NAVIGATION CHARTS OF THE TENNESSEE-TOMBIGBEE WATERWAY

Prepared by the

TENNESSEE-TOMBIGBEE WATERWAY MANAGEMENT CENTER

in coordination with the following U.S. Army Engineer District Office

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INTRODUCTION

The Tennessee-Tombigbee Waterway was authorized by Congress in 1946 and construction was completed in 1985. The waterway provides a direct connecting navigable waterway between the eastern Gulf Coast and much of mid-continental United States.

The waterway extends upstream from Demopolis, Alabama via the Tombigbee River through the basin divide into the Yellow Creek embayment of Pickwick Lake on the Tennessee River. This represents a total distance of about 234 navigation miles which is comprised of river, canal, and divide sections. The river section (149 miles) extends up the Tombigbee River from Demopolis to a point just south of Amory, Mississippi. The canal section extends for the next 46 miles, consisting of a canal parallel to and separated from the river by a levee which terminates at the Jamie L. Whitten Lock and Dam. The remainder of the waterway (39 miles) consists of a cut through the divide between the Tennessee and Tombigbee Basins, connecting Bay Springs Lake with Pickwick Lake on the Tennessee River.

Ten locks and dams provide the total lift of 341 feet encompassed by the project. Authorized navigation depths of the waterway are nine feet in the river section and twelve feet in the canal and divide sections. The bottom width is 300 feet except in the divide section where it is 280 feet.

For up to date information regarding navigation conditions contact the Operations Project Manager, U.S. Army Corps of Engineers, Tennessee-Tombigbee Waterway Management Center, 3606 West Plymouth Road, Columbus, Mississippi 39701 or by telephone to (662) 327-2142.

GENERAL NOTES

Charts were prepared from Inland Electronic Navigation Chart (IENC) data, supplemented by information surveys by the U.S. Army Corps of Engineers offices and from aerial photography taken 2004-2010.

Information denoted on these charts is a general depiction of the waterway and adjacent areas, only; and is not in anywise to be construed as representing precise or accurate dimensions, portrayals, features, or other data. Therefore, anyone utilizing the Tennessee-Tombigbee Waterway must exercise caution and acknowledge the ever-present hazards of this natural resource.

Mariners are urged to report any conditions found to differ from those on the charts to the U.S. Army Engineer District, Mobile.

Aids to Navigation – The term Aid to Navigation means any device external to a vessel intended to assist a navigator to determine position or safe course, or to warn of dangers or obstructions to navigation.

The U.S. Coast Guard is responsible for placing and maintaining all aids to navigation. Buoys are subject to being relocated as occasion or conditions require. They may be carried off position by high water, accumulation of drift, or sunk by collision or other causes. They should be given as wide a berth in passing as possible consistent with the length and width of vessel or tow and width of bend or crossing. When carried off position, destroyed, or removed to prevent loss, buoys are replaced as soon as possible.

All buoys are equipped with radar reflectors and reflective material; buoys on the right descending side of the channel are black with green reflectors; buoys on the left descending side are red with red reflectors; junction buoys are black and red with green and red reflectors. At a future date, black buoys may be substituted by all green buoys and black and red junction buoys by green and red buoys.

Mileage as shown along the channel thalweg is measured from Bankhead Tunnel (U.S. Highway 90), Mobile, Alabama. This mileage is historical in nature and does not represent actual distances along the channel centerline.

Elevations shown refer to the National Geodetic Vertical Datum.

Vertical clearances under bridges are shown on bridge profiles, which can be found on supplemental chart pages immediately following the chart on which the bridge profile index number appears, and on the Bridge Table in the appendices. Vertical clearances of aerial utility crossings, if available, are shown by denoting elevation of low wire on the Utility Crossings Table in the appendices.

Remember it is not lawful to throw, discharge, or deposit from any barge or other floating craft of any kind, any refuse matter of any kind including oil, into any navigable stream of the United States.

PERMITS: CORPS OF ENGINEERS REGULATORY PROGRAM

The U.S. Army Corps of Engineers is charged by Congress with the regulation of many activities involving the Tennessee-Tombigbee Waterway, its tributaries and wetlands. Anyone wishing to undertake a project in, under, over, or adjacent to a water of the United States (including wetlands) should inquire to the appropriate Corps of Engineers District regarding permit needs. In addition to the Corps of Engineers, other Federal, state, county, or local agencies may also have permit requirements.

RULES AND REGULATIONS

TO GOVERN THE USE, ADMINISTRATION AND NAVIGATION OF ALL WATERWAYS TRIBUTARY TO THE GULF OF MEXICO

Except the Mississippi River, its tributaries, South and Southwest Passes and the Atchafalaya River.

FROM ST.MARKS, FLORIDA TO THE RIO GRANDE

JULY 1988

THE LAW

EXTRACT FROM THE RIVER & HARBOR ACT OF AUGUST 18, 1894, AS AMENDED AND AS CODIFIED IN 33 U. S. C. SECT. 1

Regulations by Secretary of the Army for navigation of waters generally

"It shall be the duty of the Secretary of the Army to prescribe such regulations for the use, administration, and navigation of the navigable waters of the United States as in his judgment the public necessity may require for the protection of life and property, or of operations of the United States in channel improvement, covering all matters not specifically delegated by law to some other executive department. Such regulations shall be posted, in conspicuous and appropriate places, for the information of the public; and every person and every corporation which shall violate such regulations shall be deemed guilty of a misdemeanor and, on conviction thereof in any district court of the United States within whose territorial jurisdiction such offense may have be committed, shall be punished by a fine not exceeding $500, or by imprisonment (in the case of a natural person) not exceeding six months, in the discretion of the court.

Any regulations prescribed by the Secretary of the Army in pursuance of this section may be enforced as provided in section 413 of this title, the provisions whereof are made applicable to the said regulations."

NAVIGATION REGULATIONS SECTION 207.180 33 CFR

(a) The regulations in this section shall apply to:

(1) **Waterways.** All navigable waters of the United States tributary to or connected by other waterways with the Gulf of Mexico between St. Marks, Florida, and the Rio Grande, Texas (both inclusive), and the Gulf Intracoastal Waterway; except the Mississippi River, its tributaries, South and Southwest Passes, and the Atchafalaya River above its junction with the Morgan City-Port Allen Route.

(2) **Locks and Floodgates.** All locks, floodgates, and appurtenant structures in the waterways described in subparagraph (1) of this paragraph.

(3) **Bridges, Wharves, and Other Structures.** All bridges, wharves, and other structures in or over these waterways.

(4) **Vessels.** The term "vessels" as used in this section includes all floating craft other than rafts.

(5) **Rafts.** The term "raft" as used in this section includes any and all types of assemblages of floating logs or timber fastened together for support or conveyance.

(b) **Authority of District Engineers.** The use, administration, and navigation of the waterways and structures to which this section applies shall be under the direction of the officers of the Corps of Engineers, United States Army, in charge of the respective districts, and their authorized assistants. The location of these Engineer Districts, and the limits of their jurisdiction, are as follows:

(1) **U.S. District Engineer, Mobile, Alabama.** The St. Marks River, Florida, to and including the Pearl River, Mississippi and Louisiana; and the Gulf Intracoastal Waterway from Apalachee Bay, Florida, to mile 36.4 east of the Harvey Lock.

(2) **U.S. District Engineer, New Orleans, Louisiana**. From Pearl River, Mississippi and Louisiana, to Sabine River, Louisiana and Texas; and Gulf Intracoastal Waterway from mile 36.4 east of Harvey Lock, to mile 266 west of Harvey Lock.

(3) **U.S. District Engineer, Galveston, Texas**. The Sabine River, Louisiana and Texas, to the Rio Grande, Texas; and the Gulf Intracoastal Waterway from mile 266 west of Harvey Lock, to Brownsville, Texas.

(c) **Commercial Statistics**. Owners, agents, masters, or clerks of vessels using the waterways to which this section applies shall submit a report on vessel movements and the cargo carried. The report is required by Section 11 of the River and Harbor Act of September 22, 1922 (42 Stat. 1043; 33 U.S.C. 55). The required information may be submitted on ENG Forms 3925 and 3925B. These forms will be furnished free of charge to the operators by any of the U.S. Engineer Districts listed in paragraph (b) of this section. If the operators choose not to submit the required information on these forms, they should contact the District Engineers to determine the information required.

(d) **Locks and Floodgates**.

(1) The term "lock" as used in this section shall include locks, floodgates and appurtenant structures, and the area designated as the lock area including the lock approach channels.

(2) **Authority of Lockmasters**. The term "lockmaster" as used in this section means the official in charge of operating a lock or floodgate. The lockmaster is responsible for the immediate management and control of the lock and lock area and for the enforcement of all laws, rules and regulations for the use of the lock. He is authorized to give all necessary and appropriate orders and instructions to every person in the lock area, whether navigating the lock or not; and no one shall cause any movement of any vessel within the lock area unless instructed to do so by the lockmaster or his duly authorized assistants. The lockmaster may refuse passage through the lock to any vessel which, in his judgment, fails to comply with the regulations of this section.

(3) **Sound Signals**. Vessels desiring passage through a lock shall notify the lockmaster by three long and distinct blasts of a horn, whistle, or calls through a megaphone, when within a reasonable distance from the lock. When the lock is ready for entrance, the lockmaster shall reply with three long blasts of a horn, whistle, or calls through a megaphone. When the lock is not ready for entrance, the lockmaster shall reply by four or shorter, distinct blasts of a horn whistle or calls through a megaphone (danger signal). Permission to leave the lock shall be indicated by the lockmaster by one long blast.

(4) **Visual Signals**. Signal lights and discs shall be displayed at all locks as follows:

(i) From sunset to sunrise: One green light shall indicate the lock is open to approaching navigation; one red light shall indicate the lock is closed to approaching navigation.

(ii) From sunrise to sunset: Large discs, identical in color and number to the light signals prescribed in subdivision (I) of this subparagraph will be displayed from a mast on or near the lock wall.

(5) **Radiophone**. Locks will monitor continuously VHF-Channel 16 ("Safety and Calling" Channel) and/or AM-2738 KHz for initial communication with vessels. Upon arrival at a lock, a vessel equipped with a radiophone will immediately advise the lock by radio of its arrival so that the vessel may be placed on proper turn. Information transmitted or received in these communications shall in no way affect the requirements for use of sound signals of display or visual signals, as provided in paragraphs (d) (3) and (d) (4) of this section.

(6) **Precedence at Locks**. The order of precedence for locking is:

(i) U. S. Government vessels, passenger vessels, commercial vessels, rafts, and pleasure crafts.

(ii) The vessel arriving first at a lock will be locked through first. When vessels approach simultaneously from opposite directions, the vessel approaching at the same elevation as the water in the lock chamber will be locked through first. In order to achieve

the most efficient utilization of the lock, the lockmaster is authorized to depart from the normal order of locking precedence, stated in paragraph (d) (6) of this section, as in his judgment is warranted.

(iii) The lockage of pleasure boats, houseboats, or like craft may be expedited by locking them through with commercial craft (other than vessels carrying dangerous cargoes, as described in 46 CFR, Part 146). If, after the arrival of such craft, no combined lockage can be made within reasonable time, not to exceed three other lockages, then separate lockage shall be made.

(7) **Entrance to and Exit from Locks**. No vessel or tow shall enter or exit from a lock before being signaled to do so. While awaiting turn, vessels or tows must not obstruct navigation and must remain at a safe distance from the lock, taking position to the rear of any vessel or tows that precede them; and rearranging the tow for locking in sections, if necessary. Masters and pilots of vessels or tows shall enter or exit from a lock with reasonable promptness after receiving the proper signal. Appropriate action will be taken to insure that the lock approaches are not obstruct by sections of a tow either awaiting lockage or already locked through. Masters of vessels shall provide sufficient men to assist in the locking operation when deemed necessary by the lockmaster. Care shall be taken to insure prompt and safe passage of the vessel without damage to the structure.

(8) **Lockage and Passage of Vessels**. Vessels or tows shall enter and exit from locks under sufficient control to prevent damage to the lock, gates, guide walls, fenders, or other parts of the structure. Vessels shall be equipped with and use suitable fenders and adequate lines to protect the lock and to insure safe mooring during the locking operation. Vessels shall not meet or pass anywhere between the gate walls or fender system or in the approaches to locks.

(9) **Vessels Prohibited from Locks**. The following vessels shall not be permitted to enter locks or approach channels:

(i) Vessels in a sinking condition.

(ii) Vessels leaking or spilling cargo.

(iii) Vessels not having a draft of at least three (3) inches less than the depth over the sills or breast walls.

(iv) Vessels having projection or cargo loaded in such a manner that is liable to damage the structure.

(v) Vessels having chains, links, or drags either hanging over the sides or ends or dragging on the bottom for steering or other purposes.

(vi) Vessels containing flammable or dangerous cargo must have the hatch covers in place and securely fastened.

(10)**Number of Lockages**. Tows locking in sections will generally be allowed only two consecutive lockages if other vessels are awaiting for lockage unless otherwise decided by the Lockmaster. If other tows are waiting above and below a lock, lockages will be made both ways alternately whenever practicable.

(11)**Mooring in Locks**.

(i) When in a lock, vessels and tows shall be moored where directed by the lockmaster by bow, stern, and spring lines to the snubbing posts or hooks provided for that purpose, and lines shall not be let go until the signal is given for the vessel to exit. Tying to the lock ladders is prohibited.

(ii) Mooring near the approaches to locks is prohibited except when the vessels or tows are awaiting.

(12)**Lock Operating Personnel**. Vessels and tows using the locks may be required to furnish personnel to assist in locking through; however, the operation of the structure is the responsibility of the lockmaster, and personnel assisting in the lockage of the vessels and tows will follow the direction of the appropriate official on duty at the lock. No gates, valves or other accessories or controls will be operated unless under his direction.

(13)**Waterway Traffic Data**. To meet requirements for current data on waterway traffic and the trend of such traffic, all vessels transiting locks shall furnish such information as prescribed by the District Engineer. ENG Forms 3102 for submitting this data can be obtained at any federally operated lock.

(14)**Lockage of Rafts**. Rafts shall be locked through as directed by the lockmaster. No raft will be locked that is not constructed in accordance with the requirements stated in paragraph (f) of this section. The person in charge of a raft desiring lockage shall register with the lockmaster immediately upon arriving at the lock and receive instructions for locking.

(e) **Waterways**.

(1) **Size, Assembly, and Handling of Tows**.

(i) Algiers Canal between the Mississippi River and Bayou Barataria, Louisiana, and on Harvey Canal, Gulf Intracoastal Waterway, mile 0 to mile 6.0 WHL, tows 74 feet in width will be allowed. Tows in excess of 55 feet wide desiring to move over Algiers Canal or Harvey Canal will obtain clearance from the lockmaster at Algiers Lock or Harvey Canal, respectively, before entering the canal. Overwidth tows will report clearing Algiers or Harvey Canal to the respective lockmaster and will rearrange tows to conform to prescribed dimensions immediately upon leaving the canal. The lockmaster will withhold permission for additional tows over 55 feet wide until all previously authorized tows moving in the opposite direction have cleared the waterway.

(f) **Rafts**. The navigation regulations in this paragraph shall apply fully to the movement of rafts.

(1) Rafts will be permitted to navigate a waterway only if properly and securely assembled. Each raft shall be so secured as to prevent the loss or sinking of logs.

(2) All rafts shall carry sufficient men to enable them to be managed properly. It will be the responsibility of the owner to remove logs from the waterway that have broken loose from the raft.

(3) Building, assembling, or breaking up of a raft within a waterway may be permitted; however, the work must be done in an area that will not restrict the use of the waterway by other users. The work area must be cleared of loose logs so that they will not enter the waterway and become a hazard to navigation.

(g) **Damage**. Should any damage be done to a revetment, lock, floodgates, bridge, or other Federally-owned or operated structure, the master of the vessel shall report the accident to the nearest lockmaster or bridgetender as soon as possible after the accident. Damage to aids to navigation and to non-Federally owned bridges must be reported to the Commander, Eighth Coast Guard District, New Orleans, Louisiana.

(h) **Marine Accidents**. Masters, mates, pilots, owners, or other persons using the waterways covered by this section shall report to the District Engineer at the earliest possible date any accident on the waterway which causes any vessel to become an obstruction to navigation. The information to be furnished the District Engineer shall include the name of the vessel, its location, and the name and address of the owner. The owner of a sunken vessel shall properly mark the vessel as soon as practicable after sinking.

(i) **Trespass on United States Property**.

(1) Trespass on or injury to waterway property of the United States is prohibited. No business, trading, or landing of freight, will be allowed on Government property without permission of the District Engineer.

(2) The District Engineer may establish the policy pertaining to mooring, exchanging crews, loading and unloading supplies, and making emergency repairs in the vicinity of locks so long as navigation is not impeded thereby.

(j) **Liability**. The regulations of this section will not affect the liability of the owners and operators of vessels for any damage caused by their operations to the waterway or to the structures therein.

These rules and regulations, on the effective date published in the FEDERAL REGISTER, have the force of law. They were published in the FEDERAL REGISTER as noted below. (36 F.R. 8866, 14 May 71)

Authority to administer certain rules and regulations previously administered by the U.S. Army Corps of Engineers has been delegated to the U.S. Coast Guard. These rules and regulations have appeared previously within the publication and are published in the Federal Register. The regulations in 33 CFR Section 207.180 that were transferred to the Coast Guard were redesignated in Section 162.75, and are printed below for your reference.

All waterways tributary to the Gulf of Mexico (except the Mississippi River, its tributaries, South and Southwest Passes and the Atchafalaya River) from St. Marks, Fla., to the Rio Grande.

(a) The regulations in this section shall apply to:

(1) Waterways. All navigable waters of the U.S. tributary to or connected by other waterways with the Gulf of Mexico between St. Marks, Fla., and the Rio Grande, Tex. (both inclusive), and the Gulf Intracoastal Waterway; except the Mississippi River, its tributaries, South and Southwest Passes, and the Atchafalaya River above its junction with the Morgan City-Port Allen Route.

(2) Bridges, wharves, and other structures. All bridges, wharves, and other structure in or over these waterways.

(3) Vessels. The term "vessels" as used in this section includes all floating craft other than rafts.

(b) Waterways:

(1) A clear channel shall at all times be left open to permit free and unobstructed navigation by all types of vessels and tows normally using the various waterways covered by the regulations of this section.

(2) Fairway: The District Commander may specify the width of the fairway required in the various waterways under his charge.

(3) Anchoring or mooring:

(i) Vessels or tows shall not anchor or moor in any of the land cuts or other narrow parts of the waterway except in an emergency, or with permission of the District Commander. Whenever it becomes necessary for a vessel or tow to stop in any such portions of the waterway, it shall be securely fastened to one bank and as close to the bank as possible. This shall be done only at such a place and under such conditions as will not obstruct or prevent the passage of other vessels or tows. Stoppage shall be only for such periods as may be necessary.

(ii) When tied up individually, all vessels and tows shall be moored by bow and stern lines. Tows shall be secured at sufficiently frequent intervals to insure they are not being drawn away from the bank by winds, currents, or the suction of passing vessels. Lines shall be shortened so that the various barges in a tow will be as close together as possible.

(iii) Lights shall be displayed in accordance with provisions of the Inland Rules and the Pilot Rules for Inland Waters.

(iv) Whenever any vessel or tow is moored to the bank (subdivision (I) of this paragraph) at least one crew member shall always remain on board to see that proper signals are displayed and that the vessel or tow is properly moored at all times.

(v) No vessel, regardless of size, shall anchor in a dredged channel or narrow portion of a waterway for the purpose of fishing if navigation is obstructed thereby:

(4) Speed: Speeding in narrow sections is prohibited. Official signs indicating limited speeds shall be obeyed. Vessels shall reduce speed sufficiently to prevent damage when passing over vessels or structures in or along the waterway.

(5) Size, assembly, and handling of tows:

(i) On waterways 150 feet wide or less, tows which are longer than 1,180 feet, including the towing vessel, but excluding the length of the hawser, or wider than one-half of the bottom width of the channel or 55 feet, whichever is less, will not be allowed, except when the District Commander has given special permission or the waterway has been exempted from these restrictions by the District Commander. Before entering any narrow section of the Gulf Intracoastal Waterway, tows in excess of one-half the channel width, or 55 feet, will be required to stand by until tows which are less than one-half the channel width or 55 feet wide have cleared the channel. When passing is necessary in narrow channels, overwidth tows shall yield to the maximum. Separate permission must be received from the District Commander for each overlength or overwidth movement. In addition, the following exceptions are allowed:

(ii) Gulf Intracoastal Waterway- Between mile 6.2 EHL (Inner Harbor Navigation Canal Lock) and mile 33.6 EHL tows of 78 feet in width will be allowed.

(iii) Gulf Intracoastal Waterway - Between mile 33.6 EHL and the Mobile Bay Ship Channel, tows of 108 feet in width will be allowed if under 750 feet in length including the towboat but excluding the length of the hawser.

(iv) Gulf Intracoastal Waterway - Mobile Bay Ship Channel to St. Marks, Fla., for tows made up of empty barges on the off or shallow side, a width of 75 feet will be allowed.

(v) All vessels pulling tows not equipped with rudders in restricted channels and land cuts shall use two lines, or a bridle on one towline, shortened as much as safety of the towing vessel permits, so as to have maximum control at all times. The various parts of a tow shall be securely assembled with the individual units connected by lines as short as practicable. In open water, the towlines and fastenings between barges may be lengthened so as to accommodate the wave surge. In the case of lengthy or cumbersome tows, or tows in restricted channels, the District Commander may require that tows be broken up, and may require the installation of a rudder or other approved steering device on the tow in order to avoid obstructing navigation or damaging the property of others. Pushing barges with towing vessel alongside, or pushing and pulling barges with units of the tow made up both ahead and astern of the towing vessel are permissible provided that adequate power is employed to keep the tows under full control at all times. No tow shall be drawn by a vessel that has insufficient power or crew to permit ready maneuverability and safe handling.

(6) Projections from vessels: Vessels or tows carrying a deck load which overhangs or projects over the side, or whose rigging projects over the side, so as to endanger passing vessels, wharves, or other property, shall not enter or pass through any of the narrow parts of the waterway without prior approval of the District Commander.

(7) Meeting and passing: Passing vessels shall give the proper signals and pass in accordance with the International Rules, the Inland Rules and the Pilot Rules for Inland Waters, where applicable. At certain intersections where strong currents may be encountered, sailing directions may be issued through navigation bulletins or signs posted on each side of the intersections.