U.S. Department
of Homeland Security

United States Coast Guard

LOCAL NOTICE TO MARINERS

District 8 MRS Week: 16/20

Mississippi River System

LIGHT LIST VOLUME V
NOTICE NUMBER 16 - 20
April 22, 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	0109 - 20 (UM)	0126 - 20 (UM)
Sector Lower Mississippi River	0181 - 20 (LM)	0198 - 20 (LM)
Sector Ohio Valley	0227 - 20 (OV)	0234 - 20 (OV)
OB DWB	0041 - 20 (OB)	0042 - 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 a 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 25 feet when transiting between Miles 869.0 and 725.5.

All down-bound tows:

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

Refer to the Waterways Action Plan for further details.

All up-bound tows, must maintain an average speed of 3 MPH, over the ground, for 2 miles leading up to the Memphis Bridges. If a tow is unable to average 3 MPH, it must arrange for an assist tug or reduce tow size through the Memphis Bridges.

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: 16-20

LOWER MISSISSIPPI RIVER - SAFETY ADVISORY/CHANNEL CONDITION

The COTP Lower Mississippi River has issued an extreme 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 50.0 feet and that will be transiting between Mile 725.5 and 439.0.
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 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 loads and 10 empty barges, for a total mixed tow size of 25 barges.
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 Waterways Action Plan for further details.
Up-bound:
Must maintain an average speed of 3 MPH, over ground, for 2 miles leading up to the Greenville or Helena Bridges. If a tow is unable to average a minimum speed of 3 MPH, it must arrange for an assist tug or reduce tow size through the Greenville or Helena 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: 13-20

LOWER MISSISSIPPI RIVER - VICKSBURG INFORMATION CENTER - UPDATE

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. Mariners are encouraged to refer to the Sector Lower Mississippi River Marine Safety Information Bulletin (MSIB) 01-20, which outlines further guidance and procedures for transiting the Vicksburg Bridges. 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: 16-20

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 13 (Mile 556.6 – Mile 522.4),
Pool 15 (Mile 493.2 – Mile 482.9),
Pool 16 (Mile 482.8 – Mile 457.2),
Pool 20 (Mile 364.1 – Mile 343.2),
Pool 21 (Mile 343.1 – Mile 324.9),
Pool 22 (Mile 324.8 – Mile 301.2),
Pool 24 (Mile 301.1 – Mile 273.4),
Pool 25 (Mile 273.3 – Mile 241.4),
Pool 28 (Mile 185.4 – Mile 160.1) and
Pool 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. 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.

LNM: 16-20

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 18 (Mile 437.0 – Mile 410.5).
In St. Louis Harbor, south-bound tows greater than 600 feet in length, excluding the towboat, limit their transit to daylight hours. North-bound tows have enough horsepower to maintain a minimum of 3 MPH, on approach to the St. Louis Harbor Bridges. It is recommended that all towing vessels have a pilot onboard with recent high water experience with similar size tows, through St. Louis Harbor Bridges. All towing vessels should have a minimum of 250 h.p., for every 2,000 tons of cargo. Barges should not be carried on the hip. 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. Vessels should avoid laying up on levees or pushing in where railroad tracks are charted near the bank, assess bridge clearances in advance and ensure fleets are tendered at all times. Mariners should review anchoring requirements and pre-identify layup areas in the event of a river closure or barge breakaway. Mariners should ensure that moored vessels and barges are adequately secured with the anticipation of increased velocity and high water. Drift and debris may be a hazard to navigation and drag buoys off station.

LNM: 16-20

ILLINOIS WATERWAY - CHANNEL CONDITION/SAFETY ADVISORY - UPDATE

The following areas are in the high water watch phase IAW the Western Rivers WAP Annex:
Zone 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: 16-20

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 - LOCKS MAIL DELIVERY AND CREW CHANGE POLICIES

Attached as an enclosure to this LNM, is a USACE Huntington District Notice to Navigation Interests 20-08, regarding mail delivery and crew change policies at navigation locks, for towboats.

LNM: 13-20

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 enclosures to this LNM, is a USACE Arkansas River Channel Status Reports.

LNM: 16-20

RED RIVER - CHANNEL CONDITION/SAFETY ADVISORY - UPDATE

The COTP Lower Mississippi River has issued a high water Safety Advisory due high river levels from Mile 212.0 to 0.0. Mariners are advised to transit the Red River with caution due to the hazardous conditions associated with strong currents, severe outdrafts, missing/off station aids to navigation, diving buoys and submerged dikes. The COTP with the concurrence of the Red River Valley Association recommends the following limits for tows when the Alexandria Gauge reaches 24.0 feet and will be transiting any portion of the Red River from Mile 212.0 to 0.0. Towing vessels must have at least 500 h.p., per loaded barge with a maximum tow size of 6 barges. Daylight transit only, through the following locations:
Approaches to L/D 2, between approximate Miles 75.2 and 73.3.
Approaches to the Alexandria Bridges, between approximate Miles 91.0 and 87.0.

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: 16-20

TENNESSEE/TOMBIGBEE WATERWAY CHANNEL CONDITION

Attached as an enclosure to this LNM, is USACE Mobile District Notice to Navigation Interest 20-54, 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: 15-20

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

ARKANSAS RIVER - COVID-19/L/D RESTRICTIONS

Due to the ongoing COVID-19 concerns, mariners are required to follow the below procedure for crew change out at all Arkansas River L/D's in the USACE Little Rock and Tulsa Districts: Industry shall contact the lock 4-hours in advance of anticipated crew change. The numbers and

names of the crew will be provided along with delivery of supplies. No industry personnel shall be allowed inside USACE control houses or buildings during crew changes, except in the case of medical emergency. Crew changes will still be allowed on the lock wall but industry must go directly from the vehicle to the motor vessel. Industry personnel will be required to use their own facilities while navigating through the lock. The physical exchange of trip tickets from crew members to lock staff members will still not be allowed and must be communicated by some other means prior to transiting the lock.

LNM: 14-20

SHIPBOARD INMARSAT-C MOBILE SATELLITE TERMINALS

On April 22, 2020, any shipboard Inmarsat-C mobile satellite terminal, including those used in the Global Maritime Distress and Safety System (GMDSS), and still commissioned using the Federal Communications Commission (FCC) as an Accounting Authority will be barred. Affected terminals will still be capable of transmitting distress alerts, receiving distress-priority messages from RCCs and receiving SafetyNET maritime safety information broadcasts. However, all other functions including Long Range Identification and Tracking (LRIT), piracy alerting and messaging will be disabled on that date. After April 22, 2020, affected terminals can be identified by sending a standard C mail (e-mail), from the ship to earth station and confirming its delivery.

Further information is available by FCC Public Notice DA 19-315 and recommended action is provided in FCC Accounting Authority Transition Frequently Asked Questions. Ships carrying affected GMDSS satellite terminals will be non-complaint with U.S. and SOLAS GMDSS regulations.

LNM: 15-20

NATIONAL GEOSPATIAL INTELLIGENCE AGENCY POSTS USCG LIGHT LISTS TO NGA MARINE SAFETY INFORMATION WEBSITE

Effective immediately with NGA NtM 16/2020 (April 18, 2020), NGA will now be posting fully corrected versions of the USCG Light List (LL) to their Maritime Safety Information (MSI) webpage and will suspend issuing corrections to the USCG LL within the NGA NtM. The USCG NAVCEN provides PDF and XML versions of their weekly corrected Light List publications available at https://www.navcen.uscg.gov/?pageName=lightListWeeklyUpdates. USCG NVIC 01-16 allows for publications to be kept in electronic format as long as the publication updates are reasonably available. To align with the NVIC, NGA will match the USCG format and will start posting the fully corrected USCG Light List PDFs on their website at https://msi.nga.mil/Publications/USCGLL. This will allow the mariner to download a corrected version of the USCG Light List instead of applying notice corrections to the baseline PDFs. Effective immediately, NGA will stop incorporating individual USCG Light List corrections in their weekly Notice to Mariners. Additionally, the "SEARCH ONLINE DATABASE" query function on NGA's MSI webpage will no longer be maintained. Until it can be removed from the MSI webpage, mariners are directed to only use the updated USCG LL PDFs for all light information. The specific USCG Light List corrections can continue to be viewed in each USCG Local Notice to Mariner by District at: https://www.navcen.uscg.gov/?pageName=lnmMain. Please contact the Maritime Safety Office or the Maritime Light Team at Maritime_Lights@nga.mil, with any questions.

LNM: 15-20

OHIO RIVER - AIDS TO NAVIGATION

Multiple buoys have been reported missing or not properly marking the channel between approximate Miles 437.0 and 974.0, due to high water conditions. Mariners are urged transit the area with caution.

LNM: 16-20

LOWER MISSISSIPPI RIVER - SAFETY ADVISORY/CHANNEL CONDITION - UPDATE

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 45 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 30 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 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 areas of concern.

LNM: 16-20

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
2825	Miller Creek Daybeacon	STRUCT DEST	0346OV	18/18
3655	Cages Bend Light	STRUCT DEST	0660OV	38/19
3965	Watkins Daybeacon	STRUCT DEST	0245OV	19/17
4250	Shammels Mound Landing Light	STRUCT DEST	0010OV	02/16
4285	Saline Creek Light	STRUCT DEST/TRUB	0221OV	26/16
4315	Pryors Creek Light	STRUCT DEST	0030OV	02/20
4340	Devils Elbow Light	STRUCT DEST	0306OV	16/18
4390	Crooked Creek Light	STRUCT DEST/TRUB	0383OV	36/16
4500	Kuttawa Bar Light	STRUCT DEST	0243OV	12/18
4505	Money Cliff Light	STRUCT DEST	0364OV	19/18
4875	Irvins Bar Lower Daybeacon	DAYMK MISSING	0687OV	41/19
7585	Frederick Light	STRUCT DEST	0539UM	29/19
7650	Briggs Landing Light	LT EXT/STRUCT DMGD	0890UM	51/19
8840	Nine Mile Creek Light	STRUCT DEST	0699OV	33/18
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
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
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
15140	Keg Island Light	STRUCT DEST	0074UM	13/20
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
15535	Des Moines River Lower Daybeacon	STRUCT DEST	0249UM	25/17
15587	Gregory Light	STRUCT DEST	0222UM	18/19
15645	Howard Crossing Light	STRUCT DEST	0506UM	27/19
15775	Marion City Lower Light	DAYMK MISSING/STRUCT DMGD	0222UM	18/19
15885	Cincinnati Landing Lower Light	STRUCT DEST	0222UM	18/19
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
18480	Rock Bluff Daybeacon	DAYMK DMGD	0075UM	13/20
18535	Lillian Daybeacon	STRUCT DEST	0174UM	15/19
18640	Barney Bend Daybeacon	DAYMK DMGD	0075UM	13/20
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
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
15280	Fernal Island Light	RELIGHTED			21/19	16/20
15355	Kemps Landing Light	REBUILT/REMAINS			21/19	16/20
18715	Chadwick Daybeacon	REBUILT/REMAINS			26/19	16/20

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
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 15.5 - MILE 14.7 - TEMPORARY PRIVATE AIDS TO NAVIGATION

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

LNM: 13-20

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 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 401.4 - L/D CLOSURES

Commencing 7:00 a.m., May 5, 2020 and continuing until noon, May 6, 2020 and again from 7:00 a.m., May 12, 2020 until noon, May 13, 2020, the Choteau L/D in the vicinity of Mile 401.4, will be closed for maintenance. Mariners are asked to contact the L/D, for the latest information. Questions or requests for additional information should be directed to Mr. Brad Johnson, Acting Navigation Operation Manager, at (918) 687-8990 or Mr. Vic Heister, Navigation Field Engineer at (918) 669-7244.

LNM: 15-20

MILE 381.0 - MILE 380.0 - DREDGE OPERATIONS - UPDATE

Continuing until approximately May 2020, dredging operations are being conducted between approximate Miles 381.0 and 380.0, Salt Creek. While

MILE 381.0 - MILE 380.0 - DREDGE OPERATIONS - UPDATE
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: 16-20

MILE 258.2 - PROTECTIVE CELL/NAVIGATION OBSTRUCTION
A protective cell has been reported leaning approximately 1-foot, towards the up-stream channel, in the vicinity of Mile 258.2, Highway 23 Bridge. Mariners are urged to exercise caution in the area.

LNM: 13-20

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 215.0 - DIVE OPERATION
Continuing until April 24, 2020, dive operations will be conducted in the vicinity of Mile 215.0, RDB. Work will be conducted from 7:00 a.m. until 5:00 p.m., each day. Dive crews will monitor VHF-FM Channel 68 or via cell phone at (217) 260-9893, for additional information. Mariners are urged to exercise caution in the area.

LNM: 15-20

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 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 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

MILE 23.0 - DREDGE OPERATION
Continuing until further notice, the Dredge VENTURE is conducting operations in the vicinity of Mile 23.0. Mariners are requested to contact the Dredge VENTURE via VHF-FM Channel 13 or 16, prior to arrival in the area, for passing arrangements. Mariners are urged to transit the area at their slowest safe speed to minimize their wake and proceed with caution after passing arrangements have been made. 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.

LNM: 16-20

CUMBERLAND RIVER
MILE 148.7 - HIGH WATER CONDITION/COTP ADVISORY - UPDATE
The high water/flow conditions at the Cheatham L/D, in the vicinity of Mile 148.7, have lessened. The COTP Safety Advisory previously issued has been cancelled.

LNM: 16-20

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

MILE 44.5 - MILE 44.0 - AIDS TO NAVIGATION
Two nun buoys have been reported not properly marking the channel between approximate Miles 44.5 and 44.0. Mariners are urged to exercise caution in the area.

LNM: 13-20

GREEN RIVER
MILE 8.3 - BRIDGE OPERATION
Louisville and Nashville Railroad Drawbridge; The bridge will be unattended and left in the open-to-navigation position beginning 6:00 a.m., April 24,

GREEN RIVER
MILE 8.3 - BRIDGE OPERATION
2020. The bridge shall initiate the closing sequence for an approaching train by broadcasting the closure on VHF-FM Channel 16, 10-minutes prior to closure and immediately prior to closing. If no mariners respond to the broadcast, the operator of the bridge may begin the closing sequence. For additional information mariners may contact CSX at (800) 232-0144 and reference the bridge at CSX Mile 132.6, Ohio River.

LNM: 16-20

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

MILE 87.6 - MILE 86.8 - DREDGE OPERATION
Continuing until further notice, dredging operations are being conducted between approximate Miles 87.6 and 86.8. Dredging will commence in the vicinity of Mile 87.1, LDB. Work will be conducted 24-hours a day, 7-days a week. A crossing line will be in place when the dredge moves to the RDB. Dredge spoils will be placed in an upland disposal area in the vicinity of Mile 87.4, LDB. The M/V BARRY J., requests 30-minutes advance notice of passage via VHF-FM Channel 13 or 78. Mariners are requested to transit the area at their slowest safe speed and proceed with caution, after passing arrangements have been made.

LNM: 16-20

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 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

MILE 41.7 - CORE BORING OPERATION
Continuing until approximately June 8, 2020, Terracon Consultants Inc., will conduct core borings along both sides of the channel in the vicinity of Mile 41.7, in close proximity to the I-64 Bridge piers. The contractors floating plant will consist of the M/V EARL FRANKLIN, a drill barge and a barge mounted crane. Work will be conducted from 7:00 a.m. until 6:00 p.m., Monday through Friday. During non-working hours, the contractors floating plant will be moored at the worksite and lighted accordingly. Mariners are urged to transit the area at their slowest safe speed to minimize their wake and proceed with caution after passing arrangements have been made.

LNM: 14-20

LOWER MISSISSIPPI RIVER
MILE 864.9 - MILE 862.9 - CHANNEL CONDITION - UPDATE
Shoaling has been reported between approximate Miles 864.9 and 862.9. The area has been marked with 4 buoys placed along the LDB. Mariners are urged to exercise caution in the area.

LNM: 16-20

MILE 833.6 - CHANNEL CONDITION
Shoaling has been reported in the vicinity of Mile 833.6, LDB, along the buoy line. Mariners are urged to transit the area with caution.

LNM: 14-20

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.

MILE 824.2 - CHANNEL CONDITION

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 765.1 - MILE 763.8 - CHANNEL CONDITION - UPDATE

Three shallow spots of less than 10 feet of water depth have been reported between approximate Miles 765.1 and 763.8. Four buoys have been set along the LDB, marking the area of shoaling. Mariners are urged to exercise caution in the area.

LNM: 16-20

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 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 365.0 - MILE 361.0 - SAFETY ZONE

The COTP has issued a Safety Zone from Mile 365.0 to Mile 361.0, to prevent vessel wake damage at the Natchez/Vidalia City riverfront. Vessels shall not meet, pass or overtake within this zone. Vessels shall transit this Safety Zone at their slowest safe speed and in the center of the channel. U.S. Coast Guard Sector Lower Mississippi River can be contacted via VHF-FM Channel 16 or at (866) 777-2784.

LNM: 14-20

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. Mariners are required to check in with the M/V FRED LEE or M/V BENYAURD 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 or M/V BENYAURD. Mariners are requested to transit the area with caution.

LNM: 14-20

MILE 316.5 - MILE 311.0 - CHANNEL CONDITION/USACE NOTICE

Attached as an enclosure to this LNM, is USACE New Orleans, La., Navigation Bulletin 20-49, regarding navigation in the vicinity of the Old River Control structures between approximate Miles 316.5 and 311.0.

LNM: 13-20

MILE 304.0 - L/D RESTRICTIONS

Continuing until approximately October 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: 13-20

MILE 304.0 - L/D INTERMITTTENT DELAYS

Continuing until approximately October 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: 13-20

MILE 234.0 - CHANNEL CONDITION/INFRASTRUCTURE MARKINGS

Due to high water, signs and other infrastructure markings, in the vicinity of Mile 234.0, Baton Rouge, LA., may become submerged, until the river falls below flood stage. Mariners are urged to transit the area with caution.

MILE 234.0 - CHANNEL CONDITION/INFRASTRUCTURE MARKINGS

LNM: 16-20

MILE 243.0 - SUNK TUG

A tug has reportedly sank in the vicinity of Mile 234.0, center span of the Baton Rouge Bridge, as of April 21, 2020. Salvage operations pend and the current location of the vessel is unknown. Mariners are urged to report any sighting to the nearest U.S. Coast Guard unit and exercise caution in the area.

LNM: 16-20

UPPER MISSISSIPPI RIVER

MILE 801.7 - DREDGE OPERATION

Continuing until further notice, the M/V BRAND MARIE is conducting dredging operations in the vicinity of Mile 801.7. Work will be conducted from 7:00 a.m. until 7:00 p.m., Monday through Friday. The M/V BRAND MARIE will monitor VHF-FM Channel 12, 13 or 16 and requests 30-minutes advance notice of passage, prior to transiting the area. Mariners are urged to transit the area at their slowest safe speed to minimize their wake and proceed with caution.

LNM: 14-20

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 745.1 - DREDGE OPERATION

Continuing until further notice, the M/V ANGELA KAY is conducting dredging operations in the vicinity of Mile 745.1. Work will be conducted from 7:00 a.m. until 7:00 p.m., Monday through Friday. The M/V BRAND MARIE will monitor VHF-FM Channel 12, 13 or 16 and requests 30-minutes advance notice of passage, prior to transiting the area. Mariners are urged to transit the area at their slowest safe speed to minimize their wake and proceed with caution.

LNM: 16-20

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: Due to a snooper truck, vertical clearance will be reduced to 45 feet above normal pool from 7:00 a.m. until 3:00 p.m., through April 25, 2020. To have the snooper truck moved, mariners are requested to call 15-minutes ahead of transiting the bridge, to Brian Firari, at (262) 366-5424.

LNM: 14-20

MILE 485.81 - BRIDGE REPLACEMENT

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

LNM: 15-20

MILE 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 457.2 - CHANNEL CONDITIONL/D CLOSURE - UPDATE

L/D 16, in the vicinity of Mile 457.2, has reopened to navigation.

LNM: 16-20

MILE 437.1 - HIGH WATER - L/D CLOSURE

Continuing until further notice, the L/D 17, in the vicinity of Mile 437.1, will be closed to navigation, due to high water.

LNM: 15-20

MILE 384.8 - MILE 167.9 - AIDS TO NAVIGATION

The following aids to navigation have been set for the 2020, navigation season:
Dutchman Island Lighted Buoy (LLNR 15395), in the vicinity of Mile 384.8,
Sunken M/V John Paul Lighted Buoy (LLNR 15435), in the vicinity of Mile 378.4,
Waggoner PT Lighted Buoy (LLNR 15475), in the vicinity of Mile 367.2.
Blue Creek Point Lighted Buoy (LLNR-7015), in the vicinity of Mile 172.5,
Drolls Point Upper Lighted Buoy (LLNR-7030), in the vicinity of Mile 169.9 and
Peoria Heights Lighted Buoy (LLNR-7040), in the vicinity of Mile 167.9.

LNM: 14-20

MILE 379.5 - CHANNEL CONDITION

Shoaling has been reported in the vicinity of Mile 379.5, RDB. Mariners are urged to transit the area with caution.

LNM: 16-20

MILE 273.4/MILE 241.4 - LOCKAGE AND CREW CHANGE SPECIAL REQUIREMENT

Due to concerns regarding the spread of the coronavirus (COVID-19) and effective immediately for L/D's 24 and 25, in the vicinity of Mile 273.4 and 241.4: No industry personnel shall be allowed inside USACE lock control houses or other buildings during crew changes, except in the case of medical emergency. Crew changes will still be allowed, but industry personnel must go directly from the vehicle to the motor vessel. At both facilities (L/D's 24/25) the crew van will be required to park outside of the exterior fenced area during the crew change. Also effective immediately Locks 24 and 25 will not accept incoming or outgoing boat mail. Industry personnel will be required to use their own facilities while navigating through the lock. Changes are effective immediately and until further notice. All navigation interest should be alert for, and abide by, any special instructions that may be issued by the lockmaster.

LNM: 14-20

MILE 200.5 - L/D MAINTENANCE/TEMPORARY DELAYS

Continuing until April 27, 2020, from 8:00 a.m. until 4:00 p.m., each day, maintenance will be conducted at the Mel Price L/D in the vicinity of Mile 200.5. During these work periods, temporary delays may be necessary to facilitate crane operations. Mariners should be alert for and abide by any special instructions from the lockmaster.

LNM: 16-20

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 131.6 - SUNK BARGE

A sunken barge has been reported in the vicinity of Mile 131.6, LDB, outside of the navigation channel. The barge spud is visible and the barge is marked with a small "no wake" buoy. Mariners are urged to exercise caution in the area.

LNM: 16-20

MILE 33.0 - MILE 30.0 - STONE PLACEMENT - UPDATE

Continuing until approximately May 16, 2020. Luhr Bros. Inc., will conduct stone placement operations between approximate Miles 33.0 and 30.0, LDB. Multiple barges with stone and equipment will be staged along the bank. The M/V TWYLA MARGE will be on-scene and will monitor VHF-FM Channel 16. Mariners are urged to transit the area with caution.

LNM: 16-20

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

MONONGAHELA RIVER

MILE 76.6 - PIPELINE PROJECT/SAFETY ZONE

Commencing April 27, 2020 and continuing until May 2, 2020, a pipeline project is being conducted in the vicinity of Mile 76.6, RDB. The COTP Pittsburgh has established a Safety Zone, with a 20-foot radius around the Garney Construction work barge, 220 feet, from the RDB. Entry into this Safety Zone is prohibited unless permission is granted by the U.S. Coast Guard. Mariners may request access into this Safety Zone by contacting the U.S. Coast Guard MSU Pittsburgh at (412) 639-7288.

LNM: 16-20

MILE 76.6 - PIPELINE PROJECT

Continuing until approximately July 6, 2020, from 7:00 a.m. until 7:00 p.m., each day, a pipeline project will be conducted in the vicinity of Mile 76.6. The contractors floating plant will consist of a 50-foot by 80-foot, crane mounted barge. Mariners may contact the on-scene project manager at (615) 415-9132 for additional information. Mariners are urged to transit the area at their slowest safe speed to minimize their wake and proceed with caution.

LNM: 13-20

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 41.5 - CHANNEL CONDITION/COTP ADVISORY

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

LNM: 15-20

MILE 14.2 - MILE 11.3 - CHANNEL CONDITION/SAFETY ADVISORY - UPDATE
Water levels are receding; the COTP Pittsburgh Safety Advisory has been cancelled.

LNM: 16-20

OHIO RIVER
MILE 14.0 - SUNK VESSELS
Two vessels have been reported sunk in the vicinity of Mile 14.0, RDB. The vessels are reportedly unmarked and salvage operations pend. Mariners are urged to exercise caution in the area.

LNM: 13-20

MILE 31.7 - MILE 44.5 - CHANNEL CONDITION/SAFETY ADVISORY - UPDATE
Water levels are receding; the COTP Pittsburgh Safety Advisory has been cancelled.

LNM: 16-20

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 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 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 - UPDATE
The Vessel Traffic System Louisville, Kentucky has been deactivated.

LNM: 16-20

MILE 939.0 - USACE ADVISORY
Effective immediately and continuing until further notice, navigation over the bear traps near the Kentucky shore in the vicinity of Mile 939.0, is authorized. Mainers are reminded that a chart overlay showing the can buoy line in this location can be downloaded from the USACE Website. It is advised that mariners navigate this section versus the navigation pass to reduce the risks associated with setting up for transit through the high water span of the I-24 bridge. Mariners are urged to exercise caution in the area.

LNM: 16-20

MILE 213.2 - CHANNEL CONDITION - L/D OPERATION
Due to high water conditions, the Demopolis L/D in the vicinity of Mile 213.2, is limited to daylight operations only. Mariners are advised to exercise caution approaching the lock and to maintain contact with lock personnel. Mariners may contact Mr. Anthony Perkins at (205) 752-3571, for additional information.

LNM: 16-20

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 471.0 - CHANNEL CONDITION - L/D CLOSURE - UPDATE
High water conditions have lessened, the Chickamauga L/D in the vicinity of Mile 471.0, has resumed locking operations.

LNM: 16-20

MILE 455.0 - MILE 446.0 - CHANNEL CONDITION/SAFETY ZONE - UPDATE
Releases from Chickamauga Dam in the vicinity of Mile 471.0, have dropped to above 85,000 C.F.S. Commercial traffic transiting the gorge area is restricted to daylight hours only. Mariners are advised to exercise caution due to hazardous conditions associated with strong currents, increased drift and severe outdrafts. Mariners should consider horsepower capability and tow size when navigating this area.

LNM: 16-20

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	Down	(7) Remarks

None

ENCLOSURES

USACE Huntington District Notice to Navigation Interests 20-08

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

LNM: 08-20

USACE Channel Status Reports

Arkansas River Channel Status Reports.

LNM: 16-20

USACE Mobile District Navigation Bulletin 20-54

Channel conditions associated with the recent high water event.

LNM: 15-20

USACE New Orleans Navigation Bulletin 20-49

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

LNM: 13-20

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

DATE: 03/25/2020

NOTICE NUMBER: 11334-2
LOCAL NUMBER: 20-08
WATERWAY: KANAWHA RIVER
OHIO RIVER

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

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

EFFECTIVE: Immediately thru Until Further Notice EDT

REVISION TO NOTICE TO NAVIGATION INTERESTS 20-04

CREW CHANGE AND MAIL DELIVERY POLICIES FOR THE HUNTINGTON DISTRICT

AT NAVIGATION LOCKS FOR TOWBOAT PERSONNEL

Reference Notice to Navigation Interests 20-04, dated 23 January 2020. As a reminder, towing companies must adhere to the crew change policy requirements. This includes no crew changes at Greenup Locks and Dam due to the Regional Repair Fleet working at the project. In addition, lock operators will provide no crew change assistance. Industry crew members and lock operators will utilize social distancing practices to prevent the possible spread of the Coronavirus. Also, effective immediately and until further notice, no mail and/or packages will be accepted at any of the Huntington District Navigation Locks.

All other pertinent information remains the same.

For your convenience, the following is from Notice to Navigation Interests 20-04:

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.

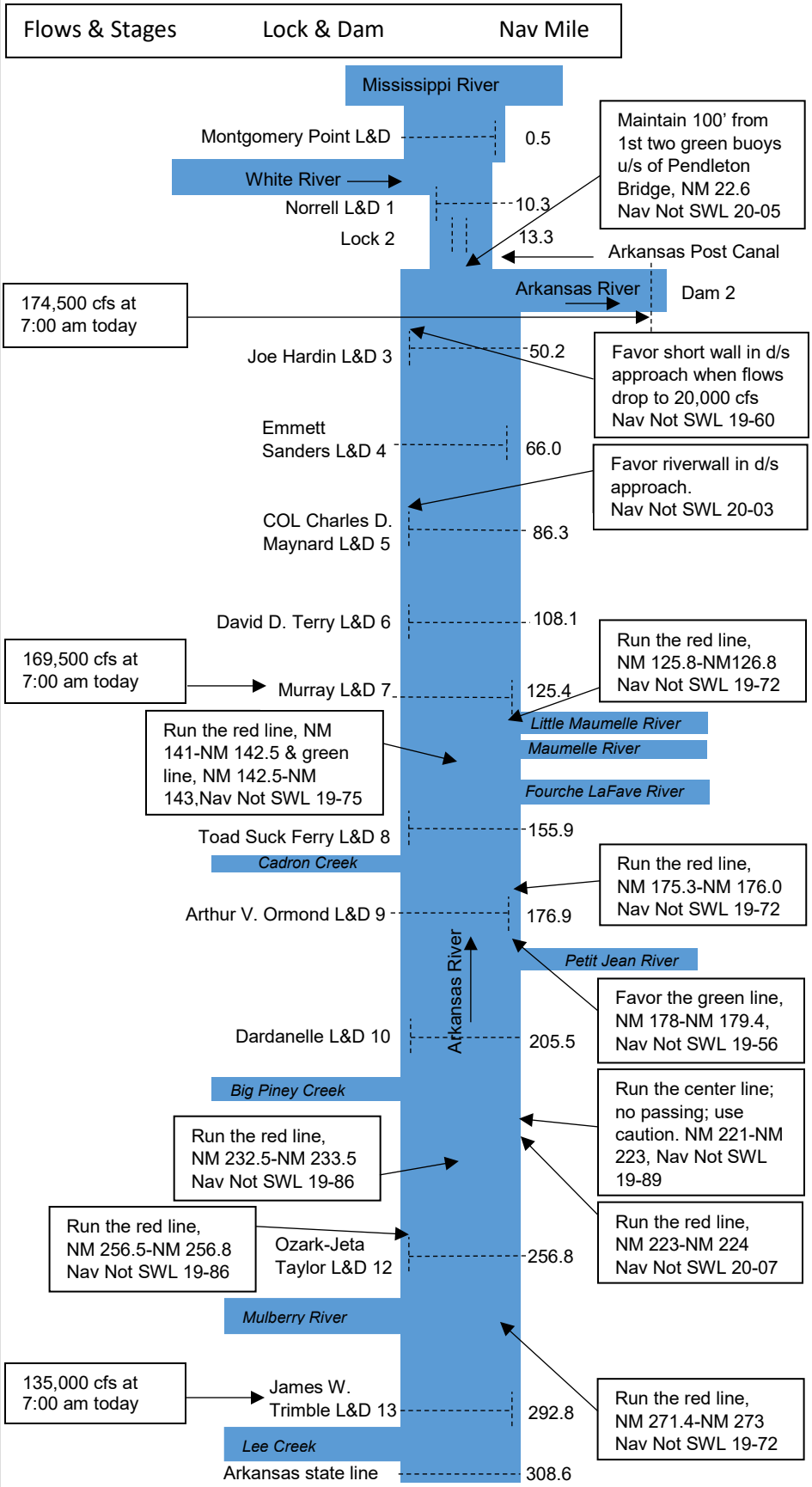
//signed//

KENT C. BROWNING
Chief, Technical Support Branch

U.S. Army Corps of Engineers
Little Rock District

MKARNS-AR Channel Status Report No. 20-007

April 9, 2020



At 7:00 am today:
-Montgomery Point Tailwater was El. 157.92
-Montgomery Point Headwater was El. 157.91
-Norrell Lock Tailwater was El. 158.1
-Differential between Norrell and Montgomery Point – 0.19 ft

Forecast for Apr 12:
-Montgomery Point Tailwater - El. 157.5
-Montgomery Point Headwater - El. 157.5
-Norrell Lock Tailwater - El. 157.6
-Differential between Norrell and Montg. Pt – 0.1 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 scheduled to begin at NM 23 when flows recede.

Deviations: 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 20-19 – Lock 8 tow haulage has been returned to service.

NavNot SWL 20-18 – COVID-19 update: industry shall contact lock 4 hours prior to crew changes; number & names of crew to be provided along with delivery of supplies; no crew allowed in USACE buildings, except for medical emergencies; crew changes allowed on lock wall, but crew must go directly from vehicle to motor vessel; crew must use their own facilities during lockages; physical exchange of trip tickets from crew to lock staff is not allowed.

NavNot SWL 20-16 – Closures: Lock 6 (Aug 3-Aug 13); Lock 3 (Aug 21-Aug 31) Pull tests will be performed on center post receivers.

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.

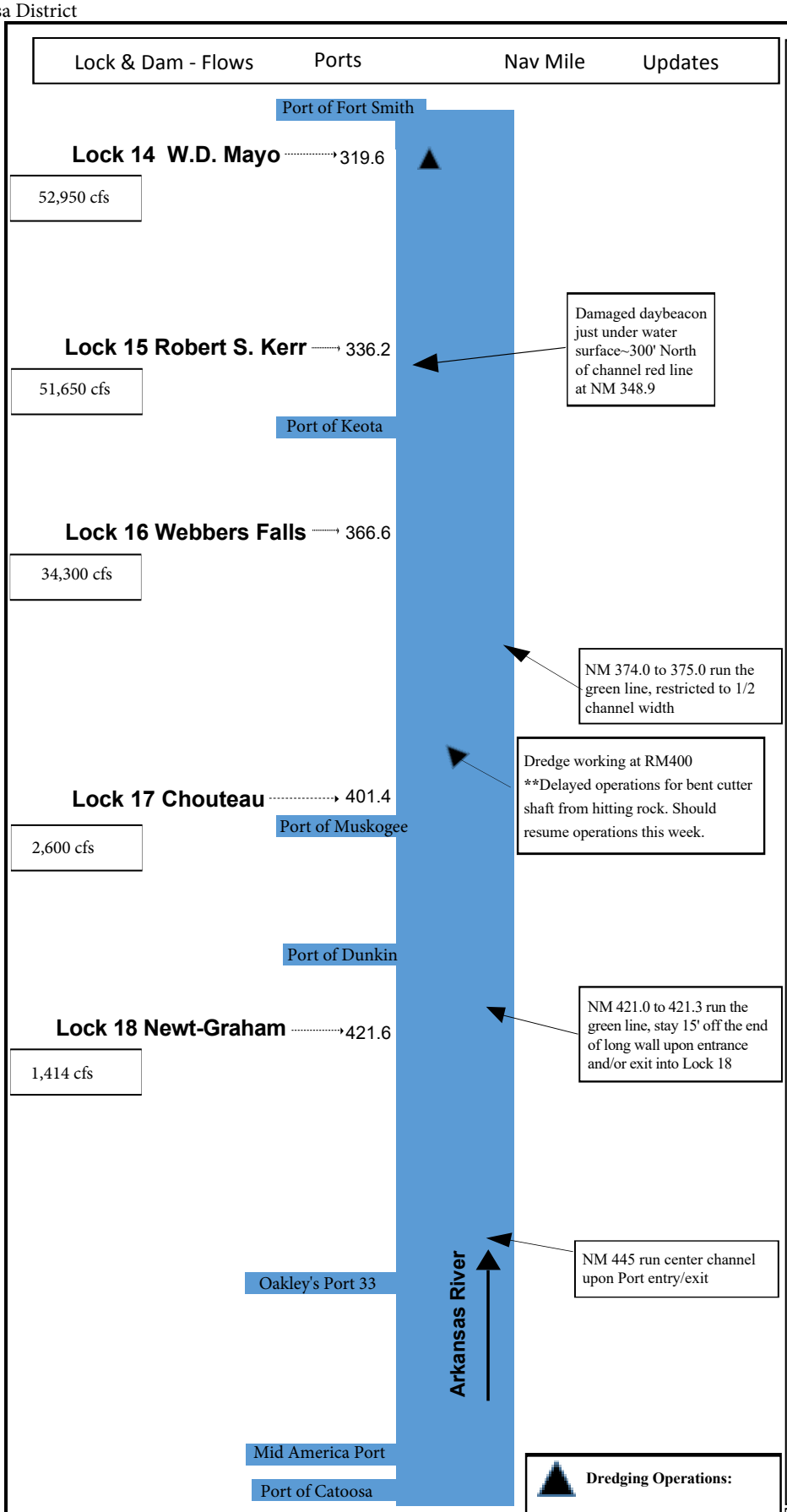
NavNot SWL 19-58 – Mont Pt, No passing in nav pass. All tows should favor the lock wall side of the nav pass, stay 75' from the lock wall poles. For updates, contact Mont Pt Lock on Channel 16. From 10:30am-12:30pm daily, contact Lock No. 1 on Channel 16. A virtual marker is in place to identify the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

● Bank Stabilization
★ Groundings
▲ Dredge

-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. 20-005 20 April 2020



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

TD2020-7

NOTICE OF LOCK CLOSURE
CHOUTEAU L&D No. 17, NM 401.4
McCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM, OKLAHOMA

Chouteau L&D No. 17, NM 401.4 will be closed to navigation traffic on the following dates for the actions listed below:

5 May (0700) to 6 May 2020 (1200)
Lock closed for electrical repairs/upgrades;

12 May (0700) to 13 May 2020 (1200)
Lock closed for electrical repairs/upgrades.

All work is expected to be completed as scheduled. However, unforeseen issues could require additional time. Waterway users are asked to check with Lock No. 17 for the latest information. Questions or request for additional information concerning this notice should be directed to Mr. Brad Johnson; Acting Navigation Operation Manager: 918-687-8990 or Mr. Vic Heister; Navigation Field Engineer: 918-669-7244.

TD2020-6(1)

COVID-19: LOCK PROTOCOL CHANGES (Update to Navigation Notices SWL 20-13 and TD 2020-6)

MCCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM

Due to the ongoing COVID-19 concerns, mariners are required to follow the below procedure for crew change out at all MKARNS Locks in Little Rock and Tulsa Districts:

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

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	Holding at top of normal pool
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:

Notice to Navigation interests

U.S. ARMY CORPS OF ENGINEERS BUILDING STRONG®

April 08, 2020

TECHNICAL SUPPORT BRANCH

NAVIGATION BULLETIN NO. 20-54

NOTICE TO NAVIGATION INTERESTS:

TENNESSEE-TOMBIGBEE WATERWAY, MISSISSIPPI & ALABAMA

UPDATE: CHANNEL CONDITIONS THROUGH 07 April 2020

Reference navigation bulletin 20-46

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, approximately 120' of available channel. Pin buoys in place. Please call lock master for assistance entering/leaving the chamber. USACE Floating Plant will be in route today. Bar expected to be minimized by next Friday, 17 April 2020.**
- **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 318.5, approximately 190' of available channel. Coast Guard buoys in place**
- **Mile 326.0, approximately 150' 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

GAINESVILLE LAKE:

- **Mile 305.0, approximately 170' of available channel. Please stay to center/right descending bank.**
- **Mile 300.0, approximately 190' of available channel. Coast Guard buoys in place.**
- **Mile 290.0, approximately 205' of available channel. Coast Guard buoys in place.**
- **Mile 288.5, approximately 160' of available channel. Coast Guard buoys in place.**

DEMOPOLIS LAKE:

- **Mile 266.0, approximately 175' of available channel. Buoys not in place as of yet. Please follow the left descending bank when entering/leaving the chamber.**
- **Mile 251.5, approximately 175' of available channel. Please follow left descending bank.**

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**.

ASHLEY KLEINSCHRODT
Chief, Navigation Section

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

CEMVN-ODT-C 30 March 2020

NAVIGATION BULLETIN NO. 20-49

MISSISSIPPI RIVER
OLD RIVER CONTROL STRUCTURES PROJECT (UPDATE)

Reference Navigation Bulletin No. 20-39, dated 13 March 2020, stating that continuing until further notice, the U. S. Government M/V FRED LEE will be performing picket boat duties at the Inflow Channels of the Low Sill and Auxiliary Control Structures.

MARINERS ARE ADVISED THAT COMMENCING ON OR ABOUT 1 APRIL 2020 AND CONTINUING UNTIL FURTHER NOTICE, THE U.S. GOVERNMENT M/V FRED LEE AND M/V BENYAURD WILL BE PERFORMING PICKET BOAT DUTIES AT THE INFLOW CHANNELS OF THE LOW SILL AND AUXILIARY CONTROL STRUCTURES. THE M/V FRED LEE AND M/V BENYAURD 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 either the M/V FRED LEE or M/V BENYAURD 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/

//signed//

Wesley M. Sisung, 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