduce the risk of ship strike. (See North Atlantic Right Whales, indexed as such, in Chapter 3 for more information on right whales and recommended measures to avoid collisions with whales.)

(65) All vessels 65 feet or greater in length overall (LOA) and subject to the jurisdiction of the United States are restricted to speeds of 10 knots or less in the Cape Cod Bay Seasonal Management Area between January 1 and May 15. The area is defined as all waters of Cape Cod Bay with a northern boundary of 42°04'56.5"N., 70°12'W., to 42°12'N., 70°12'W., thence due west back to shore. (See **50 CFR 224.105** in Chapter 2 for regulations, limitations and exceptions.)

(66) The waters of Cape Cod Bay lie within the WHALESNORTH Mandatory Ship Reporting Area. Each self-propelled ship of 300 gross tons or greater entering WHALESNORTH must participate in the Mandatory Ship Reporting System (See **33 CFR 169**, Chapter 2, for limits and regulations, and Chapter 3 for sample reports). Sovereign immune vessels are exempt from the requirement to report but are encouraged to participate.

(67) **Cape Cod Bay Restricted Areas**, Marine Protected Areas (MPAs), encompass all of Cape Cod Bay.

(68)

Chart 13253

(69) **Brant Rock** is a village about 5 miles southward of Fourth Cliff. The village derives its name from **Brant Rock**, a distinctive bare rocky islet about 300 yards offshore that is joined to the shore by a stone jetty. A square concrete tower in the village is very prominent. For about 1 mile south of Brant Rock to the entrance of Green Harbor River, foul ground extends offshore for nearly 1.5 miles to **Farnham Rock**, which is covered 14 feet. A lighted bell buoy is just eastward of the rock.

(70) **Green Harbor River** has its entrance west of **Blackmans Point** at the southern end of **Green Harbor Point. Bartlett Rock**, which uncovers 2 feet, and **Howland Ledge**, covered 7 feet and marked by a buoy, are 0.6 and 1.2 miles eastward of the entrance, respectively. An obstruction reported to be covered 6 feet is about 275 yards south-southeast of Bartlett Rock. In 1987, an obstruction was reported 200 yards south of Bartlett Rock in about 42°04'34.2"N., 70°37'49.0"W. Jetties are on each side of the entrance; the east jetty is marked by a light. A channel, marked by a buoy at the entrance and a buoy inside, leads to a turning basin about 0.6 mile above the seaward ends of the jetties. An anchorage basin is on the east side of the channel off the town wharf.

(75)

(71) In 2010, the controlling depth was 6.5 feet (8 feet at midchannel) to just inside the east jetty, thence 5.8 feet to the turning basin at the head of the project except for shoaling to bare around Blackmans Point; 6 feet can be carried in the left outside quarter around the shoal. Depths of 5 to 6 feet were available in the anchorage basin and turning basin.

(72) Local fishermen adjust their arrival and departure times so that they are not in the entrance channel 90 minutes on either side of low water. A current flowing out of the entrance channel during the falling tide reportedly sets up a rip just inside the entrance jetties.

(73) The town wharf and a marina are on the east bank about 0.4 mile above the jetties. The facilities have approach and alongside depths of 6 feet. Berths, electricity, gasoline, diesel fuel, water, ice, sewage pump-out, launching ramps, a 12.5-ton lift, storage and hull and engine repairs are available.

(74) **Green Harbor** is a small village on the west side of the river. Four prominent radio towers are just southwest of the village and 5 miles northward of the entrance to Plymouth Bay. A marina and the Green Harbor Yacht Club are on the west bank near the head of the harbor close southward of the causeway. Berthage, electricity, gasoline, water, marine supplies and a small-craft launching ramp are available at the marina. The service float has 6 feet reported alongside. A 15-ton mobile hoist can haul out vessels for hull, engine, electrical and electronic repairs and for open winter storage.

(76) **High Pine Ledge**, awash at low water and marked on its easterly side by a buoy, is about 0.8 mile off **Duxbury Beach** and 2 miles northward of Plymouth Light. The ledge extends from the buoy nearly to the shore; vessels should not attempt to pass westward of the buoy.

(77) **Plymouth Bay** is about 20 miles southeastward of Minots Ledge Light. From its entrance, between Gurnet Point and Rocky Point, it extends about 2.5 miles westward to **Plymouth Beach. Warren Cove**, the southern part of Plymouth Bay, is sometimes used as a temporary anchorage.

(78) **Plymouth Harbor** is about 1 mile wide at its northern end, gradually narrowing to its southern end. Most of the harbor is dry at low water. The channels in Plymouth Harbor and tributaries usually have soft bottoms. The channel through the entrance is well marked and easily followed in clear weather.

(80) **Plymouth** is a town on the southwestern side of Plymouth Harbor. There is some waterborne commerce at Plymouth, most of it being fishing vessels and excursion boats. At the town wharf, fishing craft unload fish, scallops and lobsters for shipment to New York and southern markets.

(81) **Duxbury Bay** is between Duxbury Beach on the east, Saquish Neck on the southeast, and the mainland on the west. It is about 3 miles long, with an average width of

(79)

Entrance to Plymouth Bay, Massachusetts
Image courtesy of Marblehead Sail and Power Squadron (2005)

2 miles. The bay is full of flats, mostly bare at low water, through which are several narrow and crooked channels. Shoals covered in spots by little water rise abruptly on both sides of these channels, and at low water the shoal edges are usually revealed by discolored water.

(82) **Duxbury**, a town on the west shore of the bay, is a summer yachting and residential resort.

(83) **Kingston Bay**, between the mainland and the western point of Duxbury Bay, is about 1.5 miles wide and has numerous flats. Caution and local knowledge are advised. The village of **Kingston** is nearly 1 mile back from its western shore on **Jones River**. This bay is of little importance either as a harbor or port.

(84)

Prominent features

(85) **Gurnet Point,** on the north side of the entrance to the bay, is marked by **Plymouth Light** (42°00'13"N., 70°36'02"W.), 102 feet above the water and shown from a white octagonal pyramidal tower with a white dwelling. A sound signal is at the light.

(86) **Rocky Point**, on the south side of the entrance, is about 3 miles south of Gurnet Point. The rectangular reactor building of the Pilgrim Nuclear Power Station southeast of Rocky Point is conspicuous.

(87) **Duxbury Pier Light** (41°59'15"N., 70°38'55"W.), 35 feet above the water, is shown from a brown conical tower with white upper half; a sound signal is at the light. The light, locally known as "Bug Light," marks the north side of the channel and the south end of the shoal between the main channel and **Cowyard.**

(88) **Captains Hill**, on the peninsula between Duxbury and Kingston Bays, is about 200 feet high. On its summit is **Standish Monument**, 291 feet high, which can be seen from all directions when approaching the harbor. **Manomet Hill**, about 5 miles southward of Gurnet Point, is 390 feet high, heavily wooded, and conspicuous in approaching the entrance.

(89) The monument at Plymouth and a standpipe are conspicuous. A lookout tower on **Monks Hill** (see chart 13246), about 2.5 miles westward of Plymouth, and the buildings and stack of the former cordage company at **Cordage** are prominent.

(90) **Plymouth Harbor Channel** is a dredged channel which leads southward from Plymouth Bay from a point 0.3 mile southwestward of Duxbury Pier Light to the State Pier at Plymouth, about 2 miles above the entrance, thence to a turning basin off the Town Wharf, about 0.2 mile above the State Pier. An anchorage basin, protected by a breakwater on the north and northeast sides, is in the harbor. A Federal project provides for a depth of 15 feet in the dredged channel to and in the turning basin; the anchorage basin in the harbor has a project depth of 8 feet. (See Notice to Mariners and latest editions of charts for controlling depths.) The channel is marked by a light with a white sector marking the entrance, buoys, another

light and private lighted ranges. The range structures are difficult to identify in the daytime.

(91) A channel leads from the southerly end of Cowyard, westward of Duxbury Pier Light to the wharf of the former Plymouth Cordage Company, about 1.5 miles northwest of the Plymouth Town Wharf. The channel is marked by buoys. In 1964, shoaling to 9 feet was reported in the channel for about 0.6 mile westward of The Nummet. The section of the channel approaching the wharf is privately marked.

(92)

Duxbury Bay Channels

(93) Where the several bay channels come together in the locality westward of Duxbury Pier Light, a channel extends northward up Duxbury Bay until west of **Clarks Island**. This channel, **Cowyard**, about 200 yards wide and with depths of 20 to 35 feet, offers good anchorage for small craft. The channel splits at a point westward of Clarks Island. The eastern branch, **Beach Channel**, is reported to be marked by private seasonal buoys and continues up the easterly side of Duxbury Bay. A highway bridge at **Powder Point**, at the junction of **Back River** with Duxbury Bay, has a 25-foot fixed span with a clearance of 5 feet.

(94) The western branch has a deep natural channel for about 1.5 miles from the area of Clarks Island northward of the fork in the channel. The channel to this point is buoyed and easily followed and at this point connects with a dredged channel that leads northwesterly to an anchorage basin at the village of Duxbury. The dredged channel, marked by buoys, has a project depth of 8 feet. (See Notice to Mariners and the latest edition of the chart for controlling depths.)

(95)

Anchorages

(96) Vessels waiting to enter may anchor on the north side of the entrance channel southeast of Saquish Head and eastward of the buoy marking the extremity of the shoal that makes southward from that head, or they may proceed to the intersection of the bay channels and anchor where the swinging room is greatest, between 500 and 600 yards westward of Duxbury Pier Light.

(97) The best anchorage is in Cowyard, but small light-draft vessels often find good anchorage under the lee of Plymouth Beach. Yachts and small craft anchor in the anchorage basin off the wharves at Plymouth. In 1983, the basin had depths of 8 feet except for shoaling in the northwest corner and along the north edge.

(98)

Dangers

(99) **Outer Tautog Rock**, with 2 feet over it, is part of an unmarked shoal extending about 0.5 mile northward of Rocky Point.

(100) **Browns Bank** is in the central part of Plymouth Bay. Northward of Browns Bank, and between it and **Saquish Neck** and **Saquish Head**, is the entrance channel to Plymouth Harbor, Kingston Bay and Duxbury Bay.

(101) The unmarked channels in Kingston Bay and Duxbury Bay are narrow and crooked and lead between flats bare or nearly so at low water; local knowledge is required to carry the best water. The best time for strangers to navigate these channels inside the harbor is at low water when the flats are visible.

(102)

Currents

(103) In the channel between Gurnet Point and Duxbury Pier the tidal current at strength has a velocity of about 1.4 knots. The set is generally in the direction of the channel; but the ebb sets southward and eastward across Browns Bank, while the flood sets northward and westward above Saquish Head, and sweeps strongly around Duxbury Pier Light northward into Cowyard.

(104) **Ice** often closes the harbor from about the first of January through February. When there is ice in the harbor, Cowyard is not a safe anchorage. In winter the safest anchorage from ice is in the channel southward or eastward of Saquish Head, and vessels sometimes go to sea on account of drift ice at this anchorage. Westerly winds tend to carry the ice out in fields. Normally the channel to the pier at Cordage is open to traffic all winter. Northwesterly winds sometimes bring ice in, but southerly winds clear it out.

(105)

Quarantine, customs, immigration and agricultural quarantine

(106) (See Chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

(107) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, Chapter 1.)

(108) Plymouth is a **customs port of entry.**

(109)

Harbor regulations

(110) The several towns have harbor regulations that are enforced by the various **harbormasters**, who control the moorings. The Plymouth and Duxbury harbormasters maintain offices on their respective town wharves. The **speed limit** is 6 miles per hour in Plymouth Harbor.

(111)

Wharves

(112) Fishing vessels discharge their catches at the town wharf at Plymouth and Duxbury. The town wharf at Plymouth has a reported 10 feet alongside its service float; a small-craft launching ramp is close by. The State Pier at Plymouth has 12 feet alongside. The replica of the MAYFLOWER is berthed on the south side of the State Pier.

(113)

Supplies

(114) Gasoline, diesel fuel and water are available at the Plymouth and Duxbury town wharves and at most of the marinas and boatyards. Ice, provisions, bottled gas and

marine supplies are available at Plymouth and Duxbury. Motels, hotels, restaurants, laundromats, shops and markets are in the area.

(115)

Repairs

(116) There is a boatyard at Plymouth, one at **North Plymouth** and several at Duxbury. These facilities can make hull, engine and electronic repairs and have storage facilities and marine supplies. The boatyard at Plymouth, about 0.2 mile southeastward of the State Pier, has a 10-ton crane, 60-ton boat lift, berths with electricity, gasoline and diesel fuel. The largest marine railway at Duxbury can handle craft up to 50 feet in length; lifts up to 40 tons are also available. The boatyard at North Plymouth, close southward of the pier at Cordage, has a 75-foot marine railway and a 40-ton lift.

(117)

Small-craft facilities

(118) There are well-equipped marinas at Duxbury and Plymouth at which gasoline and diesel fuel, water, berthing with electricity, pump-out facilities and most yacht services are available. Small-boat launching ramps, both public and private, are available. The Duxbury Yacht Club, at the northwest corner of the turning basin at Duxbury, and the Plymouth Yacht Club, about 0.3 mile southward of the State Pier at Plymouth, offer various services to visiting yachtsmen. Gasoline is available at the Plymouth Yacht Club float.

(119)

Communications

(120) Plymouth has local taxi service and bus service to Boston and other inland points. Numerous truck lines serve the area.

(121)

Chart 13246

(122) Between Rocky Point and Manomet Point, there are several outlying rocks which will be avoided by giving the shore a berth of 1 mile. The shore is backed by high wooded hills, the most conspicuous of which is Manomet Hill, 390 feet high. **Manomet Point** is a bluff about 2.4 miles southeast of Rocky Point. Also prominent is the large rectangular reactor housing of the Pilgrim Nuclear Power Station, about 0.4 mile southeastward of Rocky Point. Seaward of the power station, stone breakwaters enclose a basin from which cooling water is obtained. This basin is hazardous to approach in heavy weather since seas break over the breakwaters. A private buoy is about 0.3 mile eastward of Rocky Point.

(123) **White Horse Beach** is a summer resort northwest of Manomet Point. **White Horse Rocks**, 10 feet high, and a group of rocks awash are part of an unmarked shoal that extends about 0.7 mile northward from White Horse Beach.

(124) **Mary Ann Rocks**, two rocks that uncover about 5 feet, are 0.7 and 0.9 mile southeastward of the northerly end of Manomet Point and are marked by a lighted whistle buoy, 0.8 mile eastward from the outer rock. **Stone Horse Rocks,** awash at low water, are southwestward of Mary Ann Rocks and form a part of a reef extending about 1 mile southeastward from Manomet Point.

(125) **Stellwagen Rock**, covered 7 feet and unmarked, is 1.7 miles southward of Manomet Point and 0.8 mile from shore.

(126) From Manomet Point to **Peaked Cliff**, a distance of 7 miles, the shore is a line of high bluffs backed by woods. Shoals with little water in places extend 0.6 mile from shore just southward of **Center Hill Point**. A standpipe on 140-foot-high **Indian Hill**, about 1.5 miles north of Center Hill Point, is prominent.

(127) **Ellisville Harbor** is a small-boat harbor about 0.4 mile northward from **Lookout Point**. The entrance, which is almost bare, is protected by a small jetty on the northern side. The basin is shoal and available for small craft only at half tide or better.

(128) From Peaked Cliff the shore is low and trends southeastward. At the resort town of **Sagamore Beach**, 2 miles northwestward of Cape Cod Canal, a standpipe is prominent.

(129)

Chart 13236

(130) **Cape Cod Canal** is a deep-draft sea-level waterway that extends westward from Cape Cod Bay to the head of Buzzards Bay. The waterway has a project depth of 32 feet and a least overhead clearance of 135 feet. The eastern entrance to the canal is marked by a lighted **244°54'** range, lighted and unlighted buoys and a light and sound signal. A tall strobe-lighted stack and buildings of the power plant on the south bank of the canal about 0.75 mile above the eastern entrance, is prominent.

(131) Endangered North Atlantic right whales have been sighted within the Cape Cod Canal and in the vicinity of both the east and west entrances.

(132) Cape Cod Canal Marine Traffic Controllers provide information regarding North Atlantic right whale sightings and locations.

(133) The Northeast Marine Pilots distribute educational material to mariners in an effort to reduce right whale ship strikes.

(134) All vessels 65 feet or greater in length overall (LOA) and subject to the jurisdiction of the United States are restricted to speeds of 10 knots or less in the Cape Cod Bay Seasonal Management Area between January 1 and May 15.The area is defined as all waters of Cape Cod Bay with a northern boundary of 42°41'56.5"N., 70°12'W. to 42°12'N., 70°12'W. Thence due west back to shore. (See **50 CFR 224.105**, Chapter 2, for regulations, limitations, and exceptions.)

(135) The waters of Cape Cod Bay lie within the WHALESNORTH Mandatory Ship Reporting Area. Each self-propelled ship of 300 gross tons or greater entering WHALESNORTH must participate in the

Mandatory Ship Reporting System (See **33 CFR 169**, Chapter 2, for limits and regulations, and Chapter 3 for sample reports). Sovereign immune vessels are exempt from the requirement to report, but are encouraged to participate.

(136)

COLREGS Demarcation Lines

(137) The line established for the eastern entrance to the Cape Cod Canal is described in **80.135,** Chapter 2.

(138) A detailed description of the Cape Cod Canal and its facilities is given in **United States Coast Pilot 2, Atlantic Coast, Cape Cod to Sandy Hook.**

(139)

Chart 13246

(140) **Cape Cod** is a long peninsula forming the easterly extremity of Massachusetts. It makes out from the mainland in an easterly direction for 31 miles, thence extends northward and westward for over 25 miles. The portion of Cape Cod between Cape Cod Canal and Chatham is known as the **Upper Cape**. This region is wooded and has numerous towns and villages. The northern trend of Cape Cod, forming what is sometimes termed the **Hook of the Cape**, is known as the **Lower Cape**. This section is well settled and composed almost entirely of sandy lands with high, bare sand dunes and low, nearly level plains. Much of the outer shore of the lower cape is part of the Cape Cod National Seashore under the U.S. Department of the Interior.

(141) **Sandwich Harbor** (see also chart 13229), 1 mile southeastward of the eastern entrance of Cape Cod Canal, is the approach to the town of **Sandwich**. The shore in front of the town is low marsh, faced by a sand beach. The channel to the town can shoal to bare at low water. The harbor is suitable only for small craft; currents are weak and variable. A pump-out facility is available at Sandwich Harbor; fuel, water and other services are obtainable at the East Boat Basin just inside the entrance to Cape Cod Canal.

(142) **Springhill Beach** extends 2.3 miles southeastward from Sandwich Harbor to Scorton Harbor. The latter harbor is surrounded by sand dunes backed by cultivated lowlands.

(143) **Scorton Harbor**, 3.5 miles southeastward of the entrance of Cape Cod Canal, has a narrow jettied entrance bare at low water. Small local pleasure craft sometimes enter the harbor at half tide or higher. The harbor has no wharves. **Scorton Ledge**, an unmarked 12-foot ledge, is 0.7 mile north-northeastward of the entrance.

(144)

Chart 13251

(145) **Barnstable Harbor**, 10 miles eastward of Cape Cod Canal entrance, is the approach to the town of **Barnstable** and the village of **Yarmouth Port**. It is used mostly by local fishing and charter fishing boats and pleasure boats. A lighted bell buoy, about 2 miles northward of Beach Point, marks the approach. Mariners are urged to use caution when approaching the entrance and inside the harbor as there are a fair amount of lobster traps in the area, mostly outside the entrance.

(146)

Prominent features

(147) Prominent landmarks include the privately owned tower of a former lighthouse on the south side of Beach Point, a standpipe and a lighted radio tower at Barnstable and a spire in Yarmouth.

(148)

Channels

(149) The channel into Barnstable Harbor is marked by lighted and unlighted buoys. The bar channel and the channel through the harbor leading to **Maraspin Creek** are subject to continual change; strangers should obtain local information before entering. The harbor is nearly filled by flats and shoals; the chart is the best guide for navigating the channels. With northerly winds a heavy sea makes on the bar, and vessels bound to Barnstable should take shelter in the eastern entrance to Cape Cod Canal or anchor in Plymouth or Provincetown Harbors until the weather moderates.

(150) Maraspin Creek Lighted Buoy 1, about 0.2 mile northward of Blish Point, marks the entrance to the channel; this private aid is maintained from May to November. From the lighted buoy to **Blish Point**, the channel is marked by private daybeacons.

(151)

Anchorages

(152) Sheltered anchorage is available north of the channel between Beach Point and Maraspin Creek entrance. Care should be taken to avoid the cable area extending southward from Beach Point.

(153)

Dangers

(154) The south side of the harbor is very foul with covered rocks and ledges most of which are unmarked; extreme caution should be exercised if heading for the yacht club without local knowledge. Several rocks near the channel leading to the yacht club are marked by private seasonal buoys; these aids should not be taken as marking the entrance to Maraspin Creek.

(155)

Currents

(156) Velocities of the tidal current in the entrance at strength average 1.3 knots, flooding southward and ebbing northward.

(157) **Ice** generally obstructs the harbor during a part of the winter.

(168)

(158)

Harbor regulations

(159) Berthage at the float landings along the western and southern sides of Maraspin Creek are under the control of the **harbormaster,** who may be contacted at 508–790–6273 or VHF-FM channel 16.

(160)

Small-craft facilities

(161) A marina on the west side of the creek, about 200 yards southward of Blish Point, has 5 to 6 feet reported alongside its floats. Gasoline and diesel fuel are available at the service float, and ice, pump-out facility, provisions and marine supplies are obtainable nearby. There is a 20-ton mobile hoist that can haul out boats up to 55 feet in length for hull and engine repairs and dry covered or open winter storage.

(162) A marina, on the east side of the creek, is used primarily by outboard boats. Gasoline, water and electricity are available at the float landings, which have a reported 3 feet alongside. Outboard motor repair and open winter storage are available for small craft that are hauled out using trailers. A paved town small-craft launching ramp is on the north side of this marina, and the state-run Blish Point boat ramp is just north of the small-craft ramp.

(163) Limited transient berths with 3 to 6 feet alongside with water and electricity available are maintained by the town. A snack bar and other conveniences are at the harbor, and lodging, a grocery store and restaurants are within walking distance.

(164) The Barnstable Yacht Club is on the southern side of Barnstable Harbor about 0.6 mile westward of the entrance to Maraspin Creek. Another paved town small-craft launching ramp is about 0.3 mile westward of the yacht club.

(165) In 1979, the channel to **Yarmouth** had shoaled over; it bares before low water, and the town landing is no longer used.

(166) **North Dennis** is a village 3.2 miles east-northeastward of Beach Point. **Scargo Hill**, 170 feet high and the highest hill in the vicinity, is southeastward of North Dennis.

(167) **Nobscusset Point**, 4.2 miles east-northeast of Beach Point, has a small breakwater that formerly provided a limited anchorage for small craft, but the area inside the breakwater is bare at low water.

(169)

Chart 13250

(170) Between Barnstable and Wellfleet are several creeks which are used by local boats and launches at high water. All are dry at low water, except Sesuit Harbor. The 18-foot curve is 0.2 to 0.3 mile from shore between North

(172)

Sesuit Harbor, Massachusetts
Image courtesy of Cape Cod Power Squadron

Dennis and Sesuit Harbor, but eastward of the latter it is 0.5 to 1.5 miles from shore.

(171) **Sesuit Harbor**, 5 miles eastward of Barnstable Harbor, has two jetties. The west jetty is marked by a light, and the east jetty by a daybeacon. A lighted bell buoy, about 1 mile north-northwestward of the entrance, marks the approach. The channel between the jetties and the harbor are subject to frequent shoaling, and local knowledge should be obtained before entering.

(173)

Anchorage

(174) **East Dennis** is a village 0.5 mile inland. The waters of the harbor are a **special anchorage.** (See **110.1 and 110.37,** Chapter 2, for limits and regulations.)

(175)

Harbor regulations

(176) The moorings and berths at the town marina are under the control of the **harbormaster**, whose office is on the west side at the town landing. A **speed limit** of 4 miles per hour is enforced in the harbor.

(177) Members of the Dennis Yacht Club moor their boats in the small bight on the west side of the channel just inside the west jetty. A marina, on the west side of the harbor about 0.35 miles southward of the jetty light, has depths of 6 feet reported alongside its service floats. The marina has a 20-ton mobile hoist for dry covered or open winter storage. Gasoline, diesel fuel, water, ice, pump-out facility, provisions, marine supplies, guest berths and charter fishing boats are available.

(178) About 250 yards southward of the marina is the town landing with ramps, two piers and float landings at which berthing with electricity and water are available.

(179) A public small-craft launching ramp and an adjoining float landing are on the east side of the harbor, about 0.4 mile southward of the jetty light. Ample parking is available, and lodging can be obtained in town.

(180) **Rock Harbor**, on the south side of **Rock Harbor Creek**, is about 7 miles eastward of Sesuit Harbor. The centerline of the channel forms part of the boundary between the towns of **Orleans** and **Eastham**. A seasonal lighted bell buoy is about 1.7 miles west of the entrance, and a private **100°** lighted range marks the entrance. The channel is marked by private seasonal bush stakes.

(181) In 1979, the approach from about 0.7 mile offshore to the channel entrance was bare at low water. The harbor is usually entered 2 hours on either side of high water; local knowledge is advised.

(182) The Orleans town wharf and marina extends along the south and east sides of the harbor from the south jetty to the head. Party boats, draggers, yachts and other small craft moor at the berths at which water and electricity are available; depths of 5 to 6 feet are reported alongside the berths. Gasoline and diesel fuel are available at a service

(187)

wharf on the east side of the lower bend in the creek; depths of 5 feet are reported alongside the wharf. A pump-out facility is available at the town pier. The Eastham town marina, on the west bank of the creek just above the lower bend, has a small-craft launching ramp. Another launching ramp is on the southern side of the harbor near the jetty.

(183)

Harbormaster

(184) There is a harbormaster; the harbor is under the jurisdiction of the Selectmen of the towns of Orleans and Eastham.

(185) A naval aircraft bombing target **danger area** is centered in 41°49'46"N., 70°02'54"W. on the hulk of the former liberty ship JAMES LONGSTREET. (See **334.60,** Chapter 2, for limits and regulations.) The ship has been scuttled in 14 feet of water, with her hull showing above high water, about 2.5 miles northwestward of Rock Harbor. A seasonal lighted buoy is 250 yards westward of the hulk.

(186) **Wellfleet Harbor** is on the western side of the hook of Cape Cod, near its southern end. **Wellfleet** is a town at the head of the harbor. **Mayo Beach** is also at the head of the harbor. The sandspit extending eastward from **Shirttail Point** is protected by stone revetment and is paved for a parking area for the town wharf and marina. The basin north of the spit has been developed into a large marina with floats and berths for small craft and yachts.

(188)

Prominent features

(189) **Wellfleet Harbor Breakwater Light 14** (41°55.5'N., 70°02.1'W.), 16 feet above the water, is shown from a skeleton tower with a red triangular daymark on the end of the breakwater that protects the inner harbor and anchorages. The easterly of two church spires in the town of Wellfleet and a fire lookout tower in South Wellfleet are also prominent.

(190)

Channels

(191) A dredged channel, marked by lighted and unlighted buoys and a light, leads from deep water in Wellfleet Harbor to a dredged anchorage basin southward of the town wharf at Wellfleet. The channel is subject to frequent changes, and the buoys are moved to mark the best water.

(192) Private seasonal floats mark the channel leading from the anchorage into **Duck Creek** to the basin of the town marina. In 1979, the controlling depth in this channel was reported to be about 1 foot.

(193)

Anchorages

(194) The inner harbor offers the best anchorages off the Wellfleet town wharf. In the outer harbor, northeast of

Smalley Bar, the anchorage in depths of 12 to 21 feet is somewhat exposed in westerly winds. In northerly gales vessels sometimes anchor on the lee side of **Billingsgate Shoal** in 12 to 42 feet; the shoal breaks the sea so that vessels with good ground tackle can ride out a heavy gale from northward.

(195)

Dangers

(196) Extensive shoals are in the entrance. Billingsgate Shoal extends about 5.5 miles westward of **Billingsgate Island**, on the western side of the entrance to the harbor. The island is covered at high water. A lighted bell buoy marks the southwest end of the shoal. Numerous sunken wrecks are south and west of the shoal; mariners are advised to exercise caution.

(197) The approach channel into Wellfleet outer harbor leads between the shoals and is narrow in places, but it is marked by unlighted and seasonal lighted buoys and is easily followed in daytime in clear weather. The breakwater that protects the inner harbor is reported to cover at extreme high tides. Bush stakes mark the clam and oyster flats in the inner harbor.

(198)

Currents

(199) The tidal currents at strength in the harbor entrance, north of Smalley Bar, average 0.7 knot on the flood and 0.5 knot on the ebb.

(200) The harbor is usually closed by **ice** during a part of each winter.

(201)

Harbor regulations

(202) The town wharf, landings, and moorings in the harbor are under the control of the **harbormaster**, whose office is on the town wharf.

(203)

Small-craft facilities

(204) The town pier and the town wharf extend southward and eastward, respectively, from Shirttail Point. The town pier has depths of 3½ to 7 feet reported along its south side, and 3 to 4 feet are reported alongside the floats on its north side; gasoline, diesel fuel by truck, water, electricity and a pump-out facility are available. Floats with electricity and water are available on the north side of the town wharf; a small-craft launching ramp is on the south side. Hydraulic trailers at the town ramp can handle craft up to 45 feet for hull and engine repairs by local firms. Guest moorings in the anchorage area are under the control of the harbormaster. A snack bar, restaurant and marine supply store are at the shoreward end of the town wharf. Groceries and lodging are available within walking distance. The Wellfleet Yacht Club is at the west end of Mayo Beach.

(205) **Great Island**, on the western side of Wellfleet Harbor, is now part of the Cape Cod National Seashore under the U.S. Department of the Interior. Its beaches are open to pleasure boatmen who can either beach their boats or anchor a short distance offshore. Great Island has no facilities.

(206)

Chart 13249

(207) **Pamet Harbor**, at the mouth of **Pamet River,** about 5.5 miles southeast of Provincetown, is a small harbor frequented by yachts and a few fishermen. Pamet River leads eastward to the town of **Truro.** The ruins of a railroad trestle are near the mouth of the river at the head of the harbor. The harbor is entered by a privately dredged channel that leads eastward between two jetties thence southeastward to an anchorage basin, about 0.3 mile above the jetties. In 2011, it was reported that the harbor should only be entered within 3 hours before or after high tide. The shoals which extend 1 mile off the entrance are changeable.

(208) A town small-craft launching ramp, beach and parking lot are on the east side of the anchorage basin. The Pamet Harbor Yacht Club is just southward of the ramp. Water is available at the club. The harbor is reported to be a good small-craft refuge during hurricanes.

(209) **Provincetown Harbor**, formed by a turn in the northern end of the hook of Cape Cod, has a diameter of about 2 miles. It is one of the best harbors on the Atlantic Coast, having a sizable anchorage area in depths of 12 to 57 feet with excellent holding ground. Coasters and fishermen find protection here in gales from any direction.

(210) The historical town of **Provincetown**, on the northwestern side of the harbor, is at the site of the first landing of the MAYFLOWER in the New World. It is the home port of numerous fishing, lobster, charter, pleasure and sightseeing boats.

(211)

Prominent features

(212) **Pilgrim Monument**, a slim stone structure 348 feet above the water, which rises 252½ feet above **High Pole Hill** in Provincetown, is the most prominent landmark on the cape. **Race Point Light** (42°03'44"N., 70°14'35"W.), 41 feet above the water, is shown from a white tower on the northwest point of Cape Cod.

(213) **Wood End Light** 42°01'17"N., 70°11'37"W.), 45 feet above the water, is shown from a white square tower, near the water on the southern end of the hook of the cape. A sound signal is at the light. **Long Point Light**, 36 feet above the water, is shown from a white square tower at the eastern end of Long Point on the western side of the harbor entrance; a sound signal is at the light.

(214) Two standpipes about 0.2 mile westward of the monument; a tank, about 1.5 miles northeastward of the monument; and several church spires in Provincetown are prominent from the bay. Several radar domes in North Truro are also prominent. A large white bathhouse, part of the Cape Cod National Seashore, is prominent on Herring Cove about 1.7 miles northwestward of Wood End Light.

(216)

(215) Prominent from the north are the observation tower and buildings of the former Race Point Coast Guard Station, about 1.4 miles northeastward of Race Point Light, and the aerolight at Provincetown Municipal Airport just southward of the station. The cupola of the Cape Cod National Seashore's Visitors Center, on **Ocean View Hill** about 0.8 mile southeastward of the station, is prominent from the north and east. At night Highland Light will show over the land westward of it when the entrance is approached on certain bearings.

(217)

Anchorage

(218) Excellent anchorage may be had in Provincetown Harbor. Numerous fishing vessels work out of Provincetown during the year. During the summer months, private floats are set out that are capable of mooring vessels up to 40 feet in length. Larger vessels anchor from south to southwest of the westerly end of the breakwater, depending on draft. In addition, small craft sometimes anchor in **Herring Cove**, 0.8 mile southward of Race Point Light. A temporary lee from easterly winds is found well inshore in depths of 10 to 24 feet. Anchorage inside the breakwater is reported to be poor to fair due to soft bottom with much debris. The marina close southwest of MacMillan Wharf maintains 100 mooring buoys on the west side of the harbor.

(219) The Coast Guard Captain of the Port, Providence, has established a fairway 100 yards wide extending from 42°02'00.4"N., 70°09'33.1"W. to 42°02'43.4"N., 70°10'59.1"W., and in the area extending 100 yards around the piers in Provincetown. Anchorage is prohibited in this fairway.

(220)

Dangers

(221) **Shank Painter Bar**, which extends to a maximum distance of 0.6 mile offshore between Race Point and Wood End Lights, rises abruptly from deep water. **Wood End Bar** is the continuation of the shoal that makes sharply into Wood End. A lighted bell buoy is about 0.6 mile southwestward of Wood End Light. A 2,500-foot stone breakwater is about 300 yards southeastward of the end of the town pier at Provincetown. The breakwater extends northeastward from a point in 42°02'45"N., 70°10'55"W., approximately parallel to the shoreline. The east and west ends of the breakwater are each marked by a light. Strangers should exercise caution when operating in the area.

(222)

Caution

(223) Shipping should keep a sharp lookout when navigating in the vicinity of Race Point, especially during periods of darkness and low visibility, because of the

numerous fishing craft which operate in the area. There are large fish weirs in the harbor.

(224)

Currents

(225) The tidal current velocities between Race Point and Highland Light are very strong but diminish to less than 1 knot between Highland Light and Chatham Light. The flood sets southwestward, and the ebb northeastward. Tide rips occur during heavy weather when the wind is against the current. Westward of the stretch of coast between Wood End and Race Point, the velocity at strength is about 1 knot. In this locality the ebb current sets northwesterly and the flood sets southeasterly. At the entrance and in the harbor the tidal currents have little velocity. The Tidal Current Tables should be consulted for current predictions.

(226)

Ice

(227) Ice forms only in severe winters in the harbor, and then only for short periods. There are recorded cases of fields of ice being driven northward from the shallow harbors of Cape Cod Bay into the harbor so as to close it briefly, but such cases are rare.

(228)

North Atlantic Right Whales

(229) Endangered North Atlantic right whales may occur year round in the vicinity of Race Point and Wood End. (See North Atlantic Right Whales, indexed as such, Chapter 3, for more information on right whales and recommended measures to avoid collisions with whales.)

(230) All vessels 65 feet or greater in length overall (LOA) and subject to the jurisdiction of the United States are restricted to speeds of 10 knots or less in two Seasonal Management Areas. The first area is defined as all waters of Cape Cod Bay with a northern boundary of 42°04'56.5"N., 70°12'W., to 42°12'N., 70°12'W., thence due west back to shore and the restrictions apply between January 1 and May 15. The second area, off Race Point, is defined as the waters bounded by:

(231) 42°04'56.5"N., 70°12'W.

(232) 42°12'N., 70°12'W.

(233) 42°12'N., 70°30'W.

(234) 42°30'N., 70°30'W.

(235) 42°30'N., 69°45'W.

(236) 41°41'N., 69°45'W.; thence due west to the shore, and the restrictions apply between March 1 and April 30. (See **50 CFR 224.105** in Chapter 2 for regulations, limitations, and exceptions.)

(237) Approaches to Pamet Harbor and Provincetown Harbor lie within the WHALESNORTH Mandatory Ship Reporting Area. Each self-propelled ship of 300 gross tons or greater entering WHALESNORTH must participate in the Mandatory Ship Reporting System (See **33 CFR 169**, Chapter 2, for limits and regulations, and Chapter 3 for sample reports). Sovereign immune vessels are exempt from the requirement to report but are encouraged to participate.

(238)

Harbor regulations

(239) Moorings and berths at the town pier and all moorings in the harbor are under the control of the **harbormaster,** whose office is at the end of the town pier. The harbormaster monitors VHF-FM channel 16.

(240) **Provincetown Coast Guard Station** is about 0.4 mile southwest of the town pier. The finger pier close northeast of the Coast Guard pier is in ruins. Mariners should exercise caution while navigating in this area.

(241) Provincetown is a **customs station.**

(242)

Wharves

(243) The town pier, known as MacMillan Wharf, is a long finger pier extending 1,300 feet into the bay from a large municipal parking lot. Two seafood-packing plants are on the outer end of the pier, which has a reported 13 feet alongside. There are several float landings along the southwestern side of the pier inshore of the packing plants, which are used by charter and sightseeing craft. A pump-out facility is available.

(244) The finger pier of a marina is about 120 yards southwestward of the town pier. Float landings are along the northeastern side of the pier, and gasoline and diesel fuel are available at the service float, which has 14 feet reported alongside. Guest berths with water and electricity are available. In 1979, depths of 10 feet were reported in the basin between the town pier and the marina's pier except for shoaling along the edges.

(245) In 1981, an 8-foot shoal spot was reported in about 42°02'50"N., 70°10'56"W., in the approach to MacMillan Wharf and the finger pier about 120 yards southwestward of it. Mariners are advised to exercise caution when operating in this area.

(246)

Supplies

(247) Marine supplies, restaurants, laundromats, lodging, groceries and shops of all kinds are available within walking distance in town.

(248)

Repairs

(249) There is a boatyard with a marine railway about 0.5 mile southwestward of the town pier. Boats up to 80 tons or 70 feet long can be hauled out. Hull repairs can be made, and machine shop repairs can be made on short notice. Engine repairs are available.

(250)

Communications

(251) Bus and taxi services are available throughout the year. During the summer, a commuter ferry runs between Provincetown and Boston. Throughout the year, regularly scheduled flights to Boston depart from the Provincetown Municipal Airport, which is about 2 miles northwestward of the town pier.

(252)

Chart 13246

(253) From Race Point the Cape Cod shore curves northeastward, eastward and then southeastward to the **Highlands**, a total distance of about 9 miles, and is composed of bare sand dunes of various heights. On the approach to the Highlands, the sand dunes are covered with brownish-looking growth of grass and the land is higher. The pitch of the cape at this point shows a high bluff on which stands Highland Light. At the Highlands, the shore may be safely approached as close as 0.5 mile, but the water shoals somewhat abruptly, and care must be taken not to go inside the 5-fathom curve. Much of the shoreline area of this portion of the lower cape is part of the Cape Cod National Seashore.

(254) **Peaked Hill Bar** includes shoals with a least depth of 10 feet about 3.5 miles northeast of Race Point Light. The bar is about 0.6 mile offshore and extends for about 4 miles paralleling the coastline. Vessels have grounded here, mainly because of failure to take soundings. This area should be given a berth of at least 2 miles. A lighted whistle buoy is about 2.5 miles off Peaked Hill Bar and about 5 miles northwestward of Highland Light. For northbound vessels, keeping in a depth of 20 fathoms will ensure passing 2.5 to 3 miles off the eastern side of Cape Cod and will lead to the lighted whistle buoy off Peaked Hill Bar.

(255)

Currents

(256) Between Race Point and Chatham Light, tidal current velocities are generally less than 1 knot. Strengths of flood and ebb set northward and southward, respectively, along the coast. The time of current changes rapidly, strength of flood or ebb occurring about 2 hours later off Nauset Beach Light than off Chatham Light.

(257) **Highland Light** (42°02'22"N., 70°03'39"W.), 170 feet above the water, is shown from a 66-foot white tower, with covered way to the dwelling, situated on the brow of a hill at the north end of the Highlands. A crenelated tower, a red brick stack and three spherical radar domes on the summit of a hill, 0.5 mile south of the light, are prominent.

(258) The eastern side of Cape Cod is described in **United States Coast Pilot 2, Atlantic Coast, Cape Cod to Sandy Hook**.