§ 207.470  
33 CFR Ch. II (7–1–11 Edition)  

(a) Authority of canal officers. The movement of all boats and floating things in the canal and in the approaches thereto shall be under the direction of the superintendent or his authorized assistants, and their orders and instructions must be obeyed.  

(b) Signals. On entering the canal at either entrance, steamer or tugs must blow their whistles for 1 minute in order to warn craft approaching from opposite direction and give them time to guard against collisions, by tying up if necessary. All steamers approaching others going in the opposite direction shall slacken speed so as to pass in safety. Compliance is required with rule V of the rules and regulations for the government of pilots, adopted by the U.S. Coast Guard.  

Rule V. Whenever a steamer is nearing a short bend or curve in the channel where, from the height of the banks or other cause, a steamer approaching from the opposite direction cannot be seen for a distance of half a mile, the pilot of such steamer, when he shall have arrived within half a mile of such curve or bend, shall give a signal by one long blast of the steam whistle, which signal shall be answered by a similar blast by the pilot of any approaching steamer that may be within hearing. Should such signal be so answered by a steamer upon the farther side of such bend, then the usual signals for the meeting and passing shall immediately be given and answered; but if the first alarm signal of such pilot be not answered, he is to consider the channel clear and govern himself accordingly.  

(c) Speed. The rate of speed while passing through the canal shall not exceed 5 miles per hour.  

(d) Keeping in the center. The center must be kept all the way through, except in passing other craft. In case of grounding, the rapid or strong working of boat’s engines is strictly forbidden.  

(e)–(g) [Reserved]  

(h) Rafts. (1) The passage of bag or sack rafts, or of loose logs, into or through the canal is prohibited.  

(2) Rafts shall be made up with logs parallel to each other, in the direction of raft lengths, secured and held closely together by frequent cross-sticks, chains, or cables.  

(3) Rafts shall not be of greater dimensions, either way, than 50 feet wide by 600 feet long, and if longer than 300 feet shall be handled by two tugs.  

(4) No raft shall pass through the canal, unless by special permission of the superintendent or his authorized assistants, who will direct a time for passing that will least interfere with other navigation.  

(5) Masters of tugs and other persons in charge of rafts are required to avoid damaging the canal revetments, and displacing buoys, spars, or the pedestal of any range light aiding navigation through the canal. They shall keep careful watch when passing aids to navigation, and should any be accidentally displaced, shall report the fact at
the earliest possible moment to the su-
pertinent or his authorized assistants.

(i)–(l) [Reserved]

(m) Refuse in canal. No person shall
roll or throw any stones, ashes, cin-
ders, or other material into the canal
or the approaches thereto, or place any
such material on any bank or berm of
the canal so that it is liable to be
thrown or roll in.

(n)–(o) [Reserved]

[Regs., Feb. 15, 1895, as amended Apr. 14, 1908;
42 FR 57962, Nov. 7, 1977; 56 FR 13765, Apr. 4,
1991]

§ 207.476 The Inland Route—lock in
Crooked River, Alanson, Mich.; use,
administration, and navigation.

(a) General. The use, administration,
and navigation of the lock shall be
under the direction and supervision of
the District Engineer, U.S. Army Engi-
neer District, Detroit, Mich., and his
authorized agents.

(b) Authority of lockmaster. The
lockmaster shall be charged with the
immediate control and management of
the lock, and of the area set aside as
the lock area, including the lock ap-
proach channels. He shall see that all
laws, rules, and regulations for the use
of the lock and lock area are duly com-
plied with, to which end he is author-
ized to give all necessary orders and di-
rections in accordance therewith, both
to the employees of the Government
and to any and every person within the
limits of the lock area, whether navig-
ating the lock or not. No one shall
cause any movement of any boat, craft
or other floating object in the lock or
approaches except by or under the di-
rection of the lockmaster or his assist-
ants.

(c) Operation. The lock operating sea-
son will commence and close as deter-
mined by the district engineers, Corps
of Engineers in charge of the locality,
depending on conditions and the need
for lockage services. Public notices
will be issued announcing the opening
and closing dates at least 15 days in ad-
vance of such dates.

(d) Maximum allowable dimensions of
craft. (1) Overall length—60 feet.
(2) Overall width—16 feet.
(3) Height above water—15 feet when
upper pool is at low water datum.

(e) Draft—6 feet when lower pool is at
low water datum.

(f) Signals. (1) Craft desiring lockage
in either direction shall give notice to
the lock tenders, when not farther than
200 yards from the lock, by one long
blast (of 10 seconds duration) followed
by one short blast (of 3 seconds dura-
tion) of whistle, horn, or siren.

(2) Craft not equipped with whistle,
horn, or siren may signal for lockage
by use of the signal provided for this
purpose located near the extreme end
of the guide wall to the starboard side
of the craft, both upbound and
downbound.

(g) Precedence at lock. The craft arriv-
ing first at the lock shall be first to
lock through; but precedence will be
given to craft belonging to the United
States or other local government enti-
ties, such as state, county, or municip-
ality. Arrival posts may be estab-
lished above and below the lock. Craft
arriving at or opposite such posts or
markers will be considered as having
arrived at the locks within the mean-
ing of this paragraph.

[32 FR 9068, June 27, 1967, as amended at 48
FR 6707, Feb. 15, 1983]