

MARINE SAFETY INFORMATION BULLETIN

Volume XVII Issue: 047

Time:

Date:

CARROLLTON GAUGE AT 9 FEET AND FALLING

The Carrollton gauge indicates a Mississippi River stage of 9 feet and falling.

As a result of the Carrollton Gauge reading 9 feet and falling, the following measures are **now in effect**:

1. In accordance with 33 CFR 161.65, the Governor Nicholls Harbor Traffic Control Light 94, Gretna Harbor Traffic Control Light 97 and the Westwego Traffic Light 102 have been de-energized. The harbor traffic control lights are located at: Governor Nicholls Light, MM 94.3, AHP, LDB, LMR (LLNR 13855/34770); Gretna Light, MM 96.6, AHP, RDB, LMR (LLNR 13880/34795); and, the Westwego Traffic Light, MM 101.4, AHP, RDB, LMR (LLNR13950).
2. The Governor Nicholls Navigation Light 94 and the Gretna Navigation Light 97 are operating properly.

The following regulations are **no longer in effect**:

1. 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.
2. 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).
3. **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).
4. **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).
5. 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.
6. All cargo transfers authorized in designated anchorages as noted in 33 CFR 110.195, as well as mid-stream cargo transfers, are required to submit for review a Notice of Midstream Transfer 48-hours prior to commencing transfer operations within the Captain of the Port New Orleans (COTP) zone.

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This Marine Safety Information Bulletin supersedes Volume XVII, Issue 004 Carrollton Gauge at 8 Feet and Rising.

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) 365-2543

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



CAPTAIN K. M. LUTTRELL
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