

Good Day Everyone:

Just a quick note on bridges: Everything you need to know about Great Lakes bridges is placed in Coast Pilot 6 along with a ton of data on the local harbors.

Some examples:

What time will Coast Guard Sector Lake Michigan read Broadcast Notice to Mariners? That is in Coast Pilot 6 (CP6) on page 517.

Can you name all the Coast Guard Stations? You could if you looked on page 516.

What is the definition of a navigable waterway? You would know that if you looked on page 151.

Did you know in the Maumee River that speed limits are established by the City of Toledo Division of Streets, Harbors, and Bridges? You would if you looked on page 261.

Can you describe an articulated daybeacon? You sure can, just read page 11 first.

What is the phone number for all Great Lakes Pilot offices? Look on page 519.

Do you know the average airspeed of a North American House Sparrow? Well that is not in CP6, but bridge clearances and schedules are!

If a waterway has more than three bridges, you will see this:

16 OCT 2022		U.S. Coast Pilot 6, Chapter 11		371		
(490)	Structures across Trail Creek					
Name-Description-Type	Location	Miles*	Clear Width of Draw or Span Opening (feet)**	Clear Height above Low Water Datum (feet)	Information	
Franklin Street Bridge (bascule)	41°43'22"N., 86°54'16"W.	0.50	120	17	Note 1	
Amtrack Bridge (swing)	41°43'22"N., 86°53'53"W.	0.85	41 (right) 44 (left)	7	Note 2	
Second Street/U.S. 12 Bridge (fixed)	41°43'16"N., 86°53'47"W.	1.00	120	46		
Sixth Street Bridge (bascule)	41°43'07"N., 86°53'39"W.	1.19	69	10	Note 1	
Overhead cable	41°43'02"N., 86°53'33"W.	1.33		N/A	Clearance data not available	
Overhead cable	41°43'01"N., 86°53'24"W.	1.48		N/A	Clearance data not available	
E Street Bridge (fixed)	41°43'02"N., 86°53'21"W.	1.49	N/A	N/A	Head of navigation	
* Miles above West Pierhead Light ** Clear width proceeding upstream						
Note 1 – See 33 CFR 117.1 through 117.49, chapter 2, for drawbridge regulations. Note 2 – See 33 CFR 117.1 through 117.59 and 117.401, chapter 2, for drawbridge regulations.						
(485)	Prominent features		(495)	Harbor regulations		
(486)	A cooling tower and the tallest of four stacks, south and south-southeast of the harbor entrance, respectively, are prominent.		(496)	A speed limit of 8 mph (7 knots) is enforced in the harbor—see 33 CFR 162.120, chapter 2, for regulations. Local regulations have been established by the city of Michigan City and are enforced by the harbormaster . Copies of regulations may be downloaded from the Michigan City Port Authority website or obtained from the harbormaster's office at Washington Park Marina, just east of the Coast Guard Station.		
(487)	Michigan City East Pierhead Light (41°43'44"N., 86°54'42"W.), 55 feet above the water, is shown from a white octagonal tower with a red roof attached to a building on the outer end of the east pier. A mariner-radio-activated sound signal at the light is initiated by keying the microphone five times on VHF-FM channel 83A.		(497)	Small-craft facilities		
(488)	Channels		(498)	The municipal marina on the east side of the entrance		

If a waterway has three or less bridges, it will be in a descriptive paragraph like this:

(303) **Ashtabula Harbor Light** (41°55'07"N., 80°47'46"W.), 51 feet above the water, is near the outer end of west breakwater.

(304) **Channels**

(305) The harbor is entered from Lake Erie through a dredged entrance channel that leads between converging breakwaters to an outer harbor where the channel divides into east and west channels with a central turning basin. The west channel leads to the mouths of the Ashtabula River and Pinney Minnesota Slip and continues upstream in the river for 2 miles; a turning basin is 0.3 mile below the head of the project. The east channel leads southeast to a basin off the entrance of two large slips. Lights mark the outer ends of the breakwaters, and Ashtabula Light is on the west breakwater. A detached breakwater, just south of the turning basin, is marked by a light on the west end. For detailed channel information and minimum depths as reported by the U.S. Army Corps of Engineers (USACE), use NOAA Electronic Navigational Charts. Surveys and channel condition reports are available through the USACE hydrographic survey website listed in Appendix A.

(307) **Anchorage**

(308) Deep-draft vessels normally anchor about 2 miles east-northeast or west of the breakwater entrance in 35 to 45 feet, sand and mud bottom.

(309) **Bridges**

(310) An overhead conveyor with a clearance of 100 feet crosses the Ashtabula River about 0.5 mile above the mouth. An overhead power cable with a clearance of 120 feet is about 0.1 mile north of the overhead conveyor. The Fifth Street bridge about 0.15 mile upstream from the conveyor has a bascule span with a clearance of 11 feet. The Norfolk Southern Railroad bridge about 1.5 miles above the river mouth has a bascule span with a clearance of 11 feet. An overhead cable on the north side of the bridge has a clearance of 131 feet. (See 33 CFR 117.1 through 117.59 and 117.847, chapter 2, for drawbridge regulations.)

(311) **Towage**

(312) Tugs to 1,400 hp are available at Ashtabula. Arrangements for tugs are made through the Great Lakes 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 6 hours advance notice is requested.

The official naming convention for bridges is the **bridge name, mile number, and waterway crossed**. In the event two or more bridges have the same name, mariners can easily identify the correct bridge by the mile number. This is why all Broadcast Notice to Mariners announcers read the bridge mile number over the radio.

Example: The Mason Street Bridge at Mile 2.27 over the Fox River is actually the Tillman Memorial Bridge at Mile 2.27 over the Fox River.

Problems at the CSX Railroad Bridge at Mile 11.38 over the Maumee River or the CSX Railroad Bridge at Mile 1.07 over the Maumee River can make a huge difference and affect commerce very differently. Therefore, it is important that all three pieces of information be provided.

We get several phone calls during the summer that a mariner is having problems getting a bridge to open but telling us "I'm on the river at the railroad bridge" does not let us know where the problem is.

Railroads and Highways have mile numbers but those are not used in official correspondence or notices to mariners since they are not published in official nautical publications or charts.

All bridges are required to open on signal unless they have received an authorization for an alternative schedule. Permanent schedules can be found in 33 CFR 117, a copy can be found in Chapter 2 of the Coast Pilot. If you look at the bottom of the bridge matrix in CP6 you will see a note referring you to Chapter 2.

The signal to open a bridge is universal and can be found in 33 CFR 117.5 and 33 CFR 117.15 (b) (3) The sound signal to request the opening of a draw is one prolonged blast followed by one short blast sounded not more than three seconds after the prolonged blast. Unless a temporary or permanent, deviation is awarded by the District Commander and advertised in 33 CFR 117 and/or the Local Notice to Mariners and/or Broadcast Notice to Mariners.

Cannot find a waterway? There is an Index of islands and waterways starting on page 525.

If you get bored with bridges there is a complete copy of the Navigation Rules starting on page 487.

Coast Pilot is corrected weekly in the LNM. The edition is updated yearly. You can go here to see the current edition and projected update month and year:

[U.S. Office of Coast Survey \(noaa.gov\)](http://www.noaa.gov)

The Coast Pilot can be downloaded in whole or by chapter (for free); each Great lake has its own chapter here:

[U.S. Office of Coast Survey \(noaa.gov\)](http://www.noaa.gov)

A printed a bound copy of Coast Pilot is available from most marine dealers that sell charts or various online dealers have the book available including some of the most prominent dealers in books.

Please contact us with any questions or concerns:

Blair Stanifer (216) 902-6086 or William.B.Stanifer@uscg.mil
Lee Soule (216) 902-6085 or Lee.D.Soule@uscg.mil
Michael Walker (216) 902-6087 or Michael.O.Walker2@uscg.mil
FAX: (216) 902-6088

Commander (dpb)
Ninth Coast Guard District
1240 E. 9th St. Room 2047B
Cleveland, Ohio 44199-2001