The following information is furnished for the guidance and assistance of those persons required by law to report to, or who otherwise desire to contact, United States Coast Guard (USCG) officials. USCG units are under the operational and administrative control of:

**Eighth USCG District**
Eighth USCG District
Hale Boggs Federal Building
501 Magazine Street
New Orleans, LA 70130-3396
Tel - (504) 589-6625
24 Hour Command Center

**Hale Boggs Federal Building**
USCG Sector Ohio Valley (SOHV)
Romano L. Mazzoli Federal Building, Room 4090
600 Dr. Martin Luther King, Jr. Place
Louisville, KY 40202-2230
Tel - (502) 799-5400
Fax - (502) 779-5402

**USCG Marine Safety Detachment**
USCG Marine Safety Office
3653 River Road
Cincinnati, OH 45204-1095
Tel - (513) 921-9033

**Commanding Officer**
USCG Marine Safety Unit
95 Peyton Street
Barboursville, WV 25504
Tel - (304) 733-0198

**Commanding Officer**
USCG Marine Safety Unit
225 Tully Street
Paducah, KY 42003
Tel - (270) 442-1621

After duty hours and on non-duty days, marine accidents and deficiencies in aids to navigation may be reported to the following:

**Commander**
USCG Sector Ohio Valley (SOHV)
Romano Mazzoli Federal Building, Room 421
600 Dr. Martin Luther King, Jr. Place
Louisville, KY 40202-2230
Tel - (800) 253-7565
24 Hour Command Center

Report oil or chemical spills To the National Response Center (Toll-free) 1-800-424-8802 or to the nearest USCG Marine Safety Office at the numbers listed above.
# OHIO RIVER NAVIGATION CHARTS

**HUNTINGTON DISTRICT**

FOSTER, KY TO NEW MARTISVILLE, WV

*REVISED January 2014*

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**THESE CHARTS INCLUDE KNOWN NAVIGATIONAL FEATURES, AVAILABLE DATA, AND INFORMATION AS OF THE DATE SHOWN ABOVE. MAJOR CHANGES ARE PUBLISHED IN “NOTICE TO NAVIGATION INTERESTS”. CHART REVISIONS ARE ANTICIPATED AT TWO-YEAR INTERVALS. ANY INFORMATION CONCERNING CHANGES, CORRECTIONS, OR ADDITIONS TO THIS CHART BOOK SHOULD BE ADDRESSED TO:**

**U.S. ARMY CORPS OF ENGINEERS**

**CELRH-OR-TW**

**502 EIGHTH STREET**

**HUNTINGTON, WV 25701**

**UNITED STATES ARMY CORPS OF ENGINEERS – HUNTINGTON DISTRICT**

**SHEET 1**
In the administration of laws enacted by Congress for the protection and preservation of navigation and the navigable waters of the United States, the U.S. Army Corps of Engineers exercises jurisdiction over the Ohio River and several of its tributary streams. Work or structures in, under, or over the Ohio River or any navigable tributary, between the limits of the ordinary high water lines on both banks of the stream require prior authorization. Inquiries regarding permits for such work or structures should be addressed to:

Chief, Regulatory Branch  
U.S. Army Engineer District, Huntington  
Attn: CELRH-RD  
502 Eighth Street  
Huntington, WV 25701-2070

Inquires may be made by telephone.  
For Kentucky and Ohio:  
(304) 399-5210

For West Virginia:  
(304) 399-5710

VERTICAL CLEARANCE

Vertical clearances under bridges and aerial crossings are shown on their respective charts at normal pool stage and at 1913 and 1937 high water (H.W.) stages.

Existing clearances may be determined at open river stages, with reasonable accuracy, by the method outlined in “EXAMPLE” below:

EXAMPLE:  B&O Railroad Bridge, Parkersburg, WV

CHART 170  
(All Clearances are in Feet)

<table>
<thead>
<tr>
<th>Location</th>
<th>1913 H.W. Reading</th>
<th>Existing Reading</th>
<th>Difference</th>
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<td>1913 H.W. Reading</td>
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Upper Gage Readings  
(All Readings are in Feet)

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<tr>
<td>Willow Island</td>
<td>*39.00</td>
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<tr>
<td>Marietta, OH</td>
<td>*59.63</td>
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<td>Parkersburg, WV</td>
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<tr>
<td>Belleville Dam</td>
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<tr>
<td>Racine Dam</td>
<td>*44.50</td>
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<tr>
<td>Mason, WV ~ Pomeroy, OH</td>
<td>*65.80</td>
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<tr>
<td>Point Pleasant, WV</td>
<td>**62.72</td>
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<tr>
<td>Robert C. Byrd Dam</td>
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<td>Old Dam 28</td>
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<tr>
<td>Ashland, KY</td>
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<td>Greenup Dam</td>
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<tr>
<td>Capt. Anthony Meldahl Dam</td>
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### NAVIGATION CHARTS AND NOTICES


Notice to Navigation Interests, containing data on channel conditions and location of dredges, are issued as occasions demand and may be viewed on our website at: [www.lrh.usace.army.mil/missions/navigation](http://www.lrh.usace.army.mil/missions/navigation).

Requests to be placed on the Notice to Navigation Interests email mailing list may be made on the navigation website listed above. Requests to be added to the postal mailing list may be obtained by writing to:

U.S. Army Corps of Engineers  
Attn: CELRH-OR-TW  
502 Eighth Street  
Huntington, WV 25701-2070

### MILE POINTS

Mile points are shown on the charts at one mile intervals beginning with Mile 438.0 at Foster, KY.

Charts of the Ohio River are as follows:

- PITTSBURGH DISTRICT: MILE 000.0 – 127.2
- HUNTINGTON DISTRICT: MILE 127.2 – 438.0
- LOUISVILLE DISTRICT: MILE 438.0 – 981.0

### BUOYS

Buoys used to mark channels in the Mississippi River System conform to the standard lateral system of buoys on the Western Rivers of the United States. Generally, the unlighted buoys in the Ohio River are equipped with radar reflectors. All buoys are equipped with reflective material. Buoys on the left descending side of the channel reflect red. Buoys on the right descending side of the channel reflect green.

Buoys are set to mark maximum navigation channel available considering channel alignment, the prevailing river stage, and obstructions. Due to ever-changing environmental conditions, the location and number of buoys on-site do not necessarily coincide with these charts.

The locations of printed buoys are approximate. The height of the highest fixed points Buoy should always be given as wide a berth in passing as possible consistent with the length and width of vessel or tow and width of the bend or crossing.

### FEDERAL MOORING BUOYS

Federal mooring buoys are for emergency use only, except where noted. These buoys shall not be used for recreational use or fleeting operations. Vessels using emergency buoys shall contact the nearest downstream lock upon mooring and again after departure.

### DAMS

On the various parts of the locks and dams are shown in feet above the zero of the pass sill gage. Exceptions are noted on pages facing the page containing the dam to which they apply.
WARNING:
TO PLEASURE BOATERS AND FISHERMEN
WHO NAVIGATE ON THE OHIO RIVER

Areas immediately upstream and downstream of the navigation dams in the Huntington District have been designated Restricted Areas. See the Legend (Sheet K) for symbols that mark Restricted and Danger Areas.

In recent years, there have been several boating accidents and fatalities as a result of vessels, particularly small fishing craft, operating too closely to navigation structures. Most of these accidents have occurred when boats approach too near the downstream side of a gated dam. Powerful reverse currents, commonly called backlash, draw boats in an upstream direction into the dam where there are capsized or smashed against the structure. Furthermore, an additional hazard exists in the vicinity of the lock discharge structures, which are located adjacent to the downstream river wall of the lock chamber. When the water in the locks is released during each locking operation, sudden turbulent boils are created which can capsize a boat venturing too near. This turbulence becomes more severe as the downstream pool falls to lower elevations.

On the upstream side of the dam, there is a strong undertow created by the flow of water through the gated section of the dam. Boats approaching too closely from the upstream side are in danger of being lodged against the dam or capsized by the undertow.

The nature of these river conditions emphasizes the serious danger to boaters and fishermen who operate their craft near either the upstream or downstream side of a dam. Fishermen often fish in the tail waters below the dam gates because the fishing is good. They must understand, however, that fishing from a boat in these waters can be fatal.

To supplement the restricted areas, the remaining area downstream of each dam, extending to the end of the long wall has been established as a Danger Area. All boaters and fishermen are urged to wear Personal Floatation Devices (PFDs) within this area, since these waters are frequently turbulent. Vessel operators should also heed the warning sirens which indicate that project personnel will be increasing flow from the dam or releasing water within the lock discharge areas. These sirens will be operated for a period of 30 seconds, after which, there will be a 3-minute delay prior to a release of water.

Navigators should become fully aware of the Restricted and Danger Area boundaries prior to operating their craft within the vicinity of a lock and dam facility. The Restricted Areas are shown in the current publication of the U.S. Army Corps of Engineers, Huntington District, “Ohio River Navigation Charts; Foster, KY to New Martinsville, WV.” Navigators should also observe all warning signs or marker buoys located within the area of each locks and dam structure. The marker buoys are illustrated with reflective orange bands and waterway symbols, and black wording on the white background. Buoys with the words “KEEP OUT” have, as their symbol, a cross enclosed within a diamond. Buoys designated as “DANGER DAM” are denoted with a diamond symbol.

The regulations pertaining to the Restricted Areas are contained within the U.S. Army Corps of Engineers’ “Regulations Prescribed by the Secretary of the Army for Ohio River, Mississippi River above Cairo, IL and their tributaries; Use, Administration, and Navigation” (Blue Book). These regulations are as follows:

33 CFR 207.300 “(s) Restricted Areas at Locks and Dam. 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 Areas at any time. The limits of the restricted areas at each dam will be determined by the responsible District Engineer and marked by signs and/or flashing red lights installed in conspicuous and appropriate places.”

Lockmasters will enforce adherence to these regulations, and, if required, solicit aid from local law enforcement officers. In the interest of the public safety, please tell other boaters or fishermen about the dangers of boating near lock and dam structures.
Section 7 of the River and Harbor Act of August 8, 1917

“That it shall be the duty of the Secretary of War to prescribe such regulations for the use, administration, and navigation of the navigable waters of the United States as in his judgment the public necessity may require for the protection of life and property, or of operations of the United States in channel improvement, covering all matters not specifically delegated by law to some other executive department. Such regulations shall be posted, in conspicuous and appropriate places, for the information of the public; and every person and every corporation which shall violate such regulations shall be deemed guilty of a misdemeanor and on conviction thereof in any district court of the United States within whose territorial jurisdiction such offense may have been committed, shall be punished by a fine not exceeding $500, or by imprisonment (in the case of a natural person) not exceeding six months, in the discretion of the court.”

In pursuance of the law above quoted, the following regulations were prescribed to govern the use, administration, and navigation of the Ohio River above Cairo, IL and its tributaries.

Use, Administration, and Navigation

207.300 Ohio River, above Cairo, IL, and its tributaries; use, administration, and navigation.

a) Authority of Lockmasters

The lockmaster shall be charged with the immediate control and management of the lock, and of the area set aside as the lock area, including the lock approach channels. He shall see that all laws, rules, and regulations for the use of the lock and lock area are duly complied with, to which end he is authorized to give all necessary orders and directions in accordance therewith, both to employees of the Government and to any and every person within the limits of the lock or lock area, whether navigating the lock or not. No one shall cause any movement of any vessel, boat, or other floating thing in the lock or approaches except by or under the direction of the lockmaster or his assistants. In the event of an emergency, the lockmaster may depart from these regulations as he deems necessary. The lockmasters shall also be charged with the control and management of federally constructed mooring facilities.

b) Safety Rules for Vessels Using Navigation Locks

The following safety rules are hereby prescribed for vessels in the locking process, including the act of approaching or departing a lock:

1) Tows with flammable or hazardous cargo barges, loaded or empty
   - Stripping barges or transferring cargo is prohibited.
   - All hatches on barges used to transport flammable or hazardous materials shall be closed and latched, except those barges carrying a gas-free certificate.
   - Spark-proof protective rubbing fenders (“possums”) shall be used.
   - All deckhands handling lines during locking procedures shall wear a life jacket. Vessels not required by Coast Guard Regulations to have work vests aboard shall have at least the prescribed life saving devices, located for ready access and use if needed. The lockmaster may refuse lockage to any vessel which fails to conform to the above.

2) All Vessels
   - Leaking vessels may be excluded from locks until they have been repaired to the satisfaction of the Lockmaster.
   - Smoking, open flames, and chipping or other spark producing activities are prohibited on deck during the locking cycle.

(iv) Tow speeds shall be reduced to a rate of travel such that the tow can be stopped by checking should mechanical difficulties develop. Pilots should check with the individual lockmasters concerning prevailing conditions. It is also recommended that pilots check their ability to reverse their energies prior to beginning an approach. Engines shall not be turned off in the lock until the tow has stopped and been made fast.

(v) U.S. Coast Guard Regulations require all vessels to have on board life saving devices for prevention of drowning. All crew members of vessels required to carry work vests (life jackets) shall wear them during a lockage, except those persons in an area enclosed with a handrail or other device which would reasonably preclude the possibility of falling overboard. All deckhands handling lines during locking procedures shall wear a life jacket. Vessels not required by Coast Guard Regulations to have work vests aboard shall have at least the prescribed life saving devices, located for ready access and use if needed. The lockmaster may refuse lockage to any vessel which fails to conform to the above.

c) Reporting of Navigation Incidents

In furtherance of increased safety on waterways the following safety rules are hereby prescribed for all navigation interests:

1) Any incident 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 can initiate whatever actions may be warranted.
Whenever barges are temporarily moored at other than commercial terminals or established fleeting areas, and their breaking away could endanger a lock, the nearest lock shall be so notified, preferably the downstream lock.

Sunken or sinking barges shall be reported to the nearest lock both downstream and upstream of the location in order that other traffic passing these points may be advised of the hazards.

In the event of an oil spill, notify the nearest lock downstream, specifying the time and location of the incident, type of oil, amount of spill, and what recovery or controlling measures are being employed.

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

Whenever it is necessary to report an incident involving uncontrolled, sunken or sinking barges, the cargo in the barges shall be accurately reported.

d) Precedence at Locks

The vessel arriving first at a lock shall normally be first to lock through, but precedence shall be given to vessels belonging to the United States. Licensed commercial passenger vessels operating on a published schedule or regularly operating in the “for hire” trade shall have precedence over cargo tows and like craft. Commercial cargo tows shall have precedence over recreational craft, except as described in paragraph (f).

(2) Arrival posts or markers maybe established above and/or below the locks. Vessels arriving at or opposite such posts or markers will be considered as having arrived at the locks within the meaning of this paragraph. Precedence may be established visually or by radio communication. The lockmaster may prescribe such departure from the normal order of precedence as in his judgment is warranted to achieve best lock utilization.

e) Unnecessary Delay at Locks

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. This is not meant to curtail “jackknifing” or set-overs where normally practiced.

f) Lockage of Recreational Craft

In order to fully utilize the capacity of the lock, the lockage of recreational craft shall be expedited by locking them through with commercial craft, provided that both parties agree to joint use of the chamber. When recreational craft are locked simultaneously with commercial tows, the lockmaster will direct, whenever practicable, that the recreational craft enter the lock and depart while the tow is secured in the lock. Recreational craft will not be locked through with vessels carrying volatile cargoes or other substances likely to emit toxic or explosive vapors. If the lockage of recreational craft cannot be accomplished within the time required for three other lockage of recreational craft shall be made.

Recreational craft operators are advised that many locks have a pull chain located at each end of the lock which signals the lockmaster that lockage is desired.

g) Simultaneous Lockage of Tows with Dangerous Cargoes

Simultaneous lockage of other tows with tows carrying dangerous cargoes or containing flammable vapors normally will only be permitted when there is Agreement between the lockmaster and both vessel masters that the simultaneous lockage can be executed safely. He shall make a separate decision each time such action seems safe and appropriate, provided:

(1) The first vessel, or tow in, and the last vessel, or tow out, are secured before the other enters or leaves.

(2) Any vessel or tow carrying dangerous cargoes is not leaking. III) All masters involved have agreed to the joint use of the lock chamber.

h) Stations While Awaiting Lockage

Vessels awaiting their turn to lock shall remain sufficiently clear of the structure to allow unobstructed departure for the vessel leaving the lock. However, to the extent practicable under the prevailing conditions, vessels and tows shall position themselves so as to minimize approach time when signaled to do so.

i) Stations While Awaiting Access Through Navigable Pass

When navigable dams are up or are in the process of being raised or lowered, vessels desiring to use the pass shall wait outside the limits of the approach points unless authorized otherwise by the Lockmaster.
(b) Two long blasts of the whistle indicates permission to enter the riverward chamber in the case of twin locks.

(iii) Permission to leave the locks will be indicated by the following signals given by the lock:

(a) One short blast of the whistle indicates permission to leave the lock chamber in the case of a single lock or to leave the landward chamber in the case of twin locks.

(b) Two short blasts of the whistle indicates permission to leave the riverward chamber in the case of twin locks.

(iv) Four or more short blasts of the lock whistle delivered in rapid succession will be used as a means of attracting attention, to indicate caution, and to signal danger. This signal will be used to attract the attention of the captain and crews of vessels using or approaching the lock or navigating in its vicinity and to indicate that something unusual involving danger or requiring special caution is happening or is about to take place. When this signal is given by the lock, the captains and crew of vessels in the vicinity shall immediately become on the alert to determine the reason for the signal and shall take the necessary steps to cope with the situation.

(2) Lock Signal Lights At locks where density of traffic or other local conditions make it advisable, the sound signals from the lock will be supplemented by signal lights. Flashing lights (showing a one-second flash, a one-second eclipse and a one-second flash, followed by a three-second eclipse) will be located on or near each end of the intermediate wall to control use of the riverward lock. Navigation will be governed as follows:

Red Light – Lock cannot be made ready immediately. Vessel shall stand clear. Amber Light – Lock is being made ready. Vessels may approach but under full control. Green Light – Lock is ready for entrance. Green and Amber Lights – Lock is ready for entrance but gates cannot be recessed completely. Vessel may enter under full control and with extreme caution. III) Radio Communication VHF-FM radios, operating in the FCC authorized Maritime Band, have been installed at all operational locks. Radio contact may be made by any vessel desiring passage. Commercial tows are especially requested to make contact at least one half hour before arrival in order that the pilot may be informed of current river and traffic conditions that may affect the safe passage of his tow. All locks monitor 156.8 MHZ (Ch. 16) and 156.65 MHZ (Ch. 13) and can work 156.65 MHZ (Ch. 13) and 156.7 MHZ (Ch. 14). Ch. 16 is the authorized call, reply and distress frequency, and locks are not permitted to work on this frequency except in an emergency involving the risk of immediate loss of life or property. Vessels may call and work Channel 13, without switching, but are cautioned that vessel to lock traffic must not interrupt or delay Bridge to Bridge traffic which has priority at all times.
REGULATIONS PRESCRIBED BY THE SECRETARY OF THE ARMY FOR THE OHIO RIVER ABOVE CAIRO, IL AND ITS TRIBUTARIES USE, ADMINISTRATION, AND NAVIGATION

k) Rafts
Rafts to be locked through shall be moored in such manner as not to obstruct the entrance of the lock, and if to be locked in sections, shall be brought to the lock as directed by the lockmaster. After passing the lock the sections shall be reassembled at such distance beyond the lock as not to interfere with other vessels.

l) Entrance to and Exit from Locks
In case two or more boats or tows are to enter for the same lockage, their order of entry shall be determined by the lockmaster. Except as directed by the lockmaster, no boat shall pass another in the lock. In no case will boats be permitted to enter or leave the locks until directed to do so by the Lockmaster. The sides of all craft passing through any lock shall be free from projections of any kind which might injure the lock walls. All vessels shall be provided with suitable fenders, and shall be used to protect the lock and guide walls until it has cleared the lock and guide walls.

m) Mooring
(1) At Locks
(i) All vessels when in the locks 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 house shall be attended by qualified personnel during the entire locking procedure. When the vessel is securely moored, the pilot shall not cause movement of the propellers except in emergency or unless directed by the lockmaster. Tying to lock ladders is strictly prohibited.

(2) Outside of Locks
(i) No vessels or other craft shall regularly or permanently moor in any reach of a navigation channel. The approximate centerline of such channels is marked as the sailing line on Corps of Engineers navigation charts. Nor shall any floating craft, except in an emergency, moor in any narrow or hazardous section of the waterway. Furthermore, all vessels or other craft are prohibited from regularly or permanently mooring in any section of navigable waterways which are congested with commercial facilities or traffic unless it is moored at facilities approved by the Secretary of the Army or his authorized representative. The limits of the congested areas shall be marked on Corps of Engineers navigation charts. However, the District Engineer may authorize in writing exceptions to any of the above if, in his judgment, such mooring would not adversely affect navigation and anchorage.

(ii) No vessel or other craft shall be moored to railroad tracks, to riverbanks in the vicinity of railroad tracks when such mooring threatens the safety of equipment using tracks, to telephone poles or power poles, or to bridges or similar structures used by the public.

(iii) Except in case of great emergency, no vessel or craft shall anchor over revetted banks of the river, and no floating plant other than launches and similar small craft shall land against banks protected by revetment works except at regular commercial landings. 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 shall be performed in such a manner as to cause no damage to the mattress work or bank paving. Generally, mattress work extends out into the river 600 feet from the low water line.

(iv) Any vessel utilizing a federally constructed mooring facility (e.g. cells, buoys, anchor rings) at the points designated on the current issue of the Corps of Engineers navigation charts shall advise the lockmaster at the nearest lock that from point by the most expeditious means.

n) Draft of Vessels
No vessels shall attempt to enter a lock unless its draft is at least three inches less than the least depth of water over the guard sills or over the gates sills if there be no guard 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.

o) Handling Machinery
No one but employees of the United States shall move any lock machinery except as directed by the lockmaster. Tampering or meddling with the machinery or other parts of the lock is strictly forbidden.
p) Refuse in Locks
Placing or discharging refuse of any description into the lock, on lock walls or esplanade, canal or canal bank is prohibited.

q) Damage to Locks or Other Work
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. The restrictions and admonitions contained in these regulations shall not affect the liability of the owners and operators of floating craft for any damage to locks or other structures caused by the operation such craft.

r) Trespass on Lock Property
Trespass on locks or dams or other United States property pertaining to the locks and dams is strictly prohibited except in those areas specifically permitted. Parties committing any injury to the locks and dams or to any part thereof will be responsible therefore. Any person committing a willful injury to any United States property will be prosecuted. No fishing will be permitted from lock walls, guide walls, or guard walls of any lock or from any dam, except in areas designated and posted by the responsible District Engineer as fishing areas. Personnel from commercial and recreational craft will be allowed on the lock structure for legitimate business reasons; e.g., crew changes emergency phone calls, etc.

s) Restricted Areas at Locks and Dams
All water 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 at any time. The limits of the restricted areas at each dam will be determined by the responsible District Engineer and marked by signs and/or flashing red lights installed in conspicuous and appropriate places.

REGULATIONS PRESCRIBED BY THE SECRETARY OF THE ARMY FOR THE OHIO RIVER ABOVE CAIRO, IL AND ITS TRIBUTARIES USE, ADMINISTRATION, AND NAVIGATION

A) Statistical Information
(1) Masters of vessels shall furnish to the lockmaster such statistics of passengers or cargo as may be requested.

(2) 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 U.S. Coast Guard Marine Inspection Office in accordance with Code of Federal Regulations Title 33 Subpart 64.10-1.

u) 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 effect 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 manmade 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.

v) Navigation Lights for Use at All Locks and Dams
(1) At locks at all fixed dams and at locks at all movable dams when the dams are up so that there is no navigable pass through the dam, the following navigation lights will be displayed during hours of darkness:

(i) Three green lights visible through an arc of 360 degrees arranged in a vertical line on the upstream end of the river (guard) wall unless the intermediate wall extends farther upstream. In the latter case, the lights will be placed on the upstream end of the intermediate wall.

(ii) Two green lights visible through an arc of 360 degrees arranged in a vertical line on the downstream end of the river (guard) wall unless the intermediate wall extends farther upstream. In the latter case, the lights will be placed on the downstream end of the intermediate wall.

(iii) A single red light, visible through an arc of 360 degrees on each end (upstream and downstream) of the land (guide) wall.
(2) At movable dams when the dam has been lowered or partly lowered so that there is an unobstructed navigable pass through the dam, the navigation lights indicated in the following paragraphs will be displayed during hours of darkness until lock walls and weir piers are awash.

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

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

(iii) A single red light visible through an arc of 360 degrees on each end (upstream and downstream) of the land (guide) wall.

(3) After lock walls and weir piers are awash they will be marked as prescribed in paragraph (x) below.

(4) If one or more bear traps or weirs are open or partially open, and may cause a set in current conditions at the upper approach to the locks, this fact will be indicated by displaying a white circular disk 5 feet in diameter, on or near the light support on the upstream end of the land (guide) wall during the hours of daylight, and will be indicated during hours of darkness by displaying a white (amber) light vertically under and 5 feet below the red light on the upstream end of the land (guide) wall.

x) Buoys at Movable Dams

(1) Whenever the river (guard) wall of the lock and any portion of the dam are awash, and until covered by a depth, the limits of the navigable pass through the dam will be marked by buoys located at the upstream and downstream ends of the river (guard) wall, and by a single buoy over the end or ends of the portion or portions of the dam adjacent to the navigable pass over which project depth is not available. A red nun-type buoy will be used for such structures located on the left-hand side (facing downstream) of the river and a green can-type buoy for such structures located on the right-hand side. Buoys will be lighted, if practicable.

(2) Where powerhouses or other substantial structures projecting considerably above the level of the lock wall are located on the river (guard) wall, a single red light located on top of one of these structures maybe used instead of river wall buoys prescribed above until these structures are awash, after which they will be marked by a buoy of appropriate type and color (red nun or green can buoy) until covered by a depth of water equal to the project depth. Buoys will be lighted, if practicable.

y) Vessels to Carry Regulations

A copy of these regulations shall be kept at all times on board each vessel regularly engaged in navigating the rivers to which these regulations apply. Copies may be obtained from any lock office or District Engineer’s office on request. Masters of such vessels are encouraged to have on board copies of current edition of appropriate navigation charts.

EFFECTIVE 31 JULY 1975
EXTRACT FROM THE RIVER AND HARBOR ACT OF 1899

SECTION 15

That it shall not be lawful to tie up or anchor vessels or other craft in navigable channels in such a manner as to prevent or obstruct the passage of other vessels or craft; or to sink, or permit or cause to be sunk, vessels or other craft in navigable channels; or to float loose timber and logs, or to float what is known as sack rafts of timber and logs in streams or channels actually navigated by steamboats in such manner as to obstruct, impede, or endanger navigation. And whenever a vessel, raft, or other craft is wrecked and sunk in a navigable channel, it shall be the duty of the owner, lessee, or operator of such sunken craft to immediately mark it with a buoy or beacon during the day and a lighted lantern at night, and to maintain such marks until the sunken craft is removed or abandoned, and the neglect or failure of the said owner, lessee, or operator to do so shall be unlawful; and it shall be the duty of the owner, lessee, or operator of such sunken craft to commence the immediate removal of the same, and prosecute such removal diligently, and failure to do so shall be considered as an abandonment of such craft, and subject the same to removal by the United States as hereinafter provided for (30 St. 1152; 33 U.S.C. §409).

SECTION 16

That every person and every corporation that shall violate, or that shall knowingly aid, abet, authorize, or instigate a violation of the provisions of sections thirteen, fourteen, and fifteen of this act shall be guilty of a misdemeanor, and on conviction thereof shall be punished by a fine not exceeding twenty-five hundred dollars nor less than five hundred dollars, or by imprisonment (in the case of a natural person) for not less than thirty days nor more than one year, or by both such fine and imprisonment, in the discretion of the court, one-half of said fine to be paid to the person or persons giving information which shall lead to conviction (30 Stat. 1153; 33 U.S.C. §411). And any and every master, pilot, and engineer, or person or persons acting in such capacity, respectively, on board of any boat or vessel who shall knowingly engage in towing any scow, boat, or vessel loaded with any material specified in section thirteen of this Act to any point or place or deposit or discharge in any harbor or navigable water, elsewhere than within the limits defined and permitted by the Secretary of War, or who shall willfully injure or destroy any work of the United States contemplated in section fourteen of this Act, or who shall willfully obstruct the channel of any waterway in the manner contemplated in section fifteen of this Act, shall be deemed guilty of a violation of this Act, and shall upon conviction be punished as hereinbefore provided in this section, and shall also have his license revoked or suspended for a term to be fixed by the judge before whom tried and convicted. And any boat, vessel, scow, raft, or other craft used or employed in violating any of the provisions of sections thirteen, fourteen, and fifteen of this Act shall be liable for the pecuniary penalties specified in this section, and in addition thereto for the amount of the damages done by said boat, vessel, scow, raft, or other craft, which latter sum of the harbor or waterway in which the damage occurred, and said boat, vessel, scow, raft, other craft may be proceeded against summarily by way of libel in any district court of the United States having jurisdiction thereof (30 Stat. 1153; 33 U.S.C. §412).

SECTION 19

(a) That whenever the navigation of any river, lake, harbor, sound, bay, canal, or other navigable waters of the United States shall be obstructed or endangered by an sunken vessel, boat, watercraft, raft, or other similar obstruction, and such obstruction has existed for a longer period than thirty days, or whenever the abandonment of such obstruction can be legally established in a less space of time, the sunken vessel, boat watercraft, raft, or other obstruction shall be subject to be broken up, removed, sold, or otherwise disposed of by the newspaper established nearest to the locality of the obstruction requiring the removal thereof; AND PROVIDED ALSO, That the Secretary of War may, in his discretion, at or after the time of giving such notice, cause sealed proposals to be solicited by public advertisement, giving reasonable notice of less than ten days, for the removal of such obstruction as soon as possible after the expiration of the above specified thirty days’ notice, in case it has not in the meantime been so removed, these proposals and contracts, at his discretion, to be conditioned that such vessel, boat, watercraft, raft, or other obstruction, and all cargo and property contained therein, shall become the property of the contractor, and the contract shall be awarded to the bidder making the proposition most advantageous to the United States; PROVIDED, that such bidder shall give satisfactory security to execute the work; PROVIDED FURTHER, That any money received from the sale of any such wreck, or from any contractor for the removal of wrecks, under this paragraph shall be covered into the Treasury of the United States (30 Stat. 1154; 33 U.S.C. § 414).
(b) The owner, lessee, or operator of such vessel, boat, watercraft, raft, or other obstruction as described in this section shall be liable to the United States for the cost of removal or destruction and disposal as described which exceeds the costs recovered under subsection (a). Any amount recovered from the owner, lessee, or operator of such vessel pursuant to this subsection to recover costs in excess of the proceeds from the sale or disposition of such vessel shall be deposited in the general fund of the Treasury of the United States.

SECTION 20

(a) That under emergency in the case of any vessel, boat, watercraft, raft, or similar obstruction, sinking or grounding, or being unnecessarily delayed in any Government canal or lock, or in any navigable waters mentioned in section nineteen, in such manner as to stop, seriously interfere with, or specifically endanger navigation, in the opinion of the Secretary of War, or any agent of the United States to whom the Secretary may delegate proper authority, the Secretary of War or any such agent shall have the right to take immediate possession of such boat, vessel, or other watercraft, or raft, so far as to remove or to destroy it and to clear immediately the canal, lock, or navigable waters aforesaid of the obstruction thereby caused, using his best judgment to prevent any unnecessary injury; and no one shall interfere with or prevent such removal or destruction; PROVIDED, That the officer or agent charged with the removal of destruction of an obstruction under this section may in his discretion give notice in writing to the owners of any obstruction requiring them to remove it; AND PROVIDED FURTHER, That the expense of removing any such obstruction as aforesaid shall be a charge against such craft and cargo; and if the owners thereof fail or refuse to reimburse the United States for such expense within thirty days after notification, then the officer or agent aforesaid may sell the craft or cargo, or any part thereof that may not have been destroyed in removal, and the proceeds of such sale shall be covered into the Treasury of the United States (30 Stat. 1154; 33 U.S.C. §415).

(b) The owner, lessee, or operator of such vessel, boat, watercraft, raft, or other obstruction as described in this section shall be liable to the United States for the cost of removal or destruction and disposal as described which exceeds the costs recovered under subsection (a). Any amount recovered from the owner, lessee, or operator of such vessel pursuant to this subsection to recover costs in excess of the proceeds from the sale of disposition of such vessel shall be deposited in the general fund of the Treasury of the United States.
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NOTE: THE NUMBERS SHOWN ON THIS MAP INDEX CORRESPOND WITH THE NUMBERS OF INDIVIDUAL NAVIGATION CHARTS, AS INDICATED.
**U.S. ARMY CORPS OF ENGINEERS**

**OHIO RIVER**

**U.S. NAVIGATION LIGHTS**

**Daymarks**

**Mile Board**

**Buoys:**
- Can (Green)
- Nun (Red)
- Junction (Red/Green)
- Hazard (Lighted)

**CHARACTERISTICS OF NAVIGATION LIGHTS**

Lights in the Eighth Coast Guard District show simple characteristics, allocated by color or other features to the left and right descending banks, see examples below:

### Left Descending Bank
- F.W. . . . . . . . . . . . . . Fixed White
- F.R. . . . . . . . . . . . . . Fixed Red
- FL(2)W5s . . . . . . . . . . Group Flashing White
- FL(2)R5s . . . . . . . . . . Group Flashing Red

### Right Descending Bank
- F.W. . . . . . . . . . . . . . Fixed White
- F.G. . . . . . . . . . . . . . Fixed Green
- FL W4s . . . . . . . . . . Flashing White
- FL G4s . . . . . . . . . . Flashing Green

### DAYMARK DESCRIPTIONS

There are many standard designations for the appearance and purpose of all daymarks used in the U.S. Waterways System. Below, is a description for daymarks used on the Ohio River, miles 438 – 127 and its tributaries. For all other daymark, buoy, or navigation light descriptions on the Kanawha River that are not shown here, refer to the most current United States Coast Guard Light List for the Mississippi River System by visiting: [http://www.navcen.uscg.gov/pubs/lightlists/2008volume5.pdf](http://www.navcen.uscg.gov/pubs/lightlists/2008volume5.pdf).

**Designations:**

1. **First letter** – Shape or purpose
   - S: Square used to mark the port (left) side of channels when proceeding from seaward.
   - T: Triangle used to mark the starboard (right) side of channels when proceeding from seaward.

2. **Second letter** – Key Color
   - G – Green
   - R – Red

**Descriptions:**

- SG: Square green daymark with a green reflective border.
- TR: Triangular red daymark with a red reflective border.

**Example:**

- **Description:** This daymark has a green light that flashes every 4 seconds (FL G4s), on a square green daymark that is situated both downstream and upstream [SG(D) SG(U)], on the right descending bank, at mile 292.4.
OHIO RIVER NAVIGATION CHARTS

CAPT. ANTHONY MELDAHL DAM PROJECT POOL 122 - 141
MILE 438.0 - 341.0
PROJECT POOL MELDAHL DAM ELEVATION 485.0

GREENUP DAM PROJECT POOL 141 - 153
MILE 341.0 - 279.2
PROJECT POOL GREENUP DAM ELEVATION 515.0

ROBERT C. BYRD DAM PROJECT POOL 153 - 161
MILE 279.2 - 237.5
PROJECT POOL ROBERT C. BYRD DAM ELEVATION 538.0

RACINE DAM PROJECT POOL 161 - 166
MILE 237.5 - 203.9
PROJECT POOL RACINE DAM ELEVATION 560.0

BELLEVILLE DAM PROJECT POOL 166 - 174
MILE 203.9 - 161.7
PROJECT POOL BELLEVILLE DAM ELEVATION 582.0

WILLOW ISLAND DAM PROJECT POOL 174 - 181
MILE 161.7 - 127.2
PROJECT POOL WILLOW ISLAND DAM ELEVATION 602.0
AERIAL POWER CROSSING

ELEVATION LOW POINT OS SAG 650.0’
VERTICAL CLEARANCE AT POOL STAGE 90.0’
VERTICAL CLEARANCE - ‘913 H.W. 57.0’

NOTE
THE TOPS OF THE UPPER AND LOWER MITER GATE SILL OF THE MAIN AND AUXILIARY LOCKS ARE AT ELEVATION 523.0 FEET, M.S.L.

OHIO

PROJECT POOL ROBERT C. BYRD DAM ELEV. 538.0

RESTRICTED AREA

PROJECT POOL RACINE DAM ELEV. 560.0

RIVER

WEST VIRGINIA

LEGEND

▲ FLOATING MOORING BI”

W LADDERS - Black and White striped,

Distance in feet from gate.

Scalable: 1 inch equals 400 feet.

NOTE:
Ordinary high water = 560.2’ (mile 237)
Maximum lock stage 49.9’ lower gage

RACINE LOCKS AND DAM
MILE 237.5
AERIAL POWER CROSSING

NOTE:
SEE OPPOSITE PAGE FOR CLEARANCE DATA
PERTAINING TO AERIAL CROSSING.

NOTE:
WHEN THE RIVER LEVEL IS ABOVE THE
PROJECT POOL ELEVATION, ALL VESSELS
SHOULD OPERATE NEAR THE SAILING LIKE
TO PREVENT DAMAGE TO RIVER BANKS
AND STRUCTURES SITUATED THEREON OR
ADJACENT THEREO (SEE 33 CFR 207 .300(U)).

RACINE DAM
MILE 237.5
MAXIMUM LOCKING STAGE
49.9 FT, LOWER GAGE
TELEPHONE (304) 882-2118

RACINE LOCK & DAM UPPER
DAYBEACON TR(D) TR(U) 238.8

LETART FALLS

LETART ISLAND ICE STATION
LIGHT FL(2)RSS TR(D) TR(U) 235.3

TOM RUN LIGHT FL(2)RSS &
DAYMARKS TR(D) TR(U) 235.3

PROJECT POOL RACINE DATE ELEV. 350.0

MATCHLINE CHART 190

OIL PLANTS

FORKED RUN DAYBEACON
SG(D) SG(U) 238.8

MARTIN MARIETTA AGGREGATES
LARRY'S LOCKER MARINA
SHELLY MATERIALS
( FIXED GREEN LIGHT )

REVISED JANUARY 2014

CHART NO. 161
RIVER MILE 232.6 - 239.4
227.6

AERIAL POWER CROSSING

ELEVATION LOW POINT OF SAG 647.6'
VERTICAL CLEARANCE AT POOL STAGE 87.6'
VERTICAL CLEARANCE - 1915 H.W. 50.6'
NOTE:
OLD U.S. LOCK & DAM NO. 23, MILE 231.4, RIVER WALL, BEAR TRAP PIERS AND FIXED WEIR REMOVED TO 18.0 FT BELOW PROJECT POOL. LOWER GUIDE WALL 14.8 FT BELOW PROJECT POOL. LAND WALL AND UPPER GUIDE WALL 11.4 FT BELOW PROJECT POOL. ABUTMENT 10.5 FT BELOW PROJECT POOL.

NOTE:
WHEN THE RIVER LEVEL IS ABOVE THE PROJECT POOL ELEVATION, ALL VESSELS SHOULD BE OPERATING NEAR THE SAILING LINE TO PREVENT DAMAGE TO RIVER BANKS AND STRUCTURES SITUATED THEREON OR ADJACENT THERETO (SEE 33 CFR 207.300(U)).

NOTE:
SEE OPPOSITE PAGE FOR CLEARANCE DATA PERTAINING TO AERIAL POWER CROSSINGS.
NOTE:
WHEN THE RIVER LEVEL IS ABOVE THE PROJECT POOL ELEVATION, ALL VESSELS SHOULD OPERATE NEAR THE SAILING LINE TO PREVENT DAMAGE TO RIVER BANKS AND STRUCTURES SITUATED THEREON OR ADJACENT THERETO (SEE 33 CFR 207.300(U)).

NOTE:
OLD U.S. LOCK & DAM NO. 22, MILE 220.9, RIVER WALL, BEAR TRAP PIERS AND FIXED WEIR REMOVED TO 18.0 FEET BELOW PROJECT POOL. LOWER GUIDE WALL 7.7 FEET BELOW PROJECT POOL. LOWER WALL AND UPPER GUIDE WALL 3.6 FEET BELOW PROJECT POOL. ABUTMENT 6.6 FEET BELOW PROJECT POOL.
NOTE:
RIVER WALL, LOWER GUIDE WALL AND FIXED
WEIR REMOVED TO 18.0 FEET BELOW PROJECT
POOL BEBOUT WEIR SILL 17.4 FEET BELOW
PROJECT POOL LAND WALL AND UPPER GUIDE
WALL 2.0 FEET ABOVE PROJECT POOL
ABUTMENT 1.0 FEET BELOW PROJECT POOL.

NOTE:
WHEN THE RIVER LEVEL IS ABOVE
THE PROJECT POOL ELEVATION, ALL
VESSELS SHOULD OPERATE NEAR THE
SAILING LINE TO PREVENT DAMAGE TO
RIVER BANKS AND STRUCTURES
SITUTATED THEREON OR ADJACENT
THERETO (SEE 33 CFR 207.300(U)).

RAVENSWOOD BEND LIGHT FL G4S
& DAYMARKS SG(D) SG(U) 219.3

BUFFINGTON ISLAND LIGHT FL G4S
& DAYMARKS SG(D) SG(U) 218.2

SHELLY MATERIALS (PORTLAND CELLS)

LITTLE SANDY CREEK LIGHT FL(2)R5S
& DAYMARKS TR(D) TR(U) 217.0

GUNNER'S RUN LIGHT FL(2)R5S
& DAYMARKS TR(D) TR(U) 215.0

REVISED JANUARY 2014

SCALE: 1" = 2000'
NOTE:
OLD U.S. LOCK & DAM NO. 21, MILE 214.6, RIVER WALL, LOWER GUIDE WALL AND FIXED WEIR REMOVED TO 19.0 FEET BELOW PROJECT POOL. BEBOUT WEIR SILL 17.4 FEET BELOW PROJECT POOL. LAND WALL AND UPPER GUIDE WALL 2.0 FEET ABOVE PROJECT POOL. ABUTMENT 1.0 FEET BELOW PROJECT POOL.

CAUTION:
NAVIGATORS TRANSITTING THE REACH OF THE OHIO RIVER FROM MILE 207 TO MILE 212 ARE ADVISED TO OPERATE NEAR THE SAILING LINE AND BE CAUTIOUS OF NUMEROUS HAZARDOUS ROCKS ALONG BOTH SHORELINES.

NOTE:
WHEN THE RIVER LEVEL IS ABOVE THE PROJECT POOL ELEVATION, ALL VESSELS SHOULD OPERATE NEAR THE SAILING LINE TO PREVENT DAMAGE TO RIVER BANKS AND STRUCTURES SITUATED THEREON OR ADJACENT THEREETO (SEE 33 CFR 207.300(U)).
BELLEVILLE DAM
MILE 203.9
MAXIMUM LOCKING STAGE
43.0 FT. LOWER GAGE
LOWER GAGE OHW 25.5
TELEPHONE (740) 378-6110
(304) 863-6331

NOTE:
WHEN THE RIVER LEVEL IS ABOVE THE
ORDINARY HIGH WATER ELEVATION, ALL
VESSELS SHOULD OPERATE NEAR THE
SAILING LINE TO PREVENT DAMAGE
TO RIVER BANKS AND STRUCTURES
SITUATED THEREON OR ADJACENT
THERETO (SEE 33 CFR 207.300(U)).

NOTE:
OLD U.S. LOCK & DAM NO. 20, MILE 202.5, RIVER
WALL AND BEAR TRAP PIERS REMOVED TO
18.0 FEET BELOW PROJECT POOL. LOWER GUIDE
WALL 19.0 FEET BELOW PROJECT POOL. LAND
WALL AND UPPER GUIDE WALL 13.5 FEET
BELOW PROJECT POOL. ABUTMENT 15.5
FEET BELOW PROJECT POOL.
APPENDIX
RIVER TERMINALS

○ OHIO RIVER COMMERCIAL DOCKS 1-21

○ OHIO RIVER TRIBUTARY COMMERCIAL DOCKS 22 - 23

○ BIG SANDY RIVER COMMERCIAL DOCKS 24 - 26

○ OHIO RIVER PRIVATE DOCKS 27 - 38

○ OHIO RIVER TRIBUTARY PRIVATE DOCKS 39 - 45
<table>
<thead>
<tr>
<th>Mile</th>
<th>Location</th>
<th>Facility Name</th>
<th>Commodities</th>
<th>Shelter</th>
<th>Facilities</th>
<th>Rail</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>247.8R</td>
<td>Minersville, OH</td>
<td>Raven Hocking Coal Corp.</td>
<td>Coal</td>
<td>None</td>
<td>Belt conveyor from bin to barge</td>
<td>C&amp;O RR</td>
<td>Eight mooring piles 820' long - INACTIVE.</td>
</tr>
<tr>
<td></td>
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<td>Phone number not available</td>
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<tr>
<td>243.8L</td>
<td>New Haven, WV</td>
<td>American Electric Power</td>
<td>Coal and Lime</td>
<td>Shed</td>
<td>Coal barge unloader E Crane</td>
<td>CSX RR</td>
<td>Row of steel pile mooring cells, 2775' long; Mooring Barge and work flat.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(Mountaineer Plant) (304) 882-2151</td>
<td></td>
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</tr>
<tr>
<td>241.6L</td>
<td>New Haven, WV</td>
<td>American Electric Power</td>
<td>Coal</td>
<td>None</td>
<td>Gauntry Crane</td>
<td>CSX RR</td>
<td>Row of steel sheet pile mooring cells, 4375' long and one ice breaker cell; coal transferred from barge to hopper by crane.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(Phillip Sporn Plant) (740) 302-5464</td>
<td></td>
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<tr>
<td>241.1L</td>
<td>New Haven, WV</td>
<td>Marietta Industries</td>
<td>Miscellaneous</td>
<td>None</td>
<td>Derrickboat Crane Barge</td>
<td>CSX RR</td>
<td>Two wood pile clusters &amp; steel dock.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(740) 525-0555</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>240.6R</td>
<td>Racine, OH</td>
<td>Gatling Coal Company</td>
<td>Coal</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>(740) 949-2000 / (304) 882-1300</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>237.5</td>
<td>Letart, WV</td>
<td>U.S. Army Corps of Engineers,</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Racine Locks and Dam</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>(304) 882-2118</td>
<td></td>
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<tr>
<td>235.8L</td>
<td>Letart, WV</td>
<td>Martin Marietta Aggregates</td>
<td>Sand &amp; gravel</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>Loading and Unloading.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1-800-762-8209</td>
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<td></td>
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<tr>
<td>Mile</td>
<td>Location</td>
<td>Facility Name</td>
<td>Commodities</td>
<td>Shelter</td>
<td>Facilities</td>
<td>Rail</td>
<td>Remarks</td>
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<tr>
<td>233.8R</td>
<td>Apple Grove, OH</td>
<td>Shelly Materials</td>
<td>Sand &amp; gravel</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>Seven steel sheet pile cells and ten wood pile clusters, and 2 steel beam moorings.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(740) 423-9803</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>232.2R</td>
<td>Apple Grove, OH</td>
<td>Martin Marietta Aggregates</td>
<td>Sand and gravel</td>
<td>None</td>
<td>Conveytor</td>
<td>None</td>
<td>Wharf and six steel sheet pile cells.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(740) 247-2211</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>231.3L</td>
<td>MILL CREEK</td>
<td>(See Sheet 24)</td>
<td></td>
<td></td>
<td></td>
<td>None</td>
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</tr>
<tr>
<td>230.0R</td>
<td>Apple Grove, OH</td>
<td>Shelly Materials</td>
<td>Sand and Gravel</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>5 Steel Beam Mooring, 3 wood clusters and 2 steel clusters.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(740) 423-9803</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>229.5L</td>
<td>Millwood, WV</td>
<td>Valley Inc.</td>
<td>Sand, Gravel and</td>
<td>None</td>
<td>Crane</td>
<td>None</td>
<td>Embedded barge with bulkhead and wood morring piles.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(304) 273-4555</td>
<td>limestone, metal</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>226.9L</td>
<td>Ravenswood, WV</td>
<td>Century aluminum corp.</td>
<td></td>
<td></td>
<td></td>
<td>None</td>
<td>Barge mounted; Deadman cabled off.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(304) 273-6000</td>
<td></td>
<td></td>
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<tr>
<td>220.5L</td>
<td>Ravenswood, WV</td>
<td>Martin Marietta Materials</td>
<td>Sand, gravel,</td>
<td>Crane</td>
<td></td>
<td>None</td>
<td>Spuddled-floating barge; 12-sheet pile cells; 2 steel pipe tripods.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(Ravenswood Yard)</td>
<td>and limestone</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>(304) 273-2600</td>
<td></td>
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<tr>
<td>215.4 R</td>
<td>Portland, OH</td>
<td>Shelly Materials</td>
<td>Sand, gravel</td>
<td>None</td>
<td>Conveyor</td>
<td>None</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>(Portland Cells)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Spudded-floating barge; 12-sheet pile cells; 2 steel pipe tripods.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(740) 843-5293</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>205.7 R</td>
<td>Reedsville, OH</td>
<td>JayMar</td>
<td>Sand and Gravel</td>
<td>None</td>
<td>Conveyor</td>
<td>None</td>
<td>5 Steel cells, 2 Quad Ties.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(740) 378-6425</td>
<td></td>
<td></td>
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<tr>
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<td>Facility Name</td>
<td>Commodities</td>
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<td>Facilities</td>
<td>Rail</td>
<td>Remarks</td>
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<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td>0.8L</td>
<td>Millwood, WV</td>
<td>Valley Inc.</td>
<td>Sand, Gravel and limestone</td>
<td>None</td>
<td>Crane</td>
<td>None</td>
<td>Embedded barge with bulkhead and wood mooring piles.</td>
</tr>
<tr>
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<td></td>
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</tr>
<tr>
<td>1.6R</td>
<td>Parkersburg, WV</td>
<td>B.T. Energy</td>
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</tr>
<tr>
<td>1.5R</td>
<td>Parkersburg, WV</td>
<td>Exxon Co.</td>
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<td>1.7L</td>
<td>Parkersburg, WV</td>
<td>Marietta Industrial Enterprises</td>
<td>Miscellaneous</td>
<td>None</td>
<td>Crane</td>
<td>CSX</td>
<td>Barge; Cells.</td>
</tr>
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</tr>
<tr>
<td>2.2L</td>
<td>Parkersburg, WV</td>
<td>Martin Marietta Aggregates</td>
<td>Sand and Gravel Limestone</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>Deadmen.</td>
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<tr>
<td>2.4L</td>
<td>Parkersburg, WV</td>
<td>Camden Material</td>
<td>Sand, Gravel, Limestone and Slag</td>
<td>None</td>
<td>Crane</td>
<td>None</td>
<td>Mooring bulkhead.</td>
</tr>
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<tr>
<td>2.8R</td>
<td>Parkersburg, WV</td>
<td>Atlas Towing Co.</td>
<td>Sand and Gravel Limestone</td>
<td>None</td>
<td>Crane</td>
<td>None</td>
<td>Mooring bulkhead.</td>
</tr>
<tr>
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</tr>
<tr>
<td>Mile</td>
<td>Facility Name</td>
<td>Fuel</td>
<td>Restaurant</td>
<td>Groceries</td>
<td>Overnight Mooring</td>
<td>Lodging</td>
<td>Remarks</td>
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<tr>
<td>250.7R</td>
<td>Wild horse Cafe Dock</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Mooring Dock Restaurant</td>
</tr>
<tr>
<td></td>
<td>(740) 992-0099</td>
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<tr>
<td>250.5 L</td>
<td>KFC Dock</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Mooring Dock Restaurant</td>
</tr>
<tr>
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<td>(740) 992-5432</td>
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<tr>
<td>250.2R</td>
<td>City of Pomeroy Landing</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td></td>
<td>(Pomeroy River Front)</td>
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<td></td>
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<td></td>
<td>(740) 992-6633</td>
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<tr>
<td>250.2L</td>
<td>City of Mason Launching Ramp</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Launching ramp, parking, restrooms</td>
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<tr>
<td>245.6R</td>
<td>City of Syracuse Launching Ramp</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Public landing.</td>
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<tr>
<td>241.5R</td>
<td>Ohio Dept. of Natural Resources</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Public landing.</td>
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<td>Launching Ramp</td>
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<td>234.9L</td>
<td>TOMBLESON RUN (See Sheet 46)</td>
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<td>221.1L</td>
<td>City of Ravenswood Launching Ramp</td>
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<td>No</td>
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<td>Launching ramp, parking and restrooms</td>
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<td>Ravenswood, WV 26164</td>
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<td>City of Ravenswood Launching Ramp</td>
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<td>No</td>
<td>No</td>
<td>Paved public landing.</td>
</tr>
<tr>
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<tr>
<td>Mile</td>
<td>Facility Name</td>
<td>Fuel</td>
<td>Restaurant</td>
<td>Groceries</td>
<td>Overnight</td>
<td>Mooring</td>
<td>Lodging</td>
</tr>
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<tr>
<td>207.9R</td>
<td>Ohio Dept. of Natural Launching Ramp (Forked Run)</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>No</td>
<td>No</td>
</tr>
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<tr>
<td>199.3R</td>
<td>HOCKING RIVER (See Sheet 46)</td>
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<tr>
<td>199.2R</td>
<td>Eddies Marina and Launching Ramp</td>
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<td></td>
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</tr>
<tr>
<td>199.1R</td>
<td>Athens Boat, Ski Club and Launching Ramp</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>192.4R</td>
<td>WV Dept of Natural Resources Launching Ramp</td>
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</tr>
<tr>
<td>186.1R</td>
<td>City of Belpre Launching Ramp</td>
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<tr>
<td>186.0R</td>
<td>Blennerhassett Island Launching Ramp</td>
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<td>No</td>
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<td>No</td>
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<td>Restaurant</td>
<td>Groceries</td>
<td>Overnight Mooring</td>
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<td>Remarks</td>
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<td>No</td>
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<td></td>
<td>(740) 867-5600 City Hall</td>
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<td>INDIAN GUYAN CREEK</td>
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<td>No</td>
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<td>(740) 867-5600 City Hall</td>
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<td>(304) 696-5954 Park Board</td>
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<td>(740) 446-3262</td>
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<td>(740) 992-2705 City Hall</td>
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<td>TOMBLESON RUN</td>
<td>Yes</td>
<td>Yes</td>
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<td>Yes</td>
<td>No</td>
<td>Tie-up at bank, camping.</td>
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</tbody>
</table>
Requests for maps or information should be addressed to:

U.S. Army Engineer District, Pittsburgh
200 William S. Moorhead Federal Building, 100 Liberty Avenue
Pittsburgh, PA 15222-4186
Phone: (412) 395-7500
Fax: (412) 644-2811
http://www.lrp.usace.army.mil/nav/nav.htm

Areas of Operation:
Ohio River Mile 0 – 127, Allegheny River, Monongahela River

Requests for maps or information should be addressed to:

U.S. Army Engineer District, Huntington
502 Eighth Street
Huntington, WV 25701
Phone: (304) 399-5353
Fax: (304) 399-5159
http://www.lrh.usace.army.mil/navigation

Areas of Operation:
Ohio River Mile 127 – 437, Kanawha River, Big Sandy River

Requests for maps or information should be addressed to:

U.S. Army Engineer District, Louisville
600 Martin Luther King Place
Louisville, KY 40202
Phone: (502) 315-6766

Areas of Operation:
Ohio River Mile 437-981, Green River Mile 0-108

Requests for maps or information should be addressed to:

U.S. Army Engineer District, Nashville
P.O. Box 1070
Nashville, TN 37202-1070
Phone: (615) 736-7161
http://www.lrn.usace.army.mil/

Areas of Operation:
Cumberland River Mile 0 – 381, Tennessee River Mile 0 – 652, Hiwassee River Mile 0 – 22, Clinch River Mile 0 – 62, Tenn-Tombigbee Waterway Mile 444.5 - 450

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Additional marine mapping products can be found at:

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7701 Telegraph Road
Alexandria, VA 22315-3864
Phone: (703) 428-6600
http://www.tec.army.mil/echarts/