



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

LOCAL NOTICE TO MARINERS

District: 13

Week: 41/23

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=

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). LNM, 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.

Table with 3 columns: Originating Unit (CGD THIRTEEN), Beginning BNM (D13-0684-23), Ending BNM (D13-0697-23)

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

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**SECTION I - SPECIAL NOTICES**

This section contains information of special concern to the Mariner.

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**COLUMBIA RIVER – PACIFIC OCEAN TO HARRINGTON POINT – Pile removal and pile driving (Revised from LNM 32/23)**

Advanced American Construction and J.E. McAmis 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 vessels Schweiger (Umatilla) & James T and Derrick Barges DB4000 & Heidi Renee will be on station from approximately 09 Oct through 30 Nov 2023, working seven days a week, 0700 – 1730. 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](mailto:travisw@callaac.com).

Chart 18521

LNM: 41/23

**COLUMBIA RIVER – ST. HELENS TO VANCOUVER – I-5 Bridge Replacement Project geotechnical drilling**

The Interstate Bridge Replacement Program will be conducting geotechnical investigations just west of the existing Interstate 5 Highway Bridge (LLNR 11258) across the Columbia River and Oregon Slough (North Portland Harbor) between Vancouver, WA and Portland, OR at Columbia River Mile 106.5. The work will include a tug and barge which at times will be in one of the navigational channels on the following schedule:

15 Dec 2023 – 03 Jan 2024 – Alternate Barge Channel South  
03 Jan 2024 – 12 Jan 2024 – Alternate Barge Channel North  
23 Jan 2024 – 31 Jan 2024 – Main Channel (lift span)

The tug South Creek and the barge Mark 12 will be on station and will reduce available horizontal clearances by varying amounts based upon work locations. Mariners are encouraged to contact South Creek on VHF-FM channel 13 for safe passing arrangements, and to use alternate channels if horizontal clearance is not sufficient. Only one channel will be reduced at any one time. Mariners are requested to maintain an appropriate distance and reduce wake as much as possible. During non-working hours the barge will remain on station with steady white lights on all 4 corners. There will be no infringement on the available vertical clearances and no changes to the operation of the lift span. For more information, contact Craig Mark at (360) 772-0916.

Charts: 18526 18531

LNM: 41/23

**SNAKE RIVER – LAKE SACAJAWEA TO LOWER GRANITE LAKE – Juvenile Sturgeon Survey**

Idaho Power Company is conducting a White Sturgeon survey on the Snake River in each of the lower four Snake River reservoirs (RM 10.0 to RM 145.0) from 09 Oct through 16 Nov 2023. Survey sampling gear will consist of sinking style nets and baited long-lines, positioned on the lake bottom. Gear will maintain a vertical clearance of 29 feet when positioned across the navigation channel. Each net and long-line will be marked with at least one orange buoy at the near-shore end of sampling gear. The opposite end will be submerged on river bottom. All sampling will take place during weekdays with marked during nighttime hours with white flashing lights attached the near-shore buoy. Crews will tend sampling gear during daytime hours by a 29-foot vessel with "Fisheries Research" placards, which will monitor VHF FM Channel 13, and will answer to "Idaho Power Survey Vessel" when hailed. For additional information, contact Idaho Power Environmental Department at Jake Hughes (503) 435-9740 or email [jhughes@idahopower.com](mailto:jhughes@idahopower.com).

Charts: 18545 18546 18547 18548

LNM: 41/23

**PUGET SOUND – SEATTLE TO BREMERTON – ELLIOTT BAY – Dive operations**

J.F. Brennan Company will be performing diving operations on dock structures on Shell Pier 15 on the northern end of Harbor Island in approximate position 47-35-18.67 N, 122-21-11.33 W from 0700-1500 on 23 – 27 Oct 2023. Please contact the M/V Bobbie T on VHF-FM

channels 13 or 16 or call the dive team at (925) 305-8338 thirty minutes prior to transiting in this area.

Chart 18450

LNM: 41/23

**WASHINGTON – LAKE WASHINGTON SHIP CANAL – Bridge deviation**

The Coast Guard has approved a temporary deviation from the operating schedule that governs the University Bridge (LLNR 18235) across Lake Washington Ship Canal, mile 4.3, in Seattle, WA. This deviation will accommodate runner safety for the Seattle Marathon. The bridge will remain in the closed-to-navigation position from 0700 to 1100 on 26 Nov 23. The University Bridge provides 30 feet of vertical clearance throughout the navigation channel, and 45 feet of vertical clearance at the center of the draw. The vertical clearance references to the Mean Water Level of Lake Washington. Vessels which do not require draw openings may continue to transit beneath this bridge during the closure period. The draw will be required to open, if needed, for vessels engaged in emergency response operations during this closure period. In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the designated time. For additional information, contact Kit Loo at (206) 684-3669, or at kit.loo@seattle.gov.

LNM: 41/23

**WASHINGTON – LAKE WASHINGTON SHIP CANAL – Montlake Bridge deviation notice (Revised from LNM 37/23)**

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:

- 14 October - 0930 to 1230 and 1530 to 1800
- 21 October - 1630 to 1930 and 2230 to 0100
- 11 Nov – TBD;
- 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.

Chart 18447

LNM: 41/23

**WASHINGTON – PUGET SOUND – ELLIOTT BAY AND DUWAMISH RIVER – Tribal fisheries (Revised from LNM 36/23)**

The Muckleshoot Tribe will be conducting their commercial chum fishery in catch area 10A (Inner Elliott Bay only) and the Duwamish River, from mouth up to the Highway 99 Bridge. A large number of gillnetter and skiff boats are expected in both these areas, including set gillnets that are tied off closed to shore then extend out into the water. Therefore, these fisheries are expected to cause congestion on the waterway, and mariners are advised to use caution while transiting the catch areas. Fishing will occur under the following schedules:

- 0800 on Sunday 15 Oct to 1800 on Monday 16 Oct, (Elliott Bay only this week)
- 0800 on Wednesday 18 Oct to 1200 on Friday 20 Oct, (Elliott Bay only this week)
- 0800 on Sunday 22 Oct to 1800 on Monday 23 Oct. (Both areas for the remainder of the schedule)
- 0800 on Wednesday 25 Oct to 1200 on Friday 27 Oct.
- 0800 on Sunday 29 Oct to 1800 on Monday 30 Oct.
- 0800 on Wednesday 01 Nov to 1200 on Friday 03 Nov.
- 0800 on Sunday 05 Nov to 1800 on Monday 06 Nov.
- 0800 on Wednesday 08 Nov to 1200 on Friday 10 Nov.
- 0800 on Sunday 12 Nov to 1800 on Monday 13 Nov.
- 0800 on Wednesday 15 Nov to 1200 on Friday 17 Nov.
- 0800 on Sunday 19 Nov to 1200 on Wednesday 22 Nov.
- 0800 on Sunday 26 Nov to 1200 on Friday 01 Dec.

For more information, contact Coast Guard Sector Puget Sound Waterways at (206) 217-6051 or the Muckleshoot Tribal Enforcement at (253) 876-2927.

Chart 18450

LNM: 41/23

**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, through the end of December 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 deploying submerged sensors and free drifting devices. 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 (206) 528-3372 or email asvjonesy@pnnl.gov.

Chart 18471

LNM: 40/23

**WASHINGTON – PUGET SOUND – ADMIRALTY INLET – Quiet Sound 2023 Voluntary Vessel Slowdown at Admiralty Inlet and North Puget Sound**

The Quiet Sound voluntary slowdown in Admiralty Inlet aims to reduce underwater noise in known Southern Resident Killer Whale feeding areas. The 2023 version of this initiative will begin in October and will remain in effect 24 hours per day until 2359 PST on 12 Jan 2024. The exact date of the beginning of the trial will be advertised in a subsequent LNM notice and will be published on the following web address: <https://www.quietsound.org/trial-slowdown/>.

Once started, the Quiet Sound Program voluntary vessel slowdown in Admiralty Inlet/North Puget Sound will be in effect for all inbound and outbound large commercial vessels. If it is safe and operationally feasible to do so, commercial vessels are requested to not exceed the following speeds through the water:

11 knots – Bulkers and tankers

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

The voluntary vessel slowdown takes place in the inbound and outbound lanes of the shipping lanes within these boundaries:

Northwest: a line drawn from Pt Hudson (48-07-02.150N, 122-44-56.065W) to Admiralty Head (48-09-15.181N, 122-40-46.211W)

Northeast: a line drawn from Randall Pt (47-58-59.653N, 122-21-10.336W) to Mukilteo Light (47-56-53.452N, 122-18-28.955W)

South: a line drawn from Apple Cove Pt (47-48-55.926N, 122-28.51.186W) to Edwards Pt (47-48-12.024N, 122-23-41.726W)

A graphical representation of the slowdown area is included as Enclosure (4) of this LNM. Note that the slowdown area excludes Hood Canal, and speed transition zones are in place about 5 nautical miles prior to entering the slowdown area.

As an additional noise pollution reduction effort, commercial vessels are also requested to turn off ultrasonic anti-fouling systems while in the specified area as those systems occupy frequencies that killer whales use to hunt and communicate. Any directions from Puget Sound Vessel Traffic Service take precedence and supersede these measures. The voluntary slowdown is led by the Quiet Sound program at Washington Maritime Blue, in cooperation with government agencies, tribal governments, industry partners and conservation groups. For more detailed information related to this slowdown and the Quiet Sound program, refer to the following web address: <https://www.quietsound.org/trial-slowdown/>.

Chart 18441

LNM: 40/23

#### **WASHINGTON – PUGET SOUND – HOOD CANAL – Small boat operations**

Naval Base Kitsap will be conducting Force Protection exercises on 11 Oct 2023 from 0700 – 1500, on the waterfront adjacent to Naval Base Kitsap-Bangor in the Hood Canal, and will occur in an area bound by the following positions:

1) 47-44-28 N / 122-45-51 W

2) 47-44-20 N / 122-44-32 W

3) 47-43-55 N / 122-45-16 W

4) 47-43-47 N / 122-44-56 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 72, 88A, and 16. For more information, on the exercise, please contact Mark Durben, Antiterrorism Officer, Naval Base Kitsap at (360) 396-9275, or email [mark.e.durben.civ@us.navy.mil](mailto:mark.e.durben.civ@us.navy.mil).

Chart 18441

LNM: 40/23

#### **WASHINGTON – LAKE WASHINGTON SHIP CANAL – UNION BAY REACH - Montlake Bridge notice**

The Coast Guard intends to approve a temporary deviation from the operating schedule that governs the Montlake Street Bridge (LLNR 18240) across the Lake Washington Ship Canal, mile 5.2, at Seattle, WA. This deviation is necessary to accommodate the Seattle Marathon event. The draw of the Montlake Bridge need not open for marine vessels from 0730 – 0930 on 26 Nov 2023. The Montlake Bridge in the closed-to-navigation position provides 30 feet of vertical clearance throughout the navigation channel, and 46 feet of vertical clearance throughout the center 60 feet of the bridge; vertical clearance references to the Mean Water Level of Lake Washington. Vessels able to pass through the bridge in the closed-to-navigation position may do so at any time. The bridge will be able to open for emergencies, and there is no immediate alternate route for vessels to pass. The normal operating schedule for the Montlake Bridge operates in accordance with 33 CFR § 117.1051(e). If any mariner cannot support this deviation request, please submit comments by 19 Oct 2023 at [d13-smb-d13-bridges@uscg.mil](mailto:d13-smb-d13-bridges@uscg.mil). For more information on these bridge closures contact Colleen Kelly at [kellyc@wsdot.wa.gov](mailto:kellyc@wsdot.wa.gov).

Chart 18447

LNM: 40/23

#### **OREGON – COOS BAY – Underwater survey operations**

West Coast Contractors (WCC) will be conducting survey activities related to future geotechnical boring in Coos Bay. The project covers approximately 19 locations in Coos Bay, from the entrance to a location near the Coos Bay Railroad Bridge (LLNR 8990). Work will be performed during daylight hours Monday – Friday, from 04 Oct – 09 Nov 2023, from a 40' x 60' barge. WCC personnel can be hailed on VHF-FM channel 16. All corners of barge will be marked with lights. For additional information please contact Chad Walker at (541) 435-4748 or email [cwalker@westcoastcontractors.com](mailto:cwalker@westcoastcontractors.com).

Chart 18587

LNM: 39/23

#### **COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – McGUIRE ISLAND – Marine construction**

Advanced American Construction will be repairing the City of Gresham's Wastewater Treatment Plant Outfall Diffuser Pipe on the Oregon side of the Columbia River near RM 118.5, in approximate location 45-33-34 N, 122-27-30 W. Work includes commercial diving working off a spud barge with small work boat support. The project is expected to run from 02 – 27 Oct 2023, working 0700 – 1700, Monday through Saturday. AAC marine assets will be on station monitoring VHF-FM channels 13 & 16 during working hours. Mariners are requested to reduce speed and avoid the work area. During non-working hours, the spud barge will remain on station with steady white lights on all four corners. For more information, contact Tyler Gaunt at (917) 378-4398 or email [tylerg@callaac.com](mailto:tylerg@callaac.com)

Chart 18531

LNM: 39/23

**COLUMBIA RIVER – HANFORD REACH – HOMESTEAD ISLAND – Buoy deployment**

Energy Northwest has reported that the Hanford Reach Lighted Buoys 1, 3 and 5 have been reset on station and are watching properly. Located on the west side of the Columbia River at river mile 351, these buoys mark an intake pipe and the anchor blocks that support it near the Energy Northwest facility. Mariners are still encouraged to use caution in this stretch of the river.

LNM: 39/23

**WASHINGTON – ADMIRALTY INLET AND PUGET SOUND TO SEATTLE – PORT TOWNSEND – Marine construction and marina closure (Revised from LNM 38/23)**

Orion Marine will be removing and replacing the South Breakwater at the Point Hudson Marina in approximate location 48-06-57.580 N, 122-45-00.140 W near Port Townsend. The scope of work will include pile and rock removal, soil excavation, driving of new steel piles, rock placement and dredging of the channel entrance. The marina will be closed during this construction. The project is expected to run from 15 Sep – 01 Mar 2024, Monday – Saturday, 0700 – 1730. Point Hudson Marina Light (LLNR 17535) has been temporarily discontinued due to the construction, and a temporary flashing yellow light (FL Y 6s) has been placed on the corner of the North Breakwater in approximate location, 48-06-58.170 N, 122-44-59.650 W. The crane barge D.B. Petaluma will be on site with several work barges and will monitor VHF-FM channel 16. Mariners are requested to use caution and reduce wake while in the vicinity of the work zone. For more information, contact Bradley Morlock, Project Manager, at (206) 786-3483 or email bmorlock@orionmarinegroup.com.

Chart 18464

LNM: 39/23

**WASHINGTON – EVERETT – SNOHOMISH RIVER – Bridge Notice**

The Coast Guard has approved a temporary deviation for the SR-529 Highway Bridge (south bound) (LLNR 18594.9) across Steamboat Slough, mile 1.1, near Marysville, WA. The deviation will allow personnel to safely conduct maintenance and repair to the subject bridge from 17 Oct – 31 Dec 2023. The draw span will not open to marine vessels, and working hours will be 24 hours per day seven days a week. Containment will be used at multiple locations on the bridge that will reduce the vertical clearance from 10 feet above mean high water to 7 feet above mean high water. Containment will be marked with amber flashing lights. Alternate routes into and out of Steamboat Slough can be via Union Slough or Snohomish River. Vessels that do not require a draw opening at the south bound SR-529 Bridge may transit under the bridge at any time but be aware of fall hazards. For more information contact Amelia Scharrer at (425) 225-8703.

Chart 18443

LNM: 39/23

**WASHINGTON – PUGET SOUND – SKAGIT BAY – Wave data buoy deployment**

Western Washington University will collect wave data from a single yellow wave buoy to be deployed just to the south of Kiket Island in Skagit Bay in approximate location 48-25-01.060 N, 122-34-15.355 W. The wave buoy is round and approximately 1.4 ft. in diameter and will be accompanied by an additional orange surface float, approximately 1.4 ft. in diameter. The wave buoy will be attached to the seafloor by an approximately 40-foot-long mooring system comprised of sinking crab pot line and galvanized chain. The buoy deployment is planned for on or about 01 Jan 2024 and will remain deployed 24 hours per day until no later than 31 Dec 2024. The R/V Magister will be used to deploy, inspect, and maintain the buoy and mooring system and will monitor VHF-FM Channels 16 and 13. Mariners are requested to keep a safe distance from the wave buoy. For additional information or to report any issues with the buoy, contact Sam Kastner at (360) 650-8626 or kastnes@wwu.edu.

Chart 18441

LNM: 39/23

**OREGON – PORT OF PORTLAND – WILLAMETTE RIVER – Sediment drilling**

HME Construction will be conducting sediment core drilling at the Gasco facility near Willamette River mile 6.5. Operations will occur from approximately 19 Sep – 27 Oct 2023, 12 hours a day 7 days a week. The Tug St Helens will be on site with a variety of barges and work vessels, and will be working on channel 67 and monitoring channels 16 and 13. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. For more information contact the onsite superintendent, Justin Bay, at (360) 904-2978.

Chart 18526

LNM: 38/23

**COLUMBIA RIVER – SNAKE RIVER – 2024 Annual Lock closures for maintenance (Revised from LNM 32/23)**

The USACE Portland and Walla Walla Districts have 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 eight (8) navigation locks in the Portland and Walla Walla Districts, the closure schedules are as follows:

Bonneville	(RM 146.1)	– 0001 on 03 Mar 2024 to 2359 on 16 Mar 2024
The Dalles	(RM 191.5)	– 0001 on 03 Mar 2024 to 2359 on 16 Mar 2024
John Day	(RM 215.6)	– 0001 on 03 Mar 2024 to 2359 on 16 Mar 2024
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: 38/23

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

The USACE Portland and Walla Walla Districts have implemented the winter seasonal lockage schedule for the passage of recreational craft through the Columbia and Snake River navigation locks. The Portland District will operate the winter lockage schedule until 14 May 2024, while

the Walla Walla District will operate the winter schedule until 17 May 2024. Winter lockage will be made during daylight hours only, on request at each lock – vessels should contact the lock operator via VHF-FM channel 14 or telephone and should make their request at least 30 minutes in advance.

Lock Name	Location	Phone Number	Radio Call Sign
<b>Portland District:</b>			
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) 298-9712	WUJ 35
<b>Walla Walla District:</b>			
McNary Lock	Columbia River Mile 292	(541) 922-2231	WUJ 41
Ice Harbor Lock	Snake River Mile 9.7	(509) 543-3231	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	WUJ 44
Lower Granite Lock	Snake River Mile 107.5	(509) 843-2231	WUJ 45

Commercial vessels continue to have lockage precedence over recreational vessels. At the discretion of the lock operator, recreational vessels may be allowed to lock through with commercial vessels. The Portland District requests that recreational vessels contact the lock at least 30 minutes prior to arrival using VHF-FM channel 14 or via telephone. All vessel owner/operators lock through at their own risk. All persons in the vessel must be wearing a personal flotation device (PFD) during lockage. Follow the directions of the lock operator when using locks or operating in the vicinity of the locks. The lock operator has final authority on the suitability of a craft for lockage. Please refer to USACE Safe Lockage Policy for Recreational Craft on the Columbia and Snake Rivers, published separately, for safety requirements. For safety and additional information on Portland District navigation lock operations and schedules visit <http://www.nwp.usace.army.mil/Missions/Navigation.aspx> and for Walla Walla District lock operations visit <http://www.nww.usace.army.mil/Missions/Navigation.aspx> or call the USACE Walla Walla Operations Division at (509) 527-7364.

Charts: 18532 18533 18535 18536 18537 18539 18541 18545 18546

LNM: 38/23

**WASHINGTON – EASTERN STRAIT OF JUAN DE FUCA – OPERATING AREA WQ**

Military Exercise Area WQ will be active for demolition exercises from until 0001 UTC on 13 Oct 2023. During operations Military Exercise Areas WQ is extremely hazardous and closed to marine traffic. Mariners are required to remain well clear of naval vessels. The WQ Military exercise area is a circle with a 1 NM radius centered on 48-18-42 N, 123-32-36 W.

Chart 18465

LNM: 38/23

**WASHINGTON – PUGET SOUND – LAKE WASHINGTON SHIP CANAL – Hiram M. Chittenden Locks Center Miter Gates replacement project (Revised from LNM 11/23)**

Mariners are reminded that the first closure period of USACE's planned maintenance project to replace the center miter gates on the Large Lock chamber at the the Hiram M. Chittenden Locks will begin on 16 Oct 2023. 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](http://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: 38/23

**WASHINGTON – LAKE WASHINGTON SHIP CANAL – BALLARD LOCKS TO LAKE WASHINGTON – Bridge notice**

The Coast Guard intends to approve a temporary deviation to the operating schedule that governs the Ballard Street Bridge (LLNR 18180) across the Lake Washington Ship Canal, mile 1.1, in Seattle, Washington. The deviation is necessary to accommodate span maintenance. The draw of the Ballard Bridge will operate with single leaf openings, from 0900 – 1600 beginning 30 Nov to 29 Dec 2023. The north or south leaf will be closed for marine openings on the dates and times approved. Mariners ask which span will open upon request for a bridge opening. Full span openings may be available if a minimum of one hour request is given. This temporary deviation will not change 33 CFR 117.1051(d)(2) and 33 CFR 117.1051(d)(3): (2) The draws need not open from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m. Monday through Friday, except all Federal holidays but Columbus Day for any vessel of less than 1000 tons, unless the vessel has in tow a vessel of 1000 gross tons or over. (3) Between the hours of 11 p.m. and 7 a.m. the draws shall open if at least one hour notice is given by telephone, radiotelephone, or otherwise to the drawtender at the Fremont Avenue Bridge. The dates of this deviation correspond with closure 2 of USACE's planned large lock closure of the Hiram M. Chittenden Locks. The Ballard Bridge provides 46 feet of vertical clearance at center span, and 29 feet on the sides in the closed-to-navigation position; vertical clearance references to the Mean Water Level of Lake Washington. Vessels able to pass through the bridge in the closed-to-navigation position may do so at any time. The bridge will be able to open half of the span for emergencies, and there is no alternate route for vessels to pass. If any mariner would like to comment on this closure time, please submit your comments to D13-SMB-D13-Bridges@uscg.mil no later than 11 Oct 2023.

**IDAHO – CLEARWATER RIVER – Geotechnical survey operations (Revised from LNM 27/23)**

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) upstream from Lewiston, Idaho. The operations include underwater drilling from the existing bridge deck. Operations will run seven days a week, from 0700-1700, on 20 Sep – 01 Oct 2023. Drilling operation will not modify existing clearances within the Navigational Channel. Signage, clearly visible to mariners will be provided indicating the location of drilling operations. 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: 38/23

**WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE WASHINGTON – Tribal fisheries**

The Muckleshoot Tribe will conduct fishing operations for their commercial coho fishing season in the Upper Ship Canal and the northern portion of Lake Washington. Fishing operations in the Upper Ship Canal and Lake Union are authorized from a line straight across from the Ballard Oil Company to the east corner of the Maritime Industrial Center dock, east to a line running due south from Webster Point Light 21 (LLNR 18270). Fishing in Lake Washington can occur in all waters north of the SR 520 Evergreen Point Highway Bridge (LLNR 18430). Fishing will occur on a weekly basis, with the following schedule:

- 0800 on Sunday 10 Sep to 1200 on Friday 15 Sep, (Ship Canal only for this time period)
- 0800 on Sunday 17 Sep to 1200 on Friday 22 Sep,
- 0800 on Sunday 24 Sep to 1200 on Friday 29 Sep,
- 0800 on Sunday 01 Oct to 1200 on Friday 06 Oct,
- 0800 on Sunday 08 Oct to 1200 on Friday 13 Oct,
- 0800 on Sunday 15 Oct to 1200 on Friday 20 Oct,
- 0800 on Sunday 22 Oct to 1200 on Friday 27 Oct.

These fisheries are expected to cause congestion on the waterway, and mariners are advised to use caution while transiting the area. For more information, contact Coast Guard Sector Puget Sound Waterways Management at (206) 217-6051 or the Muckleshoot Tribal Enforcement at (253) 876-2927.

**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
765.1	NOAA Environmental Lighted Buoy 46002	ADRIFT	18007	0668-23	39/23	
765.5	NOAA Environmental Lighted Buoy 46005	MISSING	18007	0197-20	08/20	
<b>9630</b>	<b>Yaquina Bay Entrance Regulated Navigation Area Warning Sign</b>	<b>LT EXT</b>	<b>18581</b>	<b>0697-23</b>	<b>41/23</b>	
<b>9635</b>	<b>Southbeach Marina Light 2</b>	<b>LT EXT</b>	<b>18581</b>	<b>0696-23</b>	<b>41/23</b>	
10200	Miller Sands Range Rear Light	DAYMK IMCH	18523	0592-23	35/23	
10215	Miller Sands Dike Light 5	DAYMK IMCH	18521	0022-22	02/22	
10425	Puget Island Light 49	DAYMK MISSING	18523	0612-23	36/23	
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	
11455	Camas Slough Range Front Light	LT EXT/STRUCT DMGD	18531	0769-22	42/22	
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	
15620	Grays Harbor South Reach Lighted Bell Buoy 14	LT EXT	18502	0677-23	40/23	

15635	Grays Harbor South Reach Light 16	DAYMK MISSING/STRUCT DMGD	18502	0330-23	19/23
15940	Damon Point Light	DAYMK MISSING/STRUCT DMGD	18502	0587-23	35/23
17595	Kilisut Harbor Buoy 2	MISSING	18464	0126-23	05/23
<b>19000</b>	<b>Cap Sante Waterway Daybeacon 3</b>	<b>STRUCT DEST</b>	<b>18427</b>	<b>0689-23</b>	<b>41/23</b>
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
11305	Portland Airport Dike Light 16	WATCHING PROPERLY	18531	0688-23	27/23	41/23

**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	
16218	Scripps Institute Wave Recorder Lighted Buoy 46267/248	MISSING	18465	0631-23	37/23	
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
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None

**PLATFORM DISCREPANCIES**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

**PLATFORM DISCREPANCIES CORRECTED**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

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

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

**TEMPORARY CHANGES**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
612	OSU Cape Arago Research Lighted Buoy	DISCONTINUED	18580	0630-23	37/23	
9284	Winchester Bay Harbor Entrance Buoy 1	DISCONTINUED FOR DREDGING	18584	0636-23	37/23	
12980	Lake Wallula West Channel Junction Light W	TRLB	18542	0214-20	10/20	
14835	Sauvie Island Junction Light	TRLB	18524	0936-21	51/21	
17535	Point Hudson Marina Light	DISCONTINUED	18464	0660-23	39/23	

**TEMPORARY CHANGES CORRECTED**



None

**PLATFORM TEMPORARY CHANGES**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

**PLATFORM TEMPORARY CHANGES CORRECTED**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

**SECTION IV - CHART CORRECTIONS**

None

**SECTION V - ADVANCE NOTICES**

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

**SUMMARY OF ADVANCED APPROVED PROJECTS**

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
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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**

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

**Proposed Change Notice(s)**

**OREGON – TILLAMOOK BAY – Changes to the Aids to Navigation at the entrance to Tillamook Bay**

The U.S. Coast Guard is proposing to change the aids to navigation that mark the entrance into Tillamook Bay:

Tillamook Bay Approach Lighted Whistle Buoy T (LLNR 680-9810) will be disestablished and a virtual AIS signal will be broadcast in approximate position 45-34-08.600N 123-59-16.900W.

Tillamook Bay Entrance Lighted Buoy 2 (LLNR 9817) will be disestablished.

Tillamook Bay Entrance Lighted Buoy TN (LLNR 9813) will be established at approximate position 45-34-15.800N 123-58-23.500W, a yellow lighted buoy displaying a yellow light flashing every 2. 5 seconds with a nominal range of 3 NM. A synthetic AIS signal will broadcast at this position.

Tillamook Bay Entrance Lighted Buoy TS (LLNR 9815) will be established at approximate position 45-34-02.300N 123-58-23.500W, a yellow lighted buoy displaying a yellow light flashing every 4 seconds (FI Y 4s) with a nominal range of 3 NM. A synthetic AIS signal will broadcast at this position.

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

Charts: 18520 18558

LNM: 35/23

**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: 41/23

**SUMMARY OF DREDGING OPERATIONS**

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

## SUMMARY OF DREDGING OPERATIONS

LNM: 41/23

## SUMMARY OF MARINE EVENTS

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

LNM: 41/23

### 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](mailto: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

### 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](mailto:Steven.Schultz@ODOT.Oregon.gov).

Chart 18561

LNM: 12/22

### 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.

LNM: 33/23

### 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 [rklapprich@portofhoodriver.com](mailto:rklapprich@portofhoodriver.com).

Chart 18532

LNM: 32/23

### 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](mailto:sanguia@wsdot.wa.gov), or Andres Mendoza at (509) 222-2440, email [mendoza@wsdot.wa.gov](mailto: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

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

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 – 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.

**WASHINGTON – SPOKANE RIVER – SPOKANE VALLEY – Bridge construction notice**

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 – LAKE WASHINGTON – Marine construction (Revised from LNM 28/23)**

Ballard Marine Construction is conducting 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 – 15 Feb 2024, 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. The turbidity curtain will be marked with orange and white buoys with flashing white lights. Mariners are advised that the main channel will be blocked at certain times due to the nature of the work. At least one channel under the bridge will be open at all times. Mariners should use caution and reduce wake when transiting the area. For additional information, contact Daylon Hutton of Ballard Marine Construction at (360) 609-6445 or email daylon.hutton@ballardmc.com.

LNM: 35/23

Chart 18447

**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

LNM: 15/23

Chart 18444

**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 – 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.

LNM: 31/23

Chart 18521

**COLUMBIA RIVER – CRIMS ISLAND TO ST HELENS – MARTIN ISLAND – Marine construction**

Advanced American Construction will be constructing a new marine facility on the Washington side of the Columbia River near RM 82.3, which is in the vicinity of Martin Island Channel Lighted Buoy 75 (LLNR 11020). Work includes heavy marine assets, critical lifts, and pile driving operations. The Derrick Barge AAC Millennium will be on station from 29 Sep 2023 to 07 Jan 2024 working 0700 – 1700, Monday through Saturday. Onsite equipment will monitor VHF-FM channels 13 & 16 during working hours. During non-working hours, the derrick barge will remain on station with steady white lights on all four corners. Mariners are requested to reduce speed and avoid the work area. Please call Kristian Hellberg at (703) 409-1614 or email at kristianh@callaac.com for more information.

LNM: 37/23

Chart 18524

**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

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

(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.

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. 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.

LNM: 29/23

Chart 18524

**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.

LNM: 34/23

**OREGON – PORT OF PORTLAND – WILLAMETTE RIVER – Marine construction**

HME Construction, will be conducting marine construction activities at the Ash Grove Cement Company in the vicinity of Willamette River mile 10.5, in approximate position 45-32-58.05 N, 122-41-38.38 W, from 05 Sep – 31 Oct 2023. Equipment on site will be the Derrick Barge Sea Lion and the Tug Huskey, which will monitor channels 13 and 16. Operations will be performed 0700 – 1600, Monday – Friday. Mariners are requested to transit at their slowest safe speed to minimize wake and proceed with caution. For additional information on this project, contact Jim Bay at (360) 834-6149 or email jim.bay@hmeconst.com.

LNM: 36/23

Chart 18526

**COLUMBIA RIVER – JUNIPER TO PASCO – Marine construction**

Advanced American Construction (AAC) is performing marine construction activities near Columbia River mile 327.5 near Pasco, WA, in approximate position 46-12-54.92 N, 119-05-13.74 W. Activities include digging and excavation of trench from shoreline to 1000' into river, piledriving, placing pipeline into the river, backfilling trench, and removing temporary piles. AAC's DB4100 will be conducting the work, usually Monday – Friday, 0700 – 1730, and will monitor VHF-FM channel 78. The operation is anticipated to conclude by 31 Oct 2023. Mariners are requested to use slow speed and minimize wake when in work area. For more information, please contact Brent Alexander at (360) 601-4025 or email Brenta@callaac.com or John Winstead at (541) 350-2979 or email Johnw@callaac.com.

LNM: 35/23

Chart 18542

**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.

LNM: 12/23

Charts: 18545 18546 18547 18548

**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.

LNM: 34/23

Chart 18480

**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.

LNM: 47/22

Chart 18460

**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

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

maintaining a buffer distance of 1,000 meters from the traffic separation scheme (TSS). The inshore lateral displacement zone is 1,500 meters wide and occurs in the area between 123-52-21.192 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 – Research operations**

A subsurface tidal turbine will be deployed on the seabed in the inlet to Sequim Bay, in approximate position 48-04-47.064 N, 123-02-35.88 W, just west of Klapot Point on Travis Spit. At MLLW the top of the unit will be greater than 12 feet below the surface. A subsea cable will run from the unit along the seabed to the dock at the Pacific Northwest National Laboratory's Marine and Coastal Research Laboratory. Once installed, the equipment will remain on the seabed 24-hours a day until recovered. The location of the unit will not be marked with buoys to maintain maximum navigability of the channel. M/V Sea Horse will be on site for deployment on 17 – 20 Oct, 2023 and will be monitoring VHF-FM channels 13 and 16. The unit will remain on the seabed until the M/V Sea Horse returns for the recovery on 17 – 18 Mar 2024. Mariners are requested to exercise caution and maintain a safe distance from the vessel during operations. The tidal turbine is a fouling risk and contains moving components. For additional information contact Christopher Bassett at the Applied Physical Laboratory (University of Washington) at (206) 543-1263.

Chart 18471

LNM: 37/23

**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](mailto: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](mailto:jgalligan@orionmarinegroup.com).

Chart 18450

LNM: 48/22

**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 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 – 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.

**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**

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 – 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 [deanz@pacificpile.com](mailto:deanz@pacificpile.com).

Chart 18441

LNM: 31/23

**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 "sunseting" 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
14775	SVENSEN ISLAND LIGHT 12A	46-10-52.326N 123-38-40.521W	FI R 2.5s	15	4	TR on pile.	41/23
							*

**ENCLOSURES**



**Enclosure 1**

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

LNLM: 41/23

**Enclosure 2**

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

LNLM: 41/23

**Enclosure 3**

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events

LNLM: 41/23

**Enclosure 4**

WASHINGTON – PUGET SOUND – ADMIRALTY INLET – Quiet Sound 2023 Voluntary Vessel Slowdown

LNLM: 40/23

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

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

**BRIDGE DISCREPANCIES AND CORRECTIONS**

BRIDGE DISCREPANCIES						
Waterway	Light List	Bridge Name	Location	Status	Date Reported	BNM
<b>OREGON COAST</b>						
None						
<b>COLUMBIA RIVER</b>						
	11933	Hood River Highway Bridge	Hood River, OR	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 Hwy Bridge (Cowlitz River)	Longview, WA	Lights extinguished	1/13/2023	0055-23
<b>SNAKE RIVER</b>						
	13617	Sargent Railroad Bridge	Lacrosse, WA	Lights extinguished	1/22/2023	0090-23
<b>WILLAMETTE RIVER</b>						
	15152	Wilsonville Railroad Bridge	Wilsonville, OR	Up and down river center green lights extinguished	9/28/2022	None
<b>WASHINGTON COAST</b>						
	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
<b>PUGET SOUND</b>						
	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
<b>IDAHO</b>						
	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
<b>OREGON COAST</b>						
None						
<b>COLUMBIA RIVER</b>						
None						
<b>SNAKE RIVER</b>						
None						
<b>WILLAMETTE RIVER</b>						
None						
<b>WASHINGTON COAST</b>						
None						
<b>PUGET SOUND</b>						
None						
<b>IDAHO</b>						
None						

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

<b>Start Date</b>	<b>End Date</b>	<b>Times</b>	<b>Location</b>	<b>Dredge Vessel</b>	<b>Assist Vessel</b>	<b>Channel monitored</b>	<b>Disposal Area</b>	<b>LNM</b>
4-Oct-23	18-Oct-23	24 Hrs / 7 Days	Coos Bay Entrance (Foul Wx Backup) (RM 02+00+00 to 03+30+00)	M/V Yaquina	None	VHF-FM 13 & 16	F-NS, F-OS, Site G (FWB)	41/23
4-Oct-23	18-Oct-23	24 Hrs / 7 Days	Coos Bay (Foul Wx backup) (RM 05+43+00 to 10+10+00)	M/V Yaquina	None	VHF-FM 13 & 16	F-NS, F-OS, Site G (FWB)	41/23
4-Oct-23	18-Oct-23	24 Hrs / 7 Days	Yaquina Bay Entrance (RM 00-50-00 to 00+40+00)	M/V Yaquina	None	VHF-FM 13 & 16	YBO (South) YBO (North)	41/23
4-Oct-23	18-Oct-23	24 Hrs / 7 Days	Yaquina Bay Entrance (RM 01+10+00 to 02+00+00)	M/V Yaquina	None	VHF-FM 13 & 16	YBO (South) YBO (North)	41/23
4-Sep-23	18-Oct-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	41/23
1-Sep-23	16-Oct-23	24 Hrs / 7 Days	Columbia River Entrance (RM 00+02 to 02+13)	M/V Bayport	M/V John M	VHF-FM 13, 16 & 66	NJS, SWS, DWS	40/23
1-Sep-23	16-Oct-23	24 Hrs / 7 Days	Columbia River; Upper Sands (RM 14+20 to 15+10)	M/V Bayport	M/V John M	VHF-FM 13, 16 & 66	W-4.9, W-7.1	41/23
13-Sep-23	18-Oct-23	24 Hrs / 7 Days	Columbia River; Miller Sands (FWB) (RM 23+20 to 24+05)	M/V Essayons	None	VHF-FM 13 & 16	RM 5 WA Side RM 7 WA Side	41/23
18-Sep-23	18-Oct-23	24 Hrs / 7 Days	Columbia River; Driscoll Range (RM 44+09 to 44+43)	M/V Oregon	Clackamas, Ivanhoff, Williams	VHF-FM 13 & 16	WA Side	39/23
8-Oct-23	12-Oct-23	12 Hrs / 7 days	Columbia River; Old Mouth of the Cowlitz River	M/V Sea Horse	Husky	VHF-FM 13, 16 & 67	TBD	40/23
15-Oct-23	8-Dec-23	24 Hrs / 7 days	Snohomish River; Lower Channel (RM 1.1-1.3) and Upstream Settling Basin (RM 5.5-5.8)	Renegade	Buccaneer	VHF-FM 13, 16 & 79	Jetty Island, and Parcel O	41/23

**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

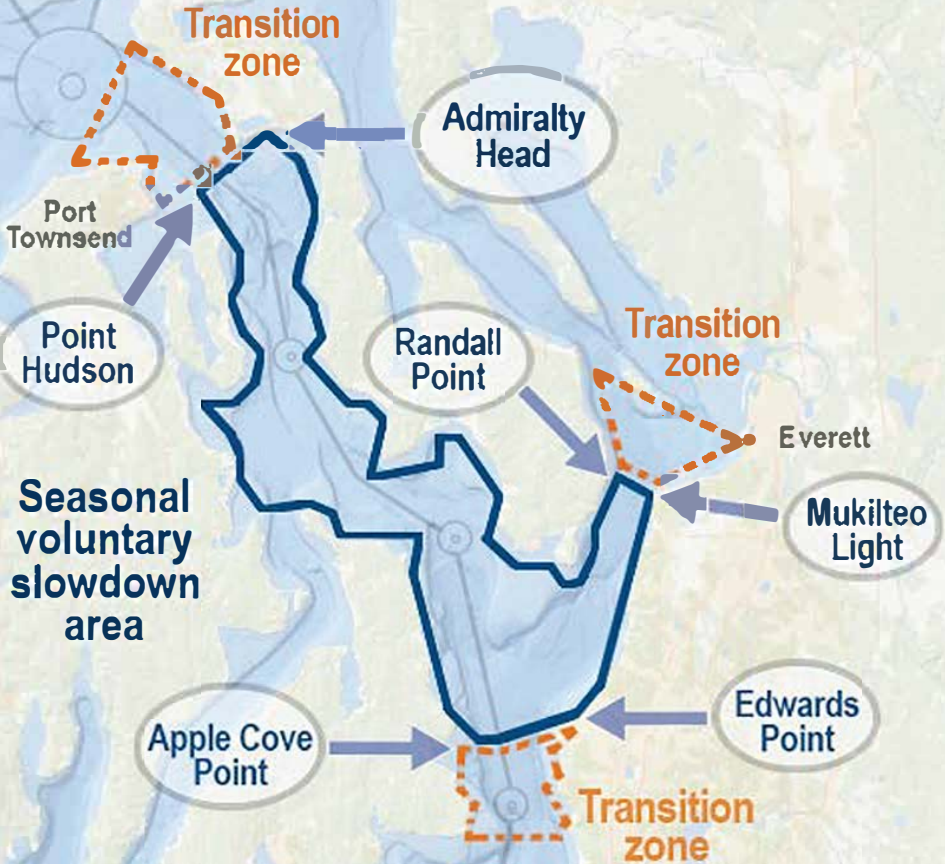
EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
15-Oct-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, I-5 to I-205, Portland OR
22-Oct-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, I-5 to I-205, Portland OR
29-Oct-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, I-5 to I-205, Portland OR
5-Nov-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, I-5 to I-205, Portland OR
12-Nov-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, I-5 to I-205, Portland OR
19-Nov-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, I-5 to I-205, Portland OR
26-Nov-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, I-5 to I-205, Portland OR
3-Dec-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, I-5 to I-205, Portland OR
10-Dec-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, I-5 to I-205, Portland OR

## SECTOR PUGET SOUND MARINE EVENTS

EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
14-Oct-23	1300-1700	Narrows Challenge	The Narrows
14-Oct-23	1000-1700	PSSC Big Boat	IVO Shilshole
15-Oct-23	1000-1700	PSSC Big Boat	IVO Shilshole
21-Oct-23	1130-1530	MSA Autumn Series Sailboat Races	Port Gardner and Possession Sound
21-Oct-23	1000-1630	Point Series 3	East Passage, Dalco Passage, Commencement Bay, Quartermaster Harbor
21-Oct-23	1800-2000	WSCYC Commodores Cup	Sinclair Inlet
21-Oct-23	1000-1700	Race Your House	IVO Shilshole Bay

# 2023 QUIET SOUND VOLUNTARY SLOWDOWN AREA

Enclosure (4)



Map: Quiet Sound, NOAA and other contributors.  
This map is for general reference only.

● Seattle