

COAST PILOT CORRECTIONS

**COAST PILOT 1      42 Ed 2012      Change No. 1  
LAST NM 17/12**

Chapter 7—Paragraph 384; read:

The entrance is deep and clear with the exception of Porterfield Ledge in the middle of the entrance. The depths in the channel range from over 50 feet in the entrance to 8.3 feet at the head. Passage is sometimes made by local small craft at high water across the ledge between Indian Island and Beauchamp Point.

(L 194-2012; DD 21413) 28/12

Chapter 9—Paragraph 49; read:

A dredged channel, just southeast of Stage Island, leads through Wood Island Harbor to the entrance of The Pool. In 2010, the controlling depth was 6.3 feet. A dredged anchorage basin is just inside the entrance to The Pool. In 2010, the basin shoaled to bare along the edges with greater depths in the entrance and the southwest corner. Biddeford Pool Channel Buoy 10 marks the entrance to the basin. Three stone icebreakers are along the northeastern side of the basin. Care should be taken by strangers not to anchor too close to them. They are difficult to see at night at or near high water. Neither should they attempt to go between the northeasternmost icebreaker and the fish wharf because of a partially submerged breakwater between the breaker and the wharf.

(L 192-2012; DD 21411) 28/12

Chapter 9—Paragraph 365; read:

**Rye Harbor**, 4.2 miles southwestward of Whaleback Light, is a small cove used by pleasure and fishing boats. A stone breakwater extending southward from **Ragged Neck Point** is marked at the end by a light. Another breakwater extends northeastward from the point at the south side of the entrance to Rye Harbor. These breakwaters are about 6 feet above high water. A rocky ledge, covered 3½ feet, extends to within 10 feet of the entrance channel on the south side and is marked by buoys. A lighted whistle buoy marks the approach about 0.75 mile southeastward of the harbor entrance. A dredged channel leads through the breakwaters to anchorage basins on the north and south sides of the channel and State anchorage at the western limit. In 2010, the controlling depth was 6.6 feet at mid-channel except shoaling to 3.5 feet near the end of the channel. The north anchorage had depths of 5.5 to 6 feet while depths of 6.3 to 8 feet were available in the south anchorage except shoaling to bare near the limits of each anchorage. Depths of 6.4 to 8 feet were available in the State anchorage except shoaling to 5.2 near the northwestern limit and 1.9 feet near the southwestern limit.

(L 645-2012; DD 21685) 28/12

Chapter 10—Paragraph 18; read:

A Federal project provides for a 20-foot channel from the northeasterly part of Gloucester Harbor into Inner Harbor, connecting with 20-foot north and south access channels which lead on either side of the Gloucester State Fish Pier to the head of the harbor. An 18-foot channel and a 16-foot channel lead from the Inner Harbor entrance channel into Harbor Cove and Smith Cove, on the northwestern and southeastern sides of Inner Harbor, respectively. (See Notice to Mariners and latest edition of chart for controlling depths.) The channels are marked by buoys.

(L 179-2012; DD 21407; LNM 23/12 CG1) 28/12

**COAST PILOT 4      43 Ed 2011      Change No. 9  
LAST NM 27/12**

Chapter 8—Paragraph 86; read:

**Altamaha River** is formed by the confluence of the **Oconee River** and **Ocmulgee River**, 110 miles above the town of Darien and 119 miles above its mouth, and flows in a general southeasterly direction, entering the western end of Altamaha Sound. The river is subject to freshets, and depths change radically. In 2012, the controlling depth to the confluence was 4.5 feet. Depths are less during the summer low-water period.

(L 980-2012; DD 21924) 28/12

Chapter 12—Paragraph 186; read:

The color of the aids to navigation change to red on the right while following the ICW when entering Port Royal Sound at about **Mile 547.9**. After crossing Port Royal Sound, the route of the waterway enters **Skull Creek** at **Mile 553.3** and follows it to **Calibogue Sound**, thence down the sound to the mouth of Cooper River. **Seabrook Landing**, on the south side of Skull Creek, is at **Mile 553.6**. At **Mile 554.8** on the east side of Skull Creek, there is a small-craft facility where berths with electricity, gasoline, diesel fuel, water, ice, pump-out station, wet storage, and a 30-ton lift are available. Hull, engine, and electronic repairs can be made. In 2012, the reported alongside depth was 7 feet.

(DB 20221-small) 28/12

Chapter 12—Paragraph 188; read:

At **Mile 557.6**, the twin fixed spans of the U.S. Route 278 highway bridge have a clearance of 65 feet. During the flood tide, vessels will encounter a strong cross current on the north side of the bridge, and should exercise caution when approaching the bridge from the northward. Dense fog is frequently encountered in this vicinity. An overhead power cable near the bridge has a clearance of 91 feet. A small-craft facility at **Mile 558.4** has berths with electricity, gasoline, diesel fuel, water, ice, pump-out station, launching ramp and wet storage. In 2012, the reported

**COAST PILOT 4 (Continued)**

approach depth was 6 feet.

(DB 20220-small)

28/12

**COAST PILOT 9      29 Ed 2011      Change No. 4  
LAST NM 25/12**

Chapter 7—Paragraph 139; read:

**Akutan** is on the N side of the harbor about 2 miles W from the E end of Akutan Point. Two wharves are at Akutan. A light, (54°07'55"N., 165°47'07"W.), is about 0.4 mile SW of Akutan. On the opposite side of the harbor 1 mile farther W is a former whaling station with a pier in ruins. A concrete piling, covered at high water, is just off the pier; this wharf is not recommended for mooring. There is a post office in Akutan. Seaplane flights and ferry service are available.

(L 832-2012)

28/12