



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

**LOCAL NOTICE TO MARINERS**

**District 8 MRS**

**Week: 10/08**

**Mississippi River System**

LIGHT LIST VOLUME V  
NOTICE NUMBER 10-08  
March 5, 2008

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	0040-08 (UM)	0042-08 (UM)
Sector Lower Mississippi River	0025-08 (LM)	0030-08 (LM)
Sector Ohio Valley	0157-08 (OV)	0174-08 (OV)
OB DWB	0019-08 (OB)	0023-08 (OB)

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

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

2008 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  
EVAL - Evaluation  
EXT - Extinguished  
FL - Flashing  
FS - Fog Signal

**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  
LBB - Lighted Bell Buoy  
LHB - Lighted Horn Buoy  
LGB - Lighted Gong Buoy  
LONG - Longitude

**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  
OFF STA - Off Station  
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  
RESET ON STATION - Aid Reset on Station  
RFL - Range Front Light  
RIV - River

HAZ - Hazard to Navigation  
HBR - Harbor  
HOR - Horizontal Clearance  
HT - Height  
ICW - Intracoastal Waterway  
IMCH - Improper Characteristic  
INL - Inlet  
INOP - Not Operating  
INT - Intensity  
ISL - Islet

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

SEC - Section  
SG - Green Square  
SG-SY - Green Square with Yellow Square  
SHL - Shoaling  
SND - Sound  
SS - Sound Signal  
TEMP - Temporary Aid Change  
TMK - Topmark  
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

---

---

## SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

---

### LOCAL NOTICE TO MARINERS - CONTACT INFORMATION

Our valued customers are welcome to contact us directly regarding contents, inclusion or omissions in this document. Our contact number is (504) 671-2327. Our office hours are 7:00 a.m. until 3:30 p.m. (Central Standard Time). This is YOUR Local Notice to Mariners, take an interest and make a difference.

### DEPARTMENT OF HOMELAND SECURITY - SUSPICIOUS ACTIVITY

The Department of Homeland Security (DHS) encourages the maritime public to report information concerning suspicious activity to their local Federal Bureau of Investigation Joint Terrorism Task Force (JTTF) Office, [www.fbi.gov/contact/fo/fo.htm](http://www.fbi.gov/contact/fo/fo.htm), or to other appropriate authorities. Individuals can contact the DHS Watch and Warning Unit, at (202) 323-3205, or toll free at 1-888-585-9078, or by E-Mail to [nipc.watch@fbi.gov](mailto:nipc.watch@fbi.gov). The U.S. Coast Guard reminds the maritime industry that they may also report information concerning suspicious activity to the National Response Center (NRC), at 1-800-424-8802.

### 33 CFR PART 70 - INTERFERENCE WITH OR DAMAGE TO - AIDS TO NAVIGATION

70.05-1 General Provisions: No persons shall take possession of or make use of for any purpose, or build upon, alter, deface, destroy, move, injure, obstruct by fastening vessels thereto or otherwise, or in any matter whatever impairs the usefulness of any aid to navigation established and maintained by the United States. 70.05-5 Penalty: Every person and every corporation that shall violate, or that shall knowingly aid, abet, authorize, or instigate a violation of the provisions of 33 CFR Part 70.05-1 shall be guilty of a misdemeanor, and or conviction thereof shall be punished by a fine not exceeding \$2,500 or less than \$500.00, or by imprisonment (in case of a natural person) for not less than 30-days nor more than 1-year, or both, one-half of such fine to be paid to the persons giving information which shall lead to conviction.

### REPORTING HAZARDS TO NAVIGATION AND OTHER UNSAFE CONDITIONS

Mariners occasionally discover shoals, sunken/derelict vessels, and miscellaneous debris or damaged bridge fenders that could endanger other navigators if not reported. Upon discovery of such potential hazards to navigation, mariners should immediately report them to the nearest U. S. Coast Guard unit, providing as much of the following information as possible:

- Description of the obstruction/hazard,
- River, Mile, Bank (COE Reference chart used),
- Depth of water over obstruction/hazard if submerged,
- Reporting vessel, observer and contact number,
- Time and date observation made.

### REPORTING AID TO NAVIGATION DISCREPANCIES

Prudent mariners should realize that the U. S. Coast Guard cannot keep the thousands of aids to navigation, comprising the federal system under simultaneous and continuous observation. For this reason, it is impossible to maintain every buoy, daybeacon, light or fog signal or other aids operating properly and on its charted position at all times. Therefore, the safety of mariners and that of all persons embarked or serving onboard vessels, will be enhanced if every person who discovers an aid to be missing, sunk, capsized, or damaged, or who observes a defect in the position or characteristic of any aid, federally or privately maintained, will promptly notify their nearest U.S. Coast Guard unit.

Sector Upper Mississippi River (314) 269-2610,  
Sector Ohio Valley (502) 779-5422 or

**TIMELY REPORTING OF BRIDGE ALLISIONS TO THE U.S. COAST GUARD**

All mariners are reminded of the importance of immediately reporting bridge allisions or rubbings of bridge support structures. The safety of the structure, the people, and commerce that rely on the bridge is dependent upon timely notification to the proper authorities. Any allision with a bridge structure should be immediately reported to the U. S. Coast Guard by any means available. The U. S. Coast Guard will in turn notify the proper federal, state, local, and/or bridge authorities in order to initiate a timely response. Any delay in reporting an allision or rubbing could potentially jeopardize the safety and lives of innocent people.

**CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION**

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol on nautical chart is used to indicate the approximate position of the buoy and the sinker, which secures the buoy to the riverbed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical location. These limitations include, but are not limited to, inherent imprecision's in position fixing methods, prevailing atmospheric and river conditions, the slope of and the material making up the riverbed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy bodies and/or sinkers by varying lengths of chain, and the fact that buoy bodies and/or sinker positions are not under continuous surveillance, but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol, due to forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, or sunk. Lighted buoys may be extinguished or sound signals may not function as the result of natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard, always risks collision with a yawing buoy or with the obstruction the buoy possibly marks.

**DGPS UNUSABLE TIME - TOPEKA, KANSAS**

The Topeka, Kansas, DGPS Site will be off-air for maintenance from 1400Z to 1600Z, on April 8, 2008. The alternate time is 1400Z to 1600Z, April 9, 2008.

LNM: NAVCEN

**DGPS UNUSABLE TIME - MEDORA, NORTH DAKOTA**

The Medora, North Dakota, DGPS Site will be off-air for maintenance from 1500Z to 1700Z, on April 15, 2008. The alternate time is 1500Z to 1700Z, April 16, 2008.

LNM: NAVCEN

**DGPS OFF-AIR - ST. LOUIS, MISSOURI**

The St. Louis, Missouri, DGPS Site will be off-air for maintenance from 1400Z to 1600Z, on March 19, 2008. The alternate time is 1400Z to 1600Z, March 20, 2008.

LNM: NAVCEN

**DGPS OFF-AIR - SUMMERFIELD, TEXAS**

The Sumerfield, Texas, DGPS Site will be unusable from 1400Z to 1600Z, on March 25, 2008, the alternate time is 1400Z to 1600Z, March 26, 2008.

LNM: NAVCEN

**ILLINOIS WATERWAY - HIGH WATER CONDITIONS - COTP ADVISORY - UPDATE**

Due to extreme high water conditions, COTP Upper Mississippi River in conjunction with the River Industry Action Committee and the ACOE, has issued this Safety Advisory;

Zones 2 and 3 (Mile 80.2 - Mile 10.0) Are in the high water recovery phase of the Illinois Waterway WAP Annex.

Zones 4 through 6 (Mile 145.5 - Mile 80.3) and Zone 9 (Mile 230.9 - Mile 200.0) Are in the high water watch phase of the Illinois Waterway WAP Annex.

Mariners are urged to exercise extra caution and to be especially vigilant during all bridge and lock approaches in these zones due to swift currents. Increased flows have contributed to 6 recent allisions with the Pekin Railroad Bridge. Mariners are reminded to exercise extreme caution when operating and transiting in this restricted maneuvering area.

LNM: 0042UM

**LOWER MISSISSIPPI HUEY P. LONG BRIDGE - CONSTRUCTION - WATERWAY RESTRICTIONS - TEMPORARY CLOSURES - UPDATE**

Construction continues on the widening project of the Huey P. Long, U.S. 90 Bridge across the Lower Mississippi River, Mile 106.1, AHOP. Work

is underway at all 4 river piers with barges and other equipment reducing the available horizontal clearances to approximately 650 feet through the main navigation channel span and approximately 390 feet through the east auxiliary span.

Planned waterway closures are scheduled to allow Massman Construction Company to conduct heavy lift operations. Due to the nature and magnitude of these lifting operations, a complete closure of the Mississippi River at the Huey P. Long Bridge, Mile 106.1 to Mile 106.2, AHOP, will be required for the entire width of the river.

UPDATE: 6-hour closures from 6:00 a.m. to 12:00 noon are planned for March 11 and 13, 2008 with a backup closure on March 15, 2008.

Mariners should continually monitor the schedule updates that are issued weekly by the Coast Guard Sector New Orleans, Waterways Management Division. A schedule can be obtained by sending a request to LTJG Tom Sanborn at Coast Guard Sector New Orleans, email address: Tom.A.Sasnborn@uscg.mil. Attached to the back of this notice is the latest Coast Guard Sector New Orleans Marine Safety Bulletin, regarding the lifting schedule and specific information regarding the Marine Safety Zone that will be in effect.

On the closure days, a temporary reporting point for all down-bound vessels has been established at Guy Mallory Light 114, LLNR-13825, at Mile 112.9. Vessels operating in close proximity to the Huey P. Long Bridge sector (Guy Mallory Light 114, LLNR-13825, at Mile 112.9 to Cargill Gran Elevator at Westwego, Mile 103.1) are required to monitor VHF-FM Channel 12, for updates and up-to-the minute instructions on vessel movement plans after the waterway reopens. A Safety Zone will be in effect from the start of the closure until the marine traffic backlog has been cleared after the reopening of the waterway. The Vessel Traffic Service (VTS) will manage vessel movement to clear up traffic that has stopped or slowed to accommodate the closure. ALL vessels are required to contact the -Vessel Traffic- on VHF-FM Channel 12, for permission to transit through the construction site during the post closure time period of the Safety Zone. The Safety Zone will end after the backlog of vessels has been cleared and marine traffic has been returned to a normal flow by the VTS.

For further information mariners may contact the Coast Guard Sector New Orleans Waterways Management Division at (504) 565-5103 or the Eighth Coast Guard District Bridge Administration Branch in New Orleans at (504) 671-2128. Additionally, mariners may contact the Coast Guard Vessel Traffic Center 24-hours a day, at (504) 589-2780 or VHF-FM Channels 16 or 67, and on VHF-FM Channel 12, in the construction area on closure days.

Mariners are requested to pass at their slowest safe speed to minimize wake and to exercise due caution at all times in this area.

LNM: DPB

#### **MISSOURI RIVER - NAVIGATION FLOW SUPPORT**

The navigation flow support for the Missouri River, from the main stem reservoir system to the mouth, will resume on April 1, 2008.

LNM: 0607UM

#### **MISSOURI RIVER - AIDS TO NAVIGATION**

As of October 27, 2007, floating aids to navigation between approximate Miles 732.0 and 0.0, have been removed for the 2007 Navigation Season. Mariners are requested to transit the area with extreme caution.

LNM: 0621UM

#### **ILLINOIS WATERWAY - ICE CONDITIONS**

Attached at the end of this LNM, is an ACOE Rock Island District Navigation Notice regarding ice conditions along the Illinois Waterway.

LNM: ACOE

#### **McCLELLAN-KERR ARKANSAS RIVER - CREW CHANGES/DELIVERIES**

Attached at the end of this LNM, is an ACOE Little Rock District Navigation Notice regarding Crew Changes and deliveries at navigation locks.

LNM: ACOE

#### **OHIO RIVER AND TRIBUTARIES - ICE CONDITIONS**

Attached at the end of this LNM, is an ACOE Huntington District Navigation Notice regarding ice conditions along the Ohio River and its tributaries.

LNM: ACOE

#### **HIGH FREQUENCY RADIOTELEX (SITOR) AMVER AND OBS SERVICE DISCONTINUED FROM COAST GUARD CAMSLANT AND COMMSTA KODIAK**

The Coast Guard will terminate high frequency (HF) radiotelex (SITOR) services from Communications Area Master Station Atlantic (CAMSLANT - NMN) and Communications Station Kodiak (NOJ) used for the collection of AMVER ship position reports and of meteorological observations effective 2400Z, March 31, 2008. HF radiotelex services from Communications Area Master Station Pacific (CAMSPAC - NMC/NMO) and Communications Station Guam (NRV) will continue until at least September 30, 2008.

AMVER and NOAA meteorological reports will continue to be received at no charge through ShipCom HF radiotelex (NBDDP) service via stations KLB near Seattle and WLO near Mobile, Alabama, and NOAA's SEAS (Shipboard Environmental (data) Acquisition System) program through Inmarsat C. AMVER reports may also be sent at no charge through Globe Wireless.

Broadcasts of maritime safety information by HF SITOR (HF NAVTEX) will not be affected by this action.

LNM: H.Q.

---

---

## 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.

---

### DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
<b>1240</b>	<b>Deadman Slough Light</b>	<b>LT EXT</b>		<b>0029LM</b>	<b>10/08</b>	
<b>1988</b>	<b>Non Lateral Mark 130.6</b>	<b>MISSING</b>		<b>0031LM</b>	<b>10/08</b>	
8765	Midway Light	LT EXT		0149OV	09/08	
10810	Malone Field Light	LT EXT		0007LM	06/08	
16190	Elsah Lower Light	LT EXT		0580UM	42/07	
17055	Kent Branch Light	MISSING		0733OV	32/07	
27065	Cedar Branch Light	MISSING/TRUB		0007OV	02/08	
27850	Wabash River Lower Light	LT EXT		1085OV	49/07	
28167	Kinkaid Upper Light	MISSING		0095OV	07/08	
29542	Barbin Daybeacon	DBN DEST			04/05	
<b>30530</b>	<b>Marny Bluff Light</b>	<b>LT EXT</b>		<b>0161OV</b>	<b>10/08</b>	
<b>30615</b>	<b>Euchee Light</b>	<b>LT IMCH</b>		<b>0160OV</b>	<b>10/08</b>	
31505	Pine Island Light	MISSING		0121OV	07/08	
32040	Bluff Creek Light	LT IMCH		1045OV	46/07	

### DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
------	----------	--------	-----------	----------	--------	---------

None

### DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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 Lights (2)	LT EXT		0551-06 06	34/06	
3750	Dupont Dock Lights (2)	LT EXT		0555-06 OV	34/06	
6035	Canal Barge 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 Lights (2)	LT IMCH		0203-03 UM	19/03	
6455	Garvey International Lights (2)	LT IMCH		0202-03 UM	19/03	
6580	Consolidated Grain & Barge Lights (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 Elevator Lights (2)	LT EXT		0306-02 UM	27/02	

7770	Consolidated Grain & Barge Terminal Lights (2)	LT EXT	0217-07 UM	22/07
7905	Soyland Power Lights (3)	LT EXT	0585-01 UM	35/01
9550	Westvaco Dock Lights (2)	LT EXT	0012-06 OV	03/06
10110	Bunge Corporation 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
10390	Peavey Lights (2)	LT EXT	0398-02 LM	36/02
10395	Suburban Propane Dock Light	LT EXT	0396-02 LM	36/02
10415	Western Tar Products Dock Light	LT EXT	0394-02 LM	36/02
11990	Riverside Dock Lights (2)	LT EXT	0695-01 UM	40/01
12080	University Dock Light	LT EXT	0696-01 UM	40/01
12285	Farm Bureau 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
15955	Dyno-Nobel Dock Lights (2)	MISSING	0347-02 UM	28/02
16215	Commodore Meyer Light	LT EXT	0349-02 UM	28/02
16310	Sioux City/New Orleans Terminal Light	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
18110	Consolidated Blenders Lights (2)	LT EXT		29/07
18570	DeBruce Grain Dock Lights (2)	REDUCED INT		39/07
18700	Bunge Dock Lights (3)	MISSING/LT EXT	0102-07 UM	39/07
19175	Bartlett Dock Light	LT EXT	0539-07	40/07
19180	Ag Processing Dock Lights (2)	LT IMCH	0539-07	40/07
19185	St. Joseph L & P Dock Light	LT IMCH	0539-07	40/07
19415	Leavenworth Water Intake Lights (2)	LT EXT	0104-07 UM	39/07
19460	Smoot Grain Dock Lights (2)	LT EXT	0385-07	39/07
19505	Board Of Public Utilities Light	LT EXT	0386-07 UM	39/07
19595	Midwest Terminal Lights (3)	LT IMCH	0337-07	39/07
19695	Kansas City Power And Light Lights (2)	LT EXT	0460-07 UM	08/06
19715	American Oil Dock Lights (3)	LT EXT	0460-07	39/07
21965	Nemocolin Mines Light	LT EXT	0195-03 OV	14/03
22065	Labelle Vesta Lights (2)	LT EXT	0198-03 OV	14/03
23170	East Liverpool Waterworks Intake Pier Light	LT EXT	0192-07 OV	11/07
25980	Covington Riverfront Park Lights (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 Lights (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
29350	Pine Bluff Sand & Gravel Lights (2)	LT IMCH	0295-06 LM	38/06

29351	Alexandria Port Authority Bulk Dock Lights	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 Marina Light	LT EXT	0699-03 OV	38/03
31085	Robmer Dock Lights (2)	LT EXT	0570-02 OV	35/02
31530	Tva Barge Barrier Light	LT IMCH	0436-07 OV	19/07
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
None						

**PLATFORM DISCREPANCIES**

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

**PLATFORM DISCREPANCIES CORRECTED**

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

**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.

**TEMPORARY CHANGES**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
7030	Drolls Point Upper Light	TRUB			51/07	
11050	Vaucluse Bend Light	Removed Light Equip / ICE		0399LM	52/07	
<b>11190</b>	<b>Shorts Light</b>	<b>TRDBN</b>		<b>0033LM</b>	<b>10/08</b>	
<b>11195</b>	<b>Chinaman Light</b>	<b>TRDBN</b>		<b>0032LM</b>	<b>10/08</b>	
12772	Point No Point Lighted Buoy	TRUB		0635UM	48/07	
14130	Mcknight Lighted Buoy	TRUB		0635UM	48/07	
14360	Wing Dam No. 26 Lighted Buoy	TRUB			46/07	
14720	Moline Lighted Buoy	TRUB		0632UM	47/07	
15370	Shokokan Lighted Buoy	TRUB		0632UM	47/07	
15395	Dutchman Island Lighted Buoy	TRUB		0632UM	47/07	
15435	Sunken M/V John Paul Lighted Buoy	TRUB		0632UM	47/07	
15445	Nauvoo Bluff Lighted Buoy	TRUB		0632UM	47/07	
15465	Galland Lighted Buoy	TRUB		0632UM	47/07	
15475	Waggoner PT Lighted Buoy	TRUB		0632UM	47/07	
15530	Des Moines River Lighted Buoy	TRUB		0632UM	47/07	
15670	Hogback Lighted Buoy	TRUB		0622UM	46/07	
17055	Kent Branch Light	TRDBN			03/08	
17925	Lower Decatur Bend Daybeacon	DISCONTINUED		0535UM	39/07	
17930	Cholson Daybeacon	DISCONTINUED		0535UM	39/07	
20940	Gasconade River Daybeacon	DISCONTINUED		0518UM	38/07	

**TEMPORARY CHANGES CORRECTED**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
------	----------	--------	-----------	----------	--------	---------

None

**PLATFORM TEMPORARY CHANGES**

Name	Status	Position	BNM Ref.	LNM St	LNM End
------	--------	----------	----------	--------	---------

None

**PLATFORM TEMPORARY CHANGES CORRECTED**

Name	Status	Position	BNM Ref.	LNM St	LNM End
------	--------	----------	----------	--------	---------

None

**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.

SUMMARY OF ADVANCED APPROVED PROJECTS

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
----------------------------	---------------------	-----------------

None

Advance Notice(s)

None

**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).

**PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT**

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
----------------------------	----------------	-------------------	-----------------

None

Proposed Change Notice(s)**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.



---

---

## SECTION VII - GENERAL

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

---

### ALLEGHENY RIVER

#### MILE 14.1 - BRIDGE CONSTRUCTION

New Pennsylvania Turnpike Bridge; Cofferdam work is ongoing on the RDB and floating equipment will extend out a maximum of 50 feet from the bank.

LNM: OB

### BLACK WARRIOR RIVER -TOMBIGBEE - WATERWAY

#### MILE 401.7 - BRIDGE CONSTRUCTION

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, 2 crane barges and other barges and related equipment are working in the channel, reducing the available horizontal clearance. Pier construction has been completed. In January 2008, girder lift operations will be conducted and may require temporarily blocking the waterway. Further information about the girder lift operations will be published as information becomes available. Mariners are requested to contact the Attendant Tug, ERVIN FENNELL 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: NOLA OB

### MILE 392.3 - BRIDGE CONSTRUCTION - AMMENDMENT

County Road 61 (Alliance Road): Locust Fork, near Maxine in Jefferson County, Alabama. All interested parties are notified that an application has been received by the Commander, Eighth Coast Guard District for a bridge permit amendment for approval of plans to supersede previously approved plans for a replacement bridge across a navigable waterway of the United States.

On August 7, 2006, the Coast Guard issued a bridge permit to Jefferson County, Alabama, approving the location and plans for a project to replace an existing fixed span highway bridge. The replacement bridge has not been constructed and the bridge permit remains valid. The applicant has now submitted to the Coast Guard for approval, new plans to supersede those previously approved. The new plans will allow the main span over the navigation channel to be shortened in order to reduce construction costs. Navigation clearances for the proposed to-be-modified plans are as follows:

Horizontal: 200 feet for full channel width, 267 feet between piers.

Vertical: 61 feet above Ordinary High Water, elevation 256 feet North American Datum of 1983 (NAD 83); 63 feet above Normal Pool, elevation 254 feet (77.4 meters), NAD 83.

Public Notice (03-08) dated March 4, 2008, has been issued, which includes a location map and plans for the proposed bridge, as proposed to be modified and as previously approved. A copy of the public notice may be obtained by writing to the Commander (dpb), Eighth Coast Guard District, 500 Poydras Street, New Orleans, LA 70130-3310 or by calling the Bridge Administration Branch at (504) 671-2128 or by email at D8dpball@D8.uscg.mil. Written comments regarding the proposed bridge permit amendment may be submitted to the address given above through March 20, 2008.

LNM: NOLA OB

### CUMBERLAND RIVER

#### MILE 193.4 - MOORING CELL CONSTRUCTION

Continuing until approximately April 10, 2008, Southern Marine Construction Company will construct a new mooring cell in the vicinity of Mile 193.4, LDB. The contractors floating plant will consist of the M/V J.E. POTTER, a crane barge and a deck barge. Work will be conducted during daylight hours, Monday through Friday. During non-working hours the contractors floating plant at the work-site. Mariners are urged to transit the area with caution.

LNM: ACOE

### MILE 190.4 - BRIDGE PIER REPAIRS - UPDATE

Louisville And Nashville Railroad Drawbridge; Work barges are at the center pier and will move on request. Repairs are being done during daylight hours, Monday through Friday. Mariners may contact M/V ELIZABETH YATES or M/V J.E. POTTER on VHF-FM Channels 13 or 16, for more information.

LNM: OB

### GREEN RIVER

#### MILE 0.0 - SUNKEN VESSEL

A sunken drydock has been reported in the vicinity of Mile 0.0, along the LDB. Mariners are urged to use extreme caution in the area and proceed at their slowest safe speed to minimize wake.

LNM: 01320V

### ILLINOIS WATERWAY

#### MILE 225.7 - BRIDGE MAINTENANCE

Abraham Lincoln Memorial Highway Bridge; Vertical clearance is reduced to 62 feet above normal pool, due to containment system.

LNM: OB

### MILE 173.1 - MILE 171.5 - AIDS TO NAVIGATION

**MILE 173.1 - MILE 171.5 - AIDS TO NAVIGATION**

Several can buoys have been reported not properly marking the channel between approximate Miles 173.1 and 171.5. Mariners are urged to use extreme caution when transiting the area.

LNM: 0014UM

**MILE 162.3 - AIDS TO NAVIGATION**

Two nun buoys have been reported not properly marking the channel in the vicinity of Mile 162.3. Mariners are urged to use extreme caution when transiting the area.

LNM: 0021UM

**MILE 159.0 - AIDS TO NAVIGATION**

Four can buoys have been reported missing in the vicinity of Mile 159.0. Mariners are urged to use extreme caution when transiting the area.

LNM: 0025UM

**MILE 151.2 - BRIDGE SHEERFENCE**

Pekin Railroad Drawbridge; The right descending sheerfence is completely destroyed. Mariners are urged to use extreme caution when transiting the bridge.

LNM: OB

**KANAWHA RIVER**

**MILE 82.8 - DIKE CONSTRUCTION**

Continuing until approximately July 11, 2008, dike construction will be conducted in the vicinity of Mile 82.8, the restricted area below the London L/D. The contractors floating plant will consist of the M/V ELINOR D, a crane barge and 2 material barges. Work will be conducted from 7:00 a.m. until 5:00 p.m., Monday through Saturday. During non-working hours, the contractors floating plant be moored at the work-site and lighted accordingly. The M/V ELINOR D will monitor VHF-FM Channels 13 or 16. Mariners are urged to use extreme caution in the area and proceed at their slowest safe speed to minimize wake.

LNM: ACOE

**MILE 75.4 - DIKE CONSTRUCTION**

Continuing until approximately July 11, 2008, dike construction will be conducted in the vicinity of Mile 75.4, RDB. The contractors floating plant will consist of the M/V ELINOR D, a crane barge and 2 material barges. Work will be conducted from 7:00 a.m. until 5:00 p.m., Monday through Saturday. During non-working hours, the contractors floating plant be moored at the work-site and lighted accordingly. The M/V ELINOR D will monitor VHF-FM Channels 13 or 16. Mariners are urged to use extreme caution in the area and proceed at their slowest safe speed to minimize wake.

LNM: ACOE

**MILE 67.7 - CHANNEL CONDITION - UPDATE**

Due to the removal of the old upstream guard and guide walls, changing outdraft conditions are being experienced at various flow rates. Concrete rubble piles are 2 feet below project pool, causing an obstruction to navigation. Two red and white buoys mark the hazardous area. Mariners are urged to hold tight against the new guide wall when entering and exiting the new lock, between the upper miter gates and the 700-foot mark. For additional information, contact the Marmet L/D Lockmaster via VHF-FM Channel 13. The construction of the new guard wall is scheduled to be completed in October 2008.

LNM: ACOE

**MILE 67.8 - FLANKING CELL CONSTRUCTION - UPDATE**

Continuing until approximately March 30, 2008, flanking cell construction will be conducted in the vicinity of Mile 67.8, RDB. All work will be performed from land. Work will be conducted from 7:00 a.m. until 7:00 p.m., Monday through Saturday. A small safety boat will be on-scene for emergencies. Mariners are urged to transit the area with caution.

LNM: ACOE

**MILE 54.5 - MILE 53.5 - DISMANTLING OF PIPELINE**

Continuing until approximately April 5, 2008, Kanawha Crane and Construction Incorporated will work to dismantle a pipeline between approximate Miles 54.5 and 53.5, LDB. The contractors floating plant will consist of the M/V LOUIS D, a crane barge and a material barge. Work will be conducted from 7:00 a.m. until 5:00 p.m., Monday through Saturday. During non-working hours, the contractors floating plant be moored at the work-site and lighted accordingly. The M/V LOUIS D will monitor VHF-FM Channels 13 or 16. Mariners are urged to use extreme caution in the area and proceed at their slowest safe speed to minimize wake.

LNM: ACOE

**MILE 53.1 - COFFERDAM CONSTRUCTION - UPDATE**

I-64 Companion Highway Bridge; Work on either bank is progressing with concrete pours for channel span piers. All work is done on the banks and there is no impact to navigation.

LNM: OB

**MILE 44.4 - MILE 33.4 - DIKE CONSTRUCTION**

Attached at the end of this LNM is ACOE Huntington District Notice to Navigation Interests 08-18, regarding dike construction between approximate Miles 44.4 and 33.4, at various locations.

**MILE 44.4 - MILE 33.4 - DIKE CONSTRUCTION**

LNM: ACOE

**LOWER MISSISSIPPI RIVER**

**MILE 865.0 - MILE 863.0 - AIDS TO NAVIGATION**

Four nun buoys have been reported missing between approximate Miles 865.0 and 863.0. Mariners are urged to use extreme caution when transiting the area.

LNM: 0036LM

**MILE 858.0 - MILE 857.0 - AIDS TO NAVIGATION**

Four nun buoys have been reported missing between approximate Miles 858.0 and 857.0. Mariners are urged to use extreme caution when transiting the area.

LNM: 0035LM

**MILE 841.0 - SUNKEN BARGE**

A sunken barge has been reported in the vicinity of Mile 841.0, RDB, outside of the navigation channel. Due to the rapidly rising water, the barge is likely to be completely submerged by February 8, 2008. The barge is marked with 2 lighted wreck buoys. Mariners are urged to use extreme caution when transiting the area.

LNM: 0013LM

**MILE 635.0 - MILE 630.0 - AIDS TO NAVIGATION**

Several nun buoys have been reported missing between approximate Miles 635.0 and 630.0. Mariners are urged to use extreme caution when transiting the area.

LNM: 0039LM

**MILE 619.0 - MILE 618.0 - AIDS TO NAVIGATION**

Four nun buoys have been reported missing between approximate Miles 619.0 and 618.0. Mariners are urged to use extreme caution when transiting the area.

LNM: 0038LM

**MILE 597.0 - HOUSEBOAT PUSHED-IN**

A houseboat that was previously adrift has been reported pushed-in in the vicinity of Mile 597.0, RDB. Mariners are urged to use extreme caution in the area and to report if the houseboat is not at this location to U.S. Coast Guard Sector Lower Mississippi River.

LNM: 0020LM

**MILE 568.5 - SUNKEN BARGE**

A sunken barge has been reported in the vicinity of Mile 568.5, approximately 200-yards off the RDB. Mariners are urged to use extreme caution when transiting the area.

LNM: 0026LM

**MILE 437.0 - DREDGE OPERATION**

Continuing until approximately May 2008, the Dredge MERLIN is conducting dredging operations in the vicinity of Mile 437.0, and extending to approximate Mile 3.5, on the Yazoo River. Discharge of dredged material is via floating and submerged pipelines. The pipeline crossings are at Desoto Island and by the mouth of the Mississippi River. Work will be conducted 24-hours a day, 7-days a week. The Dredge MERLIN will monitor VHF-FM Channels 7A or 16. Mariners are urged to transit the area at their slowest safe speed and to proceed with caution after passing arrangements have been made.

LNM: 0319LM

**UPPER MISSISSIPPI RIVER**

**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 796.9 - L/D CLOSURE**

Continuing until 00:01 a.m., March 15, 2008, L/D 3, vicinity of Mile 796.9, will be closed.

LNM: ACOE

**MILE 779.8 - MILE 332.6 - AIDS TO NAVIGATION**

The following aids to navigation have been withdrawn for the 2007 Navigation Season:  
Point No Point Lighted Buoy (LLNR 12772), vicinity of Mile 779.8, replaced with an unlighted buoy,  
McKnight Lighted Buoy (LLNR 14130), vicinity of Mile 584.3, replaced with an unlighted buoy,  
Wing Dam 26 Lighted Buoy (LLNR 14360), vicinity of Mile 548.5, replaced with an unlighted buoy  
Moline Lighted Buoy (LLNR 14720), vicinity of Mile 488.2, replaced with an unlighted buoy,  
Shokokan Lighted Buoy (LLNR 15370), vicinity of Mile 394.3, replaced with an unlighted buoy,

**MILE 779.8 - MILE 332.6 - AIDS TO NAVIGATION**

Dutchman Island Lighted Buoy (LLNR 15395), vicinity of Mile 384.8, replaced with an unlighted buoy,  
Sunken M/V John Paul Lighted Buoy (LLNR 15435), vicinity of Mile 378.4, replaced with an unlighted buoy,  
Nauvoo Bluff Lighted Buoy (LLNR 15445), vicinity of Mile 375.5, replaced with an unlighted buoy,  
Galland Lighted Buoy (LLNR 15465), vicinity of Mile 371.5, replaced with an unlighted buoy,  
Waggoner Point Lighted Buoy (LLNR 15475), vicinity of Mile 367.2, replaced with an unlighted buoy,  
Des Moines River Lighted Buoy (LLNR 15530), vicinity of Mile 361.5, replaced with an unlighted buoy and  
Hogback Lighted Buoy (LLNR 15670), vicinity of Mile 332.6, replaced with an unlighted buoy.

LNM: UM

**MILE 583.0 - L/D CLOSURE**

Continuing until 4:30 p.m., March 15, 2008, L/D 11, vicinity of Mile 583.0, will be closed for repairs. Towboat operators are requested NOT to tie up to the guidewalls during this closure.

LNM: ACOE

**MILE 579.9 - DUBUQUE RAILROAD DRAWBRIDGE**

Continuing until approximately March 15, 2008, the bridge will open for navigation on 24-hour advance notice. Requests for opening may be done by calling Canadian National's Dubuque office at (319) 269-2102; or the Bridge Supervisor, Brad Koenig, office (319) 236-3302.

LNM: OB

**MILE 518.0 - BRIDGE OPERATION**

Clinton Railroad Drawbridge; Continuing until approximately March 15, 2008, the bridge will open for navigation on a 24-hour advance notice. Requests for opening may be done by calling the Union Pacific Railroad Company, at (630) 876-2735.

LNM: OB

**MILE 403.1 - BRIDGE REPAIR**

Burlington Railroad Bridge; Work to replace the downstream bull nose continues, weather permitting, Monday through Friday, 8:00 a.m. to 5:00 p.m. A work barge at the site can move with 30-minutes advance notice, when the drawtender is contacted on VHF-FM Channel 13. Mariners are requested to transit the bridge with caution.

LNM: OB

**MILE 364.3 - L/D CLOSURE**

Continuing until approximately 4:30 p.m., March 11, 2008, L/D 19, vicinity of Mile 364.3, will be closed for major rehabilitation and repairs. Towboat operators are requested NOT to tie up to the guidewalls during this closure.

LNM: ACOE

**MILE 43.2 - CHANNEL CONDITION/COTP ADVISORY**

The COTP Ohio Valley in consultation with the Ohio River Ice Committee, has issued the following Safety Advisory; High water and associated strong currents have been reported in the vicinity of Mile 43.2, Thebes Railroad Bridge. In accordance with the Inland River Waterways Action Plan, mariners are advised to exercise caution while transiting the area. Mariners are urged to consider horsepower capability, tow size and potential effects of strong currents while transiting.

LNM: 0179OV

**MILE 1.3 - CHANNEL CONDITION/SAFETY ADVISORY - UPDATE**

The COTP Ohio Valley Safety Advisory, previously issued for high water has been rescinded.

LNM: 0152OV

**MONONGAHELA RIVER**

**MILE 41.5 - CHANNEL CONDITION/COTP ADVISORY**

The gate opening at Dam 4, vicinity of Mile 41.5, is 8 feet or greater. Due to reported high water and high flow conditions, the COTP has issued the following Safety Advisory;

Exercise caution while double locking through Lock 4.

LNM: 0167OV

**MILE 14.2 - MILE 11.3 - CHANNEL CONDITION/SAFETY ADVISORY**

The gate opening at Braddock Dam, vicinity of Mile 11.3, is greater than 15 feet. Due to reported high water and high flow conditions, the COTP has issued the following Safety Advisory; Exercise caution while transiting under the McKeesport - Duquesne Highway Bridge, vicinity of Mile 14.0 and the Union Railroad Bridge, vicinity of Mile 14.2, due to the narrow channel in that area and the short distance between these 2 bridges.

LNM: 0180OV

**MILE 2.3 - BRIDGE REPAIR**

Birmingham Bridge; Pier work is being conducted along the right descending bank outside the navigation channel. Navigational clearances will not be affected.

LNM: OB

**OHIO RIVER**

**OHIO RIVER****MILE 184.0 - AIDS TO NAVIGATION**

Two can buoys have been reported not properly marking the channel in the vicinity of Mile 184.0. Mariners are urged to use extreme caution when transiting the area.

LNM: 0096OV

**MILE 209.0 - CORE DRILLING**

Continuing until approximately March 26, 2008, the Madison Coal and Supply Company will conduct core drilling operations in the vicinity of Mile 209.0, RDB. The contractors floating plant will consist of the M/V LADY LOUIS, a barge mounted drill rig and a deck barge. Work will be conducted from 7:00 a.m. until 5:00 p.m., Monday through Saturday. The M/V LADY LOUIS will monitor VHF-FM Channels 13 or 16. During non-working hours, the contractors 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 their wake.

LNM: ACOE

**MILE 251.0 - SUBMERGED OBSTRUCTION**

A submerged obstruction has been reported in the vicinity of Mile 251.0 and has been marked with a nun buoy set in 7 feet of water. Mariners are urged to transit the area with extreme caution.

LNM: 0058OV

**MILE 251.31 - BRIDGE REPLACEMENT - UPDATE**

Pomerooy-Mason Bridge: A form traveler is approximately 150 feet out from left descending pier and vertical clearance at the traveler is approximately 55.6 feet at normal pool. Another form traveler is approximately 120 feet out from right descending pier and vertical clearance at the traveler is approximately 54.7 feet at normal pool. There is approximately 360 feet of horizontal clearance between the form travelers.

LNM: OB

**MILE 279.2 - CHANNEL CONDITION/SAFETY ADVISORY**

The COTP Ohio Valley, in consultation with the Ohio River Maritime Industry Group, has issued a Safety Advisory; Due to reported high water and associated strong currents that reportedly exist in the vicinity of Mile 279.2, R.C. Byrd L/D. In accordance with the Inland Rivers Waterways Action Plan, mariners are advised to exercise caution while transiting in the vicinity of Mile 279.2, due to reported hazardous conditions associated with strong currents and the increased potential for outdrafts. Mariners are advised to consider horsepower capability, tow size and potential effects of strong currents while navigating lock chambers.

LNM: 0175OV

**MILE 414.0 - DREDGE OPERATION**

Continuing until approximately March 30, 2008, dredge operations will be conducted in the vicinity of Mile 414.0, LDB, Kentucky Power Cooperative Incorporated, Spurlock Power Station. The contractors floating plant will consist of the M/V SARA C, a barge mounted crane and 2 material barges. Dredged material will be placed at an upland disposal site. The M/V SARA C will monitor VHF-FM Channels 10, 13 or 16. Work will be conducted from 7:00 a.m. until 6:00 p.m., Monday through Saturday. During non-working hours, the contractors floating plant will be moored at the work-site, and lighted accordingly. Mariners are urged to exercise extreme caution when transiting the area.

LNM: ACOE

**MILE 436.2 - CHANNEL CONDITIONS/COTP ADVISORY**

Due to reported high water and associated strong currents that reportedly exist in the vicinity of Mile 436.2, Meldahl L/D. In accordance with the Inland Rivers Waterways Action Plan, mariners are advised to exercise caution while transiting in the vicinity of Mile 436.2, due to reported hazardous conditions associated with strong currents and the increased potential for outdrafts. Mariners are advised to consider horsepower capability, tow size and potential effects of strong currents while navigating lock chambers.

LNM: 0173OV

**MILE 531.5 - CHANNEL CONDITIONS/COTP ADVISORY**

The COTP Ohio Valley, in consultation with the Ohio River Maritime Industry Group, has issued a Safety Advisory Due to reported high water and associated strong currents that reportedly exist in the vicinity of Mile 531.5, Markland L/D. In accordance with the Inland Rivers Waterways Action Plan, mariners are advised to exercise caution while transiting in the vicinity of Mile 531.5, due to reported hazardous conditions associated with strong currents and the increased potential for outdrafts. Mariners are advised to consider horsepower capability, tow size and potential effects of strong currents while navigating lock chambers.

LNM: 0183OV

**MILE 596.0 - GAS LINE MAINTENANCE**

Continuing until approximately March 10, 2008, gas line maintenance is being conducted in the vicinity of Mile 596.0, LDB, mouth of Herrods Creek. Work will involve the use of divers, working from 8:00 a.m. until 5:00 p.m., Monday through Friday. A dive boat will be on-scene and will monitor VHF-FM Channels 13 or 16. Mariners are requested to transit the area at their slowest speed to minimize their wake, when dive flags are present.

LNM: 0158OV

**MILE 606.8 - CHANNEL CONDITION/COTP ADVISORY**

The COTP Ohio Valley, in consultation with the Ohio River Maritime Industry Group, has issued a Safety Advisory Due to reported high water and associated strong currents that reportedly exist in the vicinity of Mile 606.8, McAlpine L/D. In accordance with the Inland Rivers Waterways Action Plan, mariners are advised to exercise caution while transiting in the vicinity of Mile 606.8, due to reported hazardous conditions associated with strong currents and the increased potential for outdrafts. Mariners are advised to consider horsepower

**MILE 606.8 - CHANNEL CONDITION/COTP ADVISORY**

capability, tow size and potential effects of strong currents while navigating lock chambers.

LNM: 0169OV

**MILE 720.7 - CHANNEL CONDITION/COTP ADVISORY**

The COTP Ohio Valley, in consultation with the Central Ohio River Maritime Industry Group, has issued a Safety Advisory; Due to high water and associated strong currents in the vicinity of Mile 720.7, Cannelton L/D: In accordance with the Inland Rivers Waterways Action Plan, mariners are advised to exercise caution when transiting in the vicinity of Mile 720.7, due to reportedly hazardous conditions associated with strong currents and an increased potential for outdrafts. Mariners should consider horsepower capability, tow size and potential effects of strong currents while navigating lock chambers.

LNM: 0184OV

**MILE 739.5 - AIDS TO NAVIGATION**

Several can buoys have been reported missing in the vicinity of Mile 739.5. Mariners are urged to use extreme caution when transiting the area.

LNM: 0071OV

**MILE 776.1 - CHANNEL CONDITION/COTP ADVISORY**

The COTP Ohio Valley, in consultation with the Ohio River Maritime Industry Group, has issued a Safety Advisory; Due to high water and associated strong currents in the vicinity of Mile 776.1, Newburgh L/D: In accordance with the Inland Rivers Waterways Action Plan, mariners are advised to exercise caution when transiting in the vicinity of Mile 776.1, due to reportedly hazardous conditions associated with strong currents and an increased potential for outdrafts. Mariners should consider horsepower capability, tow size and potential effects of strong currents while navigating lock chambers.

LNM: 0168OV

**MILE 786.8 - BRIDGE CLEARANCE**

U.S. 41 Dual Bridges; The vertical clearance will be reduced to 80 feet above normal pool due to a containment system that will extend 4 feet below the channel spans.

LNM: OB

**MILE 846.0 - CHANNEL CONDITION/COTP ADVISORY**

The COTP Ohio Valley, in consultation with the Ohio River Maritime Industry Group, has issued a Safety Advisory; Due to high water and associated strong currents in the vicinity of Mile 846.0, J.T. Myers L/D: In accordance with the Inland Rivers Waterways Action Plan, mariners are advised to exercise caution when transiting in the vicinity of Mile 846.0, due to reportedly hazardous conditions associated with strong currents and an increased potential for outdrafts. Mariners should consider horsepower capability, tow size and potential effects of strong currents while navigating lock chambers.

LNM: 0171OV

**OUACHITA-BLACK WATERWAY**

**MILE 191.81 - BRIDGE CONSTRUCTION**

Sterlington Highway Bridge; Cofferdam construction has moved to the left descending bank. Floating plant is moored at the bank and does not impact navigational clearance. Contact M/V KARL R on VHF-FM Channel 16, for status.

LNM: OB

**MILE 167.5 - BRIDGE MAINTENANCE**

State Highway 80 Drawbridge; Continuing until March 15, 2008, construction equipment will work in and around the channel and will move on 2-hours advance notice. Mariners may contact the bridge or the on-site towboat, M/V SHIRLEY R via VHF-FM Channels 13 or 16, for further information.

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

**TENNESSEE RIVER**

**MILE 645.1 - BRIDGE CONSTRUCTION**

James E. Karnes Bridge (Pedestrian Crossing Addition); Crane and material barges are in the channel for steel erection. This may cause a short delay while steel is being set. Mariners may contact M/V BRIDGEBUILDER VI via VHF-FM Channels 11, 13 or 16, for passage.

LNM: OB

**MILE 470.7 - MOORING CELL CONSTRUCTION**

Continuing until approximately April 8, 2008, the C.J. Mahan Company is conducting construction of an auxiliary mooring cell, in the vicinity of Mile 470.7, downstream of the railroad bridge and lock. This mooring cell will be constructed approximately 150 feet on-center, upstream from the existing upstream mooring cells in this location. During working hours, the contractors plant can be contacted via VHF-FM Channel 13. Further

**MILE 470.7 - MOORING CELL CONSTRUCTION**

instructions and/or mooring requirements may be issued upon arrival, as conditions warrant. Mariners are urged to transit the area with caution.

LNM: ACOE

**MILE 22.4 - L/D MAINTENANCE**

Continuing until approximately March 14, 2008, maintenance will be conducted at the Kentucky L/D, vicinity of Mile 22.4. Work will be conducted from 6:00 a.m. until 4:30 p.m., 7-days a week. Mariners could experience delays up to, but not to exceed 8-hours each day. Mariners should contact the Kentucky L/D Lockmaster in advance of arrival to receive locking instructions.

LNM: ACOE

**MILE 5.7 - BRIDGE REPLACEMENT**

George Rogers Clark Bridge Replacement; Cofferdam excavation is being performed at the left descending pier location 400 feet from the bank. Work will be conducted from 6:00 a.m. until 6:00 p.m., Monday through Friday, and 6:00 a.m. until 2:00 p.m., Saturday. The work site aligns with the pier of the existing bridge, approximately 2,000 feet downstream of the cofferdam. Mariners are requested to transit the site with caution. Contact the M/V ANDREW J on VHF-FM Channels 13 or 16.

LNM: OB

---

---

**SECTION VIII - LIGHT LIST CORRECTIONS**

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

(1) No.	(2) Name and Location	(3) Mile	(4) Bank	(5) Characteristic	(6) Structure / Dayboard Up Down	(7) Remarks
31957	Florence Park Boat Dock Light					Remove from list. 10/08  *

---

---

**ENCLOSURES**

**LOWER MISSISSIPPI RIVER - WORK SCHEDULE - HUEY P. LONG BRIDGE**

Work Schedule regarding the Huey P. Long Bridge

LNM: COTP  
NOLA

**NAVIGATION NOTICE - ACOE ROCK ISLAND DISTRICT**

Ice conditions along the Illinois Waterway.

LNM: ACOE

**NAVIGATION NOTICE - LITTLE ROCK DISTRICT**

Crew changes/deliveries at navigaton locks.

LNM: ACOE

**NAVIGATION NOTICE - ACOE HUNTINGTON DISTRICT**

Ice conditions along the Ohio River and tributaries.

LNM: ACOE

**ACOE HUNTINGTON DISTRICT - Notice to Navigation Interests**

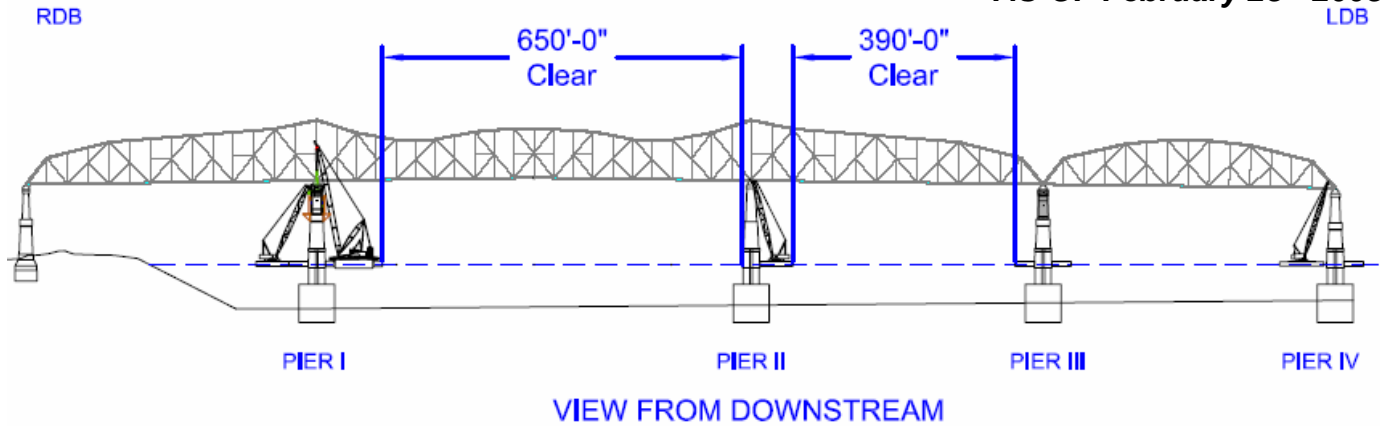
Dike construction along the Kanawha River.

LNM: ACOE

---

---

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



**Weekly Update:**

Attached is the river navigation restrictions schedule for the upcoming 2 weeks. We are currently erecting steel at Pier I. We will require 6-hour closures on March 11 and 13, with a backup closure on March 15. There will be no vertical clearance restrictions. To contact the bridge call the M/V Bill O'Donley or M/V Dutchman on 16 or 67.

**PROPOSED - WEEK**

WEEK 1	3/3/08	3/4/08	3/5/08	3/6/08	3/7/08	3/8/08
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Type of Control						
Slowest Safe Speed	Min. Wake 7am-5pm	Min. Wake 7am-5pm	Min. Wake 7am-5pm	Min. Wake 7am-5pm	Min. Wake 7am-5pm	Min. Wake 7am-5pm
12 Hour						
6 Hour						

**PROPOSED - WEEK**

WEEK 2	3/10/08	3/11/08	3/12/08	3/13/08	3/14/08	3/15/08
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Type of Control						
Slowest Safe Speed	Min. Wake 7am-5pm		Min. Wake 7am-5pm		Min. Wake 7am-5pm	
12 Hour						
6 Hour		River Closure 6 am-12 pm		River Closure 6 am-12 pm		Backup River Closure 6 am- 12 pm



# MARINE SAFETY BULLETIN

Volume VIII, Issue XIV

TIME:

21 February 2008

## HUEY P. LONG BRIDGE LIFTING SCHEDULE

Attached is the Huey P. Long Bridge Lifting Schedule for the next 2 weeks. There are no planned waterways closures from 25 February 2008 to 01 March 2008. Please see the attached documents for more information.

Throughout the construction period during non-closure days and while workers are present, all mariners are requested to pass with extreme caution at their slowest safe speed to minimize wake, ensuring the safety of the contractors working on the Huey P. Long Bridge.

During future closure days, a temporary reporting point for all down-bound vessels has been established at Guy Mallory Light #114, MM 112.9, LDB. Vessels operating in close proximity to the Huey P. Long Bridge sector (Guy Mallory Lt. MM 112.9 to Cargill Grain Elev. Westwego MM 103.1) are required to monitor Channel 12 VHF-FM for updates and up to the minute instructions on vessel movement plans after the reopening of the waterway.

During closures, a Safety Zone will be in effect for all vessels operating on the Lower Mississippi River from Mile Marker 105.6 to Mile Marker 106.6. A Safety Zone will be in effect from the start of the closure until the marine traffic backlog has been cleared after the reopening of the waterway. Vessel Traffic Service (VTS) will manage vessel movement to clear up traffic that has stopped or slowed to accommodate the closure. All vessels will be required to contact "Vessel Traffic" on Channel 12 VHF-FM for permission to transit through the construction site during the post closure time period of the Safety Zone. The Safety Zone will end after the backlog of vessels has been cleared and marine traffic has been returned to a normal flow by the VTS.

Mariners interested in receiving a copy of the schedule may send a request to LTJG Tom Sanborn at [Tom.A.Sanborn@uscg.mil](mailto:Tom.A.Sanborn@uscg.mil).

For further information, contact the following:

**Coast Guard Waterways Management:** (504) 565-5103 or (504) 565-5108

**Vessel Traffic Center (24 Hour):** (504) 589-2780 or VHF- FM Ch. 12 in the construction area on closure days, VHF-FM Ch. 67 – NOLA Sector MM 88 – MM 106 AHP or VHF Ch 63A - 81 Mile Point Area, MM 178.8 AHP.



L. D. STROH

Captain of the Port New Orleans



US ARMY CORPS  
OF ENGINEERS  
ROCK ISLAND  
DISTRICT

# Navigation Notice

River:  
ILLINOIS WATERWAY

Date:  
4 December 2007

Location:  
RM 80.0 - 280.0  
RM 321.0 – 326.5 (Little Calumet River)

Effective Period:  
SEE BELOW

In Reply Refer to:  
OD-I

LEGAL NOTICE TO NAVIGATION

## ILLINOIS WATERWAY

### ICE CONDITIONS

RM 80.0 - 280.0 and RM 321.0 – 326.5 (Little Calumet River)

1. All tows moving through the Illinois Waterway from river mile 80.0 to 280.0 and on the Little Calumet River from river mile 321.0 to 326.5 are cautioned to be alert for changing conditions and possible hazards due to ice formations. Severe navigation problems can always be expected throughout the ice forming season in the Peoria Lake reach, mile 162.0 to 180.0.
2. Experience has shown that ice gorges can most frequently be expected to form between miles 86.5 and 95.5 (Grape Island to Sugar Creek), between miles 127.0 and 137.0 (Liverpool to Copperas Creek), at mile 237.2 (Mayo Island), between miles 240.6 and 241.5 (Bulls Island), at mile 242.5 (Milliken Creek Light and Daymark) and at mile 243.7 (Marseilles Lock Light and Daymark).
3. Gorged ice becomes a particular hazard when attempts are made to drive barges through the formation. Barges forced through or over gorged ice are frequently holed, stoved in or buckled, which usually results in sinking. Navigators are advised to exercise due caution to avoid sinking barges and subsequent blockage of the navigation channel. Gorged ice may also create unusual currents and high localized flow or outdraft conditions due to water bypassing the temporary dam formed by the gorge. Navigators approaching an ice gorge should make certain that the towboat has sufficient power to properly control the number of barges in tow under such unusual conditions of flow.
4. Sheet ice may be expected throughout the length of the waterway downstream from about mile 280.0 and in the Marseilles Canal and that reach of the waterway between mile 321.0 and Thomas J. O'Brien Lock, mile 326.5 on the Calumet River.
5. Sheet ice will at times prevent opening of the upper and lower lock gates at Thomas J. O'Brien, Dresden Island, Marseilles, Starved Rock, Peoria and LaGrange Locks. When the lock gates cannot be fully opened into recesses, they are highly vulnerable to extensive damage from tows entering or departing the lock chamber. Navigators are cautioned to exercise extreme care when entering or departing the lock chamber to avoid damage to the lock gates. When ice builds up to the extent that full usage of the lock chamber is prohibited, length and/or width restrictions will be imposed on lockages.

6. When ice conditions at the lock prevent the timely coupling of barges, all towboat operators will be required to arrange their tows so that recoupling does not occur between box end barges during a lockage. Rake to box ice couplings should be incorporated into tow configurations when ice is present at the lock. In the past, ice trapped between box barges has caused long delays in coupling the two sections of a tow, thereby impeding traffic flow through the locks. Industry is expected to view the Navigation resources-Lock Conditions Report on the MVR web page on a daily basis for current information, requirements, and restrictions, especially during winter months.

7. If a tow is arranged so that recoupling occurs between box end barges and the lockage will result in unusual delays to navigation, the Lockmaster will require loss of lock turn or double-tripping and use of an industry-provided helper boat. If double-tripping is required, the tow will lock through in sections with a towboat attending each section, and each section of the tow will be moved out of the lock approach before recoupling.

8. Consideration will also be given to limiting size of tows if heavy ice conditions warrant. Observation during past severe winters indicates that eight jumbo barges (two wide) appear to be the best configuration to allow adequate traffic movement. Notice will be given if conditions warrant the limitation of the size and/or configuration of tows.

9. The immediate concern in this area is not limited to financial responsibility for the damages to navigation structures. A primary objective is to eliminate all preventable incidents that will delay traffic.

*//S//*

Richard T. Nickel, P.E.  
Acting Chief, Locks and Dams  
Illinois Waterway Project Office

IW 07-52

**NOTICE TO EDITORS:**

This notice is provided as background information for your use in formatting news stories. This notice is not a contract for classified display advertising. For more information call the Rock Island District Corporate Communications Office, 309/794-5274



U.S. Army Corps  
of Engineers  
Little Rock District

---

# NAVIGATION NOTICE

Number SWL 07-12

---

McClellan-Kerr Arkansas River Navigation System

---

December 19, 2007

---

In Reply Refer to: CESWL-OP  
P. O. Box 867  
Little Rock, AR. 72203-0867  
PH. 501-324-5739

---

## MCCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM Crew Changes and Deliveries at Navigation Locks

Towboats requesting to make crew changes or to have goods or services delivered at Little Rock District navigation locks (Montgomery Point Lock and Dam, L&D's 1-13) on the McClellan-Kerr Arkansas River Navigation System are asked to comply with the procedures listed below.

**Crew changes will be permitted, but only with a two-hour minimum advance notice. Notice must be faxed to the lock where crew change will occur and include a list (on company letterhead) of crew members who will be boarding the vessel. All crew members must possess a photo I.D. (e.g. driver's license). Crew members preparing to board the vessel must wait outside the perimeter fence until the vessel is secure in the lock chamber and ready for boarding. Access to the lock will be denied by crew members not on the approved list. Crew members de-boarding a vessel must immediately exit the secure area of the lock and wait for ground transportation outside the perimeter fence.**

**Deliveries of goods to vessels will be permitted, but only with a two-hour minimum advance notice. Notice must be faxed to the lock where delivery will be made and include a list (on company letterhead) of the individuals making the delivery and a summary description of the goods being delivered. Individuals making the delivery must possess a photo I.D. Delivery vehicles must wait outside the perimeter fence until the vessel is secure in the lock chamber and ready to receive the delivery. All deliveries made to vessels at locks will be subject to random searches. Access to the lock will be denied to couriers without prior approval. Delivery of services will be permitted under the same conditions, except that services will not be permitted in the lock chamber if they will cause delay to other river traffic. The Corps of Engineers will not accept deliveries on behalf of vessels at Little Rock District navigation locks.**

**In addition to the guidance listed above, all activities at navigation locks are subject to Lockmaster's approval and further limitations may apply during periods of heightened security status.**

Questions and/or comments may be directed to Little Rock District's Operations Technical Support Branch, Aaron McGee, 501-324-5096, email [Aaron.K.McGee@us.army.mil](mailto:Aaron.K.McGee@us.army.mil).

*//signed//*

LEE E. BASS  
Chief, Operations Division



**US Army Corps  
of Engineers**  
Huntington District

# Notice to Navigation Interests

**Date: 4 JANUARY 2008**

**Notice Number: 08-01**

---

**In Reply Refer to: CELRH-OR-TD 502 Eighth Street, Huntington, WV 25701-2070 Telephone: 304-399-5239**

---

## WINTER NAVIGATION ON THE OHIO RIVER AND TRIBUTARIES

In the interest of navigation safety on the waterways, users are reminded that navigation during winter months is a hazardous undertaking. Operators are requested to exercise extreme caution during this season and carefully evaluate the makeup and motive power for each tow.

### ICE CONDITIONS

It is common for ice to build up beneath barges navigating the river, causing subsequent grounding in shoal areas. Should this occur, notify the nearest navigation structure as to your location and exercise caution when trying to remove barges so as not to disturb the navigation channel. When locking downbound there is the potential that build-up of ice under a barge could come in contact with the bottom of the lock chamber and puncture the bottom of the barge causing it to sink. Additionally, any build-up of ice between barges in a tow or on the sides of the barges will increase the overall width and possibly hamper the entrance or the exit of the locks. Any noticeable build-up, either in or under the tow, should be checked to assure that the lockage can be accomplished without incident. Whenever conditions warrant, vessel owners should consider adjusting their tow size to compensate for ice formation.

When ice builds up on the lock walls to the extent that full usage of the lock chamber is prohibited, width restrictions will be imposed on lockages. In addition, ice at times will prevent the full opening of the lock miter gates. Should this occur, locking will cease until the ice can be removed or the width of the tow is reduced. Navigators should contact the Lockmaster at each facility to verify locking conditions. This practice will continue as long as ice conditions warrant. Each company should access the Ohio River Region's computerized navigation daily reports to keep abreast of the latest conditions. This information can be obtained via the internet from the Great Lakes and Ohio River Division's Water Management website at: <http://www.lrd-wc.usace.army.mil/text/hunrpt.txt>.

Another occurrence during heavy icing conditions is the freezing of the floating mooring bits in the recesses in the lock walls. In the event the floating bits become inoperable, it will be necessary for the vessel to utilize the fixed line hook and manually move the mooring lines as the water in the chamber is raised or lowered. Additional lines should be readily available for the deck crew.

In an effort to assist navigators and help alleviate the ice problems at navigation structures, the auxiliary lock chamber may be used for the passage of ice and may not be available for use by traffic at the following locks:

<u>Location</u>	<u>River Mile</u>
Meldahl Locks	436.2R
Greenup Locks	341.0L
Robert C. Byrd Locks	279.2L
Racine Locks	237.5L
Belleville Locks	203.9R
Willow Island Locks	161.7R

All three locks on the Kanawha River - Winfield (mile 31.1R), Marmet (mile 67.7R) and London (mile 82.8R) have the capability for passage of ice. This is accomplished by using the Roller Flap Dam Gate, unlike the Ohio River where the emergency gates or bulkheads are used in the auxiliary chamber.

During heavy ice conditions, historic information in the Huntington District indicates that ice jams can most frequently be expected to form on the Ohio River at the following locations:

- Meldahl Dam to Augusta, Kentucky (mile 436.2 to approximate mile 429.0)
- Manchester Islands Area (mile 395.2 to mile 393.5)
- Brush Creek Island Area (mile 388.0 to mile 387.0)
- Scioto River to New Boston, Ohio Area (mile 356.6 to mile 352.0)
- Racine Dam to Head of Letart Island (mile 237.5 to mile 235.0)
- Ravenswood, West Virginia, Area (mile 223.0 to mile 220.0)
- Long Bottom, Ohio, and Area (mile 210.0 to mile 208.0)

Navigators are advised that ice conditions may become severe enough to warrant the closure of navigation on certain reaches of the river. Should conditions so develop, it is imperative that navigators take refuge in safe harbors. Safe refuge from ice may be found for vessels operating on the Ohio and Kanawha Rivers at the Government owned ice piers at the following locations in the Huntington District:

<u>Ohio River Mile</u>	<u>City</u>	<u>No. of Piers</u>	<u>Bank</u>
251.7	Middleport, Ohio	3	Right
269.5	Gallipolis, Ohio	3	Right
408.5	Maysville, Kentucky	3	Left
<u>Kanawha River Mile</u>			
1.3	Henderson, West Virginia	1*	Left

\*Two additional piers at this location are owned by Amherst Industries, Incorporated.

The locations of the ice piers are shown on the Huntington District Ohio and Kanawha River Navigation Charts. Several privately-owned piers are also located along the Ohio and Kanawha Rivers. In addition to the ice piers, safe harborage is afforded in the mouth of the Muskingum, Little Kanawha, Guyandotte, and Big Sandy Rivers. Some of these areas are designated as congested areas on the 2003 Navigation Charts and can only be used for harborage during icing conditions. Navigators using these streams for safe harborage are cautioned about low clearances of the bridges near the mouth of these streams. Tows using the ice piers and the mouths of the tributary streams should be moored in such a manner as to not obstruct the passage of other vessels.

### HIGH FLOW CONDITIONS

Seasonal high water, normally encountered during the late winter and early spring months, increases the problem of maintaining a safe course. Vessel operators are reminded that specific regulations govern the operation of vessels on navigable waters at flood stage. When passing habitations or other structures partially or wholly submerged that are subject to damage from wave actions, vessels shall proceed slowly and keep as far away from such structures as circumstances allow. The Navigation Charts have the elevation of ordinary high water indicated on each sheet, except for the R. C. Byrd Pool. When water level in the river equals or is greater than that elevation, navigators should sail near the published channel line to prevent damage attributable to waves created by the vessel.

In the immediate vicinity of navigation structures, the potential exists for treacherous out draft currents to develop across the upper lock approaches whenever there are high flows in the river. These currents, coupled with high winds, exert tremendous forces upon large flotillas, especially when empty barges are in the tow. All operators should carefully evaluate the makeup of each tow and its motive power. Power should be sufficient to counter the adverse conditions that can be expected during a voyage.

The Ohio River current, coupled with excessive headway when exiting a slack water area of any lock, especially R. C. Byrd upper approach, may be a contributing factor for the head barge of tows to “dive” as they exit the canal and enter the main channel. Navigators should carefully evaluate their tow configuration and give special attention to the draft and freeboard of their head barges. Extreme caution and good navigational judgment should be used at all times, particularly when there is more than forty feet of gate openings on the dam.

### MOORING TOWS

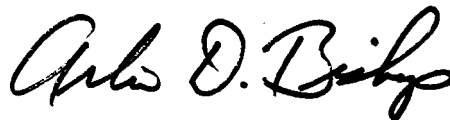
Another facet of this season that is of major concern is the problem of breakaways. Barges left unattended, whether simply tied to natural objects or moored at terminals and fleeting areas, are subject to being dislodged by strong currents aided by wind, wave-wash from passing tows, ice flows and/or drift. Operators are urged to use extreme care in tying off tows or individual barges, to prevent such occurrences. Three or more lines are recommended, with both the upstream and downstream ends of the tow being made fast.

If, under emergency conditions, it becomes necessary to tie off tows along the banks, extreme care should be exercised in selecting trees or other natural objects for mooring. Banks are usually softened by saturation during high water and during spring thaws and rains, and using trees near the water for tie off are poor risks under such conditions. Should



the emergency necessitate temporary mooring within ten miles of any navigation dam, especially upstream of one, the Lockmaster will be promptly advised.

If conditions warrant, the Huntington District Emergency Operations Center will be opened and maintained on a round-the-clock basis serving as an information/control center. Daily or as-required aerial flights over the river, supplemented by on-ground patrols, will be utilized to supplement the data obtained from our established field offices, to maintain current river condition data base for operational uses. Navigators wishing to make reports to the Huntington District should call (304) 399-5239 or relay the information through one of the Huntington District navigation projects.

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

ARLIE D. BISHOP  
Chief, Technical Support Branch



# Notice to Navigation Interests

US Army Corps  
of Engineers  
Huntington District

Date: 22 February 2008

Notice Number: 08-18

In Reply Refer to: CELRH-OR-TD 502 Eighth Street, Huntington, WV 25701-2070 Telephone: 304-399-5239

## DIKE CONSTRUCTION

### KANAWHA RIVER, MILE 33.4 – 44.4

Notice is given that on or about 5 March 2008, dike construction activities will commence at the following locations along the Winfield pool on the Kanawha River.

<b>Kanawha River Mile</b>	<b>Right/Left Descending Bank (RDB/LDB)</b>
33.4 – 33.7	LDB
35.0 – 36.0	LDB
34.8 – 35.2	RDB
36.8 – 35.2	RDB
37.6 – 38.2	LDB
41.6 – 41.7	LDB
40.5 – 41.6	LDB
43.6 – 44.4	LDB

Construction will begin on the LDB, at Mile 33.4 and proceed to the other upstream locations, ending at Mile 44.4, LDB. The contractor's floating plant will consist of the M/V FLORENCE T, one crane barge, and three material barges. The M/V FLORENCE T will be monitoring marine channel 13 and 16. This work will be conducted Monday through Saturday, 7:00 am to 5:00 pm and is expected to be completed on or about September 05, 2008.

During non working hours the contractor's floating plant will be moored on site and lighted according to regulations.

Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution.

ARLIE D. BISHOP  
Chief, Technical Support Branch