LOCAL NOTICE TO MARINERS

District: 13

Week: 23/20

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/?pageName=lnmDistrict&region=13

Coast Pilots, along with corrections, are available at: www.nauticalcharts.noaa.gov/publications/coast-pilot/index.html. Print on Demand (POD) copies are available for purchase at: www.nauticalcharts.noaa.gov/publications/print-agents.html#coast-pilot.

UNITED STATES COAST GUARD NAVIGATION INFORMATION SERVICE (NIS)
The United States Coast Guard Navigation Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information for GPS and DGPS. The NIS also disseminates Safety Broadcasts / Broadcast Notice to Mariners (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar Users (NANU). LNMs and other navigation notices can be obtained via e-mail subscription through the USCG Navigation Center website:
https://www.navcen.uscg.gov/?pageName=feeds
In addition, the NIS investigates all reports of degradation or loss of GPS or DGPS service. Mariners are encouraged to report all degradation of radio navigation services to the NIS via any of the following: Phone: (703) 313-5900 or Email: webmaster@navcen.uscg.mil, or on the World Wide Web:
https://www.navcen.uscg.gov/?pageName=gpsUserInput

BROADCAST NOTICE TO MARINERS

Urgent marine navigational and weather information is broadcast over VHF channel 22A (157.1 MHz). Broadcasts are first announced over the distress, safety and calling channel 16 before they are made. 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.

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

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<th>Originating Unit</th>
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<td>CGD THIRTEEN</td>
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ABBREVIATIONS

A through H

ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
AI - 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/DBYO - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
EVAL - Evaluation
I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
bu - Blue
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LT - Light
LT CONT - Light Continuous
LTR - Letter
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MRASS - Marine Radio Activated Sound Signal
MMSG - Marine Sound Signal
MSLD - Misleading

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
SHL - Shelling
si - silent
SIG - Signal
SND - Sound
SPM - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
The following annual recreational craft lockage schedules will be implemented for all the locks beginning 04 Jun through 14 Sep 2020:

- Lower Granite Lock and Dam
  Snake River Mile 107.5 (509) 843-2231
- Little Goose Lock and Dam
  Snake River Mile 70.3 (509) 399-2233 x231
- Lower Monumental Lock and Dam
  Snake River Mile 41.6 (509) 282-7231
- McNary Lock and Dam
  Columbia River Mile 292 (541) 922-2231
- Ice Harbor Lock and Dam
  Snake River Mile 9.7 (509) 543-3231
- Lower Granite Lock and Dam
  Snake River Mile 107.5 (509) 843-2231
- Little Goose Lock and Dam
  Snake River Mile 70.3 (509) 399-2233 x231

The USACE, Walla Walla District, is implementing the 2020 summer lockage schedule for the passage of recreational vessels through the following navigation locks:

- McNary Lock and Dam
  Columbia River Mile 292 (541) 922-2231
- Ice Harbor Lock and Dam
  Snake River Mile 9.7 (509) 543-3231
- Lower Monumental Lock and Dam
  Snake River Mile 41.6 (509) 282-7231
- Little Goose Lock and Dam
  Snake River Mile 70.3 (509) 399-2233 x231
- Lower Granite Lock and Dam
  Snake River Mile 107.5 (509) 843-2231

The following annual recreational craft lockage schedules will be implemented for all the locks beginning 04 Jun through 14 Sep 2020:
The Corps will consider special lockages, outside the above scheduled lockage times, for flotillas or other unique activities sponsored by yacht clubs, marinas, and other groups, provided advance (at least 24-hours) arrangements have been made with the appropriate control room operator. When a recreational vessel lockage schedule is in effect, recreational vessels will only be allowed to lock through at the times designated for such lockages and they will take precedence over commercial vessels. Commercial vessels will continue to be locked through upon arrival except during the times specified for recreational vessel lockages. At the discretion of the lock operator, recreational vessels may be allowed to lock through with commercial craft. Everyone in the vessel must be wearing a personal flotation device throughout the duration of the lockage. All vessel owner/operators lock through at their own risk and must follow the directions of the lock operator when using the locks or operating in the vicinity of the locks. The lock operator has final authority on the suitability of a craft for lockage. Please refer to the USACE Safe Lockage Policy for Recreational Craft on the Columbia and Snake Rivers, published separately, for additional safety requirements. For additional information on this matter or copies of the Safe Lockage policy, please contact the Operations Division, at (509) 527-7364.

Charts: 18541 18545 18546 18547 18548 LNM: 23/20

OREGON – WILLAMETTE RIVER – PORT OF PORTLAND – St. Johns Railroad Bridge deviation
The Coast Guard has approved a temporary deviation from the operating schedule that governs the St. Johns Railroad Bridge (LLNR 14927.5) across the Willamette River at mile 6.9 at Portland, Oregon, wherein on 10 Aug to 03 Sep 2020 from 0900-1500 on Monday – Thursday the bridge need not open for maritime traffic. The bridge will resume its normal operating schedule on Friday – Sunday, and the bridge will be able to open for emergencies at any time given a 1-hour notice. The bridge provides 52 feet of vertical clearances above Columbia River Datum 0.0 while the lift span is in the closed-to-navigation position. Vessels which do not require a bridge opening may continue to transit beneath the bridge during this closure period. The lift span will be required to open, if needed, for vessels engaged in emergency response operations during this closure period. In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the designated time period. For additional information contact Jeff Swanson at Jeff.Swanson@BNSF.com.

Chart 18526 LNM: 23/20

OREGON – WILLAMETTE RIVER – PORT OF PORTLAND – Steel Bridge deviation
The Coast Guard has approved a temporary deviation from the operating schedule that governs the Steel Railroad-Highway Bridge (LLNR 14955.3) across the Willamette River at mile 12.1 at Portland, Oregon, wherein on 02 – 29 Aug 2020 the upper deck of the bridge need not open for maritime traffic. The upper deck will open given 72 hours advance request. The lower lift span of the Steel Bridge operates in accordance with 33 CFR 117.5 (open on single). When the lower lift is in the closed-to-navigation position, the bridge provides 26 feet of vertical clearance above Columbia River Datum 0.0; and in the open-to-navigation position with the upper lift in the closed-to-navigation position, the vertical clearance is 71 feet above Columbia River Datum 0.0. The Steel Bridge will be able to open the lower deck for emergencies, but not the upper deck. This part of the Willamette River does not have an immediate alternate route for vessels to pass. Vessels may continue to transit beneath the Steel Bridge with the lower deck in the closed or open-to-navigation position, or the upper deck in the closed-to-navigation position may do so at any time. The normal operating schedule for the Steel Bridge upper lift is in accordance with 33 CFR § 117.897(c)(3)(ii). In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the designated time period. For additional information contact Theresa Minor at (503) 962-2254.

Chart 18526 LNM: 23/20

OREGON – WILLAMETTE RIVER – PORT OF PORTLAND – Morrison and Hawthorne Bridge deviation
The Coast Guard has approved a temporary deviation from the operating schedules that govern the Morrison Highway Bridge (LLNR 14955.5) across the Willamette River at mile 12.8, and the Hawthorne Highway Bridge (LLNR 14955.6) across the Willamette River at mile 13.1, wherein on 09 Aug 2020, from 0630 – 1130, the bridges need not open for maritime traffic. This deviation is necessary to accommodate the Providence Bridge Pedal event, and authorizes the bridges to remain in the closed-to-navigation position to allow safe and timely movement of event participants during this period. The vertical clearances for theses bridges in the closed-to-navigation position are: 69 feet for the Morrison Highway Bridge and 49 feet for the Hawthorne Highway Bridge (all clearances are referenced to the vertical clearance above Columbia River Datum 0.0.) Vessels which do not require a bridge opening may continue to transit beneath the bridge during this closure period. The bridges will be able to open for emergencies, and there is no immediate alternate route for vessels to pass. In accordance with 33 CFR 117.35(e), the drawbridges must return to their regular operating schedule immediately at the end of the effective period of this temporary deviation. For additional information contact Jon Henrichsen at jon.p.henrichsen@multco.us.

Chart 18526 LNM: 23/20

OREGON – WILLAMETTE RIVER – PORTLAND TO WALNUT EDDY – ROCK ISLAND CHANNEL – Floating aids to navigation
Mariners are advised to exercise extra caution and proceed at a safe speed when navigating the Rock Island Channel section of the Willamette River, mile 29.5 to 30.7. Prudent mariners will not rely solely on any single aid to navigation, particularly buoys, whose position is not permanently fixed. Due to the predominantly rocky riverbed in this area, the Rock Island Channel buoys are susceptible to moving off their assigned position. Additionally, sections of Rock Island Channel are very narrow and contain multiple hazards, requiring the buoys to be positioned very close to the hazards they mark. Passing close aboard to a buoy risks collision with the buoy or with the hazard the buoy is marking.

Chart 18528 LNM: 23/20

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – DUWAMISH WATERWAY – 1st Avenue Bridge deviation
The Coast Guard has approved a deviation from the operating schedule that governs the 1st Avenue South Highway Twin Bridge (LLNR 16887)
across the Duwamish Waterway, mile 2.5, in Seattle, Washington. This deviation authorizes the bridge to operate in single leaf mode or half span openings from 2100 to 0500 nightly, Sunday – Friday, from 06 Jul - 14 Sep 2020. The deviation is necessary to accommodate WSDOT’s bridge roadway deck panel replacements. No work is planned on Saturday nights, unless delays require it. The subject bridge shall fully open (double bascule) on signal when at least 12 hours’ notice has been given. If an emergency response vessel needs a full opening, the crew needs at least 45 minutes to clear the span. Containment will be installed under half of the 1st Ave Bridge, but will not reduce the vertical clearance. An Under Bridge Inspection Truck (UBIT) truck will be used to aid the work efforts, and will reduce the vertical clearance up to 13 feet from 39 feet center to 26 feet center, and from 22 feet to 9 feet on the sides. The UBIT will move around the bridge, but will only take up a small section the bridge. The UBIT will move for vessel traffic when required, and is identified with a flashing amber light. Additionally, the subject bridge need not open on signal to vessels of 5000 gross tons and over, a vessel towing a vessel of 5000 gross tons and over, and a vessel proceeding to pick up for towing a vessel of 5000 gross tons and over. Vessels able to pass through the bridge in the closed-to-navigation position may do so at any time. For additional information contact Curtis Pitts at (206) 718-6845.

Chart 18450

**IDAHO – ST. JOE RIVER – Special Bridge Notice**

The Coast Guard has issued a public notice announcing a permit application from the Idaho Transportation Department (ITD) for the approval of location and plans replacing the St. Joe River Bridge, at river mile 21.4, near St. Maries, Idaho, at 47-19-02N, 116-33-41W. ITD has applied for an After-the-Fact permit for the bridge that was replaced in September 2019. Public Notice 05-20 solicits comments and is available at https://www.navcen.uscg.gov/D13BN until 23 Jun 2020. Questions or comments can be addressed to the District Bridge Manager, Mr. Steve Fischer at (206) 220-7282, or D13-SMB-D13-Bridges@uscg.mil.

LNM: 23/20

**OREGON – WASHINGTON – IDAHO – Broadcast Notice to Mariners internet release**

The Coast Guard will begin making broadcast notices to mariners containing locally relevant navigation information accessible by mobile devices and the internet. The Coast Guard encourages mariners to submit comments (or related material) on this Notice. We will consider all submissions and may adjust our final action based on your comments. Please visit the Federal Notice listed below for more details and for directions for submitting comments, which will be received through 28 Jul 2020: https://www.govinfo.gov/content/pkg/FR-2020-05-29/pdf/2020-11619.pdf

LNM: 22/20

**OREGON – WASHINGTON – IDAHO – 2020 Special Local Notice to Mariners publication**

The 2020 edition of the District Thirteen Special Local Notice to Mariners is now available. The Special Local Notice to Mariners is an annual reference publication that contains a wide variety of safety, boating and general maritime information, as well as covering topics specific to the Pacific Northwest. Mariners can download the document at: https://www.navcen.uscg.gov/pdf/inms/D13_SLMN%20Special%20Local%20Notice%20to%20Mariners%20Indefinite.pdf

LNM: 22/20

**OREGON - PORT OF PORTLAND - WILLAMETTE RIVER – In-water research activities**

The Research Vessels Nancy Anne and Peter R will be conducting sediment sampling operations in the Portland Harbor between Willamette River miles 10.9 - 11.6 from 01 Jun – 31 Aug 2020. Sampling operations will occur from 0700 to 1900 daily, Monday through Saturday. The R/V will be assisted by the tug Tiger and the spud barge DMI-60. The project vessels can be contacted on VHF-FM channel 9. Mariners are requested to use caution in these areas and reduce wake when transiting. For additional information contact the project manager at (503)-416-2425.

Chart 18526

LNM: 22/20

**OREGON – PORT OF PORTLAND – WILLAMETTE RIVER – Dredging and capping project**

HME Construction will conduct operations for the Former Portland Gas Manufacturing Site Dredging and Capping Project on the Willamette River from 06 Jul to 05 Oct 2020. Operations include debris removal, dredging, and sediment cover. The main project site is the west side of the Willamette River, mile 12.1- 12.3 between the Burnside (LLNR 14955.5) and Steel bridges (LLNR 14955.3). Equipment onsite will be the derrick dredge Sea Hawk, Excavator, pontoon barge, miscellaneous barges and tugs. Additionally, sediment amending will occur at the Port of Portland Terminal 4, Berth 416 on the east side of the Willamette River, mile 4.8-5.0. Equipment at this location will be the derrick dredge Sea Vulture and miscellaneous barges. The dredges Sea Hawk and Sea Vulture will display proper day shapes and lights, operate VHF-FM channel 67 and monitor channels 13 and 16. Operations will be performed approximately 10 hours per day, Monday - Saturday. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. The onsite superintendent, Justin Bay, can be reached at (360) 904-2978.

Chart 18526

LNM: 22/20

**OREGON – WILLAMETTE RIVER – PORTLAND TO WALNUT EDDY – Bridge public notice**

The Coast Guard has issued a Navigation Only public notice (PN 06-20) pertaining to a request from ODOT for a permit to conduct bridge modification on the I-205 Highway Bridge (LLNR 15078) across the Willamette River mile 25.5, in Clackamas County, near the cities of West Linn and Oregon City. PN 06-20 is available for review at: https://www.navcen.uscg.gov/D13BN. This PN is for the Coast Guard to solicit comments exclusively related to navigation for this bridge. For additional information on this PN, contact the Thirteenth Coast Guard District Bridge Administrator at D13-SMB-D13-Bridges@uscg.mil.

Chart 18528

LNM: 22/20

**WASHINGTON – STRAIT OF JUAN DE FUCA – Port of Vancouver Canada 2020 Voluntary Lateral Displacement Program**
As of 01 Jun 2020, the ECHO Program voluntary inshore lateral displacement is in effect for all tug and barge vessels transiting the Canadian inshore area of the Strait of Juan de Fuca. If it is safe and operationally feasible to do so, tugs are requested to move south of the known killer whale feeding area and navigate either through the outbound shipping lane or the inshore lateral displacement zone, while maintaining a buffer distance of 1,000 meters from the traffic separation scheme (TSS). The inshore lateral displacement zone is 1,500 meters wide and occurs in the area between 123-52-21.192W, 48-18-37.332N and 124-31-33.378W, 48-28-53.316N, covering a distance of approximately 28 NM. The ECHO Program voluntary lateral displacement initiative aims to reduce underwater noise in known southern resident killer whale feeding areas along the northern edge of the Strait of Juan de Fuca. This initiative will remain in effect through 31 Oct 2020. See enclosure (4) of this LNM for more information on the program as well as a chartlet of the displacement zone. For more detailed information related to lateral displacement and the ECHO program, visit the following address: https://www.portvancouver.com/environment/water-land-wildlife/echo-program/projects/lateraldisplacement/

Charts: 18460 18480 LNM: 22/20

SNAKE RIVER – LAKE HERBERT G. WEST – Delay in lockage times at Little Goose navigation lock
Mariners will experience a 15-20 minute delay in lockage time at the Little Goose navigation lock, at Snake River mile 70.3, due to repairs on three of the lock’s tainter valves. Repair work will begin on 26 May 2020 and is estimated to be complete by 1800 on 02 Jul 2020. For additional information on this work contact the Little Goose Shift Operator at (509) 399-2233, x231.

Chart 18546 LNM: 21/20

COLUMBIA RIVER – PACIFIC OCEAN TO HARRINGTON POINT - Mouth of the Columbia River Jetty System Major Rehabilitation Project
Scheduled repairs of the South Jetty have commenced and are planned to continue through 2024. Current in water repairs are being conducted via the land access, but at a future date barges and in water equipment will be used to conduct repairs. This notice will be updated once in water work is scheduled. For additional information on this project contact Sherri Brenner at (503) 550-6743 and email Sheri@jemcamis.com or the Project Superintendent Aaron Anderson at (503) 791- 2161 and email AAnderson@jemcamis.com.

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

Chart 18521 LNM: 20/20

IDAHO – SNAKE RIVER – GAMBLE ISLAND – Special Bridge Notice
The U.S. Coast Guard has issued public notices announcing permit applications from Alscott Farms, LLC, seeking the approval of location and plans for the construction of two replacement bridges partially over the Snake River from the Oregon side to the privately owned Gamble Island, at mile 386, near the town of Nyssa, Oregon, in approximate position 43-54-26.400N, 116-58-40.200W. The existing bridges provide a navigation opening of 38.7’ and 34.0’ respectively of horizontal clearance and 10.3’ and 5.88’ respectively of vertical clearance (above OHW). The proposed bridges will both provide a navigation opening of 48.83’ of horizontal clearance and 10.3’ and 6.14’ respectfully of vertical clearance (above OHW). District 13 Bridges Public Notices 03-20 and 04-20 solicit comment and are available at http://www.navcen.uscg.gov/D13BN

Questions or comments can be addressed to the Bridge Administrator, Steve Fischer at (206) 220-7282, or email D13-SMB-D13BRIDGES@uscg.mil.

LNM: 20/20

SECTION II - DISCREPANCES

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)

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<td>17865</td>
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### DISCREPANCIES (PRIVATE AIDS)

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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**

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<tr>
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**TEMPORARY CHANGES CORRECTED**

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**PLATFORM TEMPORARY CHANGES**

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**PLATFORM TEMPORARY CHANGES CORRECTED**

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## 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.

### SUMMARY OF ADVANCED APPROVED PROJECTS

<table>
<thead>
<tr>
<th>Approved Project(s)</th>
<th>Project Date</th>
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### Advance Notice(s)

#### COLUMBIA RIVER – CRIMS ISLAND TO VANCOUVER – Testing of LED Range Lights (Revised from LNM 49/19)

The U.S. Coast Guard is testing LED combination lantern systems to replace the incandescent lanterns at the locations listed below. The remaining change is expected to occur during the spring or summer of 2020:

- **Kalama Upper Range Rear Light** (LLNR 10920) the intensity will be increased to match the Range Front Light.

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.

Charts: 18524 18525

LNM: 52/19

#### COLUMBIA RIVER – LAKE UMATILLA – BLALOCK ISLAND TO MCNARY DAM - Testing of LED Range Lights

The U.S. Coast Guard is testing LED combination lantern systems to replace the incandescent lanterns at the locations listed below. The changes are expected to occur during the summer or fall of 2020:

- **Irrigon Lower Range Front Light 60** (LLNR 12655) the high intensity beam will be increased from 1° to 3° and the intensity of the light will be increased.
- **Irrigon Lower Range Rear Light** (LLNR 12660) the intensity will be increased to match the Range Front Light.
- **Irrigon Middle Range Front Light 67** (LLNR 12690) the high intensity beam will be increased from 1° to 3° and the intensity of the light will be increased.

LNM: 52/19
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.

**SNAKE RIVER – LAKE HERBERT G. WEST – LOWER MONUMENTAL** - Testing of LED Range Light at McGuire Range

The U.S. Coast Guard is testing LED combination lantern systems to replace the incandescent lanterns at the locations listed below. The changes are expected to occur during the summer or fall of 2020:

- **McGuire Range Front Light** (LLNR 13655) the high intensity beam will be increased from 1° to 3°. The intensity of the high intensity beam will remain the same, but the intensity of the 360° light will increase.
- **McGuire Range Rear Light** (LLNR 13660) all characteristic and intensity will remain the same.

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.

**WASHINGTON – APPROACHES TO STRAIT OF JUAN DE FUCA – QUILLAYUTE RIVER** – Temporary change of Quillayute River Direction Light

Due to equipment failure, the U.S. Coast Guard has temporarily changed the lighting characteristic of Quillayute River Direction Light (LLNR 16090) from a three color sector light to a yellow occulting light, flashing every 4 s (Oc Y 4s). This will be lighted 24 hours a day and have an arc of visibility of 1.5°. Special Note: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

- The Quillayute River Direction Light (LLNR 16090) will be relocated to approximate position 47°03′07.7 N 124°57′32.7 W. The day and night characteristics for both ranges will be changed to a quick flashing red light (Q R).

**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

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<th>Proposed Project(s)</th>
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**OREGON – TILLAMOOK BAY – Change to the sound characteristic on Tillamook Bay North Jetty Sound Signal**

Due to the availability of equipment, the U.S. Coast Guard will be changing the sound signal interval on seasonal Tillamook Bay North Jetty Sound Signal (LLNR 9822) from 1 blast every 30 seconds (1bl ev30s) to 1 blast every 15 seconds (1bl ev15s). The sound signal range will remain at ½ NM. While the current change is temporary, the US Coast Guard is proposing to make this change permanently. 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.

| Chart   | LNM:  |  |
|---------|-------|  |
| 18558   | 22/20 |  |

**COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – Disestablishment of North Portland Harbor East End Range and establishment of Oregon Slough Light 2**

The U.S. Coast Guard is proposing to permanently disestablish the North Portland Harbor East End Range Front Light (LLNR 11280) and Range Rear Light (LLNR 11285). These range lights no longer mark the navigable channel into the east entrance of the Oregon Slough. Oregon Slough Light 2 will be established at the south east corner of the entrance channel in approximate position 45°36′04.722N 122°38′27.222W with a quick flashing red light (Q R). North Portland Harbor Light 2 (LLNR 11285) will be renamed as Oregon Slough Light 4 (LLNR and relocated to approximate position 45°36′12.829N 122°38′06.457W) to mark the eastern boundary of the navigable channel. Additionally, North Portland Harbor Daybeacon 1 (LLNR 11290) will be renamed as Oregon Slough Daybeacon 1 (LLNR 11280).

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.

| Chart   | LNM:  |  |
|---------|-------|  |
| 18531   | 23/20 |  |

**COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – Creation of a dual front range structure for Government Island and Lady Island Range**

The U.S. Coast Guard is proposing to permanently disestablish the separate structures for Government Island Range Front Light (LLNR 11465) and Lady Island Range Front Light (LLNR 11490) and build a single front range structure in approximate position 45°33′42.058N 122°26′39.058W to 36.548W. The day and night characteristics for both ranges will be changed to a quick flashing red light (Q R), with high intensity 3° beams at 076° and 309°, in addition to a lower intensity 360° quick flashing red light (Q R).

Government Island Range Rear Light (LLNR 11470) will be relocated to approximate position 45°34′07.756W and Lady Island Range Rear Light (LLNR 11495) will be relocated to approximate position 45°33′44.516N 122°27′01.705W to maintain the required distance between structure for
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.

WASHINGTON - STRAIT OF JUAN DE FUCA ENTRANCE - Disestablishment of Strait of Juan de Fuca Traffic Separation Lane Lighted Whistle Buoy J
The U.S. Coast Guard is proposing to disestablish Strait of Juan de Fuca Traffic Separation Lane Lighted Whistle Buoy "J" (LLNR 755-16135) as it is considered no longer necessary to the safe navigation of the waterway. The Synthetic AIS (S-AIS) signal will be converted to a Virtual AIS (V-AIS) and will remain, being broadcast on the currently assigned position. 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: 18460 18480

WASHINGTON - STRAIT OF JUAN DE FUCA ENTRANCE - Disestablishment of Duntze Rock Lighted Bell Buoy 2
The U.S. Coast Guard is proposing to disestablish Duntze Rock Lighted Bell Buoy 2 (LLNR 765-16150) as it is considered no longer necessary to the safe navigation of the waterway. The Synthetic AIS (S-AIS) signal will be converted to a Virtual AIS (V-AIS) and will remain, being broadcast on the currently assigned position. 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: 18460 18480

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.

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

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

OREGON – COOS BAY – McCullough Highway Bridge Notice
ODOT will be painting and preserving the McCullough Highway Bridge (US 101) (LLNR 9009) at North Bend, Oregon, across Coos Bay, mile 9.5, from 01 Apr 2019 through 31 Mar 2021, from 0700-1900 seven days per week. The subject bridge provides 148 feet of vertical clearance, which will be reduced to 145.5 feet with the containment system. The containment will be marked with flashing amber lights. Mariners may transit under the bridge at any time, but are advised to use caution for fall hazards. For additional information, contact Nick Frangopoulos at (330) 540-1008 or vimaspainting@aol.com.

Chart 18587

COLUMBIA RIVER – PACIFIC OCEAN TO HARRINGTON POINT – Youngs Bay Highway Bridge Repair notice
ODOT will be conducting repair work on the Youngs Bay Highway Bridge (LLNR 14573) at Warrenton, Oregon, from 11 Mar 2019 through Nov 2021. Mariners are advised that there will be barges and assist vessels at the work site and a containment system under the bridge reducing vertical clearance. There will be no containment system under the liftspan of the bridge, and the main channel will remain clear for traffic, with no change to the operation of the lift. Mariners are requested to use slow speed to minimize wake. Interested parties can contact the on-site construction manager, Craig Gries at (503) 580-6319 or email at cgries@orstbridge.com

Chart 18521

COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – Interstate 5 Highway Bridge deviation
The Coast Guard has approved a temporary deviation that governs the Interstate 5 Highway Bridge (LLNR 11258) across the Columbia River at mile 106.5 between Vancouver, Washington and Portland, Oregon. In order to facilitate a major repair to the lift mechanism of the northbound span, the bridge need not open to mariners from 10 Sep through 22 Sep 2020. A safety zone will be established around the draw span for construction equipment, and mariners will not be able to transit through the main channel. The Barge Channel North and Alternate Barge Channel South will remain available to mariners during this deviation. A graphic representation of the project was included as enclosure (4) to LNM 21/20 which provided more details. For additional information or questions, please contact ODOT, Ben White, at (503) 731-8517 or email Benjamin.White@odot.state.or.us

Charts: 18525 18531

COLUMBIA RIVER – BONNEVILLE TO THE DALLES – Bridge construction
Advanced American Construction (AAC) will be conducting bridge construction in the Columbia River at the mouth of Little White Salmon River / Drano Lake, near RM 162. Operations include pile driving and work is expected to occur from 06 Jan 2020 to 04 Feb 2021. AACs Derrick Barge DB 4100, tug Lindy Marie, and work barges will be on station and monitoring VHF-FM channel 16 during the working hours of 0700 through 1800,
WASHINGTON – LAKE WASHINGTON SHIP CANAL – George Washington Memorial Bridge Notice (Revised from LNM 01/18)
Washington State Department of Transportation will be conducting painting and preservation operations on the George Washington Memorial Bridge (LLNR 18184). The work will be conducted from 01 Apr 18 through 31 Oct 20. Hours of work will be from 0700 to 1900, Monday through Saturday. The subject bridge provides 47 feet of vertical clearance and 150 feet of horizontal clearance to facilitate the safe and timely upgrades. The bridge will be closed to all road traffic and in-water work will commence on 18 May 2019. The bridge will be open to vessel traffic with caution while transiting the area. For additional information, contact Nick Hadsell, PM, at (330) 402-3232 or nhadsell@libertymaintenanceinc.com.

WASHINGTON – LAKE WASHINGTON SHIP CANAL – FAIRVIEW AVENUE BRIDGE – Bridge Notice (Revised from LNM 18/19)
Preliminary work to install a turbidity curtain for the Fairview Avenue Bridge Replacement project started on 12 Apr 2019. This turbidity curtain will remain in Lake Union waters 24 hours a day for the duration of the project, projected to run through early 2021. Navigation warning lights are installed on top of fluctuation logs indicating the location of the turbidity curtain. The bridge will be closed to all road traffic and in-water work will commence on 16 Sep 2019. Navigation is not allowed across or beyond the turbidity curtain which indicates the beginning of an active construction zone. The turbidity curtain is located on underwater pipe in front of the Zymo Genetics building and spans the waterway between Seattle Seaplanes and Windermere Real Estate. For more information contact Chris Barnes, SDOT Construction Engineer, (206) 234-1404, and email chris.barnes@seattle.gov

WASHINGTON – LAKE WASHINGTON SHIP CANAL – UNION BAY REACH – SR 520 West Approach Bridge South Bridge Replacement (Revised from LNM 38/19)
American Bridge Company will be constructing a temporary work trestle for the State Route (SR) 520 West Approach Bridge South project in southern Union Bay from 04 Nov 2019 through 29 Jan 2021. The temporary work trestle will be left in place through October 2022 and used for demolishing the existing West Approach Bridge South and constructing the new Approach Bridge. The limits of the temporary work trestle extend from the bridge abutment to approximately 1,100 ft west of the west navigation channel. Mariners are advised to transit with 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. A graphical representation of the impacted area was included as Enclosure (4) to LNM 43/19. For additional information, contact Dennis Suh at (504) 206-6494 or email at dsuh@americanbridge.net.

WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE WASHINGTON - Interstate 90 Highway Bridge construction (Revised from LNM 28/19)
Kiewit-Hoffman will be performing seismic upgrades to the existing approach piers for the Interstate 90 (I-90) Highway Bridge (LLNR 18389 and 18398). The west navigation channel and east navigation channels for the I-90 Floating Bridge will have marine activities, including the moving of barges, but will stay open to mariners. Mariners are advised to use caution while transiting near barges within the Sound Transit E130 project area. These vessels are currently moored to columns and may present hazards. Construction barges located within the work zones will be marked with steady white lights on all four corners. Mariners should maintain a safe distance and minimize wake around all floating barges and other construction vessels. The eastern navigation channel will be open and will not change vertical or horizontal clearances. Two temporary mooring buoys marked with white lights flashing every 4 seconds (FI W 4s) have been relocated near the bridge for the mooring of the barges. The positions are:

Mooring Buoy (Northeast side of I-90 Floating Bridge) 47-35-32.040N, 122-16-49.740W

Mariners should not deviate from these established paths through navigations channels when open to vessel traffic. Construction and operations at this site are expected to continue through 2020. For additional information contact Evan Spading (808)-342-3561 or email Evan.spading@kievit.com.

WASHINGTON – LAKE WASHINGTON – SAMMAMISH RIVER – Bridge Notice
Construction has started on the West Sammamish River Bridge at Sammamish River mile 0.5 near Kenmore, Washington, 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 0700 to 1600 five days per week. 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.
WASHINGTON – EVERETT HARBOR - SNOHOMISH RIVER – Bridge inspection
WSDOT will be inspecting the SR 529 Highway Bridge (North Bound) (LLNR 18591.3) over the Snohomish River, mile 3.7, and the SR 529 Highway Bridge (North Bound) (LLNR 18594.11) over the Steamboat Slough, mile 1.2, from 0800 to 1500 on 20 and 23 Jul 2020. The bridges will be inspected using an under-brIDGE inspection truck (UBIT) that occupies a portion of the roadway and extends a boom under the bridge. There is no fixed impact to navigational clearance from this operation (an approximate 10 ft. reduction to clearance while bucket is under the bridge) however UBIT will promptly give way to tall marine vessels. Mariners are advised to use caution while transiting the area. The UBIT bucket will have a flashing orange light on the bottom and a safety lookout will be on the bridge. Bridge openings will occur as usual. For additional information, contact Mr. Alan Kuper, P.E. at (360) 701-0556 or kupera@wsdot.wa.gov.
Chart 18444  LNM: 12/20

WASHINGTON – PUGET SOUND – ANACORTES TO SKAGIT BAY – DECEPTION PASS – Bridge notice
WSDOT will be cleaning, painting and repairing the bridges over Deception Pass and Canoe Pass south of Anacortes. The work is expected to begin at 0600 on 01 Apr 2019 and be complete by 2000 on 31 Oct 2020. The Deception Pass Bridge has a vertical clearance of 144 feet, and the vertical clearance under the Canoe Pass Bridge is 154 feet. No in-water work will be conducted, and a full containment system will be employed, however, mariners are cautioned that fall hazards will exist. For further information on this project contact the Project Engineer, Shane Spahr, at (360) 848-7103 or email spahr@wsdot.wa.gov.
Chart 18427  LNM: 06/19

IDAHO – LAKE PEND OREILLE – BNSF Railroad Bridge Notice
BNSF Railway Company (BNSF) has commenced construction on the new BNSF Railroad Bridge 3.9 (LLNR 20087) on Lake Pend Oreille, Mile 2.7 at Sandpoint, Idaho. Construction is expected to continue until 31 Oct 2020. Due to the seasonal fluctuation of LPO water levels, the project will be done in stages and as needed BNSF will update this Notice to Mariners. The first phase of work includes construction of two temporary work trestles at the north shore (Dog Beach) and south shore (near East Algoma), immediately adjacent to and west of the existing single-track bridge. Work barges will be staged from these temporary work trestles, and moved as necessary by a tug. Hours of construction activities will be 0700 to 1900, Monday through Saturday. During this work phase, some navigational channels will be obstructed; however, one of the channels at spans 67 and 68 and half of the existing spans 2 and 3; 14 through 17; 27 through 30; 40 through 43; 53 through 56; 84; and 95 through 97 will remain unobstructed. Vertical clearance of the existing bridge will be unchanged. The temporary work trestles and work barges will have navigation lights and work zone buoys in accordance with the Navigation Rules. Enclosure (6) of this Local Notice to Mariners displays the project vicinity and expected locations of barges for this phase work activities. Significant changes to the work locations will be updated in a subsequent notice. During all phases and locations, the noted navigable buoy safety lighting for the work areas will be in place. The point of contact for the bridge contractor, Ames Construction, is Mike Pamperin at (612) 741-6535. For additional information contact the BNSF Project Manager, Ryan Koper at (913) 284-3467.
Chart 18594  LNM: 18/20

SNAKE RIVER – LAKE SACAJAWEA TO LAKE HERBERT G. WEST - Snake River Minimum Operating Pool operations
Beginning 03 Apr 20, the Snake River reservoirs will transition to Minimum Operating Pool (MOP) operations and spring spill for fish passage in accordance with the 2020 Fish Operations Plan. The facilities affected are; McNary Lock and Dam (Columbia River mile 292); Ice Harbor Lock & Dam (RM 9.7); Lower Monumental Lock & Dam (RM 41.6); Little Goose Lock & Dam (RM 70.3); and variable MOP at Lower Granite Lock & Dam (RM 107.3). The MOP ranges for each Snake River pool are listed below, with the elevations referenced to the North American Vertical Datum of 1929 and the Pool Elevation listed in feet:
Ice Harbor, Lake Sacajawea: 437 to 438.5 (509)-543-3231. Call Sign WUJ42 Ice Harbor
Lower Monumental, Lake Herbert G. West: 537 to 538.5 (509) 282-7231. Call Sign WUJ43 Lower Monumental
Little Goose, Lake Bryon: 633 to 634.5 (509) 399-2233 x231. Call Sign WUJ44 Little Goose
Lower Granite, Lower Granite Lake: 733 to 736.5 (509) 843-2231. Call Sign WUJ45 Lower Granite

The variable MOP at Lower Granite is based on Snake River flows:

INFLOW  FOREBAY RANGE
120,000+ CFS  733.0-734.5
80,000-120,000 CFS  734.0-735.5
50,000-80,000 CFS  734.5-736.0
0 – 50,000 CFS  735.0-736.5

Because State water quality standards have changed since 2019, there may be a higher rate of discharge through the dam spillways compared to previous years, and river navigators may experience currents and eddies in the tailrace not previously encountered. If navigators believe river conditions are unsafe for navigation, they may request a temporary adjustment to spill using the contact information below. Contact with lock and dam shift operators should be initiated no less than 30 minutes prior to arriving at the lock, as requested redistribution or reduction of spill may take as long as 30 minutes to attenuate. Additionally, downstream departures may be delayed for the requested spill change to be implemented and take effect. Navigators are encouraged to contact dam operators and report any unsafe navigation conditions. For additional information, contact the NWW Operations Division at (509) 527-7364.
Charts: 18545 18546 18547 18548  LNM: 13/20

SNAKE RIVER – LAKE SACAJAWEA AND LAKE HERBERT G. WEST AND LAKE BRYAN – Upstream floating guidewall restrictions (Revised from LNM 15/20)
Until further notice, vessels transiting the Snake River navigation locks must use caution when operating near the upstream floating guidewalls at several of the projects:
- Ice Harbor Lock and Dam, Snake River Mile 9.7; vessels may not tie up to or rub against the upstream floating guidewall when approaching or leaving the lock, nor may they use the guidewall as a pivot for entering the lock.
- Lower Monumental Lock and Dam, Snake River Mile 41.6, vessels may not rub against the floating guidewall when approaching or leaving the lock, nor should they use the guidewall as a pivot point for entering the lock.
- Little Goose Lock and Dam, Snake River Mile 70.3, vessels may not tie up to or rub against the upstream floating guidewall when approaching or leaving the lock, nor may they use the guidewall as a pivot for entering the lock.

These restrictions will remain in place until more substantial repairs can be made to the locks’ floating guidewall cables. For additional information on this work, contact the NWW Operations Division at (509) 527-7364.
Charts: 18545 18546 18547  LNM: 16/20

OREGON – SIUSLAW RIVER – Shoaling at entrance to Siuslaw River
The Coast Guard has observed significant shoaling at the entrance to Siuslaw River. Mariners are urged to exercise caution when transiting the bar, especially at low tide. Approximately 200 yards west of the jetty tips is an area of significant shoaling with depths as shallow as 8 feet. This shoal...
OREGON – SIUSLAW RIVER – Shoaling at entrance to Siuslaw River
area is causing the bar to break in lighter weather conditions than is normal. Local mariners can contact Coast Guard Station Siuslaw River for more information.
Chart 18583 LNM: 45/19

COLUMBIA RIVER – CRIMS ISLAND TO ST HELENS – NOAA research buoy temporary deployment
NOAA is deploying a science research buoy on the Columbia River, near Hamilton Island Reach in approximate position 45-37-40.580N, 121-58-32.495W from 23 Apr through 23 Jun 2020. The cage buoy job will be conducted in light weather conditions. The cage buoy will be located approximately 100 yards from the riverbank. Water quality monitoring will be taking place during construction operations. For more information, contact WSF Communications at (206) 402-8070 or email wsfcomms@wsdot.wa.gov.
Chart 185545 LNM: 11/20

COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – WARRENDALE – NOAA Fisheries research barge (Revised from LNM 15/20)
NOAA has moored a fisheries research barge on the Columbia River, near Hamilton Island Reach in approximate position 45-25-04.525N, 121-58-51.8952W (B) 48-24-36.17285N, 123-7-28.7112W (C) 48-19-54.012N, 123-4-25.955W. A chart graphic was included as Enclosure (4) of LNM 11/20. Buoy is 2-feet diameter, yellow in color, marked with a FL Y 6s (flashing yellow six second) light and an orange flag. Mariners are requested to keep a safe distance from the buoy. For additional information, contact Jason Wood at (306) 298-0166 or jw@smruments.com.
Chart 185421 LNM: 16/20

WASHINGTON – STRAIT OF GEORGIA AND STRAIT OF JUAN DE FUCA – Acoustic research buoys
SMRU Consulting will be deploying acoustic buoys in three locations in the Middle Bank and Hein Bank areas south of San Juan Island, from 01 Jun until 01 Nov 2020. The buoys will be monitoring underwater noise density, and will be located in the following approximate positions: (A) 48-24-25.04525N, 121-58-51.8952W (B) 48-24-36.17285N, 123-7-28.7112W (C) 48-19-54.012N, 123-4-25.955W. A chart graphic was included as Enclosure (4) of LNM 11/20. Buoys are 2-feet diameter, yellow in color, marked with a FL Y 6s (flashing yellow six second) light and an orange flag. Mariners are requested to keep a safe distance from the buoy. For additional information, contact Jason Wood at (306) 298-0166 or jw@smruments.com.
Chart 185421 LNM: 16/20

WASHINGTON – PUGET SOUND – ELLIOTT BAY - Colman Dock construction
Washington State Ferries is conducting demolition and construction operations at the Colman Docks, scheduled to be completed in the summer of 2022. Operations will be conducted from 0700 to 1700, Monday through Friday. Mariners should be aware of marine construction equipment moored around the Colman Dock and regular tows up and down the Duwamish River in support of the operation. Equipment may obstruct small sections of the waterway adjacent to Colman Dock. Water quality monitoring will be taking place during construction operations. Please direct any inquiries to WSF Communications at (206) 402-8070 or email wsfcomms@wsdot.wa.gov.
Chart 18450 LNM: 27/17

WASHINGTON – PUGET SOUND – ELLIOTT BAY – Terminal 5 pier construction
Orion Marine will be performing pile removal, demolition of structures, and new pier construction for the Terminal 5 Berth Modernization Project for the Port of Seattle on the Duwamish River west waterway. Phase 1 will start 22 Jul 2019 and run through 31 Dec 2020 and phase 2 will run from Jun 2021 through Mar 2023. Work will typically take place from 0700 to 1700, Monday thru Friday. The DB Rainier and DB St. Helens, will each have a material barge moored alongside and will always remain on site. Each floating plant will have all corners marked with steady burn white lights. The DBs will run on anchors at times so mariners are requested to keep at least a 200-foot distance. The crane and tugs will monitor VHF-FM channel 13. For additional information please contact Bradley Morlock at (253) 552-1140 or email bmrlock@orionmarinengroup.com
Chart 18450 LNM: 27/17

WASHINGTON – PUGET SOUND - SEATTLE TO BREMERTON – ELLIOTT BAY / DUWAMISH WATERWAY - Tribal Fisheries
The Muckleshoot Tribe will commence gillnet salmon fishing operations starting at 0600 on 24 May 2020. Operations will be conducted from 0700 to 1700, Monday through Friday. Mariners should be aware of marine construction equipment moored around the Colman Dock and regular tows up and down the Duwamish River in support of the operation. Equipment may obstruct small sections of the waterway adjacent to Colman Dock. Water quality monitoring will be taking place during construction operations. For more information, contact Coast Guard Sector Puget Sound Waterways Management at (206) 876-2927 or email Gabriel.Brooks@noaa.gov.
Chart 18450 LNM: 19/20

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – DUWAMISH WATERWAY – West Seattle Bridge information
The Captain of the Port (COTP) Puget Sound has issued Marine Safety Information Bulletin (MSIB) 02-20 regarding the West Seattle Freeway Bridge (LLNR 16910). These fisheries are expected to cause significant congestion on the waterway, and mariners are advised to use caution while transiting the area. For more information, contact Coast Guard Sector Puget Sound Waterways Management at (206) 876-2927 or email Gabriel.Brooks@noaa.gov.
Chart 18450 LNM: 19/20

WASHINGTON – PUGET SOUND – APPLE COVE TO KEYPORT – Submersible Vehicle testing (Revised from LNM 49/19)
The Naval Undersea Warfare Center (NUWC) at Keyport, WA will be conducting operations in the vicinity of NUWC between the Brownsville Marina and Keyport through 23 Dec 2020. Operations will be conducted Monday through Friday during daylight hours. Operations will involve semi-submersible and submersible vehicles escorted by a small naval craft with a flashing red light. The small craft will monitor VHF-FM channels 12 and 16. The call sign for the small craft will be “Keyport Range Control”. All craft transiting the area are requested to exercise caution and maintain a sharp lookout for possible semi-submerged vehicles while the range is in operation. Questions can be directed to Keyport Range Control on VHF-FM channels 12 and 16 or by contacting the Pacific Northwest Range Management and Ops Division, Range Control Branch, at (360) 396-2313.
Chart 18446 LNM: 50/19

OREGON – WASHINGTON – IDAHO – NOAA’s planned end of paper chart production
On 15 Nov 2019, NOAA formerly announced in the Federal Register (Docket #2019-24807) that they would begin a 5-year process of discontinuing

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Coast Guard District 13

06 June 2020
OREGON – WASHINGTON – IDAHO – NOAA’s planned end of paper chart production
their traditional paper, or raster, charts by 2025. NOAA intends to gradually ‘sunset’ raster chart products and is introducing an option to create custom ENC data based charts that can be printed as a paper copy locally or commercially, via one of their certified third party printers. More detailed information regarding this transition is available from https://nauticalcharts.noaa.gov/publications/docs/raster-sunset.pdf. Comments/questions on the Federal Register Notice and the NOAA Custom Chart application should be submitted at https://www.nauticalcharts.noaa.gov/customer-service/assist/. Other concerns may be directed to your local NOAA Navigation Manager, https://nauticalcharts.noaa.gov/customer-service/regional-managers/index.html. In order to identify and overcome the regulatory challenges associated with this transition including but not limited to updating commercial vessel carriage requirements and maritime safety information processes, NOAA will continue to work directly with its Agency charting partners. A prototype version of the NOAA Custom Chart Tool is available at https://devgis.charttools.noaa.gov/pod/.

OREGON – WASHINGTON – Updated email addresses for contacting the Coast Guard
All mariners and maritime stakeholders should note that the Coast Guard’s Thirteenth District office of Waterways Management, Aids to Navigation and Bridge Administration in Seattle, Washington has changed their office shared email addresses. These include emails for LNM submissions, aids to navigation discrepancies, questions and comments, private aids to navigation (PATON) issues, Bridge operations and permits, and WAMS questionnaires. We apologize for any inconvenience this change may cause. Beginning on 15 Apr 2020, the following email addresses are discontinued:
D13-LNM@uscg.mil
D13-PF-LNM@uscg.mil
D13-PF-D13BRIDGES@uscg.mil
D13-PATON@uscg.mil
D13-PF-D13DPW@uscg.mil
The new email addresses below should be used for all future communications:
D13-SMB-D13-LNM@uscg.mil
D13-SMB-D13-BRIDGES@uscg.mil
D13-SMB-D13-PATON@uscg.mil
D13-SMB-D13-DPW@uscg.mil

SECTION VIII - LIGHT LIST CORRECTIONS
An Asterisk *, indicates the column in which a correction has been made to new information

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<td>No.</td>
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<td>Position</td>
<td>Characteristic</td>
<td>Height</td>
<td>Range</td>
<td>Structure</td>
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<tr>
<td>10665</td>
<td>STELLA RANGE REAR LIGHT</td>
<td>46-11-21.614N</td>
<td>123-07-35.578W</td>
<td>Fl (5)Y 20s</td>
<td>25</td>
<td>KRB on skeleton tower on multi-pile structure.</td>
<td>Visible all around; higher intensity 1.5° each side of rangeline.</td>
</tr>
<tr>
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<td>246 yards, 309.2° from front light.</td>
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</table>

ENCLOSURES

Enclosure 1
OREGON - WASHINGTON - IDAHO - MONTANA - Summary of Bridge Lighting Discrepancies and Corrections

Enclosure 2
OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

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Coast Guard District 13
LNM: 23/20
10 June 2020
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
<table>
<thead>
<tr>
<th>Waterway</th>
<th>Light List</th>
<th>Bridge Name</th>
<th>Location</th>
<th>Status</th>
<th>Date Reported</th>
<th>BNM</th>
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<tbody>
<tr>
<td>OREGON COAST</td>
<td>8990</td>
<td>Coos Bay Railroad Bridge</td>
<td>North Bend, OR</td>
<td>Main Lights extinguished, Temp Red lights installed</td>
<td>4/30/2018</td>
<td>0369-18</td>
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<td></td>
<td>12752</td>
<td>I-82 Highway Bridge (SB)</td>
<td>Umatilla, OR</td>
<td>Center span green light extinguished</td>
<td>2/18/2020</td>
<td>0168-20</td>
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<td>12753</td>
<td>I-82 Highway Bridge (NB)</td>
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<td>4/16/2020</td>
<td>0283-20</td>
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<td>SNAKE RIVER</td>
<td>14070</td>
<td>Camas Prairie RR Bridge</td>
<td>Lewiston, ID</td>
<td>Multiple lights extinguished</td>
<td>9/16/2019</td>
<td>0705-19</td>
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<td>WILLAMETTE RIVER</td>
<td>15152</td>
<td>Wilsonville Railroad Bridge</td>
<td>Wilsonville, OR</td>
<td>Multiple lights extinguished</td>
<td>10/17/2019</td>
<td>0802-19</td>
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<th>Location</th>
<th>Status</th>
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<td>OREGON COAST</td>
<td>9558</td>
<td>Florence Highway 101 Bridge</td>
<td>Florence, OR</td>
<td>Clearance Gauge installed</td>
<td>6/9/2020</td>
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<td>9627</td>
<td>Yaquina Bay Highway 101 Bridge</td>
<td>Newport, OR</td>
<td>Clearance Gauge installed</td>
<td>6/9/2020</td>
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<td>COLUMBIA RIVER</td>
<td>None</td>
<td>None</td>
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<tr>
<td>SNAKE RIVER</td>
<td>14072</td>
<td>Clearwater Memorial Highway Bridge</td>
<td>Lewiston, ID</td>
<td>Repaired, watching properly</td>
<td>6/2/2020</td>
<td>None</td>
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<td>13757</td>
<td>Central Ferry Highway Bridge</td>
<td>Pomeroy, WA</td>
<td>Repaired, watching properly</td>
<td>6/9/2020</td>
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<td>13617</td>
<td>Sargent Railroad Bridge</td>
<td>Pataha, WA</td>
<td>Repaired, watching properly</td>
<td>6/2/2020</td>
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<td>WILLAMETTE RIVER</td>
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Dredging operations are scheduled or in progress at the following locations:

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<tr>
<th>Start Date</th>
<th>End Date</th>
<th>Times</th>
<th>Location</th>
<th>Dredge Vessel</th>
<th>Assist Vessel</th>
<th>Channels Monitored</th>
<th>Disposal Area</th>
<th>LNM</th>
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<tr>
<td>4-Jun-20</td>
<td>24-Jun-20</td>
<td>24 Hrs/7 Days</td>
<td>Chetco River Entrance (RM 00-15 to 00+10)</td>
<td>M/V YAQUINA</td>
<td>None</td>
<td>VHF-FM 13 &amp;16</td>
<td>Nearshore BERM</td>
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<td>4-Jun-20</td>
<td>24-Jun-20</td>
<td>24 Hrs/7 Days</td>
<td>Rogue River Entrance (RM 00-35 to 00+00)</td>
<td>M/V YAQUINA</td>
<td>None</td>
<td>VHF-FM 13 &amp;16</td>
<td>ODMDS</td>
<td>23/20</td>
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<tr>
<td>4-Jun-20</td>
<td>24-Jun-20</td>
<td>24 Hrs/7 Days</td>
<td>Coos Bay; Empire (RM 03+20 to 03+30)</td>
<td>M/V YAQUINA</td>
<td>None</td>
<td>VHF-FM 13 &amp;16</td>
<td>Site F</td>
<td>23/20</td>
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<tr>
<td>4-Jun-20</td>
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<td>24 Hrs/7 Days</td>
<td>Coos Bay; Empire &amp; Jarvis (RM 05+10 to 06+45)</td>
<td>M/V YAQUINA</td>
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<td>4-Jun-20</td>
<td>24-Jun-20</td>
<td>24 Hrs/7 Days</td>
<td>Coos Bay - North Bend RM 08+10 to 10+10</td>
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<td>26-May-20</td>
<td>20-Jun-20</td>
<td>24 Hrs/7 Days</td>
<td>Columbia River; Cottonwood Island Lower Range (RM 67+25 to 68+25)</td>
<td>M/V OREGON, Clackmas, Ivanhoff, Williams</td>
<td>VHF-FM 13 &amp;16</td>
<td>TBD</td>
<td>20/20</td>
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<td>1-Jun-20</td>
<td>30-Jun-20</td>
<td>0600-1800 M-F</td>
<td>Columbia River; Lady Island Range (RM 118 to 120)</td>
<td>Dredge #7</td>
<td>None</td>
<td>VHF-FM 13 &amp;16</td>
<td>Ashore</td>
<td>22/20</td>
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<tr>
<td>22-Jun-20</td>
<td>24-Jun-20</td>
<td>0600-1800</td>
<td>Puget Sound; Discovery Bay, Cape George Colony Club Marina</td>
<td>N/A</td>
<td>None</td>
<td>N/A</td>
<td>Ashore</td>
<td>22/20</td>
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Mariners are advised that the start and ending dates for dredging activities may vary due to unforeseen on-site conditions, such as gill net fishing, weather and other factors.

USACE dredges request mariners transit at their slowest safe speed to minimize wake when in the vicinity of a dredge and proceed with caution after passing arrangements have been made. Vessel(s) and/or equipment may encroach into the channel.
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<thead>
<tr>
<th>EVENT DATE</th>
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<table>
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2020 voluntary inshore lateral displacement for tug and barge operators

*Strait of Juan de Fuca*

**Working to reduce underwater noise in endangered killer whale feeding areas by moving tugboats further away**

Southern resident killer whales (SRKW) are listed as endangered under both the *Species at Risk Act* in Canada and the *Endangered Species Act* in the United States. As of December 31, 2019, the population has declined to 73 individuals. Both countries’ governments continue to emphasize the need to develop and implement measures to reduce underwater noise generated by vessels, which research indicates can interfere with whales’ ability to hunt, navigate and communicate.

In 2018 and 2019, the Enhancing Cetacean Habitat and Observation (ECHO) Program—supported by Transport Canada, Canadian and U.S. Coast Guards, Fisheries and Oceans Canada, and the Canadian and U.S. marine transportation industry—coordinated the implementation of a voluntary trial to study how moving vessels further away from known whale feeding areas in the Strait of Juan de Fuca would affect the underwater noise levels in those areas.

In both years, tugboats participated strongly in the lateral displacement trial, with 77% of tugboats spending more than half of their transit in the inshore trial zone or the outbound shipping lane in 2019. We thank you for your ongoing participation.

Results indicate that this high level of tug participation resulted in a substantial reduction in underwater noise at a hydrophone located on the northern side of the Strait of Juan de Fuca.

Building on the findings and successes of the previous years, and in an effort to support ongoing recovery measures for SRKW, the ECHO Program is working closely with government and marine transportation industry partners to adapt and refine the approach to support another voluntary inshore lateral displacement for tug and barge operators in 2020.

The overall purpose of the voluntary initiative is to reduce underwater noise from tugboats in known feeding areas of the southern resident killer whales.
About the 2020 voluntary inshore lateral displacement for tug and barge operators

Between June 1 and October 31, 2020, if it is safe and operationally feasible to do so, all tugboats transiting in the Canadian inshore area of the Strait of Juan de Fuca are requested to move south of the known killer whale feeding area and navigate either through the outbound shipping lane or the inshore lateral displacement zone, while maintaining a buffer distance of 1,000 metres from the traffic separation scheme (TSS).

Inshore lateral displacement zones

There are two areas where tug and barge operators may participate in the lateral displacement initiative: the inshore lateral displacement zone and the outbound shipping lane.

The inshore lateral displacement zone is 1,500 m wide and occurs in the area between 123° 52.3532’ W 48° 18.6222’ N and 124° 31.5563’ W 48° 28.8886’ N, covering a distance of approximately 28 nm.

The inshore displacement zone is positioned 1,000 m north of the TSS in order to provide a safety buffer. An enhanced management area (EMA) has been identified by the Government of Canada along the northern side of the Strait of Juan de Fuca (shown in green in the map below). Tugs are asked to transit between the EMA and the buffer zone within the designated inshore lateral displacement zone.

Tugs transiting the outbound shipping lane are also considered to be participating.

To download a full size map of the lateral displacement trial area, visit www.portvancouver.com/echo/lateraldisplacement.
How to participate
Between June 1 and October 31, 2020:

- Position tug to enter the inshore lateral displacement zone or outbound shipping lane, only when safe to do so
- If transiting in the inshore lateral displacement zone, maintain a 1,000 m buffer from the TSS and avoid entering the EMA.
- Maintain sufficient closest point of approach with any other vessel traffic

Displacement is voluntary and does not relieve operators of their obligations under the collision regulations, or to take precautions given the circumstances of the case. Any directions from Vessel Traffic Service supersede those of the voluntary displacement.

Participating in the lateral displacement is not expected to significantly impact a tug’s transit time or fuel consumption rates.

Participation goal: Over 80%
In order to reduce underwater noise levels as much as possible in 2020, the ECHO Program is seeking high levels of support with a participation goal of 80%. We recognize that the worldwide economic pressures being faced by the marine industry in 2020 due to COVID-19 may make it challenging to maintain high participation levels at all times. Participation rates by sector will be reported regularly throughout the slowdown period in the ECHO Program newsletter.

Monitoring and reporting
Similar to past years, participation rates will be monitored using Automatic Information System data. Underwater noise will be measured using underwater microphones, known as hydrophones, operated by Fisheries and Oceans Canada in the Strait of Juan de Fuca.

Regular updates about the displacement and participation levels will be provided through the ECHO Program newsletter.

At the end of the displacement period, with support from project partners, the ECHO Program will conduct a full analysis to evaluate its effectiveness.

For more information
For more information on the voluntary inshore lateral displacement, visit www.portvancouver.com/echo/lateraldisplacement.

For questions, please contact us at echo@portvancouver.com or through the Vancouver Fraser Port Authority Operations Centre, which is available 24/7 at 604.665.9086.

For more information on the ECHO Program, please visit www.portvancouver.com/echo.