



U.S. Department  
of Homeland Security

United States  
Coast Guard

## LOCAL NOTICE TO MARINERS WEEKLY EDITION

District: 13

Week: 41/04

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

ISSUED BY: COMMANDER, THIRTEENTH COAST GUARD DISTRICT (oan)  
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LIGHT LIST REFERENCE: COMDTPUB P16502.6, Light List Volume VI, 2004 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.

<u>Originating Unit</u>	<u>Beginning BNM</u>	<u>Ending BNM</u>
CGD THIRTEEN	D13-1125-04	D13-1160-04

### 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  
TRTY - 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

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**SECTION I - SPECIAL NOTICES**

This section contains information of special concern to the Mariner.

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**WASHINGTON - NEAH BAY - Hazard to Navigation**

There are six uncharted mooring marked by 10 ft long logs in approximate positions 48-22-17.4N 124-36-10.8W and 48-22-10.8N 124-36-59.4W, and marked by 20 inch round orange fenders in approximate positions 48-22-25.0N 124-35-49.8W and 48-22-27.6N 124-35-45.6W. Mariners are requested to use caution in this area.

Chart 18484

LNM: 41/04

**SNAKE RIVER - LOWER MONUMENTAL NAVIGATION LOCK - Damage**

Due to recent contact with a barge, the upstream concrete guidewall on the north side of the Lower Monumental Lock, at Snake River Mile 41.6, has experienced damage to the concrete and steel reinforcement. The damaged area starts at the upstream end of the concrete at its intersection with the floating guidewall, and extends approximately 40 feet along the top edge of the concrete toward the lock chamber. Although nothing is protruding into the lock approach, there are still small pieces of exposed steel along the upper edge of the guidewall. Mariners are requested to use caution to avoid contact with the wall in this area. For additional information, contact the Army Corps of Engineers at (509) 527-7115.

Chart 18545

LNM: 40/04

**WASHINGTON - PUGET SOUND - Geoduck Harvesting**

Geoduck harvesting will be conducted in the area of Point Heyer (east side of Vashon Island) and in Pitt Passage (west side of McNeil Island) from 11 Oct 04 to 28 Jan 05. These operations will take place from 0800 until 1600 local, Monday through Friday, excluding state holidays. The Department of Natural Resources patrol boat will be onsite and monitoring VHF-FM Channel 8. Vessels transiting the area are requested to stay 300ft clear of divers. For additional information, contact the Washington Department of Natural Resources at (360) 902-1100.

Charts 18448,18474

LNM: 40/04

**WASHINGTON - CHANGE OF OPERATIONAL CONTROL AND GEOGRAPHIC AREA OF RESPONSIBILITY**

Effective 01 Oct 04, Coast Guard responsibilities for operations and geographic areas has changed as follows:

Coast Guard Group Seattle's new area of responsibility is defined as: starts at the northeastern most point of Whatcom County and the Canadian border 49-00-00N 120-51-34W; then proceeds along the Canadian border eastward to the Montana-North Dakota boundary; thence southerly along this boundary to the Wyoming State line; thence westerly and southerly along the Montana-Wyoming boundary to the Idaho State line; thence northwesterly along the Montana-Idaho boundary to 46-55-00N; thence westerly along 46-55-00N to 123-18-00W; thence northerly to a point 47-58-06N to 123-18-00W; thence easterly to Double Bluff Point 47-58-06N 122-32-48W; thence northward along the western shore of Whidbey Island to West Point then south easterly along the eastern shore of Whidbey Island at Strawberry Point 48-17-53N, 122-30-21W; thence easterly across Skagit Bay along the Skagit Snohomish County line to the southeastern most point of Skagit County thence to the point of origin.

Coast Guard Group Port Angeles' new area of responsibility is defined as: starts at 48-29-35N 124-43-45W and proceeds along the Canadian border eastward to the northeastern most point of Whatcom County and the Canadian border 49-00-00N 120-51-34W; thence southward following the Whatcom and Skagit Counties' eastern boundaries to the Snohomish County line at 48-17-44N 121-00-05W; thence westward across Skagit Bay to the eastern shore of Whidbey Island at Strawberry Point 48-17-53N 122-30-21W; thence northerly along the Whidbey Island shore to West Point then southerly along the western Whidbey Island shore to Double Bluff Point 47-58-06N 122-32-48W; thence westward to 123-18-00W; thence southward to 47-32-00N 123-18-00W; thence westerly along the 47-32-00N to the Exclusive Economic Zone (EEZ); thence northeasterly along the outermost extent of the EEZ to the Canadian border; thence easterly along the Canadian border to the point of origin. Port Angeles's Search and Rescue Mission Coordination responsibilities extend from its eastern most boundary seaward to 50 nautical miles west of the coastline. Additionally, Group Port Angeles has Search and Rescue Mission Coordination responsibilities in the area bounded by 48-29-35N 126-00-00W eastward to 48-29-35N 124-43-45W thence southwesterly along the EEZ to 48-08-12N. Coast Guard District Thirteen maintains Search and Rescue Mission Coordination responsibilities from 50 nautical miles westward to the EEZ.

Charts 18480, 18440 and 18400

LNM: 39/04

## MONTANA - POLSON NDGPS Off Air Approval

NDGPS Polson will be unusable from 1500 to 1700Z on 18 Oct 04. The alternate time will be from 1500 to 1700Z on 19 Oct 04. For additional information or objections, contact Navigation Center DGPS Operations at (707) 765-7612.  
Chart N/A LNM: 38/04

## MONTANA - BILLINGS NDGPS Off Air Approval

NDGPS Billings will be unusable from 1500 to 1700Z on 15 Oct 04. The alternate time will be from 1500 to 1700Z on 16 Oct 04. For additional information or objections, contact Navigation Center DGPS Operations at (707) 765-7612.  
Chart N/A LNM: 38/04

## COLUMBIA AND SNAKE RIVERS - 2004 Winter Seasonal Lockage Schedule for Recreational Craft

The U.S. Army Corps of Engineers, Walla Walla and Portland Districts, have implemented the 2004/2005 winter seasonal lockage schedule, which is effective from 16 September 2004 to 14 May 2005 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 Rivers 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/nl> 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 Sep 2004:

Traffic Direction	Times		
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 managers 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	Randell Ryan	(541) 922-2251	(541) 922-3214
Ice Harbor	Scott Sutliff	(509) 543-3251	(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: 37/04

## WASHINGTON - HOOD CANAL - Research Buoys

The U.S. Geological Survey has deployed two bottom mounted temporary current meter cages with scientific instruments inside, in approximate positions 47-21-31N 123-01-08W and 47-21-45N 123-04-48W, through approximately 26 Oct 04. Mariners are requested not to drop anchors or drag anything along the bottom that might snag the moorings. For additional information, contact U.S. Geological Survey at (253) 428-13600 X2694.  
Chart 18445 LNM: 37/04

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## 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.

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### DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No	BNM Ref.	LNM St	LNM End
740/	Quillayute River Approach Lighted	TEMP RELOC	47-53-24.4N	18480	D13-0828-04	31/04
16075	Whistle Buoy Q	124-39-57.1W				

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9590	Yaquina Bay Entrance Lighted Gong Buoy 1	Off Station 34 yds / 208°T	18561	D13-1071-04	38/04
9600	Yaquina Bay Entrance Lighted Gong Buoy 3	Off Station 68 yds / 241°T	18561	D13-1072-04	38/04
10235	Pillar Rock Lower Range Front Light	IMPCHA Focal plane 12ft lower REDINT / 3NM TEMP LED	18523	D13-0732-04	28/04
10485	Westport Dike Light 60	REDINT / 3NM TEMP LED	18523	D13-0680-04	26/04
11030	St Helens Range Front Light	Damaged / Off Station	18524	D13-1066-04	38/04
15595	Grays Harbor Channel Lighted Whistle Buoy 11	MISS	18502	D13-1093-04	39/04
17615	Kilisut Harbor Daybeacon 8	Structure MISS / TRUB Off Station	18441	D13-0905-03	32/04
18005	Eagle Harbor Light 3	F/S INOP	18441	D13-1130-04	41/04
19540	Iceberg Point Light 2	F/S Sounding Continuously	18421	D13-1153-04	41/04
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.	LN M St	LN M End
8750	Coos Bay Entrance Lighted Buoy 2	LWP	18587	D13-1134-04	39/04	41/04

#### DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No	BNM Ref.	LN M St	LN M End
9185	North Slough Channel Daybeacon 4	IMPCHA	18587	D13-0478-04	18/04	
9190	North Slough Channel Daybeacon 8	IMPCHA	18587	D13-1144-02	36/02	
9195	Haynes Inlet Channel Daybeacon 1	IMPCHA	18587	D13-0479-04	18/04	
9205	Haynes Inlet Channel Daybeacon 5	IMPCHA	18587	D13-0480-04	18/04	
9210	Haynes Inlet Channel Daybeacon 7	IMPCHA	18587	D13-0481-04	18/04	
12385	John Day Dam Lower Breakwater Light 2	MISS	18535	D13-1030-04	37/04	
12390	John Day Dam Lower Guidewall Light 4	MISS	18535	D13-1031-04	37/04	
12905	Port Kelly Range A Rear Daybeacon	OBSCU	18542	D13-1128-04	41/04	
12930.6	Lower Middle Channel Approach Buoy E	MISS	18542	D13-0800-04	30/04	
12930.7	Lower Middle Channel Approach Buoy G	MISS	18542	D13-0954-04	34/04	
12930.9	Lower Middle Channel Approach Buoy 3	IMPCHAR / Off station	18542	D13-0955-04	34/04	
12930.94	Lower Middle Channel Approach Buoy 9	IMPCHAR / Off station	18542	D13-0953-04	34/04	
13507	Lower Monumental Research Float	EXT	18546	D13-1137-04	41/04	
13697	Little Goose Research Float	EXT	18547	D13-1138-04	41/04	
13937	Lower Granite Research Float	EXT	18548	D13-1139-04	41/04	
15030	Oswego North Pier Light	IMPCHAR	18528	D13-0973-04	35/04	

15035	Oswego South Pier Light	IMPCHAR	18528	D13-0974-04	35/04
17127	Middle Waterway Buoy 1	MISS	18448	D13-0926-04	33-04
17172	Blair Waterway Range Front Light	EXT	18448	D13-1151-04	41/04
17173	Blair Waterway Range Rear Light	EXT	18448	D13-1152-04	41/04
17731	Mariculture Lighted Buoys (2)	EXT	18441	D13-0957-04	35/04
18165	Lower Guide Wall Light	IMPCHAR	18447	D13-0840-04	31/04
18175	Upper Guide Wall Light	IMPCHAR	18447	D13-0841-04	31/04
18549	Port of Everett Jetty Island Light C	EXT	18444	D13-1083-04	39/04

**DISCREPANCIES (PRIVATE AIDS) CORRECTED**

LLNR	Aid Name	Status	Chart No	BNM Ref.	LNLM St	LNLM End
18507	Port Gardner Navy Log Boom Light B	LWP	18444	D13-1158-04	39/04	41/04
18509	Port Gardner Navy Log Boom Light D	LWP	18444	D13-1159-04	39/04	41/04

**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.	LNLM St	LNLM 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.	LNLM St	LNLM 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 <sup>TH</sup> 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, Fl R 4s, 25ft 4M at 48-24-12.100N 124-37-42.000W</p>						
	↑ Corrective Action	↑ Object of Correction				↑ 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.

18474	8th ed	Oct 2003	Last LNM 39/04	NAD 83	(NOS NW -8347)	41/04
<i>Chart Title:</i> WA - PUGET SOUND - SHILSHOLE TO COMMENCEMENT BAY						
Change	Puget Sound Traffic Lane Separation Lighted Buoy SG characteristics to Y "SG"	at	47-39-41.091N	122-27-52.253W		
	Fl Y 2.5s RACON (- ·)					
Change	Puget Sound Traffic Lane Separation Lighted Buoy T characteristics to Y "T" Fl	at	47-34-33.352N	122-27-04.467W		
	Y 2.5s					
Change	Sitcum Waterway Light characteristics to F Y 14ft Priv	at	47-16-19.000N	122-25-10.000W		
Change	Port of Tacoma No 25 Light characteristics to F Y 7ft BELL Priv PA	at	47-17-06.000N	122-24-39.000W		

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## OIL RIG MOVEMENT

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### 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						

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## 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.

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### SUMMARY OF ADVANCED APPROVED PROJECTS

<u>Waterway</u>	<u>Project Date</u>	<u>Ref. LNM</u>
None		

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## 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).

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### PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Waterway</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
WASHINGTON – COLUMBIA RIVER TO DESTRUCTION ISLAND	26 November 2004		LNM: 41/04

Navigation Aids: Due to new/improved navigation technology (DGPS), this fog signal is no longer considered necessary for safe navigation.

Discontinue the fog signal at Destruction Island Light (LLNR 735).

Charts 18003, 18007, 18480, 18500

<u>Waterway</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
WASHINGTON – APPROACHES TO STRAIT OF JUAN DE FUCA	26 November 2004		LNM: 41/04

Navigation Aids: Due to new/improved navigation technology (DGPS), this fog signal is no longer considered necessary for safe navigation.

Discontinue the fog signal at Cape Flattery Light (LLNR 760/16145).

Charts 18400, 18460, 18480, 18485

<u>Waterway</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
COLUMBIA RIVER – CRIMS ISLAND TO ST. HELENS	12 November 2004		LNM:40/04

Navigation Aids: No longer considered necessary for safe navigation in the waterway.

Discontinue Fisher Island Slough Light 4 (LLNR 10740).

Chart 18524

<u>Waterway</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
COLUMBIA RIVER – HARRINGTON POINT TO CRIMS ISLAND	29 October 2004		LNM: 39/04

Navigation Aids: No longer considered necessary for safe navigation in the waterway. Additionally, the structure is unsafe for servicing personnel.

Discontinue Pillar Rock Light 17 (LLNR 10270).

Chart 18523

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<u>Waterway</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
WASHINGTON – GRAYS HARBOR NORTH BAY	29 October 2004		LNM: 39/04

Navigation Aids: No longer considered necessary for safe navigation in the waterway.

Relocate Grays Harbor North Channel Daybeacon 46A (LLNR 15805) to approximate position 46 58 03N, 123 52 35W and change the name to Grays Harbor North Channel Light 46 (LLNR 15805), showing a flashing red light every four seconds (FL R 4s), triangular shaped red dayboards and a nominal range of three (3) nautical miles.

Discontinue Charley Creek Dike Daybeacon 2 (LLNR 15975).

Chart 18502

<u>Waterway</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
COLUMBIA RIVER – HARRINGTON POINT TO CRIMS ISLAND	29 October 2004		LNM: 39/04

Navigation Aids: No longer considered necessary for safe navigation in the waterway.

Discontinue Eureka Bar Dike Daybeacon (LLNR 10605).

Chart 18523

<u>Waterway</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
COLUMBIA RIVER – CRIMS ISLAND TO ST. HELENS	22 October 2004		LNM: 38/04

Navigation Aids: To improve range performance.

Change from visible four (4) degrees each side of range line to visible 14 degrees each side of range line on St. Helens Range Rear Light (LLNR 11035).

Chart 18524

<u>Waterway</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
COLUMBIA RIVER – CATHLAMET BAY SOUTH CHANNEL	22 October 2004		LNM: 38/04

Navigation Aids: Army Corps of Engineers does not maintain this waterway.

Discontinue Cathlamet Bay South Channel Buoy 7 (LLNR 14730)  
Discontinue Cathlamet Bay South Channel Daybeacon 8 (LLNR 14735)  
Discontinue Cathlamet Bay South Channel Daybeacon 10 (LLNR 14740)

Charts 18521, 18523

<u>Waterway</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
COLUMBIA RIVER – CATHLAMET BAY NORTH CHANNEL	22 October 2004		LNM: 38/04

Navigation Aids: Army Corps of Engineers does not maintain this waterway.

Discontinue Cathlamet Bay North Channel Light 3 (LLNR 14745)  
Discontinue Cathlamet Bay North Channel Buoy 4 (LLNR 14750)  
Discontinue Cathlamet Bay North Channel Light 5 (LLNR 14755)  
Discontinue Grassy Island Light 8 (LLNR 14760)

Charts 18521, 18523

<u>Waterway</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
COLUMBIA RIVER – CATHLAMET BAY PRAIRE CHANNEL	22 October 2004		LNM: 38/04

Navigation Aids: Army Corps of Engineers does not maintain this waterway.

Discontinue Cathlamet Bay Prairie Channel Light 10 (LLNR 14765)  
Discontinue Cathlamet Bay Prairie Channel Daybeacon 12 (LLNR 14770)  
Discontinue Svensen Island Light 12A (LLNR 14775)  
Discontinue Cathlamet Bay Prairie Channel Daybeacon 14 (LLNR 14780)  
Discontinue Russian Island Light 15 (LLNR 14785)  
Discontinue Cathlamet Bay Prairie Channel Daybeacon 17 (LLNR 14790)  
Discontinue Marsh Island Light 21 (LLNR 14800)  
Discontinue Cathlamet Bay Prairie Channel Light 23 (LLNR 14805)

Charts 18521, 18523



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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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### OREGON - Bridge Information

#### Coos Bay

The Coos Bay Drawbridge at mile 9.0 need not open for the passage of vessels unless 48 hour notice is provided for all openings from 0700 to 1700 local, Monday through Friday, from 01 Oct to 25 Oct 04. These temporary special operations are necessary while major repairs are made to the steel truss. At other times the draw will operate normally.

Chart 18587

LNM: 38/04

### OREGON - Bridge Information

#### Siuslaw River

The U.S.101 Bridge at Florence need not open for the passage of vessels from 0001 local 07 Sep to 2359 local 29 Oct 04. The temporary closure is authorized for a resurfacing project on the double-leaf bascule.

Chart 18583

LNM: 20/04

### OREGON - Bridge Information

#### Siuslaw River

The U.S.101 Bridge at Florence need not open for the passage of vessels from 0001 local 18 Oct to 2359 local 30 Nov 04. The temporary closure is authorized for a resurfacing project on the double-leaf bascule.

Chart 18583

LNM: 26/04

### 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.

Chart 18526

LNM: 09/04

### COLUMBIA RIVER - Bridge Information (Revision of LNM 12/04)

#### Vancouver

The dual liftspans of the Interstate 5 dual vertical lift bridges at river mile 106.5 will be maintained in the closed position until 2100 15 Oct 04 by a major mechanical-electrical rehabilitation project. From 2100 15 Oct to 2100 29 Oct 04, a two-hour notice is required for openings while new equipment is tested and adjusted.

Charts 18524, 18526

LNM: 36/04

### WASHINGTON - Bridge Information

#### Snake River

Inspection equipment may be deployed under the dual State Route 12 Bridges at Burbank Monday through Friday from 18 Oct to 22 Oct 04, during daylight hours. Mariners should exercise caution.

Chart 18545

LNM: 39/04

### WASHINGTON - Bridge Information

#### Snohomish River

The Burlington Northern Santa Fe Railroad Bridge #37 at mile 3.5 will have construction equipment for repairing the fender system of the main span and will temporarily be in and out of the channel until some time in October 2004. Mariners are advised to pass with caution.

Chart 18444

LNM: 33/04

### 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 (Revision of LNM 35/04)

#### Tacoma Narrows Bridge

Construction - Barges and other equipment will be deployed at various locations around the piers of the new parallel bridge currently under construction. Mariners should be alert to anchor cables and give all equipment a wide berth. Tower cranes will be mounted to the new piers (towers) and will swing wide with the possibility of accidental fall of material. Vessels and divers are advised to avoid the area within a 500-foot radius of the piers at 47-15-54N 122-32-49W and 47-16-15N 122-33-15W. Buoys mark the end of storm water outfall located approximately at 47-16-05N 122-33-32W.

Charts 18448, 18474

LNM: 41/04

## WASHINGTON - Bridge Information

### Lake Washington Ship Canal

The Montlake Bridge need not open for vessels from 1100 to 1300 and from 1530 to 1730 local on 16 Oct, 06 and 13 Nov 2004. These temporary closures accommodate heavy road traffic near Husky Stadium.

Chart 18447

LNM: 38/04

## WASHINGTON - Bridge Information

### Hood Canal

The Hood Canal Bridge is unable to open on incoming tides until further notice.

Chart 18476

LNM: 33/04

## 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
Clatskanie River Mile 0.7	Clatskanie River Bridge	Clatskanie, OR	EXT	15 Sep 04	1058-04	38/04
Snake River Mile 58.5	Joso Bridge	Raparia, WA	EXT	06 Oct 04	1142-04	41/04
Snake River Mile 61.8	Sargent Bridge	Starbuck, WA	EXT	06 Oct 04	1143-04	41/04
Snake River Mile 83.2	SR 127 Bridge	WA	EXT	07 Oct 04	1144-04	41/04

## 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 - 2004 Special Local Notice to Mariners

U.S. Coast Guard District 13 has Published the 2004 Special Local Notice to Mariners. The Special Local Notice to Mariners is available for down load from the web at <http://www.uscg.mil/d13/oan/slnm2004.pdf> or <http://www.navcen.uscg.gov/lnm/d13/slnm2004.pdf>. A limited number of Special Local Notice to Mariners are available for mailing by calling (206) 220-7270.

Chart N/A

LNM: 27/04

## THIRTEENTH COAST GUARD DISTRICT - Request for information on the use of large-scale driftnets on the high seas (Revision to LNM 09/04)

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 Commander (Poo) Coast Guard Island, 51-5 Alameda, CA 94568	1-800-246-7236 1-510-437-3701	1-510-437-3017	230172343	<a href="mailto:OD11/Pacarea@d11.uscg.mil">OD11/Pacarea@d11.uscg.mil</a>
USCG 14th District Honolulu, HI Commander D14 (ole) 300 Ala Moana Blvd Honolulu, HI 96850-4982	1-800-331-6176 1-808-541-2500	1-808-541-2123		<a href="mailto:D14ccdutyofficer@D14.uscg.mil">D14ccdutyofficer@D14.uscg.mil</a>
USCG 17th District Juneau, AK Commander D17 (ole) PO Box 25517, Rm 771 Juneau, AK 99802-5517	1-800-478-5555 1-907-463-2000	1-907-463-2023	49615066	<a href="mailto:D17-cc@cgalaska.uscg.mil">D17-cc@cgalaska.uscg.mil</a>

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, name of vessel, home port and observed activity. Video or photographs are highly desired and can be mailed or emailed to any of the offices above.

## 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: 32/04

#### **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](mailto:nipc.watch@fbi.gov).

Chart N/A LNM: 15/03

#### **COLUMBIA RIVER - APPROACHES TO ASTORIA - Scientific Buoy**

The Oregon Health and Science University has temporarily deployed a Lighted Research Buoy (yellow can) at approximate position 46-10-30.0N 124-07-06.0W showing a Flashing Yellow 4 seconds (FL Y 4s) light. The buoy is expected to remain in place until 31 Oct 04. For additional information, contact Oregon Health and Science University at (503) 748-4059.

Chart 18521 LNM: 23/04

#### **COLUMBIA RIVER - APPROACHES TO ASTORIA - Scientific Buoys (Revision to LNM 18/04)**

Oregon State University has deployed 13 scientific buoys from bank to bank near Jim Crow Point at river mile 29 on the Columbia River until 29 Oct 04. Each buoy is a system of four 7in by 15in Styrofoam floats with attached contact information. For additional information, contact Oregon State University at (541) 737-2592.

Charts 18521, 18523 LNM: 26/04

#### **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 RIVER - WILLAMETTE RIVER - Construction**

Ecology and Environment, Inc will be constructing a 25 acre sediment cap at river mile 7 of the Willamette River outside the navigational channel from 01 Jul to 31 Oct 04. Multiple barges will be in the area throughout the construction period. Mariners are requested to use caution in the vicinity of the construction. For additional information, contact Oregon Department of Environmental Quality at (503) 229-6748.

Chart 18526 LNM: 26/04

#### **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

#### **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 - Puget Sound Vessel Traffic Services Measure (33CFR161.11)**

In support of the Cooperative Vessel Traffic Services (CVTS) Agreement all vessels over 300GT inbound for the U.S. via the Strait of Juan De Fuca are required to submit a 24 hour CVTS offshore advancement report. Follow the IMO Standard Ship Reporting system (Resolution A.648 (16), MSC/WP6). Submit the report using the methods below.

- Via e-mail, [rmic-pacific@pac.dfo.mpo.gc.ca](mailto:rmic-pacific@pac.dfo.mpo.gc.ca) or <mailto:rmic-pacific@pac.dfo.mpo.gc.ca>
- Via INMARSAT telex 04352586 "CGTC VAS VCR"
- Via any Canadian Coast Guard MCTS Centre, free of charge
- Or directly to CVTS Offshore by FAX: 604-666-8453

For additional information, contact Vessel Traffic Services, Puget Sound at (206) 217-6051.

Chart N/A LNM: 29/04

#### **WASHINGTON - PORT TOWNSEND - Navigation Hazard**

A red buoy labeled number 6 is tied to the Port Townsend Railroad Pier. Additionally another red buoy is adrift in the Straits of Juan De Fuca. Mariners are requested to report sightings of the adrift buoy to the U.S. Coast Guard Group Seattle on VHF-FM Channel 16.

Chart 18441 LNM: 36/04

**WASHINGTON - STRAIT OF JUAN DE FUCA - PUGET SOUND - Security Zone of Passenger Vessels (Re vision 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 - PUGET SOUND - Acoustic Buoys**

Evans-Hamilton, Inc has deployed two acoustic doppler current meters (ADCPs) in approximate positions 47-45-44.1N 122-23-56.4W and 47-46-43.4N 122-24-40.2W. The instruments are in aluminum cages resting on the sea floor with no surface expression and will remain in place until early Oct 04. For additional information, contact Evans-Hamilton, Inc at (206) 526-5622.

Chart 18441

LNM: 25/04

**WASHINGTON - LAKE WASHINGTON - Lock Closure**

The Hiram M. Chittenden Large Lock will be closed to all traffic, with the small lock remaining open to all vessels within size restrictions from 0001 20 Nov to 1600 local 03 Dec 04 for annual maintenance. For additional information, contact the Army Corps of Engineers at (206) 783-7000.

Chart 18447

LNM: 22/04

**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 1<sup>st</sup> 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
10/16/2004	Sinclair Island	Fidalgo Bay	Anacortes Yacht Club
10/16/2004	UW Rowing Races	Lake Washington	University of Washington Crew
10/16/2004	PS Sailing Championships	West Point	Corinthian Yacht Club
10/16/2004	Dinghy Races	South Puget Sound	South Sound Sailing Society
10/16/2004	Wind Seekers Fall #4	Commencement Sound	Wind Seekers Yacht Club
10/17/2004	PS Sailing Championships	West Point	Corinthian Yacht Club
10/17/2004	Keelboat Races	South Puget Sound	South Sound Sailing Society
10/17/2004	Sailboat Races	Shilshole Marina to Point Monroe	Seattle Singles Yacht Club
10/2,9,23/ 2004	Spring to Winter Series	Des Moines Area	Three Tree Point YC
10/23/2004	Duck Dodge Rum Run	Shilshole Breakwater to Port Madison	Duck Dodge Race Committee
10/23/2004	Commodore's Cup	Sinclair Inlet	West Sound Corinthian YC
10/23/2004	October Fest	Fidalgo Bay	Anacortes Yacht Club
10/23/2004	Winter Series	Des Moines Area, East Passage	Three Tree Point Yacht Club
10/23/2004	Keelboat Races	South Puget Sound	South Sound Sailing Society
10/23/2004	WS Ken Raab Mem	Commencement Sound	Wind Seekers Yacht Club
10/24/2004	Sailboat Races	Shilshole Marina to Point Monroe	Seattle Singles Yacht Club
10/25/2004	Autumn Series	Possession Sound	Milltown Sailing Association
10/25/2004	UW Rowing Races	Lake Washington	University of Washington Crew

**COLUMBIA RIVER – Portland – Marine Events**

EVENT DATE	EVENT NAME	EVENT LOCATION	SPONSOR
10/16/2004	Charlie S. Brown Regatta	Willamette River; Elk Rock to Ross Island	Lewis and Clark College
10/16/2004	Lewis and Clark Heritage Day	Sacajawea State Park; Pasco WA	Tri Cities Visitor Bureau
10/17/2004	Fort Vancouver Celebrates America	Columbia River; 1500' E of I-5 Bridge	Fort Vancouver
10/30/2004	LOOP Rowing Regatta	Willamette River; Lake Oswego to Oaks Park	Oregon Rowing Unlimited

**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 (36<sup>th</sup>) Edition. Change No. 25.

Coast Pilot 7 36<sup>th</sup> 2004 Corrections

Page 643-Paragraph 2 through Paragraph 6, read:

**National Wildlife Refuges, American Samoa**

The National Wildlife Refuges of Rose Atoll (American Samoa), Howland Island, Baker Island, Jarvis Island, and Palmyra Atoll are administered by the U.S. Fish and Wildlife Service, Department of the Interior. The refuge boundaries extend outward to the 3-mile limit, except Palmyra Atoll with an outward boundary of 12 miles. Entry into the refuge without a permit is prohibited, except in an emergency. An entry permit is obtained from Refuge Manager, Hawai'ian/Pacific Islands National Wildlife Refuge Complex (see appendix, under Department of Interior (indexed as such), for address).

**Chart 83484**

The **Samoa Islands** (Navigator Islands) (13°25'S. to 14°30'S.; 168°00'W. to 173°00'W.) consists of two groups of islands, which are commonly referred to as **American Samoa** and **Western Samoa**. The islands comprising American Samoa are **Tutuila Island, Aunuu Island, Ofu Island, Olosega Island, Ta'u Island, and Rose Atoll**. Western Samoa comprises the islands of **Upolu Island and Savai'i Island**.

The Samoa Islands have been populated for 3,000 years, but known to the western world for little more than

two centuries. American Samoa, the only U.S. territory S of the equator, consists of five rugged, highly eroded volcanic islands, and two coral atolls. The land area of the territory is 76 square miles. The islands have population of approximately 60,000, with most people living on the main island of Tutuila. Tuna fishing and canning are the major industries.

**COLREGS Demarcation Lines**

The lines established for U.S. Pacific Island Possessions are described in 80.1495, chapter 2.

**Weather, Samoa Islands**

The prevailing winds, or so-called trade winds, come from a direction more nearly E, blowing between ESE and NNE. They are fairly constant through the dry season, but during the wet season they are fitful, and are frequently broken by periods of calm. The islands lie within the typhoon area of the W Pacific. Typhoons occur from January to March, and occasionally up to the middle of April. The year divides itself distinctly, but not sharply into a dry season (May to November) and a wet season (November to April.) The wettest month, January, has a range of 5 to 65 inches of precipitation. The annual rainfall has also varied this much. The climate varies little from year

to year, because of the great area of water surrounding the group. December is the hottest month, with an average excess of only about 2° over the mean temperature for July, the coldest month.

#### Caution

Caution should be exercised in the vicinity of American Samoa, as several Fish Aggregating Devices have been moored at off-lying, deep-water locations around Tutuila, and other positions around the group. The devices may drift off position, and/or concentrations of fishing vessels may be found in their vicinity. The devices are comprised of aluminum catamaran floats painted orange and white. Each device carries a white daymark, fitted with the letter designation of the device, and a flashing white light. The devices offer good radar returns.

**Rose Atoll** (14°33'S., 168°09'W.), the farthest E of the Samoa Islands, is nearly square in shape; its sides are about 1.5 miles in length. Sand Island, inside the reef on the N extremity, is merely a sand spot. A large clump of trees, 65 feet high, stands on Rose Atoll. There is a boat channel into the lagoon, close W of the N extremity of the reef. Rose Atoll is a U.S. National Wildlife Refuge. (See National Wildlife Refuges, this chapter.)

#### Tide-Currents

Tidal currents off Rose Atoll are reported to set NE and SW, with the SW or ebb current being the stronger.

The **Manua Islands** (14°13'S., 169°33'W.) consists of three islands, Ofu, Olosega, and Ta'u, which extend over an area of about 17 miles in an ESE-WNW direction. The islands are about 60 miles E of Tutuila. Ofu and Olosega are joined by a bridge. These islands are sparsely populated. The villages on the islands have only a few hundred people. There is a national park on Ofu and Ta'u.

**Ta'u Island** (14°15'S., 169°28'W.) is the farthest of the three islands which comprise the Manua Islands. The island is about 5.8 miles long E-W, is dome-shaped, and rises to a height of 3,170 feet. It is covered with vegetation. **Maafee Islet** is located close offshore, about 0.3 mile S of the W extremity of the island.

**Ta'u Harbor** (14°14.5'S., 169°30.6'W.), on the W shore, should only be entered by flat bottom boats; caution is advised. Currents and waves can push a vessel into the rock wall and reef groin. The channel is shallow due to sand

accumulations. The harbormaster reported a depth of 4 to 5 feet at low tide. The dock is poorly maintained and should be avoided. Permission to enter the harbor along with directions must be obtained from the harbormaster in Pago Pago Harbor.

**Faleasao Harbor** (14°13.02'S., 169°30.10'W.) is located at the NW point of Ta'u Island. Severe storms have damaged the jetty and mariners are advised to avoid the jetty while transiting the channel. Numerous coral heads and a shallow bottom present a danger to navigation. The harbormaster reported a depth of 8 feet or less at low tide. Permission to enter the harbor along with directions must be obtained from the harbormater in Pago Pago Harbor.

#### Anchorage

**Faleasau (Faleasao)**, on the NW side of the island, affords sheltered anchorage, in 14.5 fathoms, during the trade winds, but a vessel should be prepared to weigh anchor with any change. Anchorage may be obtained, in 13 fathoms, coral, 0.4 mile W of **Fitiuta Point**, the NE extremity of the island.

#### Caution

An area with a least depth of 22 fathoms, is about 1.3 miles W from the NW extremity of Ta'u Island. This area has experienced submarine volcanic action.

#### Tides-Currents

The tidal currents at the Faleasau anchorage flow SW on the ebb at 1 to 2 knots, and the flood flows NW at 1 to 2 knots.

**Olosega Island** (14°11'S., 169°37'W.), 6 miles NW of Ta'u Island, rises nearly perpendicular on its W side to a height of 2,095 feet. The coral reef surrounding the island consists of two regular shelves, one beyond the other. There is fair anchorage, except during the trade winds, in 18 fathoms, coral, S of the W extremity of Olosega Island, and in 14.5 fathoms, sand, NE of the W extremity of the island.

**Ofu Island** (14°11'S., 169°39'W.) is separated from Olosega Island by Asaga Strait, which is about 0.2 mile wide. Ofu Island is nearly 3 miles long in an E-W direction, and about 1.5 miles at its widest point. The island rises to 1,621 feet on its SE part. Two islets lie off the W side of the island. The coastal reef extends about 0.2 mile from Ofu Island to these islets. Lights are on the NW end of the island.

**Ofu Harbor** (14°09.8'S., 169°40.9'W.) is on the NW point of Ofu Island. Severe storms have filled in the harbor with sediment. The storms have also damaged the seawalls and mariners are advised to stay clear. Approach to dock is shallow with a reported depth of 10 feet by the harbormaster. Offloading and loading of cargo is not advised during high tide. Permission to enter the harbor along with directions must be obtained from the harbormaster in Pago Pago Harbor.

**Tutuila Island** (14°19'S., 170°42'W.) is about 17 miles long in an ENE-WSW direction, 5 miles wide, and rises to a height of 2,142 feet. A wooded mountain ridge extends nearly the entire length of the island and is extremely rugged, especially in the E. The N coast is bold and precipitous. The 100-fathom curve lies from 0.1 to 2.3 miles off the S coast, about 4.3 miles off the W extremity, and from 1.3 to 2.5 miles off the N coast. There are several shoal areas, especially off the S coast, which are best seen on the chart. The S coast of the island extends from **Cape Matatula**, the E extremity of the island, in a WSW direction about 14 miles to **Steps Point**, the S extremity, and then about 5.8 miles NW to **Cape Taputapu**, the W extremity. From **Cape Matatula** to **Matuli Point**, 1.5 miles S, the coast is fronted by a reef which extends about 0.1 mile offshore.

#### Tides-Currents

Currents near the coast set SSW, particularly with NE winds; velocities of 4 knots have been observed. Between Tutuila Island and Upolo Island (Western Samoa), a NW current with a velocity of less than 0.5 knot has been found to exist. A current setting SW from Cape Taputapu is said to produce overfalls.

**Aunuu Island** (14°17'S., 170°33'W.) is 0.7 mile SSE of Matuli Point. The island has two peaks, and there is a village at its W end. Lights are on the NE side and off the NW corner.

**Aunuu Harbor** is located on the west side of Aunuu Island. Aunuu Harbor is a feeder port for the island. Small boats from **Auasi Harbor** on Tutuila Island frequently transit between the islands. Mariners should be aware that the light off the NW corner of the island, near the harbor, marks the entrance and is on the S jetty, not the N jetty. Permission to enter the harbor along with directions must be obtained from the harbormaster in Pago Pago Harbor.

#### Caution

A cable area extends across the channel between Aunuu and Tutuila Islands and is best seen on the chart; vessels should avoid anchoring in the vicinity. **Nafanua Bank**, with a least charted depth of 3½ fathoms, extends 1.5 miles in a SW direction from Aunuu Island. A rock, covered 1¼ fathom, is about 0.4 mile SSE of **Cape Fogausa**. A rock, covered 3 fathoms, is about 1.2 miles SW of Cape Fogausa between **Fagaitua Bay** and **Narragansett Passage**. The chart should be consulted for other depths.

**Breakers Point** (14°17.4'S., 170°39.8'W.), 3.5 miles WSW of Cape Fogausa, is the E entrance point to Pago Pago Harbor and is marked by a light. In 1989, discolored water was reported in the S approach to the harbor in about 14°22.2'S., 170°40.7'W. **Taema Bank**, with a least depth of 4 fathoms, lies about 1.6 miles SSE of the entrance to Pago Pago Harbor. The bank is about 2.3 miles long in an ENE-WSW direction and is marked on the W end by a lighted buoy. Narragansett Passage is between Taema Bank and Nafanua Bank to the E. There are several banks in the vicinity of the passage whose positions may best be seen on the chart. The passage is not recommended due to the age of survey.

**Pago Pago Harbor** (14°17'S., 170°40'W.), a natural harbor located on the S shore of Tutuila Island, is entered between Breakers Point and **Niuloa Point**. **Pago Pago**, on the NW side of the harbor is the largest village on the island and is the capital of American Samoa; it is the only port of entry for American Samoa. The village of **Utulei** is close SE of the government administration buildings, and the village of **Fagatogo** is close W of the same buildings.

#### Prominent Features

Easily identified landmarks include Aunuu Island; Steps Point, the S extremity of the island marked by a light; the sharp peak of **Matafao**, 2,142 feet high, 1.3 miles S of Pago Pago; the flat, dome shape of **North Pioa Mountain**, 1,718 feet high, on the E side of the harbor; and **Fatu Rock**, 102 feet high, 0.2 mile S of Niuloa Point. **Tauga Rock**, about 1 mile E of Breakers Point, is 89 feet high and prominent.

#### Routes

Vessels approaching from the E should pass about 2 miles E and 1.5 miles SE of Aunuu Island, thence a course of **256°** should be steered until **Breakers Point Light** (14°17'36"S., 170°39'48"W.)

bears about **025°**, thence alter course to the N to pass W of Taema Bank. When clear of the bank, steer a NE course to intersect the entrance range, thence steer **342°** and enter the harbor the range. This range line passes E of **Whale Rock** and W of **Toasa Rock**. Vessels and deep-draft vessels approaching from the W or S should keep outside the 100-fathom line until reaching 14°21'S., 170°41.5'W., thence steer 025° to clear the W end of Taema Bank, then proceed as directed above. Mariners should stay way clear of Taema Bank. Locals have noted breakers over Taema Bank during rough weather.

#### **Anchorage**

There is good anchorage in the inner harbor, in 6 to 25 fathoms, mud and sand. The best anchorage for large vessels is at midchannel off the Main Dock. Vessels of 1,000 gross tons or more should not anchor in less than 15½ fathoms, as the harbor becomes narrow and there is no room to swing.

#### **Dangers**

The shores of the harbor are fringed by reefs, which on the W and E sides of the entrance extend up to 0.3 mile offshore. In most parts the reefs are steep-to and their edges are marked by surf. The depths in the harbor are from 17 to 37 fathoms. A 10-fathom spot is outside the 20-fathom line, about 0.2 mile of Breakers Point. A dangerous submerged wreck is about 0.1 mile E of the spot. **Whale Rock**, covered 2 fathoms and marked by a lighted buoy on the E side and **Toasa Rock** covered 2 feet and marked by a buoy on the SW side, are the two principal dangers in the harbor.

#### **Tides**

The mean tidal range is 2.3 feet, while the spring range is 3 feet.

#### **Pilotage**

Pilotage is not compulsory, but is advisable; a pilot is available day or night. Pilotage fees are charged whether or not a pilot is used. It is recommended that large vessels request a pilot if docking in inclement weather. A radio request for a pilot should be made 24 hours prior to the ETA. The pilot prefers to embark close to the dock, but in good weather will embark off **Fatu Rock**. Entrance at night is not encouraged; however, if previous arrangements are made and weather permits, a pilot embark

during hours of darkness. Port officials board incoming ships alongside the dock.

#### **Harbormaster**

Pago Pago Control and the harbormaster may be contacted on VHF-FM channel 16. Pago Pago Harbor Control also monitors 2182 kHz. Required notifications to the Officer in Charge, Marine Inspection and/or the Captain of the Port, Honolulu, may be made in American Samoa to:  
U.S. Coast Guard Liaison Office, American Samoa  
P.O. Box 249  
Pago Pago, American Samoa

#### **Wharves**

Station Wharf (Main Wharf), on the S side of the inner harbor, has depths of 5¼ to 6 fathoms alongside, however, in 1987, a vessel reported a least depth of 5 fathoms alongside. A deep draft container wharf, 787 feet long, is situated between Station Wharf and the oil dock. The oil dock has depths of 5¼ fathoms alongside. In 1992, Station Wharf and the oil dock were reported to be in poor condition. The customs pier has a depth of 1½ fathoms at the SW end and 3¼ fathoms at the NE end. The facilities on the N shore of the inner harbor are reserved for the fishing fleet serving the canneries.

From Pago Pago Harbor, the shore trends SW 6.8 miles to **Steps Point** (14°22.4'S., 170°45.6'W.) Midway along this stretch of shore, near the airport, a reef extends about 0.3 mile offshore; the sea breaks continuously on this reef.

The area W of Steps Point, including **Fagatele Bay**, was designated **Fagatele Bay National Marine Sanctuary** in 1986. Within the sanctuary lies a Paleo-tropical coral reef with close to 200 species of coral and several hundred species of fish. Due to the "no disturbance of the bottom" and "no take of invertebrates" prohibitions throughout the sanctuary, anchoring is discouraged. No discharges are permitted within the sanctuary boundary; boaters are asked to restrict any discharges near the mouth of the bay. Scuba divers should display a "diver down" flag when in the water. (See **15 CFR 922.1 through 922.50** and **Subpart J**, chapter 2, for limits and regulations.)

The shore from Steps Point to **Papualoa Point**, about 2 miles NW, is formed partly by perpendicular rocks and partly by blocks of lava, which extend some distance seaward and upon which the

sea breaks. **Leone Bay** is entered between Papualoa Point and **Fagaone Point**, and is open to the SSW. There is anchorage W of the village of **Leone**, in 15 to 20 fathoms, but it is dangerous when winds are from the S or SSW.

**Cape Taputapu** (14°19'S., 170°51'W.), the W extremity of Tutuila, lies 1.5 miles WNW of Fagaone Point. It is a mass of high, steep rocks, fronted by some rocky islets. **Taputapu Island** lies on the reef close SW of Cape Taputapu. The following banks, with the indicated least depths, lie in the approach to Cape Taputapu:

- a. 14 fathoms - 3.3 miles SE.
- b. 11 fathoms - 2.3 miles SSE.
- c. 15 fathoms - 3.8 miles SW.
- d. 18 fathoms - 3.5 miles W.

The N coast of Tutuila is described from E to W. From Cape Matatula to **Pola Island**, 6.5 miles W, the coast is indented by numerous bays. The coast then trends WSW 11 miles to Cape Taputapu. This coast is also indented with bays.

**Aoa Bay** (14°15'S., 170°35.4'W.), affords anchorage, in 16 fathoms, midway between the entrance points. **Masefau Bay**, entered W of **Tiapea Point**, 1.5 miles W of Aoa Bay, affords anchorage, in 17 fathoms. The surrounding reefs and **Nuusetoga Island**, off the W entrance point, narrow the anchorage. **Afono Bay**, 1.5 miles W of Nuusetoga Island, is reported to provide good anchorage, in 14 fathoms, coral, except in N winds.

**Pola Island** (14°14'S., 170°40.2'W.), 1.5 miles NW of Afona Bay, is located off the N extremity of Tutuila Island. **Cockscomb Point**, the N extremity of Pola

Island is formed by a ridge of rocks, which are high, indented, and steep. An area with a least depth of 13 fathoms is just over 1 mile ENE of Cockscomb Point and an area with a least depth of 15 fathoms is about 1.5 miles W of the point. **Fagasa Bay** is about 4 miles SW of Cockscomb Point. Anchorage, protected from the trades, can be had in 13 fathoms between the E and W points of the bay. Between Fagasa Bay and **Aoloau Bay**, 3 miles WSW, there are two small bays backed by mountains. Aoloau Bay affords good anchorage, in 14 fathoms in mid-bay, but vessels should be prepared to leave on short notice when the winds shift to the N. Aoloau Bay is small and surrounded by high mountains. A 12-fathom area is 1.5 miles NNE of Aoloau Bay. Similar depths are charted to a distance of 4.8 miles W of the 12-fathom depth. **Poloa Bay** (14°19'S., 170°50.6'W.), 4 miles SW of Aoloau Bay, affords good anchorage during E winds, in 16 fathoms, midway between the entrance points. Vessels should be prepared to leave on short notice when the wind shifts to the W. In this bay there is a 1 to 4 knot current that runs in a SW direction. Cape Taputapu is located close SW of Poloa Bay.

#### Chart 83116

**Howland Island** (0°48'N., 176°38'W.), **Baker Island** (0°12'N., 176°28'W.), and **Jarvis Island** (0°23'S., 160°01'W.) are National Wildlife Refuges (see National Wildlife Refuges, this chapter).

(CL 1401/04; CL 1423/04; LL/04; NOS 83484)

Publication-National Ocean Service-U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2004 (36<sup>th</sup>) Edition. Change No. 26.

Coast Pilot 7 36<sup>th</sup> 2004

Corrections

Page 257-Paragraph 145, read:

In March 2004, the controlling depths were 15.7 feet in the entrance (except for lesser depths along the S breakwater), thence 9.5 feet in the right half and 0.3 feet in the left half of the channel that leads WNW to the W basin; the channel to the E basin had a depth of 10.1 feet. The harbor is well protected from all sides.

(BP 183714)

Page 275-Paragraph 445, lines 5-14; read: and the detached breakwater. In February-March 2004, a depth of 13.7 feet was available in both openings, giving the ends of the jetties a wide berth due to

shoaling; the chart is the best guide, thence 12.5 feet in the entrance channel into the harbor just past Basins B and H, thence 10.0 feet to Basin E at the head of the harbor. The N and S ends of the detached ...

(BPs 183709-10)

Page 394-Paragraph 6, lines 18-23; read: the E jetty.

In June 2004, the controlling depths were 10 feet in the entrance channel to the turning basin, thence 7 to 13 feet was available in the basin, thence 5 feet in the entrance to the SE basin; the barge slip had depths of 3 to 7 feet. An

overhead power cable crossing the river  
...

(BP 183864)

Page 397-Paragraph 60, lines 1-2; read:  
In July 2004, depths along the E  
side of the wharf were 9 to 12 feet with  
lesser depths at the N end towards shore.  
Gasoline, diesel fuel, and water ...

(BP 184293)

Page 410-Paragraph 218, lines 8-10; read:  
ramp at the head of the boat basin. In  
March 2004, the controlling depth was 8  
feet (except for shoaling from 7 to 2  
feet in the right outside quarter of the  
channel along the W breakwater.)

Gasoline, ...

(BP 183700)

Page 411-Paragraph 231, lines 3-4; read:  
feet; thence in March 2004, depths of 5  
to 8 feet were available in the basin

(except for lesser depths in the NE and  
SE corners.) In 1994, shoaling to 4 ...

(BP 183687)

Page 413-Paragraph 266, lines 2-10; read:  
jetties. The N jetty extends about 650  
yards offshore. An entrance channel  
crosses the bar and leads eastward  
between the jetties, thence the channel  
turns SE, about 0.9 mile above the  
seaward end of the N jetty, and continues  
to about 0.3 mile past Kincheloe Point,  
thence the channel turns eastward and  
leads to a turning basin just W of Miami  
Cove. An access channel leads N from the  
turning basin to a mooring basin at the  
town of Garibaldi.

In July 2004, the controlling depths  
were 18 feet in the entrance channel to  
the point where the channel turns SE,  
thence in July 2002-July 2004, 15 feet to  
Garibaldi Light 19, thence 9 feet along  
the N ...

(BP 183981; NOS 18558)

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## ENCLOSURES

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Oregon - Washington - Columbia River - Dredging Operations >See Append 1<

Washington - U.S. Coast Guard Group Port Angeles and Group Seattle areas of responsibilities>See Append 2<

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

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**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	LNМ
16 Aug 04	15 Feb 05	0700-1900 Mon - Fri	<u>Duwamish River</u>	DB Seattle		14 and 16 VHF-FM	Terminal 25	32/04
19 Jul 04	15 Feb 05	0500-1800 Mon - Fri	<u>East Waterway</u>	Mason Derrick	Olympic Tug, Rebel and Minnie	8 and 14 VHF-FM	Terminal 25 and Elliott Bay	28/04
16 Jul 04	Dec 04	24 hours 6 days	<u>Blair Waterway</u>	Vulcan	Gladys M Wollochet	13, 14 and 66 VHF-FM	Blair Waterway Slip 5 and PSSDA	28/04
11 Oct 04	02 Dec 04	0700-1400 Mon - Fri	<u>Cap Sante Marina</u>	DB Tacoma	Rossario	13 and 14 VHF-FM	48-30-52.2N 122-43-33.6W	40/04
07 Sep 04	20 Oct 04	Mon to Sat 20 hours	<u>Port of Chinook</u>	Dredge Number 9	Deschutes and Henry D	13 and 16 VHF-FM	River Mile 6	39/04
01 Oct 04	19 Oct 04	24 hours 7 days	<u>Mouth of the Columbia River</u> <u>-2-00-00 to +2+00+00</u>	Essayons		13 and 16 VHF-FM	Site E and Deep Water Site	39/04
06 Oct 04	19 Oct 04	24 hours 7 days	<u>Columbia River +80+15+00 to +90+20+00</u>	Yaquina		13 and 16 VHF-FM	Locally	39/04

\*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.

