



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

**LOCAL NOTICE TO MARINERS
WEEKLY EDITION**

District 8 MRS

Week: 02/07

Mississippi River System

LIGHT LIST VOLUME V
NOTICE NUMBER 02/07
January 10, 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	0003-07 (UM)	0006-07 (UM)
Sector Lower Mississippi River	0001-07 (LM)	0005-07 (LM)
Sector Ohio Valley	0003-07 (OV)	0030-07 (OV)
OB DWRO	0218-06 (OB)	0002-07 (OB)

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

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

2006 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
-

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

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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

WINTER NAVIGATION ON THE OHIO RIVER AND ITS TRIBUTARIES

An ACOE Navigation Notice is attached at the end of this LNM, pertaining to Winter Navigation on the Ohio River and Tributaries.

LNM: ACOE

DGPS UNUSABLE TIME MOBILE POINT, ALABAMA

The Mobile Point, Alabama, DGPS Site will be unusable from 1500Z to 1700Z, January 10, 2007. The alternate time is 1500Z to 1700Z, January 11, 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. Additional information on the loran data channel and the 1994 Loran-C Signal Specification, may also be 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. Additional information on the loran data channel and the 1994 Loran-C Signal Specification, may also be found at this Website.

LNM: NAVCEN

**ILLINOIS WATERWAY
ICE ADVISORY**

An ACOE Navigation Notice regarding ice conditions along the Illinois Waterway, is attached at the end of this LNM.

LNM: ACOE

**OHIO RIVER AND TRIBUTARIES
ACOE NOTIFICATION OF VESSEL AND BARGE INCIDENTS**

Attached at the end of this LNM, is ACOE Huntington District, Notice of Navigation Interests relating to sinking or sunken vessels and barge breakaways, along the Ohio River and its tributaries.

LNM: ACOE

**ILLINOIS WATERWAY
CHANNEL CONDITIONS - COTP ADVISORY**

The COTP Upper Mississippi River with COTP Sector Lake Michigan has issued the following Safety Advisory in conjunction with the Inland River Action Committee and the ACOE. The high water watch phase of the Illinois Waterway Waterways Action Plan is in effect for all waters of the Illinois Waterway from Mile 231.0 to Mile 50.0. Towing vessels should proceed at their slowest safe operating speed, based upon the prevailing conditions to minimize wake damage. Due to high river levels, the drift of debris may be of a concern, mariners are urged to exercise caution and to be especially vigilant during bridge approaches due to swift currents.

LNM: 0006UM

**OHIO RIVER
ALLEGHENY RIVER
MONONGAHELA RIVER
CHANNEL CONDITION - SAFETY ADVISORY**

The gate opening at the Emsworth Dam, vicinity of Mile 6.2, is reportedly greater than 65 feet. Due to reported high water and associated strong currents that reportedly exist in the vicinity, the COTP Ohio Valley has issued the following Safety Advisory:

For vessels transiting the Ohio River:

When transiting downriver, with the intention of using the Front Channel, past Brunot Island, vicinity of Mile 1.5, keep toward the RDB while entering the Front Channel to avoid a severe set toward the island.

When transiting upriver, with the intention of using the Back Channel, past Brunot Island, vicinity of Mile 3.0, exercise caution to prevent being set against the LDB.

Exercise extreme caution while transiting through Emsworth, Dashields and Montgomery L/D's.

For vessels transiting the Allegheny River:

Exercise extreme caution and ensure sufficient vertical clearance while transiting under the bridges located between approximate Miles 0.0 and 3.0.

For vessels transiting the Monongahela River:

Exercise extreme caution and ensure sufficient vertical clearance while transiting under the bridges located between approximate Miles 0.0 and 9.0.

LNM: 0021OV

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
2277	NON LATERAL MARK 82.8	TRUB		0146LM	25/04	
2430	RICHLAND BEND LT	MISSING/TRUB		0066LM	06/06	
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	
7030	DROLLS POINT UPPER LIGHT	TRUB		0656UM	52/04	
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	
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	
27327	PUP CREEK LT	LT EXT		0217OV	14/06	
28055	RONDEAU LIGHT	LT EXT			47/06	
28080	PRYORS ISLAND LIGHT	LT EXT			47/06	
29224	BOSSIER DBN	MISSING		0334LM	40/05	
29542	BARBIN DAYBEACON	DBN DEST			04/05	
30675	WATTS CREEK LT	LT EXT		0747OV	36/06	
31475	CALDWELL LT	LT EXT		0403OV	24/06	
31480	NORTH SAUTY LT	LT EXT		0727OV	41/05	
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	REDDS 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
11645	BLACK HILLS LT	RELIGHTED			51/06	02/07

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
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

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

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			

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:

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

**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

**BIG SANDY RIVER
MILE 7.5 - DREDGE OPERATION**

Continuing until approximately January 21, 2007, McGinnis Incorporated will conduct dredging operations in the vicinity of Mile 7.5, LDB, Kentucky May Coal Terminal. Work will be conducted 24-hours per day, 7-days per week. The contractors floating plant will consist of the M/V CITY OF SOUTH POINT, a barge mounted crane and a material barge. The M/V CITY OF SOUTH POINT will monitor VHF-FM Channels 13 or 16. Dredged material will be placed upland at a site adjacent to the Ohio River at approximate Mile 267.0. Mariners are urged to use extreme caution in the area and proceed at their slowest safe speed to minimize wake.

LNM: ACOE

**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 two tugs are working in the channel to construct cofferdams, which will be used for pier construction. Pier construction is expected to begin on or about January 2, 2007. 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 147.5 - CHANNEL CONDITION**

Shoaling has been reported in the vicinity of Mile 147.5, RDB. Mariners are urged to exercise extreme caution when transiting the area.

LNM: 1068OV

MILE 125.5 - CHANNEL CONDITION

Shoaling has been reported in the vicinity of Mile 125.5, RDB. Mariners are urged to exercise extreme caution when transiting the area.

LNM: 1065OV

MILE 43.0 - DREDGE OPERATION

Continuing until approximately January 15, 2007, Southwind Construction Corporation is conducting dredge operations in the vicinity of Mile 43.0. The contractors floating plant will consist of the Cutter Head Dredge ELLICOTT, SDR pipeline and a tender vessel. Work will be conducted during daylight hours. During non-working hours, the contractors floating plant will be moored at the work-site and lighted accordingly. Dredged spoil will be placed in an upland disposal area at the Lick Creek embayment area. The Dredge ELLICOTT will monitor VHF-FM Channel 16. Mariners are urged to use extreme caution in the area and proceed at their slowest safe speed to minimize wake.

LNM: ACOE

**ILLINOIS WATERWAY
MILE 258.9 - MILE 258.5 - DREDGE OPERATION**

Commencing approximately January 16, 2007 and continuing until approximately February 8, 2007, the M/V LASALLE will conduct strike removal/dredge operations between approximate Miles 258.9 and 258.5. Dredge material will be deposited in the vicinity of Mile 270.6, RDB, just below the E.J. and E Railroad Bridge. Work will be conducted from 7:00 a.m. to 5:00 p.m., Monday through Thursday. The M/V LASALLE will monitor VHF-FM Channels 13, 16 and 82. The M/V LA SALLE requests 30-minutes advance notice of passage from all upbound traffic. Mariners are urged to use extreme caution in the area and proceed at their slowest safe speed to minimize wake.

LNM: 0007UM

**ILLINOIS WATERWAY
MILE 196.5 - ADRIFT STRUCTURE**

A duck blind has been reported adrift in the vicinity of Mile 196.5. Mariners are urged to use extreme caution when transiting the area.

LNM: 0001UM

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

Commencing approximately January 8, 2007 and continuing until approximately June 10, 2007, blasting will be conducted for new lock construction

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

at Marmet L/D, vicinity of Mile 67.7. An ACOE Notice to Navigation Interest 06-78, 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 contractors 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 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 wake and proceed with caution.

LNM: ACOE

MILE 594.0 - AIDS TO NAVIGATION

Several buoys have been reported missing in the vicinity of Mile 594.0. Mariners are urged to use extreme caution in the area.

LNM: 0367LM

MILE 304.0 - L/D CLOSURE

Continuing until approximately January 12, 2007, the Old River L/D, vicinity of Mile 304.0, will be closed. This closure is necessary for the installation and testing of an emergency bulkhead system.

LNM: 0379LM

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 793.1 - MILE 394.3 - AIDS TO NAVIGATION

The following aids to navigation have been removed for the 2006 ice season:
Cannon River Daybeacon (LLNR 12700), vicinity of Mile 793.1, replaced with an unlighted buoy,
Bay City Light (LLNR 12750), vicinity of Mile 787.7, replaced with an unlighted buoy,
Point No Point Lighted Buoy (LLNR 12772), vicinity of Mile 779.8, replaced with an unlighted buoy,
Broken Arrow Light (LLNR 13420), vicinity of Mile 696.3, 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,
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 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 752.8 - L/D CLOSURE - UPDATE

L/D 4, vicinity of Mile 752.8, is closed for maintenance and repair until March 1, 2007.

LNM: ACOE

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.

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

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

MILE 41.5 - CHANNEL CONDITION - SAFETY ADVISORY

The gate opening at Dam 4, vicinity of Mile 41.5, is reportedly greater than 8 feet. Due to reported high water and flow conditions, the COTP Ohio Valley has issued the following Safety Advisory; Mariners are urged to exercise caution while double locking through Lock 4.

LNM: 0020OV

MONONGAHELA RIVER

MILE 14.4 - BRIDGE REPAIR

Riverton Railroad Bridge; An underdeck platform will be used during on-going repair work. Work platform will hang approximately 3.7 feet below low steel until February 2, 2007.

LNM: OB

MILE 14.2 - MILE 14.0 - CHANNEL CONDITION - SAFETY ADVISORY

The gate opening at the Braddock L/D, vicinity of Mile 11.3, is reportedly reading greater than 15 feet. Due to reported high water and flow conditions, the COTP Ohio Valley has issued the following Safety Advisory; Mariners are urged to 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 and the short distance between these 2 bridges.

LNM: 0019OV

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 13.3 - MILE 15.0 - CHANNEL CONDITION - SAFETY ADVISORY

The gate opening at Emsworth Dam, vicinity of Mile 6.2, is reportedly greater than 85 feet. Due to reported high water and flow conditions, the COTP Ohio Valley has issued the following Safety Advisory; Mariners are urged to exercise extreme caution while transiting between Emsworth Dam, vicinity of Mile 6.2 and Dashields L/D, vicinity of Mile 13.3, due to reported strong currents in the area. Southbound tows are recommended to have a helper boat present to assist when either;

- Pushing a tow consisting of 2 barge lengths or greater when at least a barge is a tank barge,
- Conducting a double lockage, through Emsworth, Dashields or Montgomery Locks.

LNM: 0027OV

MILE 13.3 - MILE 25.8 - CHANNEL CONDITION - SAFETY ADVISORY

The gate opening at Montgomery Dam, vicinity of Mile 31.7, is reportedly greater than 65 feet. Due to reported high water and flow conditions, the COTP Ohio Valley has issued the following Safety Advisory; Mariners are urged to exercise extreme caution while transiting through the Dashields L/D, vicinity of Mile 13.3. Mariners are urged to exercise caution while transiting under the P.L. and E. Railroad Bridge, vicinity of Mile 25.8, due to the strong set in the area. Tow vessels are recommended to have a helper boat, when transiting through the Montgomery L/D, if they are pushing 2 barge lengths or greater.

LNM: 0028OV

MILE 31.7 - MILE 44.5 - CHANNEL CONDITION - SAFETY ADVISORY

Due to high water conditions, the COTP Ohio Valley, in conjunction with the River Industry Action Committee and the ACOE, has issued the following Safety Advisory when the gate opening at the Montgomery L/D, vicinity of Mile 31.7, is greater than 40 feet. Mariners are urged to exercise caution while transiting downriver of the Montgomery L/D, vicinity of Mile 31.7 to approximately Mile 40.0, due to the narrow channel, abundance of fleeting areas, river bends and reportedly fast current. Caution is also urged while transiting under the Newell Highway Bridge, vicinity of Mile 44.5, due to the reported strong set and current in this area.

LNM: 0010OV

MILE 60.5 - MILE 65.5 - CHANNEL CONDITION - COTP ADVISORY

The gate opening at New Cumberland Dam, vicinity of Mile 54.4, is reportedly greater than 50 feet. Due to reported high water and flow conditions, the COTP Ohio Valley has issued the following Safety Advisory; Mariners are urged to exercise extreme caution while transiting past Brown Island, between approximate Miles 60.5 and 64.0, due to the narrow channel, abundance of fleeting areas and reported fast currents in the area. Mariners are urged to exercise caution while transiting past Cables Eddy, between approximate Miles 64.5 and 65.5, due to the narrow channel and a sharp bend in the area.

LNM: 0029OV

MILE 91.8 - MILE 94.5 - CHANNEL CONDITION - COTP ADVISORY

The gate opening at Pike Island Dam, vicinity of Mile 84.2, is reportedly greater than 50 feet. Due to reported high water and flow conditions, the COTP Ohio Valley has issued the following Safety Advisory; Mariners are urged to exercise caution while transiting under the Interstate 470 Bridge, vicinity of Mile 91.8, due to the strong set towards the LDB. Mariners are urged to exercise caution while transiting under the CSX Railroad Bridge, vicinity of Mile 94.5, due to its limited horizontal clearance, 320 feet. To maintain proper course and speed, tow vessels are recommended to have a helper boat when transiting under the CSX Railroad Bridge, vicinity of Mile 94.5, to they are pushing ahead.

LNM: 0030OV

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 161.7 - 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 161.7, Willow Island L/D. In accordance with the Inland Rivers Waterways Action Plan, mariners are advised to exercise caution while transiting in the vicinity of Mile 161.7, 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: 0013OV

MILE 189.0 - BRIDGE CONSTRUCTION

Blennerhassett Bridge; Construction barges will be working 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 CAROLE NEAL, for information/assistance.

LNM: OB

MILE 203.2 - STONE BANK PROTECTION

Commencing approximately January 5, 2007 and continuing until approximately January 19, 2007, Marietta Industries Enterprises will place stone bank protection in the vicinity of Mile 203.2, RDB. The contractors floating plant consists of the M/V WILLIAM H. ELLIOTT, a crane barge and a material barge. Work will be conducted Monday through Saturday, from 7:00 a.m. until 5:00 p.m. During non-working hours, the contractors floating plant will be moored at the work-site and lighted accordingly. The M/V WILLIAM H. ELLIOTT will monitor VHF-FM Channel 13. Mariners are urged to use extreme caution in the area and proceed at their slowest safe speed to minimize wake.

LNM: ACOE

MILE 203.9 - DREDGE OPERATION - UPDATE

Continuing until approximately January 23, 2007, Madison Coal and Supply Company, will conduct dredging operations at Belleville L/D Lower Approach, vicinity of Mile 203.9. The contractors floating plant will consist of the M/V MILTON, a barge mounted crane and 2 material barges. Work will be conducted from 7:00 a.m. until 5:00 p.m., Monday through Thursday. During non-working hours, the contractors floating plant will be

MILE 203.9 - DREDGE OPERATION - UPDATE

moored outside of the navigation channel and lighted accordingly. Dredged material will be disposed in an approved, in water, disposal area. The M/V MILTON will monitor VHF-FM Channel 13. Mariners are urged to use extreme caution in the area and proceed at their slowest safe speed to minimize wake.

LNM: ACOE

MILE 203.9 - 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 203.9, Belleville L/D. In accordance with the Inland Rivers Waterways Action Plan, mariners are advised to exercise caution while transiting in the vicinity of Mile 203.9, 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: 0016OV

MILE 238.0 - 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 238.0, Racine L/D. In accordance with the Inland Rivers Waterways Action Plan, mariners are advised to exercise caution while transiting in the vicinity of Mile 238.0, 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: 0015OV

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 341.0 - 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 341.0, Greenup L/D. In accordance with the Inland Rivers Waterways Action Plan, mariners are advised to exercise caution while transiting in the vicinity of Mile 431.0, 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: 0017OV

MILE 436.2 - 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 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: 0012OV

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: 0018OV

MILE 536.1 - SHEET PILE CONSTRUCTION

Continuing until approximately February 27, 2007, Southern Marine Construction Company is constructing 6 sheet pile cells in the vicinity of Mile 536.1, LDB, Kentucky Utilities Ghent Plant. The contractors floating plant will consist of the M/V BRANDI AUDRY, M/V LITTLE GIANT, 2 crane barges 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 and the M/V LITTLE GIANT will monitor VHF-FM Channel 13. Mariners are urged to exercise extreme caution when transiting the area.

LNM: ACOE

MILE 603.1 - BRIDGE MAINTENANCE

MILE 603.1 - BRIDGE MAINTENANCE

John F. Kennedy Memorial Bridge; The vertical clearance is reduced by approximately 4 feet, to 67 feet above normal pool, due to containment installed below the low steel. Cleaning and painting crews are on the work platform below the bridge deck. Vessels should pass with caution.

LNM: OB

MILE 603.0 - MILE 604.0 - AIDS TO NAVIGATION

Several buoys have been reported missing between approximate Miles 603.0 and 604.0. Mariners are urged to exercise extreme caution when transiting the area.

LNM: 0005OV

MILE 720.7 - 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 720.7, Cannelton L/D. In accordance with the Inland Rivers Waterways Action Plan, mariners are advised to exercise caution while transiting in the vicinity of Mile 720.8, 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: 0014OV

MILE 936.0 - AIDS TO NAVIGATION

Two can buoys have been reported missing in the vicinity of Mile 936.0. Mariners are urged to use extreme caution in the area.

LNM: 1069OV

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 473.0 - AIDS TO NAVIGATION - UPDATE

Several nun buoys previously reported not properly marking the channel in the vicinity of Mile 473.0, have reportedly been reset.

LNM: 1071OV

MILE 645.1 - BRIDGE OPERATION

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

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

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
None						

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



**US Army Corps
of Engineers**
Huntington District

Notice to Navigation Interests

Date: 14 DECEMBER 06

Notice Number: 06-88

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 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

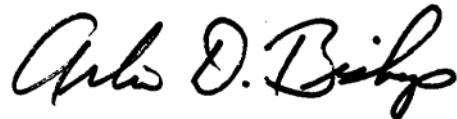
MOORING TOWS

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



US ARMY CORPS
OF ENGINEERS
ROCK ISLAND
DISTRICT

Navigation Notice

River:
ILLINOIS WATERWAY

Date:
7 December 2006

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.

OD-I

Illinois Waterway

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.



Michael D. Cox
Chief, Locks and Dams
Illinois Waterway Project Office

IW 06-29

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 Public Affairs Office, 309/794-5274



**US Army Corps
of Engineers**
Huntington District

Notice to Navigation Interests

Date: 14 December 2006

Notice Number: 06-89

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

NOTIFICATION OF SINKING OR SUNKEN VESSELS

AND BARGE BREAKAWAYS

HUNTINGTON DISTRICT

OHIO RIVER AND TRIBUTARIES

Timely notification of sinking or sunken vessels and breakaway barges is a matter of great concern to the United States Army Corps of Engineers because of the potential danger that could result from unreported cases.

Pursuant to Section 7 of the River and Harbor Act of August 8, 1917, regulations have been prescribed to govern the use, administration, and navigation of the Ohio River, the Mississippi River above Cairo, Illinois, and their tributaries. Excerpts from these regulations (33 CFR 207.300) are as follows:

“Any accident resulting in uncontrolled barges shall immediately be reported to the nearest lock. The report shall include information as to the number of loose barges, their cargo, and the time and location where they broke loose. The lockmaster or locks shall be kept informed of the progress being made in bringing the barges under control so that he can initiate whatever actions may be warranted.”

“Sunken or sinking barges shall be reported to the nearest lock both downstream and upstream of the location in order that other traffic passing those points may be advised of the hazards.”

“Any other activity on the waterways that could conceivably endanger navigation or a navigation structure shall be reported to the nearest lock.”

Reporting incidents such as these to other Federal Agencies other than the U. S. Army Corps of Engineers does not fulfill your reporting obligation.

If you have any questions, please contact this office at 304)399-5239.

ARLIE D. BISHOP
Chief, Technical Support Branch



**US Army Corps
of Engineers**
Huntington District

Notice to Navigation Interests

Date: 3 JANUARY 2007

Notice Number: 07-02

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

NOTIFICATION OF VESSEL GROUNDINGS

HUNTINGTON DISTRICT

OHIO RIVER AND TRIBUTARIES

Timely notification of vessel groundings is a matter of great concern to the United States Army Corps of Engineers because of the potential danger that could result from unreported cases.

Pursuant to Section 7 of the River and Harbor Act of August 8, 1917, regulations have been prescribed to govern the use, administration, and navigation of the Ohio River, the Mississippi River above Cairo, Illinois, and their tributaries. Excerpts from these regulations (33 CFR 207.300) are as follows:

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“Any other activity on the waterways that could conceivably endanger navigation or a navigation structure shall be reported to the nearest lock.”

Reporting incidents such as these to other Federal Agencies other than the U. S. Army Corps of Engineers does not fulfill your reporting obligation.

If you have any questions, please contact this office at (304) 399-5239.

A handwritten signature in black ink that reads "Arlie D. Bishop".

ARLIE D. BISHOP
Chief, Technical Support Branch



Notice to Navigation Interests

US Army Corps
of Engineers
Huntington District

Date: 14 NOVEMBER 2006

Notice Number: 06-78

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

BLASTING SCHEDULE FOR NEW LOCK CONSTRUCTION

MARMET LOCKS AND DAM

KANAWHA RIVER, MILE 67.7

Notice is given that on or about 15 December 2006, 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 the 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 Lock Master or the designated representative shall orally communicate by radio that all Lock 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 Lock Master advised orally by radio.

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

ARLIE D. BISHOP
Chief, Technical Support Branch