

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 2 41 Ed 2012 **Change No. 8**
LAST NM 26/12

Chapter 4—Paragraph 149; read:

A dredged channel leads from Hyannis Harbor into Lewis Bay, thence to an anchorage basin north of **Harbor Bluff**, thence to the town wharf at Hyannis, at the westernmost end. In 2011, the controlling depths were 6 feet (10 feet at midchannel) to the anchorage basin, thence 8 to 13 feet in the basin, thence 7 feet to the town wharf. The channel is well marked but is subject to shoaling, especially in the vicinity of Lewis Bay Approach Channel Buoy 9. Heavy vessel traffic should be expected during summer months. A riprap jetty extends 1,000 feet southerly from **Dunbar Point**.

(L 177-2012; DD 21405) 27/12

Chapter 7—Paragraph 181; read:

In 1989, the reported controlling depth was about 3 feet in the privately maintained channels in **Town Creek** and **Jockey Creek**. The common entrance to Town Creek and Jockey Creek is marked by private seasonal buoys. The bridge that crosses Jockey Creek has a 45-foot fixed span with a vertical clearance of 6.5 feet. The privately maintained channel in **Goose Creek** had a reported controlling depth of 7 feet in 2008. The fixed highway bridge at the mouth of Goose Creek has a clearance of 9 feet.

(L 303-2012) 27/12

Chapter 9—Paragraph 333; read:

Mill Neck Creek, at the northwest end of Oyster Bay Harbor, is crossed by a highway bridge having a bascule span with a clearance of 9 feet. (See **117.1 through 117.59 and 117.800**, chapter 2, for drawbridge regulations.) A marina, with an approach and alongside depth of 7 feet, is on the north side of the river near the bridge. Berths and moorings, electricity, gasoline, water, ice, a pump-out facility, a launch ramp, a 3-ton lift, dry storage, and full repairs are available.

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