BookletChart™

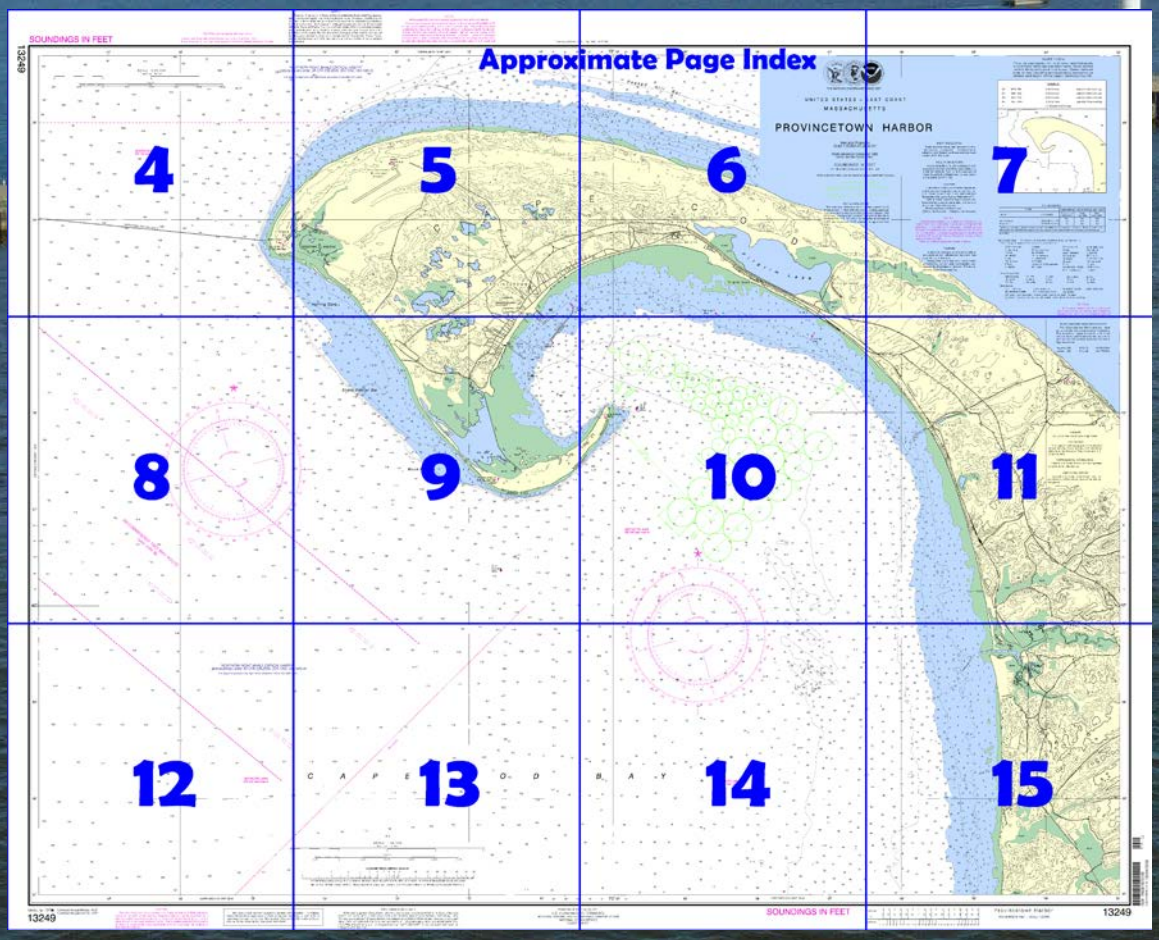
Provincetown Harbor

NOAA Chart 13249

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.

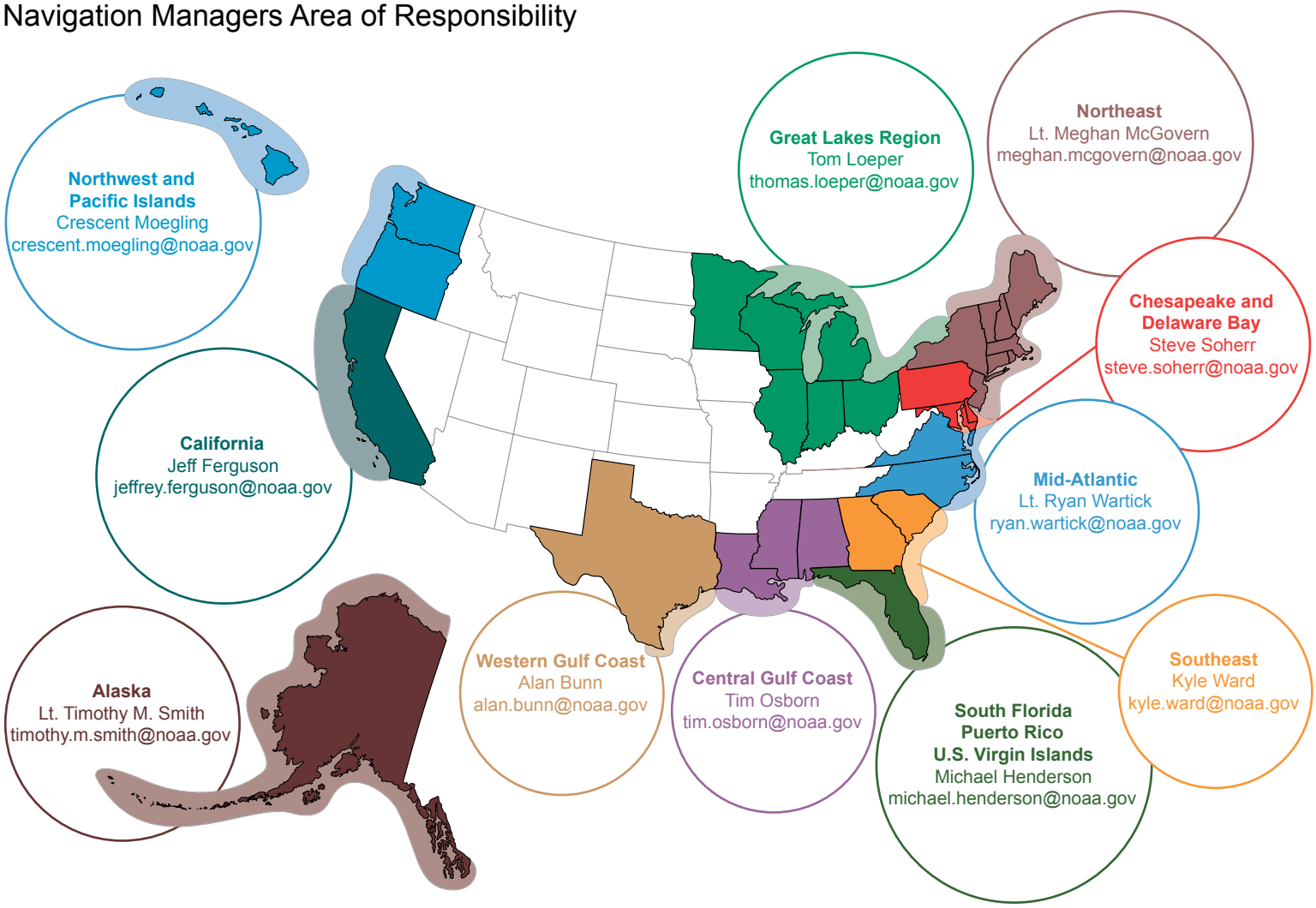
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13249.

(Selected Excerpts from Coast Pilot)
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. 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.
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.
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.
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** 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.
Anchorage.–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.
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 fairway.
Dangers.–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.
Caution.–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.
North Atlantic Right Whales.–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.)
Harbor regulations.–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.

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

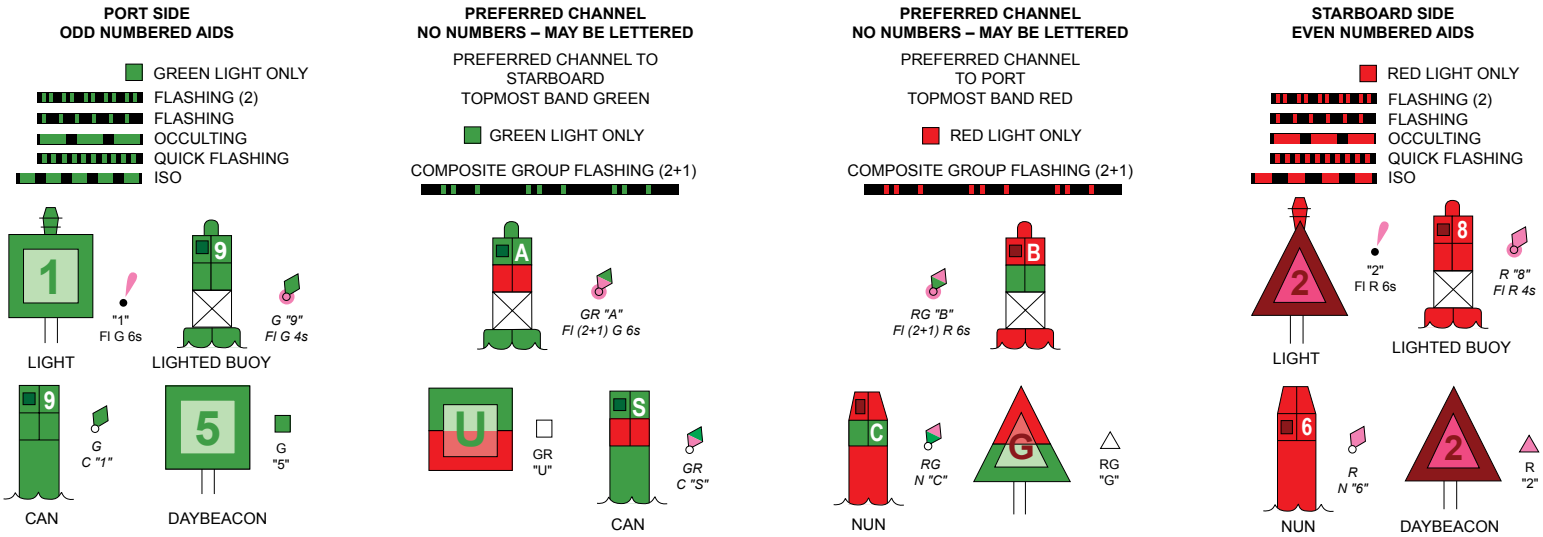


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*

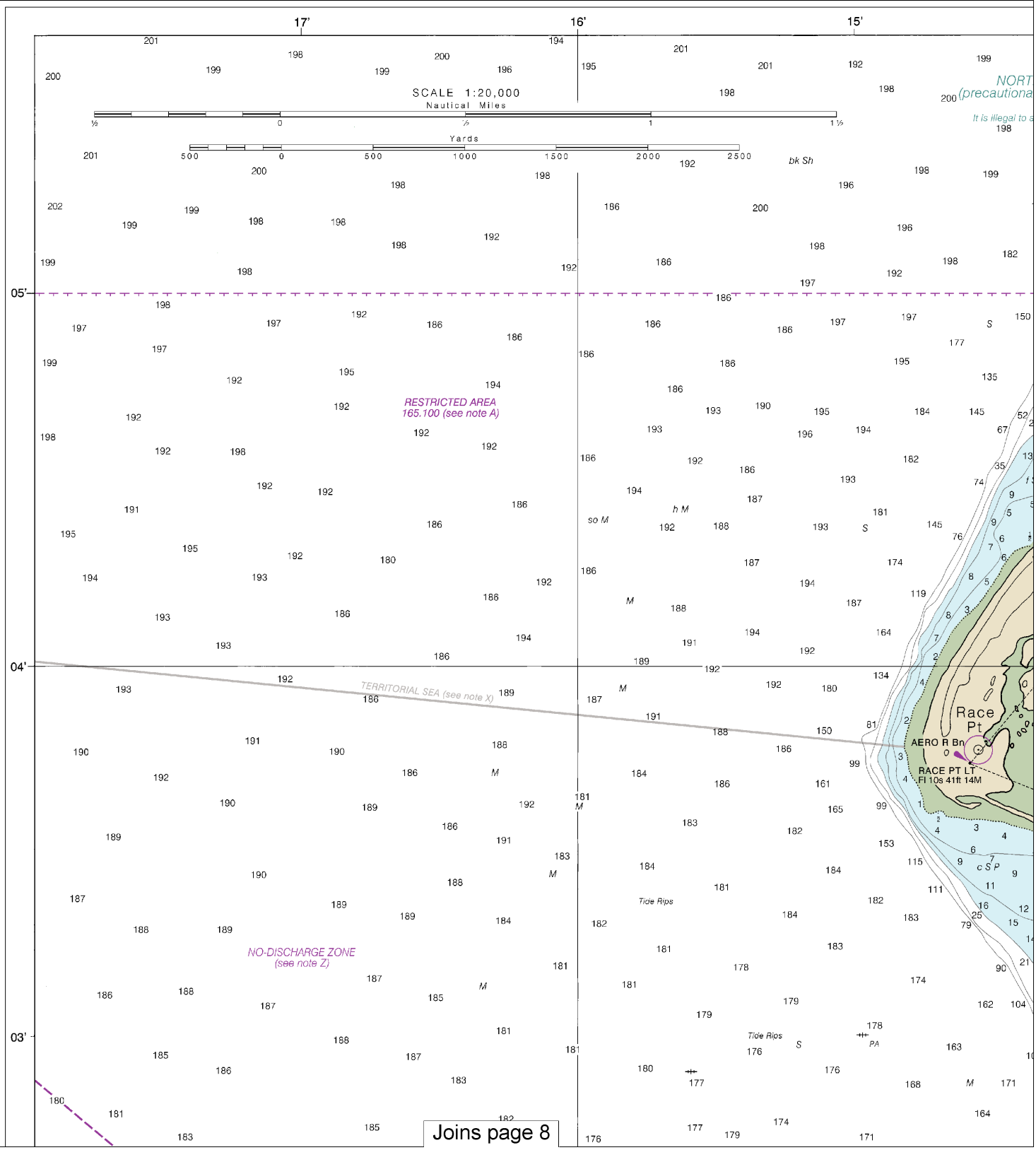
13249

SOUNDINGS IN FEET

COLREGS, 80.135 and 80.145 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

Within
some Fed
outer limit
limit of the
of Florida,
most case
jurisdictio
mile Excl
Unless fix
to modific



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles 0 1 1 ½

Yards 500 0 500 1000 1500 2000 2500

NOTE X

hin the 12-nautical mile Territorial Sea, established by Presidential Proclamation, ederal laws apply. The Three Nautical Mile Line, previously identified as the nit of the territorial sea, is retained as it continues to depict the jurisdictional the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast da, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in ases the inner limit of Federal fisheries jurisdiction and the outer limit of the tion of the states. The 24-nautical mile Contiguous Zone and the 200-nautical xclusive Economic Zone were established by Presidential Proclamation. fixed by treaty or the U.S. Supreme Court, these maritime limits are subject fication.

NOTE B

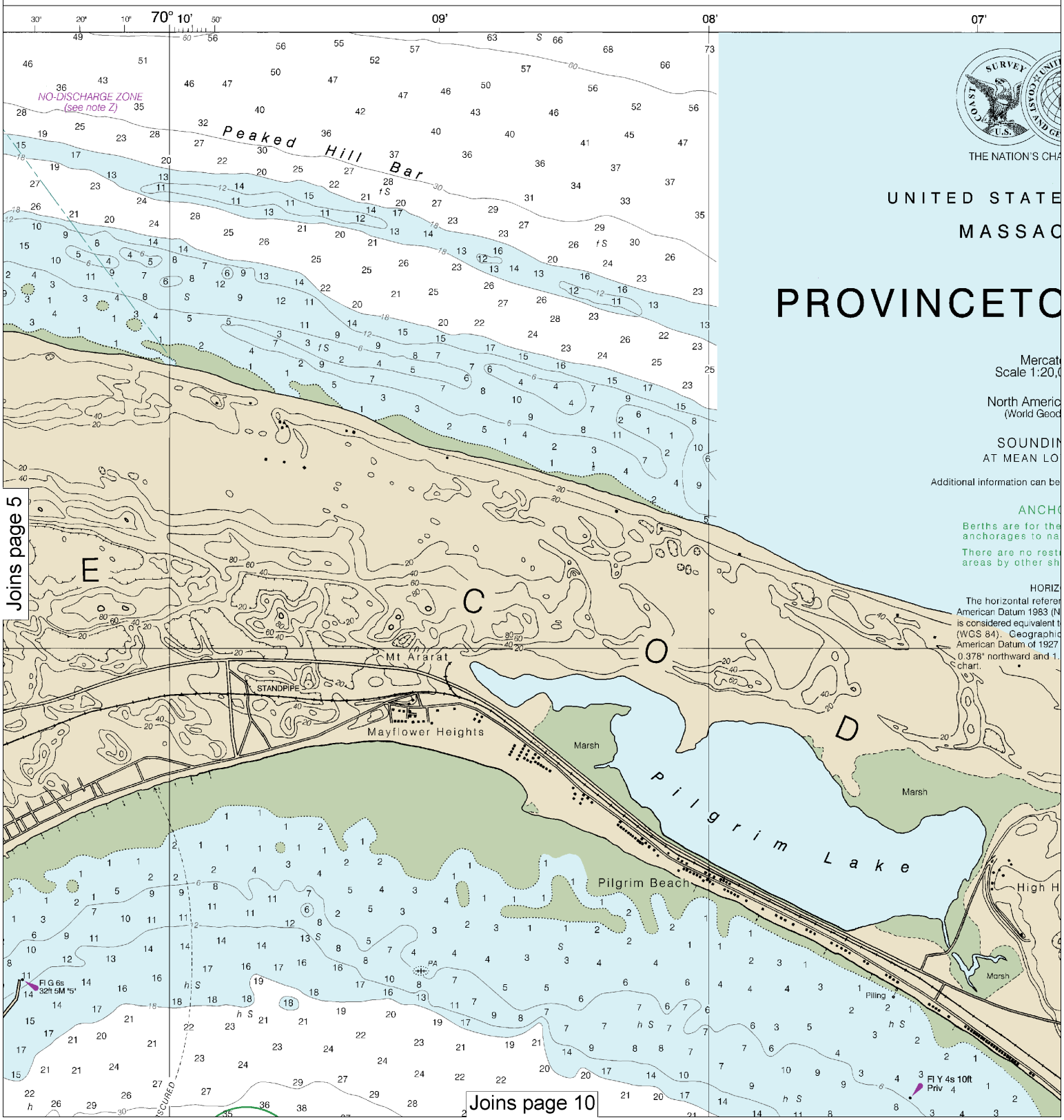
RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTES AND TRACK

The two-way routes and two-way track shown on this chart are RECOMMENDED for use by all vessels traveling into or out of Cape Cod Bay. This routing has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. Mariners are warned that some vessels might not be able to keep to the starboard side of the route or track at all times. CAUTION: Full bottom coverage surveys have not been conducted within the entire route nor along the entire track, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

Formerly C&GS 580, 1s

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.

GS 580, 1st Ed., Apr. 1934 KAPP 2096



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

0 1 1 ½

Yards

500 0 500 1000 1500 2000 2500

06' 05' 04' 03'

HARTMAKER SINCE 1807

ES – EAST COAST

CHUSETTS

OWN HARBOR

ator Projection
),000 at Lat. 42°01'

ican Datum of 1983
odetic System 1984)

INGS IN FEET
OWER LOW WATER

be obtained at nauticalcharts.noaa.gov.

HORAGE BERTHS

he convenience of assigning
aval ships.

trictions to the use of these
hips.

ZONTAL DATUM

ence datum of this chart is North
(NAD 83) and for charting purposes
t to the World Geodetic System 1984
ic positions referred to the North
27 must be corrected an average of
1.918" eastward to agree with this

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.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

NOTE A

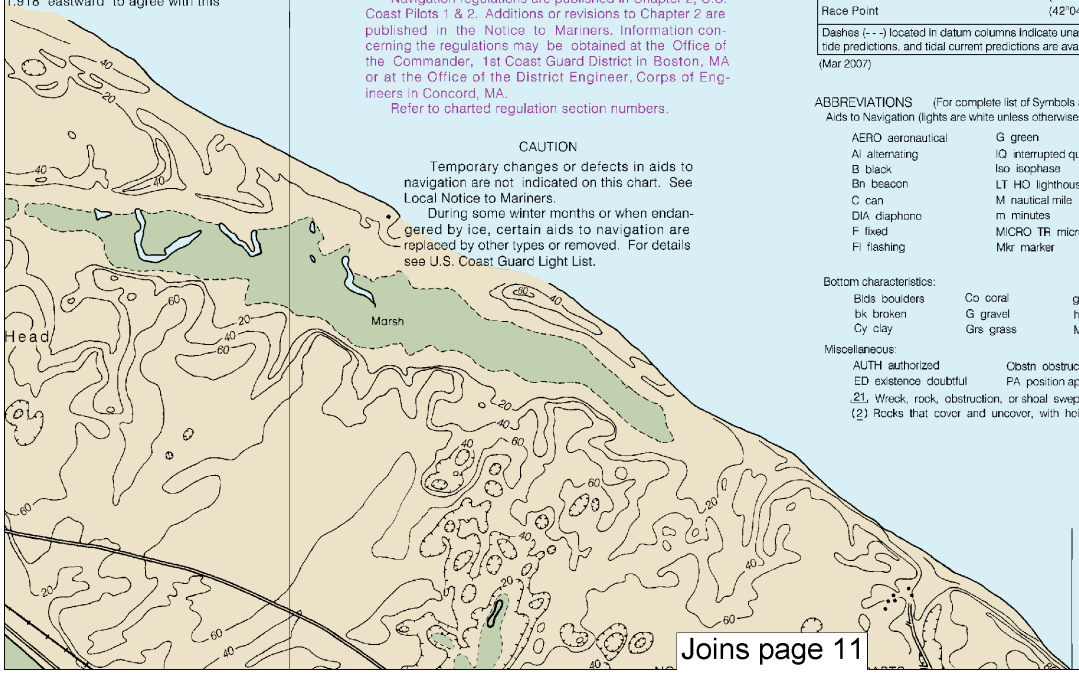
Navigation regulations are published in Chapter 2, U.S. Coast Pilots 1 & 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

CAUTION

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

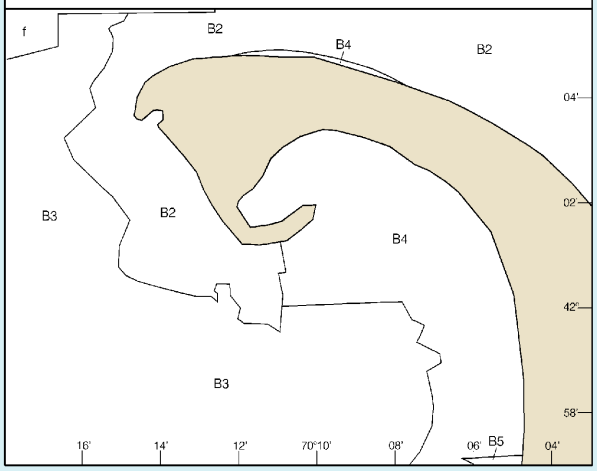


SOURCE DIAGRAM

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

B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre - 1900	NOS Surveys	partial bottom coverage
f		US Government Surveys	



TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Provincetown	(42°03'N/70°11'W)	9.8	9.4	0.3
Race Point	(42°04'N/70°15'W)	9.7	9.3	0.3

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Mar 2007)

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

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

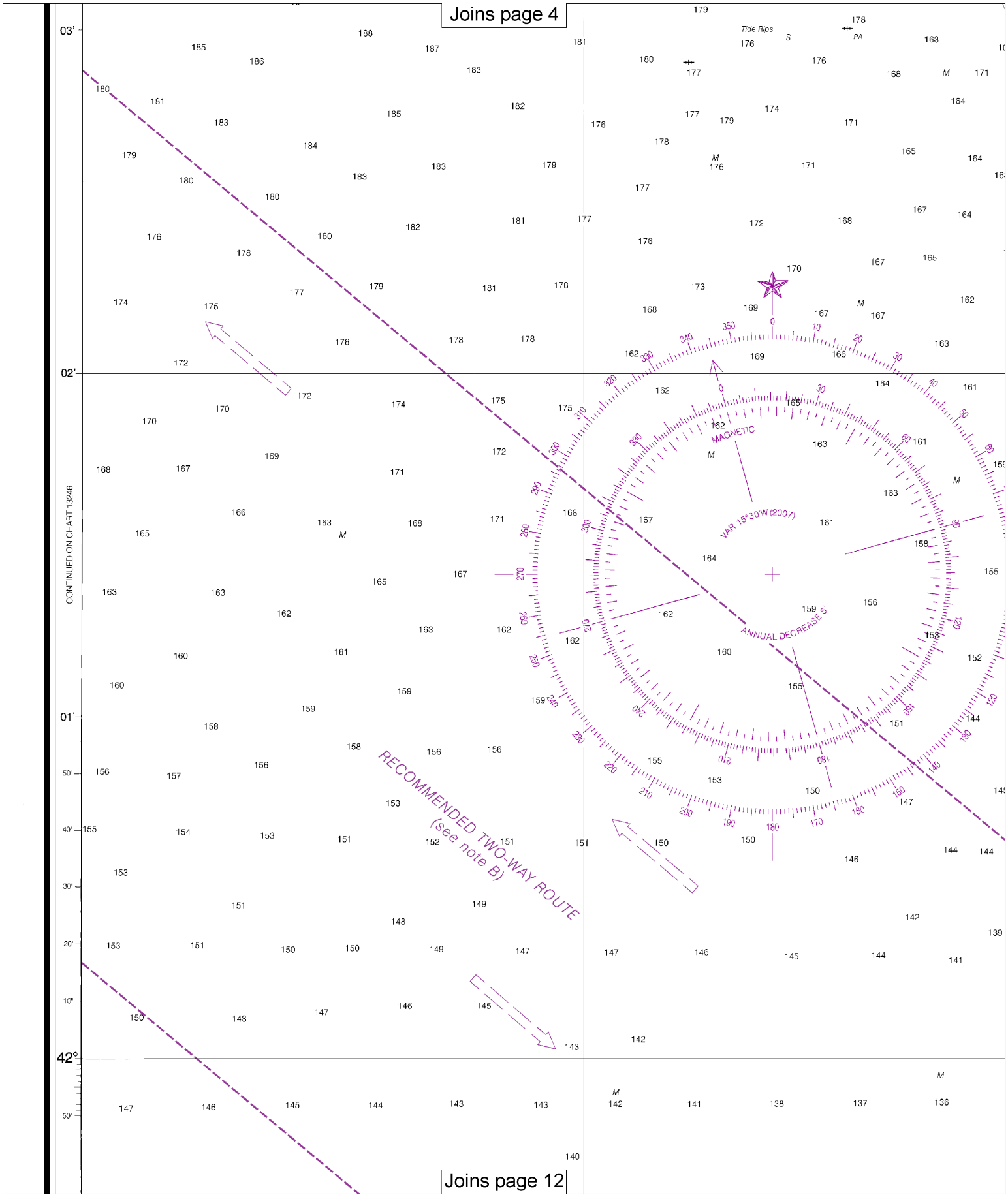
(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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/

Joins page 11

Last Correction: 5/5/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)



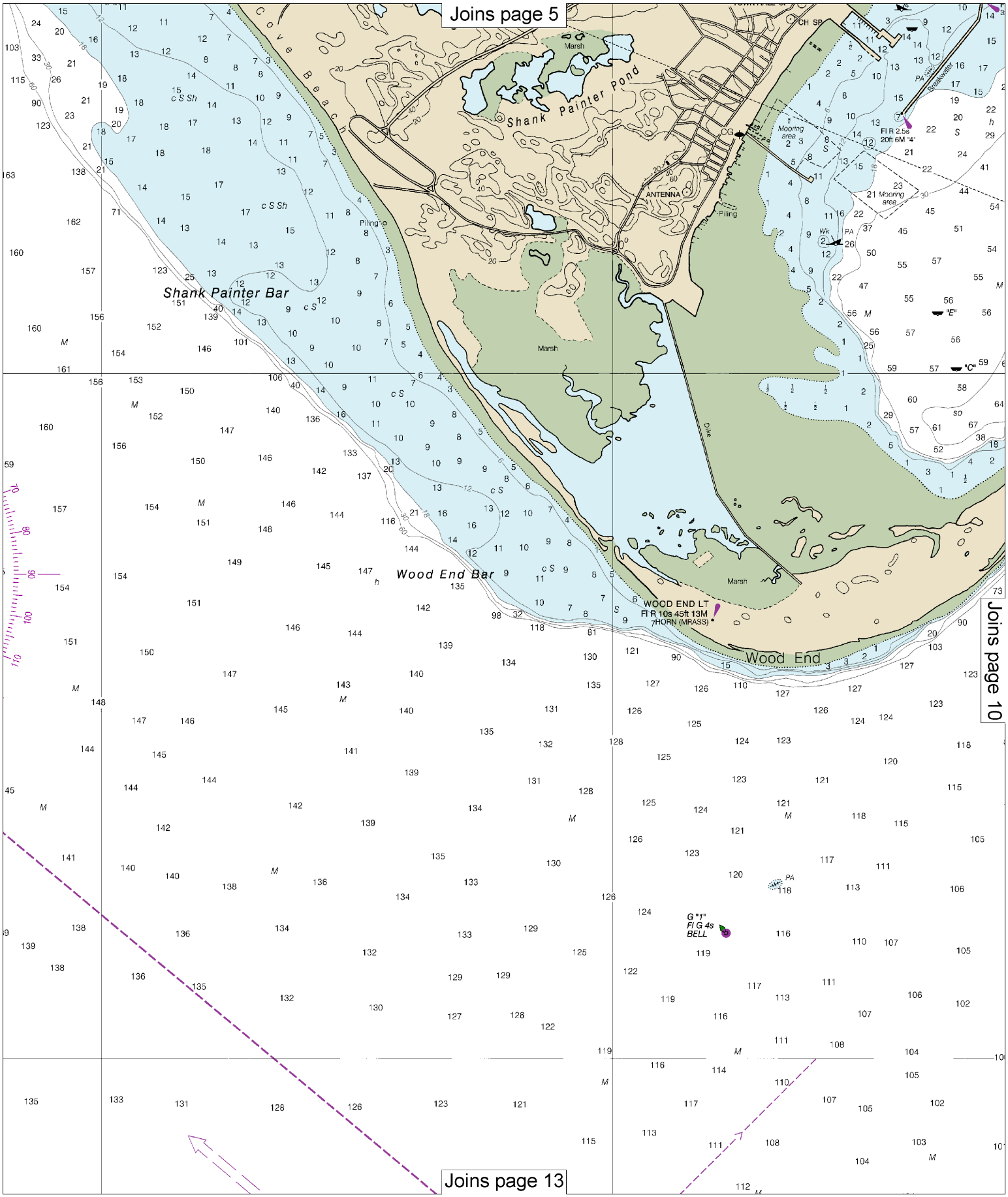
8

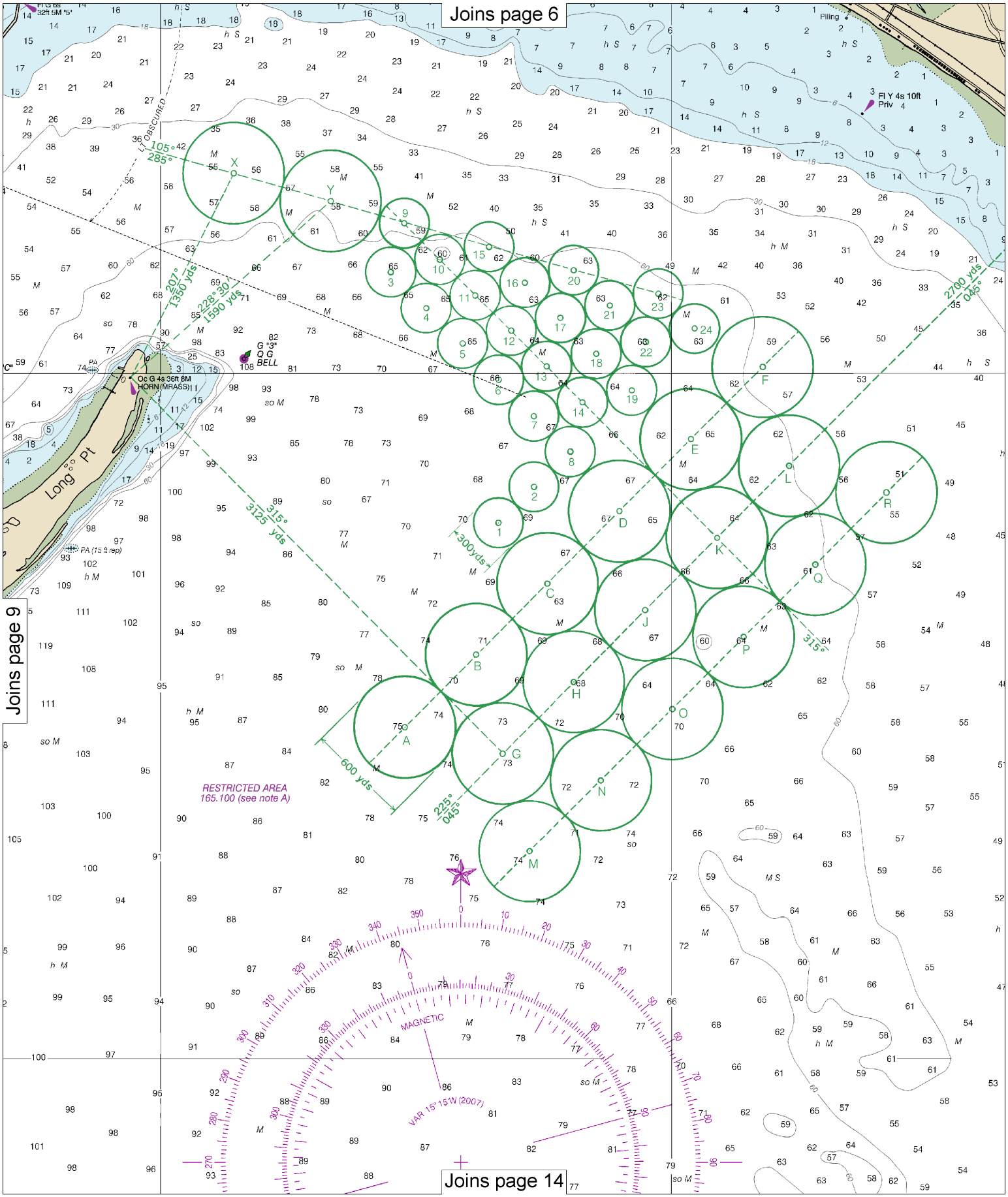
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500


Joins page 5
Joins page 10
Joins page 13
Cove Beach
Shank Painter Pond
Shank Painter Bar
Wood End Bar
Wood End
Marsh
CH SP
CG
ANTENNA
Piling
Mooring area
Breakwater
Fl R 2.5s
20ft 6M "4"
WOOD END LT
Fl R 10s 45ft 13M
HORN (MRASS)
G "1"
Fl G 4s
BELL
"E"
"C"
Dike



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 1 1½

Yards: 500 0 500 1000 1500 2000 2500

Joins page 7

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/.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Hyannis, MA	KEG-73	162.550 MHz
Boston, MA	KHB-35	162.475 MHz

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

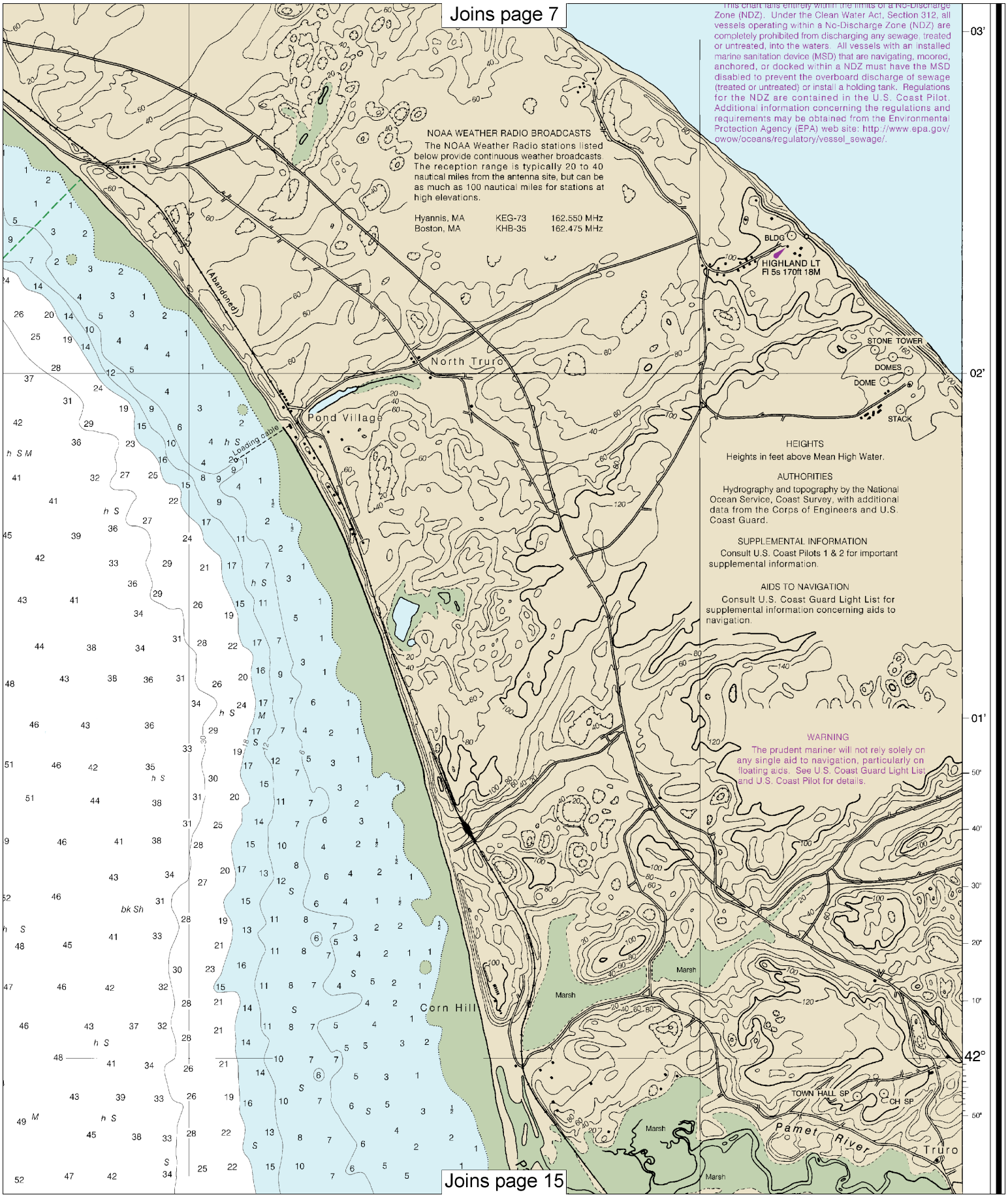
Consult U.S. Coast Pilots 1 & 2 for important supplemental information.

AIDS TO NAVIGATION

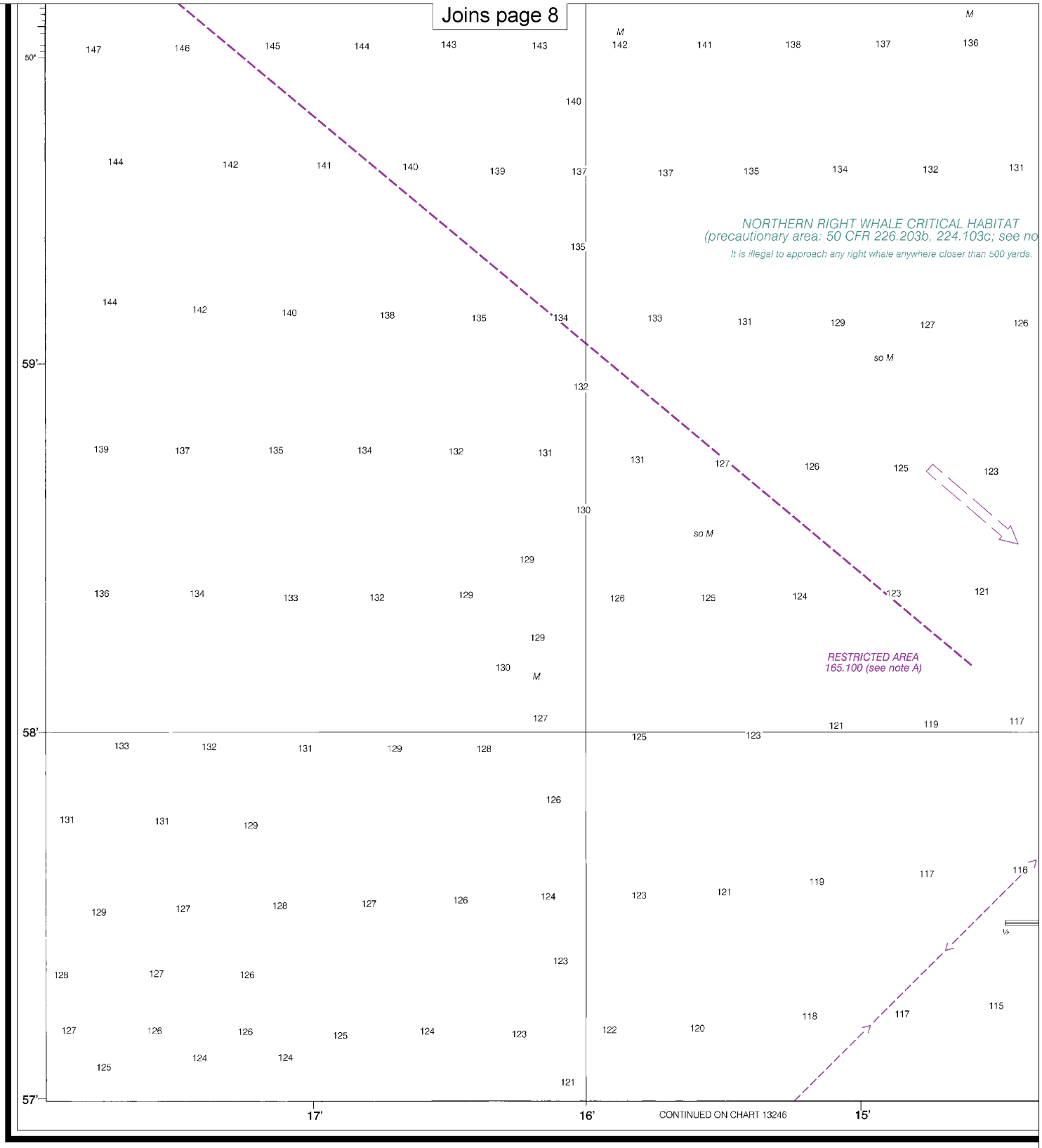
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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.



Joins page 15



13th Ed., Apr. / 07

13249

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.

This nautical chart has been designed to promote safe naviga
Ocean Service encourages users to submit corrections, additions
improving this chart to the Chief, Marine Chart Division (N/CS2
Service, NOAA, Silver Spring, Maryland 20910-3282.

Last Correction: 5/5/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

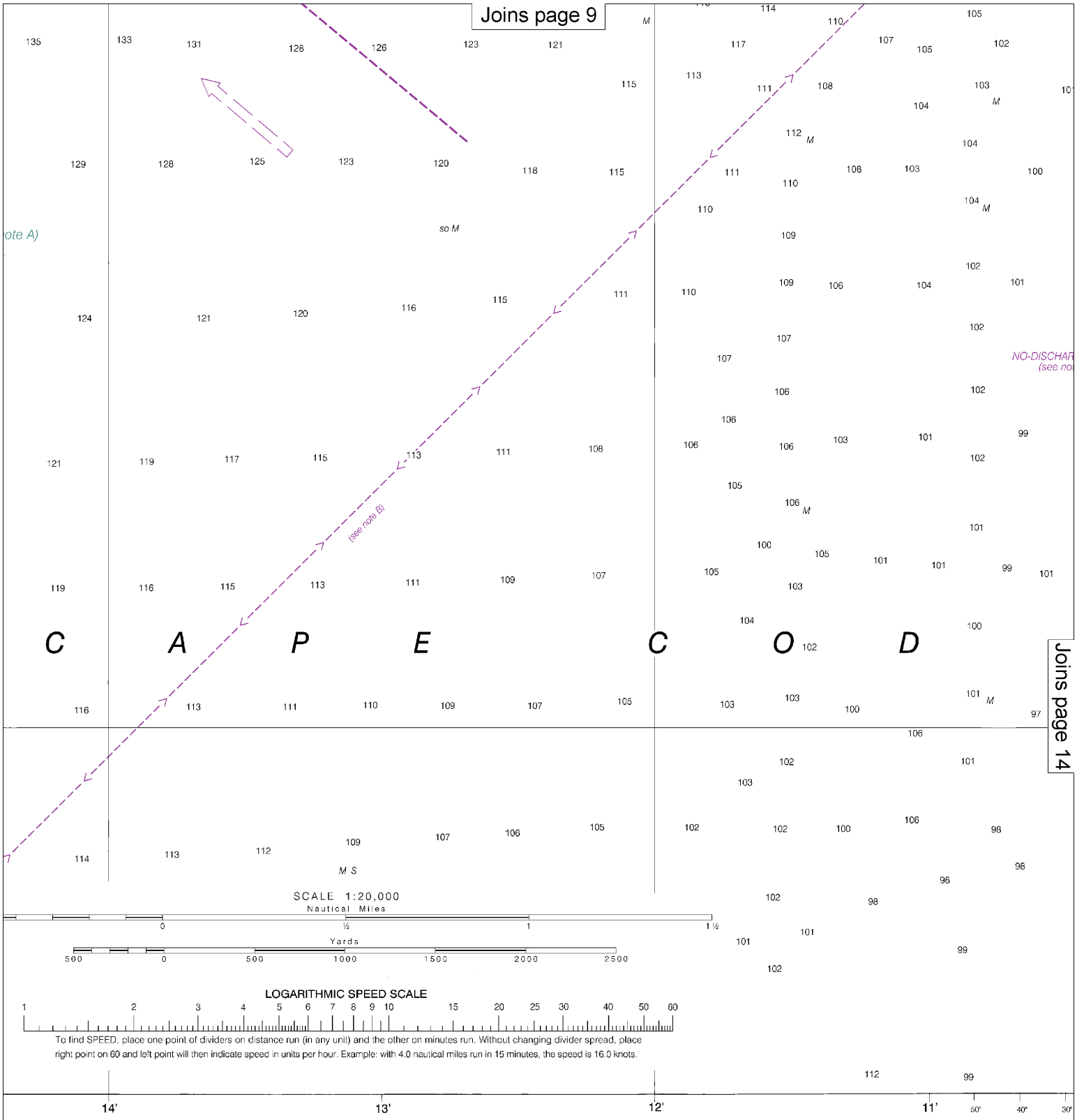
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 1 1 ½

Yards: 500 0 500 1000 1500 2000 2500

Joins page 9



Joins page 14

SCALE 1:20,000

Nautical Miles

0 ½ 1 1½

Yards

500 0 500 1000 1500 2000 2500

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

14' 13' 12' 11' 50' 40' 30'

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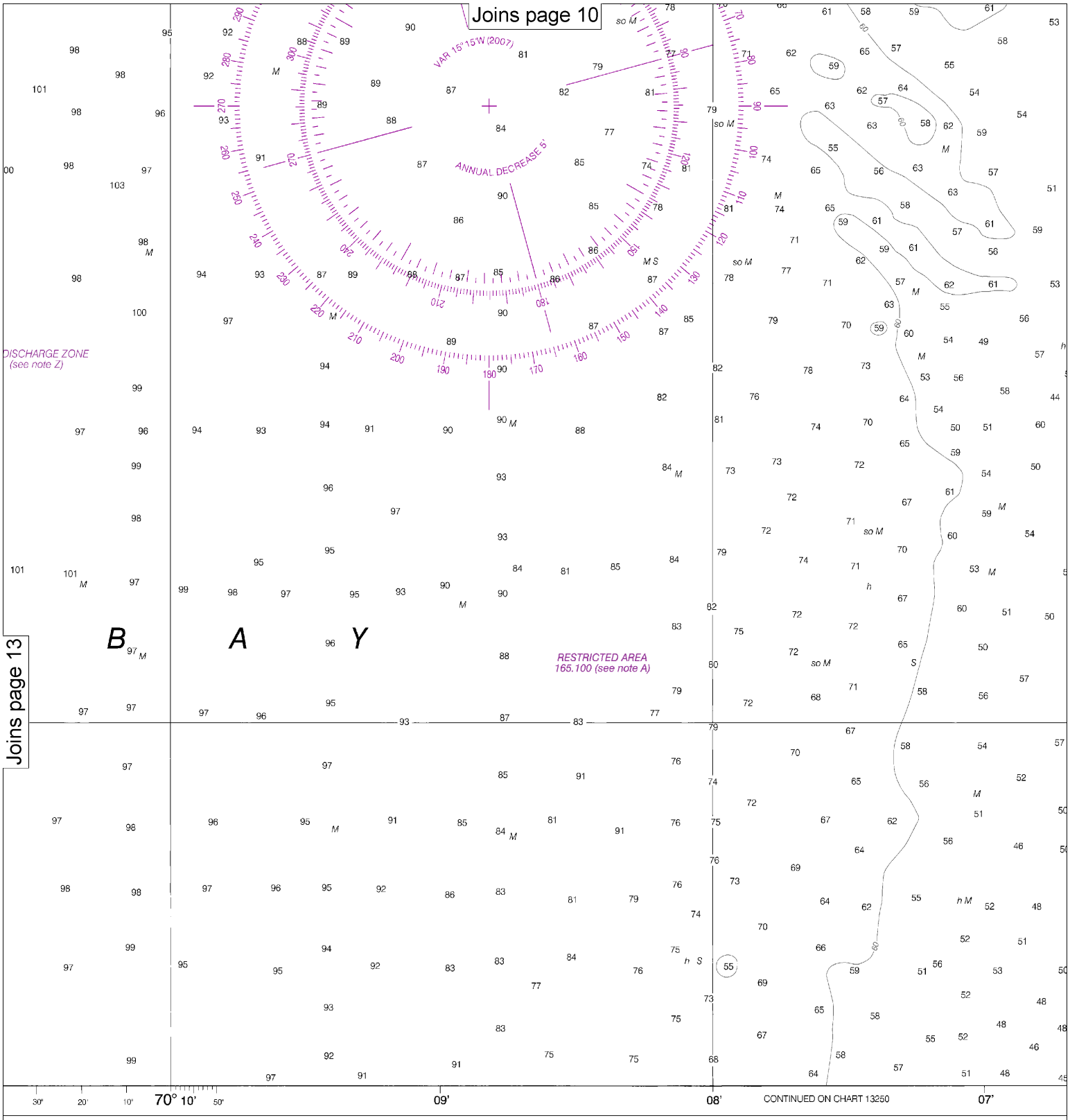


ed at Washington, D.C.
RTMENT OF COMMERCE
ND ATMOSPHERIC ADMINISTRATION
NAL OCEAN SERVICE
COAST SURVEY

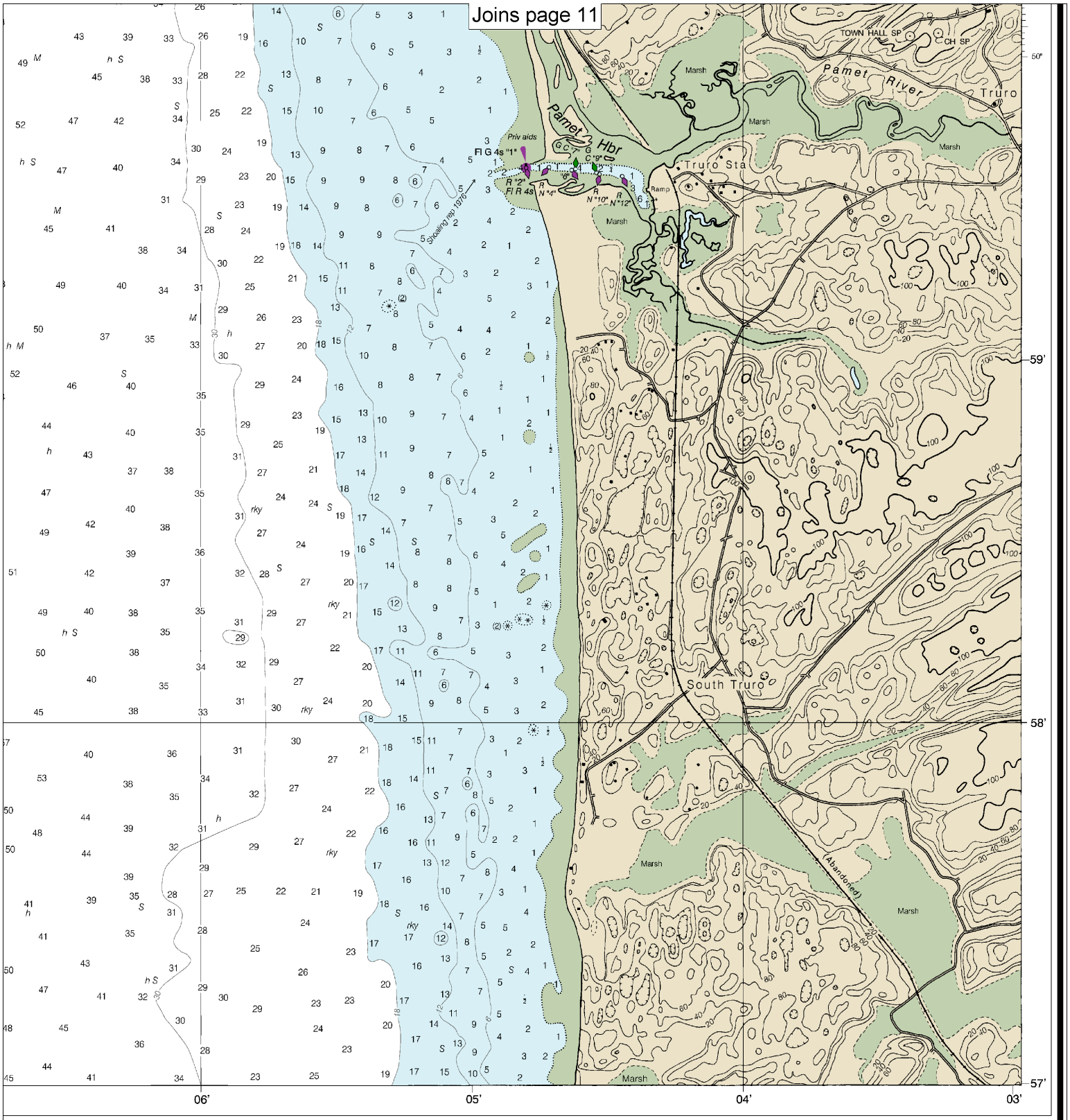
SOUNDINGS IN FEET

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 1 1 ½

Yards: 500 0 500 1000 1500 2000 2500



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																

Provincetown Harbor

SOUNDINGS IN FEET - SCALE 1:20,000

13249

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
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 Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@NOAAcharts**

Note on Printing

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