

**U.S. COAST GUARD INFORMATION**

The Eighth Coast Guard District is continuously alert for circumstances, which affect safe and efficient passage of river traffic. The Aids to Navigation Office receives reports from mariners and government agencies and distributes information to mariners through various marine information channels.

Local Notice to Mariners may be obtained by:

One-way e-mail service, via subscription through the U. S. Coast Guard Navigation Center website. Local Notice to Mariner's link at: <http://www.navcen.uscg.gov>

Or download from the U.S. Coast Guard Navigation Center website, Local Notice to Mariner's link at: <http://www.navcen.uscg.gov>

The U. S. Coast Guard Eighth District offices may be contacted at:

Commander, (DPW)  
Eighth Coast Guard District  
Hale Boggs Federal Building  
500 Poydras Street  
New Orleans, LA 70130-3396  
(504) 671-2107

The U. S. Coast Guard Sector Mobile offices may be contacted at:

Sector Mobile  
1500 15<sup>th</sup> Street, Brookley Complex  
Mobile, AL 36615-1300  
(251) 441-5720  
<https://homeport.uscg.mil>

Mariners may contact the U. S. Coast Guard Command Center, 24-hours a day at (504) 589-6225.

In case of emergency or accident, contact the appropriate U. S. Coast Guard office:

1. Sector Mobile, (251) 441-6211
2. U. S. Coast Guard Command Center, (504) 589-6225
3. National Spill Response Center (24 hours a day, 7 days a week), 1 (800) 424-8802 or (202) 267-2675

Mariners may also contact the Waterways Management Branch for Sector Mobile at (251) 441-5940.

**DGPS FREQUENCIES**

The U. S. Coast Guard Navigation Center (NAVCEN) operates the Coast Guard Maritime Differential Global Positioning System (DGPS) Service and the developing Nationwide DGPS Service, consisting of two control centers and over 60 remote broadcast sites. The Service broadcasts correction signals on marine radio beacon frequencies to improve the accuracy of and integrity to GPS-derived positions. The Coast Guard DGPS Service provides 10-meter accuracy in all established coverage areas.

**Hackleburg**

Hackleburg, AL  
Antenna Location: 34 16.80 N, 087 51.39 W  
Transmission Frequency (KHz): 307  
Transmission Rate (bps): 100  
Signal Strength: 75uV at 200 KM

**Millers Ferry**

Millers Ferry, AL  
Antenna Location: 32 05.43 N, 087 23.50 W  
Transmission Frequency (KHz): 320  
Transmission Rate (bps): 200  
Signal Strength: 100uV at 241 KM

**Bobo**

Bobo, MS  
Antenna Location: 34 06.91 N, 090 41.47 W  
Transmission Frequency (KHz): 297  
Transmission Rate (bps): 200  
Signal Strength: 100uV at 255 KM

Additional information may be obtained from the U. S. Coast Guard Navigation Center website, <http://www.navcen.uscg.gov>.

**INLAND ELECTRONIC NAVIGATION CHARTS**

The U. S. Army Corps of Engineers produces Inland Electronic Navigation Charts (IENCs) for the Inland Waterway System, including the Tennessee-Tombigbee Waterway.

These IENCs are created for use in Electronic Chart Systems (ECS) to position a vessel upon the electronic navigational chart display. Use of ECS in conjunction with IENCs does not eliminate the USCG paper chart carriage requirement. Until such guidance and policy is established, IENCs provide a valuable adjunct to the 2012 Navigational Charts.

IENCs offer significant benefits to vessels including accurate and real-time display of vessel position relative to waterway features, voyage planning and monitoring tools, Automatic Identification Systems (AIS) integration, and training tools for new personnel and integrated display of river charts, radar, and AIS.

IENC chart products, services, and information are available for download at: <http://www.agc.army.mil/echarts>

**WATERBORNE COMMERCE STATISTICS CENTER**

The U. S. Army Corps of Engineers, Waterborne Commerce Statistics Center under the authority of the Rivers & Harbors Act of 1922, collects, processes, distributes, and archives vessel trip and cargo data.

Under Federal law, vessel operating companies must report domestic waterborne commercial movements to the Corps.

Data summaries include origin to destination information of foreign and domestic waterborne cargo movements by region and state, and also waterborne tonnage for principal ports, states and territories. Internal waterway tonnage indicators are updated monthly on the NDC web site.

This acquired vessel movement data is primarily for Corps and other government agencies' use. However, summary statistics, which do not disclose movements of individual companies, are also released to private companies and to the general public.

The Waterborne Commerce Statistic Center summarizes this data in the publication, *Waterborne Commerce of the United States*. It is issued in five parts (one to cover each coast and a national summary). A database that aggregates information of foreign and domestic waterborne cargo movements is available on CD. The publication *Transportation Lines of the United States* contains listings of domestic vessel operators, details their equipment and references their service areas. Most data are available in both hard copy and electronic form. Specialized data processing requests are considered on a case-by-case basis. Products and services may be obtained by request to:

Waterborne Commerce Statistics Center (WCSC)  
P.O. Box 61280, New Orleans, LA 70161-1280  
(504) 862-1424 or (504) 862-1404

<http://www.iwr.usace.army.mil/ndc/wcsc/wcsc.htm>

**CORPS LOCKS WEBSITE**

Corps Locks, a new publicly accessible web site is now available. The website contains lock and vessel specific information derived from the United States Army Corps of Engineers Lock Performance Monitoring System (LPMS). The information contained there represents a half-hourly updated snapshot of Freedom of Information Act (FOIA) data on U.S. flag vessels and foreign vessels operating in U.S. waterways that transited a Corps-owned or operated lock structure. Detailed information on specific companies or commodities is considered privileged and is not included in the Corps Locks website.

<http://corpslocks.usace.army.mil>





# U.S. AIDS TO NAVIGATION SYSTEM on navigable waters except Western Rivers

## LATERAL SYSTEM AS SEEN ENTERING FROM SEAWARD

<p><b>PORT SIDE ODD NUMBERED AIDS</b></p> <p>GREEN LIGHT ONLY</p> <p>FLASHING (2) </p> <p>FLASHING </p> <p>OCCULTING </p> <p>QUICK FLASHING </p> <p>ISO </p> <p><b>1</b> LIGHT <i>Fl G 6s</i></p> <p><b>9</b> LIGHTED BUOY <i>G "9" Fl G 4s</i></p> <p><b>9</b> CAN <i>G "9"</i></p> <p><b>5</b> DAYBEACON <i>G "5"</i></p>	<p><b>PREFERRED CHANNEL NO NUMBERS - MAY BE LETTERED</b></p> <p>PREFERRED CHANNEL TO STARBOARD TOPMOST BAND GREEN</p> <p>GREEN LIGHT ONLY</p> <p>COMPOSITE GROUP FLASHING (2+1) </p> <p><b>A</b> LIGHTED BUOY <i>GR "A" Fl (2+1) G 6s</i></p> <p><b>U</b> CAN <i>GR "U"</i></p> <p><b>S</b> CAN <i>GR C "S"</i></p>	<p><b>PREFERRED CHANNEL NO NUMBERS - MAY BE LETTERED</b></p> <p>PREFERRED CHANNEL TO PORT TOPMOST BAND RED</p> <p>RED LIGHT ONLY</p> <p>COMPOSITE GROUP FLASHING (2+1) </p> <p><b>B</b> LIGHTED BUOY <i>RG "B" Fl (2+1) R 6s</i></p> <p><b>C</b> NUN <i>RG N "C"</i></p> <p><b>G</b> DAYBEACON <i>RG "G"</i></p>	<p><b>STARBOARD SIDE EVEN NUMBERED AIDS</b></p> <p>RED LIGHT ONLY</p> <p>FLASHING (2) </p> <p>FLASHING </p> <p>OCCULTING </p> <p>QUICK FLASHING </p> <p>ISO </p> <p><b>2</b> LIGHT <i>R "2" Fl R 6s</i></p> <p><b>8</b> LIGHTED BUOY <i>R "8" Fl R 4s</i></p> <p><b>6</b> NUN <i>R N "6"</i></p> <p><b>2</b> DAYBEACON <i>R "2"</i></p>
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## AIDS TO NAVIGATION HAVING NO LATERAL SIGNIFICANCE

<p><b>ISOLATED DANGER NO NUMBERS - MAY BE LETTERED</b></p> <p>WHITE LIGHT ONLY</p> <p><i>Fl (2) 5s</i> </p> <p><b>A</b> LIGHTED <i>BR "A" Fl (2) 5s</i></p> <p><b>C</b> UNLIGHTED <i>BR "C"</i></p>	<p><b>SAFE WATER NO NUMBERS - MAY BE LETTERED</b></p> <p>WHITE LIGHT ONLY MORSE CODE</p> <p><i>Mo (A)</i> </p> <p><b>N</b> LIGHTED AND/OR SOUND <i>RW "N" Mo (A)</i></p> <p><b>A</b> MR <i>RW "A"</i></p> <p><b>B</b> SPHERICAL <i>RW SP "B"</i></p> <p><b>N</b> UNLIGHTED AND/OR SOUND <i>RW "N"</i></p>
<p><b>RANGE DAYBOARDS - MAY BE LETTERED</b></p> <p>KGW KWG KWB KBW KWR KRW KRB KBR KGB KBG KGR KRG</p>	
<p><b>DAYBOARDS - MAY BE LETTERED</b></p> <p>WHITE LIGHT ONLY</p> <p><b>NR</b> </p> <p><b>NG</b> </p> <p><b>NB</b> </p> <p><i>RW Bn</i> <i>GW Bn</i> <i>BW Bn</i></p>	<p><b>SPECIAL MARKS - MAY BE LETTERED</b></p> <p>YELLOW LIGHT ONLY</p> <p>FIXED FLASHING </p> <p>FLASHING </p> <p><b>A</b> UNLIGHTED <i>Y "A" Bn</i></p> <p><b>C</b> UNLIGHTED <i>Y "C"</i></p> <p><b>B</b> LIGHTED <i>Y "B" Fl</i></p> <p>SHAPE OPTIONAL—BUT SELECTED TO BE APPROPRIATE FOR THE POSITION OF THE MARK IN RELATION TO THE NAVIGABLE WATERWAY AND THE DIRECTION OF BUOYAGE.</p>

Aids to Navigation marking the Intracoastal Waterway (ICW) display unique yellow symbols to distinguish them from aids marking other waters. Yellow triangles indicate aids should be passed by keeping them on the starboard (right) hand of the vessel. Yellow squares indicate aids should be passed by keeping them on the port (left) hand of the vessel. A yellow horizontal band provides no lateral information, but simply identifies aids as marking the ICW.

**TYPICAL INFORMATION AND REGULATORY MARKS**

INFORMATION AND REGULATORY MARKERS

WHEN LIGHTED, INFORMATION AND REGULATORY MARKS MAY DISPLAY ANY WHITE LIGHT RHYTHM EXCEPT QUICK FLASHING, Mo(A), AND FLASHING (2)

**MOORING BUOY**  
WHITE WITH BLUE BAND  
MAY SHOW WHITE REFLECTOR OR LIGHT

**SWIM AREA**  
EXPLANATION MAY BE PLACED OUTSIDE THE CROSSED DIAMOND SHAPE, SUCH AS DAM, RAPIDS, SWIM AREA, ETC.

**BOAT EXCLUSION AREA**

**ROCK**  
DANGER  
THE NATURE OF DANGER MAY BE INDICATED INSIDE THE DIAMOND SHAPE, SUCH AS ROCK, WRECK, SHOAL, DAM, ETC.

**CONTROLLED AREA**  
**SLOW**  
NO WAKE  
TYPE OF CONTROL IS INDICATED IN THE CIRCLE, SUCH AS SLOW, NO WAKE, ANCHORING, ETC.

**INFORMATION**  
MULLET LAKE  
BLACK RIVER  
FOR DISPLAYING INFORMATION SUCH AS DIRECTIONS, DISTANCES, LOCATIONS, ETC.

**BUOY USED TO DISPLAY REGULATORY MARKERS**

**5 MPH**  
MAY SHOW WHITE LIGHT MAY BE LETTERED

**DANGER** NW  
*W Bn*

PLATE 1