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**U.S. Department of
 Homeland Security**

**United States
 Coast Guard**



8TH DISTRICT LOCAL NOTICE TO MARINERS

MISSISSIPPI RIVER SYSTEM

MONTHLY EDITION

Western Rivers

LIGHT LIST VOLUME V

NOTICE NUMBER 01-04

January 6, 2004

The Local Notice to Mariners consists of a Monthly Edition and Weekly Supplements. The Monthly Edition is published the first week of each month, and Weekly Supplemental Editions are published in the intervening weeks. Weekly Supplemental Editions contain only new information; however, ongoing events/conditions published in Weekly Supplements at times are re-advertised in the following Monthly Edition. The monthly edition should be maintained as a reference. Light list corrections printed in the Weekly Supplemental Editions are not repeated in Monthly Editions.

LIGHT LIST REFERENCE: COMDT PUB P16502.4, Vol. V, 2002 Edition.

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

NIS WATCHSTANDER PHONE	(703) 313-5900 24-HOURS A DAY
INTERNET ADDRESSES	http://www.navcen.uscg.gov/
ZERO NOTICE INTERNET ADDRESS	http://www.navcen.uscg.gov/
WESTERN RIVERS LNM VIA INTERNET	http://www.navcen.uscg.gov/lnm/d8mrs
WESTERN RIVERS LIGHT LIST VIA INTERNET	http://www.navcen.uscg.gov/pubs/LightLists/V5COMPLETE.pdf

BROADCAST NOTICE TO MARINERS COVERED IN THIS EDITION

ORIGINATING UNITS	BEGINNING BNMS	THROUGH	ENDING BNMS
GROUP UPPER MISSISSIPPI RIVER	0800-03 (UM)		0002-04 (UM)
GROUP LOWER MISSISSIPPI RIVER	0475-03 (LM)		0001-04 (LM)
GROUP OHIO VALLEY	0873-03 (OV)		0008-04 (OV)
OB DWRO	0295-03 (OB)		0001-04 (OB)

ABBREVIATIONS

A-H	H-L	L-R	R-Z
BNM - Broadcast Notice to Mariners	HAZ NAV - Hazard to Navigation	LDB - Left Descending Bank	RAC - Racon
B - Buoy	IMCH - Improper Characteristic	LT CONT - Light Burning During Daytime	RF - Range Front Light
CH - Channel	LDB - Left Descending Bank	LNm - Local Notice to Mariners	RR - Range Rear Light
COE - Corps of Engineers	LT - Light	LMR - Lower Mississippi River	RDB - Right Descending Bank
COTP - Captain of the Port	LB - Lighted Buoy	MSLD SIG - Misleading Signal	TRLT - Temporary Light
DBN - Daybeacon	LBB - Lighted Bell Buoy	MV - Motor Vessel	TRDBN - Temporary Daybeacon
DISC - Discontinued	LGB - Lighted Gong Buoy	OBSTN - Obstruction	TRLB - Temporary Lighted Buoy
LT EXT - Extinguished	LHB - Lighted Horn Buoy	PRIV - Private Aid to Navigation	TRUB - Temporary Unlighted Buoy
F/V - Fishing Vessel	LWB - Lighted Whistle Buoy	P/C - Pleasure Craft	UMR - Upper Mississippi River
FS - Fog Signal	L/D - Lock & Dam	RBN - Radiobeacon	* New item or additional information

SPECIAL NOTICES

DEPARTMENT OF HOMELAND SECURITY SUSPICIOUS ACTIVITY	The Department of Homeland Security (DHS) encourages the maritime public to report information concerning suspicious activity to their local Federal Bureau of Investigation Joint Terrorism Task Force (JTTF) Office, www.fbi.gov/contact/fo/fo.htm , or to other appropriate authorities. Individuals can contact the DHS Watch and Warning Unit at (202) 323-3205 or toll free at 1-888-585-9078, or by E-Mail to nipc.watch@fbi.gov . The U.S. Coast Guard reminds the maritime industry that they may also report information concerning suspicious activity to the National Response Center (NRC) at 1-800-424-8802. (12-03 13-03 14-03 15-03/D8 18-03 20-03 22-03 26-03 31-03 35-03 40-03 44-03 48-03 01-04)
AMENDMENTS TO THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA (COLREGS)	Effective November 29, 2003, the International Maritime Organization (IMO) adopted resolution, amending the International Regulations for Preventing Collisions at Sea will be implemented. It is recommended that a copy of these changes be placed in the Navigation Rules, International – Inland (COMDTINST M16672.2D) and/or make "cut and paste" "pen and ink" corrections to copies of the Rules of the Road book. The amendments are attached as an enclosure in Local Notice to Mariners Number 48-03. (46-03/COMMANDANT U.S. COAST GUARD (G-MVV) 48-03 01-04)

SPECIAL NOTICES/CONTINUED

<p>33 CFR PART 70 INTERFERENCE WITH OR DAMAGE TO AIDS TO NAVIGATION</p>	<p>70.05-1 General Provisions: No persons shall take possession of or make use of for any purpose, or build upon, alter, deface, destroy, move, injure, obstruct by fastening vessels thereto or otherwise, or in any matter <u>whatever impair the usefulness of any aid to navigation</u> established and maintained by the United States.</p> <p>70.05-5 Penalty: Every person and every corporation that shall violate, or that shall knowingly aid, abet, authorize, or instigate a violation of the provisions of 33 CFR Part 70.05-1 shall be guilty of a misdemeanor, and or conviction thereof shall be punished by a fine not exceeding \$2,500 or less than \$500.00, or by imprisonment (in case of a natural person) for not less than 30-days nor more than 1-year, or both, one-half of such fine to be paid to the persons giving information which shall lead to conviction. (35-03/D8 40-03 44-03 48-03 01-04)</p>
<p>LNM PUBLICATION NOTIFICATION BY EMAIL</p>	<p>As of October 2003, the U.S. Coast Guard Navigation Center is offering an E-Mail notification service. This is a free service. Users can subscribe to this service by accessing the Navigation Center Website (www.navcen.uscg.gov). This is a one-way E-Mail service, which will notify subscribers when the latest U.S. Coast Guard Local Notice to Mariners has been published on the Navigation Center Website. If you subscribe to this E-Mail notification and still receive a paper copy of the LNM via U.S. Mail that you would like to discontinue, you have 2 options: 1) Contact the U.S. Coast Guard District Eight at (504) 589-6277 or by E-Mail to d8marineinfo@d8.uscg.mil, so we can cancel your paper subscription. 2) Use the automated E-Mail option on the NAVCEN Website, which will send the respective U.S. Coast Guard District an E-Mail request to cancel your paper subscription.</p> <p>Privacy Information: Disclosure of your E-Mail address is voluntary. It is solicited for the sole purpose of delivering the requested information to you and will not be released to any other party. (45-03/NAVCEN 48-03 01-04)</p>
<p>UPPER MISSISSIPPI RIVER ICE CONDITIONS MILE 615.1 – MILE 301.2</p>	<p>All tows are cautioned to be alert for changing conditions and possible hazards due to ice formations. Severe navigation problems can always be expected throughout the ice-forming season. Flows and water levels on the Mississippi River are the lowest experienced since 1989. If the current low water conditions persist, once temperatures fall significantly below freezing, there is the potential for much thicker than normal ice cover this winter. A temporary, but drastic reduction in river flow can be expected during the period of initial ice formation. Gorged ice becomes a particular hazard when attempts are made to drive barges through the formation. Barges forced through or over gorged ice are frequently holed, buckled in, which usually results in sinking. Navigators are advised to exercise due caution to avoid sinking barges and subsequent blockage of the navigation channel. Gorged ice may also create unusual currents and high-localized flow or outdraft conditions due to water bypassing the temporary dam formed by the gorge. Navigators approaching an ice gorge should make certain that the towboat has sufficient power to properly control the number of barges in tow under such unusual conditions of flow. Sheet ice will at times prevent opening of the upper and lower miter gates. When the miter gates cannot be fully opened into recesses, they are highly vulnerable to extensive damage from tows entering or departing the lock chamber. Navigators are cautioned to exercise extreme care when entering or departing the lock chamber to avoid damage to the miter gates. When ice builds up to the extent that full usage of the lock chamber is prohibited, length and/or width restrictions will be imposed on lockages. Double tripping or use of an industry helper boat will be required when the lock is unable to process the first cut of a double due to ice conditions.</p> <p>During periods of heavy icing, all towboat operators are required to arrange their tows so that recoupling does not occur between box end barges during a lockage. 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. Ice conditions at UMR locks may occur as early as November 1. In the past, ice trapped between box barges has caused long delays in coupling the two sections of a tow, thereby impeding flow of traffic through the locks.</p> <p>If a tow is arranged so that recoupling occurs between box end barges and the lockage will result in unusual delays to navigation, the Lockmaster will require loss of lock turn or double-tripping and use of an industry-provided helper boat. If double tripping is required, the tow will lock through in sections with a towboat attending each section, and each section of the tow will be moved out of the lock approach before recoupling. Consideration will also be given to limiting size of tows if heavy ice conditions warrant. Observation during past severe winters indicates that eight jumbo barges (two wide) appear to be the best configuration to allow adequate traffic movement. Notice will be given if conditions warrant the limitation of the size and/or configuration of tows. The immediate concern in this area is not limited to financial responsibility for the damages to navigation structures. A primary objective is to eliminate all preventable incidents that will delay traffic. (44-03/COE 48-03 01-04)</p>
<p>ILLINOIS WATERWAY RIVER ICE CONDITIONS MILE 80.0 – MILE 280.0 MILE 321.0 – MILE 326.5</p>	<p>All tows moving through the Illinois Waterway between Mile 80.0 and 280.0 and on the Little Calumet River between Mile 321.0 and 326.5, are cautioned to be alert for changing conditions and possible hazards due to ice formations. Severe navigation problems can always be expected throughout the ice-forming season in the Peoria Lake reach, Mile 162.0 to 180.0. Experience has shown that ice gorges can most frequently be expected to form between Miles 86.5 and 95.5 (Grape Island to Sugar Creek), between Miles 127.0 and 137.0 (Liverpool to Copperas Creek), at Mile 237.2 (Mayo Island), between Miles 240.6 and 241.5 (Bulls Island), at Mile 242.5 (Milliken Creek Light and Daymark) and at Mile 243.7 (Marseilles Lock Light and Daymark). Gorged ice becomes a particular hazard when attempts are made to drive barges through the formation. Barges forced through or over gorged ice are frequently holed, stoved in or buckled, which usually results in sinking. Navigators are advised to exercise due caution to avoid sinking barges and subsequent blockage of the navigation channel. Gorged ice may also create unusual currents and high localized flow or outdraft conditions due to water bypassing the temporary dam formed by the gorge. Navigators approaching an ice gorge should make certain that the towboat has sufficient power to properly control the number of barges in tow under such unusual conditions of flow. Sheet ice may be expected throughout the length of the waterway down stream from about Mile 280.0 and in the Marseilles Canal and that reach of the waterway between Mile 321.0 and Thomas J. O'Brien Lock, Mile 326.5 on the Calumet River. Sheet ice will at times prevent opening of the upper and lower lock gates at Thomas J. O'Brien, Dresden Island, Marseilles, Starved Rock, Peoria and LaGrange Locks. When the lock gates cannot be fully opened into recesses, they are highly vulnerable to extensive damage from tows entering or departing the lock chamber. Navigators are cautioned to exercise extreme care when entering or departing the lock chamber to avoid damage to the lock gates.</p> <p>When ice builds up to the extent that full usage of the lock chamber is prohibited, length and/or width restrictions will be imposed on lockages. When ice conditions at the lock prevent the timely coupling of barges, all towboat operators will be required to arrange their tows so that recoupling does not occur between box end barges during a lockage. Rake to box ice couplings should be incorporated into tow configurations when ice is present at the lock. In the past, ice trapped between box barges has caused long delays in coupling the two sections of a tow, thereby impeding traffic flow through the locks. Industry is expected to view the Navigation resources -Lock Conditions Report on the MVR web page on a daily basis for current information, requirements, and restrictions, especially during winter months. If a tow is arranged so that recoupling occurs between box end barges and the lockage will result in unusual delays to navigation, the Lockmaster will require loss of lock turn or double tripping and use of an industry-provided helper boat. If double-tripping is required, the tow will lock through in sections with a towboat attending each section, and each section of the tow will be moved out of the lock approach before recoupling. Consideration will also be given to limiting size of tows if heavy ice conditions warrant. Observation during past severe winters indicates that eight jumbo barges (two wide) appear to be the best configuration to allow adequate traffic movement. Notice will be given if conditions warrant the limitation of the size and/or configuration of tows. The immediate concern in this area is not limited to financial responsibility for the damages to navigation structures. A primary objective is to eliminate all preventable incidents that will delay traffic. (48-03/COE 01-04)</p>

SPECIAL NOTICES/CONTINUED

<p>OHIO RIVER AND TRIBUTARIES WINTER NAVIGATION SEASON</p>	<p>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.</p> <p>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 U.S. Coast Guard unit as to your location and exercise caution when trying to remove barges so as not to disturb the navigation channel. When locking downbound there is the threat that build-up of ice under a barge will touch 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 exit of the locks. Any noticeable build-up, either in or under the tow, should be checked to assure that the lockage could 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 may not be permitted 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 shall continue as long as ice conditions warrant. Each company should access the Ohio River Region's computerized navigation reports daily to keep abreast of the latest conditions. This information can be obtained via the Internet from Great Lakes and Ohio River Division's Water Management website at: http://www.lrdwc.usace.army.mil/text/hunrpt.txt. Another occurrence during heavy icing conditions is the freezing of the floating mooring bits in the recesses in the lock walls. In the event the floating bits become inoperable, it will be necessary for the vessel to utilize the fixed line hook and manually move the mooring lines as the pool is raised or lowered. Additional lines should be readily available to the deck crew. Notice to Navigation Interests Notice No.: 03-66 Date: November 26, 2003 In Reply Refer to: CELRH-OR-TD 502 Eighth Street, Huntington, WV 25701-2070 Telephone: (304)-399-5684.</p> <p>In an effort to assist navigators and help alleviate the ice problems at navigation structures, the auxiliary lock chamber may be used for the passage of ice and may not be available for use by traffic at the following locks: 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, experience 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, 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: River Mile, City, No. of Piers, Bank, 251.7 Middleport, Ohio 3 Right 269.5 Gallipolis, Ohio 3 Right 408.5 Maysville, Kentucky 3 Left Kanawha River 1.3 Henderson, West Virginia 1 Left. *Two additional piers are also at this location and are owned by Amherst Industries, Incorporated. The locations of the ice piers are shown on the Ohio and Kanawha River Navigation Charts, Huntington District. 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 2003 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 the 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.</p> <p>HIGH FLOW CONDITIONS - Seasonal high water, normally encountered during 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 show the elevation of ordinary high water on each sheet, except for the R. C. Byrd Pool. When water level in the river equals or is greater than that elevation, navigators should sail near the published channel line to prevent damage attributable to waves created by the vessel. In the immediate vicinity of navigation structures, it is not uncommon for treacherous 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 empties 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 giving special attention to the draft and freeboard of their head barges. Extreme caution and good seamanship should be used at all times, particularly when there is more than forty feet of gate openings on the dam.</p> <p>MOORING TOWS - Another facet of this season that is of major concern to us 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. 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. Again this year, if conditions warrant, 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 database for operational uses. Navigators wishing to make reports to the Huntington District should call (304) 399-5684 or relay the information through one of the Huntington District Navigation Projects. (48-03/COE 01-04)</p>
<p>LORAN-C OPERATIONS OFF-AIR PROPOSAL DANA, IN</p>	<p>This is a proposal to authorize LOR STA Dana, Indiana, (Rate 8970-M/9960-Z) off-air time from 1400Z to 2200Z, on January 16, 2004. The alternate time will be from 1400Z to 2200Z, on January 17, 2004. Objections will be considered until 1800Z, January 9, 2004. Users shall address inquiries to the Northeastern U.S. Loran-C Chain Operations Control Officer (POC: Lt Luci Bookhammer) at (703) 313-5887. Current Loran-C status is available 24-hours a day via the NAVCEN Website, www.navcen.uscg.gov. (51-03/NAVCEN 01-04)</p>
<p>* LORAN-C OPERATIONS OFF-AIR PROPOSAL DANA, IN</p>	<p>This is a proposal to authorize LORSTA Dana, Indiana, (Rate 8970-M/9960-Z) off-air time from 1400Z to 1800Z, on January 18, 2004. The alternate time will be from 1400Z to 1800Z, on January 19, 2004. Objections will be considered until 1800Z, January 12, 2004. Users shall address inquiries to the Northeastern U.S. Loran-C Chain Operations Control Officer (POC: Lt Luci Bookhammer) at (703) 313-5887. Current Loran-C status is available 24-hours a day via the NAVCEN Website, www.navcen.uscg.gov. (01-04/NAVCEN)</p>

SPECIAL NOTICES/CONTINUED

WATERWAY ANALYSIS AND MANAGEMENT SYSTEM STUDY OHIO RIVER (0.0-981.0) BIG SANDY RIVER (0.0-7.2) GREEN RIVER (0.0-149.0)	The U. S. Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the Ohio River, Big Sandy River and Green River. The study focuses on the areas aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects. This review period will run through February 2004. Any interested company or individual wishing to provide comments should contact the following address. You can also receive user surveys and WAMS questionnaires to help in the study by EMail. Mail Commander U. S. Coast Guard Group Ohio Valley 600 Martin Luther King Jr. PL. Rm. 421 Louisville, KY 40202-2245 PH: (502) 582-6439 #234 E-Mail WAMS System User Questionnaire E-Mail: wgibson@gruohiovalley.uscg.mil	(44-03/OV 48-03 49-03 01-04)
ST. CROIX RIVER AIDS TO NAVIGATION	The buoys between approximate Miles 24.0 and 6.0, have been removed for the 2003 Navigation Season.	(47-03 49-03 01-04)
UPPER MISSISSIPPI RIVER L/D WINTER LOCKAGE HOURS	Continuing until approximately March 15, 2004, the COE Rock Island L/D's 11, 12, 13, 14, 16, 17, 18, 19, 20, 21 and 22 will lock traffic between 8:00 a.m. and 4:00 p.m., Monday through Friday. Mariners are requested to contact the Lockmaster, in advance, if lockage is required outside of these hours. At L/D 19, the temporary miter gates have been installed at the lower end. Because of this, L/D 19 may not be able to lock boats depending on ice conditions and air temperature. L/D 15 will be closed to all traffic until approximately February 28, 2004, for replacement of check posts and a ladder recess. Towboat operators are requested NOT to tie up on the guidewalls, during this closure. Additionally, work on the Government Bridge may impact navigation. Mariners are urged to plan accordingly.	(49-03/COE 50-03 01-04)
MISSOURI RIVER AIDS TO NAVIGATION	The buoys on the Missouri River have been removed for the 2003 Navigation Season. Many buoys may still be sighted, but should not be relied upon for safe navigation. Mariners transiting the Missouri River, during the Non-Navigation Season, are urged to use extreme caution. (50-03/0812UM 51-03 01-04)	

DISCREPANCIES AND DISCREPANCIES CORRECTED

The rivers are marked with numerous unlisted and unlighted buoys, which are periodically relocated to mark the navigational channel due to changing river conditions. To report Aids to Navigation discrepancies contact the nearest U.S. Coast Guard Office.						
Coast Guard Group Upper Mississippi River			(319) 524-7511 Extension 4			
Coast Guard Group Lower Mississippi River			(901) 544-3912 Extension 122			
Coast Guard Group Ohio Valley			1-800-253-7465			
FEDERAL AID DISCREPANCIES	LLNR	MILE	BANK	AID NAME	STATUS	LNMB/NM
CUMBERLAND RIVER	4335	65.2	R/B	DEVILS POTATO HILL LIGHT	TRLB	50-03/0916OV
ILLINOIS RIVER	6995	174.3	R/B	SPRING BAY LIGHT	TRUB	10-03/0072UM
	7030	169.9	L/B	DROLLS POINT UPPER LIGHT	TRLB	08-03/0069UM
LOWER MISSISSIPPI RIVER	9700	903.1	L/B	ISLAND 10 BAR LIGHT	LT EXT	51-03/0492LM
	9710	897.9	L/B	BESSIE LIGHT	LT EXT	49-03/0878OV
	9720	893.1	R/B	NICHOLLS LIGHT	LT EXT	51-03/0491LM
	9740	888.3	R/B	NEW MADRID ISLAND HEAD LIGHT	DBN DEST	50-03/0487LM
	9935	835.8	R/B	BADER LIGHT	MISSING	01-04/0002LM
	9995	816.2	L/B	TAMM LIGHT	LT EXT	01/04
	10000	815.0	L/B	NEBRASKA POINT LIGHT	LT EXT	01-04/0004LM
TENNESSEE RIVER	30545	561.0	L/B	TURNER BAR LIGHT	TRUB	50-03/0892OV
	30620	537.5	L/B	ROWDEN BLUFF LIGHT	LT EXT	35-03/0645OV
UPPER MISSISSIPPI RIVER	12735	789.2	R/B	ISLAND 25 LIGHT	MISSING	14-03/0150UM
	13255	718.8	L/B	BLACKSMITH SLOUGH LIGHT	LT EXT/DBN DMGD	14-03/0120UM
	13505	684.7	R/B	COON MIDDLE DAYBEACON	MISSING	13-03/0110UM
	13515	683.8	R/B	NICHOLS LIGHT	MISSING	13-03/0109UM
	13540	680.9	R/B	COON SLOUGH DAYBEACON	MISSING	13-03/0108UM
	15630	340.7	L/B	SMOOTS CHUTE LIGHT	TRUB	10-01/0044UM
FEDERAL AID DISCREPANCIES CORRECTED	LLNR	MILE	BANK	AID NAME	STATUS	LNMB/NM
NONE						
TEMPORARY CHANGES	LLNR	MILE	BANK	AID NAME	STATUS	LNMB/NM
MONONGAHELA RIVER	21635	109.9	R/B	LITTLE FALLS LIGHT	TRDBN	22-03/0364OV
	22025	67.8	L/B	RUSH RUN LIGHT	TRDBN	34-03/0628OV
	22245	46.7	R/B	LITTLE RED STONE LIGHT	TRDBN	34-03/0627OV
OHIO RIVER	23930	132.8	R/B	SARDIS BEND LIGHT	TRDBN	49-03/0788-OV
	27865	856.9	L/B	J. C. CROSSING LIGHT	DISCONTINUED	23-02/0277OV
	28287	959.2	R/B	GRAND CHAIN LANDING LIGHT	TRDBN	23-03/0381OV
UPPER MISSISSIPPI RIVER	12700	793.1	R/B	CANNON RIVER DAYBEACON	DISCONTINUED	47-03/0783UM
	12750	787.7	L/B	BAY CITY LIGHT	DISCONTINUED	47-03/0784UM
	12772	779.8	L/B	POINT NO POINT LIGHTED BUOY	DISCONTINUED	47-03/0785UM
	13420	696.3	R/B	BROKEN ARROW LIGHT	DISCONTINUED	47-03/0788UM
	14130	584.3	L/B	MCKNIGHT LIGHTED BUOY	DISCONTINUED	47-03/0789UM
	14360	548.5	L/B	WING DAM 26 LIGHTED BUOY	DISCONTINUED / ICE	42-03
14720	488.2	L/B	MOLINE LIGHTED BUOY	REMOVED DUE TO ICE	45-03/0767UM	

DISCREPANCIES AND DISCREPANCIES CORRECTED/CONTINUED

TEMPORARY CHANGES/CONTINUED	LLNR	MILE	BANK	AID NAME	STATUS	LNMB/NM
UPPER MISSISSIPPI RIVER CONTINUED	15370	394.3	R/B	SHOKOKAN LIGHTED BUOY	DISCONTINUED / ICE	50-03/0802UM
	15395	385.6	R/B	DUTCHMAN ISLAND LIGHTED BUOY	DISCONTINUED / ICE	50-03/0803UM
	15435	378.4	L/B	SUNKEN M/V JOHN PAUL LIGHTED BUOY	DISCONTINUED / ICE	50-03/0804UM
	15445	375.8	R/B	NAUVOO BLUFF LIGHTED BUOY	DISCONTINUED / ICE	51-03/0805UM
	15465	371.5	L/B	GALLAND LIGHTED BUOY	DISCONTINUED / ICE	50-03/0806UM
	15475	367.2	L/B	WAGGONER PT LIGHTED BUOY	DISCONTINUED / ICE	50-03/0807UM
	15530	361.5	L/B	DES MOINES RIVER LIGHTED BUOY	DISCONTINUED / ICE	50-03/0808UM
	15670	332.6	L/B	HOGBACK LIGHTED BUOY	DISCONTINUED	47-03/0794UM
	15730	325.5	L/B	LOCK 21 DAYBEACON	DISCONTINUED	47-03/0793UM
TEMPORARY CHANGES CORRECTED	LLNR	MILE	BANK	AID NAME	STATUS	LNMB/NM
NONE						
PRIVATE AID DISCREPANCIES	LLNR	MILE	BANK	AID NAME	STATUS	LNMB/NM
ARKANSAS RIVER	1655	211.0	R/B	YELL COUNTY PORT TERMINAL LIGHTS (2)	MISSING	32-01/0373LM
	2100	116.3	L/B	OAKLEY LIGHT	MISSING	37-02/0414LM
CUMBERLAND RIVER	3795	193.8	L/B	NASHVILLE WATER INTAKE LIGHTS (2)	LT EXT	47-03/0840OV
ILLINOIS RIVER	6035	281.3	R/B	CANAL BARGE CO. DOCK LIGHT	LT EXT	16-03/0209UM
	6045	281.1	R/B	PITMAN-MOORE LIGHT	LT EXT	26-02/0287UM
	6100	277.5	L/B	EXXON COMPANY USA LIGHTS (2)	LT IMCH	17-03/0206UM
	6110	276.4	L/B	VANDENBERGH DOCK LIGHTS (2)	LT EXT	51-02/0764UM
	6120	275.8	L/B	DOW CHEMICAL LIGHT	LT IMCH	19-03/0204UM
	6170	270.0	R/B	QUANTUM CHEMICAL DOCK LIGHTS (2)	LT EXT	31-01/0436UM
	6245	263.0	R/B	ADM/GROWMARK DOCK LIGHT	LT EXT	51-02/0767UM
	6325	253.8	L/B	SENECA DOCK LIGHTS (2)	LT IMCH	17-03/0213UM
	6350	252.5	R/B	CARGILL MOORING LTS (2)	LT IMCH	19-03/0203UM
	6455	243.5	R/B	GARVEY INTERNATIONAL LIGHTS (2)	LT IMCH	19-03/0202UM
	6580	229.0	R/B	CONSOLIDATED GRAIN & BARGE LIGHTS (2)	LT EXT	23-02/0222UM
	6695	218.4	R/B	CONTINENTAL GRAIN COMPANY LIGHT	LT EXT	24-03/0350UM
	7250	152.8	R/B	SHELL DOCK LIGHTS (2)	LT EXT	16-02/0123UM
	7255	152.8	L/B	ADM GROWMARK MOORING LIGHT	LT EXT	16-02/0122UM
	7260	152.7	L/B	SOURS GRAIN TRAMWAY LIGHT	LT EXT	21-03/0279UM
	7275	151.4	L/B	MIDWEST GRAIN DOCK LIGHTS (2)	LT EXT	16-02/0119UM
	7295	149.4	R/B	ADM GROWMARK MOORING LIGHTS (3)	LT EXT	21-03/0281UM
	7460	119.8	L/B	CARGILL MOORING LIGHTS (2)	LT EXT	21-03/0284UM
	7620	88.2	L/B	CARGILL DOCK LIGHTS (2)	LT IMCH	21-03/0290UM
	7760	66.2	L/B	ADM GROWMARK GRAIN ELEV LIGHTS (2)	LT EXT	27-02/0306UM
	7905	42.8	R/B	SOYLAND POWER LIGHTS (3)	LT EXT	35-01/585UM
LAKE FERGUSON	10980	1.3	L/B	GREENVILLE SHIPBUILDING LIGHTS (3)	LT EXT	29-02/0273LM
	11000	1.6	L/B	TRANSMONTAIGNE DOCK LIGHTS (2)	LT EXT	23-03/0244LM
	11010	4.4	L/B	TRANSMONTAIGNE DOCK LIGHT	LT EXT	29-02/0274LM
	11020	6.4	L/B	BUNGE CONVEYOR LIGHT	LT EXT	23-03/0248LM
LOWER MISSISSIPPI RIVER	9760	884.9	R/B	NEW MADRID DOCK LIGHTS (4)	LT EXT	49-03/0467LM
	10020	809.5	R/B	NUCOR YAMATO PORT FACILITY LIGHTS (2)	LT EXT	31-02/304LM
	10110	783.4	R/B	BUNGE DOCK LIGHTS (2)	LT EXT	08-03/0090LM
	10160	768.0	L/B	CONTINENTAL GRAIN LIGHTS (3)	LT EXT	31-02/0308LM
	10300	736.0	L/B	CARGILL DOCK LIGHT	LT EXT	34-01/0361LM
	10345	728.9	R/B	COASTAL UNILUBE DOCK LIGHTS (2)	LT EXT	34-01/0361LM
	10825	584.5	L/B	JANOUSH MARINE LIGHT	LT EXT	35-03/0343LM
	10935	553.6	R/B	YELLOW BEND HARBOR LIGHT	LT EXT	34-01/0360LM
	11255	457.2	R/B	BUNGE DOCK LIGHTS (4)	LT EXT	36-02/0376LM
	11485	396.4	R/B	BUNGE DOCK LIGHTS (2)	LT IMCH	36-03/0377LM
	11590	361.7	R/B	BUNGE DOCK LIGHT	LT EXT	47-02/0506LM
	MCKELLAR LAKE	10360	3.0	R/B	CHEMTECH DOCK LIGHTS (2)	LT EXT
10365		3.3	R/B	CARGILL DOCK LIGHTS (2)	LT EXT	36-02/0404LM
10380		4.2	R/B	MATLACK DOCK LIGHT	LT EXT	36-02/0400LM
10390		4.8	R/B	PEAVEY LIGHTS (2)	LT EXT	36-02/0398LM
10395		5.2	R/B	SUBURBAN PROPANE DOCK LIGHT	LT EXT	36-02/0396LM
10405		5.5	R/B	CARGILL LIGHT	LT EXT	36-02/0398LM
10415		5.8	R/B	WESTERN TAR PRODUCTS DOCK LIGHT	LT EXT	36-02/0394LM
MONONGAHELA RIVER	21965	76.5	L/B	NEMACOLIN MINES LIGHT	LT EXT	14-03/0195OV
	22065	63.5	R/B	LA BELLE VESTA LIGHTS (2)	LT EXT	14-03/0198OV
MISSOURI RIVER	19540	373.4	R/B	PUBLIC UTILITIES LIGHTS (2)	LT EXT	24-02/0233UM
OHIO RIVER	25980	470.6	L/B	COVINGTON RIVERFRONT PARK LIGHTS (2)	LT IMCH	24-03/0401OV
	26010	472.0	R/B	ACMS DOCK LIGHTS (2)	LT EXT	37-00/0684OV
	26290	502.0	L/B	BOONE COUNTY SAND AND GRAVEL LTS (2)	LT EXT	40-00/0769OV
	26725	602.8	L/B	LOUISVILLE TERMINAL LIGHTS (2)	MISSING	26-00/0448OV

DISCREPANCIES AND DISCREPANCIES CORRECTED/CONTINUED

PRIVATE AID DISCREPANCIES/CONTINUED	LLNR	MILE	BANK	AID NAME	STATUS	LN/BNM	
TENNESSEE RIVER	30350	592.6	R/B	A. E. STALEY LIGHTS (3)	LT IMCH	45-03/0813OV	
	30360	591.8	R/B	VISCASE INTAKE LIGHT	LT IMCH	45-03/0814OV	
	31035	463.8	R/B	SHOWBOAT SUITES LIGHT	LT EXT	38-03/0699OV	
	31070	462.0	L/B	COMBUSTION ENGINEERING BARGE LIGHTS (2)	LT IMCH/LT DIM	38-03/0702OV	
	31080	456.4	R/B	ERGON DOCK LIGHT	LT IMCH	38-03/0703OV	
	31085	456.1	R/B	ROBMER DOCK LIGHTS (2)	LT EXT	35-02/0570OV	
	31235	431.1	R/B	TENNESSEE CONSOLIDATED COAL LIGHTS (3)	LT EXT	49-03/0818OV	
	31957	255.4	R/B	FLORENCE PARK BOAT DOCK LIGHT	LT EXT	42-03/0740OV	
	32005	247.4	L/B	GEORGIA POWER COMPANY DOCK LIGHTS (7)	LT EXT	42-03/0742OV	
	32025	238.8	L/B	AGRI-CHEMICALS DOCK LIGHTS (2)	LT IMCH	42-03/0744OV	
	32030	238.7	L/B	LAROCHE INDUSTRIES INTAKE BUOY	MISSING	42-03/0745OV	
	UPPER MISSISSIPPI RIVER	11990	857.1	L/B	RIVERSIDE DOCK LIGHTS (2)	LT EXT	40-01/0695UM
		12080	853.1	L/B	UNIVERSITY DOCK LIGHT	LT EXT	40-01/0696UM
12255		839.4	R/B	UNO-VEN DOCK LIGHTS (2)	MISSING	40-01/0698UM	
14590		509.5	L/B	CF INDUSTRIES LIGHTS (3)	LT IMCH	33-01/0512UM	
14605		508.6	L/B	WESTWAY TRADING CORP. LIGHTS (2)	LT IMCH	25-02/0257UM	
14925		469.8	R/B	CARGILL DOCK LIGHT	LT EXT	13-03/0098UM	
15015		454.2	R/B	CARGILL DOCK LIGHTS (2)	LT EXT	45-03/0769UM	
15825		309.5	R/B	HANNIBAL IRON DOCK LIGHT	MISSING	27-02/0310UM	
15955		281.0	R/B	DYNO-NOBEL DOCK LIGHTS (2)	MISSING	28-02/0347UM	
16100		240.6	R/B	QUINCY SOYBEAN DOCK LIGHTS (2)	LT EXT	16-03/0221UM	
16215		204.3	R/B	COMMODORE MEYER LIGHT	LT EXT	28-02/0349UM	
16310		197.0	L/B	SIOUX CITY/NEW ORLEANS TERMINAL LIGHT	MISSING	49-99/0249UM	
16380		184.7	R/B	WESTERN DOCK LIGHTS (9)	LT EXT	33-02/0431UM	
16390		184.0	R/B	ADM-GROWMARK DOCK LIGHTS (4)	LT EXT	44-01/0776UM	
16580		176.3	R/B	VALVOLINE PIER LIGHTS (3)	LT EXT	44-01/0787UM	
16715		156.2	R/B	BARNHART LIMESTONE DOCK LIGHT	LT EXT	47-01/0840UM	
YAZOO RIVER	11320	0.7	L/B	BUNGE CORPORATION LIGHTS (2)	LT EXT	36-03/0384LM	
	11335	3.6	L/B	QUAKER STATE LIGHTS (2)	LT EXT	34-02/0347UM	
	11345	4.0	L/B	HOLCIM BARGE LIGHTS (2)	LT IMCH	36-03/0370LM	
	11350	437.2	L/B	BIG RIVER SHIPBUILDERS LIGHTS (2)	LT EXT	36-03/0371LM	
PRIVATE AID DISCREPANCIES CORRECTED	LLNR	MILE	BANK	AID NAME	STATUS	LN/BNM	
NONE							

PROPOSED CHANGES IN AIDS TO NAVIGATION

NONE						
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ADVANCED CHANGES IN AIDS TO NAVIGATION

The following aids to navigation temporary changes will be made permanent the week of January 20, 2004.

MONONGAHELA RIVER	LLNR	MILE	BANK	AID NAME	STATUS
	21635	109.9	RDB	Little Falls Light	Downgrade to daybeacon
	22025	67.8	LDB	Rush Run Light	Downgrade to daybeacon
	22245	46.7	RDB	Little Red Stone Light	Downgrade to daybeacon

The following aid to navigation change will be made the week of January 18, 2004.

OHIO RIVER	LLNR	MILE	BANK	AID NAME	STATUS
	28287	959.2	RDB	Grand Chain Landing Light	Downgrade to daybeacon

GENERAL INFORMATION

ALLEGHENY RIVER	MILE 7.2 BRIDGE REPAIR	Brilliant Railroad Bridge: Replacement of floor beams, girder and pier repairs have commenced. Work will be performed from the top of the bridge and will not impede traffic. (30-03/OB 31-03 35-03 40-03 44-03 48-03 01-04)
ARKANSAS RIVER	MILE 394.5 CHANNEL CONDITION	Shoaling has been reported in the vicinity of Mile 394.5. A can buoy has reportedly been set in approximately 9 feet of water on December 11, 2003. The channel width has reportedly been reduced to approximately 195 feet. Mariners are urged to use extreme caution in the area. (49-03/0478LM 50-03/0485LM 01-04)
ATCHAFALAYA RIVER	MILE 4.0 SUBMERGED OBSTRUCTION	A submerged obstruction has been reported in the vicinity of Mile 4.0, approximately 50 to 75 feet into the channel. A vessel reportedly struck this object with a 9 foot 6 inch draft with the Simmesport Gauge at 6.9 feet and rising on October 26, 2003. Mariners are urged to exercise extreme caution when transiting the area. (43-03/0448LM 44-03 48-03 01-04)
BIG SANDY RIVER	MILE 7.1 QUAD-TIE MAINTENANCE	Continuing until approximately January 29, 2004, Superior Marine, a contractor for Arch Coal, will be conducting dock upgrades and installing 1 quad-tie and 2 tri-ties in the vicinity of Mile 7.1, LDB. The contractor's floating plant will consist of the M/V BARBARA ANN, a barge mounted crane and a material barge. The M/V BARBARA ANN will monitor VHF -FM Channels 13 or 16. Work will be conducted from 7:00 a.m. to 7:00 p.m., Monday through Friday. During non-working hours, the contractor's floating plant will be moored at the work site and lighted accordingly. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution. (42-03/0806OV 44-03 48-03 01-04)

GENERAL INFORMATION CONTINUED

CLINCH RIVER	MILE 23.1 L/D CLOSURE	Continuing until approximately April 2004, the Melton Hill L/D, vicinity of Mile 23.1, is closed to navigation. The lock will undergo an extensive electrical evaluation. (32-03/0606OV 35-03 49-03/COE)
	MILE 2.31 BRIDGE CONSTRUCTION	SR 1 (U.S. 70) Highway Replacement Bridge: A cofferdam access ramp is being constructed along the left descending bank that will not encroach into the navigation channel. (47-03/OB 48-03 01-04)
CUMBERLAND RIVER	MILE 148.6 L/D CLOSURE	Commencing approximately 6:00 a.m., January 20, 2004 and continuing until approximately 6:00 p.m., January 27, 2004, the Cheatham Lock, in the vicinity of Mile 148.6, will be closed to navigation to repair damage to the lower gates. (51-03/COE 01-04)
GREEN RIVER	MILE 26.0 BRIDGE MAINTENANCE	Audubon Parkway Bridge: Contractor will be placing equipment under bridge in preparation for painting the bridge. Equipment should not be hanging more than 3 feet below low steel, providing at least 60 feet of vertical clearance at normal pool. Work will be conducted during daylight hours. Contractor may be contacted on site for further information at (330) 565-5736 or (330) 743-2333. (25-03/OB 26-03 31-03 35-03 40-03 44-03 48-03 01-04)
ILLINOIS WATERWAY	MILE 230.8 – MILE 230.5 DREDGE OPERATION	Continuing until further notice, the Dredge LASALLE will conduct dredging operations between approximate Miles 230.8 and 230.5. Work will be conducted between 7:00 a.m. and 5:00 p.m., Monday through Friday. The Dredge LASALLE will monitor VHF -FM Channels 13, 16 or 82 for additional information and passing instructions. Mariners are urged to use extreme caution and transit at their slowest safe speed to minimize wake. (50-03/0809UM 01-04)
	MILE 180.6 – MILE 180.7 AIDS TO NAVIGATION	Two temporary nun buoys have been set at Mile 180.6 and Mile 180.7. Mariners are urged to exercise extreme caution when transiting the area. (38-03/0663UM 40-03 44-03 48-03 01-04)
KANAWHA RIVER	* MILE 82.2 DREDGE OPERATION	Continuing until approximately January 20, 2004, Madison Coal and Supply, a contractor for the COE, Huntington District, will conduct dredging operations in the vicinity of Mile 82.2, London L/D. The contractor's floating plant will consist of the M/V LADY LOIS, a barge mounted crane and 2 material barges. Work will be conducted between 7:00 a.m. and 5:00 p.m., 7-days a week. During non-working hours, the contractor's floating plant will be moored off site and lighted accordingly. The M/V LADY LOIS will monitor VHF -FM Channel 13 for additional information. Mariners are urged to use extreme caution and transit at their slowest safe speed to minimize wake. (01-04/COE)
	MILE 73.0 HAZARD TO NAVIGATION	A pipe has been reported sticking out of the water in the vicinity of Mile 73.0, approximately 250 feet from the RDB. Mariners are urged to use extreme caution in the area. (48-03/0860OV 49-03 01-04)
	MILE 73.0 SUBMERGED PIPELINE INSTALLATION	Continuing until approximately January 30, 2004, Madison Coal and Supply Company will install a submerged pipeline, crossing in the vicinity of Mile 73.0. The contractor's floating plant will consist of the M/V ANDY MULLINS, a barge mounted crane and 2 material barges. Work will be conducted from 7:00 a.m. to 5:00 p.m., 7-days per week. The M/V ANDY MULLINS will monitor VHF -FM Channels 13 or 16. During non-working hours, the contractor's floating plant will be moored at the work-site and lighted accordingly. Mariners are urged to use extreme caution and transit at their slowest safe speed to minimize wake. (51-03/COE 01-04)
	MILE 67.7 INDUSTRY CONTRACT HELPER BOAT	A helper boat will be provided to assist in the locking of up and down bound tows. This helper boat is being provided to ensure safe locking operations and protect construction activities in the vicinity of Mile 67.7, RDB. The M/V ANDY MULLINS will be on station and will monitor VHF -FM Channel 13 to assist up bound tows to land on the inside of the river wall and to take the first 2 cuts of the down bound tows and secure them to the floating mooring buoys along the LDB. The Lockmaster, Marmet L/D, shall establish the order of locking, including queue management and provide updates and notice of locking order for both up and down bound tows. All tow movement shall be at the direction and discretion of the Lockmaster. Mariners are urged to exercise extreme caution when transiting the area. (20-03/0317OV 22-03 26-03 31-03 35-03 40-03 44-03 48-03 01-04)
	MILE 59.8 UNLOADING OPERATION	Continuing until approximately January 9, 2004, Madison Coal and Supply Company will off-load aggregate in the vicinity of Mile 59.8, LDB. The contractor's floating plant will consist of the M/V TOM COOK, a crane barge and a jumbo hopper barge. Work will be conducted from 7:00 a.m. to 5:00 p.m., Monday through Friday. During non-working hours, the contractor's floating plant will be moored at the work-site and lighted accordingly. Mariners are urged to use extreme caution and transit at their slowest safe speed to minimize wake. (51-03/COE 01-04)
	MILE 56.3 BRIDGE REPAIR	Patrick Street Bridge: A debris containment structure extends approximately 4 feet below low steel for the entire length of the bridge. Vertical clearance is reduced to approximately 63.1 feet above pool stage. A floating platform extending approximately 9 feet out will be moored next to the right descending pier and will be lighted. Mariners are urged to use caution when transiting the bridge. (10-03/OB 17-03/OB 18-03 22-03 26-03 31-03 35-03 40-03 43-03/OB 44-03 48-03 01-04)
	* MILE 31.1 DREDGE OPERATION	Continuing until approximately January 20, 2004, Madison Coal and Supply, a contractor for the COE, Huntington District, will conduct dredging operations in the vicinity of Mile 31.1, Winfield L/D. The contractor's floating plant will consist of the M/V EARL FRANKLIN, a barge mounted crane and 2 material barges. Work will be conducted between 7:00 a.m. and 5:00 p.m., 7-days a week. During non-working hours, the contractor's floating plant will be moored on site and lighted accordingly. The M/V EARL FRANKLIN will monitor VHF -FM Channel 13 for additional information. Dredged material will be placed, in the vicinity of Mile 29.0, along the RDB. Mariners are urged to use extreme caution and transit at their slowest safe speed to minimize wake. (01-04/COE)
LOWER MISSISSIPPI RIVER	MILE 736.7 BRIDGE MAINTENANCE	I-40 BRIDGE: A contractor is working around channel piers during daylight hours, Monday through Friday. At times equipment may extend approximately 100 feet into channel. Mariners should contact M/V JESS WOODREDGE on VHF -FM Channels 16 or 13 for status and location of work barges before transiting area. (46-03/OB 48-03 01-04)
	MILE 734.74 BRIDGE MAINTENANCE	BNSF Railroad Bridge: Railroad is conducting work on the bridge outside of the channel at this time. Work will take place Monday through Thursday, from 7:00 a.m. until 5:30 p.m., until October 31, 2003. Mariners should contact BNSF RR at (417) 840-5858 for passing information. (34-03/OB 35-03 40-03 44-03 48-03 01-04)
	MILE 600.0 SUNKEN BARGE	A barge has reportedly sunk in the vicinity of Mile 600.0, approximately 150 to 200 yards off the RDB. The depth over the top has been reported to be approximately 50 feet. Mariners are urged to use caution in this area. (41-03/0427LM 44-03 48-03 01-04)
	MILE 596.7 CHANNEL CONDITION	The point way and the bend way channel in the vicinity of Mile 596.7, Victoria Bend, has reportedly been re-buoyed. The point way channel width has reportedly been increased to approximately 1365 feet and is reportedly marked with 4 nun buoys and 5 can buoys set in approximately 24 feet of water with the Arkansas City Gauge at 22.3 feet and falling on December 3, 2003. The bend way channel width has reportedly been increased to approximately 670 feet and has reportedly been marked with 4 can buoys set in approximately 24 feet of water with the Arkansas City Gauge at 22.3 feet and falling on December 3, 2003. Mariners are urged to exercise extreme caution when transiting the area. (42-03/0440LM 43-03/0440LM 44-03 47-03/0472LM 48-03 49-03/0476LM 01-04)

GENERAL INFORMATION CONTINUED

LOWER MISSISSIPPI RIVER CONTINUED	MILE 532.3 – MILE 529.8 REGULATED NAVIGATION	New Greenville Bridge; The U.S. Coast Guard has established a Regulated Navigation Area (RNA) between Miles 532.3 and 529.8. Commercial vessels greater than 50-feet in length are prohibited from meeting or overtaking other commercial vessels greater than 50-feet in length within the RNA. No vessel is allowed to transit between the caissons and the bank at Mile 530.8. Commercial vessels greater than 50-feet in length are required to contact the on scene M/V RAY PENSRUM on VHF -FM Channel 13, Monday through Saturday from 7:00 a.m. to 6:00 p.m., prior to entering the RNA. Mariners must continually monitor VHF -FM Channel 13 on their radiotelephone while in and approaching the RNA. (24-03/0141DW 26-03 31-03 35-03 40-03 43-03/0B 44-03 48-03 01-04)
	MILE 531.3 SUNKEN BARGE	A barge has been reported sunk in the vicinity of Mile 531.3, approximately 100 feet from the left descending pier of the Greenville Bridge. The barge is reportedly covered by approximately 35 feet of water. Mariners are urged to use extreme caution in the area. (47-03/0471LM 48-03 49-03 01-04)
	MILE 530.8 BRIDGE CONSTRUCTION	New Greenville Bridge; Anchor lines extend upstream of the left descending caisson. All upbound vessels are requested to stay at least 500 feet away from the left descending caisson and reduce wheelwash in the construction area. Commercial vessels greater than 50-feet in length are prohibited from meeting or overtaking other commercial vessels greater than 50-feet in length within the Regulated Navigation Area (RNA) established limits of Mile 532.3.8 to Mile 530.8. No vessel is allowed to transit between the caissons and the bank at Mile 530.8. Commercial vessels greater than 50-feet in length are required to contact the on scene M/V RAY PENSRUM on VHF -FM Channel 13, Monday through Saturday, from 7:00 a.m. to 6:00 p.m., prior to entering the RNA. They must continually monitor VHF -FM Channel 13 on their radiotelephone while in and approaching the RNA. (46-02/0192OB 49-02/0B 03-03/0007OB 05-03/0B 08-03/0B 09-03/0B 13-03/0B 18-03 22-03 26-03 31-03 35-03 40-03 43-03/0B 44-03 01-04)
	MILE 530.8 BRIDGE CONSTRUCTION	New Greenville Bridge; A night crew will be working in the right descending caisson from 5:30 p.m. until 4:30 a.m., daily. Mariners are cautioned to pass the work site with due care and follow procedures required of the Regulated Navigation Area. (46-02/0192OB 49-02/0B 03-03/0007OB 05-03/0B 08-03/0B 09-03/0B 13-03/0B 18-03 22-03 26-03 31-03 35-03 40-03 43-03/0B 44-03 48-03 49-03/0B 01-04)
	MILE 426.5 VESSEL MOORING	Continuing until approximately January 15, 2004, the Mobile Offshore Drilling Unit SCOOTER YEARGAIN will be moored in the vicinity of Mile 426.5, LDB. The vessel will be conducting tests during daylight hours and will display numerous deck lights at night. Mariners are urged to use caution when transiting the area. (51-03/0495LM 01-04)
	MILE 339.3 – MILE 338.5 CHANNEL CONDITION	The channel width between approximate Miles 339.3 and 338.5, Black Hills/Deadman's Bend, has reportedly been reduced to approximately 831 feet. The channel is reportedly marked with 3 can buoys set in approximately 19 feet of water with the Natchez Gauge at 18.2 feet and falling. Mariners are urged to exercise extreme caution when transiting the area. (35-03/0351LM 40-03 44-03 48-03 01-04)
	MILE 235.0 – MILE 233.5 AIDS TO NAVIGATION	Three can buoys have been reported missing between approximate Miles 235.0 and 233.5. Mariners are urged to use extreme caution in the area. The Dredge BIG BEAR will monitor VHF -FM Channel 16 for additional information and passing instructions. Mariners are urged to use extreme caution and transit at their slowest safe speed to minimize wake. (01-04/0001LM)
	* MILE 235.0 – MILE 233.0 DREDGE OPERATION	Continuing until approximately January 10, 2004, the Dredge BIG BEAR will be operating between approximate Miles 235.0 and 233.0, RDB. Work will be conducted during daylight hours. The dredge plant will keep as close as possible to the RDB. (01-04/0001LM)
	MILE 224.0 – MILE 221.0 AIDS TO NAVIGATION	Several nun buoys have been reported missing between approximate Miles 224.0 and 221.0. Mariners are urged to use extreme caution in the area. (46-03/0461LM 48-03 01-04)
UPPER MISSISSIPPI RIVER	MILE 847.8 BRIDGE MAINTENANCE	Ford Parkway Bridge; Continuing until approximately December, 2003, catch barges will be located in the navigational channel from 7:00 a.m. until 5:00 p.m., Monday through Friday. Catch barges will be moved from the channel with 30-minutes advance notice by contacting M/V GRACIE M via VHF-FM Channels 13 or 16. (37-03/0B 40-03 44-03 48-03 01-04)
	MILE 832.51 BRIDGE CONSTRUCTION	Wakota Highway Bridge Replacement; Concrete work will take place at various locations over the navigation channel. A minimum vertical clearance of 50 will be maintained. Mariners can contact the M/V NEBRASKA CITY, call sign WCY 7707, via VHF-FM Channel 16 for passing information. (38-03/0B 40-03 44-03/0B 48-03 01-04)
	MILE 798.3 – MILE 798.0 SECURITY ZONE	The COTP St. Louis, MO, has established a permanent Security Zone encompassing all water extending 300 feet from the shoreline of the RDB, beginning from Mile 798.3 and ending at Mile 798.0. The Security Zone is necessary to protect the Prairie Island Nuclear Generating Facility in Welch, MN. Entry of vessels into the zone is prohibited unless authorized by the COTP St. Louis, MO or his designated representative. Persons requiring entry into or passage through the zone may request permission by contacting the Marine Safety Detachment (MSD) St. Paul, MN, during normal working hours via telephone at (651) 290-3991, Monday through Friday, from 7:30 a.m. to 4:00 p.m. After normal working hours or if there is no answer at MSD St. Paul, MN, contact Group Upper Mississippi River via telephone at (319) 524-7511 or via VHF -FM Channel 16. For additional information contact MSD St. Paul, MN. (35-02/0487UM 36-02 40-02 45-02 05-03 09-03 13-03 18-03 22-03 26-03 31-03 35-03 40-03 44-03 48-03 01-04)
	MILE 793.1 – MILE 325.5 AIDS TO NAVIGATION	The following aids to navigation have been removed for the 2003 Navigation Season: Cannon River Daybeacon, LLNR 12700, Mile 793.1, replaced with an unlighted buoy, Bay City Light, LLNR 12750, Mile 787.7, replaced with an unlighted buoy, Point No Point Lighted Buoy, LLNR 12772, Mile 779.8, replaced with an unlighted buoy, Broken Arrow Light, LLNR 13420, Mile 696.3, McKnight Lighted Buoy, LLNR 14130, Mile 584.3, replaced with an unlighted buoy, Bay Island Light, LLNR 15125, Mile 438.7, replaced with an unlighted buoy, Hogback Lighted Buoy, LLNR 15670, Mile 332.6, replaced with an unlighted buoy, Lock Number 21 Daybeacon, LLNR 15730, Mile 325.5. (47-03/UM 48-03 01-04)
	MILE 758.0 – MILE 757.3 DREDGE OPERATION	Continuing until further notice, the Dredge SPERANZA will be conducting operations between approximate Miles 758.0 and 757.3. Work will be conducted Monday through Friday, during daylight hours. The Dredge SPERANZA will monitor VHF -FM Channel 5 for additional information and passing instructions. Mariners are urged to use extreme caution and transit at their slowest safe speed to minimize wake after passing arrangements have been made. (43-03/0743UM 44-03 48-03 01-04)
	MILE 678.3 MOORING BUOY	The COE has established a temporary unlighted mooring buoy in the vicinity of Mile 678.3, RDB, approximately 5,000 feet below L/D 8. The buoy is barge shaped, approximately 35-feet long by 14-feet wide, white with blue kevels and has reflective tape around its perimeter. The buoy is to be used in lieu of nosing into the bank while awaiting northbound lockage at L/D 8. Mariners are urged to exercise extreme caution when transiting the area. (33-03/0501UM 35-03 40-03 44-03 48-03 01-04)

GENERAL INFORMATION CONTINUED

UPPER MISSISSIPPI RIVER CONTINUED	MILE 660.3 AIDS TO NAVIGATION	Two can buoys have been reported missing near Mile 660.3. Mariners are urged to exercise caution when transiting the area. (40-03/0699UM 41-03 44-03 48-03 01-04)
	MILE 548.5 AIDS TO NAVIGATION	The following aid to navigation has been removed for the navigation season and replaced with an unlighted buoy: Wing Dam 26 Lighted Buoy, LLNR 14360, Mile 548.5. (42-03/UM 44-03 48-03 01-04)
	MILE 563.9 AIDS TO NAVIGATION	A can buoy that marks a dike in the vicinity of Mile 563.9, RDB, has been reported missing. Mariners are urged to exercise extreme caution when transiting the area. (31-03/0481UM 35-03 40-03 44-03 48-03 01-04)
	MILE 488.2 AIDS TO NAVIGATION	The following aid to navigation has been removed for the navigation season and replaced with an unlighted buoy: Moline Lighted Buoy, LLNR 14720, Mile 488.2. (45-03/0767UM 48-03 01-04)
	MILE 483.0 L/D CLOSURE	Continuing until further notice, L/D 15, Lower Auxiliary Lock Chamber, will be closed to traffic due to mechanical dredging. Dredging will be performed 4-days a week, Monday through Thursday, 10-hours a day, between 7:00 a.m. and 5:00 p.m. Mariners are requested to contact the M/V MUSCATINE, 30-minutes before arrival on VHF-FM Channels 13, 16 or 82. Mariners are urged to use extreme caution in the area. (40-03/0712UM 44-03 48-03 01-04)
	MILE 394.3 – MILE 361.5 AIDS TO NAVIGATION	The following aids to navigation have been removed for the 2003 Navigation Season: Shokokan Lighted Buoy, LLNR 15370, Mile 394.3, replaced with an unlighted buoy, Dutchman Island Lighted Buoy, LLNR 15395, Mile 384.8, replaced with an unlighted buoy, Sunken M/V John Paul Lighted Buoy, LLNR 15435, Mile 378.4, replaced with an unlighted buoy, Nauvoo Bluff Lighted Buoy, LLNR 15445, Mile 375.8 replaced with an unlighted buoy, Galland Lighted Buoy, LLNR 15465, Mile 371.5, replaced with an unlighted buoy, Waggoner Point Lighted Buoy, LLNR 15475, Mile 367.2, replaced with an unlighted buoy, Des Moines River Lighted Buoy, LLNR 15530, Mile 361.5, replaced with an unlighted buoy. (50-03/UM 01-04)
	MILE 300.8 DREDGE OPERATION	Continuing until further notice, the M/V DAVENPORT will be conducting dredge operations in the vicinity of Mile 300.8. Work will be conducted Monday through Thursday, from 7:00 a.m. to 5:00 p.m. The M/V DAVENPORT will monitor VHF-FM Channels 13 or 16 for additional information and passing instructions. The M/V DAVENPORT requests 30-minutes advance notice of passage. Mariners are urged to use extreme caution and transit at their slowest safe speed to minimize wake. (44-03/0757UM 48-03 01-04)
	MILE 254.0 DREDGE OPERATION	Continuing until further notice, the Dredge AMERICA will be operating in the vicinity of Mile 254.0. Work will be conducted 24-hours per day, 7-days per week. The dredge requests 30-minutes advance notice of passage. The Dredge AMERICA will monitor VHF-FM Channels 13 or 16 for passing instructions. Mariners are urged to use extreme caution and transit at their slowest safe speed to minimize wake after passing arrangements have been made. (46-03/0773UM 48-03 01-04)
	MILE 181.5 DREDGE OPERATION	Continuing until further notice, the Dredge POTTER will be operating in the vicinity of Mile 181.5. The dredge will work 24-hours a day, 7-days a week. The dredge will monitor VHF-FM Channels 13 or 16 for passing information. Mariners are urged to use extreme caution and transit at their slowest safe speed to minimize wake. (48-03/0798UM 01-04)
	MILE 125.6 CHANNEL CONDITION	A 325 foot wide by 9 feet deep channel has reportedly been marked in the vicinity of Mile 125.6, with the St. Louis Gauge at -1.5 feet. Mariners are urged to use caution when transiting this area during periods of low water. (50-03/0817UM 01-04)
MISSOURI RIVER	MILE 366.2 BRIDGE MAINTENANCE	Broadway Avenue Highway Bridge: A cable-supported containment is hanging 5 feet below the low steel of the bridge in the navigation span. Vertical clearance is reduced to approximately 81 feet above zero elevation on the Kansas City Gauge. (42-01/OB 06-02 19-02 23-02/OB 27-02 32-02 36-02 40-02 45-02 05-03 09-03 13-03 18-03 22-03 26-03 31-03 35-03 40-03 44-03 48-03 01-04)
	MILE 365.6 BRIDGE MAINTENANCE	ASB Railroad Bridge: Bridge is in the closed to navigation position, until repairs can be made. Bridge can open with 1-hour advance notice by calling Hannibal Bridge at (816) 472-2267. (38-03/OB 40-03 44-03 48-03 01-04)
	MILE 293.2 BRIDGE REPLACEMENT	Waverly Highway Bridge replacement; Falsework will be conducted along the left descending side of the navigation channel. Mariners may contact the M/V SAMMY J on VHF-FM Channel 16 for further information. Mariners are urged to transit the bridge with caution. (37-02/OB 38-02/OB 45-02 05-03/OB 16-03/OB 18-03 22-03 26-03 31-03 35-03 40-03 44-03 45-03/OB 48-03 01-04)
MUSKINGUM RIVER	MILE 0.5 STONE BANK PROTECTION	Continuing until approximately January 30, 2004, Madison Coal and Supply, a contractor for the Ohio Historical Society, will be placing stone along the LDB, Marietta, OH. Work will be conducted between 7:00 a.m. and 7:00 p.m., Monday through Saturday. The contractor's floating plant will consist of the M/V FLORENCE T, a barge mounted crane and 2 material barges. The M/V FLORENCE T will monitor VHF-FM Channel 13. During non-working hours, the contractor's floating plant will be moored at the work site and lighted accordingly. Mariners are urged to use extreme caution and transit at their slowest safe speed to minimize wake. (50-03/COE 01-04)
OHIO RIVER	MILE 20.8 SUNKEN BARGE	A barge has been reported sunk in the vicinity of Mile 20.8, approximately 20 feet from the RDB. Mariners are urged to use extreme caution in the area. (47-03/0847OV 48-03 49-03 01-04)
	MILE 106.0 DREDGE OPERATION	Continuing until further notice, the Bucket Dredge LUCUS will be conducting operations in the vicinity of Mile 106.0, mid-channel. Work will be conducted 24-hours a day, 7-days per week. The contractor's floating equipment will consist of several barges. The Bucket Dredge LUCUS will monitor VHF-FM Channels 13 or 16. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution. (47-03/0856OV 48-03 01-04)
	MILE 132.8 AID TO NAVIGATION	The following aid to navigation have been removed for the 2003 Navigation Season: Sardis Bend Light, LLNR 23930, Mile 132.8, replaced with a daybeacon. (49-03/0788OV 01-04)
	MILE 159.3 CHANNEL CONDITION	A can buoy has been set in the vicinity of Mile 159.3, to mark reported shoaling at the foot of Middle Brothers Island. Mariners are urged to exercise caution when transiting the area. (42-03/0763OV 44-03 48-03 01-04)
	* MILE 163.0 DOCK REPAIR	Commencing approximately January 26, 2004 and continuing until approximately April 1, 2004, Madison Coal and Supply Company will begin repairs on an existing dock in the vicinity of Mile 163.0, LDB. The contractor's floating plant will consist of the M/V LUCEDALE, a crane barge and 2 material barges. Work will be conducted from 7:00 a.m. and 7:00 p.m., Monday through Saturday. During non-working hours, the contractor's floating plant will be moored at the work site and lighted accordingly. The M/V LUCEDALE will monitor VHF-FM Channel 13 for additional information. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution. (01-04/COE)

GENERAL INFORMATION CONTINUED

OHIO RIVER CONTINUED	MILE 248.0 – MILE 249.0 STONE BANK PROTECTION	Continuing until approximately April 30, 2004, Madison Coal and Supply, a contractor for the COE, will be operating between approximate Miles 248.0 and 249.0, RDB, for a stone bank protection project. The contractor's floating plant will consist of the M/V MAJOR, a crane mounted barge, 5 material barges and 2 work barges. Work will be conducted from 7:00 a.m. to 7:00 p.m., Monday through Saturday. During non-working hours, the contractor's floating plant will be moored on site and lighted accordingly. The M/V MAJOR will monitor VHF -FM Channel 13 for additional information. Mariners are urged to exercise extreme caution when transiting the area. (33-03/COE 35-03 40-03 44-03 48-03 51-03/COE 01-04)
	MILE 251.31 BRIDGE REPLACEMENT	Pomeroy -Mason Bridge: Cofferdam construction is taking place on both sides of the channel. Several barges and cranes are on scene, but are out of the channel. Work will be performed Monday through Friday, from 7:30 a.m. until 6:00 p.m. Mariners can call the ELEANOR D on VHF -FM Channel 16 and should transit the area with caution. (21-03/OB 22-03 26-03 31-03 35-03 36-03/OB 40-03 44-03 48-03 01-04)
	MILE 355.0 – MILE 357.0 DIVE OPERATION	Continuing until further notice, dive operations will be conducted to facilitate salvage operations of a sunken barge, between approximate Miles 355.0 and 357.0. Dive operations will be conducted during daylight hours, daily, until salvage operations are complete. Diver flags will be displayed during dive operations. Mariners are urged to use extreme caution and transit at their slowest safe speed to minimize wake. (51-03/0923OV)
	MILE 355.6 BRIDGE CONSTRUCTION	Portsmouth Fullerton Bridge: A cofferdam is being installed on the bank side of the right descending channel pier. Mariners should transit construction site at their slowest safe speed to minimize wake. (38-01/OB 06-02 10-02 14-02 19-02 23-02/OB 27-02 32-02 36-02 40-02 45-02 05-03 09-03 13-03 18-03 22-03 26-03 31-03 35-03 40-03 44-03 48-03 01-04)
	MILE 570.2 MOORING BUOYS	The emergency mooring buoys in the vicinity of Mile 570.2, have been reported missing. Mariners are urged to use extreme caution in the area. (50-03/0907OV 01-04)
	MILE 598.0 MOORING BUOYS	The emergency mooring buoys in the vicinity of Mile 598.0, Six Mile Island, have been reported missing. Mariners are urged to use extreme caution in the area. (46-03/0837OV 48-03 01-04)
	MILE 603.5 BRIDGE MAINTENANCE	Clark Highway Bridge: Deck work will be conducted on the bridge until about the end of January 2004. Scaffolding will be hanging approximately 4 feet below low steel of the bridge allowing approximately 68 feet of clearance above normal pool. (21-03/OB 22-03 29-03/OB 31-03 32-03/OB 35-03 40-03 44-03 48-03 01-04/OB)
	MILE 606.8 L/D CONSTRUCTION	Continuing until further notice, construction of the new 1200-foot chamber, McAlpine L/D, vicinity of Mile 606.8 is being conducted. The sheet pile cells forming the cofferdam are located immediately adjacent to the lower approach and near the upper approach of the main chamber. This cofferdam is a critical part of the ongoing project to construct the new chamber. The structural integrity of this cofferdam must be maintained for several years in order to protect the workers and their construction work in progress. The sheet pile cells making up the cofferdam are susceptible to damage by impact. Severe or repeated impacts to these cells could result in additional repairs, lengthy delays to the construction project and delays to traffic through the existing lock. Mariners are urged to use extreme caution in the area. (47-03/COE 48-03 01-04)
	MILE 638.0 CHANNEL CONDITION	A rock shelf has been reported in the vicinity of Mile 638.0, extending approximately 120 feet from the LDB. Mariners are urged to exercise extreme caution when transiting the area. (52-03/0924OV 01-04)
	MILE 791.0 MILE 794.0 AIDS TO NAVIGATION	Several nun buoys have been reported missing between approximate Miles 791.0 and 794.0. Mariners are urged to use extreme caution in the area. (50-03/0004OV 01-04)
	MILE 933.5 SALVAGE OPERATION	Salvage operations are being conducted near Mile 933.5, approximately 1000 feet off the RDB. Mariners may contact the M/V STEPHEN FOSTER on VHF -FM Channels 13 or 16. Mariners are urged to transit the area with extreme caution and proceed at slowest safe speed. (38-03/0692OV 40-03 44-03 48-03 01-04)
	MILE 966.1 – MILE 965.7 MOORING CELL CONSTRUCTION	Continuing until further notice, Aquaterra Contracting Incorporated, a contractor for the COE, is constructing mooring cells between approximate Miles 966.1 and 965.7, RDB. The contractor will monitor VHF -FM Channels 13 or 16, for additional information. Mariners are urged to exercise extreme caution when transiting the area. (34-03/COE 35-03 40-03 44-03 48-03)
ST CROIX RIVER	MILE 24.0 – MILE 6.0 AIDS TO NAVIGATION	The buoys between approximate Miles 24.0 and 6.0, have been removed for the 2003 Navigation Season. (47-03/NAVCEN 48-03 01-04)
TENNESSEE RIVER	MILE 647.7 BRIDGE REPAIR	Gay Street Bridge: Work has commenced on the rehabilitation of the bridge and will take place five days a week from 6:00 a.m. until 7:00 p.m. Mariners can contact Mark Rader at (865) 740-0248, for further information. (14-02/OB 19-02 23-02/OB 27-02 32-02 36-02 40-02 45-02 05-03 09-03 13-03 18-03 22-03 26-03 31-03 40-03 44-03 48-03 01-04)
	MILE 591.59 BRIDGE CONSTRUCTION	State Route 2 (Loudon County Memorial) Bridge: Contractor may have floating plant blocking the channel for 2-hours or less during steel erection activity, between 7:00 a.m. and 5:00 p.m., Monday through Friday. Work barges are moored at the right descending bank after work hours and are lighted. Mariners may contact the M/V BRITTON BRIDGE on VHF -FM Channel 16 for conditions at the site. (50-01/OB 06-02 10-02 14-02 19-02 23-02/OB 27-02 32-02 36-02 40-02 45-02 05-0309-03 13-03 16-03/OB 19-03/OB 22-03 27-03/OB 31-03 35-03 40-03 44-03 48-03 01-04)
	MILE 475.5 SUBMERGED OBSTRUCTION	A stationary submerged obstruction has been reported in the vicinity of Mile 475.5, approximately 100 yards above the Big Ridge Marina, along the red buoy line, with approximately 3 to 4 feet of water over the top. Mariners are urged to exercise extreme caution when transiting the area. (33-03/0611OV 35-03 40-03 44-03 48-03 01-04)
	MILE 333.3 COFFERDAM CONSTRUCTION	U.S. 231 Dual Bridges: Cofferdam construction is taking place outside of the channel toward the right descending bank, Monday through Saturday, 6:00 a.m. to 5:00 p.m. Mariners may contact the M/V LUCY B on VHF -FM Channel 16 for status of work. (02-03/OB 05-03 09-03 13-03 18-03 22-03 26-03 31-03 35-03 40-03 44-03 48-03 01-04)
	MILE 318.3 BANK WORK	Continuing until approximately February 15, 2004, contractor will be working to upgrade an outfall in the vicinity of Mile 318.3, RDB. The contractor's floating plant will consist of the M/V MISS HARRIET, a crane barge and four 10-foot by 40-foot pontoons. Work will be conducted 6:30 a.m. to 7:00 p.m., Monday through Friday. During non-working hours, the contractor's floating plant will be moored on site and lighted. Mariners are urged to use extreme caution and transit at their slowest safe speed to minimize wake. (48-03/COE 01-04)
	MILE 250.0 – MILE 247.0 AIDS TO NAVIGATION	Several can buoys have been reported not properly marking the channel between approximate Miles 250.0 and 247.0. Mariners are urged to exercise extreme caution when transiting the area. (52-03/0921OV 01-04)
MILE 198.0 RIPRAP OPERATION	Continuing until further notice, the M/V MISS AMY is placing riprap in the vicinity of Mile 198.0, LDB. The contractor's floating equipment will include barges. The M/V MISS AMY will monitor VHF -FM Channel 13 for additional information. Mariners are urged to use extreme caution and transit at their slowest safe speed to minimize wake. (11-03/0139OV 13-03 18-03 22-03 26-03 31-03 35-03 40-03 44-03 48-03 01-04)	

GENERAL INFORMATION CONTINUED

TENNESSEE RIVER CONTINUED	MILE 193.4 DREDGE OPERATION	Continuing until further notice, the DREDGE SANTANA will be conducting operations in the vicinity of Mile 193.4, RDB. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution. (48-03/COE 01-04)
	MILE 97.4 DAMAGED MOORING CELL	The downstream mooring cell, in the vicinity of Mile 97.4, has received extensive damage to the upstream side. An inspection of the cell has revealed a significant tear in the piling above the normal pool elevation of 359.0. The fill within this cell has filtered through the tear and will continue, as long as the cell receives contact. The cell can remain in use for temporary moorings as long as no further damage occurs. If the cell continues to lose its fill, it may have to be closed to navigation interests. Mariners that use this facility are urged to exercise extreme caution and avoid head on landings to these cells. The condition will be monitored until necessary repairs can be scheduled. (20-03/COE 22-03 26-03 31-03 35-03 40-03 44-03 48-03 01-04)
	MILE 22.4 L/D DELAYS	Until approximately January 20, 2004, commercial navigation could experience increased delays for lockage at the Kentucky L/D, vicinity of Mile 22.4. Delays could be caused due to explosive blasting along the RDB, adjacent to the lower approach of the lock. Blasting is being conducted in conjunction with site preparation for construction of the new lock chamber. Blasting will be conducted during daylight hours. Due to the nature of this operation, a strict schedule of delays cannot be determined. Delays are not anticipated to be more than 4 hours. Vessels will not be allowed in an area extending from the lower arrival point upstream to the lower lock gates, during blasting periods. The Lockmaster will issue instructions via marine radio regarding delays and when vessels can safely enter the blasting area. (44-03/COE 48-03 01-04)
WHITE RIVER	MILE 121.97 BRIDGE REPLACEMENT	Devalls Bluff, Arkansas Highway Bridge; Floating equipment will be located at various locations in the channel, during daylight hours, until January 31, 2004. Equipment will move from the channel with one hour advance notice by calling M/V ALEX R on VHF - FM Channels 14 or 16. (23-01/OB 06-02 10-02 14-02 19-02 23-02/OB 27-02 32-02 36-02 40-02 45-02 05-03 09-03 13-03 18-03 22-03 31-03 35-03 40-03 44-03 46-03/OB 48-03 51-03/OB 01-04)

CORRECTIONS TO LIGHT LIST, VOLUME V; MISSISSIPPI RIVER SYSTEM, 2002 EDITION.

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

(1) <u>No.</u>	(2) <u>Name and Location</u>	(3) <u>Mile</u>	(4) <u>Bank</u>	(5) <u>Characteristic</u>	(6) <u>Structure/Daymark</u>		(7) <u>Remarks</u>	<u>LNM</u>
					<u>Up</u>	<u>Down</u>		
28287	Grand Chain Landing Daybeacon *	959.2	Right	*	SG	SG		(01-04)

Our goal is to provide YOU 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/E-Mail any suggestions you would like to see in **YOUR** Local Notice to Mariners.

E-Mail: dledet@d8.uscg.mil

Mail: Commander (oan)

Hale Boggs Federal Building, Room 1230

501 Magazine Street

New Orleans, LA. 70130-3396

Attn: Mr. David P Ledet Sr.

ENCLOSURES

1. None: