

Publication - National Ocean Service - U.S. Coast Pilot 6, covers the Great Lakes system, including Lakes Ontario, Erie, Huron, Michigan, and Superior, their connecting waters, and the St. Lawrence River., 2016 (46th) Edition.

# Corrections

## Chapter 2, Paragraph 787, read:

- (787) The draw of the US41 bridge, mile 16.0 between Houghton and Hancock, shall open on signal; except that from April 15 through December 14, between midnight and 4 a.m., the draw shall be placed in the intermediate position and open on signal if at least 2 hours notice is given. From December 15 through April 14 the draw shall open on signal if at least 12 hours notice is given.

(FR 9/29/16)

## Chapter 3, Paragraph 96 through Paragraph 98, read:

- (96) District 1—All United States waters of the St. Lawrence River between the International boundary at St. Regis and a line at the head of the river running (at approximately 127° True) between Carruthers Point, Ontario and Tibbetts Point, New York.
- (97) District 2—All United States waters of Lake Erie westward of a line running (at approximately 026° True) from Cedar Point, Ohio to Southeast Shoal Light; all waters contained within the arc of a circle of one mile radius eastward of Sandusky Pierhead Light; the Detroit River; Lake St. Clair; the St. Clair River, and Northern approaches thereto south of latitude 43°05'30"N.
- (98) District 3—All United States waters of the St. Marys River, Sault Sainte Marie Locks and approaches thereto between latitude 45°59'N at the southern approach and longitude 84°33'W. at the northern approach.

( 46 CFR 401.300; CLL/16; LL 2016)

## Chapter 3, Paragraph 108, read:

- (108) <Updated Table>

Pilot Change Points	
A Registered Pilot's assignment is completed when the vessel to which he is assigned completes its arrival at or, in the case of a through trip, passes any of the following places:	
Snell Lock	Port Huron/Sarnia
Cape Vincent	De Tour
Port Weller	Gros Cap
Port Colborne	Chicago**
Detroit/Windsor*	Duluth/Superior***

### Pilot Change Points

\* other than assignments originating or terminating at a point on the Detroit River

\*\* with respect to assignments originating at De Tour or Port Huron/Sarnia

\*\*\* with respect to assignments originating at Gros Cap

( 46 CFR 401.450)

## Chapter 6, Paragraph 222, read:

- (222) Cattaraugus Creek is about 9.5 miles southwest of Sturgeon Point. A dredged entrance channel leads between two breakwaters and through the creek to a railroad bridge about 0.8 mile above the mouth. The ends of the breakwaters are marked by lights. In 2016, the controlling depth was 1 foot in the entrance, thence half a foot to the head of the project at the railroad bridge. The channel inside the breakwaters is narrow and unmarked with numerous turns; mariners are advised to seek local knowledge before transiting the creek. Several marinas in the creek provide transient berths, gasoline, diesel fuel, water, ice, electricity, marine supplies, towing, and launching ramps. Mobile lifts to 20 tons are available for hull and minor engine repairs. In 1977, depths of 2 to 10 feet were reported alongside the berths.

(L 850-2016)

## Chapter 10, Paragraph 218, read:

- (218) Tawas Light (44°14'54"N., 83°27'32"W.), 46 feet above the water is shown from a square skeleton tower near the outer end of Tawas Point. A mariner radio activated sound signal at the light is initiated by keying the microphone five times on VHF-FM channel 83A.

(LNM 40/16 CG9)

## Chapter 11, Paragraph 575, read:

- (575) Calumet Harbor Breakwater South End Light (41°43'34"N., 87°29'36"W.), 50 feet above the water, is shown from a white square skeleton tower with red band on the outer end of the breakwater extension. A mariner radio activated sound signal at the light is initiated by keying the microphone five times on VHF-FM channel 83A.

(LNM 41/16 CG9)