



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

LOCAL NOTICE TO MARINERS

District: 13

Week: 11/20

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=InmDistrict®ion=13>

COMDTPUB P16502.6, Light List Volume VI, 2020 Edition, and Coast Pilot Volume 7, 2019 Edition.

Light List Volume VI, 2020 Edition is available at https://www.navcen.uscg.gov/pdf/lightLists/LightList_V6_2020.pdf

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>

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 CGD THIRTEEN	Beginning BNM D13-0223-20	Ending BNM D13-0228-20
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ABBREVIATIONS

A through H

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

I through O

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

P through Z

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

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

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

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.

OREGON – WASHINGTON – Marine Safety Information Bulletin regarding COVID-19 (Revised from LNM 10/20)

On 16 Mar 2020, the Coast Guard updated their Marine Safety Information Bulletin (MSIB) on the Novel Coronavirus to include the latest CDC guidance. MSIB 02-20 (Change 3) is included as Enclosure (6) of this LNM.

LNM: 11/20

OREGON – WASHINGTON – NOAA planned discontinuance of printed Tide Tables and Tidal Current Tables

NOAA is ending the production of the printed Tide Tables and Tidal Current Tables publications. The 2020 Tide Tables and Tidal Current Tables, released for distribution and available as PDF files from https://tidesandcurrents.noaa.gov/historic_tide_tables.html, are the final printed editions. NOAA is discontinuing the production of these annual publications due to: (a) recent changes by the U.S. Coast Guard in the interpretation of the requirements for predictions, no longer requiring these publications in paper format and (b) the availability of online and electronic services providing tide and tidal current predictions which meet the U.S. Coast Guard requirements for navigation, and support other activities along the U.S. coast. Tide and Tidal Current predictions are available through NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) online services:

- NOAA Tide Predictions: https://tidesandcurrents.noaa.gov/tide_predictions.html
- NOAA Current Predictions: <https://tidesandcurrents.noaa.gov/noaacurrents/Regions>

These online services provide predictions which equal or exceed the accuracy and availability of the predictions at domestic locations provided through printed publications, and provide additional capabilities allowing the predictions to better meet a variety of user needs. These online services provide predictions for the U.S. coasts. International predictions will not be available from the online services. Predictions for countries outside the U.S. may be obtained through the Oceanographic / Hydrographic agency in that country. Contact NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) with questions or for further information at (301) 713-2815 or email at Tide.Predictions@noaa.gov.

LNM: 11/20

COLUMBIA RIVER – CRIMS ISLAND TO ST HELENS – NOAA research buoy temporary deployment

NOAA is deploying a science research buoy with current meter in the Columbia River in the vicinity of Stella Range from 18 May to 11 Sep 2020. The buoy will be deployed in location 46-10-28.500N, 123-06-22.800W, which is at RM 57.5, on the Oregon side of the river, abeam of Crims Island Dike Light 6 (LLNR 10685), approximately 250 yards outside of the navigational channel. The buoy is yellow in color, cylindrical in shape, and will be lit with a yellow light flashing with 5 1-second flashes every 20 seconds (Fl Y (5) 20s). For more information, contact NOAA's Drew Maczko at (206) 526-6918 or email Drew.Maczko@noaa.gov.

Chart 18524

LNM: 11/20

OREGON – PORT OF PORTLAND – WILLAMETTE RIVER – Broadway Bridge notice

The Coast Guard has issued a temporary deviation to the operating schedule that governs the Broadway Highway Bridge (LLNR 14955.2) across the Willamette River at mile 11.7, in Portland, Oregon. This deviation allows the draw span of the Broadway Bridge to remain in the closed-to-navigation position, and need not open for maritime traffic from 0500-1300 on 26 Apr 2020. This deviation accommodates the Portland Race for the Roses event. The Broadway Bridge provides 90 feet of vertical clearance above Columbia River Datum 0.0 while in the closed-to-navigation position. Vessels which do not require a bridge opening may continue to transit through the bridge during this closure period. The bridge will be required to open, if needed, for vessels engaged in emergency response operations during this closure period. The bridge shall operate in accordance with 33 CFR § 117.897 at all other times. For more information, contact Jon Henrichsen at jon.p.henrichsen@multco.us.

Chart 18526

LNM: 11/20

OREGON – PORT OF PORTLAND – WILLAMETTE RIVER – Burnside Bridge Notice

The Coast Guard has changed an approved bridge deviation to the operating schedule that governs the Burnside Highway Bridge (LLNR 14955.4) across the Willamette River at mile 12.4, in Portland, Oregon. The double bascule bridge is allowed to operate in single leaf mode (one side open only) from 06 Apr until 15 May 2020 to support upgrades to the control system. The east leaf will be in the closed-to-navigation position from 0700 on 06 Apr until 2359 on 19 Apr 2020, during which time the west leaf will open to marine vessels. The west leaf will be in the closed-to-

navigation position from 0700 on 20 Apr until 1600 on 15 May 2020, during which time the east leaf will open to marine vessels. Tug assistance is available upon request. The Burnside Bridge's vertical clearance in the closed-to-navigation position provides 64 feet above Columbia River Datum 0.0. Vessels which do not require a bridge opening may continue to transit through the bridge during this closure period. The normal operating schedule is in 33 CFR 117.897(c)(3)(iii). The bridge will be able to open for emergencies in single leaf only, and there is no immediate alternate route for vessels to pass. 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 more information on this closure, contact Tye Aldana at (503) 708-1890 or tye.l.aldana@multco.us.

Chart 18526

LNLM: 11/20

WASHINGTON – PUGET SOUND – SEATTLE TO OLYMPIA – TACOMA HARBOR – Murray Morgan Bridge notice

The Coast Guard has issued a temporary deviation to the operating schedule that governs the South 11th Street Bridge (LLNR 17125.5), AKA the Murray Morgan Bridge, across Thea Foss Waterway at mile 0.6 in Tacoma, Washington. The City of Tacoma need not open the Murray Morgan Bridge to mariners from 0500 to 1400 on 04 Apr 2020. This deviation will support the Daffodil Parade event. Vessels able to pass through the bridge in the closed-to-navigation position may do so at any time. The Murray Morgan Bridge provides 64 feet of vertical clearance in the closed-to-navigation position at high water. The bridge will not be able to open for emergencies, and there is no alternate route for vessels to pass. 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 Steve Carstens at scarstens@ci.tacoma.wa.us, or at (253) 591-5263.

Chart 18448

LNLM: 11/20

WASHINGTON – LAKE WASHINGTON SHIP CANAL – UNION BAY REACH – Bridge inspection

WSDOT will be inspecting the Montlake Street Bridge (LLNR 18240) that spans the Union Bay Reach in Seattle, Washington, between 0600 and 1000 on 11 Apr and 12 Apr 2020. The bridge will be inspected using an under-bridge inspection truck (UBIT) that occupies a portion of the roadway and extends a boom under the bridge. There is moderate impact to navigational clearance from this operation, with a 10-foot reduction to clearance. The UBIT bucket will have a flashing orange light on the bottom and will give way to marine vessels as needed. Bridge openings will occur as needed, with a short delay for moving equipment on the bridge. Mariners are advised to use caution while transiting the area. For additional information, contact Loren Wilson, P.E., at (360) 570-2526 or email wilsonl@wsdot.wa.gov.

Chart 18447

LNLM: 11/20

OREGON – WASHINGTON – Navigation Rules and Regulations Handbook changes

Federal Register / Vol. 84, No. 125 / Friday, June 28, 2019 published non-substantive technical, organizational, and conforming amendments to existing Coast Guard regulations. Included were changes to:

- Vessel Bridge-to-Bridge Radio Telephone Regulations (33 CFR § 26)
- COLREGS Demarcation Lines (33 CFR § 80)
- 72 COLREGS Implementing Rules (33 CFR § 81)
- Inland Navigation Rules (33 CFR § 83)
- Inland Navigation Rules – Implementing Rules (33 CFR § 89)
- Vessel Traffic Management (33 CFR § 161)

All of these rules are represented in the U.S. Coast Guard Navigation Rules and Regulations Handbook. These changes are outlined as originally published in Federal Register / Vol. 84, No. 125 / Friday, June 28, 2019 and are included as Enclosure (5) to this LNM.

LNLM: 10/20

OREGON – UMPQUA RIVER – ROSEBURG – Bridge notice

Oregon Department of Transportation will be conducting core sampling of the Umpqua River from 08-15 Apr 2020. ODOT intends to drill from the Melrose Road Bridge (aka Conn Ford Bridge) in Roseburg, Oregon, at river mile 116.6. Drilling will occur through the bridge down to the river near the banks. However, if the river is flowing high, the augers may impact navigation. ODOT does not have a start time or end time for the daily schedule. Mariners use the center of the bridge span as much as possible, and be aware of fall hazards. For more information, contact Sam Dunnivant at sam.k.dunnivant@odot.state.or.us.

LNLM: 10/20

OREGON – CAPE BLANCO TO YAQUINA HEAD – Ocean research operations

Oregon State University will be operating the R/V Oceanus conducting ocean research operations including water, sediment and zooplankton samples along the central Oregon shelf and slope from 20 Mar through 29 Mar 2020, 24 hours a day. Operations will be conducted from the Oregon shelf and slope out to 85 miles from approximately 44-39-00N / 124-06-00W to 44-39-00N / 126-03-00W, and also from approximately 44-39-00N / 124-06-00W to 43-36-00N / 125-30-00W. Mariners are requested to keep a one nautical mile distance from the R/V Oceanus, which will monitor VHF-FM channels 13 and 16. For additional information, contact the Miguel Goni at (541) 737-0578 or Miguel.Goni@oregonstate.edu.

Charts: 18520 18561 18580

LNLM: 10/20

WASHINGTON – PUGET SOUND – ELLIOTT BAY – Terminal 5 site remediation

American Construction Company has resumed dredging and material placement operations near the NE corner of Terminal 5 at the entrance of the Duwamish River west waterway through 31 Mar 2020. Work will consist of loading and unloading flat deck barges and will typically take place Monday thru Saturday. Operations will periodically occupy approximately 200 feet of the channel. The derrick barge Mukilteo will be onscene and will monitor VHF-FM channels 13 and 16. Island Tug and Barge vessels may also be onscene conducting towing operations. For additional information, please contact Christopher Raymond at (425) 647-1707 or email at chris@americanconstco.com.

COLUMBIA RIVER AND SNAKE RIVERS – 2020 Annual Lock closures for maintenance (Revised from LNM 45/19)

The USACE Portland and Walla Walla Districts have scheduled the annual navigation lock maintenance closure for March and April 2020. 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. The non-routine work includes gate structural repairs, navigation lock concrete monolith repairs, and machinery repair and replacement. All eight (8) of the navigation locks will close at 0600 on 07 Mar 2020. Bonneville, The Dalles, John Day, McNary, Lower Monumental, and Lower Granite will reopen at 2359 on 22 Mar 2020, while Ice Harbor and Little Goose will reopen at 2359 on 05 Apr 2020.

Columbia River navigation lock maintenance closures are as follows:

Bonneville (RM 145) – 0600 on 07 Mar 2019 to 2359 on 22 Mar 2020

The Dalles (RM 191) – 0600 on 07 Mar 2019 to 2359 on 22 Mar 2020

John Day (RM 216) – 0600 on 07 Mar 2019 to 2359 on 22 Mar 2020

McNary (RM 292) – 0600 on 07 Mar 2019 to 2359 on 22 Mar 2020

Snake River navigation lock maintenance closures are:

Ice Harbor (RM 9.7) – 0600 on 07 Mar 2019 to 2359 on 05 Apr 2020

Lower Monumental (RM 41.6) – 0600 on 07 Mar 2019 to 2359 on 22 Mar 2020

Little Goose (RM 70.3) – 0600 on 07 Mar 2019 to 2359 on 29 Mar 2020

Lower Granite (RM 107.3) – 0600 on 07 Mar 2019 to 2359 on 29 Mar 2020

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: 09/20

SNAKE RIVER – LAKE SACAJAWEA – Diver work at Ice Harbor Navigation Lock

To support work on the Ice Harbor Navigation Lock upstream floating guide wall, at Snake River Mile 9.7, intermittent dive operations will be conducted from 20 Feb to 03 Apr 2020, Monday through Saturday, between the hours of 0630 to 1700. A floating plant will be anchored in the forebay to support this work, and work boats will be operating in the area. Marine traffic should exercise caution in the vicinity of the upstream floating guide wall during this period. All downstream traffic is requested to contact the Ice Harbor Operator one-half hour prior to arriving at the lock to ensure diver safety. For additional information, contact the Ice Harbor Operator at (509) 543-3231, Call sign WUJ42 or NWW Operations Division at (509) 527-7364.

Chart 18545

LNM: 09/20

WASHINGTON – LAKE WASHINGTON SHIP CANAL – UNION BAY REACH – Bridge deviation

The Coast Guard has approved a temporary deviation to the operating schedule that governs the Montlake Street Bridge (LLNR 18240) across the Lake Washington Ship Canal, mile 5.2, at Seattle, Washington. The draw of the Montlake Bridge need not open to mariners from 0730 to 1130 on 19 Apr 2020. The Montlake Bridge in the closed-to-navigation position provides 30 feet of vertical clearance throughout the navigation channel, and 46 feet of vertical clearance throughout the center 60 feet of the bridge; vertical clearance references to the Mean Water Level of Lake Washington. Vessels able to pass through the bridge in the closed-to-navigation position may do so at any time. The bridge will be able to open for emergencies, and there is no alternate route for vessels to pass. For more information, contact Colleen Arnold at (425) 739-3701 or email arnolco@wsdot.wa.gov.

Chart 18447

LNM: 09/20

COLUMBIA RIVER – CRIMS ISLAND TO HARRINGTON POINT – Stella Range and the centerline of Stella Channel

Stella Range Rear Light (LLNR 10665) was rebuilt in February 2020 and relocated 21 feet in the direction of 352.3° true to correct an error in alignment with the US Army Corps of Engineers channel centerline coordinates. Due to the improper placement of Stella Range Front Light (LLNR 10660) when it was rebuilt in 1999, the range bearing differed from the channel centerline for a distance of 310 feet to the northeast at the upriver entrance and 29 feet to the northeast at the downriver entrance to Stella Channel. The new design location for Stella Range Rear Light will reduce the errors to a distance of 11 feet to the southwest at the upriver entrance and 11 feet to the northeast at the downriver entrance to Stella Channel. The nautical charts and the US Light List will be corrected with this new information upon the completion of a survey. Mariners should note the change in presentation of the range especially when transiting in the southeastern portion of the channel and be aware that it now marks the center, vice the northeast channel boundary.

Chart 18524

LNM: 08/20

COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – BNSF Vancouver Railroad Bridge deviation (Revised from LNM 05/20)

The Coast Guard has approved a temporary deviation from the operating schedule that governs the Burlington Northern Santa Fe (BNSF) Vancouver Railroad Bridge (LLNR 11250) across the Columbia River, RM 105.6, at Vancouver, WA. This deviation is necessary to accommodate bridge equipment replacement. The deviation allows the swing span of the BNSF Vancouver Railroad Bridge to remain in the closed position, from 0700 until 1700 daily during a 14-day project from 8 Mar to 20 Mar 2020. The subject bridge may be opened for emergencies if a one-hour notice is given. Vessels that do not require a bridge opening may continue to transit beneath the bridge during this closure period. The bridge shall operate in accordance to 33 CFR §117.5 at all other times. For more information, contact Jeff Swanson at (425) 304-6663. Advanced American Construction's (AAC) Derrick Barge DB125 and tug Dian Marie will be stationed on the Washington (North) side of the swing span and be monitoring VHF-FM Channel 16 during work hours. 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. For any vessel or equipment questions, contact Lou Cornelison at (503) 969-0261.

COLUMBIA RIVER – SAINT HELENS TO VANCOUVER – NORTH PORTLAND HARBOR – Bridge test deviation

The Coast Guard has approved a temporary test deviation that governs the Oregon Slough Railroad Bridge, also known as Bridge 8.8, (LLNR 11298) a swing bridge that operates per 33 CFR § 117.887, and crosses Oregon Slough at mile 3.2 in Portland, Oregon. The bridge is maintained in the closed-to-navigation position, and shall open on signal if at least one half hours' notice is given. Oregon Slough Railroad Bridge provides 19.0 feet of vertical clearance at high water in the closed-to-navigation position. Oregon Slough, also known as North Portland Harbor, has an east and west entrance to the main Columbia River. This deviation will test a proposed change to the drawbridge's operating schedule, due to infrequent opening requests, to determine whether a permanent change to the schedule is appropriate. This deviation authorizes BNSF Railroad Company to open Oregon Slough Railroad Bridge when at least a four-hour notice is given, from midnight (0001) on 12 Mar 2020 to 2359 on 31 Aug 2020. Mariners that require an opening, will contact the Vancouver Railroad Bridge, also known as Bridge 9.6, (LLNR 11250) at Columbia River mile 105.6. Vancouver Railroad Bridge may be contacted at (360) 418-6320 or via VHF Channel 13, and BNSF Railroad Company will install a sign with that contact information. At all other times, Oregon Slough Railroad Bridge shall operate per 33 CFR § 117.887. Please submit comments to d13-pf-d13bridges@uscg.mil regarding this test deviation before 31 Aug 2020. After the test deviation is complete, the Coast Guard will assess any comments, and publish a Notice of Rule Making for future comments.

Charts: 18525 18526

LNM: 08/20

COLUMBIA RIVER – BLALOCK ISLAND TO MCNARY DAM – LAKE UMATILLA – I-82 Highway Bridge inspection

WSDOT personnel will be inspecting the I-82 Highway Bridge (south bound) (LLNR 12752) that spans the Columbia River at Umatilla, Oregon, between 0800 to 1500 on 25-27 Mar 2020. The bridge will be inspected using two Under-Bridge Inspection Trucks (UBITs) that occupy a portion of the roadway. Mariners are advised to use caution while transiting the area. For additional information, contact David McLenna at (360) 999-2272 or mclenda@wsdot.wa.gov

Chart 18539

LNM: 08/20

WASHINGTON – STRAIT OF GEORGIA AND STRAIT OF JUAN DE FUCA – PUGET SOUND – Bottom Trawl survey

From 22 Apr through 28 May 2020, the Washington Department of Fish and Wildlife (WDFW) Marine Fish Science (MFS) Unit will conduct their annual bottom trawl survey to assess marine fish living in the waters of Puget Sound, including the Strait of Juan de Fuca, Strait of Georgia, San Juan Archipelago, Hood Canal, Central Sound, and South Sound regions. The F/V Chasina, a 57-foot seiner/trawler (call sign WYQ-6987), will conduct the operations for WDFW and will carry WDFW RESEARCH placards posted on both sides of the upper deck. The MFS Unit has conducted this trawl survey annually since 1987 and sampled a series of fixed index stations since 2008. For more information on WDFW's MFS unit and the bottomfish programs, visit <https://wdfw.wa.gov/species-habitats/species/bottomfish> or contact Jennifer Blaine at (425) 379-2313 (office) or (425) 231-9476 (cell) or email at Jennifer.Blaine@dfw.wa.gov.

Charts: 18400 18421 18440 18441 18448 18460

LNM: 08/20

WASHINGTON – STRAIT OF GEORGIA AND STRAIT OF JUAN DE FUCA – Acoustic research buoys

SMRU Consulting will be testing acoustic buoys in three locations in the Middle Bank and Hein Bank areas south of San Juan Island, from 01 Jun until 01 Nov 2020. The buoys will be monitoring underwater acoustic noise, and will be located in the following approximate positions: (A) 48-24-25.0452N, 122-58-51.8952W (B) 48-23-6.1728N, 123-7-28.7112W (C) 48-19-54.012N, 123-4-25.95W. A chart graphic is included as Enclosure (4) of this LNM. Buoys are 2-foot diameter, yellow in color, marked with a FL Y 6s (flashing yellow six second) light and an orange flag. Mariners are requested to keep a safe distance from the buoy. For additional information, contact Jason Wood at (306) 298-0166 or jw@smruconsulting.com.

Chart 18421

LNM: 08/20

WASHINGTON – PUGET SOUND – LAKE WASHINGTON SHIP CANAL AND DUWAMISH WATERWAY – Mariner and maritime stakeholder navigation survey

As part of the West Seattle and Ballard Link Extensions Project, Sound Transit is studying multiple project alternatives, including tunnel crossings and new rail-only bridges across Salmon Bay and new rail-only bridges across the Duwamish Waterway. In coordination with the Coast Guard, and the Federal Transit Administration, Sound Transit is gathering data from mariners, facilities, vessels and maritime stakeholders that use these waterways, including vessel air draft. This data will help inform the environmental analysis, design and potential bridge permits. Mariners and maritime stakeholders are requested to share information about their vessels via an online survey until March 17, 2020; <https://survey.participate.online/s3/WSBLink-Waterway-User-Survey>. For additional project information, please contact (206) 903-7229 or email wsblink@soundtransit.org.

Charts: 18447 18450

LNM: 08/20

WASHINGTON – LAKE WASHINGTON SHIP CANAL – PORTAGE BAY REACH – Marine construction

Redside Construction will be conducting a marine construction project from 01 Mar to 15 May 2020, on the north side of the Portage Bay Reach, 225 yards east of the University Street Bridge (LLNR 18235) in approximate position 47-39-08.294N, 122-19-03.061W. The project will include demolition, pile driving and walkway construction. The spud barge Whitehorse will be moored so that 30 feet of the barge will extend past the current pierhead line and will display white lights on all four corners unless underway. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution. For questions or concerns, please contact the project superintendent David Berry at (206) 940-2529 or Sam Berry at (206) 940-0564.

Chart 18447

LNM: 08/20

WASHINGTON – PUGET SOUND – NORTHERN PART – HOOD CANAL – Naval Test and Evaluation Barge operations

The Naval Surface Warfare Center Detachment Puget Sound, located at SUBASE Bangor, will be working with Western Towboat to operate the Research, Development, Test and Evaluation Barge M241 in the vicinity of Big Beef Creek from sunrise until sunset starting 28 Feb 2020 and ending 24 Apr 2020, seven days a week. The operations will consist of many low speed straight line courses parallel to the shoreline with some stationary periods to perform deck operations. The operations will be conducted in an area between Misery Point (47-39-17.57N, 122-49-43.40W) and Hazel Point (47-41-34.81N, 122-46-15.93W). A 28-foot tracking vessel may accompany the barge and occasionally be underway to participate in operations. Questions can be directed to any operating support craft/personnel on marine VHF-FM Channel 16 or 88A, or the Naval Surface Warfare Center waterfront points of contacts Mark Moss at (360) 396-2948 or Steve Polillo at (360) 315-0333.

Chart 18458

LNM: 08/20

OREGON – WILLAMETTE RIVER – PORT OF PORTLAND – Bridge deviations

The Coast Guard has approved a temporary deviation request to the operating schedule that governs the Broadway Highway Bridge (LLNR 14955.2), mile 11.7, the Morrison Highway Bridge (LLNR 14955.5), mile 12.8, and the Hawthorne Highway Bridge (LLNR 14955.6), mile 13.1, crossing the Willamette River at Portland, Oregon. This deviation accommodates a roadway running event. The deviation allows the bridges to remain in the closed-to-navigation position to allow safe and timely movement of event participants from 0730 until 1030 on 05 Apr 2020. The vertical clearances for these bridges in the closed-to-navigation position are: Broadway Bridge provides 69 feet, Morrison Bridge provides 69 feet and Hawthorne Bridge provides 49 feet; all clearances are referenced to the vertical clearance above Columbia River Datum 0.0. Vessels which do not require a bridge opening may continue to transit beneath the bridge during this closure period. The bridges will be able to open for emergencies, and there is no immediate alternate route for vessels to pass. In accordance with 33 CFR 117.35(e), the drawbridges must return to their regular operating schedule immediately at the end of the effective period of this temporary deviation. For additional information contact Jon Henrichsen at jon.p.henrichsen@multco.us.

Chart 18526

LNM: 07/20

OREGON – WILLAMETTE RIVER – PORT OF PORTLAND – Steel Railroad-Highway Bridge deviation

The Coast Guard has approved a temporary deviation request for the operating schedule that governs the Steel Railroad-Highway Bridge (LLNR 14955.3) across the Willamette River, mile 12.1, at Portland, Oregon. The deviation accommodates a roadway running event. To facilitate this event, the upper deck will remain in the closed-to-navigation position, and the subject bridge need not open the upper deck to marine traffic from 0800 to 1030 on 05 Apr 2020. When the lower lift is in the closed-to-navigation position, the bridge provides 26 feet of vertical clearance above Columbia River Datum 0.0; and in the open-to-navigation position with the upper deck in the closed-to-navigation position, the vertical clearance is 71 feet above Columbia River Datum 0.0. The Steel Bridge will be able to open the lower deck for emergencies, and there is no immediate alternate route for vessels to pass. Vessels able to pass under the subject bridge with the lower deck in the open-to-navigation position may do so at any time. For more information, contact Keith Wagner at kwagner@up.com.

Chart 18526

LNM: 07/20

WASHINGTON – EVERETT HARBOR – SNOHOMISH RIVER AND STEAMBOAT SLOUGH– SR 529 Highway Bridges Deviations

The US Coast Guard has approved a temporary bridge deviation from the operating schedule that governs the SR 529 Highway Bridges across the Snohomish River and Steamboat Slough. This deviation supports the Everett Half Marathon event. The deviation period will be from 0700 to 1100 on 29 Mar 2020. The swing spans of the SR 529 Highway Bridge (NB) (LLNR 18591.3) and the SR 529 Highway Bridge (SB) (LLNR 18591.2) across the Snohomish River, mile 3.6, Everett, WA, and the lift spans of SR 529 Highway Bridge (NB) (LLNR 18594.11) and the SR 529 Highway Bridge (SB) (LLNR 18594.9) across Steamboat Slough, mile 1.1, Marysville, WA, are authorized to remain in the closed-to-navigation positions. For more information, contact Colleen Arnold at (425) 739-3701 or email arnolco@wsdot.wa.gov.

Chart 18443

LNM: 07/20

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	0932-19	48/19	
645	Yaquina Bay Approach Lighted Whistle Buoy Y	AIS INOP	18581	0959-19	50/19	
755	Strait of Juan De Fuca Traffic Separation Lane Lighted Whistle Buoy J	MISSING	18460	0482-19	28/19	
765	Duntze Rock Lighted Bell Buoy 2	MISSING	18485	0074-19	04/19	
765.1	NOAA Environmental Lighted Buoy 46002	MISSING	18007	0407-17	20/17	
765.45	DART Tsunami Warning Lighted Buoy 46452	ADRIFT	18003	1009-18	49/18	
765.5	NOAA Environmental Lighted Buoy 46005	LT EXT	18007	0197-20	08/20	

8635	Chetco River Entrance Light 9	STRUCT DEST	18602	0248-19	15/19
9520	Siuslaw River Channel Light 14	STRUCT DEST	18583	0764-18	37/18
9575	Yaquina Bay Approach Lighted Whistle Buoy Y	AIS INOP	18581	0959-19	50/19
9590	Yaquina Bay Entrance Lighted Gong Buoy 1	AIS INOP	18581	0959-19	50/19
9595	Yaquina Bay Entrance V-AIS 2	AIS INOP	18581	0959-19	50/19
9600	Yaquina Bay Entrance Lighted Buoy 3	AIS INOP	18581	0959-19	50/19
9605	Yaquina Bay South Jetty Light 4	AIS INOP	18581	0959-19	50/19
9608	Yaquina Bay North Jetty V-AIS 5	AIS INOP	18581	0959-19	50/19
9790	Depoe Bay Sound Signal	SS INOP	18561	0107-20	04/20
9846	Garibaldi Channel Light 11	STRUCT DEST	18558	0849-18	40/18
10525	Westport Channel Lighted Buoy 68	OFF STA	18523	0641-19	35/19
10975	Martin Island Dike Light 63	STRUCT DMGD	18524	0511-18	24/18
12140	The Dalles Dam Buoy B	OFF STA	18533	0166-20	07/20
12980	Lake Wallula West Channel Junction Light W	STRUCT DEST	18542	0208-20	09/20
14385	Franklin D. Roosevelt Lake Buoy 22	MISSING	18553	None	43/19
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
15545	Grays Harbor Bar Range Rear Light	LT EXT	18502	0160-20	07/20
15615	Grays Harbor South Reach Range A Rear Light	DAYMK MISSING	18502	0195-20	08/20
16071.25	Hoquiam River Obstruction Buoy	MISSING	18502	0178-20	08/20
16135	Strait of Juan De Fuca Traffic Separation Lane Lighted Whistle Buoy J	MISSING	18460	0482-19	28/19
16150	Duntze Rock Lighted Bell Buoy 2	MISSING	18485	0074-19	04/19
17410	West Olympia Shoal Light 1	MISSING	18456	0140-20	06/20

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
16405	Puget Sound Traffic Separation Lane Lighted Buoy SA	WATCHING PROPERLY	18471	0226-20	02/20	11/20

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
10455	Chip Dock Light	LT EXT	18523	0855-19	44/19	
16115	University of Washington LaPush Research Lighted Buoy	MISSING	18480	0944-19	49/19	
19230	Georgia Pacific Outfall Lighted Buoy	OFF STA	18424	0020-20	02/20	
19272	Bellingham Harbor Shoal Buoy A	OFF STA	18424	0018-20	02/20	
19273	Bellingham Harbor Shoal Buoy B	OFF STA	18424	0019-20	02/20	
19755	Pearl Island Dock Light	LT IMCH	18433	0937-19	48/19	
19894	Intalco Pier South Light	STRUCT DEST	18431	0988-19	51/19	

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
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
8635	Chetco River Entrance Light 9	TRLB	18602	0436-19	25/19	
9520	Siuslaw River Channel Light 14	TRLB	18583	0764-18	37/18	
9846	Garibaldi Channel Light 11	TRLB	18558	0857-18	41/18	
12980	Lake Wallula West Channel Junction Light W	TRLB	18542	0214-20	10/20	
14435	Baker Bay West Channel Daybeacon 7	TRUB	18521	0755-17	35/17	
15040	Oswego Rock Daybeacon	TRUB	18528	0404-17	20/17	
15595	Grays Harbor Channel Lighted Whistle Buoy 11	RELOCATED FOR DREDGING	18502	0174-20	08/20	
15655	Grays Harbor South Reach Lighted Gong Buoy 21	RELOCATED FOR DREDGING	18502	0175-20	08/20	
17410	West Olympia Shoal Light 1	TRLB	18456	0163-20	07/20	

TEMPORARY CHANGES CORRECTED

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

None

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

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						
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3				CGD01	074-02-48.001W
	Green can	Object of Corrective Action			Position	
	Corrective Action					

(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.

18440	31st Ed.	01-APR-17	Last LNM: 42/19	NAD 83		11/20
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ChartTitle: Puget Sound

Main Panel 1688 PUGET SOUND - -. Page/Side: -

RELOCATE Puget Sound Traffic Separation Lane Lighted Buoy SC CGD13 from 48-01-51.167N 122-38-13.678W to 48-01-48.974N 122-38-11.105W

18441 48th Ed. 01-JAN-17 Last LNM: 48/17 NAD 83 11/20

ChartTitle: Puget Sound-northern part

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

RELOCATE Puget Sound Traffic Separation Lane Lighted Buoy SC CGD13 from 48-01-51.167N 122-38-13.678W to 48-01-48.974N 122-38-11.105W

18471 11th Ed. 01-DEC-07 Last LNM: 33/17 NAD 83 11/20

ChartTitle: Approaches to Admiralty Inlet Dungeness to Oak Bay

Main Panel 1724 APPROACHES TO ADMIRALTY INLET - DUNGENESS TO OAK BAY. Page/Side: N/A

RELOCATE Puget Sound Traffic Separation Lane Lighted Buoy SC CGD13 from 48-01-51.167N 122-38-13.678W to 48-01-48.974N 122-38-11.105W

18473 9th Ed. 01-APR-16 Last LNM: 48/17 NAD 83 11/20

ChartTitle: Puget Sound-Oak Bay to Shilshole Bay

Main Panel 1937 OAK BAY TO SHILSHOLE BAY PUGET SOUND. Page/Side: A

RELOCATE Puget Sound Traffic Separation Lane Lighted Buoy SC CGD13 from 48-01-51.167N 122-38-13.678W to 48-01-48.974N 122-38-11.105W

18477 6th Ed. 01-SEP-18 Last LNM: 09/17 NAD 83 11/20

ChartTitle: Puget Sound-Entrance to Hood Canal

Main Panel 1938 PUGET SOUND ENTRANCE TO HOOD CANAL - -. Page/Side: -

RELOCATE Puget Sound Traffic Separation Lane Lighted Buoy SC CGD13 from 48-01-51.167N 122-38-13.678W to 48-01-48.974N 122-38-11.105W

18504 66th Ed. 01-JUL-06 Last LNM: 29/17 NAD 83 11/20

ChartTitle: Willapa Bay;Toke Pt.

CHART WA - WILLAPA BAY. Page/Side: N/A

RELOCATE Palix River Light 15 CGD13 from 46-37-53.814N 123-56-36.489W to 46-37-53.912N 123-56-36.539W

18521 77th Ed. 01-MAR-19 Last LNM: 46/17 NAD 83 11/20

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

CHART OR - WA - COLUMBIA RIVER - PACIFIC OCEAN TO HARRINGTON POINT - ILWACO HARBOR. Page/Side: N/A

RELOCATE Cathlamet Bay North Channel Light 3 CGD13 from 46-12-37.440N 123-42-51.245W to 46-12-37.299N 123-42-51.386W

18525 38th Ed. 01-JUL-16 Last LNM: 47/17 NAD 83 11/20

ChartTitle: Columbia River Saint Helens to Vancouver

Main Panel 1742 COLUMBIA RIVER SAINT HELENS TO VANCOUVER. Page/Side: A

RELOCATE Warrior Rock Light CGD13 from 45-50-54.864N 122-47-18.180W to 45-50-55.020N 122-47-17.520W

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

Approved Project(s) **Project Date** **Ref. LNM**
None

Advance Notice(s)

OREGON – COQUILLE RIVER – Conversion of the continuous sound signal to a Marine Radio Activated Sound Signal (Revised from LNM 16/19)

The U.S. Coast Guard is planning to change the sound signal on Coquille River South Jetty Light 8 (LLNR 8700) from a continuously sounding fog signal to a Marine Radio Activated Sound Signal (MRASS). The date for the completion of this change has been delayed for the allowance of additional public comment. The fog signal will be activated by the maritime users as needed by keying a VHF-FM microphone five (5) times on the assigned frequency

of VHF-FM channel 83A (157.175 MHz). The Sound Signal will activate for approximately one half hour (30 minutes) and then cease. A Broadcast Notice to Mariners will be issued upon the completion of the change, and it will be published in Local Notice to Mariners. Mariners are encouraged to share comments on this change and the performance and operation of this aid 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.

Charts: 18580 18588

LNM: 19/19

COLUMBIA RIVER – CRIMS ISLAND TO VANCOUVER – Testing of LED Range Lights (Revised from LNM 49/19)

The U.S. Coast Guard is testing LED combination lantern systems to replace the incandescent lanterns at the locations listed below. The remaining changes are expected to occur during the winter of 2019 or spring of 2020. The remaining changes are:

Kalama Upper Range Rear Light (LLNR 10920) the intensity will be increased to match the Range Front Light.

Willow Upper Range Rear Light (LLNR 11160) the intensity will be increased to match the Range Front Light.

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: 18524 18525

LNM: 52/19

WASHINGTON – APPROACHES TO STRAIT OF JUAN DE FUCA – QUILLAYUTE RIVER – Temporary change of Quillayute River Direction Light

Due to equipment failure, the U.S. Coast Guard has temporarily changed the lighting characteristic of Quillayute River Direction Light (LLNR 16090) from a three color sector light to a yellow occulting light, flashing every 4 s (Oc Y 4s). This aid will be lighted 24 hours a day and have an arc of visibility of 1.5° degrees either side of the bearing of 005.5° true to the light. Chart and Light List corrections have been published in Local Notice to Mariners 49/19. Mariners are encouraged to share comments on this change and the performance and operation of this aid 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.

Chart 18480

LNM: 49/19

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 – CAPE SEBASTIAN TO HUMBUGH MOUNTAIN – Sound baffling on Rogue River North Jetty Light 3 Sound Signal

The Coast Guard is proposing to install sound baffles on the sound signal at Rogue River North Jetty Light 3 (LLNR 8660) during the 2020 seasonal deployment of the aid to navigation. The baffles would be installed on the shore-facing side of the sound signal in order to reduce noise impact to nearby residents. Mariners are requested to respond in writing to the Coast Guard District office with any comments on this proposed change at D13-LNM@uscg.mil.

Chart 18601

LNM: 10/20

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: 11/20

SUMMARY OF DREDGING OPERATIONS

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

LNM: 11/20

SUMMARY OF MARINE EVENTS

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

LNM: 11/20

OREGON – COOS BAY – McCullough Highway Bridge Notice

ODOT will be painting and preserving the McCullough Highway Bridge (US 101) (LLNR 9009) at North Bend, Oregon, across Coos Bay, mile 9.5, from 01 Apr 2019 through 31 Mar 2021, from 0700-1900 seven days per week. The subject bridge provides 148 feet of vertical clearance, which will be reduced to 145.5 feet with the containment system. The containment will be marked with flashing amber lights. Mariners may transit under the

OREGON – COOS BAY – McCullough Highway Bridge Notice

bridge at any time, but are advised to use caution for fall hazards. For additional information, contact Nick Frangopoulos at (330) 540-1008 or vimaspainting@aol.com.

Chart 18587

LNM: 11/19

COLUMBIA RIVER – PACIFIC OCEAN TO HARRINGTON POINT – Youngs Bay Highway Bridge Repair notice

ODOT will be conducting repair work on the Youngs Bay Highway Bridge (LLNR 14573) at Warrenton, Oregon, from 11 Mar 2019 through Nov 2021. Mariners are advised that there will be barges and assist vessels at the work site and a containment system under the bridge reducing vertical clearance. There will be no containment system under the liftspan of the bridge, and the main channel will remain clear for traffic, with no change to the operation of the lift. Mariners are requested to use slow speed to minimize wake. Interested parties can contact the on-site construction manager, Craig Gries at (503) 580-6319 or email at cgries@orstbridge.com

Chart 18521

LNM: 10/19

COLUMBIA RIVER – CRIMS ISLAND TO ST. HELENS – Lewis and Clark Highway Bridge electrical upgrade

Mill Plain Electric and Advanced American Construction will begin a project for WSDOT to upgrade the navigation and aviation lighting on the Lewis and Clark Highway Bridge (LLNR 10812.5) across the Columbia River and RM 66. Tentatively, the work will begin on 09 Dec 2019 and continue through Mar 2020. There will be no impact to clearances in the main shipping channel, but there may be vertical clearance reductions, as well as an AAC barge positioned outside of the channel at various times near bridge piers 2, 3 and 4. For more information on the electric project, contact Scott Kangas at (360) 607-7357, and for the in-water work contact AAC at (503) 445-9000.

Chart 18524

LNM: 46/19

COLUMBIA RIVER – ST. HELENS TO VANCOUVER – LAKE RIVER – River S Bridge replacement project (Revised from LNM 36/19)

The U.S. Federal Highways Administration is conducting a bridge replacement project for the River S Bridge which crosses the Lake River between Ridgefield, Washington, and the Ridgefield National Wildlife Refuge. Until approximately 31 Mar 2020, in-water shaft and girder construction will block the navigation channel. Mariners are requested to provide 48 hours advance notice before transiting through the project area to allow for equipment removal and to coordinate safe passage. For additional information or to make arrangements, mariners should contact Mick Cannon (253) 377-1041, Ed Hansen (253) 377-1437, or Jake Brockmoller (253) 888-2514.

Chart 18525

LNM: 04/20

COLUMBIA RIVER – BONNEVILLE TO THE DALLES – Bridge construction

Advanced American Construction (AAC) will be conducting bridge construction in the Columbia River at the mouth of Little White Salmon River / Drano Lake, near RM 162. Operations include pile driving and work is expected to occur from 06 Jan 2020 to 04 Feb 2021. AAC's Derrick Barge DB 4100, tug Lindy Marie, and work barges will be on station and monitoring VHF-FM channel 16 during the working hours of 0700 through 1800, 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 Shad Huber at (360) 953-4833 and email Shadh@callAAC.com or Todd High at (503) 572-0101 and email Toddh@callAAC.com with any questions.

Chart 18532

LNM: 51/19

WASHINGTON - PUGET SOUND – SEATTLE HARBOR – DUWAMISH WATERWAY – Bridge deviation (Revised from LNM 03/20)

The US Coast Guard intends to change an approved deviation from the operating schedule that governs the 1st Avenue South Highway Bridge (LLNR 16887) across the Duwamish Waterway, mile 2.5, in Seattle, WA. Containment will be installed under half of the 1st Avenue South Highway Bridge, and reduce the vertical clearance by ten feet from 39 feet center to 29 feet center, and from 22 feet to 12 feet on the sides. The deviation is necessary to accommodate WSDOT's bridge equipment replacement. The span closure dates and times are:

- 2100 on 21 Feb 2020 to 0500 on 24 Feb 2020;
- 2100 on 13 Mar 2020 to 0500 on 16 Mar 2020;

And the following dates are backup closures if needed:

- 2100 on 20 Mar 2020 to 0500 on 23 Mar 2020;
- 2100 on 27 Mar 2020 to 0500 on 30 Mar 2020.

The 1st Avenue South Bridge shall fully open on signal when at least 72 hours' notice has been given by mariners from 2100 on 07 Feb 2020, to 2359 on 14 Feb 2020. During the remainder of the approved closure times, the subject bridge shall open fully on signal when at least 72 hours' notice has been given by Delta Marine. Additionally, the subject bridge need not open to vessels of 5000 gross tons and over, a vessel towing a vessel of 5000 gross tons and over, and a vessel proceeding to pick up for towing a vessel of 5000 gross tons and over. During these closures, the draw of the 1st Avenue South Bridge will not be able to open to marine vessels engaged in emergency operations. Vessels able to pass through the bridge in the closed-to-navigation position may do so at any time. For more information, contact Justin Sieg at (425) 961-2769.

Chart 18450

LNM: 05/20

WASHINGTON – PUGET SOUND – NORTHERN PART – PORT MADISON AND PORT ORCHARD – Painting of the Agate Pass Bridge

WSDOT will be painting the Agate Pass Bridge (LLNR 17935) on a 24 hour daily schedule from 01 Jun 2019 to 01 Jun 2020 (Monday through Saturday). WSDOT will be using containment to prepare and paint sections of the bridge one section at a time. At mean high water elevation Agate Pass Bridge provides 76 feet of vertical navigation clearance. The containment system will reduce the bridge's vertical clearance by approximately 8 feet thus reducing the vertical navigation clearance to 68 feet in the vicinity of the containment systems. Bridge navigation lights will not be affected. Vessels that require the bridge's full vertical clearance, may use a section without containment, plan to navigate at low water or use Rich Passage as an alternate route. Mariners exercise caution for falling debris when transiting underneath the Agate Pass Bridge. For further information please contact the WSDOT Assistant Project Engineer Andy Larson at (360) 874-3011, or email LarsonA@wsdot.wa.gov.

Chart 18441

LNM: 20/19

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

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

The Coast Guard has approved a temporary deviation from the operating schedule that governs the University Street Bridge (LLNR 18235), across the Lake Washington Ship Canal in Seattle at mile 4.3. The University Bridge will only be able to operate in single leaf mode (half of the span) from 0700 to 1500 daily from 12 Feb to 05 Apr 2020. After 1500 each day, the bridge will return to full operation. A service barge will be moored under the subject bridge to operate a lift boom, and will be lighted per Coast Guard regulations. The service barge will occupy 45 feet of the Ship Canal. Vessels which do not require a bridge opening may continue to transit beneath the bridge during this closure period. The University Street Bridge will only be able to open half of the span for vessels engaged in emergency response operations during this closure period. For more information, contact Matt Donahue at (206) 684-5301.

Chart 18447

LNM: 01/20

WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE UNION – Fairview Avenue Bridge Notice (Revised from LNM 18/19)

Preliminary work to install a turbidity curtain for the Fairview Avenue Bridge Replacement project started on 12 Apr 2019. This turbidity curtain will remain in Lake Union waters 24 hours a day for the duration of the project, projected to run through early 2021. Navigation warning lights are installed on top of flotation logs indicating the location of the turbidity curtain. The bridge will be closed to all road traffic and in-water work will commence on 16 Sep 2019. Navigation is not allowed across or beyond the turbidity curtain which indicates the beginning of an active construction zone. The turbidity curtain is located on waterway 8 in front of the Zymo Genetics building and spans the waterway between Seattle Seaplanes and Windermere Real Estate. For more information contact Chris Barnes, SDOT Construction Engineer, (206) 234-1404, and email chris.barnes@seattle.gov

Chart 18447

LNM: 33/19

WASHINGTON - LAKE WASHINGTON SHIP CANAL - UNION BAY REACH - SR 520 West Approach Bridge South Bridge Replacement (Revised from LNM 38/19)

American Bridge Company will be constructing a temporary work trestle for the State Route (SR) 520 West Approach Bridge South project in southern Union Bay from 04 Nov 2019 through 29 Jan 2021. The temporary work trestle will be left in place through October 2022 and used for demolishing the existing West Approach Bridge South and constructing the new Approach Bridge. The limits of the temporary work trestle extend from the bridge abutment to approximately 1,100ft west of the west navigation channel. Mariners are advised to transit with caution when navigating near the project area and be aware that no boaters are permitted between the active work zone and work trestles at any time. A graphical representation of the impacted area was included as Enclosure (4) to LNM 43/19. For additional information, contact Dennis Suh at (504) 206-6494 or email at dsuh@americanbridge.net.

Chart 18447

LNM: 40/19

WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE WASHINGTON - Interstate 90 Highway Bridge construction (Revised from LNM 28/19)

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. 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. Construction barges located within the work zones will be marked with steady white lights on all four 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 Evan Spading (808)-342-3561 or email Evan.spading@kiewit.com.

Chart 18447

LNM: 05/20

WASHINGTON – PUGET SOUND – ANACORTES TO SKAGIT BAY – DECEPTION PASS – Bridge notice

WSDOT will be cleaning, painting and repairing the bridges over Deception Pass and Canoe Pass south of Anacortes. The work is expected to begin at 0600 on 01 Apr 2019 and be complete by 2000 on 31 Oct 2020. The Deception Pass Bridge has a vertical clearance of 144 feet, and the vertical clearance under the Canoe Pass Bridge is 154 feet. No in-water work will be conducted, and a full containment system will be employed, however, mariners are cautioned that fall hazards will exist. For further information on this project contact the Project Engineer, Shane Spahr, at (360) 848-7103 or email spahrs@wsdot.wa.gov.

Chart 18427

LNM: 06/19

WASHINGTON – EVERETT HARBOR– SNOHOMISH RIVER– SR 529 Highway Bridge Notice

The Coast Guard has approved a temporary bridge deviation from the operating schedule that governs the SR 529 Highway Bridges across the Snohomish River and Steamboat Slough, to support the Everett Half Marathon event on 29 Mar 2020 from 0700 to 1100. During this period, the swing spans of the SR 529 Highway Bridge (NB) (LLNR 18591.3) and the SR 529 Highway Bridge (SB) (LLNR 18591.2) across the Snohomish River, mile 3.6, at Everett, WA, and the lift spans of SR 529 Highway Bridge (NB) (LLNR 18594.11) and the SR 529 Highway Bridge (SB) (LLNR 18594.9) across Steamboat Slough, mile 1.1, at Marysville, WA, is authorized to remain in the closed-to-navigation positions. The subject bridge may be opened for emergencies if a one-hour notice is given. Vessels that do not require a bridge opening may continue to transit beneath the bridge during this closure period. The bridge shall operate in accordance to 33 CFR §117 at all other times. For more information, contact Colleen Arnold at (425) 739-3700.

Chart 18443

LNM: 05/20

COLUMBIA AND SNAKE RIVERS – Winter seasonal recreational vessel lockage

The USACE Portland and Walla Walla Districts have implemented the winter seasonal lockage schedule, from 21 Sep 2019 to 17 May 2020, for the

COLUMBIA AND SNAKE RIVERS – Winter seasonal recreational vessel lockage

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.nww.usace.army.mil/Missions/Navigation.aspx>. or call the USACE Walla Walla Operations Division at (509) 527-7112.

Charts: 18532 18533 18535 18536 18537 18539 18541 18545 18546 18547

LNM: 39/19

SNAKE RIVER – LAKE BRYAN – Little Goose Navigation Lock notice

Vessels transiting the Little Goose Navigation lock will not tie up to or rub against the upstream floating guidewall, due to damage, until further notice. These restrictions will remain in place until repairs can be made to the floating guidewall keyway and cables. For additional information, contact the Little Goose Operator at (509) 399-2233.

Chart 18547

LNM: 13/19

WASHINGTON – PUGET SOUND – LAKE WASHINGTON SHIP CANAL – Hiram M. Chittenden large lock closure and Future schedules for maintenance closures (Revised from LNM 33/19)

The large lock chamber of the Hiram M. Chittenden Locks in Ballard will close at 0530 on 12 Feb 2020 until approximately 05 Apr 2020. The small chamber will remain open during this time and vessels up to 28-feet wide by 123-feet long are able to use it. This is the second of five extended closures for the large lock over the next two years to replace the Stoney Gate Valves, which are original equipment that must be replaced to keep the 101-year-old Chittenden Locks safe and operational for years to come. The Seattle District website has a Locks Closure page that includes emergency, scheduled and projected outages. It is still under construction, but does have information about the Stoney Gate Valve project scheduled closures populated on it and will continue to be updated. You can reach the page at the following link; <https://go.usa.gov/xVtwc>.

In addition, 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 commenced 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:

- 2020: 12 Feb – 05 Apr
- 12 Oct – 03 Dec
- 2021: 12 Feb – 05 Apr
- 09 Nov – 24 Nov

If you have any questions or need information please email (preferred) or call: the Stoney Gate Valve Project Manager Peter Gibson at peter.d.gibson@usace.army.mil or (206) 764-3785 or the Operations Project Manager Jon Hofstra at jonathan.c.hofstra@usace.army.mil or (206) 297-9737 or the Seattle District Public Affairs Office: Bill Dowell at (206) 764-3464 and email william.r.dowell@usace.army.mil.

Chart 18447

LNM: 07/20

OREGON – SIUSLAW RIVER – Shoaling at entrance to Siuslaw River

The Coast Guard has observed significant shoaling at the entrance to Siuslaw River. Mariners are urged to exercise caution when transiting the bar, especially at low tide. Approximately 200 yards west of the jetty tips is an area of significant shoaling with depths as shallow as 8 feet. This shoal area is causing the bar to break in lighter weather conditions than is normal. Local mariners can contact Coast Guard Station Siuslaw River for more information.

Chart 18583

LNM: 45/19

COLUMBIA RIVER – CRIMS ISLAND TO ST. HELENS – LONGVIEW – Marine construction

Advanced American Construction (AAC) will be conducting marine construction at the confluence of the Columbia and Cowlitz Rivers, near RM 67-68, from on or about 13 Jan to 31 Mar 2020. AAC's Derrick Barge "DB 4000", tug "Ruth", and additional work barges will be onsite and conducting operations including dock demolition, pile driving, and dock construction. 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 steady white lights on all corners. Mariners are asked to transit through the area with extreme caution and minimize wake. For additional questions, contact Mike Schoeff at (503) 502-9815 or mschoeff@advanced-american.com.

Chart 18524

LNM: 01/20

WASHINGTON – PUGET SOUND – 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 – Terminal 5 pier construction

Orion Marine will be performing pile removal, demolition of structures, and new pier construction for the Terminal 5 Berth Modernization Project for the Port of Seattle on the Duwamish River west waterway. Phase 1 will start 22 Jul 2019 and run through 31 Dec 2020 and phase 2 will run from Jun 2021 through Mar 2023. Work will typically take place from 0700 to 1700, Monday thru Friday. The DB Rainier and DB St. Helens, will each have a material barge moored alongside and will always remain on site. Each floating plant will have all corners marked with steady burn white lights. The DBs will run on anchors at times so mariners are requested to keep at least a 200-foot distance. The crane and tugs will monitor VHF-FM channel 13. For additional information please contact Bradley Morlock at (253) 552-1140 or email at bmorlock@orionmarinegroup.com

Chart 18450

LNM: 28/19

WASHINGTON – LAKE WASHINGTON SHIP CANAL – In-water geotechnical boring activity

As part of Sound Transit's West Seattle and Ballard Link Extensions Project, a contractor will be conducting up to ten geotechnical borings in the waters of the Lake Washington Ship Canal just east of the Ballard Street Bridge (LLNR 18180). Geotechnical drilling will occur during daylight hours between 12 Feb and 15 Apr 2020. Work will occur outside of the federal channel from a barge moored using spuds. The barge will be in place 24 hours a day until completion of the borings. The barge captain will be monitoring VHF-FM Ch 18 and can also be reached via cell phone at (206) 459-1737. For additional Project information, please contact (206) 903-7229 or wsblink@soundtransit.org.

Chart 18447

LNM: 53/19

WASHINGTON – LAKE WASHINGTON – Deployed wind-wave research lighted buoy

Seattle University and Sound Transit will be conducting research in the vicinity of the Interstate 90 Highway Bridge (west channel) (LLNR 18389) starting on 01 Sep 2019 through 01 May 2020, 24 hours a day. Sound Transit will deploy a black and yellow wave buoy that will be marked by a flashing white 2.5 seconds light, to measure wave heights. The buoy will be anchored 100 yards north of the center of the bridge in position 47-35-28.842N, 122-16-50.822W, which is within the I-90 Floating Bridge boater exclusion zone. Sound Transit requests all mariners keep 50 yards from the buoy to minimize wake as well as protect the buoy and the data it collects. For more information, contact Jason Snodderly of Sound Transit at (206) 370-5592 or email Jason.Snodderly@soundtransit.org.

Chart 18447

LNM: 34/19

WASHINGTON – PUGET SOUND – APPLE COVE TO KEYPORT – Submersible Vehicle testing (Revised from LNM 49/19)

The Naval Undersea Warfare Center (NUWC) at Keyport, WA will be continuing operations in the vicinity of NUWC between the Brownsville Marina and Keyport through 23 Dec 2020. Operations will be conducted Monday through Friday during daylight hours. Operations will involve semi-submersible and submersible vehicles escorted by a small naval craft with a flashing red light. The small craft will monitor VHF-FM channels 12 and 16. The call sign for the small craft will be "Keyport Range Control". All craft transiting the area are requested to exercise caution and maintain a sharp lookout for possible semi-submerged vehicles while the range is in operation. Questions can be directed to Keyport Range Control on VHF-FM channels 12 and 16 or by contacting the Pacific Northwest Range Management and Ops Division, Range Control Branch, at (360) 396-2313.

Chart 18446

LNM: 50/19

OREGON – WASHINGTON – IDAHO – NOAA's planned end of paper chart production

On 15 Nov 2019, NOAA formerly announced in the Federal Register (Docket #2019-24807) that they would begin a 5-year process of discontinuing their traditional paper, or raster, charts by 2025. NOAA intends to gradually 'sunset' raster chart products and is introducing an option to create custom ENC data based charts that can be printed as a paper copy locally or commercially, via one of their certified third party printers. More detailed information regarding this transition is available from <https://nauticalcharts.noaa.gov/publications/docs/raster-sunset.pdf>. Comments/questions on the Federal Register Notice and the NOAA Custom Chart application should be submitted at <https://www.nauticalcharts.noaa.gov/customer-service/assist/>. Other concerns may be directed to your local NOAA Navigation Manager, <https://nauticalcharts.noaa.gov/customer-service/regional-managers/index.html>. In order to identify and overcome the regulatory challenges associated with this transition including but not limited to updating commercial vessel carriage requirements and maritime safety information processes, NOAA will continue to work directly with its Agency charting partners. A prototype version of the NOAA Custom Chart Tool is available at <https://devgis.charttools.noaa.gov/pod/>.

LNM: 03/20

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
11060	WARRIOR ROCK LIGHT	45-50-55.020N 122-47-17.520W	Fl W 4s	28	5	White octagonal tower on square structure.	11/20
14745	CATHLAMET BAY NORTH CHANNEL LIGHT 3	* 46-12-37.299N 123-42-51.386W	Fl G 6s	15	4	* SG on multi-pile structure.	11/20
15525	PALIX RIVER LIGHT 15	* 46-37-53.912N 123-56-36.539W	Fl G 4s	18	4	SG on dolphin.	11/20
		*					

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
16510	<i>Puget Sound Traffic Separation Lane Lighted Buoy SC</i>	48-01-48.974N 122-38-11.105W	Fl Y 2.5s		5	Yellow.	May be submerged during periods of extreme current.	11/20

*

ENCLOSURES

Enclosure 1

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

LNM: 11/20

Enclosure 2

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

LNM: 11/20

Enclosure 3

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events

LNM: 11/20

Enclosure 4

WASHINGTON – STRAIT OF GEORGIA AND STRAIT OF JUAN DE FUCA – Temporary Acoustic research buoy locations

LNM: 08/20

Enclosure 5

OREGON – WASHINGTON – Navigation Rules and Regulations Handbook changes

LNM: 10/20

Enclosure 6

OREGON – WASHINGTON – Marine Safety Information Bulletin regarding COVID-19

LNM: 11/20

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, Temp Red lights installed	4/30/2018	0369-18
	9558	Florence Highway 101 Bridge	Florence, OR	Clearance Gauge missing	6/25/2019	None
	9627	Yaquina Bay Highway 101 Bridge	Newport, OR	Clearance Gauge missing	6/17/2019	0433-19
COLUMBIA RIVER						
	12752	I-82 Highway Bridge (SB)	Umatilla, OR	Center span green light extinguished	2/18/2020	0168-20
SNAKE RIVER						
	13617	Sargent Railroad Bridge	Pataha, WA	Red, westbound, pier light extinguished	11/20/2019	0920-19
	13757	Central Ferry Highway Bridge	Pomeray, WA	Multiple lights extinguished	1/23/2020	0082-20
	14070	Camas Prairie RR Bridge	Lewiston, ID	Multiple lights extinguished	9/16/2019	0705-19
	14072	Clearwater Memorial Highway Bridge	Lewiston, ID	Downbound sidelights extinguished	12/6/2019	0961-19
WILLAMETTE RIVER						
	15152	Wilsonville Railroad Bridge	Wilsonville, OR	Multiple lights extinguished	10/17/2019	0802-19
WASHINGTON COAST						
	None					
PUGET SOUND						
	None					
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	LNM
			None noted					

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

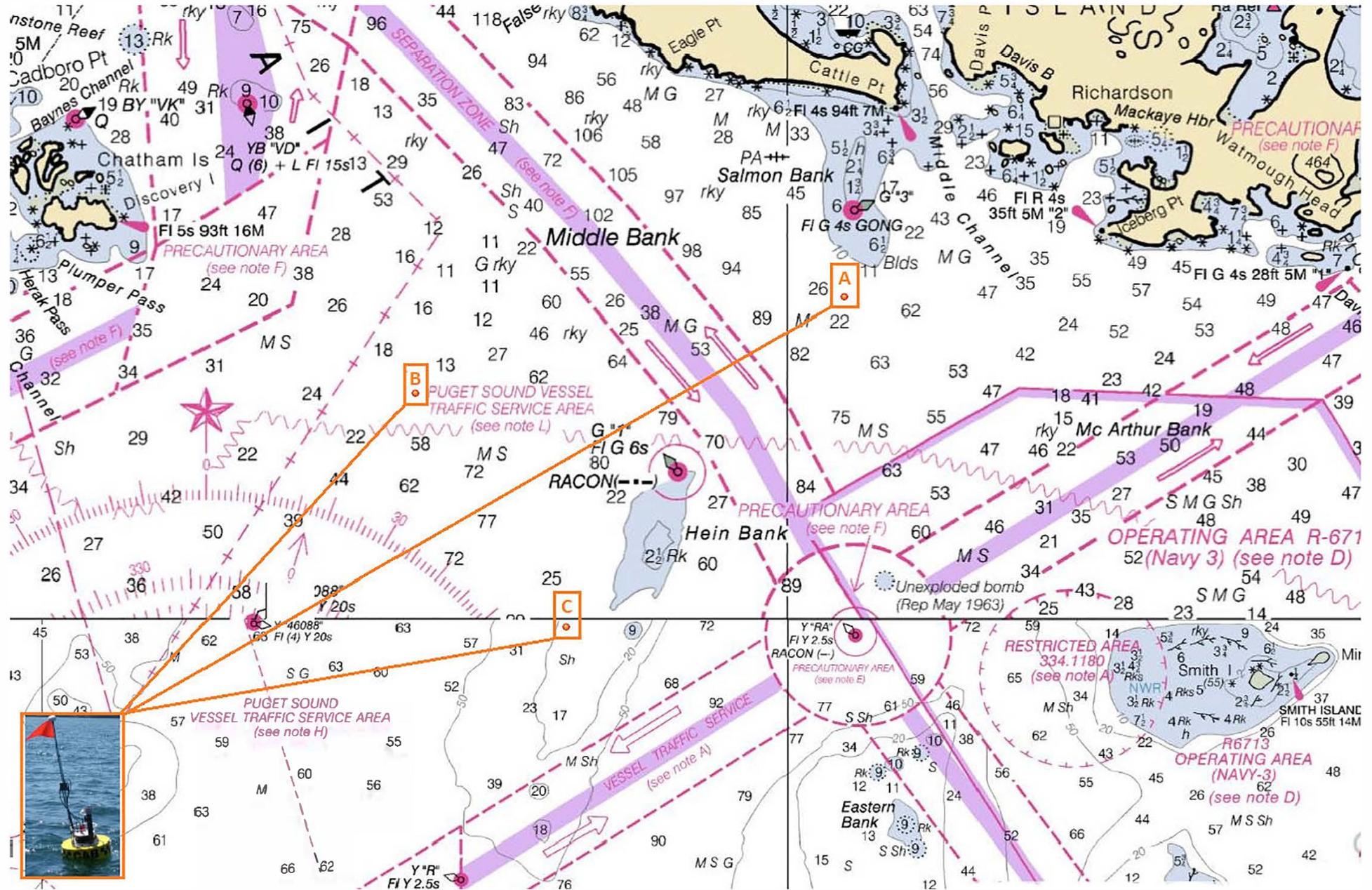
EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
		None Noted	

SECTOR PUGET SOUND MARINE EVENTS

EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
		None Noted	

Acoustic Research Buoys on Middle and Hein Banks 01 Jun - 01 Nov 2020

Enclosure (4)



USCG Navigation Rules and Regulations Handbook, 2014 Edition

Federal Register / Vol. 84, No. 125 / Friday, June 28, 2019 published non-substantive technical, organizational, and conforming amendments to existing Coast Guard regulations. All of these rules are represented in the U.S. Coast Guard Navigation Rules and Regulations Handbook.

PART 26—VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS

- Revise the authority citation for part 26 to read as follows:
Authority: 14 U.S.C. 2, 33 U.S.C. 1201–1208; Pub. L. 107–295, 116 Stat. 2064;
Department of Homeland Security Delegation No. 0170.1; Rule 1, International Regulations for the Prevention of Collisions at Sea.

§ 26.08 [Amended]

- In § 26.08(a), remove the text “Marine Safety, Security and Environmental Protection” and add, in its place, the text “Prevention Policy”.

PART 80—COLREGS DEMARCATION LINES

- In § 80.750, revise paragraphs (b) and (f) to read as follows: § 80.750 Sanibel Island, FL to St. Petersburg, FL.

* * * * *

(b) A line drawn across the Charlotte Harbor entrance from position latitude 26°42.18' N, longitude 070°41.2' W to Port Boca Grande Light.

* * * * *

(f) A line drawn from position latitude 27°17.89' N, longitude 082°33.55' W to the southernmost extremity of Lido Key (position latitude 27°17.93' N, longitude 082°33.99' W).

* * * * *

- In § 80.753, revise paragraphs (a) and (d) to read as follows: § 80.753 St. Petersburg, FL to the Anclote, FL.

(a) A line drawn across Blind Pass, from the seaward extremity of the Long Key jetty to the seaward extremity of the Treasure Island jetty.

* * * * *

(d) A line drawn from the northernmost extremity of Honeymoon Island to Anclote Anchorage South Entrance Light 3; thence to Anclote Key position latitude 28°10.0' N longitude 082°50.6' W; thence a straight line to position latitude 28°11.11' N, longitude 082°47.91' W.

§ 80.810 [Amended]

- 8. In § 80.810, remove paragraphs (c) and (d); and re-designate paragraphs (e) through (h) as paragraphs (c) through (f).

PART 81—72 COLREGS: IMPLEMENTING RULES

§ 81.3 [Amended]

- In § 81.3, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

§ 81.5 [Amended]

- In § 81.5(a) introductory text, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

§ 81.9 [Amended]

- In § 81.9 introductory text, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

PART 83—NAVIGATION RULES

§ 83.24 [Amended]

- In § 83.24(h), after the words “exhibit the lights”, add the words “or shapes”.

§ 83.26 [Amended]

- In § 83.26(f)(i), remove the word “around” and add, in its place, the word “round”; in § 83.26(f)(ii)(2)(B), remove the text “(a)” and add, in its place, “(f)(ii)(1).”

§ 83.27 [Amended]

- In § 83.27(d)(iv)(1)(B) and (d)(iv)(2)(A), remove the word “around” and add, in its place the word “round”.

PART 89—INLAND NAVIGATION RULES: IMPLEMENTING RULES

§ 89.3 [Amended]

- In § 89.3, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

§ 89.5 [Amended]

- In § 89.5(a) introductory text, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

§ 89.9 [Amended]

- In § 89.9 introductory text, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

§ 89.27 [Amended]

- In the section heading to § 89.27 and paragraphs (a) and (b), remove the text “24(i)” and add, in its place, the text “24(j)”.

PART 161—VESSEL TRAFFIC MANAGEMENT

§ 161.2 [Amended]

■ Amend § 161.2 as follows:

- a. Remove the word “sector” wherever it appears, and add, in its place, the word “zone”;
- b. Add definitions in alphabetical order for “Center” and “Published”;
- c. In the definition of “Vessel Traffic Service Area or VTS Area”, remove the word “sectors” and add, in its place, the word “zones”; and
- d. In the introductory text of the definition of “VTS User”, remove the word “area” and add, in its place, the word “Area”.

§ 161.2 [Amended]

■ Amend § 161.2 Definitions - with additions to read as follows:

* * * * *

Center means a Vessel Traffic Center or Vessel Movement Center.

* * * * *

Published means available in a widely-distributed and publicly available medium (e.g., VTS User’s Manual, ferry schedule, Notice to Mariners).

* * * * *

Under *VTS User* Re-designate (a) – (b) as (1) – (2); add (3) Equipped with a required Coast Guard type-approved Automatic Identification System (AIS).

§ 161.4 Requirement to Carry the Rules. [Amended]

■ Re-designate the note at the end of the section as Note 1 to § 161.4 and revise it to read as follows:

* * * * *

Note 1 to § 161.4: These rules are contained in the applicable U.S. Coast Pilot, the VTS User’s Manual which may be obtained by contacting the appropriate VTS or downloaded from the Coast Guard Navigation Center website (<https://www.navcen.uscg.gov>).

§ 161.5 [Amended]

■ In § 161.5(b), remove the text “VTS Director” and add, in its place, the text “VTC”.

§ 161.12 [Amended]

■ Amend § 161.12 in Table 1 to § 161.12(c) as follows:

- a. In entry (10)(ii) – *Seattle Traffic*, in the “Monitoring area” column, remove the words “Strait of Juan de Fuca” and add, in their place, the words “Salish Sea”;
- b. In entry (12) – *St. Marys River*, remove the text “Mary’s” wherever it appears and add, in its place, the text “Marys”;
- c. In Note 6, remove the word “sector” and add, in its place, the word “zone”.

§ 161.17 [Removed and Reserved]

■ Remove and reserve § 161.17.

PART 161—VESSEL TRAFFIC MANAGEMENT (continued)

§ 161.55 [Amended]

■ Amend § 161.55 by revising paragraph (c)(3) to read as follows:

§ 161.55 Vessel Traffic Service Puget Sound and the Cooperative Vessel Traffic Service for the Juan de Fuca Region.

* * * * *

(c) * * *

(3) A vessel of less than 100 meters in length is exempt from the provisions set forth in § 161.13(b)(3) of this part.

* * * * *

§ 161.70 [Amended]

■ In entry 4 to the Table to § 161.70(d) and entry 3 to the Table to § 161.70(f), remove the word “Sector” and add, in its place, the word “Zone”.

Questions may be directed to the Office of Navigation Systems at CGNAV@uscg.mil.



Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Inspections and Compliance Directorate
2703 Martin Luther King Jr Ave SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 02-20 (Change 3)
Date: March 16, 2020

E-Mail: OutbreakQuestions@uscg.mil

Novel Coronavirus – Update (Change 3)

An outbreak of respiratory illness caused by a novel coronavirus (COVID-19) may affect mariners and maritime commerce. The Centers for Disease Control and Prevention (CDC) has updated their Interim Guidance for Ships on Managing Suspected Coronavirus Disease 2019 (see <https://go.usa.gov/xdfyG>) and Cruise Ship Travel (see <https://go.usa.gov/xdfVP>).

Illness of a person onboard any vessel that may adversely affect the safety of a vessel or port facility is a hazardous condition per 33 CFR 160.216 and must be reported **immediately** to the U.S. Coast Guard Captain of the Port (COTP). Cases of persons who exhibit symptoms consistent with COVID-19 must be reported to the COTP.

The Coast Guard considers it a hazardous condition under 33 CFR 160.216 if anyone, regardless of where they have been or who they have interacted with, shows symptoms of COVID-19 or other flu like illness. This requires immediate notification to the nearest Coast Guard COTP.

Per 42 CFR 71.21, vessels destined for a U.S. port are required to report to the CDC any sick or deceased crew/passengers during 15 days prior to arrival at the U.S. port. Guidance to vessels to report deaths and illnesses to the CDC can be found at: <https://go.usa.gov/xdjmj>. U.S. flagged commercial vessels are also advised to report ill crewmembers in accordance with the requirements of each foreign port called upon.

Presidential Proclamations have placed entry restrictions from persons arriving from or through the following countries: Iran, China (excluding Hong Kong and Macau), the European states within the Schengen Area (Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, and Switzerland), and beginning at 11:59 p.m. eastern standard daylight savings time on March 16, 2020, United Kingdom and Republic of Ireland.

Vessel owners/operators and local stakeholders should be aware of the following:

1. On March 13, 2020, Cruise Lines International Association (CLIA) announced that member companies were voluntarily suspending cruise ship operations from U.S. ports of call for 30 days. The CDC issued a [No Sail Order](#) on March 14, 2020 to all cruise ships that had not voluntarily suspended operations. The Coast Guard will closely coordinate with CDC to facilitate a safe and expeditious return of passengers onboard cruise ships that are underway and bound for U.S. ports.
2. Maritime commerce is vital to the U.S. economy and the Coast Guard has the responsibility to safely enable the uninterrupted flow of maritime cargo.
 - Non-passenger commercial vessels that have been to the countries noted above or embarked crewmembers from the countries noted above within the last 14 days, with no sick crewmembers, will be permitted to enter the U.S. and conduct normal operations, provided that crewmembers remain aboard the vessel except to conduct specific activities directly related to vessel cargo or

provisioning operations. U.S. citizens or any other persons listed in Section 2 of Presidential Proclamation “[Suspension of Entry as Immigrants and Nonimmigrants of Certain Additional Persons Who Pose a Risk of Transmitting 2019 Novel Coronavirus](#)”, for example crewmembers with a transit and/or crewmember visa, may be permitted to disembark the vessel to conduct vessel operations pier side or for the immediate and continuous transit through the U.S. to another country. When entering the U.S. all persons must be cleared by Customs and Border Protection (CBP) and, if applicable, CDC. Crewmembers without the appropriate visas will generally be required to remain onboard unless otherwise cleared for entry by CBP and, if applicable, CDC.

- Non-passenger commercial vessels that have been to the countries noted above or embarked crewmembers from the countries noted above within the last 14 days, and do have sick crewmembers should expect delays and need to work with local health and port officials prior to entry.
3. All persons that have been in or through a country listed above may be subject to CDC screening prior to disembarkation.

Vessel owners and operators should be aware of the following:

- The Coast Guard will continue to review all “Notice of Arrivals” in accordance with current policies and will communicate any concerns stemming from sick or deceased crew or passengers to their Coast Guard chain of command and the cognizant CDC quarantine station, who will coordinate with local health authorities.
- All commercial vessel operators and mariners are encouraged to exercise due diligence during daily operations and highly encouraged to follow the CDC [Interim Guidance for Ships on Managing Suspected Coronavirus Diseases 2019](#).
- Vessel masters shall inform Coast Guard boarding teams of any ill crewmembers on their vessel prior to embarking the team.
- Local industry stakeholders, in partnership with their Coast Guard COTP, should review and be familiar with section 5310 Procedures for Vessel Quarantine and Isolation, and Section 5320 - Procedures for Security Segregation of Vessels in their Area Maritime Security Plan.
- Local industry stakeholders, in partnership with their Coast Guard COTP, should review and be familiar with their Marine Transportation System Recovery Plan.
- **Maritime facility operators are reminded that they are not permitted to impede the embarkation/ disembarkation of crew members as permitted under Seafarer's access regulations.** This authority resides with CBP, Coast Guard, or the CDC for medical matters. Facility operators should contact their local CBP, Coast Guard, or CDC/health department offices if they have a specific request to restrict a crew member’s access.
- The Coast Guard recommends that people review the CDC travel guidance (see <https://www.cdc.gov/coronavirus/2019-ncov/travelers/index.html>) and the U.S. Department of State (DoS) Travel Advisories related to COVID-19 at <https://travel.state.gov/content/travel/en/traveladvisories/traveladvisories.html/> .

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