



US Army Corps  
of Engineers  
Louisville District

# Notice to Navigation Interests

Notice No. 2016-008

Date: May 4, 2016

<http://www.lrl.usace.army.mil/Missions/CivilWorks/Navigation/Notices.aspx>

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In Reply Refer to: CELRL-OPT-M PO Box 59, Louisville, KY 40201 Telephone: 502-315-6695

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## *LOUISVILLE DISTRICT*

### **PROPER OPERATION OF RECREATIONAL AND FISHING CRAFT WITHIN LOCK APPROACH CHANNELS ON THE OHIO RIVER**

1. A number of recreational and fishing craft operators have been entering the approach channels of the navigation locks on the Ohio River without requiring lockage. This practice is extremely dangerous because of the movement of large commercial tows through these areas. Several incidents, involving small craft and commercial tows, have occurred at Corps navigation projects in recent years.
2. Fishermen and recreational boaters have also occasionally delayed commercial vessels by mooring their craft within the lock approach channels. Such an action is a violation of Code of Federal Regulations 33 CFR 207.300 (Blue Book) which states that no vessel shall moor in any reach of a navigation channel and that commercial cargo tows have precedence over recreational craft at the locks. These federal rules and regulations are available either from the Louisville District Office or the locks. There is no charge for this publication.
3. For the above-stated reasons, all recreational/fishing craft, not actively engaged in lockage, are prohibited from entering the approach channels to the locks within the limits of the arrival points. These limits are shown as hatched areas on the enclosed drawing and are marked by signs at each project. The arrival points are also indicated in the current issue of the "Ohio River Navigation Charts; Cairo, Illinois to Foster, Kentucky."
4. If lockage is desired, boaters should signal the lock operator with the pull chain on each end of the lock or call on Marine Channel 13. If the lock is not immediately available, boaters should position their vessels a safe distance from the approach channel to avoid possible personal injury or damage to their boat from the wake caused by commercial tows leaving or entering the locks.
5. Lockmasters will enforce adherence to the "Blue Book" regulations and if required solicit aid from local law enforcement officers.

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