

The main objective of this brochure is **YOUR SAFETY** when “locking through”!

Navigation locks and control structures on New Orleans District's rivers and canal systems are operated and maintained by the U.S. Army Corps of Engineers.

The lockmaster has full authority over the immediate management and control of the lock and lock area, and the enforcement of all laws, rules, and regulations for the use of the lock. He is authorized to give all necessary and appropriate orders and instructions to every person in the lock area, whether navigating the lock or not. No one shall cause any movement of any vessel within the lock area unless instructed to do so by the lockmaster (or appointed operator).

Please be patient on busy boating days when traffic through the locks is heavy. The lock crews are interested in locking you through safely and in your turn. When planning your trip, take into consideration that locking through takes 15 to 60 minutes depending on water differentials and size of lock. Check New Orleans District lock status at: <http://www.mvn.usace.army.mil/OD/LockUpdates/statusindex.asp>

LOCKAGE PRIORITY

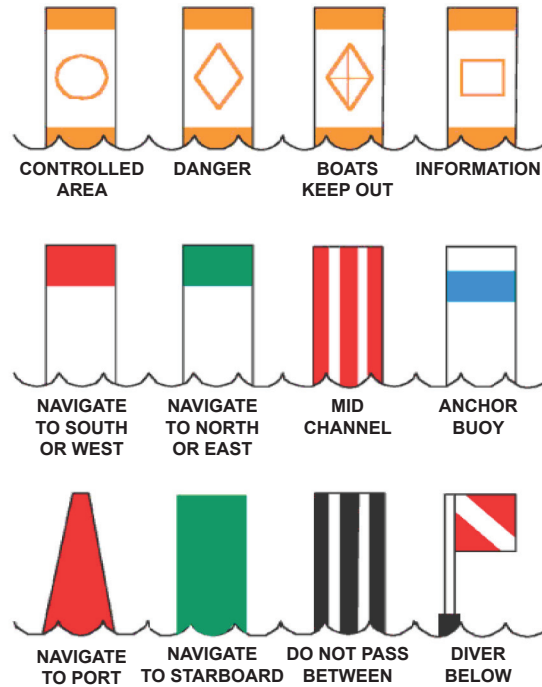
Here is the order by which the Secretary of the Army has directed us to pass shipping through the locks:

- ⚙ U.S. Military Craft
- ⚙ Commercial Passenger Vessels
- ⚙ Commercial Tows
- ⚙ Commercial Fishermen
- ⚙ Recreational/Pleasure Craft

THE LAW: CODE OF FEDERAL REGULATIONS

Code of Federal Regulations, Title 33 “Navigation and Navigable Waters,” Ch. 2, Part 207 “Navigation Regulations,” Section 180 is the governing authority for the waterways of the New Orleans District. This regulation lays out the definitions, rules, authorities and proper actions for the use of the inland waterways. This brochure touches on the main points on passing through a lock as set forth in the above regulation. However, if you wish to have a copy of the full regulation governing lockages, you may download the regulation from the following website: http://edocket.access.gpo.gov/cfr_2011/iulatr/pdf/33cfr207.180.pdf

**FOR YOUR SAFETY
RECOGNIZE AND OBEY
ALL BUOY MARKERS**



SIGNALS USED AT LOCKS

Traffic Light Signals



Constant Red
Lock is closed.
Stand clear. Do not enter.

Constant Green
Lock is open. Approach lock.
Await lockmaster instruction.

Air Horn Signals



3 Long Blasts
Lock is ready. Permission to enter

4 or More Short Blasts
Lock is not ready. Stop and await lockmaster instruction.

1 Long Blast
Permission to leave lock.



**US Army Corps
of Engineers**
New Orleans District



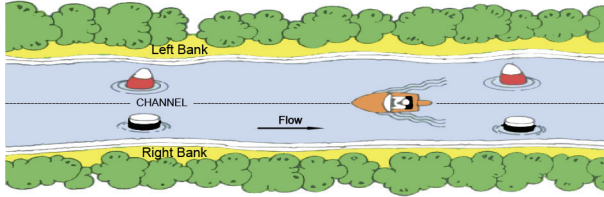
BUILDING STRONG®

LOCKING THROUGH New Orleans District

HOW TO LOCK THROUGH the New Orleans District

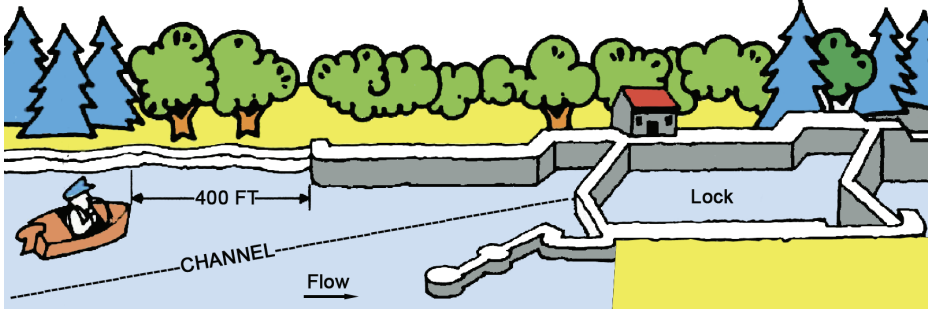


- Stay between the red and green buoys. They mark the river's navigable channel.



- Personal watercraft are allowed to lock through, but must enter and depart according to the lock operator's instructions. The craft must remain stable. The operator must wear a Coast Guard-approved personal flotation device (PFD) at all times and must remain seated when the craft is not in motion.
- On approaching the lock, boats desiring lockage shall give three long blasts of the whistle at a distance of not more than one mile from the lock.
- Follow these procedures when you have arrived at a lock:

- Commercial and large vessels are to radio the lock on VHF channel 14 with the exception of Berwick Lock which can be reached on VHF channel 12. Smaller pleasure craft are to pull up to the end of the guide wall and pull the small craft signal rope at locks where this is available. When not available, small pleasure craft should pull up between the ends of the guidewalls until given notice to proceed from the lock operator. Caution and right-of-way shall be given to vessels coming out of the lock in your direction or entering the lock from behind you.



- Wait for the green light and the whistle from the lock operator to enter. Large vessels and tows shall stay in the clear, 400 feet out from the end of the guide wall, while awaiting lockage. Smaller pleasure craft shall follow the lockmaster's instruction regarding where to wait. This procedure provides room for any large vessels to pass as they leave the lock in your direction.
- Traffic signal lights guide you at all navigation locks in the New Orleans District and look like automobile traffic lights.
 - The lock operator may, in addition to the traffic lights and air horn, signal you with a megaphone or the lock public address system.
 - Carry aboard at least 75 feet of mooring line. You will need it during lockage to tie your boat safely to the lock wall. If you do not have a proper mooring line, you may not be locked. Do not tie up to ladders or recessed mooring pins along the wall. Follow the instructions of the lock operator regarding the location where you will moor.



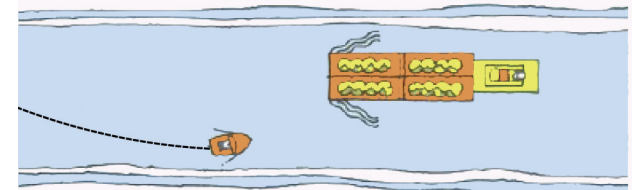
Ring Bitt Cleat Chock Ring Bitt

- Make sure there is a mooring ring or similar device on your boat to which a mooring line can be tied.
- Small boats with only one person aboard may use one long line securely fastened at one end of the boat with the bight of the line around a cleat at the other end of the boat. This procedure will allow the person at the free end of the line to let out or take in mooring as the water level changes.

10. Larger boats should use two separate mooring lines leading from bow to stern to separate mooring posts on

the lock wall. This procedure will require a person at each end of the boat to stand-by and let out or take in mooring lines as the water level changes.

- In locks with floating mooring bits, you should place your mooring line around the mooring posts on the floating mooring bitt. It will not be necessary for the lock operator to handle your line.
- Use fenders to prevent damage to your boat and to lock walls. (Old rope makes good fenders!)
- Passengers and operators of small pleasure craft should remain seated in their boat during lockage.
- ALWAYS** wear a PFD when it is necessary to handle lines on deck or in rough weather.
- Lock operators have been given the same authority over your boat in the lock as traffic policemen have over your car at intersections. For your own safety, you must obey their instructions.
- Wait for the lock operator's signal to leave the lock. Travel at reduced speed while entering and leaving the lock.
- Keep away from the stern of passing tows. The stern waves are apt to capsize small boats.



- Avoid passing across the head or line of travel of tows. Tows cannot be maneuvered to change course quickly.
- Keep away from the head of barges moored along the shore. Small boats may be carried under the barges by the undertow.

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