



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

Notice No. 14-03

Date: January 30, 2014

New Cumberland L/D, Ohio River, Mile 54.3
26-Day Closure of the Primary 110-ft x 1,200-ft Lock Chamber

- 1. TO ALL WHOM IT MAY CONCERN:** Notice is given that the U.S. Army Corps of Engineers Repair Fleet will be working in the primary 110-ft x 1,200-ft river lock chamber at New Cumberland L/D, Ohio River, Mile 54.3. The work includes installing new floating mooring bitts with steel extensions at four locations. This twenty-six day closure is scheduled to begin at 12:00 A.M. March 31, 2014 and be completed by 12:00 P.M. on April 25, 2014.
2. The primary 110-ft x 1,200-ft lock chamber will be closed to navigation and all river traffic will be passed through the 110-ft x 600-ft auxiliary lock chamber. During the closure of the primary lock chamber, intermittent closures of up to four (4) hours may be necessary in the 110-ft x 600-ft auxiliary lock chamber.
3. The floating mooring bitts work locations are as follows:

Sta. 3+17.0B, River Wall, 4th FMB Downstream of Upper Miter Gates
Sta. 5+85.0B, River Wall, 5th FMB Downstream of Upper Miter Gates
Sta. 10+31.0B, River Wall, 8th FMB Downstream of Upper Miter Gates
Sta. 10+11.0B, Middle Wall, 4th FMB Downstream of Upper Miter Gates

These particular floating mooring bitts will be out of service until they are replaced with new ones later in the calendar year.
4. A double lockage will be the maximum acceptable tow during the closure period of the large lock chamber.
5. The Corps has installed a temporary tow haulage winch system in the auxiliary lock chamber to pull double cuts as necessary. In an effort to reduce delay times, however, a program of "self-help" by navigation interests has been implemented. The "self-help" program will allow waiting towboats to assist tows out of the auxiliary lock chamber. The Lockmaster will designate the helper boats as tows arrive for position.

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 out draft or backwash conditions.

7. Boat locking order will be determined by arrival time at New Cumberland L/D, Ohio River. 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 (155.65 MHz) and any towboat not answering the radio call from the locks will be dropped to the end of the waiting list.

9. 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. 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 (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.

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

d. 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.

CELRP-OP

Navigation Notice No. 14-03

10. 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.

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

12. Pleasure boaters are discouraged from locking through the New Cumberland L/D, Ohio River during primary lock chamber closure. You may encounter long delays since priority will be given to the scheduled commercial passenger vessels and commercial tows.

13. Navigators are requested to use caution when entering or leaving the auxiliary lock chamber during the closure of the primary lock chamber to prevent a complete shutdown of navigation.

FOR THE DISTRICT ENGINEER:

//Signed//
Richard C. Lockwood
Chief, Operations Division