



(b) An inspection and certification of a ship subject to the Great Lakes Agreement must be made by a technician holding one of the following: a General Radiotelephone Operator License, a GMDSS Radio Maintainer's License, a Second Class Radiotelegraph Operator's Certificate, or a First Class Radiotelegraph Operator's Certificate. Additionally, the technician must not be the vessel's owner, operator, master, or an employee of any of them. The results of the inspection must be recorded in the ship's radiotelephone log and include:

- (1) The date the inspection was conducted;
- (2) The date by which the next inspection needs to be completed;
- (3) The inspector's printed name, address, class of FCC license (including the serial number);
- (4) The results of the inspection, including any repairs made; and
- (5) The inspector's signed and dated certification that the vessel meets the requirements of the Great Lakes Agreement and the Bridge-to-Bridge Act contained in subparts T and U of this part and has successfully passed the inspection.

(c) The vessel owner, operator, or ship's master must certify that the inspection required by paragraph (b) was satisfactory.

(d) The ship's log must be retained on-board the vessel for at least two years from the date of the inspection.  
(47 CFR 80.953) 26/00

Page 105—Paragraph 2517, line 3 to Paragraph 2519; read: 12-156.600 MHz, or Channel 14-156.700 MHz.

- (2) The navigational bridge-to-bridge frequency, 156.660 MHz (channel 13).
- (3) Such other frequencies as required for the vessel's service.
- (4) One channel for receiving marine navigational warnings.  
(47 CFR 80.956) 26/00

**COAST PILOT 6                      30 Ed 2000                      Change No. 2**  
Page 130—Paragraphs 101 to 102; read:

In April 1999, the controlling depths were 24 feet in the approach channel, thence 23 feet in the entrance channel through the outer harbor, thence 20 feet in the river channel to the head of the Federal project at Seneca Street. The outer harbor W of the entrance channel had depths of 10 to 18 feet except for lesser depths to 5 feet along the S end of the W breakwater. The outer harbor E of the entrance channel had depths of 20 feet except for shoaling to 16 feet along the SE edge; the SE portion of the harbor is not being maintained. The channel to the turning basin had depths of 14 feet (16 feet at midchannel), thence 11 to 20 feet in the basin; the S half of the channel was not being maintained.  
(BP 169001; CL 1179/99) 26/00

Page 133—Paragraph 159, lines 1 to 4; read:

In March 1999, the controlling depths were 17 feet (19 feet at midchannel) to the lower turning basin, with 11 to 17 feet in the basin; thence 10 feet (15 feet at midchannel) to the

upper turning basin, with 13 to 14 feet in the basin; thence 11 feet to the head ...  
(BPs 168527-28) 26/00

Page 137—Paragraph 194, lines 3 to 4; read:

June 1999, the controlling depth was 8½ feet (10 feet at mid-channel) in the dredged channel. Depths of about 5 to 7 feet were available to the fixed highway ...  
(BP 169332; CL 1497/99) 26/00

Page 150—Paragraph 95, lines 4 to 5; read:

Falls, N.Y. In December 1998, the controlling depth in the channel was 11 feet (12 feet at midchannel). The channel is marked with buoys.  
(BPs 167402-05; CL 290/99) 26/00

Page 160—Paragraph 214, line 6 to Paragraph 215; read:

are marked by buoys. In June 1999, the controlling depths were 6 feet (9½ feet at midchannel) from deep water in the lake to just inside the outer piers, thence 6 feet to the municipal pier.

Inside the harbor, there are breakwaters E and W of the N end of the Municipal Pier. A dredged access channel extends S along the E and W sides of the Municipal Pier and along the S sides of the E and W breakwaters. The breakwaters are marked by lights. In June 1999, the controlling depths were 5½ feet in the access channel along the E side of the Municipal Pier except for lesser depths to 3½ feet at the E end, thence 5 feet in the channel just S of the E breakwater except for lesser depths to 3½ feet at the E end, 6½ feet in the access channel along the W side of the municipal Pier and 5 feet in the channel S of the W breakwater except for lesser depths to 3½ feet in the NW corner  
(BPs 168928-29; CL 1135/99) 26/00

Page 161—Paragraph 222, lines 4 to 7; read:

breakwaters. In May 1999, the controlling depths were 8½ feet (9 feet at midchannel) from deep water in Lake Erie to the breakwaters, thence 3 to 5 feet in the N central part of the basin, decreasing considerably to 1 foot toward the ...  
(BP 169020) 26/00

Page 189—Paragraph 657, lines 5 to 6; read:

In April-July 1998, the controlling depths were 18 feet (21 feet at midchannel) in the entrance channel to the mouth of the river, thence 15 feet (19 feet at midchannel) to the overhead power cables 0.75 mile above the mouth; thence in July-August 1997, 12 feet (15 feet at midchannel) to the turning basin; thence in ...  
(BPs 167168-74; 24/99 CG9) 26/00

Page 190—Paragraph 686, lines 3 to 5; read:

buoys, leads W along the piers on the S side of the bay. In March 1999, the controlling depths were 5½ feet in the N half of the channel and 8 feet in the S half.  
(BP 169025; CL 1234/99) 26/00

Page 221—Paragraph 69, lines 5 to 9; read:  
channel inside the harbor. In August 1998, the controlling depths were 22 feet in the entrance channel to the first set of buoys marking the channel; thence 18 to 20 feet in the buoyed section of the basin to the head of the project.  
(BP 167254) 26/00

Page 222—Paragraph 88, lines 3 to 8; read:  
on the W and NW sides and a detached breakwater on the NE side. The outer end of the breakwaters are marked by lights. In August 1998, the controlling depths were 9 feet in the entrance channel, thence depths of 10 feet were in the N 400 feet of the basin and 1½ to 8 feet in the remainder of the basin except for ...  
(BP 167256) 26/00

Page 222—Paragraph 103, lines 6 to 10; read:  
marked by buoys and a private **113.5** lighted range. In May 1999, the controlling depths were 8 feet in the entrance channel to the breakwater, thence ½ foot in the S half and 4½ feet in the N half of the channel to the mouth of Pigeon River, thence 5 feet to the head of ...  
(BPs 168865-66) 26/00

Page 223—Paragraph 112, line 3; read:  
May 1999, the controlling depth was 1½ feet in the channel.  
(BPs 168887-90) 26/00

**COAST PILOT 6            30 Ed 2000            Change No. 3**

Page 228—Paragraph 197, lines 3 to 7; read:  
Waterways Commission dock. In September 1998, the controlling depths were 11 feet in the entrance channel, thence 9 to 10 feet in the basin.  
(BP 167257) 26/00

Page 232—Paragraph 275, lines 11 to 17; read:  
leads **056** at about midchannel. In April 1999, the reported controlling depth was 24 feet in the entrance channel and loading slip except for shoaling to 16 feet at the SW end of the slip, thence depths of 10 to 20 feet in the dredged area along the SE dock face except for shoaling to 6 feet at the SE end of the area. In 1988, reported depths of 11 to 22 feet were available in the tug basin with shoaling to 7 feet along the extreme NW edge.  
(CL 806/99; BP 168115; 9/99 CG9; LL/99) 26/00

Page 232—Paragraph 288, lines 4 to 6; read:  
through a dredged entrance channel from the NW. In July 1998, the controlling depth was 10 feet in the entrance channel, thence 9 to 10 feet in the basin except for lesser depths in the W and NW corners. A ...  
(BP 167259) 26/00

Page 233—Paragraph 295, line 13; read:  
miles NW from the buoy and 1.5 miles offshore.  
**Small-craft facilities**—A small-craft channel, marked by lights, lighted and unlighted buoys, leads to a boat basin and marina on the W side of Duncan Bay. The channel has

reported depths of 8 feet and the marina provides berths, electricity, pump-out, water, ice and monitors VHF channels.  
(BPs 169104-05; CL 1334/99) 26/00

Page 237—Paragraph 372, lines 8 to 11; read:  
between Marquette Island and **Little La Salle Island**. In 1994, the controlling depths were 7 feet along the N side of Marquette Island in Les Cheneaux Channel, and 6½ feet (7 feet at midchannel) in the channel to the W and N of La Salle Island. The controlling depth was 6½ feet in the Middle Entrance channel. In 1999, a large rock was reported to be in Les Cheneaux Channel about 250 feet SE of Buoy 15 in about 45°59'34"N., 84°23'55"W.  
(BPs 154986-94; CL 1992/99) 26/00

Page 246—Paragraph 69; read:  
In April-May 1998, the controlling depths were 17 feet from deep water in Lake Michigan to Round Lake except for lesser depths to 15 feet along the SW boundary of the entrance channel near the end of the South pier, thence 16 feet to Lake Charlevoix.  
(BPs 166025-27; 1/99 CG9) 26/00

Page 248—Paragraph 109, lines 5 to 7; read:  
the breakwaters to a mooring basin. In September 1998, the controlling depths were 13 feet in the channel between the breakwaters, thence 10 feet in the basin except for shoaling to 5 feet in ...  
(BP 167276) 26/00

Page 254—Paragraph 249, line 6; read:  
1998, the controlling depth was 8½ feet in the N half and 10 feet in the S half of the channel between the piers and ...  
(BP 167278; 7/99 CG9) 26/00

Page 256—Paragraph 262, lines 6 to 8; read:  
the S pier. In June 1998, the controlling depths were 20 feet in the S half of the approach and 21 feet in the N half to the ends of the breakwaters; thence 28 feet in the outer basin; thence 25 feet ...  
(BPs 167106-07) 26/00

Page 258—Paragraph 295, lines 8 to 13; read:  
channel extends N to the deep water in Spring Lake. In April 1999, the controlling depths were 20 feet in the approach channel; thence in 1997-May 1999, 11 feet (21 feet at mid-channel) to the docks of the municipal marina, about 1.0 mile above the mouth of the river. A 4-foot shoal extends about 200 feet into the channel on the W side directly across from the municipal marina in about 43°04'00"N., 86°14'11"W. In 1997-May 1999, the controlling depths were 9 feet (17 feet at midchannel) from the municipal marina to the railroad bridge at Ferrysburg, thence 10 to 13 feet in the turning basin; thence in 1978, 15 feet from the railroad ...  
(BPs 168899-900; BPs 162272-75; DD254) 26/00

Page 263—Paragraph 319; read:  
In April 1998, the controlling depths were 23 feet in the

approach channel; thence 12 feet (20 feet at midchannel) in the outer basin and between the piers to Lake Macatawa, thence 15 feet (19 feet at midchannel) in the channel through Lake Macatawa to the turning basin with 12 to 16 feet in the basin, thence 14 feet (16 feet at midchannel) to Buoy 25 (42°47'53.7"N., 86°06'49"W.) thence 6½ feet to the bridge.

(BPs 167110-18; NOS 14932) 26/00

Page 263—Paragraph 338, lines 1 to 4; read:

In August 1998, the controlling depth was 8½ feet in the entrance channel between the piers and revetments to a point about 650 feet above the shoreward end of the piers, thence 9 feet (10 feet midchannel) to the upstream limit of the project at Saugatuck. The ...

(BPs 167279-83; 07/99 CG9) 26/00

Page 264—Paragraph 349, lines 4 to 7; read:

June-July 1998, the controlling depths were 12 feet in the approach channel, thence 10 feet in the N half and 13 feet in the S half of the channel between the piers, thence 10 feet to the South Haven Municipal Marina, thence 5½ feet to the head of the project ...

(BPs 167108-09) 26/00

**COAST PILOT 6                    30 Ed 2000                    Change No. 4**

Page 315—Paragraph 924, lines 4 to 5; read:

the SW corner of Detroit Harbor. In September 1998, the midchannel controlling depth was 14 feet in the channel with 8½ to 14 ...

(BPs 167265-66) 26/00

Page 315—Paragraph 930; read:

**Channels.**-A channel leads from Green Bay across the bar at the mouth of the harbor to deeper water inside. The entrance is marked by two buoys and a light on the W side. The buoys are not charted because they are frequently shifted in position to mark the best water. Local knowledge is advised. In September 1998, the controlling depth was 4 feet (5½ feet at midchannel).

(BP 167267; LL/99) 26/00

Page 324—Paragraph 1045, lines 4 to 7; read:

buoys, and a private unlighted buoy. In July 1998, the mid-channel controlling depth was 5 feet in the entrance and river channels.

(BPs 167268-69) 26/00

Page 324—Paragraph 1050, lines 4 to 5; read:

N side of the entrance channel. In August 1998, the mid-channel controlling depth was 3½ feet; mariners are advised to favor the S ...

(BPs 167274-75) 26/00

Page 325—Paragraph 1066, lines 7 to 13; read:

piers and the inner end of the N pier are marked by lights. In September 1998, the controlling depths were 16 feet (20 feet

at midchannel) in the entrance channel to the piers, thence 18 feet (21 feet at midchannel) to the Ogden Street bridge, thence 18 feet (21 feet at midchannel) to the basin with 8 to 20 feet in the basin with the lesser depths found along the S and SE edges, thence 9 feet (18 feet at midchannel) to Menominee River Buoy 4, thence 7½ feet to ...

(BPs 167261-64) 26/00

Page 349—Paragraph 180, lines 6 to 12; read:

October 1988, most of the entrance channel just SE of the end of the S pier had shoaled to about 3 feet. Depths of 6 feet were available along the E edge using local knowledge. The controlling depth in the remainder of the channel was 8 feet between the piers to the basin, thence depths of 8 to 10 feet were in the basin except along the W edge, thence a controlling depth of 7 feet was about halfway up the extension channel with gradual shoaling to 2½ feet to the ...

(BP 167412) 26/00

Page 351—Paragraph 213, lines 5 to 9; read:

marked by lights; a fog signal is at the W pierhead light. In September 1998, the controlling depths were 15 feet (18 feet at midchannel) in the entrance channel and the channel between piers, thence 16 feet to the bridge except for shoaling to 10 feet just below the bridge. Shoaling in the harbor ...

(BP 167417) 26/00

Page 351—Paragraph 222, lines 5 to 7; read:

inside the breakwaters is marked by a buoy. In June 1999, the controlling depths were 5 feet (6 feet at midchannel) to the harbor basin with 4 to 8 feet in the basin. Greater depths were ...

(BP 168864) 26/00

Page 352—Paragraph 235, line 3; read:

controlling depth in the W channel was 19 feet, except in the far ...

(BP 167420; BP 167406) 26/00

Page 353—Paragraph 251, lines 5 to 7; read:

light on the S side. In August 1998, the controlling depth was 8 feet in the S basin, except for lesser depths to 5½ feet along the W edge. The N basin has depths of 5 to 10 feet.

(BP 167407) 26/00

Page 353—Paragraph 265, lines 6 to 11; read:

enter from the N or S the detached breakwater. In August 1998, the controlling depths were 8 feet in the S approach, thence 10 feet in the N approach, except for an 8-foot spot near the S edge of the L-shaped breakwater, and a 5-foot shoal along the E edge of the L-shaped breakwater. Depths of 8 feet were available in the basin, except for lesser depths to 4 feet along the E edge.

(BP 167415) 26/00

Page 363—Paragraph 381, lines 5 to 7; read:

August 1998, the controlling depth was 6 feet (7½ feet at

midchannel) with lesser depths at the head of the project.  
(BP 167413) 26/00

Page 365—Paragraph 442, lines 6 to 9; read:  
lights. In May 1998, the controlling depths were 15 to 19  
feet in the main harbor basin with shoaling to 13 feet in the  
N and S section, thence 5½ to 8 feet in the small-craft basin.  
(BP 167411) 26/00

**COAST PILOT 6            30 Ed 2000            Change No. 5**  
Page 32—Paragraph 26; strike out.  
(NOS 99) 26/00

Page 158—Paragraph 161, line 5; read:  
FM channels include 16, 6, 12, 14, and 18A. At least 4 hours  
...  
(CL 1999/99) 26/00

Page 164—Paragraph 268, lines 3 to 5; read:  
Towing Co. dispatcher in Cleveland at 800-321-3663 or on  
VHF-FM channels 16, 10, 12, and 18A via remote antenna.  
The tugs' VHF-FM channels include 16, 6, 12, 14, and 18A.  
At least 12 hours ...  
(CL 1999/99) 26/00

Page 166—Paragraph 303, lines 3 to 5; read:  
Co. dispatcher in Cleveland at 800-321-3663 or on VHF-FM  
channels 16, 10, 12, and 18A via remote antenna. The tugs'  
VHF-FM channels include 16, 6, 12, 14, and 18A. At least 6

hours ...  
(CL 1999/99) 26/00

Page 169—Paragraph 363, line 4; read:  
through a land station, telephone, 800-321-3663.  
(CL 1999/99) 26/00

Page 173—Paragraph 389, lines 4 to 6; read:  
dispatchers in Cleveland at 800-321-3663 or 216-566-0400,  
respectively. Both dispatchers may be contacted on VHF-FM  
channel 16 (156.80 MHz). At least 3 hours advance notice is  
requested.  
(CL 1999/99) 26/00

Page 183—Paragraph 590 to Page 186—Paragraph 600;  
strike out.  
(CL 1333/99) 26/00

Page 186—Note 1, line 2; read:  
97 feet (29.6 meters) at the harbor lines.  
Note 2.-Mariners are requested to make initial calls to the  
CSX Railroad bridge at mile 1.07 over Maumee River at  
least 45 minutes prior to intended time of passage through  
the draw. A second call should be made when approximately  
15 minutes from the bridge to help ensure timely openings.  
(CL 1333/99) 26/00

Page 186—Table, item 4; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum	Remarks
				Right	Left	Center		
4	CSX Railroad Bridge	Railroad	1.07	143	145		22	Swing. Note 2.

(CL 1333/99) 26/00  
Page 187—Paragraph 612, line 4 to Paragraph 613, line 1;  
read:  
dispatchers at 419-243-8972 or 800-321-3663, respectively.  
Great Lakes Towing Co. has VHF-FM capability for tug  
arrangements. At least 3 hours advance notice is requested.  
Vessels proceeding ...  
(CL 1999/99) 26/00

Page 201—Paragraph 192, line 3; read:  
VHF-FM via remote antenna. At least 3 hours advance  
notice is requested. The Gaelic Tugboat Co. dispatcher ...  
(CL 1999/99) 26/00

Page 222—Paragraph 92, lines 6 to 7; read:  
provide diesel, gasoline, water, ice, electricity, and marine  
supplies. A 40-ton hoist is available for hull, engine, and  
electrical repairs.  
(CL 1369/99) 26/00

Page 223—Paragraph 110, lines 2 to 8; read:  
as Wallace Cut leads to a marina basin. The entrance is

26/00  
marked by a private lighted range. In April 1999, the  
entrance channel had a reported controlling depth of 5 feet  
with 8 to 10 feet in the basin. The marina provides berths,  
gasoline, water, ice, electricity, sewage pump-out, marine  
supplies, engine repairs, a 30-ton hoist and a launching  
ramp.  
(CL 1369/99) 26/00

Page 225—Paragraph 133, line 11; read:  
breaking capabilities. Tugs are also available from Great  
Lakes Towing Co. docks in Detroit, at 800-321-3663. At  
least 30 hours advance notice is requested.  
(CL 1999/99) 26/00

Page 232—Paragraph 277; read:  
**Towage.**-Tugs are available from the Great Lakes Towing  
Co. docks in Sault Ste. Marie, at 800-321-3663.  
(CL 1999/99) 26/00

Page 271—Paragraph 403, line 4; read:  
Calumet (South Chicago) Harbor.) At least 3 hours advance

notice is requested.  
(CL 1999/99) 26/00

Page 275—Paragraph 491, lines 4 to 5; read:  
for the Great Lakes Towing Co. tugs are made through the  
dispatcher in Cleveland (800-321-3663) or via VHF-FM  
remote antenna. At least 3 hours advance notice is requested.  
The ...  
(CL 1999/99) 26/00

Page 303—Paragraph 726, line 4; read:  
remote antenna; at least 4 hours advance notice is requested.  
Arrangements for tugs can also be made through the JMS  
Towing Service, Inc. in Sturgeon ...  
(CL 1999/99) 26/00

Page 318—Paragraph 982, line 5; read:  
321-3663; at least 4 hours advance notice is requested.  
(CL 1999/99) 26/00

Page 327—Paragraph 1116, lines 4 to 7; read:  
reported depth of 7 feet in 1999, is protected on the SW side  
by a pier and detached breakwater. The E end of the break-  
water is marked by a private light and the entrance channel is  
marked by buoys. The basin has reported depths of 4 to 8  
feet.  
(CL 865/99) 26/00

Page 338—Paragraph 118, lines 3 to 6; read:  
through Great Lakes Towing Company's dispatch office in  
Cleveland at 800-321-3663 or via remote VHF-FM antenna;

at least 4 hours advance notice is requested.  
(CL 1999/99) 26/00

Page 361—Paragraph 329, line 5; read:  
on VHF-FM channels 16, 10, 12 and 18A via remote  
antenna; at least 3 hours advance notice is requested.  
(CL 1999/99) 26/00

**COAST PILOT 6 30 Ed 2000 Change No. 6**  
Page 128—Paragraph 54, line 2 to Paragraph 55, line 2;  
read:  
about 0.7 mile long and 0.25 mile wide, with a least depth of  
1 foot near the W edge. A buoy marks the W side of the  
shoal.  
East Charity shoal, SE of Charity Shoal, has a least depth  
of 8 feet and is marked by a light. The passage between  
Charity ...  
(NOS 14802) 26/00

Page 128—Paragraph 55, lines 7 to 8; read:  
of South Charity Shoal, a detached 25-foot shoal is marked  
by a lighted buoy. An unmarked shoal with a least depth of  
24 feet is ...  
(NOS 14802) 26/00

Page 129—Paragraph 79, lines 3 to 5; read:  
close-to. **Stony Point Light** (43°50.3'N., 76°17.9'W.), 40 feet  
above the water, is shown from a white skeleton tower on the  
W end of the point.  
(NOS 14802; 20/89 CG9; LL/99) 26/00

Page 186—Table, item 5; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum	Remarks
				Right	Left	Center		
5	Norfolk Southern RR bridge	Railroad	1.80	134	134		20	Swing.

(CL 826/94; NOS 14846) 26/00