NAVIGATION NOTICE NO. 1-2024

McCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEMS (MKARNS)
LITTLE ROCK AND TULSA DISTRICT

INTRODUCTION: January 2024

1. As a result of partnering efforts with navigation stakeholders, a consolidated Notice to Navigation Interests has been prepared for the McClellan-Kerr Arkansas River Navigation System (MKARNS). The intent is to provide consistency by reviewing and informing current district regulations with a joint notice that will be updated annually. The notice is applicable to the Little Rock (SWL) and Tulsa (SWT) Districts.

2. The basic document includes policies of general application to the described areas within the Southwestern Division, while the appendices cite policies applicable to MKARNS projects from Navigation Mile (NM) 0 to NM 445. Also included as an appendix is the Code of Federal Regulations containing the "Little Red Book" of navigation regulations prescribed by the Secretary of the Army.

3. Comments on how we may improve this notice may be sent to: U.S. Army Corps of Engineers - Little Rock District, ATTN: CESWL-OPO-M, 700 W. Capitol Avenue, P.O. Box 867, Little Rock, AR 72203-0867 or you may e-mail CESWL-OP-OM@usace.army.mil.

GENERAL:

1. Reference revised Regulations, 33 C.F.R. 207.275, McClellan-Kerr Arkansas River Navigation System (MKARNS); use, administration, and navigation, and 33 C.F.R. 207.800, Collection of navigation statistics. These regulations contain information essential to the navigation of those waters and may be found in **Appendix---A (33 CFR 207.275)** and **Appendix---B (33 CFR 207.800)**. Copies of the above regulations can be obtained from the internet at:

https://www.ecfr.gov/cgi-bin/retrieveECFR?gp=&SID=d71f22ef6f7923dbab55f8bdf3ad534f&mc=true&n=pt33.3.207&r=PART&ty=HTML#se33.3.207_1275 **(33 CFR 207.275)**

https://www.ecfr.gov/cgi-bin/text-idx?SID=d71f22ef6f7923dbab55f8bdf3ad534f&mc=true&node=se33.3.207_1800&rgn=div8 **(33 CFR 207.800)**

2. The following information is furnished in addition to the above-referenced regulations to provide guidance about the procedures, control, and management of the locks on the McClellan-Kerr Arkansas River Navigation System (MKARNS). Suggested towboat operations are also included that will enhance safety and reduce damage to Government structures, commercial vessels, and recreational craft.

SAFETY:

1. Commercial and recreational craft shall use the locks at all times except for navigable pass dams and authorized fixed weir passages.

2. Vessels shall **NOT** pass under gates in the dam when they are out of the water and the river is flowing freely through the gate openings.

3. Lockage of leaking or listing vessels will be **REFUSED**. Leaking or listing vessels shall be moored in a location **OUTSIDE** of the channel and **OUTSIDE** of the Arrival Point so as not to interfere with passing navigation.

4. All craft and tows entering or exiting a lock, shall proceed at a speed **NOT** greater than 200 feet per minute (rate of a slow walk) during normal flow conditions. At Dardanelle and Robert S. Kerr Locks, down bound tows are required to stop 100 feet upstream from the recessed upstream miter gate leaves to obtain proper alignment prior to receiving instruction to proceed with entry. The stopping point is marked with a "**STOP**" sign.

5. All tows entering the lock shall be properly aligned (fully parallel) with the guide wall or guard wall prior to entering the chamber. Tows may be required to stop prior to entering certain locks at which unusual conditions exist.

6. When approval is given by lock personnel, a descending or ascending vessel may approach and moor with a backing line to the guide wall or guard wall; however, the head of the tow shall be no closer than **100 feet** from the near end of the lock gate recess.

7. Burning fenders shall be dropped overboard immediately rather than being placed on the deck of a barge, towboat or vessel. Fenders shall **NOT** be secured to cleats or timberheads and left unattended. **Appendix---A** (33 CFR 207.275) subparagraph (g)-(10) of the regulation states, "Vessels shall enter and leave locks under such control as to prevent any damage to the walls and gates."

8. With regard to the use of fenders, see the appropriate appendix for policies applicable to MKARNS projects. Additionally, **Appendix---A** provides pertinent navigation regulations and the authority of lockmasters.

9. It is the responsibility of the vessel operator to provide adequate mooring lines. The lock operator may require mooring lines to be replaced with satisfactory lines before lockage is made if the lines appear to be of such quality, size, or condition that would make safe lockage questionable. **Appendix---A** (33 CFR 207.275) subparagraph (g) (10) of the regulation states, "Vessels shall enter and leave locks under such control as to prevent any damage to the walls and gates."

10. All towboat crews, while locking or moving a tow into or out of a lock chamber, must station themselves to preclude the possibility of being injured by the parting of a cable or line under strain. Single part lines only will be used to check a moving tow. During inclement weather conditions (snow and ice) the working area of the tow where lines are used shall be free of snow and ice to prevent injury to towing industry personnel. Working lines shall be kept dry and in good working condition (not frozen) to allow lines to be worked properly and to prevent injury to personnel.

11. Towboat crewmembers shall **NOT** jump between moving tows and lock or guide walls while preparing for lockage, locking, or departing lock. Use of lock wall ladder ways is permitted **ONLY** after tows are securely moored and the chamber is at upper pool.

SAFETY: (continued)

12. Tabulated below are the minimum numbers of vessel personnel required for handling lines during lockages. The captain/pilot cannot act as a deckhand.

Type of Vessel	Minimum No. of Lines	Minimum No. Of Deckhands
Pleasure craft and commercial vessels	1	1*
Commercial tows with 1 or 2 barges, total length not more than 300 feet, and total width not more than 70 feet.	2	1
Commercial tows with more than 2 Barges, total length greater than 300 feet, or total width greater than 70 feet.	2	2
Tows requiring double lockage (one deckhand to remain with the cut moored to a guide wall or guard wall).	2 (each cut)	3
Tows using tow haulage assistance (one deckhand to remain with the first cut moored to a guide wall or guard wall, two deckhands with the cut in the lock chamber and additional personnel as needed to handle lines from the top of the lock wall).	2 (each cut)	3

The above requirement for one deckhand shall be waived for small pleasure craft when the operator is the only person on board.

13. All vessels, when in the locks, shall be moored and/or moved as directed by the lock operator.

14. Commercial towing companies shall ensure that vessel operators and boat crew members have received orientation and training in all aspects of deck work and lockage procedures, **including** use of the tow haulage system, to ensure the safety of personnel, floating plant, and structures.

15. All cylinders or containers holding gases or liquids under pressure or any other chemical or substance shall be securely fastened to the hull of the vessel to prevent their rolling overboard into the lock chamber.

16. All containers holding paint, gasoline, or other volatile materials shall be securely fastened with tight fitting covers.

17. All tow haulage lines shall be serviceable, the correct length, width and handled by deckhands and all winch controls shall be operated by the lock operator.

18. All vessels and rafts shall comply with 33 CFR 162.90, PORTS AND WATERWAYS SAFETY. PART 162 - INLAND WATERWAYS NAVIGATION REGULATIONS. **Appendix---C (33 CFR 162.90)**

19. **Lockage may or will be refused to towboat pilots and crews who do not comply with the provisions of this notice.**

OPERATIONAL ASPECTS:

1. Commercial fishing craft are included in the classification "recreational craft" when considering the precedent at the locks.

2. Personal watercraft of the "sit-down" variety, (those you sit on and ride), will be accepted for lockage. The "stand-up" variety, (those that require the vessel to be moving for the operator to be out of the water), will not be accepted for lockage unless the craft is tied off to and locked through with an approved vessel, and the operator of the "stand-up" craft boards the approved vessel. Operators of personal watercraft and their passengers are required to wear Coast Guard approved PFDs during lockage. Paddleboards, sailboards and surfboards are not considered sit down variety watercraft.

3. The sides of all vessels passing through the locks shall be free from projections that may damage lock structures. Suitable fenders shall be used with all commercial tows (empty or loaded) passing through the locks to prevent damage to the lock walls, miter gates and other structures. Fenders shall be cylindrical in shape and no less than 6 inches in diameter and 18 inches in length. The fenders shall be used on guide and guard walls, miter gates and in the lock chambers to protect the structure. The fenders shall be manufactured or fabricated for the purpose of fendering, using woven rope; laminated, molded reinforced, natural, or synthetic rubber, or other suitable material. Single, double, or triple strands of mooring line, with or without knots, and old tires will not be considered as suitable fenders. Lock operators may refuse lockage to all commercial and recreational vessels and/or tows not conforming to the above. Appendix---A (33 CFR 207.275) subparagraph (g) (10) of the regulation states, "Vessels shall enter and leave locks under such control as to prevent any damage to the walls and gates."

4. The Corps of Engineers endorses the towing industry initiative toward voluntary "self-help," such as pulling unpowered cuts out of lock chambers where significant delays are being experienced because of high lockage demand, lock repairs, or some other reason.

5. Radio communications between a lock and an approaching tow are required at all times. All tows shall have a positive two-way voice communication between the pilot and the head of the tow to facilitate proper and safe approach to the lock guide wall and subsequent entrance into the lock chamber. All tows that decide to switch to another channel during the locking process for communication with their deckhands will be required to inform the lock personnel as to what channel they are changing to.

OPERATIONAL ASPECTS: (continued)

6. Lock Personnel will monitor the frequencies below. However, the District Engineers are authorized to require that the initial contact to any lock be made on other frequencies where circumstances indicate necessity.

Initial contact with locks is as follows:

MKARNS WATERWAY

Montgomery Point Lock and Dam # 99 to Newt Graham Lock and Dam # 18 156.8 MHz (Channel 16)*

All tows awaiting lockage shall monitor the appropriate lock channel at all times. This will allow the lock personnel the capability of calling tows in the case of needing pull boats, broadcasting general announcements, call for preparation for lockage, etc.

7. Under normal conditions, tows that can be arranged to avoid a double lockage shall be rearranged prior to approaching the lock. Non-compliance will result in not being assigned a lock turn, until tow has been rearranged to comply or until no other vessel awaits lockage.

8. Towboats, when entering a lock, must remain fully attached to the barges until the tow has been stopped and properly moored. Barges within the tow configuration must be properly cabled. Lockage may be refused if lock operator considers barge couplings inadequate. **Appendix---A** (33 CFR 207.275) subparagraph (g)-(10) of the regulation states, "Vessels shall enter and leave locks under such control as to prevent any damage to the walls and gates."

9. When leaving the lock, rearrangement of tows in motion will be permitted at the discretion of the lockmaster. If there is a floating plant, bridges, or other structure located immediately downstream from the lock, these procedures shall not be used. **Appendix---A** (33 CFR 207.275) subparagraph (g) (10) of the regulation states, "Vessels shall enter and leave locks under such control as to prevent any damage to the walls and gates."

10. After being lowered or raised and the tow has moved forward to complete the rearrangement, a setover tow shall be moored by at least one bow line and one stern line while rearranging the tow. One mooring line will be permitted on a three-barge-wide knockout tow, except at Norrell Lock and Lock No. 2 where at least two lines shall be required due to surge conditions.

11. When requested, the pilot of the towboat shall provide an accurate description of the contents of any covered or tank barge in their tow. Transiting of the locks with unknown cargos will not be permitted. All towboat pilots are required to provide accurate, detailed information concerning commodity classification and tonnage. Lockage turn may be forfeited if tow pilots do not provide this data.

12. All deck barges loaded with rock, scrap material, construction equipment or any other material shall be loaded and made-up to allow safe movement of crew members for lockage operations. A minimum of 2 feet of clear space shall be maintained along the outside edges of all tows. The barges shall be loaded so that the material does not move or fall into the 2-foot-wide clear space while moving or transporting the barges. Additionally, material shall be loaded on barges such that it will not become dislodged or moved during the locking process, possibly falling off the barge into the lock chamber or coming to rest protruding off the edge of the barge. The sides and ends of all vessels passing through any lock shall be free from protrusions that might damage the lock structure. Appendix---A subparagraph (g) (10) of the regulation states, "Vessels shall enter and leave locks under such control as to prevent any damage to the walls and gates."

13. When a setover or a knockout is required in the lock chamber, the towboat shall not be tied at an angle and must be made up to the tow with the port and starboard sides parallel to the lock walls. This procedure is specified to limit pivot movements during lock exit thus reducing the risk of a towboat colliding with a miter gate.

14. Knockout lockages will be accomplished in the same manner as a setover unless permission to perform a "flying knockout" is given by the lockmaster prior to changing the water level. The "flying knockout" maneuver will be allowed unless local conditions require denying permission. Pilots that wish to perform a "flying knockout" should ask permission to do so at each lock when they request lockage.

15. Towboats shall not turn around in the area between the open miter gate leaves.

16. Towboats requiring more than one lockage for passage will **not** be “flushed” downstream upon request but only when safety dictates.

17. Towboats requesting an overnight stay at any MKARNS Lock will not be allowed to occupy the Lock chamber. With no traffic expected and Lock Operator approval the towboat may secure to one of the guide walls or guard walls.

18. Towboat crews are not allowed to use cellphones, tablets or any other device that may distract personnel from their duties, thereby possibly reducing safety and increasing risk while approaching, locking and departing from any MKARNS Locks.

19. The process for reporting navigation incidents and associated information can be found in Appendix---A & Appendix---B.

OPERATIONAL ASPECTS: (continued)

20. During crew changes and deliveries of supplies, all involved personnel shall not leave without cleaning all litter or other waste deposited during transfer. Other details of crew changes and deliveries can be found in **Appendix---D** (IMTS Crew Changes and Delivery of Supplies, dated 1 Jan 2010).

21. The Little Rock Advisory Vessel Traffic Service, commonly referred to as VTS, requires special procedures for tows navigating through the 3 vertical lift railroad bridges at miles 118.2, 118.7, and 119.6 when flows on the Arkansas River exceed 70,000 cubic feet per second at Murray Lock and Dam. VTS procedures and associated information is located in **Appendix---E**.

22. Double Lockages using tow haulage assistance and associated information can be found in **Appendix---F**.

23. Montgomery Point Operators will inform mariners with the current path of transit depending on tailwater elevation. If the tailwater elevation is greater than 115.0 MSL, mariners will transit through the navigation pass. If the tailwater elevation is less than 115.0, mariners will be directed to transit through the Lock Chamber. MPLD Operators will provide mariners with elevation differential (Norrell Tailwater – MPLD Headwater) when water conditions deem necessary. See table 1 for barge restrictions. MPLD Operators will notify mariners of Operator crew changes that may result in MPLD to be unstaffed and the estimated time of return. (See Appendix G)

TABLE 1

WREC Differential	# Barges
2.9 feet or less	No restriction
3.0 to 4.4 feet	12 barge down bound restriction No restriction up bound
4.5 to 5.0 feet	9 barge down bound restriction No up bound restriction
5.1 to 5.9 feet	4 barge down bound restriction during daylight 2 barge down bound restriction during night No up bound restriction

24. Norrell Operators will provide mariners with elevation differential (Norrell Tailwater – MPLD Headwater) when water conditions deem necessary. Norrell Operators will notify mariners of Operator crew changes that may result in Norrell being unstaffed (night only) and the estimated time of return. During high water, Norrell Operators will notify mariners of path of transit depending on water elevations <143 through the lock, 143-155 Open Pass and > 155 through the Nav. Pass.

25. Navigation Notice SWL 18-50 “Montgomery Point Lock and Dam (NM 0.5) Change In Operations When Navigation Pass Is Open” can be found in **Appendix---G**.

26. **Lockage may or will be refused to pilots and crews who do not comply with the provisions of this notice.**

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Timothy P. Hudson
Colonel, US Army
District Engineer

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Damon M. Knarr
Colonel, US Army
District Engineer

NAVIGATION NOTICE NO. 1-2024

McCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEMS (MKARNS)
LITTLE ROCK AND TULSA DISTRICT

APPENDIX---A

"The Little Red Book"

Title: Section 207.275 - McClellan-Kerr Arkansas River navigation system: use, administration, and navigation.

Code of Federal Regulations

Title 33 - Navigation and Navigable Waters

Volume: 3

Date: 2012-07-01

Original Date: 2012-07-01

Context: Title 33 - Navigation and Navigable Waters. CHAPTER II - CORPS OF ENGINEERS, DEPARTMENT OF THE ARMY, DEPARTMENT OF DEFENSE. PART 207 - NAVIGATION REGULATIONS.

§ 207.275 McClellan-Kerr Arkansas River navigation system: use, administration, and navigation.

(a) Applicability of regulations---These regulations apply to all locks and appurtenant structures, wharves, and other Corps of Engineers structures in the following waterways: The White River between Mississippi River and Arkansas Post Canal, Arkansas; Arkansas Post Canal, Arkansas; Arkansas River between Dam No. 2, Arkansas, and Verdigris River, Oklahoma; Verdigris River between Arkansas River and Catoosa, Oklahoma; and reservoirs on these waterways between Mississippi River, Arkansas, and Catoosa, Oklahoma.

(b) Authority of district engineers---The use, administration, and navigation of the structures to which this section applies shall be under the direction of the officers of the Army Corps of Engineers, detailed in charge of the respective districts, and their authorized assistants. The cities in which these district engineers are located, and the limits of their jurisdictions, are as follows:

(1) District Engineer, U.S. Army Engineer District, Little Rock, Arkansas. From Mississippi River, Arkansas, to Arkansas-Oklahoma State line at Fort Smith, Arkansas.

(2) District Engineer, U.S. Army Engineer District, Tulsa, Oklahoma. From Arkansas-Oklahoma State line at Fort Smith, Arkansas, to Catoosa, Oklahoma.

(c) Authority of lockmasters---The lockmaster shall be charge with the immediate control and management of the lock and of the area set aside as the lock area. The lockmaster shall ensure that all laws, rules, and regulations for the use of the lock and lock area are duly complied with, to which end he/she is authorized to give all necessary orders and directions both to employees of the Government and to any person within the limits of the lock area, whether navigating the lock or not. No one shall cause any movement of any vessel or other floating thing in the lock area except by or under the direction of the lockmaster. Failure to comply with directions given by the lockmaster pursuant to the regulations in this section may result in refusal of lockage. For the purpose of the regulations in this section, the "lock area" is considered to be between the upstream and downstream arrival points. The district engineer may extend the limits of the lock area consistent with the safe and efficient use of the waterway.

(d) Precedence at locks---

(1) Precedence shall be given to vessels owned by the United States, licensed commercial passenger vessels operating on a published schedule or regularly operating in the "for hire" trade, commercial tows, rafts, and pleasure craft, in the order named. Precedence being equal, the first vessel to arrive at a lock will normally be the first to lock through; however, the lockmaster may depart from this procedure to achieve optimum utilization of the lock or in accordance with the order of precedence stated above and in paragraphs (d)(2) and (h) of this section. Arrival points have been established ashore upstream and downstream of the locks. Vessels arriving at these markers or the mooring cells immediately upstream and downstream of the lock will be considered as having arrived at the lock within the meaning of this subparagraph.

(2) Vessels or tows, with overall dimensions greater than 105 feet wide or 595 feet long may transit the lock at such time as the lockmaster determines that they will neither unduly delay the transit of craft of lesser dimensions, nor endanger the lock structure and appurtenances because of wind, current, or other adverse conditions. These craft are also subject to such special handling requirements as the lockmaster deems necessary at the time of transit.

(e) Safety rules for vessels using navigation locks---

(1) Leaking vessels may be excluded from the locks.

(2) Smoking, open flames, and activities capable of producing a flammable atmosphere such as painting will not be permitted in the lock chamber.

(3) All deckhands handling lines during locking procedures shall wear a personal flotation device.

(f) Dangerous cargo barges---The following rules are prescribed for all tows containing dangerous cargoes as defined in Title 46, Code

of Federal Regulations. These rules are applicable to both loaded barges and empty barges.

(1) All hatches on barges used to transport dangerous cargoes shall be closed before the tow enters the lock area.

(2) Prior to entering the lock area, towboat pilots shall furnish the name of product, the source of shipment, the company which made the shipment, and the consignee. If a towboat is not equipped with a radio or its radio is out of service, pilots shall furnish this information to the lockmaster while the tow is in the lock chamber. The shipping papers required by Title 46, Code of Federal Regulations, shall be available for review by the lockmaster. Lockage shall be refused when this information is not furnished to the lockmaster.

(3) Fenders shall be water-soaked or otherwise spark proofed.

(4) Smoking, open flames, chipping, or other spark producing activity are prohibited in the "lock area."

(5) Simultaneous lockage of other vessels with vessels carrying dangerous cargoes or containing flammable vapors shall normally not be permitted. If significant delays are occurring at a lock, such simultaneous lockages, except with pleasure craft, may be permitted by the lockmaster, when he/she determines such action safe and appropriate, provided:

(i) The first vessel entering or the last vessel exiting shall be secured before the other enters or leaves.

(ii) All masters involved have agreed to the joint use of the lock.

(g) General locking procedures---

(1) In case two or more boats or tows are to enter for the same lockage, their order of entry and exit shall be determined by the lockmaster.

(2) Tows entering a lock shall come to a complete stop at a point designated by the district engineer before proceeding to the mooring position.

(3) When entering or exiting locks, tow speeds shall not exceed 200 feet per minute (rate of slow walk) or the rate of travel whereby the tow can be stopped by checking should mechanical difficulties develop. When navigating over Norrell Dam during high water, vessels shall reduce speed to the minimum necessary to maintain steerageway. Pilots should check with the individual lockmasters concerning prevailing conditions. It is also recommended that pilots check their ability to reverse their engines prior to beginning an approach. Towboat engines shall not be turned off in the lock unless authorized by lockmaster.

(4) The sides and ends of all vessels passing through any lock shall be free from protrusions of any kind which might damage the lock structure.

(5) All vessels shall be provided with suitable fenders. When entering and exiting locks, one deckhand, or more if the lockmaster so directs, shall be stationed at the bow and stern of tows. These deckhands shall maintain their stations while tows are moving adjacent to any part of a lock. They shall protect the lock walls by the use of hand-held fenders. In all cases, two deckhands shall be stationed at the bows of tows 100 feet wide or wider when entering locks. They shall remain at their stations until the bows of such tows pass the recessed miter gates.

(6) Masters and pilots must use every precaution to prevent unnecessary delay in entering or leaving locks. Vessels failing to enter locks with reasonable promptness when signaled to do so shall lose their turn. Rearranging or switching of barges in the locks or in approaches is prohibited unless approved or directed by the lockmaster.

(7) No vessel shall enter a lock unless its draft is at least two feet less than the least depth of water over the sills. Information concerning controlling depth over sills can be obtained from the lockmaster at each lock or by inquiry at the office of the district engineer of the district in which the lock is located.

(8) Vessels awaiting their turn to lock shall be positioned so that they will not interfere with vessels leaving the lock. However, to the extent practicable under the prevailing conditions, vessels and tows shall be positioned so as to minimize approach time.

(9) Number of lockages.

(i) Tows or rafts locking in sections will generally be allowed only two consecutive lockages if other vessels are waiting lockage but may be allowed more in special cases. No part of a tow shall pass a lock until the whole of the one preceding it shall have passed. The lockmaster may prescribe a departure from the normal order of precedence to achieve the best lock utilization.

(ii) One deckhand, or more if the lockmaster so directs, shall tend the lines at the bow and stern of each section of a tow that transits a lock or moors to the river walls.

(10) Vessels shall enter and leave locks under such control as to prevent any damage to the walls and gates.

(11) Placing or discharging refuse of any description into the lock, on the lock walls, on the esplanade, or on any other government property is prohibited.

(h) Lockage of pleasure craft---In order to fully utilize the capacity of the lock, lockmasters may expedite the lockage of pleasure craft by locking them through with commercial vessels, except vessels carrying volatile cargoes or other substances likely to emit toxic, flammable, or explosive vapors. If the lockage of pleasure craft cannot be accomplished within the time required for three single lockages, a separate lockage of pleasure craft shall be made. Pleasure craft operators are advised that the locks have a pull chain located at the end of each river wall which signals the lockmaster that lockage is desired.

(i) Locking rafts and floating dredge discharge line. While awaiting lockage, rafts and tows containing floating dredge discharge line shall not obstruct the lock approaches. They shall be properly and securely assembled to assure adequate control while entering and exiting locks. The passage of loose logs through a lock is prohibited. Lockage will be refused to rafts unless the logs float sufficiently high to make it evident that the raft will not sink.

(j) Mooring---

(1) At locks.

(i) When in the locks, all vessels shall be moored as directed by the lockmaster. Vessels shall be moored with bow and stern lines leading in opposite directions to prevent the vessel from "running" in the lock. All vessels will have one additional line available on the head of the tow for emergency use. The pilot of a vessel shall remain at his station in the pilot house and the deckhands shall stand by the mooring lines during the entire locking procedure. When the vessel is securely moored, the pilot shall not cause movement of the propeller except in an emergency or unless directed by the lockmaster. Tying to lock ladders is strictly prohibited.

(ii) Mooring of any vessel will not be permitted at or between the arrival points without permission of the lockmaster.

(2) Outside of locks.

(i) Vessels over 40 feet in length shall not land or anchor against revetted banks without written permission of the district engineer, except in case of emergency. When an emergency landing is necessary, adjacent locks shall be notified. In all cases, every precaution to avoid damage to the revetment works shall be exercised. The construction of log rafts along mattressed or paved banks or the tying up and landing of log rafts against such banks require the permission of the district engineer.

(ii) Government mooring facilities at the junction of main stem and secondary channels are to provide temporary mooring for tows awaiting transfer of barges to or from ports, docks, or fleeting areas located on the secondary channels. These facilities shall not be used for storage of barges or fleeting activities. The maximum permissible time of mooring at the facilities shall be determined by the district engineer.

(k) Locking signals---Vessels must approach the locks with caution and not enter or leave the locks until signaled to do so by the lockmaster.

(1) Signal by radio. Requests for lockage by radio will be the primary signal for vessels equipped with VHF-FM radios operating in the FCC authorized Maritime Band. District engineers will advise all known interested parties of the channels available for use in communicating with the locks. Pilots of commercial tows should contact the locks at least one-half hour before arrival in order that they may be informed of current river and traffic conditions that may affect the safe passage of their tows.

(2) Sound signals. In addition to radio communication, the following sound signals are prescribed for use during lockage. Sound signals given by vessels and locks shall be given by means of a horn. The term prolonged blast means a blast of from four to six second's duration. The term short blast means a blast of about one second's duration.

(i) Vessels desiring a single lockage shall give notice to the lockmaster by one prolonged blast of the horn followed by one short blast. If a double lockage is required, vessels shall give one prolonged blast of the horn followed by two short blasts. These signals are not required from pleasure craft not equipped with horns. Locking procedures for pleasure craft are prescribed in paragraph (h).

(ii) When the lock is ready for entrance, the lockmaster shall give one prolonged blast of the horn to signal permission to enter the lock chamber.

(iii) The lockmaster shall give permission to leave the lock chamber by one short blast of the horn.

(iv) Five or more short and rapid blasts of the lock horn will be used as a means of attracting attention, to indicate caution, or to signal danger. This signal will be used to attract the attention of the masters and crews of vessels using the lock or navigating in the lock area and to indicate that something unusual involving danger or requiring special caution is happening or is about to happen. When this signal is given by the lockmaster, the masters and crews of vessels in the vicinity shall immediately become alert to determine the reason for the signal and shall take the necessary steps to cope with the situation.

(3) Visual signals. Signal lights are displayed outside each lock gate to supplement the radio and sound signals. Vessels will be governed as follows:

(i) One flashing green light to indicate that the lock is open to approaching navigation.

(ii) One flashing red light to indicate that the lock is not open to approaching navigation. Vessels shall stand clear.

(iii) Flashing amber and green lights to indicate that one or both lock gates cannot be fully recessed, or other unusual conditions exist. Vessels can enter the lock with caution.

(iv) In the absence of any of the above visual signals, pilots shall signal for lockage by radio or horn and wait for the lockmaster to acknowledge their signal.

(l) Navigation lights on locks and dams---

(1) The following navigation lights will be displayed at all locks except Norrell Lock and Lock No. 2 during hours of darkness and heavy fog.

(i) Three green lights visible through an arc of 360 degrees arranged in a vertical line on the end of the upstream river wall.

(ii) Two green lights visible through an arc of 360 degrees arranged in a vertical line on the end of the downstream river wall.

(iii) A single red light visible through an arc of 360 degrees on the ends of the upstream and downstream land walls.

(2) The following navigation lights will be displayed at Lock No. 2 during hours of darkness and heavy fog. They shall also be displayed at Norrell Lock during hours of darkness and heavy fog except when navigation is passing over the dam.

(i) Three green lights visible through an arc of 360 degrees arranged in a vertical line on the end of the upstream river wall.

(ii) Two green lights visible through an arc of 360 degrees arranged in a vertical line on the end of the downstream river wall.

(iii) A single red light visible through an arc of 360 degrees on the dolphin located furthest upstream in line with the land wall and on the dolphin located furthest downstream in line with the land wall.

(3) The following navigation lights will be displayed at Norrell Lock and Dam during hours of darkness and heavy fog when navigation is passing over the dam. During daylight hours a yellow and black disc will be displayed on each end (upstream and downstream) of the river wall to signal navigation over the dam.

(i) Three red lights visible through an arc of 360 degrees arranged in a vertical line on the end of the upstream river wall.

(ii) Two red lights visible through an arc of 360 degrees arranged in a vertical line on the end of the downstream river wall.

(iii) A single red light visible through an arc of 360 degrees on the dolphin located furthest upstream in line with the land wall and on the dolphin located furthest downstream in line with the land wall.

(iv) A single, flashing blue light visible through an arc of 360 degrees located on the end of the dam opposite the lock.

(m) Restricted areas at locks and dams---All waters immediately above and below each dam, as posted by the respective district engineers, are hereby designated as restricted areas. No vessel or other floating craft shall enter any such restricted area without permission of the lockmaster. The limits of the restricted areas at each dam will be determined by the responsible district engineer and marked by signs installed in conspicuous and appropriate locations.

(n) Trespass on lock and dam property---

(1) Trespass on locks or dams or other United States property pertaining to the locks or dams is strictly prohibited except in those areas specifically permitted by the lockmaster. Any person committing a willful injury to any United States property or personnel will be prosecuted.

(2) No fishing will be permitted from the lock or dam structures.

(3) No one but employees of the United States shall move any lock machinery unless directed by the lockmaster. Tampering or meddling with the machinery or other parts of the lock is strictly forbidden.

(o) Repair and construction of navigation structures---To avoid damage to plant and structures connected with the construction or repair of locks and dams, vessels passing structures in the process of construction or repair shall reduce their speed and navigate with special caution while in the vicinity of such work.

(p) Reporting the navigation incidents---In furtherance of maintaining navigation safety the following rules are prescribed for all navigation interests:

(1) Any incident resulting in uncontrolled barges shall immediately be reported to the nearest lock and the appropriate U.S. Coast Guard Office. The report shall include information as to the number of loose barges, their cargo, and the time and location where they broke loose. The lockmaster shall be kept informed of the progress being made in bringing the barges under control so that he/she can initiate whatever actions may be warranted.

(2) Masters, owners, or other persons using the waterways to which the regulations in this section apply shall report to the nearest lockmaster or the district engineer by the most expeditious means available all marine accidents; such as fire, collision, sinking, or grounding, where there is possible obstruction of the channel or interference with navigation; furnishing a clear statement as to the name, address, and ownership of the vessel or vessels involved; the time and place; and the action taken. In all cases, the owner of a sunken vessel shall take immediate steps to mark the wreck properly.

(i) Sunken or sinking barges shall be reported to the nearest lock both downstream and upstream of the location in order that traffic passing those points may be advised of the hazards. The appropriate U.S. Coast Guard Office shall also be notified.

(ii) Whenever it is necessary to report an incident involving uncontrolled, sunken or sinking barges, the cargo in the barges shall be precisely identified.

(iii) The owners or masters of vessels sunk in the navigable waters of the United States shall provide the appropriate district engineer with a copy of the sunken vessel report furnished to the appropriate U.S. Coast Guard Marine Inspection Office.

(q) [Reserved]

(r) Liability for damage---This section shall not affect the liability of the owners and operators of vessels for any damage caused by their operations. Should any Government property be damaged as the result of the operation of a vessel, the master of the vessel shall report the accident to the nearest lockmaster or the appropriate district engineer.

(s) Persistent violation of regulations---If the owner or operator of any vessel persistently violates the regulations of this section or any orders given in pursuance thereof, after due notice of same, lockage may be refused by the district engineer. The lockmaster may refuse lockage if deemed necessary to protect government property in the vicinity of the lock.

(t) Vessels to carry regulations---A copy of these regulations shall be kept at all times on board each commercial vessel engaged in navigating the waterway. Copies may be obtained from any lock or district engineer's office on request. Masters of such vessels are also required to have on board current copies of the navigation charts and applicable Notices to Navigation Interest.
[51 FR 30639, Aug. 28, 1986, as amended at 56 FR 13765, Apr. 4, 1991]

NAVIGATION NOTICE NO. 1-2024

McCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEMS (MKARNS)
LITTLE ROCK AND TULSA DISTRICT

APPENDIX---B
Title: Section 207.800 - Collection of navigation statistics.

Code of Federal Regulations

Title 33 - Navigation and Navigable Waters

Volume: 3

Date: 2012-07-01

Original Date: 2012-07-01

Title: Section 207.800 - Collection of navigation statistics.

Context: Title 33 - Navigation and Navigable Waters. CHAPTER II - CORPS OF ENGINEERS, DEPARTMENT OF THE ARMY, DEPARTMENT OF DEFENSE. PART 207 - NAVIGATION REGULATIONS.

§ 207.800 Collection of navigation statistics.

(a) Definitions---For the purpose of this regulation the following terms are defined:

(1) Navigable waters of the United States refer to those waters of the United States that are subject to the ebb and flow of the tide shoreward to the mean high-water mark, and/or are presently used, or have been used in the past, or may be susceptible to use to transport interstate or foreign commerce. (See 33 CFR part 329 for a more complete definition of this term.)

(2) Offenses and Violations mean:

(i) Failure to submit a required report.

(ii) Failure to provide a timely, accurate, and complete report.

(iii) Failure to submit monthly listings of idle vessels or vessels in transit.

(iv) Failure to submit a report required by the lockmaster or canal operator.

(3) Leased or chartered vessel means a vessel that is leased or chartered when the owner relinquishes control of the vessel through a contractual agreement with a second party for a specified period of time and/or for a specified remuneration from the lessee. Commercial movements on an affreightment basis are not considered a lease or charter of a particular vessel.

(4) Person or entity means an individual, corporation, partnership, or company.

(5) Timely means vessel and commodity movement data must be received by the Waterborne Commerce Statistics Center within 30 days after the close of the month in which the vessel movement or no movement takes place.

(6) Commercial vessel means a vessel used in transporting by water, either merchandise or passengers for compensation or hire, or in the course of business of the owner, lessee, or operator of the vessel.

(7) Reporting situation means a vessel movement by an operator that is required to be reported. Typical examples are listed in the instructions on the various ENG Forms. Five typical movements that are required to be reported by vessel operating companies include the following examples:

Company A is the barge owner, and the barge transports corn from Minneapolis, MN to New Orleans, LA, with fleeting at Cairo, IL.

(i) Lease/Charter: If Company A leases or charters the barge to Company B, then Company B is responsible for reporting the movements of the barge until the lease/charter expires.

(ii) Interline movement: A barge is towed from Minneapolis to Cairo by Company A, and from Cairo to New Orleans by Company B. Since Company A is the barge owner, and the barge is not leased. Company A reports the entire movement of the barge with an origin of Minneapolis and a destination of New Orleans.

(iii) Vessel swap/trade: Company A swaps barge with Company B to allow Company B to meet a delivery commitment to New Orleans. Since Company A has not leased/chartered the barge, Company A is responsible for filing the report. Company B is responsible for filing the report on the barge which is traded to Company A. The swap or trade will not affect the primary responsibility for reporting the individual vessel movements.

(iv) Re-Consignment: Barge is reconsigned to Mobile, AL. Company A reports the movements as originating in Minneapolis and terminating in Mobile. The point from which barge is reconsigned is not reported, only points of loading and unloading.

(v) Fleeting: Barge is deposited at a New Orleans fleeting area by Company A and towed by Company B from fleeting area to New Orleans area dock for unloading. Company A, as barge owner, reports entire movements from Minneapolis to the unloading dock in New Orleans. Company B does not report any barge movement.

(b) Implementation of the waterborne commerce statistics provisions of the River and Harbor Act of 1922, as amended by the Water Resources Development Act of 1986 (Pub. L. 99-662), mandates the following---

(1) Filing requirements. Except as provided in paragraph (b)(2) of this section, the person or entity receiving remuneration for the movement of vessels or for the transportation of goods or passengers on the navigable waters is responsible for assuring that the activity report of commercial vessels is timely filed.

(i) For vessels under lease/charter agreements, the lessee or charterer of any commercial vessel engaged in commercial transportation will be responsible for the filing of said reports until the lease/charter expires.

(ii) The vessel owner, or his designated agent, is always the responsible party for ensuring that all commercial activity of the vessel is timely reported.

(2) The following Vessel Information Reports are to be filed with the Army Corps of Engineers, at the address specified on the ENG Form, and are to include:

(i) Monthly reports. These reports shall be made on ENG Forms furnished upon written request of the vessel operating companies to the Army Corps of Engineers. The forms are available at the following address: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, Post Office Box 61280, New Orleans, Louisiana 70161-1280.

(A) All movements of domestic waterborne commercial vessels shall be reported, including but not limited to: Dry cargo ship and tanker moves, loaded and empty barge moves, towboat moves, with or without barges in tow, fishing vessels, movements of crew boats and supply boats to offshore locations, tugboat moves and movements of newly constructed vessels from the shipyard to the point of delivery.

(B) Vessels idle during the month must also be reported.

(C) Notwithstanding the above requirements, the following waterborne vessel movements need not be reported:

(1) Movements of recreational vessels.

(2) Movements of fire, police, and patrol vessels.

(3) Movements of vessels exclusively engaged in construction (e.g., pile drivers and crane barges). Note: however, that movements of supplies, materials, and crews to or from the construction site must be timely reported.

(4) Movements of dredges to or from the dredging site. However, vessel movements of dredged material from the dredging site to the disposal site must be reported.

(5) Specific movements granted exemption in writing by the Waterborne Commerce Statistics Center.

(D) ENG Forms 3925 and 3925b shall be completed and filed by vessel operating companies each month for all voyages or vessel movements completed during the month. Vessels that did not complete a move during the month shall be reported as idle or in transit.

(E) The vessel operating company may request a waiver from the Army Corps of Engineers, and upon written approval by the Waterborne Commerce Center, the company may be allowed to provide the requisite information of the above paragraph (D), on computer printouts, magnetic tape, diskettes, or alternate medium approved by the Center.

(F) Harbor Maintenance Tax information is required on ENG Form 3925 for cargo movements into or out of ports that are subject to the provisions of section 1402 of the Water Resources Development Act of 1986 (Pub. L. 99-662).

(1) The name of the shipper of the commodity, and the shipper's Internal Revenue Service number or Social Security number, must be reported on the form.

(2) If a specific exemption applies to the shipper, the shipper should list the appropriate exemption code. The specific exemption codes are listed in the directions for ENG Form 3925.

(3) Refer to 19 CFR part 24 for detailed information on exemptions and ports subject to the Harbor Maintenance Tax.

(ii) Annual reports. Annually an inventory of vessels available for commercial carriage of domestic commerce and vessel characteristics must be filed on ENG Forms 3931 and 3932.

(iii) Transaction reports. The sale, charter, or lease of vessels to other companies must also be reported to assure that proper decisions are made regarding each company's duty for reporting vessel movements during the year. In the absence of notification of the transaction, the former company of record remains responsible until proper notice is received by the Corps.

(iv) Reports to lockmasters and canal operators. Masters of self-propelled non-recreational vessels which pass through locks and canals operated by the Army Corps of Engineers will provide the data specified on ENG Forms 3102b, 3102c, and/or 3102d to the lockmaster, canal operator, or his designated representative in the manner and detail dictated.

(c) Penalties for noncompliance---The following penalties for noncompliance can be assessed for offenses and violations.

(1) Criminal penalties. Every person or persons violating the provisions of this regulation shall, for each and every offense, be liable to a fine of not more than $5,000, or imprisonment not exceeding two months, to be enforced in any district court in the United States within whose territorial jurisdiction such offense may have been committed.

(2) Civil penalties. In addition, any person or entity that fails to provide timely, accurate, and complete statements or reports required to be submitted by this regulation may also be assessed a civil penalty of up to $2,500 per violation under 33 U.S.C. 555, as amended.

(3) Denial of passage. In addition to these fines, penalties, and imprisonments, the lockmaster or canal operator can refuse to allow vessel passage.

(d) Enforcement policy---Every means at the disposal of the Army Corps of Engineers will be utilized to monitor and enforce these regulations.

(1) To identify vessel operating companies that should be reporting waterborne commerce data, The Corps will make use of, but is not limited to, the following sources.

(i) Data on purchase and sale of vessels.

(ii) U.S. Coast Guard vessel documentation and reports.

(iii) Data collected at Locks, Canals, and other facilities operated by the Corps.

(iv) Data provided by terminals on ENG Form 3926.

(v) Data provided by the other Federal agencies including the Internal Revenue Service, Customs Service, Maritime Administration, Department of Transportation, and Department of Commerce.

(vi) Data provided by ports, local facilities, and State or local governments.

(vii) Data from trade journals and publications.

(viii) Site visits and inspections.

(2) Notice of violation. Once a reporting violation is determined to have occurred, the Chief of the Waterborne Commerce Statistics Center will notify the responsible party and allow 30 days for the reports to be filed after the fact. If the reports are not filed within this 30-day notice period, then appropriate civil or criminal actions will be undertaken by the Army Corps of Engineers, including the proposal of civil or criminal penalties for noncompliance. Typical cases for criminal or civil action include, but are not limited to, those violations which are willful, repeated, or have a substantial impact in the opinion of the Chief of the Waterborne Commerce Statistics Center.

(3) Administrative assessment of civil penalties. Civil penalties may be assessed in the following manner.

(i) Authorization. If the Chief of the Waterborne Commerce Statistics Center finds that a person or entity has failed to comply with any of the provisions specified herein, he is authorized to assess a civil penalty in accordance with the Class I penalty provisions of 33 CFR part 326. Provided, however, that the procedures in 33 CFR part 326 specifically implementing the Clean Water Act (33 U.S.C. 1319(g)(4)), public notice, comment period, and state coordination, shall not apply.

(ii) Initiation. The Chief of the Waterborne Commerce Statistics Center will prepare and process a proposed civil penalty order which shall state the amount of the penalty to be assessed, describe by reasonable specificity the nature of the violation, and indicate the applicable provisions of 33 CFR part 326.

(iii) Hearing requests. Recipients of a proposed civil penalty order may file a written request for a hearing or other proceeding. This request shall be as specified in 33 CFR part 326 and shall be addressed to the Director of the Water Resources Support Center, Casey Building, Fort Belvoir, Virginia 22060-5586, who will provide the requesting person or entity with a reasonable opportunity to present evidence regarding the issuance, modification, or revocation of the proposed order. Thereafter, the Director of the Water Resources Center shall issue a final order.

(4) Additional remedies. Appropriate cases may also be referred to the local U.S. Attorney for prosecution, penalty collection, injunctive, and other relief by the Chief of the Waterborne Commerce Statistics Center.
[56 FR 13765, Apr. 4, 1991]

NAVIGATION NOTICE NO. 1-2024

McCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEMS (MKARNS)
LITTLE ROCK AND TULSA DISTRICT

APPENDIX---C

Title: Section 162.90 - White River, Arkansas Post Canal, Arkansas River, and Verdigris River between Mississippi River, Ark., and Catoosa, Okla.; use, administration, and navigation.

Code of Federal Regulations

Title 33 - Navigation and Navigable Waters

Volume: 2

Current as of: 2023-12-13

Title: Section 162.90 - White River, Arkansas Post Canal, Arkansas River, and Verdigris River between Mississippi River, Ark., and Catoosa, Okla.; use, administration, and navigation.

Context: Title 33 - Navigation and Navigable Waters. CHAPTER I - COAST GUARD, DEPARTMENT OF HOMELAND SECURITY (CONTINUED). SUBCHAPTER P - PORTS AND WATERWAYS SAFETY. PART 162 - INLAND WATERWAYS NAVIGATION REGULATIONS.

§ 162.90 White River, Arkansas Post Canal, Arkansas River, and Verdigris River between Mississippi River, Ark., and Catoosa, Okla.; use, administration, and navigation.

(a) The regulations in this section shall apply to---

(1) Waterways. White River between Mississippi River and Arkansas Post Canal, Ark.; Arkansas Post Canal, Ark.; Arkansas River between Arkansas Post Canal, Ark., and Verdigris River, Okla.; Verdigris River between Arkansas River and Catoosa, Okla.; and reservoirs on these waterways between Mississippi River Ark., and Catoosa, Okla.

(2) Bridges, wharves and other structures. All bridges, wharves, and other structures in or over the waterways described in paragraph (a)(1) of this section.

(3) Vessels and rafts. The term “vessels” as used in this section includes every description of watercraft used, or capable of being used, as a means of transportation on water, other than rafts.

(b) Waterways---

(1) Fairway. A clear channel shall at all times be left open to permit free and unobstructed navigation by all types of vessels and rafts that normally use the various waterways or sections thereof. The District Commander may specify the width of the fairway required in the waterways under his charge.

(2) Anchoring or mooring in waterway.

(i) No vessels or rafts shall anchor or moor in any of the land cuts or other narrow parts of the waterway, except in an emergency. Whenever it becomes necessary for a vessel or raft to stop in any such portions of the waterway, it shall be securely fastened to one bank and as close to the bank as possible. This shall be done only at such a place and under such conditions as will not obstruct or prevent the passage of other vessels or rafts. Stoppages shall be only for such periods as may be necessary.

(ii) Except temporarily, as authorized in paragraph (b)(2)(i) of this section, no vessel or raft will be allowed to use any portion of the fairway as a mooring place without written permission from the District Commander.

(iii) When tied up individually, all vessels shall be moored by bow and stern lines. Rafts and tows shall be secured at sufficiently close intervals to insure they’re not being drawn away from the bank by winds, currents, or the suction of passing vessels. Towlines shall be shortened so that the different parts of the tow will be as close together as possible. In narrow sections, no vessel or raft shall be tied abreast of another if the combined width of vessels or rafts is greater than 70 feet.

(iv) When a vessel is moored under an emergency condition, as provided in paragraph (b)(2)(i) of this section, at least one crew member shall remain in attendance to display proper lights and signals and tend the mooring lines. The crew member shall be provided with an adequate means of communication or signaling a warning in the event that, for any reason, the vessel or tow should go adrift. Immediately after completion of the emergency mooring, the lockmaster of the first lock downstream shall be notified of the character and cargo of the vessel and the location of such mooring.

(v) Vessels will not be permitted to load or unload in any of the land cuts, except at a regular established landing or wharf, without written permission secured in advance from the District Commander.

(vi) Except in an emergency, no vessel or raft shall anchor over revetted banks of the waterway, nor shall any type of vessel except launches and other small craft land against banks protected by revetment except at regular commercial landings.

(3) Speed.

(i) Excessive speed in narrow sections is prohibited. Official signs indicating limiting speeds through critical sections shall be strictly obeyed.

(ii) When approaching and passing through a bridge, all vessels and rafts, regardless of size, shall control their speed so as to ensure that no damage will be done to the bridge or its fenders

(iii) Within the last mile of approach to unattended, normally open automatic, movable span bridges, the factor of river flow velocity, of vessel (and tow) velocity, and of vessel power and crew capability are never to be permitted to result in a condition whereby the movement of vessel (and tow) cannot be completely halted or reversed within a 3-minute period.

(iv) A vessel shall reduce its speed sufficiently to prevent any damage when approaching another vessel in motion or tied up, a wharf or other structure, works under construction, plant engaged in river and harbor improvement, levees withstanding floodwaters, buildings submerged or partially submerged by high waters, or any other manner of structure or improvements likely to be damaged by collision, suction, or wave action.

(4) Assembly and handling of tows.

(i) All vessels drawing tows not equipped with rudders in restricted channels and land cuts shall use two towlines, or a bridle on one towline, shortened to the greatest possible extent so as to have maximum control at all times. The various parts of a tow shall be securely assembled with the individual units connected by lines as short as practicable. In open water, the towlines and fastenings between barges may be lengthened so as to accommodate the wave surge. In the case of length or cumbersome tows, or tows in restricted channels, the District Commander may require that tows be broken up and may require the installation of a rudder or other approved steering device on the tow in order to avoid obstructing navigation or damaging the property of others. Pushing barges with towing vessel astern, towing barges with towing vessel alongside, or pushing and pulling barges with units of the tow made up both ahead and astern of the towing vessel is permissible provided that adequate power is employed to keep the tow under full control at all times.

(ii) No tow shall be drawn by a vessel that has insufficient power or crew to permit ready maneuverability and safe handling.

(iii) No vessel or tow shall navigate through a drawbridge until the movable span is fully opened.

(5) Projections from vessels. No vessels carrying a deck load which overhangs or projects over the side, or who's rigging projects over the side, so as to endanger passing vessels, wharves, or other property, shall enter or pass through any of the narrow parts of the waterway.

(6) Meeting and passing. Vessels on meeting or overtaking shall give the proper signals and pass in accordance with the Inland Navigation Rules (33 CFR Subchapter E). Rafts shall give to vessels the side demanded by proper signal. All vessels approaching dredges or other plant engaged on improvements to a waterway shall give the signal for passing and slow down sufficiently to stop if so ordered or if no answering signal is received. On receiving the answering signal, they shall then pass at a speed sufficiently slow to insure safe navigation. Vessels approaching an intersection or bend where the view is obstructed must exercise due caution. At certain intersections where strong currents may be encountered, sailing directions may be issued from time to time through navigation bulletins or signs posted on each side of the intersections which must be observed.

Note:

The Corps of Engineers also has regulations dealing with this section in 33 CFR Part 207. **Appendix---A (33 CFR 207.275)**

[CGD 75-082, 42 FR 51759, Sept. 29, 1977, as amended by USCG-2008-0179, 73 FR 35016, June 19, 2008]

NAVIGATION NOTICE NO. 1-2024

McCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEMS (MKARNS)
LITTLE ROCK AND TULSA DISTRICT

APPENDIX---D

Policy for the Inland Marine Transportation System: CREW CHANGES AND DELIVERY OF SUPPLIES AT DESIGNATED U.S. ARMY CORPS OF ENGINEERS (USACE) OWNED OR OPERATED LOCKS.

1. PURPOSE: USACE policy is to allow crew changes and delivery of supplies at every lock facility that can accommodate these activities safely, within our security requirements and in a manner that will not unreasonably impact or impede navigation. The intent of this policy is not to remove the lockmaster's discretion to determine on a case-by-case basis whether circumstances at their lock facility will allow for crew changes.

2. EFFECTIVE DATE: 1 January 2010

3. AREA OF RESPONSIBILITY: All USACE lock facilities, personnel and higher headquarters

4. APPLICABILITY: Each lock facility must carry out this policy consistent with the existing regulations on lock operations found in 33 CFR Part 207 that apply to the particular lock facility.

5. PROCEDURES:

Lock operators will adhere to the following guidelines when addressing requests for commercial towboat crew changes and delivery of supplies and materials at USACE lock facilities where such actions are permitted. The ultimate discretion for allowing crew changes and delivery of supplies at a lock facility is the responsibility of the lockmaster or designee at that facility. The lockmaster or designee must take into account on a case-by-case basis the weather conditions, the conditions of the river or waterway, impacts to navigation, and other such factors to make the final decision on whether the safety and security requirements are met for making crew changes and delivery of supplies.

A. Locks will use the Department of Defense (DoD) Force Protection Condition threat levels (See paragraph 7 for definitions) to determine whether crew change, and delivery of supplies will be allowed. This crew change policy is consistent with USACE Force Protection Policy.

- When the Force Protection Condition threat level is elevated above Bravo, no crew changes will be allowed.
- For Force Protection Condition threat levels Normal, Alpha and Bravo: the procedure described in paragraph 5.B, below will be followed.

B. The towing company must request permission from the lockmaster or designee for crew changes at least 2 hours prior to the requested change. If emergency or unusual conditions exist, crew changes will be allowed with less advance notice at the discretion of the lockmaster or designee. Although the intent of this policy is to provide a uniform and consistent procedure to the maximum extent possible, it is not possible at this time to implement a single method for contacting the lock to request a crew change (by FAX or by phone, etc.). Instead, the method of making the request for a crew change shall be made in accordance with local district policy. The towing company will contact the lock staff for the method and the information to be provided. At least one member of the crew must be in possession of a Transportation Worker Identification Credential (TWIC), with all other crewmembers having valid photo ID. A valid photo ID would be either a State-issued driver's license or a state- or federally issued identification card.

(1) Towing company (crew change) vehicles and crew members will remain outside the security fence (or Government perimeter) until the towboat arrives on the approach wall. Departing crew members will not be allowed to remain within Government perimeter after crew change is complete.

(2) Delivery of groceries, supplies and materials are allowed if requests meet the requirements of local district policy and do not impede normal operations of the lock. The information provided for these deliveries will include the name of the delivery company, delivery person, and vehicle identification to include license plate numbers. Lock personnel will make all reasonable efforts to accommodate the delivery of properly screened packages according to local district policy to vessels but will not be responsible for loss of packages during exchange from Government employees to vessel crew.

(3) The lockmaster or designee may direct that some crew changes and delivery of supplies take place at the lock facility but not necessarily in the lock chamber. All crew changes and delivery of supplies made in the lock chamber shall be conducted at high pool (when lock chamber is full).

(4) A TWIC or valid photo ID is required for all delivery personnel.

(5) Lock operators or Government employees will not run errands for commercial towboats transiting Corps locks for any reason.

6. IMPLEMENTATION: Districts shall review the existing Code of Federal Regulations (CFRs) that apply to the locks within their boundaries and follow the standard procedures for making changes to CFRs as necessary to comply with this policy. Implementation will be coordinated with the Inland Marine Transportation System (IMTS) Working Group. If there are programmatic circumstances that prevent a lock from being used for crew changes or supply delivery, districts will submit requests for an exception to this policy to the IMTS Working Group. Upon receiving approval for an exception, districts will coordinate that information with towing companies.

7. REFERENCES:

A description of the DoD Force protection condition levels can be found at this web site:
http://www.acq.osd.mil/dpap/ccap/cc/jcchb/Files/Topical/Anti_Terrorist_Countermeasures/resources/dod_terrorism_threat_levels.docx

NAVIGATION NOTICE NO. 1-2024

McCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEMS (MKARNS)

LITTLE ROCK AND TULSA DISTRICT

APPENDIX---E

ADVISORY VESSEL TRAFFIC SERVICE, LITTLE ROCK, ARKANSAS.

This advisory vessel traffic system is activated when the Arkansas River rises and flows are predicted to exceed 70,000 cubic feet per second at the three vertical lift railroad bridges at miles 118.2, 118.7, and 119.6. Broadcast notices to mariners are issued when the service is activated and refer to this notice for special operating procedures. Establishment of this service does not relieve any person from the obligation of complying with bridge-to-bridge radio-telephone regulations, rules of the road, or applicable pilot rules. Special communications and bridge-operating procedures for the Little Rock Vessel Traffic Service are:

Downbound Traffic.

(1) Closely monitor channel 13 to be aware of upbound traffic approaching Little Rock Harbor.

(2) Contact drawtenders on channel 13 or by telephone before departing Murray Lock and Dam, mile 125.4, or the mooring cells at mile 121.5. This ensures all three bridges will be open upon arrival. On receiving such assurance, depart immediately and proceed through all three bridges without delay so the bridges are not held open unnecessarily. If assurance is not given that all three bridges are open, vessels should not depart Murray Lock and Dam or the mooring cells. On departing Murray Lock and Dam, broadcast in the blind on channel 13 announcing departure and estimated time of arrival at Baring Cross Railroad Bridge, mile 119.6. The Rock Island Railroad drawbridge at Little Rock, mile 118.2 is no longer operational. The lift span of this bridge is being maintained in the fully raised position.

Upbound Traffic.

(1) Vessels below Little Rock Harbor broadcast in the blind on channel 13 to announce estimated time of arrival at Rock Island Railroad drawbridge, mile 118.2.

(2) Closely monitor channel 13 and adjust speed to avoid meeting another vessel between the bridges.

Bridge Openings.

(1) On activation of the service, draw tenders at control points maintain alert communications watch on channel 13. They accept radiotelephone and/or telephone calls from vessels or lockmasters, raise lift spans as required, and furnish information regarding lift span positions.

(2) If any lift span cannot be raised when requested, draw tenders advise the caller, furnishing estimated time when the span may be raised.

(3) If any lift span malfunctions while being moved and vessels cannot safely pass, draw tenders immediately broadcast this in the blind on channel 13. When the span is repaired, this information is broadcast in the blind on channel 13.

NAVIGATION NOTICE NO. 1-2024

McCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEMS (MKARNS)

LITTLE ROCK AND TULSA DISTRICT

APPENDIX---F

DOUBLE LOCKAGES USING TOW HAULAGE ASSISTANCE.

The tow operator shall provide a minimum of three deckhands for handling lines and signaling the lock operator during a lockage using tow haulage equipment. If, in the opinion of the lockmaster, conditions are such that additional deckhands are necessary to provide safe lockage, the tow operator shall provide additional deckhands.

Personnel should be trained in the proper methods of handling towing lines and mooring lines. Each of the deckhands and other personnel involved in the tow haulage operation will be equipped with two-way radios.

The first cut of barges should be configured symmetrically to support true drift alignment and avoid adverse lateral skewed movement during a tow haulage operation.

While the first cut of barges is being locked, the second cut shall be securely moored to the lock wall and attended by a deckhand or by a towboat operator in the pilothouse of a towboat made-up to the barges and with engines running.

The tow operator shall provide as a minimum, bow and stern mooring lines for each cut of barges and two fabric lines (a haul line and a bow line) suitable for pulling the first cut out of the lock chamber with tow haulage equipment. As a minimum, lines used to pull a tow will be capable of resisting a working load of 12,000 pounds.

The length of the haul line should be at least twice the height from the barge to the towing bitt when secured to the barge.

All tow haulage lines shall be handled by deckhands. All winch controls shall be operated by the lock operator.

A vessel shall be securely moored before deckhands climb to or from a lock wall to get off or onto the vessel.

During a downstream lockage, a deckhand may secure a haul line to the lock chamber towing bitt while the lock chamber is full. However, the haul line shall not be secured to the barge until after the lock chamber has been emptied.

Mooring lines on the first cut of barges in the lock chamber shall not be eased until the slack in the haul line has been removed at the start of the tow haulage pull.

A deckhand on the barge shall tend the haul line and be ready to provide slack in the line to prevent the lock chamber towing bitt from being pulled forward. Due to the height of the lock walls, additional personnel may be required to assist with the fastening and loosening of lines to the tow haulage bitts.

While being assisted with tow haulage equipment, the deckhand on the bow of the first cut of barges shall tend the bow line and be ready to ease off on the line to prevent the traveling bitt from being pulled forcefully into the rail stop. A bow line on the traveling bitt should never be used to snub forward motion of the cut.

The deckhands on the first cut shall bring the barges to a stop after clearing the miter gate recess using the fixed check posts or the recessed line hooks on the guide wall. A minimum of one deckhand shall remain on the first cut to tend the mooring lines.

The effects of head wind or river currents on a tow may limit travel of the first cut and prevent it from clearing the miter gate. The auxiliary winch is provided to pull the stalled cut past the miter gate recess. A deckhand will make the auxiliary winch line connections as directed by the lockmaster.

Failure to follow safe practices may result in forfeiting permission to use the tow haulage equipment.

NONCOMPLIANCE.

Lockage may or will be refused to pilots and crews who do not comply with the provisions of this notice.

NAVIGATION NOTICE NO. 1-2024

McCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEMS (MKARNS)

LITTLE ROCK AND TULSA DISTRICT

Use of Tow Haulage System for MKARNS-SWL Locks with river flows 100,000 CFS or more*

Location	***Use of Tow Haulage UP bound***	***Use of Tow Haulage DOWN bound***
Montgomery Point Lock # 99	**YES**	**YES**
Norrell Lock # 01	**YES**	**YES**
Mills Lock # 02	**YES**	**YES**
Hardin Lock # 03	**NO**	**NO**
Sanders Lock # 04	**NO**	**NO**
Maynard Lock # 05	**NO**	**NO**
Terry Lock # 06	**NO**	**NO**
Murray Lock # 07	**NO**	**YES**
Toad Suck Lock # 08	**NO**	**YES**
Ormond Lock # 09	**NO**	**YES**
Dardanelle Lock # 10	**YES**	**YES**
Ozark Lock # 12	**YES**	**YES**
Trimble Lock # 13	**NO**	**YES**

** Per Standard Operating Procedure (SOP) # 13 Operation with Tow Haulage Equipment---"At any time the duty operator feels it is unsafe to use tow haulage, tow haulage will not be used and tows will be locked the conventional way." and, "Two-wide tows will be locked the conventional way (without the use of tow haulage). Tow haulage will not be used on two-wide tows."*

APPENDIX---G
APPLICABLE NAVIGATION NOTICES.

U.S. Army Corps of Engineers
Little Rock District

NAVIGATION NOTICE

Number SWL 18-50

McClellan-Kerr Arkansas River Navigation System

October 04, 2018

In Reply Refer to: CESWL-OP
P. O. Box 867
Little Rock, AR. 72203-0867
PH. 501-324-5739

MCCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM MONTGOMERY POINT LOCK AND DAM (NM 0.5) CHANGE IN OPERATIONS WHEN NAVIGATION PASS IS OPEN

Starting October 28, 2018, Montgomery Point Lock and Dam NM 0.5 will adjust its operations when the navigation pass is open. Between the hours of 10:30 AM and 12:30 PM each day, a lock operator will not be available to provide current conditions to mariners. The navigation pass will remain open for use during this two-hour period each day, and mariners can contact Norrell Lock & Dam (No. 1) NM 10.3 on Channel 16 for the most recent information available on conditions at Montgomery Point.

When falling water conditions require closure of the Montgomery Point navigation pass, the lock will be available for use 24 hours a day. Mariners are reminded that the Montgomery Point navigation pass is closed when the tailwater falls below elevation 115', and the pass is reopened when the tailwater exceeds this elevation.

Questions or requests for additional information concerning this notice should be directed to the Little Rock District Office, at (501) 324-5739 or you may email CESWL-OP-OM@usace.army.mil.

for Kevin J. McDaniels
Chief, Operations Division

U.S. Army Corps of Engineers
Little Rock District

NAVIGATION NOTICE Number SWL 23-31

McClellan-Kerr Arkansas River Navigation System
June 16th, 2023

In Reply Refer to: CESWL-OP
P. O. Box 867
Little Rock, AR. 72203-0867
PH. 501-324-5096

SCHEDULED LOCK CLOSURE NOTICE
DARDANELLE LOCK (No. 10) NM 205.5
MCCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM

A partial lock closure is scheduled for Dardanelle Lock (No. 10) NM 205.5 beginning June 17th, 2024, through September 30th, 2024. During this time, the Lock will be closed daily between the hours of 7:00 a.m. and 7:00 p.m. During this time, the Lock will be opened to traffic each night between the hours of 7:00 p.m. and 7:00 a.m., however a 70-ft width restriction will be in place.

This scheduled lock closure is to allow construction crews to install temporary cofferboxes on the lock walls to facilitate concrete saw-cutting of the lock walls and other work related to the new 110-ft stoplog slots near the upstream and downstream miter gates.

Questions or requests for additional information concerning this notice should be directed to the Little Rock District Office, at (501) 324-5096 or you may email CESWL-OP-OM@usace.army.mil.

MATTSON.GREGORY.ALLEN.1265411408
Digitally signed by MATTSON.GREGORY.ALLEN.1265411408
Date: 2023.06.16 10:37:01 -05'00'

for: Christopher B. Roark
Chief, Operations Division

U.S. Army Corps of Engineers
Little Rock District

NAVIGATION NOTICE **Number SWL 23-39**
McClellan-Kerr Arkansas River Navigation System
July 25th, 2023
In Reply Refer to: CESWL-OP
P. O. Box 867
Little Rock, AR. 72203-0867
PH. 501-324-5096

SPECIAL LOCKING INSTRUCTIONS
COLONEL CHARLES D. MAYNARD LOCK (No. 5) NM 86.3
MCCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM

Due to a damaged upstream riverwall miter gate leaf caused by a recent allision, mariners are advised that all tows approaching Colonel Charles D. Maynard Lock (No. 5) NM 86.3 are required to come to a complete stop before receiving instruction to enter the lock chamber to ensure that entrance speeds into the lock chamber do not exceed 200 feet per minute (equivalent to the rate of a slow walk) as outlined in Navigation Notice No. 1-2023.

Prior to receiving instruction to enter the lock chamber, all upbound tows are required to stop 100 feet downstream of the recessed downstream miter gate leaves and all downbound tows are required to stop 100 feet upstream of the recessed upstream miter gate leaves. This requirement is in place to reduce the risk of further damage to the miter gate leaf due to another allision, which could render the Lock inoperable. This restriction will be lifted once necessary repairs to the miter gate leaf can be made.

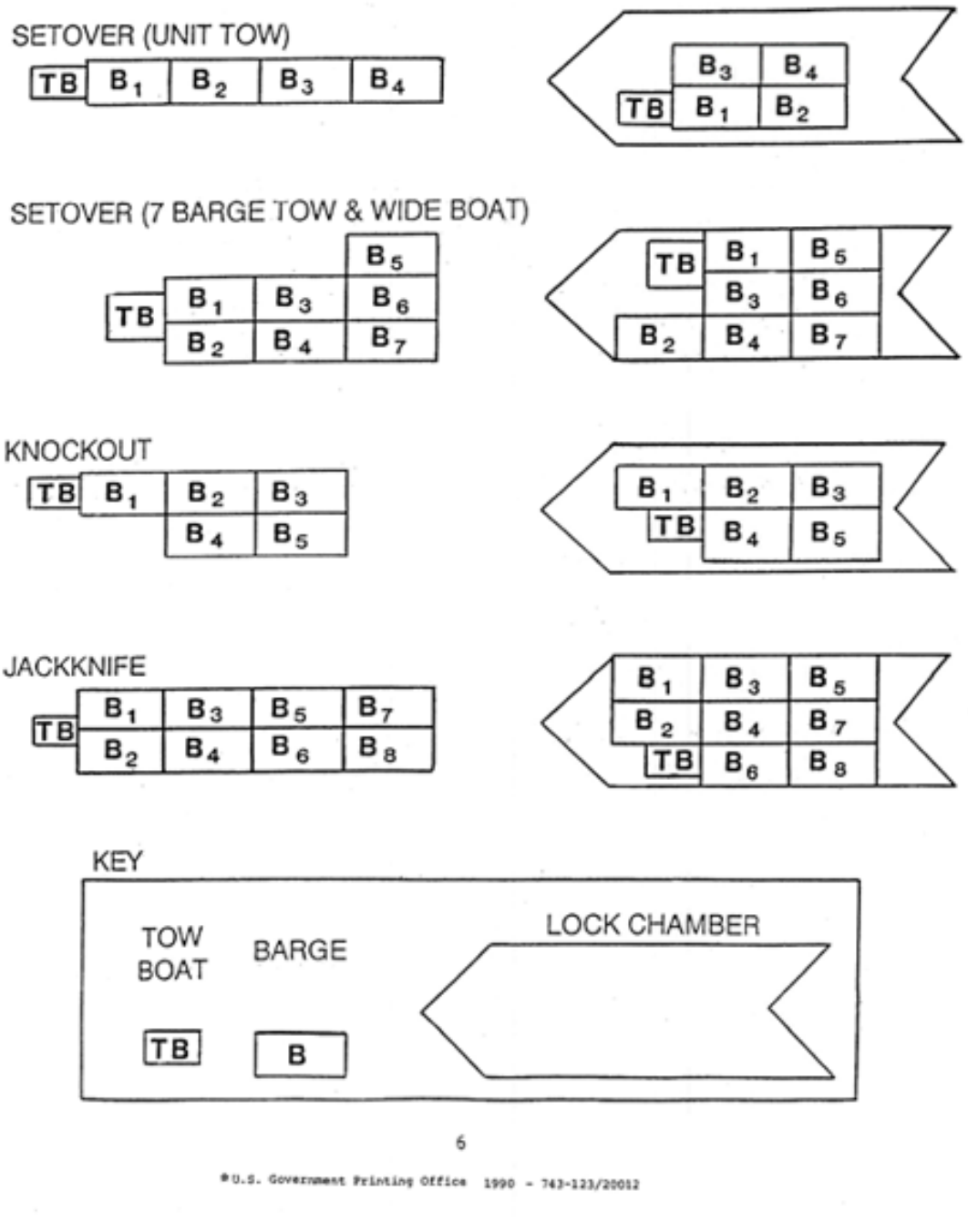
Questions or requests for additional information concerning this notice should be directed to the Little Rock District Office, at (501) 324-5096 or you may email CESWL-OP-OM@usace.army.mil.

SHANNON.HARLAND.DENNIS.1230357435 Digitally signed by SHANNON.HARLAND.DENNIS.1230357435 Date: 2023.07.25 15:12:32 -05'00'

For: Christopher B. Roark
Chief, Operations Division

APPENDIX---H

RECOMMENDED LOCKING CONFIGURATIONS



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*U.S. Government Printing Office 1990 - 743-123/20012

APPENDIX---I
FUTURE MAINTENANCE SCHEDULE.

2024:

*Mid-June 2024 to Late September 2024
Construction of 110-ft dewatering stoplog slots for Dardanelle Lock (No. 10). A full lock closure will be required from 7:00 a.m. – 7:00 p.m. daily; lock will be opened to traffic each night from 7:01 p.m. – 6:59 a.m. with a 70-ft tow width restriction. Refer to Navigation Notice No. SWL 23-31 "Lock 10 Closure Notice" distributed on 16 June 2023 and located in **Appendix---G**.

*Late August or Early September 2024
14-day maintenance dewater at Webbers Falls Lock (No. 16). A full lock closure, 24-hours per day, will be required.

*Late August or Early September 2024. *(Pending funding)*.
21-day maintenance dewater at Norrell Lock (No. 1). A full lock closure, 24-hours per day, will be required.

2025:

*Mid-June 2025 to Late September 2025
Construction of 110-ft dewatering stoplog slots for Ozark Lock (No. 12) and Trimble Lock (No. 13). Concurrent full lock closures will be required from 7:00 a.m. – 7:00 p.m. daily; locks will be opened to traffic each night from 7:01 p.m. – 6:59 a.m. with a 70-ft tow width restriction.

*Late August or Early September 2025. *(Pending funding)*.
21-day pintel ball replacement dewater at Webbers Falls Lock (No. 16). A full lock closure, 24-hours per day, will be required.

2026:

*Mid-June 2026 to Late September 2026
Construction of 110-ft dewatering stoplog slots for Sanders Lock (No. 4) and Maynard Lock (No. 5). Concurrent full lock closures will be required from 7:00 a.m. – 7:00 p.m. daily; locks will be opened to traffic each night from 7:01 p.m. – 6:59 a.m. with a 70-ft tow width restriction.

*Late August or Early September 2026. *(Pending funding)*.
21-day maintenance dewater at Trimble Lock (No. 13) to prepare for 2027 D/S Miter Gate replacement. A full lock closure, 24-hours per day, will be required.

* Dates are subject to change. Exact dates/length of closures will be communicated at least 6-months in advance of each lock closure.

NAVIGATION NOTICE NO. 1-2024

McCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEMS (MKARNS)
LITTLE ROCK AND TULSA DISTRICT

APPENDIX---J
2024 TOTAL SOLAR ECLIPSE ADVISORY.

Mariners are advised to exercise caution on Monday April 8, 2024 when transiting the area between NM 100 and NM 300 on the McClellan-Kerr Arkansas River Navigation System. It is anticipated there will be a higher volume than normal of recreational vessels in the area, many of which may be operated by individuals unfamiliar with the navigation system. Some pleasure craft may unknowingly be anchored in the navigation channel to observe the eclipse and some may lack proper lighting during low light conditions at the peak of the eclipse. Mariners are further advised to expect higher than normal recreational traffic in the days leading up to this event.

Local, State, and Federal agencies are anticipating as many as 1.5 million visitors to Arkansas during the days surrounding this event. Mariners are advised this could impact planned fuel/supply deliveries and crew changes and it is recommended that mariners consider avoiding scheduling of these activities in this zone from April 3, 2024 to April 10, 2024.