



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

LOCAL NOTICE TO MARINERS

District: 13

Week: 44/23

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.

Originating Unit CGD THIRTEEN	Beginning BNM D13-0746-23	Ending BNM D13-0767-23
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ABBREVIATIONS

A through H

ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
Al - Alternating
B - Buoy
BKW - Breakwater
bl - Blast
BNM - Broadcast Notice to Mariner
bu - Blue
C - Canadian
CHAN - Channel
CGD - Coast Guard District
C/O - Cut Off
CONT - Contour
CRK - Creek
CONST - Construction
DAYMK/Daymk - Daymark
DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced

I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LTR - Letter

P through Z

PRIV - Private Aid
Q - Quick
R - Red
RACON - Radar Transponder Beacon
Ra ref - Radar reflector
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RRL - Range Rear Light
RELIGHTED - Aid Relit
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
RRASS - Remote Radio Activated Sound Signal
s - seconds
SEC - Section

DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
EVAL - Evaluation
EXT - Extinguished
F - Fixed
fl - flash
FI - Flashing
G - Green
GIWW - Gulf Intracoastal Waterway
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height

LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MRASS - Marine Radio Activated Sound Signal
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency
NO/NUM - Number
NOS - National Ocean Service
NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy

SHL - Shoaling
si - silent
SIG - Signal
SND - Sound
SPM - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
STRUCT - Structure
St M - Statute Mile
TEMP - Temporary Aid Change
TMK - Topmark
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
USACE - Army Corps of Engineers
W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition:

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

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

S-AIS - Synthetic AIS
V-AIS - Virtual AIS
VTS - Vessel Traffic Service
WSDOT - Washington State Department of Transportation

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

COLUMBIA RIVER – SAINT HELENS TO VANCOUVER – Outfall pipeline maintenance

Advanced American Construction (AAC) will be performing outfall pipeline maintenance in the vicinity of the Salmon Creek Wastewater Outfall Light A (LLNR 11152) at approximately Columbia River mile 95.9 on the Washington side, from 02 – 10 Nov 2023. Working hours are Monday – Saturday 0700 to 1730. This work includes dive operations, and AAC's dive barge will be on station and monitoring VHF-FM channel 13 during working hours. The dive barge will remain on station with steady white lights on all corners during non-working hours / days. Vessels are requested to avoid the work zone and minimize wake when transiting the area. For more information, please contact Dan Simpson at (503) 729-4530

LNM: 44/23

COLUMBIA RIVER – PACIFIC OCEAN TO HARRINGTON POINT – Marine construction

Bergerson Construction will commence steel fender pile replacement and pile driving activities at the Tonquin Resources 14th Street Mooring Pier in Astoria in the vicinity of RM 14.75 at approximate location 46-11-25.810 N, 123-49-46.600 W. Work is expected from 25 Oct – 30 Nov 2023, Monday through Friday, from 0700 – 1800 daily. A crane barge, material barge, and work skiffs will be staged adjacent to the pier and will be monitoring VHF-FM channel 17. 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 Greg Morrill with Bergerson Construction, at (503) 325-7130.

Chart 18521

LNM: 43/23

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 on 03 – 08 Nov 2023 for maintenance. 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 rklapprich@portofhoodriver.com.

Chart 18532

LNM: 43/23

COLUMBIA RIVER – JUNIPER TO PASCO – Marine construction (Revised from LNM 35/23)

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, piling, 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 01 Mar 24. 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.

Chart 18542

LNM: 43/23

OREGON – WILLAMETTE RIVER – PORTLAND TO WALNUT EDDY – WILLAMETTE FALLS – Marine Construction

Advanced American Construction will be performing marine construction and diving activities in and around the tailrace of T.W. Sullivan Hydroelectric Plant near RM 26.5, at approximate location 45-21-13 N, 122-37-02 W, from 24 Oct – 15 Dec 2023. A spud barge and material barge will be on station during this time. The dive crew will monitor VHF-FM 13 during working hours. Work activities include debris removal, aggregate placement and diving operations. Mariners are requested to reduce wake and keep 200 feet clear of the floating equipment when transiting in the area. During non-working hours, the spud barge will remain on station with steady white lights on all four corners. Anticipated

work hours are from 0700 – 1730, Mon – Sat. For more information, please contact Evan Clemson at (503) 445-9009.

LNM: 43/23

WASHINGTON – APPROACHES TO STRAIT OF JUAN DE FUCA – Olympic Coast National Marine Sanctuary research buoys

The Olympic Coast National Marine Sanctuary (OCNMS) has deployed two unlighted research moorings in the sanctuary which may remain throughout the winter.

One mooring was deployed approximately 2 NM off Makah Bay in position 48-19-26.280 N, 124-44-7.380 W.

A second mooring was deployed approximately 4 NM southwest of the Quillayute River entrance position 47-52-34.140 N, 124-44-00.300 W. Surface gear consists of a 12-inch low-drag surface float with three trailing yellow seine net floats, and an 8-meter-long Amsteel line attached to sub-surface gear. Sub-surface gear consists of additional line segments, a 14-inch trawl float two meters below mean lower low water, oceanographic instruments, hardware, and an anchor weighing 264 pounds.

In addition, there is one damaged, unrecoverable mooring approximately 1 NM off Cape Elizabeth in position 47-21-24.420 N, 124-20-53.280 W. There is no surface gear visible at this location – all gear is submerged.

OCNMS will attempt to recover all three moorings in May of 2024. Mariners are advised to stay clear of these moorings to avoid entanglement. For more information, contact Lieutenant Junior Grade Haley Wilson at (252) 529-7898 or via email at haley.wilson@noaa.gov.

Chart 18480

LNM: 43/23

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

The Coast Guard has approved 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. The draw of the Montlake Bridge need not open for marine vessels from 0730 to 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). For more information on these bridge closures contact Colleen Kelly at kellyc@wsdot.wa.gov.

Chart 18447

LNM: 43/23

IDAHO – SNAKE RIVER – Bridge Public Notice

The Commander, Thirteenth Coast Guard District has received a request for a Navigation-Only Preliminary Navigation Clearance Determination from the Idaho Transportation Department (ITD) in preparation for compiling a Coast Guard Bridge Permit application for the State Highway 52 Snake River Bridge Replacement Project (SH-52 Bridge), located at river mile 365 on the Snake River in Idaho. The SH-52 project will replace the existing bridge at the same location. At the request of the Coast Guard, ITD has prepared a Navigation Impact Report (NIR) for the SH-52 Bridge. Based upon information in the NIR, the Coast Guard is preparing to issue a Navigation-only Preliminary Navigation Clearance Determination (PNCD) as detailed in the subject Public Notice (PN). This PN is soliciting for comments exclusively related to navigation. The public is highly encouraged to carefully review this notice and provide comments with regard to the proposed bridge's ability to meet the reasonable needs of navigation. Public Notice 04-23 is available at: <https://www.navcen.uscg.gov/public-notice-for-bridges-active-by-district?district=13&subdistrict=n>. Comments will be received for the record at the office of: Commander (dpw), Thirteenth Coast Guard District, 915 2nd Ave, Rm 3510, Seattle, WA or via email at D13-SMB-D13-Bridges@uscg.mil or by telephone (if unable to submit comments in writing) at (206) 220-7282. Comments should be sent to arrive on or before 24 Nov 2023.

LNM: 43/23

OREGON – APPROACHES TO YAQUINA AND DEPOE BAY – Wave measurement buoy deployment

Oregon State University will deploy four yellow wave-measurement "Spotter" buoys in a line approximately 1.5 NM north of the Yaquina Bay Entrance, and between 1 and 1.5 NM off the beach. The deployment is expected during the week of 23 Oct and the buoys are anticipated to remain in the water until Feb 2024. The four moorings will be positioned between 44-38-00 N, 124-05-54 W and 44-38-00 N, 124-05-12 W. The Spotter buoys are about 16" in diameter, include yellow flashing lights, and are tethered to 12" orange surface floats which are connected to seafloor anchors via cable. The moorings may present an entanglement hazard to powered watercraft. Mariners are requested to keep at least 100 ft clear of the buoys and floats. For more information, contact Randall Pittman at (541) 737-2102 or randall.pittman@oregonstate.edu.

Chart 18561

LNM: 42/23

OREGON – WILLAMETTE RIVER – PORT OF PORTLAND – Morrison Bridge notice

The U.S. Coast Guard intends to approve a temporary deviation from the normal operating schedule that governs the Morrison Highway Bridge (LLNR 14955.5) across the Willamette River, mile 12.8. The deviation period will be from 15 Jan – 21 Feb 2024. This deviation accommodates required repairs discovered during the painting and preservation of the bridge. The temporary deviation allows the bridge operator to open half of the draw span for maritime traffic in single leaf operation when at least a one-hour notice is given. The east leaf will be in the closed-to-navigation position from 0700 on 15 Jan to 1700 on 07 Feb, with the west leaf will open to mariners. The west leaf closure will be from 0700 on 08 Feb to 1700 on 21 Feb, with the east leaf will open to mariners. The Morrison Bridge provides a vertical clearance of 69 feet in the closed position above Columbia River Datum 0.0. Horizontal clearance is 185 feet with a full opening and will be reduced to 92 feet with a half opening. A tug will be available for navigation assistance upon request with a four-hour notice. 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 the span for emergencies. For more information contact Melissa Moncada at (503) 736-4316, or email melissa.moncada@jacobs.com. Please provide comments or objections to d13-smb-d13-bridges@uscg.mil by 03 Nov 2023.

LNM: 42/23

OREGON – WILLAMETTE RIVER – PORTLAND TO WALNUT EDDY – Bridge construction notice (Revised from LNM 21/22)

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, Christopher Locke at (503) 591-5508 or email christopher.locke@kiewit.com.

LNM: 42/23

WASHINGTON – PUGET SOUND – ADMIRALTY INLET – Quiet Sound 2023 Voluntary Vessel Slowdown at Admiralty Inlet and North Puget Sound (Revised from LNM 40/23)

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 is currently in effect and will remain in effect 24 hours per day until 2359 PST on 12 Jan 2024. 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 – Bulklers 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 was included as Enclosure (4) of LNM 43/23. 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: 42/23

WASHINGTON – LAKE WASHINGTON SHIP CANAL – Ballard Bridge notice

The Coast Guard has approved a temporary deviation to the operating schedule that governs the Ballard 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 – 29 Dec 2023. The north or south leaf will be closed for marine openings on the dates and times disclosed. 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.

This deviation corresponds with the USACE's large Hiram M. Chittenden Lock closure. 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. For more information contact Kit Loo at (206) 684-3669 or kit.loo@seattle.gov.

Chart 18447

LNM: 42/23

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 Waggenger at (541) 912-9026 or email at 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.

Charts: 18545 18546 18547 18548

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

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
9630	Yaquina Bay Entrance Regulated Navigation Area Warning Sign	LT EXT	18581	0697-23	41/23
9635	Southbeach Marina Light 2	LT EXT	18581	0696-23	41/23
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
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
14420	Baker Bay West Channel Entrance Jetty Light 2	LT IMCH/STRUCT DMGD	18521	0633-21	38/21
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
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
11020	Martin Island Channel Lighted Buoy 75	RELIGHTED	18524	0751-23	34/23	44/23
11530	Washougal Lower Range Front Light	WATCHING PROPERLY	18531	None	44/23	44/23
13640	Lower Monumental Light 38	WATCHING PROPERLY	18546	None	44/23	44/23
13835	Little Goose Reservoir Light 29	RELIGHTED	18547	None	44/23	44/23
15585	Point Chehalis Range Front Light	RELIGHTED	18502	0766-23	42/23	44/23
19330	Lawson Reef Lighted Bell Buoy 2	RESET ON STATION	18421	0747-23	43/23	44/23

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	
11207	Lower Vancouver Anchorage Lighted Buoy V	LT IMCH		0762-23	44/23	
11243	Hayden Island Anchorage Lighted Buoy A	LT IMCH	18526	0763-23	44/23	
11244	Hayden Island Anchorage Lighted Buoy B	LT IMCH	18526	0764-23	44/23	
11245	Vancouver Upper Anchorage Lighted Buoy "VV"	LT IMCH	18526	0765-23	44/23	
11247	Hayden Island Water Monitoring Lighted Buoy A	MISSING	18526	0413-21	25/21	
12860	McNary Research Lighted Float	LT EXT	18541	0737-23	43/23	
17126	Tacoma Harbor Regulatory Buoys (3)	MISSING	18453	0613-22	34/22	
18293	Kenmore Channel Lighted Mooring Buoy	LT EXT	18447	0734-23	43/23	
18385	South Leschi Breakwater Lights (5)	LT EXT	18447	0735-23	43/23	
19069	Shell Oil Company Wharf Warning Range Rear Light	LT EXT	18427	0752-23	44/23	

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	
17535	Point Hudson Marina Light	DISCONTINUED	18464	0660-23	39/23	

TEMPORARY CHANGES CORRECTED

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

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION IV - CHART CORRECTIONS

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

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

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

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

18440	31st Ed.	01-APR-17	Last LNM: 42/19	NAD 83		44/23
Chart Title: Puget Sound						
Main Panel 1688 PUGET SOUND -- Page/Side: -						
CHANGE	Puget Sound Traffic Separation Lane Lighted Buoy SG				CGD13	122-27-52.317W
	Delete RACON				at 47-39-41.106N	

	ADD	Nisqually Flats Lighted Buoy 3 Green Can Fl G 4s			CGD13 at 47-07-14.700N	122-44-59.970W
18441	49th Ed.	01-APR-20	Last LNM: 48/17	NAD 83		44/23
	<i>ChartTitle: Puget Sound-northern part</i>					
	Main Panel 1689 PUGET SOUND - NORTHERN PART - -. Page/Side: -					
	CHANGE	Puget Sound Traffic Separation Lane Lighted Buoy SG Delete RACON			CGD13 at 47-39-41.106N	122-27-52.317W
18446	18th Ed.	01-MAR-11	Last LNM: 48/17	NAD 83		44/23
	<i>ChartTitle: Puget Sound-Apple Cove Point to Keyport;Agate Passage</i>					
	CHART WA - PUGET SOUND - APPLE COVE POINT TO KEYPORT. Page/Side: N/A					
	CHANGE	Puget Sound Traffic Separation Lane Lighted Buoy SG Delete RACON			CGD13 at 47-39-41.106N	122-27-52.317W
18448	36th Ed.	01-DEC-15	Last LNM: 51/21	NAD 83		44/23
	<i>ChartTitle: Puget Sound-southern part</i>					
	CHART WA - PUGET SOUND - SOUTHERN PART. Page/Side: N/A					
	ADD	Nisqually Flats Lighted Buoy 3 Green Can Fl G 4s			CGD13 at 47-07-14.700N	122-44-59.970W
18449	21st Ed.	01-NOV-19	Last LNM: 41/17	NAD 83		44/23
	<i>ChartTitle: Puget Sound-Seattle to Bremerton</i>					
	Main Panel 1713 PUGET SOUND SEATTLE TO BREMERTON - -. Page/Side: -					
	CHANGE	Puget Sound Traffic Separation Lane Lighted Buoy SG Delete RACON			CGD13 at 47-39-41.106N	122-27-52.317W
18473	10th Ed.	01-APR-20	Last LNM: 48/17	NAD 83		44/23
	<i>ChartTitle: Puget Sound-Oak Bay to Shilshole Bay</i>					
	Main Panel 1937 OAK BAY TO SHILSHOLE BAY PUGET SOUND - -. Page/Side: -					
	CHANGE	Puget Sound Traffic Separation Lane Lighted Buoy SG Delete RACON			CGD13 at 47-39-41.106N	122-27-52.317W
18474	11th Ed.	01-DEC-15	Last LNM: 49/18	NAD 83		44/23
	<i>ChartTitle: Puget Sound-Shilshole Bay to Commencement Bay</i>					
	Main Panel 1679 PUGET SOUND SHILSHOLE BAY TO COMMENCEMENT BAY. Page/Side: A					
	CHANGE	Puget Sound Traffic Separation Lane Lighted Buoy SG Delete RACON			CGD13 at 47-39-41.106N	122-27-52.317W
18524	38th Ed.	01-NOV-17	Last LNM: 51/21	NAD 83		44/23
	<i>ChartTitle: Columbia River Crims Island to Saint Helens</i>					
	CHART OR-WA-COLUMBIA RIVER CRIMS ISLAND TO SAINT HELENS. Page/Side: N/A					
	DELETE	Sauvie Island Junction Light at:			CGD13 45-51-39.298N	122-47-26.696W
	ADD	Sauvie Island Junction Lighted Buoy Red/green/red Nun Fl (2+1)R 6s			CGD13 at 45-51-38.820N	122-47-26.078W
18542	10th Ed.	08-JAN-00	Last LNM: 37/16	NAD 83		44/23
	<i>ChartTitle: Columbia River Juniper to Pasco</i>					
	CHART OR & WA - WEST COAST - COLUMBIA RIVER - JUNIPER TO PASCO. Page/Side: N/A					
	DELETE	Lake Wallula West Channel Junction Light W at:			CGD13 46-07-34.114N	118-58-18.996W
	ADD	Lake Wallula West Channel Junction Lighted Buoy W Green/red/green Can Fl (2+1)G 6s			CGD13 at 46-07-34.351N	118-58-18.812W
18584	48th Ed.	01-MAY-07	Last LNM: 37/17	NAD 83		44/23
	<i>ChartTitle: Umpqua River Pacific Ocean to Reedsport</i>					

RELOCATE	Winchester Bay Harbor Entrance Buoy 1	CGD13 from 43-40-59.055N to 43-40-59.683N	124-11-10.147W 124-11-10.568W
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SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

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

Advance Notice(s)

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

The U.S. Coast Guard will be making the following changes to 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 (Fl 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: 42/23

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 34/23)

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)

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: 44/23

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

Proposed Project(s)

None

Closing

Docket No.

Ref. LNM

Proposed Change Notice(s)

None

SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

SUMMARY OF BRIDGE LIGHTING DISCREPANCIES AND CORRECTIONS

The summary of Bridge Lighting Discrepancies and Corrections is listed as Enclosure (1) of this Local Notice to Mariners.

LNM: 44/23

SUMMARY OF DREDGING OPERATIONS

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

LNM: 44/23

SUMMARY OF MARINE EVENTS

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

LNM: 44/23

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 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

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

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

Chart 18561

LNM: 12/22

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

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

Chart 18539

LNM: 30/23

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

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

Chart 18548

LNM: 17/23

OREGON – WILLAMETTE RIVER – 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

WASHINGTON – SPOKANE RIVER – SPOKANE VALLEY – Bridge construction notice

and along the BNSF right-of-way (ROW). Hours of construction activities will generally be during daylight hours, Monday thru Friday. The bridge contractor, Hamilton Construction, will have a work boat to provide safety and other on-water project support. The temporary work bridge will have temporary safety navigation lights and work zone buoys in accordance with the Navigation Rules (COLREGS-Inland). Enclosure (4) of LNM 18/23 displayed the project vicinity, locations of high and low-water work areas, the temporary work bridge and new bridge configurations, and the proposed navigation envelope. Applicable changes to the work locations and activities will be updated, if needed, by a subsequent LNM as construction progresses. At all times, navigational safety buoys and/or signage, along with safety lighting for the work areas will be in place. At least one of the four temporary work bridge spans which align with the navigational envelope of the existing bridge will remain unobstructed during the project for vessel traffic. Vertical clearance of the existing bridge will be unchanged. The mariners should be aware of the work zone when travelling beneath the work bridge and new bridge construction areas, and should be vigilant for cables, buoys, falling debris, tools, etc. The point of contact for the bridge contractor, Hamilton Construction, Chris VanderPloeg can be reached at (541) 954-8366; CVanderPloeg@hamil.com. For additional information contact the BNSF Project Engineer, Kyle Leatham (425) 210-8084; Kyle.Leatham@BNSF.com.

LNM: 16/23

WASHINGTON – COWLITZ RIVER – SR-411 Bridge notice

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

LNM: 04/23

WASHINGTON – LAKE WASHINGTON SHIP CANAL – 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

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.

LNM: 39/23

Chart 18443

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.

LNM: 38/23

Charts: 18539 18541 18545 18546 18547

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
Portland District:			
Bonneville Lock	Columbia River Mile 145.5	(541) 374-8323	WUJ 33

COLUMBIA AND SNAKE RIVERS – Winter seasonal recreational vessel lockage

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
Walla Walla District:			
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 – 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; 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

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.

Chart 18587

LNM: 39/23

COLUMBIA RIVER SYSTEM AND WASHINGTON - Testing of prototype plastic buoys

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

- On the Columbia, Snake and Willamette Rivers:
 - Desdemona Sands Lighted Buoy 22 (LLNR 9990)
 - Hood River Lighted Buoy 36 (LLNR 11932)
 - Bonneville Pool Lighted Buoy 69 (LLNR 12130)
 - Lake Celilo Buoy 45 (LLNR 12360)
 - Lake Wallula Lighted Buoy 2 (LLNR 12815)
 - Snake River Buoy 14 (LLNR 13195)
 - Elk Rock Buoy 10 (LLNR 15005)

- In Grays Harbor and Admiralty Inlet Washington:
 - Point Chehalis Lighted Buoy 4 (LLNR 15990)
 - Point Wilson Lighted Buoy 6 (LLNR 16470)

While the buoys performance is being studied, the US Coast Guard is soliciting comments from the maritime community transiting this waterway. Mariners are requested to respond in writing to the Coast Guard District office with any comments on this change at D13-SMB-D13-LNM@uscg.mil. Any discrepancy for these or other Aids to Navigation should continue to be reported to US Coast Guard Sector Columbia River and US Coast Guard Sector Puget Sound.

Charts: 18502 18533 18545

LNM: 52/22

COLUMBIA RIVER – 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

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

barges. Mariners are requested to use caution and reduce wake when transiting the area. For additional information, contact site superintendent Mike Puckett at (503) 440-7344, or Bergerson Construction office at (503) 325-7130.

Chart 18521

LNM: 31/23

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.

Chart 18524

LNM: 37/23

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

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

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.

Chart 18524

LNM: 29/23

OREGON – PORT OF PORTLAND – WILLAMETTE RIVER – Marine Construction

Stellar J. Corp. is continuing 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 15 Dec 2023. 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

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

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

Charts: 18545 18546 18547 18548

LNM: 12/23

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 Wilson at (252) 529-7898 or via email at haley.wilson@noaa.gov.

Chart 18460

LNM: 47/22

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 unit will remain on the seabed 24 hours a day until recovered in March 2024. The location of the unit will not be marked with buoys to maintain maximum navigability of the channel. 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 – 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

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

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

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

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

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

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

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

Charts: 18446 18449

LNM: 49/22

WASHINGTON – PUGET SOUND – 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.

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 – 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

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

SAFETY NOTICE – Navigational Range and Sector Light displays on electronic charts
(ENCs) when used in an Electronic Chart Display and Information System (ECDIS) due to limitations of the S-52 ECDIS display specification. Mariners may query the ENC data directly within ECDIS or refer to the Light List for complete information on Range and Sector Light Characteristics.

LNM: 39/22

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

The National Oceanic and Atmospheric Administration (NOAA) is undertaking a multi-year program to end production and maintenance of its suite of over 1,000 traditional paper nautical charts and all associated raster chart products and services, including: Print-on-Demand (POD) paper nautical charts, Full-size chart PDF files, BookletChart™ PDF files, NOAA raster navigational charts (NOAA RNC®), the NOAA RNC tile service, and the online RNC viewer. Six months prior to cancellation, a notice of the intent to cancel a specific chart will be provided via a “Last Edition” notice. The final cancellation of a chart will be made via a “Canceled” notice. Both types of notices will appear in LNM Section IV, “Chart Correction.” A comprehensive list of all cancelled NOAA charts is available at: <http://www.charts.noaa.gov/MCD/Dole.shtml>. Traditional paper nautical chart production is ending to enable the creation and maintenance of larger scale, more up-to-date, higher quality coverage of NOAA’s electronic navigational chart (NOAA ENC®) product. This will significantly enhance the amount of charted detail available to mariners. More information about NOAA’s program to sunset traditional paper charts is on the NOAA Coast Survey website at: <https://nauticalcharts.noaa.gov/charts/farewell-to-traditional-nautical-charts.html>. An online NOAA Custom Chart application at: <https://devgis.charttools.noaa.gov/pod> is available to create chart images from ENC data, which may then be printed. Notices to Mariners will not be issued for NOAA Custom Charts.

LNM: 10/21

OREGON – WASHINGTON – IDAHO – Farewell to traditional nautical charts

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

LNM: 15/22

SECTION VIII - LIGHT LIST CORRECTIONS

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

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
9284	Winchester Bay Harbor Entrance Buoy 1	43-40-59.683N 124-11-10.568W				Green can.	44/23
	Marks encroaching shoal.						
		*					
12980	LAKE WALLULA WEST CHANNEL JUNCTION LIGHT W						Remove from list. 44/23
14835	SAUVIE ISLAND JUNCTION LIGHT						* Remove from list. 44/23
16072.1	Puget Sound & Pacific Railroad Bridge	46-58-30.000N 123-48-36.000W				Swing bridge.	44/23
	Wishkaw River mile: 0.1						
	*						
16815	<i>Puget Sound Traffic Separation Lane Lighted Buoy SG</i>	47-39-41.106N 122-27-52.317W	Fl Y 2.5s		5	Yellow.	AIS: MMSI 993692050 (21). 44/23
							*

ENCLOSURES

Enclosure 1

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

LNM: 44/23

Enclosure 2

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

LNLM: 44/23

Enclosure 3

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events

LNLM: 44/23

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

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

BRIDGE DISCREPANCIES AND CORRECTIONS

BRIDGE DISCREPANCIES						
Waterway	Light List	Bridge Name	Location	Status	Date Reported	BNM
OREGON COAST						
None						
COLUMBIA RIVER						
	14843	Harry Morgan Hwy Bridge (Cowlitz River)	Longview, WA	Lights extinguished	1/13/2023	0055-23
SNAKE RIVER						
	13757	Central Ferry Highway Bridge	Central Ferry, WA	Lights extinguished	10/27/2023	0758-23
WILLAMETTE RIVER						
	14959.7	Ross Island Highway Bridge	Portland, Or		10/19/2023	0724-23
	15028	Lake Oswego Railroad Bridge	Lake Oswego, Or		10/19/2023	0725-23
	15152	Wilsonville Railroad Bridge	Wilsonville, OR	Up and down river center green lights extinguished	9/28/2022	None
	15153	Newberg Highway Bridge	Newberg, Or		10/18/2023	0722-23
	15154	City Pipeline Bridge	Newberg, Or		10/18/2023	0721-23
WASHINGTON COAST						
None						
PUGET SOUND						
	16888	South Park Street Bridge	Seattle, WA	Clearance gauge not legible	12/2/2022	None
	17205	East 11th Street Bridge	Tacoma, WA	Western fendering system and associated navigational lighting destroyed. Temporary nav lighting in place.	10/13/2023	0710-23
	18340	Evergreen Point Highway Bridge	Seattle, WA	West span, southwest red pier light reported extinguished	10/27/2023	None
IDAHO						
	20070	Trail of the Coeur D'Alenes Railroad Bridge	Chatcolet, ID	Following lights extinguished: downriver center span west green light, west red pier light, upriver center red pier light.	10/11/2022	None
	20080	Spokane International Railroad Bridge	Sand Point, ID	Up and down river center green span lights extinguished	10/27/2023	None
BRIDGE CORRECTIONS						
Waterway	Light List	Bridge Name	Location	Status	Date Reported	BNM
OREGON COAST						
None						
COLUMBIA RIVER						
None						
SNAKE RIVER						
	13617	Sargent Railroad Bridge	Lacrosse, WA	Lighting watching properly	10/27/2023	None
WILLAMETTE RIVER						
None						
WASHINGTON COAST						
	16072.1	Puget Sound & Pacific Railroad Bridge	Aberdeen, WA	Operating normally	10/26/2023	None
PUGET SOUND						
	16870.1	Spokane Street Bridge	Seattle, WA	Clearance gauge is watching properly	10/30/2023	None
IDAHO						
None						

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

Start Date	End Date	Times	Location	Dredge Vessel	Assist Vessel	Channel monitored	Disposal Area	LNM
1-Nov-23	8-Nov-23	24 Hrs / 7 Days	Columbia River; Puget Island Bar (RM 37+30 to 39+10)	M/V Essayons	None	VHF-FM 13 & 16	RM 28 OR Side	44/23
1-Nov-23	8-Nov-23	24 Hrs / 7 Days	Columbia River; Wauna / Driscoll (RM 41+50 to 42+50)	M/V Essayons	None	VHF-FM 13 & 16	RM 44 WA Side	44/23
1-Nov-23	8-Nov-23	24 Hrs / 7 Days	Columbia River; Westport / Eureka (RM 47+10 to 48+45)	M/V Essayons	None	VHF-FM 13 & 16	RM 44 WA Side	44/23
1-Nov-23	8-Nov-23	24 Hrs / 7 Days	Columbia River; Eureka Bar / Gull Island (RM 50+25 to 52+10)	M/V Essayons	None	VHF-FM 13 & 16	RM 44 WA Side	44/23
17-Oct-23	10-Nov-23	12 Hrs / 7 days	Columbia River; Walker Island Channel (RM 60.9)	M/V Sea Horse	Terrilyn	VHF-FM 13, 16 & 67	TBD	42/23
10-Nov-23	27-Nov-23	12 Hrs / 7 days	Columbia River; Port of Longview (RM 65+53 to 67+01)	M/V Sea Horse	Douglas	VHF-FM 13, 16 & 67	RM 56 WA RM 60 OR	42/23
18-Oct-23	6-Nov-23	24 Hrs / 7 Days	Columbia River; Upper Martin Bar (RM 80+40 to 81+08)	M/V Oregon	Clackamas, Ivanhoff, Williams	VHF-FM 13 & 16	RM 82 WA Side	43/23
2-Nov-23	8-Nov-23	24 Hrs / 7 Days	Columbia River; Vancouver Bar (RM 101+51 to 102+20)	M/V Yaquina	None	VHF-FM 13 & 16	RM 101 OR & WA Side	44/23
2-Nov-23	8-Nov-23	24 Hrs / 7 Days	Columbia River; Vancouver Bar (RM 103+00 to 105+20)	M/V Yaquina	None	VHF-FM 13 & 16	RM 101 OR & WA Side	44/23
15-Oct-23	12-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	44/23

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
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
1-Dec-23	1700-2100	Portland Christmas Ships	Columbia River, North Portland Harbor
2-Dec-23	1700-2100	Portland Christmas Ships	Columbia River, Camas / Washougal, Portland
3-Dec-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, I-5 to I-205, Portland
4-Dec-23	1700-2100	Portland Christmas Ships	Columbia River, Vancouver Waterfront / Hayden Bay, Portland
4-Dec-23	1700-2100	Portland Christmas Ships	Willamette River, Fremont Bridge
5-Dec-23	1700-2100	Portland Christmas Ships	Columbia River, Washington Shores / Wintler Park, Portland
5-Dec-23	1700-2100	Portland Christmas Ships	Willamette River, Milwaukie
6-Dec-23	1700-2100	Portland Christmas Ships	Columbia River, Vancouver Waterfront / Hayden Bay, Portland
6-Dec-23	1700-2100	Portland Christmas Ships	Willamette River, Fremont Bridge
8-Dec-23	1700-2100	Portland Christmas Ships	Columbia River, I-205 Bridge & 164th, Portland
8-Dec-23	1700-2100	Portland Christmas Ships	Willamette River, Milwaukie
9-Dec-23	1700-2100	Portland Christmas Ships	Columbia River, St. Helens, Columbia City & Woodland
10-Dec-23	1200-1700	CYC Sailing on Sunday Series	Columbia River, I-5 to I-205, Portland
10-Dec-23	1700-2100	Portland Christmas Ships	Columbia River, Scappoose / Multnomah Channel
13-Dec-23	1700-2100	Portland Christmas Ships	Columbia River, Washington Shores / Wintler Park, Portland, OR
13-Dec-23	1700-2100	Portland Christmas Ships	Willamette River, Milwaukie
14-Dec-23	1700-2100	Portland Christmas Ships	Columbia River, North Portland Harbor, Portland, OR
14-Dec-23	1700-2100	Portland Christmas Ships	Willamette River, Fremont Bridge
15-Dec-23	1700-2100	Portland Christmas Ships	Columbia River, Vancouver Waterfront / Hayden Bay, Portland, OR
15-Dec-23	1700-2100	Portland Christmas Ships	Willamette River, Milwaukie
16-Dec-23	1700-2100	Portland Christmas Ships	Columbia River, Lake Oswego
17-Dec-23	1700-2100	Portland Christmas Ships	Columbia River, St. Johns Bridge / Cathedral Park
17-Dec-23	1700-2100	Portland Christmas Ships	Columbia River, St. Johns Bridge / Cathedral Park
31-Dec-23	2000-2030	Hood River New Years Eve Fireworks	Columbia River, Hood River, OR

MARINE EVENTS

Enclosure (3)

SECTOR PUGET SOUND MARINE EVENTS

EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
4-Nov-23	1130-1530	MSA Autumn Series Sailboat Races	Port Gardner and Possession Sound
4-Nov-23	1000-1630	Point Series 4	East Passage, Dalco Passage, Commencement Bay, Quartermaster Harbor
4-Nov-23	1030-1800	Fall Regatta	IVO Shilshol Bay and Port Madison
11-Nov-23	0800-1930	Round the County 2023	Circumnavigate San Juan Islands
12-Nov-23	0800-1930	Round the County 2023	Circumnavigate San Juan Islands
18-Nov-23	1130-1530	MSA Autumn Series Sailboat Races	Port Gardner and Possession Sound
18-Nov-23	1800-2000	WSCYC Fowl Weather Regatta	Sinclair Inlet
18-Nov-23	0900-1730	Turkey Bowl	Shilshole Marina
19-Nov-23	0900-1730	Turkey Bowl	Shilshole Marina
20-Nov-23	1100-1800	Grand Prix XLVI Regatta	Shilshole Bay
24-Nov-23	1800-1810	Black Friday Fireworks	South Hood Canal