



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

LOCAL NOTICE TO MARINERS

District: 13

Week: 24/20

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

COMDTPUB P16502.6, Light List Volume VI, 2020 Edition, and Coast Pilot Volume 10, 2020 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). LNM's and other navigation notices can be obtained via e-mail subscription through the USCG Navigation Center website:

<https://www.navcen.uscg.gov/?pageName=feeds>

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/?pageName=gpsUserInput>

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 D13-0372-20	Ending BNM D13-0391-20
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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 – YAQUINA HEAD TO COLUMBIA RIVER – Underwater cable installation

SUBCOM is scheduled to conduct underwater fiber optic cable installation off the northern Oregon coast, from a starting point between Cape Lookout and Cape Kiwanda offshore for 375 nautical miles. The Cable Ship DECISIVE will conduct the work which is expected to occur between 22 Jul and 23 Aug 2020, following a route starting at approximately 45-16-03.834N, 124-03-54.060W and moving toward 44-01-26.598N, 132-39-52.446W. C/S DECISIVE, call sign V7DI7, can be hailed on VHF-FM channel 16, and she will be restricted in her ability to maneuver during these operations. For more information, contact the ship via email at csdcmaster@subcom.com

Charts: 18003 18007 18520

LNM: 24/20

SNAKE RIVER – LAKE SACAJAWEA AND LAKE HERBERT G. WEST AND LAKE BRYAN – Upstream floating guidewall restrictions (Revised from LNM 16/20)

Until further notice, vessels transiting the Snake River navigation locks must use caution when operating near the upstream floating guidewalls at several of the projects:

- Ice Harbor Lock and Dam, Snake River Mile 9.7; vessels may not tie up to or rub against the upstream floating guidewall when approaching or leaving the lock, nor may they use the guidewall as a pivot for entering the lock.
- Lower Monumental Lock and Dam, Snake River Mile 41.6, vessels may not tie up to or rub against the floating guidewall when approaching or leaving the lock, nor should they use the guidewall as a pivot point for entering the lock.
- Little Goose Lock and Dam, Snake River Mile 70.3, vessels may not tie up to or rub against the upstream floating guidewall when approaching or leaving the lock, nor may they use the guidewall as a pivot for entering the lock.

These restrictions will remain in place until more substantial repairs can be made to the locks' floating guidewall cables. For additional information on this work, contact the NWW Operations Division at (509) 527-7364.

Charts: 18545 18546 18547

LNM: 24/20

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

The Commander, Thirteenth Coast Guard District has received a request for a Preliminary Navigation Determination from Multnomah County in preparation for compiling a Coast Guard Bridge Permit application for the Earthquake Ready Burnside Bridge project (EQRB). The EQRB project is the planned replacement for the current Burnside Highway Bridge (LLNR 14955.4). This public notice corrects inaccurate information contained in PN 08-19 dated 11 Dec 2019. In summary, PN 08-19 inaccurately stated a preliminary navigation determination vertical navigation clearance for any proposed fixed bridge needed to be greater than or equal to 176 feet at OHW. The corrected information states that a Coast Guard preliminary navigation determination for vertical navigation clearance for any proposed fixed bridge needs to be greater than or equal to 162 feet above the Columbia River Datum (CRD) or 147 feet above Ordinary High Water (OHW), OHW=CRD plus 15 feet. All other measurements have been updated to reflect vertical and horizontal navigation clearances referenced to CRD. All other information is the same.

This PN is soliciting for comments exclusively related to navigation. The public is highly encouraged to carefully review this notice and provide comments with regard to the proposed bridge's ability to meet the reasonable needs of navigation.

D13 Public Notice 07-20 is available at <https://www.navcen.uscg.gov/D13BN> Comments will be received for the record at the office of: Commander (dpw), Thirteenth Coast Guard District, 915 2nd Ave, Rm 3510, Seattle, WA or via email at D13-SMB-D13-BRIDGES@uscg.mil or by telephone (if unable to submit comments in writing) by calling (206) 220-7282. Comments should be sent to arrive on or before 17 Jul 2020.

LNM: 24/20

OREGON – WILLAMETTE RIVER – PORT OF PORTLAND – Hawthorne Bridge deviation (Revised from LNM 18/20)

The Coast Guard has approved updated times for two temporary deviations to the operating schedule that governs the Hawthorne Highway Bridge (LLNR 14955.6) across the Willamette River, mile 13.1, at Portland, Oregon. The deviation periods will now be from 0700 to 1600 daily on 12-13 Jul 2020 and 16-17 Jul 2020; during these times the bridge will only be able to open if a five-hour advance notice is given. These deviations are necessary to accommodate electrical service upgrades, and allows the bridge to remain in the closed-to-navigation position to facilitate the safe and timely upgrades. The Hawthorne Bridge provides 49 feet of vertical clearance in the closed-to-navigation position referenced to the vertical clearance above Columbia River Datum 0.0. The normal operating schedule is in 33 CFR 117.897(c)(3)(v). Vessels which do not require a

bridge opening may continue to transit beneath the bridge during this closure period. The draw span will not be able to open for vessels engaged in emergency response operations during this closure period. 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. For more information, please contact Jon Henrichsen at (503) 988-7126 or email jon.p.henrichsen@multco.us.

Chart 18526

LNLM: 24/20

OREGON – WASHINGTON – U.S. Coast Pilot 10 release

U.S. Coast Pilot 10, Pacific Coast: Oregon, Washington, Hawaii and Pacific Islands, 1st Edition, 2020, has been issued and is ready for free download and weekly updates at www.nauticalcharts.noaa.gov/publications/coast-pilot/index.html. Formerly part of Coast Pilot 7, Oregon, Washington, Hawaii and Pacific Islands are now covered in Coast Pilot 10, which cancels the preceding 2019 edition and incorporates all previous corrections. Only Print-on-Demand (POD) bound copies are available for purchase; visit www.nauticalcharts.noaa.gov/publications/print-agents.html#coast-pilot.

LNLM: 23/20

OREGON – WASHINGTON – Drawbridge operations notice

Due to recent public protest activity throughout the Coast Guard Thirteenth District area of responsibility, mariners are advised that requests for drawbridge openings may be delayed when pedestrian protest activity is taking place near or on a drawbridge. Mariners planning transits that require bridge lifts are encouraged to contact bridge operators well in advance for coordination purposes.

LNLM: 23/20

COLUMBIA RIVER – CRIMS ISLAND TO HARRINGTON POINT – Stella Range and the centerline of Stella Channel (Revised from LNM 17/20)

Stella Range Rear Light (LLNR 10665) was rebuilt in February 2020 and relocated 21 feet in the direction of 352.3° true to correct a previous error that caused the Stella Range to be misaligned from the US Army Corps of Engineers channel centerline coordinates. After the rebuild of the rear range structure it was found that the new rangeline differs from the Stella Channel centerline by 281.9 feet to the left or southwest of the channel center when at the upriver (southeast) entrance to the channel near river mile 60, and 16 feet to the left or southwest when at the down river (northwest) entrance to the channel near river mile 57. Upon further investigation, it was determined that the Stella Range Front Light (LLNR 10660) position was inaccurate causing the deviation. Mariners should use caution while navigating Stella Range, be aware of this anomaly, and continue to use all available means to determine their vessel's position. The Coast Guard is working to incorporate a rebuild of the Stella Range Front Light in a future construction project.

Chart 18524

LNLM: 23/20

COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – Interstate 5 Highway Bridge deviation

The Coast Guard has approved a temporary deviation from the operating schedule that governs the Interstate 5 Highway Bridge (LLNR 11258) across the Columbia River at mile 106.5 between Vancouver, Washington and Portland, Oregon, wherein on 04 Jul 2020 from 2000-2359 the bridge would not need to open to maritime traffic. The bridge provides three designated navigation channels with vertical clearances ranging from 39 to 72 feet above Columbia River Datum 0.0 while the lift span is in the closed-to-navigation position. Vessels which do not require a bridge opening may continue to transit beneath the bridges during this closure period. The lift span will be required to open, if needed, for vessels engaged in emergency response operations during this closure period. 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 Marc Gross at (971) 673-6200.

Charts: 18525 18526 18531

LNLM: 23/20

COLUMBIA RIVER – SNAKE RIVER - 2020 summer lockage schedule for recreational vessels

The USACE, Walla Walla District, is implementing the 2020 summer lockage schedule for the passage of recreational vessels through the following navigation locks:

- McNary Lock and Dam Columbia River Mile 292 (541) 922-2231
- Ice Harbor Lock and Dam Snake River Mile 9.7 (509) 543-3231
- Lower Monumental Lock and Dam Snake River Mile 41.6 (509) 282-7231
- Little Goose Lock and Dam Snake River Mile 70.3 (509) 399-2233 x231
- Lower Granite Lock and Dam Snake River Mile 107.5 (509) 843-2231

The following annual recreational craft lockage schedules will be implemented for all the locks beginning 04 Jun through 14 Sep 2020:

Upstream Direction Times: 0900, 1200, 1500, 1800, 2100

Downstream Direction Times: 0930, 1230, 1530, 1830, 2130

Note: From 04 Jun through 02 Jul, Little Goose lockage times may take as long as 45 minutes.

The Corps will consider special lockages, outside the above scheduled lockage times, for flotillas or other unique activities sponsored by yacht clubs, marinas, and other groups, provided advance (at least 24-hours) arrangements have been made with the appropriate control room operator. When a recreational vessel lockage schedule is in effect, recreational vessels will only be allowed to lock through at the times designated for such lockages and they will take precedence over commercial vessels. Commercial vessels will continue to be locked through upon arrival except during the times specified for recreational vessel lockages. At the discretion of the lock operator, recreational vessels may be allowed to lock through with commercial craft. Everyone in the vessel must be wearing a personal flotation device throughout the duration of the lockage. All vessel owner/operators lock through at their own risk and must follow the directions of the lock operator when using the 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 the USACE Safe Lockage Policy for Recreational Craft on the Columbia and Snake Rivers, published separately, for additional safety requirements. For additional

information on this matter or copies of the Safe Lockage policy, please contact the Operations Division, at (509) 527-7364.

Charts: 18541 18545 18546 18547 18548

LNM: 23/20

OREGON – WILLAMETTE RIVER – PORT OF PORTLAND – St. Johns Railroad Bridge deviation

The Coast Guard has approved a temporary deviation from the operating schedule that governs the St. Johns Railroad Bridge (LLNR 14927.5) across the Willamette River at mile 6.9 at Portland, Oregon, wherein on 10 Aug to 03 Sep 2020 from 0900-1500 on Monday – Thursday the bridge need not open for maritime traffic. The bridge will resume its normal operating schedule on Friday – Sunday, and the bridge will be able to open for emergencies at any time given a 1-hour notice. The bridge provides 52 feet of vertical clearances above Columbia River Datum 0.0 while the lift span is in the closed-to-navigation position. Vessels which do not require a bridge opening may continue to transit beneath the bridge during this closure period. The lift span will be required to open, if needed, for vessels engaged in emergency response operations during this closure period. 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 Jeff Swanson at Jeff.Swanson@BNSF.com.

Chart 18526

LNM: 23/20

OREGON – WILLAMETTE RIVER – PORT OF PORTLAND – Steel Bridge deviation

The Coast Guard has approved a temporary deviation from the operating schedule that governs the Steel Railroad-Highway Bridge (LLNR 14955.3) across the Willamette River at mile 12.1 at Portland, Oregon, wherein on 02 – 29 Aug 2020 the upper deck of the bridge need not open for maritime traffic. The upper deck will open given 72 hours advance request. The lower lift span of the Steel Bridge operates in accordance with 33 CFR 117.5 (open on single). 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 lift 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, but not the upper deck. This part of the Willamette River does not have an immediate alternate route for vessels to pass. Vessels may continue to transit beneath the Steel Bridge with the lower deck in the closed or open-to-navigation position, or the upper deck in the closed-to-navigation position may do so at any time. The normal operating schedule for the Steel Bridge upper lift is in accordance with 33 CFR § 117.897(c)(3)(ii). 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 Theresa Minor at (503) 962-2254.

Chart 18526

LNM: 23/20

OREGON – WILLAMETTE RIVER – PORT OF PORTLAND – Morrison and Hawthorne Bridge deviation

The Coast Guard has approved a temporary deviation from the operating schedules that govern the Morrison Highway Bridge (LLNR 14955.5) across the Willamette River at mile 12.8, and the Hawthorne Highway Bridge (LLNR 14955.6) across the Willamette River at mile 13.1, wherein on 09 Aug 2020, from 0630 – 1130, the bridges need not open for maritime traffic. This deviation is necessary to accommodate the Providence Bridge Pedal event, and authorizes the bridges to remain in the closed-to-navigation position to allow safe and timely movement of event participants during this period. The vertical clearances for these bridges in the closed-to-navigation position are: 69 feet for the Morrison Highway Bridge and 49 feet for the Hawthorne Highway Bridge (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: 23/20

OREGON – WILLAMETTE RIVER – PORTLAND TO WALNUT EDDY – ROCK ISLAND CHANNEL – Floating aids to navigation

Mariners are advised to exercise extra caution and proceed at a safe speed when navigating the Rock Island Channel section of the Willamette River, mile 29.5 to 30.7. Prudent mariners will not rely solely on any single aid to navigation, particularly buoys, whose position is not permanently fixed. Due to the predominantly rocky riverbed in this area, the Rock Island Channel buoys are susceptible to moving off their assigned position. Additionally, sections of Rock Island Channel are very narrow and contain multiple hazards, requiring the buoys to be positioned very close to the hazards they mark. Passing close aboard to a buoy risks collision with the buoy or with the hazard the buoy is marking.

Chart 18528

LNM: 23/20

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – DUWAMISH WATERWAY – 1st Avenue Bridge deviation

The Coast Guard has approved a deviation from the operating schedule that governs the 1st Avenue South Highway Twin Bridge (LLNR 16887) across the Duwamish Waterway, mile 2.5, in Seattle, Washington. This deviation authorizes the bridge to operate in single leaf mode or half span openings from 2100 to 0500 nightly, Sunday – Friday, from 06 Jul - 14 Sep 2020. The deviation is necessary to accommodate WSDOT's bridge roadway deck panel replacements. No work is planned on Saturday nights, unless delays require it. The subject bridge shall fully open (double bascule) on signal when at least 12 hours' notice has been given. If an emergency response vessel needs a full opening, the crew needs at least 45 minutes to clear the span. Containment will be installed under half of the 1st Ave Bridge, but will not reduce the vertical clearance. An Under Bridge Inspection Truck (UBIT) truck will be used to aid the work efforts, and will reduce the vertical clearance up to 13 feet from 39 feet center to 26 feet center, and from 22 feet to 9 feet on the sides. The UBIT will move around the bridge, but will only take up a small section the bridge. The UBIT will move for vessel traffic when required, and is identified with a flashing amber light. Additionally, the subject bridge need not open on signal 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. Vessels able to pass through the bridge in the closed-to-navigation position may do so at any time. For additional information contact Curtis Pitts at (206) 718-6845.

Chart 18450

LNM: 23/20

IDAHO – ST. JOE RIVER – Special Bridge Notice

The Coast Guard has issued a public notice announcing a permit application from the Idaho Transportation Department (ITD) for the approval of location and plans replacing the St. Joe River Bridge, at river mile 21.4, near St. Maries, Idaho, at 47-19-02N, 116-33-41W. ITD has applied for an After-the-Fact permit for the bridge that was replaced in September 2019. Public Notice 05-20 solicits comments and is available at <https://www.navcen.uscg.gov/D13BN> until 23 Jun 2020. Questions or comments can be addressed to the District Bridge Manager, Mr. Steve Fischer at (206) 220-7282, or D13-SMB-D13-Bridges@uscg.mil.

LNM: 23/20

OREGON – WASHINGTON – IDAHO – Broadcast Notice to Mariners internet release

The Coast Guard will begin making broadcast notices to mariners containing locally relevant navigation information accessible by mobile devices and the internet. The Coast Guard encourages mariners to submit comments (or related material) on this Notice. We will consider all submissions and may adjust our final action based on your comments. Please visit the Federal Notice listed below for more details and for directions for submitting comments, which will be received through 28 Jul 2020: <https://www.govinfo.gov/content/pkg/FR-2020-05-29/pdf/2020-11619.pdf>

LNM: 22/20

OREGON – WASHINGTON – IDAHO – 2020 Special Local Notice to Mariners publication

The 2020 edition of the District Thirteen Special Local Notice to Mariners is now available. The Special Local Notice to Mariners is an annual reference publication that contains a wide variety of safety, boating and general maritime information, as well as covering topics specific to the Pacific Northwest. Mariners can download the document at: https://www.navcen.uscg.gov/pdf/lnms/D13_SLNM%20Special%20Local%20Notice%20to%20Mariners%20Indefinite.pdf

LNM: 22/20

OREGON - PORT OF PORTLAND - WILLAMETTE RIVER – In-water research activities

The Research Vessels Nancy Anne and Peter R will be conducting sediment sampling operations in the Portland Harbor between Willamette River miles 10.9 - 11.6 from 01 Jun – 31 Aug 2020. Sampling operations will occur from 0700 to 1900 daily, Monday through Saturday. The R/V will be assisted by the tug Tiger and the spud barge DMI-60. The project vessels can be contacted on VHF-FM channel 9. Mariners are requested to use caution in these areas and reduce wake when transiting. For additional information contact the project manager at (503)-416-2425.

Chart 18526

LNM: 22/20

OREGON – PORT OF PORTLAND – WILLAMETTE RIVER – Dredging and capping project

HME Construction will conduct operations for the Former Portland Gas Manufacturing Site Dredging and Capping Project on the Willamette River from 06 Jul to 05 Oct 2020. Operations include debris removal, dredging, and sediment cover. The main project site is the west side of the Willamette River, mile 12.1- 12.3 between the Burnside (LLNR 14955.5) and Steel bridges (LLNR 14955.3). Equipment onsite will be the derrick dredge Sea Hawk, Excavator, pontoon barge, miscellaneous barges and tugs. Additionally, sediment amending will occur at the Port of Portland Terminal 4, Berth 416 on the east side of the Willamette River, mile 4.8-5.0. Equipment at this location will be the derrick dredge Sea Vulture and miscellaneous barges. The dredges Sea Hawk and Sea Vulture will display proper day shapes and lights, operate VHF-FM channel 67 and monitor channels 13 and 16. Operations will be performed approximately 10 hours per day, Monday - Saturday. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. The onsite superintendent, Justin Bay, can be reached at (360) 904-2978.

Chart 18526

LNM: 22/20

OREGON – WILLAMETTE RIVER – PORTLAND TO WALNUT EDDY – Bridge public notice

The Coast Guard has issued a Navigation Only public notice (PN 06-20) pertaining to a request from ODOT for a permit to conduct bridge modification on the I-205 Highway Bridge (LLNR 15078) across the Willamette River mile 25.5, in Clackamas County, near the cities of West Linn and Oregon City. PN 06-20 is available for review at: <https://www.navcen.uscg.gov/D13BN>. This PN is for the Coast Guard to solicit comments exclusively related to navigation for this bridge. For additional information on this PN, contact the Thirteenth Coast Guard District Bridge Administrator at D13-SMB-D13-Bridges@uscg.mil.

Chart 18528

LNM: 22/20

WASHINGTON – STRAIT OF JUAN DE FUCA – Port of Vancouver Canada 2020 Voluntary Lateral Displacement Program

As of 01 Jun 2020, the ECHO Program voluntary inshore lateral displacement is in effect for all tug and barge vessels transiting the Canadian inshore area of the Strait of Juan de Fuca. If it is safe and operationally feasible to do so, tugs are requested to move south of the known killer whale feeding area and navigate either through the outbound shipping lane or the inshore lateral displacement zone, while maintaining a buffer distance of 1,000 meters from the traffic separation scheme (TSS). The inshore lateral displacement zone is 1,500 meters wide and occurs in the area between 123-52-21.192W, 48-18-37.332N and 124-31-33.378W, 48-28-53.316N, covering a distance of approximately 28 NM. The ECHO Program voluntary lateral displacement initiative aims to reduce underwater noise in known southern resident killer whale feeding areas along the northern edge of the Strait of Juan de Fuca. This initiative will remain in effect through 31 Oct 2020. See enclosure (4) of this LNM for more information on the program as well as a chartlet of the displacement zone. For more detailed information related to lateral displacement and the ECHO program, visit the following address: <https://www.portvancouver.com/environment/water-land-wildlife/echo-program/projects/lateraldisplacement/>

Charts: 18460 18480

LNM: 22/20

SNAKE RIVER – LAKE HERBERT G. WEST – Delay in lockage times at Little Goose navigation lock

Mariners will experience a 15-20 minute delay in lockage time at the Little Goose navigation lock, at Snake River mile 70.3, due to repairs on three of the lock's tainter valves. Repair work will begin on 26 May 2020 and is estimated to be complete by 1800 on 02 Jul 2020. For additional information on this work contact the Little Goose Shift Operator at (509) 399-2233, x231.

Chart 18546

LNM: 21/20

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
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	
9846	Garibaldi Channel Light 11	STRUCT DEST	18558	0849-18	40/18	
10220	Miller Sands Channel Lighted Buoy 6	LT EXT	18523	0313-20	18/20	
10400	Clifton Dike Light 42	LT EXT/DAYMK MISSING	18523	0277-20	15/20	
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	
11165	Willow Dike Light 26	LT IMCH	18525	0387-20	24/20	
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	
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	
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	
16405	Puget Sound Traffic Separation Lane Lighted Buoy SA	RAC INOP	18471	0375-20	24/20	
17865	Tskutsko Point Light	LT EXT	18458	0367-20	23/20	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
8790	Coos Bay Inside Range A Rear Light	WATCHING PROPERLY	18587	0372-20	23/20	24/20
8820	Coos Bay Range A Rear Light	RELIGHTED	18587	None	24/20	24/20
10720	Fisher Island Channel Lighted Buoy 5	RESET ON STATION	18524	0389-20	23/20	24/20
11390	Interstate-205 Bridge Approach Buoy 19	WATCHING PROPERLY	18531	None	24/20	24/20
15135	New Era Bar Range Front Daybeacon	WATCHING PROPERLY	18528	0380-20	23/20	24/20
15140	New Era Bar Range Rear Daybeacon	WATCHING PROPERLY	18528	0381-20	23/20	24/20
15145	Rocky Reef Range Front Daybeacon	WATCHING PROPERLY	18528	0382-20	23/20	24/20
15150	Rocky Reef Range Rear Daybeacon	WATCHING PROPERLY	18528	0383-20	23/20	24/20
17430	Olympia Harbor Range Front Light	RELIGHTED	18456	None	24/20	24/20

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
694	Scripps Institute Wave Recorder Lighted Buoy 46243/162	OFF STA	18521	0309-20	18/20	
10455	Chip Dock Light	LT EXT	18523	0855-19	44/19	
10813	Lewis And Clark Bridge Approach Buoy 3	BUOY DMGD	18524	0325-20	19/20	
16115	University of Washington LaPush Research Lighted Buoy	MISSING	18480	0944-19	49/19	
16925	Blake Island Light 1	LT EXT	18449	0279-20	15/20	
16974	East Vashon Outfall Pipe Lighted Buoy	MISSING	18474	0365-20	23/20	
17167	Blair Waterway Light 4	LT EXT	18453	0348-20	22/20	
19230	Georgia Pacific Outfall Lighted Buoy	LT EXT	18424	0338-20	21/20	
19281	Squalicum Creek Waterway Range Front Light	DAYMK IMCH	18424	0359-20	23/20	
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
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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
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

TEMPORARY CHANGES CORRECTED

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

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

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

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

18421	53rd Ed.	01-MAR-19	Last LNM: 04/19	NAD 83		24/20
<i>Chart Title: Strait of Juan de Fuca to Strait of Georgia; Drayton Harbor</i>						
CHART WA - STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA. Page/Side: N/A						
RELOCATE	Skagit Bay Buoy 6				CGD13 from 48-19-32.300N to 48-19-30.130N	122-30-42.500W 122-30-40.898W
18440	31st Ed.	01-APR-17	Last LNM: 42/19	NAD 83		24/20
<i>Chart Title: Puget Sound</i>						
Main Panel 1688 PUGET SOUND - -. Page/Side: -						
RELOCATE	Skagit Bay Buoy 6				CGD13 from 48-19-32.300N to 48-19-30.130N	122-30-42.500W 122-30-40.898W
18441	49th Ed.	01-APR-20	Last LNM: 48/17	NAD 83		24/20
<i>Chart Title: Puget Sound-northern part</i>						
Main Panel 1689 PUGET SOUND - NORTHERN PART - -. Page/Side: -						
RELOCATE	Skagit Bay Buoy 6				CGD13 from 48-19-32.300N to 48-19-30.130N	122-30-42.500W 122-30-40.898W

18523 **58th Ed.** **01-NOV-13** **Last LNM: 47/17** **NAD 83** **24/20**
ChartTitle: Columbia River Harrington Point to Crims Island
Main Panel 1739 COLUMBIA RIVER HARRINGTON POINT TO CRIMS ISLAND. Page/Side: N/A
CGD13
ADD Symbol for submerged wreck (K:23) at 46-15-33.8607 N, 123-34-05.8617 W

18525 **38th Ed.** **01-JUL-16** **Last LNM: 47/17** **NAD 83** **24/20**
ChartTitle: Columbia River Saint Helens to Vancouver
Main Panel 1742 COLUMBIA RIVER SAINT HELENS TO VANCOUVER. Page/Side: A
CGD13
RELOCATE Morgan Channel Light 42 from 45-39-27.229N 122-46-01.120W
and Change the nominal range to 4M. to 45-39-27.162N 122-46-01.038W

18526 **60th Ed.** **01-JUN-12** **Last LNM: 47/17** **NAD 83** **24/20**
ChartTitle: Port of Portland, Including Vancouver; Multnomah Channel-southern part
CHART OR - PORT OF PORTLAND, INCLUDING VANCOUVER. Page/Side: N/A
CGD13
RELOCATE Morgan Channel Light 42 from 45-39-27.229N 122-46-01.120W
and Change the nominal range to 4M. to 45-39-27.162N 122-46-01.038W

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

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

Advance Notice(s)

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 change is expected to occur during the spring or summer of 2020:

Kalama Upper Range Rear Light (LLNR 10920) 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-SMB-D13-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

COLUMBIA RIVER – LAKE UMATILLA – BLALOCK ISLAND TO MCNARY DAM - Testing of LED Range Lights

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

Irrigon Lower Range Front Light 60 (LLNR 12655) the high intensity beam will be increased from 1° to 3° and the intensity of the light will be increased.

Irrigon Lower Range Rear Light (LLNR 12660) the intensity will be increased to match the Range Front Light.

Irrigon Middle Range Front Light 67 (LLNR 12690) the high intensity beam will be increased from 1° to 3° and the intensity of the light will be increased.

Irrigon Middle Range Rear Light (LLNR 12695) all characteristic and intensity will remain the same.

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-SMB-D13-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 18539 LNM: 18/20

SNAKE RIVER – LAKE HERBERT G. WEST – LOWER MONUMENTAL - Testing of LED Range Light at McGuire Range

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

McGuire Range Front Light 60 (LLNR 13655) the high intensity beam will be increased from 1° to 3°. The intensity of the high intensity beam will remain the same, but the intensity of the 360° light will increase.

McGuire Range Rear Light (LLNR 13660) all characteristic and intensity will remain the same.

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-SMB-D13-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 18546 LNM: 18/20

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-SMB-D13-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

Proposed Project(s)

None

Closing

Docket No.

Ref. LNM

Proposed Change Notice(s)

OREGON – TILLAMOOK BAY – Change to the sound characteristic on Tillamook Bay North Jetty Sound Signal

Due to the availability of equipment, the US Coast Guard will be changing the sound signal interval on seasonal Tillamook Bay North Jetty Sound Signal (LLNR 9822) from 1 blast every 30 seconds (1bl ev30s) to 1 blast every 15 seconds (1bl ev15s). The sound signal range will remain at ½ NM. While the current change is temporary, the US Coast Guard is proposing to make this change permanently. Mariners are requested to respond in writing to the Coast Guard District office with any comments on this change at D13-SMB-D13-LNM@uscg.mil.

Chart 18558

LNM: 22/20

COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – Disestablishment of North Portland Harbor East End Range and establishment of Oregon Slough Light 2

The U.S. Coast Guard is proposing to permanently disestablish the North Portland Harbor East End Range Front Light (LLNR 11280) and Range Rear Light (LLNR 11285). These range lights no longer mark the navigable channel into the east entrance of the Oregon Slough. Oregon Slough Light 2 will be established at the south east corner of the entrance channel in approximate position 45-36-04.727N 122-38-27.222W with a quick flashing red light (Q R). North Portland Harbor Light 2 (LLNR 11285) will be renamed as Oregon Slough Light 4 (LLNR and relocated to approximate position 45-36-12.829N 122-38-06.457W to mark the eastern boundary of the navigable channel. Additionally, North Portland Harbor Daybeacon 1 (LLNR 11290) will be renamed as Oregon Slough Daybeacon 1 (LLNR 11280).

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-SMB-D13-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: 18/20

COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – Creation of a dual front range structure for Government Island and Lady Island Range

The U.S. Coast Guard is proposing to permanently disestablish the separate structures for Government Island Range Front Light (LLNR 11465) and Lady Island Range Front Light (LLNR 11490) and build a single front range structure in approximate position 45-33-42.058N 122-26-36.548W. The day and night characteristics for both ranges will be changed to a quick flashing red light (Q R), with high intensity 3° beams at 076° and 309°, in addition to a lower intensity 360° quick flashing red light (Q R).

Government Island Range Rear Light (LLNR 11470) will be relocated to approximate position 45-34-07.756W and Lady Island Range Rear Light (LLNR 11495) will be relocated to approximate position 45-33-44.516N 122-27-01.705W to maintain the required distance between structure for range sensitivity.

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-SMB-D13-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: 18/20

WASHINGTON - STRAIT OF JUAN DE FUCA ENTRANCE - Disestablishment of Strait of Juan de Fuca Traffic Separation Lane Lighted Whistle Buoy J

The U.S. Coast Guard is proposing to disestablish Strait of Juan de Fuca Traffic Separation Lane Lighted Whistle Buoy "J" (LLNR 755-16135) as it is considered no longer necessary to the safe navigation of the waterway. The Synthetic AIS (S-AIS) signal will be converted to a Virtual AIS (V-AIS) and will remain, being broadcast on the currently assigned position. Mariners are requested to respond in writing to the Coast Guard District office with any comments on this change at D13-SMB-D13-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: 18460 18480

LNM: 21/20

WASHINGTON - STRAIT OF JUAN DE FUCA ENTRANCE - Disestablishment of Duntze Rock Lighted Bell Buoy 2

The U.S. Coast Guard is proposing to disestablish Duntze Rock Lighted Bell Buoy 2 (LLNR 765-16150) as it is considered no longer necessary to the safe navigation of the waterway. The Synthetic AIS (S-AIS) signal will be converted to a Virtual AIS (V-AIS) and will remain, being broadcast on the currently assigned position. Mariners are requested to respond in writing to the Coast Guard District office with any comments on this change at D13-SMB-D13-LNM@uscg.mil. Any discrepancy for these or other Aids to Navigation should continue to be reported to US Coast Guard Sector

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: 24/20

SUMMARY OF DREDGING OPERATIONS

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

LNM: 24/20

SUMMARY OF MARINE EVENTS

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

LNM: 24/20

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 bridge at any time, but are advised to use caution for fall hazards. For additional information, contact Nick Frangopoulos at (330) 540-1008 or vimpainting@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 – VANCOUVER TO BONNEVILLE – Interstate 5 Highway Bridge deviation

The Coast Guard has approved a temporary deviation from the operating schedule that governs the Interstate 5 Highway Bridge (LLNR 11258) across the Columbia River at mile 106.5 between Vancouver, Washington and Portland, Oregon. In order to facilitate a major repair to the lift mechanism of the northbound span, the bridge need not open to mariners from 10 Sep through 22 Sep 2020. A safety zone will be established around the draw span for construction equipment, and mariners will not be able to transit through the main channel. The Barge Channel North and Alternate Barge Channel South will remain available to mariners during this deviation. A graphic representation of the project was included as enclosure (4) to LNM 21/20 which provided more details. For additional information or questions, please contact ODOT, Ben White, at (503) 731-8517 or email Benjamin.White@odot.state.or.us

Charts: 18525 18531

LNM: 18/20

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 – 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 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

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

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 – LAKE WASHINGTON – SAMMAMISH RIVER – Bridge Notice

Construction has started on the West Sammamish River Bridge at Sammamish River mile 0.5 near Kenmore, Washington, and will continue through October 2023. The western bridge will be removed and a new bridge constructed. Mariners may transit through the construction zone, but are advised that temporary work piers will be constructed on the west side of the bridge, and will reduce the horizontal span to 40 feet of clearance. Containment will be installed under the bridge reducing the vertical clearance from 11.5 feet to 10.5 feet measured at OHW. Working hours will normally be from 0700 to 1600 five days per week. If construction falls behind schedule, the work hours may shift to 24 hours/seven days per week. For more information regarding construction, contact Jake Brockmoller at (253) 888-2514, or Mick Cannon at (253) 377-1041.

Chart 18447

LNM: 13/20

WASHINGTON – EVERETT HARBOR - SNOHOMISH RIVER – Bridge inspection

WSDOT will be inspecting the SR 529 Highway Bridge (North Bound) (LLNR 18591.3) over the Snohomish River, mile 3.7, and the SR 529 Highway Bridge (North Bound) (LLNR 18594.11) over the Steamboat Slough, mile 1.2, from 0800 to 1500 on 20 and 23 Jul 2020. The bridges 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 no fixed impact to navigational clearance from this operation (an approximate 10 ft. reduction to clearance while bucket is under the bridge) however UBIT will promptly give way to tall marine vessels. Mariners are advised to use caution while transiting the area. The UBIT bucket will have a flashing orange light on the bottom and a safety lookout will be on the bridge. Bridge openings will occur as usual. For additional information, contact Mr. Alan Kuper, P.E. at (360) 701-0556 or kupera@wsdot.wa.gov.

Chart 18444

LNM: 12/20

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

IDAHO – LAKE PEND OREILLE – BNSF Railroad Bridge Notice

BNSF Railway Company (BNSF) has commenced construction on the new BNSF Railroad Bridge 3.9 (LLNR 20087) on Lake Pend Oreille, Mile 2.7 at Sandpoint, Idaho. Construction is expected to continue until 31 Oct 2020. Due to the seasonal fluctuation of LPO water levels, the project will be done in stages and as needed BNSF will update this Notice to Mariners. The first phase of work includes construction of two temporary work trestles at the north shore (Dog Beach) and south shore (near East Algoma), immediately adjacent to and west of the existing single-track bridge. Work barges will be staged from these temporary work trestles, and moved as necessary by a tug. Hours of construction activities will be 0700 to 1900, Monday to Saturday. During this work phase, some navigational channels will be obstructed; however, one of the channels at spans 67 and 68 and half of the existing spans 2 and 3; 14 through 17; 27 through 30; 40 through 43; 53 through 56; 84; and 95 through 97 will remain unobstructed. Vertical clearance of the existing bridge will be unchanged. The temporary work trestles and work barges will have navigation lights and work zone buoys in accordance with the Navigation Rules. Enclosure (6) of this Local Notice to Mariners displays the project vicinity and expected locations of barges for this phase work activities. Significant changes to the work locations will be updated in a subsequent notice. During all phases and locations, the noted navigational buoy safety lighting for the work areas will be in place. The point of contact for the bridge contractor, Ames Construction, is Mike Pamperin at (612) 741-6535. For additional information contact the BNSF Project Manager, Ryan Kopera at (913) 284-3467.

Chart 18554

LNM: 18/20

IDAHO – SNAKE RIVER – GAMBLE ISLAND – Special Bridge Notice

The U.S. Coast Guard has issued public notices announcing permit applications from Alscott Farms, LLC, seeking the approval of location and plans for the construction of two replacement bridges partially over the Snake River from the Oregon side to the privately owned Gamble Island, at mile 386, near the town of Nyssa, Oregon, in approximate position 43-54-26.400N, 116-58-40.200W. The existing bridges provide a navigation opening of 38.7' and 34.0' respectively of horizontal clearance and 10.3' and 5.88' respectively of vertical clearance (above OHW). The proposed bridges will both provide a navigation opening of 48.83' of horizontal clearance and 10.3' and 6.14' respectfully of vertical clearance (above OHW). District 13 Bridges Public Notices 03-20 and 04-20 solicit comment and are available at <http://www.navcen.uscg.gov/D13BN> Questions or comments can be addressed to the Bridge Administrator, Steve Fischer at (206) 220-7282, or email D13-SMB-D13BRIDGES@uscg.mil.

LNM: 20/20

SNAKE RIVER – LAKE SACAJAWEA TO LAKE HERBERT G. WEST - Snake River Minimum Operating Pool operations

Beginning 03 Apr 20, the Snake River reservoirs will transition to Minimum Operating Pool (MOP) operations and spring spill for fish passage in accordance with the 2020 Fish Operations Plan. The facilities affected are; McNary Lock and Dam (Columbia River mile 292); Ice Harbor Lock & Dam (RM 9.7); Lower Monumental Lock & Dam (RM 41.6); Little Goose Lock & Dam (RM 70.3); and variable MOP at Lower Granite Lock & Dam (RM 107.3). The MOP ranges for each Snake River pool are listed below, with the elevations referenced to the North American Vertical Datum of 1929 and the Pool Elevation listed in feet:

- Ice Harbor, Lake Sacajawea: 437 to 438.5 (509)-543-3231. Call Sign WUJ42 Ice Harbor
- Lower Monumental, Lake Herbert G. West: 537 to 538.5 (509) 282-7231. Call Sign WUJ43 Lower Monumental
- Little Goose, Lake Bryon: 633 to 634.5 (509) 399-2233 x231. Call Sign WUJ44 Little Goose
- Lower Granite, Lower Granite Lake: 733 to 736.5 (509) 843-2231. Call Sign WUJ45 Lower Granite

The variable MOP at Lower Granite is based on Snake River flows:

INFLOW	FOREBAY RANGE
120,000+ CFS	733.0-734.5
80,000-120,000 CFS	734.0-735.5
50,000-80,000 CFS	734.5-736.0
0 – 50,000 CFS	735.0-736.5

Because State water quality standards have changed since 2019, there may be a higher rate of discharge through the dam spillways compared to previous years, and river navigators may experience currents and eddies in the tailrace not previously encountered. If navigators believe river conditions inhibit safe navigation to or from a lock, they may request a temporary adjustment to spill using the contact information below. Contact with lock and dam shift operators should be initiated no less than 30 minutes prior to arriving at the lock, as a requested redistribution or reduction of spill may take as long as 30 minutes to attenuate. Additionally, downstream departures may be delayed for the requested spill change to be implemented and take effect. Navigators are encouraged to contact dam operators and report any unsafe navigation conditions. For additional information, contact the NWW Operations Division at (509) 527-7364.

Charts: 18545 18546 18547 18548

LNM: 13/20

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 – PACIFIC OCEAN TO HARRINGTON POINT - Mouth of the Columbia River Jetty System Major Rehabilitation Project

Scheduled repairs of the South Jetty have commenced and are planned to continue through 2024. Current in water 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 AAnderson@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 North jetty were completed in 2019. More information may be found at the USACE Portland District web site: <http://www.nwp.usace.army.mil/jetties/>.

Chart 18521

LNM: 20/20

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

COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – WARRENDALE – NOAA Fisheries research barge (Revised from LNM 15/20)

NOAA has moored a fisheries research barge on the Columbia River, near Hamilton Island Reach in approximate position 45-37-40.580N, 121-58-32.495W from 23 Apr through 23 Jun 2020. The stern of the barge is attached to a white mooring ball downstream and anchored to a 250 ft. mooring line upstream. The barge is 50 ft wide, 30 ft long and 4 ft tall and marked with yellow flagging on all corners, a radar reflector and a yellow light flashing every 4s (Fl Y 4s). Mariners are requested to reduce wake when transiting the area and keep a safe distance. For additional information, contact Gabriel Brooks at (206) 334-6824 or email Gabriel.Brooks@noaa.gov.

Chart 18531

LNM: 18/20

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 was included as Enclosure

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

(4) of LNM 11/20. 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 – 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 - PUGET SOUND - SEATTLE TO BREMERSON – ELLIOTT BAY / DUWAMISH WATERWAY– Tribal Fisheries

The Muckleshoot Tribe will commence gillnet salmon fishing operations starting at 0600 on 24 May 2020. The operations will take place on the Duwamish River from north of the South Park Bridge down to the mouth of the river near Harbor Island, and in Elliott Bay, east of a line drawn from Pier 91 to Duwamish Head Light (LLNR 16910). These fisheries are expected to cause significant congestion on the waterway, and mariners are advised to use caution while transiting the area. For more information, contact Coast Guard Sector Puget Sound Waterways Management at (206) 217-6051 or the Muckleshoot Tribal Enforcement at (253) 876-2927.

Chart 18450

LNM: 19/20

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

OREGON – WASHINGTON – Updated email addresses for contacting the Coast Guard

All mariners and maritime stakeholders should note that the Coast Guard's Thirteenth District office of Waterways Management, Aids to Navigation and Bridge Administration in Seattle, Washington has changed their office shared email addresses. These include emails for LNM submissions, aids to navigation discrepancies, questions and comments, private aids to navigation (PATON) issues, Bridge operations and permits, and WAMS questionnaires. We apologize for any inconvenience this change may cause.

Beginning on 15 Apr 2020, the following email addresses are discontinued:

D13-LNM@uscg.mil
D13-PF-LNM@uscg.mil
D13-PF-D13BRIDGES@uscg.mil
D13-PATON@uscg.mil
D13-PF-D13DPW@uscg.mil

The new email addresses below should be used for all future communications:

D13-SMB-D13-LNM@uscg.mil
D13-SMB-D13-BRIDGES@uscg.mil
D13-SMB-D13-PATON@uscg.mil
D13-SMB-D13-DPW@uscg.mil

LNM: 15/20

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
11211	MORGAN CHANNEL LIGHT 42	45-39-27.162N 122-46-01.038W	Q R	25	4	On multi-pile structure with skeleton tower. On same structure as Vancouver Directional Light.	24/20
		*			*		

ENCLOSURES

Enclosure 1

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

LNM: 24/20

Enclosure 2

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

LNM: 24/20

Enclosure 3

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events

LNM: 24/20

Enclosure 4

WASHINGTON – STRAIT OF JUAN DE FUCA – Port of Vancouver Canada 2020 Voluntary Lateral Displacement Trial

LNM: 22/20

If you have any questions, comments, or need additional information concerning this or other LNM's (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
COLUMBIA RIVER						
	None					
SNAKE RIVER						
	14070	Camas Prairie RR Bridge	Lewiston, ID	Multiple lights extinguished	9/16/2019	0705-19
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						
	11933	Hood River Highway Bridge	Hood River, OR	Lift repaired, operating normally	6/11/2020	None
	12752	I-82 Highway Bridge (SB)	Umatilla, OR	Lighting repaired, watching properly	6/11/2020	None
	12753	I-82 Highway Bridge (NB)	Umatilla, OR	Lighting repaired, watching properly	6/11/2020	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
4-Jun-20	24-Jun-20	24 Hrs/7 Days	Chetco River Entrance (RM 00-15 to 00+10)	M/V YAQUINA	None	VHF-FM 13 &16	Nearshore BERM	24/20
4-Jun-20	24-Jun-20	24 Hrs/7 Days	Rogue River Entrance (RM 00-35 to 00+00)	M/V YAQUINA	None	VHF-FM 13 &16	ODMDS	24/20
4-Jun-20	24-Jun-20	24 Hrs/7 Days	Coos Bay; Empire (RM 03+20 to 03+30) (Foul Weather Backup for Rogue & Chetco)	M/V YAQUINA	None	VHF-FM 13 &16	Site F	24/20
4-Jun-20	24-Jun-20	24 Hrs/7 Days	Coos Bay; Empire & Jarvis (RM 05+10 to 06+45) (Foul Weather Backup for Rogue & Chetco)	M/V YAQUINA	None	VHF-FM 13 &16	Site F	24/20
4-Jun-20	24-Jun-20	24 Hrs/7 Days	Coos Bay - North Bend (RM 08+10 to 10+10) (Foul WX Backup for Rogue & Chetco)	M/V YAQUINA	None	VHF-FM 13 &16	Site F	24/20
4-Jun-20	24-Jun-20	24 Hrs/7 Days	Siuslaw River Entrance (RM 00-40 to 00+35)	M/V YAQUINA	None	VHF-FM 13 &16	ODMDS	24/20
4-Jun-20	24-Jun-20	24 Hrs/7 Days	Yaquina Bay Entrance (RM 00-50 to 00+50)	M/V YAQUINA	None	VHF-FM 13 &16	ODMDS N&S	24/20
4-Jun-20	24-Jun-20	24 Hrs/7 Days	Yaquina Bay (RM 01+10 to 02+20) (Foul Weather Backup for Entrance)	M/V YAQUINA	None	VHF-FM 13 &16	ODMDS N&S	24/20
22-Jun-20	20-Jul-20	24 Hrs/7 Days	Columbia River; Skamokawa Range (RM 34+35 to 36+00)	M/V OREGON	Clackmas, Ivanhoff, Williams	VHF-FM 13 &16	TBD	24/20
26-May-20	20-Jun-20	24 Hrs/7 Days	Columbia River; Cottonwood Island Lower Range (RM 67+25 to 68+25)	M/V OREGON	Clackmas, Ivanhoff, Williams	VHF-FM 13 &16	TBD	20/20
1-Jun-20	30-Jun-20	0600-1800 M-F	Columbia River; Lady Island Range (RM 118 to 120)	Dredge #7	None	VHF-FM 13 &16	Ashore	22/20
22-Jun-20	24-Jun-20	0600-1800	Puget Sound; Discovery Bay, Cape George Colony Club Marina	N/A	None	N/A	Ashore	22/20

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	

2020 voluntary inshore lateral displacement for tug and barge operators

Strait of Juan de Fuca

Working to reduce underwater noise in endangered killer whale feeding areas by moving tugboats further away

Southern resident killer whales (SRKW) are listed as endangered under both the *Species at Risk Act* in Canada and the *Endangered Species Act* in the United States. As of December 31, 2019, the population has declined to 73 individuals. Both countries' governments continue to emphasize the need to develop and implement measures to reduce underwater noise generated by vessels, which research indicates can interfere with whales' ability to hunt, navigate and communicate.

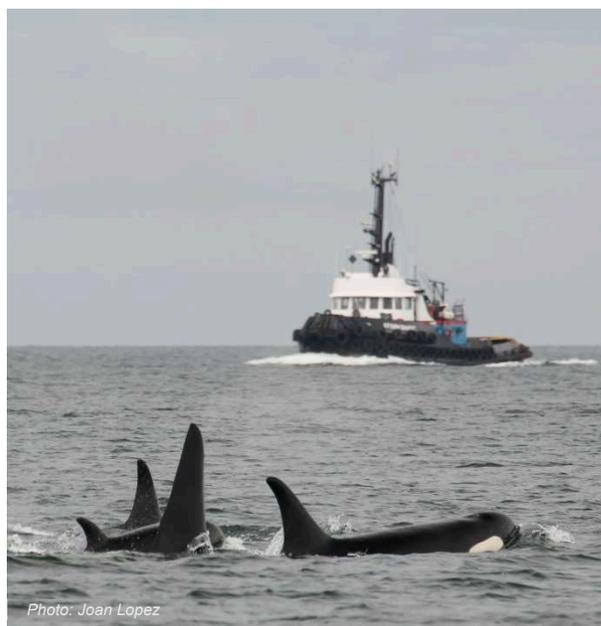
In 2018 and 2019, the Enhancing Cetacean Habitat and Observation (ECHO) Program—supported by Transport Canada, Canadian and U.S. Coast Guards, Fisheries and Oceans Canada, and the Canadian and U.S. marine transportation industry—coordinated the implementation of a voluntary trial to study how moving vessels further away from known whale feeding areas in the Strait of Juan de Fuca would affect the underwater noise levels in those areas.

In both years, tugboats participated strongly in the lateral displacement trial, with 77% of tugboats spending more than half of their transit in the inshore trial zone or the outbound shipping lane in 2019. We thank you for your ongoing participation.

Results indicate that this high level of tug participation resulted in a substantial reduction in underwater noise at a hydrophone located on the northern side of the Strait of Juan de Fuca.

Building on the findings and successes of the previous years, and in an effort to support ongoing recovery measures for SRKW, the ECHO Program is working closely with government and marine transportation industry partners to adapt and refine the approach to support another voluntary inshore lateral displacement for tug and barge operators in 2020.

The overall purpose of the voluntary initiative is to reduce underwater noise from tugboats in known feeding areas of the southern resident killer whales.



About the 2020 voluntary inshore lateral displacement for tug and barge operators

Between June 1 and October 31, 2020, if it is safe and operationally feasible to do so, all tugboats transiting in the Canadian inshore area of the Strait of Juan de Fuca are requested to move south of the known killer whale feeding area and navigate either through the outbound shipping lane or the inshore lateral displacement zone, while maintaining a buffer distance of 1,000 metres from the traffic separation scheme (TSS).

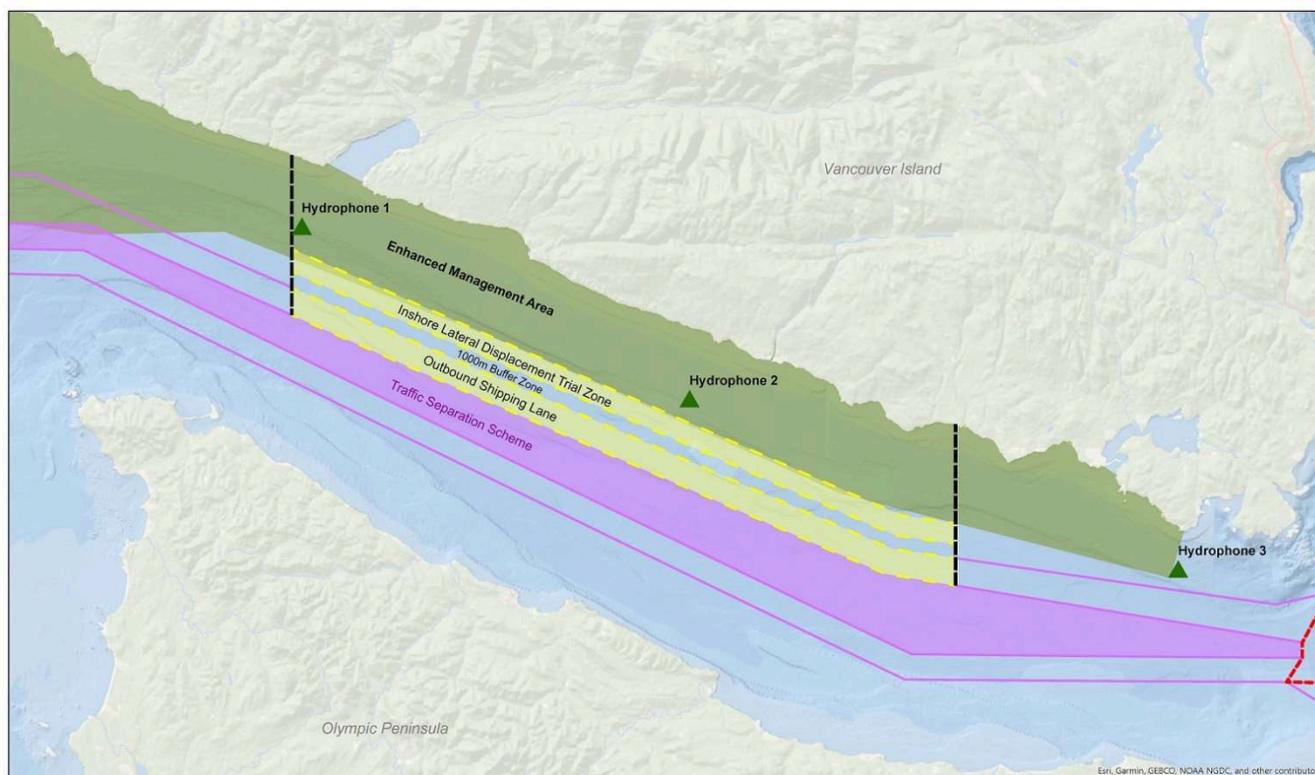
Inshore lateral displacement zones

There are two areas where tug and barge operators may participate in the lateral displacement initiative: the inshore lateral displacement zone and the outbound shipping lane.

The inshore lateral displacement zone is 1,500 m wide and occurs in the area between 123° 52.3532' W 48° 18.6222' N and 124° 31.5563' W 48° 28.8886' N, covering a distance of approximately 28 nm.

The inshore displacement zone is positioned 1,000 m north of the TSS in order to provide a safety buffer. An enhanced management area (EMA) has been identified by the Government of Canada along the northern side of the Strait of Juan de Fuca (shown in green in the map below). Tugs are asked to transit between the EMA and the buffer zone within the designated inshore lateral displacement zone.

Tugs transiting the outbound shipping lane are also considered to be participating.



To download a full size map of the lateral displacement trial area, visit www.portvancouver.com/echo/lateraldisplacement.

How to participate

Between June 1 and October 31, 2020:

- Position tug to enter the inshore lateral displacement zone or outbound shipping lane, only when safe to do so
- If transiting in the inshore lateral displacement zone, maintain a 1,000 m buffer from the TSS and avoid entering the EMA.
- Maintain sufficient closest point of approach with any other vessel traffic

Displacement is voluntary and does not relieve operators of their obligations under the collision regulations, or to take precautions given the circumstances of the case. Any directions from Vessel Traffic Service supersede those of the voluntary displacement.

Participating in the lateral displacement is not expected to significantly impact a tug's transit time or fuel consumption rates.

Participation goal: Over 80%

In order to reduce underwater noise levels as much as possible in 2020, the ECHO Program is seeking high levels of support with a participation goal of 80%. We recognize that the worldwide economic pressures being faced by the marine industry in 2020 due to COVID-19 may make it challenging to maintain high participation levels at all times. Participation rates by sector will be reported regularly throughout the slowdown period in the ECHO Program newsletter.

Monitoring and reporting

Similar to past years, participation rates will be monitored using Automatic Information System data. Underwater noise will be measured using underwater microphones, known as hydrophones, operated by Fisheries and Oceans Canada in the Strait of Juan de Fuca.

Regular updates about the displacement and participation levels will be provided through the ECHO Program newsletter.

At the end of the displacement period, with support from project partners, the ECHO Program will conduct a full analysis to evaluate its effectiveness.

For more information

For more information on the voluntary inshore lateral displacement, visit www.portvancouver.com/echo/lateraldisplacement.

For questions, please contact us at echo@portvancouver.com or through the Vancouver Fraser Port Authority Operations Centre, which is available 24/7 at 604.665.9086.

For more information on the ECHO Program, please visit www.portvancouver.com/echo.