



US Army Corps
of Engineers
Pittsburgh District

Notice to Navigation Interests

In reply refer to
Notice No. below

US Army Corps of Engineers, Pittsburgh District
1000 Liberty Avenue, Pittsburgh, PA 15222-4186
(412) 395-7183
http://www.lrd.usace.army.mil/op/nav_notice.htm

Notice No. 04-04

Date: January 20, 2004

Dashiels L/D, Ohio River, Mile 13.3
Repair Upstream Miter Gate in 110'x 600' Lock Chamber

1. **TO ALL WHOM IT MAY CONCERN:** Notice is given that the U.S. Army Corps of Engineers' Repair Fleet will make repairs to the upstream land wall miter gate in the 110' x 600' chamber. The repair work is scheduled to begin at 8:00 AM on March 23, 2004 and will be completed by 11:00 PM on March 26, 2004.
2. The 110' x 600' land chamber will be closed to all navigation from 8:00 AM on March 23 until 11:00 PM on March 26, to repair the upstream land wall miter gate. The 56' x 360' river chamber will remain open to all navigation while the 110' x 600' land chamber is closed.
3. A navigation accident has made it necessary to schedule the work on the upstream land wall miter gate leaf.
4. The Corps will institute the following lockage procedure that has been developed in cooperation with the Waterways Association of Pittsburgh during the closure of the 110' X 600' land lock chamber. Boat locking order will be determined by arrival time at Dashiels L/D. All pilots should radio Dashiels L/D at the normal arrival points to establish their position on the waiting list. Pilots must also report all red flag barges in their tow during this initial radio call. No adding or swapping of barges will be allowed once the tow's lock turn has been established. All tows must be ready to lock when put on the waiting list. The lockages will be accomplished in a standard series of three (3) tows in one direction. Without a program of "self-help" by navigation interests, the Corps can only handle up to a triple lockage with its on-site tow haulage equipment. If no helper boats are available, tow sizes will be limited to no more than a triple lockage. Under normal river conditions, if the "self-help" program is in effect and a helper boat is available, the Lockmaster will allow a towboat to lock

through with a maximum of five (5) lockages. Pilots should request the number of needed lockages when calling for position of the tow.

5. To help eliminate some of the waiting time for towboats, an arriving tow can designate to be broken up into a maximum of three (3) separate tows of five (5) lockages each. The pilot of the large tow will have to notify Dashields L/D of the intent to breakup into smaller tows and must provide the Lockmaster the names of the other towboat(s) designated to handle the other tows not later than six (6) hours before their lockage turn. If the designated towboat(s) are not available when called by Dashields L/D, they will lose their turn and go to the end of the waiting line.

6. During the closure of the 110' x 600' lock chamber, it will be necessary for tows under normal river conditions to follow one another on the river guard wall when a series of lockages are being made in one direction. Each tow in the series should be aware of the tow that they follow and be on the river guard wall as soon as that tow enters the lock chamber. While this practice will speed up the lockage process, it is imperative that tows exercise extreme caution when encountering outdraft or backlash conditions.

7. In an effort to reduce delay time at Dashields, a program of "self-help" by navigation interests is necessary. A "self-help" program will allow waiting towboats to assist tows out of the lock chamber. The Lockmaster will designate the helper boats as tows arrive for position. The second and third towboats in the first series of lockages in the opposite direction will be the designated helper boats unless conditions, equipment or cargo prevent the use of that towboat as a helper. Any tow with a tank barge must be accompanied at all times by a towboat. To keep abreast of conditions, it is mandatory that all waiting towboats monitor their marine radio 24 hours a day.

8. Other specific procedures to facilitate locking through the small chamber are listed below and have been developed in cooperation with the towing industry. The Corps is asking for everybody's cooperation and help in making the locking operations go as smoothly as possible during the closure of the large chamber.

- a. All excess rigging will be removed prior to entering the

lock chamber. Remaining rigging should be ready to be knocked loose after the cut is secured in the lock chamber.

b. Two locking lines, with bow and stern lines leading in opposite directions, must be available on each cut to prevent the vessel from "running" in the lock. Each line must be at least 75 feet long and 1-1/2" in diameter. To minimize locking time, all lines will stay with each cut. Lines will not be permitted to be carried from one cut to another.

c. Three deckhands are required during multiple lockages. One deckhand is required to stay with the first cut.

d. All multiple cut tows will be made up in designated staging areas, clear of the lock gates, so as not to interfere with lockage operations.

e. The Dashields lock filling system may cause turbulence and surging of the water while filling the small chamber. Deckhands need to be extra vigilant in tending lines to avoid an accident that could completely close the locks.

9. Towboats are cautioned to use minimal power when operating over the lower sill to avoid forcing debris onto the miter sill. This debris could prevent the miter gates from closing and require stoppage of navigation until the material is removed by dredging or diving operations.

10. If critical industrial shipments are essential to sustain continued operation, the affected companies should immediately contact the Waterways Association of Pittsburgh. They will review all requests for priority before submitting them to the Corps for our consideration. If it becomes necessary to prioritize lockages through the small chamber, the Corps will make the final decision concerning lockage procedure as conditions and situations change. In accordance with standard Corps policy, the Lockmaster may also vary the locking procedure in an effort to equalize waiting times.

11. Information concerning lockages will be broadcast on Marine Channel 13 (156.65 MHz). Any towboat not answering a call from the locks will be dropped to the end of the waiting list.

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12. All towboats are to stay with their tows while waiting for lockages unless designated to assist other tows through the small lock.

13. Recreation boaters are discouraged from locking through Dashields L/D, Ohio River during the land lock chamber closures. You may encounter extremely long delays since priority will be given to scheduled commercial passenger vessels and commercial tows.

14. Navigators are requested to use caution when entering or leaving the river lock chamber during this closure of the land chamber to prevent a complete shutdown of navigation.

FOR THE DISTRICT ENGINEER:

/signed/

James J. Rockovich, P.E.
Acting Chief, Operations and
Readiness Division