the earliest possible moment to the su-
perintendent or his authorized assist-
ants.
(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]

§ 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 navi-
gating 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) 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.

(f) The procedures for transit of lock. (1)
Stand clear of the lock while the red
signal light shows.
(2) When the green signal light shows
and the lock horn sounds three blasts,
approach and enter the lock.
(3) Full control of the craft must be
maintained while entering the lock.
(4) After entrance to the lock is com-
plete, the craft shall be securely
moored to the cleats and bitts situated
on the lock wall.
(5) While moored in the lock, the op-
erator of the craft shall maintain con-
stant attention to the mooring lines,
to provide slack or retain tautness as
needed.
(6) The craft shall remain securely
moored until the exit lock gate is fully
open and the lock horn sounds one
blast.
(7) When the exit lock gate is fully
open and the lock horn has sounded
one blast, the craft shall immediately
leave the lock under full control of its
operator.

(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 munic-
ipality. 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]