

# Vessel Traffic Service Lower Mississippi River



## User Manual

Third Edition 2013



Available for self printing at:

<http://homeport.uscg.mil>

# TABLE OF CONTENTS

INTRODUCTION .....	1
GENERAL INFORMATION.....	1
DEFINITIONS.....	2
PARTICIPATION REQUIREMENTS AND RESPONSIBILITIES.....	3
VTS AND VMRS USERS.....	3
AUTOMATED IDENTIFICATION SYSTEM (AIS) CARRIAGE.....	4
MARINE CASUALTY .....	5
SPECIAL AREAS .....	5
RADIO COMMUNICATIONS.....	6
CHECK IN AND CHECK OUT POINTS .....	7
CHECK IN REQUIREMENTS .....	7
CHECK OUT REQUIREMENTS .....	7
CHECK POINT LOCATIONS.....	8
NEW ORLEANS HARBOR.....	8
EIGHTY ONE MILE POINT.....	9
SPECIAL OPERATIONS IN THE ALGIERS POINT SPECIAL AREA.....	10
ROUTINE OPERATIONS .....	10
HIGH WATER OPERATIONS.....	10
HIGH WATER TRIGGER POINTS .....	12
RESTRICTED VISIBILITY .....	13
APPENDIX A:GENERAL NAVIGATION INFORMATION.....	A1
APPENDIX B: BRIDGES AND CLEARANCES.....	B1
APPENDIX C: LOCAL PHONE NUMBERS AND FREQUENCIES .....	C1

## INTRODUCTION

Welcome to VTS Lower Mississippi River and thank you for taking the time to read our User Manual. It contains information that will help you use our service to your best advantage. It also satisfies the federal regulatory requirement of the Code of Federal Regulations, 33 CFR §161.4, that VTS Users carry the rules.

Our goal at VTS Lower Mississippi River is to help you transit the area safely with minimal delay. Comments and suggestions are always welcome. Please email us at:

[D08-PF-VTSNEWORLEANS-LMR@uscg.mil](mailto:D08-PF-VTSNEWORLEANS-LMR@uscg.mil)

We encourage you to visit our Vessel Traffic Center located at:

**Coast Guard Sector New Orleans  
Vessel Traffic Center LMR  
200 Hendee St.  
New Orleans, LA 70114**

Please call us anytime at **(504) 365-2230** if we can be of assistance.

Copies of this manual are available online at the **USCG Homeport** website or by contacting VTS Lower Mississippi River.

**Caution: Information provided by VTS Lower Mississippi River is, to a large extent, based upon reports from participating vessels and can be no more accurate than the information received. The Coast Guard may not be aware of all hazardous circumstances within the VTS Area, and unreported hazards may confront the mariner at any time.**

## GENERAL INFORMATION

The Mississippi River is approximately 2348 miles long. Beginning in Minnesota; the Mississippi cuts through the middle of the United States. When combined with the Missouri River, it is the fourth longest river system in the world at 3740 miles. It is navigable for most of its length although only the smallest of ships go above Baton Rouge, at mile 233.9. Above Baton Rouge, most of the traffic is tugs and tows. Above the Head of Passes mileage is measured in statute mile. The project depth of the river is 45 feet and is maintained by the U.S. Army Corps of Engineers. When conditions change the Pilot Associations are consulted and may recommend changing the allowable draft to be greater than 45 feet, and if necessary for the safety of the vessel less than 45 feet. The bottom and sides of the river are made up of soft mud. The current varies depending on the stage of the river. The current can be as little as 1 knot when the river stage is 1 foot in New Orleans or as much as 6.5 knots when the river reaches 17 feet. The river stage is measured in several locations. From Pilottown to New Orleans the gage used as the standard reference for the height of the river is the Carrollton Gage located in New Orleans. This gage reading is used to determine clearances on the Nine Mile Highlines (MM

104), Crescent City Connection, and Huey P Long Bridge. River stage information is available by calling the U.S. Army Corps of Engineers at 504-862-2461.

VTS Lower Mississippi River's area of operations extends from Port Hudson Light at MM 254.5 about twenty miles above Baton Rouge, Louisiana to twelve miles off Southwest Pass Light into the Gulf of Mexico.

At present the Vessel Traffic Service provides 24 hour service in the Algiers Point Special Area (MM 93.5 – MM 95) and in the Regulated Navigation Area at 81 Mile Point (MM 167.5 - MM187.9).

## DEFINITIONS

<b>AIS</b>	Automatic Identification System. A shipboard broadcast system that acts like a transponder, operating in the VHF maritime band.
<b>New Orleans Traffic</b>	The voice call sign for the facility that coordinates the vessel traffic service operation.
<b>Reporting Point</b>	The geographic locations where a vessel is required to make a VMRS position report.
<b>VMRS</b>	Vessel Movement Reporting System. A system used to manage and track vessel movements within a VTS area by vessels providing information under established procedures, or as directed by the VTS.
<b>VMRS User</b>	<p>A vessel, or an owner, operator, charterer, Master, or person directing the movement of a vessel that is required to participate in a VMRS.</p> <p>You are a VRMS User if your vessel is a:</p> <ul style="list-style-type: none"><li>▪ Power Driven Vessel at least 40 meters in length (131 feet)</li><li>▪ Towing vessel at least 8 meters in length (26 feet), engaged in towing</li><li>▪ Vessel certificated to carry 50 or more passengers for hire while engaged in trade.</li></ul>
<b>VTS</b>	Vessel Traffic Service. A service designed to improve the safety and efficiency of vessel traffic and to protect the environment. The VTS has the capability to interact with marine traffic and respond to traffic situations developing in the VTS area.
<b>VTS User</b>	<p>A vessel, or an owner, operator, charterer, master, or person directing the movement of a vessel, that is:</p> <p>(a) Subject to the Vessel Bridge-to-Bridge Radiotelephone Act; or</p>

(b) Required to participate in a VMRS within a VTS area (VMRS User).

You are a VTS User if your vessel is a:

- Power Driven Vessel at least 20 meters in length (65 feet)
- Towing vessel at least 8 meters in length (26 feet), engaged in towing
- Vessel of at least 100 gross tons carrying one or more passengers for hire
- Dredge or floating plant in or near a channel or fairway engaged in operations likely to restrict or affect navigation.
- All vessels required to participate in a VRMS within a VTS Area.

**VTS Area** Vessel Traffic Service Area. The geographical area encompassing a specific VTS area of service. This area of service may be subdivided into sectors to identify different operating requirements. Those requirements are outlined in this User's Manual.

**VTC** Vessel Traffic Center. The shore based facility that coordinates the VTS operation.

## **PARTICIPATION REQUIREMENTS and RESPONSIBILITIES**

### **VTS and VMRS Users Must:**

- Comply with all measures established or directions issued by a VTS.
- If unable to safely comply with a measure or direction issued by the VTS, deviate only to the extent necessary to avoid endangering persons, property or the environment. Report the deviation to the VTS as soon as practicable.
- Monitor the VTS radio frequency at all times while operating within the VTS Area and respond promptly when hailed.
- Carry onboard and maintain for ready reference a copy of the VTS Regulations.
- Notify the VTS of any of the following:
  - Marine casualty as defined in 46 CFR; Part 4.05-1;
  - Involvement in the ramming of a fixed or floating object;
  - A pollution incident as defined in 33 CFR, Part 151.15;
  - A defect or discrepancy of any aid to navigation;
  - A hazardous condition as defined in 33 CFR, Part 160.203;
  - Improper operation of vessel equipment required by 33 CFR, Part 164;
  - A situation involving hazardous materials for which a report is required by 49 CFR 176.48; and
  - A hazardous vessel operating condition as defined in 33 CFR, Part 161.2.

**VMRS Users Must Also:**

Participate in the Vessel Movement Reporting System by making reports to the VTS as specified in this User's Manual.

**Vessel Responsibilities:**

The safe operation of a vessel remains the responsibility of the vessel master. If, in a specific circumstance, a VTS User is unable to safely comply with a measure or direction issued by the VTS, the VTS User may deviate only to the extent necessary to avoid endangering persons, property or the environment. The deviation shall be reported to the VTS as soon as practicable.

**AUTOMATED IDENTIFICATION SYSTEM (AIS) CARRIAGE**

TABLE 1—COMMERCIAL VESSELS: AIS CARRIAGE REQUIREMENTS (33 CFR 164)

Class of vessel	AIS currently required	Compliance date
Self propelled vessels 65 feet or more in length in commercial service and on an international voyage (excludes passenger and fishing vessels).	Yes	December 31, 2004
Passenger Vessels of 150 gross tons or more on an international voyage	Yes	July 1, 2003
Tankers on international voyages, regardless of tonnage	Yes	July 1, 2003
Vessels of 50,000 gross tons or more, other than tankers or passenger ships, on international voyages	Yes	July 1, 2004
Vessels of 300 gross tons or more but less than 50,000 gross tons, other than tankers or passenger ships	Yes	December 31, 2004
Self propelled vessels of 65 feet or more in length in commercial service (excludes fishing vessels and passenger vessels certificated to carry less than 151 passengers for hire)	Yes, when operating in a VTS or VMRS	December 31, 2004
Towing Vessels 26 feet or more in length and more than 600 horsepower in commercial service	Yes, when operating in a VTS or VMRS	December 31, 2004
Passenger Vessels certificated to carry more than 150 passengers for hire	Yes, when operating in a VTS or VMRS	December 31, 2004
Fishing Vessels	No	N/A

AIS shall be carried and be fully operational and properly configured in accordance with 33 CFR 164.

## MARINE CASUALTY

Any owner, operator, charterer, master or person directing the movement of a vessel which is subject to the vessel Bridge to Bridge Radiotelephone Act (reference 33 CFR 26.03) are required to notify the VTS, as soon as practicable, the following:

- a. Marine Casualty (as defined in 46 CFR 4.05-1)
- b. Collision
- c. Allision
- d. Pollution spill (as defined in 33 CFR 151.15) or Hazardous Material (49 CFR 176.48)
- e. Aid to Navigation discrepancy, outage or damage
- f. Hazardous conditions (as defined in 33 CFR 160.203)
- g. Improper operation of vessel equipment required by 33 CFR 164
- h. Hazardous vessel operating condition (as defined in 33 CFR 161.2)

All are reminded that the submission of a Coast Guard form CG-2692 is required. If the vessel has embarked a Pilot, the Pilot is reminded they are held to the same responsibility as a Pilot is considered to be a person directing the movement of a vessel subject to the Bridge to Bridge Radiotelephone Act.

## SPECIAL AREAS

Special Areas (33 CFR 161.65)

A Special Area is a waterway within a VTS area in which special operating requirements apply.

- **Algiers Point.** Encompasses an area in the heart of the New Orleans Central Business District. The boundaries of the VTS Special Area are MM 93.5 to MM 95.0 above Head of Passes.
- **Eighty-One Mile Point.** The boundaries of the 81 Mile Point Special Area are MM 167.5 to MM 187.9 above Head of Passes.

A Regulated Navigation Area (RNA) is an area within a defined boundary which regulations are established. The RNA referenced below will apply to operations that occur within the Algiers Point and Eighty-One Mile Point Special Areas just mentioned.

- **33 CFR 165.803.** This RNA prescribes mooring, fleeting and breakaway rules for all barges operating in the waters of the LMR between MM-88 and MM-240.

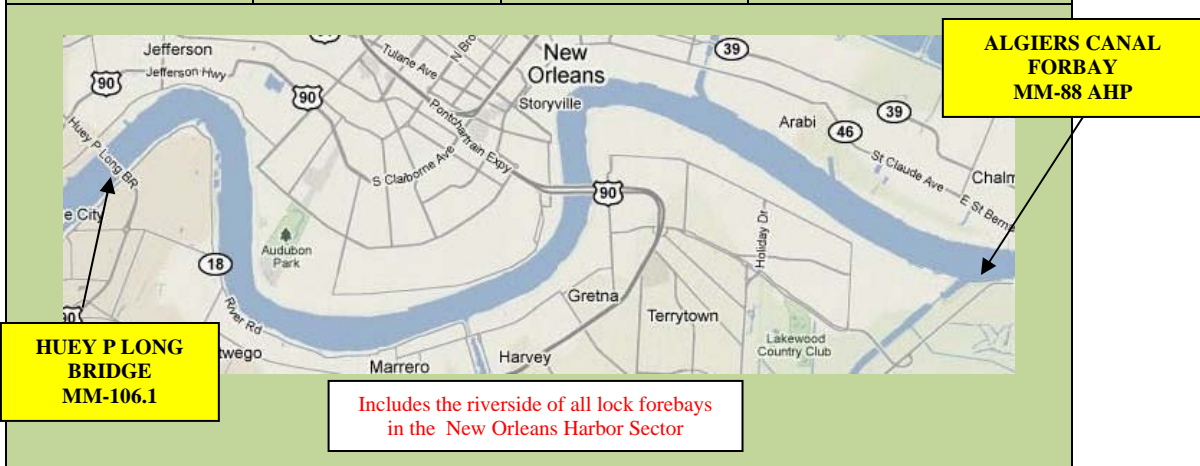
# RADIO COMMUNICATIONS

VTS Channels have been divided into 3 geographical sectors.

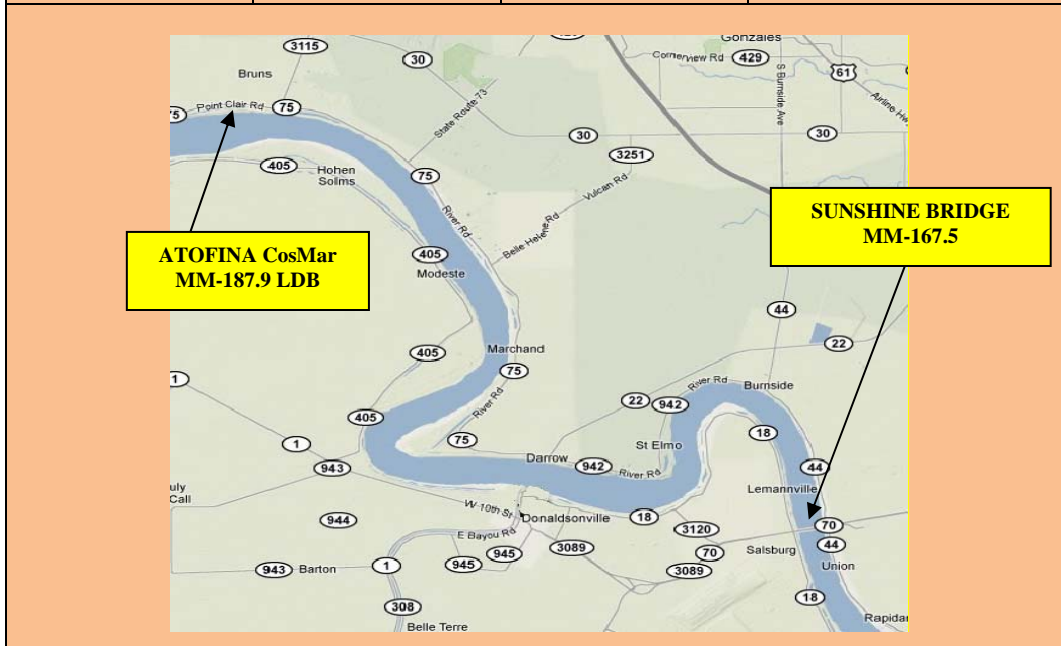
- a. Ch. 5A = Mile marker 254.5 to 109.0
- b. Ch. 12 = Mile marker 109.0 to 86.0
- c. Ch. 11 = Mile marker 86.0 to a 12 mile radius around SWP Ent LT at 20.1 miles BHP

The bridge to bridge radio frequency, Ch 67, is also monitored by VTS LMR.

AREA	CALL SIGN	RADIO CHANNEL	BACKUP COMMUNICATION
New Orleans Harbor: MM-88 to MM-106.1	New Orleans Traffic	12 VHF-FM	67 VHF-FM



AREA	CALL SIGN	RADIO CHANNEL	BACKUP COMMUNICATION
81 Mile Point: MM-187.9 to MM-167.5	New Orleans Traffic	5A VHF-FM	67 VHF-FM





## **CHECK IN and CHECK OUT**

There are currently two reporting areas you are required to check in and out with the Vessel Traffic Service; The Algiers Point Special Area and the Eighty-One Mile Point Special Area. Below you will find:

1. Check in/out requirements (or a Sail Plan)
2. Check in/out locations (specific details and charts)

**\*\*NOTE:** 33 CFR 161.21 does not apply to Special Areas. The Algiers Point Special Area and Eighty-One Mile Point Special Area require voice check in and check out requirements set in this user's manual.

### **Check In Requirements (also known as Sail Plan)**

**\*\*NOTE:** This user's manual sets specific requirements for vessels in the VTS LMR for reporting sail plans as outlined in 33 CFR 161.19.

VTS LMR requires sail plan reporting only for the Algiers Point and Eighty-One Mile Point Special Areas as specified by the check point locations to follow.

The Initial Report:

At least 15 minutes before navigating a Special Area, a vessel must report:

- Vessel name and type
- Position
- Destination and ETA
- Intended route
- Time and point of entry
- Dangerous cargo on board

Towing vessels must also provide:

- Number of barges
- Status of Barges (loaded or empty)
- Unusual Conditions

### **Check Out Requirements**

A vessel must report its name and position:

- On arrival at its destination; or
- When leaving a VTS area

## Check Point Locations

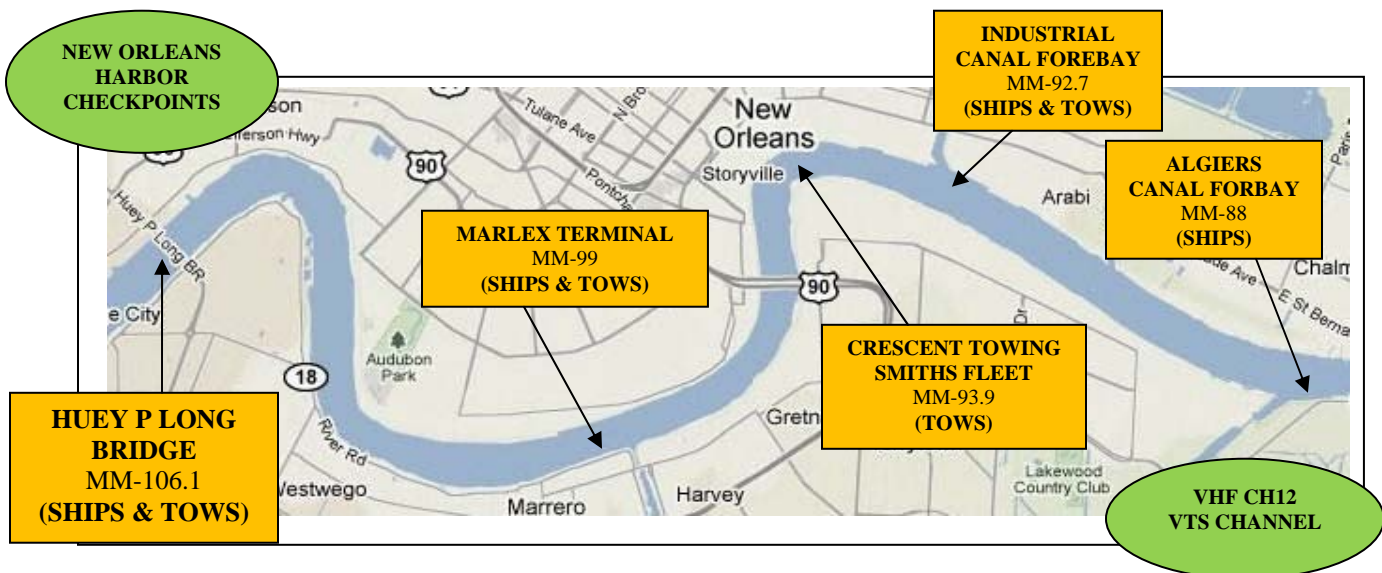
### New Orleans Harbor Check Points: Ch. 12

Upon entering or departing berth within the New Orleans Harbor area vessels shall check in or out as appropriate on Channel 12, at the following points:

#### **33 CFR 161 Table 161.65(f)**

<b>VESSEL TYPE</b>	<b>1ST CHECK IN POINT</b>	<b>2ND CHECK IN POINT</b>
<b>Upbound Ships</b>	Algiers Canal Forebay MM 90.5	Industrial Canal Forebay MM 92.7
<b>Upbound Tows</b>	Industrial Canal Forebay MM 92.7	Crescent Towing Smith Fleet MM 93.9
<b>Downbound Ships &amp; Tows</b>	Huey P. Long Bridge MM 106.1	Marlex Terminal MM 99.0

### **VTS LOWER MISSISSIPPI New Orleans VMRS CHECKPOINTS VHF Ch. 12**



**Eighty One Mile Point Special Area Check In and Out Points: Ch 5A**

**33 CFR 161.65(e)**

<b>VESSEL TYPE</b>	<b>1<sup>ST</sup> CHECK IN POINT</b>	<b>2<sup>ND</sup> CHECK IN POINT</b>
<b>Upbound Ships and Tows</b>	Sunshine Bridge MM-167.5	Bringer Point Light MM-173.7
<b>Downbound Ships and Tows</b>	CosMar Light MM-187.9	Wyandotte Chemical Dock Lights MM-183.9

**VTS LOWER MISSISSIPPI  
Eighty One Mile Point VMRS CHECKPOINTS  
VHF Ch. 5A**

**81 MILE POINT  
SPECIAL AREA  
CHECKPOINTS**

**DOWNBOUND**

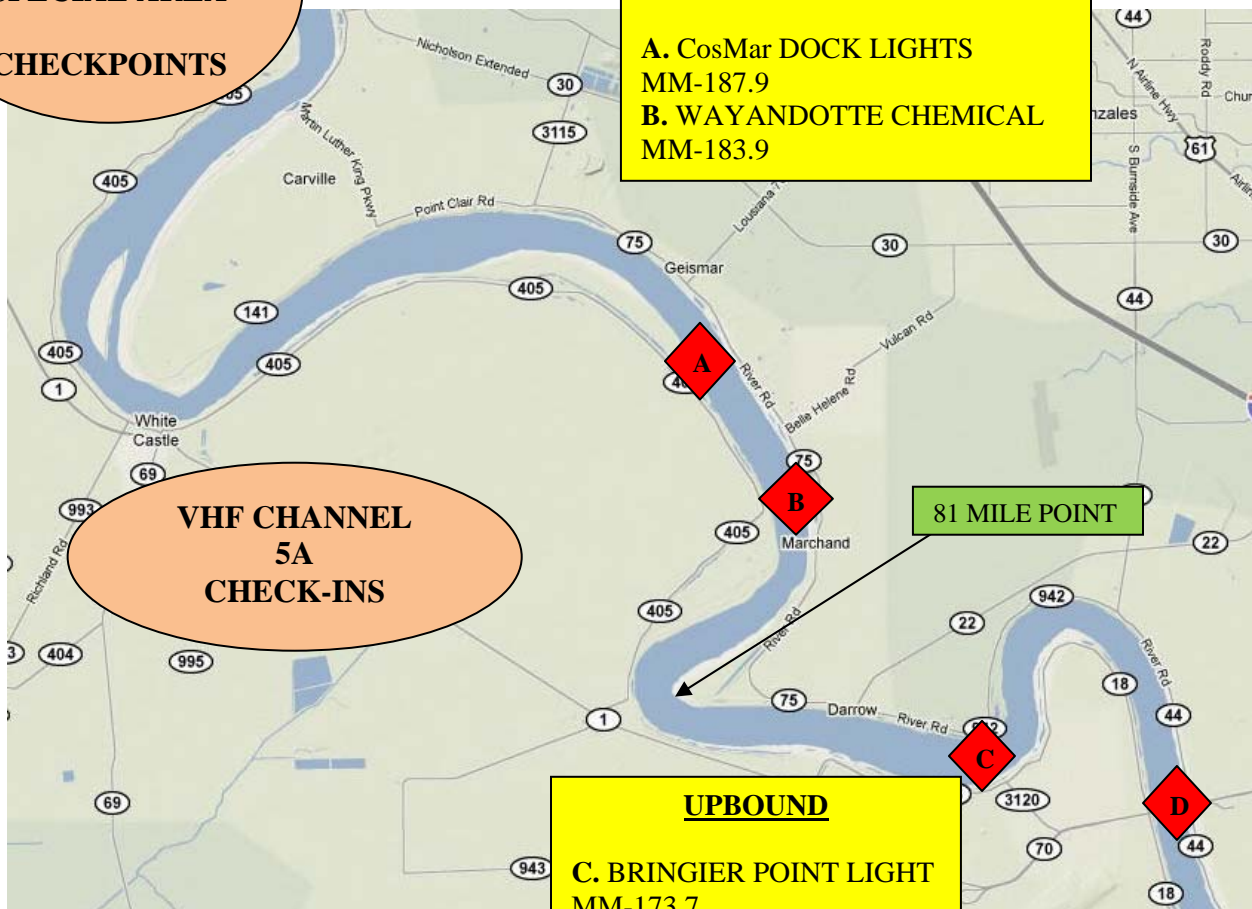
**A. CosMar DOCK LIGHTS  
MM-187.9  
B. WAYANDOTTE CHEMICAL  
MM-183.9**

**VHF CHANNEL  
5A  
CHECK-INS**

**81 MILE POINT**

**UPBOUND**

**C. BRINGER POINT LIGHT  
MM-173.7  
D. SUNSHINE BRIDGE  
MM-167.5**



## **Special Operations in the Algiers Point Special Area (33 CFR 161.65)**

### **Routine Operations: Algiers Point**

Routine Operations exist when the river stage is less than 8 feet, but greater than 2.5 feet, on the Carrollton Gage in New Orleans. River stages greater than 8 feet are considered high water operations.

During routine operations Traffic Operators serve as “traffic advisors” and provide vital information to mariners about traffic and existing conditions in the vicinity of the Algiers Point between MM 93.5 to MM 95.0. The traffic control lights are not energized during routine operations.

All vessels, with the exception of ferries, are required to check in with the VTS prior to entering the traffic channel. The Algiers Ferry is not required to check in prior to each crossing; however, this does not diminish the Coast Guard's jurisdiction over the ferry's operation or the Traffic Operators responsibility to monitor and direct ferry traffic if necessary to ensure safety. It is the responsibility of the ferry captain to remain aware of the traffic situation around Algiers Point by maintaining a watch on VHF-FM Channel 12 and Channel 67.

During routine operations, VTS issued vessel direction and control is not normally used unless there is an obvious and significant safety hazard given the present river conditions and the vessel in question is unwilling or is unable to correct the condition. Such instances may be considered a dangerous maneuvering situation and VTS directives may be necessary to prevent a collision, allision or other accident.

### **High Water Operations: Algiers Point**

High Water conditions exist when the river stage is 8 feet on the rise on the Carrollton Gage in New Orleans and special requirements are put in place.

High Water operations are associated with a high river stage where the VTS controls traffic at Algiers Point. During these high water operations the VTS uses voice radio communications coupled with traffic control lights.

Routine operations resume when the Carrollton Gauge reads 9 feet with expectations that it will continue to fall.

During high water periods, VTS operators are required to regulate the movement of all tugs with tows and all ships within the Algiers Special Area. Vessel movement control is accomplished through radio communications between the VTC and vessels and by the use of red/green vessel traffic control lights. If necessary, Captain of the Port (COTP) orders may be issued.

Vessel movements of light boats and excursion vessels are not normally regulated; however, these vessels are required to check in with the VTS prior to getting underway or a change in route or destination.

The Algiers Ferry is not required to check in prior to each crossing; however, this does not diminish the Coast Guard's jurisdiction over the ferry's operation or the Traffic Operator's responsibility to monitor and direct ferry traffic if necessary to ensure safety. It is the responsibility of the ferry captain to remain aware of the traffic situation around Algiers Point by maintaining a watch on VHF-FM Channel 12 and Channel 67.

**The following shall apply during high water periods:**

- a) Meeting Situations or Overtaking Situations. Within the Algiers Point Special Area (defined as a situation where any two vessels will converge within the Algiers Point Special Area MM 93.5 – MM 95.0)

Algiers Point shall normally be restricted to one way traffic during high water periods; exceptions will be granted only by the VTS.

There are only two routine exceptions to the meeting situations in the Algiers Point Special Area:

- Single barge tows with the barge with a total length of 300 feet or less.
- Small ships (not carrying hazardous cargo) 300 feet in length or less.

- b) Dangerous Maneuvering Situations. If any vessel is maneuvering dangerously, in a manner which could result in a collision, allision, or other accident, which may include underpowered tows, the VTS shall take actions to remedy the situation and activate the Riverfront Alert Network (RAN) alerting key eastbank riverfront installations and facilities.

Such actions may include directing vessel movement through verbal COTP orders (e.g. requiring tug/pilot assistance prior to transiting the zone, break down tow, moor in a location other than the intended destination, etc.). Any verbal order(s) issued on behalf of the COTP will be followed-up in writing.

Dangerous maneuvering situations shall be reported to the VTS Supervisor and the Sector New Orleans Command Center.

- c) Underpowered Tows. 33CFR165.810 (b) (3) states “towing in any formation by a vessel with insufficient power to permit ready maneuverability and safe handling is prohibited.” The VTS may direct vessel movement if they deem a tow has insufficient power to transit Algiers Point. One of the remedies for this situation is to have the underpowered tow get an assist vessel or reconfigure the tow. Any verbal order(s) issued on behalf of the COTP are to be followed up in writing.

The following criteria shall be used to evaluate a tow's ability to provide power to navigate Algiers Point:

- a. Upbound speed over ground should be greater than or equal to 3 miles per hour (3 mph)
- b. Traffic density and dockside activity such as riverfront festivals, naval ships, dredge locations and cruise ships at docks
- c. Available window of time to transit Algiers Point without meeting or being overtaken by other vessels
- d. Additional vessel(s) with sufficient horsepower assistance on-scene or in immediate area and available
- e. River stage and wind direction and it's effect on the tow configuration
- f. The COTP has not authorized the use of any strict horsepower to barge (empty or loaded) ratio guide; however, the VTS will take into account a vessel's horsepower to barge ratio as part of the overall decision process.

### **High Water Trigger Points and Actions: Algiers Point**

In accordance with 33 CFR 165.803 and 810, the following requirements are enforced as the LMR stage increases.

#### **8-ft on the rise (Carrollton):**

- Energize traffic lights at Algiers Point (Gretna MM 96.6 and Gov Nicholls MM 94.3).
- Issue Broadcast Notice to Mariners.
- Notify waterway partners.
- Rescind at 9-ft on the fall.

#### **12-ft on the rise (Carrollton):**

- Implement barge fleeting requirements between MM-88 and MM-240.
- Towing downstream on a hawser between Julia Street (MM 95.3) and Desire Streets (MM 93.5) is prohibited without permission from COTP New Orleans and with assist or tail vessels.
- Issue Broadcast Notice to Mariners.
- Notify waterway partners.

#### 15-ft on the rise (Carrollton):

- Minimum speed of 10 mph required for vessels entering South Pass from the Gulf.
- Consider implementing other marine traffic measures and restrictions after conferring with waterway partners.
- Issue Broadcast Notice to Mariners.
- Notify waterway partners.
- Rescind at 15-ft on the fall.

#### 17-ft on the rise (Carrollton)

- Army Corps of Engineers may consider opening Bonnet Carrie Spillway (MM 116) to prevent levee breach.
- Issue Broadcast Notice to Mariners.
- Notify waterway partners.

\*Restrictions are put into place in Baton Rouge when the Baton Rouge gauge is at 35-ft on the rise. Rescind at 35-ft on the fall.

### **Restricted Visibility at Algiers Point**

The VTS may close Algiers Point to navigational traffic due to reduced visibility in the interest of safety.

The VTS will restrict passage at Algiers Point by showing "ALL RED" at Governor Nicholls and directing a "RED UP" be shown at Gretna and Westwego.

A Marine Information Broadcast will be made stating ". . . the Coast Guard has determined that passage around Algiers Point is unsafe based upon the existing conditions."

If necessary, verbal and written COTP orders may be used to control vessels.

Note: Passage around Algiers Point during such periods is possible and sometimes necessary in the interest of safety. Any exemptions must be granted by the VTS. All available assistance from the Traffic Center will be rendered to such vessels if exemptions are granted.

## APPENDIX A: General Navigation Information

Traffic on the Mississippi River is referred to as either northbound or southbound regardless of the actual heading of the vessel. When northbound, meaning to be going up river away from the sea, the bank of the river on the vessels port side is referred to as the West Bank and the bank on the starboard side is referred as the East Bank. When southbound or going to sea, the bank on the port side is the East Bank and the bank on the starboard side is the West Bank.

Inland Rules of the Road apply on the river. The Pilots also use a customary Point and Bend system. In the Point and Bend system the north bound traffic approaching a turn holds that side of the river closest to the Point and the south bound traffic will follow the Bend. Generally the south bound traffic has the right of way. There are some situations that may arise that requires that the Pilot depart from this custom, if you have any questions please ask the Pilot.

*Pay particular attention to the importance of COLREGS Inland Rule 9 – Narrow Channels where power driven vessels proceeding downbound having the right of way.*

*Also, notwithstanding paragraph (a)(i) and Rule 14(a), a power driven vessel operating in narrow channels or fairways on the Great Lakes, Western Rivers, or waters specified by the Secretary, and proceeding downbound with a following current shall have the right of way over an upbound vessel, shall propose the manner and place of passage, and shall initiate the maneuvering signals prescribed by Rule 34(a)(i), as appropriate.*

*The vessel proceeding upbound against the current shall hold as necessary to permit safe passing.*

A vessel nearing a bend or an area of a narrow channel or fairway where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in Rule 34(e).

Local tradition on the River is to reference position not by latitude and longitude but by names of well know lights or landmarks.

There are two bridges, the Crescent City Connection, at mile 95.8 with a vertical clearance of 170 feet when the Carrollton gage reads 0.0 feet. The clearance is the same for both bridges.

The Huey P. Long Bridge is located above New Orleans at mile 106.1. The vertical clearance of the channel span is 151 (cautionary) feet when the Carrollton gage reads 0.0 feet.

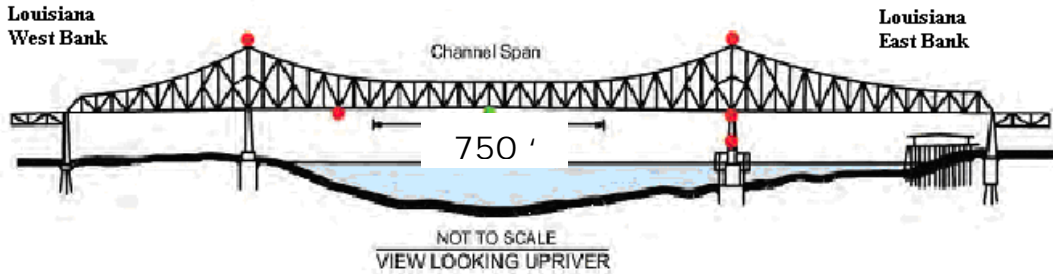
*Consult the VTS for important information about reductions in the vertical clearance necessitated by bridge construction.*



**APPENDIX B: BRIDGES AND CLEARANCES**

**ALWAYS CHECK MARINE SAFETY INFORMATION BROADCASTS (MSIB'S) FOR UPDATES ON BRIDGE CLEARANCES.**

**Crescent City Connection/GNO Twin Spans:**  
(Lower span 95.7 AHP Upper Span 95.8 AHP)



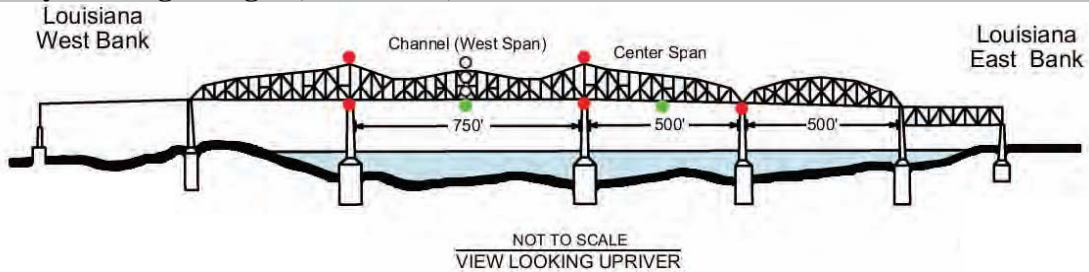
**Channel Span:**

- Vertical Channel Clearance 170 ft. minus the Carrollton gage
- Horizontal Channel Clearance 750 ft.
- There is a total of 1564 ft. of horizontal clearance in the channel span. The center 750 ft. has the 170 ft. of vertical clearance minus the Carrollton gage. On either side of the channel the vertical clearance is reduced to 166.2 ft. minus the Carrollton gage.

**East Span:**

- Vertical Clearance 155 ft. minus the Carrollton gage
- Horizontal Clearance 505 ft.

**Huey P. Long Bridge: (106.1 AHP)**



**Channel Span**

- Vertical Channel Clearance 153 ft. minus the Carrollton Gage (*Cautionary Note: As a rule of thumb use 151 feet minus the Carrollton Gage. Construction will further reduce the vertical clearance.*)
- Horizontal Channel Clearance 500 ft.
- There is a total of 750 ft. of horizontal clearance in the channel span. The center 500 ft. has the 153 ft. of vertical clearance minus the Carrollton gage. On either side of the channel the vertical clearance is reduced to 151.5 ft. minus the Carrollton gage.

**Center Span**

- Vertical Clearance 144 ft. minus the Carrollton gage
- Horizontal Clearance 500 ft.

**East Span**

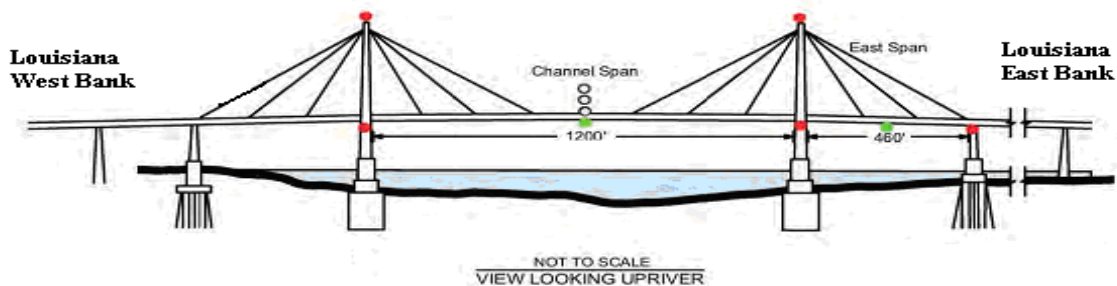
- Vertical Clearance 138 ft. minus the Carrollton gage
- Horizontal Clearance 500 ft.

**HIGH WIRES: (103.8)**

- 9 Mile Point
- Vertical clearance 175 ft. minus the Carrollton Gage

You might see some references to the Chalmette Highlines. These wires spanning the river were recently removed. They continue to be a verbal reference point for the local mariners and the towers remain in place for the time being. You should know the location of these towers.

**HALE BOGGS BRIDGE: (121.6)**



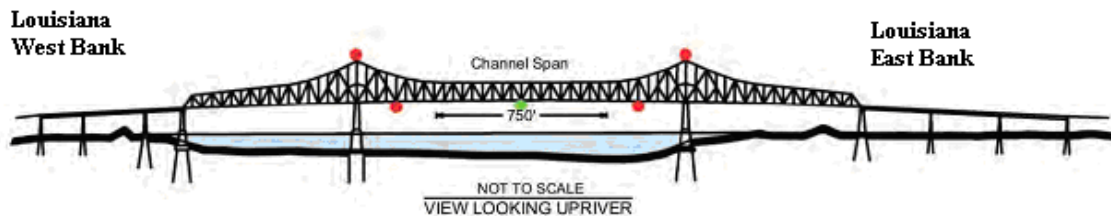
**Channel Span**

- Vertical Clearance 158 ft minus the Reserve Gage
- Minimum Vertical Clearance = 132 ft at Reserve Gage = 26 ft

**East Span**

- Vertical Clearance = 142 ft minus the Reserve Gage
- Minimum Vertical Clearance = 116 ft at Reserve Gage = 26 ft

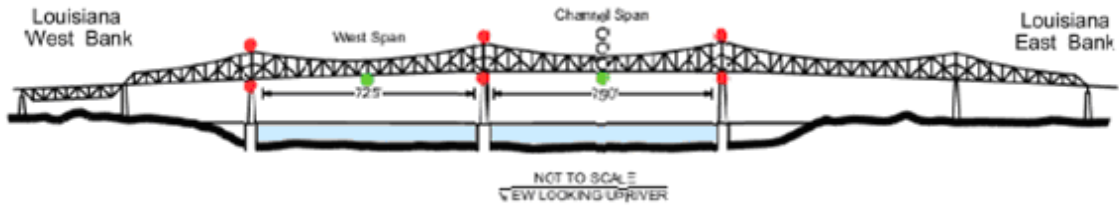
**GRAMERCY BRIDGE: (145.9)**



**Channel Span**

- Center 750 ft
- Vertical Clearance = 164 minus Reserve Gage
- Minimum Vertical Clearance = 138 ft at Reserve Gage = 26'

**SUNSHINE BRIDGE: (167.4)**



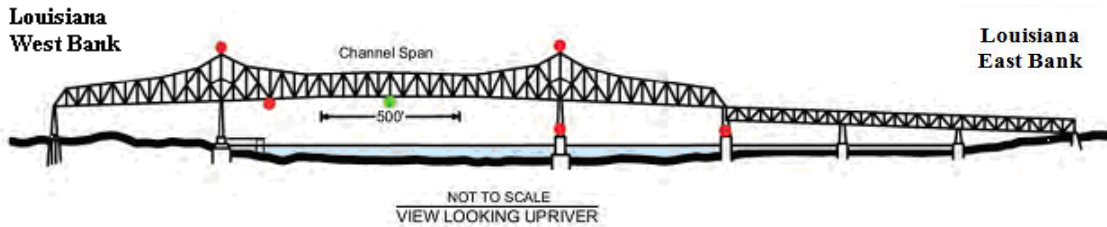
**Channel Span**

- Vertical Clearance = 171' minus Donaldsonville Gage
- Minimum Vertical Clearance = 135' at Donaldsonville Gage = 36'

**West Span**

- Vertical Clearance = 147' minus Donaldsonville Gage
- Minimum Vertical Clearance = 111' at Donaldsonville Gage = 36'

**BATON ROUGE HWY BRIDGE (229.3)**



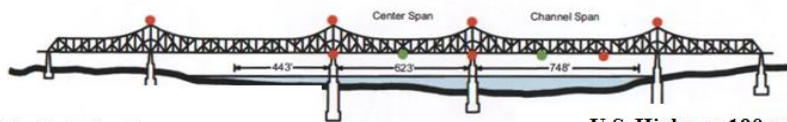
**Channel Span**

- Center 500'
- Vertical Clearance = 174' minus Port Allen Gage
- Minimum Vertical Clearance = 127' at Port Allen Gage = 47'

**Baton Rouge, Hwy 190 Bridge and Railroad (233.9)**

Louisiana West Bank

Louisiana East Bank



**Channel Span**

- Vertical Clearance = 111' - Port Allen Gage
- Minimum vertical clearance = 64' at Port Allen Gage = 47'

**Center Span**

- Vertical Clearance = 111' - Port Allen Gage
- Minimum vertical clearance = 64' at Port Allen Gage = 47'

**U.S. Highway 190 and Railroad Bridge  
Baton Rouge, La  
Lower Miss River  
Mile 233.9 AHP**

## APPENDIX C: LOCAL PHONE NUMBERS and FREQUENCIES

UNIT/FACILITY	PHONE NUMBER	FREQUENCY
<i>VTS Lower Mississippi River</i>	<i>504-365-2230</i> <i>504-365-2514</i>	<i>VHF FM 11/12/5A and monitor Channel 67 VHF</i>
<i>SECTOR NEW ORLEANS MARINE SAFETY ISSUES</i>	<i>504-365-2310</i> Investigations <i>504-365-2330</i> Inspections	<i>N/A</i>
<i>SECTOR NEW ORLEANS SEARCH AND RESCUE</i>	<i>504-365-2209/2208</i>	<i>VHF FM CH-16</i>
<i>8TH DISTRICT SEARCH AND RESCUE</i>	<i>1-800-874-2153</i> <i>504-589-6225</i>	
<i>MSU BATON ROUGE</i>	<i>225-298-5400</i> <i>225-281-4785 after hours</i>	
STATION NEW ORLEANS	504-846-6173	VHF FM 16/21A
STATION VENICE	504-534-2332	VHF FM 16/21A
CG AIR STATION NEW ORLEANS (located at JRB BELLE CHASSE)	504-393-6032	N/A
<i>HARBOR POLICE NEW ORLEANS</i>	<i>504-891-7585</i>	<i>N/A</i>
<i>GENERAL KELLY (NOLA FIREBOAT)</i>	<i>504-897-6844</i>	<i>VHF FM 67</i>
<i>CRESCENT CITY CONNECTION BRIDGE POLICE</i>	<i>504-376-8180</i>	<i>N/A</i>
FLORIDA AVE BRIDGE	504-606-3542	VHF FM 14
ALMONASTER BRIDGE	504-945-3112	
L & L RAILROAD BRIDGE	504-361-9677	VHF FM 13
ST CLAUDE AVE BRIDGE	504-319-3018	VHF FM 14
	504-943-4493	
ALGIERS LOCKS	504-394-7221	VHF FM 14
	504-366-5187	
HARVEY LOCKS	504-366-4683	VHF FM 14
	504-366-5187	
INDUSTRIAL CANAL LOCKS	504-947-2606	VHF FM 14
	504-559-8500	
PORT ALLEN LOCKS	225-344-8272	VHF FM 14/67

