U.S. Department
of Homeland Security

**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District: 9 Week: 25/20

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

Direct questions about this LNM to the above address.

All distances in this publication are STATUTE MILES unless otherwise noted.

District Nine Internet Address https://www.atlanticarea.uscg.mil/Our-Organization/District-9/
District Nine Local Notice to Mariners email Address D09-DG-District-D9-LocalNoticetoMariners@uscg.mil
** Navigation Information Service watchstander, 24 hours a day at (703) 313-5900 ** **Internet Address** https://www.navcen.uscg.gov/
Light List Reference: Commandant Publication P16502.7, VOL VII, 2019 Edition
Coast Pilot Reference: 2020 U.S. Coast Pilot 6 Great Lakes 50th Edition
Coast Pilots, along with corrections are available at: https://nauticalcharts.noaa.gov/publications/coast-pilot/index.html
The Local Notice to Mariners is available on the Internet at https://www.navcen.uscg.gov/-pageName=lnmMain You will also have links to other government agencies- web pages including the US Army Corps of Engineers and the National Ocean Service.

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

The Ninth District and all Sector offices for their areas of responsibility issue a BROADCAST NOTICE TO MARINERS.
The following Broadcast Notice to Mariners have been incorporated into this week's Local Notice to Mariners:
Sector Buffalo, NY - B041-20 through B043-20
Ninth District - C052-20 through C059-20
Sector Detroit, MI - D029-20 through D033-20
Sector Lake Michigan, WI - M123-20 through M125-20
Sector Sault Ste Marie, MI - S066-20 through S071-20

The United States Coast Guard Navigation Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information for GPS and DGPS. The NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar Users (NANU). NANU notices can be obtained via email subscription through the USCG Navigation Center website: https://cgls.uscg.mil/mailman/listinfo/nanu . In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or AIS service. Users are encouraged to report all degradation or loss of radio navigation services to the NIS via any of the following: Phone: (703) 313-5900, mail to: webmaster@smtp.navcen.uscg.mil, or on the internet at: https://www.navcen.uscg.gov

ABBREVIATIONS

A through H

ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
Al - Alternating
B - Buoy
BKW - Breakwater
bl - Blast
BNM - Broadcast Notice to Mariner
bu - Blue
C - Canadian
CHAN - Channel
CGD - Coast Guard District
C/O - Cut Off
CONT - Contour
CRK - Creek
CONST - Construction
DAYMK/Daymk - Daymark
DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed

I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LTR - Letter
LWB - Lighted Whistle Buoy

P through Z

PRIV - Private Aid
Q - Quick
R - Red
RACON - Radar Transponder Beacon
Ra ref - Radar reflector
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RRL - Range Rear Light
RELIGHTED - Aid Relit
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
RRASS - Remote Radio Activated Sound Signal
s - seconds
SEC - Section
SHL - Shoaling

DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
EVAL - Evaluation
EXT - Extinguished
F - Fixed
fl - flash
Fl - Flashing
G - Green
GIWW - Gulf Intracoastal Waterway
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MRASS - Marine Radio Activated Sound Signal
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency
NO/NUM - Number
NOS - National Ocean Service
NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy
si - silent
SIG - Signal
SND - Sound
SPM - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
STRUCT - Structure
St M - Statute Mile
TEMP - Temporary Aid Change
TMK - Topmark
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
USACE - Army Corps of Engineers
W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition:

LIB - Lighted Ice Buoy

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

The aids to navigation depicted on charts comprise a system of fixed and floating aids to navigation with varying degrees of reliability. Prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid to navigation. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker which secures the buoy to the seabed. The approximate position is used because of the practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecision in position fixing methods, prevailing atmospheric and sea conditions, slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying length of chain, and the fact that the buoy body and/or sinker positions are not under continuous surveillance, but are normally checked only during periodic maintenance visits which often occur more than a year apart. Due to the forces of nature, the position of the buoy body can be expected to shift inside and outside the charted symbol. The mariner is also cautioned that buoys may be extinguished or sound signals may not function as the result of ice, running ice, or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction that the buoy marks.

LNM: 06/14

IMPORTANT SAFETY NOTICE ABOUT THE RELIABLE OPERATION OF ECDIS

Following an announcement by the International Maritime Organization (IMO) concerning potential display anomalies in some ECDIS systems, the International Hydrographic Organization (IHO) issued an ENC Data Presentation and Performance Check in October 2011. This check is intended to assist mariners and to help determine the extent of the anomalies. IHO has received reports from mariners confirming that a number of ECDIS fail to display some significant underwater features in the "Standard" display mode. For all significant objects to be visible to the mariner, these ECDIS must be operated in "Full display" or "All display" mode until a software upgrade is made available from the manufacturer. Mariners are strongly encouraged to use the IHO ENC Data Presentation and Performance Check issued through ENC service providers and also available directly from the IHO website (www.iho.int) to check the operation of their ECDIS and to determine whether their system is affected. IHO Circular Letter 33/2012 is available on the Coast Guard's Navigation Center website (https://www.navcen.uscg.gov) under the heading News and Notices.

LNM: 12/12

NOAA formerly announced in the Federal Register (Docket #2019-24807)

On November 15, 2019, NOAA formerly announced in the Federal Register (Docket #2019-24807) that they would begin a 5-year process of discontinuing their traditional paper, or raster, charts by 2025. NOAA intends to gradually 'sunset' raster chart products and is introducing an option to create custom ENC data based charts that can be printed as a paper copy locally or commercially, via one of their certified third party printers. More detailed information regarding this transition is available from https://nauticalcharts.noaa.gov/publications/docs/raster-sunset.pdf . Comments/questions on the Federal Register Notice and the NOAA Custom Chart application should be submitted at https://www.nauticalcharts.noaa.gov/customer-service/assist/ . Other concerns may be directed to your local NOAA Navigation Manager, https://nauticalcharts.noaa.gov/customer-service/regional-managers/index.html. In order to identify and overcome the regulatory challenges associated with this transition including but not limited to updating commercial vessel carriage requirements and maritime safety information processes, NOAA will continue to work directly with its Agency charting partners. A prototype version of the NOAA Custom Chart Tool is available at https://devgis.charttools.noaa.gov/pod/ .

LNM: 04/20

RANGE STRUCTURES

The U.S. Coast Guard has become aware that Coast Guard information used to depict a rangeline on NOAA Electronic Navigational Charts (ENC)

may not be of sufficient accuracy to accurately portray the rangeline on the ENC. Mariners are cautioned that the position of a rangeline as shown on an ENC may not reflect its true position.

LNM: 04/11

USACE NOTICE TO NAVIGATION INTERESTS

Current Federal Channel conditions, shoaling, and the most recent channel surveys are available at the following Army Corps of Engineers web sites:

Buffalo: http://www.lrb.usace.army.mil/
Detroit: http://www.lre.usace.army.mil/
Chicago: http://www.lrc.usace.army.mil/
Rock Island: http://www.mvr.usace.army.mil/

LNM: 28/12

GREAT LAKES - Great Lakes Water Levels

The expected water levels on the Great Lakes for Jun 26, 2020. 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 +43 Lake Erie +62, Lake St. Clair +63, Lake Michigan-Huron +56, Lake Superior +19.
St Lawrence River:
Above Long Sault Dam +24, Above Iroquois Dam +28, Ogdensburg +36, Alexandria Bay +41. Head of River at Cape Vincent +43.
Detroit River:
Lake Erie at Pelee Passage +62 Mouth of River at Gibraltar +63, Fort Wayne +64. Head of River above Belle Isle +63.
St. Clair River:
Mouth of River at St. Clair Flats +63, Algonac +62, St. Clair +61, Blue Water Bridge +58, Head of River at Fort Gratiot +58, Lake Huron Approach Channel +56.
St. Marys River:
Mouth of River at Detour +56, West and Middle Neebish +53, Head of Little Rapids +49, U.S. Slip +47, Above Locks +24, Head of River at Point Iroquois +19.

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

http://www.lre.usace.army.Mil/Missions/GreatLakesInformation/GreatLakesWaterLevels/WaterLevelForecast/ConnectingChannelsForecast.asp.

LNM: 25/20

ST. MARYS RIVER SYSTEM - DE TOUR PASSAGE TO WHITEFISH BAY - Charts 14882,14883,14884

Due to unusually high water levels, SOO Traffic requests all mariners transiting the ST. Marys River System to monitor their speed and corresponding wake to protect the shoreline.

LNM: 14/20

GREAT LAKES - Great Lakes NOAA Weather Buoys

NOAA Weather buoys throughout the Great Lakes will not be set on station as advertised in the Volume VII Great Lakes Light List. The National Data Buoy Center has postponed servicing of these buoys until further notice.

LNM: 13/20

LAKE ERIE - BUFFALO HARBOR - Chart 14833

North Entrance Light "7" (LLNR 2720) The light has been temporarily discontinued due to construction on the breakwater. A temporary light without day marks and lowered focal plane has been established in position 42-52'50.220"N / 078-53'45.474"W. The characteristic is FL G 2.5s. Another lantern was mounted on the Northwest end of the breakwater in position 42-53'04.590"N / 078-54'05.880"W. The characteristic of this light is QW. There are "DANGER" day marks located on each side of the breakwater where it is washed out and submerged.

LNM: 51/19

DETROIT RIVER - POWDER HOUSE ISLAND CHANNEL - CHART 14848

The following buoys have been permanently discontinued:
Powder House Island Junction Buoy (LLNR 7620)
Powder House Island Channel Buoy "1" (LLNR 7630)

Powder House Island Channel Buoy "2" (LLNR 7635)
Powder House Island Channel Buoy "4" (LLNR 7640)
Powder House Island Channel Buoy "6" (LLNR 7645)

Hickory Island Channel Shoal Buoy (LLNR 7625) has been changed from a preferred channel red and green buoy to a lateral port hand green can buoy "17".

LNM: 22/20

LAKE HURON - PORT HURON TO PTE AUX BARQUES - CHART 14862

Lake Huron Cut Lighted Buoy "1" (LLNR 10035) Change the operation of the buoy to a year round lighted buoy. The aid position will continue to be enhanced by Synthetic AIS ATON.

Lake Huron Cut Lighted Buoy "11" (LLNR 10085) Change the operation of the buoy to a year round lighted buoy. The aid position will continue to be enhanced by Synthetic AIS ATON.

Lake Huron Cut Lighted Buoy "12" (LLNR 10090) Change the operation of the lighted buoy from a seasonal lighted buoy replaced by a nun winter mark to a year round lighted buoy. The aid position will continue to be enhanced by Synthetic AIS ATON.

LNM: 22/20

LAKE HURON - SAGINAW BAY - CHART 14863

Charity Island Shoal Lighted Bell Buoy "1" (LLNR 10530) The physical lighted buoy has been permanently discontinued. The aid position will continue to be enhanced by electronic AIS ATON MMSI 993672219.

LNM: 21/20

ST. MARY'S RIVER - DE TOUR PASSAGE TO MUNUSCONG LAKE - Chart 14882

The following buoy has been permanently discontinued:

Drummond Island Shoal Buoy "8" (LLNR 12845)

LNM: 22/20

STRAITS OF MACKINAC - DE TOUR PASSAGE TO WAUGOSHANCE POINT - CHART 14881

The following buoys have been permanently discontinued:

Mackinac Bridge Lighted Bell Buoy "1" (LLNR 12625)
Mackinac Bridge Lighted Gong Buoy "2" (LLNR 12630)
Mackinac Bridge Lighted Bell Buoy "3" (LLNR 12645)
Mackinac Bridge Lighted Gong Buoy "4" (LLNR 12650)

LNM: 22/20

STRAITS OF MACKINAC - MICHIGAN INLAND ROUTE - CHART 14886

An unlighted red nun buoy "82" (LLNR 12145) has been established in position 45-25-06.474N / 084-48-08.099W in Crooked Lake to better mark the channel and gate with the temporary green can buoy marking the missing Day Beacon "81" (LLNR 12140)

LNM: 18/20

LAKE MICHIGAN - MANITOWOC AND SHEBOYGAN - Chart 14922

Manitowoc South Breakwater Light "3" (LLNR 20855) The light tower has been destroyed by weather and is missing from its assigned position on the breakwater. The remains of the structure have been located and removed from the southern edge of the channel. An AIS ATON has been established to mark the Light List assigned position of Manitowoc South Breakwater Light "3" (LLNR 20855).
AIS ATON TYPE: Synthetic
eATON Type: Beacon Port
eATON Name LT 3
MMSI: 993682614

LNM: 05/19

LAKE MICHIGAN - UPPER GREEN BAY - Chart 14909

The following buoys have been permanently discontinued:

Porte Des Morts Entrance Lighted Bell Buoy (LLNR 21300) Replace it with VAIS (Virtual Aid to Navigation).
Sherwood Point Traffic Lighted Buoy (LLNR 22000) Replace it with VAIS (Virtual Aid to Navigation)

LNM: 22/20

LAKE MICHIGAN - GREEN BAY - CHART 14908

Minneapolis Shoal Light (LLNR 21610) The RACON "M" has been discontinued and the aid has been enhanced with Synthetic AIS. The following information applies:

MMSI: 993682351
Type: Light without Sectors
Name: MN Sh Lt

LNM: 20/20

LAKE MICHIGAN - RACINE HARBOR - Chart 14925

Racine Reef Light (LLNR 20480) the light tower and supporting foundation has become unstable. Mariners should stay more than 300 feet from the structure.
Racine Reef Lighted Buoy 18 (LLNR 20483) has been established in position 42-43-40.338N / 087-44-01.614W to mark the damaged light structure. The buoy is red in color and has a light characteristic of Fl R 2.5s with a range of 5 statute miles. The buoy will be removed and winter marked with an unlighted nun buoy from December 1 to April 21.

LNM: 42/17

LAKE SUPERIOR - BIG BAY POINT - CHART 14964

Black River West Entrance Light "2" (LLNR 15235) The light has been replaced by a temporary lighted buoy. The characteristic of the buoy is Fl R 4s. The position of the buoy is 46-40-06.294N / 090-02-56.358W near the end of the west breakwater.

LNM: 21/20

LAKE SUPERIOR - REDRIDGE TO SAXON HARBOR - Chart 14965

Ontonagon Harbor East Breakwater Light (LLNR 15220) A Virtual AIS ATON has been established to mark the end of the Ontonagon Harbor East Breakwater. Position 46-52-47.040N / 089-19-47.786W. The physical lighted structure was damaged by ice and is missing.

LNM: 19/19

SECTION II - DISCREPANCIES

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

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
15	St. Lawrence Seaway Lighted Buoy 3	SINKING/LT EXT			20/20	
1250	St. Lawrence Seaway Light 168	LT EXT			16/20	
1485	St. Lawrence Seaway Buoy 216A	REDUCED INT			19/20	
4615	Moseley Channel Lighted Buoy 9	LT IMCH	14845		24/20	
4710	Sandusky Bay Exit Channel Buoy 9	LT IMCH	14845		24/20	
8540	St. Clair Flats Canal Range Rear Light	LT EXT	14853		23/20	
11550	**Presque Isle Light**	**LT EXT**	**14869**		**25/20**	
16963	Driftwood Point Light	LT EXT			37/19	
17073	**Four Mile Bay Lighted Buoy 1**	**ADRIFT**	**14999**		**25/20**	
19320	Big Bay Lighted Buoy 1	OFF STA	14932		23/20	
19525	St. Joseph South Pierhead Light	LT EXT	14930		01/20	
20870	Manitowoc Harbor Of Refuge Junction Buoy Mh	OFF STA	14922		24/20	
21160	Sturgeon Bay Ship Channel Light 21	LT EXT	14919		23/20	
21825	Eagle Bluff Light	REDUCED INT	14909		29/18	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
20860	Manitowoc Breakwater Light	WATCHING PROPERLY	14922		25/19	25/20

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1527	Clayton Floating Dock Light	LT EXT	14774		23/20	
2515	**Youngstown Safe Boating Zone Lighted Float A**	**MISSING**	**14816**		**25/20**	
4190	Whiskey Island Marina Entrance Light 1	LT EXT	14839		19/20	
4530	Sawmill Creek Entrance West Light	STRUCT DMGD	14830		24/20	
9840	Recors Point Dock Lower Light	LT EXT	14853		30/19	
9850	Recors Point Dock Upper Light	LT EXT	14853		30/19	
16500	Two Harbors Light	LT EXT	14966		51/19	
18770	Bear Lake Entrance West Light	STRUCT DEST	14934		17/20	
18775	Bear Lake Entrance East Light	STRUCT DEST	14934		17/20	
20345	Commonwealth Edison Breakwater Light	LT EXT	14904		18/20	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End

None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
2105	Oswego Harbor West Channel Light 2	TRLB	14813		17/19	
2655	NOAA Lighted Weather Buoy 45012	DISCONTINUED	14800		13/20	
2720	Buffalo Harbor North Entrance Light 7	DISCONTINUED	14833		33/19	
5555	NOAA Lighted Weather Buoy 45005	DISCONTINUED	14844		13/20	
10010	NOAA Lighted Weather Buoy 45008	DISCONTINUED	14860		13/20	
10615	Saginaw Bay Channel Buoy 8	TRUB	14867		20/20	
11510	NOAA Lighted Weather Buoy 45003	DISCONTINUED	14864		13/20	
12140	Crooked Lake Daybeacon 81	TRUB	14886		28/19	
12915	Lime Island Traffic Lighted Buoy LI	DISCONTINUED	14882		13/20	
15220	Ontonagon Harbor East Breakwater Light	DISCONTINUED	14965		11/18	
15235	Black River West Breakwater Light 2	TRLB	14965		21/20	
15870	Duluth Harbor Basin Traffic Lighted Buoy	DISCONTINUED	14975		09/20	
16540	NOAA Lighted Weather Buoy 45006	DISCONTINUED	14967		13/20	
16880	NOAA Lighted Weather Buoy 45001	DISCONTINUED	14961		13/20	
18310	NOAA Lighted Weather Buoy 45002	DISCONTINUED	14912		13/20	

20480	Racine Reef Light	DISCONTINUED	14925	42/17
20595	NOAA Lighted Weather Buoy 45007	DISCONTINUED	14901	13/20
20855	Manitowoc South Breakwater Light 3	DISCONTINUED	14922	02/20

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End

None

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

SECTION IV - CHART CORRECTIONS

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

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

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

14853 19th Ed. 01-OCT-18 Last LNM: 20/19 NAD 83 25/20
ChartTitle: **SMALL-CRAFT BOOK CHART - Detroit River, Lake St. Clair and St. Clair River (book of 47 charts)**
Extension 1287 LAKE ST.CLAIR PAGE 27 - -. Page/Side: -

ADD	Submarine Cable A PT 1 OF 2; Chart No. 1: L30.1 (NOS NW-30987)	NOS 42-39-30.000N	082-46-36.000W
ADD	Submarine Cable A PT 2 OF 2; Chart No. 1: L30.1 (NOS NW-30987)	NOS 42-39-30.000N	082-46-38.000W

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

Approved Project(s) **Project Date** **Ref. LNM**
None

Advance Notice(s)

STRAITS OF MACKINAC - DE TOUR PASSAGE TO WAUGOSHANCE POINT - Chart 14881

Change the following fog signal operation to user activated on the following lights. The fog signal would be energized when the mariner keys the microphone five times in VHF-FM radio channel 83A five times.

Poe Reef Light (LLNR 11750)
Fourteen Foot Shoal Light (LLNR 11765)

LNM: 20/19

LAKE HURON - HARRISVILLE TO FORTY MILE POINT - Chart 14864

Presque Isle Light (LLNR 11550) Reduce the range of the light from 22 statute miles to 16 statute miles.

LNM: 20/20

LAKE MICHIGAN - WAUGOSHANCE POINT TO SEUL CHOIX POINT - Chart

Change the following fog signal operation to user activated on the following lights. The fog signal would be energized when the mariner keys the microphone five times in VHF-FM radio channel 83A five times.

White Shoal Light (LLNR 17750)
Grays Reef Light (LLNR 17775)
Lansing Shoal Light (21535)

LNM: 20/19

LAKE MICHIGAN - STONY LAKE TO POINT BETSIE - Chart 14907

Point Betsie Light (LLNR 18370) Reduce the range of the light from 19 statute miles to 16 statute miles.

LNM: 41/19

LAKE MICHIGAN - PORT WASHINGTON TO WAUKEGAN - Chart 14904

Wind Point Light (LLNR 20605) Reduce the range of the light from 21 statute miles to 16 statute miles.

LNM: 41/19

LAKE MICHIGAN - RACINE HARBOR - CHART 14925

Racine Reef Light (LLNR 20480) The light structure has been damaged and is unsafe to service. The advertised light and horn advertised in the Light List are not operating. The abandon structure will be marked with a white Isolated Danger Light Fl W (2)5s. The range of the light will be 5 statute miles.

LNM: 10/20

LAKE MICHIGAN - ST. JOSEPH TO BENTON HARBOR - CHART 14930

St. Joseph South PHD Light (LLNR 19525) Permanently reduce the range if the light from 7 statute miles to 5 statute miles.

LNM: 20/20

ST. MARY'S RIVER - DETOUR PASSAGE TO MUNUSCONG LAKE - CHART 14882

Detour Tour Passage Buoy "3" (LLNR 12820) Change the operation of the buoy to a seasonal lighted buoy FL G 2.5s with a 4 statute mile range. The lighted buoy will be replaced by a can from December 1 to May 1.

LNM: 06/20

ST. MARYS RIVER -MUNUSCONG LAKE TO SAULT STE. MARIE - Chart 14833 - Munuscong

West Neebish Channel (Downbound) Light "26" (LLNR 13625) Relocate to position 46-15.9135N / 084-11.3678W
West Neebish Channel (Downbound) Light "25" (LLNR 13630) Relocate to position 46-15.8830 / 084-11.4533W

LNM: 42/19

LAKE SUPERIOR - DULUTH - SUPERIOR HARBOR - Chart 14975

Duluth Harbor South Breakwater Outer Light (LLNR 15845) change the fog signal operation to a user activated system. The mariner can energize the fog signal by keying the microphone five times on VHF-FM channel 83A.

LNM: 29/17

LAKE SUPERIOR - KEWEENAW WATERWAY - CHART 14972

Change the seasonal decommissioning date for the following buoys from November 14 to October 14:

Torch Lake Southwest Arm Wreck Buoy "2" (LLNR 14962)

Keweenaw Waterway Buoy "24" (LLNR 14875)
Keweenaw Waterway Buoy "30A" (LLNR 14937)
Keweenaw Waterway Lighted Buoy "33" (LLNR 14950)
Keweenaw Waterway Buoy "34" (LLNR 14955)
Keweenaw Waterway Buoy "40" (LLNR 14985)
Keweenaw Waterway Buoy "44" (LLNR 15000)
Keweenaw Waterway Buoy "46" (LLNR 15005)
Keweenaw Waterway Buoy "52" (LLNR 15035)
Keweenaw Waterway Buoy "54" (LLNR 15050)
Keweenaw Waterway Buoy "56" (LLNR 15060)
Keweenaw Waterway Buoy "57" (LLNR 15065)
Keweenaw Waterway Buoy "59" (LLNR 15070)
Keweenaw Waterway Buoy "60" (LLNR 15075)
Keweenaw Waterway Buoy "63" (LLNR 15090)

LNM: 07/20

LAKE SUPERIOR - DULUTH / SUPERIOR HARBOR - CHART 14975

Change the seasonal decommissioning date for the following buoys from December 1 to November 14:

Duluth Harbor Basin Traffic Lighted Buoy LNNR 15870)

Allouez Bay Lighted Buoy (LLNR 15640)

St. Louis Upper Channel Lighted Buoy "4" (LLNR 16180)

Minnesota Channel (Eastern Section) Lighted Buoy "6" (LLNR 16205)
Minnesota Channel (Eastern Section) Lighted Buoy "7" (LLNR 16210)
Minnesota Channel (Eastern Section) Lighted Buoy "9" (LLNR 16220)
Minnesota Channel (Eastern Section) Lighted Buoy "10" (LLNR 16225)
Minnesota Channel (Eastern Section) Lighted Buoy "14" (LLNR 16235)
Minnesota Channel (Eastern Section) Lighted Buoy "15" (LLNR 16240)
Minnesota Channel (Eastern Section) Lighted Buoy "19" (LLNR 16250)

LNM: 07/20

SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

Proposed Project(s)	Closing	Docket No.	Ref. LNM
None			

Proposed Change Notice(s)

LAKE ERIE - Niagara River to Welland Canal- Chart 14822

Ocean Technical Service , anticipate to activate Private Aid -AIS (Automatic Identification System) signal in the approximate position Lat: 42° 44' 25.020" N and Long: 079° 07' 55.020" W. AIS signal will transmitting under VAIS assigned name: Ocean Tech Weather Buoy 1 (LLNR -3493) . Anticipate AIS radio frequency - dual channel transmit and receive signals frequency as follows: 161.975 thru 162.025 MHz.

AIS positions are located as follows: Ocean Tech Weather Buoy 1 (LLNR - 3493) VAIS - Lat: 42° 44' 25.020" N and Long: 079° 07' 55.020" W. Position will mark the Private Aid - Ocean Tech Weather Buoy 1 as indicated.

Chart 14822 LNM: 24/20

LAKE HURON - HARRISVILLE TO FORTY MILE POINT - CHART 14864

Thunder Bay Traffic Lighted Buoy "TB" (LLNR 11355) Discontinue the physical aid to navigation and replace it with VAIS (Virtual Aid to Navigation).

LNM: 07/20

LAKE HURON – SAGINAW BAY CHANNEL – CHART 14867 (Part I)

The following changes are being proposed for Saginaw Bay Channel Aids to Navigation. In summary between Saginaw Bay Channel Light "1" and "12" the unlighted buoy gates will be eliminated. The lighted buoy gates will repositioned from their current distance of 2 miles to 1.7 miles and the range of the light will be increased from 4 statute miles to 5 statute miles.

The aids will be renumbered as described below.

From Light "12" to Lighted Buoy "28" the physical unlighted buoy gates will be eliminated and replaced with VAIS. The aids will be renumbered as described below.

Saginaw Bay Channel Buoy "3" (LLNR 10590) move the buoy to approximant position 43-46-52.020N / 083-44-23.280W. Change the buoy from an unlighted buoy to a seasonal lighted buoy maintained from April 21 to December 1 replaced by a can winter mark. The light characteristic will be Fl G 4s with a nominal range of 5 statute miles.

Saginaw Bay Channel Buoy "4" (LLNR 10595) move the buoy to approximant position 43-46-53.763N / 083-44-27.273W gated with Lighted Buoy "3". Change the buoy from an unlighted buoy to a seasonal lighted buoy maintained from April 21 to December 1 replaced by a nun winter mark. The light characteristic will be Fl R 4s with a nominal range of 5 statute miles.

Saginaw Bay Channel Lighted Buoy "5" (LLNR 10600) move the buoy to approximant position 43-45-22.814 / 083-45-38.213W. The buoy will be seasonal maintained from April 21 to December 1 replaced by a can winter mark. The characteristic will remain Fl G 4s with a nominal range of 5 statute miles.

Saginaw Bay Channel Lighted Buoy "6" (LLNR 10605) move the buoy to approximate position 43-45-24.338N / 083-45-42.298W gated with Lighted Buoy "5". The buoy will be seasonal maintained from April 21 to December 1 replaced by a nun winter mark. The characteristic will remain Fl R 4s with a nominal range of 5 statute miles.

Saginaw Bay Channel Buoy "7" (LLNR 10610) move the buoy to approximant position 43-43-54.183N / 083-46-51.978W gated with Light "8" (same position as lighted buoy "11" LLNR 10640). Change the buoy from an unlighted buoy to a seasonal lighted buoy maintained from April 21 to December 1 replaced by a can winter mark. The light characteristic will be Fl G 2.5s with a nominal range of 5 statute miles.

Saginaw Bay Channel Buoy "8" (LLNR 10615) permanently discontinue the aid.
Saginaw Bay Channel Lighted Buoy "9" (LLNR 10620) permanently discontinue the aid.
Saginaw Bay Channel Lighted Buoy "10" (LLNR 10625) permanently discontinue the aid.
Saginaw Bay Channel Lighted Buoy "11" (LLNR 10640) permanently discontinue the aid and replace it with new Lighted Buoy "7" (LLNR 10610)
Saginaw Bay Channel Light "12" (LLNR 10644) Change the name of the light to Saginaw Bay Channel Light "8" (LLNR 10644.) The characteristic will remain Fl G 2.5s with a nominal range of 6 statute miles.

LNM: 08/20

LAKE HURON – SAGINAW BAY CHANNEL – CHART 14867 (Part II)

Saginaw Bay Channel Buoy "13" (LLNR 10650) permanently discontinue the physical aid and replace it with VAIS Port Hand Mark "9".
Saginaw Bay Channel Buoy "14" (LLNR 10655) permanently discontinue the physical aid and replace it with VAIS Starboard Hand Mark "10".
Saginaw Bay Channel Lighted Buoy "15" (LLNR 10660) Change the name of the aid to Saginaw Bay Channel Lighted Buoy "11".
Saginaw Bay Channel Lighted Buoy "16" (LLNR 10665) Change the name of the aid to Saginaw Bay Channel Lighted Buoy "12".
Saginaw Bay Channel Buoy "17" (LLNR 10670) permanently discontinue the physical aid and replace it with VAIS Port Hand Mark "13".
Saginaw Bay Channel Buoy "18" (LLNR 10675) permanently discontinue the physical aid and replace it with VAIS Starboard Hand Mark "14".
Saginaw Bay Channel Lighted Buoy "19" (LLNR 10680) Change the name of the aid to Saginaw Bay Channel Lighted Buoy "15".
Saginaw Bay Channel Lighted Buoy "20" (LLNR 10685) Change the name of the aid to Saginaw Bay Channel Lighted Buoy "16".
Saginaw Bay Channel Lighted Buoy "21" (LLNR 10710) Change the name of the aid to Saginaw Bay Channel Lighted Buoy "17".
Saginaw Bay Channel Lighted Buoy"22" (LLNR 10715) Change the name of the aid to Saginaw Bay Channel Lighted Buoy "18".
Saginaw Bay Channel Lighted Buoy "23" (LLNR 10720) Change the name of the aid to Saginaw Bay Channel Lighted Buoy "19".
Saginaw Bay Channel Lighted Buoy "24" (LLNR 10725) Change the name of the aid to Saginaw Bay Channel Lighted Buoy "20".
Saginaw Bay Channel Lighted Buoy "25" (LLNR 10735) Change the name of the aid to Saginaw Bay Channel Lighted Buoy "21".
Saginaw Bay Channel Light "26" (LLNR 10730) Change the name of the aid to Saginaw Bay Channel Light "22".
Saginaw Bay Channel Lighted Buoy "28" (LLNR 10740) Change the name of the aid to Saginaw Bay Channel Lighted Buoy "24".

LNM: 08/20

LAKE MICHICAN - STRAITS OF MACKINAW - Chart 14881

Enbridge Energy, Limited Partnership anticipate to activate Private Aid -AIS (Automatic Identification System) signal in the vicinity of Straits of Mackinaw. AIS signal will transmitting under VAIS assigned name: Enbridge Pipeline E/W . Anticipate AIS radio frequency - dual channel transmit and receive signals frequency as follows: 161.975 and 162.025 MHz.

AIS positions are located as follows: East Enbridge Pipe 1 VAIS - Lat: 45° 49' 26.940" N and Long: 084° 45' 52.247" W, East Enbridge Pipe 2 VAIS - Lat: 45° 49' 26.620" N and Long: 084° 45' 25.650" W, East Enbridge Pipe 3 VAIS - Lat: 45° 48' 12.600" N and Long: 084° 45' 52.553" W and East Enbridge Pipe 4 VAIS - Lat: 45° 48' 17.496" N and Long: 084° 46' 18.163" W. Position will mark the pipeline as indicated.

LNM: 04/20

STRAITS OF MACKINAC - DE TOUR PASSAGE TO WAUGOSHANCE POINT - Chart 14881

Cheboygan Traffic Lighted Buoy (LLNR 12180) Discontinue the physical aid to navigation and replace it with VAIS (Virtual Aid to Navigation).

LNM: 07/20

LAKE MICHIGAN - ALGOMA TO SHEBOYGAN - Chart 14903

Rawley Point Light (LLNR 20935) Reduce the range of the light from 21 statute miles to 16 statute miles.

LNM: 41/19

For any comments or questions on these proposed changes please contact:

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

LNM: 30/13

SECTION VII - GENERAL

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

Waterways Analysis and Management System Study - 2020

The U. S. Coast Guard is conducting a Waterway Analysis and Management System Study of the following waterways during 2020. The study focuses on the Aids to Navigation within the waterway, waterborne commerce, marine casualty information, emergency response plans, routine and emergency communication capabilities, and future development projects. Coast Guard units will conduct research of each waterway in the study and require waterway user feedback. If you have recommended changes to the waterway please email: william.d.sharp@uscg.mil or complete the survey attached to this local notice to mariner. Your comments are very important and will be forwarded to the appropriate unit conducting the study.

Straits of Mackinaw Eastern Section (LLNR 11720 – LLNR 11775)
(LLNR 12175 – LLNR 12215)
(LLNR 12535 – LLN 12650)
Burns Harbor (LLNR 19575 – LLNR 19625)
Milwaukee Harbor (LLNR 20635 – LLNR 20765)
Portage Lake (LLNR 18370 – LLNR 18445)
Manistee Harbor (LLNR 18450 – LLNR 18520)
Ludington Harbor (LLNR 18525 – LLNR 18645)
Chicago / Calumet Harbors (LLNR 19630 – LLNR 20300)
Alpena (LLNR 11345 – LLNR 11715)
Sandusky River (LLNR 5035 – LLNR 5515)
Au Gres (LLNR 11140 – LLNR 11235)
Tawas Bay (LLNR 11240 – LLNR 11330)
Rochester Harbor (LLNR 2280 – LLNR 2395)
Youngstown Harbor (LLNR 2400 – LLNR 2655)
Sackets Harbor (LLNR 1755 – LLNR 2024.9)
St. Mary's River (LLNR 12765 – LLNR 13755)
Lake Nicolet / Bayfield Channel (LLNR 13955 – LLNR 14192)

LNM: 09/20

GREAT LAKES - Marine Events

Marine events such as races, parades, regattas, and fireworks displays are frequently held in the Great Lakes region. Advance information on specific events is contained in enclosure (2) of this publication. The public is reminded to listen to the local broadcast notice to mariners for the most up-to-date information on a marine event. Mariners are advised that some events may require temporary aids to navigation that are not displayed on a chart or in the Light List, and that they should exercise additional caution while operating in the vicinity of a scheduled marine event.

LNM: 24/13

ST LAWRENCE RIVER – NY- Clayton Harbor – Chart 14774- Bridge Discrepancy

The Coast Guard has received a report that unlighted Containment has been suspended under the Washington Island Causeway Bridge in Clayton Harbor that reduces the published clearances of the bridge. Vessels should pass through the bridge with caution.

LNM: 24/20

ST LAWRENCE RIVER – NY- Ogdensburg-Prescott – Chart 14764- Bridge Maintenance

From July 6, 2020 through November 30, 2021 scaffolding that, hangs approximately, 6-feet below low steel will be installed under the Ogdensburg-Prescott International Bridge at Mile 272.3 over the St. Lawrence River on the U.S. side only. No equipment or scaffolding will be used in the 1150 feet of navigation channel.

LNM: 25/20

NEW YORK STATE CANAL SYSTEM – NY - Erie Canal – Chart 14786 – Bridge Maintenance

From April 1 through September 25, 2020 shore based man lifts will be working under the E-202, Gaines Basin Rd Bridge at Mile 294.86 and the E-212, Marshall Rd Bridge at Mile 305.63, both over the Erie Canal. Spotters will warn of approaching vessels and will move the man lifts to allow vessels to pass.

LNM: 07/20

NEW YORK STATE CANAL SYSTEM – NY - Erie Canal – Chart 14786 – Bridge Maintenance

From April 27 through June 30, 2020 scaffolding will be installed under the E237 Robinson Road Bridge at Mile 323.27 over the Erie Canal that hangs approximately 2 feet below low steel.

LNM: 16/20

NEW YORK STATE CANAL SYSTEM – NY - Erie Canal – Chart 14786 – Bridge Maintenance

From June 17 through July 3, 2020 between the hours of 0900 to 1530 Monday through Friday all bridges from E233 at Mile 322.6 to E247 at Mile 340.2 over the Erie Canal will be washed using snooper trucks. Spotters will warn of approaching vessels and move the man lift so vessels may pass. Mariners should avoid driving through any water falling from the bridges.

LNM: 25/20

NEW YORK STATE CANAL SYSTEM – NY - Erie Canal – Chart 14786 – Bridge Maintenance

NEW YORK STATE CANAL SYSTEM – NY - Erie Canal – Chart 14786 – Bridge Maintenance
From September 21 through September 25, 2020, between the hours of 0800 and 1700 daily, a 30-foot Harcon Vessel will be inspecting the E29 Lansing Road Bridge at mile 79.01, the E39 Moss Road Bridge at mile 92.51, and the E52A Erie Boulevard Road Bridge at mile 115.74, over the Erie Canal. The vessels will monitor VHF-FM Channel 16 and will move if a 30-minute advance notice is provided directly to the inspectors.

LNM: 25/20

NEW YORK STATE CANAL SYSTEM – NY - Erie Canal – Chart 14786 – Bridge Maintenance
From July 9 through November 20, 2020, the E-174 Union Street Bridge at Mile 271.28 and the E-128 Main Street (SR 250) Bridge at Mile 246.67, both over the Erie Canal, part of the New York Canal System will be locked in the open to navigation position and moveable platforms that hang approximately 3 feet below low steel will be installed under the bridge in one half of the channel. The normal working hours will be 0700 to 1700, Monday through Friday; however, actual work hours may change during the project due to weather.

LNM: 20/19

NEW YORK STATE CANAL SYSTEM – NY - Erie Canal – Chart 14786 – Bridge Maintenance
From July 9 through November 20, 2020 moveable platforms will be installed under the E174 Union Street Bridge at mile 271.28 and the E128 Main Street Bridge at Mile 246.67, both over the Erie Canal. The platforms will extend approximately 6 feet below low steel.

LNM: 24/19

NEW YORK STATE CANAL SYSTEM – NY - Erie Canal – Chart 14786 – Bridge Maintenance
From May 25 through September 30, 2020, scaffolding will be installed under the E-34A South Washington Street Bridge at Mile 86.36 and the E-37A Central Avenue Bridge at Mile 89.15, both over the Erie Canal, Part of the New York Barge Canal System that hangs approximately 1-feet below low steel.

LNM: 20/20

NEW YORK STATE CANAL SYSTEM – NY - Erie Canal – Chart 14786 – Bridge Maintenance
From July 6 through January 27, 2021 scaffolding that, hangs approximately 2 feet below low steel will be installed under the E114 Port Gibson Road Bridge at Mile 230.13 and the E115 Galloway Road Bridge at Mile 232.54, both over the Erie Canal.

LNM: 23/20

NEW YORK STATE CANAL SYSTEM – NY - Erie Canal – Chart 14786 – Bridge Maintenance
From September 26 through October 24, 2020, between the hours of 0800 and 1700 daily, a 30-foot Harcon Vessel will be inspecting the E29 Lansing Road Bridge at mile 79.01, the E39 Moss Road Bridge at mile 92.51, and the E52A Erie Boulevard Road Bridge at mile 115.74, over the Erie Canal. The vessels will monitor VHF-FM Channel 16 and will move if a 30-minute advance notice is provided directly to the inspectors.

LNM: 24/20

LAKE ONTARIO – NY – Rochester Harbor – Chart 14815 – Bridge Discrepancy
From 0730 to 1245 on September 20, 2020 the O'Rourke Bridge at Mile 1.25 over the Genesee River will be secured to masted navigation in conjunction with the Rochester Marathon. Vessels able to pass under the bridge without an opening may do so at any time.

LNM: 06/20

LAKE ERIE – OH – Fairport Harbor – Chart 14837 – Bridge Inspection
On July 7, 2020 between the hours of 0800 and 1700, divers will be inspecting the High Street (Route 535) Bridge at Mile 2.76, and the Route 535 (not charted) Bridge over the Grand River. Spotters will warn of approaching vessels and move the divers to allow vessels to pass.

LNM: 21/20

LAKE ERIE – OH – Cleveland Harbor – Chart 14839 – Bridge Inspection
From June 15 through July 24, 2020 between the hours of 0800 and 1700, daily inspectors will utilize Bosun' chairs under the Hope Memorial Bridge at Mile 3.14 over the Cuyahoga River. Spotters will warn of approaching vessels and move the inspectors so vessels may pass.

LNM: 20/20

LAKE ERIE – OH – Cleveland Harbor – Chart 14839 – Bridge Inspection
From August 3, 2020 through September 4, 2020 between the hours of 0800 and 1700, daily. Inspectors will utilize snooper trucks under the Main Avenue Viaduct at Mile 1.01 over the Cuyahoga River. Spotters will warn of approaching vessels and move the inspectors so vessels may pass.

LNM: 20/20

LAKE ERIE – OH – Cleveland Harbor – Chart 14839 – Bridge Inspection
From July 1, 2020 through July 14, 2020 between the hours of 0800 and 1700, daily inspectors will utilize Bosun' chairs under the Detroit-Superior Viaduct at Mile 1.42 over the Cuyahoga River. Spotters will warn of approaching vessels and move the inspectors so vessels may pass.

LNM: 20/20

LAKE ERIE – OH – Cleveland Harbor – Chart 14839 – Bridge Maintenance
From January 9 through November 1, 2020 between the hours of 0700 and 1700, Monday through Friday a 60 foot by 60 foot barge and a 90 foot by 36 foot barge, , will be working under the Hope Memorial Bridge at Mile 3.14 over the Cuyahoga River. The barges will move to accommodate river traffic if a 1-hour advance notice is provided on VHF-FM Marine Channel 16 or by calling 330-419-3722. Additional false work will be added to the project on June 8, 2020. Steady burning red lights will mark the four corners of the false work.

LNM: 23/20

LAKE ERIE – OH – Cleveland Harbor – Chart 14839 – Bridge Inspection
On July 8, 2020 between the hours of 0800 and 1700, divers will be inspecting the Detroit-Superior Viaduct at Mile 1.42 and the Hope Memorial Bridge at Mile 3.14, both over the Cuyahoga River.
Spotters will warn of approaching vessels and move the divers to allow vessels to pass.

LAKE ERIE – OH – Cleveland Harbor – Chart 14839 – Bridge Inspection

LNM: 21/20

LAKE ERIE – OH – Cleveland Harbor – Chart 14839
Kokosing Industrial will be conducting breakwater repair in the vacinity of the west breakwater, Cleveland, OH from 13 Jul to 30 Nov. Hours of operation will be from 0700-1900 Monday through Saturday. Tug Champion can be contacted on VHF channels 16 and 18. All mariners are requested to transit the area with caution.

LNM: 25/20

LAKE ERIE – OH – Rocky River – Chart 14826 – Bridge Inspection
On July 9, 2020 between the hours of 0800 and 1700, divers will be inspecting the Clifton – Westlake Highway Bridge at Mile 0.4 over the Rocky River. Spotters will warn of approaching vessels and move the divers to allow vessels to pass.

LNM: 21/20

LAKE ERIE – OH – Toledo Harbor– Chart 14847 – Bridge Special Event
Between the hours of 0820 to 0930 on September 20, 2020 the Craig Memorial Bridge at Mile 3.30, over the Maumee River, will be secured to masted navigation in conjunction with the River Run event. Vessels able to pass under the bridge without an opening may do so at any time.

LNM: 10/20

LAKE ERIE – OH – Toledo Harbor – Chart 14847 – Bridge Construction/Demolition
From July 1, 2019 through July 23, 2023 a temporary causeway will be constructed between mile 6.73 and 6.76 for the construction of the new and demolition of the old Michael V. DiSalle Memorial (I-75) Bridge at Mile 6.73 over the Maumee River. The causeway will be marked with flashing yellow lights spaced approximately 10 meters apart with red over red lights marking the ends of the causeway. A 100 foot wide channel will be provided for vessels to pass through the construction area. Mariners are encouraged to pass through the area at a slow speed.

LNM: 21/20

LAKE ERIE – OH – Lorain Harbor – Chart 14841
Great lakes Dock and Materials, L.L.C. will be conducting repairs on the Lorain Harbor Outer Breakwater, Lorain OH. from May 5, 2020 to Sep 30, 2020. Operations will be 7 days a week 24 hours per day. Tug Duluth and barge Hannah Avery will be monitoring VHF channels 16 and 18. All mariners are requested to transit the area with caution.

LNM: 18/20

DETROIT RIVER – MI – Trenton Channel – Chart 14853
From May 26 through September 1, 2020 the Grosse Ile Toll Bridge at Mile 8.80 over the Trenton Channel of the Detroit River will be secured to masted navigation from 0800 to 0900 and again from 1700 to 1800, Monday through Friday, except for federal holidays. From 0800 to 1900, Monday through Friday, except federal holidays the bridge will open on the hour and half hour for recreational vessels. Vessels able to pass under the bridge without an opening may do so at any time.

LNM: 20/20

DETROIT RIVER – MI – Grosse Isle – Chart 14853
Somat Engineering will be conducting soil borings in Hennepin March, Gosse Ile, MI from 15 Jun to 3 July, Monday thru Friday from 0800 to 1700. Vessels on scene and be contacted on VHF channels 12 and 16. All mariners are requested to transit the area with caution

LNM: 23/20

DETROIT RIVER – MI – River Rouge – Chart 14848 – Bridge Maintenance
From 0800 to noon on July 7, 2020 the Conrail Railroad Bridge at Mile 1.48 over the River Rouge will be secured to masted navigation. Vessels able to pass under the bridge without an opening may do so at any time.

LNM: 23/20

LAKE HURON - STRAITS OF MACKINAC - CHART 14886
In accordance with 33 CFR 165.T09-0242, from May 4 to October 30th, a 500 yard safety zone will be established around the tug Kimberly Anne and Barge Big Digger in the Straits of Mackinac, 1-2 miles west of the Mackinac Bridge, while survey and dive operations are conducted. All vessels are required to remain 500 yards away from these vessels. To coordinate passing arrangements, hail the tug Kimberly Anne and Barge Big Digger on the appropriate VHF channel.

LNM: 18/20

LAKE HURON - STRAITS OF MACKINAC - CHART 14886
Kokosing Industrial Durocher Marine will be conducting survey and power cable removal in the vacinity of Point LaBarbe and McGulpin Point in the Straits of Mackinaw. Hours of operation are 24 hrs a day 7 days a week. Alpine Ocean Seismic Survey "RV Parker" will be monitoring VHF ch 13 and 16. All mariners are requested ro maintain 1500' feet away and transit the area with caution.

LNM: 20/20

LAKE HURON - STRAITS OF MACKINAC - CHART 14886
In accordance with 33 CFR 165.T09-242, from May 4th - October 30th, a 500 yard safety zone is established around the TUG KIMBERLY ANNE and BARGE BIG DIGGER in the Straits of Mackinac, 1-2 MILES west of the Mackinac Bridge, while survey and dive operations are being conducted. All vessels are required to remain 500 yards away from these vessels. To coordinate passing arrangements, hail the TUG KIMBERLY ANNE and BARGE BIG DIGGER on the appropriate VHF channel.

LNM: 22/20

LAKE HURON - STRAITS OF MACKINAC - CHART 14886

LAKE HURON - STRAITS OF MACKINAC - CHART 14886

In accordance with 33 CFR 165.T09-242, from June 10th - September 15th, a 500 yard safety zone is established around the TUG VALERIE B and BARGE KOKOSING IV in the Straits of Mackinac, while work, inspection, survey and cable removal operations are being conducted. All vessels are required to remain 500 yards away from these vessels. To coordinate passing arrangements, hail the TUG VALERIE B and BARGE KOKOSING IV on the appropriate VHF channel.

LNM: 22/20

LAKE MICHIGAN - ST. JOSEPH TO BENTON HARBOR - CHART 14930

The King CO will be conducting diving operations 1 nm south of St. Joseph pierhead from 29 Jun 20 to 3 Jul 20. Tug Julie Dee can be contacted on VHF channels 16, 13, 73. All mariners are requested to transit the area with caution.

LNM: 25/20

LAKE MICHIGAN – IL – Chicago River – Chart 14927 – Bridge Discrepancy

The Coast Guard has received a report that the dolphins near the location of the former Polk Street Bridge at Mile 2.16 over the South Branch of the Chicago River and the former Erie Street Bridge at Mile 2.21 over the North Branch of the Chicago River are a hazard to navigation.

LNM: 21/16

LAKE MICHIGAN – IN – Indiana Harbor, Chart 14929

Great Lakes Dock and Marine will be conducting breakwater armor stone replacement in Burns Harbor, IN, west breakwater from 5 Jun to 15 Aug 24hrs a day 7 days a week. Dredge Justin Avery and Tug Meridith Ashton can be contacted on VHF channels 19 and 16. All mariners are requested to transit the area with caution.

LNM: 23/20

LAKE MICHIGAN – IN – Indiana Harbor, Chart 14929 – Bridge Underwater Hazard

The Coast Guard has received a report of an underwater obstruction near the position of the former Canal Street Bridge at Mile 1.88 over the Indiana Harbor Canal.

LNM: 01/14

LAKE MICHIGAN – IN – Michigan City, Chart 14929

Great lakes Dock and Materials, L.L.C. will be conducting repairs on the Michigan City Harbor breakwater Michigan City, IN. from May 15, 2020 to Jul 15, 2020. Operations will be 7 days a week 24 hours per day. Tug Meredith Ashton and dredge Justin Avery will be monitoring VHF channels 16 and 18. All mariners are requested to transit the area with caution.

LNM: 18/20

LAKE MICHIGAN – MI – Grand Haven – Chart 14933 - Bridge Maintenance

From November 1, 2021 through April 30, 2022, the US 31 Bridge at Mile 2.1 over the Grand River will be secured to masted navigation. Vessels able to pass under the bridge without an opening may do so at any time.

LNM: 21/20

LAKE MICHIGAN – IL – Chicago River – Chart 14872 – Bridge Maintenance

From March 3 through July 31, 2020, between the hours of 0700 and 1530 Monday through Friday a 120 by 35 foot barge will be working under the South Loomis Street Bridge at Mile 5.29 (CORPS MILE 321.9) over the South Branch of the Chicago River. The barge will move if a 2-hour advance notice of arrival is provided directly to the barge on VHF-FM Marine Channel 16 or by calling: 312-747-2470.

LNM: 15/20

North Branch of the Chicago River

This notice is to advise mariners of a partially submerged obstruction off the left descending bank of the North Branch of the Chicago River located at MM 327.5

LNM: 19/19

LAKE MICHIGAN – IL – Chicago River – Chart 14927 – Bridge Maintenance

From June 5 through December 31, 2020, scaffolding will be installed under one leaf of the Randolph Street Bridge at Mile 1.73 (CORPS MILE 325.4) over the South Branch of the Chicago River that hangs approximately 1 foot below low steel. Monday through Saturday between the hours of 0700 and 1730 a 40 foot by 40 foot barge will be working under the bridge. The barge will move with a 30-minute advance notice provided directly to the barge on VHF-FM Marine Channel 16.

LNM: 23/20

LAKE MICHIGAN – IL – Chicago Sanitary and Ship Canal – Chart 14927 – Bridge Maintenance

From June 22 through September 30, 2020, scaffolding will be installed under the South Pulaski Bridge at Mile 8.9 (CORPS MILE 318.4) over the Chicago Sanitary and Ship Canal that hangs approximately 2 feet below low steel.

LNM: 23/20

LAKE MICHIGAN – IL – Chicago Sanitary and Ship Canal – Chart 14927

EA Engineering, Science anf Technology will be conductiong electrofishing and sampling in the Chicago Sanitary and Ship Canal at MM 295.6 to MM 296. Operations will be from May 12th 2020 to October 1st 2020 7 days a week. All mariners are request to transit the area with caution.

LNM: 19/20

LAKE MICHIGAN – IL – Chicago Sanitary and Ship Canal – Chart 14972 – Bridge Construction

From March 19 through August 3, 2020, between the hours of 0700 and 1900, Monday through Saturday, a 100-foot by 80-foot barge will be constructing the new Northern Illinois Toll Highway/ I-295 Bridges at Mile 18.1 (CORPS MILE 309.1) over the Chicago Sanitary and Ship Canal. Vessel are required to provide at least a 3-hour advance notice before passing under the bridge while steel sections are being lifted over the waterway. Mariners may provide advance notice on VHF-Marine Channel 16 or by calling: 708-879-0961. The contractor will update the voice mail

LAKE MICHIGAN – IL – Chicago Sanitary and Ship Canal – Chart 14972 – Bridge Construction
message to include any non-work days due to foul weather and will accept 3-hour advance notice by voicemail. No vessel should pass under the bridge while steel is suspended over the waterway.

LNM: 22/20

LAKE MICHIGAN – IL – Chicago Sanitary and Ship Canal – Chart 14972
There will be sediment and water sampling taking place from June 8, 2020 to September 30, 2020 on the Chicago Sanitary and Ship Canal between MM 316 and MM 322. Mariners are advised to use caution when transiting the area. To coordinate passing arrangements, call the sampling crew at (847)612-2982 or hail them on vhf channel 16. For further information, please contact Sector Lake Michigan at (414) 747-7182.

LNM: 23/20

LAKE MICHIGAN – IL – Chicago Sanitary and Ship Canal – Chart 14972
There will be increased marine traffic, due to electro fishing and sampling operations, intermittently from May 12, 2020 to October 1, 2020, along the left descending bank of the Chicago Sanitary and Ship Canal, beginning 137 m downstream of the Romeo road bridge and extending downstream 500 m; mile marker 295.6 to mile marker 296.0. We are advising mariners to use caution when transiting the area due to fishing nets in the water. All fishing crews will be monitoring VHF channel 16. For further information, please contact sector Lake Michigan at (414) 747-7182.

LNM: 23/20

LAKE MICHIGAN – IL – Calumet Harbor– Chart 14927 – Bridge Maintenance
June 1 through October 1, 2020 between the hours of 0700 and 1900, Monday through Friday the 95th Street Bridge at Mile 1.09 (CORPS MILE 332.1) over the Calumet River will require a 1-hour advance notice for two leaf operations. In addition, a 120-foot by 30-foot barge will be working under the bridge. The barge will move with the 1-hour advance notice. All advance notice for this project may be given directly to the drawtender on VHF-FM Marine Channel 16 or by calling 312-747-0009

LNM: 21/20

LAKE MICHIGAN – IL – Chicago River – Chart 14927 – Bridge Discrepancy
The Coast Guard has received a report that the protection cells of the Fullerton Avenue Bridge at Mile 5.30 (CORPS MILE 329.1) over the North Branch of the Chicago River are leaning away from the channel.

LNM: 23/20

LAKE MICHIGAN – IL – Chicago River – Chart 14972 – Bridge Maintenance
From January 15 through October 16, 2020 one leaf of the Lake Street Bridge at Mile 1.64 (CORPS MILE 325.5) over the South Branch of the Chicago River will be secured to masted navigation.

LNM: 15/20

LAKE MICHIGAN – IL – Chicago River – Chart 14972 – Bridge Regulation
From June 1 through September 1, 2020, the Coast Guard has authorized a temporary deviation for the Amtrak Railroad Bridge at Mile 3.77 over the South Branch of the Chicago River to test remote operations and establish an intermediate opening position of 34 feet above LWD. A yellow center light will signal mariners when the bridge reaches the intermediate position. At any time during the test, mariners may contact the drawtender on VHF-FM Marine Channel 16 and request a full opening. A green light still indicates a full bridge opening. You may read the full docket and submit comments identified by docket number USCG-2020-0034 using Federal eRulemaking Portal at https://www.regulations.gov. If you have questions on this rule, call or email Mr. Lee D. Soule, Bridge Management Specialist, Ninth Coast Guard District; telephone 216-902-6085, email Lee.D.Soule@uscg.mil.

LNM: 17/20

LAKE MICHIGAN – IL – Chicago River – Chart 14972 – Bridge Maintenance
From May 1 through June 26, 2020, between the hours of 0700 and 1530 Monday through Friday a 125 foot by 35 foot barge will be working under the La Salle Street Bridge at Mile 1.29 (CORPS MILE 325.9) over the Main Branch of the Chicago River. The barge will move to accommodate vessel traffic if a 1-hour advance notice is provided on VHF-FM Marine Channel 16 or by calling 312-747-2470.

LNM: 23/20

LAKE MICHIGAN – WI – Milwaukee Harbor– Chart 14924 – Bridge Maintenance
From April 14 through August 1, 2020 one leaf of the North Plankinton Avenue Bridge at Mile 1.08 over the Menomonee River will be secured to masted navigation. A 46-foot by 64-foot barge will be working under the bridge. The barge will move if a 2-hour advance notice is provided on VHF-FM Marine Radio Channel 16.

LNM: 20/20

LAKE MICHIGAN – WI – Green Bay – Chart 14918 – Bridge Regulation
The Coast Guard is modifying the operating schedule that governs the Main Street Bridge, mile 1.58, the Walnut Street Bridge, mile 1.81, and the Tilleman Memorial Bridge, mile 2.27, all over the Fox River at Green Bay, WI to allow them to operate remotely. To view documents available in the docket, go to http://www.regulations.gov. Type USCG-2019-0178 in the "SEARCH" box and click "SEARCH." A copy of the Final Rule is included as an attachment.

LNM: 06/20

LAKE MICHIGAN – WI – Upper Fox River– Chart 14916 – Bridge Special Event
On August 23, 202 the Racine Street Bridge at Mile 37.91, between the hours of 0700 and 1000, and the Main Street Bridge at Mile 55.97, between the hours of 0630 and 0930, will be secured to masted navigation, in conjunction with the Run the Lake Event. Vessels able to pass under the bridges without an opening may do so at any time.

LNM: 09/20

LAKE MICHIGAN – WI – Fox River – Chart 14916 – Bridge Maintenance
From May 1 through September 1, 2020 barges that extend 8 feet out towards the river will be installed against the abutments, under the

LAKE MICHIGAN – WI – Fox River – Chart 14916 – Bridge Maintenance
Wisconsin Avenue Bridge at Mile 23.78 over the Fox River, at Kaukauna, WI.

LNM: 14/20

LAKE MICHIGAN-WI-Fox River-Chart 14916-Dredging
DREDGING OPERATIONS ON THE FOX RIVER IN GREEN BAY WILL BEGIN 20-APR-2020 AND CONTINUE UNTIL 17-JULY 2020. THE DREDGES "OTTAWA RIVER", "UTILITY DREDGE" AND SAND SPREADER WILL ALL WORK IN THE AREAS NORTH OF WALNUT STREET BRIDGE TO JUST OUTSIDE THE MOUTH OF THE RIVER INTO GREEN BAY. IF YOU HAVE ANY QUESTIONS CONCERNING THIS AREA OF THE FOX RIVER PLEASE CONTACT THE DREDGES VIA CHANNEL 16 AFTER OPERATIONS BEGIN. All OPERATIONS WILL TAKE PLACE MONDAY 6:30 A.M (CST) THRU SATURDAY 7:00 P.M. (CST)AND NO WORK ON SUNDAYS. EQUIPMENT PIPELINES MAY BE FLOATING OR SUBMERGED AND ARE MARKED WITH APPROPRIATE BUOYS. ALL MARINERS ARE URGED TO TRANSIT THESE AREAS OF THE FOX RIVER WITH EXTREME CAUTION AND PAY CLOSE ATTENTION TO THE RED AND GREEN CHANNEL MARKER BUOYS AND
FLOATING CONSTRUCTION ZONE SIGNAGE. IF YOU HAVE ANY QUESTIONS OR FOR FURTHER DETAILS, YOU MAY ALSO CONTACT SECTOR LAKE MICHIGAN AT
(414)747-7182 OR VIA CHANNEL 16.FOR FURTHER DETAILS PLEASE CONTACT JF BRENNAN AT 608-519-5273.

LNM: 17/20

LAKE MICHIGAN-WI-Sheboygan Harbor-Chart 14922-Pier Maintenance
From approximately mid-April to the end of December 2020, there will be work performed on the south pier of the Sheboygan Harbor in Sheboygan, WI. During this timeframe, barges and construction equipment will be present as part of a large pier rehabilitation project. Mariners are advised to transit this area caution.

LNM: 13/20

LAKE MICHIGAN - STURGEON BAY AND CANAL - Chart 14919
Roen Salvage conducting pier construction at the Potawatomi State Park, Sturgeon Bay, WI from 27 Apr 20 to 31 Jul 20. The barge Derrick 3 will also be monitoring radio channels 7 & 16. Construction will be performed approximately 2 miles south of the park boat ramp near shore. During the month of May, 6 pipe piles will be installed approximately 100' offshore and left prior to completion of construction. These piles will be marked by flashing lights so as not to become a navigational hazzard. Remain clear of construction activities and completed structures at all times.

LNM: 16/20

LAKE SUPERIOR – MI – Gay – Big Traverse Bay – Chart 14964 –Dredging
PCI Dredging LLC will be conducting sediment coring and dredging operations of the Keweenaw Stamp Sands in and near the Big Traverse Bay Harbor of Lake Superior from approximately 22 April until 31 July 2020. Dredged material will be placed in the upland USACE Disposal area northeast of the harbor on the existing beach (near Gay, Michigan). Work vessels may be contacted on VHF-FM channels 13 and 16. Submerged and floating pipeline associated with dredging operation; use extreme caution in the area. Mariners are urged to transit at the slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Pipeline and vessels will be visibly lighted and marked pursuant to Coast Guard regulations. Submerged pipeline will be positioned parallel and adjacent to the Lake Superior shoreline thence traversing upland and west into the CDF. For more information or questions, please contact Kent Petersen at 715-356-7311. Workzone extends from 47°11′07.00"N 88°14′15.00" W to 47°13′30.00"N 88°09′20.00" W along the shoreline and nearshore waters of Lake Superior and the Traverse River Harbor Channel.

LNM: 17/20

LAKE SUPERIOR – MN – Duluth – Superior Harbors – Chart 14975 – Bridge Special Event
Roen Salvage will be conducting repairs on the Superior Entry North Pier from27 Apr 20 to 01 Jul 20. Construction will begin on or around 15 May 20 Tugs John R. Asher and Stephan M Asher will be monitoring Channels 7 and 16. All mariners are advised to remain clear of constrction. further information: Contact Nikki Borkovetz at 920-743-6533 Ext. 122

LNM: 16/20

LAKE SUPERIOR – MI – Keweenaw Waterway – Chart 14910 - Bridge Maintenance
From February 1, 2021 through March 1, 2021, the US 41 Bridge at Mile 16.0 over the Keweenaw Waterway will be secured to masted navigation. Vessels able to pass under the bridge without an opening may do so at any time.

LNM: 21/20

LAKE SUPERIOR – MN – Duluth – Superior Harbor – Chart 14975 – Bridge Inspection
From July 6 through July 16, 2020 between the hours of 0900 to 1530 Monday through Thursday, inspectors will utilize Snooper Trucks under the Bong Bridge at Mile 5.20 over the St. Louis Bay and River. Spotters will warn of approaching vessels and move the man lift(s) to allow vessels to pass.

LNM: 24/20

LAKE OF THE WOODS – MN – Rainy River – Chart 14999 – Bridge Construction
From April 10th through November 27th, 2020 eight 80 foot x 80 foot barges will be working in the river in addition to a 100′ x 60′ causeway extending from the U.S. Shoreline to accommodate building the new International Bridge across the Rainy River between Baudette, Minnesota, and Rainy River, Ontario, Canada at Mile 14.1 over the Rainy River at Baudette, MN. A 200 foot wide channel will be available for vessels to pass through the construction area.

LNM: 11/19

LAKE OF THE WOODS – MN – Rainy River – Chart 14999 – Bridge Regulation
The Coast Guard has authorized a Test Deviation at the Canadian National Railroad Bridge at Mile 85.0 over the Rainy River. This test deviation will allow the bridge to operate remotely from May 1 to October 15, 2020. You may read the full docket and submit comments identified by docket number USCG-2020-0033 using Federal eRulemaking Portal at https://www.regulations.gov. If you have questions on this rule, call or email Mr. Lee D. Soule, Bridge Management Specialist, Ninth Coast Guard District; telephone 216-902-6085, email Lee.D.Soule@uscg.mil.

LNM: 17/20

SECTION VIII - LIGHT LIST CORRECTIONS

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

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
None							

D. L. Cottrell, RDML
U. S. Coast Guard
Commander, Ninth Coast Guard District

SUMMARY OF DREDGING/CONSTRUCTION OPERATIONS IN EFFECT
SECTOR BUFFALO

The LNM column is where the entry originally appeared. The dates listed are tentative

LOCATION	LNM	SUBJECT	HOURS/DAYS	FROM-TO	POC	Tel #
NEW YORK STATE BARGE CANAL						
LAKE ONTARIO						
LAKE ERIE						

DREDGING

SUMMARY OF DREDGING/CONSTRUCTION OPERATIONS IN EFFECT
SECTOR DETROIT

The LNM column is where the entry originally appeared. The dates listed are tentative

LOCATION	LNM	SUBJECT	HOURS/DAYS	FROM-TO	POC	Tel #
LAKE ERIE						
DETROIT RIVER						
LAKE ST. CLAIR						

Lake Huron

STRAITS OF MACKINAC

SUMMARY OF DREDGING/CONSTRUCTION OPERATIONS IN EFFECT
SECTOR SAULT SAINTE MARIE

The LNM column is where the entry originally appeared. The dates listed are tentative

LOCATION	LNM	SUBJECT	HOURS/DAYS	FROM-TO	POC	Tel #
STRAITS OF MACKINAC						
LAKE SUPERIOR						
Superior, Wisconsin	24/20	CORE SAMPLES		22Jun-6Jul	Michael Stepher	404-444-0412
Duluth-Superior Harbor	08/20	CONSTRUCTION	24 hrs 7 days	15 May 20 - 31 Aug 21	Nikki Borkovert	920-743-6533

SUMMARY OF DREDGING/CONSTRUCTION OPERATIONS IN EFFECT
SECTOR LAKE MICHIGAN

The LNM column is where the entry originally appeared. The dates listed are tentative

LOCATION	LNM	SUBJECT	HOURS/DAYS	FROM-TO	POC	Tel #
LAKE MICHIGAN						

GREEN BAY

GREAT LAKES-MARINE EVENT-SAFETY ZONES-SECURITY ZONES

SECTOR BUFFALO

Events listed below are those events that may have accompanying special local regulations.

Location	Name of Event	Date	Time of Event
St. Lawrence River			
LAKE ONTARIO			
Genesee River - Rochester, NY	RYC 2020 High School Sailing Program	11 Mar-13 Nov	1500-1830
Rochester, NY	RYC 2020 One Design and Offshore Racing Series	12 May - 17 Oct	1730-2100
Genesee River - Rochester, NY	RYC 2020 Jr Sail Instruction	22 Jun- 28 Aug	0900-1400
Rochester, NY	RYC 2020 US Sailing Match Racing Championship - Rose Cup	24 Jun - 28Jun	0900-1800
Rochester, NY	RYC 2020 Laser Great Lakes Championship	12 Sep - 13 Sep	0900-1400
Rochester, NY	RYC 2020 US Sailing Match Racing Championship	25 Sep - 27 Sep	0900-1700
LAKE ERIE			
Niagara River - Black Rock Canal	107th West Side Invitational	12-Jul-20	0900-1500
Niagara River - Black Rock Canal	Hogan Fries Regatta	31-Oct-20	0900-1200
Niagara River - Black Rock Canal	Head of the Niagara	11-Oct-20	0900-1500
LAKE ERIE			
Port Clinton, OH	Catawba Island Club Fireworks	3-Jul-20	2100-2200
Sandusky, OH	Harbor Bay Yacht Club Summer Sailboat Racing	16JUN20-26SEP20	1200-1800
Toledo, OH	Toledo Country Club Fireworks	2-Jul-20	2100-2200
Port Clinton, OH	Catawba Island Club Fireworks	3-Jul-20	2100-2200
Lakeside, OH	Lakeside Association Fireworks	4-Jul-20	2130-2230
Sandusky, OH	Harbor Bay Yacht Club Summer Sailboat Racing	11-Jul-20	1200-1800
Toledo, OH	Toledo Country Club Fireworks	2-Jul-20	2100-2200
Lakeside, OH	Lakeside Association Fireworks	4-Jul-20	2130-2230

DETROIT RIVER

Detroit River	FYC Dacron Series #3	6/26/2020	1830-2100
Detroit River	Belle Isle Circomnavigation Kayak Tour	6/27/2020	0830-1230
Detroit River	Grosse Pointe Sail Club Tuseday Sundown and Fall Series #5	6/30/2020	1900-2200

LAKE ST. CLAIR/St. Clair River

Lake St. Clair	ABYRA Sailboat races #17	6/26/2020	1200-2300
Lake St. Clair	St. Clair Shores Fireworks	6/26/2020	2130-2200
Lake St. Clair	GP Yacht Club Summer Regatta	6/27/2020	0900-1500
Lake St. Clair	ABYRA Sailboat races #18	6/30/2020	1200-2300
Lake St. Clair	LSSC Jack and Jill Race	6/28/2020	1300-1630

LAKE HURON

Lake Huron	PHYC Triangle Race #6	6/28/2020	1100-1800

POC	Tel #
Commodore Chris Dorsey	585-246-4536
Commodore Chris Dorsey	585-246-4536
Commodore Chris Dorsey	585-246-4536
Commodore Chris Dorsey	585-246-4536
Commodore Chris Dorsey	585-246-4536
Commodore Chris Dorsey	585-246-4536
Miles Schwartz	690-780-5561
Miles Schwartz	690-780-5561
Miles Schwartz	690-780-5561
Matthew Stouffer	419-797-4428
Larry Hurst	614-395-8035
Dolly Keyes	419-349-0921
Matthew Stouffer	419-797-4428
Brian Hirsch	724-923-6609
Larry Hurst	614-395-8035
Dolly Keyes	419-349-0921
Brian Hirsch	724-923-6609

NOTICE TO MARINERS

Issued By:

CENTER FOR OPERATIONAL OCEANOGRAPHIC
PRODUCTS & SERVICES

1305 East-West Highway, N/OPS3
Silver Spring, MD 20910-3281
301-713-2815
Tide.Predictions@noaa.gov
<https://tidesandcurrents.noaa.gov>

NOAA is Discontinuing the Printed Tide Tables and Tidal Current Tables After 2020.

NOAA is ending the production of the printed Tide Tables and Tidal Current Tables publications. The 2020 Tide Tables and Tidal Current Tables, released for distribution and available as PDF files from https://tidesandcurrents.noaa.gov/historic_tide_tables.html, are the final printed editions.

NOAA is discontinuing the production of these annual publications due to: (a) recent changes by the U.S. Coast Guard in the interpretation of the requirements for predictions, no longer requiring these publications in paper format and (b) the availability of online and electronic services providing tide and tidal current predictions which meet the U.S. Coast Guard requirements for navigation, and support other activities along the U.S. coast.

Tide and Tidal Current predictions are available through NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) online services:

- NOAA Tide Predictions: https://tidesandcurrents.noaa.gov/tide_predictions.html
- NOAA Current Predictions: https://tidesandcurrents.noaa.gov/noaacurrents/Regions

These online services provide predictions which equal or exceed the accuracy and availability of the predictions at domestic locations provided through printed publications, and provide additional capabilities allowing the predictions to better meet a variety of user needs. These online services provide predictions for the U.S. coasts. International predictions will not be available from the online services. Predictions for countries outside the U.S. may be obtained through the Oceanographic / Hydrographic agency in that country.

Contact NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) with questions or for further information.
E-mail: Tide.Predictions@noaa.gov
Phone: 301-713-2815

Issued: March 16, 2020

USCG Navigation Rules and Regulations Handbook, 2014 Edition

Federal Register / Vol. 84, No. 125 / Friday, June 28, 2019 published non-substantive technical, organizational, and conforming amendments to existing Coast Guard regulations. Included were changes to:

Vessel Bridge-to-Bridge Radio Telephone Regulations (33 CFR § 26)
COLREGS Demarcation Lines (33 CFR § 80)
72 COLREGS Implementing Rules (33 CFR § 81)
Inland Navigation Rules (33 CFR § 83)
Inland Navigation Rules – Implementing Rules (33 CFR § 89)
Vessel Traffic Management (33 CFR § 161)

All of these rules are represented in the U.S. Coast Guard Navigation Rules and Regulations Handbook. These changes are outlined as originally published in Federal Register / Vol. 84, No. 125 / Friday, June 28, 2019 as well as enclosure to this Local Notice to Mariners.

U**SCG Navigation Rules and Regulations Handbook, 2014 Edition**

Federal Register / Vol. 84, No. 125 / Friday, June 28, 2019 published non-substantive technical, organizational, and conforming amendments to existing Coast Guard regulations. All of these rules are represented in the U.S. Coast Guard Navigation Rules and Regulations Handbook.

PART 26—VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS

■ Revise the authority citation for part 26 to read as follows:
Authority: 14 U.S.C. 2, 33 U.S.C. 1201–1208; Pub. L. 107–295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1; Rule 1, International Regulations for the Prevention of Collisions at Sea.

§ 26.08 [Amended]
■ In § 26.08(a), remove the text ‘‘Marine Safety, Security and Environmental Protection’’ and add, in its place, the text ‘‘Prevention Policy’’.

PART 80—COLREGS DEMARCATION LINES

■ In § 80.750, revise paragraphs (b) and (f) to read as follows: § 80.750 Sanibel Island, FL to St. Petersburg, FL.
* * * * *
(b) A line drawn across the Charlotte Harbor entrance from position latitude 26°42.18′ N, longitude 070°41.2′ W to Port Boca Grande Light.
* * * * *

(f) A line drawn from position latitude 27°17.89′ N, longitude 082°33.55′ W to the southernmost extremity of Lido Key (position latitude 27°17.93′ N, longitude 082°33.99′ W).
* * * * *
■ In § 80.753, revise paragraphs (a) and (d) to read as follows: § 80.753 St. Petersburg, FL to the Anclote, FL.

(a) A line drawn across Blind Pass, from the seaward extremity of the Long Key jetty to the seaward extremity of the Treasure Island jetty.
* * * * *
(d) A line drawn from the northernmost extremity of Honeymoon Island to Anclote Anchorage South Entrance Light 3; thence to Anclote Key position latitude 28°10.0′ N longitude 082°50.6′ W; thence a straight line to position latitude 28°11.11′ N, longitude 082°47.91′ W.

§ 80.810 [Amended]
■ 8. In § 80.810, remove paragraphs (c) and (d); and re-designate paragraphs (e) through (h) as paragraphs (c) through (f).

PART 81—72 COLREGS: IMPLEMENTING RULES

§ 81.3 [Amended]
■ In § 81.3, remove the words ‘‘Marine Safety’’ and add, in their place, the word ‘‘Prevention’’.

§ 81.5 [Amended]
■ In § 81.5(a) introductory text, remove the words ‘‘Marine Safety’’ and add, in their place, the word ‘‘Prevention’’.

§ 81.9 [Amended]
■ In § 81.9 introductory text, remove the words ‘‘Marine Safety’’ and add, in their place, the word ‘‘Prevention’’.

PART 83—NAVIGATION RULES

§ 83.24 [Amended]
■ In § 83.24(h), after the words ‘‘exhibit the lights’’, add the words ‘‘or shapes’’.

§ 83.26 [Amended]
■ In § 83.26(f)(i), remove the word ‘‘around’’ and add, in its place, the word ‘‘round’’; in § 83.26(f)(ii)(2)(B), remove the text ‘‘(a)’’ and add, in its place, ‘‘(f)(ii)(1).’’

§ 83.27 [Amended]
■ In § 83.27(d)(iv)(1)(B) and (d)(iv)(2)(A), remove the word ‘‘around’’ and add, in its place the word ‘‘round’’.

PART 89—INLAND NAVIGATION RULES: IMPLEMENTING RULES

§ 89.3 [Amended]
■ In § 89.3, remove the words ‘‘Marine Safety’’ and add, in their place, the word ‘‘Prevention’’.

§ 89.5 [Amended]
■ In § 89.5(a) introductory text, remove the words ‘‘Marine Safety’’ and add, in their place, the word ‘‘Prevention’’.

§ 89.9 [Amended]
■ In § 89.9 introductory text, remove the words ‘‘Marine Safety’’ and add, in their place, the word ‘‘Prevention’’.

§ 89.27 [Amended]
■ In the section heading to § 89.27 and paragraphs (a) and (b), remove the text ‘‘24(i)’’ and add, in its place, the text ‘‘24(j)’’.

PART 161—VESSEL TRAFFIC MANAGEMENT

§ 161.2 [Amended]
■ Amend § 161.2 as follows:
a. Remove the word ‘‘sector’’ wherever it appears, and add, in its place, the word ‘‘zone’’;
b. Add definitions in alphabetical order for ‘‘Center’’ and ‘‘Published’’;
c. In the definition of ‘‘Vessel Traffic Service Area or VTS Area’’, remove the word ‘‘sectors’’ and add, in its place, the word ‘‘zones’’; and
d. In the introductory text of the definition of ‘‘VTS User’’, remove the word ‘‘area’’ and add, in its place, the word ‘‘Area’’.

§ 161.2 [Amended]
■ Amend § 161.2 Definitions - with additions to read as follows:
* * * * *
Center means a Vessel Traffic Center or Vessel Movement Center.
* * * * *
Published means available in a widely-distributed and publicly available medium (e.g., VTS User’s Manual, ferry schedule, Notice to Mariners).
* * * * *
Under *VTS User* Re-designate (a) – (b) as (1) – (2); add (3) Equipped with a required Coast Guard type-approved Automatic Identification System (AIS).

§ 161.4 Requirement to Carry the Rules. [Amended]
■ Re-designate the note at the end of the section as Note 1 to § 161.4 and revise it to read as follows:
* * * * *
Note 1 to § 161.4: These rules are contained in the applicable U.S. Coast Pilot, the VTS User’s Manual which may be obtained by contacting the appropriate VTS or downloaded from the Coast Guard Navigation Center website (https://www.navcen.uscg.gov).

§ 161.5 [Amended]
■ In § 161.5(b), remove the text ‘‘VTS Director’’ and add, in its place, the text ‘‘VTC’’.

§ 161.12 [Amended]
■ Amend § 161.12 in Table 1 to § 161.12(c) as follows:
a. In entry (10)(ii) – *Seattle Traffic*, in the ‘‘Monitoring area’’ column, remove the words ‘‘Strait of Juan de Fuca’’ and add, in their place, the words ‘‘Salish Sea’’;
b. In entry (12) – *St. Marys River*, remove the text ‘‘Mary’s’’ wherever it appears and add, in its place, the text ‘‘Marys’’; and
c. In Note 6, remove the word ‘‘sector’’ and add, in its place, the word ‘‘zone’’.

§ 161.17 [Removed and Reserved]
■ Remove and reserve § 161.17.

PART 161—VESSEL TRAFFIC MANAGEMENT (continued)

§ 161.55 [Amended]
■ Amend § 161.55 by revising paragraph (c)(3) to read as follows:
§ 161.55 Vessel Traffic Service Puget Sound and the Cooperative Vessel Traffic Service for the Juan de Fuca Region.
* * * * *
(c) * * *
(3) A vessel of less than 100 meters in length is exempt from the provisions set forth in § 161.13(b)(3) of this part.
* * * * *

§ 161.70 [Amended]
■ In entry 4 to the Table to § 161.70(d) and entry 3 to the Table to § 161.70(f), remove the word ‘‘Sector’’ and add, in its place, the word ‘‘Zone’’.

Questions may be directed to the Office of Navigation Systems at CGNAV@uscg.mil .

Waterway Analysis and Management System Survey

Name of Waterway: _____

User Information

___Commercial User
___Recreational User

Number of years in the maritime industry or number of years using this waterway: _____
Number of transits in the waterway per year: _____
Number of night transits of waterway: _____
Seasonal Dates: Start: _____End:_____
Name of Vessel:
_____
Vessel Description: _____
Length: _____Beam:_____Draft:_____Gross Tons:
_____
Net Tons: _____Bridge Height of Eye:
_____
Cargo Carried: _____

Navigational tools used: (ECDIS/ECPINS, GPS, DGPS,VISUAL, RADAR)_____
_____
_____
_____

What area do you believe is the most dangerous or difficult to navigate:_____
_____
_____
_____

Are the floating aids to navigation (lighted and unlighted buoys) adequate for this waterway:
_____

_____
_____
_____

Are the fixed aids to navigation (lights, ranges, lighthouses, daybeacons) adequate for this waterway: _____
_____
_____
_____

Are the year round and lighted ice buoys adequate: _____
_____
_____
_____

Are there buoys that you feel should be changed to fixed aids to navigation?
_____
_____
_____
_____

Are there any buoys that could be eliminated from this waterway: _____
_____
_____
_____

Are there any buoys with sound signals that the bell or gong could be removed:
_____
_____
_____

Are there any areas that require additional aids to navigation in this waterway:
_____
_____
_____

Do the nautical charts, Coast Pilot, and Light List meet your needs for this waterway:_____
_____

_____
_____

Are there private Aids to Navigation that you find misleading or interfere with the current system in the waterway:
_____
_____
_____
_____

Any addition comments on this waterway:_____
_____
_____
_____
_____
_____

Thank you for taking time to comment on this waterway. Your input as a mariner very valuable to the U. S. Coast Guard in evaluating waterways to make them safe and as easily navigable as possible. Please feel free to contact Mr. Doug Sharp at william.d.sharp@uscg.mil or (216) 902-6070 with any other questions or concerns about any aids to navigation in the Great Lakes. The survey can be mailed to:

Commander (dpw-2)
Ninth Coast Guard District
1240 East Ninth Street
Cleveland, Ohio 44199

interface, do not transfer it from or to the vessel.

* * * * *

Dated: October 31, 2019.

Karl L. Schultz,

Admiral, U.S. Coast Guard, Commandant.

Editorial note: The U.S. Coast Guard requested that the Office of the Federal Register hold this document from publication until delivery to Congress of the assessment required by the Transportation Worker Identification Credential Security Card Program Act (Pub. L. 114–278).

[FR Doc. 2019–24343 Filed 3–6–20; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2019–0824]

Drawbridge Operation Regulation; Milwaukee, Menomonee, and Kinnickinnic Rivers and Burnham Canals, Milwaukee, WI

AGENCY: Coast Guard, DHS.

ACTION: Notice of temporary deviation from regulations; request for comments.

SUMMARY: The Coast Guard is seeking information and comments during a test schedule for the bridges crossing the Milwaukee, Menomonee, Kinnickinnic River, South Menomonee River, and Burnham Canals. The city of Milwaukee requested the regulations to be reviewed and updated to allow for a more balanced flow of maritime and land based transportation. The current regulation has been in place for over 30 years and is obsolete. This deviation will test a change to the drawbridge operation schedule to determine whether a permanent change to the schedule is needed. The Coast Guard is seeking comments from the public regarding these proposed changes.

DATES: This deviation is effective from midnight on April 15, 2020 and ends at midnight on November 2, 2020.

Comments and related material must reach the Coast Guard on or before November 2, 2020.

ADDRESSES: You may submit comments identified by docket number USCG–2019–0824 using Federal eRulemaking Portal at *http://www.regulations.gov.*

See the ''Public Participation and Request for Comments'' portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: If you have questions on this proposed rule, call or email Mr. Lee D. Soule, Bridge Management Specialist, Ninth Coast Guard District; telephone 216–902–6085, email *Lee.D.Soule@uscg.mil.*

SUPPLEMENTARY INFORMATION:

I. Background, Purpose, and Legal Basis

The Milwaukee River is approximately 104 miles long. Beginning in Fond du Lac County the river flows easterly to a low head dam just above the Humboldt Avenue Bridge at mile 3.22 in downtown Milwaukee, WI. From here the river flows south to Lake Michigan. This southerly course of the Milwaukee River divides the lakefront area from the rest of the city. The Menomonee River joins the Milwaukee River at Mile 1.01 with the Kinnickinnic River joining the Milwaukee River at Mile 0.39. 21 bridges cross the Milwaukee River from mile 0.19 to mile 3.22. In the early 20th Century, the Milwaukee River was heavily used to support the industries in and around the Great Lakes. Today, the river has been redeveloped as a tourist and recreational destination. From its confluence with the Milwaukee River the Menomonee River flows west for 33 miles. The lower three miles of the Menomonee River is passable by vessels over 600 feet in length. Seven bridges cross the navigable portion of the Menomonee River.

The South Menomonee Canal and the Burnham Canal were both excavated during a waterways improvement project in 1864. Both man-made canals are tributaries of the Menomonee River branching just above its mouth. The South Menomonee Canal is crossed by two bridges and the Burnham Canal is crossed by three bridges. The Kinnickinnic River flows north through the southern portion of the City of Milwaukee connecting with the Milwaukee River near Lake Michigan. Only the lower 2.30 miles of the river have been improved for vessel use. Five bridges cross the river with the Lincoln Avenue Bridge at the head of navigation. Freighters up to 1,000 feet in length transfer cargoes at the confluence of the Kinnickinnic and Milwaukee Rivers. Most of the recreational vessels in Milwaukee moor in the lake front marinas and only transit the rivers. Boat yards on the Menomonee and Kinnickinnic rivers haul out and store most of the recreational vessels in the fall and winter months and launch the vessels in the spring. This action contributes to a considerable surge in drawbridge openings in the fall and spring.

The following bridges will be included in the test deviation: The Union Pacific Railroad Bridge, mile 0.59, over the Milwaukee River with a vertical clearance in the closed position of 7 feet above internet Great Lakes Datum of 1985 (IGLD85). The Broadway Street Bridge, mile 0.79, over the Milwaukee River with a vertical clearance in the closed position of 14 feet above IGLD85. The Water Street Bridge, mile 0.94, over the Milwaukee River with a vertical clearance in the closed position of 14 feet above IGLD85. The St. Paul Avenue Bridge, mile 1.21, over the Milwaukee River with a vertical clearance in the closed position of 14 feet above IGLD85. The Clybourn Street Bridge, mile 1.28, over the Milwaukee River with a vertical clearance in the closed position of 14 feet above IGLD85. Michigan Street Bridge, mile 1.37, over the Milwaukee River with a vertical clearance in the closed position of 12 feet above IGLD85. The Wisconsin Avenue Bridge, mile 1.46, over the Milwaukee River with a vertical clearance in the closed position of 12 feet above IGLD85. The Wells Street Bridge, mile 1.61, over the Milwaukee River with a vertical clearance in the closed position of 12 feet above IGLD85. The Kilbourn Avenue Bridge, mile 1.70, over the Milwaukee River with a vertical clearance in the closed position of 14 feet above IGLD85. The State Street Bridge, mile 1.79, over the Milwaukee River with a vertical clearance in the closed position of 14 feet above IGLD85. The Highland Avenue Pedestrian Bridge, mile 1.97, over the Milwaukee River with a vertical clearance in the closed position of 12 feet above IGLD85. The Juneau Avenue Bridge, mile 2.06, over the Milwaukee River with a vertical clearance in the closed position of 14 feet above IGLD85. The Knapp Street/Park Freeway Bridge, mile 2.14, over the Milwaukee River with a vertical clearance in the closed position of 16 feet above IGLD85. The Cherry Street Bridge, mile 2.29, over the Milwaukee River with a vertical clearance in the closed position of 14 feet above IGLD85. The Pleasant Street Bridge, mile 2.58, over the Milwaukee River with a vertical clearance in the closed position of 14 feet above IGLD85. The Canadian Pacific Railroad Bridge, mile 1.05, over the Menomonee River with a vertical clearance in the closed position of 8 feet above IGLD85. The North Plankinton Avenue Bridge, mile 1.08, over the Menomonee River with a vertical clearance in the closed position

of 14 feet above IGLD85. The North Sixth Street Bridge, mile 1.37, over the Menomonee River with a vertical clearance in the closed position of 23 feet above IGLD85. The Ember Lane Bridge, mile 1.95, over the Menomonee River with a vertical clearance in the closed position of 12 feet above IGLD85. The Sixteenth Street Bridge, mile 2.14, over the Menomonee River with a vertical clearance in the closed position of 35 feet above IGLD85. The South Sixth Street Bridge, mile 1.51, over the South Menomonee Canal with a vertical clearance in the closed position of 8 feet above IGLD85. The Union Pacific Railroad Bridge, mile 1.19, over the Kinnickinnic River with a vertical clearance in the closed position of 8 feet above IGLD85. The Kinnickinnic Avenue Bridge, mile 1.67, over the Kinnickinnic River with a vertical clearance in the closed position of 8 feet above IGLD85. The Canadian Pacific Railroad Bridge, mile 1.67, over the Kinnickinnic River with a vertical clearance in the closed position of 15 feet above IGLD85. Finally, the South First Street Bridge, mile 1.78, over the Kinnickinnic River with a vertical clearance in the closed position of 14 feet above IGLD85. These bridges currently operate under Title 33 of the Code of Federal Regulations (33 CFR) section 117.1093.

In response to downtown Milwaukee residents' concerns regarding a pronounced increase in vehicular traffic in the area, the City of Milwaukee has requested a complete review of the bridge regulations in this area.

Over the years these regulations have been amended considerably. This has had the effect of making them difficult to comprehend to the average person. Additionally, the cyclic higher water levels over the past 3 years and increased number of passenger vessels in the downtown area have resulted in significantly more bridge openings. Finally, the conversion of older business buildings into condominiums have increased the evening vehicle traffic causing major traffic delays when the bridges are lifted. While the Milwaukee River is the primary concern with residents and mariners, this rulemaking proposes changes to the language governing bridges in the entire Milwaukee Harbor area, for the purpose of updating these regulations to accurately reflect the current operational needs of these bridges and make them easier to understand by the general public.

Currently, the Canadian Pacific Railroad Bridge at Mile 1.74 over the Burnham Canal and the Sixth Street Bridge at Mile 1.37 over the Menomonee River are closed by regulation and do not need to open for the passage of vessels. The City of Milwaukee has requested that the Sixteenth Street Bridge, mile 2.14, over the Menomonee River remain closed and not open by regulation. No vessels have requested a bridge opening in at least 10 years and the bridge provides a horizontal clearance of 120 feet and a vertical clearance of 35 feet above IGLD85, allowing most vessels to pass under the bridge without an opening. The Coast Guard is working with the city of Milwaukee to convert the Sixteenth Street Bridge to a fixed structure.

Ice has historically hindered or prevented navigation during the winter months. For the last eight years the Coast Guard has authorized the drawbridges to open on signal with a 12-hour advance notice of arrival for vessels from November 19th to April 16th. After careful review of the drawtender logs provided by the City of Milwaukee, the Coast Guard proposes to allow all bridges to require a 12-hour advance notice for openings from November 1st to April 15th each year.

The City of Milwaukee requested that from 11 p.m. to 7 a.m. daily, the bridges would open on signal with a 2-hour advance notice. During these hours the bridges would not be manned and roving drawtenders would open the bridges for vessels. After reviewing the 2016, 2017, and 2018 drawtender logs it was found that for those hours between April and November of each year an average of 45 vessels requested openings. Of these requests an average of 32 openings were between the hours of 11 p.m. and midnight. From midnight to 7 a.m. there were only 13 vessels that requested openings. After reviewing the data we have concluded that due to a lack of openings from midnight to 7 a.m. that a two-hour advance notice of arrival for a bridge opening meets the reasonable needs of navigation.

The City of Milwaukee also reported receiving several complaints from residents in the downtown area concerning the noise associated with the waterfront. To improve the quality of downtown living we propose to remove the special sound signals listed in the CFR for each bridge. Mariners would request openings by using the standard sound signal of one prolonged blast followed by one short blast or by agreement on VHF–FM Marine Radio or by telephone. From Midnight to 7 a.m. the bridges would require a 2-hour advance notice of arrival provided by VHF–FM Marine Radio or by telephone, thus reducing some of the noise associated with the waterfront.

The City of Milwaukee requests to operate the following bridges remotely: North Plankinton Avenue, mile 1.08, North Sixth Street, mile 1.37, and North Ember Lane, mile 1.95, all over the Menomonee River. Each remotely operated bridge will have sufficient equipment to operate as if a drawtender is in attendance at the bridge. No drawtender will be responsible for monitoring or operating more than 3 drawbridges at any time. At a minimum each remotely operated drawbridge will have the capabilities to communicate by 2-way public address system, equipment capable of making appropriate sound signals as required, and have adequate camera systems in place to safely operate the bridge.

The current regulation allows for no openings from 7:30 a.m. to 8:30 a.m. and from 4:30 p.m. to 5:30 p.m. for vehicular rush hours. The city has requested to start the evening rush hour at 4 p.m. instead of 4:30 p.m. to help relieve vehicle congestion. The city of Milwaukee provided the following vehicle data compiled by the Wisconsin Department of Transportation to support the additional 30 minutes of evening rush hour times. We have averaged the data into the following table:

Bridge name	Daily average vehicle counts	Average vehicle counts 4:30 p.m. to 5:30 p.m.	Average vehicle counts 4 p.m. to 4:30 p.m.	Average vehicle counts 4:00 p.m. to 5:30 p.m.
Broadway	11,201	1,582	332	1,914.
Water St	17,753	1,669	742	2,411.
St Paul Ave	10,344	No Data	No Data	No Data.
Clybourn St	11,262	955	848	1,803.
Michigan St	10,484	1,202	304	1,506.
Wisconsin Ave	10,423	1,144	323	1,467.
Wells St	8,372	1,114	295	1,409.
Kilbourn Ave	15,590	No Data	No Data	No Data.

Bridge name	Daily average vehicle counts	Average vehicle counts 4:30 p.m. to 5:30 p.m.	Average vehicle counts 4 p.m. to 4:30 p.m.	Average vehicle counts 4:00 p.m. to 5:30 p.m.
Juneau Ave	7,265	No Data	No Data	No Data.
Cherry St	No Data	No Data	No Data	No Data.
Pleasant St	6,307	No Data	882 PEAK	No Data.
Knapp St	20,792	No Data	No Data	No Data.
Kinnickinnic Ave	17,019	No Data	No Data	No Data.
South First St	12,992	No Data	No Data	No Data.
North Plankinton Ave	6,578	No Data	768 PEAK Daily	No Data.
North 6th St	15,045	No Data	No Data	No Data.
South 6th St	15,045	No Data	No Data	No Data.
(Muskego) Emmber Ln	4,616	No Data	No Data	No Data.
1st Street	13,772	No Data	902	4,107.

Based on the data provided we intend to extend the rush hour times of no lifts to 4 p.m. to 5:30 p.m. Monday through Friday, except Federal Holidays.

Additionally, at the time when the original regulation was being written the stipulating regulation regarding the opening of bridges for public safety vessels had not yet been promulgated. An exception was included for vessels carrying U.S. mail and vessels that carry over 50 passengers for hire. The mail service no longer arrives by vessel. Limiting the exclusion by passenger count excludes other commercial vessels from transiting the river. This exclusion is only for the times the bridges do not need to open during high traffic times. During the test deviation, which is planned for the summer of 2020, the intent is to modify this exception to read: ''vessels documented at 10 tons or more.'' This prevents tug and barge, cement boats, some passenger vessels, and other large vessels (commercial or recreational) from getting trapped between bridges, which creates an especially unsafe condition.

The new exemption only prevents vessels from being trapped between bridges and does not exempt vessels from any times the bridges are not required to open. In other Great Lakes ports exemptions are allowed for safety reasons, it prevents a large vessel from station keeping in a restricted area with other smaller craft that could be damaged from the larger vessel. Additionally, if all commercial vessels were given a complete exemption to the periods where no bridge openings are required, also known as ''Rush Hours,'' then there would be no relief for the traffic congestion the downtown area is experiencing.

The two-hour advance notice requirement for all other bridges as noted in the ANPRM, has been in place since 1965 with no request to amend it. Most of these bridges have a clearance of 14 feet above IGLD85 or have limited requests for openings.

The test deviation will start at midnight on April 15, 2020 and end at midnight on November 1, 2020.

The operating schedule authorized:

The draws of the bridges over the Milwaukee River shall operate as follows:

(1) The draws of the North Broadway Street bridge, mile 0.5, and North Water Street bridge, mile 0.6, and Michigan Street bridge, mile 1.1, shall open on signal; except that, from April 16th through November 1st, from 7:30 a.m. to 8:30 a.m. and from 4 p.m. to 5:30 p.m. Monday through Friday, except Federal holidays, the draws need not be opened, and from midnight to 7 a.m. Monday through Saturday, except Federal holidays, the bridges will open on signal if a 2-hour advance notice is provided.

(2) The draws of all other bridges across the Milwaukee River shall open on signal if at least 2-hours' notice is given except that, from April 16th through November 1st, from 7:30 a.m. to 8:30 a.m. and from 4 p.m. to 5:30 p.m. Monday through Friday, except Federal holidays, the draws need not be opened.

(3) The following bridges are remotely operated, are required to operate a radiotelephone, and shall open as noted in this section; St Paul Avenue, mile 1.21, Clybourn Street, mile 1.28, Wells Street, mile 1.61, Kilbourn Street, mile 1.70, State Street, mile 1.79, Highland Avenue, mile 1.97, and Knapp Street, mile 2.14.

(4) No vessel documented 10 tons or greater shall be held between any bridge at any time and must be passed as soon as possible.

(5) From November 2nd through April 15th, all drawbridges over the Milwaukee River will open on signal if a 12-hour advance notice is provided.

The draws of bridges across the Menomonee River and South Menomonee Canal operate as follows:

(1) The draw of the North Plankinton Avenue bridge across the Menomonee River, mile 1.08, shall open on signal; except that, from April 16th through November 1st, from 7:30 a.m. to 8:30 a.m. and from 4 p.m. to 5:30 p.m. Monday through Friday, except Federal holidays, the draws need not be opened, and from midnight to 7 a.m. Monday through Friday, except Federal holidays, the bridges will open on signal if a 2-hour advance notice is provided.

(2) The draws of all other bridges across the Menomonee River and South Menomonee Canal shall open on signal if at least 2-hours' notice is given except that, from April 16th through November 1st, from 7:30 a.m. to 8:30 a.m. and from 4 p.m. to 5:30 p.m. Monday through Friday, except Federal holidays, the draws need not be opened.

(3) The following bridges are remotely operated, are required to operate a radiotelephone, and shall open as noted in this section; North Plankinton Avenue, mile 1.08, North Sixth Street, mile 1.37, and North Ember Lane, mile 1.95, all over the Menomonee River and South Sixth Street, mile 1.51, over the South Menomonee Canal.

(4) No commercial vessel over 50 tons shall be held between any bridge at any time and must be passed as soon as possible.

(5) From November 2nd through April 15th, all drawbridges over the Menomonee River and South Menomonee Canal will open on signal if a 12-hour advance notice is provided.

The draws of bridges across the Kinnickinnic River operate as follows:

(1) The draw of the Kinnickinnic Avenue bridge, mile 1.5, shall open on signal; except that, from April 16th through November 1st, from 7:30 a.m. to 8:30 a.m. and from 4 p.m. to 5:30 p.m. Monday through Friday, except Federal holidays, the draws need not be opened, and from midnight to 7 a.m. Monday through Friday, except Federal holidays, the bridges will open on signal if a 2-hour advance notice is provided.

(2) The draws of all other bridges across the Kinnickinnic River shall open on signal if at least 2-hours' notice is given except that, from April 16th through November 1st, from 7:30 a.m. to 8:30 a.m. and from 4 p.m. to 5:30 p.m.

Monday through Friday, except Federal holidays, the draws need not be opened.

(3) The following bridges are remotely operated, are required to operate a radiotelephone, and shall open as noted in this section; The South First Street Bridge, mile 1.78.

(4) No commercial vessel over 50 tons shall be held between any bridge at any time and must be passed as soon as possible.

(5) From November 2nd through April 15th, all drawbridges over the Kinnickinnic River will open on signal if a 12-hour advance notice is provided.

The Canadian Pacific Railroad Bridge at Mile 1.74 over the Burnham Canal, and the Sixteenth Street Bridge, mile 2.14, over the Menomonee River are closed by regulation and do not need to open for the passage of vessels.

During non-special event weekdays the owners of all affected bridges will provide records showing the dates and times of bridge openings and the type of vessels the bridge opened for. The city of Milwaukee will also provide information on the vehicle congestion caused or improved by the temporary deviation by providing the number of vehicles waiting for the bridge to close after a vessel passes.

Because we took into consideration the comments from the ANPRM, vehicle counts, and past three years of vehicle counts, we believe the test deviation will have a limited impact on vessels.

The city of Milwaukee held public discussions about the potential rule change through public works meetings conducted throughout the summer of 2018. Prior to asking for our review, this office reached out to several commercial vessels which operate on the affected waterways prior to the release of the ANPRM. These actions were aimed at developing a test deviation that took all pertinent comments and concerns under consideration.

Vessels that can safely pass under the bridge without an opening may do so at any time. The Coast Guard will also inform the users of the waterways of the change in operating schedule for the bridges through our Local and Broadcast Notices to Mariners.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

II. Public Participation and Request for Comments

We view public participation as essential to effective rulemaking, and will consider all comments and material received during the comment period. Your comment can help shape the outcome of this rulemaking. Should you submit a comment, please include the docket number for this rulemaking, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation.

We encourage you to submit comments through the Federal eRulemaking Portal at *http://www.regulations.gov.* If your material cannot be submitted using *http://www.regulations.gov,* contact the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions.

We accept anonymous comments. All comments received will be posted without change to *http://www.regulations.gov* and will include any personal information you have provided. Documents mentioned in this NPRM as being available in this docket and all public comments, will be in our online docket at *http://www.regulations.gov,* and can be viewed by following that website's instructions. Additionally, if you go to the online docket and sign up for email alerts, you will be notified when comments are posted or a final rule is published.

Dated: February 25, 2020.

D. L. Cottrell,

Rear Admiral, U.S. Coast Guard, Commander, Ninth Coast Guard District.

[FR Doc. 2020–04659 Filed 3–6–20; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket No. USCG–2020–0105]

Safety Zone; New Orleans, LA

AGENCY: Coast Guard, DHS.

ACTION: Notice of enforcement of regulation.

SUMMARY: The Coast Guard will enforce a temporary safety zone between mile marker (MM) 95.7 and MM 96.7 above Head of Passes, Lower Mississippi River, LA. This action is necessary to provide for the safety of life on these navigable waters near New Orleans, LA, during a fireworks display on March 18, 2020. During the enforcement periods, the operator of any vessel in the regulated area must comply with directions from the Patrol Commander or any Official Patrol displaying a Coast Guard ensign.

DATES: The regulations in 33 CFR 165.845 will be enforced from 9 p.m. to 10 p.m. on March 18, 2020.

FOR FURTHER INFORMATION CONTACT: If you have questions about this notice of enforcement, call or email Lieutenant Commander Corinne Plummer, Sector New Orleans, U.S. Coast Guard; telephone 504–365–2375, email *Corinne.M.Plummer@uscg.mil.*

SUPPLEMENTARY INFORMATION: The Coast Guard will enforce the safety zone located in 33 CFR 165.845 for the River Center Fireworks Display event. The regulations will be enforced from 9:00 p.m. through 10:00 p.m. on March 18, 2020. This action is being taken to provide for the safety of life on navigable waterways during this event, which will be located between MM 95.7 and MM 96.7 above Head of Passes, Lower Mississippi River, LA. During the enforcement periods, if you are the operator of a vessel in the regulated area you must comply with directions from the Patrol Commander or any Official Patrol displaying a Coast Guard Ensign.

In addition to this notice of enforcement in the **Federal Register**, the Coast Guard plans to provide notification of this enforcement period via a Marine Safety Information Bulletin and Broadcast Notice to Mariners.

Dated: March 2, 2020.

K.M. Luttrell,

Captain, U.S. Coast Guard, Captain of the Port Sector New Orleans.

[FR Doc. 2020–04664 Filed 3–6–20; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR 165

[Docket Number USCG–2016–1067]

RIN 1625–AA00

Safety Zone; Hurricanes, Tropical Storms and Other Disasters in South Florida

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

SUMMARY: The Coast Guard will establish a safety zone that would restrict certain vessels from entering or transiting through certain navigable waters in the Miami River and Ports of Miami, Everglades, Palm Beach and Fort Pierce during periods of reduced or restricted visibility due to tropical storm force winds (39–73 mph/34–63 knots), hurricanes and/or other disasters. This action is necessary for the safety of life