



Homeland Security



U.S. COAST GUARD



9th DISTRICT LOCAL NOTICE TO MARINERS 34/04 WEEKLY EDITION 2004 10 AUGUST 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 Monthly Edition 33/04.

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
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 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:

Group Buffalo, NY	B120-04	through	B122-04	Ninth District	C064-04	through	C064-04
Group Detroit, MI	D161-04	through	D164-04	Group Grand Haven, MI	G090-04	through	G095-04
Group Milwaukee, WI	M203-04	through	M210-04	Group Sault Ste Marie, MI	S170-04	through	S175-04

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>
Grand Haven Harbor, MI Menominee Harbor, WI [34/04]

DGPS OFF AIR – Upper Keweenaw, MI – DGPS OFF AIR APPROVAL

The Upper Keweenaw, MI DGPS site will be Off-Air on 13 Aug 04 1400Z-1600Z for scheduled maintenance. Alternate Off Air Date is 14 Aug 04 1400Z-1600Z [33/04]

DGPS OFF AIR ROST – Milwaukee, MI – DGPS OFF-AIR REQUEST

Request Off-Air for Milwaukee, WI DGPS site on 31 Aug. 04 from 1400Z-1600Z (0900-1100 CST). Off-Air is required for MLCA coordinated site groom. Alternate Off-Air Date is 1 Sep. 04 from 1400Z-1600Z (0900-1100 CST) POC: ETC Arthur Bunting (414) 747-7122 [27/04]

DGPS OFF AIR ROST – Sturgeon Bay, WI – DGPS OFF AIR REQUEST

Request Off Air For Sturgeon Bay, WI DGPS site on 28 Aug 04 1400Z - 1600Z (0900 - 1100 CST) Off Air is required for maintenance. Alternate Off Air Date is 29 Aug 04 1400Z - 1600Z (0900 - 1100 CST) [33/04]

DGPS OFF AIR – Wisconsin Point – DGPS OFF AIR APPROVAL

The Wisconsin Point DGPS site will be off-air on 17 Aug 04 1400Z - 1600Z for scheduled preventative maintenance. Alternate Off Air Date is 18 Aug 04 1400Z - 1600Z. POC: CWO Childress (703) 313-5815 [33/04]

LORAN-C OPERATIONS. LORSTA CARIBOU (RATE 5930-M/9960-W)

This is a proposal to authorize LORSTA CARIBOU, Maine (Rate 5930-M/9960-W) unusable time from 1200 GMT to 2000 GMT each day for ten consecutive days from 16 August 2004 through 25 August 2004. The alternate time will be from 1200 FMT to 2000 GMT each day from 21 August 2004 through 30 August 2004. Objections will be considered until 1800 GMT 10 August 2004. Users shall address inquiries to the North Eastern 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> [31/04]

LORAN-C OPERATIONS. LORSTA BOISE CITY (RATE 9610-M/8970-Z)

This is a proposal to authorize LORSTA BOISE CITY, Oklahoma (RATE 9610-M/8970-Z) unusable time from 1500 GMT to 1700 GMT 31 August 2004. The Alternate time will be from 1500 GMT to 1700 GMT 01 September 2004. Objections will be considered until 1800 GMT 25 August 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> [32/04]

NEW YORK STATE CANAL SYSTEM – Erie Canal – Chart 14786

Mariners are advised that the National Weather Service has issued a flood watch for many regions along the Canal System. Heavy rainfall is expected to overspread central and eastern New York tonight, and may continue through Thursday in already-saturated areas of the state. Delays and/or temporary closures may be required along sections of the Canal System if water levels rise dramatically and navigation in some areas becomes unsafe. Mariners are advised that high water levels, excessive current, and debris may persist even in areas of the Canal System which remain open. Buoys may be dragged off station by heavy current and debris, and mariners are requested to report any missing or off-station buoys to the New York State Canal Corporation at (518) 471-5016. For updates and information, please call 1-800-4CANAL4, or visit the New York State Canal System web site: www.canals.state.ny.us. [34/04]

LAKE MICHIGAN – Muskegon Lake – Conservation Club Channel – Shoaling – Chart 14934

Significant shoaling has been reported in the middle of the marked Conservation Club Channel. All mariners are advised to use caution when transiting the area. [30/04]

LAKE MICHIGAN – Grand River – Possible Shoaling – Chart 14933

The Coast Guard has received a report of possible shoaling on the Grand River in the vicinity of Buoy 3A (LLNR 19000), and Temporary Buoy 3B. A survey taken by the army corps of engineers on June 1st indicates depths as shallow as 14.5 ft. All mariners are urged to use caution while transiting the area. [31/04]

LAKE MICHIGAN – New Buffalo Harbor – Possible Shoaling – Chart 14905

The Coast Guard has received a report of shoaling in the New Buffalo Harbor entrance vicinity of New Buffalo Harbor light 2 (LLNR 19540.) All vessels should transit the area with caution. [25/04]

ST. MARYS RIVER – Munuscong Lake to Sault Ste Marie – 14883,14884

The US Army Corps of Engineers have located shoaling in the vicinity of the Bayfield Dike Light. Shoals as much as 1.5 ft above the project depth of 28 ft have been observed. The shoaling area is located approximately 850 feet west of the Bayfield Dike Light, 500 feet long and 40 feet towards the channel. Mariners are advised to us caution when transiting this area. [34/04]

II. DISCREPANCIES IN AIDS TO NAVIGATION as of 1000 August 10, 2004

This section lists all changes to discrepancies. The following abbreviations are used:

B	Buoy	BKW	Breakwater	(C)	Canadian Aid
CHL	Channel	DAM	Damaged	DAYBD	Dayboard
DBN	Daybeacon	DECOM	Decommissioned	DISCON	Discontinued
ENT	Entrance	ESTB	Established	EXT	Extinguished
F/S	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	MSLDG	Misleading
(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.
2485	FORT NIAGARA LT	LT EXT	14816	B122-04	34/04
2517	YOUNGSTOWN SAFE BOAT ZONE LT FLOAT C (P)	LT EXT	14816	B079-04	31/04
3080	GRAND ISL RR LT	PAR OBSC	14832	B047-04	22/04
3305	BUCKHORN ISL DIKE LT 1 (P)	LT EXT	14832	B067-04	25/04
3310	BUCKHORN ISL DIKE LT 2 (P)	LT EXT	14832	B068-04	25/04
3315	BUCKHORN ISL DIKE LT 3 (P)	LT EXT	14832	B069-04	25/04
3325	HOOKER ELECTROCHEM CRIB LT (P)	LT EXT	14832	B118-04	33/04
3330	HOOKER ELECTROCHEM OUTFALL CRIB LT (P)	LT EXT	14832	B066-04	25/04
3450	DUNKIRK HBR B 9	OFFSTA	14823	B089-04	15/04
4775	CEDAR PT BKW LT (P)	LT EXT	14845	D164-04	34/04
4780	CEDAR PT MRNA S BSN LT 2 (P)	LT IMCH	14845	D164-04	34/04
10130	HARBOR BEACH LT	LT EXT	14862	D123-04	28/04
11505	NORDMEER WRK LB WR1	RACON INOP	14864	S140-04	30/04
12605	NORTH GRAHAM SH LBB 3	F/S INOP	14881	S156-04	32/04
13180	DARK HOLE W FR LT	LT EXT	14883	S175-04	34/04
14550	GRAND MARAIS HBR OF RFG OUT LT	F/S INOP	14962	S147-04	31/04
17285	RAINY LAKE LB 12	LT EXT	14997	S171-04	34/04
17370	RAINY LAKE LB 32	LT EXT	14997	S171-04	34/04
17420	RAINY LAKE LB 43	LT EXT	14996	S171-04	34/04
17750	WHITE SHOALS LT	RACON INOP	14911	S164-04	32/04
17775	GRAYS REEF LT	RACON INOP	14911	S163-04	32/04
18340	N MANITOU SHL LT	RACON INOP	14912	S170-04	33/04
18770	BEAR LAKE ENTR W LT (P)	LT IMCH	14934	G065-04	29/04
19630	BUFFINGTON HBR BKW LT (P)	LT DIM	14927	M145-04	28/04
19636	BUFFINGTON HBR INNER BKW E LT 2 (P)	LT EXT	14927	M135-04	27/04
19637	BUFFINGTON HBR INNER BKW W LT 1 (P)	LT EXT	14927	M135-04	27/04
19715	WHIHALA BCH BKW LT 1 (P)	LT EXT	14905	M169-04	31/04
19775	NIPSO OBSTR B A (P)	MISSING	14905	M137-04	27/04

19875	JACKSON PARK HBR OUTER LT 2 (P)	LT EXT	14927	M191-04	33/04
19880	JACKSON PARK HBR OUTER LT 4 (P)	LT EXT	14927	M191-04	33/04
19956.1	NORTHERLY ISL DGR LB B (P)	SINKING	14928	M146-04	28/04
20245	WILMETTE HBR PHD LT (P)	LT EXT	14905	M165-04	31/04
20495	RACINE W HBR ENTR LT 3 (P)	LT DIM	14925	M062-04	21/04
20500	RACINE W HBR ENTR LT 5 (P)	LT EXT	14925	M156-04	30/04
20515	RACINE W HBR ENTR LT 9 (P)	LT EXT	14925	M156-04	30/04
20530	RACINE W HBR ENTR LT 12 (P)	LT EXT	14925	M158-04	30/04
20610	WIND PT N SHL LB 14	LT EXT	14904	M209-04	34/04
20729	S SHORE PARK ENTR LB 1 (P)	MISSING	14924	M207-04	34/04
22273	SOUTH BAY MARINA ENTR LT 2 (P)	LT EXT	14918	M127-04	27/04

B. DISCREPANCIES CORRECTED

LLNR	Name of aid	Status	Charts Affected	BNM Ref.	LNM Ref.
2415	WILSON HBR B 3	OFFSTA	14806	B120-04	33/04
5495	GEM BEACH S ENTR LT 1 (P)	LT EXT	14844	D154-04	33/04
6025	TOLEDO WATER WORKS INTAKE CRIB LTS (P)	LT EXT	14847	D050-04	19/04
8350	WATERWORKS INTAKE CRIB LT (P)	LT EXT	14848	D105-04	26/04
8945	BLACK CREEK LB 2 (P)	MISSING	14853	D087-04	24/04
18940	MUSKEGON CONSERV CLUB CHL B 4 (P)	OFFSTA	14934	G075-04	30/04
21535	LANSING SHL LT	F/S INOP	14911	S166-04	33/04
22000	SHERWOOD PT LT	LT EXT	14910	M190-04	33/04

III. TEMPORARY CHANGES IN AIDS TO NAVIGATION as of 1000 August 10, 2004

A. TEMPORARY CHANGES

LLNR	Name of aid	Status	Charts Affected	BNM Ref.	LNM Ref.
2335	GENESEE RIVER TURN BSN B 2	TEMP RENUMBER TO B 4	14815	B096-04	28/04
2337	GENESEE RIVER LB 4	TEMP ESTB TRLB	14815	B095-04	28/04
4350	LORAIN HBR LT 6	TEMP MOVED	14841		35/03
5530	SOUTH BASS ISL LT	TEMP DISESTB	14844	D161-04	33/04
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
19601	MICHIGAN CITY INNER HBR B 4	TEMP ESTB TRUB	14905	G015-04	18/04
19602	MICHIGAN CITY INNER HBR B 6	TEMP ESTB TRUB	14905	G015-04	18/04
21305	PLUM ISL FR LT	TEMP DISESTB	14909	M202-04	33/04
21310	PLUM ISL RR LT	TEMP LT DIM	14909	M203-04	33/04
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.
NONE.					

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.	4/25/92	Last LNM 12/93	NAD 83	(CGD9)	17/93
	MANITOWOC AND SHEBOYGAN HARBORS					
	Change	Manitowoc South Breakwater Light to "3" Fl G 2.5s, 37ft 8 StM			44°05'29.00"N	087°38'37.00"W
	Corrective action	Object of corrective action			Position	

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.

14805	24th ed.	Mar 2004	Last LNM 14/04	NAD 83	(CGD9)	34/04
LONG POND TO THIRTYMILE POINT (LORAN C)						
Insets: Point Breeze, New York						
Change	Q 25ft 4 St M "A" to Q 25ft 3 St M "A" at				42°22'28.24"N	078°11'28.48"W
	Q 25ft 4 St M "C" to Q 25ft 3 St M "C" at				43°22'28.43"N	078°11'35.42"W
14996	15th ed.	6/12/99	Last LNM 41/03	NAD 83	(CGD9)	34/04
BORDER LAKES-RAINY LAKE- BIG ISLAND, MINNESOTA TO OAKPOINT ISLAND, ONTARIO						
Change	Surveyor's Light Fl G 4s "43" to Surveyor's Daybeacon "43" in position				48°31'03.28"N	092°57'35.10"W
14997	15th ed.	7/04/98	Last LNM 41/03	NAD 83	(CGD9)	34/04
RAINY LAKE - DRYWEED ISLAND TO BIG ISLAND						
Add	R B "20" in position				48°36'16.24"N	093°07'51.47"W
	R B "6" in position				48°36'15.80"N	093°04'30.98"W
	G B "9" in position				48°36'29.42"N	093°01'28.92"W
Change	R "34" to FL R 4s 3 St M in position				48°33'15.00"N	092°53'34.00"W
	Fl R 4s "12 to R N "12" in position				48°36'26.30"N	092°57'35.10"W
	Fl R 4s "32" to R N "32" in position				48°35'29.20"N	092°53'39.00"W
14998	15th ed.	9/12/98	Last LNM 41/03	NAD 83	(CGD9)	34/04
RAINY LAKE - INTERNATIONAL FALLS TO DRYWEED ISLAND						
Add	R B "20" in position				48°36'16.24N	093°07'51.47"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]

Upper Niagara River - Charts 14822 and 14832

The Coast Guard will be changing the Grand Island Range Lights LLNR's 3080, 3075 to a single point sectored range. The change will involve disestablishing Grand Island Rear Range Light LLNR 3080, installing a Green/White/Red Sectored light on Grand Island Front Range Light LLNR 3075 and renaming the Light; Grand Island Sectored 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]

Lake Erie - West Harbor Entrance LT 2 Green Island Light - Temp Disestablishment - Chart 14844

The Coast Guard is temporarily disestablishing West Harbor Entrance Light 2 (LLNR 5385) for tower repair and construction. [33/04]

Lake Huron - Ft Gratiot Light - Nominal Range Change - Chart 14862

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

VI. PROPOSED CHANGES IN AIDS TO NAVIGATION

St. Marvs River - Rock Cut Characteristics Change - Chart 14883

The Coast Guard is proposing to change the characteristics of Rock Cut Lights 32, 29, 28, and 27 (LLNR's 13595, 13610, 13615, and 13620) to fixed characteristics. [28/04]

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 - OH - Conneaut Harbor. - Dredging-, Chart 14824

The Luedtke Engineering Company will be dredging in the Conneaut Harbor at P & C Dock Company, Conneaut, Ohio beginning 10 Aug 04 and concluding 27 Aug 04. Hours of operation will be 24 hours per day, 7 days per week. The TUG ANNE MARIE or DERRICK BOAT # 16 may be contacted on channels 19 and/or 16 VHF-FM. For further information contact Mr. Tom Zatkovic at (231) 352-9631 Ext 19 [34/04]

LAKE ERIE - Cuyahoga River, OH - Dredging Chart 14839

The Center Terminal Company will be dredging in the Cuyahoga River Cleveland, Ohio beginning 20 Aug 04 and concluding 03 Jun 07 Hours of operation will be Various. The DERRICK BOAT #16 Barge and The KURT R. LUEDTKE Tug may be contacted on channels 13 and/or 16 VHF-FM For further information contact Mr. Daniel J. House (314)682-3570 [34/04]

DETROIT RIVER - Detroit, MI - Dredging - Chart 14854

The Luedtke Engineering Company will be dredging on the west side of the Detroit River immediately North of Zug Island, Detroit, MI beginning 16 Aug 04 and concluding 13 Sep 04 Hours of operation will be 24 hours per day, 7 days per week. The TUG ANNE MARIE or DERRICK BOAT # 16 may be contacted on channels 19 and/or 16 VHF-FM. For further information contact Mr. Tom Zatkovic at (231) 352-9631 Ext 19 [34/04]

ST MARYS RIVER – West Neebish Channel Maintenance Dredging – Chart 14883

U.S. Army Corps of Engineers contract maintenance dredging has been completed in the lower portions of the St. Marys River with the exception of isolated areas of West Neebish Channel (WNC) Angle 4/5. In this area, there remain six (6) small isolated soft bottom areas on both sides of the channel, and all areas are located near the channel's boundaries within 100 feet of the boundary on the west side and 60 feet on the east. The Corps contractor is expected to resume maintenance dredging operations near the end of August 2004 to complete clearing these isolated areas to contract depth by mid September 2004. An updated notice will be issued when these operations are complete. Vessel operators are requested to navigate with caution when in the vicinity of these operations and to reduce speed when requested to do so. Small boat operators are cautioned to keep clear of these operations and listen and watch for signals from personnel on these vessels. The channel areas completed to 28.5' below low water datum include Bayfield Channel Course 1, Little Rapids Channel Courses 2 & 3, and from 2000' upstream of WNC Angle 4/5 through the downstream limit of Angle Course 4/5 with the noted exceptions above. Depth plots of these areas are available to view on the Detroit District's web site at: <http://www.lre.usace.army.mil/OandM/mappdf/pdfmapstmarys.html> [34/04]

ST MARYS FALLS CANAL – Pier Repair

Repairs to a 300-foot section of the West Center Pier in the South Canal are complete. All contractor floating plant and equipment have departed. The contractor and the U.S. Army Corps of Engineers have replaced the timber fenders along the face of the pier. Shipping may resume ordinary use of the pier and the west approach to the Poe Lock. [34/04]

LAKE SUPERIOR – Ontonagon Harbor, MI – Hydraulic Dredging – Chart 14965

The TNT Dredging Co, Inc. will be conducting hydraulic dredging in the Ontonagon Harbor, MI commencing 01 Jun 04 and completing work 15 Aug 04. Work will be conducted 7 days per week 24 hrs per day. The Dredge LOUISE may be contacted via VHF-FM Channels 16 and/or 10. Mariners are requested to pay special attention to the submerged pipeline, buoys, and required day and night shapes on dredge. For further information contact Ms. Cathy McCoy at (616) 949-4777. [supercedes 13/04] [34/04]

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.

Location	LNM	Subject	Hours / Days	Until
<u>NEW YORK STATE CANAL</u>				
Oriskany to Utica, NY	34/03	CANAL WAY TRAIL SYSTEM	0700-1700/ MON - FRI	31 DEC 04
Onondaga - Seneca River, NY	18/04	BRIDGE CONSTRUCTION		31 AUG 04
Lysander, NY	18/04	BRIDGE CONSTRUCTION		15 NOV 04
<u>LAKE ONTARIO</u>				
Rochester, NY	41/03-25/04	BRIDGE CONSTRUCTION	0700-1630/ MON - FRI	2004 NAV SEASON
<u>LAKE ERIE</u>				
Buffalo Harbor, NY	41/03	BRIDGE MAINTENANCE	24 HRS/ 7 DAYS A WK	2004 NAV SEASON
Ashtabula Harbor, OH	16/04	WAMS ANALYSIS	VARIOUS	TBD
Cleveland, OH	25/04	DREDGING	24 HRS/ 7 DAYS A WK	10 AUG 04
Cleveland, OH	14/03-17/04	PILE DRIVING, EXCAVATION, ETC.	24 HRS/ 7 DAYS A WK	DEC 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
Maumee River, OH	32/04	MAINTENANCE DREDGING	24 HRS/ 7 DAYS A WK	15 NOV 04
Maumee River, OH	32/04	DREDGING OPERATIONS	DAYLIGHT/ 7 DAYS A WK	24 AUG 04
Maumee Bay, OH	32/04	MAINTENANCE DREDGING	24 HRS/ 7 DAYS A WK	15 SEP 04
Toledo, OH	41/03	BRIDGE CONSTRUCTION	24 HRS/ 7 DAYS A WK	2004 NAV SEASON
Conneaut Harbor, OH	27/04	MAINTENANCE DREDGING	24 HRS/ 7 DAYS A WK	28 SEP 04
Northeast, PA	32/04	INSTALLING INTAKE CRIB AND PIPING	24 HRS/ 7 DAYS A WK	30 SEP 04
Conneaut Harbor, OH	34/04	DREDGING	24 HRS/ 7 DAYS A WK	27 AUG 04
Cleveland, OH	34/04	DREDGING	VARIOUS	03 JUN 07
<u>DETROIT RIVER</u>				
Fleming Channel, MI	25/04	BARGE OPERATIONS	24 HRS/ 7 DAYS A WK	TBD
Detroit, MI	34/04	DREDGING	24 HRS/ 7 DAYS A WK	13 SEP 04
<u>LAKE HURON</u>				
Hammond Bay Harbor, MI	29/04	DREDGING	24 HRS/ 7 DAYS A WK	15 AUG 04
BayCity, MI	32/04	MAINTENANCE DREDGING	24 HRS/ 7 DAYS A WK	15 NOV 04
<u>ST MARYS RIVER</u>				
Lower St. Marys River, MI	34/04	MAINTENANCE DREDGING	VARIOUS	MID SEPT 04
<u>LAKE MICHIGAN</u>				
Calumet Harbor, IL	11/04	BRIDGE MAINTENANCE AND CLEARANCE	24 HRS/ 7 DAYS A WK	31 OCT 04
Chicago Harbor, IL	22/04	BRIDGE MAINTENANCE	0730-1600/MON – FRI	25 NOV 04
Chicago Harbor, IL	33/03-36/03	BRIDGE MAINTENANCE WORK	0730-1600/ MON-FRI	25 NOV 04
Indiana Harbor, IN	28/04	REPORTED OBSTRUCTION	24 HRS/ 7 DAYS A WK	TBD
Indiana Harbor, IN	32/04	SELF-UNLOADING CARGO SHIPS	VARIOUS	31 OCT 04
Milwaukee Harbor, WI	41/03	BRIDGE DEMOLITION AND CONSTRUCTION	0600-0800/ MON – FRI	2004 NAV SEASON
Naubinway, MI	32/04	MOORING FACILITY UPGRADE	24 HRS/ 7 DAYS A WK	05 NOV 04
<u>STRAITS OF MACKINAC</u>				
Pt La Barbe to Mc Gulpin Point	30/04	PIPELINE SPAN REMEDIATION	24 HRS/ 7 DAYS A WK	30 SEP 04
<u>LAKE SUPERIOR</u>				
Little Lake Harbor, MI	30/04	MAINTENANCE DREDGING	24 HRS/ 7 DAYS A WK	21 AUG 04
Keweenaw MI	03/03	BRIDGE OP SCHEDULE DURING REHAB	0700-1800/ MON – FRI	31 OCT 04
Straits of Mackinac	21/04	BRIDGE MAINTENANCE - PAINTING	VARIOUS	DEC 06
Munising Bay, MI	18/04	MARINE SALVAGE	DUSK-DAWN/MON – SAT	15 SEP 04
Ontonagon Harbor, MI	14/04-34/04	DREDGING	24 HRS/ 7 DAYS A WK	15 AUG 04

GREAT LAKES - GENERAL - MARINE EVENTS

Events listed below are those events that do not have accompanying special local regulations. Mariners transiting these areas are not required to contact the U.S. Coast Guard, but 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>LAKE ERIE</u>			
Cleveland, OH	32/04	Cleveland Air-Show	Labor Day Weekend
Toledo, OH	32/04	Toledo Labor Day Fireworks	Labor Day
Erie Sand and Gravel Pier	32/04	We Love Erie Fireworks Display	3rd weekend of August
<u>LAKE MICHIGAN</u>			
Grand Haven, MI	32/04	Coast Guard Festival Fireworks	1st weekend of August
Grand Haven, MI	32/04	West Michigan Offshore Powerboat Challenge	1st or 2nd weekend of September

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
2370	-BREAKWATER LIGHT A		Q W	25 8	3	NR on post.	
					*		34/04
2375	-BREAKWATER LIGHT C		Q W	25 8	3	NR on post.	
					*		34/04
17130							Remove from list. *
							34/04
17252	-Buoy 20	*	*	*	*	Red nun.	
*	*					*	*
							34/04
17267	South Shore Buoy 6	*	*	*	*	Red nun.	
*	*					*	*
							34/04
17277	South Shore Buoy 9	*	*	*	*	Green can.	
*	*					*	*
							34/04
17285	- Buoy 12		*			Red nun.	
*	*					*	
							34/04
17370	- Buoy 32		*			Red nun.	
*	*					*	
							34/04
17375	Rainy Lake Light 34	48 33 36 N 92 53 24 W	FIR 4s		3	TR on skeleton tower.	
*	*		*		*		
							34/04
17420	Surveyor's Island Daybeacon 43	48 31 06 N 92 37 42 W				SG on skeleton tower.	
*	*		*				
							34/04

IX. ENCLOSURES

- (1) Security Zone; Captain of the Port Chicago Zone, Lake Michigan
- (2) Grand Haven Harbor, MI condition of channel chartlet
- (3) Menominee Harbor & River, MI and WI condition of channel chartlet
- (4) Change No. 10 to the U.S. Coast Pilot 6, Great Lakes 2004 34th Edition.

R J. PAPP, JR
Rear Admiral, U. S. Coast Guard
Commander, Ninth Coast Guard District

DEPARTMENT OF HOMELAND SECURITY

Coast Guard
33 CFR Part 165
[CGD09-04-020]
RIN 2115-AA87

Security Zone; Captain of the Port Chicago Zone, Lake Michigan
AGENCY: Coast Guard, DHS.
ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to remove the security zone around the Byron Nuclear Power Plant and add a security zone around the Hammond Intake Crib on Lake Michigan. It has been determined that the removal of the security zone for the Byron Nuclear Power Plant would not increase the plant's vulnerability. The Hammond Intake Crib Security Zone is necessary to protect the fresh water supply from possible sabotage or other subversive acts, accidents, or possible acts of terrorism. The new zone is intended to restrict vessel traffic from a portion of Lake Michigan.

DATES: Comments and related material must reach the Coast Guard on or before October 4, 2004.

ADDRESSES: You may mail comments and related material to U.S. Coast Guard Marine Safety Office (MSO) Chicago, 215 West 83rd Street, Suite D, Burr Ridge, IL 60527. MSO Chicago 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 Chicago between 7 a.m. and 3:30 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: ENS Christopher Brunclik, MSO Chicago, at (630) 986-2155.

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 for this rulemaking (CGD09-04-020), indicate the specific section of this document to which each comment applies, and give the reason for each comment. Please submit all comments and related material in an unbound format, no larger than 8 1/2 by 11 inches, suitable for copying. If you would like to know they reached us, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material 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 submit a request for a meeting by writing to U.S. Coast Guard Marine Safety Office Chicago at the address under ADDRESSES explaining why one would be beneficial. If we determine that one would aid this rulemaking, we will hold one at a time and place announced by a later notice in the Federal Register.

Background and Purpose

On September 11, 2001, the United States was the target of coordinated attacks by international terrorists resulting in catastrophic loss of life, the destruction of the World Trade Center, and significant damage to the Pentagon. Current events indicate that significant threats still exist for this type of attack. In fact, National security and intelligence officials warn that future terrorists attacks are likely. The Coast Guard is responding by, amongst many other things, establishing security zones around critical infrastructure.

We propose to remove the Byron Nuclear Power Plant security zone and add a security zone around the Hammond Intake Crib. It has been determined the removal of the security zone for the Byron Nuclear Power Plant would not increase its vulnerability. The proposed Hammond Intake Crib security zone is necessary to protect the public, facilities, and the surrounding area from possible sabotage or other subversive acts. All persons other than those approved by the Captain of the Port Chicago, or his on-scene representative, are prohibited from entering or moving within the zone. The Captain of the Port Chicago may be contacted via phone at the above contact number.

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Discussion of Proposed Rule

On August 16, 2002, the Coast Guard published a final rule establishing a permanent security zone on the waters of the Rock River within a 100-yard radius of the Byron Nuclear Power Plant (67 FR 53501). The CFR section number for this security zone was corrected on October 23, 2002 (67 FR 65041). This rulemaking proposes to remove this security zone for the Byron Nuclear Power plant and to create one for the Hammond Intake Crib.

The need for a security zone at Byron was discussed during security planning meetings with the Byron Nuclear Training Facility Chief of Security, Ogle County Sheriff's Department and the United States Coast Guard. The current security zone encompasses the cooling water intake on the Rock River located over 1 mile away from the facility. If the intake were to be made inoperable the facility would experience an "inconvenience" rather than a detrimental consequence. In addition, there would be enough time to shut down the plant before the lack of cooling water would be an issue. Thus, the Coast Guard has determined that the security zone for Byron Nuclear Facility is no longer needed.

Because of new and additional security concerns, the Coast Guard wishes to create a permanent security zone around the Hammond Intake Crib to protect this fresh water supply. Through this rulemaking, we propose to establish a security zone for the following location: All waters encompassed by the arc of a circle with a 100-yard radius with its center in approximate position 41[deg]42'15" N, 087[deg]29'49" W (Hammond Intake Crib). These coordinates are based upon North American Datum 1983 (NAD 83).

Regulatory Evaluation

This proposed rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866, Regulatory Planning and Review, 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 it 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. Since this security zone is not located near commercial vessel shipping lanes, there will be no impact on commercial vessel traffic as a result of this security zone.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this proposed rule would have a significant economic 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 security zone will not have a significant economic impact on a substantial number of small entities for the following reasons. This rule will not obstruct the regular flow of traffic and will allow vessel traffic to pass around the security zone.

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 proposed rule so that they can better evaluate its effects on them and participate in the rulemaking. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the office listed in Addresses in this preamble.

Small businesses may send comments on the 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

A rule has implications for Federalism under Executive Order 13132, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this proposed rule under that Order and have determined that it does not have implications for federalism.

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 expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This proposed rule would not affect 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

We have analyzed this proposed rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and would not create an environmental risk to health or risk to safety that might disproportionately affect children.

Indian Tribal Governments

This proposed 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

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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.

Environment

We have analyzed this proposed rule under Commandant Instruction M16475.ID, which guides the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321-4370f), and have concluded that there are no factors in this case that would limit the use of a categorical exclusion under section 2.B.2 of the Instruction. Therefore, this rule is categorically excluded, under figure 2-1, paragraph (34)(g), of the Instruction, from further environmental documentation.

Under figure 2-1, paragraph (34)(g) of the Instruction, an "Environmental Analysis Check List" and a "Categorical Exclusion Determination" are not required for this rule. Comments on this section will be considered before we make the final decision on whether to categorically exclude this rule from further environmental review.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and record keeping 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.

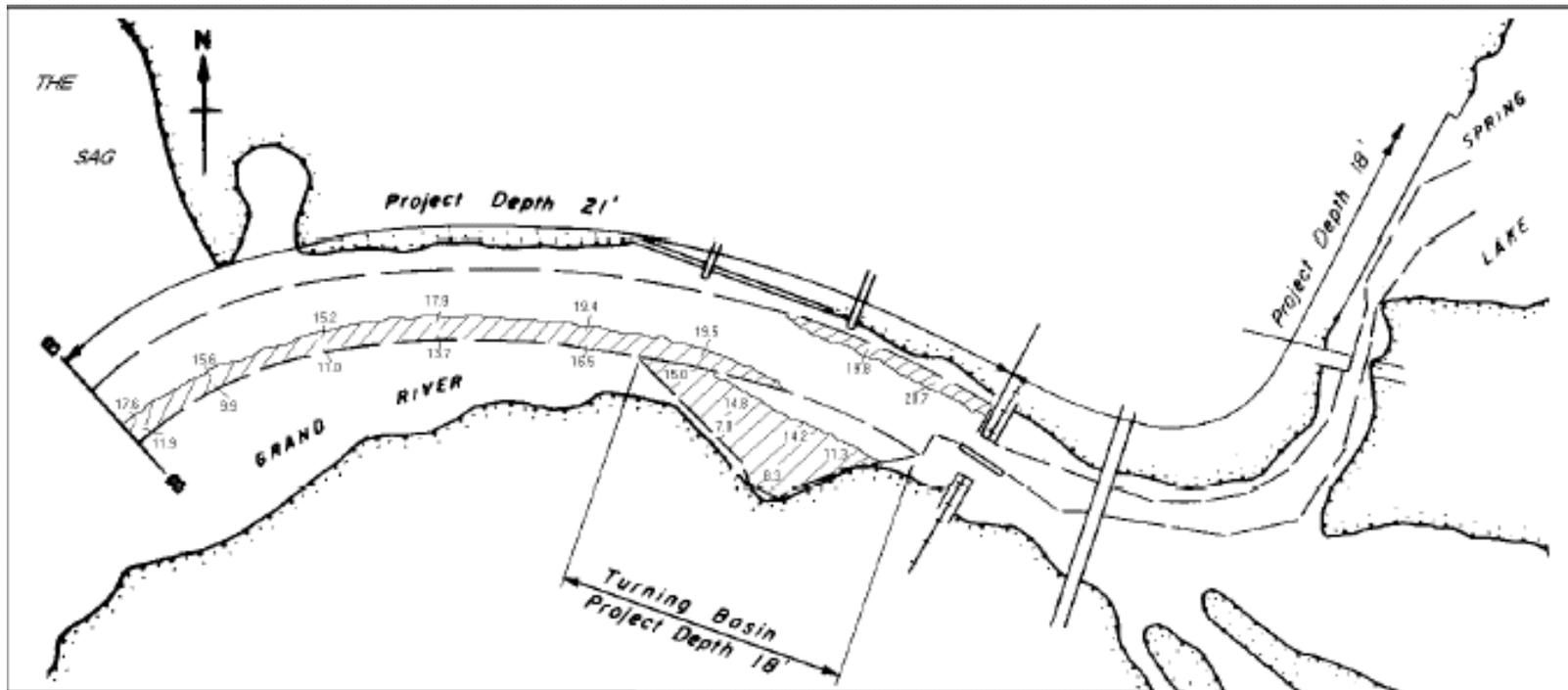
2. In Sec. 165.910, revise paragraph (a)(5) to read as follows: Sec. 165.910 Security Zones; Captain of the Port Chicago, Zone, Lake Michigan.
* * * * *

(5) Hammond Intake Crib. All navigable waters bounded by the arc of a circle with a 100-yard radius with its center in approximate position 41[deg]42[min]15[sec] N, 087[deg]29[min]49[sec] W (NAD 83).
* * * * *

Dated: June 21, 2004.

T.W. Carter,
Captain, U.S. Coast Guard, Captain of the Port Chicago.
[FR Doc. 04-17741 Filed 8-3-04; 8:45 am]

BILLING CODE 4910-15-P



All soundings are referenced to IGLD, 1985 for Lake Michigan, elevation 577.5 ft. above Mean Sea Level at Rimouski, Quebec. Hydraulic corrector of 0.3 ft. applied.

The information depicted on this map represents the results of surveys made on the date indicated and can only be considered as indicating the general conditions existing at that time.



Shoals indicate least available depth below LWD

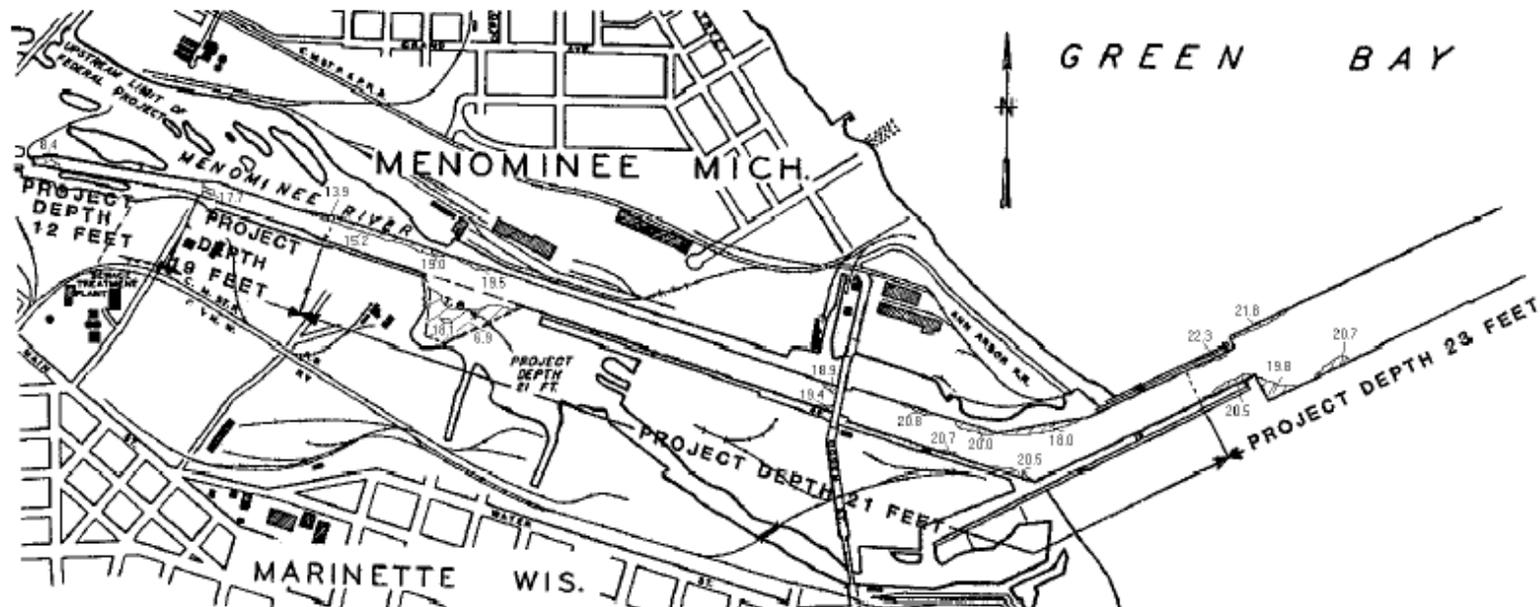
Surveys taken: June 2004

GRAND HAVEN HARBOR, MICHIGAN

CONDITION OF CHANNEL

ISSUED: 4 AUGUST 2004

U.S. Army Engineer District, Detroit



All depths are in feet and are referred to Low Water Datum 576.8 ft. above mean sea level, IGLD, 1955.

The information depicted on this map represents the results of surveys made on the date indicated and can only be considered as indicating the general conditions existing at that time.



Shoals indicate least available depth below LWD

Surveys taken: June 2004

**MENOMINEE HARBOR & RIVER,
MICHIGAN & WISCONSIN**

CONDITION OF CHANNEL

ISSUED: 5 AUGUST 2004

U.S. Army Engineer District, Detroit

Coast Pilot 6 34th Ed 2004 Corrections

Page 101-Paragraph 1298, line 8; read:
approved material is available for inspection
at the Office of the Federal ...
(CL 941/04; FR 6/23/04)

Lagoon, thence 3.5 feet to the Liberty Avenue
bridge.
(BP 182884; CL 351/04)

Page 196-Paragraph 125, lines 4-6; read:
October 2003-April 2004, the controlling
depth in the channel was 5.7 feet. The outer
ends of the piers are marked by lights.
(BP 182155; BP 183501; CL 778/04)

Page 198-Paragraph 139, lines 6-7; read:
by lighted buoys and a light. In October
2003, the dredged channel had a controlling
depth of 8.6 feet.
(BP 182156; CL 1772/03)

Page 200-Paragraph 159, read:
In March 2004, the controlling depths
were 16.3 feet (17.6 feet at midchannel) in
the entrance and between the piers to the
lower turning basin, thence 17.3 feet to the
railroad swing bridge just above the turning
basin (except for shoaling to 7.9 feet in the
left outside quarter of the channel); the
lower turning basin had depths of 7 to 10
feet. The channel under the swing bridge had
depths of 10.9 feet under the E draw and 14.3
feet under the W draw, thence 14.2 feet to
the Rochester Portland Cement Company on the
W side of the river, 2.9 miles above the
river entrance (except for shoaling to 11.4
feet in the right half of the channel near
the N edge of the upper turning basin),
thence 11.1 feet to the head of the project.
The upper turning basin has depths of 1 to 3
feet and is no longer maintained.
(BPs 183502-03)

Page 236-Paragraph 245, lines 2-11; read;
Lake Erie between converging breakwaters to
an outer harbor channel inside the
breakwaters. A dredged channel leads from the
SE end of the outer harbor upstream in
Conneaut River for about 0.4 mile to the
wharves on either side of the river. Lights
mark the outer ends of the breakwaters and
the piers at the river mouth. In August-
September 2003, the controlling depths were
20.4 feet (24.9 feet at midchannel) in the
outer harbor channel, thence 21.4 feet in the
dredged river channel.
(BP 182789; CL 291/04)

Page 256-Paragraph 452, read:
In July 2003, the controlling depths
were 4.4 feet in the W approach and 3.5 feet
in the E approach to the mouth of the river,
thence 6.9 feet to the entrance of Superior