



U.S. Department  
of Homeland Security  
**United States  
Coast Guard**

## LOCAL NOTICE TO MARINERS

**District: 13**

**Week: 01/10**

ISSUED BY: COMMANDER, THIRTEENTH COAST GUARD DISTRICT (dpw)  
915 Second Avenue, Seattle, Washington 98174-1067  
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LIGHT LIST REFERENCE: COMDTPUB P16502.6, Light List Volume VI, 2009 Edition

### UNITED STATES COAST GUARD NAVIGATION INFORMATION SERVICE (NIS)

The United States Coast Guard Navigation Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information for GPS, DGPS, and LORAN-C. The NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar Users (NANU). NANU notices can also be obtained via e-mail subscription through the USCG Navigation Center website  
<http://www.navcen.uscg.gov/gps/status/default.htm>.

In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN service. Mariners are encouraged to report all degradation of radio navigation services to the NIS via any of the following: Phone: 703-313-5900, Email: [webmaster@navcen.uscg.mil](mailto:webmaster@navcen.uscg.mil) or on the World Wide Web at: <http://www.navcen.uscg.gov>.

### BROADCAST NOTICE TO MARINERS

This section contains a range of all the significant Broadcast Notice to Mariners (BNM's) on the date of this edition.

Originating Unit	Beginning BNM	Ending BNM
CGD THIRTEEN	D13-1043-09	D13-0012-10

### ABBREVIATIONS

#### A through H

ACOE - Army Corps of Engineers  
ADRIFT - Buoy Adrift  
AICW - Atlantic Intracoastal Waterway  
AI - Alternating  
B - Buoy  
BKW - Breakwater  
bl - Blast  
BNM - Broadcast Notice to Mariner  
bu - Blue  
C - Canadian  
CHAN - Channel  
CGD - Coast Guard District  
C/O - Cut Off  
CONT - Contour  
CRK - Creek  
CONST - Construction  
DBN/Dbn - Daybeacon  
DBD/DAYBD - Dayboard  
DEFAC - Defaced  
DEST - Destroyed  
DISCON - Discontinued  
DMGD/DAMGD - Damaged  
ec - eclipse  
EST - Established Aid  
ev - every  
EVAL - Evaluation  
EXT - Extinguished  
F - Fixed

#### I through O

I - Interrupted  
ICW - Intracoastal Waterway  
IMCH - Improper Characteristic  
INL - Inlet  
INOP - Not Operating  
INT - Intensity  
ISL - Islet  
Iso - Isophase  
kHz - Kilohertz  
LAT - Latitude  
LB - Lighted Buoy  
LBB - Lighted Bell Buoy  
LHB - Lighted Horn Buoy  
LGB - Lighted Gong Buoy  
LONG - Longitude  
LNM - Local Notice to Mariners  
LT - Light  
LT CONT - Light Continuous  
LTR - Letter  
LWB - Lighted Whistle Buoy  
LWP - Left Watching Properly  
MHz - Megahertz  
MISS/MSNG - Missing  
Mo - Morse Code  
MSLD - Misleading  
N/C - Not Charted  
NGA - National Geospatial-Intelligence Agency  
NO/NUM - Number

#### P through Z

PRIV - Private Aid  
Q - Quick  
R - Red  
RACON - Radar Transponder Beacon  
Ra ref - Radar reflector  
RBN - Radio Beacon  
REBUILT - Aid Rebuilt  
RECOVERED - Aid Recovered  
RED - Red Buoy  
REFL - Reflective  
RRL - Range Rear Light  
RELIGHTED - Aid Relit  
RELOC - Relocated  
RESET ON STATION - Aid Reset on Station  
RFL - Range Front Light  
RIV - River  
s - seconds  
SEC - Section  
SHL - Shoaling  
si - silent  
SIG - Signal  
SND - Sound  
SPM - Single Point Mooring Buoy  
SS - Sound Signal  
STA - Station  
STRUCT - Structure  
St M - Statute Mile  
TEMP - Temporary Aid Change

fl - flash  
Fl - Flashing  
G - Green  
HAZ - Hazard to Navigation  
HBR - Harbor  
HOR - Horizontal Clearance  
HT - Height

NOS - National Ocean Service  
NW - Notice Writer  
OBSCU - Obscured  
OBST - Obstruction  
OBSTR - Obstruction  
Oc - Occulting  
ODAS - Anchored Oceanographic Data Buoy

TMK - Topmark  
TRLB - Temporarily Replaced by Lighted Buoy  
TRLT - Temporarily Replaced by Light  
TRUB - Temporarily Replaced by Unlighted Buoy  
W - White  
Y - Yellow

Additional Abbreviations Specific to this LNM Edition: None

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## SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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### **COLUMBIA RIVER – ASTORIA RANGE – Dredging at U.S. Coast Guard Tongue Point Facility**

Hickey Marine will be conducting dredging operations at the piers at the U.S. Coast Guard Tongue Point Facility, Columbia RM 17.5 from approximately 11 Jan 10 to 29 Jan 10. This dredging operation may be delayed and could be extended. The dredge Sea Horse will be monitoring VHF-FM channels 13 and 16. Mariners are requested to use caution and reduce wake when transiting the area. For additional information, contact Hickey Marine at (888) 699-1053.

Chart 18521

LNM: 01/10

### **WASHINGTON – LAKE WASHINGTON SHIP CANAL – Fremont Bascule Bridge Information**

The north leaf only of the Fremont Bascule Bridge will operate for vessel passage from 0700 to 1800 on 20 Jan 10. If at least four hours notice is given, a double-leaf opening can be provided. This special operation accommodates a repair project for the center lock of the bascule span. The normal weekday closed periods remain in effect for this date.

Chart 18447

LNM: 01/10

### **WASHINGTON – LAKE UNION - Diving Operations**

The Office of Environmental Assessment, U.S. EPA Region 10, will be conducting diving operations at several sites in Lake Union from 0900 to 1530 on 20 and 21 Jan 10. These dive operations are to support bottom surveys in north Lake Union for the Washington Department of Natural Resources and the Center for Wooden Boats, where sunken vessels are known or suspected to be present. The specific sites are:

47°38-41.745N 122°20-16.142W 47°38-41.501N 122°20-17.485W 47°38-41.181N 122°20-18.393W  
47°38-47.727N 122°20-24.370W 47°38-37.599N 122°20-54.140W 47°38-42.728N 122°20-22.528W  
47°38-39.499N 122°20-10.460W

A remotely operated vehicle and a stand-alone side scan sonar will be deployed from the R/V Monitor and R/V Wooldridge. These vessels may be at anchor during these operations and restricted in their ability to maneuver. The R/V Monitor and Wooldridge will be monitoring VHF-FM channels 13, 14 and 16. Mariners are requested to slow to minimum speed to reduce wake and use extreme caution when transiting the area. For additional information contact the Office of Environmental Assessment at (206) 553-0218.

Chart 18447

LNM: 01/10

### **COLUMBIA RIVER - WARRIOR POINT TO BACHELOR POINT – Safety Zone for blasting and dredging (revised from LNM 47/09)**

The U.S. Army Corps of Engineers is conducting a channel improvement project in the Columbia River from Warrior Point to Bachelor Point that will include blasting of the river bed with explosives. This project will continue until 15 Mar 10. A Safety Zone has been established by the U.S. Coast Guard Captain of the Port, Portland OR from Duck Club Light 6 (LLNR 11085), east across to Bachelor Island, thence downstream following the shoreline to Austin Point and across the river to Warrior Point. All mariners are advised that the channel will be narrowed down to one lane in this entire area and that all passing arrangements need to take place in time to pass before or after they have transited the area. The safety boat on scene must be contacted prior to transiting the waterway to ensure it is safe for transit and can be reached for passing information and other requests at the phone number (503) 396-9893 or VHF-FM channel 16. Access to the Columbia River from Lake River and Lewis River will be allowed with permission from the Captain of the Port, Portland OR via the safety boat at (503) 396-9893 or VHF-FM Channel 16. Safety Zone Signs have been placed in the following approximate positions:

45-50.578N 146.915W 45-49.630N 122-47.308W 45-50.034N 122-47.730W 45-50.967N 122-47.288W

From approximately 30 Dec 09 to 10 Jan 10, the Oregon side of the channel and 100' of the Washington side adjacent to the centerline will be closed for drilling and blasting operations. Mariners are urged to use extreme caution in the area, transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. For additional information contact the U.S. Army Corps of Engineers, Portland District at (503) 808-5150 or at the email address [DLL-CENWPQuestions@nwp01.usace.army.mil](mailto:DLL-CENWPQuestions@nwp01.usace.army.mil). Detailed information including the blasting schedule is available at the web site: <http://www.crqi-project.info/>.

Charts: 18524 18525

LNM: 52/09

### **COLUMBIA RIVER – Dredging in the vicinity of Willow Upper Range Channel (revised from LNM 44/09)**

Ross Island Sand & Gravel Co., will commence dredging in the Columbia River in the vicinity of RM 97 until 31 Dec 09, Monday through Friday,

from 0700 to 1700 daily. Delays may require the continuation of the dredging operations through Jan 10. The Dredge "10" will be monitoring VHF-FM channels 13, 16 and 79. Mariners are requested to use caution and reduce wake when transiting the area. For additional information, contact (503) 706-7291.

Chart 18525

LNM: 52/09

**WASHINGTON – POINT ROBINSON - DGPS off Air time (revised from LNM 51/09)**

The U.S. Coast Guard NAVCEN has rescheduled its previous off-air times for the DGPS Point Robinson, WA site. DGPS Point Robinson site is authorized off air time from 0900 to 2100 on 09 Feb 10 with an alternate date of 0900 to 2100 on 10 Feb 10 for scheduled maintenance. There will be no significant loss of coverage due to double coverage in the area. For additional information or objections, contact Navigation Center DGPS Operations at (707) 765-7616.

LNM: 52/09

**WASHINGTON - SNOHOMISH RIVER - Dredging in the vicinity of the Port of Everett**

General Construction Co. will be conducting dredging on the Snohomish River downstream settling basin and associated river channel to the south between 01 Jan 10 to 15 Feb 10, 7 days a week, 24 hours a day. The area to be dredged is bounded by Jetty Island on the west with the north limit adjacent to the Jetty Island Dock on the west and the 12th Street Yacht Basin on the East. The work extends south past the Port of Everett marina on the east by approximately 1000 feet. A clamshell dredge will be working in the channel with assist vessels transiting between the dredging site and the Port Gardner disposal site. The dredge Seattle will monitor VHF-FM channel 66 and Dunlap tugs on scene will monitor channel 19A. Mariners are advised to use caution when transiting the area. For additional information, contact General Construction Co. at (206) 730-6232.

Charts: 18423 18443 18444

LNM: 51/09

**WASHINGTON – DUWAMISH RIVER – West Waterway Duwamish River Temporary Closure**

The West Waterway of the Duwamish River in the vicinity of Todd Shipyards will be closed to marine traffic from approximately 0330 to 0930 on 16 Jan 10. This closure is to facilitate the launch of a car ferry from a trestle into a drydock. The U.S. Coast Guard will implement a safety zone to restrict marine traffic during the vessel transfer time. For additional information contact Todd Pacific Shipyards Corporation at (206) 623-1635.

Charts: 18445 18447

LNM: 51/09

**OREGON – COQUILLE RIVER - Bullards Ferry Drawbridge Notice of Proposed Rulemaking**

A Notice of Proposed Rulemaking has been published in the Federal Register on December 10, 2009 (74FR65497) for the Bullards Ferry Drawbridge, Coquille River RM 3.5, Bandon, OR that if approved would allow the Oregon Dept of Transportation to keep the vertical lift span in the closed position for painting. This would allow the containment system to remain in place throughout the 10-month project. The draw has not been requested to open in seven years. Interested parties may comment on the proposal by following the instructions at <http://edocket.access.gpo.gov/2009/E9-29414.htm>. Comments should not be mailed to this district office, but should be submitted to the docket management facility in Washington, DC. Contact Austin Pratt at (206)220-7282 if you need assistance. The comment period expires February 8, 2010.

Chart 18588

LNM: 50/09

**COLUMBIA RIVER – Dredging in Baker Bay, Chinook Channel and West Port Slough (revised from LNM 44/09)**

American Construction Co. will be conducting dredging operations at Baker Bay from 22 Jan 10 to 05 Feb 10, Chinook Channel from 06 Feb 10 to 17 Feb 10 and West Port Slough from 18 Feb 10 to 27 Feb 10. These dates are changes from the prior December-January schedule. The dredge Patriot and tug Doreen Brusco will be monitoring VHF-FM channels 16 and 82. Mariners are requested to use caution and reduce wake when transiting the area. For additional information, contact American Construction Co., Inc at (425) 293-5000.

Charts: 18521 18523

LNM: 50/09

**COLUMBIA RIVER - SNAKE RIVER - Lockage Closures**

The U.S. Army Corps of Engineers, Walla Walla District, has scheduled lock closures for the McNary Lock, Ice Harbor Lock, Lower Monumental Lock, Little Goose Lock and Lower Granite Locks. All five navigation locks will close for general maintenance, inspection and repairs commencing 0600 on 06 Mar 10. Ice Harbor Lock and Lower Monumental Locks are expected to open at 2359 on 27 Mar 10, while the McNary Lock, Little Goose Lock and Lower Granite Locks are expected to open at 2359 on 20 Mar 10. In addition, the Lower Monumental Lock will be experiencing closures from 02 Jan 10 until 31 Jan 10 as noted in Local Notice to Mariners 49/09. For the lockage schedule and additional information, visit the following website <http://www.nww.usace.army.mil> or contact the Walla Walla District at (509) 527-7114 / 7115. (Public Notice 10-01)

Charts: 18539 18541 18545 18546 18547

LNM: 50/09

## SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

### DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
765	Duntze Rock Lighted Whistle Buoy 2D	REDUCED INT	18485	0368-09	25/09	
765.2	NOAA Environmental Lighted Buoy 46005	MISSING			52/08	
8635	Chetco River Entrance Daybeacon 9	MISSING/TRUB	18602	0997-08	53/08	
8815	Coos Bay Range A Front Light	REDUCED INT	18587	0790-09	40/09	
9135	South Slough Light 1	TRLB/LT EXT/DBN DMGD	18587	0882-08	47/08	
9815	Tillamook Bay Entrance Lighted Bell Buoy 1	OFF STA	18558	0938-09	47/09	
10220	Miller Sands Channel Lighted Buoy 6	BUOY DMGD	18523	0741-09	38/09	
11620	Cape Horn Range Rear Light	DBN DEST	18531	0985-09	50/09	
13686	Little Goose Dam Buoy I	OFF STA		0235-09	17/09	
<b>14460</b>	<b>Baker Bay West Channel Light 12</b>	<b>LT EXT</b>	<b>18521</b>	<b>0006-10</b>	<b>01/10</b>	
14780	Cathlamet Bay Prairie Channel Daybeacon 14	TRUB/DBN DEST	18523	0153-09	08/09	
15585	Point Chehalis Range Front Light	DBN DEST	18502	0950-09	48/09	
15585	Point Chehalis Range Front Light	REDUCED INT	18502	1012-09	50/09	
<b>15985</b>	<b>Grays Harbor Regulated Boating Area Warning Sign (2)</b>	<b>LT EXT</b>	<b>18502</b>	<b>1052-09</b>	<b>01/10</b>	
16150	Duntze Rock Lighted Whistle Buoy 2D	REDUCED INT	18485	0368-09	25/09	
<b>18255</b>	<b>Union Bay Channel Buoy 17</b>	<b>OFF STA</b>	<b>18447</b>	<b>1051-09</b>	<b>01/10</b>	
<b>19775</b>	<b>Haro Strait Lighted Junction Buoy A</b>	<b>LT IMCH</b>	<b>18432</b>	<b>0005-10</b>	<b>01/10</b>	

### DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
9440	Siuslaw River Entrance Range Front Light	RELIGHTED	18583	1049-09	01/10	01/10
10190	Harrington Point Channel Lighted Buoy 54	RELIGHTED	18521	1048-09	52/09	01/10
17085	Puget Sound Traffic Separation Lane Lighted Buoy TC	RELIGHTED	18474	0009-10	01/10	01/10
17131	Commencement Bay Shoal Lighted Buoy A	RELIGHTED	18453	0010-10	01/10	01/10
17515	Olympia Turning Basin Buoy 18	WATCHING PROPERLY	18456	1044-09	51/09	01/10
18860	Swinomish Channel South Entrance Buoy 22	RESET ON STATION	18427	1053-09	52/09	01/10
19035	Saddlebag Island Light 7	RELIGHTED	18427	0011-10	01/10	01/10
19740	Mosquito Pass Buoy 6	RESET ON STATION	18433	0012-10	52/09	01/10
19815	Boundary Pass Shoal Isolated Danger Lighted Bell Buoy DB	WATCHING PROPERLY	18431	1050-09	01/10	01/10

### DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
687	Seaside Data Lighted Buoy	MISSING	18520	1018-09	51/09	
17255	Steilacoom North Mooring Buoy	MISSING	18448	0828-09	42/09	
18465	Mukilteo Ferry Dolphin Light	LT IMCH	18443	0817-08	44/08	
18598	Tulalip Tribes Breakwater Light A	LT IMCH	18443	1018-07	47/07	
18955	Anacortes Ferry Terminal Lights (2)	LT IMCH	18427	0607-06	23/06	
19360	Skyline Marina Light 1	LT EXT/DBN DEST	18427	0157-09	08/09	

### DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

**PLATFORM DISCREPANCIES**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

**PLATFORM DISCREPANCIES CORRECTED**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

**SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED**

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

**TEMPORARY CHANGES**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
586	Port Orford Jetty Light 3	DISCONTINUED	18589	1129-07	22/08	
11075	Warrior Rock Reef Lighted Buoy 4	DISCONTINUED FOR DREDGING	18525	0929-09	47/09	

**TEMPORARY CHANGES CORRECTED**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

**PLATFORM TEMPORARY CHANGES**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

**PLATFORM TEMPORARY CHANGES CORRECTED**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

**SECTION IV - CHART CORRECTIONS**

None

**SECTION V - ADVANCE NOTICES**

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

SUMMARY OF ADVANCED APPROVED PROJECTS

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
None		

Advance Notice(s)  
None

**SECTION VI - PROPOSED CHANGES**

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

**PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT**

Proposed Project(s)

Closing

Docket No.

Ref. LNM

None

Proposed Change Notice(s)

**COLUMBIA RIVER – HARRINGTON POINT TO CRIMS ISLAND – Pillar Rock Lower Range Front Light**

The U.S. Coast Guard is proposing to change the visibility of Pillar Rock Lower Range Front Light (LLNR 10235) from visible all around; higher intensity on rangeline to visible 5.5 degrees each side of range line. This change is to align the intensities of the range lights. (DP-13-10-13-D)

Chart 18523

LNM: 52/09

**COLUMBIA RIVER – BONNEVILLE TO THE DALLES – Change to Cook Point Range Front Light 27**

The U.S. Coast Guard is proposing to change Cook Point Range Front Light 27 (LLNR 11880) to Cook Point Range Front Light and remove the square green dayboard as it is no longer considered necessary for safe navigation in the waterway. (DP-13-10-07-D)

Chart 18532

LNM: 50/09

**OREGON - WILLAMETTE RIVER – Rock Island Channel Buoys 1 through 15**

The U.S. Coast Guard is proposing to change the dates that Rock Island Channel Buoys 1 through 15 (LLNR 15080 through 15130) are maintained from May 15 to Nov 15 to maintained from May 15 thru Oct 15. This proposal is to better mark the waterway. (DP-13-10-11-D)

Chart 18528

LNM: 50/09

**WASHINGTON – STRAIT OF JUAN DE FUCA – PORT ANGELES – Coast Guard Mooring Basin Light 3**

The U.S. Coast Guard is proposing to change the nominal range of Coast Guard Mooring Basin Light 3 (LLNR 16294) from three (3) to four (4) nautical miles to accommodate the installation of a Light Emitting Diode (LED) lantern. (DP-13-10-12-D)

Chart 18468

LNM: 50/09

**WASHINGTON – PUGET SOUND – OAK HARBOR – Oak Harbor Daybeacon 4**

The U.S. Coast Guard is proposing to change Oak Harbor Daybeacon 4 (LLNR 18680) to Oak Harbor Light 4 (LLNR 18680), showing a flashing red light every 2.5 seconds (F R 2.5s) with a nominal range of three (3) nautical miles and red triangular dayboards (TR). This is being proposed to realign the federal aids to navigation in the waterway. (DP-13-10-08-D)

Charts: 18423 18428

LNM: 50/09

**WASHINGTON – PUGET SOUND – OAK HARBOR – Oak Harbor Daybeacon 10**

The U.S. Coast Guard is proposing to change Oak Harbor Daybeacon 10 (LLNR 18705) to Oak Harbor Light 10 (LLNR 18705), showing a flashing red light every 4 seconds (F R 4s) with a nominal range of three (3) nautical miles and red triangular dayboards (TR) and then relocate the aid to approximate position 48-16-39.0N 122-38-55.0E. This is being proposed to realign the federal aids to navigation in the waterway. (DP-13-10-09-D)

Charts: 18423 18428

LNM: 50/09

**WASHINGTON – PUGET SOUND – HOOD CANAL – Change to Port Gamble Aids to Navigation**

The U.S. Coast Guard is proposing to establish Port Gamble Lighted Buoy 2 (LLNR 17744), a lighted red nun buoy, in approximate position 47-51-49N 122-34-42W, showing a flashing red light every 2.5 seconds (FL R 2.5s) with a nominal range of three (3) nautical miles and establish Port Gamble Lighted Buoy 4 (LLNR 17747), a red nun buoy, in approximate position 47-51-32N, 122-34-42W, showing a flashing red light every four (4) seconds (FL R 4s) with a nominal range of three (3) nautical miles. In conjunction with the establishment of these two buoys, discontinue the lighting equipment on Port Gamble Range Front and Rear Lights (LLNR 17735/17740) and disestablish Port Gamble Light 1 (LLNR 17743). The range boards on the Front and Rear Ranges would remain. This proposal is offered to better mark the waterway. (DP-13-10-10-D)

Charts: 18445 18476 18477

LNM: 50/09

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**SECTION VII - GENERAL**

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

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**Bridge Lighting Discrepancies**

Lights on the following bridges have been reported extinguished:

Waterway	Bridge Name	Location	Status	Date reported	BNM
Coos Bay	Coos Bay RR Bridge	Coos Bay, OR	EXT/Bell INOP	06/14/07	0595-07
Umpqua River	CO and PRR Bridge	Reedsport	EXT	09/11/09	0698-09
Siuslaw	CO and P RR Bridge	Acme, OR	EXT	04/06/09	0221-09
Yaquina Bay	Yaquina Bay Bridge	Newport, OR	EXT	12/03/09	0969-09
Columbia River	Kettle Falls RR Bridge RM 703.3	Kettle Falls, WA	EXT	09/07/09	N/A
Columbia River	Pasco-Kennewick Intercity Bridge	Kennewick, WA	EXT	12/01/09	0963-09
Pend Oreille River	Spokane International RR Bridge	Sandpoint, ID	EXT	08/12/08	N/A
Pend Oreille River	Merriett Brothers Bridge	Priest River, ID	EXT	7/13/09	N/A
St. Joe River	St. Joe River Bridge	Chatcolet, ID	EXT	11/12/09	0917-09
Hood Canal	Hood Canal Bridge	Bangor, WA	EXT	10/19/09	0838-09

## Bridge Lighting Discrepancies

LNM: 01/10

## Bridge Lighting Discrepancies Corrected

The following bridge discrepancies have been corrected since the last Local Notice to Mariners:

None

LNM: 01/10

## OREGON - COOS BAY - Coos Bay Railroad Drawbridge Notice of Proposed Rulemaking

A Notice of Proposed Rulemaking has been published in the Federal Register on 16 Nov 09, (74FR58931) for deleting the requirement for special sound signals used in fog. This would make the signal requirements consistent with other drawbridges in the district. Persons wishing to comment on the proposal should refer to the full text of and follow the procedure for submitting comments found at <http://edocket.access.gpo.gov/2009/E9-27354.htm>

Chart 18587

LNM: 46/09

## COLUMBIA RIVER – Astoria Megler Bridge painting

A painting containment system may be installed at various locations on the Astoria Megler Bridge, Columbia River mile 13.5, except the main span, until 30 Nov 11. This will reduce vertical clearance by ten feet. The main navigation span will not be affected. Installations will be marked at each corner by flashing red lights.

Chart 18521

LNM: 43/09

## OREGON - WILLAMETTE RIVER - Union Street Bridge RM 84.3 Salem, OR Bridge Information

A debris containment system will be in place under the Union Street Bridge at RM 84.3 until 30 Sep 10. This may reduce vertical clearance by five feet but at least one span will be unobstructed for navigation during the project.

LNM: 33/09

## WASHINGTON - EBEL SLOUGH - Burlington Northern Santa Fe Railroad Drawbridge Notice of Proposed Rulemaking

A Notice of Proposed Rulemaking has been published in the Federal Register on 16 Nov 09 (74FR58933), for changing the operating rules for the RR Swingspan at Marysville. The change, if approved, would require that two-hour notice be provided for all draw openings from 1530 to 0700 daily. Openings on signal would be provided at all other times. Persons wishing to comment on this proposal should refer to the full text and follow the procedure for making written comments found at <http://edocket.access.gpo.gov/2009/E9-27355.htm>

Chart 18443

LNM: 46/09

## WASHINGTON - HOOD CANAL – Hood Canal Floating Bridge East Span vertical clearance reduction

Construction work on the Hood Canal Floating Bridge East Span has reduced the vertical clearance limits for that span of the bridge. The east transition span is sloped so that the landward side has the highest vertical clearance. The new vertical clearances are 50.7 FT for the bridge side and 52.9 FT for the landward side. This is a reduction of approximately 4.3 FT. All vertical measurements are taken from Mean High Water (MHW).

Charts: 18441 18445 18473 18476 18477

LNM: 44/09

## WASHINGTON – SWINOMISH RIVER – Burlington Northern Santa Fe Swing Bridge Information

The Burlington Northern Santa Fe Swing Bridge across the Swinomish River RM 8.4 will be closed to navigation for replacement of a pinion gear from 0700 05 Jan 10 to 1400 06 Jan 10.

Charts: 18423 18443 18444

LNM: 48/09

## WASHINGTON - PUGET SOUND - CHAMBERS CREEK - Burlington Northern Santa Fe Drawbridge Information

A Notice of Proposed Rulemaking has been published in the Federal Register on 08 Dec 09 (74FR64641) for changing the operating rules for the BNSF RR vertical lift bridge near Steilacoom, Washington. The change, if approved, would require that two-hour notice be provided for all draw openings from 1530 to 0700 daily. Openings on signal would be provided at all other times. Persons wishing to comment on the proposed rule should refer to the instructions in the full text and follow the procedure for making written comments found at <http://edocket.access.gpo.gov/2009/E9-29128.htm>. Do not send comments to the 13th Coast Guard District. The comment period expires 08 Feb 10.

Chart 18445

LNM: 49/09

## COLUMBIA RIVER - The Dalles Lock and Dam Spill Wall Construction

General Construction Company will be working on the Dalles Lock and Dam Spill Bay and Spill Wall project until 20 Mar 10. Work will occur within the Boat Restricted Zone of the Dam and Lock. Two Derrick Barges Cranes and other equipment will be on scene. Prior notice of all vessel traffic through The Dalles Dam Lock would be appreciated by General Construction. Derrick barges will monitor VHF Channel 14 and will be in constant contact with The Dalles Dam control room. For additional information, contact General Construction Company at (360) 779-3200.

Charts: 18532 18533

LNM: 33/09

## COLUMBIA AND SNAKE RIVERS – Winter Seasonal Lockage Schedule for Recreational Craft

The U.S. Army Corps of Engineers, Walla Walla and Portland Districts, has implemented the winter seasonal lockage schedule, which is effective from 16 Sep 09 to 14 May 10 for the passage of recreational craft through the navigation locks. Winter recreational vessel lockage will be made during daylight hours only, on request at each of the Walla Walla District locks. For the lockage schedule and additional information, visit the following website <http://www.nww.usace.army.mil/html/offices/op/t/navdata/default.html> or contact the Walla Walla District at (509) 527-7115 /

**COLUMBIA AND SNAKE RIVERS – Winter Seasonal Lockage Schedule for Recreational Craft**

7114.

LNM: 35/09

**SNAKE RIVER – LOWER MONUMENTAL LOCK - Lockage Closure**

The U.S. Army Corps of Engineers, Walla Walla District, has scheduled lock closures for Lower Monumental Navigation Lock commencing 02 Jan 10 until 31 Jan 10. The closure times will be from 0600 until 1800, Monday through Saturday with normal operations beginning 31 Jan 10. This closure is to conduct preparatory work and concrete removal at the spill area on the navigation lock wall. Other closures will be scheduled in Mar 10. For a Public Notice and additional information, visit the following website <http://www.nwww.usace.army.mil/html/offices/op/t/navdata/default.html> or contact the Walla Walla District at (509) 527-7114 / 7115.

Charts: 18545 18546

LNM: 49/09

**OREGON – COOS BAY – Deployment of subsurface equipment**

The US Geological Survey in Coos Bay, OR has deployed 12 unlit surface buoys that support subsurface research equipment in the positions listed below. All of the buoys are yellow plastic with reflective tape and USGS contact information on them. The buoys are to be maintained from Oct 09 to Nov 10. For additional information contact the US Geological Survey, Western Fisheries Research Center at 509-538-2299 ext. 209 or email [bvanderleeuw@usgs.gov](mailto:bvanderleeuw@usgs.gov).

Chart 18587

LNM: 44/09

**COLUMBIA RIVER – COLUMBIA RIVER ENTRANCE – Installation of Waverider Buoy**

Scripps Institution of Oceanography has installed a Waverider buoy for the U.S. Army Corps of Engineers at the entrance to the Columbia River in approximate position 46-12-57.3N 124-07-41.3W, at a depth of 13.5 fathoms. The buoy is a 3-foot diameter yellow sphere marked "Wave Buoy", with attached antenna and is equipped with a flashing yellow light, with five flashes every 20 seconds (FI Y (5) 20s). Mariners are requested to keep clear of the buoy. For more information contact the U.S. Army Corps of Engineers at 503-808-4348 or 858-534-3032.

Chart 18521

LNM: 41/09

**COLUMBIA RIVER – ASTORIA – Dredging at Port of Astoria**

The Port of Astoria has commenced maintenance dredging of the Port Docks from until 28 Feb 10 during ebb tides. Specific areas of work include the face of Piers 1 and 2, Slip 1 and Slip 2. The dredge Felkin will monitor channels 16 & 74 VHF-FM. For additional information, contact the Mr. Alejandro Bancke at the Port of Astoria (503) 325-4521.

Chart 18521

LNM: 43/09

**COLUMBIA RIVER – PUGET ISLAND– Construction at Puget Island Ferry Landing**

Bergerson Construction, Inc. is performing waterfront construction activities for the replacement of the Puget Island Ferry Landing at RM 43.5 until late Feb 2010. Activities will include piledriving, demolition, and concrete placement all performed from waterborne equipment. Construction personnel will be monitoring VHF channels 16 and 17 during working hours. Additionally, a temporary landing facility will be installed while the main landing is under construction. Mariners are requested to use caution and reduce wake when transiting this area. For additional information, contact Bergerson Construction at (503) 325-7130.

Chart 18523

LNM: 45/09

**COLUMBIA RIVER - LONGVIEW – Construction at Port of Longview Berth 9**

Bergerson Construction, Inc. is performing waterfront construction activities associated with the new Berth 9 grain facility at the Port of Longview at RM 67.5, through Jun 10. Activities will include piledriving, structural steel and concrete placement. Construction personnel will be monitoring VHF channels 16 and 17 during working hours. Mariners are requested to use caution and reduce wake when transiting this area. For additional information, contact Bergerson Construction at (503) 325-7130.

Chart 18524

LNM: 45/09

**COLUMBIA RIVER - HOOD RIVER (Revised from LNM 28/09)**

Mariners are advised to use caution in the vicinity of Hood River and use the navigational ranges through the Hood River Bridge due to shoaling extending from the mouth of the Hood River. Hood River Buoy 36 (LLNR 11932) has been relocated to position 45-43-19.541N 121-30-26.079W to best mark the channel due to shoaling.

Chart 18532

LNM: 31/09

**WASHINGTON - PACIFIC COAST - Research Drift Buoys**

As part of a research project to study the movement of harmful algal blooms (HABs) along the Washington coast the NOAA-Northwest Fisheries Science Center will be deploying 3 drift buoys beginning 08 Aug 2009 in the following locations: 48 30.00 N 125 15.00 W, 48 15.00 N 125 30.00 W and 48 00.00 N 125 30.00 W. Viewed from the surface a drift buoy appears as 4, 6-inch orange floats one each at the corner of an imaginary 3 foot square. A 3-inch diameter tube with telemetry antennae is located in the center extending approximately 2 feet above the surface and approximately 3 feet below the surface. If found floating please do not retrieve them. They are integral to tracking potential harmful algal blooms on the Washington coast. For more information contact Northwest Fisheries Science Center at (206)860-6788.

Charts: 18460 18480

LNM: 31/09

**WASHINGTON – GRAYS HARBOR – Dredging in Inner Harbor**

The American Construction Co., Inc. will be conducting dredging operations in Grays Harbor, Inner Harbor at Cow Point Reach and Cow Point Turning Basin, commencing 30 Dec 09. Work will be suspended on 15 Feb 10 for the fisheries closure. The dredge Patriot and scows Liberty and Lummi Island will be on scene and monitoring VHF-FM channels 13 and 16. Mariners are requested to use caution and reduce wake when transiting this area. For additional information contact the American Construction Company, Inc. at 253-254-0613.

**WASHINGTON – GRAYS HARBOR – Dredging in Inner Harbor**

Chart 18502

LNM: 48/09

**WASHINGTON – LONG BEACH - Submerged Vessel**

The F/V Portlock was sunk off the Washington coast near Long Beach, WA in approximate position 46-25-22.8N 124-11-33W. Mariners are advised to use caution while transiting the area.

Chart 18500

LNM: 35/09

**WASHINGTON – QUILLAYUTE RIVER - Dredging**

Nehalem River Dredging is conducting dredging operations on the Quillayute River until 15 Feb 10. The work area will be from the mouth of the Quillayute River to the Coast Guard Station. Mariners are requested to minimize wake and proceed with caution after passing arrangements are made. The dredge Nehalem and other work vessels in the area will monitor VHF-FM channels 8, booth and 16. For additional information, contact Mr. Vern Scovell at Nehalem River Dredging at (503) 706-3859.

Chart 18480

LNM: 42/09

**WASHINGTON - FIDALGO BAY - Dredging**

Pacific Pile and Marine is conducting dredging operations in the Cap Sante waterway, Fidalgo Bay, WA at the site of the former Scott Paper Company Mill until 31 Dec 09. Mariners are requested to minimize wake and proceed with caution after passing arrangements are made. The Tug Sonja H will monitor VHF-FM channels 13 and 16 and may be contacted at (206) 422-2255. The dredge Web may be contacted at (206) 963-8927. For additional information, contact Mr. Greg Anderes at Pacific Pile and Marine (206) 331-3873.

Chart 18427

LNM: 36/09

**WASHINGTON - LOPEZ ISLAND - MAKAYE HARBOR - Submerged Obstruction**

A submerged obstruction has been reported in Makaye Harbor on Lopez Island, WA. The approximate position is 48-26-08.3N, 122-52-16.6W. Mariners should exercise caution when transiting this waterway.

Charts: 18423 18429

LNM: 38/09

**WASHINGTON - PUGET SOUND - Construction**

Manson Construction Company is conducting repairs of the barge loading facility on Maury Island, in the east passage of Puget Sound. The work will take place until Jan 2010. There will be various vessels on scene during the construction, and they will monitor VHF Channel 13 and, 16. For additional information, contact Manson Construction Company at (206) 762-0850

Chart 18474

LNM: 32/09

**SECTION VIII - LIGHT LIST CORRECTIONS**

An Asterisk \*, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
9650	<i>Yaquina Bay Channel Lighted Buoy 11</i>	44-37-40.352N 124-02-56.282W	FI G 4s		3	Green.	01/10
*	*	*	*		*	*	*
16180	San Juan Point Light (C)	48-31-53.200N 124-27-28.800W	FI R 5s	55	11	White circular tower with red band at top on a white rectangular building 55	01/10
17201	<i>Hylebos Waterway Lighted Buoy 1</i>	47-17-14.082N 122-24-45.573W	FI G 4s		4	Green.	01/10
					*		

**PUBLICATION CORRECTIONS****U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2010 (42nd) Edition.  
Change No. 02.**

U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2010 (42nd) Edition. Change No. 02 is available for download at <http://www.nauticalcharts.noaa.gov/nsd/cpilot7-9.htm>.

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**ENCLOSURES**

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**Enclosure 1**

OREGON - WASHINGTON - COLUMBIA RIVER - Dredging Operations

LNM: 52/09

**Enclosure 2**

Safety and Security Zones

LNM: 01/10

**Enclosure 3**

U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2010 (42nd) Edition. Change No. 02.

LNM: 01/10

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If you have any questions, comments, or need additional information concerning this or other LNMs (e.g. additions, deletions, corrections) contact the address or phone number on the front page.

D.R. Peloquin  
Commander, U.S. Coast Guard  
Chief, Waterways Management Branch  
Thirteenth Coast Guard District

## OREGON - WASHINGTON - COLUMBIA RIVER – Dredging Operations

Dredging operations are planned or in progress at the following locations:

Start Date	End Date	Times	Location	Dredge Vessel	Assist Vessel	Channels Monitored	Disposal Area	LNM
11 Jan 10 (note 1)	01 Feb 10	Mon-Sun 24 hrs	<u>Columbia River, U.S. Coast Guard Tongue Point Facility RM 17.5</u>	Sea Horse	TBD	13 and 16, VHF-FM	On site Disposal	10/10
22 Jan 10	05 Feb 10	Mon-Sun 24 hrs	<u>Columbia River, Baker Bay 0+17 to 3+10; Chinook Channel 1+00 to 2+00; West Port Slough 0+28 to 0+36</u>	Patriot	Lummi Island	16 and 82, VHF-FM	On site Disposal	50/09
16 Nov 09	15 Jan 10	Mon-Sat 24 hrs	<u>Cowlitz River 0+00 to 0+31+50</u>	Oregon		13 and 16, VHF-FM	<u>Upland Cowlitz River</u>	45/09
12 Oct 09	15 Mar 10	Mon-Sun 24 hrs	<u>Columbia River RM 87+25 to 88+25, dredging and blasting (US Coast Guard Safety Zone established during periods of drilling and blasting).</u>	Megan-Renee	Sand Is., Swan Is. & Tender Lowren M & 12 small craft	13 and 16, VHF-FM	<u>Ross Island Lagoon, Willamette RM 15</u>	43/09
09 Nov 09	31 Jan 10 (note 2)	Mon-Thu 0700- 1700	<u>Columbia River RM 97.2</u>	"10"		13, 16 and 79, VHF- FM	On site Disposal	44/09
30 Dec 09	15 Feb 10	Mon-Sun 24 hrs	<u>Grays Harbor, Inner Harbor at Cow Point Reach and Cow Point Turning Basin</u>	Patriot	Liberty and Lummi Island	13 and 16, VHF-FM	South Jetty Disposal Site	48/09
25 Oct 09	15 Feb 10	Mon-Sun 24 hrs	<u>Quillayute River</u>	Nehalem		8 and 16, VHF-FM	Ocean Disposal Site	42/09
02 Jan 10	15 Feb 10	Mon-Sun 24 hrs	<u>Snohomish River, Jetty Island dock to 1000' south of Port of Everett Marina</u>	Seattle	Dunlap Towing	19A and 66, VHF-FM	Port Gardner Disposal Site	51/09

Note 1: The commencement of dredging operations at the U.S. Coast Guard Tongue Point Facility may be delayed.

Note 2: Dredging operations at Columbia River RM 97.2 have been extended through Jan 2010.

\*US Army Corps of Engineer dredges request mariners transit at their slowest safe speed to minimize wake when in the vicinity of a dredge and proceed after passing arrangements have been made.

## **SAFETY AND SECURITY ZONES**

### **Naval Vessel Protection Zone 33 CFR 1321**

Do not approach within 100 yards of any U.S. Naval Vessel. Within 500 yards of operation of the U.S. Naval Vessel you must transit at minimum safe operating speed. If you need to pass within 100 yards of a U.S. Naval Vessel, in order to ensure a safe passage and in accordance with the Navigation Rules, you must contact the U.S. Naval Vessel of the Coast Guard escort vessel on VHF-FM channel 16. Vessels 20 meters or greater in length should seek permission from the COTP or a Designated Representative at least 4 hours in advance. Vessel less than 20 meters in length should seek permission at least 1 hour in advance. VTS Puget Sound may be reached on VHF-FM channel 14

### **Tank Ship Security Zones 33 CFR 1313**

Do not approach within 100 yards of any Tank Ship. No vessel or person is allowed within 100 yards of a tank ship, unless authorized by the on-scene official patrol or tank ship master. If you need to pass within 100 yards of a Tank ship, in order to ensure a safe passage and in accordance with the Navigation Rules, you must contact the Tank Ship on VHF-FM channel 16. When within a tank ship security zone all vessels shall operate at the minimum speed necessary to maintain a safe course and shall proceed as directed by the on-scene official patrol or tank ship master.

### **Large Passenger Protection Zone 33 CFR 1317**

When within a large passenger vessel security and safety zone all vessels must operate at the minimum speed necessary to maintain a safe course and must proceed as directed by the on-scene official patrol or large passenger vessel master. No vessel or person is allowed within 100 yards of a large passenger vessel that is underway or at anchor, unless authorized by the on-scene official patrol or large passenger vessel master. No vessel or person is allowed within 25 yards of a large passenger vessel that is moored.

### **Washington - Elliot Bay Safety Zone**

The Captain of the Port, Puget Sound has established the following areas as safety zones: All waters extending 1,000 yards due south from the end of Pier 91, to be in effect only during the arrival or departure of Large Passenger Cruise Vessels at Pier 91, Seattle, Washington. Additionally, a safety zone encompassing all waters within 100 yards surrounding Pier 91, Seattle, Washington is in effect when a Large Passenger Cruise Vessel is moored at Pier 91. In accordance with the general regulations in 33 CFR Part 165, Subpart D, no person or vessel may enter or remain in this security and safety zone, except for vessels authorized by the Captain of the Port or Designated Representatives.

Page 200- Paragraph 3621, line 7, read:  
security, safety or environmental safety.

**§165.1325 Regulated Navigation Areas; Bars  
Along the Coasts of Oregon and Washington.**

(a) *Regulated navigation areas.* Each of the following areas is a regulated navigation area:

(1) Quillayute River Entrance, WA: From the west end of James Island

47°54'23"N., 124°39'05"W. southward to buoy No. 2 at

47°53'42"N., 124°38'42"W. eastward to the shoreline at

47°53'42"N., 124°37'51"W., thence northward along the shoreline to

47°54'29"N., 124°38'20"W. thence northward to

47°54'36"N., 124°38'22"W. thence westward to the beginning.

(2) Grays Harbor Entrance, WA. From a point on the shoreline at

46°59'00"N., 124°10'10"W. westward to

46°59'00"N., 124°15'30"W. thence southward to

46°51'00"N., 124°15'30"W. thence eastward to a point on the shoreline at

46°51'00"N., 124°06'40"W. thence northward along the shoreline to a point at the south jetty

46°54'20"N., 124°08'07"W. thence eastward to

46°54'10"N., 124°05'00"W. thence northward to

46°55'00"N., 124°03'30"W. thence northwestward to Damon Point at

46°56'50"N., 124°06'30"W. thence westward along the north shoreline of the harbor to the north jetty at

46°55'40"N., 124°10'27"W. thence northward along the shoreline to the beginning.

(3) Willapa Bay, WA: From a point on the shoreline at

46°46'00"N., 124°05'40"W. westward to

46°44'00"N., 124°10'45"W. thence eastward to a point on the shoreline at

46°35'00"N., 124°03'45"W. thence northward along the shoreline around the north end of

Leadbetter Point thence southward along the east shoreline of Leadbetter Point to

46°36'00"N., 124°02'15"W. thence eastward to

46°36'00"N., 124°00'00"W. thence northward to Toke point at

46°42'15"N., 123°58'00"W. thence westward along the north shoreline of the harbor and northward along the seaward shoreline to the beginning.

(4) Columbia River Bar, WA-OR: From a point on the shoreline at

46°18'00"N., 124°04'39"W. thence westward to

46°18'00"N., 124°09'30"W. thence southward to

46°12'00"N., 124°09'30"W. thence eastward to a point on the shoreline at

46°12'00"N., 123°59'33"W. thence eastward to Tansy Point Range Front Light at

46°11'16"N., 123°55'05"W.; thence northward to Chinook Point at

46°15'08"N., 123°55'25"W. thence northwestward to the north end of Sand Island at

46°17'29"N., 124°01'25"W. thence

southwestward to a point on the north shoreline of the harbor at

46°16'25"N., 124°02'28"W. thence northwestward and southwestward along the north shoreline of the harbor and northward along the seaward shoreline to the beginning.

(5) Nehalem River Bar, OR: From a point on the shoreline

45°41'25"N., 123°56'16"W. thence westward

45°41'25"N., 123°59'00"W. thence southward to

45°37'25"N., 123°59'00"W. thence eastward to a point on the shoreline at

45°37'25"N., 123°56'38"W. thence northward along the shoreline to the north end of the south jetty at

45°39'40"N., 123°55'45"W. thence westward to a point on the shoreline at

45°39'45"N., 123°56'19"W. thence northward along the shoreline to the beginning.

(6) Tillamook Bay Bar, OR: From a point on the shoreline at

45°35'15"N., 123°57'05"W. thence westward

45°35'15"N., 124°00'00"W. thence southward to 45°30'00"N., 124°00'00"W. thence eastward to a

point on the shoreline at

45°30'00"N., 123°57'40"W. thence northward along the shoreline to the north end of Kincheloe

Point at

45°33'30"N., 123°56'05"W. thence northward to a point on the north shoreline of the harbor at

45°33'40"N., 123°55'59"W. thence westward along the north shoreline of the harbor then northward along the seaward shoreline to the beginning.

(7) Netarts Bay Bar, OR: From a point on the shoreline at 45°28'05"N. thence westward to 45°28'05"N., 124°00'00"W. thence southward to 45°24'00"N., 124°00'00"W. thence eastward to a point on the shoreline at 45°24'00"N., 123°57'45"W. thence northward along the shoreline to 45°26'03"N., 123°57'15"W. thence eastward to a point on the north shoreline of the harbor at 45°26'00"N., 123°56'57"W. thence northward along the shoreline to the beginning.

(8) Siletz Bay Bar, OR: From a point on the shoreline at 44°56'32"N., 124°01'29"W. thence westward to 44°56'32"N., 124°03'00"W. thence southward to 44°54'40"N., 124°03'15"W. thence eastward to a point on the shoreline at 44°54'40"N., 124°01'55"W. thence northward along the shoreline to 44°55'35"N., 124°01'25"W. thence northward to a point on the north shoreline of the harbor at 44°55'45"N., 124°01'20"W. thence westward and northward along the shoreline to the beginning.

(9) Depoe Bay Bar, OR: From a point on the shoreline at 44°49'15"N., 124°04'00"W. thence westward to 44°49'15"N., 124°04'35"W. thence southward to 44°47'55"N., 124°04'55"W. thence eastward to a point on the shoreline at 44°47'53"N., 124°04'25"W. thence northward along the shoreline and eastward along the south bank of the entrance channel to the highway bridge thence northward to the north bank at the bridge thence westward along the north bank of the entrance channel and northward along the seaward shoreline to the beginning.

(10) Yaquina Bay Bar, OR: From a point on the shoreline at 44°38'11"N., 124°03'47"W. thence westward to 44°38'11"N., 124°05'55"W. thence southward to 44°35'15"N., 124°06'05"W. thence eastward to a point on the shoreline at 44°35'15"N., 124°04'02"W. thence northward along the shoreline and eastward along the south bank of the entrance channel to the highway bridge thence northward to the north bank of the entrance channel at the bridge thence westward along the north bank of the entrance channel and northward along the seaway shoreline to the beginning.

(11) Siuslaw River Bar, OR: From a point on the shoreline at 44°02'00"N., 124°08'00"W. thence westward to 44°02'00"N., 124°09'30"W. thence southward to 44°00'00"N., 124°09'30"W. thence eastward to a point on the shoreline at 44°00'00"N., 124°08'12"W. thence northward along the shoreline and southward along the west bank of the entrance channel to 44°00'35"N., 124°07'48"W. thence southeastward to a point on the east bank of the entrance channel at 44°00'20"N., 124°07'31"W. thence northward along the east bank of the entrance channel and northward along the seaward shoreline to the beginning.

(12) Umpqua River Bar, OR: From a point on the shoreline at 43°41'20"N., 124°11'58"W. thence westward to 43°41'20"N., 124°13'32"W. thence southward to 43°38'35"N., 124°14'25"W. thence eastward to a point on the shoreline at 43°38'35"N., 124°12'35"W. thence northward along the shoreline to Light "8" at 43°40'57"N., 124°11'13"W. thence southwestward to a point on the west bank of the entrance channel at 43°40'52"N., 124°11'34"W. thence southwestward along the west bank of the entrance channel thence northward along the seaward shoreline to the beginning.

(13) Coos Bay Bar, OR: From a point on the shoreline at 43°22'15"N., 124°19'34"W. thence westward to 43°22'20"N., 124°22'28"W. thence southwestward to 43°21'00"N., 124°23'35"W. thence southeastward to a point on the shoreline at 43°20'25"N., 124°22'28"W. thence northward along the shoreline and eastward along the south shore of the entrance channel to a point on the shoreline at 43°20'52"N., 124°19'12"W. thence eastward to a point on the east shoreline of the harbor at 43°21'00"N., 124°18'50"W. thence northward to a point on the west shoreline of the harbor at 43°21'45"N., 124°19'10"W. thence south and west along the west shoreline of the harbor thence northward along the seaward shoreline to the beginning.

(14) Coquille River Bar, OR: From a point on the shoreline at 43°08'25"N., 124°25'04"W. thence southwestward to

43°07'50"N., 124°27'05"W. thence southwestward to  
43°07'03"N., 124°28'25"W. thence eastward to a point on the shoreline at  
43°06'00"N., 124°25'55"W. thence northward along the shoreline and eastward along the south shoreline of the channel entrance to  
43°07'17"N., 124°25'00"W. thence northward to the east end of the north jetty at  
43°07'24"N., 124°24'59"W. thence westward along the north shoreline of the entrance channel and northward along the seaward shoreline to the beginning.

(15) Rogue River Bar, OR: From a point on the shoreline at  
42°26'25"N., 124°26'03"W. thence westward to  
42°26'10"N., 124°27'05"W. thence southward to  
42°24'15"N., 124°27'05"W. thence eastward to a point on the shoreline at  
42°24'15"N., 124°25'30"W. thence northward along the shoreline and eastward along the south shoreline of the entrance channel to the highway bridge thence northward across the inner harbor jetty to a point on the north shoreline of the entrance channel at the highway bridge thence westward along the north shoreline of the entrance channel thence northward along the seaward shoreline to the beginning.

(16) Chetco River Bar, OR: From a point on the shoreline at  
42°02'35"N., 124°17'20"W. thence southeastward to  
42°01'45"N., 124°16'30"W. thence northwestward to a point on the shoreline at  
42°02'10"N., 124°15'35"W. thence northwestward along the shoreline thence northward along the east shoreline of the channel entrance to  
42°02'47"N., 124°16'03"W. thence northward along the west face of the inner jetty and east shoreline of the channel entrance to the highway bridge thence westward to the west shoreline of the channel at the highway bridge thence southward along the west shoreline of the channel thence westward along the seaward shoreline to the beginning.

(b) *Definitions.* For the purposes of this section:

(1) *Bar closure* means that the operation of any vessel within a regulated navigation area established in paragraph (a) of this section has been prohibited by the Coast Guard.

(2) *Bar crossing plan* (also known as a Go/No-Go plan) means a plan developed by local industry professionals, in coordination with the Coast Guard, for a bar within a regulated navigation area established in paragraph (a) of this section and

adopted by the master or operator of a small passenger vessel to guide his vessel's operations on and in the vicinity of that bar.

(3) *Bar restriction* means that operation of a recreational or uninspected passenger vessel within a regulated navigation area established in paragraph (a) of this section has been prohibited by the Coast Guard.

(4) *Commercial fishing industry vessel* means a fishing vessel, fish tender vessel, or a fish processing vessel.

(5) *Designated representative* means any Coast Guard commissioned, warrant, or petty officer that has been authorized by the Captain of the Port to act on his behalf.

(6) *Fish processing vessel* means a vessel that commercially prepares fish or fish products other than by gutting, decapitating, gilling, skinning, shucking, icing, freezing, or brine chilling.

(7) *Fish tender vessel* means a vessel that commercially supplies, stores, refrigerates, or transports fish, fish products, or materials directly related to fishing or the preparation of fish to or from a fishing, fish processing, or fish tender vessel or a fish processing facility.

(8) *Fishing vessel* means a vessel that commercially engages in the catching, taking, or harvesting of fish or an activity that can reasonably be expected to result in the catching, taking, or harvesting of fish.

(9) *Readily accessible* means equipment that is taken out of stowage and is available within the same space as any person for immediate use during an emergency.

(10) *Recreational vessel* is any vessel manufactured or used primarily for non-commercial use or leased, rented, or chartered to another for the latter's non-commercial use. It does not include a vessel engaged in carrying paying passengers.

(11) *Small passenger vessel* means a vessel inspected under 46 CFR subchapter T or 46 CFR subchapter K.

(12) *Uninspected passenger vessel* means an uninspected vessel—

(i) Of at least 100 gross tons;

(A) Carrying not more than 12 passengers, including at least one passenger-for-hire; or

(B) That is chartered with the crew provided or specified by the owner or the owner's representative and carrying not more than 12 passengers; or

(ii) Of less than 100 gross tons;

(A) Carrying not more than six passengers, including at least one passenger-for-hire; or

(B) That is chartered with the crew provided or specified by the owner or the owner's representative and carrying not more than six passengers.

(13) *Unsafe condition* exists when the wave height within a regulated navigation area identified in paragraph (a) of this section is equal to or greater than the maximum wave height determined by the formula  $L/10 + F = W$  where:

L = Overall length of a vessel measured in feet in a straight horizontal line along and parallel with the centerline between the intersections of this line with the vertical planes of the stem and stern profiles excluding deckhouses and equipment.

F = The minimum freeboard when measured in feet from the lowest point along the upper strake edge to the surface of the water.

W = Maximum wave height in feet to the nearest highest whole number.

(c) *Regulations*—(1) (i) *Bar restriction*. Passage across the bars located in the regulated navigation areas established in paragraph (a) of this section will be restricted for recreational and uninspected passenger vessels as determined by the Captain of the Port (COTP) or his designated representative. In making this determination, the COTP or his designated representative will determine whether an unsafe condition exists for such vessels as defined in paragraph (b) of this section. Additionally, the COTP or his designated representative will use their professional maritime experience and knowledge of local environmental conditions in making their determination. Factors that will be considered include, but are not limited to: size and type of vessel, sea state, winds, wave period, and tidal currents. When a bar is restricted, the operation of recreational and uninspected passenger vessels in the regulated navigation area established in paragraph (a) of this section in which the restricted bar is located is prohibited unless specifically authorized by the COTP or his designated representative.

(ii) *Bar closure*. The bars located in the regulated navigation areas established in paragraph (a) of this section will be closed to all vessels whenever environmental conditions exceed the operational limitations of the relevant Coast Guard search and rescue resources as determined by the COTP. When a bar is closed, the operation of any vessel in the regulated navigation area established in paragraph (a) of this section in which the closed bar is located is prohibited unless specifically authorized by the COTP or his designated representative. For bars having deep draft vessel access, the COTP will consult with the local pilots association, when practicable, prior to closing the affected bar.

(iii) The Coast Guard will notify the public of bar restrictions and bar closures via a Broadcast Notice to Mariners on VHF-FM Channel 165 and 22A. Additionally, Coast Guard personnel may be on-

scene to advise the public of any bar restrictions and/or closures.

(2) *Safety Requirements for Recreational Vessels*. The operator of any recreational vessel operating in a regulated navigation area established in paragraph (a) of this section shall ensure that whenever their vessel is being towed or escorted across a bar by the Coast Guard all persons located in any unenclosed areas of their vessel are wearing lifejackets and that lifejackets are readily accessible for/to all persons located in any enclosed areas of their vessel.

(3) *Safety Requirements for Uninspected Passenger Vessels (UPV)*.

(i) The master or operator of any uninspected passenger vessel operating in a regulated navigation area established in paragraph (a) of this section shall ensure that all persons located in any unenclosed areas of their vessel are wearing lifejackets and that lifejackets are readily accessible for/to all persons located in any enclosed areas of their vessel:

(A) When crossing the bar and a bar restriction exists for recreational vessels of the same length or

(B) Whenever their vessel is being towed or escorted across the bar by the Coast Guard.

(ii) The master or operator of any uninspected passenger vessel operating in a regulated navigation area established in paragraph (a) of this section during the conditions described in paragraph (c)(3)(i)(A) of this section shall contact the Coast Guard on VHF-FM Channel 22A prior to crossing the bar between sunset and sunrise. The master or operator shall report the following:

(A) Vessel name,

(B) Vessel location or position,

(C) Number of persons onboard the vessel, and

(D) Vessel destination.

(4) *Safety Requirements for Small Passenger Vessels (SPV)*.

(i) The master or operator of any small passenger vessel operating in a regulated navigation area established in paragraph (a) of this section shall ensure that all persons located in any unenclosed areas of their vessel are wearing lifejackets and that lifejackets are readily accessible for/to all persons located in any enclosed areas of their vessel:

(A) When crossing the bar and a bar restriction exists for recreational vessels or uninspected passenger vessels of the same length or

(B) Whenever their vessel is being towed or escorted across the bar by the Coast Guard.

(ii) Small passenger vessels with bar crossing plans that have been reviewed by and accepted by the Officer in Charge, Marine Inspection (OCMI) are exempt from the safety requirements provided in paragraph(c)(4)(i) of this section during the conditions described in paragraph (c)(4)(i)(A) of this

section so long as when crossing the bar the master or operator ensures that all persons on their vessel wear lifejackets in accordance with their bar crossing plan. If the vessel's bar crossing plan does not specify the conditions when the persons on their vessel must wear lifejackets, however, then the master or operator must comply with the safety requirements provided in paragraph (c)(4)(i) of this section in their entirety.

(iii) The master or operator of any small passenger vessel operating in a regulated navigation area established in paragraph (a) of this section during the conditions described in paragraph (c)(4)(i)(A) of this section shall contact the Coast Guard on VHF-FM Channel 22A prior to crossing the bar between sunset and sunrise. The master or operator shall report the following:

- (A) Vessel name,
- (B) Vessel location or position,
- (C) Number of persons onboard the vessel, and
- (D) Vessel destination.

(5) *Safety Requirements for Commercial Fishing Vessels (CFV)*. (i) The master or operator of any commercial fishing vessel operating in a regulated navigation area established in paragraph (a) of this section shall ensure that all persons located in any unenclosed areas of their vessel are wearing lifejackets or immersion suits and that lifejackets or immersion suits are readily accessible for/to all persons located in any enclosed spaces of their vessel:

(A) When crossing the bar and a bar restriction exists for recreational vessels or uninspected passenger vessels of the same length or

(B) Whenever their vessel is being towed or escorted across the bar by the Coast Guard.

(ii) The master or operator of any commercial fishing vessel operating in a regulated navigation area established in paragraph (a) of this section during the conditions described in paragraph (c)(5)(i)(A) of this section shall contact the Coast Guard on VHF-FM Channel 22A prior to crossing the bar between sunset and sunrise. The master or operator shall report the following:

- (A) Vessel name,
- (B) Vessel location or position,
- (C) Number of persons onboard the vessel, and
- (D) Vessel destination.

(6) All persons and vessels within the regulated navigation areas established in paragraph (a) of this section must comply with the orders of Coast Guard personnel. Coast Guard personnel include commissioned, warrant, and petty officers of the United States Coast Guard.

(FR 11/17/09)