

COAST PILOT 2 (Continued)

and south of a line drawn between 40°42'14.8"N, 074°00'20.3"W (Wall Street, Manhattan), and the northwest corner of Pier 2 North, Brooklyn (NAD 1983).

⁽²⁷⁴⁴⁾ (2) Randalls and Wards Islands RNA: All waters of the East River between the Hell Gate Rail Road Bridge (mile 8.2), and a line drawn from a point at approximate position 40°47'27.12"N, 073°54'35.14"W (Lawrence Point, Queens) to a point at approximate position 40°47'52.55"N, 073°54'35.25"W (Port Morris Stacks), and all waters of the Bronx Kill southeast of the Bronx Kill Rail Road Bridge (mile 0.6) (NAD 1983).

⁽²⁷⁴⁵⁾ (3) Marine Air Terminal, La Guardia Airport Security Zone: All waters of Bowery Bay, Queens, New York, south of a line drawn from the western end of La Guardia Airport at approximate position 40°46'47"N, 073°53'05"W to the Rikers Island Bridge at approximate position 40°46'51"N, 073°53'21"W and east of a line drawn between the point at the Rikers Island Bridge to a point on the shore in Queens, New York, at approximate position 40°46'36"N, 073°53'31"W (NAD 1983).

⁽²⁷⁴⁶⁾ (4) United Nations Security Zone. All waters of the East River bound by the following points: 40°44'37"N, 073°58'16.5"W (the base of East 35th Street, Manhattan), then east to 40°44'34.5"N, 073°58'10.5"W (about 180 yards offshore of Manhattan), then northeasterly to 40°45'29"N, 073°57'26.5"W (about 125 yards offshore of Manhattan at the Queensboro Bridge), then northwesterly to 40°45'31"N, 073°57'30.5"W (Manhattan shoreline at the Queensboro Bridge), then southerly along the shoreline to the starting point at 40°44'37"N, 073°58'16.5"W (NAD 1983).

⁽²⁷⁴⁷⁾ (5) United Nations West Channel Closure Security Zone. All waters of the East River north of a line drawn from approximate position 40°44'37"N, 073°58'16.5"W (the base of East 35th Street, Manhattan), to approximate position 40°44'31.04"N, 073°58'03.10"W (approximately 400 yards east of the Manhattan shoreline), all waters west of a line drawn from approximate position 40°44'31.04"N, 073°58'03.10"W (approximately 400 yards east of the Manhattan shoreline), to the southern tip of Roosevelt Island at approximate position 40°44'57.96"N, 073°57'41.57"W, then along the western shoreline of Roosevelt Island to the Queensboro Bridge, and all waters south of the Queensboro Bridge (NAD 1983).

⁽²⁷⁴⁸⁾ (6) United Nations Full River Closure RNA. All waters of the East River north of a line drawn from approximate position 40°44'37"N, 073°58'16.5"W (the base of East 35th Street, Manhattan), to approximate position 40°44'23"N, 073°57'44.5"W (Hunters Point, Long Island City), and south of the Queensboro Bridge (NAD 1983).

⁽²⁷⁴⁹⁾ (b) Definitions. As used in this section—

⁽²⁷⁵⁰⁾ Designated representative means any Coast Guard commissioned, warrant, or petty officer who has been designated by the COTP to act on the COTP's behalf. The designated representative may be on a Coast Guard vessel, or onboard a federal, state, or local agency ves-

sel that is authorized to act in support of the Coast Guard.

⁽²⁷⁵¹⁾ Dignitary means the President or Vice President of the United States, or visiting heads of foreign states or governments.

^(2751.01) (c) Regulations. In accordance with the general regulations in 33 CFR part 165, no person or vessel may enter or move within a RNA or security zone created by this section during enforcement periods unless granted permission to do so by the COTP New York or the designated representative. Vessel operators and persons given permission to enter or operate in the RNA or security zone must comply with all directions given to them by the COTP or the designated representative. Upon being hailed by a U.S. Coast Guard or New York City police vessel by siren, radio, flashing lights, or other means, the operator of a vessel must proceed as directed, and follow any instructions to anchor or moor up to a waterfront facility.

^(2751.02) (d) Enforcement. The security zone described in paragraph (a)(4) of this section is effective and will be enforced at all times. Coast Guard Sector New York will provide actual notice to mariners for the purpose of enforcement for the regulated navigation areas and security zones described in paragraphs (a)(1), (a)(2), (a)(3), (a)(5), and (a)(6). The Captain of the Port will also provide notice to the maritime public regarding the activation of these RNAs and security zones by appropriate means, which may include but are not limited to a Local Notice to Mariners or marine information broadcasts, and at <http://homeport.uscg.mil/newyork>

^(2751.03) (e) Contact Information. Vessel operators desiring to enter or operate within a RNA or security zone shall telephone the COTP at 718-354-4356 or the designated representative via VHF channel 16 to obtain permission to do so.

(FR 8/30/2013)

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Chapter 7—Paragraph 73; read:

⁽⁷³⁾ **Old Reef**, with a least depth of 7 feet, is about 1.5 miles west of Weekapaug Point and about 0.5 mile offshore. (H 12296; DD 23437) 39/13

Chapter 7—Paragraph 77; read:

⁽⁷⁷⁾ **Watch Hill Passage** is the principal entrance to Fishers Island Sound from eastward, and the only one used by strangers. It has a least depth of about 16 feet. A spot with 13 feet over it in the passage is marked by a buoy; the best channel is northward of this buoy, giving it a berth of about 150 yards. (H 12296; DD 23437) 39/13

Chapter 7—Paragraph 251; read:

⁽²⁵¹⁾ **Little Narragansett Bay**, at the eastern end of Fishers Island Sound, is entered at its extreme western end southward of Stonington Point. The channel, with

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dredged sections, extends generally southeasterly across the bay into Pawcatuck River to Westerly. In 2012-2013, the controlling depth was 6.5 feet from the entrance to a point just southwest of Little Narragansett Bay Entrance Lighted Buoy 5 where the channel has been encroached upon by the shoaling off Sandy Point. Deep water is available, with local knowledge, north of the channel opposite the shoal. The channel continues eastward of Little Narragansett Bay Entrance Lighted Buoy 5 to Little Narragansett Bay Entrance Buoy 11 with a controlling depth of 4 feet, thence 7.5 feet to the entrance of Pawcatuck River.

(L 1494-2013; DD 23500) 39/13

Chapter 8—Paragraphs 184 to 185; read:

⁽¹⁸⁴⁾ **Long Sand Shoal** extends 6 miles westward from off the entrance of Connecticut River and has a greatest width of nearly 0.3 mile; the shoal is constantly shifting. The general depths on the shoal are 4 to 15 feet; bottom is hard and lumpy. Shoaling is abrupt on both sides, but especially on the south side, where the 30-foot curve is only 100 yards from it in places. The shoal is marked at its eastern end by a buoy, and on the south side and west end by a bell buoy and gong buoy, respectively.

⁽¹⁸⁵⁾ <Deleted Paragraph>
(L 1632-2013; LL 2013; LNM 4/13 CG1) 39/13

Chapter 10—Paragraph 69; read:

⁽⁶⁹⁾ **Patchogue River**, on the north side of Great South Bay, 3.7 miles west of Bellport and 0.9 mile westward of Swan River, is entered through a Federal channel that leads from Great South Bay, thence through **Patchogue Bay**, and thence to the head of river navigation about 1 mile above the mouth. The Federal channel has a project depth of 8 feet. (See Notice to Mariners and latest edition of chart for controlling depths.) The channel is marked by a lighted and unlighted buoys from the bay to the jettied entrance. The west side of the entrance is protected by a breakwater with a light on the outer end, and the east side by a bulkhead and short jetty extending southward from it; a private light is near the end of the jetty.

(L 465-2013; DD 23460) 39/13

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LAST NM 37/13

Chapter 8—Paragraphs 98 to 99; read:

⁽⁹⁸⁾ **Quinby Inlet**, the ocean entrance between Parramore Island and Hog Island, has a fan of breakers across the bar at the entrance. The buoys marking the inlet are frequently shifted and not charted. The inlet should not be used without local knowledge.

⁽⁹⁹⁾ **Quinby** is a village on the mainland about 6 miles north-northwest of Quinby Inlet. A channel to the village, marked by lights, follows **Sandy Island** Channel to

Upshur Bay, thence through a slough in the mudflats to a dredged channel leading to a basin that has a public landing with a pump-out station available. A no-wake **speed limit** is enforced.

(NOS 2013) 39/13

COAST PILOT 6 43 Ed 2013 01 SEP 2013
LAST NM 37/13

Chapter 8—Paragraph 40; read:

⁽⁴⁰⁾ **Salt River** flows into the northwest side of Anchor Bay about 4 miles north from the mouth of the Clinton River. The entrance to the river is marked by a private 018° lighted range. Several submerged concrete remains of former light structures are in the entrance channel; caution is advised. A slow-no wake speed is enforced in the Salt River. Marinas in the lower part of the river provide gasoline, diesel fuel, water, ice, sewage pump-out, marine supplies, hull and engine repairs, marine railways to 45 feet and hoists to 25 tons.

(NOS 14853; LL 2013) 39/13

Chapter 10—Paragraph 105; read:

⁽¹⁰⁵⁾ **Bay Port Harbor, MI**, is on the south shore of Wild Fowl Bay just east of Wild Fowl Point and about 25 miles southwest of Points aux Barques. A Federal project provides for a dredged entrance channel leading south from deep water in Wild Fowl Bay to join privately maintained channels; a launching ramp is on the west side of the channel. The harbor is primarily used by commercial fishermen.

(NOS 14863; DD 23504) 39/13

Chapter 10—Paragraph 181; read:

⁽¹⁸¹⁾ <Deleted Paragraph>
(NOS 14863) 39/13

Chapter 10—Paragraphs 186 to 188; read:

⁽¹⁸⁶⁾ **Au Sable Harbor**, also known as **Oscoda**, is a harbor of refuge used mainly by pleasure craft at the mouth of the **Au Sable River**. The towns of **Au Sable, MI**, and **Oscoda, MI**, front the west and east sides of the river, respectively. A prominent black water tank is 1.2 miles northwest of the river mouth; the tank is lighted. A dredged entrance channel enters the river from Lake Huron between parallel piers and leads upstream for about 0.2 mile to the U.S. Route 23 highway bridge. The outer ends of the piers are marked by lights. A mariner radio activated sound signal at the north light is initiated by keying the microphone five times on VHF-FM channel 79. Above the dredged channel, depths of 2 to 3 feet can be carried for about 1 mile.

^(186.01) <Deleted Paragraph Header>

⁽¹⁸⁷⁾ <Deleted Paragraph>

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(NOS 14863; NOS 2013; LL 2013) 39/13

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Chapter 11—Paragraph 93; read:

⁽⁹³⁾ A small-craft basin protected by breakwaters is at **Grelickville**, about 2 miles northwest of the Traverse City docks. The outer ends of the breakwaters are marked by lights. A dredged channel leads north from deepwater in Grand Traverse Bay through the breakwaters to a mooring basin.

(NOS 14913)

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bay and a lighted radio tower about 1.0 mile E are conspicuous in entering the bay.

(LNM 34/13 CG11)

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Chapter 13—Paragraphs 179 to 182; read:

⁽¹⁷⁹⁾ **Lac La Belle Harbor** is at the head of Bete Grise Bay, about 36 miles northeast of the lower entrance to Keweenaw Waterway. A dredged canal leads from the head of the bay west for about 0.7 mile to **Lac La Belle**, a small inland lake about 2.5 miles long, 1 mile wide, and up to 37 feet deep. Lac La Belle has good anchorage, generally mud bottom. A public dock developed by the Michigan State Waterways Commission is at the northwest end of the lake; a launching ramp is available here.

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(NOS 2013; NOS 14964)

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Chapter 2—Paragraphs 838 to 838.01; read:

⁽⁸³⁸⁾ (a) The draw of the Winneconne Highway bridge, mile 2.4 at Winneconne, shall open on signal; except that, between the hours of midnight and 8 a.m., from April 20 through October 15, at least 2-hours of advance notice is required, and from October 16 through April 19, at least 12-hours of advance notice is required. Advance notice shall be provided to the Winnebago County Highway Department.

^(838.01)(b) The draw of the Canadian National Railroad Bridge, mile 27.8 at Gill's Landing, shall open on signal if at least 6-hours advance notice is provided from April 20 through October 15, and if at least 12-hours advance notice is provided from October 16 through April 19.

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Chapter 8—Paragraph 191; read:

⁽¹⁹¹⁾ By day the tall stacks and the smoke from the pulp mill in the bay can usually be seen. North Spit has clumps of trees along the bay shore near the channel while South Spit is barren. The red bluff at **Buhne Point** on the east shore of the