

MARINE SAFETY INFORMATION BULLETIN

Volume XVII Issue: 019

Time: 1700

Date: 04MAY17

CARROLLTON GAUGE AT 12 FEET AND RISING

When the Carrollton Gauge reads 12 feet and rising, the following operating requirements **are 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.

The following operating requirements **remain 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 will be energized.
2. 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
Westwego Traffic Light, MM 101.4, AHP, RDB, LMR (LLNR13950).
3. The Governor Nicholls Navigation Light 94 and the Gretna Navigation Light 97 will be extinguished while Traffic Control Lights are operating.
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.
7. 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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Midstream cargo transfers may be conducted at the designated anchorages within the New Orleans COTP zone as defined by 33 CFR 110.195(a), with exception of the General Anchorage (MM 90.1 – 90.9 AHP) and the Quarantine Anchorage (MM 90.9 – 91.6 AHP). This requirement does NOT affect:

- a. Vessel to vessel transfers which take place at a Coast Guard regulated facility.
- b. Bunkers or delivery of ships stores.
- c. Cargo operations which take place in a designated and established mid-stream buoy system.

Anyone wishing to conduct vessel to vessel cargo transfers not specifically exempted as noted above, should contact the Sector New Orleans Facility Compliance Branch at (504) 365-2370 or by e-mail at Facilitiesnola@uscg.mil. A Midstream Transfer Notice form was supplied, identified as MSIB XVII Issue 004a.

Mariners should also familiarize themselves with MSIB XV, Issue 13 “Vessel Anchoring Capabilities”.

This Marine Safety Information Bulletin supersedes Volume XVII, Issue 16 “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 W. R. ARGUIN
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”