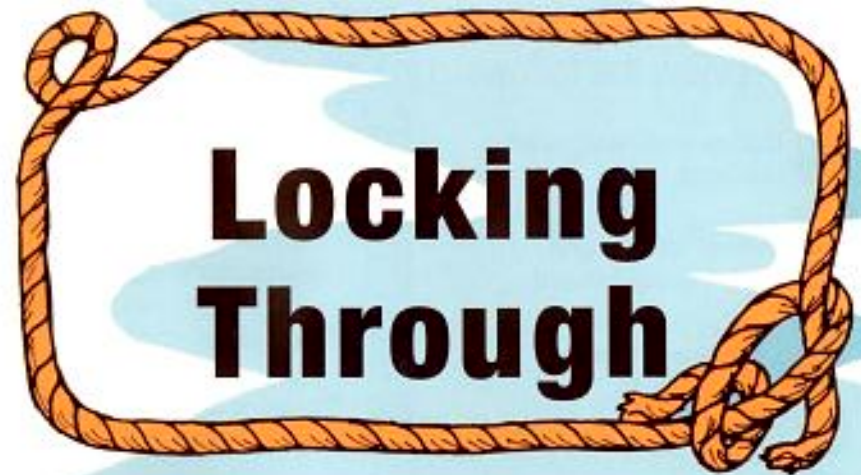


For more information . . .

You can obtain a copy of the full regulations governing lockages on the Internet at:
<http://www.lrl.usace.army.mil>
Navigation Information



Things to remember when using NAVIGATION LOCKS

REMEMBER—
BOATING CAN
BE SAFE
AND FUN
WHEN YOU
OBSERVE THE
RULES!



US Army Corps
of Engineers
Louisville District
May 2005

PLAY IT SMART —
READ THIS
BEFORE YOU START



US Army Corps
of Engineers
Louisville District

Operators of recreational vessels desiring lockage should review the following information:

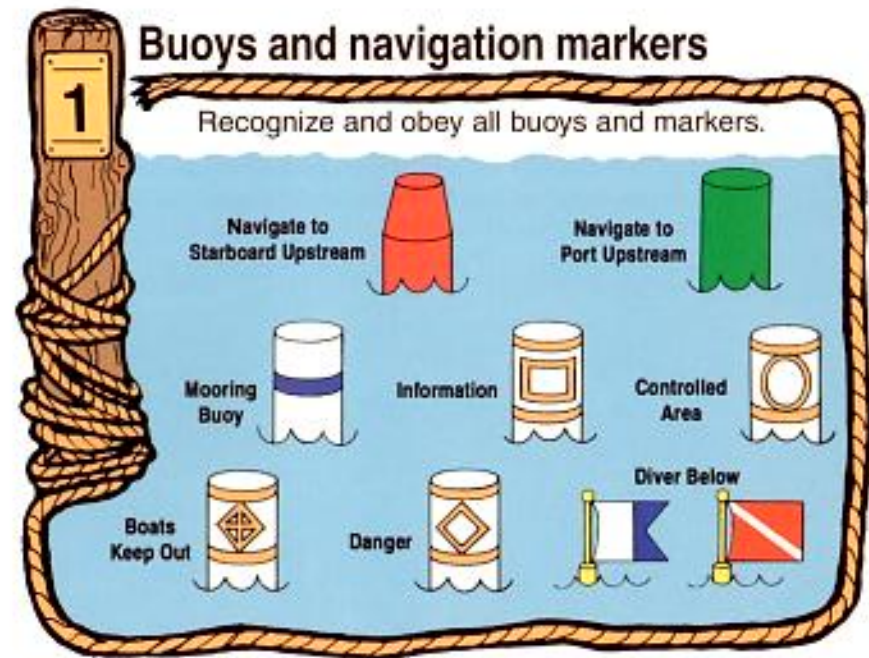
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|--|-------------------------------------|
| 1 Buoy and navigation markers | 8 Lock traffic signals |
| 2 Vessel fittings and mooring equipment | 9 Lock horn signals |
| 3 Lockage priority | 10 Lockmaster's authority |
| 4 Approaching the lock | 11 Safe vessel speed |
| 5 Avoiding danger areas | 12 Proper mooring procedures |
| 6 Preparing for lockage | 13 Special mooring caution |
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FOR YOUR SAFETY AND ENJOYMENT, FOLLOW THESE LOCKAGE GUIDELINES – AND ALWAYS WEAR A LIFE JACKET WHILE BOATING!



Buoys and navigation markers

Recognize and obey all buoys and markers.



Vessel fittings and mooring equipment

2



Before requesting lockage, make sure your vessel is equipped with at least 50 feet of line to moor to floating mooring post, and is equipped with proper deck fittings to which the mooring line can be tied. Use fenders between your vessel and the lock wall to provide protection from hard contact with the concrete lock wall.



3

Lockage priority

The Secretary of the Army has established the following priority for passing vessels through locks. Precedence for lockage is established when a craft passes the arrival point located above or below the lock.

1st: U.S. Government fleet vessels



2nd: Commercial passenger vessels



3rd: Commercial tows or vessels



4th: Recreational boats



*Recreational boats will be locked after every third lockage when possible.

4

4

Approaching the lock

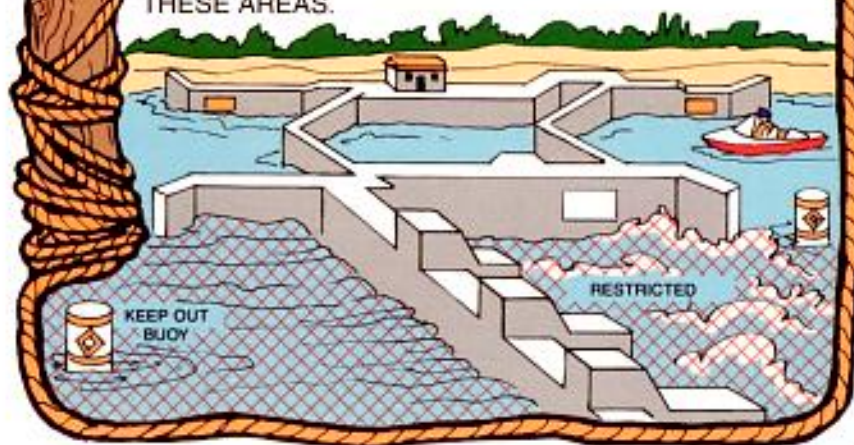
When approaching for lockage, stay within the navigation channel (sailing line) as marked by buoys. Head directly for the lock and slow your boat to a no-wake speed as you approach the wall.



5

Avoiding danger areas

Be "dam" conscious when approaching a lock and dam – there are several restricted areas which are prominently marked by buoys and fixed signs. **STAY CLEAR OF THESE AREAS.**

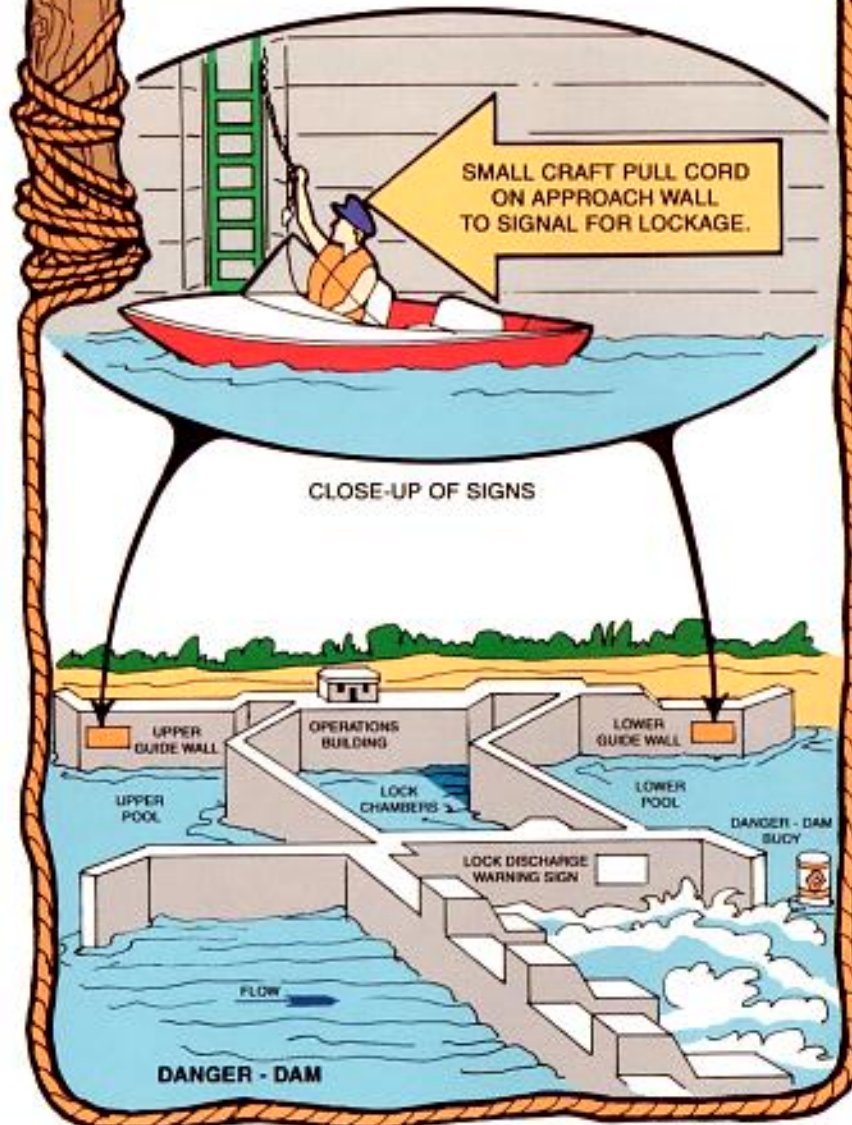


5

6

Preparing for lockage

Be familiar with typical lock configurations. Notice the signaling instruction on the lock wall.



6

7

Signaling for lockage

Recreational craft may signal for lockage in one of three ways:

1. Give one long blast followed by a short blast of horn;
2. Pull recreational craft signal cord located in ladder recess near the end of the upper and lower lock approach walls;
3. Establish radio contact after lock arrival to request lockage. The following radio channels are continuously monitored by the lockmaster and are to be used as indicated:
 - Channel 16 (Frequency 156.8) is for emergency and distress signals only;
 - Channel 13 (Frequency 156.65) is a bridge-to-bridge channel and is for initial contact with the lockmaster;
 - Channel 14 (Frequency 156.7) is for routine handling after contact has been made on Channel 13.

8

Lock traffic signals

Traffic signals at the lock indicate the following messages:



RED FLASHING: Lock cannot be made ready immediately. Vessel stand clear.

AMBER FLASHING: Lock is being made ready. Vessel may approach lock guide wall, but do not enter lock.

AMBER AND GREEN FLASHING: Lock is ready for entry but gate cannot be recessed completely. Vessel may enter under full control and with extreme caution.

GREEN FLASHING: Lock is ready. Vessel may enter lock chamber.

7

9

Lock horn signals

In addition to traffic signals, the lockmaster will signal with horn blasts as indicated below. At some dams there are two locks.



ONE LONG BLAST:
Enter landward lock.
TWO LONG BLASTS:
Enter riverward lock.
ONE SHORT BLAST:
Leave landward lock.
TWO SHORT BLASTS:
Leave riverward lock.

10

Lockmaster's authority

The lockmaster has full authority over the movement of vessels in the lock and its approach. Failure to follow the lockmaster's instructions will delay the lockage. Flagrant and willful violations of the lockmaster's orders can lead to a citation of the vessel operator for violation of federal regulations governing lockage of floating craft, and could result in prosecution by the U.S. Attorney. **DO NOT ENTER OR EXIT THE LOCK UNTIL THE LOCKMASTER DIRECTS YOU TO DO SO. YOU WILL BE DIRECTED BY TRAFFIC SIGNALS AND HORN SIGNALS AS NOTED.**



8

11

SAFE VESSEL SPEED

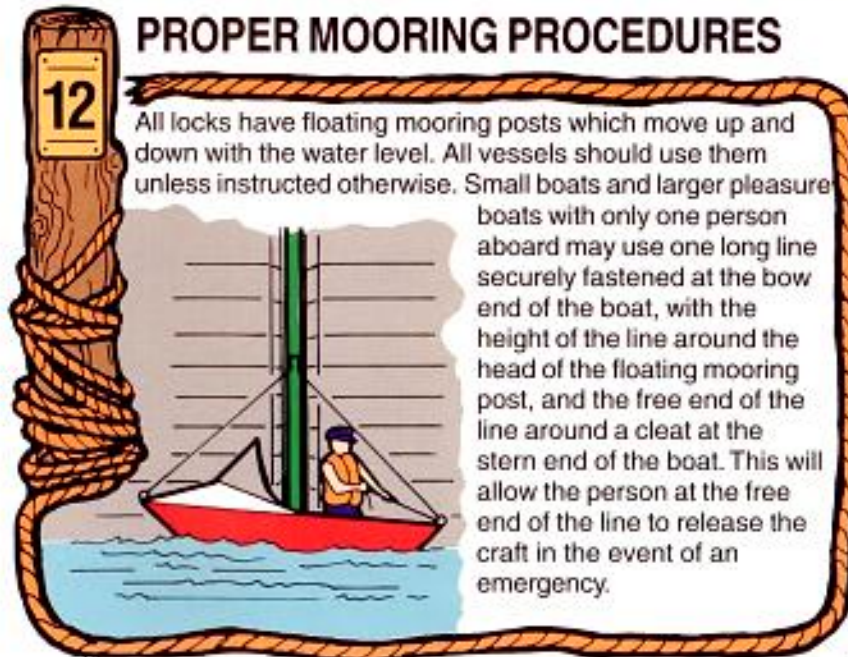
Enter and leave the lock at a no-wake or idle speed. Wheel wash from fast entrance or exit speeds could damage the lock gate machinery or other vessels in the lock chamber.



12

PROPER MOORING PROCEDURES

All locks have floating mooring posts which move up and down with the water level. All vessels should use them unless instructed otherwise. Small boats and larger pleasure boats with only one person aboard may use one long line securely fastened at the bow end of the boat, with the height of the line around the head of the floating mooring post, and the free end of the line around a cleat at the stern end of the boat. This will allow the person at the free end of the line to release the craft in the event of an emergency.



9

13

Special mooring caution

DO NOT moor your boat to the ladder or recessed mooring post in the face of the lock wall.

**14**

Safety considerations

Passengers should remain seated during lockage. Each person aboard should wear a life jacket. Only those engaged in locking activities should move about as required during lockage. Passengers on cruisers or houseboats should stay in the cabin area or wear a life jacket while on deck. All open flames should be extinguished – gas fumes can accumulate more readily when a vessel is in the lock chamber. Stop engine as soon as boat is properly moored.



WEAR YOUR LIFE JACKET

NO OPEN FLAMES



PASSENGERS REMAIN SEATED

**15**

Exiting the lock

Remain moored until gate is fully opened and the lock-master signals you to depart. Vessels nearest the lock exit should leave first. Passing is not permitted in lock approach areas. Observe safe vessel speed (no wake) when exiting.

