CELRC-TS-C-T

SHOALING CONFIRMED
IN THE DEEP WATER APPROACH TO
BURNS WATERWAY HARBOR

1. An extensive hydrographic survey of the Burns Waterway Harbor approach was conducted by the Corps of Engineers in response to the report of the M/V American Integrity grounding on April 15, 2012. The survey confirmed that a substantial shoal has formed in the deep water approach to Burns Waterway Harbor. Preliminary survey data of the harbor approach will be posted on Chicago District Channel Condition Surveys page until the complete survey is processed and posted. [http://www.lrc.usace.army.mil/co-o/Survey.htm](http://www.lrc.usace.army.mil/co-o/Survey.htm)

2. The survey soundings show that the shoaling extends into the southerly portion of Lake Carriers Association recommended northbound and southbound sailing lines for Burns Waterway Harbor published on the NOAA charts #14905 and #14926. Shoaling extends northward and westward from the east end of the ArcelorMittal steel mill dike toward the Burns Waterway Harbor approach channel. The northwestern edge of the shoal -29 feet depth contour line (reference to Great Lakes Low Water Datum) is located at a point 070 degrees true, 2160 feet from the Burns Harbor North Light “2” (Coast Guard Lightlist #19585).

3. Currently, there is adequate deep water for ships to maneuver to enter and depart Burns Waterway Harbor, but the shoaling will likely continue to build up and spread toward the Burns Waterway Harbor approach channel. This survey information will be transmitted to NOAA for updating of the navigation charts and the Coast Guard for consideration of the marking of this shoal.

4. The following is a link to Chicago District Notice to Navigation Interests page where all Chicago District notices are posted. [http://www.lrc.usace.army.mil/co-o/Nav_Notice.htm](http://www.lrc.usace.army.mil/co-o/Nav_Notice.htm)

5. If you have any comments or questions regarding this notice, you may contact Tim Kroll in Chicago District Operations at 312-846-5484 or tim.kroll@usace.army.mil.

Steven E. Hungness
Chief, Operations Technical Support