

Commander, Eighth Coast Guard District (oan)  
 Hale Boggs Federal Building, Room 1230  
 501 Magazine Street, New Orleans, LA 70130-3396  
 Telephone: (504) 589-6277  
 (Business Hours 7:00 a.m. - 3:30 p.m. Monday - Friday)  
 (Nights, Weekends, Holidays) - (504) 589-6225

U.S. Department  
 of Transportation



United States  
 Coast Guard

# 8TH DISTRICT LOCAL NOTICE TO MARINERS MISSISSIPPI RIVER SYSTEM

## MONTHLY EDITION

Western Rivers

LIGHT LIST VOLUME V

NOTICE NUMBER 01/01

January 2, 2001

The Local Notice to Mariners consists of a Monthly Edition and Weekly Supplements. The Monthly Edition is published the first week of each month, and Weekly Supplemental Editions are published in the intervening weeks. Weekly Supplemental Editions contain only new information; however, ongoing events/conditions published in Weekly Supplements at times are re-advertised in the following Monthly Edition. Chart and light list corrections printed in the Weekly Supplemental Editions are not repeated in Monthly Editions.

LIGHT LIST REFERENCE: COMDTPUB P16502.4, Vol. V, 1998 Edition.

CONTENTS: Rivers are listed in alphabetical order and are not listed when there is nothing to report.

NIS WATCHSTANDER PHONE	(703) 313-5900 24 HOURS A DAY
INTERNET ADDRESSES	<a href="http://www.navcen.uscg.mil">HTTP://www.navcen.uscg.mil</a> OR <a href="ftp://ftp.navcen.uscg.mil">FTP://ftp.navcen.uscg.mil</a>
The Special Edition 0-2000 Local Notice to Mariners is available on the Internet Address	
<a href="http://www.navcen.uscg.mil/lnm/d8mrs">HTTP://www.navcen.uscg.mil/lnm/d8mrs</a>	

### BROADCAST NOTICE TO MARINERS COVERED IN THIS EDITION

ORIGINATING UNITS	BEGINNING BNMS	THROUGH	ENDING BNMS
GROUP UPPER MISSISSIPPI RIVER	0632-00 (UM)		0667-00 (UM)
GROUP LOWER MISSISSIPPI RIVER	0825-00 (LM)		0003-01 (LM)
GROUP OHIO VALLEY	0864-00 (OV)		0002-01 (OV)
OB DWRO	0168-00 (OB)		0179-00 (OB)

### ABBREVIATIONS

A-H	H-L	L-R	R-Z
BNM - Broadcast Notice to Mariners	HAZ NAV - Hazard to Navigation	LT CONT - Light Burning During Daytime	RF - Range Front Light
B - Buoy	LT IMCH - Improper Characteristic	LNM - Local Notice to Mariners	RR - Range Rear Light
CH - Channel	LDB - Left Descending Bank	LMR - Lower Mississippi River	RDB - Right Descending Bank
COE - Corps of Engineers	LT - Light	MSLD SIG - Misleading Signal	TRLT - Temporary Light
COTP - Captain of the Port	LB - Lighted Buoy	M/V - Motor Vessel	TRDBN - Temporary Daybeacon
DBN - Daybeacon	LBB - Lighted Bell Buoy	OBSTN - Obstruction	TRLB - Temporary Lighted Buoy
DISC - Discontinued	LGB - Lighted Gong Buoy	PRIV - Private Aid to Navigation	TRUB - Temporary Unlighted Buoy
LT EXT - Extinguished	LHB - Lighted Horn Buoy	P/C - Pleasure Craft	UMR - Upper Mississippi River
F/V - Fishing Vessel	LWB - Lighted Whistle Buoy	RBN - Radiobeacon	* New item or additional information
FS - Fog Signal	L/D - Lock & Dam	RAC - Racon	

### SPECIAL NOTICES

<b>DGPS Off Air Notification</b>	The NDGPS Site at Hartsville, TN is scheduled to be off air from 1400Z to 1900Z, on January 15, 2001. This off air time is scheduled to conduct preventative maintenance. An alternate time of 1400Z to 1900Z, on January 16, 2001 has been established. (49-00)
<b>* MISSISSIPPI RIVER L/D Lockage Hours</b>	Continuing until approximately February 28, 2001, Rock Island COE District Locks 11 through 22 will lock traffic between 8:00 a.m. and 4:00 p.m., Monday through Friday only. Contact the lockmaster in advance if lockage is required outside these hours. Continuing until approximately February 28, 2001, Locks 12 and 19 will be closed to all traffic. (01-01/666UM)
<b>UPPER MISSISSIPPI RIVER Safety Advisory</b>	Due to increasing ice conditions on the Upper Mississippi River, the COTP St. Louis has issued the following safety advisory. All tows transiting the Upper Mississippi River between St. Louis, MO and St. Paul, MN are reminded to closely monitor weather conditions and evaluate if their northbound voyage should continue. Tows should consider using ice couplings, until further notice. Tows not using ice couplings have experienced a 4-5 hour lockage, due to increasing ice conditions. Mariners finding it difficult to navigate at night should consider stopping their tows until daylight. If you decide to stop your tow until daylight, consider selecting an area that will reduce the chance of ice building up on the stern of your tow. Mariners are advised to use extreme caution and pay special attention to crew members working outside in freezing temperatures. (48-00/0609UM)
<b>* OHIO RIVER Low Water Stages</b>	The COTP, Paducah, in conjunction with the Ohio River Ice Committee, advises that due to low water stages, critical low water conditions exist north of L/D 53 to L/D 52. It is strongly recommended that vessel drafts not exceed 9 feet 6 inches when the upper gauge at L/D 53 reads 14.5 feet. Vessels grounding during this period are not to attempt to free themselves by maneuvering to prevent any degradation of the navigation channel. All grounding shall be reported to USCG Group Ohio Valley on VHF-FM Channel 16 or at 1 (800) 253-7465. Mariners are advised to use extreme caution when transiting the area. (01-01/0895OV)

<p><b>UPPER MISSISSIPPI RIVER</b> Ice Conditions Mile 301.2 – Mile 615.1 U.S. Army Corps of Engineers Legal Notice to Navigation</p>	<p>All tows are cautioned to be alert for changing conditions and possible hazards due to ice formations. This year is expected to be an extremely difficult winter navigation season. Severe navigation problems can always be expected throughout the ice-forming season.</p> <p>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.</p> <p>Sheet ice will at times prevent opening of the upper and lower miter gates. When the miter 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 miter 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. Double tripping or use of an industry helper boat will be required when the lock is unable to process the first cut of a double, due to ice conditions.</p> <p>During periods of heavy icing, all towboat operators are 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 by industry on or before November 1. In the past, ice trapped between box barges has caused long delays in coupling the two sections of a tow, thereby impeding flow of traffic through the locks.</p> <p>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.</p> <p>Consideration will also be given to limiting size of tows if heavy ice conditions warrant observation during past severe winters indicates that 8 jumbo barges (2 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.</p> <p>The immediate concern in this area is not limited to financial responsibility for damages to navigation structures. A primary objective is to eliminate all preventable incidents that will delay traffic.</p> <p>This year is expected to be an extremely difficult winter navigation season. Flows on the Mississippi River and its tributaries are 50% or less of the normal flow for this time of year. National Weather Service forecasts are for drier than normal for the winter navigation season. With low flow conditions, velocities are minimal and ice is prone to build and be caught in both bends of the river, but also on submerged training structures. Extreme caution is advised to tow operators for this winter period in that heavy buildup of ice on both barges and river structures will make movement difficult. Most of the navigation pools are near their lowest levels at the present time and are expected to go slightly lower.” (43-00/COE)</p>
<p><b>MISSOURI RIVER CHANNEL CONDITION</b></p>	<p>The COE has reported a continuously shifting channel in the vicinity of Mile 9.0. Vessels are encouraged to contact the COE office 24 hours prior to transiting the area at (816) 240-8131 or the COE Vessel STRAUB II on VHF-FM Channel 16 for assistance in navigating the area. Mariners are urged to use extreme caution when transiting the area. (39-00/0518UM)</p>
<p><b>MISSOURI RIVER Closure of Navigation Season</b></p>	<p>Commencing approximately November 6, 2000, the Coast Guard will begin closure of the 2000 navigation season on the Missouri River. The Coast Guard Cutter GLASCONADE will commence removing the aids to navigation north of Omaha on November 6, 2000 and the Coast Guard Cutter CHEYENNE will commence removing the aids to navigation south of approximately Mile 200.8 on November 13, 2000. (44-00/0578UM)</p>

### DISCREPANCIES AND DISCREPANCIES CORRECTED

To report (Federal and Private) Aids to Navigation Discrepancies, contact the nearest Coast Guard Group Office. The following listing is for the 24-hour watch stander that is available to take your call:

<u>Coast Guard Group Upper Mississippi River</u>	<u>(319) 524-7511 Extension 4</u>
<u>Coast Guard Group Lower Mississippi River</u>	<u>(901) 544-3912 Extension 122</u>
<u>Coast Guard Group Ohio Valley</u>	<u>1-800-253-7465</u>

FEDERAL AID DISCREPANCIES	LLNR	MILE	BANK	AID NAME	STATUS	LNMB/NM
<b>ARKANSAS RIVER</b>	2455.00	52.5	L/B	KING BAYOU LT	LT EXT	22-00
	1643.00	213.9		LAKE DARDENELLE JUNCTIN LT	TRLB	25-00/0236LM
	1395.00	289.9	L/B	HAROLDTON LT	LT EXT	44-00/0716LM
<b>CUMBERLAND RIVER</b>	4520.00	36.2	L/B	BIG HORSE FORD LT	LT DIM	35-00/0632OV
	4505.00	39.0	R/B	MONEY CLIFF LT	LT EXT	35-00/0628OV
	4435.00	47.5	L/B	METAL LANDING LT	LT EXT	35-00/0629OV
	4365.00	59.8	L/B	BLEIDT LANDING LT	LT EXT	35-00/0631OV
	4320.00	69.6	L/B	LAURA FURNACE LT	LT EXT	35-00/0627OV
	4315.00	71.5	L/B	PRYORS CREEK LT	TRLB	33-00/0594OV
	4300.00	74.7	R/B	LINEPORT LANDING LT	LT EXT	35-00/0625OV
	4295.00	75.5	L/B	ROSS BRANCH LT	LT EXT	35-00/0626OV
	3660.00	229.2	R/B	LINDSLEY BEND LT	LT IMCH	22-00
<b>ILLINOIS RIVER</b>	6545.00	233.0	R/B	DELBRIDGE ISLAND LT	LT EXT	44-00/0577UM
<b>LOWER MISSISSIPPI RIVER</b>	11730.00	303.1	R/B	CARR FIELD LT	LT EXT	32-00/0503LM
	11455.00	411.5	R/B	BUCKRIDGE LT	LT EXT	13-00/0232LM
	11430.00	422.2	R/B	SARGENT POINT LT	LT EXT	18-00/0303LM
	11370.00	437.0	L/B	KLEINSTON BEAM DBN	LT EXT	18-00/0304LM
	11220.00	469.6	R/B	COTTONWOOD BAR POINTWAY LIGHT	LT EXT	01-01/0003LM
	11215.00	472.1	L/B	SEITZ LT	LT EXT	42-00/0684LM
	11165.00	491.0	R/B	LOUISIANA BAR LT	LT EXT	43-00/0669LM
	10665.00	641.7	R/B	ALDERSON LT	LT IMCH	08-00/0133LM
	10540.00	674.5	L/B	HARBERT POINT LT	LT EXT	37-00/0577LM
	9740.00	888.3	R/B	NEW MADRID ISLAND HEAD LT	LT EXT	25-00/0404LM
	9695.00	904.8	L/B	LESTER LT	LT EXT	44-00/0713LM
	9685.00	910.0	R/B	MILTON BELL UPPER LT	LT IMCH	25-00/0408LM
	9565.00	943.6	L/B	PUTNEY LT	LT DIM	44-00/0715LM
	9560.00	946.6	R/B	PRITCHARD POINT LT	LT EXT	44-00/0714LM

MONONGAHELIA RIVER	22025.00	67.8	L/B	RUSH RUN LT	LT EXT	47-00/0851OV	
	21960.00	76.9	R/B	BROWN RUN LT	LT EXT	47-00/0850OV	
	21915.00	81.0	R/B	CATS RUN LT	LT EXT	47-00/0849OV	
	21875.00	85.8	L/B	YELLOW ROCKS LT	LT EXT	47-00/0848OV	
	21780.00	93.0	L/B	FORT MARTIN SCHOOL LT	LT EXT	47-00/0847OV	
OHIO RIVER	27810.00	839.5	R/B	MISSISSIPPI BEND DBN	LT EXT	36-00/0688OV	
	27260.00	733.1	R/B	GAGE LANDING LIGHT	LT EXT	28-00	
	23965.00	143.1	R/B	GRANDVIEW ISLAND LT	LT EXT	01-01/0893OV	
TENNESSEE RIVER	32575.00	58.7	R/B	ARYL JACOBS LT	TRUB	51-00/0870OV	
	32570.00	61.3	R/B	FORT HENRY LT	LT EXT	36-00/0673OV	
	32480.00	86.7	L/B	HIGGINS LT	LT EXT	36-00/0674OV	
	32445.00	99.7	L/B	SALES LT	LT EXT	17-00/0272OV	
	32305.00	137.9	R/B	JENNINGS BLUFF LT	MISSING	33-00/0602OV	
	31465.00	382.3	R/B	LOWER SECTION LT	TRUB	47-00/0838OV	
UPPER MISSISSIPPI RIVER	14445.00	533.6	R/B	SABULA LOWER LT	LT IMCH	49-00/0617UM	
FEDERAL AID DISCREPANCIES CORRECTED	LLNR	MILE	BANK	AID NAME	STATUS	LNM/BNM	
UPPER MISSISSIPPI RIVER	15245	418.8	R/B	BAKERS POINT UPPER DAYBEACON	REBUILT/REMAINS	01-01	
TEMPORARY CHANGES	LLNR	MILE	BANK	AID NAME	STATUS	LNM/BNM	
ELK RIVER	31825.00	1.3	R/B	WATKINS CEMETARY DBN	DISCONTINUED	47-99/0707OV	
LOWER MISSISSIPPI RIVER	10155.00	768.9	L/B	J.B. RICE LT	DISCONTINUED FOR DREDGING	27-99/0230LM	
OHIO RIVER	23930.00	132.4	R/B	SARDIS BEND LT	TRUB	45-99/0675OV	
RED RIVER	29730.00	12.9	R/B	BLAKEWOOD UPPER DBN	DISCONTINUED	16/98	
TENNESSEE RIVER	30180.00	619.4	L/B	GRAVELLY HILLS DBN	DISCONTINUED	40-99/0611OV	
UPPER MISSISSIPPI RIVER	15670.00	332.6	L/B	HOGBACK LIGHTED BUOY	DISCONTINUED / ICE	10-99/0572-98	
	13765.00	649.1	R/B	ISLAND 158 LT	DISCONTINUED	13-00/0118UM	
TEMPORARY CHANGES CORRECTED	LLNR	MILE	BANK	AID NAME	STATUS	LNM/BNM	
	NONE						
PRIVATE AID DISCREPANCIES	LLNR	MILE	BANK	AID NAME	STATUS	LNM/BNM	
ILLINOIS RIVER	7425	127.0	R/B	GARVEY MARINE DOCK LIGHTS (2)	MISSING	27-00/0302UM	
KANAWHA RIVER	8295	74.6	R/B	VALLEY CAMP COAL LIGHTS (4)	MISSING	16-99/0251OV	
	8290	74.6	L/B	PURE OIL LIGHTS (3)	MISSING	16-99/0252OV	
	8285	74.9	L/B	CATENARY COAL DOCK LIGHT	MISSING	14-00/0167OV	
MONONGAHELIA RIVER	22190	51.5	L/B	BAKER PLEASURE BOAT MARINA LT	MISSING	11-99/166OV	
	21990	71.8	R/B	ISABELLA MINE DOCK LIGHTS (3)	MISSING	11-99/168OV	
	21955	77.5	R/B	RONCO MINE ICEBREAKER LIGHT	LT EXT	07-99/0078OV	
MISSOURI RIVER	20150	262.7	R/B	SLATER COOP DOCK LIGHTS (2)	LT EXT	33-99/0354UM	
	19430	396.1	R/B	KAW VALLEY DOCK LIGHT	LT EXT	33-99/0364UM	
OHIO RIVER	27350	753.3	L/B	OWENBORO MUNICIPAL UTILITIES LT	LT EXT	26-00/0451OV	
	26725	602.8	L/B	LOUISVILLE TERMINAL LIGHTS (2)	MISSING	26-00/0448OV	
	26290	502.0	L/B	BOONE COUNTY SAND AND GRAVEL LTS (2)	LT EXT	40-00/0769OV	
	26285	501.6	L/B	BELLEVUE SAND AND GRAVEL LTS (2)	LT EXT/LT IMCH	40-00/0768OV	
	26250	494.0	R/B	INDIANA-MICHIGAN POWER PLANT LTS (4)	LT EXT/LT IMCH	40-00/0767OV	
	26015	472.2	R/B	RIVER ROADS TERMINAL LIGHT	LT EXT	37-00/0685OV	
	26010	472.0	R/B	ACMS DOCK LIGHTS (2)	LT EXT	37-00/0684OV	
	25990	470.9	L/B	THE WATERFRONT RESTAURANT LTS (2)	LT EXT	37-00/0682OV	
	25880	465.7	R/B	QUEEN CITY TERMINAL LIGHTS (3)	MISSING	37-00/0680OV	
	23680	101.8	L/B	MOUNDVILLE MARINA LIGHT	MISSING	16-99/0260OV	
TENNESSEE RIVER	31080	456.4	R/B	ERGO DOCK LIGHT	LT EXT	24-00/0406OV	
	31035	463.8	R/B	SHOWBOAT SUITES LIGHT	LT EXT	12-99	
	30100	631.5	L/B	McCARTER DOCK LIGHT	LT EXT	24-00/0412OV	
	30030	643.8	R/B	PRESIDENT'S BOAT DOCK LIGHT	LT EXT	24-00/0413OV	
	30005	647.0	L/B	PIER 82 LIGHTS (2)	LT EXT	21-99	
	30000	647.2	R/B	UNIVERSITY OF TENNESSEE LIGHTS (2)	LT EXT	24-00/0415OV	
	29975	647.8	R/B	TENNESSEE RIVERBOAT COMPANY LTS (2)	LT EXT	24-00/0416OV	
	29960	648.3	L/B	NAMOLCO DOCK LIGHTS (2)	LT EXT	21-99	
	UPPER MISSISSIPPI RIVER	16515	179.0	R/B	FUEL ST. LOUIS DOCK LIGHTS (2)	MISSING	49-99/0249D8
		16310	197.0	L/B	SIOUX CITY/NEW ORLEANS TERMINAL LT	MISSING	49-99/0249UM
15955		281.0	R/B	DYNO-NOBEL DOCK LIGHTS (2)	LT EXT	26-00/0267UM	
15950		281.8	R/B	BUNGE DOCK LIGHT	LT EXT	26-00/0267UM	
15715		326.5	L/B	MOORMAN DOCK LIGHTS (2)	LT EXT	26-00/0267UM	
15660		3335.8	R/B	BUNGE ELEVATOR DOCK LIGHTS (4)	LT EXT	26-00/0267UM	
15515		363.2	R/B	HUBINGER LANDING LIGHT	LT EXT	35-00/0458UM	
15350		399.4	R/B	IES UTILITIES LIGHTS (3)	LT EXT	26-00/0291UM	
15250	418.2	R/B	AGRI-GRAIN MARKETING DOCK LIGHT	LT EXT	49-00/0622UM		
PRIVATE AID DISCREPANCIES CORRECTED	LLNR	MILE	BANK	AID NAME	STATUS	LNM/BNM	
ILLINOIS RIVER	7295.00	149.4	R/B	ADM GROWMARK MOORING LIGHTS (3)	RELIGHTED	01/01	

## ADVANCED NOTICE OF CHANGES IN AIDS TO NAVIGATION

WATERWAY	LLNR	MILE	BANK	NAME	CHANGE
NONE					

## PROPOSED CHANGES TO AIDS TO NAVIGATION

NONE					
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## GENERAL INFORMATION

<b>ALLEGHNEY RIVER</b>	<b>MILE 69.5 BRIDGE MAINTENANCE</b>	Steel girders are being installed on the superstructure of the East Brady Highway Bridge. The vertical clearance will be reduced to 20 feet. A work barge will be temporarily located in the navigation channel, during daylight hours. Mariners are urged to use caution when transiting the bridge span. <span style="float: right;">(47-00/OB)</span>
<b>ARKANSAS RIVER</b>	<b>MILE 400.3 DREDGE OPERATIONS</b>	Continuing until further notice, the Dredge CINDY will be operating in the vicinity of Mile 400.3. The dredge will be working daylight hours only and will monitor VHF-FM Channel 16. The dredge will be extending the entire width of the channel and requests advance notice for passing instructions. Mariners are urged to use extreme caution when transiting the area. <span style="float: right;">(39-00/0649LM)</span>
	<b>MILE 40.5 CHANNEL CONDITION</b>	A M/V has reported a possible underwater rock obstruction in the vicinity of Mile 40.5, approximately 120 feet off the RDB, in approximately 27 feet of water. Mariners are urged to use extreme caution when transiting the area. <span style="float: right;">(48-00/0801LM)</span>
<b>BLACK RIVER</b>	<b>MILE 29.7 HAZARD TO NAVIGATION</b>	A 175 foot by 30 foot tug has reportedly sunk in the vicinity of Mile 29.7, 60 feet from the LDB with a 15 foot by 20 foot section of the pilohouse visible 10 feet above the water. The vessel is reported sunk parallel to the bank and the navigation channel. The vessel is reportedly marked with a quick flashing red lantern mounted atop the visible portion of the pilohouse. Mariners are advised to use caution when transiting the area. <span style="float: right;">(44-00/0695LM)</span>
<b>CLINCH RIVER</b>	<b>MILE 21.7 BRIDGE MAINTENANCE</b>	Continuing until further notice, cables for paint containment apparatus reduce the vertical clearance of Vanden Bulck (SR 95) Highway Bridge to 42 feet. Workers are over the navigational channel from 7:00 a.m. to 4:30 p.m., weekdays. The M/V MS JIMMIE may be contacted on VHF-FM Channel 16 for the status of work. <span style="float: right;">(45-00/OB)</span>
<b>CUMBERLAND RIVER</b>	<b>MILE 216.2 OLD HICKORY LOCK AND DAM</b>	Repair work has begun to the guard wall of the Old Hickory L/D, Mile 216.2. Work will be performed during daylight hours, Monday through Friday, until completed. There will be little to no delays to traffic. Mariners are urged to contact the lockmaster, Charlie Bryan at (615) 847-3281 well in advance of arrival for locking instructions. During non-working hours, the floating plant will be moored behind the guard wall, outside of the lock approach. Mariners are urged to use extreme caution when transiting the lock. <span style="float: right;">(35-00/COE)</span>
	<b>MILE 102.6 – MILE 104.0 DREDGE OPERATIONS</b>	Continuing until approximately mid-January 2001, dredging operations will be conducted along the RDB, between approximate Miles 102.6 and 104.0. Dredging will be conducted 7 days a week. During non-working hours, the dredging equipment will remain on site, moored along the RDB and lighted accordingly. The vessels involved are the M/V IROQUOIS, DERRICK BOAT 18, and a floating plant. Mariners are urged to use extreme caution when transiting the area and transit at their slowest safe speed to minimize wake. <span style="float: right;">(39-00/0751OV)</span>
<b>ILLINOIS RIVER</b>	<b>MILE 254.1 SENECA RAILROAD DRAWBRIDGE</b>	The left descending pier protection is severely damaged. The navigation channel is reportedly free of any obstructions. Mariners are urged to transit the bridge with extreme caution. <span style="float: right;">(12-00/OB)</span>
	<b>* MILE 244.0 CHANNEL CONDITION</b>	An empty dry cargo barge has been reported ice bound in the vicinity of Mile 244.0. The barge is reported extending approximately 40 feet into the channel. <span style="float: right;">(01-01/0658UM)</span>
	<b>MILE 207.6 BRIDGE DEMOLITION</b>	A contractor will be working in the vicinity of the Hennepin Bridge in preparation for demolition of the bridge. <span style="float: right;">(49-00/OB)</span>
	<b>MILE 197.0 – MILE 196.0 AIDS TO NAVIGATION</b>	Several buoys have been reported not properly marking the channel between approximately Miles 197.0 and 196.0. Mariners are advised to use caution when transiting the area. <span style="float: right;">(45-00/0583UM)</span>
<b>KANAWHA RIVER</b>	<b>MILE 41.9 DONALD LEGG MEMORIAL BRIDGE (NITRO-ST. ALBANS)</b>	A manned small boat may be in the channel during evening and early morning hours, 6:00 p.m. to 6:00 a.m., weekly Sunday through Thursday. The boat is equipped with work lights to illuminate work areas at the piers and on the spans. Mariners may contact Orders Construction Company workboat on VHF-FM Channels 13 or 16. <span style="float: right;">(32-00/OB)</span>
<b>KASKASKIA RIVER</b>	<b>MILE 18.7 IL ROUTE 154 HIGHWAY BRIDGE</b>	Work barges moored at the right descending channel pier will reduce the horizontal clearance by 20 feet. A catch platform hangs 5 feet below low steel and extends 8 feet into the channel from the right descending channel pier. The barges will be lighted accordingly at night. Work will be performed during daylight hours only. <span style="float: right;">(26-00/OB)</span>
<b>KENTUCKY RIVER</b>	<b>LOCK AND DAM CLOSURE</b>	Effective November 1, 2000, through April 30, 2001, the locking schedule for Locks 1 through 4, will be as follows: Commercial Lockage: Commercial lockage will be by appointment only, during the hours of 7:00 a.m. to 11:00 p.m., 7 days a week. Commercial navigation interests should call (502) 223-8338 to arrange appointments for lockage. Recreational Lockage: Closed to recreational traffic for the winter season. The Commonwealth of Kentucky will close Locks 5 through 10 for the winter season. Locks 11 through 14 will remain closed. <span style="float: right;">(42-00/COE)</span>
<b>LOWER MISSISSIPPI RIVER</b>	<b>* MILE 953.0 – MILE 905.0 AIDS TO NAVIGATION</b>	Due to heavy ice flows, numerous buoys have been reported missing or off station between approximately Miles 905.0 and 953.0. These buoys will be unable to be maintained until the icing conditions clear. Mariners are urged to transit the area with extreme caution. <span style="float: right;">(01-01/0001OV)</span>
	<b>* MILE 898.0 CHANNEL CONDITION</b>	Shoaling has been reported in the vicinity of Mile 898.0, 100 feet off the can buoy line. A M/V reported bumping bottom at this location with a 9.8 foot draft with the Cairo Gauge at 14.5 feet and falling on December 30, 2000. Mariners are urged to transit the area with extreme caution. <span style="float: right;">(01-01/0850LM)</span>
	<b>* MILE 877.0 CHANNEL CONDITION</b>	Shoaling has been reported in the vicinity of Mile 877.0, along the nun buoy line. A M/V reported bumping bottom at this location with a 9 foot draft with the New Madrid Gauge at 6.7 feet and falling on December 30, 2000. Mariners are urged to use extreme caution when transiting the area. <span style="float: right;">(01-01/0853LM)</span>
	<b>MILE 736.3 CHANNEL CONDITION</b>	Due to low water conditions, the channel (Wolf Chute) has been reduced to approximately 100 feet, in the vicinity of Mile 736.3, LMR, Mile 1.5 of the Wolf Chute. The channel has been marked with 1 nun buoy and 1 can buoy set in 7 feet of water with the Memphis Gauge at -7.5 feet and rising. The depth of water across the channel is approximately 8 to 10 feet. Mariners are urged to use extreme caution when transiting the area. <span style="float: right;">(46-00/0763LM)</span>

<b>LOWER MISSISSIPPI RIVER (CONT.)</b>	<b>* MILE 683.4 AIDS TO NAVIGATION</b>	There is reported to be approximately 11 feet of water on all buoy lines from approximately north of the Helena Bridge to Mile 683.4. The area is planned to be re-buoyed approximately January 2, 2001. Mariners are urged to use extreme caution when transiting the area. (01-01/0001LM)
	<b>MILE 503.5 AIDS TO NAVIGATION</b>	A point buoy has been reported missing in the vicinity of Sarah Island, Mile 503.5. Mariners are urged to use extreme caution when transiting the area. (49-00/0807LM)
	<b>MILE 503.0 AIDS TO NAVIGATION</b>	A M/V has reported a critical turn buoy missing and several buoys not properly marking the channel in the vicinity of Mile 503.0. Mariners are urged to use extreme caution when transiting the area. (49-00/0819LM)
	<b>MILE 487.9 CHANNEL CONDITION</b>	Shoaling has been reported in the vicinity of Mile 487.9. A M/V reportedly bumped bottom, 50 feet inside the nun buoy line, with a 9 foot 1 inch draft with the Vicksburg Gauge at 6.7 feet and falling on October 9, 2000. Mariners are urged to transit the area with extreme caution. (41-00/0543UM)
	<b>MILE 461.0 – MILE 463.0 COTP ADVISORY</b>	As a result of groundings in the area of Willow Point, The Captain of the Port, New Orleans, requests all mariners transit the center of the shipping channel and avoid passing situations between Miles 461.0 and 463.0. Mariners are advised to keep a sharp lookout for shoaling and use caution when transiting this area. (45-00/733LM)
	<b>MILE 462.0 CHANNEL CONDITION</b>	The channel width in the vicinity of Mile 462.0 has been reported to be 650 feet. An area of shoaling has been marked with 3 nun buoys set in 15 feet of water with the Greenville Gauge at 9.4 feet and falling on November 1, 2000. Mariners are urged to use extreme caution when transiting the area. (45-00)
	<b>MILE 437.0 CHANNEL CONDITION</b>	Due to low water conditions in the vicinity of Vicksburg Bend, Mile 437.0, the channel has been reduced to approximately 570 feet. The channel is marked with 2 can buoys set in 14 feet of water with the Vicksburg Gauge at 1.6 feet and falling on November 1, 2000. Mariners are advised to use caution when transiting the area due to a heavy right hand draft onto the can buoy line. (45-00/736LM)
	<b>MILE 394.8 – MILE 393.8 POINTWAY CHANNEL</b>	The bendway channel between approximate Miles 394.8 and 393.8 has been changed to a pointway channel. The channel has been marked by 4 nun buoys and 5 can buoys set in 15 feet of water with the Vicksburg Gauge at 1.7 feet and falling on November 2, 2000. Mariners are urged to use extreme caution when transiting the area. (45-00/0741LM)
	<b>MILE 352.0 AIDS TO NAVIGATION</b>	A M/V has reported several nun buoys in the channel in the vicinity of Mile 352.0. Mariners are urged to use extreme caution when transiting the area. (48-00/0797LM)
<b>UPPER MISSISSIPPI RIVER</b>	<b>MILE 852.7 WASHINGTON AVENUE BRIDGE</b>	Scaffolding extending approximately 3 feet below the level of low steel will be installed to allow for sandblasting and painting. The painting project will be completed by approximately August 31, 2001. (19-00/OB)
	<b>MILE 752.9 L/D CLOSURE</b>	During the 2000-2001 non-navigation season, the St. Paul COE District will be de-watering L/D 4, at approximately Mile 752.9 for inspection, maintenance and repair. The lock is tentatively scheduled to be closed to navigation at 8:00 a.m., CST, December 4, 2000 and is scheduled to reopen at 4:00 p.m., CST, on March 4, 2001. Mariners are requested to contact the lock master at L/D 4 on VHF-FM Channel 14 or by phone (608) 685-4421 for additional information. (49-00/0626UM)
	<b>MILE 663.4 LANSING BRIDGE</b>	A containment system will extend approximately 4 feet below low steel in the navigation span until approximately November 30, 2000. (35-00/OOB)
	<b>MILE 556.7 L/D MAINTENANCE</b>	Commencing approximately December 1, 2000 and continuing until further notice, dam rehabilitation will be conducted at L/D 12 in the vicinity of Mile 556.7. Work will be conducted from 7:00 a.m. to 3:30 p.m., Monday through Thursday. This work will be conducted during the winter navigational closure. For additional information contact L/D 12 or the M/V ANNE MARIE on VHF-FM Channel 14. Mariners are urged to transit the area with extreme caution. (45-00)
	<b>MILE 488.2 AIDS TO NAVIGATION</b>	Moline Lighted Buoy (LLNR 14720) has been removed for the season and replaced with an unlighted buoy. (49-00)
	<b>* MILE 53.0 – MILE 55.3 CHANNEL CONDITIONS</b>	The COTP Paducah, KY, in consultation with the RIAC advises that shoaling conditions continue to exist from the RDB to the center of the river in the vicinity of Mile 53.8, Upper Mississippi River, several tows have grounded on an unmarked shoal resulting in breakaway barges. Mariners should favor the red side of the channel in this area. One way traffic conditions will also continue from Mile 53.0 to Mile 55.3 until further notice. (01-01/0665UM)
	<b>* MILE 53.8 AIDS TO NAVIGATION</b>	The COTP Paducah, KY, in consultation with the RIAC advises that shoaling conditions continue to exist from the RDB to just past mid-river in the vicinity of Mile 53.8, Upper Mississippi River. A temporary daybeacon has been established at Wahoo Piling on the LDB approximately ½ Mile below Cape Rock to aid southbound traffic. Mariners are advised to favor the LDB, red buoy line while transiting the area. (01-01/0667UM)
	<b>MILE 51.5 BRIDGE REPLACEMENT</b>	Due to construction activity at the cofferdam site, tow operators are urged to transit at their slowest safe speed to minimize their wake. The navigation channel is approximately 665 feet wide between the cofferdam and the RDB. The M/V POTOMAC Call Sign (WBV 5894) may be contacted for status on activity at the site. Mariners are advised to use caution when transiting the area. (42-00/OB)
	<b>MILE 8.0 CHANNEL CONDITION</b>	Shoaling has been reported in the vicinity of Mile 8.0, along the nun buoy line. A M/V bumped at that location with a 9 foot draft and the Chain of Rocks L/D Gauge at 399.50 on November 30, 2000 (49-00/0624UM)
<b>MISSOURI RIVER</b>	<b>MILE 372.6 FAIRFAX HIGHWAY BRIDGE</b>	Until further notice, repairs and painting of the Fairfax Highway Bridge will continue Monday through Saturday, 7:00 a.m. until 6:00 p.m. A work boat will be on scene. There should be no obstruction to traffic. (25-00/OB)
	<b>MILE 314.9 BRIDGE CONSTRUCTION</b>	The navigation channel is reduced by cofferdam construction activity for the Lexington Highway Replacement Bridge. Work barges are moored approximately 340 feet off the LDB and are lighted after work hours. Mariners may contact the M/V BRITTON KEISLER for status of the work. (47-00/OB)
<b>MONONGAHELA RIVER</b>	<b>MILE 5.9 GLENWOOD BRIDGE</b>	Continuing until further notice, a containment system will reduce the vertical clearance of the bridge by 3 feet. (26-00/OB)

<b>OHIO RIVER</b>	<b>MILE 355.61 BRIDGE REPLACEMENT</b>	<p>All interested parties are notified that an application dated November 27, 2000, has been received from the Ohio Department of Transportation by the Commander, Eighth Coast Guard District, for approval of plans and location for the construction of a replacement bridge over a navigable waterway of the United States.</p> <p><u>CHARACTER OF WORK:</u> Construct a two-lane, suspension, highway bridge and associated approaches. There is a concrete alternative and a steel alternative. The bridge is to be built on the same alignment as the existing Portsmouth-Fullerton Bridge. The existing bridge will be removed.</p> <p><u>MINIMUM NAVIGATIONAL CLEARANCES:</u></p> <table border="0"> <tr> <td style="vertical-align: top;">Horizontal:</td> <td style="vertical-align: top;"><u>Existing:</u> 675.0 feet (205.7 m) between piers, normal to the channel axis</td> <td style="vertical-align: top;"><u>Proposed:</u> Concrete Alternative: 850 feet (259.1 m) between channelward faces of the piers as measured normal to the axis of the channel. Steel Alternative: 825 feet (251.5 m) between channelward faces of the piers as measured normal to the axis of the channel.</td> </tr> <tr> <td style="vertical-align: top;">Vertical:</td> <td style="vertical-align: top;">95.5 feet (29.1 m) at center of channel span, 89.0 feet (27.1 m) at Kentucky pier above normal pool elevation 485.0 feet (147.8 m) mean sea level (m.s.l.)</td> <td style="vertical-align: top;">Concrete Alternative: 89.6 feet (27.3 m) above normal pool elevation 485.0 feet (147.8 m) m.s.l. Steel Alternative: 89.6 feet (27.3 m) above normal pool elevation 485.0 feet (147.8 m) m.s.l.</td> </tr> </table> <p><u>ENVIRONMENTAL CONSIDERATIONS:</u></p> <p>The Federal Highway Administration, the lead agency, approved a Categorical Exclusion for the project on September 20, 2000 and completed a Programmatic Section 4(f) on September 22, 2000. The minimum vertical clearance of low steel for both alternatives is 89.6 feet (27.3 m) above normal pool elevation of 485.0 feet (147.8 m) mean seal level. The Coast Guard anticipates preparing a Categorical Exclusion. Copies of the environmental documents are on file with the Commander (obr), Eighth Coast Guard District, 1222 Spruce Street, St. Louis, MO 63103-2832, and are available for review during office hours (7:45 a.m. to 4:15 p.m.) Monday through Friday.</p> <p><u>SOLICITATION OF COMMENTS:</u></p> <p>Interested parties are requested to express their views, in writing, on the proposed bridge replacement. Give sufficient details to establish a clear understanding of the reasons for support or opposition to the proposal. Comments will be received for the record at the office of the Commander (obr), Eighth Coast Guard District, 1222 Spruce Street, St. Louis, Missouri 63103-2832 through January 26, 2001. A location map and plans are attached.</p>	Horizontal:	<u>Existing:</u> 675.0 feet (205.7 m) between piers, normal to the channel axis	<u>Proposed:</u> Concrete Alternative: 850 feet (259.1 m) between channelward faces of the piers as measured normal to the axis of the channel. Steel Alternative: 825 feet (251.5 m) between channelward faces of the piers as measured normal to the axis of the channel.	Vertical:	95.5 feet (29.1 m) at center of channel span, 89.0 feet (27.1 m) at Kentucky pier above normal pool elevation 485.0 feet (147.8 m) mean sea level (m.s.l.)	Concrete Alternative: 89.6 feet (27.3 m) above normal pool elevation 485.0 feet (147.8 m) m.s.l. Steel Alternative: 89.6 feet (27.3 m) above normal pool elevation 485.0 feet (147.8 m) m.s.l.
	Horizontal:	<u>Existing:</u> 675.0 feet (205.7 m) between piers, normal to the channel axis	<u>Proposed:</u> Concrete Alternative: 850 feet (259.1 m) between channelward faces of the piers as measured normal to the axis of the channel. Steel Alternative: 825 feet (251.5 m) between channelward faces of the piers as measured normal to the axis of the channel.					
	Vertical:	95.5 feet (29.1 m) at center of channel span, 89.0 feet (27.1 m) at Kentucky pier above normal pool elevation 485.0 feet (147.8 m) mean sea level (m.s.l.)	Concrete Alternative: 89.6 feet (27.3 m) above normal pool elevation 485.0 feet (147.8 m) m.s.l. Steel Alternative: 89.6 feet (27.3 m) above normal pool elevation 485.0 feet (147.8 m) m.s.l.					
	<b>MILE 603.1 JOHN F. KENNEDY MEMORIAL BRIDGE</b>	The contractor is working over the navigation span rigging containment. The vertical clearance will be reduced to approximately 67 feet above normal pool. A work boat will be on-site during the daylight hours. Mariners can contact the Work Boat LESSON 2 on VHF-FM Channel 16 for work status. (07-00/OB)						
	<b>* MILE 860.0 CHANNEL CONDITION</b>	Shoaling has been reported in the vicinity of Mile 860.0, near the red buoy line. A M/V grounded at this location with a 9 foot 3 inch draft with the J. T. Myers L/D Upper Gauge reading 12.3 feet on December 27, 2000. (01-01/0884OV)						
	<b>MILE 879.0 SUNKEN BARGE</b>	A hopper barge has reportedly sunk near Mile 879.0 on the RDB of the Ohio River. The barge is reportedly three quarters of a mile up river from the Martin Marietta Docks. The barge is reportedly out of the channel and marked with a lighted buoy. Mariners are urged to transit the area with extreme caution. (24-00/0399OV)						
	<b>MILE 923.5 – MILE 924.0 AIDS TO NAVIGATION</b>	Several nun buoys have been reported missing between approximate Miles 923.5 and 924.0. Mariners are urged to use extreme caution when transiting the area. (46-00/0835OV)						
	<b>* MILE 925.0 CHANNEL CONDITION</b>	Shoaling has been reported in the vicinity of Mile 925.0, along the green buoy line. Mariners are advised to favor the red buoy line and exercise extreme caution when transiting the area. (01-01/0888OV)						
	<b>MILE 954.0 – MIL 963.0 AIDS TO NAVIGATION</b>	Several can buoys have been reported missing or off station between approximately Miles 954.0 and 963.0						
<b>MILE 958.5 – MILE 961.0 L/D DRAWDOWN</b>	"The COTP Paducah, in consultation with the Ohio River Ice Committee, advises that the wickets at L/D 53 will be raised and drawdown conditions are anticipated to occur in the L/D 53 pool. River levels will fall several feet below pool conditions while the L/D 53 wickets are being raised. In the vicinity of Ohio River, Mile 958.5 to Mile 961.0, a channel depth of 9 feet is anticipated to exist with a L/D gauge reading of 14 feet. There will be no passing in this area during the drawdown, and mariners are recommended to stay off the green buoy line until the pool levels are established. It is essential that captains know accurate draft readings of their tows and report them to the lockmaster. Vessels grounding during this period are not to attempt to free themselves by maneuver to prevent any degradation of the navigation channel."							
<b>MILE 964.0 L/D MAINTANENCE</b>	Continuing until approximately January 2001, the Atkinson/Dillingham/Lane Joint Venture will be removing the cofferdam surrounding the New Olmsted Lock. Rip-Rap operations are expected to continue until approximately January 2001. There will be increased marine traffic in the Olmsted area and the mid-cofferdam lights will be taken out of service. The M/V CINDY JANE will operate 18 hours a day, Monday through Saturday, and will monitor VHF-FM Channel 69. Mariners are urged to use extreme caution when transiting the area. (42-00/0784OV)							
<b>RED RIVER</b>	<b>MILE 211.0 – MILE 43.5 AIDS TO NAVIGATION</b>	Due to high river stages and flow rates from the dams, the navigational buoys between approximately Miles 211.0 and 43.5, are reported to be diving, off station and/or missing and should be considered unreliable. Mariners are urged to use extreme caution when transiting the area. (49-00/0808LM)						

<b>RED RIVER (CONT.)</b>	<b>* MILE 200.0 L/D ADVISORY</b>	As a result of the Joe D. Waggoner L/D, Vicinity of Mile 200.0, approaching the safe operating limits of the lock, mariners are advised that when the river elevation at the lock reaches 136.6 feet NGVD, navigation through the lock will be shut down. It is anticipated that this stage could occur as early as Sunday, December 31, 2000, without additional rainfall in the Red River Basin. The shutdown may last 3-5 days. Mariners should contact the lock on VHF-FM Channel 12 or 16 for additional information. Also due to high river stages and strong current, mariners are advised that floating buoy lines used to delineate the restricted areas upstream and downstream of all locks and dams on the Red River waterway may be displaced. Warning signs remain in place. Mariners are advised to use extreme caution when navigating near these areas. (01-01/0849LM)
	<b>MILE 95.5 AIDS TO NAVIGATION</b>	Several nun buoys have been reported missing in the vicinity of Mile 95.5. Mariners are urged to use extreme caution when transiting the area. (49-00/0806LM)
<b>ST. CROIX RIVER</b>	<b>MILE 0.3 U.S. HIGHWAY 10 DRAWBRIDGE</b>	Repair work is underway on the Wisconsin end of the bridge. Mariners should contact U.S. Highway 10 Bridge on VHF-FM Channel 16 an hour prior to arrival for bridge opening. (16-98/OB)
<b>TENNESSEE RIVER</b>	<b>MILE 568.2 CORE DRILLING</b>	Continuing until approximately December 15, 2000, the Tennessee Department of Transportation will be conducting core drilling operations on each side of the channel upstream of the State Route 52 Bridge. This work will be accomplished outside the navigational channel behind the right and left channel piers. Work will be conducted 7:00 a.m. to 5:00 p.m., Monday through Friday. The equipment involved will consist of a small drill barge and the Tender Vessel TENNESSEE ONE. The barge and tender vessel will be moored on site during non-working hours. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution when transiting the area. (47-00/COE)
	<b>MILE 156.3 HAZARD TO NAVIGATION</b>	A sunken barge has been reported in the vicinity of Mile 156.3, right bank, Vulcan Materials Company Terminal. The barge is reported visible at normal pool elevation, 359.0. Mariners are advised to use extreme caution when transiting the area. (43-00/0280D8)
<b>WHITE RIVER</b>	<b>MILE 201.59 AUGUSTA HIGHWAY BRIDGE REPLACEMENT</b>	The left descending channel pier has been completed and will be marked at night with red lights and red-retro reflective panels. The floating equipment located in the channel provides approximately 150 feet horizontal clearance and should move when requested for passage of river traffic. Mariners are urged to contact M/V KARL R. (CALL SIGN WSA 7632), via marine radio in advance to avoid delays. (07-00/OB)
	<b>MILE 121.97 DEVALLS BLUFFS, ARKANSAS HIGHWAY BRIDGE REPLACEMENT</b>	The right descending pier has been completed. Left descending cofferdam is being installed. (10-00/OB)

### CORRECTIONS TO LIGHT LIST, VOLUME V; MISSISSIPPI RIVER SYSTEM, 2000 EDITION.

(\* Denotes the column in which a correction has been made or new information added.)

(1) No.	(2) Name and Location	(3) Mile	(4) Bank	(5) Characteristic	(6) Structure/Daymark		(7) Remarks	LNM
					Up	Down		
1895	Toad Suck Daybeacon						Remove from list. *	01/01
22220	TIMS BAIT SHOP DOCK						Remove from list. *	01/01
22235	SAGER COAL COMPANY						Remove from list. *	01/01
32125	PEICKWICK LANDING MARINA						Remove from list. *	01/01
32885	PICKWICK COVE MARINA LIGHTS (2)	449.8	Right	FI G 6s			Private aids. *	01/01

### ENCLOSURES

1.5 PAGES OF DRAWINGS: