



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

LOCAL NOTICE TO MARINERS

District: 13

Week: 04/23

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

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

COMDTPUB P16502.6, Light List Volume VI, Pacific Coast and Pacific Islands, 2023 Edition, is available at
https://www.navcen.uscg.gov/sites/default/files/pdf/lightLists/LightList_V6_2023.pdf
Coast Pilot Volume 10, Oregon, Washington, Hawaii and Pacific Islands, 2022 (3rd) Edition, is available at
https://www.nauticalcharts.noaa.gov/publications/coast-pilot/files/cp10/CPB10_WEB.pdf

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

UNITED STATES COAST GUARD NAVIGATION INFORMATION SERVICE (NIS)

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

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

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

BROADCAST NOTICE TO MARINERS

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

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

Originating Unit
CGD THIRTEEN

Beginning BNM
D13-0069-23

Ending BNM
D13-0102-23

ABBREVIATIONS

A through H

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

I through O

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

P through Z

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

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

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

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

Additional Abbreviations Specific to this LNM Edition:

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

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

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

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

OREGON - WASHINGTON - IDAHO - 2023 Light List now available

2023 Light Lists are now available on the USCG Navigation Center's website at: <https://www.navcen.uscg.gov/light-list-annual-publication>. Coast Guard Light Lists are a means for communicating aids to navigation information to the maritime public. Local Notice to Mariners will continue to advise Light List corrections and NAVCEN will continue to publish a compilation of corrections. Complete versions of the 2023 Light Lists are updated weekly on the NAVCEN website and mariners should download applicable copies and updates as needed at: <https://www.navcen.uscg.gov/weekly-light-lists>. A summary of weekly 2023 Light List corrections are available at: <https://www.navcen.uscg.gov/light-list-summary-of-corrections>.

LNM: 04/23

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 18 Jan to 0700 on 16 Jul 2023, 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 Mike Dunning at mdunning@portofcoosbay.com or (541) 267-7678.

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 877-978-2292) if at least two hours-notice is given.

Chart 18584

LNM: 04/23

COLUMBIA RIVER - 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 - PUGET SOUND - SEATTLE TO BREMERTON - DUWAMISH WATERWAY - Spokane Street Bridge deviation

The Coast Guard intends to approve a temporary deviation for the Spokane Street Bridge (LLNR 16870.1) across the Duwamish Waterway, mile 0.3, in Seattle, WA, from 11 Feb - 15 Feb 2023. This deviation will allow single leaf openings only, and will facilitate removal and replacement of the hydraulic pumps at both east and west piers. The west span will be closed to mariners from 0100 on 11 Feb 2023 until 0100 on 14 Feb 2023, only the east span will open to mariners per 33 CFR 117.5 and signal per 33 CFR 117.1041(b)(1). The subject bridge provides 55 feet center span and 44 feet side spans in the closed-to-navigation position above high water; the horizontal clearance with the west span in the closed-to-

navigation position is 125 feet. Starting at 0101 on 14 Feb 2023 until 0500 on 15 Feb 2023, the east span will be closed to mariners; only the west span will open to mariners per 33 CFR 117.5 and signal per 33 CFR 117.1041(b)(1). The subject bridge provides 55 feet center span and 44 feet side spans in the closed-to-navigation position above high water; the horizontal clearance with the east span in the closed-to-navigation position is 110 feet. 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 the Duwamish Waterway. For more information on this event contact Kit Loo at Kit.Loo@seattle.gov or (206) 684-3669. If any mariner cannot support this temporary single leaf closure, please submit comments by 31 Jan 2023 at d13-smb-d13-bridges@uscg.mil.

Chart 18450

LNM: 04/23

OREGON – IDAHO – GPS testing

US Strategic Command will conduct GPS testing encompassing a large portion of eastern Oregon and southwestern Idaho, for two weeks in January and February 2023. The center point of the test will be near Mountain Home AFB, Idaho, at position 42-27-50.1 N, 115-44-02.9 W, with a radius of 199 NM. The GPS navigation signal may be unreliable due to testing on GPS frequencies used by shipboard navigation and handheld systems. Systems that rely on GPS, such as e-911, AIS and DSC, may be affected. The testing frequencies will be GPS L1 and L2. Testing dates and times are as listed below, using Universal Time Coordinated (UTC) or Zulu time:

23 JAN 23 / 0001Z - 2359Z	24 JAN 23 / 0001Z - 2359Z
25 JAN 23 / 0001Z - 2359Z	26 JAN 23 / 0001Z - 2359Z
27 JAN 23 / 0001Z - 2359Z	30 JAN 23 / 0001Z - 2359Z
31 JAN 23 / 0001Z - 2359Z	01 FEB 23 / 0001Z - 2359Z
02 FEB 23 / 0001Z - 2359Z	03 FEB 23 / 0001Z - 2359Z

For additional information or to express concerns, contact the Coast Guard Navigation Center at (703) 313-5900 or at <https://www.navcen.uscg.gov/?pageName=dgpsSiteInfo¤tOutages>.

LNM: 03/23

WASHINGTON – APPROACHES TO ADMIRALTY INLET – Sequim Bay research equipment deployment and retrieval

The Pacific Northwest National Laboratory (PNNL) will be deploying and retrieving submerged scientific equipment in Sequim Bay, Washington for approximately 4 weeks between 18 JAN 2023 and 18 FEB 2023. The submerged scientific equipment will be located at approximately 48-04.7N 123-01.9W. Surface marker buoys will denote the equipment positions. The research vessel Strait Science may be on scene during the deployment and retrieval. The vessel may be hailed on VHF-FM channel 16. For additional information, contact PNNL Marine Sciences Laboratory, Ruth Branch, at (360) 681-3665 or email ruth.branch@pnnl.gov

Chart 18471

LNM: 03/23

COLUMBIA RIVER – HARRINGTON POINT TO CRIMS ISLAND – Wauna Outfall Pipe Repairs

Advanced American Construction, Inc. will be performing maintenance work on the Wauna Mill outfall pipe located at Columbia River RM 41. The maintenance work includes diving operations. When divers are deployed, the Alpha flag and Diver Down flag will be displayed. The M/V AAC Dive Boat will be on station from 20 to 26 JAN 2023 and 06 to 11 FEB 2023, working Monday through Saturday from 0600 to 1700. The vessel will be moved off station during non-working hours and days. Onsite vessels may be contacted on VHF-FM Channel 13 during working hours. Mariners are requested to reduce speed and avoid the work area. For additional information contact Scott Miller at (503) 568-4313 or email ScottM@callaac.com.

Chart 18523

LNM: 02/23

OREGON – WILLAMETTE RIVER – PORT OF PORTLAND – Morrison Bridge notice (Revised from LNM 39/22)

The Coast Guard has approved a temporary operating rule change that governs the Morrison Highway Bridge (LLNR 14955.5) across the Willamette River, mile 12.8 at Portland, OR. This temporary operating rule change is to facilitate Multnomah County's repairs and preservation efforts on the bridge. The Morrison Bridge operates in accordance with 33 CFR 117.897(c)(3)(iv). This temporary rule temporarily suspends the current regulatory cite regarding the Morrison Bridge and adds a temporary paragraph 33 CFR § 117.897(c)(3)(vi) which amends the operating schedule of the Morrison Bridge. The rule change authorizes the subject bridge to open half of the draw span on signal when at least a two-hour notice has been given, or four-hour notice if a tug assist is needed from 1900 on 01 Apr 2022 through 1900 on 31 May 2023. Mariners may contact the Hawthorne Bridge operator via telephone at (503) 988-3452 or VHF-FM channel 13 for an opening of the Morrison Bridge. Half of the draw will be maintained in the closed-to-navigation position to allow for preservation and painting maintenance. The rule change allows the Morrison Bridge to alternate operation of the east or west leaf span during the temporary rule period. The west span is currently operational and the east span will be in the closed-to-navigation position. The horizontal clearance with a full opening is 185 feet, therefore, in single leaf operations, the temporary rule change reduces the horizontal clearance to approximately 90 feet. The dates to switch operational spans will be determined later and published in the Local and Broadcast Notice to Mariners. This rule reasonably accommodates waterway users while reducing Multnomah County's burden to safely clear work crews for bridge openings. When the operational span is in the closed-to-navigation position, the vertical clearance is 69 feet in center and 48 feet on the side. The vertical clearance of the operational span is unlimited when in the open-to-navigation position. This regulation approval allows a containment system under the bridge that reduces the non-opening half of the bridge's vertical clearance by 5 feet from 69 feet center to 64 feet, and from 48 feet on the sides to 43 feet. All draw clearances are above the Columbia River Datum 0.0. Vessels able to pass through the bridge in the closed-to-navigation position may do so at any time. In accordance with 33 CFR 117.35(e), the bridge must return to its regular operating schedule immediately at the end of the designated time-period.

Construction workers will be on site working Monday through Friday during daylight hours. If delays are experienced, night time/weekend work will be required to finish the project by 31 May 2023. Cautionary signs are installed on the approaching sides of the Hawthorne and Burnside Bridges. Inoperable and operable signs are installed at the Hawthorne and Burnside Bridges. Span operation signs are installed on the piers of the Morrison Bridge. Tug boats and barges will be on scene 24 hours per day, and will move around the construction zone. Mariners may contact tugs and barges on working VHF-FM channel 72 or 16. If a barge is in the navigation channel through the draw span, the vessel shall be

moved with 24-hour's notice for navigation requirements. Please navigate through the area at minimum speed producing no wake. A safety fairway utilizing the red and green lighting on the bridge leaf and piers has been established. The inoperable span will have a barge and tug anchored supporting work efforts. For additional information on this event, contact Matt Studer at matt.d.studer@multco.us.

Chart 18526

LNM: 02/23

COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – CAMAS SLOUGH – WAMS Survey

The U.S. Coast Guard is conducting a user survey for the Camas Slough waterway, in the Columbia River near Camas, WA. The U.S. Coast Guard uses Waterways Analysis and Management Systems (WAMS) to validate the adequacy of the existing Aids to Navigation (AtoN) system in a waterway. This survey is available on the 13th Coast Guard District website at this address: <https://www.pacificarea.uscg.mil/Our-Organization/District-13/District-Staff/-dpw/-wams/>. The deadline for survey entries will be 31 Mar 2023. For additional information please contact LTJG Katie Matha at (206) 220-7283 or email D13-SMB-D13-DPW@uscg.mil

Chart 18531

LNM: 01/23

OREGON – WILLAMETTE RIVER – Van Buren Bridge Public Notice

The Coast Guard has issued a public notice (PN 01-23) for ODOT's Van Buren Bridge Replacement Project. The Project is located in Benton County, at the City of Corvallis at Willamette River mile 132.1. This PN is for the Coast Guard to solicit comments related to navigation and environmental concerns for this bridge. PN 01-23 is available for review at: <https://www.navcen.uscg.gov/public-notice-for-bridges-active-by-district?district=13&subdistrict=n>. Comments for the record will be received 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) by calling (206) 220-7282. Comments should be sent to arrive on or before 04 Feb 2023.

LNM: 01/23

SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
765.5	NOAA Environmental Lighted Buoy 46005	LT EXT	18007	0197-20	08/20	
8735	Coos Bay Entrance Lighted Bell Buoy 1	OFF STA	18587	0999-22	01/23	
8750	Coos Bay Entrance Lighted Buoy 2	OFF STA	18587	1000-22	01/23	
8755	Coos Bay North Jetty Lighted Whistle Buoy 3	OFF STA	18587	1001-22	01/23	
9817	Tillamook Bay Entrance Lighted Bell Buoy 2	LT EXT/SS INOP	18558	0022-23	02/23	
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	
10880	Cottonwood Island Upper Range Rear Light	LT IMCH	18524	0102-23	04/23	
11455	Camas Slough Range Front Light	LT EXT/STRUCT DMGD	18531	0769-22	42/22	
11480	Government Island Upper Range Front Light	LT EXT/DAYMK MISSING	18531	0046-23	02/23	
11680	Multnomah Falls Dike Light 82	LT EXT	18531	0061-23	03/23	
12015	Bonneville Pool Lighted Buoy 42	LT EXT	18532	0994-22	01/23	
12980	Lake Wallula West Channel Junction Light W	STRUCT DEST/TRLB	18542	0208-20	09/20	
13850	Schultz Bar Range Rear Light	LT IMCH	18547	0098-23	04/23	
14420	Baker Bay West Channel Entrance Jetty Light 2	LT IMCH/STRUCT DMGD	18521	0633-21	38/21	
14835	Sauvie Island Junction Light	STRUCT DEST/TRLB	18524	0930-21	51/21	
17360	Nisqually Flats Light 3	STRUCT DEST/TRLB	18448	0404-21	24/21	
18710	Oak Harbor Light 11	STRUCT DEST/TRLB	18428	0652-21	39/21	
18890	Ben Ure Island Light 2	LT EXT	18427	0080-23	04/23	
19410	Lawson Rock Light 2	LT EXT	18421	0023-23	02/23	
19480	Cypress Reef Junction Daybeacon C	DAYMK MISSING	18424	0512-22	29/22	

19825	Patos Island Light	LT IMCH	18431	0015-23	02/23
19830	Sucia Island Buoy 1	MISSING	18431	0001-23	01/23

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
645	Yaquina Bay Approach Lighted Whistle Buoy Y	RELIGHTED	18581	0084-23	03/23	04/23
8840	Coos Bay Channel Lighted Buoy 12	WATCHING PROPERLY	18587	None	04/23	04/23
9310	Barretts Range Rear Light	WATCHING PROPERLY	18584	0082-23	03/23	04/23
9575	Yaquina Bay Approach Lighted Whistle Buoy Y	RELIGHTED	18581	0084-23	03/23	04/23
11225	Kelley Point Junction Light	RELIGHTED	18526	0069-23	03/23	04/23
11515	Lady Island Upper Range Rear Light	WATCHING PROPERLY	18531	None	04/23	04/23
11620	Cape Horn Range Rear Light	WATCHING PROPERLY	18531	0101-23	02/23	04/23
11700	Multnomah Falls Upper Range Front Light	RELIGHTED	18531	None	04/23	04/23
11715	Warrendale Lower Range Front Light	RELIGHTED	18531	None	04/23	04/23
13555	Lower Monumental Light 16	RELIGHTED	18546	None	04/23	04/23
13585	Lower Monumental Light 22	RELIGHTED	18546	None	04/23	04/23
13590	Lower Monumental Light 24	RELIGHTED	18546	None	04/23	04/23
13625	Lower Monumental Light 34	RELIGHTED	18546	None	04/23	04/23
14850	Kelley Point Junction Light	RELIGHTED	18526	0069-23	03/23	04/23
16400	Point Partridge Light	RELIGHTED	18471	0071-23	52/22	04/23
17455	East Bay Junction Light	RELIGHTED	18456	0079-23	02/23	04/23

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
10830	Rainier Anchorage Lighted Buoy R	LT EXT	18524	0771-22	42/22	
10928	Sandy Island Anchorage Lighted Buoy "S"	LT EXT	18524	0225-22	12/22	
11247	Hayden Island Water Monitoring Lighted Buoy A	MISSING	18526	0413-21	25/21	
16583	Cultus Bay Entrance Light 1	LT EXT	18473	0867-22	46/22	
16585	Cultus Bay Entrance Light 2	LT EXT	18473	0863-22	46/22	
16860	East Waterway Pier Light	LT IMCH	18450	0907-22	48/22	
17126	Tacoma Harbor Regulatory Buoys (3)	MISSING	18453	0613-22	34/22	
19023	Padilla Bay Research Lighted Buoy	MISSING	18424	0824-22	44/22	
19440	Shoal Bay Aquaculture Lighted Buoy	LT EXT	18421	0961-22	51/22	
19605	Friday Harbor Pier Lights (2)	LT IMCH	18421	0962-22	51/22	
19755	Pearl Island Dock Light	LT IMCH	18421	0963-22	51/22	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
16445	John Wayne Marina Light 2	WATCHING PROPERLY	18471	0092-23	44/22	04/23

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
9285	Winchester Bay Harbor Entrance Daybeacon 1	TRUB	18584	0353-21	21/21	
12980	Lake Wallula West Channel Junction Light W	TRLB	18542	0214-20	10/20	
14835	Sauvie Island Junction Light	TRLB	18524	0936-21	51/21	
17360	Nisqually Flats Light 3	TRLB	18448	0409-21	24/21	
18050	Orchard Rocks Fish Pen Lights (3)	DISCONTINUED	18449	0894-21	50/21	
18710	Oak Harbor Light 11	TRLB	18428	0287-22	17/22	

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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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

None

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS**Approved Project(s)****Project Date****Ref. LNM**

None

Advance Notice(s)**OREGON – TILLAMOOK BAY - Testing of a buoy hull at Tillamook Bay Entrance Lighted Bell Buoy 2**

Due to the difficulty of maintaining the current buoy hull and mooring at Tillamook Bay Entrance Lighted Bell Buoy 2 (LLNR 9817), the U.S. Coast Guard is testing a streamlined buoy hull type at this location. The buoy will have the same light characteristic and night time range, and present the same daytime and radar range capability as the previous buoy, but will not have the capability of housing the Bell sound signal.

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 this or other Aids to Navigation should continue to be reported to US Coast Guard Sector Columbia River.

Chart 18558

LNM: 49/22

COLUMBIA RIVER - WILLAPA BAY - PUGET SOUND – Replacement of incandescent Lights with LED lanterns

The U.S. Coast Guard is replacing the following incandescent lantern with LED lanterns at sites on the Columbia River, Willapa Bay, Bellingham Channel and Eagle Harbor. These current incandescent lanterns have a single or dual beam of high intensity, with an all-around light of reduced intensity. The change to a LED lantern will remove the high intensity beams, but significantly increase the intensity of the all-around light. The sites are:

Svensen Island Light 12 (LLNR 14775) the high intensity beam will be removed and the intensity of the light will be increased.

South Willapa Bay Light 7 (LLNR 15410) the high intensity beam will be removed and the intensity of the light will be increased.
Eagle Harbor Light 4 (LLNR 18010) the high intensity beam will be removed and the intensity of the light will be increased.
Bellingham Channel Light 5 (LLNR 19175) the high intensity beams will be removed and the intensity of the light will be increased.

The change in light characteristics will be advertised by a Broadcast Notice to Mariners and Light List corrections in the Local Notice to Mariners. Mariners are encouraged to share comments on the performance and operation of these lights as aids to navigation. All comments should be sent to the email address D13-SMB-D13-LNM@uscg.mil. Any discrepancy for these or other Aids to Navigation should continue to be reported to US Coast Guard Sector Columbia River and US Coast Guard Sector Puget Sound.

Charts: 18421 18441 18523

LNM: 19/22

COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – Changes to the Washougal Upper and Reed Island Federal Navigation Channels (Revised from LNM 37/22)

Due to shoaling extending northeast into the Gary Island Channel and south into the Reed Island Channel to the south of Reed Island, the US Army Corps of Engineers (USACE) has altered the Federal Navigation Channels between Columbia River Mile 123 and 128. Gary Island Dike Daybeacon 54 (LLNR 11565), Washougal Upper Range Front and Rear Lights (LLNRs 11550 and 11555) and Reed Island Range Front and Rear Lights (LLNRs 11570 and 11575) no longer mark safe water for commercial maritime traffic and may be misleading. The US Coast Guard has marked the shoaling off Gary Island and Chatham Island with Gary Island Channel Lighted Buoy 54 (LLNR 11568) showing a red light flashing every 2.5 seconds (FI R 2.5s) and Gary Island Channel Lighted Buoy 56 (LLNR 11571) showing a red light flashing every 6 seconds (FI R 6s). Gary Island Dike Daybeacon 54 (LLNR 11565) has been changed to Gary Island Dike Daybeacon (LLNR 11565), as non-lateral mark for the dike. Future actions entail securing the Washougal Upper and Reed Island Ranges and marking them with yellow lights and dayboards. Reed Island Reach Lighted Buoy 61 (LLNR 11580) will remain to mark the encroaching shoal off Reed Island.

Details of the new channel alignment are shown on the USACE Portland District web site
https://hydrosurvey.nwp.usace.army.mil/nav_pgs/n_columbia_2_vancouver-thedalles.asp as Washougal Ranges CL_34_WSH 122+28 to 125+15 and Reed Island Reach CL_35_RED 125+15 to 128+50. This is also available as GIS files on the USACE National eHydro site
<https://navigation.usace.army.mil/Survey/>.

All comments concerning the aids to navigation in these waterways should be sent to the email address D13-SMB-D13-LNM@uscg.mil. Any discrepancies for Aids to Navigation should continue to be reported to US Coast Guard Sector Columbia River.

Chart 18531

LNM: 40/22

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

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)
Rosario Strait Traffic Separation Lane Lighted Buoy “RA” (LLNR 16370)
Puget Sound Traffic Separation Lane Lighted Buoy “SF” (LLNR 16745)
Puget Sound Traffic Separation Lane Lighted Buoy “SG” (LLNR 16815)
Rosario Strait Traffic Separation Lane Lighted Buoy “C” (LLNR 19520)
Rosario Strait Traffic Separation Lane Lighted Buoy “CA” (LLNR 19535)

Puget Sound Traffic Separation Lane Lighted Buoy “SA” (LLNR 16405), the RACON has been permanently discontinued

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: 36/21

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)

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

SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

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

SECTION VII - GENERAL

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

SUMMARY OF BRIDGE LIGHTING DISCREPANCIES AND CORRECTIONS

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

LNM: 04/23

SUMMARY OF DREDGING OPERATIONS

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

LNM: 04/23

SUMMARY OF MARINE EVENTS

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

LNM: 04/23

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

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

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

LNM: 21/22

COLUMBIA RIVER – LITTLE WHITE SALMON RIVER - DRANO LAKE – Bridge pile removal work

COLUMBIA RIVER – LITTLE WHITE SALMON RIVER - DRANO LAKE – Bridge pile removal work

Advanced American Construction (AAC) is conducting bridge pile removal work at the Burlington Northern Santa Fe Railroad Company (BNSF) Bridge number 66.4 which crosses the Little White Salmon River at the confluence of Drano Lake and the Columbia River, near Columbia RM 162 at approximate location 45-42-40.5 N, 121-38-54.7 W. Construction of a new bridge at this location was completed in 2021 and it is in operation, while work to remove four old in-water piles from the former bridge at this location is in-progress. These piles are within the approach to the navigation channel of the new bridge from the Columbia River side and are submerged at the following depths below ordinary high water: 4.2', 15.9', 16.3' and 6.0'. Work to complete removal of these old in-water piles is scheduled to occur from 03 Jan – 28 Feb 2023. AAC will have two work barges on station for this work and will monitor VHF-FM channel 16 during the working hours of 0700 – 1730, Monday through Saturday. The floating equipment will remain on-station during non-working hours and will be illuminated at night by fixed white lights on all corners. Mariners are asked to transit the area with caution and minimize wake. For additional information, please contact Luke Sykora (509) 818-7820 or LukeS@CallAAC.com.

Chart 18532

LNM: 51/22

WASHINGTON – PUGET SOUND – SEATTLE TO OLYMPIA – Fox Island Highway Bridge maintenance

Pierce County Planning and Public Works is planning to conduct bridge girder repairs on Pier #17 and Pier #20 of the Fox Island Highway Bridge (LLNR 17245). The repair work is expected to start on 18 Jan and be completed by 04 Mar 2023. Piers #17 and #20 are located on the north end (mainland end) of the bridge and are outside of the navigation channel. The navigation channel is between Pier #10 and Pier #11. Most of the work will occur during daylight hours, Monday through Friday, However, some nighttime work will also occur. A barge and/or derrick may be anchored in the vicinity of the work area. Any barge or vessel used to assist the work shall be lighted on all corners with a white light. Mariners are advised to proceed with caution while transiting the work area. For additional information please contact Andrew Davis, P.E., Construction Engineering Supervisor, at (253) 798-6913, or andrew.davis@piercecountywa.gov.

Chart 18448

LNM: 51/22

WASHINGTON - LAKE WASHINGTON SHIP CANAL - UNION BAY REACH - SR 520 West Approach Bridge South Bridge Replacement (Revised from LNM 34/22)

American Bridge Company will be constructing the new SR520 West Approach Bridge South extending from the east end of the work trestle that ties into the existing floating bridge and West Navigation Channels. The construction will be supported by crane and material barges along the south side of the work and will continue through May of 2023. During this time, the Contractor will also be removing approximately 2,200ft of temporary work bridge. Mariners are advised to transit with extreme caution when navigating near the project area and be aware that no boaters are permitted between the active work zone and work trestles at any time. For additional information, contact Dennis Suh at (504) 206-6494 or email at dsuh@americanbridge.net.

Chart 18447

LNM: 40/22

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – ANACORTES HARBOR – Bridge maintenance

The City of Anacortes will be replacing a damaged section of the trestle bridge in Fidalgo Bay from 03 – 30 Jan 2023. The trestle bridge runs from 48-28-41.1 N, 122-34-33.3 W on the western end to 48-28-39.8 N, 122-34-28.7 W on the eastern end. A barge will be in position between these coordinates during daylight hours to accommodate necessary demolition and construction activities. Mariners are advised to use caution while transiting near these coordinates. For more information, contact the City of Anacortes at (360) 293-1918 or coa.parks@cityofanacortes.org.

Chart 18427

LNM: 51/22

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

Construction on the West Sammamish River Bridge at Sammamish River mile 0.5 near Kenmore, Washington is ongoing and will continue through October 2023. The western bridge will be removed and a new bridge constructed. Mariners may transit through the construction zone, but are advised that temporary work piers will be constructed on the west side of the bridge, and will reduce the horizontal span to 40 feet of clearance. Containment will be installed under the bridge reducing the vertical clearance from 11.5 feet to 10.5 feet measured at OHW. Working hours will normally be from 0600 to 1800 six days per week, however, during the in water work window of 01 Jul to 31 Aug, operations will be 24 hours per day. If construction falls behind schedule, the work hours may shift to 24 hours/seven days per week. For more information regarding construction, contact Jake Brockmoller at (253) 888-2514, or Mick Cannon at (253) 377-1041.

Chart 18447

LNM: 05/21

COLUMBIA RIVER – SNAKE RIVER – 2023 Annual Lock closures for maintenance

The USACE Portland and Walla Walla Districts have scheduled the annual navigation lock maintenance closure for March 2023. During this time, the Locks and Dams on the Columbia and Snake Rivers have scheduled inspections, maintenance, and repair work. Non-routine work includes gate cleaning, structural inspections, and equipment/machinery repair and replacement. All eight (8) of the navigation locks will close on 04 Mar 2023 in accordance with the following schedule:

Columbia River navigation lock maintenance closures are:

Bonneville (RM 146.1) – 0600 on 04 Mar to 2359 on 18 Mar 2023

The Dalles (RM 191.5) – 0600 on 04 Mar to 2359 on 18 Mar 2023

John Day (RM 215.6) – 0600 on 04 Mar to 2359 on 18 Mar 2023

McNary (RM 292) – 0600 on 04 Mar to 2359 on 18 Mar 2023

Snake River navigation lock maintenance closures are:

Ice Harbor (RM 9.7) – 0600 on 04 Mar to 2359 on 25 Mar 2023

Lower Monumental (RM 41.6) – 0600 on 04 Mar to 2359 on 18 Mar 2023

Little Goose (RM 70.3) – 0600 on 04 Mar to 2359 on 25 Mar 2023

Lower Granite (RM 107.5) – 0600 on 04 Mar to 2359 on 25 Mar 2023

For additional information regarding Bonneville, The Dalles and John Day lock maintenance closures, contact Portland District Operations Division at (503) 808-5419. 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: 18532 18533 18535 18539 18541 18545 18546 18547

LNM: 36/22

IDAHO – LAKE COEUR D'ALENE – LAKE PEND OREILLE – BNSF Railroad Bridge construction update

BNSF Railway Company (BNSF) is continuing construction on the new BNSF Railroad Bridge 3.9 and starting maintenance work to the existing BNSF Railroad Bridge 3.9 (LLNR 20087) located over Lake Pend Oreille (LPO) Mile 2.7, located approximately at 48-16-20 N, 116-32-39 W, in Sandpoint,

IDAHO – LAKE COEUR D'ALENE – LAKE PEND OREILLE – BNSF Railroad Bridge construction update

ID from the start LPO winter draw-down levels as of 15 Nov 22 through the LPO winter pool or low-water season. There will be two crane-work barge set-ups west of the bridges with support primarily from the East Algoma or geographic south end of the two bridges. Work activities will be focused on repair work to the surface of the exposed during low-water existing bridge's concrete piers, specifically piers 72 through 66 of the existing bridge. Work will be within and along the BNSF right-of-way (ROW). Hours of construction activities will generally be 0700 to 1600, Monday thru Saturday. The tugboat Audrey B will position work barges around the existing piers where work is occurring and provide other on-water project support. The Audrey B can be hailed on VHF-FM channels 73, 13 and 16. At least one of the two lighted, published navigation channels for the existing bridge spans 67 and 68 and spans 36 and 37 of the new bridge will be unobstructed during this work. At least half of the unlighted, but navigable channels of both bridges, will remain unobstructed during work activities. Vertical clearance of the bridges will be unchanged. Crane/work barges will have navigation lights and work zone buoys in accordance with the Navigation Rules (COLREGS-Inland). Enclosure (4) of this LNM displays the project vicinity, locations of high and low-water work areas, typical work barge configurations, and temporary survey post/platform details for this phase of the work activities. Changes to the work locations and activities will be updated by a subsequent LNM in the Spring of 2023. During all phases and locations, the noted navigational buoy-safety lighting for the work areas will be in place. The point of contact for the bridge contractor, Ames Construction, Inc. is Mike Pamperin at (612) 741-6535 or MikePamperin@amesco.com. For additional information contact the BNSF Project Manager, Ryan Kopera, at (913) 284-3467 or Ryan.Kopera@BNSF.com.

Chart 18554

LNM: 50/22

SNAKE RIVER – LOWER GRANITE LAKE – Schedule lock outages at Little Goose and Lower Granite

The Little Goose and Lower Granite navigation locks will be removed from service during daylight hours on multiple time periods in January and February of 2023, to complete repairs of cable retaining systems for their floating guide walls. Work is planned during these time periods to comply with in-water work windows for endangered fish species. The planned work will involve the positioning of floating equipment within the navigation lock upstream approaches. The specific closures are as follows:

Little Goose – closed daily, 0700 – 1700 from 09 – 14 and 16 – 17 Jan, and again on 09 Feb 2023.

Lower Granite – closed daily, 0700 – 1700 from 23 – 28 Jan and 30 Jan – 04 Feb, and again on 06 – 07 Feb 2023.

For additional information, contact the NWW Operations Division at (509) 527-7364.

Charts: 18547 18548

LNM: 51/22

WASHINGTON – PUGET SOUND – LAKE WASHINGTON SHIP CANAL – Hiram M. Chittenden Locks upcoming closures (Revised from LNM 39/22)

Both the large and small lock chambers at the Hiram M. Chittenden Locks in Ballard will close to all marine traffic on 31 Oct 2022 from 0700 to 1500. This closure is to inspect the locks and open a saltwater drain screen structure.

The large lock chamber is scheduled to close to all marine traffic from 0600 on 08 Nov until 1600 23 Nov 2022 for annual maintenance. The small lock will still be available for vessels less than 120 feet in length and 26 feet in width throughout the large lock maintenance period. Emergency vessels have priority, followed by government, commercial and then recreational. Mariners may experience delays, depending on passage demand.

The small locks at the Hiram M. Chittenden Locks in Ballard will be closed to all marine traffic from at 0600 on 06 Mar until 1600 on 20 Mar 2023 for annual maintenance. During this two-week closure, the large lock will be in full service and available to accept vessels.

For current information about activities at the Locks, visit the Locks' Web site at <http://bit.ly/BallardLocks> or follow the Locks on Facebook and Twitter: www.facebook.com/chittendenlocks and [http://twitter.com/ChittendenLocks](https://twitter.com/ChittendenLocks). For specific questions, mariners may contact the lockmasters at (206) 297-9821.

Chart 18447

LNM: 42/22

OREGON – CAPE BLANCO TO YAQUINA HEAD – Scientific equipment installation

Oregon State University (OSU) has installed four, 1-mile long, 10-inch diameter, steel conduits under the seafloor running out from Driftwood Beach State Recreation Site near Seal Rock, Oregon, as part of the construction of the PacWave South Wave Energy Test Site. In mid-2023, subsea cables will be installed in the conduits to carry power and data from the test site to shore. Until the cables are installed, the seaward end of the conduits may protrude up to 3 feet vertically and 10 feet horizontally from the seafloor depending on sand movement. Once the cables are installed, the final placement of the conduits will be below the seafloor. The conduit punch outs are located approximately 1500 yards offshore from Driftwood Beach, which is between Seal Rocks and Waldport.

Until the subsea cables are installed, mariners are requested to avoid anchoring or setting fishing gear in a 1,000 x 1,500-foot Conduit Punch Out Area around the conduit exit locations due to risk of snagging on any exposed conduit. The location of the Conduit Punch Out Area was shown in the graphic attached as Enclosure (4) to LNM 52/21. If crab pots, or other equipment, becomes snagged in this area, mariners are asked to contact OSU prior to attempting to recover the snagged items. For more information contact Brett Hembrough at (541) 737-9023 and brett.hembrough@oregonstate.edu, or Dan Hellin at (541) 745-8337 and dan.hellin@oregonstate.edu.

Chart 18580

LNM: 49/21

OREGON – APPROACHES TO YAQUINA AND DEPOE BAY – YAQUINA BAY – Marine construction and demolition (Revised from LNM 45/22)

Bergerson Construction, Inc. will commence pier demolition and construction operations at the Oregon State University Ship Operations Pier on Yaquina Bay in approximate position 44-37-32.19 N, 124-02-42.11 W, from 02 Nov 2022 – 01 Jul 2023, Monday – Friday, from 0700 – 1800 daily. A 60' x 120' sectional spud barge with crane and assistant vessel Bubba B 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 barge. Mariners are requested to use caution and reduce wake when transiting the area. Mariners should be aware that during this project, the OSU Dock Light (LLNR 9652) will be discontinued. For additional information, contact Bergerson Construction, Inc. at (503) 325-7130.

Chart 18561

LNM: 46/22

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 or are being placed at the following locations for evaluation:

On the Columbia, Snake and Willamette Rivers:

Columbia River Entrance Lighted Buoy 3 (LLNR 9911), set on 7/06/2022

COLUMBIA RIVER SYSTEM AND WASHINGTON - Testing of prototype plastic buoys

Desdemona Sands Lighted Buoy 22 (LLNR 9990), set on 1/13/2022
Hood River Lighted Buoy 36 (LLNR 11932), set on 12/14/2021
Bonneville Pool Lighted Buoy 69 (LLNR 12130), set on 5/10/2022
Lake Celilo Buoy 45 (LLNR 12360), set on 9/28/2021
Lake Wallula Lighted Buoy 2 (LLNR 12815), set on 10/04/2021
Snake River Buoy 14 (LLNR 13195), set on 9/30/2021
Snake River Buoy 18 (LLNR 13210)
Elk Rock Buoy 10 (LLNR 15005), reset on 1/06/2022
Elk Rock Buoy 12 (LLNR 15010)

In Grays Harbor and Admiralty Inlet Washington:

Point Chehalis Lighted Buoy 4 (LLNR 15990), set on 5/24/2022
Point Wilson Lighted Buoy 6 (LLNR 16470), set on 12/16/2021

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: 21/22

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. Work includes pile driving operations and concrete placement. The M/V RUTH and Derrick Barge DB4100 will be on station from 19 Sep 22 through 30 Apr 23 working 0700 – 1700, Monday through Saturday. Onsite equipment will monitor VHF-FM channels 13 & 16 during working hours. Mariners are requested to reduce speed and avoid the work area. Please call Travis Waggener at (541) 912-9026 or email at travisw@callaac.com for more information.

Chart 18524

LNM: 36/22

COLUMBIA RIVER – ST HELENS TO VANCOUVER – Marine construction (Revised from LNM 44/22)

Advanced American Construction will be performing pile driving and demolition activities on the Columbia River at RM 103 (Port of Vancouver - Berth 17) from 02 Nov 2022 to 10 Feb 2023. Working hours are Monday – Saturday, 0700 – 1730. The derrick barge DB AAC Millennium will be on station and monitoring VHF-FM channel 13 during working hours. The derrick 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 at (503) 572-0101 or ToddH@CallAAC.com.

Chart 18525

LNM: 48/22

COLUMBIA RIVER – BONNEVILLE TO THE DALLES – LITTLE WHITE SALMON RIVER – BNSF Railroad Bridge pile removal

The Burlington Northern Santa Fe Railroad Company (BNSF) Bridge number 66.4 crosses the Little White Salmon River at the confluence of Drano Lake and the Columbia River, at river mile 0.0 of Drano Lake / Little White Salmon River, in Skamania County, WA; at 45-42-40.5N 121-38-54.7W. Construction of a new bridge at this location was completed in 2021. Work to remove four old in-water piles from the former bridge at this location is still in-progress. These piles are within the approach to the navigation channel of the new bridge from the Columbia River side, and are submerged at the following depths below ordinary high water: 4.2', 15.9', 16.3' and 6.0'. To warn mariners, two temporary buoys are now in place at the approximate location of the two underwater piles that are closest to the water surface (4.2' and 6.0'). Mariners should exercise caution when navigating in this area. Work to remove the remaining sections of these old piles is planned to be completed between November 2022 and February 2023. A diagram showing the location of the two temporary buoys and a photo showing a typical buoy was provided as Enclosure (4) of LNM 28/22. Questions or comments regarding this notice may be sent via email to: D13-SMB-D13-BRIDGES@uscg.mil.

Chart 18532

LNM: 25/22

COLUMBIA RIVER – HANFORD REACH – HOMESTEAD ISLAND – Missing buoys

Energy Northwest, located on the west side of the Columbia River at river mile 351, has reported two of three buoys marking an intake pipe and the anchor blocks that support it, are missing. Specifically, Hanford Reach Lighted Buoys 1 and 5 are missing, while Hanford Reach Lighted Buoy 3 remains watching properly. Plans are to reset the two missing buoys in the near future. Mariners are requested to reduce speed and stay to the east of Buoy 3 when transiting this section of the river. For more information, contact Marshall Schmitt at (509) 372-5334 or email maschmitt@energy-northwest.com or Brad Barfuss at (509) 377-8639 or email bcbarfuss@energy-northwest.com.

LNM: 50/22

WASHINGTON – COLUMBIA RIVER TO DESTRUCTION ISLAND – Research activities and mooring deployments

The University of Washington will be deploying eight research moorings off the Washington Coast, located between 20 – 30 NM offshore of Grays Harbor from 20 – 23 Jul 2022. The moorings will have be at various depths, from the sea bed up to the surface. The one surface mooring will be a 2 foot diameter, yellow float with a yellow light flashing 5 times at one second intervals and then dark for 15 seconds (FL (5) Y 20s). The moorings are expected to remain on site through April of 2023.

The moorings are located, from north to south, at the following locations and depths:

47-06-17.430 N, 124-49-31.744 W, 26 feet below surface
47-04-02.070 N, 124-40-12.664 W, 66 feet below surface
47-03-53.430 N, 124-40-54.064 W, 26 feet below surface
47-02-27.030 N, 124-47-48.064 W, on surface
47-02-24.092 N, 124-48-02.140 W, on the sea bed
47-01-00.630 N, 124-54-42.064 W, 26 feet below surface
47-00-51.990 N, 124-55-23.464 W, on the sea bed
46-58-36.630 N, 124-46-04.384 W, 26 feet below surface

The R/V Sally Ride will be onscene conducting the deployments of the equipment, and will remain in the vicinity to conduct towed sensor operations until 10 Aug 2022. The R/V Sally Ride can be hailed on VHF-FM channel 16 or via cell phone at (858) 253-1347. Mariners are requested to remain 300 yards from any equipment and should avoid trailing any gear or equipment to prevent entanglement when transiting in the vicinity. For

WASHINGTON – COLUMBIA RIVER TO DESTRUCTION ISLAND – Research activities and mooring deployments

additional information, contact John Mickett at (206) 291-5606 or email at mickett@uw.edu.

Chart 18500

LNM: 28/22

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. The first equipment is deployed in position 47-52-34.140 N, 124-44-00.300 W, offshore between James Island and Teahwhit Head. The surface gear consists of an 18-foot halibut pole (with flag and RADAR reflector), a 12-inch low-drag surface float, and an 8-meter-long line attached to the sub-surface gear. Another mooring was set in position 48-10-11.760 N, 124-49-18.000 W, off Cape Alava. This mooring was damaged and there is no visible buoy or gear on the surface. The mooring and some gear remain below the surface in his location and OCNMS will attempt to recover in the near future. Mariners are advised to stay clear of these moorings to avoid entanglement. For more information, contact Lieutenant Junior Grade Haley Glos at (360) 406-2085 or via email at haley.glos@noaa.gov.

Chart 18480

LNM: 40/22

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

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

Chart 18460

LNM: 47/22

WASHINGTON – 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 – SEATTLE TO BREMERTON – ELLIOTT BAY – Marine construction

Pacific Pile & Marine is conducting a marine construction project for the City of Seattle at Pier 58 commencing on 20 Sep 2022 and continuing until June of 2023. The in-water work includes timber pier demolition and pile removal, new piling placement, new concrete construction, habitat improvements and cathodic protection systems. There will also be some demolition work conducted just north of pier 62 near the entrance to Bell Harbor Marina. Work hours are typically 0700 – 1900 daily. Pacific Pile will have multiple assets on scene including the Derrick Barge Pacific Lifter. Crews will monitor VHF-FM channels 18 and 19, for mariners with any questions. For more information, contact Andrew Bickley at (425) 890-0019, or email at andrewb@pacificpile.com.

Chart 18450

LNM: 37/22

WASHINGTON – PUGET SOUND – BREMERTON TO SEATTLE – ELLIOTT BAY – Marine construction

Washington State Ferries is continuing construction of a new Colman Dock ferry terminal at Pier 52 in Seattle. Project will complete in spring 2023. While most in-water work has been completed, mariners should still be alert for marine construction equipment, diving operations, and equipment that may obstruct small sections of the waterway adjacent to Colman Dock. Construction will take place from 0700 – 1700 Monday through Friday. Please direct any inquiries to WSF Communications (206) 402-8070 or by email at ColmanDockProject@wsdot.wa.gov.

Chart 18450

LNM: 36/22

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

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

Chart 18450

LNM: 48/22

WASHINGTON – PUGET SOUND – ELLIOTT BAY – DUWAMISH WATERWAY – Terminal 5 dredging

Orion Marine Contractors will perform dredging operations on the Terminal 5 Berth Modernization Project for the Port of Seattle, beginning on Monday 05 Dec 2022 for both the north berth and south berth at Terminal 5. Dredging operations will be conducted on a 24 hours / 7 days a week schedule until the north berth dredging is completed; and the entire project is expected to run until 15 Feb 2023. Dredging spoils will be transported via tug and barge to the Elliot Bay disposal zone and to Waste Management Duwamish Reload Facility via tug and barge for upland disposal. There will be one spud barge with crane, Orion 1601, and the Orion 2001 Dump Scow, and the Tlingit Flat Deck barge around the dredging. Each floating plant will have all corners marked with steady burn white lights. The barges will be working off of spuds and we request that mariners keep a minimum 200-foot distance from the operations and the equipment. The Orion equipment will monitor VHF channel 13. For additional information, please contact Jesse Galligan at (253) 552-1140 or email at jgalligan@orionmarinegroup.com.

Chart 18450

LNM: 48/22

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – DUWAMISH WATERWAY – Environmental testing (Revised from LNM 41/22)

Anchor QEA will conduct sediment sampling work on the Lower Duwamish Waterway starting on 05 Dec 2022 and extending through May of 2023. The work will be on the 14th Ave Reach from just upstream of the Turning Basin downstream past Slip 2, both inside and outside of the federal navigation channel. This project is EPA-approved and involves small work vessels conducting marine sampling. The planned work schedule is 0700

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – DUWAMISH WATERWAY – Environmental testing (Revised from LNM 41/22)

– 1900, Monday – Friday. Work vessels may be able to move for river traffic. Mariners planning to transit this stretch of the Duwamish are encouraged to contact the vessels in advance via VHF-FM channels 16 or 13, or by calling directly:

M/V Cypress, R/V Cayuse, R/V Tieton, and R/V Stuart at (425) 281-1471

R/V Nancy Anne and R/V Peter R at (206) 418-6173

R/V Carolyn Dow at (206) 550-5202

Mariners can also call the project coordinator, Susan McGroddy, at (206) 251-2129.

Chart 18450

LNM: 47/22

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 and 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 Pacific Northwest 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 – BELLINGHAM BAY – Pier demolition

Pacific Pile & Marine has commenced work on the Lehigh Pier Demolition project for Lehigh Northwest Cement Company located in Bellingham, Washington. The abandoned pipeline trestle and pier are located just to the northwest of Bellingham's Squalicum Waterway and extend approximately 800 yards from the shore into the Bay, terminating in approximate location 48-45-30.3 N, 122-31-19.7 W. Removal of the pipeline trestle and pier is required to meet the obligations of the Washington Department of Natural Resources (WDNR) aquatic lease on the site. Standard work hours will be from 0600 – 1600, Monday – Friday, and operations will be completed by no later than 15 Feb 2023. Work will be conducted from Pacific Pile & Marine's spud barge Web, loaded with a Hitachi 1200 Excavator, and several material barges. All barges will have all four corners marked with steady white lights. The Web will be lofting long timber piles from the water to the barges and transported to Seattle for disposal. Mariners are requested to keep at least 100 yards distance from the barges and the operations at all times. The Web and tugs will monitor VHF-FM channel 16 if mariners need to contact them. For additional information, please contact Dean Zimmermann at (206) 472-5318 or email at deanz@pacificpile.com.

LNM: 51/22

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 – Heavy Weather advisory and resources

As winter weather has arrived in the Pacific Northwest, the Coast Guard is advising mariners to be informed and prepared and to use the resources at their disposal to reduce the likelihood of marine casualties. The Captain of the Port for Puget Sound has released Marine Safety Information Bulletin (MSIB) 002-22 addressing heavy weather measures within the COTP Zone. This MSIB was included as enclosure (4) to LNM 49/22.

Additionally, mariners who operate on Oregon and Washington coastal waters should be especially vigilant during winter months. The Thirteenth Coast Guard District's Special Notice to Mariners has excellent information, especially Chapter 2, Guide to Hazardous Bars. The Special Notice to Mariners can be downloaded at:

https://www.navcen.uscg.gov/pdf/lnms/D13_LNM%20Special%20Local%20Notice%20to%20Mariners_Indefinite.pdf

The National Weather Service maintains a website with current weather conditions at 10 of the coastal bar entrances that is a must for any mariner; visit <https://www.weather.gov/pqr/barcams>. Those pages also list any restrictions or closures to marine traffic at each bar. Mariners can contact any Coast Guard Station for additional information at their location.

LNM: 46/22

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

The National Oceanic and Atmospheric Administration (NOAA) is undertaking a multi-year program to end production and maintenance of its suite of over 1,000 traditional paper nautical charts and all associated raster chart products and services, including: Print-on-Demand (POD) paper nautical charts, Full-size chart PDF files, BookletChart™ PDF files, NOAA raster navigational charts (NOAA RNC®), the NOAA RNC tile service, and the online RNC viewer.

Six months prior to cancellation, a notice of the intent to cancel a specific chart will be provided via a "Last Edition" notice. The final cancellation of a chart will be made via a "Canceled" notice. Both types of notices will appear in LNM Section IV, "Chart Correction." A comprehensive list of all cancelled NOAA charts is available at: <http://www.charts.noaa.gov/MCD/Dole.shtml>.

Traditional paper nautical chart production is ending to enable the creation and maintenance of larger scale, more up-to-date, higher quality coverage of NOAA's electronic navigational chart (NOAA ENC®) product. This will significantly enhance the amount of charted detail available to mariners. More information about NOAA's program to sunset traditional paper charts is on the NOAA Coast Survey website at: <https://nauticalcharts.noaa.gov/charts/farewell-to-traditional-nautical-charts.html>. An online NOAA Custom Chart application at: <https://devgis.charttools.noaa.gov/pod> is available to create chart images from ENC data, which may then be printed. Notices to Mariners will not be issued for NOAA Custom Charts.

LNM: 10/21

OREGON – WASHINGTON – IDAHO – Farewell to traditional nautical charts

NOAA is in the process of "sunseting" or ending the production of traditional paper charts. However, even prior to traditional chart production ending, users may notice differences between paper charts and ENCs. There are two broad categories of data that are applied onto NOAA ENCs and paper / raster nautical charts – "Critical Corrections" and "Routine" data. Critical Corrections may be newly discovered shoals or other dangers

OREGON – WASHINGTON – IDAHO – Farewell to traditional nautical charts

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
None							

ENCLOSURES**Enclosure 1**

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

LNM: 04/23

Enclosure 2

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

LNM: 04/23

Enclosure 3

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events

LNM: 04/23

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

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

BRIDGE DISCREPANCIES AND CORRECTIONS

Enclosure (1)

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

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

Start Date	End Date	Times	Location	Dredge Vessel	Assist Vessel	Channel monitored	Disposal Area	LNM
27-Jan-23	5-Feb-23	24 Hrs / 7 Days	Columbia River; Baker Bay - USCG Station Cape Disappointment	Heidi Renee	James T	VHF-FM 13, 16 & 69	Baker Bay Site BB-3	04/23
7-Nov-22	24-Feb-23	24 Hrs / 7 Days	Columbia River; Baker Bay - Port of Ilwaco Marina	Port of Ilwaco	Port Skiff	VHF-FM 13, 16 & 69	Ashore	44/22
28-Nov-22	28-Feb-23	Sun - Fri Ebb tides	Columbia River; Astoria waterfront (RM 13.2)	M/V Felkins	Sentinel	VHF-FM 13, 16 & 74	TBD	47/22
2-Nov-22	31-Jan-23	24 Hrs / 7 Days	Columbia River; Mouth of the Cowlitz (RM 67+37 to 68+07)	M/V Oregon	Clackamas, Ivanhoff and Williams	VHF-FM 13 & 16	Howard Island	44/22
8-Jan-23	15-Feb-23	Mon - Fri 0600-1700	Columbia River; Upper Martin (RM 96 - 98)	Dredge 7	N/A	VHF-FM 13, 16 & 79	Ashore WA RM 96.9	52/22
7-Jan-23	25-Jan-23	24 Hrs / 7 Days	Snake River; Clarkston (Crane dock, Rec Dock, Grain Dock, Cruise Line Dock)	DB Sea Vulture	Terrilyn, Swan Island	VHF-FM 13, 16 & 67	TBD	02/23
5-Dec-22	15-Feb-23	24 Hrs / 7 Days	Puget Sound; Duwamish West Waterway, Terminal 5	Orion 1601	Orion 2001	VHF-FM 13 & 16	Elliott Bay	48/22

Mariners are advised that the start and ending dates for dredging activities may vary due to unforeseen on-site conditions, such as gill net fishing, weather and other factors.

USACE dredges request mariners transit at 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
29-Jan-23	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
5-Feb-23	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
12-Feb-23	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
12-Feb-23	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
19-Feb-23	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
26-Feb-23	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
5-Mar-23	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR

SECTOR PUGET SOUND MARINE EVENTS

EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
28-Jan-23	1100-1500	First of the Season Rally 2023	Lake Washington