



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

LOCAL NOTICE TO MARINERS

District 8 MRS

Week: 09/22

Mississippi River System

LIGHT LIST VOLUME V
NOTICE NUMBER 09-22
March 2, 2022

LIGHT LIST REFERENCE: COMDTPUB P16502.5, Vol V, 2022 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	0022 - 22 (UM)	0026 - 22 (UM)
Sector Lower Mississippi River	0008 - 22 (LM)	0012 - 22 (LM)
Sector Ohio Valley	0126 - 22 (OV)	0153 - 22 (OV)
OB DWB	0005 - 22 (DWB)	0007 - 22 (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_2022.pdf

ABBREVIATIONS

A through H

ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
AI - 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
FI - 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
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

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

OHIO RIVER AND TRIBUTARIES - WINTER NAVIGATION

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 22-01, regarding winter navigation on the Ohio River and tributaries.

LNM: 02-22

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 22-04, regarding mail delivery and crew change policies at navigation locks, for towboats.

LNM: 02-22

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 22-03, regarding notification of sinking or sunken vessels, vessel groundings and barge breakaways.

LNM: 02-22

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 22-02, regarding the review of regulations and general safety practices.

LNM: 02-22

USACE HUNTINGTON DISTRICT - RESTRICTED AREAS AT NAVIGATION STRUCTURES

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 22-05, regarding restricted areas at navigation structures.

LNM: 02-22

ARKANSAS RIVER - USACE CHANNEL STATUS REPORTS

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

LNM: 08-22

MISSOURI RIVER - AIDS TO NAVIGATION

All floating aids to navigation, maintained by the U.S. Coast Guard, are in place but will not be serviced for the remainder of the 2021 navigation season. Mariners are urged to transit the Missouri River with caution and to utilize all U.S. Coast Guard Broadcasts, the Local Notice to Mariners and electronic chart displays, for navigation.

LNM: 49-21

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

Attached as an enclosure to this LNM, is Special Public Notice D8 DWB-903, regarding drawbridge operation on the Upper Mississippi River, St. Croix River and the Missouri River.

LNM: 49-21

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

UPPER MISSISSIPPI RIVER - L/D CLOSURES

Attached as an enclosure to this LNM, is USACE Rock Island District Notice to Navigation Interests 21-17426, regarding L/D closures/maintenance schedule for 2021-2022.

LNM: 48-21

LOWER MISSISSIPPI RIVER - CHANNEL CONDITION

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

LNM: 08-22

OHIO RIVER/CUMBERLAND RIVER/TENNESSEE RIVER - CHANNEL CONDITIONS

High water conditions exists on the Tennessee River, in the vicinity of Mile 22.4, Cumberland River, in the vicinity of Mile 30.6 and extending to the Ohio River. Mariners are advised to exercise caution due to the hazardous conditions associated with strong currents, increased drift and severe outdrafts. Mariners are advised to consider h.p. capability and tow size when navigating these areas. Fleet operators should regularly check their fleet and immediately report barge breakaways to the U.S. Coast Guard.

LNM: 09-22

UPPER MISSISSIPPI RIVER - OHIO RIVER - CHANNEL CONDITIONS/SAFETY ADVISORY

Extreme high water conditions exist on the Upper Mississippi River, between approximate Miles 5.0 and 0.0 and on the Ohio River, between approximate Miles 960.0 and 976.0. The COTP Ohio Valley has issued a Safety Advisory, recommending vessels not meet, pass or overtake in these areas. Down-bound tows should consider tow width and red flag barges should be placed in a protected location in the tow. While the

overall river stage is decreasing, drift and debris may pose navigation obstructions and may drag buoys off station. It is recommended that all vessels avoid laying up on levees and assess bridge clearance in advance. This Safety Advisory will remain in effect until river stages subside, by falling below 39 feet on the Cairo Gauge. Mariners should report navigation obstructions immediately to the U.S. Coast Guard via VHF-FM Channel 16.

LNM: 09-22

ILLINOIS WATERWAY - CHANNEL CONDITION/SAFETY ADVISORY

The following zones are in the high water watch phase in accordance with the Illinois Waterway Action Plan Annex:

Havana (Mile 128.9 – Mile 102.0) and

Beardstown (Mile 101.9 – Mile 80.3).

Mariners should exercise caution and minimize wake in all high water zones. The laying-up on saturated levees is prohibited. Mariners should be experienced in high water conditions and to avoid down-streaming operation. Mariners should remain vigilant to an increase in debris and maneuver appropriately. Be aware that a buildup of debris in fleeting areas may have occurred and take appropriate action to prevent barge breakaways. Exercise caution in all passing/meeting situations as swift current may be present. Navigation buoys may have been dragged off station, so remain alert while transiting. Recreational traffic is discouraged.

LNM: 08-22

UPPER MISSISSIPPI RIVER - CHANNEL CONDITION/COTP SAFETY ADVISORY

The following zones are in the low water watch phase IAW the Western Rivers WAP Annex:

Zone 28 (Mile 185.4 – Mile 160.1) and

Zone 29 (Mile 160.0 – Mile 101.9).

Mariners should exercise caution, beware of shifting channels, transit at their slowest safe speed to minimize their wake near fleeting areas and place heavy barges in the middle of their tows. Deep draft tows are advised to depart these areas. Mariners are urged to exercise caution in these areas and contact U.S. Coast Guard Sector Upper Mississippi River via VHF-FM Channel 16 or at (314) 269-2332 or e-mail at sumrwaterways@uscg.mil, to report shoaling, hazardous conditions or missing aids to navigation.

LNM: 06-22

UPPER MISSISSIPPI RIVER - L/D CLOSURES

Attached as an enclosure to this LNM, is a USACE St. Paul District, Notice to Navigation Interests 21-03, regarding multiple L/D closures, until March 18, 2022.

LNM: 42-21

LOWER MISSISSIPPI RIVER - SAFETY ADVISORY/CHANNEL CONDITION

The COTP Lower Mississippi River has issued a high water Safety Advisory between approximate Miles 869.0 and 725.5. Mariners are advised to transit the Lower Mississippi River with caution due to the hazardous conditions associated with strong currents, severe outdrafts, missing/off station aids to navigation and diving buoys. The COTP with the concurrence of the Lower Mississippi River Committee recommends the following limits for tows when the Memphis Gauge reaches 25 feet when transiting between Miles 869.0 and 725.5.

All down-bound tows:

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

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

Towing vessels with 6,001 h.p. to 7,200 h.p., a maximum tow size of 30 barges.

Towing vessels with 7,201 h.p. to 8,400 h.p., a maximum tow size of 35 barges.

Towing vessels with greater than 8,401 h.p., a maximum tow size of 36 barges.

Refer to the Waterways Action Plan for further details.

All up-bound tows, must maintain an average speed of 3 MPH, over the ground, for 2 miles leading up to the Memphis Bridges. If a tow is unable to average 3 MPH, it must arrange for an assist tug or reduce tow size through the Memphis Bridges. Fleet operators should regularly check their fleet and immediately report barge breakaways to the U.S. Coast Guard. Mariners are requested to contact the U.S. Coast Guard Western Rivers Command Center at (866) 777-2784, or via VHF-FM Channel 16, for additional information or to report areas of concern.

LNM: 09-22

LOWER MISSISSIPPI RIVER - SAFETY ADVISORY/CHANNEL CONDITION

The COTP Lower Mississippi has issued a high water Safety Advisory from Mile 439.0 to Mile 303.0, due to hazardous conditions associated with strong currents, severe outdrafts, missing/off station aids to navigation and diving buoys. The COTP in concurrence with the Lower Mississippi River Committee recommends the following limits for tows transiting between Mile 439.0 and Mile 303.0, when the Vicksburg, Mississippi Gauge reaches 36 feet.

Down-bound tows:

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

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

Towing vessels with 6,001 h.p. to 7,200 h.p., a maximum tow size of 30 barges.

Towing vessels with 7,201 h.p. to 8,400 h.p., a maximum to size of 35 barges.

Towing vessels with greater than 8,401 h.p., a maximum tow size of 36 barges.

Refer to the Waterways Action Plan for further details.

All up-bound tows must maintain an average speed of 3 MPH, over the ground for 2-miles leading up to the Vicksburg Bridges. If a tow is unable to average a minimum speed of 3 MPH, it must arrange for an assist tug or reduce tow size through the bridges. Fleet operators should regularly check their fleets and immediately report barge breakaways to the U.S. Coast Guard. Mariners are requested to contact the U.S. Coast Guard

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
185	Ross Island Light	LT EXT		0283OV	28/21	
225	Murphys Island Light	STRUCT DEST		0600OV	28/18	
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	
1245	Redland Light	STRUCT DEST		0329LM	33/19	
1255	Wilsons Rock Light	STRUCT DMGD		0380LM	35/19	
1265	Peno Point Daybeacon	DAYMK DMGD		0580LM	47/19	
1267	Non Lateral Mark 313.9	STRUCT DEST		0089LM	05/16	
1278	Non Lateral Mark 309.8	STRUCT DMGD		0378LM	35/19	
1305	Fort Smith Light	STRUCT DEST		0383LM	35/19	
1315	Garrison Creek Daybeacon	DAYMK MISSING		0377LM	35/19	
1360	Crawford County Daybeacon	STRUCT DEST		0378LM	35/19	
1365	Jeffrey Light	DAYMK MISSING		0376LM	35/19	
1390	Fort Chaffee Light	STRUCT DEST		0579LM	47/19	
1395	Haroldton Light	DAYMK MISSING		0578LM	47/19	
1400	New Haroldton Light	STRUCT DEST		0574LM	47/19	
1410	Lavaca Light	LT EXT/DAYMK MISSING		0577LM	47/19	
1415	Trustee Bend Cutoff Light	LT EXT/DAYMK MISSING		0576LM	47/19	
1420	Gun Club Lake Daybeacon	DAYMK MISSING		0582LM	47/19	
1425	Big Creek Light	DAYMK MISSING		0581LM	47/19	
1427	Big Creek Daybeacon	DAYMK MISSING		0575LM	47/19	
1430	Arbuckle Island Light	STRUCT DEST		0091LM	05/16	
1435	Clear Creek Light	DAYMK MISSING		0584LM	41/19	
1445	Crooked Slough Light	STRUCT DEST		0583LM	47/19	

1455	Mulberry River Daybeacon	STRUCT DEST	0041UM	11/17
1510	Moore's Creek Light	LT IMCH/STRUCT DMGD	0394LM	44/16
1515	Roseville Daybeacon	DAYMK MISSING	0604LM	50/19
1520	O'Kane Island Light	LT IMCH/STRUCT DMGD	0393LM	44/16
1525	Alix Bottom Light	STRUCT DEST	0605LM	50/19
1530	County Line Daybeacon	STRUCT DEST	0606LM	50/19
1532	Non Lateral Mark 246.3	DAYMK MISSING	0607LM	50/19
1535	Kalamazoo Light	DAYMK MISSING	0608LM	50/19
1562	Non Lateral Mark 236.3	DAYMK MISSING	0609LM	50/19
1615	Dublin Daybeacon	STRUCT DEST	0610LM	50/19
1650	Bunker Hill Upper Daybeacon	STRUCT DEST	0639LM	51/19
1660	Bunker Hill Lower Daybeacon	STRUCT DEST	0643LM	51/19
1695	Dardanelle Reach Light	DAYMK DMGD	0204LM	31/15
1697	Non Lateral Mark 201.4	STRUCT DEST	0200LM	41/18
1700	Elberta Light	DAYMK MISSING	0611LM	50/19
1705	Old Neely Daybeacon	DAYMK MISSING	0612LM	50/19
1708	Non Lateral Mark 197.9	STRUCT DEST	0052LM	13/17
1710	Point Bar Cutoff Light	DAYMK MISSING	0613LM	50/19
1715	Hola Bend Cutoff Light	DAYMK MISSING	0614LM	50/19
1725	Reeds Ferry Light	DAYMK MISSING	0615LM	50/19
1733	Non Lateral Mark 189.8	DAYMK MISSING	0616LM	50/19
1735	Sweeden Island Light	LT EXT/DAYMK MISSING	0617LM	50/19
1738	Non Lateral Mark 188.8	DAYMK MISSING	0618LM	50/19
1740	Galla Creek Light	DAYMK MISSING	0619LM	50/19
1745	Wilson Light	STRUCT DEST	0620LM	50/19
1770	Willow Bend Lower Daybeacon	DAYMK MISSING	0621LM	50/19
1798	Non Lateral Mark 175.6	DAYMK MISSING	0622LM	50/19
1800	Point Remove Creek Light	DAYMK MISSING	0623LM	50/19
1815	Ellis Island Light	STRUCT DEST	0630LM	51/19
1817	Non Lateral Mark 171.2	DAYMK MISSING	0631LM	51/19
1830	Cypress Creek Light	LT IMCH/DAYMK DMGD	0632LM	51/19
1835	Morrilton Cutoff Light	DAYMK MISSING	0633LM	51/19
1845	Stane Reach Upper Daybeacon	DAYMK DMGD	0634LM	51/19
1850	Stane Reach Light	DAYMK DMGD	0635LM	51/19
1890	Belk Corner Light	DAYMK MISSING/STRUCT DMGD	0558LM	45/19
1900	Stanley Bar Light	DAYMK DMGD	0559LM	45/19
1903	Non Lateral Mark 150.9	DAYMK MISSING	0560LM	45/19
1905	Hickman Bend Light	DAYMK DMGD	0561LM	45/19
1910	Bigelow Light	DAYMK MISSING	0562LM	45/19
1915	Bigelow Middle Daybeacon	DAYMK DMGD	0563LM	45/19
1920	Bigelow Lower Light	DAYMK MISSING	0538LM	44/19
1930	Tri County Light	STRUCT DEST	0370LM	41/16
1940	Beaver Dam Creek Daybeacon	STRUCT DMGD	0636LM	51/19
1945	Devils Bend Light	LT IMCH	0212LM	43/18
1948	Non Lateral Mark 138.8	DAYMK MISSING	0539LM	44/19
1953	Non Lateral Mark 137.6	DAYMK MISSING	0540LM	44/19
1960	Palarm Light	DAYMK MISSING	0541LM	44/19
1975	Maumelle River Upper Daybeacon	STRUCT DEST	0565LM	45/19
1988	Non Lateral Mark 130.6	DAYMK MISSING	0542LM	44/19

2005	Crystal Hill Light	LT IMCH	0047LM	12/17
2030	Burns Park Light	STRUCT DEST	0514LM	42/19
2045	Waterworks Bend Light	DAYMK DMGD	0515LM	42/19
2125	Fourche Place Cutoff Light	LT EXT	0523LM	42/19
2130	Willow Bar Light	LT EXT	0524LM	42/19
2143	Non Lateral Mark 106.5	DAYMK MISSING	0637LM	51/19
2160	Estes Place Light	DAYMK IMCH/STRUCT DMGD	0396LM	44/16
2173	Non Lateral Mark 99.0	DAYMK MISSING	0638LM	51/19
2199	Non Lateral Mark 92.0	STRUCT DEST	0398LM	44/16
2370	Ste. Marie Bend Lower Daybeacon	STRUCT DEST	0407LM	45/16
2435	Richland Bend Middle Daybeacon	STRUCT DEST	0099LM	16/18
2485	Little Bayou Meto Lower Daybeacon	DAYMK DMGD	0094LM	15/18
2498	Cummins Bend Daybeacon	STRUCT DEST	0103LM	06/16
2540	Sample Island Light	STRUCT DEST	0106LM	06/16
2550	Sample Island Lower Light	STRUCT DEST	0107LM	06/16
2665	Owens Lake Daybeacon	DAYMK DMGD	0110LM	06/16
2825	Miller Creek Daybeacon	STRUCT DEST	0346OV	18/18
3655	Cages Bend Light	STRUCT DEST	0660OV	38/19
3965	Watkins Daybeacon	STRUCT DEST	0245OV	19/17
4250	Shammels Mound Landing Light	STRUCT DEST	0010OV	02/16
4285	Saline Creek Light	STRUCT DEST/TRUB	0221OV	26/16
4315	Pryors Creek Light	STRUCT DEST	0030OV	02/20
4340	Devils Elbow Light	STRUCT DEST	0306OV	16/18
4365	Bleidt Landing Light	STRUCT DEST/TRUB	0137OV	17/21
4390	Crooked Creek Light	STRUCT DEST/TRUB	0383OV	36/16
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
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
7705	Wilson Island Daybeacon	DAYMK DMGD	0104UM	18/21
8765	Midway Light	LT EXT	0454OV	41/21
8840	Nine Mile Creek Light	STRUCT DEST	0699OV	33/18
8857	Arbuckle Creek Light	STRUCT DEST/TRDBN		39/20
9150	Washita Point Light	LT EXT	0395LM	33/20
9185	Preston Peninsula Light	REDUCED INT	0420LM	46/16
9442	Black Dog Daybeacon	STRUCT DEST	0198UM	26/21
9456	Six Mile Cut Lower Daybeacon	STRUCT DEST	0518UM	47/18
9470	Four Mile Bend Cutoff Daybeacon	STRUCT DEST	0198UM	26/21
9535	Quaker Oats Light	STRUCT DEST	0043OV	06/16
9565	Putney Daybeacon	DAYMK DMGD	0768OV	52/19
9590	Iron Bank Light	LT EXT	0770OV	52/19
9630	Samuel Light	LT EXT	0771OV	52/19
9660	Osage Orange Daybeacon	DAYMK DMGD	0773OV	52/19
9663	Barker Daybeacon	DAYMK MISSING/STRUCT DMGD	0774OV	52/19
9665	French Point Light	STRUCT DEST	0775OV	52/19

9680	Island 8 Chute Upper Daybeacon	DAYMK MISSING/STRUCT DMGD	0787OV	52/19
9690	Milton Bell Light	LT EXT	0172OV	22/16
9695	Lester Light	STRUCT DEST	0777OV	52/19
9700	Island 10 Bar Light	LT EXT	0779OV	52/19
9707	Everest Landing Daybeacon	DAYMK MISSING/STRUCT DMGD	0780OV	52/19
9715	Groom Towhead Daybeacon	STRUCT DEST	0781OV	52/19
9725	Morrison Towhead Daybeacon	LT EXT	0788OV	52/19
9770	Nolan Daybeacon	DAYMK MISSING	0783OV	52/19
9780	Williams Point Daybeacon	DAYMK DMGD	0778OV	52/19
9790	Bixby Towhead Light	DAYMK MISSING	0786OV	52/19
9810	Merriwether Bend Light	LT EXT/DAYMK MISSING	0791OV	52/19
9825	Carey Upper Daybeacon	STRUCT DEST	0648LM	52/19
9830	Little Cypress Bend Light	LT EXT/DAYMK DMGD	0649LM	52/19
9845	Murphy Smith Upper Daybeacon	STRUCT DEST	0065LM	14/17
9860	Robinson Bayou Light	LT EXT	0650LM	52/19
9905	Blaker Towhead Light	LT EXT/DAYMK DMGD	0651LM	52/19
9910	Blaker Towhead Lower Light	LT EXT	0652LM	52/19
9980	Obion Bar Light	LT EXT/DAYMK MISSING	0653LM	52/19
10195	Dean Island Light	REDUCED INT	0327LM	33/19
10225	Island 40 Foot Light	STRUCT DEST	0232LM	49/18
10540	Harbert Point Light	LT EXT	0256LM	36/15
10545	Stumpy Point Light	STRUCT DEST	0249LM	52/18
10625	Delta Lower Light	STRUCT DEST	0118LM	06/16
10650	Miller Point Light	STRUCT DEST	0171LM	14/16
10660	Old Town Bend Foot Light	STRUCT DEST	0253LM	36/15
10685	Robson Light	STRUCT DEST	0116LM	06/16
10700	Sunflower Cut-Off Foot Light	STRUCT DEST	0115LM	06/16
10710	Ludlow Bar Light	DAYMK DMGD	0018LM	04/18
10715	Wood Cottage Light	STRUCT DEST	0114LM	06/16
10720	Knowlton Light	STRUCT DEST	0113LM	06/16
10730	Mason Landing Daybeacon	STRUCT DEST	0172LM	14/16
10815	Riverton Middle Bar Light	STRUCT DEST	0113LM	21/18
10885	Cypress Bend Light	STRUCT DEST	0032LM	07/18
10895	Eutaw Bar Light	STRUCT DEST	0365LM	35/19
10905	Mounds Crevasse Lower Light	STRUCT DEST	0114LM	21/18
10910	Boliver Light	STRUCT DEST	0069LM	11/18
10955	Miller Bend Light	STRUCT DEST	0030LM	06/18
10965	La Grange Towhead Light	STRUCT DEST	0367LM	35/19
11050	Vaocluse 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
13720	Crooked Slough Head Daybeacon	STRUCT DEST/TRUB	0482UM	26/19
13725	Crooked Slough Head Light	STRUCT DEST/TRUB	0482UM	26/19
13915	Clayton Lower Daybeacon	STRUCT DEST/TRUB	0240UM	31/18
14010	Cassville Upper Daybeacon	STRUCT DEST	0546UM	29/19
14030	Cassville Lower Light	STRUCT DEST	0546UM	29/19
14055	Milkmaids Island Light	LT EXT	0172UM	20/20
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
14475	Elk River Light	DAYMK DMGD	0257LM	31/21
15170	Edwards Island Upper Light	STRUCT DEST/TRUB	0403UM	26/16
16350	Chain Of Rocks Canal Upper Entrance Light	STRUCT DEST	0231UM	29/21
16910	Ste. Genevieve Island Light	STRUCT DEST	0557UM	30/19
18140	Dodds Daybeacon	DAYMK IMCH	0294UM	37/21
18170	Boyer River Daybeacon	DAYMK IMCH	0294UM	37/21
18250	Florence Bend Lower Daybeacon	DAYMK IMCH	0346UM	44/21

19305	Atchison Lower Daybeacon	STRUCT DEST	0106UM	18/21
19375	Weston Daybeacon	STRUCT DEST	0106UM	18/21
20245	New Frankfort Daybeacon	DAYMK MISSING	0363UM	47/21
20250	Little Missouri Bend Daybeacon	STRUCT DEST	0363UM	47/21
21200	Tavern Rock Daybeacon	STRUCT DEST	0275UM	33/21
23285	Cluster Upper Light	STRUCT DEST	0721OV	34/18
24110	Old Lock No. 17 Lower Daybeacon	STRUCT DEST		39/20
26047	Sunken Barge Lighted Buoy WR	LT EXT	0519OV	51/21
26470	Notch Lick Light	STRUCT DEST	0210OV	23/21
27090	Wolf Creek Light	LT EXT	0064OV	05/22
27855	Graham Varble Light	STRUCT DEST	0134OV	17/21
29241.25	Smith Island Lower Daybeacon	STRUCT DEST	0202LM	26/21
29241.53	Socot Middle Daybeacon	DAYMK DMGD	0203LM	26/21
29244	Grand Encore Lower Daybeacon	DAYMK DMGD	0204LM	26/21
29256.65	Cadney Lower Daybeacon	DAYMK DMGD	0205LM	26/21
29272	Deloges Middle Daybeacon	DAYMK IMCH		36/20
29287	BOYCE LAKE LIGHT	STRUCT DEST	0197LM	23/21
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
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
32325	Condors Landing Light	STRUCT DEST	0127OV	09/20
32445	Sales Light	TRUB/STRUCT DEST	0269OV	19/14
32460	Reynoldsburg Island Light	STRUCT DEST/TRUB	0290OV	15/18
32480	Higgins Light	STRUCT DEST	0342OV	27/15
32530	Standing Rock Upper Light	STRUCT DEST	0658OV	41/13
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

DISCREPANCIES (FEDERAL AIDS) CORRECTED

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

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNK St	LNK 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	
4825	D.B. Wilson Station Lights (5)	LT EXT		510-21 OV	49/21	
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
27367	Transmontaigne Dock Light	LT EXT		40/21
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
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None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

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

TEMPORARY CHANGES CORRECTED

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

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
None		

<u>Advance Notice(s)</u>
None

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
None			

Proposed Change Notice(s)

UPPER MISSISSIPPI RIVER

The Coast Guard is proposing the following Aid to Navigation Change:
Change Milkman's Island Light (LLNR-14055) at mile 601.1, Right Descending Bank, in approximate position 42-40-31.947N/090-54-06.489W, showing FI G 4s, Green to Milkman's Island Daybeacon (LLNR-14055) CNG upstream, SG downstream, on rock mound. Comments to be received by March 8, 2022.
Please email comments regarding this proposal to: D08-SMB-District-LocalNoticeFeedback@uscg.mil.

LNM: 02/22

UPPER MISSISSIPPI RIVER – Chain of Rocks Canal

The Coast Guard is proposing the following Aid to Navigation Change:
Discontinue Chain of Rocks Upper Entrance Light (LLNR-16350) at mile 193.5, Left Descending Bank, in approximate position 38-47-00.769N/090-07-27.635W.
Comments will be taken until March 15, 2022. Please email comments regarding this proposal to: D08-SMB-District-LocalNoticeFeedback@uscg.mil.

LNM: 03/22

UPPER MISSISSIPPI RIVER

The Coast Guard is proposing the following Aid to Navigation Change:
Discontinue Nine-Mile Island Light (LLNR-14230) at mile 571.5, Right Descending Bank, in approximate position 42-25-03.621N/090-33-33.092W.
Comments will be taken until April 05, 2022. Please email comments regarding this proposal to: D08-SMB-District-LocalNoticeFeedback@uscg.mil.

LNM: 06/22

UPPER MISSISSIPPI RIVER

The Coast Guard is proposing the following Aid to Navigation Change:
Change Stone Slough Light (LLNR-14260) at mile 563.5, Left Descending Bank, in approximate position 42-21-02.115N/090-26-23.619W, showing FI (2)R 5s, to Stone Slough Daybeacon (LLNR-14260) CNR upstream, CNR downstream. Comments will be taken until April 22, 2022. Please email comments regarding this proposal to: D08-SMB-District-LocalNoticeFeedback@uscg.mil.

LNM: 08/22

UPPER MISSISSIPPI RIVER

The Coast Guard is proposing the following Aid to Navigation Change:
Change Arnold Towhead Light (LLNR-14385) at mile 543.2, Left Descending Bank, in approximate position 42-09-26.489N/090-12-50.124W, showing FI (2)R 5s, to Arnold Towhead Daybeacon (LLNR-14385) TR upstream, TR downstream on tree. Comments will be taken until April 22, 2022. Please email comments regarding this proposal to: D08-SMB-District-LocalNoticeFeedback@uscg.mil.

LNM: 08/22

UPPER MISSISSIPPI RIVER

The Coast Guard is proposing the following Aid to Navigation Change:
Discontinue Sabula Lower Light (LLNR-14445) at mile 533.6, Right Descending Bank, in approximate position 42-02-34.260N/090-10-02.383W.
Comments will be taken until April 22, 2022. Please email comments regarding this proposal to: D08-SMB-District-LocalNoticeFeedback@uscg.mil.

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 46.0 - CHANNEL CONDITION/COTP ADVISORY

The COTP Pittsburgh has issued a Safety Advisory due to faster than normal current and ice flows in the vicinity of Mile 46.0, Kittanning, PA. Mariners are urged to transit the area at their slowest safe speed to minimize vessel wake and proceed with caution.

LNM: 08-22

MILE 45.7 - CHANNEL CONDITION/SAFETY ADVISORY

The COTP Pittsburgh has issued the following Safety Advisory due to high water/flow conditions at L/D 7, in the vicinity of Mile 45.7. The gate opening is greater than 16 feet. Fleeting facilities are advised to review and act in accordance with their waterfront fleet operations guide and any company contingency plans. Assign a person to be in continuous surveillance, to observe the barges in the fleeting facility. Double-up lines on the head of the fleet and provide an adequate number of spring and breast lines between the dock and the barges in the fleet and review the need to secure towboat assistance.

LNM: 09-22

MILE 7.7 - AID TO NAVIGATION/SAFETY ADVISORY

A nun buoy has been reported not properly marking the channel in the vicinity of Mile 7.7, Roberto Clemente Bridge. Mariners are urged to transit the area with caution and at their slowest safe speed.

LNM: 08-22

ARKANSAS RIVER

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

River water flows have decreased. The Regulated Navigation Area, at Little Rock, Arkansas, from Mile 125.4 to Mile 118.2, has been cancelled.

LNM: 09-22

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

BIG SANDY RIVER

MILE 5.4 - NAVIGATION OBSTRUCTION

Two 5-inch steel pipelines have been reported just below the waters surface in the vicinity of Mile 5.4, extending from the RDB, into the navigation channel approximately 100 feet. The pipelines are marked with a green lighted buoy displaying a Fl G 4s, light at night. Mariners are urged to transit the area at their slowest safe speed and proceed with caution in the area.

LNM: 01-22

BLACK WARRIOR RIVER – TOMBIGBEE WATERWAY

MILE 341.4 - MILE 338.7 - MARINE EVENT

On March 5, 2022, from 9:00 a.m. until noon and again on March 15, 2022, from 2:00 p.m. until 5:00 p.m., the University of Alabama Women's Rowing Team will hold rowing competitions between approximate Miles 341.4 and 338.7, Oliver Pool. During these events, vessel traffic will not be required to stop, but are urged to exercise caution in the area, during these events. Mariners may contact Chad Brumelow, BWT/Alabama Coosa Project Management Office at (205) 752-3571, for additional information.

LNM: 05-22

CLINCH RIVER

MILE 52.0 - MILE 49.5 - RACE COURSE INSTALLATION

The Oak Ridge Rowing Association has installed a race course between approximate Miles 52.0 and 49.5. Mariners are urged to exercise caution in the area.

LNM: 07-22

CUMBERLAND RIVER

MILE 194.0 - PIPELINE INSTALLATION

Continuing until approximately March 2, 2022, from 7:00 a.m., until 7:00 p.m., Monday through Friday, Metro-Davidson County - Metro Water Services has contracted with Reynolds Construction to install a pipeline and intake screen downstream of the L&N RR trestle, at the Omonhundro Water Treatment Plant, at Mile 194.0. Mariners can expect to see two barge platforms consisting of one 91-foot by 41-foot barge and one 62-foot by 41-foot barge, with crane and marine construction equipment operating in the area. Crews may be working within the navigation channel. Due to the limited channel area, vessel operators should transit this area with caution.

LNM: 36-21

MILE 191.0 - MILE 190.0 - GEOTECHNICAL RIVERBED DRILLING

Continuing until approximately March 4, 2022, Geotechnical Riverbed Drilling is being conducted between approximate Miles 191.0 and 190.0. A barge will be placed approximately 120 feet from the rivers bank and will not be able to maneuver while drilling. Work will be conducted from 7:00 a.m. until 5:00 p.m., each day. Mariners are urged to exercise caution in the area. Mariners may contact the project manager at (319) 231-3487,

MILE 191.0 - MILE 190.0 - GEOTECHNICAL RIVERBED DRILLING
for additional information.

LNM: 08-22

MILE 149.0 - L/D CLOSURE/CHANNEL CONDITION
High water conditions have been reported in the vicinity of Mile 149.0. The Cheatham L/D has ceased locking operations.

LNM: 08-22

MILE 126.5 - BRIDGE REPAIR
Louisville and Nashville Railroad Drawbridge; Emergency Bridge Pier repair work is being conducted outside of the navigation channel, minimal impact to navigation is expected. Mariners may contact bridge tender or R. J. Corman Construction Team via VHF-FM Channel 13 or telephone (931) 980-4760, for more information.

LNM: 05-22

MILE 2.0 - SUBMERGED OBSTRUCTIONS
As a result of high water in the vicinity of Mile 2.0, supports for the new bridge along the RDB, are submerged and pose a navigation obstruction. The contractor is working to mark the area with a buoy and light. Mariners are urged to exercise caution in the area.

LNM: 08-22

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

LNM: 09-22

MILE 9.1 - CHANNEL CONDITION/L/D CLOSURE
High water conditions reportedly exist at L/D 1, in the vicinity of Mile 9.1. L/D 1 has ceased locking operations due to high water with an upper gauge reading above 25.9 feet. Mariners should contact the lock operator to determine if it is safe to navigate over the weir.

LNM: 08-22

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

LNM: 51-21

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

LNM: 18-20

MILE 89.0 - MILE 87.0 - CHANNEL CONDITION
Shoaling has been reported between approximate Miles 89.0 and 87.0, mid-channel, near the Beardstown Railroad Bridge. Mariners are urged to exercise caution in the area.

LNM: 07-22

MILE 69.4 - FLEETING OPERATION
Continuing until further notice, from 7:00 a.m. until 5:30 p.m., Monday through Friday, the J.F. Brennan Company has a marine plant fleeted in the vicinity of Mile 69.4, LDB, at a shoreside facility. Mariners transiting the area are requested to contact the M/V SAM B., via VHF-FM Channel 13 or 16 or at (618) 616-3978, 30-minutes prior to transiting the area for additional information. Mariners are urged to exercise caution in the area.

LNM: 08-22

KANAWHA RIVER
MILE 57.8
ELK RIVER
MILE 2.2
MILE 1.5 - LIGHTED SCIENTIFIC MONITORING BUOYS
West Virginia American Water has installed 2 Special Lighted Scientific Buoys, yellow buoys, Fl Y 2.5s, at Mile 1.5 RDB and at Mile 2.2 RDB, on the Elk River. Any questions or inquiries should be directed to: West Virginia American Water, 1600 Pennsylvania Avenue, Charleston, West Virginia, 25302 – Ms. Erica Pauken, (304) 410-3973 or via email at: Erica.Pauken@amwater.com. Mariners are advised to exercise extreme caution in this vicinity and to navigate at their slowest safe speed.

LNM: 41-21

LOWER MISSISSIPPI RIVER

LOWER MISSISSIPPI RIVER**MILE 530.0 - MILE 526.0 - RIP-RAP PLACEMENT**

Continuing until approximately March 30, 2022, Bertucci Contracting Company is conducting rip-rap placement between approximate Miles 530.0 and 526.0, LDB, Refuge Bank Paving. The M/V CROSBY RAMBLER is the contact vessel and will monitor VHF-FM Channel 16 or 72. Mariners are urged to transit the area at their slowest safe speed to minimize their wake and proceed with caution after passing arrangements have been made. Mariners may contact Darwyn Jarrell at (504) 835-0303 or Austin Spence at (601) 590-5015, for additional information.

LNM: 52-21

MILE 232.6 - SOIL BORING OPERATION

Continuing through March 12, 2022, from 7:00 a.m., to 6:00 p.m., each day, Geoengineers, Inc., is collecting bore samples from a barge on the Lower Mississippi River, at Mile 232.6, AHOP. Mariners may contact Kyle Kilfian, at (937) 243-5749, or M/V DONNIE VERRET, on VHF-FM Channels 67 and 68. Mariners are urged to transit at slowest safe speed to minimize wake in the area.

LNM: 09-22

UPPER MISSISSIPPI RIVER**MILE 853.1 - BRIDGE WORK**

Cedar Avenue Bridge; Pipeline work is being performed from a permanent catwalk under the roadway decking in the recess area above low steel. All work will cease when vessels approach and no impact to navigation is expected. Mariners may contact Centerpoint Energy via VHF-FM Channel 16 or at (612) 347-7122, for additional information.

LNM: 36-21

MILE 699.8 - BRIDGE REPAIR

La Crosse Railroad Drawbridge; Due to ongoing bridge repairs, mariners must provide 1-hour advance notice when requesting a drawspan opening.

LNM: 39-21

MILE 485.81 - BRIDGE REPLACEMENT

I-74 Replacement Bridge; One hour advance notice is requested to transit worksite by contacting M/V KAREN RENEE HAMM via VHF-FM Channel 13 or 16, or by telephone (309) 232-7227. At times, horizontal clearance may be reduced to 350 feet or less. Mariners are urged to use the helper boat while transiting the worksite. For most up-to-date conditions at the bridge, call (715) 329-0024.

LNM: 12-21

MILE 483.0 - L/D CLOSURE

Continuing until noon, March 3, 2022, L/D 15 in the vicinity of Mile 483.0, is closed to navigation. During these closures, mariners are requested NOT to tie up along the guidewalls. Mariners may contact the lock at (309) 794-5266 or via VHF-FM Channel 14, for assistance.

LNM: 48-21

MILE 305.3 - CHANNEL CONDITION

Shoaling has been reported in the vicinity of Mile 305.3. Mariners are urged to exercise caution in the area.

LNM: 09-22

MILE 183.2 - BRIDGE REMOVAL - UPDATE

Merchants Railroad Bridge; To float-in the new center span, a 12-hour blockage of the main navigation span will be required starting at 6:00 a.m., March 3, 2022, with up to a 24-hour closure of the middle span.

LNM: 09-22

MILE 179.2 - BRIDGE MAINTENANCE

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

LNM: 32-19

MILE 109.9 - DRILLING OPERATION

Chester Bridge; Drilling operations are being conducted in the vicinity of Mile 109.9, Chester Bridge. Work will be conducted from 6:00 a.m. until 8:00 p.m., Monday through Friday. A drilling platform is moored partially in the navigation channel. The Tug SHAWN DAWSY is on-scene to coordinate vessel passage. Mariners are requested to contact the Tug SHAWN DAWSY via VHF-FM Channel 7 or 13, or the vessel captain at (608) 723-8013, 30-minutes prior to arrival, for passing arrangements. Mariners are requested to transit the area at their slowest safe speed to minimize their wake and proceed with caution after passing arrangements have been made.

LNM: 05-22

MONONGAHELA RIVER**MILE 95.0 - MILE 90.8 - CHANNEL CONDITION/SAFETY ADVISORY**

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

LNM: 09-22

MILE 82.0 - MILE 61.2 - CHANNEL CONDITION/SAFETY ADVISORY

The COTP Pittsburgh has issued the following Safety Advisory due to high water/flow conditions at Maxwell Dam in the vicinity of Mile 61.2. The gate opening is greater than 15 feet. Fleet facilities are advised to review and act in accordance with their waterfront fleet operations guide and any company contingency plans. Assign a person to be in continuous surveillance, to observe the barges in the fleet facility. Double-up lines on the head of the fleet and provide an adequate number of spring and breast lines between the dock and the barges in the fleet, and review the need to

MILE 82.0 - MILE 61.2 - CHANNEL CONDITION/SAFETY ADVISORY

secure towboat assistance. Mariners are urged to exercise caution while transiting between Grays Landing Dam, Mile 82.0 and Gates Light (LLNR-21970), Mile 76.2. Mariners are urged to exercise caution in the area.

LNM: 09-22

MILE 82.0 - CHANNEL CONDITION/SAFETY ADVISORY

The COTP Pittsburgh has issued the following Safety Advisory due to high water/flow conditions at Grays Landing Dam in the vicinity of Mile 82.0. The gate opening is greater than 15 feet. Fleeting facilities are advised to review and act in accordance with their waterfront fleet operations guide and any company contingency plans. Assign a person to be in continuous surveillance, to observe the barges in the fleeting facility. Double-up lines on the head of the fleet and provide an adequate number of spring and breast lines between the dock and the barges in the fleet and review the need to secure towboat assistance.

LNM: 09-22

MONONGAHELA RIVER**MILE 41.5 - CHANNEL CONDITION/SAFETY ADVISORY - UPDATE**

High water conditions are subsiding. The COTP Pittsburgh Safety Advisory has been cancelled.

LNM: 09-22

MILE 14.2 - MILE 11.3 - CHANNEL CONDITION/SAFETY ADVISORY

The gate opening at Braddock L/D, vicinity of Mile 11.3, is greater than 15.0 feet. The COTP Pittsburgh has issued the following Safety Advisory; Exercise caution when transiting under the McKeesport - Duquesne Highway Bridge, in the vicinity of Mile 14.0 and the Union Railroad Bridge, in the vicinity of Mile 14.2, due to the narrow channel and the short distance between these two bridges.

LNM: 09-22

MILE 13.0 - MILE 10.0 - AIDS TO NAVIGATION

Three can buoys have been reported not properly marking the channel between approximate Miles 13.0 and 10.0, Braddock L/D. Mariners are urged to exercise caution in the area.

LNM: 09-22

MILE 0.2 - AID TO NAVIGATION

A nun buoy has been reported not properly marking the channel in the vicinity of Mile 0.2, Fort Pitt Bridge, along the RDB. Mariners are urged to exercise caution in the area.

LNM: 02-22

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

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

LNM: 09-22

MILE 3.6 - TEMPORARY LIGHTED DANGER BUOYS

Mascaro Construction Co., LP., has installed 4 Temporary Lighted Danger Buoys with White flash characteristic Fl 2.5s, to mark a turbidity curtain around the perimeter of the construction area located at the Allegheny County Sanitary Authority (ALCOSAN), in the vicinity of Mile 3.6, RDB. The Temporary Lighted Danger Buoys were installed in the following approximate positions:

40-28-42.82N 080-02-51.39W,
40-28-47.97N 080-02-55.63W,
40-28-55.90N 080-03-03.99W and
40-29-00.91N 080-03-09.91W.

Any questions, inquiries or navigation safety concerns, should be directed to Mascaro Construction, Mr. Steve Senchesen, via telephone at (412) 321-4901 or email to ssenchesen@mascaroconstruction.com, or you may contact U.S. Coast Guard Sector Ohio Valley at (502) 779-5422 or via email at: STL-PF-SECOHVCommandCenter@uscg.mil. Mariners are advised to exercise caution in this vicinity and to completely avoid navigating outside of the navigable channel in the area.

LNM: 46-20

MILE 16.0 - MILE 24.0 - CHANNEL CONDITION/SAFETY ADVISORY

The COTP Pittsburgh has issued a Safety Advisory due to faster than normal current and ice flows between approximate Miles 16.0 and 24.0. Mariners are urged to transit the area at their slowest safe speed to minimize vessel wake and proceed with caution.

LNM: 08-22

MILE 31.7 - MILE 44.5 - CHANNEL CONDITION/SAFETY ADVISORY

The gate opening at Montgomery L/D, vicinity of Mile 31.7, is greater than 65 feet. The COTP Pittsburgh has issued a Safety Advisory. Mariners are urged to exercise caution when transiting under the Newell Highway Bridge, in the vicinity of Mile 44.5 and the P.L. & E. Bridge, in the vicinity of Mile 25.8, due to strong set and water currents in these areas. Tow vessels are recommended to have a helper boat, when transiting through the Montgomery L/D, if they are pushing 2 barge lengths or greater. Up-bound towing vessels are advised that when performing a set over or knock out through the Montgomery L/D, to secure the head of their tows to the lock wall using the closest pin possible, before the set over or knockout is initiated and ensure that tows are fully secured prior to leaving the vicinity of the locks. Down-bound towing vessels performing a double lockage, are strongly advised to have a helper boat assist the tows in keeping alongside the guidewall while entering the locks.

LNM: 08-22

MILE 54.4 - MILE 65.5 - CHANNEL CONDITION/SAFETY ADVISORY

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

LNM: 09-22

MILE 82.0 - SUNK BARGE

A loaded coal barge has been reported sunk at the Tunnel Ridge Fleeting Area in the vicinity of Mile 82.0. Salvage operations pend. Mariners are urged to exercise caution in the area.

LNM: 08-22

MILE 84.2 - MILE 94.5 - CHANNEL CONDITION/SAFETY ADVISORY

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

LNM: 08-22

MILE 161.7 - MILE 185.0 - CHANNEL CONDITION/SAFETY ADVISORY - UPDATE

High water conditions are subsiding. The Safety Advisory has been cancelled.

LNM: 09-22

MILE 237.5 - CHANNEL CONDITION/L/D RESTRICTION

Strong current, increased drift and severe outdraft conditions exist in the vicinity of Racine L/D in the vicinity of Mile 237.5. Mariners are reminded to ensure the towboat has adequate horsepower for the tow size and current river conditions. If not preparing or completing locking, mariners are requested to leave the mooring cells immediately upriver of the locking chamber on the LDB, open, for the next vessel in the lock queue, to allow a better approach to the lock. Fleet operators should regularly check their fleets and immediately report barge breakaways to the U.S. Coast Guard. Mariners may contact the Racine L/D, at (304) 882-2118, for additional information.

LNM: 08-22

MILE 471.2 - BRIDGE MAINTENANCE

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

LNM: 07-21

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

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

LNM: 08-22

MILE 532.0 - CHANNEL CONDITIONS

High water conditions have been reported at Markland L/D in the vicinity of Mile 532.0. Mariners are advised to exercise caution due to the hazardous conditions associated with strong currents, increased drift and severe outdrafts. Mariners are advised to consider horsepower capability and tow size. Fleet operators should regularly check their fleets and immediately report barge breakaways to the U.S. Coast Guard. If not preparing or completing locking, mariners are requested to leave the mooring cells immediately, leaving the locking chamber on the LDB, open for the next vessel in the lock queue, to allow them a better position to approach the lock. Mariners may contact the Markland L/D at (859) 567-7661, or the U.S. Coast Guard Sector Ohio Valley at (800) 253-7465, for additional information.

LNM: 06-22

MILE 593.0 - MILE 606.8 - VTS ACTIVATION

The Vessel Traffic Service (VTS) Louisville, Kentucky has been activated. This system extends from Mile 593.0 to Mile 606.8, and will remain in effect while the McAlpine L/D, Upper Gauge reads 13.0 feet and above. Operating procedures and instructions to mariners are described in Title 33 C.F.R. Part 161. Mariners are urged to exercise caution in the area.

LNM: 08-22

MILE 602.0 - MILE 604.4 - CHANNEL CONDITION/SAFETY ADVISORY

The COTP Ohio Valley, in coordination with the USACE and industry, has issued a Safety Advisory due to high water/flow conditions. Southbound traffic in the Louisville Vessel Traffic Service area, is restricted to daylight hours only, until the McAlpine Upper Gauge drops below 18 feet, between Towhead Island Mile 602.0 and the Louisville and Indiana Railroad Drawbridge Mile 604.4. Mariners are encouraged to utilize assist boats, at their discretion and arrange for an assist boat to be ready and on station before their transit through the lock or the Louisville Bridges. Light boats are exempt from these restrictions. Southbound queues will be cleared starting at first light, daily. Mariners are urged to use caution when transiting the area. For more information, contact U. S. Coast Guard Sector Ohio Valley at (502) 779-5422.

LNM: 08-22

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

MILE 608.6 - BRIDGE MAINTENANCE

notice. A containment system will hang 4 feet below low steel. Mariners should transit the bridge with caution.

LNM: 29-21

MILE 720.7 - L/D INTERMITTENT CLOSURES

Continuing until May 27, 2022, the Cannelton L/D, main chamber, in the vicinity of Mile 720.7, will be closed intermittently for maintenance, each Wednesday and Thursday, for up to 12-hours, during daylight hours.

LNM: 04-22

MILE 740.2 - SUNK VESSEL

A sunk vessel has been reported in the vicinity of Mile 740.2, RDB, outside of the navigation channel. The vessel is reportedly unmarked with approximately 5 feet over the top. Mariners are urged to exercise caution in the area.

LNM: 02-22

MILE 939.9 - CHANNEL CONDITION

Due to the rising river elevations, the navigation lane in the vicinity of Mile 939.9, the navigation lane over the bear traps and fixed weir, on the LDB, will open to navigation traffic and will remain open until the Paducah Gauge is at or below 30.0 feet. The navigation lane will be marked with electronic buoys (AIS aids to navigation). Mariners are urged to review all applicable USACE Navigation Notices and charts, prior to transiting, and exercise caution in the area.

LNM: 08-22

MILE 947.0 - MILE 949.0 - AIDS TO NAVIGATION

Multiple buoys have been reported missing between approximate Mile 947.0 and 949.0. Mariners are urged to exercise caution in the area.

LNM: 05-22

MILE 962.0 - MILE 966.0 - AIDS TO NAVIGATION

Multiple buoys have been reported missing between approximate Mile 962.0 and 966.0. Mariners are urged to exercise caution in the area.

LNM: 05-22

TENNESSEE-TOMBIGBEE WATERWAY**MILE 334.7****MILE 306.8****L/D INSPECTIONS/TEMPORARY DELAYS**

Attached as an enclosure to this LNM, is USACE Navigation Bulletin 22-14, regarding inspections and temporary delays/closures at John C. Stennis L/D, in the vicinity of Mile 334.7 and Tom Beville L/D, in the vicinity of Mile 306.8.

LNM: 08-22

TENNESSEE RIVER**MILE 386.0 - MILE 357.0 - AIDS TO NAVIGATION**

Multiple buoys have been reported not properly marking the channel between approximate Miles 386.0 and 357.0. Mariners are urged to transit the area with caution.

LNM: 05-22

MILE 249.0 - CHANNEL CONDITION

Shoaling has been reported in the vicinity of Mile 249.0, RDB. Mariners are urged to exercise caution in the area.

LNM: 08-22

MILE 94.0 - SOIL BORING OPERATION

Continuing until March 31, 2022, soil boring operations are being conducted in the vicinity of Mile 94.0. Work will be conducted from 7:00 a.m. until 5:00 p.m., each day. The borings will be taken from a barge positioned approximately 400 feet into the navigation channel. The barge will not be able to maneuver, during working hours. Mariners may contact the construction manager at (314) 303-5340, for additional information. Mariners are urged to transit the area with caution.

LNM: 04-22

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
6575	Utica Bridge	229.6				CLEARANCES: Horizontal, 09/22 415.59 feet, normal to the channel; vertical, 65.76 feet above pool stage.
						*

ENCLOSURES

USACE Huntington District Notice to Navigation Interests 22-01

Winter navigation on the Ohio River and tributaries.

LNM: 02-22

USACE Huntington District Notice to Navigation Interests 22-04

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

LNM: 02-22

USACE Huntington District Notice to Navigation Interests 22-03

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

LNM: 02-22

USACE Huntington District Notice to Navigation Interests 22-02

Review of regulations and general safety practices.

LNM: 02-22

USACE Huntington District Notice to Navigation Interests 22-05

Restricted areas at navigation structures.

LNM: 02-22

USACE Channel Status Reports

Arkansas River Channel Status Reports.

LNM: 08-22

Special Public Notice D8 DWB-903

Drawbridge operation on the Upper Mississippi River, St. Croix River and the Missouri River.

LNM: 49-21

USACE Rock Island District Notice to Navigation Interests 21-17426

L/D closures/maintenance schedule for 2021-2022.

LNM: 48-21

USACE St. Paul District, Notice to Navigation Interests 21-03

Multiple L/D closures, November 28, 2021, until March 18, 2022.

LNM: 42-21

USACE Navigation Bulletin 22-14

Inspections and temporary delays/closures at John C. Stennis L/ D and Tom Beville L/D.

LNM: 08-22

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



**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/)

NOTICE TO NAVIGATION INTERESTS

DATE: 01/11/2022
POC: Kent C. Browning
(304) 399-5239

NOTICE NUMBER: 17626
LOCAL NUMBER: 22-01
WATERWAY: OHIO RIVER

EFFECTIVE: 01/09/2022 00:00 thru 01/09/2023 00:00 EST

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 Locks	279.2L
Racine Locks	237.5L
Belleville Locks	203.9R
Willow Island Locks	161.7R

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

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

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

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

<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
269.5	Maysville, Kentucky	3	Left
<u>Kanawha River Mile</u>			
269.5	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 2014 Navigation Charts and can only be used for harborage during icing conditions. Navigators using these streams for safe harborage are cautioned about low clearances of the bridges near the mouth of these streams. Tows using the ice piers and the mouths of the tributary streams should be moored in such a manner as to not obstruct the passage of other vessels.

HIGH FLOW CONDITIONS

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

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

The Ohio River current, coupled with excessive headway when exiting a slack water area of any lock, especially R. C. Byrd upper approach, may be a contributing factor for the head barge of tows to “dive” as they exit the canal and enter the

main channel. Navigators should carefully evaluate their tow configuration and give special attention to the draft and freeboard of their head barges. Extreme caution and good navigational judgment should be used at all times, particularly when there is more than forty feet of gate openings on the dam.

MOORING TOWS

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

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

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

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

//signed//

KENT C. BROWNING
Chief, Technical Support Branch



**US Army Corps
of Engineers®**

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

NOTICE TO NAVIGATION INTERESTS

DATE: 01/11/2022
POC: Kent C. Browning
(304)399-5239

NOTICE NUMBER: 17709
LOCAL NUMBER: 22-04
WATERWAY: OHIO RIVER

EFFECTIVE: 01/09/2022 00:00 thru 01/09/2023 00:00 EST

**CREW CHANGE AND MAIL DELIVERY POLICIES FOR LRH DISTRICT
AT NAVIGATION LOCKS FOR TOWBOAT PERSONNEL**

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

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

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

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

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

//signed//

KENT C. BROWNING
Chief, Technical Support Branch



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

DATE: 01/11/2022
POC: Kent C. Browning
(304)399-5239

NOTICE NUMBER: 17707
LOCAL NUMBER: 22-03
WATERWAY: OHIO RIVER

EFFECTIVE: 01/09/2022 00:00 thru 01/09/2023 00:00 EST

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

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

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

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

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

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

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

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

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



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HUNTINGTON WV 25701-2070
[HTTP://WWW.LRH.USACE.ARMY.MIL/](http://www.lrh.usace.army.mil/)

NOTICE TO NAVIGATION INTERESTS

DATE: 01/11/2022
POC: Kent C. Browning
(304)399-5239

NOTICE NUMBER: 17627
LOCAL NUMBER: 22-02
WATERWAY: OHIO RIVER

EFFECTIVE: 01/09/2022 00:00 thru 01/09/2023 00:00 EST

REVIEW OF REGULATIONS AND GENERAL SAFETY PRACTICES

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

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

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

- a. All deck hands working outside areas not having bulwarks or handrails shall wear a USCG approved work vests which shall be fastened as designed for use.
- b. Smoking, open flames, chipping or other spark-producing activities are not permitted during the locking cycle on or inside barges, on outside areas of the towboat, or on the lockwalls, except in designated areas.
- c. Vessels with flammable or hazardous cargo barges, loaded or empty, are required to use 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 navigation industry and for the U.S. Army Corps of Engineers.

Thank you for your help and participation.

//signed//

KENT C. BROWNING
Chief, Technical Support Branch



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NOTICE TO NAVIGATION INTERESTS

DATE: 01/11/2022
POC: Kent C. Browning
(304)399-5239

NOTICE NUMBER: 17710
LOCAL NUMBER: 22-05
WATERWAY: OHIO RIVER

EFFECTIVE: 01/09/2022 00:00 thru 01/09/2023 00:00 EST

**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:

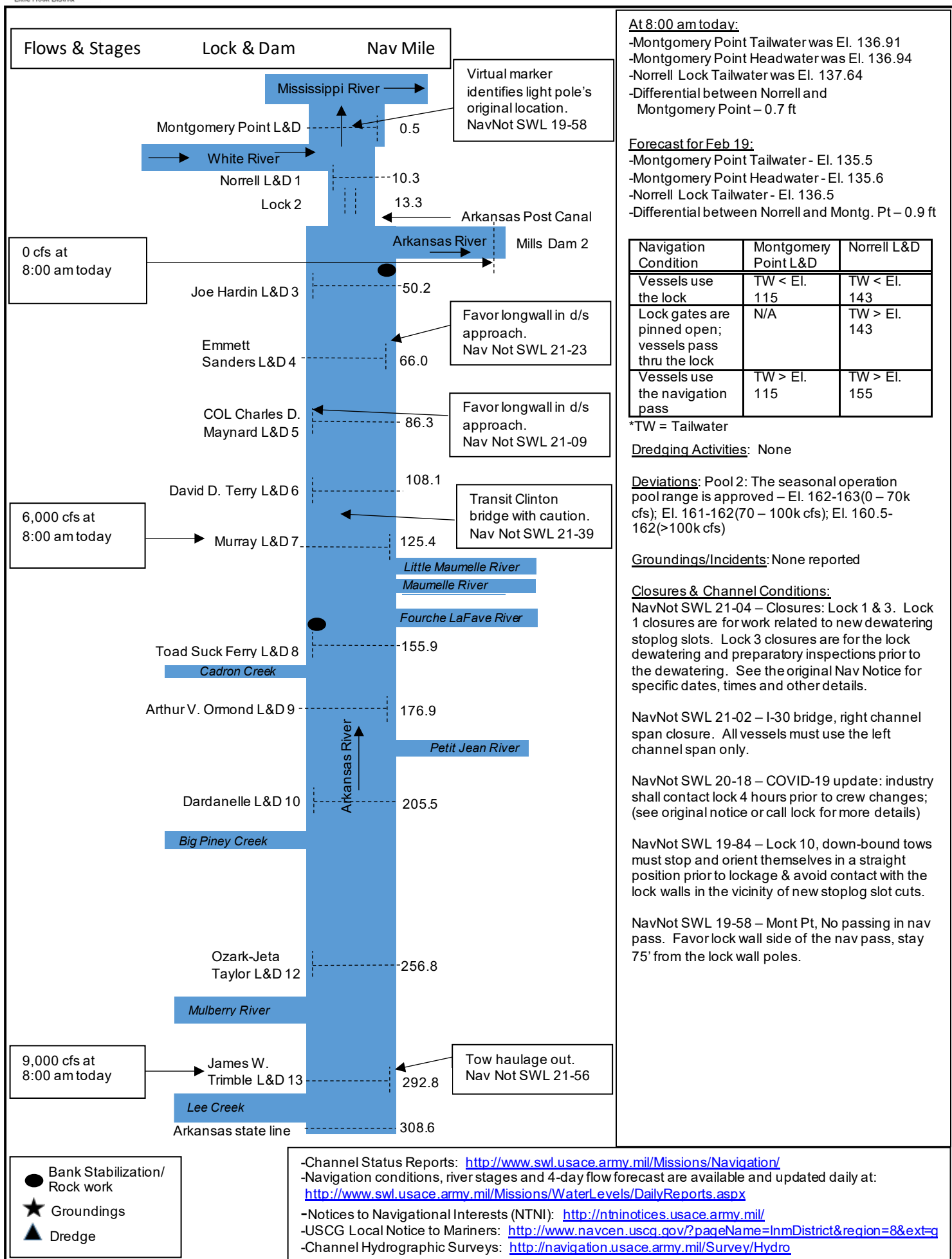
33 CFR 207.300 " (s) Restricted Areas at Lock and Dam. All waters immediately above and below each dam as posted by the respective District Engineers, are hereby designated as restricted areas. No vessel or other floating craft shall enter any such restricted areas at any time. The limits of the restricted 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."

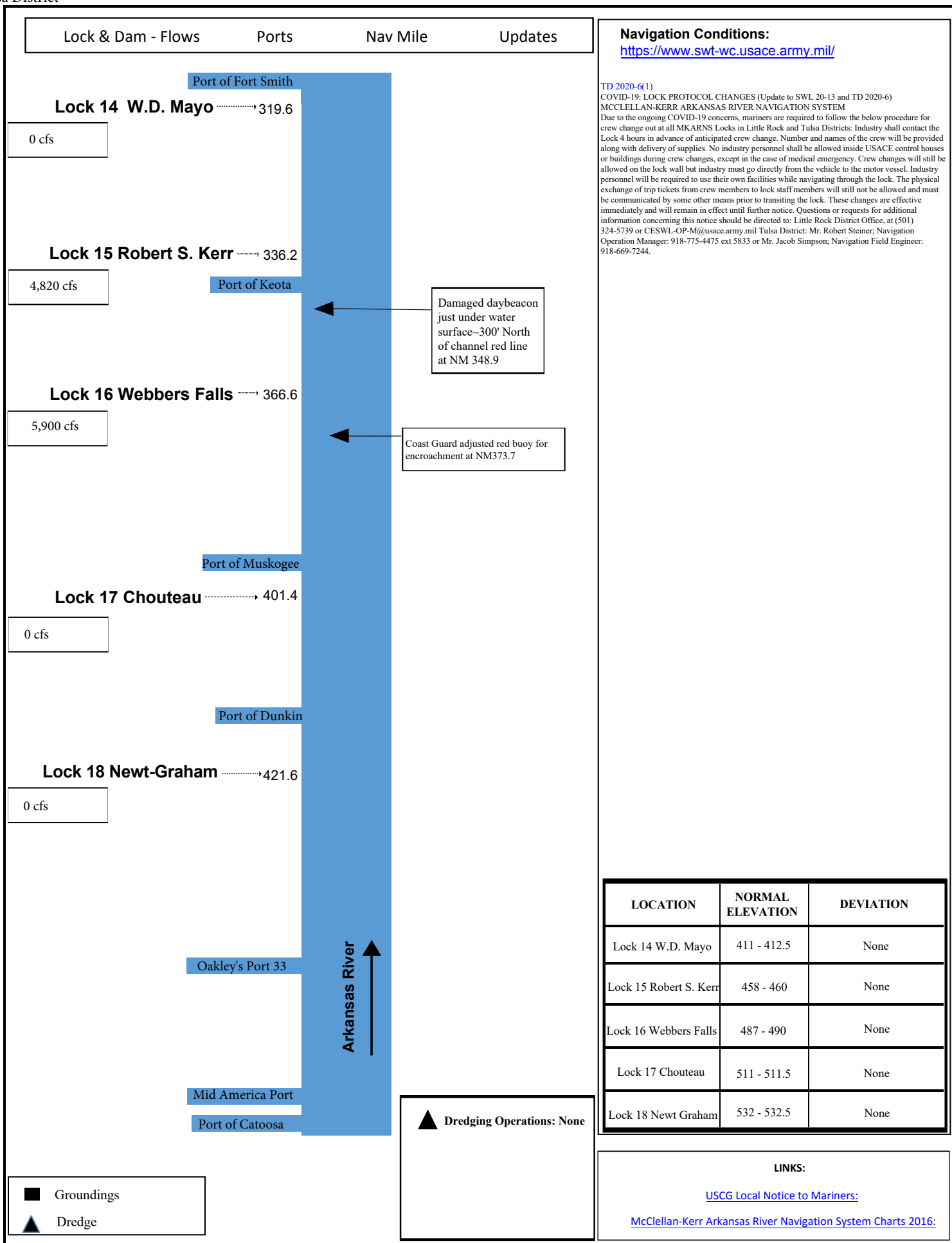
Lockmasters, their staff, and Corps Park Rangers will enforce these Federal regulations. The U. S. Coast Guard and local law enforcement officers may render assistance as appropriate. Violators may be subject to a citation requiring

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







1 December 2021

SPECIAL PUBLIC NOTICE
NUMBER D8 DWB-903**UPPER MISSISSIPPI, ST. CROIX AND MISSOURI RIVERS**

In accordance with 33 Code of Federal Regulations 117.671, from on or about December 15 through the last day of February at least 24 hours advance notice is required for opening all drawbridges between Lock and Dam No. 14, Mile 493.3 and Lock and Dam No. 2, Mile 815.2 UMR. The Lacrosse Railroad Drawbridge will close at 8 A.M. on December 7, 2021 and will remain in the closed to navigation position until 8 A.M. on March 1, 2022. The Stillwater Highway Drawbridge over the St. Croix River during the winter months from October 16 to May 14 require at least 24 hours advance notice for openings and all other bridges on the St. Croix River during winter months from November 1 to March 31 require at least 24 hours advance notice for openings, (33 CFR 117.667). In accordance with 33 CFR 117.687, drawbridges on the Missouri River require at least 24 hours advance notice during the winter operating season (December 1, 2021 to April 1, 2022) as published by the Army Corps of Engineers. A list of these bridges and the name and telephone number of the person to contact for opening each bridge is as follows:

UPPER MISSISSIPPI RIVER: (12 hr Advance Notice)

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

UPPER MISSISSIPPI RIVER: (24 hr Advance Notice)

<u>MILE</u>	<u>BRIDGE</u>	<u>NAME AND TELEPHONE NUMBER</u>
813.7	Hastings Railroad Drawbridge	Chris Lewzader: 563-845-9062
699.8	LaCrosse Railroad Drawbridge	See Hastings RR Drawbridge
579.9	Illinois Central Railroad Drawbridge	Chad Earle: 319-404-3417
535.0	Sabula Railroad Drawbridge	Kevin Law: 605-321-8613 Jamie Sparks: 605-366-5654

UPPER MISSISSIPPI RIVER: (24 hr Advance Notice)

518.0	Clinton Railroad Drawbridge	Ben Klaus:	641-750-8081
		Marvin Stewart:	563-249-1334
		Josh Foster	563-559-8131

ST. CROIX RIVER: (24 hr Advance Notice)

<u>MILE</u>	<u>BRIDGE</u>	<u>NAME AND TELEPHONE NUMBER</u>
23.4	Stillwater Highway Drawbridge	MNDOT Dispatchers: 651-234-7110
17.3	Hudson Railroad Drawbridge	Mark Waelington: 402-570-6947
0.3	Prescott Highway Drawbridge	Zach Thompson: 972-310-9076
0.2	Burlington Northern Santa Fe Drawbridge	Zach Thompson: 972-310-9076

MISSOURI RIVER: (24 hr Advance Notice)

<u>MILE</u>	<u>BRIDGE</u>	<u>NAME AND TELEPHONE NUMBER</u>
448.2	Union Pacific Railroad Drawbridge	Mark Waelington 402-570-6947
422.5	Atchison Railroad Drawbridge	See Union Pacific Railroad Drawbridge
366.1	Hannibal Railroad Drawbridge	Destrey Gibson: 701-509-4005
365.6	A.S.B. Highway and Railroad Drawbridge	See Hannibal Railroad Drawbridge
359.4	Harry S. Truman Railroad Drawbridge	Ben Klaus: 641-750-8081 Marvin Stewart: 563-249-1334 Josh Foster 563-559-8131

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

**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:** 11/29/2021**POC:** Robert V. Castro,
P.E.
309-794-4580**NOTICE NUMBER:** 17426**LOCAL NUMBER:** MR 21-17426**WATERWAY:** UPPER MISSISSIPPI**EFFECTIVE:** 12/05/2021 08:00 thru 03/12/2022 16:00
CST**WINTER LOCKAGE HOURS****Lock & Dam No. 11 UMR 583.0 THROUGH Lock & Dam No. 22 UMR 301.2**

Locks 11, 13, 14, and 16 thru 20 will be staffed to lock traffic between 0800 and 1600, Monday through Friday during the period from 19 December 2021 through 12 March 2022.

Lock 12 will be staffed to lock traffic between 0800 and 1600, Monday through Friday during the period from 5 December 2021 through 12 March 2022.

Lock 15 will be closed to navigation from 3 January 2022 thru 3 March 2022. Refer to separate Navigation Notice.

Locks 21 and 22 will be staffed to lock traffic 24/7 throughout the winter.

Tows requiring a lockage outside of these hours must contact the Lockmaster in advance so that lock operators can be called in to operate the lock. Winter conditions will dictate whether or not a lockage can be accomplished, as well as any necessary restrictions.

Operational Aspects

Rake to box ice couplings the entire width of the tow, at break points of the tow, will be required at all locks when ice is present at the lock.

Double tripping and use of industry helper boats during ice conditions will be required if proper couplings are not accomplished prior to arrival at the locks.

Failure to have the tow configured properly may result in loss of lock turn.

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

//signed//

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



**US Army Corps
of Engineers®**

ST. PAUL DISTRICT

180 5TH STREET EAST
ST. PAUL MN 55101-1678
[HTTP://WWW.MVP.USACE.ARMY.MIL/](http://www.mvp.usace.army.mil/)

NOTICE TO NAVIGATION INTERESTS

DATE:

POC: Kristin Moe
(651) 290-
5146

NOTICE NUMBER: 16829

LOCAL NUMBER: UMR 21-03
WATERWAY: UPPER MISSISSIPPI

EFFECTIVE: 11/28/2021 00:00 thru 03/17/2022 23:59
CDT

LOCK CLOSURES
Upper Mississippi River

The following locks will be closed to all navigation during the approximate dates specified below. If navigation is critical through these locks after the initial close date or before the scheduled reopening date, please contact Kristin Moe at (651) 290-5146 Monday through Friday between 0700 and 1530 hrs.

<u>River Mile</u>	<u>Project</u>	<u>Repairs</u>	<u>Dates</u>
752.8	Lock 4	Contractor repair of tow rail system	28 Nov 21 – 17 Mar 22
728.5	Lock 5A	Contractor replace miter gate anchorages	28 Nov 21 – 17 Mar 22
714.3	Lock 6	Miter gate inspection and repair	28 Nov 21 – 17 Mar 22
702.5	Lock 7	Contractor repair of tow rail system	28 Nov 21 – 17 Mar 22
679.2	Lock 8	Contractor replace miter gate anchorages	28 Nov 21 – 17 Mar 22
615.1	Lock 10	Contractor replace miter gate anchorages	28 Nov 21 – 17 Mar 22

//signed//

Kristin Moe
Chief, Navigation Support



February 22, 2022

TECHNICAL SUPPORT BRANCH

NAVIGATION BULLETIN NO. 22-14

NOTICE TO NAVIGATION INTERESTS:

TENNESSEE-TOMBIGBEE WATERWAY, MISSISSIPPI & ALABAMA

DELAYS AT JOHN C. STENNIS & TOM BEVILL LOCKS

Notice is given to mariners that periodic inspection survey work will be conducted at John C. Stennis Lock and Dam, Tennessee Tombigbee Waterway Mile 334.7, during the week of 28 February 2022. Periodic inspection survey work will also be conducted at Tom Bevill Lock and Dam, Tennessee Tombigbee Waterway Mile 306.8, during the week of 06 March 2022. Every effort will be made to coordinate the work to minimize the impacts to navigation traffic. However, to accomplish two specific survey requirements, possible delays of up to 6 hours could occur. Users should contact each lock during this period to receive an update on the status of the work and the possibility of any delays.

For further information regarding this work, please contact John C. Stennis Lock at (662) 328-7075, Tom Bevill Lock at (205) 373-2942, or Roger Wilson, Jr. at the Tennessee-Tombigbee Project Management Office at (662) 245-5486.

ASHLEY N. KLEINSCHRODT
Chief, Navigation Section