



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

LOCAL NOTICE TO MARINERS

District: 13

Week: 49/23

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). LNMs, BNMs and other navigation notices can be obtained via e-mail subscription through the USCG Navigation Center website:

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

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

BROADCAST NOTICE TO MARINERS

Urgent marine navigational and weather information is broadcast over VHF channel 22A (157.1 MHz). Broadcasts are initially announced over the distress, safety and calling channel 16 before they are made on channel 22A. All ships in U.S. waters over 20 meters in length are required to monitor VHF channel 16, and must have radios capable of tuning to the VHF simplex channel 22A. BNM are now available online as well. To view or download District 13 BNMs visit https://www.navcen.uscg.gov/broadcast-notice-to-mariners-search?district=13

This section contains a range of all the significant Broadcast Notice to Mariners (BNM's) on the date of this edition.

Table with 3 columns: Originating Unit (CGD THIRTEEN), Beginning BNM (D13-0842-23), Ending BNM (D13-0864-23)

ABBREVIATIONS

A through H

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

I through O

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

P through Z

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

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

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

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

Additional Abbreviations Specific to this LNM Edition:

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

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

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

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

COLUMBIA RIVER – SAINT HELENS TO VANCOUVER – Marine construction

Advanced American Construction will be performing dock demolition activities at the Port of Vancouver's Terminal 1 near Columbia River mile 106.5 from 04 Dec 2023 – 29 Feb 2024. Working hours are Monday – Saturday, 0700 – 1530. The work barge will be on station and monitoring VHF-FM 13 during working hours. The work 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 Todd High (503) 572-0101 or email ToddH@CallAAC.com.

Chart 18526

LNM: 49/23

WASHINGTON – PUGET SOUND – APPLE COVE TO KEYPORT – Submersible Vehicle testing (Revised from LNM 49/22)

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 2024. 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. For more information contact Keyport Range Control on VHF-FM channels 12 and 16 or by phone at (360) 396-2313.

Chart 18446

LNM: 49/23

WASHINGTON – PUGET SOUND – HOOD CANAL – Small boat operations

The U.S. Navy will be conducting Force Protection exercises on 11 Dec 2023 from 0800 – 1200, on the waterfront adjacent to Naval Base Kitsap-Bangor in the Hood Canal. Naval Harbor Security boats will be operating both inside and outside of the Waterfront Restricted Area surrounding Base Kitsap-Bangor and to the north of the Port Security Barrier. Mariners are requested to remain at least 500 yards away from the operating area as well as the grey-hull Navy Harbor Security boats conducting the exercises. The Harbor Security boats will be operating at high speeds and utilizing blank ammunition during firing exercises. The Navy Security vessels can be reached on VHF-FM 88A. For more information, on the exercise, please contact Cole Freeman at (360) 396-8490, or email Cole.Freeman@SWFPAC.navy.mil.

Chart 18441

LNM: 49/23

WASHINGTON – PUGET SOUND – LAKE WASHINGTON SHIP CANAL – Hiram M. Chittenden Locks Center Miter Gates replacement project (Revised from LNM 46/23)

The Large Lock chamber at the the Hiram M. Chittenden Locks is currently closed to all maritime traffic until 29 Dec 2023 as part of USACE's planned maintenance project to replace the center miter gates. While the Large Lock chamber is in service, please note that the center miter gates have been removed, and a temporary marine fender has been installed in the recess where the gates were previously. Mariners are reminded to exercise extreme caution while entering and exiting the large lock chamber, because the center gate recess and the surrounding (demolition) area around the center gate will be fully exposed. Please operate your vessel at a slow speed – 2 ½ knots or lower – and follow the guidance and instructions of the Tower and lock operators.

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 - COMPLETED

Closure 2: 30 Nov 2023 to 29 Dec 2023 - ONGOING
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: 49/23

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – BELLINGHAM BAY – Marine construction

Pacific Pile and Marine will begin the Port of Bellingham's Harris Shipyard MCI Pier Fender Pile Replacement project starting 18 Dec and scheduled through 15 Feb 2024. Pacific Pile and Marine will be performing marine construction demo and install activities at the Harris Shipyard MCI Pier in approximate location 48-43-22.35 N, 122-30-52.75 W. These construction activities will include the removal and disposal of multiple creosote pilings and the installation of new 16" diameter steel fender piling. Work hours will be from 0600 to 1800, Monday thru Friday. Pacific Pile and Marine's spud barge "Pamtay" will be equipped with a crane on deck for utilization during fender pile removal and installation operations. The Pamtay will have all four corners marked with white lights. The Pamtay will be lofting long timber piles from the water to the pier and new steel piles from the pier to the water. Mariners are requested to keep at least a 200ft minimum distance from the barge. The Pamtay and support tugs will monitor VHF-FM channel 16. For additional information contact Matthew Miller at (206) 715-7466 or email at MatthewM@PacificPile.com.

Chart 18424

LNM: 49/23

OREGON – WASHINGTON – Navigational Safety In and Around Offshore Renewable Energy Installations (Revised from LNM 47/23)

The Coast Guard has published Navigation and Vessel Inspection Circular (NVIC) 03-23: Guidance on Navigational Safety In and Around Offshore Renewable Energy Installations (OREI) to highlight considerations when planning and undertaking voyages in the vicinity of OREI in U.S. waters. The prudent mariner should review and utilize this NVIC to make an informed risk assessment prior to navigating within, or in the vicinity of, an OREI. The NVIC can be viewed or downloaded with the following:

https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/5ps/NVIC/2020/2023/NVIC%2003-23_MarinerGuidance_OREI_FINAL_10_20_2023_V2_CG-5P%20SIGNED.pdf

Important Maritime Safety Information (MSI) relating to OREI is distributed by Local or Broadcast Notices to Mariners (LNM or BNM) promulgated by Coast Guard Districts. Marine Safety Information Bulletins (MSIB) released by the local Captain of the Port (COTP) may be issued to provide supplemental information. Interested parties MAY contact the Office of Navigation Systems at CGNAV@uscg.mil with questions or feedback.

LNM: 48/23

COLUMBIA RIVER – HARRINGTON POINT TO CRIMS ISLAND – Marine construction

Advanced American Construction (AAC) is performing marine construction activities near Columbia River mile 53, Port Westward OR, from 27 Nov – 15 Dec 2023. Activities include demolition, Crane work and diving operations. AAC will have a spud barge and work skiff on station during this time. AAC's crew will monitor VHF-FM channel 16 during working hours. Anticipated work hours are from 0700 – 1730, Monday – Saturday. Mariners are requested to use slow speed and minimize wake when in and around the work area. During non-working hours, the spud barge will remain on station with steady white lights on all four corners. For more information, please contact Zach Jenkins at (503) 476-5353 or email zachj@callaac.com.

Chart 18523

LNM: 48/23

OREGON – WILLAMETTE RIVER – Bridge construction (Revised from LNM 19/23)

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.

Winter update: the buoys that mark the temporary navigation channel described below have been removed for the remainder of the winter and spring due to high water / strong water flow. The buoys will be reset once the conditions allow, approximately in May or early June.

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: 48/23

WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE WASHINGTON – Scientific research

The University of Washington will be conducting oceanographic research in the northern portion of Lake Washington between 04 Jan – 01 Mar 2024. Research will involve the deployment of two temporary scientific moorings with surface buoys in approximate locations 47-40-46.260 N, 122-13-49.800 W and 47-40-25.560 N, 122-13-54.240 W. Deployments of the moorings/buoys will be conducted off the R/V Jack Robertson, which will monitor VHF-FM channels 13 and 16, on 04 Jan with recovery occurring before 01 Mar 2024. Both buoys will be marked with a FL Y 4s light. Mariners are requested to keep a safe distance when in the vicinity of the research vessel and the buoys. For more information contact University of Washington POC Jim Thomson at (206) 999-6908 or jthomson@apl.washington.edu.

Chart 18447

LNM: 48/23

OREGON – YAQUINA BAY – Marine construction

Bergerson Construction will commence pile driving and welding operations along the Englund Marine Floating Dock on the Yaquina Bay in the vicinity of River Mile 2 in approximate location 44-37-49.15 N, 124-02-30.46 W, from 20 Nov – 04 Dec 2023. Operations will be performed Monday – Friday, from 0700 – 1800 daily. A 60' x 120' sectional spud barge with crane and assistant vessel the Bubba B will be monitoring VHF-FM channel 17. White flashing lights will be used to demarcate the barge. Mariners are requested to use caution and reduce wake when transiting the area. For additional information, contact Bergerson Construction at (503) 325-7130.

Chart 18581

LNM: 47/23

COLUMBIA RIVER – CRIMS ISLAND TO ST HELENS – MARTIN ISLAND – Marine construction (Revised from LNM 37/23)

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. From 27 Nov - 01 Dec 2023, critical heavy lifts will be performed with various barges spudded down 550 feet from the shoreline into the river. Mariners are requested to pay special attention on these five days and reduce wake in the area. 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: 47/23

COLUMBIA RIVER – ST. HELENS TO VANCOUVER – I-5 Bridge Replacement Project geotechnical drilling (Revised from LNM 41/23)

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:

14 Nov 2023 – 21 Nov 2023 – Main Channel (Lift Span)

30 Nov 2023 – 15 Dec 2023 – Alternate Barge Channel North

10 Jan 2024 – 23 Jan 2024 – Alternate Barge Channel South

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: 47/23

WASHINGTON – GRAYS HARBOR – Underwater obstruction

On 19 Nov 2023, a large concrete sinker with a significant amount of chain attached was dredged up by a deep draft vessel anchor. The sinker and chain was cut free in approximate location 46-55-19.506 N, 124-06-19.950 W. This location is in the Grays Harbor Channel near the western end of the South Reach. This obstruction may pose a danger to deep draft vessels transiting this portion of the waterway. There is no timeline for removal of the obstruction.

Chart 18502

LNM: 47/23

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – Tribal Crab Fishery

The Lummi Nation will be conducting their commercial crab fishery in Marine Area 7 (San Juan Islands, Rosario Strait and Bellingham Bay) from 0800 on Nov 2023 to 1800 on Feb 28 2024. Many fishing vessels are expected in these areas, as well as deployed crab gear. Therefore, these fisheries are expected to cause some navigational challenges on the waterway, and mariners are advised to use caution and requested to avoid fouling the set crab gear. For more information, contact Coast Guard Sector Puget Sound Waterways at (206) 217-6051 or the Lummi Nation Tribal Fishery Enforcement office at (360) 312-2000.

Chart 18421

LNM: 47/23

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

The U.S. Coast Guard has approved 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 2024 to 21 Feb 2024. This deviation accommodates repairs needed that were 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 2024 to 1700 on 07 Feb 2024, and the west leaf will open to mariners. The west leaf closure will be from 0700 on 08 Feb 2024 to 1700 on 21 Feb 2024, and 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.

Chart 18526

LNM: 46/23

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
689	NOAA Environmental Lighted Buoy 46089	ADRIFT	18003	0854-23	49/23	
765.1	NOAA Environmental Lighted Buoy 46002	ADRIFT	18007	0668-23	39/23	
765.2	DART Tsunami Warning Lighted Buoy 46407	MISSING	18007	0777-23	45/23	
9346	Leeds Island Range Front Light	LT EXT	18584	0851-23	49/23	
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	
10035	Tansy Point Range Rear Light	LT EXT	18521	0863-23	49/23	
10145	Astoria Rock Buoy	MISSING	18521	0831-23	48/23	
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	
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	
17405	Olympia Shoal Light	LT EXT	18456	0864-23	49/23	
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
11165	Willow Dike Light 26	RELIGHTED		None	49/23	49/23
11825	Stevenson Lower Range Front Light	WATCHING PROPERLY	18532	0845-23	48/23	49/23
13670	Lower Monumental Light 43	RELIGHTED	18546	0844-23	48/23	49/23

16294 Coast Guard Mooring Basin Light 3 RELIGHTED 18468 None 49/23 49/23

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
9380	Gardiner Paper Mill Dock Light	LT IMCH	18584	0787-23	46/23	
10761	Longview Dock Light B	LT IMCH	18524	0794-23	46/23	
10815.5	Terminal 9 Light E	LT IMCH	18524	0792-23	46/23	
10815.7	Terminal 9 Light G	LT IMCH	18524	0793-23	46/23	
10830	Rainier Anchorage Lighted Buoy R	LT IMCH	18524	0789-23	46/23	
10894.5	Prescott Anchorage Lighted Buoy P	LT IMCH	18524	0790-23	46/23	
10928	Sandy Island Anchorage Lighted Buoy "S"	LT IMCH	18524	0791-23	46/23	
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	
17126	Tacoma Harbor Regulatory Buoys (3)	MISSING	18453	0613-22	34/22	
17897	Quilcene Bay Fish Pen Lights (2)	MISSING	18458	0849-23	49/23	
17899.1	Quilcene Bay Mussel Raft Light A	MISSING	18458	0850-23	49/23	
17899.2	Quilcene Bay Mussel Raft Light B	MISSING	18458	0850-23	49/23	
17899.3	Quilcene Bay Mussel Raft Light C	MISSING	18458	0850-23	49/23	
17899.4	Quilcene Bay Mussel Raft Light D	MISSING	18458	0850-23	49/23	
17899.5	Quilcene Bay Mussel Raft Light E	MISSING	18458	0850-23	49/23	
17899.6	Quilcene Bay Mussel Raft Light F	MISSING	18458	0850-23	49/23	
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
16755	Richmond Beach Research Lighted Buoy	WATCHING PROPERLY	18446	0848-23	45/23	49/23
18175	Upper Guide Wall Light	RELIGHTED	18446	0860-23	47/23	49/23

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 at 40-41-09.001N	074-02-48.001W
Corrective Action	Green can Object of Corrective Action				Position	

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

18400 **51st Ed.** **01-AUG-19** **Last LNM: 04/19** **NAD 83** **49/23**

Chart Title: Strait of Georgia and Strait of Juan de Fuca

Main Panel 1656 STRAIT OF GEORGIA AND STRAIT OF JUAN DE FUCA -- Page/Side: -

CHANGE	Rosario Strait Traffic Separation Lane Lighted Buoy C Remove RACON.	CGD13 at 48-40-33.714N	122-42-48.228W
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18421 **53rd Ed.** **01-MAR-19** **Last LNM: 04/19** **NAD 83** **49/23**

Chart Title: Strait of Juan de Fuca to Strait of Georgia; Drayton Harbor

CHART WA - STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA. Page/Side: N/A

CHANGE	Rosario Strait Traffic Separation Lane Lighted Buoy C Remove RACON.	CGD13 at 48-40-33.714N	122-42-48.228W
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18424 **28th Ed.** **01-FEB-11** **Last LNM: 39/17** **NAD 83** **49/23**

Chart Title: Bellingham Bay; Bellingham Harbor

CHART WA - BELLINGHAM BAY. Page/Side: N/A

CHANGE	Rosario Strait Traffic Separation Lane Lighted Buoy C Remove RACON.	CGD13 at 48-40-33.714N	122-42-48.228W
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18441 **49th Ed.** **01-APR-20** **Last LNM: 48/17** **NAD 83** **49/23**

Chart Title: Puget Sound-northern part

Main Panel 1689 PUGET SOUND - NORTHERN PART -- Page/Side: -

CHANGE	Penn Cove Research Lighted Buoy A Fl (5) Y 20s	CGD13 at 48-14-13.200N	122-39-18.000W
CHANGE	Penn Cove Research Lighted Buoy B Fl (5) Y 20s	CGD13 at 48-14-13.200N	122-39-14.400W

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

Approved Project(s)
None

Project Date

Ref. LNM

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 "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)

Closing

Docket No.

Ref. LNM

None

Proposed Change Notice(s)

OREGON – UMPQUA RIVER – YAQUINA BAY – Discontinuance of Seasonal Sound Signals at Umpqua River and Yaquina Bay

The U.S. Coast Guard is proposing to remove the seasonal Sound Signals at Umpqua River South Jetty Sound Signal (LLNR 9247) and Yaquina Bay South Jetty Sound Signal (LLNR 9607). These sound signals operate from May 20th through October 1st but are removed for the winter months. These signals are no longer considered necessary for safe navigation of the waterway and the US Coast Guard is proposing to discontinue their use commencing with the 2024 spring installation.

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: 18581 18584

LNM: 45/23

COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – CAMAS SLOUGH – Disestablishment of the Camas Slough Range

The U.S. Coast Guard is proposing to disestablish Camas Slough Range Front Light (LLNR 11455) and Camas Slough Range Rear Light (LLNR 11460) as this navigational range no longer marks the approach into Camas Slough and does not facilitate the safe navigation of the channel. The entrance to the slough will be marked by Camas Light 4 LLNR 11450).

Chart 18531

LNM: 47/23

SECTION VII - GENERAL

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

SUMMARY OF BRIDGE LIGHTING DISCREPANCIES AND CORRECTIONS

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

LNM: 49/23

SUMMARY OF DREDGING OPERATIONS

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

LNM: 49/23

SUMMARY OF MARINE EVENTS

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

LNM: 49/23

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 beearly@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.

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

Chart 18584

LNM: 34/23

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

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

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

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 sanguina@wsdot.wa.gov, or Andres Mendoza at (509) 222-2440, email mendoza@wsdot.wa.gov.

Chart 18539

LNM: 30/23

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

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

Chart 18548

LNM: 17/23

OREGON – WILLAMETTE RIVER – PORTLAND TO WALNUT EDDY – Bridge construction notice (Revised from LNM 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 – SPOKANE RIVER – SPOKANE VALLEY – Bridge construction notice

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

WASHINGTON – SPOKANE RIVER – SPOKANE VALLEY – Bridge construction notice

LNM: 16/23

WASHINGTON – COWLITZ RIVER – SR-411 Bridge notice

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

LNM: 04/23

WASHINGTON – LAKE WASHINGTON SHIP CANAL – 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

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.

Chart 18447

LNM: 35/23

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

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

Chart 18444

LNM: 15/23

WASHINGTON – EVERETT – SNOHOMISH RIVER – Bridge Notice

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

Chart 18443

LNM: 39/23

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

The USACE Portland and Walla Walla Districts have scheduled the annual navigation lock maintenance closure for 2024. During this time, the Locks and Dams on the Columbia and Snake Rivers have scheduled routine inspections and maintenance, as well as some non-routine work. For the eight (8) navigation locks in the Portland and Walla Walla Districts, the closure schedules are as follows:

Bonneville	(RM 146.1) – 0001 on 03 Mar 2024 to 2359 on 16 Mar 2024
The Dalles	(RM 191.5) – 0001 on 03 Mar 2024 to 2359 on 16 Mar 2024
John Day	(RM 215.6) – 0001 on 03 Mar 2024 to 2359 on 16 Mar 2024
McNary	(RM 292) – 0600 on 14 Jan 2024 to 2359 on 29 Mar 2024
Ice Harbor	(RM 9.7) – 0600 on 26 Feb 2024 to 2359 on 22 Mar 2024
Lower Monumental	(RM 41.6) – 0600 on 14 Jan 2024 to 2359 on 29 Mar 2024
Little Goose	(RM 70.3) – 0600 on 14 Jan 2024 to 2359 on 29 Mar 2024
Lower Granite	(RM 107.3) – 0600 on 14 Jan 2024 to 2359 on 29 Mar 2024

For additional information regarding McNary, Ice Harbor, Lower Monumental, Little Goose and Lower Granite lock maintenance closures, contact Walla Walla District, Operations Division, at (509) 527-7364.

Charts: 18539 18541 18545 18546 18547

LNM: 38/23

COLUMBIA AND SNAKE RIVERS – Winter seasonal recreational vessel lockage

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
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

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

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 – Pile removal and pile driving (Revised from LNM 32/23)

Advanced American Construction and J.E. McAmis will be replacing the pile dikes located near East Sand Island on the Columbia River RM 6 to 6.5, near Chinook Dike Light 7 (LLNR 14625), in approximate location 46-14-59.129 N, 123-57-12.082 W. The work includes pile driving, pile removal, and in water rock placement. The vessels Schweiger (Umatilla) & James T and Derrick Barges DB4000 & Heidi Renee will be on station from approximately 09 Oct through 30 Nov 2023, working seven days a week, 0700 – 1730. Onsite equipment will monitor VHF-FM channels 13 & 16 during working hours. During non-working hours, floating equipment will remain on station with steady white lights on all four corners. Mariners are requested to reduce speed and avoid transiting close to the work area. For additional information, contact Travis Waggener at (541) 912-9026 or email at travisw@callaac.com.

Chart 18521

LNM: 41/23

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

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

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

Mike Puckett at (503) 440-7344, or Bergerson Construction office at (503) 325-7130.

Chart 18521

LNM: 31/23

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

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

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, piledriving, placing pipeline into the river, backfilling trench, and removing temporary piles. AAC's DB4100 will be conducting the work, usually Monday – Friday, 0700 – 1730, and will monitor VHF-FM channel 78. The operation is anticipated to conclude by 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

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 – 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 instrumentation, through the end of December 2023, in approximate locations 48-04-43.3 N, 123-02-35.5 W and 48-04-29.0 N, 123-01-26.0 W. The ASV is a 10-foot catamaran that operates on the surface but may be deploying submerged sensors and free drifting devices. Mariners are asked to keep a minimum distance of 100 feet away from the ASV. The vessel will be clearly marked with the word "research" and the Department of Energy logo on both sides and will display navigation lights for a powered vessel of its size. The vessel will carry AIS and broadcast its position under the name JONESY with an MMSI number of 369914068. The R/V Desdemona or R/V Strait Science may be on scene during some operations and may be hailed on VHF-FM channel 16. For additional information, contact PNNL Marine Sciences Laboratory, Rob Cavagnaro, at (206) 528-3372 or email asvjonesy@pnnl.gov.

Chart 18471

LNM: 40/23

WASHINGTON – PUGET SOUND – ADMIRALTY INLET – Quiet Sound 2023 Voluntary Vessel Slowdown at Admiralty Inlet and North Puget Sound (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 – 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 – 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@wwwu.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 (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

OREGON – WASHINGTON – IDAHO – Farewell to traditional nautical charts

NOAA is in the process of "sunseting" or ending the production of traditional paper charts. However, even prior to traditional chart production ending, users may notice differences between paper charts and ENC's. There are two broad categories of data that are applied onto NOAA ENC's 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 ENC's 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 ENC's 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
9369	Yaquina River Railroad Bridge Umpqua River mile: 11.5	43-42-26.000N 124-05-45.000W				Swing bridge.	49/23
18672	<i>Penn Cove Research Lighted Buoy A</i>	48-14-13.200N 122-39-18.000W	FI (5)Y 20s			Yellow foam buoy with tower.	Private Aid. 49/23
18673	<i>Penn Cove Research Lighted Buoy B</i>	48-14-13.200N 122-39-14.400W	FI (5)Y 20s			Yellow foam buoy with tower.	Private Aid. 49/23
19520	<i>Rosario Strait Traffic Separation Lane Lighted Buoy C</i>	48-40-33.714N 122-42-48.228W	FI Y 2.5s		5	Yellow.	AIS: MMSI 993692250 (21). 49/23

ENCLOSURES

Enclosure 1

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

LNM: 49/23

Enclosure 2

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

LNM: 49/23

Enclosure 3

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events

LNM: 49/23

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						
	9627	Yaquina Bay Highway 101 Bridge	Newport, OR	Protection piers damaged	12/4/2023	None
COLUMBIA RIVER						
	11392	I-205 Highway Bridge (north channel)	Portland, OR	Upriver, center white light extinguished	12/4/2023	None
	11801	Bridge of the Gods	Cascade Locks, OR	Upriver, WA side red pier light extinguished	11/14/2023	None
SNAKE RIVER						
	None					
WILLAMETTE RIVER						
	15152	Wilsonville Railroad Bridge	Wilsonville, OR	Up and down river center green lights extinguished	9/28/2022	None
WASHINGTON COAST						
	None					
PUGET SOUND						
	16870.3	Duwamish Railroad Bridge	Seattle, WA	Upriver, red, southwest fender light missing	11/11/2023	0798-23
	16887	1st Ave South Highway Twin Bridge	Seattle, WA	Upriver, red light extinguished. Green span open lights energize before span is fully open	11/11/2023	0799-23
	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
	18180	Ballard Street Bridge	Seattle, WA	One red light operating at reduced intensity	11/18/2023	0822-23
	18235	University Street Bridge	Seattle, WA	Extinguished	11/18/2023	0824-23
	18240	Montlake Street Bridge	Seattle, WA	Improper characteristics - light not turning green when opened	11/18/2023	0823-23
	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
BRIDGE CORRECTIONS						
Waterway	Light List	Bridge Name	Location	Status	Date Reported	BNM
OREGON COAST						
	9369	Umpqua River Railroad Bridge	Reedsport, OR	Lighting watching properly	12/4/2023	None
COLUMBIA RIVER						
	None					
SNAKE RIVER						
	None					
WILLAMETTE RIVER						
	None					
WASHINGTON COAST						
	None					
PUGET SOUND						
	None					
IDAHO						
	None					

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

Start Date	End Date	Times	Location	Dredge Vessel	Assist Vessel	Channel monitored	Disposal Area	LNM
20-Nov-23	15-Feb-24	24 Hrs / 7 Days	Columbia River; Astoria East Mooring Basin	M/V Felkins	Sentinel	VHF-FM 13 & 16	TBD	47/23
7-Dec-23	10-Dec-23	24 Hrs / 7 Days	Columbia River; Old Mouth Cowlitz Channel (RM 67.5)	M/V Heidi Renee	Swan Island James T	VHF-FM 13, 16 & 72	RM 56 RM 73	48/23
13-Nov-23	31-Jan-24	0600-1800 7 days	SJDF; Neah Bay Entrance	M/V Lash-4	None	VHF-FM 13 & 16	Pipeline to south bank	45/23
15-Oct-23	15-Dec-23	24 Hrs / 7 days	Snohomish River; Lower Channel (RM 1.1-1.3)	Renegade	Buccaneer	VHF-FM 13, 16 & 79	West side, Jetty Island	49/23

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
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

SECTOR PUGET SOUND MARINE EVENTS

EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
8-Dec-23	2000-2100	Christmas Ship Parade of Boats	Lake Union to Fremont Cut
16-Dec-23	1700-2130	Tacoma Yacht Club Lighted Boat Parade	Commencement Bay
23-Dec-23	2000-2130	Christmas Ship Finale Night	Lake Union to Portage Bay
26-Dec-23	1200-1800	Boxing Day Race	IVO Shilshole Bay and Port Madison
31-Dec-23	2100-2130	Seattle Tennis Club NYE Celebration	Lake Washington
31-Dec-23	2100-2130	Oak Harbor New Years Eve	Oak Harbor
31-Dec-23	0000-0015	Bellevue New Year's Eve Celebration	Meydenbauer Bay, Lake Washington
1-Jan-24	0000-0010	Alderbrook Resort New Year's Fireworks	South Hood Canal