U.S. Department
of Homeland Security

United States Coast Guard

LOCAL NOTICE TO MARINERS

District 8 MRS Week: 10/21

Mississippi River System

LIGHT LIST VOLUME V
NOTICE NUMBER 10-21
March 10, 2021

LIGHT LIST REFERENCE: COMDTPUB P16502.5, Vol V, 2021 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	0025 - 21 (UM)	0026 - 21 (UM)
Sector Lower Mississippi River	0089 - 21 (LM)	0099 - 21 (LM)
Sector Ohio Valley	0079 - 21 (OV)	0089 - 21 (OV)
OB DWB	0012 - 21 (DWB)	0015 - 21 (DWB)

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 https://www.navcen.uscg.gov/
MISSISSIPPI RIVER SYSTEM LNM VIA INTERNET https://www.navcen.uscg.gov/
MISSISSIPPI RIVER SYSTEM LIGHT LIST VIA INTERNET https://www.navcen.uscg.gov/pdf/lightLists/LightList_V5_2021.pdf

ABBREVIATIONS

A through H

ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
Al - 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
Fl - Flashing
G - Green
GIWW - Gulf Intracoastal Waterway
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance

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
NOS - National Ocean Service
NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting

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
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

HT - Height ODAS - Anchored Oceanographic Data Buoy 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
COTP - Captain of The Port
TRDBN - Temporary Replaced by Daybeacon
C.F.S. - Cubic Feet per Second
IAW - In Accordance With
h.p. - horse power
MPH - Miles Per Hour
TVA - Tennessee Valley Authority
INC - Incorperated

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_jttfs, 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: 02-19

WESTERN RIVERS FLOATING AIDS TO NAVIGATION

The U.S. Coast Guard is responsible for placing and maintaining all aids to navigation. Buoys are set to mark project depths taking into consideration the prevailing river stages and obstructions. Buoy positions on the Inland Electronic Navigation Chart (IENC) are approximate, and subject to change depending on prevailing river stages and obstructions.

Buoys should always be given as wide a berth in passing as possible, consistent with the length and width of the vessel or tow and the width of the bend or crossing.

Buoys should always be used with caution. They may be carried off position by high water, accumulation of drift, ice, or sunk by collision or other causes. In those circumstances buoy marks will remain on the IENC and indicate the last known position of the buoy. Presence of a buoy mark on the IENC does not necessarily mean a buoy will be physically on position. When buoys are missing they will be replaced as soon as possible.

LNM: 16-19

GPS TESTING

At times, throughout our area or responsibility, multiple U.S. Government Agencies conduct GPS testing. These tests vary in duration, affected range from the test site and potential impact to the maritime user as they may affect systems that rely on GPS such as E-911, AIS and DSC. More information is available at the U.S. Coast Guard Navigation Center Website, https://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: 07-19

OHIO RIVER AND TRIBUTARIES - WINTER NAVIGATION

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 21-01, regarding winter navigation on the Ohio River and tributaries.

LNM: 03-21

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 21-04, regarding mail delivery and crew change policies at navigation locks, for towboats.

LNM: 03-21

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 21-03, regarding notification of sinking or sunken vessels, vessel groundings and barge breakaways.

LNM: 03-21

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 21-02, regarding the review of regulations and general safety practices.

LNM: 03-21

USACE HUNTINGTON DISTRICT RESTRICTED AREAS AT NAVIGATION STRUCTURES

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 21-05, regarding restricted areas at navigation structures.

LNM: 03-21

USACE HUNTINGTON DISTRICT - 2021 TENTATIVE L/D MAINTENANCE SCHEDULE - UPDATE

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 21-14, regarding 2021 tentative L/D maintenance schedule of closures.

LNM: 10-21

ARKANSAS RIVER - L/D AVAILABILITY

Multiple L/D's on the Arkansas River, have varying states of availability and operations. Closures of locks will occur as local conditions warrant. Mariners are encouraged to contact the respective lock masters, for additional information regarding L/D closures or restrictions.

LNM: 36-19

ARKANSAS RIVER - USACE CHANNEL STATUS REPORTS - UPDATE

Attached as enclosures to this LNM, are USACE Arkansas River Channel Status Reports.

LNM: 10-21

MISSOURI RIVER - AIDS TO NAVIGATION

All floating aids to navigation, maintained by the U.S. Coast Guard, have been withdrawn for the commercial navigation season. Mariners are urged to transit the Missouri River with caution and to utilize all U.S. Coast Guard Broadcasts, the Local Notice to Mariners and electronic chart displays, for navigation.

LNM: 47-20

UPPER MISSISSIPPI RIVER/ST. CROIX RIVER/MISSOURI RIVER - DRAWBRIDGE OPERATION

Attached as an enclosure to this LNM, is Special Public Notice D8 DWB-894, regarding drawbridge operation on the Upper Mississippi River, St. Croix River and the Missouri River.

LNM: 50-20

UPPER MISSISSIPPI RIVER - USACE L/D WINTER LOCKAGE HOURS/CLOSURES

Attached as an enclosure to this LNM is USACE Rock Island District Navigation Notice 20-12890, regarding L/D winter lockage hours and closures.

LNM: 48-20

SUNSET OF NOAA PRINTED CHARTS - UPDATE

**** Cancellation of NOAA Paper and Raster Nautical Charts ****

The National Oceanic and Atmospheric Administration (NOAA) is undertaking a multi-year program to end production and maintenance of its suite of over 1,000 traditional paper nautical charts and all associated raster chart products and services, including: Print-on-Demand (POD) paper nautical charts, Full-size chart PDF files, BookletChart™ PDF files, NOAA raster navigational charts (NOAA RNC®), the NOAA RNC tile service, and the online RNC viewer.

Six months notice of the intent to cancel a specific chart is provided in a "Last Edition" notice. The final cancellation of a chart is made in a "Canceled" notice. Both types of notices will appear in LNM Section IV, "Chart Correction". A comprehensive list of all canceled NOAA charts is available at: http://www.charts.noaa.gov/MCD/Dole.shtml.

Traditional paper nautical chart production is ending to enable the creation and maintenance of larger scale, more up-to-date, higher quality coverage of NOAA's electronic navigational chart (NOAA ENC®) product. This will significantly enhance the amount of charted detail available to mariners. More information about NOAA's program to sunset traditional paper charts is on the NOAA Coast Survey website at: https://nauticalcharts.noaa.gov/charts/farewell-to-traditional-nautical-charts.html.

An online NOAA Custom Chart application at: https://devgis.charttools.noaa.gov/pod is available to create chart images from ENC data, which may then be printed. Notices to Mariners will not be issued for NOAA Custom Charts.

LNM: 10-21

ARKANSAS RIVER - COVID-19/L/D RESTRICTIONS

Due to the ongoing COVID-19 concerns, mariners are required to follow the below procedure for crew change out at all Arkansas River L/D's in the USACE Little Rock and Tulsa Districts: Industry shall contact the lock 4-hours in advance of anticipated crew change. The number and names of the crew will be provided along with delivery of supplies. No industry personnel shall be allowed inside USACE control houses or buildings during crew changes, except in the case of medical emergency. Crew changes will still be allowed on the lock wall but industry must go directly from the vehicle to the motor vessel. Industry personnel will be required to use their own facilities while navigating through the lock. The physical exchange of trip tickets from crew members to lock staff members will still not be allowed and must be communicated by some other means prior to transiting the lock. Questions or requests for additional information, concerning this notice, should be directed to USACE Little Rock District Office at (501) 324-5739 or at ceswl-op-om@usace.army.mil.

LNM: 42-20

LOWER MISSISSIPPI RIVER/ARKANSAS RIVER/RED RIVER - CHANNEL CONDITION/SAFETY ADVISORY

The COTP Lower Mississippi River has issued a Safety Advisory, due to higher than expected channel shoaling and sediment buildup. Mariners are

advised to transit these rivers with caution, due to the hazardous conditions associated with missing or off station aids to navigation. Fleet operators should regularly check their fleets and immediately report barge breakaways to the U.S. Coast Guard Sector Lower Mississippi River via VHF-FM Channel 16 or at (866) 777-2744, for further information or to report areas of concern.

LNM: 25-20

UPPER MISSISSIPPI RIVER - L/D CLOSURES

Attached as an enclosure to this LNM, is USACE St. Paul District Notice to Navigation Interests 20-02-01, regarding closures at multiple L/D's along the Upper Mississippi River.

LNM: 09-21

L/D CLOSURES - USACE ROCK ISLAND DISTRICT

Attached as an enclosure to this LNM, is USACE Rock Island District Notice to Navigation Interests 20-12066-2, regarding L/D closures/maintenance schedule for 2020-2021.

LNM: 46-20

UPPER MISSISSIPPI RIVER - CHANNEL CONDITION

Shoaling and low water conditions have been reported between approximate Miles 0.0 and 80.0. Mariners SHALL review all USACE surveys, prior to transiting. The USACE has added several E-Aids to Navigation in the vicinity of Gray's Landing Point in the vicinity of Mile 46.1, that are being broadcast to assist mariners transiting. Mariners shall report all navigation obstructions in the area to U.S. Coast Guard MSU Paducah.

LNM: 04-21

UPPER MISSISSIPPI RIVER/ILLINOIS WATERWAY/MISSOURI RIVER - CHANNEL CONDITIONS

Due to prolonged extreme freezing temperatures, forecasts anticipate the formation of ice on the Upper Mississippi River, Illinois Waterway and Missouri River. Mariners are advised to exercise caution to avoid damaging barges and remain vigilant for unusual currents and high localized flows or out drafts. Mariners are cautioned to exercise care when entering or departing lock chambers, to avoid damage to the lock gates. Mariners approaching an ice gorge should make certain that the towboat has sufficient power to properly control the number of barges in tow under such unusual conditions of flow.

LNM: 06-21

MISSOURI RIVER - CHANNEL CONDITION

A large ice bridge extending bank-to-bank, approximately 100 miles in length, has been reported between approximate Miles 245.0 and 145.0. Mariners are urged to transit the area with caution, due to additional ice bridges that may be forming in the area.

LNM: 08-21

OHIO VALLEY BASIN - CHANNEL CONDITIONS - UPDATE

High water/flow conditions have lessened, the COTP Ohio Valley Safety Advisory has been cancelled.

LNM: 10-21

OHIO RIVER/LOWER MISSISSIPPI RIVER/CUMBERLAND RIVER/TENNESSEE RIVER - CHANNEL CONDITIONS

Recent heavy rain falls have resulted in a significant increase in current velocities on the Ohio River, from Paducah, Ky., to Cairo, Il., and on the Lower Mississippi River, from Cairo, Il., to Tiptonville, Tn. Both Kentucky and Barkley L/D's have increased their output flows, significantly increasing the current velocities on the lower portions of the Cumberland and Tennessee Rivers' below the dams. Mariners are to use extreme caution when approaching and locking through any lock structures. Mariners shall use extreme caution when transiting under any bridge structures. Tows pushing red flag barges shall make every effort to place loaded barges in a protected area of the tow.

LNM: 09-21

LOWER MISSISSIPPI RIVER - CHANNEL CONDITIONS

The COTP Lower Mississippi River has issued a Safety Advisory, due to the expected rapid increase in river levels over the next several days. Mariners are urged to transit with caution, due to the hazardous conditions associated with strong currents, severe outdrafts, missing or off station aids to navigation and diving buoys. Fleet operators should regularly check their fleets and immediately report barge breakaways to the U.S. Coast Guard.

LNM: 09-21

RED RIVER - CHANNEL CONDITIONS/SAFETY ADVISORY

The COTP Lower Mississippi River with the concurrence of the Red River Valley Association has issued a Safety Advisory due to high water conditions between approximate Miles 212.0 and 0.0. Strong currents, severe outdrafts, missing or off station aids to navigation, diving buoys and submerged dikes, may be encountered. The COTP Lower Mississippi River recommends the following limits for all tows when transiting this area when the Alexandria Gauge reaches 24.0 feet.

Towing vessels must have at least 500 h.p., per loaded barge, with a maximum tow size of 6 barges.

Daylight transit only through the Alexandria Bridges.

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

LNM: 10-21

ILLINOIS WATERWAY - CHANNEL CONDITION/SAFETY ADVISORY

Due to melting ice and debris in the Illinois Waterway, mariners are advised to remain vigilant and report areas of concern to the U.S. Coast Guard Sector Upper Mississippi River via VHF-FM Channel 16 or at (314) 269-2332.

LNM: 10-21

LOWER MISSISSIPPI RIVER - CHANNEL CONDITION/SAFETY ADVISORY

The COTP Lower Mississippi has issued a high water Safety Advisory from Mile 439.0 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 for tows transiting between Mile 439.0 and Mile 303.0, when the Vicksburg, Mississippi Gauge reaches 36 feet.

Down-bound tows:

Towing vessels must have at least 240 h.p., with a maximum tow size of 36 barges.
Towing vessels with less than 6,000 h.p., a maximum tow size of 25 loaded barges.
Towing vessels with 6,001 h.p. to 7,200 h.p., a maximum tow size of 30 barges.
Towing vessels with 7,201 h.p. to 8,400 h.p., a maximum to size of 35 barges.
Towing vessels with greater than 8,401 h.p., a maximum tow size of 36 barges.

Refer to the Waterways Action Plan for further details.

All up-bound tows must maintain an average speed of 3.0 MPH, over the ground for 2-miles leading up to the Memphis and/or 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 through the bridges. 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: 10-21

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
225	Murphys Island Light	STRUCT DEST		0600OV	28/18	
280	Karns Island Upper Light	STRUCT DEST		0651OV	31/18	
930	Riverside Light	LT IMCH		0149LM	29/18	
990	Milligan Bend Light	STRUCT DEST		0642LM	51/19	
1010	Webber Falls Jetty Light	STRUCT DEST		0641LM	51/19	
1020	Bluff View Light	STRUCT DEST		0640LM	51/19	
1055	Hisaw Bottom Light	LT EXT		0196LM	40/18	
1070	Brier Creek Light	STRUCT DEST		0205LM	31/15	
1077	Sandtown Bottom Light	STRUCT DEST		0457LM	39/19	
1200	Black Rock Daybeacon	STRUCT DEST		0379LM	35/19	
1205	Gans Light	STRUCT DEST		0335LM	33/19	
1213	Non Lateral Mark 330.4	STRUCT DEST		0087LM	05/16	
1220	Onion Creek Daybeacon	STRUCT DMGD		0334LM	33/19	
1223	Non Lateral Mark 328.5	STRUCT DMGD		0333LM	33/19	
1225	Tucker Lake Light	STRUCT DEST		0332LM	33/19	
1230	Mcnabb Bottom Daybeacon	STRUCT DEST		0332LM	33/19	
1240	Deadman Slough Light	STRUCT DEST		0330LM	33/19	
1245	Redland Light	STRUCT DEST		0329LM	33/19	
1255	Wilsons Rock Light	STRUCT DMGD		0380LM	35/19	
1265	Peno Point Daybeacon	DAYMK DMGD		0580LM	47/19	
1267	Non Lateral Mark 313.9	STRUCT DEST		0089LM	05/16	
1278	Non Lateral Mark 309.8	STRUCT DMGD		0378LM	35/19	
1305	Fort Smith Light	STRUCT DEST		0383LM	35/19	

1315	Garrison Creek Daybeacon	DAYMK MISSING	0377LM	35/19
1360	Crawford County Daybeacon	STRUCT DEST	0378LM	35/19
1365	Jeffrey Light	DAYMK MISSING	0376LM	35/19
1390	Fort Chaffee Light	STRUCT DEST	0579LM	47/19
1395	Haroldton Light	DAYMK MISSING	0578LM	47/19
1400	New Haroldton Light	STRUCT DEST	0574LM	47/19
1410	Lavaca Light	LT EXT/DAYMK MISSING	0577LM	47/19
1415	Trustee Bend Cutoff Light	LT EXT/DAYMK MISSING	0576LM	47/19
1420	Gun Club Lake Daybeacon	DAYMK MISSING	0582LM	47/19
1425	Big Creek Light	DAYMK MISSING	0581LM	47/19
1427	Big Creek Daybeacon	DAYMK MISSING	0575LM	47/19
1430	Arbuckle Island Light	STRUCT DEST	0091LM	05/16
1435	Clear Creek Light	DAYMK MISSING	0584LM	41/19
1445	Crooked Slough Light	STRUCT DEST	0583LM	47/19
1455	Mulberry River Daybeacon	STRUCT DEST	0041UM	11/17
1510	Moores Creek Light	LT IMCH/STRUCT DMGD	0394LM	44/16
1515	Roseville Daybeacon	DAYMK MISSING	0604LM	50/19
1520	O'Kane Island Light	LT IMCH/STRUCT DMGD	0393LM	44/16
1525	Alix Bottom Light	STRUCT DEST	0605LM	50/19
1530	County Line Daybeacon	STRUCT DEST	0606LM	50/19
1532	Non Lateral Mark 246.3	DAYMK MISSING	0607LM	50/19
1535	Kalamazoo Light	DAYMK MISSING	0608LM	50/19
1562	Non Lateral Mark 236.3	DAYMK MISSING	0609LM	50/19
1615	Dublin Daybeacon	STRUCT DEST	0610LM	50/19
1650	Bunker Hill Upper Daybeacon	STRUCT DEST	0639LM	51/19
1660	Bunker Hill Lower Daybeacon	STRUCT DEST	0643LM	51/19
1695	Dardanelle Reach Light	DAYMK DMGD	0204LM	31/15
1697	Non Lateral Mark 201.4	STRUCT DEST	0200LM	41/18
1700	Elberta Light	DAYMK MISSING	0611LM	50/19
1705	Old Neely Daybeacon	DAYMK MISSING	0612LM	50/19
1708	Non Lateral Mark 197.9	STRUCT DEST	0052LM	13/17
1710	Point Bar Cutoff Light	DAYMK MISSING	0613LM	50/19
1715	Hola Bend Cutoff Light	DAYMK MISSING	0614LM	50/19
1725	Reeds Ferry Light	DAYMK MISSING	0615LM	50/19
1733	Non Lateral Mark 189.8	DAYMK MISSING	0616LM	50/19
1735	Sweeden Island Light	LT EXT/DAYMK MISSING	0617LM	50/19
1738	Non Lateral Mark 188.8	DAYMK MISSING	0618LM	50/19
1740	Galla Creek Light	DAYMK MISSING	0619LM	50/19
1745	Wilson Light	STRUCT DEST	0620LM	50/19
1770	Willow Bend Lower Daybeacon	DAYMK MISSING	0621LM	50/19
1798	Non Lateral Mark 175.6	DAYMK MISSING	0622LM	50/19
1800	Point Remove Creek Light	DAYMK MISSING	0623LM	50/19
1815	Ellis Island Light	STRUCT DEST	0630LM	51/19
1817	Non Lateral Mark 171.2	DAYMK MISSING	0631LM	51/19
1830	Cypress Creek Light	LT IMCH/DAYMK DMGD	0632LM	51/19
1835	Morrilton Cutoff Light	DAYMK MISSING	0633LM	51/19
1845	Stane Reach Upper Daybeacon	DAYMK DMGD	0634LM	51/19
1850	Stane Reach Light	DAYMK DMGD	0635LM	51/19
1890	Belk Corner Light	DAYMK MISSING/STRUCT DMGD	0558LM	45/19

1900	Stanley Bar Light	DAYMK DMGD	0559LM	45/19
1903	Non Lateral Mark 150.9	DAYMK MISSING	0560LM	45/19
1905	Hickman Bend Light	DAYMK DMGD	0561LM	45/19
1910	Bigelow Light	DAYMK MISSING	0562LM	45/19
1915	Bigelow Middle Daybeacon	DAYMK DMGD	0563LM	45/19
1920	Bigelow Lower Light	DAYMK MISSING	0538LM	44/19
1930	Tri County Light	STRUCT DEST	0370LM	41/16
1940	Beaver Dam Creek Daybeacon	STRUCT DMGD	0636LM	51/19
1945	Devils Bend Light	LT IMCH	0212LM	43/18
1948	Non Lateral Mark 138.8	DAYMK MISSING	0539LM	44/19
1953	Non Lateral Mark 137.6	DAYMK MISSING	0540LM	44/19
1960	Palarm Light	DAYMK MISSING	0541LM	44/19
1975	Maumelle River Upper Daybeacon	STRUCT DEST	0565LM	45/19
1988	Non Lateral Mark 130.6	DAYMK MISSING	0542LM	44/19
2005	Crystal Hill Light	LT IMCH	0047LM	12/17
2030	Burns Park Light	STRUCT DEST	0514LM	42/19
2045	Waterworks Bend Light	DAYMK DMGD	0515LM	42/19
2125	Fourche Place Cutoff Light	LT EXT	0523LM	42/19
2130	Willow Bar Light	LT EXT	0524LM	42/19
2143	Non Lateral Mark 106.5	DAYMK MISSING	0637LM	51/19
2160	Estes Place Light	DAYMK IMCH/STRUCT DMGD	0396LM	44/16
2173	Non Lateral Mark 99.0	DAYMK MISSING	0638LM	51/19
2199	Non Lateral Mark 92.0	STRUCT DEST	0398LM	44/16
2370	Ste. Marie Bend Lower Daybeacon	STRUCT DEST	0407LM	45/16
2435	Richland Bend Middle Daybeacon	STRUCT DEST	0099LM	16/18
2485	Little Bayou Meto Lower Daybeacon	DAYMK DMGD	0094LM	15/18
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
2665	Owens Lake Daybeacon	DAYMK DMGD	0110LM	06/16
2825	Miller Creek Daybeacon	STRUCT DEST	0346OV	18/18
3655	Cages Bend Light	STRUCT DEST	0660OV	38/19
3965	Watkins Daybeacon	STRUCT DEST	0245OV	19/17
4250	Shammels Mound Landing Light	STRUCT DEST	0010OV	02/16
4285	Saline Creek Light	STRUCT DEST/TRUB	0221OV	26/16
4315	Pryors Creek Light	STRUCT DEST	0030OV	02/20
4340	Devils Elbow Light	STRUCT DEST	0306OV	16/18
4390	Crooked Creek Light	STRUCT DEST/TRUB	0383OV	36/16
4500	Kuttawa Bar Light	STRUCT DEST	0243OV	12/18
4505	Money Cliff Light	STRUCT DEST	0364OV	19/18
7035	Drolls Point Light	STRUCT DEST/TRLB	0233UM	23/20
7290	Turkey Island Upper Upper Daybeacon	STRUCT DEST	0511UM	49/20
7565	Sugar Creek Light	STRUCT DEST	0526UM	51/20
7585	Frederick Light	STRUCT DEST	0539UM	29/19
7650	Briggs Landing Light	LT EXT/STRUCT DMGD	0890UM	51/19
8840	Nine Mile Creek Light	STRUCT DEST	0699OV	33/18
8857	Arbuckle Creek Light	STRUCT DEST/TRDBN		39/20
9150	Washita Point Light	LT EXT	0395LM	33/20
9185	Preston Peninsula Light	REDUCED INT	0420LM	46/16

9456	Six Mile Cut Lower Daybeacon	STRUCT DEST	0518UM	47/18
9535	Quaker Oats Light	STRUCT DEST	0043OV	06/16
9565	Putney Daybeacon	DAYMK DMGD	0768OV	52/19
9590	Iron Bank Light	LT EXT	0770OV	52/19
9630	Samuel Light	LT EXT	0771OV	52/19
9660	Osage Orange Daybeacon	DAYMK DMGD	0773OV	52/19
9663	Barker Daybeacon	DAYMK MISSING/STRUCT DMGD	0774OV	52/19
9665	French Point Light	STRUCT DEST	0775OV	52/19
9680	Island 8 Chute Upper Daybeacon	DAYMK MISSING/STRUCT DMGD	0787OV	52/19
9690	Milton Bell Light	LT EXT	0172OV	22/16
9695	Lester Light	STRUCT DEST	0777OV	52/19
9700	Island 10 Bar Light	LT EXT	0779OV	52/19
9707	Everest Landing Daybeacon	DAYMK MISSING/STRUCT DMGD	0780OV	52/19
9715	Groom Towhead Daybeacon	STRUCT DEST	0781OV	52/19
9725	Morrison Towhead Daybeacon	LT EXT	0788OV	52/19
9770	Nolan Daybeacon	DAYMK MISSING	0783OV	52/19
9780	Williams Point Daybeacon	DAYMK DMGD	0778OV	52/19
9790	Bixby Towhead Light	DAYMK MISSING	0786OV	52/19
9810	Merriwether Bend Light	LT EXT/DAYMK MISSING	0791OV	52/19
9825	Carey Upper Daybeacon	STRUCT DEST	0648LM	52/19
9830	Little Cypress Bend Light	LT EXT/DAYMK DMGD	0649LM	52/19
9845	Murphy Smith Upper Daybeacon	STRUCT DEST	0065LM	14/17
9860	Robinson Bayou Light	LT EXT	0650LM	52/19
9905	Blaker Towhead Light	LT EXT/DAYMK DMGD	0651LM	52/19
9910	Blaker Towhead Lower Light	LT EXT	0652LM	52/19
9980	Obion Bar Light	LT EXT/DAYMK MISSING	0653LM	52/19
10195	Dean Island Light	REDUCED INT	0327LM	33/19
10225	Island 40 Foot Light	STRUCT DEST	0232LM	49/18
10540	Harbert Point Light	LT EXT	0256LM	36/15
10545	Stumpy Point Light	STRUCT DEST	0249LM	52/18
10625	Delta Lower Light	STRUCT DEST	0118LM	06/16
10650	Miller Point Light	STRUCT DEST	0171LM	14/16
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	0115LM	06/16
10710	Ludlow Bar Light	DAYMK DMGD	0018LM	04/18
10715	Wood Cottage Light	STRUCT DEST	0114LM	06/16
10720	Knowlton Light	STRUCT DEST	0113LM	06/16
10730	Mason Landing Daybeacon	STRUCT DEST	0172LM	14/16
10815	Riverton Middle Bar Light	STRUCT DEST	0113LM	21/18
10885	Cypress Bend Light	STRUCT DEST	0032LM	07/18
10895	Eutaw Bar Light	STRUCT DEST	0365LM	35/19
10905	Mounds Crevasse Lower Light	STRUCT DEST	0114LM	21/18
10910	Boliver Light	STRUCT DEST	0069LM	11/18
10955	Miller Bend Light	STRUCT DEST	0030LM	06/18
10965	La Grange Towhead Light	STRUCT DEST	0367LM	35/19
11050	Vaucluse Bend Light	STRUCT DEST	0028LM	06/18
11070	Anconia Point Light	STRUCT DEST	0368LM	35/19
11080	Lakeport Light	STRUCT DEST	0369LM	35/19

11085	Walnut Point Light	STRUCT DEST	0370LM	35/19
11125	Corregidor Light	STRUCT DEST	0080LM	05/16
11130	Sarah Island Light	STRUCT DEST	0371LM	35/19
11170	Stack Island Light	STRUCT DEST	0372LM	35/19
11180	STACK ISLAND LOWER LIGHT	STRUCT DEST	0373LM	35/19
11195	Chinaman Light	STRUCT DEST	0374LM	35/19
11210	Fitler Point Daybeacon	STRUCT DEST	0170LM	28/17
11215	Seitz Light	STRUCT DEST	0448LM	38/19
11220	Cottonwood Bar Pointway Light	STRUCT DEST	0449LM	38/19
11245	Willow Point Light	DAYMK DMGD	0450LM	38/19
11250	Belle Island Corner Daybeacon	STRUCT DEST	0451LM	38/19
11250	Belle Island Corner Daybeacon	STRUCT DEST/TRDBN	0134LM	22/15
11270	Cabin Teele Light	STRUCT DEST	0452LM	38/19
11270	Cabin Teele Light	STRUCT DMGD	0079LM	12/14
11275	Marshall Point Cut-Off Daybeacon	STRUCT DEST	0453LM	38/19
11280	Joseph Henry Daybeacon	STRUCT DEST	0454LM	38/19
11300	Kings Point Light	LT EXT	0337LM	35/16
11305	Centennial Island Light	LT EXT	0338LM	35/16
11395	Cypress Bunch Light	STRUCT DEST	0461LM	39/19
11407	Coggins Light	STRUCT DEST	0296LM	29/16
11415	Reid Bedford Point Light	STRUCT DEST	0463LM	39/19
11425	Diamond Light	STRUCT DEST	0464LM	39/19
11430	Sargent Point Light	LT IMCH/DAYMK DMGD	0465LM	39/19
11440	Cannon Point Light	STRUCT DEST	0294LM	41/17
11455	Buckridge Light	STRUCT DEST	0467LM	39/19
11470	Grand Gulf Island Light	STRUCT DEST	0468LM	39/19
11495	Hart Light	LT IMCH/DAYMK DMGD	0469LM	39/19
11505	Old Levee Light	LT IMCH/DAYMK DMGD	0470LM	39/19
11520	Ashland Light	LT IMCH/DAYMK DMGD	0471LM	39/19
11530	Hole In The Wall Light	LT IMCH/REDUCED INT	0472LM	39/19
11540	Giles Bend Cut-Off Light	STRUCT DEST	0171LM	28/17
11700	Fort Adams Light	STRUCT DEST	0402LM	36/19
11795	Morganza Crevasse Light	STRUCT DEST	0400LM	36/19
11835	Bayou Sara Bend Light	STRUCT DEST	0399LM	36/19
11860	Port Hudson Light	STRUCT DEST	0581NOLA	36/19
11900	Devils Swamp Light	STRUCT DEST	0397LM	36/19
11940	Ben Burman Light	STRUCT DEST	0549LM	44/19
12677	Island 21 Daybeacon	STRUCT DEST	0503UM	27/19
13165	Lock 5A Light	LT EXT	0172UM	20/20
13230	Island 74 Light	STRUCT DEST/TRUB	0380UM	34/20
13430	Root River Upper Light	LT EXT	0172UM	20/20
13510	Perry Ruby Light	STRUCT DEST	0061UM	12/17
13720	Crooked Slough Head Daybeacon	STRUCT DEST/TRUB	0482UM	26/19
13725	Crooked Slough Head Light	STRUCT DEST/TRUB	0482UM	26/19
13915	Clayton Lower Daybeacon	STRUCT DEST/TRUB	0240UM	31/18
14010	Cassville Upper Daybeacon	STRUCT DEST	0546UM	29/19
14030	Cassville Lower Light	STRUCT DEST	0546UM	29/19
14055	Milkmans Island Light	LT EXT	0172UM	20/20
14095	Island 214 Light	STRUCT DEST/TRLB	0101UM	19/18

14105	Maquoketa Island Light	STRUCT DEST	0460UM	25/19
14230	Nine-Mile Island Light	STRUCT DEST	0410LM	36/17
14260	Stone Slough Light	STRUCT DEST	0454UM	25/19
14275	Fever River Light	STRUCT DEST/TRUB	0485UM	45/18
14295	Pulaski Light	STRUCT DEST	0485UM	45/18
14385	Arnold Towhead Light	STRUCT DEST	0449UM	25/19
14445	Sabula Lower Light	STRUCT DEST	0446UM	25/19
15170	Edwards Island Upper Light	STRUCT DEST/TRUB	0403UM	26/16
15255	Bakers Point Light	STRUCT DEST	0131UM	21/18
16910	Ste. Genevieve Island Light	STRUCT DEST	0557UM	30/19
17790	Snyder Bend Upper Daybeacon	STRUCT DEST	0863UM	48/19
17795	Snyder Bend Daybeacon	DAYMK DMGD	0050UM	08/19
17825	Hutchinson Daybeacon	DAYMK DMGD	0050UM	08/19
18545	Wagons Landing Daybeacon	STRUCT DEST	0445UM	41/20
18580	Nebraska Bend Daybeacon	STRUCT DEST	0445UM	41/20
18765	Little Nemaha River Daybeacon	STRUCT DEST	0556UM	49/18
18830	Indian Cave Bend Lower Daybeacon	STRUCT DEST	0463UM	26/19
18840	Corning Landing Daybeacon	STRUCT DEST	0464UM	26/19
18850	Fargo Daybeacon	STRUCT DEST	0464UM	26/19
18860	Lower Cottier Bend Daybeacon	STRUCT DEST	0332UM	29/20
19030	Myers Daybeacon	STRUCT DEST	0464UM	26/19
23285	Cluster Upper Light	STRUCT DEST	0721OV	34/18
24110	Old Lock No. 17 Lower Daybeacon	STRUCT DEST		39/20
29258.4	Lock Three Upper Daybeacon	STRUCT DMGD		36/20
29272	Deloges Middle Daybeacon	DAYMK IMCH		36/20
29340	England Daybeacon	STRUCT DEST		36/20
29380	Alexandria Daybeacon	STRUCT DEST		36/20
29450	Lock Two Upper Daybeacon	DAYMK MISSING		36/20
29467	Hog Lake Daybeacon	STRUCT DEST		36/20
29475	Once More Daybeacon	STRUCT DEST		36/20
29500	Schampinol Lake Daybeacon	DAYMK DMGD		36/20
29535	Johnson Lake Daybeacon	STRUCT DEST		37/20
29540	Johnson Bayou Daybeacon	STRUCT DEST		37/20
29547	Hadden Fort Middle A Daybeacon	MISSING	0436LM	41/11
29555	Hadden Fort Lower Daybeacon	STRUCT DEST		37/20
29565	Brouillette Daybeacon	STRUCT DEST		37/20
29575	Lake St. Agnes Daybeacon	STRUCT DEST		37/20
29597	Larto Middle Daybeacon	STRUCT DEST	0049LM	12/17
29600	Larto Bayou Daybeacon	STRUCT DEST	0050LM	12/17
29605	Lorran Lake Upper Daybeacon	STRUCT DEST		37/20
29618	Red River Entrance Light	STRUCT DEST		37/20
29665	Dry Cypress Daybeacon	STRUCT DEST		37/20
29690	Bayou Cocodrie Upper Daybeacon	STRUCT DEST		37/20
29695	Bayou Cocodrie Daybeacon	STRUCT DEST		37/20
29710	Grassy Lake Daybeacon	DAYMK MISSING		37/20
29725	Alligator Bayou Daybeacon	STRUCT DEST	0216LM	33/17
29750	Timber Lake Daybeacon	STRUCT DEST		37/20
29755	Naples Daybeacon	STRUCT DEST		37/20
29775	Three Rivers Junction Light	STRUCT DEST		37/20

29780	Barbre Daybeacon	STRUCT DEST			37/20
29785	Torras Daybeacon	STRUCT DEST			37/20
29795	Oak Grove Daybeacon	STRUCT DEST			37/20
31995	Dry Creek Light	LT IMCH		0402OV	31/20
32140	Chambers Daybeacon	STRUCT DEST		0178OV	11/13
32170	Diamond Island Lower Daybeacon	STRUCT DEST		0177OV	11/13
32325	Condors Landing Light	STRUCT DEST		0127OV	09/20
32445	Sales Light	TRUB/STRUCT DEST		0269OV	19/14
32460	Reynoldsburg Island Light	STRUCT DEST/TRUB		0290OV	15/18
32480	Higgins Light	STRUCT DEST		0342OV	27/15
32530	Standing Rock Upper Light	STRUCT DEST		0658OV	41/13
32585	Pine Bluff Light	STRUCT DEST		0308OV	19/19
32600	Clyde Light	LT EXT		0581OV	44/15
32605	Newburg Light	STRUCT DEST		0362OV	29/15
32650	West Entrance Canal Light	LT EXT		0994OV	50/18
32665	Grand Rivers Light	LT EXT		0993OV	50/18

DISCREPANCIES (FEDERAL AIDS) CORRECTED

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

None

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1685	Oakley Dock Light	LT EXT		0307-14 LM	44/14	
1690	Mobley Dock Light	LT EXT		0454-13 LM	48/13	
2100	Oakley Light	LT EXT		0520LM	42/19	
2337	Island Harbor Marina Light	LT EXT			45/16	
2340	Century Tube Lights (2)	LT EXT			45/16	
2400	Pickett And Davison Lights (2)	LT EXT		0481-13 LM	50/13	
3725	Lakewood Marina Lights (4)	LT IMCH		0439-15 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	
3930	Alcoa Chemical Dock Lights (2)	MSLD SIG/LT EXT		0216-10 OV	14/10	
3960	Hunter Marine Transport Dock Lights (2)	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	
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
7725	Cargill Terminal Lights (2)	LT IMCH	0171-18 UM	26/18
7730	Public Service Co. Dock Lights (6)	LT EXT	0119-18 UM	20/18
7730	Public Service Co. Dock Lights (6)	LT IMCH	0171-18 UM	26/18
7760	Adm Growmark Grain Elevator Lights (2)	LT IMCH	0171-18 UM	26/18
8095	Pere Marquette Boat Harbor Light	LT EXT	0013-15 UM	04/15
9440	Black Dog Lights (5)	LT EXT		43/16
9965	Huffman Grain Light	STRUCT DEST	0131-16 LM	08/16
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
11943	Bear Industries Barge Dock Lights (4)	LT EXT	0600-17 NO	30/17
11990	Riverside Dock Lights (2)	LT EXT	0695-01 UM	40/01
12080	University Dock Lights (3)	LT EXT	0696-01 UM	40/01
12215	Koch Fuel Dock Lights (2)	LT EXT		35/16
12320	Newport Terminal Lights (2)	LT EXT		35/16
12385	Shiely Dock Lights (2)	LT IMCH		35/16
12712	City of Red Wing Metering Station Special Light	MISSING		42/16
12768	Consolidated Grain and Barge Loading Dock Piling Lights (2)	MISSING		42/16
12930	Alma City Dock Light/Daymarks (3)	MISSING		42/16
13405	G. Heileman Brewery Dock Light	MISSING		42/16
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
15425	Hall Towing Light	STRUCT DEST	0280UM	25/20
15822	Hannibal Intake Light	LT EXT	0358-20 UM	32/20
16100	Jersey County Grain Dock Lights (2)	LT EXT		19/16
16205	Piasa Harbor Light	LT EXT	0131-15 UM	22/15
16220	Con-Agra Mooring Lights (2)	LT EXT		21/16
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
16310	Sioux City/New Orleans Terminal Light	STRUCT DEST		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
16445	Continental Cement Lights (2)	LT EXT	0305-08 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 UM	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
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
18700	Bunge Dock Lights (3)	MISSING/LT EXT		18/08
19185	St. Joseph L & P Dock Light	LT IMCH		17/08
19300	Bartlett 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 UM	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
20870	U.E. Callaway Intake Lights (2)	LT EXT	0522-20 UM	52/20
24005	Bens Run Light	LT EXT		03/20
25820	Cargill Barge Loading Facility Light	LT EXT	0552-09 OV	40/09
26290	Boone County Sand And Gravel Lights (2)	LT EXT	0769-00 OV	40/00
26860	Dupont Chemical Lights (2)	LT EXT	0330-18 OV	17/18
27300	American Electric Power Lights (7)	LT EXT	0245-17 OV	12/18
32550	Paris Landing State Park Lights (2)	Status Unreported	0452-20 OV	38/20
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
8540	Blaines Island Light	DISCONTINUED			39/20	
8840	Nine Mile Creek Light	DISCONTINUED			11/18	
10455	Armstrong Bar Light	RELOCATED			23/18	

11275	Marshall Point Cut-Off Daybeacon	TRDBN		49/16	
11280	Joseph Henry Daybeacon	TRDBN		49/16	
15395	Dutchman Island Lighted Buoy	TRUB	0512UM	49/20	20/21
15435	Sunken M/V John Paul Lighted Buoy	TRUB	0512UM	49/20	20/21
15475	Waggoner PT Lighted Buoy	TRUB	0512UM	49/20	20/21
29880	Kinnikinnic River Daybeacon	DISCONTINUED		21/20	

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

Approved Project(s) **Project Date** **Ref. LNM**

None

Advance Notice(s)

UPPER MISSISSIPPI RIVER

The Coast Guard will make the following Aid to Navigation change after March 30, 2021:
Discontinue Boulanger Towhead Light (LLNR-12430), at mile 820.5, Right Descending Bank, in approximate position 44-46-03.522N/092-56-46.295W.

LNM: 05-21

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

Proposed Project(s) **Closing** **Docket No.** **Ref. LNM**

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.

ALLEGHENY RIVER
MILE 15.5 - MILE 14.7 - TEMPORARY PRIVATE AIDS TO NAVIGATION

ALLEGHENY RIVER
MILE 15.5 - MILE 14.7 - TEMPORARY PRIVATE AIDS TO NAVIGATION

GenOn Power Midwest L.P., at the Cheswick Generating Station, has reported the installation of 7 Temporary Special Lighted Buoys located outside of the navigation channel between approximate Miles 15.5 and 14.7, Allegheny County, Cheswick, Pennsylvania. The 7 Temporary Special Lighted Buoys will be deployed seasonally to perform a scientific study until April 2022. Any questions or inquiries should be directed to: GenOn Power Midwest LP, P.O. Box 65, Cheswick, PA 15024 – Mr. William McGraw at (724) 275-1595 or navigation safety concerns should be directed to U.S. Coast Guard MSU Pittsburgh at (412) 221-0807, extension 227 or via email at: MSUPittsburghPrevention@uscg.mil. Mariners are advised to exercise caution in this vicinity and to completely avoid navigating outside of the navigable channel in the area.

LNM: 13-20

ARKANSAS RIVER
MILE 443.2
VERDIGRIS RIVER - NAVIGATION OBSTRUCTION

A vehicle has been reported in the water in the vicinity of Mile 443.2, LDB, I-44 Dual Bridge (LLNR-670), down-stream protection cell. Mariners are urged to exercise caution in the area.

LNM: 09-21

MILE 392.5 - PUBLIC NOTICE/BRIDGE REPLACEMENT

U.S. 62 Bridge Replacement; A public notice has been issued for the construction of the U.S. 62 Bridge, across the Arkansas Waterway, Mile 392.5, near Muskogee, Muskogee County, Oklahoma. The public notice can be viewed at the following website: https://navcen.uscg.gov/pdf/bridges/publicNotices//D08rPN897_Us62BridgeArkansasWaterway_MuskogeeCountyOklahoma.pdf. Comments will be received through April 5, 2021.

LNM: 10-21

MILE 319.6 - L/D DELAYS/DREDGE OPERATION

Continuing until March 11, 2021, dredge operations will be conducted at the down-stream approach and inside the L/D chamber at WD Mayo L/D 14, in the vicinity of Mile 319.6. Delays of up to 8-hours can be expected at the L/D. Work is expected to be completed on schedule, however, unforeseen issues could require additional time. Waterway users are asked to check with L/D 14, for the latest information. Mariners may contact the USACE, Mr. Robert Steiner, Navigation Operation Manager at (918) 607-0952 or Mr. Vic Heister, Navigation Field Engineer at (918) 669-7244, for additional information.

LNM: 08-21

MILE 50.2 - INTERMITTENT DELAYS/L/D CLOSURE

Continuing until March 12, 2021, intermittent delays lasting up to 3-hours at a time, between 6:00 a.m. and 6:00 p.m., at the Joe Hardin L/D 3 in the vicinity of Mile 50.2. Commencing 6:00 a.m., March 12, 2021 and continuing until 6:00 p.m., March 20, 2021, the L/D will be closed to navigation. In the event the work is finished early, the lock will open. Questions or requests for additional information concerning this notice should be directed to the USACE Little Rock District Office, at (501) 324-5739 or you may email CESWL-OP-OM@usace.army.mil.

LNM: 09-21

BLACK WARRIOR RIVER - TOMBIGBEE WATERWAY
MILE 341.4 - MILE 338.7 - MARINE EVENT

On March 20, 2021, from 8:00 a.m. until noon, the University of Alabama will hold a women's rowing team regatta between approximate Miles 341.4 and 338.7, Oliver Pool. Mariners may contact Mr. Chad Brumelow, BWT/Alabama-Coosa Project Management Office at (205) 752-3571, for additional information. Mariners are urged to exercise caution in the area during the event periods.

LNM: 08-21

MILE 303.5 - BANK STABILIZATION

Continuing until mid-March 2021, Jemison Maritime L.L.C., is conducting bank stabilization operations in the vicinity of Mile 303.5, Moundville Bank. The contractors floating plant will consist of the M/V J.O. BRADFORD and a crane barge. The M/V J.O. BRADFORD will monitor VHF-FM Channel 16 or via phone at (601) 415-4947. Mariners are requested to notify the tug prior to passing and exercise caution in the area. Mariners may contact Mr. George Bosarge at (251) 518-8108 or Mr. Chad Brumelow at (205) 752-3571, BWT/Alabama-Coosa Project Management Office (CESAM-OP-BA), for additional information.

LNM: 04-21

CUMBERLAND RIVER
MILE 148.7 - CHANNEL CONDITION/L/D CLOSURE - UPDATE

The Cheatham L/D, in the vicinity of Mile 148.7, has resumed locking operations.

LNM: 10-21

MILE 129.9 - BRIDGE REPLACEMENT

State Route 13 Bridge Replacement; Pier construction for the new bridge and pier demolition from the old bridge are ongoing simultaneously on both sides of the river. The floating workplant may at times be moored at the edge of the channel. A minimum 250 feet of horizontal clearance will be maintained at all times. The workplant will move upon request. Mariners may contact M/V FALCON via VHF-FM Channel 13 or 16, or telephone at (870) 377-1889, for more information.

LNM: 51-20

GREEN RIVER
MILE 63.1 - CHANNEL CONDITION - L/D CLOSURE

L/D 2 in the vicinity of Mile 63.1, has ceased locking operations, due to high water with an Upper Gauge reading above 22.5 feet. Mariners should contact the lock operator to determine if it is safe to navigate over the weir. Mariners are advised to exercise caution in the area.

LNM: 05-21

MILE 9.1 - CHANNEL CONDITION-L/D CLOSURE

MILE 9.1 - CHANNEL CONDITION-L/D CLOSURE
The COTP Ohio valley has issued a Safety Advisory due to high water in the vicinity of Mile 9.1, L/D 1. L/D 1 has ceased locking with an Upper Gauge above 25.9 feet. Mariners should contact the lock operator to determine if it is safe to navigate over the weir.

LNM: 09-21

ILLINOIS WATERWAY
MILE 288.7 - MILE 287.3 - BRIDGE REPAIRS
Joliet Harbor Bridges; Due to ongoing bridge work, mariners are required to provide 1-hour advance notice, when requesting drawspan openings.

LNM: 19-20

MILE 172.5 - MILE 167.9 - AIDS TO NAVIGATION
The following aids to navigation have been withdrawn for the navigation season and replaced with unlighted buoys:
Blue Creek Lower Lighted Buoy (LLNR-7015), Mile 172.5, RDB,
Drolls Point Upper Lighted Buoy (LLNR-7030), Mile 169.9, LDB and
Peoria Heights Lighted Buoy (LLNR-7040), Mile 167.9, LDB.
Mariners are urged to exercise caution in these areas.

LNM: 48-20

MILE 151.2 - BRIDGE OPERATION
Pekin Railroad Drawbridge; Continuing until further notice, the bridge will be unattended and left in the open-to-navigation position. The bridge shall initiate the closing sequence for an approaching train by broadcasting the closure on VHF-FM Channel 16, 10-minutes prior to closure and immediately prior to closing. If no mariners respond to the broadcast, the operator of the bridge may begin the closing sequence. For additional information, mariners may contact Chad Toussaint, with Union Pacific Railroad at (979) 665-5541.

LNM: 18-20

MILE 93.3 - CHANNEL CONDITION
Shoaling caused by sediment buildup has been reported in the vicinity of Mile 93.3, Sugar Creek. Mariners are urged to exercise caution in the area.

LNM: 09-21

MILE 59.0 - SUBMERGED OBSTRUCTIONS
Submerged concrete blocks have been reported in the vicinity of Mile 59.0, LDB. These underwater obstructions could impact the left descending side of the channel. Water depths over the top of these obstructions is approximately 11 feet, at minimum pool. These obstructions are unmarked. Mariners are urged to exercise caution in the area.

LNM: 08-21

MILE 44.3 - CHANNEL CONDITION
Thick ice has built up in the vicinity of Mile 44.3. Conditions in the area are rapidly deteriorating with 95 percent ice coverage. Mariners are advised against navigating through this area.

LNM: 07-21

MILE 26.5 - CHANNEL CONDITION
Shoaling has been reported in the vicinity of Mile 26.5, mid-channel. Mariners are urged to exercise caution in the area.

LNM: 06-21

KANAWHA RIVER
MILE 58.5 - PIPELINE REPAIR
Continuing until approximately March 12, 2021, Amherst Madison will conduct pipeline repair in the vicinity of Mile 58.5. The contractors floating plant will consist of the M/V TOM COOK and a crane barge. Work will be conducted from 7:00 a.m. to 5:00 p.m., Monday through Saturday. The M/V TOM COOK will monitor VHF-FM Channel 13 or 16. During non-working hours, the floating plant will be moored at the worksite and lighted accordingly. Mariners are urged to transit the area at their slowest safe speed to minimize wake and proceed with caution.

LNM: 07-21

MILE 36.7 - STREAM BANK PROTECTION
Commencing March 22, 2021 and continuing until April 16, 2021, from 7:00 a.m. until 5:00 p.m., Monday through Saturday, Amherst Madison will be placing Stream Bank Protection in the vicinity of Mile 36.7, LDB. The contractors floating plant will consist of the M/V ANDY MULLINS, a barge mounted crane and 2 material barges. The M/V ANDY MULLINS will monitor VHF-FM Channel 13 or 16. During non-working hours, the contractors floating plant will be moored at the worksite and lighted accordingly. Mariners are urged to transit at their slowest safe speed to minimize their wake and proceed with caution.

LNM: 10-21

LOWER MISSISSIPPI RIVER
MILE 839.0 - MILE 835.0 - SALVAGE OPERATIONS/INTERMITTENT RIVER CLOSURES - UPDATE
Salvage operations in the vicinity of Mile 837.0, have been postponed. The transit advisory between approximate Miles 839.0 and 835.0, has been cancelled.

LNM: 10-21

MILE 832.0 - AWASH BARGE
A partially sunken barge has been reported in the vicinity of Mile 832.0, RDB. Mariners are urged to exercise caution in the area.

LNM: 10-21

MILE 813.0 - CHANNEL CONDITION
Shoaling has been reported in the vicinity of Mile 813.0, approximately 400-500 feet inside the nun buoy line. Mariners are urged to exercise caution

MILE 813.0 - CHANNEL CONDITION
in the area.

LNM: 06-21

MILE 772.0 - MILE 768.0 - CHANNEL CONDITION
Extreme shoaling has been reported between approximate Miles 772.0 and 768.0, inside the navigation channel, on the RDB. Mariners are advised to favor the nun buoy line and transit as far off the RDB, as is safe. One-way traffic is advised through the area. Mariners are requested to transit the area at their slowest safe speed and to proceed with caution, giving down-bound traffic the right of way. Mariners are requested to contact U.S. Coast Guard Sector Lower Mississippi River via VHF-FM Channel 16 or at (866) 777-2784, to report areas of shoaling, hazardous conditions or missing aids to navigation.

LNM: 40-20

MILE 757.0 - MILE 756.0 - AIDS TO NAVIGATION
Multiple nun buoys have been reported missing between approximate Miles 757.0 and 756.0. Mariners are urged to exercise caution in the area.

LNM: 07-21

MILE 720.0 - MILE 719.0 - CHANNEL CONDITION
Shoaling has been reported between approximate Mile 720.0 and 719.0. Mariners are urged to exercise caution in the area.

LNM: 04-21

MILE 719.0 - AIDS TO NAVIGATION
Multiple can buoys have been reported missing in the vicinity of Mile 719.0. Mariners are urged to exercise caution in the area.

LNM: 04-21

MILE 610.2 - SHORELINE WORK
Continuing until approximately April 1, 2021, the USACE Contract Vessel M/V DAVE DAVENPORT is conducting shoreline work in the vicinity of Mile 610.2, LDB, Dennis Landing. The M/V DAVE DAVENPORT will monitor VHF-FM Channel 13, 16 or 72 or via phone at (601) 642-9638. Mariners are requested to transit the area as far off the LDB, as is safe, not meet or pass, transit the area at their slowest safe speed to minimize their wake and proceed with caution after making passing arrangements with the M/V DAVE DAVENPORT.

LNM: 09-21

MILE 585.0 - SUNK BARGE
A sunk work barge has been reported in the vicinity of Mile 585.0, close to the public boat ramp, outside of the navigation channel, Rosedale Harbor. The barge reportedly has 29 feet of water over the top, as of December 9, 2020 and is reportedly unmarked. Mariners are urged to exercise caution in the area.

LNM: 51-20

MILE 540.1 - CHANNEL CONDITION
Shoaling has been reported in the vicinity of Mile 540.1, near the nun buoy line. Mariners are urged to transit the area with caution.

LNM: 50-20

MILE 466.0 - AIDS TO NAVIGATION
Multiple buoys have been reported missing in the vicinity of Mile 466.0. Mariners are urged to exercise caution in the area.

LNM: 07-21

MILE 370.0 - MILE 368.0 - TRANSMISSION LINE INSTALLATION/TEMPORARY RIVER CLOSURES
Continuing until March 14, 2021, from 6:00 a.m. until 6:00 p.m., each day, the M/V SEA LION and associated barges are installing electrical power transmission lines in the vicinity of Mile 369.1, Rifle Point Dike. To facilitate this operation, rolling river closures from Mile 370.0 to Mile 368.0, may be required. Traffic control vessels will be positioned at Mile 370.0 and 368.0. Traffic wishing to transit, should contact the traffic control vessels a minimum of 30-minutes, prior to arrival, to allow power line personnel to secure equipment. Mariners are requested to transit the area at their slowest safe speed to minimize their wake and proceed with caution after making passing arrangements with the M/V SEA LION and traffic control vessels. The M/V SEA LION will monitor VHF-FM Channel 16 or 20A or via phone at (985) 519-7236. Mariners may contact U.S. Coast Guard Sector Lower Mississippi River via VHF-FM Channel 16 or at (866) 777-2784, for additional information.

LNM: 09-21

MILE 304.0 - L/D RESTRICTIONS
Continuing until approximately May 1, 2021, tows are to enter the lock wall at a DEAD SLOW speed, tows will be restricted to a length no more than 1,100 feet and will line up along the floating guidewall before proceeding into the lock's chamber. Two line-handlers (with life vests) and bumpers are required when approaching and exiting the lock. Vessels must be moored by the bow and stern to the floating timber-heads. The Lockmaster, Mr. Anthony T. Lindsly can be reached at (225) 492-3333, for up-to-date information. The point of contact at the USACE New Orleans Office is Russell Beauvais at (225) 492-2169.

LNM: 01-21

MILE 304.0 - L/D CLOSURES - UPDATE
Continuing until March 19, 2021, the Old River L/D in the vicinity of Mile 304.0, will periodically be closed to navigation for up to 4-days at a time, to perform operational load tests on the newly installed Emergency Bulkhead Lowering Carriage Machinery. Navigation will be allowed to pass between load test cycles. The maximum estimated time for a load test cycle will be 4-days. Lock personnel will do all that is possible to minimize the impacts to the navigation industry. The load tests must be performed to assure that the New Emergency Bulkhead Lowering Carriage Machinery is fully operational in the event of an actual operational emergency. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution when the lock is periodically opened to clear the queue. The Lockmaster, Anthony Lindsly, can be reached at (225) 492-3333 (Office) or (504) 407-4434 (Cell). The point of contact for the USACE New Orleans District is Russell Beauvais, Operations Manager, (225) 492-2169 (Office) or (225) 202-3851 (Cell).

MILE 304.0 - L/D CLOSURES - UPDATE

LNM: 10-21

UPPER MISSISSIPPI RIVER
MILE 522.5 - L/D CLOSURE

Continuing until noon, March 15, 2021, L/D 13 in the vicinity of Mile 522.5, will be closed for maintenance. During this closure, mariners are requested NOT to tie up on the guidewalls. Mariners may contact L/D 13 via VHF-FM Channel 14 or at (815) 589-3313, for additional information and assistance.

LNM: 46-20

MILE 493.3 - L/D CLOSURE

Continuing until noon, March 15, 2021, L/D 14 in the vicinity of Mile 493.3, will be closed for maintenance. During this closure, mariners are requested NOT to tie up on the guidewalls. Mariners may contact the lock via VHF-FM Channel 14 or at (309) 794-4357, for additional information.

LNM: 46-20

MILE 485.81 - BRIDGE REPLACEMENT

I-74 Replacement Bridge; Superstructure work is ongoing in the main channel. At times horizontal clearance may be reduced to 350 feet. A helper boat is available by contacting M/V KAREN RENEE' HAMM via VHF-FM Channel 13 or 16, or by telephone, from 6:00 a.m. until 6:00 p.m., at (309) 361-1047 and from 6:00 p.m. until 6:00 a.m., at (309) 299-4213.

LNM: 15-20

MILE 483.0 - L/D CLOSURE

Continuing until noon, March 15, 2021, L/D 15, in the vicinity of Mile 483.0, will be closed for repairs. During this closure, mariners are requested NOT to tie up along the guidewalls. Mariners may contact the lock at (309) 794-5266 or via VHF-FM Channel 14, for assistance.

LNM: 46-20

MILE 481.4 - BRIDGE REPAIR

Cresent Railroad Bridge; The right descending span will be blocked by a construction barge. The barge will occupy the span 24-hours a day, until further notice. Mariners are advised to only use the left descending navigation span.

LNM: 52-20

MILE 384.8 - MILE 367.2 - AIDS TO NAVIGATION

The following aids to navigation have been withdrawn for the navigation season and replaced with unlighted buoys:
Dutchman Island Lighted Buoy (LLNR-15395), in the vicinity of Mile 384.8,
Sunken M/V John Paul Lighted Buoy (LLNR-15435), in the vicinity of Mile 378.4 and
Waggoner PT Lighted Buoy (LLNR-15475), in the vicinity of Mile 367.2.

LNM: 49-20

MILE 364.2 - L/D CLOSURE

Continuing until noon, March 15, 2021, L/D 19, in the vicinity of Mile 364.2, will be closed for maintenance. During this closure, towboat operators are requested NOT to tie up on the guidewalls. Mariners may contact the lock via VHF-FM Channel 14 or at (319) 524-2631, for additional information.

LNM: 48-20

MILE 324.9 - L/D CLOSURE

Continuing until 5:00 p.m., March 12, 2021, L/D 21 in the vicinity of Mile 324.9, will be closed for repairs. During this closure, mariners are urged NOT to tie up on the guidewalls. Mariners may contact L/D 21 at (217) 222-0918 or VHF-FM Channel 14, for the latest information.

LNM: 04-21

MILE 241.4 - L/D CLOSURE - UPDATE

Continuing until 6:00 a.m., March 22, 2021, L/D 25 in the vicinity of Mile 241.4, will be closed for repairs. All navigation interests should be alert for, and abide by, any special instructions that may be issued by the lockmaster.

LNM: 10-21

MILE 185.5 - NAVIGATION OBSTRUCTIONS

Navigation obstructions, consisting of embedded metals, have been reported protruding from the lock walls, L/D 27 (auxiliary chamber side) in the vicinity of Mile 185.5. Tows should exercise caution and stay off the bullnose, to avoid the protruding metal. Mariners should be alert for, and abide by, any special instructions that may be issued by the lockmaster.

LNM: 06-21

MILE 185.5 - L/D RESTRICTIONS

Continuing until further notice, L/D 27 in the vicinity of Mile 185.5, has imposed 89-foot width restriction in the auxiliary chamber, due to ice accumulation. The main chamber is open to navigation without restrictions. All navigation interests should be alert for, and abide by, any special instructions that may be issued by the lockmaster.

LNM: 08-21

MILE 183.2 - BRIDGE CONSTRUCTION

Merchants Railroad Bridge; Work barges continue excavating around both left and right descending navigation piers and the right descending pier of the center span. Work barges should not encroach more than 65 feet into the navigation channel, at any time. For work barge locations, mariners are encouraged to contact the onsite work boat M/V KATHERINE OHARA via VHF-FM Channel 6 or 16 or by phone at (217) 248-9077.

LNM: 49-20

MILE 179.2 - BRIDGE MAINTENANCE

Douglas MacArthur Bridge; Two suspended platforms are located in the center navigation span. Each platform measures 9 feet wide and hang 5 feet below low steel. One platform is located 60 feet channelward of the right descending pier and the other platform is located 120 feet channelward of the left descending pier. There are also 3 platforms located at various locations in the Illinois span. Mariners are urged to transit the bridge with caution.

LNM: 32-19

MILE 95.0 - MILE 94.0 - AIDS TO NAVIGATION

Multiple buoys have been reported missing between approximate Miles 95.0 and 94.0. Mariners are urged to exercise caution in the area.

LNM: 09-21

MILE 46.1 - CHANNEL CONDITION

Heavy ice flows have been reported in the vicinity of Mile 46.1, Grays Point. Tows transiting north-bound through the area are reportedly experiencing difficulties transiting through the area. Mariners are urged to exercise caution in the area.

LNM: 08-21

MILE 46.03
MILE 45.95 - AIDS TO NAVIGATION

Two can AIS aids to navigation have been relocated based on dredging performed at Grays Point, at Mile 46.03 and Mile 45.95. The new positions are 37-14-55.98996N 089-27-36.94152W and 37-14-53.36688N 089-27-34.36818W. Mariners are urged to exercise caution in the area.

LNM: 08-21

MILE 7.5 - BRIDGE LIGHTING REMOVAL/ALTERNATE SPAN

I-57 Bridge; Mariners are advised that the green lights marking the alternate span, have been permanently extinguished. Mariners are advised to use the main channel span until further notice.

LNM: 44-20

MONONGAHELA RIVER
MILE 95.0 - MILE 93.0 - CHANNEL CONDITION/COTP ADVISORY - UPDATE

High water/flow conditions have lessened, the COTP Pittsburgh Safety Advisory through Coburn Bend between approximate Miles 95.0 and 93.0, has been cancelled.

LNM: 10-21

MILE 82.0 - CHANNEL CONDITION/SAFETY ADVISORY - UPDATE

High water/flow conditions have lessened, the COTP Pittsburgh Safety Advisory for the Upper Gauge at Gray's Landing Dam, vicinity of Mile 82.0, has been cancelled.

LNM: 10-21

MILE 82.0 - MILE 61.2 - CHANNEL CONDITION/COTP ADVISORY - UPDATE

High water/flow conditions have lessened, the COTP Pittsburgh Safety Advisory has been cancelled.

LNM: 10-21

MILE 61.2 - MILE 41.5 - CHANNEL CONDITION/SAFETY ADVISORY - UPDATE

High water/flow conditions have lessened, the COTP Pittsburgh Safety Advisory has been cancelled.

LNM: 10-21

MILE 14.4 - MILE 14.2 - AIDS TO NAVIGATION

Two can buoys have been reported not properly marking the channel between approximate Miles 14.4 and 14.2. Mariners are urged to exercise caution in the area.

LNM: 10-21

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

High water/flows are lessening, the COTP Pittsburg Safety Advisory has been cancelled.

LNM: 10-21

OHIO RIVER
MILE 1.5 - MILE 6.2 - CHANNEL CONDITION/COTP ADVISORY - UPDATE

High water/flow conditions have lessened, the COTP Safety Advisory between approximate Miles 1.5 and 6.2, has been cancelled.

LNM: 10-21

MILE 3.6 - TEMPORARY LIGHTED DANGER BUOYS

Mascaro Construction Co., LP., has installed four (04) Temporary Lighted Danger Buoys with White flash characteristic Fl 2.5s, to mark a turbidity curtain around the perimeter of the construction area located at the Allegheny County Sanitary Authority (ALCOSAN), in the vicinity of Mile 3.6, RDB. The Temporary Lighted Danger Buoys were installed in the following approximate positions:
40-28-42.82N 080-02-51.39W,
40-28-47.97N 080-02-55.63W,
40-28-55.90N 080-03-03.99W and
40-29-00.91N 080-03-09.91W.
Any questions, inquiries or navigation safety concerns, should be directed to Mascaro Construction, Mr. Steve Senchesen, via telephone at (412) 321-4901 or email to ssenchesen@mascaroconstruction.com, or you may contact U.S. Coast Guard Sector Ohio Valley at (502) 779-5422 or via email at: STL-PF-SECOHVCommandCenter@uscg.mil. Mariners are advised to exercise caution in this vicinity and to completely avoid navigating outside of the navigable channel in the area.

MILE 3.6 - TEMPORARY LIGHTED DANGER BUOYS

LNM: 46-20

MILE 13.3 - CHANNEL CONDITION/COTP ADVISORY - UPDATE

High water/flow conditions have lessened, the COTP Safety Advisory in the vicinity of Mile 13.3, has been cancelled

LNM: 10-21

MILE 25.8 - MILE 44.5 - CHANNEL CONDITION/COTP ADVISORY - UPDATE

High water/flow conditions have lessened, the COTP Safety Advisory between approximate Miles 25.8 and 44.5, has been cancelled.

LNM: 10-21

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

High water/flow conditions have lessened, the COTP Safety Advisory has been cancelled.

LNM: 10-21

MILE 75.5 - BRIDGE CONSTRUCTION

New Wellsburg Bridge; Trestles extend out from both left and right descending banks, during construction of new piers. A 814-foot navigational horizontal clearance remains. The onsite workboat M/V TAYLOR NICOLE can be reached via VHF-FM Channel 19, for further information. Mariners are advised to transit the area with caution.

LNM: 03-20

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

High water/flow conditions have lessened, the COTP Safety Advisory between approximate Miles 84.2 and 94.5, has been cancelled.

LNM: 10-21

MILE 162.0 - AIDS TO NAVIGATION

A nun buoy and a can buoy have been reported not properly marking the channel in the vicinity of Mile 162.0, Willow Island Lock. Mariners are urged to exercise caution in the area.

LNM: 09-21

MILE 203.9 - L/D CLOSURE

Continuing until further notice, the Belleville L/D, main chamber, in the vicinity of Mile 203.9, will be closed for repair. During this closure, the auxiliary chamber (110-foot by 600-foot), is available for lockage. Mariners are urged to contact the lockmaster via VHF-FM Channel 13, for additional information.

LNM: 09-21

MILE 203.9 - CHANNEL CONDITION/SAFETY ADVISORY - UPDATE

High water/flow conditions have lessened, the COTP Safety Advisory in the vicinity of Mile 203.9, has been cancelled.

LNM: 10-21

MILE 237.5 - CHANNEL CONDITION/L/D RESTRICTION - UPDATE

High water and extreme outdraft conditions are lessening. The Racine L/D in the vicinity of Mile 237.5, has resumed normal operations.

LNM: 10-21

MILE 279.2 - CHANNEL CONDITION/SAFETY ADVISORY - UPDATE

High water/flows are lessening, the COTP Safety Advisory has been cancelled.

LNM: 10-21

MILE 341.0 - CHANNEL CONDITION/SAFETY ADVISORY - UPDATE

High water/flow conditions have lessened, the COTP Safety Advisory has been cancelled.

LNM: 10-21

MILE 356.5
SCIOTO RIVER
GREENLAWN DAM - AIDS TO NAVIGATION

The City of Columbus, Ohio, has installed (02) Unlighted Danger Buoys to notify the recreational mariner of approach to dam and spillway structures. The Unlighted Danger Buoys were installed in the following approximate positions: 39-56-31.87N 083-00-15.01W and 39-56-30.04N 083-00-15.01W. Any questions, inquiries or navigation safety concerns should be directed to City of Columbus Recreation & Parks Department - (614) 645-8045 or via email to: PRRakosky@Columbus.gov or you may contact U.S. Coast Guard Sector Ohio Valley at (502) 779-5422 or via email at: STL-PF-SECOHVCommandCenter@uscg.mil. Mariners are advised to exercise caution in the vicinity of the Greenlawn Dam and to completely avoid navigating beyond the Unlighted Danger Buoys.

LNM: 10-21

MILE 414.0 - DREDGE OPERATION

Commencing March 16, 2021 and continuing until approximately March 30, 2021, C & B Marine L.L.C., will conduct maintenance dredging at a facility in the vicinity of Mile 414.0, LDB. Work will be conducted from 7:00 a.m. until 6:30 p.m., 7-days a week. The contractors floating plant will consist of the M/V GLENNA M., 3 material barges, a spud barge and a barge mounted crane. During non-working hours, the contractors floating plant will be moored at the worksite and lighted accordingly. The M/V GLENNA M., will monitor VHF-FM Channel 13. Mariners are urged to exercise caution in the area.

LNM: 10-21

MILE 436.2 - CHANNEL CONDITION - UPDATE

MILE 436.2 - CHANNEL CONDITION - UPDATE
High water/flow conditions have lessened, the COTP Safety Advisory has been cancelled.

LNM: 10-21

MILE 471.2 - BRIDGE MAINTENANCE
Brent Spence Highway Bridge; A suspended containment system is being installed following the contour of the bridge and will reduce the vertical clearance approximately 3 feet. Mariners are advised to transit the bridge with caution.

LNM: 07-21

MILE 466.0 - MILE 473.0 - HIGH WATER/REGULATED NAVIGATION AREA - UPDATE
High water/flows have lessened. The Regulated Navigation Area has been cancelled.

LNM: 10-21

MILE 593.0 - MILE 606.8 - VTS ACTIVATION
The Vessel Traffic Service (VTS) 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 C.F.R. Part 161. Mariners are urged to exercise caution in the area.

LNM: 09-21

MILE 595.7 - AID TO NAVIGATION
A can buoy has been reported not properly marking the channel, mid-channel, in the vicinity of Mile 595.7. Mariners are urged to exercise caution in the area.

LNM: 02-21

MILE 602.0 - MILE 604.4 - CHANNEL CONDITION/SAFETY ADVISORY - UPDATE
High water/flow conditions have lessened. The COTP Ohio Valley Safety Advisory has been cancelled.

LNM: 10-21

MILE 604.0 - MILE 606.0 - CHANNEL CONDITION/SAFETY ADVISORY
High water and flow conditions have been reported between the Clark Memorial Highway Bridge (LLNR-26760) and the Portland Canal, Mile 604.0 and 606.0, with flows exceeding 500,000 C.F.S., velocities of 3.5 MPH and excessive debris. Mariners are urged to exercise caution in the area. Mariners may contact U.S. Coast Guard Sector Ohio Valley via VHF-FM Channel 16 or Louisville Traffic via VHF-FM Channel 13 or at (800) 253-7465, for additional information.

LNM: 09-21

MILE 644.7 - OFFLOAD OPERATION
Continuing until April 2, 2021, during daylight hours, an equipment offload operation will be conducted at a facility in the vicinity of Mile 644.7. Equipment will be offloaded from barges nosed into the bank using cranes or will be driven off the barge directly onto the bank. An additional spud barge will be used parallel to the delivery barges to assist with offloading operations. Cranes and other mobile equipment will operate from the spud barge. Only 1 delivery barge will be nosed into the bank at a time. Additional delivery barges waiting for offloading will be fleeted at approved mooring locations up-stream or down-stream from the site. Delivery barges may be fleeted on existing mooring cells at former Consolidated Grain & Barge facility, LDB. The offloaded equipment will consist of large machinery and equipment/construction materials. The delivery barges will typically be 35 feet by 195 feet, plus the tug, but may be larger depending on the delivery load. The total length of the "nose-in" delivery barge and tug, will not exceed 375 feet, perpendicular to the river. A spud barge, located parallel to the delivery barge, will be 50 feet by 100 feet. Mobile cranes will be operated from the spud barge and onshore. During non-working hours, the floating plant will be moored up-stream, down-stream from the worksite. Cranes and equipment will be parked on shore or remain on the spud barge. Ramp construction will occur during daylight hours. During non-work hours, equipment will be parked on shore. The floating plant will monitor VHF-FM Channel 6, 8, 13, 18 or 72. Mariners are urged to exercise caution in the area.

LNM: 03-21

MILE 720.7 - L/D CLOSURE
Continuing until April 5, 2021, the Cannelton L/D (auxiliary 600-foot chamber) in the vicinity of Mile 720.7, will be closed for repairs. During this closure, all vessels will utilize the main (1,200-foot chamber).

LNM: 01-21

MILE 776.1 - CHANNEL CONDITION/L/D CLOSURE - UPDATE
The COTP Ohio Valley has issued a Safety Advisory due to high water conditions in the vicinity of Mile 776.1, Newburgh L/D. The Newburgh L/D, has ceased locking operations until the Lower Gauge falls below 46.5 feet. Navigation over the fixed weir is authorized with a helper boat, during daylight hours only. Mariners are urged to exercise caution in the area.

LNM: 10-21

MILE 938.9 - CHANNEL CONDITION
The USACE advises that the navigation channel in the vicinity of Mile 938.9, has been shifted to the Kentucky bank and over the bear traps, due to the Paducah Gauge exceeding 36 feet. The navigation lane is marked with electronic buoys. Mariners are urged to exercise caution in the area.

LNM: 09-21

RED RIVER
MILE 37.7 - CHANNEL CONDITION
Potential shoaling has been reported in the vicinity of Mile 37.7, LDB. Mariners are urged to exercise caution in the area.

LNM: 52-20

ST. CROIX RIVER

ST. CROIX RIVER
MILE 6.5 - CHANNEL CONDITION

Shoaling has been reported in the vicinity of Mile 6.5, at the mouth of the Kinnickinnic River. Buoys in the area may not properly mark the channel or be missing. Debris and snags may be present in the area. Mariners are advised to transit the area with caution and at their slowest safe speed.

LNM: 10-20

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	(6) Structure / Dayboard Down	(7) Remarks

None

ENCLOSURES

USACE Huntington District Notice to Navigation Interests 21-01

Winter navigation on the Ohio River and tributaries.

LNM: 03-21

USACE Huntington District Notice to Navigation Interests 21-04

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

LNM: 03-21

USACE Huntington District Notice to Navigation Interests 21-03

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

LNM: 03-21

USACE Huntington District Notice to Navigation Interests 21-02

Review of regulations and general safety practices.

LNM: 03-21

USACE Huntington District Notice to Navigation Interests 21-05

Restricted areas at navigation structures.

LNM: 03-21

USACE Huntington District Notice to Navigation Interests 21-14

2021 tentative L/D maintenance schedule of closures.

LNM: 10-21

USACE Channel Status Reports

Arkansas River Channel Status Reports.

LNM: 10-21

Special Public Notice D8 DWB-894

Drawbridge operation.

LNM: 50-20

USACE Rock Island District Navigation Notice 20-12890

L/D winter lockage hours and closures.

LNM: 48-20

USACE St. Paul District Notice to Navigation Interests 20-02-01

Closures at multiple L/D's along the Upper Mississippi River.

LNM: 09-21

USACE Rock Island District Notice to Navigation Interests 20-12066

L/D closures/maintenance schedule for 2020-2021.

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 Nadeau

NOTICE TO NAVIGATION INTERESTS

US Army Corps of Engineers

HUNTINGTON DISTRICT

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

DATE: 01/13/2021

POC: Kent C. Browning
(304)399-5239

NOTICE NUMBER: 13128
LOCAL NUMBER: 21-01
WATERWAY: KANAWHA RIVER
OHIO RIVER

EFFECTIVE: 01/09/2021 00:00 thru 01/09/2021 00:00 EDT

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: https://www.lrh-wc.usace.army.mil/wm/?river.

Another occurrence during heavy icing conditions is the freezing of the floating mooring bitts in the recesses in the lock walls. In the event the floating bitts 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 bar 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:

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

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

The locations of the ice piers are shown on the Huntington District Ohio and Kanawha River Navigation Charts. Several privately-owned piers are also located along the Ohio and Kanawha Rivers. In addition to the ice piers, safe harborage is afforded in the mouth of the Muskingum, Little Kanawha, Guyandotte, and Big Sandy Rivers. Some of these areas are designated as congested areas on the 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.

As required by the Department of the Army Permits for all permitted fleeting areas, barges must be securely attached such that rotation or a breakaway does not occur. All headline attachments to the bank shall be to permanent, authorized mooring devices. At least one safety line, equal or greater in strength than the headline shall be used in addition to all headlines. Breasting lines shall be used to prevent rotation of the barges. Stern lines shall be used at all unwatched facilities. Breakaways resulting from noncompliance will result in a suspension or termination of the facility's permit.

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//

KENT C. BROWNING
Chief, Technical Support Branch

NOTICE TO NAVIGATION INTERESTS

US Army Corps of Engineers®
HUNTINGTON DISTRICT

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

DATE: 01/13/2021

POC: Kent C. Browning
(304)399-5239

NOTICE NUMBER: 13133
LOCAL NUMBER: 21-04
WATERWAY: KANAWHA RIVER
OHIO RIVER

EFFECTIVE: 01/09/2021 00:00 thru 01/09/2022 00:00 EDT

CREW CHANGE AND MAIL DELIVERY POLICIES FOR LRH DISTRICT

AT NAVIGATION LOCKS FOR TOWBOAT PERSONNEL

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 Lockmaster or designee for crew changes at least two (2) hours prior to requested changes. If given permission, the crew 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) card, 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. No assistance will be provided by government personnel nor personal contact will be made with government personnel. If unable to maintain social distancing, face masks will be required. 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 Regional Repair Fleet is working at a project, there will be no crew changes.

Until the Coronavirus pandemic is alleviated and restrictions are lifted, industry crew members and lock operators will utilize social distancing practices to prevent the possible spread of the Coronavirus.

//signed//

KENT C. BROWNING
Chief, Technical Support Branch

NOTICE TO NAVIGATION INTERESTS

US Army Corps of Engineers
HUNTINGTON DISTRICT

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

DATE: 01/13/2021

POC: Kent C. Browning
(304)399-5239

NOTICE NUMBER: 13132
LOCAL NUMBER: 21-03
WATERWAY: KANAWHA RIVER
OHIO RIVER

EFFECTIVE: 01/09/2021 00:00 thru 01/09/2022 00:00 EDT

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 accidents 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 of locks shall be kept informed of the progress being made in bringing the barges under control so that they can initiate whatever actions maybe warranted."

"Sunken or sinking barges shall be reported to the nearest lock both downstream and upstream of the location on 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."

The following is a list of pertinent information for all Huntington District Lock and Dam Projects.

Location	River	Mile	Telephone Number
Willow Island	Ohio	161.7 R	740-374-8710
Belleville	Ohio	203.9 R	740-378-6110
Racine	Ohio	237.5 L	304-882-2118
Robert C. Byrd	Ohio	279.2 L	304-576-2272
Greenup	Ohio	341.0 L	606-473-7441
Meldahl	Ohio	436.2 L	513-876-2921
Winfield	Kanawha	31.1 R	304-586-2501
Marmet	Kanawha	67.7 R	304-949-1175
London	Kanawha	82.8 R	304-442-8422

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//

KENT C. BROWNING
Chief, Technical Support Branch

NOTICE TO NAVIGATION INTERESTS

US Army Corps of Engineers
HUNTINGTON DISTRICT

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

DATE: 01/13/2021

POC: Kent C. Browning
(304)399-5239

NOTICE NUMBER: 13131
LOCAL NUMBER: 21-02
WATERWAY: KANAWHA RIVER
OHIO RIVER

EFFECTIVE: 01/09/2021 00:00 thru 01/09/2022 00:00 EDT

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 as designed for use.

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. Vessels shall be moored with bow and stern lines leading in opposite directions to prevent the vessel from "running" the lock whenever possible. Floating mooring bitts cannot be used for "checking", nor shall the pilot engage movement of propellers once the tow is secured to the floating mooring bitts, except for an emergency or when directed by the lockmaster.

e. 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 navigation industry and for the U.S. Army Corps of Engineers.

Thank you for your help and participation.

//signed//

KENT C. BROWNING
Chief, Technical Support Branch

NOTICE TO NAVIGATION INTERESTS

US Army Corps of Engineers®
HUNTINGTON DISTRICT

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

DATE: 01/13/2021

POC: Kent C. Browning,
(304)399-5239

NOTICE NUMBER: 13134
LOCAL NUMBER: 21-05
WATERWAY: KANAWHA RIVER
OHIO RIVER

EFFECTIVE: 01/09/2021 00:00 thru 01/09/2022 00:00 EDT

RESTRICTED AREAS AT NAVIGATION STRUCTURES

IN THE HUNTINGTON DISTRICT

This Notice is applicable to the following Huntington District Corps of Engineers' Ohio River Locks and Dams: Captain Anthony Meldahl, Greenup, R.C. Byrd, Racine, Belleville, and Willow Island, and the following Kanawha River Locks and Dams: Winfield, Marmet, and London.

A number of accidents have occurred in the past when vessels, particularly small recreation/fishing craft, violated existing regulations and entered the "Restricted Areas" either above or below the navigation dams. These "Restricted Areas" are exceedingly dangerous and have been permanently declared restricted to all vessels except those on official business. Vessel operators who enter these "Restricted Areas" risk their lives and property and may interfere with required operation of the locks and dam.

The Huntington District has adopted a practice whereby as soon as river flow conditions permit each spring, "special purpose" buoys are placed in the river to physically mark the boundaries of the "Restricted Areas." These "special purpose" buoys have a white background with two reflective orange horizontal bands and a reflective orange cross enclosed within a diamond. The words "KEEP OUT" are lettered on each buoy. The buoys are placed above and below the dam to delineate the "Restricted Area" at each project. Signs are also in place adjacent to the buoy lines on the river wall of the lock and on the opposite riverbank. These signs and buoys are positioned to delineate areas where unpredictable currents flow upstream toward the dam on the surface. These currents create dangerously turbulent water and nearly always contain hidden undertows. Additional day marker signs with a reflective orange cross enclosed within a diamond having a white background are installed on the downstream side of the dam. The words "KEEP OUT" are lettered on each sign.

An additional hazard exists in the culvert valve discharge areas where water from the locks empties into the river. These areas are in the "Restricted Areas" and are marked by signs mounted on the riverside of the lock wall over the discharge areas reading "DANGER, TURBULENT WATER." The force of water issuing from these underwater discharges is extremely violent and can capsize vessels, especially small recreation/fishing craft. The releases are intermittent and can cause sudden changes in the character of the water surface. A long warning siren is sounded prior to each such discharge to alert all persons of the release of water. This is a totally different sound than the whistle to enter and leave the lock chamber.

Navigators must educate themselves to the boundaries of the "Restricted Areas" and stay clear at all times, even when buoys are off station. "Restricted Areas" are delineated on the current issue of the Navigation Charts.

The Federal regulations which control restricted areas are contained in the current issue of the "Blue Book" and are repeated here in part:

> 33 CFR 207.300 " (s) Restricted Areas at Lock and Dam. All waters immediately above and below each dam as posted by the respective District Engineers, are hereby designated as restricted areas. No vessel or other floating craft shall enter any such restricted areas at any time. The limits of the restricted areas at each dam will be determined by the responsible District Engineer and marked by signs and/or flashing red lights in conspicuous and appropriate places."

Lockmasters, their staff, and Corps Park Rangers will enforce these Federal regulations. The U. S. Coast Guard and local law enforcement officers may render assistance as appropriate. Violators may be subject to a citation requiring appearance in Federal and/or State Court and upon conviction are subject to fine and / or imprisonment – (or both).

//signed//

KENT C. BROWNING,
Chief, Technical Support Branch

NOTICE TO NAVIGATION INTERESTS

US Army Corps of Engineers®
HUNTINGTON DISTRICT
ATTN: CELRH-DE
502 8TH STREET
HUNTINGTON WV 25701-2070
HTTP://WWW.LRH.USACE.ARMY.MIL/

DATE: 03/09/2021

POC: Kent C. Browning,
(304)399-5239

NOTICE NUMBER: 13150-2
LOCAL NUMBER: 21-14
WATERWAY: OHIO RIVER

EFFECTIVE: 02/02/2021 00:00 thru 12/31/2021 23:59 EDT

REVISION TO NOTICE TO NAVIGATION INTEREST 21-08

TENTATIVE MAINTENANCE SCHEDULE FOR 2021

HUNTINGTON DISTRICT

Reference Notice to Navigation Interests 21-08, dated 25 January 2021. The schedule has been adjusted and is shown below. main chamber closure at Greenup Locks and Dam, Ohio River, mile 341.0 has been delayed and will remain closed until 17 March 2021. This will result in the auxiliary chamber closure to be delayed until 18 March 2021. All other pertinent information remains the same.

It is anticipated that major maintenance and repairs will be performed at the following locations during calendar year 2021. T notice may require periodic revision. It is given so that industrial and recreational waterway users may have a general knowle of the lock outages and can plan their operations accordingly. Factors which may affect this schedule are the delivery of materials, repairs required but not anticipated, emergency repairs as a result of accidents, and funding.

PROJECT	REPAIRS	DATES	REMARKS
Greenup L&D	Primary Chamber Miter Gate Machinery and Valve Repairs	16 Feb - 17 Mar	Main Chamber Closure, Auxiliary Chamber Open -Intermittent Full Closures
Greenup L&D	Primary Chamber Miter Gate Machinery and Valve Repairs	18 Mar - 11 Apr	Auxiliary Chamber Closure, Main Chamber Open
Meldahl L&D	Miter Gate Machinery & Emergency Gate Repair	12 Apr - 11 Jun	Main Chamber Closure, Auxiliary Chamber Open -Intermittent Full Closures
Willow Island L&D	Hydraulic System Replacement	TBA	Main Chamber Closure - Intermittent Openings

All interested parties should review the maintenance schedule for impact. Additional notices furnishing specific information operating requirements for repairs resulting in major delays will be published prior to commencing the work items listed.

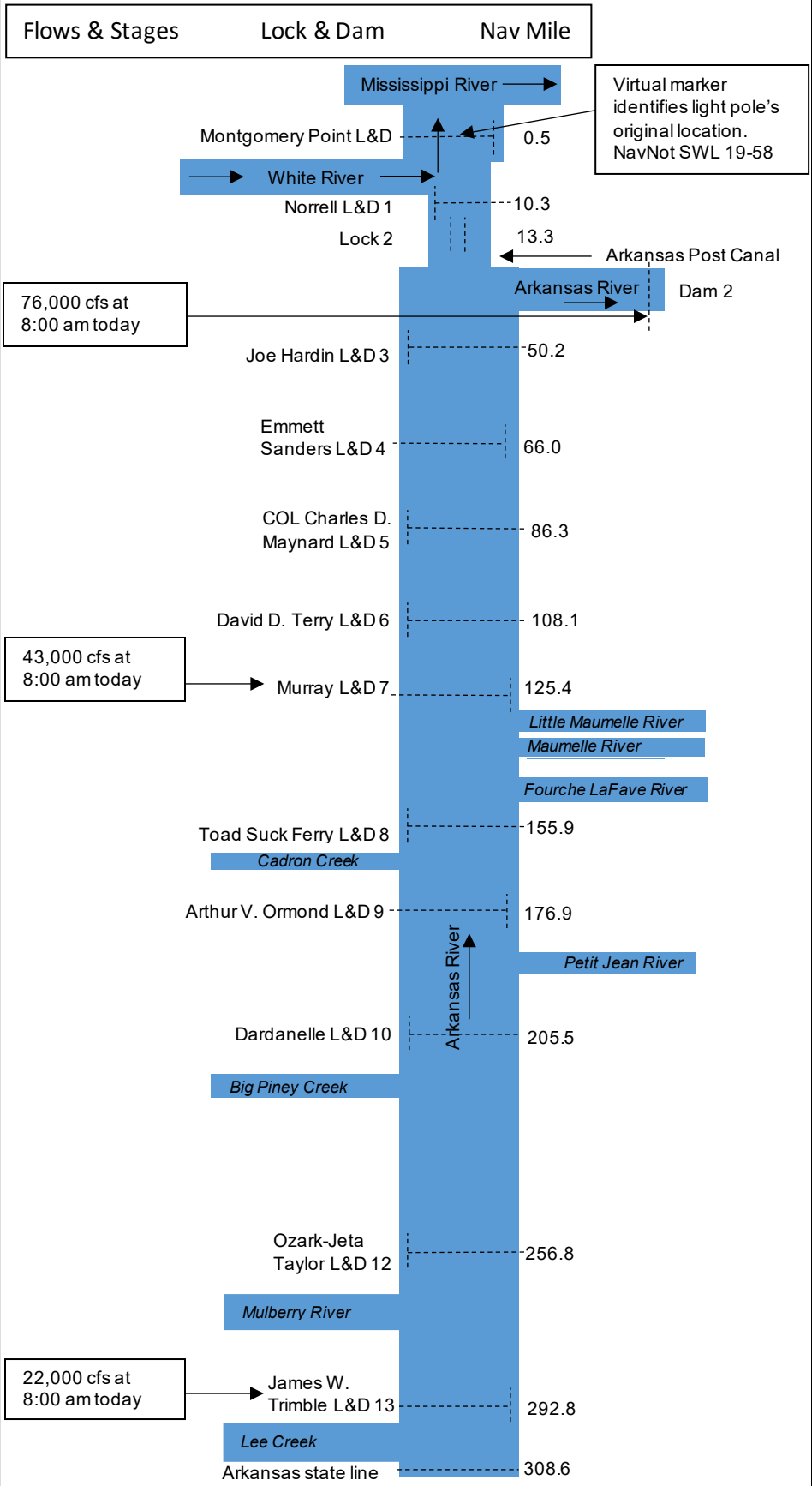
//signed//

KENT C. BROWNING
Chief, Technical Support Branch

U.S. Army Corps of Engineers
Little Rock District

MKARNS-AR Channel Status Report No. 21-05

March 4, 2021



At 8:00 am today:
-Montgomery Point Tailwater was El. 141.81
-Montgomery Point Headwater was El. 141.89
-Norrell Lock Tailwater was El. 142.54
-Differential between Norrell and Montgomery Point – 0.65 ft

Forecast for Mar 07:
-Montgomery Point Tailwater - El. 146.2
-Montgomery Point Headwater - El. 146.3
-Norrell Lock Tailwater - El. 146.7
-Differential between Norrell and Montg. Pt – 0.4 ft

Navigation Condition	Montgomery Point L&D	Norrell L&D
Vessels use the lock	TW < El. 115	TW < El. 143
Lock gates are pinned open; vessels pass thru the lock	N/A	TW > El. 143
Vessels use the navigation pass	TW > El. 115	TW > El. 155

*TW = Tailwater

Dredging Activities: No dredging is being performed at this time.

Deviations: None

Groundings/Incidents: None reported.

Closures & Channel Conditions:
NavNot SWL 21-05 - Lock 3: Mar 1-11 intermittent delays of up to 3 hours, between 6am-6pm daily. From 6am, Mar 12 – 6pm, Mar 20, the lock will be closed.

NavNot SWL 21-02 – I-30 bridge, right channel span closure. All vessels must use the left channel span only.

NavNot SWL 20-60 – Lock 6: Aug 16-26 intermittent delays. Aug 27-Sep 9, the lock will be closed. See original notice for more details.

NavNot SWL 20-18 – COVID-19 update: industry shall contact lock 4 hours prior to crew changes; (see original notice or call lock for more details)

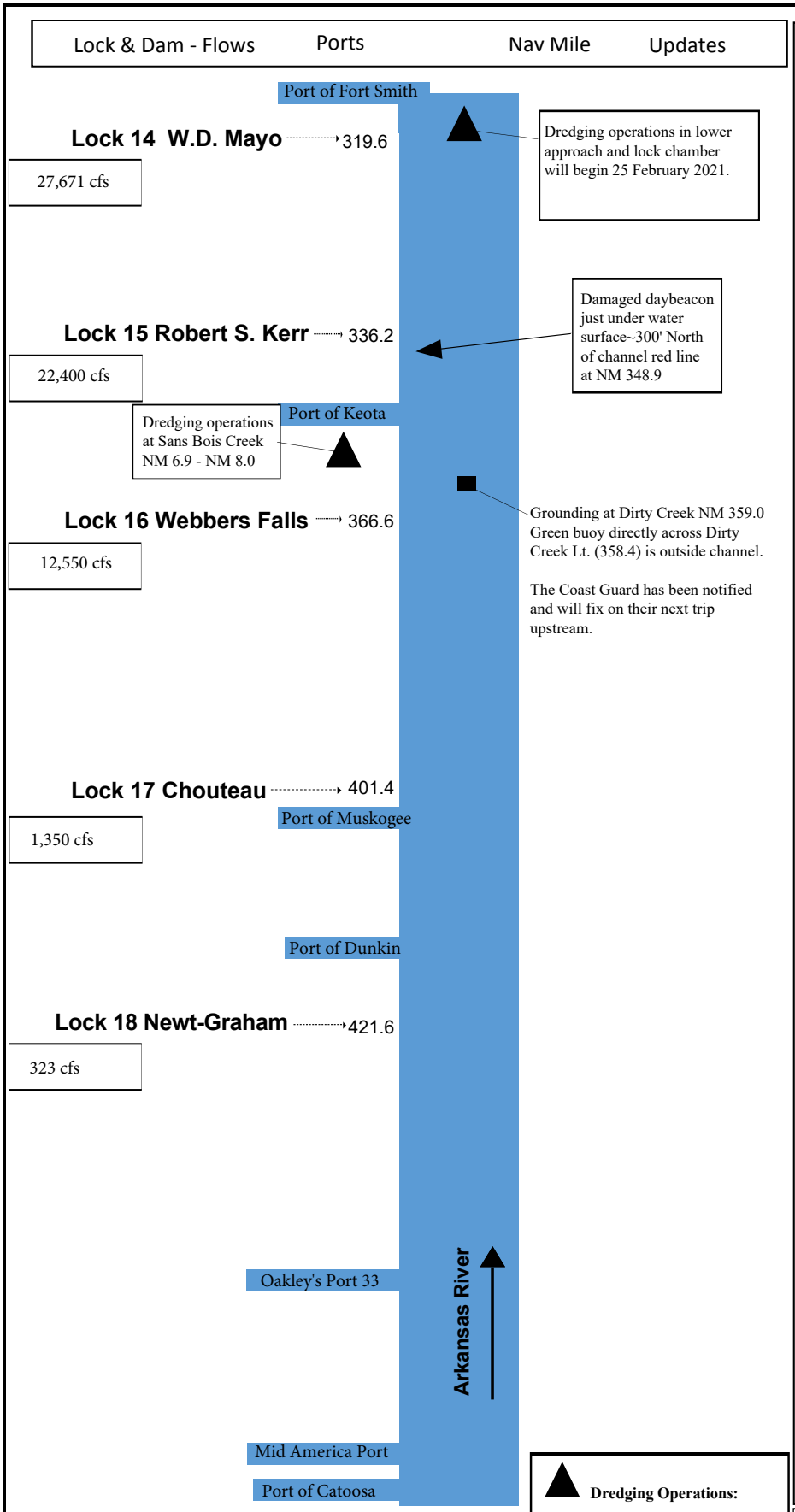
NavNot SWL 19-84 – Lock 10, down-bound tows must stop and orient themselves in a straight position prior to lockage & avoid contact with the lock walls in the vicinity of new stoplog slot cuts.

NavNot SWL 19-58 – Mont Pt, No passing in nav pass. Favor lock wall side of the nav pass, stay 75' from the lock wall poles.

-Channel Status Reports: http://www.swl.usace.army.mil/Missions/Navigation/
-Navigation conditions, river stages and 4-day flow forecast are available and updated daily at: http://www.swl.usace.army.mil/Missions/WaterLevels/DailyReports.aspx
-Notices to Navigational Interests (NTNI): http://ntninotices.usace.army.mil/
-USCG Local Notice to Mariners: http://www.navcen.uscg.gov/?pageName=lnmDistrict&region=8&ext=g
-Channel Hydrographic Surveys: http://navigation.usace.army.mil/Survey/Hydro

US Army Corps of Engineers
Tulsa District

MKARNS - OK Channel Status Report No. 21-03 19 February 2021



Dredging Operations:

Lock 14 DS Approach NM 319.6 (Beginning 25 Feb 2021)

Sans Bois Creek NM 6.9 - NM 8.0

Navigation Conditions:

https://www.swt-wc.usace.army.mil/

TD 2021-3

NOTICE OF POTENTIAL DELAYS DURING DREDGING ACTIVITIES
WD MAYO L&D No. 14, NM 319.6
McCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM, OKLAHOMA

Mariners may expect delays at WD Mayo L&D No. 14 from 25 February through 11 March 2021 due to dredging activities in the lock chamber and the downstream approach. The Dredge will monitor radio channels 10 and 16. Mariners should use caution when transiting this area and may expect additional delays due to these activities. All work is expected to be completed as scheduled. However, unforeseen issues could require additional time. Waterway users are asked to check with Lock No. 14 for the latest information. Questions or request for additional information concerning this notice should be directed to Mr. Robert Steiner; Navigation Operation Manager: 918-607-0952 or Mr. Vic Heister; Navigation Field Engineer: 918-669-7244.

TD 2021-1.1

NOTICE OF LOCK CLOSURE
W. D. MAYO L&D No. 14, NM 319.6
WEBBERS FALLS L&D No. 16, NM 366.6
McCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM, OKLAHOMA

W. D. MAYO L&D No. 14, NM 319.6 will be closed to navigation traffic on the following dates for the actions listed below:

2 June (0700) to 3 June 2021 (1200)
Lock closed for electrical repairs/upgrades;
9 June (0700) to 10 June 2021 (1200)
Lock closed for electrical repairs/upgrades.

WEBBERS FALLS L&D No. 16, NM 366.6 will be closed to navigation traffic on the following dates for the actions listed below:

3 November (0700) to 4 November 2021 (1200)
Lock closed for electrical repairs/upgrades;
10 November (0700) to 11 November 2021 (1200)
Lock closed for electrical repairs/upgrades.

All work is expected to be completed as scheduled. However, unforeseen issues could require additional time. Waterway users are asked to check with Lock No. 14 or 16 for the latest information. Questions or request for additional information concerning this notice should be directed to Mr. Robert Steiner; Navigation Operation Manager: 918-607-0952 or Mr. Vic Heister; Navigation Field Engineer: 918-669-7244.

TD 2020-6(1)

COVID-19: LOCK PROTOCOL CHANGES (Update to SWL 20-13 and TD 2020-6) MCCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM

Due to the ongoing COVID-19 concerns, mariners are required to follow the below procedure for crew change out at all MKARNS Locks in Little Rock and Tulsa Districts: Industry shall contact the Lock 4 hours in advance of anticipated crew change. Number and names of the crew will be provided along with delivery of supplies. No industry personnel shall be allowed inside USACE control houses or buildings during crew changes, except in the case of medical emergency. Crew changes will still be allowed on the lock wall but industry must go directly from the vehicle to the motor vessel. Industry personnel will be required to use their own facilities while navigating through the lock. The physical exchange of trip tickets from crew members to lock staff members will still not be allowed and must be communicated by some other means prior to transiting the lock. These changes are effective immediately and will remain in effect until further notice. Questions or requests for additional information concerning this notice should be directed to: Little Rock District Office, at (501) 324-5739 or CESWL-OP-M@usace.army.mil. Tulsa District: Mr. Robert Steiner; Navigation Operation Manager: 918-775-4475 ext 5833 or Mr. Vic Heister; Navigation Field Engineer: 918-669-7244.

LOCATION	NORMAL ELEVATION	DEVIATION
Lock 14 W.D. Mayo	411 - 412.5	Holding pool 13 at top of normal pool
Lock 15 Robert S. Kerr	458 - 460	None
Lock 16 Webbers Falls	487 - 490	None
Lock 17 Chouteau	511 - 511.5	None
Lock 18 Newt Graham	532 - 532.5	None

LINKS

Notices to Navigational Interests (NTNI):

USCG Local Notice to Mariners:

McClelland-Kerr Arkansas River Navigation System Charts 2016:

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

Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314) 269-2434
Fax: (314) 269-2737

3 December 2020

SPECIAL PUBLIC NOTICE
NUMBER D8 DWB-894

UPPER MISSISSIPPI, ST. CROIX AND MISSOURI RIVERS

In accordance with 33 Code of Federal Regulations 117.671, from on or about December 15 through the last day of February at least 24 hours advance notice is required for opening all drawbridges between Lock and Dam No. 14, Mile 493.3 and Lock and Dam No. 2, Mile 815.2 UMR. The Lacrosse Railroad Drawbridge will close at 8 A.M. on December 7, 2020 and will remain in the closed to navigation position until 8 A.M. on February 15, 2021. The Stillwater Highway Drawbridge over the St. Croix River during the winter months from October 16 to May 14 require at least 24 hours advance notice for openings and all other bridges on the St. Croix River during winter months from November 1 to March 31 require at least 24 hours advance notice for openings, (33 CFR 117.667). In accordance with 33 CFR 117.687, drawbridges on the Missouri River require at least 24 hours advance notice during the winter operating season (December 1, 2020 to April 1, 2021) as published by the Army Corps of Engineers. A list of these bridges and the name and telephone number of the person to contact for opening each bridge is as follows:

UPPER MISSISSIPPI RIVER: (12 hr Advance Notice)

MILE	BRIDGE	NAME AND TELEPHONE NUMBER	
841.4	Omaha Railroad Drawbridge	Mark Watlington:	402-570-6947
839.2	Chicago & Northwestern Railroad Drawbridge	See Omaha RR Drawbridge	
835.7	Beltline Railroad Drawbridge	See Omaha RR Drawbridge	

UPPER MISSISSIPPI RIVER: (24 hr Advance Notice)

MILE	BRIDGE	NAME AND TELEPHONE NUMBER	
813.7	Hastings Railroad Drawbridge	Chris Lewzader:	563-845-9062
699.8	LaCrosse Railroad Drawbridge	See Hastings RR Drawbridge	
579.9	Illinois Central Railroad Drawbridge	Chad Earle:	319-404-3417
535.0	Sabula Railroad Drawbridge	Steve Loyde:	660-654-1982
518.0	Clinton Railroad Drawbridge	Ben Klaus: David Polomo:	641-750-8081 806-336-4347

ST. CROIX RIVER: (24 hr Advance Notice)

MILE	BRIDGE	NAME AND TELEPHONE NUMBER	
23.4	Stillwater Highway Drawbridge	MNDOT Dispatchers:	651-234-7110
17.3	Hudson Railroad Drawbridge	Mark Watlington:	402-570-6947
0.3	Prescott Highway Drawbridge	Anthony Olson:	715-220-3457
0.2	Burlington Northern Santa Fe Drawbridge	Zach Thompson:	972-310-9076

MISSOURI RIVER: (24 hr Advance Notice)

MILE	BRIDGE	NAME AND TELEPHONE NUMBER	
448.2	Union Pacific Railroad Drawbridge	Scott Johnson:	816-401-1906
422.5	Atchison Railroad Drawbridge	See Union Pacific Railroad Drawbridge	
366.1	Hannibal Railroad Drawbridge	Destrey Gibson:	701-509-4005
365.6	A.S.B. Highway and Railroad Drawbridge	See Hannibal Railroad Drawbridge	
359.4	Harry S. Truman Railroad Drawbridge	Primary:	660-654-1982

ERIC A. WASHBURN
Bridge Administrator, Western Rivers
By direction of the District Commander

US Army Corps of Engineers

NOTICE TO NAVIGATION INTERESTS

ROCK ISLAND DISTRICT
ATTN: CEMVR-DE
CLOCK TOWER BLDG. - RODMAN AVE
ROCK ISLAND IL 61299
HTTP://WWW.MVR.USACE.ARMY.MIL/

DATE: 11/30/2020

POC: Robert V. Castro, P.E.
309-794-4580

NOTICE NUMBER: 12890
LOCAL NUMBER: MR 20-12890
WTRWY/CHNL: UPPER MISSISSIPPI
LOCK(S):
MI 11|MI 12|MI 13|MI 14|MI 15|MI 16|MI 17|MI 18|MI 19|MI 20|MI 21|MI 22
EFFECTIVE: 12/20/2020 00:00 thru 03/15/2021 23:59 CDT

WINTER LOCKAGE HOURS
Lock & Dam No. 11, UMR 583.0 THROUGH Lock & Dam No. 22, UMR 301.2

Locks 11, 12, 16, 17, 18, 20, 21, and 22 will be staffed to lock traffic between 0800 and 1600, Monday through Friday during the period from 20 December 2020 through 15 March 2021.

Locks 13, 14, and 15 will be closed to navigation from 21 Dec 2020 thru 15 March 2021. Refer to separate Navigation Notices.

Lock 19 will be closed to navigation from 1 Jan 2021 thru 15 March 2021. Refer to separate Navigation Notice. The lock will be staffed to lock traffic between 0800 and 1600, Monday through Friday during the period from 20 December 2020 through 31 December 2020.

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, as well as any necessary restrictions.

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 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 loss of lock turn.

Tow configuration to ice couplings shall not be accomplished at the lock or lock approach.

//signed//

Robert V. Castro, P.E.
Chief, Lock and Dam Section
Mississippi River Project

NOTICE TO NAVIGATION INTERESTS

US Army Corps of Engineers®
ST. PAUL DISTRICT

180 5TH STREET EAST
ST. PAUL MN 55101-1678
HTTP://WWW.MVP.USACE.ARMY.MIL/

DATE: 03/01/2021

POC: Bryan Peterson
Navigation
Manager
(651) 290-5986

NOTICE NUMBER: 12577-1
LOCAL NUMBER: UMR 20-02
WATERWAY: UPPER MISSISSIPPI

EFFECTIVE: 12/07/2020 00:00 thru
03/19/2021 23:59 CST

LOCK CLOSURES
Upper Mississippi River

The following locks will be closed to all navigation during the approximate dates specified below. If navigation is critical thro after the initial close date or before the scheduled reopening date, please contact Bryan Peterson at (651) 290-5986 Monday thr between 0700 and 1530 hrs.

River Mile	Project	Repairs	Dates
815.2	Lock 2	Contractor replacement of miter gate anchorages	07 Dec 20 – 19 Mar 21
752.8	Lock 4	Lock dewatering and maintenance	07 Dec 20 – 14 Mar 21
738.1	Lock 5	Contractor repair of tow rail system	07 Dec 20 – 14 Mar 21
728.5	Lock 5A	Contractor repair of tow rail system	07 Dec 20 – 14 Mar 21

//signed//

Bryan D. Peterson
Navigation Manager
Mississippi River Navigation Project

US Army Corps of Engineers

NOTICE TO NAVIGATION INTERESTS

ROCK ISLAND DISTRICT
ATTN: CEMVR-DE
CLOCK TOWER BLDG. - RODMAN AVE
ROCK ISLAND IL 61299
HTTP://WWW.MVR.USACE.ARMY.MIL/

DATE: 11/12/2020

POC: Bob Castro, P.E.
Chief, Lock and Dam Section
309-794-4580

NOTICE NUMBER: 12066-2
LOCAL NUMBER: MR 20-12066-2
WTRWY/CHNL: UPPER MISSISSIPPI
LOCK(S): MI 14|MI 15|MI 19
EFFECTIVE: 12/21/2020 07:00 thru 03/04/2022 23:59 CST

AMENDMENT MR 20-12066-1
ANTICIPATED LOCK CLOSURES
Rock Island District (MVR)
Mississippi River

"SEE ATTACHMENT" **for Repair / Maintenance Schedule for 2020/2021**

It is anticipated that major maintenance and repairs will be performed at the following locations during Calendar Years 2020 / 2021. These schedules are subject to change, and this notice may require periodic revisions. It is given so that industrial waterway users. It is anticipated that major maintenance and repairs will be performed at the following locations during Calendar Years 2020 / 2021. These schedules are subject to change, and this notice may require periodic revisions. It is given so that industrial waterway users may have a general knowledge of the anticipated lock outages and can plan their operations accordingly. Factors, which may affect this schedule, are the delivery of materials, repairs required but not anticipated, emergency repairs as a result of accidents, and funding.

All interested parties should review the maintenance schedule for impact. Additional notices furnishing specific information and operating requirements will be published approximately two weeks in advance of commencing the work items listed. Visit the Notices to Navigation Interests (NTNI) website for all the current Navigation Notices: https://ntninotices.usace.army.mil/lpwb/f?p=150:1:0::::

//signed//

Robert V. Castro, P.E.
Chief, Lock and Dam Section
Mississippi River Project

ANTICIPATED LOCK CLOSURES
Rock Island District (MVR)
Mississippi River

It is anticipated that major maintenance and repairs will be performed at the following locations during Calendar Years 2020 / 2021. These schedules are subject to change, and this notice may require periodic revisions. It is given so that industrial waterway users may have a general knowledge of the anticipated lock outages and can plan their operations accordingly. Factors, which may affect this schedule, are the delivery of materials, repairs required but not anticipated, emergency repairs as a result of accidents, and funding.

All interested parties should review the maintenance schedule for impact. Additional notices furnishing specific information and operating requirements will be published approximately two weeks in advance of commencing the work items listed. Visit the Notices to Navigation Interests (NTNI) website for all the current Navigation Notices:
https://ntninotices.usace.army.mil/lpwb/f? p=150:1:0:::::

Repair/Maintenance Schedule for 2020

Mississippi River

River Mile	Project	Repairs	Dates	Remarks
522.5	**Lock 13** Rock Island District-MVR)	Refurbish Miter Gate No. 1 Gear Box	**21 Dec 20 – 15 Mar 21**	Closed to all navigation
493.3	Lock 14 (Rock Island District-MVR)	Lock Dewatering to perform miscellaneous repairs	**21 Dec 20 – 15 Mar 21**	Closed to all navigation
482.9	Lock 15 (Rock Island District-MVR)	Contractor repair of lower guide wall Phase 3	**21 Dec 20 – 15 Mar 21**	Closed to all navigation
364.2	Lock 19 (Rock Island District-MVR)	Removal of existing lock chamber service gate and installation of new service gate. Installation of acoustic barrier at lower end of lock	**01 Jan 21 – 15 Mar 21**	Closed to all navigation

Repair/Maintenance Schedule for 2021

Mississippi River

River Mile	Project	Repairs	Dates	Remarks
482.9	Lock 15 (Rock Island District-MVR)	Lock Dewatering to perform miscellaneous repairs	20 Dec 21 – 04 Mar 22	Closed to all navigation