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Corrections

Chapter 5, Paragraph: 97, read:

A Federal project provides a 10-foot channel from Cuttyhunk Harbor into Cuttyhunk Pond to a turning basin at the western terminal in the pond and a 10-foot anchorage basin in the eastern part of the pond north of the channel. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The jettied entrance is marked by a light on the north jetty and by a buoy off the end of the submerged south jetty. A bell buoy marks the entrance to the channel.

(L 1341-2011; DD 21025; LNM 23/12 CG1)

Chapter 6, Paragraph: 286, read:

Apponaug Cove, in the northwestern part of Greenwich Bay, is entered through a marked Federal channel with a project depth of 6 feet that leads from the bay to an anchorage basin on the southwest side of the channel just below a fixed railroad bridge about 0.7 mile above the channel entrance. A State regulatory buoy at the entrance to the cove marks a 5 mph **speed zone**. (See Notice to Mariners and latest edition of chart for controlling depths.) Small-craft facilities can be found in the cove and at the west end of Greenwich Bay southwest of the entrance channel to the cove. (See small-craft facilities tabulation on chart 13221 for services and supplies available.)

(L 538-2012; DD 21628; LNM 19/12 CG1)

Chapter 9, Paragraph: 151, read:

Cos Cob Harbor is on the northeast side of Captain Harbor. A Federal project provides for a depth of 6 feet from about 0.2 mile north of Lowther Point, extending 1.3 miles northward through the Mianus River to the head of navigation at Mianus. (See Notice to Mariners and the latest edition of the chart for controlling depths.) Shoaling is reported to be abrupt along both edges of the channel. The channel is buoyed to the first bridge; above this point the channel may be followed by steering a midchannel course between the marsh banks.

(L 1339-2011; DD 21015; LNM 49/11 CG1)

Chapter 9, Paragraph: 405, read:

Flushing Bay extends southeast between the town of College Point and La Guardia Airport, 0.6 mile to the southwest. **Flushing Creek** flows into the east side of the head of the bay. A Federal project provides for a 15-foot dredged channel, marked by buoys and lights, extending from East River through the bay to the mouth of the creek and thence upstream for about 0.8 mile to the railroad bridge. A turning basin, with a project depth of 12 feet, is on the west side of the dredged channel west of the entrance to Flushing Creek. A small-craft anchorage area, with a project depth of 6 feet, extends northwest from the turning basin. (See Notice to Mariners and the latest edition of the chart for controlling depths.) Flushing Bay is mostly shallow, with depths of less than 6 feet outside the channel.

(L 1345-2011; DD 21030; LNM 52/11 CG1)

Chapter 9, Paragraph: 410, read:

The L-shaped pier at the head of Flushing Bay partially encloses a small-boat basin. Inside the small-boat basin, depths of about 7 feet were reported in 1981. The marina to the westward has a reported depth of about 5 feet inside. Gasoline, diesel fuel, berths, electricity, water, ice, storage, and a 30-ton hoist are available; limited electronic and engine repairs can be made.

(L 1345-2011; DD 21030)

Chapter 9, Paragraph: 464, read:

East River Deepwater Lighted Range (Front Light; 40°41'58"N., 73°59'59"W.), bearing **079.4°**, is on the Brooklyn side of the river and marks the best water in the 40-foot-project main channel which leads from deep water in New York Upper Bay to the East River. The range line passes about midway between The Battery and Governors Island, 0.5 mile to the southward.

(LNM 19/12 CG1)

Chapter 12, Paragraph: 66, read:

An abandoned lighthouse is a prominent landmark in Tarrytown. A Federal project provides for depths of 12 feet in both the northwest and southwest connecting channels in Tarrytown Harbor and also in the waterfront channel. (See Notice to Mariners and latest edition of the chart for controlling depths.) An obstruction, consisting of rocks, is on the east edge of the waterfront channel in about 41°04'48"N., 73°52'10"W. Both access channels are buoyed.

(L 1155-2011; DD 20894; LNM 45/11 CG1)