



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

LOCAL NOTICE TO MARINERS

District: 13

Week: 46/22

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=0>

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

COMDTPUB P16502.6, Light List Volume VI, Pacific Coast and Pacific Islands, 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
D13-0848-22

Ending BNM
D13-0869-22

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 – Heavy Weather advisory and resources

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

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

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

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

LNM: 46/22

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

Bergerson Construction, Inc. will commence pier demolition and construction operations at the Oregon State University Ship Operations Pier on Yaquina Bay in approximate position 44-37-32.19 N, 124-02-42.11 W, from 02 Nov 2022 – 01 Jul 2023, Monday – Friday, from 0700 – 1800 daily. A 60' x 120' sectional spud barge with crane and assistant vessel Bubba B will be monitoring VHF-FM channel 17. A yellow, floating turbidity boom/curtain will be used to surround and identify the work area and white flashing lights will be used to demarcate the barge. Mariners are requested to use caution and reduce wake when transiting the area. Mariners should be aware that during this project, the OSU Dock Light (LLNR 9652) will be discontinued. For additional information, contact Bergerson Construction, Inc. at (503) 325-7130.

Chart 18561

LNM: 46/22

SNAKE RIVER – LAKE SACAJAWEA – Ice Harbor navigation lock transit delays

River users will experience slower lockage times at the Ice Harbor navigation lock at Snake River mile 9.7 from 0700 on 14 Nov to 1200 on 16 Nov and again from 0700 on 17 Nov to 1700 on 18 Nov 2022. Project staff will be performing repair, inspection, and testing of two of the lock's tainter valves during this period, and lockage times will require an additional 10-15 minutes to perform. For additional information, contact the Ice Harbor Operator at 509-543-3231, Call sign WUJ42 or NWW Operations Division at (509) 527-7364.

Chart 18545

LNM: 46/22

WASHINGTON – LAKE WASHINGTON SHIP CANAL – UNION BAY REACH – Bridge deviation (Revised from LNM 40/22)

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 date and time:

- 19 Nov 2022, 1530 to 1800 and 2100 to 2330

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: 46/22

COLUMBIA RIVER – CRIMS ISLAND TO ST HELENS – MARTIN ISLAND – Outfall replacement

J.E. McAmis will be conducting dredging and material placement operations for an outfall replacement project for Dyno Noble on the Columbia River. The project location is at River Mile 82, close to Deer Island Upper Dike Light 72 (LLNR 11005) near Columbia City, Oregon, in approximate position 45-55-08 N, 122-48-44 W. Dredging and material placement operations will be 12 hours per day, 5-7 days per week. The Derrick Heidi Renee will perform all dredging and material placement. JE McAmis tug James T will perform all towing operations. Both the Heidi Renee and James T will monitor VHF-FM channels 13 / 16 and use channel 71 for operations. Dredge Heidi Renee and tug James T will begin operations on 14 Nov 2022, and operations are estimated to be completed by 08 Jan 2023. For more information, contact Darrell Jamieson at (360) 984-9178 or email djamieson@jemcamis.com.

Chart 18524

LNM: 44/22

COLUMBIA RIVER – ST HELENS TO VANCOUVER – Marine construction

Advanced American Construction will be performing pile driving and demolition activities on the Columbia River at RM 103 (Port of Vancouver - Berth 17) from 02 Nov 2022 to 10 Feb 2023. Working hours are Monday – Saturday, 0700 – 1730. The derrick barge DB 4000 will be on station and monitoring VHF-FM channel 13 during working hours. The derrick barge will remain on station with steady white lights on all corners during non-working hours / days. Vessels are requested to avoid the work zone and minimize wake when transiting the area. For more information, please contact Todd High at (503) 572-0101 or ToddH@CallAAC.com.

Chart 18525

LNM: 44/22

WASHINGTON – PUGET SOUND – PORT TOWNSEND – Indian Island small boat exercises

The Navy will conduct tactical boat operations on 14 – 18 Nov 2022, from 0800 – 1600 on the water along the western side of US Naval Magazine Indian Island. The exercise area is located from the southern portion of Crane Point at 48-02-55.352 N, 122-44-31.121 W extending westward to 48-02-55.352 N, 122-44-52.674 W, extending NNW to 48-04-19.272N, 122-45-36.436W, and extending to the N and NE encompassing 500 meters standoff from the Portable Security Barrier (PSB) system to Walan Point. Potential hazards will include three 33-foot Police boats, grey in color with blue lights flashing conducting high-speed maneuvers intercepting surface vessels performing simulated attacks on the waterfront of Indian Island. Military Police personnel will be using machine guns with blank fire to repel simulated hostile forces. This training area is restricted to U.S. Navy, Coast Guard and Jefferson County Sheriff vessels during the above mentioned times. It is required that all vessels maintain a safe distance in all directions from the northern edge of the Ammunition Pier extending from Walan Point extending westward to the identified coordinates and south of Crane Point area as well as 500 yards from the vessels engaged in exercises. Vessels involved in the exercise can be contacted on VHF-FM channels 69, 71 and 16. For more information, contact Naval Magazine Indian Island, Bryan Davies at (360) 471-2220, or email bryan.a.davies@mil.us.navy.mil, or Kevin Holt at (360) 396-5361, email kevin.holt1@navy.mil.

Chart 18464

LNM: 44/22

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERSTON – ELLIOTT BAY – Tribal fisheries (Revised from LNM 35/22)

The Muckleshoot Tribe will conduct fishing operations for their Commercial Chum 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). This commercial fishery will include gillnetter and skiff boats fishing along the shore way with set nets that are tied off close to shore then extend out into the water. Fishing will occur on a weekly basis, with the following schedule:

In Elliott Bay:

0800 on Wednesday 26 Oct to 1200 on Friday 28 Oct,
0800 on Sunday 30 Oct to 1800 on Monday 31 Oct,
0800 on Wednesday 02 Nov to 1200 on Friday 04 Nov,
0800 on Sunday 06 Nov to 1800 on Monday 07 Nov,
0800 on Wednesday 09 Nov to 1200 on Friday 11 Nov,
0800 on Sunday 13 Nov to 1800 on Monday 14 Nov,
0800 on Wednesday 16 Nov to 1200 on Friday 18 Nov,
0800 on Sunday 20 Nov to 1200 on Wednesday 23 Nov,
0800 on Sunday 27 Nov to 1200 on Friday 02 Dec

On the Duwamish River (Duwamish River from the mouth of both waterways to the Highway 99 Bridge):

0800 on Wednesday 26 Oct to 1200 on Friday 28 Oct,
0800 on Sunday 30 Oct to 1800 on Monday 31 Oct,
0800 on Wednesday 02 Nov to 1200 on Friday 04 Nov,
0800 on Sunday 06 Nov to 1800 on Monday 07 Nov,
0800 on Wednesday 09 Nov to 1200 on Friday 11 Nov,
0800 on Sunday 13 Nov to 1800 on Monday 14 Nov,
0800 on Wednesday 16 Nov to 1200 on Friday 18 Nov,
0800 on Sunday 20 Nov to 1200 on Wednesday 23 Nov,
0800 on Sunday 27 Nov to 1200 on Friday 02 Dec

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: 43/22

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

SECTION II - DISCREPANCIES

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

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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	
8940	Jarvis Dike Light 19	LT EXT	18587	0869-22	46/22	
9817	Tillamook Bay Entrance Lighted Bell Buoy 2	MISSING	18558	0818-22	44/22	
9915	Clatsop Spit Lighted Whistle Buoy 4	BUOY DMGD/LT IMCH	18521	0796-22	43/22	
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	
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	
12765	McNary Range Front Light	LT EXT	18539	0869-22	46/22	
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	
15765	Grays Harbor North Channel Lighted Buoy 35	LT EXT	18502	0855-22	46/22	
16340	Rosario Strait Traffic Separation Lane Entrance Lighted Buoy R	LT EXT	18465	0853-22	46/22	
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	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

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

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
10830	Rainier Anchorage Lighted Buoy R	LT EXT	18524	0771-22	42/22	
10928	Sandy Island Anchorage Lighted Buoy "S"	LT EXT	18524	0225-22	12/22	
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	
16445	John Wayne Marina Light 2	DAYMK DMGD	18471	0823-22	44/22	
16583	Cultus Bay Entrance Light 1	LT EXT	18473	0867-22	46/22	
16585	Cultus Bay Entrance Light 2	LT EXT	18473	0863-22	46/22	
16838	Elliott Bay Marina Breakwater Light A	LT EXT	18450	0856-22	46/22	
16838.1	Elliott Bay Marina Breakwater Light B	LT EXT	18450	0857-22	46/22	
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	
19023	Padilla Bay Research Lighted Buoy	MISSING	18424	0824-22	44/22	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
10832	Shaver Transportation Mooring Barge Lights (2)	WATCHING PROPERLY	18524	0864-22	42/22	46/22

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
9285	Winchester Bay Harbor Entrance Daybeacon 1	TRUB	18584	0353-21	21/21	

12980	Lake Wallula West Channel Junction Light W	TRLB	18542	0214-20	10/20
14527	Chinook Channel Buoy 3	DISCONTINUED FOR DREDGING	18521	0851-22	46/22
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
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None

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION IV - CHART CORRECTIONS

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

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

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR						
(Temp)	ADD	NATIONAL DOCK CHANNEL BUOY 3			CGD01 at 40-41-09.001N	074-02-48.001W
	Green can					
	Corrective Action	Object of Corrective Action			Position	

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

18440	31st Ed.	01-APR-17	Last LNM: 42/19	NAD 83		46/22
Chart Title: Puget Sound						
Main Panel 1688 PUGET SOUND --. Page/Side: -						
ADD	Prohibited Area C PT 1 OF 4; Chart No. 1: N1.2 or N2.2 (NOS NW-31334)				NOS 47-18-12.000N	122-30-26.000W
ADD	Prohibited Area C PT 2 OF 4; Chart No. 1: N1.2 or N2.2 (NOS NW-31334)				NOS 47-18-13.000N	122-30-22.000W
ADD	Prohibited Area C PT 3 OF 4; Chart No. 1: N1.2 or N2.2 (NOS NW-31334)				NOS 47-17-52.000N	122-29-53.000W
ADD	Prohibited Area C PT 4 OF 4; Chart No. 1: N1.2 or N2.2 (NOS NW-31334)				NOS 47-17-49.000N	122-29-59.000W
ADD	Prohibited Area Label; PROHIBITED AREA 165.1344 (see note A) (NOS NW-31334)				NOS 47-18-02.700N	122-30-10.000W

18448	36th Ed.	01-DEC-15	Last LNM: 51/21	NAD 83		46/22
Chart Title: Puget Sound-southern part						
Main Panel 1712 PUGET SOUND SEATTLE TO OLYMPIA. Page/Side: N/A						

NOS

ADD	Prohibited Area D PT 1 OF 4; Chart No. 1: N1.2 or N2.2 (NOS NW-31334)	47-18-12.000N	122-30-26.000W
ADD	Prohibited Area D PT 2 OF 4; Chart No. 1: N1.2 or N2.2 (NOS NW-31334)	NOS 47-18-13.000N	122-30-22.000W
ADD	Prohibited Area D PT 3 OF 4; Chart No. 1: N1.2 or N2.2 (NOS NW-31334)	NOS 47-17-52.000N	122-29-53.000W
ADD	Prohibited Area D PT 4 OF 4; Chart No. 1: N1.2 or N2.2 (NOS NW-31334)	NOS 47-17-49.000N	122-29-59.000W
ADD	Prohibited Area Label; PROHIBITED AREA 165.1344 (see note A) (NOS NW-31334)	NOS 47-18-02.700N	122-30-10.000W

18450 **20th Ed.** **01-JAN-17** **Last LNM: 28/17** **NAD 83** **46/22**

ChartTitle: Seattle Harbor, Elliott Bay and Duwamish Waterway

Main Panel 1714 SEATTLE HARBOR ELLIOTT BAY AND DUWAMISH WATERWAY. Page/Side: A

ADD	Rock Awash (Elevation); (4) Chart No. 1: K11 (NOS NW-31331)	NOS 47-35-03.673N	122-21-43.336W
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18453 **27th Ed.** **01-MAR-13** **Last LNM: 49/18** **NAD 83** **46/22**

ChartTitle: Tacoma Harbor

Main Panel 1716 TACOMA HARBOR. Page/Side: N/A

ADD	Prohibited Area E PT 1 OF 4; Chart No. 1: N1.2 or N2.2 (NOS NW-31334)	NOS 47-18-12.000N	122-30-26.000W
ADD	Prohibited Area E PT 2 OF 4; Chart No. 1: N1.2 or N2.2 (NOS NW-31334)	NOS 47-18-13.000N	122-30-22.000W
ADD	Prohibited Area E PT 3 OF 4; Chart No. 1: N1.2 or N2.2 (NOS NW-31334)	NOS 47-17-52.000N	122-29-53.000W
ADD	Prohibited Area E PT 4 OF 4; Chart No. 1: N1.2 or N2.2 (NOS NW-31334)	NOS 47-17-49.000N	122-29-59.000W
ADD	Prohibited Area Label; PROHIBITED AREA 165.1344 (see note A) (NOS NW-31334)	NOS 47-18-02.700N	122-30-10.000W

18474 **11th Ed.** **01-DEC-15** **Last LNM: 49/18** **NAD 83** **46/22**

ChartTitle: Puget Sound-Shilshole Bay to Commencement Bay

Main Panel 1679 PUGET SOUND SHILSHOLE BAY TO COMMENCEMENT BAY. Page/Side: A

ADD	Prohibited Area F PT 1 OF 4; Chart No. 1: N1.2 or N2.2 (NOS NW-31334)	NOS 47-18-12.000N	122-30-26.000W
ADD	Prohibited Area F PT 2 OF 4; Chart No. 1: N1.2 or N2.2 (NOS NW-31334)	NOS 47-18-13.000N	122-30-22.000W
ADD	Prohibited Area F PT 3 OF 4; Chart No. 1: N1.2 or N2.2 (NOS NW-31334)	NOS 47-17-52.000N	122-29-53.000W
ADD	Prohibited Area F PT 4 OF 4; Chart No. 1: N1.2 or N2.2 (NOS NW-31334)	NOS 47-17-49.000N	122-29-59.000W
ADD	Prohibited Area Label; PROHIBITED AREA 165.1344 (see note A) (NOS NW-31334)	NOS 47-18-02.700N	122-30-10.000W

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

Approved Project(s)

None

Project Date

Ref. LNM

Advance Notice(s)

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

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: 46/22

SUMMARY OF DREDGING OPERATIONS

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

LNM: 46/22

SUMMARY OF MARINE EVENTS

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

LNM: 46/22

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 – WILLAMETTE RIVER – PORT OF PORTLAND – 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.

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

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.

Chart 18526

LNM: 39/22

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 – 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

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.

Chart 18447

LNM: 40/22

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

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

Chart 18447

LNM: 40/22

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

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

Chart 18447

LNM: 05/21

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

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

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

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

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

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

Chart 18480

LNM: 40/22

WASHINGTON – 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 – 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 – Bulklers 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/>.

Chart 18441

LNM: 40/22

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 – 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 – 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 jjgalligan@orionmarinegroup.com.

Chart 18450

LNM: 02/22

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

LNM: 41/22

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

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

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

LNM: 39/22

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

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

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

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

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

LNM: 15/22

SECTION VIII - LIGHT LIST CORRECTIONS

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

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
None							

ENCLOSURES

Enclosure 1

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

LNM: 46/22

Enclosure 2

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

LNM: 46/22

Enclosure 3

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events

LNM: 46/22

Enclosure 4

WASHINGTON - Captain of the Port Puget Sound Heavy Weather Advisory (MSIB 002-22)

LNM: 46/22

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						
	13051	Pasco - Kennewick Railroad Bridge	Kennewick, WA	Pier Light extinguished	11/9/2022	0849-22
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						
None						
IDAHO						
	20070	Trail of the Coeur D'Alenes Railroad Bridge	Chatcolet, ID	Following lights are extinguished: downriver center span west green light, downriver west red pier light, upriver center red pier light.	10/11/2022	None
BRIDGE CORRECTIONS						
Waterway	Light List	Bridge Name	Location	Status	Date Reported	BNM
OREGON COAST						
None						
COLUMBIA RIVER						
None						
SNAKE RIVER						
None						
WILLAMETTE RIVER						
None						
WASHINGTON COAST						
None						
PUGET SOUND						
	16887	1st Ave South Highway Twin Bridge	Seattle, WA	Lighting watching properly	11/15/2022	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	15-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	45/22
7-Nov-22	24-Feb-23	24 Hrs / 7 Days	Columbia River; Baker Bay - Port of Ilwaco Marina	Port of Ilwaco	Port Skiff	VHF-FM 13, 16 & 69	Ashore	44/22
11-Nov-22	15-Dec-22	24 Hrs / 7 Days	Columbia River; Chinook Channel	DB Patriot	Casey H PT Vashon	VHF-FM 13 & 16	TBD	45/22
12-Sep-22	15-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 5.8 WA	45/22
10-Nov-22	16-Nov-22	24 Hrs / 7 Days	Columbia River; Stella Range (RM 56+30 to 59+23)	M/V Essayons	None	VHF-FM 13 & 16	RM 53, 54 WA	45/22
2-Nov-22	31-Jan-23	24 Hrs / 7 Days	Columbia River; Mouth of the Cowlitz (RM 67+37 to 68+07)	M/V Oregon	Clackamas, Ivanhoff and Williams	VHF-FM 13 & 16	Howard Island	44/22
14-Nov-22	8-Jan-23	12 Hrs / 5-7 Days	Columbia River; Upper Martin (RM 82+20)	Heidi Renee	James T	VHF-FM 13, 16 & 71	TBD	44/22
15-Nov-22	18-Nov-22	24 Hrs / 7 Days	Columbia River; Willow Bar (RM 94+0 to 98+00)	M/V Yaquina	None	VHF-FM 13 & 16	TBD	45/22
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 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
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
4-Dec-22	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
11-Dec-22	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
18-Dec-22	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
25-Dec-22	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
1-Jan-23	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
8-Jan-23	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
15-Jan-23	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
22-Jan-23	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
29-Jan-23	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
5-Feb-23	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
12-Feb-23	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
12-Feb-23	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
19-Feb-23	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
26-Feb-23	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR
5-Mar-23	1230-1630	OCSA Sailboat Race CYC Sailing on Sunday Series	Columbia River between I-5 and I-205 Bridges, Portland, OR

SECTOR PUGET SOUND MARINE EVENTS

EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
19-Nov-22	1200-1600	Milltown Sailing Assn - Autumn Series Sailboat Race	Port Gardner and Possession Sound
19-Nov-22	1800-2000	Fowl Weather Regatta	Sinclair Inlet
26-Nov-22	1000-1800	SBYC Saturday Race Series	Sequim Bay

U.S. Department of
Homeland Security

United States
Coast Guard



Captain of the Port
Sector Puget Sound
United States Coast Guard

1519 Alaskan Way South, Bldg 4
Seattle, WA 98134-1192
Staff Symbol: spw
Phone: (206) 217-6002
Fax: (206) 217-6348

MARINE SAFETY INFORMATION BULLETIN

These bulletins are purely informational for the maritime community within this Captain of the Port zone. They advise you of emerging information & situations that may impact our Marine Transportation System. As important, they help to manage expectations & facilitate cooperation regarding actions that we may be taking and/or that you may need to employ in the interest of safety/security. Increased vigilance in our maritime world hinges significantly upon proactive engagement & information sharing with the private sector, which has the primary responsibility for security & safety at their waterfront facilities & vessels.

BULLETIN NO: 002-22

Date: November 10, 2022

SUBJECT: ADVISORY FOR MARINERS' ACTIONS DURING HEAVY WEATHER WITHIN THE SECTOR PUGET SOUND CAPTAIN OF THE PORT ZONE

This bulletin addresses the safety, security, and environmental protection of all vessels and ports within the Sector Puget Sound Captain of the Port Zone. Unexpected heavy weather or rapid changes in weather can significantly increase the likelihood of marine casualties. During times of severe weather, the Coast Guard reminds all maritime stakeholders to exercise increased vigilance and implement appropriate measures to ensure the safety of vessels and to protect the environment. To do that effectively, it is strongly recommended that the following actions be taken:

1. Prepare for heavy weather events ahead of time. Ensure crewmembers are designated to check and report weather updates prior to getting underway. Organize training with the crew and passengers, conduct heavy weather drills, and review response and potential storm evasion options.
2. Understand your vessel's operating limitations and key factors, e.g., vessel loading, down flooding points, profile and sail area, with respect to weather conditions.
3. All vessel owners and operators are highly encouraged to familiarize themselves with the Puget Sound Harbor Safety Committee Heavy Weather and Anchoring Standards of Cares which can be found at <https://pshsc.org/puget-sound-harbor-safety-plan>.
4. If weather conditions deteriorate, it is imperative that vessels coordinate with the Cooperative Vessel Traffic Service (CVTS) regarding recommendations for either harbors of safe refuge, anchorage, or arrangements as per the specific standards of care. To coordinate efforts, contact the CVTS via channel 5A or 14 depending on the location or the watch supervisor at (206) 217-6152.
5. For more information, please contact Mr. Laird H. Hail at Laird.H.Hail@uscg.mil or (206) 217-6046.

Sincerely,

A handwritten signature in blue ink, appearing to read "P. M. Hilbert".

Digitally signed by
HILBERT, PATRICK, MICHAEL.10
27650739
Date: 2022.11.10 13:40:57 -08'00'

P. M. Hilbert
Captain, U.S. Coast Guard
Captain of the Port, Puget Sound