



U.S. Department
of Homeland Security

United States
Coast Guard

LOCAL NOTICE TO MARINERS WEEKLY EDITION

District: 13

Week: 16/04

Boating Safety Classes or Information: 1-800-336-BOAT (2628)

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LIGHT LIST REFERENCE: COMDTPUB P16502.6, Light List Volume VI, 2003 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 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.

<u>Originating Unit</u>	<u>Beginning BNM</u>	<u>Ending BNM</u>
CGD THIRTEEN	D13-0400-04	D13-0413-04

ABBREVIATIONS

ACOE - Army Corps of Engineers	EST - Established Aid	KGW - Refer to Light List
ADRIFT - Buoy Adrift	EVAL - Evaluation	KGW-I - Refer to Light List
AICW - Atlantic Intracoastal Waterway	EXT - Extinguished	KRB - Refer to Light List
B - Buoy	FL - Flashing	KRB-I - Refer to Light List
BKW - Breakwater	F/S - Fog Signal	KRG - Refer to Light List
B - Refer to Light List	HAZ - Hazard to Navigation	KRG-I - Refer to Light List
BNM - Broadcast Notice to Mariner	HBR - Harbor	KRW - Refer to Light List
CG - Refer to Light List	HOR - Horizontal Clearance	KWB - Refer to Light List
CHAN - Channel	HT - Height	KWB-I - Refer to Light List
CGD - Coast Guard District	ICW - Intracoastal Waterway	KWG - Refer to Light List
CR - Refer to Light List	IMPCHA - Improper Characteristics	KWG-I - Refer to Light List
C/O - Cut Off	INL - Inlet	KWR - Refer to Light List
CONT - Contour	INOP - Not Operating	KWR-I - Refer to Light List
CONSTR - Construction	ISL - Islet	LAT - Latitude
CRK - Creek	KBG - Refer to Light List	LB - Lighted Buoy
CONST - Construction	KBG-I - Refer to Light List	LBB - Lighted Bell Buoy
DBN - Daybeacon	KBR - Refer to Light List	LHB - Lighted Horn Buoy
DBD/DAYBD - Dayboard	KBR-I - Refer to Light List	LGB - Lighted Gong Buoy
DBN/DEST - Daybeacon Destroyed	KBW - Refer to Light List	LONG - Longitude
DBN IMCH - Daybeacon Improper Characteristic	KGB - Refer to Light List	LNM - Local Notice to Mariners
DISCON - Discontinued	KGB-I - Refer to Light List	LT - Light
DMGD - Daybeacon Damaged	KGR - Refer to Light List	LT CONT - Light Continuous
	KGR-I - Refer to Light List	LWB - Lighted Whistle Buoy

MISS - Missing
MR - Refer to Light List
MR-I - Refer to Light List
N/A - Not Available
NB - Refer to Light List
N/C - Not Charted
ND - Refer to Light List
NG - Refer to Light List
NIMA - National Imagery and Mapping Agency
NL - Refer to Light List
NO - Number
NOS - National Ocean Service
NR - Refer to Light List
NW - Refer to Light List
NW - Notice Writer
NY - Refer to Light List

OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
PRIV - Private Aid
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REDINT - Reduced Intensity
RRL - Range Rear Light
RELIGHTED - Aid Relighted
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
SEC - Section

SG - Green Square on pile
SG-SY - Green Square with Yellow Square on pile
SHL - Shoaling
SND - Sound
STM - Statue Mile
TEMP - Temporary Aid Change
TR - Red Triangle on pile
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TR-TY - Red Triangle with Yellow Triangle on pile
TRUB - Temporarily Replaced by Unlighted Buoy

Additional Abbreviations Specific to this LNM Edition:

LED - Light Emitting Diode

LWP - Light Watching Properly

CPA - Point of Closest Approach

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

WASHINGTON - SPOKANE AND SEATTLE DGPS SITES - Off-Air

Spokane and Seattle, WA DGPS sites will be off-air from 1700Z to 1900Z 05 May 04 and possibly from 1700Z to 1900Z 06 May 04. For additional information, contact the Navigation Center West at (707) 765-7612.

Chart N/A

LNM: 16/04

WASHINGTON - PUGET SOUND - Diving operations

Geoduck harvesting diving operations will be conducted in the vicinity of Skiff Point from 0800 to 1600 local, Monday through Friday excluding state holidays, from 08 Apr to 21 Jun 04. The Department of Natural Resources patrol boat will be on site and monitoring VHF-FM Channel 8. Mariners are requested to maintain a 300ft CPA from the dive vessels. For additional information, contact the Washington Department of Natural Resources at (360) 902-1100.

Chart 18448

LNM: 15/04

WASHINGTON - STRAIT OF JUAN DE FUCA, STRAIT OF GEORGIA AND SAN JUAN ISLANDS - Survey Operations

The Washington Department of Fish and Wildlife (WDFW) will be conducting a resource survey for bottom fishes from 19 Apr to 18 Jun 04. The survey will be in the Strait of Juan De Fuca east to Port Townsend and Whidbey Island and north to the San Juan Islands and the Strait of Georgia to the U.S. - Canada border. The F/V Chasina has been chartered by the WDFW, has a sign WDFW RESEARCH posted on the side and will be monitoring VHF-FM Channel 16. Vessels are requested to exercise caution in the vicinity of the research vessel. For additional information, contact WDFW at (425) 379-2313.

Charts 18460, 18465, 18421

LNM: 15/04

WASHINGTON - DUWAMISH RIVER - Diving Operations

MCS Environmental Inc will be conducting diving operations in the Duwamish River at mile 3.8 and in Slip 4 during daylight hours, Monday through Friday, from 19 Apr to 27 Apr 04. For additional information, contact MCS Environmental Inc at (425) 697-4340 Ext 2343.

Chart 18450

LNM: 15/04

WASHINGTON - ROBINSON POINT DGPS SITE - Off-Air

Robinson Point, WA DGPS site will be off-air from 1630Z to 1830Z 27 Apr 04 and possibly from 1630Z to 1830Z 28 Apr 04. For additional information, contact the Navigation Center West at (707) 765-7612.

Chart N/A

LNM: 15/04

MONTANA - POLSON DGPS SITE - Off-Air

Polson, MT DGPS site will be off-air from 1600Z to 1800Z 08 May 04 and possibly from 1600Z to 1800Z 09 May 04. For additional information, contact the Navigation Center West at (707) 765-7612.

Chart N/A

LNM: 15/04

OREGON - FORT STEVENS DGPS SITE - Off-Air

Fort Stevens, OR DGPS site will be off-air from 1700Z to 1800Z 27 Apr 04 and possibly from 1700Z to 1800Z 28 Apr 04. For additional information, contact the Navigation Center West at (707) 765-7612.

Chart N/A

LNM: 15/04

COLUMBIA RIVER - THE DALLES - Telemetry Barges

USGS Columbia River Research Lab deployed 20 6ft by 8ft pontoon barges, each showing flashing yellow 4 seconds (Fl Y 4s) lights, located on the Oregon side, outside the shipping channel between the Dalles Dam and mile 193 on the Columbia River. An additional 28 pontoon barges were deployed in the Boat Restriction Zone (BRZ) above the Dalles Dam, each showing flashing yellow 4 seconds (Fl Y 4s) lights. All the barges are to be removed prior to 31 Aug 04. For additional information, contact Columbia River Research Laboratory at (509) 538-2299 Ext 267.
Chart 18533 LNM: 15/04

OREGON / WASHINGTON - COASTAL REGION - NOAA

NOAA buoys 46404 and 46405 have been temporarily discontinued.
Chart 501 LNM: 14/04

WASHINGTON - STRAIT OF JUAN DE FUCA - Fishing Activity

Fishing activity is being conducted in the Strait of Juan De Fuca through 30 Apr 04. To ensure the safety of all vessels operating in this area the U.S. Coast Guard has issued a VTS measure that directs all inbound vessels using the traffic scheme to divert their course when reaching 124-48-00W to transit south of the inbound traffic lane and follow the recommended eastbound route. Vessels will be instructed by Canadian / U.S. Vessel Traffic Services when to make course alterations to avoid this fishing activity. Vessels must contact the appropriate VTS Center for permission to overtake other vessels while transiting through this area. For additional information, contact U.S. Coast Guard Vessel Traffic Service at (206) 217-6152.
Charts 18480, 18460 LNM: 12/04

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/ 16150	Duntze Rock Lighted Whistle Buoy 2D	REDINT / 3NM TEMP LED	18480	D13-0755-03	26/03	
8735	Coos Bay Entrance Lighted Bell Buoy 1	REDINT / 3NM TEMP LED	18587	D13-0202-04	07/04	
8755	Coos Bay North Jetty Lighted Gong Buoy 3	Off Station / 42.7 yds bearing 267.5°T	18587	D13-0164-04	06/04	
8775	Coos Bay Channel Lighted Bell Buoy 5	Off Station / 12 yds bearing 120°T	18587	D13-0260-04	10/04	
9815	Tillamook Bay Entrance Bell Buoy 1	MISS	18521	D13-0242-04	09/04	
10365	Price Island Light 35	EXT / DBD MISS / TRUB	18523	D13-0818-03	28/03	
10425	Puget Island Light 49	EXT / Structure DMGD / TRLB	18523	D13-1169-03	38/03	
16075	Quillayute River Approach Lighted Whistle Buoy Q	REDINT / 3NM TEMP LED	18480	D13-0883-03	30/03	
16085	Quillayute River Entrance Buoy 2	MISS	18480	D13-0306-04	12/04	
16155	Waadah Island Light	REDINT / F/S INOP	18460	D13-0335-04	12/04	
17615	Kilisut Harbor Daybeacon 8	Structure MISS / TRUB	18441	D13-0710-03	25/03	
19805	Skipjack Island Light	REDINT	18421	D13-0402-04	16/04	
19935	International Boundary Range C Front Light	IMPCHA / DBD Faded and Peeling	18421	D13-1191-02	38/02	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No	BNM Ref.	LNM St	LNM End
10015	Desdemona Sands Lighted Gong Buoy	LWP	18521	D13-0412-04	12/04	16/04

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No	BNM Ref.	LNM St	LNM End
8672	Port of Gold Beach Channel Buoy (8)	1 of 8 MISS	18601	D13-0413-04	16/04	
9185	North Slough Channel Daybeacon 4	IMPCHA	18587	D13-1143-02	36/02	

9190	North Slough Channel Daybeacon 8	IMPCHA	18587	D13-1144-02	36/02
16775	Park Department Boat Ramp Light	EXT	18441	D13-0398-04	15/04
17140	Sitcum Waterway Light	EXT	18448	D13-0411-04	16/04

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No	BNM Ref.	LNM St	LNM End
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
16856	Coast Guard Pier Light North	TEMP DISCON	18449	D13-0729-03	26/03	
16857	Coast Guard Pier Light South	TEMP DISCON	18449	D13-0729-03	26/03	

TEMPORARY CHANGES CORRECTED

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

SECTION IV – CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. It is up to the mariner to decide which Chart(s) are to be corrected. The following example explains the individual elements of a typical chart correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariner
18427	20 TH ed	3/18/2000	Last LNM 25/99	NAD 83	(NOS Silver Spring)	40/99
<p><i>Chart Title:</i> WA – ANACORTES TO SKAGIT BAY - (Temp) Add Ben Ure Island Light 2, FI R 4s, 25ft 4M at 48°24'12.1"N 124°37'42.0"W</p>						
	↑ Corrective Action	↑ Object of Correction Action				↑ Position

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

18521	70th ed	Oct 2003	Last LNM 14/04	NAD 83	(NOS NW -7535)	16/04
<i>Chart Title:</i> OR - WA - COLUMBIA RIVER - PACIFIC OCEAN TO HARRINGTON POINT						
	Add	Tabulation – Columbia River COLUMBIA RIVER CHANNEL – ENTRANCE TO MILLER SANDS			centered at 46-07-54.0N	123-45-55.0W
18523	54th ed	Oct 2003	Last LNM 14/04	NAD 83	(NOS NW -7536)	16/04
<i>Chart Title:</i> OR - WA - COLUMBIA RIVER - HARRINGTON POINT TO CRIMS ISLAND						
	Add	Tabulation – Columbia River MILLER SANDS RANGE TO GULL ISLAND TURN			centered at 46-08-44.0N	123-32-06.0W
18524	33rd ed	23 Jan 2002	Last LNM 14/04	NAD 83	(NOS NW -7547)	16/04
<i>Chart Title:</i> OR - WA - COLUMBIA RIVER - CRIMS ISLAND TO SAINT HELENS						
	Add	Tabulation – Columbia River GULL ISLAND TURN AND CHANNEL TO SAINT HELENS TURN			centered at 46-03-45.0N	122-57-49.0W

18525	33rd ed	30 Jun 2001	Last LNM 14/04	NAD 83	(NOS NW -7534)	16/04
<i>Chart Title: OR - WA - SAINT HELENS TO VANCOUVER</i>						
Add	Tabulation – Columbia River			centered	at 45-36-47.0N	122-51-51.0W
			SAINT HELENS TURN TO			
			TOMAHAWK BAR			
18526	56th ed	Dec 2003	Last LNM 14/04	NAD 83	(NOS NW -7530)	16/04
<i>Chart Title: OR - WA - PORT OF PORTLAND INCLUDING VANCOUVER</i>						
Add	Tabulation – Columbia River			centered	at 45-32-36.0N	122-45-19.0W
			MORGAN CHANNEL TO			
			TOMAHAWK BAR			
18531	21st ed	Dec 2003	Last LNM 14/04	NAD 83	(NOS NW -7533)	16/04
<i>Chart Title: OR - WA - COLUMBIA RIVER - VANCOUVER TO BONNEVILLE</i>						
Add	Tabulation – Columbia River			centered	at 45-38-08.0N	122-14-55.0W
			TOMAHAWK BAR TO			
			BONNEVILLE LOCKS			
18587	68th ed	25 Aug 2001	Last LNM 11/04	NAD 83	(NOS NW -7491)	16/04
<i>Chart Title: OR - COOS BAY</i>						
Change	Depth legend to: 27 FT FEB 2004			at	43-24-03.5N	124-16-45.5W
Change	Depth legend to: 34 FT FEB 2004			at	43-24-05.5N	124-16-52.0W

OIL RIG MOVEMENT

Drill Rigs/Vessels Removed

<u>Latitude</u>	<u>Longitude</u>	<u>Block</u>	<u>Rigs/Vessel</u>	<u>Chart</u>	<u>Type</u>	<u>Status</u>
None						

Drill Rigs/Vessels Established

<u>Latitude</u>	<u>Longitude</u>	<u>Block</u>	<u>Rigs/Vessel</u>	<u>Chart</u>	<u>Type</u>	<u>Status</u>
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>Waterway</u>	<u>Project Date</u>	<u>Ref. LNM</u>
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 Attn John Barberi (206) 220-7276 unless otherwise noted (see banner page for address).

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Waterway</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
WASHINGTON – PUGET SOUND – NORTHERN PART – HOOD CANAL	30 April 2004		LNM: 12/04

Navigation Aids: Seeking a more protected location, relocate Port Ludlow Coast Guard Mooring Buoy.

Relocate Port Ludlow Coast Guard Mooring Buoy (LLNR 99953) to approximate position 47-55-07.6N, 122-41-06.9W.

Charts 18441, 18477

<u>Waterway</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
COLUMBIA RIVER – FRANKLIN D. ROOSEVELT LAKE	30 April 2004		LNM: 12/04

Navigation Aids: To mark shoals.

Establish Spokane River Arm Danger Shoal Buoy "A" (LLNR 14247), a white can with orange bands and orange diamond worded DANGER SHOAL, in approximate position 47-47-52.5N, 118-02-55.4W. Buoy maintained from June 15 to October 1.

Establish Spokane River Arm Danger Shoal Buoy "B" (LLNR 14248), a white can with orange bands and orange diamond worded DANGER SHOAL, in approximate position 47-47-43.0N, 118-02-52.8W. Buoy maintained from June 15 to October 1.

Chart 18551

Waterway Closing Docket No. Ref. LNM
PACIFIC OCEAN TO HARRINGTON POINT – COLUMBIA RIVER 30 April 2004 LNM: 12/04

Navigation Aids: To accommodate Light Emitting Diode (LED) Lantern and change nominal range.

Change Clatsop Spit Lighted Whistle Buoy 4 (LLNR 9915) nominal range from 4 to 3 nautical miles.

Chart 18521

Waterway Closing Docket No. Ref. LNM
WASHINGTON – STRAIT OF JUAN DE FUCA ENTRANCE 30 April 2004 LNM: 13/04

Navigation Aids: To accommodate the conversion to solar power and discontinue the foghorn.

Change Waddah Island Light (LLNR 16155) to flashing white every four seconds (FL W 4s) with a nominal range of White 8 nautical miles and Red Sector 6 nautical miles. Additionally, discontinue the foghorn.

Charts 18460, 18480, 18484, 18485

Waterway Closing Docket No. Ref. LNM
WASHINGTON – STRAIT OF JUAN DE FUCA ENTRANCE 30 April 2004 LNM: 13/04

Navigation Aids: To accommodate the conversion to solar power and the use of new lighting equipment.

Change Neah Bay Light 2 (LLNR 16160) nominal range from 6 to 5 nautical miles.

Charts 18460, 18480, 18484, 18485

Waterway Closing Docket No. Ref. LNM
WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA 30 April 2004 LNM: 13/04

Navigation Aids: To accommodate the installation of new equipment.

Change Lopez Pass Light 2 (LLNR 19370) nominal range from 5 to 4 nautical miles.

Charts 18421, 18423, 18429, 18465

Navigation Aids: To accommodate the installation of new equipment.

Change Skipjack Island Light (LLNR 19805) nominal range from 7 to 6 nautical miles.

Charts 18421, 18423, 18431, 18432

Waterway Closing Docket No. Ref. LNM
WASHINGTON – PUGET SOUND – NORTHERN PART – HOOD CANAL 14 May 2004 LNM: 15/04

Navigation Aids: To improve range performance.

Change Port Gamble Range Front Light (LLNR 17735) and Port Gamble Range Rear Light (LLNR 17740) to visible 1.5 degrees each side of range line and change the color from white to green.

Navigation Aids: To properly align the waterway.

Change Port Gamble Light 1 (LLNR 17745) to Port Gamble Light 3 (LLNR 17745).

Navigation Aids: To properly align the waterway.

Change Port Gamble Inner Light 3 (LLNR 17750) to Port Gamble Light 5 (LLNR 17750).

Navigation Aids: Establish new Light.

Establish Port Gamble Light 1 (LLNR 17743) showing a flashing green light every 2.5 seconds (FL G 2.5s) and square shaped green dayboards, in approximate position 47 52 48N, 122 34 42W (on same structure as Port Gamble Range Front Light), with a nominal range of 4 nautical miles.

Charts 18445, 18473, 18476, 18477

Waterway Closing Docket No. Ref. LNM
COLUMBIA RIVER – JOHN DAY DAM TO BLALOCK – JOHN DAY 14 May 2004 LNM: 15/04

Navigation Aids: To improve range performance and to accommodate solarization of the lights.

Change John Day Range Front and Rear Lights (LLNR 12375/12380) from visible 2 degrees each side of rangeline to visible 5.5 degrees each side of rangeline.

Chart 18535

<u>Waterway</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
COLUMBIA RIVER – HARRINGTON POINT TO CRIMS ISLAND – WAUNA	14 May 2004		LNM: 15/04

Navigation Aids: To improve range performance.

Change Wauna Range Rear Light (LLNR 10435) from visible 4 degrees each side of rangeline to visible 14 degrees each side of rangeline.

Chart 18523

<u>Waterway</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
OREGON – CAPE SEBASTIAN TO HUMBUG MOUNTAIN – COQUILLE RIVER	14 May 2004		LNM: 15/04

Navigation Aids: To improve range performance.

Change Coquille River Entrance Range Front Light (LLNR 8690) from visible 4 degrees each side of rangeline to visible 10 degrees each side of rangeline.

Change Coquille River Entrance Range Rear Light (LLNR 8695) from visible 4 degrees each side of rangeline to visible 14 degrees each side of rangeline.

Chart 18588

<u>Waterway</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
COLUMBIA RIVER – PACIFIC OCEAN TO HARRINGTON POINT - BAKER BAY WEST CHANNEL	14 May 2004		LNM: 15/04

Navigation Aids: To mark a charted rock.

Establish Baker Bay West Channel Buoy 6A (LLNR 14432), a red nun in approximate position 46-16-27.0N, 124-01-51.0W.

Chart 18521

SECTION VII - GENERAL

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

OREGON - Bridge Information

Coquille River

The Bullard Ferry Bridge at Coquille River mile 3.5 has been disabled and cannot open for vessel traffic until repairs are made.

Chart 18588

LNM: 12/04

OREGON - Bridge Information (Revisions of LNM 04/04)

Willamette River

The Broadway Bridge at mile 11.7 will require 24 hour notification for openings from 27 Feb to 15 Nov 04 due to operations related to painting. Additionally the draw need not open for passage of vessels beginning 0700 the first day until 2300 local on the last day of the following dates: 17 to 21 Apr, 23 to 27 Apr, 29 Apr to 01 May, 03 to 06 May, and from 08 to 13 May 04.

Chart 18526

LNM: 09/04

OREGON - Bridge Information

Willamette River

The Burnside Bridge at mile 12.4 need not open for the passage of vessels from 0630 to 0930 local on 18 Jul and from 0700 to 1100 local on 19 Sep 04, to accommodate public events.

Chart 18526

LNM: 14/04

OREGON - Bridge Information

Willamette River

The Hawthorn Bridge at mile 13.1 need not open for the passage of vessels from 0730 to 0830 local on 11 Jul 04, to accommodate a public event.

Chart 18526

LNM: 14/04

OREGON - Bridge Information

Coos Bay

The Coos Bay Railroad Bridge, at mile 9.0, swing span has a mechanical failure and can only be opened by tug. Mariners should provide as much notice as possible for openings until a broken drive shaft is repaired. The bridge operator monitors VHF-FM Channel 18A when bridge is in operation. The bridge operator can also be reached at (541) 912-8691.

Chart 18587

LNM: 34/03

COLUMBIA RIVER – Bridge Information

Young's Bay

The Old Young's Bay Drawbridge at mile 2.4 will not be able to open unless 24 hour notice is provided. Repairs may not be completed until the end of Apr 04.

Chart 18521

LNM: 13/04

COLUMBIA RIVER – Bridge Information

Vancouver

The dual liftspans of the Interstate 5 dual vertical lift bridges at river mile 106.5 will be effected throughout the summer of 2004 by a major mechanical-electrical rehabilitation project. From 0900 01 Jul to 0630 local 15 Jul 04 the draws need not open for the passage of vessels unless two hours notice is provided. From 0630 15 Jul to 2100 local on 06 Aug 04 the draws will not open. Scheduled openings will occur, if requested, at 2100 local on 06 and 20 Aug, 03 and 17 Sep and 01 Oct 04. The draws will not return to normal operations until 2100 local on 15 Oct 04.

Charts 18524, 18526

LNM: 12/04

COLUMBIA RIVER - SNAKE RIVER - Bridge Information (Revisions of LNM 08/04)

Longview

A single work platform will remain installed 250 ft south of the center of the main span of the Lewis and Clark Bridge at river mile 66 until 30 Apr 04. This platform is about 20 ft wide with 8 ft less vertical clearance found beneath it.

Chart 18524

LNM: 12/04

WASHINGTON - Bridge Information

Duwamish West Waterway

Hurlen Construction is on site to remove debris and repair the damaged fendering system on the east side of the channel of the Burlington Northern Santa Fe Railroad Drawbridge at mile 0.4.

Chart 18502

LNM: 15/04

WASHINGTON - Bridge Information

Duwamish West Waterway

The Spokane Street Dual Swing Bridge west span will remain closed from 0700 to 1900 on 3 May 04, while the vertical lift cylinder is replaced. The east swing can operate normally during this period.

Chart 18450

LNM: 15/04

WASHINGTON - Bridge Information

Duwamish West Waterway

The Spokane Street Dual Swingspan at mile 0.3 – Vessel operators who need draw openings are requested to pass through a west span opening whenever safe passage through this half -opening is possible. The Coast Guard recognizes this limited operation for consenting vessels only. Cracking has been discovered in the vertical lift cylinder of the east span. The manufacture and replacement of this unique part will take months. Minimizing the load bearing of the cylinder may prevent a failure of the east span similar to the one that occurred in 2001 at the west span. Operators will continue to open both sides of the bridge to any vessel that requests a full opening.

Chart 18450

LNM: 11/02

WASHINGTON - Bridge Information

Tacoma Narrows Bridge – (Revision of LNM 31/03)

Construction – Derrick barges will be deployed at various locations around the pier locations for the new parallel bridge near the piers of the existing Tacoma Narrows Bridge. Buoys have been deployed to mark anchor cables for retrieval this summer when caissons are floated into position for the new footing excavation. These buoys are in the process of being lighted and repainted for improved visibility. Lights may be extinguished by submersion in strong currents. A free channel 1600 feet wide currently exists. Mariners should exercise caution while passing construction activity. Further updates will be included in this publication.

Charts 18448, 18474

LNM: 32/03

WASHINGTON - Bridge Information

Tacoma Narrows Bridge – (Revision of LNM 32/03)

The Coast Guard has issued a safety zone regulation until 06 Aug 04, for all waters of the Tacoma Narrows, Puget Sound, and adjoining waters of Washington state, within a 250 yard radius around each of the following coordinates: 47-15-54N 122-32-50W and 47-16-15N 122-33-16W. No vessel will be allowed to transit this area without the permission of the Coast Guard. The Coast Guard may be reached on VHF-FM Channel 16.

Charts 18448, 18474

LNM: 06/04

WASHINGTON - Bridge Information

Everett

State route 529 swingspan bridge across Steamboat Slough at Everett is inoperable due to mechanical failure until further notice.

Chart 18443

LNM: 36/03

Bridge Lighting Discrepancies:

Lights on the following bridges have been reported extinguished.

Waterway and Mile	Bridge Name	Location	Status	Date reported	BNM	LNM
Columbia River Mile 66	Lewis and Clark Bridge	Longview WA	EXT	18 Mar 04	0305-04	12/04

Bridge Lighting Discrepancies Corrected:

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

Waterway and Mile	Bridge Name	Location	Status	Date reported	BNM	LNM
None						

THIRTEENTH COAST GUARD DISTRICT - SPECIAL NOTICE - INTERNET DELIVERY OF LOCAL NOTICES TO MARINERS

To improve service and reduce costs, the U.S. Coast Guard is moving to issuance of the Local Notices to Mariners (LNM) exclusively via the Internet. Recently, we revised our Aids to Navigation (AtoN) Manual (COMDTINST M16500.7) to authorize elimination of printed LNM. Effective April 1, 2004, the U.S. Coast Guard will no longer print and mail copies of each LNM. A Notice concerning implementation of Internet delivery of LNM was published in the Federal Register on March 2, 2004. The notice can be accessed at <http://frwebgate4.access.gpo.gov/cgi-bin/waisgate.cgi?WAISdocID=2414666728+3+0+0&WAIAction=retrieve>.

The electronic versions of LNM appear on the U.S. Coast Guard Navigation Center's Website at <http://www.navcen.uscg.gov/lnm/default.htm>.

For many years, each U.S. Coast Guard district has printed and mailed the LNM free of charge to any mariner requesting a subscription. The LNM provides important safety information; however, the cost of printing and mailing has become prohibitive. Technology now allows us to provide the LNM in a timelier and less costly manner via the Internet. All individuals are encouraged to register for List Server notification on the Navigation Center's Website, so when LNM's are posted for the district(s) in which you are interested, you will receive automatic notification of their availability.

Internet delivery of the LNM is part of a much larger U.S. Coast Guard effort to integrate, improve, and streamline the collection and dissemination of all navigation safety information.

Chart N/A

LNM: 09/04

THIRTEENTH COAST GUARD DISTRICT - Request for information on the use of large-scale driftnets on the high seas

The United States Coast Guard (USCG) requests mariners be on the lookout for and report any observed driftnets or vessels engaged in driftnet fishing on the high seas (more than 200NM from shore). Sighting information may be made to any of the following Coast Guard offices:

Offices	Phone	Fax	Telex	Email
USCG Pacific Area Alameda, CA	1-800-246-7236 1-510-437-3701	1-510-437-3017	230172343	OD11/Pacarea@d11.uscg.mil
USCG 14th District Honolulu, HI	1-800-331-6176 1-808-541-2500	1-808-541-2123		D14ccdutyofficer@D14.uscg.mil
USCG 17th District Juneau, AK	1-800-478-5555 1-907-463-2000	1-907-463-2023	49615066	D17-cc@cgalaska.uscg.mil

Illegal high seas driftnet (HSDN) fishing has historically been conducted in the Northwest Pacific Ocean. Mariners following great circle routes between North America and Asia are most likely to encounter this activity. Fishing activity normally takes place between 01 Apr and 31 Aug. However, illegal activity may occur in other areas and at other times of the year.

Information desired include date, time, position, description of gear/vessel, and observed activity. Video or photographs are highly desired.

HSDN Fishing Vessel Characteristics:

HSDN fishing vessels typically range from 120 to 200 feet in length and are usually in fair to poor condition. Distinguishing characteristics include:

Net tube: A large, usually white tube, which extends from the working deck to the net bin located aft. This tube is about two feet in diameter, runs along the port or starboard side of the superstructure, and is clearly visible from both the surface and air.

Net bin: A structure normally located on an aft deck in which the nets are stored.

Net spreader: A triangular or roller net spreading device, which prevents the net from becoming entangled as it enters the water. While only visible from the stern, this is one characteristic, which clearly distinguishes a HSDN fishing vessel from a longline or other fishing vessel.

Transponders: The radio transponders are approximately 4-6 ft tall, are used to mark the end of a net and are normally stored in racks on the weather decks.

When the net is in the water, it is normally suspended using cylindrical floats spaced every few feet, similar to swimming pool lane markers, with the ends of the nets marked with radio transponders. Other types of floats may be used, including larger spherical floats about 2-3 ft in diameter. The driftnets may vary from a couple hundred yards to several nautical miles in length.

Chart N/A

LNM: 09/04

THIRTEENTH COAST GUARD DISTRICT - Reporting suspicious activity

The Department of Homeland Security (DHS) encourages the maritime public to report information concerning suspicious activity to the National Response Center (NRC) at (800) 424-8802. The U.S. Coast Guard reminds the maritime industry that they may also report information concerning activity to their Local Federal Bureau of Investigation (FBI) Joint Terrorism Task Force (JTTF) Office, <http://www.fbi.gov/contact/fo/fo.htm>, or to other appropriate authorities. Individuals can contact the DHS Watch and Warning Unit at (202) 323-3205, toll free at (888) 585-9078, or by e-mail to nipc.watch@fbi.gov.

Chart N/A

LNM: 15/03

THIRTEENTH COAST GUARD DISTRICT - RADIOTELEPHONE SERVICE ON FREQUENCY 2182.0 KHZ

The U.S. Coast Guard international distress and calling radiotelephone service on the frequency 2182.0 kHz may be operating at reduced power and sensitivity due to shoreside radio infrastructure problems. Action is underway to correct these problems.

The U.S. Coast Guard is operating a medium frequency Digital Selective Calling distress and safety service on a trial operational basis only. A Global Maritime Distress and Safety System (GMDSS) Sea Area A2 will not be declared in U.S. waters until shoreside radio infrastructure problems can be corrected.

Chart N/A

LNM: 01/04

COLUMBIA RIVER - PORT OF ASTORIA - Construction

Bergerson Construction will have barges, cranes, tugs and work platforms in the vicinity of Pier 3, West Basin and East Basin at the Port of Astoria from 01 Nov 03 to 01 May 04. Mariners are requested to exercise caution in the vicinity of construction. For additional information contact Bergerson Construction at (503) 325-7130.

Chart 18521

LNM: 43/03

COLUMBIA RIVER - ASTORIA - Construction Projects (Revision of LNM 45/02)

Marine construction activities are scheduled near Astoria on the Oregon side of the Columbia River at the Port of Astoria's Pier III near river mile 11. This is a long-term project that is expected to last until 2005. Mariners should use caution near the 1100-foot pier as piles may not be visible at high tide. For questions concerning the long-term Pier III project contact the Port of Astoria at (503) 325- 4521.

Chart 18521

LNM: 35/03

COLUMBIA AND SNAKE RIVERS - 2003 Winter Seasonal Lockage Schedule for Recreational Craft (revision to LNM 19/03)

The U.S. Army Corps of Engineers, Walla Walla and Portland Districts, have implemented the 2003 winter seasonal lockage schedule until 15 May 04 for the passage of recreational craft through the following navigation locks:

Walla Walla District Locks			Portland District Locks		
Navigation Lock	Location	Chart	Navigation Lock	Location	Chart
McNary Dam	Columbia River Mile 292	18539	Bonneville Dam	Columbia River Mile 145	18531
Ice Harbor Dam	Snake River Mile 9.7	18545	The Dalles Dam	Columbia River Mile 191	18533
Lower Monumental Dam	Snake River Mile 41.6	18545	John Day Dam	Columbia River Mile 216	18535
Little Goose Dam	Snake River Mile 70.3	18546			
Lower Granite Dam	Snake River Mile 107.3	18548			

When a recreational vessel lockage schedule is in effect, recreational vessels will only be allowed to lock through at the times designated for such lockages and they will take precedence over commercial vessels. Commercial vessels will continue to be locked through upon arrival except during the times specified for recreational vessel lockages. At the discretion of the lock operator, recreational vessels may be allowed to lock through with commercial craft. All vessel owner/operators lock through at their own risk. Follow the directions of the lock operator when using the locks or operating in the vicinity of the locks. The lock operator has the final authority on the suitability of a craft for lockage. Refer to the U.S. Army Corps of Engineers Safe Lockage Policy for Recreational Craft on the Columbia and Snake River for additional safety requirements. For additional information on this matter or copies of the Safe Lockage policy, visit the following website: <http://www.nwp.usace.army.mil/op/s/rl> or contact the Walla Walla District at (509) 527-7115/(509) 527-7113 or the Portland District at (503) 808-4332/(503) 808-4333.

The three Portland District Locks and the five Walla Walla District Locks will use the same lockage schedule making the lockage times for the entire Columbia/Snake River system identical for recreational vessels. The following seasonal recreational craft lockage schedule will be implemented beginning 16 September 2003:

Traffic Direction			
Upstream Lockages	8:00 a.m.	11:00 p.m.	3:00 p.m.
Downstream Lockages	8:30 a.m.	11:30 p.m.	3:30 p.m.

Consideration will be given for special lockages to flotillas or other unique events sponsored by yacht clubs, marinas, and other groups, provided advance (24 hours) arrangements have been made with the appropriate operations manager or their appointed representative. The following project office and operations manager should be contacted for scheduling of special lockages:

Project	Operations Managers	Phone Number	Alternate Number
Bonneville	Chief Operator on Duty	(541) 374-8323	N/A
The Dalles	Chief Operator on Duty	(541) 298-4007	N/A
John Day	Chief Operator on Duty	(541) 298-9712	N/A
McNary	David Coleman	(541) 922-2251	(541) 922-3214
Ice Harbor	Scott Sutliff	(509) 543-3256	(509) 547-7783
Lower Monumental	Matt Allen	(509) 282-7353	(509) 282-3218
Little Goose Project	Scott Ross	(509) 399-2233 x253	(509) 399-2233 x231
Lower Granite Project	Martin Mendiola	(509) 843-1493 x258	(509) 843-1493 x231

Chart N/A

LNM: 35/03

COLUMBIA RIVER - BONNEVILLE, THE DALLES, AND JOHN DAY DAMS - Closures (Revision of LNM 03/04)

The John Day Navigational Locks will be closed for 12 hours daily, excluding Sundays from 0800 to 2000 local from 12 Apr to 05 Jun 04. For additional information, contact ACOE Portland District at (503) 808-4333.

Charts 18531, 18533, 18535

LNM: 04/04

COLUMBIA RIVER - LAKE UMATILLA - BLALOCK ISLAND - Fish and Wildlife Fires

The U.S. Fish and Wildlife Services will be conducting prescribed fires in the vicinity of 45-54-20N 119-37-57W. The fires will be conducted from 1100 local until dusk on various dates until the end of May 04. Mariners are urged to transit the area with caution as smoke may cause low visibility. For additional information, contact U.S. Fish and Wildlife Service Mid Columbia River NWRC at (509) 545-8588.

Chart 18539

LNM: 08/04

SNAKE RIVER - ICE HARBOR NAVIGATIONAL LOCK

The Ice Harbor Navigational Lock, located at Snake River mile 9.7, is continuing to operate with only one drain valve. Because of this, lockages may be slower than normal. Repair of the broken drain is planned during the lock maintenance outage beginning at 0600 local 6 Mar 04. For additional information, contact ACOE Walla Walla District at (509) 527-7115.

Chart 18545

LNM: 05/04

OREGON / WASHINGTON - COASTAL REGION - Tsunami Reporting System

As part of the Pacific Tsunami Reporting System the following surface buoys have been deployed by NOAA. Each buoy is a 2.5-meter disk, red and white in color, with the word "TSUNAMI" on it. Each buoy has a "FL Y 4s" light.

Buoy 46404 45-51-32N, 128-46-40W

Buoy 46405 42-54-10N, 130-54-32W

Buoy D - 127 45-31-26N, 127-35-38W

Chart 501

LNM: 29/03

WASHINGTON - ELLIOTT BAY - Terminal 46 Construction

The American Construction Company has commenced construction that includes pile driving at terminal 46 for the Port of Seattle. Pile driving work will be from 0700 to 1700 local Monday through Saturday 12 Dec 03 to Jun 04. The crane DB Palouse will be moored on anchors, and crown buoys will be used to mark the anchor locations. DB Palouse will monitor VHF-FM Channel 16. All vessels are requested to minimize wake in the vicinity of construction. For additional information contact the American Construction Co at (206) 264-0701.

Chart 18449

LNM: 50/03

WASHINGTON - STRAIT OF JUAN DE FUCA - PUGET SOUND - Security Zone of Passenger Vessels (Revision to LNM 06/03)

The Coast Guard is establishing a temporary moving security zone of 500 yards surrounding passenger vessels while within the waters of Puget Sound and adjacent waters. A passenger vessel is defined as any vessel over 100 feet in length (33 meters) carrying passengers for hire such as auto ferries, cruise ships, passenger ferries, and excursion vessels. All vessels within 500 yards of a passenger vessel shall operate at the minimum speed necessary to maintain a safe course and shall proceed as directed by the Official Patrol or passenger vessel master. The Official Patrol will consist of a Coast Guard patrol, Federal Law Enforcement officer or a General Authority Washington Peace Officer, Limited Authority Washington Peace Officer, Specially Commissioned Washington Peace Officer, or the passenger vessel master. This order is issued under the authority of the Ports and Waterways Safety Act, Title 33, U. S. Code 1221 et. Seq., and the regulations issued thereunder, Title 33, Code of Federal Regulations Part 165.

Physical Boundaries: The following area is a security zone: All waters of Puget Sound, Washington State east of 123-30-00W [Datum: NAD 1983] within a 500 yard radius centered on passenger vessels while they are underway, anchored or moored.

Special Rules: All vessels within 500 yards of a passenger vessel shall operate at the minimum speed necessary to maintain a safe course, and shall proceed as directed by the Official Patrol or the passenger vessel master. No vessels will be allowed to transit this area without the permission of the Coast Guard, the Official Patrol or the passenger vessel master. Penalties for violating the zone: The Ports and Waterways Safety Act prescribes that whoever violates an order issued under the act is liable to a civil penalty of not more than \$27,500 for each violation. Each day of continuing violation shall constitute a separate violation. If such a violation is willful, you are subject to a criminal penalty of not more than \$250,000 and/or six years imprisonment. This criminal penalty is classified as a class "D" felony under federal law. Contact the Coast Guard Marine Safety Office, Puget Sound at (206) 217-6215 or VHF-FM Channel 16 for more information.

Chart N/A

LNM: 32/03

WASHINGTON - PUGET SOUND - SEATTLE TO BREMERTON - Ongoing Construction of Pier 36

During ongoing construction at Pier 36 that is expected to be completed September 2005, barges will be moored on the western face of Pier 36 sporadically. Barges will be marked with white flashing lights on the west corners and extend off the face no more than 110 ft. Mariners are requested to exercise caution in the vicinity of Pier 36.

Chart 18449

LNM: 33/03

WASHINGTON - COMMENCEMENT BAY - Tacoma - Construction Operations

An inter-tidal basin has been excavated in approximate position 47-18-23N 122-30-32W. This is part of a construction activity completed at the Asarco Tacoma Smelter Facility of the Commencement Bay Nearshore/ Tidelands Superfund Site Operable Unit 02 (commonly known as the "slag pile"). The dimensions of the basin are approximately 600 ft long (parallel to the shoreline) by 200 ft wide (perpendicular to the shoreline). A rock breakwater with a crest elevation of +10 ft MLLW is located at the seaward edge of the basin. Mariners are urged to use caution when transiting this area as the breakwater is not visible at all tidal conditions.

Chart 18448

LNM: 39/03

WASHINGTON - STRAIT OF JUAN DE FUCA ENTRANCE - Exposed Submarine Cable (Revision of LNM 42/01)

25 segments of exposed or partially exposed cable have been identified in the Olympic Coast National Marine Sanctuary (OCNMS). The exposed cable locations are in the vicinity of Cape Flattery to 25 NM offshore. The exposed cables pose the greatest hazard to trawling and fishing vessels. Vessels that suspect their gear is snagged on the exposed cable should call Global Crossing at (800) 409-4471. The positions and lengths of exposed cable (see LNM 45/01 for detailed information available online at <http://www.navcen.uscg.gov/lnm/d13>) are only those identified within the OCNMS. It is likely that there are additional locations of exposed cable outside of the OCNMS. The general area of exposed cable is located within the following coordinates:

Lat/Long	Lat/Long
48-26-45.0N 125-21-18.0W	48-26-45.0N 124-38-15.0W
48-21-18.0N 125-21-18.0W	48-21-18.0N 124-38-15.0W

Chart 18480

LNM: 43/01

WASHINGTON - PUGET SOUND - COMMENCEMENT BAY - Piling Removal Project

A piling removal project has commenced at the NW end of the spit separation of the St. Paul and Middle Waterways in approximate position 47-16-10N 122-26-00W. The removal of these pilings may make it difficult to identify the rock pile spit that extends into the bay. Mariners are advised to exercise caution when transiting this area.

Chart 18448

LNM: 52/02

WASHINGTON - PUGET SOUND - DUWAMISH WATERWAY - Submerged Barge (Revision of LNM 05/03)

Six barges rather than the one barge previously reported in December 2002, have sunk in the Duwamish Waterway approximately 150 yards south of the 1st Avenue Bridge and are protruding into the west side of the channel. The owner of the partially submerged barge has marked the corner in the channel with a red float and a quick flashing red light. Attempts to salvage the barge have been unsuccessful. An announcement will appear in this publication as changes occur. Contact the Army Corps of Engineers at (206) 764-3429 for more information.

Chart 18450

LNM: 16/03

WASHINGTON - PUGET SOUND - Marine Events

EVENT DATE	EVENT NAME	EVENT LOCATION	SPONSOR
04/20/2004	Spring Evening- Tues Evening	Lake Washington	Corinthian Yacht Club
04/21/2004	Numb Bum Series	Bellingham Bay	Bellingham Bay
04/21/2004	Wind Seekers Spring Evening	Commencement Sound	Wind Seekers Yacht Club
04/21/2004	Spring Evening-PHRF	Puget Sound	Corinthian Yacht Club
04/21/2004	Spring Evening- Wed Evening	Lake Washington	Corinthian Yacht Club
04/22/2004	Sesquicentennial Celebration	South Puget Sound	Steilacoom Citizens Fireworks
04/22/2004	Spring Evening-One Design	Puget Sound	Corinthian Yacht Club
04/24/04	Champagne IV	Fidalgo Bay/Guemes Island	Anacortes Yacht Club
04/24/2004	UW Rowing Races	Lake Washington	University of Washington Crew
04/24/2004	South Sound Opening Day	Budd Inlet	Olympia Yacht Club
04/24/2004	Rich Passage Ramble	Rich Passage	West Sound Corinthian YC
04/24/2004	Smith Island/Double Bluff	Around Smith Island	Seattle Yacht Club
04/25/2004	SSYC Race Series	Shilshole Marina to Point Monroe	Seattle Singles Yacht Club
04/25/2004	Paddle Craft	South of Fauntleroy	PAWS
04/25/2004	Smith Island/Double Bluff	Around Smith Island	Seattle Yacht Club
04/26/2004	Sloop Tavern Ballard Cup	Shilshole Marina	Sloop Tavern Yacht Club
04/27/2004	Spring Evening- Tues Evening	Lake Washington	Corinthian Yacht Club
04/28/2004	Wind Seekers Spring Evening	Commencement Sound	Wind Seekers Yacht Club
04/28/2004	Numb Bum Series	Bellingham Bay	Bellingham Bay
04/28/2004	Spring Evening- Wed Evening	Lake Washington	Corinthian Yacht Club
04/28/2004	Spring Evening-PHRF	Puget Sound	Corinthian Yacht Club
04/29/2004	Spring Evening-PHRF	Puget Sound	Corinthian Yacht Club
04/29/2004	Spring Evening-One Design	Puget Sound	Corinthian Yacht Club

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
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None

PUBLICATION CORRECTIONS

Publication–National Ocean Service–U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2004 (36th) Edition. Change No. 4.

Coast Pilot 7 36th 2004 Corrections

Page 362-Paragraph 606, lines 10-12; read:
The bridgetender for the Millers Ferry swing bridge across the North Mokelu mne River, just S of the junction with Snodgrass Slough, monitors VHF-FM, channel 16, ...
(CL 1258/02)

Page 362-Paragraph 611, line 1; read:
The Tyler Island swing bridge crossing Georgiana Slough about ...
(CL 1258/02)

Page 363-Paragraph 611, line 6; read:
WHU-246, Tyler Island Bridge. The Georgiana Slough swing ...
(CL 1258/02)

Page 363-Paragraph 614, line 3; read:
feet. The bridgetender at Orwood bascule bridge near ...
(CL 1258/02)

Page 363-Paragraph 617, line 2; read:
feet to the Bacon Island swing bridge, about 15.5 ...
(CL 1258/02)

Page 491-Paragraph 313, lines 6-8; read:
served by the ferry. **Broken Point**, 1.6 ...
(CL 2010/02)

Publication–National Ocean Service–U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2004 (36th) Edition. Change No. 5

Coast Pilot 7 36th 2004 Corrections

Page 459-Paragraph 133, line 15; read:
and 117.1047, chapter 2, for drawbridge regulations.) In 2004, the lift bridge was stuck in the closed position.
(01/04 CG13)

Page 489-Paragraph 280 through Paragraph 281, line 4; read:
The Port of Friday Harbor small-craft harbor, protected on the S and E sides by a long floating breakwater is marked at the N end by a light. Berths with electricity for over 475 craft are ...
(CL 2012/02)

Page 489-Paragraph 281, line 18 through Paragraph 282; read:
supplies are available at Friday Harbor. SE of the Port of Friday Harbor are a charter dock and ferry slip. SE of the ferry slip are condominiums with private docks.
A shipyard is at the S end of Friday Harbor. A 35-ton lift is available; complete hull and engine repairs can be made.
(CL 2012/02)

Page 498-Paragraph 390, lines 6-19; read:
bulkheaded. The S basin at La Conner, along the E side of the channel about 0.6 mile N of the highway fixed bridge, has over 460 covered and uncovered berths with electricity and water. A marina in the S basin can provide berths, gasoline, diesel fuel, electricity, water, ice, marine supplies, wet and dry storage, a launching ramp, and a 55-ton hoist; complete hull and engine repairs can be made. The entrance to the basin is constricted by pilings that extend from the N side. A firm, on the E side ...
(CL 224/03)

Page 517-Paragraph 96, line 14; read:
water, ice, pump -out station, and a 50-ton lift are ...
(CL 225/03)

Page 541-Paragraph 250, line 18; read:
storage, engine and hull repairs, a 4-ton hoist, and launching ...
(CL 641/03)

Page 542-Paragraph 269, line 17; read:
and a 32-ton lift are available.
(CL 871/03)

Page 491-Paragraph 312, line 4; read:
distributor has a wharf with about 9 feet at its face; ...
(CL 2010/02)

Page 492-Paragraph 320, lines 3-5; read:
the entrance.
(CL 2010/02)

Page 492-Paragraph 321, lines 4-6; read:
for about 60 craft. Gasoline, diesel fuel, water, ice, and a restaurant are available. Depths of 15 feet are reported alongside the floats. The large ...
(CL 576/03)

Page 517-Paragraph 96, lines 7-10; read:
November 2002, the entrance had a reported depth of 17 feet, thence 13 feet alongside the berths. Open and covered berths ...
(CL 225/03)

Page 541-Paragraph 259, lines 7-10; read:
April 2002, a reported depth of 11.8 feet was alongside the berths. Water and a launching ramp are available. The stores of the town ...

(CL 871/03)

Page 592-Paragraph 346, line 4; read:
is marked by private lighted buoys and a **044.4°** lighted ...

Publication—National Ocean Service—U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2004 (36th) Edition. Change No. 06.

Coast Pilot 7 36th 2004 Corrections

Page 248-Paragraph 24, lines 8-11; read:
obscures the old lighthouse. From inside the bay, prominent objects along the crest of the ridge are a ...

(BP 182313)

Page 257-Paragraph 145, read:

In March 2003, the controlling depths were 14.4 feet (16.4 feet at midchannel) in the entrance (except for shoaling to 9.8 feet near the S edge of the channel along the S breakwater), thence 9.8 feet in the channel that leads WNW to the W basin (except for shoaling to less than a foot in the left half of the channel opposite Daybeacon 14); the entrance to the E basin had a depth of 9.8 feet. The harbor is well protected from all sides.

(BP 180497)

Page 259-Paragraph 179, lines 7-9; read:
and regulations.) In May 2003, the controlling depths were 36 feet at midchannel, 34 feet in the left outside quarter, and 30 feet in the right outside quarter to the turning basin, thence 33 feet in the basin. The channel ...

(BPs 181031-32)

Page 340-Paragraph 375, lines 4-8; read:

Publication—National Ocean Service—U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2004 (36th) Edition. Change No. 07

Coast Pilot 7 36th 2004 Corrections

Page 254-Paragraph 94, lines 6-7; read:
2002, the approach to the basin had a reported depth of 18 feet with 16 feet reported alongside the piers.

(CL 380/03)

Page 255-Paragraph 119, line 5; read:
white lights during the day and by fixed and flashing red lights at ...

(CL 1671/03)

Page 355-Paragraph 507, lines 6-8; read:
the light on the S shore near the E end. In October 2003, shoaling to 10.5 feet was in the NW corner of Naval Anchorage No. 21.

(BP 181896)

(LL/03; 05/04 CG14)

Page 613-Paragraph 651, lines 3-4; read:
slips, electricity, water, pump-out, marine supplies, and a public boat ramp are available at the marina. In December 2003, the harbormaster reported that the marina could accommodate vessels up to 150 feet in length with a draft of 13 feet.

(CL 91/04)

Metropolitan Oakland International Airport. In April 2003, the controlling depths were 5.4 feet in the entrance channel to the harbor, thence 6 feet in the channel that branches E (except for a few shallower depths to 4.2 feet along the edges) and 5.6 feet in the interior channel leading N then E. The ...

(BPs 180542-48)

Page 498-Paragraph 387, lines 15-16; read:
March 2003, the controlling depth was 6.1 feet for a width of 100 feet from Skagit Bay to Padilla Bay.

(BPs 181899-910)

Page 620-Paragraph 762, lines 7-9; read:
station. In April 1999-May 2003, the controlling depths were 9 feet for a mid-width of 30 yards; thence in May 2003, 12 feet in the basin (except for lesser depths along the S edge), thence 7 feet in the channel along the S side of the harbor.

(BP 181398)

Page 621-Paragraph 780, lines 2-7; read:
entrance channel and harbor basin. Lighted and unlighted buoys mark the W and N limits of Hanapepe Bay. In May 2003, depths in the entrance and basin were 30 to 34 feet (except for gradual shoaling to 14 feet in the N corner.)

(BP 181396; LL/04; CEM-Honolulu/83)

Page 356-Paragraph 511, line 7; read:
span and an aerolight is atop the center pier. In 1999, a fixed highway bridge, with a maximum design clearance of 158 feet, was being built just W of the existing bridges.

(CL 655/99; CL 975/03)

Page 356-Paragraph 516: Delete.

(CL 975/03)

Page 362-Paragraph 607, lines 3-4; read:
Rivers have a clearance of 24 feet at low water and 21 feet at high water.

(NOS 18662)

Page 362-Paragraph 609, line 8; read:
clearance of 35 feet at high water when closed and unlimited
clearance ...
(NOS 18661)

Page 363-Paragraph 618, line 6; read:
bridgetender for the Bacon Island swing bridge near ...
(CL 1258/02; 33 CFR 117.171)

Page 363-Paragraph 623, line 1; read:
The mean range of **tide** at the Bacon Island ...
(CL 1258/02)

Page 365-Paragraph 637, line 1; read:
The Rio Vista Lift Bridge across ...
(CL 1258/02)

Page 365-Paragraph 637, line 10; read:
clearance of 20 feet. (See **117.1 through 117.49**, chapter ...
(NOS 18662)

Publication—National Ocean Service—U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands,
2004 (36th) Edition. Change No. 08.

Coast Pilot 7 36th 2004 Corrections

Page 254-Paragraph 101, lines 16-24; read:
the entrance.

In January 2003, the controlling depths were 8.2 feet (14.1 feet at midchannel) in the dredged entrance channel to the highway bridge; general depths of 15 to 17 feet are available in Mariners Basin (except for lesser depths along the edges) and a depth of 20 feet in Quivira Basin (except for lesser depths along the W edge.) A rock groin extends about 150 yards NW from ...
(BP 180499)

Page 275-Paragraph 445, lines 5-14; read:
and the detached breakwater. In January-February 2003, the controlling depths were 12.4 feet in the entrance channel between the jetties to the harbor channel; thence in 1999-March 2000, 9.5 feet in the harbor channel; thence in March 2000, 10 feet in the basins off the harbor channel. The outer ends of the jetties at the entrance should be given a wide berth. The N and S ends of the detached ...
(BP 180498)

Page 278-Paragraph 509, lines 3-4; read:
is just N of the entrance basin. In August 2003, the controlling depths were 13.7 feet (18 feet at midchannel) in the entrance channel (except for shoaling to 8.5 feet near the NW edge of the channel, just S of the inshore end of the N jetty light); thence in ...
(BP 181817)

Page 350-Paragraph 476, lines 6-8; read:
another 0.2 mile above the turning basin. In March 2003, the controlling depths were 2.1 feet (5.5 feet at midchannel) to the mouth of ...
(BPs 180452-53)

Page 365-Paragraph 640, lines 2-3; read:
the Sacramento River above the Rio Vista Lift Bridge are given with the description of the river. (See ...
(CL 1258/02)

Page 366-Paragraph 652, lines 2-3; read:
River from 1.5 miles above the Rio Vista Lift Bridge to Sacramento, and for the most part is ...
(CL 1258/02)

Page 453-Paragraph 45, line 4; read:
miles SE of Willapa Bay Light.

Dangers

An underwater dike, 18 feet below the surface, extends about 800 yards into the North Channel from a rock groin along the shore between Cape Shoalwater and North Cove in about 46°43'35"N., 124°03'30"W.
(CL 1359/03)

Page 353-Paragraph 490, lines 2-6; read:
Pablo Bay to the mouth of the Petaluma River. In April 2003, the controlling depths were 3.7 feet (7.3 feet at midchannel) in the dredged channel to the mouth of the river; ...
(BPs 180627-31)

Page 394-Paragraph 6, lines 18-22; read:
the E jetty. In September 2003, the controlling depths were 12 feet for a mid-width of 100 feet in the entrance channel to the turning basin, thence 6 to 10 feet in the basin, thence 6 feet in the entrance to the lower small-craft basin and 4 to 8 feet in the ...
(BP 181849)

Page 395-Paragraph 33, lines 5-7; read:
marked by uncharted seasonal private buoys. In April 2003, the controlling depth was 8 feet in the dredged channel.
(BP 180653)

Page 405-Paragraph 159, lines 4-14; read:
river channel for about 0.7 mile in the head of the project. The channel is marked at the entrance by two lights. In March 2003, the controlling depth was 9 feet in the dredged channel (except for lesser depths to 6 feet along the W edge of the channel near the head fo the project.) Berths with electricity, gasoline, ...
(BP 180461; 05/93 CG13; LL/94; CEM-Portland/95)

Page 405-Paragraph 160, lines 4-7; read:
the bay is marked by a light and a daybeacon. In March 2003, the controlling depth was 11 feet from the entrance at the main river channel to the head of the project (except for a lesser depth of 10 feet along the W edge of the channel in about

43°40'54"N., 124°10'59"W.) The village of **Winchester Bay** is a fishing resort ...

(BP 180461)

Page 456-Paragraph 100, read:

In April 2003, a depth of 19.6 feet was available in the N entrance and a depth of 14.1 feet was available in the S entrance, thence depths of 9 to 16 feet were available in the cove (except for shoaling along the SW edge of the

breakwater.) Lesser depths are near both entrance channel edges and breakwaters.

(BP 181358)

Page 619-Paragraph 745, lines 4-8; read:

In May 2003, the controlling depth was 37 feet for a mid-width of 180 yards in the entrance channel, thence depths of 30 to 35 feet were available in the basin (except for lesser depths along the S edge.)

(BP 181397)

ENCLOSURES

Oregon – Washington – Columbia River – Dredging Operations >See Append 1<
Tabulation – Entrance to Miller Sands Range >See Append 2<
Tabulation – Miller Sands Range to Gull Island Turn and Channel >See Append 3<
Tabulation – Gull Island Turn and Channel to Saint Helens Turn >See Append 4<
Tabulation – Saint Helens Turn to Tomahawk Bar >See Append 5<
Tabulation – Morgan Channel to Tomahawk Bar >See Append 6<
Tabulation – Tomahawk Bar to Bonneville Locks >See Append 7<

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

D. R. McCRIMMON, JR.
Commander, U.S. Coast Guard
Chief, Aids to Navigation & Waterways Management Branch
Thirteenth Coast Guard District
By direction of the District Commander

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
In progress	17 May04	0700 to1800 Mon - Fri	<u>Columbia River</u> River Mile 118.5 to 119.5	Dredge 10		13 and 16 VHF-FM	Ashore at Rinker Materials Sundial Pit	12/04

*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.

COLUMBIA RIVER CHANNEL DEPTHS ENTRANCE TO MILLER SANDS RANGE								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MARCH 26, 2004								
* SEE FOOTNOTES						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH CRD (FEET)
ENTRANCE RANGE	58	57	55	43	10-03	2640	3.3	48
SAND ISLAND RANGE (CLATSOP SPIT)	49	52	53	44	10-03	2640	2.2	48
LOWER DESDEMONA SHOAL	43	44	41	36	3-04	600	3.4	40
UPPER DESDEMONA SHOAL	42	43	47	45	12-03	600	3.6	40
TANSY POINT TURN AND RANGE	40	41	40	37	12-03	600	4.8	40
ASTORIA RANGE	42	42	43	41	12-03	600	2.7	40
TONGUE POINT CHANNEL	39	41	41	41	3-04	600	2.2	40
HARRINGTON POINT RANGE	39	41	41	38	11-03, 3-04	600	2.6	40
MILLER SANDS RANGE	41	43	41	36	11-03	600	2.2	40

* CONTROLLING DEPTHS ROUNDED TO THE NEAREST FOOT
 * CONTROLLING DEPTHS IN CHANNELS ENTERING FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER FROM THE ENTRANCE TO HARRINGTON POINT AND COLUMBIA RIVER DATUM ABOVE THAT POINT. PROJECT LENGTHS ARE IN STATUTE MILES.
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CHART 18523

COLUMBIA RIVER CHANNEL DEPTHS MILLER SANDS RANGE TO GULL ISLAND TURN AND CHANNEL								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MARCH 26, 2004								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT COLUMBIA RIVER DATUM (CRD) * SEE FOOTNOTE						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH CRD (FEET)
MILLER SANDS RANGE	41	43	41	36	11-03	600	2.2	40
PILLAR ROCK LOWER RANGE	37	40	41	37	11-03	600	3.0	40
PILLAR ROCK UPPER RANGE	36	42	40	40	11,12-03	600	1.9	40
WELCH ISLAND REACH	40	43	44	38	12-03	600	3.2	40
SKAMOKAWA CHANNEL	28	41	42	37	2-04	600	3.3	40
STEAMBOAT REACH	49	48	46	38	2-04	600	1.4	40
PUGET ISLAND RANGE AND TURN	41	41	41	36	2-04	600	3.5	40
WALNA RANGE	37	39	40	40	2-04	600	2.2	40
DRISCOLL RANGE	39	39	40	42	2-04	600	1.7	40
WESTPORT TURN AND RANGE	39	41	43	42	2-04	600	2.0	40
WESTPORT CHANNEL	39	42	42	40	2-04	600	2.4	40
EUREKA LOWER CHANNEL	43	44	44	44	2-04	600	2.1	40
EUREKA UPPER CHANNEL	43	44	43	41	2-04	600	0.8	40
OAK POINT CHANNEL	46	46	47	44	2-04	600	2.4	40
GULL I TURN AND CHANNEL	46	43	41	37	2-04	600	2.2	40

* CONTROLLING DEPTHS ROUNDED TO THE NEAREST FOOT
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES TO THE ABOVE INFORMATION

CHART 18524

COLUMBIA RIVER CHANNEL DEPTHS GULL ISLAND TURN AND CHANNEL TO SAINT HELENS TURN TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MARCH 26, 2004						
CONTROLLING DEPTHS IN FEET AT COLUMBIA RIVER DATUM (CRD) * SEE FOOTNOTE					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH LENGTH DEPTH (FEET) (STAT. MILES) (FEET)
GULL I TURN AND CHANNEL	46	43	41	37	2-04	600 2.2 40
STELLA RANGE	37	40	41	39	2-04	600 2.8 40
FISHER I CHANNEL	42	47	43	40	2-04	600 0.9 40
WALKER I CHANNEL	37	42	40	36	2-04	600 1.5 40
BARLOW PT. CHANNEL	45	44	43	39	2-04	600 1.3 40
SLAUGHTERS CHANNEL	38	42	38	36	2-04	600 2.3 40
SLAUGHTERS TURN AND CHANNEL OPPOSITE THE TURNING BASIN	39	39	39	40	2-04	600 1.7 40
COTTONWOOD ISLAND LOWER RANGE	38	42	42	40	1-04	600 1.7 40
COTTONWOOD ISLAND TURN	43	41	39	39	1-04	600 2.7 40
COTTONWOOD ISLAND UPPER RANGE	42	42	41	41	1-04	600 1.6 40
KALAMA LOWER RANGE	43	41	40	34	1-04	600 1.8 40
KALAMA UPPER RANGE	41	42	40	40	1-04	600 2.2 40
BYBEE LEDGE CHANNEL	40	42	41	40	1-04	600 2.1 40
MARTIN ISLAND CHANNEL	41	41	39	38	1-04	600 2.1 40
MARTIN ISLAND RANGE	40	42	41	41	1-04	600 1.4 40
COLUMBIA CITY CHANNEL	40	40	39	39	1-04	600 1.2 40
ST. HELENS RANGE	38	41	42	41	1-04	600 2.0 40
ST. HELENS TURN	42	43	42	40	1-04	600 1.7 40

* CONTROLLING DEPTHS ROUNDED TO NEAREST FOOT
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CHART 18525

COLUMBIA RIVER CHANNEL DEPTHS SAINT HELENS TURN TO TOMAHAWK BAR TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORTS OF MARCH 26, 2004						
CONTROLLING DEPTHS IN FEET AT COLUMBIA RIVER DATUM (CRD) * SEE FOOTNOTE					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH LENGTH DEPTH (FEET) (STAT. MILES) (FEET)
ST. HELENS TURN	42	43	42	40	1-04	600 1.7 40
WARRIOR ROCK RANGE	38	40	40	40	1-04	600 1.3 40
DUCK CLUB TURN	38	38	42	41	1-04	600 1.4 40
HENRICI RANGE	40	37	39	39	1-04	600 2.6 40
FALES CHANNEL	42	42	39	38	1-04	600 1.1 40
KNAPP POINT CHANNEL	40	41	40	40	1-04	600 1.8 40
WILLOW LOWER RANGE	40	42	41	39	1-04	600 2.1 40
WILLOW UPPER RANGE	41	43	40	44	12-03	600 1.1 40
MORGAN TURN	43	45	49	46	12-03	600 1.0 40
MORGAN CHANNEL	46	45	42	42	12-03	600 1.5 40
VANCOUVER LOWER CHANNEL	46	47	48	49	2-04	500 1.0 40
VANCOUVER RANGE	39	43	42	40	2-04	500 1.3 40
VANCOUVER UPPER CHANNEL	40	42	38	39	2-04	500 0.9 40
VANCOUVER LOWER TURNING BASIN	36	38	41	40	2-04	800 1.0 40
VANCOUVER UPPER TURNING BASIN	31	27	26	24	2-04	800 0.9 35
TOMAHAWK BAR	18	18	18	17	11-03	300 3.7 27

* CONTROLLING DEPTHS ROUNDED TO THE NEAREST FOOT
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CHART 18526

COLUMBIA RIVER CHANNEL DEPTHS MORGAN CHANNEL TO TOMAHAWK BAR TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MARCH 26, 2004								
CONTROLLING DEPTHS IN FEET AT COLUMBIA RIVER DATUM (CRD) * SEE FOOTNOTE						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH CRD (FEET)
MORGAN CHANNEL	46	45	42	42	12-03	600	1.5	40
VANCOUVER LOWER CHANNEL	46	47	48	49	2-04	500	1.0	40
VANCOUVER RANGE	39	43	42	40	2-04	500	1.3	40
VANCOUVER UPPER CHANNEL	40	42	38	39	2-04	500	0.9	40
VANCOUVER LOWER TURNING BASIN	36	38	41	40	2-04	800	1.0	40
VANCOUVER UPPER TURNING BASIN	31	27	26	24	2-04	800	0.9	35
TOMAHAWK BAR	18	18	18	17	11-03	300	3.7	27

* CONTROLLING DEPTHS ROUNDED TO THE NEAREST FOOT
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 18531

COLUMBIA RIVER CHANNEL DEPTHS TOMAHAWK BAR TO BONNEVILLE LOCKS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MARCH 26, 2004								
CONTROLLING DEPTHS IN FEET AT COLUMBIA RIVER DATUM (CRD) * SEE FOOTNOTE						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH CRD (FEET)	
TOMAHAWK BAR	18	18	17	11-03	300	3.7	27	
AIRPORT BAR	15	18	18	2-04	300	2.8	27	
GOVERNMENT ISLAND LOWER RANGE	16	17	16	2-04	300	1.1	27	
GOVERNMENT ISLAND MIDDLE RANGE	14	16	16	2-04	300	1.6	27	
FISHER QUARRY CHANNEL RANGE	28	24	21	2-04	300	1.0	27	
GOVERNMENT ISLAND RANGE	24	30	26	2-04	300	1.1	27	
GOVERNMENT ISLAND UPPER RANGE	16	19	19	2-04	300	0.8	27	
LADY ISLAND RANGE	18	20	22	2-04	300	2.1	27	
LADY ISLAND CHANNEL AND UPPER RANGE	27	28	21	2-04	300	0.9	27	
WASHOUGAL LOWER RANGE	18	27	28	2-04	300	1.5	27	
WASHOUGAL UPPER RANGE	19	27	27	2-04	300	1.1	27	
GARY ISLAND RANGE	16	15	15	2-04	300	0.9	27	
REED ISLAND RANGE	17	16	14	2-04	300	2.2	27	
TUNNEL POINT CHANNEL	24	25	26	10-03	300	0.8	27	
ROOSTER ROCK CHANNEL	26	23	25	10-03	300	1.2	27	
CAPE HORN CHANNEL	34	32	31	10-03	300	2.4	27	
CANDIANA CHANNEL	16	38	36	10-03	300	1.0	27	
FASHION REEF LOWER RANGE	12	19	21	10-03	300	2.2	27	
MULTNOMAH FALLS BAR RANGE	13	23	16	10-03	300	1.3	27	
MULTNOMAH FALLS TURN	12	20	21	10, 11-03	300	0.8	27	
MULTNOMAH FALLS UPPER RANGE	18	21	24	11-03	300	3.2	27	
MCGOWANS CHANNEL	39	34	25	11-03	300	1.1	27	
WARRENDALE LOWER RANGE	20	22	23	11-03	300	0.9	27	
WARRENDALE UPPER RANGE	21	28	22	11-03	300	0.8	27	
HAMILTON ISLAND REACH	21	30	27	11-03	300	0.9	27	
ENTRANCE TO BONNEVILLE LOCKS	22	22	22	3-00	300	0.6	27	

* CONTROLLING DEPTHS ROUNDED TO THE NEAREST FOOT
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION