

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., 2012 (42nd) Edition.

Corrections

Chapter 7, Paragraph 109, read:

- (109) An anchorage designated by the Canadian Government is 1 mile above the north end of Fighting Island. The anchorage, 800 feet by 4,000 feet with depths of 31 to 37 feet, is marked by a lighted buoy at the southeast corner.

(LNM 05/09 CG9; LNM 48/08 CG9; NOS 14848)

Chapter 10, Paragraph 60, read:

- (60) A dredged entrance channel leads north from deep water in Lake Huron, between two breakwaters, to a harbor basin. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The outer ends of the breakwaters are marked by lights.

(NOS 14862)

Chapter 7, Paragraph 151, read:

- (151) Windsor Port Authority monitors VHF Channel 14. Canadian and United States railroads service the harbour. Transport truck lines operate between Windsor and all parts of Ontario as well as the States of Michigan, Ohio, Indiana and Illinois. Windsor Airport offers connections with other airports in Canada.

(CNM 4/12)

Chapter 10, Paragraph 86, read:

- (86) A dredged entrance channel leads south from deep water in Lake Huron to a harbor basin protected by a breakwater on the west and northwest sides and a detached breakwater on the northeast side. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The outer ends of both breakwaters are marked by lights.

(NOS 14863)

Chapter 8, Paragraph 81, read:

- (81) The Vessel Operation Restriction Regulations provide a **speed limit** of 8 km/hr (4.3 knots) on Thames River from Lake St. Clair to a position close downstream of Chatham, which is 16.7 miles upstream.

(CNM 4/12)

Chapter 10, Paragraph 109, read:

- (109) A Federal project provides for a dredged entrance channel leading south from deep water in Wild Fowl Bay to join privately maintained channels. In 2011, the controlling depth was 5 feet in the Federal channel, thence 3 feet in the private channel to a launching ramp.

(DD 21572; DD 21573)

Chapter 8, Paragraph 98, read:

- (98) The Vessel Operation Restriction Regulations provide a **speed limit** of 9 km/hr (4.9 knots) on Ruscom River from its mouth to a second railway bridge, 1.2 miles upstream.

(CNM 4/12)

Chapter 10, Paragraph 288, read:

- (288) The harbor is entered through a dredged entrance channel extending southwest from deep water in the Straits of Mackinac South Channel to the mouth of Cheboygan River and thence upstream for about 1.6 miles. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The entrance channel is marked by lighted and unlighted buoys, a light, and a **212.5°** lighted range. A turning basin is on the southeast side of the channel just inside the mouth of the river.

(NOS 14881)

Chapter 9, Paragraph 23, read:

- (23) The Vessel Operation Restriction Regulations provide a **speed limit** of 8 km/h (4.3 knots) on Chenail Ecarté and Sydenham River as far as Dresden, which is 10 miles east of Wallaceburg. This speed limit reduces wake damage to dykes and low farmland.

(CNM 4/12)

Chapter 11, Paragraph 169, read:

(169) **Arcadia Lake**, 10 miles south of Frankfort, is an L-shaped lake separated from Lake Michigan by a narrow strip of land. The lake is entered from deep water in Lake Michigan through a dredged entrance channel between parallel piers and revetments to deep water inside the lake; the pierheads are marked by lights. In 2012, the controlling depth was 7 feet in the entrance channel to the lake. The entrance channel is subject to extensive shoaling. Mariners are cautioned against navigating outside channel limits in the vicinity of structures protected by stone riprap. The south part of the Arcadia Lake shoals off into heavy weeds and marsh at the east end. The village of **Arcadia, MI** is at the north end of the lake.

(DD 22149)

Chapter 11, Paragraph 399, read:

(399) There are two large marina's on the east and west sides of the waterway, about 1 mile above the entrance.

(L 1082-2012)

Chapter 11, Paragraph 677, read:

(677) A dredged entrance channel leads from deep water in Lake Michigan to an outer basin protected on the north by a breakwater and on the south by a breakwater and coal wharf. The outer ends of the breakwaters are marked by lights. From the northwest corner of the outer basin, a channel leads to a small-craft basin, a launching ramp and inner basin. The small-craft basin is protected by breakwaters, marked at the outer ends by lights. (See Notice to Mariners and the latest editions of the charts for controlling depths.)

(NOS 14904)

Chapter 11, Paragraph 726, read:

(726) The shore trends 5.7 miles northeast from Manitowoc to Two Rivers. A shoal with a least depth of 8 feet is 1 mile northeast of Manitowoc Breakwater Light. Otherwise, the 18-foot contour is within 0.5 mile of shore in this stretch. Net stakes extend about 1.5 miles from shore.

(NOS 14922)

Chapter 11, Paragraph 729, read:

(729) A dredged entrance channel leads northwest from deep water in Lake Michigan between parallel piers to a harbor basin at the confluence of **East Twin River** and **West Twin River** and thence upstream in East Twin River for about 0.5 mile to the 22nd Street bridge. (See Notice to Mariners and the latest edition of the chart

for controlling depths.) The outer ends of the piers are marked by lights and a mariner radio activated sound signal is on the outer end of the northeast pier, initiated by keying the microphone five times on VHF-FM channel 83A. The entrance channel is subject to shoaling, especially during the winter and after severe storms.

(NOS 14903)

Chapter 11, Paragraph 934, read:

(934) A dredged entrance channel leads from deep water in Green Bay to the mouth of the river and thence upstream for 0.15 mile. The entrance channel is marked by private lighted buoys. In 2012, the controlling depth was 2 feet in the entrance channel to the head of the project.

(DD 21909)

Chapter 13, Paragraph 180, read:

(180) The canal is entered between parallel piers at its mouth in Bete Grise Bay. The outer ends of the piers are marked by lights. In 2012, the controlling depth was 5½ feet in the canal to deep water Lac La Belle.

(DD 21867)

Chapter 13, Paragraph 208, read:

(208) A dredged entrance channel leads from deep water in Lake Superior between the parallel piers to the mouth of Ontonagon River, thence upstream for about 0.4 mile to the head of the project. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The outer ends of the piers are marked by lights; a seasonal sound signal is at the west pierhead light. Shoaling in the harbor occurs annually during the winter.

(NOS 14965)