



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

## LOCAL NOTICE TO MARINERS

**District: 13**

**Week: 48/20**

ISSUED BY: COMMANDER, THIRTEENTH COAST GUARD DISTRICT (dpw)  
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<https://www.navcen.uscg.gov/?pageName=lnmDistrict&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 CGD THIRTEEN	Beginning BNM D13-0829-20	Ending BNM D13-0842-20
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### 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

#### 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

#### 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

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

MSLD - Misleading  
N/C - Not Charted  
NGA - National Geospatial-Intelligence Agency  
NO/NUM - Number  
NOS - National Ocean Service  
NW - Notice Writer  
OBSCU - Obscured  
OBST - Obstruction  
OBSTR - Obstruction  
Oc - Occulting  
ODAS - Anchored Oceanographic Data Buoy

STA - Station  
STRUCT - Structure  
St M - Statute Mile  
TEMP - Temporary Aid Change  
TMK - Topmark  
TRLB - Temporarily Replaced by Lighted Buoy  
TRLT - Temporarily Replaced by Light  
TRUB - Temporarily Replaced by Unlighted Buoy  
USACE - Army Corps of Engineers  
W - White  
Y - Yellow

**Additional Abbreviations Specific to this LNM Edition:**

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

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

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

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**SECTION I - SPECIAL NOTICES**

This section contains information of special concern to the Mariner.

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**COLUMBIA RIVER - PACIFIC OCEAN TO HARRINGTON POINT - HARRINGTON POINT RANGE CHANNEL - Underwater obstruction**

On 30 Nov 2020, a deep draft vessel lost eleven shots of anchor chain in Harrington Point Channel. This obstruction may pose a danger to deep draft vessels transiting this portion of the channel. The Coast Guard established a V-AIS signal to assist mariners in avoiding the location, in approximate position 46-14-07.249 N 123-43-00.614 W, with MMSI 993692210 and labeled as an Isolated Danger mark titled OBSTR. There is no timeline for removal of the obstruction.

Chart 18521

LNM: 48/20

**WASHINGTON - PUGET SOUND - PORT MADISON AND PORT ORCHARD - Underwater obstruction**

A 60-foot cabin cruiser sunk near the Brownsville marina in approximate position 47-38-38.378N 122-35-43.163W. The vessel is in approximately 80 feet of water and no salvage operations are scheduled at this time.

Charts: 18441 18449 18474

LNM: 48/20

**WASHINGTON - PUGET SOUND - SEATTLE HARBOR - DUWAMISH WATERWAY - Bridge deviation**

The Coast Guard has approved a deviation from the operating schedule that governs the South Park Bridge (LLNR 16888) across the Duwamish Waterway, mile 3.8, in Seattle, Washington. This deviation authorizes the bridge to modify the operating schedule as follows:

2300 on 07 Dec to 0700 on 08 Dec 2020: Single leaf/half opening  
2300 on 08 Dec to 0700 on 09 Dec 2020: Single leaf/half opening  
2300 on 09 Dec to 0700 on 10 Dec 2020: Fully Closed - no openings  
2300 on 10 Dec to 0700 on 11 Dec 2020: Single leaf/half opening  
2300 on 11 Dec to 0700 on 12 Dec 2020: Single leaf/half opening

The South Park Bridge is authorized to open half of the span upon request in accordance with 33CFR§117.1041(2)(3) as noted above. No alternate route is available on the Duwamish Waterway. The South Park Bridge provides 34 ft of vertical clearance for 58 ft of middle span, and 27 ft vertical clearance on sides in the closed-to-navigation position at high tide. Vessels able to pass through the bridge in the closed-to-navigation position may do so at any time. The bridge also provides 60 ft of horizontal clearance for a half span opening. The deviation is necessary to accommodate SDOT's bi-annual bridge inspection. For more information contact Kit Loo at (206) 684-3669 or kit.loo@seattle.gov.

Chart 18450

LNM: 48/20

**OREGON - WASHINGTON - Unauthorized use of AIS to mark and track fishing gear**

The Federal Communications Commission (FCC) has observed a significant number of unauthorized devices utilizing radio frequencies assigned to Automatic Identification Systems (AIS). Specifically, devices advertised and operated to mark and track fishing gear using AIS, such as fishing net buoys, are not authorized under FCC rules. The sale and or use of noncompliant AIS devices is illegal and may disrupt important maritime safety communications. Sellers and operators of noncompliant AIS equipment may be subject to substantial monetary fines. FCC Enforcement Advisory 2018-04 is attached to this LNM as Enclosure (4) and provides additional information.

LNM: 47/20

**COLUMBIA RIVER - BLALOCK ISLANDS TO McNARY DAM - LAKE UMATILLA - Marine construction**

Advanced American Construction will be performing work on the AgriNorthwest Inc. Prior Farm Pump Station at approximate river mile 284.5 from 18 Dec 2020 through 16 Mar 2021. Work includes pile driving, micropile install and diving. A drilling barge (40'x80') will be positioned adjacent to the pump station. 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 barge will have steady white lights on all four corners at night. For additional project information please contact Shad Huber at (360) 953-4833.

Chart 18539

LNM: 47/20

**WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – BELLINGHAM BAY – Scientific research buoy**

The US Geological Survey will deploy and maintain a research buoy in central Bellingham Bay approximately 1.7 nautical miles WSW of Squalicum Harbor in position 48-44-40.320N, 122-32-57.180W, from Nov 2020 until Apr 2021. The yellow research buoy is 2 feet in diameter, sits 1 feet above the water surface and has a red light flashing light every 2.5 seconds. Two red marker buoys flank the research buoy. Mariners are requested to use caution and avoid the area. For additional information, contact Dr. Eric Grossman at (360) 650-4697.

Chart 18424

LNM: 47/20

**WASHINGTON – PUGET SOUND – APPLE COVE TO POINT KEYPORT – Temporary lighted buoy deployed**

NOAA's Pacific Marine Environmental Laboratory deployed a temporary research lighted buoy on 16 Nov 2020 to the west of Carkeek Park at approximate position 47-42-29.040N, 122-23-41.860W. The buoy is yellow, round and marked with a flashing yellow four seconds (FL Y 4s) light. This buoy is scheduled to be removed in mid January 2021. For more information contact Cabot Zucker at (561) 972-0930 or email at cabot.zucker@noaa.gov.

Chart 18446

LNM: 46/20

**WASHINGTON – PUGET SOUND – APPLE COVE TO POINT KEYPORT – Subsurface research platform deployed**

On 16 Nov 2020, NOAA's Pacific Marine Environmental Laboratory deployed a subsurface research platform on the seafloor just to the north of Meadows Point in approximate position 47-42-20.680N, 122-23-57.710W in 128 feet of water. The platform is 4 ft x 3 ft and extends 3 ft off the seabed. It is scheduled to be removed 08 Jan 2021. Mariners are requested to avoid anchoring or any other activity that would disturb or damage the instrumented research platform. For more information contact Cabot Zucker at (561) 972-0930 or e-mail at cabot.zucker@noaa.gov.

Chart 18446

LNM: 46/20

**OREGON – WASHINGTON – End of printed Tide Tables and Tidal Current Tables**

NOAA is ending the production of the printed Tide Tables and Tidal Current Tables publications. The 2020 Tide Tables and Tidal Current Tables were the final printed editions. There will not be NOAA printed Tide Tables and Tidal Current Tables publications for 2021. NOAA is discontinuing the production of these annual publications due to: (a) recent changes by the Coast Guard in the interpretation of the requirements for predictions, no longer requiring these publications in paper format and (b) the availability of online and electronic services providing tide and tidal current predictions which meet the Coast Guard requirements for navigation, and support other activities along the U.S. coast. Online Tide and Tidal Current predictions are available through NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) online services:

- NOAA Tide Predictions: [https://tidesandcurrents.noaa.gov/tide\\_predictions.html](https://tidesandcurrents.noaa.gov/tide_predictions.html)
- NOAA Current Predictions: <https://tidesandcurrents.noaa.gov/noaacurrents/Regions>

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

LNM: 45/20

**WASHINGTON – PUGET SOUND – SEATTLE HARBOR – DUWAMISH WATERWAY – Special Bridge notice (Revised from LNM 32/20)**

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 Dec 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 mid to late December. Questions regarding the navigation closures should be directed to Justin Sieg, Kraemer North America, (425) 961-2769.

Charts: 18449 18450

LNM: 45/20

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**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.

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**DISCREPANCIES (FEDERAL AIDS)**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
689	NOAA Environmental Lighted Buoy 46089	MISSING	18003	0695-20	41/20	
756	Strait of Juan De Fuca Traffic Separation Lane Lighted Buoy JA	MISSING	18485	0828-20	47/20	
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/TRLB	18602	0248-19	15/19
8794	Coos Bay Channel Lighted Buoy 6A	SINKING/LT EXT/TRUB	18587	0802-20	46/20
9230	Umpqua River Entrance Lighted Buoy 2	OFF STA	18584	0785-20	45/20
9520	Siuslaw River Channel Light 14	STRUCT DEST/TRLB	18583	0764-18	37/18
9846	Garibaldi Channel Light 11	STRUCT DEST/TRLB	18558	0849-18	40/18
9850	Garibaldi Channel Light 12	STRUCT DEST/TRLB	18558	0694-20	41/20
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
12980	Lake Wallula West Channel Junction Light W	STRUCT DEST/TRLB	18542	0208-20	09/20
14435	Baker Bay West Channel Daybeacon 7	STRUCT DEST/TRUB	18521	0739-17	35/17
15040	Oswego Rock Daybeacon	STRUCT DEST/TRUB	18528	0394-17	20/17
15210	Willapa Bay Entrance Light 13	STRUCT DEST	18504	0839-16	38/16
15785	Grays Harbor North Channel Range F Front Light	REDUCED INT	18502	0821-20	47/20
16071.25	Hoquiam River Obstruction Buoy	MISSING	18502	0178-20	08/20
16136	Strait of Juan De Fuca Traffic Separation Lane Lighted Buoy JA	MISSING	18485	0828-20	47/20
16405	Puget Sound Traffic Separation Lane Lighted Buoy SA	RAC INOP	18471	0473-20	30/20
<b>16910</b>	<b>Duwamish Head Light</b>	<b>LT EXT</b>	<b>18450</b>	<b>0836-20</b>	<b>48/20</b>
19120	Swinomish Channel North Entrance Light 18	STRUCT DEST/TRLB	18427	0546-20	34/20
19457	Rosario Strait Lighted Buoy 11	MISSING	18429	0679-20	40/20
19535	Rosario Strait Traffic Separation Lane Lighted Buoy CA	MISSING	18430	0814-20	47/20
19974	International Boundary Light F	DAYMK MISSING	18421	0719-20	42/20
19975	International Boundary Light G	LT EXT/DAYMK MISSING	18421	0720-20	42/20
19976	International Boundary Light H	DAYMK DMGD	18421	0721-20	42/20

**DISCREPANCIES (FEDERAL AIDS) CORRECTED**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
11035	St. Helens Range Rear Light	RELIGHTED	18524	None	48/20	48/20

**DISCREPANCIES (PRIVATE AIDS)**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
16300	Ediz Hook Salmon Pen Light A	MISSING	18468	0593-20	36/20	
16307	Ediz Hook Salmon Pen Light B	MISSING	18468	0593-20	36/20	
18845	La Conner Marina North Basin Light	LT IMCH	18427	0671-20	40/20	
19173	Deepwater Bay North Fish Pen Lights (2)	MISSING	18427	0784-20	45/20	

**DISCREPANCIES (PRIVATE AIDS) CORRECTED**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
17158	Tacoma Outfall Lighted Buoy	RESET ON STATION	18453	0832-20	43/20	48/20

**PLATFORM DISCREPANCIES**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

**PLATFORM DISCREPANCIES CORRECTED**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

**SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED**

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

**TEMPORARY CHANGES**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
8635	Chetco River Entrance Light 9	TRLB	18602	0436-19	25/19	
8794	Coos Bay Channel Lighted Buoy 6A	TRUB	18587	0802-20	46/20	
9520	Siuslaw River Channel Light 14	TRLB	18583	0764-18	37/18	
9846	Garibaldi Channel Light 11	TRLB	18558	0857-18	41/18	
9850	Garibaldi Channel Light 12	TRLB	18558	0703-20	42/20	
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	
19120	Swinomish Channel North Entrance Light 18	TRLB	18427	0573-20	35/20	

**TEMPORARY CHANGES CORRECTED**

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

**PLATFORM TEMPORARY CHANGES**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

**PLATFORM TEMPORARY CHANGES CORRECTED**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

**SECTION IV - CHART CORRECTIONS**

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

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

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

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

**18523**      **58th Ed.**      **01-NOV-13**      **Last LNM: 47/17**      **NAD 83**      **48/20**

Chart Title: **Columbia River Harrington Point to Crims Island**

Main Panel **1739 COLUMBIA RIVER HARRINGTON POINT TO CRIMS ISLAND.** Page/Side: **N/A**  
CGD13

RELOCATE	Eureka Dike Light 80	from 46-10-06.805N to 46-10-06.951N CGD13	123-13-04.008W 123-13-03.808W
CHANGE	Westport Dike Light 66 the nominal range to 4M.	at 46-08-26.514N	123-18-48.443W

**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**

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

**Advance Notice(s)**

**OREGON – SIUSLAW RIVER – Construction of fixed Aids to Navigation**

The U.S. Coast Guard will be rebuilding the wooden and damaged aids to navigation in the Siuslaw River commencing late November or December of 2020. There will be no significant changes in lighting, dayboard characteristic or in the positions of these structures with the following noted exception. The following aids to navigation that are being rebuilt are as follows:

Siuslaw River Channel Light 13 (LLNR 9510), being relocated to approximate position 44-00-05.825N 124-07-22.764W on the channel side of the breakwater at USCG Station Siuslaw River, and the light is being changed to show a high intensity beam 1.5° each side of the southern channel line, and visible all-around.

- Siuslaw River Channel Light 14 (LLNR 9520)
- Siuslaw River Dike Daybeacon 16 (LLNR 9535)
- Siuslaw River Dike Daybeacon 20 (LLNR 9540)
- Siuslaw River Dike Daybeacon 22 (LLNR 9545)
- Siuslaw River Channel Daybeacon 25 (LLNR 9555)
- Siuslaw River Channel Daybeacon 28 (LLNR 9565)
- Siuslaw River Channel Daybeacon 29 (LLNR 9570)

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 North Bend.

Chart 18583 LNM: 46/20

**OREGON – TILLAMOOK BAY – GARIBALDI CHANNEL - Construction of fixed Aids to Navigation**

The U.S. Coast Guard will be rebuilding the damaged aids to navigation in Tillamook Bay commencing late November or December of 2020. There will be no changes in lighting or dayboard characteristic. There will be no significant changes in the positions of these structures. The following aids to navigation that are being rebuilt are as follows:

- Garibaldi Channel Light 10 (LLNR 9840)
- Garibaldi Channel Light 11 (LLNR 9846)
- Garibaldi Channel Light 12 (LLNR 9850)
- Garibaldi Channel Light 13 (LLNR 9851)
- Garibaldi Channel Light 14 (LLNR 9856)
- Garibaldi Channel Light 19 (LLNR 9870)

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 18558 LNM: 46/20

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

The U.S. Coast Guard is permanently disestablishing the North Portland Harbor East End Range Front Light (LLNR 11280) and Range Rear Light (LLNR 11285). These range lights no longer mark the navigable channel into the east entrance of the Oregon Slough.

Oregon Slough Light 2 will be established at the southeast corner of the entrance channel in approximate position 45-36-04.727N 122-38-27.222W with a quick flashing red light (Q R). North Portland Harbor Light 2 (LLNR 11285) will be renamed as Oregon

Slough Light 4 (LLNR and relocated to approximate position 45-36-12.829N 122-38-06.457W to mark the eastern boundary of the navigable

channel. Additionally, North Portland Harbor Daybeacon 1 (LLNR 11290) will be renamed as Oregon Slough Daybeacon 1 (LLNR 11280).  
Chart 18531 LNM: 46/20

**COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – Changing the light characteristic for Government Island Range**

Upon the completion of the new range structure for Government Island and Lady Island Front Range lights, the U.S. Coast Guard is changing the lighting characteristics of Government Island Range Front Light and Government Island Range Rear Light as listed below:

Government Island Range Front Light (LLNR 11465) will change from a quick flashing red light (QR) to quick flashing white light (QW), visible 1.5° each side of the range centerline.  
Government Island Range Rear Light (LLNR 11470) will change from an isophase 6 seconds red light (Iso R 6s) to isophase 6 seconds white light (Iso W 6s), visible 4° each side of the range centerline.  
A quick flashing red light (QR) red light will be installed on the dual structure, visible when vessels are not on the range centerline of Government Island Range and Lady Island Range.

Mariners are encouraged to share comments on the performance and operation of these lights as aids to navigation. All comments should be sent to the email address D13-SMB-D13-LNM@uscg.mil. Any discrepancy for these or other Aids to Navigation should continue to be reported to US Coast Guard Sector Columbia River.  
Chart 18531 LNM: 46/20

**WASHINGTON - GRAYS HARBOR – Testing of LED Range Lights**

The U.S. Coast Guard is testing LED combination lantern systems to replace the incandescent lanterns. This change is expected to occur during December of 2020 at the location listed below:

Grays Harbor North Channel Range F Front Light (LLNR 15785) the high intensity beam width will be increased from 1° to 3° and the intensity of the light increased.  
Grays Harbor North Channel Range F Rear Light (LLNR 15790) all characteristics 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-PF-LNM@uscg.mil. Any discrepancy for these or other Aids to Navigation should continue to be reported to US Coast Guard Sector Columbia River.  
Chart 18502 LNM: 48/20

**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

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**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).

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**PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT**

<b><u>Proposed Project(s)</u></b>	<b><u>Closing</u></b>	<b><u>Docket No.</u></b>	<b><u>Ref. LNM</u></b>
None			
<b><u>Proposed Change Notice(s)</u></b>			
None			

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**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: 48/20

**SUMMARY OF DREDGING OPERATIONS**

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

LNM: 48/20

## SUMMARY OF MARINE EVENTS

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

LNM: 48/20

### 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 2000 to 0700. Containment and an Under Bridge Inspection Truck will reduce the vertical clearance by three feet. The subject bridge's vertical clearance at high water is 15 feet, and will be reduced to 12 feet. The containment will be marked with flashing amber lights. The project will involve rigging, sand blasting and painting. Mariners should be cautious of fall hazards. For more information, contact Joanna Lowery at lowreyj@wsdot.wa.gov, or Lefty Helidonis at (330) 280-2879.

LNM: 28/20

### COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – Bridge maintenance notice

ODOT and Bridge Masters Inc. will be installing fiber optic conduit beneath the Interstate 5 Highway Bridge (LLNR 11258) and the Oregon Slough Interstate 5 Highway Bridge (LLNR 11297) from 01 Nov 2020 through 05 Feb 2021. Work hours will be from 2100 on Sunday nights through 0500 on Friday mornings. The installation work vehicle will be a Bridge Walker or an Aspen Under Bridge Inspection Truck. The work vehicle will be marked with a flashing amber light on the bottom of the basket. When the work vehicle is working over the Columbia River portion of the bridge there will be no decrease in vertical navigation clearance, however when working over the Oregon Slough portion of the bridge there will be a 6ft reduction in vertical navigation clearance beneath the work vehicle. Mariners are asked to stay clear of the work vehicle (at least 100ft horizontal separation) as there is a potential risk of falling construction materials and for the safety of the personnel in the work vehicle basket. The work vehicle will monitor VHF-FM Channel 16 if mariners have any concerns as they transit beneath the bridge. For more information, contact Jake Bothe at (760) 815-3845, or Jakob.bothe@bridgemastersinc.com

Charts: 18526 18531

LNM: 40/20

### OREGON – PORT OF PORTLAND – WILLAMETTE RIVER - Burnside Highway Bridge notice

The Coast Guard has issued a temporary deviation from the operating schedule that governs the Burnside Highway Bridge (LLNR 14955.4) across the Willamette River at mile 12.4. Multnomah County will operate the subject bridge in single leaf mode from 04 Jan 2021, through 07 Feb 2021. The West Leaf will be locked in the closed-to-navigation position from 0700 on 04 Jan to 0700 on 18 Jan 2021, during which time mariners will use the East Leaf. The East Leaf will be locked in the closed-to-navigation position from 0700 on 18 Jan to 2359 on 07 Feb 2021, during which time mariners will use the West Leaf. The horizontal clearance for a single leaf opening will be 100 feet. A service tug will be available with a two hour request. This deviation will accommodate bridge repairs and upgrades. The normal operating schedule is in 33 CFR 117.897(c)(3)(iii). The Burnside Bridge provides a vertical clearance of 41 feet above Columbia River Datum 0.0 in the closed-to-navigation position. Vessels able to pass through the bridge in the closed-to-navigation positions may do so at any time. The bridge's operational leaf will be able to open for emergencies, and there is no immediate alternate route for vessels to pass. In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the designated time period. For more information contact Tye Aldana at (503) 708-1890 or tye.laldana@multco.us.

Chart 18526

LNM: 42/20

### WASHINGTON – PUGET SOUND – SEATTLE HARBOR – DUWAMISH WATERWAY – Bridge deviation

The Coast Guard has issued a deviation from the operating schedule that governs the 1st Avenue South Highway Bridge (LLNR 16887) across the Duwamish Waterway, mile 2.5, in Seattle, WA. The deviation period will be from 0001 on 15 Jan 2021 to 2359 on 15 Mar 2021, for 24 hours per day. The deviation is necessary to accommodate WSDOT's bridge equipment replacement. The temporary deviation is approved and allows for, after receiving a signal to open the draw of the 1st Avenue South Bridge, the bridge operator may delay the opening of the draw up to 15 minutes. The 15 minute delay gives WSDOT's work crew time to clear the bridge. The 15 minute delay to open applies to vessels of 5000 gross tons and over, a vessel towing a vessel of 5000 gross tons and over, and a vessel proceeding to pick up for towing a vessel of 5000 gross tons and over. During this closure, the draw of the subject bridge may also delay opening of the draw up to 15 minutes to marine vessels engaged in emergency operations. The subject bridge provides a vertical clearance of 39 feet center and 22 feet on the sides at high tide. Vessels able to pass through the bridge in the closed-to-navigation position may do so at any time. For more information, contact Cory Nau at (206) 768-5862.

Chart 18450

LNM: 44/20

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

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

**WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE UNION – Fairview Avenue Bridge Notice (Revised from LNM 18/19)**  
chris.barnes@seattle.gov  
Chart 18447

LNM: 33/19

**WASHINGTON - LAKE WASHINGTON SHIP CANAL - UNION BAY REACH - SR 520 West Approach Bridge South Bridge Replacement (Revised from LNM 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 – LAKE WASHINGTON SHIP CANAL – LAKE WASHINGTON - Interstate 90 Highway Bridge construction (Revised from LNM 38/20)**

Kiewit-Hoffman will continue performing seismic upgrades and installing corrosion mitigation devices to the existing approach piers and exterior face of Homer Hadley and Lacey V Morrow for the Interstate 90 (I-90) Highway Bridge (LLNR 18389 and 18398). The West navigation channel and East navigation channel for the I-90 Floating Bridge will have construction activities, but will stay open to mariners. Mariners are advised to use caution while transiting near bridges within the Sound Transit E130 project area. All remaining marine activities will take place from work skiffs, and the use of barges will no longer be present. Both temporary mooring buoys on the North of the Homer Hadley, at the east and west have been removed. Mariners should not deviate from these established paths through navigation channels. Construction and operations at this site are expected to continue through 2020. For additional information contact Charlie Kotten (331) 481-2968 or email Charles.Kotten@Kiewit.com.

Chart 18447

LNM: 41/20

**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

**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.

Chart 18427

LNM: 34/20

**SNAKE RIVER – OREGON AND IDAHO – BROWNLEE TO SWAN FALLS – Gamble Island Bridge replacement project (Revised from LNM 37/20)**

McAlvain Construction (MCI) will be conducting bridge construction in the Snake River (Snake RM 386). Operations include pile driving, bridges replacement and existing bridges removal. Onsite work is expected to occur from 28 Sep 2020 to 01 Jun 2021. MCI will be utilizing an over the water temporary platform for construction operations during the working hours of 0700 through 1800, Monday through Saturday. The temporary platform will remain on-station during non-working hours. Accessible vessel navigation channels through the existing bridge and new bridges will be illuminated at night by red, green & amber lights as well as reflective direction arrows fixed to bridges. Mariners are asked to use the east channel around Gamble Island. Within bridge construction area transit the area with extreme caution and minimize wake. Within Main Channel bridge there will be navigational clearances of 30 feet wide and 10 feet in height. Within Side Channel bridge there will be navigational clearances of 30 feet wide and 6 feet in height. Please contact Brian Murphy at (208) 871-1576 or email brianm@mcavain.com or Brian Lemmon at (208) 871-4670 with questions.

LNM: 38/20

**IDAHO – LAKE PEND OREILLE – BNSF Railroad Bridge Notice (Revised from LNM 18/20)**

BNSF Railway Company (BNSF) is continuing construction on the new BNSF Railroad Bridge 3.9 (LLNR 20087) located over Lake Pend Oreille (LPO) in Sandpoint, ID, from the start of the LPO winter draw-down levels as of 01 Nov 2020 through the start of LPO summer fill-up beginning on 01 May 2021. Work barges will be staged along the work corridor with support from upland staging areas, primarily from the south shore of LPO, near East Algoma along the BNSF right-of-way (ROW). This phase requires the construction of a temporary pipe trolley or trestle from the upland staging area at the south shore that will carry pipe piles to the work barges. Hours of construction activities will generally be 0730 to 1600, Monday to Saturday. An Ames-owned tugboat, Audrey B, will position barges and provide other on-water support within the BNSF 200' ROW west of the existing BNSF Bridge 3.9 in varying linear work zone foot prints. The Audrey B can be hailed on VHF-FM channels 13 and 16. One of the two published navigation channels at the existing BNSF Bridge 3.9 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 during all work activities. 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 (COLREGS-Inland). Enclosure (5) of LNM 47/20 displays the overview for this phase work activities. Changes to the work locations and activities will be updated by a subsequent LNM in the Spring of 2021. 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 and MikePamperin@amesco.com. For additional information contact the BNSF Project Manager, Ryan Kopera, at (913) 284-3467 or Ryan.Kopera@BNSF.com.

Chart 18554

LNM: 44/20

### **COLUMBIA AND SNAKE RIVERS – Winter seasonal recreational vessel lockage**

The USACE Portland and Walla Walla Districts will implement the winter seasonal lockage schedule, from 21 Sep 2020 to 16 May 2021, for the passage of recreational craft through the Columbia and Snake River navigation locks. Winter recreational vessel lockage will be made during daylight hours only, on request at each lock – vessels should contact the lock operator via VHF-FM channel 14 or commercial telephone, and should make their request at least 30 minutes in advance.

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

Commercial vessels continue to have lockage precedence over recreational vessels. At the discretion of the lock operator, recreational vessels may be allowed to lock through with commercial vessels. All vessel owner/operators lock through at their own risk. All persons in the vessel must be wearing a personal flotation device (PFD) during lockage. Follow the directions of the lock operator when using locks or operating in the vicinity of the locks. The lock operator has final authority on the suitability of a craft for lockage. Please refer to USACE Safe Lockage Policy for Recreational Craft on the Columbia and Snake Rivers, published separately, for safety requirements. For safety and additional information on navigation lock operations and schedules visit <http://www.nww.usace.army.mil/Missions/Navigation.aspx>. or call the USACE Walla Walla Operations Division at (509) 527-7112.

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

LNM: 37/20

### **COLUMBIA RIVER – SNAKE RIVER – 2021 Annual Lock closures for maintenance**

The USACE Portland and Walla Walla Districts have scheduled the annual navigation lock maintenance closure for March 2021. During this time, the Locks and Dams on the Columbia and Snake Rivers have scheduled inspections, maintenance, and repair work. Non-routine work includes gate cleaning, structural inspections, and equipment/machinery repair and replacement. All eight (8) of the navigation locks will close at 0600 on Saturday, 06 Mar 2021 and return to service at 2359 on Sunday, 21 Mar 2021.

Columbia River navigation lock maintenance closures are:

Bonneville (RM 145) – 0600 on 06 Mar 2021 to 2359 on 21 Mar 2021

The Dalles (RM 191) – 0600 on 06 Mar 2021 to 2359 on 21 Mar 2021

John Day (RM 216) – 0600 on 06 Mar 2021 to 2359 on 21 Mar 2021

McNary (RM 292) – 0600 on 06 Mar 2021 to 2359 on 21 Mar 2021

Snake River navigation lock maintenance closures are:

Ice Harbor (RM 9.7) – 0600 on 06 Mar 2021 to 2359 on 21 Mar 2021

Lower Monumental (RM 41.6) – 0600 on 06 Mar 2021 to 2359 on 21 Mar 2021

Little Goose (RM 70.3) – 0600 on 06 Mar 2021 to 2359 on 21 Mar 2021

Lower Granite (RM 107.3) – 0600 on 06 Mar 2021 to 2359 on 28 Mar 2021

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

Charts: 18532 18533 18535 18539 18541 18545 18546 18547

LNM: 42/20

### **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

### **WASHINGTON – LAKE WASHINGTON SHIP CANAL – Hiram M. Chittenden large lock maintenance closure (Revised from LNM 07/20)**

The Hiram M. Chittenden (Ballard) Locks' large chamber will close to all vessel traffic starting at 0530 on 15 Oct 2020 for the third and final scheduled extended closure required for the Stoney Gate Valve Replacement Project. The large lock is scheduled to remain closed until 06 Dec 2020. The small chamber will remain open during this time and vessels up to 28-feet wide by 123-feet long are able to use it. The Locks originally had a fourth closure scheduled in early 2021 but that extra closure is no longer needed. The regular annual lock maintenance closure is expected to return next fall, currently set for 09-24 Nov 2020. For more information, contact Dallas Edwards at (206) 764-6958 or email at [Dallas.D.Edwards@usace.army.mil](mailto:Dallas.D.Edwards@usace.army.mil)

Chart 18447

LNM: 38/20

### **COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – LADY ISLAND – Dredging disposal barge**

Dixon Marine Services will conduct dredging operations at Chinook Landing Marine Park near Columbia River Mile 118.5 beginning on or about 06 Nov 2020 and continuing until approximately 28 Feb 2021. The project is a hydraulic dredging program with material disposal via a submerged pipeline to a disposal barge which will be anchored along the southern edge of the shipping channel of the Columbia River in approximate position 45-33-50.760N, 122-26-35.520W. The disposal barge is 20 by 40, moored at each corner with 750 lb. anchors attached to 36 inch, white steel mooring balls and be equipped with flashing lights. The dredging activity will be performed by hydraulic dredge Moray, and the assist vessels can be

**COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – LADY ISLAND – Dredging disposal barge**  
 contacted on VHF-FM channel 78. See enclosure (4) of LNM 47/20 for a graphic of the barge location. For more information, contact Mark Sutton, Dixon Marine Services at (415) 760-7227.

Chart 18531

LNM: 44/20

**WASHINGTON – PUGET SOUND – ELLIOTT BAY - Colman Dock construction**

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

Chart 18450

LNM: 27/17

**WASHINGTON – PUGET SOUND – ELLIOTT BAY – Terminal 5 pier construction**

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

Chart 18450

LNM: 28/19

**WASHINGTON – PUGET SOUND – NORTHERN PART – POSSESSION SOUND – Construction at the 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 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 – HOOD CANAL – Naval Test and Evaluation Barge operations**

The Naval Surface Warfare Center Detachment Puget Sound, located at SUBASE Bangor, will be working with Western Towboat to operate the Research, Development, Test and Evaluation Barge M241 in the vicinity of Big Beef Creek from sunrise until sunset starting 26 Oct and ending 15 Dec 2020, seven days a week. The operations will consist of many low speed straight line courses parallel to the shoreline with some stationary periods to perform deck operations. The operations will be conducted in an area between Misery Point (47-39-17.57N, 122-49-43.40W) and Hazel Point (47-41-34.81N, 122-46-15.93W). A 28-foot tracking vessel may accompany the barge and occasionally be underway to participate in operations. Questions can be directed to any operating support craft/personnel on VHF-FM Channels 16 or 88A, or the Naval Surface Warfare Center waterfront points of contacts Mark Moss at (360) 396-2948 or Steve Polillo at (360) 315-0333.

Chart 18548

LNM: 41/20

**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

**SECTION VIII - LIGHT LIST CORRECTIONS**

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

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

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
10510	WESTPORT DIKE LIGHT 66	46-08-26.514N 123-18-48.443W	Q R	15	4	TR on multi-pile structure.	48/20
10595	EUREKA DIKE LIGHT 80	46-10-06.951N 123-13-03.808W	FI R 6s	13	4	TR on multi-pile structure.	48/20
10944	<i>Kalama Shoal Isolated Danger Lighted Buoy K</i>	* 45-59-06.490N 122-50-24.700W	FI (2)W 5s			Black and red with two black spherical top marks.	Private Aid. 48/20
11305	* PORTLAND AIRPORT DIKE LIGHT 16	45-36-03.972N 122-36-01.056W	FI R 4s	25	4	TR on dolphin.	48/20
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**ENCLOSURES**


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**Enclosure 1**

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

LNM: 48/20

**Enclosure 2**

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

LNM: 48/20

**Enclosure 3**

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events

LNM: 48/20

**Enclosure 4**

OREGON - WASHINGTON - Unauthorized use of AIS to mark and track fishing gear

LNM: 47/20

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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>						
	9125	Chandler Highway Bridge	Coos Bay, OR	East center channel green light extinguished	10/27/2020	0757-20
	9367	Reedsport Highway 101 Bridge	Reedsport, OR	Multiple Lights extinguished	10/27/2020	0756-20
<b>COLUMBIA RIVER</b>						
	None					
<b>SNAKE RIVER</b>						
	13617	Sergeant Railroad Bridge	Starbuck, WA	All pier lights are extinguished	10/24/2020	0744-20
<b>WILLAMETTE RIVER</b>						
	15152	Wilsonville Railroad Bridge	Wilsonville, OR	Multiple lights extinguished	10/17/2019	0802-19
<b>WASHINGTON COAST</b>						
	None					
<b>PUGET SOUND</b>						
	None					
<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:**

<b>Start Date</b>	<b>End Date</b>	<b>Times</b>	<b>Location</b>	<b>Dredge Vessel</b>	<b>Assist Vessel</b>	<b>Channels Monitored</b>	<b>Disposal Area</b>	<b>LNM</b>
31-Oct-20	31-Dec-20	24 Hrs/7 Days	Columbia River; Hammond Marina (RM 8.5)	N/A	None	VHF-FM 16 & 17	IW RM 9	42/20
23-Nov-20	31-Dec-20	12 Hrs/7 Days	Columbia River; Port of Vancouver, T2 & T3 (RM 102)	M/V Sea Horse	Husky	VHF-FM 13, 16, 67	RM 101.7	47/20
6-Nov-20	28-Feb-21	24 Hrs/7 Days	Columbia River; Lady Island (RM 118 to 119)	Dredge Moray	None	VHF-FM 78	RM 118.5 OR Side	45/20
12-Oct-20	31-Dec-20	24 Hrs/7 Days	Puget Sound; Admiralty Inlet, Keystone Harbor	M/V Palouse	Skagit, Dungeness	VHF-FM 13 & 16	Ashore	39/20
16-Nov-20	1-Dec-20	12 Hrs/7 Days	Puget Sound; Des Moines Marina	M/V Mukilteo	None	VHF-FM 13 & 14	Commencement Bay	44/20
14-Dec-20	1-Feb-21	24 Hrs/7 Days	Lake Washington; Kenmore Channel	M/V Mukilteo	None	VHF-FM 13 & 16	Ashore via Duwamish	48/20
7-Dec-20	30-Jan-21	24 Hrs/7 Days	Snohomish River, Everett	M/V Heidi Renee	James T	VHF-FM 14, 16, 72	Port Gardner	48/20

**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
4-Dec-20	1900-2100	Portland Christmas Ships	Columbia River, North Portland Harbor, OR
5-Dec-20	1800-2100	Portland Christmas Ships	Columbia River, Port of Camas-Washougal Marina Park, WA
8-Dec-20	1900-2100	Portland Christmas Ships	Columbia River, I-5 Bridge / Hayden Bay, OR
8-Dec-20	1900-2100	Portland Christmas Ships	Willamette River, Johns Landing Fremont Bridge, OR
9-Dec-20	1900-2100	Portland Christmas Ships	Columbia River, Washington Shores, WA Wintler Park, OR
9-Dec-20	1900-2100	Portland Christmas Ships	Willamette River, Oregon Yacht Club Milwaukie, OR
10-Dec-20	1900-2100	Portland Christmas Ships	Columbia River, I-5 Bridge / Hayden Bay, OR
10-Dec-20	1900-2100	Portland Christmas Ships	Willamette River, Johns Landing Fremont Bridge, OR
11-Dec-20	1900-2100	Portland Christmas Ships	Columbia River, North Portland Harbor, OR
11-Dec-20	1900-2100	Portland Christmas Ships	Willamette River, Oregon Yacht Club Milwaukie, OR
12-Dec-20	1900-2100	Portland Christmas Ships	Columbia River, St.Helens,OR Woodland, WA
13-Dec-20	1630-2100	Portland Christmas Ships	Multnomah Channel, Scappoose, OR Willamette River
16-Dec-20	1900-2100	Portland Christmas Ships	Columbia River, Washington Shores, WA Wintler Park, OR
16-Dec-20	1900-2100	Portland Christmas Ships	Willamette River, Oregon Yacht Club Milwaukie, OR
17-Dec-20	1900-2100	Portland Christmas Ships	Columbia River, I-5 Bridge / Hayden Bay, OR
17-Dec-20	1900-2100	Portland Christmas Ships	Willamette River, Johns Landing Fremont Bridge, OR
18-Dec-20	1900-2100	Portland Christmas Ships	Columbia River, Gleason Boat Ramp, OR Steamboat Landing, WA
18-Dec-20	1900-2100	Portland Christmas Ships	Willamette River, Oregon Yacht Club Milwaukie, OR
19-Dec-20	1630-2000	Portland Christmas Ships	Willamette River, Oregon Yacht Club Lake Oswego, OR
20-Dec-20	1700-1930	Portland Christmas Ships	Willamette River, Riverplace St. Johns Bridge, OR
21-Dec-20	1900-2100	Portland Christmas Ships	Columbia River, I-5 Bridge / Hayden Bay, OR
21-Dec-20	1900-2100	Portland Christmas Ships	Willamette River, Oregon Yacht Club Milwaukie, OR
22-Dec-20	1900-2100	Portland Christmas Ships	Columbia River, North Portland Harbor, OR
22-Dec-20	1900-2100	Portland Christmas Ships	Willamette River, Johns Landing Fremont Bridge, OR

## SECTOR PUGET SOUND MARINE EVENTS

EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
5-Dec-20	1000-1600	SBYC Saturday Series	Dungeness Spit to McCurdy Pt/Sequim Bay
5-Dec-20	1000-2000	Tacoma Yacht Club Winter Vashon Sailboat Race	Around Vashon Island
5-Dec-20	1800-2100	BYC Lighted Boat Parade	Bellingham Harbor
12-Dec-20	1000-1600	SBYC Saturday Series	Dungeness Spit to McCurdy Pt/Sequim Bay
12-Dec-20	1700-2130	Poulsbo Yacht Club Lighted Ships	Liberty Bay and Agate Pass
13-Dec-20	1400-1700	CYCT Fall Dingy Frostbite Series	Commencement Bay



# PUBLIC NOTICE

Federal Communications Commission  
445 12<sup>th</sup> St., S.W.  
Washington, D.C. 20554

News Media Information 202 / 418-0500  
Internet: <http://www.fcc.gov>  
TTY: 1-888-835-5322

DA 18-1211

November 28, 2018

Enforcement Advisory No. 2018-04

## FCC ENFORCEMENT ADVISORY

### FCC RULES PROHIBIT MARKETING, SALE, OR USE OF FISHING NET BUOYS THAT USE RADIO FREQUENCIES RESERVED FOR MARINE NAVIGATION SAFETY COMMUNICATIONS

The Enforcement Bureau (Bureau) of the Federal Communications Commission (FCC) has observed a proliferation in the use and marketing of noncompliant devices that operate on radio frequencies assigned to Automatic Identification Systems (AIS), which are authorized exclusively for marine navigation safety communications. The noncompliant devices causing the most trouble are advertised and operated to mark and track fishing nets – i.e., fishing net buoys. The FCC’s rules do not authorize AIS devices for such use. The use of noncompliant AIS devices is illegal and has the potential to disrupt important maritime communications, increasing the risk of accidents by creating confusion about whether an AIS signal represents a vessel that must be avoided.

**Anyone advertising or selling these noncompliant fishing net buoys or other noncompliant AIS devices should stop immediately, and anyone owning such devices should not use them. Sellers, advertisers, and operators of noncompliant AIS equipment may be subject to substantial monetary penalties.**

#### What Should You Know?

**What is AIS?** AIS is an important maritime navigation safety communications system intended to limit maritime accidents by automatically broadcasting and exchanging marine vessel information – including a vessel’s identity, type, position, course, speed, navigational status, and other safety-related information – between and among AIS-equipped shore stations, aircraft, and other vessels.<sup>1</sup> AIS also facilitates ship monitoring and tracking by the United States Coast

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<sup>1</sup> See 33 CFR § 164.46(a); 47 CFR §§ 80.5, 80.393; United States Coast Guard Navigation Center, AIS Frequently Asked Questions, <https://www.navcen.uscg.gov/?pageName=AISFAQ> (AIS FAQ) (last visited Nov. 27, 2018). AIS is “a service specifically intended to enhance maritime domain awareness and navigational safety.” *Amendment of the Commission’s Rules Regarding Maritime Automatic Identification Systems et al.*, Report and Order and Further Notice of Proposed Rule Making and Fourth Memorandum Opinion and Order, 21 FCC Rcd 8892, 8905, para. 18

Guard (Coast Guard) and other maritime authorities. The International Maritime Organization (IMO) and the Coast Guard require certain self-propelled cargo, passenger, and commercial vessels to carry AIS equipment.<sup>2</sup> FCC rules specify that AIS equipment may operate only over assigned frequencies 156.775 MHz, 156.825 MHz, 161.975 MHz, or 162.025 MHz (AIS frequencies).<sup>3</sup>

***AIS equipment must be certified.*** Equipment that uses AIS frequencies must be properly certified to ensure compliance with the FCC's technical rules.<sup>4</sup> This certification requirement ensures that equipment that intentionally emits radio waves complies with technical requirements to avoid interference with federal government operations, private licensed operations, and other authorized equipment.<sup>5</sup> AIS equipment that does not comply with the technical requirements cannot be certified and thus cannot be advertised, sold, or used.<sup>6</sup> Certified equipment is labeled with an FCC Identifier.<sup>7</sup>

The only devices currently authorized under the FCC's rules to use AIS frequencies are Class A and B shipborne equipment, AIS Search and Rescue Transmitters, and Maritime Survivor Locating Devices.<sup>8</sup> The FCC, with the concurrence of the Coast Guard, certifies these four types of AIS devices for compliance with applicable FCC, Coast Guard, and international

(2006).

<sup>2</sup> See 33 CFR § 164.46(b)-(c). Generally, such vessels must install and operate Class A AIS shipborne equipment to satisfy this requirement; vessels not required to carry AIS equipment may use less expensive and robust Class B devices. See *Amendment of the Commission's Rules Regarding Maritime Automatic Identification Systems*, 23 FCC Rcd 13711, 13728, para. 27 (2008).

<sup>3</sup> 47 CFR §§ 80.5, 80.393.

<sup>4</sup> 47 CFR § 80.203 (requiring certification under the procedures in Part 2 for Part 80 maritime devices, including AIS devices); see also *id.* § 2.907 (general provision regarding certification). The general equipment authorization rules apply to the manufacture, import, sale, offer for sale, shipment, or use of devices capable of emitting radio frequency energy. See 47 U.S.C. § 302a(b); 47 CFR §§ 2.803, 2.805. These rules apply to all radio frequency equipment advertised or sold to, or used by, non-Federal U.S. persons or entities regardless of the equipment's origin, including equipment manufactured overseas and imported for subsequent sale to non-Federal U.S. customers or shipped directly from overseas to non-federal U.S. customers. These rules do not apply to equipment used by Federal Government agencies. See 47 U.S.C. § 302a(c), 47 CFR § 2.807(d).

<sup>5</sup> 47 CFR §§ 2.907, 80.203.

<sup>6</sup> 47 CFR §§ 2.803(b)(1), 2.805(a). Advertising and selling are two aspects of "marketing" under the Commission's rules. Specifically, marketing "includes [the] sale or lease, or offering for sale or lease, including advertising for sale or lease, or importation, shipment, or distribution for the purpose of selling or leasing or offering for sale or lease." 47 CFR § 2.803(a).

<sup>7</sup> 47 CFR §§ 2.925-2.926 (requiring an FCC Identifier for certified equipment). The label may be located on the surface of the product, within a user-accessible non-detachable compartment (such as the battery compartment), on the packaging of the device, and/or within electronic menus if the device has an electronic display.

<sup>8</sup> See 47 CFR §§ 80.231-80.233, 80.275, 95.2989. In addition, the Commission has granted waivers authorizing the use of AIS position locating with Emergency Position Indicating Radio Beacons, which transmit distress signals on international satellite frequencies. See *Amendment of the Commission's Rules Regarding Maritime Radio Equipment and Related Matters*, Report and Order, 31 FCC Rcd 10300, 10303, para. 5 & n.16 (2016) (citing *McMurdo Group*, Order, 30 FCC Rcd 10634 (WTB 2015)).

requirements. Any other type of device that uses the AIS frequencies is likely not certified.<sup>9</sup> Any purported AIS device not certified in conformance with applicable requirements is noncompliant and could adversely impact maritime safety or harm authorized AIS devices.

Devices that operate in the AIS frequencies and are advertised to mark and track commercial and recreational fishing nets and other equipment are not certified and should not be used.<sup>10</sup> Such devices, which are often advertised as “AIS Fishing Net Buoys,” can transmit a vessel identification signal without essential navigational safety information. This can have a serious detrimental effect on maritime safety, hampering the situational awareness of maritime operators and endangering ships relying on AIS to avoid collisions and allisions at sea.

### **What Should You Do?**

Manufacturers, retailers, and importers of AIS equipment and other marine equipment should familiarize themselves with the FCC rules governing equipment authorization and ensure that they comply with them. If you discover you are advertising or selling AIS equipment that is not certified, you must stop doing so immediately.

Operators and users of purported AIS equipment should ensure that it is properly labeled as FCC-compliant when buying the equipment.<sup>11</sup> Certified AIS equipment will not be advertised to mark or track fishing net buoys or for other non-safety marine applications. If you have any doubt about the compliance of a device, you are advised to purchase another device.

Compliant maritime equipment intended for tracking fishing nets is authorized to operate in the 1900-2000 kHz band, not the AIS frequencies.<sup>12</sup> These devices will not be advertised as AIS equipment.

### **What Happens If Manufacturers, Retailers, Importers, or Operators Do Not Comply with the FCC’s Rules?**

Violators of the Commission’s marketing and operating rules may be subject to the penalties authorized by the Communications Act, including, but not limited to, substantial monetary fines (up to \$19,639 per day for marketing violations and up to \$147,290 for an ongoing violation).<sup>13</sup>

### **Need more information?**

For additional information regarding equipment marketing rules, please visit the FCC website at <https://www.fcc.gov/engineering-technology/laboratory-division/general/equipment-authorization>. Media inquiries should be directed to Will Wiquist at (202) 418-0509 or [will.wiquist@fcc.gov](mailto:will.wiquist@fcc.gov).

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<sup>9</sup> For example, a device that uses AIS frequencies but does not transmit vessel information because it is not attached to a vessel would not be compliant, as it does not meet the definition of AIS. 47 CFR § 80.5.

<sup>10</sup> Generally, devices should not be operated prior to obtaining an authorization. *See* 47 CFR § 2.805(a). Even a properly certified AIS device should not be used for fishing net buoys because the intended purpose of AIS is vessel safety or personal rescue. *See supra* note 1.

<sup>11</sup> As noted above, compliant devices will have an FCC Identifier that can be checked in the FCC database to ensure the device is properly certified. Federal Communications Commission, *FCC ID Search*, <https://www.fcc.gov/oet/ea/fccid>.

<sup>12</sup> *See* 47 CFR § 80.376.

<sup>13</sup> *See* 47 U.S.C. § 503(b)(2)(D); 47 CFR §§ 1.80(b)(7), (b)(9) (reflecting adjustments for inflation).

The Commission has previously warned about using inaccurate identifiers with maritime equipment. *Enforcement Bureau Reminds Mariners of Marine Radio Rules Protecting Public Safety*, Enforcement Advisory No. 2016-04, 31 FCC Rcd 4600 (EB 2016), available at <https://docs.fcc.gov/public/attachments/DA-16-513A1.pdf>.

The U.S. Coast Guard provides its own guidance on AIS and AIS equipment on its website. U.S. Coast Guard, *AIS Frequently Asked Questions*, available at <https://www.navcen.uscg.gov/?pageName=AISFAQ>.

To file a complaint, visit <https://consumercomplaints.fcc.gov> or call 1-888-CALL-FCC.

To request materials in accessible formats for people with disabilities (Braille, large print, electronic files, audio format), send an e-mail to [fcc504@fcc.gov](mailto:fcc504@fcc.gov) or call the Consumer & Governmental Affairs Bureau at (202) 418-0530 (voice), (202) 418-0432 (TTY). You may also contact the Enforcement Bureau on its TTY line at (202) 418-1148 for further information about this Enforcement Advisory, or the FCC on its TTY line at 1-888-TELL-FCC (1-888-835-5322) for further information about the aviation radio rules.

Issued by: Chief, Enforcement Bureau