



PORT HURON LODGE NO. 2
INTERNATIONAL SHIPMASTERS' ASSOCIATION

P.O. BOX 611634
PORT HURON, MICHIGAN 48061-1634

January 28, 2016

To the ISMA Grand Lodge and all Member Lodges,

The following proposal concerning the light characteristics of Bar Point Pier Light D33, was approved by the membership of Port Huron Lodge No. 2 at its regular business meeting on January 28, 2016. It is to be presented to the Grand Lodge at its annual meeting at Chicago, Illinois on February 4, 2016.

Proposal:

Whereas: Detroit River, Bar Point Light D33 is a Green Flashing 10 sec. sector light on a 46 ft. tower. The light is obscured to downbound traffic in the Livingstone Channel in its' northwest sector from bearings 270 degrees clockwise to 011 degrees. It is considered an aid in the upbound Hackett's Reach Channel. The light was previously floodlighted in the 1990's.

Whereas: The light is completely invisible to downbound traffic on most nights. Vessels can typically pass as close as 300 ft. from the light without seeing it.

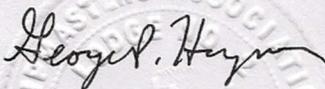
Whereas: The light marks the southern boundary of speed limits for the Detroit River for both up and downbound traffic.

Whereas: Upbound vessels that have been given permission to transit the Livingstone Channel may be checked down waiting for downbound traffic to clear Light D33. Navigators of downbound vessels cannot gauge the full width of the Livingstone Channel when meeting upbound vessels just below D33.

Whereas: This area of the lower Detroit River is congested with small recreational vessels transiting, crossing and fishing. Should a downbound vessel need to make an emergency maneuver to avoid small vessels that are impeding, the visual boundary of the east side of the channel is invisible. Small vessels themselves may not be able to see the light and that could present a risk of allision.

BE IT PROPOSED: That the Grand Lodge instruct the Navigation, Legislative and Engineering Committee (NELC) to ask the Canadian Coast Guard to illuminate the light or the obscured sector in some acceptable manner to make the light visible to downbound vessels.

Respectfully Submitted,



Capt. George P. Haynes,
Grand Lodge Delegate,
ISMA Port Huron Lodge No. 2

