



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) 395-7640  
<http://www.lrd.usace.army.mil/navigation/notice/>

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Notice No. 05-38

Date: November 2, 2005

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## **HANNIBAL LOCKS AND DAM, OHIO RIVER, MILE 126.4**

### **Emergency Repairs to the Lock Gates in the 110-ft x 1200-ft Lock Chamber**

### **Replace Land Wall Emptying Valve in the 110-ft x 600-ft Land Lock Chamber**

1. **To All Whom It May Concern:** Notice to Navigation Interests No.05-32 has been revised due to an unscheduled emergency closure of the primary 110-ft x 1200-ft lock chamber at Hannibal L/D, Ohio River. This emergency closure was caused by a structural failure of the upstream middle wall lock gate at approximately 3:20 P.M. on 1 November 2005.

At the time of the failure on the upstream lock gate in the primary lock chamber, the auxiliary 110-ft x 600-ft lock chamber was closed while the U.S. Army Corps of Engineers' Repair Fleet was replacing the land wall emptying tainter valve and renovating its operating machinery. This valve repair work was originally scheduled to close the auxiliary lock chamber for a twenty (20) day period beginning on 22 October through 10 November 2005.

**At the present time both locks are closed at Hannibal L/D, Ohio River and no traffic can pass thru the locks.**

2. The U.S. Army Corps of Engineers' Repair Fleet has accelerated its repair effort to the valve in the 110-ft x 600-ft auxiliary lock and anticipates that **the 110-ft x 600-ft lock will be reopened to navigation by 11:00 P.M. on Sunday, 6 November 2005.**

3. From 3 thru 6 November 2005, the U.S. Army Corps of Engineers contractor Madison Coal and Supply Company, will dredge the lower approach to the 110-ft x 600-ft lock chamber to assure adequate draft (approximately 10 feet) for tows entering and leaving the small lock.

4. The **110-ft x 1200-ft primary lock chamber at Hannibal L/D will remain** closed for an estimated minimum period of 2 weeks while repair crews implement emergency structural repairs to the lock gates.

5. After reopening of the 110-ft x 600-ft lock chamber and during the continued closure of the 110-ft x 1200-ft lock chamber, a double lockage will be the maximum acceptable tow through the 110-ft x 600-ft lock chamber.

6. It may be necessary for tows to follow one another on the guide wall when a series of lockages are being made in one direction. Each tow should be aware of the tow that they follow

and be on the guide 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. Boat locking order will be determined by arrival time at Hannibal L/D, Ohio River or as needed to reduce queue. 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.

8. Information concerning lockages will be broadcast on Channel 13 and any towboat not answering the radio call from the locks will be dropped to the end of the waiting list.

9. In an effort to reduce delay time at the locks, 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.

10. Other specific procedures to facilitate double lockage operations through the small chamber have been developed in partnership with the towing industry. The Corps is asking for everyone's cooperation and help in making the locking operations go as smoothly as possible during the closure of the large lock chamber.

a. It is recommended that waiting tows have a "break coupling" prepared and in place in their tow configuration to expedite multiple lockages.

b. 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.

c. Two (2) locking lines, with bow and stern lines leading in the 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 the other. It is the responsibility of the vessel operator to provide adequate mooring lines to assure safe lockage.

d. At least two (2) deckhands are required during double lockages on the first cut.

e. The second cut of tows will be made up in the lock approaches, clear of the lock gates, so as not to interfere with lockage operations. Final make up of tows will be done clear of the lock gates.

11. The Corps will make the final determination whether to change procedures as conditions and situations develop. In accordance with standard Corps policy, the Lockmaster may also vary the lock procedures in an effort to equalize waiting times.

12. The Waterways Association of Pittsburgh have agreed to have a point of contact available should an unusual circumstance arise and the Lockmaster or their representative need immediate assistance from the Waterways Association to deal with the situation. The Waterways Association of Pittsburgh's point of contact for this closure is Dick Ehringer, Work (724)483-8051; Cell (412)848-5544.

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

14. Pleasure boaters are discouraged from locking through the Hannibal L/D, Ohio River during this time period. You may encounter long delays since priority will be given to the scheduled commercial passenger vessels and commercial tows.

15. Navigators are requested to use caution when entering or leaving the small lock chamber during this closure of the large lock chamber to prevent a complete shutdown of navigation.

FOR THE DISTRICT ENGINEER:

/signed/

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