

BookletChart™

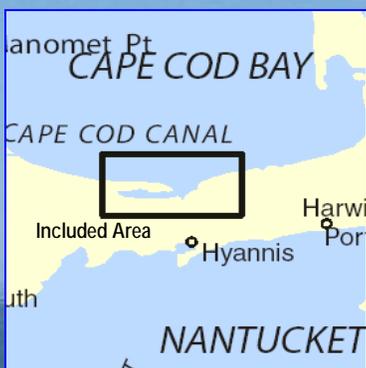
Barnstable Harbor

NOAA Chart 13251

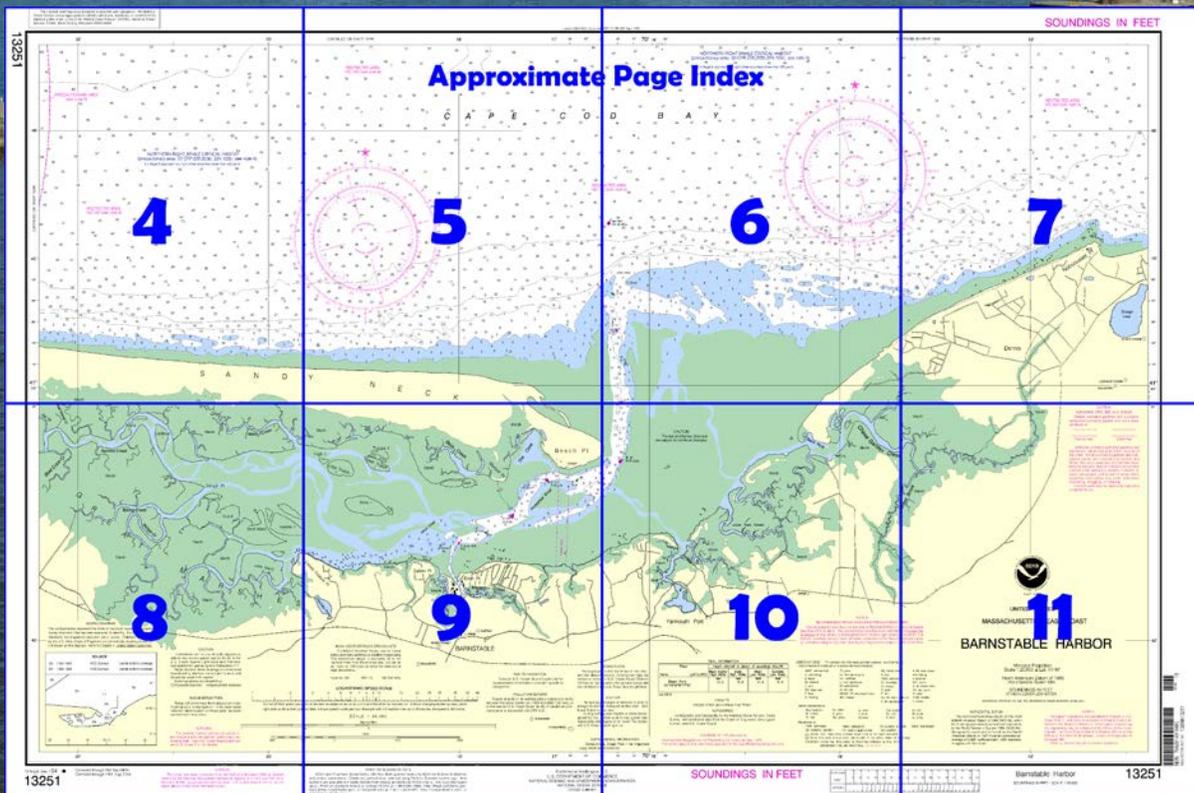


A reduced-scale NOAA nautical chart for small boaters

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.

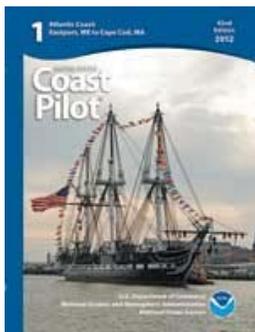
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13251>.



(Selected Excerpts from Coast Pilot)

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.

Prominent features.—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.

Channels.—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.

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.

Anchorage.—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.

Dangers.—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.

Currents.—Velocities of the tidal current in the entrance at strength average 1.3 knots, flooding southward and ebbing northward.

Ice generally obstructs the harbor during a part of the winter.

Harbor regulations.—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.

Small-craft facilities.—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, pumpout 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.

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 which 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.

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.

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.

**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 Managers Area of Responsibility



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

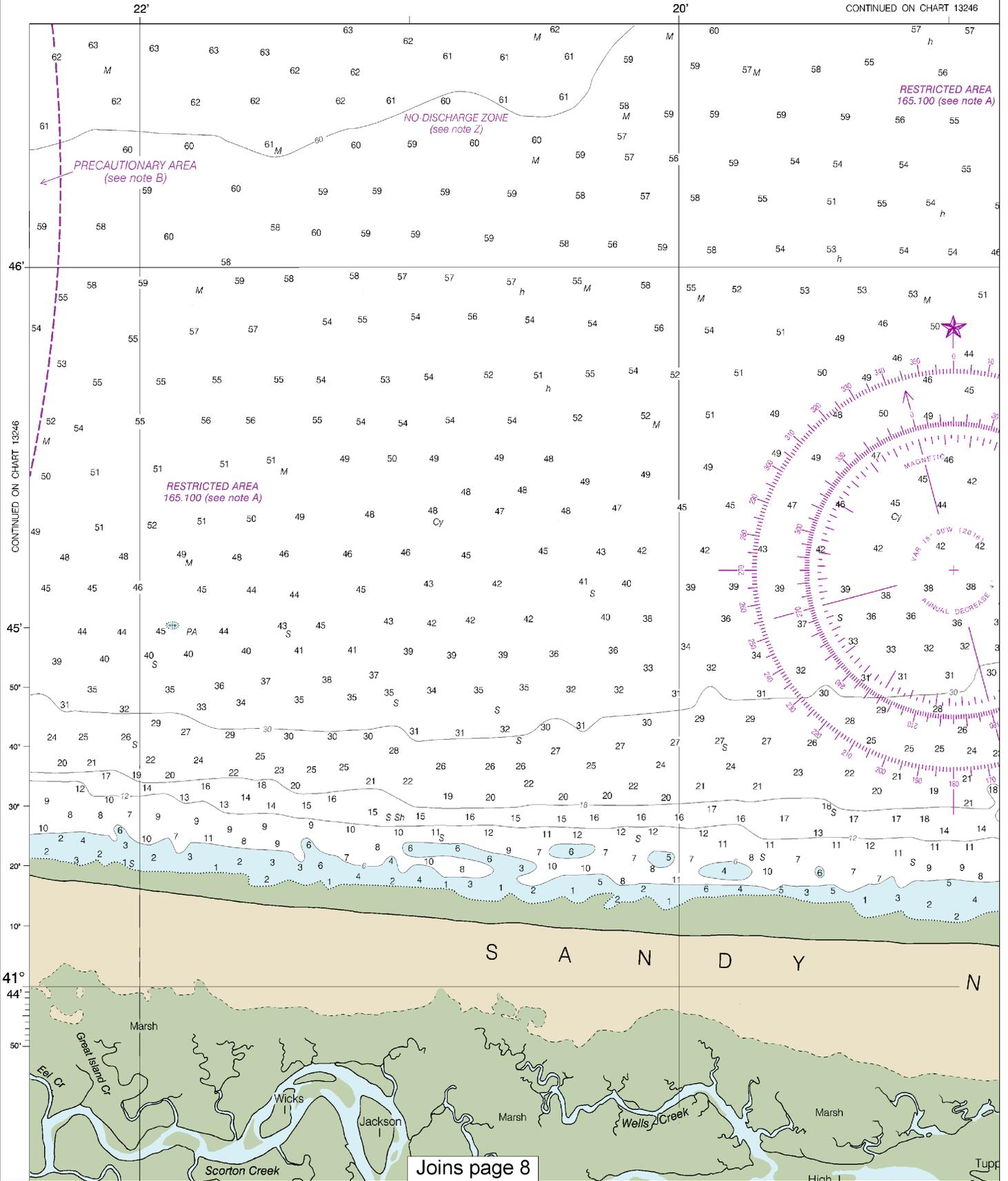


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

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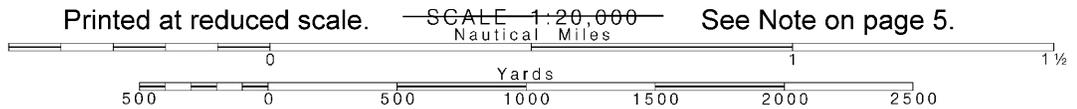
CONTINUED ON CHART 13246

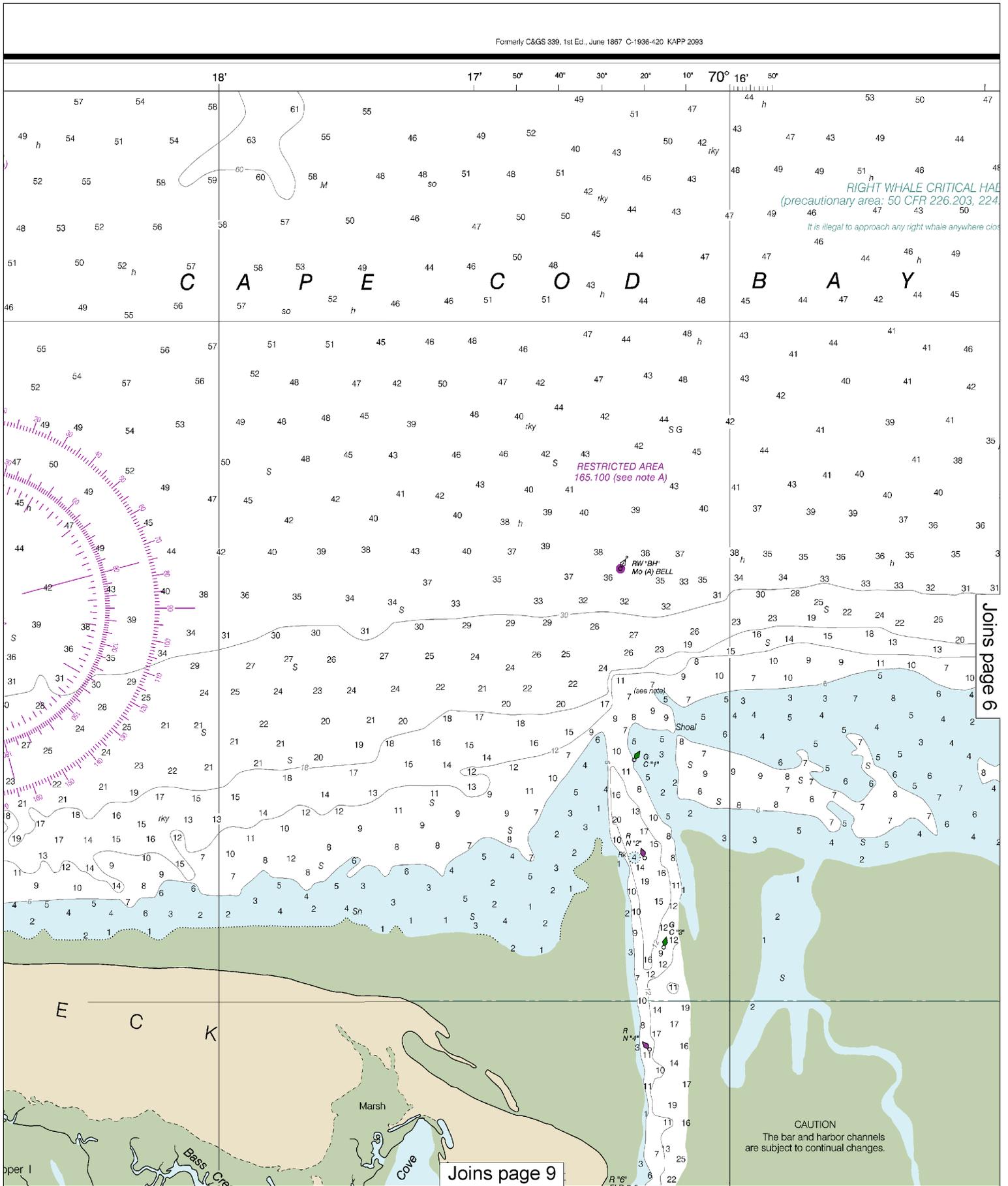


Joins page 8

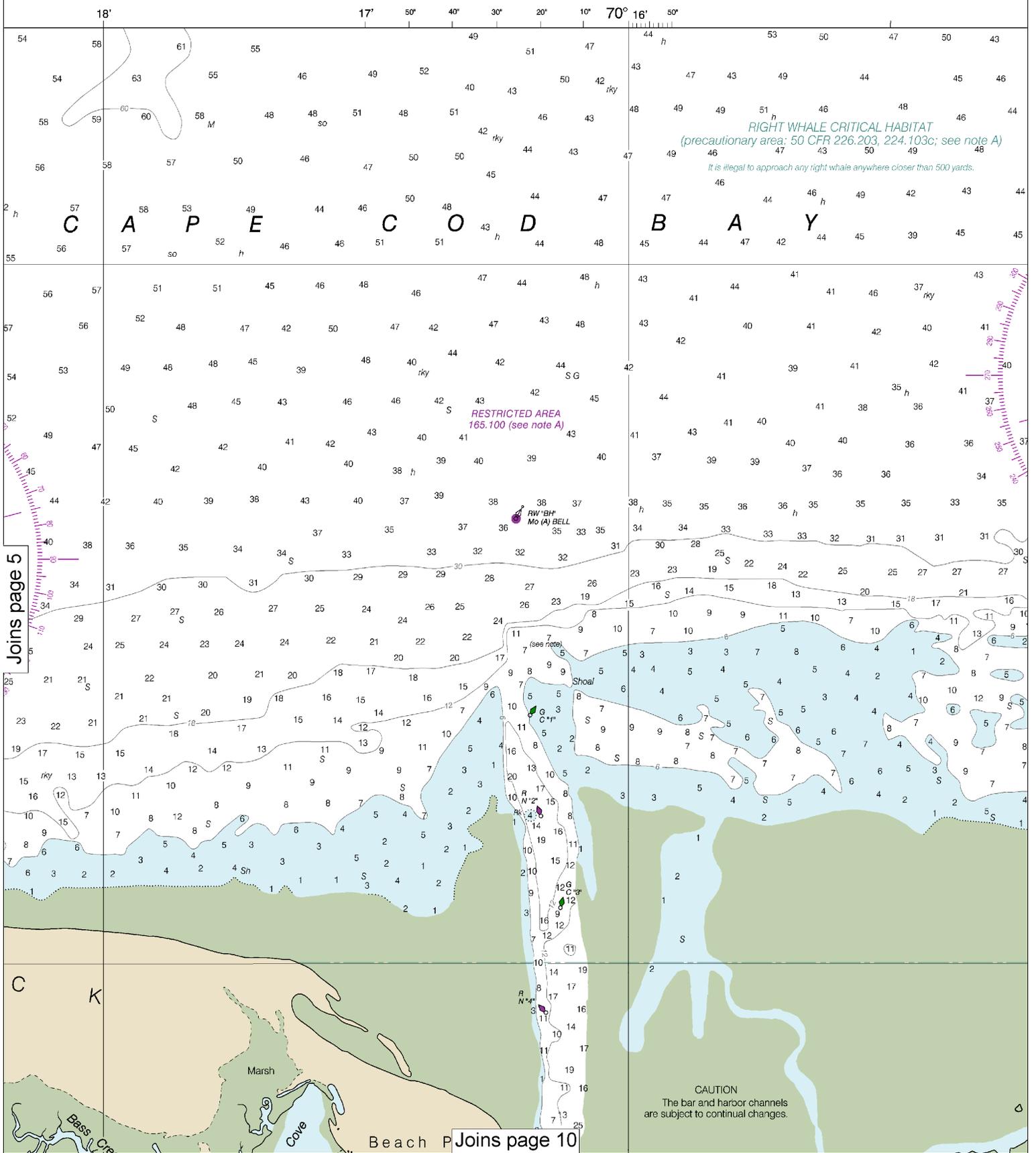
4

Note: Chart grid lines are aligned with true north.





This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:26666. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



Joins page 5

Joins page 10

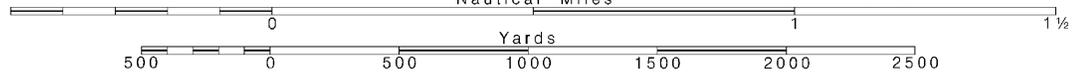


Note: Chart grid lines are aligned with true north.

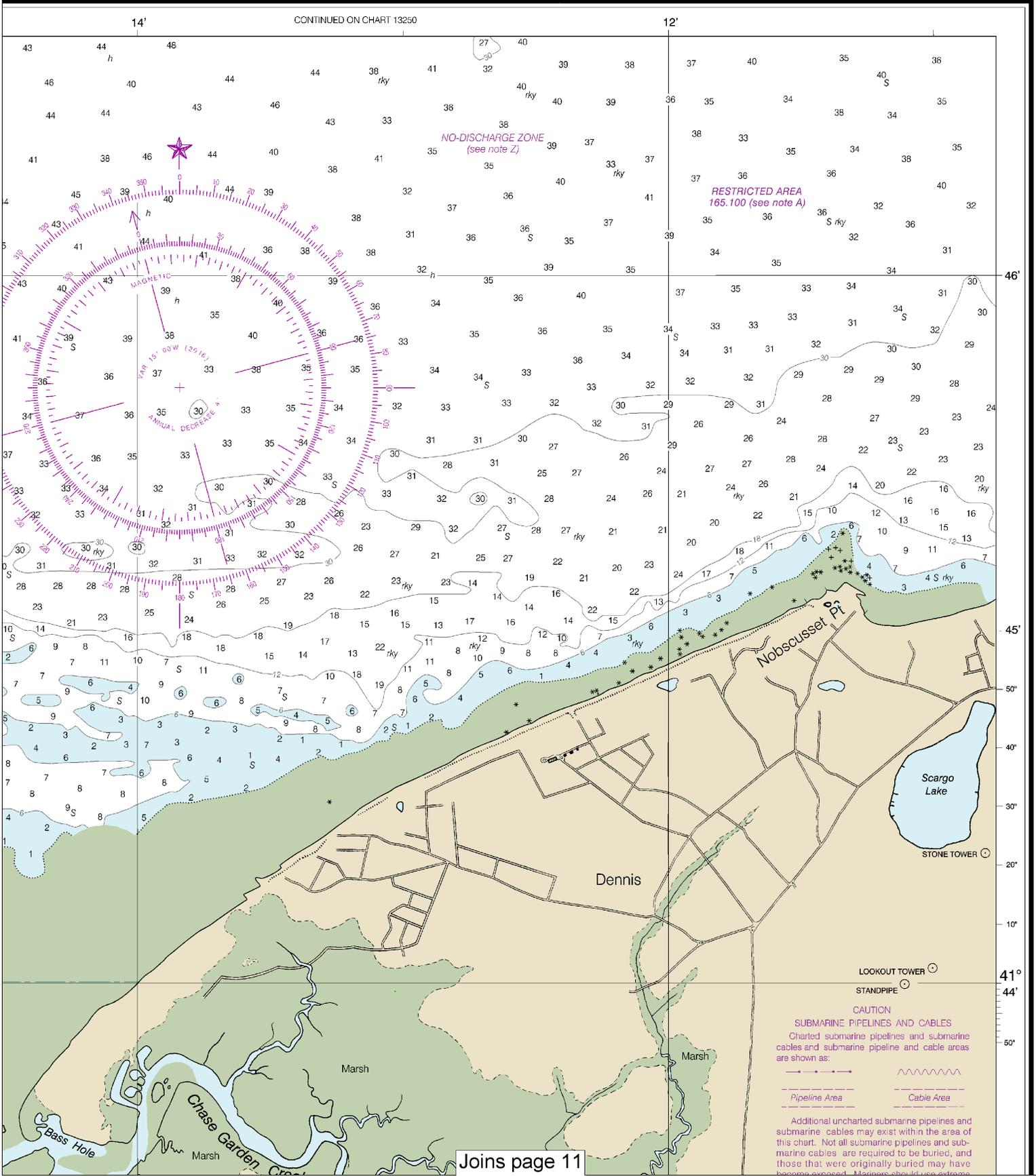
Printed at reduced scale.

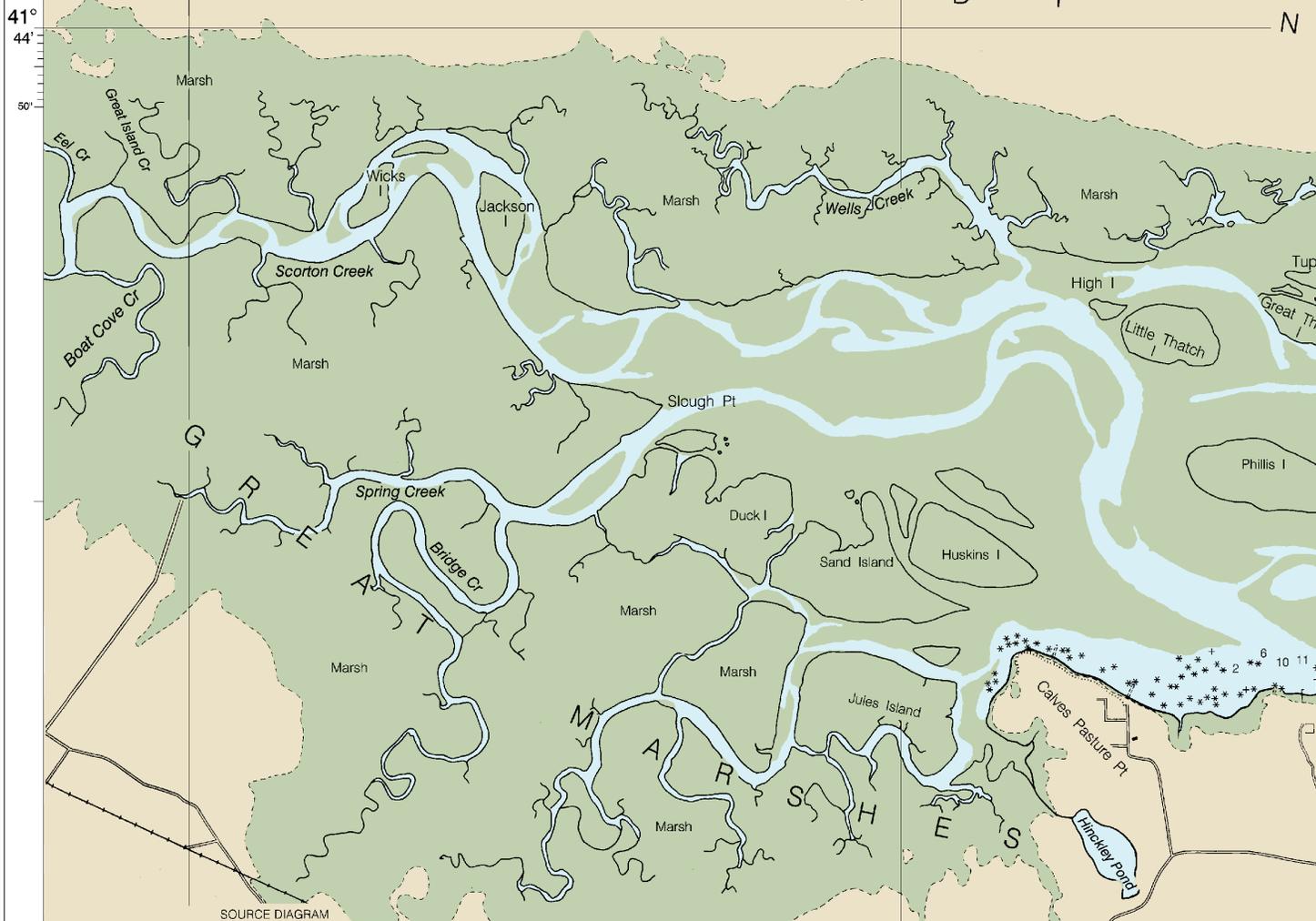
SCALE 1:20,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET





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. Refer to Chapter 1, United States Coast Pilot.

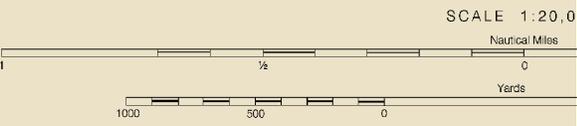
SOURCE		
A	1990-2007	NOS Surveys full bottom coverage
B1	1990-2007	NOS Surveys partial bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage

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)

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.

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.

NOAA WEATHER RADIO BROADCASTING STATIONS
 The NOAA Weather Radio system below provides continuous weather information. The reception range is typically 25 nautical miles from the antenna site as much as 100 nautical miles for high elevations.
 Hyannis, MA KEC-73



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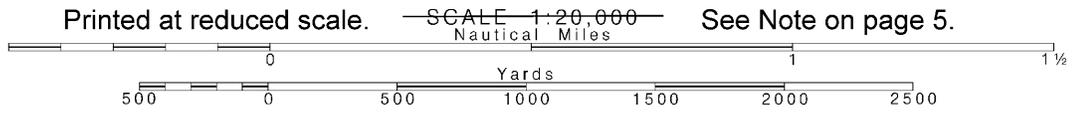
16th Ed., Jun. 2011. Last Correction: 11/29/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

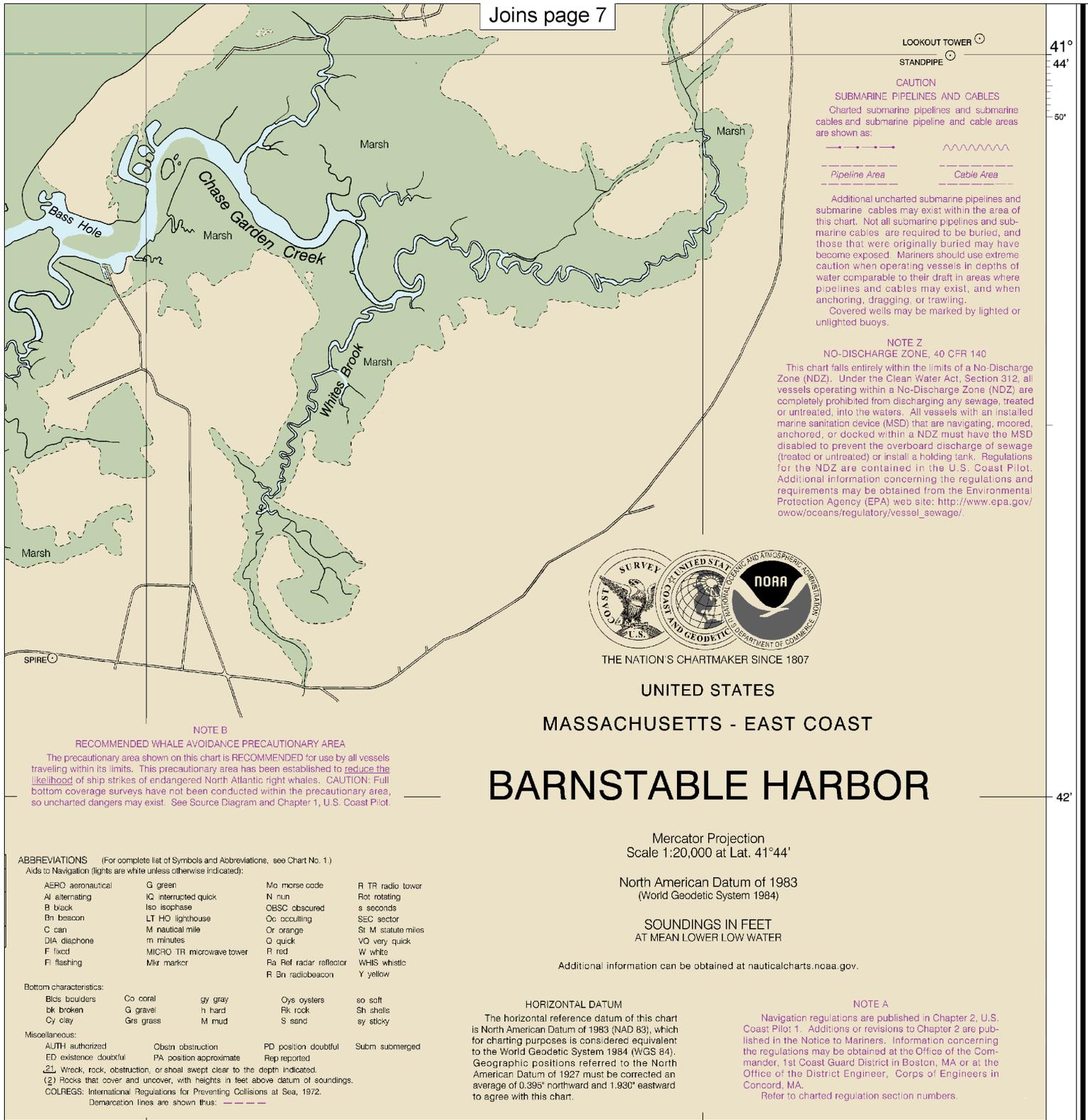
SOUNDINGS



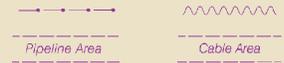
Note: Chart grid lines are aligned with true north.



See Note on page 5.



LOOKOUT TOWER
STANDPIPE
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

MASSACHUSETTS - EAST COAST

BARNSTABLE HARBOR

Mercator Projection
Scale 1:20,000 at Lat. 41°44'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

NOTE B
RECOMMENDED WHALE AVOIDANCE PRECAUTIONARY AREA
The precautionary area shown on this chart is RECOMMENDED for use by all vessels traveling within its limits. This precautionary area has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. CAUTION: Full bottom coverage surveys have not been conducted within the precautionary area, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1)

- Aids to Navigation (lights are white unless otherwise indicated):
- AERO aeronautical
 - Al alternating
 - B bicol
 - Bn beacon
 - C can
 - DIA diaphone
 - F fixed
 - Fl flashing
 - G green
 - IQ interrupted quick
 - ISO isophase
 - LT HO lighthouse
 - M nautical mile
 - m minutes
 - MICRO TR microwave tower
 - Mkr marker
 - Mo Morse code
 - N nun
 - OBSC obscured
 - OC occulting
 - Or orange
 - Q quick
 - R red
 - Ra Ref radar reflector
 - R Bn radiobeacon
 - R TR radio tower
 - Rot rotating
 - s seconds
 - SEC sector
 - St M statute miles
 - VQ very quick
 - W white
 - WHIS whistle
 - Y yellow
- Bottom characteristics:
- BlsC boulders
 - bk broken
 - Cy clay
 - Co coral
 - G gravel
 - Gr grass
 - gy gray
 - h hard
 - M mud
 - Oys oysters
 - Rk rock
 - S sand
 - so soft
 - Sh shells
 - sy sticky
- Miscellaneous:
- AUTH authorized
 - ED existence doubtful
 - Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 - (2) Rocks that cover and uncover, with heights in feet above datum of soundings.
 - COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
 - Demarcation lines are shown thus: - - - -
 - Obstr obstruction
 - PA position approximate
 - PD position doubtful
 - Rep reported
 - Subm submerged

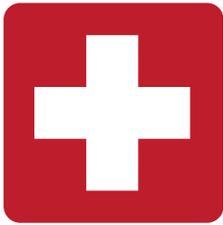
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.395" northward and 1.930" eastward to agree with this chart.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA. Refer to charted regulation section numbers.

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

Barnstable Harbor
SOUNDINGS IN FEET - SCALE 1:20,000

13251



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.