

**U.S. Department  
of Transportation**

**United States  
Coast Guard**

## **8<sup>TH</sup> DISTRICT LOCAL NOTICE TO MARINERS**

### ***MISSISSIPPI RIVER SYSTEM***

Western Rivers  
LIGHT LIST VOLUME V  
MONTHLY EDITION

\*\* Electronic Bulletin Board Service: (703) 313-5910 \*\*

300 to 28.8 bps, 8 data bits, no parity, 1 stop bit

\*\* NIS watchstander, 24 hours a day at (703) 313-5900 \*\*

\*\*INTERNET ADDRESS\*\*

HTTP://www.navcen.uscg.mil

OR

Gopher://gopher.navcen.uscg.mil

### ***NOTICE NUMBER 23-97***

June 2, 1997

Issued by: Commander, Eighth Coast Guard District (oan)

Hale Boggs Federal Building, Room 1230

501 Magazine Street, New Orleans, LA 70130-3396

Telephone (504) 589-6277 (Office hours 6:30 a.m. - 4:00 p.m., M-F) (504) 589-6225 (Nights, Holidays, and Weekends)

Information of immediate concern to the mariner, and promulgated by the following broadcasts has been incorporated into this notice when still significant:

- GROUP Upper Mississippi River      BNM 0330-97 (UM)      to 0359-97 (UM)
- GROUP Lower Mississippi River      BNM 0269-97 (LM)      to 0275-97 (LM)
- GROUP Ohio Valley      BNM 0271-97 (OV)      to 0291-97 (OV)

Note: (1) The Local Notice to Mariners consists of a Monthly Edition and Weekly Supplements. The monthly edition should be maintained as a reference. Recurring information is published once a month.

LIGHT LIST REFERENCE: COMDTPUB P16502.4, Vol. V, 1996 Edition.

CONTENTS: Rivers are listed in alphabetical order and are not listed when there is nothing to report.

REPORT DEFECTS IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT.

## **ALLEGHENY RIVER**

- MILE 62.2 - LOCK AND DAM 9

A temporary flashboard system has been installed at L/D 9, Mile 62.2 until November 1, 1997. In association with this work, the upper pool will be temporarily drawn down to approximately 821.7 to permit installation of steel bars and timber boards across the crest of the dam. This will result in a total change of approximately 1 foot below the current upper pool level. In addition, marina owners and owners of private docking facilities upstream of the dam may be temporarily affected by this work and the associated pool draw down. Mariners are urged to travel within the limits of the navigation channel during this temporary lowering of the upper pool. (23-97/COE)

## MILE 43.9 - J. GRAFF BRIDGE

Contractor is installing cable and platform to commence repair work on this bridge. Owner has reported that cable and platform will not be hanging below the bridge. Work will take place Monday through Thursday from 7:00 a.m. until 5:30 p.m. (21-97/OB)

## **ARKANSAS RIVER**

### MILE 125.4 TO 118.2 - CHANNEL CONDITION

COE Little Rock advises that the flow on the Arkansas River at Murray Lock and Dam has exceeded 70,000 CFS. Mariners are informed that the regulated navigation area at Little Rock Arkansas is now in effect. Mariners transiting the area from Mile 118.2 to 125.4 must follow the special operating procedures outlined in 33 Code of Federal Regulations 165.203 and 117.123. (15-97/0203LM)

### MILE 119.1 - BROADWAY STREET BRIDGE

A sandblasting and painting containment structure will be installed in the navigation span through May 23, 1997. Bridge provides 62.4 feet above normal pool. Containment reduces vertical clearance in the navigation span by 4 feet and will be pulled up if necessary to allow passage of river traffic. (17-97/OB)

### MILE 118.8 - MAIN STREET BRIDGE

The left descending upstream protection cell is damaged. Mariners should avoid contact with this cell. (21-97/OB)

## **Light List discrepancy status as of June 2, 1997**

(\* Denotes new discrepancy or correction since last notice.)

### LLNR MILE BANK AID NAME DISCREPANCY DESCRIPTION

00950	386.0	L/B	Beverly Light	The U/S dayboard temp. changed to CR (35-96/3376)
00000	349.2	L/B	Sandtown Bottom Light	Temp. established; showing FI (2) R 5s CR/CR (34-96/3363)

00000	347.5	R/B	Saylor Bottom Light	Temp. established; showing FI (2) G 4s
CG/CG	(34-96/3362)			
00000	338.6	R/B	Applegate Cove Junction Light	Temp. established
showing FL (2+1) G 6s	(35-96/3391)			
00000	221.0	R/B	Burton Bluff Light	Temp. established showing FI G 4s
SG/SG	(37-96/3413)			
00000	220.1	R/B	Shoal Creek Light	Temp. changed to U/S SG (37-96/3414)
02180	95.8	L/B	LaBelle Bayou Daybeacon	Temp. discontinued; due to shifting of channel (51-96/3536)
00000	24.6	L/B	Non Lateral Daybeacon (NR)	Temp. established for dike; lettered "D" (42-96/3477)
00000	22.5	R/B	Dandy Dans Daybeacon	Temp. established on steel "H" beam; showing SG/SG (42-96/3478)
02650	08.4	L/B	Paradise Island Light	Temp. downgraded to daybeacon; due to high water (12-97/0135LM)
01150	4.3	R/B	Haskell County Light	Temp. discontinued (34-96/3360)
01155	3.8	R/B	San Bois Cutoff Light	Temp. relocated to Mile 3.2 RDB; showing pub. char. (34-96/3361)
02690	00.7	R/B	Big Island Light	Temp. downgraded to daybeacon; due to high water (12-97/0135LM)

## ***BIG SAND RIVER***

- CHANNEL CONDITIONS

The COTP Huntington, West Virginia urge that all mariners proceed with extreme caution on the Big Sandy River. High river current velocities and outdraft conditions exist and are expected to continue. All vessels must have adequate horsepower to maintain control of their tows. Any barge breakaways or other marine casualties shall immediately be reported to USCG Group Ohio Valley on Channel 16 or 1-800-253-7465.

(23-97/0291OV)

- MILE 8.0 - DREDGING

Channel maintenance dredging has begun at Mile 8.0 in the upper reach of the commercial navigable portion of the Big Sandy River. The dredged material will be placed in barges and transported to a deep water disposal area located on the Ohio River between Mile 321.0 and Mile 323.0. The M/V LUCEDALE will be in the vicinity of the work site and can be reached on Channel 13. The M/V TAMMY L. WHITE will be used to transport the disposal. The dredging will be performed 18 hours per day, 7 days per week, from 6:00 a.m. until 12:00 midnight. All floating plants will be removed from the channel during non-working hours and lighted accordingly. The work will be completed by approximately July 28, 1997. Mariners are urged to transit the dredging site with extreme caution. (23-97/COE)

- MILE 2.6 - I-64 DUAL BRIDGE

The 24-hour closure of the river to remove steel girders, originally scheduled for June 2, 1997, has been postponed until June 16, 1997, beginning at 6:00 a.m. Crane barges will be in use. Mariners may contact MERTY-BOGGS, call sign WZQ 9857, on Channel 13 for current information.

(23-97/OB)

## MILE 1.4 TO 1.2 - SHOALING

Shoaling has been reported in the vicinity of Mile 1.2 to Mile 1.4 left descending bank. All mariners are urged to use caution while transiting the area. (15-97/0196OV)

## **CUMBERLAND RIVER**

### MILE 190.7 - SUNKEN BARGE

A barge was previously reported sunk at Mile 190.6. It has now been reported the barge sank at approximately Mile 190.7 near the left bank, upstream of the Woodland Street Bridge. A portion of this barge is visible at normal pool elevation 385.0. The barge has been marked with a buoy by the owner. Mariners are urged to transit the area with extreme caution. (17-97/COE)

### MILE 191.11 - NEW SHELBY STREET BRIDGE

Two red buoys have been temporarily placed about 60 feet from the left descending bank to mark cells for a proposed bridge. Mariners transiting this area are requested to submit comments on the position of these buoys to: Commander, DWRO (ob), Eighth Coast Guard District, 1222 Spruce St., St. Louis, MO 63103-2832. (10-97/OB)

### MILE 90.5 - SUNK COAL BARGE

A loaded coal barge sank approximately 150 feet downstream from a nun buoy, approximate Mile 90.5, adjacent to the foot of Dover Island. The barge is directly in line with the nun buoy. The barge has 16 feet of water over the top of it and is marked with a white flashing buoy. Mariners are urged to transit the area with extreme caution. (17-97/0217OV)

### MILE 44.0 - SUNKEN TOWBOAT

A towboat is partially sunk along the right descending bank at Mile 44.0. The vessel is faced-up to a deck barge and both vessels are moored to the bank between the Eddyville Municipal Intake and the mouth of Buzzard Creek. Both vessels are outside the commercial channel, but could pose a hazard to recreational boaters that transit this area. Salvage operations are not known at this time. Mariners are urged to use extreme caution when in the area. (20-97/COE)

## **Light List discrepancy status as of June 2, 1997**

(\* Denotes new discrepancy or correction since last notice.)

### LLNR MILE BANK AID NAME DISCREPANCY DESCRIPTION

04455	44.8	L/B	Prison Farm Landing Light Rptd. destroyed	(14-97/0172OV)
-------	------	-----	---	----------------

## **ILLINOIS RIVER**

### **MILE 287.3 - MCDONOUGH STREET DRAWBRIDGE**

The wooden fender is missing from the upstream left descending channel pier. Mariners should exercise caution and avoid contact with the concrete pier. (23-97/OB)

### **MILE 162.3 - CHANNEL CONDITION**

The COE reports a possible underwater obstruction near Mile 162.3, left descending bank and believes it may be the remains of the old Franklin Street Bridge. The obstruction was observed outside of the channel, approximately 150 feet upstream from the left descending channel pier of the Bob Michael Bridge. The obstruction has been marked with a nun buoy in 11 feet of water, with Peoria L/D 's Upper Gauge at 439.85 on May 1, 1997. The COE urges mariners pushing in or transiting this area use extreme caution. (19-97/0244UM)

### **MILE 157.7 - PEORIA LOCK AND DAM**

COE reported difficulties in raising the dam at Peoria L/D, Mile 157.7. Mariners are advised that the river between Peoria L/D and Starved Rock is below pool level of 440.0 and will remain below pool until the dam can be raised. Mariners are requested to contact Peoria L/D for further information. (19-97/0237UM)

- **MILE 128.0 - SHOALING**

A possible submerged object has been reported mid-channel south of Liverpool, Mile 128.0. A pleasure craft reported hitting the object with LaGrange L/D's Upper Gauge at 427.85. Normal elevation at the lock is 429.0. Mariners are urged to transit the LaGrange Pool with extreme caution.

(23-97/0342UM)

### **MIILE 111.4 - SHOALING**

Shoaling has been reported along the nun buoy line at Mile 111.4. A M/V reportedly ran aground at this location with a 6 foot draft and LaGrange L/D's Upper Gauge at 429.31 on May 20, 1997.(22-97/0318UM)

### **MILE 88.8 - CHANNEL CONDITION**

A lump has been reported on the can buoy line 400 feet above the Beardstown Railroad Bridge, Mile 88.8. A towboat reportedly ran aground at that location with a 9 foot draft and the Beardstown Gauge at 10.7 on January 24, 1997. (05-97/0025UM)

### **Light List discrepancy status as of June 2, 1997**

(\* Denotes new discrepancy or correction since last notice.)

#### **LLNR MILE BANK AID NAME DISCREPANCY DESCRIPTION**

06665	220.7	R/B	Peru Lower Daybeacon	Downstream CR has been discontinued (33-96/1680)
06670	219.8	L/B	Huse Slough Lower Daybeacon	Destroyed; marked with a nun buoy (13-97/0142UM)
06755	210.3	R/B	Illinois and Mississippi Canal Light	Destroyed; marked with a can buoy (13-97/0141UM)

06985	175.5 L/B	Sand Point Lower Light	Temp. downgraded to daybeacon
	(12-97/0133UM)		
06990	174.9 R/B	Circle Light	Destroyed (15-97/0196UM)
07030	169.9 L/B	Drolls Point Upper Light	Temp. downgraded to daybeacon
	(12-97/0133UM)		
07040	167.9 L/B	Peoria Heights Light	Rptd. destroyed (08-97/0063UM)
07055	165.3 R/B	McCluggage Bridge Light	Temp. downgraded to daybeacon
	(12-97/0133UM)		
07065	164.5 L/B	Le Tourneau Point Upper Light	Temp. downgraded to daybeacon (12-97/0133UM)
07145	163.5 L/B	Farm Creek Channel Light	Temp. downgraded to daybeacon
	(12-97/0133UM)		
07315	147.2 R/B	Kingston Terminal Wreck Buoys	Reported missing (31-96/1635)
07475	119.2 L/B	Tabor Grain Dock Lights	Extinguished (19-97/0238UM)
07565	94.7 R/B	Sugar Creek Light	Temp. repaired; showing pub. char.
	(16-97/0210UM)		
07650	84.1 R/B	Briggs Landing Light	Rptd. destroyed; due to high water; marked with can buoy (14-97/0154UM)
07850	55.0 R/B	Florence Light	U/S dayboard missing (13-97/0136UM)

### **KANAWHA RIVER**

- CHANNEL CONDITIONS

The COTP Huntington, West Virginia urge that all mairners proceed with extreme caution on the Kanawha River. High river current velocities and outdraft conditions exist and are expected to continue. All vessels must have adequate horsepower to maintain control of their tows. Any barge breakaways or other marine casualties shall immediately be reported to USCG Group Ohio Valley on Channel 16 or 1-800-253-7465.

(23-97/0291OV)

### **MILE 67.7 - CHANNEL CONDITION**

Replacement of the sheet mooring cell in the upper approach to Marmet Lock, Mile 67.7 has commenced. The floating plant will consist of the M/V TOM COOK. The work will be performed during daylight hours, 6 days per week and completed approximately June 23, 1997. A helper boat will be available to assist locking tows in the upper approach during the construction. Normally, upbound tows will use the land chamber and downbound tows will use the river chamber. This locking sequence will be in effect during the work effort and is subject to change should river or other conditions warrant. Mariners are requested to transit the area with extreme caution. (16-97/COE)

### **MILE 53.4 - CHANNEL CONDITION**

Work is underway on placing stone bank protection along the left descending bank at Mile 53.4. The floating plant will consist of the M/V JESS LEE. The work will be performed during daylight hours, 6 days per week and will be completed by approximately September 21, 1997. During non-working hours,

the floating plant will be moored at the work site and lighted accordingly. Mariners are urged to use extreme caution when in the area. (20-97/COE)

#### MILE 56.2 TO 54.7 - CHANNEL CONDITION

Work has commenced on placing stone bank protection along the left descending bank, in the back channel at Blaines Island, Mile 54.7 to 56.2. This work will be done intermittently through December, 1997, the work will not impact navigation transiting on the river. The work will be performed during daylight hours only, 6 days per week. During non-working hours the floating will be moored at the worksite and lighted accordingly. Mariners are urged to transit the area with extreme caution. (10-97/COE)

#### MILE 32.1, 26.2 AND 21.2 - CHANNEL CONDITION

Work has commenced on placing stone bank protection along the right descending bank at Mile 21.2 and Mile 26.2 and along the left descending bank and at Mile 32.1. The floating plants will consist of the M/V TAMMY WHITE, M/V LUCEDALE and the M/V TOM COOK. The work will be performed during daylight hours, 6 days per week and work will be completed by approximately August 15, 1997. The floating will be moored at the work site during non-working hours and lighted accordingly. Mariners are urged to transit the area with extreme caution. (11-97/COE)

#### MILE 25.0 - PROPOSED LOWER BUFFALO HIGHWAY BRIDGE

Buoys have been set to simulate location of channel piers of proposed new bridge. (13-97/OB)

#### **Light List discrepancy status as of June 2, 1997**

(\* Denotes new discrepancy or correction since last notice.)

#### LLNR MILE BANK AID NAME DISCREPANCY DESCRIPTION

08610	45.4	L/B	Coal River Light	Destroyed; due to high water	(12-97/0125OV)
-------	------	-----	------------------	------------------------------	----------------

#### **LOWER MISSISSIPPI RIVER**

#### MILE 922.0 - DREDGING

Dredge KELLY L will be conducting dredging operations at Mile 922.0, left descending bank until approximately June 14, 1997. During this period, a pipeline will extend into the harbor along the right descending bank. All vessels are requested to transit the area with caution when passing floating plants engaged in dredging operations. (19-97/0219LM)

#### MILE 789.3 - SUNKEN BARGE

A barge has sunk at Mile 789.3, approximately 350 feet from the right descending bank in 25 feet of water with Memphis Gauge at 19.6 feet and falling on December 29, 1996. The barge has been marked with a marker buoy. Mariners are urged to use extreme caution in the area.

(01-97/3543)

## MILE 574.0 TO 564.0 - CHANNEL CONDITION

Effective immediately, due to swift current in the vicinity of Cypress Bend, Mile 564.0 and Mile 574.0, vessels may not pass or overtake another vessel while transiting this area. Numerous vessels have reported stalling in this area unable to make headway due to the current. Mariners are urged to transit this area with extreme caution. (19-97/0216LM)

## MILE 533.8 TO 532.6 - CHANNEL CONDITION

The Pointway Channel established between Mile 532.6 to 533.8, has been discontinued. The Bendway Channel now extends from the Greenville Highway Bridge, Mile 530.3 through all spans upstream to the top dikes at Mile 535.6. The channel is marked with 10 nun buoys in 18 feet of water with the Greenville Gauge 38.1 feet and rising on May 8, 1997. (20-97/0261LM)

## MILE 530.5 - SUBMERGED BARGE

A nun buoy has been set approximately 100 yards off the left descending bank at Mile 530.5 to mark a partially submerged barge. The barge also has 2 white lights on it. There is approximately 11 feet of water over the submerged end of the barge with the Greenville Gauge at 26.4 feet on January 22, 1997. Mariners are urged to transit the area with extreme caution. (05-97/0022LM)

## MILE 507.0 - CHANNEL CONDITION

Due to the high water conditions on the Lower Mississippi River and the concerns over protecting the levee revetment; mariners are prohibited from navigating too close to or pushing up on the revetment. This prohibition is effective from Mile 507.0 downriver. (19-97/0176LM)

- MILE 450.3 - CHANNEL CONDITION

Stone dike construction and maintenance work will be underway at Mile 427.4 and Mile 450.3, until approximately September 23, 1997. Mariners are urged to transit the areas with extreme caution. (23-97/0272LM)

## MILE 313.0 - CHANNEL CONDITION

The warning sign located at Mile 313.0, right descending bank, warning of the dangerous draw created by the Old River control structure is missing. Mariners are reminded of this draw area which extends from Mile 313.0 to Mile 315.0, and to use extreme caution when transiting this area.

(13-97/0166LM)

- MILE 298.0 - CHANNEL CONDITION

Dike construction is underway at approximately Mile 298.0 above Head of Passes, left descending bank. This work will be completed by approximately July 15, 1997. Work will be performed 7 days a week, during daylight hours only. The M/V HOWARD CORSE and a spud barge will be on site as well as barges of stockpiled material. The M/V HOWARD CORSE can be reached on Channel 5. Mariners are urged to transit the area with extreme caution. (23-97/0135)

## MILE 265.0 - SUBMERGED DOCK

There is a submerged dock at the Bayou Sarra COE casting field on the left descending bank at Mile 265.0. The dock was reported covered with 11 feet of water on April 23, 1997, with the Red River Long Gauge at 51.5 and falling. All vessels are requested to transit the area with extreme caution.

(18-97/0250LM)

- MILE 233.9 - SHOALING

Shoaling has been found approximately ¼ mile below the Highway 190 Bridge, Mile 233.9 and 300 feet off the right descending bank in Baton Rouge. Two can buoys were placed below the Highway 190 Bridge in 15 feet of water, with the Baton Rouge Gauge at 24.8 feet and falling on

May 27, 1997. The shoaling extends approximately 150 feet inside the buoys towards the channel. The buoys were left so mariners could use the Port Allen span as long as possible. Mariners are urged to transit the area with extreme caution. (23-97/0269LM)

(Light List discrepancy status as of June 2, 1997

(\* Denotes new discrepancy or correction since last notice.)

LLNR MILE BANK AID NAME DISCREPANCY DESCRIPTION

09530 953.5 L/B Upper River Range Light Temp. downgraded to daybeacon; due to high water (23-97/0274LM)  
 09535 952.6 L/B Quaker Oats Light Destroyed; due to high water (12-97/0079LM)  
 09560 946.4 R/B Prichard Point Light Temp. downgraded to daybeacon; due to high water (11-97/0078LM)  
 09675 913.5 R/B Island 8 Head Light Temp. downgraded to daybeacon; due to high water (11-97/0070LM)

LLNR MILE BANK AID NAME DISCREPANCY DESCRIPTION

09835 858.6 L/B Island 14 Chute Light Destroyed; due high water (11-97/0081LM)  
 09875 849.3 R/B Eastwood Light Destroyed; due high water (11-97/0082LM)  
 10000 814.8 L/B Nebraska Point Light Destroyed; due to high water (17-97/0231LM)  
 10140 773.0 R/B Stonewall Light Destroyed; due to high water (16-97/0208LM)  
 10535 676.0 L/B Harbert Point Upper Light Temp. downgraded to daybeacon; due to high water (11-97/0065LM)  
 10635 651.6 R/B Westover Light Temp. downgraded to daybeacon; due to high water (11-97/0060LM)  
 10680 634.1 R/B Huey Upper Light Temp. downgraded to daybeacon; due to high water (11-97/0058LM)  
 10695 625.5 R/B Sunflower Cutoff Light Temp. downgraded to daybeacon; due to high water (12-97/0141LM)  
 10700 624.8 R/B Sunflower Cutoff Foot Light Destroyed; due to high water (12-97/0143LM)  
 10715 619.6 R/B Wood Cottage Light Temp. downgraded to daybeacon; due to high water (12-97/0139LM)  
 10755 603.6 L/B Clay Wilson Light Temp. downgraded to daybeacon; due to high water (12-97/0136LM)  
 10765 600.2 R/B Henrico Bar Light Temp. downgraded to daybeacon; due to high water (12-97/0144LM)

10780 595.9 L/B Concordia Bar Light Temp. downgraded to daybeacon; due to high water (12-97/0133LM)  
 10815 585.2 L/B Riverton Middle Bar Light Temp. downgraded to daybeacon; due to high water (12-97/0132LM)  
 10840 583.8 L/B Pride Point Light Temp. downgraded to daybeacon; due to high water (14-97/0199LM)  
 10885 568.6 R/B Cypress Bend Light Destroyed; due to high water (14-97/0197LM)  
 10890 567.1 R/B Chicot City Light Temp. downgraded to daybeacon; due to high water (12-97/0130LM)  
 10905 559.8 L/B Mounds Crevasse Lower Light Temp. downgraded to daybeacon; due to high water (14-97/0198LM)  
 10950 546.8 L/B Island 82 Middle Light Temp. downgraded to daybeacon; due to high water (12-97/0129LM)  
 10955 545.0 L/B Miller Bend Light Temp. downgraded to daybeacon; due to high water (12-97/0128LM)  
 11050 532.9 R/B Vaucluse Bend Light Temp. downgraded to daybeacon; due to high water (11-97/0062LM)  
 11195 480.6 R/B Chinaman Light Destroyed; due to high water (14-97/0180LM)  
 11200 478.8 L/B Fidler Bend Light Temp. downgraded to daybeacon; due to high water (11-97/0067LM)  
 11395 434.9 L/B Cypress Bunch Light Changed to show FI (2) W 5s TR/CR (44-96/3492)  
 11405 432.0 L/B Racetrack Light Discontinued; due to channel realignment; aid no long marks channel (42-96/3476)  
 11415 427.5 R/B Reid Bedford Point Light Changed D/S daymark to show SG (44-96/3491)  
 11745 397.5 R/B Hog Point Light Temp. downgraded to daybeacon; due to high water (12-97/0150LM)  
 11490 393.8 L/B Bandurant Towhead Light Temp. downgraded to daybeacon; due to high water (11-97/0057LM)  
 \*11630 343.7 R/B Glasscock Light Rebuilt; showing pub. char. (23-97)  
 \*11635 341.3 R/B Glasscock Island Light Rebuilt; showing pub. char. (23-97)  
 \*11645 337.7 L/B Black Hills Daybeacon Rebuilt; showing pub. char. (23-97)  
 \*11740 300.2 R/B Smithland Lower Light Rebuilt; showing pub. char. (23-97)  
 \*11765 285.4 R/B Brunette Light Rebuilt; showing pub. char. (23-97)  
 \*11780 280.8 R/B Fleta Light Rebuilt; showing pub. char. (23-97)  
 \*11795 277.2 R/B Morganza Crevasse Light Rebuilt; showing pub. char. (23-97)

*11815	268.4	R/B	Grave Yard Light	Rebuilt; showing pub. char.	(23-97)
*11905	241.8	L/B	Thomas Point Light	Rebuilt; showing pub. char.	(23-97)
*11920	239.1	R/B	Mulatto Bend Light	Rebuilt; showing pub. char.	(23-97)
*11925	238.1	R/B	Lobdell Light	Rebuilt; showing pub. char.	(23-97)

## **UPPER MISSISSIPPI RIVER**

### **MILE 853.7 TO 728.5 - LOCK AND DAM CLOSURES**

The COE reports all L/D's from L/D 5a, Mile 728.5 to Upper St. Anthony L/D, Mile 853.7 are closed to navigation due to high flow of water and severe outdrafts. (15-97/0198UM)

### **MILE 839.5 - WABASHA STREET BRIDGE**

A work barge located along the left descending margin of the channel is marked with flashing red lights at night. The work barge reduces horizontal clearance by 60 feet and will be moved if requested for passage of river traffic. Superstructure construction is in progress over the right descending margin of the navigation channel during daylight hours, Monday through Saturday. Mariners are urged to exercise extreme caution when passing the bridge. (21-97/OB)

### **MILE 824.5 TO 823.4 - SHOALING**

Severe shoaling has been found from Mile 823.4 to Mile 824.5. It has reduced the channel to less than 200 feet with several 8.5 foot depths with L/D 2 Upper Gauge at 686.57 on May 16, 1997. (21-97/0305UM)

### **MILE 801.1 TO 800.0 - SHOALING**

Severe shoaling has been found from Mile 800.0 to Mile 801.1. It has reduced the channel to less than 200 feet with several 9 foot depths with L/D 3 Upper Gauge at 674.13 on May 15, 1997. (21-97/0298UM)

### **MILE 778.5 - SUBMERGED OBJECT**

There is reportedly a submerged object 50 feet inside the can buoy line at Mile 778.5. Mariners are advised not to transit inside the can buoy line and urged to use extreme caution. (21-97/0295UM)

### **MILE 731.3 - SHOALING**

Shoaling has been reported approximately 50-60 feet inside the can buoy line at Mile 731.3. A towboat reportedly ran aground at this location with a 9 foot draft and L/D 5's Lower Gauge at 652.65 on May 25, 1997. (22-97/0328UM)

- **MILE 705.3 - CHANNEL CONDITION**

Sheet pile retaining wall repairs are being conducted on the right descending back at Mile 705.3. Work will be performed Monday through Friday, from 7:00 a.m. until 5:30 p.m. Work will be completed by approximately June 15, 1997. Mariners should contact the M/V JOHN MANNING on Channel 16 for additional information. Mariners are urged to transit the area with extreme caution. (23-97/FAXINFO)

## MILE 705.0 - CHANNEL CONDITION

Construction to a retaining wall has begun at Mile 705.0, right descending bank. Work is being performed Monday through Friday during daylight hours only. A crane barge is spudded down in this area and will remain there until construction is complete. Mariners are urged to use extreme caution while transiting in and around the area. (21-97/0292UM)

- MILE 704.5 - DREDGING

The M/V SPERANZA has commenced dredging operations throughout the channel at Mile 704.5. Dredging will be performed 7 days a week, from 6:00 a.m. until 6:00 p.m., until further notice. Mariners can contact the M/V SPERANZA on Channel 5 or 13 for passing instructions. (23-97/0346)

## MILE 687.2 - LOW WATER

Low water has been reported 50 feet inside the can buoy line, Mile 687.2. A towboat reportedly ran aground at this location with a 9 foot draft and L/D 8's Upper Gauge at 630.07 on May 15, 1997. Normal elevation at the lock is 631.0. Mariners are urged to transit this area with extreme caution. (21-97/0297UM)

## MILE 648.0 - CHANNEL CONDITION

Dam rehabilitation work is being conducted at L/D 9 at Mile 648.0. Work will be conducted from 7:00 a.m. until 5:30 p.m., Monday through Thursday. Work is not expected to affect navigation. Mariners are urged to contact L/D 8 for additional information. Work will be completed by approximately June 13, 1997. (19-97/FAXINFO)

## MILE 647.9 TO 627.5 - CHANNEL CONDITION

Work is being performed between Mile 627.5 and Mile 647.9, from 7:00 a.m. until 5:00 p.m., Monday through Friday. Work will be completed by approximately August 15, 1997 and mariners are urged to contact the M/V CHARLES B. on Channel 16 for additional information.

(19-97/FAXINFO)

## MILE 579.3 - JULIEN DUBUQUE HIGHWAY BRIDGE

Contractor will be conducting sandblasting and painting, as well as deck resurfacing on this bridge. A containment will be hanging one foot below the bridge allowing 66 feet of vertical clearance. (19-97/OB)

## MILE 556.7 - CHANNEL CONDITION

The COE reports L/D 12, Mile 556.7 right descending bank (Bellevue, Iowa) is closed to navigation until further notice, due to high water conditions.

(16-97/0214UM)

## MILE 535.0 SABULA RAILROAD DRAWBRIDGE

The pivot pier in the left descending span is exposed and vulnerable to impacts from tows. Mariners are requested to only use the right descending span until repairs are completed. Repairs will be in effect during June 1997. (21-97/OB)

### **MILE 493.3 - CHANNEL CONDITION**

The COE has reported sounding the lower approach of L/D 14, Mile 493.3 and found several can buoys not properly marking the channel below the lock. Mariners are urged to transit L/D 14 with extreme caution. (14-97/0172UM)

- **MILE 485.8 - I-74 IOWA-ILLINOIS DUAL BRIDGES**

There will be a contractor working from the left descending bank and over the spans of the Moline Pool. Contact contractor on Channel 16 call sign CAV11 for additional information. (23-97/OB)

### **MILE 482.9 - ROCK ISLAND RAILROAD AND HIGHWAY BRIDGE**

Mariners are reminded that in cooperation with Rock Island Arsenal, openings should not be requested during peak traffic hours of 6 a.m. to

7:25 a.m. and 3:10 p.m. to 4:40 p.m. Monday through Friday during the 1997 navigation season. (19-97/OB)

### **MILE 438.0 - CHANNEL CONDITION**

The COE advises that, due to erosion of the Illinois shoreline adjacent to Bay Island Levee in the vicinity of Mile 438.0, mariners are urged to avoid the area as much as possible and transit the area at slowest safe speed to minimize wake. (12-97/0130UM)

### **MILE 403.1 - BURLINGTON RAILROAD DRAWBRIDGE**

Repairs are being made to the sheefence and protection cell for the right descending rest pier during weekday hours 7:00 A.M. to 3:30 P.M. M/V COLEE and crane barge are in channel and will move for passage of traffic when request is made prior to arrival. (23-97/OB)

- **MILE 332.6 TO 331.5 - SHOALING**

Shoaling exists on the can buoy line between Mile 331.5 to Mile 332.6. The can buoys have been reset, reducing the channel to 200 feet with L/D 21's Upper Gauge at 12.14 on June 2, 1997. (23-97/0358UM)

### **MILE 327.5 - SHOALING**

Possible shoaling has been reported 60 feet inside the nun buoy line at Mile 329.5. A towboat reportedly bumped bottom at this location with a 9 foot draft and L/D 21 Upper Gauge at 12.35 on May 24, 1997. (22-97/0325UM)

### **MILE 309.5 - HANNIBAL HIGHWAY BRIDGE REPLACEMENT**

Contractor's work platform will be located adjacent to the left descending side of the channel 24 hours per day through April 18, 1997. Platform will be lighted with red lights at night. Mariners may contact the M/V NEBRASKA in advance during daylight hours to determine conditions at the project site. (15-97OB)

### **MILE 309.2 - HANNIBAL HIGHWAY BRIDGE**

A contractor will be placing rip-rap scour protection around the piers of the Hannibal Highway Bridge during daylight hours from June 16, 1997 through July 18, 1997. Mariners should contact the M/V SIR RANDALL WXV-8732 via Channels 13/16 in advance to determine conditions at the bridge. (23-97/OB)

## MILE 301.0 TO 300.5 - SHOALING

The COE reports shoaling exists at the lower approach of L/D 22, from Mile 300.5 to Mile 301.8. Surveys show low water conditions exist throughout the channel when the locks lower gauge reads 9 feet or less. A dredge is scheduled to be onsite. Mariners are advised to transit Tail 22 with caution, and to contact the lock for additional information. (22-97/0317UM)

## MILE 300.8 - DREDGING

The M/V WILLIAM A. THOMPSON has commenced dredging at the lower approach to L/D 22. Dredging will be in progress 24 hours a day, 7 days a week, until further notice. The dredge will have to move a channel crossing pipeline and is requesting mariners contact the M/V WILLIAM A. THOMPSON on Channel 13 or 16 for passing instructions. (22-97/0327UM)

- MILE 290.1 TO 289.0 - SHOALING

Shoaling has been found 10 feet off the can buoy line from Mile 289.0 to Mile 290.1 with L/D 24 Upper Gauge at 446.47 on May 31, 1997.

(23-97/0351UM)

- MILE 267.0 - SHOALING

Shoaling has been found along the can buoy line at Mile 267.0 with L/D 25's Upper Gauge at 429.86 on May 30, 1997. (23-97/0351UM)

## MILE 208.2 - ABANDONED PLEASURE CRAFT

An abandoned pleasure craft has been reported approximately 20 feet off the left descending bank in the vicinity of Mile 208.0. The pleasure craft has been reported stuck on a sandbar. (20-97/0274UM)

## MILE 194.2 - CHANNEL CONDITION

Mariners are advised the M/V SHERYL and the M/V TWYLA MARGE will be constructing weirs at the upper entrance of the Chain of Rocks Canal, Mile 194.2. Work hours are 7:00 a.m. to 5:00 p.m., Monday through Friday. Contact the M/V's on Channel 13 or 72 for additional information.

(13-97/0147UM)

## MILE 177.5 - SUNKEN TOWBOAT

The M/V MARY BURKE has been located resting on bottom in approximately 50 feet of water at Mile 177.5. The vessel is approximately 300 feet off the left descending bank. The site will remain unmarked until river levels recede. Vessel's operating in the vicinity should transit the area with caution. (11-97/0098UM)

- MILE 157.7 - PEORIA LOCK AND DAM

Peoria L/D, Mile 157.7 has lowered its wickets. Mariners are urged to transit over the pass. (23-97/0349UM)

## MILE 109.9 - CHESTER HIGHWAY BRIDGE

A 40 foot wide work platform is located in the right descending span, reducing the vertical clearance by 6 feet. Work is in progress day and night seven days a week. Contractor has safety boat on site during work hours. (19-97/OB)

## MILE 51.56 - PROPOSED CAPE GIRARDEAU REPLACEMENT HIGHWAY BRIDGE

Crane and materials barges are moored in channel at cofferdam structure about 1000 feet off the right descending bank. A navigation channel of 665 feet wide exists between the cofferdam work site and the right descending bank. Mariners should proceed with caution when transiting the area. (23-97/OB)

### Light List discrepancy status as of June 2, 1997

(\* Denotes new discrepancy or correction since last notice.)

LLNR	MILE	BANK	AID	NAME	DISCREPANCY	DESCRIPTION
12300	835.1	L/B		Pigs Eye Light	Destroyed	(21-97/0311UM)
12375	827.7	L/B		Grey Cloud Slough Light	Temp. downgraded to daybeacon	(21-97/0312UM)
12390	826.1	R/B		Robinson Rock Light	Destroyed	(21-97/0311UM)
12545	810.2	R/B		Prescott Island Light	Destroyed; due to high water	(21-97/0299UM)
12625	801.1	R/B		Diamond Bluff Light	Destroyed; due to high water	(21-97/0299UM)
12695	793.9	L/B		Marsh Lake Daybeacon	Destroyed; due to high water	(21-97/0296UM)
13495	685.9	L/B		Crosby Slough Daybeacon	Destroyed/ due to high water	(14-97/0167UM)
13540	680.9	R/B		Coon Slough Light	Destroyed/ due to high water	(14-97/0166UM)
13580	676.0	L/B		Bad Axe River Light	Destroyed	(31-96/1641)
13720	654.9	L/B		Crooked Slough Head Daybeacon	Rptd. not showing pub. char.	(20-97/0265UM)
13745	652.0	L/B		Crooked Slough Foot Light	Destroyed	(14-97/0163UM)
13760	649.5	R/B		Island 158 Upper Daybeacon	Destroyed	(14-97/0163UM)
13770	648.7	R/B		St. Paul Slough Daybeacon	Destroyed	(14-97/0163UM)
14010	607.5	L/B		Cassville Upper Daybeacon	Destroyed; due to high water	(20-97/0260UM)
14040	603.4	R/B		Buena Vista Light	Destroyed; due to high water	(19-97/0254UM)
14050	601.6	L/B		Jack Oak Daybeacon	Destroyed; due to high water	(19-97/0255UM)
14095	589.7	L/B		Island 214 Light	Destroyed	(14-97/0152UM)
14105	587.5	L/B		Maquoketa Island Light	Destroyed	(14-97/0150UM)
14125	585.1	L/B		Maquoketa Slough Daybeacon	Destroyed	(16-97/0149UM)
14485	525.2	R/B		Pomme De Terre Lower Light	Rptd. submerged; not pub. char.	(13-97/0134UM)
14830	480.6	R/B		Credit Island Towhead Light	Rptd. partially obstructed by fallen trees	(22-97/0321UM)

14910	470.7	L/B	Maxwell Daybeacon	Destroyed; due to high water	(21-97/0313UM)
14990	458.6	R/B	Hershey Chute Lower Light	Rptd. missing	(20-97/0282UM)
15355	396.6	R/B	Kemp Landing Light	Rptd. missing	(20-97/0282UM)
15565	357.5	R/B	Fox Island Light	Rptd. destroyed	(11-97/0099UM)
*15640	337.3	L/B	Howard Crossing Light	Destroyed	(23-97/0333UM)
15730	325.5	L/B	Lock No. 21 Daybeacon	Re-established for the navigation	season (11-97/0115UM)
15990	273.8	R/B	Clarksville Daybeacon	Rptd. not showing pub. char.	(21-97/0290UM)
16105	240.2	L/B	Dogtown Quarry Light	Destroyed	(21-97/0303UM)
16115	236.1	R/B	Turkey Island Light	Rptd. not showing pub. char.	(14-97/0160UM)
16700	158.8	L/B	Foster Upper Light	Destroyed; due to high water	(13-97/0138UM)
16705	157.7	L/B	Foster Light	Destroyed; due to high water	(20-97/0284UM)
16830	135.8	R/B	Brickeys Mill Daybeacon	Destroyed; due to high water	(13-97/0138UM)
16835	133.7	R/B	Establishment Island Light	Destroyed; due to high water	(13-97/0138UM)
*17170	81.9	R/B	Wittenburg Light	Rebuilt; showing pub. char.	(23-97)
*17280	76.8	R/B	Birmingham Light	Rebuilt; showing pub. char.	(23-97)
*17480	36.0	R/B	Powers Island Light	Rebuilt; showing pub. char.	(23-97)
*17495	34.2	L/B	Goose Island Light	Rebuilt; showing pub. char.	(23-97)
*17510	30.8	R/B	Daniel Light	Rebuilt; showing pub. char.	(23-97)
*17555	21.8	R/B	Dogtooth Bend Daybeacon	Rebuilt; showing pub. char.	(23-97)
*17620	10.5	R/B	Hurricane Light	Rebuilt; showing pub. char.	(23-97)
*17625	08.7	R/B	Elk Island Light	Rebuilt; showing pub. char.	(23-97)
*17640	06.5	L/B	Eliza Upper Light	Rebuilt; showing pub. char.	(23-97)
*17645	04.4	R/B	Stevenson Light	Rebuilt; showing pub. char.	(23-97)
*17650	03.8	R/B	Greenfield Bend Light	Rebuilt; showing pub. char.	(23-97)
*17655	02.8	R/B	Greenfield Bend Lower Light	Rebuilt; showing pub. char.	(23-97)

\*17670      0.8 L/B      Cairo Point Light      Rebuilt; showing pub. char.      (23-97)

## **MISSOURI RIVER**

### **MILE 555.7 TO 555.6 - CHANNEL CONDITION**

A standout exists between Mile 555.6 to Mile 555.7, along the right descending bank. The channel width has been reduced to 150 feet with a minimum depth of 10 feet with Nebraska City Gauge at 19.8 on May 8, 1997. The tower located at Mile 555.6, right descending bank is also missing. It is recommended that mariners transit this area as close to the nun buoy line as possible, and use extreme caution when in this area.

(20-97/0263UM)

- **MILE 448.2 - ST. JOSEPH RAILROAD DRAWBRIDGE**

Scaffolding on the right descending rest pier reduces horizontal clearance 6 feet in the alternate navigation channel.      (23-97/OB)

### **MILE 372.6 - ROUTE 69, FAIRFAX BRIDGE**

Rehabilitation work on the subject bridge will take place during daylight hours Monday through Saturday until November, 1997. Vertical clearance is 73 feet above zero on Kansas City Gauge. A containment will be hanging three feet below low steel, allowing about 70 feet vertical clearance. The M/V OLYMPIC JON, call sign NGT750, will be on scene.      (14-97/OB)

### **MILE 362.61 - CHOUTEAU HIGHWAY BRIDGE REPLACEMENT**

Contractor will be operating adjacent to the channel during daylight hours, Monday through Saturday during cofferdam construction. Cofferdams located adjacent to the channel will be lighted with red lights at night. Cofferdams not adjacent to the channel will be marked with white lights at night. Mariners should contact M/V LINDA via Channel 13 at least 30 minutes in advance to determine conditions at the bridge. (14-97/OB)

### **MILE 256.4 - SUNKEN BARGE**

An empty hopper barge has been reported sunk at Mile 256.4 on the nun buoy line. The barge has been marked with a nun and can buoy. Mariners are urged to use extreme caution when transiting in the area. (17-97/0225UM)

## **Light List discrepancy status as of June 2, 1997**

(\* Denotes new discrepancy or correction since last notice.)

### **LLNR MILE BANK AID NAME DISCREPANCY DESCRIPTION**

18365	601.1	R/B	Bellevue Daybeacon	Temp. relocated to Mi. 601.3 L/B; due to bank erosion (39-96/1838)
18580	560.5	R/B	Nebraska Bend Daybeacon	Damaged; due to high water (20-97/0268UM)
18595	556.2	R/B	McDonald Daybeacon	Damaged; due to high water (20-97/0268UM)

18600      555.6 R/B    Otoe Bend Daybeacon      Damaged; due to high water  
(20-97/0268UM)

## **MONONGAHELA RIVER**

### **MILE 10.0 - SALVAGE OPERATIONS**

Salvage operations has commenced for a sunken M/V at MILE 10.0, right descending bank. Presently there is a containment boom around the sunken M/V. Mariners are urged to use extreme caution when in this area.      (19-97)

## **OHIO RIVER**

- **CHANNEL CONDITIONS**

The COTP Huntington, West Virginia urge that all mairners proceed with extreme caution on the Ohio River. High river current velocities and outdraft conditions exist and are expected to continue. All vessels must have adequate horsepower to maintain control of their tows. Any barge breakaways or other marine casualties shall immediately be reported to USCG Group Ohio Valley on Channel 16 or 1-800-253-7465.

(23-97/0291OV)

### **MILE 4.9 - SUNKEN BARGE**

Approximately 100 feet off the Neville Island, at Mile 4.9 there is a submerged barge with a crane on top. The obstruction is not reportedly marked. Mariners are urged to use extreme caution when transiting the area.      (04-97/FAXMSOPITT)

### **MILE 5.2 - SUNKEN BARGE**

Approximately 20 feet off the right descending bank at Mile 5.2, a barge is moored to shore resting on top of a small submerged barge, that is not reportedly marked. Mariners are urged to use extreme caution when transiting the area.      (04-97/FAXMSOPITT)

### **MILE 12.4 - SUNKEN BARGE**

A sunken barge has been reported sunk approximately 400 feet off the left descending bank at Mile 12.4, the obstruction is not reportedly marked. Mariners are urged to use extreme caution when transiting the area.      (04-97/FAXMSOPITT)

### **MILE 13.3 - SUNKEN BARGE**

A sand and gravel barge has reportedly sunk near Dashields L/D, Mile 13.3. The M/V ETHEL ANDRESS is standing by onsite. Dashields L/D is operating normally. Mariners are urged to use extreme caution when transiting the area.      (49-96/5846)

### **MILE 17.6 - SUNKEN BARGE**

Approximately 320 feet off the left descending bank at Mile 17.6 is a partially submerged flat work barge. The obstruction is not reportedly marked. Mariners are urged to use extreme caution when transiting the area.      (04-97/FAXMSOPITT)

## MILE 18.1 - SUNKEN BARGE

A barge is reported sunk approximately mid-channel at Mile 18.1. The barge is partially loaded and lying at a 45 degree angle downstream. There is approximately 8 feet of water over the barge at normal pool. A nun buoy has been placed to mark the sunken barge. Salvage operations are not complete at this time. Mariners are urged to use extreme caution when transiting the area. (15-97/COE)

- MILE - JENNINGS RANDOLPH HIGHWAY BRIDGE

Underbridge inspection will be in progress during daylight hours from June 9, 1997 through June 28, 1997. Inspection equipment will be a boom truck and basket, with a safety smallboat below the bridge. Equipment and smallboat will move for the passage of river traffic. (23-97/OB)

## MILE 94.5 - CHANNEL CONDITION

A nun buoy at Mile 94.5 has been moved 50 feet towards the left descending bank to facilitate transits due to a sunken coal barge.

(10-97/0077)

## MILE 126.9 - NEW MARTINSVILLE BRIDGE

Deck removal will take place in the right descending navigation span from 7:00 a.m. to 5:30 p.m. Monday through Friday. A safety net extends from the bridge. There is 60 feet clearance between the bottom of the net and normal pool. Mariners can contact Lockmaster at Hannibal Locks for status of work. (49-96/OB)

- MILE 298.0 - SUNKEN BARGE

There is a sunken coal barge 450 feet off the left descending bank near mid-channel at Mile 298.4. The barge is marked with a white and orange lighted buoy with the M/V MICHAEL D standing by on Channel 13 and 16 for passing information. Mariners are urged to favor the right descending bank due to the channel being reduced to 500 feet. (23-97/0290OV)

## MILE 314.8 - CHANNEL CONDITION

Work has begun on unloading of sand and gravel along the left descending bank, near Mile 314.8. A floating plant will consist of the M/V W.C. PAYNE or M/V CREDO. The work will be performed during daylight hours, 7 days per week and will be completed by approximately May 1, 1997. During non-working hours the floating plant will be moored at the worksite and lighted accordingly. Mariners are urged to transit the area with extreme caution. (05-97/COE)

## MILE 396.4 - SHOALING

Shoaling has been reported in the vicinity of Mile 396.4 in the upbound channel between Manchester Islands No. 1 and No. 2. The M/V WINCHESTER reportedly bumped bottom with a 9 foot draft and Meldahl L/D Upper Gauge reading 12.03 feet on April 4, 1997.

(16-97/0189OV)

## MILE 409.0 - SUNKEN VESSEL

The M/V CLARE E. BEATTY has reportedly sunk at Mile 409.0. The vessel is reportedly located near the left descending bank moored to the sunken deck barge Hercules and is visible at Capt. Anthony

Meldahl normal pool. Salvage operations are incomplete at this time. Mariners are requested to transit this area with extreme caution. (45-95/COE)

- **MILE 466.0 TO 473.0 - CHANNEL CONDITION**

Due to projected high water conditions, a regulated navigation area may come into effect in the Cincinnati Harbor, from Mile 466.0 to Mile 473.0. When the Cincinnati Gauge stands at 45 feet and higher, entry into this zone by all downbound vessels towing cargo regulated by Title 46 CFR Subchapters D and O with a tow length exceeding 600 feet, excluding the towboat, is prohibited from ½ hour before sunset to ½ hour after sunrise. The provision is outlined in Title 33 CFR Part 165, and this regulated navigation area will remain in effect until the Cincinnati Gauge falls below 45 feet. All mariners are urged to use extreme caution when transiting the area. For further information mariners can contact the Marine Safety Detachment Cincinnati at (513)921-9033. (23-97/0288OV)

### **MILE 470.2 - FIREWORKS DISPLAY**

A fireworks display will take place on the Ohio River, Mile 470.2, continuing until September 22, 1997. These fireworks will be discharged following Reds home runs and winning games. The event sponsor has been advised by the COTP Louisville, Kentucky that no fireworks shall be discharged whenever barge traffic is transiting between the Newport and Cincinnati (US-27), Mile 469.8 and Covington and Cincinnati Bridge (KY-17), Mile 470.5. If desired, Reds home schedules may be obtained by writing the Cincinnati Reds, 100 Riverfront Stadium, Cincinnati, OH 45202. For further information mariners may contact Petty Officer Scott Gradel, Port Operations Department, at (502)582-5194, extension 34. Mariners are urged to use extreme caution when transiting this area. (13-97/MSOLOUISVILLE)

### **MILE 492.5 - DREDGING**

Dredging has commenced at Mile 492.5, right descending bank. The work will consist of dredging approximately 20,000 cubic yards of material and off-loading approximately 140,000 tons of granular placement material at the site. Work is expected to be performed Monday through Saturday, from 7:00 a.m. to 7:00 p.m. The floating plant will consist of the M/V BEVERLY C, and can be contacted on Channel 13 and 16. The work will be completed by approximately August 1, 1997. During non-working hours, the floating plant will be moored at the work site and lighted accordingly. Mariners are urged to transit the area with extreme caution. (10-97/COE)

### **MILE 558.4 - SUNKEN HOUSEBOAT**

A 38 foot by 14 foot houseboat is sunk at Mile 558.4 right descending bank, approximately 10 feet off the center mooring cell at Madison Grain. The houseboat is marked with an orange buoy. Mariners are urged to transit the area with extreme caution. (17-97/0209OV)

### **MILE 858.3 - CONSTRUCTION**

Construction has commenced at Mile 585.3, right descending bank. Work will be performed Monday through Friday, during daylight hours only. The floating plant will consist of the M/V TRAILBLAZER and can be reached on Channel 16. During non-working hours, the floating plant will be moored at the work site and lighted accordingly. Mariners are urged to use extreme caution when in the area. (19-97/COE)

### **MILE 889.0 - SUNKEN VESSEL**

The M/V PEBBLE has reportedly sunk near Mile 889.0 at the Ohio River Dock. The vessel is resting on its port side with approximately 3-4 feet of water over the starboard side. The vessel is marked with a blue drum and white light. The channel is not blocked. All vessels are requested to transit the area with extreme caution. (35-96/5661)

## MILE 925.0 TO 930.0 - LOW WATER CONDITION

River stages have fallen on the Lower Ohio River, the low river stages experienced just prior to raising the wickets at L/D 52 are typically worsened by shoaling near the edge of the channel, especially from Mile 925.0 to Mile 930.0. All mariners are advised to remain well within the channel. Also mariners should be keenly aware of the draft of the their tows when shoaling is reported. If a grounding occurs mariners are requested to use standard refloating protocol which includes minimal working of the tow while aground, removal of floating barges first and assistance through self help to avoid worsening channel conditions. (22-97/0276OV)

## MILE 925.5 - CHANNEL CONDITION

There is a 40 foot steel pile marked with red radar reflective tape at Mile 925.5 left descending bank in 7 feet of water with Smithland L/D Lower Gauge reading 19.5 feet on April 20, 1997. Approximately 20 feet of the pile is exposed and is located out of the channel. Mariners are urged to transit the area with extreme caution. (17-97/0224OV)

## MILE 927.0 - SUBMERGED BARGE

There is a partially submerged hopper barge mid-channel at Mile 927.0. The barge is marked with a white buoy with red markings. All vessels are requested to transit the area on the Kentucky side of the sunken barge. There is a 600 foot open span on the Kentucky side and all vessels are requested to give the sunken barge 100 feet of clearance while navigating this span. The M/V DOTTY JOHNSON will be on scene to provide passing instructions as needed. All mariners are advised to exercise extreme caution while transiting the area. (04-97/0024OV)

## MILE 953.2 - SUNKEN BARGE

A barge has reportedly sunk at Mile 953.0 right descending bank. Salvage operations are going to begin as soon as possible. Mariners are urged to use extreme caution while in the area. (47-96/5822)

## MILE 964.0 - CHANNEL CONDITION

The cofferdams at the Olmstead project Mile 964.0 has been completely filled. The project personnel have removed all lighting from the structure. Green flashing lights have been placed upstream and downstream from the structure. The rising river could possibly remove these aids from their location. The COTP Paducah, Kentucky advises that all mariners to proceed at slowest safe speed to minimize wake and stay well away from the project site from Mile 964.0 to Mile 965.0. (11-97/0108OV)

## Light List discrepancy status as of June 2, 1997

(\* Denotes new discrepancy or correction since last notice.)

### LLNR MILE BANK AID NAME DISCREPANCY DESCRIPTION

23845	121.3	L/B	Miles Light (2)	Extinguished (45-96/5806)
23940	133.5	R/B	Witten Towhead Light	Temp. downgraded to daybeacon; due to high water (14-97/0154OV)
24100	166.5	L/B	Carpenter Bar Light	Rptd. not showing pub. char. (19-97/0239OV)
24325	187.6	L/B	Ames Ripple Light	Temp. discontinued; due to high water (13-97/0152OV)
00000	188.1	R/B	Huntsman Light	Established; showing (2) Green (18-96)

24565	238.6	R/B	Forked Run Daybeacon	Rptd. missing U/S dayboard
			(13-97/0148OV)	
24570	240.0	R/B	Antiquity Light	Extinguished (21-97/0267OV)
24590	242.5	R/B	Dam No. 24 Light	Destroyed (16-97/0117OV)
25465	371.2	L/B	Rockport Light	Temp. downgraded to daybeacon; due to high water (16-97/0185OV)
25540	395.3	L/B	Manchester Island Light	Temp. downgraded to daybeacon; due to high water (16-97/0186OV)
26280	499.9	L/B	Kirby Rocks Light	Destroyed; due to high water (13-97/0141OV)
26350	516.3	L/B	Big Bone Creek Light	Rptd. destroyed (37-96/5660)
26450	545.3	L/B	Kentucky River Light	Temp. downgraded to daybeacon; due to high water (14-97/0174OV)
26565	566.5	L/B	Spring Creek Light	Extinguished (12-97/0133OV)
26900	619.3	R/B	Beeler Landing Light	Extinguished (50-96/5868)
27045	665.0	R/B	Indian Hollow Light	Temp. downgraded to daybeacon; due to high water (14-97/0163OV)
27065	672.1	L/B	Cedar Branch Light	Temp. downgraded to daybeacon; due to high water (14-97/0164OV)
27115	686.4	L/B	Concordia Light	Temp. downgraded to daybeacon; due to high water (14-97/0162OV)
27275	736.4	R/B	Corn Island Light	Destroyed; due to high water (14-97/0159OV)
27345	752.7	R/B	Yellow Bank Island Light	Rptd. destroyed; due to high water (12-97/0128OV)
27810	839.5	L/B	Mississippi Bend Light	Changed to daybeacon (17-97/0226OV)
28145	922.3	L/B	Cumberland Island Light	Destroyed; due to high water (16-97/0198OV)
28155	926.7	L/B	Brick House Light	Destroyed; due to high water (16-97/0198OV)
28175	933.0	L/B	Owens Island Upper Light	Discontinued (17-97/0227OV)
28180	934.2	L/B	Owens Island Light	Changed dayboards to CR/TR (17-97/0228OV)
*28280	954.2	R/B	Sharps Bar Light	Relighted; showing pub. char. (19-97)
*28285	956.5	R/B	Sharps Bar Lower Light	Relighted; showing pub. char. (19-97)

## **RED RIVER**

MILE 169.0 - JOHN H. OVERTON LOCK AND DAM (NO. 4)

The COE reports shoaling conditions exist at the lower approach to L/D No. 4, Mile 168.0. Mariners may be required to break their tow to a single in order to pass these

locations. Mariners are urged to use extreme caution when approaching this area.  
(18-97/0246LM)

**MILE 116.0 - LOCK AND DAM NO. 3**

The COE reports shoaling conditions exist at the lower approach to L/D No. 3, Mile 118.0. Mariners may be required to break their tow to a single in order to pass these locations. Mariners are urged to use extreme caution when approaching this area.  
(18-97/0247LM)

**MILE 75.0 - LOCK AND DAM NO. 2**

The COE reports shoaling conditions exist at the lower approach to L/D No. 2, Mile 73.0. Mariners may be required to break their tow to a single in order to pass these locations. Mariners are urged to use extreme caution when approaching this area.  
(18-97/0248LM)

**Light List discrepancy status as of June 2, 1997**

(\* Denotes new discrepancy or correction since last notice.)

LLNR	MILE	BANK AID NAME	DISCREPANCY	DESCRIPTION
------	------	---------------	-------------	-------------

00000	186.2	L/B	Carrol Daybeacon	Destroyed; due to high water (16-97/0212LM)
-------	-------	-----	------------------	---

00000	159.2	L/B	Campti Upper Daybeacon	Destroyed; due to high water (17-97/0207LM)
-------	-------	-----	------------------------	---

00000	156.3	R/B	Socot Upper Daybeacon	Destroyed; due to high water (16-97/0213LM)
-------	-------	-----	-----------------------	---

**ST. CROIX RIVER**

- MILE 16.1 - WESTBOUND I-94 HIGHWAY BRIDGE

Cleaning and painting work will take place on the subject bridge throughout the summer months during daylight hours. Mariners should transit the area with caution. (23-97/OB)

**Light List discrepancy status as of June 2, 1997**

(\* Denotes new discrepancy or correction since last notice.)

LLNR	MILE	BANK AID NAME	DISCREPANCY	DESCRIPTION
------	------	---------------	-------------	-------------

29895	0.2	L/B	Captain Dick's Dock Light	Extinguished (35-95/OAN)
-------	-----	-----	---------------------------	--------------------------

**TENNESSEE RIVER**

**MILE 625.4 - SUNKEN BOAT HOUSE**

The reported boat house is marked with 3 white danger buoys and is located outside the nun buoy line.  
(37-96/GRUOHV)

## MILE 297.5 - BARGE AGROUND

There is a barge aground at Mile 297.5 left descending bank. Mariners are urged to transit the area with extreme caution. For transiting information contact the M/V MARK L. (06-97/0043)

- MILE 161.9 - PROPOSED CLIFTON HIGHWAY BRIDGE

A contractor is erecting steel in the channel. Horizontal clearance may be reduced due to the operation of crane and material barges. M/V MAGGIE D call sign WYC7860 and M/V ELIZABETH BENSON call sign WAL6216 are at site to provide additional information. (23-97/OB)

## MILE 133.0 - SUNKEN BARGE

A hopper barge is sunk along the left descending bank at Mile 133.0. The barge is reported to be located approximately 50 to 100 feet off the bank in approximately 16 feet of water. The barge has approximately 5 feet of water over it at the normal pool elevation of 359.0. Salvage operations have not been scheduled at this time. Mariners are urged to use extreme caution when in this area. (22-97/COE)

## MILE 99.0 - CHANNEL CONDITION

Construction has begun at Mile 99.0 on removal and replacing pile cells. The work will be performed during daylight hours, Monday through Friday, until approximately July 14, 1997. During non-working hours the floating plant will be moored at the work site and lighted accordingly. Mariners are urged to transit the area with extreme caution. (16-97/COE)

## Light List discrepancy status as of June 2, 1997

(\* Denotes new discrepancy or correction since last notice.)

### LLNR MILE BANK AID NAME DISCREPANCY DESCRIPTION

31755	296.9	L/B	Trinity Branch Light	Temp. marked w/red lighted buoy; aid rptd. destroyed (06-97/0044)
32210	188.6	R/B	Savannah Bend Light	Temp. discontinued (17-97/0220OV)
32460	92.7	R/B	Reynoldsburgh Island Light	Temp. downgraded to a daybeacon (31-96/5613)
32525	70.0	L/B	Big Sandy Light	Extinguished; due to osprey nest (20-97/0249OV)
32575	58.7	R/B	Arryl Jacobs Light	Temp. replaced w/lighted buoy/showing pub. char. (45-96/5811)
32750	16.6	R/B	Haddock Ferry Light	Extinguished; due to high water (17-97/0199OV)

### CORRECTIONS TO LIGHT LIST, VOLUME V; MISSISSIPPI RIVER SYSTEM, 1996 EDITION.

(\* Denotes the column in which a correction has been made or new information added.)

(1) (2) (3) (4) (5) (6) (7)

No.	Name and Remarks	Mile	Bank	Characteristic	Structure/Daymark
-----	------------------	------	------	----------------	-------------------

Location		Up	Down		
5995	Brandon Daybeacon	285.5	Left		TR
	• (23-97)		On sinker base tower.		
6015	Santa Fe Daybeacon	283.4	Left		TR
	• (23-97)		On sinker base tower.		
6025	SANTA FE LIGHT	282.8	Left	FI (2)W 5s	TR CR
	• (23-97)		On single pile steel.		
6030	Rock Run Bend Daybeacon	282.3	Right		CG SG
	• (23-97)		On sinker base tower.		
6050	TREATS ISLAND UPPER LIGHT	280.7	Left	FI (2) R 5s	TR TR
	• (23-97)		On sinker base tower.		
6060	Cedar Creek Daybeacon	280.4	Left		TR
	• (23-97)		On sinker base tower.		
6065	TREATS ISLAND MIDDLE LIGHT	279.9	Left	FI (2) R 5s	TR TR
	• (23-97)		On sinker base tower.		
6070	TREATS ISLAND LIGHT	279.3	Left	FI (2) R 5s	TR TR
	• (23-97)		On sinker base tower.		

CORRECTIONS TO LIGHT LIST, VOLUME V; MISSISSIPPI RIVER SYSTEM, 1996 EDITION.  
 (\* Denotes the column in which a correction has been made or new information added.)

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

6075	SMITH LIGHT	279.2	Right	FI G 4s		SG	
				On sinker base tower.			
	• (23-97)						
9720	NICHOLLS LIGHT	893.4	Right	FI (2) W 4s	CG	SG	
	• (23-97)						
10435	TVA TRANSMISSION TOWER						Remove from list.
	• (23-97)						
10580	HELENA PORT LIGHTS (2)						Remove from list.
	• (23-97)						
10600	QUINCY SOYBEAN DOCK						Remove from list.
	• (23-97)						
10740	DENNIS LANDING TERMINAL						Remove from list.
	• (23-97)						
11530	HOLE IN THE WALL LIGHT	373.2	Right	FI G 4s	CG	SG	
	• (23-97)						
16430	UNION ELECTRIC COAL	182.3	Left	FI (2) R 6s			Private aid.
	DOCK LIGHT						
	* * *					(23-97)	
27810	Mississippi Bend Daybeacon	839.5	Left			TR TR	
	* *					(23-97)	
28175	OWENS ISLAND UPPER LIGHT						Remove from list.
	• (23-97)						
28180	OWENS ISLAND LIGHT	934.2	Left	FI (2) R 5s	CR	TR	
	• (23-97)						

Our goal is to provide the mariner with the most accurate and up-to-date marine information possible. In our ongoing efforts to improve the Local Notice to Mariners, your comments and suggestions are requested. Please mail any suggestions or changes you would like to see in YOUR Local Notice to Mariners to:

Commander, Eighth Coast Guard District (oan)  
Hale Boggs Federal Building, Room 1230  
501 Magazine Street, New Orleans, LA 70130-3396

Attn: Marine Information Section