



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

LOCAL NOTICE TO MARINERS

District 8 MRS

Week: 22/20

Mississippi River System

LIGHT LIST VOLUME V
NOTICE NUMBER 22 - 20
June 3, 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	0206 - 20 (UM)	0228 - 20 (UM)
Sector Lower Mississippi River	0246 - 20 (LM)	0257 - 20 (LM)
Sector Ohio Valley	0308 - 20 (OV)	0317 - 20 (OV)
OB DWB	0059 - 20 (OB)	0066 - 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

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 - Incorporated

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

DEPARTMENT OF HOMELAND SECURITY SUSPICIOUS ACTIVITY

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

LNM: 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

The 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. Fleet operators should regularly check their fleet and immediately report barge breakaways to the U.S. Coast Guard.

LNM: 21-20

LOWER MISSISSIPPI RIVER - SAFETY ADVISORY/CHANNEL CONDITION

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

between Mile 725.5 and 439.0.

Down-bound tows:

Towing vessels must have at least 240 h.p., per barge, with a maximum of 36 barges.

Towing vessels with less than 6,000 h.p., a maximum tow size of 25 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.

Up-bound:

Must maintain an average speed of 3 MPH, over ground, for 2 miles leading up to the Helena or Greenville 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 Helena or Greenville 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: 19-20

MISSOURI RIVER - CHANNEL CONDITION/COTP ADVISORY - UPDATE

River levels are within normal river stages. The high water Safety Advisory has been cancelled for Kansas City Reach (Mile 400.0 – Mile 300.0).

LNM: 22-20

MISSOURI RIVER - CHANNEL CONDITION/SAFETY ADVISORY

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

Brunswick Reach (Mile 300.0 – Mile 200.0),

Jefferson Reach (Mile 200.0 – Mile 100.0) and

Washington Reach (Mile 100.0 – Mile 0.0).

Towboat operators should exercise caution, minimize wake where possible and be experienced in high water operations, as high water and drift may be experienced. Exercise caution when down-streaming, be aware of bridge clearances. Mariners should favor the center of the navigation channel, avoid laying up on levees and pre-identify lay-up areas in the event of a river closure or barge breakaway. Fleeting areas should have a towboat attend fleets at all times and have a breakaway plan in place. Drift and debris may pose an obstruction to navigation and drag buoys off station, so remain cautious while transiting.

LNM: 22-20

UPPER MISSISSIPPI RIVER - CHANNEL CONDITION/SAFETY ADVISORY

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

Pool 24 (Mile 301.1 – Mile 273.4),

Pool 25 (Mile 273.3 – Mile 241.4) and

Pool 26 (Mile 241.3 – Mile 200.5).

Tow boat operators should be experienced in high water operations, exercise caution in all passing and meeting situations and be mindful of all charted bridge navigational clearances. Down-streaming operations are not recommended. Drift and debris may pose an obstruction to navigation and drag buoys off station, so remain cautious while transiting.

LNM: 22-20

UPPER MISSISSIPPI RIVER - CHANNEL CONDITION/SAFETY ADVISORY - UPDATE

The following area is in the high water action phase IAW the Western Rivers WAP Annex:

Pool 29 (Mile 160.0 – Mile 109.9).

Towboat operators should exercise caution, minimize wake where possible and be experienced in high water operations. 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. Be aware of a buildup of debris in fleeting areas may have occurred and take appropriate action to prevent breakaways from occurring. Exercise caution in all passing and meeting situations and be mindful of all charted bridge navigational clearances. Navigation buoys may have been dragged off station, so remain cautious while transiting.

LNM: 22-20

UPPER MISSISSIPPI RIVER - CHANNEL CONDITION/SAFETY ADVISORY

The following area is in the extreme high water action phase IAW the Western Rivers WAP Annex:

Zone 28 (Mile 185.4 – Mile 179.0).

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

LNM: 22-20

ILLINOIS WATERWAY - CHANNEL CONDITION/SAFETY ADVISORY - UPDATE

The following area is in the high water watch phase IAW the Western Rivers WAP Annex:

Zone 2 Hardin (Mile 49.9 – Mile 10.0).

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

Zone 7 Peoria (Mile 187.0 – Mile 145.6), mariners are requested to minimize their wake until the river drops to 17 feet,

Zone 6 Copperas Creek (Mile 145.5 – Mile 129.0),

Zone 5 Havana (Mile 128.9 – Mile 102.0), mariners are requested to minimize their wake until the river drops to 17 feet,

Zone 4 Beardstown (Mile 101.9 – Mile 80.3), mariners are requested to minimize their wake until the river drops to 18 feet,

Zone 3 Meredosia (Mile 80.2 – Mile 50.0) and

Zone 1 Grafton (Mile 9.9 – Mile 0.0).

Mariners are requested to minimize wake and transit at the slowest safe speed, due to levee maintenance in the following locations.

Mile 108.3 – Mile 104.7, minimum wake requested until the Havana Gauge is below 17 feet and the Beardstown Gauge is below 18 feet.

Mile 161.6 – Mile 159.9, minimum wake requested until the Peoria Gauge is below 17 feet.

In these zones, recreational traffic is strongly discouraged due to debris and swift currents. Laying up on saturated levees is prohibited. Avoid pushing in along the RDB, in the vicinity of Mile 167.0, due to railroad tracks in close proximity to the bank line. High water and drift potential may be encountered in these areas. Mariners are advised to minimize wake and exercise caution. Laying up on saturated levees is prohibited.

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: 22-20

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

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

LNM: 19-20

RED RIVER - CHANNEL CONDITION/SAFETY ADVISORY

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

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

Daylight transit only through the following locations:

Approaches to L/D 2, between approximate Miles 75.2 and 73.3 and

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: 22-20

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

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=InmMain>. 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

The COTP Lower Mississippi has issued an extreme high water Safety Advisory from Mile 439.0 to Mile 303.0, due to hazardous conditions associated with strong currents, severe outdrafts, missing/off station aids to navigation and diving buoys. The COTP in concurrence with the Lower Mississippi River Committee recommends the following limits for tows transiting between Mile 439.0 and Mile 303.0, when the Vicksburg, Mississippi Gauge reaches 40 feet.

Down-bound tows:

Wheelmen are to have experience handling current conditions.

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

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

Towing vessels with less than 6,000 h.p., with a mixed tow, can push a maximum tow size of 15 loaded barges and 10 empty barges, for a 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. The first alternate, from the channel span is not the preferred span to transit up-bound. If a mariner intends to transit this span, they MUST consult with their shore-side representative to discuss.

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: 21-20

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	Wilson's 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	Moore's 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	Irwins 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
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
12677	Island 21 Daybeacon	STRUCT DEST	0503UM	27/19
12700	Cannon River Daybeacon	STRUCT DEST	0503UM	27/19
12780	Maiden Rock Light	STRUCT DEST	0503UM	27/19
13165	Lock 5A Light	LT EXT	0172UM	20/20
13425	Sand Slough Light	LT EXT	0482UM	26/19
13430	Root River Upper Light	LT EXT	0172UM	20/20
13510	Perry Ruby Light	STRUCT DEST	0061UM	12/17

13720	Crooked Slough Head Daybeacon	STRUCT DEST/TRUB	0482UM	26/19
13725	Crooked Slough Head Light	STRUCT DEST/TRUB	0482UM	26/19
13915	Clayton Lower Daybeacon	STRUCT DEST/TRUB	0240UM	31/18
14010	Cassville Upper Daybeacon	STRUCT DEST	0546UM	29/19
14030	Cassville Lower Light	STRUCT DEST	0546UM	29/19
14055	Milkmans Island Light	LT EXT	0172UM	20/20
14095	Island 214 Light	STRUCT DEST/TRLB	0101UM	19/18
14105	Maquoketa Island Light	STRUCT DEST	0460UM	25/19
14230	Nine-Mile Island Light	STRUCT DEST	0410LM	36/17
14260	Stone Slough Light	STRUCT DEST	0454UM	25/19
14275	Fever River Light	STRUCT DEST/TRUB	0485UM	45/18
14295	Pulaski Light	STRUCT DEST	0485UM	45/18
14385	Arnold Towhead Light	STRUCT DEST	0449UM	25/19
14445	Sabula Lower Light	STRUCT DEST	0446UM	25/19
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
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
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
17955	Upper Blencoe Bend Daybeacon	STRUCT DEST	0191UM	21/20
17960	Monona County Daybeacon	STRUCT DEST	0833UM	45/19
17970	Fitzhugh Daybeacon	STRUCT DEST	0191UM	21/20
17975	Lower Blencoe Bend Daybeacon	STRUCT DEST	0191UM	21/20
17980	Cognard Daybeacon	STRUCT DEST	0191UM	21/20
17985	Wahle Daybeacon	DAYMK DMGD	0050UM	08/19
17990	Larkin Daybeacon	DAYMK DMGD	0080UM	08/19
17995	Kehr Daybeacon	STRUCT DEST	0191UM	21/20
18000	Little Sioux Reach Upper Daybeacon	STRUCT DEST	0191UM	21/20
18010	Little Sioux Reach Daybeacon	STRUCT DEST	0191UM	21/20
18020	Bullard Bend Upper Daybeacon	STRUCT DEST	0191UM	21/20
18035	Soldier Bend Daybeacon	STRUCT DEST	0191UM	21/20

18040	Peterson Cut-Off Upper Daybeacon	STRUCT DEST	0191UM	21/20
18050	Sandy Point Upper Daybeacon	STRUCT DEST	0191UM	21/20
18060	Tyson's Bend Upper Daybeacon	STRUCT DEST	0191UM	21/20
18070	California Cut-Off Upper Daybeacon	STRUCT DEST	0191UM	21/20
18075	California Cut-Off Daybeacon	DAYMK DMGD	0050UM	08/19
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
19795	Little Blue Upper Daybeacon	STRUCT DEST	0229UM	22/20
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
28167	Kinkaid Upper Light	STRUCT DEST	0259OV	18/20
28225	Belgrade Light	LT EXT	0271OV	19/20
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
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15535	Des Moines River Lower Daybeacon	REBUILT/REMAINS		25/17	22/20
18120	Desoto Bend Cut-Off Upper Daybeacon	REBUILT/REMAINS		15/19	22/20
18135	Upper Calhoun Bend Daybeacon	WATCHING PROPERLY		21/20	22/20
18140	Dodds Daybeacon	REBUILT/REMAINS		21/20	22/20

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNМ St	LNМ 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
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None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
8840	Nine Mile Creek Light	DISCONTINUED			11/18	
9455	Six Mile Cut Middle Daybeacon	DISCONTINUED			21/20	
10455	Armstrong Bar Light	RELOCATED			23/18	
11275	Marshall Point Cut-Off Daybeacon	TRDBN			49/16	
11280	Joseph Henry Daybeacon	TRDBN			49/16	
29880	Kinnikinnic River Daybeacon	DISCONTINUED			21/20	

TEMPORARY CHANGES CORRECTED

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

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

Approved Project(s)
None

Project Date **Ref. LNM**

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)
None

Closing **Docket No.** **Ref. LNM**

Proposed Change Notice(s)

MINNESOTA RIVER

The Coast Guard proposes the following Aid to Navigation Change:
Discontinue Six Mile Cut Middle Daybeacon (LLNR-9455), at mile 5.5, Left Descending Bank in approximate position 44-50-30.732N/093-12-35.546W. Comments to be received by July 21, 2020. Please email comments regarding this proposal to: LocalNoticeFeedback@uscg.mil.

LNM: 21/20

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

ARKANSAS RIVER

MILE 348.1 - CHANNEL CONDITION

Shoaling has been reported in the vicinity of Mile 348.1, mid-channel. Mariners are urged to exercise caution in the area.

LNM: 22-20

MILE 346.6 - CHANNEL CONDITION

Shoaling has been reported in the vicinity of Mile 346.6, inside the navigation channel. Mariners are urged to exercise caution in the area.

LNM: 17-20

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 228.0 - MILE 227.0 - AID TO NAVIGATION

A submerged buoy has been reported between approximate Miles 228.0 and 227.0, inside the navigation channel. Mariners are urged to exercise caution in the area.

LNM: 22-20

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

MILE 205.5 - SPECIAL LOCKING INSTRUCTIONS

Office at (501) 324-5739 or via e-mail at ceswl-op-om@usace.army.mil, for additional information.

LNM: 43-19

MILE 180.0 - MILE 178.0 - USACE ADVISORY

Continuing until further notice, mariners should "run the green line" between approximate Miles 180.0 and 178.0. 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. Mariners are urged to exercise caution in the area.

LNM: 18-20

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: 20-20

MILE 118.5 - BRIDGE NAVIGATION OBSTRUCTION/COTP RESTRICTION

The pier protection cell, up-stream and north of the alternate navigation span of the I-30 Bridge, is leaning towards the channel. The protection cell is scheduled for replacement by Arkansas Dept. of Transportation contractors. The COTP Lower Mississippi River has issued the following navigation restriction: Down-bound transits through the left alternate navigation span currently represent a hazard of allisions with the bridge pier. All down-bound vessels are directed to use only the right navigation span, until the pier protection cell has been replaced. Repair work is expected to begin late July 2020. Vessels transiting up-bound may continue using either navigation spans. Mariners are urged to exercise caution in the area.

LNM: 18-20

MILE 86.0 - CHANNEL CONDITION

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

LNM: 20-20

MILE 86.0 - DREDGE OPERATION

Commencing when flows recede, The Dredge VENTURE will conduct dredging operations in the vicinity of Mile 86.0, down-stream approach to the Colonel Charles D. Maynard L/D 5. After commencement of dredging, mariners are advised to contact the Dredge VENTURE via VHF-FM Channel 10 or 16, prior to arrival, to ensure safe transit through the area.

LNM: 21-20

MILE 49.9 - L/D MAINTENANCE

Maintenance is scheduled on the rock structure in the down-stream approach to the Joe Hardin L/D Nr. 3, in the vicinity of Mile 49.9. Rainfall and a subsequent rise in water levels may delay the start of the work. Mariners are advised to contact the lock, prior to arrival in the area. 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: 20-20

**BLACK WARRIOR RIVER - TOMBIGBEE WATERWAY
MILE 391.0 - PIPELINE INSTALLATION/DIVE OPERATION**

Continuing until approximately July 6, 2020, Kostmayer Construction will be conducting a pipeline installation project in the vicinity of Mile 391.0, west bank, approximately 80-150 feet from the bank. This project will involve the use of divers. The contractors floating plant will consist of a crane barge and 2 support barges. Mariners are requested to transit the area at their slowest safe speed to minimize their wake and proceed with caution.

LNM: 20-20

MILE 255.7 - NAVIGATION OBSTRUCTION

Multiple downed trees and mud have been reported in the vicinity of Mile 255.7, Dollar Hide Creek. Mariners are urged to exercise caution in the area.

LNM: 19-20

**CUMBERLAND RIVER
MILE 338.0 - MILE 313.5 - AIDS TO NAVIGATION**

Multiple buoys have been reported missing or not properly marking the channel between approximate Miles 338.0 and 313.5 (Cordell Hull Dam). Mariners are urged to exercise caution in the area.

LNM: 17-20

MILE 149.0 - MILE 127.0 - AIDS TO NAVIGATION - UPDATE

Multiple buoys previously reported missing between approximate Miles 149.0 and 127.0, have been reset.

LNM: 22-20

MILE 129.9 - BRIDGE REPLACEMENT

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

LNM: 31-18

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

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

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

LNM: 21-20

MILE 9.1 - CHANNEL CONDITION - L/D CLOSURE - UPDATE

The Safety Advisory for high water conditions in the vicinity of Mile 9.1, has been cancelled due to high water recession. L/D 1 has reopened.

LNM: 22-20

MILE 8.3 - BRIDGE OPERATION - UPDATE

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, 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. The bridge will revert back to normal operations at 6:00 a.m., June 8, 2020. For additional information mariners may contact CSX at (800) 232-0144 and reference the bridge at CSX Mile 132.6, Ohio River.

LNM: 22-20

ILLINOIS WATERWAY**MILE 288.7 - MILE 287.3 - BRIDGE REPAIRS**

Joliet Harbor Bridges; Due to ongoing bridge work mariners are required to provide 1-hour advance notice when requesting drawspan openings.

LNM: 19-20

MILE 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 175.9 - NAVIGATION OBSTRUCTION

A snag has been reported in the vicinity of Mile 175.9, along the sailing line. Mariners are urged to transit the area with caution.

LNM: 19-20

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 151.2 - BRIDGE OPERATION

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

LNM: 18-20

MILE 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 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

MILE 30.0 - CHANNEL CONDITION

Due to high water, shoaling conditions exist in the vicinity of Mile 30.0, RDB, of the navigation channel. Shoaling extends into the up-bound approach to the Winfield L/D. Mariners are urged to exercise caution when "locking through" to avoid grounding in the area.

LNM: 21-20

LOWER MISSISSIPPI RIVER

**LOWER MISSISSIPPI RIVER
MILE 661.8 - SUNK BARGE**

A sunk barge has been reported in the vicinity of Mile 661.8, Helena Bridge. The barge reportedly protrudes into the center span channel of the bridge approximately 80 feet with approximately 25.4 feet over the top, at 29.2 feet on the Helena Gauge. The barge is reportedly marked. Salvage operations pend. Mariners are urged to exercise caution in the area.

LNM: 20-20

MILE 316.5 - MILE 311.0 - CHANNEL CONDITION/USACE NOTICE - UPDATE

Attached as an enclosure to this LNM, is USACE New Orleans, La., Navigation Bulletin 20-94, regarding navigation in the vicinity of the Old River Control structures between approximate Miles 316.5 and 311.0.

LNM: 22-20

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 INTERMITTENT 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

**UPPER MISSISSIPPI RIVER
MILE 853.1 - DREDGE OPERATION**

Continuing until further notice, the M/V MARY J., is conducting dredging operations at approximate Mile 853.1. Work will be conducted from 7:00 a.m. until 7:00 p.m., Monday through Friday. The M/V MARY J., will monitor VHF-FM Channel 12, 13 or 16 and requests 30-minutes advance notice of passage. 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: 17-20

MILE 841.4 - BRIDGE REPAIR

Omaha Railroad Drawbridge; Repairs to the right descending sheerfence will occur from 7:00 a.m. until 5:00 p.m., Monday through Friday. During non-working hours the marine plant will be moored outside of the navigation channel, below the bridge on the LDB. Mariners may contact the M/V BARBARA B., 30-minutes prior to transiting the area on VHF-FM Channel 13, 14 or 16, for passing arrangements.

LNM: 21-20

MILE 821.2 - CHANNEL CONDITION

Shoaling has been reported in the vicinity of Mile 821.2, along the nun buoy line. Mariners are urged to exercise caution in the area.

LNM: 20-20

MILE 784.7 - MILE 783.0 - AIDS TO NAVIGATION

Multiple nun and can buoys have been reported missing or not properly marking the channel between approximate Miles 784.7 and 783.0. Mariners are urged to exercise caution in the area.

LNM: 21-20

MILE 748.8 - DREDGE OPERATION

Continuing until further notice, the Dredge GOETZ is conducting dredge operations in the vicinity of Mile 748.8. Work will be conducted 24-hours a day, 7-days a week. The Dredge GOETZ will monitor VHF-FM Channel 13 or 82 and requests 30-minutes advance notice of passage. 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: 21-20

MILE 730.4 - CHANNEL CONDITION

Shoaling has been reported in the vicinity of Mile 730.4, mid-channel. Mariners are urged to exercise caution in the area.

LNM: 20-20

MILE 707.9 - DREDGE OPERATION

Continuing until further notice, the M/V MARGERET D., is conducting dredge operations in the vicinity of Mile 707.9. Work will be conducted from 7:00 a.m. until 7:00 p.m., Monday through Friday. The M/V MARGERET D., will monitor VHF-FM Channel 12, 13 or 16 and requests 30-minutes advance notice of passage. 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: 20-20

MILE 707.8 - CHANNEL CONDITION

Shoaling has been reported in the vicinity of Mile 707.8, mid-channel. Mariners are urged to exercise caution in the area.

LNM: 20-20

MILE 697.0 - AID TO NAVIGATION

A diving buoy has been reported in the vicinity of Mile 697.0. Mariners are urged to exercise caution in the area.

LNM: 21-20

MILE 694.5 - DREDGE OPERATION

Continuing until further notice, the M/V BRAND MARIE is conducting dredging operations in the vicinity of Mile 694.5. 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 13 or 16, for passing arrangements and requests 30-minutes advance notice of passage. 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: 20-20

MILE 664.2 - DREDGE OPERATION

Continuing until further notice, the M/V ANGELA K., is conducting dredging operations in the vicinity of Mile 664.2. Work will be conducted from 7:00 a.m. until 7:00 p.m., Monday through Friday. The M/V ANGELA K., 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: 20-20

MILE 634.5 - MILE 616.5 - DREDGE OPERATION

Continuing until approximately June 18, 2020, the Dredge WADE is conducting dredging operations in the vicinity of Mile 626.2, Catfish Slough. Work will be conducted from 6:00 a.m. until 7:00 p.m., 7-days a week. Dredge spoils will be placed in the vicinity of Mile 634.5 or 618.5, depending on water levels. The Dredge WADE will monitor VHF-FM Channel 13 or 80, for passing arrangements and requests 30-minutes advance notice of passage. 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: 22-20

MILE 634.5 - 616.5 - DREDGE OPERATION - UPDATE

The Dredge WADE has completed operations in the vicinity of Mile 618.8.

LNM: 22-20

MILE 599.0 - MILE 598.6 - DREDGE OPERATION/STRIKE REMOVAL

Continuing until further notice, the M/V DAVENPORT and the M/V MUSCATINE are conducting dredge operations/strike removal between approximate Miles 599.0 and 598.6, Hurricane Island. Work will be conducted from 7:00 a.m. until 7:00 p.m., 7-days a week. The M/V DAVENPORT and the M/V MUSCATINE will monitor VHF-FM Channel 13, 14, 16 or 82 and requests 30-minutes advance notice of passage, 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.

LNM: 21-20

MILE 595.2 - AID TO NAVIGATION

A nun buoy has been reported diving in the vicinity of Mile 595.2, LDB. Mariners are urged to exercise caution in the area.

LNM: 17-20

MILE 437.7 - BRIDGE REPAIR

Continuing until approximately October 1, 2020, electrical and structural repairs will be conducted on the I-20 Bridge, in the vicinity of Mile 437.7. Work will be conducted daily, during daylight hours. Air draft of the navigation span will be reduced by approximately 2 feet, due to the presence of scaffolding, for the duration of the project. At times the air draft maybe further reduced by as much as 7 feet, during specific working hours. U.S. Coast Guard Sector Lower Mississippi River will notify concerned vessel traffic via Broadcast Notice to Mariners to warn of specific times of reduced air draft. Mariners are urged to transit the area with caution and contact the standby vessel at least 30-minutes prior to arrival in the area or approximately 1 mile away from the operation, whichever is greater, to make transit arrangements. The work crew foreman may be contacted at (704) 288-6455 or (573) 544-1193. The standby vessels will monitor VHF-FM Channel 13 or 16. U.S. Coast Guard Sector Lower Mississippi River can be contacted at (866) 777-2784 or via VHF-FM Channel 16, for additional information. Mariners are urged to exercise caution in the area.

LNM: 20-20

MILE 241.4 - CHANNEL CONDITION/USACE TRANSIT ADVISORY

Attached as an enclosure to this LNM, is a USACE St. Louis District Notice to Navigation Interests 12-06, regarding channel conditions at L/D 25, in the vicinity of Mile 241.4.

LNM: 17-20

MILE 133.0 - MILE 131.7 - SUNK BARGE/SALVAGE OPERATION

A sunken barge has been reported in the vicinity of Mile 131.7, LDB, outside of the navigation channel. The barge spud is visible lighted with a Quick Fl., white light and the barge is marked with a white lighted buoy displaying a Quick Fl., white light. Salvage operations have been suspended, due to high water conditions. Mariners are urged to exercise caution in the area.

LNM: 21-20

MILE 46.0 - MILE 43.5 - CHANNEL CONDITION/SAFETY ADVISORY

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

LNM: 20-20

MONONGAHELA RIVER

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

The gate opening at Point Marion L/D in the vicinity of Mile 90.8, is greater than 20 feet. The COTP Pittsburgh has issued the following Safety Advisory, due to high water/high flow conditions. Exercise caution when transiting through Coburn Bend between approximate Miles 95.0 and 93.0.

LNM: 21-20

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

OHIO RIVER**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 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 MAINTENANCE

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

LNM: 07-20

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

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

LNM: 21-20

MILE 508.1 - SUNK BARGE

A partially submerged spud barge has been reported in the vicinity of Mile 508.1, RDB. Mariners are urged to exercise caution in the area.

LNM: 20-20

MILE 593.0 - MILE 606.8 - VTS ACTIVATION - UPDATE

The Vessel Traffic System Louisville, Kentucky has been deactivated.

LNM: 22-20

MILE 606.8 - L/D CLOSURE/DREDGE OPERATION

Continuing until approximately November 14, 2020, multiple closures and dredging operations are being conducted at the McAlpine L/D (north 1,200-foot chamber) in the vicinity of Mile 606.8. Attached as an enclosure to this LNM, is USACE Louisville District Notice to Navigation Interests 2020-013, regarding these operations. During these closures, traffic will be passed through the 1,200-foot south chamber. All mariners will take direction from McAlpine Lock Operators. McAlpine L/D can be reached via VHF-FM Channel 13.

LNM: 21-20

MILE 806.0 - MILE 807.0 - OVERHEAD TOWER MAINTENANCE

Commencing June 15, 2020 and continuing until June 19, 2020, from 6:30 a.m. until 7:30 p.m., each day, Vectren Energy Delivery will conduct overhead tower maintenance via helicopter between approximate Miles 806.0 and 807.0. Mariners may contact Zach Starkey, PE at (812) 549-4762, for additional information.

LNM: 21-20

MILE 846.0 - L/D CLOSURE

Commencing 6:00 a.m., July 8, 2020 and continuing until 3:00 a.m., September 12, 2020, the John T. Myers L/D in the vicinity of Mile 846.0, will be closed for repairs. All vessel traffic will be passed through the auxiliary chamber. VHF-FM Channel 13, will be utilized to advise the L/D of vessel arrivals and the L/D will pass any updates via VHF-FM Channel 14. Mariners may contact the Dallas Jackson at (812) 838-5836 or 6411, or Jeff Neely at (615) 310-1729, for additional information.

LNM: 22-20

MILE 935.0 - MILE 981.0 - CHANNEL CONDITION/SAFETY ADVISORY

The COTP Ohio Valley has issued a Safety Advisory for Mile 935.0 to Mile 981.0, Paducah, Ky. To Cairo, Il., due to high water/flow conditions. It is highly recommended that mariners consider high river stages, current and drift, when preparing to transit bridges in this area. It is recommend that all red flag barges be placed in a protected area of the tow. Mariners are urged to transit the area with caution.

LNM: 22-20

**RED RIVER
MILE 116.5 - CHANNEL CONDITION - L/D CLOSURE**

Shoaling has been reported in the lower approach to the L/D Nr. 3, in the vicinity of Mile 116.5. Water depths at the lower approach has been reported at 7.1 feet. The L/D is closed until dredging can be completed to open the channel. Mariners may contact the L/D via VHF-FM Channel 12 or 16, or at (318) 627-2944, for additional information.

LNM: 20-20

MILE 74.4 - CHANNEL CONDITION - L/D CLOSURE

Shoaling has been reported in the lower approach to the John H. Overton L/D in the vicinity of Mile 74.4. Water depths at the lower approach has been reported at 6.9 feet. The L/D is closed until dredging can be completed to open the channel. Mariners may contact the L/D via VHF-FM Channel 13 or 16, or at (318) 448-0810, for additional information.

LNM: 20-20

**TENNESSEE-TOMBIGBEE WATERWAY
MILE 216.0 - MILE 214.5 - MARINE EVENT**

On June 13, 2020, from 11:00 a.m. until 6:00 p.m., and on June 14, 2020, from 12:30 p.m. until 6:00 p.m., the Demopolis Sports-Plex will sponsor the Rumble on the River Boat Race between approximate Miles 216.0 and 214.5, Demopolis City Landing. Marine police will monitor traffic during the time of the event; however, traffic will not be required to stop. Mariners are urged to exercise caution when transiting this area. Mariners may contact Mr. Paul Sager at (334) 341-2326 or (334) 654-7100, for additional information.

LNM: 22-20

MILE 87.0 - MILE 78.0 - DREDGE OPERATION

Continuing until approximately July 1, 2020, the Inland Dredge Company, Dredge INGENUITY, is conducting dredge operations in the vicinity of Mile 87.0, East Bassetts Bar and Sunflower Bar, in the vicinity of Mile 78.0. Dredge spoils will be placed via floating and submerged pipelines at various locations within the areas. The Dredge INGENUITY, will monitor VHF-FM Channel 13 or 16. Mariners are urged to exercise caution in the area and to contact the dredge, prior to passing. Mariners may contact Mr. Chad Brumelow BWT/Alabama-Coosa Project Management Office (CESAM-OP-BA) at (205) 752-3571, for additional information.

LNM: 21-20

**TENNESSEE RIVER
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 411.9 - L/D CLOSURE

Commencing June 30, 2020 and continuing until July 30, 2020, the Jamie Whitten L/D in the vicinity of Mile 411.9, will be closed for maintenance. Mariners may contact Mr. Roger Wilson Jr., Tennessee-Tombigbee Project Management Office at (662) 245-5500, for additional information.

LNM: 20-20

MILE 100.5 - BRIDGE OPERATION

Louisville and Nashville Railroad Drawbridge; Drawspan will be remotely operated under test deviation protocol until October 19, 2020. Requests for openings shall continue to follow normal procedures. Mariners are advised to contact the U.S. Coast Guard Bridge Administrator at, eric.washburn@uscg.mil or (314) 269-2378), with comments or concerns.

LNM: 19-20

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
15535	Des Moines River Lower Daybeacon	361.3	Right		CNG On tree.	22/20

*

ENCLOSURES

USACE Channel Status Reports

Arkansas River Channel Status Reports.

LNM: 19-20

USACE New Orleans Navigation Bulletin 20-94

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

LNM: 22-20

USACE St. Louis District Notice to Navigation Interests 12-06

Channel conditions at L/D 25.

LNM: 17-20

USACE Huntington District Notice to Navigation Interests 20-06

Repairs to Greenup L/D.

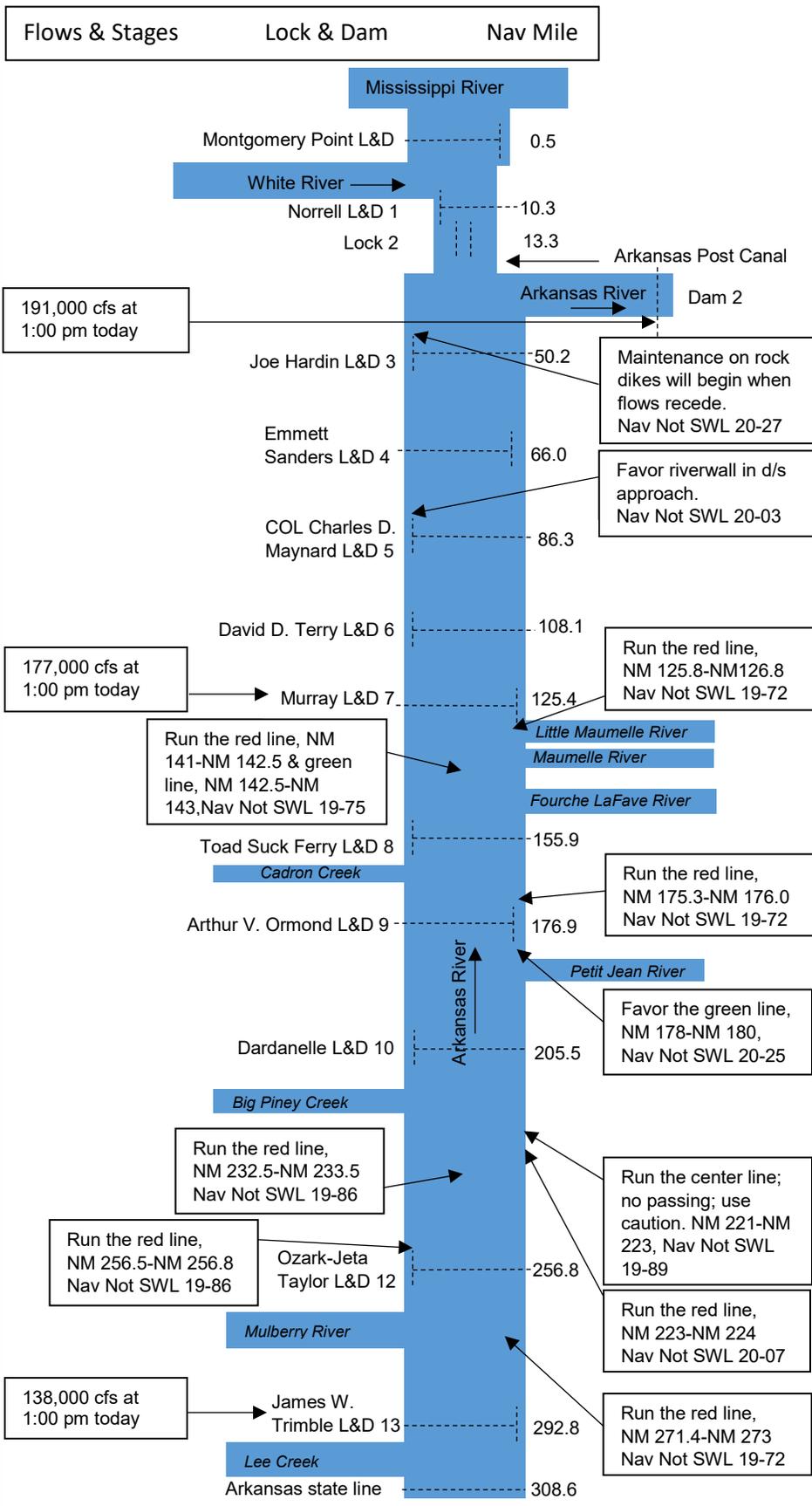
LNM: 09-20

USACE Louisville District Notice to Navigation Interests 2020-013

Multiple closures and dredging operations McAlpine L/D.

LNM: 21-20

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



At 1:00 pm today:
 -Montgomery Point Tailwater was El. 144.73
 -Montgomery Point Headwater was El. 145.03
 -Norrell Lock Tailwater was El. 146.10
 -Differential between Norrell and Montgomery Point – 1.07 ft

Forecast for May 25:
 -Montgomery Point Tailwater - El. 146.5
 -Montgomery Point Headwater - El. 146.8
 -Norrell Lock Tailwater - El. 147.7
 -Differential between Norrell and Montg. Pt – 0.9 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: The Dredge Venture will begin working at NM 86, the d/s approach to Lock 5 when flows recede.

Deviations: None

Groundings/Incidents: None reported.

Closures & Channel Conditions: NavNot SWL 20-26 – I-30 bridge, downbound vessels must use right nav span only, due to a leaning/collapsed pier protection cell. Upbound vessels may use left or right nav span.

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.

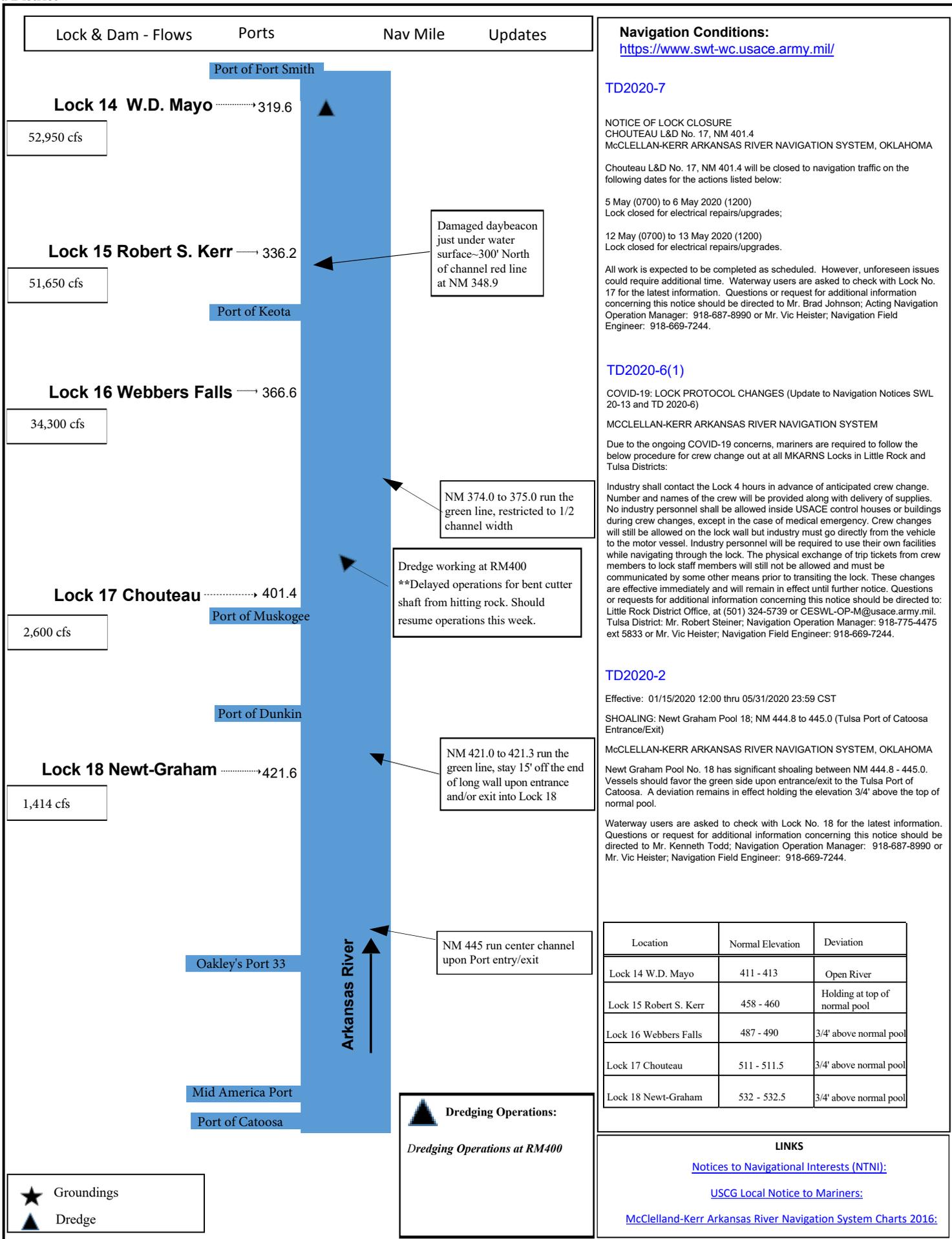
NavNot SWL 20-16 – Closures: Lock 6 (Aug 3-Aug 13); Lock 3 (Aug 21-Aug 31) Pull tests will be performed on center post receivers.

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://ntnnotices.usace.army.mil/>
- USCG Local Notice to Mariners: <http://www.navcen.uscg.gov/?pageName=lnmDistrict®ion=8&ext=g>
- Channel Hydrographic Surveys: <http://navigation.usace.army.mil/Survey/Hydro>



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:](#)

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

CEMVN-ODT-C

2 June 2020

NAVIGATION BULLETIN NO. 20-94

MISSISSIPPI RIVER
OLD RIVER CONTROL STRUCTURES PROJECT (UPDATE)

Reference Navigation Bulletin No. 20-79, dated 6 May 2020, stating that the U.S. Government M/V KENT will be performing picket boat duties at the inflow channels of the Low Sill and Auxiliary Structures, until further notice.

EFFECTIVE IMMEDIATELY, MARINERS ARE ADVISED THAT THE U.S. GOVERNMENT M/V WILLIAM JAMES WILL REPLACE THE U.S. GOVERNMENT M/V KENT, WHICH IS CURRENTLY PERFORMING PICKET BOAT DUTIES AT THE INFLOW CHANNELS OF THE LOW SILL AND AUXILIARY CONTROL STRUCTURES. THE M/V WILLIAM JAMES CAN BE REACHED ON VHF CHANNELS 13 AND 16.

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

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

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

Vessels in distress that are drawn into the inflow channel of any of the structures or within the restricted mooring zone (see 33 CFR Ch.1, part 162.80, 01 July 2005 Edition) in the Mississippi River (between mile 311.0 and 340.0 Above Head of

Passes) should contact the M/V WILLIAM JAMES or any of the following by marine radio or any other emergency means. The structures 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



**US Army Corps
of Engineers®**

ST. LOUIS DISTRICT

ATTN: CEMVS-DE
1222 SPRUCE STREET
ST. LOUIS MO 63103-2833
[HTTP://WWW.MVS.USACE.ARMY.MIL/](http://www.mvs.usace.army.mil/)

DATE: 04/24/2020

POC: Anthony Reis
Ph: 636-566-
8120

NOTICE NUMBER: 11830

LOCAL NUMBER: 12-06

WTRWY/CHNL: UPPER MISSISSIPPI

LOCK(S): MI 25

EFFECTIVE: 04/24/2020 13:00 thru 12/31/2020 23:59
CST

**TRANSIT SAFETY ADVISORY
Lock and Dam 25
Upper Mississippi River, mile 241.4**

1. An eddy at the Lock 25 lower entrance is causing difficulty for northbound and southbound tows. Observations from Lock 25 are as follows and provided for pilots situational awareness.
2. Northbound Tows: An eddy near the lower guide wall is causing Northbound tows to set hard on the wall, also as they are entering the lock just before the bullnose the eddy again aggressively pushes the head in the opposite direction towards the river, this seems to affect loads more than empty's.
3. Southbound Tows: When the first cut is being pulled from the chamber, the Eddie near the lower guide wall is causing the head to move away from the wall, deck hands will need to check head often to keep it on the wall.
4. If changes to the eddy are observed, or additional information becomes available, an update will be provided.
5. All navigation interest should be alert for, and abide by, any special instructions that may be issued by the Lockmaster.

FOR THE DISTRICT ENGINEER:

//signed//

Andrew C. Schimpf, P.E.
Rivers Project Manager



**US Army Corps
of Engineers®**

HUNTINGTON DISTRICT

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

DATE: 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



US Army Corps
of Engineers
Louisville District

Notice to Navigation Interests

Notice No. 2020 - 013

Date: May 22, 2020

<http://www.lrl.usace.army.mil/Missions/CivilWorks/Navigation/Notices.aspx>

In Reply Refer to: CELRL-OPT-M PO Box 59, Louisville, KY 40201 Telephone: 502-315-6698

LOUISVILLE DISTRICT

MCALPINE LOCK & DAM REVISED SCHEDULED LOCK CLOSURES OHIO RIVER MILE 606.8

Reference: NTNI #2020-003, #2020-007, and #2020-011

McAlpine Locks and Dam (Ohio River Mile 606.8): Below is the list of scheduled lock closures for McAlpine Locks and Dam as of the date of this notice. All mariners will take direction from McAlpine Lock Operators. McAlpine can be reached on channel 13.

May 27 through June 10 2020: Partial closure (North Chamber, daylight hours)

ADDED

The **North (1,200 ft) chamber** will be closed from **7AM EDT to 7PM EDT from May 27 through June 10, 2020** for floating mooring bitt track repairs. During the closures, all traffic will be passed through the South (1,200 ft) chamber.

June 11 through June 14 2020: Partial closure (North Chamber, daylight hours, condition dependent)

DATES REVISED

The **North (1,200 ft) chamber** will be closed during daylight hours for up to 12 hours daily from **June 11 through June 14 2020** for floating mooring bitt track repairs. These daytime closures will be implemented only when the lower gage is below 30.0' and the South (1,200 ft) chamber is in service. During the closures, all traffic will be passed through the South (1,200 ft) chamber.

June 15 through June 19 2020: Partial closure (North Chamber)

The **North (1,200 ft) chamber** will be closed from **June 15 through November 13 2020** for miter gate replacement by the Heavy Capacity Fleet. All traffic will be passed through the South (1,200 ft) chamber.

June 20 through July 2 2020: Partial closure (North Chamber)

The **North (1,200 ft) chamber** will be closed from **June 15 through November 13 2020** for miter gate replacement by the Heavy Capacity Fleet. All traffic will be passed through the South (1,200 ft) chamber.

“Luhr Bros., Inc” will commence maintenance dredging of the lower approach at McAlpine. Dredging operations will be conducted 24 hours per day, seven days per week. During this period, the Dredge Bill Holman will be

located in the navigation channel. Contact the Dredge Bill Holman for passing instructions on marine channel 13. Once contact has been made with the Dredge Bill Holman, proceed at the slowest safe speed. These approximate cut areas and durations are labeled as cuts 1, 2, and 3 in the attached reference drawing.

July 3 through July 7 2020: Total closure (nighttime), Partial closure (daytime, North Chamber)

The **North (1,200 ft) chamber** will be closed from **June 15 through November 13 2020** for miter gate replacement by the Heavy Capacity Fleet. All traffic will be passed through the South (1,200 ft) chamber when it is available.

“Luhr Bros., Inc” will commence maintenance dredging of the lower approach at McAlpine. Dredging operations will be conducted 12 hours per day, seven days per week. During this period, the Dredge Bill Holman will be located in the lower approach of the South (1,200 ft) chamber and not able to pass traffic during dredging operations. The **South (1,200 ft) chamber** will be closed from **6PM to 6AM EDT from July 3 through July 7 2020**. Due to the closure of the North (1,200 ft) chamber, this will be a total river closure. The South (1,200 ft) chamber will open for up to 12 hours each day to clear the navigation queue. This approximate cut area and duration is labeled as cut 4 in the attached reference drawing.

July 8 through November 13 2020: Partial closure (North Chamber)

The **North (1,200 ft) chamber** will be closed from **June 15 through November 13 2020** for miter gate replacement by the Heavy Capacity Fleet. All traffic will be passed through the South (1,200 ft) chamber.

/s/

Craig M. Moulton P.E.
Project Manager
Maintenance Section