LOCAL NOTICE TO MARINERS

District: 13
Week: 28/20

ISSUED BY: COMMANDER, THIRTEENTH COAST GUARD DISTRICT (dpw)
915 Second Avenue, 35th Floor, Rm 3510, Seattle, Washington 98174-1067
Telephone: (206) 220-7280
Email: D13-SMB-D13-LNM@uscg.mil
https://www.pacificarea.uscg.mil/Our-Organization/District-13/District-Staff/-dpw/
https://www.navcen.uscg.gov/?pageName=lnmDistrict&region=13

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). LNMs and other navigation notices can be obtained via e-mail subscription through the USCG Navigation Center website: https://www.navcen.uscg.gov/?pageTitle=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/?pageTitle=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.

<table>
<thead>
<tr>
<th>Originating Unit</th>
<th>Beginning BNM</th>
<th>Ending BNM</th>
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<tbody>
<tr>
<td>CGD THIRTEEN</td>
<td>D13-0434-20</td>
<td>D13-0447-20</td>
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</tbody>
</table>

ABBREVIATIONS

A through H
ADrift - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
Al - Alternating
B - Buoy
BkW - Breakwater
Bl - Blast
BnM - Broadcast Notice to Mariner
Bu - Blue
C - Canadian
CHN - Channel
CGD - Coast Guard District
C/O - Cut Off
CONT - Contour
CrK - Creek
CONST - Construction
DAY/MK/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
1 - 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
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
SET 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
Additional Abbreviations Specific to this LNM Edition:

<table>
<thead>
<tr>
<th>AtoN</th>
<th>- Aids to Navigation</th>
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<tr>
<td>NAVCEN</td>
<td>U.S. Coast Guard Navigation Center</td>
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<tr>
<td>S-AIS</td>
<td>Synthetic AIS</td>
</tr>
<tr>
<td>ODOT</td>
<td>Oregon Department of Transportation</td>
</tr>
<tr>
<td>ODOT</td>
<td>Oregon Department of Transportation</td>
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<tr>
<td>WSDOT</td>
<td>Washington State Department of Transportation</td>
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<tr>
<td>TSS</td>
<td>Traffic Separation Scheme</td>
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SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

OREGON – COQUILE RIVER ENTRANCE – Search and Rescue Detachment operations

The Coast Guard Search and Rescue Detachment (SARDET) on the Coquille River at Bandon, Oregon, is standing a modified duty schedule (Thursday-Sunday) this season. As with the entire Oregon Coast, the Coast Guard will maintain search and rescue coverage for all mariners operating within the Coquille River area, however, Coast Guard personnel will only be present from Thursday-Sunday, during all fishing derbies and any time the Coast Guard observes instances of high vessel activity. All mariners are encouraged, when operating in the vicinity of the Coquille River Bar, to check tidal conditions, forecasted weather, and transit the area with caution. Any mariners seeking a bar condition report can contact Coast Guard Station Coos Bay at (541) 888-3267.

Charts: 18588

OREGON – CAPE BLANCO TO CAPE FLATTERY – Research operations

As part of the Ocean Observatories Initiative (OOI), the University of Washington will be recovering and deploying scientific instruments 02 Aug through 27 Aug 2020 off the Oregon coast from the Stonewell Bank area approximately 12 NM off Yaquina Head extending approximately 200 NM westward in the vicinity Brown Bear Seamount. The OOI operations will be performed 24 hours a day from the R/V Thomas G. Thompson with an attached, cabled Remotely Operated Vehicle (ROV) working on the ocean floor. The research vessel will monitor VHF-FM Channel 13 and 16 during all operations. Mariners are requested to keep a 4,000-yard closest point approach (CPA) in the vicinity of the research vessel to avoid possible entanglement or damage to equipment and/or fishing gear. The approximate dates and locations of the operations are as follows:

**Leg 1**
- 44-22-09.594 N, 124-57-14.724 W (Endurance Offshore, WD 580m) from 02 Aug – 03 Aug
- 44-31-44-280 N, 125-23-22.908 W (Slope Base, WD 2900m) from 04 Aug – 05 Aug
- 45-49-49.752 N, 129-45-11.850 W (Axial Base, WD 2600m) from 06 Aug – 08 Aug
- 45-49-49.752 N, 129-45-11.850 W (Axial Base, WD 2600m) on 11 Aug
- 44-31-44-280 N, 125-23-22.908 W (Slope Base, WD 2900m) from 12 Aug – 13 Aug
- 44-22-09.594 N, 124-57-14.724 W (Endurance Offshore, WD 580m) on 13 Aug

**Leg 2**

For additional information contact Brian Ittig at bittig@uw.edu

Charts: 18003 18520 18580

COLUMBIA RIVER – CRIMS ISLAND TO ST. HELENS - COWLITZ RIVER – I-5 Twin Bridge notice

WSDOT will be conducting preservation and painting work on the I-5 Twin Bridge across the Cowlitz River at mile 31.4 near Toledo, Washington. The project will begin on 23 Jul 2020 and continue until approximately Jul 2021, weather pending. The working hours will be 0700 to 1600, and from 2000 to 0700. Containment and an Under Bridge Inspection Truck will reduce the vertical clearance by three feet. The subject bridge’s vertical clearance at high water is 15 feet, and will be reduced to 12 feet. The containment will be marked with flashing amber lights. The project will involve rigging, sand blasting and painting. Mariners should be cautious of fall hazards. For more information, contact Joanna Lowery at lowreyj@wsdot.wa.gov, or Lefty Helidonis at (330) 280-2879.

WASHINGTON – PUGET SOUND – HOOD CANAL – Pier construction

Manson Construction will be conducting pier demolition and construction activities in Hood Canal on Navy Base Kitsap Bangor from 17 July 2020 through Jun 2022. The project will consist of demolition of existing pier, pile driving and construction of a 500’ pier extension. Operations will Monday through Friday 0600 – 1630. There will be a derrick on site and a pile driver barge with multiple barges and a work skiff. Bangor Control Tower will be using VHF-FM channel 88A. Mariners are requested to reduce speed and minimize wake in the area for the safety of the personnel.
and equipment. For more information contact the US Navy POC Dennis Wiechmann at (360) 315-4084 email dennis.e.wiechmann@navy.mil or the Manson Construction superintendent Brian Dorning at (206) 718-8626.

Charts: 18458 18476

WASHINGTON – PUGET SOUND – 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 and occasionally moor the Research, Development, Test and Evaluation Barge M241 in the Hood Canal between Misery Point and Carlson Spît. A Western Towboat tug will continuously accompany the barge will be on the moor or underway from approximately 0730 to 1700, Monday through Friday, from 20 Jul to 31 Jul 2020. Questions can be directed to any operating support craft/personnel on VHF-FM channel 16, 88A or the Naval Surface Warfare Center waterfront POC Mark Moss (360-396-2948) or Steve Polillo (360-315-0333).

Charts: 18458 18476

WASHINGTON – PUGET SOUND – HOOD CANAL – Small boat exercise

U. S. Naval Base Kitsap will conduct tactical boat operations on 21 Jul 2020, from 0800-1200. The exercise will take place on the eastern side of Hood Canal adjacent U.S. Naval Base Bangor within these waypoints:

1. 47-44-03N / 122-45-11W
2) 47-44-35N / 122-44-47W
3) 47-44-28N / 122-44-27W
4) 47-43-55N / 122-44-51W

Mariners are required to remain at least 500 yards from the operating area, as well as the grey-hulled Navy Security vessels conducting the exercise. Navy Security vessels will be operating at high speeds and utilizing blank ammunition during firing exercises. The vessels can be contacted via VHF-FM channels 72 and 88A and 16. For more information on exercise, please contact Aaron Rossiter, Antiterrorism Officer, U.S. Naval Base Kitsap at (360) 396-9275 or email aaron.m.rossiter1@navy.mil

Charts: 18458 18476

WASHINGTON – PUGET SOUND – HOOD CANAL – Special Bridge notice (Revised from LNM 27/20)

SDOT and Kraemer North America are conducting structural repairs to the West Seattle Freeway Bridge (LLNR 16870.2) across the Duwamish West Waterway at mile 0.35, which will impact mariners in several ways. There will be approximately a seven (7) foot reduction of vertical clearance under the bridge from 01 Jun to 31 Oct 2020 due to the installation of work access platforms on the underneath side of the bridge. The work access platforms will be installed by hoisting them from a 60ft wide barge that will require the barge to block the entire waterway, causing vessels to not be able to pass below the bridge on 20 - 21 and 27 - 28 Jul 2020 from 0530 to 0930. The barge will be marked with white fixed lights on all corners and the access platform will be marked with flashing amber lights. Mariners should be aware of overhead work and the possibility for falling debris. Mariners should expect that multiple 4-hour closures of the waterway will be required at the end of the maintenance period to dismantle the access platform, anticipated for early October. Questions regarding the navigation closures should be directed to Justin Sieg, Kraemer North America, (425) 961-2769.

Charts: 18449 18450

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – TUG AND BARGE operations

There will be an environmental remediation project conducted on West Sand Island in Baker Bay near Ilwaco, Washington, from approximately 22 Jul through 15 Sep 2020. The tug Christie will transport a work barge for mobilization and deployment of machinery and equipment from Tongue Point (46-11-49.58N, 122-45-11W) to the Northwest Corner of West Sand Island (46-16-54.93N, 124-02-14.64W). The landing craft Flasher will be moored at Port of Ilwaco and provide daily crew transport trips to and from West Sand Island. Operations on West Sand Island will typically occur Monday-Friday during daylight hours along the North and East shorelines. Mariners are requested to use caution and reduce wake when transiting the area. Tug boats and work boats will be monitoring VHF Channel 13. For additional information, contact Aquatic Contracting at (541) 740-3270.

Chart 18521

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

There will be a special bridge notice on the Duwamish Waterway at mile 0.35, which will impact mariners in several ways. There will be a seven (7) foot reduction of vertical clearance for approximately seven days from 23 Jul through 30 Jul 2020. Mariners are asked to use caution and reduce wake when transiting the area. Tug boats and work boats will be monitoring VHF Channel 13. For additional information, contact Aquatic Contracting at (541) 740-3270.

Chart 18521

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – BAKER BAY – West Sand Island remediation project

Dyno Nobel will conduct geotechnical drilling from a drill rig and barge in the Columbia River at RM 82 near Deer Island, Oregon on 20-24 Jul 2020. This geotechnical exploration will inform the design and construction of a new outfall in the Columbia River, and will take place from 0800-1600 daily in approximate position 45-55-10.910, 122-48-54.140W. Mariners are asked to reduce wake to a minimum and not pass within 25 yards of the barge. Request a no-wake zone and no other boats within 25 feet of the barge. To contact the Drill rig and barge call Marcelo Azevedo at (512) 294-8996. For more information on the project, contact Dyno Nobel, Matthew Graves, at (724) 379-8100 or (724) 825-6725.

Chart 18524

WASHINGTON – PUGET SOUND – BAKER BAY – West Sand Island remediation project

Western Towboat tug will continuously accompany the barge will be on the moor or underway from approximately 0730 to 1700, Monday through Friday, from 20 Jul to 31 Jul 2020. Questions can be directed to any operating support craft/personnel on VHF-FM channel 16, 88A or the Naval Surface Warfare Center waterfront POC Mark Moss (360-396-2948) or Steve Polillo (360-315-0333).

Charts: 18458 18476

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Chart 18524

WASHINGTON – PUGET SOUND – OXBOW – Mining operations

Underwater mining operations will be conducted in the Snake River near Oxbow in Baker County, Oregon from 15 Jul through 25 Sep 2020. The operation will include divers deployed from a boat on the Oregon side of the river in approximate position 44-58-50.387 N, 116-51-30.470 W. Boaters in the area should use caution and reduce speed in the vicinity of these operations. For more information or to contact the oceangoing supervisor, call Ken Dye at (503) 709-5552.

WASHINGTON – PUGET SOUND – OXBOW – Mining operations

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The Naval Undersea Warfare Center (NUWC) at Keyport, WA will be conducting hazardous operations around the clock from 0800 local time 16 Jul 2020 to 2000 on 17 Jul 2020 between the Brownsville Marina and Keyport. 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.

Charts: 18446 18473

WASHINGTON – HARO STRAIT - SAN JUAN ISLAND – Diving operations
The Washington State Department of Natural Resources, US Army Divers 86th Engineer Detachment, Natural Resources Consultants and Northern Marine Construction, will be conducting diving operations on the south side of San Juan Island between False Bay to Cattle Point to remove derelict fishing gear. These operations are scheduled to be conducted on the dates and times listed below from 07 – 22 Jul 2020. Dive operations may change depending on weather and tidal conditions.
06 – 08 Jul 2020: 0800 – 1600
11 – 15 Jul 2020: 0800 – 1600
18 – 22 Jul 2020: 2100 – 0600
Dive barge Sea Horse will monitor VHF-FM channel 18. Mariners operating in this area are reminded to remain at least 100 yards from dive operation vessels and proceed with caution to minimize wake. For more information regarding the operation please contact Joan Drinkwin at (360) 820-3323 or email jdrinkwin@nrccorp.com; Kyle Antonelis at (206) 355-9358 or email kantonelis@nrccorp.com; Monica Shoemaker at (206) 799-2949 or email monica.shoemaker@dnr.wa.gov.

Charts: 18421 18434

SNAPKE RIVER – LAKE SACAJAWEA – SR-12 Highway Bridge notice
WSDOT will be inspecting the SR-12 Highway Bridges (AKA Vaughn Hubbard Bridge), east (LLNR 13113) and west (LLNR 13113.5), at Snake River mile 2.2, at Burbank, Washington. The inspections are scheduled daily on 13-17 July 2020, from 0700 to 1400. The bridges will be inspected using an under-bridge inspection truck (UBIT) that occupies a portion of the roadway. The vertical clearance under the bridges will be reduced from 61 feet to 51 feet while the UBIT is deployed. The UBIT will give way to tall vessels that require more than 51 feet of vertical clearance, and any vessel may transit under the bridge at any time. Marine vessels may contact the UBIT crew supervisor David McLenna at (360) 999-2272.

Chart 18545

WASHINGTON – LAKE WASHINGTON SHIP CANAL – 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 is authorized to operate in single leaf mode (half of the span) from 0900 to 1500 daily from 20 Jul to 14 Aug 2020. The subject bridge shall operate in single leaf when signaled for an opening. A full opening may be given with a one-hour notice. The bridge shall open half the span for responding emergency vessels, but may give a full opening upon request. After 1500 each day, the bridge will return to full operations. 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 20 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 deviation is necessary to fulfill a federal mandate and has been rescheduled to complete the work after being delayed due to COVID19 delays. 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 Kit Loo at (206) 684-3669, or kit.loo@seattle.gov.

Chart 18447

WASHINGTON – PUGET SOUND (NORTHERN PART) – OAK HARBOR – CRESCENT HARBOR – Military exercise
The U.S. Navy, Explosive Ordnance Disposal Mobile Unit ONE (EODMU ONE) will be conducting MILITARY exercises in the waters of Crescent Harbor near the city of Oak Harbor between Forbes Point and Poinell Point, from 13-24 July 2020. The exercise will be conducted 24 hours a day during this period and includes military vessels and divers operating in the waters of Crescent Harbor to conduct mine countermeasure training. Vessels and divers will be deploying, locating and recovering inert, underwater training mines. The training mines themselves are inert (not active) and will be located on bottom and 15 feet off the bottom of the seabed and will not pose a hazard to navigation. Mariners operating in this area are reminded to remain at least 100 yards from any vessel displaying the lights or day shapes for a vessel restricted in its ability to maneuver, and to maintain a safe speed and use caution when operating near vessels engaged in diving operations (flying flag Alpha.) Naval vessels will be monitoring VHF-FM channel 16. For more information on the exercise, please contact the Navy Region Northwest Public Affairs Office at (360) 396-1630.

Charts: 18428 18441

OREGON – YACQUINA 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 V7Dl7, 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

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 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 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

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)

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
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<td>Yaquina Bay Approach Lighted Whistle Buoy Y</td>
<td>AIS INOP</td>
<td>18581</td>
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<td>NOAA Environmental Lighted Buoy 46005</td>
<td>LT EXT</td>
<td>18007</td>
<td>0197-20</td>
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<tr>
<td>8635</td>
<td>Chetco River Entrance Light 9</td>
<td>STRUCT DEST</td>
<td>18602</td>
<td>0248-19</td>
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### DISCREPANCIES (FEDERAL AIDS) CORRECTED

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
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<th>LNM End</th>
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<tbody>
<tr>
<td>11065</td>
<td>Warrior Rock Range Front Light</td>
<td>RELIGHTED</td>
<td>18524</td>
<td>None</td>
<td>28/20</td>
<td>28/20</td>
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<tr>
<td>16405</td>
<td>Puget Sound Traffic Separation Lane Lighted Buoy SA</td>
<td>WATCHING PROPERLY</td>
<td>18471</td>
<td>0437-20</td>
<td>24/20</td>
<td>28/20</td>
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<tr>
<td>18555</td>
<td>Snohomish River Range Rear Light</td>
<td>RELIGHTED</td>
<td>18444</td>
<td>0446-20</td>
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### DISCREPANCIES (PRIVATE AIDS)

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<tr>
<td>10455</td>
<td>Chip Dock Light</td>
<td>LT EXT</td>
<td>18523</td>
<td>0855-19</td>
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<tr>
<td>10813</td>
<td>Lewis And Clark Bridge Approach Buoy 3</td>
<td>BUOY DMGD</td>
<td>18524</td>
<td>0325-20</td>
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<tr>
<td>11912</td>
<td>White Salmon Shoal Lighted Buoy 33</td>
<td>OFF STA</td>
<td>18531</td>
<td>0426-20</td>
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<td>16925</td>
<td>Blake Island Light 1</td>
<td>LT EXT</td>
<td>18449</td>
<td>0279-20</td>
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<tr>
<td>16974</td>
<td>East Vashon Outfall Pipe Lighted Buoy</td>
<td>PENDING REPLACEMENT</td>
<td>18474</td>
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<td>17167</td>
<td>Blair Waterway Light 4</td>
<td>LT EXT</td>
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<td>19230</td>
<td>Georgia Pacific Outfall Lighted Buoy</td>
<td>LT EXT</td>
<td>18424</td>
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<td>19281</td>
<td>Squalicum Creek Waterway Range Front Light</td>
<td>PENDING REPLACEMENT</td>
<td>18424</td>
<td>0359-20</td>
<td>23/20</td>
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<td>19894</td>
<td>Intalco Pier South Light</td>
<td>STRUCT DEST</td>
<td>18431</td>
<td>0988-19</td>
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### DISCREPANCIES (PRIVATE AIDS) CORRECTED

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<th>LNM End</th>
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<td>19755</td>
<td>Pearl Island Dock Light</td>
<td>WATCHING PROPERLY</td>
<td>18433</td>
<td>0443-20</td>
<td>48/19</td>
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### PLATFORM DISCREPANCIES
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

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
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<tr>
<td>8635</td>
<td>Chetco River Entrance Light 9</td>
<td>TRLB</td>
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<td>9520</td>
<td>Siuslaw River Channel Light 14</td>
<td>TRLB</td>
<td>18583</td>
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<tr>
<td>9846</td>
<td>Garibaldi Channel Light 11</td>
<td>TRLB</td>
<td>18558</td>
<td>0857-18</td>
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<td>12980</td>
<td>Lake Wallula West Channel Junction Light W</td>
<td>TRLB</td>
<td>18542</td>
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<td>14435</td>
<td>Baker Bay West Channel Daybeacon 7</td>
<td>TRUB</td>
<td>18521</td>
<td>0755-17</td>
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<tr>
<td>15040</td>
<td>Oswego Rock Daybeacon</td>
<td>TRUB</td>
<td>18528</td>
<td>0404-17</td>
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<td>15595</td>
<td>Grays Harbor Channel Lighted Whistle Buoy 11</td>
<td>RELOCATED FOR DREDGING</td>
<td>18502</td>
<td>0174-20</td>
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<tr>
<td>15655</td>
<td>Grays Harbor South Reach Lighted Gong Buoy 21</td>
<td>RELOCATED FOR DREDGING</td>
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TEMPORARY CHANGES CORRECTED

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<thead>
<tr>
<th>LLNR</th>
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</tr>
</tbody>
</table>

SECTION IV - CHART CORRECTIONS

None

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

<table>
<thead>
<tr>
<th>Approved Project(s)</th>
<th>Project Date</th>
<th>Ref. LNM</th>
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</thead>
<tbody>
<tr>
<td>None</td>
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</table>

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

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

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

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

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 disestablishing the 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

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

<table>
<thead>
<tr>
<th>Proposed Project(s)</th>
<th>Closing</th>
<th>Docket No.</th>
<th>Ref. LNM</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

Proposed Change Notice(s)
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 ensure 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 to 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: 18524 18524 LNM: 27/20

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 11027) seasonal aid to navigation in 2020. Columbia City Lighted Buoy 75A is established yearly from 15 August through 01 October to mark the Oregon side of the navigation channel boundary during the fishing season. As the 2020 Salmon Season has been suspended, the need for this lighted buoy is no longer necessary, and its placement restricts the waterway for larger draft vessels. 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: 23/20

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: 28/20

SUMMARY OF DREDGING OPERATIONS
The summary of Dredging Operations is listed as Enclosure (2) of this Local Notice to Mariners.
LNM: 28/20

SUMMARY OF MARINE EVENTS
The summary of Marine Events is listed as Enclosure (3) of this Local Notice to Mariners.
LNM: 28/20

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 0700-1800 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 vimaspainting@aol.com.

Chart 18587 LNM: 11/19

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 – 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 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 – 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 02 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 advised to transit the area with extreme caution and minimize wake. Please contact Shad Huber at (360) 953-4833 or email Shadh@callAAC.com or Todd High at (503) 572-0101 and email Toddh@callAAC.com with any questions.

Chart 18532 LNM: 51/19
OREGON – WILLOMATE RIVER – PORT OF PORTLAND – St. Johns Railroad Bridge deviation

across the Willamette River at mile 6.9 at Portland, Oregon, whereon 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

WASHINGTON – WILLOMATE RIVER – PORT OF PORTLAND – Steel Bridge deviation

The Coast Guard has approved a 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

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

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 whiletransiting the area. For additional information, contact Nick Hadsell, PM, at (330) 402-3232 or nhadsell@libertymaintenancenic.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 floating 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 – 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.

Chart 18526

LNM: 28/20

Coast Guard District 13

15 July 2020
WASHINGTON – LAKE WASHINGTON – SAMMAMISH RIVER – Bridge Notice
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 prompt give way to tall marine vessels. Mariners are advised to use caution to avoid collisions with 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 Kopes at (913) 284-3467.
Chart 18554 LNM: 18/20

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 floatation 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

SNAKE RIVER – LAKE SACCJAWEA TO LAKE HERBERT G. WEST - Snake River Minimum Operating Pool operations
Beginning 03 Apr 2020, 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 (RM 0.0). The USACE is implementing the 2020 summer lockage schedule for the passage of recreational vessels through the following navigation locks:

SNOWMELT INFLOW FOREBAY RANGE
120,000+ CFS 733.0-734.5

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

<table>
<thead>
<tr>
<th>Chart</th>
<th>LNM: 28/20</th>
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<tbody>
<tr>
<td>15 July 2020</td>
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</table>
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 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. 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/.

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.

COLUMBIA RIVER – CRIMS ISLAND TO SAINT HELENS – 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.

COLUMBIA RIVER – CRIMS ISLAND TO SAINT 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 may 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.

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.

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 Sea Hawk, Excavator, pontoon barge, miscellaneous barges and tugs. 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.

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

<table>
<thead>
<tr>
<th>Chart</th>
<th>LNM:</th>
<th>Page 12 of 14</th>
<th>Coast Guard District 13</th>
<th>LNM: 28/20</th>
<th>15 July 2020</th>
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</thead>
</table>
WASHINGTON – STRAIT OF JUAN DE FUCA – Port of Vancouver Canada 2020 Voluntary Lateral Displacement Program

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 LNM 25/20 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

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) 48-24-25.0452W, 122-58-51.8952N (B) 48-23-6.1728N, 123-7-28.7112W (C) 48-19-54.012N, 123-4-25.952W. A chart graphic was included as enclosure (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 buoys. For additional information, contact Jason Wood at (306) 298-0166 or jw@smriconsulting.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 bmorlock@orionmarinegroup.com
Chart 18450  LNM: 28/19

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 channel 12 or 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 – 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 – 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 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.

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 SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

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ENCLOSURES

Enclosure 1
OREGON - WASHINGTON - IDAHO - MONTANA - Summary of Bridge Lighting Discrepancies and Corrections
LNM: 28/20

Enclosure 2
OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations
LNM: 28/20

Enclosure 3
OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events
LNM: 28/20

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
<table>
<thead>
<tr>
<th>Waterway</th>
<th>Light List</th>
<th>Bridge Name</th>
<th>Location</th>
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<td>COLUMBIA RIVER</td>
<td>12753</td>
<td>I-82 Highway Bridge (NB)</td>
<td>Umatilla, OR</td>
<td>Green, center channel light extinguished</td>
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<td>0406-20</td>
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<td>SNAKE RIVER</td>
<td>14070</td>
<td>Camas Prairie RR Bridge</td>
<td>Lewiston, ID</td>
<td>Multiple lights extinguished</td>
<td>9/16/2019</td>
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<td>WILLAMETTE RIVER</td>
<td>15152</td>
<td>Wilsonville Railroad Bridge</td>
<td>Wilsonville, OR</td>
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**BRIDGE CORRECTIONS**

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## Dredging Operations

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

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<th>Start Date</th>
<th>End Date</th>
<th>Times</th>
<th>Location</th>
<th>Dredge Vessel</th>
<th>Assist Vessel</th>
<th>Channels Monitored</th>
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<tbody>
<tr>
<td>2-Jul-20</td>
<td>31-Oct-20</td>
<td>24 Hrs/7 Days</td>
<td>Coos Bay River (RM 12+00 to 15+00)</td>
<td>M/V PATRIOT</td>
<td>John Brix, Eagle, Maverick, Casey H</td>
<td>VHF-FM 13 &amp; 16</td>
<td>Site H</td>
<td>25/20</td>
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<tr>
<td>10-Jul-20</td>
<td>1-Oct-20</td>
<td>24 Hrs/7 Days</td>
<td>Columbia River; Multiple locations (RM 02 to 105)</td>
<td>M/V Stuyvesant</td>
<td>None</td>
<td>VHF-FM 14 &amp; 16</td>
<td>TBD</td>
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<tr>
<td>21-Jul-20</td>
<td>10-Aug-20</td>
<td>24 Hrs/7 Days</td>
<td>Columbia River; Miller Sands Range (RM 23+20 to 24+10)</td>
<td>M/V OREGON</td>
<td>Clackmas, Ivanhoff, Williams</td>
<td>VHF-FM 13 &amp; 16</td>
<td>TBD</td>
<td>28/20</td>
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<tr>
<td>22-Jun-20</td>
<td>20-Jul-20</td>
<td>24 Hrs/7 Days</td>
<td>Columbia River; Skamokawa Range (RM 34+35 to 36+00)</td>
<td>M/V OREGON</td>
<td>Clackmas, Ivanhoff, Williams</td>
<td>VHF-FM 13 &amp; 16</td>
<td>TBD</td>
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<tr>
<td>15-Jul-20</td>
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<td>24 Hrs/7 Days</td>
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<td>M/V ESSAYONS</td>
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<td>VHF-FM 13 &amp; 16</td>
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<td>22-Jul-20</td>
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<td>M/V YAQUINA</td>
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<td>VHF-FM 13 &amp; 16</td>
<td>RM 94 to 96</td>
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<td>18-Jul-20</td>
<td>19-Jul-20</td>
<td>24 Hrs/7 Days</td>
<td>Columbia River; Vancouver Bar (RM 103+05 to 103+15)</td>
<td>M/V YAQUINA</td>
<td>None</td>
<td>VHF-FM 13 &amp; 16</td>
<td>RM 100 to 102</td>
<td>28/20</td>
</tr>
<tr>
<td>17-Jul-20</td>
<td>18-Jul-20</td>
<td>24 Hrs/7 Days</td>
<td>Columbia River; Vancouver Turning Basin (RM 104+30 to 105+17)</td>
<td>M/V YAQUINA</td>
<td>None</td>
<td>VHF-FM 13 &amp; 16</td>
<td>RM 100 to 102</td>
<td>28/20</td>
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<tr>
<td>6-Jul-20</td>
<td>5-Oct-20</td>
<td>10 Hrs/6 Days</td>
<td>Willamette River (RM 4.8 to 5.0 and 12.1 to 12.3)</td>
<td>M/V Sea Vulture</td>
<td>None</td>
<td>VHF-FM 13, 16, 67</td>
<td>TBD</td>
<td>27/20</td>
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</tbody>
</table>

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.
<table>
<thead>
<tr>
<th>EVENT DATE</th>
<th>TIME</th>
<th>EVENT NAME</th>
<th>EVENT LOCATION</th>
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<tbody>
<tr>
<td>25-Jul-20</td>
<td>2200-2230</td>
<td>Garibaldi Days Fireworks</td>
<td>Garibaldi Dock, Garibaldi OR</td>
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<tr>
<td>15-Jul-20</td>
<td>1800-2100</td>
<td>AYC Wednesday Night Race</td>
<td>Fidalgo Bay</td>
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<tr>
<td>15-Jul-20</td>
<td>1900-2130</td>
<td>CYCT Windseekers Summer Series</td>
<td>Commencement Bay</td>
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<tr>
<td>15-Jul-20</td>
<td>1700-2100</td>
<td>CYCS Sound Wednesday Evening Series</td>
<td>Shilshole Bay</td>
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<tr>
<td>16-Jul-20</td>
<td>1700-1930</td>
<td>Sequim Bay Yacht Club Duck Dodge Series</td>
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<tr>
<td>16-Jul-20</td>
<td>1700-2100</td>
<td>CYCS Sound Thursday Evening Series</td>
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<tr>
<td>17-Jul-20</td>
<td>1800-2100</td>
<td>Milltown Sailing Association Sailboat Races</td>
<td>Port Gardner</td>
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<tr>
<td>17-Jul-20</td>
<td>1900-2100</td>
<td>CYCT Summer Dingy Series</td>
<td>Commencement Bay</td>
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<td>17-Jul-20</td>
<td>1700-2100</td>
<td>CYCS Lake Washington Tue &amp; Wed Evening Series</td>
<td>East of Leschi Marina South LW</td>
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<td>21-Jul-20</td>
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<td>1730-2030</td>
<td>WSCYC Friday Night Series</td>
<td>Sinclair Inlet</td>
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<td>24-Jul-20</td>
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<td>STYC Take Your Time Fridays</td>
<td>Shilshole Bay</td>
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<td>25-Jul-20</td>
<td>1000-1500</td>
<td>CYCT Three Hour Tour Series</td>
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<td>1000-1800</td>
<td>STYC Women at the Helm</td>
<td>Shilshole Bay Marina</td>
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<td>1000-1600</td>
<td>SBYC Saturday Series</td>
<td>Dungeness Spit to McCurdy Pt/Sequim Bay</td>
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