



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

LOCAL NOTICE TO MARINERS

District: 13

Week: 32/22

ISSUED BY: COMMANDER, THIRTEENTH COAST GUARD DISTRICT (dpw)
915 Second Avenue, 35th Floor, Rm 3510, Seattle, Washington 98174-1067
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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=n

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, 2022 Edition, is available at
https://www.navcen.uscg.gov/sites/default/files/pdf/lightLists/LightList_V6_2022.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
D13-0560-22

Ending BNM
D13-0583-22

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 – JOHN DAY DAM TO BLALOCK – John Day Navigation Lock operating normally

The repairs on the upstream gate of the John Day Navigation lock were completed on 05 Aug 22. Lock operations are returned to normal service.

Chart 18535

LNM: 32/22

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – DUWAMISH WATERWAY – Bridge inspection

Washington State Department of Transportation will be inspecting the 1st Ave South Highway Bridge (LLNR 16887), AKA SR-99 Bridge, across the Duwamish Waterway, mile 2.5, Seattle, WA, between 0530 and 1300 on September 17th, 18th, 24th and 25th 2022. The bridge will be inspected using an under-bridge inspection truck (UBIT) that occupies a portion of the roadway and extends a boom under the bridge. The inspections will not impact navigation. While the UBIT is deployed under the subject bridge, approx. 10 ft. of vertical clearance will be temporarily reduced, however the UBIT will promptly give way to tall marine vessels. Mariners are advised to use caution while transiting the area. The UBIT bucket will have a flashing amber light on the bottom, and a safety lookout will be on the bridge. Draw bridge openings will occur as scheduled per 33 CFR 117.1041 (a)(1). For additional information, contact Alan Kuper, P.E. at (360) 701-0556 or kuper@wsdot.wa.gov or Ryan Collins, P.E. at (564) 200-2085 or collinsr@wsdot.wa.gov.

Chart 18535

LNM: 32/22

OREGON – IDAHO – GPS testing

US Strategic Command has proposed GPS testing encompassing a large portion of eastern Oregon and southwestern Idaho, during the first month of September. The center point of the test will be near Mountain Home AFB, Idaho, at position 42-31-24.5 N, 115-47-16.0 W, with a radius of 164 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. The testing will occur every day from 0230Z – 2330Z, on 08 – 24 Sep 2022. Note, these times are in Universal Time Coordinated (UTC) or Zulu time. For additional information or to express concerns, contact the Coast Guard Navigation Center at (703) 313-5900 or at <https://www.navcen.uscg.gov/contact/gps-problem-report>.

LNM: 32/22

OREGON – WASHINGTON – CAPE BLANCO TO CAPE FLATTERY – Autonomous vessel ocean research

Liquid Robotics will conduct autonomous, uncrewed, maritime vehicle operations from 24 Jul through 27 Aug 2022 offshore the Oregon and Washington coast. Operations consist of scientific ocean data collection, and will occur within a radius of 5 nautical miles from the following positions:

47-52-48 N, 125-52-12 W
47-24-36 N, 125-22-48 W
45-57-36 N, 125-06-36 W
44-49-48 N, 125-07-12 W
43-55-12 N, 125-09-36 W
42-49-12 N, 125-03-00 W

Wave Glider carries no fuel, lubricants, or hydrocarbons, is wave powered, remotely attended from our Wave Glider Operations Center (WGOC), moving at speeds of typically 1kt, and designed to give way or part if encountered by a vessel. It is surfboard size, copper in color, with a contact

plaque and mast extending 1 meter above the surface supporting a flag. Mariners are urged to transit the area with caution. For up-to-date information, mariners can contact Liquid Robotics Operations Center at (408) 636-4205, or by email at support@liquid-robotics.com.

Chart 18003

LNM: 31/22

COLUMBIA RIVER – ST HELENS TO VANCOUVER – Outfall repair and dive operations (Revised from LNM 29/22)

Advanced American Construction (AAC) will be performing repair work on an outfall pipe in the vicinity of Vancouver Terminal 2 Berth 1, at Columbia RM 105, in approximate location 45-37-50.8 N, 122-41-43.2 W. Work includes dive operations from AAC's 34' dive boat. The vessel "AAC Dive Boat" will be on station from 0700 – 1700, Monday – Friday, 03 Aug through 19 Aug 2022. When dive operations are occurring, the vessel will display the Diver Down and Alpha flags. Onsite vessels will monitor VHF-FM 16 during working hours. Mariners are requested to reduce speed and avoid the work boats. Any vessels inbound or outbound of the Port of Vancouver, near Terminal 2 - Berth 1 / Grain Elevator, are requested to contact the dive vessel. Please contact Trevin Belveal at (619) 550-9218 or trevinb@callaac.com for more information.

Chart 18525

LNM: 31/22

WASHINGTON – PUGET SOUND – HOOD CANAL – Military airborne water drop exercise

The US military will be conducting airborne water drop exercises in Hood Canal on 29 Sep 22 from 1000 – 2000. This exercise will take place in the Great Bend portion of Hood Canal near Annas Bay in approximate position 47-22-19 N, 123-07-59 W. The exercise will consist of aircraft, jumpers, and a support vessel that will monitor VHF-FM channel 16. Due to the complexity of these exercises, mariners are advised to stay well clear of this area and follow any instructions of military personnel involved in the operations. For more information contact SFC Samuel Gladish at samuel.gladish@socom.mil.

Chart 18448

LNM: 31/22

COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – Bridge maintenance notice

ODOT and Bridge Masters Inc. will be completing the fiber optic installation beneath the Interstate 5 Highway Bridge (LLNR 11258) across the Columbia River from 08 Aug – 20 Aug 2022. Work hours will be from 2100 on Monday nights through 0500 on Saturday mornings. Construction will be conducted using a under bridge inspection trucks (UBITs) that occupy a portion of the roadway and extend booms over the side of the bridge. The work vehicle will be marked with a flashing amber light on the bottom of the basket. Mariners are asked to stay clear of the area below the work vehicle (at least 100ft horizontal separation) as there is a potential risk of falling construction materials and for the safety of the personnel in the work vehicle basket. The work vehicle will monitor VHF-FM Channel 16 if mariners have any concerns as they transit beneath the bridge. Contact Jake Bothe at (760) 815-3845, or Jakob.bothe@bridgemastersinc.com

Charts: 18525 18526 18531

LNM: 30/22

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERON – ELLIOTT BAY - 2022 Fleet Week Maritime Festival Security Zones

The Coast Guard will enforce the Seafair Fleet Week Moving Vessels Security Zones around all the participating vessels, including U.S. Naval Vessels, USCGC HENRY BLAKE (WLM-563), USCGC ANACAPA (WPB-1335), USCGC TERRAPIN (WPB-87366), USCGC OSPREY (WPB-87307), HMCS SASKATOON (MM 709), HMCS YELLOWKNIFE (MM-706), and the Fireboat LESCHI. The Moving Vessels Security Zones includes all waters within 500 yards from all vessels while each vessel is participating in the Seafair Fleet Week Parade of Ships on 01 Aug 2022, and while moored following the parade, and until their departure. Additionally, mariners are reminded that during Fleet Week all U.S. Naval Vessels are protected by a Naval Vessel Protection Zone (NVPZ). When in effect, both Seattle's Seafair Fleet Week Moving Vessels Security Zone and the NPVZ require all vessel operators within 500 yards of protected vessels to maintain a minimum speed to stay on course and must not approach within 100 yards of the protected vessels. All vessel operators who desire to enter the security zones must obtain permission from the Captain of the Port by contacting the on-scene Coast Guard patrol craft of VHF-FM CH 13 or CH 16. The request must include a reason why movement within security zones is necessary.

Chart 18450

LNM: 30/22

OREGON – CAPE BLANCO TO CAPE FLATTERY – Research operations

As part of the Ocean Observatories Initiative (OOI), the University of Washington will be recovering and deploying scientific instruments 05 Aug – 18 Sep 2022 off the Oregon coast from the Stonewell Bank area approximately 12 NM off Yaquina Head extending approximately 200 NM westward in the vicinity Brown Bear Seamount. The OOI operations will be performed 24 hours a day from the R/V Thomas G. Thompson with an attached, cabled Remotely Operated Vehicle (ROV) working on the ocean floor. The research vessel will monitor VHF-FM Channel 13 and 16 during all operations. Mariners are requested to keep at least a 2 NM CPA with the research vessel to avoid possible entanglement or damage to equipment and/or fishing gear. The approximate dates and locations of the operations are as follows:

Leg 1

- 44-28-53 N, 125-08-54 W (Hydrate Ridge, WD 1250m) on Aug 08
- 44-22-10 N, 124-57-15 W (Endurance Offshore, WD 580m) on Aug 09
- 45-49-50 N, 129-45-12 W (Axial Base, WD 2600m) from Aug 10 to Aug 11
- 45-56-27 N, 129-59-20 W (Axial Caldera, WD 1525m) from Aug 11 to Aug 15

Leg 2

- 44-38-14 N, 124-18-20 W (Endurance Shelf, WD 80m) from Aug 18 to Aug 19
- 44-22-10 N, 124-57-15 W (Endurance Offshore, WD 580m) from Aug 19 to Aug 20
- 44-34-11 N, 125-08-49 W (Southern Hydrate Ridge, WD 780m) from Aug 20 to Aug 22

Leg 3

- 44-22-10 N, 124-57-15 W (Endurance Offshore, WD 580m) from Aug 25 to Aug 26
- 44-31-44 N, 125-23-23 W (Slope Base, WD 2900m) from Aug 26 to Aug 27
- 45-49-50 N, 129-45-12 W (Axial Base, WD 2600m) from Aug 27 to Aug 29

45-56-27 N, 129-59-20 W (Axial Caldera, WD 1525m) from Aug 29 to Sep 03
 Leg 4
 44-31-44 N, 125-23-23 W (Slope Base, WD 2900m) from Sep 07 to Sep 09
 Leg 5
 44-31-44 N, 125-23-23 W (Slope Base, WD 2900m) from Sep 12 to Sep 16
 For additional information contact Brian Ittig at bittig@uw.edu.

Charts: 18003 18520 18580

LNLM: 29/22

SNAKE RIVER – LOWER GRANITE LAKE – Lower Granite Navigation lock delays extension

The repair work to a navigation lock fill valve at the Lower Granite Lock, Snake RM 107.5, has uncovered more extensive damages than anticipated. The valve will remain out of service until repairs are completed and tested, now expected to be completed by 31 Aug 2022. Lockage evolutions are expected to require up to 35 minutes during this time period. For additional information, contact the Lower Granite Operator at (509) 843-2231, call sign WUJ45 Lower Granite, or the NWW Operations Division at (509) 527-7364.

LNLM: 29/22

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

The Coast Guard has approved a temporary deviation from the operating schedule that governs the BNSF Railroad Bridge 38.3 (LLNR 18594.6) across Ebey Slough (Snohomish River), mile 1.5 at Marysville, Washington. This closure period is from 0700 on 01 Aug through 0700 on 01 Sep 2022. Scaffolding will be installed for containment on half of the span, and will reduce the vertical clearance up to 5 feet. Half of the span's horizontal clearance will remain available for mariners to navigation under the bridge. The scaffolding will be lighted with amber flashing lights. Mariners be aware that Bridge 38.3 provides 5 feet of vertical clearance in the closed-to-navigation position above high water, and at the lowest tides, up to 16 feet of vertical clearance may be available. When containment is installed on half of the span, mariners will not be able to navigate under that portion of the bridge at high tide through high slack. At low tide the vertical clearance will be reduced to about 11 feet with containment. Vessels able to pass through the bridge in the closed-to-navigation position may do so at any time. Bridge 38.3 operates in accordance with 33 CFR 117.5 that is an open on signal. Bridge 38.3 is also regulated via 33 CFR 117.1059 (g) and states in part "... During freshets, a draw tender shall be in constant attendance, and the draw shall open on signal when so ordered by the District Commander." This deviation will also negate a draw tender to be in attendance during freshets. Mariners be aware of river debris collecting at the bridge before BNSF can remove the debris due the bridge not able to open. For more information on this event, contact Kristopher Harris at kristopher.harris@bnsf.com.

Chart 18444

LNLM: 29/22

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. | LNLM St | LNLM End |
|-------|--|--------------------|-----------|----------|---------|----------|
| 733 | NOAA Environmental Lighted Buoy 46041 | MISSING | 18500 | 0174-22 | 08/22 | |
| 756 | Strait of Juan De Fuca Traffic Separation Lane Lighted Buoy JA | MISSING | 18485 | 0828-20 | 47/20 | |
| 765.5 | NOAA Environmental Lighted Buoy 46005 | LT EXT | 18007 | 0197-20 | 08/20 | |
| 8725 | Coquille River Buoy 15 | OFF STA | 18588 | 0500-22 | 28/22 | |
| 9247 | Umpqua River South Jetty Sound Signal | SS INOP | 18584 | 0550-22 | 31/22 | |
| 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 | |
| 10715 | Cleveland Dike Light 3 | LT EXT | 18524 | 0392-22 | 22/22 | |
| 10950 | Bybee Ledge Channel Range Front Light | LT EXT | 18524 | 0553-22 | 31/22 | |
| 10955 | Bybee Ledge Channel Range Rear Light | LT EXT | 18524 | 0517-22 | 29/22 | |
| 11020 | Martin Island Channel Lighted Buoy 75 | LT EXT | 18524 | 0551-22 | 31/22 | |
| 11140 | Willow Lower Range Front Light | DAYMK MISSING | 18525 | 0509-22 | 29/22 | |
| 11165 | Willow Dike Light 26 | LT EXT | 18525 | 0436-22 | 24/22 | |
| 11308 | Airport Bar Range Rear Light | LT EXT | 18531 | 0441-22 | 25/22 | |
| 11430 | Fisher Quarry Channel Range Front Light | LT EXT | 18531 | 0289-22 | 17/22 | |

| | | | | | |
|-------|--|---------------------|-------|---------|-------|
| 11465 | Government Island Range Front Light | REDUCED INT | 18531 | 0325-22 | 19/22 |
| 11490 | Lady Island Range Front Light | LT EXT | 18531 | 0440-22 | 25/22 |
| 12980 | Lake Wallula West Channel Junction Light W | STRUCT DEST/TRLB | 18542 | 0208-20 | 09/20 |
| 13475 | Lake Sacajawea Buoy 58 | OFF STA | 18545 | 0422-22 | 24/22 |
| 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 |
| 14900 | Post Office Range Rear Light | LT EXT | 18526 | 0555-22 | 31/22 |
| 16136 | Strait of Juan De Fuca Traffic Separation Lane Lighted Buoy JA | MISSING | 18485 | 0828-20 | 47/20 |
| 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 |
| 19480 | Cypress Reef Junction Daybeacon C | DAYMK MISSING | 18430 | 0512-22 | 29/22 |

DISCREPANCIES (FEDERAL AIDS) CORRECTED

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

None

DISCREPANCIES (PRIVATE AIDS)

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|-------|---|---------|-----------|----------|--------|---------|
| 10814 | Lewis And Clark Bridge Approach Buoy 4 | OFF STA | 18524 | 0413-22 | 24/22 | |
| 10928 | Sandy Island Anchorage Lighted Buoy "S" | LT EXT | 18524 | 0225-22 | 12/22 | |
| 11207 | Lower Vancouver Anchorage Lighted Buoy V | LT EXT | 18525 | 0147-22 | 06/22 | |
| 11247 | Hayden Island Water Monitoring Lighted Buoy A | MISSING | 18526 | 0413-21 | 25/21 | |

DISCREPANCIES (PRIVATE AIDS) CORRECTED

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|-------|--|------------------|-----------|----------|--------|---------|
| 10811 | Lewis And Clark Bridge Approach Buoy 1 | RESET ON STATION | 18524 | 0572-22 | 22/22 | 32/22 |
| 10813 | Lewis And Clark Bridge Approach Buoy 3 | RESET ON STATION | 18524 | 0572-22 | 22/22 | 32/22 |

PLATFORM DISCREPANCIES

| Name | Status | Position | BNM Ref. | LNM St | LNM End |
|------|--------|----------|----------|--------|---------|
|------|--------|----------|----------|--------|---------|

None

PLATFORM DISCREPANCIES CORRECTED

| Name | Status | Position | BNM Ref. | LNM St | LNM End |
|------|--------|----------|----------|--------|---------|
|------|--------|----------|----------|--------|---------|

None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|--------------|---|-------------------------------|--------------|----------------|--------------|---------|
| 9285 | Winchester Bay Harbor Entrance Daybeacon 1 | TRUB | 18584 | 0353-21 | 21/21 | |
| 10190 | Harrington Point Channel Lighted Buoy 54 | RELOCATED FOR DREDGING | 18521 | 0582-22 | 32/22 | |
| 10295 | Brookfield Point Lighted Buoy 19 | RELOCATED FOR DREDGING | 18523 | 0486-22 | 28/22 | |

| | | | | | |
|-------|--|---------------------------|-------|---------|-------|
| 10300 | Brookfield Point Lighted Buoy 21 | RELOCATED FOR DREDGING | 18523 | 0487-22 | 28/22 |
| 10816 | Cowlitz River Lighted Buoy 25 | DISCONTINUED FOR DREDGING | 18524 | 0427-22 | 24/22 |
| 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 |
|------|----------|--------|-----------|----------|--------|---------|
|------|----------|--------|-----------|----------|--------|---------|

None

PLATFORM TEMPORARY CHANGES

| Name | Status | Position | BNM Ref. | LNM St | LNM End |
|------|--------|----------|----------|--------|---------|
|------|--------|----------|----------|--------|---------|

None

PLATFORM TEMPORARY CHANGES CORRECTED

| Name | Status | Position | BNM Ref. | LNM St | LNM End |
|------|--------|----------|----------|--------|---------|
|------|--------|----------|----------|--------|---------|

None

SECTION IV - CHART CORRECTIONS

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

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

| Chart Number | Chart Edition | Edition Date | Last Local Notice to Mariners | Horizontal Datum Reference | Source of Correction | Current Local Notice to Mariners |
|--|---------------------------------------|--------------|-------------------------------|----------------------------|------------------------|----------------------------------|
| 12327 | 91st Ed. | 19-APR-97 | Last LNM: 26/97 | NAD 83 | | 27/97 |
| Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER | | | | | | |
| Main Panel 2245 NEW YORK HARBOR | | | | | | |
| (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.

18429 **11th Ed.** **01-MAY-14** **Last LNM: 39/17** **NAD 83** **32/22**

Chart Title: Rosario Strait-southern part

Main Panel 1682 ROSARIO STRAIT SOUTH PART. Page/Side: N/A

LAST EDITION No new editions of chart 18429 will be published. It will be canceled on 05-Oct-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>. NOS --

18430 **9th Ed.** **01-JUL-10** **Last LNM: 39/17** **NAD 83** **32/22**

Chart Title: Rosario Strait-northern part

Main Panel 1683 ROSARIO STRAIT NORTH PART. Page/Side: N/A

LAST EDITION No new editions of chart 18430 will be published. It will be canceled on 05-Oct-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>. NOS --

18432 **7th Ed.** **01-SEP-13** **Last LNM: 44/13** **NAD 83** **32/22**

ChartTitle: Boundary Pass

Main Panel 1685 BOUNDARY PASS. Page/Side: N/A

LAST EDITION No new editions of chart 18432 will be published. It will be canceled on 05-Oct-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>. NOS --

18433 **6th Ed.** **01-APR-05** **Last LNM: 42/17** **NAD 83** **32/22**

ChartTitle: Haro-Strait-Middle Bank to Stuart Island

Main Panel 1686 HARO STRAIT MIDDLE BANK TO STUART ISLAND. Page/Side: N/A

LAST EDITION No new editions of chart 18433 will be published. It will be canceled on 05-Oct-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>. NOS --

18434 **7th Ed.** **01-APR-08** **Last LNM: 40/17** **NAD 83** **32/22**

ChartTitle: San Juan Channel

Main Panel 1941 SAN JUAN CHANNEL. Page/Side: N/A

LAST EDITION No new editions of chart 18434 will be published. It will be canceled on 05-Oct-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>. NOS --

18477 **6th Ed.** **01-SEP-18** **Last LNM: 09/17** **NAD 83** **32/22**

ChartTitle: Puget Sound-Entrance to Hood Canal

Main Panel 1938 PUGET SOUND ENTRANCE TO HOOD CANAL - -. Page/Side: -

LAST EDITION No new editions of chart 18477 will be published. It will be canceled on 05-Oct-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>. NOS --

18504 **66th Ed.** **01-JUL-06** **Last LNM: 29/17** **NAD 83** **32/22**

ChartTitle: Willapa Bay;Toke Pt.

Main Panel 1734 WILLAPA BAY. Page/Side: N/A

LAST EDITION No new editions of chart 18504 will be published. It will be canceled on 05-Oct-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>. NOS --

18587 **71st Ed.** **01-APR-11** **Last LNM: 43/19** **NAD 83** **32/22**

ChartTitle: Coos Bay

Main Panel 1796 COOS BAY. Page/Side: N/A

| | | | |
|----------|--|---|----------------------------------|
| RELOCATE | North Bend Lower Range Rear Light and Change height to 32ft. | CGD13 from 43-25-28.045N to 43-25-28.052N | 124-12-55.474W 124-12-55.453W |
| RELOCATE | North Bend Range Rear Light and Change height to 32ft. | CGD13 from 43-25-28.045N to 43-25-28.052N | 124-12-55.474W 124-12-55.453W |

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

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

Advance Notice(s)

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 18504 18523

LNM: 19/22

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.

Chart 18504

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.

- Tolivia 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

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

Proposed Project(s)

None

Closing

Docket No.

Ref. LNM

Proposed Change Notice(s)

COLUMBIA RIVER – ST. HELENS TO VANCOUVER – Change in the light characteristic for Vancouver Direction Light

The lighting equipment for Vancouver Direction Light (LLNR 11210) has become obsolete and is currently failing. To facilitate the replacement of this light with a LED lantern, the characteristic of the light will change from an Isophase 6 second white light (Iso W 6s) with red and green sectors shown over an arc of 4° to an Occulting 4 second red light (Oc R 4s) shown over an arc of 3°, with an increased intensity to combat increased background lighting.

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

Charts: 18525 18526

LNM: 28/22

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: 32/22

SUMMARY OF DREDGING OPERATIONS

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

LNM: 32/22

SUMMARY OF MARINE EVENTS

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

LNM: 32/22

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 – PORT OF PORTLAND - WILLAMETTE RIVER – Bridge notice

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. 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 radio 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 will be operational at the beginning of project 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 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

OREGON – PORT OF PORTLAND - WILLAMETTE RIVER – Bridge notice

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. For additional information on this event, contact Matt Studer at matt.d.studer@multco.us.

Chart 18526

LNM: 09/22

COLUMBIA RIVER – BONNEVILLE TO THE DALLES –SR-197 Highway Bridge notice (Revised from LNM 31/21)

ODOT is conducting a bridge deck replacement project on the SR 197 Highway Bridge (LLNR 12133) at Columbia RM 191.6 near The Dalles, OR and Dallesport WA. A work access and containment platform will be suspended beneath the bridge starting in mid-August and will be in place continuously until approximately 01 Dec 2022. While in place, the vertical navigation clearance will be reduced by approximately 3 feet to a minimum clearance of 97 feet Columbia River datum OHW. If a vessel needs the full 100 feet of vertical clearance for passage through the subject bridge, contact the ODOT Resident Engineer with no less than 12 hours of notice. For more information, or to make a request, contact ODOT Resident Engineer Brad DeHart at (541) 296-2800 or bradley.k.dehart@odot.state.or.us.

Chart 18532

LNM: 23/22

OREGON – SNAKE RIVER – Bridge notice

ODOT will be repairing the bridge that spans the Snake River in Ontario OR at river mile 372. The operations will occur seven days a week, daylight hours only, from 01 Apr to 31 Oct 2022. The bridge will be repaired using an under-bridge inspection truck (UBIT) or snooper crane that occupies approximately 10 feet of the vertical span of the bridge, work containment platforms that occupies approximately 6 feet of vertical span of the bridges, and a barge that will occupy one of the nine existing bridge spans. Mariners are advised to use caution while transiting the area. For additional information contact ODOT District 14 Project Manager, Petr Lovasik at (541) 823-4021 or (541) 709-6889 (cellular) or Petr.Lovasik@odot.state.or.us.

LNM: 06/22

OREGON – PACIFIC OCEAN TO HARRINGTON POINT – Old Youngs Bay Highway Bridge and Lewis & Clark River Highway Bridge Special Notice

Bridge touch-up painting will occur from 11 Jul 22 to 30 Sep 22 on the lift/bascule spans of the Old Youngs Bay Bridge (LLNR 14682) Mile 2.4 and Lewis & Clark River Bridge (LLNR 14706) Mile 1.0. The work will take place from man-lifts staged on a barge that will be positioned under the lift spans. Working hours are Monday through Friday 0700 to 1700. The barge will be positioned under the lifts spans 24 hours a day, however if the barge is partially obstructing navigation it can be moved with a 1 hour notice. Mariners are advised to use caution while transiting the work area. The barge will be marked with a white light. The bridges operating schedule will not be effected by this work and will continue to operate in accordance with CFR 117.899 and CFR 117.899c. Sketches detailing the barge placements were included as Enclosure (6) of LNM 28/22. For additional information contact Jim Gries at (503) 580-0569.

Chart 18521

LNM: 25/22

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

OREGON – WILLAMETTE RIVER – EUGENE – Bridge Notice

The City of Eugene, OR, has contracted DOWL for bridge rehabilitation on the Coburg Road Ferry Street Bridge. Rehabilitation plans include bridge deck overlays, cleaning and surface preparation for spot painting, cleaning and protection of bearings, replacement of expansion joints, epoxy injection of concrete cracks. The repair period will be 04 Apr – 31 Oct 2022, Monday through Friday up to 24 hours per day. Containment will be installed and the vertical clearance will be reduced from 27 feet to 22 feet at ordinary high water. The subject bridge crosses the Willamette River at RM 182.2 in location 44-03-28.4 N, 123-05-02.4 W. Mariners transiting under the Coburg Road Ferry Street Bridge should be aware of potential fall hazards. For more information on this project contact Mike Hawkins at (541) 954-9483 or mhawkins@dowl.com.

LNM: 14/22

WASHINGTON – COWLITZ RIVER – Bridge notice (Revised from LNM 17/22)

Utility work will be performed on State Route 411 Castle Rock Bridge located in Castle Rock, WA, across the Cowlitz River at river mile 17.4. Cable replacement will take place from 15 Jul - 01 Oct22, Monday through Friday between 0700 – 1700 daily. The cable replacement will be performed using an under-bridge inspection truck (UBIT) that occupies a portion of the roadway on the subject bridge. The UBIT will be the give way vessel, but mariners are advised to use caution while transiting the area and not transit directly underneath the UBIT. The SR-411 Bridge has a vertical clearance of 8.6 feet at high tide. The UBIT requires 5 to 10 feet of vertical clearance under the bridge at high tide, therefore mariners should expect no clearance in the vicinity of the UBIT. The subject bridge provides 28 feet of vertical clearance at low tide. The UBIT can lower the vertical clearance to 18 feet at low tide. The UBIT will be equipped with a flashing amber light. For additional information, contact Mark Guz at (360) 518-4464 or mark.guz@lumen.com.

LNM: 28/22

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – DUWAMISH WATERWAY – Spokane Street Bridge deviation

The Coast Guard has approved a temporary deviation for the Spokane Street Bridge (LLNR 16870.1) across the Duwamish Waterway, mile 0.3, in Seattle, WA, from 24 Jun – 30 Sep 2022. This deviation will support multiple events to make repairs and upgrades for the subject bridge. The work will begin with assembling scaffolding, and followed by installing scaffolding with the use of a barge and UBIT truck. A 60 ft wide X 200 ft long crane barge will be used during the first two weeks of June lifting scaffolding up to the bridge and during the last two weeks of August to remove the

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – DUWAMISH WATERWAY – Spokane Street Bridge deviation

scaffolding. A second service barge will be on site but outside of the channel. Two service tugs will be on site as well. The tugs and barges can be hailed using VHF channel 13. 82 of the 250 feet of horizontal clearance will be reduced while installing and removing scaffolding on the east and west side. After the platform has been installed, a total of 24 feet (11 ft west side and 13 ft east side) of horizontal clearance will be reduced. Scaffolding will be lighted with amber flashing lights. The vertical clearance will be reduced from 44 feet to 27 feet on the sides of the Spokane Street Bridge. The center vertical clearance will not be reduced during this deviation period. Vertical and horizontal clearances are referenced to mean high-water elevation. The horizontal and vertical clearances will only be impacted while the bridge is in the closed-to-navigation position. Mariners transiting the construction area are advised to not put out any wake, and fall hazards will be present. 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.

The following are the deviation dates and times:

- 2300 on 24 Jun 22 – 0700 on 25 Jun 22 (cannot open for emergency response);
- 2300 on 08 Jul 22 – 0700 on 09 Jul 22 (cannot open for emergency response);
- 2300 on 10 Jul 22 – 0700 on 23 Sep 22 (two hour minimum notice for bridge opening, 20 minute notice for emergency response);
- 2300 on 23 Sep 22 – 0700 on 24 Sep 22 (cannot open for emergency response);
- 2300 on 29 Sep 22 – 0700 on 30 Sep 22 (cannot open for emergency response);

For more information on the bridge repairs, contact Adam Dour, Kraemer North America, at (206) 620-0630 or adour@KraemerNA.com.

The Captain of the Port will implement a Safety Zone for the Duwamish waterway for the nighttime closure times listed above, and vessels will not be able to enter the Safety Zone without permission. For more information on the Safety Zone or to request permission, contact Coast Guard Sector Puget Sound Joint Harbor Operations Center (JHOC) via telephone at (206) 217-6002.

Chart 18450

LNM: 27/22

**WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – DUWAMISH WATERWAY – Bridge emergency deviation
(Revised from LNM 16/22)**

The Coast Guard has approved an emergency temporary deviation from the operating regulations of the 1st Ave South Highway Bridge (LLNR 16887), AKA SR-99 Bridge, across the Duwamish Waterway, mile 2.5, Seattle, WA. Repairs to the bridge are taking longer than anticipated as some necessary parts are being fabricated, and the Coast Guard has extended the emergency deviation until 26 Aug 2022. If repairs are completed sooner, the deviation will be cancelled. The subject bridge sustained damage from a roadway accident, and the draw span is limited to opening when sustained winds are less than 10 knots. The bridge operator may exercise good judgement to delay or not open the draw for a reasonable time only when sustained winds exceed 10 knots. The bridge operator may delay the opening of the draw for a reasonable time while waiting for sustained winds to be less than 10 knots, but shall inform mariners for the reason of delayed openings. Mariners shall contact the bridge operator prior to entering the Duwamish Waterway to request an opening, if the bridge cannot open due to wind velocity, the bridge operator shall record the vessel(s) name and contact them every thirty minutes with a draw status. The reasonable delay to open due to damages applies to all vessels requesting an opening including vessels of 5000 gross tons and over, a vessel towing a vessel of 5000 gross tons and over, and a vessel proceeding to pick up for towing a vessel of 5000 gross tons and over. During this closure, the draw of the subject bridge may also delay opening the draw to marine vessels engaged in emergency operations.

Chart 18450

LNM: 19/22

WASHINGTON – LAKE WASHINGTON SHIP CANAL – UNION BAY REACH – Bridge deviation

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

- 03 Sep 2022, 1700 to 1930 and 2200 to 0100;
- 10 Sep 2022, 1030 to 1300 and 1600 to 1800;
- 17 Sep 2022, 1400 to 1630 and 1930 to 2200;
- 24 Sep 2022, TBA at a later date;
- 15 Oct 2022, TBA at a later date;
- 04 Nov 2022, 1700 to 1930 and 2230 to 0100;
- 19 Nov 2022, TBA at a later date.

The deviation is necessary to accommodate vehicular traffic attending football games at Husky Stadium at the University of Washington in Seattle, Washington. This deviation will allow the Montlake Bridge to remain in the closed-to-navigation position before and after each game. The Montlake Bridge in the closed-to-navigation position provides 30 feet of vertical clearance throughout the navigation channel, and 46 feet of vertical clearance throughout the center 60 feet of the bridge; vertical clearance references to the Mean Water Level of Lake Washington. Vessels which do not require a bridge opening may continue to transit beneath this bridge during the closure. The bridge will be required to open, if needed, for vessels engaged in emergency response operations during this closure period. The Coast Guard will publish any updates or changes to this operating schedule in future LNM publications, once game times are announced. For more information on these events contact Colleen Kelly at kellyc@wsdot.wa.gov.

Chart 18447

LNM: 26/22

WASHINGTON – LAKE WASHINGTON SHIP CANAL – UNION BAY REACH – Bridge construction update (Revised from LNM 28/21)

American Bridge Company will be conducting hoisting operations for new bridge construction at the West Approach Bridge South of the SR520 Evergreen Point Highway Bridge (LLRN 18340) from 25 Jul – 16 Sep 2022. During this time period, the active work zone will include both corridors of the west navigation channel between 0400 – 1300 daily, closing both corridors of the west navigation channel to all vessel traffic. After 1300, corridor B will be open for vessels to transit, while corridor A will have periodic closures based upon construction activities. During Seafair week, Thursday 04 Aug – Sunday 07 Aug, construction will pause and both corridors of the west navigation channel will remain open. Mariners are advised to transit with caution when navigating near the project area and that no boaters are permitted within the active work zone at any time. In addition, reduced speed and/or minimal wake is requested when transiting the navigation channels. The east navigation channel of the SR520 Highway Bridge will remain open to vessels at all times during this construction phase. A graphic of the operating area and the channel locations was included as Enclosure (5) of LNM 28/22. For more information, contact Eoin Duffy at (914) 263-5875 or email at eduffy@americanbridge.net.

Chart 18447

LNM: 24/22

WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE WASHINGTON – Interstate 90 Highway Bridge Anchor Cable Replacement

WSDOT will be replacing anchor cables linking the I-90 Highway Bridge (west channel) (LLNR 18389) in Lake Washington. The project will take place within a 1000ft wide strip on both the north and south sides of the I-90 floating bridge from 17 Mar to 30 Sep 2022. Work will be carried out during 24 hour shifts typically starting Monday morning at 0600 and finishing Friday at 1800, with some occasional weekend hours. A derrick crane, DB

WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE WASHINGTON – Interstate 90 Highway Bridge Anchor Cable Replacement

Alameda, will be used to winch up existing anchor cables and pay out new anchor cables. DB Alameda will maneuvered by the tug Capt Cae, and multiple flat deck barges and working skiffs will be maneuvering within the work zone. All vessels may be contacted on VHF-FM Channel 16. Deep-water divers will be deployed to disconnect the old cable and reconnect the new cable at the lakebed and shallow water divers will be deployed to assist with cable handling near to and under the floating pontoons. All barges will be lighted on the outermost corners of the individual barge. An orange buoy will mark the anchor noting the location and used for retrieval. Some locations on the SW corner of the work zone will require anchors attached to a pendant line for extra length and feature 2 buoys, one for the anchor and another for the pendant line. Mooring of vessels to the bridge will have line travels slightly above and below the water between the derrick crane and the bridge. Mariners transiting through the area shall not produce a wake or approach the barges within 500 feet. No boat traffic is permitted between the barge and the bridge at any time during the course of the project. For additional information, contact Andrew Schaal (0600-1800) at Andrew.Schaal@kiewit.com and (541) 969-0559; or Evan Spading (1800-0600) at Evan.spading@kiewit.com and (808) 342-3561.

Chart 18447

LNM: 10/22

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

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

Sairdrome Inc. is conducting oceanographic and fisheries acoustic surveys in collaboration with NOAA on the west coast of the United States from 01 Jul through 15 Oct 2022. The survey will be conducted by two (2) Uncrewed Surface Vehicles (USVs), called "sairdrones", each 23 ft in length, 16 ft tall, orange in color with a white all-round light on the mast and marked "SAILDRONE". The two Sairdrones will be deployed from Newport, OR on or about 01 Jul. Both vehicles are uncrewed, wind and solar powered and will have limited maneuverability during survey operations. Mariners are requested to transit areas with caution and to remain greater than 500 meters away from the research equipment. Questions regarding sairdrome operations should be directed to Sairdrome Mission Control, missioncontrol@sairdrome.com or (510) 722-6070. Enclosure (4) of Local Notice to Mariners 29/22 provided a photo and a description of the Sairdrome.

Chart 18007

LNM: 26/22

OREGON – CAPE SEBASTIAN TO HUMBUGH MOUNTAIN – ROGUE RIVER – Shoaling and limited Coast Guard response capability

The Coast Guard provides a seasonal Search and Rescue Detachment (SARDET) on the Rogue River in Gold Beach, Oregon. This unit exists to ensure the safety of the maritime community along the Southern Oregon Coast during periods of increased recreational vessel activity. Currently, significant shoaling is present in the Rogue River and mariners will experience shallower water depths than normal and shallower than charted. During most tidal conditions, the shoaling is preventing the Coast Guard from operating vessels in the river and entrance due to insufficient water depth. USCG Station Chetco River will continue to site a response vessel at Rogue River as often as practicable with respect to available water depth. Additional Search and Rescue response, such as outside the mouth of the river and helicopter operations will continue to be provided from Station Chetco River and Sector North Bend. Dredging at the entrance of the river and in the federal channel is scheduled to begin on or about 08 Jun 2022. During dredging operations, the dredge, barge, support vessels and additional equipment may significantly block the channel. Mariners are encouraged to keep a safe distance from all dredging operations.

Chart 18601

LNM: 23/22

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

COLUMBIA RIVER – PACIFIC OCEAN TO HARRINGTON POINT - Mouth of the Columbia River Jetty System Major Rehabilitation Project

Scheduled repairs of the South Jetty have commenced and are planned to continue through 2024. The 2022 seasonal operations have commenced on and a material off load facility has been constructed at the east end of the park; along the Columbia River, near Trestle Bay. The offload mooring barge will be in place starting on 19 Apr 2022. The offload facility has an aerial clearance of approximately 60 ft above the water line. When there is a barge being unloaded a crane will be utilized, the aerial clearance is about 140 ft. The ends of the spuds are painted white for visibility. For questions or additional information please call or email Sherri Brenner at (503) 550-6743 or email Sheri@jemcamis.com, or the project superintendent, Aaron Anderson at (503) 791-2161 or email AAnderson@jemcamis.com.

The jetties at the Columbia River Entrance have suffered severe deterioration and may no longer be correctly represented upon the nautical charts of the area. Mariners should use caution when transiting in the vicinity of the jetties and the river entrance. Repairs of the North jetty were completed in 2019. More information may be found at the USACE Portland District web site: <http://www.nwp.usace.army.mil/jetties/>

Chart 18521

LNM: 13/22

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
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 – PACIFIC OCEAN TO HARRINGTON POINT – HARRINGTON POINT – WOODY ISLAND CHANNEL – Current measuring buoy

NOAA has deployed a yellow, oceanographic data collection buoy to measure currents in Woody Island Channel about 1500 yards SE of Harrington Point Channel LB 54 (LLNR 10190), in approximate position 46-14-15.288 N, 123-41-09.528 W. The buoy has a yellow light with a group flashing (5) every 20 seconds characteristic. The buoy will be deployed until the end of Sep 2022. For more information, contact Drew Maczko, at (206) 526-6918 or email at drew.maczko@noaa.gov.

Chart 18521

LNM: 16/22

COLUMBIA RIVER – PACIFIC OCEAN TO HARRINGTON POINT – NORTH CHANNEL – Current measuring buoy

NOAA has deployed a yellow, oceanographic data collection buoy to measure currents in the Columbia River North Channel between Grays Point Light 13 (LLNR) and Portuguese Point Daybeacon 14A near the entrance to Grays Bay, in approximate position 46-16-26.076 N, 123-45-24.480 W. The buoy has a yellow light with a group flashing (5) every 20 seconds characteristic. The buoy will be deployed until the end of Sep 2022. For more information, contact Drew Maczko, at (206) 526-6918 or email at drew.maczko@noaa.gov.

Chart 18521

LNM: 16/22

COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – Shoaling protruding into Reed Island Reach

Due to shoaling extending south into the Reed Island Reach Channel south of Reed Island, the US Coast Guard has relocated Reed Island Reach Lighted Buoy 61 (LLNR 11580) to approximate position 45-32-46.318N 122-18-02.052W. This position is near the center of the channel. Vessels transiting Reed Island Reach should navigate on the southern edge of the channel between longitudes 122-17-30.0W and 122-18-25.0W (RM 125+40 to 126+40) and proceed with caution.

Chart 18531

LNM: 30/21

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 – PASCO TO RICHLAND – LAKE WALLULA – Research buoy deployment

USACE has deployed a temporary research data collection buoy in the Columbia River at RM 329.2 in approximate position 46-13-24 N 119-06-59 W. This location is between the Pasco-Kennewick Highway Bridge (LLNR 13052.5) and the US-395 Blue Highway Bridge (LLNR 13057), close to the northern (Pasco) shore. The buoy is yellow, round in shape, approximately 6 ft tall and 4 ft wide, with a yellow light flashing every four seconds (Fl 4s). The buoy will be in place until 30 Sep 2022. For more information, contact Wayne Jousma at (509) 527-7447 or email wayne.r.jousma@usace.army.mil

Chart 18543

LNM: 14/22

OREGON – PORT OF PORTLAND – WILLAMETTE RIVER – Bank stabilization work

Anderson Construction will conduct bank restoration work on the Willamette River from 15 Jun to 31 Oct 2022. The work site is on the western shore of the Willamette River south of the Ross Island Highway Bridge (LLNR 14959.7) near RM 14.4 in approximate location 45-29-41 N, 122-40-06 W. A turbidity curtain will be installed via barge on 15 Jun and then demobilized at the end of the project. Once the turbidity curtain is installed, all work will be done shoreside of the turbidity curtain. For more information, contact the Project Engineer David Knudsen at (503) 702-6969 or email at dknudsen@andersen-const.com

IDAHO – CLEARWATER RIVER – Geotechnical survey operations

The Idaho Transportation Department has hired Horrocks Engineers to conduct geotechnical survey operations in the vicinity of the US-95 Spalding Bridge across the Clearwater River (RM 10.5) and the US-12 Arrow Bridge (RM 15.1) near Spalding, Idaho. The operations include underwater drilling off a barge located within 100 feet of the bridge. Operations will run seven days a week, from 0700-1700, starting on 01 Jul to 31 Oct 2022. The drilling is performed on a 40'x20' non powered barge with a 20' Jet boat supporting. The barge will be anchored on location by anchors off all four corners. There will be an 18" orange buoy ball attached to each anchor line designating where the lines are below the surface. The barge will show Restricted in Ability to Manuever dayshapes (Ball/ Diamond/Ball) and lights (Red/White/Red), in addition to white lights on all corners. The on-site crew can be reached by cell phone at (509) 844-1952. Mariners are requested to keep a minimum distance of 100' from the barge and tender boat. For more information, contact Horrocks Engineering, Mike McConnell, (208) 577-1642.

LNLM: 26/22

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

Chart 18500

LNLM: 28/22

WASHINGTON – STRAIT OF JUAN DE FUCA – SWIFTSURE BANK – ECHO Program 2022 Voluntary Vessel Slowdown trial at Swiftsure Bank

Effective 01 Jun 2022, the Enhancing Cetacean Habitat and Observation (ECHO) Program voluntary vessel slowdown trial in the vicinity of Swiftsure Bank is in effect for all inbound and outbound commercial and government vessels. If it is safe and operationally feasible to do so, commercial and government vessels are requested to not exceed the following speeds through the water:

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

The voluntary vessel slowdown trial takes place in the inbound and outbound lanes of the vessel traffic separation scheme between the start or end of the traffic separation scheme on the western or southern side, and the 124-40-00 W longitudinal line (radio call in point 1) on the eastern side. Speed transition zones are in place about 5 nautical miles prior to entering the slowdown area.

The ECHO Program voluntary slowdown trial in Swiftsure Bank aims to reduce underwater noise in known southern resident killer whale feeding areas. This initiative will remain in effect 24 hours per day until 2359 PDT on 31 Oct 22. The voluntary slowdowns at Swiftsure Bank and in Haro Strait and Boundary Pass are led by the Vancouver Fraser Port Authority's ECHO (Enhancing Cetacean Habitat and Observation) program, in cooperation with government agencies, Indigenous communities, industry partners and environmental groups. For more detailed information related to this slowdown trial and the ECHO program, refer to the following internet web address: <https://www.portvancouver.com/environmental-protection-at-the-port-of-vancouver/maintaining-healthy-ecosystems-throughout-our-jurisdiction/echo-program/projects/swiftsure-bank-slowdown/>

Chart 18460

LNLM: 21/22

WASHINGTON – STRAIT OF JUAN DE FUCA – Port of Vancouver Canada 2022 Voluntary Lateral Displacement

As of 01 Jun 22, the Enhancing Cetacean Habitat and Observation (ECHO) Program voluntary inshore lateral displacement is in effect for all tugs transiting the Canadian inshore area of the Strait of Juan de Fuca. If it is safe and operationally feasible to do so, tugs are requested to move south of the known killer whale feeding area and navigate either through the outbound shipping lane or the inshore lateral displacement zone, while maintaining a buffer distance of 1,000 meters from the traffic separation scheme (TSS). The inshore lateral displacement zone is 1,500 meters wide and occurs in the area between 123-52-21.192 W, 48-18-37.332 N and 124-31-33.378 W, 48-28-53.316 N, covering a distance of approximately 28 NM. The ECHO Program voluntary lateral displacement initiative aims to reduce underwater noise in known southern resident killer whale feeding areas along the northern edge of the Strait of Juan de Fuca. This initiative will remain in effect 24 hours a day through 31 Oct 22. For more detailed information related to lateral displacement and the ECHO program, visit the following web address:

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

Chart 18460

LNLM: 21/22

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

The Naval Undersea Warfare Center (NUWC) at Keyport, WA will be continuing operations in the vicinity of NUWC between University Point, the Brownsville Marina and Keyport through 23 Dec 2022. 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 small craft will monitor VHF-FM channels 12 and 16. The call sign for the small craft will be "Keyport Range Control". 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.

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

Chart 18446

LNM: 02/22

WASHINGTON – PUGET SOUND – ELLIOTT BAY - Colman Dock construction

Washington State Ferries is conducting demolition and construction operations at the Colman Docks, scheduled to be completed in the summer of 2022. Operations will be conducted from 0700 to 1700, Monday through Friday. Mariners should be aware of marine construction equipment moored around the Colman Dock and regular tows up and down the Duwamish River in support of the operation. Equipment may obstruct small sections of the waterway adjacent to Colman Dock. Water quality monitoring will be taking place during construction operations. Please direct any inquiries to WSF Communications at (206) 402-8070 or email wsfcomms@wsdot.wa.gov.

Chart 18450

LNM: 27/17

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – ELLIOTT BAY – Tribal Fisheries

The Muckleshoot Tribe will conduct fishing operations for their chinook salmon fishing season in catch area 10A (Elliott Bay east of a line drawn from Pier 91 to Duwamish Head Light (LLNR 16910), and catch area 80B (the Duwamish River up to the 1st Ave South Highway 99 Twin Bridges). Fishing will occur based upon the following schedule:

In Elliott Bay:

2000 on Wednesday 27 Jul to 0800 on Thursday 28 Jul 2022,
2000 on Wednesday 03 Aug to 0800 on Thursday 04 Aug 2022

In Elliot Bay and on the Duwamish River:

2000 on Wednesday 10 Aug to 0800 on Thursday 11 Aug 2022
2000 on Wednesday 17 Aug to 0800 on Thursday 18 Aug 2022

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

Chart 18450

LNM: 28/22

WASHINGTON – PUGET SOUND – ELLIOT BAY – DUWAMISH WATERWAY – Terminal 5 pier construction

Orion Marine will be continuing 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 for and will run through Aug 2023. Work will typically take place from 0700 to 1700, Monday thru Friday. The DB Rainier and DB St. Helens, will each have a material barge moored alongside and will always remain on site. Each floating plant will have all corners marked with steady burn white lights. The DBs will run on anchors at times so mariners are requested to keep at least a 200-foot distance. The crane and tugs 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: 02/22

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – DUWAMISH WATERWAY – Harbor Island dock demolition

Pacific Pile and Marine will begin Phase 2 of King County's Harbor Island Dock Demolition Project that will run from 16 Jul – 05 Sep 2022, except for a planned shutdown from 07 – 20 Aug during the negotiated tribal fish window. Pacific Pile and Marine will be performing marine construction demolition activities at the 100-year-old derelict dock site located at 3235 16th Ave. SW Seattle, WA, which is directly across the Duwamish Waterway from Terminal 5. Work hours will be from 0600 to 1800, Monday thru Sunday. Pacific Pile and Marine's spud barge Web will be loaded with an excavator to loft long timber piles out of the water. The KP#1 and KP#4 material barges will be moored alongside and will remain onsite unless they are being moved upriver at the LaFarge Facility. All barges will have all four corners marked with steady burn white lights. Mariners are requested to keep at least a 200ft clear distance. The barge Web and tugs will monitor VHF channel 16. For additional information, please contact Matthew Miller at (206) 715-7466 or email at MatthewM@PacificPile.com.

Chart 18450

LNM: 28/22

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – NAVAL BASE KITSAP – Sand placement over Moorage G

American Construction will be conducting sand placement operations over Moorage G at US Naval Base Kitsap, Bremerton, WA centered in approximate position 47-33-08.2N 122-39-24.7W, commencing 16 Jul 22 through 30 Sep 22. The hours of these operations will be up to 12 hours per day, Monday through Friday. The dredge DB Mukilteo will be on site and may be contacted on VHF-FM channel 16. For additional information contact Aaron McMahill at aaronm@americanconstrco.com or cell phone (253) 350-1670.

Charts: 18449 18452

LNM: 25/22

WASHINGTON – PUGET SOUND – HOOD CANAL – Research sensor deployments

NOAA's Northwest Fisheries Science Center will be deploying four acoustic receivers in the Hood Canal between South Point on the west and Lofall on the east, approximately 3 NM south of the Hood Canal Bridge on 27 Jul 2022 between the hours of 1000 and 1600. Receivers will listen for and record detections of salmonids implanted with acoustic transmitters. Deployment locations are as follows:

- (1) 47-49-43.464 N, 122-41-05.100 W
- (2) 47-49-28.848 N, 122-40-48.036 W
- (3) 47-49-10.992 N, 122-40-31.008 W
- (4) 47-48-52.344 N, 122-40-14.772 W

Moorings will remain in place through November. Mariners are requested to avoid disturbing the seafloor in these areas so as not to dislodge or damage the equipment. Deployment of the sensors will occur from the R/V Noctiluca, which will monitor VHF-FM channels 16 and 68. Mariners can contact the Chief Scientist at (206) 949-7723.

Charts: 18441 18458

LNM: 24/22

WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE WASHINGTON – Outfall pipe

Mariners should be aware of a new, permanent outfall pipe that has been installed at The Boeing Company's Renton manufacturing facility at the southern end of Lake Washington. The terminus of the outfall extends approximately 52 feet into the lake at the northeast corner of the Boeing property at an approximate position of 47-30-12.0 N and 122-12-25.2 W. The water depth from the top of the outfall varies from 7.5 to 9.2 feet below low lake level. For additional information about this outfall and its location, contact Mark Clement (425) 229-4279 or email at mark.d.clement@boeing.com.

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – SWINOMISH CHANNEL SOUTH ENTRANCE – Shoaling
(Revised from LNM 14/22)

Significant shoaling exists in Swinomish Channel, especially the South Entrance between South Entrance Buoy 5 (LLNR 18802) and South Entrance Daybeacon 12 (LLNR 18812). The project depth of Swinomish Channel is 12 feet, however, the controlling depth of Swinomish Channel is 4.1 feet based upon the latest available hydrographic data. This controlling depth of 4.1 feet is reflected on NOAA ENC products. Raster products do not reflect this sounding information, as they are no longer being updated with most routine corrections. Mariners should consult ENC cells for the most up-to-date information. Mariners should transit the Swinomish Channel waterway with caution, especially at low tidal conditions.

Chart 18427

LNM: 15/22

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – HALE PASSAGE – Marine construction

American Construction Co. will be replacing the breakwater near the Lummi Island Ferry terminal from 01 Aug to 12 Oct 2022. The work consists of removing the old breakwater and replacing with a larger, 125-ft breakwater and includes some rock drilling. Operations will usually be conducted from 0700-1530 on Monday – Friday in approximate location 48-43-13.950N, 122-40-50.410W. The derrick barge Palouse will be on site with barges Skagit and Chelan, and can be reached on VHF-FM channel 16 or cell phone (425) 238-3144. Mariners are requested to maintain at least 100 yards from the operation. For more information contact Rob Pate at (425) 238-3144, or email robp@americanconstco.com.

Chart 18421

LNM: 23/22

OREGON – WASHINGTON – IDAHO – US Coast Guard Navigation Center website transition

The Coast Guard Navigation Center (NAVCEN) has completed their website transition to a new, enhanced version. As part of this transition, URLs have been updated across the site including URLs linked to PDFs. Legacy site URLs will no longer function, however, they automatically direct users to the new NAVCEN home page, allowing users to further navigate to their preferred page. Users are encouraged to update any shortcuts they use to the new URLs. Below are a few of the new URLs listed for your convenience. As a reminder, these are top level URLs and they may not include all the additional links or District-specific shortcuts that you use:

Broadcast Notices to Mariners (BNMs)

Updated URL: <https://www.navcen.uscg.gov/broadcast-notice-to-mariners>

Local Notices to Mariners (LNM)

Updated URL: <https://www.navcen.uscg.gov/local-notices-to-mariners-by-cg-district>

Light Lists Annual Publication

Updated URL: <https://www.navcen.uscg.gov/light-list-annual-publication>

Light List - Weekly

Updated URL: <https://www.navcen.uscg.gov/weekly-light-lists>

Light List - Corrections

Updated URL: <https://www.navcen.uscg.gov/light-list-summary-of-corrections>

Questions or concerns may be directed to the NAVCEN using this email address: NAVCENWebTEAM@uscg.mil.

LNM: 26/22

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

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

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

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

LNM: 10/21

OREGON – WASHINGTON – IDAHO – Farewell to traditional nautical charts

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

LNM: 15/22

SECTION VIII - LIGHT LIST CORRECTIONS

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

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|------------|--|---------------------------------|-----------------------|---------------|--------------|--|----------------------------------|
| 9015 | NORTH BEND LOWER RANGE REAR LIGHT 159 yards, 112.1° from front light. | 43-25-28.052N 124-12-55.453W | Iso G 6s | 32 | | KRB on skeleton tower on multi-pile structure. On same structure as North Bend Range Rear Light. | Visible all around. 32/22 |
| | * | * | | * | | | |
| 9025 | NORTH BEND RANGE REAR LIGHT 167 yards, 009.3° from front light. | 43-25-28.052N 124-12-55.453W | Iso G 6s | 32 | | KRB on skeleton tower on multi-pile structure. On same structure as North Bend Lower Range Rear Light. | Visible all around. 32/22 |
| | * | * | | * | | | |
| 10160 | <i>Tongue Point Channel Lighted Buoy 44</i> 200 yards outside channel limit. | 46-13-06.001N 123-45-23.770W | Fl R 2.5s | | 4 | Red. | 32/22 |
| | * | | | | * | | |

ENCLOSURES

Enclosure 1

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

LNM: 32/22

Enclosure 2

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

LNM: 32/22

Enclosure 3

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events

LNM: 32/22

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 | Umatilla, OR | Green center ligtht extinguished | 7/15/2022 | 0515-22 |
| SNAKE RIVER | | | | | | |
| None | | | | | | |
| WILLAMETTE RIVER | | | | | | |
| 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 | | | | | | |
| | 18398 | I-90 Highway Bridge (east channel) | Seattle, WA | Lighting operating at reduced intensity | 7/26/2022 | None |
| IDAHO | | | | | | |
| 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 |
|-------------------|-----------------|-----------------|--|-----------------------|------------------------------------|--------------------------|----------------------|------------|
| 1-Jul-22 | 23-Jul-22 | 24 Hrs / 7 Days | Rogue River; Boat Basin Access Channel (RM 00+03+17 to 00+21+00) | Patriot, Snohomish | Lummi Island Cassie Lind Regulator | VHF-FM 13 & 16 | ODS | 20/22 |
| 24-Jul-22 | 24-Aug-22 | 24 Hrs / 7 Days | Rogue River; Gravel Bar (RM 00+00 to 16+37) | Patriot, Snohomish | Lummi Island Cassie Lind Regulator | VHF-FM 13 & 16 | ODS | 20/22 |
| 4-Aug-22 | 22-Aug-22 | 24 Hrs / 7 Days | Coos Bay; Bar and Entrance (RM 0-40 to 01+00) | M/V Essayons | None | VHF-FM 13 & 16 | Site F - NS/OS | 32/22 |
| 16-Jul-22 | 27-Aug-22 | 24 Hrs / 7 Days | Columbia River; TBD (RM 03+00 to 145+00) | M/V Bayport | M/V John M | VHF-FM 13, 16 & 66 | TBD | 29/22 |
| 4-Aug-22 | 2-Sep-22 | 24 Hrs / 7 Days | Columbia River; Miller Sands Range (RM 21+20 to 21+45) | M/V Oregon | Clackamas, Ivanhoff and Williams | VHF-FM 13 & 16 | Onshore Rice Island | 31/22 |
| 4-Aug-22 | 10-Aug-22 | 24 Hrs / 7 Days | Columbia River; Slaughters Bar / Lower Dobblerower (RM 66+05 to 67+35) | M/V Bayport | M/V John M | VHF-FM 13, 16 & 66 | RM 61 WA RM 62 OR | 32/22 |
| 10-Aug-22 | 12-Aug-22 | 24 Hrs / 7 Days | Columbia River; Upper Dobblerower (RM 69+50 to 71+50) | M/V Yaquina | None | VHF-FM 13 & 16 | RM 73 OR | 32/22 |
| 12-Aug-22 | 14-Aug-22 | 24 Hrs / 7 Days | Columbia River; Kalama (RM 73+30 to 73+50) | M/V Yaquina | None | VHF-FM 13 & 16 | RM 73 OR | 32/22 |
| 14-Aug-22 | 15-Aug-22 | 24 Hrs / 7 Days | Columbia River; Kalama (RM 74+45 to 75+00) | M/V Yaquina | None | VHF-FM 13 & 16 | RM 73 OR | 32/22 |
| 15-Aug-22 | 15-Aug-22 | 24 Hrs / 7 Days | Columbia River; Lower Martin (RM 76+30 to 76+40) | M/V Yaquina | None | VHF-FM 13 & 16 | RM 78 OR | 32/22 |
| 16-Aug-22 | 17-Aug-22 | 24 Hrs / 7 Days | Columbia River; St Helens (RM 83+45 to 87+05) | M/V Yaquina | None | VHF-FM 13 & 16 | RM 84 OR | 32/22 |
| 10-Aug-22 | 10-Aug-22 | 24 Hrs / 7 Days | Columbia River; Warrior Rock (RM 87+50 to 90+18) | M/V Yaquina | None | VHF-FM 13 & 16 | RM 87 OR RM 89 OR | 32/22 |
| 16-Jul-22 | 30-Sep-22 | TBD | Willapa Bay; Tokeland, near Willapa Bay Channel LT 15 | Ross Island Dredge #7 | None | VHF-FM 13, 16 & 79 | Shore via pipeline | 27/22 |

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 their 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 |
| 11-Aug-22 | 1800-2130 | OCSA Sailboat Race -SYSCO Twilight Series | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 13-Aug-22 | 1030-1330 | Swim the Snake | Snake River, within Lake Bryon near Lyons Ferry State Park, WA |
| 13-Aug-22 | 1045-1600 | OCSA Sailboat Race -SYSCO St. Helens Race & Cruise | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 14-Aug-22 | 1045-1600 | OCSA Sailboat Race -SYSCO St. Helens Race & Cruise | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 15-Aug-22 | 1615-2100 | OCSA Sailboat Race -ISC Monday Night Racing Series | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 16-Aug-22 | 1800-2130 | OCSA Sailboat Race -SYSCO Twilight Series | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 18-Aug-22 | 1800-2130 | OCSA Sailboat Race -SYSCO Twilight Series | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 20-Aug-22 | 1630-2100 | OCSA Sailboat Race -CYC Sport Your Colors BC Race | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 22-Aug-22 | 1615-2100 | OCSA Sailboat Race -ISC Monday Night Racing Series | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 23-Aug-22 | 1800-2130 | OCSA Sailboat Race -SYSCO Twilight Series | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 25-Aug-22 | 1800-2130 | OCSA Sailboat Race -SYSCO Twilight Series | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 27-Aug-22 | 0830-1730 | Thunder on the Snake | Snake River Hells Gate to Bear Bar, Lewiston, Idaho |
| 28-Aug-22 | 0830-1730 | Thunder on the Snake | Snake River Hells Gate to Bear Bar, Lewiston, Idaho |
| 28-Aug-22 | 1630-2100 | OCSA Sailboat Race -Cal 20 Mardi Gras BC Race | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 29-Aug-22 | 1615-2100 | OCSA Sailboat Race -ISC Monday Night Racing Series | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 30-Aug-22 | 1800-2130 | OCSA Sailboat Race -SYSCO Twilight Series | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 1-Sep-22 | 1800-2130 | OCSA Sailboat Race -SYSCO Twilight Series | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 5-Sep-22 | 0700-1100 | Roy Webster Cross Channel Swim | Columbia River, Cascade Locks, OR |
| 5-Sep-22 | 1615-2100 | OCSA Sailboat Race -ISC Monday Night Racing Series | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 10-Sep-22 | 0730-1030 | Columbia River Cross Channel Swim | Columbia River between Kennewick, WA and Pasco, WA |
| 10-Sep-22 | 1130-2100 | OCSA Sailboat Race -RCYC Long Distance Race | Columbia River between Martin Slough, Woodland, WA and Willamette River, Portland Or |

MARINE EVENTS

Enclosure (3)

| | | | |
|-----------|------------|--|--|
| 11-Sep-22 | 0900-2100 | OCSA Sailboat Race -RCYC Long Distance Race | Columbia River between Martin Slough, Woodland, WA and Willamette River, Portland Or |
| 12-Sep-22 | 1615-2100 | OCSA Sailboat Race -ISC Monday Night Racing Series | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 17-Sep-22 | 8:00- 1800 | LOCR Willamette River Regatta | Lake Oswego, OR |
| 17-Sep-22 | 1230-1630 | OCSA Sailboat Race -SYSCO One-Design Races | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 18-Sep-22 | 8:00- 1800 | LOCR Willamette River Regatta | Lake Oswego, OR |
| 18-Sep-22 | 1230-1630 | OCSA Sailboat Race -CYC Sailing on Sunday Series | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 19-Sep-22 | 1615-2100 | OCSA Sailboat Race -ISC Monday Night Racing Series | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 24-Sep-22 | 1530-2100 | OCSA Sailboat Race -OWSA Out of the World BC Race | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 25-Sep-22 | 1230-1630 | OCSA Sailboat Race -CYC Sailing on Sunday Series | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 26-Sep-22 | 1615-2100 | OCSA Sailboat Race -ISC Monday Night Racing Series | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 1-Oct-22 | 1230-1630 | OCSA Sailboat Race -PYC Robert A. Smith Regatta | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 2-Oct-22 | 1230-1630 | OCSA Sailboat Race -PYC Robert A. Smith Regatta | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 2-Oct-22 | 1230-1630 | OCSA Sailboat Race -CYC Sailing on Sunday Series | Columbia River between I-5 and I-205 Bridges, Portland, OR |
| 7-Oct-22 | 1000-1500 | Oregon Pathfinders Canoe | Klaskanine River, Youngs River, Youngs Bay, Lewis and Clark River, Astoria, OR |
| 8-Oct-22 | 1000-1500 | Oregon Pathfinders Canoe | Klaskanine River, Youngs River, Youngs Bay, Lewis and Clark River, Astoria, OR |
| 9-Oct-22 | 1000-1500 | Oregon Pathfinders Canoe | Klaskanine River, Youngs River, Youngs Bay, Lewis and Clark River, Astoria, OR |

SECTOR PUGET SOUND MARINE EVENTS

| EVENT DATE | TIME | EVENT NAME | EVENT LOCATION |
|------------|-----------|---|---|
| 10-Aug-22 | 1900-2130 | Windseekers Series 2022 | Commencement Bay, Dalco Passage |
| 10-Aug-22 | 1800-2030 | Wednesday Race Series | Port Townsend Bay |
| 10-Aug-22 | 1700-2100 | CYC Seattle Wednesday night evening series | Lake Washington |
| 10-Aug-22 | 1700-2100 | CYC Sound Wednesday Sound Evening Series | West, North and South of Shilshole Marina |
| 11-Aug-22 | 1900-2030 | Elliot Bay Marina | Elliot Bay |
| 11-Aug-22 | 1730-1930 | Sequim Bay Duck Dodge Race | Sequim Bay, WA |
| 11-Aug-22 | 2200-2230 | City of Kenmore Community Fireworks Display | Log Boom Park Pier |

MARINE EVENTS

Enclosure (3)

| | | | |
|-----------|-----------------|--|---|
| 11-Aug-22 | 1700-2100 | CYC Sound Thursday Evening Series | West, North and South of Shilshole Marina |
| 12-Aug-22 | 1800-2100 | Milltown Sailing Assn - Log Dodge Series Sailboat Race | Port Gardner, Possession Sound, Snohomish River entrance |
| 12-Aug-22 | 1800-nxt day | Northern Century | Fidalgo Bay to Point Roberts to Hein Bank and back to Guemes Channel |
| 12-Aug-22 | 1800-2030 | Friday Sailing Series | Port Townsend Bay |
| 13-Aug-22 | 1400-1730 | Three Hour Tour Series 3 | Commencement Bay, Dalco Passage |
| 13-Aug-22 | all day | Northern Century | Fidalgo Bay to Point Roberts to Hein Bank and back to Guemes Channel |
| 13-Aug-22 | 1000-1800 | SBYC Saturday Race Series | Sequim Bay, WA |
| 14-Aug-22 | prev day - 1300 | Northern Century | Fidalgo Bay to Point Roberts to Hein Bank and back to Guemes Channel |
| 15-Aug-22 | 1800-2030 | Ballard Cup Series III (3) | Shilshole Bay |
| 16-Aug-22 | 1800-2200 | Duck Dodge Lake Union | Lake Union |
| 16-Aug-22 | 1700-2100 | CYC Seattle Lake Tuesday Evening Series | Lake Washington |
| 17-Aug-22 | 1900-2130 | Windseekers Series 2022 | Commencement Bay, Dalco Passage |
| 17-Aug-22 | 1800-2030 | Wednesday Race Series | Port Townsend Bay |
| 17-Aug-22 | 1700-2100 | CYC Seattle Wednesday night evening series | Lake Washington |
| 17-Aug-22 | 1700-2100 | CYC Sound Wednesday Sound Evening Series | West, North and South of Shilshole Marina |
| 18-Aug-22 | 1900-2030 | Elliot Bay Marina | Elliot Bay |
| 18-Aug-22 | 1730-1930 | Sequim Bay Duck Dodge Race | Sequim Bay, WA |
| 18-Aug-22 | 1700-2100 | CYC Sound Thursday Evening Series | West, North and South of Shilshole Marina |
| 19-Aug-22 | 1800-2030 | Friday Sailing Series | Port Townsend Bay |
| 19-Aug-22 | 1800-2000 | Fall Friday Night Series | Sinclair Inlet |
| 20-Aug-22 | 1000-2030 | Vashon Challenge 2022 | Dalco Passage, Colvos Passage, Allen Bank, East Passage, Commencement Bay |
| 20-Aug-22 | 1000-1900 | Hydros for Heroes | Oak Harbor Bay |
| 20-Aug-22 | 1100-2000 | Hoodstock | Hood Canal, Union, WA |
| 21-Aug-22 | 1000-1900 | Hydros for Heroes | Oak Harbor Bay |
| 21-Aug-22 | 0700-1200 | Bill Richards Memorial Regatta | Liberty Bay |
| 22-Aug-22 | 1800-2030 | Ballard Cup Series III (3) | Shilshole Bay |
| 23-Aug-22 | 1800-2200 | Duck Dodge Lake Union | Lake Union |
| 23-Aug-22 | 1700-2100 | CYC Seattle Lake Tuesday Evening Series | Lake Washington |
| 24-Aug-22 | 1800-2030 | Wednesday Race Series | Port Townsend Bay |
| 24-Aug-22 | 1700-2100 | CYC Seattle Wednesday night evening series | Lake Washington |
| 24-Aug-22 | 1700-2100 | CYC Sound Wednesday Sound Evening Series | West, North and South of Shilshole Marina |
| 25-Aug-22 | 1900-2130 | Windseekers Series 2022 | Commencement Bay, Dalco Passage |
| 25-Aug-22 | 1900-2030 | Elliot Bay Marina | Elliot Bay |
| 25-Aug-22 | 1730-1930 | Sequim Bay Duck Dodge Race | Sequim Bay, WA |
| 25-Aug-22 | 1700-2100 | CYC Sound Thursday Evening Series | West, North and South of Shilshole Marina |
| 26-Aug-22 | 1800-2030 | Friday Sailing Series | Port Townsend Bay |
| 26-Aug-22 | 1800-2000 | Fall Friday Night Series | Sinclair Inlet |
| 27-Aug-22 | 1100-1430 | Tacoma Windseeker's Awards Race 2022 | Commencement Bay |

MARINE EVENTS

Enclosure (3)

| | | | |
|-----------|-----------|--|---|
| 27-Aug-22 | 0930-1300 | Sound Rowers' The Great Cross-Sound Race | Alki Beach to Blakley Rocks and back |
| 27-Aug-22 | 1100-2000 | Northwest Jr. Olympics Sailing Regatta | Shilshole Bay |
| 27-Aug-22 | 1000-1800 | Single Handed Race | Shilshole Bay to Richmond Beach, down to West Point and back to Shilshole Bay |
| 27-Aug-22 | 1000-1800 | SBYC Saturday Race Series | Sequim Bay, WA |
| 28-Aug-22 | 1100-2000 | Northwest Jr. Olympics Sailing Regatta | Shilshole Bay |
| 29-Aug-22 | 1800-2030 | Ballard Cup Series III (3) | Shilshole Bay |
| 30-Aug-22 | 1800-2200 | Duck Dodge Lake Union | Lake Union |
| 30-Aug-22 | 1700-2100 | CYC Seattle Lake Tuesday Evening Series | Lake Washington |
| 31-Aug-22 | 1800-2030 | Wednesday Race Series | Port Townsend Bay |
| 31-Aug-22 | 1700-2100 | CYC Seattle Wednesday night evening series | Lake Washington |
| 31-Aug-22 | 1700-2100 | CYC Sound Wednesday Sound Evening Series | West, North and South of Shilshole Marina |
| | | | |