

**COAST PILOT CORRECTIONS**

**COAST PILOT 2      38 Ed 2009      Change No. 2  
LAST NM 48/08**

Page 243—Paragraph 64; read:

There are small-craft facilities at Tiverton and on the west side of Sakonnet River at Cedar Island Pond approximately 1.1 miles north of **Almy Point**. The facilities provide berths, electricity, gasoline, diesel fuel, water, ice, a pump-out station, a launching ramp, a lift to 35 tons, storage, and full repairs. The facility north of Almy Point has an approach depth of 12 feet and an alongside depth of 8 feet.

(DB 15700) 49/08

Page 290—Paragraph 48, line 9; read:

New London Ledge Light; it has a least depth of 10 feet.

(H 11441; DD 11467) 49/08

**COAST PILOT 2      38 Ed 2009      Change No. 3**

Page 191—Paragraphs 26 to 29; read:

**Nauset Beach**, on the barrier island east of **North Chatham**, is continually changing due to the effects of erosion and shifting sands. Waves wash across the beach into the sound in several places during periods of high water. There is a break in the beach centered in approximately 41°42'16"N., 69°55'47"W. The break is unmarked, extremely dangerous, and should be avoided by those without local knowledge.

**Charts 13248, 13246**

**Chatham**, about 11.5 miles southward of Nauset Beach Light, is on fairly high ground on the west side of **Chatham Harbor**. Several spires and a tall stack at Chatham are prominent. A conspicuous standpipe with a red and white checkered band around the top is at 41°41'38"N., 69°58'30"W. **Chatham Light** (41°40'17"N., 69°57'00"W.), 80 feet above the water, is shown from a white conical tower on the west side of the harbor. **Chatham Coast Guard Station** is near Chatham Light.

Chatham Harbor can be entered east of Chatham Light. Shoals are constantly shifting in the entrance and extreme caution is advised. Currents are extremely strong and dangerous; surf can build up quickly on the outer bar during an ebb tide. Ocean waves carry into the harbor and reportedly break as far north as Tern Island. Anchoring and even mooring in much of Chatham Harbor is not recommended. Mariners unfamiliar with the area are advised to stay east of **Chatham Beach Lighted Whistle Buoy C** (41°39'12"N.,

69°55'30"W.).

**Chatham Inlet Bar Guide Light** (41°40'17"N., 69°57'00"W.), 62 feet above the water, is shown from a white skeleton tower near Chatham Light. A white (with orange border) and diamond-shaped dayboard worded **ROUGH BAR** is on the light. The light will be activated when the seas exceed 2 feet in height and are considered hazardous for small boats. Small-boat operators are cautioned, however, that if the light is not flashing it is no guarantee that sea conditions are favorable.

(CL 860/08; LL/07; NOS/08; NOS 13248) 49/08

**COAST PILOT 3      41 Ed 2008      Change No. 18  
LAST NM 46/08**

Page 305—Paragraph 29, lines 7 to 9; read:

reported as 6 feet with an alongside depth of 8 feet in November 2007. Hull, engine, and electronic repairs can be made; lift to 25 tons.

(DB 16713) 49/08

Page 306—Paragraph 54, lines 1 to 4; read:

There are small-craft facilities on the north fork of Yeocomico River, and on the south side of **White Point Creek**, the westerly arm of **Shannon Branch**. Gasoline, diesel fuel, ...

(DB 16713) 49/08

Page 311—Paragraph 112, lines 4 to 5; read:

supplies are available. Hull, engine, and electronic repairs can be made; lift capacity, 12 tons.

(DB 16676) 49/08

Page 326—Paragraph 92, lines 5 to 9; read:

northwest side of the creek. In December 2006, the marked channel had a controlling depth of 7.2 feet.

(BPs 192661-63; CL 979/08) 49/08

Page 341—Paragraph 126, lines 4 to 5; read:

In June 2008, the controlling depth was 2.6 feet in the channel and 6.0 feet in the basin.

(CL 1171/08; DD 12496) 49/08

Page 341—Paragraph 127, lines 4 to 5; read:

that are awash at high water. In June 2008, the controlling depth in the entrance channel was 2.4 feet, thence 5.9 feet ...

(CL 1171/08; DD 12500) 49/08

Page 359—Paragraph 44, line 2; read:

Baltimore (telephone: 410-276-1337, fax: 410-276-1364, ...  
(CL 877/08) 49/08