



U.S. Department
of Homeland Security
**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District: 9

Week: 11/08

Issued by: Commander (dpw)
Ninth Coast Guard District
1240 East Ninth Street,
Cleveland, OH 44199-2060
Telephone: (216) 902-6074

Direct questions about this LNM to the above address.

District Nine Internet Address <http://www.uscg.mil/d9/uscgd9.html>

** Navigation Information Service watchstander, 24 hours a day at (703) 313-5900 ** **Internet Address** <http://www.navcen.uscg.gov/>

Light List Reference: Commandant Publication P16502.7, VOL VII, 2007 Edition

Coast Pilot Reference: 2007 U.S. Coast Pilot 6 Great Lakes 35th Edition

Coast Pilot Corrections Reference download web page: <http://nauticalcharts.noaa.gov/nsd/cpdownload.htm>

The Local Notice to Mariners is available on the Internet at <http://www.navcen.uscg.gov/lnm/d9/default.htm>. You will also have links to other government agencies- web pages including the US Army Corps of Engineers and the National Ocean Service.

REPORT DISCREPANCIES IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

The Ninth District and all Sector offices for their areas of responsibility issue a BROADCAST NOTICE TO MARINERS.

The following Broadcast Notice to Mariners have been incorporated into this week's Local Notice to Mariners:

Sector Buffalo, NY - B005-08 through B006-08

Ninth District - C020-08 through C023-08

Sector Detroit, MI - D015-08 through D016-08

Sector Lake Michigan, WI - M087-08 through M090-08

Sector Sault Ste Marie, MI - S026-08 through S028-08

ABBREVIATIONS

A through I

ACOE - Army Corps of Engineers
ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
B - Buoy
BKW - Breakwater
B - Refer to Light List
BNM - Broadcast Notice to Mariner
CG - Refer to Light List
CHAN - Channel
CGD - Coast Guard District
CR - Refer to Light List
C/O - Cut Off
CONT - Contour
CONSTR - Construction
CRK - Creek
CONST - Construction
DBN - Daybeacon
DBD/DAYBD - Dayboard
DBN/DEST - Daybeacon Destroyed
DBN IMCH - Daybeacon Improper Characteristic
DISCON - Discontinued
DMGD - Daybeacon Damaged
EST - Established Aid
EVAL - Evaluation
EXT - Extinguished
FL - Flashing
FS - Fog Signal

K through M

KBG - Refer to Light List
KBG-I - Refer to Light List
KBR - Refer to Light List
KBR-I - Refer to Light List
KBW - Refer to Light List
KGB - Refer to Light List
KGB-I - Refer to Light List
KGR - Refer to Light List
KGR-I - Refer to Light List
KGW - Refer to Light List
KGW-I - Refer to Light List
KRB - Refer to Light List
KRB-I - Refer to Light List
KRG - Refer to Light List
KRG-I - Refer to Light List
KRW - Refer to Light List
KWB - Refer to Light List
KWB-I - Refer to Light List
KWG - Refer to Light List
KWG-I - Refer to Light List
KWR - Refer to Light List
KWR-I - Refer to Light List
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude

N through Z

NB - Refer to Light List
N/C - Not Charted
ND - Refer to Light List
NG - Refer to Light List
NGA - National Geospatial-Intelligence Agency
NL - Refer to Light List
NO - Number
NOS - National Ocean Service
NR - Refer to Light List
NW - Refer to Light List
NW - Notice Writer
NY - Refer to Light List
OBSCU - Obscured
OBST - Obstruction
OFF STA - Off Station
OBSTR - Obstruction
PRIV - Private Aid
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REDINT - Reduced Intensity
RRL - Range Rear Light
RELIGHTED - Aid Relighted
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River

HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet

LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MISS - Missing
MR - Refer to Light List
MR-I - Refer to Light List

SEC - Section
SG - Green Square
SG-SY - Green Square with Yellow Square
SHL - Shoaling
SND - Sound
SS - Sound Signal
TEMP - Temporary Aid Change
TMK - Topmark
St M - Statute Mile
TR - Red Triangle
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TR-TY - Red Triangle with Yellow Triangle
TRUB - Temporarily Replaced by Unlighted Buoy

Additional Abbreviations Specific to this LNM Edition:

DMGD - Damaged
MSLD SIG - Misleading Signal
REDUCED INT DAY - Burning During the Day
SS - Sound Signal

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

SAAB R3-AIS TRANSPONDERS

REPORTS HAVE BEEN VERIFIED THAT SOME SAAB R3-AIS TRANSPONDERS, WHEN COMBINED WITH AN OLDER GPS RECEIVER, HAVE STOPPED WORKING WHILE GPS SATELLITE PRN32 IS IN VIEW. VESSELS AFFECTED ARE REPORTED BEING 'INVISIBLE' TO OTHER AIS EQUIPPED VESSELS IN ADDITION TO SOME AIS EQUIPPED SHORE STATIONS. IT HAS BEEN REPORTED VESSELS EQUIPPED WITH THE SAAB R3-AIS TRANSPONDERS CONTINUE TO RECEIVE AIS INFORMATION FROM OTHER AIS EQUIPPED VESSELS.

ALL VESSELS ARE ADVISED TO CHECK THE PROPER OPERATION OF THEIR AIS AND GPS EQUIPMENT. GPS PROBLEMS SHOULD BE REPORTED TO THE USCG NAVIGATION CENTER AT WWW.NAVCEN.USCG.OV/GPS/USERINPUTGPS.HTM OR CONTACT THE USCG NAVIGATION INFORMATION SERVICE AT 703.313.5900.

LNM: 11/08

WATERWAY CLOSURES FOR THE GREAT LAKES

LAKE HURON - 33 CFR 165.901
The South Channel - closed
The waters between St. Ignace, MI and Mackinac Island - closed
LAKE MICHIGAN - 33 CFR 165.901
Grays Reef Passage - closed
ST MARYS RIVER - 33 CFR 162.117
West Neebish Channel - closed
Pipe Island Passage - closed

LNM: 05/08

USACOE NOTICE TO NAVIGATION INTERESTS

All recent Federal Channels conditions that have conditional surveys can be found can be seen at the USACE Detroit District web site at: <http://www.lre.usace.army.mil/who/operationsofficehomepage/latestnotices/index.cfm?> and <http://www.lre.usace.army.mil/who/operationsofficehomepage/noticetonavigationinterest/>, the USACE Chicago District website at: http://www.lrc.usace.army.mil/co%2Do/Nav_Notice.htm, and the USACE Buffalo District website at: <http://www.lrb.usace.army.mil/>

LNM: 11/07

ST LAWRENCE SEAWAY - NAVIGATION NOTICES

All recent notices that have been created by the St Lawrence Seaway System can be found at the following web addresses: <http://www.greatlakes-seaway.com/en/seaway/index.html>

LNM: 13/07

The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps

The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, dated October 1, 2007, published by the National Ocean Service, is

available for issue. It may be obtained for free by mail from the FAA/National Aeronautical Charting Office, Distribution Division AVN-530, 10201 Good Luck Road, Glenn Dale MD, 20769-9700, by telephone at 1-800-638-8972, or from your local authorized nautical chart sales agent. This is a quarterly publication listing the most recent editions of nautical charts, miscellaneous maps and publications relating to navigation, weather, etc. with brief descriptions and newly updated prices for most of the publications listed. Much of this information may also be obtained online at: <http://chartmaker.ncd.noaa.gov/mcd/dole.htm>

LNM: 43/07

GREAT LAKES - Great Lakes Water Levels

The expected water levels on the Great Lakes for March 20, 2008. Connecting Channels and the St. Lawrence River, given in inches above (+) or below (-) Low Water Datum (LWD). LWD is a plane of reference used on a navigation chart. It is also known as chart Datum.

Great Lakes:

Lake Ontario +21, Lake Erie +22, Lake St. Clair +17, Lake Michigan-Huron +13, Lake Superior 0.

St Lawrence River:

Above Long Sault Dam +40, Above Iroquois Dam +29, Ogdensburg +31, Alexandria Bay +27, Head of River at Cape Vincent +26.

Detroit River:

Lake Erie at Pelee Passage +26, Mouth of River at Gibraltar +24, Head of River above Belle Isle +16

St. Clair River:

Mouth of River at St. Clair Flats +16, Algonac +11, St. Clair +3, Blue Water Bridge -2, Head of River at Fort Gratiot -7,

Lake Huron Approach Channel -7.

St. Marys River:

Mouth of River at Detour -7, West and Middle Neebish -2, Head of Little Rapids -1, U.S. Slip -3, Above Locks -4,

Head of River at Point Iroquois -7.

Available water depth is determined for a location by adding (if +) or subtracting (if -) the amount from the above to the water depth shown on National Oceanic and Atmospheric Administration (NOAA) navigational charts. Caution: Depths so determined are representative of a still water surface elevation, disturbed by neither wind nor other causes. Depth, however, may be reduced or increased as much as several feet for short periods of time due to these disturbances, or when sections of channels develop shoals. Vessel masters should refer to the Local Notice to Mariners for extent of shoaling and scattered bedrock projections in all channels. For further information direct inquiries to: Department of the Army, Detroit District Corps of Engineers P. O. Box 1027, Detroit, MI 48231, (313) 226-6443. Additional information can be found on the U.S. Army Corps of Engineers Information Center website at <http://www.lre.usace.army.mil/greatlakes/hh/greatlakeswaterlevels/waterlevelforecasts/connectingchannelsforecasts/index.cfm?>

LNM: 10/08

NEW YORK STATE CANAL SYSTEM - NOTICE TO MARINERS - Champlain Canal - Chart 14786

Mariners are advised that shoaling to 6.5' has been reported between red buoys 72 and 72A, just to the south of Lock C-4 on the Champlain Canal. This shoaling has been reported and confirmed at a time when flashboards adjacent to Lock C-3 were fully deflated for maintenance, decreasing water levels to "normal pool" but much lower than typical for this area. At normal pool elevation of 67.5', vessels exceeding a 6.5' draft should not transit this area.

Typical navigation season elevation for this level is 73.5' due to inflatable flashboards maintained for the purpose of hydropower generation by a private company. Therefore, depth usually encountered in this area will be approximately 6' deeper than reported above. With flashboards fully inflated on this level, controlling minimum depth is approximately 12.5'.

Mariners requiring a controlling depth of greater than 6.5' should call ahead to verify pool levels prior to transiting this area.

For updates and information on Canal conditions please call 1-800-4CANAL4 or visit www.nyscanals.gov.

LNM: 39/07

NEW YORK STATE CANAL SYSTEM NOTICE TO MARINERS - Champlain Canal -Chart 14786

Mariners are advised that a strong crosscurrent may affect vessel maneuverability immediately above Lock C-2 in Mechanicville. This crosscurrent is related to operations at an adjacent hydroelectric facility not under ownership or control of the Canal Corporation. Vessels should remain mid channel and stay well clear of cribbing clusters when transiting this area. Work has been completed at Lock E-28A in Lyons. The lock is open for navigation.

LNM: 32/07

LAKE ONTARIO - Irondequoit Bay - Shoaling - Chart 14804

Heavy shoaling has been reported in Irondequoit Bay near the Bay Entrance Channel.

LNM: 34/07

LAKE ERIE - OH, Port Clinton - Rock Hazard - Chart 14846

The Coast Guard has received a report of a rock in the water located 260 yards off shore in 3 feet of water at position 41-31-24N 082-57-34.2W. Mariners are urged to use caution when transiting this area.

LNM: 43/07

DETROIT RIVER - East Outer Channel - Chart 14848

East Outer Lighted Buoy 16 (LLNR 6960) has been changed to a year round lighted buoy. Range of the light is 3 miles.
LNM: 52/07

LAKE ST CLAIR - Chart 14850

Lake St. Clair Lighted Buoy "7" (LLNR 8445) has been changed to a year round lighted buoy. Range of the light is 3 miles.
LNM: 52/07

LAKE HURON - Lake Huron Cut - Chart 14862

Lake Huron Cut Lighted Buoy "1" (LLNR 10035) has been changed to a year round lighted buoy. Range of the light is 3 miles.
Lake Huron Cut Lighted Buoy "11" (LLNR 10085) has been changed to a year round lighted buoy. Range of the light is 3 miles.
LNM: 52/07

LAKE HURON - Lexington Harbor, MI - Shoaling - Chart 14862

Surveys performed during July 2007 indicate shoaling in the Federal navigation channel at Lexington Harbor, Michigan. The surveys are available on internet address: <http://www.lre.usace.army.mil/who/operationsofficehomepage/>
Mariners are urged to use extreme caution in the area.
LNM: 31/07

ILLINOIS WATER WAY - IL, Illinois River - Shoaling

Shoaling has been reported near the left descending bank of the Illinois River at MM 200. All mariners use caution when transitting this area.
LNM: 47/07

LAKE MICHIGAN - Grand Traverse Bay - Aid Reduced Intensity - Chart 14913

Grand Traverse Light (LLNR 18110) has a range reduced from 24 Miles to 18 Miles.
LNM: 42/07

LAKE MICHIGAN - MI, Arcadia - Shoaling - Hazard to Navigation

The Coast Guard has received a report of shoaling in the vicinity of Arcadia channel entrance. All mariners are urged to use caution when transiting the channel.
LNM: 43/07

LAKE MICHIGAN - MI, Pentwater Harbor - Shoaling - Chart 14907

Shoaling has been reported perpendicular to the entrance of Pentwater Harbor. All mariners use caution while transiting the area.
LNM: 29/07

LAKE MICHIGAN - Muskegon - Unpublished Winter mark - Chart 14934

A winter mark was placed in position of Muskegon Lake Lighted Buoy 3 (18750) 43-13-55.050N 086-18-04.217W. This winter mark is not published in the Great Lakes Light List. Mariners are urged to use caution while transiting this area.
LNM: 50/07

LAKE MICHIGAN - New Buffalo Harbor Entrance, MI - Severe Shoaling - Chart 14905

The Coast Guard has received a report of severe shoaling at the New Buffalo Harbor Entrance. All Mariners are urged to use caution when transiting the area.
LNM: 45/07

LAKE MICHIGAN - Waugoshance Point to Seul Choix Point - Chart 14911

White Shoal Light (LLNR 17750) The characteristic has been changed to FI W 4s. The range of the light has been reduced from 17 to 11 miles. The fog signal will be secured for the winter navigation season.
LNM: 01/08

LAKE MICHIGAN - Ludington Harbor - Shoaling - Chart 14937

Shoaling has been reported in Ludington Harbor Channel, in view of Ludington South Pierhead Light 6 (LLNR 18560). Depths were reported as shallow as 14 feet along the south edge of the channel and 24 feet mid-channel.
LNM: 27/06

LAKE MICHIGAN - Waukegan Harbor, IL - Shoaling - Chart 14904

Shoaling has been reported in the Waukegan Harbor Channel. The shoaling protrudes approximately 200 feet into the channel from the north.

Available depths have been reduced to 10 feet southeast of the Waukegan North Breakwater.

LNM: 38/06

LAKE MICHIGAN - Shoaling - Illinois Waterway - Calumet River - Chart 14929

Shoaling has been reported in the vicinity of Acme Steel Been at Mile Marker 321 in the Calumet River. All mariners are to use caution when transiting this area.

LNM: 49/07

LAKE MICHIGAN - MI, Holland Harbor - Shoaling - Chart 14932

Shoaling has been reported in Holland Harbor. Depths of less than 16 feet were reported at the entrance to the channel.

LNM: 50/06

ST MARYS RIVER - De Tour Passage to Munuscong Lake - Chart 14882

Pipe Island Lighted Buoy "1" (LLNR 12865) has been changed to a year round lighted buoy.

LNM: 52/07

ST MARYS RIVER - Head of Nicolet to Whitefish Bay - Chart 14884

Pt. Iroquois Lighted Buoy 33 (LLNR 14465) has been changed to a year round lighted buoy. Range of the light is 3 miles.

Pt. Iroquois Lighted Buoy 39 (LLNR 14490) has been changed to a year round lighted buoy. Range of the light is 3 miles.

LNM: 52/07

ST MARYS RIVER - Sault Ste Marie - Ice Fields - Chart 14884

To keep adjacent ice fields intact, mariners transiting the St. Mary's River are asked to monitor the wake and displacement of their vessels to prevent incidental icebreaking. This is especially true in the West and Middle Neebish Channels, and in the vicinity of the ferries.

LNM: 50/07

LAKE SUPERIOR - Chequamegon Bay - Temporary Aid Established - Chart 14974

A temporary white styrofoam aid has been established to mark the end of underwater cabling in position 46-48.5N 090-47.9W.

LNM: 45/07

LAKE SUPERIOR - Isle Royale - EMERGENCY RESTRICTIVE ORDER - Chart 14976

Effective Tuesday September 18, 2007, the National Park Service instituted an Emergency Restrictive Order under 36 CFR 1.5(a)(2) prohibiting the discharge of untreated ballast water within Isle Royale National Park waters. This order affects vessels intending to transit within four and one half miles of the shore of Isle Royale and immediately surrounding islands, including Passage Island and Gull Islands. Please contact the National Park Service at 219-926-7561 Ext. 311 for more information.

LNM: 39/07

LAKE SUPERIOR - MI, Marquette Harbor - Shoaling - Chart 14970

Surveys performed during July 2007 indicate shoaling in the federal navigation channel at Marquette Harbor, MI. Mariners are urged to use extreme caution in the area. Questions regarding this notice may be directed to the Army Corps of Engineers Operation Office.

LNM: 32/07

LAKE SUPERIOR - St Louis River - Shoaling - Chart 14975

Shoaling has been reported near River buoys 58-61 (LLNR 16385, 16390, 16395, 16400) in the St Louis River. All mariners are recommend to use extreme caution when transiting this area as water depths are as low as 4 feet.

LNM: 19/07

LAKE SUPERIOR - Duluth Harbor - Chart 14975

Minnesota Channel (Eastern Section) Lighted Buoy "14" (LLNR 16235) will be temporarily relocated to position 46-43'11"N 092-09'38"W approximately 80 yards inside the channel to facilitate the Tar Coal cleanup Safety Zone until the summer of 2009.

LNM: 22/07

SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
3000	Strawberry Island Cut Upper Range Front Light	LT EXT	14832	B004-08	05/08	
4160	Cleveland Harbor Main Entrance Light	LT EXT	14839	B003-08	04/08	
6580	Monroe Harbor Buoy 3	OFF STA	14846	D010-08	08/08	
7380	Point Mouillee Access Channel Buoy 3	OFF STA	14854	D165-07	52/07	
7745	Fighting Island Channel Buoy 88	OFF STA	14853	D013-08	09/08	
8065	Trenton Channel Lighted Buoy 25	SINKING	14853	D005-08	04/08	
8880	St Clair Shores Breakwater Daybeacon 1	SINKING	14853	D015-08	10/08	
8885	St Clair Shores Breakwater Light 2	SINKING	14853	D014-07	10/08	
10375	Sand Point Midchannel Buoy S	OFF STA	14863	D003-08	03/08	
13955	Upper Nicolet Range Front Light	DBN DMGD	14883	S027-08	11/08	
14760	L'Anse Buoy 1	OFF STA	14964	S195-07	51/07	
16835	Passage Island Light	RAC INOP	14968	S199-07	52/07	
21290	Rowley Bay Buoy 3	MISSING	14909	M027-08	05/08	
21295	Rowley Bay Buoy 4	OFF STA	14909	M028-08	05/08	
21305	Plum Island Range Front Light	REDUCED INT	14909	M023-08	04/08	
21335	Waverly Shoal Lighted Bell Buoy 5	MISSING	14909	M073-08	08/08	
21340	Detroit Island Passage Buoy 2	MISSING	14909	M073-08	08/08	
21345	Plum Island Lighted Buoy 1	OFF STA	14909	M034-08	06/08	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
13200	Harwood Point West Range Front Light	WATCHING PROPERLY	14883	S028-08	11/08	11/08

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
7390	South Huron Valley Outfall West Lighted Buoy	MISSING	14853		38/07	
7395	South Huron Valley Outfall Center Lighted Buoy	MISSING	14853		38/07	
7400	South Huron Valley Outfall East Lighted Buoy	MISSING	14853		38/07	
8140	Great Lakes Steel Shoal Lighted Buoy 1	MISSING	14853		38/07	
8145	Great Lakes Steel Shoal Lighted Buoy 3	MISSING	18453		38/07	
8150	Detroit Edison Cell Light South	LT EXT	14853		38/07	
8155	Detroit Edison Cell Light North	LT EXT	14853		38/07	
8735	Crescent Sail Yacht Club Breakwater South Light	LT EXT	14853		38/07	
8745	Municipal Pier South Basin Light	MISSING	14853		38/07	
8940	Black Creek Lighted Buoy 1	MISSING	14853		21/07	
9840	Recors Point Dock Lower Light	LT EXT	14853	D080-06	25/06	
15420	Washburn Harbor South Breakwater Light 2	DBN IMCH/NUM MSNG/DAMGD	14974		29/07	
15425	Washburn Harbor North Breakwater Light 1	DBN IMCH/NUM MSNG/DAMGD	14974		29/07	
15945	Interstate Fishing Pier East Light	MISSING	14975	S129-07	37/07	
15950	Interstate Fishing Pier West Light	MISSING	14975	S130-07	37/07	
19925	Four-Mile Crib Light	LT EXT	14927	M477-07	40/07	
20390	Northpoint Marina Entrance Light 1	LT EXT	14904		47/07	
20775	Port Washington South Projection Jetty Light	LT IMCH	14904	M542-07	46/07	
22055.4	Suamico Lighted Buoy 4	LT EXT	14918	M328-07	30/07	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
15525	Bayfield Municipal Breakwater Light	DISCONTINUED	14973	S158-07	44/07	
20680	Menomonee River Obstruction Lighted Buoy	ESTABLISHED	14924		31/06	

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
9575	St Clair Flats Light 2	LWP	14853		21/07	29/08

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR			CGD01			
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3		at 40-41-09.001N 074-02-48.001W			
	Green can					
Corrective Action	Object of Corrective Action	Position				

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

14829	6th Ed.	01-DEC-03	Last LNM: 25/07	NAD 83		11/08
Chart Title: Geneva to Lorain (Metric);Beaver Creek;Rocky River;Mentor Harbor;Chagrin River						
Main Panel 1572 GENEVA TO LORAIN. Page/Side: N/A						
CHANGE	Cleveland Harbor East Entrance Light 2		CGD09		at 41-32-34.980N 081-39-05.060W	

14850	53rd Ed.	01-SEP-06	Last LNM: 07/08	NAD 83	11/08
<i>ChartTitle: Lake St. Clair</i>					
Main Panel 1257 LAKE SAINT CLAIR. Page/Side: N/A					
CHANGE	Tabulation - ST. CLAIR RIVER CHANNEL DEPTHS http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=157955 ; NONE (NOS NW-15323)			NOS 42-36-00.000N	082-25-00.000W
14852	46th Ed.	01-JUN-06	Last LNM: 07/08	NAD 83	11/08
<i>ChartTitle: St. Clair River;Head of St. Clair River</i>					
Main Panel 1260 SAINT CLAIR RIVER. Page/Side: N/A					
CHANGE	Tabulation - ST. CLAIR RIVER CHANNEL DEPTHS http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=157954 ; NONE (NOS NW-15323)			NOS 42-38-22.000N	082-34-22.000W
14853	16th Ed.	01-JUL-05	Last LNM: 07/08	NAD 83	11/08
<i>ChartTitle: SMALL-CRAFT BOOK CHART - Detoit River, Lake St. Clair and St. Clair River (book of 47 charts)</i>					
910 INDEX 3 FOR CHART 14853. Page/Side: N/A					
CHANGE	Tabulation - ST. CLAIR RIVER CHANNEL DEPTHS http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=157956 ; NONE (NOS NW-15323)			NOS 42-45-00.000N	082-38-00.000W
Extension 1284 LAKE ST.CLAIR PAGE 24. Page/Side: 24					
CHANGE	Depth Legend - Clinton River; 1 FT FOR A MID-WIDTH OF 25 FT 2001 - 2008 (NOS NW-15403)			NOS 42-35-55.500N	082-51-52.000W
Extension 1303 ST CLAIR RIVER PAGE 44. Page/Side: 44					
ADD	A 42/2 (LLNR 9833) FI R 4s			CGD09 at 42-44-05.000N	082-28-47.000W
14867	26th Ed.	01-JUL-03	Last LNM: 36/07	NAD 83	11/08
<i>ChartTitle: Saginaw River</i>					
Extension 1329 SAGINAW RIVER MICHIGAN. Page/Side: N/A					
CHANGE	Tabulation - Saginaw River Channel Depths http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=158383 ; NONE (NOS NW-15265)			NOS 43-25-20.000N	083-54-00.000W
14912	17th Ed.	01-MAY-03	Last LNM: 26/07	NAD 83	11/08
<i>ChartTitle: Platte Bay to Leland;Leland;South Manitou Harbor</i>					
Main Panel 1394 PLATTE BAY TO LELAND. Page/Side: N/A					
ADD	South Manitou Island Lighthouse White (LLNR 18357) F W 12 Stat Mi			CGD09 at 45-00-44.880N	086-05-41.280W
14919	28th Ed.	01-OCT-04	Last LNM: 06/08	NAD 83	11/08
<i>ChartTitle: Sturgeon Bay and Canal;Sturgeon Bay</i>					
Inset 1445 STURGEON BAY WISCONSIN. Page/Side: N/A					
ADD	Label; 19 FT AUG 2007 (NOS NW-15400)			NOS 44-49-39.130N	087-22-33.360W
ADD	Label; 22 FT AUG 2007 (NOS NW-15400)			NOS 44-49-43.060N	087-22-29.940W
14966	27th Ed.	01-MAY-05	Last LNM: 05/08	NAD 83	11/08
<i>ChartTitle: Little Girls Point to Silver Bay, including Duluth and Apostle Islands;Cornucopia Harbor;Port Wing Harbor;Knife River</i>					

Harbor;Two Harbors

Main Panel 1515 LITTLE GIRLS POINT TO SILVER BAY - INCLUDING APOSTLE ISLAND. Page/Side: N/A

DELETE Sounding in Feet; 18 (NOS NW-15307) NOS
46-36-11.200N 090-53-31.300W

14973 27th Ed. 01-FEB-03 Last LNM: 10/07 NAD 83 11/08

ChartTitle: Apostle Islands, including Chequamegan Bay;Bayfield Harbor;Pikes Bay Harbor;La Pointe Harbor

Main Panel 1533 APOSTLE ISLANDS . Page/Side: N/A

ADD Sounding in Feet; 3 (NOS NW-15307) NOS
46-35-37.900N 090-53-53.600W

14974 24th Ed. 18-MAY-96 Last LNM: 48/06 NAD 83 11/08

ChartTitle: Ashland and Washburn harbors

Main Panel 1537 ASHLAND AND WASHBURN HARBORS. Page/Side: N/A

CHANGE Depth Legend - Ashland Harbor; 20 FT FOR A WIDTH OF 400-750 FT
JUL 2007 (NOS NW-15307) NOS
46-35-50.300N 090-53-41.900W

ADD Sounding in Feet; 18 (NOS NW-15307) NOS
46-35-49.500N 090-53-36.200W

ADD Sounding in Feet; 19 (NOS NW-15307) NOS
46-35-39.600N 090-53-53.600W

ADD Sounding in Feet; 19 (NOS NW-15307) NOS
46-35-52.100N 090-53-43.900W

ADD Sounding in Feet; 3 (NOS NW-15307) NOS
46-35-37.900N 090-53-53.600W

SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

SUMMARY OF ADVANCED APPROVED PROJECTS

Approved Project(s) Project Date Ref. LNM
None

Advance Notice(s)

LAKE ERIE - Cleveland Harbor - Chart 14839

Cleveland Harbor Main Light (LLNR 4160) Change the flash characteristic to FI R 6s and the range to 12 St M. Install a user activated fog signal system; to operate the fog signal by keying the microphone on VHF Marine radio channel 79 five times.

LNM: 43/07

LAKE ERIE - Port Clinton - Chart 14846

Port Clinton Light "2" (LLNR 5865) increase the range of the light from 6 miles to 9 miles.

LNM: 51/07

DETROIT RIVER - Livingston Channel - Chart 14848

Propose to change the lantern from the existing incandescent lamps to an energy efficient LED, this will reduce the range of the light from 4 to 3 miles:

- Livingston Channel Light "21" (LLNR 7260)
- Livingston Channel Light "23" (LLNR 7250)
- Livingston Channel Light "24" (LLNR 7255)
- Livingston Channel Light "25" (LLNR 7240)
- Livingston Channel Light "26" (LLNR 7245)

LNM: 09/07

ST CLAIR RIVER - Chart 14852

Propose to change the lantern from the existing incandescent lamps to an energy efficient LED, this will reduce the range of the light from 4 to 3 miles:

Fawn Island Upper End LB "42" (LLNR 9825)

LNM: 09/07

LAKE ST. CLAIR - Charts 14850, 14853

Lake St. Clair Light (LLNR 8525) discontinue the higher intensity beam upstream. Increase the range of the light from 6 to 9 miles.

LNM: 23/07

LAKE HURON - Harrisville to Forty Mile Point - Chart 14864

Sturgeon Point Light (LLNR 11345) change to private aid. Characteristics and range will remain the same.

LNM: 01/07

STRAITS OF MACKINAC - Cheboygan River - Chart 14881

Propose to change the lantern from the existing incandescent lamps to an energy efficient LED, this will reduce the range of the light from 4 to 3 miles:

Cheboygan Entrance Light Buoy 2 (LLNR 11780)

LNM: 27/07

LAKE MICHIGAN - Lake Charlevoix - Chart 14942

Charlevoix South Pier head Light (LLNR 17925) change the color of the day mark from white to red.

LNM: 51/07

LAKE MICHIGAN - Menominee and Marinette Harbors - Chart 14917

Establish the following buoys to mark the Regulated Navigation Area (RNA) on the Menominee River. The buoys will be maintained from 14 April to 07 November.

Menominee River RNA Buoy "A" (LLNR 21943) Yellow Nun with a black letter "A" in position 45-05-59.5N and 087-36-48.6W

Menominee River RNA Buoy "B" (LLNR 21956) Yellow Can with a black letter "B" in position 45-06-03.5N and 087-37-14.5W

LNM: 05/07

LAKE MICHIGAN - Milwaukee Harbor - Chart 14924

Texas Rock Buoy "2" (LLNR 20735) change the buoy from a Red Nun "2" to a white and orange regulatory marker with black letters "DANGER ROCKS".

LNM: 31/07

LAKE MICHIGAN - St. Joseph - Chart 14930

St. Joseph North Pier Inner Light (LLNR 19520) move light to rail and reduce range to 9 miles.

LNM: 49/06

LAKE MICHIGAN - Upper Green bay - Chart 14909

Little Gull Island LBB2 (LLNR 21445) Move Aid Position further off of the shoal.

LNM: 51/07

LAKE MICHIGAN - Algoma to Sheboygan - Chart 14903

Two Rivers North Pierhead light (LLNR 20925) change the characteristic from F R to FI R 2.5s. Increase the range of the light from 9 to 12 miles. Install a user activated fog signal; to operate the fog signal by keying the microphone on VHF Marine radio channel 79 five times.

LNM: 27/07

LAKE MICHIGAN - Waugoshance Point to Seul Point - Chart 14911

Seul Choix Point Light (LLNR 21490) reduce the range of the light from 26 miles to 15 miles.

LNM: 27/07

LAKE MICHIGAN - Waukegan to South Haven - Chart 14905

Michigan City East Pierhead Light (LLNR 19545) change the operation of the Fog Signal to a user activated system. Install a user activated fog signal system; to operate the fog signal by keying the microphone on VHF Marine radio channel 79 five times.

LNM: 49/06

LAKE MICHIGAN - Manitowoc Harbor - Chart 14922

Manitowoc Breakwall Light (LLNR 20860) Reduce the range of the light from 15 to 12 miles. Install a user activated fog signal system; to operate the fog signal by keying the microphone on VHF Marine radio channel 79 five times.

LNM: 01/07

LAKE MICHIGAN - Milwaukee Harbor - Chart 14924

Milwaukee Breakwater Light (LLNR 20635) Discontinue the floodlights. Install a user activated fog signal system; to operate the fog signal by keying the microphone on VHF Marine radio channel 79 five times.

LNM: 01/07

LAKE MICHIGAN - Port Washington to Waukegan - Chart 14904

Waukegan Harbor Light (LLNR 20315) Reduce the range of the light from 14 to 12 miles. Install a user activated fog signal system; to operate the fog signal by keying the microphone on VHF Marine radio channel 79 five times.

LNM: 01/07

LAKE MICHIGAN - Indiana Harbor - Charts 14926, and 14929

Indiana Harbor East Breakwater Light (LLNR 19675) reduce the range of the light from 20 to 12 miles. Install a user activated fog signal system; to operate the fog signal by keying the microphone on VHF Marine radio channel 79 five times.

LNM: 11/07

ST MARYS RIVER - Munuscong Lake to Sault Ste. Marie - Chart 14883

Propose to change the lantern from the existing incandescent lamps to an energy efficient LED, this will reduce the range of the light from 4 to 3 miles:

- Munuscong Channel (Upbound) Lighted Buoy 5 (LLNR 13050)
- Sailors Encampment Channel Lighted Buoy 17 (LLNR 13115)
- Middle Neebish Channel Lighted Buoy 43 (LLNR 13285)
- Middle Neebish Channel Lighted Buoy 59 (LLNR 13345)
- Lake Nicolet Lighted Buoy 63 (LLNR 13380)
- West Neebish Channel (Downbound) Lighted Buoy 53 (LLNR 13485)
- Bayfield Channel Lighted Buoy 107 (LLNR 14170)
- Munuscong Channel Lighted Buoy 29 (LLNR 13217)
- Lake Nicolet Lighted Buoy 66 (LLNR 13395)
- Pipe Island Lighted Buoy 12 (LLNR 12880)
- Round Island Lighted Buoy 25 (LLNR 13740)
- Cedar Point Lighted Buoy 23 (LLNR 14410)
- Big Point Lighted Buoy 7 (LLNR 14265)
- Lake Nicolet Lighted Buoy 83 (LLNR 13970)
- West Neebish Channel (Downbound) Lighted Buoy 46 (LLNR 13525)
- West Neebish Channel (Downbound) Light 16 (LLNR 13680)
- Lake Nicolet Light 80 (LLNR 13465)
- West Neebish Channel (Downbound) Light 28 (LLNR 13615)
- West Neebish Channel (Downbound) Light 27 (LLNR 13620)
- West Neebish Channel (Downbound) Light 14 (LLNR 13690)

LNM: 43/07

LAKE SUPERIOR - Beaver Bay to Pigeon Point - Chart 14967

Grand Portage Bay Entrance Light (LLNR 16635) increase the range of the light from 7 to 9 miles.

LNM: 23/07

LAKE SUPERIOR - Apostle Islands - Chart 14973

Michigan Island Light (LLNR 15275) increase the range of the light from 11 to 12 miles

LNM: 41/07

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)

LAKE ERIE - Sandusky River - Chart 14842

Discontinue the following aids to navigation due to shoaling, low lake levels and inaccessability by servicing personal:

Muddy Creek Bay Buoy 2 (LLNR 5057)
Muddy Creek Bay Buoy 6 (LLNR 5065)
Sandusky River Buoy 14 (LLNR 5070)
Muddy Creek Bay Buoy 9 (LLNR 5056)
Sandusky River Buoy 46 (LLNR 5095)
Sandusky River Buoy 42 (LLNR 5102)
Sandusky River Buoy 44 (LLNR 5110)
Sandusky River Buoy 40 (LLNR 5111)
Sandusky River Buoy 37 (LLNR 5115)
Sandusky River Buoy 38 (LLNR 5120)
Sandusky River Buoy 32 (LLNR 5129)
Sandusky River Buoy 36 (LLNR 5133)
Sandusky River Buoy 34 (LLNR 5137)
Sandusky River Buoy 30 (LLNR 5141)
Sandusky River Buoy 28 (LLNR 5145)
Sandusky River Buoy 26 (LLNR 5149)
Sandusky River Buoy 24 (LLNR 5153)
Sandusky River Buoy 23 (LLNR 5157)
Sandusky River Buoy 18 (LLNR 5161)
Sandusky River Buoy 22 (LLNR 5163)
Sandusky River Buoy 21 (LLNR 5166)
Muddy Creek Bay Buoy 1 (LLNR 5169)

LNM: 03/08

LAKE ERIE - Black Rock Canal / Niagara River - Chart 14832, 14833

Propose to change the lantern from its current incandescent lamps to an energy efficient LED which will reduce the range of the lantern form 4 to 3 miles.

Black Rock Canal LB "1" (LLNR 2785)
Black Rock Canal LB "3" (LLNR 2795)
Black Rock Canal LB "9" (LLNR 2825)
Black Rock Canal LB "10" (LLNR 2830)
Strawberry Island LB "7" (LLNR 3025)
Tonawanda Channel LB "28" (LLNR 3155)

LNM: 11/08

LAKE ST. CLAIR - Charts 14850 and 14843

Propose to change the lantern from its current incandescent lamps to an energy efficient LED which will reduce the range of the lantern form 4 to 3 miles.

Clinton River Entrance LB "CR" (LLNR 8975)
Clinton River Entrance LB "1" (LLNR 8980)
Clinton River Entrance LB "2" (LLNR 8985)
North Channel Entrance LB "2NC" (LLNR 9305)
Middle Channel Entrance LB "1MC" (LLNR 9435)
Point Huron LB "1PH" (LLNR 8925)
St. Clair Flats Old Channel LB "2OC" (LLNR 9530)
Gaukler Shoal Junction LB (LLNR 8855)
Gaukler Shoal LB "1" (LLNR 8850)

LNM: 10/08

LAKE HURON - Chart 14860

Change the commissioning date of the following buoy to 28 April:

NOAA Lighted Weather Buoy -45008- (LLNR 10010)

LNM: 35/07

LAKE HURON - Lexington Harbor - Chart 14862

Discontinue the following aids to navigation due to shoaling and low water levels:

LLNR	Aid Name
10105	Lexington Harbor Buoy -5-

10110 Lexington Harbor Buoy -6-

LNM: 03/08

LAKE HURON - Harrisville to Forty Mile Point - Chart 14864

Presque Isle Light (LLNR 11550) Change the aid from a federal aid to navigation to a private aid to navigation. The characteristic will remain the same.

LNM: 20/07

LAKE MICHIGAN - Port Washington to Waukegan - Chart 14904

Change the commissioning date of the following buoy to 21 April:

Milwaukee South Point Lighted Bell Buoy "1" (LLNR 20630)

LNM: 35/07

LAKE MICHIGAN - Chart 14904

Change the commissioning date of the following buoys to 21 April:

NOAA Lighted Weather Buoy "45007" (LLNR 20595)

NOAA Lighted Weather Buoy "45002" (LLNR 18310)

LNM: 35/07

LAKE MICHIGAN - Grand Traverse Bay - Chart 14913

Change the commissioning date of the following buoy to 21 April:

South Point Lighted Bell Buoy "2" (LLNR 18100)

LNM: 35/07

LAKE MICHIGAN - Platte Bay to Leland - Chart 14912

Change the commissioning date of the following buoys to 21 April:

Pyramid Point Shoal Lighted Buoy "5" (LLNR 18350)

South Manitou Island Lighted Gong Buoy "8" (LLNR 18360)

Sleeping Bear Lighted Bell Buoy "7" (LLNR 18365)

LNM: 35/07

LAKE MICHIGAN - Sheboygan - Chart 14922

Sheboygan Breakwater Light (LLNR 20820) Install a user activated fog signal system; to operate the fog signal by keying the microphone on VHF Marine radio channel 79 five times.

LNM: 49/07

LAKE MICHIGAN - St. Joseph and Benton Harbor - Chart 14930

Discontinue the following aids to navigation due to shoaling and low water levels:

St. Joseph River Buoy -4- (LLNR 19531)

St. Joseph River Buoy -4A- (LLNR 19531.1)

St. Joseph River Buoy -6- (LLNR 19532)

St. Joseph River Buoy -8- (LLNR 19533)

St. Joseph River Buoy -10- (LLNR 19533.1)

St. Joseph River Buoy -12- (LLNR 19533.2)

St. Joseph River Buoy -13- (LLNR 19533.3)

LNM: 03/08

LAKE MICHIGAN- Chicago Lake Front - Chart 14927

Change the commissioning date of the following buoys to 21 April:

Indiana Shoal Lighted Gong Buoy "2" (LLNR 19625)

Chicago Lake Front Northeast Shoal Lighted Buoy "2" (LLNR 19790)

LNM: 35/07

ST MARYS RIVER - De Tour to Munuscong Lake - Chart 14882

Propose to change the lantern from the existing incandescent lamps to an energy efficient LED, this will reduce the range of the light from 4 to 3 miles.::

Lime Island Lighted Buoy "14A" (LLNR 12910)

Lime Island Lighted Buoy "16" (LLNR 12935)

Point Aux Frenes Lighted Buoy "22" (LLNR 12980)

Point Aux Frenes Lighted Buoy "24" (LLNR 12990)

Hay Point Reef Lighted Buoy "18A" (LLNR 12955)
Munuscong Lake Lighted Buoy "25" (LLNR 13005)
Munuscong Lake Lighted Buoy "26" (LLNR 13010)

LNLM: 05/08

LAKE SUPERIOR - Apostle Islands - Chart 14973

Outer Island Light (LLNR 15255) Propose to change the lantern from the existing incandescent lamps to an energy efficient LED this will reduce the range of the light from 15 to 12 miles.

Devils Island Light (LLNR 15565) Propose to change the lantern from the existing incandescent lamps to an energy efficient LED this will reduce the range of the light from 15 to 12 miles.

LNLM: 07/08

LAKE SUPERIOR - Big Bay Point to Redridge - Chart 14964

Huron Island Light (LLNR 14730) Propose to change the lantern from the existing incandescent lamps to an energy efficient LED this will reduce the range of the light from 15 to 12 miles.

Manitou Island Light (LLNR 15170) Propose to change the lantern from the existing incandescent lamps to an energy efficient LED this will reduce the range of the light from 18 to 12 miles.

LNLM: 07/08

LAKE SUPERIOR - Duluth Superior Harbor - Chart 14975

Propose to change the lantern from the existing incandescent lamps to an energy efficient LED, this will reduce the range of the light from 4 to 3 miles:

Superior Front Channel Lighted Buoy "2" (LLNR 15705)
Superior Front Channel Lighted Buoy "14" (LLNR 15805)
Superior Front Channel Lighted Buoy "18" (LLNR 15820)
St. Louis Bay South Channel Western Section Lighted Buoy "13" (LLNR 16165)

LNLM: 05/08

LAKE SUPERIOR - Isle Royale - Chart 14976

Passage Island Light (LLNR 16835) Propose to change the lantern from the existing incandescent lamps to an energy efficient LED this will reduce the range of the light from 17 to 12 miles.

Rock of Ages Light (LLNR 16655) Propose to change the lantern from the existing incandescent lamps to an energy efficient LED this will reduce the range from 17 to 12 miles.

LNLM: 07/08

For any comments or questions on these proposed changes please contact

Doug Sharp of the Ninth District Aids to Navigation office at (216) 902-6070.

SECTION VII - GENERAL

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

Waterways Analysis and Management System Study - 2008

The Coast Guard is conducting a Waterways Analysis and Management System Study on the following waterways during 2008. The study focuses on the area's aid to navigation system, waterborne commerce, marine casualty information, emergency response plans, routine and emergency communication capabilities, and future development projects. Any company or individual wishing to provide comments or participate in a user survey should contact the office listed below each study area.

Lake Erie - Conneaut Harbor - Chart 14824
Contact: Commanding Officer
USCG Sector Buffalo
1 Fuhrmann Blvd.
Buffalo, N.Y. 14203
(716) 813-9524

Lake Erie - Erie Islands - Chart 14844
Contact: Commanding Officer
USCG Sector Detroit
110 Mt. Elliot Ave.
Detroit, MI 48207
(313) 568-9523

Waterways Analysis and Management System Study - 2008

Lake Huron - Saginaw Bay - Chart 14863, 14867
Contact: Commanding Officer
USCGC Hollyhock (WLB 214)
2700 Omar Street
Port Huron, MI 48060
(810) 982-2684

Lake Superior - Whitefish Bay - Chart 14884
Contact: Commanding Officer
USCGC Buckthorn (WLI 642)
337 Water Street
Sault Ste. Marie, Mi. 48060
(906) 635-3288

Lake Michigan - Northern Green Bay, Little Bay De Noc - Chart 14908, 14909, 14915
Contact: Commanding Officer
USCGC Mobile Bay (WTGB 103)
P.O. Box 287
Sturgeon Bay, Wi. 54235

Lake Michigan - Manitowoc and Sheboygan - Chart 14922
Contact: Commanding Officer
USCG Sector Lake Michigan
2420 South Lincoln Memorial Drive
Milwaukee, Wi. 53207
(414) 741-7188

LNM: 07/08

Waterways Analysis and Management System Study - 2007

The Coast Guard is conducting a Waterways Analysis and Management System Study on the following waterways during 2007. The study focuses on the area's aid to navigation system, waterborne commerce, marine casualty information, emergency response plans, routine and emergency communication capabilities, and future development projects. Any company or individual wishing to provide comments or participate in a user survey should contact the office listed below each study area.

Lake Huron - Tawas Bay - chart 14863
Contact: Commander (Aid to Navigation Officer)
U.S. Coast Guard Sector Detroit
110 Mt. Elliot Ave.
Detroit, Michigan 48207-4380
(313) 568-9523

Lake Huron/Lake Michigan - Mackinaw Straits - chart 14881
Contact: Commanding Officer
USCGC Mackinaw (WLBB 30)
632 Coast Guard Drive
Cheboygan, Michigan 49783-9501
(231) 596-2030

LNM: 03/08

Coast Pilot 6 - NEW EDITION

PUBLICATION-National Ocean Service-U.S. Coast Pilot 6, Great Lakes and their connecting waterways, 2008, 38th Edition, is ready for issue and may be obtained from

Federal Aviation Administration
National Aeronautical Charting Office
Distribution Division, AVN-530
10201 Good Luck Road
Glenn Dale, MD 20769-9700
and authorized sales agents of the National Ocean Service. Price \$28.00.
The 2008 Edition cancels the preceding 2007 Edition.
All corrections to the previous edition issued in Notices to Mariners are incorporated in this edition.

Mariners are encouraged to use the convenient "RECORD OF CHANGES" form on Page V of this book. All Coast Pilot changes published in the U.S. Coast Guard Local Notice to Mariners, National Geospatial-Intelligence Agency Notice to Mariners, and on the internet at <http://nauticalcharts.noaa.gov/nsd/cpdownload.htm> are serially numbered (i.e., Change No. 1, Change No. 2, etc.) to assist you in tracking the changes.
(NOS/08)

LAKE ERIE - Lorain Harbor - Black River - Chart 14841

BayShore Contractors, LLC will be conducting maintenance dredging in the Lorain Harbor and the Black River in Lorain, OH. Operations will commence on March 15, 2008 thru April 14, 2008 the hours of operation are 24 hours a day / 7 days a week. The BUXTON II may be contacted VHF - FM channel 73 and 16. Mariners are requested to pay special attention to the buoys, and required day and night signs on dredge. For further information contact Berry King at (616) 836-0429.

LNM: 11/08

DETROIT RIVER - Entrance to Pte. Mouille - Chart 14848

The King Company INC. will be conducting maintenance dredging in the Detroit River and Entrance to Pte. Mouille, MI. Operations will commence on June 1, 2008 thru August 30, 2008 The hours of operation are 24 hours a day / 7 days a week. The BUXTON may be contacted VHF - FM channel 73 and 16. Mariners are requested to pay special attention to the buoys, and required day and night signs on dredge. For further information contact Mike Petrus at (616) 399-1784.

LNM: 10/08

LAKE MICHIGAN - IL - Chicago Harbor, Bridge Closures For Special Events, Chart 14926, Pages 22, 23 and 24

City of Chicago bridges on the Main, North and South Branches of Chicago River will not open for masted navigation for the following special events at the following dates/times:

EVENT
DATE
TIME
BRIDGE, REF. MILE (BRANCH)

Shamrock Shuffle
March 30, 2008
0900 to 1200
State Street, Mile 1.05 (Main)

8K Run
Columbus Drive, 0.67 (Main)
Jackson Blvd, Mile 2.17 (South)
Harrison Street, Mile 2.44 (South)

Loop the Loop for Kids
June 15, 2008
0730 to 1030
Grand Avenue, Mile 2.0 (North)

5K Run
Franklin Street, Mile 1.47 (Main)

Chicago Triathlon
August 24, 2008
0600 to 1300
Lake Shore Drive, Mile 0.32 (Main)

Chicago Marathon
October 12, 2008
0430 to 1030
Columbus Drive, Mile 0.67 (Main)

October 12, 2008
0430 to 1130
State Street, Mile 1.05 (Main)
LaSalle Street, Mile 1.29 (Main)
Franklin Street, Mile 1.47 (Main)
S. Halsted Street, Mile 4.47 (South)
Adams Street, Mile 2.08 (South)

Magnificent Mile Lights Festival
Nov 22, 2008
1800 to 2000
Michigan Avenue, Mile 0.85 (Main)

Chicago-s Thanksgiving Day Parade
Nov 27, 2008
0830 to 1030

LAKE MICHIGAN - IL - Chicago Harbor, Bridge Closures For Special Events, Chart 14926, Pages 22, 23 and 24

State Street, Mile 1.05 (Main)
[11/08]

LNM: 11/08

LAKE MICHIGAN - IL - Chicago Harbor, Scheduled Structural Maintenance, Chart 14926, Page 23

Structural maintenance will be conducted on the State Street Bridge at Mile 1.05 over the Main Branch of the Chicago River through April 3, 2008. A work barge (100- x 40-) will be moored against the south side of the river. When not in use, the barge will be lighted in accordance with navigation standards. Mariners are urged to pass with caution. [11/08]]

LNM: 11/08

LAKE MICHIGAN - WI - Milwaukee Harbor, Scheduled Bridge Rehabilitation, Chart 14924

Bridge rehabilitation will be conducted on the I-794 (East-West Expressway) Bridge at Mile 1.26 over the Milwaukee River from 0700 until 1630, Monday through Saturday, from April 1 through May 31, 2008. During work hours, a work barge (40" x 80") may be in the vicinity of the navigation channel below the bridge. The barge will move for transiting marine traffic if one-hour advance notice is provided via Marine Radio, Channel 16 or cell phone: (314) 713-8803. When not in use, the barge will be lighted in accordance with navigation standards and moored on the west bank of the river, clear of navigational channel. [11/08]

LNM: 11/08

LAKE MICHIGAN - WI - Milwaukee Harbor, Scheduled Bridge Rehabilitation, Chart 14924

Structural rehabilitation will continue on the Kilbourn Avenue Bridge at Mile 1.70 over the Milwaukee River from March 22 through April 14, 2008. During this period, two construction barges (60' x 60' and 70' x 30') will be positioned below the bridge. At all times, at least one of the bascule leafs will open with 4-hour advance notice (except March 22 through April 14, 12-hour advance notice is required). At night, the barges will be moored to a bridge abutment and lighted in accordance with navigation standards. [11/08]

LNM: 11/08

GREAT LAKES - GENERAL - MARINE EVENTS - SAFETY ZONES - SECURITY ZONES

Events listed below are those events that may have accompanying special local regulations. Mariners transiting these areas should contact the U.S. Coast Guard with any questions and are asked to exercise caution when navigating through the area of the event. Summary located in Enclosure (2)

SECTION VIII - LIGHT LIST CORRECTIONS

An Asterisk *, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
18357	South Manitou Island Lighthouse	45-00-44.880N 086-05-41.280W	F W				Private aid.
*	*	*	*	*	*	*	*

ENCLOSURES

(1) Summary of Dredging

[SUMMARY OF DREDGIN2.pdf](#)

Construction Operations in Effect

(2) Great Lakes - General - Marine Events

[GREAT LAKES.pdf](#)

Summary of Marine Events

(3) LAKE MICHIGAN - Sturgeon Bay and Canal

[image \(5\).pdf](#)

Proposed Changes to Navigation

(4) ST. LAWRENCE SEAWAY SYSTEM - Seaway Notices

[Seaway Notice 1.pdf](#) [Seaway Notice 2.pdf](#) [Seaway Notice 3.pdf](#) [Seaway Notice 4.pdf](#) [Seaway Notice 5.pdf](#)

The following are Notices that have been issued by the St Lawrence Seaway Management Corp.

John E. Crowley, JR
Rear Admiral, U. S. Coast Guard
Commander, Ninth Coast Guard District

SUMMARY OF DREDGING/CONSTRUCTION OPERATIONS IN EFFECT

The LNM column is where the entry originally appeared and where detailed information may be obtained. The dates listed for completions are tentative.

<u>Location</u>	<u>LNM</u>	<u>Subject</u>	<u>Hours / Days</u>	<u>Until</u>
<u>LAKE ONTARIO</u>				
Irondequoit Bay, NY	42/07	SEASONAL BRIDGE CLOSURE	24 HRS/ 7 DAYS A WK	01 APR 08
<u>LAKE ERIE</u>				
Port Clinton Harbor, OH	47/07	SCHEDULED BRIDGE REHABILITATION	VARIOUS	15 MAR 08
Ashtabula Harbor, OH	51/07	WINTER BRIDGE OPERATION	VARIOUS	01 APR 08
Cleveland Harbor, OH	51/07	WINTER BRIDGE OPERATION	VARIOUS	17 MAR 08
Ashtabula Harbor, OH	09/08	BRIDGE RESURFACED	0700-1700 / 7 DAYS	31 MAR 08
Toledo Harbor, OH	41/03, 09/08	CONTINUATION OF BRIDGE REHAB	VARIOUS	14 MAR 08
<u>DETROIT RIVER</u>				
Trenton Channel, MI	51/07	SCHEDULED BRIDGE MAINTENANCE	0600-1430 /MON-FRI	TBD
Pte Mouille Access Channel	10/08	MAINTENANCE DREDGING	24 HRS A DAY/ 7 DAYS	30 AUG 08
Trenton Channel, MI	10/08	BRIDGE ELECTRICAL MAINTENANCE	1000-1500 /TUE	11 MAR 08
<u>ST CLAIR RIVER</u>				
Port Huron, MI	49/07	BRIDGE WINTER OPERATING SCHEDULE	VARIOUS	31 MAR 08
<u>STRAITS OF MACKINAC</u>				
Cheboygan Harbor, MI	44/07	DAM REHABILITATION	0700-2200/ 7 DAYS	30 OCT 08
Mackinac Island, MI	35/07	HARBOR REPAIRS AND RENOVATIONS	0800-2000/ MON-SAT	15 MAY 08
<u>LAKE MICHIGAN</u>				
Chicago Harbor, IL	37/07	BRIDGE UNABLE TO OPEN	24 HRS A DAY/ 7 DAYS	TBD
Milwaukee Harbor, WI	40/07	WINTER BRIDGE OPERATING SCHEDULE	24 HRS A DAY/ 7 DAYS	12 APR 08
Two Rivers Harbor, WI	40/07	SCHEDULED BRIDGE DEMOLITION & CONSTRUCTION	24 HRS A DAY/ 7 DAYS	30 JUN 08
Milwaukee Harbor, WI	40/07	WINTER BRIDGE OPERATING SCHEDULE	0630-1530/ MON-FRI	01 APR 08
Milwaukee Harbor, WI	52/07	BRIDGE REHABILITATION	VARIOUS	31 MAR 08
Chicago Harbor, IL	43/06, 02/08	BRIDGE REHABILITATION	0700-1500/ MON-FRI	31 MAR 08
Sturgeon Bay, WI	41/03, 03/08	BRIDGE CONSTRUCTION	0700-1700/ MON-SAT	22 FEB 08
Sturgeon Bay Harbor, WI	03/08, 04/08	BRIDGE CONSTRUCTION	0600-1700/ MON-SAT	22 FEB 08
Wilmette Harbor, IL	07/08	MAINTENANCE DREDGING	24 HRS A DAY/ 7 DAYS	01 JUN 08
Holland Harbor	07/08	MAINTENANCE DREDGING	24 HRS A DAY/ 7 DAYS	30 MAY 08
Grand Haven Harbor	07/08	MAINTENANCE DREDGING	24 HRS A DAY/ 7 DAYS	30 MAY 08
Chicago Harbor, IL	08/08	BRIDGE SINGLE LEAF OPERATION ONLY	0700-1530	20 FEB 08
Chicago Harbor, IL	09/08	BRIDGE ELECTRICAL REPAIRS	0700-1530	27 FEB 08
Chicago Harbor, IL	49/07, 09/08	BRIDGE MAINTENANCE	VARIOUS	06 MAR 08
Chicago Harbor, IL	07/08, 09/08	TEMPORARY BRIDGE REMOVAL	0700-1530	29 FEB 08
Chicago Harbor, IL	10/08	BRIDGE ELECTRICAL REPAIRS	VARIOUS	07 MAR 08
Chicago Harbor, IL	09/08, 10/08	BRIDGE ELECTRICAL REPAIRS	VARIOUS	06 MAR 08
Milwaukee Harbor, WI	10/08	BRIDGE REHABILITATION	0700-1600/ MON-SAT	31 MAY 08
Chicago Harbor, IL	11/08	BRIDGE CLOSURES	VARIOUS	27 NOV 08
Chicago Harbor, IL	11/08	BRIDGE MAINTENANCE	VARIOUS	03 APR 08
Milwaukee Harbor, WI	11/08	BRIDGE REHABILITATION	0700-1630/ MON-SAT	31 MAY 08
Milwaukee Harbor, WI	11/08	BRIDGE REHABILITATION	VARIOUS	14 APR 08
<u>LAKE SUPERIOR</u>				
Duluth Harbor, MN	49/07 02/08	SCHEDULED BRIDGE REHABILITATION	VARIOUS	22 MAR 08
<u>FOX RIVER</u>				
Oshkosh Harbor, WI	37/07	BRIDGE REPAIRS	VARIOUS	01 MAY 08

GREAT LAKES - GENERAL - MARINE EVENTS – SAFETY ZONES – SECURITY ZONES

Events listed below are those events that may have accompanying special local regulations. Mariners transiting these areas should contact the U.S. Coast Guard with any questions and are asked to exercise caution when navigating through the area of the event.

<u>Location</u>	<u>LNM</u>	<u>Events</u>	<u>Dates</u>	<u>Time (Local)</u>	<u>POC or Sponsor</u>	<u>Number</u>
<u>LAKE ERIE - MARINE EVENTS</u>						
Mentor Headlands, OH	07/08	Triathlon	10 Aug 08	0600-1100	Mickey Rzymek	
Cleveland, OH	08/08	Safety at Sea – Edgewater Yacht Club	30 Mar 08	0900-1700	Michael Dills	
Cleveland, OH	08/08	FLW Fishing Tournament	24-27 Sep 08	0700-1500	Kevin Hunt	
Cleveland, OH	08/08	Y-ME Breast Cancer Walk	11 May 08	0900-1030	Darby Bentoff O'Brien	
<u>LAKE ERIE - SAFTY ZONE</u>						
Cleveland , OH	08/08	Queens Cup Canoe Race	06 Jun 08	1230-1700	John Harkness	



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SEAWAY NOTICE NO. 1 - 2008

**Opening of the 2008 Navigation Season
And Maximum Allowable Drafts**

The opening of the 2008 navigation season is scheduled to take place on the following dates and times:

- Montreal / Lake Ontario March 22, 2008 - 0800 hours (D.S.T.)
- Welland Canal March 20, 2008 - 0800 hours (D.S.T.)

Vessel transits will be subject to weather and ice conditions. Restrictions may apply in some areas until lighted navigation aids have been installed.

Sault Ste. Marie Locks and Canals

United States Soo Locks will open March 25.

Allowable Draft

In the **Montreal / Lake Ontario Section**, the draft will be **80.0 dm** (26' 3") until the South Shore Canal is ice-free or April 15th, whichever occurs first, at which time, if water levels are favorable, the draft will be increased to **80.8 dm** (26' 6") for **all** vessels. In addition, there will be **zero tolerance** for ship's draft in excess of 80.8 dm (26' 6").

Mariners are reminded that for ships loaded to a draft greater than 80.0 dm (26' 3"), speeds will be monitored carefully between St. Lambert Lock and St. Nicolas Island.

In the **Welland Canal**, a maximum allowable draft of **80.8 dm** (26' 6") will be in effect from the start of the navigation season for **all** vessels. In addition, there will be **zero tolerance** for vessel drafts in excess of 80.8 dm (26' 6").

Please note that, for vessels loaded to a draft greater than 80.0 dm (26' 3"), speeds will be monitored carefully between the upper entrance to Lock 7 and former Bridge 12 in order to reduce bank erosion in this area.

February 21, 2008



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SEAWAY NOTICE NO. 2 – 2008

General Notice

This notice cancels and supersedes all previous Seaway Notices and Regional Notices to Shipping issued prior to December 31, 2007.

1. EASTERN STANDARD TIME/DAYLIGHT SAVING TIME

The Seaway entities will be operating on Eastern Daylight Saving Time from the opening of the navigation season. At 0200 hours on November 2, 2008, the operating time will revert to Eastern Standard Time.

2. SEAWAY DRAFTS

Seaway Notice No. 1 – 2008 outlines the maximum permissible draft for the Montreal – Lake Ontario and Welland Canal sections respectively.

It is the responsibility of the master to ensure that the permissible drafts are not exceeded. Overdraft vessels create scheduling problems and are a source of delay to users, especially if discharge of cargo is required.

During hot weather, the masters must be aware of "hogging" conditions and allow for this within the permissible draft.

Vessels departing in ballast from ports / dock located in the Montreal-Lake Ontario section, including Lake Ontario Ports, must ensure that the vessel's minimum drafts as stated in the ESI report are respected prior to resuming their transit.

3. SPEED LIMITS

The speed limits indicated in Column III, of the attached schedule of speed limits, will be in effect as of the opening of the navigation season. Vessels must operate within the established speed limits. A speed monitoring program will be carried out throughout the navigation season. Refer to Seaway Notice No. 1 - 2008 for further information.

4. VESSEL EQUIPMENT

Accidents and potentially serious incidents have occurred due to malfunctions of essential equipment and, sometimes, to the failure of ship personnel to understand their equipment. Mariners are reminded that:

a) Generators that supply power to winches and/or bow thrusters must be operating and on line at all times. When automatic start emergency standby equipment is not available, watchkeeping engineers must be fully conversant with emergency changeover;

b) ~~Wrong-way propeller alarms, wrong-way pitch alarms and engine interlocks are essential safety devices that must be fully operational at all times during transit. It is~~



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important that a regular testing procedure, to verify the functioning of these installations, be established on board the vessel. The visible and audible alarms are to have a time delay of not greater than eight (8) seconds;

c) In the interest of safety, it is essential that Part VII Sections 81, 84 and 85 of the Seaway Handbook, "Reporting of Accidents, Impairment or other Hazards by Vessels Transiting or Intending to Transit the Seaway" be strictly adhered to;

d) While transiting the Seaway, the master of a ship shall immediately report to the nearest Seaway station any malfunction of the AIS transponder;

Mariners are advised that the AIS unit must be operational when transiting Seaway waters. The AIS unit must transmit a DGPS signal and gyro heading. It is recommended that the following "Self-Checks" on the Minimum Keyboard Display (MKD) are performed prior to Seaway transit.

- Check the heading field to ensure that it is valid. If the heading is not indicated, the AIS unit is not transmitting a "gyro" heading as per IMO guidelines for installation.
- The AIS unit must be connected and transmit position from an external DGPS. Verify on the "GPS source" screen that the source is "External GNSS", this should change automatically to "External DGNSS" when picking up local radio beacons.

On some systems "External GNSS" is indicated as "Secondary" while "External DGNSS" is indicated as "Primary". Please consult your AIS operation manual.

Mariners are advised that the **Minimum Keyboard Display (MKD)** shall be located in such a manner that it will be visible day or night from the conning position.

e) All vessels upbound for the Seaway must test the main propulsion machinery, ahead and astern no more than 24 hours before entering at CIP 2. A record of this test must be maintained on board;

5. OVERALL VESSEL DIMENSIONS

In recent years the design of the superstructure of vessels with machinery and accommodations aft has changed considerably and has generally resulted in an increase in the overall size of the afterhousing. As a result, the bridge wings antenna masts and, in some cases, the samson posts or store cranes are outside the limits of the block diagram in Appendix 1 of the Seaway Handbook, should the stern of the vessel override the lock walls when exiting the locks.



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Masters and pilots must take this condition into consideration and exercise extreme caution when exiting locks, to ensure that the vessel is maintained in proper lock alignment until finally passed and clear of all structures.

Masters are reminded that when bridge wings are folded inboard for Seaway transit, the chains and / or portable stanchions must be the same height as the ship's bridge wings

Certain requirements must be met by vessels greater than 222.5 metres (O.A.L.):

1. Vessels must have a rounded stem bar.
2. Vessels must be equipped with adequately powered self-tensioning and self-rendering winches and fairleads at an approved location.
3. Mariners must comply with special mooring instructions and procedures when proceeding through the locks.

As water levels, changes in seasonal conditions and vessel design can have an impact on the ability of Seaway locks to accommodate vessels with larger dimensions, special consideration must be given in certain cases to ensure a safe and efficient transit for all users. Prior review and approval of ship plans are necessary for all vessels in excess of the current maximum dimensions before permission to transit will be granted.

For further information regarding the transit of ships with dimensions in excess of the current maximum permissible dimensions, please direct inquiries to:

Director, Operations and Technical Services
The St. Lawrence Seaway Management Corporation
202 Pitt Street
Cornwall, Ontario
Canada K6J 3P7
Tel: (613) 932-5170, ext. 3211
Fax: (613) 932-5204

6. RADIO COMMUNICATIONS

a) Reporting To Traffic Control Centre

For reasons of safety and the scheduling of vessel traffic, it is important that vessels report their location at the **actual** established calling-in point, and that vessels report to the nearest Traffic Control Centre prior to departure from Ports and/or Anchorages.



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7. DROPPING ANCHOR - LOCK APPROACHES

In several lock approaches, underwater air bubbling equipment is installed. These installations are identified on hydrographic navigation charts as well as by signs located on the approach walls. Masters are reminded that, unless there is an extreme emergency, the dropping of anchors must be avoided in these areas in order to prevent damage to this equipment.

8. AIDS TO NAVIGATION

Mariners are cautioned not to rely solely on buoys for navigational purposes. Buoys should be used only as approximate markers defining channel limits and hazards. Mariners are urged to refer to current hydrographic charts, Sailing Directions and Notices to Mariners.

9. CAPE VINCENT ANCHORAGE

The Saint Lawrence Seaway Development Corporation, in the interest of safety, may be directing vessels that must anchor to do so between Bartlett Point and LB-245. However, no vessel will anchor west of Carleton Island unless instructed by a Seaway officer under the provision of Part III Section 27 of the Seaway Handbook.

10. FLOW PATTERNS

The power entities at the Moses-Saunders Power Generating Station may be conducting peaking operations whenever the flow in the upper St. Lawrence River is below 7,930 m³/s (280,000 cfs). These operations may cause some variations in the normal current patterns and velocities in the vicinity of Iroquois Lock, Copelands Cut Light 46 and downstream of Snell Lock.

11. VERTICAL CLEARANCES

Hydrographic charts indicate the vertical clearances above chart datum. Water levels may be above chart datum and available clearances of overhead structures and cables may therefore be less than indicated on the chart. The maximum permissible height acceptable for transit of the Seaway is 35.5 metres above the vessel's water line. Masters are reminded that when antennas and/or masts are required to be hinged down, it must be for the entire Seaway transit.

12. TAKING STORES OR LANDING GARBAGE

Vessels permitted to take on stores or land garbage at locks must do so in a safe and expeditious manner, so as not to delay other traffic in the system. It is the Master's responsibility to ensure there are sufficient number of ship's crew to attend mooring lines at all times when the ship is in the lock chamber and additional crew is available to receive stores or land garbage.



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The ship's navigation bridge and VHF radios must be manned at all times.

13. MINIMUM CREW REQUIREMENT FOR SEAWAY

Mariners are advised that the minimum number of Certified Deck Officers to be aboard ships greater than 1000 GRT is three, Master and 2 Deck Officers. The number of Certified Engineers to be onboard ships greater than 750 kW is 2 certified engineers. The engine room must be manned at all times in Seaway waters between CIP 2 and Tibbetts Point and between CIP 15 and CIP 16.

Officers holding dual certificates cannot be considered both a Deck Officer and Engineer. The Officer can only be accepted for one position.

The Master and/or Deck Officer must be accompanied by a helmsman at all times while in the wheelhouse.

Sufficient well-rested crewmembers must be available for mooring operations and other essential duties. Ship Inspectors will decide based upon the mooring arrangements of the vessel, the number of crewmembers required.

Vessels that are accepted with minimum crew must participate in the tie-up service.

If ships with minimum crew as outlined above are delayed during transit of the MLO section resulting in the crew not having the required rest periods as per STCW-95, the ship will be directed to safe anchorage until the crew has received proper rest. Captain may be requested to provide the proposed schedule to meet the rest periods as required by STCW-95 prior to start of transit.

14. REPORTING DANGEROUS CARGO

Mariners are reminded that all vessels carrying dangerous cargo, as defined in Part V (72) of the Seaway Handbook, and all tankers carrying liquid cargo in bulk, and all vessels carrying grain under fumigation* are required to file a copy of the current load plan prior to transiting any part of the Seaway system.

Tankers, in ballast, which are not gas-free, must report the previous cargo of each hold on a load plan.

*All ships carrying any quantity of grain under fumigation must provide to traffic control the name of the chemical (fumigant) used and the cargo hold(s) affected.



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Failure to comply with these requirements may result in unnecessary delays or transit refusal. The load plan and other information can be transmitted via fax, twenty-four hours a day, to any of the following numbers.

St. Lambert, Quebec (450) 672-3668
Massena, N.Y. (315) 764-1886
St. Catharines, Ontario (905) 641-4632

15. WATER BALLAST MANAGEMENT

As outlined in Part III, 30 (1) & (2) of Seaway Handbook ships must comply with ballast water management practices to obtain clearance to transit the Seaway. Every ship entering the Seaway after operating beyond the economic exclusive zone must comply with the United States Coast Guard ballast water management practices under 33 Code of Federal Regulations Part 151 Subpart C. Further information can be obtained by contacting the USCG MSD Massena at 315-769-5483.

Mariners are also reminded that since the entry of the mandatory Canadian - Ballast Water Control and Management Regulations in 2006, mariners have to comply with section 6, 7 and 14 of the regulation. Transport Canada is providing information with the publication of "A Guide To Canada's Ballast Water Control and Management Regulations TP 13617 where mariners are to refer to section 5.0 "Reporting Requirements" and section 7 "Loaded Vessels with Tanks Containing Residual Ballast Water" for tanks containing only residuals.

16. PILOT EXCHANGE

Masters are reminded that, for safety concerns, the ship's position must be maintained during pilot exchange at locks.

March 7, 2008



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Table of Speeds

	Column I	Column II	Column III	Column IV
Item	From	To	Maximum Speed Over The Bottom (Knots)	
1.	Upper Entrance South shore Canal	Lake St. Louis Buoy A13	10.5	10.5
2.	Lake St. Louis Buoy A13	Lower Entrance Lower Beauharnois Lock	16	16
3.	Upper Entrance Upper Beauharnois Lock	Lake St. Francis Buoy D3	9 (upb) 10.5 (dnb)	9 (upb) 10.5 (dnb)
4.	Lake St. Francis Buoy D3	Lake St. Francis Buoy D49	12 (upb) 13.5 (dnb)	12 (upb) 13.5 (dnb)
5.	Lake St. Francis Buoy D49	Snell Lock	8.5 (upb) 10.5 (dnb)	8 (upb) 10.5 (dnb)
6.	Eisenhower Lock	Iroquois Lock	11.5	10.5
7.	Iroquois Lock	McNair Island Lt. 137	13	10.5
8.	McNair Island Lt 137	Deer Island Lt. 186	11.5	10.5
9.	Deer Island Lt. 186	Bartlett Point Lt. 227	8.5 (upb) 10.5 (dnb)	8 (upb) 10.5 (dnb)
10.	Bartlett Point Lt. 227	Tibbetts Point	13	10.5
11.	Junction of Canadian Middle Channel and Main Channel abreast of Ironsides Island	Open Waters between Wolfe and Howe Islands through the said Middle Channel	9.5	9.5
12.	Port Robinson	Ramey's Bend through the Welland By-Pass	8	8
13.	All other canals		6	6



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SEAWAY NOTICE NO. 3 – 2008

Tie-Up Service at Lock Approach Walls

Mariners are advised that effective opening of navigation, the Seaway entities will offer a **tie-up service** at approach walls and Seaway wharves to vessels which elect not to install or use landing booms. The vessel's crew will be responsible for casting off the vessel on the approach walls and at wharves. Note that a maximum of four (4) lines will be handled by Seaway personnel.

The fee for this service for each round trip or part thereof, regardless of the number of approach wall tie-ups provided, will be:

Montreal-Lake Ontario Section - \$750 Cdn.
Welland Canal - \$750 Cdn.

The service is mandatory for vessels electing not to fit landing booms.

This service must be requested at least 24 hours before the start of each transit using the attached form. The charges for this service will be invoiced separately.

For mooring on approach walls and wharves, vessels are to provide their own synthetic lines that must comply with Part 1, Section 10(3) of the Seaway Handbook. The use of nylon mooring lines will not be permitted.

March 7, 2008



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SEAWAY NOTICE NO. 4 – 2008

Communications

Mariners are reminded that the following communications procedures will be in effect at the structures:

AT LOCKS

Lock crews' initial communication with vessel will occur when vessel is inbound at the L/A2

Vessel to acknowledge at minimum the following 3 positioning instructions:

- Initial communication (for final mooring position)
- 25 m spotting instruction (15 m at SLSDC locks)
- Final spotting instruction (In position)

At SLSDC locks for downbound maximum sized vessels required to winch to final mooring position the following additional communications must be acknowledged:

- The message "15 m to the 15m mark"
- The message "In position at the 15 m mark",
- When the vessel has winched into position, the message "In position"

AT BRIDGES (remote from locks)

The following procedure applies at all free-standing Bridges, namely:

- Br. 7A/7B, SLU, VAL in the Montreal Lake Ontario Section
- Br. 4, 5, 11 and 21 in the Welland Canal Section

The bridge operator will make a VHF radio call on the normal working channel to the last vessel through the bridge draw, immediately prior to initiating the bridge lowering / closing sequence. e.g. "VESSEL NAME, BRIDGE 21 WILL START TO LOWER". Vessel may respond if there is a problem.

March 07, 2008



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SEAWAY NOTICE NO. 5 – 2008

Mooring and Casting off In Locks

Masters of vessels transiting the Seaway are advised that they must have sufficient competent crew members on board to properly handle the mooring lines and winches during the lockage operation. Inadequately trained seamen are not to be assigned to locking through duties. It is important that moorings be rigged in accordance with Seaway Handbook and that instructions provided on the vessel's Ship Inspection Report be adhered to (page 1 of the inspection report should be posted on the bridge and available for Masters/Pilots use). Masters must ensure that crew members are alert and attentive to all phases of the lockage procedure since the improper operation of mooring winches and the careless handling of mooring lines can result in serious injury to lock and shipboard personnel. Masters are required to note the following practices:

- a. During downbound lockages, release the tension of the mooring lines quickly at castoff;
- b. Following the castoff signal, **do not take in mooring lines prematurely**; in the downbound direction, wait for the eye of the mooring wire to come over the coping before starting to take in the mooring wire;
- c. Ensure that lines are coiled properly on the winch drums to avoid pinching and backlash;
- d. Ensure that the slack of mooring wires is taken up **only after the appropriate signal has been received from the lock crew** during the initial mooring of the vessel. Thereafter, the proper tensioning of the lines during the lock fill or dump operation is the responsibility of the vessel crew;
- e. Vessels are required to maintain their position in the lock during the raising and lowering operations. Winches or hand-held mooring lines shall be properly attended to avoid the necessity of engine or thruster manoeuvres during the locking operation. Care must be taken to ensure the vessel does not back up past the "STOP" sign at the stern of the vessel when preparing to depart the lock after raising or lowering;
- f. Mariners are advised that the white light located at either end of a lock and which is activated when the end of the lock is fully open **is not to be used** as a signal to cast off. (These lights serve only as indicators for lock wall personnel). **The vessel is to remain secured until the Seaway officer in charge of the mooring operation gives castoff instructions.** When a vessel is instructed to cast off, the mooring lines are to be slackened and the Master must ensure that they have all been cast off and clear of the bollards before commencing to heave the lines inboard. **The vessel must not exit the lock at such a speed that the mooring lines are not completely inboard before passing the lock gates.** Failure to do so can result in



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injuries to personnel and damages to both Seaway and shipboard installations.

- g. In Canadian locks, the stern lines of an upbound vessel in Locks 1 to 4, Montreal/Lake Ontario section, and 1 to 7, Welland Canal, will be secured first, when requested by the Master through the appropriate Traffic Control Centre, provided the following applies:
- i. The overall length of the vessel is 185 metres or less, regardless of the beam;
 - ii. The overall length of the vessel is greater than 185 metres, but the beam is 20 metres or less.

March 7, 2008