

## NAVIGABLE WATERS

### CHAPTER I--COAST GUARD, DEPARTMENT OF TRANSPORTATION (CONTINUED)

#### PART 162--INLAND WATERWAYS NAVIGATION REGULATIONS--Table of Contents

Sec. 162.130 Connecting waters from Lake Huron to Lake Erie; general rules.

(a) Purpose. The regulations in Secs. 162.130 through 162.140 prescribe rules for vessel operation in U.S. waters connecting Lake Huron to Lake Erie (including the River Rouge) to prevent

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collisions and groundings, to protect waterway improvements, and to protect these waters from environmental harm resulting from collisions and groundings.

Note: The Canadian Government has issued similar regulations which apply in the Canadian portion of the waterway. Provisions which apply only in Canadian waters are noted throughout the text.

(b) Applicability. (1) Unless otherwise specified, the rules in Secs. 162.130 through 162.140 apply to all U.S. vessels and all other vessels in U.S. waters.

(2) The speed rules in Sec. 162.138 apply to vessels 20 meters or more in length.

(3) The communication rules in Sec. 162.132, the traffic rules in Sec. 162.134, except for Sec. 162.134(c)(2), and the anchorage rules in Sec. 162.136 apply to the following vessels:

- (i) Vessels of 20 meters or more in length;
- (ii) Commercial vessels more than 8 meters in length engaged in towing another vessel astern, alongside, or by pushing ahead; and
- (iii) Each dredge and floating plant.

(4) The traffic rules contained in Sec. 162.134(c)(2) apply to the following vessels:

- (i) Sailing vessels of 20 meters or more in length;
- (ii) Power driven vessels of 55 meters or more in length;
- (iii) Vessels engaged in towing another vessel astern, alongside or by pushing ahead; and
- (iv) Each dredge and floating plant.

(c) Definitions. As used in Secs. 162.130 through 162.140:  
Captain of the Port means the United States Coast Guard Captain of the Port of Detroit, Michigan.

Detroit River means the connecting waters from Windmill Point Light

to the lakeward limits of the improved navigation channels at the head of Lake Erie.

District Commander means Commander, Ninth Coast Guard District, Cleveland, Ohio.

Master means the licensed master or operator, the person designated by the master or operator to navigate the vessel, or, on a vessel not requiring licensed personnel, the person in command of the vessel.

River Rouge means the waters of the Short Cut Canal and the River Rouge from Detroit Edison Cell Light 1 to the head of navigation.

St. Clair River means the connecting waters from the lakeward limit of the improved navigation channel at the lower end of Lake Huron to St. Clair Flats Canal Light 2.

SARNIA TRAFFIC means the Canadian Coast Guard traffic center at Sarnia Ontario.

(d) Laws and regulations not affected. The regulations in Secs. 162.130 through 162.140 do not relieve the owners or operators of vessels from complying with any other laws or regulations relating to navigation on the Great Lakes and their connecting or tributary waters.

(e) Delegations. The District Commander, in coordination with appropriate Canadian officials, may make local arrangements that do not conflict with these regulations in the interest of safety of operations, to facilitate traffic movement and anchorage, to avoid disputes as to jurisdiction and to take necessary action to render assistance in emergencies. This authority may be redelegated.

[CGD 78-151, 49 FR 18301, Apr. 30, 1984; 49 FR 26722, June 29, 1984, as amended by CGD 85-060, 51 FR 17016, May 8, 1986; CGD 93-024, 58 FR 59365, Nov. 9, 1993]

Sec. 162.132 Connecting waters from Lake Huron to Lake Erie; communications rules.

(a) Radio listening watch. The master of each vessel required to comply with this section shall continuously monitor:

(1) Channel 11 (156.55 mhz) between Lake Huron Cut Lighted Buoy 11 and Lake St. Clair Light; and

(2) Channel 12 (156.60 mhz) between Lake St. Clair Light and Detroit River Light.

(b) Radiotelephone equipment. Reports required by this section shall be made by the master using a radiotelephone capable of operation on a vessel's navigation bridge, or in the case of a dredge, from its main control station.

(c) English language. Reports required by this section shall be made in the English language.

(d) Traffic reports. (1) Reports required by this section shall be made to SARNIA TRAFFIC on the frequency

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designated for the radio listening watch in paragraph (a) of this section.

(2) Reports shall include the name of the vessel, location, intended course of action, and ETA at next reporting point.

(e) Permanent reporting points. The master of each vessel to which this section applies shall report as required by paragraph (d) of this section at the location indicated in Table I.

Table I

Downbound vessels	Reporting points	Upbound vessels
Report.....	30 Minutes North of Lake Huron Cut.	
Report.....	Lighted Horn Buoy ``11''	
Light	Lake Huron Cut	
	``7''	
	Lake Huron Cut Lighted Buoy ``1''.	Report.
Report.....	St. Clair/Black River Junction Light.	Report.
	Stag Island Upper Light..	Report.
Report.....	Marine City Salt Dock Light.	Report.
Report.....	Grande Pointe	
Light	``23''	
	St. Clair Flats Canal Light ``2''.	Report.
Report.....	Lake St. Clair Light.....	Report.
Report.....	Belle Isle Light	
Report.....	Grassy Island Light.....	Report.
Report.....	Detroit River Light.....	Report.

(f) Additional traffic reports.

(1) A report shall be made upon leaving any dock, mooring, or anchorage, in the Detroit River, Lake St. Clair, and the St. Clair River except for--

(i) Ferries on regular runs; and

(ii) Vessels in the River Rouge.

(2) A report shall be made before maneuvering to come about.

(3) A report shall be made--

(i) 20 minutes before entering or departing the River Rouge; and

(ii) Immediately before entering or departing the River Rouge.

(g) Report of impairment or other hazard. The master of a vessel shall report to SARNIA TRAFFIC as soon as possible:

(1) Any condition on the vessel that may impair its navigation, including but not limited to: fire, defective steering equipment, or defective propulsion machinery.

(2) Any tow that the towing vessel is unable to control, or can control only with difficulty.

(h) Exemptions. Compliance with this section is not required when a vessel's radiotelephone equipment has failed.

[CGD 78-151, 49 FR 18301, Apr. 30, 1984; 49 FR 26722, June 29, 1984, as amended by CGD 85-060, 51 FR 17016, May 8, 1986; CGD 85-060, 51 FR 37274, Oct. 21, 1986]

Sec. 162.134 Connecting waters from Lake Huron to Lake Erie; traffic rules.

(a) Detroit River. The following traffic rules apply in the Detroit River:

(1) The West Outer Channel is restricted to downbound vessels.

(2) The Livingston Channel, west of Bois Blanc Island, is restricted to downbound vessels.

Note: The Amherstburg Channel, in Canadian waters east of Bois Blanc Island, is normally restricted to upbound vessels. No vessel may proceed downbound in the Amherstburg Channel without authorization from the Regional Director General.

(3) Between Fighting Island Channel South Light and Bar Point Pier Light 29D, no vessels shall meet or overtake in such a manner that more than two vessels would be abreast at any time.

(4) Between the west end of Belle Isle and Peche Island Light, vessels may only overtake vessels engaged in towing.

(b) River Rouge. In the River Rouge, no vessel shall overtake another vessel.

(c) St. Clair River. The following traffic rules apply in the St. Clair River:

(1) Between St. Clair Flats Canal Light 2 and Russell Island Light 33, vessels may only overtake vessels engaged in towing.

(2) Between Lake Huron Cut Lighted Buoy 1 and Port Huron Traffic Lighted Buoy there is a zone of alternating one way traffic. Masters shall coordinate their movements in accordance with the following rules;

(i) Vessels shall not overtake.

(ii) Vessels shall not come about.

(iii) Vessels shall not meet.

(iv) Downbound vessels which have passed Lake Huron Cut Lighted Buoy 7 have the right of way over upbound vessels which have not reached the Port Huron Traffic Lighted Buoy. Upbound vessels awaiting transit of downbound vessels will maintain position south of the Port Huron Traffic Lighted Buoy.

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(v) Vessels transiting the zone shall coordinate passage by using communication procedures in Sec. 162.132.

(vi) Transiting vessels shall have the right of way over moored vessels getting underway within the zone.

(d) In the waters described in Sec. 162.130(a), the District Commander or Captain of the Port may establish temporary traffic rules for reasons which include but are not limited to: channel obstructions, winter navigation, unusual weather conditions, or unusual water levels.

(e) The requirements of this section do not apply to public vessels of the U.S. or Canada engaged in icebreaking or servicing aids to navigation or to vessels engaged in river and harbor improvement work.

(f) The prohibitions in this section on overtaking in certain areas do not apply to vessels operating in the nondisplacement mode. In this section, 'nondisplacement mode' means a mode of operation in which the vessel is supported by hydrodynamic forces, rather than displacement of its weight in the water, to an extent such that the wake which would otherwise be generated by the vessel is significantly reduced.

[CGD 78-151, 49 FR 18302, Apr. 30, 1984; 49 FR 26722, June 29, 1984, as amended by CGD 09-95-002, 60 FR 35701, July 11, 1995]

Sec. 162. **136** Connecting waters from Lake Huron to Lake Erie; anchorage grounds.

(a) In the Detroit River, vessels shall be anchored so as not to swing into the channel or across steering courses.

Note: There is an authorized anchorage in Canadian waters just above Fighting Island and an authorized anchorage in U.S. waters south of Belle Isle (33 CFR 110.206).

(b) In the St. Clair River, vessels shall be anchored so as not to swing into the channel or across steering courses.

[CGD 78-151, 49 FR 18302, Apr. 30, 1984, as amended by CGD 85-060, 51 FR 17016, May 8, 1986]

Sec. 162. **138** Connecting waters from Lake Huron to Lake Erie; speed rules.

(a) Maximum speed limit for vessels in normal displacement mode. (1) Except when required for the safety of the vessel or any other vessel, vessels of 20 meters or more in length operating in normal displacement mode shall proceed at a speed not greater than--

(i) 12 statute miles per hour (10.4 knots) between Fort Gratiot Light and St. Clair Flats Canal Light 2;

(ii) 12 statute miles per hour (10.4 knots) between Peche Island Light and Detroit River Light; and

(iii) 4 statute miles per hour (3.5 knots) in the River Rouge.

(2) The maximum speed limit is 5.8 statute miles per hour (5 knots) in the navigable channel south of Peche Island (under Canadian jurisdiction).

(b) Maximum speed limit for vessels operating in nondisplacement mode. (1) Except when required for the safety of the vessel or any other vessel, vessels 20 meters or more in length but under 100 gross tons operating in the nondisplacement mode and meeting the requirements set out in paragraph (c) of this section, may operate at a speed not exceeding 40 miles per hour (34.8 knots)--

(i) During daylight hours (sunrise to sunset);

(ii) When conditions otherwise safely allow; and

(iii) When approval has been granted by the Coast Guard Captain of the Port, Detroit or Commander of the Ninth Coast Guard District prior to each transit of the area.

(2) In this section, "nondisplacement mode" means a mode of operation in which the vessel is supported by hydrodynamic forces, rather than displacement of its weight in the water, to an extent such that the wake which would otherwise be generated by the vessel is significantly reduced.

(c) Unsafe vessels. The Captain of the Port or the District Commander may deny approval for operations under paragraph (b) of this section if it appears that the design and operating characteristics of the vessels in question are not safe for the designated waterways, or if it appears that operations under this section have become unsafe for any

reason.

(d) Temporary speed limits. The District Commander may temporarily establish speed limits or temporarily

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amend existing speed limit regulations on the waters described in Sec. 162.130(a).

[CGD 09-95-002, 60 FR 35702, July 11, 1995]

Sec. 162.140 Connecting waters from Lake Huron to Lake Erie;  
miscellaneous rules.

(a) Rules for towing vessels. (1) A towing vessel may drop or anchor its tows only in accordance with the provisions of Sec. 162.136.

(2) A towing vessel engaged in arranging its tow shall not obstruct the navigation of other vessels.

(b) Pilots. In the St. Clair River between Lake Huron Cut Lighted Buoy 1 and Port Huron Traffic Lighted Buoy, vessels shall not take on, discharge, or exchange pilots unless weather conditions would make the maneuver unsafe in the customary pilot area.

[CGD 78-151, 49 FR 18302, Apr. 30, 1984]