

SAILING DIRECTIONS.

When Race Pt. Ls. bears S.E. by E. (S. 62° 30' E.) distant two nautical miles, steer S.S.E. &c. (S. 45° E.) full one nautical mile from shore, until Long Pt. Ls. opens, then stand up N.E. &c. (N. 40° E.) along shore, when the Town Bell opens clear of Long Pt. Ls. stand in for it on the course N.W. (N. 55° W.) until Long Pt. bears S.W. then steer W. (S. 73° 30' W.) for the anchorage in 7 to 9 fathoms water. This Harbour of Halye presents a good anchorage for a fleet of the very largest class of vessels. It is so completely land-locked as to be secure against gales, and free from a heavy swell. Provincetown Harbour is accessible with a North East wind, but care should be taken to keep clear of Long Pt. and stand on the Port tack towards Truro, until the Harbour can be made on the other tack. Dangers: Shank Painter a Wood End Bar, midway between Race Pt. and Long Pt. extend about 1/2 mile from the shore. Long Pt. Bar makes off 1/2 of a mile from Long Pt. to N.W. &c. Extensive flats lie to the eastward of the Harbour along Truro shore, they should gradually, but the shore should not be approached nearer than one mile.

Note: The Courses and Bearings without the brackets are Magnetic, those within are True.

NORTH AMERICA. EAST COAST. MASSACHUSETTS.

CAPE COD OR PROVINCETOWN HARBOUR.

FROM A SURVEY BY MAJOR JAMES D. GRAHAM U. S. CORPS OF TOPOGRAPHICAL ENGINEERS 1841 with corrections to 1857.

Race Point Light House Lat. 42° 3' 42" N. Long. 70° 14' 15" W.

c. coarse, cl. clay, h. hard, m. mud, s. sand, sh. shells, s. soft.

H.W.E. & C. 22" Springs rise 10 1/2 ft. Neaps 9 1/2 ft.

Magnetic Variation in 1867 increasing 5 annually

SOUNDINGS IN FATHOMS.

Scale: 10 Fathoms, 1 Sea Mile, Natural Scale 1:1400

