



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

LOCAL NOTICE TO MARINERS

District 8 MRS

Week: 01/16

Mississippi River System

LIGHT LIST VOLUME V
NOTICE NUMBER 01-16
January 6, 2016

LIGHT LIST REFERENCE: COMDTPUB P16502.5, Vol V, 2015 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	0582 -15 (UM)	0003-16 (UM)
Sector Lower Mississippi River	0419 -15 (LM)	0009-16 (LM)
Sector Ohio Valley	0668 -15 (OV)	0004-16 (OV)
OB DWB	0243 -15 (OB)	0001-16 (OB)

COAST GUARD DISTRICT 8, WATERWAYS, (504) 671-2327, 7:00 a.m. until 3:30 p.m. (CST)

COMMENTS REGARDING SECTION VI – PROPOSED CHANGES MAY ALSO BE EMAILED TO: LocalNoticeFeedback@uscg.mil

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

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

2013 SPECIAL NOTICE TO MARINERS <http://www.navcen.uscg.gov/>

MISSISSIPPI RIVER SYSTEM LNM VIA INTERNET <http://www.navcen.uscg.gov/?pageName=lnmDistrict®ion=8&ext=r>

MISSISSIPPI RIVER SYSTEM LIGHT LIST VIA INTERNET <http://www.navcen.uscg.gov/pdf/lightLists/LightList%20V5.pdf>

ABBREVIATIONS

A through H

ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
AI - Alternating
B - Buoy
BKW - Breakwater
bl - Blast
BNM - Broadcast Notice to Mariner
bu - Blue
C - Canadian
CHAN - Channel
CGD - Coast Guard District
C/O - Cut Off
CONT - Contour
CRK - Creek
CONST - Construction
DAYMK/Daymk - Daymark
DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
EVAL - Evaluation
EXT - Extinguished
F - Fixed
fl - flash

I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz
LAT - Latitude
LB - Lighted Buoy
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
LTR - Letter
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MRASS - Marine Radio Activated Sound Signal
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency
NO/NUM - Number

P through Z

PRIV - Private Aid
Q - Quick
R - Red
RACON - Radar Transponder Beacon
Ra ref - Radar reflector
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RRL - Range Rear Light
RELIGHTED - Aid Relit
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
RRASS - Remote Radio Activated Sound Signal
s - seconds
SEC - Section
SHL - Shoaling
si - silent
SIG - Signal
SND - Sound
SPM - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
STRUCT - Structure
St M - Statute Mile
TEMP - Temporary Aid Change

FI - Flashing
G - Green
GIWW - Gulf Intracoastal Waterway
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height

NOS - National Ocean Service
NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy

TMK - Topmark
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
USACE - Army Corps of Engineers
W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition:

RIAC - River Industry Action Committee
MMSI - Mobile Maritime Service Identity
AIS - Automatic Identification System
ATON - Aids To Navigation

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

DEPARTMENT OF HOMELAND SECURITY SUSPICIOUS ACTIVITY

The Department of Homeland Security (DHS) encourages the maritime public to report information concerning suspicious activity to the local Federal Bureau of Investigation Joint Terrorism Task Force (JTTF) Office, http://www.fbi.gov/about-us/investigate/terrorism/terrorism_jtfts, or to other appropriate authorities. The U.S. Coast Guard reminds the maritime industry that they may also report information concerning suspicious activity to the www.AmericasWaterwayWatch.org, the National Response Center (NRC) 1-800-424-8802 or 1-877-24WATCH.

LNM: DPW

GPS TESTING - EGLIN AIR FORCE BASE, FLORIDA

Commencing January 16, 2016 and continuing until January 22, 2016, from 1400Z until 2000Z and from January 25, 2016 and continuing until January 29, 2016, from 1400Z until 2000Z, each day, GPS testing will be conducted centered in approximate position 30-34-45.1N 086-40-45.3W, Eglin Air Force Base, Florida. The impact radius is approximately 214 nautical miles. Mariners using systems that rely on GPS, such as L2 may be affected and are advised that the GPS signal in the impact area may not be reliable during the test periods. During these periods, GPS users are encouraged to report any GPS service outages that they may experience during the testing, via the Navigation Information Service (NIS) by calling (703) 313-5900 or by using the NAVCEN Website's GPS report a problem worksheet at www.navcen.uscg.gov.

LNM: 50-15

UPPER MISSISSIPPI RIVER - L/D CLOSURES

Continuing until March 4, 2016, the following L/D's will be staffed to lock traffic/closed as indicated.

L/D 9, in the vicinity of Mile 647.9, is closed until March 17, 2016.

L/D 13, vicinity of Mile 522.5, L/D 14, vicinity of Mile 493.3 and L/D 17, vicinity of Mile 437.1, will be closed to navigation.

L/D 21, vicinity of Mile 324.9, will be closed to navigation from January 4, 2016 through March 4, 2016. L/D 21 will be staffed to lock traffic 24-hours a day, 7-days a week, through January 3, 2016.

L/D 11, vicinity of Mile 583.0 and L/D 12, vicinity of Mile 556.7, will be staffed to lock traffic from 8:00 a.m. until 4:00 p.m., Monday through Friday, from December 14, 2015 through March 4, 2016.

L/D 15, vicinity of Mile 482.9, L/D 16, vicinity of Mile 457.2, L/D 18, vicinity of Mile 410.5, L/D 19, vicinity of Mile 364.3 and L/D 20, vicinity of Mile 343.2, will be staffed to lock traffic from 8:00 a.m. until 4:00 p.m., Monday through Friday, from December 21, 2015 through March 4, 2016.

L/D 22, vicinity of Mile 301.2, will continue to lock traffic 24-hours a day, 7-days a week, through January 3, 2016. It will then be staffed to lock traffic from 8:00 a.m. until 4:00 p.m., Monday through Friday, from January 4, 2016 through March 4, 2016.

Tows requiring a lockage outside of these hours, must contact the lockmaster in advance so that lock operators can be called in to operate the lock. Winter conditions will dictate whether or not a lockage can be accomplished.

Operational Aspects

Rake to box ice couplings the entire width of the tow, at break points of the tow, will be required at all locks when ice is present at the lock.

Double tripping and the use of industry helper boats during ice conditions will be required if proper couplings are not accomplished prior to arrival at the locks. Failure to have the tow configured properly may result in the loss of lock turn. Tow configuration to ice couplings shall not be accomplished at the lock or lock approach.

LNM: 49-15

LOWER MISSISSIPPI RIVER - VICKSBURG INFORMATION CENTER

The Vicksburg Information Center (VIC) will be established by the Lower Mississippi River Committee (LOMRC) when the Vicksburg Gauge reaches 40 feet, to provide mariners with the most current information related to river conditions effecting transit through the Vicksburg Bridges and approach. The following guidelines are in place to aid in the safe transit through the Vicksburg Bridges and approach.

Downbound tows greater than 110 feet shall only transit through the Vicksburg Bridges from sunrise until sunset.

Downbound tows will check in with the VIC, during daylight hours, at the following locations; Mile 455, Milliken Bend and Mile 445.0, Browns Point.

North bound tows will normally be cleared during the night, but can be passed during the day if south bound traffic is light or if the VIC coordinator deems it safe.

Vessel queues will be maintained by the VIC, during this high water event and can be contacted via VHF-FM Channel 13 or at (601) 631-3428 and is the primary contact.

LNM: 01-16

GPS TESTING - FORT POLK, LOUISIANA

On January 15, 2016, from 1800Z until 2100Z and on January 28, 2016, from 0900Z until 1200Z, GPS testing will be conducted in the vicinity of Fort Polk, Louisiana. Systems that rely on GPS, such as E-911, AIS and DSC, may be affected at an approximate test center of 31-05-35.16N 093-03-50.04W, with a possible impact radius of 48 nautical miles from the center point. More information is available at the U.S. Coast Guard Navigation Center Website, www.navcen.uscg.gov. During these periods, GPS users are encouraged to report any GPS outages that they may experience to the Navigation Information Service (NIS) by calling (703) 313-5900 or by using the NAVCEN Website to submit a GPS problem report.

LNM: 52-15

UPPER MISSISSIPPI RIVER - CHANNEL CONDITION/SAFETY ADVISORY - UPDATE

The following zone are in the extreme high water recovery phase IAW the Western Rivers WAP Annex:

Zone 28 (Mile 185.4 – Mile 109.9). It is recommended that all towboats transiting between Mile 184.0 and 179.0, avoid carrying barges on the hip and have a minimum of 250 horsepower for each loaded barge. It is also recommended that southbound tows greater than 600 feet in length, excluding the towboat, limit their transit to daylight hours only and northbound tows have enough horsepower to maintain a minimum of 3 MPH on approach to the St. Louis Harbor Bridges. Mariners are advised to favor the center of the channel and proceed at their slowest safe operating speed based upon prevailing conditions in order to minimize wake damage to personal property. It is recommended that vessels avoid laying up on levees in this zone, assess bridge clearances in advance and fleets are attended by towboats at all times. Mariners are requested to review anchoring requirements and pre-identify layup areas in the event of a river closure or barge breakaway. Mariners are encouraged to ensure that moored vessels and barges are adequately secured with the anticipation of an increase in water velocity and high water.

Recreational traffic is discouraged within this zone. Drift and debris may present navigation obstructions and may drag buoys off station.

The following zones are in the high water recovery phase IAW the Western Rivers WAP Annex:

Zones 26 and 25 (Mile 273.3 – Mile 200.5).

Towboat operators should exercise caution, be experienced in high water operations and should proceed at their slowest safe speed based upon prevailing conditions in order to minimize their wake. Mariners should remain vigilant to an increase in debris and maneuver appropriately, be aware of the buildup of debris in fleeting areas and take appropriate action to prevent any breakaways from occurring. Use caution in all passing and meeting situations. Navigational buoys may have been dragged off station, so remain cautious while transiting.

LNM: 01-16

ILLINOIS WATERWAY - CHANNEL CONDITION/SAFETY ADVISORY - UPDATE

The following zones are in the extreme high water action phase in accordance with the Western Rivers Waterways Action Plan:

Illinois Waterway:

Zones 3 and 4 (Mile 101.9 – Mile 50.0). The COTP has issues a Safety Zone closing the river from Mile 109.9 to Mile 50.0.

The following zones are in the high water recover phase in accordance with the Western Rivers Waterways Action Plan:

Zones 1 and 2 (Mile 49.9 – Mile 0.0) and Zones 5 through 7 (Mile 180.9 – Mile 102.0). Recreational traffic is strongly discouraged, due to debris and swift currents.

Mariners should exercise caution and minimize their wake, avoid laying up on saturated levees and pay particular attention between Miles 138.0 and 136.0 and Miles 179.0 and 162.0. Avoid down-streaming operations and be experienced in high water operations. Mariners should remain vigilant to an increase in debris and maneuver appropriately, be aware of the buildup of debris in fleeting areas and take appropriate action to prevent any breakaways from occurring. Mariners are to use caution in all meeting and overtaking situations. Navigation buoys may have been dragged off station, so remain cautious while transiting the area.

LNM: 01-16

USACE NASHVILLE DISTRICT - SELF HELP PROGRAM AND LOCKAGE PROCEDURES

Attached as an enclosure to this LNM, is USACE Nashville District Notice to Navigation Interests 5437, Local Notice LRN 15-58, regarding the Self Help Program and Lockage Procedures at Nashville District Locks.

LNM: 45-15

USACE AIS BROADCAST TESTING

Continuing until further notice, the U.S. Army Corps of Engineers (USACE) and U.S. Coast Guard (USCG) will begin AIS broadcast testing throughout the Western Rivers. The AIS transmissions will include Aids to Navigation, meteorological, and hydrographic data. These broadcasts will be made through both USACE and USCG AIS installations throughout the river system. Questions and comments can be made to: USACE, Mr. Brian Tetreault (Brian.J.Tetreault@usace.army.mil), or USCG, Mr. R. David Lewald (Robert.D.Lewald@uscg.mil).

LNM: 46-15

UPPER MISSISSIPPI RIVER - SAFETY ADVISORY/HIGH WATER

The COTP Ohio Valley has reopened the Upper Mississippi River from Mile 109.9 to Mile 0.0. While river stages are decreasing, mariners are advised that drift and debris may be obstructions to safe navigation and may drag buoys off station. It is recommended that vessels avoid laying up on levees and assess bridge clearances in advance. Mariners should exercise caution, keep a sharp lookout and report navigational obstructions to the U.S. Coast Guard immediately via VHF-FM Channel 16 or by phone at (800) 253-7456.

LNM: 01-16

OHIO RIVER AND TRIBUTARIES - WINTER NAVIGATION

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 16-01, regarding winter navigation on the Ohio River and tributaries.

LNM: 01-16

USACE HUNTINGTON DISTRICT LOCKS MAIL DELIVERY AND CREW CHANGE POLICIES

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 16-04, regarding mail delivery and crew change policies at navigation locks, for towboats.

LNM: 01-16

USACE HUNTINGTON DISTRICT NOTIFICATION OF SINKING OR SUNKEN VESSELS, VESSEL GROUNDINGS AND BARGE BREAKAWAYS

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 16-03, regarding notification of sinking or sunken vessels, vessel groundings and barge breakaways.

LNM: 01-16

USACE HUNTINGTON DISTRICT - REVIEW OF REGULATIONS AND GENERAL SAFETY PRACTICES

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 16-02, regarding the review of regulations and general safety practices.

LNM: 01-16

LOWER MISSISSIPPI RIVER - SAFETY ADVISORY/CHANNEL CONDITION - UPDATE

The COTP Lower Mississippi has issued a high water Safety Advisory from Mile 725.5 to Mile 303.0, due to hazardous conditions associated with strong currents, severe outdrafts, missing/off station aids to navigation and diving buoys. The COTP in concurrence with the Lower Mississippi River Committee recommends the following limits to tows when the Memphis, Tennessee Gauge reaches 30.0 feet and/or Greenville, Mississippi, Gauge reaches 45.0 feet and/or the Vicksburg, Mississippi Gauge reaches 40.0 feet:

Doundbound:

Wheelmen are to have recent experience handling current conditions.

Towing vessels must have at least 280 horsepower per loaded barge or 140 horsepower per empty barge with a maximum tow size of 36 barges.

Towing vessels with less than 6,000 horsepower, a maximum tow size of 20 loaded barges.

Towing vessels with less than 6,000 horsepower with a mixed tow can push a maximum tow size of 15 loaded barges and 10 empty barges for a maximum tow size of 25 barges.

No nighttime transit of the Memphis and Vicksburg Bridges, for tows wider than 110 feet.

All upbound tows must maintain an average speed of 3.0 MPH over ground from 2 miles leading up to the Memphis and Vicksburg Bridges. If a tow is unable to average a minimum speed of 3.0 MPH, it must arrange for an assist tug or reduce tow size.

Fleet operators should regularly check their fleets and immediately report barge breakaways to the U.S. Coast Guard. Mariners are requested to contact the U.S. Coast Guard Sector Lower Mississippi River via VHF-FM Channel 16 or at (866) 777-2784, for further information or to report area of concern.

LNM: 01-16

LOWER MISSISSIPPI RIVER - SAFETY ADVISORY/CHANNEL CONDITION - UPDATE

The COTP Lower Mississippi has issued an extreme high water Safety Advisory from Mile 869.0 to Mile 725.5, due to hazardous conditions associated with strong currents, severe outdrafts, missing/off station aids to navigation and diving buoys. The COTP in concurrence with the Lower Mississippi River Committee recommends the following limits to tows when the Memphis, Tennessee Gauge reaches 35.0 feet:

Doundbound:

Wheelmen are to have recent experience handling current conditions.

Towing vessels must have at least 280 horsepower per loaded barge or 140 horsepower per empty barge with a maximum tow size of 30 barges.

Towing vessels with less than 6,000 horsepower maximum tow size of 20 loaded barges.

Towing vessels with less than 6,000 horsepower with a mixed tow can push a maximum tow size of 15 loads and 10 empties for a maximum tow size of 25 barges.

No nighttime transit of the Memphis Bridges for tows wider than 110 feet.

All upbound tows must maintain an average speed of 3.0 MPH over ground from 2 miles leading up to any bridge crossing. If a tow is unable to average a minimum speed of 3.0 MPH, it must arrange for an assist tug or reduce tow size.

Fleet operators should regularly check their fleets and immediately report barge breakaways to the U.S. Coast Guard. Mariners are requested to contact the U.S. Coast Guard Sector Lower Mississippi River via VHF-FM Channel 16 or at (866) 777-2784, for further information or to report area of concern.

LNM: 01-16

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
760	Big Bottom Daybeacon	STRUCT DEST			41/15	
790	Legas Lake Daybeacon	STRUCT DEST		0224LM	32/15	
1070	Brier Creek Light	STRUCT DEST		0205LM	31/15	
1532	Non Lateral Mark 246.3	DAYMK DMGD		0212LM	31/15	
1542	Non Lateral Mark 244.1	DAYMK MISSING		0210LM	31/15	
1585	Cane Creek Light	STRUCT DEST		0210LM	31/15	
1590	Ragon Mountain Light	STRUCT DEST		0209LM	31/15	
1695	Dardanelle Reach Light	DAYMK DMGD		0204LM	31/15	
2110	Peach Orchard Bend Light	LT EXT		0296-14 LM	43/14	
2280	Eastwood Bayou Light	LT IMCH		0337LM	43/15	
2310	Yell Bend Light	LT EXT		0340LM	43/15	
2570	Ross Ferry Light	STRUCT DEST		0287LM	39/15	
2650	Paradise Bay Light	STRUCT DEST		0258LM	36/15	
3026	Rainer Knob Upper Daybeacon	STRUCT DEST/TRUB		0243OV	21/15	
6210	Peacock Slough Light	STRUCT DEST		0441UM	44/14	
6670	Huse Slough Lower Daybeacon	STRUCT DEST			14/14	
6810	Halls Landing Light	LT EXT		M0548	50/15	
6995	Spring Bay Light	STRUCT DEST		0042UM	12/15	
7015	Blue Creek Point Lower Light	LT EXT/STRUCT DMGD			04/13	
7030	Drolls Point Upper Light	STRUCT DEST		0099UM	21/13	
7040	Peoria Heights Light	STRUCT DEST		0100UM	21/13	
7380	Duck Island Daybeacon	DAYMK MISSING		0426UM	41/15	
7440	Quiver Beach Daybeacon	STRUCT DEST		0138UM	22/15	
7510	Otter Creek Daybeacon	STRUCT DEST		0478UM	43/15	
7855	Little Blue Light	STRUCT DEST		0029UM	11/14	
7940	Fisher Island Lower Light	STRUCT DEST		0410UM	39/15	
7975	Carter Field Light	STRUCT DEST		0031UM	12/14	
8045	Mortland Island Light	STRUCT DEST		0097UM	18/15	
8080	Greuters Landing Daybeacon	STRUCT DEST		0475UM	43/15	
8085	Blooms Landing Light	STRUCT DEST		0032UM	12/14	
8845	Brighton Light	STRUCT DEST		0047OV	09/15	
9150	Washita Point Light	STRUCT DEST		0392LM	48/15	
9850	Murphy Smith Light	STRUCT DEST		0303LM	40/15	
9935	Bader Light	LT EXT		0365LM	44/15	
10540	Harbert Point Light	LT EXT		0256LM	36/15	
10635	Westover Light	STRUCT DEST		0219LM	32/15	
10660	Old Town Bend Foot Light	STRUCT DEST		0253LM	36/15	
10890	Chicot City Light	STRUCT DEST		0370LM	45/15	
11115	Grand Lake Light	LT EXT		0380LM	47/15	

11210	Fittler Point Light	STRUCT DEST	0261LM	36/15
11220	Cottonwood Bar Pointway Light	STRUCT DEST	0260LM	36/15
11250	Belle Island Corner Light	STRUCT DEST	0134LM	22/15
11270	Cabin Teele Light	STRUCT DMGD	0079LM	12/14
11275	Marshall Point Cut-Off Light	STRUCT DEST	0262LM	36/15
11470	Grand Gulf Island Light	STRUCT DEST	0140LM	23/15
11505	Old Levee Light	LT EXT	0405LM	51/15
11690	Black Hawk Point Light	STRUCT DEST	0379LM	47/15
12165	Pike Island Daybeacon	STRUCT DEST	0284UM	31/15
12235	Cherokee Heights Daybeacon	STRUCT DMGD	0180UM	25/15
12380	Robinsons Light	LT EXT	0228UM	28/15
12695	Marsh Lake Daybeacon	STRUCT DEST	0139UM	22/15
12770	Wacouta Lower Daybeacon	DAYMK DMGD	0140UM	22/15
13355	Minnesota Island Upper Daybeacon	TRDBN/STRUCT DEST		19/13
13470	Raft Channel Head Light	STRUCT DEST	0062UM	17/13
13765	Island 158 Daybeacon	LT EXT		15/15
14040	Buena Vista Light	LT EXT		36/15
14205	Shinkles Island Bar Daybeacon	STRUCT DEST	0132UM	25/14
14345	Sand Prairie Light	LT EXT	0468UM	46/14
14990	Hershey Chute Lower Light	LT EXT	0358UM	36/15
16343	Tyrone Landing Light	LT IMCH	0185UM	26/15
16865	Establishment Bar Light	STRUCT DEST	0370UM	39/14
16990	Cherokee Landing Light	LT EXT	0555UM	51/15
17930	Cholson Daybeacon	MISSING	0623UM	50/11
18340	Manawa Bend Daybeacon	STRUCT DEST		44/15
20090	Malta Bend Slough Daybeacon	STRUCT DEST	0233UM	28/15
20425	Moon Creek Daybeacon	STRUCT DEST	0240UM	29/15
20525	Rochepport Daybeacon	STRUCT DEST	0240UM	29/15
21000	Bates Daybeacon	STRUCT DEST		39/15
21110	St. Johns Daybeacon	DAYMK MISSING	0240UM	29/15
21235	Monarch Light	STRUCT DEST	0416UM	39/15
21345	St. Charles Bend Middle Daybeacon	STRUCT DEST	0415UM	39/15
21355	La Barge Daybeacon	STRUCT DMGD	0240UM	29/15
21395	Jamestown Landing Daybeacon	DAYMK MISSING	0387UM	38/15
21435	Cora Lower Daybeacon	STRUCT DEST	0240UM	29/15
21975	Burwell Light	LT EXT	0002OV	01/16
23245	Newell Light	STRUCT DEST/TRUB	0557OV	42/15
24220	Muskingum Island Lower Light	STRUCT DEST	0046OV	08/15
24775	Walkers Light	STRUCT DEST	0652OV	43/14
24850	Crown City Light	STRUCT DEST		42/15
24875	Rural Home Light	STRUCT DEST	0558OV	42/15
25475	Buena Vista Light	STRUCT DEST	0461OV	35/15
26360	Jackson Landing Light	LT EXT		31/14
27150	Pates Hollow Light	DAYMK DMGD	0599OV	47/15
27275	Corn Island Light	STRUCT DEST	0355OV	28/15
27805	Slim Island Towhead Daybeacon	STRUCT DEST	0630OV	49/15
27810	Mississippi Bend Daybeacon	STRUCT DEST	0627OV	49/15
28035	Deer Creek Light	STRUCT DEST		29/13
28160	Ledbetter Light	LT EXT/DAYMK DMGD	0209OV	18/15
29327	Cotton Lower Daybeacon	STRUCT DEST	0032LM	11/15
29518	Ben Routh Upper Daybeacon	STRUCT DEST	0113LM	17/14
29542	Barbin Daybeacon	TRUB/STRUCT DEST	0115LM	17/14
29547	Hadden Fort Middle A Daybeacon	MISSING	0436LM	41/11
29549	Hadden Fort Middle B Daybeacon	STRUCT DEST	0114LM	17/14
29785	Torras Daybeacon	STRUCT DEST		40/15
31605	Walker Light	LT EXT	0204OV	17/15

32140	Chambers Daybeacon	STRUCT DEST	0178OV	11/13
32170	Diamond Island Lower Daybeacon	STRUCT DEST	0177OV	11/13
32445	Sales Light	TRUB/STRUCT DEST	0269OV	19/14
32480	Higgins Light	STRUCT DEST	0342OV	27/15
32530	Standing Rock Upper Light	STRUCT DEST	0658OV	41/13
32600	Clyde Light	LT EXT	0581OV	44/15
32605	Newburg Light	STRUCT DEST	0362OV	29/15

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
6965	Chillicothe Island Light	RELIGHTED			51/15	01/16

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1685	Oakley Dock Light	LT EXT		0307-14 LM	44/14	
1690	Mobley Dock Light	LT EXT		0454-13 LM	48/13	
1865	Jeffery Sand Dock Lights (2)	LT EXT		0065-09 LM	11/09	
2400	Pickett And Davison Lights (2)	LT EXT		0481-13 LM	50/13	
2450	Bunge Grain Dock Light	LT IMCH		0438-11 LM	41/11	
2585	Riceland Foods Lights (2)	LT EXT		283-08 LM	34/08	
2590	Oakley Dock Lights (2)	LT EXT		282-08	34/08	
3725	Lakewood Marina Lights (4)	LT IMCH		0439-15 OV	34/15	
3740	Old Hickory Intake Light	LT EXT		0438-15 OV	34/15	
3750	Dupont Dock Lights (2)	OFF STA/LT EXT		0305-15 OV	26/15	
3795	Nashville Water Intake Lights (2)	LT EXT			44/11	
3805	Holnam Dock Lights (2)	LT EXT			44/11	
3815	Kerr-Mcgee Dock Lights (2)	LT EXT			44/11	
3820	Cohen Terminal Lights (2)	LT EXT			44/11	
3925	Lafarge Terminal Light	LT IMCH			34/08	
3930	Alcoa Chemical Dock Lights (2)	MSLD SIG/LT EXT		0216-10 OV	14/10	
3940	Ford Mooring Lights (2)	LT EXT			34/08	
3950	Hailey Lights (3)	LT EXT			44/11	
3960	Hunter Marine Transport Dock Lights (2)	LT EXT			47/08	
3985	Trinity Nashville Dock Light	LT EXT			47/08	
3995	Riverview Marina Lights (2)	LT EXT			47/08	
4055	Clarksville Boat Club Dock Lights (2)	LT EXT		0533-12 OV	34/12	
4120	Hopkinsville Elevator Dock Lights (2)	LT EXT			37/08	
4587	Warren Paving Fleeting Dock Light	LT EXT			36/10	
4596	Cumberland Rvr Resources Loading Dock Lights (2)	LT EXT			36/10	
4605	Lafarge Aggregates Dock Lights (2)	LT EXT			36/10	
6170	Quantum Chemical Dock Lights (2)	LT EXT		0436-01 UM	31/01	
6580	Consolidated Grain & Barge Lights (2)	LT EXT			41/14	
6635	Flint Hills Dock Lights (2)	LT EXT		0429-14 UM	41/14	
6650	S. T. Services Terminal Lights (2)	LT EXT			41/14	
6695	Continental Grain Company Light	LT EXT			41/14	
6700	Cargill Lights (3)	LT EXT			41/14	
7225	Cargo Carriers Dock Lights (2)	LT EXT			25/08	
7235	Pekin Boat Club Breakwater Light	LT IMCH			25/08	
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	
7265	Tomen Dock Light	LT EXT			25/08	
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 EXT		35/08
8035	Jersey County Elevator Lights (3)	LT EXT	0428-14 UM	36/08
8095	Pere Marquette Boat Harbor Light	LT EXT	0013-15 UM	04/15
10110	Bunge Corporation Dock Lights (2)	LT EXT	0090-03 LM	08/03
10300	Cargill Dock Light	LT EXT	0361-01 LM	34/01
10390	Peavey Lights (2)	LT EXT	0398-02 LM	36/02
10395	Suburban Propane Dock Light	LT EXT	0396-02 LM	36/02
10415	Western Tar Products Dock Light	LT EXT	0394-02 LM	36/02
10875	Bunge Corporation Desoto Terminal Lights (2)	LT EXT	NR 0091-12 LM	14/12
11990	Riverside Dock Lights (2)	LT EXT	0695-01 UM	40/01
12080	University Dock Lights (3)	LT EXT	0696-01 UM	40/01
12285	Farm Bureau Dock Light	LT EXT	0568-04 UM	45/04
13195	Bay State Dock Lights (2)	LT EXT	0569-04 UM	45/04
15345	Koch Nitrogen Dock Light	LT EXT		41/14
15415	Riverview Park Dock Light	LT EXT	0531-15 UM	49/15
16205	Piasa Harbor Light	LT EXT	0131-15 UM	22/15
16230	Alton Marina Breakwater Lights (3)	LT EXT	0131-15 UM	22/15
16265	Amoco Dock Light	STRUCT DEST		35/09
16280	Amoco Dock Lights (4)	LT EXT		35/09
16295	Redco Dock Lights (2)	LT EXT		35/09
16310	Sioux City/New Orleans Terminal Light	STRUCT DEST		35/09
16320	Marathon Dock Lights (5)	LT EXT		35/09
16380	Western Dock Lights (9)	LT IMCH		34/08
16390	Adm-Growmark Dock Lights (4)	LT EXT	0776-01 UM	44/01
16430	Union Electric Coal Dock Lights (2)	LT EXT	0305-08 UM	34/08
16440	St. Louis Terminal Light	LT EXT		32/08
16445	Continental Cement Lights (2)	LT EXT	0305-08 UM	34/08
16490	Cargill Lights (3)	LT EXT	3305-08 UM	34/08
16505	Peavey Company Dock Lights (3)	LT EXT	0305-08 UM	34/08
16530	Cahokia Marine Terminal Lights (2)	LT EXT	0305-08 UM	34/08
16540	Slay Bulk Terminal Lights (2)	LT EXT	0305-08 UM	34/08
16545	Peavey Lights (3)	LT EXT	3305-08 UM	34/08
16550	Eagle Marine Industries Light	LT IMCH	0305-08 UM	34/08
16560	Phillips Pipeline Lights (2)	LT EXT	0305-08	34/08
16565	Growmark Dock Lights (2)	LT EXT	0305-08 UM	34/08
16575	Eagle Marine Dock Lights (2)	LT EXT	0305-08 UM	34/08
16580	Valvoline Pier Lights (3)	LT EXT	0787-01 UM	44/01
16585	Savannah Foods Dock Lights (2)	LT EXT	0305-08	34/08
16600	J.H. Collier Barge Mooring Lights (2)	LT EXT	0305-08 UM	34/08
16605	Clark Oil Refining Dock Lights (4)	LT EXT	0305-08 UM	34/08
16609	Alcoa Foil Lights (2)	LT EXT	0305-08 UM	34/08
16615	Hci Chemtech Dock Lights (2)	LT EXT	0305-08 UM	34/08
16617	Semmaterials Terminal Lights (2)	LT EXT	0305-08 UM	34/08
16630	American Commercial Dock Lights (2)	LT EXT	0305-08 UM	34/08
16655	Bussen Terminal Light	LT EXT	0305-08 UM	34/08
16680	Union Electric Dock Lights (5)	LT EXT	0305-08 UM	34/08
18700	Bunge Dock Lights (3)	MISSING/LT EXT		18/08
19175	Bartlett Dock Light	MISSING	0539-07	40/07
19185	St. Joseph L & P Dock Light	LT IMCH		17/08
19300	Agp Grain Dock Light	LT EXT		44/14
19415	Leavenworth Water Intake Lights (2)	LT EXT	0104-07 UM	39/07
19460	Smoot Grain Dock Lights (2)	LT EXT	0385-07	39/07
19505	Board Of Public Utilities Light	LT EXT	0386-07 UM	39/07
19535	Public Utilities Intake Lights (3)	LT EXT		38/08

19660	Continental Grain Dock Lights (4)	LT EXT		0181-08 UM	24/08
19695	Kansas City Power And Light Company Lights (2)	LT EXT		0181-08 UM	24/08
25735	Jolly Roger'S Lights (2)	LT EXT		0548-09 OV	40/09
25750	Judd Light	LT EXT		0549-09 OV	40/09
25810	CHS Dock Lights (2)	LT EXT		0551-09 OV	40/09
25820	Cargill Barge Loading Facility Light	LT EXT		0552-09 OV	40/09
25847	Orsanco Light	MISSING		0553-09 OV	40/09
26290	Boone County Sand And Gravel Lights (2)	LT EXT		0769-00 OV	40/00
32900	Ergon Dock Lights (2)	LT IMCH			17/13

DISCREPANCIES (PRIVATE AIDS) CORRECTED

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

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
6210	Peacock Slough Light	DISCONTINUED			24/13	
7030	Drolls Point Upper Light	Removed Light Equip / ICE		0350UM	49/13	
7040	Peoria Heights Light	Removed Light Equip / ICE		0491UM	44/15	
7275	Midwest Grain Dock Lights (2)	DISCONTINUED			18/13	
9670	Island 8 Head Light	DISCONTINUED		0413OV	33/15	
11100	Kentucky Bend Foot Light	DISCONTINUED		0086LM	13/14	
11940	Ben Burman Light	DISCONTINUED			18/13	
12840	Nelson Point Daybeacon	DISCONTINUED		0112UM	23/14	
13315	Winters Landing Light	DISCONTINUED		0055UM	16/14	
15370	Shokokan Lighted Buoy	TRUB		0470UM	47/14	
15395	Dutchman Island Lighted Buoy	TRUB		0470UM	47/14	
15435	Sunken M/V John Paul Lighted Buoy	TRUB		0470UM	47/14	
15475	Waggoner PT Lighted Buoy	TRUB		0470UM	47/14	

TEMPORARY CHANGES CORRECTED

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

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

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

Advance Notice(s)

OHIO RIVER

The following changes will be made the week of January 12, 2016.
Discontinue Walkers Light (LLNR-24775).

LNM: 08-15-66D

OHIO RIVER

The following changes will be made the week of February 22, 2016.
Discontinue Muskingum Island Lower Light (LLNR-24220).

LNM: 08-15-71D

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

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

Proposed Change Notice(s)

None

SECTION VII - GENERAL

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

ARKANSAS RIVER

MILE 349.8 - MILE 348.5 - CHANNEL CONDITION/USACE SAILING INSTRUCTIONS

The USACE Tulsa District has issued Navigation Notice 2015-26, regarding channel conditions and sailing instructions for vessels transiting between approximate Miles 349.8 and 348.5. The Navigation Notice is attached as an enclosure to this LNM.

LNM: 49-15

MILE 348.3 - CHANNEL CONDITION

Shoaling has been reported in the vicinity of Mile 348.3. A M/V with a draft of 6 feet reported shoaling extending across the entire width of the channel. Attached as an enclosure to this LNM is a USACE Tulsa District Navigation Notice TD 2016-2, regarding the navigation channel. Mariners are urged to exercise caution in the area.

LNM: 01-16

Due to high water conditions, the W.D. Mayo L/D 14 in the vicinity of Mile 319.6 is closed to navigation. The L/D will reopen as the flows drop to

MILE 319.6 - L/D CLOSURE

safe navigation levels.

LNM: 52-15

MILE 300.4 - BRIDGE MAINTENANCE

U.S. 64-71 Bridge; Cleaning and painting of the bridge will occur Monday through Friday, from 7:00 a.m. until 5:30 p.m. Work only involves the approach spans and will not impact the navigation channel. Mariners are urged to transit the bridge with caution.

LNM: 35-15

MILE 300.4 - VISIBLE OBSTRUCTION

The old Wildcat Marina has broken free of its mooring and is pushed up against the U.S. 64-71 Bridge (LLNR 1330), in the vicinity of Mile 300.4, LDB. Mariners are urged to transit the area with caution as the high flows on the river system could create a debris field and navigation obstructions.

LNM: 01-16

MILE 292.8 - L/D CLOSURE - UPDATE

High flow conditions at the James W. Trimble in the vicinity of Mile 292.8, have dropped. The L/D is open to navigation.

LNM: 01-16

MILE 176.9 - L/D CLOSURE

Due to high flow conditions, the Arthur V. Ormond L/D in the vicinity of Mile 176.9, is closed to navigation. The L/D will reopen as the flows drop to safe navigation levels.

LNM: 52-15

MILE 155.9 - L/D CLOSURE

Due to high flows, the Toad Suck Ferry L/D in the vicinity of Mile 155.9, is closed to navigation. The L/D will reopen as the flows drop to safe navigation levels.

LNM: 52-15

MILE 125.0 - L/D CLOSURE

Due to high flows, the Murray L/D 7 in the vicinity of Mile 125.0, is closed to traffic. The L/D will reopen as the flows drop to safe navigation levels.

LNM: 01-16

MILE 119.1 - BRIDGE MAINTENANCE

Broadway Bridge; Work continues outside of the navigation channel on the left descending side of the river. The drilled shaft template remains in place along the right descending side of the channel and is properly lit. Mariners may contact the onsite work boat M/V PENSURUM via VHF-FM Channels 13 or 16, for more information. No impacts to navigation are anticipated.

LNM: 50-15

MILE 108.1 - L/D CLOSURE

Due to high flows, the David D. Terry L/D 6 in the vicinity of Mile 108.1, is closed to traffic. The L/D will reopen as the flows drop to safe navigation levels.

LNM: 01-16

MILE 86.3 - L/D CLOSURE

Due to high water flows, the Colonel Charles D. Maynard L/D 5 in the vicinity of Mile 86.3 is closed to traffic. The L/D will reopen as the flow drops to safe navigation levels. Mariners are advised to contact the L/D at (318) 797-9519, for opening status and for updates on river conditions in the area.

LNM: 51-15

MILE 73.0 - MILE 0.0 - AIDS TO NAVIGATION

Aids to navigation may be unreliable between approximate Miles 73.0 and 0.0, due to high water conditions. Multiple buoys are not properly marking the channel and are diving in the area. Mariners are urged to exercise caution in the area.

LNM: 50-15

MILE 66.0 - L/D CLOSURE

Due to high water flow conditions, the Emmett Sanders L/D in the vicinity of Mile 66.0, is closed to navigation. The L/D will reopen as the flows drop to safe navigation levels.

LNM: 01-16

MILE 50.2 - L/D CLOSURE

Due to high water flow conditions, the Joe Hardin L/D in the vicinity of Mile 50.2, is closed to navigation. The L/D will reopen as the flows drop to safe navigation levels.

LNM: 01-16

MILE 13.3 - L/D CLOSURE

Continuing until approximately January 18, 2016, L/D 2 in the vicinity of Mile 13.3, will be closed to navigation due to a projected backflow of the Arkansas Post Canal caused by the rising water elevation on the Mississippi River. The backflow will start sometime between January 9, 2016 and January 11, 2016 and once started is expected to last up to 7 days. If river conditions improve, the lock will reopen. Mariners may contact Mr. James McKinnie at the USACE Little Rock Office at (501) 324-5739 or (501) 324-5096, for additional information.

LNM: 01-16

CUMBERLAND RIVER

MILE 126.7 - MILE 126.6 - RIP RAP PLACEMENT

Continuing until March 1, 2016, rip rap placement will be conducted between approximate Miles 126.7 and 126.6. Work will be conducted from 6:30 a.m. until 5:00 p.m., 7-days a week. The fleet boat will monitor VHF-FM Channels 9 or 71. The contractors floating plant will consist of several deck barges, 2 tender boats and a spud barge. The work area is outside the navigational channel. Work equipment will be moored along the RDB during non-working hours. Mariners are urged to exercise caution when transiting the area.

LNM: 43-15

MILE 63.1 - BRIDGE CONSTRUCTION/MAINTENANCE

Henry Lawrence Replacement Bridge; Temporary trestles are being constructed on the downstream side of the existing bridge in the vicinity of Mile 63.1, from both LDB and RDB. The left descending trestle currently blocks the auxiliary navigation channel and mariners are NOW REQUIRED to use the preferred main navigation channel span. The auxiliary channel's left descending red pier light and center green navigation lights have been extinguished. Trestles should have no impact to mariners on the main navigation channel span.

LNM: 50-15

ILLINOIS WATERWAY

MILE 207.8 - BRIDGE REPAIRS

I-80 (FAI 180) Bridge; The M/V TAMARA LYNN will be conducting repairs to the bridge and will be positioning a work barge at various locations under the bridge during daylight hours, until February 15, 2016. The work barge may move with a 30-minute advance notice and can be contacted via VHF-FM Channel 16 or by phone at (815) 791-9185.

LNM: 50-15

MILE 169.9 - AID TO NAVIGATION

The Drolls Point Light (LLNR-7030) was previously reported destroyed. The lighted buoy marking this downed structure is being removed for ice season. Mariners are urged to exercise caution in the area.

LNM: 44-15

MILE 167.9 - AID TO NAVIGATION

The Peoria Heights Light (LLNR-7040) was previously reported destroyed. The lighted buoy marking this downed structure is being removed for ice season. Mariners are urged to exercise caution in the area.

LNM: 44-15

MILE 147.8 - CHANNEL CONDITION

The navigation channel has been reduced to approximately 250 feet in the vicinity of Mile 147.8. Mariners are urged to exercise caution in the area.

LNM: 47-15

MILE 110.5 - MILE 110.0 - CHANNEL CONDITION

Shoaling has been reported between approximate Miles 110.5 and 110.0. The channel has been reduced to approximately 250 feet. Mariners are urged to exercise caution in the area.

LNM: 47-15

MILE 88.5 - CHANNEL CONDITION

Shoaling has been reported in the vicinity of Mile 88.5. The channel has been reduced to approximately 200 feet. Mariners are urged to exercise caution in the area.

LNM: 47-15

MILE 88.3 - CHANNEL CONDITION

Shoaling has been reported in the vicinity of Mile 88.3. A M/V reportedly grounded at this location with a 9-foot draft on November 5, 2015. Mariners are urged to exercise caution in the area.

LNM: 45-15

MILE 71.3 - BRIDGE REPLACEMENT - UPDATE

Meredosia Bridge Replacement; Due to high water, construction work on the left descending cofferdam has been suspended until river levels recede.

LNM: 01-16

KASKASKIA RIVER

MILE 3.0 - BRIDGE MAINTENANCE

**KASKASKIA RIVER
MILE 3.0 - BRIDGE MAINTENANCE**

Route 182 Bridge; Bridge pier and deck repair work continues from 7:00 a.m. to 5:30 p.m., Monday through Friday. Mariners may contact the onsite work boat M/V MISS LUCY via VHF-FM channel 13 for further information.

LNM: 44-15

**KASKASKIA RIVER
MILE 0.8 - L/D CLOSURE/HIGH WATER**

Due to high water conditions, the Kaskaskia L/D in the vicinity of Mile 0.8, is closed to navigation. The L/D will reopen as the flows drop to safe navigation levels.

LNM: 01-16

**LITTLE TENNESSEE RIVER
MILE 0.6 - BRIDGE MAINTENANCE**

Tennessee State Highway Bridge (Over Tellico Canal); Work barges will be in the navigation channel at various locations for steel erection. For additional information mariners may contact M/V LILA BLANCHE via VHF-FM Channels 13 or 16 or the onsite supervisor at (865) 640-5924.

LNM: 41-15

**LOWER MISSISSIPPI RIVER
MILE 728.0 - MILE 726.0 - SAFETY ZONE/SUNKEN VESSEL - UPDATE**

A M/V sunk in the vicinity of Mile 727.0, LDB. The COTP Lower Mississippi River has issued a Safety Zone extending 250 yards around the sunken vessel. The vessel is reportedly marked with a private aid to navigation. Mariners are advised to favor the RDB and transit with caution. Mariners may contact U.S. Coast Guard Sector Lower Mississippi River via VHF-FM Channel 16 or by calling (901) 521-4822, with any question or concerns.

LNM: 01-16

MILE 642.5 - AIDS TO NAVIGATION

Two nun buoys have been reported missing in the vicinity of Mile 642.5, lower end in Old Town Bend. Mariners are urged to exercise caution in the area.

LNM: 52-15

MILE 595.0 - MILE 591.0 - CHANNEL CONDITION/SAFETY ADVISORY

Due to extreme high water, U.S. Coast Guard Sector Lower Mississippi River requests mariners transit at their slowest safe speed and as close as possible to the RDB, between approximate Miles 595.0 and 591.0, in order to reduce wake damage on private homes along the LDB.

LNM: 01-16

MILE 530.8 - BRIDGE REPAIR

U.S. Highway 82 Mississippi River Bridge; Pier cap repair work will require the installation of scaffolding mounted channelward of the pier. A work barge will also be located adjacent to the pier and will be removed nightly. The work barge will extend approximately 6 feet past the red margin channel light and only one pier will be done at a time. Mariners should exercise caution when transiting the bridge.

LNM: 32-15

MILE 316.5 - MILE 311.0 - CHANNEL CONDITIONS DURING PERIODS OF HIGH WATER

Attached as an enclosure to this LNM is USACE New Orleans District Navigation Bulletin 15-164, pertaining to the Old River Control Structures Project as it relates to inflow channels between approximate Miles 316.5 and 311.0.

LNM: 52-15

MILE 304.0 - L/D CLOSURE

Commencing January 13, 2016 and continuing until further notice, the Old River L/D in the vicinity of Mile 304.0, will be closed for maintenance. The L/D will reopen once to river recedes below 60.5 on the Red River Landing Gauge. The Lockmaster, Mr. Morris J. Oubre can be reached at (225) 492-3333, for up-to-date information.

LNM: 01-16

**UPPER MISSISSIPPI RIVER
MILE 725.9 - BRIDGE MAINTENANCE**

Winona Highway Bridge; Two form travelers will be in place until July 2016, with horizontal clearance being reduced to 409 feet. Vertical clearance on the outside edge of the channel will be reduced to 53 feet 8 inches and the center span clearance will not be affected. For additional information mariners may contact the M/V CHARLIE D via VHF-FM Channels 13, 14 or 16 or by phone at (612) 360- 4849.

LNM: 40-15

MILE 595.3 - MILE 595.0 - CHANNEL CONDITION

The width of the navigation channel is reduced to approximately 200 feet between approximate Miles 595.3 and 595.0. Mariners are recommended to favor the can buoy line and exercise caution in the area.

LNM: 44-15

MILE 535.0 - BRIDGE MAINTENANCE

Sabula Railroad Drawbridge; Effective 7:00 a.m., December 16, 2015, the drawbridge is closed to river traffic. Request for an opening requires a

MILE 535.0 - BRIDGE MAINTENANCE

24-hour notice to be given by contacting Kevin Law (605) 321-8613 or Bruce Wold (605) 366-7503.

LNM: 50-15

MILE 485.8 - BRIDGE MAINTENANCE

Iowa-Illinois Memorial Dual Bridges; A work barge may be located in the channel from 7:00 a.m. until 5:30 p.m., Monday through Friday. Barge is equipped with a marine band radio and will move on 1-hour advance notice by contacting the work crew via VHF-FM Channel 16.

LNM: 45-15

MILE 456.7 - CHANNEL CONDITION

Shoaling has been reported in the vicinity of Mile 456.7, extending 250 feet from the RDB along the can buoy line. Mariners are recommended to favor the can buoy line.

LNM: 50-15

MILE 425.4 - CHANNEL CONDITION

Shoaling has been reported in the vicinity of Mile 425.4, extending 200 feet into the channel from the nun buoy line. At flat pool the estimated water depth in the area is 7.3 feet. Mariners are recommended to favor the nun buoy line and transit the area with caution.

LNM: 46-15

MILE 397.1 - MILE 397.0 - CHANNEL CONDITION

The channel between approximate Miles 397.1 and 397.0, has been reduced to approximately 225 feet in width. Mariners are urged to favor the center of the channel and transit the area with caution.

LNM: 44-15

MILE 320.5 - HIGH WIRE WORK

Continuing until approximately January 9, 2016, AMEREN will be conducting high wire work in the vicinity of Mile 320.5. Work will be conducted from 7:00 a.m. until 7:00 p.m., Monday through Saturday. The contractors floating plant will consist of the M/V's KEN TUBBS and BRYANT T. During non-working hours, the contractors floating plant will be moored at the worksite. Occasionally the vessels will move barges in/out of the navigation channel. The contract vessels will monitor VHF-FM Channels 13 or 16. Mariners are urged to exercise caution in the area.

LNM: 36-15

MILE 200.8 - L/D CLOSURE/HIGH WATER

Continuing until further notice, L/D 26, in the vicinity of Mile 200.8, is closed to navigation due to high water levels. Mariners should be alert for and abide by any special instructions from the lockmaster.

LNM: 52-15

MILE 185.5 - L/D CLOSURE/HIGH WATER

Continuing until further notice, L/D 27, in the vicinity of Mile 185.5, is closed to navigation due to high water levels. Mariners should be alert for and abide by any special instructions from the lockmaster.

LNM: 52-15

MILE 180.0 - BRIDGE MAINTENANCE - UPDATE

Eads Bridge; A containment system in the Missouri and Illinois spans remains suspended 3 feet below low steel. The containment system in the center span has been raised to 10 inches below low steel.

LNM: 01-16

MILE 149.5 - ADRIFT/SUBMERGED VESSEL

A capsized, submerged and adrift 16-17 foot yellow/tan tri-hulled P/C has been reported in the vicinity of Mile 149.5, as of December 2, 2015. Mariners are urged to exercise caution in the area.

LNM: 01-16

MILE 34.0 - CHANNEL CONDITION/SAFETY ADVISORY

The COTP Ohio Valley has issued a safety Advisory due to levee breaches in the vicinity of Mile 34.0, LDB, Len Small Levee and RDB, Powers Island Levee. The breaches of these levees may cause unusual currents. Mariners are urged to transit the area with caution.

LNM: 01-16

MISSOURI RIVER

MILE 372.6 - BRIDGE CONSTRUCTION - UPDATE

Fairfax Dual Bridge Replacement; Work continues on the new left descending pier and encroaches approximately 40 feet into the left descending navigation channel. The existing horizontal clearance of 406.0 feet in the right channel span will be maintained during construction. Mariners are encouraged to contact the onsite work boat M/V FRED R. MCKENZIE on VHF-FM Channel 13 or phone at (806) 912-7299.

LNM: 01-16

MILE 144.6 - SUNKEN DREDGE

A sunken dredge has been reported in the vicinity of Mile 144.6, LDB. Salvage operations are pending. Mariners are urged to transit the area

MILE 144.6 - SUNKEN DREDGE

with caution.

LNM: 40-15

MILE 8.2 - BRIDGE MAINTENANCE

Burlington Northern (Bellfontaine) Railroad Bridge; Floating workplant will be periodically operating in the navigation channel, Monday through Friday, during daylight hours only. Workplant will move upon request by contacting M/V AL GAULT ON VHF-FM Channel 13 or 16.

LNM: 42-15

MONONGAHELA RIVER

MILE 41.5 - CHANNEL CONDITION/COTP ADVISORY - UPDATE

Water levels are receding, the COTP Safety Advisory has been cancelled.

LNM: 01-16

MILE 14.2 - MILE 11.3 - CHANNEL CONDITION/COTP ADVISORY - UPDATE

Water levels are receding, the COTP Safety Advisory has been cancelled

LNM: 01-16

MILE 2.3 - BRIDGE CONSTRUCTION

Birmingham Bridge; Due to construction, a temporary access platform extends approximately 4 feet below low steel thereby reducing the vertical clearance to 60.8 feet above pool stage.

LNM: 42-14

OHIO RIVER

MILE 1.5 - MILE 3.0 - CHANNEL CONDITION/COTP ADVISORY - UPDATE

Water levels are receding, the COTP Safety Advisory previously issued has been cancelled.

LNM: 01-16

MILE 31.7 - MILE 44.5 - CHANNEL CONDITION/COTP ADVISORY - UPDATE

Water levels are receding, the COTP Safety Advisory has been cancelled.

LNM: 01-16

MILE 54.4 - MILE 65.5 - CHANNEL CONDITION/COTP ADVISORY - UPDATE

Water levels are receding, the COTP Safety Advisory has been cancelled.

LNM: 01-16

MILE 84.2 - MILE 94.5 - CHANNEL CONDITION/COTP ADVISORY - UPDATE

Water levels are receding; the COTP Pittsburgh Safety Advisory has been cancelled.

LNM: 01-16

MILE 314.7 - MARINE RAILWAY CONSTRUCTION

Continuing until approximately February 29, 2016, Southern Marine will construct a marine railway in the vicinity of Mile 314.7, RDB, Superior Marine Ways Inc. The contractors floating plant will consist of the M/V ELIZABETH YATES, a barge mounted crane and a work flat barge. Work will be conducted from 7:00 a.m. until 5:00 p.m., 7-days a week. During non-working hours the contractors floating plant will be moored at the worksite and lighted accordingly. The M/V ELIZABETH YATES will monitor VHF-FM Channel 8. Mariners are urged to transit the area at their slowest safe speed to minimize their wake.

LNM: 37-15

MILE 326.6 - BRIDGE CONSTRUCTION

Ironton-Russell Bridge Replacement Bridge; Construction is ongoing weekdays during daylight hours. Superstructure construction is ongoing, with tower 1 completed and tower 2 under construction. Form traveler is in place over the left descending side of the navigation channel. Vertical clearance under traveler is 69.5 feet. Contact Brayman Construction work boat M/V MARK-A via VHF-FM Channel 13 or the work foreman at cell (412) 292-3219, for additional information.

LNM: 51-15

MILE 466.0 - MILE 473.0 - HIGH WATER/REGULATED NAVIGATION AREA - UPDATE

The Cincinnati Gauge has dropped below 45 feet, the Regulated Navigation Area previously in effect in the Cincinnati Harbor between Miles 466.0 and 473.0, is no longer in effect.

LNM: 01-16

MILE 595.1 - BRIDGE CONSTRUCTION

Proposed New Highway Bridge; Steel erection is ongoing channelward at both the left and right descending navigation piers. On various days during these evolutions, a crane and work barge will be encroaching the navigation channel from 7:00 a.m. until 7:00 p.m. A minimum horizontal clearance of at least 600 feet will be maintained in the navigation span during each segment erection. If an assist is requested through the work site, the onsite work boat, M/V KATHLEEN MARGARET can be reached via VHF-FM Channels 13, 16 or 73. After work hours, the barges will be

MILE 595.1 - BRIDGE CONSTRUCTION

moved from the navigation channel and a resulting 900-foot horizontal opening will be maintained. Mariners are encouraged to contact the onsite work boat for further information and advised to transit the bridge with caution.

LNM: 43-15

MILE 604.0 - AID TO NAVIGATION

A nun buoy has been reported not properly marking the channel in the vicinity of Mile 604.0, mid-channel. Mariners are urged to exercise caution in the area.

LNM: 52-15

MILE 918.5 - L/D CLOSURE - UPDATE

Intermittent lock closures of the landside lock chamber at the Smithland L/D, in the vicinity of Mile 918.5, have ceased.

LNM: 01-16

MILE 940.8 - BRIDGE MAINTENANCE

I-24 Highway Bridge; At times work barges may be located channelward adjacent to the navigation piers in both the Illinois and Kentucky spans. Work barges will be removed each night. For more information, mariners may contact the onsite work boat M/V SIR KETTLEWELL via VHF-FM Channel 68 or by calling (314) 607-1699.

LNM: 33-15

MILE 953.0 - MILE 968.0 - L/D REPAIRS/TOW RESTRICTIONS

All traffic is being passed through a marked navigation lane. There will be changes in the width of the marked channel on December 24, 2015 and December 28, 2015. The following USACE restrictions remain in effect: Mariners MUST check in with the Olmsted Lockmaster at the approach points at Miles 953.0 and 968.0, via VHF-FM Channel 13, for clearance to continue to proceed towards the project. Vessel tow configurations are limited to the maximum dimensions of 15 barges in a 3 by 5 configuration downbound and 24 barges in a 4 by 6 configuration upbound with no hip barges or other configurations that could degrade normal steerage. There is no passing, meeting, overtaking or waiting/hovering from Mile 962.0 to Mile 966.0. Mariners MUST proceed at their slowest safe speed as the wind and current conditions allow to minimize their wake. Contact the Olmsted helper boats M/V GORDON STEVENS, M/V GENIE C or M/V LIPSCOMB via VHF-FM Channel 13, if assistance is needed while navigating the area.

LNM: 51-15

MILE 976.0 - MILE 981.0 - CHANNEL CONDITION/COTP SAFETY ADVISORY

Due to high water conditions, the COTP Ohio valley has issued a Safety Advisory from Mile 976.0 to Mile 981.0. Mariners should exercise caution while transiting the area, paying particular attention to bridge approaches and maintain a sharp lookout for barge breakaways. Mariners are reminded to consider vessel horsepower, tow sizes and daytime transit of the area, if possible.

LNM: 52-15

RED RIVER

MILE 222.5 - BRIDGE MAINTENANCE

LA 511 Highway Bridge; Due to a containment system, vertical clearance below low steel is reduced by 8 feet. Mariners are urged to exercise caution in the area.

LNM: 44-15

MILE 200.0 - L/D CLOSURE

Due to high water conditions, the Joe. D. Waggoner Jr. L/D in the vicinity of Mile 200.0 is closed to navigation. The L/D will remain closed until flows drop to safe navigation levels.

LNM: 01-16

MILE 168.5 - L/D CLOSURE

Due to high water conditions, the Russell B. Long L/D 4 in the vicinity of Mile 168.5 is closed to navigation. The L/D will remain closed until flows drop to a safe navigation level.

LNM: 01-16

TENNESSEE-TOMBIGBEE RIVER

MILE 376.3 - L/D DELAYS/ALIGNMENT SURVEY

Continuing until January 11, 2016, PICES alignment surveys will be conducted at the Glover Wilkins L/D in the vicinity of Mile 376.3. Potential delays of 6-7 hours can be expected. Mariners may contact Mr. Allan Brewer at (662) 327-2142, for additional information.

LNM: 01-16

MILE 371.1 - L/D DELAYS/ALIGNMENT SURVEY

Commencing January 11, 2016 and continuing until January 17, 2016, PICES alignment surveys will be conducted at the Armory L/D in the vicinity of Mile 371.1. Potential delays of 6-7 hours can be expected. Mariners may contact Mr. Allan Brewer at (662) 327-2142, for additional information.

LNM: 01-16

MILE 213.2 - L/D OPERATION

MILE 213.2 - L/D OPERATION

Continuing until further notice the Demopolis L/D in the vicinity of Mile 213.2, is currently locking traffic during daylight hours only. The L/D will remain in daylight operation until the pool elevation recedes below 81.2 feet. Mariners should contact the L/D or the Rivers Project Management Office for the latest conditions. The L/D can be contacted via VHF-FM Channels 14 or 16 or at (334) 289-0645.

LNM: 01-16

MILE 85.0 - MILE 60.0 - AIDS TO NAVIGATION

Multiple aids to navigation have been reported diving or submerged between approximate Miles 85.0 and 60.0, due to high water conditions. Mariners are urged to exercise caution in the area

LNM: 47-15

TENNESSEE RIVER

MILE 601.8 - BRIDGE CONSTRUCTION

State Route 73 Highway Replacement Bridge; Cofferdam construction continues during daylight hours, on the right descending navigation pier with a crane barge encroaching approximately 20 feet into the navigation channel. A 470-foot navigational channel opening will be maintained during construction. For additional information, mariners may contact the work crew at (865) 680-5787 or (865) 640-5924 or the onsite workboat M/V LILA BLANCH via VHF-FM Channel 16 or by cell phone at (865) 680-3682.

LNM: 04-15

MILE 529.9 - L/D INTERMITTENT DELAYS

Attached as an enclosure to this LNM, is a USACE Nashville District Notice to Navigation Interests 15-57, regarding the Watts Bar L/D intermittent delay dates.

LNM: 44-15

MILE 471.0 - L/D INTERMITTENT DELAYS

Attached as an enclosure to this LNM is USACE Nashville District Notice to Navigation Interest LRN 15-61, concerning intermittent delays at the Chickamauga L/D, in the vicinity of Mile 471.0.

LNM: 01-16

MILE 455.0 - MILE 446.0 - SAFETY ZONE/HIGH WATER - UPDATE

Heavy rainfall has caused releases from Chickamauga Dam in the vicinity of Mile 471.0, to exceed 90,000 c.f.s. IAW the waterway management plan, the COTP Ohio Valley has established a Safety Zone from Mile 454.5 to Mile 446.0, extending the entire width of the river. The navigation of the gorge has ceased. Fleet operators should regularly check their fleets and immediately report barge breakaways to the U.S. Coast Guard. This advisory will remain in effect until the flows at Chickamauga Dam falls below 75,000 c.f.s.

LNM: 01-16

MILE 385.91 - BRIDGE CONSTRUCTION

B.B. Comer (South Bound) Dual Bridge; Steel is being erected for superstructure of the bridge. Mariners are urged to transit the area at their slowest safe speed to minimize their wake. Contact Scott Bridge supervisor via VHF-FM Channels 13 or 16 or cell (334) 381-0575.

LNM: 04-13

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

ENCLOSURES

USACE Tulsa District Navigation Notice 2015-26

Channel conditions and sailing instructions for vessels .

LNM: 49-15

USACE Tulsa District Navigation Notice TD 2016-2

Navigation channel information.

LNM: 01-16

USACE Nashville District Notice to Navigation Interests 5437, Local Notice LRN 15-58

Self Help Program and Lockage Procedures at Nashville District Locks.

LNM: 45-15

USACE Huntington District Notice to Navigation Interests 16-01

Winter navigation on the Ohio River and tributaries.

LNM: 01-16

USACE Huntington District Notice to Navigation Interests 16-04

Mail delivery and crew change policies at navigation locks, for towboats.

LNM: 01-16

USACE Huntington District Notice to Navigation Interests 16-03

Notification of sinking or sunken vessels, vessel groundings and barge breakaways.

LNM: 01-16

USACE Huntington District Notice to Navigation Interests 16-02

Review of regulations and general safety practices.

LNM: 01-16

USACE New Orleans District Navigation Bulletin 15-164

High water conditions relating to the Old River Control Structure.

LNM: 52-15

USACE Notice to Navigation Interests 15-57

Watts Bar L/D intermittent lockage delay dates.

LNM: 44-15

USACE Nashville District Notice to Navigation Interest LRN 15-61

Intermittent delays at the Chickamauga L/D.

LNM: 01-16

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 Callahan



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

NOTICE TO NAVIGATION INTERESTS

POC:

Caleb Skinner
(270)362-4226

NAVIGATION NOTICE NO.: 5437

LOCAL NOTICE NO.: LRN 15-58

DATE: 5 NOV 15

ATTN: CELRN-DE
110 9TH AVENUE SOUTH
NASHVILLE TN 37203-3863

“Self Help” Program and Lockage Procedures at Nashville District Locks

**Reference: Notice to Navigation Interests CELRN-OP-N 07-34 dated October 3,
2007 subject as above.**

This notice is a reissue of the referenced notice.

1. Industry will be permitted to use the voluntary services of any towboats that are waiting in queue on either end of the lock, to expedite lockages by assisting other tows to land along approach walls, re-arrangement of set-over tows, and pulling out barges of non-powered cuts. Additionally, tows in queue, with the exception of petroleum and hazardous cargo tows, may assist on a voluntary basis by allowing other tows to lie alongside while preparing to lock or making up for departure.
2. When industry is providing the volunteer helper boat, the locking sequence may be changed, if the lockmaster determines it would expedite traffic or improve safe operations.
3. When three or more tows are waiting above or below the lock, a series of tows (usually three) will be locked in the same direction before the procedure is reversed. This procedure will be followed until there are no tows left in queue. The procedure of locking first-come-first-served will be followed when less than three tows are waiting above or below the lock.

4. It will be necessary for tows to follow one another on the guidewall when a series of lockages are being made in one direction. Each tow should be aware of the tow that it follows and be on the guide wall as soon as that tow enters the lock chamber. The Lockmaster may vary this procedure as required by conditions at the lock. While this practice will speed up the lockage process, it is imperative that tows exercise extreme caution.
5. When a workable queue exists, vessels will contact the lock on Channel 13 to advise that they have arrived and are available to assist as a helper boat. Thereafter, information concerning lockage will be broadcast on Channel 14 unless advised otherwise by the Lockmaster. Towboats that do not answer the radio call from the lock will be dropped to the end of the waiting line.
6. All towboats are to stay with their tows while waiting lockage unless volunteering to assist other tows through the lock.
7. No adding or dropping of barges will be allowed once the tow is in queue. Tows requiring a set-over lockage should, when possible, make their set-over prior to entering and after clearing the lock if other traffic is waiting.
8. Participation in the "Self-Help" program is strictly on a volunteer basis for the sole purpose of reducing delay time to industry at Nashville District Locks. The Lockmaster or his representative will call a particular boat by radio and advise of the need for volunteer action indicated above. This advice shall not be considered an order or a direction for action within the authority of the Lockmaster under 33 CFR 207.300. No captain, pilot or other responsible person in charge of the vessel is obligated to respond, except as a volunteer. The United States assumes no liability for the transmission of such advice and shall not be responsible for any consequences of this volunteer action.

All navigators are urged to cooperate fully to accomplish maximum efficiency in transiting all locks in this district. All pilots are requested to provide the necessary number of personnel aboard their vessels to ensure that manpower is available to safely transit the locks.

FOR THE DISTRICT ENGINEER:

////original signed////

JOHN D. TRIBBLE, JR
Chief, Navigation Branch
Operations Division



**US Army Corps
of Engineers®**

HUNTINGTON DISTRICT

ATTN: CELRH-DE
502 8TH STREET
HUNTINGTON WV 25701-2070
HTTP://WWW.LRH.USACE.ARMY.MIL/

DATE: 01/04/2016

POC: Kent C. Browning
Chief, Waterway
Section
304-399-5239

NOTICE NUMBER: 5741

LOCAL NUMBER: 16-01
WATERWAY: KANAWHA RIVER
OHIO RIVER

EFFECTIVE: 01/01/2016 00:01 thru 12/31/2016 23:59
EST

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 down bound there is the potential that build-up of ice under a barge could come in contact with the bottom of the lock chamber and puncture the bottom of the barge causing it to sink. Additionally, any build-up of ice between barges in a tow or on the sides of the barges will increase the overall width and possibly hamper the entrance or the exit of the locks. Any noticeable build-up, either in or under the tow, should be checked to assure that the lockage can be accomplished without incident. Whenever conditions warrant, vessel owners should consider adjusting their tow size to compensate for ice formation.

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

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

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

Location

River Mile

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

Kanawha River Mile

*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 2014 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 levels in the river is equal to or is greater than that elevation, navigators should operate near the published sailing line to prevent damage attributable to waves created by the vessel.

In the immediate vicinity of navigation structures, the potential exists for adverse 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.

//signed//

PETER K. DODGION
Chief, Technical Support Branch



**US Army Corps
of Engineers®**

HUNTINGTON DISTRICT

ATTN: CELRH-DE
502 8TH STREET
HUNTINGTON WV 25701-2070
[HTTP://WWW.LRH.USACE.ARMY.MIL/](http://www.lrh.usace.army.mil/)

DATE: 01/04/2016

POC: Kent C. Browning
Chief, Waterway
Section
304-399-5239

NOTICE NUMBER: 5744

LOCAL NUMBER: 16-04
WATERWAY: KANAWHA RIVER
OHIO RIVER

EFFECTIVE: 01/01/2016 00:01 thru 12/31/2016 23:59
EST

**MAIL DELIVERY AND CREW CHANGE POLICIES FOR THE HUNTINGTON
DISTRICT AT NAVIGATION LOCKS FOR TOWBOAT**

The following policies are in effect for all navigation locks within the Huntington District. Crew changes will be allowed only when security levels warrant. The following procedures will be used for crew changes:

The towing companies must request permission from the Lockmaster or designee for crew changes at least two (2) hours prior to requested change. If given permission, the shift change will take place at high pool (when lock chamber is full). The crew change vehicle will remain outside the government facility gate until the motor vessel has arrived at the lock. All crew members must be in possession of a Transportation Worker Identification Credential (TWIC), with all other passengers having valid photo ID. A valid photo ID would be either a state-issued driver's license or a state- or federally-issued identification card. Crew change vehicle will not be left on the government facility or unattended. Once the crew change vehicle leaves, all personnel will leave with the vehicle and not stay on the government facility.

No mail and/or packages will be accepted for any non-government personnel at any navigation lock. Also, stamped mail from boat crews will not be accepted by lock personnel for postal pickup. Personally delivered mail and/or packages will not be accepted by the lock personnel, nor shall items be stored at the locks for later pickup by towboat personnel. The only mail that will be accepted by the project will be stamped mail addressed to the towing company.

If a motor vessel needs parts or service for breakdown maintenance, they must request permission to deliver them to the project two (2) hours in advance. If the Huntington District Repair Fleet is working at a project, there will be no crew changes.

//signed//

PETER K. DODGION
Chief, Technical Support Branch



**US Army Corps
of Engineers®**

HUNTINGTON DISTRICT

ATTN: CELRH-DE
502 8TH STREET
HUNTINGTON WV 25701-2070
HTTP://WWW.LRH.USACE.ARMY.MIL/

DATE: 01/04/2016

POC: Kent C. Browning
Chief, Waterway
Section
304-399-5239

NOTICE NUMBER: 5743

LOCAL NUMBER: 16-03
WATERWAY: KANAWHA RIVER
OHIO RIVER

EFFECTIVE: 01/01/2016 00:01 thru 12/31/2016 23:59
EST

**NOTIFICATION OF SINKING OR SUNKEN VESSELS,
VESSEL GROUNDINGS, AND BARGE BREAKAWAYS**

Timely notification of sinking or sunken vessels, groundings, and barges breakaway 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 they 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.

//signed//

PETER K. DODGION
Chief, Technical Support Branch



**US Army Corps
of Engineers®**

HUNTINGTON DISTRICT

ATTN: CELRH-DE
502 8TH STREET
HUNTINGTON WV 25701-2070
HTTP://WWW.LRH.USACE.ARMY.MIL/

DATE: 01/04/2016

POC: Kent C. Browning
Chief, Waterway
Section
304-399-5239

NOTICE NUMBER: 5742

LOCAL NUMBER: 16-02
WATERWAY: KANAWHA RIVER
OHIO RIVER

EFFECTIVE: 01/01/2016 00:01 thru 12/31/2016 23:59
EST

REVIEW OF REGULATIONS AND

GENERAL SAFETY PRACTICES

Notice is given that the Huntington District Corps of Engineers is requesting that all towing companies and other waterway users review their operating procedures to insure that their personnel are complying with all regulations and general safety practices.

Regulations prescribed by the Secretary of the Army to govern the use, administration, and navigation for the Ohio River, Mississippi River above Cairo, Illinois, and their tributaries are contained in the "Blue Book" (33 CFR 207.300). It is required that a copy of these regulations be kept at all times on board each vessel regularly engaged in navigating the rivers to which these regulations apply.

In the interest of safety to personnel and property, it is essential that the following procedures be reviewed by your operating vessel personnel in order that they may have a comprehensive understanding of the rules for vessels in the locking process, including the act of approaching or departing a lock:

- a. All deck hands working outside areas not having bulwarks or handrails shall wear a USCG approved work vests which shall be fastened.

- b. Smoking, open flames, chipping or other spark-producing activities are not permitted during the locking cycle on or inside barges, on outside areas of the towboat, or on the lockwalls, except in designated areas.

- c. Vessels with flammable or hazardous cargo barges, loaded or empty, are required to use sparkproof protective rubbing fenders ("possums"). All vessels should utilize "possums" to help alleviate damages that are occurring to lock structures. Repairs necessitated by these damages require closure of the chambers and are expensive.

- d. Tow boat operators shall not use the walls of the lock to push off to gain thrust. This technique is also known as "heeling" and is not permitted.

The observance of safe locking procedures leads to a safer and more efficient locking process both for the navigation industry and for the U.S. Army Corps of Engineers.

Thank you for your help and participation.

//signed//

PETER K. DODGION
Chief, Technical Support Branch

Navigation Notice

McClellan-Kerr Arkansas River Navigation System



US Army Corps
of Engineers

Tulsa District

Navigation Notice Number:
TD 2015-26

Date:
7 December 2015

In Reply Refer to: CESWT-OD-TC
1645 S. 101st E. Ave.
Tulsa, OK 74128-4609

SAILING INSTRUCTIONS

POOL 15: NM 348.5 – 349.8

McCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM, OKLAHOMA

Due to shallow pool conditions, mariners are advised that until further notice; Both upbound and downbound tows should run:

Red line between: 348.5 - 349.2 (below Sandtown bottom light)

Green line between: 349.2 - 349.8 (above Sandtown bottom light)

Channel depth varies, no passing is advised while transiting this reach. Waterway users are asked to check with Lock No. 15 for the latest information. Questions or request for additional information concerning this notice should be directed to Mr. Vic Heister; Navigation Field Engineer: 918-669-7244 or Mr. Robert Steiner; Navigation Project Manager: 918-775-4475 ext 5833.

A handwritten signature in black ink, appearing to read 'Earl Groves'.

Earl Groves
Chief, Operations Division



US Army Corps
of Engineers.

Navigation Notice

McClellan-Kerr Arkansas River Navigation System

Navigation Notice Number:
TD 2016-2

Date:
4 January 2016

In Reply Refer to:

CESWT-OD-TC
1645 S. 101st E. Ave.
Tulsa, OK 74128-4609

Tulsa District

SAILING ADVISORY FOR TRANSIT

POOL 15: NM 348.3

McCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM, OKLAHOMA

Mariners are advised that until further notice: Channel depths in sections near NM 348.3 vary from 4 to 6 feet. To assist transit, a deviation to raise Pool 15 to elevation 462.0 has been requested. Efforts are in progress to locate a temporary channel. Once located the alternate channel will be marked with orange buoys. Due to the shoaling and difficulties locating jugs, vessels should use these markers at their own risk and use extreme caution while transiting this area. Amendments to this Notice will be issued as temporary measures are put in place.

Waterway users are asked to check with Lock No. 15 for the latest information. Questions or request for additional information concerning this notice should be directed to Mr. Rodney Beard; Navigation Project Manager: 918-775-4475 ext 5890 or Mr. Vic Heister; Navigation Field Engineer: 918-669-7244.


Earl Groves
Chief, Operations Division

DEPARTMENT OF THE ARMY
New Orleans District, Corps of Engineers
P. O. Box 60267
New Orleans, Louisiana 70160-0267

CEMVN-OD-T

28 December 2015

NAVIGATION BULLETIN NO. 15-164

MISSISSIPPI RIVER
OLD RIVER CONTROL STRUCTURES PROJECT

Mariners are advised that there are strong currents in addition to turbulent water around the entrances to the inflow channels of the federally owned Old River Auxiliary (mile 311.0 Above Head of Passes), the Low Sill Control Structures (mile 314.5 Above Head of Passes), and the privately owned Sidney A. Murray, Jr. Hydroelectric Plant (mile 316.5 Above Head of Passes).

During normal operation of these structures, a drawdown occurs at the entrances to the inflow channels. The drawdown becomes severe when the structures operate during high river stages. The inflow channel of each of the structures are marked with a flashing amber light that is located on the south bank of the entrance.

Commencing on 4 January 2016, the U.S. Government M/V FRED LEE will be performing picket boat duties at the inflow channels of the Low Sill and Auxiliary Control Structures. The M/V FRED LEE can be reached on VHF channels 13 and 16. The inflow channels of these structures are NOT navigable channels and are restricted from recreational purposes due to the hazardous conditions. When in the vicinity of these structures, tows and other vessels should navigate between the red nun buoys and green can buoys that mark the navigation channel of the river. This is advised in order to avoid effects of crosscurrents caused by the drawdown.

Vessels in distress that are drawn into the inflow channel of any of the structures or within the restricted mooring zone (see 33 CFR Ch.1, part 162.80, 01 July 2005 Edition) in the Mississippi River (between mile 311.0 and 340.0 Above Head of Passes) should contact the M/V FRED LEE or any of the following by marine radio or any other emergency means. The structures that are staffed 24 hours each day can be reached as follows:

- Old River Complex - VHF Channel 16 (Marine Radio) / (225) 492-2159 or (225) 492-2690 (Phone), (225) 663-0893 (Cellular)

- Sidney Murray Hydroelectric Plant - VHF Channel 16 (Marine Radio) / (225) 492-2153 ext. 207 (Phone)
- Old River Lock - VHF Channel 14 (Marine Radio) / (225) 492-3333 or (225) 492-2301 (Phone).

The point of contact with the New Orleans District is Russell Beauvais at (225) 492-2169 (Work) or (225) 202-3851 (Cell).

The following are information resources that are currently available and display in chart format the location of the hazardous conditions at the Old River Control Structures and the Sidney A. Murray, Jr. Hydroelectric Plant:

- Map Nos. 66 and 67 (internet edition) of the 2007 Mississippi River Navigation Charts clearly depict the inflow channels of the above structures; the WEB address is:
http://www.mvd.usace.army.mil/Portals/52/docs/2007_FINAL_MSRV_NBK_WEB.pdf
- The hard copy of the 2007 Mississippi River Flood Control and Navigation Maps.
- CD-ROMs of the updated Map Chart Nos. 66 and 67 of the 2007 Mississippi River Navigation Charts.
- Chart No. 1 of the 2012 Atchafalaya River Chart Books (hard copy) and Geographic Information Systems (GIS) publication CD-ROMs.
- Chart No. 1 (internet edition) of the 2012 Atchafalaya River Navigation Charts; the WEB address is:
http://www.mvn.usace.army.mil/portals/56/docs/engineering/Geospatial/U35AT_2012web.pdf



KARL J. CLARK
Acting Chief, Technical Support Branch
Operations Division



**US Army Corps
of Engineers**
Nashville District

NOTICE TO NAVIGATION INTERESTS

EFFECTIVE: 21 December, 2015 – 21 January, 2016

POC:

Keith Holley
(423) 334-3522
Or
(423) 667-0057

NAVIGATION NOTICE NO.: 5424

LOCAL NOTICE NO.: LRN 15-57

DATE: 3 November 2015

ATTN: CELRN-DE
110 9TH AVENUE SOUTH
NASHVILLE TN 37203-3863

INTERMITTING DELAYS WATTS BAR LOCK TENNESSEE RIVER MILE 529.9

Crews will be conducting routine maintenance on electrical cable trays that will cause intermitting lockage delays during the following dates:

21-23 December, 2015

28-31 December, 2015

4-7 January, 2016

11-14 January, 2016

18-21 January, 2016

During these work periods the Lock will be closed to all traffic from 0700 to 1730 each day.

There is no auxiliary lock available at this location.

FOR THE DISTRICT ENGINEER:

////original signed////

JOHN D. TRIBBLE, JR
Chief, Navigation Branch
Operations Division

JKS



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

NOTICE TO NAVIGATION INTERESTS

EFFECTIVE: 01 January, 2016 – 28 February, 2016

POC:

Chris M. Clabough
Supervisory Navigation Facility Specialist
Nashville District
Phone: (423) 875-6230

NAVIGATION NOTICE NO.: 5720

LOCAL NOTICE NO.: LRN 15-61

DATE: 30 December 2015

ATTN: CELRN-DE
110 9TH AVENUE SOUTH
NASHVILLE TN 37203-3863

INTERMITTENT LOCKAGE DELAYS

CHICKAMAUGA LOCK
TENNESSEE RIVER MILE 471.0

Crews will be conducting routine electrical maintenance that will cause intermittent lockage delays during the following dates:

26-28 January 2016
1-4 February, 2016
8-11 February, 2016
16-18 February, 2016
22-23 February, 2016

During these work periods, the lock will be closed to all traffic from 7:00 am to 5:30 pm each day.

There is no auxiliary lock at this location.

FOR THE DISTRICT ENGINEER:

////original signed////

JOHN D. TRIBBLE, JR
Chief, Navigation Section
Technical Services Branch

JKS