



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

LOCAL NOTICE TO MARINERS

District: 13

Week: 42/22

ISSUED BY: COMMANDER, THIRTEENTH COAST GUARD DISTRICT (dpw)
915 Second Avenue, 35th Floor, Rm 3510, Seattle, Washington 98174-1067
Telephone: (206) 220-7280
Email: D13-SMB-D13-LNM@uscg.mil
<https://www.pacificarea.uscg.mil/Our-Organization/District-13/District-Staff/-dpw/>
<https://www.navcen.uscg.gov/local-notice-to-mariners?district=13+0&subdistrict=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). LNM, BNMs and other navigation notices can be obtained via e-mail subscription through the USCG Navigation Center website:

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

In addition, the NIS investigates all reports of degradation or loss of GPS service and discrepancies to Aids to Navigation.

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

BROADCAST NOTICE TO MARINERS

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

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

Originating Unit
CGD THIRTEEN

Beginning BNM
D13-0768-22

Ending BNM
D13-0792-22

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.

OREGON – WASHINGTON – Pacific Coast Port Access Route Study comment period (Revised from LNM 38/22)

The Coast Guard requests public comment on the draft Pacific Coast Port Access Route Study (PAC-PARS). A Federal Register Notice of Availability for the draft PAC-PARS has been opened for comment. Comments and related materials must be received on or before 08 Nov 2022.

This is the first comprehensive evaluation of vessel traffic patterns that use Pacific coastal waters off the coasts of California, Oregon, and Washington. The main goal of the PAC-PARS is to evaluate historic and future waterway usage to determine navigational risk and provide recommendations to uphold safety of navigation. To do this, the study examined vessel tracking data from the past 10 years and considered environmental data, existing and planned offshore development infrastructure, and historical marine incident data among other datasets. The Coast Guard also considered concerns and recommendations from key maritime stakeholders and members of the public. Prior to this public comment period, the Coast Guard received comments during two previous public comment periods spanning over 200 days. The draft PAC-PARS recommends establishing new voluntary fairways for coastwise and nearshore vessel traffic with connections to existing Traffic Separation Schemes and ports. These fairways would facilitate safe and predictable traffic patterns as the demand for and use of Pacific coastal waters increases. Charts of these recommended fairways can be found in Appendix I, II, and III of the study.

The Coast Guard posted the study to a Homeport webpage where the most current information about upcoming webinars and outreach activities is posted: <https://cglink.uscg.mil/efedac43>. A Notice of Availability for the draft study was published on the Federal Register, where comments should be submitted: <https://www.regulations.gov/document/USCG-2021-0345-0070>. For more information, contact John Moriarty at (206) 220-7274, or email John.F.Moriarty@uscg.mil.

LNM: 42/22

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

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

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

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

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

Chart 18447

LNM: 42/22

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – SWINOMISH CHANNEL SOUTH ENTRANCE – Shoaling (Revised from LNM 15/22)

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 6.1 feet based upon the latest available hydrographic data (a survey dated June of 2022.) This controlling depth of 6.1 feet / 1.8 meters 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

LNLM: 42/22

COLUMBIA AND SNAKE RIVER – Fall 2022 dam spill operations (Revised from LNLM 41/22)

Effective immediately, all Snake River dams, and the McNary Lock and Dam, will spill for adult steelhead in accordance with the 2022 Fish Operations Plan through 15 Nov 2022 using each dam's removable spillway weir. The Fish Operations Plan is posted on the following website: <http://pweb.crohms.org/tmt/documents/fpp/2022/>

Facilities affected are:

McNary Lock & Dam (Columbia River mile 292);
Ice Harbor Lock & Dam (SN River mile 9.7);
Lower Monumental Lock & Dam (SN River mile 41.6);
Little Goose Lock & Dam (SN River mile 70.3); and
Lower Granite Lock & Dam (SN River mile 107.3).

The standard weekly schedule will be as follows:

McNary, Ice Harbor, and Lower Monumental will spill on Sundays, Wednesdays, and Fridays, from 0500 to 0900.

Little Goose and Lower Granite will spill on Sundays, Tuesdays, and Thursdays, from 0500 to 0900.

The following are exceptions to the above schedule:

At McNary and Ice Harbor, spill will also occur Tuesday 15 Nov from 0500 to 0900.

For the period from 30 Oct to 4 Nov, in lieu of the Sunday, Wednesday, Friday schedule prescribed above, Lower Monumental will spill Monday 31 Oct, Wednesday 02 Nov, and Friday 04 Nov from 0700 to 1100 each day. In addition, spill will occur Tuesday 15 Nov from 0500 to 0900.

For the period from 07 to 11 Nov, in lieu of the Sunday, Tuesday, Thursday schedule prescribed above, Little Goose will spill Monday 7 Nov, Wednesday 9 Nov, and Friday 11 Nov from 0700 to 1100 each day. In addition, spill will occur on Tuesday 15 November from 0500 to 0900.

At Lower Granite, the exception will be that no spill will occur on Sunday 13 Nov or Tuesday 15 Nov. Instead, spill will occur Monday 14 Nov, from 0500 to 0900.

Due to these spill operations, river navigators may experience strong currents and eddies in the dam tailraces. In addition, operational needs may require that spill be shut down during the hours noted above. Therefore, river navigators should initiate communication with lock and dam shift operators no later than 30 minutes prior to arriving at the lock to ascertain current spill conditions. Lock operators may be contacted on VHF-FM channel 14 or by phone as follows:

McNary Operator at (541) 922-2231. Call Sign WUJ41 McNary.

Ice Harbor Operator at (509)-543-3231. Call Sign WUJ42 Ice Harbor.

Lower Monumental Operator at (509) 282-7231. Call Sign WUJ43 Lower Monumental.

Little Goose Operator at (509) 399-2233 x231. Call Sign WUJ44 Little Goose.

Lower Granite Operator at (509) 843-2231. Call Sign WUJ45 Lower Granite.

Navigators are encouraged to contact dam operators and report any unsafe navigation conditions. For additional information, contact the NWW Operations Division at (509) 527-7364.

Charts: 18541 18545 18546 18547 18548

LNLM: 42/22

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – DUWAMISH WATERWAY – Environmental testing

Anchor QEA will conduct sediment sampling work on the Lower Duwamish Waterway starting on 31 Oct 2022 and extending through May of 2023. The work will be on the 14th Ave Reach from just upstream of the Turning Basin downstream past Slip 2, both inside and outside of the federal navigation channel. This project is EPA-approved and involves small work vessels conducting marine sampling. The planned work schedule is 0700 – 1900, Monday – Friday. Work vessels may be able to move for river traffic. Mariners planning to transit this stretch of the Duwamish are encouraged to contact the vessels in advance via VHF-FM channels 16 or 13, or by calling directly:

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

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

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

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

Chart 18450

LNLM: 41/22

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

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

WASHINGTON – PUGET SOUND – ADMIRALTY INLET – Quiet Sound 2022 Voluntary Vessel Slowdown Trial

Effective 24 Oct 2022, the Quiet Sound Program voluntary vessel slowdown in Admiralty Inlet/North Puget Sound is in effect for all inbound and outbound large commercial vessels. If it is safe and operationally feasible to do so, commercial vessels are requested to not exceed the following speeds through the water:

11 knots – Bulk carriers and tankers

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 shipping lanes within these boundaries:

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

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

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

The slowdown area excludes Hood Canal.

Speed transition zones are in place about 5 nautical miles prior to entering the slowdown area.

Any directions from Puget Sound Vessel Traffic Service take precedence and supersede these measures.

The Quiet Sound voluntary slowdown trial in Admiralty Inlet 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 on 22 Dec 2022. The voluntary slowdown is led by the Quiet Sound program at Washington Maritime Blue, in cooperation with government agencies, tribal governments, industry partners and conservation groups. For more detailed information related to this slowdown trial and the Quiet Sound program, including a graphic of the voluntary slowdown area, refer to the following web address: <https://www.quietsound.org/trial-slowdown/>.

WASHINGTON – LAKE WASHINGTON SHIP CANAL – SHILSHOLE BAY – Bridge notice

The Coast Guard has approved a temporary deviation for the BNSF Salmon Bay Railroad Bridge (LLNR 18169), mile 0.1, across the Lake Washington Ship Canal, to remain in the closed-to-navigation position from 0900 to 1500 on 08 – 11 Nov, 14 – 18 Nov and 21 – 22 Nov 2022. This deviation supports periodic rail maintenance. The subject bridge provides 43 feet of vertical clearance in the closed-to-navigation position above high water. Vessels which do not require a bridge opening may continue to transit beneath the bridge during this closure period. The subject bridge may be able to open for emergencies, but contact the bridge operator as soon as possible for a possible opening. Maintenance time lost due to an emergency opening will be added to the planned completion date. The Lake Washington Ship Canal has no immediate alternate route for vessels to pass. In accordance with 33 CFR 117.35(e), the drawbridges must return to its regular operating schedule immediately at the end of the effective period of this temporary deviation. For more information, please contact Travis Woodley at Travis.Woodley@BNSF.com.

WASHINGTON – LAKE WASHINGTON SHIP CANAL – Bridge deviation

The Coast Guard intends to approve a request for a temporary deviation from the operating schedule that governs two bridges across the Lake Washington Ship Canal in Seattle. The University Bridge (LLNR 18235), mile 4.3, and the Montlake Bridge (LLNR 18240), mile 5.2, are requested to deviate from the schedule to accommodate the Seattle Marathon. The bridges will remain in the closed-to-navigation position as follows: University Bridge from 0630 to 0930 on 26 Nov 22; Montlake Bridge from 1100 to 1215 on 26 Nov 22. The University Bridge provides 30 feet of vertical clearance throughout the navigation channel, and 45 feet of vertical clearance at the center of the draw. The 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 draw. The vertical clearance references to the Mean Water Level of Lake Washington. Vessels which do not require bridge openings may continue to transit beneath these bridges during the closure periods. The lift spans will be required to open, if needed, for vessels engaged in emergency response operations during this closure period. In accordance with 33 CFR 117.35(e), the drawbridges must return to their regular operating schedule immediately at the end of the designated time period. If you cannot support these bridge deviation hours, please email comments to D13-SMB-D13-Bridges@uscg.mil by 27 Oct 2022. For additional information, contact Kit Loo at (206) 684-3669, or at kit.loo@seattle.gov.

WASHINGTON – LAKE WASHINGTON SHIP CANAL – UNION BAY REACH – Bridge deviation (Revised from LNM 38/22)

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:

- 15 Oct 2022, 1200 to 1430 and 1730 to 2000;
- 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.

WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE UNION AND LAKE WASHINGTON – Rowing regatta

Lake Washington Rowing Club will hold their Head of the Lake Regatta on the waters of Lake Union, Portage Bay and Union Bay on 06 Nov 2022. A large number of rowing racing shells will be on the waters starting approximately at 0600 and continuing to approximately 1300. Regatta operations will include boat launch, transit to and from the race course and warm up from east of the Aurora Bridge, through Lake Union, Portage Bay and the Montlake Cut to Webster Point in Lake Washington with a return to finish in Union Bay by the University of Washington. Large green, orange or yellow Inflatable course markers (5 ft. tetrahedron or circular shaped) will be temporarily placed to mark the course. Mariners needing to operate in the vicinity of rowers are requested to reduce speed and minimize wake to the greatest extent possible. Safety launches on the water will monitor VHF-FM channel 16. For additional information regarding the regatta, contact KC Dietz at (206) 718-6459 and kcdietz56@gmail.com or Jon Turvey at (206) 790-4766 and mjturvey@msn.com. To view and download a detailed course map, visit <https://www.headofthelake.org/course-map>.

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

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

SAFETY NOTICE – Navigational Range and Sector Light displays on electronic charts

The U.S. Coast Guard has become aware that the Range and Sector Light Characteristic labels are not displayed on Electronic Navigational Charts (ENCs) when used in an Electronic Chart Display and Information System (ECDIS) due to limitations of the S-52 ECDIS display specification. Mariners may query the ENC data directly within ECDIS or refer to the Light List for complete information on Range and Sector Light Characteristics.

OREGON – PORT OF PORTLAND - WILLAMETTE RIVER – Bridge notice (Revised from LNM 09/22)

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

Construction workers will be on site working Monday through Friday during daylight hours. If delays are experienced, night time/weekend work will be required to finish the project by 31 May 2023. Cautionary signs are installed on the approaching sides of the Hawthorne and Burnside Bridges. Inoperable and operable signs are installed at the Hawthorne and Burnside Bridges. Span operation signs are installed on the piers of the Morrison Bridge. Tug boats and barges will be on scene 24 hours per day, and will move around the construction zone. Mariners may contact tugs and barges on working VHF-FM channel 72 or 16. If a barge is in the navigation channel through the draw span, the vessel shall be moved with 24-hour's notice for navigation requirements. Please navigate through the area at minimum speed producing no wake. A safety fairway for the draw span approaches are marked with red and green buoys identifying the operable span. The buoy characteristics are flashing red every two seconds (FL R 2s) and flashing green every two seconds (FL G 2s). Buoys also have light reflective tape. 'No wake' buoys are positioned 200 feet from the subject bridge and 200 feet apart horizontal to the bridge. The inoperable span will have a barge and tug anchored supporting work efforts. For additional information on this event, contact Matt Studer at matt.d.studer@multco.us.

WASHINGTON – EVERETT HARBOR – SNOHOMISH RIVER AND STEAMBOAT SLOUGH – BNSF Bridge notice

The Coast Guard has approved a temporary deviation to the operating schedule of the Burlington Northern Santa Fe (BNSF) Bridge 37.0 (LLNR 18591.1) in Marysville, WA. This deviation will allow the subject bridge at mile 3.5 across the Snohomish River to remain in the closed-to-navigation position, and need not open for maritime traffic from 0700 to 1600 on 26 Oct 2022. This deviation is required to support bridge maintenance. At all other times, the bridge shall operate in accordance with 33 CFR 117.1059. BNSF Bridge 37.0 is a swing bridge and provides 9 feet of vertical clearance above mean high water elevation in the closed-to-navigation position. Vessels able to pass through the subject bridge in the closed-to-navigation position may do so at any time. The bridge will not be to open for vessels engaged in emergency response operations during this closure period. In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the effective period of this temporary deviation. If any mariner needs more information on this closure, please contact Travis Woodley at Travis.Woodley@BNSF.com.

Chart 18443

LNLM: 38/22

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	
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	
9610	Yaquina Bay Channel Lighted Buoy 7	LT EXT	18581	0788-22	42/22	
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	Cleaveland Dike Light 3	LT EXT	18524	0392-22	22/22	
10955	Bybee Ledge Channel Range Rear Light	LT EXT	18524	0517-22	29/22	
11140	Willow Lower Range Front Light	DAYMK MISSING	18525	0509-22	29/22	
11455	Camas Slough Range Front Light	LT EXT/STRUCT DMGD	18531	0769-22	42/22	
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	
15791	Grays Harbor North Channel Light 41	LT EXT	18502	0690-22	38/22	
16001	Westhaven Light 7	LT IMCH	18502	0590-22	33/22	
16475	Point Wilson Light	LT EXT	18464	0702-22	38/22	
17360	Nisqually Flats Light 3	STRUCT DEST/TRLB	18448	0404-21	24/21	
17705	Port Ludlow Light 2	REDUCED INT	18473	0777-22	42/22	
18710	Oak Harbor Light 11	STRUCT DEST/TRLB	18428	0652-21	39/21	
19480	Cypress Reef Junction Daybeacon C	DAYMK MISSING	18424	0512-22	29/22	
19655	Pole Pass Light 2	LT EXT	18421	0762-22	41/22	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNLM St	LNLM End
10255	Pillar Rock Lower Range Lighted Buoy 14	RELIGHTED	18523	0780-22	41/22	42/22
10280	Pillar Rock Upper Range Rear Light	RELIGHTED	18523	0790-22	34/22	42/22
11665	Multnomah Falls Bar Range Front Light	RELIGHTED	18531	None	42/22	42/22
12991	Homly Center Channel Light 2	RELIGHTED	18542	None	42/22	42/22

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
10830	Rainier Anchorage Lighted Buoy R	LT EXT	18524	0771-22	42/22	
10832	Shaver Transportation Mooring Barge Lights (2)	LT EXT	18524	0772-22	42/22	
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	
11245	Vancouver Upper Anchorage Lighted Buoy "VV"	LT EXT	18526	0682-22	37/22	
11247	Hayden Island Water Monitoring Lighted Buoy A	MISSING	18526	0413-21	25/21	
11252	Grant Street Pier Light A	LT EXT	18531	0683-22	37/22	
11253	Grant Street Pier Light B	LT IMCH	18531	0684-22	37/22	
15030	Oswego North Dock Light	MISSING		0697-22	38/22	
15035	Oswego South Dock Light	MISSING		0681-22	37/22	
17126	Tacoma Harbor Regulatory Buoys (3)	MISSING	18453	0613-22	34/22	
18293	Kenmore Channel Lighted Mooring Buoy	OFF STA	18447	0730-22	39/22	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

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

None

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	
12980	Lake Wallula West Channel Junction Light W	TRLB	18542	0214-20	10/20	
14425	Baker Bay West Channel Buoy 3	DISCONTINUED FOR DREDGING	18521	0709-22	38/22	
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.	LNLM St	LNLM End
None					

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNLM St	LNLM 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.

18400	51st Ed.	01-AUG-19	Last LNM: 04/19	NAD 83		42/22
<i>Chart Title: Strait of Georgia and Strait of Juan de Fuca</i>						
Main Panel 1656 STRAIT OF GEORGIA AND STRAIT OF JUAN DE FUCA -- Page/Side: -						
RELOCATE	Coast Guard Mooring Basin Light 4				CGD13 from 48-08-22.634N to 48-08-22.590N	123-24-52.325W 123-24-52.176W
18440	31st Ed.	01-APR-17	Last LNM: 42/19	NAD 83		42/22
<i>Chart Title: Puget Sound</i>						
Main Panel 1688 PUGET SOUND -- Page/Side: -						
RELOCATE	Coast Guard Mooring Basin Light 4				CGD13 from 48-08-22.634N to 48-08-22.590N	123-24-52.325W 123-24-52.176W
18465	39th Ed.	01-OCT-11	Last LNM: 14/17	NAD 83		42/22
<i>Chart Title: Strait of Juan de Fuca-eastern part</i>						
Main Panel 1723 STRAIT OF JUAN DE FUCA EASTERN PART. Page/Side: N/A						
RELOCATE	Coast Guard Mooring Basin Light 4				CGD13 from 48-08-22.634N to 48-08-22.590N	123-24-52.325W 123-24-52.176W
18468	19th Ed.	01-SEP-12	Last LNM: 51/16	NAD 83		42/22
<i>Chart Title: Port Angeles</i>						
Main Panel 1725 PORT ANGELES. Page/Side: N/A						
RELOCATE	Coast Guard Mooring Basin Light 4				CGD13 from 48-08-22.634N to 48-08-22.590N	123-24-52.325W 123-24-52.176W

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

Approved Project(s)	Project Date	Ref. LNM
None		

Advance Notice(s)

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

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

- Svensen Island Light 12 (LLNR 14775) the high intensity beam will be removed and the intensity of the light will be increased.
- South Willapa Bay Light 7 (LLNR 15410) the high intensity beam will be removed and the intensity of the light will be increased.
- Eagle Harbor Light 4 (LLNR 18010) the high intensity beam will be removed and the intensity of the light will be increased.
- Bellingham Channel Light 5 (LLNR 19175) the high intensity beams will be removed and the intensity of the light will be increased.

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

Charts: 18421 18441 18523

LNM: 19/22

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

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

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

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

Chart 18531

LNM: 40/22

WASHINGTON – WILLAPA BAY - Disestablishment of Willapa Bay Lighted Buoy “C” and Buoy “D” (Revised from LNM 16/22)

The U.S. Coast Guard has permanently disestablished Willapa Bay Entrance Lighted Buoy “C” (LLNR 15186) and Willapa Bay Entrance Buoy “D” (LLNR 15167) as the constantly shifting bar at the entrance to Willapa Bay prevents these buoys from marking the navigable channel, and surf conditions make the placement, retrieval and servicing of these buoys hazardous. There are currently no plans by the US Army Corps of Engineers to dredge or maintain the entrance channel into Willapa Bay. Virtual AIS (V-AIS) signals will be established in place of these buoys. The projected approximate locations are:

- Willapa Bay V-AIS “A”, a special purpose AIS marking good water at 46-44-18.4N 124-06-21.9W
- Willapa Bay V-AIS “B”, a special purpose AIS marking good water at 46-43-34.4N 124-03-52.7W

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

LNM: 18/22

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA AND PUGET SOUND – Removal of RACONs on aids to navigation

The U.S. Coast Guard will be removing the RACONs from selected aids to navigation in the Strait of Juan de Fuca, Rosario Strait and Puget Sound due to the consistent failure of the signals and that they are no longer considered necessary for safe navigation of the waterways. While there is no specific timeline for the removal of this equipment, it will be coordinated with servicing and discrepancy responses. The removal of the RACONs will be announced by Broadcast Notice to Mariners and published in the Local Notice to Mariners as Chart and Light List corrections. These aids to navigation are:

- Hein Bank Lighted Buoy 1 (LLNR 16362)
- Rosario Strait Traffic Separation Lane Lighted Buoy “RA” (LLNR 16370)
- Puget Sound Traffic Separation Lane Lighted Buoy “SF” (LLNR 16745)
- Puget Sound Traffic Separation Lane Lighted Buoy “SG” (LLNR 16815)
- Rosario Strait Traffic Separation Lane Lighted Buoy “C” (LLNR 19520)
- Rosario Strait Traffic Separation Lane Lighted Buoy “CA” (LLNR 19535)

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

Mariners are requested to respond in writing to the Coast Guard District office with any comments on this change at D13-SMB-D13-LNM@uscg.mil. Any discrepancy for these or other Aids to Navigation should continue to be reported to US Coast Guard Sector Puget Sound.

Charts: 18400 18421 18441 18465

LNM: 36/21

WASHINGTON – PUGET SOUND –STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA - Removal of ball topmarks from Isolated Danger Buoys

The U.S. Coast Guard will be removing the two black ball topmarks from the Isolated Danger Buoys listed below. This action is due to recurring damage of the topmarks from weather events, and the debris has interfered with the visibility of the light signal.

- 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

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

SECTION VII - GENERAL

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

SUMMARY OF BRIDGE LIGHTING DISCREPANCIES AND CORRECTIONS

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

LNM: 42/22

SUMMARY OF DREDGING OPERATIONS

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

LNM: 42/22

SUMMARY OF MARINE EVENTS

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

LNM: 42/22

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

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 – 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 – 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.

LNM: 05/21

Chart 18447

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

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

Columbia River navigation lock maintenance closures are:

- Bonneville (RM 146.1) – 0600 on 04 Mar to 2359 on 18 Mar 2023
- The Dalles (RM 191.5) – 0600 on 04 Mar to 2359 on 18 Mar 2023
- John Day (RM 215.6) – 0600 on 04 Mar to 2359 on 18 Mar 2023
- McNary (RM 292) – 0600 on 04 Mar to 2359 on 18 Mar 2023

Snake River navigation lock maintenance closures are:

- Ice Harbor (RM 9.7) – 0600 on 04 Mar to 2359 on 25 Mar 2023
- Lower Monumental (RM 41.6) – 0600 on 04 Mar to 2359 on 18 Mar 2023
- Little Goose (RM 70.3) – 0600 on 04 Mar to 2359 on 25 Mar 2023
- Lower Granite (RM 107.5) – 0600 on 04 Mar to 2359 on 25 Mar 2023

For additional information regarding Bonneville, The Dalles and John Day lock maintenance closures, contact Portland District Operations Division at (503) 808-5419. For additional information regarding McNary, Ice Harbor, Lower Monumental, Little Goose and Lower Granite lock maintenance closures, contact Walla Walla District Operations Division, at (509) 527-7364.

Charts: 18532 18533 18535 18539 18541 18545 18546 18547

LNM: 36/22

OREGON – CAPE BLANCO TO YAQUINA HEAD – Oceanographic research sensor deployments

Oregon State University will be deploying two bottom landers to acoustically monitor waves and currents approximately 01 NM north, and 02 NM northwest of Siuslaw River Approach LWB S (LLNR 630). The research equipment will be deployed from the R/V Elakha on 22 Sep and recovered on 01 Nov 2022, in approximate locations; 44-01-59.6 N, 124-11-33.9 W and 44-02-15.4 N, 124-09-16.4 W. Each lander will be attached to a surface float with an orange flag. Mariners are requested to avoid disturbing the seafloor or approaching the surface float to avoid entanglement or damage. For additional information, contact Dr. Meagan Wengrove at (541) 737-8813 or email Meagan.wengrove@oregonstate.edu.

LNM: 33/22

Chart 18580

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

OREGON – CAPE BLANCO TO YAQUINA HEAD – Scientific equipment installation

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 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 – CRIMS ISLAND TO ST HELENS – MARTIN ISLAND – Marine construction

Advanced American Construction will be constructing a new marine facility on the Washington side of the Columbia River near RM 82.3. Work includes pile driving operations and concrete placement. The M/V RUTH and Derrick Barge DB4100 will be on station from 19 Sep 22 through 30 Apr 23 working 0700 – 1700, Monday through Saturday. Onsite equipment will monitor VHF-FM channels 13 & 16 during working hours. Mariners are requested to reduce speed and avoid the work area. Please call Travis Waggener at (541) 912-9026 or email at travisw@callaac.com for more information.

Chart 18524

LNM: 36/22

COLUMBIA RIVER – 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

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

Chart 18526

LNM: 21/22

IDAHO – CLEARWATER RIVER – Geotechnical survey operations

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.

LNM: 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

LNM: 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

LNM: 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

LNM: 21/22

WASHINGTON – PUGET SOUND – ADMIRALTY INLET – PUGET SOUND – Pile Driving Operations at the Point Hudson Marina

Orion Marine will be removing the existing north breakwater at the Point Hudson Marina and constructing a new breakwater. Work includes pile driving operations. Work began 12 Sep 2022 and is expected to continue through 15 Jan 2023, Monday through Saturday 0700 – 1730. The crane barge D.B. Rainier and Barge KLS 200 will be onsite with the D.B. Rainier monitoring VHF-FM channel 16. Mariners are requested to use caution and reduce wake while in the area of the breakwater. Mariners are advised that construction equipment may block the visibility of Point Hudson Light 4 (LLNR 16495) which is located on the south breakwater. For more information, contact Chad Middling at (253) 772-8722 or email at cmiddling@orionmarinegroup.com.

Chart 18464

LNM: 38/22

WASHINGTON – PUGET SOUND – APPLE COVE TO KEYPORT – PORT MADISON – Temporary lighted buoy deployed

NOAA's Pacific Marine Environmental Laboratory deployed a temporary research lighted buoy on 01 Sep 2022 approximately 1.3 NM east of the

WASHINGTON – PUGET SOUND – APPLE COVE TO KEYPORT – PORT MADISON – Temporary lighted buoy deployed

northern entrance to Agate Pass, in approximate position 47-43-29.8 N, 122-31-18.8 W. The buoy is yellow and grey, 4 feet round and marked with a flashing yellow four seconds (FL Y 4s) light. For more information, contact Cabot Zucker at (425) 477-9554 or email at cabot.zucker@noaa.gov.

Charts: 18446 18473

LNM: 36/22

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.

Chart 18446

LNM: 02/22

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

The Muckleshoot Tribe will conduct fishing operations for their coho 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 on a weekly basis, with the following schedule:

In Elliott Bay:

0800 on Tuesday 06 Sep to 1200 on Friday 09 Sep,
0800 on Sunday 11 Sep to 1200 on Friday 16 Sep,
0800 on Sunday 18 Sep to 1200 on Friday 23 Sep,
0800 on Sunday 25 Sep to 1200 on Friday 30 Sep,
0800 on Sunday 02 Oct to 1200 on Friday 07 Oct,
0800 on Sunday 09 Oct to 1200 on Friday 14 Oct,
0800 on Sunday 16 Oct to 1200 on Friday 21 Oct.

On the Duwamish River:

0800 on Sunday 11 Sep to 1200 on Friday 16 Sep,
0800 on Sunday 18 Sep to 1200 on Friday 23 Sep,
0800 on Sunday 25 Sep to 1200 on Friday 30 Sep,
0800 on Sunday 02 Oct to 1200 on Friday 07 Oct,
0800 on Sunday 09 Oct to 1200 on Friday 14 Oct,
0800 on Sunday 16 Oct to 1200 on Friday 21 Oct,
0800 on Sunday 23 Oct to 1200 on Friday 28 Oct.

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: 35/22

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

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

Chart 18450

LNM: 37/22

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

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

Chart 18450

LNM: 36/22

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

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 – 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

WASHINGTON – PUGET SOUND – HOOD CANAL – Research sensor deployments

contact the Chief Scientist at (206) 949-7723.

Charts: 18441 18458

LNM: 24/22

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

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

0800 on Sunday 11 Sep to 1200 on Friday 16 Sep, (Ship Canal only)
0800 on Sunday 18 Sep to 1200 on Friday 23 Sep,
0800 on Sunday 25 Sep to 1200 on Friday 30 Sep,
0800 on Sunday 02 Oct to 1200 on Friday 07 Oct,
0800 on Sunday 09 Oct to 1200 on Friday 14 Oct,
0800 on Sunday 16 Oct to 1200 on Friday 21 Oct,
0800 on Sunday 23 Oct to 1200 on Friday 28 Oct.

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

Chart 18447

LNM: 35/22

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 (LNMs)
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

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
16295	COAST GUARD MOORING BASIN LIGHT 4	48-08-22.590N 123-24-52.176W	FI R 2.5s	17	3	TR on pier.	42/22

*

ENCLOSURES

Enclosure 1

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

LNM: 42/22

Enclosure 2

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

LNM: 42/22

Enclosure 3

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events

LNM: 42/22

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						
None						
SNAKE RIVER						
None						
WILLAMETTE RIVER						
	15152	Wilsonville Railroad Bridge	Wilsonville, OR	Up and down river center green lights extinguished	9/28/2022	None
WASHINGTON COAST						
	15897	Chehalis River Bridge	Aberdeen, WA	Electrical Casualty due to vandalism - bridge must be opened manually. 2-hour advance notice required.	6/8/2022	0414-22
PUGET SOUND						
	16870.2	West Seattle Freeway Bridge	Seattle, WA	North side, red light extinguished	9/2/2022	0660-22
	17577	Port Townsend Canal Highway Bridge	Port Hadlock, WA	Lighting reported extinguished	8/21/2022	0610-22
IDAHO						
	20070	Trail of the Coeur D'Alenes Railroad Bridge	Chatcolet, ID	Following lights are extinguished: downriver center span west green light, downriver west red pier light, upriver center red pier light.	10/11/2022	None
BRIDGE CORRECTIONS						
Waterway	Light List	Bridge Name	Location	Status	Date Reported	BNM
OREGON COAST						
None						
COLUMBIA RIVER						
	10812.5	Lewis and Clark Highway Bridge	Longview, WA	Lighting operating normally	10/19/2022	None
	11801	Bridge of the Gods Highway Bridge	Cascade Locks, OR	Lighting operating normally	10/19/2022	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
12-Sep-22	1-Nov-22	24 Hrs / 7 Days	Columbia River; MCR (RM 00+02 to 02+13)	M/V Bayport	M/V John M	VHF-FM 13, 16 & 67	DWS, SWS	42/22
19-Sep-22	17-Oct-22	24 Hrs / 7 Days	Columbia River; Baker Bay	Heidi Renee	James T	VHF-FM 13, 16 & 71	RM 3.2 OR RM 4.8 WA	42/22
1-Nov-22	1-Dec-22	24 Hrs / 7 Days	Columbia River; Chinook Channel	DB Patriot	Casey H PT Vashon	VHF-FM 13 & 16	TBD	41/22
16-Oct-22	31-Oct-22	24 Hrs / 7 Days	Columbia River; Skipanon Channel	DB Patriot	Maverick Liberty	VHF-FM 13 & 16	TBD	41/22
4-Nov-22	7-Nov-22	24 Hrs / 7 Days	Columbia River; Skipanon Channel, Port Warren Condo & CR Bar Pilot moorage	Heidi Renee	James T	VHF-FM 13, 16 & 71	CR Tansy Pt Site (RM 10)	42/22
12-Sep-22	1-Nov-22	24 Hrs / 7 Days	Columbia River; Flavel (RM 11+10 to 13+16) (Foul Wx Backup)	M/V Bayport	M/V John M	VHF-FM 13, 16 & 67	RM 7.4 WA RM 5.8 WA	41/22
18-Oct-22	23-Oct-22	24 Hrs / 7 Days	Columbia River; Wahkiakum Ferry Channel (RM 43)	Heidi Renee	James T	VHF-FM 13, 16 & 71	RM 33	42/22
17-Oct-22	24-Oct-22	24 Hrs / 7 Days	Columbia River; Westport - Eureka (RM 47+00 to 48+45)	M/V Essayons	None	VHF-FM 13 & 16	RM 45 WA RM 31 WA	42/22
7-Oct-22	31-Oct-22	24 Hrs / 7 Days	Columbia River; Walker Island Reach (RM 60+34 to 61+07)	M/V Oregon	Clackamas, Ivanhoff and Williams	VHF-FM 13 & 16	RM 59.7 WA	40/22
19-Oct-22	26-Oct-22	24 Hrs / 7 Days	Columbia River; Kalama-Lower Martin (RM 75+05 to 77+30)	M/V Yaquina	None	VHF-FM 13 & 16	RM 79 OR	42/22
24-Oct-22	2-Nov-22	24 Hrs / 7 Days	Swinomish Channel; Shelter Bay Marina - Entrance	DB Mukilteo	Chelan, Lummi Island, Redwood City	VHF-FM 13, 16	Rosario Strait Disp Site	41/22
2-Nov-22	14-Jan-23	24 Hrs / 7 Days	Swinomish Channel; Shelter Bay Marina - Central Marina	DB Mukilteo	Chelan, Lummi Island, Redwood City	VHF-FM 13, 16	Rosario Strait Disp Site	41/22
14-Jan-23	16-Jan-23	24 Hrs / 7 Days	Swinomish Channel; Shelter Bay Marina - Inner Marina	DB Mukilteo	Chelan, Lummi Island, Redwood City	VHF-FM 13, 16	Rosario Strait Disp Site	41/22

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
23-Oct-22	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
30-Oct-22	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
31-Oct-22	1830-2000	Oaks Park Halloween	Willamette River, Portland, OR
6-Nov-22	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
13-Nov-22	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
20-Nov-22	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
27-Nov-22	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR

SECTOR PUGET SOUND MARINE EVENTS

EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
21-Oct-22	1100-1800	Grand Prix XLV Regatta	Shilshole Bay - Alki Pt
22-Oct-22	1000-1630	Point Series 3	East Passage, Dalco Passage, Quartermaster Harbor, Commencement Bay
22-Oct-22	1300-1700	Nightcap series	Port Townsend Bay
22-Oct-22	1100-1800	Grand Prix XLV Regatta	Shilshole Bay - Alki Pt
23-Oct-22	1100-1800	Grand Prix XLV Regatta	Shilshole Bay - Alki Pt
29-Oct-22	1200-1600	Milltown Sailing Assn - Autumn Series Sailboat Race	Port Gardner and Possession Sound
29-Oct-22	1300-1700	Nightcap series	Port Townsend Bay
29-Oct-22	1100-1800	Race Your House	Shilshole Bay, Port Madison, and West Point
29-Oct-22	1000-1800	SBYC Saturday Race Series	Sequim Bay
30-Oct-22	1100-1630	Great Pumpkin Race	Shilshole Bay, Richmond Beach, Port Madison, Skiff Point, and West Point.
5-Nov-22	1000-1630	Point Series 4	East Passage, Dalco Passage, Quartermaster Harbor, Commencement Bay