

# St Peters Inlet — Charts A & B

**CHS Chart No:** 4275 – St Peters Bay (1:20,000)

## **Amenities:**

## **Description:**

The passage from St Peter's to the Big Lake, known as St Peters Inlet, offers several anchorages. The anchorage behind Beaver Island off Sampsonville has good all round protection, but care should be taken in picking a spot to anchor. Entry should be made at the western end of Beaver Island; the intricate passage at the eastern end is best left to those with 'local knowledge'. The mud here is soft and a Danforth-style anchor is preferable to the plough-type. The western area tends to be weedy, but weed-free bottom in about 15' can be found in the middle, and provides excellent holding. Corbetts Cove is a pleasant anchoring spot, and so far is free of any habitation, but that may not last for long; heavy equipment was heard working here in 2012. Snug anchorage may be found in the lee of MacNabs Island and further up in Damions Cove. Only four cottages were unobtrusively located here in 2013.

## **Navigation:**

For those entering the lakes from the south at St Peter's the buoyage system may seem confusing. However, since the natural entrance to the Bras d'Or Lakes system is the Great Bras d'Or Channel, from St Peters Canal into the lakes one is proceeding **seaward** (i.e. green buoys to starboard). Boats with a draft of less than 5', leaving the St Peter's Marina and heading for the Lake can take the passage between Hadleys Island and Anatole Point, favouring the Hadleys Island side. Helens Island should be left to starboard, and has finally (in 2012) had its light changed from red to green. At the far end of the inlet, Gregory Island light, also red for the longest time, is now green.

**Power Lines:** The minimum charted height of the power lines at Beaber Narrows was reduced in 2006 from 100' (30 m) to 80' (24 m), but revised in 2015 to be 90' (24 m). Many boats still report the safe clearance to be closer to 100' (30 m). At the last count there were at least five sets of high-tension wires. The power lines crossing the head of **Corbetts Cove** have a charted clearance of only 45' (14 m). Several years back a shallow-draft (centreboard) cruising sailboat's mast struck these high-tension wires, with disastrous results. The boat suffered severe damage; fortunately the crew was only badly shaken by the incident.

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