

Re: Prop. Resolution
20-02



Town of Chatham

Office of the Selectmen
Town Manager
549 Main Street
Chatham, MA 02633



Jill R. Goldsmith
TOWN MANAGER
jgoldsmith@chatham-ma.gov

Tel: (508) 945-5105
Fax: (508) 945-3550
www.chatham-ma.gov

NEWS RELEASE

FOR IMMEDIATE RELEASE – January 17, 2020

Media Contact:

Stuart F.X. Smith, Harbormaster
Town of Chatham
(508) 945-5185
ssmith@chatham-ma.gov

COAST GUARD EXTENDS COMMENT PERIOD ON PROPOSAL TO REMOVE CHATHAM BEACH LIGHTED WHISTLE BUOY C

Town of Chatham officials are urging members of the commercial and recreational boating communities to submit written comments opposing the U.S. Coast Guard proposal to disestablish the Chatham Beach Lighted Whistle Buoy C (LLNR 520) before the close of the extended public comment period on February 7, 2020.

→ The Coast Guard is seeking written comments on the proposed removal including: “*size and type of vessel, recreational or commercial, and distance from aid that you start looking for it, and if and how you use the signal.*” Written comments only, referring to Project No. 01-18-041, should be emailed to D01-SMB-DPWPublicComments@uscg.mil or Lieutenant Arthur Fooks at Arthur.E.Fooks@uscg.mil.

The Town is deeply concerned over the impact of removing this vital aid to navigation. This buoy is heavily relied upon by thousands of local mariners as the only inshore aid to navigation in the vicinity of Chatham that can be reliably obtained by radar. Given the high frequency of reduced visibility along the east side of Cape Cod, most notably during peak boating season, removal of this aid is a significant public safety concern.

###

Re: Prop Resolution 20:02

USCG
Notifications

SUMMARY OF ADVANCED APPROVED PROJECTS

Approved Project(s)

None

Project Date

Ref. LNM

Advance Notice(s)

43000

The U.S. Coast Guard will be making the following changes to Aids to Navigation to this waterway on or about 27 January 2020 weather and operations permitting:

→ DISESTABLISH: Chatham Beach Lighted Whistle Buoy C (LLNR 520).

This action was previously advertised as a Proposal in LNM 22/18 through 30/18 as Project No. 01-18-041. E-mail can be sent to: D01-SMB-DPWPUBLICComments@uscg.mil.

Charts: 13009 13200 13237 13246 13248

LNM: 22/18

CT-LONG ISLAND SOUND

The U.S. Coast Guard will be making the following change to Aids to Navigation in November:

CHANGE the flash characteristic from Alternating White and Red every 24 seconds to Alternating White and Red every 20 seconds.

Greens Ledge Light (LLNR 21340)

Previously advertised as a Proposal in LNM 34/19 (Project 01-19-043).

Charts: 12363 12364 12368

LNM: 34/19

SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

Proposed Project(s)

Closing

Docket No.

Ref. LNM

None

Proposed Change Notice(s)

NY-LONG ISLAND SOUND (WESTERN PART CHART 12363)

The U.S. Coast Guard is considering making the following change to Aids to Navigation:

CHANGE the flash characteristic from Alternating White and Red every 24 seconds to Alternating White and Red every 20 seconds.

Old Field Point Light (LLNR 21275)

Interested Mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 31 January 2020 to complete the process. In order to most effectively consider your feedback and improve our data collection when responding to this proposal, please include size and type of vessel, recreational or commercial, and distance from aid that you start looking for it, and if and how you use the signal. Please do not call the Coast Guard via telephone or other means, only written responses to this proposal will be accepted. Refer to Project No. 01-19-091. E-mail can be sent to: D01-SMB-DPWPUBLICComments@uscg.mil.

Charts: 12354 12362 12363 12364

LNM: 50/19

CT-FISHERS ISLAND SOUND (Chart 13214)-PAWCATUCK RIVER

The U.S. Coast Guard is considering making the following changes to this waterway:

CHANGE seasonal status of the following aids from Permanent to Removed when endangered by ice.

- Pawcatuck River Buoy 1 (LLNR 20290)
- Pawcatuck River Buoy 3 (LLNR 20295)
- Pawcatuck River Buoy 8 (LLNR 20315)
- Pawcatuck River Buoy 10 (LLNR 20320)

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

Proposed Project(s)

Closing

Docket No.

Ref. LNM

None

Proposed Change Notice(s)

MASSACHUSETTS-NANTUCKET SOUND AND APPROACHES (Chart 13237)-CHATHAM HARBOR APPROACH

The U.S. Coast Guard is considering making the following changes to Aids to Navigation to this waterway:

→ DISESTABLISH: Chatham Beach Lighted Whistle Buoy C (LLNR 520).

Interested Mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 13 April 2018 to complete the process. In order to most effectively consider your feedback and improve the data collection, when responding to this proposal, please include size and type of vessel, recreational or commercial, and distance from aid that you start looking for it, and if and how you use the signal. Please do not call the Coast Guard via telephone or other means, only written responses to this proposal will be accepted. Refer to Project No. 01-18-041. E-mail can be sent to: D01-SMB-DPWPublicComments@uscg.mil.

Charts: 13009 13200 13237 13246 13248

LNM: 22/18

MA-SEACOAST-GEORGES BANK AND NANTUCKET SHOALS (Chart 13200)

The U.S. Coast Guard is considering making the following change to Aids to Navigation:

CHANGE the following lights from a rotating lantern to a flashing lantern. The Coast Guard intends to use a more power efficient LED lantern.

Baker Island Light (LLNR 350)
Cape Ann Light (LLNR 295) Change nominal range to 14NM
Eastern Point Light (LLNR 330) Change nominal range to 14NM
The Graves Light (LLNR 390) Change nominal range to 14NM

REMOVE Emergency light and horn of reduced intensity when main is extinguished.

Interested Mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 25 May 2018 to complete the process. In order to most effectively consider your feedback and improve or data collection when responding to this proposal, please include size and type of vessel, recreational or commercial, and distance from aid that you start looking for it, and if and how you use the signal. Please do not call the Coast Guard via telephone or other means, only written responses to this proposal will be accepted. Refer to Project No. 01-18-017. E-mail can be sent to: D01-SMB-DPWPublicComments@uscg.mil.

Charts: 13003 13006 13009 13200 13260 13267 13274 13275

LNM: 14/18

SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

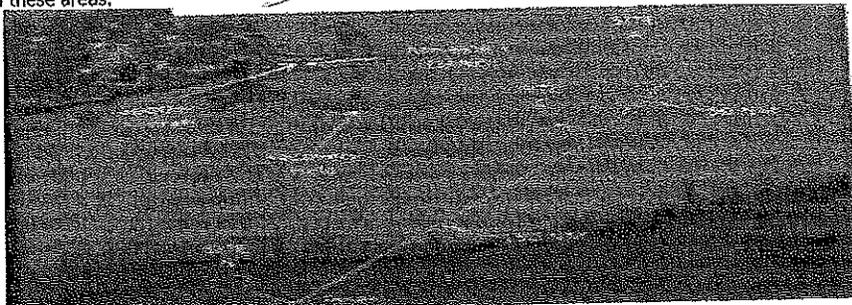
SUMMARY OF GENERAL PROJECTS STILL IN EFFECT

Enclosure

LNM: 51/17

US SEACOAST-MA-RI-NY - NAVAL EXERCISES

The Naval Undersea Warfare Center Division Newport will be conducting Naval torpedo exercises in three areas: 10-20 NM east of Cape Cod, 10-20 NM SE of Nantucket, and 150 NM SW of Block Island. These exercises will take place from 13 June 2018 through 17 June 2018. Exercise area Alpha is bounded by: 41 degrees 50 minutes North latitude, 41 degrees 40 minutes North latitude, 069 degrees 31 minutes West longitude, 069 degrees 17 minutes West longitude. Exercise area Charlie is bounded by: 41 degrees 08 minutes North latitude, 40 degrees 58 minutes North latitude, 068 degrees 55 minutes West longitude, 068 degrees 45 minutes West longitude. Exercise area November is bounded by: 39 degrees 49 minutes North latitude, 39 degrees 24 minutes North latitude, 071 degrees 05 minutes West longitude, 070 degrees 33 minutes West longitude. Mariners are advised to avoid these areas.



Re: Proposed
Resolution 20-02

Shanna Nealy

From: Jill Goldsmith
Sent: Wednesday, December 18, 2019 4:52 PM
To: Shanna Nealy
Subject: FW: Buoy

Jill R. Goldsmith, Chatham Town Manager
Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Stuart Smith <SSmith@chatham-ma.gov>
Date: 12/18/19 3:38 PM (GMT-05:00)
To: D01-smb-dpwpubliccomments@uscg.mil, "Hessler, Carlos D BMCS" <Carlos.D.Hessler@uscg.mil>, "Baker, Matt S CDR" <Matt.S.Baker@uscg.mil>
Cc: Richard Hosmer <tidal5@aol.com>, Michael Westgate <vickgate@aol.com>, dougfeeney@comcast.net, "Jamie Bassett (SAC 2020)" <jamiebassett@gmail.com>, Robert Duncanson <rduncanson@chatham-ma.gov>, Shareen Davis <SDavis@chatham-ma.gov>, John Rendon <jrendon@town.harwich.ma.us>, Jill Goldsmith <jgoldsmith@chatham-ma.gov>
Subject: Buoy

Emails from
Harbormaster
to USCG
and
copied to
Town Mgr. &
eventually to BOS Chair

I am writing in regard to LNM 22/18 which calls for the permanent disestablishment of the Chatham Beach Lighted Whistle Buoy C (LLNR 520). I was unaware of this change until receiving a call from the Coast Guard Cutter Oak on December 10 2019. Our office routinely works with the Coast Guard on a local and regional level and yet no mention of this disestablishment was relayed until this month. This is of particular concern given the timing of this disestablishment.

Chatham is home to the largest commercial fishing fleet on Cape Cod and has approximately 3,000 permitted boat moorings. Locally, our staff deploys over a 100 private aids to navigation to assist the Coast Guard in marking the complex and highly traveled waterways. However, we do not possess the equipment or funding to replace this buoy with a private aid. The Chatham "C" buoy is the only inshore aid to navigation in the vicinity of Chatham that can be reliably obtained by radar. This aid is heavily relied upon by commercial and recreational boaters as well as maritime emergency responders including Coast Guard Station Chatham.

News of this disestablishment has come as a surprise to our staff and the local maritime community. This issue is of great concern and has been placed on the agenda for all of our water related committees. I request that this aid not be disestablished and that it continue servicing the maritime public as an aid to navigation in this already difficult area of navigation.

Stuart F.X. Smith, CHM
Harbormaster
Town of Chatham
(508) 945-5185 office
(508) 680-6659 cell

Re: Proposed Resolution 20-02



Town of Chatham

Office of the Selectmen
Town Manager
549 Main Street
Chatham, MA 02633



Jill R. Goldsmith
TOWN MANAGER
jgoldsmith@chatham-ma.gov

Tel: (508) 945-5105
Fax: (508) 945-3550
www.chatham-ma.gov

January 2, 2020

LT Arthur Frooks
Waterways Management
Coast Guard Sector Southeastern New England
20 Risho Avenue, Suite D
East Providence, RI 02914

Letter from
BoS Chair to
USCG and
CC's

Dear LT Frooks,

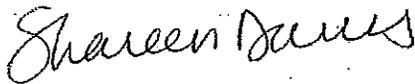
We the Board of Selectmen for the Town of Chatham write to you today to express our deep concern for the Coast Guard's plan to disestablish the Chatham Beach lighted whistle buoy "C" LLNR 520. This buoy was originally established approximately 28 years ago at the request of the then Officer in Charge, Senior Chief Jack Downey. This buoy marks the only navigable inlet on Cape Cod's eastern shoreline. The next closest ports are Provincetown and Nantucket. It has been an indispensable part of our complex local aids to navigation. Nearly 3,000 vessels are stationed in the waters of Chatham Harbor and Pleasant Bay which includes the Towns of Chatham, Brewster, Harwich and Orleans. Our local commercial fishermen and maritime emergency responders, including the Coast Guard use Chatham inlet and the "C" buoy on a year-round basis. As you are aware, this buoy is a lighted whistle buoy that is of sufficient size to provide a clearly visible radar return in this area's notorious fog conditions.

We continue to be concerned at the degradation of the Coast Guard's response capabilities and services. This concern not only includes the anticipated removal of the "C" buoy but also the re-classification of Station Chatham from a "Surf Station" to a "Heavy Weather Station" and the criteria and justification by which that decision was made. Additionally, we remained troubled by the reliability of the current three 42' Near-shore Lifeboats and the Coast Guards plan for their eventual replacement. As you may or may not be aware, these vessels were purchased by the Coast Guard specifically for Chatham's infamously treacherous area of responsibility after close to a decade of research and testing for replacement of the 44' Motor Lifeboat as the Coast Guard had no appropriate vessel in its inventory for this area.

We hope the Coast Guard will re-consider the disestablishment of the "C" buoy east of Chatham.

If you have any questions regarding the foregoing, please contact Chatham Town Manager Jill Goldsmith at jgoldsmith@chatham-ma.gov or 508-945-5105, or Chatham Harbormaster Stuart Smith at ssmith@chatham-ma.gov or 508-945-5185.

Sincerely,



Shareen Davis, Chairman
Board of Selectmen

Cc: The Honorable Elizabeth Warren
The Honorable Edward Markey
The Honorable William Keating
Harwich Board of Selectmen
Orleans Board of Selectmen
John Rendon, Harwich Harbormaster
Nathan Sears, Orleans Harbormaster

Re: Proposed Resolution

20-02

Chatham
BoS Minutes
12-23-19
PGS. 4 & 5

Minutes
Chatham Board of Selectmen
December 23, 2019
Town Office Annex Large Meeting Room
261 George Ryder Road

For an audio/video recording of this meeting visit <http://www.chatham-ma.gov/channel-18>

Attending for the Board of Selectmen: Shareen Davis, Chairman; Peter Cocolis, Vice Chairman; Dean Nicastro, Clerk; Cory Metters; Jeffrey Dykens. Also attending: Jill Goldsmith, Town Manager; Alix Heilala, Finance Director; Katie Donovan, Director of Community Development.

I. Open Session

II. Executive Session MGL Ch. 30A, §21 #6

To consider the purchase, exchange, lease or value of real property (1610/0 Main Street Secondary Appraisal) and the Chair declares that an open meeting may have a detrimental effect on the negotiating position of the public body, with return to open session.

Motion: by Dean Nicastro to enter Executive Session under MGL Ch. 30A, §21 #6 to consider the purchase, exchange, lease or value of real property (1610/0 Main Street Secondary Appraisal) and the Chair declares that an open meeting may have a detrimental effect on the negotiating position of the public body, with return to open session

Second: by Peter Cocolis.

Roll Call Vote:

Jeffrey Dykens: Yes

Cory Metters: Yes

Dean Nicastro: Yes

Peter Cocolis: Yes

Shareen Davis: Yes

The Board entered Executive Session at 5:46 p.m.

Executive Session adjourned at 5:59 p.m. and the Board returned to open session at 6:00 p.m.

III. Minutes

December 16, 2019

Amendments were offered to the minutes.

Motion: by Dean Nicastro to approve the minutes as amended.

Second: by Peter Cocolis.

Vote: 5-0

would have 100% of the required minimum lot size. She said this method is more appropriate for larger lots in R40 or R60 zoning.

Chairman Messina said the historic character in Town is in danger and there needs to be creative ways to counter the potential loss of historic structures. Principal Planner Sabatino said there would need to be some requirement for the property owner to preserve the historic structure. Chairman Messina added that a residency requirement for the second structure could be considered.

It was noted that either method includes certain complexities that may be difficult for people to understand. The need to work out Planning Board and Zoning Board of Appeals authorities under either method was noted.

The abundance of pre-existing non-conforming properties in Town were discussed.

Chairman Messina said other methods such as disincentives to altering historic structures were not favored by the building community.

The Board encouraged Principal Planner Sabatino and Chairman Messina to continue their work on this concept.

It was noted that every year additional structures reach the 75-year mark and are considered historic. Chairman Messina said the benchmark for the definition could be raised to 100 years and said the Bylaw applies to those over 75 years old and historically significant.

The Board thanked Chairman Messina and Principal Planner Sabatino for the presentation.

The Board took no action.

D. Permanent Disestablishment of the Chatham Beach Lighted Whistle Buoy; LLNR 520

Harbormaster Stuart Smith said the one lighted buoy offshore of Town is being considered for removal by the Coast Guard in June 2020 after being in place for 28 years. He said it is important that Chatham Inlet be lit. The Coast Guard has rationalized the removal because the buoy keeps moving, it is not marking a federally maintained channel and because Station Chatham has been down graded to a heavy weather station from a surf station. Harbormaster Smith said Aunt Lydia's Cove is a federally maintained channel. He said he is encouraging the public to contact the Coast Guard with objections and concerns and noted the contact information is on the Harbormasters web page.

The dangers that fishermen already face due to seasonal limitations and quotas were noted and the loss of this buoy will compound the risk. It was suggested the Board advocate strongly for the reinstatement of the buoy. It was suggested the Board send

a letter to the Coast Guard conveying its objections and reach out to other Select Boards in neighboring towns as all local mariners will be affected by this decision.

Harbormaster Smith said the Coast Guard petitioned itself for the installation of the buoy 28 years ago. He said Station Chatham is not responsible for the buoy as that is handled by Group Woods Hole and entities in Rhode Island. He discussed the downgrading of Station Chatham and the erosion of the Coast Guard's presence in Town. The need for a quick response from the Town was noted. A conference call with the District Commander and contact with Congressional delegation were suggested.

Motion: by Dean Nicastro that the Board authorize the Chairman and Town Manager to follow up with appropriate communications and correspondence to the various authorities and to reach out to neighboring communities from Harwich up to Provincetown in support of keeping this buoy with all due alacrity.

Second: by Jeffrey Dykens.

Vote: 5-0

E. Special Town Meeting 1/4/20 COA Property Acquisition 1610/0 Main Street (Article 4) – BOS Presentation

Selectman Metters thanked the Chairman for adding this item to the agenda. He said that there are an important set of votes to be taken at the Special Town Meeting and it is important that outstanding questions be answered so that the voters have accurate information.

It was noted that the COA has three vans that can shuttle participants from the Annex in for large program that require overflow parking and that agreements with neighboring businesses for use of their lots were not necessary. It was noted that people seem to be looking for reasons that the site won't work when if a list of things you would like to see in a COA site were developed 1610 Main Street would check many of the boxes.

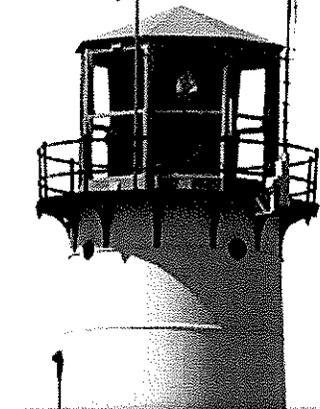
It was noted that staff had prepared a Frequently Asked Questions document in follow-up to the Finance Committee meeting, letters to the editor, and other questions posed. The information was reviewed, and it was agreed that this information should be disseminated to the public.

Chairman Davis said the Board had voted in Executive Session earlier in the evening to release the two appraisals commissioned by the Town on 1610/0 Main Street. She said the first from 2018 valued the parcels at \$745,000 combined and the 2019 appraisal valued the parcels at \$775,000 combined. Town Manager Goldsmith noted appraisals are generally considered "stale" after 6 months as it relates to a Town acquisition. It was noted that the Town and seller had signed an Offer to Purchase with all contingencies included and it would be posted on the Town's website.

Re: Proposed Resolution 20-02

Chatham

Dark



The Cape Cod Chronicle



40
and risin

Overcast
Wind: 5 mph (E)

Local
Media coverage
article

- Home
- Sections
- Archives
- e-Edition
- Advertising
- Subscribe
- Contribute
- Weather

Search



Coast Guard rescue boats at the Chatham Fish Pier. Removal of the "C" buoy outside of Chatham Harbor won't impact the station's operations, according to officials, but selectmen are using all the resources at their disposal to try convince the Coast Guard to retain the buoy. FILE PHOTO

CHATHAM – The board of selectmen will do everything within its power to convince the Coast Guard not to remove the buoy marking the entrance to Chatham Harbor.

Officials have already been in contact with Senator Elizabeth Warren's office to enlist her

help and last week voted agreed to write to Coast Guard brass to stress the need to retain the navigational marker. Selectmen also plan to ask neighboring towns to lend their voice to the protest.

"Unbelievable" is how Selectman Jeffrey Dykens characterized the Coast Guard's decision to remove the marker, officially known as the Chatham Beach Lighted Whistle Buoy C.

"We should bug whoever we need to bug to make sure this doesn't happen," Dykens said.

The buoy is scheduled for removal in late January or early February, Smith said.

The Coast Guard published a notice to mariners regarding the disestablishment of the buoy more than a year ago without notifying the town. Harbormaster Stuart Smith said he only learned about the plan when assistant harbormaster Jason Holm was contacted by a friend stationed on the cutter scheduled to remove the buoy to ask if Holm knew of the pending action.

The whistle buoy has been in place for 25 years, Smith said, and was originally added to mark the harbor entrance channel at the request of then-Chatham Coast Guard Chief Jack Downey. It's an important navigation aid for fishermen and recreational boaters alike, said Smith.

"It presents a large target for people coming in from the sea," he said.

The buoy does tend to move in heavy weather. Smith said in the past 10 years it has had to be moved back on station 11 times. It is "not an insignificant buoy," protruding 10 to 12 feet above the water and held in place by a 2,000 pound anchor. "If it's moving, they should put another [anchor] on there," Smith said.

Although Coast Guard officials say the buoy does not mark a federal channel, Smith said the Aunt Lydia's Cove channel is a federal maintained channel and anchorage. "They didn't seem to be aware of that," he said.

The town has had a good relationship with the Coast Guard, which is why it's surprising officials weren't notified of the buoy removal "until almost after the fact," said Select Chair Shareen Davis. Fishermen, especially, take risks going over the Chatham bar, especially these days when they are squeezed by quotes and days at sea limitations. One fishermen

told her that if he can't see the light of the "C" buoy, he knows it's not a night to go over the bar.

"That's the kind of risk guys are taking and have historically taken for as long as there's been a bar and a Chatham Fish Pier," she said. "And the fact that the Coast Guard is almost literally going behind our backs taking that 'C' buoy away is really atrocious."

Selectmen and Smith worried that the buoy removal is another step in the downgrading of Station Chatham. Last year the station's designation was changed from a surf station to a heavy weather station, and shoaling in the harbor has made it difficult for the station's rescue boats to access the open sea from the fish pier.

"This is just another side of that whole scenario," Davis said of the buoy removal.

Smith added that he's worried what will happen when the current rescue boats, made especially for Chatham, reach the end of their useful life.

"You can begin to see the deterioration of the station, and none of it is good for the community," he said.

The issues aren't related and no changes to the station's mission are planned, said Senior Chief Petty Officer Carlos Hessler. The decision to remove the "C" buoy, which is not located in a marked channel, was made at the upper levels of the agency and its absence will not impact the station's operations, he said.

The station recently had three of its vessels out for repairs; two are now back in service, Hessler said. The 42-foot rescue boats have yet to reach their service life expectancy, and it would not be unusual for them to remain in service beyond that time, he added.

The more pressing need is to find docking space in Stage Harbor. Currently one of the rescue boats is kept at Stage Harbor Marine, but because of the changes in Chatham Harbor, Hessler wants the flexibility to move the vessels where they can be most useful, and for that he needs two slips in Stage Harbor. Plans to extend the town dock at Old Mill Boatyard to accommodate two Coast Guard slips will be presented to the board of selectmen in the next month or so, said Smith.

Officials need to follow "whatever avenues we have to tackle this," said Selectman Cory

Metters said of the buoy removal. "It's happening in a couple of weeks and we need to stop it."

"This is totally unacceptable," said Dykens.

Smith stressed the need to convince the Coast Guard not only to retain the whistle buoy, but to maintain full operations at Station Chatham.

"We need to emphasize that they're here because it's a really nasty place," he said, referring to conditions in the harbor and on the bar.

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LathamCenters



JOB FAIR
Mon., Jan. 20 | 10 am to 3 pm
1439 Main St., Brewster



CAPE COD TIMES

Chatham officials fight plan to remove buoy

Re: Prop Resolution

20-02

By Doug Fraser

Posted Jan 21, 2020 at 7:25 PM

Updated Jan 21, 2020 at 7:25 PM

CHATHAM — To mariners returning from offshore, the big red “C” buoy, located a quarter of a mile east of North Beach, is an old friend, standing at the front door to their home port, one of only two ports for the 40 miles of sandy Atlantic-facing shoreline of the Cape’s outer beach.

Standing about 10 feet tall, the buoy’s light flashes the Morse Code dot-dash symbolizing the letter A, marking the port.

But it doesn’t have a bell or an air horn. Instead, the wave-induced motion of the buoy sends water rushing through a series of chambers compressing the air through a type of whistle that then emits a groan.

It’s technology dating back to the 1850s, and mariners do call it a groaner, Waterways Advisory Committee Chairman Richard Hosmer explained.

“It’s a fairway buoy, it’s supposed to lead into the harbor,” Hosmer said.

Despite a 10-ton cement anchor, the Coast Guard’s heaviest, the big buoy has had trouble holding its position in storm-driven seas, strong currents and migrating sand. The Coast Guard has had to move it back 16 times between 2012 and 2018, according to Coast Guard spokesman Petty Officer Zachary Hupp.

Because it was generally a buoy tender that found it, and the Coast Guard was not notified by mariners that the buoy was off-station, it was assumed the buoy wasn’t being used as a navigational aid, Hupp said.

The Coast Guard recently notified the town it was considering removing the buoy and has requested public comment on the proposal. The initial deadline on public comment has been extended to Feb. 7.

The town’s maritime advisory boards have voted to oppose its removal, as has

the Board of Selectmen, which sent a letter to that effect to the Coast Guard.

"It's an aid to navigation, and why would you in such a tenuous area remove an aid to navigation?" asked Shareen Davis, the board's chairwoman.

"There's not a lot of landmarks if you're off to the east," said Hosmer, who is a recreational boater as well as a commercially licensed captain.

While navigation using GPS technology is increasingly being used by boaters, it's comforting to see a real buoy's flashing light and hear its sounds, especially in Chatham's notoriously bad weather and fog, Hosmer said.

"I like to see the real thing out there even if it's not where it should be," he said.

Chatham Harbormaster Stu Smith said boaters have sometimes tied up to the buoy when lost in the fog, particularly if they're unsure about navigating the tricky, shifting shoals guarding the harbor mouth.

Smith said it removes a navigational tool from boaters who might doubt their instruments or satellite positioning.

"I would ask what's changed in the past 25 years that now makes (the C buoy) unnecessary?" said Smith, who wondered if the proposed move was related to the recent downgrading of Chatham's Coast Guard Station from a surf station to a heavy weather station.

The two issues are unrelated, Hupp said. Based on comments received thus far, he said, the Coast Guard has decided to look at alternative solutions to make sure the buoy remains in place, but wanted to solicit more comments from mariners.

Follow Doug Fraser on Twitter: [@dougfraserctt](https://twitter.com/dougfraserctt).

Re: Prop Resolution 20-02



BARNSTABLE COUNTY COMMISSIONERS

SUPERIOR COURTHOUSE
3195 MAIN STREET
P.O. BOX 427
BARNSTABLE, MASSACHUSETTS 02630
PHONE: (508) 375-6648
FAX:(508) 362-4136

HOME RULED CHARTERED
IN 1989

RONALD R. BEATY
Barnstable

RONALD BERGSTROM
Chatham

MARY PAT FLYNN
Falmouth

January 29, 2020

Lieutenant Arthur Frooks
Waterways Management Division
Sector Southeastern New England
United States Coast Guard
20 Risho Avenue, Suite D
East Providence, RI 02914

RE: Project No. 01-18-041, U.S. Coast Guard proposal to disestablish the Chatham Beach Lighted Whistle Buoy C (LLNR 520)

Dear Lieutenant Frooks,

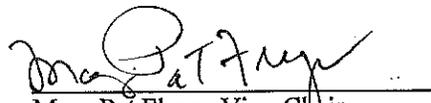
We, the Barnstable County Board of Regional Commissioners write to express our Board's deep concern with the United States Coast Guard's proposal to disestablish the Chatham Beach Lighted Whistle Buoy C (LLNR 520).

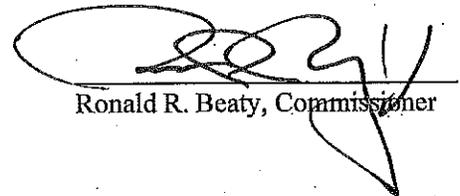
Whistle Buoy C was installed by the United States Coast Guard over two decades ago. In those years it provided added safety for fisherman, recreational boaters, the maritime public at large, and emergency responders including the Coast Guard itself. The buoy is the sole inshore aid to navigation in the vicinity of Chatham that can be reliably obtained by radar and marks the only navigable inlet on Cape Cod's eastern shoreline. Thousands of local mariners rely on the buoy to navigate safely. The Board is gravely concerned about the safety of these mariners during frequent periods of low visibility, especially during peak boating season.

On behalf of the residents of Barnstable County, and all who utilize Cape Cod waterways, this Board hopes the Coast Guard will re-consider the disestablishment of the Chatham Beach Lighted Whistle Buoy C (LLNR 520).

If you have any questions regarding the letter, please contact Barnstable County Administrator Jack Yunits, Jr. at jack.yunits@barnstablecounty.org or 508-375-6771.


Ronald Bergstrom, Chair


Mary Pat Flynn, Vice-Chair


Ronald R. Beaty, Commissioner