U.S. Department
of Homeland Security

United States Coast Guard

LOCAL NOTICE TO MARINERS

District 8 MRS Week: 12/20

Mississippi River System

LIGHT LIST VOLUME V
NOTICE NUMBER 12 - 20
March 25, 2020

LIGHT LIST REFERENCE: COMDTPUB P16502.5, Vol V, 2020 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	0040 - 20 (UM)	0057 - 20 (UM)
Sector Lower Mississippi River	0121 - 20 (LM)	0138 - 20 (LM)
Sector Ohio Valley	0160 - 20 (OV)	0184 - 20 (OV)
OB DWB	0026 - 20 (OB)	0030 - 20 (OB)

COAST GUARD DISTRICT 8, WATERWAYS, (504) 671-2327, 7:00 a.m. until 3:30 p.m. (CST)
COMMENTS REGARDING SECTION VI – PROPOSED CHANGES MAY ALSO BE EMAILED TO: LocalNoticeFeedback@uscg.mil
NIS WATCHSTANDER PHONE (703) 313-5900 24-HOURS A DAY
INTERNET ADDRESS 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_2020.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

LOWER MISSISSIPPI RIVER - SAFETY ADVISORY/CHANNEL CONDITION - UPDATE

COTP Lower Mississippi River has issued an extreme high water Safety Advisory between approximate Miles 869.0 and 725.5. Mariners are advised to transit the Lower Mississippi River with caution due to the hazardous conditions associated with strong currents, severe outdrafts, missing/off station aids to navigation and diving buoys. The COTP with the concurrence of the Lower Mississippi River Committee recommends the following limits for tows when the Memphis Gauge reaches 30 feet when transiting between Miles 869.0 and 725.5.

All down-bound tows:

Wheelmen are to have experience handling current conditions.

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

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

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

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

All loaded red flag barges shall be placed in inboard strings, shall not be a lead barge in any string and shall be covered/protected by a dry cargo or empty red flag barge, if possible.

Refer to the Waterway Action Plan for further details.

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: 12-20

LOWER MISSISSIPPI RIVER - SAFETY ADVISORY/CHANNEL CONDITION

The COTP Lower Mississippi River has issued a high water Safety Advisory from Mile 725.5 to Mile 439.0, due to hazardous conditions associated with strong currents, severe outdrafts, missing/off station aids to navigation and diving buoys. The COTP in concurrence with the Lower Mississippi River Committee recommends the following limits to tows when the Greenville Gauge reaches 45.0 feet and that will be transiting between Mile 725.5 and 439.0.

Down-bound tows:

Towing vessels must have at least 240 h.p., per barge, with a maximum of 36 barges.
Towing vessels with less than 6,000 h.p., a maximum tow size of 25 loaded barges.
Towing vessels 6,000 h.p. to 7,200 h.p., maximum tow size of 30 barges.
Towing vessels 7,201 h.p. to 8,400 h.p., maximum tow size of 35 barges.
Towing vessels with greater than 8,401 h.p., maximum tow size of 36 barges.
Refer to the Waterway Action plan for further details.

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: 10-20

LOWER MISSISSIPPI RIVER - VICKSBURG INFORMATION CENTER

The Vicksburg Information Center (VIC) will suspend operations until further notice. The suspension is taking place to protect marine industry personnel from possible exposure due to extended travel from home and lack of lodging in the community, as many establishments have closed. KHB (Ergon Marine) will continue to maintain the vessel queue during evening hours. During daylight hours, individual vessels are advised to determine amongst themselves the order in which to transit. Waterways action plan protocols remain in place and vessels are asked to contact their respective port captain and/or vessel manager with any questions or concerns. The VIC will resume operations as soon as it is safe to do so. The KHB (Ergon Marine) dispatch can be reached via telephone at (601) 636-6552 or via VHF-FM Channel 19. U.S. Coast Guard Sector Lower Mississippi River can be reached via telephone at (866) 777-2784 or via VHF-FM Channel 16.

LNM: 12-20

MISSOURI RIVER - CHANNEL CONDITION/COTP ADVISORY

The following areas are in the high water watch phase IAW the Western Rivers WAP Annex:

Jefferson Reach (Mile 200.0 – Mile 100.0) and
Washington Reach (Mile 100.0 – Mile 0.0).

Recreational vessel traffic is highly discouraged. Towboat operators should exercise caution, minimize wake where possible and be experienced in high water operations as extreme high water and drift may be experienced. Exercise caution when down-streaming, be aware of bridge clearances prior to transit and favor the center of the channel. Mariners should pre-identify suitable lay-up areas in the event of a river closure and avoid laying up on levees. Fleeting areas should have a towboat attend fleets at all times and have a breakaway plan in place. Aids to navigation may have been dragged off station, damaged or destroyed, so remain cautious while transiting.

LNM: 12-20

UPPER MISSISSIPPI RIVER - CHANNEL CONDITION/SAFETY ADVISORY - UPDATE

The following areas are in the high water watch phase IAW the Western Rivers WAP Annex:

Pool 15 (Mile 493.2 – Mile 482.9),
Pool 17 (Mile 457.1 – Mile 437.1),
Pool 18 (Mile 437.0 – Mile 410.5),
Pool 20 (Mile 364.1 – Mile 343.2),
Pool 22 (Mile 324.8 – Mile 301.2),
Pool 24 (Mile 301.1 – Mile 273.4),
Pool 25 (Mile 273.3 – Mile 241.4) and
Pool 26 (Mile 241.1 – Mile 200.5).

Down-streaming operations are not recommended unless the vessel is equal to or greater than 75 feet in length and the vessel has a minimum of 1,800 h.p. Towboat operators should use caution, minimize wake where possible, and be experienced in high water operations. Mariners should remain vigilant to an increase in debris in the water and maneuver appropriately. Be aware that a buildup of debris in fleeting areas may have occurred and take appropriate action to prevent any breakaways from occurring. Use caution in all passing and meeting situations and be mindful of all charted bridge navigational clearances. Buoys may have been dragged off station so remain cautious while transiting. Towing vessels are advised to favor the center of the channel and proceed at their slowest safe operating speed, based on prevailing conditions, to minimize wake damage to personal property. Down-streaming operations are not recommended.

LNM: 12-20

UPPER MISSISSIPPI RIVER - CHANNEL CONDITION/SAFETY ADVISORY - UPDATE

The following areas are in the high water action phase IAW the Western Rivers WAP Annex:

Zone 17 (Mile 457.1 – Mile 437.1) and
Zone 29 (Mile 160.0 – Mile 109.9).

Down-streaming operations are not recommended unless the vessel is equal to or greater than 75 feet in length and the vessel has a minimum of 1,800 h.p. Mariners are advised to favor the center of the channel and proceed at their slowest safe operating speed based upon the prevailing conditions to minimize wake damage to personal property. Mariners should remain vigilant to an increase in debris in the water and maneuver appropriately. Buildup of debris may have occurred in fleeting areas. Appropriate action should be taken to prevent barge breakaways. Exercise caution in all passing and meeting situations. Drift and debris may be a hazard to navigation and drag buoys off station.

LNM: 12-20

UPPER MISSISSIPPI RIVER - CHANNEL CONDITION/SAFETY ZONE

The following area is in the extreme high water action phase IAW the Western Rivers WAP Annex:
Zone 28 (Mile 185.4 – Mile 179.0).
Within the St. Louis Harbor (Mile 184.0 – Mile 179.0), tows SHALL avoid carrying barges on the hip and have a minimum of 250 h.p., for each loaded barge and 2,000 tons of cargo. A loaded barge is considered to be a barge with up to 2,000 tons of cargo. If a towing vessel has barges in tow, loaded to more than 2,000 tons, it should have a minimum of 250 h.p., for every 2,000 tons of cargo. South-bound tows greater than 600 feet in length, excluding the towboat, should limit their transit to daylight hours. North-bound tows SHALL have enough h.p., to maintain a minimum speed of 3 MPH, on approach to the St. Louis Bridges. Mariners are advised to favor the center of the channel and proceed at their slowest safe operating speed based upon the prevailing conditions to minimize wake damage to personal property. Mariners should remain vigilant to an increase in debris in the water and maneuver appropriately. Buildup of debris may have occurred in fleeting areas. Appropriate action should be taken to prevent barge breakaways. Exercise caution in all passing and meeting situations. Drift and debris may be a hazard to navigation and drag buoys off station.

LNM: 12-20

ILLINOIS WATERWAY - CHANNEL CONDITION/SAFETY ADVISORY - UPDATE

The following areas are in the high water watch phase IAW the Western Rivers WAP Annex:
Zone 6 Copperas (Mile 145.5 – Mile 129.0),
Zone 5 Havana (Mile 128.9 – Mile 102.0),
Zone 4 Beardstown (Mile 101.9 – Mile 80.3),
Zone 3 Meredosia (Mile 80.2 – Mile 50.0),
Zone 2 Hardin (Mile 49.9 – Mile 10.0) and
Zone 1 Grafton (Mile 9.0 – Mile 0.0).
High water and drift potential may be encountered in this area. Mariners are advised to minimize wake and exercise caution. Avoid laying up on saturated levees. Mariners should be experienced in high water conditions and avoid down-streaming operations if possible. Mariners should remain vigilant to an increase in debris and maneuver appropriately. Be aware that a buildup of debris in fleeting areas may have occurred and take appropriate actions to prevent breakaways. Exercise caution in all meeting and overtaking situations, as swift currents may be present. Navigational buoys may have been dragged off station, so remain cautious while transiting.

LNM: 12-20

USCG NAVIGATION RULES AND REGULATIONS HANDBOOK

Attached as an enclosure to this LNM are corrections to USCG Navigation Rules and Regulations Handbook, August 2014 Edition.

LNM: 10-20

USACE HUNTINGTON DISTRICT - OHIO RIVER AND TRIBUTARIES - WINTER NAVIGATION

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 20-01, regarding winter navigation on the Ohio River and tributaries.

LNM: 04-20

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 20-04, regarding mail delivery and crew change policies at navigation locks, for towboats.

LNM: 04-20

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 20-03, regarding notification of sinking or sunken vessels, vessel groundings and barge breakaways.

LNM: 04-20

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 20-02, regarding the review of regulations and general safety practices.

LNM: 04-20

USACE HUNTINGTON DISTRICT - RESTRICTED AREAS AT NAVIGATION STRUCTURES

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 20-05, regarding restricted areas at navigation structures.

LNM: 04-20

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 REPORT - UPDATE

Attached as an enclosure to this LNM, is a USACE Arkansas River Channel Status Report.

LNM: 12-20

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

Attached as an enclosure to this LNM, is Special Public Notice D8 DWB-889, regarding drawbridge operation on the Upper Mississippi River, St. Croix River and the Missouri River.

LNM: 49-19

TENNESSEE/TOMBIGBEE WATERWAY CHANNEL CONDITION

Attached as an enclosure to this LNM are USACE Mobile District Notice to Navigation Interest 20-46, regarding channel conditions associated with the recent high water event. Mariners may contact Mr. Roger Wilson Tennessee/Tombigbee Project Management Office at (662) 245-5486 or (662) 574-7316, for additional information.

LNM: 12-20

OHIO RIVER - CHANNEL CONDITION - L/D RESTRICTIONS

In coordination with Central Ohio River Marine Industry Group and USACE, the COTP Ohio Valley advises all mariners of the following: River level and current velocity within the Markland and McAlpine pools are forecasted to continue to rise. The flow rate in the Louisville, KY., area is in excess of 400,000 C.F.S., creating dangerous currents and out drafts. South-bound vessels shall NOT utilize the federal mooring cells (Ohio River Mile 530.4) until the Markland L/D opening drops below 120 feet. When McAlpine L/D Upper Gauge reaches 18 feet, traffic in the Louisville and McAlpine L/D area is restricted to daylight hours only on south-bound vessels, between the L and I Railroad Bridge (Ohio River Mile 604.4) and Towhead Island (Ohio River Mile 602.0). North-bound vessels can lock and transit the harbor during night time hours. Light boats are exempt from these restrictions. Mariners are encouraged to use assist boats at their discretion. In order to keep north-bound traffic moving through the Portland Canal efficiently, north-bound vessels who are waiting for assist boats are requested to hold their position below the lock, until their assist boat is in position to provide assistance. For more Information, contact the U.S. Coast Guard Sector Ohio Valley at (502) 779-5422. Mariners are advised to transit with caution.

LNM: 52-19

SUNSET OF TRADITIONAL PAPER - RASTER CHARTS

On November 15, 2019, NOAA formally announced in the Federal Register (Docket #2019-24807) that they would begin a 5-year process of discontinuing their traditional paper, or raster, charts by 2025. NOAA intends to gradually 'sunset' raster chart products and is introducing an option to create custom ENC data based charts that can be printed as a paper copy locally or commercially, via one of their certified third party printers. More detailed information regarding this transition is available from https://nauticalcharts.noaa.gov/publications/docs/raster-sunset.pdf. Comments/questions on the Federal Register Notice and the NOAA Custom Chart application should be submitted at https://www.nauticalcharts.noaa.gov/customer-service/assist/. Other concerns may be directed to your local NOAA Navigation Manager, https://nauticalcharts.noaa.gov/customer-service/regional-managers/index.html. In order to identify and overcome the regulatory challenges associated with this transition including but not limited to updating commercial vessel carriage requirements and maritime safety information processes, NOAA will continue to work directly with its Agency charting partners. A prototype version of the NOAA Custom Chart Tool is available at https://devgis.charttools.noaa.gov/pod/.

LNM: 04-20

U.S. MARITIME ADVISORY 2020-006/USCG MSIB 02-20 (CHANGE 1)

U.S. Coast Guard (USCG) Maritime Safety Information Bulletins (MSIBs) on Novel Coronavirus (COVID-19) 2. Issue: Current info on COVID-19 for mariners and maritime commerce stakeholders is being published through USCG MSIBs, which are available within the 2020 drop down at https://go.usa.gov/xdsP5. This information will be updated as the situation warrants. Guidance: Mariners should reference the latest Coast Guard MSIBs, per paragraph 2 above, for USCG, State Department, and CDC guidance, including travel guidance. Contact Information: Maritime industry questions about COVID-19 guidance and requirements should be communicated to OutbreakQuestions@uscg.mil, local USCG Captain of the Port (COTP) offices, or to a vessel's appropriate COTP for its next port of call. For more information about U.S. Maritime Alerts and Advisories, including subscription details, please visit http://www.marad.dot.gov/MSCI.//. Attached as an enclosure is USCG Headquarters MSIB 02-20 (Change 1), regarding the COVID-19 outbreak.

LNM: 11-20

SUNSET OF PRINTED TIDE/CURRENT TABLES

Attached as an enclosure to this LNM is an NOAA Notice issued March 16, 2020, regarding the sunset of printed tide/current tables after 2020.

LNM: 11-20

ARKANSAS RIVER - COVID-19/L/D RESTRICTIONS

Due to the ongoing COVID-19 concerns, mariners are advised that crew changes and delivery of supplies will no longer be allowed at the locks. Also, the physical exchange of trip tickets from crew members to lock staff members will not be allowed. 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 the USACE Little Rock District Office, at (501) 324-5739, or you may email ceswl-op-om@usace.army.mil.

LNM: 12-20

LOWER MISSISSIPPI RIVER - SAFETY ADVISORY/CHANNEL CONDITION

The COTP Lower Mississippi has issued an extreme 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 40 feet.

Down-bound tows:

Wheelmen are to have experience handling current conditions.

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

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

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

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

All loaded red flag barges in a mixed tow, shall be placed in inboard strings, shall not be a lead barge in any string and shall be covered/protected by a dry cargo or empty red flag barge if possible.

Refer to the Waterway 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 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: 12-20

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
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
4875	Irvins Bar Lower Daybeacon	DAYMK MISSING	0687OV	41/19
7585	Frederick Light	STRUCT DEST	0539UM	29/19
7650	Briggs Landing Light	LT EXT	0890UM	51/19
8840	Nine Mile Creek Light	STRUCT DEST	0699OV	33/18
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
9850	Murphy Smith Light	STRUCT DEST	0303LM	40/15
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
12365	Merrimac Island Light	STRUCT DEST	0503UM	27/19
12420	Grey Cloud Daybeacon	STRUCT DEST	0503UM	27/19
12590	Smiths Landing Light	STRUCT DEST	0305UM	35/18
12677	Island 21 Daybeacon	STRUCT DEST	0503UM	27/19
12700	Cannon River Daybeacon	STRUCT DEST	0503UM	27/19
12765	Wacouta Light	DAYMK DMGD	0503UM	27/19
12780	Maiden Rock Light	STRUCT DEST	0503UM	27/19
13425	Sand Slough Light	LT EXT	0482UM	26/19
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
13765	Island 158 Daybeacon	DAYMK DMGD	0469UM	26/19
13855	Mcgregor Lower Light	LT EXT/DAYMK MISSING	0529UM	28/19
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
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
14450	Dark Slough Light	STRUCT DEST	0677UM	37/19
14580	Camanche Light	STRUCT DEST	0138UM	22/18
14830	Credit Island Towhead Light	STRUCT DEST	0136UM	17/17
14980	Hershey Chute Upper Light	STRUCT DEST	0212UM	23/17
15170	Edwards Island Upper Light	STRUCT DEST/TRUB	0403UM	26/16
15175	Edwards River Light	STRUCT DEST	0135UM	21/18
15255	Bakers Point Light	STRUCT DEST	0131UM	21/18
15280	Fernal Island Light	LT EXT	0325UM	21/19
15355	Kemps Landing Light	STRUCT DEST	0325UM	21/19
15535	Des Moines River Lower Daybeacon	STRUCT DEST	0249UM	25/17
15575	Fox River Light	DAYMK MISSING	0222UM	18/19
15587	Gregory Light	STRUCT DEST	0222UM	18/19

15640	Howard Daybeacon	DAYMK MISSING	0222UM	18/19
15645	Howard Crossing Light	STRUCT DEST	0506UM	27/19
15775	Marion City Lower Light	DAYMK MISSING/STRUCT DMGD	0222UM	18/19
15805	Turtle Island Daybeacon	STRUCT DEST	0222UM	18/19
15885	Cincinnati Landing Lower Light	STRUCT DEST	0222UM	18/19
15925	Blackburn Island Daybeacon	DAYMK MISSING	0222UM	18/19
15960	Crider Bend Light	STRUCT DEST	0506UM	27/19
16020	Dago Point Light	STRUCT DEST	0506UM	27/19
16120	Cuivre Island Light	LT EXT	0579UM	31/19
16140	Bolters Bar Light	STRUCT DEST	0579UM	31/19
16200	Portage Des Sioux Light	DAYMK MISSING	0579UM	31/19
16910	Ste. Genevieve Island Light	STRUCT DEST	0557UM	30/19
17445	Uncle Joe Light	STRUCT DEST	0531OV	31/19
17790	Snyder Bend Upper Daybeacon	STRUCT DEST	0863UM	48/19
17795	Snyder Bend Daybeacon	DAYMK DMGD	0050UM	08/19
17800	Glovers Point Bend Upper Daybeacon	DAYMK DMGD	0050UM	08/19
17825	Hutchinson Daybeacon	DAYMK DMGD	0050UM	08/19
17905	Decatur Lower Daybeacon	STRUCT DEST	0832UM	45/19
17925	Lower Decatur Bend Daybeacon	STRUCT DEST	0837UM	45/19
17940	Lower Louisville Bend Daybeacon	STRUCT DEST	0836UM	46/19
17960	Monona County Daybeacon	STRUCT DEST	0833UM	45/19
17985	Wahle Daybeacon	DAYMK DMGD	0050UM	08/19
17990	Larkin Daybeacon	DAYMK DMGD	0080UM	08/19
18075	California Cut-Off Daybeacon	DAYMK DMGD	0050UM	08/19
18120	Desoto Bend Cut-Off Upper Daybeacon	STRUCT DEST	0154UM	15/19
18125	Desoto Bend Cut-Off Daybeacon	STRUCT DEST	0674UM	37/19
18305	Omaha Bend Daybeacon	STRUCT DEST	0882UM	50/19
18320	Omaha Bend Lower Daybeacon	STRUCT DEST	0174UM	15/19
18335	Gibson Bend Lower Daybeacon	STRUCT DEST	0174UM	15/19
18365	Bellevue Daybeacon	STRUCT DEST	0174UM	15/19
18535	Lillian Daybeacon	STRUCT DEST	0174UM	15/19
18715	Chadwick Daybeacon	STRUCT DEST	0463UM	26/19
18755	Langdon Daybeacon	STRUCT DEST	0463UM	26/19
18765	Little Nemaha River Daybeacon	STRUCT DEST	0556UM	49/18
18775	Aspinwall Daybeacon	STRUCT DEST	0463UM	26/19
18780	Morgan Bend Daybeacon	DAYMK DMGD	0557UM	49/18
18790	Edwards Daybeacon	STRUCT DEST	0463UM	26/19
18795	Morgan Bend Lower Daybeacon	STRUCT DEST	0463UM	26/19
18800	Yellow House Daybeacon	STRUCT DEST	0463UM	26/19
18805	Lincoln Bend Daybeacon	STRUCT DEST	0463UM	26/19
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
18870	Barnhouse Daybeacon	STRUCT DEST	0464UM	26/19
18880	Rush Bottom Bend Daybeacon	STRUCT DEST	0464UM	26/19
18890	Walston Daybeacon	STRUCT DEST	0464UM	26/19
18900	Lower Rush Bottom Bend Daybeacon	STRUCT DEST	0464UM	26/19
18970	White Cloud Lower Daybeacon	STRUCT DEST	0464UM	26/19
18990	Mill Creek Daybeacon	STRUCT DEST	0464UM	26/19
19000	Tarkio Lower Daybeacon	STRUCT DEST	0523UM	28/19
19015	Wolf Creek Daybeacon	STRUCT DEST	0464UM	26/19
19020	Forbes Daybeacon	STRUCT DEST	0464UM	26/19
19030	Myers Daybeacon	STRUCT DEST	0464UM	26/19

19040	Horton Daybeacon	STRUCT DEST	0464UM	26/19
19045	Forbes City Daybeacon	STRUCT DEST	0464UM	26/19
19050	Forbes City Lower Daybeacon	STRUCT DEST	0464UM	26/19
19085	Crawford Daybeacon	STRUCT DEST	0464UM	26/19
19095	Dallas Lower Daybeacon	STRUCT DEST	0464UM	26/19
19100	Nodaway Daybeacon	STRUCT DEST	0464UM	26/19
19195	Contrary Daybeacon	STRUCT DEST	0197UM	16/19
19220	Geary Bend Daybeacon	STRUCT DEST	0508UM	27/19
19265	Atchison Daybeacon	STRUCT DMGD	0508UM	27/19
19305	Atchison Lower Daybeacon	STRUCT DEST	0197UM	16/19
19340	Jackson Daybeacon	STRUCT DEST	0197UM	16/19
19370	Weston Dike Daybeacon	STRUCT DEST	0197UM	16/19
19375	Weston Daybeacon	STRUCT DEST	0197UM	16/19
19470	Pope Daybeacon	DAYMK DMGD	0508UM	27/19
19485	Waldrons Quarry Daybeacon	DAYMK DMGD	0527UM	28/19
19490	Pomeroy Upper Daybeacon	STRUCT DEST	0508UM	27/19
19835	Sibley Bend Daybeacon	STRUCT DEST	0505UM	27/19
19910	Mine Dump Daybeacon	STRUCT DEST	0197UM	16/19
19970	Tabo Bend Lower Daybeacon	STRUCT DEST	0493UM	45/18
19975	Berlin Bend Daybeacon	STRUCT DEST	0505UM	27/19
19990	Baltimore Bend Daybeacon	STRUCT DMGD	0197UM	16/19
20025	Gliddens Creek Daybeacon	STRUCT DEST	0505UM	27/19
20065	Cranberry Chute Daybeacon	STRUCT DEST	0197UM	16/19
20080	Sergeant Floyd Daybeacon	STRUCT DEST	0502UM	27/19
20160	Scarlett Light	STRUCT DMGD	0197UM	16/19
20190	Kinkhorst Daybeacon	STRUCT DEST	0197UM	16/19
20245	New Frankfort Daybeacon	STRUCT DEST	0502UM	27/19
20250	Little Missouri Bend Daybeacon	STRUCT DEST	0197UM	16/19
20270	Gilliam Bend Lower Daybeacon	STRUCT DEST	0502UM	27/19
20290	Cambridge Bend Lower Daybeacon	STRUCT DEST	0502UM	27/19
20300	Chariton River Daybeacon	STRUCT DEST	0502UM	27/19
20710	Jefferson City Daybeacon	STRUCT DEST	0813UM	44/19
21030	Clay Branch Daybeacon	STRUCT DEST	0490UM	26/19
21290	Howard Bend Daybeacon	STRUCT DEST	0791UM	43/19
21435	Cora Lower Daybeacon	STRUCT DEST	0792UM	43/19
23285	Cluster Upper Light	STRUCT DEST	0721OV	34/18
24885	Carson Landing Light	LT EXT	0215OV	14/19
27725	Diamond Island Lower Light	STRUCT DEST	1013OV	51/18
27730	Long Landing Lower Light	DAYMK MISSING	0698OV	41/19
27915	Greens Crossing Light	STRUCT DEST	0247OV	16/19
27935	Dekoven Light	STRUCT DEST	0033OV	03/20
28155	Brick House Light	STRUCT DEST	0585OV	34/19
29327	Cotton Lower Daybeacon	STRUCT DEST	0032LM	11/15
29518	Ben Routh Upper Daybeacon	STRUCT DEST	0113LM	17/14
29542	Barbin Daybeacon	TRUB/STRUCT DEST	0115LM	17/14
29547	Hadden Fort Middle A Daybeacon	MISSING	0436LM	41/11
29549	Hadden Fort Middle B Daybeacon	STRUCT DEST	0114LM	17/14
29597	Larto Middle Daybeacon	STRUCT DEST	0049LM	12/17
29600	Larto Bayou Daybeacon	STRUCT DEST	0050LM	12/17
29725	Alligator Bayou Daybeacon	STRUCT DEST	0216LM	33/17
30600	Half Moon Foot Light	STRUCT DEST/TRLB	0824OV	01/18
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
26945	West Point Light	WATCHING PROPERLY			03/20	12/20

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
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
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
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
7015	Blue Creek Point Lower Lighted Buoy	TRUB		0888UM	51/19	
7030	Drolls Point Upper Lighted Buoy	TRUB		0888UM	51/19	
7040	Peoria Heights Lighted Buoy	TRUB		0888UM	51/19	
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	

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)

None

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

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 0.8 - BRIDGE MAINTENANCE

Ninth Street Bridge; Due to planned work, the vertical clearance may be reduced by 1-foot below low steel. Mariners are urged to transit the bridge with caution.

LNM: 07-19

ARKANSAS RIVER
MILE 445.0 - MILE 444.8 - CHANNEL CONDITION

Significant shoaling has been reported between approximate Miles 445.0 and 444.8. Mariners are urged to favor the can side upon entrance/exit to the Port of Catoosa. A deviation remains in effect, holding the elevation ¾ feet above the top of normal pool. Waterway users are asked to check with L/D 18, for the latest information. Mariners are urged to exercise caution in the area. Questions or requests for additional information should be directed to Mr. Kenneth Todd, Navigation Operation Manager at (918) 687-4501 ext. 2, or Mr. Vic Heister, Navigation Field Engineer at (918) 669-7244.

LNM: 03-20

MILE 421.2
VERDIGRIS RIVER
CHANNEL CONDITION

Shoaling has been reported in the vicinity of Mile 421.2, Verdigris River, near Newt Graham L/D 18. Mariners are urged to exercise caution in the area.

LNM: 03-20

MILE 381.0 - MILE 380.0 - DREDGE OPERATIONS

Continuing until approximately April 2020, dredging operations are being conducted between approximate Miles 381.0 and 380.0, Salt Creek. While dredging operations are ongoing, mariners are asked to "run the red line" in the area. The dredging contractor will monitor VHF-FM Channel 16, for approaching vessels. Mariners are urged to exercise caution in the area. Waterway users are asked to check with L/D 16, for the latest information. Mariners may contact Mr. Robert Steiner, Navigation Operations Manager at (918) 775-4475, ext. 5833 or Mr. Vic Heister, Navigation Field Engineer, (918) 669-7244.

LNM: 05-20

MILE 347.5 - CHANNEL CONDITION

Shoaling has been reported in the vicinity of Mile 347.5, mid-channel. Mariners are urged to exercise caution in the area.

MILE 347.5 - CHANNEL CONDITION

LNM: 09-20

MILE 256.8 - MIILE 256.5 - CHANNEL CONDITION/USACE RECOMMENDATION

Continuing until further notice, the pool 10 water elevation will change to 338.0, as measured at the Dardanelle L/D 10. This change is necessary for scheduled maintenance in the area. Mariners are reminded to exercise caution and to draft no more than 9 feet. The USACE recommends mariners "run the red line". Mariners are asked to contact the Dardanelle L/D via VHF-FM Channel 16 or at (479) 890-4987, for the current information. Mariners may contact the USACE Little Rock District Office at (501) 324-5739 or via e-mail at ceswl-op-om@usace.army.mil, for additional information. Mariners are urged to exercise caution in the area.

LNM: 44-19

MILE 233.5 - MILE 232.5 - USACE RECOMMENDATION

Continuing until further notice, the pool 10 water elevation will change to 338.0, as measured at the Dardanelle L/D 10. This change is necessary for scheduled maintenance in the area. Mariners are reminded to exercise caution and to draft no more than 9 feet. The USACE recommends mariners "run the red line". Mariners are asked to contact the Dardanelle L/D via VHF-FM Channel 16 or at (479) 890-4987, for the current information. Mariners may contact the USACE Little Rock District Office at (501) 324-5739 or via e-mail at ceswl-op-om@usace.army.mil, for additional information. Mariners are urged to exercise caution in the area.

LNM: 44-19

MILE 224.0 - MILE 223.0 - USACE ADVISORY

Continuing until further notice, the USACE Little Rock District recommends up-bound and down-bound tows "run the red line" between approximate Miles 224.0 and 223.0. Mariners may contact USACE Little Rock District at (501) 324-5739 or via e-mail at ceswl-op-om@usace.army.mil, for additional information.

LNM: 06-20

MILE 223.0 - MILE 221.0 - CHANNEL CONDITION/USACE ADVISORY

The area in the vicinity of Mile 222.0, has been dredged. Barge restrictions have been lifted. The USACE recommends mariners "run the center line" of the currently buoyed channel in the vicinity of Mile 222.0. No passing is recommended between approximate Miles 223.0 and 221.0. Mariners may contact USACE Little Rock District at (501) 324-5739 or via e-mail at ceswl-op-om@usace.army.mil, for additional information.

LNM: 52-19

MILE 205.5 - SPECIAL LOCKING INSTRUCTIONS

The USACE Little Rock District has issued special locking instructions for the Dardanelle L/D (No. 10) in the vicinity of Mile 205.5. Down-bound tows MUST stop and orient themselves into a straight position prior to lockage and to avoid contact with the lock walls in the vicinity of the new stop-log slot cuts. Tow captains are to follow the directions of the lock operator, to safely transit by the land wall and the river wall slot cuts, located 20 feet up-stream of the up-stream miter gate recesses. These restrictions will remain in place until the spring or summer 2020. Mariners may contact the lock via VHF-FM Channel 16 or at (479) 890-4987, in advance of arrival, for current conditions. Mariners may contact the USACE Little Rock District Office at (501) 324-5739 or via e-mail at ceswl-op-om@usace.army.mil, for additional information.

LNM: 43-19

MILE 155.9 - L/D TOW HAULAGE UNIT

The tow haulage unit at the Toad Suck Ferry L/D in the vicinity of Mile 155.9, is out of service. Double cut tows will have to be locked the conventional way (without the use of tow haulage). Mariners may contact USACE Little Rock Office at (501) 324-5739 or via e-mail at ceswl-op-om@usace.army.mil, for additional information.

LNM: 12-20

MILE 143.0 - MILE 141.0 - CHANNEL CONDITION/USACE ADVISORY

Shoaling has been reported between approximate Miles 143.0 and 141.0, pool 7. No passing is recommended in these area. The USACE recommends mariners "run the red line: between approximate Miles 142.5 and 141.0 and "run the green line" between approximate Miles 143.0 and 142.5. Mariners may contact the USACE Little Rock District at (501) 324-5739 or via e-mail at ceswl-op-om@usace.army.mil, for additional information. Mariners are urged to exercise caution in the area.

LNM: 40-19

MILE 125.4 - MILE 118.2 - CHANNEL CONDITION/REGULATED NAVIGATION AREA

The flow on the Arkansas River, at Murray L/D, vicinity of Mile 125.4, has exceeded 70,000 C.F.S. The Regulated Navigation Area, at Little Rock, Arkansas, from Mile 125.4 to Mile 118.2, is now in effect. Mariners transiting this area must follow the Special Operating Procedures outlined in Title 33 Code of Federal Regulations, Part 165.817 and Part 117.123.

LNM: 11-20

MILE 119.1 - AID TO NAVIGATION

A can buoy has been reported not properly marking the channel, mid-channel, in the vicinity of Mile 119.1, under the Broadway Bridge (LLNR-2060). Mariners are urged to exercise caution in the area.

LNM: 02-20

MILE 86.3 - CHANNEL CONDITION

Shoaling has been reported in the vicinity of Mile 86.3. Mariners are advised to favor the river wall in the down-stream approach to the Colonel Charles D. Maynard L/D. Mariners are urged to exercise caution in the area.

LNM: 03-20

MILE 86.0 - CHANNEL CONDITION

Shoaling has been reported in the vicinity of Mile 86.0, mid-channel, near L/D 5. Mariners are urged to exercise caution in the area.

LNM: 10-20

MILE 23.7 - MILE 22.6 - USACE RECOMEDATION/AIDS TO NAVIGATION

Continuing until further notice, the USACE Little Rock District recommends up-bound and down-bound tows, maintain a 100-foot distance from the first 2 can buoys, up-stream of the Pendleton Bridge, in the vicinity of Mile 22.6. Mariners are urged to disregard the displaced nun buoy in the vicinity of Mile 23.7. Mariners may contact the USACE Little Rock District office at (501) 324-5737, or via e-mail at ceswl-op-om@usace.army.mil, for additional information. Mariners are urged to exercise caution in the area.

LNM: 05-20

BLACK WARRIOR RIVER – TOMBIGBEE WATERWAY
MILE 261.1
MILE 248.5
MILE 173.6
MILE 92.6 - COTP RECOMMENDATIONS

The COTP Mobile, Alabama, has issued an MSIB 08-20, with recommendations for vessel traffic for daylight transit only, in the following areas:
Seldon L/D, in the vicinity of Mile 261.1,
Alabama Great Southern Railroad Bridge, in the vicinity of Mile 248.5,
Naheola Railroad Bridge, in the vicinity of Mile 173.6 and,
Jackson Railroad Bridge, in the vicinity of Mile 92.6.

Breaking down tows to a width of 70 feet is recommended at the Naheola Railroad Bridge, in the vicinity of Mile 173.6. Mariners may contact U. S. Coast Guard Sector Mobile at (251) 441-5976, for additional information.

LNM: 09-20

CUMBERLAND RIVER
MILE 216.1 - L/D CLOSURE

Continuing until approximately 6:00 a.m., April 3, 2020, the Old Hickory L/D in the vicinity of Mile 216.1, will be closed for maintenance. Mariners may contact the Old Hickory Lockmaster at (615) 847-3281, for additional information.

LNM: 12-20

MILE 148.7 - CHANNEL CONDITION - L/D RESTRICTION

Due to current channel conditions at the Cheatham L/D in the vicinity of Mile 148.7, tows transiting the L/D will be restricted with a maximum tow configuration no greater than 9 jumbo barges made up in a 3 by 3 configuration and overall length and width, including the towboat, not to exceed 105 feet by 795 feet, with no barges on the hip. Only straight single lockage will be allowed. The tow must enter the L/D in a made up configuration and may not be separated for multiple lockage, until the flow rate falls below 75,000 C.F.S.

LNM: 12-20

MILE 129.9 - BRIDGE REPLACEMENT

State Route 13 Bridge Replacement; Substructure construction is ongoing both sides of the river. The floating plant may at times be moored at edge of navigation channel. A minimum of 250 feet of horizontal clearance will be maintained at all times. Mariners may contact onsite workboat M/V FALCON via VHF-FM Channel 13 or 16, or at (870) 377-1889, for more information.

LNM: 31-18

GREEN RIVER
MILE 9.1 - CHANNEL CONDITION/L/D CLOSURE

High water conditions reportedly exist in the vicinity of Mile 9.1. The L/D 1 has ceased locking operations with an Upper Gauge reading above 25.9 feet. Mariners should contact the lock operator to determine if it is safe to navigate over the weir. Mariners are urged to exercise caution in the area.

LNM: 12-20

ILLINOIS WATERWAY
MILE 287.0 - BRIDGE MAINTENANCE

I-80 Bridge; Due to bridge maintenance there will be a barge and work tug located near the main channel. The M/V MARY ANN will be monitoring VHF-FM Channel 16.

LNM: 11-20

MILE 271.5 - MILE 231.0 - L/D RESTRICTIONS

Continuing until further notice, due to weather conditions, ice couplings are required when transiting Dresden L/D in the vicinity of Mile 271.5, Marseilles L/D in the vicinity of Mile 244.6 and Starved Rock L/D in the vicinity of Mile 231.0. Mariners may contact the respective L/D's via VHF-FM Channel 14, for additional information.

LNM: 04-20

MILE 229.6 - BRIDGE CONSTRUCTION

Utica Highway Bridge; Horizontal clearance may be reduced to 325 feet, due to ongoing construction of the bridge. Work barges may be in the river, during daylight hours, Monday through Saturday. For additional information, mariners may contact the M/V TAYLOR LYNN via VHF-FM Channel 13 or 16, or the site supervisor at (779) 205-8080.

LNM: 34-19

MILE 162.7 - BRIDGE MAINTENANCE

Murray Baker Bridge; Vertical clearance is reduced to approximately 62.5 feet above normal pool stage, due to containment system. During periods of high water containment system will be raised flush with low steel of the bridge.

LNM: 02-20

KANAWHA RIVER
MILE 59.0 - BANK PROTECTION OPERATION

Continuing until approximately June 30, 2020, Amherst Madison will be conducting stream bank protection in the vicinity of Mile 59.0, RDB. Work will be conducted from 7:00 a.m. until 5:00 p.m., Monday through Friday. The contractors floating plant will consist of the M/V EARL FRANKLIN, 1 barge

KANAWHA RIVER
MILE 59.0 - BANK PROTECTION OPERATION
mounted crane, and 3 material barges. The M/V EARL FRANKLIN will monitor VHF-FM Channel 13 or 16. During nonworking hours, the contractor's floating plant will be moored at the work site and lighted according to regulation. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution.

LNM: 49-19

MILE 58.0 - BRIDGE MAINTENANCE
Charleston and Southside Bridge; Rigging for a proposed containment system is being installed and will hang approximately 1 foot below low steel. The vertical clearance will be reduced to approximately 68 feet above pool stage. Mariners are advised to transit the bridge with caution.

LNM: 07-20

LOWER MISSISSIPPI RIVER
MILE 863.5 - CHANNEL CONDITION
Shoaling has been reported in the vicinity of Mile 863.5, LDB. Mariners are urged to exercise caution in the area.

LNM: 05-20

MILE 824.2 - CHANNEL CONDITION
Shoaling has been reported in the vicinity of Mile 824.2, LDB. Mariners are urged to exercise caution in the area.

LNM: 08-20

MILE 792.0 - CHANNEL CONDITION
Shoaling has been reported in the vicinity of Mile 792.0, RDB. Mariners are urged to exercise caution in the area.

LNM: 05-20

MILE 764.5 - CHANNEL CONDITION
Shoaling has been reported in the vicinity of Mile 764.5, LDB. Mariners are urged to exercise caution in the area.

LNM: 10-20

MILE 765.0 - MILE 764.0 - CHANNEL CONDITION
Three shallow spots of less than 10 feet of water depth have been reported between approximate Miles 765.0 and 764.0. Mariners are urged to exercise caution in the area.

LNM: 10-20

MILE 715.2 - CHANNEL CONDITION
High water induced currents in the vicinity of Mile 715.2, may cause a significant loss in speed, for up-bound traffic. Vessels attempting to gain speed in slack water, are warned that the U. S. Coast Guard has received reports of heavy shoaling outside of the channel, LDB. Mariners are urged to exercise caution in the area.

LNM: 07-20

MILE 661.8 - SUNK BARGE
A sunk barge has been reported in the vicinity of Mile 661.8, Helena Bridge. The barge reportedly protrudes into the center span channel of the bridge approximately 80 feet with approximately 40 feet over the top, at 43.8 feet on the Helena Gauge. The barge is reportedly marked. Salvage operations pend. Mariners are urged to exercise caution in the area.

LNM: 10-20

MILE 515.0 - MILE 495.0 - CHANNEL CONDITION
Due to rising waters, mariners are requested to remain in the channel between approximate Miles 515.0 and 495.0. A cut in the levee has occurred and wave wash from vessels can further damage levees in the area. Mariners are urged to exercise caution in the area.

LNM: 08-20

MILE 408.0 - MILE 405.0 - CHANNEL CONDITION/SAFETY ZONE
The COTP Lower Mississippi River has issued a Safety Zone from Mile 408.0 to Mile 405.0, due to high water/flow conditions. Mariners are requested to travel at slowest safe speed between Miles 408.0 and 405.0, to prevent possible wake damage to a facility in the area. Vessels shall not meet or pass in this area. Vessels shall transit as far off the LDB, as is safe. All transits shall be stopped when the Vicksburg Gauge reaches more than 57 feet, to prevent wakes from over-topping flood control and damaging the shore side facility.

LNM: 09-20

MILE 317.0 - MILE 311.0 - SAFETY ZONE
Continuing until further notice, the COTP Lower Mississippi River has issued a Safety Zone restricting traffic near the Old River Control Structures, between Mile 317.0 and Mile 311.0. Vessels shall not meet, pass or overtake between Miles 317.0 and 314.0 and between Miles 312.0 and 311.0. Mariners are required to check in with the M/V FRED LEE via VHF-FM Channel 13 or 16, prior to entering this Safety Zone. Vessels shall NOT meet, pass or overtake between Mile 312.0 to Mile 311.0 and Mile 317.0 to Mile 314.0. Vessels shall be permitted to meet, pass or overtake between Miles 314.0 and 312.0, once proper bridge to bridge communications have been completed. Mariners with large or heavy loads passing these structures are directed to steer a course sufficiently and safely as possible towards the LDB. Additional information may be obtained from the M/V FRED LEE. Mariners are requested to transit the area with caution.

LNM: 11-20

MILE 316.5 - MILE 311.0 - CHANNEL CONDITION/USACE NOTICE
Attached as an enclosure to this LNM, is USACE New Orleans, La., Navigation Bulletin 20-39, regarding navigation in the vicinity of the Old River Control structures between approximate Miles 316.5 and 311.0.

LNM: 11-20

MILE 304.0 - L/D RESTRICTIONS
Continuing until approximately April 1, 2020, 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: 04-20

MILE 304.0 - L/D INTERMITTTENT DELAYS
Continuing until approximately April 1, 2020, the Old River L/D, in the vicinity of Mile 304.0, will be subject to intermittent delays to navigation (up to 12-hours), for repairs. These closures will occur during daylight hours, between 7:00 a.m. and 7:00 p.m. The Lockmaster, Mr. Anthony 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: 04-20

UPPER MISSISSIPPI RIVER
MILE 790.6 - BRIDGE MAINTENANCE
Red Wing Highway Bridge; Continuing until further notice, a work barge will be in the channel during daylight hours only, a 1-hour advance notice is required to transit by notifying "Zenith Tech Barge" via VHF-FM Channel 16 or via cell phone at (715) 610-4002. Horizontal clearance may be reduced to 385 feet while construction is ongoing. For additional information, mariners may contact the site supervisor Ben Johnson via cell phone at (208) 313-3393.

LNM: 10-20

MILE 665.4 - CHANNEL CONDITION
Cross channel shoaling has been reported in the vicinity of Mile 665.4. Mariners are urged to exercise caution in the area.

LNM: 11-20

MILE 634.7 - BRIDGE MAINTEANCE
Marquette-Prairie Du Chien Bridge, USH 18: The Wisconsin DOT, commencing March 25, 2020 and continuing until April 16, 2020, from 7:00 a.m. until 3:00 p.m., will be onsite to mill the bridge deck of the bridge and have a snooper truck in place that will reduce vertical clearance. Mariners are requested to call 15 minutes ahead of transiting the bridge to Brian Firari, at (262) 366-5424, to request an opening.

LNM: 12-20

MILE 535.0 - BRIDGE REPAIRS
Sabula Railroad Drawbridge; A tug and two barges will be conducting repairs to the upstream sheerfence from 7:00 a.m. until 5:00 p.m., Monday through Friday. Mariners are encouraged to transit the drawbridge with caution.

LNM: 03-20

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 calling M/V KATIE ANN via VHF-FM Channel 16 or 7.

LNM: 47-19

MILE 482.1 - BRIDGE MAINTENANCE
Centennial Highway Bridge; Maintenance work is ongoing on the right descending pier, which will reduce the channel width by 80 feet.

LNM: 30-19

MILE 273.4 - L/D CLOSURE
Continuing until 5:00 p.m., March 31, 2020, L/D 24 in the vicinity of Mile 273.4, will be closed for maintenance. All navigation interests should be alert for, and abide by, any special instructions that may be issued by the lockmaster.

LNM: 48-19

MILE 241.4 - L/D CLOSURE
Continuing until 5:00 p.m., March 31, 2020, L/D 25 in the vicinity of Mile 241.4, will be closed for maintenance. All navigation interests should be alert for, and abide by, any special instructions that may be issued by the lockmaster.

LNM: 48-19

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 50 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: 04-20

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 100.0 - DIKE WORK
Continuing until approximately March 31, 2020, dike work will be conducted in the vicinity of Mile 100.0, LDB. The project involves removing

MILE 100.0 - DIKE WORK

degraded rock from the LDB and transporting the rock to a new dike on the RDB. Work will be conducted from 7:00 a.m. until 5:00 p.m., Monday through Friday. The M/V TWYLA MARGE will be onsite and will monitor VHF-FM Channel 16 or at (573) 803-7399, for additional information. Mariners are urged to exercise caution in the area.

LNM: 09-20

MILE 46.0 - MILE 43.5 - CHANNEL CONDITION/SAFETY ADVISORY

The COTP Ohio Valley has issued a Safety Advisory due to extreme high water between approximate Miles 46.0 and 43.5. This advisory will remain in effect until river stages fall below 33 feet. It is recommended that vessels do not meet, pass or overtake in this area and that down-bound tows should not exceed 140 feet wide and 600 feet long, during the nighttime hours from sunset to sunrise and that red flag barges should be placed in a protected location within the tow. It is also recommended that all vessels avoid laying up on levees and to assess bridge clearances in advance. Mariners are urged to exercise caution, and report navigation obstructions to the U.S. Coast Guard via VHF-FM Channel 16.

LNM: 12-20

MISSOURI RIVER

MILE 625.5 - BRIDGE MAINTENANCE

Mormon Trails Dual Highway Bridge: Daily inspections and maintenance on the bridge will be conducted using a work platform which will extend 5 feet below low steel.

LNM: 21-19

MILE 299.9 - VISIBLE OBSTRUCTION

A grounded storage tank has been reported in the vicinity of Mile 299.9, LDB, outside of the navigation channel. It is likely that this obstruction will refloat during periods of high water and drift down-stream. Mariners are urged to exercise caution in the area.

LNM: 12-20

MONONGAHELA RIVER

MILE 72.7 - TEMPORARY UNLIGHTED INFORMATION BUOYS

Chevron Appalachia L.L.C., has reported the installation of 4 temporary unlighted information buoys located in approximate position 39-55-55.42N, 079-55-56.61W, Mile 72.7, RDB, Fayette County, Pennsylvania. The 4 temporary unlighted information buoys will be deployed until April 16, 2020. Any questions, inquiries or navigation safety concerns, should be directed to 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.

LNM: 11-20

MILE 26.0 - MILE 23.8 - POWER LINE OPERATION/SAFETY ZONE

Continuing until March 28, 2020, from 7:00 a.m. until 5:00 p.m., each day, power line operations will be conducted between approximate Miles 26.0 and 23.8. The COTP Pittsburgh has established a Safety Zone to facilitate this operation. Entry into this Safety Zone is prohibited to vessels and persons unless permission is granted by the U. S. Coast Guard. Mariners may contact the U. S. Coast Guard MSU Pittsburgh at (412) 670-4288, for additional information.

LNM: 11-20

MILE 15.6

YOUGHIOGHENY RIVER

MILE 25.1 - TEMPORARY LIGHTED DANGER BUOYS

Chevron Appalachia, L.L.C., shall install four (4) temporary lighted danger buoys to mark the perimeter of their Herminie South Intake pump structures. The temporary lighted danger buoys shall be located on the Youghiogheny River at approximate Mile 25.1, RDB, until April 4, 2020. The four (4) lighted danger buoys shall display Fl. W 2.5s. All questions or inquiries shall be directed to Chevron Appalachia, L.L.C., at (412) 921-8666 or via email at: bweimer@chevron.com , or you may contact U. S. Coast Guard Sector Ohio Valley at (502) 779-5422. Mariners are advised to exercise caution in this vicinity.

LNM: 44-19

MILE 14.2 - MILE 11.3 - CHANNEL CONDITION/SAFETY ADVISORY

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

LNM: 12-20

OHIO RIVER

MILE 1.5 - MILE 6.2 - CHANNEL CONDITION/COTP ADVISORY

The gate opening at Emsworth L/D, in the vicinity of Mile 6.2, is greater than 65 feet. When transiting south-bound, with the intention of using the front channel, past Brunot Island, in the vicinity of Mile 1.5, keep towards the RDB while entering the front channel to avoid a severe set towards the island. When transiting up river, with the intention of using the back channel, past Brunot Island, in the vicinity of Mile 3.0, exercise caution when entering the back channel to prevent being set against the LDB. Mariners are urged to exercise caution and ensure vertical clearance is sufficient, while transiting under the bridges located between Mile 3.0 and Mile 0.0, on the Allegheny River and between Mile 9.0 and 0.0, on the Monongahela River.

LNM: 12-20

MILE 13.3 - CHANNEL CONDITION/COTP ADVISORY

The gate opening at Dashields L/D in the vicinity of Mile 13.3, is greater than 20 feet. Fleeting facilities are advised to review and act in accordance with their waterfront fleet operators guide and company contingency plans and assign a person to be in continuous surveillance and to observe the barges in the fleeting facility. Double-up lines on the head of the fleet and provide an adequate number of spring and breast lines between the dock and the barges in the fleet. Review their need to secure towboat assistance.

LNM: 12-20

MILE 31.7 - MILE 44.5 - CHANNEL CONDITION/SAFETY ADVISORY

The gate opening at Montgomery L/D, vicinity of Mile 31.7, is greater than 40 feet. Mariners are urged to exercise caution when transiting under the Newell Highway Bridge, in the vicinity of Mile 44.5, due to strong set and water currents in the area. Up-bound tow vessels are advised that when performing a set over or knock out, through the Montgomery Locks, to secure the head of their tows to the lock wall using the closest pin possible before the set over or knock out is initiated and ensure that tows are fully secured prior to leaving the vicinity of the locks. Down-bound tow vessels performing a double lockage are strongly advised to have a helper boat assist the tows in keeping alongside the guidewall, while entering the lock.

LNM: 12-20

MILE 54.4 - MILE 65.5 - CHANNEL CONDITION/COTP ADVISORY

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

LNM: 12-20

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

The COTP Pittsburgh has issued the following Safety Advisory due to high water/high flow conditions at Pike Island L/D, in the vicinity of Mile 84.2. The gate opening at Pike Island L/D is greater than 50 feet. Mariners are urged to exercise caution when transiting under the I-470 Bridge, in the vicinity of Mile 91.8, due to the strong set towards the LDB. Mariners are urged to exercise caution while transiting under the CSX Railroad Bridge, in the vicinity of Mile 94.5, due to its limited horizontal clearance of 320 feet. If pushing ahead, towing vessels are recommended to have a helper boat when transiting under the CSX Railroad Bridge, to ensure they maintain proper course and speed.

LNM: 12-20

MILE 90.2 - BRIDGE MAINTENANCE

Ninth Street Highway Bridge; Due to a containment system installed below low steel, vertical clearance is reduced to 72.8 feet, above normal pool.

LNM: 43-19

MILE 341.0 - L/D CLOSURE

Continuing until approximately June 8, 2020, repairs will be conducted at the Greenup L/D (main/auxiliary chambers) in the vicinity of Mile 341.0. Attached as an enclosure to this LNM, is USACE Huntington District Notice to Navigation Interests 20-06, addressing specifics on this operation.

LNM: 09-20

MILE 461.9 - BRIDGE MAINTENEANCE

Combs Heil (I-275 Dual Bridge); A containment platform is installed 3 feet below low steel and reduces the vertical clearance to approximately 78.1 feet above normal pool. Mariners are advised to transit the bridge with caution.

LNM: 07-20

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

The Cincinnati Gauge is at 45 feet or greater, a Regulated Navigation Area is in effect in the Cincinnati Harbor between Miles 466.0 and 473.0. Entry into this zone by down-bound vessels, towing cargoes regulated by title 46 C.F.R. Subchapter D and O, with a tow length exceeding 600 feet, excluding towboat, is prohibited from ½ hour before sunset to ½ hour after sunrise. In accordance with the provisions outlined in title 33 C.F.R. 165.821, this Regulated Navigation Area will remain in effect until the Cincinnati Gauge drops below 45 feet. Mariners are urged to exercise caution when transiting this area.

LNM: 12-20

MILE 531.5 - L/D AVAILABILITY

Structural cracks have been found at the Markland L/D (auxiliary chamber) in the vicinity of Mile 531.5. The auxiliary chamber is out of service while further evaluation of the cracks is being performed.

LNM: 04-20

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 Code of Federal Regulations Part 161. Mariners are urged to exercise caution in the area.

LNM: 11-20

MILE 602.0 – MILE 604.4 - CHANNEL CONDITION/SAFETY ADVISORY

The COTP has issued a Safety Advisory due to high water. South Bound traffic in the Louisville and McAlpine L/D are restricted to daylight hours only, between Towhead Island Mile 602.0 and the Louisville and Indiana Railroad Drawbridge Mile 604.4. North-bound traffic is restricted to nighttime transit only, due to eddy currents in the down-stream approach that prevents access to the south chamber. Mariners are encouraged to utilize assist boats, at their discretion and arrange for an assist boat to be ready, if necessary. To keep traffic flowing north-bound, vessels who are unprepared to proceed out of the canal, will be held in the down-stream side of the locks. Light boats are exempt from these restrictions. Mariners are urged to use caution when transiting the area. For more information, contact U. S. Coast Guard Sector Ohio Valley at 502-779-5422.

LNM: 12-20

MILE 776.1 - CHANNEL CONDITION - L/D CLOSURE

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.

LNM: 11-20

MILE 845.0 - SAFETY ZONE - L/D CLOSURE

The COTP Ohio Valley has established a Safety Zone for J. T. Myers L/D in the vicinity of Mile 845.0. The J. T. Myers L/D, has ceased locking operations. The J. T. Myers Weir is navigable under the following conditions: Minimum horsepower per loaded barge is 250 HP. Tows comprised of barges carrying cargoes regulated under Title 46 C.F.R. Subchapter D and O (known as red flag barges) and/or with more than 6 barges loaded with any product, are restricted to daylight transit only. A standby assist boat with appropriate horsepower is on-scene to provide assistance as needed. At first light, north-bound tows will be cleared first, followed by south-bound tows. The J. T. Myers L/D operator will establish the transit queue. Tows should notify the lock operator when approaching. A carrier may request an exception to the above. Requests should be made during normal business hours to the COTP at (800) 253-7465. The COTP may consult with the Central Ohio River Marine Industry Group Chairman, but it will be the COTP who will make a final determination on each request. Mariners are advised that failure to follow this regulation may result in a civil penalty.

LNM: 11-20

MILE 920.0 - SUNK VESSEL/SUBMERGED OBSTRUCTION

A submerged obstruction has been reported in the vicinity of Mile 920.0, LDB, outside of the navigation channel in approximate position 37-07-58.2N 088-25-36.36W. A sunken vessel previously reported in the immediate area has been salvaged. Mariners are urged to favor the RDB, and transit the area with caution.

LNM: 11-20

MILE 938.9 - USACE ADVISORY

The USACE advises that the navigation channel in the vicinity of Mile 938.9, has been shifted over to the Kentucky bank and over the bear traps, due to the Paducah Gauge exceeding 38 feet. The USACE is broadcasting the updated virtual buoys through the Lower Mississippi River Waterway Committee (LOMA). Mariners are urged to exercise caution in the area.

LNM: 12-20

MILE 964.6 - CHANNEL CONDITIONS/COTP SAFETY ADVISORY/L/D RESTRICTIONS

Continuing until further notice, the COTP Ohio Valley has issued a Safety Advisory due to flow conditions at the Olmsted L/D, in the vicinity of Mile 964.6. Down-bound tows maximum dimensions are 175 feet by 1,200 feet, including the towboat, with no more than 25 regulation barges and not to exceed 5 wide. No hip barges or other deviation that could degrade normal steerage characteristics are allowed for down-bound tows. Up-bound tows maximum dimensions are 140 feet by 1,600 feet, including the towboat, with no more than 28 regulation barges and not to exceed 4 wide. Up-bound tows shall have adequate horsepower to maintain an average speed of 3 MPH. Mariners are urged to exercise caution in the area.

LNM: 09-20

TENNESSEE RIVER

MILE 625.3 - AID TO NAVIGATION

A can buoy has been reported sinking in the vicinity Mile 625.3. Mariners are advised to transit the area with caution.

LNM: 12-20

MILE 546.2 - AID TO NAVIGATION/VISIBLE OBSTRUCTION

The Half Moon Foot Light (LLNR-30600) in the vicinity of Mile 546.2, is destroyed. The steel pile associated with this structure is damaged (leaning at a 30-degree angle) and is marked with a lighted buoy. Mariners are urged to exercise caution in the area.

LNM: 11-20

MILE 533.0 - PINEY RIVER/AID TO NAVIGATION

A nun buoy has been reported missing in the vicinity of Mile 533.0, Piney River entrance. Mariners are urged to exercise caution in the area.

LNM: 09-20

MILE 455.0 - MILE 446.0 - CHANNEL CONDITION/SAFETY ZONE - UPDATE

Heavy rainfall has caused releases from Chickamauga Dam in the vicinity of Mile 471.0, to exceed 100,000 C.F.S. IAW the Waterway Management Plan, the COTP Ohio Valley has established a Safety Zone extending the entire width of the river between Miles 455.0 and 446.0. Navigation of the gorge has ceased. The Chickamauga L/D has ceased operations. Fleet operators should regularly check their fleets and immediately report barge breakaways to the U.S. Coast Guard. This Safety Zone will remain in effect until flows at the Chickamauga L/D, fall below 100,000 C.F.S.

LNM: 12-20

MILE 451.5 - MILE 442.8 - AIDS TO NAVIGATION

Multiple buoys have been reported missing between approximate Miles 451.5 and 442.8. Mariners are urged to exercise caution in the area.

LNM: 09-20

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 20-01

Winter navigation on the Ohio River and tributaries.

LNM: 04-20

USACE Huntington District Notice to Navigation Interests 20-04

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

LNM: 04-20

USACE Huntington District Notice to Navigation Interests 20-03

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

LNM: 04-20

USACE Huntington District Notice to Navigation Interests 20-02

Review of regulations and general safety practices.

LNM: 04-20

USACE Huntington District Notice to Navigation Interests 20-05

Restricted areas at navigation structures.

LNM: 04-20

USACE Channel Status Report

Arkansas River Channel Status Report.

LNM: 12-20

Special Public Notice D8 DWB-889

Drawbridge operation.

LNM: 49-19

USACE Mobile District Navigation Bulletin 20-46

Channel conditions associated with the recent high water event.

LNM: 12-20

USCG MSIB 02-20 (CHANGE 1)

COVID-19 outbreak.

LNM: 11-20

SUNSET OF PRINTED TIDE/CURRENT TABLES

NOAA Notice issued March 16, 2020.

LNM: 11-20

USACE New Orleans Navigation Bulletin 20-39

Navigation in the vicinity of the Old River Control structures between approximate Miles 316.5 and 311.0.

LNM: 11-20

USACE Huntington District Notice to Navigation Interests 20-06

Repairs to Greenup L/D.

LNM: 09-20

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

USCG Navigation Rules and Regulations Handbook, 2014 Edition

Federal Register / Vol. 84, No. 125 / Friday, June 28, 2019 published non-substantive technical, organizational, and conforming amendments to existing Coast Guard regulations. Included were changes to:

Vessel Bridge-to-Bridge Radio Telephone Regulations (33 CFR § 26)
COLREGS Demarcation Lines (33 CFR § 80)
72 COLREGS Implementing Rules (33 CFR § 81)
Inland Navigation Rules (33 CFR § 83)
Inland Navigation Rules – Implementing Rules (33 CFR § 89)
Vessel Traffic Management (33 CFR § 161)

All of these rules are represented in the U.S. Coast Guard Navigation Rules and Regulations Handbook. These changes are outlined as originally published in Federal Register / Vol. 84, No. 125 / Friday, June 28, 2019 as well as enclosure ( ) to this Local Notice to Mariners.

USCG Navigation Rules and Regulations Handbook, 2014 Edition

Federal Register / Vol. 84, No. 125 / Friday, June 28, 2019 published non-substantive technical, organizational, and conforming amendments to existing Coast Guard regulations. All of these rules are represented in the U.S. Coast Guard Navigation Rules and Regulations Handbook.

PART 26—VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS

■ Revise the authority citation for part 26 to read as follows:
Authority: 14 U.S.C. 2, 33 U.S.C. 1201–1208; Pub. L. 107–295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1; Rule 1, International Regulations for the Prevention of Collisions at Sea.

§ 26.08 [Amended]
■ In § 26.08(a), remove the text ''Marine Safety, Security and Environmental Protection'' and add, in its place, the text ''Prevention Policy''.

PART 80—COLREGS DEMARCATION LINES

■ In § 80.750, revise paragraphs (b) and (f) to read as follows: § 80.750 Sanibel Island, FL to St. Petersburg, FL.
* * * * *
(b) A line drawn across the Charlotte Harbor entrance from position latitude 26°42.18′ N, longitude 070°41.2′ W to Port Boca Grande Light.
* * * * *
(f) A line drawn from position latitude 27°17.89′ N, longitude 082°33.55′ W to the southernmost extremity of Lido Key (position latitude 27°17.93′ N, longitude 082°33.99′ W).
* * * * *
■ In § 80.753, revise paragraphs (a) and (d) to read as follows: § 80.753 St. Petersburg, FL to the Anclote, FL.

(a) A line drawn across Blind Pass, from the seaward extremity of the Long Key jetty to the seaward extremity of the Treasure Island jetty.
* * * * *
(d) A line drawn from the northernmost extremity of Honeymoon Island to Anclote Anchorage South Entrance Light 3; thence to Anclote Key position latitude 28°10.0′ N longitude 082°50.6′ W; thence a straight line to position latitude 28°11.11′ N, longitude 082°47.91′ W.

§ 80.810 [Amended]
■ 8. In § 80.810, remove paragraphs (c) and (d); and re-designate paragraphs (e) through (h) as paragraphs (c) through (f).

PART 81—72 COLREGS: IMPLEMENTING RULES

§ 81.3 [Amended]
■ In § 81.3, remove the words ‘‘Marine Safety’’ and add, in their place, the word ‘‘Prevention’’.

§ 81.5 [Amended]
■ In § 81.5(a) introductory text, remove the words ‘‘Marine Safety’’ and add, in their place, the word ‘‘Prevention’’.

§ 81.9 [Amended]
■ In § 81.9 introductory text, remove the words ‘‘Marine Safety’’ and add, in their place, the word ‘‘Prevention’’.

PART 83—NAVIGATION RULES

§ 83.24 [Amended]
■ In § 83.24(h), after the words ‘‘exhibit the lights’’, add the words ‘‘or shapes’’.

§ 83.26 [Amended]
■ In § 83.26(f)(i), remove the word ‘‘around’’ and add, in its place, the word ‘‘round’’; in § 83.26(f)(ii)(2)(B), remove the text ‘‘(a)’’ and add, in its place, ‘‘(f)(ii)(1).’’

§ 83.27 [Amended]
■ In § 83.27(d)(iv)(1)(B) and (d)(iv)(2)(A), remove the word ‘‘around’’ and add, in its place the word ‘‘round’’.

PART 89—INLAND NAVIGATION RULES: IMPLEMENTING RULES

§ 89.3 [Amended]
■ In § 89.3, remove the words ‘‘Marine Safety’’ and add, in their place, the word ‘‘Prevention’’.

§ 89.5 [Amended]
■ In § 89.5(a) introductory text, remove the words ‘‘Marine Safety’’ and add, in their place, the word ‘‘Prevention’’.

§ 89.9 [Amended]
■ In § 89.9 introductory text, remove the words ‘‘Marine Safety’’ and add, in their place, the word ‘‘Prevention’’.

§ 89.27 [Amended]
■ In the section heading to § 89.27 and paragraphs (a) and (b), remove the text ‘‘24(i)’’ and add, in its place, the text ‘‘24(j)’’.

PART 161—VESSEL TRAFFIC MANAGEMENT

§ 161.2 [Amended]
■ Amend § 161.2 as follows:
a. Remove the word ‘‘sector’’ wherever it appears, and add, in its place, the word ‘‘zone’’;
b. Add definitions in alphabetical order for ‘‘Center’’ and ‘‘Published’’;
c. In the definition of ‘‘Vessel Traffic Service Area or VTS Area’’, remove the word ‘‘sectors’’ and add, in its place, the word ‘‘zones’’; and
d. In the introductory text of the definition of ‘‘VTS User’’, remove the word ‘‘area’’ and add, in its place, the word ‘‘Area’’.

§ 161.2 [Amended]
■ Amend § 161.2 Definitions - with additions to read as follows:
* * * * *
Center means a Vessel Traffic Center or Vessel Movement Center.
* * * * *
Published means available in a widely-distributed and publicly available medium (e.g., VTS User’s Manual, ferry schedule, Notice to Mariners).
* * * * *
Under *VTS User* Re-designate (a) – (b) as (1) – (2); add (3) Equipped with a required Coast Guard type-approved Automatic Identification System (AIS).

§ 161.4 Requirement to Carry the Rules. [Amended]
■ Re-designate the note at the end of the section as Note 1 to § 161.4 and revise it to read as follows:
* * * * *
Note 1 to § 161.4: These rules are contained in the applicable U.S. Coast Pilot, the VTS User’s Manual which may be obtained by contacting the appropriate VTS or downloaded from the Coast Guard Navigation Center website (https://www.navcen.uscg.gov).

§ 161.5 [Amended]
■ In § 161.5(b), remove the text ‘‘VTS Director’’ and add, in its place, the text ‘‘VTC’’.

§ 161.12 [Amended]
■ Amend § 161.12 in Table 1 to § 161.12(c) as follows:
a. In entry (10)(ii) – *Seattle Traffic*, in the ‘‘Monitoring area’’ column, remove the words ‘‘Strait of Juan de Fuca’’ and add, in their place, the words ‘‘Salish Sea’’;
b. In entry (12) – *St. Marys River*, remove the text ‘‘Mary’s’’ wherever it appears and add, in its place, the text ‘‘Marys’’; and
c. In Note 6, remove the word ‘‘sector’’ and add, in its place, the word ‘‘zone’’.

§ 161.17 [Removed and Reserved]
■ Remove and reserve § 161.17.

PART 161—VESSEL TRAFFIC MANAGEMENT (continued)

§ 161.55 [Amended]

■ Amend § 161.55 by revising paragraph (c)(3) to read as follows:

§ 161.55 Vessel Traffic Service Puget Sound and the Cooperative Vessel Traffic Service for the Juan de Fuca Region.

* * * * *

(c) * * *

(3) A vessel of less than 100 meters in length is exempt from the provisions set forth in § 161.13(b)(3) of this part.

* * * * *

§ 161.70 [Amended]

■ In entry 4 to the Table to § 161.70(d) and entry 3 to the Table to § 161.70(f), remove the word ‘‘Sector’’ and add, in its place, the word ‘‘Zone’’.

Questions may be directed to the Office of Navigation Systems at CGNAV@uscg.mil .

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: 01/23/2020

POC: Kent C. Browning
Acting Chief,
Technical Support
Branch
(304)-399-5239

NOTICE NUMBER: 11330
LOCAL NUMBER: 20-01
WATERWAY: KANAWHA RIVER
OHIO RIVER

EFFECTIVE: 01/09/2020 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.lrd-wc.usace.army.mil/OhioRiver/text/lourpti.rpt.

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 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 are equal to or 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. B 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
Acting 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: 01/23/2020

POC: Kent C. Browning
Acting Chief,
Technical Support
Branch
(304)-399-5239

NOTICE NUMBER: 11334
LOCAL NUMBER: 20-04
WATERWAY: KANAWHA RIVER
OHIO RIVER

EFFECTIVE: 01/10/2020 07:00 thru 01/10/2021 23:59 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 shift change will take place at high pool (when lock chamber is full). The crew change vehicle will remain outside the government facility gate until the motor vessel has arrived at the lock. All crew members must be in possession of a Transportation Worker Identification Credential (TWIC) 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. 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.

//signed//

KENT C. BROWNING
Acting 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: 01/23/2020

POC: Kent C. Browning
Acting Chief,
Technical Support Branch
(304)-399-5239

NOTICE NUMBER: 11333
LOCAL NUMBER: 20-03
WATERWAY: KANAWHA RIVER
OHIO RIVER

EFFECTIVE: 01/10/2020 07:00 thru 01/10/2021 23:59 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
Acting 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: 01/23/2020

POC: Kent C. Browning
Acting Chief,
Technical Support
Branch
(304)-399-5239

NOTICE NUMBER: 11332
LOCAL NUMBER: 20-02
WATERWAY: KANAWHA RIVER
OHIO RIVER

EFFECTIVE: 01/10/2020 07:00 thru 01/11/2021 23:59 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
Acting 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: 01/23/2020

POC: Kent C. Browning
Acting Chief,
Technical Support
Branch
(304)-399-5239

NOTICE NUMBER: 11335
LOCAL NUMBER: 20-05
WATERWAY: KANAWHA RIVER
OHIO RIVER

EFFECTIVE: 01/10/2020 07:00 thru 01/10/2021 23:59 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 excepting 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 total 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 – State and / or Court and upon conviction are subject to fine and / or imprisonment – (or both).

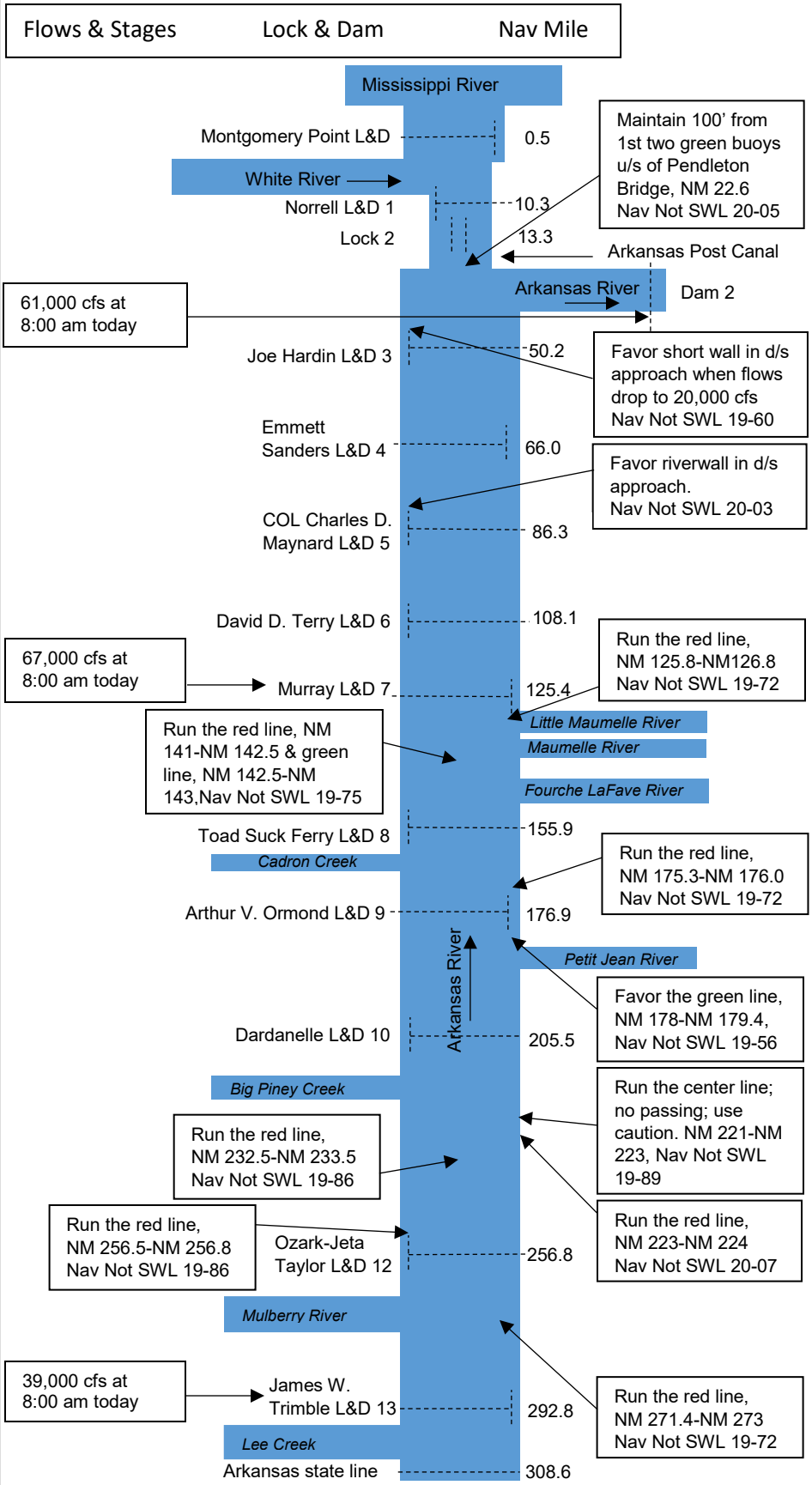
//signed//

KENT C. BROWNING
Acting Chief, Technical Support Branch

U.S. Army Corps of Engineers
Little Rock District

MKARNS-AR Channel Status Report No. 20-005

March 12, 2020



Bank Stabilization
Groundings
Dredge

At 8:00 am today:
-Montgomery Point Tailwater was El. 149.55
-Montgomery Point Headwater was El. 149.76
-Norrell Lock Tailwater was El. 150.68
-Differential between Norrell and Montgomery Point – 0.92 ft

Forecast for Mar 15:
-Montgomery Point Tailwater - El. 148.7
-Montgomery Point Headwater - El. 148.9
-Norrell Lock Tailwater - El. 149.7
-Differential between Norrell and Montg. Pt – 0.8 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: Dredging is complete at NM 249. The Dredge Venture is en route to NM 23.

Deviations: Dardanelle (pool 10) deviation has been lifted.

Pool 2 deviation, elevations will range from 162 – 163 for flows between 0 cfs – 70,000 cfs. Extended to Apr 30 or until shoaling is removed.

Groundings/Incidents: None reported.

Closures & Channel Conditions:
NavNot SWL 20-12 – Sailing Instruction lifted at NM 248-NM 250.

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 the new stoplog slot cuts. Contact the lock prior to arrival for current conditions and further instructions.

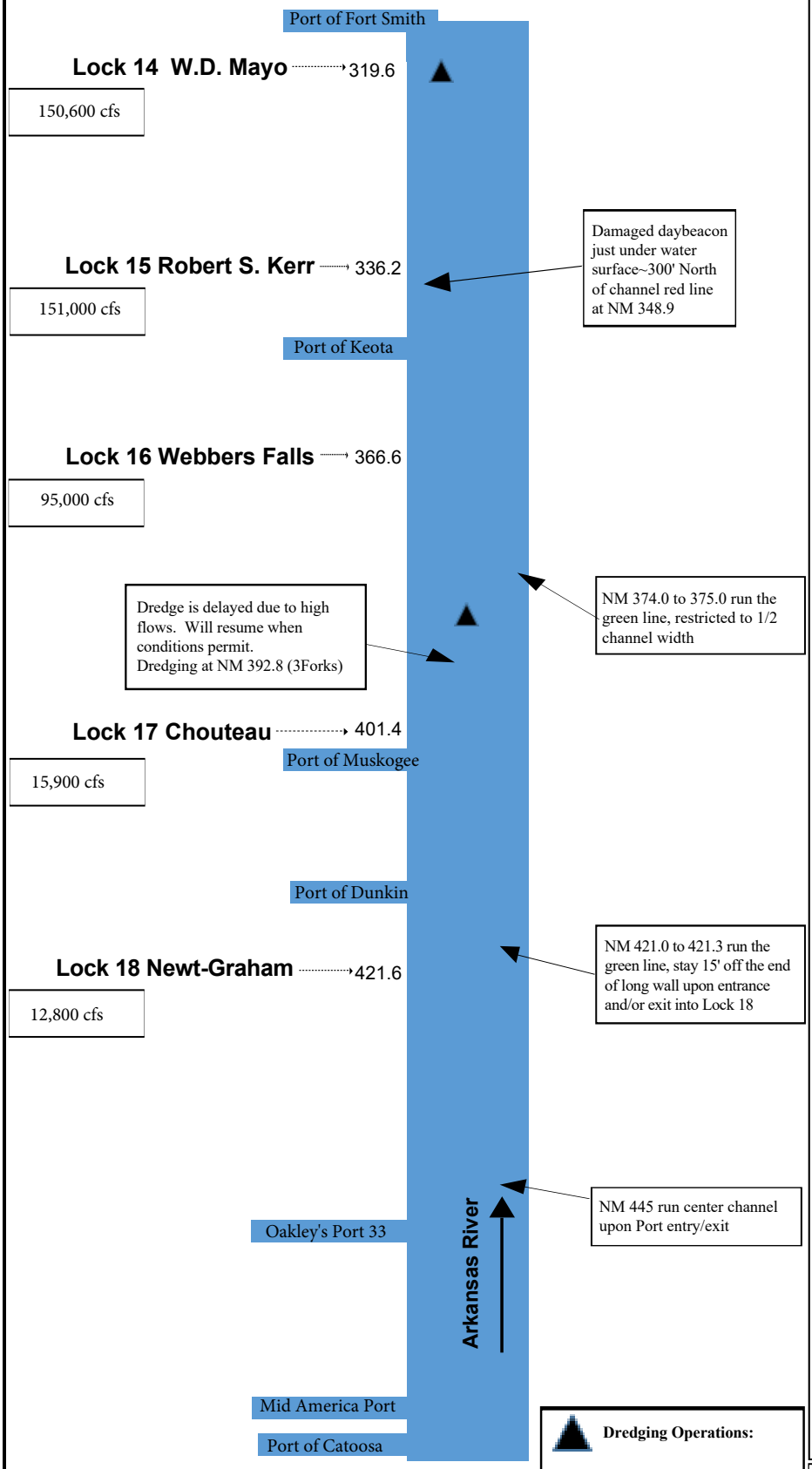
NavNot SWL 19-58 – Mont Pt, No passing in nav pass. All tows should favor the lock wall side of the nav pass, stay 75' from the lock wall poles. For updates, contact Mont Pt Lock on Channel 16. From 10:30am-12:30pm daily, contact Lock No. 1 on Channel 16. A virtual marker is in place to identify the light pole's original location.

-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. 20-003 24 March 2020

Lock & Dam - Flows | Ports | Nav Mile | Updates



Dredging Operations:

NM 392.8 (3Forks) *delayed for conditions*

Groundings

Dredge

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

TD2020-6

COVID-19: LOCK PROTOCOL CHANGES

McCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM, OKLAHOMA

Due to the ongoing COVID-19 concerns, mariners are advised that crew changes and delivery of supplies will no longer be allowed at the locks. Also, the physical exchange of trip tickets from crew members to lock staff members will not be allowed. These changes are effective immediately and will remain in effect until further notice.

Questions or request for additional information concerning this notice should be directed to Mr. Robert Steiner; Navigation Operation Manager: 918-775-4475 ext 5833 or Mr. Vic Heister; Navigation Field Engineer: 918-669-7244.

TD2020-2

Effective: 01/15/2020 12:00 thru 05/31/2020 23:59 CST

SHOALING: Newt Graham Pool 18; NM 444.8 to 445.0 (Tulsa Port of Catoosa Entrance/Exit)

McCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM, OKLAHOMA

Newt Graham Pool No. 18 has significant shoaling between NM 444.8 - 445.0. Vessels should favor the green side upon entrance/exit to the Tulsa Port of Catoosa. A deviation remains in effect holding the elevation 3/4' above the top of normal pool.

Waterway users are asked to check with Lock No. 18 for the latest information. Questions or request for additional information concerning this notice should be directed to Mr. Kenneth Todd; Navigation Operation Manager: 918-687-8990 or Mr. Vic Heister; Navigation Field Engineer: 918-669-7244.

Location	Normal Elevation	Deviation
Lock 14 W.D. Mayo	411 - 413	Open River
Lock 15 Robert S. Kerr	458 - 460	None
Lock 16 Webbers Falls	487 - 490	3/4' above normal pool
Lock 17 Chouteau	511 - 511.5	3/4' above normal pool
Lock 18 Newt-Graham	532 - 532.5	3/4' above normal pool

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

26 November 2019

SPECIAL PUBLIC NOTICE

NUMBER D8 DWB-889

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 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 17, 2019 to April 1, 2020) 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	Jeramie Kelly: Nate Lund:	507-308-4979 651-238-8033
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 Patterson:	641-750-8081 970-324-9716

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 RR Drawbridge	
366.1	Hannibal Railroad Drawbridge	Destrey Gibson:	701-509-4005
365.6	A.S.B. Highway and Railroad Drawbridge	See Hannibal RR Drawbridge	
359.4	Harry S. Truman Railroad Drawbridge	Primary:	816-459-9714

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

"This is a web-searchable copy and is not the official signed version; however, other than the signature being omitted, it is a duplicate of the official version."

Notice to Navigation interests

U.S. ARMY CORPS OF ENGINEERS BUILDING STRONG®

March 20, 2020

TECHNICAL SUPPORT BRANCH

NAVIGATION BULLETIN NO. 20-46

NOTICE TO NAVIGATION INTERESTS:

TENNESSEE-TOMBIGBEE WATERWAY, MISSISSIPPI & ALABAMA

CHANNEL CONDITIONS THROUGH 20 MARCH 2020

Reference navigation bulletin 20-44

Notice to mariners, due to recent flooding and rain events, hydrographic surveying has identified shoaling in several locations along the Tennessee Tombigbee Waterway. As water levels continue to recede, additional hydrographic surveys will be conducted and any additional shoaling locations identified. **This navigation bulletin is not a complete list of restrictions and will be updated as we complete survey and dredging operations. At present, several channel restrictions exist at the following locations:**

ABERDEEN LAKE:

- **Mile 366.0, approximately 200' of available channel. Coast Guard buoys in place.**

COLUMBUS LAKE:

- **Mile 357.3 (downstream approach to Aberdeen Lock), approximately 190' of available channel. Pin buoys in place. Please call lock master for assistance entering/leaving the chamber.**
- **Mile 353.5, approximately 240' of available channel. Coast Guard buoys in place.**
- **Mile 349.5, approximately 180' of available channel. Coast Guard buoys in place.**

ALICEVILL LAKE:

- **Mile 326.0, approximately 150' of available channel. Coast Guard buoys in place.**

GAINESVILLE LAKE:

- **Mile 300.0, approximately 190' of available channel. Coast Guard buoys in place.**

U.S. ARMY CORPS OF ENGINEERS – MOBILE DISTRICT
P.O.BOX 2288, MOBILE. AL. 36628-0001
http://sam.usace.army.mil/
Attn: OP-TN

- **Mile 290.0, approximately 205' of available channel. Coast Guard buoys in place.**
- **Mile 288.5, approximately 170' of available channel. Coast Guard buoys in place.**

DEMOPOLIS LAKE:

- **Mile 266.0 (downstream approach to Howell Heflin Lock), approximately 175' of available channel. Buoys not in place as of yet. Please follow the left descending bank when entering/leaving the chamber at Howell Heflin Lock.**

At present there are no known draft restrictions on the Tennessee-Tombigbee Waterway. Survey operations will continue as conditions allow and we will update our users and stakeholders as soon as possible. **Contract dredging operations are expected to begin around 1 May 2020 on the TTWW**.

For further information please contact **Roger Wilson, Jr. at the Tennessee-Tombigbee Project Management Office at (662) 245-5500**.

for

ASHLEY KLEINSCHRODT
Chief, Navigation Section

Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Inspections and Compliance Directorate
2703 Martin Luther King Jr Ave SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 02-20 (Change 1)
Date: March 9, 2020

E-Mail: OutbreakQuestions@uscg.mil

Novel Coronavirus – Update (Change 1)

An outbreak of respiratory illness caused by a novel coronavirus (COVID-19) may affect mariners and maritime commerce. The CDC has updated their Interim Guidance for Ships on Managing Suspected Coronavirus Disease 2019 (see https://go.usa.gov/xdfyG) and Cruise Ship Travel to Asia (see https://go.usa.gov/xdfVP).

Illness of a person onboard a vessel that may adversely affect the safety of a vessel or port facility is a hazardous condition per 33 CFR 160.216 and must be reported to the U.S. Coast Guard Captain of the Port (COTP). Cases of persons who exhibit symptoms consistent with COVID-19 must be reported to the COTP.

Per 42 CFR 71.21, vessels destined for a U.S. port are required to report to the CDC any sick or deceased crew/passengers during 15 days prior to arrival at the U.S. port. Guidance to vessels to report deaths and illnesses to the CDC can be found at: https://go.usa.gov/xdjmj. U.S. flagged commercial vessels are also advised to report ill crewmembers in accordance with the requirements of each foreign port called upon.

Vessel owners/operators and local stakeholders should be aware of the following:

- Passenger vessels or any vessel carrying passengers that have been to Iran or China (excluding Hong Kong and Macau) or embarked passengers who have been in Iran or China (excluding Hong Kong and Macau) within the last 14 days will be denied entry into the United States. If all passengers exceed 14 days since being in Iran or China (excluding Hong Kong and Macau) and are symptom free, the vessel will be permitted to enter the United States to conduct normal operations. These temporary measures are in place to safeguard the American public.
- Non-passenger commercial vessels that have been to Iran or China (excluding Hong Kong and Macau) or embarked crewmembers who have been in Iran or China (excluding Hong Kong and Macau) within the last 14 days, with no sick crewmembers, will be permitted to enter the U.S. and conduct normal operations, with restrictions. Crewmembers on these vessels will be required under COTP authority to remain aboard the vessel except to conduct specific activities directly related to vessel cargo or provisioning operations.
- The Coast Guard considers it a hazardous condition under 33 CFR 160.216 if a crewmember who was in Iran or China (excluding Hong Kong and Macau) within the past 14-days is brought onboard the vessel during transit. This requires immediate notification to the nearest Coast Guard COTP.
- The Coast Guard will continue to review all "Notice of Arrivals" in accordance with current policies and will communicate any concerns stemming from sick or deceased crew or passengers to their Coast Guard chain of command and the cognizant CDC quarantine station, who will coordinate with local health authorities.
- Vessel masters shall inform Coast Guard boarding teams of any ill crewmembers on their vessel prior to embarking the team.

This release has been issued for public information and notification purposes only.

- Local industry stakeholders, in partnership with their Coast Guard COTP, should review and be familiar with section 5310 Procedures for Vessel Quarantine and Isolation, and Section 5320 - Procedures for Security Segregation of Vessels in their Area Maritime Security Plan.
- Local industry stakeholders, in partnership with their Coast Guard COTP, should review and be familiar with their Marine Transportation System Recovery Plan.
- Maritime facility operators are reminded that they are not permitted to impede the embarkation/ disembark of crew members as permitted under Seafarer's access regulations. This authority resides with CBP, Coast Guard, or the CDC for medical matters. Facility operators should contact their local CBP, Coast Guard, or CDC/health department offices regarding specifics questions or concerns about their individual operations.
- The Coast Guard recommends that people review the CDC travel guidance (see https://www.cdc.gov/coronavirus/2019-ncov/travelers/index.html) and the U.S. Department of State (DoS) Travel Advisories related to COVID-19 at https://travel.state.gov/content/travel/en/traveladvisories/traveladvisories.html/.

Ms. Dana S. Tulis, SES, U.S. Coast Guard, Director, Emergency Management (CG-5RI) sends.

NOTICE TO MARINERS

Issued By:

CENTER FOR OPERATIONAL OCEANOGRAPHIC
PRODUCTS & SERVICES

1305 East-West Highway, N/OPS3
Silver Spring, MD 20910-3281
301-713-2815
Tide.Predictions@noaa.gov
<https://tidesandcurrents.noaa.gov>

NOAA is Discontinuing the Printed Tide Tables and Tidal Current Tables After 2020.

NOAA is ending the production of the printed Tide Tables and Tidal Current Tables publications. The 2020 Tide Tables and Tidal Current Tables, released for distribution and available as PDF files from https://tidesandcurrents.noaa.gov/historic_tide_tables.html, are the final printed editions.

NOAA is discontinuing the production of these annual publications due to: (a) recent changes by the U.S. Coast Guard in the interpretation of the requirements for predictions, no longer requiring these publications in paper format and (b) the availability of online and electronic services providing tide and tidal current predictions which meet the U.S. Coast Guard requirements for navigation, and support other activities along the U.S. coast.

Tide and Tidal Current predictions are available through NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) online services:

- NOAA Tide Predictions: https://tidesandcurrents.noaa.gov/tide_predictions.html
- NOAA Current Predictions: https://tidesandcurrents.noaa.gov/noaacurrents/Regions

These online services provide predictions which equal or exceed the accuracy and availability of the predictions at domestic locations provided through printed publications, and provide additional capabilities allowing the predictions to better meet a variety of user needs. These online services provide predictions for the U.S. coasts. International predictions will not be available from the online services. Predictions for countries outside the U.S. may be obtained through the Oceanographic / Hydrographic agency in that country.

Contact NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) with questions or for further information.
E-mail: Tide.Predictions@noaa.gov
Phone: 301-713-2815

Issued: March 16, 2020

DEPARTMENT OF THE ARMY
Corps of Engineers, New Orleans District
7400 Leake Avenue
New Orleans, Louisiana 70118

CEMVN-ODT-C 13 March 2020

NAVIGATION BULLETIN NO. 20-39

MISSISSIPPI RIVER
OLD RIVER CONTROL STRUCTURES PROJECT (UPDATE)

Reference Navigation Bulletin No. 20-30, dated 21 February 2020, stating that commencing on 25 February 2020 and continuing until further notice, the U. S. Government M/V FRED LEE and M/V WILLIAM JAMES will be performing picket boat duties at the Inflow Channels of the Low Sill and Auxiliary Control Structures.

EFFECTIVE IMMEDIATELY, MARINERS ARE ADVISED THAT THE U. S. GOVERNMENT M/V WILLIAM JAMES IS NO LONGER PERFORMING PICKET BOAT DUTIES AT THE INFLOW CHANNELS OF THE LOW SILL AND AUXILIARY CONTROL STRUCTURES. THE U. S. GOVERNMENT M/V FRED LEE REMAINS ONSITE PERFORMING PICKET BOAT DUTIES AT THE INFLOW CHANNELS OF THE LOW SILL AND AUXILIARY STRUCTURES, UNTIL FURTHER NOTICE. THE M/V FRED LEE CAN BE REACHED ON VHF CHANNELS 13 AND 16.

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

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

The inflow channels of these structures are NOT navigable channels and are restricted from recreational purposes due to the hazardous conditions. When in the vicinity of these structures, tows and other vessels should navigate between the red nun buoys and green can buoys that mark the navigation channel of the river. This is advised in order to avoid effects of crosscurrents caused by the drawdown.

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

- Old River Complex - VHF Channel 16 (Marine Radio) / (225) 492-2159 or (225) 492-2690 (Phone)
- Sidney A. Murray, Jr. Hydroelectric Plant - VHF Channel 16 (Marine Radio) / (225) 492-2153 ext. 207 (Phone)
- Old River Lock - VHF Channel 14 (Marine Radio) / (225) 492-3333 or (225) 492-2301 (Phone).

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

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

- Map Nos. 66 and 67 (internet edition) of the 2015 Mississippi River Navigation Charts clearly depict the inflow channels of the above structures; the website address is: *http://www.mvn.usace.army.mil/Missions/Engineering/Geospatial-Section/MRNB 2015/*
- The hard copy of the 2015 Mississippi River Flood Control and Navigation Maps.
- CD-ROMs of the updated Map Chart Nos. 66 and 67 of the 2015 Mississippi River Navigation Charts.
- Chart No. 1 of the 2016 Atchafalaya River Chart Books (hard copy) and Geographic Information Systems (GIS) publication CD-ROMs.
- Chart No. 1 (internet edition) of the 2016 Atchafalaya River Navigation Charts; the website address is: http://www.mvn.usace.army.mil/Missions/Engineering/Geospatial-Section/ARNB 2016/

for STEVEN G. PATORNO
Chief, Technical Support Branch
Operations Division

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: 02/26/2020

POC: Lockmaster via Marine Channel 13

NOTICE NUMBER: 11520
LOCAL NUMBER: 20-06
WATERWAY: OHIO RIVER

EFFECTIVE: 03/18/2020 07:00 thru 06/08/2020 17:00 EST

LOCK CLOSURE

GREENUP LOCKS AND DAM

OHIO RIVER, MILE 341.0

Notice is given that on 18 March 2020 the U.S. Army Corps of Engineers Repair Fleet will commence maintenance repairs to both lock chambers at Greenup Locks and Dam, Ohio River 341.0. Due to the need for the fleet to arrange equipment to begin the auxiliary chamber work, the auxiliary chamber will be closed and there will be minor intermittent closures of the main chamber for two days, should water conditions allow setting bulkheads for upper miter gate dewatering. Then from 20 March to 23 March, the repairs will be focused on the auxiliary chamber, with the main chamber open for lockages.

On 23 March, the fleet will move to the main chamber to complete repairs on the miter gate operating machinery. During these repairs, the main chamber will be closed to mariners. During these main chamber repairs, the auxiliary chamber will remain open for lockages. All repairs on both chambers are anticipated to be complete on 8 June 2020.

Mariners are urged to contact the lockmaster via marine radio channel 13 for more information.

//signed//

Kent C. Browning
Chief, Technical Support Branch