



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

Notice to Navigation Interests

Notice No.

Date:

CELRN-OP-N 07-02

7 February 2007

In Reply Refer To:

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

**SUBJECT: Procedures for “Fast Double” Lockages at Pickwick Lock, Tennessee River
Mile 206.7**

**Reference: Notice to Navigation Interests CEORN-CO-W 93-22, Dated May 5, 1993, Same
subject.**

“Fast double” lockages are where fifteen barge tows are locked through Pickwick Lock by simultaneously using both the main and auxiliary chambers. This procedure greatly reduces the lockage time for a vessel of this size. The following guidelines will be used for “fast double” lockages at Pickwick Lock. Note that the following is being re-printed by request. There are no changes to previously established guidelines.

1. Prior to beginning each lockage, procedural aspects of the lockage will be coordinated between the lock and vessel operators in an effort to insure a mutual and thorough understanding of the lockage procedure.
2. The lock operator may require that a fifteen barge tow be locked as a straight double through either lock, rather than a fast double, due to various factors such as flow, wind, mechanical problems, approach obstructions, or any time when it will result in the most efficient utilization of the lock.
3. If, for any reason, a vessel operator desires to lock a fifteen barge tow as a straight double and conditions are such to allow for a fast double lockage, he will be locked as a straight double if determined by the lock operator that it will not create any additional delay to any other vessels. If the lock operator determines additional delay will be created and the vessel operator still desires a straight double lockage, his position in queue will be reestablished until such time that additional delay to other traffic does not result. Traffic considered in making such a determination do not necessarily have to be at the arrival point.

4. A downbound fast double lockage will be accomplished by locking the fifteen barges in the 1000-foot main lock chamber and the towboat in the 600-foot auxiliary lock chamber. Once locked down, the towboat will move to the main lock and pull the barges from the chamber. Should the bow of the tow be configured such that it can not be pulled out by the towboat and upon request by the towboat operator, the lock's haulage unit equipment can be used to pull the barges from the chamber. In either event, a crew member should be stationed on the upstream end of the tow and inform the towboat operator when the stern of the tow sufficiently clears the short wall to provide clearance for the towboat to move in and make up to the stern of the tow. Proper protective devices must be used to protect concrete and wall armor during the pull out operation.
5. Downbound fast double lockages will not be conducted when the total discharge exceeds 100,000 cfs unless specifically requested by the operator of the vessel. When the discharge exceeds 100,000 cfs, a request to be locked as a fast double lockage will be honored if, in the lock operator's opinion, it is safe to do so based on such factors as water levels, actual amount of discharge, wind, etc.
6. During an upbound fast double lockage, the towboat should pull the tow out of the main lock chamber a distance that will permit the towboat to safely remake its tow. The lock's haulage unit equipment will not normally be used to pull an upbound fast double cut from the chamber because it would still be necessary for the towboat to continue the pull out until sufficient clearance is achieved.
7. Upbound fast double lockages will not be conducted when there is discharge through the spillways, regardless of the amount or when total discharge exceeds 100,000 cfs. When these conditions exist fifteen barge upbound tows will be locked as straight doubles.
8. With the exception of paragraphs 6 and 7, all other aspects of a upbound fast double lockage are the same as stated for downbound fast double lockages.

FOR THE DISTRICT ENGINEER:


for JEFFREY D. ROSS
Chief, Navigation Branch
Operations Division

ARB