



3000
30 Mar 1998

From: Commander, Coast Guard Group Upper Mississippi River
To: Commander, Eighth Coast Guard District (oan)

Subj: JOINT INDUSTRY/COAST GUARD NAVIGATION QUALITY ACTION TEAM

1. Purpose. The Navigation Quality Action Team was established to identify improvements to the waterways navigation system in the Group Upper Mississippi River Area of Responsibility (AOR) while facing the reality of a decreasing budget. These improvements were to focus on increasing efficiency in the system while maintaining at least the same level of safety.
2. Membership. The River Industry Advisory Council (RIAC) and Illinois River Carriers Association (IRCA) joined with Coast Guard Group Upper to provide key persons for the Quality Action Team. Captain Luke Moore (Western Kentucky Navigation and Chairman of the Captain's Committee for IRCA) served as the Industry Co-Chairman along with LCDR Quain Kahler (Group Commander, Group Upper Mississippi River) as the Coast Guard Co-Chairman. In addition, Captain Tommy Seals (Brown Water Towing and the Chairman of RIAC), Captain Roger Blaske (Blaske Marine, Inc.), Chief Warrant Officer Steve Cirinna (Group Upper Operations Officer) and Senior Chief Boatswain's Mate Jim Nolda (Group Upper Assistant Operations Officer) served as members.
3. Method. At the initial meeting, it was evident industry representatives were highly concerned with the decreasing Coast Guard budget and ensuring measures taken to meet the decreasing budget did not compromise safe navigation of the waterways. This was the common ground on which the QAT focused and targeted all of its energies.
 - a. The Group Upper AOR was divided into five logical geographic areas:
 - Illinois River (USCGC SANGAMON)
 - Upper Mississippi River to L/D 26 (USCGC SUMAC)
 - Upper Mississippi River L/D 26 to L/D 13 (USCGC SCIOTO)
 - Upper Mississippi River L/D 13 north (USCGC WYACONDA)
 - Missouri River (USCGC CHEYENNE and USCGC GASCONADE)
 - b. Industry/Coast Guard meetings were scheduled to review each of these areas mile by mile, aid by aid and to gather industry input on other general improvements of value. Industry members contacted numerous companies to recruit pilots for these meetings. Coast Guard members ensured the appropriate cutter and group personnel were present for these meetings. The turnout was overwhelming.

Subj: JOINT INDUSTRY/COAST GUARD NAVIGATION QUALITY ACTION TEAM

4. Results. More efficient use of aids.

a. After all area meetings were held, the total aid changes recommended were:

Discontinue:	Lights	24
	Daybeacons	54
	Buoys	23
	Lighted Buoys	2
Downgrade Light to Daybeacon:		53
Upgrade Daybeacon to Light:		11
Establish:	Lights	1
	Daybeacons	3
	Buoys	15
	Lighted Buoys	1

b. The following patterns emerged as likely targets for aid changes in all Western River AORs:

(1) tight bends that use four crossing boards rather than sharing the center crossing board where possible;

(2) all passing boards;

(3) middle buoys in buoy lines of three or more;

(4) lights in areas with excessive background lighting;

(5) all lights;

(6) aids used mainly for marking good areas to hold up for passing tows;

(7) aids near other landmarks that the mariner routinely uses instead of the aid (smokestacks, piers, et cetera).

c. Current position and use of cutters.

(1) After examining the proposal for realigning cutters if SUMAC were decommissioned without replacement, the QAT had no new recommendations for changing the proposal. However, the QAT was not in full agreement on whether SUMAC should be replaced.

(2) During high or normal water levels, five cutters would probably be adequate to cover the AOR. However, during low water levels and when a cutter is out due to drydock or major repair, there would be no ability for one cutter to cover for another. The AORs would be too big.

Subj: JOINT INDUSTRY/COAST GUARD NAVIGATION QUALITY ACTION TEAM

4. c. (3) Currently, the river aids are minimally tended an average of once per month. This would stretch to greater than once per two months if only five cutters were assigned and one went down. The non linear increase would be due to increase in transit time in addition to increase in number of buoys.

(4) The final recommendation of the QAT in this area was that a full cutter's slack was not available within the Group Upper AOR. However, shifting ATON responsibility to mile 110 UMR with Group OHV or LMR would adequately balance the cutter resources in Group Upper with the ATON requirements and provide enough slack to cover when a cutter went down.

d. Other improvements of value.

(1) The fast water buoys used by CHEYENNE during the 1997 navigation season were seen as a plus by industry. Likewise, the fourth class buoys were highly appreciated in areas that had traditionally been sixth class. The fourth class are much easier to see, handle better in current, and tend to stay on station longer in ice.

(2) The new crossing boards are highly visible, possibly too visible, at night. Comments indicated the white reflective tape was too reflective and a lower reflective tape or less tape may be more user friendly and cheaper.

(3) Generally, passing boards were considered of little value. This may hold true in other AORs. The main use of passing boards was as a point of reference to relate to someone else where you were on the river when no other reference was available.

(4) Industry identified numerous drydocks in the AOR that are able to handle cutter size vessels. However, they believed these yards did not bid on cutters due to the hassle of dealing with MILSPECS verses industry standards, the delay in payment from government sources, and the availability of plentiful commercial work.

(5) Industry requested the DGPS position for all buoys on the rivers. These positions are being captured by Group Upper cutters on their 1998 opening runs.

5. Group Interaction. The key reason for the success of this endeavor was the single focused goal of increasing efficiency while never compromising safety.

Subj: JOINT INDUSTRY/COAST GUARD NAVIGATION QUALITY ACTION TEAM

5. a. Industry QAT members were highly motivated to produce an outcome that met the goal. They briefed all industry representatives at the start of each meeting regarding the importance of working cooperatively with the Coast Guard to ensure waterway safety. They spoke up often during the meetings to keep industry representatives on track, open minded, and realistic. When the Officer in Charge of the Coast Guard Cutter responsible for that area recommended an aid reduction, the Industry QAT members championed the recommendation to the Industry representatives to ensure it was fairly considered. This prevented an "Us" vs. "Them" attitude and kept the entire group working toward a shared, common goal.

b. Likewise, Coast Guard QAT members championed industry's interests. They emphasized that if any one attendee felt a recommended change would decrease safety, they should speak up because each attendee represented many other pilots not attending. All were encouraged to speak up if a new aid or upgrade was needed. In addition, each industry representative was informed the changes recommended would go through a formal review and comment process prior to being implemented. This reduced fears that an aid would be eliminated and the responsibility rest completely on their shoulders. The Coast Guard recognized the industry representatives were all experienced river pilots, valued their guidance, and needed their input.

6. Conclusion. All QAT members believe this is the way future waterways evaluations and Waterways Analysis and Management Studies (WAMS) should be conducted. The amount of immediate feedback from a significant cross section of industry was phenomenal. Past WAMS have generated one or two comments for each area. This QAT received over 500 comments for each area and over 1000 for some. Every individual aid was addressed regarding its contribution to safety. The result was this group proposed 187 changes...156 of which reduced costs and all of which enhanced safe navigation on the area waterways.


E. Q. KAHLER

Copy: Illinois River Carriers Association
River Industry Advisory Council

Encl: (1) UMR MI 0 to 241 Subgroup meeting minutes
(2) UMR MI 241 to 857 Subgroup meeting minutes
(3) Illinois River Subgroup meeting minutes
(4) Missouri River Subgroup meeting minutes

STRUCTURES (cont'd)

77.8	Cottonwood Bar Dbn	Discontinue
63.3	Sheppard Point Dbn	Establish
61.7	Hamburg Lt	Remove light
57.8	Picayune Dbn	Add light
49.4	Marquette Lt	Discontinue
48.5	Cape La Croix Lt	Remove light
46.2	Grays Point Lt	Remove light
43.4	Thebes Lower Dbn	Discontinue
36.0	Powers Island Lt	Remove light
33.2	Goose Island Bend Dbn	Discontinue
28.8	Buffalo Island Lt	Discontinue
21.8	Dogtooth Bend Dbn	Discontinue
20.9	Thompson Field Lt	Remove light

Mile

14.7	Grand Lake Towhead Dbn	Discontinue
10.7	Hurricane Lt	Remove light
4.4	Stevenson Lt	Remove light
3.8	Greenfield Bend Lt	Remove light
.8	Cairo Point Lt	Remove light

BUOYS

No Changes recommended.

3. These are only recommendations. Changes will be made following established guidelines for changing aids to navigation. These recommendations were made under the assumption USCGC SUMAC will be decommissioned without replacement.

4. Cutter specific issues discussed were reducing cutter crew size, rotating crews, changing cutter homeports, and moving cutters that are iced in over the winter to an ice free area. No recommendations were made.

MEMORANDUM

From: Upper Mississippi River Mile 241 to 857 Subgroup
To: Upper Mississippi River Region Aids to Navigation QAT

Subj: RESULTS OF UPPER MISSISSIPPI RIVER MILE 241 TO 857 SUBGROUP MEETING

1. On 17 December 1997 the UMR Mile 241 to 857 Subgroup met at Coast Guard Group Upper Mississippi in Keokuk, IA to review the aids to navigation on the river. The following people attended:

Capt. Tommy Seals, Brown Water Towing
Capt. Michael Taylor, ARTCO
Capt. Jerry Swab, Brown Water Towing
Capt. Rober Staples, Midland Towing
Capt. Ed Henleben, Orgulf Transport
Capt. Russell Timmerman
Capt. Kenny Martin
Capt. Tim Robinson, ACBL
Capt. Carl Park
Capt. Wayne Williams, Alter Barge Line
Mr. Gregory Genz, L & S Industrial and Marine Inc.
LCDR Quain Kahler, Commanding Officer, USCG Group Upper Mississippi River
CW03 Steve Cirinna, USCG Group Upper Mississippi River
BMCS Jim Nolda, USCG Group Upper Mississippi River
BMCS Scott Pickering, OinC, USCGC SCIOTO
BMC Phil Davis, OinC, USCGC WYACONDA
BM1 Gary McQuaide, XPO, USCGC WYACONDA

2. After reviewing the aids in the Upper Mississippi River the following changes were recommended.

(Remove light means remove the light from the aid, but leave the dayboards.
Discontinue means removing the entire structure or buoy.)

STRUCTURES

Mile

253.1 Elswood Lt. - Remove lt.
275.5 Pharrs Island Lower Lt. - discontinue
278.5 Crider Bend Foot Lt. - WAMS discontinue. Disagree. Remove lt only.
278.5 Louisiana Lt. - WAMS discontinue. Disagree. Leave as is.
293.5 Mundys Landing Lt. - Relocate to 293.7
294.3 Gilebert Island Lt. - discontinue
306.9 Cave Hollow Lt. - remove lt.
310.7 Glaucus Island Lt. - WAMS discontinue. Disagree. Leave as is.
314.0 Whitney Lt. - discontinue
318.7 Marion City Lower Lt. - WAMS discontinue. Disagree. Leave as is.
319.8 Marion City Lt. - discontinue
323.6 Orton Is. Lt. - WAMS discontinue. Disagree. Remove lt.
335.5 LaGrange Prairie Lt. - remove lt.
337.3 Howard Crossing Lt. - move to 337.5
338.4 Howard Lt. - WAMS remove lt. Disagree. Leave as is.
347.7 Curtis Pt. Dbn - discontinue

ENCLOSURE (2)

STRUCTURES (cont'd)

Mile

- 352.7 Gregory Upper Lt. - Mover to 352.1. Rename Gregory Lt
- 361.5 *Des Moines River Lower Dbn. - WAMS discontinue. Disagree. Leave*
- 361.7 Des Moines River Dbn. - discontinue
- 390.1 Establish Dallas Chute DBN
- 402.2 Burlington Island Dbn. - Use NR instead of TR on upbound side
- 415.8 Oquawka Lt. - Remove lt
- 425.0 Huron Island Lt. - Move to bank if rock pile can be removed
- 426.7 Keithsburg Island Dbn. - add lt
- 427.2 Keithsburg Lt. - discontinue
- 432.3 New Boston Lower Lt. - remove lt
- 433.3 New Boston Upper Lt. - discontinue
- 434.5 Iowa City Lt. - discontinue
- 435.2 Key Island Lt. - move to 434.8
- 441.2 Port Louisa Dbn. - discontinue
- 449.9 Muscatine Levee Dbn. - discontinue
- 465.7 Pine Creek Lt. - remove lt
- 469.2 Montpelier Lt. - remove lt
- 489.3 Winnebago Lt. - remove lt
- 489.7 Dynamite Island Dbn. - move to 489.9, add upbound dayboard
- 504.6 *Hugunins Lt. - WAMS discontinue. Disagree. Leave as is*
- 505.4 Island 299 Dbn. - discontinue
- 512.6 *Beaver Slough Lt. - WAMS discontinue. Disagree. Leave as is*
- 514.1 Albany Lower Lt. - discontinue
- 523.0 Johnson Creek Lt. - remove lt
- 526.0 *Pomme De Terre Lt. - WAMS discontinue. Disagree. Remove lt*
- 529.3 Smith Bay Cut Lt. - remove lt
- 538.7 Savanna Bay Dbn. - discontinue
- 547.0 Maquoketa Levee Dbn. - discontinue
- 551.9 Island 254 Lt. - Remove lt. Change upbound dayboard to TR and move to 552.4
- 553.9 Duck Creek Dbn. - discontinue
- 557.4 Bellevue Dbn. - discontinue
- 561.9 Island 241 Lt. - discontinue
- 572.0 Royal Arch Dbn. - discontinue
- 581.2 Steamboat Hollow Lt. - remove lt
- 582.0 Eagle Pt. Dbn. - discontinue
- 585.1 *Maquoketa Slough Dbn. - WAMS discontinue. Disagree. Leave as is*
- 589.7 *Island 214 Lt. - WAMS discontinue. Disagree. Leave as is*
- 600.1 Waupeton Dbn. - discontinue
- 606.7 Cassville Dbn. - discontinue
- 613.6 Swift Slough Lower Dbn. - discontinue
- 618.7 McMillan Island Lt. - remove lt
- 621.0 French Island Dbn. - discontinue(River Lakes Resort, Jay's Landing might need this though)
- 627.2 Wyalusing Dbn. - discontinue
- 649.5 Island 158 Upper Dbn. - discontinue
- 659.4 Atchafalaya Bluff Dbn. - discontinue only if Atchafalaya Bluff Lt is too difficult to remove
- 659.9 Atchafalaya Bluff Lt. - Discontinue. Rock pile must be removed
- 680.5 Genoa Upper lt. - remove lt
- 681.5 Britts Landing Lt. - remove lt
- 682.1 Britts Landing Dbn. - add lt
- 685.9 Crosley Slough Dbn. - discontinue

STRUCTURES (cont'd)

Mile

722.4 Gravel Point Dbn. - discontinue
724.5 Winona Lt. & 724.7 Winona Dbn. - discontinue easiest aid to remove
make the other lighted
726.7 Island 71 Lt. - remove lt
733.4 Pigs Island Dbn. - add lt
733.7 Fountain City Lt. - discontinue
737.4 Schanon Lt. - remove lt
742.4 Minneiska Landing Dbn. - add lt if Minneiska Lt. is discontinued
742.7 Minneiska Lt. - discontinue
746.4 Belvidere Island Dbn. - discontinue
758.4 Wabasha Dbn. - discontinue
793.1 Cannon River Lt. - Discontinue. Rock pile must be removed. If not,
remove lt
796.2 Add a Dbn on RDB.
820.2 Boulanger Bend Lt. - Add NG on upbound side. Change to white lt
834.4 Kaposia Lt. - remove lt

BUOYS

Mile

260.6 discontinue can
260.8 discontinue can
268.7 - 269.5 - Discontinue 5 cans and add lt. on Amaranth Island
329.9 discontinue nun
334.3 discontinue nun
334.7 discontinue can
374.8 add can
375.0 add can
376.5 add can
391.8 Dallas Island LB - discontinue
394.3 Shokokan LB - discontinue
394.3 add nun
437.8 add nun
437.9 add nun
538.7 add nun
779.8 Point No Point LB - reestablish

Many of the buoy positions were highly dependent on the river stages and it was too difficult to identify more buoys to be removed.

3. These are only recommendations. Changes will be made following established guidelines for changing aids to navigation. These recommendations were made under the assumption USCGC SUMAC will be decommissioned without replacement.

4. Cutter specific issues discussed were reducing cutter crew size, rotating crews, changing cutter homeports, and moving cutters that are iced in over the winter to an ice free area. No recommendations were made.

MEMORANDUM

From: Illinois River Subgroup
To: Upper Mississippi River Region Aids to Navigation QAT

Subj: RESULTS OF ILLINOIS RIVER SUBGROUP MEETING

1. On 12 November 1997 the Illinois River Subgroup met at the Coast Guard Facilities in Peoria, IL to review the aids to navigation on the river. The following people attended:

Capt. Luke Moore, Western, Kentucky Navigation
Capt. Samuel S. Dickey, ACBL
Capt. Dave Winterrowd, Western Kentucky Navigation
Capt. Dan Murphy, ARTCO
LCDR Quain Kahler, Commanding Officer, USCG Group Upper Mississippi River
CWO3 Steve Cirinna, USCG Group Upper Mississippi River
BMCS Jim Nolda, USCG Group Upper Mississippi River
BMCM Larry Mason, OicC, USCGC SANGAMON
LT Ray Moulton, USCG MSDD Peoria

2. After reviewing the aids in the Illinois River the following changes were recommended:

(Remove light means remove the light from the aid, but leave the dayboards. Discontinue means remove the entire structure or buoy.)

STRUCTURES

Mile

- 5.5 - Cherokee Bend Lt. - remove light
- 6.9 - Carson Landing Lt. - discontinue
- 8.3 - Six Mile Is. Lt. - remove light
- 10.3 - Greuters Landing Lt. - remove light
- 14.9 - Helmbold Is. Lt. - discontinue
- 18.7 - Mortland Is. Lt. - move to mile 18.0 (downstream end of Mortland Is)
remove light and add dayboard on upstream side
- 22.8 - Diamond Is. Lt. - remove light
- 23.2 - Tip Is. Lower Daymark - add light
- 27.9 - Campbell Landing Daymark - discontinue
- 36.3 - Retzer's Lt. - discontinue
- 37.0 - Panther Creek Lt. - discontinue
- 37.8 - Establish a light and daymark on Twin Islands with up and downstream dayboards
- 38.7 - Fisher Is. Lt. and Daymark - Move light to lower daymark, add dayboard to upstream side and discontinue upper aid
- 39.3 - Spar Is. Foot Lt. - discontinue
- 39.7 - Spar Is. Daymark - add dayboard to downstream side
- 42.6 - Grand Pass Ferry Lt. - discontinue
- 57.5 - Hullet Daymark - discontinue
- 62.7 - Valley City Bridge Lt. - remove light
- 62.8 - Mauvais Terre Lt. - remove light
- 64.4 - Naples Daymark - discontinue
- 76.9 - LaGrange Lock Lt. - remove light
- 79.4 - LaGrange Lock Lower Daymark - discontinue
- 81.0 - LaGrange Daymark - discontinue

ENCLOSURE (3)

STRUCTURES (cont'd)

Mile

- 85.8 - Coal Creek Island Upper Daymark - add dayboard to upstream side
- 89.2 - Beardstown Daymark - discontinue
- 90.1 - Beardstown Upper Daymark - discontinue
- 113.3 - Grand Island Head Daymark - add light
- 114.4 - Devils Elbow Lower Lt. - remove light
- 138.8 - Canton Landing Lower Daymark - discontinue
- 140.9 - Coon Hollow Is. Daymark - add dayboard to downstream side
- 141.1 - Coon Hollow Is. Upper Daymark - discontinue
- 147.3 - Mackinaw River Daymark - add light
- 148.2 - Mackinaw River Upper Daymark - discontinue
- 159.4 - Kickapoo Bend Lt. - remove light
- 172.8 - Blue Creek Pt. Middle Lt. - move to mile 172.9
- 172.3 - Blue Creek Pt. Daymark - discontinue
- 182.4 - A.T. & S.F. Bridge Daymark - discontinue
- 183.3 - Spring Branch Is. Daymark - add light and dayboard to upstream side
- 184.7 - Babbs Slough Daymark - discontinue
- 191.6 - Lacon Upper Daymark - discontinue
- 193.3 - Lower Henry Is. Daymark - add light
- 197.3 - Henry Lock Upper Daymark - discontinue
- 199.3 - Swan Lake Daymark - discontinue
- 199.8 - Swan Lake Lt. - move to mile 199.6
- 214.5 - Marquette Bar Daymark - add dayboard on upstream side
- 231.7 - Starved Rock Lt. - remove light (lt is lost in background lighting)
- 241.5 - Bulls Is. Bend Lt. - add dayboard to downstream side
- 241.6 - Bulls Is. Bend Daymark - discontinue

BUOYS

Mile

- 12.9 - add nun
- 21.4 - discontinue nun
- 24.6 - discontinue nun
- 24.8 - discontinue nun
- 28.8 - add nun
- 45.3 - discontinue can
- 70.7 - add can
- 87.0 - discontinue nun
- 182.5 - add nun
- 206.8 - discontinue can

3. These are only recommendations. Changes will be made following established guidelines for changing aids to navigation. These recommended changes were made under the assumption USCGC SUMAC will be decommissioned in 2000 without replacement.

4. Cutter specific issues discussed were reducing cutter crew size, rotating crews, changing cutter homeports, and moving cutters that are iced in over the winter to an ice free area.

MEMORANDUM

From: Missouri River Subgroup
To: Upper Mississippi River Region Aids to Navigation QAT

Subj: RESULTS OF MISSOURI RIVER SUBGROUP MEETING

1. On 8 January 1998 the Missouri River Subgroup met at MSO St. Louis, MO to review the aids to navigation on the river. The following people attended:

Capt. Roger Blaske, Blaske Marine Inc.
Capt. Tommy Seals, Brown Water Towing
Capt. Dan C. Burnett
Capt. Bill Beacom
CAPT Chris Bohner, Chief of Aids to Nav. Branch, Eighth C.G. District
LCDR Quain Kahler, Commanding Officer, USCG Group Upper Miss. River
CWO3 Steve Cirinna, USCGG Group Upper Mississippi River
BMCS Jim Nolda, USCG Group Upper Mississippi River
BMC Mark Schwieger, OinC, USCGC CHEYENNE
BMC Dennis Brenk, XPO, USCGC CHEYENNE
BMCS Jim Mott, OinC, USCGC GASCONADE

2. After reviewing the aids on the Missouri River the following changes were recommended.

(Remove light means remove the light from the aid, but leave the dayboards.
Discontinue means removing the entire structure or buoy.)

STRUCTURES

MILE

99.0	Hermann Upper Lt	remove lt
100.7	McGirks Middle Dbn	add lt
121.3	St. Aubert Lt	remove lt
366.5	Griffth Dbn	WAMS discontinue, Disagree.
368.1	Jersy Creek Dbn	WAMS discontinue, Disagree
423.7	Independence Dbn	WAMS discontinue, Disagree
527.1	Aspenwald Dbn	WAMS discontinue, Agree
527.9	Little Nemahah Dbn	WAMS discontinue, Disagree
594.6	Platte River Middle Dbn	WAMS discontinue, Agree
595.0	Platte River Dbn	WAMS discontinue, Disagree
731.7	Floyd Bend Upper Lt	WASM discontinue, Agree

BUOYS

MILE

28.4	add nun
47.0	discontinue one nun of two marking revetment
89.9	add can
90.3	discontinue nun
242.5	discontinue can
243.3	discontinue can
265.4	add can
284.6	add nun

ENCLOSURE (4)

3. The group discussed the idea the Missouri is two different rivers based on the outflow at Gavins Pt. Dam. It must be marked one way when the outflow is high and another when the outflow is reduced. Many more aids are required when the outflow is reduced. The assumption was made that the outflow was normal when considering which aids to change.

4. These are only recommendations. Changes will be made following established guidelines for changing aids to navigation. These recommendations were made under the assumption USCGC SUMAC will be decommissioned without replacement.

5. Cutter specific issues discussed were reducing cutter crew size, rotating crews, changing cutter homeports, and moving cutters that are iced in over the winter to an ice free area. No recommendations were made.