



Homeland Security



# 9<sup>th</sup> DISTRICT LOCAL NOTICE TO MARINERS 20/04 MONTHLY EDITION 2004 04 MAY 2004

Issued by: Commander (oan)  
Ninth Coast Guard District  
1240 East Ninth Street,  
Cleveland, OH 44199-2060  
Telephone: (216) 902-6069

Numbers within brackets [ / ] refer to the LNM where information was first printed. Direct questions about this LNM to the above address. The Weekly Supplemental editions of the Local Notice to Mariners contain only information subsequent to the issue date of the Monthly edition. To ensure having complete information concerning the waterways within the Ninth Coast Guard District, consult this Monthly Edition 20/04.

\*District Nine Internet Address\* <http://www.uscg.mil/d9/uscgd9.html>  
\*\* NIS 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, 2003 Edition / Coast Pilot Reference: 2004 U.S. Coast Pilot 6 Great Lakes 34th Edition

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 Group 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:

<b>Ninth District</b>	C030-04	through	C033-04	<b>Group Buffalo, NY</b>	B024-04	through	B029-04
<b>Group Detroit, MI</b>	D053-04	through	D065-04	<b>Group Grand Haven, MI</b>	G024-04	through	G028-04
<b>Group Milwaukee, WI</b>	M057-04	through	M060-04	<b>Group Sault Ste Marie, MI</b>	S075-04	through	S081-04

## I. SPECIAL NOTICES

### USACE NOTICE TO NAVIGATION INTERESTS

The following Federal Channels have conditional surveys recently completed and can be seen at the USACE Detroit District web site at <http://www.lre.usace.army.mil/OandM/o&m.html>, the USACE Chicago District website at: <http://www.lrc.usace.army.mil>, and the USACE Buffalo District website at: <http://www.lrb.usace.army.mil/waterways/survey/survey.html>

Holland Harbor, MI [18/04]                      St Joseph Harbor, MI [19/04]

### GREAT LAKES - Great Lake Water Levels

The expected water levels on the Great Lakes for April 05, 2004. 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 +29, Lake Erie +27, Lake St. Clair +21, Lake Michigan-Huron +02, Lake Superior -01.

St Lawrence River:

Above Long Sault Dam +44, Above Iroquois Dam +33, Ogdensburg +35, Alexandria Bay +30, Head of River at Cape Vincent +29.

Detroit River

Lake Erie at Pelee Passage +27, Mouth of River at Gibraltar +25, Head of River above Belle Isle +21.

St. Clair River

Mouth of River at St. Clair Flats +21, Algonac +17, St. Clair +11, Blue Water Bridge +06, Head of River at Fort Gratiot +02, Lake Huron Approach Channel +02.

St. Marys River

Mouth of River at Detour +02, West and Middle Neebish +05, Head of Little Rapids +02, Below Locks +02, Above Locks -00, Head of River at Point Iroquois -01.

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 Atmosphere 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 inquires 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://superior.lre.usace.army.mil/levels/newchan.html>. [20/04]

### LORAN-C OPERATIONS, LORSTA DANA (RATE 8970-M/9960-Z)

This is a proposal to authorize LORSTA Dana, IN (rate 8970-M/9960-Z) unusable time from 1300 GMT to 1500 GMT 20 May 2004. The alternate time will be from 1300 GMT to 1500 GMT 21 May 2004. Objections will be considered until 1800 GMT 14 May 2004. Users shall address inquiries to the Northeastern U.S. Loran-C Chain Operations Control Officer (LT Luci Bookhammer) at 703-313-5887. Current Loran-C status is available 24 hrs/day through internet address:

<http://www.navcen.uscg.gov> [1704]

### **LORAN-C OPERATIONS – LORSTA BOISE CITY (RATE 9610-M/8970-Z)**

This is a proposal to authorize LORSTA Boise City, OK (Rate 9610-M/8970-Z) unusable time from 1400 GMT to 1800 GMT 01 June 2004. The alternate time will be from 1400 GMT to 1800 GMT 02 June 2004. Objections will be considered until 1800 GMT 27 May 2004. Users shall address inquiries to the South Central U.S. Loran-C Chain Operations Control Officer (LT J. Bailey) at 703-313-5873. Current Loran-C status is available 24 hrs/day through internet address: <http://www.navcen.uscg.gov> [19/04]

### **LORAN-C OPERATIONS, LORSTA SENECA (RATE 8970-X/9960-M)**

LORSTA Seneca, NY (Rate 8970-X/9960-M) will be unusable from 1200 GMT to 1600 GMT 05 May 2004. Address inquiries to the Northeastern U.S. Loran-C Chain Operations Control Officer (LT Luci Bookhammer) at 703-313-5887. Current Loran-C status is available 24 hrs/day through internet address: <http://www.navcen.uscg.gov> [20/04]

### **USACE NOTICE TO NAVIGATION INTERESTS**

The following Federal Channels have conditional surveys recently completed and can be seen at the USACE Detroit District web site at <http://www.lre.usace.army.mil/OandM/o&m.html>, the USACE Chicago District website at: <http://www.lrc.usace.army.mil>, and the USACE Buffalo District website at: <http://www.lrb.usace.army.mil/waterways/survey/survey.html>  
Holland Harbor, MI [18/04] St Joseph Harbor, MI [19/04]

### **PORTS OF THE UNITED STATES – Security Conditions**

Law Office of HOLLAND & KNIGHT LLP is recommending that you go to [Maritime Developments - Port Security](#) for a comprehensive listing of the security conditions at ports of the United States. [20/04]

### **NEW YORK STATE CANAL SYSTEM Erie Canal – Plainville - Chart 14786**

Mariners are advised that construction activities will take place during the 2004 navigation season at Bridge E-79. Placement of a temporary structure at this location will result in a reduction of normal pool vertical clearance from 20.57' to 17.80' (western span) or 18.50' (eastern span). These reductions will not affect the controlling clearance of 15.5' for the western Erie Canal from Three Rivers to Tonawanda. Temporary vertical clearance gauges will be placed to assist mariners in establishing real-time clearance. Additional signage will be displayed to aid those transiting the area. Mariners are advised to proceed with caution through this area and heed all temporary aids to navigation and other signage. For additional information, please call (518) 471-5016, or visit the New York State Canal System web site at <http://www.canals.state.ny.us/>. [20/04]

### **NEW YORK STATE CANAL SYSTEM Erie Canal – Waterford - Chart 14786**

Mariners are advised that construction activities will continue during the 2004 navigation season at Bridge E-3 in Waterford. A containment structure will protrude two feet from the underside of this bridge. This temporary structure will reduce the clearance at normal pool from 21.78 feet to 19.78 feet. The Canal Corporation will again manipulate the Lock E-2 upper level upon request in order to compensate for the reduction in vertical clearance. Mariners requiring vertical clearance greater than 18 feet should notify Lock E-2 by VHF marine band radio, or by phone at (518) 237-0810, at least 30 minutes prior to arrival. If no response, contact the Waterford Canal Section office at (518) 233-8575. Mariners should consult the temporary vertical clearance gauge at this location prior to proceeding under the bridge. Additionally, a small work barge will be on site during operations at Bridge E-3 Monday through Friday. This barge will be moored to a concrete bulkhead, and will not impede vessel traffic. However, commercial traffic giving 24 hours advance notice can request the temporary removal of this barge by calling (518) 471-5016. For updates and information, please call 1-800-4CANAL4, or visit the New York State Canal System web site: <http://www.canals.state.ny.us/>. [20/04]

### **NEW YORK STATE CANAL SYSTEM Erie Canal – Waterford - Chart 14786**

Mariners are advised that federal aids-to-navigation between the Troy Federal Lock and Waterford may not be set until Thursday, May 6th. Mariners transiting this area prior to this date are advised to proceed with caution and avoid a shoal in the vicinity of Van Schaick Island charted in NOAA Chart #14786 on page C-1. The Coast Guard intends to set these aids as soon as operations allow, and prior to Thursday, May 6th. Mariners are advised to monitor 1-800-4CANAL4 and visit the New York State Canal System web site: <http://www.canals.state.ny.us/>. [20/04]

### **NEW YORK STATE CANAL SYSTEM – Straw-bag Style Fenders - Chart 14786**

Mariners are reminded that “straw-bag” style and tire fenders can cause significant problems and long delays at locks. These types of fenders, if they become loose, have been known to become jammed in lock valves, rendering the lock inoperable until they are removed. Mariners are advised not to use either type of fender. For pleasure craft, normal cylindrical or ball type rubber fenders are recommended, and should provide ample protection in lock chambers and on bulkhead walls. For commercial craft, rubber or wooden strips, or rope fenders are recommended. Any fenders used on vessels transiting the Canal System must be securely fastened to the vessel so as not to come loose and create maintenance delays as described above. Canal Rules and Regulations provide for the detention of craft that may jeopardize the canal structures, or is likely to become a source of damage or of delay to navigation. For additional information, please call (518) 471-5011, or visit the New York State Canal System web site: [www.canals.state.ny.us](http://www.canals.state.ny.us/). [20/04]

### **NEW YORK STATE CANAL SYSTEM – Straw-bag Style Fenders - Chart 14786**

[Recreational pass applications are now available](#) on the New York State Canal System website at [www.canals.state.ny.us](http://www.canals.state.ny.us). Seasonal, 10-day, and two-day passes are available. Passes must be filled out, printed, and mailed to the New York State Canal Corporation. Commercial pass applications are available upon request by calling (518) 471-5011. [20/04]

### **NEW YORK STATE CANAL SYSTEM – Navigating Caution - Chart 14786**

Mariners are advised to navigate with extra caution during the first week of the 2004 navigation season. While all sections of the Canal System are projected to open on schedule, spring rainfall has left many rivers and lakes that comprise the Canal System swollen. While water levels continue to fall and are approaching normal navigational levels in many areas, certain areas may remain initially problematic. Extra caution is advised along the Erie Canal from Baldwinville to the Cayuga-Seneca junction. Water levels in this area have been comparatively high, and are receding slowly. Mariners are advised to proceed slowly and with caution, and be mindful of any wake impact. Even small wakes in waterways near bank-full can cause property damage and erosion. Under New York State law, mariners are responsible for any impact from the wake their vessel creates. For information and updates, please visit the New York State Canal System website at <http://www.canals.state.ny.us/> or call 1-800-4CANAL4. [20/04]

### **OSWEGO CANAL – ERIE CANAL EAST – Changes to Published Depth – Chart 14786**

The Oswego Canal and Erie Canal East (Waterford to Three Rivers) are maintained to provide a minimum channel width of 200 feet in canalized river and lake sections, 120 feet in rock cuts and 104 feet in earth cuts. Maximum available depth is 14 feet, but reduced to 13 feet over lock sills. The Champlain Canal, Cayuga-Seneca Canal and Erie Canal West (Three Rivers to Tonawanda) are maintained to provide a minimum channel width of 200 feet in canalized river and lake sections, 94 feet in rock cuts and 75 feet in earth cuts. Maximum available depth throughout is 12 feet. All canal reaches having less than maximum depth are identified in this Notice to Mariners. Presented in table format, shoal areas are delineated by navigation aids or canal structures, and the channel location offering maximum depth is indicated. The table is available by mail or fax by calling (518) 471-5016 or on the New York State Canal System web site, <http://www.canals.state.ny.us/> [17/04]

**LAKE ERIE - Fairport Harbor – Possible Shoaling – Chart 14837**

Possible shoaling has been reported in the vicinity of the Western Approach to the Fairport Harbor Breakwaters. In posit 41-46.248N, 081-16.824W, depth was reported to be 18ft. All mariners are urged to use caution while transiting the area. [17/04]

**TOLEDO HARBOR (LORAN C) - Chart 14847**

Great Lakes Environmental Research Laboratory will deploy two white scientific research buoy, Fl Y 4s, off the Toledo Harbor Light in position 41-45.754' N 83-19.653' W and off Structure 2 in position 41-49.492' N 83-11.695' W. The buoys will be deployed from 04 May until 01 December 2004. The buoys consists of a 5 ft. high by 9 inch diameter white spar buoy. An additional buoy will be deployed at each location within the next four weeks. For further information contact Mr. Ron Muzzi at (734) 741-2007. [20/04]

**WEST END OF LAKE ERIE (LORAN C) - Chart 14830**

Great Lakes Environmental Research Laboratory will deploy two white scientific research buoy, Fl Y 4s, off the Toledo Harbor Light in position 41-45.754' N 83-19.653' W and off Structure 2 in position 41-49.492' N 83-11.695' W. The buoys will be deployed from 04 May until 01 December 2004. The buoys consists of a 5 ft. high by 9 inch diameter white spar buoy. An additional buoy will be deployed at each location within the next four weeks. For further information contact Mr. Ron Muzzi at (734) 741-2007. [20/04]

**WESTERN LAKE ERIE - DETROIT AND ST. CLAIR RIVERS - SOUTHERN LAKE HURON – Reporting Requirements – Chart 14820**

Additional reporting requirements have been issued by both Canadian and United States authorities under the St. Clair and Detroit Rivers navigation safety regulations and 33 CFR 162.130 connecting waters from Lake Huron to Lake Erie general rules. Effective immediately, all commercial vessels identified as tankers or tug and tank barge combinations carrying dangerous cargo as described under the international maritime organization (IMO) regulations are to provide a notification 24 hours in advance of entering or transiting the Sarnia traffic zone between Southeast Shoal on Lake Erie and Harbor Beach on Lake Huron. Vessels are to provide the following information:

- 1- Name of vessel
- 2- Destination
- 3- Type of dangerous cargo
- 4- Quantity of dangerous cargo
- 5- Expected time of arrival at the entrances of the zone or
- 6- Expected time of departure within the zone
- 7- Destination port if within the zone and expected arrival/departure time from said destination
- 8- If off loading or on loading cargo within the zone, cargo specifics.

Subject vessels that are moored within the Sarnia traffic zone are to provide this information 24 hours prior to departure. In the event a scheduled departure time changes by more than three (3) hours, subject vessels are to update Sarnia Traffic immediately when the change becomes known. The information or report may be given to Sarnia Traffic on the designated sector frequencies or sent by facsimile to both following fax numbers: USA (313) 568 9581, CDN (519) 337 2498. [19/04]

**DETROIT RIVER – ST. CLAIR RIVER – Condition of Federal Navigation Channel – Charts 14848, 14852**

1. Soundings obtained during obstruction removal operations and condition surveys performed within the Federal navigation channels of the Detroit River, Lake St. Clair and the St. Clair River, Michigan and Ontario, during CY 2003, indicate shoaling as shown on the attached tables. (Refer to NOAA Charts No. 14848 and No. 14853).
2. Elevations and project depths are referred to IGLD, 1985 when Lake Erie is at elevation 569.2 ft., Lake St. Clair at 572.3 ft. and Lake Huron at 577.4 ft. above Mean Water Level at Rimouski, Quebec.
3. The information depicted in this report represents the results of surveys made on the time indicated and can only be considered as indicating the conditions existing at that time.
4. Vessel operators are advised to use caution when navigating in these areas. Obstruction removal operations have resumed and will continue through December 2004, as weather permits.
5. All inquiries should be addressed to CELRE-OT-T and should refer to Notice to Navigation Interests No. L04-09. Internet address: <http://lre.usace.army.mil>. Go to: Detroit Home Page, Who We Are, Operations Office Home Page. [17/04]

**LAKE St. CLAIR, LAKE HURON – Temporary Scientific Moorings – Chart 14853**

Scientific moorings have been temporarily established in Lake Erie in the following locations:

2004-04A-29A	42-28-41N, 082-42-16W
2004-04A-30A	42-28-39N, 082-42-15W
2004-09S-23A	42-39-09N, 082-30-28W
2004-09A-18A	42-51-19N, 082-27-54W
2004-09A-11A	42-53-57N, 082-27-33W
2004-09A-19A	42-55-40N, 082-27-05W
2004-02A-21A	42-02-45N, 082-24-48W
2004-02A-20A	42-02-48N, 082-24-43W

Moorings are marked by yellow spar buoy equipped with an amber flashing light and radar reflector. Mariners are requested to keep clear 50m from buoys. [20/04]

**LAKE HURON - ST. CLAIR RIVER LAKE ST. CLAIR - DETROIT RIVER - LAKE ERIE - Obstruction Removal and Survey Operations**

Beginning on or about 5 April 2004, and continuing throughout the 2004 navigation season, the U.S. Army Corps of Engineers' s/v WHEELER, Cranebarge VELER, along with other survey vessels and attendant plant, will perform obstruction removal and survey operations in various Federal navigation channels of Lake Huron, the St. Clair River, Lake St. Clair, the Detroit River, and Lake Erie. Operations will be conducted Monday through Friday from 0700 to 1900 hours. Mariners are urged to use extreme caution and reduce speed when navigating in the vicinity of these operations. All inquiries should be addressed to CELRE-OT-T and should refer to Notice to Navigation Interests No. L04-01. Internet address: <http://www.lre.usace.army.mil> Go to: Detroit Home Page, Who We Are, Operations Office Home Page. [12/04]

**Port Huron - RNA**

The U.S. Coast Guard has established a regulated navigation area (RNA) in the waters of Lake Huron at the entrance to the moorings for USCG Station Port Huron. The RNA prohibits fishing, mooring, and anchoring in this location. The RNA comes into effect on May 28. [69 Fed. Reg. 23101](http://www.fedreg.gov) [20/04]

**ST MARYS RIVER – Munuscong Lake – 14882, 14883**

The U.S. Army Corps of Engineers has reduced the previously reported shoaling in the lower end of Rock Cut. The entire channel has been cleared to a min depth of 27'. An area from 2500' above LT's 25/26 down river to LT's 25/26 is cleared to 28' for 60' on either side of the centerline. Mariners should continue to transit this area using extreme caution and remain as close to the centerline as possible. [19/04]

**ST MARYS RIVER – Course 6 West Neebish Channel (Rock Cut) – Chart 14882, 14883**

U.S. Army Corps of Engineers floating plant have removed significant shoaling in the lower end of the Rock Cut, Course 6 West Neebish Channel, as reported in the Notice to Navigation Interest, L04-07. These shoals were up to 4.5ft above the project depth of 28.5 ft, and began approximately 2,500 ft upstream of Navigation Lights 25/26 and extended downriver to Navigation Light 25/26. This area is cleared to 28.0 ft for 60 ft on either side of the centerline. The entire channel in this area has been cleared to a minimum depth 27.0 ft below I.G.L.D. 1955 Low Water Datum. An updated NTNI will be posted as work progresses. Mariners are reminded to use card when transiting this area and stay close to the center of channel as possible. Multiple U.S. Army Corps of Engineers Floating Plants and Derrick Boats will continue to clear small and scattered strikes in this area. Radio contact may be established with these vessels using VHF Channels 12 and 16. Small boat operators are cautioned to keep clear of these operations and listen and watch for signals from personnel on these vessels. [19/04]

**LAKE MICHIGAN – Benton Harbor – Chart 14930**

The U.S. Coast Guard has received a report of possible shoaling on the north side of the channel at the entrance to St. Joseph Harbor. All vessels should transit the area with caution. [18/04]

**LAKE SUPERIOR - Port Wing Harbor, WI – Shoaling – Chart 14966**

Recent survey of Port Wing Harbor, WI, has indicated shoaling within various areas of the harbor. In particular, the bounded area indicated by "note b" of the harbor inlay to NOAA chart 14966 (Little Girls Point to Silver Bay, Lake Superior). Mariners are advised to use caution while transiting the harbor. [11/04]

**II. DISCREPANCIES IN AIDS TO NAVIGATION as of 1000 May 04, 2004**

This section lists all changes to discrepancies since Local Notice to Mariners 15/04. The following abbreviations are used:

B	Buoy	BKW	Breakwater	(C)	Canadian Aid
CH	Channel	DAM	Damaged	DAYBD	Dayboard
DBN	Daybeacon	DECOM	Decommissioned	DISCON	Discontinued
ENT	Entrance	ESTB	Established	EXT	Extinguished
FS	Fog Signal	HBR	Harbor	IMCH	Improper Characteristic
INOP	Inoperative	JCT	Junction	LB	Lighted Buoy
LBB	Lighted Bell Buoy	LGB	Lighted Gong Buoy	LHB	Lighted Horn Buoy
LIB	Lighted Ice Buoy	LT	Light	LWP	Left Watching Properly
OBST	Obstruction	OFFSTA	Off Station	(P)	Private Aid
PARSUB	Partially Submerged	PAROBSC	Partially Obscured	PHD	Pierhead
RBN	Radiobeacon	RAC	Racon	DIM	Reduced Intensity
RELDRG	Relocated for dredging	RELSHL	Relocated for Shoaling	RELCON	Relocated for Construction
RF	Range Front	RPTD	Reported	RR	Range Rear
(SLS)	St. Lawrence Seaway Devel Corp	SND CONT	Sounding Continuously	TRUB	Temporarily Replaced With A B
TRLB	Temporarily Replaced With A LB	TRLT	Temporarily Replaced With A Light	W/M	Winter Mark

**A. RECENT DISCREPANCIES**

LLNR	Name of aid	Status	Charts Affected	BNM Ref.	LNM Ref.
3450	DUNKIRK HBR B 9	OFFSTA	14823		15/04
3765	ASHTABULA HBR LB 3	MISSING	14836	B014-04	18/04
3800	ASHTABULA HBR W PIER LT	LT EXT	14836	B007-04	15/04
4035	CLEVELAND INTAKE LB (P)	MISSING	14826	D309-03	11/04
4710	SANDUSKY LWR BAY CHL B 9	OFFSTA	14845	D065-04	20/04
5495	GEM BEACH N ENTR LT 1 (P)	LT DIM	14842	D061-04	20/04
6025	TOLEDO WATER WORKS INTAKE CRIB LTS (P)	LT EXT	14847	D050-04	19/04
12770	DETOUR REEF LT	RACON INOP	14880	S037-04	13/04
13365	LOWER NICOLET W FR LT	LT EXT	14883	S081-04	20/04
13370	LOWER NICOLET W RR LT	LT EXT	14883	S081-04	20/04
14020	FRECHETTE PT RR LT	MISSING DAYBD	14883	S079-04	20/04
14530	WHITEFISH PT LT	LT EXT	14962	S080-04	20/04
14650	MARQUETTE PWR AND LT CHL B 1 (P)	MISSING	14970		13/04
14655	MARQUETTE PWR AND LT CHL B 2 (P)	MISSING	14970		13/04
18145	MISSION PT LT	LT DIM	14913	S069-04	18/04
18770	BEAR LAKE ENTR W LT (P)	LT IMCH	14934	G026-04	18/04
18775	BEAR LAKE ENTR E LT (P)	LT EXT	14934	G025-04	20/04
18785	GREAT LAKES MARINA ENTR LT 1 (P)	LT EXT	14934	G007-04	15/04
18790	GREAT LAKES MARINA ENTR LT 2 (P)	LT EXT	14934	G007-04	15/04
18795	GREAT LAKES MARINA ENTR LT 3 (P)	LT EXT	14934	G007-04	15/04
18800	GREAT LAKES MARINA ENTR LT 4 (P)	LT DESTROYED/PART OBSC CHL	14934	G007-04	15/04
18810	GREAT LAKES MARINA ENTR LT 6 (P)	LT EXT	14934	G007-04	15/04
18910	CONSUMER POWER CO LT 1 (P)	LT EXT	14933	G009-04	16/04
18915	CONSUMER POWER CO LT 3 (P)	LT EXT	14933	G009-04	16/04
18920	CONSUMER POWER CO LT 5 (P)	LT EXT	14933	G009-04	16/04
18985	GRAND HAVEN N SHORE MARINA DBN 1 (P)	MISSING DAYBD	14933	G008-04	15/04
20015	WATER FILTRATION PLANT LT B (P)	LT EXT	14928	M038-04	16/04
20490	RACINE E HBR ENTR LT 2 (P)	LT IMCH	14925		18/04
20500	RACINE HBR LT 5 (P)	LT DIM	14925		18/04
21355	DETROIT HBR CHL B 2	MISSING	14909	M047-04	18/04
22180	GREEN BAY HBR ENTR FR LT	MISSING DAYBD	14918	M054-04	19/04

**B. DISCREPANCIES CORRECTED**

LLNR	Name of aid	Status	Charts Affected	BNM Ref.	LNM Ref.
2105	OSWEGO HBR W CHL LT 2	LT EXT	14813	B020-04	19/04
2735	BUFFALO JNCTN LB BR	OFFSTA	14833	B021-04	19/04
2785	BLACK ROCK CANAL LB 1	OFFSTA	14833	B021-04	19/04
2795	BLACK ROCK CANAL LB 1	OFFSTA	14833	B021-04	19/04
2820	BLACK ROCK CANAL B 8	OFFSTA	14833		19/04
5565	KELLEYS ISL SHL LB 1	OFFSTA	14844	D031-04	13/04
8525	ST CLAIR LT	LT EXT	14850	D020-04	11/04
12907	LIME ISL LB 14	LT EXT	14882	S078-04	20/04
18415	PORTAGE LAKE N PHD LT	F/S SECURED	14939	G018-04	18/04
19460	KALAMAZOO RIVER B 4	OFFSTA	14906	G021-04	18/04
19515	ST JOSEPH N PHD LT	F/S SECURED	14930	G014-04	17/04
20585	RACINE YACHT CLUB S BKW LT (P)	LT EXT	14925	M035-04	16/04
20890	RACINE YACHT CLUB N BKW LT (P)	LT EXT	14925	M035-04	16/04
20925	TWO RIVERS N PHD LT	F/S INOP	14903	M023-04	14/04

**III. TEMPORARY CHANGES IN AIDS TO NAVIGATION as of 1000 May 04, 2004**

**A. TEMPORARY CHANGES**

LLNR	Name of aid	Status	Charts Affected	BNM Ref.	LNM Ref.
4350	LORAIN HBR LT 6	TEMP MOVED	14841		35/03
6450	LUNA PIER MARINA BKW LT 1 (P)	TEMP DISCON	14846	D224-01	23/01
6455	LUNA PIER MARINA BKW LT 2 (P)	TEMP DISCON	14846	D224-01	23/01
14540	LITTLE LAKE HBR LT 2	TEMP DISCON	14962	S046-03	06/03
14670	PRESQUE ISLE BKW LT	TEMP DISCON F/S	14970		20/04
17079.1	FOUR MILE BAY BUOY 7	ESTB TRUB	14999		12/02
19601	MICHIGAN CITY INNER HBR B 4	ESTB TRUB	14905	G015-04	18/04
19602	MICHIGAN CITY INNER HBR B 6	ESTB TRUB	14905	G015-04	18/04
20257	HIGHLAND PARK ROCK BUOY 6	ESTB TRUB	14905		29/03
21591	LITTLE FISHDAM RIVER ACCESS LT (P)	TEMP DISCON	14908	M050-01	09/02

**B. RECENT TEMPORARY CHANGES CORRECTIONS**

LLNR	Name of aid	Status	Charts Affected	BNM Ref.	LNM Ref.
10310	PORT AUSTIN B 7	TEMP DISCON	14863	D138-03	14/03

**IV. CHART CORRECTIONS**

Corrective action affecting charts is contained in this section. Chart corrections are listed numerically by chart number. The correction listed pertains to that chart only. It is up to the mariner to decide what charts are to be corrected. The following example explains the individual elements of a typical correction.

Chart number	Chart edition	Edition date	Last Local Notice to Mariners	Reference datum	Source Agency of correction	Current Notice to Mariners
14922	17th ed. MANITOWOC AND SHEBOYGAN HARBORS Change	4/25/92	Last LNM 12/93	NAD 83	(CGD9)	17/93
	Corrective action	Object of corrective action			Position	
		Manitowoc South Breakwater Light to "3" Fl G 2.5s, 37ft 8 StM			44°05'29.00"N	087°38'37.00"W

The letter (M) immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. (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 lakeward.

14832	34th ed. UPPER NIAGARA RIVER Add	10/02	Last LNM 33/03	NAD 83	(NOS NW - 7566)	20/04
	Add	Tabulation: Buffalo Harbor Channel centered at			42°59'26.00"N	078°53'20.00"W
14833	26th ed. BUFFALO HARBOR Add	Feb 2004	Last LNM 14/04	NAD 83	(NOS NW - 7566)	20/04
	Add	Tabulation: Buffalo Harbor Channel centered at			42°53'45.00"N	078°51'35.00"W
14836	27th ed. ASHTABULA HARBOR Add	08/02	Last LNM 11/04	NAD 83	(CGD9)	20/04
	Add	R "6"			41°53'59.20N	080°47'41.80W
		R "8"			41°53'58.80N	080°47'39.60W
	Change	G "5" to G "9"			41°53'32.70N	080°47'54.32W

<b>14852</b>	45th ed.	02/03	Last LNM 19/04	NAD 83	(CGD9)	20/04
	<b>ST. CLAIR RIVER</b>					
	Change	FT GRATIOT LT Fl G 6s 82ft 18 St M				
		To FT GRATIOT LT Fl G 6s 82ft 21 St M 43°00'23.00"N			082°25'21.09"W	
<b>14853</b>	14th ed.	03/03	Last LNM 19/04	NAD 83	(CGD9)	20/04
	<b>(SC) DETROIT RIVER, LAKE ST. CLAIR AND ST. CLAIR RIVER</b>					
	Change	FT GRATIOT LT Fl G 6s 82ft 18 St M				
		To FT GRATIOT LT Fl G 6s 82ft 21 St M 43°00'23.00"N			082°25'21.09"W	
<b>14860</b>	35th ed.	12/08/01	Last LNM 07/03	NAD 83	(CGD9)	20/04
	<b>LAKE HURON (LORAN C)</b>					
	Change	FT GRATIOT LT Fl G 6s 82ft 18 St M				
		To FT GRATIOT LT Fl G 6s 82ft 21 St M 43°00'23.00"N			082°25'21.09"W	
<b>14862</b>	28th ed.	4/13/02	Last LNM 11/04	NAD 83	(CGD9)	20/04
	<b>MI - LAKE HURON - PORT HURON TO PTE. AUX BARQUES (LORAN C)</b>					
	Change	FT GRATIOT LT Fl G 6s 82ft 18 St M				
		To FT GRATIOT LT Fl G 6s 82ft 21 St M 43°00'23.00"N			082°25'21.09"W	
<b>14865</b>	16th ed.	6/26/99	Last LNM 39/02	NAD 83	(CGD9)	20/04
	<b>SOUTH END OF LAKE HURON</b>					
	Change	FT GRATIOT LT Fl G 6s 82ft 18 St M				
		To FT GRATIOT LT Fl G 6s 82ft 21 St M 43°00'23.00"N			082°25'21.09"W	

## **V. ADVANCE NOTICE OF CHANGES TO AIDS TO NAVIGATION**

### **LAKE ONTARIO - Black River Bay, Signal Change, Charts 14811**

The Coast Guard will be changing the characteristics on Sackets Harbor LT (LLNR 1850) to FL W 2.5s. and change the dayboards to non-lateral marks. In conjunction with this change the Coast Guard will be establishing a lighted buoy in posit 43°56'30.95"N, 076°07'11.89"W with a Fl R 4s characteristic to mark the NW shoal of Horse Island. [17/04]

### **Lake Erie – Strawberry Isle Cut Buoy 5**

The Coast Guard will be upgrading Strawberry Isle Cut Buoy 5 (LLNR 2910) to a Quick Flashing Green. [11/04]

### **Lake George, Potagannissing Bay, Les Cheneaux Islands – Charts 14885, 14883, 14882, 14881**

The Coast Guard is proposing to add Lights to the following buoys:

East Neebish Island B 9	LLNR 13790	Quick Flashing Green
East Neebish Island B 13	LLNR 13805	Flashing Green 4 seconds
Lake George Ch B 6	LLNR 13850	Flashing Red 2.5 seconds
Lake George Ch B 9	LLNR 13865	Flashing Green 2.5 seconds
Sugar Island B 6A	LLNR 13915	Quick Flashing Red
Les Cheneaux Middle Entrance B 5	LLNR 12340	Flashing Green 2.5 seconds
Les Cheneaux Middle Entrance B 10	LLNR 12355	Quick Flashing Red
Mackinac Bay Pass B 10	LLNR 12410	Flashing Red 2.5 seconds
Cedarville CH B 10	LLNR 12305	Quick Flashing Red
Cedarville CH W B 33	LLNR 12520	Quick Flashing Green [12/03]

### **Eastern Portion of the Northern Boundary Waters - Charts 14994 thru 14998**

Re-number Canoe Channel Day Beacon 6	LLNR 17210	Chart 14998 to Daybeacon 8.
Add a Light to Rainy Lake Buoy 12	LLNR 17285	Chart 14997 Making the aid Rainy Lake Lighted buoy 12; Fl R 4s.
Add a Light to Surveyor's Island Daybeacon 43	LLNR 17420	Chart 14996 making the aid surveyor's Island Light 43; Fl G 4s. [11/04]

### **Lake St. Clair – Characteristic Change – Chart 14850**

The Coast Guard will be changing the characteristics of Lake St Clair LB 30 (LLNR 8570) to a Quick flash for easier distinction from other lights in the area. [19/04]

### **Lake Huron – White Rock, MI – Buoy Addition – Chart 14862**

The Coast Guard is adding a buoy White Rock LB "3" Fl G 4s in position 43-44.000N, 082-35.500W to mark a hazardous shoal extending out almost 1 NM into the waters of Lake Huron. [22/03]

### **Lake Michigan – Saugatuck South Pierhead Light – Chart 14906**

The Coast Guard will be changing the decommissioning date of the Fog Signal for Saugatuck South Pierhead Light (LLNR 19445) from 15 Nov to 01 Nov. [11/04]

## **VI. PROPOSED CHANGES IN AIDS TO NAVIGATION**

### **Upper Niagara River - Charts 14822 and 14832**

The Coast Guard is proposing to change the Grand Island Range Lights LLNR's 3080, 3075 to a single point sector range. The change will involve disestablishing Grand Island Rear Range Light LLNR 3080, installing a Green/White/Red Sector light on Grand Island Front Range Light LLNR 3075 and renaming the Light; Grand Island Sector Range Light. The white sector will indicate the center of the channel and the colored sectors will correspond to the red and green sides of the channel. [31/03]

**Eastern Portion of the Northern Boundary Waters - Charts 14994 thru 14998**

The Coast Guard is considering making the following changes to the Eastern portions of the boundary water's region:

Disestablish Ranier Single Point Range Light	LLNR 17130	Chart 14998.
Establish Canoe Channel Buoy 20		Chart 14998 in approximate position: 48-36-15N, 093-08-14W.
Establish South Shore Buoy 6		Chart 14997 in approximate position: 48-36-20N, 093-01-50W. opposite south Shore buoy 8 LLNR 17275.
Relocate South Shore Buoy 10	LLNR 17280	Chart 14997 north to approximate position: 48-36-28N, 092-57-43W.
Add a Light to Rainy Lake Daybeacon 34	LLNR 17375	Chart 14997 Making the aid Rainy Lake Light 34; FI R 4s.
Establish Idle Hour Island Light 36A; FI R 4s		Chart 14996 in approximate position 48-32-08N,92-49-10W.
Establish Sand Point Buoy 15 opposite Sand Point Buoy 16	LLNR 17665	Chart 14994 in approximate position 48-26-45N, 092-41-15W [31/03]

**LAKE HURON – Ft Gratiot Light – Nominal Range Change – Chart 14862**

The Coast Guard is proposing to upgrade the equipment and increase the nominal range of Ft Gratiot Light (LLNR 10015) from 18 M to 21 M. [19/04]

For any comments or questions on these proposed changes please contact LTJG Hall of the Ninth District Aids to Navigation office at (216) 902-6072.

**VII. GENERAL NOTICES**

**LAKE ERIE – Ashtabula Harbor – Waterways Analysis and Management System Study – Chart 14836**

The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the Ashtabula Harbor and the Ashtabula River Waterways. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, 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:

Commander  
U. S. Coast Guard Group  
1 Fuhrmann Blvd.  
Buffalo, NY 14203  
ATTN: ATON Officer  
Phone: (716) 843-9524 [16/04]

**ST MARYS RIVER – Vidal Shoals – Dredging – Chart 14882, 14883, 14884**

The MCM Marine Inc, will be dredging in the St Marys River Vidal Shoals on the North side beginning 15 May 04 and concluding 15 Jul 04. Hours of operation will be 24 hours per day, 7 days per week. The SIOUX Barge may be contacted on channels 16 and/or 18 VHF-FM. Request 2 hours advance notice from approaching ships. For further information contact Mr. John Kuemin at (906) 440-2570. [20/04]

**ST MARYS RIVER – West Neebish Channel – Dredging – Chart 14882, 14883, 14884**

The MCM Marine Inc, will be dredging in the St Marys River West Neebish Channel beginning 01 Jun 04 and concluding 01 Aug 04. Hours of operation will be 24 hours per day, 7 days per week. The SIOUX Barge may be contacted on channels 16 and/or 18 VHF-FM. Unloading spoil barges in Rock Cut on southeast wall. Request check down from all ships. For further information contact Mr. John Kuemin at (906) 440-2570. [20/04]

**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>
<b><u>NEW YORK STATE CANAL</u></b>				
Oriskany to Utica, NY	34/03	CANAL WAY TRAIL SYSTEM	0700-1700/ MON - FRI	31 DEC 04
Onandga - Seneca River, NY	18/04	BRIDGE CONSTRUCTION		31 AUG 04
Lysander, NY	18/04	BRIDGE CONSTRUCTION		15 NOV 04
<b><u>LAKE ONTARIO</u></b>				
Rochester, NY	41/03	BRIDGE CONSTRUCTION	0700-1630/ MON - FRI	INTO 2004
<b><u>LAKE ERIE</u></b>				
Buffalo Harbor, NY	29/03	BRIDGE MAINTENANCE	24 HRS/ 7 DAYS A WK	30 JUN 04
Buffalo Harbor, NY	41/03	BRIDGE MAINTENANCE	24 HRS/ 7 DAYS A WK	2004 NAV SEASON
Buffalo Harbor, NY	08/03	BRIDGE MAINTENANCE	24 HRS/ 7 DAYS A WK	JUN 2004
Ashtabula Harbor, OH	16/04	WAMS ANALYSIS	VARIOUS	TBD
Cleveland, OH	14/03-17/04	PILE DRIVING, EXCAVATION, ETC.	24 HRS/ 7 DAYS A WK	DEC 2004
Cleveland Harbor, OH	12/04	BREAK WATER DISASSEMBLY, PIPELINE INSTALL	24 HRS/ 7 DAYS A WK	22 JUL 04
Cleveland Harbor, OH	12/04	PILE DRIVING, EXCAVATION, PIPE INSTALL	24 HRS/ 7 DAYS A WK	31 DEC 04
Lorain Harbor, OH	34/03	WEST PIER REHABILITATION	DAWN-DUSK/ MON - FRI	31 DEC 04
Toledo, OH	41/03	BRIDGE CONSTRUCTION	24 HRS/ 7 DAYS A WK	2004 NAV SEASON
Toledo Harbor, OH	19/04	1-HOUR ADVANCE NOTICE CRAIG MEM BRIDGE	0730-1930/ MON – FRI	14 MAY 04
Bolles Harbor, MI	17/04	DREDGING	24 HRS/ 7 DAYS A WK	15 MAY 04
<b><u>ST MARYS RIVER</u></b>				
Macarthur Locks	11/04	CN RAILWAY BRIDGE CLOSED TO NAVIGATION	24 HRS/ 7 DAYS A WK	LOCK OPEN
Vidal Shoals	20/04	DREDGING	24 HRS/ 7 DAYS A WK	15 JUL 04
West Neebish Channel	20/04	DREDGING	24 HRS/ 7 DAYS A WK	01 AUG 04
<b><u>LAKE MICHIGAN</u></b>				
Indiana Harbor Canal, MI	18/07	CANAL WALL REPAIR	0700-1800/MON – FRI	15 JUN 04
Calumet Harbor, IL	13/04	CAL-SAG CHL BRDG DEMOLITION/CONSTRUCTION	VARIOUS	01 SEP 04
Calumet Harbor, IL	11/04	BRIDGE MAINTENANCE AND CLEARANCE	24 HRS/ 7 DAYS A WK	31 OCT 04
Chicago Harbor, IL	19/04	BRIDGE MAINTENANCE	0700-1900/ 7 DAYS A WK	01 AUG 04
Chicago Harbor, IL	33/03-36/03	BRIDGE MAINTENANCE WORK	0730-1600/ MON-FRI	25 NOV 04

<u>Location</u>	<u>LNМ</u>	<u>Subject</u>	<u>Hours / Days</u>	<u>Until Chicago</u>
Harbor, IL	14/04	SPECIAL EVENTS BRIDGE CLOSURE SCHEDULE	VARIOUS	20 NOV 04
Milwaukee Harbor, WI	41/03	BRIDGE DEMOLITION AND CONSTRUCTION	0600-0800/ MON – FRI	2004 SEASON
Milwaukee Harbor, WI	11/04	BRIDGE CLOSURE FOR SPECIAL EVENTS	VARIOUS	18 JUL 04
Sturgeon Bay Harbor, WI	11/04	BRIDGE MAINTENANCE	0600-1800/MON – FRI	01 JUL 04
Sheboygan Harbor, WI	18/04	BREAKWATER REPAIR	0700-1730/MON - THR	11 MAY 04
<b><u>LAKE SUPERIOR</u></b>				
Keweenaw MI	03/03	BRIDGE OP SCHEDULE DURING REHAB	0700-1800/ MON – FRI	31 OCT 04
Soo Locks Complex, MI	18/04	PIER CONSTRUCTION	0700-1700/ MON – SAT	31 JUL 04
Ontonagon Harbor, MI	14/04	DREDGING	24 HRS/ 7 DAYS A WK	15 JUL 04
Munising Bay, MI	18/04	MARINE SALVAGE	DUSK-DAWN/MON – SAT	15 SEP 04
Two Harbors Harbor, MN	18/04	BREAKWATER REPAIR	0700-1730/	11 MAY 04

### **VIII. LIGHT LIST CORRECTIONS, VOL VII, GREAT LAKES**

(\* Denotes the column in which a correction has been made or new information added.)

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
3802	Ashtabula River Shoal Buoy 6	41 53 59 N 80 47 41 W				Red nun.	Maintained from May 1 to to Nov. 1.
*	*	*	*	*	*	*	* <b>20/04</b>
3804	Ashtabula River Shoal Buoy 8	41 53 59 N 80 47 40 W				Red nun.	Maintained from May 1 to to Nov. 1.
*	*	*	*	*	*	*	* <b>20/04</b>
3805	Ashtabula River Shoal Buoy 9					Green can.	Maintained from May 1 to to Nov. 1.
	*						<b>20/04</b>
12715	<i>Wreck Island Lighted Buoy</i>		<b>FI R 2.5s</b>		4	Red.	Maintained from May 14 to Oct. 28.
	*		*		*	*	<b>20/04</b>
12753	<i>Grape Island Lighted Buoy 10</i>		<b>FI R 4s</b>		4	Red.	Maintained from May 14 to Oct. 28.
	*		*		*	*	<b>20/04</b>
18995	- <i>Lighted Buoy 3</i>	43 03 45 N 86 14 17 W	<b>FI G 2.5s</b>		3	Green.	Replaced by can from Nov. 28 to April 1.
					*		<b>20/04</b>
19000	- <i>Lighted Buoy 3A</i>		<b>FI G 4s</b>		3	Green.	Replaced by can from Nov. 28 to April 1.
					*		<b>20/04</b>
19005	- <i>Lighted Buoy 4</i>		<b>FI R 4s</b>		3	Red.	Replaced by nun from Nov. 28 to April 1.
					*		<b>20/04</b>
19020	- <i>Lighted Buoy 8</i>		<b>FI R 2.5s</b>		3	Red.	Replaced by nun from Nov. 28 to April 1.
					*		<b>20/04</b>
19035	- <i>Lighted Buoy 14</i>		<b>FI R 2.5s</b>		3	Red.	Maintained from April 1 to Nov. 1.
					*		<b>20/04</b>

### **IX. ENCLOSURES**

- (1) Regulated Navigation Areas – Ports and Waterway Safety – Port Huron. - Safety Zones; Captain of the Port Buffalo
- (2) Tabulation of Controlling Depths – Charts 14832 and 14833.

Ronald F. Silva  
Rear Admiral, U. S. Coast Guard  
Commander, Ninth Coast Guard District

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

Regulated Navigation Area; USCG Station Port Huron, Port Huron, MI, Lake Huron

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

SUMMARY: The Coast Guard is establishing a regulated navigation area (RNA) around the entrance to the moorings for Station Port Huron. These regulations are necessary to manage vessel traffic and ensure the operability of Coast Guard vessels departing Station Port Huron. These regulations are intended to restrict vessels from fishing, mooring and anchoring in a portion of Lake Huron in the vicinity of The United States Coast Guard (USCG) Station Port Huron.

DATES: This rule is effective May 28, 2004.

ADDRESSES: Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, are part of docket CGD09-03-287 and are available for inspection or copying at Commander, Marine Safety Compliance Operations Branch (mco), Ninth Coast Guard District, 1240 E. Ninth Street, Cleveland, Ohio 44199-2060, between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Lieutenant Commander Jim McLaughlin, Chief, Marine Safety Compliance Operations Branch, Ninth Coast Guard District Marine Safety Division, at (216) 902-6045.

SUPPLEMENTARY INFORMATION:

Regulatory Information

On January 15, 2004, we published a notice of proposed rulemaking (NPRM) entitled Regulated Navigation Area; USCG Station Port Huron, Port Huron, Michigan, Lake Huron in the Federal Register (69 FR 2318). We received 9 letters commenting on the proposed rule. No public meeting was requested, and none was held.

Background and Purpose

A large number of recreational fishermen typically fish right off the entrance to the Station Port Huron Moorings. As such, it is typical for fishing line to cross the path of any station vessels exiting the harbor, especially in time-critical emergency situations. On multiple occasions in past years, vessels from Station Port Huron were removed from operations due to fishing line becoming lodged in and ruining the shaft bearing. Replacement of this shaft bearing requires removal of the entire shaft from the vessel. As a result, Station Port Huron's vessels were unavailable for search and rescue response during the most active portion of the year, the summer boating season. Having vessels out of service on a regular basis has resulted in a life-threatening situation. Station Port Huron has not been able to rely on having all of its underway assets available on a 24-hour basis, severely affecting time critical mission response. In addition, due to security concerns it is necessary to prohibit vessels from anchoring or mooring within the RNA. On several occasions, vessels have been discovered inside Station Port Huron's boat basin or anchored so close to the Station's property that crewmembers trespassed upon Federal Property upon disembarking the vessel. This routine invasion of the boat basin and Government property is a clear threat to the security and safety of the station and its crew. Station Port Huron is situated on the southern end of Lake Huron at the mouth of the St. Clair River. As such, it is a heavily traveled area both for commercial and recreational vessels. Station Port Huron's area of responsibility continues south approximately 13 miles down the St. Clair River and approximately 10 miles north to Port Sanilac, Michigan. Due to the wide geographic area coupled with the extent of vessel traffic, it is critical that all Station vessels be operable at all times and that response times not be hindered.

Discussion of Comments and Changes

One commenter indicated that vessels should be allowed to enter Station Port Huron's boat basin. In order to ensure that Coast Guard vessels may exit the basin as quickly as possible with no unnecessary obstructions at all times, no vessels are allowed to enter the basin. In addition, due to the requirement to be able to respond as quickly as possible, vessels in the basin place both themselves and Coast Guard members in danger by being in the basin. Three commenters indicated the Coast Guard should place a device on the shaft to cut off any fishing line. This comment was explored by members of Station Port Huron and it was determined that the device is available for the larger 41 UTB foot boat, however there is no device available for the smaller 25 foot RBHS and 24 foot UTL-T boats. In addition, while the device works well for synthetic fishing line, the device is not effective on the

portion of steel used as leaders at the end of fishing line that the USCG boats have been encountering. Five commenters stated that the size of the zone was too big. The size of the zone is as small as possible to still be effective in preventing adverse impacts on boat operations. The zone size was selected based on currents, and the possibility of fishing lines drifting in from outside the zone. The current zone size guarantees Station Port Huron boats can depart and enter the basin at any time of day, in any weather condition without concern of entanglement. No changes are being made to this regulation in response to these comments.

Regulatory Evaluation

This rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of the Order. The Office of Management and Budget has not reviewed it under that Order. It is not significant under the regulatory policies and procedures of the Department of Homeland Security. We expect the economic impact of this rule to be so minimal that a full Regulatory Evaluation under the regulatory policies and procedures of DHS is unnecessary. This determination is based on the relative small size of the zone and the limited class of vessels restricted from this area, i.e. fishing, mooring or anchoring vessels. In addition, vessels may engage in these activities provided the vessel operator receives prior approval from the Captain of the Port Detroit.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this rule has a significant impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities. If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see ADDRESSES) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104-121), we want to assist small entities in understanding this rule so that they can better evaluate its effects and participate in the rulemaking process. If the rule affects your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact Commander (mco), Ninth Coast Guard District (see ADDRESSES.)

Collection of Information

This rule calls for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

Federalism

We have analyzed this rule under Executive Order 13132 and have determined that this rule does not have implications for federalism under that Order.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This rule will not effect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

The Coast Guard has analyzed this rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety

[[Page 23103]]

Risks. This rule is not an economically significant rule and does not concern an environmental risk to health or risk to safety that may disproportionately affect children.

Indian Tribal Governments

This rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it would not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

Energy Effects

The Coast Guard has analyzed this rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. It has not been designated by the Administrator of the Office of Information and Regulatory Affairs as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

Environment

We have considered the environmental impact of this rule and concluded that, under figure 2-1, paragraph 32(g) of Commandant Instruction M16475.1C, this rule is categorically excluded from further environmental documentation. A written categorical exclusion determination is available in the docket for inspection or copying where indicated under ADDRESSES.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Waterways.

0 For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 165 as follows:

PART 165--REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

0 1. The authority citation for part 165 continues to read as follows:

Authority: 33 U.S.C. 1226, 1231; 46 U.S.C. Chapter 701; 50 U.S.C. 191, 195; 33 CFR 1.05-1(g), 6.04-1, 6.04-6, and 160.5; Pub. L. 107-295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1

2. Add Sec. 165.920 to read as follows:

Sec. 165.920 Regulated Navigation Area: USCG Station Port Huron, Port Huron, MI, Lake Huron.

(a) Location. All waters of Lake Huron encompassed by the following: starting at the northwest corner at 43[deg]00.4' N, 082[deg]25.327' W; then east to 43[deg]00.4' N, 082[deg]25.3.8' W; then south to 43[deg]00.3' N, 082[deg]25.238'

W; then west to 43[deg]00.3' N, 082[deg]25.327' W; then following the shoreline north back to the point of origin (NAD 83).

(b) Special regulations. No vessel may fish, anchor, or moor within the RNA without obtaining the approval of the Captain of the Port (COTP) Detroit. Vessels need not request permission from COTP Detroit if only transiting through the RNA. COTP Detroit can be reached by telephone at (313) 568-9580, or by writing to: MSO Detroit, 110 Mt. Elliot Ave., Detroit MI 48207-4380.

Dated: April 21, 2004.  
Ronald F. Silva,  
Rear Admiral, U.S. Coast Guard, Commander, Ninth Coast Guard District.

DEPARTMENT OF HOMELAND SECURITY

Coast Guard  
33 CFR Part 165  
Safety Zones; Captain of the Port Buffalo Zone  
AGENCY: Coast Guard, DHS.  
ACTION: Supplemental notice of proposed rulemaking.

SUMMARY: On May 10, 2002, the Coast Guard published a notice of proposed rulemaking requesting comments on the proposed establishment of safety zones for annual fireworks displays located in the Captain of the Port Buffalo Zone. This supplemental notice of proposed rulemaking proposes to remove twelve events, add four additional events, and alters the location and time of two events. The proposed changes reflect the inability of several events to provide exact dates for the annual fireworks.

DATES: Comments must be received on or before June 17, 2004.  
ADDRESSES: Comments may be mailed or delivered to: Commanding Officer, U.S. Coast Guard Marine Safety Office (MSO) Buffalo, 1 Fuhrmann Blvd., Buffalo, NY 14203. MSO Buffalo maintains the public docket for this rulemaking. Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, will become part of this docket and will be available for inspection or copying at MSO Buffalo between 7:30 a.m. and 4 p.m. Monday through Friday, except Federal holidays.  
FOR FURTHER INFORMATION CONTACT: Lt. Craig A. Wyatt, U.S. Coast Guard MSO Buffalo, (716) 843-9570.

SUPPLEMENTARY INFORMATION:

Request for Comments  
We encourage you to participate in this rulemaking by submitting comments and related material. If you do so, please include your name and address, identify the docket number on this rulemaking (CGD09-02-009), indicate the specific section of this proposal to which each comment applies, and give the reason(s) for each comment. Please submit all comments and attachments in an unbound format, no larger than 8 1/2 by 11 inches, suitable for photocopying and electronic filing. If you would like to know your comments have reached us, please enclose a stamped, self-addressed envelope or postcard. This unit will mail the envelope or postcard by the following workday. The Coast Guard will consider all comments received during the comment period. We may change this proposed rule in view of them.

Public Meeting

We do not now plan to hold a public meeting, but you may request a public meeting by writing to MSO Buffalo at the address listed under ADDRESSES explaining why one would be beneficial. If we determine that one would aid this rulemaking, the Coast Guard will hold a public meeting at a time and place announced by a later notice in the Federal Register.

Background and Purpose

On May 10, 2002, the Coast Guard published an NPRM in the Federal Register proposing 14 safety zones for annual firework displays in the Captain of the Port Buffalo zone (67 FR 31747). We proposed these safety zones to control vessel traffic within the immediate location of the fireworks launching area during annual fireworks displays. The Coast Guard received no comments in response to this NPRM. This supplement to the proposed regulation removes twelve events that

were proposed in the NPRM, adds four new events (Ontario Memorial Day Fireworks, Ontario, NY; Olcott Fireworks, Olcott, NY; Harbor Sound and Light Festival, Sackets Harbor, NY; Village of Sackets Harbor 4th of July Display, Sackets Harbor, NY), and revises the location and time of two events (Oswego Independence Day Fireworks, and Oswego Harborfest Fireworks Display). This supplemental notice of proposed rulemaking proposes to establish 6 permanent safety zones that will be activated for marine events occurring annually at the same location. Based on recent accidents that have occurred in other Captain of the Port zones, and the explosive hazard associated with these events, the Captain of the Port has determined that fireworks launched in close proximity to watercraft pose a significant risk to public safety and property. The likely combination of large numbers of inexperienced recreational boaters, congested waterways, darkness punctuated by bright flashes of light, alcohol use, and debris falling into the water could easily result in serious injuries or fatalities. Establishing a safety zone to control vessel movement in the vicinity of these marine event locations will help ensure the safety of persons and property at these events and help minimize the associated risk. Establishing permanent safety zones by notice and comment rulemaking gives the public the opportunity to comment on the proposed zones, provides better notice than promulgating temporary rules annually, and decreases the amount of annual paperwork required for these events. The Coast Guard has not previously received notice of any impact caused by safety zones created for these events in the past.

#### Discussion of Proposed Rule

The proposed size of these safety zones was determined using National Fire Protection Association Pamphlet 1123, Code for Fireworks Displays, and local area fire department standards, combined with the Coast Guard's knowledge of waterway conditions in these areas. The Coast Guard believes this proposed regulation will not pose any new problems for commercial vessels transiting the area. In the event that shipping would be affected by this proposed regulation, commercial vessels may request permission from the Captain of the Port Buffalo to transit through the safety zone. The Coast Guard will announce the exact times and dates for these events by publishing a notice of implementation of regulation in the Federal Register, as well as announcing the date(s) in the Ninth Coast Guard District Local Notice to Mariners, marine information broadcasts, and, for those who request it from Marine Safety Office Buffalo, by facsimile (fax).

#### Regulatory Evaluation

This proposed rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. The Office of Management and Budget has not reviewed this proposed rule under that order. It is not significant under the regulatory policies and procedures of the Department of Homeland Security (DHS). We expect the economic impact of this proposed rule to be so minimal that a full Regulatory Evaluation under the regulatory policies and procedures of DHS is unnecessary. This determination is based on the minimal time that vessels will be restricted from the zones, and all of the zones are in areas where the Coast Guard expects insignificant adverse impact to mariners from the zones' activation.

#### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this proposed rule would have a significant impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities. This proposed rule would affect the following entities, some of which might be small entities: The owners or operators of commercial vessels intending to transit a portion of an activated safety zone. These safety zones would not have a significant economic impact on a substantial number of small entities for the following reasons: The proposed zones are only enforced for a few hours on the day of the event on an annual basis. Vessel traffic can safely pass outside the proposed safety zones during the events. In cases where traffic congestion is greater than expected and/or blocks shipping channels, with the permission of the Captain of the Port Buffalo, traffic may be allowed to pass through the safety zones under Coast Guard or assisting agency escort. Before the annual enforcement period, the Coast Guard will publish a notice of implementation of regulation in the Federal Register, and will issue maritime advisories in the Ninth Coast Guard District Local Notice to Mariners, Marine Information Broadcasts and facsimile broadcasts--forums widely available to users who might be in the affected area. Additionally, the Coast Guard has not received any negative reports from small entities affected during these displays in previous years. If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this proposed rule would have a significant economic impact on it, please submit a comment (see ADDRESSES) explaining why you think it qualifies and how and to what degree this proposed rule would economically affect it.

#### Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104-121), we want to assist small entities in understanding this proposed rule so that they can better evaluate its effects and participate in the rulemaking process. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact Marine Safety Office Buffalo (see ADDRESSES). Small businesses may send comments on actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1-888-REG-FAIR (1-888-734-3247).

#### Collection of Information

This proposed rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

#### Federalism

We have analyzed this proposed rule under Executive Order 13132 and have determined that this proposed rule does not have implications for federalism under that Order.

#### Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 or more in any one year. Though this proposed rule would not result in such an expenditure, we do discuss the effects of this proposed rule elsewhere in this preamble.

#### Taking of Private Property

This proposed rule would not effect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

#### Civil Justice Reform

This proposed rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

#### Protection of Children

The Coast Guard has analyzed this proposed rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This proposed rule is not an economically significant rule and does not concern an environmental risk to health or risk to safety that may disproportionately affect children.

#### Environment

We have considered the environmental impact of this proposed rule and concluded that, under figure 2-1, paragraph 34(g), of Commandant Instruction M16475.1D, this proposed rule is categorically excluded from further environmental documentation. A written categorical exclusion determination is available in the docket for inspection or copying where indicated under ADDRESSES.

#### Indian Tribal Governments

This proposed rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

## Energy Effects

We have analyzed this proposed rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. It has not been designated by the Administrator of the Office of Information and Regulatory Affairs as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

## List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

For the reasons discussed in the preamble, the Coast Guard proposes to amend 33 CFR part 165 as follows:

## PART 165--REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

### 1. The authority citation for Part 165 continues to read as follows:

Authority: 33 U.S.C. 1226, 1231; 46 U.S.C. Chapter 701; 50 U.S.C. 191, 195; 33 CFR 1.05-1(g), 6.04-1, 6.04-6 and 160.5; Pub. L. 107-295, 116 Stat. 2064; Department of Homeland Security Delegation no. 0170.1.

### 2. Add Sec. 165.914 to read as follows:

## Sec. 165.914 Safety Zones; Annual Fireworks Events in the Captain of the Port Buffalo Zone.

### (a) Safety zones. The following areas are designated safety zones:

#### (1) Oswego Independence Day Fireworks, Oswego, NY:

(i) Location. All waters of Oswego Harbor, in Lake Ontario, within a 1,000-foot radius of the fireworks barge moored or anchored in approximate position 43[deg]28'05" N, 076[deg]31'01" W (NAD 1983).

#### (ii) Enforcement date. The first Sunday in July.

#### (2) Oswego Harborfest Fireworks Display, Oswego, NY:

(i) Location. (A) All waters of Oswego Harbor within a 300-yard radius around the fireworks barge located at 43[deg]28'08" N, 076[deg]31'07" W (NAD 1983)

(B) All waters surrounding the fireworks display on the western break wall; 43[deg]27'55" N, 076[deg]31'30" W then to 43[deg]28'03" N, 076[deg]31'12" W then to 43[deg]27'54" N, 076[deg]31'06" then to 43[deg]27'48" N, 076[deg]31'26" W then back to the point of origin (NAD 1983).

#### (ii) Enforcement date. The last Saturday during the last full week of July.

#### (3) Ontario Memorial Day Fireworks, Ontario, NY:

(i) Location. All waters of Lake Ontario within a 200-yard radius of the fireworks display at Bear Creek Harbor located in position 43[deg]16'39" N, 077[deg]16'35" W (NAD 1983).

#### (ii) Enforcement date. Memorial Day, the last Monday in May.

#### (4) Olcott Fireworks, Olcott, NY:

(i) Location. All waters of Lake Ontario within a 300-yard radius of the fireworks display on the west break wall of the Olcott Harbor entrance located in position 43[deg]20'25" N, 078[deg]43'09" W (NAD 1983).

#### (ii) Enforcement date. July 3.

#### (5) Harbor Sound and Light Festival, Sackets Harbor, NY:

(i) Location. All waters of Lake Ontario within a 300-yard radius of the fireworks display on the beach just southwest of Mill Creek located in position 43[deg]57'18" N, 076[deg]06'35" W (NAD 1983).

#### (ii) Enforcement date. The second Saturday in June.

#### (6) Village of Sackets Harbor 4th of July Display, Sackets Harbor, NY:

(i) Location. All waters of Lake Ontario within a 200-yard radius of the fireworks display on the beach of Battlefield State Park located in position 43[deg]56'56" N, 076[deg]07'43" W (NAD 1983).

#### (ii) Enforcement date. July 4.

#### (b) Regulations. (1) The general regulations contained in 33 CFR 165.23 apply.

(2) All persons and vessels must comply with the instructions of the Coast Guard Captain of the Port or the designated on scene patrol personnel. Coast Guard patrol personnel include commissioned, warrant, and petty officers of the U.S. Coast Guard. Upon being hailed by a U.S. Coast Guard vessel via siren, radio, flashing light, or other means, the operator shall proceed as directed

(3) Commercial vessels may request permission from the Captain of the Port Buffalo to transit the safety zone. Approval will be made on a case-by-case basis. Requests must be made in advance and approved by the Captain of the Port before

transits will be authorized. The Captain of the Port may be contacted via U.S. Coast Guard Group Buffalo on Channel 16, VHF-FM.

(4) Marine Event Permits (CG-4423) will still need to be sent to U.S. Coast Guard Group Buffalo, NY.

(c) Notice of annual enforcement period. The Captain of the Port Buffalo will publish, at least 10 days in advance of each annual event, a notice of implementation of regulation in the Federal Register. The COTP may also issue notices in the Ninth Coast Guard District Local Notice to Mariners the dates and times this section will be enforced each year.

Dated: April 22, 2004.

P. M. Gugg,

Commander, U.S. Coast Guard, Captain of the Port Buffalo.

CHART 14832

BUFFALO HARBOR CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MARCH 2004 AND SURVEYS TO NOV 2003								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
<b>BUFFALO HARBOR:</b>								
SOUTH ENTRANCE INNER CHANNEL	26.3	26.0	24.7	21.5	12-01	400-1200	.37	29
OUTER HARBOR SOUTHERN CHANNEL	A19.6	23.9	24.1	24.6	12-01, 9-03	1130-1425	.76	28
OUTER HARBOR TURNING BASIN	18.0	19.8	20.7	20.6	12-01	900	.80	23
OUTER HARBOR MIDDLE CHANNEL	19.7	24.0	24.1	22.7	12-01, 9-03	500-1600	2.12	27
OUTER HARBOR NORTHERN CHANNEL	18.2	19.7	21.1	20.9	12-01, 9-03	1175-1350	.91	23
BUFFALO RIVER ENTRANCE CHANNEL	B16.2	19.5	19.9	C18.0	6-03, 11-03	220-1625	.98	23
<b>BLACK ROCK CANAL:</b>								
ENTRANCE CHANNEL	17.9	20.1	17.4	D17.2	12-01	450-1000	.80	21
BLACK ROCK CANAL TO LOCK	E15.3	19.6	20.0	12.1	12-01	200-350	3.05	21
THENCE TO BUOY 12	15.8	18.9	18.1	14.7	12-01	200-400	1.70	21

A. SHOALING TO 13.9 FEET AT 42°49'56.6"N-78°51'54.9"W.  
 B. SHOALING TO 11.4 FEET IN OUTSIDE 50 FEET OF QUARTER WITHIN 200 FEET OF END OF REACH  
 C. SHOALING TO 13.9 FEET OUTSIDE 50 FEET OF QUARTER.  
 D. SHOALING TO 6.6 FEET IN OUTSIDE 50 FEET OF QUARTER AND 12.7 FEET WITHIN 200 FEET OF END OF REACH.  
 E. SHOALING TO 12.7 FEET AT 42°55'50.9"N-78°54'07.6"W.  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CHART 14833

BUFFALO HARBOR CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MARCH 2004 AND SURVEYS TO NOV 2003								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
<b>BUFFALO HARBOR:</b>								
SOUTH ENTRANCE INNER CHANNEL	26.3	26.0	24.7	21.5	12-01	400-1200	.37	29
OUTER HARBOR SOUTHERN CHANNEL	A19.6	23.9	24.1	24.6	12-01, 9-03	1130-1425	.76	28
OUTER HARBOR TURNING BASIN	18.0	19.8	20.7	20.6	12-01	900	.80	23
OUTER HARBOR MIDDLE CHANNEL	19.7	24.0	24.1	22.7	12-01, 9-03	500-1600	2.12	27
OUTER HARBOR NORTHERN CHANNEL	18.2	19.7	21.1	20.9	12-01, 9-03	1175-1350	.91	23
<b>BUFFALO RIVER:</b>								
ENTRANCE CHANNEL	B16.2	19.5	19.9	C18.0	6-03, 11-03	220-1625	.98	23
BUFFALO RIVER	D9.8	E15.8	F14.1	G10.0	6-03, 11-03	100-700	5.27	23
BUFFALO SHIP CANAL	18.1	20.4	20.0	H18.2	6-03, 11-03	125	1.02	23
<b>BLACK ROCK CANAL:</b>								
ENTRANCE CHANNEL	17.9	20.1	17.4	I17.2	12-01	450-1000	.80	21
BLACK ROCK CANAL TO LOCK	J15.3	19.6	20.0	12.1	12-01	200-350	3.05	21

A. SHOALING TO 13.9 FEET AT 42°49'56.6"N-78°51'54.9"W.  
 B. SHOALING TO 11.4 FEET IN OUTSIDE 50 FEET OF QUARTER WITHIN 200 FEET OF END OF REACH  
 C. SHOALING TO 13.9 FEET OUTSIDE 50 FEET OF QUARTER.  
 D. SHOALING TO 6.1 FEET LAST 200 FEET OF REACH AND 9.2 FEET WITHIN 200 FEET OF POINT AT 42°51'45.3"N-78°52'05.8"W.  
 E. SHOALING TO 9.7 FEET LAST 300 FEET OF REACH  
 F. SHOALING TO 13.1 FEET WITHIN 300 FEET OF POINT AT 42°51'25.9"N-78°51'09.1"W AND 10.5 FEET WITHIN 100 FEET OF BRIDGE ABUTMENTS.  
 SHOALING TO 10.6 FEET LAST 200 FEET OF REACH  
 SHOALING TO 11.6 FEET WITHIN 200 FEET OF POINT AT 42°51'24.2"N-78°50'39.9"W  
 G. SHOALING TO 6.1 FEET WITHIN 300 FEET OF POINT AT 42°51'38.0"N-78°50'42.7"W  
 SHOALING TO 9.1 FEET POINT AT 42°51'48.75"N-78°50'28.95"W.  
 H. SHOALING TO 10.6 FEET WITHIN 125 FEET OF END OF REACH.  
 I. SHOALING TO 6.6 FEET IN OUTSIDE 50 FEET OF QUARTER AND 12.7 FEET WITHIN 200 FEET OF END OF REACH.  
 J. SHOALING TO 12.7 FEET AT 42°55'50.9"N-78°54'07.6"W.  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION