| UNITED STATES COAST GUARD SECTOR NEW ORLEANS |
| --- |
| **MARINE SAFETY INFORMATION BULLETIN** |
| Volume XXV Issue: 015 Time: 1600 Date: February 25, 2025  |
| **CARROLLTON GAUGE AT 12 FEET AND RISING** |
| When the **Carrollton Gauge reads 12 feet and rising**, the following operating requirements will be **in effect**:1. **For barge fleets located between MM 88 and MM 240 AHP**, additional high-water requirements are found in 33 CFR 165.803(m).
2. **For all other barge fleets (below MM 88),** a Safety Zone in accordance with 33 CFR 165.20 or other Traffic Control Measures may be established to enhance the safety of barge fleets. The 33 CFR 165.803 regulations requiring stricter barge fleeting standards on the LMR may be extended to include all barge fleets in these areas.
3. Downbound vessels planning to transit Algiers Point are prohibited from towing on the hawser without prior permission from Vessel Traffic Service LMR.

The following operating requirements **remain in effect**:1. In addition to the requirements contained in 33 CFR 161.13, the following measures apply to vessels transiting through or within the **Algiers Point VTS Special** **Area:**
	1. No vessel shall enter or get underway without prior approval of the VTS and must abide by any direction or measures issued by the VTS.
	2. A vessel awaiting a VTS direction to proceed must keep clear of other vessels transiting.
	3. Vessels shall not enter the Special Area if a hazardous vessel operating condition or circumstance exists, as defined in 33 CFR161.2, without prior approval from the COTP.
	4. Vessels shall not meet, cross, or overtake any other vessel in the Special Area without prior approval from the VTS. If the VTS approves the maneuver, before executing the maneuver, vessels shall communicate on the designated bridge-to-bridge radiotelephone frequency intended navigation movements and any other information necessary in order to make safe passing arrangements.
2. As required by 33 CFR 165.810(b)(3), tows are prohibited from transiting VTS special areas by a vessel with insufficient power to permit ready maneuverability and safe handling (unable to maintain an average speed of at least 3 MPH (2.6 knots).
3. **For all vessels operating in the Lower Mississippi River (LMR) below Mile Marker (MM) 233.9 Above Head of Passes (AHP)**, including South Pass and Southwest Pass, additional high-water requirements are found in Title 33 of the Code of Federal Regulations (CFR) 165.810.
4. All Deep Draft vessels to include Ocean-going Towing vessels should have three means to hold position unless moored to shore or a mooring buoy.
5. Downbound Ocean-going Towing vessels towing on the hawser should consult with the appropriate pilot association to determine the need for assist tugs.
6. Towing vessels should review MSIB Vol XIX, Issue 007, “Towing Vessel Safety Advisory During High Water,” issued 15 January 2019 for additional provisions.

This MSIB supersedes Volume XXV, Issue 011, “Carrollton Gauge at 8 Feet and Rising.” For further information, contact the following:**Vessel Traffic Service (24 hours):** (504) 365-2514, VHF-FM Ch. 1005, 12, or 67**Sector New Orleans Command Center (24 hours)**: (504) 365-2545**Sector New Orleans Waterways Management:** (504) 365-2280 or WWMNOLA@uscg.mil Text  Description automatically generated**CAPTAIN M. A. BURNHAM****Acting Captain of the Port New Orleans**For a current list of MSIBs in the COTP New Orleans Zone, visit <https://homeport.uscg.mil/my-homeport/safety-Notifications/MSIB?cotpid=39> |