Cape Cod Canal and Approaches
NOAA Chart 13236

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA’s Office of Coast Survey, the nation’s chartmaker
What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America’s commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

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

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.


(Selected Excerpts from Coast Pilot)

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, a light and a sound signal. A tall strobe-lighted stack and buildings of the powerplant on the south bank of the canal about 0.75 mile above the eastern entrance, is prominent. Endangered North Atlantic right whales have been sighted within the Cape Cod Canal and in the vicinity of both the east and west entrances.

Cape Cod Canal Marine Traffic Controllers provide information regarding North Atlantic right whale sightings and locations. The Northeast Marine Pilots distribute educational material to mariners in an effort to reduce right whale ship strikes.

All vessels 65 feet or greater in length overall (L.O.A.) 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.)

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.

Wild Harbor (41°38.3’N., 70°38.9’W.), 7 miles northward of Woods Hole, is a small cove on the south side of Nyes Neck affording anchorage in northerly or easterly winds. A tower on Nyes Neck is prominent. The entrance is clear in midchannel, with depths of 13 to 20 feet inside. A seasonal lighted buoy marks the entrance, and buoys mark the shoals extending from the entrance points. The shores are foul, and the easterly part of the harbor is shoal. The reported depth in the privately dredged channel into Silver Beach Harbor to a small basin is about 3 feet, but is subject to shoaling. A stone jetty extends off the south side of the entrance to the basin. The basin is a special anchorage. (See 110.1 and 110.40, chapter 2, for limits and regulations.)

Megansett Harbor, the approach to the towns of North Falmouth, Megansett, and Cataumet, is entered between Nyes Neck on the south and Scraggy Neck on the north. The natural channel is buoyed as far as the rock breakwater at Megansett. The breakwater is marked at the end by a light. A yacht club and a town wharf are just inside the breakwater. In 1981, depths of 4 to 5 feet were reported alongside the wharf; water is available. The harbor has extensive shoals and ledges, but by following the buoyed channel a draft of about 8 feet can be carried to an anchorage in the outer harbor in depths of 10 to 22 feet. Inside the breakwater, anchorage is available in 6 to 12 feet, taking care to avoid the shoals on the north side of the harbor and the rock awash near the center in 41°39’27’’N., 70°37’31’’W. Cataumet Rock, covered 6 feet and marked by a buoy, is on the south side of the entrance; Seal Rocks are on the north side and marked by a seasonal lighted buoy.

Fiddlers Cove (41°38.9’N., 70°38.2’W.) is a small-craft harbor on the south shore of Megansett Harbor, about 0.5 mile east-southeastward of Cataumet Rock. A channel, privately dredged to a reported depth of 7 feet, leads southward to a marina and boatyard in a dredged basin on the east side of the cove. A seasonal lighted buoy marks the approach, and private buoys mark the channel. Gasoline, diesel fuel, ice, a pump-out station and wet and dry storage are available; lift capacity, 35 tons. Hull, engine and electronic repairs can be made. In April 2002, the reported approach and alongside depth was 7 feet.

Half tide Rock, awash at low water, is about 500 yards southwestward of the end of the Megansett breakwater. Rands Harbor, about 0.3 mile east of Fiddlers Cove, is a private boat basin with little or no water. Squeteague Harbor, northward of Megansett, is entered through a narrow channel from the head of Megansett Harbor. The privately marked channel had a reported depth of about 2 feet in 1981; however, depths of 5 to 7 feet are reported to be available in the channel to the harbor; local knowledge is advised. The village of Cataumet is on the northerly shore of the harbor.
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.

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.
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 conducted in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically surveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Plan.

SOURCE

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NOTE Z
NO-DISCHARGE ZONE: 40 CFR 144
This chart fully identifies 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 water. All vessels with an installed marine sanitation device (MSS) that are navigating, moored, anchored, or docked within a NDZ must have the MSS disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulators for the NDZ are on call in the U.S. Coast Guard. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) website: http://www.epa.gov/ ocpo/oci/seas/keywords/vessel_sweatage.html

NOTE C
Private seasonal aids are placed to mark the channel to the following points:
- Skipper Harbor: 1000-yard line
- Cape Ann: 2000-yard line

Joins page 8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale, SCALE: 1:20,000
See Note on page 5.
This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:28571. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
Note: Chart grid lines are aligned with true north.

See Note on page 5.
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
Chart and chart related inquiries and comments — http://ocsdata.nco.naoa.gov/ids/inquiry.aspx?frompage=ContactUs
Chart updates (LNMI 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 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.