



Notice to Navigation Interests

US Army Corps
of Engineers
Huntington District

Date: 15 January 2008

Notice Number: 08- 05

In Reply Refer to: CELRH-OR-TD 502 Eighth Street, Huntington, WV 25701-2070 Telephone: 304-399-5239

KANAWHA RIVER DRAFT OF VESSELS AND OPERATING DURING HIGH WATER

For commercial vessels transiting the Kanawha River, the following project sill information is provided:

	Kanawha River Mile	Sill Elevation
London Locks	82.8	Upper 596.0
		Lower 578.0
Marmet Locks	67.7	Upper 572.0
		Lower 554.0
Winfield Locks	31.1	Upper 526.0
		Lower 520.0

The U.S. Army Corps of Engineers maintains a nine foot channel depth. Acceptable drafts for tows transiting these projects are specified below:

Lower Gauge Reading:

9'-3" and above
9'-0" to 9'-3"
8'-9" to 9'-0"
8'-9" and below

Maximum Barge Draft:

No restriction
10'-6"
10'-3"
Gauge Reading Plus 1'-3"

Draft of vessels: No vessel shall attempt to enter a lock unless its draft is at least three (3) inches less than the least depth of water over the gate sills. Information concerning control depth over sills can be obtained from the lockmaster at each project or by inquiry at the District Office.

Operations during high water and floods in designated vulnerable areas: Vessels operating on these waters during periods when river stages exceed the level of "ordinary high water," as designated on Corps of Engineers' navigation charts, shall exercise reasonable care to minimize the effects of their bow waves and propeller washes on river banks; submerged or partially submerged structures or habitations; terrestrial growth such as trees and bushes; and man-made amenities that may be present. Vessels shall operate carefully when passing close to levees and other flood protection works, and shall observe minimum distances from banks which may be prescribed from time to time in Notices to Navigation Interests. Pilots should exercise particular care not to direct propeller wash at river banks, levees, revetments, structures or other appurtenances subject to damage from wave action.

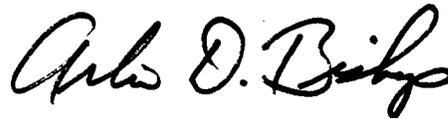
Pursuant to Section 7 of the River and Harbor Act of August 8, 1917, regulations have been prescribed to govern the use, administration, and navigation of the Ohio River, the Mississippi River above Cairo, Illinois, and their tributaries. Excerpts from these regulations (33 CFR 207.300) are as follows:

“Any accident resulting in uncontrolled barges shall immediately be reported to the nearest lock. 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 or locks 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.”

“Any other activity on the waterways that could conceivably endanger navigation or a navigation structure shall be reported to the nearest lock.”

It is the responsibility of each towboat Captain and Pilot to prevent groundings.

Reporting incidents such as these to other Federal Agencies other than the U. S. Army Corps of Engineers does not fulfill your reporting obligation.

A handwritten signature in black ink that reads "Arlie D. Bishop". The signature is written in a cursive, flowing style.

ARLIE D. BISHOP
Chief, Technical Support Branch