



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

## LOCAL NOTICE TO MARINERS

**District: 13**

**Week: 34/20**

ISSUED BY: COMMANDER, THIRTEENTH COAST GUARD DISTRICT (dpw)  
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<https://www.navcen.uscg.gov/?pageName=InmDistrict&region=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](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](http://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](http://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](mailto: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<br>CGD THIRTEEN | Beginning BNM<br>D13-0546-20 | Ending BNM<br>D13-0563-20 |
|----------------------------------|------------------------------|---------------------------|

### 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  
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

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**SECTION I - SPECIAL NOTICES**

This section contains information of special concern to the Mariner.

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**OREGON – CAPE SEBASTIAN TO HUMBUG MOUNTAIN – ROGUE RIVER – Shoaling and restricted Coast Guard response capability (Revised from LNM 32/20)**

The Rogue River has experienced significant shoaling this season and mariners will encounter shallower water depths than normal. These extreme shallow areas are causing continuous breaking bar conditions making the entrance to the Rouge River treacherous even on fair weather days. Recent surveys of the Rogue River channel by the USACE indicate water depths inside the bar that restrict the operation of Coast Guard vessels at the seasonal Search and Rescue Detachment. Coast Guard vessel movements will be limited when tidal conditions are lower than a 1.0' tide or low river flows create exceptionally shallow water depths. Coast Guard members will be conducting shore-side patrols focused on educating mariners about limited response during low tide conditions and the vigilance required to operate vessels on and around the Rogue River. The projected depths of the Rogue River are subject to significant and frequent change in addition to bar restrictions based on breaking bar conditions. Vessel operators are advised not to enter the river without local knowledge of this waterway. All mariners are advised to navigate cautiously to ensure the safety of their vessel and crew.

Chart 18601

LNM: 34/20

**WASHINGTON – PUGET SOUND – PORT TOWNSEND – KILISUT HARBOR – Killisut Harbor Channel opening**

The channel at the southern end of Indian and Marrowstone Islands connecting Killisut Harbor and Oak Bay has been reopened for the first time in over 60 years. Mariners should use extreme caution when attempting to navigate this new area. The channel is in flux at this time as each tidal cycle brings new sediment and shifting shoals. The project anticipated a water depth of 5 feet once the channel has stabilized but depths are much shallower at present. The new bridge across the waterway was designed with a vertical clearance of 10 feet at mean high water. Since the channel was opened, strong currents have been observed and the existence of a 90 degree turn make maneuvering difficult. Power driven vessels should proceed slowly and use caution due to the presence of many paddle craft. The majority of the land surrounding the channel is privately owned or restricted property and mariners are requested to refrain from landing on anything other than public access.

Charts: 18464 18477

LNM: 34/20

**WASHINGTON – PUGET SOUND – LAKE WASHINGTON SHIP CANAL – Hiram M. Chittenden Large Lock Closure**

The large lock chamber of the Hiram M. Chittenden Locks will be closed for approximately 12 hours beginning 28 Aug 2100 and will reopen at, or before, 0900 on 29 Aug 2020. The closure is needed to repair the hydraulic arm connection on one of the miter gates. The small lock will remain operation during this time. Questions may be directed to public affairs specialist Dallas Edwards at (206) 764-6958 or [dallas.d.edwards@usace.army.mil](mailto:dallas.d.edwards@usace.army.mil).

Chart 18447

LNM: 34/20

**WASHINGTON – PUGET SOUND – ANACORTES TO SKAGIT BAY – DECEPTION PASS – Bridge notice (Revised from LNM 06/19)**

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 2021. 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](mailto:spahrs@wsdot.wa.gov).

Chart 18427

LNM: 34/20

**WASHINGTON – PUGET SOUND – PORT TOWNSEND – Indian Island small boat exercises**

The Navy will conduct tactical boat operations on 27 Aug 2020 on the water along the western side of US Naval Magazine Indian Island, during the hours of 0800-1600. The exercise area is located from the southern portion of Crane Point at 48-02-55.352N, 122-44-31.121W extending westward to 48-02-55.352N, 122-44-52.674W, extending NNW to 48-04-19.272N, 122-45-36.436W, and extending to the N and NE encompassing 500 meters standoff from the Portable Security Barrier (PSB) system to Walan Point. Potential hazards will include two 33-foot Police boats, grey in color with blue lights flashing conducting high-speed maneuvers intercepting surface vessels performing simulated attacks on the waterfront of Indian Island. Military Police personnel will be using machine guns with blank fire to repel simulated hostile forces. This training

area is restricted to U.S. Navy, Coast Guard and Jefferson County Sheriff vessels during the above mentioned times. It is required that all vessels maintain a safe distance in all directions from the northern edge of the Ammunition Pier extending from Walan Point extending westward to the identified coordinates and south of Crane Point area as well as 500 yards from the vessels engaged in exercises. Vessels involved in the exercise can be contacted on VHF-FM channels 69, 71 and 16. For more information, contact Naval Magazine Indian Island, Brian Nelson, at (360) 396-5361 or email [brian.t.nelson3@navy.mil](mailto:brian.t.nelson3@navy.mil).

Charts: 18464 18471

LNM: 33/20

**OREGON – WASHINGTON – IDAHO – Shallow draft waterways study**

The U.S. Coast Guard is conducting a Waterways Analysis and Management System (WAMS) Study on the Shallow Draft system (waters less than 12 feet). The purpose of this study is to determine the navigational needs and requirements of vessels operating in shallow draft navigable waterways throughout the country. The study will focus on the existing shallow water ATON system, future development projects, waterborne commerce transiting these waters, and marine casualty information. Waterway users, interested parties, and stakeholders are invited to provide comments or feedback via the tool posted at <https://www.surveymonkey.com/r/ShallowWaterWAMS>. This link will remain available until 01 Nov 2020. Additional questions or comments may be emailed to [CGNAV@uscg.mil](mailto:CGNAV@uscg.mil) using the subject line: "Shallow Draft WAMS".

LNM: 32/20

**OREGON – WILLAMETTE RIVER – PORTLAND TO WALNUT EDDY – Marine construction at Willamette Falls**

Advanced American Construction will be performing construction activities above and below Willamette Falls, at Willamette River mile 26.5, from 21 Aug through 15 Sep 2020. The work is to conduct repairs on the fishway and includes crane activities, drilling activities and concrete placement. A derrick barge will be positioned above the falls and a spud barge will be positioned below the falls during the work period. Working hours are expected to be 0700 through 1730 daily. Mariners are requested to avoid the work zone and reduce wake as much as possible when transiting through the area. The derrick barge and spud barge will have steady white lights on all four corners at night. For additional project information please contact Evan Clemson at (503) 445-9009.

Chart 18528

LNM: 32/20

**WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – DUWAMISH WATERWAY – Special Bridge notice (Revised from LNM 30/20)**

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 Nov 2020 due to the installation of work access platforms on the underneath side of the bridge. 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

LNM: 32/20

**WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – DUWAMISH WATERWAY – Bridge inspection**

Washington State DOT will inspect the 1st Avenue South Highway Twin Bridge (LLNR 16887) across the Duwamish Waterway, mile 2.5, in Seattle, Washington, between 0430 and 1200 on 19-20 and 26-27 Sep 2020. The bridge will be inspected using an under-bridge inspection truck (UBIT) that occupies a portion of the roadway and extends a boom under the bridge. There is no fixed impact to navigational clearance from this operation (~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. 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 Alan Kuper, P.E., at (360) 701-0556 or [kupera@wsdot.wa.gov](mailto:kupera@wsdot.wa.gov).

Chart 18450

LNM: 32/20

**WASHINGTON – PUGET SOUND – SEATTLE TO OLYMPIA – TACOMA HARBOR – Marine Event cancellation**

The Coast Guard will not enforce the safety zone listed in regulation 33 CFR 165.1305 for the Tacoma Freedom Fair Air Show. This event was rescheduled for 12-13 Sep 2020 and is normally held in Commencement Bay along the shoreline near Ruston Way. The event sponsor has cancelled the event.

Charts: 18448 18453

LNM: 32/20

**SNAKE RIVER – LAKE SACAJAWEA – Navigation lock maintenance outage (Revised from LNM 30/20)**

Until further notice, the Navigation Lock at Lower Monumental Lock and Dam, at Snake River mile 41.6, will remain open during all hours to navigation traffic as preparations are made to perform emergency repairs to the floating guide wall. Until repairs are made, river traffic may not impact, rub against, or use the guide wall as a pivot for entering the lock. It is expected that daily closure of the lock will be required for repair of the guide wall when preparations are completed. Updates will be provided as they become known. River users may contact the Lower Monumental Shift Operator at (509) 282-7231, or VHF-FM Channel 14 using call sign WUJ43 Lower Monumental, for more information.

Chart 18545

LNM: 31/20

**WASHINGTON - LAKE WASHINGTON SHIP CANAL - UNION BAY REACH - SR 520 West Approach Bridge South Bridge Replacement (Revised from LNM 40/19)**

American Bridge Company will be constructing a temporary work trestle for the State Route (SR) 520 West Approach Bridge South project in south Union Bay from 04 Nov 2019 through 30 April 2021. The temporary work trestle will be left in place through June 2023 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 Mr. Dennis Suh at (504) 206-6494 or email at dsuh@americanbridge.net.

Chart 18447

LNM: 31/20

**WASHINGTON – PUGET SOUND – ADMIRALTY INLET TO COMMENCEMENT BAY - Waterways Survey**

The Coast Guard is conducting a user survey in the Puget Sound from Admiralty Inlet south to Dalco Passage and Commencement Bay. The Coast Guard uses the Waterways Analysis and Management System (WAMS) to validate the adequacy of the existing aids to navigation (AtoN) system, as well as to get a better understanding of the uses of each waterway and general safety issues. WAMS focuses on the waterway's present AtoN system, marine casualty information, port and harbor resources, changes in recreational and commercial marine vessel usage and future development and dredging projects. The survey is available at the Coast Guard District 13 WAMS website <https://www.pacificarea.uscg.mil/Our-Organization/District-13/District-Divisions/-dpw/-wams>. The deadline for survey comments will be 20 Nov 2020. For additional information please contact LTJG Katie Matha at (206) 220-7283 or email D13-SMB-D13-DPW@uscg.mil.

Charts: 18446 18449 18450 18453 18474

LNM: 30/20

**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        |         |
| <b>8740</b> | <b>Coos Bay Entrance Range Front Light</b>                            | <b>REDUCED INT</b>   | <b>18587</b> | <b>0555-20</b> | <b>34/20</b> |         |
| <b>8870</b> | <b>Empire Range B Rear Light</b>                                      | <b>LT EXT</b>        | <b>18587</b> | <b>0557-20</b> | <b>34/20</b> |         |
| 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        |         |
| 9940        | Columbia River North Jetty Lighted Bell Buoy 9                        | MISSING              | 18521        | 0525-20        | 33/20        |         |
| 10220       | Miller Sands Channel Lighted Buoy 6                                   | LT EXT               | 18523        | 0313-20        | 18/20        |         |
| 10285       | Pillar Rock Upper Range Lighted Buoy 18                               | OFF STA              | 18523        | 0544-20        | 33/20        |         |
| 10307       | Welch Island Channel Lighted Buoy 22A                                 | LT EXT               | 18523        | 0506-20        | 32/20        |         |
| 10400       | Clifton Dike Light 42   | LT EXT/DAYMK MISSING | 18523        | 0277-20        | 15/20        |         |
| 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        |         |

|              |   |                    |              |                |              |
|--------------|---|--------------------|--------------|----------------|--------------|
| 11280        | North Portland Harbor East End Range Front Light                      | LT EXT             | 18525        | 0536-20        | 33/20        |
| 11430        | Fisher Quarry Channel Range Front Light                               | LT EXT             | 18531        | 0497-20        | 32/20        |
| 11465        | Government Island Range Front Light                                   | LT EXT             | 18531        | 0463-20        | 29/20        |
| 11530        | Washougal Lower Range Front Light                                     | LT IMCH            | 18531        | 0393-20        | 25/20        |
| 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        |
| 15135        | New Era Bar Range Front Daybeacon                                     | DAYMK IMCH         | 18528        | 0545-20        | 33/20        |
| 15210        | Willapa Bay Entrance Light 13   | STRUCT DEST        | 18504        | 0839-16        | 38/16        |
| <b>15785</b> | <b>Grays Harbor North Channel Range F Front Light</b>                 | <b>LT IMCH</b>     | <b>18502</b> | <b>0549-20</b> | <b>34/20</b> |
| 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        | 0473-20        | 30/20        |
| <b>19120</b> | <b>Swinomish Channel North Entrance Light 18</b>                      | <b>STRUCT DEST</b> | <b>18427</b> | <b>0546-20</b> | <b>34/20</b> |
| <b>19825</b> | <b>Patos Island Light</b>   | <b>LT IMCH</b>     | <b>18431</b> | <b>0553-20</b> | <b>34/20</b> |

#### DISCREPANCIES (FEDERAL AIDS) CORRECTED

| LLNR  | Aid Name                   | Status    | Chart No. | BNM Ref. | LNM St | LNM End |
|-------|----------------------------|-----------|-----------|----------|--------|---------|
| 18995 | Cap Sante Waterway Light 2 | RELIGHTED | 18427     | 0547-20  | 33/20  | 34/20   |

#### DISCREPANCIES (PRIVATE AIDS)

| LLNR  | Aid Name                               | Status    | Chart No. | BNM Ref. | LNM St | LNM End |
|-------|--|-----------|-----------|----------|--------|---------|
| 10813 | Lewis And Clark Bridge Approach Buoy 3 | BUOY DMGD | 18524     | 0325-20  | 19/20  |         |
| 16974 | East Vashon Outfall Pipe Lighted Buoy  | MISSING   | 18474     | 0365-20  | 23/20  |         |
| 17126 | Tacoma Harbor Regulatory Buoys (3)     | MISSING   | 18453     | 0502-20  | 32/20  |         |
| 17167 | Blair Waterway Light 4                 | LT EXT    | 18453     | 0348-20  | 22/20  |         |

#### DISCREPANCIES (PRIVATE AIDS) CORRECTED

| LLNR  | Aid Name                | Status            | Chart No. | BNM Ref. | LNM St | LNM End |
|-------|-------------------------|-------------------|-----------|----------|--------|---------|
| 19755 | Pearl Island Dock Light | WATCHING PROPERLY | 18433     | 0552-20  | 30/20  | 34/20   |

#### PLATFORM DISCREPANCIES

| Name | Status | Position | BNM Ref. | LNM St | LNM End |
|------|--------|----------|----------|--------|---------|
|------|--------|----------|----------|--------|---------|

None

#### PLATFORM DISCREPANCIES CORRECTED

| Name | Status | Position | BNM Ref. | LNM St | LNM End |
|------|--------|----------|----------|--------|---------|
|------|--------|----------|----------|--------|---------|

None

### SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

#### TEMPORARY CHANGES

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|------|----------|--------|-----------|----------|--------|---------|
|------|----------|--------|-----------|----------|--------|---------|

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

**TEMPORARY CHANGES CORRECTED**

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|------|----------|--------|-----------|----------|--------|---------|
|------|----------|--------|-----------|----------|--------|---------|

None

**PLATFORM TEMPORARY CHANGES**

| Name | Status | Position | BNM Ref. | LNM St | LNM End |
|------|--------|----------|----------|--------|---------|
|------|--------|----------|----------|--------|---------|

None

**PLATFORM TEMPORARY CHANGES CORRECTED**

| Name | Status | Position | BNM Ref. | LNM St | LNM End |
|------|--------|----------|----------|--------|---------|
|------|--------|----------|----------|--------|---------|

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.

|   |                            |                  |                        |               |                        |                |
|---|----------------------------|------------------|------------------------|---------------|------------------------|----------------|
| <b>18400</b>  | <b>51st Ed.</b>            | <b>01-AUG-19</b> | <b>Last LNM: 04/19</b> | <b>NAD 83</b> |                        | <b>34/20</b>   |
| <i>Chart Title: Strait of Georgia and Strait of Juan de Fuca</i>                    |                            |                  |                        |               |                        |                |
| <b>Main Panel 1656 STRAIT OF GEORGIA AND STRAIT OF JUAN DE FUCA -- Page/Side: -</b> |                            |                  |                        |               |                        |                |
| CHANGE  | Cap Sante Waterway Light 2 |                  |                        |               | CGD13 at 48-30-42.898N | 122-35-55.508W |
| Nominal range to 4M.  |                            |                  |                        |               |                        |                |
| <b>18421</b>  | <b>53rd Ed.</b>            | <b>01-MAR-19</b> | <b>Last LNM: 04/19</b> | <b>NAD 83</b> |                        | <b>34/20</b>   |
| <i>Chart Title: Strait of Juan de Fuca to Strait of Georgia; Drayton Harbor</i>     |                            |                  |                        |               |                        |                |
| <b>CHART WA - STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA. Page/Side: N/A</b>       |                            |                  |                        |               |                        |                |
| CHANGE  | Cap Sante Waterway Light 2 |                  |                        |               | CGD13 at 48-30-42.898N | 122-35-55.508W |
| Nominal range to 4M.  |                            |                  |                        |               |                        |                |
| <b>18427</b>  | <b>25th Ed.</b>            | <b>01-OCT-19</b> | <b>Last LNM: 04/19</b> | <b>NAD 83</b> |                        | <b>34/20</b>   |

|          |  |   |                                  |
|----------|--|---|----------------------------------|
| RELOCATE | Swinomish Channel North Entrance Light 18          | CGD13<br>from 48-28-38.473N<br>to 48-28-39.075N | 122-31-51.222W<br>122-31-51.403W |
| CHANGE   | Cap Sante Waterway Light 2<br>Nominal range to 4M. | CGD13<br>at 48-30-42.898N                       | 122-35-55.508W                   |

18547 9th Ed. 01-JAN-16 Last LNM: 40/17 NAD 83 34/20

|        |  |                           |                |
|--------|--|---------------------------|----------------|
| CHANGE | Little Goose Reservoir Light 2<br>Nominal range to 4M. | CGD13<br>at 46-35-09.480N | 118-00-25.446W |
|--------|--|---------------------------|----------------|

**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

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

The U.S. Coast Guard is disestablishing 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 Puget Sound.

Charts: 18460 18480

LNM: 29/20

**SECTION VI - PROPOSED CHANGES**

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

**PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT**

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

**Proposed Change Notice(s)**

**WASHINGTON – STRAIT OF JUAN DE FUCA – EASTERN PART - ADMIRALTY INLET – Removal of the RACON on Puget Sound Traffic Separation Lane Lighted Buoy “SA”**

The U.S. Coast Guard is proposing to remove the Racon from Puget Sound Traffic Separation Lane Lighted Buoy “SA” (LLNR 16405) due to the consistent failure of the signal and that it is no longer considered necessary for safe navigation of the waterway. 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: 18440 18441 18471

LNM: 30/20

**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: 34/20

**SUMMARY OF DREDGING OPERATIONS**

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

LNM: 34/20

**SUMMARY OF MARINE EVENTS**

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

LNM: 34/20

**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 vimaspainting@aol.com.

Chart 18587

LNM: 11/19

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

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

Chart 18521

LNM: 10/19

**COLUMBIA RIVER – CRIMS ISLAND TO ST. HELENS - 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

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

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 lowrej@wsdot.wa.gov, or Lefty Helidonis at (330) 280-2879.

LNM: 28/20

**COLUMBIA RIVER – CRIMS ISLAND TO ST. HELENS – LEWIS RIVER – Bridge notice**

WSDOT contractors will be conducting geotechnical work in the vicinity of the I-5 Twin Bridge across the East Fork Lewis River from 01 Aug to 30 Sep 2020. The I-5 Twin Bridge across the East Fork Lewis River is at 45-52-23.500 N / 12242-41.500 W, and at river mile 0.75. Two bore holes will be drilled down into the river bottom. Operations will typically run 0700 – 1800 seven days a week. A skid mounted geotechnical drill will be supported on an 18' X 28' anchored barge, and support vessels will be present. Mariners are requested to minimize wake near the construction area and advised to watch for fall hazards. The work barge will deploy winch lines, and the lines will be marked with flags, lights and buoys. WSDOT's point of contact is Jamie Fetterly at (360) 481-3512 or fetterj@wsdot.wa.gov. The onsite supervisor is Bob Featherstone who can be reached at (360) 481-3514.

LNM: 29/20

**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 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

**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

**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 of 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.

**WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – DUWAMISH WATERWAY – 1st Avenue Bridge deviation**  
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 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 chris.barnes@seattle.gov  
Chart 18447 LNM: 33/19

**WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE WASHINGTON - Interstate 90 Highway Bridge construction (Revised from LNM 05/20)**  
Kiewit-Hoffman will be performing seismic upgrades and installation of corrosion mitigation devices to the existing approach piers and exterior face of Homer Hadley and Lacey V Murrow 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 or buoys 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 as well as minimizing wake on the north side of Homer Hadley within 200 yards. Barges will be working on both the east and west structures performing retrofit scopes, and will be traveling to and from the temporary mooring buoys Monday through Saturday. Two temporary mooring buoys marked with white lights flashing every 4 seconds (Fl 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. Construction and operations at this site are expected to continue through 2020. For additional information contact Jason Hops at (360) 772-6232 or email Jason.Hops@Kiewit.com  
Chart 18447 LNM: 30/20

**WASHINGTON – LAKE WASHINGTON – SAMMAMISH RIVER – West 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

**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

**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.

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

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

**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

**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 – COQUILLE 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.

Chart 18588

LNM: 28/20

**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
- 45-56-27.402 N, 129-59-19.896 W (Axial Caldera, WD 1525m) from 08 Aug – 10 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

**OREGON – CAPE BLANCO TO CAPE FLATTERY – Research operations**

44-22-09.594 N, 124-57-14.724 W (Endurance Offshore, WD 580m) on 13 Aug

Leg 2

44-38-14.256 N, 124-18-20.256 W (Endurance Shelf, WD 80m) from 16 Aug – 17 Aug

44-22-09.594 N, 124-57-14.724 W (Endurance Offshore, WD 580m) from 18 Aug – 19 Aug

44-34-11.436 N, 125-08-48.540 W (Southern Hydrate Ridge, WD 780m) from 19 Aug – 22 Aug

45-56-27.402 N, 129-59-19.896 W (Axial Caldera, WD 1525m) from 23 Aug – 26 Aug

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

Charts: 18003 18520 18580

LNM: 28/20

**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 – PACIFIC OCEAN TO HARRINGTON POINT – BAKER BAY – West Sand Island remediation project**

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, 123-45-44.31W) 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

LNM: 27/20

**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.

Chart 18524

LNM: 23/20

**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 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

**SNAKE RIVER – 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 onscene supervisor, call Ken Dye at (503) 709-5552.

LNM: 27/20

**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

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

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 – 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 - SWIFTSURE BANK – ECHO Program 2020 Voluntary Vessel Slowdown Trial at Swiftsure Bank**

Effective 01 Aug 2020, a voluntary vessel slowdown in the vicinity of Swiftsure Bank is in effect for all outbound commercial vessels. If it is safe and operationally feasible to do so, commercial vessels are requested to not exceed the following speeds through the water:

11.5 knots – Bulkers, tankers, general cargo vessels, and government vessels

14.5 knots – Vehicle carriers, cruise ships, and container vessels.

The voluntary vessel slowdown takes place in the outbound lane of the vessel traffic separation scheme between Light Buoy JA (LLNR 756) and the end of the traffic separation scheme. A speed transition zone is in place, beginning at longitude 124-33-36.860W. The ECHO Program voluntary slowdown aims to reduce underwater noise in known southern resident killer whale feeding areas. This initiative will remain in effect 24 hours per day until 2359 PDT on 31 Oct 2020. For more detailed information related to this slowdown and the ECHO program, refer to the following internet web address:

<https://www.portvancouver.com/environment/water-land-wildlife/echo-program/projects/voluntary-vessel-slowdown-trial/>

Charts: 18400 18460 18480

LNM: 29/20

**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 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) 48-24-25.0452N, 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 (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](mailto: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](mailto: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](mailto:bmorlock@orionmarinegroup.com)

Chart 18450

LNM: 28/19

**WASHINGTON – PUGET SOUND – NORTHERN PART – POSSESSION SOUND – Construction at the Mukilteo Ferry Terminal**

WASHINGTON – PUGET SOUND – NORTHERN PART – POSSESSION SOUND – Construction at Mukilteo Ferry Terminal  
Manson Construction Co. will be conducting operations to build the new Mukilteo Ferry Terminal marine structures from 17 Aug 20 through 15 Mar 21. The typical hours of operation are Monday through Friday, 0600 to 1630. The new terminal is located approximately .3 NM north-west of the existing WSF Mukilteo Ferry Terminal. Operations will include, but are not limited to pile driving, pouring concrete, steel erection and welding, heavy lifting, and miscellaneous marine construction. Marine construction equipment will stay on location during operational and non-operational periods. The vessels involved in the project are Derrick barge 24, Deck barges Manson 38, Manson 50, Manson 58 and Manson 64. The tug Harry M will be onsite intermittently. The vessels will monitor VHF-FM channel 8. The Derrick Barge 4 will have anchors deployed with crown buoys locating each submerged anchor. Submerged anchor cables are present and local mariners are requested to stay at least 1000ft from equipment. Mariners are

**WASHINGTON – PUGET SOUND – NORTHERN PART – POSSESSION SOUND – Construction at the Mukilteo Ferry Terminal**  
 requested to proceed with extreme caution, provide a wide berth, and operate at a slow speed while transiting in this area. For additional information contact Manson's Project Manager Ms. Monica Blanchard at (206) 913-7498 or Project Superintendent Mr. Erik Dolmseth at (206) 384-3025.

Chart 18443

LNM: 30/20

**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

**WASHINGTON – PUGET SOUND – BUDD INLET– Olympia Harbor Days Tug Boat Races**

The Coast Guard will enforce Olympia Harbor Days Tug Boat Races Special Local Regulation, as per 33 CFR 100.1309, from 11 1100 - 1600 on 06 Sep 2020. Entry into, transiting through, mooring or anchoring within the specified area is prohibited unless authorized by the Captain of the Port or her Designated Representative.

Charts: 18448 18456

LNM: 29/20

**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

LNM: 28/20

**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 data based charts that can be printed as a paper copy locally or commercially, via one of their certified third party printers. More detailed information regarding this transition is available from <https://nauticalcharts.noaa.gov/publications/docs/raster-sunset.pdf>. Comments/questions on the Federal Register Notice and the NOAA Custom Chart application should be submitted at <https://www.nauticalcharts.noaa.gov/customer-service/assist/>. Other concerns may be directed to your local NOAA Navigation Manager, <https://nauticalcharts.noaa.gov/customer-service/regional-managers/index.html>. In order to identify and overcome the regulatory challenges associated with this transition including but not limited to updating commercial vessel carriage requirements and maritime safety information processes, NOAA will continue to work directly with its Agency charting partners. A prototype version of the NOAA Custom Chart Tool is available at <https://devgis.charttools.noaa.gov/pod/>.

LNM: 03/20

**SECTION VIII - LIGHT LIST CORRECTIONS**

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

| (1)<br>No. | (2)<br>Name and Location   | (3)<br>Position                 | (4)<br>Characteristic | (5)<br>Height | (6)<br>Range | (7)<br>Structure | (8)<br>Remarks |
|------------|--|---------------------------------|-----------------------|---------------|--------------|------------------|----------------|
| 13700      | LITTLE GOOSE<br>RESERVOIR LIGHT 2                                      | 46-35-09.480N<br>118-00-25.446W | FI R 4s               | 21            | 4            | TR on platform.  | 34/20          |
| 18995      | CAP SANTE WATERWAY<br>LIGHT 2<br><br>15 feet outside channel<br>limit. | 48-30-42.898N<br>122-35-55.508W | FI R 2.5s             | 15            | 4            | TR on pile.      | 34/20          |
| 19120      | SWINOMISH CHANNEL<br>NORTH ENTRANCE LIGHT<br>18                        | 48-28-39.075N<br>122-31-51.403W | FI R 4s               | 18            | 4            | TR on pile.      | 34/20          |

\*

**ENCLOSURES**

**Enclosure 1**

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

LNLM: 34/20

**Enclosure 2**

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

LNLM: 34/20

**Enclosure 3**

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events

LNLM: 34/20

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

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

# BRIDGE DISCREPANCIES AND CORRECTIONS

Enclosure (1)

| BRIDGE DISCREPANCIES    |            |                                       |                 |   |               |         |
|-------------------------|------------|---------------------------------------|-----------------|---|---------------|---------|
| Waterway                | Light List | Bridge Name                           | Location        | Status  | Date Reported | BNM     |
| <b>OREGON COAST</b>     |            |                                       |                 |   |               |         |
| None                    |            |                                       |                 |   |               |         |
| <b>COLUMBIA RIVER</b>   |            |                                       |                 |   |               |         |
|                         | 11933      | Hood River Highway Bridge             | Hood River, OR  | Center Span lights up & down river Extinguished | 7/26/2020     | 0476-20 |
|                         | 12753      | I-82 Highway Bridge (NB)              | Umatilla, OR    | Green, center channel light extinguished        | 6/25/2020     | 0406-20 |
| <b>SNAKE RIVER</b>      |            |                                       |                 |   |               |         |
|                         | 14070      | Camas Prairie RR Bridge               | Lewiston, ID    | Multiple lights extinguished                    | 9/16/2019     | 0705-19 |
| <b>WILLAMETTE RIVER</b> |            |                                       |                 |   |               |         |
|                         | 14955.2    | Broadway Highway Bridge               | Portland, OR    | Upstream, western lift span light extinguished  | 7/22/2020     | 0464-20 |
|                         | 15152      | Wilsonville Railroad Bridge           | Wilsonville, OR | Multiple lights extinguished                    | 10/17/2019    | 0802-19 |
| <b>WASHINGTON COAST</b> |            |                                       |                 |   |               |         |
| None                    |            |                                       |                 |   |               |         |
| <b>PUGET SOUND</b>      |            |                                       |                 |   |               |         |
|                         | 17228      | Tacoma Narrows Hwy Bridge (Westbound) | Tacoma, WA      | Green light extinguished                        | 8/6/2020      | 0503-20 |
| <b>IDAHO</b>            |            |                                       |                 |   |               |         |
| None                    |            |                                       |                 |   |               |         |
| BRIDGE CORRECTIONS      |            |                                       |                 |   |               |         |
| Waterway                | Light List | Bridge Name                           | Location        | Status  | Date Reported | BNM     |
| <b>OREGON COAST</b>     |            |                                       |                 |   |               |         |
| None                    |            |                                       |                 |   |               |         |
| <b>COLUMBIA RIVER</b>   |            |                                       |                 |   |               |         |
| None                    |            |                                       |                 |   |               |         |
| <b>SNAKE RIVER</b>      |            |                                       |                 |   |               |         |
| None                    |            |                                       |                 |   |               |         |
| <b>WILLAMETTE RIVER</b> |            |                                       |                 |   |               |         |
| None                    |            |                                       |                 |   |               |         |
| <b>WASHINGTON COAST</b> |            |                                       |                 |   |               |         |
| None                    |            |                                       |                 |   |               |         |
| <b>PUGET SOUND</b>      |            |                                       |                 |   |               |         |
| None                    |            |                                       |                 |   |               |         |
| <b>IDAHO</b>            |            |                                       |                 |   |               |         |
| 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                   | LNМ   |
|------------|-----------|----------------|--|-----------------|-------------------------------------|--------------------|---------------------------------|-------|
| 25-Aug-20  | 2-Sep-20  | 24 Hrs/7 Days  | Coquille River Entrance (RM 0-12 to 0+00)                                    | M/V Yaquina     | None                                | VHF-FM 13 & 16     | ODMDS                           | 34/20 |
| 25-Aug-20  | 2-Sep-20  | 24 Hrs/7 Days  | Umpqua River Entrance (RM -1-12 to 0-10)                                     | M/V Yaquina     | None                                | VHF-FM 13 & 16     | ODMDS S & NUROS                 | 34/20 |
| 25-Aug-20  | 2-Sep-20  | 24 Hrs/7 Days  | Umpqua River Entrance (RM 0-10 to 0+10)                                      | M/V Yaquina     | None                                | VHF-FM 13 & 16     | ODMDS S & NUROS                 | 34/20 |
| 25-Aug-20  | 2-Sep-20  | 24 Hrs/7 Days  | Umpqua River Entrance (RM 0+35 to 0+40)                                      | M/V Yaquina     | None                                | VHF-FM 13 & 16     | ODMDS S & NUROS                 | 34/20 |
| 25-Aug-20  | 1-Sep-20  | 24 Hrs/7 Days  | Coos Bay; South Slough (RM 00+10 to 00+48 )                                  | M/V Heidi Renee | James T                             | VHF-FM 16 & 73     | Site F                          | 34/20 |
| 25-Aug-20  | 2-Sep-20  | 24 Hrs/7 Days  | Coos Bay; Jarvis Ranges (RM 6+30 to 7+30) (Backup for Umpqua and Coquille)   | M/V Yaquina     | None                                | VHF-FM 13 & 16     | ODMDS F NS&OS                   | 34/20 |
| 25-Aug-20  | 2-Sep-20  | 24 Hrs/7 Days  | Coos Bay; North Bend Turn (RM 8+10 to 9+30) (Backup for Umpqua and Coquille) | M/V Yaquina     | None                                | VHF-FM 13 & 16     | ODMDS F NS&OS                   | 34/20 |
| 2-Jul-20   | 31-Oct-20 | 24 Hrs/7 Days  | Coos Bay River (RM 12+00 to 15+00)   | M/V Patriot     | John Brix, Eagle, Maverick, Casey H | VHF-FM 13 & 16     | Site H                          | 25/20 |
| 24-Aug-20  | 27-Aug-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                       | 34/20 |
| 24-Aug-20  | 27-Aug-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                       | 34/20 |
| 20-Aug-20  | 20-Sep-20 | 24 Hrs/7 Days  | Mouth of the Columbia River; (RM -3-00 to 3+00)                              | M/V Essayons    | None                                | VHF-FM 13 & 16     | DWS and SJS                     | 34/20 |
| 4-Aug-20   | 20-Sep-20 | 24 Hrs/7 Days  | Columbia River; Entrance (RM -2-00 to 02+10)                                 | M/V Stuyvesant  | None                                | VHF-FM 14 & 16     | Shallow, deep, N Jetty Sites    | 33/20 |
| 3-Sep-20   | 10-Sep-20 | 24 Hrs/7 Days  | Columbia River; Baker Bay  | M/V Heidi Renee | James T                             | VHF-FM 16 & 73     | TBD                             | 34/20 |
| 20-Aug-20  | 20-Sep-20 | 24 Hrs/7 Days  | Columbia River; Tongue Point (RM 18+40 to 21+10) (Foul Wx Backup)            | M/V Essayons    | None                                | VHF-FM 13 & 16     | RM 18.3 OR side RM 21.0 WA side | 34/20 |
| 20-Aug-20  | 20-Sep-20 | 24 Hrs/7 Days  | Columbia River; Miller Sands (RM 22+00 to 22+45) (Foul Wx Backup)            | M/V Essayons    | None                                | VHF-FM 13 & 16     | RM 21.0 WA side                 | 34/20 |
| 17-Aug-20  | 28-Aug-20 | 24 Hrs/7 Days  | Columbia River; Puget Island (RM 38+10 to 38+45)                             | M/V Oregon      | Clackmas, Ivanhoff, Williams        | VHF-FM 13 & 16     | TBD                             | 32/20 |
| 28-Aug-20  | 30-Sep-20 | 24 Hrs/7 Days  | Columbia River; Puget Island (RM 44+10 to 44+45)                             | M/V Oregon      | Clackmas, Ivanhoff, Williams        | VHF-FM 13 & 16     | TBD                             | 34/20 |
| 6-Jul-20   | 5-Oct-20  | 10 Hrs/6 Days  | Willamette River (RM 4.8 to 5.0 and 12.1 to 12.3)                            | M/V Sea Vulture | None                                | VHF-FM 13, 16, 67  | TBD                             | 27/20 |
| 1-Sep-20   | 28-Oct-20 | Daylight Hours | Grays Harbor; Point Chehalis and Westport Marina                             | M/V Shark       | None                                | VHF-FM 13, 16, 69  | Point Chehalis IW Site          | 33/20 |

**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 Scheduled |                |

## SECTOR PUGET SOUND MARINE EVENTS

| EVENT DATE | TIME      | EVENT NAME                                    | EVENT LOCATION                          |
|------------|-----------|---|---|
| 26-Aug-20  | 1900-2130 | CYCT Windseekers Late Summer Series           | Commencement Bay                        |
| 26-Aug-20  | 1800-2100 | AYC Wednesday Night Race                      | Fidalgo Bay                             |
| 26-Aug-20  | 1700-2100 | CYCS Lake Washington Tue & Wed Evening Series | East of Leschi Marina South LW          |
| 26-Aug-20  | 1700-2100 | CYCS Sound Wednesday Evening Series           | Shilshole Bay                           |
| 27-Aug-20  | 1700-1930 | Sequim Bay Yacht Club Duck Dodge Series       | Sequim Bay                              |
| 27-Aug-20  | 1700-2100 | CYCS Sound Thursday Evening Series            | Shilshole Bay                           |
| 28-Aug-20  | 1900-2100 | CYCT Summer Dingy Series                      | Commencement Bay                        |
| 29-Aug-20  | 1000-1500 | CYCT Awards Race                              | Commencement Bay                        |
| 29-Aug-20  | 0900-1600 | Milltown Sailing Association Sailboat Races   | Port Gardner                            |
| 29-Aug-20  | 1100-2000 | SYC Northwest Junior Olympics Sailing Regatta | Shilshole Bay to Pt. Richmond           |
| 29-Aug-20  | 1000-1600 | SBYC Saturday Series                          | Dungeness Spit to McCurdy Pt/Sequim Bay |
| 1-Sep-20   | 1700-2100 | CYCS Lake Washington Tue & Wed Evening Series | East of Leschi Marina South LW          |
| 1-Sep-20   | 1800-2200 | Duck Dodge                                    | Lake Union                              |