



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

LOCAL NOTICE TO MARINERS

District: 13

Week: 02/19

ISSUED BY: COMMANDER, THIRTEENTH COAST GUARD DISTRICT (dpw)
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<https://www.pacificarea.uscg.mil/Our-Organization/District-13/District-Staff/-dpw/>
<https://www.navcen.uscg.gov/?pageName=lnmDistrict®ion=13>

COMDTPUB P16502.6, Light List Volume VI, 2018 Edition, and Coast Pilot Volume 7, 2019 Edition.

Coast Pilots, along with corrections, are available at: www.nauticalcharts.noaa.gov/publications/coast-pilot/index.html. Print on Demand (POD) copies are available for purchase at: www.nauticalcharts.noaa.gov/publications/print-agents.html#coast-pilot.

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:

<https://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 or Email: webmaster@navcen.uscg.mil, or on the World Wide Web: <https://www.navcen.uscg.gov>

BROADCAST NOTICE TO MARINERS

Urgent marine navigational and weather information is broadcast over VHF channel 22A (157.1 MHz). Broadcasts are first announced over the distress, safety and calling channel 16 before they are made. All ships in U.S. waters over 20 meters in length are required to monitor VHF channel 16, and must have radios capable of tuning to the VHF simplex channel 22A.

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	D13-0002-19	D13-0026-19

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

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

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

EST - Established Aid
ev - every
EVAL - Evaluation
EXT - Extinguished
F - Fixed
fl - flash
FI - Flashing
G - Green
GIWW - Gulf Intracoastal Waterway
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height

Mo - Morse Code
MRASS - Marine Radio Activated Sound Signal
MSLD - Misleading
N/C - Not Charted
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

SPM - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
STRUCT - Structure
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:

AtoN - Aids to Navigation
COTP - Captain of the Port
CPA - Closest Point of Approach
LLNR - Light List Number

NAVCEN - U.S. Coast Guard Navigation Center
NM - Nautical Miles
ODOT - Oregon Department of Transportation
RM - River Mile Marker

S-AIS - Synthetic AIS
VTS - Vessel Traffic Service
WSDOT - Washington State Department of Transportation
TSS - Traffic Separation Scheme

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – DECEPTION PASS – Bridge Inspection

WSDOT will be performing a regular scheduled biennial inspection of the Deception Pass Bridge on SR 20 over Deception Pass between the hours of 0800 to 1400 from 11 to 15 Mar 2019. WSDOT will be using two under-bridge inspection trucks (UBITs) occupying portions of the SR 20 roadway to complete the inspection. UBITs will maintain a minimum of approximately 120 ft. of vertical clearance and have flashing amber strobe lights mounted to the bucket undersides to improve visibility. For more information, contact Steve Dobron at (360) 930-9116 or email dobrons@wsdot.wa.gov.

Charts: 18427 18429

LNM: 02/19

WASHINGTON – Canadian Coast Guard Notice to Shipping (NOTSHIP) service change

On 07 Jan 2019, the Canadian Coast Guard's Marine Communications and Traffic Services (MCTS) Western Region will be transitioning from the existing Notice to Shipping (NOTSHIP) service to a new Navigational Warning service (NAVWARN) for the publication of maritime information important to navigation in Canadian waters. This new service will use a publically accessible internet application that will provide the ability for users to create account profiles specific to geographic areas of interest and receive notification when new NAVWARNs are created that fit that profile. Interested mariners can visit <http://nis.ccg-gcc.gc.ca/public/rest/messages/en/search> to subscribe to notifications and, after 07 Jan, view NAVWARN notices.

LNM: 01/19

WASHINGTON - PUGET SOUND - ELLIOTT BAY – Crane removal operations at Terminals 18 and 46

Pacific Pile & Marine is removing 03 container cranes from Terminal 18 and 01 from Terminal 46 in Elliott Bay. Operations are expected to continue until approximately 20 Feb 2019. Operations will be conducted during daylight hours from 0600 to 1800, Monday through Friday. There will be one large derrick crane (100' x 400'), one deck barge (100' x 400') as well as a tug. Work parties will answer hails as "PPM" or "Pacific Pile and Marine" on VHF-FM channel 17. All work will be conducted inside the dock line, however the crane and barge will stand off up to 235' during some loading operations. It is requested that all vessels transiting the vicinity operate with minimum wake. For additional information contact Dirk deGroot of Pacific Pile & Marine at (206) 455-5244 or email dirkd@pacificpile.com

Chart 18450

LNM: 01/19

WASHINGTON – PUGET SOUND – LAKE WASHINGTON SHIP CANAL – Hiram M. Chittenden Large Lock closure in January

USACE will close the Hiram M. Chittenden Locks large chamber to all vessel traffic from 0700 to 1700 on 24 and 25 Jan 2019 to complete work on the emergency closure system, or ECS. The large chamber closed 12-14 December for this work but the contractor could not finish the necessary work during that outage. The work includes replacing a wire rope, reconditioning a portion of the ECS and testing the system. The small lock will continue operations during the closures. For more information, contact the Seattle District Public Affairs Office: Bill Dowell at (206) 764-3464 or email william.r.dowell@usace.army.mil

Chart 18447

LNM: 01/19

COLUMBIA RIVER - PACIFIC OCEAN TO HARRINGTON POINT - YOUNGS BAY – Youngs Bay Bridges notice

The Coast Guard has published a Notice of Proposed Rulemaking (NPRM) in the Federal Register that governs the Youngs Bay Bridge (LLNR 14573), the Old Youngs Bay Bridge (LLNR 14582) and the Lewis and Clark River Highway Bridge (LLNR 14607) in Astoria, Oregon. This NPRM proposes a rule change to the operating schedule, and is open for comments until 18 Jan 2019. The NPRM may be reviewed at

<http://www.regulations.gov> and use USCG-2018-0131 to search for the docket. The three subject bridges operate in accordance with 33 CFR 117.899. This proposed rule will allow the three subject bridges to open from Friday at 1700 to Monday at 0700 if at least a two-hour notice is given by telephone to the draw tender at the Lewis and Clark River Bridge. The Youngs Bay Bridge provides 39 feet of vertical clearance in the closed-to-navigation position above high water; the Old Youngs Bay Bridges provides 24 feet of vertical clearance in the closed-to-navigation position above high water; the Lewis and Clark Bridge provides 25 feet of vertical clearance in the closed-to-navigation position above high water. Vessels able to pass through the bridges in the closed-to-navigation position may do so at any time. At all other times, the three subject bridges shall operate per 33 CFR § 117.899. Please submit comments to the Federal Register at <http://www.regulations.gov> and reference USCG-2018-0131 by 18 Jan 2019. For more information, contact Danny McReynolds at (206) 220-7234.

Chart 18521

LNM: 51/18

WILLAMETTE RIVER - PORT OF PORTLAND - Portland Winter Light Festival underwater display

The Portland Winter Light Festival will be placing an underwater art display in the shape of a school of salmon approximately 20 feet off the east bank of the Willamette River directly south of the Marquam Bridge in Portland, OR from 05 Feb 19 through 11 Feb 19. The display will be comprised of a 100' long polyester line with floats at each end, running parallel to the shore. There will be 15-20 salmon, formed of soft materials and lit with LEDs, attached to the line directly under the surface of the water. Mariners are requested to use caution when transiting the area. For additional information, contact Jean Margaret at (503) 753-7725 or tech@pdxwf.com.

Chart 18526

LNM: 51/18

WASHINGTON – APPROACHES TO ADMIRALTY INLET - Sequim Bay scientific sensor deployment

The Pacific Northwest National Laboratory (PNNL) will be deploying and retrieving submerged scientific equipment in the entrance channel to Sequim Bay, Washington from 07 Jan 2019 through 31 Mar 2019. The submerged equipment be located in various locations between approximate positions 48-04-54.51N 123-02-32.50W and 48-04-42.74N 123-02-34.80W, and will have cables running on the seafloor to PNNL's pier located on the west side of the channel, opposite Travis Spit. There will be no surface marker buoys on the equipment, but the equipment extends more than 5 feet above the seafloor, leaving at least 23 feet of water over the equipment at all times. Several research vessels will be involved in the operations, and may be hailed on VHF-FM channel 16, including the Strait Science, Desdemona, and R/V Jack Robertson. Mariners will not be restricted from using the channel, but should anticipate the research and support vessels may have decreased maneuverability during operations. Additionally, when diving operations are conducted, vessels supporting divers will fly the blue and white Alpha flag as well as the red and white Diver Down flag and other vessels should keep well clear at a slow speed. A Sécurité message will announce the start and end of the deployment and retrieval periods, expected to take place during slack tides approximately 8 to 10 times total during project time period. For additional information, contact PNNL Marine Sciences Laboratory, Susan Southard, at (360) 681-3615 (office) or (360) 460-1999 (cell) or email sue.southard@pnnl.gov.

Chart 18471

LNM: 51/18

WASHINGTON - PUGET SOUND - APPROACHES TO EVERETT - Port of Everett's South Terminal Wharf Construction

Advanced American Construction is conducting repair work operations under South Terminal Wharf at the Port of Everett in Port Gardner Bay until approximately January 2020. Operations will be conducted during day and nighttime hours to coincide with tidal changes, Monday through Saturday. There will be up to two work skiffs, several working floats as well as a scaffolding system under the wharf. Work parties will answer hails as Advanced American Construction on VHF 63 and 64. All work will be conducted inside the wharf line, and it is requested that all vessels transiting the vicinity operate with minimum wake. For additional information, contact Steve Hager, Port of Everett, at (425) 388-0633 or email steveh@portofeverett.com.

Charts: 18443 18444

LNM: 51/18

WASHINGTON – PUGET SOUND – EVERETT HARBOR – SNOHOMISH RIVER – Ebey Slough Bridge notice

The Coast Guard has approved a Final Rule in the Federal Register that governs the BNSF RR Bridge 38.3 (LLNR 18594.6) across Ebey Slough (Snohomish River), mile 1.5 at Marysville, Washington. BNSF Bridge 38.3 operates in accordance with 33 CFR 117.1059 (g), and the change will be effective from 0001 on 19 Jan 2019. The rule change authorizes BNSF to operate without a bridge operator attending the bridge until an opening request has been received. The revised rule states: 33§117.1059; Snohomish River, Steamboat Slough, and Ebey Slough; Marysville, WA: (g) The draw of the Burlington Northern Santa Fe Railroad Bridge across Ebey Slough, mile 1.5, near Marysville, WA, shall open on signal if at least four hours notice is given. The opening signal is one prolonged blast followed by one short blast. During freshets, a draw tender shall be in constant attendance, and the draw shall open on signal when so ordered by the District Commander. BNSF RR Bridge 38.3 provides 5 feet of vertical clearance in the closed-to-navigation position above high water, and at the lowest tides, up to 16 feet of vertical clearance may be available. Vessels able to pass through the bridge in the closed-to-navigation position may do so at any time. For more information, contact Danny McReynolds at (206) 220-7234.

Chart 18444

LNM: 51/18

IDAHO – LAKE POND OREILLE – Proposed Bridge Public Notice for navigation information

The Coast Guard District has received two applications from BNSF Railway Co. (BNSF) requesting approval of location and plans for two new bridges over navigable waterways of the United States, near Sandpoint, Idaho, one across Lake Pend Oreille at 48-15-01.0N 116-32-14.9W and the other across Sand Creek at 48-16-19.5N 116-32-38.9W. At this time, the Coast Guard has published two public notices (PN), 05-18 and 06-18, soliciting comments from mariners exclusively related to navigation issues concerning these proposed bridges. The public is highly

encouraged to carefully review these notices, attached plans, and diagrams and then provide comments with regard to the proposed bridges' abilities to meet the reasonable needs of navigation. When the Coast Guard has completed the draft environmental document related to these proposed bridges, they will publish a subsequent PN and a Federal Register notice announcing the document and its availability. PN 05-18 and 06-18 solicit comment and are available at <https://www.navcen.uscg.gov/D13BN>. Comments are requested by 17 Jan 2019, and should be addressed to the Bridge Administrator, Steve Fischer, at (206) 220-7282 or email D13-pf-D13Bridges@uscg.mil.

Chart 18554

LNM: 51/18

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	ADRIFT	18580	1080-18	52/18	
645	Yaquina Bay Approach Lighted Whistle Buoy Y	MISSING	18581	1035-18	51/18	
755	Strait of Juan De Fuca Traffic Separation Lane Lighted Whistle Buoy J	LT EXT	18460	0998-18	49/18	
755	Strait of Juan De Fuca Traffic Separation Lane Lighted Whistle Buoy J	RAC INOP	18460	0995-18	48/18	
765	Duntze Rock Lighted Bell Buoy 2	LT EXT	18485	1078-18	52/18	
765.1	NOAA Environmental Lighted Buoy 46002	MISSING	18007	0407-17	20/17	
765.2	DART Tsunami Warning Lighted Buoy 46407	MISSING	18007	0159-18	04/18	
765.4	DART Tsunami Warning Lighted Buoy 46404	MISSING	18007	0082-18	05/18	
765.45	DART Tsunami Warning Lighted Buoy 46452	ADRIFT	18003	1009-18	49/18	
8820	Coos Bay Range A Rear Light	LT IMCH/DAYMK DMGD/STRUCT DMGD	18587	1050-18	51/18	
9520	Siuslaw River Channel Light 14	STRUCT DEST	18583	0764-18	37/18	
9575	Yaquina Bay Approach Lighted Whistle Buoy Y	MISSING	18581	1035-18	51/18	
9785	Depoe Bay Entrance Lighted Bell Buoy 2	SINKING	18561	1091-18	01/19	
9805	Depoe Bay Regulated Navigation Area Warning Sign	LT EXT	18561	0443-18	22/18	
9815	Tillamook Bay Entrance Lighted Bell Buoy 1	LT EXT	18558	1087-18	01/19	
9846	Garibaldi Channel Light 11	STRUCT DEST	18558	0849-18	40/18	
10150	Astoria Range Lighted Buoy 42	OFF STA	18521	0748-18	36/18	
10355	Skamokawa Range Front Light	LT EXT	18523	0024-19	02/19	
10975	Martin Island Dike Light 63	STRUCT DMGD	18524	0511-18	24/18	
13555	Lower Monumental Light 16	LT EXT	18546	0013-19	02/19	
13565	Lower Monumental Light 18	LT EXT	18546	0014-19	02/19	
13770	Little Goose Reservoir Light 16	LT EXT	18547	0011-19	02/19	
13795	Little Goose Reservoir Light 21	LT EXT	18547	0012-19	02/19	
13980	Lower Granite Reservoir Light 16	LT EXT	18548	0015-19	02/19	
14435	Baker Bay West Channel Daybeacon 7	STRUCT DEST	18521	0739-17	35/17	
15040	Oswego Rock Daybeacon	STRUCT DEST	18528	0394-17	20/17	
15210	Willapa Bay Entrance Light 13	STRUCT DEST	18504	0839-16	38/16	
15655	Grays Harbor South Reach Lighted Gong Buoy 21	OFF STA	18502	0018-19	02/19	
15785	Grays Harbor North Channel Range F Front Light	DAYMK MISSING	18502	0017-19	02/19	
16086	Quillayute River Entrance Light 2A	LT EXT	18480	1088-18	01/19	

16090	Quillayute River Direction Light	LT IMCH	18480	1023-18	50/18
16135	Strait of Juan De Fuca Traffic Separation Lane Lighted Whistle Buoy J	LT EXT	18460	0998-18	49/18
16135	Strait of Juan De Fuca Traffic Separation Lane Lighted Whistle Buoy J	RAC INOP	18460	0995-18	48/18
16150	Duntze Rock Lighted Bell Buoy 2	LT EXT	18485	1078-18	52/18
19560	Fisherman Bay Sector Light	LT IMCH/TRLT	18430	1011-18	49/18
19785	Arachne Reef Light (C)	LT EXT	18432	0001-19	01/19

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
8855	Empire Range A Front Light	WATCHING PROPERLY	18587	None	52/18	02/19
9590	Yaquina Bay Entrance Lighted Gong Buoy 1	WATCHING PROPERLY	18581	None	02/19	02/19
10015	Desdemona Sands Lighted Buoy 29	RELIGHTED	18521	None	02/19	02/19
12255	Miller Island South Channel Range B Front Light	RELIGHTED	18533	None	02/19	02/19
15655	Grays Harbor South Reach Lighted Gong Buoy 21	WATCHING PROPERLY	18502	0967-18	47/18	02/19
15790	Grays Harbor North Channel Range F Rear Light	WATCHING PROPERLY	18502	None	02/19	02/19
15855	Cow Point Reach Range H Rear Light	RELIGHTED	18502	None	02/19	02/19
16071.25	Hoquiam River Obstruction Buoy	RESET ON STATION	18502	None	02/19	02/19
17725	Foulweather Bluff Light 1	WATCHING PROPERLY	18477	None	02/19	03/19

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
613	Scripps Institute Wave Recorder Lighted Buoy 46229/139	ADRIFT	18580	1062-18	51/18	
635	Heceta Head Lighthouse	LT EXT	18580	1058-18	51/18	
8728	Scripps Institute Wave Recorder Lighted Buoy 46229/139	ADRIFT	18580	1062-18	51/18	
16775	Golden Gardens Boat Ramp Pier Light	LT EXT	18446	1014-18	50/18	
17897	Quilcene Bay Fish Pen Lights (2)	LT IMCH	18458	1029-18	50/18	
17899.2	Quilcene Bay Mussel Raft Light B	LT IMCH	18458	1030-18	50/18	
17899.3	Quilcene Bay Mussel Raft Light C	LT IMCH	18458	1031-18	50/18	
17899.4	Quilcene Bay Mussel Raft Light D	LT IMCH	18458	1032-18	50/18	
17899.5	Quilcene Bay Mussel Raft Light E	LT IMCH	18458	1033-18	50/18	
17899.6	Quilcene Bay Mussel Raft Light F	LT IMCH	18458	1034-18	50/18	
19023	Padilla Bay Research Lighted Buoy	MISSING	18424	0932-18	45/18	
19230	Georgia Pacific Outfall Lighted Buoy	MISSING	18424	0926-18	44/18	

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
9520	Siuslaw River Channel Light 14	TRLB	18583	0764-18	37/18	
9785	Depoe Bay Entrance Lighted Bell Buoy 2	TRUB	18561	0022-19	02/19	
9846	Garibaldi Channel Light 11	TRLB	18558	0857-18	41/18	
10210	Miller Sands Channel Lighted Buoy 3	RELOCATED FOR DREDGING	18523	0518-18	24/18	
14435	Baker Bay West Channel Daybeacon 7	TRUB	18521	0755-17	35/17	
15040	Oswego Rock Daybeacon	TRUB	18528	0404-17	20/17	

TEMPORARY CHANGES CORRECTED

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

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION IV - CHART CORRECTIONS

None

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

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

Advance Notice(s)

COLUMBIA RIVER – HARRINGTON POINT TO ST. HELENS – Testing of LED Range Lights (Revised from LNM 12/18)

The U.S. Coast Guard will be testing a LED combination lantern system to replace the incandescent lanterns at the locations listed below. The changes are expected to occur during the spring or summer of 2018. A Broadcast Notice to Mariners will be issued when the changes are made. The selected sites are:

Skamokawa Range Front Light (LLNR 10355) the high intensity beam width will be increased from 1° to 3° and the intensity of the light will be increased.

Skamokawa Range Rear Light (LLNR 10360) the overall intensity of the range light will be increased.

Driscoll Range Front Light (LLNR 10465) the high intensity beam width will be increased from 1° to 3° and the intensity of the light will be increased.

Driscoll Range Rear Light (LLNR 10470) the overall intensity of the range light has been increased.

Stella Range Front Light (LLNR 10660) the high intensity beam width will be increased from 1° to 3° and the intensity of the light will be increased.

Stella Range Rear Light (LLNR 10665) the overall intensity of the range light will be increased.

Mariners are encouraged to share comments on the performance and operation of these lights as aids to navigation. All comments should be sent to the email address D13-PF-LNM@uscg.mil. Any discrepancy for these or other Aids to Navigation should continue to be reported to US Coast Guard Sector Columbia River.

Charts: 18523 18524

LNM: 50/18

COLUMBIA RIVER – BONNEVILLE TO THE DALLES – CASCAPE RAPIDS – Change to the light color for Cascade Rapids

Lower Range

The U.S. Coast Guard will be changing the lighting color for Cascade Rapids Lower Range Front Light 8 (LLNR 11795) and Cascade Rapids Lower Range Rear Light (LLNR 11800) from white to red during the winter of 2018-2019. Currently the Range Front Light 8 is displaying a quick flashing white light (QW) and the Range Rear Light is displaying an isophase white light (Iso W 6s). To conform to the International Association for Lighthouse Authorities (IALA) standards, starboard aids to navigation when lighted will be red in color. The Range Front Light 8 will change to a quick flashing red light (QR) and the Range Rear Light will change to a isophase red light (Iso R 6s). Daymarks for both lights will remain the same and the intensity of both lights will be matched to those currently displayed.

Charts: 18531 18532

LNM: 50/18

COLUMBIA RIVER – VANCOUVER TO THE DALLES – Testing of LED Front Range Lights at selected locations (Revised from LNM 24/18)

The U.S. Coast Guard is testing LED Lantern systems to replace the incandescent lanterns at range sites on the Columbia River, between Vancouver, WA and Hood River, OR. The changes are expected to occur during the winter of 2018, before the nesting season. A Broadcast Notice to Mariners will be issued as the changes are made. The selected sites are:

Airport Bar Range Front Light (LLNR 11307) the high intensity beam has been removed and the intensity of the light has been increased.
Airport Bar Range Rear Light (LLNR 11308) the intensity of the light has been increased.

Government Island Range Front Light (LLNR 11465) the high intensity beam has been removed and the intensity of the light will be increased.
Government Island Range Rear Light (LLNR 11470) remains unchanged.

Washougal Lower Range Front Light (LLNR 11530) the high intensity beam has been removed and the intensity of the light has been increased.
Washougal Lower Range Rear Light (LLNR 11535) the intensity of the light has been increased.

Little White Salmon Upper Range Front Light 30 (LLNR 11895) the high intensity beam has been removed and the intensity of the light increased.
Little White Salmon Upper Range Rear Light (LLNR 11900) the intensity of the light will be increased.

Hood River Range Front Light (LLNR 11915) the high intensity beam width will be increased from 1° to 3° and the intensity of the light will be increased.
Hood River Range Rear Light (LLNR 11920) the intensity of the light will be increased.

Mariners are encouraged to share comments on the performance and operation of these lights as aids to navigation. All comments should be sent to the email address D13-PF-LNM@uscg.mil. Any discrepancy for these or other Aids to Navigation should continue to be reported to US Coast Guard Sector Columbia River.

Charts: 18531 18532

LNM: 51/18

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – SWINOMISH CHANNEL SOUTH ENTRANCE – Changes in aids to navigation

During the winter of 2018, the U.S. Coast Guard is making the following changes in aids to navigation that mark Swinomish Channel South Entrance:

Swinomish Channel South Entrance Buoy 1 (LLNR 18785) is being replaced by Swinomish Channel South Entrance Light 1 (LLNR 18795) in approximate position. The light will have a green light flashing every 2.5 seconds (FI G 2.5s) with a nominal range of 4 NM, and display green square daymarks.

Swinomish Channel South Entrance Buoy 6 (LLNR 18803) is being replaced by Swinomish Channel South Daybeacon 6 (LLNR 18805) in approximate position. The daybeacon will display red triangular daymarks.

Swinomish Channel South Entrance Buoy 8 (LLNR 18805) is being replaced by Swinomish Channel South Daybeacon 8 (LLNR 18807) in approximate position. The daybeacon will display red triangular daymarks.

Swinomish Channel South Entrance Buoy 12 (LLNR 18810) is being replaced by Swinomish Channel South Daybeacon 12 (LLNR 18812) in approximate position. The daybeacon will display red triangular daymarks.

Swinomish Channel South Entrance Buoy 15 (LLNR 18828) is being replaced by Swinomish Channel South Daybeacon 15 (LLNR 18820) in approximate position. The daybeacon will display green square daymarks.

In addition to these changes, the Light List numbers for the southern entrance aids to navigation are incorrectly placed in the Light List and the following changes will be made to be compatible with their geographic location:

18820 Swinomish Channel South Entrance Range Front Light (change LLNR to 18785)
18825 Swinomish Channel South Entrance Range Rear Light (change LLNR to 18790)
18785 Swinomish Channel South Entrance Buoy 1 (change LLNR to 18795)

- 18790 Swinomish Channel South Entrance Lighted Buoy 2 (change LLNR to 18797)
- 18795 Swinomish Channel South Entrance Buoy 4 (change LLNR to 18800)
- 18800 Swinomish Channel South Entrance Buoy 5 (change LLNR to 18802)
- 18803 Swinomish Channel South Entrance Buoy 6 (change LLNR to 18805)
- 18805 Swinomish Channel South Entrance Buoy 8 (change LLNR to 18807)
- 18815 Swinomish Channel South Entrance Light 11 (change LLNR to 18810)
- 18810 Swinomish Channel South Entrance Buoy 12 (change LLNR to 18812)
- 18826 Swinomish Channel South Daybeacon 13 (change LLNR to 18815)
- 18817 Swinomish Channel South Entrance Daybeacon 14 (LLNR will stay 18817)
- 18828 Swinomish Channel South Entrance Buoy 15 (change LLNR to 18820)
- 18829 Swinomish Channel South Entrance Daybeacon 16 (change LLNR to 18825)

Mariners are encouraged to share comments on the performance and operation of these aids to navigations and comments should be sent to the email address D13-PF-LNM@uscg.mil. Any discrepancy for these or other Aids to Navigation should continue to be reported to US Coast Guard Sector Puget Sound.

Chart 18427

LNM: 39/18

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)

OREGON – UMPQUA RIVER – Barretts Range Front and Rear Light arc of visibility change

The U.S. Coast Guard is proposing to change the arc of visibility characteristics for Barretts Range Front Light and Barretts Range Rear Light to facilitate the installation of LED lanterns as listed below:

Barretts Range Front Light (LLNR 9305) remove the high intensity beam and increase the intensity of the current light. The light will remain an all-around white light.

Barretts Range Rear Light (LLNR 9310) remove the high intensity beam and install a lantern with a 3° beam (1.5° either side of the range centerline). The intensity of the 3° beam will be increased from the current light.

Mariners are encouraged to share comments on this proposed change and the performance and operation of these lights as aids to navigation. All comments should be sent to the email address D13-PF-LNM@uscg.mil. Any discrepancy for these or other Aids to Navigation should continue to be reported to US Coast Guard Sector North Bend.

Chart 18584

LNM: 50/18

COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – REED ISLAND CHANNEL – Changing Reed Island Buoy 61 to Lighted Buoy 61

proposing to change Reed Island Buoy 61 (LLNR 11580) to Reed Island Lighted Buoy 61, displaying a green light flashing every 2.5 seconds (Fl G 2.5s) with a nominal range of 4 NM. This lighted buoy will mark the southeastern corner of the shoal in approximately 20 feet of water at Columbia River Datum (CRD)

Mariners are encouraged to share comments on this proposed change. All comments should be sent to the email address D13-PF-LNM@uscg.mil. Any discrepancy for these or other Aids to Navigation should continue to be reported to US Coast Guard Sector Columbia River.

Chart 18531

LNM: 50/18

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – ROSARIO STRAIT – Change to the light characteristic of Belle Rock Sector Light

The U.S. Coast Guard is proposing to change the red high intensity beam on Belle Rock Sector Light (LLNR 19395) from a 1.5° beam to a 3° beam. This change will facilitate the installation of a LED lantern, and increase the intensity of both the red and white light characteristic from the current light.

Mariners are encouraged to share comments on this proposed change and the performance and operation of these lights as aids to navigation. All comments should be sent to the email address D13-PF-LNM@uscg.mil. Any discrepancy for these or other Aids to Navigation should continue to be reported to US Coast Guard Sector Puget Sound.

Charts: 18421 18429

LNM: 50/18

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 as Enclosure (1) of this Local Notice to Mariners.

LNM: 02/19

SUMMARY OF DREDGING OPERATIONS

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

LNM: 02/19

SUMMARY OF MARINE EVENTS

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

LNM: 02/19

OREGON – COOS BAY – Coos Bay Rail Road Bridge maintenance (Revised from LNM 46/18)

The Oregon International Port of Coos Bay will continue their maintenance on the Coos Bay Rail Road Bridge at Coos Bay River Mile 9.0. Phase 2 of the project includes removing damaged structural members from the bridge and is planned from 28 Nov 2018 to 11 Jan 2019. Work will be conducted from two work barges located along the north or south side of the bridge center fender pier and will horizontally restrict the navigation channel by approximately 60' to 100' on that side of the bridge. During working hours, there will be a safety vessel operated by Pacific Charters Services onscene and monitoring VHF-FM channels 18 and 7A. Planned workhours will be Monday through Friday from 0700 to 1730 each day. Mariners are advised to use caution while transiting the area. For additional information, contact Thomas Durand, Port of Coos Bay, at (541) 294-7426 or email tdurand@portofcoosbay.com.

Chart 18587

LNM: 48/18

OREGON - COOS BAY – Isthmus Slough Bridge Notice

The US Coast Guard has approved a Temporary Final Rule (TFR) for the Isthmus Slough Bridge (LLNR 9087) near Coos Bay, OR. The new rule will allow the Oregon Department of Transportation to temporarily operate and open one half of the span, single leaf, for vessel traffic on signal if at least 24 hours notice is given, and reduce the vertical clearance with a work platform from 28 feet to 18 feet from 0600 on 26 Feb 18 through 1800 on 31 Jul 19. The TFR will be up loaded to the Federal Register, and may be read at: <https://www.federalregister.gov/>. To view the rule, type in the search box, uscg-2017-0868. For more info on the work or operation of the bridge, contact Sam Dunnivant at (541) 957-3519.

Chart 18587

LNM: 02/18

COLUMBIA RIVER - PACIFIC OCEAN TO HARRINGTON POINT - Youngs Bay bridges notice (Revised from LNM 34/18)

The Coast Guard has approved a temporary test deviation that governs the Youngs Bay Bridge (LLNR 14573), the Old Youngs Bay Bridge (LLNR 14582) and the Lewis and Clark River Highway Bridge (LLNR 14607) in Astoria. This deviation period will be from 0700 on 22 Sep 18 to 0700 on 19 Mar 19. This bridge deviation allows ODOT to remove the bridge tender during weekend hours. The three subject drawbridges are authorized to open with at least a two-hour notice due to infrequent weekend opening requests. The deviation authorizes ODOT's bridge operator to open the subject bridges within two hours after receiving a request for an opening by telephone from 1700 on Friday to 0700 on Monday, including all Federal holidays. At all other times, the bridges shall operate per 33 CFR 117.899. For more info, contact Dan McFadden at (503) 440-0949.

Chart 18521

LNM: 39/18

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – DUWAMISH WATERWAY – Bridge deviation notice

The Coast Guard has issued a temporary deviation from the operating schedule that governs the Spokane Street Bridge (LLNR 16870.1) across the Duwamish Waterway, mile 0.3, in Seattle, WA. The deviation is necessary to accommodate highway traffic during the closure of the Alaskan Way Viaduct and prior to opening the SR-99 Tunnel. The deviation authorizes the subject bridge to not open to marine vessels, except the draw shall open any time for vessels of 5000 or more gross tons, a vessel towing a vessel of 5000 or more gross tons, and a vessel proceeding to pick up for towing a vessel of 5000 gross tons or greater on the Duwamish Waterway, from 0001 on 11 Jan 2019 to 2359 on 09 Feb 2019. The hours to not open the subject bridge to marine vessels are from 0700 to 1000 and from 1400 to 1700 seven days per week. The deviation is necessary to accommodate highway traffic during the closure of the Alaskan Way Viaduct and prior to opening the SR-99 Tunnel. The bridge will not be required to open, if needed, for vessels engaged in emergency response operations during this closure period if roadway vehicles are on the bridges. In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the designated time period. For additional information contact Mary Brown, Seattle DOT, at 206-386-4208.

Chart 18450

LNM: 49/18

WASHINGTON - PUGET SOUND – SEATTLE TO BREMERTON – DUWAMISH WATERWAY – South Park Bridge Notice (Revised from LNM 38/18)

The Coast Guard has issued a temporary deviation from the operating schedule that governs the South Park Bridge (LLNR 16888), on the Duwamish Waterway, mile 3.8, in Seattle, WA. The deviation allows the bridge owner to remove the drawtender during the late evening and early morning hours from 0600 on 17 Sep 2018, to 0700 on 17 Jan 2019. This temporary bridge deviation is authorized while the Coast Guard processes a rule change request from King County. This deviation authorizes the subject bridge to open during nighttime hours after receiving a 12-hour advance notice. The South Park Bridge operates in accordance with 33 CFR § 117.1041(a)(2). Vessels engaged in sea trials or waterway dredging activities may request a standby drawtender to open the bridge, on demand, during those operations, if at least a 24-hour notice is given to the drawtender. The South Park Bridge provides a vertical clearance approximately 34 feet in the center, and 27 feet on the sides above mean high water when in the closed-to-navigation position. Vessels able to pass through the South Park Bridge in the closed-to-navigation position may do so at any time. The bridge will not be able to open for emergencies from 2300 to 0700 daily. However, SDOT has agreed in the event of

WASHINGTON - PUGET SOUND – SEATTLE TO BREMERTON – DUWAMISH WATERWAY – South Park Bridge Notice (Revised from LNM 38/18)

an emergency requiring a bridge opening any day between 2300 and 0700 the bridge operator at the Fremont Bridge across the Lake Washington Ship Canal will respond to an opening request, and have the South Park Bridge open within 45 minutes from initial notification. 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. This deviation from the operating regulations is authorized under 33 CFR 117.35. For more information, contact Timothy Lane at (425) 450-2523.

Chart 18450

LNM: 40/18

WASHINGTON – LAKE WASHINGTON SHIP CANAL – Bridge deviation notice

The Coast Guard has issued a temporary deviation from the operating schedule that governs three Seattle Department of Transportation bridges: the Ballard Bridge (LLNR 18180), mile 1.1, the Fremont Bridge (LLNR 18182), mile 2.6, and the University Bridge (LLNR 18235), mile 4.3, all crossing the Lake Washington Ship Canal in Seattle, WA. The deviation is necessary to accommodate highway traffic during the closure of the Alaskan Way Viaduct and prior to opening the SR-99 Tunnel. This deviation authorizes the three subject bridges to not open to marine vessels, less than 1000 tons, unless the vessel has in tow a vessel of 1000 or more gross tons, from 0001 on 11 Jan 2019 to 2359 on 09 Feb 2019. The hours to not open the three subject bridges to marine vessels are from 0700 to 1000 and from 1530 to 1900 seven days per week. Vessels which do not require bridge openings may continue to transit beneath these bridges during the closure periods. The lift spans will not be required to open, if needed, for vessels engaged in emergency response operations during this closure period if roadway vehicles are on the bridges. In accordance with 33 CFR 117.35(e), the drawbridges must return to their regular operating schedule immediately at the end of the designated time period. For additional information contact Mary Brown, Seattle DOT, at 206-386-4208.

Chart 18447

LNM: 49/18

WASHINGTON – LAKE WASHINGTON SHIP CANAL - George Washington Memorial Bridge Notice (Revised from LNM 01/18)

Washington State Department of Transportation will be conducting painting and preservation operations on the George Washington Memorial Street Bridge (Aurora Avenue Bridge) (LLNR 18184). The work will be conducted from 01 Apr 18 through 31 Oct 20. Hours of work will be from 0700 to 1900, Monday through Saturday. The subject bridge provides 135 feet of vertical clearance will be reduced to 125 feet for containment. The containment will be marked with flashing yellow lights and signage. Half of the 150 feet of horizontal clearance will have containment. Mariners may transit under the bridge at any time, and are advised to use caution while transiting the area. For additional information, contact Nick Hadsell, PM, at (330) 402-3232 or nhadsell@libertymaintenanceinc.com.

Chart 18447

LNM: 26/18

WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE WASHINGTON - Interstate 90 Highway Bridge (West Channel) construction (Revised from LNM 15/18)

Kiewit-Hoffman will be performing seismic upgrades to the existing approach piers for the Interstate 90 (I-90) Highway Bridge (LLNR 18389 and 18398). The west navigation channel and east navigation channels for the I-90 Floating Bridge will have marine activities, including the moving of barges, but will stay open to mariners. At this time an aerial platform will also be working from the existing bridge structure above. The platform will not restrict the minimum vertical clearances published for the east and west navigation channels. Mariners are advised to use caution while transiting near barges within the Sound Transit E130 project area. These vessels are currently moored to columns and may present hazards. Work zones around the construction barges will be marked with steady white lights on the corners. Mariners should maintain a safe distance and minimize wake around all floating barges and other construction vessels. The eastern navigation channel will be open and will not change vertical or horizontal clearances. Two temporary mooring buoys marked with white lights flashing every 4 seconds (FI W 4s) have been relocated near the bridge for the mooring of the barges. The positions are:

Mooring Buoy (Northwest side of I-90 Floating Bridge) 47-35-32.040N, 122-16-49.740W

Mooring Buoy (Northeast side of I-90 Floating Bridge) 47-35-31.860N, 122-15-37.680W

Mariners should not deviate from these established paths through navigations channels when open to vessel traffic. Construction and operations at this site are expected to continue through 2020. For additional information contact Matt Larson at (425) 318-5296 or email mattson.larson@kiewit.com.

Chart 18447

LNM: 22/18

WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE WASHINGTON – Bridge construction

The City of Renton is constructing new pedestrian bridges along the Gene Coulon Memorial Beach Park in the south part of Lake Washington. A series of bridges will be built within the park on the water's edge. Work vessels may be present at the worksite. Mariners are requested to avoid entering the construction area. The construction is planned to be completed on or near 19 Jan 2019. For more information, contact Nicole Foster at (206) 624-1387, or email nfoster@pndengineers.com.

Chart 18447

LNM: 47/18

SNAKE RIVER –Walters Ferry Highway Bridge repair work notice (Revised from LNM 33/18)

The Idaho Transportation Department will be conducting repair work to the Walters Ferry Bridge, at Snake River mile 442.9, from approximately 04 Sep 18 until 30 Apr 19. The Walters Ferry Bridge is approximately 15 miles south of Nampa, ID, on SH-45. The working hours will be Monday through Saturday, 0700 to 1900. The repair work will be above and below the waterline; mariners watch for diver flags to warn of divers in the water. Work barges will be anchored at the bridge, and lighted per Coast Guard regulations. Turbidity curtains will be submerged around the work area and marked with lighted buoys. Mariners are requested to remain at least 100 feet away from the marked work area and proceed with minimum wake. For additional information, contact Styles Salek at (208) 559-1275 or styles.salek@itd.idaho.gov.

LNM: 34/18

IDAHO - LAKE COEUR D'ALENE – I-90 Blue Creek Bay Highway Bridge Notice

Idaho Transportation Department is conducting repair work to the I-90 Blue Creek Highway Bay Bridge across Lake Coeur D'Alene from Jun 18 through Aug 19. These dates are weather pending. The subject bridge is located at 47-37-38.5N, 116-40-37.3W. This project is in three phases

IDAHO - LAKE COEUR D'ALENE – I-90 Blue Creek Bay Highway Bridge Notice

as shown in enclosure (5) of Local Notice to Mariners 28/18. The enclosure shows work zones for mariners to remain clear, and the section of the bridge open for passage during each phase. The work will include heavy construction with fall hazards in the closure areas, and painting and preservation. Hours will be 0700 to 1730, seven days a week for most above water work and all underwater work, with 0700 to 1930 above water a few times per week. The vertical clearance for the navigable section will be 24 feet, and the horizontal clearance will be a minimum of 120 feet. The construction zone will be marked with orange buoys and lighted regulatory no wake buoys. Orange caution signs will be installed from the bridge marking the navigable section. Mariners may transit under the bridge span with no active working, but at minimum safe speed. The point of contact for the construction company is Skip Delwisch at (208) 600-2595.

LNM: 25/18

COLUMBIA AND SNAKE RIVERS – Winter seasonal recreational vessel lockage

The USACE Portland and Walla Walla Districts will implement the winter seasonal lockage schedule, from 15 Sep 2018 to 14 May 2019, for the passage of recreational craft through the Columbia and Snake River navigation locks. Winter recreational vessel lockage will be made during daylight hours only, on request at each lock – vessels should contact the lock operator via VHF-FM channel 14 or commercial telephone, and should make their request at least 30 minutes in advance.

Lock Name	Location	Phone Number	Radio Call Sign
Bonneville Lock	Columbia River Mile 145.5	(541) 374-8323	WUJ 33
The Dalles Lock	Columbia River Mile 191.5	(541) 298-4007	WUJ 34
John Day Lock	Columbia River Mile 215.6	(541) 298-9712	WUJ 35
McNary Lock	Columbia River Mile 292	(541) 922-2231	WUJ 41
Ice Harbor Lock	Snake River Mile 9.7	(509) 543-3253 x231	WUJ 42
Lower Monumental Lock	Snake River Mile 41.6	(509) 282-7231	WUJ 43
Little Goose Lock	Snake River Mile 70.3	(509) 399-2233 x231	WUJ 44
Lower Granite Lock	Snake River Mile 107.5	(509) 843-1493 x231	WUJ 45

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 USACE Safe Lockage Policy for Recreational Craft on the Columbia and Snake Rivers, published separately, for safety requirements. For safety and additional information on navigation lock operations and schedules visit <http://www.nwm.usace.army.mil/Missions/Navigation.aspx>. or call the USACE Walla Walla Operations Division at (509) 527-7112.

Charts: 18532 18533 18535 18539 18541 18545 18546 18547

LNM: 38/18

COLUMBIA AND SNAKE RIVERS – 2019 Annual Lock closures for maintenance

The USACE Portland and Walla Walla Districts have scheduled the annual navigation lock maintenance closure for March 2019. During this time, the Locks and Dams on the Columbia and Snake Rivers have scheduled routine inspections and maintenance, as well as some non-routine work. All seven (7) of the navigation locks will close at 0600 on Saturday 02 Mar 2019. Bonneville, The Dalles, John Day, McNary, Ice Harbor, and Little Goose will reopen at 2359 on Sunday 17 Mar 2019, while Lower Monumental and Lower Granite will reopen at 2359 on Sunday 24 Mar 2019.

Columbia River navigation lock maintenance closures are:

- Bonneville (RM 145) – 0600 on 02 Mar 2019 to 2359 on 17 Mar 2019
- The Dalles (RM 191) – 0600 on 02 Mar 2019 to 2359 on 17 Mar 2019
- John Day (RM 216) – 0600 on 02 Mar 2019 to 2359 on 17 Mar 2019
- McNary (RM 292) – 0600 on 02 Mar 2019 to 2359 on 17 Mar 2019

Snake River navigation lock maintenance closures are:

- Ice Harbor (RM 9.7) – 0600 on 02 Mar 2019 to 2359 on 17 Mar 2019
- Lower Monumental (RM 41.6) – 0600 on 02 Mar 2019 to 2359 on 24 Mar 2019
- Little Goose (RM 70.3) – 0600 on 02 Mar 2019 to 2359 on 17 Mar 2019
- Lower Granite (RM 107.3) – 0600 on 02 Mar 2019 to 2359 on 24 Mar 2019

For additional information regarding Bonneville, The Dalles and John Day lock maintenance closures, contact Portland District, Operations Division at (503) 808-4341. For additional information regarding McNary, Ice Harbor, Lower Monumental, Little Goose and Lower Granite lock maintenance closures, contact Walla Walla District, Operations Division, at (509) 527-7112.

Charts: 18532 18533 18535 18539 18541 18545 18546 18547

LNM: 47/18

SNAKE RIVER – LAKE SACAJAWEA – ICE HARBOR DAM – Extension of floating guide wall restrictions at Ice Harbor Navigation Lock (Revised from LNM 28/18)

The use of the floating guide wall at Ice Harbor Navigation Lock (Snake River RM 9.7) is restricted due to a failure of the brackets that hold the bumpers in the correct position. Mariners are requested to avoid pushing on, bumping into or tying up to the guide wall until repairs are made. The repairs require divers and a one-day lock closure, which is scheduled for the next in-water work period in February of 2019. For more information, contact the Ice Harbor Chief Operator at (509) 543-3231. Call Sign WUJ42 Ice Harbor.

Chart 18545

LNM: 33/18

WASHINGTON – PUGET SOUND – LAKE WASHINGTON SHIP CANAL – Future schedule for Hiram M. Chittenden Large Lock maintenance closures

USACE Seattle District has released a projected schedule for extended maintenance outages of the large lock chamber at the Hiram M. Chittenden Locks in Ballard. In 2019, USACE will commence the first of five extended 45-day closures to replace the valve gates, which are original equipment that must be replaced to keep the 101-year-old Chittenden Locks safe and operational for years to come.

The projected 45-day closure dates are:

- 2019: 12 Oct – 30 Nov
- 2020: 12 Feb – 02 Apr

WASHINGTON – PUGET SOUND – LAKE WASHINGTON SHIP CANAL – Future schedule for Hiram M. Chittenden Large Lock maintenance closures

12 Oct – 30 Nov

2021: 12 Feb – 02 Apr

09 Nov – 24 Nov

For more information, contact the Seattle District Public Affairs Office, Bill Dowell at (206) 764-3464 or email william.r.dowell@usace.army.mil.

Chart 18447

LNM: 47/18

OREGON – CAPE BLANCO TO YAQUINA HEAD – Marker float and anchor

National Renewable Energy Lab has a marker float located at 43-35.18N 124-17.39W, approximately 6 nm south of the entrance of Umpqua River. This float is marking an anchor that will be recovered as soon as possible, and no later than 30 Jun 2019. The float is composed of two salmon-colored cylindrical inflatable buoys attached to 5/8-inch 12-strand orange spectra line. For additional information, please contact Levi Kilcher at (303) 384-7192 or email levi.kilcher@nrel.gov.

Chart 18580

LNM: 49/18

COLUMBIA RIVER – PACIFIC OCEAN TO HARRINGTON POINT - Mouth of the Columbia River Jetty System Major Rehabilitation Project (Revised from LNM 31/17)

Scheduled repairs of the North Jetty have commenced and will continue through 2020. Current repairs are being conducted via the land access, but at a future date barges and in water equipment will be used to conduct repairs. This notice will be updated once in water work is scheduled. For additional information on this project contact Sherri Brenner at (503) 550-6743 and email Sheri@jemcamis.com or the Project Superintendent Aaron Anderson at (503) 791- 2161 and email AAAnderson@jemcamis.com.

The 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. Repairs of the South jetty are scheduled to be conducted from 2019 through 2023. More information may be found at the USACE Portland District web site: <http://www.nwp.usace.army.mil/jetties/>.

Chart 18521

LNM: 13/18

COLUMBIA RIVER – HARRINGTON POINT TO CRIMS ISLAND – Dock construction

Advanced American Construction (AAC) will be conducting marine construction in the Columbia River at Wauna (RM 42). Operations include dock demolition, pile driving, and dock construction. Onsite work is expected to occur from 01 Nov 2018 to 28 Feb 2019. AAC's Derrick Barges DB 4100 and DB Millennium, tug Lindy Marie, and work barges will be on station from 01 Nov 2018 to 28 Feb 2019. AAC will be monitoring VHF-FM channel 16 during the working hours of 0700 through 1700, Monday through Friday. The floating equipment will remain on-station during non-working hours and will be illuminated at night by fixed white lights on all corners. Mariners are asked to transit the area with extreme caution and minimize wake. Please contact Jason Sweet at (503) 849-1883 jasons@callaac.com with questions.

Chart 18523

LNM: 43/18

COLUMBIA RIVER – BONNEVILLE TO THE DALLES – Wind River Railroad Bridge construction

Advanced American Construction (AAC) will be conducting bridge construction in the Columbia River at the mouth of Wind River (RM 155). Operations include pile driving and drilled shaft work. Onsite work is expected to occur from 01 Nov 2018 to 28 Feb 2019. AAC's Derrick Barge DB 4000 and tug Ruth will be on station and monitoring VHF-FM channel 16 during the working hours of 0700 through 1700, Monday through Saturday. The floating equipment will remain on-station during non-working hours and will be illuminated at night by fixed white lights on all corners. Mariners are asked to transit the area with extreme caution and minimize wake. Please contact Kyle Izatt at (503) 849-3336 Kylei@CallAAC.com or Todd High at (503) 572-0101 Toddh@CallAAC.com with questions.

Chart 18532

LNM: 43/18

WASHINGTON COAST – COLUMBIA RIVER TO THE STRAIT OF JUAN DE FUCA – Deployment of sub-surface acoustic recorder moorings

NOAA Northwest Fisheries Science Center (NMFS) will be deploying subsurface acoustic recorder moorings along the Washington Coast on 15 Oct 18. The moorings will have a subsurface float and cabling up to 125 meters from the ocean floor but may be as little as 20 meters below the surface in some locations. The moorings are expected to remain on site through 01 Oct 19. The moorings are located at:

Location Area Name	Latitude - Longitude
Columbia River North	46-19-37N 124-11-54W
Westport	46-57-51N 124-18-09W
LaPush	47-52-50N 124-40-53W
Cape Flattery Offshore	48-10-33N 125-37-08W
Western Strait of Juan de Fuca	48-29-30N 124-47-00W

Mariners should avoid trailing any gear or equipment to prevent entanglement when transiting in the vicinity. For additional information contact Brad Hanson at (206) 860-3220 or email at Brad.Hanson@noaa.gov.

Charts: 18480 18500

LNM: 42/18

WASHINGTON - PUGET SOUND – ELLIOT BAY – Construction at Piers 62 and 63

Pacific Pile and Marine, LP is conducting pier demolition and construction operations at Piers 62 and 63 in Elliott Bay, WA from 15 Jan 18 through January of 2020. The hours of operations will be 0700 to 1700, Monday through Friday though some work may be continued through the weekends. The construction and crane barge Web and various other barges will be onscene at all times, lighted at night, and will monitor VHF-FM channels 13, 16 & 69. Construction equipment may be moored in the vicinity of Pier 62 and may restrict sections of the waterway. For additional information, contact Karl Benjamin at (206) 331-3873 or at email Karlb@pacificpile.com.

Chart 18450

LNM: 02/18

WASHINGTON – SEATTLE TO BREMERTON – ELLIOTT BAY - Colman Dock construction

Washington State Ferries is conducting demolition and construction operations at the Colman Docks, scheduled to be completed in the summer of 2022. Operations will be conducted from 0700 to 1700, Monday through Friday. Mariners should be aware of marine construction equipment moored around the Colman Dock and regular tows up and down the Duwamish River in support of the operation. Equipment may obstruct small sections of the waterway adjacent to Colman Dock. Water quality monitoring will be taking place during construction operations. Please direct any inquiries to WSF Communications at (206) 402-8070 or email wsfcomms@wsdot.wa.gov.

Chart 18450

LNM: 27/17

WASHINGTON – PUGET SOUND – ELLIOTT BAY – Construction under Terminal 46

Stellar J and Bergerson Construction is conducting repair work operations under Terminal 46 in Elliott Bay until approximately 30 Jan 20. Operations will be conducted during daylight hours to coincide with tidal changes, Monday through Friday. There will be up to five work skiffs, two working floats as well as a scaffolding system under the dock. Work parties will answer hails as Stellar J or Bergerson Construction on VHF-FM channel 17. All work will be conducted inside the dock line, and it is requested that all vessels transiting the vicinity operate with minimum wake. For additional information contact Mike Klassen of Stellar J Corporation at (360) 518-2544 or email mikeklassen@stellarj.com.

Chart 18449

LNM: 23/18

WASHINGTON – PUGET SOUND – GPS testing

US Strategic Command has proposed GPS testing encompassing the majority of the Puget Sound area. The center point of the test will be at position 47-01-47.437N, 122-32-57.893W, near Fort Lewis, WA, with a radius of 52 NM. The GPS navigation signal may be unreliable due to testing on GPS frequencies used by shipboard navigation and handheld systems. Systems that rely on GPS, such as e-911, AIS and DSC, may be affected. The testing frequencies will be GPS L1 and L2. Testing dates and times are as listed below, using Pacific Standard Time as local time:

- 26 Feb 2019: 0700 – 1900
- 27 Feb 2019: 0700 – 1900
- 28 Feb 2019: 0700 – 1900

For additional information or to express concerns, contact the Coast Guard Navigation Center at (703) 313-5900 or at <https://www.navcen.uscg.gov/?pageName=dgpsSiteInfo¤tOutages>.

Chart 18440

LNM: 50/18

WASHINGTON – PUGET SOUND NORTHERN PART – EVERETT HARBOR – Pier construction

Advanced American Construction (ACC) is conducting dredging, capping, demolition, pile driving, float replacement at the Port of Everett Central Marina from 06 Nov 2018 through Jun 2019. Working vessels include the Lummi Island, Everett, Valor, and the floating cranes Guardian and Snohomish. Vessels can be contacted on VHF-FM 13 and 14. Mariners are requested to make passing arrangements, transit with caution and minimize wake. For additional information, contact Vernon Uy at email vernonu@americanconstco.com

Charts: 18443 18444

LNM: 45/18

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA - SWINOMISH CHANNEL – La Conner Marina basins dredging

Pacific Pile & Marine will be conducting dredging operations at the La Conner Marina basins commencing 06 Sep 18 continuing through 15 Feb 19. Operations will be conducted 0600 to 1700, Monday through Friday. Dredge sediment disposals will take place at the Rosario Strait Disposal Site 24 hours per day from 06 Sep 18 through 15 Feb 19. The dredge barge Flexi, Judge Dredge, and tugboat Sonja H. will be monitoring VHF-FM channels 18 and 19. Mariners are requested to use caution and reduce wake when transiting the area. For additional information, contact Pacific Pile & Marine at (206) 947-0188.

Charts: 18421 18427

LNM: 34/18

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – SAN JUAN CHANNEL – Submarine cable operations (Revised from 30/17)

Harbor Offshore Inc. is installing and recovering submarine cables in the San Juan Channel between Pear Point on San Juan Island and Fisherman's Bay on Lopez Island, within the charted cable areas. Operations are expected to continue through 13 Aug 19. The hours of operations are 24 hours a day, 7 days a week. The Cable Lay Barge HOI-1, the tugs Westrac, Flyer and Reliable and the work boat Bobbie T may be contacted on VHF-FM channels 13, 16 and 68. An anchor system will be placed in approximate position 48-31-02.58N 122-58-46.73W off of Pear Point. Mariners are requested to contact one of the vessels listed above before transiting in the vicinity. For additional information contact Mr. Cliff Center at (206) 949-7133 or Mr. Lester Garrett at (206) 391-4077.

Chart 18434

LNM: 34/17

STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – HARO STRAIT AND BOUNDARY PASS - Placement of underwater equipment (Revised from LNM 08/16)

Two Canadian subsurface research buoys have been placed in Canadian waters in Haro Pass and Boundary Pass at approximate positions:
48-41-07.32N 123-16-26.10W 48- 30-23.68N 123-12-37.92W

The buoys are set to float approximately eight meters above the seabed and are expected to be in place until further notice. For additional information contact Mr. Sean Dyble of the Canadian Hydrographic Services Office Esquimalt at (250) 363-4929 or email sean.dyble@forces.gc.ca.

Chart 18421

LNM: 11/17

SECTION VIII - LIGHT LIST CORRECTIONS

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

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
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SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
None							

ENCLOSURES

Enclosure 1

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

LNM: 02/19

Enclosure 2

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

LNM: 02/19

Enclosure 3

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events

LNM: 02/19

Enclosure 4

Safety and Security Zones

LNM: 02/19

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 Brendan J. Harris
Chief, Waterways Management Branch
Thirteenth Coast Guard District

BRIDGE DISCREPANCIES AND CORRECTIONS

Enclosure (1)

BRIDGE DISCREPANCIES						
Waterway	Light List	Bridge Name	Location	Status	Date Reported	BNM
OREGON COAST						
	8990	Coos Bay Railroad Bridge	North Bend, OR	Main Lights Extinguished, Temporary Red lights installed	4/30/2018	0369-18
	9558	Florence Highway 101 Bridge	Florence, OR	Down river/west side red span lights extinguished, up river/SE red span light extinguished, down river/SW green span light extinguished.	12/20/2018	1074-18
COLUMBIA RIVER						
	10812.5	Lewis and Clark Highway Bridge	Longview, WA	Lights showing improper characteristics	12/16/2018	1054-18
SNAKE RIVER						
	None					
WILLAMETTE RIVER						
	14995	Sellwood Highway Bridge	Portland, OR	Lights showing improper characteristics	12/29/2018	1089-18
WASHINGTON COAST						
	None					
PUGET SOUND						
	19155.1	BNSF Railroad Bridge 7.6	Swinomish Channel	Top Middle Span Light extinguished	11/20/2018	0979-18
IDAHO						
	None					
BRIDGE CORRECTIONS						
Waterway	Light List	Bridge Name	Location	Status	Date Reported	BNM
OREGON COAST						
	None					
COLUMBIA RIVER						
	None					
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	LNMM
17-Dec-18	1-Feb-19	24 Hrs/7 Days	Coos Bay; Charleston Marina	N/A	N/A	N/A	IW-Site G	49/18
14-Jan-19	14-Feb-19	24 Hrs/7 Days	Port of Newport; NOAA Pier	Bergerson Barge	N/A	VHF-FM 16	Shoreside	02/19
17-Dec-18	28-Feb-19	24 Hrs/7 Days	Columbia River; Port of Chinook Marina	Port of Ilwaco Dredge	Port Skiff	VHF-FM 16 & 69	Shoreside	49/18
1-Jan-19	28-Feb-19	10 Hours Mon-Thurs	Cathlamet Channel; Elochoman Slough Marina	Port of Wahkiakum Dredge	Port Tug	VHF-FM 16 & 68	Shoreside	44/18
21-Aug-17	U F N	0800-1500 Mon-Sat	Columbia River; shoreline and side channels (RM 80 to 120)	M/V Sanderling	M/V Johnny Peterson	VHF-FM 13 & 16	Shoreside	33/17
22-Jan-19	12-Feb-19	24 Hrs/7 Days	Columbia River; Austin Point (RM 86+05 to 87+00)	M/V Oregon	M/V Clackamas M/V Ivanoff M/V Williams	VHF-FM 13 & 16	TBD	02/19
2-Jan-19	28-Feb-19	0600-1700 Mon-Fri	Columbia River; Willow Lower Range (RM 96 to 98)	Dredge 7	N/A	VHF-FM 79,13 & 16	Shoreside	52/18
17-Dec-18	17-Jan-19	24 Hrs/7 Days	Columbia River; Hayden Island (RM 103+20 to 105+05)	M/V Oregon	M/V Clackamas M/V Ivanoff M/V Williams	VHF-FM 13 & 16	TBD	02/19
1-Dec-18	14-Feb-19	24 Hrs/7 Days	Grays Harbor; Inner Harbor near Aberdeen Terminal	DB Sea Horse	M/V Ocean Eagle	VHF-FM 67,13 & 16	In Water, Pt Chehalis	47/18
1-Sep-18	15-Jan-19	0700-1700 Mon-Sat	Elliot Bay, Duwamish West Waterway Terminal 5	M/V DB Mukilteo & M/V DB Palouse	Island Tug & Barge	VHF-FM 13 & 16	Shoreside	32/18
2-Jan-19	5-Feb-19	24 Hrs/7 Days	Snohomish River	M/V Heidi Renee	M/V James T	VHF-FM 14, 16 & 72	Port Gardner	02/19

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

USACE dredges request mariners transit at their slowest safe speed to minimize wake when in the vicinity of a dredge and proceed with caution after passing arrangements have been made. Vessel(s) and/or equipment may encroach into the channel.

MARINE EVENTS

Enclosure (3)

SECTOR COLUMBIA RIVER MARINE EVENTS

EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
		None	

SECTOR PUGET SOUND MARINE EVENTS

EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
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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 Puget Sound 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.