



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

LOCAL NOTICE TO MARINERS

District: 13

Week: 34/23

ISSUED BY: COMMANDER, THIRTEENTH COAST GUARD DISTRICT (dpw)
915 Second Avenue, 35th Floor, Rm 3510, Seattle, Washington 98174-1067
Telephone: (206) 220-7280
Email: D13-SMB-D13-LNM@uscg.mil
<https://www.pacificarea.uscg.mil/Our-Organization/District-13/District-Staff/-dpw/>
<https://www.navcen.uscg.gov/local-notice-to-mariners?district=13+0&subdistrict=0>

For all Notice to Mariner submissions:
Call (206) 220-7280 or email D13-SMB-D13-LNM@uscg.mil at least two weeks prior to the start of your event or work.

COMDTPUB P16502.6, Light List Volume VI, Pacific Coast and Pacific Islands, 2023 Edition, is available at
https://www.navcen.uscg.gov/sites/default/files/pdf/lightLists/LightList_V6_2023.pdf
Coast Pilot Volume 10, Oregon, Washington, Hawaii and Pacific Islands, 2023 (4th) Edition, is available at
https://www.nauticalcharts.noaa.gov/publications/coast-pilot/files/cp10/CPB10_WEB.pdf

Coast Pilots, along with corrections, are available at: www.nauticalcharts.noaa.gov/publications/coast-pilot/index.html. Print on Demand (POD) copies are available for purchase at: www.nauticalcharts.noaa.gov/publications/print-agents.html#coast-pilot.

UNITED STATES COAST GUARD NAVIGATION INFORMATION SERVICE (NIS)

The United States Coast Guard Navigation Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information for GPS and DGPS. The NIS also disseminates Safety Broadcasts / Broadcast Notice to Mariners (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar Users (NANU). LNMs, BNMs and other navigation notices can be obtained via e-mail subscription through the USCG Navigation Center website:

<https://www.navcen.uscg.gov/subscribe-email-rss-feeds>

In addition, the NIS investigates all reports of degradation or loss of GPS service and discrepancies to Aids to Navigation. Mariners are encouraged to report all degradation of radio navigation services, or Aids to Navigation discrepancies to the NIS via phone: (703) 313-5900 or online at: <https://www.navcen.uscg.gov/report-a-problem>

BROADCAST NOTICE TO MARINERS

Urgent marine navigational and weather information is broadcast over VHF channel 22A (157.1 MHz). Broadcasts are initially announced over the distress, safety and calling channel 16 before they are made on channel 22A. 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. BNM are now available online as well. To view or download District 13 BNMs visit <https://www.navcen.uscg.gov/broadcast-notice-to-mariners-search?district=13>

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
D13-0566-23

Ending BNM
D13-0583-23

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

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

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

DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
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

LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MRASS - Marine Radio Activated Sound Signal
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

SHL - Shoaling
si - silent
SIG - Signal
SND - Sound
SPM - Single Point Mooring Buoy
SS - Sound Signal
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
V-AIS - Virtual AIS
VTS - Vessel Traffic Service
WSDOT - Washington State Department of Transportation

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

OREGON – UMPQUA RIVER – REEDSPORT – Umpqua River Railroad Bridge test deviation

The Coast Guard has approved a test deviation for the Umpqua River Railroad Bridge (LLNR 9369) across the Umpqua River, mile 11.5, in Reedsport, OR. This test deviation facilitates a test for an operating rule change at the request of the Oregon International Port of Coos Bay. The subject bridge is operating in accordance with 33 CFR 117.893(b) which states the bridge shall be maintained in fully open position, except for the crossing of trains or rail equipment. This test deviation is approved from 0700 on 13 Sep to 1700 on 29 Feb 2024, during which the bridge will be maintained in the closed-to-navigation position, and will open on signal with at least two hours-notice. The subject bridge provides 16 feet of vertical clearance in the closed-to-navigation position above high water. Vessels able to pass through the subject bridge in the closed-to-navigation position may do so at any time. No alternate route is available on this part of the Umpqua River for tall vessels. For more information on this bridge contact Brian Early at bearly@coosbayrailline.com or (541) 266-3718.

The test deviation will operate as follows:

117.893 Umpqua River

(b) The draw of the Coos Bay Rail Line bridge, mile 11.5 at Reedsport, shall open on signal (by phone 877-928-5924) if at least two hours-notice is given.

Chart 18584

LNM: 34/23

COLUMBIA RIVER – PACIFIC OCEAN TO HARRINGTON POINT - Mouth of the Columbia River South Jetty System Major Rehabilitation Project (Revised from LNM 31/23)

Scheduled repairs of the South Jetty are underway and planned to continue through 2024. The 2023 seasonal operations are underway, and the equipment is working on or atop the jetty in an area with water on both sides of the jetty structure working west.

A submerged groin has been constructed on the south jetty. This groin begins at 46-14-00.222 N, 124-03-05.772 W, approximately midway on the jetty extending north 180 feet toward the channel. A second submerged spur groin will also be built; this groin will begin at 46-14-00.720 N, 124-02-37.560 W, and will extend north 180 feet toward the channel. Both structures are submerged and could create a hazard to vessels operating in that area.

For questions or additional information please call or email Aaron Demase at (503) 741-0681 or ademase@jemcamis.com, or the project superintendent, Aaron Anderson at (503) 791-2161 or email AAnderson@jemcamis.com. More information may be found at the USACE Portland District web site: <http://www.nwp.usace.army.mil/jetties/>

Chart 18521

LNM: 34/23

OREGON – PORT OF PORTLAND – WILLAMETTE RIVER – Marine Construction

Stellar J. Corp. has restarted the dock repair and rehabilitation on and under the ship pier at Terminal 5, Berth 503, in approximate location 45-38-18.857 N, 122-46-31.215 W, near Willamette River mile 1.4. Construction operations on the pier will take place during day light hours, Monday through Friday, and will continue until approximately 28 Feb 2024. Although no work will be performed outside of the Terminal 5 dock line, the project requests that vessels transiting the area operate with minimum wake if possible. For more information, contact Mike Klassen at (360) 518-2544 or MikeKlassen@stellarj.com.

Chart 18525

LNM: 34/23

WASHINGTON – APPROACHES TO STRAIT OF JUAN DE FUCA – QUILLAYUTE RIVER – Sea dike repair

Duwamish-Pacific JV (DPJV) will begin work to the Sea Dike on the Quillayute River between James Island and the Rialto Revetment. The work

barge LASH-4 (160x50x12) will be transiting between "The Point" at La Push and the Sea Dike to transport jetty stone. LASH-4 will be anchored on spuds at the Sea Dike to unload stones and at the Point to load stones. LASH-4 will monitor VHF-FM channel 16. LASH-4 will be on scene at Quillayute River from 27 Aug – 01 Nov 2023.

Chart 18480

LNM: 34/23

WASHINGTON – PUGET SOUND – OLYMPIA HARBOR AND 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 1100 – 1600 on 02 Sep 2023. Entry into, transiting through, mooring or anchoring within the specified area is prohibited unless authorized by the Captain of the Port or his Designated Representative.

Chart 18456

LNM: 34/23

COLUMBIA RIVER – ST. HELENS TO VANCOUVER – Bridge deviation

The Coast Guard has approved a temporary deviation that governs the operating schedule for the Vancouver Railroad Bridge (AKA BNSF Bridge 9.6) (LLNR 11250) across the Columbia River, RM 105.6, at Vancouver, WA. This deviation is necessary to accommodate rail maintenance. The deviation authorizes the swing span of the bridge to remain in the closed-to-navigation position, from 0600 to 1600 on 23 – 26 Oct 2023. The BNSF Bridge 9.6 provides 37.0 feet of vertical clearance in the closed-to-navigation position. The bridge may be opened for emergencies if a one-hour notice is given. If the bridge opens for an emergency, the deviation will be extended past 1600. Vessels that do not require a bridge opening may continue to transit beneath the bridge during this closure period. The bridge shall operate in accordance with 33 CFR §117.5 at all other times. For more information, contact Travis Woodley at (682) 978-3311.

Chart 18525

LNM: 33/23

WASHINGTON – PUGET SOUND – POSSESSION SOUND – PORT GARDNER – Small boat operations

Naval Station Everett will be conducting Force Protection exercises on 23 Aug 2023 from 0700-1100, South of Naval Station Everett in Port Gardner, and will occur in an area bound by the following positions:

- 47-58-51 N, 122-14-15 W
- 47-58-45 N, 122-14-21 W
- 47-58-42 N, 122-13-59 W
- 48-58-35 N, 122-13-49 W

Mariners are requested to remain at least 500 yards away from the area outlined, as well as the grey-hull Navy Security vessels conducting the exercises. Navy Security vessels will be operating at high speeds and utilizing blank ammunition during firing exercises. The Navy Security vessels can be reached on VHF-FM channels 74 and 16. For additional information contact MA1 Stanley Self at 425-304-3142,

Stanley.k.self.mil@us.navy.mil

Chart 18444

LNM: 33/23

COLUMBIA RIVER – PACIFIC OCEAN TO HARRINGTON POINT – Pile removal and pile driving

Advanced American Construction will be replacing the pile dikes located near East Sand Island on the Columbia River RM 6 to 6.5, near Chinook Dike Light 7 (LLNR 14625), in approximate location 46-14-59.129 N, 123-57-12.082 W. The work includes pile driving, pile removal, and in water rock placement. The vessel Schweiger and Derrick Barge DB4000 will be on station from approximately – 11 Aug through 30 Nov 2023. Normal working hours will be 0700 – 1730, Monday through Saturday. Onsite equipment will monitor VHF-FM channels 13 & 16 during working hours. During non-working hours, floating equipment will remain on station with steady white lights on all four corners. Mariners are requested to reduce speed and avoid transiting close to the work area. For additional information, contact Travis Waggener at (541) 912-9026 or email at travisw@callaac.com.

Chart 18521

LNM: 32/23

COLUMBIA RIVER – CRIMS ISLAND TO ST HELENS – Current measuring buoy (Revised from LNM 26/23)

NOAA will be deploying a yellow, oceanographic data collection buoy to measure currents in the Columbia River on 18 Jul 2023 near Crims Island Dike Light 6 (LLNR 10685) at RM 57, in approximate location 46-10-28.44 N 123-06-22.80 W. The buoy has a yellow light with a group flashing (5) every 20 seconds characteristic. The buoy will be deployed from NOAA's R/V Bailey, which will monitor VHF-FM channel 16. The buoy will be in the water from approximately 18 Jul – 30 Sep 2023. For more information, contact Drew Maczko, at (361) 549-3178 or email at drew.maczko@noaa.gov.

Chart 18524

LNM: 32/23

COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – Current measuring buoy (Revised from LNM 26/23)

NOAA has deployed a yellow, oceanographic data collection buoy to measure currents in the Columbia River off the northwest point of Government Island, at RM 111 in approximate location 45-36-03.409 N, 122-35-02.584 W. The buoy has a yellow light with a group flashing (5) every 20 seconds characteristic. The buoy will be in the water until approximately 30 Sep 2023. For more information, contact Drew Maczko, at (361) 549-3178 or email at drew.maczko@noaa.gov.

Chart 18531

LNM: 32/23

COLUMBIA RIVER – BONNEVILLE TO THE DALLES – Hood River Bridge notice

The lift span of the Hood River Highway Bridge (LLNR 11933) at Columbia River mile 169.8 will be unable to open for maritime traffic until further notice, while repairs to the gear box are completed. The initial estimate is for the bridge to be operational on or about 14 Oct 2023. The Hood River Highway Bridge provides 67 feet of vertical clearance with the lift span in the closed (down) position. Vessels able to safely pass under the bridge without a lift may do so at any time. For more information contact the Port of Hood River, Ryan Klapprich, at (541) 399-6136 or email

COLUMBIA RIVER – SNAKE RIVER – 2024 Annual Lock closures for maintenance

The USACE Walla Walla District has scheduled the annual navigation lock maintenance closure for 2024. During this time, the Locks and Dams on the Columbia and Snake Rivers have scheduled routine inspections and maintenance, as well as some non-routine work. For the five (5) navigation locks in the Walla Walla District, the closure schedules are as follows:

McNary	(RM 292)	– 0600 on 14 Jan 2024 to 2359 on 29 Mar 2024
Ice Harbor	(RM 9.7)	– 0600 on 26 Feb 2024 to 2359 on 22 Mar 2024
Lower Monumental	(RM 41.6)	– 0600 on 14 Jan 2024 to 2359 on 29 Mar 2024
Little Goose	(RM 70.3)	– 0600 on 14 Jan 2024 to 2359 on 29 Mar 2024
Lower Granite	(RM 107.3)	– 0600 on 14 Jan 2024 to 2359 on 29 Mar 2024

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) 527-7364.

Charts: 18539 18541 18545 18546 18547

LNM: 32/23

COLUMBIA RIVER – JUNIPER TO PASCO – Marine construction

Advanced American Construction (AAC) will be conducting dredging, pile driving and laying pipe on the shoreline of the Columbia River near Pasco, WA, at RM 327.5 in approximate position 46-12-54.92 N 119-05-13.74 W. Construction work at this site is scheduled to run from 17 Aug – 31 Oct 2023. AAC will conduct crane and excavator operations off the DB4100 barge and will monitor VHF-FM channel 78 during the working hours of 0700-1730, Monday through Friday. 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 caution and slow down to minimize wake. For additional information, please contact Brent Alexander at (360) 601-4025, email Brenta@callaac.com or John Winstead at (541) 350-2979 email Johnw@callaac.com.

Chart 18542

LNM: 32/23

OREGON – CAPE BLANCO TO YAQUINA HEAD – Dive operations

R.T. Casey will be conducting diving and support operations off the Oregon coast in the vicinity of Driftwood Beach State Recreation Site near Seal Rock, Oregon, as part of the construction of the PacWave South Wave Energy Test Site. Operations will be conducted about 2000 yards off the shore, at approximate location 44-27-55.600 N, 124-05-57.310 W, and are scheduled from 08 Aug – 15 Sep 2023, 24 hours a day, 7 days a week. Operations will be staged from the M/V Seacor Lee, a 265-foot OSV, which can be reached on VHF-FM Channels 13 & 16. Mariners are requested to contact the above listed vessel and maintain a safe distance when transiting in the vicinity. For additional information contact Zachary Casey at (504) 491-2288.

Chart 18580

LNM: 31/23

COLUMBIA RIVER – PACIFIC OCEAN TO HARRINGTON POINT – JOHN DAY CHANNEL – Marine Construction

Bergerson Construction will be performing pier demolition and construction operations on the John Day Channel off the Columbia River on the eastern side of Tongue Point in approximate location 46-12-12.860 N, 123-45-31.200 W. Work is anticipated to begin on or about 14 Aug and continue through December of 2024, Monday through Friday, from 0700 to 1800 daily. A 60' x 120' crane barge Betsy Ross, a 45' x 112' deck barge, various sectional barges and assist vessel Olaf J will be on site. Personnel on the Betsy Ross and Olaf J will be monitoring VHF-FM channel 17. A yellow, floating turbidity boom/curtain will be used to surround and identify the work area and white flashing lights will be used to demarcate the barges. Mariners are requested to use caution and reduce wake when transiting the area. For additional information, contact site superintendent Mike Puckett at (503) 440-7344, or Bergerson Construction office at (503) 325-7130.

Chart 18521

LNM: 31/23

OREGON – WILLAMETTE RIVER – PORT OF PORTLAND – Bridge Deviation

The Coast Guard intends to issue a temporary deviation to the operating schedule that governs the Broadway Highway Bridge (LLNR 14955.2), river mile 11.7, Burnside Highway Bridge (LLNR 14955.4), river mile 12.4, and the Morrison Highway Bridge (LLNR 14955.5), river mile 12.8, crossing the Willamette River at Portland, Oregon. This deviation is necessary to accommodate the Portland Marathon Run event. This deviation allows the three bridges to remain in the closed-to-navigation position to allow safe and timely movement of event participants from 0630 – 1400 on 01 Oct 2023. The vertical clearances for these bridges in the closed-to-navigation position are: 90 feet for the Broadway Bridge, 64 feet for the Burnside Bridge and 69 feet for the Morrison Bridge (all clearances are referenced to the vertical clearance above Columbia River Datum 0.0.). Vessels which do not require a bridge opening may continue to transit beneath these bridges during this closure period. The bridges will be able to open for emergencies, and there is no immediate alternate route for vessels to pass. In accordance with 33 CFR 117.35(e), the drawbridges must return to their regular operating schedule immediately at the end of the effective period of this temporary deviation. Please submit comments at danny.g.mcneynolds@uscg.mil by 23 Aug 2023 if you cannot support these drawbridge closures. For additional information contact Matt Studer at matt.d.studer@multco.us.

Chart 18526

LNM: 31/23

SNAKE RIVER – PAYETTE IDAHO – Bridge notice

The Idaho Transportation Department will conduct geotechnical drilling in support of the SH-52 Snake River Bridge Replacement Project where the bridge crosses the Snake River at Payette, Idaho, near RM 365. The barge-mounted geotechnical drilling is scheduled from 04 – 23 Sep 2023, from 0700 – 1900 on Monday through Friday. There are two (2) drilling locations, both within 100' downstream of the SH-52 Snake River Bridge. A 14'x40' non-powered barge will be anchored for up to five (5) days at each drilling location. The barge will remain anchored within the navigational channel during non-working hours. A 20'-30' jet boat tender vessel supports barge activities. Support boats will be moored at the

Centennial Park dock or removed from the water when no drilling operations are taking place. The barge is secured at locations with anchors from each of the four (4) corners of the barge. Each anchor line will be identified with a buoy attached to the anchor line where the line enters the water, and the barge will be affixed with white lights on all four corners for visibility. Four (4) "Keep Out" marker buoys will be placed within 50 feet of the barge and "No Wake" signs will be placed near the anchors. Mariners are advised to keep a minimum 100' distance from the barge and tender vessel and use caution in the area. No wake zones will be established 500' upstream and downstream of the work area. The point of contact for the contractor is Nic Arens at (417) 799-2620, or email narens@geoengineers.com.

LNM: 31/23

WASHINGTON – PUGET SOUND – PORT SUSAN – Marine construction

Pacific Pile & Marine will begin work on the Kayak Point Day Use Project for Snohomish County starting 07 Aug 2023. Phase 1 of the project includes construction of a new boat ramp and debris deflector camel log system north of the existing timber fishing pier near shore at Kayak Point Regional County Park at 15610 Marine Drive, Stanwood, WA, in approximate location 48-08-11.940 N, 122-22-05.232 W. Construction activities will include a temporary sheet pile cofferdam, installation of new 18" steel pipe piles, and precast concrete panel placement. Standard work hours will be from 0700 to 1700, Monday through Friday, and are scheduled to continue through 15 Oct 2023. The spud and crane barge Web and a material barge Cole David will be on scene as well as work tugs, all monitoring VHF-FM channel 16. Mariners are requested to keep at least a 200ft clear distance. For additional information please contact Dean Zimmermann at (206) 472-5318 or email at dean@pacificpile.com.

Chart 18441

LNM: 31/23

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
765.5	NOAA Environmental Lighted Buoy 46005	ADRIFT/LT EXT	18007	0197-20	08/20	
10215	Miller Sands Dike Light 5	DAYMK IMCH	18521	0022-22	02/22	
10390	Puget Island Range Rear Light	LT IMCH	18523	0488-23	29/23	
10475	Westport Dike Light 58	LT EXT/STRUCT DMGD	18523	0190-22	09/22	
11020	Martin Island Channel Lighted Buoy 75	LT EXT	18524	0575-23	34/23	
11050	St. Helens Jetty Light 79	LT EXT	18524	0567-23	34/23	
11305	Portland Airport Dike Light 16	LT IMCH	18531	0464-23	27/23	
11455	Camas Slough Range Front Light	LT EXT/STRUCT DMGD	18531	0769-22	42/22	
11465	Government Island Range Front Light	LT EXT/DAYMK MISSING/STRUCT DMGD	18531	0346-23	20/23	
11490	Lady Island Range Front Light	LT EXT/DAYMK MISSING/STRUCT DMGD	18531	0346-23	20/23	
11705	Multnomah Falls Upper Range Rear Light	REDUCED INT	18531	0583-23	34/23	
12230	Lake Celilo Daybeacon 27	STRUCT DMGD	18533	0125-23	05/23	
12980	Lake Wallula West Channel Junction Light W	STRUCT DEST/TRLB	18542	0208-20	09/20	
14420	Baker Bay West Channel Entrance Jetty Light 2	LT IMCH/STRUCT DMGD	18521	0633-21	38/21	
14835	Sauvie Island Junction Light	STRUCT DEST/TRLB	18524	0930-21	51/21	
15635	Grays Harbor South Reach Light 16	LT EXT/DAYMK MISSING/STRUCT DMGD	18502	0330-23	19/23	
16185	Clallam Reef Lighted Buoy 1	LT EXT	18460	0556-23	33/23	
17360	Nisqually Flats Light 3	STRUCT DEST/TRLB	18448	0404-21	24/21	
17595	Kilisut Harbor Buoy 2	MISSING	18464	0126-23	05/23	
17770	Sisters Rock Light 4	DAYMK DMGD	18473	0388-23	23/23	
18710	Oak Harbor Light 11	STRUCT DEST/TRLB	18428	0652-21	39/21	
19290	Inati Bay Reef Buoy	MISSING	18424	0573-23	34/23	
19325	Davidson Rock Light 1	DAYMK MISSING	18421	0277-23	16/23	
19480	Cypress Reef Junction Daybeacon C	DAYMK MISSING	18424	0512-22	29/22	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
8740	Coos Bay Entrance Range Front Light	RELIGHTED	18587	None	34/23	34/23
11045	St. Helens Junction Lighted Buoy	WATCHING PROPERLY	18524	0568-23	33/23	34/23
16510	Puget Sound Traffic Separation Lane Lighted Buoy SC	RELIGHTED	18471	None	34/23	34/23

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
651.1	Pacwave South Spotter Lighted Buoy S	MISSING	18580	0185-23	10/23	
651.3	Pacwave South Spotter Lighted Buoy N	MISSING	18580	0138-23	06/23	
11244	Hayden Island Anchorage Lighted Buoy B	LT EXT	18526	0467-23	27/23	
11247	Hayden Island Water Monitoring Lighted Buoy A	MISSING	18526	0413-21	25/21	
17126	Tacoma Harbor Regulatory Buoys (3)	MISSING	18453	0613-22	34/22	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
17168	Blair Waterway Light 5	RELIGHTED	18453	None	34/23	34/23
18540	Navsta Pier Light A	RELIGHTED	18444	0579-23	22/23	34/23

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
10210	Miller Sands Channel Lighted Buoy 3	DISCONTINUED FOR DREDGING	18523	0381-23	22/23	
12980	Lake Wallula West Channel Junction Light W	TRLB	18542	0214-20	10/20	
14425	Baker Bay West Channel Buoy 3	DISCONTINUED	18521	0577-23	34/23	
14835	Sauvie Island Junction Light	TRLB	18524	0936-21	51/21	
17360	Nisqually Flats Light 3	TRLB	18448	0409-21	24/21	
18710	Oak Harbor Light 11	TRLB	18428	0287-22	17/22	

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					CGD01	
(Temp)	ADD	NATIONAL DOCK CHANNEL BUOY 3			at 40-41-09.001N	074-02-48.001W
	Green can					
Corrective Action	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.

18525	38th Ed.	01-JUL-16	Last LNM: 51/21	NAD 83		34/23
Chart Title: Columbia River Saint Helens to Vancouver						
Main Panel 1742 COLUMBIA RIVER SAINT HELENS TO VANCOUVER. Page/Side: A						
LAST EDITION					NOS	--
No new editions of chart 18525 will be published. It will be canceled on 30-Aug-23. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .						

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

Approved Project(s)	Project Date	Ref. LNM
None		

Advance Notice(s)

COLUMBIA RIVER - Replacement of incandescent Lights with LED lanterns (Revised from LNM 33/23)

The U.S. Coast Guard is replacing the incandescent lantern at Svensen Island Light 12 (LLNR 14775) with a LED lantern. The current incandescent lantern has a beam of high intensity, with an all-around light of reduced intensity. The change to a LED lantern will remove the high intensity beam, but significantly increase the intensity of the all-around light.

The change in light characteristics will be advertised by a Broadcast Notice to Mariners and Light List corrections in the Local Notice to Mariners. 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	18523	LNM: 34/23
-------	-------	------------

WASHINGTON – WILLAPA BAY - Disestablishment of Willapa Bay Lighted Buoy “C” and Buoy “D” (Revised from LNM 16/22)

The U.S. Coast Guard has permanently disestablished Willapa Bay Entrance Lighted Buoy “C” (LLNR 15186) and Willapa Bay Entrance Buoy “D” (LLNR 15167) as the constantly shifting bar at the entrance to Willapa Bay prevents these buoys from marking the navigable channel, and surf conditions make the placement, retrieval and servicing of these buoys hazardous. There are currently no plans by the US Army Corps of Engineers to dredge or maintain the entrance channel into Willapa Bay. Virtual AIS (V-AIS) signals will be established in place of these buoys. The projected approximate locations are:

Willapa Bay V-AIS “A”, a special purpose AIS marking good water at 46-44-18.4N 124-06-21.9W
 Willapa Bay V-AIS “B”, a special purpose AIS marking good water at 46-43-34.4N 124-03-52.7W

Mariners are encouraged to share comments on the performance and operation of aids to navigation All comments should be sent to the email address of D13-SMB-D13-LNM@uscg.mil. Any discrepancy for Aids to Navigation should continue to be reported to US Coast Guard Sector Columbia River.

LNM: 18/22

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA AND PUGET SOUND – Removal of RACONs on aids to navigation (Revised from LNM 30/23)

The U.S. Coast Guard will be removing the RACONs from selected aids to navigation in the Strait of Juan de Fuca, Rosario Strait and Puget Sound due to the consistent failure of the signals and that they are no longer considered necessary for safe navigation of the waterways. While there is no specific timeline for the removal of this equipment, it will be coordinated with servicing and discrepancy responses. The removal of the RACONs will be announced by Broadcast Notice to Mariners and published in the Local Notice to Mariners as Chart and Light List corrections. These aids to navigation are:

Hein Bank Lighted Buoy 1 (LLNR 16362)
Puget Sound Traffic Separation Lane Lighted Buoy "SF" (LLNR 16745)
Puget Sound Traffic Separation Lane Lighted Buoy "SG" (LLNR 16815)
Rosario Strait Traffic Separation Lane Lighted Buoy "C" (LLNR 19520)
Rosario Strait Traffic Separation Lane Lighted Buoy "CA" (LLNR 19535)

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: 18400 18421 18441 18465

LNM: 34/23

WASHINGTON – PUGET SOUND –STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA - Removal of ball topmarks from Isolated Danger Buoys

The U.S. Coast Guard will be removing the two black ball topmarks from the Isolated Danger Buoys listed below. This action is due to recurring damage of the topmarks from weather events, and the debris has interfered with the visibility of the light signal.

Toliva Shoal Isolated Danger Lighted Bell Buoy DTS (LLNR 17265)
Blakely Island Shoal Isolated Danger Lighted Buoy DS (LLNR 19430)
Reid Rock Lighted Isolated Danger Buoy DR (LLNR 19630)

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 Puget Sound.

Charts: 18421 18448

LNM: 16/22

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – Reduction to the nominal range of Point Roberts Light

The U.S. Coast Guard is reducing the intensity of Point Roberts Light (LLNR 19965) from 16 NM to 14 NM to facilitate the installation and operation of a LED lantern. The precise intensity change will be from 23,000 candelas to 9,180 candelas (from 16.0 NM to 14.1 NM). This change is expected to occur during the spring of 2023 and will be announced via a Broadcast Notice to Mariners. Mariners are welcome 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.

Chart 18421

LNM: 11/23

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			
<u>Proposed Change Notice(s)</u>			
None			

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: 34/23

SUMMARY OF DREDGING OPERATIONS

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

LNM: 34/23

SUMMARY OF MARINE EVENTS

SUMMARY OF MARINE EVENTS

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

LNM: 34/23

OREGON – APPROACHES TO YAQUINA AND DEPOE BAY – Bridge construction notice (Revised from LNM 06/21)

ODOT is conducting cathodic protection upgrades and bridge concrete repairs to the Yaquina Bay Highway 101 Bridge (LLNR 9627) in Newport, OR, at Yaquina Bay mile 0.7. A low-level access walkway system has been constructed across the 4 concrete arch spans from the south bank heading north. While erected, the vertical navigation clearance will be reduced to a minimum of 16 feet at MHHW. The low level walkway system spans from the south bank to the North approx. 880 feet. This system will be functional until approximately the summer of 2024. The main navigational channel will not be impeded by the project as that section is made of steel. Mariners are requested not to loiter under the construction area due to fall hazards. For more information, contact Dan Lutze, the project superintendent, at (503) 519-5408.

The project is taking actions to prevent conflicts with birds. ODOT has contracted with the US Department of Agriculture's Animal and Plant Health Inspection Service (APHIS) to perform bird-hazing activities with an aim to prevent nesting in certain sections of the bridge until scaffolding and containment can be installed. Hazing activities may include noise cannons, laser lights, and pyrotechnics. The activities may happen at any time of day, however, the noise cannons will primarily be used for the few hours surrounding sunset each evening. These efforts will have no effect on marine navigation. Hazing activities are expected to begin at the end of March and continue well into June. For more information on the APHIS activities, contact Steven Schultz at (541) 757-4158 or Steven.Schultz@ODOT.Oregon.gov.

Chart 18561

LNM: 12/22

COLUMBIA RIVER – BLALOCK ISLAND TO MCNARY DAM – LAKE UMATILLA – Bridge Notice (Revised from LNM 30/23)

WSDOT will be painting and making repairs on the I-82 Highway Bridge (LLNR 12752) across the Columbia River at river mile 290.5. Construction will occur from Apr of 2024 to 31 Oct 25, with working hours 24 hours a day, 7 days a week, Monday through Sunday. A containment system will be attached to the bridge 24-hours a day, 7 days per week. The containment structure for painting the existing steel portion below the deck will be installed and will reduce the vertical clearance by 10 feet, however, only half the bridge span will have containment at any given time. The I-82 Highway Bridge provides 85.0 feet of clearance at midspan. The containment system will prevent any falling debris once it is constructed. The traveler support system repairs will be above the bridge deck and all paint work will be underneath the bridge deck. Mariners are advised to use caution while transiting the area. For additional information, please contact Alex Sanguino at (509) 222-2403, email sanguia@wsdot.wa.gov, or Andres Mendoza at (509) 222-2440, email mendoza@wsdot.wa.gov.

Chart 18539

LNM: 30/23

IDAHO – LOWER GRANITE LAKE – CLEARWATER RIVER – Bridge construction notice

Wadsworth Brothers Construction Company will conduct partial demolition and reconstruction of the US-12 Memorial Bridge, AKA the Clearwater Memorial Highway Bridge (LLNR 14072), from 10 Jul 2023 until 11 Sep 2024. The bridge is located at the City of Lewiston, Idaho at river mile 2.0 of the Clearwater River. Work will occur 7 days per week, up to 24 hours per day. Work includes partially demolishing and reconstruction of the existing bridge in two phases, with one half of the bridge affected in each phase. Temporary navigation channels will be marked with red and green buoys with red or green flashing lights, respectively. Depending on the phase of work, the temporary navigation channel will either be between piers 2 and 3 (span 3) or between piers 3 and 4 (span 4). At least one temporary navigation channel will be available at all times, with some short-term closures required for not longer than three hours per day. Any closures will be approved by the Coast Guard. Each temporary navigation channel will have minimum navigation clearances of 23.06' vertical and 107.79' horizontal. Directional signage and a "no wake" zone will also be placed on both the upstream and downstream locations to direct and advise mariners of the designated navigation channels. The work will be aided by one or more work skiffs and barges. Barges will be marked by white lights on all four corners. Mariners are advised to use caution while transiting the area. For additional information contact Linn Bogart, Project Manager, at (801) 509-8808 or lbogart@wadsbro.com.

Chart 18548

LNM: 17/23

OREGON – WILLAMETTE RIVER – PORTLAND TO WALNUT EDDY – Bridge construction notice (Revised from LNM 20/22)

Kiewit Construction will begin a seismic upgrade construction project on the I-205 Highway Bridge (LLNR 15078) AKA, Abernethy Bridge across the Willamette River at RM 25.6, from 20 Jun 22 to 01 Oct 25. The construction activity will take place across the entire river at the bridge. Construction personnel will be working 24 hours a day Monday through Saturday. Bridge construction work will include the installation of multiple temporary work platforms across sections of the river. All river traffic will be restricted to a temporary navigational channel with horizontal clearance of 150 feet wide and vertical clearance of 51.8 feet high at ordinary high water (OHW), or 76.0 feet high at Columbia River Datum (CRD). The temporary navigation channel will be marked with floating buoys with flashing lights to match buoy type (red nun and green can navigational buoys and white can informational buoys, each with matching color lights flashing at 4-second intervals). Crews will be using floating cranes and barges, attended by tugs throughout the site. All vessels will monitor VHF channels 13 and 16. Barges will be marked on each corner with a white light flashing at 6-second intervals. Each corner of the multiple trestles will also be marked at each corner with a white light flashing at 6-second intervals. Signage on the trestles will communicate the safe distance from the work zone. For an overview of the work site and navigation channel, see Enclosure (4) of LNM 24/22. For more information contact Kiewit Construction, Ritch Schubert, at (503) 710-2277 or email ritch.schubert@kiewit.com.

LNM: 21/22

OREGON – WILLAMETTE RIVER – INDEPENDENCE – Bridge notice

Marion County will be conducting repairs on the bridge piers of the Independence Street Bridge which crosses the Willamette River at RM 97.1 near Independence, OR. Work below the ordinary high water mark of the river will start June 1, and will end by October 15. This includes work in a backwater channel, on a gravel bar, and in the main channel of the river. Work in the main channel of the river will occur during August and September. Work will occur Monday through Saturday between 0600 and 1700. Construction in the main channel of the Willamette River includes a temporary work bridge and cofferdam around the pier on the west side of the channel (Pier 3). Construction in the backwater channel of the river includes a temporary work bridge that will span the channel, and permanent steel piling around the piers on the edges of the channel. No vessels will be used for the project. Equipment will include typical construction equipment such as excavators. There will be an approximately 400-foot buoy line around the pier at the west edge of the main river channel to guide boaters around the work area. Temporary signage stating "Slow, No Wake" will be placed upstream and downstream of the buoy line. Temporary signage and lighting will be placed on the bridge per USCG specifications. Signs will say "Temporary Work Pier, Danger, Pass to the East". In the backwater channel, there will be little clearance between the temporary work bridge and the water surface. temporary signage and lighting will be placed on the bridge per USCG specifications. Signs will say "Danger. Restricted Clearance Work Area". Mariners are asked to minimize wake and stay east of the buoy line. For more information, contact Mark Foster at (503) 373-4307 or MAFoster@co.marion.or.us.

LNM: 21/23

OREGON – WILLAMETTE RIVER – Bridge construction

ODOT and the Hamilton Construction Company will conduct the complete demolition and reconstruction of the Van Buren Bridge (Oregon Highway 34), across the Willamette River at river mile 131.7 in Corvallis, OR between Jun 2023 and Dec 2026. Construction activity will take place across the entire river at the bridge location. Construction activities will take place primarily from the hours of 0700 to 1800, Monday through Saturday. Bridge construction work will include geotechnical drilling, removal and replacement of the existing bridge, the installation of a temporary work bridge spanning the river just upstream of the existing bridge, and the installation a temporary diversion bridge just downstream of the existing bridge spanning the river and carrying vehicular traffic.

A temporary navigable channel for mariners will be maintained with reduced horizontal and vertical clearances for the duration of the project. The temporary channel will provide an horizontal clearance of at least 40 feet and vertical clearance of at least 17.4 feet from the ordinary high-water elevation (OHW). A temporary river clearance gauge will be mounted to the bridge adjacent to the navigable channel at the upstream side of the temporary work bridge and at the downstream side of the diversion bridge. The river clearance gauge will be white with black letters and will show the actual vertical clearance between the water line and overhead obstructions above the navigable channel. Buoy lines, lighting, and signage will direct mariners through the temporary navigable channel and away from "no-entry" construction areas. The temporary navigable channel will be marked with a floating buoy line consisting of orange floating buoys fitted with white colored reflective tape and white flashing lights (FI W 4s) mounted at 100-foot intervals along the buoy line. Flashing yellow lights (FI Y 4s) will be installed on both the temporary diversion bridge and the temporary work bridge trestle at 100-foot intervals along the outside edge of each structure with one centered over the navigable channel at the upstream edge of the temporary work bridge and the downstream edge of the diversion bridge. Red (FI R 4s) and green (FI G 4s) lights will be mounted on the upstream edge of the temporary work bridge and the downstream edge of the diversion bridge, marking the reduced navigable channel limits. Informational signs (white with black lettering) will be mounted on the upstream side of the temporary work bridge and the downstream side of the temporary diversion bridge. Mariners are advised to use caution while transiting the area. A diagram of the placement of warning signs and buoys was included as enclosure (4) of LNM 22/23. For more information contact Markus Schaaf, at (541) 757-4280 or email markus.schaaf@odot.oregon.gov.

LNM: 19/23

OREGON – YAMHILL RIVER – DAYTON – Bridge notice

Demolition and reconstruction of the Ferry Street Pedestrian and Utility Bridge will be conducted from 22 Jun – 30 Nov 2023 by the Stellar J Corporation, for the City of Dayton, Oregon. The bridge is located at the City of Dayton, at river mile 4.95 of the Yamhill River in approximate position 45-13-22.879 N, 123-04-19.078 W. Bridge work will take place from a temporary work platform located adjacent to the existing bridge. Work hours are expected to be Monday – Friday from 0600 – 1800; however, work may occur on other days and times. The temporary navigation channel will be located between bents 4 and 5 and the temporary work platform and will provide a minimum of 15 feet of vertical clearance and 40 feet of horizontal clearance at the ordinary high-water elevation of 75 feet. The temporary navigation channel will be marked by signs indicating the channel. Mariners are advised to use caution while transiting the area. For more information, contact Stellar J Project Manager Joe McNichol at (360) 356-8268 or by email at joem@stellarj.com.

LNM: 25/23

WASHINGTON – SPOKANE RIVER – SPOKANE VALLEY – Bridge construction notice

BNSF Railway Company (BNSF) is starting construction on the new BNSF Railroad Bridge 62.6B located over the Spokane River at River Mile 85.5, in Spokane Valley, WA, at approximate location 47-41-24 N, 117-13-57 W. Contractors will be mobilizing in April 2023 and will be working below the Ordinary High-Water Mark (OHWM) of the river with various construction details for the new bridge through May 2024. A temporary work bridge will be constructed on the downstream (north) side of the existing BNSF bridge. Work will include the installation of an estimated 23 temporary piles. Cranes and other support equipment and materials will be staged on the work bridge throughout the duration of the project. Work will be within and along the BNSF right-of-way (ROW). Hours of construction activities will generally be during daylight hours, Monday thru Friday. The bridge contractor, Hamilton Construction, will have a work boat to provide safety and other on-water project support. The temporary work bridge will have temporary safety navigation lights and work zone buoys in accordance with the Navigation Rules (COLREGS-Inland). Enclosure (4) of LNM 18/23 displayed the project vicinity, locations of high and low-water work areas, the temporary work bridge and new bridge configurations, and the proposed navigation envelope. Applicable changes to the work locations and activities will be updated, if needed, by a subsequent LNM as construction progresses. At all times, navigational safety buoys and/or signage, along with safety lighting for the work areas will be in place. At least one of the four temporary work bridge spans which align with the navigational envelope of the existing bridge will remain unobstructed during the project for vessel traffic. Vertical clearance of the existing bridge will be unchanged. The mariners should be aware of the work zone when travelling beneath the work bridge and new bridge construction areas, and should be vigilant for cables, buoys, falling debris, tools, etc. The point of contact for the bridge contractor, Hamilton Construction, Chris VanderPloeg can be reached at (541) 954-8366; CVanderPloeg@hamil.com. For additional information contact the BNSF Project Engineer, Kyle Leatham (425) 210-8084; Kyle.Leatham@BNSF.com.

LNM: 16/23

WASHINGTON – COWLITZ RIVER – SR-411 Bridge notice

WSDOT will be conducting roadway replacement on the SR-411 Bridge across the Cowlitz River at mile 17.9 near Castle Rock, Washington. The project will begin on 31 Jan 2023 and continue until approximately 18 Dec 2023, weather pending. Containment will reduce the vertical clearance by six feet. The subject bridge's vertical clearance at high water is 8.6 feet and will be reduced to 2.6 feet by containment. The containment will be marked with flashing amber lights. Red and green navigation lights will mark a 50-foot-wide non-reduced vertical clearance span for navigation. The SR-411 bridge is a non-lighted bridge, but due to the vertical clearance being reduced to a hazardous height for marine navigation, warning lights and navigation lights will be installed. Mariners should be cautious of fall hazards. For more information, contact Dan Doumit, WSDOT SW Region at (360) 430-8869 or doumitd@wsdot.wa.gov.

LNM: 04/23

WASHINGTON – LAKE WASHINGTON SHIP CANAL – Montlake Bridge deviation notice

The Coast Guard has approved a temporary deviation from the normal operating schedule that governs the Montlake Street Bridge (LLNR 18240) across the Lake Washington Ship Canal, mile 5.2. The Montlake Bridge need not open the draw for marine vessels during heavy road traffic for the University of Washington football games on the following date and times:

- 02 Sep – 1000 to 1230 and 1530 to 1800;
- 09 Sep – 1130 to 1400 and 1700 to 1930;
- 23 Sep – TBD;
- 14 Oct – TBD;
- 21 Oct – TBD;
- 11 Nov – TBD;

WASHINGTON – LAKE WASHINGTON SHIP CANAL – Montlake Bridge deviation notice

- 25 Nov – TBD.

The deviation is necessary to accommodate vehicular traffic attending football games at Husky Stadium at the University of Washington, in Seattle, Washington. This deviation will allow the Montlake Bridge to remain in the closed-to-navigation position two and a half hours before and two and a half hours after each game. Due to television scheduling, game times will be published at later dates when determined, and the LNM will be updated with the bridge closure times. Vessels which do not require a bridge opening may continue to transit beneath this bridge during the closure. The bridge will be required to open, if needed, for vessels engaged in emergency response operations during this closure period. The Coast Guard will publish any updates or changes to this operating schedule in future LNM publications. The bridge shall operate in accordance with 33 CFR § 117.897 at all other times. For more information, contact Colleen Kelly at (425) 739-3700.

LNM: 30/23

WASHINGTON – LAKE WASHINGTON – SAMMAMISH RIVER – West Sammamish River Bridge Notice (Revised from LNM 13/20)

Construction on the West Sammamish River Bridge at Sammamish River mile 0.5 near Kenmore, Washington is ongoing 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 0600 to 1800 six days per week, however, during the in water work window of 01 Jul to 31 Aug, operations will be 24 hours per day. 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: 05/21

WASHINGTON – PUGET SOUND – EVERETT HARBOR – SNOHOMISH RIVER – Bridge maintenance

The Interstate 5 Highway Bridge (LLNR 18594.1) across the Snohomish River, mile 5.4, in Everett, WA, will be preserved and painted from 12 Jun 2023 to 31 Oct 2024. Containment up to 4 feet will be installed and reduce the vertical clearance of the subject bridge from 66 feet to 62 feet above high water. Containment will be marked with amber flashing lights on the bottom with flashing amber lights (FL Y 6s). The working hours will be Monday through Saturday 0800 – 1800 and some night work 2100 – 0800. No service barges will be on site. Mariners are free to transit under the subject bridge at any time. For more information contact Michael Xipolitas at (330) 550-7192 or at Mikex@vimaspainting.com

Chart 18444

LNM: 15/23

IDAHO – CLEARWATER RIVER – Geotechnical survey operations

The Idaho Transportation Department (ITD) has hired ConeTec to conduct geotechnical survey operations in the vicinity of the US-95 Spalding Bridge across the Clearwater River (RM 10.5) and the US-12 Arrow Bridge (RM 15.1) near Spalding, Idaho. The operations include underwater drilling off a barge located within 200 feet of each bridge. Operations will run seven days a week, from 0700-1700, starting on 10 Jul to 31 Oct 2023. The drilling is performed on a 40'x20' non powered barge with a 20' Jet boat supporting. The barge will be anchored on location by anchors off all four corners. There will be an 18" orange buoy ball attached to each anchor line designating where the lines are below the surface. The barge will show Restricted in Ability to Maneuver dayshapes (Ball/ Diamond/Ball) and lights (Red/White/Red), in addition to white lights on all corners. Mariners are requested to keep a minimum distance of 100' from the equipment. The on-site crew can be reached by contacting Jeffry Parkhurst at (801) 597-8719 or jparkhurst@conetec.com. For more information, contact Mark Campbell, ITD, at (208) 514-6285.

LNM: 27/23

IDAHO – SPOKANE RIVER – Bridge notice

The Idaho Transportation Department and McMillen, Inc. will perform maintenance on the US-95 Spokane River Bridge located at 47-41-09.7 N, 116-47-57 W from 02 Jun to 11 Oct 2023. Work includes maintenance on concrete piers accessed by aerial lifts mounted on barges. Maintenance activities will take place primarily from the hours of 0700 to 1800, Monday through Friday. Bridge maintenance work will include repair to the concrete piers above the water and re-painting the steel bridge girders. The work barges will be located at one pier at a time, with regulatory buoys (white with Restricted Area symbols) placed in a 400' x 400' configuration upstream and downstream from the location of the barges. Only one opening between bridge piers will be obstructed at a given time. Mariners are advised to use caution while transiting the area. For immediate concerns, mariners can contact Garrett Giffin at (530) 307-9617. For additional project information, contact Erica Aamodt at (509) 956-9013 or email erica.aamodt@itd.idaho.gov.

LNM: 22/23

IDAHO – LAKE PEND OREILLE – BNSF Railroad Bridge Notice

BNSF Railway Company (BNSF) has completed construction on the new BNSF Railroad Bridge 3.9B and is continuing maintenance work to the existing BNSF Railroad Bridge 3.9A (LLNR 20087) located over Lake Pend Oreille (LPO) Mile 2.7, in Sandpoint, ID from the start LPO summer fill-up level, elevation 2062.5 expected by mid-June. This notice reflects updates to the continued work on the maintenance phase of the original bridge. There will be two crane-work barge set-ups east of the bridges with support from both the East Algoma or geographic south end of the two bridges, but also from the geographic north end of the bridges at the established Dog Beach Staging Area. Work activities will be focused on completing the replacement of pier caps and bridge spans/girders. Work will be within and along the BNSF right-of-way (ROW). Hours of construction activities will generally be 0700 to 1730, Monday thru Saturday. The tugboat Audrey B. will position work barges around the existing piers where work is occurring and provide other on-water project support. Audrey B. will monitor VHF-FM channels 73, 13 and 16. At least one of the two lighted, published navigation channels for the original bridge spans 67 and 68 and spans 36 and 37 of the new bridge will be unobstructed during this work. Additionally, at least half of the unlighted, but navigable channels of both bridges, will remain unobstructed during work activities. Vertical clearance of the bridges will be unchanged. Crane/work barges will have navigation lights and work zone buoys in accordance with the Navigation Rules (COLREGS-Inland). Enclosure (4) of LNM 26/23 displayed the project vicinity, locations of high and low-water work areas, typical work barge configurations, and temporary survey post/platform details for this phase of the work activities. Changes to the work locations and activities will be updated by a subsequent LNM in the Fall of 2023. 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, Inc. is Mike Pamperin at (612) 741-6535; MikePamperin@amesco.com. For additional information contact the BNSF Project Manager, Ryan Kopera at (913) 284-3467; Ryan.Kopera@BNSF.com.

Chart 18554

LNM: 23/23

COLUMBIA RIVER AND SNAKE RIVER – 2023 summer lockage schedule for recreational vessels (Revised from LNM 17/23)

As of 15 May 2023, the USACE Portland and Walla Walla Districts have implemented the 2023 summer lockage schedule for the passage of recreational vessels through the following navigation locks:

Lock Name	Location	Phone Number	Radio Call Sign
-----------	----------	--------------	-----------------

COLUMBIA RIVER AND SNAKE RIVER – 2023 summer lockage schedule for recreational vessels (Revised from LNM 17/23)

Portland District:			
Bonneville Lock	Columbia River Mile 145.5	(541) 374-8323	WUJ 33
The Dalles Lock	Columbia River Mile 191.5	(541) 506-8211	WUJ 34
John Day Lock	Columbia River Mile 215.6	(541) 739-1050	WUJ 35
Walla Walla District:			
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

The following annual recreational craft lockage schedules will be implemented for all the locks beginning 15 May through 15 Sep 2023:

Upstream Direction Times:	0900,	1200,	1500,	1800,	2100
Downstream Direction Times:	0930,	1230,	1530,	1830,	2130

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. USACE 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. A personal flotation device is required for every member on board the recreational vessel and shall be worn 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. Information on the locks, including how to safely lock a recreational vessel is available at <https://www.nww.usace.army.mil/Missions/Navigation/>. For additional information on this matter please call the Walla Walla Operations Division, at telephone (509) 527-7364, or email Kenneth.E.Koebberling@usace.army.mil.

Charts: 18546 18547 18548

LNM: 20/23

SNAKE RIVER – USACE Walla Walla District 2023 Minimum Operating Pool (MOP) operations and spring spill operations

From April through August 2023, the lower Snake River reservoirs will operate within the Minimum Operating Pool (MOP) ranges. During this time, all lower Snake and lower Columbia River dams will spill for fish passage in accordance with the 2023 Fish Operations Plan. The Fish Operations Plan will be posted prior to 03 Apr on the following website: <http://pweb.crohms.org/tmt/documents/fpp/2023/>.

MOP ranges for each Snake River pool are listed below. (Elevations are in feet using NGVD 29 datum):

Ice Harbor, Lake Sacajawea – 437-438.5
 Lower Monumental, Lake Herbert G. West – 537-538.5
 Little Goose, Lake Bryan – 633-634.5
 Lower Granite, Lower Granite Lake – 733-734.5

Due to recent changes in fish passage spill requirements, USACE anticipates a higher rate of discharge through the spillways compared to previous years, and river navigators may experience strong currents and eddies in the dam tailraces and forebays. 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 later 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.

McNary Operator at (541) 922-2231. Call Sign WUJ41 McNary.
 Ice Harbor Operator at (509)-543-3231. Call Sign WUJ42 Ice Harbor.
 Lower Monumental Operator at (509) 282-7231. Call Sign WUJ43 Lower Monumental.
 Little Goose Operator at (509) 399-2233 x231. Call Sign WUJ44 Little Goose.
 Lower Granite Operator at (509) 843-2231. Call Sign WUJ45 Lower Granite.

Navigators are encouraged to contact dam operators and report any unsafe navigation conditions. District staff will evaluate the effects of this year's operations in conjunction with feedback from river users and coordinate adjustments to spillway gate positioning as appropriate. For additional information contact the NWW Operations Division at (509) 527-7364.

Charts: 18545 18546 18547 18548

LNM: 14/23

WASHINGTON – PUGET SOUND – LAKE WASHINGTON SHIP CANAL – Hiram M. Chittenden Locks Center Miter Gates replacement project

USACE is beginning a maintenance project to replace the center miter gates on the Large Lock chamber. This major project will require several 30-day closures to facilitate demolition, concrete construction, and installation and commissioning of the new miter gates, respectively. There will be at least 15 days between closures to accommodate marine traffic. Additionally, the Small Lock will remain open during these periods and can pass vessels up to 123 feet long and 28 feet wide.

Currently, the large locks are scheduled to be closed to all vessel traffic during the following periods,

Closure 1: 16 Oct 2023 to 14 Nov 2023
 Closure 2: 30 Nov 2023 to 29 Dec 2023
 Closure 3: 14 Jan 2024 to 12 Feb 2024
 Closure 4: 15 Oct 2024 to 13 Nov 2024
 Closure 5: 29 Nov 2024 to 28 Dec 2024

The large lock is expected to be fully operational on 29 Dec 2024. For current information about activities at the Locks, visit the Locks' website at <https://www.nws.usace.army.mil/Missions/Civil-Works/Locks-and-Dams/Chittenden-Locks/Closures/>, like them on Facebook www.facebook.com/chittendenlocks; follow them on Twitter <http://twitter.com/ChittendenLocks>. For specific questions, mariners may contact the lockmasters at (206) 297-9821.

Chart 18447

LNM: 11/23

OREGON – WASHINGTON – SAN FRANCISCO TO CAPE FLATTERY – NOAA and SAILDRONE joint ocean survey operations

SAILDRONE, INC. is conducting oceanographic research with Uncrewed Surface Vehicles (USVs), called "SAILDRONE Explorers" off the coast of California, Oregon and Washington during the months from July thru September 2023. SAILDRONE Explorers are 23 ft in length, 16 ft tall, orange in color, have a white all around light on top of the wing and are marked "SAILDRONE". Three of these vehicles will be following 30 Nautical mile long transects starting 5 nm from shore and running perpendicular to shore on a east/west or west/east course. SAILDRONE vehicles are uncrewed, wind

OREGON – WASHINGTON – SAN FRANCISCO TO CAPE FLATTERY – NOAA and Sairdron joint ocean survey operations

and solar powered, and will have limited maneuverability during survey operations. Mariners are requested to remain greater than 500 meters away from the research equipment. An informational graphic was included as Enclosure (5) to LNM 27/23. Questions regarding this notice can be directed to Sairdron Mission Control at missioncontrol@sairdron.com or via phone at (510) 722-6070.

Chart 18007

LNM: 24/23

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 11 Aug – 20 Sep 2023 off the Oregon coast from the Stonewall Bank area approximately 12 NM off Yaquina Head extending approximately 200 NM westward in the vicinity of 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 at least a 2 NM CPA with 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

44-22-10 N, 124-57-15 W (Endurance Offshore, WD 580m) from 13 – 14 Aug
44-31-44 N, 125-23-23 W (Slope Base, WD 2900m) from 14 – 15 Aug
45-49-50 N, 129-45-12 W (Axial Base, WD 2600m) from 16 – 18 Aug
45-56-27 N, 129-59-20 W (Axial Summit, WD 1525m) from 18 – 21 Aug

Leg 2

44-38-14 N, 124-18-20 W (Endurance Shelf, WD 80m) from 24 – 25 Aug
44-22-10 N, 124-57-15 W (Endurance Offshore, WD 580m) from 25 – 26 Aug
44-34-11 N, 125-08-49 W (Southern Hydrate Ridge, WD 780m) from 26 – 28 Aug

Leg 3

44-31-44 N, 125-23-23 W (Slope Base, WD 2900m) from 31 Aug – 01 Sep
45-56-27 N, 129-59-20 W (Axial Summit, WD 1525m) from 02 – 05 Sep

Leg 4

44-22-10 N, 124-57-15 W (Endurance Offshore, WD 580m) on 09 Sep
44-31-44 N, 125-23-23 W (Slope Base, WD 2900m) from 09 – 11 Sep
44-22-10 N, 124-57-15 W (Endurance Offshore, WD 580m) from 11 – 12 Sep
45-49-50 N, 129-45-12 W (Axial Base, WD 2600m) from 13 – 14 Sep
45-56-27 N, 129-59-20 W (Axial Caldera, WD 1525m) from 14 – 15 Sep
45-49-50 N, 129-45-12 W (Axial Base, WD 2600m) from 15 – 17 Sep

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

Charts: 18003 18520 18580

LNM: 29/23

COLUMBIA RIVER SYSTEM AND WASHINGTON - Testing of prototype plastic buoys

The U.S. Coast Guard is testing various prototype plastic buoys to observe their station keeping ability and visual and radar detection capabilities. Buoys have been placed at the following locations for evaluation:

On the Columbia, Snake and Willamette Rivers:

Desdemona Sands Lighted Buoy 22 (LLNR 9990)
Hood River Lighted Buoy 36 (LLNR 11932)
Bonneville Pool Lighted Buoy 69 (LLNR 12130)
Lake Celilo Buoy 45 (LLNR 12360)
Lake Wallula Lighted Buoy 2 (LLNR 12815)
Snake River Buoy 14 (LLNR 13195)
Elk Rock Buoy 10 (LLNR 15005)

In Grays Harbor and Admiralty Inlet Washington:

Point Chehalis Lighted Buoy 4 (LLNR 15990)
Point Wilson Lighted Buoy 6 (LLNR 16470)

While the buoys performance is being studied, the US Coast Guard is soliciting comments from the maritime community transiting this 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 Columbia River and US Coast Guard Sector Puget Sound.

Charts: 18502 18533 18545

LNM: 52/22

COLUMBIA RIVER – ST HELENS TO VANCOUVER – LAKE RIVER – Waterway closure for outfall pipeline construction

Advanced American Construction (AAC) will begin marine construction work on Lake River channel on the Washington side of the Columbia River (running parallel to the Columbia near River Mile 98) from 10 July – 17 Nov 2023 to replace the Salmon Creek Treatment Plant Outfall Pipeline. The project location is approximately 45-43-57.95 N, 122-44-46.38 W. The construction activity will take place across the river transferring materials and equipment from one side to another using modular barges as a bridge / ferry barge. During the dates of 10 Jul - 4 Aug, Lake River will be closed to navigation from Mondays at 0600 until Fridays at 1800. At night and during the weekends, the river will be open to navigation, with buoys with signage and flashing lights deployed 200' upstream and 200' downstream of the work location. Additionally, work activities will continue 7 Aug – 17 Nov 23, with the river open to navigation. Mariners are asked to transit the area with caution and minimize wake. AAC will have support boats on station for this work and will monitor VHF-FM channel 16 during the working hours of 0600 – 1800, Monday - Friday. The floating equipment will remain on-station during non-working hours and will be illuminated at night by fixed white lights on all corners. For an overview of the work site, see Enclosure (4) of LNM 27/23. For additional information, please contact Advanced American Construction, Kyle Izatt, at (503) 849-3336 or email kylei@callaac.com.

Chart 18525

LNM: 24/23

WASHINGTON – LEWIS RIVER – Bridge repair (Revised from LNM 27/23)

MJ Hughes Construction will be performing bridge deck repair and Under Bridge Inspections on the I-5 Highway Bridge across the Lewis River at RM 5.5. Work will be done on the eastbound bridge from 07 Aug to 30 Sep 23. Work will be done on the westbound bridge from 26 Jul – 18 Sep 24.

WASHINGTON – LEWIS RIVER – Bridge repair (Revised from LNM 27/23)

The bridge deck repair work and under bridge inspection truck will take place Monday – Saturday, 1 or 2 shifts of 10 hours each per day both day and night depending on scope of work. Under bridge work nets will be marked by flashing yellow lights and warning signs posted on the bridge piers up and down river. Mariners are advised to use caution while transiting area. For additional information, contact William Hill at (971) 240-7310 email bill.h@mjhughes.com.

Chart 18524

LNM: 29/23

OREGON – PORT OF PORTLAND – WILLAMETTE RIVER – Marine Construction (Revised from LNM 07/23)

Stellar J. Corp. is continuing dock repair and rehabilitation on and under the ship pier at Terminal 5, Berth 503, in approximate location 45-38-18.857 N, 122-46-31.215 W, near Willamette River mile 1.4. Construction operations on the pier will take place during day light hours, Monday through Friday, and will continue into the autumn months. Although no work will be performed outside of the Terminal 5 dock line, the project requests that vessels transiting the area operate with minimum wake if possible. For more information, contact Mike Klassen at (360) 518-2544 or MikeKlassen@stellarj.com.

Chart 18526

LNM: 29/23

COLUMBIA RIVER – HANFORD REACH – HOMESTEAD ISLAND – Missing buoys (Revised from LNM 50/22)

Energy Northwest, located on the west side of the Columbia River at river mile 351, has reported that Hanford Reach Lighted Buoys 1, 3 and 5 are all missing. The buoys are intended to mark an intake pipe and the anchor blocks that support it near the Energy Northwest facility. Until the buoys can be reset, mariners are requested to reduce speed and use caution near the western side of the river when transiting in this area. For more information, contact Marshall Schmitt at (509) 372-5334 or email maschmitt@energy-northwest.com or Brad Barfuss at (509) 377-8639 or email bcbarfuss@energy-northwest.com.

LNM: 19/23

SNAKE RIVER – LAKE SACAJAWEA TO LOWER GRANITE LAKE – Scientific sensor deployments and recoveries

Pacific Northwest National Laboratory (PNNL) will be deploying, servicing, and recovering underwater scientific instruments in the Snake River from mid-March through November of 2023. Operations will occur approximately every three weeks through the seven-month time period at eight locations at approximate river miles 2, 10, 25, 40, 42, 71, 83, 107, and 108. Research operations will be conducted from the research vessel Raider, which can be reached by phone at (509) 521-5260. Mariners are asked to keep a safe distance from moored research equipment and the research vessel. For more information, contact Scott Titzler at (509) 521-5260.

Charts: 18545 18546 18547 18548

LNM: 12/23

IDAHO – ST. JOE RIVER – Sediment remediation activities

Arcadis will commence sediment remediation on the south side of the St. Joe River within the town of St. Maries, Idaho from 05 Jul – 01 Oct 2023. Site activities include dredging, backfilling, verification surveying and sampling, and water quality monitoring. Operations are expected to occur 12 hours per day (0700 – 1900) and 6 days per week during the construction period. The work area is approximately located at 47-19-19.42 N, 116-34-46.55 W. Construction barge, support scows, and other support boats may be positioned near the dredging area, and monitoring buoys will be deployed during the construction period 24 hours per day and 7 days per week. Warning buoys, lights, day shapes, and other aids to navigation will be deployed per the Navigation Rules of the Road. Mariners are requested to use caution and reduce wake when transiting the area. For additional information, contact Arcadis at (720) 339-6657 or (406) 565-7003.

LNM: 26/23

WASHINGTON – COLUMBIA RIVER TO CAPE FLATTERY – Oceanographic research

Olympic Coast National Marine Sanctuary will be conducting oceanographic research between Makah Bay and Cape Elizabeth from 02 Jun until Oct 2023. The R/V Storm Petrel has deployed ten moorings at the locations listed below. On these mooring, surface gear consists of an 18-foot halibut pole (with flag and RADAR reflector), a 12-inch low-drag surface float (Polyform LD-2), and an 8-meter-long Amsteel line attached to sub-surface gear. Sub-surface gear consists of additional line segments, a 14-inch trawl float two meters below mean lower low water, oceanographic instruments, hardware, and an anchor weighing 264 pounds. The anchor consists of four 2.75-inch chain links, connected as two pairs. The moorings are located at the following sites/positions:

MB015	48-19-31.380N	124-40-36.600W
MB042	48-19-26.280N	124-44-07.380W
CA015	48-09-58.680N	124-45-24.600W
CA042	48-09-57.660N	124-49-24.120W
TH015	47-52-34.020N	124-37-10.080W
TH042	47-52-34.140N	124-44-00.300W
KL015	47-36-03.000N	124-25-42.240W
KL027	47-35-40.440N	124-29-49.440W
CE015	47-21-24.420N	124-20-53.280W
CE042	47-21-11.280N	124-29-19.440W

For additional information, please contact the Vessel Operations Coordinator at (360) 406-2085.

Charts: 18480 18500

LNM: 23/23

WASHINGTON – APPROACHES TO STRAIT OF JUAN DE FUCA – Acoustic monitoring sensor

The Olympic Coast National Marine Sanctuary (OCNMS) deployed a sub-surface acoustic mooring at the entrance to the Strait of Juan de Fuca, in location 48-29-25.188 N, 125-00-13.428 W, on 23 Sep 2022. OCNMS will maintain the acoustic mooring, named "OC-02", in an effort to achieve continuous acoustic monitoring of the underwater environment at this site over a five-year period. There is no surface gear on this mooring and the top of the float measures 6.2 meters above the sea floor. The sub-surface gear consists of four scientific instruments connected with a combination of chain and Amsteel line. For more information, contact Lieutenant Junior Grade Haley Glos at (360) 406-2085 or via email at haley.glos@noaa.gov.

Chart 18460

LNM: 47/22

WASHINGTON – STRAIT OF JUAN DE FUCA – ECHO Program 2023 Voluntary Tug Lateral Displacement

As of 01 Jun 2023, the Enhancing Cetacean Habitat and Observation (ECHO) Program voluntary inshore lateral displacement is in effect for all tugs 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

WASHINGTON – STRAIT OF JUAN DE FUCA – ECHO Program 2023 Voluntary Tug Lateral Displacement

and occurs in the area between 123-52-21.192 W, 48-18-37.332 N and 124-31-33.378 W, 48-28-53.316 N, 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 24 hours a day through 31 Oct 2023. For more detailed information related to lateral displacement and the ECHO program, visit the following web address:
<https://www.portvancouver.com/environmental-protection-at-the-port-of-vancouver/maintaining-healthy-ecosystems-throughout-our-jurisdiction/echo-program/projects/lateraldisplacement/>

Chart 18460

LNM: 22/23

WASHINGTON – STRAIT OF JUAN DE FUCA – SWIFTSURE BANK – ECHO Program 2023 Voluntary Ship Slowdown at Swiftsure Bank

Effective 01 Jun 2023, the Enhancing Cetacean Habitat and Observation (ECHO) Program voluntary ship slowdown in the vicinity of Swiftsure Bank is in effect for all inbound and outbound commercial and government vessels. If it is safe and operationally feasible to do so, commercial and government vessels are requested to not exceed the following speeds through the water:

11 knots – Bulk carriers, tankers, general cargo vessels, and government vessels; and,

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

The voluntary ship slowdown takes place in the inbound and outbound lanes of the vessel traffic separation scheme between the start or end of the traffic separation scheme on the western or southern side, and the 124-40-00 W longitudinal line (radio call in point 1) on the eastern side. Speed transition zones are in place about 5 nautical miles prior to entering the slowdown area. The ECHO Program ship slowdown at Swiftsure Bank 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 2023. The voluntary slowdowns at Swiftsure Bank and in Haro Strait and Boundary Pass are led by the Vancouver Fraser Port Authority's ECHO program, in cooperation with government agencies, Indigenous communities, industry partners and environmental groups. For more detailed information related to this slowdown and the ECHO program, refer to the following internet web address:

<https://www.portvancouver.com/environmental-protection-at-the-port-of-vancouver/maintaining-healthy-ecosystems-throughout-our-jurisdiction/echo-program/projects/swiftsure-bank-slowdown/>

Chart 18460

LNM: 22/23

WASHINGTON – APPROACHES TO ADMIRALTY INLET – Sequim Bay autonomous surface vessel deployment

The Pacific Northwest National Laboratory (PNNL) will be conducting multiple deployments with an Autonomous Surface Vessel (ASV) with scientific instrumentation, and periodic drone operations in Sequim Bay through the end of Oct 2023, in approximate locations 48-04-43.3 N, 123-02-35.5 W and 48-04-29.0 N, 123-01-26.0 W. The ASV is a 10-foot catamaran that operates on the surface but may be towing submerged sensors. Mariners are asked to keep a minimum distance of 100 feet away from the ASV. The vessel will be clearly marked with the word "research" and the Department of Energy logo on both sides and will display navigation lights for a powered vessel of its size. The vessel will carry AIS and broadcast its position under the name JONESY with an MMSI number of 369914068. The R/V Desdemona or R/V Strait Science may be on scene during some operations and may be hailed on VHF-FM channel 16. For additional information, contact PNNL Marine Sciences Laboratory, Rob Cavagnaro, at (260) 528-3372 or email asvjonesy@pnnl.gov.

Chart 18471

LNM: 30/23

WASHINGTON – PUGET SOUND – APPLE COVE TO KEYPORT – SEATTLE TO BREMERTON – Environmental monitoring buoys

Puget Sound Restoration Fund is installing research buoys with environmental monitoring instruments at 3 locations in the central Puget Sound:

Tyee Shoal/Wing Point (off Bainbridge Island), 47-37-03.000 N, 122-29-29.040 W.

Point Jefferson (off Indianola), 47-44-30.840 N, 122-29-16.440 W.

Edmonds (north of dive park, Shell Creek) 47-49-13.440 N, 122-22-41.160 W.

Each site will have one surface buoy, yellow in color, 2 ft diameter, with flashing yellow light (FL Y (5) 20s). Buoys will be installed on or about 09 Jan 2023 and remain in place until 31 Dec 2024. Mariners are requested to avoid approaching or tying off to the research buoys. For more information, please contact the Restoration Fund at (206) 780-6947 or email info@restorationfund.org.

Charts: 18446 18449

LNM: 49/22

WASHINGTON – PUGET SOUND – ELLIOTT BAY – DUWAMISH WATERWAY – Terminal 5 pier construction (Revised from LNM 02/22)

Orion Marine Contractors is conducting the marine construction activities associated with the Terminal 5 Berth Modernization Project for the Port of Seattle on the Duwamish River west waterway. Phase 2 of the project includes pile installation and new pier construction and will run through Oct 2023. Work will typically take place from 0700 to 1700, Monday thru Friday. The Orion 1601 Spud Barge and smaller flat deck barges will be conducting the operations. Each floating plant will have all corners marked with steady burn white lights. The barges will often be spudded down, so mariners are requested to keep a minimum 200-foot distance from the operations. The Orion equipment will monitor VHF-FM channel 13. For additional information, please contact Jesse Galligan at (253) 552-1140 or email at jgalligan@orionmarinegroup.com.

Chart 18450

LNM: 48/22

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – DUWAMISH WATERWAY – Research activities

Windward Environmental will be performing environmental sampling and trawling in the Lower Duwamish Waterway, Seattle, WA, from 21 – 25 Aug 2023. The study area is bound by the following four points:

47-34-09.856 N, 122-21-07.668 W,

47-34-10.150 N, 122-20-44.187 W,

47-30-38.721 N, 122-17-48.194 W, and

47-30-41.251 N, 122-17-46.357 W.

Work hours will usually be from 0800 – 1700 daily, from the 42-ft R/V Kittiwake. Kittiwake will monitor VHF-FM channel 16 for passing arrangements. The vessel is typically in constant motion during sampling, but if necessary, the sampling equipment may be retrieved and secured in approximately 10 minutes. For more information, please contact Thai Do at (206) 812-5407, or email thaid@windwardenv.com.

Chart 18450

LNM: 26/23

WASHINGTON – PUGET SOUND – APPLE COVE TO KEYPORT – Submersible Vehicle testing

The Naval Undersea Warfare Center (NUWC) at Keyport, WA is continuing operations in the vicinity of NUWC between University Point, the Brownsville Marina and Keyport through 23 Dec 2023. Operations will normally be conducted Monday through Friday during daylight hours. Operations will involve semisubmersible and submersible vehicles escorted by a small naval craft with a flashing red light. The call sign for the small craft will be "Keyport Range Control" and will monitor VHF-FM channels 12 & 16. All craft transiting the area are requested to exercise caution and

WASHINGTON – PUGET SOUND – APPLE COVE TO KEYPORT – Submersible Vehicle testing

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 PNW Range Management and Ops Division, Range Control Branch, at (360) 396-2313.

Chart 18446

LNM: 49/22

WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE WASHINGTON – ROV Operations

Coastal Sensing & Survey will be conducting remotely operated vehicle (ROV) Operations in Lake Washington Monday to Thursday between the hours of 0700 to 1600 from 24 Jul – 21 Sep 2023. Approximate location is along the northern side of the SR520 Evergreen Point Highway Bridge (LLNR 18340) from approximately 47-38-56.4 N, 122-16-22.8 W to 47-38-42 N, 122-14-42 W. Operations will be conducted from the R/V Phoenix, which will monitor channels 16 and 13, and can be reached by phone at (206) 396-5825. For more information, contact Ben Griner at (206) 396-5825 or email ben@coastalsensing.com.

Chart 18447

LNM: 29/23

WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE WASHINGTON – Marine construction

Ballard Marine Construction will re-start a construction project on Lake Washington in the vicinity of the I-90 Highway Bridge (East Channel) (LLNR 18398), in approximate location 47-34-42.082 N, 122-11-59.770 W, from 14 Jul – 23 Dec 2023, 24 hours a day, 7 days a week. The project includes dredging and installation of pipeline. There will be a turbidity curtain to contain the dredging operations. Mariners are requested to use caution and reduce wake when transiting the area and keep at least yards away from the operation. For additional information, contact Daylon Hutton of Ballard Marine Construction at (360) 609-6445 or email daylon.hutton@ballardmc.com.

Chart 18447

LNM: 28/23

**WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – HARO STRAIT AND BOUNDARY PASS – ECHO Program
2023 Voluntary Ship Slowdown in Haro Strait and Boundary Pass**

Effective 01 Jun 2023, the Enhancing Cetacean Habitat and Observation (ECHO) Program voluntary ship slowdown through Haro Strait and Boundary Pass is in effect for all inbound and outbound commercial and government vessels. If it is safe and operationally feasible to do so, commercial and government vessels are requested to not exceed the following speeds through the water:

- 11 knots – Bulk carriers, tankers, general cargo vessels, and government vessels; and,
- 14.5 knots – Vehicle carriers, cruise ships, and container vessels.

This voluntary slowdown takes place between the vessel traffic separation scheme at the south end of Haro Strait, and the vessel traffic separation scheme at the north end of Boundary Pass. Speed transition zones are in place within the established traffic system at both approaches to the slowdown area. The north transition zone are those waters between north of Boat Pass, Saturna Island and Rosenfeld Rock and the south transition zone are those waters between buoy VH at the Victoria pilot station, and Sea Bird Point at the southeast corner of Discovery Island. There are also two optional slow down areas, one rounding turn point and the other between Turn point, Saturna Island and Alden Point, Patos Island. The ECHO Program ship slowdown in Haro Strait and Boundary Pass 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 30 Nov 2023, unless southern resident killer whales are absent in the area for more than two weeks in November. The voluntary slowdowns at Swiftsure Bank and in Haro Strait and Boundary Pass are led by the Vancouver Fraser Port Authority's ECHO (Enhancing Cetacean Habitat and Observation) program, in cooperation with government agencies, Indigenous communities, industry partners and environmental groups. For more detailed information related to this slowdown and the ECHO program, refer to the following internet web address:

<https://www.portvancouver.com/environmental-protection-at-the-port-of-vancouver/maintaining-healthy-ecosystems-throughout-our-jurisdiction/echo-program/projects/haro-slowdown/>

Chart 18421

LNM: 23/23

WASHINGTON – PUGET SOUND – SARATOGA PASSAGE – Underwater remotely operated vehicle operations (Revised from LNM 25/23)

The US Navy and General Dynamics Mission Systems will be conducting inert naval mine deployment and recovery operations using underwater Remotely Operated Vehicles in Saratoga Passage just south of Crescent Harbor. Operations will be conducted 24 hours a day, 7 days a week from 18 Jul – 30 Sep 2023, in the following operational boxes with corner points:

- 48-11-08.658 N, -122-33-51.972 W;
- 48-11-10.422 N, -122-33-21.828 W;
- 48-10-18.822 N, -122-33-15.078 W;
- 48-10-17.052 N, -122-33-45.210 W.

And

- 48-15-42.774 N, -122-34-24.576 W;
- 48-15-12.162 N, -122-34-08.790 W;
- 48-15-01.626 N, -122-34-54.624 W;
- 48-15-32.232 N, -122-35-10.410 W.

Mariners are requested to avoid the operational area during these operations, and especially to avoid any nets or fishing gear as there is a high risk of fouling or entangling their gear. Should the need arise for passing arrangements, the M/V Michael Uhl, M/V Lori, and the R/V Zephyr will be on scene and will monitor VHF-FM channels 16 & 13 as well as working channel 78. For more information, Annie Kundert at (978) 353-9330 and via email anne.kundert@gd-ms.com or contact Daniel Bockstege at (850) 339-2011 or (850) 896-5923; email daniel.t.bockstege.civ@us.navy.mil.

Chart 18441

LNM: 29/23

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – CAP SANTE WATERWAY TO HAT ISLAND AND PADILLA BAY – Diving operations

Natural Resources Consultants and Northwest Straits Foundation will conduct WDFW-approved surface supplied air dive operations to remove derelict crab pots from the Anacortes, Guemes Island, and Padilla Bay areas from 01 Jun to 30 Sep 2023. Dive operations will take place from 0800-1600 daily from one of the following vessels; the F/V Cadence, F/V Mistress, or the F/V Nicole C, loaded with surface supplied air divers and full complement of surface supplied air diving equipment. The personnel involved are aware of, and will avoid working during active commercial, tribal and recreational fisheries. The southern portion of the operation consists of the waters offshore of Anacortes from Cap Sante Marina to Hat Island, including the northern section of the Swinomish Channel entrance. The northern area includes the northern region of Padilla Bay, from Saddlebag Island to William Point. All the vessels involved will monitor VHF-FM Channel 16. Mariners operating in this area are requested to remain at least 100 yards from vessel during dive operations. For more information, contact the project POC Kyle Antonelis at (206) 355-9358 or kantonelis@nrccorp.com.

Charts: 18421 18424 18427

LNM: 22/23

SAFETY NOTICE – Navigational Range and Sector Light displays on electronic charts

The U.S. Coast Guard has become aware that the Range and Sector Light Characteristic labels are not displayed on Electronic Navigational Charts (ENCs) when used in an Electronic Chart Display and Information System (ECDIS) due to limitations of the S-52 ECDIS display specification. Mariners may query the ENC data directly within ECDIS or refer to the Light List for complete information on Range and Sector Light Characteristics.

LNM: 39/22

OREGON – WASHINGTON – IDAHO – NOAA's planned cancellation of Paper and Raster charts (Revised from LNM 09/21)

The National Oceanic and Atmospheric Administration (NOAA) is undertaking a multi-year program to end production and maintenance of its suite of over 1,000 traditional paper nautical charts and all associated raster chart products and services, including: Print-on-Demand (POD) paper nautical charts, Full-size chart PDF files, BookletChart™ PDF files, NOAA raster navigational charts (NOAA RNC®), the NOAA RNC tile service, and the online RNC viewer. Six months prior to cancellation, a notice of the intent to cancel a specific chart will be provided via a "Last Edition" notice. The final cancellation of a chart will be made via a "Canceled" notice. Both types of notices will appear in LNM Section IV, "Chart Correction." A comprehensive list of all cancelled NOAA charts is available at: <http://www.charts.noaa.gov/MCD/Dole.shtml>. Traditional paper nautical chart production is ending to enable the creation and maintenance of larger scale, more up-to-date, higher quality coverage of NOAA's electronic navigational chart (NOAA ENC®) product. This will significantly enhance the amount of charted detail available to mariners. More information about NOAA's program to sunset traditional paper charts is on the NOAA Coast Survey website at: <https://nauticalcharts.noaa.gov/charts/farewell-to-traditional-nautical-charts.html>.

An online NOAA Custom Chart application at: <https://devgis.charttools.noaa.gov/pod> is available to create chart images from ENC data, which may then be printed. Notices to Mariners will not be issued for NOAA Custom Charts.

LNM: 10/21

OREGON – WASHINGTON – IDAHO – Farewell to traditional nautical charts

NOAA is in the process of "sunsetting" or ending the production of traditional paper charts. However, even prior to traditional chart production ending, users may notice differences between paper charts and ENCs. There are two broad categories of data that are applied onto NOAA ENCs and paper / raster nautical charts – "Critical Corrections" and "Routine" data. Critical Corrections may be newly discovered shoals or other dangers to navigation, as well as changes in the positions or characteristics of aids to navigation (buoys, beacons, and lights). These are typically changes that are published by the Coast Guard in the weekly LNM. Critical corrections are applied to ENCs first, then applied to paper and raster nautical charts. These changes generally appear on both product types (raster and ENC) within a week of each other. However, new Routine source data are now ONLY applied to NOAA ENCs and not to traditional paper and raster nautical charts. Routine data includes the results of ordinary hydrographic and shoreline surveys, which could be extensive. Any specific dangers revealed during routine surveys are extracted from the data and classified as Critical Corrections to be applied to all products. For more information visit NOAA's website: <https://nauticalcharts.noaa.gov/charts/farewell-to-traditional-nautical-charts.html>

LNM: 15/22

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	
19780	TOM POINT SECTOR LIGHT (C)	48-39-44.400N 123-16-25.560W	Fl W 4s (G Sector)	24	7 G 7	White square skeleton tower.	Green from 171° to 181°.	34/23
		*		*	*	*		

ENCLOSURES**Enclosure 1**

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

LNM: 34/23

Enclosure 2

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

LNM: 34/23

Enclosure 3

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events

LNM: 34/23

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

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

BRIDGE DISCREPANCIES AND CORRECTIONS

Enclosure (1)

BRIDGE DISCREPANCIES						
Waterway	Light List	Bridge Name	Location	Status	Date Reported	BNM
OREGON COAST						
None						
COLUMBIA RIVER						
	11933	Hood River Highway Bridge	Hood River, OR	Unable to open	7/26/2023	0515-23
	12752	I-82 Highway Bridge (South Bound)	Umatilla, OR	Down river and center span lights extinguished	1/18/2023	0069-23
	13051	Pasco - Kennewick Railroad Bridge	Kennewick, WA	Pier Light extinguished	11/9/2022	0849-22
	13113.5	SR-12 Highway Bridge (west bound)	Pasco, WA	Lights extinguished	12/28/2022	0983-22
	14843	Harry Morgan Highway Bridge	Longview, WA	Lights extinguished	1/13/2023	0055-23
SNAKE RIVER						
	13617	Sargent Railroad Bridge	Lacrosse, WA	Lights extinguished	1/22/2023	0090-23
WILLAMETTE RIVER						
	15152	Wilsonville Railroad Bridge	Wilsonville, OR	Up and down river center green lights extinguished	9/28/2022	None
WASHINGTON COAST						
	15897	Chehalis River Bridge	Aberdeen, WA	Electrical Casualty due to vandalism - bridge must be opened manually. 2-hour advance notice required.	6/8/2022	0414-22
	16072.1	Burlington Northern Railroad Bridge	Aberdeen, WA	Unable to open to marine traffic due to vandalism.	2/1/2023	None
PUGET SOUND						
	16870.1	Spokane Street Bridge	Seattle, WA	Clearance gauge not legible	12/2/2022	None
	16888	South Park Street Bridge	Seattle, WA	Clearance gauge not legible	12/2/2022	None
IDAHO						
	20070	Trail of the Coeur D'Alenes Railroad Bridge	Chatcolet, ID	Following lights extinguished: downriver center span west green light, and west red pier light, upriver center red pier light.	10/11/2022	None
BRIDGE CORRECTIONS						
Waterway	Light List	Bridge Name	Location	Status	Date Reported	BNM
OREGON COAST						
None						
COLUMBIA RIVER						
None						
SNAKE RIVER						
None						
WILLAMETTE RIVER						
None						
WASHINGTON COAST						
None						
PUGET SOUND						
None						
IDAHO						
None						

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

Start Date	End Date	Times	Location	Dredge Vessel	Assist Vessel	Channel monitored	Disposal Area	LNM
23-Aug-23	29-Aug-23	24 Hrs / 7 Days	Port Orford	M/V Heidi Renee	James T	VHF-FM 16 & 72	Site 404	34/23
31-Aug-23	6-Sep-23	24 Hrs / 7 Days	Umpqua River; Winchester Bay	M/V Heidi Renee	James T	VHF-FM 16 & 72	ODMDS N/S	34/23
9-Aug-23	5-Sep-23	24 Hrs / 7 Days	Yaquina River; Depot Slough & Yaquina River confluence	M/V Sea Hawk	Terrilyn Robert L	VHF-FM 13, 16 & 67	TBD	32/23
23-Aug-23	30-Aug-23	24 Hrs / 7 Days	Columbia River Entrance (RM -02+00 to 02+00)	M/V Essayons	None	VHF-FM 13 & 16	SWS, DWS, and SJS	34/23
28-Jun-23	30-Nov-23	24 Hrs / 7 Days	Columbia River; various locations (RM 03+00 to 105+00)	M/V Bayport	M/V John M	VHF-FM 13, 16 & 66	TBD	34/23
9-Aug-23	25-Aug-23	24 Hrs / 7 Days	Columbia River; Baker Bay West Entrance	M/V Sea Horse	Betsie L WJ Marston	VHF-FM 13, 16 & 67	TBD	32/23
21-Aug-23	26-Aug-23	24 Hrs / 7 Days	Columbia River; Tongue Point (RM 18+25 to 19+25)	M/V Bayport	M/V John M	VHF-FM 13, 16 & 66	TBD	34/23
21-Aug-23	26-Aug-23	24 Hrs / 7 Days	Columbia River; Miller Sands (RM 22+05 to 22+50)	M/V Bayport	M/V John M	VHF-FM 13, 16 & 66	TBD	34/23
22-Aug-23	2-Sep-23	24 Hrs / 7 Days	Columbia River; Pillar Rock (RM 28+08 to 28+38)	M/V Oregon	Clackamas, Ivanhoff, Williams	VHF-FM 13 & 16	OR side	34/23
23-Aug-23	30-Aug-23	24 Hrs / 7 Days	Columbia River; Upper Vancouver Bar RM (108+35 to 109+25)	M/V Yaquina	None	VHF-FM 13 & 16	RM 112 WA Side	34/23
23-Aug-23	30-Aug-23	24 Hrs / 7 Days	Columbia River; Airport Bar & Government Island Reach (RM 113+00 to 114+20)	M/V Yaquina	None	VHF-FM 13 & 16	RM 112 WA Side	34/23
23-Aug-23	30-Aug-23	24 Hrs / 7 Days	Columbia River; Lady Island Ranges (RM 117+35 to 118+25)	M/V Yaquina	None	VHF-FM 13 & 16	RM 112 WA Side	34/23
23-Aug-23	30-Aug-23	24 Hrs / 7 Days	Columbia River; Fashion Reef (RM 133+25 to 133+45)	M/V Yaquina	None	VHF-FM 13 & 16	RM 112 WA Side	34/23

USACE dredges request mariners transit at slowest safe speed to minimize wake when in the vicinity of a dredge and proceed with caution after making passing arrangements. 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
24-Aug-23	1730-2030	SYSCO Summer Evening Series	Columbia River, Between I-5 and I-205
27-Aug-23	1200-1700	CAL 20 Mardi Gras BC Race	Columbia River, Between I-5 and I-205
28-Aug-23	1800-1930	ISC Island Sailing Mondays	Columbia River, Between I-5 and I-205
29-Aug-23	1730-2030	SYSCO Summer Evening Series	Columbia River, Between I-5 and I-205
31-Aug-23	1730-2030	SYSCO Summer Evening Series	Columbia River, Between I-5 and I-205
2-Sep-23	0900-1700	Thunder on the Snake	Snake River, Lewiston, ID to Bear Bar
3-Sep-23	0900-1700	Thunder on the Snake	Snake River, Lewiston, ID to Bear Bar
4-Sep-23	1800-1930	ISC Island Sailing Mondays	Columbia River, Between I-5 and I-205
5-Sep-23	1730-2030	SYSCO Summer Evening Series	Columbia River, Between I-5 and I-205
7-Sep-23	1730-2030	SYSCO Summer Evening Series	Columbia River, Between I-5 and I-205
9-Sep-23	0730-1030	Columbia River Swim	Columbia River, Kennewick WA
9-Sep-23	0800-1200	Wild Diversity's Pedal, Run, Paddle	Columbia River, off Broughton Beach, Portland, OR
9-Sep-23	1200-1700	RCYC Long Distance Race	Columbia River, Day Mark 39 St Helens, OR
10-Sep-23	1000-1700	RCYC Long Distance Race	Columbia River, Day Mark 39 St Helens, OR
11-Sep-23	1800-1930	ISC Island Sailing Mondays	Columbia River, Between I-5 and I-205
16-Sep-23	1200-1700	PYC Robert A Smith Regatta	Columbia River, Between I-5 and I-205
17-Sep-23	1200-1700	PYC Robert A Smith Regatta	Columbia River, Between I-5 and I-205
18-Sep-23	1800-1930	ISC Island Sailing Mondays	Columbia River, Between I-5 and I-205
23-Sep-23	1200-1700	SYSCO One Design Races	Columbia River, Between I-5 and I-205
24-Sep-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, Between I-5 and I-205
25-Sep-23	1800-1930	ISC Island Sailing Mondays	Columbia River, Between I-5 and I-205
30-Sep-23	1200-1700	OWSA Out of this World BC Race	Columbia River, Between I-5 and I-205
1-Oct-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, Between I-5 and I-205
8-Oct-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, Between I-5 and I-205
15-Oct-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, Between I-5 and I-205
22-Oct-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, Between I-5 and I-205
29-Oct-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, Between I-5 and I-205
5-Nov-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, Between I-5 and I-205
12-Nov-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, Between I-5 and I-205
19-Nov-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, Between I-5 and I-205
26-Nov-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, Between I-5 and I-205
3-Dec-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, Between I-5 and I-205
10-Dec-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, Between I-5 and I-205

MARINE EVENTS

Enclosure (3)

SECTOR PUGET SOUND MARINE EVENTS

EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
23-Aug-23	1800-2000	Wed Weekly Series	Port Townsend
24-Aug-23	1900-2030	Downtown Sailing Series - Elliott Bay Marina	Elliott Bay
24-Aug-23	1200-1500	SBYC Duck Dodge Races	Sequim Bay
25-Aug-23	1800-2000	Weekly Friday Series	Port Townsend
25-Aug-23	1800-2000	Summer Friday Night Series	Sinclair Inlet
25-Aug-23	1800-2000	Summer Friday Night Series	Sinclair Inlet
26-Aug-23	0930-1300	Cross Sound Race	Alki Beach to Bainbridge Island and back
26-Aug-23	1100-1430	CYCT Awards Race	Commencement Bay
26-Aug-23	1100-2000	Northwest Jr. Olympics Sailing Regatta	Shilshole Bay
28-Aug-23	1730-2000	Ballard Cup Series 3	Shilshole Bay
31-Aug-23	1200-1500	SBYC Duck Dodge Races	Sequim Bay