

295194

USCG-2003-16814-4



Ninth Coast Guard District  
*Guardians of the Great Lakes*



---

## 2004 NINTH DISTRICT SPECIAL NOTICE TO MARINERS



Jeff Thorson

**U.S. Department of Homeland Security**

**United States Coast Guard**

Ninth District

**LOCAL NOTICE TO MARINERS**

**SPECIAL EDITION  
JANUARY 2004**

**THIS SPECIAL NOTICE SHOULD BE RETAINED FOR READY REFERENCE.**

This Special Notice to Mariners was prepared by Commander, Ninth Coast Guard District, Aids to Navigation Branch (oan). While every effort was made to ensure the accuracy of all information, some changes may have been made since the date of publication. Errors noted, or suggestions for subsequent issues should be sent to the address below.

The Great Lakes mariner should rely on the Ninth District Local Notice to Mariners as the primary source of marine information for the Great Lakes waters, with Broadcast Notice to Mariners providing supplementary-last minute information. The Local Notice to Mariners is published during the navigational season and may be viewed on the internet at <http://www.navcen.uscg.gov/lnm/d9/default.htm>. Mariners not presently on the Local Notice to Mariners mailing list who would like a copy, free of charge, should write to:

**COMMANDER, NINTH COAST GUARD DISTRICT (oan)  
1240 EAST NINTH STREET  
CLEVELAND, OHIO 44199-2060  
Or  
TELEPHONE: (216) 902-6069**



Front Cover: USCGC Neah Bay pulling in from Ice breaking patrol.

Operators of vessels pumping ballast water onboard in the above harbors, with ballast line intakes equipped with screens fitted with holes 1/2 inch in diameter or less, are restricted only during the period between May 15 and September 15 in their pumping out of ballast water from these harbors into the Great Lakes or their Connecting Channels or harbors. During this 4-month period, these vessels should pump out the harbor ballast water west of a ballast demarcation line one mile east of Ontonagon, Michigan and Grand Portage, Minnesota. Harbor ballast water must not be pumped out within 5 miles of the south shore of Lake Superior while west of the ballast demarcation line. Ballast exchange should take place in water at least 20 fathoms (120 feet) deep.

If ballast exchange is not completed at the time the vessel reaches the demarcation line, exchange may continue in Lake Superior, but only in waters at least 40 fathoms (240 feet deep) and 15 miles from shore. In all cases, exchange must stop before proceeding east of 86 degrees west.

### **For Vessels Departing Lake Superior Ports East Of Ballast Demarcation Line**

Vessels departing Thunder Bay should limit pumping ballast onboard as in paragraphs (1) and (2) above. These vessels may exchange ballast in Lake Superior, but only in waters at least 40 fathoms (240 feet deep) and 15 miles from shore. In all cases, exchange must stop before proceeding east of 86 degrees west.

### **For All Vessels Departing Lake Superior Ports**

Operators of vessels pumping in ballast water from the above harbors and leaving the harbor with that water will maintain a record showing the amount of ballast water taken, the means of control, in any, and the location where the treated or untreated harbor ballast water was pumped out.

The ballast water records will be available for review by U.S. or Canadian Coast Guard personnel.

The above requirements will be waived for vessels, which attest by means of a log entry that the harbor ballast water from the above harbors will not be pumped out within the Great Lakes/St. Lawrence Seaway System (at least until reaching salt water). Masters of these vessels recognize that ballast water from the above harbors must not be pumped out in any other fresh or brackish water port and thus should exchange ballast with salt water.

### **Help Stop Exotic Species From Spreading!**

Boaters can inadvertently spread exotic species from the Great Lakes to inland waters. Before leaving Great Lakes ramps boaters should always:

- Drain water from bilge, motor, live wells and bait wells
- Remove weeds from boat, motor and trailer
- Dispose of left over bait in the trash, not in the water
- Rinse the boat with hot water, a high-pressure sprayer or let it dry for 5 days before launching in another water body.

## **2004 ENFORCEMENT POLICY FOR CARGO RESIDUES ON THE GREAT LAKES**

This listing sets forth the current U.S. Coast Guard interim enforcement policy regarding the incidental discharge of cargo residues, what are commonly called "cargo sweepings," from commercial dry cargo carriers on the Great Lakes during 2004. The interim enforcement policy applies only to such cargo residues, and does not alter the strict prohibition of any discharge of oily waste, untreated sewage, plastics, dunnage, or other things commonly understood to be "garbage," from vessels on the Great Lakes. Also, it does not apply to residues of any substance known to be toxic or hazardous, such as nickel, copper, zinc, lead, or materials classified as "hazardous" in provisions of law or treaty, the discharge of which is strictly prohibited in all areas. This policy applies to United States vessels anywhere in the Great Lakes and vessels of any nation operating in the United States waters of the Great Lakes. This policy will remain in effect until September 30, 2004, after which the Coast Guard's authority to continue this policy will expire. The Coast Guard is currently engaged in a policy review to seek a long term cargo residue discharge solution. The Coast Guard will announce at a future date how the discharge of cargo residue will be handled after September 30, 2004.

The enforcement areas within which discharge will be penalized under Marpol V and Coast Guard regulations at 33 CFR Part 151, are generally stated in terms of required distances from land in statute miles, sometimes combined with depths, and special protection areas, subject to special exceptions as stated. A number of miles, without further modification, indicate the miles from land within which discharge will be penalized. The mile limits apply to all islands as well as main shorelines. Within each lake, mariners should check (a) rules applicable to specific cargos, (b) rules applicable to "all cargos" and "all cargos except clean stone," and (c) "special protection areas."

All miles are statute miles. 1 nautical mile = 1.151 statute miles, 1 statute mile = .87 nautical miles. (12 statute miles = 10.4 nautical miles, 13.8 statute miles = 12 nautical miles.)

### **Tributaries, Connecting Rivers, and St. Lawrence River**

#### Limestone and Other Clean Stone:

No distance limitations, as long as no apparent impact on wetlands, fish spawning areas, and potable water intakes.

#### All Other Cargos:

No discharge.

### **Lake Ontario**

#### Limestone and Other Clean Stone:

No distance limitations, as long as no apparent impact on wetlands, fish spawning areas, and potable water intakes.

#### Iron Ore:

6 miles.

#### Other Nonhazardous Dry Bulk Cargo Residues:

13.8 miles.

### **Lake Erie**

#### Limestone and Other Clean Stone:

No distance limitations, as long as no apparent impact on wetlands, fish spawning areas, and potable water intakes.

#### Iron Ore:

6 miles, generally, but no discharge in Western Basin (west of a line due south from Point Pelee), unless covered by the special rule on the Western Basin below.

#### Coal and Salt:

13.8 miles generally, but no discharge in Western Basin (west of a line due south from Point Pelee), unless covered by the special rule on the Western Basin below.

#### Iron Ore, Coal, and Salt in the Western Basin:

No discharge in the Western Basin (west of a line due south from Point Pelee) except for vessels needing to discharge iron ore, coal, or salt residue after unloading in Toledo or Detroit and immediately thereafter loading new cargo in Toledo, Detroit, or Windsor. These vessels may discharge the iron ore, coal, or salt residue over the dredged navigation channels running between Toledo Harbor Light and Detroit River Light.

#### Other Nonhazardous Dry Bulk Cargo Residues:

13.8 miles generally, but no discharge in Western Basin (west of a line due south from Point Pelee).

### **Lake St. Clair**

#### Limestone and Other Clean Stone:

No distance limitations, as long as no apparent impact on wetlands, fish spawning areas, and potable water intakes.

#### All Other Cargos:

No discharge.

### **Lake Huron**

#### Limestone and Other Clean Stone:

No distance limitations, as long as no apparent impact on wetlands, fish spawning areas, and potable water intakes.

Iron Ore:

6 miles, generally.

Special rules for vessels upbound along the Michigan thumb: (a) 3 miles from shore between 5.8 miles northeast of entrance buoys 11 and 12 to the track line turn abeam of Harbor Beach. (b) For vessels bound for Saginaw Bay only, 4 miles from shore and not less than 10 fathoms of depth between the track line turn abeam of Harbor Beach and 4 miles northeast of Pte. Aux Barques Light. (No discharge anywhere in Saginaw Bay.)

Coal and Salt:

13.8 miles generally. Special rules for vessels upbound along the Michigan thumb: (a) 3 miles from shore between 5.8 miles northeast of entrance buoys 11 and 12 to the track line turn abeam of Harbor Beach. (b) For vessels bound for Saginaw Bay only, 4 miles from shore and not less than 10 fathoms of depth between the track line turn abeam of Harbor Beach and 4 miles northeast of Pte. Aux Barques Light. (No discharge anywhere in Saginaw Bay.) See also coal below.

Coal:

Special rule for vessels upbound from Alpena into ports along the Michigan shore south of Forty Mile Point: 4 miles from shore and not less than 10 fathoms of depth.

Other Nonhazardous Dry Bulk Cargo Residues:

13.8 miles.

All Cargos Except Clean Stone:

No discharge anywhere in Saginaw Bay.

All Cargos:

No discharge in the following special protection area:

- Six Fathom Scarp Mid-Lake Special Protection Area: The area enclosed by rhumb lines connecting the following coordinates, beginning on the northernmost point and proceeding clockwise:

44°55'N	82°33'W
44°47'N	82°18'W
44°39'N	82°13'W
44°27'N	82°13'W
44°27'N	82°20'W
44°17'N	82°25'W
44°17'N	82°30'W
44°28'N	82°40'W
44°51'N	82°44'W
44°53'N	82°44'W
44°54'N	82°40'W

(\*Note: This point lies approximately 0.5 statute miles east of the 161° LCA Westerly Limit Downbound line, thus allowing discharge while passing the Scarp within 0.5 miles of the limit line.)

**Lake Michigan**

Limestone and Other Clean Stone:

No distance limitations, as long as no apparent impact on wetlands, fish spawning areas, and potable water intakes.

Iron Ore:

General rule: 12 miles from shore north of 45°N and 6 miles from shore south of 45°N.

Special rules: (a) Discharge allowed at 4.75 miles off Big Sable Point and Point Betsie, along established LCA track lines. (b) Discharge allowed along 056.25° LCA track line between points due east of Poverty Island to a point due south of Port Inland Light.

Coal and Salt:

General rule of 13.8 miles. See also coal below.

Coal:

Special rules for coal: (a) Discharge allowed along 013.5° LCA track line between 45°N and Boulder Reef, and along 022.5° LCA track running 23.25 miles between Boulder Reef and the charted position of Red Buoy #2. (b) Discharge allowed along 037° LCA track line between 45°20'N and 45°42'N. (c) Discharge allowed along 056.25° LCA track line between points due east of Poverty Island to a point due south of Port Inland Light. (d) Discharge allowed at 3 miles for coal carried between Manistee and Ludington along customary route.

Other Nonhazardous Dry Bulk Cargo Residues:

13.8 miles.

All Cargos Except Clean Stone:

No discharge anywhere in Green Bay.

All cargoes:

No discharge in the following special protection areas:

- Milwaukee Mid-Lake Special Protection Area (not so labeled on charts): The area enclosed by rhumb lines connecting the following coordinates, beginning on the northernmost point and proceeding clockwise:

43°27.0'N	87°14.0'W
43°21.2'N	87°02.3'W
43°03.3'N	87°04.8'W
42°57.5'N	87°21.0'W
43°16.0'N	87°39.8'W

- Waukegan Special Protection Area (not so labeled on charts): The area enclosed by rhumb lines connecting the following coordinates, beginning on the northernmost point and proceeding clockwise:

42°24.3'N	87°29.3'W
42°13.0'N	87°25.1'W
42°12.2'N	87°29.1'W
42°18.1'N	87°33.1'W
42°24.1'N	87°32.0'W

### **Lake Superior**

Limestone and Other Clean Stone:

No distance limitations, as long as no apparent impact on wetlands, fish spawning areas, and potable water intakes, but not in special protection areas listed below.

Iron Ore:

6 miles, generally. Special rule of 3 miles off northwestern shore between Duluth and Grand Marais.

Coal and Salt:

13.8 miles generally. Special rule of 3 miles off northwestern shore between Duluth and Grand Marais.

Cement:

13.8 miles generally. Special rule of 3 miles off shore of Lake Superior west of a line due north from Bark Point.

Other Nonhazardous Dry Bulk Cargo Residues:

13.8 miles.

All cargoes:

No discharge in the following special protection areas:

- Caribou Island & Southwest Bank Protection Area: The area enclosed by rhumb lines connecting the following coordinates, beginning on the northernmost point and proceeding clockwise:

47°30.0'N	85°50.0'W
47°24.2'N	85°38.5'W
47°04.0'N	85°49.0'W

47°05.7'N	85°59.0'W
47°18.1'N	86°05.0'W

- Stannard Rock Protection Area: 6 miles radius from Stannard Rock Light.
- Superior Shoal Protection Area: 6 miles radius from the center of Superior Shoal, at 48°03.2'N 87°06.3'W.

---

For further information, contact **Cdr. Mike Gardiner, Chief, Marine Safety Analysis and Policy, Ninth U.S. Coast Guard District, 1240 E. Ninth Street, Cleveland, Ohio, 44199-2060, (216) 902-6049, Fax (216) 902-6059.**