§ 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 downbound vessels will maintain position south of the Port Huron Traffic Lighted Buoy.

(v) Vessels transiting the zone shall coordinate passage by using communication procedures in §162.132.

(vi) Transiting vessels shall have the right of way over moored vessels getting underway within the zone.

(d) In the waters described in §162.130(a), the District Commander or

§ 162.134 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>
<thead>
<tr>
<th>Downbound vessels</th>
<th>Reporting points</th>
<th>Upbound vessels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Report ...........</td>
<td>Lake Huron Cut Light &quot;7&quot;</td>
<td>Report.</td>
</tr>
<tr>
<td>Report ...........</td>
<td>Stag Island Upper Light</td>
<td>Report.</td>
</tr>
<tr>
<td>Report ...........</td>
<td>Belle Isle Light</td>
<td>Report.</td>
</tr>
<tr>
<td>Report ...........</td>
<td>Grassy Island Light</td>
<td>Report.</td>
</tr>
<tr>
<td>Report ...........</td>
<td>Detroit River Light</td>
<td>Report.</td>
</tr>
</tbody>
</table>

(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 steering 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.

§ 162.136 Connecting waters from Lake Huron to Lake Erie; anchorage grounds.

(a) In the Detroit River, vessels shall be anchored so as not to swing into the channel or across steering courses.

NOTE: There is an authorized anchorage in Canadian waters just above Fighting Island and an authorized anchorage in U.S. waters south of Belle Isle (33 CFR 110.206).

(b) In the St. Clair River, vessels shall be anchored so as not to swing into the channel or across steering courses.


§ 162.138 Connecting waters from Lake Huron to Lake Erie; speed rules.

(a) Maximum speed limit for vessels in normal displacement mode. (1) Except when required for the safety of the vessel or any other vessel, vessels of 20 meters or more in length operating in normal displacement mode shall proceed at a speed not greater than—

(i) 12 statute miles per hour (10.4 knots) between Peche Island Light and Detroit River Light; and

(ii) 4 statute miles per hour (3.5 knots) in the River Rouge.

(2) The maximum speed limit is 5.8 statute miles per hour (5 knots) in the navigable channel south of Peche Island (under Canadian jurisdiction).

(b) Maximum speed limit for vessels operating in nondisplacement mode. (1) Except when required for the safety of the vessel or any other vessel, vessels 20 meters or more in length but under 100 gross tons operating in the nondisplacement mode and meeting the requirements set out in paragraph (c) of this section, may operate at a speed not exceeding 40 miles per hour (34.8 knots)—

(i) During daylight hours (sunrise to sunset);

(ii) When conditions otherwise safely allow; and

(iii) When approval has been granted by the Coast Guard Captain of the Port, Detroit or Commander of the Ninth Coast Guard District prior to each transit of the area.

In this section, “nondisplacement mode” means a mode of operation in which the vessel is supported by hydrodynamic forces, rather than displacement of its weight in the water, to an extent such that the wake which would otherwise be generated by the vessel is significantly reduced.

[CGD 78–151, 49 FR 18302, Apr. 30, 1984, as amended by CGD 09–95–002, 60 FR 35702, July 11, 1995]

§ 162.140 Connecting waters from Lake Huron to Lake Erie; miscellaneous rules.

(a) Rules for towing vessels. (1) A towing vessel may drop or anchor its tows