



**US Army Corps
of Engineers®
Nashville District**

Notice to Navigation Interests

Notice No.

Date:

CELRN-OP-N 06-46

27 November 2006

In Reply Refer To:

CELRN-OP-N PO Box 1070, Nashville, TN 37202-1070 (615) 736-5607

SUBJECT: New Operating Procedures for Wilson Main Lock, Tennessee River Mile 259.4

The U.S. Army Corps of Engineers has established several new operating procedures for lockages through the main chamber at Wilson Lock. These new procedures have been established to address issues that led to the 3 August 2006 accident at the main chamber that resulted to extensive damage to the upper lock gate and the tow that was locking up in the chamber at the time. While several new procedures have been established to address Corps operational issues, the following two procedures have been established to address barge size or tow configuration of upbound tows:

- Tows with barges over 290-foot in length will be locked as a set-over with the bow of the tow tied on the floating mooring bit at the 125-foot Marker-board.
- If the tow has more than two barges preventing a set-over lockage, they will be tied at the 300-foot Marker-board in addition to the bow and stern lines.

Note that these procedures apply only to upbound tows. Questions regarding these procedures should be addressed to the Lock Operator on duty via Marine Radio or to the Lockmaster at Wilson Lock by telephone at 256-764-5223.

FOR THE DISTRICT ENGINEER:

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JEFFREY D. ROSS
Chief, Navigation Branch
Operations Division

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