



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

LOCAL NOTICE TO MARINERS

District 8 MRS

Week: 08/16

Mississippi River System

LIGHT LIST VOLUME V
NOTICE NUMBER 08-16
February 24, 2016

LIGHT LIST REFERENCE: COMDTPUB P16502.5, Vol V, 2016 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	0061 - 16 (UM)	0064 - 16 (UM)
Sector Lower Mississippi River	0123 - 16 (LM)	0134 - 16 (LM)
Sector Ohio Valley	0051 - 16 (OV)	0064 - 16 (OV)
OB DWB	0014 - 16 (OB)	0017 - 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

DGPS UNUSABLE TIME - HARTSVILLE, TENNESSEE

The Hartsville, Tennessee, DGPS Site will be off-air for maintenance from 1500Z, until 1900Z, March 3, 2016. The alternate time is from 1500Z until 1900Z, March 4, 2016.

LNM: 03-16

USACE NASHVILLE DISTRICT - SEMI-ANNUAL NAVIGATION MEETING

The USACE Nashville District will host a Navigation Meeting on March 16, 2016, from 10:00 a.m. until 12:30 p.m. Attached as enclosures to this LNM are the Notice to Navigation Interests 16-03 and the agenda for the meeting.

LNM: 07-16

GPS TESTING - EGLIN AIR FORCE BASE, FLORIDA

Commencing March 14-17, 2016, March 21-24, 2016, and again on March 28-31, 2016, from 1300Z until 1900Z, 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. This testing should NOT affect civilian GPS users. 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: 08-16

GPS TESTING - EGLIN AIR FORCE BASE, FLORIDA

Continuing until February 27, 2016, and February 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: 08-16

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

DGPS UNUSABLE TIME - DANDRIDGE, TENNESSEE

The Dandridge, Tennessee, DGPS Site will be unusable from 1400Z until 1600Z, February 29, 2016. The alternate times are 1400Z until 1600Z, March 1, 2016.

LNM: 03-16

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

MISSOURI RIVER - VHF-FM HIGH LEVEL SITE

Continuing until further notice, the Gasconade VHF-FM High Level Site, in the vicinity of Mile 105.0, is unable to monitor VHF-FM Channel 16, between approximate Miles 155.0 and 55.0. Mariners are requested to monitor VHF-FM Channel 16 and make reports to U.S. Coast Guard Sector Upper Mississippi River at (314) 269-2332.

LNM: 04-16

LOWER MISSISSIPPI RIVER - CHANNEL CONDITION/AIDS TO NAVIGATION

Due to extreme high water condition between approximate Miles 813.0 and 683.0, dike markers have been reported missing in the area.

LNM: 05-16

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
720	Fin And Feather Daybeacon	STRUCT DEST		0075LM	05/16	
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
1200	Black Rock Daybeacon	STRUCT DMGD	0086LM	05/16
1210	Lone Star Light	LT IMCH	0086LM	05/16
1213	Non Lateral Mark 330.4	STRUCT DEST	0087LM	05/16
1220	Onion Creek Daybeacon	STRUCT DMGD	0088LM	05/16
1225	Tucker Lake Light	LT IMCH	0088LM	05/16
1265	Peno Point Daybeacon	STRUCT DMGD	0088LM	05/16
1267	Non Lateral Mark 313.9	STRUCT DEST	0089LM	05/16
1430	Arbuckle Island Light	STRUCT DEST	0091LM	05/16
1520	O'Kane Island Light	LT IMCH/STRUCT DMGD	0094LM	06/16
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
1705	Old Neely Daybeacon	STRUCT DMGD	0093LM	06/16
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
2405	Adkins Lake Light	DAYMK MISSING	0100LM	06/16
2435	Richland Bend Middle Daybeacon	STRUCT DEST	0133-16	08/16
2498	Cummins Bend Daybeacon	STRUCT DEST	0103LM	06/16
2540	Sample Island Light	STRUCT DEST	0106LM	06/16
2550	Sample Island Lower Light	STRUCT DEST	0107LM	06/16
2570	Ross Ferry Light	DAYMK DMGD	0108LM	06/16
2570	Ross Ferry Light	STRUCT DEST	0287LM	39/15
2645	Hoop Pole Bay Daybeacon	STRUCT DEST	0109LM	06/16
2650	Paradise Bay Light	STRUCT DEST	0258LM	36/15
2665	Owens Lake Daybeacon	DAYMK DMGD	0110LM	06/16
3026	Rainer Knob Upper Daybeacon	STRUCT DEST/TRUB	0243OV	21/15
4250	Shammels Mound Landing Light	STRUCT DMGD	0010OV	02/16
4525	Boyds Landing Light	LT EXT	0049OV	07/16
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
7055	Mccluggage Bridge Light	DAYMK MISSING	0068UM	08/16
7145	Farm Creek Channel Light	DAYMK MISSING	0067UM	08/16
7300	Turkey Island Daybeacon	STRUCT DEST	0050UM	06/16
7380	Duck Island Daybeacon	DAYMK MISSING	0426UM	41/15
7440	Quiver Beach Daybeacon	STRUCT DEST	0138UM	22/15
7445	Siebs Lake Light	STRUCT DEST	0065UM	08/16
7510	Otter Creek Daybeacon	STRUCT DEST	0478UM	43/15
7785	Valley City Bridge Daybeacon	DAYMK DMGD	0059UM	07/16
7825	Bevington Daybeacon	STRUCT DEST	0060UM	07/16
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
9040	Three Mile Daybeacon	STRUCT DEST		05/16

9150	Washita Point Light	STRUCT DEST	0392LM	48/15
9535	Quaker Oats Light	STRUCT DEST	0043OV	06/16
9850	Murphy Smith Light	STRUCT DEST	0303LM	40/15
9935	Bader Light	LT EXT	0365LM	44/15
10045	Roosevelt Light	STRUCT DEST	0063LM	04/16
10120	Driver Upper Light	STRUCT DEST	0064LM	04/16
10335	Vice President Light	STRUCT DEST	0065LM	04/16
10455	Armstrong Bar Light	STRUCT DEST	0069LM	05/16
10540	Harbert Point Light	LT EXT	0256LM	36/15
10625	Delta Lower Light	STRUCT DEST	0118LM	06/16
10635	Westover Light	STRUCT DEST	0219LM	32/15
10640	Kangaroo Point Light	STRUCT DEST	0117LM	06/16
10660	Old Town Bend Foot Light	STRUCT DEST	0121LM	06/16
10660	Old Town Bend Foot Light	STRUCT DEST	0253LM	36/15
10685	Robson Light	STRUCT DEST	0116LM	06/16
10700	Sunflower Cut-Off Foot Light	STRUCT DEST	0115L,M	06/16
10715	Wood Cottage Light	STRUCT DEST	0114LM	06/16
10720	Knowlton Light	STRUCT DEST	0113LM	06/16
10760	Smith Point Light	STRUCT DEST	0112LM	06/16
10890	Chicot City Light	STRUCT DEST	0370LM	45/15
10895	Eutaw Bar Light	STRUCT DEST	0126-16	08/16
10955	Miller Bend Light	STRUCT DEST	0125-16	08/16
11070	Anconia Point Light	STRUCT DEST	0130-16	08/16
11115	Grand Lake Light	LT EXT	0380LM	47/15
11120	Carolina Landing Light	STRUCT DEST	0081LM	05/16
11125	Corregidor Light	STRUCT DEST	0080LM	05/16
11140	Opossum Point Lower Light	STRUCT DEST	0120LM	06/16
11145	Skipwith Bar Light	STRUCT DEST	0079LM	05/16
11210	Fitler 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
11620	St. Catherine Bar Light	STRUCT DEST	0122LM	07/16
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
16675	Fines Bluff Daybeacon	STRUCT DEST	0040UM	04/16
17135	Seventy-Six Towhead Light	LT EXT	0040OV	06/16
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	Rocheport 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
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
28145	Cumberland Island Junction Light	STRUCT DEST	0023OV	04/16
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
31135	The Pot Light	LT IMCH	0028OV	05/16
31460	Small Island Light	LT EXT	0029OV	05/16
31605	Walker Light	LT EXT	0204OV	17/15
31645	Lehmans Bluff Daybeacon	STRUCT DEST	0027OV	05/16
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
1315	Garrison Creek Daybeacon	WATCHING PROPERLY			05/16	08/16
1395	Haroldton Light	WATCHING PROPERLY			05/16	08/16
1410	Lavaca Light	WATCHING PROPERLY			05/16	08/16
1420	Gun Club Lake Daybeacon	WATCHING PROPERLY			05/16	08/16
1427	Big Creek Daybeacon	WATCHING PROPERLY			05/16	08/16
1505	Guthrie Island Light	WATCHING PROPERLY			06/16	08/16
1510	Moore's Creek Light	WATCHING PROPERLY			06/16	08/16
1515	Roseville Daybeacon	WATCHING PROPERLY			06/16	08/16
1530	County Line Daybeacon	WATCHING PROPERLY			06/16	08/16
1532	Non Lateral Mark 246.3	WATCHING PROPERLY			06/16	08/16
1710	Point Bar Cutoff Light	WATCHING PROPERLY			06/16	08/16
1715	Hola Bend Cutoff Light	WATCHING PROPERLY			06/16	08/16
1725	Reeds Ferry Light	WATCHING PROPERLY			06/16	08/16

1730	Galla Rock Light	REBUILT/REMAINS	06/16	08/16
1733	Non Lateral Mark 189.8	WATCHING PROPERLY	06/16	08/16
1735	Sweedeen Island Light	WATCHING PROPERLY	06/16	08/16
1830	Cypress Creek Light	WATCHING PROPERLY	06/16	08/16
1832	Non Lateral Mark 167.2	WATCHING PROPERLY	06/16	08/16
1845	Stane Reach Upper Daybeacon	WATCHING PROPERLY	06/16	08/16
1903	Non Lateral Mark 150.9	WATCHING PROPERLY	06/16	08/16
1915	Bigelow Middle Daybeacon	WATCHING PROPERLY	06/16	08/16
1948	Non Lateral Mark 138.8	WATCHING PROPERLY	06/16	08/16
1955	Fletcher Bend Light	WATCHING PROPERLY	06/16	08/16
1960	Palarm Light	WATCHING PROPERLY	06/16	08/16
2030	Burns Park Light	WATCHING PROPERLY	06/16	08/16
2470	Cooper Bend Light	WATCHING PROPERLY	06/16	08/16
2485	Little Bayou Meto Lower Daybeacon	WATCHING PROPERLY	06/16	08/16
2505	Cummins Ferry Light	REBUILT/REMAINS	06/16	08/16
2510	Cummins Ferry Lower Daybeacon	REBUILT/REMAINS	06/16	08/16

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	Pine Bluff Sand & Gravel Dock Lights (3)	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 EXT			05/16	
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
9965	Huffman Grain Light	STRUCT DEST	0131-16	08/16
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	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
14756	Isle Of Capri Casino Marina Daybeacon	MISSING		03/16
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
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None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

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	08/16
7040	Peoria Heights Light	Removed Light Equip / ICE		0491UM	44/15	08/16
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

None

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

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>
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None

Advance Notice(s)

OHIO RIVER

The following change will be made the week of March 14, 2016.
Discontinue Ledbetter Light (LLNR-28160).

LNM: 08-15-67D

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>
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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 374.8 - MILE 373.5 - CHANNEL CONDITION/USACE ADVISORY

Shallow pool conditions reportedly exist between approximate Miles 374.8 and 373.5, Pool 16. Mariners are advised to transit along the green line. The channel depth varies, no passing is recommended while transiting this reach. Mariners are urged to contact L/D 16 for the latest information. Questions or requests for additional information should be directed to Mr. Vic Heister, Navigation Field Engineer at (918) 669-7244 or Mr. Robert Steiner, Navigation Operation Manager at (918) 607-0952.

LNM: 05-16

MILE 343.0 - SUNK VESSEL - UPDATE

A M/V that reportedly sunk at its dock in the vicinity of Mile 343.0 stern has been lifted and salvage operations are ongoing. The M/V is reportedly not marked. Mariners are urged to exercise caution in the area.

LNM: 08-16

MILE 300.4 - BRIDGE MAINTENANCE

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 213.4 - MILE 167.3 - AIDS TO NAVIGATION

Several buoys previously reported missing or not properly marking the channel between approximate Miles 213.4 and 167.3 have been reset.

LNM: 08-16

MILE 142.5 - CHANNEL CONDITION

Shoaling has been reported in the vicinity of Mile 142.5, LDB. A M/V reportedly grounded at this location with a draft of 8.6 feet on February 19, 2016. Mariners are urged to exercise caution in the area.

LNM: 08-16

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 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

BLACK WARRIOR RIVER MILE 341.5 - MILE 339.0 - MARINE EVENT/SPECIAL LOCAL REGULATION

On March 19, 2016, from 7:00 a.m. until 12:00 p.m., the University of Alabama will hold a rowing competition between approximate Miles 341.5 and 339.0, Tuscaloosa, Alabama. This event is published in 33 Code of Federal Regulations part 100.801 (Table 7, Sector Mobile #4) as a Special Local Regulation. Vessels desiring to transit the regulated area may do so only with prior approval of the Patrol Commander and when so directed by that officer and will be operated at a no wake speed in such a manner which will not endanger participants in the event or any other craft. The Patrol Commander may be contacted via VHF-FM Channel 16, call sign PATCOM. For further information, mariners may contact U.S. Coast Guard Sector Mobile, Alabama, at (251) 441-5976.

LNM: 08-16

MILE 341.5 - MILE 339.0 - MARINE EVENT

On February 27, 2016, from 7:00 a.m. until 12:00 p.m., the University of Alabama will hold rowing competition between approximate Miles 341.5 and 339.0, Tuscaloosa, Alabama. This event is published in 33 Code of Federal Regulations part 100.801 (Table 7, Sector Mobile #4) as a Special Local Regulation. Vessels desiring to transit the regulated area may do so only with prior approval of the Patrol Commander and when so directed by that officer and will be operated at a no wake speed in such a manner which will not endanger participants in the event or any other craft. The Patrol Commander may be contacted via VHF-FM Channel 16, call sign PATCOM. For further information, mariners may contact U.S. Coast Guard Sector Mobile, Alabama, at (251) 441-5976.

LNM: 05-16

CLINCH RIVER

MILE 52.0 - MILE 49.0 - MARINE EVENT

Attached as an enclosure to this LNM, is a USACE Nashville District Notice to Navigation Interests 16-02, regarding the Oak Ridge Rowing Association 2016 schedule.

LNM: 05-16

CUMBERLAND RIVER

MILE 190.4 - BRIDGE REPAIRS

Louisville and Nashville Railroad Drawbridge; Due to the emergency cabling system installed on the drawbridge, the left descending navigational channel span remains blocked to navigation. Towboats transiting the drawbridge are now REQUIRED to use only the right descending navigation span and may pass under the bridge if an opening is not needed. When water levels are forecasted to rise, the cabling system will be activated and once manned will open with a 1 hour advance notice during daylight hours only. Mariners are requested to contact the drawtender in advance prior to transiting the bridge via VHF-FM radio channels 13 and 16 or by phone at (615) 256-4193.

LNM: 05-16

MILE 148.7 - HIGH WATER CONDITION/COTP ADVISORY/TOW RESTRICTIONS

The COTP Ohio Valley advises that due to the Cheatham L/D, in the vicinity of Mile 148.7, discharge exceeding 75,000 c.f.s., the following tow restrictions are in effect. Tows will be limited to no greater in length and width than would be 9 jumbo barges made up in a 3 by 3 configuration and will not exceed approximately 105 feet by 795 feet overall, including the boat. Only straight single lockage will be allowed. No barges will be on the hip and the tow must enter and exit the lock made up and may not be separated for multiple lockage. Mariners are urged to exercise caution when transiting the area.

LNM: 08-16

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, from both LDB and RDB. The left descending trestle currently blocks the auxiliary navigation channel and mariners are now REQUIRED to use the preferred right descending 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 right descending main navigation channel span.

LNM: 04-16

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 183.0 - CHANNEL CONDITION/AID TO NAVIGATION

Shoaling has been reported in the vicinity of Mile 183.0, LDB. A M/V reportedly grounded at this location with an 8-foot 6 inch draft on February 8, 2016. A nun buoy has been reported missing in the area.

LNM: 06-16

MILE 181.0 - MILE 167.0 - ONE-WAY TRAFFIC - UPDATE

One way traffic is no longer required between Mile 181.0 and 167.0.

LNM: 08-16

MILE 169.9 - AID TO NAVIGATION

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

LNM: 08-16

MILE 167.9 - AID TO NAVIGATION

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

LNM: 08-16

MILE 119.0 - MILE 118.0 - DREDGING OPERATION

Continuing until further notice, Dynegy Midwest Power Plant is conducting dredging operations in the vicinity of Miles 119.0 and 118.0. Work will be conducted 24-hours a day. Mariners are urged to contact the M/V GOOD HOPE via VHF-FM Channels 16 or 74, for passing arrangements. Mariners are urged to transit the area at their slowest safe speed to minimize their wake after passing arrangements have been made.

LNM: 08-16

MILE 99.3 - SUBMERGED OBSTRUCTION

A submerged obstruction has been reported in the vicinity of Mile 99.3, LDB. Mariners are urged to exercise caution in the area.

LNM: 06-16

MILE 88.5 - CHANNEL CONDITION

The channel has been reduced to approximately 200 feet. Mariners are urged to exercise caution in the area.

LNM: 06-16

MILE 71.3 - BRIDGE REPLACEMENT

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

LNM: 01-16

KANAWHA RIVER

MILE 56.5 - DOCK MAINTENANCE

Continuing until March 7, 2016, from 7:00 a.m. until 5:00 p.m., Monday through Friday, dock maintenance will be performed in the vicinity of Mile 56.5, LDB. The contractors floating plant will consist of the M/V TOM COOK and a barge mounted crane. During non working hours, the floating plant will be moored at the worksite and lighted accordingly. The M/V TOM COOK will monitor VHF-FM Channels 13 or 16. Mariners are urged to transit the area at their slowest safe speed to minimize their wake and proceed with caution.

**KANAWHA RIVER
MILE 56.5 - DOCK MAINTENANCE**

LNM: 08-16

MILE 36.6 - BANK STABILIZATION

Continuing until approximately March 12, 2016, ABC Corporation will conduct river bank slope protection operations in the vicinity of Mile 36.6, LDB. The contractors floating plant will consist of the M/V DREW SCOTT, 1 barge mounted crane and a material barge. Work will be conducted from 7:00 a.m. until 5:00 p.m., Monday through Friday. The M/V DREW SCOTT will monitor VHF-FM Channels 13 or 16. During non-working hours, the contractors floating plant will be moored at the work-site and lighted accordingly. Mariners are urged to transit the area at their slowest safe speed to minimize their wake and proceed with caution

LNM: 08-16

**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

**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 640.1 - AID TO NAVIGATION**

A trail dike buoy in the vicinity of Mile 640.1, LDB, has been reported diving. Mariners are urged to exercise caution in the area.

LNM: 06-16

MILE 612.5 - MILE 612.3 - AIDS TO NAVIGATION

Two can buoys have been reported missing between approximate Miles 612.5 and 612.3. Mariners are urged to exercise caution in the area

LNM: 08-16

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 503.0 - UNIDENTIFIED BARGE

A barge is reportedly pushed up against the RDB in the vicinity of Mile 503.0 with no apparent mooring or anchors. The barge has no identifying markers, but does have an aluminum skiff tied off to one side. Mariners are urged to exercise caution in the area.

LNM: 08-16

MILE 501.0 - CHANNEL CONDITION

A sandbar has been reported in the vicinity of Mile 501.0. A M/V reportedly grounded at this location with a 9-foot 6 inch draft on February 16, 2016, while favoring the RDB. Mariners are urged to exercise caution in the area.

LNM: 07-16

MILE 435.8 - MILE 435.5 - SUNK BARGES

A barge has reportedly sunk in the vicinity of Mile 435.8, near the railroad bridge piling in approximately 118 feet of water. Two barges have reportedly sunk in the vicinity of Mile 435.5, inside the navigation channel, .25 miles south of the I-20 Bridge. The barges are reportedly covered with 80 feet of water. Salvage operations are pending the water levels to recede. Mariners are urged to exercise caution in the area.

LNM: 06-16

MILE 431.0 - SUNK BARGES

Two barges have been reported sunk in the vicinity of Mile 431.0, LDB. The barges have been reported in approximately 80 feet of water. Salvage operations are pending water levels to subside. Mariners are urged to exercise caution in the area.

LNM: 05-16

MILE 394.0 - MILE 365.0 - TRANSMISSION LINE MARKER INSTALLATION

Continuing until further notice, transmission line marker installation will be conducted between approximate Miles 394.0 and 365.0. Work will be conducted from 7:00 a.m. until 6:00 p.m., daily. The Rescue Boat COOKSON 63 will be on station during the operation and will monitor VHF-FM Channel 16, for additional information.

LNM: 07-16

**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: 06-16

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

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 urged to exercise caution in the area.

LNM: 06-16

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: 06-16

MILE 180.0 - BRIDGE MAINTENANCE

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 35.0 - MILE 32.0 - LEVEE CONSTRUCTION

Continuing until further notice, the USACE is rebuilding the levee between approximate Miles 35.0 and 32.0, LDB. Multiple barges and equipment will be along the river bank during this operation. Mariners may contact the M/V MS. JENNIE at (901) 494-8427, for additional information. Mariners are urged to exercise caution in the area.

LNM: 04-16

**MISSOURI RIVER
MILE 372.6 - BRIDGE CONSTRUCTION**

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 with caution.

LNM: 40-15

MILE 41.5 - CHANNEL CONDITION/COTP ADVISORY

The COTP has issued the following Safety Advisory due to high water/flow conditions reportedly exist at L/D 4 in the vicinity of Mile 41.5. The gate opening is greater than 8 feet. Mariners are urged to exercise caution when double-locking through L/D 4

LNM: 08-16

MILE 14.2 - MILE 11.3 - CHANNEL CONDITION/COTP ADVISORY

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

LNM: 08-16

**MONONGAHELA RIVER
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.

**MONONGAHELA RIVER
MILE 2.3 - BRIDGE CONSTRUCTION**

LNM: 42-14

**OHIO RIVER
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 on the right descending superstructure. The left descending superstructure has been completed. 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: 03-16

MILE 542.0 - AIDS TO NAVIGATION

A nun buoy and several can buoys have been reported not properly marking the channel in the vicinity of Mile 542.0. Mariners are urged to exercise caution in the area.

LNM: 05-16

MILE 593.0 MILE 606.8 - VTS ACTIVATION

The Vessel Traffic System Louisville, Kentucky has been activated. This system extends from Mile 593.0 to Mile 606.8 and will remain in effect while the McAlpine L/D, Upper Gauge reads 13.0 feet and above. Operating procedures and instructions to mariners are described in Title 33 Code of Federal Regulations Part 161. Mariners are urged to use caution and maintain a proper lookout while transiting the area.

LNM: 08-16

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 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 723.7 - BRIDGE MAINTENANCE

Lincoln Trails Bridge; Vertical clearance is reduced to 84 feet above pool stage due to containment system. At times, pier work will be conducted from floating workplant located downstream of the channel piers, if necessary workplant will move on 1 hour advance notice by contacting "OCCI Workboat" via VHF-FM Channels 13 or 16, or by phone at (573) 220-5133.

LNM: 04-16

MILE 935.0 - CONSTRUCTION OPERATION

Continuing until approximately April 31, 2016, construction operations will be conducted in the vicinity of Mile 935.0, LDB. The contractors floating plant will consist of the M/V BRANDY AUDREY, M/V LAURA JANE, a crane barge and 2 deck barges. Work will be conducted Monday through Friday, during daylight hours. During non-working hours, the contractors floating plant will be moored at the worksite. Mariners may contact Mr. Peter Serodino at (423) 266-1855, for additional information. Mariners are urged to exercise caution in the area.

LNM: 07-16

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 - CHANNEL CONDITION/DREDGE OPERATION

Continuing until March 7, 2016, the Olmstead Project in the vicinity of Mile 964.4 will establish a navigation lane 420 feet to 1,020 feet. The following USACE restrictions remain in effect; vessels must check in with the lock operator at Miles 953.0 and 968.0. Tow configurations are limited to a maximum 15 barges in a 3 by 5 configuration downbound and 24 barges in a 4 by 6 configuration upbound. No hip barges or other configurations that could downgrade normal steerage. There is no passing, meeting, overtaking, waiting or hovering from Mile 962.0 to Mile 966.0. Mariners must proceed at slowest safe speed to minimize wake. There are numerous hazards at this project. Contact helper boats M/V's GORDON STEVENS, GENIE C or LIPSCOMB, if assistance is needed while navigating the area.

LNM: 08-16

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

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 385.91 - BRIDGE CONSTRUCTION - UPDATE

B.B. Comer (South Bound) Dual Bridge; Superstructure erection work is ongoing outside the navigation channel, no impact to navigation is expected. Mariners may contact Scott Bridge supervisor via VHF-FM Channels 13 or 16, or cell (334) 381-0575.

LNM: 08-16

MILE 206.0 - MILE 151.0 - AIDS TO NAVIGATION

Multiple buoys have been reported missing or not properly marking the channel between approximate Miles 206.0 and 151.0. Mariners are urged to exercise caution in the area.

LNM: 03-16

WHITE RIVER

MILE 10.3 - L/D INFORMATION

Attached as an enclosure to this LNM, is a USACE Little Rock District Notice to Navigation Interests 16-18, regarding the update on increased differentials on the White River Entrance Channel McClellan-Kerr Arkansas River Navigation system.

LNM: 08-16

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
16920	BIG FIELD LIGHT	121.9	Right	FI G 4s	CNG SG	08/16

*

ENCLOSURES

USACE Nashville District Notice to Navigation Interests 16-02

Oak Ridge Rowing Association 2016 schedule.

LNM: 05-16

USACE Notice to Navigation Interests 16-03

Navigation Meeting Announcement and Agenda.

LNM: 07-16

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 Little Rock District Notice to Navigation Interests 16-18

Update on increased differentials on the White River Entrance Channel McClellan-Kerr Arkansas River Navigation System

LNM: 08-16

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

EFFECTIVE: 1 February – 31 October 2016

NAVIGATION NOTICE NO.: 5865

LOCAL NOTICE NO.: CELRN-OP-N 16-02

DATE: 1 February 2016

POC:

Sarah McAuliffe
Regatta Director
Oak Ridge Rowing Association
(508) 488-0868

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

OAK RIDGE ROWING ASSOCIATION 2016 SCHEDULE

Clinch River Mile 49-52 (Tennessee River Basin)

The Oak Ridge Rowing Association anticipates the following schedule of events for the 2016 season. This is to notify interested parties of the safety concerns with operations of power water craft in the proximity of the low profile, slow moving craft used in preparation for and during rowing events. All operators of water borne vessels are asked to exercise extreme caution when transiting this area during these events.

<u>Date</u>	<u>Event</u>	<u>Date</u>	<u>Event</u>
February	Initial Course Survey and Setup Teams Spring Training	May 1	University of Tennessee Scrimmage
March	Installation of lane cable Course survey and adjustment	May 14-15	Big 12 Championship Regatta
March 5	University of Tennessee Scrimmage	May 21	Dogwood Masters Regatta
March 12-13	Louisville Cardinal Invitational Regatta	May	Spring Season Start Platforms Removed
March 19	University of Tennessee Scrimmage	June	Spring Season lateral cross-cables, lane lines and course buoys removed
April 16-17	SIRA Championship Regatta	October	Fall Season course buoys installed
April 23	Tennessee Sprints Regatta	October 22	Secret City Head Race
April 30 – May 1	Dogwood Juniors Regatta	October 29	Course buoys removed

***Schedule subject to change

FOR THE DISTRICT ENGINEER:

////original signed/////

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

JKS



US Army Corps
of Engineers®
Nashville District

NOTICE TO NAVIGATION INTERESTS

EFFECTIVE: 12 FEB – 16 MAR 2015

POC:

Noel Smith
(615) 736-7799
noel.c.smith@usace.army.mil

NAVIGATION NOTICE NO.: 5889

LOCAL NOTICE NO.: LRN 16-03

DATE: 11 February 2016

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

SEMI-ANNUAL NAVIGATION MEETING

The Nashville District will be hosting its Spring Navigation Meeting on **16 March 2016, 10:00am-12:30pm**. Topics covered in the meeting will include the Nashville District's 2016 Lock Closure and Maintenance Schedule, status on new lock construction, Tennessee Valley Authority Activities for 2016, and the US Coast Guard Activities and Marine Events 2016. Other topics will be discussed as time allows.

The meeting will be held in the training room at Lake Barkley Resource Managers Office

Address: 200 Barkley Dam Overlook, Grand Rivers, Kentucky.

A tentative agenda is attached. If anyone has questions or would like to be included on the agenda please contact Noel Smith at (615) 736-7799, or email noel.c.smith@usace.army.mil

FOR THE DISTRICT ENGINEER:

////original signed////

John D Tribble, Jr.
Chief, Navigation Branch
Operations Division

JKS

AGENDA

Spring Semi-Annual Navigation Meeting
Lake Barkley Resource Managers Office
16 March, 2016

HOST: U.S. Army Corps of Engineers, Nashville District

MODERATOR: Owen Traugher

- | | |
|------------|--|
| 10:00 a.m. | Welcome/Opening Remarks |
| 10:15 a.m. | US Army Corps of Engineers Program Review /
Activities 2016
(John Tribble) |
| 10:45 a.m. | Kentucky and Chickamauga Locks Update
(Don Getty) |
| 11:15 a.m. | U.S. Coast Guard Activities / Marine Events
(Commander Salik) |
| 11:45 a.m. | TVA Activities 2016
(Nikki Berger) |
| 12:15 p.m. | General Discussions / Wrap Up |



**US Army Corps
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HUNTINGTON DISTRICT

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

NOTICE TO NAVIGATION INTERESTS

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/

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



U. S. Army Corps
of Engineers
Little Rock District

NAVIGATION NOTICE Number SWL 16-18

McClellan-Kerr Arkansas River Navigation System

February 18, 2016

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

UPDATE ON INCREASED DIFFERENTIALS ON THE WHITE RIVER ENTRANCE CHANNEL MCCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM

This is to advise mariners transiting the White River Entrance Channel (WREC) of increased head differentials between Norrell Lock and Dam and Montgomery Point Lock and Dam. At 7:00 a.m. today, the tailwater elevation at Norrell Lock and Dam was 143.41 ft-msl and the headwater elevation at Montgomery Point Lock and Dam was 140.97 ft-msl with a differential of 2.44 feet. Due to a rapidly falling Mississippi River the WREC differential is forecasted to increase to 3.0 feet by Friday, February 19th and is expected to remain above 3 feet for about 7 days. Mariners are reminded of advised tow restrictions during increased differentials:

<u>WREC Differential</u>	<u># Barges</u>
2.9 feet or less	no restriction
3.0 to 4.4 feet	12 barge down bound restriction No restriction up bound
4.5 to 5.0 feet	9 barge down bound restriction No up bound restriction
5.1 to 5.9 feet	4 barge down bound restriction during daylight 2 barge down bound restriction during night No up bound restriction

Mariners transiting the WREC should use extreme caution in this area, especially when passing Montgomery Point Lock and Dam. Contact Montgomery Point Lock and Dam or Norrell Lock and Dam for current differential and elevations or visit our website at <http://www.swl.usace.army.mil/Missions/WaterLevels.aspx>

Questions or requests for additional information concerning this notice should be directed to James McKinnie in the Little Rock District Office, at (501) 324-5739 or (501) 324-5096, or you may email CESWL-OP-OM@us.army.mil.

Kevin J. McDaniels
Chief, Operations Division