



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

LOCAL NOTICE TO MARINERS

District: 13

Week: 09/12

ISSUED BY: COMMANDER, THIRTEENTH COAST GUARD DISTRICT (dpw)
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LIGHT LIST REFERENCE: COMDTPUB P16502.6, Light List Volume VI, 2012 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 and DGPS. 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/?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 at: <http://www.navcen.uscg.gov>.

BROADCAST NOTICE TO MARINERS

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

Originating Unit	Beginning BNM	Ending BNM
CGD THIRTEEN	D13-0253-12	D13-0278-12

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
DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
EVAL - Evaluation
EXT - Extinguished
F - Fixed
fl - flash
FI - Flashing

I through O

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

P through Z

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

G - Green
GIWW - Gulf Intracoastal Waterway
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height

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

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:

AtoN - Aids to Navigation
IVO - In Vicinity Of

LLNR - Light List Number
NM - Nautical Miles

RM - River Mile Marker

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

WASHINGTON – PUGET SOUND – POINT NO POINT – Diving Operations (revised from LNM 07/12)

A diving vessel will be anchoring off Point No Point on 03 Mar 12 from 0700 until 1300, 04 Mar 12 from 0800 until 1400, 01 Apr 12 from 0800 to 1300, and 02 Apr 12 from 0900 until 1400. The diving vessel will be conducting dive operations on the Wreck of the SS Admiral Sampson located at 47-55.058 N, 122- 30.616 W. The dive platform will monitor VHF-FM channels 14 and 16 when operating in the vicinity of the dive site. For additional information contact MST2 Kyle Schmidt, Sector Puget Sound, at (206) 217-6175 or Kyle.R.Schmidt@uscg.mil.

Chart 18477

LNM: 09/12

COLUMBIA RIVER – PUGET ISLAND – Research Trawling

NOAA will be conducting research pair-trawling operations IVO Puget Island at RM 37 to 51, between 6 Mar 12 and 30 Jul 12. Operations may occur day or night. Trawl gear will be marked by floats and extends near the surface for approximately 100 yards behind the tow vessels, terminating at a third vessel. Mariners are requested to use caution IVO the operation. NOAA vessels monitor VHF-FM channels 13 and 16. For additional information please contact the Vessel Operations Coordinator at (503) 861-1818, Ext 35.

Chart 18523

LNM: 09/12

WASHINGTON – SEATTLE – ELLIOTT BAY – TERMINAL 18 – Port of Seattle – Wake/Thrust Reductions

The Port of Seattle will be performing under pier construction activities at Terminal 18 commencing 5 Mar 12 and continuing through 30 Jul 12. Under pier scaffolds will be erected for crews to perform work during low tides. During intermediate and high tides, scaffolds will be submerged and subject to damage from wakes and vessel thrust. The Port of Seattle requests all vessel operators minimize wakes and thrust, to the degree prudent, in the East Waterway between the 3,000 and 4,000 foot marks (mid terminal) at Terminal 18. The construction location will be marked by signage, with work floats and scaffolds outside the fender system. For information, contact Scott Pattison, Port of Seattle (206) 787-3723, or pattison.s@portseattle.org.

Chart 18450

LNM: 08/12

ECDIS Data Presentation and Performance Check in Ships

In order to promote safety of navigation, the International Hydrographic Organization (IHO) has produced two Electronic Navigational Chart (ENC) datasets designed to alert mariners to the possibility that their Electronic Chart and Display Information System (ECDIS) software may require upgrading. The IHO recommends that all mariners using ECDIS and ENCs visit the following website where they can find more information and instructions for using the test ENC datasets: <http://www.iho.int> > IHO News Links > ECDIS Data Presentation and Performance Check or directly from: http://www.iho.int/srv1/index.php?option=com_content&view=article&id=585&Itemid=828.

LNM: 08/12

WASHINGTON – LAKE WASHINGTON SHIP CANAL – BALLARD STREET BASCULE BRIDGE – Special Bridge Notice

The Ballard Street Bascule Bridge at RM 1.1, on the Lake Washington Ship Canal, will be operating with temporary single leaf openings and reduced vertical clearance. The Ballard Bascule Bridge will be operating with single leaf openings 7 days a week until 1200, 24 May 12. Double leaf openings will be provided as needed from 1400 until 1600, and from 1800 until 1930, and from 0530 until 0700 daily. To obtain a double leaf opening during the times outlined here call (206) 684-4801 or (206) 310-9297. During this maintenance period, the vertical clearance of the bridge will be reduced up to 4 feet while in the closed position due to the placement of a work platform and debris containment system on the underside of the bridge.

Chart 18447

LNM: 08/12

OREGON – WILLAMETTE RIVER – Broadway Bridge - Special Bridge Notice

Comments are being solicited concerning two proposed temporary closures of the Steel Bridge (upper deck), across Willamette River at RM 12.1. TRIMET has requested a deviation to the operating regulation for the upper deck of the Steel Bridge to accommodate heavier than normal traffic volumes associated with two separate events in Jun 12. TRIMET has requested to not open the upper deck of the Steel Bridge from 1900 until 2330 on Saturday 02 Jun 12 to facilitate movement of heavy traffic associated with the Starlight Parade. TRIMET has also requested to not open the upper deck of the Steel Bridge for vessel passage from 0700 until 1300 on 09 Jun 12 to facilitate movement of heavy traffic associated

with the Rose Parade. During these deviation periods the lower deck of the Steel Bridge will be operating as normal and be opening on signal in accordance with 33 CFR 117.5. When the lower deck is in the open or up position, the bridge provides 71 feet of vertical clearance above Columbia River Datum 0.0 (mean lower low water - lowest river stage). Mariners are encouraged to comment concerning the requested deviations for the operation of the upper deck of the Steel Bridge. Comments should be sent to Bridge Administrator, Thirteenth Coast Guard District at randall.d.overton@uscg.mil.

Chart 18526

LNM: 08/12

WASHINGTON – SEATTLE – UNION BAY, LAKE WASHINGTON – Mooring Float

The USCG and USACE will be removing a large unlighted and uncharted mooring buoy located in the southeast end of Union Bay, Lake Washington in 45 days if an owner is not identified. To claim ownership, request additional information, or express concerns contact USCG Sector Puget Sound Waterways Division at (206) 217-6051 or SectorPugetSoundWWM@uscg.mil.

Chart 18447

LNM: 07/12

WASHINGTON – PUGET SOUND – ELLIOTT BAY – Fouled Anchor Located

A fouled anchor has been reported in the Smith Cove East Anchorage of Elliott Bay. The anchor is attached to 88m of wire. Therefore, the anchorage is closed south of latitude 48-37-05N until further notice. The anchorage north of latitude 48-37-05N is open for anchoring. For more information, contact MST1 Gregory Krauss at (206) 217-6051.

Chart 18450

LNM: 07/12

COLUMBIA RIVER – WASHINGTON – LONGVIEW – Temporary Safety Zone

The USCG has established a temporary safety zone in the Columbia River in Longview, WA at the new Export Grain Terminal, RM 67. See Enclosure 5 to read the complete Notice of Safety Zone.

Chart 18524

LNM: 07/12

COLUMBIA RIVER – PORTLAND – 2012 Annual Maintenance Lock Closure

The USACE Portland District annual maintenance lock closure is scheduled during March 2012. Bonneville, The Dalles and John Day navigation locks on the Columbia River, between the states of Oregon and Washington, will be closed for annual inspection, maintenance, and repair for the periods shown below.

Project	Closes	Reopens
Bonneville (RM 145)	0600, 06 Mar 12	2359, 20 Mar 12
The Dalles (RM 191)	0600, 06 Mar 12	2359, 20 Mar 12
John Day (RM 216)	0600, 06 Mar 12	2359, 20 Mar 12

LNM: 07/12

WASHINGTON – PUGET SOUND – PORT WASHINGTON NARROWS – Replacement of the Manette Bridge (revised from LNM 51/11)

Construction on the Manette Bridge replacement project across the Port Washington Narrows in Bremerton, WA. is complete. The new navigation lighting is also complete and operating. Existing old piers remain in the water and are marked with flashing yellow two second lights (FI Y 2s) installed on each end of the old piers. An old pier is located on the west side of the main channel that restricts the channel to a width of 100 feet. This will be the condition of the bridge project until further notice from WSDOT. For additional information contact Manson-Mowat at (360) 782-5441 (site office) or (206) 793-7354 (cell).

Charts: 18445 18449

LNM: 07/12

WASHINGTON - PUGET SOUND - NORTHERN PART - Port Madison and Port Orchard

The U.S. Naval Undersea Warfare Center (NUWC) Keyport will be conducting research and testing on the Keyport Range Naval Operating Area from 0730 to 1800 local time daily during the months of Feb and Mar 12. Testing will involve moving vessels from Keyport Naval Base to Brownsville, WA. and back to Keyport. Support craft and divers will be assisting and flying Code Alpha flags. All mariners are requested to not approach within 500 yards of support craft. VHF-FM Ch 16 will be monitored. Keyport range is a restricted area and mariners are advised to review Note "A" and the caution note on chart 18446. Questions can be directed to Range Control at Keyport (360) 396-2313.

Chart 18446

LNM: 06/12

SNAKE RIVER – LAKE SACAJAWEA – Obstruction to navigation at the downstream approach to the Ice Harbor Lock and Dam (revised from LNM 01/12)

Please continue to use extreme caution when navigating through downstream of the approach to Ice Harbor navigation lock.

Shoaling has been discovered in the south edge of the navigation channel between RM 9 and the Ice Harbor Dam navigation cells, downstream of the dam spillway in the Snake River. This shoaling may be as much as 5 feet above the channel project depth of 12.8 feet. McNary pool is operating at 338.0 feet resulting in a tailwater at Ice Harbor navigation lock of approximately 339.0 feet. Mariners are advised to avoid the

southern edge of the navigation channel.

A temporary operation to aid navigation during low flow conditions is currently in place. When possible, the Ice Harbor Operator will coordinate a temporary increase in the Ice Harbor tailwater elevation to improve conditions for tow/barges, subject to the following conditions:

- Traveling Downstream: Tow Captain to request an Ice Harbor temporary operation via the Lower Monumental Operator when leaving Lower Monumental, to allow a minimum of 2 hours lead time.
- Traveling Upstream: If aid is necessary for upstream navigation Tow Captain to call Ice Harbor control room not less than 30 minutes out, longer lead is better.
- Ice Harbor will attempt to provide the best possible conditions for navigation subject to all operating constraints and limitations.
- No increases allowed during night-time zero-generation hours 2000 to 0600.

The most current 2011 survey of the area in question is located on the Walla Walla District Navigation website. Please reference sheet 10 of 10 of the most recent hydrographic surveys located here:

http://www.nww.usace.army.mil/html/OFFICES/OP/T/NAVDATA/2011AnnualConditionSurveys/For%20WEB%20FY11_HLD_CUT_v2.pdf.

Your cooperation in this matter is much appreciated. For additional information, please call Operations Division, at (509) 527-7115 or (509) 527-7120.

Chart 18545

LNM: 06/12

WASHINGTON – PUGET SOUND – ELLIOTT BAY – Pier 91 Diving and ROV Operations

Diving and ROV operations is being conducted IVO Pier 91 in Seattle until 30 Apr 12 by Sky Research. Operations times are 0830 to 1600 from Monday until Saturday. The M/V Mako Sky is on site and monitoring VHF-FM CH 13, 14 and 16. Request all mariners not approach within 100 yards without contacting the M/V Mako Sky on VHF-FM CH 83A.

Chart 18450

LNM: 06/12

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
590	NOAA Environmental Lighted Buoy 46015	MISSING	18580	No BNM	49/11	
625	Umpqua River Approach Lighted Whistle Buoy U	OFF STA	18584	0275-12	09/12	
641	NOAA Environmental Lighted Buoy 46050	OFF STA	18561	0564-11	23/11	
715	Willapa Bay Approach Lighted Whistle Buoy W	LT EXT	18504	0248-12	08/12	
765.4	DART Tsunami Warning Lighted Buoy 46404	MISSING	18007	0179-12	06/12	
765.7	DART Tsunami Warning Lighted Buoy 46419	MISSING	18007	0927-10	39/10	
8635	Chetco River Entrance Daybeacon 9	DBN DEST	18602	0492-10	23/10	
9220	Umpqua River Approach Lighted Whistle Buoy U	OFF STA	18584	0275-12	09/12	
9230	Umpqua River Entrance Buoy 2	MISSING	18584	1233-11	52/11	
10035	Tansy Point Range Rear Light	STRUCT DEST	18521	1110-11	48/11	
10415	Bugby Hole Light 46	STRUCT DEST	18523	1156-11	25/11	
10480	Pancake Point Dike Light 59	STRUCT DEST	18523	0609-11	25/11	
10965	Martin Island Bluff Lighted Buoy 60	OFF STA	18524	1251-11	01/12	
10980	Martin Island Middle Dike Light 65	STRUCT DMGD	18524	1076-11	45/11	
11465	Government Island Range Front Light	LT EXT	18531	0963-11	41/11	

11480	Government Island Upper Range Front Light	LT EXT	18531	0038-12	02/12
11615	Cape Horn Range Front Light	LT EXT	18531	0788-11	33/11
11625	Candiana Light 69	LT IMCH	18531	0571-11	23/11
11770	Bonneville Pool Light 4	STRUCT DEST/LT EXT	18531	0905-10	37/10
11855	Bonneville Pool Light 22	LT EXT	18532	0222-12	07/12
12360	Lake Celilo Buoy 45	OFF STA	18533	0613-11	25/11
12755	Lake Umatilla Buoy 77	SINKING	18539	0558-11	23/11
13686	Little Goose Dam Buoy I	MISSING	18546	0235-09	17/09
14165	Franklin D. Roosevelt Lake Buoy 8	OFF STA	18551	None	47/11
14435	Baker Bay West Channel Daybeacon 7	DBN DMGD	18521	1118-11	48/11
15003	Elk Rock Buoy 8	LT EXT	18528	0094-12	04/12
15005	Elk Rock Buoy 10	SINKING	18528	0095-12	04/12
15010	Elk Rock Buoy 12	SINKING	18528	0096-12	04/12
15135	New Era Bar Range Front Daybeacon	DBN IMCH	18528	0723-11	30/11
15140	New Era Bar Range Rear Daybeacon	DBN IMCH	18528	0724-11	30/11
15170	Willapa Bay Approach Lighted Whistle Buoy W	LT EXT	18504	0248-12	08/12
15555	Grays Harbor Entrance Lighted Whistle Buoy 3	MISSING	18502	0243-12	08/12
15571	Grays Harbor Entrance Lighted Whistle Buoy 8	LT EXT	18502	0244-12	08/12
15585	Point Chehalis Range Front Light	DBN DEST	18502	1012-09	50/09
15735	Grays Harbor North Channel Range D Front Light	DBN IMCH	18502	0053-12	03/12
15790	Grays Harbor North Channel Range F Rear Light	DBN IMCH	18502	0055-12	03/12
16085	Quillayute River Entrance Lighted Buoy 2	OFF STA	18480	0242-12	08/12
19274	Squalicum Creek Entrance Lighted Buoy 1	LT EXT	18424	0035-11	03/11
19395	Belle Rock Sector Light	STRUCT DEST	18429	0976-11	41/11
19490	Peapod Rocks Light 15	DBN IMCH	18430	0797-11	34/11
19855	Ewing Island Reef Danger Buoy	MISSING	18431	0273-12	09/12

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
565	Chetco River Approach Lighted Whistle Buoy CR	WATCHING PROPERLY	18602	0268-12	42/11	09/12
8595	Chetco River Approach Lighted Whistle Buoy CR	WATCHING PROPERLY	18602	0268-12	42/11	09/12
8850	Coos Bay Range B Rear Light	WATCHING PROPERLY	18587	0267-12	09/12	09/12
9453	Siuslaw River Channel Buoy 4	RESET ON STATION	18583	0277-12	04/12	09/12
9501	Siuslaw River Channel Buoy 11	RESET ON STATION	18583	0278-12	07/12	09/12
9585	Yaquina Bay Entrance Range Rear Light	REBUILT/REMAINS	18581	0272-12	06/11	09/12
10340	Skamokawa Light 31	RELIGHTED	18523	0266-12	08/12	09/12
11185	Hewlett Dike Light 33	RELIGHTED	18525	262-12	09/12	09/12
16510	Puget Sound Traffic Separation Lane Lighted Buoy SC	RELIGHTED	18477	0265-12	08/12	09/12
17090	Browns Point Light	RELIGHTED	18453	263-12	09/12	09/12
18505	Port Gardner Anchorage Obstruction Lighted Buoy AO	RELIGHTED	18444	0270-12	07/12	09/12
19815	Boundary Pass Shoal Isolated Danger Lighted Bell Buoy DB	RELIGHTED	18431	0269-12	08/12	09/12

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
652	OSU Yaquina Research Lighted Buoy	MISSING	18561	0115-12	04/12	
16838.1	Elliott Bay Marina Breakwater Light B	LT EXT	18450	0209-12	07/12	

17145	Blair Waterway Lighted Buoy 2	MISSING	18453	0274-12	09/12
18387	North Leschi Breakwater Lights (4)	LT IMCH	18447	0700-11	29/11
18955	Anacortes Ferry Terminal Lights (2)	LT IMCH	18427	0607-06	23/06

DISCREPANCIES (PRIVATE AIDS) CORRECTED

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

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
586	Port Orford Jetty Light 3	DISCONTINUED	18589	1129-07	22/08	
635	Heceta Head Lighthouse	DISCONTINUED	18580	0049-12	03/12	
10415	Bugby Hole Light 46	TRLB	18523	1166-11	49/11	
10480	Pancake Point Dike Light 59	TRLB	18523	0729-11	30/11	
11770	Bonneville Pool Light 4	TRLB	18531	0909-10	38/10	
19395	Belle Rock Sector Light	TRLB	18429	1031-11	42/11	

TEMPORARY CHANGES CORRECTED

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

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION IV - CHART CORRECTIONS

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.

18423 38th Ed. 01-OCT-11 Last LNM: 08/12 NAD 83 09/12

Chart Title: Bellingham to Everett Including San Juan Islands; Blaine

Inset 1674 BELLINGHAM TO EVERETT INC SAN JAUN ISLANDS PORT TOWNSEND. Page/Side: b

ADD	NOTE J; Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous flashing yellow (FI Y 2s) Navy maintained lighted buoys and approximately mark the Restricted Areas surrounding the facility. (NOS NW-21180)	NOS 48-04-13.800N	122-46-01.800W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-17.973N	122-45-00.560W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-18.295N	122-44-59.481W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-19.152N	122-45-07.042W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-21.549N	122-44-56.159W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-22.832N	122-45-14.358W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-27.946N	122-45-13.933W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-33.033N	122-45-13.474W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-38.046N	122-45-11.565W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-40.838N	122-44-49.062W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-41.148N	122-44-50.153W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-42.288N	122-45-05.078W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-42.628N	122-44-57.405W
ADD	security barrier S PT 01 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-36.500N	122-44-48.700W
ADD	security barrier S PT 02 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-40.800N	122-44-49.100W
ADD	security barrier S PT 03 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-42.600N	122-44-57.400W
ADD	security barrier S PT 04 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-42.300N	122-45-05.100W
ADD	security barrier S PT 05 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-38.000N	122-45-11.600W
ADD	security barrier S PT 06 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-33.000N	122-45-13.500W
ADD	security barrier S PT 07 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-22.800N	122-45-14.400W

ADD	security barrier S PT 08 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-19.200N	122-45-07.000W
ADD	security barrier S PT 09 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-17.900N	122-45-00.600W
ADD	security barrier S PT 10 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-18.300N	122-44-59.500W
ADD	security barrier S PT 11 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-21.500N	122-44-56.200W
ADD	security barrier label; Security barrier (see note J) (NOS NW-21180)	NOS 48-04-30.000N	122-45-09.700W
Main Panel 1673 BELLINGHAM TO EVERETT INC SAN JUAN ISLANDS ADMIRALTY INLET. Page/Side: a			
CHANGE	NOTE J; Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous flashing yellow (FI Y 2s) Navy maintained lighted buoys and approximately mark the Restricted Areas surrounding the facility. (NOS NW-21180)	NOS 48-11-05.000N	122-23-17.000W
ADD	open lighted buoy; FI Y (NOS NW-21180)	NOS 48-04-18.295N	122-44-59.481W
ADD	open lighted buoy; FI Y (NOS NW-21180)	NOS 48-04-22.832N	122-45-14.358W
ADD	open lighted buoy; FI Y (NOS NW-21180)	NOS 48-04-38.046N	122-45-11.565W
ADD	open lighted buoy; FI Y (NOS NW-21180)	NOS 48-04-42.628N	122-44-57.405W
ADD	security barrier R PT 01 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-36.500N	122-44-48.700W
ADD	security barrier R PT 02 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-40.800N	122-44-49.100W
ADD	security barrier R PT 03 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-42.600N	122-44-57.400W
ADD	security barrier R PT 04 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-42.300N	122-45-05.100W
ADD	security barrier R PT 05 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-38.000N	122-45-11.600W
ADD	security barrier R PT 06 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-33.000N	122-45-13.500W
ADD	security barrier R PT 07 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-22.800N	122-45-14.400W
ADD	security barrier R PT 08 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-19.200N	122-45-07.000W
ADD	security barrier R PT 09 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-17.900N	122-45-00.600W
ADD	security barrier R PT 10 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-18.300N	122-44-59.500W
ADD	security barrier R PT 11 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-21.500N	122-44-56.200W
ADD	security barrier label; Barrier (see note J) (NOS NW-21180)	NOS 48-04-36.100N	122-45-28.300W

18441

47th Ed.

01-JUN-11

Last LNM: 08/12

NAD 83

09/12

ChartTitle: Puget Sound-northern part

Main Panel 1689 PUGET SOUND - NORTHERN PART. Page/Side: N/A

ADD	open lighted buoy; FI Y (NOS NW-21180)	NOS 48-04-18.295N	122-44-59.481W
		NOS	

ADD	open lighted buoy; FI Y (NOS NW-21180)	48-04-22.832N	122-45-14.358W
ADD	open lighted buoy; FI Y (NOS NW-21180)	NOS 48-04-38.046N	122-45-11.565W
ADD	open lighted buoy; FI Y (NOS NW-21180)	NOS 48-04-42.628N	122-44-57.405W
ADD	security barrier T PT 01 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-36.500N	122-44-48.700W
ADD	security barrier T PT 02 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-40.800N	122-44-49.100W
ADD	security barrier T PT 03 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-42.600N	122-44-57.400W
ADD	security barrier T PT 04 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-42.300N	122-45-05.100W
ADD	security barrier T PT 05 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-38.000N	122-45-11.600W
ADD	security barrier T PT 06 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-33.000N	122-45-13.500W
ADD	security barrier T PT 07 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-22.800N	122-45-14.400W
ADD	security barrier T PT 08 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-19.200N	122-45-07.000W
ADD	security barrier T PT 09 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-17.900N	122-45-00.600W
ADD	security barrier T PT 10 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-18.300N	122-44-59.500W
ADD	security barrier T PT 11 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS 48-04-21.500N	122-44-56.200W
ADD	security barrier label; Security barrier (see note J) (NOS NW-21180)	NOS 48-04-30.400N	122-45-49.100W

18464

25th Ed.

01-JUL-06

Last LNM: 31/11

NAD 83

09/12

ChartTitle: Port Townsend

Main Panel 1722 PORT TOWNSEND. Page/Side: N/A

ADD	NOTE F; Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous flashing yellow (FI Y 2s) Navy maintained lighted buoys and approximately mark the Restricted Areas surrounding the facility. (NOS NW-21180)	NOS 48-03-47.900N	122-47-11.500W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-17.973N	122-45-00.560W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-18.295N	122-44-59.481W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-19.152N	122-45-07.042W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-21.549N	122-44-56.159W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-22.832N	122-45-14.358W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-27.946N	122-45-13.933W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-33.033N	122-45-13.474W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-38.046N	122-45-11.565W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-40.838N	122-44-49.062W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	NOS 48-04-41.148N	122-44-50.153W

ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	48-04-42.288N NOS	122-45-05.078W
ADD	open lighted buoy; FI Y 2s (NOS NW-21180)	48-04-42.628N NOS	122-44-57.405W
ADD	security barrier U PT 01 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	48-04-36.500N NOS	122-44-48.700W
ADD	security barrier U PT 02 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	48-04-40.800N NOS	122-44-49.100W
ADD	security barrier U PT 03 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	48-04-42.600N NOS	122-44-57.400W
ADD	security barrier U PT 04 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	48-04-42.300N NOS	122-45-05.100W
ADD	security barrier U PT 05 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	48-04-38.000N NOS	122-45-11.600W
ADD	security barrier U PT 06 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	48-04-33.000N NOS	122-45-13.500W
ADD	security barrier U PT 07 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	48-04-22.800N NOS	122-45-14.400W
ADD	security barrier U PT 08 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	48-04-19.200N NOS	122-45-07.000W
ADD	security barrier U PT 09 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	48-04-17.900N NOS	122-45-00.600W
ADD	security barrier U PT 10 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	48-04-18.300N NOS	122-44-59.500W
ADD	security barrier U PT 11 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	48-04-21.500N NOS	122-44-56.200W
ADD	security barrier; Security barrier (see note F) (NOS NW-21180)	48-04-31.200N NOS	122-45-10.000W

18471 11th Ed. 01-DEC-07 Last LNM: 05/12 NAD 83 09/12

ChartTitle: Approaches to Admiralty Inlet Dungeness to Oak Bay

Main Panel 1724 APPROACHES TO ADMIRALTY INLET - DUNGENESS TO OAK BAY. Page/Side: N/A			
ADD	NOTE B; Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous flashing yellow (FI Y 2s) Navy maintained lighted buoys and approximately mark the Restricted Areas surrounding the facility. (NOS NW-21180)	48-00-11.500N NOS	122-53-23.520W
ADD	open lighted buoy; FI Y (NOS NW-21180)	48-04-18.295N NOS	122-44-59.481W
ADD	open lighted buoy; FI Y (NOS NW-21180)	48-04-19.152N NOS	122-45-07.042W
ADD	open lighted buoy; FI Y (NOS NW-21180)	48-04-22.832N NOS	122-45-14.358W
ADD	open lighted buoy; FI Y (NOS NW-21180)	48-04-27.946N NOS	122-45-13.933W
ADD	open lighted buoy; FI Y (NOS NW-21180)	48-04-33.033N NOS	122-45-13.474W
ADD	open lighted buoy; FI Y (NOS NW-21180)	48-04-38.046N NOS	122-45-11.565W
ADD	open lighted buoy; FI Y (NOS NW-21180)	48-04-40.838N NOS	122-44-49.062W
ADD	open lighted buoy; FI Y (NOS NW-21180)	48-04-42.288N NOS	122-45-05.078W
ADD	open lighted buoy; FI Y (NOS NW-21180)	48-04-42.628N NOS	122-44-57.405W
ADD	security barrier V PT 01 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	48-04-36.500N NOS	122-44-48.700W
ADD	security barrier V PT 02 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	48-04-40.800N NOS	122-44-49.100W

	21180)					
ADD	security barrier V PT 03 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS	48-04-42.600N			122-44-57.400W
ADD	security barrier V PT 04 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS	48-04-42.300N			122-45-05.100W
ADD	security barrier V PT 05 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS	48-04-38.000N			122-45-11.600W
ADD	security barrier V PT 06 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS	48-04-33.000N			122-45-13.500W
ADD	security barrier V PT 07 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS	48-04-22.800N			122-45-14.400W
ADD	security barrier V PT 08 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS	48-04-19.200N			122-45-07.000W
ADD	security barrier V PT 09 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS	48-04-17.900N			122-45-00.600W
ADD	security barrier V PT 10 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS	48-04-18.300N			122-44-59.500W
ADD	security barrier V PT 11 OF 11; (use new Chart No. 1: Q:q) (NOS NW-21180)	NOS	48-04-21.500N			122-44-56.200W
ADD	security barrier label; Security barrier (see note B) (NOS NW-21180)	NOS	48-04-29.800N			122-45-06.400W

18500 30th Ed. 01-MAY-08 Last LNM: 42/11 NAD 83 09/12

ChartTitle: Columbia River to Destruction Island

Main Panel 1730 COLUMBIA RIVER TO DESTRUCTION ISLAND. Page/Side: N/A

DELETE	South Jetty X PT 1 OF 4; (Chart No. 1 F:14) (NOS NW-21178)	NOS	46-13-45.300N			124-01-27.900W
DELETE	South Jetty X PT 2 OF 4; (Chart No. 1 F:14) (NOS NW-21178)	NOS	46-13-59.500N			124-02-33.600W
DELETE	South Jetty X PT 3 OF 4; (Chart No. 1 F:14) (NOS NW-21178)	NOS	46-13-58.300N			124-02-49.400W
DELETE	South Jetty X PT 4 OF 4; (Chart No. 1 F:14) (NOS NW-21178)	NOS	46-14-00.700N			124-04-05.600W
ADD	South Jetty W PT 1 OF 5; (Chart No 1 F:14) (NOS NW-21178)	NOS	46-13-30.500N			124-00-39.400W
ADD	South Jetty W PT 2 OF 5; (Chart No 1 F:14) (NOS NW-21178)	NOS	46-13-39.600N			124-01-04.200W
ADD	South Jetty W PT 3 OF 5; (Chart No 1 F:14) (NOS NW-21178)	NOS	46-14-00.100N			124-02-35.000W
ADD	South Jetty W PT 4 OF 5; (Chart No 1 F:14) (NOS NW-21178)	NOS	46-13-58.800N			124-02-45.700W
ADD	South Jetty W PT 5 OF 5; (Chart No 1 F:14) (NOS NW-21178)	NOS	46-14-01.600N			124-04-07.000W

18502 87th Ed. 01-SEP-11 Last LNM: 08/12 NAD 83 09/12

ChartTitle: Grays Harbor;Westhaven Cove

CHART WA - GRAYS HARBOR. Page/Side: N/A

ADD	Aberdeen Pontoon Basin Light A NY Priv Fl Y 2s	CGD13 at	46-57-43.522N			123-49-54.736W
ADD	Aberdeen Pontoon Basin Light B NY Priv Fl Y 2s	CGD13 at	46-57-45.355N			123-49-56.226W
ADD	Aberdeen Pontoon Basin Light C NY Priv Fl Y 2s	CGD13 at	46-57-46.859N			123-49-57.467W
ADD	Aberdeen Pontoon Basin Light D	CGD13 at	46-57-46.192N			123-49-54.691W

	NY Priv FL Y 2s		CGD13 at 46-57-45.638N	123-49-53.721W
ADD	Aberdeen Pontoon Basin Light E NY Priv FL Y 2s			

18520 27th Ed. 01-MAY-09 Last LNM: 34/11 NAD 83 09/12

ChartTitle: Yaquina Head to Columbia River;Netarts Bay

Main Panel 1735 YAQUINA HEAD TO COLUMBIA R. Page/Side: N/A

DELETE	South Jetty Z PT 1 OF 4; (Chart No. 1 F:14) (NOS NW-21178)	NOS 46-13-45.300N	124-01-27.900W
DELETE	South Jetty Z PT 2 OF 4; (Chart No. 1 F:14) (NOS NW-21178)	NOS 46-13-59.500N	124-02-33.600W
DELETE	South Jetty Z PT 3 OF 4; (Chart No. 1 F:14) (NOS NW-21178)	NOS 46-13-58.300N	124-02-49.400W
DELETE	South Jetty Z PT 4 OF 4; (Chart No. 1 F:14) (NOS NW-21178)	NOS 46-14-00.700N	124-04-05.600W
ADD	South Jetty Y PT 1 OF 5; (Chart No 1 F:14) (NOS NW-21178)	NOS 46-13-30.500N	124-00-39.400W
ADD	South Jetty Y PT 2 OF 5; (Chart No 1 F:14) (NOS NW-21178)	NOS 46-13-39.600N	124-01-04.200W
ADD	South Jetty Y PT 3 OF 5; (Chart No 1 F:14) (NOS NW-21178)	NOS 46-14-00.100N	124-02-35.000W
ADD	South Jetty Y PT 4 OF 5; (Chart No 1 F:14) (NOS NW-21178)	NOS 46-13-58.800N	124-02-45.700W
ADD	South Jetty Y PT 5 OF 5; (Chart No 1 F:14) (NOS NW-21178)	NOS 46-14-01.600N	124-04-07.000W

18521 74th Ed. 01-AUG-09 Last LNM: 07/12 NAD 83 09/12

ChartTitle: Columbia River Pacific Ocean to Harrington Point;Ilwaco Harbor

Main Panel 1737 COLUMBIA RIVER PACIFIC OCEAN TO HARRINGTON POINT. Page/Side: N/A

DELETE	South Jetty BB PT 1 OF 4; (Chart No. 1 F:14) (NOS NW-21178)	NOS 46-13-45.300N	124-01-27.900W
DELETE	South Jetty BB PT 2 OF 4; (Chart No. 1 F:14) (NOS NW-21178)	NOS 46-13-59.500N	124-02-33.600W
DELETE	South Jetty BB PT 3 OF 4; (Chart No. 1 F:14) (NOS NW-21178)	NOS 46-13-58.300N	124-02-49.400W
DELETE	South Jetty BB PT 4 OF 4; (Chart No. 1 F:14) (NOS NW-21178)	NOS 46-14-00.700N	124-04-05.600W
ADD	South Jetty AA PT 1 OF 5; (Chart No 1 F:14) (NOS NW-21178)	NOS 46-13-30.500N	124-00-39.400W
ADD	South Jetty AA PT 2 OF 5; (Chart No 1 F:14) (NOS NW-21178)	NOS 46-13-39.600N	124-01-04.200W
ADD	South Jetty AA PT 3 OF 5; (Chart No 1 F:14) (NOS NW-21178)	NOS 46-14-00.100N	124-02-35.000W
ADD	South Jetty AA PT 4 OF 5; (Chart No 1 F:14) (NOS NW-21178)	NOS 46-13-58.800N	124-02-45.700W
ADD	South Jetty AA PT 5 OF 5; (Chart No 1 F:14) (NOS NW-21178)	NOS 46-14-01.600N	124-04-07.000W

18524 37th Ed. 01-JUN-11 Last LNM: 06/12 NAD 83 09/12

ChartTitle: Columbia River Crims Island to Saint Helens

CHART OR-WA-COLUMBIA RIVER CRIMS ISLAND TO SAINT HELENS. Page/Side: N/A

ADD	Terminal 9 Light A NY Priv FL Y 4s	CGD13 at 46-05-59.900N	122-56-26.200W
ADD	Terminal 9 Light B NY Priv FL Y 4s	CGD13 at 46-05-59.400N	122-56-25.000W
ADD	Terminal 9 Light C NY Priv FL Y 4s	CGD13 at 46-05-58.600N	122-56-23.100W
ADD	Terminal 9 Light D NY Priv	CGD13 at 46-05-57.800N	122-56-21.000W

	FL Y 4s		
ADD	Terminal 9 Light E NY Priv FL Y 4s	CGD13 at 46-05-57.100N	122-56-18.600W
ADD	Terminal 9 Light F NY Priv FL Y 4s	CGD13 at 46-05-56.300N	122-56-16.500W
ADD	Terminal 9 Light G NY Priv FL Y 4s	CGD13 at 46-05-55.600N	122-56-14.900W
ADD	Terminal 9 Light H NY Priv FL Y 4s	CGD13 at 46-05-55.700N	122-56-13.600W
ADD	Terminal 9 Light J NY Priv FL Y 4s	CGD13 at 46-05-55.600N	122-56-12.400W

18526 59th Ed. 01-JUN-09 Last LNM: 07/12 NAD 83 09/12

ChartTitle: Port of Portland, Including Vancouver;Multnomah Channel-southern part

CHART OR - PORT OF PORTLAND, INCLUDING VANCOUVER. Page/Side: N/A

ADD	McCormick and Baxter Buoy A W Or C Priv	CGD13 at 45-34-33.750N	122-44-27.911W
ADD	McCormick and Baxter Buoy B W Or C Priv	CGD13 at 45-34-36.360N	122-44-34.670W
ADD	McCormick and Baxter Buoy C W Or C Priv	CGD13 at 45-34-39.034N	122-44-41.597W
ADD	McCormick and Baxter Buoy D W Or C Priv	CGD13 at 45-34-43.826N	122-44-47.534W
ADD	McCormick and Baxter Buoy E W Or C Priv	CGD13 at 45-34-47.186N	122-44-53.229W

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

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

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
None			

Proposed Change Notice(s)

WASHINGTON – WILLAPA BAY APPROACH – Willapa Bay Approach Lighted Whistle Buoy "W" reduction in intensity

The U.S. Coast Guard is proposing to change the nominal range of Willapa Bay Approach Lighted Whistle Buoy "W" (LLNR 715-15170) from five

(5) to four (4) nautical miles, to facilitate the installation of a LED lantern.

Charts: 18500 18504

LNM: 09/12

WASHINGTON – WILLPA BAY – Toke Point Jetty Light 3 reduction in nominal range

The U.S. Coast Guard is proposing to reduce the nominal range of Toke Point Jetty Light 3 (LLNR 15230) from five (5) to four (4) NM to facilitate the installation of a self-contained LED lantern.

Chart 18504

LNM: 07/12

WASHINGTON – PUGET SOUND – ELLIOTT BAY – Removal of Sound Signal from Duwamish Head Light

The U.S. Coast Guard is proposing to remove the Sound Signal from Duwamish Head Light (LLNR 16910) in Elliott Bay as it is no longer considered necessary for safe navigation of the waterway.

Charts: 18449 18450 18474

LNM: 07/12

SECTION VII - GENERAL

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

BRIDGE LIGHTING DISCREPANCIES

Lights on the following bridges have been reported extinguished:

Waterway	Bridge Name	Location	Status	Date reported	BNM
Columbia River	Maryhill-Briggs Bridge	Maryhill, WA	EXT	08/22/11	0804-11
Clearwater River	Camas Prairie Railroad Bridge	Lewiston, ID	R LTs EXT	08/30/11	0830-11
St. Joe River	St. Joe River Bridge	St. Maries, ID	EXT	08/30/10	No BNM
Willamette River	Lake Oswego RR Bridge	Lake Oswego, OR	EXT	06/30/10	0581-10
Willamette River	Salem Railroad Bridge	Salem, OR	EXT	06/27/11	0646-11
FDR Lake Columbia R.	Kettle Falls RR Bridge	Kettle Falls, WA	EXT	08/14/11	No BNM
Coos Bay	Coos Bay RR Bridge	North Bend, OR	EXT	12/09/11	1180-11

LNM: 09/12

BRIDGE LIGHTING DISCREPANCIES CORRECTED

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

Columbia River Hood River Bridge Hood River, OR

LNM: 09/12

OREGON – CAPE BLANCO TO YAQUINA HEAD – Temporary Buoy Deployed

A temporary yellow research lighted buoy with a flashing yellow 4 second light, FI Y 4s, has been deployed 2.6 NM west of Yaquina Head at 44-40-58.8N, 124-08-42.0W.

Charts: 18520 18580

LNM: 02/12

OREGON – YAQUINA BAY – Yaquina Bay Bridge paint and repair

The Yaquina Bay Bridge paint and repair project may reduce the vertical clearance by 10 feet in various locations underneath the bridge from 01 Apr 11 until 31 Oct 12. The work platforms and containment systems will be marked with yellow flashing lights.

Chart 18581

LNM: 13/11

COLUMBIA RIVER – LONGVIEW - Lewis and Clark Bridge painting

The Washington State Department of Transportation (WSDOT) has commenced painting on the Lewis and Clark Bridge superstructure over the Columbia River at RM 66.0 at Longview, WA. Painting will take place through the winter of 2013. Platforms and cables may be rigged seasonally, in one or more spans with work commencing on the center span. The vertical clearance will be reduced by five feet. For additional information, contact WSDOT at (360) 442-1369.

Chart 18524

LNM: 13/11

WASHINGTON – ELLIOTT BAY – DUWAMISH WATERWAY – Bridge Construction Through Feb 2013

Construction work will continue in the vicinity of the South Park Bridge on the Duwamish Waterway through the month of Feb 13. The waterway will be partially obstructed due to construction of concrete pillars and anchoring of barges. Mariners use caution and slowest speed while transiting the South Park Bridge area. Complete blockage may occur and will be announced separately.

Chart 18450

LNM: 29/11

WASHINGTON – DUWAMISH WATERWAY – Voluntary Avoidance of Opening of Spokane Street Bridge During Rush Hours

The City of Seattle Department of Transportation is requesting that vessel traffic voluntarily avoid requesting openings of the Spokane Street Swing Bridge over the Duwamish Waterway, mile 0.3, during the hours of 1500 to 1800, Monday through Friday, until Sep 12. This voluntary avoidance of openings is requested to accommodate roadway traffic that has been diverted from the high-level Spokane Street Bridge to the lower Spokane Street swing bridge because of on-going construction on the Spokane Street Viaduct access ramps. Vessels needing an opening of the bridge between 1500 to 1800 during the weekday are requested to provide advance notice if possible so that street traffic may be alerted to

WASHINGTON – DUWAMISH WATERWAY – Voluntary Avoidance of Opening of Spokane Street Bridge During Rush Hours

openings of the bridge. For more information contact the City of Seattle Department of Transportation at (206) 684-3897 or visit the website: <http://www.seattle.gov/transportation/spokanastreet.htm>.

Chart 18450

LNM: 02/12

WASHINGTON – TACOMA HARBOR – THEA FOSS WATERWAY – 11th Street South Bridge – Special Bridge Notice

The 11th Street South Bridge across the Thea Foss Waterway, also known as City Waterway, RM 0.6, at Tacoma, WA, will be lowered to the closed position on 14 Nov 11, to facilitate a major rehabilitation project. The bridge will be in the closed position through 30 Apr 12. During this maintenance period the bridge need not open to marine traffic except as noted in this article. During this maintenance period the bridge will be opened for one weekend, to be determined, in Apr 12. The bottom of bridge is fitted with a debris containment system and while in the closed position provides 57 feet of vertical clearance above mean high water. Vessels which are able to pass beneath the bridge will be allowed to do so during this maintenance period. The project manager for the City of Tacoma is Mr. Tom Rutherford at (253) 591-5767. The Coast Guard Bridge Administrator is Mr. Randall Overton at (206) 220-7282.

Chart 18453

LNM: 43/11

OREGON – WILLAMETTE RIVER – PORT OF PORTLAND - Morrison Bridge Special Bridge Notice

The USCG has issued a deviation to the operation of the Morrison Bridge across the Willamette River, at RM 12.8. This deviation allows the Morrison Bridge to operate with single leaf openings from 01 Dec 11 through 27 May 12. The bridge will promptly open a single leaf when at least two (2) hours of advanced notice for an opening is given. This deviation is needed to facilitate major maintenance and rehabilitation of the bridge. During this maintenance period a debris containment system will be attached to the inoperable bascule leaf and will reduced the vertical clearance under the inoperable leaf up to eight (8) ft. Vessels which do not require a bridge opening may continue to transit beneath the bridge during this deviation period. An assist tug will be provided for larger vessels when maneuvering is constrained by the limited opening. The Multnomah County point of contact is Mr. Kenneth Huntley at (503) 988-3757 x 243, and the USCG Bridge Administrator is Mr. Randall Overton (206)-220-7282.

Chart 18526

LNM: 47/11

OREGON – WILLAMETTE RIVER – Sellwood Bridge construction

The Sellwood Bridge at RM 16.6 on the Willamette River is under construction for replacement from Dec 11 to Mar 15. A no wake zone is in effect within five hundred feet (500') of the bridge. Mariners are advised to use caution and slow to no wake at idle speed. The marked navigable channel at the bridge has been relocated. Mariners are cautioned to observe the temporary navigation buoys and bridge navigation lighting and comply with the exclusion established by both the buoys and signage.

Chart 18526

LNM: 47/11

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

The USACE, Walla Walla and Portland Districts have implemented the winter seasonal lockage schedule from 16 Sep 11 to 14 May 12 for the passage of recreational craft through the navigation locks. Winter recreational vessel lockage will be made during daylight hours only, on request at each of the Walla Walla District locks. Commercial traffic continue to have lockage precedence over recreational traffic, however, at the discretion of the lock operator, recreational vessels may be allowed to lock through with commercial vessels. A reminder for all vessel owner/operators, locking through the locks is at your own risk, and everyone in a vessel must wear a PFD during lockage. For additional information about specific closure dates for individual locks, visit the following website:

<http://www.nww.usace.army.mil/html/offices/op/t/navdata/> or contact the USACE Walla Walla District at (509) 527-7115 / 7111.

Charts: 18532 18535 18541 18545 18546 18547 18548

LNM: 37/11

COLUMBIA RIVER – SNAKE RIVER – 2012 Annual Maintenance Lock Closure

The USACE annual maintenance lock closure is scheduled during March 2012. The Lower Monumental wall repair requires some additional lock closure time to prep for the repairs. During the week prior to the annual maintenance, between 27 Feb 12 and 02 Mar 12, the Lower Monumental lock will be closed to river traffic between 0600 until 1800, and open for lockage from 1800 until 0600 local time each day. The navigation lock maintenance closures are:

Project	Closes	Reopens
McNary (RM 292)	0600, 06 Mar 12	1800, 20 Mar 12
Ice Harbor (RM 9.7)	0600, 06 Mar 12	1800, 27 Mar 12
Lower Monumental (RM 41.6)	0600, 27 Feb 12 – 02 Mar 12	1800, 27 Feb 12 - 02 Mar 12
	0600, 06 Mar 12	1800, 27 Mar 12
Little Goose (RM 70.3)	0600, 06 Mar 12	1800, 27 Mar 12
Lower Granite (RM 107.3)	0600, 06 Mar 12	1800, 27 Mar 12

LNM: 51/11

OREGON – CAPE BLANCO TO YAQUINA HEAD – Heceta Head Lighthouse Restoration Project

Heceta Head Lighthouse (LLNR 635) will be extinguished for approximately two years for the Heceta Head Lighthouse Restoration Project, that began on 01 Jan 12. The project will involve replacing the electrical system in the lighthouse. More information can be found at: heceta.h.lighthouse@state.or.us.

Chart 18580

LNM: 03/12

OREGON – CHETCO RIVER ENTRANCE DAYBEACON 9 – TRUB Is Missing

The temporarily buoy that replaced Chetco River Entrance Daybeacon 9 (LLNR 8635) was washed away and is missing. The USCG plans to reconstruct a new lighted beacon at the location of the destroyed Daybeacon 9 in April of 2012.

Chart 18602

LNM: 02/12

COLUMBIA RIVER – BAKER BAY WEST CHANNEL – Shoaling reported

The USACE conducted a survey in Baker Bay West Channel, WA on the Columbia River on 12 Sep 11. Severe shoaling has been found between Baker Bay West Channel Daybeacon 6 (LLNR 14430) and Baker Bay West Channel Daybeacon 7 (LLNR 14435). The survey indicates shoaling ranges from 0 to 5 ft on the north side of the channel. The controlling depths for this area are between 12 and 15 ft. Mariners are advised to transit on the south side of the channel in this area.

The survey also found shoaling between Baker Bay Channel Light 8 (LLNR 14440) and Baker Bay Channel Light 10 (LLNR 14450). The controlling depths for this area is 12 to 15 feet, but the survey indicates an average depth between 5 feet to 10 feet with the shallowest depths concentrated IVO Baker Bay West Channel Daybeacon 9 (LLNR 14445) of 5 feet center channel.

All mariners should exercise caution when transiting IVO Baker Bay West Channel Daybeacon 6 (LLNR 14430) to Baker Bay West Channel Light 10 (LLNR 14450), especially during periods of low tide. For more information, contact Mr. Mike Ott with the USACE at (503) 808-4348.

Chart 18521

LNM: 39/11

COLUMBIA RIVER – CATHLAMET CHANNEL – Severe Shoaling

During an Aids to Navigation verification, the USCG discovered increased shoaling inside the Cathlamet Channel IVO Buoy 5 (LLNR 10543). Depths up to two feet were observed around Buoy 5. Note the chart correction "Shoaling Rep 2001" IVO Buoy 5 on chart 18523. Depths shallower than charted were observed between Buoys 5 and 7. Mariners are urged to transit the area at high tide and use extreme caution.

Chart 18523

LNM: 36/11

COLUMBIA RIVER – BONNEVILLE POOL – Severe Shoaling IVO the White Salmon River Entrance (revised from LNM 49/11)

Severe shoaling has been reported at RM 169 IVO the entrance to the White Salmon River and west of Bonneville Pool Light 35 (LLNR 11925). Bonneville Temporary Buoy 33 (no LLNR) has been set at approximate position 45-43.612N, 121-31-433W showing a quick flashing green (Q G). All mariners exercise caution when operating in the area.

Chart 18532

LNM: 50/11

COLUMBIA RIVER – BONNEVILLE TO THE DALLES – BONNEVILLE POOL – Vessel Grounding (revised from LNM 31/11)

The grounded barge previously reported anchored parallel to the Washington side of the Columbia River at RM 176.7, has sunk. Depths of 12 to 20 feet have been reported over the barge. A temporary green buoy labeled 'WK' with a quick green flashing (QG) light has been placed at approximate position 45-40-57.612N 121-15-23.880W to mark the wreck. Mariners should exercise caution when transiting the area.

Chart 18532

LNM: 41/11

SNAKE RIVER – LAKE SACAJAWEA – Obstruction to navigation between RM 7 and 8 (Revised from LNM 08/10)

A large rock shelf has been discovered on the north side of the navigation channel between RM 7 and 8 of the Snake River. This rock shelf is submerged and is extending into the navigable channel up to 15 feet in some areas, and lowered the depth of the navigation channel edge to 10 feet in some areas. Mariners are advised to use caution when transiting this area and avoid the northern edge of the navigation channel.

Chart 18545

LNM: 11/10

OREGON – WASHINGTON – Japan Tsunami Marine Debris

Debris from the March 2011 tsunami in Japan has been sighted with satellite imagery and aerial photos in the Pacific Ocean. NOAA has used models to predict when the washed away debris may approach landfall on the coast. The results show the debris could make the coast in 2013. To read more of the report, or follow any updates, visit NOAA's web site at: <http://marinedebris.noaa.gov/info/japanfaqs.html>.

LNM: 03/12

WASHINGTON – APPROACHES TO STRAIT OF JUAN DE FUCA – LaPush Lighted Research Buoy

University of Washington has placed a subsurface research buoy off the Washington coast near LaPush at 47-57-51.180N, 124-56-53.880W. The buoy is 50 feet below the surface, and fishing vessels are requested to operate no closer than 300 yards of the deployed position. Contact John Mickett at (206) 897-1795, or email jmickett@apl.washington.edu.

Chart 18460

LNM: 34/11

WASHINGTON – ROSARIO STRAIT – Belle Rock Sector Light Destroyed (revised from LNM 43/11)

Belle Rock Sector Light (LLNR 19395), has been destroyed and replaced by a lighted isolated danger buoy marked 'BR' with a white light flashing twice every five seconds (FI (2) W 5s) in position 48-29-36.517N, 122-44-56.466W. The buoy is set 302 yards at 078.3 degrees east of Belle Rock, in 100 feet of water. The buoy has been named Belle Rock Lighted Isolated Danger Buoy "BR" (LLNR 19397).

Charts: 18421 18429

LNM: 45/11

WASHINGTON – ADMIRALTY INLET AND PUGET SOUND TO SEATTLE – WEST POINT – Temporary Buoy

A temporary yellow research lighted buoy has been deployed off of West Point in position 47-39-29.160N 122-26-25.680W. The buoy is marked with a yellow light flashing every four seconds (FI Y 4s). For more information contact Mr. Ken Rhinefrank at Columbia Power Technologies (541) 737-7875 or Mr. Brad Lamb at (434) 817-8799.

Chart 18449

LNM: 08/11

WASHINGTON – ELLIOTT BAY – DUWAMISH WATERWAY – South Park Bridge Buoys

Three yellow buoys, with a yellow light flashing every four seconds (FI Y 4s), have been placed in the Duwamish Waterway until 01 Apr 13. Lighted Buoy 'F' is at 47-31-48.972N, 122-18-54.674W; Lighted Buoy 'G' is at 47-31-44.003N, 122-18-50.400W; Lighted Buoy 'H' is at: 47-31-45.516N, 122-18-48.240W. More buoys will be placed in the waterway in the near future. For additional information, please call (206) 786-9327 or (206) 391-2032.

Chart 18450

LNM: 46/11

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – SWINOMISH CHANNEL – Reported shoaling (Revised from LNM 27/11)

Numerous soundings of shoaling in the Swinomish Channel have been reported. The primary locations for the shoaling have been from the Swinomish Channel South Entrance, north to the vicinity of La Conner, WA, with the most extreme shoaling occurring between Swinomish Channel South Entrance Buoy 1 (LLNR 18785) and Goat Island. Some depths have been reported as two (2) feet less than the charted depths. Mariners are advised to use caution when transiting this waterway due to the reported shoaling.

Charts: 18421 18427

LNM: 39/11

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
565 8595	<i>Chetco River Approach Lighted Whistle Buoy CR</i>	42-01-40.233N 124-17-01.746W	Mo (A) W		4	Red and white stripes.	No topmark will be shown on this aid as required by IALA standards due to weather.
8595 565	<i>Chetco River Approach Lighted Whistle Buoy CR</i>	42-01-40.233N 124-17-01.746W	Mo (A) W		4	Red and white stripes.	No topmark will be shown on this aid as required by IALA standards due to weather.
10815.1	TERMINAL 9 LIGHT A	46-05-59.900N 122-56-26.200W	Fl Y 4s			NY on dolphin.	Private aid. 09/12
*	*	*	*	*	*	*	*
10815.2	TERMINAL 9 LIGHT B	46-05-59.400N 122-56-25.000W	Fl Y 4s			NY on dolphin.	Private aid. 09/12
*	*	*	*	*	*	*	*
10815.3	TERMINAL 9 LIGHT C	46-05-58.600N 122-56-23.100W	Fl Y 4s			NY on dolphin.	Private aid. 09/12
*	*	*	*	*	*	*	*
10815.4	TERMINAL 9 LIGHT D	46-05-57.800N 122-56-21.000W	Fl Y 4s			NY on dolphin.	Private aid. 09/12
*	*	*	*	*	*	*	*
10815.5	TERMINAL 9 LIGHT E	46-05-57.100N 122-56-18.600W	Fl Y 4s			NY on dolphin.	Private aid. 09/12
*	*	*	*	*	*	*	*
10815.6	TERMINAL 9 LIGHT F	46-05-56.300N 122-56-16.500W	Fl Y 4s			NY on dolphin.	Private aid. 09/12
*	*	*	*	*	*	*	*
10815.7	TERMINAL 9 LIGHT G	46-05-55.600N 122-56-14.900W	Fl Y 4s			NY on dolphin.	Private aid. 09/12
*	*	*	*	*	*	*	*
10815.8	TERMINAL 9 LIGHT H	46-05-55.700N 122-56-13.600W	Fl Y 4s			NY on dolphin.	Private aid. 09/12
*	*	*	*	*	*	*	*
10815.9	TERMINAL 9 LIGHT J	46-05-55.600N 122-56-12.400W	Fl Y 4s			NY on dolphin.	Private aid. 09/12
*	*	*	*	*	*	*	*
14930	McCormick and Baxter Buoy A	45-34-33.750N 122-44-27.911W				White and orange can.	Private aid. 09/12
*	*	*	*	*	*	*	*
14931	McCormick and Baxter Buoy B	45-34-36.360N 122-44-34.670W				White and orange can.	Private aid. 09/12
*	*	*	*	*	*	*	*

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
14932	McCormick and Baxter Buoy C	45-34-39.034N 122-44-41.597W				White and orange can.	Private aid. 09/12
*	*	*	*	*	*	*	*
14933	McCormick and Baxter Buoy D	45-34-43.826N 122-44-47.534W				White and orange can.	Private aid. 09/12
*	*	*	*	*	*	*	*
14934	McCormick and Baxter Buoy E	45-34-47.186N 122-44-53.229W				White and orange can.	Private aid. 09/12
*	*	*	*	*	*	*	*
15847.1	ABERDEEN PONTOON BASIN LIGHT A	46-57-43.522N 123-49-54.736W	FI Y 2s			NY on steel dolphin.	Private aid. 09/12
*	*	*	*	*	*	*	*
15847.2	ABERDEEN PONTOON BASIN LIGHT B	46-57-45.355N 123-49-56.226W	FI Y 2s			NY on steel dolphin.	Private aid. 09/12
*	*	*	*	*	*	*	*
15847.3	ABERDEEN PONTOON BASIN LIGHT C	46-57-46.859N 123-49-57.467W	FI Y 2s			NY on steel dolphin.	Private aid. 09/12
*	*	*	*	*	*	*	*
15847.4	ABERDEEN PONTOON BASIN LIGHT D	46-57-46.192N 123-49-54.691W	FI Y 2s			NY on steel dolphin.	Private aid. 09/12
*	*	*	*	*	*	*	*
15847.5	ABERDEEN PONTOON BASIN LIGHT E	46-57-45.638N 123-49-53.721W	FI Y 2s			NY on steel dolphin.	Private aid. 09/12
*	*	*	*	*	*	*	*

PUBLICATION CORRECTIONS

None

ENCLOSURES

Enclosure 1

OREGON - WASHINGTON - COLUMBIA RIVER - Dredging Operations

LNM: 09/12

Enclosure 2

OREGON - PORTLAND and WASHINGTON - SEATTLE - Marine Events

LNM: 09/12

Enclosure 3

Safety and Security Zones

LNM: 09/12

Enclosure 4

U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2012 (44th) Edition. Change No. 04 through 07.

LNM: 09/12

Enclosure 5

Notice of Safety Zone Establishment by Order of the Captain of the Port Columbia River

LNM: 08/12

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

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

OREGON - WASHINGTON - COLUMBIA RIVER – Dredging Operations

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

Start Date	End Date	Times	Location	Dredge Vessel	Assist Vessel	Channels Monitored	Disposal Area	LNM
23 Feb 12	28 Feb 12	Mon-Sun 24 Hours	Columbia River, Lower Vancouver Bar (RM 103 to 104)	Yaquina	None	13 and 16 VHF-FM	Columbia River, RM 101	08/12
29 Feb 12	23 Mar 12	Mon-Sun 0600 to 1800	Columbia River, Bonneville Lock and Dam (RM 146)	Heidi Renee	Norton Bay and Lowren 'M'	13 and 16 VHF-FM	None	09/12
03 Mar 12	07 Mar 12	Mon-Sun 24 Hours	Columbia River, Willow Bar (RM 95 to 97)	Essayons	None	13 and 16 VHF-FM	Columbia River, RM 95 to 97	08/12
05 Mar 12	15 Mar 12	Mon-Fri daylight hrs	Anacortes, WA, Skyline Marina	Justin	None	13 & 5A VHF-FM	Rosario Strait	09/12

*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.

SECTOR COLUMBIA RIVER MARINE EVENTS

EVENT DATE	TIME	EVENT NAME	EVENT LOCATION	SPONSOR
4-5 Mar 12	0600-1800	Winter Walleye Classic	Columbia River at Richland, WA	Walleye Anglers Unlimited POC: Steve Lee
31 Mar 12	1200-1330	Awakening of the Dragon Eye Dotting Opening Ceremony	Willamette River-Between the Marquam and Hawthorne Bridges in Portland, OR	Portland-Kaosiung Sister City Association POC: Tom Crowder
16-17Apr 12	1000-1500	2012 World Jet Boat Marathon	Snake River	Salmon River Jet Boat Boat Races POC: Kim Friend
21 & 22 Apr 12	0600-1800	Club Tournament	Lake Wallula, OR	Columbia Basin Bass Club POC: Gene Hooker
05 May 12	1100-1500	Columbia Yachting Association Opening Day Parade	Columbia River, OR	COLUMBIA RIVER YACHTING ASSOCIATION POC: Larry Justice
16 May 12	0600-1600	Oregon Bass Federation	Bonneville Pool on the Columbia River, OR	Oregon Bass Federation POC: Jason Hooper
9-10 Jun 12	0700-1800	Portland Rose Festival Dragon Boat Races	Willamette River-Between the Marquam and Hawthorne Bridges in Portland, OR	Portland-Kaosiung Sister City Association POC: Tom Crowder
27 & 28 Jul 12	0600-1800	Ilwaco Tuna Classic	Ilwaco, WA	Oregon Tuna Classic POC: Dean Ferguson
July 29, 2012	1100-1500	The Big Float	West side of the Marquam Bridge to the East side of the Hawthorne Bridge in Portland, Or	Willamette Riverkeeper POC: Will Levenson/Kate Ross
04 Aug 12	0600-1600	Youth Tournament	Lake Wallula, WA	Oregon Bass Federation POC: Jason Hooper
25-26 Aug 12	0600-1600	Club Tournament	Lake Wallula, WA	Oregon Bass Federation POC: Jason Hooper
13-14 Oct 12	0600-1600	Couples Tournament	Lake Wallula, WA	Oregon Bass Federation POC: Jason Hooper

SECTOR PUGET SOUND MARINE EVENTS

EVENT DATE	TIME	EVENT NAME	EVENT LOCATION	SPONSOR
4, 18 Mar 1, 15 Apr 12	1200 - 1500	Annual Frostbite Series	Edmonds	Corinthian Yacht Club of Edmonds
3, 24, 31 Mar 7, 21, 28 Apr 12	1000 - 1800	Sailboat Racing	Budd Inlet	South Sound Sailing Society
3-Mar-12	1015 - 1330	Bellingham Bay Rough Water Race	Bellingham, WA	Sound Rowers
3-Mar-12	1130 - 1530	Boomerang	Lake Washington	Meydenbauer Bay Yacht Club
10-Mar-12	0900 - 2400	WSCYC Around Bainbridge Island Race	Port Orchard, Sinclair Inlet	WSCYC
11-Mar-12	0900 - 1800	BYC Spring Club Race	Dyes Inlet	Bremerton Yacht Club
17-Mar-12	1000 - 1900	Gig Harbor Yacht Club Islands Race	Gig Harbor, Blake Island	Gig Harbor Yacht Club
24-Mar-12	0900 - 1600	Smith Island Race	Padilla Bay	Anacortes Yacht Club
24, 25 Mar 12	1100 - 2400	Patos Island Classic Race	Sidney, BC to Patos Island	Sidney North Saanich Yacht Club
31 Mar 6, 13, 20, 27 Apr12	1200 - 1600	Wooden Boat Spring Whitecap Series	Port Townsend Bay	Port Townsend Sailing Association
7-Apr-12	0900 - 2000	WSCYC Rich Passage Ramble	Port Orchard, Sinclair Inlet	WSCYC
14-Apr-12	0900 - 1800	WSCYC Single Hand Race	Port Orchard, Sinclair Inlet	WSCYC
14-Apr-12	0945 - 1400	Sound Rowers' Jetty Island Race	Everett Harbor	Sound Rowers
14-Apr-12	1100 - 1700	STYC Blakely Rock Benefit Race	Shilshole Bay	Sloop Tavern Yacht Club
14, 15 Apr 12	0900 - 1600	Tulip Regatta	Padilla Bay	Anacortes Yacht Club
21, 22 Apr 12	0900 - 1600	Sucia Island Race	Padilla Bay	Anacortes Yacht Club
28, 29 Apr 12	1000 - 1700	14th Annual Semiahmoo Bay International Regatta	Semiahmoo / Boundary Bay	International Yacht Club of BC

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.

Publication - National Ocean Service - U.S. Coast Pilot 7, covers the rugged United States coast of California, Oregon and Washington, between Mexico on the south and Canada's British Columbia on the north. Coast Pilot 7 also includes Hawaii and other United States territories in the South Pacific., 2012 (44th) Edition.

Chapter 2 , Table, Paragraph: 1637 , read:

TABLE 110.224(d)(1)			
Anchorage Number	General Location	Purpose	Specific Regulations
4	San Francisco Bay	General	Notes a, b.
5	do	do	Do.
6	do	do	Note a.
7	do	do	Notes a, b, c, d, e.
8	do	do	Notes a, b, c.
8A	do	do	Notes a, b, c, d, e, j, n.
9	do	do	Notes a, b, m.
10	do	Naval	Note a.
12	do	Explosives	Notes a, f.
13	do	do	Notes a, e, g.
14	do	do	Notes a, f, h.
18	San Pablo Bay	General	
19	do	do	Note b.
20	do	do	
21	do	Naval	
22	Carquinez Strait	General	
23	Benicia	General	Notes c, d, e, l.
24	Carquinez Strait	General	Note j.
26	Suisun Bay	do	Note k.
27	do	do	
28	San Joaquin River	do	
30	do	Explosives	

Notes

a. When sustained winds are in excess of 25 knots each vessel greater than 300 gross tons using this anchorage shall maintain a continuous radio watch on VHF channel 13 (156.65 MHz) and VHF channel 14 (156.70 MHz). This radio watch must be maintained by a person who fluently speaks the English language.

b. Each vessel using this anchorage may not project into adjacent channels or fairways.

c. This anchorage is primarily for use by vessels requiring a temporary anchorage waiting to proceed to pier facilities or other anchorage grounds. This anchorage may not be used by vessels for the purpose of loading any dangerous cargoes or combustible liquids unless authorized by the Captain of the Port.

d. Each vessel using this anchorage shall not remain for more than 12 hours unless authorized by the Captain of the Port.

e. Each vessel using this anchorage shall be prepared to move within 1 hour upon notification by the Captain of the Port.

f. The maximum total quantity of explosives that may be on board a vessel using this anchorage shall be limited to 3,000 tons unless otherwise authorized with the written permission of the Captain of the Port.

g. The maximum total quantity of explosives that may be on board a vessel using this anchorage shall be limited to 50 tons except that, with the written permission of the Captain of the Port, each vessel in transit, loaded with explosives in excess of 50 tons, may anchor temporarily in this anchorage provided that the hatches to the holds containing explosives are not opened.

h. Each vessel using this anchorage will be assigned a berth by the Captain of the Port on the basis of the maximum quantity of explosives that will be on board the vessel.

i. [Reserved]

j. Each vessel using this anchorage shall promptly notify the Captain of the Port, upon anchoring and upon departure.

k. See §162.270 of this title establishing restricted areas in the vicinity of the Maritime Administration Reserve Fleet.

l. Vessels using this anchorage must exceed 15 feet draft, have engines on standby, and have a pilot on board.

m. Any vessel anchoring in a "dead-ship" status shall have one assist tug of adequate bollard pull on standby and immediately available (maximum of 15 minute response time) to provide emergency maneuvering. When the sustained winds are 20 knots or greater, or when the wind gusts are 25 knots or greater, the tug must be alongside.

n. This temporary anchorage will be activated by VTS San Francisco when Anchorages 8 and 9 are at capacity and additional anchorage capacity in the vicinity of Alameda is required. VTS will notify a vessel that this temporary anchorage is activated and available for use when Anchorages 8 and 9 are full, and a vessel requests permission from VTS to anchor in Anchorage 8 or 9.

(33 CFR 110.224)

Chapter 2 , Paragraph Header, Paragraph: 3633 , read:

§165.1154 Security Zones; Moored Cruise Ships, San Pedro Bay, CA.

(FR 1/9/12)

Chapter 2 , Paragraphs 3634-3637, read:

(b) *Location.* The following areas are security zones: All navigable waters, extending from the surface to the sea floor, within a 100-yard radius around any cruise ship that is located within the San Pedro Bay area landward of the sea buoys bounding the port of Los Angeles or Port of Long Beach or designated anchorages within 3 nautical miles seaward of the Federal Breakwaters.

(FR 1/9/12)

Chapter 2 , Paragraph 3638 , read:

(c) *Regulations.* Under regulations in 33 CFR part 165, subpart D, a person or vessel may not entry into or remain in the security zones created by this section unless authorized by the Coast Guard Captain of the Port, Los Angeles—Long Beach (COTP) or a COTP designated representative.

(FR 1/9/12)

Chapter 2 , Paragraph 3639 , read:

(1) Persons desiring to transit these security zones may contact the COTP at telephone number 310–521–3801 or on VHF–FM channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(FR 1/9/12)

Chapter 2 , Paragraphs 3640-3641, read:

(2) When a cruise ship approaches within 100 yards of a vessel that is moored, or anchored, the stationary vessel must stay moored or anchored while it remains within the cruise ship's security zone unless it is either ordered by, or given permission from, the COTP Los Angeles-Long Beach to do otherwise.

(FR 1/9/12)

Publication - National Ocean Service - U.S. Coast Pilot 7, covers the rugged United States coast of California, Oregon and Washington, between Mexico on the south and Canada's British Columbia on the north. Coast Pilot 7 also includes Hawaii and other United States territories in the South Pacific., 2012 (44th) Edition.

Corrections

Chapter 2, Paragraph: 163, read:

(7) Disturbing marine mammals or seabirds by flying motorized aircraft at less than 1,000 feet over the waters within one nautical mile of any Island, except to engage in kelp bed surveys or to transport persons or supplies to or from an Island. Failure to maintain a minimum altitude of 1,000 feet above ground level over such waters is presumed to disturb marine mammals or seabirds.

(FR 1/26/12)

of 2,000 feet above ground level over any such waters is presumed to disturb marine mammals or seabirds.

(FR 1/26/12)

Chapter 2, Paragraph: 356, read:

(8) Disturbing marine mammals or seabirds by flying motorized aircraft at less than 1,000 feet over the waters within one nautical mile of the Farallon Islands, Bolinas Lagoon, or any ASBS, except to transport persons or supplies to or from the Islands or for enforcement purposes. Failure to maintain a minimum altitude of 1,000 feet above ground level over such waters is presumed to disturb marine mammals or seabirds.

(FR 1/26/12)

Chapter 2, Paragraph: 733, read:

(6) Disturbing marine mammals or seabirds by flying motorized aircraft, except as necessary for valid law enforcement purposes, at less than 1,000 feet above any of the four zones within the Sanctuary described in Appendix B to this subpart. Failure to maintain a minimum altitude of 1,000 feet above ground level above any such zone is presumed to disturb marine mammals or seabirds.

(FR 1/26/12)

Chapter 2, Paragraph: 922, read:

(7) Disturbing marine mammals or seabirds by flying motorized aircraft at less than 2,000 feet over the waters within one nautical mile of the Flattery Rocks, Quillayute Needles, or Copalis National Wildlife Refuges or within one nautical mile seaward from the coastal boundary of the Sanctuary, except for activities related to tribal timber operations conducted on reservation lands, or to transport persons or supplies to or from reservation lands as authorized by a governing body of an Indian tribe. Failure to maintain a minimum altitude

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Corrections

Chapter 7, Paragraph: 139, read:

The principal approach to San Francisco Bay is through the buoyed **Main Ship Channel** over the bar on bearing **070°** toward Alcatraz Light. The project depth is 55 feet in the 2,000-foot wide channel. (See Notice to Mariners and latest edition of chart for controlling depths.) A wreck covered 62 feet lies near the middle of the channel at 37°47'23"N., 122°33'16"W.

(H 12112; DD 20159)

Chapter 7, Paragraph: 331, read:

San Rafael Creek, 1.8 miles NW of Point San Quentin, is used by many small craft basing at the city of **San Rafael**. A dredged channel leads across the flats of **San Rafael Bay** into San Rafael Creek to the Grand Avenue bridge, about 1.2 miles above the mouth; a turning basin is on the S side of the channel just below the bridge. In 2011, the controlling depth was 2 feet at midchannel from the channel entrance to mouth of the creek, thence 2 feet at midchannel to turning basin, with 2 feet in the basin. The channel entrance is marked by lights and a **293°** lighted range. The overhead power cables near the entrance to the creek have a clearance of 125 feet. The Grand Avenue Bridge has a 30-foot fixed span with a clearance of 4 feet.

(DD 21202)

Chapter 10, Paragraph: 221, read:

Sellwood fixed highway bridge, 14.5 (16.7) miles above the mouth, is under construction (2011). Consult Local Notice to Mariners or USCG for latest conditions. A public mooring is on the E side of the river at a park just N of the bridge. A repair facility is directly across the river from the park; gasoline, water, and a launching ramp are available. A lift to 7 tons are available for all types of repairs to light-draft boats.

(L 1594-2011; LNM 47/11 CG13)

Chapter 13, Paragraph: 47, read:

A floating security barrier, marked by private lights, surrounds a naval restricted area in the E part of the harbor off **Walan Point** on **Indian Island** (48°04'18"N., 122°44'47"W.). (See **334.1270**, chapter 2, for limits and regulations.)

(DD 21193; LNM 48/11 CG13)

Chapter 13, Paragraph: 268, read:

Bangor Wharf on the E side of the canal, 3.5 miles S of Thorn-dyke Bay, is the property of the Bangor U.S. Naval Submarine Base. A naval restricted area, marked by a floating barrier and private lights, surrounds the wharf and other naval docking facilities along the E side of Hood Canal. Keyport Naval Undersea Warfare Engineering Station, 0.9 mile SSW of Bangor Wharf, is also within the restricted area. (See **334.1220**, chapter 2, for limits and regulations.) Naval security zones are adjacent to the Naval Submarine Base. (See **§165.1302 and §165.1311**, chapter 2, for limits and regulations.) A 500-foot radio tower, marked by red aircraft warning lights, is on Bangor Wharf and is prominent. A 459-foot red and white radio tower, marked by red aircraft warning lights, is on the wharf 0.3 mile NNE of Bangor Wharf; this tower is also prominent. It is reported that vessels southbound from Hood Canal Bridge can use the towers as a **200.6°** range. Strong currents are in the vicinity of the piers at Keyport Naval Undersea Warfare Engineering Station.

(DD 21194; LNM 48/11 CG13)

Publication - National Ocean Service - U.S. Coast Pilot 7, covers the rugged United States coast of California, Oregon and Washington, between Mexico on the south and Canada's British Columbia on the north. Coast Pilot 7 also includes Hawaii and other United States territories in the South Pacific., 2012 (44th) Edition.

Corrections

Chapter 4, Paragraph: 5, read:

Submerged submarine operations are conducted at various times in the waters off the coast of southern California; proceed with caution. (For information on submarine emergency identification signals, see chapter 1.)

(L 1372-2011)

Chapter 10, Paragraph: 178, read:

Multnomah Channel is a 19-mile waterway separated from the Columbia River near Saint Helens and from the Willamette River near Portland by **Sauvie Island**. A power cable about midway through the channel has a clearance of 100 feet. A fixed highway bridge, near the S end, has a clearance of 79 feet. There are several full service marinas and yacht clubs along the channel. Covered berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, launching ramps, and pump-out stations are available. Hull, engine, and electronic repairs can be made and an 80-ton marine lift and 60-ton marine railway are available. There are several houseboats along the channel, and most of the channel S of **Coon Island**, is designated a **no wake zone**.

(L 195-2012)

Chapter 14, Paragraph: 15, read:

Submerged submarine operations are conducted at various times in this area; proceed with caution. (For information on submarine emergency identification signals, see chapter 1.)

(L 1372-2011)

Chapter 15, Paragraph: 119, read:

The restricted area of a **Firing Danger Zone** extends offshore about 1 mile S of Orote Point and off the SW coast of the island. (See **33 CFR 334.1420**, chapter 2, for limits and regulations.) An acoustic range facility is S of the restricted area and a submarine operating area surrounds most of the island. Submerged submarine operations are conducted at various times in these waters; proceed with caution. (For information on submarine emergency identification signals, see chapter 1.)

(L 1372-2011)

U.S. Department of
Homeland Security

United States
Coast Guard



Captain of the Port
United States Coast Guard
Sector Columbia River

2185 SE 12th Place
Warrenton, OR 97146
Phone: 503-861-6200
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16600

FEB 03 2012

NOTICE OF SAFETY ZONE ESTABLISHMENT BY ORDER OF THE CAPTAIN OF THE PORT COLUMBIA RIVER, WARRENTON, OR

SITUATION: The Coast Guard is establishing a temporary safety zone, Title 33, Code of Federal Regulations, Section 165.T13-201 (FR Doc No: 2011-0532), in the Columbia River, Longview, WA located at the new Export Grain Terminal facility. Entry into this temporary safety zone is prohibited unless authorized by the Captain of the Port (COTP) Columbia River, OR, or his designated representative. This order is issued under the authority of the Magnuson Act, Title 50, U. S. Code section 191, *et. Seq.*, the Ports and Waterways Safety Act, Title 33, U. S. Code, section 1221 *et. Seq.*, and the regulations issued in Title 33, Code of Federal Regulations Parts 6 and 165.

PHYSICAL BOUNDARIES: The following area is established as a safety zone: The waters of the Columbia River enclosed by Washington bank of the river and three lines: line one starting at 45-06'01"N/ 122-56'25"W then heading 250 yards offshore to 46-05'55"N/ 122-56'30"W then heading up river 825 yards to 46-05'46"N/ 122-56'00"W the ending 300 yards to the shoreline at 46-05'54"N/ 122-55'53"W.

Geographically this rule will cover all waters of the Columbia River between the navigable channel and the Export Grain Terminal in Longview, WA.

REASON FOR ISSUANCE: This safety zone is being implemented to ensure that the anticipated protest activities associated with the opening of the Export Grain Terminal to maritime traffic does not result in hazardous navigation conditions in the area of terminal's piers and wharves.

DURATION: This rule is effective from 12:01 A.M. on the date of its publication in the Federal Register until 12:01 A.M. on April 1, 2012, unless cancelled sooner by the COTP.

SUMMARY OF RULE: No person or vessel may enter, depart or transit this zone without prior authorization from the COTP or his designated representatives. Vessels and persons shall obey any direction or order issued by the COTP or his representatives. Vessels and persons ordered to depart these temporary security zones by the COTP, or his representative, must do so without delay. The complete text of the safety zone regulation is published in the Federal Register at 77 F.R. 3111.

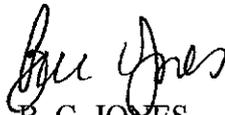
REQUESTS TO ENTER THE ZONE: Vessels may not navigate within the safety zone without prior approval from the COTP or his designated representative. The Coast Guard will be monitoring Channel 13 and 16 VHF-FM, for those seeking vessel movement authorization.

PENALTIES: Whoever violates an order issued under the Ports and Waterways Safety Act is liable to a civil penalty of not more than \$40,000 for each violation. Each day of continuing

violation shall constitute a separate violation. If such a violation is willful, whoever violates such an order is subject to a criminal penalty of not more than \$250,000 and six years imprisonment. This criminal penalty is classified as a class "D" felony under federal law.

APPEALS: Should you feel aggrieved by this safety zone, you may, under the procedures as prescribed in 33 C.F.R. 160.7, appeal orally or in writing to the Commander, Thirteenth Coast Guard District, Jackson Federal Bldg., 915 Second Avenue, Seattle, WA 98174. If the delay in presenting a written appeal would have a significant adverse impact on you, your appeal may be made orally to this office. However, if the initial appeal is made orally, a written submission is required within five days of the oral presentations. While your appeal is pending all provisions of this order remain in effect.

Sincerely,



B. C. JONES

Captain, U. S. Coast Guard

Captain of the Port, Coast Guard Sector Columbia River

