



U.S. Department  
of Homeland Security  
**United States  
Coast Guard**

**LOCAL NOTICE TO MARINERS  
WEEKLY EDITION**

**District 8 MRS**

**Week: 07/07**

**Mississippi River System**

LIGHT LIST VOLUME V  
NOTICE NUMBER 07/07  
February 14, 2007

LIGHT LIST REFERENCE: COMDTPUB P16502.5, Vol V, 2006 Edition.

CONTENTS: Rivers are listed in alphabetical order and are included only when there is information to report.  
Broadcast Notice to Mariners Covered in this Edition

Originating Unit	Beginning BNM's	Ending BNM's
Sector Upper Mississippi River	0026-07 (UM)	0038-07 (UM)
Sector Lower Mississippi River	0035-07 (LM)	0045-07 (LM)
Sector Ohio Valley	0117-07 (OV)	0129-07 (OV)
OB DWRO	0019-07 (OB)	0020-07 (OB)

NIS WATCHSTANDER PHONE (703) 313-5900 24-HOURS A DAY

INTERNET ADDRESS <http://www.navcen.uscg.gov/>

2007 SPECIAL NOTICE TO MARINERS <http://www.navcen.uscg.gov/>

MISSISSIPPI RIVER SYSTEM LNM VIA INTERNET <http://www.navcen.uscg.gov/lnm/d8mrs>

MISSISSIPPI RIVER SYSTEM LIGHT LIST VIA INTERNET <http://www.navcen.uscg.gov/pubs/lightlist/v5complete.pdf>

**ABBREVIATIONS**

**A through I**

ACOE - Army Corps of Engineers  
ADRIFT - Buoy Adrift  
AICW - Atlantic Intracoastal Waterway  
B - Buoy  
BKW - Breakwater  
B - Refer to Light List  
BNM - Broadcast Notice to Mariner  
CG - Refer to Light List  
CHAN - Channel  
CGD - Coast Guard District  
CR - Refer to Light List  
C/O - Cut Off  
CONT - Contour  
CONSTR - Construction  
CRK - Creek  
CONST - Construction  
DBN - Daybeacon  
DBD/DAYBD - Dayboard  
DBN/DEST - Daybeacon Destroyed  
DBN IMCH - Daybeacon Improper  
Characteristic  
DISCON - Discontinued  
DMGD - Daybeacon Damaged  
EST - Established Aid

**K through M**

KBG - Refer to Light List  
KBG-I - Refer to Light List  
KBR - Refer to Light List  
KBR-I - Refer to Light List  
KBW - Refer to Light List  
KGB - Refer to Light List  
KGB-I - Refer to Light List  
KGR - Refer to Light List  
KGR-I - Refer to Light List  
KGW - Refer to Light List  
KGW-I - Refer to Light List  
KRB - Refer to Light List  
KRB-I - Refer to Light List  
KRG - Refer to Light List  
KRG-I - Refer to Light List  
KRW - Refer to Light List  
KWB - Refer to Light List  
KWB-I - Refer to Light List  
KWG - Refer to Light List  
KWG-I - Refer to Light List  
KWR - Refer to Light List  
KWR-I - Refer to Light List  
LAT - Latitude  
LB - Lighted Buoy

**N through Z**

NB - Refer to Light List  
N/C - Not Charted  
ND - Refer to Light List  
NG - Refer to Light List  
NGA - National Geospatial-Intelligence Agency  
NL - Refer to Light List  
NO - Number  
NOS - National Ocean Service  
NR - Refer to Light List  
NW - Refer to Light List  
NW - Notice Writer  
NY - Refer to Light List  
OBSCU - Obscured  
OBST - Obstruction  
OBSTR - Obstruction  
PRIV - Private Aid  
RBN - Radio Beacon  
REBUILT - Aid Rebuilt  
RECOVERED - Aid Recovered  
RED - Red Buoy  
REDINT - Reduced Intensity  
RRL - Range Rear Light  
RELIGHTED - Aid Relighted  
RELOC - Relocated

EVAL - Evaluation  
EXT - Extinguished  
FL - Flashing  
FS - Fog Signal  
HAZ - Hazard to Navigation  
HBR - Harbor  
HOR - Horizontal Clearance  
HT - Height  
ICW - Intracoastal Waterway  
IMCH - Improper Characteristic  
INL - Inlet  
INOP - Not Operating  
ISL - Islet  
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LBB - Lighted Bell Buoy  
LHB - Lighted Horn Buoy  
LGB - Lighted Gong Buoy  
LONG - Longitude  
LNM - Local Notice to Mariners  
LT - Light  
LT CONT - Light Continuous  
LWB - Lighted Whistle Buoy  
LWP - Left Watching Properly  
MISS - Missing  
MR - Refer to Light List  
MR-I - Refer to Light List

RESET ON STATION - Aid Reset on Station  
RFL - Range Front Light  
RIV - River  
SEC - Section  
SG - Green Square  
SG-SY - Green Square with Yellow Square  
SHL - Shoaling  
SND - Sound  
TEMP - Temporary Aid Change  
St M - Statute Mile  
TR - Red Triangle  
TRLB - Temporarily Replaced by Lighted Buoy  
TRLT - Temporarily Replaced by Light  
TR-TY - Red Triangle with Yellow Triangle  
TRUB - Temporarily Replaced by Unlighted Buoy

Additional Abbreviations Specific to this LNM Edition: None

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## SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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### MISSOURI RIVER - DRAWBRIDGES

All Missouri River Drawbridges will open on signal, if at least 24-hours advance notice is given. Normal operations will resume when the ACOE again supports navigation.

LNM: OB

### DGPS OFF-AIR TOPEKA KANSAS

The Topeka, Kansas, DGPS Site will be unusable from 1500Z to 1700Z, on March 20, 2007, the alternate time is 1500Z to 1700Z, March 21, 2007.

LNM: NAVCEN

### DGPS OFF-AIR SUMMERFIELD, TEXAS

The Sumerfield, Texas, DGPS Site will be unusable from 1500Z to 1700Z, on March 12, 2007, the alternate time is 1500Z to 1700Z, March 13, 2007.

LNM: NAVCEN

### UPPER MISSISSIPPI RIVER L/D WINTER LOCKAGE HOURS

Rock Island District Locks 12, 13, 14, 15, 17, 18, and 20, will be staffed to lock traffic between 8:00 a.m. and 4:00 p.m., Monday through Friday, from December 17, 2006 through March 2, 2007. Tows requiring lockage outside of these hours, must contact the Lockmaster in advance so that lock operators can be called in to operate the lock.

Lock 11 will be closed from 7:30 a.m., January 2, 2007 until 4:30 p.m., February 28, 2007, for major rehabilitation of the lower guidewall. Lock 19 will be closed from 7:30 a.m., January 2, 2007 until 4:30 p.m., February 28, 2007, for dewatering and repairs.

LNM: ACOE

### LORAN-C OPERATIONS GRANGEVILLE, LOUISIANA (RATE 9960)

Loran Station Grangeville, Louisiana, (Rate 7980-W), will be on air testing the Loran Data Channel from 1600Z, February 16, 2007, until further notice. The test broadcast will use pulse position modulation of a ninth pulse added one thousand microseconds after the standard pulse group. Throughout the test period the signal will meet all service performance parameters published in the 1994 Specification of the Loran-C Signal. Users should not experience any tracking errors or service interference from this test broadcast. Users will be notified on any changes to the test schedule and when the testing is complete. Loran users are encouraged to report any loran service degradation or outages that they may experience via the Navigation Information Service (NIS) by calling (703) 313-5900 or by using the NAVCEN Website, report a loran problem worksheet at [www.navcen.uscg.gov](http://www.navcen.uscg.gov). Additional information on the loran data channel and the 1994 Loran-C Signal Specification, may also be

**LORAN-C OPERATIONS  
GRANGEVILLE, LOUISIANA  
(RATE 9960)**

found at this Website.

LNM: NAVCEN

**LORAN-C OPERATIONS  
DANA, INDIANA  
(RATE 9960)**

Loran Station Dana, Indiana, (Rate 9960-Z), will be on air testing the Loran Data Channel from 1600Z, February 13, 2007, until further notice. The test broadcast will use pulse position modulation of a ninth pulse added one thousand microseconds after the standard pulse group. Throughout the test period the signal will meet all service performance parameters published in the 1994 Specification of the Loran-C Signal. Users should not experience any tracking errors or service interference from this test broadcast. Users will be notified on any changes to the test schedule and when the testing is complete. Loran users are encouraged to report any loran service degradation or outages that they may experience via the Navigation Information Service (NIS) by calling (703) 313-5900 or by using the NAVCEN Website, report a loran problem worksheet at [www.navcen.uscg.gov](http://www.navcen.uscg.gov). Additional information on the loran data channel and the 1994 Loran-C Signal Specification, may also be found at this Website.

LNM: NAVCEN

**ATCHAFALAYA RIVER  
WATERWAYS ANALYSIS**

The U. S. Coast Guard is conducting a Waterway Analysis and Management Study (WAMS) on the Atchafalaya River (Mile 0.0 to 40.6). The purpose of the WAMS is to evaluate the adequacy of the existing Aids To Navigation (ATON) system. The study will consider the concerns of waterway users, changes in waterway usage, changes in hydrography, and marine casualty data. Possible outcomes of the WAMS include the addition of new ATON, the deletion of redundant ATON, or changes to the position or signal of existing ATON. User comments are a very important part of this process and mariners using these waters are encouraged to complete a user survey (attached at the end of this LNM). Any interested party wishing to comment or participate is requested to complete the enclosed survey or contact BMCM Frederick Bollinger, (601) 446-5104, email [fbollinger@cgstl.uscg.mil](mailto:fbollinger@cgstl.uscg.mil). To be considered, comments must be received by March 1, 2007.

USCGC GREENBRIER (WLR 75501)  
P.O. BOX 18909  
44 L.E. Barry Road  
Natchez, MS 39122-8909

LNM: WAMS

**ILLINOIS WATERWAY  
UPPER MISSISSIPPI RIVER  
ICE CONDITIONS - SAFETY ADVISORY**

Due to developing ice conditions, the COTP Upper Mississippi River has issued the following advisory; Severe navigation problems may be expected throughout the Peoria Lake vicinity, between approximate Mile 180.0 to Mile 162.0. Navigation has been restricted to one-way traffic between Miles 179.0 and 169.0. This action was taken to ensure the integrity of the existing ice trail across Peoria Lake. Sheet ice may be expected throughout the waterway. The channel may be blocked in some locations if conditions deteriorate. Ice gorges can most frequently be expected to form at the following locations;

Mile 95.5 to Mile 86.5, Sugar Creek to Grape Island,  
Mile 137.0 to Mile 127.0, Copperas Creek to Liverpool.

The Starved Rock L/D, vicinity of Mile 231.0 and the Marseilles L/D vicinity of Mile 244.4, are limited to a tow width of 89 feet. Tows are requested not to lay up along the guide walls during lock approach.

On the Upper Mississippi River

Lock 20, vicinity of Mile 343.2, Lock 21, vicinity of Mile 324.9 and Lock 22, vicinity of Mile 301.2, are limiting tow width to 70 feet. Lock 26, vicinity of Mile 201.0, is limiting tow width to 89 feet. Lock 27, vicinity of Mile 185.1, is limiting tow width to 106 feet. Width restrictions will be lifted as conditions improve.

Towboat operators will be required to arrange their tows so that a re-coupling does not occur between box end barges during a lockage. Rake to bow ice couplings should be incorporated into tow configurations when ice is present at the lock. Mariners should be aware that buoys may be unreliable due to icing conditions. Ice flows render reflective material ineffective and may drag buoys off station and/or sever the buoys from their moorings. Mariners should expect icing conditions to worsen as the temperatures fall.

LNM: 0036UM

**LOWER MISSISSIPPI RIVER  
CHANNEL CONDITION**

Low water conditions reportedly exist between Cairo, Illinois and Baton Rouge, Louisiana. The ACOE maintained depth and width may not be attainable along all buoy lines. Mariners are requested to monitor gauge readings and use this as a tool to facilitate safe navigation.

LNM: 0044LM

**ALLEGHENY RIVER  
MONONGAHELA RIVER  
OHIO RIVER  
COTP RESTRICTION**

Due to sub-freezing temperatures and extensive ice formation, the COTP Pittsburgh has restricted the movement of all red flagged barges above L/D 2, vicinity of Mile 6.7. No red flagged barge traffic is permitted to operate or transit up river from L/D 2 until further notice. Red flagged vessel traffic requesting to operate or transit in the area, must contact the COTP Pittsburgh at (412) 670-4281. Additionally, before operating or transiting on the Monongahela River or on the Ohio River above Pike Island L/D, vicinity of Mile 84.2, all red flagged vessels MUST make initial notification to the U.S. Coast Guard Sector Ohio Valley via VHF-FM Channel 16.

LNM: 0120OV

**UPPER MISSISSIPPI RIVER  
COTP ADVISORY**

The COTP Ohio Valley in conjunction with the River Industry Action Committee and the ACOE has issued an advisory due to low water conditions reported on the Upper Mississippi River. The Cape Girardeau Gauge for the Upper Mississippi River forecasts low water conditions with a potential gauge reading falling to 9.0 feet or below. Mariners are advised to evaluate vessel drafts for safe navigation and to consider risks of navigating low water when pushing certain dangerous cargoes and to exercise caution.

LNM: 0132OV

**MAIL DISTRIBUTION OF ACOE NASHVILLE DISTRICT NOTICE OF NAVIGATION INTERESTS**

The ACOE Nashville District is creating a new listing of individuals and organizations that wish to receive Notice to Navigation Interests by postal mail. Please see the attached notice at the end of this LNM.

LNM: ACOE

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**SECTION II - DISCREPANCIES**

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

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**DISCREPANCIES (FEDERAL AIDS)**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1752	NON LATERAL MARK 185.3	MISSING/TRUB		0026LM	06/07	
2277	NON LATERAL MARK 82.8	TRUB		0146LM	25/04	
3680	LINDSLEY ISLAND LOWER LT	LT EXT		0552OV	29/06	
3745	PUMPING STATION LT	LT EXT		0554OV	29/06	
4020	BEAR CREEK LT	LT EXT		0641OV	32/06	
4275	FOX HOLLOW LT	LT EXT		1015OV	48/06	
4335	DEVILS POTATO HILL LT	MISSING		0245OV	17/06	
4335	DEVILS POTATO HILL LT	TRUB		0288OV	18/06	
7010	BLUE CREEK PT. MIDDLE LT	LT EXT		0012LM	04/07	
7030	DROLLS POINT UPPER LIGHT	TRUB		0656UM	52/04	
7035	DROLLS POINT LT	LT EXT		0011UM	04/07	
7040	PEORIA HEIGHTS LIGHT	LT EXT		0010UM	04/07	
7525	GRAND ISLAND FOOT LT	MISSING		0667UM	51/04	
7695	MOORES ISLAND LT	DBD DMGD/LT EXT		0070UM	07/05	
8080	GREUTERS LANDING DBN	DBN DMGD		0526UM	40/06	
8330	WITCHERS ISLAND LT	TRDBN/LT EXT		0484OV	27/06	
10855	NAPOLEON LT	MISSING		0330LM	44/06	

11050	VAUCLUSE BEND LT	MISSING			05/07
15630	SMOOTS CHUTE LIGHT	TRUB/DBD DEST	0044UM		10/01
15640	HOWARD LIGHT	LT EXT	0549UM		41/06
15925	BLACKBURN ISLAND LIGHT	LT EXT	0401UM		32/06
17245	TEATABLE LIGHT	LT EXT	0025OV		03/06
17290	PICAYUNE LT	LT EXT	0027OV		04/06
17300	DEVILS ISLAND FIELD LIGHT	LT EXT	0026OV		04/06
17395	GALE LIGHT	LT EXT	0041OV		04/06
17445	UNCLE JOE LIGHT	LT EXT	0722OV		41/05
26560	COOPER BAR LIGHT	LT EXT	0717OV		40/05
26615	BEIGS LANDING LIGHT	LT IMCH	0410OV		26/05
27235	MUSSEL SHOAL LIGHT	LT EXT	0468OV		27/06
27325	ROCKPORT LIGHT	LT EXT	0141OV		07/07
27327	PUP CREEK LT	LT EXT	0217OV		14/06
29224	BOSSIER DBN	MISSING	0334LM		40/05
29542	BARBIN DAYBEACON	DBN DEST			04/05
32460	REYNOLDSBURG ISLAND LIGHT	LT EXT			47/06
32535	STANDING ROCK LT	LT IMCH	0423OV		26/06
32565	FORT HEIMAN LT	LT EXT	0786OV		47/05
32590	PINE BLUFF DBN	TRUB	0276OV		23/04
32610	REDDIS LT	LT EXT	0689OV		33/06
32640	PEGGYS LT	MISSING	0303OV		19/06
32915	PACKETT BRANCH DAYBEACON	MISSING	0726OV		35/06

**DISCREPANCIES (FEDERAL AIDS) CORRECTED**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
27837	UNIONTOWN DAYBEACON	REBUILT/REMAINS			05/07	07/07
28055	RONDEAU LIGHT	RELIGHTED			47/06	07/07
28080	PRYORS ISLAND LIGHT	RELIGHTED			47/06	07/07

**DISCREPANCIES (PRIVATE AIDS)**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
2100	OAKLEY LIGHT	MISSING		0414-02 LM	37/02	
2337	ISLAND HARBOR MARINA LIGHT	LT EXT		0279-04 LM	40/04	
2350	PINE BLUFF WAREHOUSE LIGHTS (2)	LT EXT		0280-04 LM	40/04	
3635	TVA TRANSMISSION TOWERS LIGHTS (2)	LT EXT		0550-06 OV	34/06	
3640	TVA TRANSMISSION TOWERS LTS (2)	LT EXT		0551-06 06	34/06	
3750	DUPONT DOCK LIGHTS (2)	LT EXT		0555-06 OV	34/06	
6035	CANAL BARGE CO. DOCK LIGHT	LT EXT		0209-03 UM	16/03	
6045	PITMAN-MOORE LIGHT	LT EXT		0287-02 UM	26/02	
6100	EXXON COMPANY USA LIGHTS (2)	LT IMCH		0206-03 UM	17/03	
6110	VANDENBERGH DOCK LIGHTS (2)	LT EXT		0764-02 UM	51/02	
6120	DOW CHEMICAL LIGHT	LT IMCH		0204-03 UM	19/03	
6170	QUANTUM CHEMICAL DOCK LIGHTS (2)	LT EXT		0436-01 UM	31/01	
6245	ADM/GROWMARK DOCK LIGHT	LT EXT		0767-02 UM	51/02	
6325	SENECA DOCK LIGHTS (2)	LT IMCH		0213-03 UM	17/03	
6350	CARGILL MOORING LTS (2)	LT IMCH		0203-03 UM	19/03	
6455	GARVEY INTERNATIONAL LIGHTS (2)	LT IMCH		0202-03 UM	19/03	
6580	CONSOLIDATED GRAIN & BARGE LTS (2)	LT EXT		0222-02 UM	23/02	
6695	CONTINENTAL GRAIN COMPANY LIGHT	LT EXT		0350-03 UM	24/03	
6895	LACON DIKE LIGHT	LT EXT		0017-07 UM	06/07	
7250	SHELL DOCK LIGHTS (2)	LT EXT		0123-02 UM	16/02	
7255	ADM GROWMARK MOORING LIGHT	LT EXT		0122-02 UM	16/02	

7260	SOURS GRAIN TRAMWAY LIGHT	LT EXT	0279-03 UM	21/03
7275	MIDWEST GRAIN DOCK LIGHTS (2)	LT EXT	0119-02 UM	16/02
7295	ADM GROWMARK MOORING LIGHTS (3)	LT EXT	0281-03 UM	21/03
7460	CARGILL MOORING LIGHTS (2)	LT EXT	0284-03 UM	21/03
7620	CARGILL DOCK LIGHTS (2)	LT IMCH	0290-03 UM	21/03
7760	ADM GROWMARK GRAIN ELEV LTS (2)	LT EXT	0306-02 UM	27/02
7905	SOYLAND POWER LIGHTS (3)	LT EXT	0585-01 UM	35/01
9550	WESTVACO DOCK LIGHTS (2)	LT EXT	0012-06 OV	03/06
10020	NUCOR YAMATO PORT FACILITY LTS (2)	LT EXT	0304-02 LM	31/02
10110	BUNGE DOCK LIGHTS (2)	LT EXT	0090-03 LM	08/03
10160	CONTINENTAL GRAIN LIGHTS (3)	LT EXT	0308-02 LM	31/02
10300	CARGILL DOCK LIGHT	LT EXT	0361-01 LM	34/01
10345	COASTAL UNILUBE DOCK LIGHTS (2)	LT EXT	0361-01 LM	34/01
10365	CARGILL DOCK LIGHTS (2)	LT EXT	0404-02 LM	36/02
10380	MATLACK DOCK LIGHT	LT EXT	0400-02 LM	36/02
10390	PEAVEY LIGHTS (2)	LT EXT	0398-02 LM	36/02
10395	SUBURBAN PROPANE DOCK LIGHT	LT EXT	0396-02 LM	36/02
10405	CARGILL LIGHT	LT EXT	0398-02 LM	36/02
10415	WESTERN TAR PRODUCTS DOCK LIGHT	LT EXT	0394-02 LM	36/02
10825	JANOUSH MARINE LIGHT	LT EXT	0271-04 LM	37/04
10935	YELLOW BEND HARBOR LIGHT	LT EXT	0360-01 LM	34/01
10980	GREENVILLE SHIPBUILDING LTS (3)	LT EXT	0273-02 LM	29/02
10990	MISSISSIPPI MARINE DOCK LTS (2)	LT EXT		36/06
11000	TRANSMONTAIGNE DOCK LIGHTS (2)	LT EXT	0244-03 LM	23/03
11010	TRANSMONTAIGNE DOCK LIGHT	LT EXT	0274-02 LM	29/02
11020	BUNGE CONVEYOR LIGHT	LT EXT	0248-03 LM	23/03
11160	MAGNOLIA RESOURCE DOCK LIGHTS (2)	LT EXT	0230-04 LM	35/04
11255	BUNGE DOCK LIGHTS (4)	LT EXT	0376-02 LM	36/02
11320	BUNGE CORPORATION LIGHTS (2)	LT EXT	0384-03 LM	36/03
11335	QUAKER STATE LIGHTS (2)	LT EXT	0347-02 UM	34/02
11345	HOLCIM BARGE LIGHTS (2)	LT IMCH	0370-03 LM	36/03
11350	BIG RIVER SHIPBUILDERS LIGHTS (2)	LT EXT	0371-03 LM	36/03
11485	BUNGE DOCK LIGHTS (2)	LT IMCH	0377-03 LM	36/03
11990	RIVERSIDE DOCK LIGHTS (2)	LT EXT	0695-01 UM	40/01
12080	UNIVERSITY DOCK LIGHT	LT EXT	0696-01 UM	40/01
12285	FARMLAND DOCK LIGHT	LT EXT	0568-04 UM	45/04
13195	BAY STATE DOCK LIGHTS (2)	LT EXT	0569-04 UM	45/04
14518	FULTON RIVER TERMINAL DOCK LIGHT	LT EXT	0625-04 UM	50/04
14550	ADM/CLINTON LIGHTS (3)	LT EXT	0100-05 UM	14/05
14785	MARINA BREAKWATER LIGHTS (2)	LT EXT	0624-04 UM	50/04
14865	BLACKHAWK DOCK LIGHT	LT EXT	0626-04 UM	50/04
14925	CARGILL DOCK LIGHT	LT EXT	0098-03 UM	13/03
14945	DETER'S BOAT DOCK LIGHT	LT IMCH	0052-04 UM	13/04
15015	CARGILL DOCK LIGHTS (2)	LT EXT	0572-04 UM	45/04
15250	AGRI-GRAIN MARKETING DOCK LIGHT	LT EXT	0047-04 UM	13/04
15515	HUBINGER LANDING LIGHT	LT EXT	0198-05 UM	17/05
15620	AYERS OIL COMPANY DOCK LIGHT	LT EXT	0172-05 UM	19/05
15950	BUNGE DOCK LIGHT	Status Unreported	0168-05 UM	19/05
15955	DYNO-NOBEL DOCK LIGHTS (2)	MISSING	0347-02 UM	28/02
15985	HOLNAM MOORING LIGHTS (2)	LT IMCH	0645-04 UM	48/04
16100	JERSEY COUNTY GRAIN DOCK LIGHTS(2)	LT EXT	0221-03 UM	16/03
16215	COMMODORE MEYER LIGHT	LT EXT	0349-02 UM	28/02
16310	SIOUX CITY/NEW ORLEANS TERMINAL LT	Status Unreported	0249-99 UM	49/99

16380	WESTERN DOCK LIGHTS (9)	LT EXT	0431-02 UM	33/02
16390	ADM-GROWMARK DOCK LIGHTS (4)	LT EXT	0776-01 UM	44/01
16580	VALVOLINE PIER LIGHTS (3)	LT EXT	0787-01 UM	44/01
16680	UNION ELECTRIC DOCK LIGHTS (5)	LT EXT	0033-04 UM	09/04
16715	BARNHART LIMESTONE DOCK LIGHT	LT EXT	0840-01 UM	47/01
18405	ARCADIAN DOCK LIGHT	LT EXT	0676-05 UM	08/06
18700	BUNGE DOCK LIGHTS (3)	MISSING/LT EXT	0689-05 UM	08/06
19175	BARTLETT DOCK LIGHT	MISSING	0557-06 UM	41/06
19180	AG PROCESSING DOCK LIGHTS (2)	LT IMCH	0562-06 UM	41/06
19185	ST. JOSEPH L & P DOCK LIGHT	LT IMCH	0690-05 UM	08/06
19300	AGP GRAIN DOCK LIGHT	LT EXT	0680-05 UM	08/06
19465	CARGILL DOCK LIGHTS (2)	LT EXT	0447-06 UM	36/06
19505	BOARD OF PUBLIC UTILITIES LIGHT	LT EXT	0679-05 UM	08/06
19540	PUBLIC UTILITIES LIGHTS(2)	LT EXT	0446-06 UM	36/06
19670	BRENNTAG MID-SOUTH DOCK LIGHT	LT EXT/LT IMCH	0160-05 UM	15/05
19695	K.C. POWER AND LIGHT LIGHTS (2)	LT EXT/LT IMCH	0681-05 UM	08/06
21965	NEMACOLIN MINES LIGHT	LT EXT	0195-03 OV	14/03
22065	LA BELLE VESTA LIGHTS (2)	LT EXT	0198-03 OV	14/03
25980	COVINGTON RIVERFRONT PARK LTS (2)	LT IMCH	0401-03 OV	24/03
26010	ACMS DOCK LIGHTS (2)	LT EXT	0684-00 OV	37/00
26290	BOONE COUNTY SAND AND GRAVEL LTS(2)	LT EXT	0769-00 OV	40/00
26430	DOW DOCK LIGHTS (2)	LT EXT	0002-05 OV	18/05
26685	LOUISVILLE WATER INTAKE LIGHT	LT EXT	0761-04 OV	18/05
26725	LOUISVILLE TERMINAL LIGHTS (2)	MISSING	0448-00 OV	26/00
28270	ELECTRIC ENERGY LIGHTS (6)	LT EXT	0082-06 OV	10/06
28470	STATE PARK MARINA LIGHTS (2)	LT EXT	0247-04 LM	35/04
29350	PINE BLUFF SAND & GRAVEL LTS (2)	LT IMCH	0295-06 LM	38/06
29351	ALEXANDRIA PORT AUTHORITY BULK DOCK LTS	LT EXT	0295-06 LM	38/06
30350	A. E. STALEY LIGHTS (3)	LT IMCH	0813-03 OV	45/03
30360	VISCASE INTAKE LIGHT	LT IMCH	0814-03 OV	45/03
30842	SEQUOYAH NUCLEAR PLANT SECURITY ZONE BUOYS (11)	LT EXT	0239-05 NO	21/05
31035	SHOWBOAT SUITES LIGHT	LT EXT	0699-03 OV	38/03
31085	ROBMER DOCK LIGHTS (2)	LT EXT	0570-02 OV	35/02
31957	FLORENCE PARK BOAT DOCK LIGHT	LT EXT	0740-03 OV	42/03
32030	LAROCHE INDUSTRIES INTAKE BUOY	MISSING	0745-03 OV	42/03

#### DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

#### PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

#### PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

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### SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

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**TEMPORARY CHANGES**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
6990	CIRCLE LT	TRDBN		0680UM	02/05	
8330	WITCHERS ISLAND LT	TRDBN			33/06	
12700	CANNON RIVER DBN	TRUB		0643UM	47/06	
12750	BAY CITY LT	TRUB		0642UM	47/06	
12772	POINT NO POINT LIGHTED BUOY	TRUB		0657UM	47/06	
13420	BROKEN ARROW LT	TRUB		0641UM	47/06	
14130	MCKNIGHT LIGHTED BUOY	TRUB		0658UM	47/06	
14360	WING DAM 26 LIGHTED BUOY	TRUB		0665UM	49/06	
14720	MOLINE LIGHTED BUOY	TRUB		0634UM	47/06	
15370	SHOKOKAN LIGHTED BUOY	TRUB		0636UM	47/06	
15395	DUTCHMAN ISLAND LIGHTED BUOY	TRUB		0676UM	50/06	
15435	SUNKEN M/V JOHN PAUL L/B	TRUB		0671UM	50/06	
15445	NAUVOO BLUFF LIGHTED BUOY	TRUB		0673UM	50/06	
15465	GALLAND LIGHTED BUOY	TRUB		0674UM	50/06	
15475	WAGGONER PT LIGHTED BUOY	TRUB		0675UM	50/06	
15530	DES MOINES RIVER LIGHTED BUOY	TRUB		0672UM	50/06	
15670	HOGBACK LIGHTED BUOY	TRUB		0663UM	49/06	
17655	GREENFIELD BEND LOWER LIGHT	DISCONTINUED		0130OV	07/07	
18265	COUNCIL BLUFFS DBN	DISCONTINUED		0622UM	46/06	
26175	PIKES PEAK LIGHT	N/A		0049OV	05/04	
29236.01	HANNAH DBN	DISCONTINUED		0304LM	40/06	
32405	ROCKPORT LANDING LT	TRUB		0305OV	19/06	
32525	BIG SANDY LT	TRLB		0662OV	43/04	

**TEMPORARY CHANGES CORRECTED**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

**PLATFORM TEMPORARY CHANGES**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

**PLATFORM TEMPORARY CHANGES CORRECTED**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None



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## SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

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### SUMMARY OF ADVANCED APPROVED PROJECTS

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
None		

#### **UPPER MISSISSIPPI RIVER**

The following changes will be made the week of May 7, 2007:

Wethern Daybeacon (LLNR 12755), Mile 786.2, RDB, will have a green square dayboard added.

Island 42 Light (LLNR 12945), Mile 750.5, RDB, will be discontinued.

Eads Leading Light (LLNR 16500), Mile 179.3, LDB, will be converted from a unidirectional light to an omnidirectional light.

LNM: 08-06-38D

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## SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

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### PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
None			

#### **Comments and recommendations regarding proposed aids to navigation changes should be submitted to:**

Commander (dpw)  
Eighth Coast Guard District  
Attn: Federal Projects  
500 Poydras Street, Room 1230  
New Orleans, LA 70130-3310

Or by e-mail: my2cents@d8.uscg.mil

All comments or recommendations should include the following information:

- Quantity, type, capacity, and value of vessels involved and the extent to which vessels transit the area seasonally, by day, and by night.
- If known, the type of navigational devices (e.g. compass, radio direction finder, radar, Loran, search lights, etc.) with which each vessel is equipped.
- The number of vessel passengers and/or type, quantity, and value of cargo involved.
- Chart section or graphic, as necessary to illustrate the comment or recommendation.

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## SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

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#### **ALLEGHENY RIVER**

##### **MILE 2.5 - BRIDGE REPAIR**

31st Street Bridge; Contractor will be performing repair work at various locations during daylight hours, Monday through Friday. A debris containment system extends 3 feet below low steel in the navigation channel. Vertical clearance is reduced to 69.6 feet above pool stage. Mariners are urged to transit the bridge with caution.

LNM: OB

#### **BLACK WARRIOR RIVER -TOMBIGBEE - WATERWAY**

##### **MILE 401.7 - BRIDGE CONSTRUCTION**

State Route 269 Highway Bridge; Construction continues on the replacement bridge on State Route 269 across the Mulberry Fork of the Black Warrior River, Mile 401.7, at Copeland Ferry, Walker County, Alabama.

Currently, a 264-foot by 50-foot material barge, a 120-foot by 55-foot crane barge and 2 smaller barges with 2 tugs are working in the channel to

**BLACK WARRIOR RIVER -TOMBIGBEE - WATERWAY**  
**MILE 401.7 - BRIDGE CONSTRUCTION**

construct cofferdams, which will be used for pier construction. Pier construction has begun. The cofferdams reduce the available horizontal clearance to approximately 175 feet. The cofferdams will be lighted with fixed red lights on the channel ward sides. Additionally, a work dock, lighted with fixed red lights on the channel ward side, has been constructed along the east side of the channel upstream of the existing bridge. Mariners are requested to contact the attendant tug on VHF-FM to request that the equipment be removed from the channel when required for safe passage and for additional passing instructions. Mariners should be alert for equipment, which may be working within the waterway, and exercise caution when transiting the area. For additional information, contact Mr. Chris Canon, P.E., Scott Bridge Company, at (334) 749-5045.

LNM: BRIDGE  
NOLA

**CUMBERLAND RIVER**  
**MILE 196.4 - BRIDGE CONSTRUCTION**

Pedestrian Bridge; Construction of bridge piers on the banks has commenced. No floating equipment is being utilized so waterway users will not be impacted.

LNM: OB

**GREEN RIVER**  
**SUNKEN VESSEL**

The Coast Guard has received a report of a sunken barge in the vicinity of the entrance to Green River on the LDB. Only the equipment on the barge is visible above the waterline. All mariners are urged to use extreme caution while transiting this area. For up-to-date information, mariners can contact Sector Ohio Valley on VHF-FM Channel 16 or 1-800-253-7465.

LNM: 0119OV

**ILLINOIS WATERWAY**  
**MILE 213.0 - AIDS TO NAVIGATION**

Several buoys have been reported missing in the vicinity of Mile 213.0. Mariners are urged to use extreme caution when transiting the area.

LNM: LK MICH

**MILE 84.0 - AIDS TO NAVIGATION**

Three of the 4 nun buoys have been reported missing at Mile 84.0. Mariners are urged to transit the area with extreme caution.

LNM: 0026UM

**KANAWHA RIVER**  
**MILE 67.7 - LOCK CONSTRUCTION/BLASTING SCHEDULE - UPDATE**

Commencing approximately February 15, 2007 and continuing until approximately July 31, 2007, blasting will be conducted for new lock construction at Marmet L/D, vicinity of Mile 67.7. An ACOE Notice to Navigation Interest 07-05, is attached at the end of this LNM, regarding specifics on the blasting schedule.

LNM: ACOE

**MILE 39.0 - MILE 38.5 - MOORING CELL CONSTRUCTION**

Continuing until approximately December 1, 2007, Ross Brother Construction Company will conduct construction of 11 mooring cells between approximate Miles 39.0 and 38.5, LDB, American Electric Power Facility. The contractor's floating plant will consist of the M/V MISTY LIZ, 2 barge mounted cranes and 2 material barges. Work will be conducted from 7:00 a.m. until 5:30 p.m., Monday through Friday. During non-working hours, the contractor's floating plant will be moored at the work-site and lighted accordingly. Mariners are urged to transit the area at their slowest safe speed to minimize wake and proceed with caution.

LNM: ACOE

**LOWER MISSISSIPPI RIVER**  
**MILE 928.0 - AIDS TO NAVIGATION - CHANNEL CONDITION**

Severe shoaling has been reported in the vicinity of Mile 928.0. The red buoy line has been adjusted to mark the shoaling, leaving less than 600 foot width of channel available. Mariners are urged to use extreme caution when transiting the area.

LNM: 0133OV

**MILE 922.0 - MILE 813.0 - AIDS TO NAVIGATION**

The buoys between approximate Miles 922.0 and 813.0, have reportedly been set for a 12 foot deep navigation channel, with the Cairo gauge at 18 feet. Mariners are urged to give the buoys a wide berth and exercise caution when transiting the area.

LNM: 0138OV

**MILE 878.0 - SUNK BARGE**

A barge remains sunk in the vicinity of Mile 878.0, approximately 60 feet off the RDB. Mariners are urged to use extreme caution when transiting the area.

LNM: 0111OV

**MILE 771.5 - AIDS TO NAVIGATION**

**MILE 771.5 - AIDS TO NAVIGATION**

Due to low water conditions in the vicinity of Mile 771.5, the buoys in the area no longer mark the ends of the dikes. Mariners are urged to use extreme caution when transiting the area.

LNM: 0045LM

**MILE 646.0 - AIDS TO NAVIGATION - UPDATE**

Several missing can buoys previously reported in the vicinity of Mile 646.0, have reportedly been reset.

LNM: 0035LM

**MILE 413.5 - BUOY**

A white lighted buoy marked with a reflective red diamond, has been reported in the vicinity of Mile 413.5, approximately 25 to 40 feet inside of the nun buoy line. Mariners are urged to use extreme caution in the area.

LNM: 0041LM

**MILE 363.2 - SUNK BARGES - SAFETY ZONE - UPDATE**

Two rock barges have been reported sunk in the vicinity of Mile 363.2, RDB, south of the Natchez Vidalia Bridge west span. Salvage operations are being conducted in the area. The navigation channel has reportedly been marked with 2 can buoys upstream and 2 can buoys downstream of the Natchez Vidalia Bridge. The COTP Lower Mississippi River has established a Safety Zone in the area. The Safety Zone includes all waters within an area marked by the RDB and a line starting from a point at Mile 364.0, RDB, to the western pier of the center span of the Upper Natchez Vidalia Bridge to the western pier of the center span of the Lower Natchez Vidalia Bridge to the river end of the Bunge Dock near Mile 362.0 and thence along the dock to the RDB. All vessels are prohibited from transiting the Vidalia span and shall remain in the navigation channel. Entry into this Safety Zone is prohibited unless authorized by the COTP Lower Mississippi River or a designated representative. All vessels not directly involved with the salvage operations are prohibited from entering this Safety Zone. Failure to comply with this Safety Zone will subject persons to a civil penalty of up to \$32,500.00. Willful violation of this order may be punishable by a fine of not more than \$50,000.00 or imprisonment for not more than 5 years or both.

LNM: 0038LM

**MILE 237.0 - MILE 232.0 - CHANNEL CONDITION/SAFETY ADVISORY**

As a result of the Baton Rouge Gauge reading over 28 feet and expected to continue to rise, the COTP New Orleans recommends the following limitation: Towing companies and tow operators should consider using towing vessels with a horsepower ratio of greater than 240 horsepower per barge and a maximum of 36 barges per tow southbound transit around Wilkinson Point, between approximate Miles 237.0 and 232.0. Extra care should be taken to coordinate intentions with other vessels via VHF-FM Channel 67, due to congestion and increased radio traffic around the Wilkinson Point area. Vessel owner/operators are reminded to ensure towing vessel inspections are completed before entering the Restricted Navigation Area in accordance with Title 33 Code of Federal Regulations part 164 and part 165.810 (F). Towing companies should consider staffing vessels with their most experienced crews.

LNM: COTP  
NOLA

**UPPER MISSISSIPPI RIVER**

**MILE 839.2 - BRIDGE MAINTENANCE**

Chicago And Northwestern Railroad Drawbridge; Scaffolding will hang approximately 7.5 feet below low steel. The bridge will normally be positioned at a level 10 feet above the closed to navigation position. When the bridge is in the fully opened position, the vertical clearance will be 64.2 feet above normal pool. When the bridge is in the fully closed position, the vertical clearance will be reduced to 17.6 feet above normal pool. Mariners are advised to transit the bridge with caution and give advanced notice to request an opening.

LNM: OB

**MILE 832.5 - BRIDGE REPLACEMENT**

Wakota Highway Bridge; The channel will be blocked to navigation for construction of falsework towers beneath the arch span. The floating plant will occupy the channel on the downstream side and 2 barges will be moored immediately upstream for ice protection of the towers. Mariners may contact the M/V GRACIE M via VHF-FM Channel 16, for status.

LNM: OB

**MILE 830.3 - BRIDGE LIGHTING**

St. Paul Park Railroad And Highway Drawbridge; Only the green navigation lights are extinguished. Red navigation lights are functioning and red retro-reflective panels are in place on the upstream and downstream ends of the channel piers and the upstream and downstream ends of the center pivot protection fence. Mariners are requested to transit the bridge with extreme caution.

LNM: OB

**MILE 583.0 - L/D CLOSURE**

Continuing until approximately 4:30 p.m., February 28, 2007, L/D 11, vicinity of Mile 583.0, will be closed to navigation for repairs.

LNM: 0013UM

**MILE 579.9 - BRIDGE REPAIR**

Illinois Central Railroad Drawbridge; Continuing until March 15, 2007, the bridge will open on 24-hour advance notice. Mariners requesting an opening shall contact the bridge at (319) 269-2102, during the day or at (815) 747-3312, anytime. Due to the repairs, mariners are requested to use the Illinois Span to transit.

**MILE 579.9 - BRIDGE REPAIR**

LNM: OB

**MILE 518.1 - BRIDGE MAINTENANCE**

Clinton Highway Bridge; A containment system installed in the navigation span reduces the vertical clearance to 66.9 feet at center of span and 60.9 feet at the sheer fence. Mariners are advised to transit the bridge with caution.

LNM: OB

**MILE 518.0 - BRIDGE INFORMATION**

Clinton Railroad Drawbridge; Bridge will open with 4-hours advance notice until February 28, 2007. Mariners shall contact the bridge at (319) 244-3269, from 7:00 a.m. to 3:30 p.m. weekdays, the Clinton Yardmaster, at (319) 244-3204, or the Railroad office, at (414) 267-4216, to request an opening.

LNM: OB

**MILE 403.1 - SHEAR FENCE DAMAGE**

Burlington Railroad Bridge; Shear fence located downstream of pivot pier has been heavily damaged for 50 feet at the downstream end.

LNM: OB

**MILE 364.3 - L/D CLOSURE**

Continuing until approximately 4:30 p.m., February 28, 2007, L/D 19, vicinity of Mile 364.3, will be closed to navigation for repairs.

LNM: 0014UM

**MILE 80.0 - MILE 70.0 - AIDS TO NAVIGATION**

Several buoys have been reported missing between approximate Miles 80.0 and 70.0. Mariners are urged to use extreme caution when transiting the area.

LNM: 0134OV

**MILE 42.8 - AIDS TO NAVIGATION**

Several can buoys have been reported missing in the vicinity of Mile 42.8. Mariners are urged to use extreme caution in the area.

LNM: 0137OV

**MISSOURI RIVER**

**MILE 97.91 - BRIDGE CONSTRUCTION**

New Hermann Highway Bridge; Until March 1, 2007, main channel opening is reportedly reduced to approximately 245 feet due to falsework construction. The LDB channel is still restricted and mariners are advised to use main channel. Mariners can contact the onsite workboat SAMMY J on VHF-FM Channel 16, for more information.

LNM: OB

**MONONGAHELA RIVER**

**MILE 7.3 - BRIDGE MAINTENANCE**

Pittsburgh - Homestead Bridge; Scaffolding will hang approximately 3 feet below low steel until October 31, 2007.

LNM: OB

**MILE 3.1 - BRIDGE MAINTENANCE**

South Thirtieth Street Bridge; Due to a suspended work platform, vertical clearance is reduced to 45.9 feet above normal pool until September 1, 2007.

LNM: OB

**OHIO RIVER**

**MILE 94.5 - AIDS TO NAVIGATION**

Two nun buoys, and a can buoy have been reported not properly marking the channel in the vicinity of Mile 94.5. Mariners are urged to use extreme caution in the area.

LNM: 0091OV

**MILE 155.4 - BRIDGE MAINTENANCE**

Hi Carpenter Bridge; The vertical clearance is reduced to approximately 62 feet by containment for cleaning and painting operations. Work is suspended until Spring 2007. Mariners are requested to exercise caution when passing through the bridge span.

LNM: OB

**MILE 189.0 - BRIDGE CONSTRUCTION - UPDATE**

Blennerhassett Bridge; The bridge span has been completed, so vertical clearance of this bridge is now 76.68 feet above normal pool. Construction barges will continue to work in and around the navigation channel during daylight hours. Mariners are advised to contact the M/V RICHARD NEAL on VHF-FM Channel 16, for passing instructions. From 6:00 p.m. until 7:00 a.m., contact the M/V CAROL NEAL, for information/assistance.

**MILE 189.0 - BRIDGE CONSTRUCTION - UPDATE**

LNM: OB

**MILE 203.9 - DREDGE OPERATION**

Continuing until approximately February 28, 2007, the M/V MILTON is conducting dredging operations in the vicinity of Mile 203.9, Belleville L/D, lower approach. Work will be conducted from 7:00 a.m. until 5:00 p.m., Monday through Thursday. The contractors floating plant will consist of the M/V MILTON, a barge mounted crane and 2 material barges. The M/V MILTON will monitor VHF-FM Channel 13. During non-working hours, the contractors floating plant will be moored outside of the navigation channel and lighted accordingly. Mariners are urged to use extreme caution in the area and proceed at their slowest safe speed to minimize wake after passing arrangements.

LNM: 0098OV

**MILE 251.31 - BRIDGE REPLACEMENT**

Pomeroy-Mason Bridge; Replacement; superstructure and pier work is taking place on both sides of the channel. Several barges and work cranes are onscene, but not in the channel. Work will be performed Monday through Saturday, from 7:30 a.m. until 6:00 p.m. Mariners can call the M/V TOM COOK on VHF-FM Channel 16, and should transit the area with caution.

LNM: OB

**MILE 601.2 - PILE CONSTRUCTION**

Continuing until approximately February 30, 2007, Southern Marine Construction Company is constructing 3, pile pipe dolphins in the vicinity of Mile 601.2, LDB, River Road Terminal. The contractors floating plant will consist of the M/V BRANDI AUDRY, a crane barge and a deck barge. Work will be conducted Monday through Friday, during daylight hours. During non-working hours, the contractors floating plant will be moored at the worksite and lighted accordingly. The M/V BRANDI AUDRY will monitor VHF-FM Channel 13. Mariners are urged to exercise extreme caution when transiting the area.

LNM: ACOE

**MILE 603.1 - BRIDGE MAINTENANCE - UPDATE**

John F. Kennedy Memorial Bridge: A spudded work barge is located in the middle of the right descending span away from the navigation channel. The barge is lighted with white lights on each corner and with high intensity red retroreflective panels. Also a containment system is installed below low steel and reduces the vertical clearance to 67 feet above normal pool. Mariners should transit the bridge with caution.

LNM: OB

**MILE 608.0 - AWASH BARGE - UPDATE**

A barge has been reported trapped on the lower gates of the McAlpine L/D. Mariners are urged to use extreme caution when transiting the area.

LNM: 0143OV

**MILE 788.9 - SUBMERGED OBSTRUCTION**

A submerged obstruction has been reported in the vicinity of Mile 788.9, mid-channel. Mariners are urged to use extreme caution when transiting the area.

LNM: 0140OV

**MILE 789.5 - SUNK BARGE**

A barge has been reported sunk in the vicinity of Mile 789.5, LDB. The barge is reportedly marked with an orange life ring on the up stream side and a lighted wreck buoy on the down stream side. Mariners are urged to use extreme caution when transiting the area.

LNM: 0142OV

**MILE 924.7 - AIDS TO NAVIGATION - UPDATE**

Two nun buoys previously reported not properly marking the channel in the vicinity of Mile 924.7, have reportedly been reset.

LNM: 0100OV

**MILE 931.4 - SUNKEN TUG - UPDATE**

The Tug BRUCE D previously reportedly sunk outside the channel near Mile 931.4, 300 feet from the RDB, has reportedly been salvaged.

LNM: 0115OV

**MILE 952.0 - DREDGE OPERATION**

Continuing until further notice, the M/V IMI DELTA DREDGE 4 is conducting dredge operations in the vicinity of Mile 952.0, along the Kentucky shoreline. Mariners are urged to contact the M/V IMI DELTA DREDGE 4 via VHF-FM Channels 13 or 16, to make passing arrangements. Mariners are urged to use extreme caution in the area and proceed at their slowest safe speed to minimize wake after passing arrangements have been made.

LNM: 0094OV

**MILE 958.0 - MILE 961.0 - CHANNEL CONDITION - COTP ADVISORY**

The COTP Ohio Valley in conjunction with the Ohio River Ice Committee has issued an advisory due to low water conditions in the L/D 53 Pool, between approximate Miles 958.0 and 961.0. Mariners are to avoid meeting, passing and overtaking in this area due to excessive shoaling along the red buoy line, LDB. Vessels drafting 10 feet have experienced groundings in this area. Mariners are advised to consider risks of navigating low water when pushing certain dangerous cargoes and to exercise extreme caution.

**MILE 958.0 - MILE 961.0 - CHANNEL CONDITION - COTP ADVISORY**

LNM: 01310V

**OUACHITA-BLACK WATERWAY  
MILE 191.81 - BRIDGE CONSTRUCTION - UPDATE**

Sterlington Highway Bridge; Cofferdam construction is in progress at the right descending bank and work barges are clear of the channel. Mariners should exercise caution when transiting the site. Contact M/V KARL R on VHF-FM Channel 16, for status.

LNM: OB

**MILE 57.5 - BRIDGE FENDER SYSTEM**

Harrisonburg Drawbridge; Repair work has commenced on the upstream pier protection. Mariners can contact the onsite foreman, Coastal Bridge Company at (225) 610-7203, to determine in which navigation span the work barges are located each day.

LNM: OB

**MILE 40.8 - BRIDGE SHEETFENCE DEBRIS REMOVAL**

Jonesville Highway 84 Drawbridge; Removal of damaged shearfence debris in the channel continues during daylight hours. Contractors work barge is located outside of the navigation channel.

LNM: OB

**RED RIVER  
MILE 225.1 - BRIDGE REHABILITATION**

Barksdale Field Highway Bridge; Rehabilitation of the westbound bridge and the construction of 2 temporary shoring towers has commenced. A crane barge and 2 material barges are stationed in the east channel, so mariners shall use the main channel span (west side channel), which will remain unobstructed. The shoring towers will be lit by fixed red lights.

LNM: OB

**MILE 106.4 - DREDGE OPERATION**

Continuing until approximately March 20, 2007, the Dredge BUTCHER will conduct dredging operations in the vicinity of Mile 106.4, Boyce Lake Oxbow. Dredging will commence at the mouth of the Oxbow and proceed upstream, into the Oxbow approximately 11,600 feet. Work will be conducted 24-hours per day, 7-days per week. The Dredge BUTCHER will monitor VHF-FM Channels 11 or 13. Dredged material will be transported via floating pipeline to an upland disposal area, located immediately north of the Oxbow. Mariners are urged to use extreme caution in the area and proceed at their slowest safe speed to minimize wake.

LNM: 0004LM

**ST. CROIX RIVER  
MILE 0.3 - BRIDGE MAINTENANCE**

Prescott Highway Drawbridge; The draw span is closed to navigation until April 1, 2007, for electrical and mechanical systems overhaul.

LNM: OB

**TENNESSEE RIVER  
MILE 645.1 - BRIDGE OPERATION**

James E. Karnes Bridge (Pedestrian Crossing Addition); The contractor has mobilized floating plant at the site in preparation for work at the piers and in the channel. Work is performed from 7:00 a.m. to 5:30 p.m., weekdays. Mariners may contact M/V MS. MARY via VHF-FM Channels 11, 13 or 16, which will be monitored for vessel traffic.

LNM: OB

**MILE 206.7 - RIVER FLOW INFORMATION**

Attached at the end of this LNM, is an ACOE Nashville Notice to Navigation Interests regarding zero discharge periods below Pickwick LD, vicinity of Mile 206.7.

LNM: ACOE

**MILE 206.7 - FAST DOUBLE LOCK PROCEDURES**

Attached at the end of this LNM is an ACOE Nashville Notice to Navigation Interests, regarding -fast double- lockage procedures at Pickwick L/D, vicinity of Mile 206.7.

LNM: ACOE

**MILE 2.0 - CHANNEL CONDITION - COTP ADVISORY**

A can buoy has reportedly been set in the vicinity of Mile 2.0, in 12 feet of water with the Paducah Gauge at 16.7 and falling on February 8, 2007. The channel is reportedly 150 feet wide from the can buoy to the northern tip of Owens Island. Due to the channel restriction in the vicinity of Mile 2.0, mariners are urged avoid meeting, passing or overtaking and to exercise extreme caution in the area.

LNM: 01290V

**WHITE RIVER  
MILE 10.3 - CHANNEL CONDITION**

**WHITE RIVER**

**MILE 10.3 - CHANNEL CONDITION**

Mariners are advised to exercise extreme caution when transiting the White River Entrance Channel due to increased velocities, caused by increased differential flows between the Norrell L/D, vicinity of Mile 10.3 and the Montgomery Point L/D. This channel condition is being caused by the rapid fall in the Mississippi River elevations in conjunction with the seasonal flows on the White River. Mariners are urged to exercise extreme caution when passing the Montgomery Point L/D.

LNM: ACOE

**YAZOO RIVER**

**MILE 17.41 - BRIDGE REPLACEMENT**

U.S. 61 (Redwood) Highway Bridge Replacement; A cofferdam is being constructed entirely on the right descending bank with no equipment in the river. There are no impacts to navigation.

LNM: OB

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**SECTION VIII - LIGHT LIST CORRECTIONS**

An Asterisk \*, indicates the column in which a correction has been made to new information

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(1) No.	(2) Name and Location	(3) Mile	(4) Bank	(5) Characteristic	(6) Structure / Dayboard Up Down	(7) Remarks
None						

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Commander, Eighth Coast Guard District  
Hale Boggs Federal Building, Room 1230  
500 Poydras Street, New Orleans, LA 70130-3310  
Telephone (504) 671-2327  
(Business Hours 7:00 a.m. - 3:30 p.m. Monday - Friday)  
(Nights, Weekends, Holidays) (504) 589-6225  
RADM Whitehead



**Waterway Analysis & Management System  
Questionnaire for the Atchafalaya River Mile 0.0 to 40.6**

**Please complete and return by 1 March 2007**

Historically the Coast Guard has maintained approximately 43 buoys and one light on this waterway. One of the goals is to re-evaluate the need and effectiveness of these aids to navigation. Are we missing something? Do we really need 8 Can Buoys between 6.5 and 11.0?

I encourage any Captain, Pilot or interested party to complete this survey (your voice is heard). Feel free to call and discuss issues with the Officer in Charge or Executive Petty Officer.

Name of Vessel / Company: \_\_\_\_\_  
Phone: \_\_\_\_\_ Contact Person: \_\_\_\_\_

**Please use back of page if additional space is needed to complete any comments**

1. Vessel Info: *Length:* \_\_\_\_\_ *Draft:* \_\_\_\_\_ *Tonnage:* \_\_\_\_\_ *Typical size tow:* \_\_\_\_\_

2. Navigational Equipment used: \_\_\_\_\_

3. How often do you transit at night during any given month? \_\_\_\_\_

4. What is your primary means of navigation while transiting at night? (i.e. Seaman’s Eye, GPS, Radar, Spotlight) \_\_\_\_\_

5. What is your principal cargo? (i.e. petroleum, dry goods, personnel) \_\_\_\_\_

6. What Aids to Navigation changes if any would you recommend for the prescribed area?  
\_\_\_\_\_

7. Is River current ever a problem? \_\_\_\_\_

8. Have you experienced communication problems? \_\_\_\_\_

9. Have you had problems/issues with charts or pubs? (Light List Volume V, Coast Pilot 5, US ACOE 1999 Folio of navigation maps – Atchafalaya River System or Nautical Chart: 11354:  
\_\_\_\_\_  
\_\_\_\_\_

10. Do you know of any specific danger/safety problems/issues? (strong drafts, hazards to navigation, etc.)  
\_\_\_\_\_  
\_\_\_\_\_

11. What are your recommendations for improvements or adjustments? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please mail, e-mail or fax your responses to:

**USCGC GREENBRIER (WLR-75501)  
PO Box 18909  
44 L. E. Barry Road  
Natchez, MS 39122-8909  
601-466-5104  
601-446-9087 FAX  
email: fbollinger@cgstl.uscg.mil**





**US Army Corps  
of Engineers®  
Nashville District**

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# Notice to Navigation Interests

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Notice No.

Date:

CELRN-OP-N 07-04

9 February 2007

**In Reply Refer To:**

**CELRN-OP-N PO Box 1070, Nashville, TN 37202-1070 (615) 736-5607**

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**SUBJECT: Mail Distribution of Nashville District Notice to Navigation Interests**


The Nashville District is creating a **new listing** of individuals and organizations that wish receive Notice to Navigation Interests by Postal Mail. If you are currently receiving Notices by Postal Mail and wish to continue, complete the form on the back of this Notice and return to:

U.S. Army Corps of Engineers  
Nashville District, Navigation Branch  
ATTN: Anita Jarrett  
P.O. Box 1070  
Nashville, TN 37202-1070

**Please return your forms by March 16<sup>th</sup> to continue receiving Notices by mail. The new mailing list will be used on the first Notice issued after March 16<sup>th</sup>.**

Nashville District Notice to Navigation Interests may also be viewed and printed from our web site at: <http://www.lrn.usace.army.mil/opn/navnotices.htm>

FOR THE DISTRICT ENGINEER:

*for*   
JEFFREY D. ROSS  
Chief, Navigation Branch  
Operations Division

ARB

PLEASE PRINT OR TYPE YOUR INFORMATION

Name: \_\_\_\_\_

Company: \_\_\_\_\_

Address 1: \_\_\_\_\_

Address 2: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip Code: \_\_\_\_\_



# Notice to Navigation Interests

US Army Corps  
of Engineers  
Huntington District

Date: 24 JANUARY 2007

Notice Number: 07-05

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In Reply Refer to: CELRH-OR-TD 502 Eighth Street, Huntington, WV 25701-2070 Telephone: 304-399-5684

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## REVISION TO NOTICE TO NAVIGATION INTERESTS 06-84

### BLASTING SCHEDULE FOR NEW LOCK CONSTRUCTION

#### MARMET LOCKS AND DAM

#### KANAWHA RIVER, MILE 67.7

Reference Notice to Navigation Interests 06-84 dated 6 December 2006. Notice is given that the construction schedule had been revised. Blasting will begin on or about 30 January 2007 and be completed on or about 31 July 2007, and the time has been revised to occur between 8:00 a.m. and 8:00 p.m.

#### For your convenience the following is from Notice to Navigation Interests 06-84

Reference Notice to Navigation Interests 06-84 dated 6 December 2006.

Notice is given that the construction schedule had been revised. Blasting will begin on or about 8 January 2007 and be completed on or about 10 June 2007. All other pertinent information remains unchanged.

#### For your convenience the following is from Notice to Navigation Interests 06-78

Reference Notice to Navigation Interests 06-78 dated 14 November 2006.

Notice is given that on or about 15 December 2007, Kokosing / Fru-Con, contractors for the U.S. Army Corps of Engineers, Huntington District, will begin blasting at the new lock construction area at Marmet Locks and Dam, Kanawha River, mile 67.7 along the right descending bank.

This work is being done in preparation for the construction of the new lower guide wall. All work will be done using land base equipment.

One blast is scheduled daily between the hours of 5:00 p.m. and 8:00 p.m., Monday through Friday with Saturday being a make up day due to weather. The contractor will be monitoring marine channels 13 and 16. It is anticipated that the blasting will be completed on or about 15 May 2007.

The original locks will be closed approximately 20 minutes for each blast. The lock whistle will be using the following safety signals for the operation:

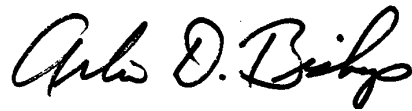
1. Warning Signal – Three short horn blasts 5 minutes prior to blast signal.
2. Blast Signal – One short horn blast 1 minute prior to the shot.
3. All Clear Signal – One long horn blast.

Prior to and during detonation there will be no deckhands, boats, or red flag barges permitted beyond the arrival points marked on the navigation charts. Other barges will be permitted in the chambers during the detonation, but deckhands must be taken out of the area by their respective tow boat.

Following the pre-blast safety signals and immediately before detonation, the Lockmaster or the designated representative shall orally communicate by radio that all project and Commercial traffic personnel are clear.

On completion of each blast and the site is found to be safe, the all clear signal shall be sounded and the Lockmaster advised orally by radio.

Mariners are urged to proceed with caution after passing arrangements have been made with lock personnel.

A handwritten signature in black ink, reading "Arlie D. Bishop". The signature is written in a cursive style with a large, stylized initial "A".

ARLIE D. BISHOP  
Chief, Technical Support Branch



**US Army Corps  
of Engineers®  
Nashville District**

# Notice to Navigation Interests

Notice No.

Date:

CELRN-OP-N 07-03

8 February 2007

**In Reply Refer To:**

**CELRN-OP-N PO Box 1070, Nashville, TN 37202-1070 (615) 736-5607**

**SUBJECT: Zero Discharge Periods below Pickwick Lock, Tennessee  
River Mile 206.7**


**Reference: Notice to Navigation Interests CELRN-CO-P 98-68,  
Dated November 12, 1998. Same subject.**

In 1998, the Tennessee Valley Authority (TVA) implemented procedures to provide additional river flow to facilitate barge traffic below Pickwick Landing Dam during scheduled zero discharge periods. This notice is a reprinting of those procedures and does not reflect any changes in the original guidelines first published in the referenced notice.

1. Pilots of downbound tows requesting additional flow should notify the lock operator upon arrival at the lock. The pilots of upbound tows should notify the lock approximately two hours prior to their estimated time of arrival at the lock or upon arriving at Tennessee River Mile 195.
2. The lock operator will inform the pilot of the tailwater elevation and the discharge schedule. If the tailwater is at or above Elevation 357.0, no additional flow will be arranged. If the tailwater is below Elevation 357.0 and the hydropower plant is not releasing at least one generator unit, the lock operator will forward the pilot's request to TVA. TVA will then arrange one generator unit discharge of flow for a period NOT to exceed three hours.

3. During extended low water periods, particularly on weekends in the fall and winter, TVA will generally maintain one generator unit discharge to sustain the minimum tailwater level for navigation (Elevation 355.0). When the generation schedule has maintained the one generator unit discharge for at least 24 hours, TVA will consider requests to bring a second generator unit on line for a period NOT to exceed three hours.
  
4. TVA may temporarily suspend this procedure during extremely low river flows due to a drought condition or a special operation requiring zero discharge.

FOR THE DISTRICT ENGINEER:

  
*for* JEFFREY D. ROSS  
Chief, Navigation Branch  
Operations Division

ARB



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Nashville District**

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# Notice to Navigation Interests

Notice No.

Date:

CELRN-OP-N 07-02

7 February 2007

**In Reply Refer To:**

**CELRN-OP-N PO Box 1070, Nashville, TN 37202-1070 (615) 736-5607**

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**SUBJECT: Procedures for “Fast Double” Lockages at Pickwick Lock, Tennessee River  
Mile 206.7**


**Reference: Notice to Navigation Interests CEORN-CO-W 93-22, Dated May 5, 1993, Same  
subject.**

“Fast double” lockages are where fifteen barge tows are locked through Pickwick Lock by simultaneously using both the main and auxiliary chambers. This procedure greatly reduces the lockage time for a vessel of this size. The following guidelines will be used for “fast double” lockages at Pickwick Lock. Note that the following is being re-printed by request. There are no changes to previously established guidelines.

1. Prior to beginning each lockage, procedural aspects of the lockage will be coordinated between the lock and vessel operators in an effort to insure a mutual and thorough understanding of the lockage procedure.
2. The lock operator may require that a fifteen barge tow be locked as a straight double through either lock, rather than a fast double, due to various factors such as flow, wind, mechanical problems, approach obstructions, or any time when it will result in the most efficient utilization of the lock.
3. If, for any reason, a vessel operator desires to lock a fifteen barge tow as a straight double and conditions are such to allow for a fast double lockage, he will be locked as a straight double if determined by the lock operator that it will not create any additional delay to any other vessels. If the lock operator determines additional delay will be created and the vessel operator still desires a straight double lockage, his position in queue will be reestablished until such time that additional delay to other traffic does not result. Traffic considered in making such a determination do not necessarily have to be at the arrival point.

4. A downbound fast double lockage will be accomplished by locking the fifteen barges in the 1000-foot main lock chamber and the towboat in the 600-foot auxiliary lock chamber. Once locked down, the towboat will move to the main lock and pull the barges from the chamber. Should the bow of the tow be configured such that it can not be pulled out by the towboat and upon request by the towboat operator, the lock's haulage unit equipment can be used to pull the barges from the chamber. In either event, a crew member should be stationed on the upstream end of the tow and inform the towboat operator when the stern of the tow sufficiently clears the short wall to provide clearance for the towboat to move in and make up to the stern of the tow. Proper protective devices must be used to protect concrete and wall armor during the pull out operation.
5. Downbound fast double lockages will not be conducted when the total discharge exceeds 100,000 cfs unless specifically requested by the operator of the vessel. When the discharge exceeds 100,000 cfs, a request to be locked as a fast double lockage will be honored if, in the lock operator's opinion, it is safe to do so based on such factors as water levels, actual amount of discharge, wind, etc.
6. During an upbound fast double lockage, the towboat should pull the tow out of the main lock chamber a distance that will permit the towboat to safely remake its tow. The lock's haulage unit equipment will not normally be used to pull an upbound fast double cut from the chamber because it would still be necessary for the towboat to continue the pull out until sufficient clearance is achieved.
7. Upbound fast double lockages will not be conducted when there is discharge through the spillways, regardless of the amount or when total discharge exceeds 100,000 cfs. When these conditions exist fifteen barge upbound tows will be locked as straight doubles.
8. With the exception of paragraphs 6 and 7, all other aspects of a upbound fast double lockage are the same as stated for downbound fast double lockages.

FOR THE DISTRICT ENGINEER:

  
for JEFFREY D. ROSS  
Chief, Navigation Branch  
Operations Division

ARB