

## **Established Locking Times Bass Champs on the Red River Tuesday – Sunday (October 2-6)**

**Lock #5 Down Stream morning locking.** Upstream Gates open from 07:15-7:45 AM then close gates and lock Down Stream. Up Steam Gates open from 08:25- 08:55 AM lock 2nd group DS.

**Lock #4 Down Stream morning locking,** Upstream Gates open from 08:30- 09:00 AM then close gates and lock DS. Upstream Gates open from 09:40- 10:10 AM lock 2nd group Down Stream.

**Lock #4 Up Stream afternoon locking,** Downstream Gates open from 12:30- 01:00 PM then lock 1st group Up Stream. Downstream Gates open from 02:05- 02:35 PM lock 2nd group Up Stream.

**Lock #5 Up Stream afternoon locking,** Downstream Gates open from 01:45- 02:15 PM then lock 1st group Up Stream. Downstream Gates open from 03:05- 03:35 PM lock 2nd group Up Stream.

Any boats desiring lockage outside of these times that will cause interference with the above schedule, (except Govt. or commercial tows) will be denied lockage until the scheduled lockage times. Other boats will be locked thru as needed if they arrive between the above lockage times.

It is understood that any boats outside of established locking schedule will be treated as any other recreational boat, and any boat wanting to lock thru that will interfere with the schedule will have to wait for the scheduled lockage to take place first. **With the exception of Govt. or commercial lockage's that take priority over recreational vessels**

### **Locking Procedures**

1. The lock is a No Wake Zone from the end of the long wall on the US side to the end of the long wall on the DS side.
2. Boats leaving the lock have right of way over boats entering.
3. Boats entering the lock will wait for a green light and horn signal before entering. The traffic lights are mounted on the lockwall adjacent to the miter gates, on the left as you are facing into the lock.
4. All boats must be properly secured to the floating mooring bits recessed into the lockwalls. They are painted yellow here, so they should not tie to anything that is not painted yellow (unless it is to another boat that is).
5. Boats should wait on a horn signal from the operator before exiting after the gates are opened in the direction they are going.
6. There is a signal rope located near the end of each long wall, next to a ladder recessed into the wall. They should pull this rope one good time and wait near the area for the green light and horn signal. Do not crowd in close to the gates waiting to lock (see rule #2). If another boat is waiting to lock, then no need to pull the signal rope again if the first boat already has. We may take awhile to get to the boats waiting as we may already be engaged with locking others that arrived previously (this is for unscheduled lockages).

> During tournaments with large numbers of boats, we want the first boats in to proceed to the far end of the lock to tie off to the mooring bits and create a continuous string of boats across the lock to the bit on the opposite wall. This takes 10 regular size Bass Boats to do. If there are not enough in a particular string(9 boats for example), then the two center boats should have enough line to pass across to the boat from the opposite side. This way we don't have boats swinging wildly back and forth banging in to each

other and the walls too. They should remain alert and follow directions passed down to them from lock personnel on the lock wall while entering and while waiting for the lockage to begin. We may have a need to try to squeeze in a few more boats and need them to move some to accommodate everyone.

> If a commercial tow is in site of the lock and the gates open/green light on, DO NOT enter the lock, we are committed to locking him first, it is not first come first served in this case. The tow takes precedence over the recreation boats.

> Do not go passed the buoy lines above and below the dam, this is an off limits area. They extend from the ends of the long walls to the opposite bank. If the buoy lines are not in place, stay out of this area anyway. The ropes may have been broken by high flows and drift, but it is still an off limits area. If we have flows high enough to break the buoy lines then the current is strong enough to make these VERY HAZARDOUS areas.