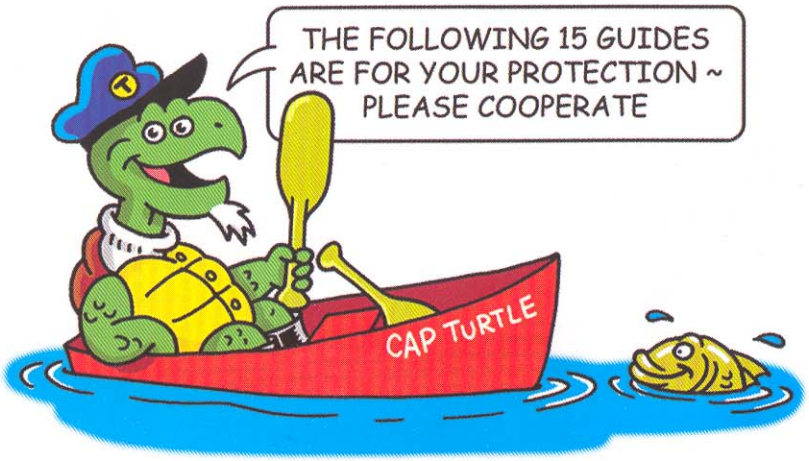
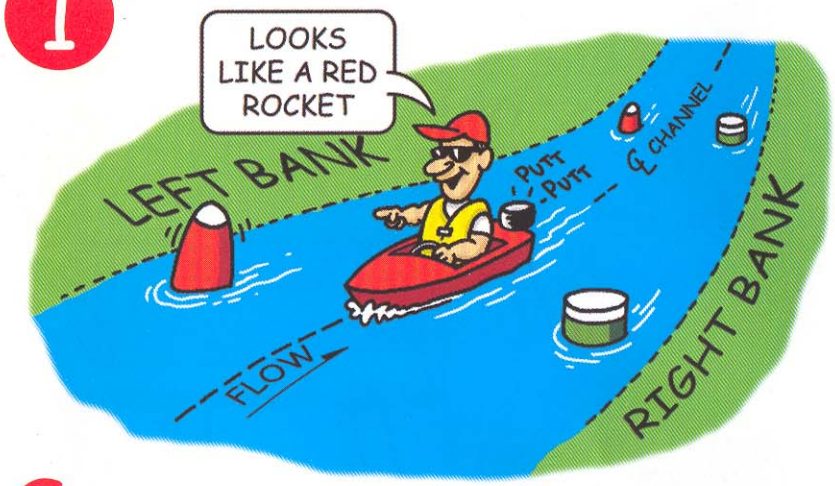
Safety In Locking Through

McCLELLAN - KERR
ARKANSAS RIVER NAVIGATION SYSTEM
ARKANSAS AND OKLAHOMA

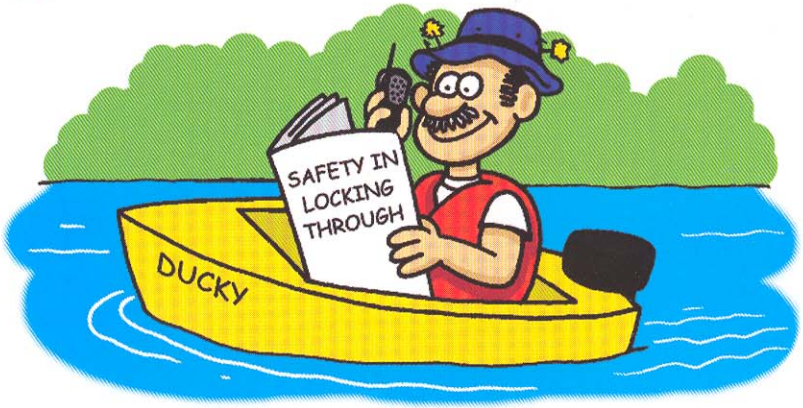


1



Stay between red and green buoys. They mark the river's navigable channel.

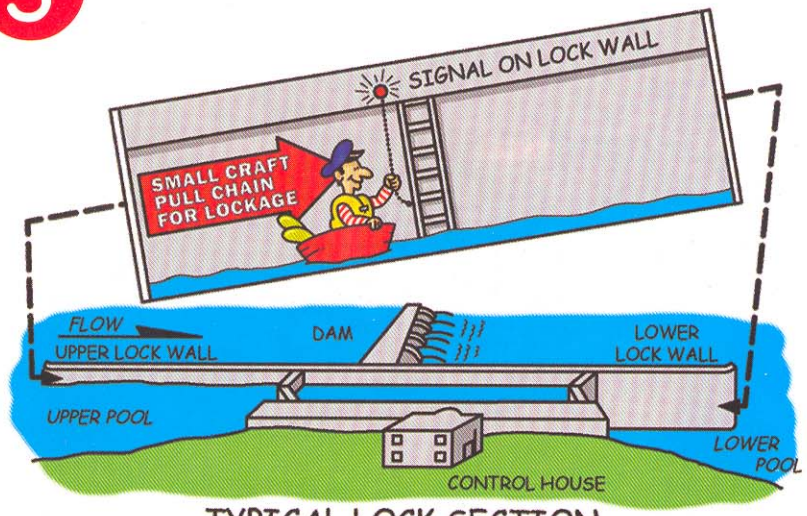
2



Boaters with cell phones may call for lockage when within sight of the lock.

Lock phone numbers are listed on the last page of this book.

3



TYPICAL LOCK SECTION

Small boats should signal for lockage by using the small boat signal located near the end of the upper and lower lock walls, or by marine radio utilizing channel 16 initially, then working channels 14, 13, or 12.

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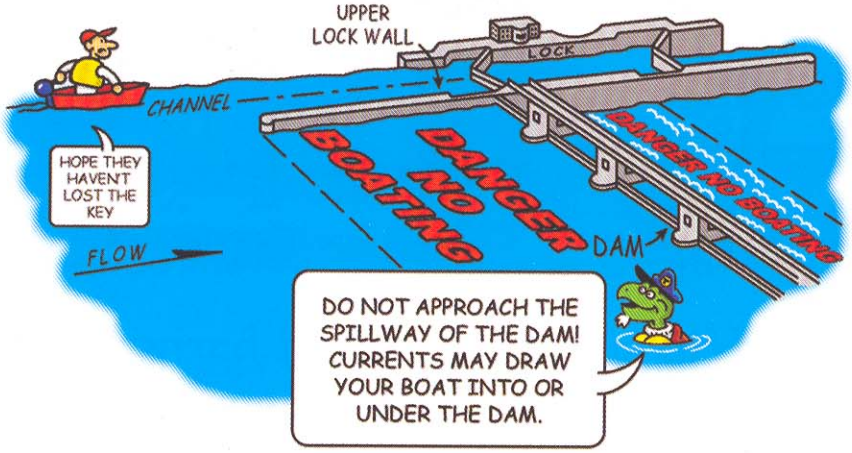

After signaling for lockage, wait for the lock operator to signal that you may enter.

Craft going upstream or downstream should stay past the end of the lock walls until signal to enter is received.

If large craft are about to leave the lock and are headed in your direction stay beyond the arrival point.

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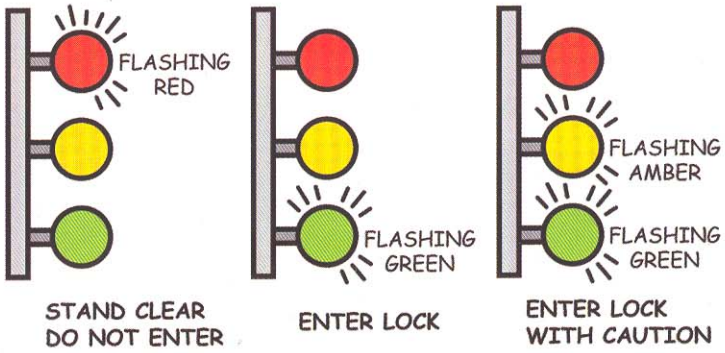

Traffic signal lights and horns guide you at the lock. The light signals are shown above.

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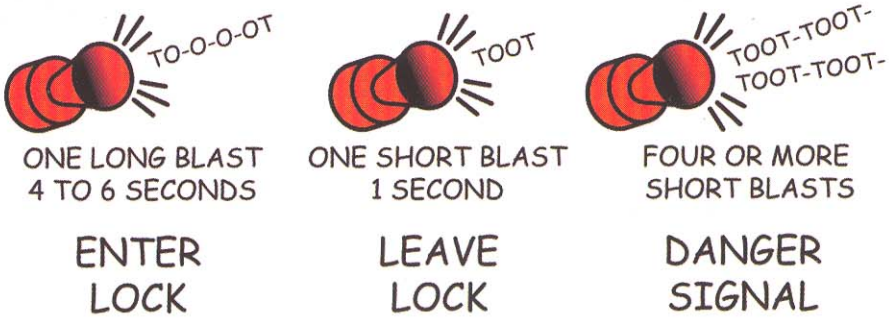

The lock operator will, in addition to the traffic lights, signal you with an air horn using the signals above.

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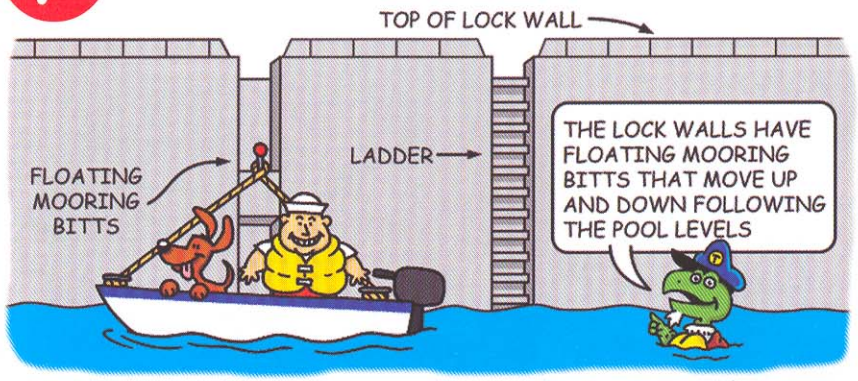
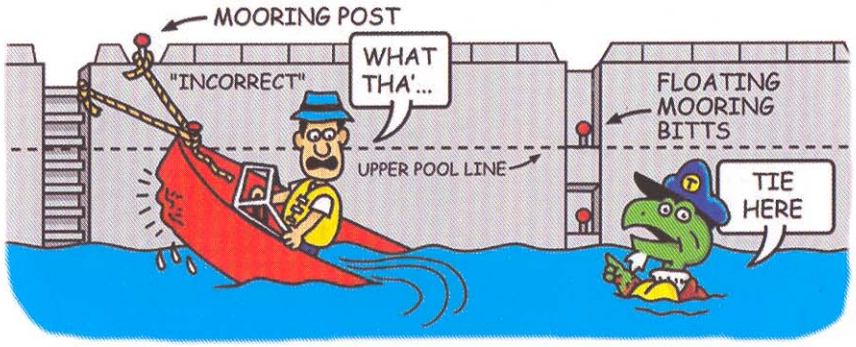


Please carry aboard at least 50 feet of mooring line. You will need it during lockage to tie your craft safely to a floating mooring bitt. Do not tie to ladders or mooring posts along the wall. Be prepared to cast off your mooring line quickly in case of emergency.



Tie up to the floating mooring bitt.

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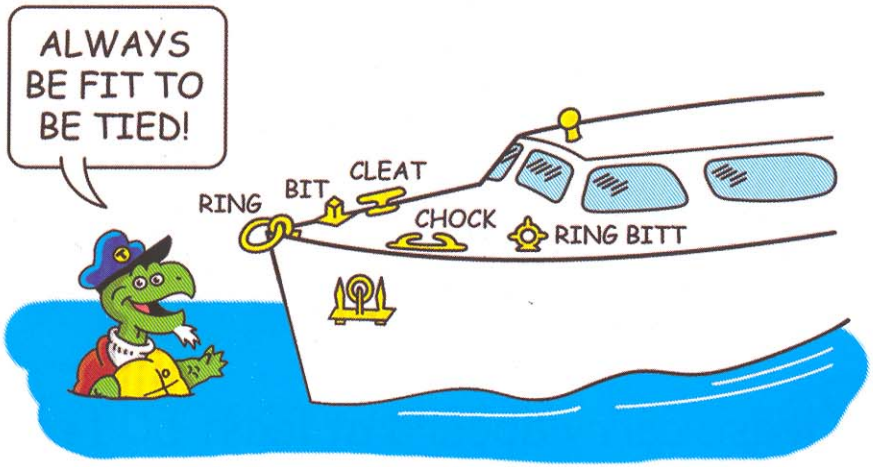
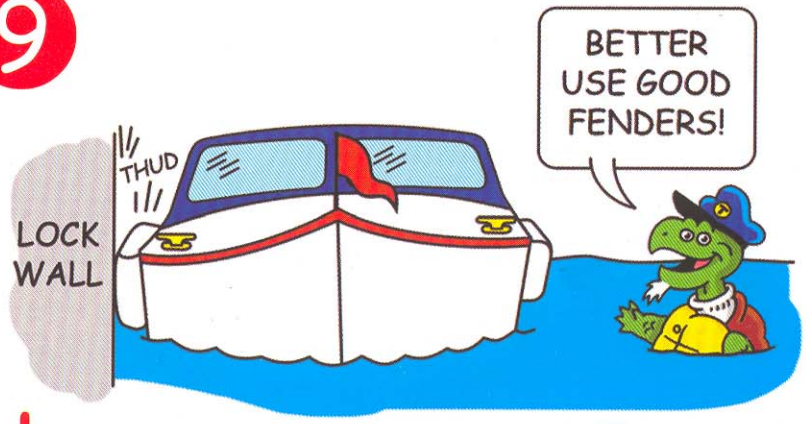


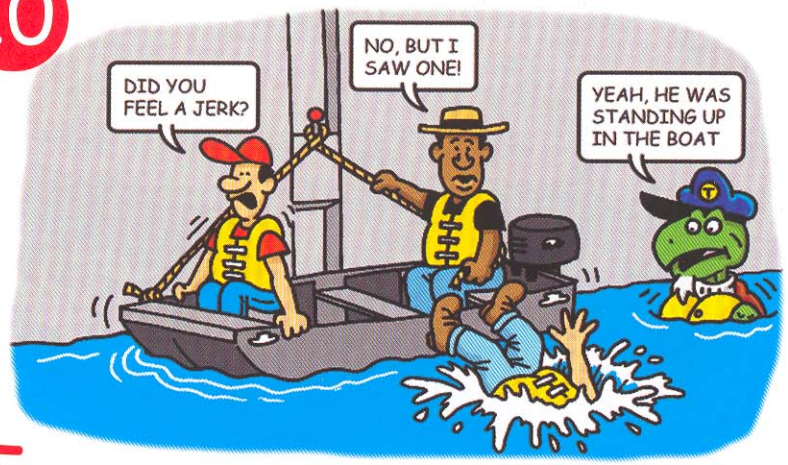
Make sure there is a mooring ring or similar device on your boat to which a mooring line can be tied.

9



Use fender to save damage to your boat and to lockwalls.

10

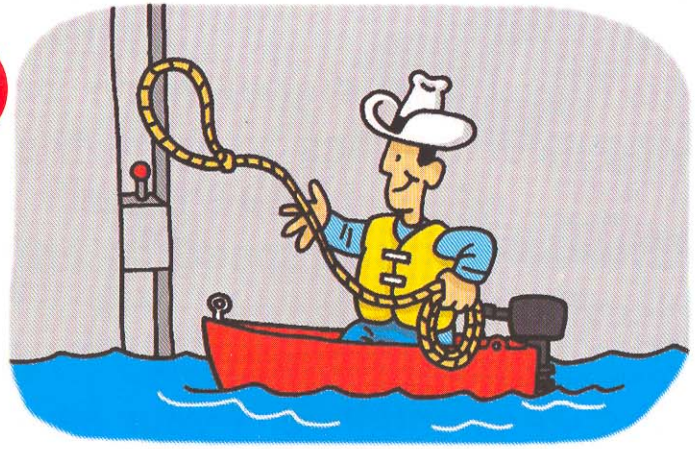


Turbulent water is created during lockage.

Passengers should remain seated in your boat.

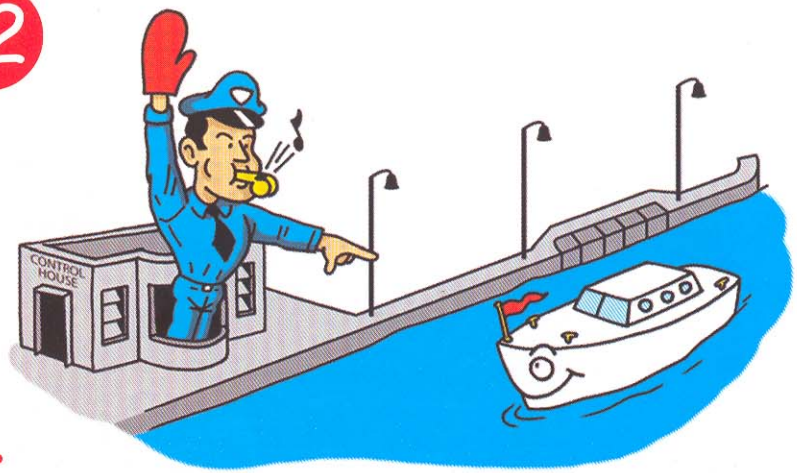
Don't leave motor of craft running during lockage.

11



Always wear a life jacket on deck.

12



The lock operators have been given the same authority over your boat in the lock as traffic policemen have over your car at intersections. For your own safety you must obey their instructions.

13

Wait for the signal horn before untying mooring lines to leave the lock.

Travel at reduced speed on entering and leaving the lock.

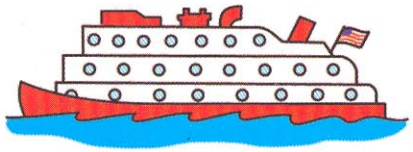
Fast speeds endanger - your own boat, other craft, and the lock gates.

14 Lockage Priority

Here is how the Secretary of the Army has ordered us to pass vessels through the locks:

1st Vessels Owned by U.S.

2nd Passenger Vessels



3rd Commercial Vessels

4th Rafts

5th Pleasure Craft

IF COMMERCIAL TRAFFIC IS HEAVY, PLEASURE CRAFT MAY BE REQUIRED TO WAIT APPROXIMATELY 1.5 HOURS; OR MAY BE PERMITTED TO LOCK THROUGH WITH THE COMMERCIAL VESSELS

15 BE "DAM" CONSCIOUS

Know your location on river with regard to proximity of each **DAM** and lock.

Obtain a set of navigation charts and note Coast Guard mile markers to determine your location.

"No Boating" areas have been established immediately upstream and downstream of the **DAM**.

These areas are hazardous for small craft because of dangerous currents.

Do Not approach the spillway of the **DAM**! Currents may draw your boat into or under the dam.

Approach Lock along the bank, directly in line with the lock, and at reduced speed.

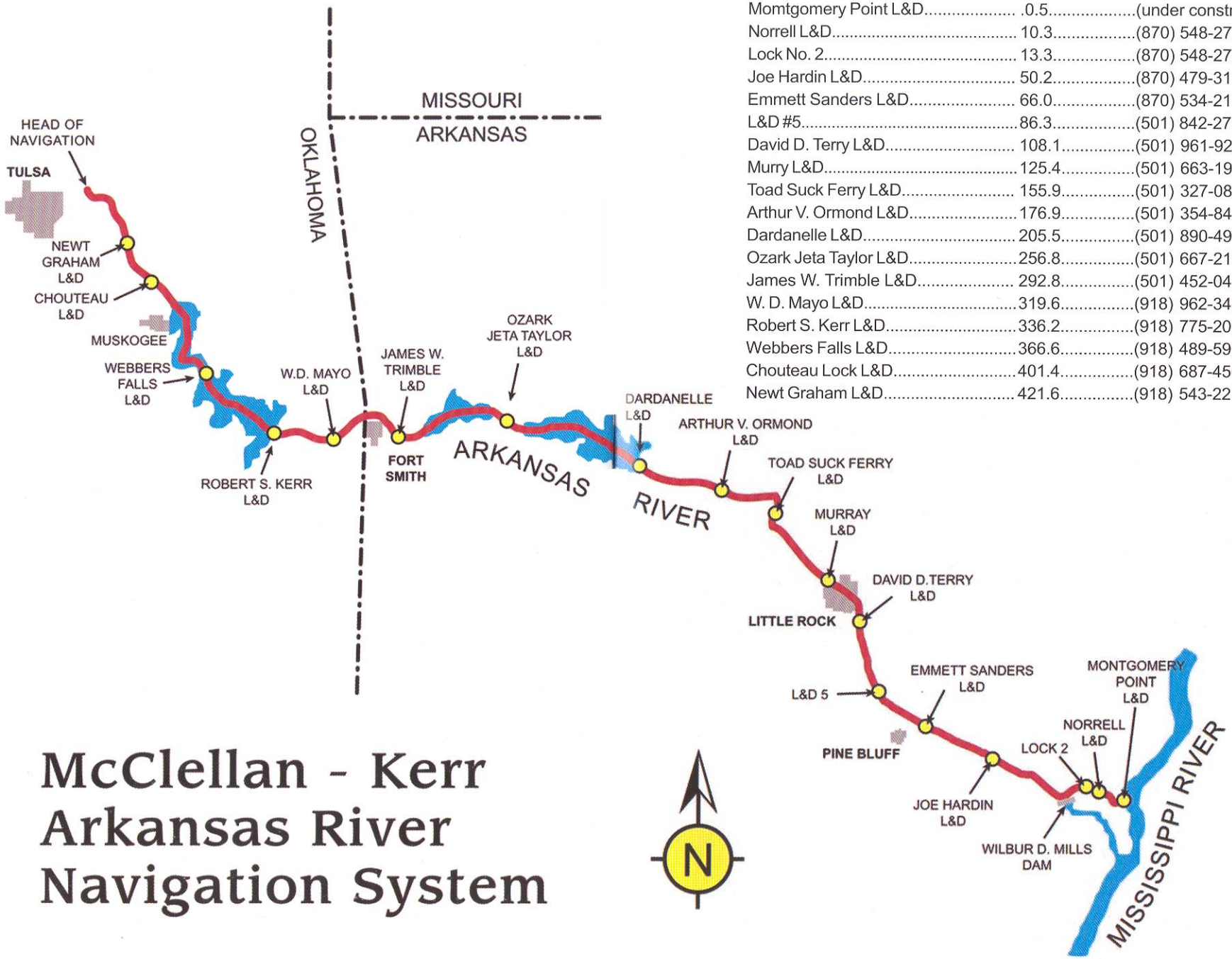
Be sure you have an anchor on board.

Carelessness has resulted in loss of boats and LOSS OF LIVES - BE SAFE!

BE AWARE OF DANGER AT DAMS

MILEPOSTS & PHONE NUMBERS OF LOCKS & DAMS

	MILE (Computed)	PHONE #s
Momtgomery Point L&D	.0.5	(under constrution)
Norrell L&D	10.3	(870) 548-2796
Lock No. 2	13.3	(870) 548-2791
Joe Hardin L&D	50.2	(870) 479-3164
Emmett Sanders L&D	66.0	(870) 534-2127
L&D #5	86.3	(501) 842-2761
David D. Terry L&D	108.1	(501) 961-9281
Murry L&D	125.4	(501) 663-1997
Toad Suck Ferry L&D	155.9	(501) 327-0853
Arthur V. Ormond L&D	176.9	(501) 354-8402
Dardanelle L&D	205.5	(501) 890-4987
Ozark Jeta Taylor L&D	256.8	(501) 667-2120
James W. Trimble L&D	292.8	(501) 452-0488
W. D. Mayo L&D	319.6	(918) 962-3481
Robert S. Kerr L&D	336.2	(918) 775-2091
Webbers Falls L&D	366.6	(918) 489-5987
Chouteau Lock L&D	401.4	(918) 687-4501
Newt Graham L&D	421.6	(918) 543-2216



McClellan - Kerr Arkansas River Navigation System

Last But Not Least!

Drive Carefully On Your Homeward Journey

Prepared by
U.S. Army Engineer Districts, Little Rock and Tulsa