



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
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www.lrp.usace.army/or/or-f/navrpt.htm

Notice No. 07-23 (REVISED)

Date: August 20, 2007

Emsworth Locks and Dams, Ohio River, Mile 6.2
5-Day Closure of the Large 110-ft x 600-ft Lock Chamber
Repair Downstream Middle Wall Lock Gate

Notice to Navigation Interests No. 07-23 has been revised to change paragraph 4. The sentence "In no case will the first or last tow in a series of three tows be more than a four (4) cut lockage unless only larger tows are in line." has been eliminated from paragraph 4; this restriction has been removed. Towboats will be allowed to lock through with a maximum of five (5) cuts under normal conditions.

1. **To All Whom It May Concern:** Notice is given that the U.S. Army Corps of Engineers will close the large 110-ft x 600-ft lock chamber to perform repairs to the downstream middle wall lock gate at Emsworth Locks and Dams, Ohio River, Mile 6.2. Work is scheduled to begin at 1:00 A.M. on September 10, 2007 and be completed by about 11:00 P.M. on September 14, 2007.
2. The 110-ft x 600-ft land chamber will be closed to traffic during this work period. The 56-ft x 360-ft chamber will be available to navigation during this 5-day work period. Major delays to navigation are expected.
3. Wear and deterioration of the downstream middle wall lock gate anchorage and operating components has made it necessary to schedule this work.
4. The Corps will institute the following lockage procedure which has been developed in cooperation with the Waterways Association of Pittsburgh. Boat locking order will be determined by arrival time at Emsworth L/D; all pilots should radio Emsworth L/D at the normal arrival points. All red flag barges in the tow must also be reported by the pilot during this 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 as a standard series of three tows in one direction. This procedure will minimize tow make-up and approach time when changing directions. Because of approach

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conditions (outdrafts and short river guard walls), it is recommended that users limit their tow size to no more than a triple lockage. However, under normal river conditions the Lockmaster will allow, if requested by the pilot when calling for position of the tow, a towboat to lock through with a maximum of five (5) lockages. 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.

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. Each tow will then be locked in accordance with the procedure outlined in paragraph 4 above. The pilot of the large tow will have to notify Emsworth 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 Emsworth L/D, they will lose their turn and go to the end of the waiting line.

6. During the closure of the 110-ft x 600-ft lock chamber, it will be necessary for tows 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 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. 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. It will be necessary for all towboats to monitor their radios 24 hours a day.

8. 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 chamber. With that intent, the following specific procedures to facilitate lockage operations through the small chamber have been developed in cooperation with the towing industry.

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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. **On upbound tows, three locking lines, two head and one stern, must be available on each cut. On downbound tows, two locking lines, one head and one stern, must be available on each cut.** 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.

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. Upbound tows with the assistance of helper boats will be made up on the upstream guide wall and downbound tows will stage on the uppermost mooring cell below the lock.

e. The Emsworth 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, which could close the locks totally.**

9. Tows entering and exiting the small 56-ft x 360-ft lock chamber on low pool must proceed slowly and with extreme caution. The Corps' Repair Fleet will be moored at the downstream end of the 600-ft chamber and will have the lock gate suspended by crane while performing repairs. Divers will also be intermittently utilized during the work period.

10. **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.

11. 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 procedures as conditions and situations change. In accordance with standard

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Corps policy, the Lockmaster may also vary the locking procedure in an effort to equalize waiting times.

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

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

14. Pleasure boaters and excursion boats are discouraged from locking through Emsworth L/D, Ohio River during the September 10 to 14 time period. You may encounter extremely long delays since priority will be given to 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 chamber to prevent a complete shutdown of navigation.

FOR THE DISTRICT ENGINEER:

/signed/

Richard C. Lockwood
Chief, Operations Division