



## COAST PILOT 6 (Continued)

scribe any segments of the safety zone affected by the notice. At a minimum, notices of enforcement and notices of suspension of enforcement will identify any affected segments by reference to mile markers. When possible, the Captain of the Port, Sector Lake Michigan, will also identify enforced segments of this safety zone by referencing readily identifiable geographical points. In addition to providing the geographical bounds of any enforced segment of this safety zone, notices of enforcement will also provide the date(s) and time(s) at which enforcement will commence or suspend.

(3) The Captain of the Port, Sector Lake Michigan, will publish notices of enforcement and notices of suspension of enforcement in accordance with 33 CFR 165.7(a) and in a manner that provides as much notice to the public as possible. The primary method of notification will be through publication in the **Federal Register**. The Captain of the Port, Sector Lake Michigan, will also provide notice through other means, such as Broadcast Notice to Mariners, local Notice to Mariners, local news media, distribution in leaflet form, and on-scene oral notice. Additionally, the Captain of the Port, Sector Lake Michigan, may notify representatives from the maritime industry through telephonic and email notifications.

(d) *Regulations.* (1) In accordance with the general regulations in § 165.23 of this part, entry into, transiting, mooring, laying up, or anchoring within any enforced segment of the safety zone is prohibited unless authorized by the Captain of the Port, Sector Lake Michigan, or his or her designated representative.

(2) The “designated representative” of the Captain of the Port, Sector Lake Michigan, is any Coast Guard commissioned, warrant or petty officer who has been designated by the Captain of the Port, Sector Lake Michigan, to act on his or her behalf. The designated representative of the Captain of the Port, Sector Lake Michigan, will be aboard a Coast Guard, Coast Guard Auxiliary, or other designated vessel or will be on shore and will communicate with vessels via VHF radio, loudhailer, or by phone. The Captain of the Port, Sector Lake Michigan, or his or her designated representative may be contacted via VHF radio Channel 16 or the Coast Guard Sector Lake Michigan Command Center at 414-747-7182.

(3) To obtain permission to enter or operate within an enforced segment of the safety zone established by this section, Vessel operators must contact the Captain of the Port, Sector Lake Michigan, or his or her designated representative. Vessel operators given permission to operate in an enforced segment of the safety zone must comply with all directions given to them by the Captain of the Port, Sector Lake Michigan, or his or her designated representative.

(4) When a segment of the safety zone is being enforced, it will be closed to all vessel traffic, except as may be permitted by the Captain of the Port, Sector Lake Mich-

igan, or his or her designated representative. As soon as operations permit, the Captain of the Port, Sector Lake Michigan, will issue a notice of suspension of enforcement as specified in paragraph (c) of this section.

(5) All persons entering any enforced segment of the safety zone established in this section are advised that they do so at their own risk.

(FR 6/16/11) 33/11

Page 349—Paragraph 175, line 7; read:

2011, the controlling depth was 8 feet (except for lesser depths to 6½ feet along the edges), in the entrance ...

(DD 20213) 33/11

Page 376—Paragraph 474, line 3; read:

the shoreline surrounding Northerly Island.

(L-683-2011) 33/11

Page 378—Paragraph 496; insert after:

**Regulated Navigation Area**

A **safety zone** has been established from Lake Michigan to Brandon Road Lock and Dam, including Des Plaines River, Chicago Sanitary and Ship Canal, Chicago River, and Calumet-Saganashkee Channel. (See **33 CFR 165.1 through 165.9, 165.20 through 165.23, and 165.930**, chapter 2, for limits and regulations.)

(FR 6/16/11) 33/11

Page 456—Paragraph 180, lines 3 to 6; read:

are marked by lights. In 2011, the controlling depth was 2½ feet in the entrance and through the canal to deep water in Lac La Belle.

(DD 20327) 33/11

Page 483—Paragraph 71, line 8; read:

In June 2011, the breakwater was reported submerged and a hazard to navigation. Mariners are advised to use extreme caution when transiting the area. A fixed highway bridge, with a clearance of 56 feet, ...

(24/11 CG1) 33/11

**COAST PILOT 6      41 Ed 2011      Change No. 10**

Page 221—Paragraph 50, line 3; read:

across the northern section of the Outer Harbor to Black ...

(L-114/2011; 13/11 CG9; NOS 14833) 33/11

Page 221—Paragraph 51; read:

From Black Rock Lock at the northern end of Squaw Island, a dredged channel continues northward through Tonawanda Channel for about 9 miles to a turning basin on the N side of **Tonawanda Island** at North Tonawanda.

(NOS 14832) 33/11

**COAST PILOT 6 (Continued)**

Page 222—Paragraph 55, line 5; read:

right-hand side, looking downstream, and green on the ...  
(NOS 14832; LL/11) 33/11

Page 255—Paragraphs 507 to 508; read:

**West Harbor** is entered 2.5 miles northwest of East Harbor through two entrance channels. The northwest entrance channel is privately maintained and leads to a large small-craft harbor. The entrance is protected by jetties marked by lights at their outer ends. In 1993, the reported controlling depth was 5 feet with 3 to 6 feet in the harbor. A fixed highway bridge at the head of the harbor has a reported clearance of 20 feet. Beyond the bridge, a dredged inner channel leads southeast through West Harbor for about 1.3 miles to the head of the project. The southeast entrance is protected by converging jetties marked at their outer ends by lights. A dredged channel, marked by lights, buoys, and daybeacons, leads between the jetties and into the harbor to the inner channel within the harbor. (See Notices to Mariners and the latest edition of the chart for controlling depths.)

(L-374-2011) 33/11

Page 323—Paragraph 281, lines 3 to 8; read:

River, 2 miles SW. A narrow navigable channel leads SE from South Channel into Duncan Bay. Pilings from former lumber docks project from shore into the W side of Duncan Bay. A privately dredged entrance channel, with a reported depth of 8 feet, leads to a boat basin and marina on the W side of the bay. The marina can provide transient berths, electricity, water and a pump-out station. A lighted buoy just SE of the entrance channel marks a sunken wreck.

(16/11 CG9; 15/11 CG9;  
L-1334-1999; NOS 14886) 33/11

Page 407—Paragraph 774, lines 11 to 12; read:

lights. A sound signal at the N pierhead light is operated by keying the microphone five times on VHF-FM channel 83A/157.175 MHz. A seasonal lighted buoy marks the S edge of a detached ...

(13/11 CG9) 33/11

Page 424—Paragraph 989, line 4; read:

N of Sand Point. A sound signal at the light is operated by keying the microphone five times on VHF-FM channel 79.

(13/11 CG9) 33/11

Page 451—Paragraph 117, lines 5 to 6; read:

breakwater that encloses the harbor. A sound signal, which operates by keying the microphone five times on VHF-FM channel 79, is at the light.

(18/11 CG9) 33/11