

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

**United States  
Coast Guard**



**EIGHTH COAST GUARD DISTRICT  
SPECIAL NOTICE TO MARINERS  
MISSISSIPPI RIVER SYSTEM  
00-2009**

## CHAPTER 1. EIGHTH COAST GUARD DISTRICT UNITS

### A. District Office (D8)

Commander, (desired office symbol)  
Eighth Coast Guard District  
Hale Boggs Federal Building  
501 Magazine Street  
New Orleans, LA 70130-3396

Office Symbol and Extension:

Command Center (drmc)	(504)-589-6225
District Commander (d)	(504)-589-6298
Chief of Staff (dcs)	(504)-589-6223
Chief, Resources Division (dm)	(504)-671-2174
Chief, Response Division (dr)	(504)-671-2230
Chief, Prevention Division (dp)	(504)-671-2105
Chief, Western Rivers Division (dw)	(504)-671-2268
Chief, Planning and Force Readiness Division (dx)	(504)-671-2060
Chief, Intelligence Division (dri)	(504)-671-2047
Public Affairs Office (de)	(504)-671-2020

### B. Inland River Vessel Movement Center

Inland River Vessel Movement Center  
USCG Navigation Center  
7323 Telegraph Road  
Alexandria, VA 22315

Phone: 1-866-442-6089 Fax: 1-866-442-6107  
Website: <https://navcen.uscg.gov/irvmc/>  
E-Mail: TIS-PF-IRVMC@USCG.MIL

### C. District Eight Inland River Sectors

1. Commander  
Coast Guard Sector Lower Mississippi River  
#2 Auction Avenue  
Memphis, Tennessee 38105  
Phone: (901) 544-3912  
Fax: (901) 576-8132  
Website: <http://homeport.uscg.mil/lmr>  
<http://www.uscg.mil/d8/sectLMR/>
2. Commander  
Coast Guard Sector Ohio Valley  
600 Martin Luther King Jr. Place  
<http://homeport.uscg.mil/ohiovalley>  
Room 409-D  
Louisville, Kentucky 40202  
Phone: (502) 779-5400  
Fax: (502) 779-5402  
Website:
3. Commander  
Coast Guard Sector Upper Mississippi River  
1222 Spruce Street, Suite 7.103  
St. Louis, Missouri 63103  
Phone: (314) 269-2500  
Fax: (314) 269-2734  
Website: <http://homeport.uscg.mil/umr>  
<http://www.uscg.mil/d8/sectUMR>

## CHAPTER 1. EIGHTH COAST GUARD DISTRICT UNITS (Cont)

The three sector offices within the Eighth Coast Guard District control and coordinate the operations of the floating units assigned to their command. These floating units maintain the aids to navigation on the Western Rivers, coordinate search and rescue operations and enforce the maritime laws of the United States. Each floating unit is responsible for approximately 1,000 aids to navigation covering 200 to 400 miles of waterway.

### D. Marine Safety Units and Detachments

#### 1. Sector Lower Mississippi River

MSD Forth Smith

12512 Fort Smith Blvd, Suite 4  
Fort Smith, AR 72923  
Phone: (479) 484-7021  
Fax: (479) 452-2981

MSD Vicksburg

225 Coast Guard Road  
Vicksburg, MS 39183  
Phone: (601) 636-5516  
Fax: (601) 636-5589

#### 2. Sector Ohio Valley

MSU Huntington

95 Peyton Street  
Barboursville, WV 25504  
Phone: (304) 733-0198  
Fax: (304) 733-4253

MSU Paducah

225 Tully Street  
Paducah, KY 42003  
Phone: (270) 442-1621  
Fax: (270) 442-1633

MSU Pittsburgh

100 Forbes Avenue  
Suite 1150 Town Place  
Pittsburg, PA 15222  
Phone: (412) 644-5808  
Fax: (412) 644-3479

MSD Cincinnati

3653 River Road  
Cincinnati, OH 45204  
Phone: (513) 921-9033  
Fax: (513) 921-1376

MSD Nashville

220 Great Circle Road, Suite 148  
Nashville, TN 37228  
Phone: (615) 736-5421  
Fax: (615) 736-7315

#### 3. Sector Upper Mississippi River

MSD Quad Cities

Rock Island Arsenal, Bldg 218  
Rock Island, IL 61204  
Phone: (309) 782-0627  
Fax: (309) 782-0604

MSD St. Paul

1 Federal Drive, Suite G-762  
Fort Snelling, MN 55111  
Phone: (612) 725-1871  
Fax: (612) 725-1875

MSD Peoria

Foot of Washington Street  
E. Peoria, IL 61611  
Phone: (309) 694-7779  
Fax: (309) 694-4567

## CHAPTER 1. EIGHTH COAST GUARD DISTRICT UNITS (Cont)

### 4. Sector New Orleans

MSU Baton Rouge  
6041 Crestmount Drive  
Baton Rouge, LA 70800  
Phone: (225) 298-5400  
Fax: (225) 298-5408

MSU Morgan City  
800 David Drive, Room 232  
Morgan City, LA 70380  
Phone: (985) 380-5320  
Fax: (985) 385-1687

Two of the most important missions of the Marine Safety Units and Detachments are the inspection and licensing of vessels and personnel working on the waters of the United States. Personnel conduct rigid inspections to ensure that all vessels meet the proper safety standards and licensing procedures are some of the most stringent known. In addition they are responsible for the safety of boating events, investigate accidents and pollution reports and perform search and rescue functions.

### E. Electronic Navigation Stations.

#### 1. Sector Lower Mississippi River

LORAN Station Boise City  
HC 2 Box 10C  
Felt, OK 73937  
Phone: (580) 426-2221  
Fax: (580) 426-2288

#### 2. Sector Ohio Valley

LORAN Station Dana  
P.O. Box 530  
Dana, IN 47847  
Phone: (765) 665-3335  
Fax: (765) 665-3569

#### 3. Sector Upper Mississippi River

LORAN Station Gillette  
P.O. Box 97  
Gillette, WY 82717  
Phone: (307)682-8920  
Fax: (307) 686-7260

The role of the U.S. Coast Guard in electronic navigation has always been an important one, and continues to expand. From the earliest form of LORAN "A" to the newest Satellite Navigation developments, the Coast Guard has been in the vanguard.

## CHAPTER 1. EIGHTH COAST GUARD DISTRICT UNITS (Cont)

### F. Coast Guard Cutters and Aids to Navigation Units

#### 1. Sector Lower Mississippi River

CGC GREENBRIAR (WLR 75501)  
44 L.E. Barry Road  
Natchez, MS 39122  
Phone: (601) 446-5104  
Fax: (601) 466-9087

CGC KANAWHA (WLR 75407)  
4101 Port Road  
Pine Bluff, AR 71611  
Phone: (870) 536-1134  
Fax: (870) 536-0205

CGC KANKAKEE (WLR 75500)  
2 A.W. Willis Avenue  
Memphis, TN 38105  
Phone: (901) 544-3936  
Fax: (901) 544-3915

CGC PATOKA (WLR 75408)  
1797 Harbor Front Road  
Greenville, MS 38701  
Phone: (662) 332-1044  
Fax: (662) 335-1099

CGC KICKAPOO (WLR 75406)  
225 Coast Guard Road  
Vicksburg, MS 39180  
Phone: (601) 636-8304  
Fax: (601) 638-5884  
Aids to Navigation Team Colfax  
350 Controlhouse Road  
Colfax, LA 71417  
Phone: (318) 627-2783  
Fax: (318) 627-2979

CGC MUSKINGUM (WLR 75402)  
RT 4 Highway 59 South  
Sallisaw, OK 74955  
Phone: (918) 775-4471  
Fax: (918) 775-3114

#### 2. Sector Ohio Valley

CGC CIMARRON (WLR 65502)  
700 Coast Guard Rd.  
Buchanan, TN 38222  
Phone: (731) 642-4457  
Fax: (731) 642-3460

CGC OSAGE (WLR 65505)  
300 McKown Lane  
Sewickley, PA 15143  
Phone: (412) 741-1180  
Fax: (412) 741-4306

CGC CHIPPEWA (WLR 75404)  
700 Coast Guard Rd.  
Buchanan, TN 38222  
Phone: (731) 642-7181  
Fax: (731) 642-1581

CGC OBION (WLR 65503)  
3301 HWY 60 East  
Owensboro, KY 42303  
Phone: (270) 685-0650  
Fax: (270) 925-0078

CGC OUCHITA (WLR 65501)  
3551 Old Harrison Pike  
Chattanooga, TN 37416  
Phone: (423) 622-2101  
Fax: (423) 629-1171

CGC CHENA (WLR 75409)  
503 Hall Street  
Hickman, KY 42050  
Phone: (270) 236-2324  
Fax: (270) 236-9258

## CHAPTER 1. EIGHTH COAST GUARD DISTRICT UNITS (Cont)

### 3. Sector Upper Mississippi River

CGC CHEYENNE (WLR 75405)  
Foot of Arsenal St  
St. Louis, MO 63118  
Phone: (314) 771-4325  
Fax: (314) 771-4347

CGC GASCONADE (WLR 75401)  
P.O. Box 12337, 9800 J.J. Pershing Drive  
Omaha, NE 68112  
Phone: (402) 451-7681  
Fax: (402) 451-1519

CGC SANGAMON (WLR 65506)  
Foot of Washington St.  
East Peoria, IL 61611  
Phone: (309) 671-7291  
Fax: (309) 657-1968

CGC SCIOTO (WLR 65504)  
221 Mississippi Drive  
Keokuk, IA 52632  
Phone: (319) 524-1657  
Fax: (319) 524-1010

CGC WYACONDA (WLR 75403)  
60 East First Street  
Dubuque, IA 52001  
Phone: (563) 582-1965  
Fax: (563) 582-2349

### 4. Sector Mobile

CGC WEDGE (WLR 75307)  
1900 Coast Guard Drive  
Demopolis, AL 36732  
Phone: (334) 289-0354  
Fax: (334) 289-5416

## G. Coast Guard Bases and Support Commands

Coast Guard Integrated Support Command  
1222 Spruce Street  
St. Louis, MO 63103  
Phone: (314) 269-2400  
Fax: (314) 269-2745

Coast Guard Industrial Command  
Foot of Arsenal Street, Bldg 17  
St. Louis, MO 63118  
Phone: (314) 771-6044  
Fax: (314) 771-6269

U.S. Coast Guard Base St. Louis (ISC) provides logistical support for the units within the District. Items such as buoys, chain, and hardware are stored there and shipped to each unit as the need arises. Base St. Louis (INDUSTRIAL) was abandoned after the 1993 flood and only a small contingent of personnel are stationed there.

## CHAPTER 1. EIGHTH COAST GUARD DISTRICT UNITS (Cont)

### F. Coast Guard Unit & Corps of Engineers area of OPS.

River & Mile	Office	River Tender	Marine Safety Office/MSD	Corps of Engineers
Allegheny 000.0 - 072.0	OHV	Osage	Pittsburgh	Pittsburgh
Arkansas Waterway 010.3 - 71.2	LMR	Kanawha	Memphis	Little Rock
071.2 - 308.5	LMR	Muskingum	Ft. Smith	Little Rock
308.5 - 444.8	LMR	Muskingum	Ft. Smith	Tulsa
Atchafalaya 000.0 - 040.6	LMR	Greenbrier	New Orleans	New Orleans
Big Sandy 000.0 - 007.9	OHV	Osage	Huntington	Huntington
Clinch 000.0 - 061.5	OHV	Ouachita	Nashville	Nashville
Cumberland 000.0 - 080.0	OHV	Cimarron	Paducah	Nashville
080.0 - 385.7	OHV	Cimarron	Nashville	Nashville
385.7 - 694.2	OHV	None	Louisville	Nashville
Green 000.0 - 100.0	OHV	Obion	Louisville	Louisville
100.0 - 199.0	OHV	None	Louisville	Louisville
Hiwassee 000.0 - 020.4	OHV	Ouachita	Nashville	Nashville
Illinois Waterway 000.0 - 065.0	UMR	Sangamon	St. Louis	St. Louis
065.0 - 080.0	UMR	Sangamon	Davenport	St. Louis
080.0 - 187.3	UMR	Sangamon	Davenport	Rock Island
187.3 - 291.1	UMR	Sangamon	Chicago	Rock Island
Kanawha 000.0 - 088.2	OHV	Osage	Huntington	Huntington
Kaskaskia 000.0 - 028.5	UMR	Cheyenne	St. Louis	St. Louis
Kentucky 000.0 - 254.0	OHV	None	Louisville	Louisville
Lake Texoma -----	LMR	Muskingum	Ft. Smith	Galveston

## CHAPTER 1. EIGHTH COAST GUARD DISTRICT UNITS (Cont)

McKeller Lake 000.0 – 007.2	LMR	Kankakee	Memphis	Memphis
Minnesota 000.0 – 021.8	UMR	Wyaconda	St. Paul	St. Paul
Lower Mississippi 155.0 - 363.0	LMR	Greenbrier	New Orleans	New Orleans
363.0 - 480.0	LMR	Kickapoo	Vicksburg	Vicksburg
480.0 - 507.0	LMR	Patoka	Greenville	Vicksburg
507.0 - 598.0	LMR	Patoka	Memphis	Vicksburg
598.0 - 683.0	LMR	Kanawha	Memphis	Memphis
683.0 - 813.2	LMR	Kankakee	Memphis	Memphis
813.2 - 869.0	LMR	Chena	Memphis	Memphis
869.0 - 953.8	OHV	Chena	Paducah	Memphis
Upper Mississippi 000.0 – 109.9	OHV	Chippewa	Paducah	St. Louis
109.9 – 200.8	UMR	Cheyenne	St. Louis	St. Louis
200.8 - 281.0	UMR	Scioto	St. Louis	St. Louis
281.0 - 522.5	UMR	Scioto	Davenport	Rock Island
522.5 - 614.0	UMR	Wyaconda	Davenport	Rock Island
614.0 - 615.0	UMR	Wyaconda	Davenport	St. Paul
615.0 - 857.6	UMR	Wyaconda	St. Paul	St. Paul
Missouri 000.0 – 226.3	UMR	Cheyenne	St. Louis	Kansas City
226.3 - 489.8	UMR	Gasconade	St. Louis	Kansas City
489.8 - 498.5	UMR	Gasconade	Davenport	Kansas City
498.5 - 732.3	UMR	Gasconade	Davenport	Omaha
Monongahela 000.0 - 128.7	OHV	Osage	Pittsburgh	Pittsburgh
Ohio 000.0 – 127.2	OHV	Osage	Pittsburgh	Pittsburgh
127.2 - 341.0	OHV	Osage	Huntington	Huntington
341.0 - 401.3	OHV	Obion	Huntington	Huntington
401.3 - 531.5	OHV	Obion	Cincinnati	Louisville
531.5 - 867.4	OHV	Obion	Louisville	Louisville
867.4 - 919.0	OHV	Obion	Paducah	Louisville
919.0 - 981.0	OHV	Chippewa	Paducah	Louisville
Ouachita-Black Waterway 000.0 - 337.1	LMR	Greenbrier	Vicksburg	Vicksburg

## CHAPTER 1. EIGHTH COAST GUARD DISTRICT UNITS (Cont)

River & Mile	Office	River Tender	Marine Safety Office/MSD	Corps of Engineers
<b>Red River Waterway</b>				
000.0 - 43.5	LMR	Greenbrier	Vicksburg	New Orleans
43.5 - 227.0	LMR	ANT Colfax	Vicksburg	New Orleans
<b>St. Croix</b>				
000.0 - 24.5	UMR	Wyaconda	St. Paul	St. Paul
<b>Sans Bois Creek</b>				
000.0 - 11.0	LMR	Muskingum	Ft. Smith	Tulsa
<b>Tennessee</b>				
000.0 - 002.3	OHV	Cimarron	Paducah	Louisville
002.3 - 080.0	OHV	Cimarron	Paducah	Nashville
080.0 - 206.7	OHV	Cimarron	Nashville	Nashville
206.7 - 652.1	OHV	Ouachita	Nashville	Nashville
<b>Tennessee-Tombigbee Waterway</b>				
217.0 - 406.9	MOB	Wedge	Mobile	Mobile
406.9 - 451.3	OHV	Ouachita	Nashville	Nashville
<b>Verdigris</b>				
000.0 - 050.3	LMR	Muskingum	Ft. Smith	Tulsa
<b>White</b>				
000.0 - 010.3	LMR	Kanawha	Memphis	Little Rock

## **CHAPTER 2. AIDS TO NAVIGATION ON THE MISSISSIPPI RIVER SYSTEM**

### **What is the Automatic Identification System (AIS)?**

Picture a shipboard radar display, with overlaid electronic chart data, that includes a mark for every significant ship within radio range, each as desired with a velocity vector (indicating speed and heading). Each ship "mark" could reflect the actual size of the ship, with position to GPS or differential GPS accuracy. By "clicking" on a ship mark, you could learn the ship name, course and speed, classification, call sign, registration number, MMSI, and other information. Maneuvering information, closest point of approach (CPA), time to closest point of approach (TCPA) and other navigation information, more accurate and more timely than information available from an automatic radar plotting aid, could also be available. Display information previously available only to modern Vessel Traffic Service operations centers could now be available to every AIS-equipped ship.

With this information, you could call any ship over VHF radiotelephone by name, rather than by "ship off my port bow" or some other imprecise means. Or you could dial it up directly using GMDSS equipment. Or you could send to the ship, or receive from it, short safety-related email messages.

The AIS is a shipboard broadcast system that acts like a transponder, operating in the VHF maritime band, that is capable of handling well over 4,500 reports per minute and updates as often as every two seconds. It uses Self-Organizing Time Division Multiple Access (SOTDMA) technology to meet this high broadcast rate and ensure reliable ship-to-ship operation. Additional information is available at the Navigation Center Website at [www.navcen.uscg.gov](http://www.navcen.uscg.gov).

#### **A. Caution to be used in reliance upon Aids to Navigation.**

1. The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid.
2. With respect to buoys, the buoy symbol is used to indicate the approximate mile marker of the buoy body and the sinker, which secures the buoy to the river bottom. The approximate mile marker is used because of practical limitations in maintaining buoys and their sinkers in precise geographical locations due to changing river conditions. Other limitations include, but are not limited to, prevailing atmospheric conditions, the slope of and the material making up the river bottom, the fact that buoys are moored to sinkers by varying length of wire rope and chain, and the fact that the buoy body and/or sinker positions are not under continuous surveillance but are normally checked during periodic maintenance visits and during changes in river stages. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature.
3. The mariner is also cautioned that buoys may be missing or off station as the result of ice, running ice or other natural causes, collisions, or other accidents.
4. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction that the buoy marks.

## **CHAPTER 2. AIDS TO NAVIGATION ON THE MISSISSIPPI RIVER (Cont)**

### **B. Reporting Aid to Navigation discrepancies.**

1. The Western Rivers Aids to Navigation System consists of as many as 13,458 federal and 1,045 private lighted and unlighted buoys and beacons. To provide the mariner with the best possible information relating to the status of the system, we need your help. When missing or non-working aids to navigation are reported to the nearest Coast Guard unit, a Broadcast Notice to Mariners is initiated. These broadcasts notify all mariners of discrepancies, thereby assisting the mariner and possibly averting a marine casualty.

2. If a vessel collides with an aid to navigation, it is the duty of the person in charge of the vessel to report that fact to the Coast Guard in accordance with 33 CFR 70.05-20. Any Coast Guard unit will accept this notification.

3. We must all work together to advise others of discrepancies. The Aids to Navigation System should provide accurate navigation information. Rapid response to correct the problem is only possible if timely information is received.

### **C. Marking private structures on the river system.**

1. Owners of structures located in navigable waters, which are hazards to navigation must mark them. This is done with lights and other signals prescribed by the Coast Guard.

2. After a Corps of Engineers permit for construction of a waterfront structure is obtained, an application is then made to the Coast Guard for a determination of light or other signal requirements. If marking is required, the Coast Guard will assist the owner in completing the proper documentation.

3. Coast Guard marking requirements for the Mississippi River System are prescribed by Commander, Eighth Coast Guard District. General information on the requirements is contained in the following paragraphs.

4. Structures located on waterways used by general navigation, which present a hazard to vessels during darkness must be lighted. Lights are normally required at both upstream and downstream extremities. In the case of smaller structures, a single light may be required at the center or the upstream extremity. Long structures may require additional lights between the two extremity lights. Lights are to be displayed on the most riverward portion of the structure. They must be at such height as not to be obscured by moored vessels.

5. As of 31 December 1994 only red or green lights will be used if the lights have lateral significance. Red lights shall be used to mark structures on the left descending bank and have a double flash characteristic. Green lights shall be used to mark structures on the right descending bank and show a single flash characteristic. Lights must be visible against background lighting. They should be visible at a distance of at least one mile under normal conditions.

6. Persons planning to build structures in navigable waters should consult with the Coast Guard during structure design. This will ensure marking requirements are incorporated into original designs rather than added later.

### **D. Reporting of sunken wrecks to the Coast Guard.**

1. Owners, masters, or persons in charge of wrecked vessels must notify the nearest Coast Guard Marine Safety Office and the nearest Corps of Engineers District Office or Lock & Dam as soon as possible. In addition, they must advise what action is being taken to establish proper markings. The following information is required:

- a. Name and description of wreck.
- b. Name, address, and phone number of owner.

## **CHAPTER 2. AIDS TO NAVIGATION ON THE MISSISSIPPI RIVER (Cont)**

- c. Accurate location of wreck (river mile and bank).
- d. Depth of water over wreck.
- e. Location and type of marking established, including the color and shape of daymark or buoy, color and characteristic of light.
- f. Cargo of wreck (if applicable).

2. Owners of sunken obstructions other than vessels must make reports in the same manner as prescribed for sunken vessels. They must promptly report the location and the type of markings established. A complete description of the color and shape of any buoy or daymark is required. The characteristics of any lights established must also be given.

### **E. Legal requirement for marking sunken vessels.**

1. The following is an excerpt from Title 33 CFR, Part 64, Marking of Structures, Sunken Vessels and Other Obstructions (7-1-91 Edition):

a. "The owner of a vessel, raft or other craft wrecked and sunk in a navigable channel shall mark it immediately with a buoy or daymark during the day and with a light at night. The owner of a sunken vessel raft or other obstruction that otherwise constitutes a hazard to navigation shall mark it in accordance with this subchapter."

b. "The District Commander may mark for the protection of maritime navigation any structure, sunken vessel or other obstruction that is not suitably marked by the owner. Markings established by the Coast Guard do not relieve the owner's duty or responsibility to mark the sunken vessel or other obstruction, or to remove it as required by law."

c. "Costs for marking of a sunken vessel or other obstruction shall be charged to the owner and shall continue until:

- (1) The vessel or other obstruction is removed;
- (2) The right of the owner to abandon is legally established and has been exercised; or
- (3) The District Commander directs otherwise."

2. All markings of sunken vessels and other obstructions must be reported to and approved by the District Commander. The color, numbering, shape and light characteristics of aids marking wrecks and other obstructions must conform to the lateral system of aids to navigation and the International Association of Lighthouse Authorities (IALA) System in use in the geographical area.

3. If a wreck may be safely passed on one side only, it shall be marked by a solid red or green buoy. If a wreck may be safely passed on either side it may be marked by a red or green horizontally banded buoy and corresponding daymark, the color of the uppermost band denoting the preferred side.

4. The light color must be red on solid red buoys, green on solid green buoys or either red or green, depending on the color of the uppermost band, on horizontally banded buoys.

5. The light rhythm must be quick flashing on solid color buoys. The rhythm must be composite flashing on horizontally banded buoys.

6. The letters WR must be used.

## **CHAPTER 2. AIDS TO NAVIGATION ON THE MISSISSIPPI RIVER (Cont)**

7. Wreck markings must be located near the wreck and on the channel side of the wreck. More than one aid may be required if necessary to minimize possible confusion as to the actual location of the wreck. The net effect of the wreck markings must be such that a vessel may pass the markings with safety.

8. In addition to the use of buoys, lights and daymarks may be exhibited from an exposed portion of a wreck.

9. Costs for Coast Guard marking of a sunken vessel or other obstruction are charged to the owner and continue until:

- a. The vessel or other obstruction is removed;
- b. The right of the owner to abandon is legally established and has been exercised; or
- c. The District Commander directs otherwise.

### **F. Towboat incident reporting procedures.**

1. Comments aired by towboat operators at a regional aids to navigation conference hosted by the Coast Guard identified the need to shorten reporting requirements for groundings and accidents immediately after an incident. Initial reporting consists of six essential items:

- a. Identity of vessel
- b. Location
- c. Nature of incident
  - (1) Personnel injuries
  - (2) Damage to lock/dam/bridge/aid to navigation
  - (3) Red flag barges
  - (4) Bridge Allision
  - (5) Aground
  - (6) Adrift
- d. General cargo description
- e. Possible pollution
- f. Channel blockage

2. Further info is still required, but can be obtained at a more convenient time.

## CHAPTER 3. MARINE INFORMATION

### A. General.

1. Coast Guard personnel in the Eighth Coast Guard District are continuously alert for circumstances, which affect safe and efficient passage of river traffic. The Aids to Navigation office in New Orleans receives reports from mariners and government agencies and distributes information to mariners through various marine information channels.

2. There are four basic marine information publications printed by either the Coast Guard or the Army Corps of Engineers which should be on all vessels:

- a. Corps of Engineers Navigation Charts
- b. Navigation Rules, International-Inland
- c. Light List, Vol. V, Mississippi River System
- d. Corps of Engineers Regulations (Bluebook) 33 CFR 207

3. There are four primary means of passing marine information in the Eighth Coast Guard District to supplement the above publications:

- a. Broadcast Notice to Mariners
- b. Local Notice to Mariners
- c. Channel Reports
- d. Directly From Lockmaster

4. Report all defects in Aids to Navigation and all other conditions, which adversely affect navigation to the nearest Coast Guard Unit via VHF-FM or Telephone.

5. The Army Corps of Engineers produces Bulletins and Notices to inform the boating public with items that supplement and/or regulate standard practices as they relate to Locks and Dams and water levels/flow throughout the Mississippi River System. The Website for their Navigation Notice Number 1 and Division Bulletins 1 & 2 is <http://www2.mvr.usace.army.mil/NavNotices/default.cfm?type=3>.

## **CHAPTER 3. MARINE INFORMATION (Cont).**

### **B. Navigation Charts.**

1. The Corps of Engineers publishes navigation charts for navigable rivers in the Mississippi River System. The booklet published for each river contains a series of charts showing channel lines, shoals, and obstructions. Bridge locations, aerial crossings, river gauges, dikes, cities, locks and dams, and major marine facilities are also shown. The approximate location of many aids to navigation are indicated on some charts. Vessel pilots are encouraged to have on board copies of the current edition of the appropriate navigation charts. These charts may be purchased from the U.S. Army Corps of Engineers at the addresses listed.

### **C. Rules of the Road.**

1. "Navigational Rules, International - Inland" contains the Inland Navigation Rules Act of 1980. The public can obtain copies from the Government Printing Office by calling (202) 512-1800 or E-Mail: <http://bookstore.gpo.gov> Stock Number 050-012-00407-2.

2. A copy of the navigation rules is required to be in the pilothouse of all vessels. Copies of the rules may be available from various license training and upgrading schools.

### **D. Light List.**

1. Lighted and unlighted shore aids to navigation are described in Vol. V of the Light List. In this publication, aids are listed consecutively for each river in the system.
2. Changes made in aids to navigation are addressed in Broadcast and the Local Notices to Mariners. These should be used to correct the current Light List.
3. The Light List, Vol. V, is available for purchase by mail from the Government Printing Office by calling (202) 512-1800, or E-Mail: <http://bookstore.gpo.gov> Stock Number 050-012-00461-7.
4. An online corrected version of the Light List is available at [http://www.navcen.uscg.gov/pubs/LightLists/V5Complete\(3\).pdf](http://www.navcen.uscg.gov/pubs/LightLists/V5Complete(3).pdf)

### **E. Broadcast Notice to Mariners.**

1. The Coast Guard transmits urgent and safety messages and scheduled Marine Information Broadcasts (MIB) as required.

a. Urgent Messages. The urgency signal shall precede an urgent message broadcast. Urgent messages concern the safety of a ship, aircraft or other vehicle, or the safety of a person. The urgency signal shall not be used to broadcast weather. The following format is used for the preliminary urgent broadcast on VHF-FM Channel 16:

PAN-PAN (3 times) (Pronounced Pahn-Pahn) HELLO ALL STATIONS THIS IS (voice call sign twice) (brief identifying data) LISTEN CHANNEL 22A OUT

### CHAPTER 3. MARINE INFORMATION (Cont).

b. Safety Messages. The safety signal shall precede a safety message broadcast. Safety messages contain important navigational or meteorological warnings. Safety broadcasts shall be made only when the information is so important to the safety of navigation that a delay in its dissemination would create a hazard to shipping. Each safety message will normally consist of only one subject. The following format is used for the preliminary broadcast on VHF-FM Channel 16:

SECURITE (3 times) (Pronounced Say-cur-i-tay) HELLO ALL STATIONS THIS IS (voice call sign twice) COAST GUARD MARINE INFORMATION BROADCAST LISTEN CHANNEL 22A OUT

c. Scheduled Broadcasts. Scheduled MIBs may include Notice to Mariners (NTM), hydrographic information, storm warnings, advisories and other important marine information. Safety and urgent messages which remain in effect at the next scheduled broadcast shall be repeated. The following format is used for the preliminary scheduled broadcast on VHF-FM Channel 16:

HELLO ALL STATIONS (3 times) THIS IS (voice call sign twice) COAST GUARD MARINE INFORMATION BROADCAST LISTEN CHANNEL 22A OUT

2. Broadcast Notices to Mariners are issued throughout the day and night. Times of scheduled marine information broadcasts and daily river stage broadcasts are shown on the following page.

#### F. Coast Guard Broadcast Facilities.

1. Broadcast times are CST. Non-scheduled broadcasts are often made to supplement scheduled broadcasts. Preliminary announcements of broadcasts are made on channel 16 (156.8 MHz). The broadcasts are then given on channel 22A (157.1 MHz).

FACILITY	CONSOLIDATED BROADCAST TIMES	RIVERSTAGE TIMES & SCHEDULED BROADCAST
UMR St. Louis, MO	2:00 a.m., 7:00 a.m.	2:00 p.m., 8:00 p.m.
OHV Louisville, KY	5:00 a.m. 5:00 p.m.	11:00 a.m. 10:00 p.m. (schedule broadcast only)
LMR Memphis, TN	1:00 a.m., 8:00 a.m.	1:00 p.m., 7:00 p.m.

#### G. The VHF-FM Maritime Mobile Communications System.

1. The Coast Guard VHF-FM Maritime Mobile Communications System is the primary means of marine safety communications on the rivers. This system has 52 high-level remote sites operated from three controlling points.

2. Each site has a 50-watt transceiver capable of sending and receiving on VHF-FM Channels 6 (156.3 MHz), 12 (156.6 MHz), 14 (156.7 MHz), 16 (156.8 MHz), 21 (157.05 MHz) and 22A (157.10 MHz). The Coast Guard units controlling the sites are at:

- a. St. Louis, MO: Covers Upper Mississippi, Illinois, and Missouri Rivers.
- b. Memphis, TN: Covers Lower Mississippi (south of Cairo) Arkansas and Red Rivers.
- c. Louisville, KY: Covers Ohio, Kanawha, Monongahela, Allegheny, Tennessee and Cumberland Rivers

## **CHAPTER 3. MARINE INFORMATION (Cont).**

3. Generally, to communicate with the Coast Guard, VHF-FM Channel 16 is used for calling and emergencies, and VHF-FM Channel 22A for non-emergencies. If VHF-FM Channel 22A is not available, VHF-FM Channels 12 or 14 may be used.

a. Some things to remember are: The VHF-FM Maritime Mobile Communications System.

(1) Channel 16 is a calling and distress channel. Communications on Channel 16 should be kept short, limited to calling, unless there is an emergency.

(2) Channel 22A is for non-emergency communications with the Coast Guard. It is also used by the Coast Guard to make Broadcast Notices to Mariners.

(3) All federal locks and dams monitor Channel 16 (156.8 MHz), and most locks also use Channels 12 & 13 or 14 & 13 alternately from L/D to L/D.

(4) The Eighth Coast Guard District telecommunications staff is aware of interference to VHF-FM communications caused by paging companies, but we are not aware of the scope or severity of the problem.

We would appreciate being informed of interference when it affects your communications. Please be sure to note the location, VHF-FM channels affected, the offending source/transmitter (if known), a qualitative estimate of the severity, and a means for us to contact you.

We will refer your input to the local Federal Communications Commission Office for investigation, as well as our Headquarters staff for action at the National level.

### **H. Global Positioning System (GPS)**

1. GPS is a navigation system which provides precise, worldwide, three-dimensional navigation capabilities. The system was designed for military application, however it is also available to merchant, recreational and fishing vessels using a variety of commercial receivers.

2. GPS uses a network of 23 satellites when the system is fully operational. The satellites are placed in one of six precise orbital planes, which complete a circular 10,900 mile orbit of the earth once every 12 hours. Ideally, four satellites will be visible from any position on the earth and will provide positions with a horizontal accuracy within 100 meters (328.1 ft).

### **I. Differential Global Positioning System (DGPS)**

1. The Coast Guard's maritime Differential Global Positioning Service achieved Full Operational Capability (FOC) on 15 March 1999 as announced in the DOT press release. The maritime DGPS service provides 10 meter (2 dRMS) navigation accuracy, integrity alarms for GPS and DGPS out-of-tolerance conditions within 10 seconds of detection, availability of 99.7% per month, coastal coverage to the continental United States, the Great Lakes, Puerto Rico/US Virgin Islands, and selected portions of Alaska and Hawaii.

## CHAPTER 3. MARINE INFORMATION (Cont).

2. NAVCEN operates the Coast Guard Maritime Differential GPS (DGPS) Service and the developing Nationwide DGPS Service, consisting of two control centers and over 60 remote broadcast sites. The Service broadcasts correction signals on marine radiobeacon frequencies to improve the accuracy of and integrity to GPS-derived positions. The Coast Guard DGPS Service provides 10-meter accuracy in all established coverage areas.

Typically, the positional error of a DGPS position is 1 to 3 meters, Greatly enhancing harbor entrance and approach navigation. The System provides service for coastal coverage of the continental U.S., the Great Lakes, Puerto Rico, portions of Alaska and Hawaii, and a greater part of the Mississippi River Basin. Many foreign nations are implementing standard DGPS services modeled after the U.S. Coast Guard's system to significantly enhance maritime safety in their critical waterways.

3. Mariners can obtain information regarding this system by writing to: Commanding Officer, Navigational Service Center, 7323 Telegraph Road, Alexandria, VA, 22310-3998. Voice: 703-313-5900; or via the Web at <http://www.navcen.uscg.gov/ADO/DgpsSelectStatus.asp>

### J. Local Notice to Mariners.

1. Local Notices to Mariners are published weekly. They consolidate Broadcast Notices to Mariners, and other items essential to navigation safety

2. The Eighth District Local Notice to Mariners (LNM) is available at the following Website:

<http://www.navcen.uscg.gov/lnm/d8mrs>

### L. Obtaining Marine Information Publications.

#### Marine Information and Publications

#### Write to:

1. Local Notice to  
Mariners

Only available via InterNet at

<http://www.navcen.uscg.gov/lnm/d8mrs>

2. Light List, Mississippi  
River System, Vol V,  
COMDTINST M16502.5,  
Stock # 050-012-00461-7  
Fax: (202) 512-2250

Superintendent of Documents  
U. S. Govt. Printing Office  
Washington, D.C. 20402-0001  
Phone: (202) 512-1800

[http://www.navcen.uscg.gov/pubs/LightLists/V5Complete\(3\).pdf](http://www.navcen.uscg.gov/pubs/LightLists/V5Complete(3).pdf)

3. Navigational Rules,  
International-Inland,  
Stock # 050-012-00407-2

Superintendent of Documents  
U.S. Govt. Printing Office  
Washington, D.C. 20402-0001

4. Navigation and Vessel  
Inspector Circulars  
Stock # 850-006-00000-8

Superintendent of Documents  
U.S. Govt. Printing Office  
Washington, D.C. 20402-0001

5. Navigation Charts for  
Upper Mississippi River

Jefferson Memorial Expansion  
(JNEHA)  
11 North 4th Street  
St. Louis, MO 63102  
Phone: (800) 537-7962

### CHAPTER 3. MARINE INFORMATION (Cont).

6. Navigation Charts for Lower Mississippi River District Engineer  
U.S. Army Engineer District (LMR)  
Vicksburg (Map Sales)  
2101 N. Frontage Road  
Vicksburg, MS 39180-5191 (OU)
- Navigation Charts for Ouachita and Black Rivers Phone: (601) 631-5042 (BL)
- Navigation Charts for Red & Atchafalaya Rivers (RD)
- (AT)
7. Navigation Charts for Illinois Waterway Commander  
U.S. Army Engineer District  
Rock Island,(CENCR-IM-RM)(MapSales)  
P.O. Box 2004  
Rock Island, IL 61204-2004  
Phone: (309) 794-5338 ext. 6338
8. Navigation Charts for the White River (Batesville, AR to the Mississippi River) District Engineer  
U.S. Army Engineer District  
Memphis (Map Sales)  
Clifford Davis  
Federal Bldg., B-202  
167 N. Mid-America Mall  
Memphis, TN 38103-1894  
Phone: (901) 544-3351
9. Navigation Charts for Missouri River, in two volumes (Sioux City, IA to Kansas City, MO) (Kansas City, MO to mouth) U.S. Army Corps of Engineers  
Omaha District, CEMRO-OP-MR  
9901 John J. Pershing Dr  
Omaha, NE 68112  
Phone: (402) 453-0202  
221-3744
- Navigation Charts for Jefferson Memorial Expansion  
District Engineer  
U.S. Army Engineer District  
Kansas City (Map Sales)  
700 Federal Office Bldg  
601 E. 12th St.  
Kansas City, MO 64106-2896  
Phone: (816) 426-5244
10. Navigation Charts for the Tennessee and Cumberland Rivers District Engineer  
U.S. Army Engineer District (TN)  
Nashville (Map Sales)  
P.O. Box 1070  
Nashville, TN 37202-1070 (CUM)  
Phone: (615) 736-5641

### CHAPTER 3. MARINE INFORMATION (Cont).

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|--|---|
| 11. Navigation Charts for the Tennessee-Tombigbee Waterway   | District Engineer<br>U.S. Army Engineer District<br>Mobile (Map Sales)<br>P.O. Box 2288<br>Mobile, AL 36628-2288<br>Phone: (334) 441-5631   |
| 12. Navigation Charts for Arkansas-Verdigris River Little Rock,  | District Engineer (MapSales)<br>U.S. Army Engineer District<br>P. O. Box 867<br>Little Rock, AR 72203-0867<br>Phone: (501) 324-5738   |
| 13. Navigation Charts for Ohio River, Pittsburgh (mile 0) to New Martinsville, WV (mile 127.2)   | District Engineer(Map Sales)<br>U.S. Army Engineer District<br>Pittsburgh (Ohio)<br>Federal Building River<br>1000 Liberty Avenue<br>Pittsburgh, PA 15222-4186<br>Phone: (412) 644-6924 |
| Navigation Charts for Allegheny & Monongahela  | (AL)<br>(MN)  |
| 14. Navigation Charts for Ohio River, New Martinsville, WV (mile 127.2) to Foster, KY (mile 438.0)   | District Engineer<br>U.S. Army Engineer District<br>Huntington (Map Sales)<br>Federal Building<br>502 Eighth Street<br>Huntington, WV 25701-2070<br>Phone: (304) 529-5293               |
| Navigation Charts for Kanawha River  | (KA)  |
| 15. Navigation Charts for Ohio River, Foster, KY (mile 438.0) to Cairo, IL (mile 981.0)  | District Engineer<br>U.S. Army Engineer District<br>Louisville, 600 Dr. Martin Luther King, Jr. Place<br>Louisville, KY 40201-0059<br>Phone: (502) 582-5739                             |
| Green River  |   |
| Kentucky River   |   |
| 16. Notice to Navigation Interests: Corps of Engineer Districts issue a "Notice to Navigation Interests" with information about channel widths, depths, and location of shoals. Additional information covers snags, wrecks and other obstructions to navigation as occasions require. Interested parties may have their name placed on a mailing list to receive free copies. Requests should be made to the appropriate District Engineer. |   |

## **CHAPTER 3. MARINE INFORMATION (Cont).**

### **M. Coast Guard Regional Examination Centers.**

1. Eighth District Regional Examination Centers (REC) are located in St. Louis, Memphis, and Mandeville. Examinations are now graded on the spot and renewals can generally be done by mail. These simplified procedures make it possible to walk out with a new license or document in a matter of hours.
2. Each REC gives the same advice; call and clarify what information you as the applicant will need to bring, and, if possible, mail it to the REC in advance. Missing paperwork can stretch a two-hour visit into days of delay and expense. Walk-in applicants are accommodated on a first come/first served basis.
3. Most license renewals can be made by mail. For renewal by mail call either the St. Louis REC (314) 539-2657, the Memphis REC (901) 544-3297 or the Mandeville REC (985) 624-5700. They will send all the necessary forms and instructions to any address requested. Basically, a renewal application form, a physical exam report, proof of a drug test and an employer letter of service are all that is necessary. Persons holding a First Class Pilot Endorsement must submit additional paperwork as specified by the REC. If a mail renewal is planned, the word of advice is: "Plan ahead, and renew early." There are fees for evaluating applications, administering exams and issuing licenses. Fees vary according to the license. Fees are for originals, renewals and grade raises.
4. A license can be renewed up to one year before its expiration. A minimum of two to three weeks should be allowed for a mail transaction. Failure to submit all the required documents can stretch mail renewals to a month or longer. The renewed license will be mailed to any address requested.
5. Some of the highlights concerning mail renewal procedures include the following:
  - a. The applicant may retain the license. A photocopy mailed to the exam center will suffice for proof of holding such license.
  - b. The oath of office taken for the original license issuance is not required to be repeated for renewals. It remains in effect unless renounced by the applicant.
  - c. The thumbprint is not required on the renewed license.
  - d. Merchant Mariner documents (tankerman, AB, Oiler) are also required to be renewed every five years. Requirements are similar to those for licenses.
6. Traveling Examination Teams (TET) administer exams for original licenses, documents and raises of grade and will visit any area to give exams provided there is an adequate number of candidates scheduled on a particular day. Again, for additional information, call the closest Regional Examination Center. They will provide assistance in scheduling a visit by a Traveling Examination Team. The company or organization requesting the visit must agree in writing to reimburse the Coast Guard for the cost of the trip. Costs will include transportation, meals and lodging.

## CHAPTER 4. BRIDGE ADMINISTRATION

### A. St. Louis Harbor Bridges.

1. The St. Louis Harbor extends generally from the downstream end of the Chain of Rocks Canal (Mile 184.0 UMR) to Arsenal Island (Mile 175.0 UMR). Within this harbor there are six bridges. Traveling downstream from Chain of Rocks Canal these bridges are:
  - a. Merchants Railroad Bridge, Mile 183.2 UMR.
  - b. McKinley Bridge, Mile 182.5 UMR.
  - c. M.L. King Jr. Bridge, Mile 180.2 UMR.
  - d. Eads Bridge, Mile 180.0 UMR.
  - e. Poplar Street Bridge, Mile 179.2 UMR.
  - f. MacArthur Bridge, Mile 179.0 UMR.
  
2. All six bridges except McKinley and Poplar Street Bridges have two lighted navigable spans. McKinley Bridge has only one lighted span that is along the Illinois bank (Left Descending). The lighted span of the Poplar Street Bridge is the center span. The lighting on the bridges indicate downbound towboats leaving the Chain of Rocks Canal should use the Illinois (Left Descending) spans of the Merchants and McKinley Bridges then use the center or main navigation spans for the other four bridges. The decision regarding which span to use rests with the captain/pilot of each tow based on local river conditions, tow characteristics and personal experience. The following section provides information on the navigation spans of the bridges.

#### a. Merchants Railroad Bridge, Mile 183.2

(1) Number of lighted navigation spans: 2.

(2) The Main navigation span is along the Illinois bank which is the Left Descending Bank (LDB). This is the preferred channel span for downbound tows leaving the Chain of Rocks Canal.

(3) The Auxiliary navigation span is in the center of the river. This span is not intended to be used by downbound tows leaving the Chain of Rocks Canal because of the danger of hitting the dike that extends downstream from Cabaret Island.

(4) Main Channel Span Lighting (Illinois bank):

(a) GREEN LIGHTS: A range of two green lights, located in center of navigation span, is visible from both sides of the bridge.

(b) WHITE VERTICAL LIGHTS: Three white lights are arranged in a vertical line directly above the green mid-channel lights on the UPSTREAM and DOWNSTREAM sides.

(c) RED LIGHTS: The channel piers are marked with red lights on the UPSTREAM and DOWNSTREAM sides.

(d) REFLECTORS and DAYBOARDS: None.

(5) Auxiliary Channel Span Lighting (Center span):

(a) GREEN LIGHTS: A range of two green lights, located in the center of the navigation span, is visible from both sides of the bridge.

## CHAPTER 4. BRIDGE ADMINISTRATION (Cont)

(b) WHITE VERTICAL LIGHTS: None.

(c) RED LIGHTS: The channel piers are marked with red lights on the UPSTREAM and DOWNSTREAM sides.

(d) REFLECTORS and DAYBOARDS: None.

### b. McKinley Bridge, Mile 182.5

(1) Number of lighted navigation spans: 1.

(2) The Main navigation span is along the Illinois bank (LDB).

(3) Main Channel Span Lighting:

(a) GREEN LIGHTS: A range of two green lights is located in the center of the navigation span and is visible from both sides of the bridge.

(b) WHITE VERTICAL LIGHTS: None.

(c) RED LIGHTS: There are four river piers. All have red lights on the upstream and downstream sides. Channel piers are the two piers closest to the Illinois bank (LDB).

(d) REFLECTORS and DAYBOARDS: Red reflectors are located near the top of the channel piers on the channelward side.

### c. M.L. King Jr. Bridge, Mile 180.2

(1) Number of lighted navigation spans: 2.

(2) The Main navigation span extends from approximately mid-river to the Missouri bank which is the Right Descending Bank (RDB).

(3) The Auxiliary navigation span is along the Illinois bank (LDB).

(4) Main Channel Span Lighting:

(a) GREEN LIGHTS: A range of two green lights is visible from both sides of the bridge. The upstream green light is located farther right than the downstream green light. When looking downstream, the lights generally align with the Eads Leading Light, Mile 179.3, LDB, .1 mile upstream of the Poplar Street Bridge, showing a direction group flashing 2 Yellow, 6 second light. The purpose of the Eads Leading Light is to indicate the set through the M.L. King and Eads Bridges for the downbound mariner.

(b) WHITE VERTICAL LIGHTS: Three white lights are arranged in a vertical line directly above the green mid-channel lights on the UPSTREAM side only.

## CHAPTER 4. BRIDGE ADMINISTRATION (Cont)

(c) **RED LIGHTS:** The channel piers are marked with red lights on the UPSTREAM and DOWNSTREAM sides. A single red light is on the UPSTREAM side of the bridge and is aligned with the RDB Main channel pier of Eads Bridge (Mile 180.0 UMR).

(d) **REFLECTORS and DAYBOARDS:** None.

(5) Auxiliary Channel Span Lighting (Illinois span):

(a) **GREEN LIGHTS:** A range of two green lights, located in the center of the navigation span, is visible from both sides of the bridge.

(b) **WHITE VERTICAL LIGHTS:** None.

(c) **RED LIGHTS:** The channel piers are marked with red lights.

(d) **REFLECTORS and DAYBOARDS:** None.

(e) **NOTE:** The top of the M.L. King Bridge's superstructure is illuminated with white decorative lights. The lights are located along the upstream and downstream sides along the top of the superstructure. These decorative lights along with lights installed on the Eads Bridge are connected to the same remote turn off system. The remote turn off system consists of three photocells; (1) one is located upstream on the Apex Oil Dock (Mulanphy Street Light), mile 180.9, RDB, (2) one is located in the center of a yellow target on the Upstream side of the left descending main channel pier of the M.L. King Bridge, and (3) one photocell is located on both sides of the right descending main channel pier of the Eads Bridge. Focusing a searchlight on any of the photocells will turn off the decorative lights on the M.L. King Bridge and the Eads Bridge for 12 minutes. The decorative lights will not be turned on when the ST LOUIS GAGE reads 20 feet or more. If the photocells fail to trigger the remote turn off system, mariners may contact the Lockmaster at Lock 27 and request the lights be extinguished using a backup system.

d. Eads Bridge, Mile 180.0

(1) Number of lighted navigation spans: 2.

(2) The Main navigation span is in the center of the river.

(3) The Auxiliary navigation span is along the Illinois bank (LDB).

(4) Main Channel Span Lighting (Center):

(a) **GREEN LIGHTS:** A range of two green lights is visible from both sides of the bridge.

(b) **WHITE VERTICAL LIGHTS:** Three white lights are arranged in a vertical line directly above the green mid-channel lights on the UPSTREAM and DOWNSTREAM sides.

(c) **RED LIGHTS:** The channel piers are marked with red lights on the UPSTREAM and DOWNSTREAM sides.

## CHAPTER 4. BRIDGE ADMINISTRATION (Cont)

(d) REFLECTORS and DAYBOARDS: Red triangular dayboards are installed on the upstream and downstream sides of the bridge. The dayboards mark the edges of the 300 feet center of the Main navigation span. The vertical clearance at the dayboards is 73.86 feet above zero on the ST LOUIS GAUGE. Green square dayboards mark the center of the Main navigation span and are located on the upstream and downstream sides. The vertical clearance at the center of the span is 88.6 feet above zero on the ST LOUIS GAUGE.

(5) Auxiliary Channel Span Lighting (Illinois span):

(a) GREEN LIGHTS: A range of two green lights is located in the center of the navigation span and is visible from both sides of the bridge.

(b) WHITE VERTICAL LIGHTS: None.

(c) RED LIGHTS: The channel piers are marked with red lights on upstream and downstream sides.

(d) REFLECTORS and DAYBOARDS: None.

(e) NOTE: All spans of the Eads Bridge have decorative lights installed on the superstructure and arches. Lights are located along the upstream and downstream sides along the top of the superstructure. These decorative lights along with lights installed on the M.L. King Jr. Bridge are connected to the same remote turn off system.

e. Poplar Street Bridge, Mile 179.2

(1) Number of lighted navigation spans: 1.

(2) The Main span is in the center of the river.

(3) Auxiliary span is along the Illinois bank (LDB).

(4) Main Channel Span Lighting (Center):

(a) GREEN LIGHTS: A range of two green lights is visible from both sides of the bridge.

(b) GREEN VERTICAL LIGHTS: A tier of three flashing green lights are arranged directly over the steady burning green mid-channel lights. These three green lights flash about 45 times per minute and are located on the upstream side only.

(c) RED LIGHTS: The channel piers are marked with red lights on the UPSTREAM and DOWNSTREAM sides.

(d) REFLECTORS and DAYBOARDS: Red retro-reflective panels are located on the upstream side of the two Main channel piers.

(e) SPECIAL MARKINGS: The upstream side of the LDB channel pier is partially painted yellow. A vertical, black and white, clearance gauge is painted on the upstream side also.

(5) Auxiliary Channel Span Lighting (Illinois span):

## CHAPTER 4. BRIDGE ADMINISTRATION (Cont)

- (a) GREEN LIGHTS: None.
- (b) WHITE VERTICAL LIGHTS: None.
- (c) RED LIGHTS: The right channel pier has a red light on upstream and downstream sides. The left descending edge of the channel is marked with a red light on the upstream and downstream sides. The lights mark the channelward edge of the Peabody Coal Dock.
- (d) REFLECTORS and DAYBOARDS: None.

### f. MacArthur Bridge, Mile 179.0

- (1) Number of lighted navigation spans: 2.
- (2) The Main span is in the center of the river.
- (3) Auxiliary span is along the Illinois bank (LDB).
- (4) Main Channel Span Lighting (Center):
  - (a) GREEN LIGHTS: A range of two green lights is visible from both sides of the bridge.
  - (b) WHITE VERTICAL LIGHTS: Three white lights are arranged directly over the steady burning green mid-channel lights and are located on the upstream and downstream sides.
  - (c) RED LIGHTS: The channel piers are marked with red lights on the UPSTREAM and DOWNSTREAM sides.
  - (d) REFLECTORS and DAYBOARDS: None.
- (5) Auxiliary Channel Span Lighting (Illinois span):
  - (a) GREEN LIGHTS: A range of two green lights is located in the center of the Auxiliary span and is visible from both sides. The green lights are located between the margin of channel red light (LDB) and the red lights of the right auxiliary channel pier.
  - (b) WHITE VERTICAL LIGHTS: None.
  - (c) RED LIGHTS: The right auxiliary channel pier has a red light on the upstream and downstream sides. The left descending edge of the auxiliary channel is marked by the red margin of channel lights.
  - (d) REFLECTORS and DAYBOARDS: None.

3. The following paragraphs indicate the location of the Main Navigational Span of the ST LOUIS HARBOR BRIDGES when going downstream:

- a. Illinois Span - Merchants RR Bridge, Mile 183.2 UMR.
- b. Illinois Span - McKinley Bridge, Mile 182.5 UMR.

## **CHAPTER 4. BRIDGE ADMINISTRATION (Cont)**

- c. Mid River - M.L. King Jr. Bridge, Mile 180.2 UMR.
- d. Center Span - Eads Bridge, Mile 180.0 UMR.
- e. Center Span - Poplar Street Bridge, Mile 179.2 UMR.
- f. Center Span - MacArthur Bridge, Mile 179.0 UMR.

4. The Mississippi River makes a gentle bend to the right as it descends through the ST LOUIS HARBOR. Because of this gentle bend, the Main Navigational Spans of the last four bridges do not line up in a straight line. The Auxiliary Spans for these four bridges are located on the Illinois side of the river (LDB).

5. The Eads Leading Light (a Flashing Group 2, Yellow, 6 second Light), Mile 179.3 on the Left Bank can be used by downbound tows to assist them through the M.L. King Jr. and Eads Bridges. However, when transiting the Main Span of the Eads Bridge, the tow will be pointed at the Illinois Span of the Poplar Street Bridge and not the Main Span because the river gently bends to the right. The Main Span of the Poplar Street Bridge is the only lighted span.

### **B. Drawbridge Operating Regulations.**

1. For drawbridges over the Mississippi River and its outlets, including the Atchafalaya River above Grand Lake, the usual sound signal for opening the draw is a prolonged blast (four to six seconds duration) of a whistle or horn, followed by one short blast (one second duration), sounded not more than three seconds after the prolonged blast, repeated at intervals until acknowledged by the drawtender. If the draw can be opened immediately, the acknowledging signal is one prolonged blast followed by one short blast, sounded not more than 30 seconds after the opening signal. If the draw cannot be opened immediately, or if open and must be closed immediately, five short blasts, sounded in rapid succession not more than 30 seconds after the opening signal, are repeated at intervals until acknowledged by a signal which has the same meaning from the vessel. Visual signals may also be used as prescribed in Title 33 CFR 117.15(c).
2. Drawbridges equipped with radiotelephones are listed in this section. Mariners approaching these drawbridges are urged to contact the drawtender to confirm requests for opening or to exchange information.
3. Repairs to drawbridges are necessary for maintenance and sufficient time to make such repairs must be allowed. The Commander, Eighth Coast Guard District, in cooperation with the bridge owner, endeavors to see that repairs are made with the least possible interference with river traffic.
4. In situations where the public interest, health, or safety requires, the District Commander may authorize temporary closure of a drawbridge.
5. Drawtenders are required to take all reasonable measures necessary to have the draw closed for emergency vehicle passage over the bridge.

## CHAPTER 4. BRIDGE ADMINISTRATION (Cont)

### C. Remotely Operated Railroad Bridges.

1. Arkansas River Navigation System - The bridges listed below are automated and operated from a remote location:
  - a. Rob Roy Drawbridge, mile 67.4, normally closed.
  - b. Missouri-Pacific Railroad (Little Rock), mile 118.2, normally open.
  - c. Missouri-Pacific Railroad (Junction), mile 118.7, normally open.
  - d. Missouri-Pacific Railroad (Baring Cross), mile 119.6, normally closed.
2. Use the following procedures to request an opening of the Rob Roy Drawbridge:
  - a. Any vessel requiring opening of the draw shall establish contact by radiotelephone with the remote drawbridge operator on VHF-FM Channel 12. The remote operator will advise the vessel whether the bridge can be opened immediately and maintain constant radio contact with the vessel until the vessel has cleared the span.
3. Use the following procedures to request an opening of the Baring Cross Bridge:
  - a. Normal Flow Procedures. The operator of any vessel requiring the opening of the draw of this bridge shall establish contact by radiotelephone with the remote drawbridge operator on VHF-FM Channel 12 in North Little Rock, Arkansas. The remote drawbridge operator will advise the vessel operator whether the requested span can be immediately opened, and will maintain constant contact with the vessel operator until the requested span has opened and vessel passage has been completed. If the drawbridge cannot be opened immediately, the remote drawbridge operator will notify the calling vessel operator and provide an estimated time for individual drawbridge opening.
  - b. High Velocity Flow Procedures. During periods of high velocity flow, which is defined as a flow rate of 70,000 cubic feet per second or greater at Murray Lock and Dam, mile 125.4, down bound vessels which require that the draw of this bridge be opened for unimpeded passage, shall contact the remote drawbridge operator on VHF-FM Channel 12 either before departing Murray Lock and Dam, or before departing the mooring cells at Mile 121.5 to ensure that the drawbridge is opened. The remote drawbridge operator shall immediately respond to the vessel's call, ensure that all the drawbridges are open for passage, and ensure that it remains in the open position until the downbound vessel has passed through. If a closed drawbridge cannot be opened immediately for unimpeded traffic, the remote drawbridge operator will immediately notify the downbound vessel and provide an estimated time for drawbridge openings. Upbound vessels shall request openings in accordance with the normal flow procedures as set forth above. The remote drawbridge operator shall keep all approaching vessels informed of the position of the drawbridge span.

## CHAPTER 4. BRIDGE ADMINISTRATION (Cont)

4. Missouri-Pacific Railroad (Benzal) Bridge, mile 7.6, is unmanned and maintained in the locked and open position. Therefore, there are no communications possible at this site.

5. Burlington Northern Drawbridge (Van Buren), mile 300.8, normally open, is remotely operated by a Burlington Northern dispatcher in Springfield, MO, but can also be operated by railroad personnel at the bridge.

a. Ten-Minute Warning Signal (Remote/Manual Operation).

(1) The Van Buren bridge is equipped with horns and high intensity amber lights which are oriented upstream and downstream from the bridge. These warning signals are located at the machine house in the center of the span. When the cycle to lower the span is initiated, the horns will sound for ten seconds and the amber lights will begin to flash. At the end of a ten-minute period, the lift span will start to lower, the amber lights will continue to flash, and horns blast every fifteen minutes while the span is lowering and while the span is down, seated and locked.

b. Electronic Boat Detector. This bridge is equipped with a photoelectric boat detector system which projects a beam beneath the bridge between the channel piers. Depending on the mode in which the bridge is being operated at the time (manual or remote), the boat detector system is activated or overridden as follows:

(1) Remote Operation. When the bridge is being controlled by the remote operator, the boat detector system is activated. If the beam is broken by a vessel anytime during the closing cycle before the span is seated and locked, the span will stop its downward motion, reverse and raise to the fully open position until the channel is clear.

(2) Manual Operation. When the bridge is being operated manually at the bridge by railroad personnel in sight of approaching river traffic, the boat detector system is overridden by the electrical circuits and is not operational. The bridge was designed to permit manual operation of the span without the boat detection feature so the span can be lowered when the system is malfunctioning. Railroad personnel operating the span manually are instructed to make sure that there is no river traffic approaching the bridge before lowering the span by use of a marine radio and visual check of the river.

c. This bridge is equipped with an unattended radio for use during maintenance periods. When a maintenance crew is working on the lift span, the railroad notifies the Coast Guard and a Notice to Mariners is broadcast. Mariners are advised that a maintenance crew is working at the bridge and the vessel pilot should contact the bridge crew on channel 13 for opening the bridge.

## CHAPTER 4. BRIDGE ADMINISTRATION (Cont)

### 6. Bridges Where Constant Attendance Is Not Required:

- a. Beardstown Railroad Bridge, mile 88.8, Illinois Waterway, normally open, remotely operated. Radiotelephone contact should be established with the remote operator to assure that the liftspan remains open until passage has been completed.
  - b. Missouri River. Advance notice during winter months. During the winter operating season, as published by the ACOE, at least 24 hours notice must be given to open the drawbridges.
  - c. EJ+E Railroad Drawbridge, Mile 290.1, Illinois Waterway, normally open, remotely operated. Radiotelephone contact should be established with the remote operator to assure the lift span will remain open until passage has been completed.
  - d. Upper Mississippi River and St. Croix River.
    - (1) Advance notice is required during winter months. From December 15 to March 1, at least 24 hours notice is required to open drawbridges between Lock and Dam 10 and Lock and Dam 2, and for all drawbridges on the St. Croix River. During the same period, at least 12 hours notice is required to open all drawbridges between Lock and Dam 2 and Lock and Dam 1.
    - (2) In a Notice to Mariners each fall, the Commander, Eighth Coast Guard District, publishes the name and telephone number of persons to contact to open these bridges as well as the Missouri River bridges.
  - e. Illinois River Special Supplemental Regulations. Except on Sundays and Holidays, the Joliet Highway Bridges listed below are not required to open between 7:30 a.m. and 8:30 a.m. and between 4:15 p.m. and 5:15 p.m.:
    - (1) McDonough Street, mile 287.3.
    - (2) Jefferson Street, mile 287.9.
    - (3) Cass Street, mile 288.1.
    - (4) Jackson Street, mile 288.4.
    - (5) Ruby Street, mile 288.7.
7. Bridges Having Special Operation Regulations. Mariners should refer to Title 33 CFR 117, Subpart B, for special operation regulations to open certain other drawbridges over Mississippi River tributaries. In absence of specific regulations, drawbridges, on receipt of a proper signal, are required to open promptly for the passage of vessels.

## CHAPTER 4. BRIDGE ADMINISTRATION (Cont)

### D. Drawbridges with Radiotelephones (Source: Appendix A to 33 CFR 117):

Table 4-1. Drawbridges Equipped with Radiotelephones.

<b>RIVER</b>	<b>MILE</b>	<b>CALL SIGN</b>	<b>CHANNEL</b>
<b>ARKANSAS WATERWAY</b>			
Rob Roy	67.4	KTA 435	12
MoPac (Baring Cross)	119.6	KSK 392	12
<b>CUMBERLAND RIVER</b>			
Louisville & Nashville RR	126.5	KF 2204	13 & 16
Bordeaux Railroad	185.2	KX 6366	13 & 16
Louisville & Nashville RR	190.4	KQ 7179	13 & 16
<b>GREEN RIVER</b>			
Seaboard Systems Railroad	8.3	KT 4181	13 & 16
Paducah & Nashville RR	94.8		10 & 16
<b>ILLINOIS WATERWAY</b>			
Hardin Highway	21.6	WZQ 8761	14 & 16
Pearl RR	43.2	KLU 797	14 & 16
Florence Highway	56.0	WZQ 8761	14 & 16
Norfolk & Western Railroad	61.4	KTR 857	14 & 16
Beardstown Railroad	88.8	KLU 801	14 & 16
Chicago & Northwestern RR	151.2	KVF 831	14 & 16
Peoria & Pekin Union RR	160.7	WQX 651	14 & 16
Burlington Northern Railroad	239.4	WRD 810	7,14 & 16
E, J, & E RR	270.6	WHX 746	16
Brandon Road	285.8	WZQ 8761	14 & 16
McDonough Highway	287.3	WZQ 8761	14 & 16

## CHAPTER 4. BRIDGE ADMINISTRATION (Cont)

RIVER	MILE	CALL SIGN	CHANNEL
Chicago, Rock Island & Pacific Railroad	287.6	KUF 907	14 & 16
Jefferson Street	287.9	WZQ 8761	13 & 16
Cass Street	288.1	WZQ 8761	13 & 16
Jackson Street	288.4	WZQ 8761	13 & 16
Ruby Street	288.7	WZQ 8761	13 & 16
E. J. & E. Railroad	290.1	WHX 746	13 & 16
<b>MISSOURI RIVER</b>			
Harry S. Truman	359.4	KVY 575	13 & 16
A-S-B Highway & Railroad	365.6	KQU 500	14 & 16
Hannibal Railroad	366.1	KQU 500	14 & 16
Atchison RR	422.5	KTD 426	14 & 16
Union Pacific	448.2	KTD 403	14 & 16
Illinois Central Gulf RR	618.3	KD 2870	13 & 16
<b>OHIO RIVER</b>			
27th Street (Take out bridge removed)			
McAlpine Lock (Swing)	606.8	WUE 241	14 & 16
27th Street, McAlpine Lock (Bascule)	606.8	WUE 241	14 & 16
Conrail Railroad Bridge	604.4	KUZ 381	13
<b>OUACHITA-BLACK</b>			
Jonesville Drawbridge	40.9	KJA 538	13 & 16
Harrisonburg Drawbridge	57.5	KJA 575	13 & 16
Columbia Drawbridge (Take out bridge removed)	110.2		KJA 566
13 & 16			
MoPAC Railroad	114.3	KCE 344	6 & 16
US Highway 165 Drawbridge	191.8	WXZ 3279	13 & 16

## CHAPTER 4. BRIDGE ADMINISTRATION (Cont)

RIVER	MILE	CALL SIGN	CHANNEL
<b>ST. CROIX RIVER</b>			
Burlington Railroad	0.2	KJC 782	14 & 16
Prescott Highway	0.3	KD 2829	14 & 7
Hudson Railroad	17.3	KUZ 549	14 & 16
Stillwater Drawbridge	23.4	WXZ 6541	14 & 16
<b>TENNESSEE RIVER</b>			
Louisville & Nashville RR	100.5	KC 9465	13 & 16
Wilson Lock Access	259.4	WUE 612	13 & 16
Southern Railroad	304.4	KQ 8999	13 & 16
Louisville & Nashville RR	414.4	KC 9430	13 & 16
<b>UPPER MISSISSIPPI RIVER</b>			
Louisiana Railroad	282.1	KLU 798	14 & 16
Hannibal Railroad	309.9	KUZ 448	14 & 16
Keokuk Railroad & Highway	364.0	KLK 365	14 & 16
Ft. Madison RR & Highway	383.9	KRS 859	13
Burlington Railroad	403.1	KJC 779	7,13,14,16
Crescent Railroad	481.4	WUD 715	14 & 16
Rock Island RR & Highway	482.9	AAF 274	6,14 & 16
Clinton Railroad	518.0	KUF 735	13 & 16
Sabula RR	535.0	KEA 997	13 & 16
Dubuque RR	579.9	KQ 9042	14 & 16
LaCrosse Railroad	699.8	KVY 631	14 & 16
Hastings Railroad	813.7	KTD 538	14 & 16
Beltline Railroad	835.7	KUZ 544	14 & 16
Chicago & Northwestern RR	839.2	KUZ 546	14 & 16

## CHAPTER 4. BRIDGE ADMINISTRATION (Cont)

RIVER	MILE	CALL SIGN	CHANNEL
Omaha Railroad	841.4	KUZ 545	14 & 16
<b>WHITE RIVER</b>			
St. Louis & Southwestern RR	98.9	KUF 653	14 & 16
Missouri Pacific Railroad	196.3	KVY 684	13
Missouri Pacific Railroad	254.8	KIZ 553	13 & 16

### E. Special Notices.

1. Mile 383.9, UMR, Fort Madison Railroad Drawbridge. To improve safety and minimize delays in opening and passing through the Fort Madison railroad drawbridge, downbound vessels are urged to observe the following "arrival points" when approaching:

- a. Arrival Point A: Mile 388.0, Pontoosac Light and Daymark: Towing vessels should signal for opening by contacting bridge.
- b. Arrival Point B: Mile 385.5, just above Phoenix Chemical Company Dock on left bank: Towing vessels should not pass this point until drawspan is opened or drawtender gives assurance that it is opening immediately. The drawtender will not close span or delay opening after tow passes this point and has safely passed through the drawspan.
- c. There are four concrete-filled steel sheet pile cells located along the right side of the channel upstream of the bridge. The cells are intended to protect the approach span of the bridge, not to provide a guide system to follow when transiting the right descending span. Using these cells as a guide system may result in the head of the tow striking the bridge.

### F. Preferred Navigation Light Span.

1. Some multi-span fixed bridges have "Preferred" navigation span lights installed. Preferred navigation span lights are three white lights arranged in a row vertically over the green midchannel lights. Their purpose is to indicate which of the several spans having green mid-channel lights is the main or preferred channel.

### G. Drawbridge Delays and Drawbridge in Disrepair.

1. All drawbridges in the Eighth District are required to open according to their operating regulations. Most drawbridges are required to open immediately upon receipt of proper signal. Some drawbridges require a certain number of hours advance notice before opening.
2. Drawbridge delays experienced by mariners at bridges on the Mississippi River system upstream from the Louisiana-Arkansas border should be reported to the Coast Guard for correction or processing for possible assessment of a civil penalty. Reports of delays can be made to Coast Guard Sector Offices via radio, or submitted in writing to:

Commander (dwb)  
Eighth Coast Guard District  
1222 Spruce Street, Suite 2.107(f)

## **CHAPTER 4. BRIDGE ADMINISTRATION (Cont)**

3. Reports of drawbridge delays may also be called in to the Bridge Branch at (314) 269-2300 so that corrective action may be taken and the matter reviewed to determine whether or not civil penalty action is warranted.
4. In addition to drawbridge delays, report conditions of disrepair at drawbridges. If the timber protection structures or cells are damaged, they should be reported immediately.

### **H. Bascule Bridges.**

1. Bascule bridges are moveable bridges which open by raising one or two leaves that cross the navigation channel. Mariners should approach and transit all bascule bridges with caution. Because bascule bridges protrude over the navigation channel when in the open position, unlimited vertical clearance may not be available throughout the full width of the navigation span. Vessels with high freeboard should ensure adequate vertical clearance is available.

## **CHAPTER 5. SPECIAL OPERATING PROCEDURES**

### **Safety Zones, Security Zones, Captain of The Port Orders, and Regulated Navigation Areas.**

1. Commander, Eighth Coast Guard District and Captains of the Port (COTP) have the authority under federal law to establish specially controlled areas of operation called safety zones and security zones. In addition, the COTP or District Commander may issue COTP Orders. The District Commander may also establish Regulated Navigation Areas, particularly where there is an ongoing threat to safety or the environment. The purpose of these various measures is to control vessel movement, access, and operation in specified areas in order to increase navigational safety; protect the marine environment; and to protect life, property, and structures in, on, or immediately adjacent to the navigable waters of the United States.
2. **SAFETY AND SECURITY ZONES.** Safety and security zones are regulatory in nature. They serve to control access to, or activities in, a designated water area, shore area, or combined water/shore area. If time permits, their establishment is published in the Federal Register. In emergencies, or when special circumstances warrant, notification is made by marine information broadcasts, notices to mariners, local news media, and on-scene oral notice. Communication is the most important aspect for the safety and success of these operations. Notification of the existence of a zone, regardless of the means of transmission, always establishes the physical boundaries of the zone, reason for establishment, estimated duration, and information on how to obtain permission to enter the zone, if necessary. Additional information regarding the zone may be obtained from the local COTP or Coast Guard Office.
3. **CAPTAIN OF THE PORT ORDERS.** COTP Orders are directed at individual vessels and are intended to address short-term hazards. The orders are enforced only against persons operating vessels who have actual notice of the contents of the COTP orders. The orders are specific with respect to the actions expected of the person to whom the order is directed. For example, if the District Commander or COTP has reasonable cause to believe that a vessel is not in compliance with a law or regulation, he may order the vessel to cease operating or to operate in a specific manner.
4. **REGULATED NAVIGATION AREAS (RNAs).** RNAs are established by District Commanders in areas where the control of a number of vessels over an extended period of time is required. They are implemented in areas that require control of vessel operations to preserve the safety of the adjacent waterfront structures, to ensure safe transit of vessels, or to protect the marine environment. Typically, an RNA may be established to provide for safety of navigation when conditions require higher standards of vessel control than those provided for in the navigation rules.

#### **A. Vessel Traffic Service Louisville (VTSL).**

1. On the Ohio River at Louisville, downbound tows face a combination of problems. During high river stages, strong currents and unusual patterns are caused by operation of the McAlpine Dam gates. A downbound tow passing Towhead Island is committed until it reaches the Louisville and Portland Canal. If a tow has to stop or back down because the Louisville and Indiana Railroad Bridge cannot be opened, the pilot will have control difficulties. Consequently, the tow could be carried by strong outdraft currents toward the middle of the river and the dam. It is unsafe for more than one tow at a given time to be in the reach of the channel between Towhead Island and the entrance to the Louisville and Portland Canal. This is due to the narrow channel and tricky currents.
2. Due to the existence of these potentially dangerous conditions, the U.S. Coast Guard, Sector Ohio Valley, located in Louisville, operates a Vessel Traffic Service (VTS). It assists vessels transiting this area during times of high river stages and strong current conditions. The VTS is placed in operation whenever the river stage at the McAlpine Upper Gage reaches 13.0 feet. The system is activated to insure a smooth and safe flow of traffic through the bridges to the Portland Canal.

## **CHAPTER 5. SPECIAL OPERATING PROCEDURES (Cont.)**

3. The following vessels are required to participate in the VTS:

- (a) every power-driven vessel of 40 meters (approximately 131 feet) or more in length.
- (b) every towing vessel of 8 meters (approximately 26 feet) or more in length.
- (c) every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.
- (d) every vessel subject to the Vessel Bridge-to-Bridge Radiotelephone Act.

4. The following vessels are required to participate in the Vessel Movement Reporting System (VMRS):

- (a) every power-driven vessel of 40 meters (approximately 131 feet) or more in length.
- (b) every towing vessel of 8 meters (approximately 26 feet) or more in length.
- (c) every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.

NOTE: VMRS users are those vessels that are required to monitor, report and respond to VTS directions in the VTSL area. VTS users are those vessels that are required to monitor and respond to directions from the Vessel Traffic Center (VTC).

5. VMRS Procedures.

a. Initial notification that the VTS has been activated will be issued by a Broadcast Notice to Mariners. The VTS will maintain a continuous listening watch on VHF-FM channel 13 (156.65 MHZ). It will be in direct communication with the McAlpine Lock and the Louisville and Indiana Railroad Bridge (mile 604.4). The VTS uses the call sign "Louisville Traffic." It provides operators with advisory information on river traffic in the Louisville area above McAlpine Lock. It also advises on the status of the Louisville and Indiana Railroad Bridge.

b. All vessel pilots are required to contact "Louisville Traffic" at the following Arrival Points:

(1) DOWNBOUND VESSELS:

- (a) Twelve Mile Island, Mile 593.0
- (b) Six Mile Island, Mile 598.0
- (c) Louisville Water Company Intake, Mile 600.0
- (d) Towhead Island, Mile 602.5
- (e) Louisville and Indiana Railroad Bridge, Mile 604.4
- (f) McAlpine Locks, Mile 606.8

(2) UPBOUND VESSELS:

- (a) McAlpine Lock and Dam, Mile 606.8
- (b) Louisville and Indiana Railroad Bridge, Mile 604.4
- (c) Towhead Island, Mile 602.5
- (d) Six Mile Island, Mile 598.0
- (e) Twelve Mile Island, Mile 593.0

## CHAPTER 5. SPECIAL OPERATING PROCEDURES (Cont)

### 5. b. (3) VESSELS IN AREA (BUT NOT PASSING THROUGH):

- (a) Moorage/Anchorage movement (prior notice).
- (b) When moored at destination.
- (c) Upbound/Downbound arrival points.

c. For detailed instructions in using VTSL, mariners can obtain a copy of the required VTS Users Manual by contacting:

Commander  
Coast Guard Sector Ohio Valley  
Attn: Vessel Traffic Service  
600 Martin Luther King, Jr. Place, Room 409D  
Louisville, KY 40202-2242  
Phone: 502-779-5400

### B. Inland Rivers Vessel Movement Center (IRVMC).

1. The Coast Guard has established regulated navigation areas (RNAs) for inland waters of the Eighth Coast Guard District and those portions of the Illinois Waterways System located in the Ninth Coast Guard District. The RNA regulations apply to towing vessel operators and fleet area managers who are responsible for the movement of barges carrying certain dangerous cargoes (CDC) on the inland rivers and require them to report their position and other information to the IRVMC. Reports can be made via phone call, fax, or e-mail to the following:

Inland River Vessel Movement Center  
Watch Center Phone: 1-866-442-6089  
Fax: 1-866-442-6107  
Email: TIS-PF-IRVMC@USCG.MIL

2. CDC's carried in Bulk on the Western Rivers:

Acetone cyanohydrin,	Methylacetylene-propadiene mixture,
Acetaldehyde,	Methacrylonitrile,
Allyl alcohol,	Methyl Bromide,
Anhydrous Ammonia,	Methane (LNG),
Ammonium Nitrate	Methyl Chloride,
Butadiene,	Oleum (fuming sulfuric acid),
Butane,	Propane (LPG),
Butylene,	Propylene,
Chlorine,	Propylene Oxide,
Chlorosulfonic acid,	Propylene Oxide,
Crotonaldehyde,	Sulfur Dioxide,
Dimethylamine,	Vinyl Chloride.
Ethane,	
Ethyl Chloride,	
Ethylamine,	
Ethylene,	
Ethylene chlorohydrin,	
Ethylene dibromide,	
Ethylene Oxide,	
Hexachlorocyclopentadiene	

3. Operators of towing vessels with barges carrying CDC are required to report the following information:
  - (a) 24-hour contact number
  - (b) Name of towing vessel, and name and official number of barge or barges carrying CDC
  - (c) Type, name and amount of CDC (including barges with residue)
  - (d) Estimated time of departure from fleeting area or facility
  - (e) Name and location of destination of CDC barges including the estimated time of arrival (ETA)
  - (f) Current reporting point and ETA to next reporting point
4. Operators of towing vessels with barges carrying CDC are required to report at the following times:
  - (a) Upon entry into the RNA or departure from the RNA
  - (b) 4 hours before originating voyage within RNA
  - (c) Upon dropping off or picking up additional CDC barges
  - (d) At designated reporting points required by RNA, and when ETA to a reporting point varies by 6 hours from previously reported ETA
  - (e) If significant changes occur, and when directed by the IRVMC
5. Managers of fleeting areas with barges carrying CDC are required to report the following information:
  - (a) 24-hour contact number
  - (b) Name and official number of barge or barges carrying CDC
  - (c) Type, name and amount of CDC (including barges with residue)
  - (d) Location of fleeting area or facility
6. Managers of fleeting areas with barges carrying CDC are required to report at the following times:
  - (a) Once daily (all CDC barges in a fleeting area)
  - (b) Upon moving one or more CDC barges within a fleeting area by a fleet tow boat
  - (c) Any significant deviation from previously reported information
  - (d) When directed by IRVMC
7. A list of reporting points and other information is available at the following web site:  
[https://navcen.uscg.gov/irvmc/reporting\\_requirements.htm](https://navcen.uscg.gov/irvmc/reporting_requirements.htm). For additional information, please contact IRVMC at 1-866-442-6089.

**B. Regulated Navigation Area (RNA) Little Rock, Arkansas.**

1. On the Arkansas River at Little Rock, a RNA will be activated on the river between mile 118.2 and 125.4 during periods of high velocity flows. If the flow rate reaches 70,000 cubic feet per second or more, transit of the RNA is limited as stated below. Activation of the RNA will be distributed by announcements by Coast Guard Marine Information Broadcasts, publication in Coast Guard Local Notice to Mariners, and telephone or radio contact with the lockmaster at Murray Lock and Dam.
2. Transit of the RNA during periods of high velocity flow may only occur under the following conditions:
  - a. Downbound tows must be assured the Baring Cross, Junction, and Rock Island railroad bridges are open prior to proceeding into the RNA. This is because there are no tie-off areas above or between these bridges. Also, there is insufficient room for a towboat to turn and head back

upstream if a bridge fails to open. Meeting situations between towboats in this area also should be avoided during high flow conditions.

b. No vessel shall anchor, stop, remain or drift without power at any time in the RNA.

3. All vessels shall continually monitor VHF-FM channel 13 on their radiotelephone while in or approaching the RNA. Prior to entering the RNA, downbound vessels shall make a broadcast in the blind on VHF-FM channel 13 announcing their estimated time of departure from Murray Lock and Dam or from the mooring cells at mile 121.5 to ensure there are no upbound vessels within the RNA. If there is upbound traffic, the downbound vessel shall not depart until the upbound vessel has passed through the RNA.

a. When upbound vessels reach mile 116, they shall make a broadcast in the blind on VHF-FM channel 13 announcing their estimated arrival time at the Rock Island Railroad Bridge at mile 118.2.

b. When a downbound vessel is already in the RNA, an upbound vessel shall adjust its speed so as to avoid a meeting situation in the RNA.

4. Bridge Openings.

a. On activation of the RNA, drawtenders at bridge control points will be maintaining an alert communications watch on VHF-FM channel 13. They will accept radiotelephone and/or telephone calls from vessels or lockmasters. They will raise lift spans as required, and furnish information regarding lift span positions.

b. If any lift span cannot be raised when requested, the drawtender will advise the caller and furnish him the estimated time when it can be safely raised.

c. If any lift span malfunctions while being raised or lowered, the drawtender will immediately broadcast this in the blind on VHF-FM channel 13. When proper service has been restored, the drawtender will again advise by broadcast.

5. For additional information, please contact:

Sector Lower Mississippi River  
2 Auction Avenue  
Memphis, TN 38105  
Tel: (866) 777-2784

## **CHAPTER 6. MARINE ENVIRONMENTAL PROTECTION**

### **A. Compliance with Oil Pollution / Hazardous Substance / Refuse Regulations.**

1. The discharge or deposit of refuse matter of any kind or description from any type of floating craft or shore-side building, structure, or facility into any navigable waters or tributaries of such waters of the United States is prohibited. Discharging or causing a substantial threat of a discharge of oil or a hazardous substance into or upon the "navigable waters;" on the adjoining shorelines to the navigable waters; into or on the waters of the exclusive economic zone; or that may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States is also prohibited. Violators are subject to administrative or criminal procedures. Administrative procedures may result in a penalty assessment. Criminal procedures may result in a conviction and a fine, imprisonment or both.
2. Any person in charge of a vessel or facility from which oil or a hazardous substance is discharged is required to report it immediately by rapid means to the U.S. Coast Guard National Response Center (NRC) at (800)424-8802. If this is not practical, report to the Coast Guard or Environmental Protection Agency (EPA) predesignated On Scene Coordinator (OSC) for the geographic area where the discharge occurred. If neither one can be contacted immediately, reports may be made to the nearest Coast Guard unit in the vicinity of the discharge, with notification to the NRC as soon as possible or the regional office of the EPA in the region where the discharge occurred. This report does not take the place of other reports which may be required by other federal, state, or local agencies.
3. Two separate violations may occur for each incident. The first violation is a failure to notify the National Response Center as soon as there is knowledge of any discharge. "Failure to notify" is a criminal offense. The violator is subject to a significant fine, up to five years imprisonment, or both. The act of discharging oil or designated hazardous substances into the navigable waters is the second violation. The owner, operator, or person in charge of the vessel or facility from which a pollutant is discharged in a harmful quantity can be assessed a penalty of up to \$25,000 per day with each day constituting a separate violation. For willful discharges, the violator may be penalized not less than \$100,000 and not more than \$3,000 per barrel of oil or hazardous substance.
4. The owner or operator of a facility or vessel from which a discharge occurs is responsible for the cost of removing the pollutant from the navigable waters or adjoining shoreline. The owner or operator can usually minimize the costs involved by removing, or contracting for the removal of, the pollutant. However, if the owner or operator does not undertake to remove the pollutant, or if the Federal OSC determines that the owner/operator's effort is inadequate, the federal government will initiate clean-up activities and the owner/operator may be liable for up to three times the cost of the cleanup.
5. Pollution prevention regulations, (33 CFR Parts 154, 155, 156), are applicable to oil and hazardous materials transfer facilities and vessels. These regulations govern equipment, oil transfer procedures, personnel qualifications, and record keeping for the purpose of preventing oil discharges. Violators of these regulations are subject to a maximum penalty of \$25,000 for each offense. For more information concerning pollution laws and regulations, contact the nearest U.S. Coast Guard Marine Safety Office or Marine Safety Detachment.

## **CHAPTER 6. MARINE ENVIRONMENTAL PROTECTION (Cont)**

6. The Comprehensive Environmental Response, Compensation, and Liabilities Act (CERCLA) of 1980 is designed to provide the necessary funds to clean up spills of hazardous materials in the environment. It is a criminal violation of this law if the person in charge of a vessel or land facility fails to notify the U.S. Coast Guard NRC as soon as there is knowledge of a release of hazardous chemicals into the environment. The violator may be fined, imprisoned, or both. This law requires specific spill actions once a discharge occurs. The spiller must initiate any necessary removal actions. He is responsible for the cost of these removal operations and any damages caused by the discharge. Spillers who fail to commence proper and immediate actions may be liable for up to three times all associated costs for the federal response.

7. In addition to federal laws, each state has legislation for pollution prevention. State or local jurisdiction also covers all or part of the bordering inland river system. The mariner should be advised that compliance with applicable federal laws does not guarantee compliance with state or local laws.

### **B. Wake Damage.**

1. Vessel owners/operators are responsible for damage to property caused by their wake. Wake damage is more likely during periods of high water than during normal operations. A combination of factors should be considered when assessing the possibility of damage caused by your wake, including nearness to the bank, speed and draft. Operating out of the normal navigation channel increases the likelihood of wake damage. Action which may be taken against operators of vessels which cause damage to life or property due to their wake includes civil and criminal penalty proceedings [negligent use of a vessel, 46 U.S.C. 2302(a) 1461], suspension and revocation proceedings against the license of the towboat operator and/or civil litigation between the affected private parties. Also, the practice of running outside the project channel during periods of high water can cause serious damage to the levee system. This may lead to substantial environmental and economic losses for everyone.

## CHAPTER 7. MARINE CASUALTY AND HAZARDOUS CONDITION REPORTS

### A. Notice of Marine Casualty.

1. The owner, agent, master, or person-in-charge of a vessel involved in a marine casualty must give notice as soon as possible to the nearest Coast Guard Marine Safety Office whenever the casualty results in any of the following:
  - a. An unintended grounding or unintended strike of a bridge or any intended grounding or intended strike of a bridge that also meets any of the below criteria or creates a hazard to navigation, the environment, or the safety of the vessel;
  - b. A loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel;
  - c. An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route, including but not limited to fire, flooding, or failure of or damage to fixed fire-extinguishing systems, lifesaving equipment, auxiliary power-generating equipment, or bilge-pumping systems;
  - d. A loss of life;
  - e. An injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties; or
  - f. An occurrence causing property damage in excess of \$25,000, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, drydocking, or demurrage.
2. Initial notification may be given by radio, telephone, fax, etc. To standardize this information flow, a Standard Initial Radio (SIR) Report form (enclosure 3) was developed by representatives from the towing industry and the 2nd and 8th Coast Guard Districts. The SIR Report is not a mandatory form, nor is it necessary for the vessel operators to physically fill out the form and submit it to the Coast Guard. Its sole purpose is to have all towing vessel casualties initially reported by radio in a standard, easy to follow format.
3. In addition, the SIR Report does not relieve vessel operators from the responsibility of submitting in writing a Report of Vessel Casualty (CG-2692), supplemented as necessary by CG-2692A (Barge Addendum) or CG-2692B (Report of Required Chemical Drug and Alcohol Testing Following a Serious Marine Incident) within 5 days, if required by 46 CFR 4.05. The CG-2692 should be submitted to the Officer in Charge, Marine Inspection at the port in which the casualty occurred or the nearest port of first arrival. Contact your local Marine Safety Office for current forms and assistance in reporting.
4. The regulations (46 CFR 4.05-12) impose a requirement that the marine employer determine whether there is any evidence of alcohol or drug use by individuals directly involved in the casualty. The regulations require that:

## **CHAPTER 7. MARINE CASUALTY AND HAZARDOUS CONDITION REPORTS (Cont)**

- a. For each marine casualty required to be reported by 4.05-10, the marine employer shall determine whether there is any evidence of alcohol or drug use by individuals directly involved in the casualty.
- b. The marine employer shall include in the written report, Form CG-2692, submitted for the casualty, information that:
  - (1) Identifies those individuals for whom evidence of drug or alcohol use or evidence of intoxication, has been obtained; and
  - (2) Specifies the method used to obtain such evidence, such as personal observation of the individual or by chemical testing of the individual.
- c. An entry shall be made in the official logbook, if carried, pertaining to those individuals for whom evidence of intoxication is obtained. The individual must be informed of this entry and the entry must be witnessed by a second person.
- d. If an individual directly involved in a casualty refuses to submit to, or cooperate in, the administration of a timely chemical test when directed by a law enforcement officer or by the marine employer, this fact shall be noted in the official log book, if carried, and in the written report (Form CG-2692), and shall be admissible in any administrative proceeding.
5. Failure to make required reports may make the vessel operator liable for civil penalties, suspension and revocation proceedings against his license, or both.

### **B. Hazardous Condition Report.**

1. The owner, master, agent, operator, or person in charge of a vessel on which there is a hazardous condition must immediately notify the nearest Coast Guard Marine Safety Office of the hazardous condition.
2. Hazardous condition means any condition that could adversely affect the safety of a vessel; bridge; structure or shore area; or the environmental quality of any port, harbor, or navigable water of the United States. This condition includes, but is not limited to, collision, allision, fire, explosion, grounding, leakage, damage, injury or illness of a person on board, or a manning shortage.
3. Notice may be given by radio, telephone, telegram, etc., and should include vessel name, location and destination, owner or operator, and nature of the hazardous condition. Reports given by radio to the Coast Guard radio facilities listed on page 11 will be passed to the appropriate Marine Safety Office. If the hazardous condition also qualifies as a reportable marine casualty, one report will satisfy both reporting requirements if made without delay.
4. Failure to give notice may make the vessel operator liable for civil penalties, suspension and revocation proceedings against his license or both.
5. See Chapter 2, Section F for report format.

## **CHAPTER 7. MARINE CASUALTY AND HAZARDOUS CONDITION REPORTS (Cont)**

### **C. Drug and Alcohol Testing of Maritime Personnel.**

1. Drug and alcohol testing requirements for maritime industry personnel are contained in 46 CFR Part 16. They apply to all crewmembers, as defined in the regulation, serving aboard vessels. There are five types of chemical testing required: Periodic, pre-employment, random, post casualty, and reasonable cause. All chemical tests are conducted to check for evidence of drug use. Post casualty testing also tests for evidence of alcohol use.
2. A post casualty test is required of all persons directly involved in a "serious marine incident" (e.g., death, reportable injury, damage exceeding \$100,000, loss of inspected vessel or towboat over 100 gross tons, discharge of 10,000 gallons or more of oil, or a reportable discharge of hazardous substance as defined in 46 CFR 4.03).
3. The regulations also contain requirements for record keeping, the drugs tested for, actions to be taken if tests are positive, and the establishment of medical review officers. Specifics on the methodology of testing specimens are contained in 49 CFR 40.
4. If you have any questions concerning Drug and Alcohol Testing, contact the nearest Marine Safety Office.

## **CHAPTER 8. RECREATIONAL BOATING SAFETY**

### **A. Alcohol Abuse and Recreational Boating.**

1. The United States Coast Guard and many state governments are conducting an aggressive campaign to combat the problem of the operation of recreational boats while under the influence of alcohol or dangerous drugs. Excessive consumption of alcoholic beverages is a major factor in the large number of fatal boating accidents that occur each year.
2. The approach taken by the Coast Guard and the states has been and will continue to be three-fold: adoption of stiff legal sanctions along the lines of intoxicated automobile operation; stepped-up on-water law enforcement efforts, and improved boater education programs to warn of the dangers of mixing boating with excessive alcohol consumption.
3. Title 33 Code of Federal Regulations, 95.020(a), states that an individual operating a recreational vessel is intoxicated when the operator has an alcohol concentration of .08 percent by weight or more in their blood.
4. This information is provided for the benefit of recreational boaters, fisherman and other users of the lakes and rivers in the area of the Eighth Coast Guard District. Adherence to the standards of safe boating should ensure many accident-free days on the water. FOR BOATING SAFETY INFORMATION CALL: 504-671-2157 or visit [www.uscgboating.org](http://www.uscgboating.org)

### **B. Non-Emergency Assistance.**

1. Eighth Coast Guard District Sectors maintain lists of commercial operators desiring to provide assistance of a non-emergency nature to pleasure craft. Any operator wishing to be listed as a resource for such assistance should make a written request to the Coast Guard Sector Commander in their area of operations. Addresses for all groups, and other areas of responsibility, are listed on pages 1 thru 3 of this publication. The request must contain the following information:
  - a. Type of assistance available.
  - b. Size of vessel the operator is capable of assisting, or desires to assist.
  - c. VHF-FM radio capabilities.
  - d. Type and size of resources available.
  - e. Hours of operation.
  - f. Phone number (after hours phone number if available).
  - g. Response area/area of operations.
2. Operators submitting such a written request will be placed on the list of commercial resources available for non-emergency assistance maintained by each Sector Commander. Operators on the list will be called on a rotating basis for incidents occurring in their response area.

## **CHAPTER 8. RECREATIONAL BOATING SAFETY (Cont)**

### **C. Law Enforcement.**

1. Coast Guard vessels are identified by distinctive blue and red stripes on the bow, the words "Coast Guard" on the side, the Coast Guard ensign (flag), and are operated by a uniformed crew. Coast Guard law enforcement people occasionally use other vessels, displaying the Coast Guard ensign, when engaged in law enforcement activity.
2. A vessel underway, upon being hailed by a Coast Guard vessel, is required to stop immediately and lay to, or maneuver in a way to permit a boarding officer to board. Failure to stop may subject the operator to be arrested for violation of 18 USC 111.
3. A civil penalty of up to \$5,000 for each violation may be imposed by the Coast Guard for failure to comply with equipment, numbering and reporting requirements, or failure to observe rules of the road. Some requirements are summarized here. Contact the Coast Guard for requirements applicable to your boat.
4. Negligent and grossly negligent operation of a vessel which endangers life, limb, or property is prohibited by law. A civil penalty may be imposed by the Coast Guard for negligent operation, or the operator may be subject to a fine up to \$5,000, or imprisonment of no more than one year, or both, for the criminal offense of grossly negligent operation.
5. A Coast Guard Boarding Officer who observes an unsafe condition and determines an especially hazardous condition exists, may direct an operator to make immediate steps to correct the condition, including returning to the nearest safe mooring.
6. An operator who refuses to comply with the order to stop unsafe use of a boat can be cited for failure to comply with directions of a Coast Guard Boarding Officer, as well as for specified statutory or regulatory violations or provisions which were the basis for the termination order.

### **D. The Coast Guard Auxiliary.**

1. The Coast Guard Auxiliary is a volunteer organization used to supplement Coast Guard units or to provide services to the boating public. Auxiliarists may be assigned to missions that have law enforcement connotations, such as vessel traffic control during a regatta. However, Auxiliarists are not vested with any law enforcement authority.
2. Auxiliary Vessel Safety Checks - The Coast Guard Auxiliary conducts vessel safety checks to determine if a vessel meets federal and state requirements. Contact a member of the Coast Guard Auxiliary for a free vessel safety check. A decal is awarded to vessels that meet all requirements. If a boat does not have the proper equipment, no report is made to any law enforcement authority. The Auxiliarist advises the boater of the deficiencies so they can be corrected. You may contact an Auxiliary Vessel Examiner through your local Auxiliary Flotilla, or by contacting one of the Regional Director of Auxiliary Offices listed below:

Director of Auxiliary  
Eastern Region  
Room 415  
Martin Luther King Jr. Blvd.  
Louisville, KY 40202-2230  
(502) 625-7543

Director of Auxiliary  
Coastal Region  
500 Poydras St.  
New Orleans, LA 70130-3396  
(504) 671-2144

## **CHAPTER 8. RECREATIONAL BOATING SAFETY (Cont)**

Director of Auxiliary  
Western Region  
1222 Spruce Street  
St. Louis, MO 63103-2832  
(314) 539-3900 ext. 212

3. The Coast Guard Auxiliary also offers public courses in boating safety and seamanship. They are taught by experienced Auxiliary members and the only charge is for course materials. These courses are usually given in the fall and winter. For more information, contact (Boat/US at 1-800-336-BOAT), your local Auxiliary Flotilla, or the Regional Director of Auxiliary Offices listed in paragraph D - 2 above.

### **E. Coast Guard Approved Life Jackets**

1. Life Jackets are classified by "type". The amount and type required in a recreational boat depends on its length:
  - a. All recreational boats less than 16 feet in length, and all canoes and kayaks, must have one serviceable Coast Guard approved type I, II, III, IV, or V device of a suitable size aboard for each person.
  - b. All recreational boats 16 feet in length and over must have one serviceable Coast Guard approved type I, II, III, or V device of suitable size aboard for each person and, in addition, one throwable type IV device.
  - c. The type I, II, and III devices must be readily accessible to all persons on board. Since the type IV device is designed for throwing to a person in the water and not for wearing, it must be immediately available for use. If a type V or inflatable Life Jacket is to be counted toward minimum carriage requirement, it must be worn.
  - d. Effective 12/23/2002, the Coast Guard is requiring all children under 13 years of age wear Coast Guard approved life jackets, while on board recreational vessels underway, except when the child is below decks or in an enclosed cabin. This rule affects only those States that have not established requirements, by statute or rule, for children to wear life jackets. For the remaining States, the rule recognizes and adopts the existing state regulation, even if less stringent.

### **F. Minimum Required Equipment by Length of Boat.**

1. Required equipment by boat length can be found at [www.uscgboating.org](http://www.uscgboating.org)

## **CHAPTER 8. RECREATIONAL BOATING SAFETY (Cont)**

### **G. Numbering Requirements.**

1. Certificate of Number – Undocumented motor driven vessels are to be numbered (registered) by the state in which the vessel is principally used. The number issued to a vessel is shown on the certificate of number. The original Certificate of Number must be on board whenever the vessel is in use.
2. Display of Number and Validation Stickers - The vessel's number must be painted on, or permanently attached to each side of the forward half of the vessel (the bow), and no other number may be displayed there. Numbers are to read left to right, be in plain vertical block letters, be of a color contrasting with the background, be distinctly visible and legible, and be not less than three inches high, have space or hyphens that are equal to the width of a letter other than "I" or a number other than "1" between the letter and number groupings (example: DC 5673 EF or DC-5678-EF).
3. Notification of Changes Required - When a vessel is lost, destroyed, or transferred, the person whose name appears as owner on the certificate of number must, within 15 days, notify the authority that issued the number. If the Certificate of Number is lost or destroyed, or the owner changes address, he must notify the issuing authority within 15 days. A person whose name appears as owner of a vessel on a Certificate of Number must surrender his certificate in the manner prescribed by the issuing authority within 15 days after it becomes invalid for any reason.
4. Some states require that USCG documented vessels also be registered with the state of principle use. Check you state for specific regulations pertaining to registering documented vessels.

### **H. Notices to Sponsors of Marine Events.**

1. An individual or organization planning to hold a regatta or marine parade on the navigable waters of the Eighth Coast Guard District which by its nature, circumstances or location, will introduce extra or unusual hazards to the safety of life or property or interfere with the normal flow of commercial or recreational traffic, must submit an application to the Sector responsible for the area the event will be in. Page 2 lists Sectors and their addresses. In granting a permit, the Sector may prescribe regulations for the event. In addition, sponsors of marine events must submit applications to their state and local governments as required by law.
2. When events are held regularly in a single area, the Sector may grant a permit for a series of events over a fixed period, not to exceed one year. This permit is subject to conditions which may change if circumstances warrant.

## **CHAPTER 8. RECREATIONAL BOATING SAFETY (Cont)**

3. Applications are available from the Sector. Federal law requires permits to be submitted no later than 135 days before the start of an event. An event for which application is required must be held only after approval by the Sector. New environmental rules, applicable to regattas and marine events, were published in the Federal Register. The majority of events held in the Eighth Coast Guard District will not be affected by these new rules. However, a significant number of events will require additional coordination with other state and federal agencies which may require up to 90 days to process permit applications. Should you need further information in regard to the new environmental rules, please contact the appropriate Sector.
4. Events held on waters other than those discussed above require permits approved by cognizant state boating officials pursuant to agreements between those states and the Coast Guard.
5. Any boater interested in obtaining the special regulations or notice to mariners issued regarding a marine event may contact the Eighth Coast Guard District Legal Office, 500 Poydras St., New Orleans, LA 70130-3396.
6. Any structures which may be necessary (i.e., temporary docks or mooring devices) may require authorization from the Corps of Engineers.

### **I. Safe Boating is no Accident.**

1. It is a federal offense to operate any motorboat or any vessel in a negligent manner so as to endanger life, limb or property of any person. Fines may include \$5,000 for each violation and/or imprisonment of one year.
2. Negligent acts include, but are not limited to:
  - a. Using excessive speed during periods of reduced visibility.
  - b. Excessive speed near other vessels, or in narrow winding channels.
  - c. Operating while under the influence of alcohol or dangerous drugs.
  - d. Towing water skiers too close to other boats or obstructions.

### **J. Boating Accident Reports.**

1. When a person dies, or disappears from a vessel, as a result of an occurrence involving a vessel or its equipment, the operator must, without delay, by the quickest means possible, notify the nearest state boating authority or Coast Guard unit of the following:
  - a. Date, time and exact location of the occurrence.
  - b. Name of each person who died or disappeared.
  - c. Number and name of vessel.

## **CHAPTER 8. RECREATIONAL BOATING SAFETY (Cont)**

- d. Name and address of vessel owner and operator.
  - e. Note: If the operator cannot give this notice, each person on board must notify that authority, or determine that such notice has been given.
2. The operator of a vessel must submit a proper state form within 24 hours of a boating accident (Coast Guard report form CG-3865 may also be used) in which a person dies and within 48 hours of a boating accident which:
- a. A person is injured and requires medical treatment beyond first aid.
  - b. A person disappears from the vessel under circumstances that indicate death or injury.
3. Accidents must be reported within 10 days if damage to the vessel and other property totals more than \$2000, or there is a complete loss of vessel and an earlier report is not required as indicated above.
4. For assistance in filing reports call the appropriate state authority.

### **K. Make a Float Plan.**

1. If trouble occurs while you're cruising on your boat, help will come faster if the Coast Guard or other rescue agency knows where to look. The Coast Guard encourages boaters to leave Float Plans with friends or relatives to whom they can report their safe arrival. Should friends or relatives fail to receive information of your safe arrival when due, or within a reasonable time thereafter, they should notify the nearest Coast Guard unit or Marine Safety activity and provide the information in the Float Plan. A sample Float Plan is shown in enclosure 1. For your safety, and your family's peace of mind, complete this form, leave it with a responsible person upon whom you can depend to notify authorities if you're overdue. Float Plans should never be sent to the Coast Guard.