



**US Army Corps
of Engineers**

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Notice to Navigation Interests

Notice No. L11-06

Date: 9 JUNE 2011

Waterway: ST MARYS RIVER

Location: MICHIGAN

CELRE-OT-T

RESTRICTED VESSEL PASSAGE THROUGH THE MACARTHUR LOCK ST. MARYS FALLS CANAL

The following restrictions will be implemented at the MacArthur Lock immediately and continue until temporary repairs to the MacArthur Lock lower operating gates (gate 5) are completed. This requires the use of the lower intermediate gates (gate 4) and thus shortens the lock chamber.

A. Upbound Vessels:

1. Vessels with friction winches and no bow overhang:

Maximum Vessel Length = 730 feet

For vessels 730 feet in length, Boom #8 (the chamber boom) will remain in the raised position while Gate #4 (the lower intermediate gate) is closed. This will allow 15.5 feet of clearance between the vessel and the upper intermediate gate sill and 25 feet of clearance between the vessel and Gate #4.

2. Vessels without friction winches or with bow overhang:

Maximum Vessel Length = 660 feet

For vessels 660 feet in length, Boom #8 will be lowered before Gate #4 is closed. This will provide 30 feet of clearance between the vessel and Boom #8 and 15 feet of clearance between the vessel and the upper gate sill.

B. Downbound Vessels:

1. Vessels with friction winches and no bow overhang:

Maximum Vessel Length = 730 feet

For vessels greater than 660 feet, Boom #8 will remain in the lowered position until the vessel is brought to a full stop with wheel motionless and the check cables out forward and aft. The vessel must be stopped when the bow of the vessel is no closer than 30 feet from the chamber boom. The chamber boom will then be raised and the vessel shall be moved forward into final position on cables only.

For vessels 730 feet in length, this will provide for 15.5 feet of clearance between the vessel and the upper gate sill and 25 feet clearance between the vessel and Gate #4.

2. Vessels without friction winches or with bow overhang:

Maximum Vessel Length – 660 feet

For vessels 660 feet in length, Boom #8 will remain lowered. This will provide for 30 feet of clearance between the vessel and Boom #8, and will provide 15 feet of clearance between the vessel and the upper gate sill.

C. Special Considerations:

- 1. The Chief Lockmaster may require a vessel to transit the Poe Lock if there is a safety concern.**
- 2. Steering posts extending beyond the bow of the vessel must be raised prior to entering the lock (downbound vessels only) if the post presents a hazard to either Boom #8 or Gate #4.**
- 3. Each vessel must have a minimum of four operating winches (not including bow and stern winches) allowing complete vessel control with two lines leading forward and two lines leading aft.**
- 4. All vessel operators are advised that special handling requirements stated herein are extremely critical and must be strictly followed to prevent a possibly disastrous situation.**

**MICHAEL C. DEROSIER
Lieutenant Colonel, U.S. Army
District Engineer**