

COAST PILOT 6 (Continued)

CFR 1250.93, chapter 2.) Under section 312 of the Clean Water Act, vessel sewage is generally controlled by regulating the equipment that treats or holds the sewage (marine sanitation devices), and through the establishment of areas in which the discharge of sewage from vessels is not allowed (no discharge zones). (See **40 CFR 140.1 through 140.5**, chapter 2.)

(22) <Deleted Paragraph>

(23) <Deleted Paragraph>

(24) <Deleted Paragraph>

(25) <Deleted Paragraph>

(26) <Deleted Paragraph>

(27) <Deleted Paragraph>

(28) <Deleted Paragraph>

(29) <Deleted Paragraph>

(21 CFR 1250.93; 40 CFR 140; L 1348-2013) 32/13

Chapter 6—Paragraph 488; read:

(488) A dredged entrance channel, marked by buoys, lights, and a **237.6°** lighted range, leads southwest for about 18 miles from deep water in Lake Erie through the shallow water of Maumee Bay to the mouth of Maumee River, thence upstream for about 7 miles. Maumee Mooring Basin is on the northwest side of the channel at the mouth of the river, and turning basins are 2.7, 6.3, and 7 miles above the mouth.

(25/13 CG9) 32/13

Chapter 6—Paragraph 525; read:

(525) A Federal project provides for a 21-foot entrance channel from deep water in Lake Erie to an 18-foot turning basin at the head of the project. The entrance channel is marked by lighted and unlighted buoys and a **291.7°** lighted range.

(25/13 CG9; NOS 14830) 32/13

Chapter 7—Paragraph 66; read:

(66) West of the lower end of the revetments in Livingstone Channel, a small-craft channel marked by buoys leads from the open part of the lower Detroit River between **Sugar Island** and **Meso Island**, along the Grosse Ile shore and thence west of **Stony Island**. In the narrow part of this channel between Stony Island and Grosse Ile, a line of submerged bridge abutments cross the channel with a least depth of ½ foot. Submerged cables follow the same line south and north of the abutments.

(19/13 CG9) 32/13

Chapter 10—Paragraph 200; read:

(200) A dredged entrance channel leads west and south from Lake Huron between two breakwaters to a harbor basin. The entrance channel is marked by a buoy and

the outer ends of the breakwaters are marked by lights. The south part of the basin is maintained by private interests.

(24/13 CG9; NOS 14864) 32/13

Chapter 11—Paragraph 29; read:

(29) When abeam **Sleeping Bear Lighted Bell Buoy 7**, steer **205°** for 17.5 miles to a point 3.75 miles west of Point Betsie Light; then steer **195°** for 45.2 miles to a point 2.5 miles west of **Big Sable Light**; then steer **183°** for 28 miles to a point 2.75 miles west of Little Sable Point; thence to destination.

(14/13 CG9; NOS 14907) 32/13

Chapter 11—Paragraph 622.01; read:

New table titled **Structures across Milwaukee, Menomonee, and Kinnickinnic Rivers** from back of this Sub-section.

(L 700-2013) 32/13

Chapter 13—Paragraph 169; read:

(169) **Keweenaw Upper Entrance Light** (47°14'04"N., 88°37'49"W.), 82 feet above the water, is shown from a white square tower on a cylindrical base at the outer end of the east breakwater. A mariner activated sound signal at the light is initiated by keying the microphone five times on VHF-FM channels 83A. The outer end of the west breakwater is also marked by a light.

(24/13 CG9) 32/13

COAST PILOT 7 45 Ed 2013 21 JUL 2013
LAST NM 31/13

Chapter 4—Paragraphs 52 to 55; read:

(52) San Diego Bay is served by the San Diego Bay Pilots Association, Inc. (Dispatch phone 619-233-3096). The pilot boat monitors VHF-FM channels 16 and 12, 1 hour prior to scheduled vessel arrivals; VHF-FM channel 12 is used as a working frequency. If contact with the pilot is needed prior to 1 hour in advance of arrival, information should be relayed via the ship's agent.

(53) Pilot boat **NATIONAL CITY** is a 38-foot white monohull with the word **PILOT** on the forward facing bulkhead. An AIS transmitter identifies the vessel as "SD Pilot Boat". International Code flag 'H' is displayed during daylight hours and white over red lights are displayed at night.

(54) Arrangements for pilots are made via ship's agent and boarding information via radio by calling "San Diego Pilots" on VHF-FM channel 12. Pilots will monitor VHF-FM channels 12 and 16 one hour prior to scheduled arrivals.

(55) Pilots board vessels just SE of the San Diego Bay

COAST PILOT 7 (Continued)

Approach Lighted Whistle Buoy SD in approximate position 32°37'12"N., 117°14'00"W. Vessels should pass to the S and E of the buoy leaving it on the port side when making the approach, unless otherwise directed by the pilot. When boarding, pilots request vessels maintain a speed of 7 knots and rig the pilot ladder 6 feet (2 meters) above the water on the leeward side (typically starboard side).

(L 1258-2013) 32/13

Chapter 4—Paragraph 394; read:

⁽³⁹⁴⁾ All commercial vessels 300 gross registered tons and over, entering, leaving, or shifting within the Port of Hueneme, including the area of the Oxnard Harbor District, must be piloted by a port pilot duly licensed to perform the services of piloting vessels within the Port. The Oxnard Harbor district does not maintain pilots. Requests for pilots may be made by calling the Port Hueneme Pilots Association, telephone 805-986-3213. Pilots are available on a 24-hour basis and board vessels from a tug at a point 2 miles from the sea buoy on the entrance range. When pilots are boarding, vessels should stay on the range line and reduce speed to 5 knots or less.

(L 1164-2013) 32/13

Structures across Milwaukee, Menomonee and Kinnickinnic Rivers					
Name-Description-Type	Location	Miles*	Clear Width of Draw or Span Opening (feet)**	Clear Height above Low Water Datum (feet)	Information
Milwaukee River					
Lake Freeway / I-794 Bridge (fixed)	43°01'30"N., 87°53'56"W.	0.19	200	120	Note 2
Junction with Kinnickinnic River		0.38			
Union Pacific Railroad Bridge (swing)	43°01'41"N., 87°54'18"W.	0.59	87	7	Note 1
Broadway Street Bridge (bascule)	43°01'48"N., 87°54'27"W.	0.79	100	14	Note 1
Water Street Bridge (bascule)	43°01'52"N., 87°54'36"W.	0.94	130	14	Note 1
Junction with Menomonee River		1.01			
St. Paul Avenue Bridge (vertical lift)	43°02'06"N., 87°54'36"W.	1.21	50	14	Note 1
East-West Expressway / I-794 Bridges (fixed)	43°02'08"N., 87°54'35"W.	1.26	116	28	
Clybourn Street Bridge (vertical lift)	43°02'10"N., 87°54'35"W.	1.28	52	14	Note 1
Michigan Street Bridge (vertical lift)	43°02'14"N., 87°54'35"W.	1.37	50	12 (down), 28 (up)	Note 1
Skywalk Pedestrian Bridge (fixed)	43°02'17"N., 87°54'36"W.	1.41	160	32	
Wisconsin Avenue Bridge (vertical lift)	43°02'19"N., 87°54'36"W.	1.46	50	12 (down), 28 (up)	Note 1
Skywalk Pedestrian Bridge (fixed)	43°02'21"N., 87°54'36"W.	1.48	145	29	
Wells Street Bridge (vertical lift)	43°02'26"N., 87°54'41"W.	1.61	50	12 (down), 28 (up)	Note 1
Kilbourn Avenue Bridge (bascule)	43°02'30"N., 87°54'45"W.	1.70	100	14	Note 1
State Street Bridge (bascule)	43°02'35"N., 87°54'47"W.	1.79	80	14	Note 1
Overhead cable	N/A	1.88			Clearance data not available
Highland Avenue Pedestrian Bridge (vertical lift)	43°02'39"N., 87°54'48"W.	1.97	51	12 (down), 26 (up)	Note 1
Juneau Avenue Bridge (bascule)	43°02'44"N., 87°54'48"W.	2.06	90	14	Note 1
Knapp Street / Park Freeway Bridges (vertical lift)	43°02'48"N., 87°54'48"W.	2.14	50	16 (down), 28 (up)	Note 1
Cherry Street Bridge (bascule)	43°02'55"N., 87°54'41"W.	2.29	80	14	Note 1
Pleasant Street Bridge (vertical lift)	43°03'06"N., 87°54'28"W.	2.58	50	14 (down), 27 (up)	Note 1
Holton Street Bridge (fixed)	43°03'16"N., 87°54'16"W.	2.84	76	29	
Humboldt Avenue Bridge (fixed)	43°03'25"N., 87°53'53"W.	3.22		17	Head of navigation
Menomonee River					
Canadian Pacific Railroad Bridge (swing)	43°01'56"N., 87°54'42"W.	1.05	75	8	Note 1
North Plankinton Avenue Bridge (bascule)	43°01'57"N., 87°54'45"W.	1.08	90	14	Note 1
North Sixth Street Bridge (bascule)	43°01'59"N., 87°55'05"W.	1.37	92	23	Note 1
North-South Freeway / I-94 Bridge (fixed)	43°01'56"N., 87°55'21"W.	1.61	137	90	
Muskego Avenue Bridge (bascule)	43°01'57"N., 87°55'45"W.	1.95	75	12	Note 1
Sixteenth Street Bridge (bascule)	43°01'58"N., 87°55'59"W.	2.14	120	35	Note 1
Twenty-fifth Street Bridge (fixed)	43°01'57"N., 87°56'41"W.	2.80	65 (right draw) 70 (left draw)	10	Note 3
South Menomonee Canal					
South Sixth Street Bridge (bascule)	43°01'46"N., 87°55'05"W.	1.51	80	14	Note 1
North-South Freeway / I-94 Bridge (fixed)	43°01'42"N., 87°55'22"W.	1.71	138	103	
Burnham Canal					
Canadian Pacific Railroad Bridge (swing)	43°01'39"N., 87°55'18"W.	1.74	65	8	Note 1
North-South Freeway / I-94 Bridge (fixed)	43°01'37"N., 87°55'19"W.	1.79	75	91	
South Eleventh Street Bridge (swing)	43°01'35"N., 87°55'31"W.	1.96	45 (right draw) 46 (left draw)	7	
Kinnickinnic River					
Union Pacific Railroad Bridge (swing)	43°00'49"N., 87°54'15"W.	1.19	61 (right draw) 61 (left draw)	8	Note 1
Kinnickinnic Avenue Bridge (bascule)	43°00'30"N., 87°54'30"W.	1.67	100	12	Note 1
Canadian Pacific Railroad Bridge (swing)	43°00'30"N., 87°54'32"W.	1.67	93	15	Note 1
Union Pacific Railroad Bridge (swing)	43°00'29"N., 87°54'35"W.	1.71	93	15	Note 1 (Reported to be removed)
South First Street Bridge (bascule)	43°00'30"N., 87°54'41"W.	1.78	70	14	Note 1
Overhead power cables	43°00'24"N., 87°54'50"W.	2.00		30	
Becher Street Bridge (fixed)	43°00'24"N., 87°54'50"W.	2.02	50	12	
Overhead cable	43°00'20"N., 87°54'50"W.	2.09			Clearance data not available
Overhead cable	43°00'19"N., 87°54'50"W.	2.11			Clearance data not available
Lincoln Avenue Bridge (fixed)	43°00'10"N., 87°54'42"W.	2.30		10	Head of navigation
* Miles above Milwaukee Pierhead Light					
** Clear width in feet proceeding upstream					
Note 1 – See 33 CFR 117.1 through 117.59 and 117.1093, chapter 2, for drawbridge regulations.					
Note 2 – The minimum vertical clearance at the channel limits is 96 feet.					
Note 3 – Vertical clearance is 16 feet at north edge of the channel decreasing to 10 feet at the south edge.					