

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

(a) *Purpose.* The regulations in §§ 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 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 §§ 162.130 through 162.140 apply to all U.S. vessels and all other vessels in U.S. waters.

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

(3) The communication rules in § 162.132, the traffic rules in § 162.134, except for § 162.134(c)(2), and the anchorage rules in § 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 § 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 §§ 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 §§ 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]

**§ 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 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"	
Report .....	Lake Huron Cut Light "7"	Report.
Report .....	Lake Huron Cut Lighted Buoy "4"	Report.
Report .....	St. Clair/Black River Junction Light.	Report.
Report .....	Stag Island Upper Light .....	Report.
Report .....	Marine City Salt Dock Light ...	Report.
Report .....	Grande Pointe Light "23"	
Report .....	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 steer-

ing 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]

**§ 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