



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

LOCAL NOTICE TO MARINERS

District: 13

Week: 50/22

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=>

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 D13-0926-22	Ending BNM D13-0950-22
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ABBREVIATIONS

A through H

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

I through O

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

P through Z

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

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

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

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

Additional Abbreviations Specific to this LNM Edition:

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

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

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

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

COLUMBIA RIVER – HANFORD REACH – HOMESTEAD ISLAND – Missing buoys

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

LNM: 50/22

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – DUWAMISH WATERWAY – Overhead power line replacement

Seattle City Light will be replacing a set of downed powerlines over the Duwamish Waterway on Saturday and Sunday, 17 – 18 Dec 2022, at approximate river mile 7.5, in location 47-29-39.480 N, 122-16-51.132 W. The evolution will involve blocking the waterway for approximately one hour at a time, four times during the two days. Any waterway users that plan to use this stretch of the waterway on these days should contact the Seattle City Light POC, Tom Sharp at (206) 940-6812 or email Thomas.sharp@seattle.gov.

LNM: 50/22

OREGON – IDAHO – GPS testing

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

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

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

LNM: 50/22

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

BNSF Railway Company (BNSF) is continuing construction on the new BNSF Railroad Bridge 3.9 and starting maintenance work to the existing BNSF Railroad Bridge 3.9 (LLNR 20087) located over Lake Pend Oreille (LPO) Mile 2.7, located approximately at 48-16-20 N, 116-32-39 W, in Sandpoint, ID from the start LPO winter draw-down levels as of 15 Nov 22 through the LPO winter pool or low-water season. There will be two crane-work barge set-ups west of the bridges with support primarily from the East Algoma or geographic south end of the two bridges. Work

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

Chart 18554

LNM: 50/22

WASHINGTON – PUGET SOUND – APPLE COVE TO KEYPORT – SEATTLE TO BREMERTON – Environmental monitoring buoys

Puget Sound Restoration Fund is installing research buoys with environmental monitoring instruments at 3 locations in the central Puget Sound: Tyee Shoal/Wing Point (off Bainbridge Island), 47-37-03.000 N, 122-29-29.040 W. Point Jefferson (off Indianola), 47-44-30.840 N, 122-29-16.440 W. Edmonds (north of dive park, Shell Creek) 47-49-13.440 N, 122-22-41.160 W.

Each site will have one surface buoy, yellow in color, 2 ft diameter, with flashing yellow light (FL Y (5) 20s). Buoys will be installed on or about 09 Jan 2023 and remain in place until 31 Dec 2024. Mariners are requested to avoid approaching or tying off to the research buoys. For more information, please contact the Restoration Fund at (206) 780-6947 or email info@restorationfund.org.

Charts: 18446 18449

LNM: 49/22

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

The Coast Guard intends to approve a temporary deviation for the Spokane Street Bridge (LLNR 16870.1) across the Duwamish Waterway, mile 0.3, in Seattle, WA, from 11 – 14 Feb 2023. This deviation will facilitate removal and replacement of the hydraulic pumps. The west span will be closed to mariners from 0100 on 11 Feb until 0500 on 14 Feb 2023. Only the east span will open to mariners per 33 CFR 117.5 and signal per 33 CFR 117.1041(b)(1). The subject bridge provides 55 feet center span and 44 feet side spans in the closed-to-navigation position above high water; the horizontal clearance with the west span in the closed-to-navigation position is 125 feet. Vessels able to pass through the subject bridge in the closed-to-navigation position may do so at any time. No alternate route is available on the Duwamish Waterway. For more information on this event contact Kit Loo at Kit.Loo@seattle.gov or (206) 684-3669. If any mariner cannot support this temporary single leaf closure, please submit comments by 20 Jan 2023 at d13-smb-d13-bridges@uscg.mil.

Chart 18450

LNM: 49/22

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

The Naval Undersea Warfare Center (NUWC) at Keyport, WA is continuing operations in the vicinity of NUWC between University Point, the Brownsville Marina and Keyport through 23 Dec 2023. Operations will normally be conducted Monday through Friday during daylight hours. Operations will involve semisubmersible and submersible vehicles escorted by a small naval craft with a flashing red light. The call sign for the small craft will be "Keyport Range Control" and will monitor VHF-FM channels 12 and 16. All craft transiting the area are requested to exercise caution and maintain a sharp lookout for possible semi-submerged vehicles while the range is in operation. Questions can be directed to Keyport Range Control on VHF-FM channels 12 and 16 or by contacting the Pacific Northwest Range Management and Ops Division, Range Control Branch, at (360) 396-2313.

Chart 18446

LNM: 49/22

WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE WASHINGTON – Marine construction

Ballard Marine Construction will commence a construction project on Lake Washington in the vicinity of the I-90 Highway Bridge (East Channel) (LLNR 18398), in approximate location 47-34-42.082 N, 122-11-59.770 W, from 13 – 23 Dec 2022, 24 hours a day, 7 days a week. The project includes the towing and staging of 3200 feet of HDPE pipe, floated into the lake to be pulled upland for an underground pipeline installation. Marker buoys will be installed every 30 ft on the pipeline with flashing white lights. There will be up to 4 tow vessels tending the pipeline in the lake, with a spud barge to provide the correct alignment for the pipe installation. A crane barge will be on site to assist with a portion of the work. Mariners are requested to use caution and reduce wake when transiting the area and keep at least yards away from the operation. For additional information, contact Daylon Hutton of Ballard Marine Construction at (360) 609-6445 or email daylon.hutton@ballardmc.com.

Chart 18447

LNM: 49/22

COLUMBIA RIVER – ST HELENS TO VANCOUVER – Outfall pipeline demolition

Advanced American Construction will be performing outfall pipeline demolition near Columbia River RM 95.75 from 28 Nov to 16 Dec 2022. This work includes dive operations. 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 John Strand (503) 969-4731 or JohnS@CallAAC.com.

Chart 18525

LNM: 48/22

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

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

Chart 18525

LNM: 48/22

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

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

Chart 18450

LNM: 48/22

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

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

Chart 18450

LNM: 48/22

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

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

Chart 18460

LNM: 47/22

SNAKE RIVER – LOWER GRANITE LAKE – Possible lockage delays at Lower Granite

USACE staff at the Lower Granite Lock and Dam will be performing transformer maintenance daily, 0530-1800, 29 Nov to 23 Dec 2022. The work requires powerhouse maintenance workers to remove the main transmission line from service each morning, and then return the line to service each evening. As the lock operator will be occupied with the clearances necessary for this switching effort, river users may experience lockage delays at Lower Granite from 0530 to 0700 and from 1630 to 1800 each day during the specified work window. For additional information, contact the Lower Granite Operator at (509) 843-2231, call sign WUJ45 Lower Granite, or the NWW Operations Division at (509) 527-7364.

Chart 18548

LNM: 47/22

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

Anchor QEA will conduct sediment sampling work on the Lower Duwamish Waterway starting on 05 Dec 2022 and extending through May of 2023. The work will be on the 14th Ave Reach from just upstream of the Turning Basin downstream past Slip 2, both inside and outside of the federal navigation channel. This project is EPA-approved and involves small work vessels conducting marine sampling. The planned work schedule is 0700 – 1900, Monday – Friday. Work vessels may be able to move for river traffic. Mariners planning to transit this stretch of the Duwamish are encouraged to contact the vessels in advance via VHF-FM channels 16 or 13, or by calling directly:

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

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

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

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

Chart 18450

LNM: 47/22

WASHINGTON – PUGET SOUND – SARATOGA PASSAGE – Underwater remotely operated vehicle operations

General Dynamics Mission Systems will be conducting inert naval mine deployment and recovery operations using underwater Remotely Operated Vehicles in Saratoga Passage just north of Onamac Point Light 6 (LLNR 18630), and on the easterly side of the passage. Operations will be conducted 24 hours a day, 7 days a week from 21 Nov 22 through 14 Jan 23, with the exception of 23-27 Nov 22, in an operational box approximately 1 kilometer square with corner points:

- 48-11-51.564 N, 122-33-47.454 W;

- 48-11-49.680 N, 122-33-07.116 W;
- 48-11-10.926 N, 122-33-11.172 W;
- 48-11-12.810 N, 122-33-51.498 W.

Mariners are requested to avoid the operational area during these operations, and especially to avoid any nets or fishing gear as there is a high risk of fouling or entangling their gear. Should the need arise for passing arrangements, the M/V Michael Uhl, M/V Point Lavinia, and the R/V Zephyr will be on scene and will monitor VHF-FM channels 16/13 as well as working channel 78. For more information, contact Ian McGoldrick at (617) 404-7971, or email ian.mcgoldrick@gd-ms.com

Chart 18441

LNM: 47/22

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
765.5	NOAA Environmental Lighted Buoy 46005	LT EXT	18007	0197-20	08/20	
9817	Tillamook Bay Entrance Lighted Bell Buoy 2	SS INOP	18558	0818-22	44/22	
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	
10720	Fisher Island Channel Lighted Buoy 5	LT EXT	18524	0950-22	50/22	
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	
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	
15660	Grays Harbor South Reach Lighted Junction Buoy SC	LT EXT	18502	0941-22	50/22	
16535	Foulweather Bluff Lighted Bell Buoy 2	LT EXT	18473	0943-22	50/22	
17360	Nisqually Flats Light 3	STRUCT DEST/TRLB	18448	0404-21	24/21	
18710	Oak Harbor Light 11	STRUCT DEST/TRLB	18428	0652-21	39/21	
19480	Cypress Reef Junction Daybeacon C	DAYMK MISSING	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.	LNM St	LNM End
9915	Clatsop Spit Lighted Whistle Buoy 4	WATCHING PROPERLY	18521	0928-22	43/22	50/22
10390	Puget Island Range Rear Light	RELIGHTED	18523	None	50/22	50/22
19815	Boundary Pass Shoal Isolated Danger Lighted Bell Buoy DB	WATCHING PROPERLY	18431	0926-22	49/22	50/22

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	
10928	Sandy Island Anchorage Lighted Buoy "S"	LT EXT	18524	0225-22	12/22	
11207	Lower Vancouver Anchorage Lighted Buoy V	LT EXT	18525	0147-22	06/22	
11247	Hayden Island Water Monitoring Lighted Buoy A	MISSING	18526	0413-21	25/21	
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
16838.1	Elliott Bay Marina Breakwater Light B	LT EXT	18450	0857-22	46/22
16860	East Waterway Pier Light	LT IMCH	18450	0907-22	48/22
17126	Tacoma Harbor Regulatory Buoys (3)	MISSING	18453	0613-22	34/22
17857.1	Olympic View Marina Floating Breakwater Light A	LT EXT	18458	0937-22	50/22
19023	Padilla Bay Research Lighted Buoy	MISSING	18424	0824-22	44/22

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LN M St	LN M End
15030	Oswego North Dock Light	RESET ON STATION		0934-22	38/22	50/22
15035	Oswego South Dock Light	RESET ON STATION		0935-22	37/22	50/22
16838	Elliott Bay Marina Breakwater Light A	RELIGHTED	18450	0945-22	46/22	50/22
17857.2	Olympic View Marina Floating Breakwater Light B	WATCHING PROPERLY	18458	None	50/22	50/22
17857.3	Olympic View Marina Floating Breakwater Light C	WATCHING PROPERLY	18458	None	50/22	50/22
17857.4	Olympic View Marina Floating Breakwater Light D	WATCHING PROPERLY	18458	None	50/22	50/22

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LN M St	LN M End
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None

PLATFORM DISCREPANCIES CORRECTED

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

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LN M St	LN M End
14527	Chinook Channel Buoy 3	Reestablished	18521	0947-22	46/22	50/22
14528	Chinook Channel Buoy 4	Reestablished	18521	0948-22	47/22	50/22

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LN M St	LN M End
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None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

SECTION IV - CHART CORRECTIONS

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

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

50	9th Ed.	01-DEC-15	Last LNM: 34/22	NAD 83		50/22
<i>Chart Title: North Pacific Ocean (eastern part) Bering Sea Continuation</i>						
Main Panel 2400 NORTH PACIFIC OCEAN EASTERN PART. Page/Side: A						
RELOCATE		NOAA Environmental Lighted Buoy 46041			CGD13 from 47-21-09.907N to 47-21-09.905N	124-44-29.678W 124-44-22.398W
501	13th Ed.	01-JUN-09	Last LNM: 31/22	NAD 83		50/22
<i>Chart Title: North Pacific Ocean West Coast Of North America Mexican Border To Dixon Entrance</i>						
Main Panel 1650 MEXICAN BORDER TO DIXON ENTRANCE. Page/Side: N/A						
RELOCATE		NOAA Environmental Lighted Buoy 46041			CGD13 from 47-21-09.907N to 47-21-09.905N	124-44-29.678W 124-44-22.398W
530	35th Ed.	01-DEC-15	Last LNM: 34/22	NAD 83		50/22
<i>Chart Title: North America West Coast San Diego to Aleutian Islands and Hawai'ian Islands</i>						
Main Panel 2405 SAN DIEGO TO ALEUTIAN ISLANDS AND HAWAIIAN ISLANDS. Page/Side: A						
RELOCATE		NOAA Environmental Lighted Buoy 46041			CGD13 from 47-21-09.907N to 47-21-09.905N	124-44-29.678W 124-44-22.398W
531	25th Ed.	01-JUL-15	Last LNM: 22/22	NAD 83		50/22
<i>Chart Title: Gulf of Alaska Strait of Juan de Fuca to Kodiak Island</i>						
Main Panel 2406 GULF OF ALASKA STRAIT OF JUAN DE FUCA TO KODIAK ISL. Page/Side: A						
RELOCATE		NOAA Environmental Lighted Buoy 46041			CGD13 from 47-21-09.907N to 47-21-09.905N	124-44-29.678W 124-44-22.398W
18003	20th Ed.	01-NOV-06	Last LNM: 23/21	NAD 83		50/22
<i>Chart Title: Cape Blanco to Cape Flattery</i>						
Main Panel 1651 CAPE BLANCO TO CAPE FLATTERY. Page/Side: N/A						
RELOCATE		NOAA Environmental Lighted Buoy 46041			CGD13 from 47-21-09.907N to 47-21-09.905N	124-44-29.678W 124-44-22.398W
18007	33rd Ed.	01-FEB-09	Last LNM: 23/21	NAD 83		50/22
<i>Chart Title: San Francisco to Cape Flattery</i>						
Main Panel 1652 SAN FRANCISCO TO CAPE FLATTERY. Page/Side: N/A						
RELOCATE		NOAA Environmental Lighted Buoy 46041			CGD13 from 47-21-09.907N to 47-21-09.905N	124-44-29.678W 124-44-22.398W
18500	31st Ed.	01-AUG-19	Last LNM: 23/21	NAD 83		50/22

RELOCATE	NOAA Environmental Lighted Buoy 46041	CGD13 from 47-21-09.907N to 47-21-09.905N	124-44-29.678W 124-44-22.398W
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18520 28th Ed. 01-AUG-19 Last LNM: 31/17 NAD 83 50/22

RELOCATE	Tillamook Bay Entrance Lighted Bell Buoy 2	CGD13 from 45-34-15.251N to 45-34-15.896N	123-58-20.275W 123-58-23.863W
CHANGE	Tillamook Bay Entrance Sector Light Change the arcs of the Sector Light to: Red visible from 092.5° to 094.0° White visible from 091.5° to 092.5° Green visible from 090°to 091.5°	CGD13 at 45-34-05.538N	123-56-28.048W

18558 39th Ed. 01-SEP-12 Last LNM: 33/17 NAD 83 50/22

RELOCATE	Tillamook Bay Entrance Lighted Bell Buoy 2	CGD13 from 45-34-15.251N to 45-34-15.896N	123-58-20.275W 123-58-23.863W
CHANGE	Tillamook Bay Entrance Sector Light Change the arcs of the Sector Light to: Red visible from 092.5° to 094.0° White visible from 091.5° to 092.5° Green visible from 090°to 091.5°	CGD13 at 45-34-05.538N	123-56-28.048W

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

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

Advance Notice(s)

OREGON – TILLAMOOK BAY - Testing of a buoy hull at Tillamook Bay Entrance Lighted Bell Buoy 2

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

While the buoys performance is being studied, the US Coast Guard is soliciting comments from the maritime community transiting this waterway. Mariners are requested to respond in writing to the Coast Guard District office with any comments on this change at D13-SMB-D13-LNM@uscg.mil. Any discrepancy for this or other Aids to Navigation should continue to be reported to US Coast Guard Sector Columbia River.

Chart 18558 LNM: 49/22

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

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

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

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

Charts: 18421 18441 18523 LNM: 19/22

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

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

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

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

Chart 18531

LNM: 40/22

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

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

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

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

LNM: 18/22

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

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

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

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

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

Charts: 18400 18421 18441 18465

LNM: 36/21

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

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

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			

Proposed Change Notice(s)
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: 50/22

SUMMARY OF DREDGING OPERATIONS

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

LNM: 50/22

SUMMARY OF MARINE EVENTS

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

LNM: 50/22

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.

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-

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

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

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 - 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 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

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.

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

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

OREGON – CAPE BLANCO TO YAQUINA HEAD – Scientific equipment installation

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

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

Chart 18580

LNM: 49/21

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

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

Chart 18561

LNM: 46/22

COLUMBIA RIVER SYSTEM AND WASHINGTON - Testing of prototype plastic buoys

The U.S. Coast Guard is testing various prototype plastic buoys to observe their station keeping ability and visual and radar detection capabilities. Buoys have been or are being placed at the following locations for evaluation:

On the Columbia, Snake and Willamette Rivers:

Columbia River Entrance Lighted Buoy 3 (LLNR 9911), set on 7/06/2022
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 – 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 – 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 Sep 22 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 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 – 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/>.

Chart 18441

LNM: 40/22

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

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

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

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

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

LNM: 39/22

OREGON – WASHINGTON – Heavy Weather advisory and resources

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

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

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

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

LNM: 46/22

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

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

Six months prior to cancelation, a notice of the intent to cancel a specific chart will be provided via a "Last Edition" notice. The final cancelation 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
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SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
733	NOAA Environmental Lighted Buoy 46041	47-21-09.905N 124-44-22.398W	Fl (4)Y 20s			Yellow disc-shaped buoy.	Aid maintained by National Oceanic and Atmospheric Administration.	50/22
9817	Tillamook Bay Entrance Lighted Bell Buoy 2	* 45-34-15.896N 123-58-23.863W	Q R		3	Red.		50/22
9830	TILLAMOOK BAY ENTRANCE SECTOR LIGHT	* 45-34-05.538N 123-56-28.048W	F W R G (G & R Sectors)	79		On skeleton tower.	Centerline bearing 092.0°. White visible 0.5° each side of centerline. Green visible from 090.0° to 091.5°. Red visible from 092.5° to 094.0°.	50/22
15205	WILLAPA BAY ENTRANCE LIGHT 11	46-43-14.730N 124-02-21.452W	Fl G 6s	17	4	SG on multi-pile structure.	*	50/22
		*		*				

ENCLOSURES

Enclosure 1

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

LNM: 50/22

Enclosure 2

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

LNM: 50/22

Enclosure 3

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events

LNM: 50/22

Enclosure 4

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

LNM: 50/22

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						
	16870.1	Spokane Street Bridge	Seattle, WA	Clearance gauge not legible	12/2/2022	None
	16888	South Park Street Bridge	Seattle, WA	Clearance gauge not legible	12/2/2022	None
IDAHO						
	20070	Trail of the Coeur D'Alenes Railroad Bridge	Chatcolet, ID	Following lights are extinguished: downriver center span west green light, downriver west red pier light, upriver center red pier light.	10/11/2022	None

BRIDGE CORRECTIONS						
Waterway	Light List	Bridge Name	Location	Status	Date Reported	BNM
OREGON COAST						
None						
COLUMBIA RIVER						
None						
SNAKE RIVER						
None						
WILLAMETTE RIVER						
None						
WASHINGTON COAST						
None						
PUGET SOUND						
None						
IDAHO						
None						

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

Start Date	End Date	Times	Location	Dredge Vessel	Assist Vessel	Channel monitored	Disposal Area	LNM
7-Nov-22	24-Feb-23	24 Hrs / 7 Days	Columbia River; Baker Bay - Port of Ilwaco Marina	Port of Ilwaco	Port Skiff	VHF-FM 13, 16 & 69	Ashore	44/22
28-Nov-22	28-Feb-23	Sun - Fri Ebb tides	Columbia River; Astoria waterfront (RM 13.2)	M/V Felkins	Sentinel	VHF-FM 13, 16 & 74	TBD	47/22
2-Nov-22	31-Jan-23	24 Hrs / 7 Days	Columbia River; Mouth of the Cowlitz (RM 67+37 to 68+07)	M/V Oregon	Clackamas, Ivanhoff and Williams	VHF-FM 13 & 16	Howard Island	44/22
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
5-Dec-22	15-Feb-23	24 Hrs / 7 Days	Puget Sound; Duwamish West Waterway, Terminal 5	Orion 1601	Orion 2001	VHF-FM 13 & 16	Elliott Bay	48/22
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
26-Dec-22	3-Jan-23	24 Hrs / 7 Days	Bellingham Bay; Squaticum Waterway; Bellingham Cold Storage Facility	DB Mukilteo	Lummi	VHF-FM 13 & 16	TBD	50/22

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
14-Dec-22	1900-2100	Christmas Ships Parade	Vancouver Waterfront, Columbia River, Vancouver WA
14-Dec-22	1900-2100	Christmas Ships Parade	Riverplace Marina to Milwaukie, Willamette River, Portland, OR
15-Dec-22	1900-2100	Christmas Ships Parade	Vancouver Waterfront, Columbia River, Vancouver WA
15-Dec-22	1900-2100	Christmas Ships Parade	Riverplace Marina to Fremont Bridge, Willamette River, Portland, OR
16-Dec-22	1900-2100	Christmas Ships Parade	Riverplace Marina to Milwaukie, Willamette River, Portland, OR
16-Dec-22	1900-2100	Christmas Ships Parade	North Portland Harbor, Columbia River, Portland, OR
17-Dec-22	1630-2000	Christmas Ships Parade	Riverplace Marina to Lake Oswego, Willamette River, Portland, OR
18-Dec-22	1700-2100	Christmas Ships Parade	Riverplace Marina to St Johns Bridge, Willamette River, 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
20-Dec-22	1900-2100	Christmas Ships Parade	Vancouver Waterfront, Columbia River, Vancouver WA
20-Dec-22	1900-2100	Christmas Ships Parade	Riverplace Marina to Milwaukie, Willamette River, Portland, OR
21-Dec-22	1900-2100	Christmas Ships Parade	Riverplace Marina to Fremont Bridge, Willamette River, Portland, OR
21-Dec-22	1900-2100	Christmas Ships Parade	North Portland Harbor, Columbia River, 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
29-Dec-22	1800-2000	Lower Columbia River Christmas Ships	Columbia River, Kalama, WA
30-Dec-22	1800-2000	Lower Columbia River Christmas Ships	Columbia River, Rainier, WA
31-Dec-22	1800-2000	Lower Columbia River Christmas Ships	Columbia River, Longview, WA near Willow Grove Park
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

MARINE EVENTS

Enclosure (3)

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
23-Dec-22	2000-2130	Christmas Ship Finale Night	Lake Union to Fremont Cut
31-Dec-22	2100-2130	Seattle Tennis Club New Years Eve Celebration	Lake Washington
31-Dec-22	2100-2130	Oak Harbor New Year's Eve	Oak Harbor Bay

**BNSF Bridge(s) 3.9 Lake Pend Oreille Low-Water
Fall 2022/Winter 2023
General Work Location Overview**

NORTH

U.S. Rte 95

95

U.S. Rte 95

**Temporary Trestle
Located at North
Abutment**
(upland support from Dog
Beach)

**High Water Work Areas
(Approx)**
Fall 2022 thru Winter 2023

**Published Navigation
Channel (Approx)**

**Approximate
Location of Crane/
Work Barge Staging**
(geographic south, upland
support from BNSF East
Algoma Siding)