

MARINE SAFETY INFORMATION BULLETIN

Volume XVI, Issue: 006

Time: 1615

Date: 06 JAN 2016

Carrollton Gauge at 15 Feet on the Rise

The Carrollton Gauge indicates a Mississippi River Stage of 15 feet on the rise.

The following regulations are **now in effect**:

1. 33 CFR 810 (d)(2) prohibits vessels from entering **South Pass** from the Gulf of Mexico if it has a speed of **less than 10 miles per hour**. This paragraph does **not** apply when Southwest Pass is closed to navigation.

The following regulations **remain in effect**:

1. 33 CFR 165.803 (m) requires stricter barge fleeing standards on the Lower Mississippi River.
2. 33 CFR 165.810 (b)(2) describes high-water requirements for all vessels operating in the Lower Mississippi River below mile 233.9 AHP including South Pass and Southwest Pass.
3. The Algiers Point Vessel Traffic Control lights are energized and vessel traffic is being regulated in the vicinity of Algiers Point. The Vessel Traffic Control lights are located at Governor Nicholls Light, 94.4 AHP, LBD, LMR (LLNR 13630/33185), Gretna Light, 97.6 AHP, RDB, LMR (LLNR 3655/33210) and the Westwego Repeater Light, 101.4 AHP, RDB, LMR (LLNR 13715).
4. **Downbound vessels:** Check in with Vessel Traffic Service Lower Mississippi River (call sign "New Orleans Traffic") no lower than the Huey P Long Bridge, MM 106.1, AHP (SHIPS and TOWS), and the Marlex Terminal, MM 99.0, AHP (SHIPS and TOWS).
5. **Upbound vessels:** Check in with "New Orleans Traffic" no higher than the Algiers Canal Forebay, MM 88.0, AHP (SHIPS), Industrial Canal, MM 92.7, AHP (SHIPS and TOWS), and Crescent Towing Smith Fleet, MM 93.5, AHP (TOWS).
6. In accordance with 33 CFR 160.111(c), the COTP has determined that during periods of high water, unless moored to a shore side facility or mooring buoys, **all deep draft vessels must have three means to hold position**. An example would be two fully operational anchors and the propulsion system in standby. Should a vessel lose an anchor or become inoperable with no redundant capabilities available, such as aft anchors or two main engines, a third means of holding position could be via tug assist.

This Marine Safety Information Bulletin supersedes Volume XV, Issue 99 Carrollton Gauge at 12 Feet and Rising.

MARINE SAFETY INFORMATION BULLETIN

Volume XVI, Issue: 006

Time:

Date:

Carrollton Gauge at 15 Feet on the Rise

Mariners should also familiarize themselves with:

MSIB XV, Issue 13 Vessel Anchoring Capabilities

MSIB XV, Issue 07 VTS Measure, Restriction of Vessel to Vessel Cargo Transfers When Carrollton Gauge is Above 15 Feet

For further information, contact the following:

Vessel Traffic Service Lower Mississippi River (24 hours): (504) 365-2230, VHF-FM ch 05A, 11, or 12

Coast Guard Sector New Orleans Command Center (24 hours): (504) 365-2543

Coast Guard Sector New Orleans Waterways Management: (504) 365-2280


CAPTAIN P.C. SCHIFFLIN
Captain of the Port New Orleans

MARINE SAFETY INFORMATION BULLETIN

Volume XVI, Issue: 008

Time: 1830

8 Jan 2016

High Water Conditions

Due to anticipated extended High Water conditions, the COTP of New Orleans requests all mariners and facility managers increase Safety Awareness.

Recommended precautions include but are not limited to:

Use experienced crews, and review high water fleeing and operational practices.

Tows shall not push into levees, or tie off to vegetation while waiting in lock-turn or stopping. Note: during high water conditions USACE Locks are permitting vessels to enter lock queue outside of normal geographic boundaries to prevent congestion.

All vessels are reminded of the State requirement to maintain a distance greater than 180 feet from the crown of the levee.

Perform mooring assessments of vessels while moored to facilities, this should include the condition of mooring lines. Especially while loading, vessels should remain vigilant to the current's force on the additional draft. Some docks can experience six mile and hour currents, equivalent to 180 mile per hour winds.

Unless moored to a shore side facility or mooring buoys, **means to hold position**. An example would be two fully operational anchors and the propulsion. Should a vessel lose an anchor or become inoperable with no redundant capabilities available, such as aft anchors or two main engines, a third means of holding position could be via tug assist.

North bound vessels are advised to remain 300-400 feet off the Left Descending Bank when approaching 81-Mile Point.

Mariners should also familiarize themselves with:

MSIB XV, Issue 13

MSIB XV, Issue 19 Requirements for Vessels Operating on ECA Compliant Fuel,
Mississippi River and Tributaries Waterways Action Plan, MSU Baton Rouge Annex,
GNOBFA Barge Fleeting Standard of Care & Streamlined Inspection Program Guide Book,
Mississippi River Crisis Action Plan

Mariners are requested to report any hazardous or unforeseen river conditions to Coast Guard Vessel Traffic Service Lower Mississippi River on VHF FM Ch-12.

UNITED STATES COAST GUARD SECTOR NEW ORLEANS

MARINE SAFETY INFORMATION BULLETIN

Volume XVI, Issue: 008

Time:

Date:

High Water Conditions

For further information, contact the following:

Coast Guard Vessel Traffic Service Lower Mississippi River (24 hours): (504) 365-2230, VHF-FM Ch-12

Coast Guard Sector New Orleans Command Center (24 hours): (504) 365-2595

Coast Guard Sector New Orleans Waterways Management: (504) 365-2280


CAPTAIN P. C. SCHIFFLIN

Captain of the Port New Orleans

For a current list of MSIBs within the COTP New Orleans Zone visit <https://homeport.uscg.mil/nola>, and look under "Safety and Security"

MARINE SAFETY INFORMATION BULLETIN

Volume XVI, Issue: 010

Time: 1830

Date: 8 Jan 2016

Bonnet Carre Spillway Opening

Due to the current high water, the Army Corps of Engineers anticipates opening the Bonnet Carre Spillway on Sunday, January 10, 2016.

Based upon the scheduled opening, the Captain of the Port (COTP) New Orleans has establish a Safety Zone on the Lower Mississippi River from Mile 127 to Mile 129 that will extend 600 feet into the river from the Bonnet Carre Spillway and the shoreline of Lake Pontchartrain (located between 30°4'30.6N, 90°24'6.6W and 30°3'20.9"N, 90°22'18.9W) beginning Sunday, January 10, 2016. This safety zone will remain in effect for the duration that the Bonnet Carre Spillway remains open. All vessels are prohibited from entering this safety zone unless they have been granted permission by the Captain of the Port New Orleans or designated representative. For this Safety Zone the US Army Corps of Engineers (USACE) has been designated a COTP Representative.

There may be unexpected crosscurrents or eddies that occur due to the water being diverted from the river into the spillway. Mariners are reminded to exercise due caution and stay toward the Right Descending Bank (RDB) while navigating through this area.

Barge fleets and terminals located upriver from the Bonnet Carre Spillway should also pay close attention to the increased river current and make extra efforts, to ensure vessels and barges remain moored or anchored. All barge fleets are reminded to review and comply with the high water requirements listed in 33 CFR 165.803(m).

The USACE M/V FRED LEE will be stationed on the Left Descending Bank (LDB) just North of the spillway to monitor traffic. Any barge breakaways or vessels adrift in the vicinity of the spillway from Mile 128 to Mile 140 should be immediately reported to:

- 1) USCG Vessel Traffic Service (VTS) on VHF Ch 67, or by phone at (504) 365-2230 and,
- 2) M/V FRED LEE on VHF Ch. 67 or 16.

For further information, contact:

Coast Guard Sector New Orleans Command Center: (504) 365-2595

Sector New Orleans Waterways Management Division: (504) 365-2280

Vessel Traffic Service: (504) 365-2230


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MARINE SAFETY INFORMATION BULLETIN

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Time: 1600

Date: 12 JAN 2016

High River Best Practices, MM 88 to MM 234 AHP, Lower Mississippi River

Mariners are advised to follow these high water best practices until the Baton Rouge Gage reads 40 feet on the fall and the Carrollton Gage reads 16 feet on the fall.

Vessels anchoring in NOBRA's area of responsibility, from Mile 88 AHP to Mile 234 AHP, with a draft of 30 feet or greater should consider maintaining a pilot on board while at anchor to insure safety of the vessel.

Mile 160.0 AHP to Mile 232.2 AHP, all vessels should consider restricting to daylight transits only.

Mile 233.0 AHP to Mile 90.5 AHP, [REDACTED] should consider restricting to daylight transits only.

For further information, contact:

Coast Guard Vessel Traffic Center Lower Mississippi River: (504) 365-2230

Coast Guard Waterways Management Division: (504) 365-2280

Coast Guard Marine Safety Unit Baton Rouge: (225) 298-5400

Coast Guard Sector New Orleans Command Center: (504) 365-2200


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UNITED STATES COAST GUARD SECTOR NEW ORLEANS

MARINE SAFETY INFORMATION BULLETIN

Volume XVI, Issue: 013

Time: 1600

Date: 12 JAN 2016

Summary of High Water Operating Measures

This Marine Safety Information Bulletin (MSIB) summarizes and will maintain all current operating restrictions due to high water conditions imposed by the Coast Guard, USACE, and best practices by industry.

USCG Marine Safety Information Bulletins:

MSIB XVI, Issue 004 – High Water Safety Advisory VTS Measure at MM 219 to MM 240 AHP LMR, published January 04, 2016.

MSIB XVI, Issue 005 – High Water Facility Assessment Reporting, published January 08, 2016.

MSIB XVI, Issue 006 – Carrollton Gauge at 15 ft on the Rise, published January 6, 2016.

MSIB XVI, Issue 007 – Restrictions of Vessel to Vessel Cargo Transfers When Carrollton Gauge is Above 15 ft, published January 6, 2016.

MSIB XVI, Issue 008 – High Water Conditions, published January 8, 2016.

MSIB XVI, Issue 010 – Bonnet Carré Spillway Opening, published January 8, 2016.

MSIB XVI, Issue 011 – High VTS Measure Water Safety Advisory at LMR MM 219 to MM 240, published January 04, 2016.

MSIB XVI, Issue 012 – High River Best Practices, MM 88 to MM 234 AHP, LMR, published January 12, 2016.

USACE Navigation Bulletins:

MVN 16-01, Old River Lock – Equipment Installation & Removal Operations, published January 04, 2016.

MVN 15-164, Mississippi River – Old River Control Structure Project, published December 28, 2015.

MVN 15-158, Mississippi River – Baton Rouge to Venice, LA High River Stages, published December 14, 2015.

Pilot Organizations:

CRPPA Daylight Operations Restrictions, published January 10, 2016

CRPPA High Water Restrictions LMR at 16 feet, published January 09, 2016

NOBRA High Water Restrictions LMR at 16 feet, published January 06, 2016

NOBRA High Water Mid-Stream Restrictions, published December 14, 2015

Louisiana Maritime Association:

IMTT Mooring Restrictions, published January 06, 2016

Mariners are requested to report any hazardous or unforeseen river conditions to Coast Guard Vessel Traffic Service Lower Mississippi River on VHF FM Ch-12.

For further information, contact the following:

Coast Guard Vessel Traffic Service Lower Mississippi River (24 hours): (504) 365-2230, VHF-FM Ch-12

Coast Guard Sector New Orleans Command Center (24 hours): (504) 365-2542

Coast Guard Sector New Orleans Waterways Management: (504) 365-2280

Coast Guard Baton Rouge Waterways Management: (225) 298-5400 X230


CAPTAIN P.C. SCHIFFLIN
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MARINE SAFETY INFORMATION BULLETIN

Volume XVI, Issue: 016

Time: 1435

Date: JAN 15 2016

Summary of High Water Operating Measures

This Marine Safety Information Bulletin (MSIB) summarizes and will maintain all current operating restrictions due to high water conditions imposed by the Coast Guard, USACE, and best practices by industry.

USCG Marine Safety Information Bulletins:

MSIB XVI, Issue 004 – High Water Safety Advisory VTS Measure at MM 219 to MM 240 AHP LMR, published January 04, 2016.

MSIB XVI, Issue 005 – High Water Facility Assessment Reporting, published January 08, 2016.

MSIB XVI, Issue 006 – Carrollton Gauge at 15 ft on the Rise, published January 6, 2016.

MSIB XVI, Issue 007 – Restrictions of Vessel to Vessel Cargo Transfers When Carrollton Gauge is Above 15 ft, published January 6, 2016.

MSIB XVI, Issue 008 – High Water Conditions, published January 8, 2016.

MSIB XVI, Issue 010 – Bonnet Carré Spillway Opening, published January 8, 2016.

MSIB XVI, Issue 011 – High Water Safety Advisory VTS Measure at LMR MM 219 to MM 240, published January 04, 2016.

MSIB XVI, Issue 014 – Correction to MSIB Vol XVI Issue 012: High River Best Practices, published January 15, 2016.

MSIB XVI, Issue 015 – High Water Safety Advisory VTS Measure at LMR MM 219 to MM 240, published January 15, 2016.

USACE Navigation Bulletins:

MVN 16-01, Old River Lock – Equipment Installation & Removal Operations, published January 04, 2016.

MVN 15-164, Mississippi River – Old River Control Structure Project, published December 28, 2015.

MVN 15-158, Mississippi River – Baton Rouge to Venice, LA High River Stages, published December 14, 2015.

Pilot Organizations:

CRPPA Daylight Operations Restrictions, published January 10, 2016

CRPPA High Water Restrictions LMR at 16 feet, published January 09, 2016

NOBRA High Water Restrictions LMR at 16 feet, published January 06, 2016

NOBRA High Water Mid-Stream Restrictions, published December 14, 2015

Louisiana Maritime Association:

IMTT Mooring Restrictions, published January 06, 2016

MARINE SAFETY INFORMATION BULLETIN

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Summary of High Water Operating Measures

Mariners are requested to report any hazardous or unforeseen river conditions to Coast Guard Vessel Traffic Service Lower Mississippi River on VHF FM Ch-12.

This MSIB supersedes MSIB Vol XVI Issue 13.

For further information, contact the following:

Coast Guard Vessel Traffic Service Lower Mississippi River (24 hours): (504) 365-2230, VHF-FM Ch-12

Coast Guard Sector New Orleans Command Center (24 hours): (504) 365-2542

Coast Guard Sector New Orleans Waterways Management: (504) 365-2280

Coast Guard Baton Rouge Waterways Management: (225) 298-5400 X230



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MARINE SAFETY INFORMATION BULLETIN

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Summary of High Water Operating Measures

This Marine Safety Information Bulletin (MSIB) summarizes and will maintain all current operating restrictions due to high water conditions imposed by the Coast Guard, USACE, and best practices by industry.

USCG Marine Safety Information Bulletins:

MSIB XVI, Issue 004 – High Water Safety Advisory VTS Measure at MM 219 to MM 240 AHP LMR, published January 04, 2016.

MSIB XVI, Issue 005 – High Water Facility Assessment Reporting, published January 08, 2016.

MSIB XVI, Issue 006 – Carrollton Gauge at 15 ft on the Rise, published January 6, 2016.

MSIB XVI, Issue 007 – Restrictions of Vessel to Vessel Cargo Transfers When Carrollton Gauge is Above 15 ft, published January 6, 2016.

MSIB XVI, Issue 008 – High Water Conditions, published January 8, 2016.

MSIB XVI, Issue 010 – Bonnet Carré Spillway Opening, published January 8, 2016.

MSIB XVI, Issue 011 – High Water Safety Advisory VTS Measure at LMR MM 219 to MM 240, published January 04, 2016.

MSIB XVI, Issue 014 – Correction to MSIB Vol XVI Issue 012: High River Best Practices, published January 15, 2016.

MSIB XVI, Issue 015 – High Water Safety Advisory VTS Measure at LMR MM 219 to MM 240, published January 15, 2016.

MSIB XVI, Issue 017 – Barge Fleeting Standards, Head of Passes to MM 88 Lower Mississippi River, published January 20, 2016

USACE Navigation Bulletins:

MVN 16-01, Old River Lock – Equipment Installation & Removal Operations, published January 04, 2016.

MVN 15-164, Mississippi River – Old River Control Structure Project, published December 28, 2015.

MVN 15-158, Mississippi River – Baton Rouge to Venice, LA High River Stages, published December 14, 2015.

Pilot Organizations:

CRPPA Daylight Operations Restrictions, published January 10, 2016

CRPPA High Water Restrictions LMR at 16 feet, published January 09, 2016

NOBRA High Water Restrictions LMR at 16 feet, published January 06, 2016

NOBRA High Water Mid-Stream Restrictions, published December 14, 2015

Louisiana Maritime Association:

IMTT Mooring Restrictions, published January 06, 2016

MARINE SAFETY INFORMATION BULLETIN

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Summary of High Water Operating Measures

Mariners are requested to report any hazardous or unforeseen river conditions to Coast Guard Vessel Traffic Service Lower Mississippi River on VHF FM Ch-12.

This MSIB supersedes MSIB Vol XVI Issue 16.

For further information, contact the following:

Coast Guard Vessel Traffic Service Lower Mississippi River (24 hours): (504) 365-2230, VHF-FM Ch-12

Coast Guard Sector New Orleans Command Center (24 hours): (504) 365-2542

Coast Guard Sector New Orleans Waterways Management: (504) 365-2280

Coast Guard Baton Rouge Waterways Management: (225) 298-5400 X230


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