



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

LOCAL NOTICE TO MARINERS

District: 13

Week: 05/16

ISSUED BY: COMMANDER, THIRTEENTH COAST GUARD DISTRICT (dpw)
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<http://www.navcen.uscg.gov/?pageName=lnmDistrict®ion=13>

COMDTPUB P16502.6, Light List Volume VI, 2016 Edition and Coast Pilot Volume 7, 2016.
Coast Pilots, along with corrections, are available at: <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>.

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 and DGPS. The NIS also disseminates Safety Broadcasts / Broadcast Notice to Mariners (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/?pageName=GPS>.

In addition, the NIS investigates all reports of degradation or loss of GPS or DGPS 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: <http://www.navcen.uscg.gov>.

BROADCAST NOTICE TO MARINERS

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

Originating Unit	Beginning BNM	Ending BNM
CGD THIRTEEN	D13-0092-16	D13-0115-16

ABBREVIATIONS

A through H

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

I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LTR - Letter
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MRASS - Marine Radio Activated Sound Signal
MSLD - Misleading
N/C - Not Charted

P through Z

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

F - Fixed
fl - flash
Fl - Flashing
G - Green
GIWW - Gulf Intracoastal Waterway
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height

NGA - National Geospatial-Intelligence Agency
NO/NUM - Number
NOS - National Ocean Service
NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy

St M - Statute Mile
TEMP - Temporary Aid Change
TMK - Topmark
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
USACE - Army Corps of Engineers
W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition:

AIS - Automatic Identification System
LLNR - Light List Number
NM - Nautical Miles
CPA - Closest Point of Approach
RM - River Mile Marker

V-AIS - Virtual AIS
VTS - Vessel Traffic Service
WSDOT - Washington State Department of Transportation
NUWC - Naval Undersea Warfare Center
RAC - Racon

AtoN - Aids to Navigation
COTP - Captain of the Port
ODOT - Oregon Department of Transportation

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

COLUMBIA RIVER – ASTORIA – Old Youngs Bay Construction

Bridge improvements on the Old Youngs Bay Bridge (LLNR 14582) in Astoria will be from 0700 on 15 Feb 16 through 2300 on 15 Jun 16. During construction, the double bascule span will operate in a single leaf mode only, and vessels need to contact the bridge operator at least three hours prior to an opening. Containment will be installed beneath the bridge that will reduce the vertical clearance from 19 feet to 14 feet at high tide. Vessels able to pass through the bridge in the closed positions may do so at anytime. The Old Youngs Bay Bridge can open for emergencies, however, the work crew will need at least a three hour notice from the bridge operator. In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the effective period of this temporary deviation.

Chart 18521

LNM: 05/16

COLUMBIA RIVER – VANCOUVER – BNSF RR Bridge Closure

The Burlington Northern Santa Fe Railroad Bridge (LLNR 11250) at Columbia River mile 105.6 at Vancouver, WA, need not open for vessels from 0700 on 8 Mar 16 to 1900 on 17 Mar 16, while rail joints are being installed. The bridge can open for emergencies, however the work crew will need to clear the bridge prior to opening. Vessels able to pass through the bridge in the closed positions may do so at anytime. In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the effective period of this temporary deviation.

Chart 18526

LNM: 05/16

WASHINGTON – GRAYS HARBOR – Hazard to navigation

A 20 foot by 20 foot section of dock has sunk in the Hoquiam River in approximate position 46-58.679N 123-52.950W causing a hazard to navigation. vessels are advised to use extreme caution while transiting the area, especially at low tide. Mariners are advised to contact U. S. Coast Guard Sector Columbia River at 503-861-6211 for further information.

Chart 18502

LNM: 05/16

WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE WASHINGTON – SR-520 Special Bridge Notice – Critical Navigation Notice – Part A (Revised from LNM 03/16)

The U.S. Coast Guard has established a temporary safety zone on Lake Washington around the east span of the SR-520 Bridge in Seattle, WA due to ongoing construction. The safety zone is necessary to ensure the safety of the maritime public and workers involved in the bridge construction when construction barges are located in the navigation channel under the east span of the bridge. The safety zone will prohibit any person or vessel from entering and remaining in the safety zone unless authorized by the Captain of the Port or his Designated Representative. The safety zone established in this rule encompasses all waters within 100 yards of the east span of the SR-520 Bridge. This rule is effective through 29 Feb 16

From 0000 to 2400 on 01 Jan 16 through, 29 Feb 16, with the exception of 12 Feb 16 through 21 Feb 16, the east navigation channel of the SR-520 Floating Bridge will be temporarily partially blocked by a flat deck spud barge. If additional clearance is required for safe passage of vessels with air draft of greater than 43 feet, mariners can contact tugboat Big Eagle on VHF-FM Ch. 16 and shifting the barge out of the east navigation channel can be arranged. Marine vessels shorter than 43 feet tall can continue to navigate through the west navigation channel. Boaters can contact tugboat Big Eagle on VHF-FM Ch. 16 for further information regarding the temporary blockage.

From 0000 on 12 Feb 16 through 2400 on 21 Feb 16, the West Navigation channel will be closed to all marine traffic. While the west navigation channel is blocked the east navigation channel will be open to mariners.

Casings are to be installed west of the west navigation channel. Up to six construction barges may be operating in the area installing casings.

Chart 18447

LNM: 05/16

WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE WASHINGTON – SR-520 Special Bridge Notice – Critical Navigation Notice – Part B (Revised from LNM 03/16)

Center drawspan:

The center drawspan has been permanently blocked. The new floating bridge does not have a draw span.

East Span:

1. Navigation channel vertical clearance at the east span is restricted to 58 feet until approximately October 2016 when the full 70 foot vertical clearance will be established. The eastern navigation channel will be marked with red and green navigational buoys as shown in Enclosure (4) of LNM 10/15. The eastern navigation channel varies from 168 feet to 200 feet in width with the majority of it being over 180 feet wide.

West Span:

Exclusion area buoys and signage will mark the four Pontoon Alpha submerged anchor wires.

2. Eight temporary pilings (two groups of four pilings) marked with yellow lights flashing every 4 seconds (FI Y 4s) have been placed in the southeast part of Union Bay near the west end of the bridge for the temporary mooring of pontoons. Refer to LNM 05/13 chart 18447 for temporary chart corrections.

3. 12 temporary barge mooring pilings have been placed on the north side of the bridge just west of the west navigation channel and marked with quick flashing yellow lights (QY), which may be obscured at times when barges and other equipment are moored at the site.

4. The west navigation channel has been relocated to the west as depicted in enclosure (4) of LNM 28/15. The vertical clearance for the new channel has been reduced to 43 ft. Vessels with an air draft of greater than 43 feet but less than 58 feet may continue to use the east navigation channel.

Temporary Construction Buoys and Lighting; Eight temporary white mooring buoys (six on the north side and two on the south side) marked with white lights flashing every 4 seconds (FI W 4s) have been deployed near the bridge for the mooring of construction barges and shown as chart corrections in LNM 05/13 for chart 18447.

West Approach Project: Complete

For additional information, contact Mr. Ben Nelson at (425) 864-4127 or email Ben.Nelson@Kiewit.com.

Chart 18447

LNM: 05/16

WASHINGTON – SPOKANE – Spokane DGPS site proposed off air time

The U.S. Coast Guard Navigation Center has proposed off air times for the DGPS site at Spokane, WA, for scheduled maintenance. The site will be unusable from 0900 to 1100 local on 17 Mar 16, with an alternate date from 0900 to 1100 local on 18 Mar 16. There will be no significant loss of coverage due to dual DGPS coverage in the area. For additional information or objections, contact the U.S. Coast Guard Navigation Center DGPS Operations at (703) 313-5816 or 5902.

LNM: 05/16

WASHINGTON – LAKE WASHINGTON SHIP CANAL – Hiram M Chittenden Locks closure

Both large and small chambers of the Chittenden Locks will be closed overnight from 2200 13 Feb 16 through 0600 14 Feb 16 due to electrical work. For additional information contact lockmasters Larry Meyer or Vickie Shepard at 206-789-2622 ext. 230, or Public Affairs Officer Steve Cosgrove, at 206-764-3464. For more information about Locks activities visit <http://bit.ly/BallardLocks> or follow on Facebook, www.facebook.com/ChittendenLocks, or Twitter, www.twitter.com/ChittendenLocks.

Chart 18447

LNM: 04/16

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – ORCAS ISLAND – East Sound seaplane dock anchorage construction

Alpha Marine Installations and Strandberg Construction will be laying out anchor locations and installing Helix Anchors for a future seaplane dock and wave attenuator between 08 Feb 16 through 15 Feb 16 at the northern entrance of Cascade Bay to the Rosario Marina. Operations will be during daylight hours seven days a week weather permitting. All work will be conducted from a 24' aluminum landing craft. The vessel will display alpha and dive flags and monitor VHF-FM Ch 13 and 16. Mariners are requested to move slowly in the area, causing no wake, and leaving a distance of at least 200 ft from dive vessel. For additional information contact Jim Arnold at 360-915-4777 or Mark Otto at 360-340-2685.

Chart 18421

LNM: 04/16

WASHINGTON – SEATTLE – DUWAMISH RIVER – Pile removal

American Construction Company will be conducting timber pile removal and sand capping operations at the Port of Seattle's Terminal 105. Work will be performed during daylight hours, seven days a week, from 20 Jan 16 through 05 Feb 16. 250 derelict creosote treated timber piles will be removed. Sand caps will be placed at the locations of the removed piles. The crane barge Guardian and deck barge Everett will be spudded down at the work site. The barges will monitor VHF-FM Ch. 13 and 14. For additional information, contact Mr. Vernon Uy at 425-870-3217 or email vernonu@americanconstco.com.

Chart 18450

LNM: 03/16

WASHINGTON – ELLIOTT BAY – DUWAMISH RIVER EAST WATERWAY – Pipeline inspection

Olympic Pipe Line Company will conduct a visual inspection of a pipeline that is hung from the Spokane Street Bridge in Seattle, WA, spanning the east waterway of the Duwamish River. The inspection will be conducted between 01 Feb 16 and ending 15 Feb 16. Work hours will be within the window of 0500 through 1600 depending on tide conditions, Monday through Friday. The inspection will require the removal and reinstallation of the wrapped protective coating on the pipeline. A vessel to be determined will be moored adjacent to the bridge during work hours. Mariners are requested to reduce wake in the vicinity of the operation. Vessel operators will stand by on VHF-FM Ch. 14 and 16 and may also be contacted, along with Global Dispatch, at 206-838-1600 for additional information.

Chart 18450

LNM: 03/16

WASHINGTON – SEATTLE – ELLIOTT BAY – Colman Dock pile driving

Pacific Pile and Marine will be mobilizing the crane barge Hopkins to Colman Dock, Seattle Ferry Terminal, at approximate position 47-36-09.800 122-20-18.640W, assisted by Boyer Towing's tug Sonja H to begin work on the Seattle Ferry Terminal Colman Dock Test Pile Project. Operations are expected to commence 20 Jan 16 and last until 15 Feb 16, from 0600 to 1800 Monday through Saturday. The Hopkins will be onsite from 20 Jan 2016 until 29 Jan 2016. The Hopkins will be replaced by either the crane barges Salvation or the Redemption from 01 Feb 16 until 15 Feb. 2016. The Sonja H will be monitoring VHF-FM channels 14 and 16 and will use lights and day shapes per the Navigation Rules of the Road. Mariners are requested to use caution and reduce wake when transiting the area. For additional information, contact Jim Luebeck at Pacific Pile & Marine at (206) 617-4335 or email jiml@pacificpile.com.

Chart 18450

LNM: 03/16

WASHINGTON – EVERETT – SNOHOMISH RIVER – SR 529 Bridge Special Notice

The U. S. Coast Guard has received a temporary bridge deviation request from the operating schedule that governs the SR-529 bridges from 0730 until 1100 on 10 Apr 16. This deviation will allow the swing span of the SR 529 Bridge (north and south bound) across the Snohomish River, mile 3.6, near Everett, WA, and the SR 529 Bridge (north and south bound) across Steamboat Slough, mile 1.1, near Marysville, WA, to remain in the closed position. This request is to support the Everett Half Marathon event. If any mariner has any objections to the bridge span closures, contact the Coast Guard District 13 Bridge office at: d13-pf-d13bridges@uscg.mil by 16 Feb 16.

Chart 18443

LNM: 03/16

OREGON - CAPE BLANCO TO YAQUINA HEAD - Temporary TRIAXYS Research Buoy Deployment (Revised from LNM 20/15)

Oregon State University recovered the subsurface AWAC buoy previously set at approximate position 44-34.15.9N, 124-14-00.4W, 7 NM southwest of Yaquina Bay, OR. The TRIAXYS Research Lighted buoy and Southwest Corner Lighted Buoy C have been recovered. The following buoys remain on station:

- North Corner Lighted Buoy A, FI Y 2s at 44-34-17.950N, 124-14-00.490W
- Southeast Corner Lighted Buoy B, FI Y 2s at 44-34-08.540N, 124-13-54.330W

Mariners are advised to not transit between buoys A and B, as shown in enclosure (4) of this LNM. This equipment is scheduled to be removed when a recovery platform becomes available and weather conditions permit. For more information contact Mr. Dan Hellin at (541) 737-5452 (dan.hellin@oregonstate.edu), or OSU Public Safety at (541) 737-3010, available 24 hours a day for emergencies.

Chart 18580

LNM: 02/16

COLUMBIA RIVER AND APPROACHES – FORT STEVENS DGPS SITE - Proposed DGPS off-air time

The U.S. Coast Guard Navigation Center is proposing off-air time for the Fort Stevens, OR, DGPS site to conduct equipment maintenance from 0900 until 1100 on 16 Feb 16, with an alternate time of 0900 until 1100 on 18 Feb 16. There will be a minimal loss of coverage during these times. For additional information or objections, contact the Navigation Center DGPS Operations at (703) 313-5902 or at <http://www.navcen.uscg.gov/?pageName=dgpsSiteInfo¤tOutages>

Chart 18521

LNM: 02/16

COLUMBIA RIVER PACIFIC OCEAN TO HARRINGTON POINT; ILWACO HARBOR – Baker Bay West Channel shoaling

Extensive shoaling has been reported on the northern edge of Baker Bay West Channel, northwest of Baker Bay West Channel Light 11 (LLNR

14455). Mariners should exercise caution when transiting this waterway. Mariners unfamiliar with the area should transit with extreme caution and not rely solely on aids to navigation while in the channel. For additional information contact Mr. Jarod Norton at 503-808-4348.

Chart 18521

LNM: 02/16

COLUMBIA RIVER – SNAKE RIVER – 2016 Annual Lock Closures for Maintenance

The annual navigation lock maintenance closures are scheduled during March 2016. Columbia River navigation lock maintenance closures are: The Locks and Dams have scheduled routine inspections and maintenance, as well as some non-routine work. The non-routine work includes gate structural repairs and machinery replacement.

Project	Closes	Reopens
Bonneville (RM 145)	0600, 05 Mar 16	2359, 19 Mar 16
The Dalles (RM 191)	0600, 05 Mar 16	2359, 19 Mar 16
John Day (RM 216)	0600, 05 Mar 16	2359, 19 Mar 16

Snake River navigation lock maintenance closures are:

Project	Closes	Reopens
McNary (RM 292)	0600, 05 Mar 16	2359, 26 Mar 16
Ice Harbor (RM 9.7)	0600, 05 Mar 16	2359, 26 Mar 16
Lower Monumental (RM 41.6)	0600, 05 Mar 16	2359, 26 Mar 16
Little Goose (RM 70.3)	0600, 05 Mar 16	2359, 26 Mar 16
Lower Granite (RM 107.3)	0600, 05 Mar 16	2359, 26 Mar 16

For additional scheduled outage information for the USACE Portland and Walla Walla Districts, visit; <http://www.usace.army.mil/Locations.aspx>.

LNM: 02/16

WASHINGTON - STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA - Swinomish Channel South Entrance

Swinomish Channel South Channel Entrance Range Front Light (LLNR 18820) and Swinomish Channel South Entrance Channel Range Rear Light (LLNR 18825) have been rebuilt and relighted but their currently charted positions are incorrect and unreliable at this time. Mariners should not rely solely upon the Swinomish Channel South Entrance Range and use caution when transiting this waterway.

Chart 18427

LNM: 02/16

WASHINGTON – LAKE WASHINGTON SHIP CANAL – Montlake Bridge Special Bridge Notice

The U.S. Coast Guard has issued a temporary deviation from the normal operating schedule that governs the Montlake Bridge (LLNR 18240) over the Lake Washington Ship Canal, mile 5.2, in Seattle, WA. The Montlake Bridge will open to marine vessels, the north half of the bridge span, or single leaf, will open with at least a one hour advance notice provided to the bridge operator from 0600 to 1800 on 27 Feb 16. From 1800 on 27 Feb 16, to 0500 on 28 Feb 16, the Montlake Bridge span will remain in the closed-to-navigation position, or full closure. Then, from 0500 to 1800 28 Feb 16, the north half of the bridge span will open with at least a one hour advance notice to the bridge operator.

The deviation is necessary to accommodate bridge grate replacements. Single leaf (half) draw span opening provides 75 feet of horizontal clearance. In the closed position the Montlake Bridge provides 30 feet of vertical clearance throughout the navigation channel, 46 feet of vertical clearance throughout the center 60 feet, 30 feet vertical clearance for single leaf. All vertical clearance references are to the mean water level of Lake Washington. Vessels that do not require a bridge opening may continue to transit beneath this bridge during the closure. The U.S. Coast Guard will inform the users of the waterway through our Local Broadcast Notices to Mariners of any change in this operating schedule. The bridge shall operate in accordance to 33 CFR § 117.897 at all other times. For additional information contact Ms. Barbara J. Rasaie at 425-739-3700 or email rasaieB@wsdot.wa.gov.

Chart 18447

LNM: 02/16

COLUMBIA RIVER – HARRINGTON POINT TO CRIMS ISLAND – Port Westward construction

Advanced American Construction will be working at the Port Westward dock on the Columbia River RM 53.5. The derrick barge DB 4000 will be on station from 01 Jan 16 through 15 Mar 16 working 0700 to 1730, Monday through Saturday. The derrick barge may have anchors deployed near the Port Westward facility. Anchor locations will be marked by yellow crown buoys. The derrick barge and crown buoys will be illuminated by steady burning white lights at night. Mariners are requested to stay 250 feet away from the derrick barge and use extreme caution when transiting the area. Mariners are also requested to minimize their wake in the work zone. During operation hours, the derrick barge will be monitoring VHF-FM 13. For more information contact Mr. Scott Sells at (503) 484-0575.

Chart 18523

LNM: 01/16

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
756	Strait of Juan De Fuca Traffic Separation Lane Lighted Buoy JA	OFF STA	18485	0044-16	03/16	
9605	Yaquina Bay South Jetty Light 4	STRUCT DEST	18581	1075-15	50/15	
10585	Eureka Dike Light 77	STRUCT DMGD	18523	0250-14	15/14	
11150	Willow Dike Light 23	STRUCT DEST	18525	0174-14	10/14	
11770	Bonneville Pool Light 4	STRUCT DEST/LT EXT	18531	0905-10	37/10	
13735	Little Goose Reservoir Light 9	STRUCT DEST	18547	0056-16	03/16	
14610	Sand Island Lower Dike Light 1	STRUCT DMGD	18521	1092-15	51/15	
14985	Stevens Point Buoy 4	OFF STA	18528	1071-15	50/15	
15010	Elk Rock Buoy 12	OFF STA	18528	0061-16	04/16	
15575	Grays Harbor Entrance Lighted Buoy 9	LT EXT	18502	0100-16	05/16	
15585	Point Chehalis Range Front Light	DAYMK MISSING/STRUCT DMGD	18502	1012-09	50/09	
15585	Point Chehalis Range Front Light	LT EXT	18502	0067-13	03/13	
15610	Grays Harbor South Reach Range A Front Light	LT EXT	18502	0746-15	35/15	
16136	Strait of Juan De Fuca Traffic Separation Lane Lighted Buoy JA	OFF STA	18485	0044-16	03/16	
17090	Browns Point Light	REDUCED INT	18453	0870-15	41/15	
18115	Shilshole Bay Entrance Leading Light	LT EXT/DAYMK IMCH	18446	1152-15	01/16	
18820	Swinomish Channel South Entrance Range Front Light	DAYMK DMGD	18427	0018-16	02/16	
19395	Belle Rock Sector Light	LT IMCH	18429	1000-15	47/15	
19690	Haro Strait Lighted Buoy VD (C)	BUOY DMGD/TMK MISSING		0022-16	02/16	
19725	Mosquito Pass Daybeacon 2	STRUCT DEST	18433	0045-16	03/16	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
9020	North Bend Range Front Light	WATCHING PROPERLY	18587	0115-16	02/16	06/16
10015	Desdemona Sands Lighted Buoy 29	RELIGHTED	18521	None	05/16	05/16
15480	Stanley Channel Light 4	WATCHING PROPERLY	18504	0110-16	51/15	05/16
17120	Colvos Passage Light 6	RELIGHTED	18474	None	05/16	06/16
17365	Devils Head Light 4	RELIGHTED	18445	0097-16	03/16	05/16
18560	Snohomish River Range A Front Daybeacon	REBUILT/REMAINS	18444	0106-16	02/16	05/16
18570	Snohomish River Range B Front Daybeacon	REBUILT/REMAINS	18444	0107-16	49/14	05/16

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
718	Scripps Institute Wave Recorder Lighted Buoy 46211/036	MISSING	18502	0085-16	04/16	
727	OSU Grays Canyon Research Lighted Buoy	MISSING	18500	1039-15	50/15	
15533	Scripps Institute Wave Recorder Lighted Buoy 46211/036	MISSING	18502	0085-16	04/16	
16795	ACOE Shilshole Bay South Lighted Mooring Buoy	MISSING	18446	0267-14	16/14	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	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
10585	Eureka Dike Light 77	RELOCATED	18523	0250-14	15/14	
11150	Willow Dike Light 23	TRLB	18525	0177-14	10/14	
11770	Bonneville Pool Light 4	TRLB	18531	0909-10	38/10	
16375	Smith Island Light	DISCONTINUED	18429	1150-15	02/16	
18013	Wyckoff Regulatory Buoy B	Other	18449	0683-15	32/15	
19725	Mosquito Pass Daybeacon 2	TRUB	18433	0045-16	04/16	

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
18750	Crescent Harbor Navy Pier Breakwater Light	Reestablished	18428	0089-16	25/15	

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	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 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 Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR					CGD01	
(Temp)	ADD	NATIONAL DOCK CHANNEL BUOY 3			at 40-41-09.001N	074-02-48.001W
		Green can				
	Corrective Action	Object of Corrective 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.

18421	51st Ed.	01-MAY-13	Last LNM: 01/16	NAD 83		05/16
<i>Chart Title: Strait of Juan de Fuca to Strait of Georgia; Drayton Harbor</i>						
Main Panel 1657 STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA. Page/Side: N/A						
	CHANGE	Zero Rock Light to 7M			CGD13 at 48-31-25.300N	123-17-30.700W
18433	6th Ed.	01-APR-05	Last LNM: 15/15	NAD 83		05/16
<i>Chart Title: Haro Strait-Middle Bank to Stuart Island</i>						
Main Panel 1686 HARO STRAIT MIDDLE BANK TO STUART ISLAND. Page/Side: N/A						
	CHANGE	Zero Rock Light to 7M			CGD13 at 48-31-25.300N	123-17-30.700W
18449	20th Ed.	01-AUG-14	Last LNM: 34/15	NAD 83		05/16
<i>Chart Title: Puget Sound-Seattle to Bremerton</i>						
Main Panel 1713 PUGET SOUND SEATTLE TO BREMERTON. Page/Side: A						
	ADD	NOTE G CAUTION UNEXPLODED ORDNANCE; Mariners and divers are cautioned against anchoring, dredging, trawling or otherwise disturbing the bottom sediments in this vicinity due to the possible existence of unexploded ordnance. For additional information contact Naval Base Kitsap Public Affairs Office at (360) 396-1631. (NOS NW-25534)			NOS 47-33-50.000N	122-41-48.000W
	ADD	unexploded ordnance area D PT 1 OF 6; (chart no.1 symbol N.g) A3 (NOS NW-25534)			NOS 47-35-17.100N	122-41-01.900W
	ADD	unexploded ordnance area D PT 2 OF 6; (chart no.1 symbol N.g) A3 (NOS NW-25534)			NOS 47-35-22.900N	122-41-02.100W
	ADD	unexploded ordnance area D PT 3 OF 6; (chart no.1 symbol N.g) A3 (NOS NW-25534)			NOS 47-35-23.100N	122-40-56.300W
	ADD	unexploded ordnance area D PT 4 OF 6; (chart no.1 symbol N.g) A3 (NOS NW-25534)			NOS 47-35-19.100N	122-40-56.100W
	ADD	unexploded ordnance area D PT 5 OF 6; (chart no.1 symbol N.g) A3 (NOS NW-25534)			NOS 47-35-19.100N	122-40-59.100W
	ADD	unexploded ordnance area D PT 6 OF 6; (chart no.1 symbol N.g) A3 (NOS NW-25534)			NOS 47-35-17.100N	122-40-59.000W
	ADD	unexploded ordnance area E PT 1 OF 5; (chart no.1 symbol N.g) A4 (NOS NW-25534)			NOS 47-35-09.200N	122-40-58.700W
	ADD	unexploded ordnance area E PT 2 OF 5; (chart no.1 symbol N.g) A4			NOS 47-35-13.100N	122-40-58.800W

	(NOS NW-25534)		
ADD	unexploded ordnance area E PT 3 OF 5; (chart no.1 symbol N.g) A4 (NOS NW-25534)	NOS 47-35-13.200N	122-40-55.100W
ADD	unexploded ordnance area E PT 4 OF 5; (chart no.1 symbol N.g) A4 (NOS NW-25534)	NOS 47-35-11.300N	122-40-55.400W
ADD	unexploded ordnance area E PT 5 OF 5; (chart no.1 symbol N.g) A4 (NOS NW-25534)	NOS 47-35-09.200N	122-40-56.200W
ADD	unexploded ordnance area F PT 01 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-34-55.200N	122-41-09.900W
ADD	unexploded ordnance area F PT 02 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-34-59.100N	122-41-10.100W
ADD	unexploded ordnance area F PT 03 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-34-59.200N	122-41-07.100W
ADD	unexploded ordnance area F PT 04 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-35-03.100N	122-41-07.200W
ADD	unexploded ordnance area F PT 05 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-35-03.300N	122-40-58.500W
ADD	unexploded ordnance area F PT 06 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-35-02.400N	122-40-58.500W
ADD	unexploded ordnance area F PT 07 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-34-59.300N	122-40-59.500W
ADD	unexploded ordnance area F PT 08 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-34-59.300N	122-41-01.300W
ADD	unexploded ordnance area F PT 09 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-34-57.300N	122-41-01.200W
ADD	unexploded ordnance area F PT 10 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-34-57.200N	122-41-04.100W
ADD	unexploded ordnance area F PT 11 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-34-55.300N	122-41-04.100W
ADD	unexploded ordnance area G PT 1 OF 4; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-35-03.000N	122-41-13.100W
ADD	unexploded ordnance area G PT 2 OF 4; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-35-07.000N	122-41-13.200W
ADD	unexploded ordnance area G PT 3 OF 4; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-35-07.100N	122-41-07.400W
ADD	unexploded ordnance area G PT 4 OF 4; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-35-03.100N	122-41-07.200W
ADD	unexploded ordnance area H PT 1 OF 6; (chart no.1 symbol N.g) A2 (NOS NW-25534)	NOS 47-35-42.800N	122-40-57.100W
ADD	unexploded ordnance area H PT 2 OF 6; (chart no.1 symbol N.g) A2 (NOS NW-25534)	NOS 47-35-42.800N	122-40-51.100W
ADD	unexploded ordnance area H PT 3 OF 6; (chart no.1 symbol N.g) A2 (NOS NW-25534)	NOS 47-35-40.900N	122-40-51.100W
ADD	unexploded ordnance area H PT 4 OF 6; (chart no.1 symbol N.g) A2 (NOS NW-25534)	NOS 47-35-40.900N	122-40-46.500W
ADD	unexploded ordnance area H PT 5 OF 6; (chart no.1 symbol N.g) A2 (NOS NW-25534)	NOS 47-35-36.900N	122-40-49.300W
ADD	unexploded ordnance area H PT 6 OF 6; (chart no.1 symbol N.g) A2	NOS 47-35-36.800N	122-40-56.700W

	(NOS NW-25534)		
ADD	unexploded ordnance area I PT 1 OF 4; (chart no.1 symbol N.g) A1 (NOS NW-25534)	NOS 47-35-06.700N	122-41-20.400W
ADD	unexploded ordnance area I PT 2 OF 4; (chart no.1 symbol N.g) A1 (NOS NW-25534)	NOS 47-35-12.800N	122-41-19.900W
ADD	unexploded ordnance area I PT 3 OF 4; (chart no.1 symbol N.g) A1 (NOS NW-25534)	NOS 47-35-12.900N	122-41-10.600W
ADD	unexploded ordnance area I PT 4 OF 4; (chart no.1 symbol N.g) A1 (NOS NW-25534)	NOS 47-35-06.900N	122-41-10.400W
ADD	unexploded ordnance label; Unexploded ordnance areas A1 to A5 (reported 2015) (see note G) (NOS NW-25534)	NOS 47-35-19.100N	122-41-29.600W

18474 11th Ed. 01-DEC-15 Last LNM: 52/15 NAD 83 05/16

ChartTitle: Puget Sound-Shilshole Bay to Commencement Bay

Main Panel 1679 PUGET SOUND SHILSHOLE BAY TO COMMENCEMENT BAY. Page/Side: A

ADD	NOTE I CAUTION UNEXPLODED ORDNANCE; Mariners and divers are cautioned against anchoring, dredging, trawling or otherwise disturbing the bottom sediments in this vicinity due to the possible existence of unexploded ordnance. For additional information contact Naval Base Kitsap Public Affairs Office at (360) 396-1631. (NOS NW-25534)	NOS 47-33-41.000N	122-41-10.000W
ADD	unexploded ordnance area J PT 1 OF 6; (chart no.1 symbol N.g) A3 (NOS NW-25534)	NOS 47-35-17.100N	122-41-01.900W
ADD	unexploded ordnance area J PT 2 OF 6; (chart no.1 symbol N.g) A3 (NOS NW-25534)	NOS 47-35-22.900N	122-41-02.100W
ADD	unexploded ordnance area J PT 3 OF 6; (chart no.1 symbol N.g) A3 (NOS NW-25534)	NOS 47-35-23.100N	122-40-56.300W
ADD	unexploded ordnance area J PT 4 OF 6; (chart no.1 symbol N.g) A3 (NOS NW-25534)	NOS 47-35-19.100N	122-40-56.100W
ADD	unexploded ordnance area J PT 5 OF 6; (chart no.1 symbol N.g) A3 (NOS NW-25534)	NOS 47-35-19.100N	122-40-59.100W
ADD	unexploded ordnance area J PT 6 OF 6; (chart no.1 symbol N.g) A3 (NOS NW-25534)	NOS 47-35-17.100N	122-40-59.000W
ADD	unexploded ordnance area K PT 1 OF 5; (chart no.1 symbol N.g) A4 (NOS NW-25534)	NOS 47-35-09.200N	122-40-58.700W
ADD	unexploded ordnance area K PT 2 OF 5; (chart no.1 symbol N.g) A4 (NOS NW-25534)	NOS 47-35-13.100N	122-40-58.800W
ADD	unexploded ordnance area K PT 3 OF 5; (chart no.1 symbol N.g) A4 (NOS NW-25534)	NOS 47-35-13.200N	122-40-55.100W
ADD	unexploded ordnance area K PT 4 OF 5; (chart no.1 symbol N.g) A4 (NOS NW-25534)	NOS 47-35-11.300N	122-40-55.400W
ADD	unexploded ordnance area K PT 5 OF 5; (chart no.1 symbol N.g) A4 (NOS NW-25534)	NOS 47-35-09.200N	122-40-56.200W
ADD	unexploded ordnance area L PT 01 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-34-55.200N	122-41-09.900W
ADD	unexploded ordnance area L PT 02 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-34-59.100N	122-41-10.100W
ADD	unexploded ordnance area L PT 03 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-34-59.200N	122-41-07.100W
ADD	unexploded ordnance area L PT 04 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-35-03.100N	122-41-07.200W

ADD	unexploded ordnance area L PT 05 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-35-03.300N	122-40-58.500W
ADD	unexploded ordnance area L PT 06 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-35-02.400N	122-40-58.500W
ADD	unexploded ordnance area L PT 07 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-34-59.300N	122-40-59.500W
ADD	unexploded ordnance area L PT 08 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-34-59.300N	122-41-01.300W
ADD	unexploded ordnance area L PT 09 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-34-57.300N	122-41-01.200W
ADD	unexploded ordnance area L PT 10 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-34-57.200N	122-41-04.100W
ADD	unexploded ordnance area L PT 11 OF 11; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-34-55.300N	122-41-04.100W
ADD	unexploded ordnance area M PT 1 OF 4; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-35-03.000N	122-41-13.100W
ADD	unexploded ordnance area M PT 2 OF 4; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-35-07.000N	122-41-13.200W
ADD	unexploded ordnance area M PT 3 OF 4; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-35-07.100N	122-41-07.400W
ADD	unexploded ordnance area M PT 4 OF 4; (chart no.1 symbol N.g) A5 (NOS NW-25534)	NOS 47-35-03.100N	122-41-07.200W
ADD	unexploded ordnance area N PT 1 OF 6; (chart no.1 symbol N.g) A2 (NOS NW-25534)	NOS 47-35-42.800N	122-40-57.100W
ADD	unexploded ordnance area N PT 2 OF 6; (chart no.1 symbol N.g) A2 (NOS NW-25534)	NOS 47-35-42.800N	122-40-51.100W
ADD	unexploded ordnance area N PT 3 OF 6; (chart no.1 symbol N.g) A2 (NOS NW-25534)	NOS 47-35-40.900N	122-40-51.100W
ADD	unexploded ordnance area N PT 4 OF 6; (chart no.1 symbol N.g) A2 (NOS NW-25534)	NOS 47-35-40.900N	122-40-46.500W
ADD	unexploded ordnance area N PT 5 OF 6; (chart no.1 symbol N.g) A2 (NOS NW-25534)	NOS 47-35-36.900N	122-40-49.300W
ADD	unexploded ordnance area N PT 6 OF 6; (chart no.1 symbol N.g) A2 (NOS NW-25534)	NOS 47-35-36.800N	122-40-56.700W
ADD	unexploded ordnance area O PT 1 OF 4; (chart no.1 symbol N.g) A1 (NOS NW-25534)	NOS 47-35-06.700N	122-41-20.400W
ADD	unexploded ordnance area O PT 2 OF 4; (chart no.1 symbol N.g) A1 (NOS NW-25534)	NOS 47-35-12.800N	122-41-19.900W
ADD	unexploded ordnance area O PT 3 OF 4; (chart no.1 symbol N.g) A1 (NOS NW-25534)	NOS 47-35-12.900N	122-41-10.600W
ADD	unexploded ordnance area O PT 4 OF 4; (chart no.1 symbol N.g) A1 (NOS NW-25534)	NOS 47-35-06.900N	122-41-10.400W
ADD	unexploded ordnance label; Unexploded ordnance areas A1 to A5 (reported 2015) (see note I) (NOS NW-25534)	NOS 47-35-17.500N	122-41-36.700W

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

None

Advance Notice(s)

WASHINGTON – STRAIT OF JUAN DE FUCA – EASTERN PORTION – Disestablishment of Minor Island Light and movement of Smith Island Light (Revised from LNM 43/15)

The U.S. Coast Guard will be discontinuing Minor Island Light (LLNR16380) and is moving Smith Island Light (LLNR 16375) from land to a location between Smith and Minor Islands, at approximate position 48-19-13.631N 122-49-51.121W. This relocation is due to the collapse of the tower at Minor Island, the loss of land mass at that location due to erosion and the deterioration of the tower structure and foundation on Smith Island Light. This relocation should be accomplished during the month of January or February 2016. The light characteristic, intensity and range will remain the same as was previously displayed at Smith Island Light.

Chart 18465

LNM: 03/16

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

Proposed Project(s)

Closing

Docket No.

Ref. LNM

None

Proposed Change Notice(s)

OREGON – SIUSLAW RIVER – Siuslaw River Inner Range Front Light removal of high intensity beam

The U.S. Coast Guard is proposing to remove the high intensity beam from Siuslaw River Inner Range Front Light (LLNR 9470) to facilitate the installation of a LED lantern and to increase the light signal reliability. The intensity for the 360° light will be increased.

Chart 18583

LNM: 05/16

COLUMBIA RIVER – LAKE CELILO – Miller Island South Channel Range “A” Front Light removal of high intensity beam

The U.S. Coast Guard is proposing to remove the high intensity beam from Miller Island Channel Range “A” Front Light (LLNR 12235) to facilitate the installation of a LED lantern and to increase the light signal reliability. The intensity for the 360° light will be increased.

Chart 18533

LNM: 05/16

SNAKE RIVER – LAKE BRYAN – LITTLE GOOSE RESERVOIR – Schultz Bar Range Front and Rear Lights removal of high intensity beam

The U.S. Coast Guard is proposing to remove the high intensity beam from Schultz Bar Range Front Light (LLNR 13845) and Schultz Bar Range Rear Light (LLNR 13850) to facilitate the installation of a LED lantern and to increase the light signal reliability. The intensity for the 360° lights will be increased.

Chart 18547

LNM: 05/16

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – ROSARIO STRAIT – Fautleroy Point Light reduction in nominal range

The U.S. Coast Guard is proposing to reduce the nominal range of Fautleroy Point Light (LLNR 19405) from 7 NM to 6 NM. The change in nominal range will have a minimal effect upon the intensity of the lantern and will not be noticeable to majority of mariners. Although the nominal range will be reduced, the current light intensity will only be slightly decreased.

Charts: 18421 18430

LNM: 05/16

OREGON – COOS BAY – Ferndale Upper Range Front Light removal of high intensity beam

The U.S. Coast Guard is proposing to remove the high intensity beam from Ferndale Upper Range Front Light (LLNR 9065) to facilitate the installation of a LED lantern and to increase the light signal reliability. The current light intensity will be increased. The intensity of Ferndale Upper Range Rear Light (LLNR 9070) will be adjusted to match the Front Light intensity.

Chart 18587

LNM: 04/16

WASHINGTON – WILLAPA BAY – STANLEY CHANNEL - Removal of high intensity beams from navigation lights

The U.S. Coast Guard is proposing to remove the high intensity beams from Stanley Channel Light 4 (LLNR 15480), to facilitate the installation of a LED lantern and to increase the light signal reliability. The high intensity beams will be removed but the all-around intensity of the light will increase from 4 NM to 5 NM.

Chart 18504

LNM: 03/16

SECTION VII - GENERAL

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

SUMMARY OF BRIDGE LIGHTING DISCREPANCIES AND CORRECTIONS

The summary of Bridge Lighting Discrepancies and Corrections is listed in Enclosure (1) of this Local Notice to Mariners.

LNM: 05/16

SUMMARY OF DREDGING OPERATIONS

The summary of Dredging Operations is listed in Enclosure (2) of this Local Notice to Mariners.

LNM: 05/16

SUMMARY OF MARINE EVENTS

The summary of Marine Events is listed in Enclosure (3) of this Local Notice to Mariners.

LNM: 05/16

OREGON – COOS BAY – McCullough (US101) Bridge repair

ODOT is conducting a repair project on the McCullough Bridge (LLNR 9009) at mile 9.5 over Coos Bay on Hwy. US 101. The project will be completed sometime in 2017. The repairs are on the north side of Jarvis Upper Range 'B' Front Light (LLNR 8960) outside the main navigation channel. Two 2000 foot temporary work bridges have been constructed for the project, but will not encroach into the navigation channel. The temporary bridges will be built on steel piles placed 45 feet apart. Enclosure (5) of LNM 44/13 shows the diagram and aerial view of the project.

Chart 18587

LNM: 44/13

COLUMBIA RIVER - BONNEVILLE TO THE DALLES - Hood River Highway Bridge notice

The Hood River Bridge (LLNR 11933), at Columbia River mile 169.8, continues to be unable to open for marine traffic. The bridge was struck by a vessel, causing the span to be inoperable. The bridge provides 68 feet of vertical clearance in the closed position. No projected repair date has been determined. The Port of Hood River is evaluating the damages and developing a repair plan. The LNM will be updated as more information is made available. For additional information, contact Mr. Michael S. McElwee at (541) 386-1138.

Chart 18532

LNM: 48/15

OREGON - WILLAMETTE RIVER - PORTLAND TO WALNUT EDDY - Sellwood Bridge construction (Revised from LNM 39/15)

The Sellwood Bridge (LLNR 14995) at RM 16.6 on the Willamette River is under construction until November 2016. A no wake zone is in effect within 500 feet of the bridge. The marked navigable channel at the bridge has been relocated as shown in Enclosure (4) of LNM 01/16. Two debris booms have been added to the construction site on the upstream side of the project, as shown in enclosure (5) of LNM 28/14. Each boom is held in place by multiple pilings, which are marked with flashing yellow lights and yellow reflective tape. Mariners are cautioned to observe the temporary navigation buoys and bridge navigation lighting and comply with the exclusion area established by both the buoys and signage. For additional information, contact Mr. Chad Yount at (520) 468-9550 or email cayount@sundt.com.

Chart 18528

LNM: 50/15

OREGON - WILLAMETTE SLOUGH - MINTO ISLAND PEDESTRIAN & BICYCLE BRIDGE - Special bridge notice

Legacy Contracting, Inc. is constructing the Minto Island Pedestrian/Bicycle Bridge in Salem, OR, in the vicinity of Riverfront Park Playground at 44-56-19.000N, 123-02-43.000W. The construction work will be Monday through Sunday 24 hours per day until 15 Oct 16. Mariners can expect overhead cranes and pile driving while constructing temporary trestles with overhead hazards of a vertical clearance of 10 feet. A temporary 40 foot wide channel will be marked with signs for passage under the bridge and through the construction zone. Regulatory orange and white buoys will also be placed marking the construction area requesting no wake and bridge construction. For additional information, contact Mr. Monte Nunnally at (503) 510-7624 or Mr. Todd Ross at (503) 749-1818, or email: ToddR@LegacyContractingInc.com.

LNM: 22/15

COLUMBIA AND SNAKE RIVERS – Winter seasonal recreational vessel lockage

Winter recreational vessel lockage will be made during daylight hours only, on request at each of the USACE Walla Walla District locks through 14 May 16. Vessels can contact the lock operator via VHF-FM Ch. 14 or commercial telephone.

McNary Lock and Dam at Columbia River Mile 292, 541-922-2231
Ice Harbor Lock and Dam at Snake River Mile 9.7, 509-543-3253 x231
Lower Monumental Lock and Dam at Snake River Mile 41.6, 509-282-7231
Little Goose Lock and Dam at Snake River Mile 70.3, 509-399-2233 x231
Lower Granite Lock and Dam at Snake River Mile 107.5, 509-843-1493 x231

Commercial vessels continue to have lockage precedence over recreational vessels. At the discretion of the lock operator, recreational vessels may be allowed to lock through with commercial vessels. All vessel owner/operators lock through at their own risk. All persons in the vessel must be wearing a personal flotation device (PFD) during lockage. Follow the directions of the lock operator when using locks or operating in the vicinity of the locks. The lock operator has final authority on the suitability of a craft for lockage. Please refer to U.S. Army Corps of Engineers Safe Lockage Policy for Recreational Craft on the Columbia and Snake Rivers, published separately, for safety requirements. Public notices and other navigation lock information are available on the Internet at: <http://www.nww.usace.army.mil/Missions/Navigation.aspx>. For additional information on this matter or copies of our Safe Lockage policy, call USACE Walla Walla Operations Division at (509) 527-7113 or (509) 527-7115.

COLUMBIA AND SNAKE RIVERS – Winter seasonal recreational vessel lockage

Charts: 18541 18545 18546 18547

LNM: 36/15

OREGON - CAPE BLANCO TO YAQUINA HEAD AND OFFSHORE – Cable Laying Operations off the Oregon Coast (Revised from 40/14)

The University of Washington, as part of the Ocean Observatories Initiative (OOI), has installed underwater equipment and high voltage cable in the Pacific Ocean offshore of Pacific City and Newport, OR. This equipment is locally exposed at the seabed and/or in the water column. It is not marked by surface buoys.

Mariners are advised to avoid fishing, towing gear or anchoring in the safety areas centered on the coordinates provided in enclosure (5) of LNM 44/14. The avoidance radius is given in nautical miles and varies for each safety zone.

Positions for the OOI safety zones and submarine cable routes can be provided upon request in various formats including Nobeltec, Olex, Coastal Explorer, kml and GIS. The locations of the OOI underwater infrastructure will be charted in the near future.

For additional information or if you become entangled on the OOI infrastructure, please contact the RSN Hotline at (855) 665-1424 or OFCC cell (503) 440-3569 or email ooi-ofcc@uw.edu or 911@ofcc.com .

Charts: 18003 18580 18600

LNM: 41/14

OREGON - CAPE BLANCO TO YAQUINA HEAD – Deployment of Subsurface to Surface Buoy on the Oregon Coast

Oregon State University deployed a subsurface to surface research buoy at position 44-39-30.540N 124-05-53.400W in 82 feet of water. The buoy is yellow and displays a yellow light flashing every 4 seconds (FI Y 4s) when on the surface. This buoy is designed to submerge for the collection of data and then surface to transmit its data. When the buoy is not on the surface it will be near the seafloor. Vessels are asked to not pass closer than 500 yards to the buoy's position. For additional information contact Oregon State University Assistant Professor Michael Vardaro at (541) 737-9350 or at mvardaro@coas.oregonstate.edu.

Charts: 18520 18580

LNM: 16/14

OREGON – COQUILLE RIVER ENTRANCE – Port of Bandon dredging

The Port of Bandon will conduct dredging in the launch ramp and boat basin areas. Operations will be conducted 24 hrs a day, 7 days a week until 15 Feb 16. The submersible pipeline dredge Laura will operate along with the tender Ms. SoHo. The spoils pipe from the Laura is black, striped, and 10 inches in diameter. The location of the pipe end (outfall) will remain the same at approximately 43-07-15.560N, 124-24-54.000W throughout all phases of the project. Buoys will mark the 100 foot section of piping that will extend into the Coquille River. A 25 ft sealed pipe associated with the project will be anchored in the vicinity of the project. Mariners are requested to remain 75 ft away from the dredging equipment and minimize wake. For more information contact project manager Mr. Jack Akin, MS, PE, at (541) 261-9929 or email emc@emcengineerscientists.com.

Chart 18588

LNM: 43/15

COLUMBIA RIVER – PACIFIC OCEAN TO HARRINGTON POINT – Deterioration of the North and South Jetties at the Columbia River Entrance

The North and South Jetties at the Columbia River Entrance have suffered severe deterioration and may no longer be correctly represented upon the nautical charts of the area. Mariners should use caution when transiting in the vicinity of the jetties and the river entrance. The USACE has scheduled critical repairs of the North Jetty from June 2015 through October 2016, and rehabilitation of the South and North Jetties scheduled for the years 2016 through 2019. More information may be found at the USACE Portland District web site: <http://www.nwp.usace.army.mil/Locations/OregonCoast/MouthoftheColumbia.aspx>.

Charts: 18500 18520 18521

LNM: 04/15

COLUMBIA RIVER - HARRINGTON POINT TO CRIMS ISLAND - CATHLAMET CHANNEL - Shoaling

Extensive shoaling has been reported on the west side of the Elochoman Slough entrance near Cathlamet, WA. Mariners should exercise caution when transiting this waterway, and keep to the east side of the channel. Mariners unfamiliar with the area should transit with extreme caution and not rely solely on aids to navigation while in the channel.

Chart 18523

LNM: 19/15

COLUMBIA RIVER – CRIMS ISLAND TO SAINT HELENS – Port of Longview pile driving

Advanced American Construction will be performing pile driving work at the Port of Longview Berth 4, river mile 67. The spudded derrick barge DB 4100 and tugboat Dian Marie will be on station from 16 Nov 15 through 29 Feb 16 working 0700 to 1730 Monday through Saturday. Mariners are requested to stay 250 feet away from the derrick barge and use extreme caution when transiting the area. Mariners are also requested to minimize their wake in the work zone. During operating hours, the derrick barge will monitor VHF-FM Ch. 13. The derrick barge will be illuminated at the corners with steady burning white lights at night. For more information contact Mr. Lou Cornelison at (503) 969-0261 or email LouC@callaac.com.

Chart 18524

LNM: 45/15

WASHINGTON - APPROACHES TO ADMIRALTY INLET – SEQUIM BAY – Temporary Equipment Deployment (Revised from LNM 39/15)

The Pacific Northwest National Laboratory has temporarily deployed submerged scientific equipment in the entrance to Sequim Bay in approximate position 48-04-45.412N, 123-02-41.280W. The submerged equipment will be in place until approximately 30 Jun 16. Cables run from the equipment to the dock just west of its position on the seafloor and will be marked by two white warning buoys, one to the north and one to the south. Vessels are asked to not pass between the buoys and keep a minimum of 20 yards to from both buoys. For additional information contact

WASHINGTON - APPROACHES TO ADMIRALTY INLET – SEQUIM BAY – Temporary Equipment Deployment (Revised from LNM 39/15)

Ms. Susan Southard, (360) 681-3615 or sue.southard@pnml.gov.

Chart 18471

LNM: 47/15

WASHINGTON – PUGET SOUND – ENTRANCE TO HOOD CANAL – Port Gamble marine demolition and construction

Orion Marine Contractors, Inc. will be performing pile removal, demolition of structures, and dredging at the former mill site located at the northwest corner of Port Gamble entrance over two in water work seasons. Operations run through January 2016 for season one then again from July 2016 through January 2017 for season two. Work times will be 0600-1900, Monday through Friday. Loaded material barges will transit through the entrance to Port Gamble from work locations on both sides of the former mill site. All vessels will spudded down out of the channel during non-work hours and will be marked in accordance with the navigation rules. Mariners are requested to reduce speed through the work area and stay clear. The crane barge and tug Redwood City will be operating at the site and will monitor VHF-FM ch. 13 and 14. For additional information please contact Mr. Justin Strong at (253) 552-1140 or email jstrong@orionmarinegroup.com.

Chart 18477

LNM: 36/15

WASHINGTON – PUGET SOUND - HOOD CANAL AND DABOB BAY - Test Barge removed, buoys still deployed (Revised from LNM 41/15)

Naval Surface Warfare Center Detachment Puget Sound has removed the test barge from the waters west of the NAVSUB Base Bangor waterfront but the anchor and mooring buoys remain on station. Their locations are as follows:

Anchor buoy #1 white with a blue stripe, at 47-44-16.40N, 122-45-42.558W
Anchor buoy #2 white with a blue stripe, at 47-44-07.302N, 122-45-54.852W
Anchor buoy #3 white with a blue stripe, at 47-44-00.984N, 122-45-44.424W
Yellow Test mooring Ball #1, at 47-43-56.652N, 122-46-15.212W
Yellow Test mooring Ball #2, at 47-44-05.218N, 122-46-06.7422W
Yellow Test mooring Ball #3, at 47-44-06.763N, 122-46-03.484W
Yellow Test mooring Ball #4, at 47-44-10.403N, 122-46-03.501W
Yellow Test mooring Ball #5, at 47-44-19.025N, 122-45-50.194W

Test operations with the barge are expected to resume in January 2016. Mariners should use caution when transiting in the vicinity of these buoys. For additional information please contact Mr. Jason Brustad at (360) 396-2958 or (360) 731-2909, or email: Jason.brustad@navy.mil.

Charts: 18476 18477

LNM: 47/15

WASHINGTON – PUGET SOUND – SEATTLE TO OLYMPIA – ROBINSON POINT DGPS SITE – Proposed DGPS off-air time

The U.S. Coast Guard Navigation Center has proposed off-air time for the Robinson Point, WA DGPS site to conduct equipment maintenance from 1000 to 1400 on 25 Feb 16 with an alternate time of 1000 to 1400 on 26 Feb 16. There will be no significant loss of coverage due to dual coverage in the area. For additional information or objections, contact the Navigation Center DGPS Operations at (703) 313-5902 or at <http://www.navcen.uscg.gov/?pageName=dgpsSiteInfo¤tOutages>.

Chart 18441

LNM: 52/15

WASHINGTON – TACOMA HARBOR – PUYALLUP RIVER - Tacoma/Fife- I-5 Bridge Construction

Hamilton Construction Company is constructing the new I-5 bridge north of the existing northbound bridge over the Puyallup River. Operating hours are from 0700 to 1800, Monday through Saturday, subject to change. Two work trestles have been constructed in the river. One work trestle has been constructed along and parallel to the north bank and one along and parallel to the south bank with an 80' wide navigable channel between the 12" yellow floating booms that are anchored around the trestles at approximate position 47-14-25.700N 122-23-58.000W. The work trestle structures will remain in place until November 2017. No barges will be used on the project. There will be three yellow floating water quality monitoring stations anchored in the river that are marked with amber flashing lights. The stations' positions will move as the work progresses. There will be one station secured upriver, one downriver and one adjacent to the work area as shown in enclosure (6) of LNM 25/15. The monitoring stations are tethered to mooring buoys. Mariners are requested to not transit between the mooring buoys and the monitoring stations, remain in the 80' navigation channel, and reduce wake when transiting the area. For additional information contact Mr. Jeff Phillips at (541) 953-9179.

Chart 18453

LNM: 45/15

WASHINGTON - POSSESSION SOUND – APPROACHES TO EVERETT - MUKILTEO – Demolition and dredging at the Mukilteo Tank Farm Pier (Revised from LNM 27/15)

Pacific Pile & Marine will commence demolition of the Mukilteo Tank Farm Fuel Pier located approximately .25 mile east of the Mukilteo Ferry Terminal. Operations are expected to commence 13 Nov 15 and last until 15 Feb 16, from 0700 to 1800 daily. The spud barge Web will have a material barge and the dump scow Mud Pup alongside, and will be assisted by the tug Sonja H. The Sonja H will tow the Mud Pup to the Port Gardner Non-Dispersive Disposal Site, located at approximate position 47-58.850 122-16.740 to dispose of the sediment collected at the project site. This will take place at least once daily during this time period. The vessels will monitor VHF-FM Ch. 5A and 13 and will use lights and day shapes per the Navigation Rules of the Road. Seven 3 foot regulatory buoys with white lights flashing every 15 seconds, visible for two miles will be deployed around the project perimeter. Mariners are requested to use caution and reduce wake when transiting the area. For additional information, contact Jim Luebeck at Pacific Pile & Marine at (206) 617-4335 or email at jiml@pacificpile.com.

Chart 18443

LNM: 44/15

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA AND PUGET SOUND – WHIDBEY ISLAND DGPS SITE –Proposed DGPS off-air time

The U.S. Coast Guard Navigation Center has proposed off-air time for the Whidbey Island, WA DGPS site for scheduled maintenance from 1100 to

**WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA AND PUGET SOUND – WHIDBEY ISLAND DGPS SITE
–Proposed DGPS off-air time**

1200 on 23 Feb 16, with an alternate time of 1100 to 1200 on 24 Feb 16. There will be no significant loss of coverage due to dual coverage in the area. For additional information or objections, contact the Navigation Center DGPS Operations at (703) 313-5902 or at <http://www.navcen.uscg.gov/?pageName=dgpsSiteInfo¤tOutages>.

Charts: 18421 18440

LNM: 52/15

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – FRIDAY HARBOR – Scientific Seafloor Equipment Deployment

Cornell University has deployed scientific seafloor equipment near the University of Washington Friday Harbor Labs dock. The equipment consists of four hydrophone mounts that extend four feet above the seafloor with a series of cables connecting them to a shore side facility. All associated equipment is scheduled to be removed by 15 Feb 18. Details of locations for the equipment and cables are shown in enclosure (4) of LNM 45/14. Mariners are advised to avoid dragging or deploying gear near these locations. For additional information, contact Mr. Charles H. Greene at (607) 275-1662 or email chg2@cornell.edu.

Chart 18434

LNM: 38/14

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – HARO STRAIT – Acoustic Recorder Deployed

Acoustic recorders have been set at three locations in Haro Strait, and will be in place until further notice. Mariners are advised to avoid dragging or deploying gear near these locations. The recorders are at the following positions:

48-30-51.73N 123-09-00.36W, 6 feet above the bottom
48-30-27.63N 123-11-54.35W, 50 meters below the surface
48-30-26.72N 123-11-50.69W, 40 meters above the bottom

Chart 18433

LNM: 23/13

WASHINGTON – STRAIT OF JUAN DE FUCA AND BOUNDARY PASS – Temporary Subsurface Buoy Deployment

Subsurface oceanographic mooring buoys extending 10 meters above the ocean floor have been temporarily set at the following positions until further notice. Mariners are advised to avoid dragging or deploying gear near these locations:

48-21.639N, 124-13.813W
48-30.499N, 124-45.027W
48-45.978N, 123-02.413W

Charts: 18431 18432 18460 18480

LNM: 18/13

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
9707	<i>Yaquina River Lighted Buoy</i> <i>WR 23</i>	44-35-04.368N 124-01-19.560W	Q G		4	Green.	05/16
10015	<i>Desdemona Sands Lighted Buoy 29</i> 100 yards outside channel limit.	46-11-31.377N 123-54-10.521W	Q G		4	Green.	05/16
11630	FASHION REEF LOWER RANGE FRONT LIGHT	45-35-06.407N 122-07-37.666W	Q G	40		KRB on skeleton tower on multi-pile structure.	05/16
11840	WIND MOUNTAIN LOWER RANGE FRONT LIGHT 17	45-42-05.864N 121-50-48.535W	Q G	30		KRB on multi-pile structure. SG oriented up and downstream.	05/16
19705	Zero Rock Light (C)	48-31-25.300N 123-17-30.700W	Fl W 4s	28	7	White cylindrical tower Ra ref. with green band on top.	05/16

ENCLOSURES

Enclosure 1

OREGON - WASHINGTON - IDAHO - MONTANA - Summary of Bridge Lighting Discrepancies and Corrections

LNM: 05/16

Enclosure 2

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

LNM: 05/16

Enclosure 3

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events

LNM: 05/16

Enclosure 4

TRIAXYS buoy array arrangement

LNM: 02/16

Enclosure 5

Safety and Security Zones

LNM: 05/16

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

CDR Michele L. Schallip
Chief, Waterways Management Branch
Thirteenth Coast Guard District

BRIDGE LIGHTING DISCREPANCIES AND CORRECTIONS

Enclosure (1)

BRIDGE LIGHTING DISCREPANCIES						
Waterway	Light List #	Bridge Name	Location	Status	Date Reported	BNM
OREGON COAST						
Umpqua River	9369	CO&P RR Bridge	Reedsport, OR	Upriver red pier Lt extinguished	08/13/2015	0694-15
Siuslaw River	9573	CO&P RR Bridge	Acme, OR	Multiple lights extinguished	10/28/2015	0927-15
COLUMBIA RIVER						
Columbia River	11933	Hood River Bridge	Hood River, OR	Draw span damaged, unable to open ETR unknown	10/21/2015	0909-15
SNAKE RIVER						
None						
WILLAMETTE RIVER						
None						
WASHINGTON COAST						
None						
PUGET SOUND						
Port Townsend Canal	17577	Port Townsend Canal Hwy Bridge	Port Townsend, WA	Northeast Piling light extinguished	12/22/2015	1124-15
IDAHO						
None						
<i>* Updated report</i>						
BRIDGE LIGHTING CORRECTIONS						
Waterway		Bridge Name	Location	Status	Date Reported	BNM
OREGON COAST						
None						
COLUMBIA RIVER						
Cowlitz River	14843	Harry Morgan Bridge	Longview, WA	All lights are watching properly	02/01/2016	No BNM
SNAKE RIVER						
None						
WILLAMETTE RIVER						
None						
WASHINGTON COAST						
None						
PUGET SOUND						
None						
IDAHO						
None						

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

Start Date	End Date	Times	Location	Dredge Vessel	Assist Vessel	Channels Monitored	Disposal Area	LNM
4-Jan-16	28-Feb-16	0600-1700 Mon-Fri	Columbia River; Willow Range RM 96+00 to 98+00	M/V Dredge 7	None	VHF-FM 13 &16	Shore Side	52/15
25-Jan-16	15-Feb-16	0700-1700 Mon-Thu	Columbia River; North Portland Harbor RM 109, Columbia River Marina	M/V JBT 14 M/V JBT 16	M/V Duchess	VHF-FM 13,16 & 79A	OR RM 109	04/16
8-Feb-16	29-Feb-16	0600-1800 Mon-Fri	Columbia River; Lady Island Range, RM 118+00 to 120+05 WA side	M/V Dredge 7	M/V Santiam	VHF-FM 13,16 & 79A	Shore Side	05/16
17-Jan-16	28-Feb-16	24 Hrs, 7 Days	Grays Harbor: Cow Point Reach and Turning Basin, Hoquiam Reach	M/V Patriot	M/V Liberty, M/V Freedom	VHF-FM 13 &16	S. Jetty & Pt. Chehalis	04/16
24-Dec-15	14-Feb-16	0600-1800 Mon-Fri	Blair Waterway, Geogia Pacific Terminal	M/V Orion 2001	M/V Skagit	VHF-FM 13 &16	Upland	50/15
30-Jan-16	15-Feb-16	0630-1900 7 Days	Bellingham Bay: Squalicum Waterway, Bellingham Cold Storage Facilities	M/V Guardian	M/V Lummi Island	VHF-FM 13 &16	Rosario Strait	04/16
1-Aug-15	8-Jun-16	24 Hrs, 7 Days	Whatcom Waterway, Bellingham; BST Dock, Log Pond, GP Dock & Inner Waterway	M/V Palouse M/V Mulketio	MV Skagit & M/V Dungeness	VHF-FM 13 &16	Upland	31/15

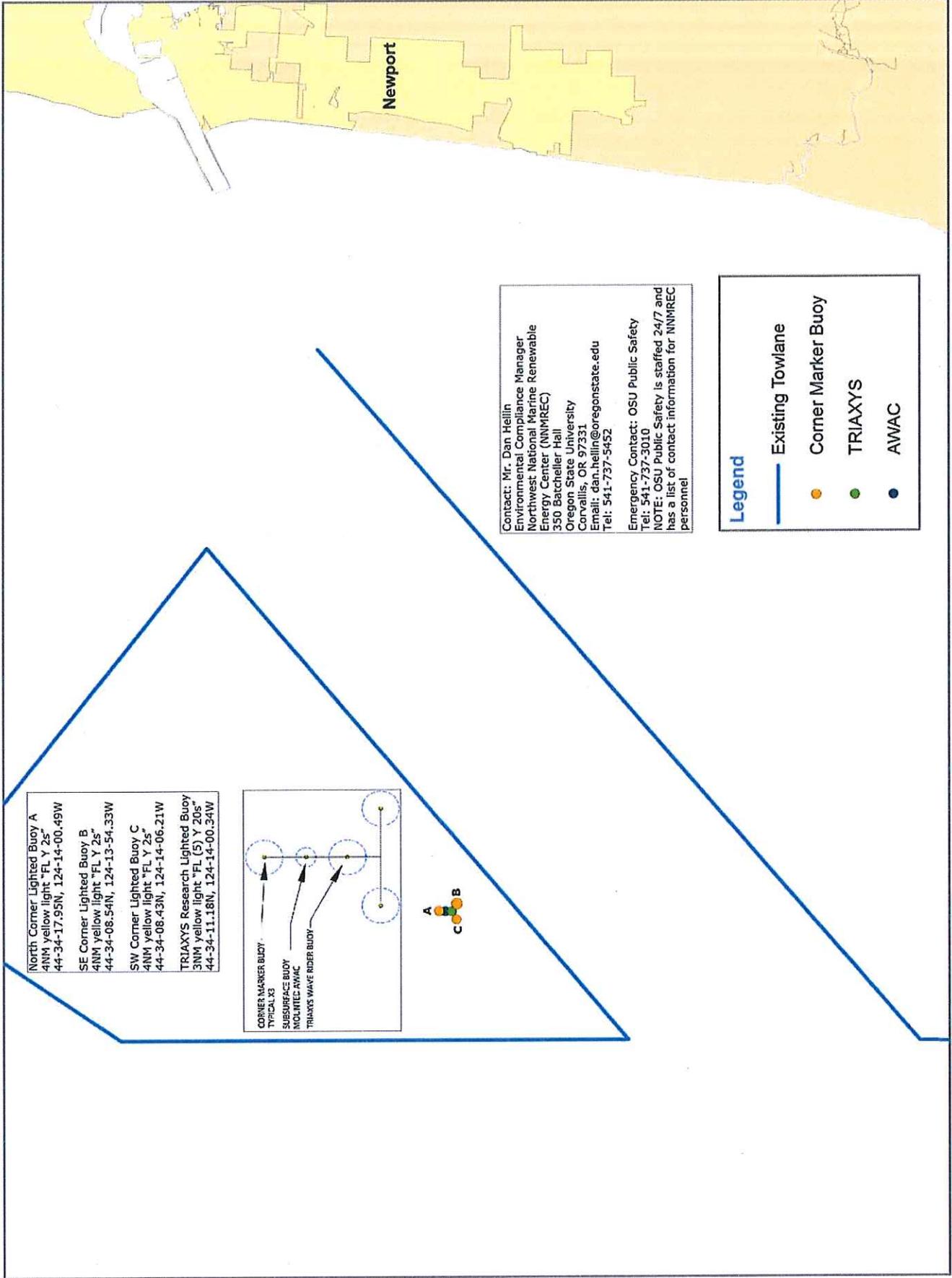
Dredging Sites are subject to change dependant upon weather conditions and Gill Net Fisheries. Any Location listed may be used during the time period of November, although operations at each site may be limited to only a few days.

Mariners are advised that the start and ending dates for dredging activities may vary due to unforeseen on-site conditions, weather and other factors.

The 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. Vessel (s) and/or equipment may encroach into the channel.

SECTOR COLUMBIA RIVER MARINE EVENTS			
EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
6-Feb-16	1100-1300	Mountain Home Canoe Club Winter Series Race	Columbia River around Sand Island, Kalama, WA
7-Feb-16	1300-1700	OCSA Sailboat Races	Columbia River between the I-5 and I-205 bridges
14-Feb-16	1300-1700	OCSA Sailboat Races	Columbia River between the I-5 and I-205 bridges
21-Feb-16	1300-1700	OCSA Sailboat Races	Columbia River between the I-5 and I-205 bridges
28-Feb-16	1300-1700	OCSA Sailboat Races	Columbia River between the I-5 and I-205 bridges

SECTOR PUGET SOUND MARINE EVENTS			
EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
06-Feb-16	1000-1300	Sound Rowers LaConner Race	Swinomish Channel
06-Feb-16	0900-1800	SSSS McAllister Creek Race	Budd inlet
06-Feb-16	1000-1600	SBYC Snowbird	Shilshole to blakely rock
06-Feb-16	1000-1800	Mazanita Buoy Race	East Passage
09-Feb-16	1000-1800	Blake Island Race	East Passage
13-Feb-16	1000-1605	Harbor Series 2 Gig Harbor	Commencement Bay
20-Feb-16	0900-2100	Toliva Shoal Race	Budd Inlet
27-Feb-16	1000-1605	Harbor Series 3 Zenith Harbor	Commencement Bay
27-Feb-16	0900-1600	Annual Jim Depue Sailboat Race	Port Madison Bay



SAFETY AND SECURITY ZONES

Washington - Tank Ship Protection 33 CFR 165.1313

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

Washington - Large Passenger Protection 33 CFR 165.1317

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

Oregon - Large Passenger Protection 33 CFR 165.1318

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

Washington – Protection of Military Cargo - Naval Vessel Protection Zone 33 CFR 165.1321

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

Washington - Elliot Bay – Cruise Ship Protection - Pier 91 33 CFR 165.1324

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

Washington – Escorted U.S. Navy submarines in Sector Seattle COTP Zone 33 CFR 165.1327

The following area is a security zone: All waters within 1000 yards of any U.S. Navy submarine that is operating in the Sector Puget Sound Captain of the Port Zone, as defined in 33 CFR Section 3.65–10, and is being escorted by the Coast Guard. In accordance with the general regulations in 33 CFR Section 165, Subpart D, no person or vessel may enter or remain in the security zone created by paragraph (a) of this section unless authorized by the Coast Guard patrol commander. The Coast Guard patrol commander will coordinate with Vessel Traffic System users on a case-by-case basis to make appropriate passing arrangements under the circumstances. 33 CFR Section 165, Subpart D, contains additional provisions applicable to the security zone created in paragraph (a) of this section. The Coast Guard security escort will attempt, when necessary and practicable, to notify any persons or vessels inside or in the vicinity of the security zone created in this section of its existence via VHF Channel 16 and/or any other means reasonably available.

Washington – U.S. Navy submarines in Hood Canal RNA 33 CFR 165.1328

The following area is a regulated navigation area (RNA): All waters of the Hood Canal in the State of Washington whenever any U.S. Navy submarine is operating in the Hood Canal and is being escorted by the Coast Guard. For purposes of this section, "Hood Canal" means all waters of Hood Canal, including Dabob Bay, located between two lines with the first line connecting positions 47°37.9' N, 122°57.1' W and 47°37.9' N, 122°52.9' W and the second line connecting positions 48°00.7' N, 122°41.0' W and 47°56.4' N, 122°36.9' W. Regulations. All persons and vessels located within the RNA created by this section shall follow all lawful orders and/or directions given to them by Coast Guard security escort personnel. 33 CFR Section 165, Subpart B, contains additional provisions applicable to the RNA created in this section. The Coast Guard security escort will attempt, when necessary and practicable, to notify any persons or vessels in the RNA created in this section of its existence via VHF Channel 16 and/or any other means reasonably available.

Washington – Elliot Bay – Pier 36 Security Zone 33 CFR 165. 1334

The Coast Guard has established a security zone at U.S. Coast Guard (USCG) Base Support Unit Seattle, Pier 36, Elliot Bay, Seattle, WA. This permanent security zone is necessary to protect military and visiting foreign vessels, waterfront facilities, and the maritime public from destruction, loss, or injury from sabotage, subversive acts, or other malicious acts of a similar nature. Entry into or movement within this security zone is prohibited without the permission of the Captain of the Port or a Designated Representative. 165.1334 Security Zone; U.S. Coast Guard BSU Seattle, Pier 36, Elliot Bay, Seattle, WA. (a) Location: The following area is a security zone: all waters east of a line from 47-35.450°N 122-20.585°W to 47-35.409°N 122-20.585°W at Pier 36, Elliot Bay, Seattle, WA. (b) Regulations: In accordance with the general regulations in 33 CFR Part 165, Subpart D, no vessel may enter, transit, moor, or anchor within this security zone located at Pier 36, Elliot Bay, WA, except for vessels authorized by the Captain of the Port or Designated Representative. (c) Authorization: To request authorization to operate within this security zone, contact United States Coast Guard Sector Puget Sound Joint Harbor Operations Center at 206-217-6001.