

## **MISSISSIPPI RIVER 1995 NAVIGATION NOTICES**

NUMBER	DATE	SUBJECT/LOCATION	EFFECTIVE DATE
MR 95- 01	24-Feb-95	Lock Closure, Mississippi River, Lock & Dam 13, UMR Mile 523.0	10-Mar-95
MR 95- 02	15-May-95	Lock closure, Mississippi River, Lock & Dam 13, UMR Mile 523.0	31-May-95 & 1 Jun-95
MR 95- 03	7-Jun-95	Lock Closure, Mississippi River, Lock & Dam 21, UMR Mile 324.9.0	20-21 June 1995
MR 95- 04	14-Jun-95	Shoaling, UMR Miles 461.3 - 461.7	
MR 95- 05			
MR 95- 06			
MR 95- 07			
MR 95- 08			
MR 95- 09			
MR 95- 10	8-Aug-95	SHOALING, BASS ISLAND, UMR MILE 447.5	
MR 95- 11	23-Aug-95	USE OF MOORINGS ON DAVENPORT SEAWALL, MISSISSIPPI RIVER, UMR MILE 483 to 484	
MR 95- 12			
MR 95- 13			
IMR95- 14			

## ***MISSISSIPPI RIVER 1995 NAVIGATION NOTICES***

<b>NUMBER</b>	<b>DATE</b>	<b>SUBJECT/LOCATION</b>	<b>EFFECTIVE DATE</b>
<b>MR 95- 15</b>			
<b>MR 95- 16</b>			
<b>MR 95- 17</b>			
<b>MR 95- 18</b>			
<b>MR 95- 19</b>			
<b>MR 95- 20</b>			
<b>MR 95- 21</b>			
<b>MR 95- 22</b>			
<b>MR 95- 23</b>			
<b>MR 95- 24</b>	<b>31-Oct-95</b>	<b>UPPER MISSISSIPPI RIVER ICE CONDITIONS UMR MILE 301.2 - 615.1, LEGAL NOTICE TO NAVIGATION</b>	

MISSISSIPPI RIVER

24 FEBRUARY 1995

LOCK/DAM 13  
UMR MILES 523.0

SEE BELOW

CENCR-OD-P

LOCK CLOSURE, MISSISSIPPI RIVER  
LOCK AND DAM 13, UMR MILE 523.0

\*\*\*\*REVISION - MR 94-06\*\*\*\*

Lock and Dam 13 will reopen to all navigation at 0800, 10 March 1995. The original opening date of 6 March 1995 was erroneously reported in a previous navigation notice, MR 94-06.

FOR THE DISTRICT ENGINEER:

JAMES H. BLANCHAR, P.E.  
Chief, Operations Division  
MR 95-01

MISSISSIPPI RIVER

15 MAY 1995

LOCK/DAM 13  
UMR MILES 523.0

SEE BELOW

CENCR-OD-MS

LOCK CLOSURE, MISSISSIPPI RIVER  
LOCK AND DAM 13, UMR MILE 523.0

1. Effective 31 May 1995, Lock No. 13, UMR Mile 523.0. will be closed to all river traffic for approximately 12 hours, commencing at 0700 hours, for the purpose of changing the #4 miter gate.
2. Effective 1 June 1995, Lock No. 13 will again be closed to all river traffic for approximately 12 hours, commencing at 0700 hours, for the purpose of changing the #2 miter gate.
3. Towboat operators are requested NOT to tie up on the guidewalls during these closure periods.

FOR THE DISTRICT ENGINEER:

JAMES H. BLANCHAR, P.E.  
Chief, Operations Division  
MR 95-02

MISSISSIPPI RIVER

7 JUNE 1995

LOCK/DAM 21  
UMR MILE 324.9

SEE BELOW

CENCR-OD-MR

LOCK CLOSURE, MISSISSIPPI RIVER  
LOCK AND DAM 21, UMR MILE 324.9

1. Lock and Dam 21, UMR Mile 324.9, will be closed to navigation from 0700 - 1900 on 20 and 21 June 1995 for the purpose of changing the two lower miter gates.
2. Towboat operators are requested NOT to tie up on the guidewalls during these closure periods.

FOR THE DISTRICT ENGINEER:

JAMES H. BLANCHAR, P.E.  
Chief, Operations Division

MR 95-03

MISSISSIPPI RIVER

08 AUGUST 1995

UMR MILE 447.5

SEE BELOW

CENCR-OD-T

SHOALING

BASS ISLAND, UMR MILE 447.5

1. Shoaling has occurred along the right and left descending banks at Bass Island, UMR Mile 447.5. Channel width has been reduced to approximately 225 feet at UMR Mile 447.6.
2. Mariners are urged to favor mid-channel while transiting the area.
3. CAUTION is advised.

FOR THE DISTRICT ENGINEER:

JAMES H. BLANCHAR, P.E.  
Chief, Operations Division

MR 95-10

MISSISSIPPI RIVER

23 AUGUST 1995

SEE BELOW

SEE BELOW

OD-MV

**USE OF MOORINGS ON DAVENPORT SEAWALL**  
**MISSISSIPPI RIVER, UMR MILE 483 to 484**

1. During the past several years there have been recurring incidents where the dam at Lock & Dam No. 15 and the adjacent Government bridge have been endangered by drifting barges, which were inadequately moored to the Davenport seawall, UMR Mile 483 to 484. To reduce the probability of further recurrence of similar incidents, the following requirements are hereby established:

a. When unattended, all craft over ten tons, net registry, powered and unpowered, shall be moored along that portion of the seawall between the Government bridge and Lindsey Park Boat Club, using only metallic (wire rope) lines.

b. Mooring lines shall be secured to the mooring facilities (kevels, buttons, rings, or hooks) in such a manner that they cannot be lifted off such facilities by unauthorized personnel.

c. Fastening of mooring lines shall then be done to timberheads or kevels on the deck of the vessel being moored.

d. No vessels shall be moored more than two units wide within the length of wall referred to above.

e. In the event that vessels are moored two units wide, the outside vessels shall be moored to the inside vessels by steel cable lashings.

f. Fiber lines are permitted only for temporary mooring of powered craft when attended by an operator or by a crew sufficient to operate the craft in the event the fiber lines part.

2. Periodic inspections will be made by this office of the moorings along the portion of the seawall specified above, to ensure that the above requirements are being met.

3. FLOODS/ICE CONDITIONS - Notices restricting all moorings along the Davenport seawall will be issued when projected flood stages or ice conditions warrant such action.

FOR THE DISTRICT ENGINEER:

JAMES H. BLANCHAR, P.E.  
Chief, Operations Division

MR 95-11



US ARMY CORPS  
OF ENGINEERS  
ROCK ISLAND  
DISTRICT

# Navigation Notice

River:  
MISSISSIPPI RIVER

Date:  
31 OCTOBER 1995

Location:  
SEE BELOW

Effective Period:  
SEE BELOW

In Reply Refer to:  
CENCR-OD-P

LEGAL NOTICE TO NAVIGATION

## UPPER MISSISSIPPI RIVER ICE CONDITIONS UMR MILE 301.2 - 615.1

1. All tows are cautioned to be alert for changing conditions and possible hazards due to ice formations. Severe navigation problems can always be expected throughout the ice forming season.
2. Gorged ice becomes a particular hazard when attempts are made to drive barges through the formation. Barges forced through or over gorged ice are frequently holed, stoved in or buckled, which usually results in sinking. Navigators are advised to exercise due caution to avoid sinking barges and subsequent blockage of the navigation channel. Gorged ice may also create unusual currents and high localized flow or outdraft conditions due to water bypassing the temporary dam formed by the gorge. Navigators approaching an ice gorge should make certain that the towboat has sufficient power to properly control the number of barges in tow under such unusual conditions of flow.
3. Sheet ice will at times prevent opening of the upper and lower miter gates. When the miter gates cannot be fully opened into recesses, they are highly vulnerable to extensive damage from tows entering or departing the lock chamber. Navigators are cautioned to exercise extreme care when entering or departing the lock chamber to avoid damage to the miter gates. When ice builds up to the extent that full usage of the lock chamber is prohibited, length and/or width restrictions will be imposed on lockages.
4. During periods of heavy icing, all towboat operators are required to arrange their tows so that recoupling does not occur between box end barges during a lockage. Rake to box ice couplings should be incorporated into tow configurations by industry on or before 1 November. In the past, ice trapped between box barges has caused long delays in coupling the two sections of a tow, thereby impeding flow of traffic through the locks.
5. If a tow is arranged so that recoupling occurs between box end barges and the lockage will result in unusual delays to navigation, the Lockmaster will require loss of lock turn or double-tripping and use of an industry-provided helper boat. If double-tripping is required, the tow will lock through in sections with a towboat attending each section, and each section of the tow will be moved out of the lock approach before recoupling.

CENCR-OD-P

Legal Notice to Navigation:

Mississippi River Ice Conditions  
UMR Mile 301.2 - 615.1

6. Consideration will also be given to limiting size of tows if heavy ice conditions warrant. Observation during past severe winters indicates that eight jumbo barges (two wide) appear to be the best configuration to allow adequate traffic movement. Notice will be given if conditions warrant the limitation of the size and/or configuration of tows.

7. The immediate concern in this area is not limited to financial responsibility for the damages to navigation structures. A primary objective is to eliminate all preventable incidents that will delay traffic.

FOR THE DISTRICT ENGINEER:

JAMES H. BLANCHAR, P.E.  
Chief, Operations Division

MR 95-24