



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

## LOCAL NOTICE TO MARINERS

**District: 13**

**Week: 52/22**

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](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](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](http://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](http://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's, BNM's 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 BNM's 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  
D13-0967-22

Ending BNM  
D13-0985-22

## 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.

---

### WASHINGTON – APPROACHES TO ADMIRALTY INLET – Sequim Bay research equipment deployment

A subsurface tidal turbine will be deployed on the seabed in the inlet to Sequim Bay just west of Klapot Point on Travis Spit, in approximate location 48-04-47.064 N, 123-02-32.880 W. At MLLW the top of the unit will be greater than 14 feet below the surface. A subsea cable will run from the unit along the seabed to the dock at the Pacific Northwest National Laboratory's Marine and Coastal Research Laboratory. Once installed, the unit will remain on the seabed 24-hours a day until recovered. M/V Sea Horse will be on site for deployment on 05 – 09 Jan 2023 and will be monitoring VHF-FM channels 13 and 16. The unit will remain on the seabed until approximately 30 Mar 2023. Mariners are requested to exercise caution and avoid anchoring or dragging any gear on the bottom near this location. The tidal turbine is a fouling risk and contains moving components. For additional information, contact Christopher Bassett at the Applied Physical Laboratory (University of Washington) at (206) 543-1263.

Chart 18471

LNM: 52/22

### OREGON – UMPQUA RIVER – REEDSPORT – Umpqua River Railroad Bridge deviation

The Coast Guard intends to approve a temporary test deviation for the Umpqua River Railroad Bridge (LLNR 9369) across the Umpqua River, mile 11.5, in Reedsport, OR. This test deviation will facilitate an operating rule change at the request of the Oregon International Port of Coos Bay. The subject bridge is currently operating in accordance with 33 CFR 117.893(b) which states the bridge shall be maintained in the fully open position, except for the crossing of trains or rail equipment. The Port of Coos Bay proposes the following change to the operating rule (language in the rule regarding sound signals will remain unchanged):

117.893 Umpqua River

(b) The draw of the Coos Bay Rail Line bridge, mile 11.5 at Reedsport, shall open on signal (by phone (877) 978-2292) if at least two hours notice is given.

This test deviation will be approved for 180 days. The effective dates will be published after this comment period, but the target start date is the week of 16 Jan 2023. The subject bridge provides 16 feet in the closed-to-navigation position above high water. Vessels able to pass through the subject bridge in the closed-to-navigation position may do so at any time. No alternate route is available on this part of the Umpqua River for tall vessels. For more information on this event contact Mike Dunning at [mdunning@portofcoosbay.com](mailto:mdunning@portofcoosbay.com) or (541) 267-7678. If any mariner cannot support this temporary test deviation, please submit comments by 04 Jan 2023 at [d13-smb-d13-bridges@uscg.mil](mailto:d13-smb-d13-bridges@uscg.mil).

Chart 18584

LNM: 51/22

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

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

LNM: 51/22

Chart 18532

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

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

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

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

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

Charts: 18547 18548

LNM: 51/22

**WASHINGTON – PUGET SOUND – ADMIRALTY INLET – Quiet Sound 2022 Voluntary Vessel Slowdown Trial (Revised from LNM 40/22)**

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 12 Jan 2023. 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: 51/22

**WASHINGTON – PUGET SOUND – SEATTLE TO OLYMPIA – Bridge maintenance**

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

Chart 18448

LNM: 51/22

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

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

Chart 18427

LNM: 51/22

**WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – BELLINGHAM BAY – Pier demolition**

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

LNM: 51/22

**COLUMBIA RIVER – HANFORD REACH – HOMESTEAD ISLAND – Missing buoys**

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

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&currentOutages>.

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](mailto:MikePamperin@amesco.com). For additional information contact the BNSF Project Manager, Ryan Kopera, at (913) 284-3467 or [Ryan.Kopera@BNSF.com](mailto: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](mailto: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](mailto: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

---

## 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	
<b>8740</b>	<b>Coos Bay Entrance Range Front Light</b>	<b>DAYMK MISSING</b>	<b>18587</b>	<b>0978-22</b>	<b>52/22</b>	
<b>8745</b>	<b>Coos Bay Entrance Range Rear Light</b>	<b>DAYMK MISSING</b>	<b>18587</b>	<b>0979-22</b>	<b>52/22</b>	
<b>8855</b>	<b>Empire Range A Front Light</b>	<b>DAYMK MISSING</b>	<b>18587</b>	<b>0980-22</b>	<b>52/22</b>	
<b>8860</b>	<b>Empire Range A Rear Light</b>	<b>DAYMK MISSING</b>	<b>18587</b>	<b>0981-22</b>	<b>52/22</b>	
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	
11455	Camas Slough Range Front Light	LT EXT/STRUCT DMGD	18531	0769-22	42/22	
<b>11590</b>	<b>Tunnel Point Light 64</b>	<b>LT EXT</b>	<b>18531</b>	<b>0974-22</b>	<b>52/22</b>	
<b>11705</b>	<b>Multnomah Falls Upper Range Rear Light</b>	<b>LT EXT</b>	<b>18531</b>	<b>0975-22</b>	<b>52/22</b>	
11855	Bonneville Pool Light 22	LT EXT	18532	0956-22	51/22	
<b>11870</b>	<b>Wind Mountain Upper Range Front Light 26</b>	<b>LT EXT</b>	<b>18532</b>	<b>0976-22</b>	<b>52/22</b>	
12200	Lake Celilo Light 12	LT EXT	18533	0958-22	51/22	
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	
<b>16400</b>	<b>Point Partridge Light</b>	<b>LT EXT</b>	<b>18471</b>	<b>0968-22</b>	<b>52/22</b>	
<b>16540</b>	<b>Puget Sound Traffic Separation Lane Lighted Buoy SE</b>	<b>LT EXT</b>	<b>18473</b>	<b>0984-22</b>	<b>52/22</b>	
16555	Scatchet Head Lighted Gong Buoy 1	LT EXT	18473	0966-22	51/22	
<b>16560</b>	<b>Possession Point Lighted Bell Buoy 1</b>	<b>LT EXT</b>	<b>18473</b>	<b>0985-22</b>	<b>52/22</b>	
17360	Nisqually Flats Light 3	STRUCT DEST/TRLB	18448	0404-21	24/21	
<b>18455</b>	<b>Possession Point Lighted Bell Buoy 1</b>	<b>LT EXT</b>	<b>18473</b>	<b>0985-22</b>	<b>52/22</b>	
18710	Oak Harbor Light 11	STRUCT DEST/TRLB	18428	0652-21	39/21	
19370	Lopez Pass Light 2	DAYMK IMCH	18421	0960-22	51/22	
<b>19457</b>	<b>Rosario Strait Lighted Buoy 11</b>	<b>LT EXT</b>	<b>18421</b>	<b>0967-22</b>	<b>52/22</b>	

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
14555	Skipanon Waterway East Light 3	RELIGHTED	18521	None	52/22	52/22

#### 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	
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	
16860	East Waterway Pier Light	LT IMCH	18450	0907-22	48/22	
17126	Tacoma Harbor Regulatory Buoys (3)	MISSING	18453	0613-22	34/22	
17167	Blair Waterway Light 4	LT EXT	18453	0954-22	51/22	
19023	Padilla Bay Research Lighted Buoy	MISSING	18424	0824-22	44/22	
19440	Shoal Bay Aquaculture Lighted Buoy	LT EXT	18421	0961-22	51/22	
19605	Friday Harbor Pier Lights (2)	LT IMCH	18421	0962-22	51/22	
19755	Pearl Island Dock Light	LT IMCH	18421	0963-22	51/22	

#### DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
635	Heceta Head Lighthouse	RELIGHTED	18580	None	52/22	52/22
16838.1	Elliott Bay Marina Breakwater Light B	RELIGHTED	18450	0969-22	46/22	52/22

#### PLATFORM DISCREPANCIES

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

None

#### PLATFORM DISCREPANCIES CORRECTED

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

None

### SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

#### TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
9285	Winchester Bay Harbor Entrance Daybeacon 1	TRUB	18584	0353-21	21/21	
12980	Lake Wallula West Channel Junction Light W	TRLB	18542	0214-20	10/20	
14835	Sauvie Island Junction Light	TRLB	18524	0936-21	51/21	
17360	Nisqually Flats Light 3	TRLB	18448	0409-21	24/21	
18050	Orchard Rocks Fish Pen Lights (3)	DISCONTINUED	18449	0894-21	50/21	
18710	Oak Harbor Light 11	TRLB	18428	0287-22	17/22	

**TEMPORARY CHANGES CORRECTED**

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

**PLATFORM TEMPORARY CHANGES**

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

**PLATFORM TEMPORARY CHANGES CORRECTED**

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

**SECTION IV - CHART CORRECTIONS**

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

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

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

<b>18531</b>	<b>24th Ed.</b>	<b>01-DEC-17</b>	<b>Last LNM: 53/19</b>	<b>NAD 83</b>	<b>52/22</b>
Chart Title: Columbia River Vancouver to Bonneville; Bonneville Dam					
<b>CHART OR &amp; WA - COLUMBIA RIVER - VANCOUVER TO BONNEVILLE. Page/Side: N/A</b>					
CHANGE		Tunnel Point Light 64		CGD13	
		Nominal range to 4M.		at 45-32-34.305N	122-16-31.747W

**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 (Fl R 2.5s) and Gary Island Channel Lighted Buoy 56 (LLNR 11571) showing a red light flashing every 6 seconds (Fl 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](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

#### Proposed Project(s)

None

#### Closing

#### Docket No.

#### Ref. LNM

#### 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: 52/22

### **SUMMARY OF DREDGING OPERATIONS**

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

LNM: 52/22

### **SUMMARY OF MARINE EVENTS**

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

LNM: 52/22

### **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-

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

navigation position. This regulation approval allows a containment system under the bridge that reduces the non-opening half of the bridge's vertical clearance by 5 feet from 69 feet center to 64 feet, and from 48 feet on the sides to 43 feet. All draw clearances are above the Columbia River Datum 0.0. Vessels able to pass through the bridge in the closed-to-navigation position may do so at any time. In accordance with 33 CFR 117.35(e), the bridge must return to its regular operating schedule immediately at the end of the designated time-period.

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

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**

**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](https://www.facebook.com/chittendenlocks) and [http://twitter.com/ChittendenLocks](https://twitter.com/ChittendenLocks). For specific questions, mariners may contact the lockmasters at (206) 297-9821.

Chart 18447

LNM: 42/22

**OREGON – CAPE BLANCO TO YAQUINA HEAD – Scientific equipment installation**

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

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

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

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 Apr 23 working 0700 – 1700, Monday through Saturday. Onsite equipment will monitor VHF-FM channels 13 & 16 during working hours. Mariners are requested to reduce speed and avoid the work area. Please call Travis Waggener at (541) 912-9026 or email at travisw@callaac.com for more information.

Chart 18524

LNM: 36/22

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

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

Chart 18525

LNM: 48/22

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

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

Chart 18532

LNM: 25/22

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

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

Chart 18460

LNM: 47/22

**WASHINGTON – PUGET SOUND – 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

**WASHINGTON – PUGET SOUND – ADMIRALTY INLET – PUGET SOUND – Pile Driving Operations at the Point Hudson Marina**  
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](mailto:cmiddling@orionmarinegroup.com).

Chart 18464

LNM: 38/22

**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](mailto: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](mailto:ColmanDockProject@wsdot.wa.gov).

Chart 18450

LNM: 36/22

**WASHINGTON – PUGET SOUND – ELLIOTT BAY – DUWAMISH WATERWAY – Terminal 5 pier construction (Revised from LNM 02/22)**  
Orion Marine Contractors is conducting the marine construction activities associated with the Terminal 5 Berth Modernization Project for the Port of Seattle on the Duwamish River west waterway. Phase 2 of the project includes pile installation and new pier construction and will run through Oct 2023. Work will typically take place from 0700 to 1700, Monday thru Friday. The Orion 1601 Spud Barge and smaller flat deck barges will be conducting the operations. Each floating plant will have all corners marked with steady burn white lights. The barges will often be spudded down, so mariners are requested to keep a minimum 200-foot distance from the operations. The Orion equipment will monitor VHF-FM channel 13. For additional information, please contact Jesse Galligan at (253) 552-1140 or email at [jgalligan@orionmarinegroup.com](mailto:jgalligan@orionmarinegroup.com).

Chart 18450

LNM: 48/22

**WASHINGTON – PUGET SOUND – ELLIOTT BAY – DUWAMISH WATERWAY – Terminal 5 dredging**  
Orion Marine Contractors will perform dredging operations on the Terminal 5 Berth Modernization Project for the Port of Seattle, beginning on Monday 05 Dec 2022 for both the north berth and south berth at Terminal 5. Dredging operations will be conducted on a 24 hours / 7 days a week schedule until the north berth dredging is completed; and the entire project is expected to run until 15 Feb 2023. Dredging spoils will be transported via tug and barge to the Elliot Bay disposal zone and to Waste Management Duwamish Reload Facility via tug and barge for upland disposal. There will 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](mailto:jgalligan@orionmarinegroup.com).

Chart 18450

LNM: 48/22

**WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – DUWAMISH WATERWAY – Environmental testing (Revised from LNM 41/22)**  
Anchor QEA will conduct sediment sampling work on the Lower Duwamish Waterway starting on 05 Dec 2022 and extending through May of 2023. The work will be on the 14th Ave Reach from just upstream of the Turning Basin downstream past Slip 2, both inside and outside of the federal navigation channel. This project is EPA-approved and involves small work vessels conducting marine sampling. The planned work schedule is 0700 – 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](mailto:ian.mcgoldrick@gd-ms.com)

Chart 18441

LNM: 47/22

**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

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

may query the ENC data directly within ECDIS or refer to the Light List for complete information on Range and Sector Light Characteristics.

LNM: 39/22

**OREGON – WASHINGTON – Heavy Weather advisory and resources**

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

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

[https://www.navcen.uscg.gov/pdf/lnms/D13\\_LNM%20Special%20Local%20Notice%20to%20Mariners\\_Indefinite.pdf](https://www.navcen.uscg.gov/pdf/lnms/D13_LNM%20Special%20Local%20Notice%20to%20Mariners_Indefinite.pdf)

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

LNM: 46/22

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

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

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

Traditional paper nautical chart production is ending to enable the creation and maintenance of larger scale, more up-to-date, higher quality coverage of NOAA's electronic navigational chart (NOAA ENC®) product. This will significantly enhance the amount of charted detail available to mariners. More information about NOAA's program to sunset traditional paper charts is on the NOAA Coast Survey website at:

<https://nauticalcharts.noaa.gov/charts/farewell-to-traditional-nautical-charts.html>. An online NOAA Custom Chart application at:

<https://devgis.charttools.noaa.gov/pod> is available to create chart images from ENC data, which may then be printed. Notices to Mariners will not be issued for NOAA Custom Charts.

LNM: 10/21

**OREGON – WASHINGTON – IDAHO – Farewell to traditional nautical charts**

NOAA is in the process of "sunseting" or ending the production of traditional paper charts. However, even prior to traditional chart production ending, users may notice differences between paper charts and ENCs. There are two broad categories of data that are applied onto NOAA ENCs and paper / raster nautical charts – "Critical Corrections" and "Routine" data. Critical Corrections may be newly discovered shoals or other dangers 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
11590	TUNNEL POINT LIGHT 64	45-32-34.305N 122-16-31.747W	FI R 2.5s	30	4	TR on skeleton tower.	52/22

\*

**ENCLOSURES****Enclosure 1**

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

LNM: 52/22

**Enclosure 2**

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

LNM: 52/22

**Enclosure 3**

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events

LNM: 52/22

**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 LNM's (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
<b>OREGON COAST</b>						
	9367	Reedsport Highway 101 Bridge	Reedsport, OR	Power outage - bridge unable to open, lights extinguished	12/27/2022	0982-22
<b>COLUMBIA RIVER</b>						
	13051	Pasco - Kennewick Railroad Bridge	Kennewick, WA	Pier Light extinguished	11/9/2022	0849-22
	13113.5	SR-12 Highway Bridge (west bound)	Pasco, WA	Lights extinguished	12/28/2022	0983-22
<b>SNAKE RIVER</b>						
None						
<b>WILLAMETTE RIVER</b>						
	15152	Wilsonville Railroad Bridge	Wilsonville, OR	Up and down river center green lights extinguished	9/28/2022	None
<b>WASHINGTON COAST</b>						
	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
<b>PUGET SOUND</b>						
	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
<b>IDAHO</b>						
	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
<b>OREGON COAST</b>						
None						
<b>COLUMBIA RIVER</b>						
	11258	Interstate 5 Highway Bridge	Vancouver, WA	Fully operational	12/25/2022	None
<b>SNAKE RIVER</b>						
None						
<b>WILLAMETTE RIVER</b>						
None						
<b>WASHINGTON COAST</b>						
None						
<b>PUGET SOUND</b>						
	17769	Hood Canal Highway Bridge	Port Gamble, WA	Fully operational	12/25/2022	None
<b>IDAHO</b>						
None						



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

<b>Start Date</b>	<b>End Date</b>	<b>Times</b>	<b>Location</b>	<b>Dredge Vessel</b>	<b>Assist Vessel</b>	<b>Channel monitored</b>	<b>Disposal Area</b>	<b>LNM</b>
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
8-Jan-23	15-Feb-23	Mon - Fri 0600-1700	Columbia River; Upper Martin (RM 96 - 98)	Dredge 7	N/A	VHF-FM 13, 16 & 79	Ashore WA RM 96.9	52/22
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
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
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
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
1-Jan-23	0000-0010	Alderbrook Resort NYE Fireworks	South Hood Canal
7-Jan-23	0900-0200 (on the 8th)	Annual Duwamish Head Sailboat Race	Middle Puget Sound, starting and finishing at Des Moines Marina pier
8-Jan-23	1130-1600	MSA Winter Series Sailboat Races	Port Gardner and Possession Sound
21-Jan-23	1030-2000	Iceberg Regatta	Shilshole Bay
21-Jan-23	1000-1630	Harbor Series 1 Quartermaster Harbor	East Passage, Commencement Bay, Dalco Passage, Quartermaster Harbor
22-Jan-23	1130-1600	MSA Winter Series Sailboat Races	Port Gardner and Possession Sound
22-Jan-23	1900-2030	Downtown Sailing Series_Elliott Bay Marina	Elliott Bay
28-Jan-23	1100-1500	First of the Season Rally 2023	Lake Washington

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

**NORTH**

**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)