LOCAL NOTICE TO MARINERS

District: 9
Week: 03/22

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/

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 - B128-21 through B001-22
Ninth District - C002-22 through C006-22
Sector Detroit, MI - D006-22 through D006-22
Sector Lake Michigan, WI - M011-22 through M015-22
Sector Sault Ste Marie, MI - S003-22 through S010-22

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://cgis.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
AI - 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

1 - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
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
RFL - Range Front 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
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

Cancellation of NOAA Paper and Raster Nautical Charts

The National Oceanic and Atmospheric Administration (NOAA) is undertaking a multi-year program to end production and maintenance of its suite of over 1,000 traditional paper nautical charts and all associated raster chart products and services, including: Print-on-Demand (POD) paper nautical charts, Full-size chart PDF files, BookletChart™ PDF files, NOAA raster navigational charts (NOAA RNC®), the NOAA RNC tile service, and the online RNC viewer.

Six months notice of the intent to cancel a specific chart is provided in a "Last Edition" notice. The final cancellation of a chart is made in a "CANCELED" notice. Both types of notices will appear in LNM Section IV, "Chart Correction." A comprehensive list of all canceled NOAA charts is available at: http://www.charts.noaa.gov/MCD/Dole.shtml.

Traditional paper nautical chart production is ending to enable the creation and maintenance of larger scale, more up-to-date, higher quality coverage of NOAA's electronic navigational chart (NOAA ENC®) product. This will significantly enhance the amount of charted detail available to mariners. More information about NOAA's program to sunset traditional paper charts is on the NOAA Coast Survey website at: https://nauticalcharts.noaa.gov/charts/farewell-to-traditional-nautical-charts.html

An online NOAA Custom Chart application at: https://devgis.charttools.noaa.gov/pod is available to create chart images from ENC data, which...
may then be printed. Notices to Mariners will not be issued for NOAA Custom Charts.

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.

2021 Light List
2021 Light Lists are available on the USCG Navigation Center’s website at: http://www.navcen.uscg.gov/?pageName=lightLists. Coast Guard Light Lists are a means for communicating aids to navigation information to the maritime public. Local Notice to Mariners will continue to advise Light List corrections and NAVCEN will continue to publish a compilation of corrections. Complete versions of the 2021 Light Lists are updated weekly on the NAVCEN website and mariners should download applicable copies and updates as needed at: http://www.navcen.uscg.gov/?pageName=lightListWeeklyUpdates. A summary of weekly 2021 Light List corrections are available at: https://www.navcen.uscg.gov/?pageName=lightListCorrections.

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 websites:

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/

GREAT LAKES - Great Lakes Water Levels
See Enclosure 1

The current and four week expected water level table for the Great Lakes, Connecting Channels and the St. Lawrence River, will be published in Enclosure 1 following SECTION VIII - LIGHT LIST CORRECTIONS of the Local Notice to Mariner or by visiting the link below:

2021-2022 Icebreaking Operations
The Coast Guard will be conducting icebreaking operations during the upcoming winter throughout the Great Lakes, connecting waterways, and adjacent rivers and harbors. Owners of vessels and structures which may be affected are advised to take precautions to protect their property.

Operation Taconite Commenced
At the start of each voyage or transit, to enhance the coordination of ice breaking resources, COTP SAULT STE MARIE directs all shipping companies to provide an estimated time of arrival for their vessels downstream to Whitefish Point, upbound to Detour Reef LT, eastbound to Landing Shoal, westbound to round island, or arriving or departing from any of the western Superior ports and terminals. Similarly, for vessels operating in Lake Michigan in presence of ice, all shipping companies should provide an estimated time of arrival for vessels entering the Sturgeon Bay Ship Canal, Rock Island Passage or when arriving or departing Escanaba, Green Bay, Marinette or any other ports and terminals within Green Bay. Estimated times of arrival must be received 6 hours prior to a vessels arrival to any of these points or once a day by 1000 (Eastern). Position reports may be filed with Soo Traffic either by landline (906.635.3232), Fax (906.635.3238), or email (SOOTFC@USCG.MIL). A vessel's ETA must be updated whenever the arrival time changes by more than six hours. Mariners are asked to establish VHF radio contact with the servicing icebreaker on VHF-FM Channel 16 approximately one hour before reaching the appropriate service area. Speed limit is reduced by 2 MPH for upbound and downbound traffic from Nine Mile Point to Munuscong Lake Junction Light.

Operation COAL SHOVEL
Commander U.S. Coast Guard Sector Detroit has commenced Operation COAL SHOVEL. To enhance the coordination of ice breaking resources, Captain of the Port Detroit directs all shipping companies to provide an estimated time of arrival (ETA) for their vessels arriving or departing from any port or terminal within the Operation COAL SHOVEL area of responsibility (AOR).

The COAL SHOVEL AOR extends from the eastern extent of navigable waters of Lake Erie through the Detroit and St. Clair River system and north
to include all navigable waters of Lake Huron south of 45 degrees, 20 minutes north latitude.

ETA reports must be received six (6) hours prior to vessel arrival or once a day by 1000 (eastern). This requirement may be met through submission of the Daily Vessel Movement Reports in electronic form via email to SecDetroitWWM@uscg.mil. Estimated time of arrivals must be updated whenever the arrival time deviates by more than 6 hours. ETA updates may be reported by telephone to the Sector Detroit Command Center at 313-568-9560.

**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.

**ST.MARYS RIVER - LAKE NICOLET TO SAULT STE MARIE - CHART 14884**
The U.S. Army Corps of Engineers has commissioned Little Rapids Cut Lighted Ice Buoy 98B (LLNR 14105). The buoy marks the upstream end of the ice boom in place on the eastern side of the St. Marys River. The available channel width for navigation is restricted to 385ft. Due to the channel restrictions, VTS St Marys River directs no meeting or overtaking in Little Rapids Cut from Light 98 (LLNR 14100) to Mission PT Obstruction LT C (LLNR 14145).

**ST.MARYS RIVER - AMERICAN CANAL - CHART 14884**
Northeast Pierhead Light (LLNR 14205) The U. S. Army Corps of Engineers will be relocating this light to the top of their new camera tower. As soon as the position and height of the light’s new location is confirmed it will be advertised in Section VIII - Light List Corrections of the LNM.

**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.

**LAKE HURON – STRAITS OF MACKINAC – CHART 14881**
The following aids have been enhanced with AIS ATON:

- Cordwood Point Lighted Buoy 1 (LLNR 11745) MMSI: 993682313
- Pomeroy Reef Lighted Gong Buoy 2PR (LLNR 12210) MMSI: 993682310
- Mission Point Lighted Bell Buoy 2 (LLNR 12540) MMSI: 993682316

**LAKE MICHIGAN – WAUKEGON TO SOUTH HAVEN – CHART 14905**
Michigan City – Two red nun unlighted buoys have been established in the following positions to best mark shoaling in Michigan City Harbor. The buoys are located across the channel from the Michigan City Outer Basin Light (LLNR 19570). The buoys positions may change as the shoaling changes.

- Michigan City Buoy "2" 41-43-30.719N / 086-54-32.796W
- Michigan City Buoy "4" 41-43-28.625N / 086-54-31.842W

**LAKE MICHIGAN - WAUGOSHANCE POINT TO SEUL CHOIX POINT - CHART 14911**
The abandoned Waugoshance Lighthouse located in approximate position 45-47-20N / 085-05-28W has become structurally unsafe. Landing and embarking on the light should not be attempted because of failing structural condition and it's in danger of collapsing. Mariners are advised to remain at least 300' from the structure at all times.

---

**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)

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>3705</td>
<td>Conneaut Harbor West Breakwater Light</td>
<td>LT EXT</td>
<td>14824</td>
<td>B001-22</td>
<td>02/22</td>
<td></td>
</tr>
<tr>
<td>4725</td>
<td>Sandusky Bay Exit Channel Range Front Light</td>
<td>LT EXT</td>
<td>14842</td>
<td>D087-21</td>
<td>01/22</td>
<td></td>
</tr>
<tr>
<td>13015</td>
<td>Winter Point Range Front Light</td>
<td>DAYMK MISSING</td>
<td>14887</td>
<td>S104-21</td>
<td>46/21</td>
<td></td>
</tr>
<tr>
<td>13025</td>
<td>Winter Point Range Rear Light</td>
<td>DAYMK MISSING</td>
<td>14887</td>
<td>S105-21</td>
<td>46/21</td>
<td></td>
</tr>
<tr>
<td>13475</td>
<td>West Neebish Channel (Downbound) Upper Range Rear Light</td>
<td>DAYMK MISSING</td>
<td>14887</td>
<td>S113-21</td>
<td>51/21</td>
<td></td>
</tr>
<tr>
<td>13515</td>
<td>West Neebish Channel (Downbound) Oak Ridge Range Front Light</td>
<td>DAYMK MISSING</td>
<td>14887</td>
<td>S56-21</td>
<td>25/21</td>
<td></td>
</tr>
<tr>
<td>13520</td>
<td>West Neebish Channel (Downbound) Oak Ridge Range Rear Light</td>
<td>DAYMK MISSING</td>
<td>14887</td>
<td>S112-21</td>
<td>51/21</td>
<td></td>
</tr>
<tr>
<td>14010</td>
<td>Frechette Point Light 91</td>
<td>LT IMCH</td>
<td>14883</td>
<td>S114-21</td>
<td>52/21</td>
<td></td>
</tr>
<tr>
<td>14050</td>
<td>Six Mile Point Range Rear Light</td>
<td>DAYMK MISSING</td>
<td>14883</td>
<td>S016-21</td>
<td>10/21</td>
<td></td>
</tr>
<tr>
<td>14430</td>
<td>Birch Point Range Front Light</td>
<td>DAYMK MISSING</td>
<td>14884</td>
<td>S001-22</td>
<td>01/22</td>
<td></td>
</tr>
<tr>
<td>16965</td>
<td>Flag Island Lighted Buoy 4</td>
<td>OFF STA</td>
<td>14999</td>
<td>S95-21</td>
<td>43/21</td>
<td></td>
</tr>
<tr>
<td>17015</td>
<td>Warroad Range Front Light</td>
<td>LT EXT</td>
<td>14900</td>
<td></td>
<td>43/21</td>
<td></td>
</tr>
<tr>
<td>17020</td>
<td>Warroad Range Rear Light</td>
<td>DAYMK MISSING</td>
<td>14900</td>
<td></td>
<td>43/21</td>
<td></td>
</tr>
<tr>
<td>18530</td>
<td>Ludington North Breakwater Light</td>
<td>LT EXT</td>
<td>14937</td>
<td>M012-22</td>
<td>03/22</td>
<td></td>
</tr>
<tr>
<td>18540</td>
<td>Ludington North Pierhead Light</td>
<td>LT EXT</td>
<td>14937</td>
<td>M014-22</td>
<td>03/22</td>
<td></td>
</tr>
<tr>
<td>18555</td>
<td>Ludington South Breakwater Light</td>
<td>LT EXT</td>
<td>14937</td>
<td>M013-22</td>
<td>03/22</td>
<td></td>
</tr>
<tr>
<td>18980</td>
<td>Grand Haven North Pierhead Light 1</td>
<td>LT EXT</td>
<td>14933</td>
<td>M004-22</td>
<td>01/22</td>
<td></td>
</tr>
<tr>
<td>19525</td>
<td>St. Joseph South Pierhead Light</td>
<td>LT EXT</td>
<td>14930</td>
<td>M412-21</td>
<td>49/21</td>
<td></td>
</tr>
<tr>
<td>22150</td>
<td>Green Bay Harbor Entrance Channel Lighted Buoy 10</td>
<td>OFF STA</td>
<td>14918</td>
<td>M429-21</td>
<td>51/21</td>
<td></td>
</tr>
<tr>
<td>22180</td>
<td>Green Bay Harbor Entrance Channel Range Front Light</td>
<td>DAYMK DMGD</td>
<td>14918</td>
<td></td>
<td>24/21</td>
<td></td>
</tr>
<tr>
<td>22185</td>
<td>Green Bay Harbor Entrance Channel Range Rear Light</td>
<td>DAYMK MISSING</td>
<td>14918</td>
<td></td>
<td>44/20</td>
<td></td>
</tr>
</tbody>
</table>

### DISCREPANCIES (PRIVATE AIDS)

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>11388.2</td>
<td>East Alpena Channel Buoy 3</td>
<td>MISSING</td>
<td>14864</td>
<td></td>
<td>12/21</td>
<td></td>
</tr>
<tr>
<td>19636</td>
<td>Buffington Harbor Inner Breakwater East Light 2</td>
<td>LT IMCH</td>
<td>14926</td>
<td></td>
<td>30/21</td>
<td></td>
</tr>
<tr>
<td>19670</td>
<td>Indiana Harbor North Bulkhead Light</td>
<td>LT IMCH</td>
<td>14926</td>
<td>M403-21</td>
<td>47/21</td>
<td></td>
</tr>
<tr>
<td>19870</td>
<td>Sixty-Eighth Street Crib Light</td>
<td>LT EXT</td>
<td>14927</td>
<td></td>
<td>51/21</td>
<td></td>
</tr>
<tr>
<td>20765</td>
<td>Kevich Light</td>
<td>LT EXT</td>
<td>14904</td>
<td></td>
<td>51/21</td>
<td></td>
</tr>
</tbody>
</table>

### DISCREPANCIES (FEDERAL AIDS) CORRECTED

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>3705</td>
<td>Conneaut Harbor West Breakwater Light</td>
<td>LT EXT</td>
<td>14824</td>
<td>B001-22</td>
<td>02/22</td>
<td></td>
</tr>
<tr>
<td>4725</td>
<td>Sandusky Bay Exit Channel Range Front Light</td>
<td>LT EXT</td>
<td>14842</td>
<td>D087-21</td>
<td>01/22</td>
<td></td>
</tr>
<tr>
<td>13015</td>
<td>Winter Point Range Front Light</td>
<td>DAYMK MISSING</td>
<td>14887</td>
<td>S104-21</td>
<td>46/21</td>
<td></td>
</tr>
<tr>
<td>13025</td>
<td>Winter Point Range Rear Light</td>
<td>DAYMK MISSING</td>
<td>14887</td>
<td>S105-21</td>
<td>46/21</td>
<td></td>
</tr>
<tr>
<td>13475</td>
<td>West Neebish Channel (Downbound) Upper Range Rear Light</td>
<td>DAYMK MISSING</td>
<td>14887</td>
<td>S113-21</td>
<td>51/21</td>
<td></td>
</tr>
<tr>
<td>13515</td>
<td>West Neebish Channel (Downbound) Oak Ridge Range Front Light</td>
<td>DAYMK MISSING</td>
<td>14887</td>
<td>S56-21</td>
<td>25/21</td>
<td></td>
</tr>
<tr>
<td>13520</td>
<td>West Neebish Channel (Downbound) Oak Ridge Range Rear Light</td>
<td>DAYMK MISSING</td>
<td>14887</td>
<td>S112-21</td>
<td>51/21</td>
<td></td>
</tr>
<tr>
<td>14010</td>
<td>Frechette Point Light 91</td>
<td>LT IMCH</td>
<td>14883</td>
<td>S114-21</td>
<td>52/21</td>
<td></td>
</tr>
<tr>
<td>14050</td>
<td>Six Mile Point Range Rear Light</td>
<td>DAYMK MISSING</td>
<td>14883</td>
<td>S016-21</td>
<td>10/21</td>
<td></td>
</tr>
<tr>
<td>14430</td>
<td>Birch Point Range Front Light</td>
<td>DAYMK MISSING</td>
<td>14884</td>
<td>S001-22</td>
<td>01/22</td>
<td></td>
</tr>
<tr>
<td>16965</td>
<td>Flag Island Lighted Buoy 4</td>
<td>OFF STA</td>
<td>14999</td>
<td>S95-21</td>
<td>43/21</td>
<td></td>
</tr>
<tr>
<td>17015</td>
<td>Warroad Range Front Light</td>
<td>LT EXT</td>
<td>14900</td>
<td></td>
<td>43/21</td>
<td></td>
</tr>
<tr>
<td>17020</td>
<td>Warroad Range Rear Light</td>
<td>DAYMK MISSING</td>
<td>14900</td>
<td></td>
<td>43/21</td>
<td></td>
</tr>
</tbody>
</table>

## DISCREPANCIES (PRIVATE AIDS)

### DISCREPANCIES (PRIVATE AIDS) CORRECTED

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>11388.2</td>
<td>East Alpena Channel Buoy 3</td>
<td>MISSING</td>
<td>14864</td>
<td></td>
<td>12/21</td>
<td></td>
</tr>
<tr>
<td>19636</td>
<td>Buffington Harbor Inner Breakwater East Light 2</td>
<td>LT IMCH</td>
<td>14926</td>
<td></td>
<td>30/21</td>
<td></td>
</tr>
<tr>
<td>19670</td>
<td>Indiana Harbor North Bulkhead Light</td>
<td>LT IMCH</td>
<td>14926</td>
<td>M403-21</td>
<td>47/21</td>
<td></td>
</tr>
<tr>
<td>19870</td>
<td>Sixty-Eighth Street Crib Light</td>
<td>LT EXT</td>
<td>14927</td>
<td></td>
<td>51/21</td>
<td></td>
</tr>
</tbody>
</table>

### PLATFORM DISCREPANCIES

<table>
<thead>
<tr>
<th>Name</th>
<th>Status</th>
<th>Position</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
</table>

### PLATFORM DISCREPANCIES CORRECTED

<table>
<thead>
<tr>
<th>Name</th>
<th>Status</th>
<th>Position</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
</table>

---

LNM: 03/22
19 January 2022
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

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>2105</td>
<td>Oswego Harbor West Channel Light 2</td>
<td>TRLB</td>
<td>14813</td>
<td></td>
<td></td>
<td>17/19</td>
</tr>
<tr>
<td>2720</td>
<td>Buffalo Harbor North Entrance Light 7</td>
<td>DISCONTINUED</td>
<td>14833</td>
<td></td>
<td></td>
<td>33/19</td>
</tr>
<tr>
<td>5435</td>
<td>West Harbor Inner Channel Daybeacon 12</td>
<td>TRUB</td>
<td>14842</td>
<td></td>
<td></td>
<td>33/21</td>
</tr>
<tr>
<td>5470</td>
<td>West Harbor Inner Channel Daybeacon 14</td>
<td>TRUB</td>
<td>14842</td>
<td></td>
<td></td>
<td>48/20</td>
</tr>
<tr>
<td>8240</td>
<td>William Livingstone Memorial Light</td>
<td>Reduced Intensity</td>
<td>14853</td>
<td></td>
<td></td>
<td>33/21</td>
</tr>
<tr>
<td>9690</td>
<td>Grande Pointe Light 23</td>
<td>TRLT</td>
<td>14853</td>
<td></td>
<td></td>
<td>47/20</td>
</tr>
<tr>
<td>15220</td>
<td>Ontonagon Harbor East Breakwater Light</td>
<td>DISCONTINUED</td>
<td></td>
<td></td>
<td></td>
<td>02/22</td>
</tr>
<tr>
<td>16963</td>
<td>Driftwood Point Light</td>
<td>DISCONTINUED</td>
<td></td>
<td></td>
<td></td>
<td>45/20</td>
</tr>
<tr>
<td>20480</td>
<td>Racine Reef Light</td>
<td>DISCONTINUED</td>
<td>14925</td>
<td></td>
<td></td>
<td>42/17</td>
</tr>
<tr>
<td>21635</td>
<td>Escanaba Light</td>
<td>Reduced Intensity</td>
<td>14915</td>
<td></td>
<td></td>
<td>49/20</td>
</tr>
<tr>
<td>22245</td>
<td>Green Bay Harbor Entrance Channel Light 25</td>
<td>TRLB</td>
<td>14918</td>
<td></td>
<td>01/21</td>
<td>33/21</td>
</tr>
</tbody>
</table>

TEMPORARY CHANGES CORRECTED

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

PLATFORM TEMPORARY CHANGES

<table>
<thead>
<tr>
<th>Name</th>
<th>Status</th>
<th>Position</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

PLATFORM TEMPORARY CHANGES CORRECTED

<table>
<thead>
<tr>
<th>Name</th>
<th>Status</th>
<th>Position</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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 | Horizontal Datum Reference | Source of Correction | Current Local Notice to Mariners |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>12327</td>
<td>91st Ed</td>
<td>19-APR-97</td>
<td>Last LNM: 26/97</td>
<td>NAD 83</td>
<td>CGD01</td>
<td>27/97</td>
</tr>
</tbody>
</table>

Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER

Main Panel 2245 NEW YORK HARBOR

(Temp) ADD NATIONAL DOCK CHANNEL BUOY 3 at 40-41-09.001N 074-02-48.001W

Corrective Action

<table>
<thead>
<tr>
<th>Corrective Action</th>
<th>Object of Corrective Action</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green can</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 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

<table>
<thead>
<tr>
<th>Approved Project(s)</th>
<th>Project Date</th>
<th>Ref. LNM</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Advance Notice(s)**

- **DETROIT RIVER - TRENTON CHANNEL - CHART 14848**
  
  Permanently decommission the following buoys in the lower Trenton Channel:
  
  Trenton Channel Lighted Buoy "1" (LLNR 7945) Trenton Channel Buoy "3" (LLNR 7955)

  LNM: 11/21

- **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 - LITTLE BAY DE NOC - CHART 14915**
  
  Escanaba Light (LLNR 21635) Change the characteristic of the light from ISO W 6s to ISO G 6s

  LNM: 49/20

- **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 SUPERIOR – ASHLAND HARBOR AND WASHBURN HARBORES – CHART 14974**
  
  The following permanent buoys will be changed to seasonal buoys maintained from May 21 to Nov 21:
  
  Ashland Harbor Buoy "2" (LLNR 15360)  
  Ashland Harbor Buoy "3" (LLNR 15365)  
  Ashland Harbor Buoy "5" (LLNR 15375)

  LNM: 35/21

- **LAKE SUPERIOR – ASHLAND HARBOR AND WASHBURN HARBORES – CHART 14974**
  
  The following lighted buoy winter marks have been permanently discontinued:
  
  Ashland Harbor Lighted Buoy "1" (LLNR 15355)  
  Ashland Harbor Lighted Buoy "4" (LLNR 15370)

  LNM: 35/21
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

<table>
<thead>
<tr>
<th>Proposed Project(s)</th>
<th>Closing</th>
<th>Docket No.</th>
<th>Ref. LNM</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Proposed Change Notice(s)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAKE ERIE – BUFFALO HARBOR/BLACK ROCK CANAL – CHART 14833</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Black Rock Canal Light “4” (LLNR 2800) Permanently discontinue the aid.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Black Rock Canal Buoy &quot;6&quot; (LLNR 2810) change from an unlighted buoy to a lighted buoy. The characteristic of the buoy will be Q R with a nominal range of 4 statute miles.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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: 50/21
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
The Ninth Coast Guard District will be reviewing the following waterways beginning in 2022. The study focuses primarily on aids to navigation in the waterway. Public comments are an important tool in this process so that we can provide the adequate markings and the right mix of signals to a waterway for safe navigation. Comments on the below listed waterways can be sent to william.d.sharp@uscg.mil or by calling (216) 902-6070. You may also complete the survey attached to the Local Notice to Mariner and either email it or mail it to: Commander (dpw), Ninth Coast Guard District, 1240 East Ninth St., Cleveland, Ohio 44199.

Sackets Harbor
(LLNR 1755-2024.9)
Buffalo Harbor/Black Rock Canal
(LLNR 2665-3360)
Dunkirk Harbor
(LLNR 3365-3492)
Erie Harbor
(LLNR 3495-3696)
Conneaut Harbor
(LLNR 3700-3735)
Ashtabula Harbor
(LLNR 3740-3830)
Fairport Harbor
(LLNR 3835-3955)
Cleveland Harbor
(LLNR 3975-4260)
Huron Harbor
(LLNR 4430-5455)
Erie Islands
(LLNR 5520-6025)
Detroit River / East Outer Channel
(LLNR 6885-8270)
St. Clair Rec/Belle Isle Channel
(LLNR 8280-8396)
Lake St. Clair
(LLNR 8665-9300)
Anchor Bay
(LLNR 9305-9565)
Toledo / Maumee Channel
(LLNR 6030-6455)
Monroe Harbor
(LLNR 6460-6680)
St. Clair River / Huron Cut
(LLNR 9570-10090)
St. Mary’s River
(LLNR 12765-13755)
Lake Nicolet / Bayfield Channel
Waterways Analysis and Management System
(LLNR 13955-14192)
Keweenaw Waterway
(LLNR 14725-15250)
Knife River / Two Harbors
(LLNR 16495-16580)
Straits of Mackinaw Western Section
(LLNR 17720-17850)
(LLNR 21525-21580)
Sturgeon Bay Ship Canal
(LLNR 20990-21225)
Green Bay Entrance
(LLNR 21985-22360)
M.I.R.
(LLNR 11780-12170)
Marquette Harbor
(LLNR 14620-14720)
Apostle Islands
(LLNR 15255-15590)
St. Joseph / Benton Harbor
(LLNR 19515-19534.4)
Milwaukee
(LLNR 20635-20765)

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.

LAKE ERIE – OH - Ashtabula Harbor – Chart 14836
Construction of submerged breakwater in Ashtabula Harbor remains partial unfinished. Buys are unlighted marking the hazard of the breakwater. Buys may change position as seasonal weather changes. Current positions as follows:

Buoy "1"  41-55-07.841N / 080-47-25.303W  
Buoy "2"  41-54-58.921N / 080-47-16.850W  
Buoy "3"  41-54-58.281N / 080-47-14.290W  
Buoy "4"  41-54-56.304N / 080-47-14.726W  
Buoy "5"  41-54-56.307N / 080-47-11.234W  
Buoy "6"  41-54-58.474N / 080-47-02.054W

Mariners are advised to remain at least 300' from the breakwater. All mariners are requested to transit the area with caution.

LAKE ERIE – OH – Cleveland Harbor – Chart 14839
From 17 Jan 2022 to 01 May 2022 The Great Lakes Construction Co. will be installing sheet pile in the Cuyahoga River, Old River Bed. Hours of Operation: Mon-SAT 0700-1800. On scene equipment will be a 60x70 Crane Barge and a 50x80 Material Barge. 24 hrs notice requested for movement and/or passing arrangements. All mariners are requested to transit the area with caution.

LAKE ERIE – SANDUSKY HARBOR – CHART 14845
From 01 Nov 2021 to 29 Apr 2022 Mark Schaffer Excavating and Trucking, INC will be conducting construction on the Cedar Point Causeway, Sandusky, OH Monday through Friday from dawn to dusk. For further information contact Ben Trafzer at 419-668-5990. All mariners are requested to remain at least 300’ from the breakwater and transit the area with caution.

DETROIT RIVER – MI – Trenton Channel – Chart 14853 - Hazard to Navigation
The Coast Guard has received a report of a 4-foot tall boulder in the navigation channel of the Grosse Isle Parkway Bridge (Free) at Mile 5.60, over the Detroit River, Trenton Channel. Mariners should use caution and report any information about the boulder to the nearest Coast Guard unit.

DETROIT RIVER - Grosse Ile - CHART 14854
From 26 Jan 2022 to 11 Feb 2022 DTE Energy will be conducting horizontal direction drilling in the vicinity of Grosse Ile Parkway. Hours of operations are from 0700 to 1900 daily. Equipment on City of Trenton side will be: Americans Auger 440,000 LB HDD Rig, John Deere 336 Excavator, Tulsa Rig Iron Mud Cleaning System, Telehandler Forklift; Equipment on Grosse Ile Township Side will be a John Deere 336 excavator.

LAKE ST. CLAIR - MI - St. Clair Shores, MI - Chart 14850
E. C. Kozneffes Co. will be installing boardwalks and piers into Lake St. Clair at Blassot and Heath Park from 13 Sep. 21 to 1 July 22 from 0700 to 1900 Monday through Saturday. Tug Captain Dave and barge Comanche can be contacted on VHF channels 13 & 16. All mariners are requested to
transit the area with caution.

**ST. CLAIRE RIVER – MI – Black River – Chart 14853**
From 12 Jan 2022 to 01 Mar 2022 The King Company, Inc. will be conducting sheet piling operations in the Black River between the Erie St. Bridge and the Military St. Bridge. Hours of operation are from 0700 to 1900 Mon-Fri. Barge will have flashing lights on it’s corners and monitoring VHF channel 73. All mariners are requested to transit the area with caution.

**LAKE HURON – MI – Saginaw River – Chart 14867**
From 22 Nov 2021 to 31 Jan 2022 Luedtke Engineering Co. will be conducting maintenance dredging in the Saginaw River, MI 24 hours a day 7 days a week. Tug Paul Luedtke can be contacted on VHF channels 10, 16 and 19. All mariners are requested to reduce speed and use caution around dredging equipment. Loaded scows will be moved from the dredge area to the unloading equipment located at the Saginaw Bay Confined Disposal Facility (Shelter and Channel Island).

**St. Mary’s River – MI – Saint Mary’s SOO Locks – Chart 14887**
Kokosing-Alberici LLC will commence construction on the New Soo Lock Upstream Approach Walls April of 2021. Construction activities will be generally limited to the upstream north channel approach to the decommissioned Sabin and Davis Locks. Delivery by barge and boat of materials, equipment and crew will cross the upstream approach to the Soo Locks navigation channel throughout construction. Operations will commence from 25 Mar 21 to 15 Oct 23 Monday through Saturday 24 hours a day.

**STRAITS OF MACKINAC - Chart 14881**
Kokosing Industrial Durocher Marine will be conducting submarine power cable removal and replacement between Point LaBarbe and McGulpin Point from 01 Dec 2021 to 31 Jan 2022. 24 Hours a day 7 Days a week Tug Valerie B, Tug Nanacy Anne, Tug Champion can be contacted on VHF channels 13 and 16. All vessels are required to remain 1500 ft away from construction vessels.

**LAKE MICHIGAN – WI – South Milwaukee – Chart 14924- Hazard to Navigation**
The South Milwaukee Yacht Club will be secured for the season until spring 2022 due to the shoaling at the harbor entrance jetty, creating a hazard to navigation. Two day boards are marking the entrance. All mariners are requested to transit the area with caution. For further questions, please contact Sector Lake Michigan at (414) 474-7182 or VIA VHF channel 16.

**LAKE MICHIGAN – WI – Manistee Harbor – Chart 14938**
From 01 Jan 2022 to 28 Feb 2022 Great Lakes Dock and Materials LLC will be conducting dock repairs in Manistee Michigan. Operations are 24 hours a day, 7 days a week. Tug Duluth and Barge Justin Avery can be contacted on VHF channels 16 and 18. Marine equipment will be located along south side of the Manistee River west of the city lift bridge. Equipment includes crane barge and tug boat. All mariners are requested to transit the area with caution.

**LAKE SUPERIOR - MI – Marquette - Chart 14970**
Commencing 25 Apr 2021 until further notice, all mariners are advised to use caution while transiting in the vicinity of Presque Isle Marine, in Marquette, MI while marine contractor operations are happening. Six lighted buoys have been temporary established around the work area.

---

**SECTION VIII - LIGHT LIST CORRECTIONS**

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

<table>
<thead>
<tr>
<th>(1)</th>
<th>(2)</th>
<th>(3)</th>
<th>(4)</th>
<th>(5)</th>
<th>(6)</th>
<th>(7)</th>
<th>(8)</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.</td>
<td>Name and Location</td>
<td>Position</td>
<td>Characteristic</td>
<td>Height</td>
<td>Range</td>
<td>Structure</td>
<td>Remarks</td>
</tr>
</tbody>
</table>

None

---

M. J. Johnston, RADM
U. S. Coast Guard
Commander, Ninth Coast Guard District
# GREAT LAKES, CONNECTING CHANNELS AND ST. LAWRENCE RIVER

## WATER LEVELS AND DEPTHS

Expected water levels on the Great Lakes, Connecting Channels and the St. Lawrence River are given in inches above (+,0) or below (-,0) Low-Water Datum (LWD,0). LWD is a plane of reference on a navigation chart, also known as Chart Datum. LWD elevations shown below are given in International Great Lakes Datum, 1985 (IGLD 1985,0).

<table>
<thead>
<tr>
<th>Forecast Point</th>
<th>Low Water Datum</th>
<th>Expected Levels (inches above or below Low Water Datum)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>IGLD 1985</td>
<td>14-Jan</td>
</tr>
<tr>
<td><strong>GREAT LAKES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lake Ontario</td>
<td>243.3</td>
<td>28</td>
</tr>
<tr>
<td>Lake Erie</td>
<td>569.2</td>
<td>42</td>
</tr>
<tr>
<td>Lake St. Clair</td>
<td>572.3</td>
<td>38</td>
</tr>
<tr>
<td>Lake Michigan-Huron</td>
<td>577.5</td>
<td>23</td>
</tr>
<tr>
<td>Lake Superior</td>
<td>601.1</td>
<td>2</td>
</tr>
<tr>
<td><strong>ST. LAWRENCE RIVER</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Above Long Sault Dam</td>
<td>0</td>
<td>237.9</td>
</tr>
<tr>
<td>Above Iroquois Dam</td>
<td>1</td>
<td>240.3</td>
</tr>
<tr>
<td>Ogdensburg</td>
<td>2</td>
<td>242.4</td>
</tr>
<tr>
<td>Alexandria Bay</td>
<td>2.1</td>
<td>243.0</td>
</tr>
<tr>
<td>Head of river at Cape Vincent</td>
<td>3</td>
<td>243.3</td>
</tr>
<tr>
<td><strong>DETROIT RIVER</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lake Erie at Pelee Passage</td>
<td>4</td>
<td>569.2</td>
</tr>
<tr>
<td>Mouth of River at Gibraltar</td>
<td>5</td>
<td>569.5</td>
</tr>
<tr>
<td>Fort Wayne</td>
<td>5.1</td>
<td>571.1</td>
</tr>
<tr>
<td>Head of River above Belle Isle</td>
<td>6</td>
<td>572.0</td>
</tr>
<tr>
<td><strong>ST. CLAIR RIVER</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mouth of River at St. Clair Flats</td>
<td>7</td>
<td>572.3</td>
</tr>
<tr>
<td>Algonac</td>
<td>8</td>
<td>572.8</td>
</tr>
<tr>
<td>St. Clair</td>
<td>9</td>
<td>574.4</td>
</tr>
<tr>
<td>Blue Water Bridge</td>
<td>10</td>
<td>576.2</td>
</tr>
<tr>
<td>Head of River at Fort Gratiot</td>
<td>11</td>
<td>577.2</td>
</tr>
<tr>
<td>Lake Huron Approach Channel</td>
<td>12</td>
<td>577.5</td>
</tr>
<tr>
<td><strong>ST. MARYS RIVER</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mouth of River at Detour</td>
<td>13</td>
<td>577.5</td>
</tr>
<tr>
<td>West and Middle Neebish</td>
<td>14</td>
<td>577.8</td>
</tr>
<tr>
<td>Head of Little Rapids</td>
<td>15</td>
<td>578.4</td>
</tr>
<tr>
<td>U.S. Slip</td>
<td>16</td>
<td>578.7</td>
</tr>
<tr>
<td>Above Locks</td>
<td>17</td>
<td>600.4</td>
</tr>
<tr>
<td>Head of River at Point Iroquois</td>
<td>18</td>
<td>601.1</td>
</tr>
</tbody>
</table>

### UNDERSTANDING THE FORECAST

Available water depth is determined for a location by adding (+) or subtracting (-) the amount from the above table to the appropriate channel depth shown in the profile Connecting Channel Depths Graphic or to water depths 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. Depths, however, may be reduced or increased as much as several feet for short periods due to these disturbances, or when sections of channels develop shoals. Vessel masters should refer to "Local Notice to Mariners" for extent of shoaling and scattered bedrock projections in all channels. Ice conditions can have a dramatic impact on actual channel depth and can lead to large short-term water level fluctuations. Ice information can be found at the National Ice Center's website.

### FOR FURTHER INFORMATION CONTACT:

Detroit District Corps of Engineers: 477 Michigan Avenue, Detroit, MI 48226

Detroit District Great Lakes Homepage

International Joint Commission: SSMC4, STATION 7523

Detroit MI, 48226

Great Lakes Information Network: 1-888-694-8318 ex. 1

NOAA Tides and Currents: 1305 East-West Hwy

NOAA, National Ocean Service: Silver Spring, MD 20910-3233

email: hhpm@usace.army.mil

### WATER LEVEL INFORMATION SUPPLIED BY:

U.S. Coast Guard - District 9: (301) 713-2902

NOAA, National Ocean Service: Silver Spring, MD 20910-3233
Events listed below are those events that may have accompanying special local regulations.

<table>
<thead>
<tr>
<th>Location</th>
<th>Name of Event</th>
<th>Date / Time</th>
<th>POC</th>
<th>Tel #</th>
</tr>
</thead>
<tbody>
<tr>
<td>LAKE ONTARIO</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAKE ERIE</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DETROIT RIVER</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAKE ST. CLAIR/St. Clair River</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAKE HURON</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAKE MICHIGAN &amp; Green Bay</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAKE SUPERIOR</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
CURRENT NINTH DISTRICT BRIDGE MAINTENANCE/ACTIVITIES
Week 03/22

Note: Short-term bridge maintenance closures and various activities may only be published through Broadcast Notice to Mariners and may not be included in the Local Notice to Mariners. Mariners should both listen to Broadcast Notice to Mariners (BNM) and read Coast Guard Local Notice to Mariners (LNM) available by clicking HERE for the most recent and complete marine information.

PUBLIC NOTICES FOR 9th District BRIDGES: https://www.navcen.uscg.gov/D9BN

Please contact us with any questions or concerns:
Blair Stanifer (216) 902-6086 or William.B.Stanifer@uscg.mil
Lee Soule (216) 902-6085 or Lee.D.Soule@uscg.mil
Michael Walker (216) 902-6087 or Michael.O.Walker2@uscg.mil
FAX: (216) 902-6088

Commander (dpb)
Ninth Coast Guard District
1240 E. 9th St. Room 2047B
Cleveland, Ohio  44199-2001

NOTES:

New penalty for bridge infractions has increased to $31,928.00.  See 87 FR 1317

*****

Request submitted to change Bridge names:

U.S. Coast Pilot Chapter 11 (KAPP 1164). Chart 14916, Fox River (between Green Bay and De Pere)
The Main Street Bridge at mile 1.58 over the Fox River, rename to The Ray Nitschke Bridge (all data remains the same).
The Walnut Street Bridge at Mile 1.81 over the Fox River, rename to The Bart Starr Memorial Bridge (all data remains the same).

NOAA SOURCE DOCUMENT L280-2021

ACTIVE BROADCAST NOTICE TO MARINERS (BNM) SAFETY BCST PLUS SKED BCST UNTIL
242200Z JAN 22
U.S.C.G. NINTH DISTRICT NOTICE TO MARINERS C001-22
IN LAKE MICHIGAN  MICHIGAN CITY
FROM JANUARY 17 THROUGH MARCH 15, 2022, THE FRANKLIN STREET BRIDGE AT MILE 0.50 OVER TRAIL CREEK WILL BE SECURED TO MASTED NAVIGATION. VESSELS ABLE TO PASS UNDER THE BRIDGE WITHOUT AN OPENING MAY DO SO AT ANY TIME.

SAFETY BCST PLUS SKED BCST UNTIL 242200Z JAN 22
U.S.C.G. NINTH DISTRICT NOTICE TO MARINERS C002-22
MI- DETROIT RIVER - TRENTON CHANNEL
FROM JANUARY 17 THROUGH JANUARY 28, 2022, GROSSE ILE TOLL BRIDGE AT MILE 8.80 OVER THE TRENTON CHANNEL OF THE DETROIT RIVER WILL BE SECURED TO MASTED NAVIGATION. VESSELS ABLE TO PASS UNDER THE BRIDGE WITHOUT AN OPENING MAY DO SO AT ANY TIME.

SAFETY BCST PLUS SKED BCST UNTIL 272200Z JAN 22
U.S.C.G. NINTH DISTRICT NOTICE TO MARINERS C003-22
OH- LAKE ERIE  TOLEDO HARBOR
FROM 0700 ON JANUARY 24 THROUGH 1700 ON JANUARY 27, 2022, THE MARTIN LUTHER KING JR. MEMORIAL BRIDGE AT MILE 4.30 OVER THE MAUMEE RIVER WILL BE SECURED TO MASTED NAVIGATION. VESSELS ABLE TO PASS UNDER THE BRIDGE WITHOUT AN OPENING MAY DO SO AT ANY TIME.

SAFETY BCST PLUS SKED BCST UNTIL 282200Z JAN 22
U.S.C.G. NINTH DISTRICT NOTICE TO MARINERS C004-22
MI - LAKE HURON  SAGINAW RIVER
CONSTRUCTION WORK AROUND THE LIBERTY STREET BRIDGE AT MILE 4.99 OVER THE SAGINAW RIVER INVOLVES BARGES, TUGS, AND OTHER IN-WATER EQUIPMENT THAT MAY BE DETERIMENTAL TO THE FORMATION OF ICE OR CREATE AREAS OF OPEN WATER IN THE GENERAL VICINITY OF THE BRIDGE. MARINERS SHOULD TAKE APPROPRIATE PRECAUTIONS WHILE TRANSITING THE RIVER.
SAFETY BCST PLUS SKED BCST UNTIL 032200Z FEB 22
U.S.C.G. NINTH DISTRICT NOTICE TO MARINERS C005-22
MI - DETROIT RIVER - RIVER ROUGE
FROM 0600 ON FEBRUARY 2, 2022 TO 0600 ON FEBRUARY 20, 2022, NORFOLK SOUTHERN
RAILROAD BRIDGE AT MILE 1.87 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.

SAFETY BCST PLUS SKED BCST UNTIL 022200Z FEB 22
U.S.C.G. NINTH DISTRICT NOTICE TO MARINERS C006-22
IL - LAKE MICHIGAN - CHICAGO SANITARY AND SHIP CANAL

2021 FEDERAL REGULATIONS DOCKET STATUS
USCG-2021-0336 – Oshkosh – TD – Pending Review at Washington DC

ACTIVE LOCAL NOTICE TO MARINERS (LNM)

GREAT LAKES REGION

GREAT LAKES, Advance Notice Prior to Passing Railroad Drawbridges, Chart 14500
Mariners are encouraged to provide a 30-minute advance notice of arrival to railroad bridges to prevent unreasonable delays in bridge openings. [26/05] [34/12] [16/21]

GREAT LAKES, Drawbridge Delay Reports, Chart 14500
Mariners are requested to submit Reports of Drawbridge Signal/Operations Delays directly to the Ninth Coast Guard District Bridge Branch using the attached form. Reports of signal or drawbridge delays have been processed by Coast Guard Marine Safety Offices in recent years, but will now be processed and traced by the Bridge Branch. Reports may be sent by mail, e-mail, or by fax. The mailing address and fax number are on the form. The updated form is printed and also attached on the last page of this list. [08/05] [34/12]

GREAT LAKES, Drawbridge Advance Notice During High Winds, Chart 14500
Mariners are encouraged to provide advance notice of arrival to drawbridges during periods of high winds. Depending on the orientation and type of bridge high winds may prevent some bridges from operating as required by regulation. [46/13]

ST. LAWRENCE SEAWAY

NY STATE CANAL SYSTEM
(Everything West of St. Johnsville, NY)

LAKE ONTARIO

LAKE ONTARIO – NY – Chaumont Harbor – Chart 14811 – Bridge Discrepancy.
The Coast Guard has received a report that the lights on the 12E West Main Street Bridge at Mile 0.8 over the Chaumont River are extinguished. [41/21]

LAKE ERIE - MAHONING RIVER - NIAGARA RIVER- ALLEGHENY RIVER

*****REVISED*****
LAKE ERIE – NY – Buffalo Harbor – Chart 14833 – Bridge Maintenance
From January 1, 2022 through April 16, 2022 the draw of the Ohio Street Bridge at Mile 2.10 over the Buffalo River will be secured to masted navigation 53 feet lower than fully open to allow workers access for rehabilitation. [51/19] [31/20]

*****REVISED*****
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 (1-75) 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. [26/19] [21/20]
****REVISED*****

**LAKE ERIE – NY – Black Rock Canal – Chart 14833 – Bridge Maintenance**
From December 22, 2021 through April 14, 2022 the Canadian National International Railroad Bridge at mile 3.8 over the Black Rock Canal will be secured to masted navigation. Vessels able to pass under the bridge without an opening may do so at any time. [40/21] [41/21]

**LAKE ERIE – OH – Portage River – Chart 14844 – Bridge Maintenance**
from January 1, 2022 through March 31, 2022 the Norfolk Southern Railroad Bridge at Mile 1.5 over the Portage River will be secured to masted navigation. Vessels able to pass under the bridge without an opening may do so at any time. [40/21]

**LAKE ERIE – OH – Ashtabula – Chart 14836 – Bridge Contacts**
The Norfolk Southern Railroad Bridge at Mile 1.5 over the Ashtabula River is remotely operated and will open on horn signal, or by calling on VHF-FM Marine Channel 16, or by calling: 404-877-9698, or 404-877-9699, or texting 717-514-0643. [40/21]

**LAKE ERIE – OH – Cleveland Harbor – Chart 14839 – Bridge Contacts**
Mariners should continue to contact drawtenders at the Norfolk Southern Railroad Bridge at Mile 0.76 and Mile 3.34 over the Cuyahoga River for openings however, if mariners experience a delay in openings or have trouble in contacting the Norfolk Southern drawtender they should call the dispatcher directly at: 404-877-9699 or 717514-0643. [40/21]

**LAKE ERIE – OH – West End Lake Erie – Chart 14830 – Bridge Contacts**
Mariners should continue to contact Norfolk Southern Drawtenders directly for bridge openings in Sandusky Bay, Portage River, and Maumee River; however, if mariners experience a delay in openings or have trouble in contacting the Norfolk Southern drawtender they should call: 404-877-9695 or 404-960-0764. [40/21]

****REVISED*****

**LAKE ERIE – OH – Toledo Harbor – Chart 14847 – Bridge Maintenance**
From October 6 through December 31, 2021 between the hours of 0700 and 1730 each day, a 150-foot by 50-foot barge will be working at the Norfolk Southern Railroad Bridge at Mile 5.76 over the Maumee River. The barge will move if a 3-hour advance notice is provided. Mariners should provide advance notice directly to the barge or the drawtender on VHF-FM Marine Channel 16 or by calling 419-254-1539. [26/21] [29/21] [45/21]

**LAKE ERIE – OH – Cleveland Harbor – Chart 14839 - Bridge Winter Hours**
From December 20, 2021 to March 21, 2022 all city of Cleveland operated bridges will require a 12-hour advance notice for openings. Mariners should provide advance notice directly to the Carter Road Bridge tender on VHF-FM marine Channel 16 or by calling 216-664-4767 or by email canglen@clevelandohio.gov [45/21]

**LAKE ERIE – OH – Cleveland Harbor – Chart 14839 - Bridge Special Event**
On October 8, 2022 between the hours of 0700 and 1400 the Carter Road Bridge at Mile 2.43 over the Cuyahoga River will be secured to masted navigation in conjunction with the Towpath Marathon event. Vessels able to pass under the bridge without an opening may do so at any time. [46/21]

**LAKE ERIE – OH – Toledo Harbor – Chart 14847 – Bridge Special Event**
On July 4, 2022 between the hours of 0750 and 0900, Craig Memorial Bridge at Mile 3.30 over the Maumee River will be secured to masted navigation in conjunction with the Annual 10K run event. Vessels able to pass under the bridge without an opening may do so at any time. [52/21]

**LAKE ERIE – OH – Toledo Harbor – Chart 14847 - Bridge Maintenance**
From 0700 on January 24 through 1700 on January 27, 2022 the Martin Luther King Jr. Memorial Bridge at Mile 4.30 over the Maumee River will be secured to masted navigation. Vessels able to pass under the bridge without an opening may do so at any time. [03/22]

**DETROIT RIVER - LAKE ST. CLAIR - ST. CLAIR RIVER - RIVER ROUGE**

**DETROIT RIVER – MI – Main Channel – Chart 14848 – Bridge Construction.**
From July 1, 2022 through April 30, 2024, contractors will be constructing the Gordie Howe International Bridge at mile 16.7 over the Detroit River. No equipment will be placed in the water. Overhead work will have temporary steady burning yellow lights to mark new construction. A moving platform with quick flashing red lights and orange or red ball fenders on the bottom four corners with a safety net that hangs approximately 15feet below low steel will be constructing the bridge. Mariners should avoid passing directly under the platform at any time. Snoop type vehicles will be utilized on the bridge throughout construction. Spotters will warn of approaching vessels and move the man lift to allow vessels to pass. When construction is completed and all equipment removed, the final vertical clearances for the bridge will be 152-feet for the center 100-feet of the navigation channel. No less than 137-feet of vertical clearance will be available at the channel limits. Vertical clearances are based on IGLD85. [47/20]

****REVISED*****

**DETROIT RIVER - MI – River Rouge - Chart 14854 - Bridge Maintenance**
From 0600 on February 2, 2022 to 0600 on February 25, 2022, Norfolk Southern Railroad Bridge at Mile 1.87 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. [11/21] [01/22]

**DETROIT RIVER – MI – Trenton Channel – Chart 14854 – Bridge Maintenance**
From January 17 through January 28, 2022, Grosse Ile Toll Bridge at Mile 8.80 over the Trenton Channel of the Detroit River will be secured to masted navigation. Vessels able to pass under the bridge without an opening may do so at any time. [51/21]
****REVISED****
Lake Huron – MI – Saginaw River – Chart 14967 – Bridge Maintenance
From January 1 through March 31, 2022, the Liberty Street Bridge at Mile 4.99 over the Saginaw River will be secured to masted navigation. Vessels able to pass under the bridge without an opening may do so at any time. Starting on October 25, 2021, Two barges 80-foot by 50-foot or smaller will be working at the bridge between the hours of 0700 and 1700, Monday through Saturday. The barges will move if provided a 30-minute advance notice on VHFFM Marine Channel 16 or by calling 608-963-4020 or 608-425-0171. [32/21] [38/21]

Straits of Mackinac, Saint Mary’s River and Falls

Lake Michigan – East

****REVISED****
Lake Michigan – MI – Grand Haven – Chart 14933- Bridge Maintenance
From November 1, 2021 through April 30, 2022, the U.S. Route 31 Bridge at Mile 2.89 over the Grand River will be secured to masted navigation. Between the hours of 0600 and 2000 Monday through Saturday, four barges 80-feet by 40-feet or smaller will be working at the bridge. The barges shall monitor VH-FM marine Channel 16 and move to accommodate vessels if provided a 20-minute advance notice of arrival. During nonworking hours the barges must be moored outside of the navigation channel and lighted in accordance with the navigation rules, except that from December 1, 2021 through January 15, 2022 the barges may remain over the submarine cable trench as long as a 20-foot navigation lane is provided for small vessels to pass. Scaffolding will be installed that hangs approximately 4-feet below low steel. From May 1, 2022 through May 26, 2022, one leaf of the bridge will continue to be secured to masted navigation and the other leaf will operate normally. [21/20] [42/20] [45/21]

Lake Michigan – MI – Grand Haven – Chart 14933- Bridge Maintenance
From November 1, 2022 through April 30, 2023, the U.S. Route 31 Bridge at Mile 2.89 over the Grand River will be secured to masted navigation. From May 1, 2023 through May 26, 2023, one leaf of the bridge will be secured to masted navigation and the other leaf will operate normally. [42/20]

Lake Michigan – MI – Grand Haven – Chart 14933- Bridge Maintenance
From September 6, 2022 through October 30, 2022, one leaf of the U.S. Route 31 Bridge at Mile 2.89 over the Grand River will be secured to masted navigation and the other leaf will operate normally. [43/20]

****REVISED****
Lake Michigan – MI – Grand Haven – Chart 14933- Bridge Maintenance
From November 1, 2021 through April 30, 2022, the U.S. Route 31 Bridge at Mile 2.89 over the Grand River will be secured to masted navigation. Between the hours of 0600 and 2000 Monday through Saturday, four barges 80-feet by 40-feet or smaller will be working at the bridge. The barges shall monitor VH-FM marine Channel 16 and move to accommodate vessels if provided a 20-minute advance notice of arrival. During nonworking hours the barges must be moored outside of the navigation channel and lighted in accordance with the navigation rules, except that from December 1, 2021 through January 15, 2022 the barges may remain over the submarine cable trench as long as a 20-foot navigation lane is provided for small vessels to pass. Scaffolding will be installed that hangs approximately 4-feet below low steel. From May 1, 2022 through May 26, 2022, one leaf of the bridge will continue to be secured to masted navigation and the other leaf will operate normally. [21/20] [42/20] [45/21]

****REVISED****
Lake Michigan – MI – Manistee Harbor – Chart 14938 – Bridge Maintenance
From January 1, 2022 through March 31, 2022, the Maple Street Bridge at Mile 1.1 over the Manistee River will be secured to masted navigation and scaffolding that hangs approximately 4-feet below low steel will be installed under the bridge. [31/21] [50/21]

Lake Michigan – MI – Michigan City – Chart 14926 – Bridge Maintenance
From January 17 through March 15, 2022, the Franklin Street Bridge at Mile 0.50 over Trail Creek will be secured to masted navigation. Vessels able to pass under the bridge without an opening may do so at any time. [51/21]

Lake Michigan – Indiana & Gary Harbor

Lake Michigan – IL/IN – Calumet and Indiana Harbors – Chart 14927 – Bridge Contacts
Mariners should continue to contact Norfolk Southern Drawtenders directly for bridge openings over the Calumet River and Indiana Harbor Canal; however, if mariners experience a delay in openings or have trouble in contacting the Norfolk Southern drawtender they should call 404-877-9695 or 404-960-0764. [40/21]

Lake Michigan – IN – Indiana Harbor Canal – Chart 14972- Bridge Discrepancy
The Coast Guard has received a report that the fendering on the Norfolk Southern Railroad Bridge at Mile 0.76 over the Indiana Harbor Canal is missing. [43/21]

Lake Michigan – IN – Michigan City – Chart 14926 – Bridge Maintenance
From January 17 through March 15, 2022, the Franklin Street Bridge at Mile 0.50 over Trail Creek will be secured to masted navigation. Vessels able to pass under the bridge without an opening may do so at any time. [51/21]

Lake Michigan – Calumet River & Little Calumet River
CHICAGO RIVER — MAIN RIVER CHANNEL, NORTH BRANCH, NORTH SHORE CHANNEL, AND SOUTH BRANCH AND SOUTH FORK OF SOUTH BRANCH

**REVISED****

**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. [23/20]

**REVISED****

**LAKE MICHIGAN — IL — Chicago Harbor — Chart 14927 — Bridge Maintenance**
From August 23 through **January 31, 2022**, between the hours of 0700 and 1530 Monday through Friday a 125-foot by 35-foot barge will be working under the Washington Street Bridge at Mile 1.81 (CORPS MILE 325.4) over the South Branch of the Chicago River. The barge will move if a 1-hour advance notice is provided directly to the barge on VHF-FM Marine Channel 16 or by calling 312-747-2470. [32/21] [43/21] [49/21] [50/21] [51/21] [02/22]

**REVISED****

**LAKE MICHIGAN — IL — Chicago Harbor — Chart 14972 — Bridge Maintenance**
From September 13 through **March 15, 2022**, between the hours of 0600 and 1800, Monday through Saturday, steel will be installed for the new South Cicero Avenue Bridge at Mile 11.1 (CORPS MILE 317.3) over the Chicago Sanitary and Ship Canal. Mariners are required to provide a 3-hour advance notice before passing under the new bridge during work hours by calling: 312-975-7480. [46/21]

**LAKE MICHIGAN — IL — Chicago Sanitary and Ship Canal — Chart 14927 — Bridge Construction**
From December 6, 2021 through **March 15, 2022**, between the hours of 0600 and 1800 Monday through Saturday, steel will be installed for the new Tri State Tollway 1-294 Bridge at Mile 18.1 (CORPS MILE 309.3) over the Chicago Sanitary and Ship Canal. Mariners are required to provide a 3-hour advance notice before passing under the new bridge during work hours by calling: 312-975-7480. [34/21] [38/21] [43/21]

**LAKE MICHIGAN — IL — Chicago Harbor — Chart 14927 - Bridge Maintenance**
From December 17 through **April 1, 2022** between the hours of 0700 and 1530, Monday through Friday a 125-foot by 35-foot barge at the Cermak Road Bridge at Mile 4.05 (CORPS MILE 323.2) over the South Branch of the Chicago River. The barge will monitor VHF-FM Marine Channel 16 and will move if a 1-hour advance notice is provided. [50/21]

CALUMET SAG CHANNEL

**CHICAGO SANITARY AND SHIP CANAL, KANKAKEE RIVER & ROCK RIVER**
(Lake Michigan to Mile 36.2/291.1)

**LAKE MICHIGAN — IL — Chicago Sanitary and Ship Canal — Chart 14927 — Bridge Construction**
From December 6, 2021 through **March 15, 2022**, between the hours of 0600 and 1800 Monday through Saturday, steel will be installed for the new Tri State Tollway 1-294 Bridge at Mile 18.1 (CORPS MILE 309.3) over the Chicago Sanitary and Ship Canal. Mariners are required to provide a 3-hour advance notice before passing under the new bridge during work hours by calling: 312-975-7480. [46/21]

**LAKE MICHIGAN — IL — Chicago Sanitary and Ship Canal — Chart 14927 - Bridge Inspection**
From January 24 through **February 4, 2022**, between the hours of 0600 and 1800, Monday through Friday, a 80-foot by 20-foot barge will be inspecting the South Cicero Avenue Bridge at Mile 11.1 (CORPS MILE 317.3) over the Chicago Sanitary and Ship Canal. The barge will move if a 1-hour advance notice is provided on VHF-FM Marine Channel 16 or by calling 773-842-7470 or 773-294-1570. [49/21]

**LAKE MICHIGAN — IL — Chicago Harbor — Chart 14927 - Bridge Maintenance**
From December 21 through **February 1, 2022** between the hours of 0700 and 1700, Monday through Friday, eight barges, 80-feet by 60-feet or smaller, will be used to construct the Racine Street Bridge at Mile 37.91 over the Fox River at Menasha. The contractor will construct a temporary bridge over the slip near the George Banta Dock for temporary access. A 20-foot channel will be maintained for vessels through the construction area except that from December 1 through March 31 when a 1-hour advance notice will be required to pass through the construction area. Advance notice should be provided to the contractors on VHF-FM Marine Channel 16. From September 6, 2021 through October 11, 2021, the original bridge will be secured to masted navigation for demolition. [43/20]

**LAKE MICHIGAN — WI — Milwaukee Harbor — Chart 14924 — Bridge Discrepancy**
The Coast Guard has received a report that one leaf of the Cherry Street Bridge at mile 2.29 over the Milwaukee River is inoperable due to a mechanical failure. The other leaf continues to operate normally. [19/21] [26/21]

**LAKE MICHIGAN — WI — Milwaukee Harbor — Chart 14924 — Bridge Maintenance**
From December 6, 2021 through **February 1, 2022** between the hours of 0700 and 1700, Monday through Friday a 40-foot by 20-foot barge will be working at the Michigan Street Bridge at Mile 1.37 over the Milwaukee River. The barge will move if a 1-hour advance notice is provided on VHF-FM Marine Channel 16 or by calling 262-366-5157. [47/21]

**LAKE MICHIGAN — Sturgeon Bay Ship Canal — Green Bay — Fox River — Wolf River**

**LAKE MICHIGAN — WI — Fox River — Chart 14916 — Bridge Construction**
From October 29, 2020 through **August 31, 2022**, between the hours of 0700 to 2200, Monday through Friday, eight barges, 80-feet by 60-feet or smaller, will be used to construct the Racine Street Bridge at Mile 37.91 over the Fox River at Menasha. The contractor will construct a temporary bridge over the slip near the George Banta Dock for temporary access. A 20-foot channel will be maintained for vessels through the construction area except that from December 1 through March 31 when a 1-hour advance notice will be required to pass through the construction area. Advance notice should be provided to the contractors on VHF-FM Marine Channel 16. From September 6, 2021 through October 11, 2021, the original bridge will be secured to masted navigation for demolition. [43/20]
LAKE MICHIGAN – WI – Fox River – Chart 14972 - Bridge Maintenance
From April 27, 2022 through October 7, 2022 between the Tayco Street Bridge at Mile 37.52 over the Fox River at Menasha will require a 2-hour advance notice from 0800 to Midnight and a 6-hour advance at all other times, each day, for openings. Mariners should call 920-360-5792 to provide advance notice.

[45/21]

*****REVISED*****

LAKE MICHIGAN – WI – Green Bay – Chart 14918 - Bridge Maintenance
From January 4 through January 31, 2022, between the hours of 0700 and 1600, Monday through Friday, the Main Street Bridge at Mile 1.58 over the Fox River will be secured to masted navigation. Vessels able to pass under the bridge without an opening may do so at any time. [46/21]

LAKE SUPERIOR

LAKE SUPERIOR – MI – Kewanee Waterway – Chart 14972 - Bridge Maintenance
From 0600 on January 1 to 0600 on March 1, 2022 the US 41 Bridge at mile 16 over the Kewanee Waterway will be secured to masted navigation for maintenance.

[11/21]

RAINY LAKE, RAINY RIVER, LAKE OF THE WOODS, WISCONSIN RIVER, MISSISSIPPI RIVER, & RED RIVER OF THE NORTH
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 additional 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