



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

LOCAL NOTICE TO MARINERS

District 8 MRS

Week: 05/23

Mississippi River System

LIGHT LIST VOLUME V
NOTICE NUMBER 05-23
February 1, 2023

LIGHT LIST REFERENCE: COMDTPUB P16502.5, Vol V, 2023 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 | 0005 - 23 (UM) | 0008 - 23 (UM) |
| Sector Lower Mississippi River | 0001 - 23 (LM) | 0001 - 23 (LM) |
| Sector Ohio Valley | 0048 - 23 (OV) | 0053 - 23 (OV) |
| OB DWB | 0002 - 23 (DWB) | 0002 - 23 (DWB) |

COAST GUARD DISTRICT 8, WATERWAYS, (504) 671-2327, 7:00 a.m. until 3:30 p.m. (CST)

GENERAL LNM QUESTIONS, COMMENTS, OR SUGGESTIONS MAY BE E-MAILED TO: D8MarineInfo@uscg.mil

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_2023.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

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

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

HOR - Horizontal Clearance
HT - Height

Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy

W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition:

RIAC - River Industry Action Committee
MMSI - Mobile Maritime Service Identity
AIS - Automatic Identification System
ATON - Aids To Navigation
COTP - Captain of The Port
TRDBN - Temporary Replaced by Daybeacon
C.F.S. - Cubic Feet per Second
CFR - Code of Federal Regulations
IAW - In Accordance With
h.p. - horse power
MPH - Miles Per Hour
TVA - Tennessee Valley Authority
INC - Incorporated
IENC - Inland Electronic Navigation Chart
WAP - Waterway Action Plan
MSIB - Marine Safety Information Bulletin
L/D - Lock and Dam

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_jtfs, 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 of 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

HIGH/LOW WATER FLOW CONDITIONS

During periods of high/low water flow conditions on the Mississippi River System, Captains of the Port, will issue Safety Advisories for their specific areas of responsibility via Broadcast Notice to Mariners. Mariners are encouraged to monitor the Sector Broadcast Notice to Mariners to ensure they are receiving the most up-to-date information.

LNM: 04-23

OHIO RIVER AND TRIBUTARIES - WINTER NAVIGATION

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 23-01, regarding winter navigation on the Ohio River and tributaries.

LNM: 02-23

USACE HUNTINGTON DISTRICT LOCKS - MAIL DELIVERY AND CREW CHANGE POLICIES

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 23-04, regarding mail delivery and crew change policies at navigation locks, for towboats.

LNM: 02-23

USACE HUNTINGTON DISTRICT - NOTIFICATION OF SINKING OR SUNKEN VESSELS, VESSEL GROUNDINGS AND BARGE BREAKAWAYS

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 23-03, regarding notification of sinking or sunken vessels, vessel groundings and barge breakaways.

LNM: 02-23

USACE HUNTINGTON DISTRICT - REVIEW OF REGULATIONS AND GENERAL SAFETY PRACTICES

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 23-02, regarding the review of regulations and general safety practices.

LNM: 02-23

USACE HUNTINGTON DISTRICT - RESTRICTED AREAS AT NAVIGATION STRUCTURES

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 23-05, regarding restricted areas at navigation structures.

LNM: 02-23

USACE HUNTINGTON DISTRICT - RESTRICTED AREAS AT NAVIGATION STRUCTURES

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 22-33, regarding maintenance and repair operations.

LNM: 03-23

SUNSET OF NOAA PRINTED CHARTS

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

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

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

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

<https://nauticalcharts.noaa.gov/charts/farewell-to-traditional-nautical-charts.html>.

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

LNM: 10-21

MISSOURI RIVER - CHANNEL CONDITION/COTP ADVISORY

The following reaches are in the low water watch phase in accordance with the Western Rivers WAP Annex:

Kansas City Mile 400.0 to Mile 300.0,

Brunswick Reach Mile 300.0 to Mile 200.0,

Jefferson Reach Mile 200.0 to Mile 100.0 and

Washington Reach Mile 100.0 to Mile 0.0.

Deep Draft tows are advised to depart the area. All vessels shall transit at a slow speed near fleeting areas, to minimize impact due to narrow channel width. Tow operators are advised to place the heaviest barges in the middle of the tow, and identify fleeting areas in the event of a river closure. Mariners are requested to transit the area with caution, and contact Sector Upper Mississippi Command Center via VHF-FM Channel 16, (314) 269-2332, email at sumrwaterways@uscg.mil, to report shoaling, hazardous conditions, or missing aids to navigation.

LNM: 02-23

SAFETY NOTICE - NAVIGATIONAL RANGE AND SECTOR LIGHTS ON NOAA ELECTRONIC CHARTS

The U.S. Coast Guard has become aware that the Range and Sector Light Characteristic labels are not displayed on Electronic Navigational Charts (ENCs) when used in an Electronic Chart Display and Information System (ECDIS), due to limitations of the S-52 ECDIS, display specification. Mariners may query the ENC data directly within ECDIS or refer to the Light List for complete information on Range and Sector Light Characteristics.

LNM: 39-22

UPPER MISSISSIPPI RIVER - L/D CLOSURES/RESTRICTIONS

Attached as enclosures to this LNM are USACE Rock Island District Notice to Navigation Interests MR 22-201530, MR 22-501531, MR 22-201532 and 22-201634, regarding L/D Closures and restrictions for several L/D's on the Upper Mississippi River.

LNM: 47-22

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 |
|------|-----------------------------|---------------------|-----------|----------|--------|---------|
| 280 | Karns Island Upper Light | STRUCT DEST | | 0651OV | 31/18 | |
| 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 | |
| 1255 | Wilsons Rock Light | STRUCT DMGD | | 0380LM | 35/19 | |
| 1265 | Peno Point Daybeacon | DAYMK DMGD | | 0580LM | 47/19 | |
| 1267 | Non Lateral Mark 313.9 | STRUCT DEST | | 0089LM | 05/16 | |
| 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 | |
| 1420 | Gun Club Lake Daybeacon | DAYMK MISSING | | 0582LM | 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 | |

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|------|-----------------------------------|---------------------------|--------|-------|
| 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 |
| 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 |
| 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 |
| 1903 | Non Lateral Mark 150.9 | DAYMK MISSING | 0560LM | 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 |
| 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 |
| 2030 | Burns Park Light | STRUCT DEST | 0514LM | 42/19 |
| 2045 | Waterworks Bend Light | DAYMK DMGD | 0515LM | 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 |
| 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 |
| 3195 | Young Creek Daybeacon | DAYMK DMGD | 0293OV | 22/22 |
| 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 |

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|-------|--------------------------------|---------------------------|--------|-------|
| 4365 | Bleidt Landing Light | STRUCT DEST/TRUB | 0137OV | 17/21 |
| 4390 | Crooked Creek Light | STRUCT DEST/TRUB | 0383OV | 36/16 |
| 4425 | Commerce Landing Light | STRUCT DEST | 0520OV | 42/22 |
| 4455 | Prison Farm Landing Light | STRUCT DEST | 0145OV | 17/21 |
| 4500 | Kuttawa Bar Light | STRUCT DEST | 0243OV | 12/18 |
| 4505 | Money Cliff Light | STRUCT DEST | 0364OV | 19/18 |
| 6985 | Sand Point Lower Light | STRUCT DEST | 0102UM | 20/22 |
| 6990 | Circle Light | STRUCT DMGD | 0102UM | 20/22 |
| 6995 | Spring Bay Daybeacon | STRUCT DEST | 0102um | 20/22 |
| 7035 | Drolls Point Light | STRUCT DEST/TRLB | 0233UM | 23/20 |
| 7525 | Grand Island Foot Light | STRUCT DEST | 0015UM | 05/22 |
| 7565 | Sugar Creek Light | STRUCT DEST | 0526UM | 51/20 |
| 7585 | Frederick Light | STRUCT DEST | 0539UM | 29/19 |
| 7650 | Briggs Landing Light | LT EXT/STRUCT DMGD | 0890UM | 51/19 |
| 7695 | Moore's Island Light | STRUCT DEST | 0037UM | 12/22 |
| 7705 | Wilson Island Daybeacon | DAYMK DMGD | 0104UM | 18/21 |
| 7850 | Florence Light | LT EXT | 0055UM | 14/22 |
| 8540 | Blaines Island Light | STRUCT DEST | 0320OV | 25/22 |
| 8857 | Arbuckle Creek Light | STRUCT DEST/TRDBN | | 39/20 |
| 9150 | Washita Point Light | LT EXT | 0395LM | 33/20 |
| 9185 | Preston Peninsula Light | REDUCED INT | 0420LM | 46/16 |
| 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 |
| 10185 | Cedar Point Light | REDUCED INT | 0031LM | 18/22 |
| 10195 | Dean Island Light | REDUCED INT | 0327LM | 33/19 |
| 10210 | Brandywine Chute Light | REDUCED INT | 0031LM | 18/22 |

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|-------|----------------------------------|---------------------|--------|-------|
| 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 |
| 11270 | Cabin Teele Light | STRUCT DEST | 0452LM | 38/19 |
| 11275 | Marshall Point Cut-Off Daybeacon | STRUCT DEST | 0453LM | 38/19 |
| 11280 | Joseph Henry Daybeacon | STRUCT DEST | 0454LM | 38/19 |
| 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 |
| 11505 | Old Levee Light | LT IMCH/DAYMK DMGD | 0470LM | 39/19 |
| 11520 | Ashland Light | LT IMCH/DAYMK DMGD | 0471LM | 39/19 |
| 11530 | Hole In The Wall Light | LT IMCH/REDUCED INT | 0472LM | 39/19 |
| 11540 | Giles Bend Cut-Off Light | STRUCT DEST | 0171LM | 28/17 |
| 11700 | Fort Adams Light | STRUCT DEST | 0402LM | 36/19 |
| 11795 | Morganza Crevasse Light | STRUCT DEST | 0400LM | 36/19 |

| | | | | |
|----------|----------------------------------|------------------------|----------|-------|
| 11835 | Bayou Sara Bend Light | STRUCT DEST | 0399LM | 36/19 |
| 11860 | Port Hudson Light | STRUCT DEST | 0581NOLA | 36/19 |
| 11900 | Devils Swamp Light | STRUCT DEST | 0397LM | 36/19 |
| 11940 | Ben Burman Light | STRUCT DEST | 0549LM | 44/19 |
| 12677 | Island 21 Daybeacon | STRUCT DEST | 0503UM | 27/19 |
| 13165 | Lock 5A Light | LT EXT | 0172UM | 20/20 |
| 13230 | Island 74 Light | STRUCT DEST/TRUB | 0380UM | 34/20 |
| 13430 | Root River Upper Light | STRUCT DEST/HAZ NAV | 0172UM | 20/20 |
| 13510 | Perry Ruby Light | STRUCT DEST | 0061UM | 12/17 |
| 13535 | Britts Landing Daybeacon | DAYMK DMGD/STRUCT DMGD | 0310UM | 42/22 |
| 13720 | Crooked Slough Head Daybeacon | STRUCT DEST/TRUB | 0482UM | 26/19 |
| 13725 | Crooked Slough Head Light | STRUCT DEST/TRUB | 0482UM | 26/19 |
| 13765 | Island 158 Daybeacon | DAYMK DMGD | 0310UM | 43/22 |
| 13895 | Clayton Daybeacon | STRUCT DEST | 0310UM | 43/22 |
| 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 |
| 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 |
| 14460 | Smith Bay Light | STRUCT DEST | 0048UM | 13/22 |
| 14475 | Elk River Light | DAYMK DMGD | 0257LM | 31/21 |
| 15170 | Edwards Island Upper Light | STRUCT DEST/TRUB | 0403UM | 26/16 |
| 15535 | Des Moines River Lower Daybeacon | STRUCT DEST | 0279UM | 38/22 |
| 15785 | Sny River Light | STRUCT DEST | 0114UM | 22/22 |
| 16110 | Hastings Landing Daybeacon | STRUCT DMGD | 0282UM | 39/22 |
| 16120 | Cuivre Island Light | STRUCT DEST | 0282UM | 39/22 |
| 16200 | Portage Des Sioux Light | LT EXT | 0088UM | 18/22 |
| 16785 | Lowry Light | STRUCT DEST | 0026UM | 10/22 |
| 16910 | Ste. Genevieve Island Light | STRUCT DEST | 0557UM | 30/19 |
| 17000 | Chester Prison Upper Light | STRUCT DEST | 0026UM | 10/22 |
| 23285 | Cluster Upper Light | STRUCT DEST | 0721OV | 34/18 |
| 23355 | Brown Island Foot Light | LT EXT | 0027OV | 03/23 |
| 24110 | Old Lock No. 17 Lower Daybeacon | STRUCT DEST | | 39/20 |
| 26047 | Sunken Barge Lighted Buoy WR | MISSING | 0519OV | 51/21 |
| 26470 | Notch Lick Light | STRUCT DEST | 0210OV | 23/21 |
| 27090 | Wolf Creek Light | LT EXT | 0064OV | 05/22 |
| 27520 | Robert Mann Light | STRUCT DEST | 0269OV | 21/22 |
| 27540 | Water Works Light | STRUCT DMGD | 0179OV | 12/22 |
| 27855 | Graham Varble Light | STRUCT DEST | 0134OV | 17/21 |
| 27935 | Dekoven Light | STRUCT DEST | 0294OV | 23/22 |
| 29231.34 | Westdale Middle Daybeacon | STRUCT DEST/TRUB | 0121LM | 44/22 |
| 29241.25 | Smith Island Lower Daybeacon | STRUCT DEST | 0202LM | 26/21 |
| 29256.65 | Cadney Lower Daybeacon | DAYMK DMGD | 0205LM | 26/21 |
| 29272 | Deloges Middle Daybeacon | DAYMK IMCH | | 36/20 |

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|-------|--------------------------------|------------------|--------|-------|
| 29467 | Hog Lake Daybeacon | STRUCT DEST | | 36/20 |
| 29618 | Red River Entrance Light | STRUCT DEST | | 37/20 |
| 29665 | Dry Cypress Daybeacon | STRUCT DEST | | 37/20 |
| 29690 | Bayou Cocodrie Upper Daybeacon | STRUCT DEST | | 37/20 |
| 29695 | Bayou Cocodrie Daybeacon | STRUCT DEST | | 37/20 |
| 29710 | Grassy Lake Daybeacon | DAYMK MISSING | | 37/20 |
| 29725 | Alligator Bayou Daybeacon | STRUCT DEST | 0216LM | 33/17 |
| 29750 | Timber Lake Daybeacon | STRUCT DEST | | 37/20 |
| 29755 | Naples Daybeacon | STRUCT DEST | | 37/20 |
| 29775 | Three Rivers Junction Light | STRUCT DEST | | 37/20 |
| 29780 | Barbre Daybeacon | STRUCT DEST | | 37/20 |
| 29785 | Torras Daybeacon | STRUCT DEST | | 37/20 |
| 29795 | Oak Grove Daybeacon | STRUCT DEST | | 37/20 |
| 29845 | Houden Point Daybeacon | STRUCT DEST | 0255UM | 30/21 |
| 30215 | Taliaferro Light | LT EXT | 0410OV | 35/22 |
| 31275 | Stevenson Daybeacon | DAYMK IMCH | 0260OV | 19/22 |
| 31995 | Dry Creek Light | STRUCT DEST | 0402OV | 31/20 |
| 32140 | Chambers Daybeacon | STRUCT DEST | 0178OV | 11/13 |
| 32170 | Diamond Island Lower Daybeacon | STRUCT DEST | 0177OV | 11/13 |
| 32190 | Savannah Bend Upper Daybeacon | STRUCT DEST | 0039OV | 04/23 |
| 32335 | Brodies Landing Light | STRUCT DEST | 0041OV | 04/23 |
| 32350 | Crooked Creek Light | STRUCT DEST | 0042OV | 04/23 |
| 32445 | Sales Light | TRUB/STRUCT DEST | 0269OV | 19/14 |
| 32460 | Reynoldsburg Island Light | STRUCT DEST/TRUB | 0290OV | 15/18 |
| 32465 | Shirley Light | STRUCT DEST | 0040OV | 04/23 |
| 32480 | Higgins Light | STRUCT DEST | 0342OV | 27/15 |
| 32510 | Hurricane Creek Light | STRUCT DEST | 0043OV | 04/23 |
| 32530 | Standing Rock Upper Light | STRUCT DEST | 0658OV | 41/13 |
| 32570 | Fort Henry Light | STRUCT DEST | 0160OV | 19/21 |
| 32585 | Pine Bluff Light | STRUCT DEST | 0308OV | 19/19 |
| 32595 | Blood River Light | STRUCT DEST/TRUB | 0138OV | 17/21 |
| 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 |
| 32780 | Mud Creek Light | STRUCT DEST | 0036OV | 04/23 |
| 32790 | Van Horn Landing Daybeacon | STRUCT DEST | 0037OV | 04/23 |

DISCREPANCIES (FEDERAL AIDS) CORRECTED

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

None

DISCREPANCIES (PRIVATE AIDS)

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|------|----------------------------|--------|-----------|------------|--------|---------|
| 1685 | Oakley Dock Light | LT EXT | | 0307-14 LM | 44/14 | |
| 1690 | Mobley Dock Light | LT EXT | | 0454-13 LM | 48/13 | |
| 2100 | Oakley Light | LT EXT | | 0520LM | 42/19 | |
| 2337 | Island Harbor Marina Light | LT EXT | | | 45/16 | |

| | | | | |
|-------|---|-----------------|------------|-------|
| 2340 | Century Tube Lights (2) | LT EXT | | 45/16 |
| 2400 | Pickett And Davison Lights (2) | LT EXT | 0481-13 LM | 50/13 |
| 3725 | Lakewood Marina Lights (4) | LT IMCH | 0439-15 OV | 34/15 |
| 3750 | Dupont Dock Lights (2) | OFF STA/LT EXT | 0305-15 OV | 26/15 |
| 3795 | Nashville Water Intake Lights (2) | LT EXT | | 44/11 |
| 3805 | Holnam Dock Lights (2) | LT EXT | | 44/11 |
| 3815 | Kerr-Mcgee Dock Lights (2) | LT EXT | | 44/11 |
| 3820 | Cohen Terminal Lights (2) | LT EXT | | 44/11 |
| 3930 | Alcoa Chemical Dock Lights (2) | MSLD SIG/LT EXT | 0216-10 OV | 14/10 |
| 3960 | Hunter Marine Transport Dock Lights (2) | LT EXT | | 47/08 |
| 3995 | Riverview Marina Lights (2) | LT EXT | | 47/08 |
| 4055 | Clarksville Boat Club Dock Lights (2) | LT EXT | 0533-12 OV | 34/12 |
| 6170 | Quantum Chemical Dock Lights (2) | LT EXT | 0436-01 UM | 31/01 |
| 6650 | S. T. Services Terminal Lights (2) | LT EXT | | 41/14 |
| 6695 | Continental Grain Company Light | 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 |
| 9440 | Black Dog Lights (5) | LT EXT | | 43/16 |
| 9965 | Huffman Grain Light | STRUCT DEST | 0131-16 LM | 08/16 |
| 10300 | Cargill Dock Light | LT EXT | 0361-01 LM | 34/01 |
| 10390 | Peavey Lights (2) | LT EXT | 0398-02 LM | 36/02 |
| 10395 | Suburban Propane Dock Light | LT EXT | 0396-02 LM | 36/02 |
| 10415 | Western Tar Products Dock Light | LT EXT | 0394-02 LM | 36/02 |
| 11943 | Bear Industries Barge Dock Lights (4) | LT EXT | 0600-17 NO | 30/17 |
| 11990 | Riverside Dock Lights (2) | LT EXT | 0695-01 UM | 40/01 |
| 12080 | University Dock Lights (3) | LT EXT | 0696-01 UM | 40/01 |
| 12215 | Koch Fuel Dock Lights (2) | LT EXT | | 35/16 |
| 12320 | Newport Terminal Lights (2) | LT EXT | | 35/16 |
| 12385 | Shiely Dock Lights (2) | LT IMCH | | 35/16 |
| 12712 | City of Red Wing Metering Station Special Light | MISSING | | 42/16 |
| 12768 | Consolidated Grain and Barge Loading Dock Piling Lights (2) | MISSING | | 42/16 |
| 12930 | Alma City Dock Light/Daymarks (3) | MISSING | | 42/16 |
| 13405 | G. Heileman Brewery Dock Light | MISSING | | 42/16 |
| 14756 | Isle Of Capri Casino Marina Daybeacon | MISSING | | 03/16 |
| 15345 | Koch Nitrogen Dock Light | LT EXT | | 41/14 |
| 15415 | Riverview Park Dock Light | LT EXT | 0531-15 UM | 49/15 |

| | | | | |
|-------|--|-------------------|------------|-------|
| 15425 | Hall Towing Light | STRUCT DEST | 0280UM | 25/20 |
| 15822 | Hannibal Intake Light | LT EXT | 0358-20 UM | 32/20 |
| 16100 | Jersey County Grain Dock Lights (2) | LT EXT | | 19/16 |
| 16205 | Piasa Harbor Light | LT EXT | 0131-15 UM | 22/15 |
| 16220 | Con-Agra Mooring Lights (2) | LT EXT | | 21/16 |
| 16230 | Alton Marina Breakwater Lights (3) | LT EXT | 0131-15 UM | 22/15 |
| 16265 | Amoco Dock Light | STRUCT DEST | | 35/09 |
| 16280 | Amoco Dock Lights (4) | LT EXT | | 35/09 |
| 16310 | Sioux City/New Orleans Terminal Light | STRUCT DEST | | 35/09 |
| 16380 | Western Dock Lights (9) | LT IMCH | | 34/08 |
| 16390 | Adm-Growmark Dock Lights (4) | LT EXT | 0776-01 UM | 44/01 |
| 16430 | Union Electric Coal Dock Lights (2) | LT EXT | 0305-08 UM | 34/08 |
| 16445 | Continental Cement Lights (2) | LT EXT | 0305-08 UM | 34/08 |
| 16505 | Peavey Company Dock Lights (3) | LT EXT | 0305-08 UM | 34/08 |
| 16530 | Cahokia Marine Terminal Lights (2) | LT EXT | 0305-08 UM | 34/08 |
| 16540 | Slay Bulk Terminal Lights (2) | LT EXT | 0305-08 UM | 34/08 |
| 16545 | Peavey Lights (3) | LT EXT | 3305-08 UM | 34/08 |
| 16550 | Eagle Marine Industries Light | LT IMCH | 0305-08 UM | 34/08 |
| 16560 | Phillips Pipeline Lights (2) | LT EXT | 0305-08 UM | 34/08 |
| 16565 | Growmark Dock Lights (2) | LT EXT | 0305-08 UM | 34/08 |
| 16575 | Eagle Marine Dock Lights (2) | LT EXT | 0305-08 UM | 34/08 |
| 16600 | J.H. Collier Barge Mooring Lights (2) | LT EXT | 0305-08 UM | 34/08 |
| 16605 | Clark Oil Refining Dock Lights (4) | LT EXT | 0305-08 UM | 34/08 |
| 16609 | Alcoa Foil Lights (2) | LT EXT | 0305-08 UM | 34/08 |
| 16615 | Hci Chemtech Dock Lights (2) | LT EXT | 0305-08 UM | 34/08 |
| 16617 | Semmaterials Terminal Lights (2) | LT EXT | 0305-08 UM | 34/08 |
| 16630 | American Commercial Dock Lights (2) | LT EXT | 0305-08 UM | 34/08 |
| 16655 | Bussen Terminal Light | LT EXT | 0305-08 UM | 34/08 |
| 18700 | Bunge Dock Lights (3) | MISSING/LT EXT | | 18/08 |
| 19185 | St. Joseph L & P Dock Light | LT IMCH | | 17/08 |
| 19415 | Leavenworth Water Intake Lights (2) | LT EXT | 0104-07 UM | 39/07 |
| 19460 | Smoot Grain Dock Lights (2) | LT EXT | 0385-07 UM | 39/07 |
| 19505 | Board Of Public Utilities Light | LT EXT | 0386-07 UM | 39/07 |
| 19535 | Public Utilities Intake Lights (3) | LT EXT | | 38/08 |
| 19660 | Continental Grain Dock Lights (4) | LT EXT | 0181-08 UM | 24/08 |
| 19695 | Kansas City Power And Light Company Lights (2) | LT EXT | 0181-08 UM | 24/08 |
| 20870 | U.E. Callaway Intake Lights (2) | LT EXT | 0522-20 UM | 52/20 |
| 22873 | Moon Township Municipal Authority Back Channel Outfall Danger Buoy | OFF STA | 0108-21 OV | 14/21 |
| 24005 | Bens Run Light | LT EXT | | 03/20 |
| 24580 | Ohio Power Coal Dock Light | LT EXT | 480-21 OV | 44/21 |
| 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 |
| 26833 | Transmontaige Dock Lights (2) | LT EXT | 286-21 OV | 28/21 |
| 26860 | Dupont Chemical Lights (2) | LT EXT | 0330-18 OV | 17/18 |
| 27590 | Transmontaigne Dock Lights (4) | LT EXT | | 40/21 |
| 32550 | Paris Landing State Park Lights (2) | Status Unreported | 0452-20 OV | 38/20 |
| 32900 | Ergon Dock Lights (2) | LT IMCH | | 17/13 |

DISCREPANCIES (PRIVATE AIDS) CORRECTED

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

None**PLATFORM DISCREPANCIES**

| Name | Status | Position | BNM Ref. | LNM St | LNM End |
|------|--------|----------|----------|--------|---------|
|------|--------|----------|----------|--------|---------|

None**PLATFORM DISCREPANCIES CORRECTED**

| Name | Status | Position | BNM Ref. | LNM St | LNM End |
|------|--------|----------|----------|--------|---------|
|------|--------|----------|----------|--------|---------|

None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|-------|-------------------------------------|--------------|-----------|----------|--------|---------|
| 7015 | Blue Creek Point Lower Lighted Buoy | TRUB | | 0379UM | 51/21 | |
| 7030 | Drolls Point Upper Lighted Buoy | TRUB | | 0379UM | 51/21 | |
| 7040 | Peoria Heights Lighted Buoy | TRUB | | 0379UM | 51/21 | |
| 8540 | Blaines Island Light | DISCONTINUED | | | 39/20 | |
| 10455 | Armstrong Bar Light | RELOCATED | | | 23/18 | |
| 11275 | Marshall Point Cut-Off Daybeacon | TRDBN | | | 49/16 | |
| 11280 | Joseph Henry Daybeacon | TRDBN | | | 49/16 | |
| 15395 | Dutchman Island Lighted Buoy | TRUB | | 0336UM | 48/22 | |
| 15435 | Sunken M/V John Paul Lighted Buoy | TRUB | | 0336UM | 48/22 | |
| 15475 | Waggoner PT Lighted Buoy | TRUB | | 0336UM | 48/22 | |
| 29880 | Kinnikinnic River Daybeacon | DISCONTINUED | | | 21/20 | |

TEMPORARY CHANGES CORRECTED

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

None**PLATFORM TEMPORARY CHANGES**

| Name | Status | Position | BNM Ref. | LNM St | LNM End |
|------|--------|----------|----------|--------|---------|
|------|--------|----------|----------|--------|---------|

None**PLATFORM TEMPORARY CHANGES CORRECTED**

| Name | Status | Position | BNM Ref. | LNM St | LNM End |
|------|--------|----------|----------|--------|---------|
|------|--------|----------|----------|--------|---------|

None

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

Approved Project(s)

None

Project Date

Ref. LNM

Advance Notice(s)

OHIO RIVER

The Coast Guard will be making the following Aid to Navigation Change after March 7, 2023:

Discontinue Lock Seven Upper Daybeacon (LLNR-23125) at mile 36.4, Left Descending Bank, in approximate position 40-37-42.243N/080-27-45.620W.

LNM: 02/23

OHIO RIVER

The Coast Guard will be making the following Aids to Navigation Changes after March 7, 2023:

Discontinue Shadyside Run Light (LLNR-23920) at mile 129.8, Left Descending Bank, in approximate position 39-37-09.604N/080-52-45.255W.

Discontinue Cochranville Light (LLNR-23960) at mile 139.9, Right Descending Bank, in approximate position 39-32-46.551N/081-01-48.725W.

Discontinue St. Marys Bend Light (LLNR-24040) at mile 155.4, Left Descending Bank, in approximate position 39-23-04.583N/081-13-01.177W.

Discontinue Brothers Island Upper Light (LLNR-24050) at mile 158.1, Left Descending Bank, in approximate position 39-22-58.370N/081-15-43.483W.

LNM: 02/23

OHIO RIVER

The Coast Guard will be making the following Aids to Navigation Changes after March 7, 2023:

Discontinue Brown Island Lower Light (LLNR-23350) at mile 63.1, Left Descending Bank, in approximate position 40-24-31.570N/080-36-22.659W.

Discontinue Cox Ripple Daybeacon (LLNR-23465) at mile 72.9, Right Descending Bank, in approximate position 40-17-29.937N/080-37-02.346W.

LNM: 02/23

UPPER MISSISSIPPI RIVER

The Coast Guard will be making the following Aids to Navigation Changes after March 14, 2023:

Discontinue Des Moines River Lower Daybeacon (LLNR-15535) at mile 361.3, Right Descending Bank, in approximate position 40-22-44.400N/091-25-24.800W.

LNM: 03/23

OHIO RIVER

The Coast Guard will be making the following Aids to Navigation Changes after March 14, 2023:

Discontinue Narrow Run Light (LLNR-23730) at mile 106.0, Right Descending Bank, in approximate position 39-54-09-921N/080-48-32.201W.

Discontinue Hog Run Light (LLNR-23745) at mile 109.6, Left Descending Bank, in approximate position 39-51-25.895N/080-47-54.216W.

Discontinue Clines Bar Light (LLNR-23785) at mile 115.6, Left Descending Bank, in approximate position 39-47-08.650N/080-50-16.791W.

LNM: 03/23

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)

TENNESSEE RIVER

The Coast Guard proposes the following Aid to Navigation Change:

Discontinue Dry Creek Light (LLNR-31995) at mile 248.2, Left Descending Bank, in approximate position 34-43-49.342N/087-47-35.364W.

Comments to be received by February 21, 2023. Please email comments regarding this proposal to: D08-SMB-District-

LocalNoticeFeedback@uscg.mil.

LNM: 52/22

SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

ALLEGHENY RIVER

MILE 0.6 - BRIDGE MAINTENANCE

Sixth Street Bridge; A containment system is installed below low steel and follows the contour of the bridge. Vertical clearance is reduced approximately 1-foot for the middle, 100 feet of the navigation span. A work barge will be located outside of the navigation channel and will not

**ALLEGHENY RIVER
MILE 0.6 - BRIDGE MAINTENANCE**

affect navigation. Mariners are advised to transit the bridge with extreme caution.

LNM: 38-22

**ARKANSAS RIVER
MILE 392.5 - BRIDGE DEMOLITION**

Highway 62 Bridge; Demolition of the bridge will continue until further notice. Mariners are requested to contact M/V KARL R., 30-minutes prior to transit, via VHF-FM Channel 16. Mariners are advised to stay up to date with L/D 16 and L/D 17, for the latest information. Mariners may contact Mr. Robert Steiner; Navigation Operation Manager: (918) 775-4475 Ext 5833 or Mr. Jacob Simpson; Navigation Field Engineer: (918) 430-4783, for additional information.

LNM: 52-22

MILE 118.2 - BRIDGE PROTECTION CELL DAMAGE

The upstream left descending pier protection cell at the Clinton Presidential Park Bridge in the vicinity of Mile 118.2, is damaged and leaning into the left descending bridge pier. Mariners are urged to exercise caution in the area. Mariners may contact the USACE Little Rock District Office at (501) 324-5096 or via e-mail at: ceswl-op-om@usace.army.mil, for additional information.

LNM: 48-21

MILE 50.2 - MILE 10.3 - L/D'S CLOSURES/RESTRICTIONS

Attached as enclosures to this LNM are USACE Little Rock District Navigation Notice 22-21 and 22-41, regarding L/D closures/restrictions for the Joe Hardin L/D (Nr. 3), in the vicinity of Mile 50.2 and for the Norrell L/D (Nr. 1), in the vicinity of Mile 10.3. Mariners may contact the USACE Little Rock District Office, at (501) 324-5096 or via e-mail at ceswl-op-om@usace.army.mil, for additional information.

LNM: 34-22

**CUMBERLAND RIVER
MILE 190.4 - BRIDGE MAINTENANCE**

Louisville and Nashville (CSX) Railroad Drawbridge; Vertical clearance is reduced by 4 feet due to installed containment system. The bridge remains fully operational. Mariners are advised to contact bridge tender via VHF-FM Channel 16 or maintenance supervisor at telephone (989) 717-3192, for additional information.

LNM: 35-22

MILE 175.8 - FIBER LINE PLACEMENT OPERATIONS

Continuing until further notice, the Tennessee Valley Authority is conducting a fiber line placement at Mile 175.8. The repairs will involve three boats in the water. The company will have two boats with flashing white/yellow lights and one police boat with flashing blue lights. For more information on this event, mariners may contact the on-scene vessels on VHF-FM Channel 13 and 16, callsigns TVA 1, TVA 2, or TVA police.

LNM: 04-23

**GREEN RIVER
MILE 8.3 - BRIDGE OPERATION**

Louisville and Nashville Railroad Drawbridge; The bridge will be unattended and left in the open-to-navigation position. Mariners will be notified when the bridge is back in operation.

LNM: 20-22

**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 271.5 - MILE 80.2 - L/D ADVISORY

Ice couplings are recommended, if necessary, when transiting the following locks:

Dresden Mile 271.5,
Marseilles Mile 244.6,
Starved Rock Mile 231.0,
Peoria Mile 157.7 and
Lagrange Mile 80.2

Tow boat operators are requested to contact the lock via VHF-FM Channel 13, 14, 7 or 82, before transiting.

LNM: 02-23

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 Joe Ballou, with Union Pacific Railroad at (708) 990-8513.

LNM: 34-22

**LOWER MISSISSIPPI RIVER
MILE 893.0 - AID TO NAVIGATION**

A nun buoy has been reported off station and in the channel, at Mile 893.0. The buoy is reported to be partially submerged. Mariners are advised to transit the area with caution.

LNM: 03-23

MILE 230.0 - MILE 228.5 - BRIDGE FENDER SYSTEM REPLACEMENT

Continuing until approximately August 2, 2023, work to replace the bridge fender system on the I-10 Bridge, left descending pier of the center span, in the vicinity of Mile 229.3, is being conducted. Work will be conducted Monday through Saturday, from 6:00 a.m. until 7:00 p.m. Mariners are urged to transit between Mile 230.0 and 228.5, at their slowest safe speed to minimize their wake and proceed with caution. Mariners may contact Ryan Finn timer via VHF-FM Channel 21 or at (321) 501-3936, for additional information.

LNM: 31-22

**UPPER MISSISSIPPI RIVER
MILE 796.9 - L/D CLOSURE**

Continuing until March 13, 2023, L/D Nr. 3, in the vicinity of Mile 796.9, is closed for maintenance.

LNM: 43-22

MILE 752.8 - L/D CLOSURE

Continuing until March 13, 2023, L/D Nr. 4, in the vicinity of Mile 752.8, is closed for maintenance.

LNM: 43-22

MILE 699.8 - BRIDGE REPAIR

La Crosse Railroad Drawbridge; J.F. Brennan Company is conducting construction operations, on the La Crosse Railroad Drawbridge, beginning on the upstream and downstream center swing span protection cells. A marine plant will be onsite, and fleeted below the bridge in the navigation channel along the RDB, for the duration of the project. Please contact the M/V ADAM B., on VHF-FM Channels 13 or 16, to have them move out of the navigation channel.

LNM: 51-22

MILE 556.7 - L/D CLOSURE

Continuing until noon, March 3, 2023, L/D Nr. 12, in the vicinity of Mile 556.7, will be closed for repairs. During this closure, towboat operators are requested NOT to tie up on the guidewalls. Mariners may contact the lock via VHF-FM Channel 14 or at (563) 872-3314, for assistance.

LNM: 44-22

MILE 482.9 - L/D CLOSURE

Continuing until noon, March 3, 2023, L/D Nr. 15, in the vicinity of Mile 482.9, will be closed for repairs. During this closure, towboat operators are requested NOT to tie up on the guidewalls. Mariners may contact the lock via VHF-FM Channel 14 or at (309) 794-5266, for assistance.

LNM: 44-22

MILE 324.9 - L/D CLOSURE - UPDATE

L/D Nr. 21, in the vicinity of Mile 324.9, has reopened to vessel traffic.

LNM: 05-23

MILE 301.2 - L/D CLOSURE - UPDATE

L/D Nr. 22, in the vicinity of Mile 301.2, has reopened to vessel traffic.

LNM: 05-23

MILE 289.0 - AIDS TO NAVIGATION

Multiple buoys have been reported off station, in the vicinity of Mile 289.0. Mariners are urged to exercise caution in the area.

LNM: 01-23

MILE 273.4 - L/D CLOSURE - UPDATE

L/D Nr. 24, in the vicinity of Mile 273.4, has reopened to vessel traffic.

LNM: 05-23

MILE 241.4 - L/D CLOSURE - UPDATE

L/D Nr. 22, in the vicinity of Mile 241.4, has reopened to vessel traffic.

LNM: 05-23

MILE 200.5 - L/D CLOSURE

Melvin Price L/D main chamber in the vicinity of Mile 200.5, will be closed for construction until March 31, 2023. During this closure, the auxiliary chamber will remain open and available to pass traffic. Mariners should be alert for and abide by any special instructions issued by the lockmaster.

LNM: 51-22

MILE 185.5 - L/D CLOSURE

Continuing until March 17, 2023, L/D 27 main chamber, will be closed to replace the main lock miter gate anchorages. The auxiliary lock will remain open and available for transit. Mariners should be alert for, and abide by, any special instructions that may be issued by the lockmaster.

LNM: 51-22

MILE 173.0 - DREDGE OPERATION

Continuing until further notice, the Dredge POTTER is conducting dredging operations in the vicinity of Mile 173.0. Work will be conducted 24-hours a day, 7-days a week. The Dredge POTTER will monitor VHF-FM Channel 13, 16 or 82 and requests 30-minutes advance notice of passing. Mariners are urged to transit the area at their slowest safe speed and proceed with caution after passing arrangements have been made.

LNM: 05-23

MILE 172.0 - DREDGE OPERATION - UPDATE

The Dredge POTTER has completed dredging operations in the vicinity of Mile 172.0.

MILE 172.0 - DREDGE OPERATION - UPDATE

LNM: 05-23

MILE 168.6 - BRIDGE MAINTENANCE

Jefferson Barracks Dual Bridge; Due to a containment system installed below low steel, vertical clearance has been reduced to 84 feet. Mariners are advised to transit the bridge with caution.

LNM: 17-22

MISSOURI RIVER**MILE 185.0 - BRIDGE MAINTENANCE**

Rocheport Highway Bridge; A drill barge will be located channelward of the existing right descending pier and will reduce the horizontal clearance to 470 feet. Mariners are advised to transit the bridge with caution.

LNM: 16-22

MONONGAHELA RIVER**MILE 0.8 - BRIDGE MAINTENANCE**

Smithfield Bridge; A containment system is installed and will hang approximately 1.5 feet, below low steel, following the contour of the bridge.

LNM: 33-22

OHIO RIVER**MILE 90.3 - BRIDGE MAINTENANCE**

Wheeling Suspension Bridge; Continuing through June 2023, the vertical clearance may be reduced by 2 feet due to maintenance being performed on the bridge. For more information, mariners may contact West Virginia Department of Transportation, Ahmed Mongi, at (304) 553-3941 or Advantage Steel and Construction, Matt Oskin, at (724) 352-4842.

LNM: 11-22

MILE 280.3 - CONSTRUCTION OPERATION

Continuing until February 13, 2023, M/V LUCEDALE, is installing an outfall diffuser at APG Polytech LLC, along the LDB, in the vicinity of Mile 280.3. Work will be conducted from 7:00 a.m., to 5:00 p.m., Monday through Friday. The floating plant will consist of the M/V LUCEDALE, one barge mounted crane, and one material barge. M/V LUCEDALE will be monitoring VHF-FM Channel 13 or 16. Mariners are urged to transit the area at their slowest safe speed to minimize their wake and proceed with caution.

LNM: 52-22

MILE 608.6 - BRIDGE MAINTENANCE

Sherman Minton Bridge; Cleaning and painting of the bridge will continue from 7:00 a.m. until 6:00 p.m., Monday through Saturday, until further notice. A containment system will hang 4 feet below low steel. Mariners should transit the bridge with caution.

LNM: 29-21

MILE 789.0 - MILE 791.3 - FACILITY CONSTRUCTION

Continuing until approximately September 30, 2025, Meuth Construction Supply Inc., is constructing a facility adjacent to the navigation channel between approximate Miles 789.0 and 791.3, RDB. Sixteen tri-tie dolphins will be constructed to anchor barges along the riverbank. Construction for this facility will be performed from a floating plant. The contractors floating plant will never extend more than 180 feet from the shoreline, at normal pool. The construction contractor will monitor VHF-FM Channel 7, 13 or 16. Mariners are urged to transit the area with caution.

LNM: 39-22

MILE 792.0 - AID TO NAVIGATION

A nun buoy has been reported off station, in the vicinity of Mile 792.0. Mariners are urged to exercise caution in the area.

LNM: 04-23

MILE 846.0 - L/D CLOSURE - UPDATE

Continuing until August 20, 2023, the John T. Myers L/D (1,200-foot chamber) in the vicinity of Mile 846.0, is closed intermittently for replacement of the floating mooring bitt tracks. This duration represents the contract period leading to the scheduled closures described below. Intermittent closures may occur up to 4-hours each day. Up to two 12-hour closures may occur in a 7-day period to facilitate work. The Auxiliary (600-foot chamber) will be open to navigation traffic any time the primary chamber is closed for work on the floating mooring bitts. The Auxiliary (600-foot chamber) will be closed from August 21, 2023 through September 10, 2023, to allow miter gate repairs and prep for the primary chamber closure by the Heavy Capacity Fleet. The primary (1,200-foot chamber) will be closed from September 11, 2023 through November 17, 2023, to allow miter gate rehab by the Heavy Capacity Fleet.

LNM: 05-23

MILE 871.0 - AID TO NAVIGATION

A nun buoy has been reported adrift, at Mile 871.0. Mariners are advised to transit the area with caution.

LNM: 04-23

MILE 918.5 - L/D CLOSURE - UPDATE

Commencing September 22, 2023 and continuing until October 21, 2023, the Smithland L/D land chamber, in the vicinity of Mile 918.5, will be closed for the replacement of the land chamber miter gate machinery by the Light Capacity Fleet. The river chamber will be closed from October 22, 2023, through November 20, 2023, for the replacement of the river chamber miter gate machinery by the Light Capacity Fleet.

LNM: 05-23

MILE 936.0 - MILE 938.9 - DREDGE OPERATION/NAVIGATION LANE CHANGE

Continuing until February 13, 2023, the navigation lane at L/D 52, in the vicinity of Mile 938.9, has shifted from the LDB, to the center of navigation pass, to facilitate dredging operations along the LDB, near Mile 936.0. Mariners are urged to exercise caution in the area.

MILE 936.0 - MILE 938.9 - DREDGE OPERATION/NAVIGATION LANE CHANGE

LNM: 04-23

**TENNESSEE - TOMBIGBEE WATERWAY
MILE 420.5 - DREDGE OPERATION**

Continuing until further notice, the Costal Dredging Inc.'s Dredge COASTAL ROSE is conducting dredging operations in the vicinity of Mile 420.5. Work will be conducted 24-hours a day, 7-days a week. Dredge spoils will be placed in upland disposal area DS-1705B. The pipeline will cross the channel and will have to be moved for passing traffic. The Dredge COASTAL ROSE will monitor VHF-FM Channel 16. Mariners are urged to transit the area at their slowest safe speed to minimize their wake and proceed with caution. Mariners may contact Mr. Roger Wilson, Jr., or Mr. Joshua Brown, Tennessee-Tombigbee Project Management Office at (662) 245-5500, for additional information.

LNM: 03-23

**TENNESSEE RIVER
MILE 22.4 - L/D CLOSURE - UPDATE**

The Kentucky L/D, in the vicinity of Mile 22.4, has reopened to vessel traffic.

LNM: 05-23

MILE 18.0 - AID TO NAVIGATION

A nun buoy has been reported off station, in the vicinity of Mile 18.0. Mariners are urged to exercise caution in the area.

LNM: 04-23

SECTION VIII - LIGHT LIST CORRECTIONS

An Asterisk *, indicates the column in which a correction has been made to new information

| (1) No. | (2) Name and Location | (3) Mile | (4) Bank | (5) Characteristic | (6) Structure / Dayboard Up Down | (7) Remarks |
|------------|--------------------------|-------------|-------------|-----------------------|---|----------------|
|------------|--------------------------|-------------|-------------|-----------------------|---|----------------|

None

ENCLOSURES**USACE Little Rock District Navigation Notices 22-21 and 22-41**

L/D's closures/restrictions.

LNM: 34-22

USACE Huntington District Notice to Navigation Interests 23-01

Winter navigation on the Ohio River and tributaries.

LNM: 02-23

USACE Huntington District Notice to Navigation Interests 23-04

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

LNM: 02-23

USACE Huntington District Notice to Navigation Interests 23-03

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

LNM: 02-23

USACE Huntington District Notice to Navigation Interests 23-02

Review of regulations and general safety practices.

LNM: 02-23

USACE Huntington District Notice to Navigation Interests 23-05

Restricted areas at navigation structures.

LNM: 02-23

USACE HUNTINGTON DISTRICT REPAIR OPERATIONS

USACE Huntington District Notice to Navigation Interests 22-33, regarding maintenance and repair operations.

LNM: 03-23

USACE Rock Island District Notice to Navigation Interests MR 22-201530, MR 22-201531 and MR 22-201532

L/D closures/restrictions on the Upper Mississippi River.

LNM: 47-22

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 Timme



U.S. Army Corps
of Engineers
Little Rock District

NAVIGATION NOTICE Number SWL 22-21

McClellan-Kerr Arkansas River Navigation System

May 25, 2022

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

REMINDER – SCHEDULED LOCK CLOSURES NORRELL LOCK (No. 1) NM 10.3 JOE HARDIN LOCK (No. 3) NM 50.2 MCCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM

As previously noted in Nav Notice SWL 22-04, closures are scheduled for Norrell Lock (No. 1) NM 10.3 and Joe Hardin Lock (No. 3) NM 50.2 during the dates and times indicated below.

The closures at Lock 1 are for installing temporary cofferboxes, concrete saw-cutting of the lock walls and other work related to the new dewatering stoplog slots near the upstream and downstream miter gates. Tow width restrictions will be in place as indicated below and no lockages will be allowed outside the specified times.

The closures at Lock 3 are for the lock dewatering and preparatory inspections prior to the dewatering.

Mariners are advised to contact the locks prior to arrival, for specific instructions on how to proceed for safe lockage. During this time, the Lock 1 tow haulage system will not be available.

Lock 1

June 1 – June 11: Limited width(70' max) lockages only, 7 a.m. – 7 p.m. daily

June 22 – July 21: Limited width(70' max) lockages only, 7 p.m. – 7 a.m. daily

Aug 01 – Aug 10: Full closure, no lockages from 7 a.m.(Aug 01) – 7 p.m.(Aug 10)

Aug 21 – Sep 19: Limited width(70' max) lockages only, 7 p.m. – 7 a.m. daily

Lock 3

Sep 12 - 19: Intermittent closures, 7 a.m. – 7 p.m. daily

Sep 28 – 29: Intermittent closures, 7 a.m. – 7 p.m. daily

Sep 30 – Oct 09: Full closure, no lockages from 7 a.m.(Sep 30) – 7 p.m.(Oct 09)

Lock 1

Sep 30 – Oct 09: Full closure, no lockages from 7 a.m(Sep 30) – 7 p.m.(Oct 09)

Oct 20 – Nov 18: Limited width(70' max) lockages only, 7 p.m. – 7 a.m. daily

Nov 29 – Dec 23: Limited width(70' max) lockages only, 7 p.m. – 7 a.m. daily

Jan 03 – Jan 31: Limited width(70' max) lockages only, 7 p.m. – 7 a.m. daily

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

Christopher B. Roark
Chief, Operations Division

NAVIGATION NOTICE Number SWL 22-41



**U.S. Army Corps
of Engineers**
Little Rock District

McClellan-Kerr Arkansas River Navigation System

August 19, 2022

In Reply Refer to: CESWL-OP

P. O. Box 867

Little Rock, AR. 72203-0867

PH. 501-324-5739

SPECIAL LOCKING INSTRUCTIONS-UPDATE NORRELL LOCK (No. 1) NM 10.3 MCCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM

The landside/long wall coffer boxes are scheduled to be installed downstream and upstream of the miter gate recesses at Norrell Lock (No. 1) NM 10.3, beginning Aug 22. Mariners are advised to avoid contact with the coffer boxes. All up-bound tows must stop along the long wall, no further than the last ladder recess before the downstream coffer box and transition to the river side/short wall prior to lockage. All downbound tows must stop along the long wall, no further than the last ladder recess before the upstream coffer box and transition to the river side/short wall prior to lockage. All vessels are to exercise caution to safely transit by the coffer boxes. These locking instructions replace the locking instructions specified in Nav Notice SWL 22-36 and will remain in place until further notice.

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

Christopher B. Roark
Chief, Operations Division



**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: 01/09/2023

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

NOTICE NUMBER: 201705

LOCAL NUMBER: 23-01

WATERWAY: OHIO RIVER

EFFECTIVE: 01/01/2023 00:00 thru 12/31/2023
23:59

WINTER NAVIGATION ON THE OHIO RIVER AND TRIBUTARIES

In the interest of navigation safety on the waterways, users are reminded that navigation during winter months is a hazardous undertaking. Operators are requested to exercise extreme caution during this season and carefully evaluate the makeup and motive power for each tow.

ICE CONDITIONS

It is common for ice to build up beneath barges navigating the river, causing subsequent grounding in shoal areas. Should this occur, notify the nearest navigation structure as to your location and exercise caution when trying to remove barges so as not to disturb the navigation channel. When locking down bound there is the potential that buildup of ice under a barge could come in contact with the bottom of the lock chamber and puncture the bottom of the barge causing it to sink. Additionally, any build-up of ice between barges in a tow or on the sides of the barges will increase the overall width and possibly hamper the entrance or the exit of the locks. Any noticeable build-up, either in or under the tow, should be checked to assure that the lockage can be accomplished without incident. Whenever conditions warrant, vessel owners should consider adjusting their tow size to compensate for ice formation.

When ice builds up on the lock walls to the extent that full usage of the lock chamber is prohibited, width restrictions will be imposed on lockages. In addition, ice at times will prevent the full opening of the lock miter gates. Should this occur, locking will cease until the ice can be removed or the width of the tow is reduced. Navigators should contact the Lockmaster

at each facility to verify locking conditions. This practice will continue as long as ice conditions warrant. Each company should access the Ohio River Region's computerized navigation daily reports to keep abreast of the latest conditions. This information can be obtained via the internet from the Great Lakes and Ohio River Division's Water Management website at: <https://www.lrh-wc.usace.army.mil/wm/?river>.

Another occurrence during heavy icing conditions is the freezing of the floating mooring bitts in the recesses in the lock walls. In the event the floating bitts become inoperable, it will be necessary for the vessel to utilize the fixed line hook and manually move the mooring lines as the water in the chamber is raised or lowered. Additional lines should be readily available for the deck crew.

In an effort to assist navigators and help alleviate the ice problems at navigation structures, the auxiliary bar may be used for the passage of ice and may not be available for use by traffic at the following locks:

| <u>LOCATION</u> | <u>RIVER MILE</u> |
|------------------------|--------------------------|
| Meldahl Locks | 436.2R |
| Greenup Locks | 341.0L |
| Robert C. Byrd | 279.2L |
| Racine Locks | 237.5L |
| Belleville Locks | 203.39R |
| Willow Island Locks | 161.7R |

All three locks on the Kanawha River - Winfield (mile 31.1R), Marmet (mile 67.7R) and London (mile 82.8R) have the capability for passage of ice. This is accomplished by using the Roller Flap Dam Gate, unlike the Ohio River where the emergency gates or bulkheads are used in the auxiliary chamber.

During heavy ice conditions, historic information in the Huntington District indicates that ice jams can most frequently be expected to form on the Ohio River at the following locations:

- Meldahl Dam to Augusta, Kentucky (mile 436.2 to approximate mile 429.0)
- Manchester Islands Area (mile 395.2 to mile 393.5)
- Brush Creek Island Area (mile 388.0 to mile 387.0)
- Scioto River to New Boston, Ohio Area (mile 356.6 to mile 352.0)
- Racine Dam to Head of Letart Island (mile 237.5 to mile 235.0)
- Ravenswood, West Virginia, Area (mile 223.0 to mile 220.0)
- Long Bottom, Ohio, and Area (mile 210.0 to mile 208.0)

Navigators are advised that ice conditions may become severe enough to warrant the closure of navigation on certain reaches of the river. Should conditions so develop, it is imperative that navigators take refuge in safe harbors. Safe refuge from ice may be found for vessels operating on the Ohio and Kanawha Rivers at the Government owned ice piers at the following locations in the Huntington District:

| <u>Ohio River Mile</u> | <u>City</u> | <u>No. of Piers</u> | <u>Bank</u> |
|------------------------|---------------------|---------------------|-------------|
| 251.7 | Middleport, Ohio | 3 | Right |
| 269.5 | Gallipolis, Ohio | 3 | Right |
| 408.7 | Maysville, Kentucky | 3 | Left |

Kanawha River Mile

| | | | |
|-----|--------------------------|----|------|
| 1.5 | Henderson, West Virginia | 1* | Left |
|-----|--------------------------|----|------|

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

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

Navigators using these streams for safe harborage are cautioned about low clearances of the bridges near the mouth of these streams. Tows using the ice piers and the mouths of the tributary streams should be moored in such a manner as to not obstruct the passage of other vessels.

HIGH FLOW CONDITIONS

Seasonal high water, normally encountered during the late winter and early spring months, increases the problem of maintaining a safe course. Vessel operators are reminded that specific regulations govern the operation of vessels on navigable waters at flood stage. When passing habitations or other structures partially or wholly submerged that are subject to damage from wave actions, vessels shall proceed slowly and keep as far away from such structures as circumstances allow. The Navigation Charts have the elevation of ordinary high water indicated on each sheet, except for the R.C. Byrd Pool. When water levels in the river are equal to or greater than that elevation, navigators should operate near the published sailing line to prevent damage attributable to waves created by the vessel.

In the immediate vicinity of navigation structures, the potential exists for adverse out draft currents to develop across the upper lock approaches whenever there are high flows in the river. These currents, coupled with high winds, exert tremendous forces upon large flotillas, especially when empty barges are in the tow. All operators should carefully evaluate the makeup of each tow and its motive power. Power should be sufficient to counter the adverse conditions that can be expected during a voyage.

The Ohio River current, coupled with excessive headway when exiting a slack water area of any lock, especially Robert C. Byrd upper approach, may be a contributing factor for the head barge of tows to “dive” as they exit the canal and enter the main channel. Navigators should carefully evaluate their tow configuration and give special attention to the draft and freeboard of their head barges. Extreme caution and good navigational judgment should be used at all times, particularly when there is more than forty feet of gate openings on the dam.

MOORING TOWS

Another facet of this season that is of major concern is the problem of breakaways. Barges left unattended, whether simply tied to natural objects or moored at terminals and fleeting areas, are subject to being dislodged by strong currents aided by wind, wave-wash from passing tows, ice flows and/or drift. Operators are urged to use extreme care in tying off tows or individual barges, to prevent such occurrences. Three or more lines are recommended, with both the upstream and downstream ends of the tow being made fast.

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

If, under emergency conditions, it becomes necessary to tie off tows along the banks, extreme care should be exercised in selecting trees or other natural objects for mooring. Banks are usually softened by saturation during high water and during spring thaws and rains, and using trees near the water for tie off are poor risks under such conditions. Should the emergency necessitate temporary mooring within ten miles of any navigation dam, especially upstream, the Lockmaster will be promptly advised.

If conditions warrant, the Huntington District Emergency Operations Center will be opened and maintained on a round-the-clock basis serving as an information/control center. Daily or as-required aerial flights over the river, supplemented by on-ground patrols, will be utilized to supplement the data obtained from our established field offices, to maintain current river condition data base for operational uses. Navigators wishing to make reports to the Huntington District should call (304) 399-5239 or relay the information through one of the Huntington District navigation projects.

//signed//

KENT C. BROWNING
Chief, Technical Support Branch



**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: 01/09/2023

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

NOTICE TO NAVIGATION INTERESTS

NOTICE NUMBER: 201709

LOCAL NUMBER: 23-04

WATERWAY: OHIO RIVER

EFFECTIVE: 01/01/2023 00:00 thru 12/31/2023
23:59

CREW CHANGE AND MAIL DELIVERY POLICIES FOR LRH DISTRICT

AT NAVIGATION LOCKS FOR TOWBOAT PERSONNEL

The following policies are in effect for all navigation locks within the Huntington District.

Crew changes will be allowed only when security levels warrant. The following procedures will be used for crew changes:

The towing companies must request permission from Lockmaster or designee for crew changes at least two (2) hours prior to requested changes. If given permission, the crew change will take place at high pool (when lock chamber is full). The crew change vehicle will remain outside the government facility gate until the motor vessel has arrived at the lock. All crew members must be in possession of a Transportation Worker Identification Credential (TWIC) card, with all other passengers having valid photo ID. A valid photo ID would be either a state-issued driver's license or a state - or federally issued identification card. No assistance will be provided by government personnel nor personal contact will be made with government personnel. If unable to maintain social distancing, face masks will be required. Crew change vehicle will not be left on the government facility or unattended. Once the crew change vehicle leaves, all personnel will leave with the vehicle and not stay on the government facility.

No mail and/or packages will be accepted for any non-government personnel at any navigation lock. Also, stamped mail from boat crews will not be accepted by lock personnel for postal pickup. Personally delivered mail and/or packages will not be accepted by the lock personnel, nor shall items be stored at the locks for later pickup by towboat personnel. The only mail that will be accepted by the project will be stamped mail addressed to the towing company.

If a motor vessel needs parts or service for breakdown maintenance, they must request permission to deliver them to the project two (2) hours in advance. If the Regional Repair Fleet is working at a project, there will be no crew changes.

//signed//

KENT C. BROWNING
Chief, Technical Support Branch



**US Army Corps
of Engineers®**

HUNTINGTON DISTRICT

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

DATE: 01/09/2023

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

NOTICE NUMBER: 201710

LOCAL NUMBER: 23-03

WATERWAY: OHIO RIVER

EFFECTIVE: 01/01/2023 00:00 thru 12/31/2023
23:59

NOTIFICATION OF SINKING OR SUNKEN VESSELS,
VESSEL GROUNDINGS, AND BARGE BREAKAWAYS

Timely notification of sinking or sunken vessels, groundings, and barges breakaway is a matter of great concern to the United States Army Corps of Engineers because of the potential danger that could result from unreported cases.

Pursuant to Section 7 of the River and Harbors Act of August 8, 1917, regulations have been prescribed to govern the use, administration, and navigation of the Ohio River, the Mississippi River above Cairo, Illinois, and their tributaries. Excerpts from these regulations (33CFR 207.300) are as follows:

"Any accidents resulting in uncontrolled barges shall immediately be reported to the nearest lock. The report shall include information as to the number of loose barges, their cargo, and the time and location where they broke loose. The lockmaster of locks shall be kept informed of the progress being made in bringing the barges under control so that they can initiate whatever actions may be warranted."

"Sunken or sinking barges shall be reported to the nearest lock both downstream and upstream of the location in order that other traffic passing those points may be advised of the hazards."

"Any other activity on the waterways that could conceivably endanger navigation or a navigation structure shall be reported to the nearest lock."

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

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

If you have any questions, please contact this office at (304) 399-5239.

Reporting incidents such as these to other Federal Agencies other than the U.S. Army Corps of Engineers does not fulfill your reporting obligation.

//signed//

KENT C. BROWNING
Chief, Technical Support Branch



**US Army Corps
of Engineers®**

HUNTINGTON DISTRICT

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

DATE: 01/09/2023

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

NOTICE TO NAVIGATION INTERESTS

NOTICE NUMBER: 201707

LOCAL NUMBER: 23-02

WATERWAY: OHIO RIVER

EFFECTIVE: 01/01/2023 00:00 thru 12/31/2023
23:59

REVIEW OF REGULATIONS AND GENERAL SAFETY PRACTICES

Notice is given that the Huntington District Corps of Engineers is requesting that all towing companies and other waterway users review their operating procedures to ensure that their personnel are complying with all regulations and general safety practices.

Regulations prescribed by the Secretary of the Army to govern the use, administration, and navigation for the Ohio River, Mississippi River above Cairo, Illinois, and their tributaries are contained in the “Blue Book” (33 CFR 207.300). It is required that a copy of these regulations be kept at all times on board each vessel regularly engaged in navigating the rivers to which these regulations apply.

In the interest of safety to personnel and property, it is essential that the following procedures be reviewed by your operating vessel personnel in order that they may have a comprehensive understanding of the rules for vessels in the locking process, including the act of approaching or departing a lock:

- a. All deck hands working outside areas not having bulwarks or handrails shall wear a USCG approved work vest which shall be fastened as designed for use.
- b. Smoking, open flames, chipping or other spark-producing activities are not permitted during the locking cycle on or inside barges, on outside areas of the towboat, or on the lock walls, except in designated areas.

c. Vessels with flammable or hazardous cargo barges, loaded or empty, are required to use spark-proof protective rubbing fenders, "possums". All vessels should utilize "possums" to help alleviate damages that are occurring to lock structures. Repairs necessitated by these damages require closure of the chambers and are expensive.

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

e. Tow boat operators shall not use the walls of the lock to push off to gain thrust. This technique is also known as "heeling" and is not permitted.

The observance of safe locking procedures leads to a safer and more efficient locking process both for the navigation industry and the U.S. Army Corps of Engineers.

Thank you for your help and participation.

//signed//

KENT C. BROWNING
Chief, Technical Support Branch



**US Army Corps
of Engineers®**

HUNTINGTON DISTRICT

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

DATE: 01/09/2023

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

NOTICE NUMBER: 201711

LOCAL NUMBER: 23-05
WATERWAY: OHIO RIVER

EFFECTIVE: 01/01/2023 00:00 thru 12/31/2023
23:59

RESTRICTED AREAS AT NAVIGATION STRUCTURES

IN THE HUNTINGTON DISTRICT

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

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

The Huntington District has adopted a practice whereby as soon as river flow conditions permit each spring, "special purpose" buoys are placed in the river to physically mark the boundaries of the "Restricted Areas." These "special purpose" buoys have a white background with two reflective orange horizontal bands and a reflective orange cross enclosed within a diamond. The words "KEEP OUT" are lettered on each buoy. The buoys are placed above and below the dam to delineate the "Restricted Area" at each project. Signs are also in place adjacent to the buoy lines on the river

wall of the lock and on the opposite riverbank. These signs and buoys are positioned to delineate areas where unpredictable currents flow upstream toward the dam on the surface. These currents create dangerously turbulent water and nearly always contain hidden undertows. Additional day marker signs with a reflective orange cross enclosed within a diamond having a white background are installed on the downstream side of the dam. The words “KEEP OUT” are lettered on each sign.

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

Navigators must educate themselves to the boundaries of the “Restricted Areas” and stay clear at all times, even when buoys are off station. “Restricted Areas” are delineated on the current issue of the Navigation Charts. The Federal regulations which control restricted areas are contained in the current issue of the “Blue Book” and are repeated here in part:

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

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

//signed//

KENT C. BROWNING
Chief, Technical Support Branch



**US Army Corps
of Engineers®**

HUNTINGTON DISTRICT

DATE: 12/29/2022

NOTICE NUMBER: 201731

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

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

LOCAL NUMBER: 22-33
WATERWAY: KANAWHA RIVER
OHIO RIVER

EFFECTIVE: 01/01/2023 07:00 thru 09/15/2023
15:30

TENTATIVE MAINTENANCE SCHEDULE FOR 2023

HUNTINGTON DISTRICT

It is anticipated that major maintenance and repairs will be performed at the following locations during calendar year 2023. This notice may require periodic revision. It is given so that industrial and recreational waterway users may have a general knowledge of the lock outages and can plan their operations accordingly. Factors which may affect this schedule are the delivery of materials, repairs required but not anticipated, emergency repairs as a result of accidents, and funding.

| <u>PROJECT</u> | <u>REPAIRS</u> | <u>DATES</u> | <u>REMARKS</u> |
|-----------------------|--|---------------------|---|
| Belleville L&D | Filling and Emptying System Repairs | 30 Jan - 26 Feb | Auxiliary Chamber Closure with Intermittent Closures to the Primary Chamber |
| Racine L&D | Miter Gate Machinery Repairs | 30 Jan - 25 Feb | Auxiliary Chamber Closure |
| Racine L&D | Miter Gate Machinery Repairs | 26 Feb - 12 Mar | Primary Chamber Closure |
| Greenup L&D | Filling System Repairs | 13 Mar - 12 Apr | Primary Chamber Closure |
| Meldahl L&D | Dewatering for Miter Gate Inspection and Repairs | 17 Apr - 04 Aug | Auxiliary Chamber Closure |
| Winfield L&D | Dam Gate Repairs | 10 Jul - 15 Sep | No Closures |

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

//signed//

KENT C. BROWNING
Chief, Technical Support Branch

NOTICE TO NAVIGATION INTERESTS

ROCK ISLAND DISTRICT
ATTN: CEMVR-DE
CLOCK TOWER BLDG. - RODMAN
AVE
ROCK ISLAND IL 61299
[HTTP://WWW.MVR.USACE.ARMY.MIL/](http://www.mvr.usace.army.mil/)

DATE: 11/04/2022

POC: lock at 217-222-0918 or on
channel 14

NOTICE NUMBER: 201530
LOCAL NUMBER: MR 22-201530
WTRWY/CHNL: UPPER MISSISSIPPI
LOCK(S): MI 21
EFFECTIVE: 12/23/2022 06:00 thru
03/02/2023 13:00

Lock Restrictions and Closure **Lock & Dam No. 21, UMR Mile 324.9**

Lock 21 will be closed to all navigation from 0700 hours on Thursday January 12, 2023 until 1300 hours on Thursday March 2, 2023.

Lock 21 will be under navigation restrictions beginning on December 23, 2022. These restrictions will be in place until the closure of the lock. Navigation traffic **will not** be allowed to lock from 0600 hours to 1700 hours, 7 days a week during the restriction period. Navigation traffic will also be limited to a width restriction of 70 feet wide during this period. Mariners need to be aware of various floating plant in the vicinity of the lock. The Lockmaster MAY grant a lockage during this part of the restriction period, however, a request must occur in enough in advance for proper coordination with the contractor's work schedule which will take precedence.

Navigation traffic **will** be allowed to lock from 1700 to 0600 daily during the restriction period.

The upper and lower guidewalls will not be available for breaking/making tows. Lines will need to be caught on the I-Wall side of the lock unless approved otherwise by the Lockmaster.

The tow haulage units will not be operable during this time, which will prohibit double lockages upstream and downstream utilizing the tow haulage unit equipment. Tows can still transit the lock with a double, as long as they have either a tug assist or industry self-help pulling cuts out of the lock chamber. Tows will have to transit and stage barges at above mile marker 326 northbound or below mile marker 324 southbound to reconfigure tows.

The purpose of the restrictions and closure is to replace land wall concrete, replace the kevel rail, and conduct lock wall joint repairs. All work will be performed by a contractor.

All navigation interest should be alert for, and abide by, any special instructions that may be issued by the Lockmaster. Towboat operators are requested NOT to tie up on the guide walls during these closure periods. Please contact the lock at 217-222-0918 or on channel 14 for assistance.

//signed//

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

**US Army Corps
of Engineers®**

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

DATE: 11/04/2022**POC:** lock at 573-221-0294 or on
channel 14**NOTICE NUMBER:** 201531**LOCAL NUMBER:** MR 22-201531**WTRWY/CHNL:** UPPER MISSISSIPPI**LOCK(S):** MI 22**EFFECTIVE:** 01/03/2023 06:00 thru
03/02/2023 13:00

Lock Restrictions and Closure
Lock & Dam No. 22, UMR Mile 301.2

Lock 22 will be closed to all navigation from 0700 hours on Friday January 13, 2023 until 1300 hours on Thursday March 2, 2023.

Lock 22 will be under a 70 foot wide width restriction beginning at 0600 on January 3, 2023. This restriction will be in place until the closure of the lock. Mariners need to be aware of various floating plant in the vicinity of the lock.

The upper guidewall will not be available for breaking/making tows. Lines will need to be caught on the I-Wall side of the lock unless approved otherwise by the Lockmaster.

The upper tow haulage unit will not be operable during this time, which will prohibit double lockages upstream utilizing the tow haulage unit equipment. Tows can still transit the lock with a double, as long as they have either a tug assist or industry self-help pulling cuts out of the lock chamber. Tows will have to transit and stage barges above the lock northbound or below the lock southbound to reconfigure tows.

The purpose of the restriction and closure is to replace the travelling kevel rail. All work will be performed by a contractor.

All navigation interest should be alert for, and abide by, any special instructions that may be issued by the Lockmaster. Towboat operators are requested NOT to tie up on the guide walls during these closure periods. Please contact the lock at 573-221-0294 or on channel 14 for assistance.

//signed//

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

**US Army Corps
of Engineers®**

ROCK ISLAND DISTRICT

ATTN: CEMVR-DE

CLOCK TOWER BLDG. - RODMAN
AVE

ROCK ISLAND IL 61299

[HTTP://WWW.MVR.USACE.ARMY.MIL/](http://www.mvr.usace.army.mil/)**DATE:** 11/04/2022**POC:** lock at 319-524-2631 or on
channel 14**NOTICE NUMBER:** 201532**LOCAL NUMBER:** MR 22-201532**WTRWY/CHNL:** UPPER MISSISSIPPI**LOCK(S):** MI 19**EFFECTIVE:** 12/19/2022 07:00 thru
03/03/2023 12:00

LOCK CLOSURE
Lock No. 19, UMR Mile 364.2

Lock No. 19 will be closed to all navigation at 0700 hours on Monday, December 19, 2022 through 1200 hours on Friday, March 3, 2023. The purpose of the closure is to perform contract work for PLC System upgrades, Valve and Miter Gates Cylinder Replacement, and USACE testing.

Towboat operators are requested NOT to tie up on the guidewalls during this closure period. Please contact the lock at 319-524-2631 or on channel 14 for assistance.

//signed//

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