LOCAL NOTICE TO MARINERS

District: 13  Week: 33/21

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. Additionally, District 13 BNM's are now available online. To view or download District 13 BNM's visit https://www.navcen.uscg.gov/bnmessages/DistrictSearchV1.php?d=13&i=3

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>
<th>Beginning BNM</th>
<th>Ending BNM</th>
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<td>D13-0538-21</td>
<td>D13-0554-21</td>
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ABBREVIATIONS

A through H

ADRIFT - Buoy A drift
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/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued
DMGD - Damaged
ec - eclipse
EST - Established Aid

I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
IN - 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
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code

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
RFL - Range Front Light
RIV - River
RRASS - Remote Radio Activated Sound Signal
s - seconds
SEC - Section
SHL - Shoaling
Si - Silent
SIG - Signal
SN - Sound
SPM - Single Point Mooring Buoy
Additional Abbreviations Specific to this LNM Edition:

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>NAVCEN - U.S. Coast Guard Navigation Center</td>
<td>Aids to Navigation (AtoN)</td>
</tr>
<tr>
<td>ODOT - Oregon Department of Transportation</td>
<td>Captain of the Port (COTP)</td>
</tr>
<tr>
<td>ODS - Anchored Oceanographic Data Buoy</td>
<td>Closest Point of Approach (CPA)</td>
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<tr>
<td>OBSCU - Obscured</td>
<td>Light List Number (LLNR)</td>
</tr>
<tr>
<td>OBST - Obstruction</td>
<td>River Mile Marker (RM)</td>
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<tr>
<td>OBSTR - Obstruction</td>
<td>Nautical Miles (NM)</td>
</tr>
<tr>
<td>Oc - Occulting</td>
<td>Synthetic AIS (S-AIS)</td>
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<td>Odas - Anchored Oceanographic Data Buoy</td>
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<tr>
<td>Oc - Occulting</td>
<td>Western Safety Separation Scheme (WSSS)</td>
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<tr>
<td>Oc - Occulting</td>
<td>Traffic Separation Scheme (TSS)</td>
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</tbody>
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SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

OREGON – WASHINGTON – Pacific Coast Port Access Route Study

The Coast Guard is conducting a Port Access Route Study on the Pacific coast (PAC-PARS) to evaluate safe access routes for the movement of vessel traffic proceeding to or from ports or places along the western seaboard of the United States to determine whether a Shipping Safety Fairway and/or routing measures should be established or modified. The goal of the PAC-PARS is to enhance navigational safety by examining existing shipping routes and waterway uses, and, to the extent practicable, reconciling the paramount right of navigation within designated port access routes with other waterway uses such as offshore renewable energy, commercial space ports/re-entry sites, and marine sanctuaries. See Enclosure (4) of this LNM for additional information. You may submit comments identified by docket number USCG-2021-0345 using the Federal eRulemaking webpage https://www.regulations.gov. Comments and related material must be received on or before 25 Jan 2022. For questions or additional information, email PACPARS@uscg.mil.

Chart 530 LNM: 33/21

OREGON – CAPE SEBASTIAN TO HUMBUG MOUNTAIN – ROGUE RIVER – Shoaling and limited Coast Guard response capability (Revised from LNM 28/21)

The Coast Guard provides a seasonal Search and Rescue Detachment (SARDET) on the Rogue River in Gold Beach, Oregon. This unit exists to ensure the safety of the maritime community along the Southern Oregon Coast during periods of increased recreational vessel activity. Currently, significant shoaling is present in the Rogue River and mariners will experience shallower water depths than normal and shallower than charted. During most tidal conditions, the shoaling is preventing the Coast Guard from operating vessels in the river and entrance due to insufficient water depth. USCG Station Chetco River will continue to site a response vessel at Rogue River as often as practicable with respect to available water depth. Additional Search and Rescue response, such as outside the mouth of the river and helicopter operations will continue to be provided from Station Chetco River and Sector North Bend. Dredging operations at Rogue River have been suspended for the 2021 season and are planned for summer of 2022.

Chart 18601 LNM: 33/21

COLUMBIA RIVER – LAKE CELILO – The Dalles Navigation Lock inspection

The Dalles Navigation Lock, at Columbia River mile 191, will be out of service from 0800 – 1700 daily on 14 – 15 Sep 2021. The outage is required to perform inspections on the downstream miter gate. For more information, contact The Dalles Lock Operator at (541) 298-4007.

Charts: 18532 18533 LNM: 33/21

OREGON – IDAHO – GPS testing

US Strategic Command has proposed GPS testing encompassing portions of eastern Oregon and western Idaho. The center point of the test will be near Boise, Idaho, at position 42-44-47.5 N, 115-37-01.5 W with a radius of 149 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:

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<tr>
<td>12 SEP 21</td>
<td>1600Z</td>
<td>2300Z</td>
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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: 33/21
OREGON - WILLAMETTE RIVER – PORT OF PORTLAND – Bridge temporary deviations
The Coast Guard intends to issue a temporary deviation to the operating schedule that governs the Broadway Highway Bridge (LLNR 14955.2), mile 11.7, Burnside Highway Bridge (LLNR 14955.4), mile 12.4, Morrison Highway Bridge (LLNR 14955.5), mile 12.8, crossing the Willamette River at Portland, Oregon. This deviation is necessary to accommodate the Portland Marathon event. This deviation authorizes the three subject bridges to remain in the closed-to-navigation position to allow safe and timely movement of event participants from 0630 until 1400 on 03 Oct 2021. The vertical clearances for these bridges in the closed-to-navigation position are: 69 feet for the Broadway Bridge, 41 feet for Burnside Bridge and 69 feet for the Morrison 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. These 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. If any mariner cannot support the closures of these bridges at the stated date and times, send objections to D13-SMB-D13-BRIDGES@uscg.mil by 26 Aug 2021.

Chart 18526  
LNM: 32/21

WASHINGTON – COLUMBIA RIVER TO DESTRUCTION ISLAND – Underwater operations
The US Navy is conducting underwater operations approximately 40 NM off the coast of Cape Sholwater, Washington from 19 – 23 Aug 2021. Operations will occur within a 10 NM radius of position 46-43N, 125-14W. The M/V Independence will be monitoring VHF-FM channels 16 and 13. Mariners are advised to use caution when transiting the area due to submerged gear and are requested to maintain at least a 2 NM CPA. For more information, contact Kevin Wolf at (805) 982-1640 or (805) 701-0784.

Chart 18500  
LNM: 32/21

WASHINGTON – STRAIT OF JUAN DE FUCA – CLALLAM BAY – Research buoy deployment
The Pacific Northwest National Laboratory (PNNL) will deploy a surface marking float and Sofar Spotter buoy (https://www.sofarocean.com/products/spotter) in Clallam Bay on the Strait of Juan de Fuca in approximate position 48-16-07.8 N, 124-16-29.8 W from 24 Aug – 29 Sep 2021. The buoy will be collecting environmental data. The buoy will be accompanied by two surface floats, labeled to identify PNNL as the owner, that it is part of a research project, and will provide contact information (phone number). A research vessel will be onscene conducting the deployment and recovery at and can be hailed on VHF-FM Channel 16. For additional information contact PNNL Marine Sciences Laboratory, Susan Southard, at (360) 681-3615 (office) or (360) 460-1999 (cell) or email sue.southard@pnnl.gov.

Chart 18460  
LNM: 32/21

WASHINGTON – PUGET SOUND – APPLE COVE TO KEYPORT – Temporary disestablishment of West Point Light
West Point Light (LLNR 16800) and the associated sound signal will be temporarily disestablished for approximately three days at the end of August 2021, during a planned power outage. The status of the light will be updated in a Broadcast Notice to Mariners.

Mariners are encouraged to share comments on the performance and operation of these 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: 18441  18446  
LNM: 32/21

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – SINCLAIR INLET – Small boat operations
Navel Base Kitsap will conduct tactical boat operations on 18 Aug 2021, from 0700 – 1500 on the waters of Sinclair Inlet along the southern side of Naval Base Bremerton. The exercise will take place within these four waypoints:

1) 47-32-56N / 122-39-00W  
2) 47-32-56N / 122-38-20W  
3) 47-33-06N / 122-38-20W  
4) 47-33-04N / 122-39-00W

Mariners are requested to remain at least 500 yards away from the area outlined, as well as the grey-hull Navy Security vessels conducting the exercises. Navy Security vessels will be operating at high speeds and utilizing blank ammunition during firing exercises. The vessels can be contacted via VHF-FM channels 72, 88A, and 16. For more information on the exercise, please contact Aaron Rossiter, Antiterrorism Officer, Naval Base Kitsap at (360) 396-9275, or aaron.m.rossiter1@navy.mil.

Charts: 18449  18452  
LNM: 32/21

WASHINGTON – PUGET SOUND – HOOD CANAL – Small boat operations
Navel Base Kitsap will be conducting Force Protection exercises on 19 Aug from 0700 – 1500, on the waterfront adjacent to Naval Base Kitsap-Bangor in the Hood Canal, and will occur in an area by the following positions:

47-44-28 N / 122-45-51 W  
47-44-20 N / 122-44-32 W  
47-43-55 N / 122-45-16 W  
47-43-47 N / 122-44-56 W

Mariners are requested to remain at least 500 yards away from the area outlined, as well as the grey-hull Navy Security vessels conducting the exercises. Navy Security vessels will be operating at high speeds and utilizing blank ammunition during firing exercises. The Navy Security vessels can be reached on VHF-FM channels 72, 88A, and 16. For more information on the exercise, please contact Aaron Rossiter, Antiterrorism Officer, Naval Base Kitsap at (360) 396-9275, or aaron.m.rossiter1@navy.mil.

Charts: 18458  18476  
LNM: 32/21
WASHINGTON – LAKE WASHINGTON SHIP CANAL – SHILSHOLE BAY – Bridge notice
Burlington Northern Santa Fe (BNSF) has requested a deviation for the Salmon Bay Railroad Bridge (LLNR 18169), mile 0.1, across the Lake Washington Ship Canal, to remain in the closed-to-navigation position from 0900 to 1800 on 18 – 19 Oct 2021. The request would allow for rail maintenance to be performed. The Coast Guard is requesting from mariners and maritime stakeholders to submit comments if you cannot support the time and dates requested. If no comments are received, the Coast Guard intends to issue a temporary deviation authorizing the Salmon Bay Railroad Bridge to remain in the closed-to-navigation position to allow safe rail maintenance from 0900 to 1800 on 18 – 19 Oct 2021. The subject bridge provides 43 feet of vertical clearance 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 subject bridge will be able to open for emergencies with at least a 30-minute notice, 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. Please send comments to D13-SMB-D13-BRIDGES@uscg.mil by 01 Sep 2021.
Chart 18447 LNM: 32/21

OREGON – YAQUINA BAY TO COLUMBIA RIVER – Underwater cable survey
The R/V Geo Resolution will conduct underwater telecommunication cable survey operations off the Oregon Coast beginning on 20 Aug through 30 Sep 2021. Operations will begin on the central Oregon coast and progress offshore towards 36-00 N, 137-00W, and run 24 hours a day. The operations include sonar operations with both ship mounted systems and towed equipment extending up to 2 NM behind the ship. The R/V Geo Resolution will monitor VHF-FM channels 16 and 13. Additionally, the ship can be contacted via email at grcaptain@egssurvey.com
Chart 18520 LNM: 31/21

OREGON – YAQUINA HEAD TO COLUMBIA RIVER – CAPE KIWANDA – Inshore survey operations (Revised from LNM 30/21)
SUBCOM will be conducting marine survey work just off the Oregon coast between Sand Lake and Cape Kiwanda on approximately 17 - 28 Sep 2021, dependent upon the weather. Operations are expected to occur within 6 NM of the shore, between approximate positions 45-16-04.182 N / 124-04-31.914 W, and 45-15-07.614 N / 123-59-00.354 W. C/S Decisive, call sign V7DI7, can be hailed on VHF-FM channel 16, and she will be restricted in her ability to maneuver during these operations. All vessel traffic are requested to maintain at least a 1 NM closest point of approach (CPA). For more information on this operation, contact Ruben Garcia Oliver at rgoliver@subcom.com.
Chart 18520 LNM: 31/21

COLUMBIA RIVER – BONNEVILLE TO THE DALLES – Bridge notice
ODOT is conducting a bridge deck replacement project on the SR 197 Highway Bridge (LLNR 12133) at Columbia RM 191.6 near The Dalles, OR and Dallesport WA. A work access and containment platform will be suspended beneath the bridge starting in mid-August and will be in place continuously until 27 May 2022. While in place, the vertical navigation clearance will be reduced by approximately 3 feet to a minimum clearance of 97 feet Columbia River datum OHW. If a vessel needs the full 100 feet of vertical clearance for passage through the subject bridge, contact the ODOT Resident Engineer with no less than 12 hours of notice. For more information, or to make a request, contact ODOT Resident Engineer Brad DeHart at (541) 296-2800 or bradley.k.dehart@odot.state.or.us.
Chart 18532 LNM: 31/21

WASHINGTON – PUGET SOUND – SEATTLE TO OLYMPIA – Temporary establishment of Browns Point Lighted Buoy 1
Browns Point Lighted Buoy 1 (No LLNR) has been temporarily established in approximate position 47-18-18.803N 122-26-34.305W, as a green Lighted Buoy displaying a green light flashing every 2.5 seconds (Fl G 2.5). This temporary lighted buoy will be on station for the period that Browns Point Light (LLNR 17090) is disestablished for maintenance, and will be removed upon restoration of the light.
Charts: 18448 18453 18474 LNM: 31/21

OREGON – PORT OF PORTLAND – WILLAMETTE RIVER – Geotechnical survey operations
As part of the Earthquake Ready Burnside Bridge Project, a contractor for Multnomah County will be conducting geotechnical survey operations in the vicinity of the Burnside Highway Bridge (LLNR 14955-4) at Willamette RM 12.4 through 08 Oct 2021. The work will take place on barges controlled by the tug South Creek which will monitor VHF-FM channels 16 and 13. The vessels will work on both the north and the south sides of the bridge, primarily outside of the main navigation channel. Work will be performed Monday-Friday, 0700-1700 daily. Mariners are requested to stay clear of the vessels engaged in this work and minimize their wake. For more information, contact Craig Mark at (360) 772-0916.
Chart 18526 LNM: 30/21

COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – Shoaling protruding into Reed Island Reach
Due to shoaling extending south into the Reed Island Reach Channel south of Reed Island, the US Coast Guard has relocated Reed Island Reach Lighted Buoy 61 (LLNR 11580) to approximate position 45-32-46.318N 122-18-02.052W. This position is near the center of the channel. Vessels transiting Reed Island Reach should navigate on the southern edge of the channel between longitudines 122-17-30.0W and 122-18-25.0W (RM 125+40 to 126+40) and proceed with caution.
Chart 18531 LNM: 30/21

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – ELLIOTT BAY – Tribal fisheries
The Muckleshoot Tribe will restart gillnet salmon fishing operations in Elliott Bay and on the lower Duwamish River, on the following schedule:
- 2000 on 28 Jul through 0800 on 29 Jul 2021 (Elliott Bay only);
- 2000 on 04 Aug through 0800 on 05 Aug 2021 (Elliott Bay only);
- 2000 on 11 Aug through 0800 on 12 Aug 2021 (Elliott Bay and Duwamish River);
- 2000 on 18 Aug through 0800 on 19 Aug 2021 (Elliott Bay and Duwamish River).

The operations will take place in Elliott Bay east of a line drawn from Pier 91 to Duwamish Head Light (LLNR 16910) and in both waterways of the Duwamish River up to the point listed. These fisheries are expected to cause congestion on the waterway, and mariners are advised to use caution while transiting the area. For more information, contact Coast Guard Sector Puget Sound Waterways Management at (206) 217-6051 or the Muckleshoot Tribal Enforcement at (253) 876-2927.

### 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)

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<th>BNM Ref.</th>
<th>LNM St</th>
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<td>NOAA Environmental Lighted Buoy 46089</td>
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<td><strong>18434</strong></td>
<td><strong>0542-21</strong></td>
<td><strong>33/21</strong></td>
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<tr>
<td>17360</td>
<td>Nisqually Flats Light 3</td>
<td>STRUCT DEST/TRLB</td>
<td>18448</td>
<td>0404-21</td>
<td>24/21</td>
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<td>19120</td>
<td>Swinomish Channel North Entrance Light 10</td>
<td>STRUCT DEST/TRLB</td>
<td>18427</td>
<td>0546-20</td>
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<tr>
<td>19975</td>
<td>International Boundary Light G</td>
<td>LT EXT/DAYMK MISSING</td>
<td>18421</td>
<td>0720-20</td>
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#### DISCREPANCIES (FEDERAL AIDS) CORRECTED

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<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
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#### DISCREPANCIES (PRIVATE AIDS)

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None
### DISCREPANCIES (PRIVATE AIDS) CORRECTED

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### PLATFORM DISCREPANCIES CORRECTED

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</tbody>
</table>

### 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

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
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<tbody>
<tr>
<td>8635</td>
<td>Chetco River Entrance Light 9</td>
<td>TRLB</td>
<td>18602</td>
<td>0436-19</td>
<td>25/19</td>
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<tr>
<td>9285</td>
<td>Winchester Bay Harbor Entrance Daybeacon 1</td>
<td>TRUB</td>
<td>18584</td>
<td>0353-21</td>
<td>21/21</td>
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<tr>
<td>10190</td>
<td>Harrington Point Channel Lighted Buoy 54</td>
<td>DISCONTINUED FOR DREDGING</td>
<td>18521</td>
<td>0512-21</td>
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<td>12980</td>
<td>Lake Wallula West Channel Junction Light W</td>
<td>TRLB</td>
<td>18542</td>
<td>0214-20</td>
<td>10/20</td>
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<tr>
<td>16071.25</td>
<td>Hoquiam River Obstruction Buoy</td>
<td>TRDBN</td>
<td>18502</td>
<td>0534-21</td>
<td>32/21</td>
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<td>17090</td>
<td>Browns Point Light</td>
<td>DISCONTINUED</td>
<td>18453</td>
<td>0496-21</td>
<td>30/21</td>
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<tr>
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<td>TRLB</td>
<td>18453</td>
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<td>18448</td>
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#### TEMPORARY CHANGES CORRECTED

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<th>BNM Ref.</th>
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<th>LNM End</th>
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</thead>
<tbody>
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#### PLATFORM TEMPORARY CHANGES

<table>
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</tbody>
</table>
### 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.

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

(Corp) 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.

### 18500

**Chart Title:** Columbia River to Destruction Island - Page/Side: -

- **RELOCATE** Grays Harbor Entrance Lighted Whistle Buoy 8
  - from 46-54-27.898N to 46-54-27.206N
  - 124-11-01.198W to 124-11-03.680W

### 18502

**Chart Title:** Grays Harbor;Westhaven Cove - Page/Side: N/A

- **RELOCATE** Grays Harbor Entrance Lighted Whistle Buoy 8
  - from 46-54-27.898N to 46-54-27.206N
  - 124-11-01.198W to 124-11-03.680W

### 18581

**Chart Title:** Yaquina Bay and River;Continuation of Yaquina River - Page/Side: N/A

- **DELETE** Yaquina River Bouy 26
  - 44-34-48.849N 124-00-10.839W

- **RELOCATE** Yaquina River Light 20 and Change height to 16ft.
  - from 44-35-26.170N to 44-35-22.497N
  - 124-01-20.923W to 124-01-22.841W

- **RELOCATE** Yaquina River Light 25 and Change height to 16ft.
  - from 44-35-00.398N to 44-35-22.497N
  - 124-00-44.511W to 124-00-44.550W

- **ADD** Yaquina River Daybeacon 26 Red
  - at 44-34-47.550N 124-00-07.538W

### Extension 1793

**CONTINUATION OF YAQUINA RIVER.** - Page/Side: N/A

- **DELETE** Yaquina River Bouy 26
  - 44-34-48.849N 124-00-10.839W

- **DELETE** Yaquina River Bouy 30
  - 44-34-18.000N 123-58-45.047W

- **RELOCATE** Yaquina River Daybeacon 28 and Delete Ra ref.
  - from 44-34-23.688N to 44-34-29.737N
  - 123-59-01.767W to 123-59-16.390W

- **RELOCATE** Yaquina River Daybeacon 31 and Delete Ra ref.
  - from 44-34-21.578N to 44-34-21.252N
  - 123-58-07.198W to 123-58-06.478W

- **ADD** Yaquina River Daybeacon 26 Red
  - at 44-34-47.550N 124-00-07.538W

- **ADD** Yaquina River Daybeacon 30 Red
  - at 44-34-18.000N 123-58-43.500W
SECTION V - ADVANCE NOTICES
This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

SUMMARY OF ADVANCED APPROVED PROJECTS

Approved Project(s) | Project Date | Ref. LNM
--- | --- | ---
None | | |

Advance Notice(s)

OREGON – YAQUINA RIVER – Construction of fixed Aids to Navigation

The U.S. Coast Guard has rebuilt the wooden and damaged aids to navigation in the Yaquina River during the month of August 2021. The following aids to navigation changes are complete:

Yaquina River Light 20 (LLNR 9690) has been rebuilt at 44-35-23.497N 124-01-22.841W
Yaquina River Daybeacon 21 (LLNR 9695) has been rebuilt at 44-35-12.163N 124-01-17.971W
Yaquina River Light 25 (LLNR 9710) has been relocated from land to the water and built at 44-34-59.975N 124-00-44.500W
Yaquina River Daybeacon 26 (LLNR 9716) has been built at 44-34-47.550N 124-00-07.538W
Yaquina River Buoy 26 (LLNR 9715) has been permanently disestablished
Yaquina River Daybeacon 28 (LLNR 9720) has been rebuilt at 44-34-29.737N 123-59-16.390W
Yaquina River Daybeacon 30 (LLNR 9725) has been built at 44-34-18.000N 123-58-43.500W
Yaquina River Buoy 30 (LLNR 9730) has been permanently disestablished
Yaquina River Daybeacon 31 (LLNR 9735), being rebuilt at 44-34-21.252N 123-58-06.478W
Yaquina River Light 32 (LLNR 9740) has been rebuilt at 44-34-17.458N 123-58-00.249W
Yaquina River Daybeacon 34 (LLNR 9743) has been built at 44-34-41.077N 123-57-53.388W
Yaquina River Buoy 34 (LLNR 9742) has been permanently disestablished
Yaquina River Light 38 (LLNR 9750) has been rebuilt at 44-35-04.000N 123-57-29.246W
Yaquina River Daybeacon 43 (LLNR 9760) has been rebuilt at 44-35-22.369N 123-56-24.774W
Yaquina River Daybeacon 45 (LLNR 9770) has been built at 44-35-39.214N 123-56-15.652W
Yaquina River Buoy 45 (LLNR 9770) has been permanently disestablished

Mariners are encouraged to share comments on the performance and operation of these 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 North Bend.

WASHINGTON – APPROACHES TO STRAIT OF JUAN DE FUCA – QUILLAYUTE RIVER – Restoration of the sector light at Quillayute River Direction Light

Due to equipment failure, the U.S. Coast Guard had 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 4s. During the summer of 2021, the light characteristic will be restored to a three color sector light with the following characteristics:

Fixed Green, White and Red light shown 24 hours a day, with the Green sector visible from 006.25° to 007.25°, the White sector visible from 004.75° to 006.25° (0.75° each side of 005.5°) and the Red sector visible from 003.75° to 004.75°. All bearings are listed as being viewed from sea to the light structure.

A Broadcast Notice to Mariners will be made, and the nautical chart and Light List will be updated upon the completion of the change. Mariners are encouraged to share comments on this change and the performance and operation of this aid 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.

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) | Closing | Docket No. | Ref. LNM
--- | --- | --- | ---
None | | | |

Proposed Change Notice(s)

WASHINGTON – WILLAPA BAY – Disestablishment of Willapa Bay Lighted Buoy “C” and Buoy “D”

The U.S. Coast Guard is proposing to disestablish 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 two buoys, being broadcast on the currently assigned position but relocated as necessary as channel conditions warrant. Mariners are requested to respond in writing to the Coast Guard District office with any comments on this change at D13-SMB-D13-LNM@uscg.mil. Any discrepancy for these or other Aids to Navigation should continue to be reported to US Coast Guard Sector Columbia River.
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: 33/21

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

LNM: 33/21

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

LNM: 33/21

**OREGON – APPROACHES TO YAQUINA AND DEPOE BAY – Bridge construction notice (Revised from LNM 04/21)**

ODOT is conducting 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 will be 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 will span from the south bank to the North approx. 880 feet. This system will be built in April 2021 and 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 Lathe at (503) 519-5408.

Chart 18561

LNM: 06/21

**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

LNM: 10/19

**COLUMBIA RIVER – BONNEVILLE TO THE DALLES – Marine construction/demolition at Drano Lake**

Advanced American Construction (AAC) will be conducting existing pier removal in the Columbia River at the mouth of Little White Salmon River / Drano Lake near RM 116. Operations include wire saw, concrete demolition and pile removal. Onsite work is expected to occur from 06 Jul 2021 to 28 Feb 2022. AAC’s Derrick Barge DB 4100 and tug Lindy Marie, and work barges will be on station and monitoring VHF-FM channel 16 during the working hours of 0700 through 1800, 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 extreme caution and minimize wake. Please contact Shad Huber (360) 953-4833 Shadh@callAAC.com or Scott Miller at (503) 568-4313 scottm@callAAC.com with questions.

Chart 18532

LNM: 23/21

**WASHINGTON – LAKE WASHINGTON SHIP CANAL – UNION BAY REACH – Montlake Street Bridge deviation**

The Coast Guard has approved a temporary deviation to the operating schedule that governs the Montlake Street Bridge (LLNR 18240) across the Lake Washington Ship Canal, mile 5.2, at Seattle, Washington. Beginning at 0001 on 09 Aug 2021 until 1700 on 31 Oct 2021, the draws of the Montlake Bridge will be authorized to open only a single drawbridge leaf for the passage of marine vessel traffic (as opposed to the normal double leaf opening). The temporary operating schedule is described below:

<table>
<thead>
<tr>
<th>Month</th>
<th>Day</th>
<th>Time</th>
<th>Position</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>09 Aug – 03 Sep</td>
<td>Mon-Sun</td>
<td>24 Hrs/day</td>
<td>Single leaf opening</td>
<td>Double leaf opening with at least 24Hr advance notice</td>
</tr>
<tr>
<td>04 Sep – 31 Oct</td>
<td>Fri-Mon (weekends only)</td>
<td>2300-0500</td>
<td>Single leaf opening</td>
<td>Double leaf opening with at least 24Hr advance notice</td>
</tr>
</tbody>
</table>

During this temporary deviation all requirements of CFR 33CFR§117.1051(e) which governs the Montlake Bridge remain in effect. The only change is allowing the bridge to operate in single leaf mode. This temporary deviation is in support of replacing the roadway decking. The Montlake Bridge in the closed-to-navigation position provides 30 feet of vertical navigation clearance, and 46 feet of vertical navigation clearance throughout the center 60 feet of the bridge; vertical clearance references to the Mean Water Level of Lake Washington. The bridge with both bascule leaves in the open-to-navigation position provides a horizontal navigation clearance of 129ft. During the single leaf openings, the horizontal clearance will be reduced to 64.5ft. Vessels unable to navigate through the bridge in single leaf mode with the reduced horizontal clearance may request a full opening with at least 24 hours’ notice given to the bridge operator at (206) 720-3048, or via VHF-FM Channel 13. Vessels able to pass through the bridge in the closed-to-navigation position may do so at any time. The bridge will only be able to give emergency responders a half opening without a 24-hour notice. The Montlake Bridge will operate per 33 CFR 117.1051(e) at the end of this deviation. For more information, contact Alyson Rae at raeaw@wsdot.wa.gov.

Chart 18447

LNM: 18/21

**WASHINGTON – LAKE WASHINGTON SHIP CANAL – UNION BAY REACH – Bridge deviation**

The Coast Guard has approved a temporary deviation from the normal operating schedule that governs the Montlake Street Bridge (LLNR 18240) across the Lake Washington Ship Canal, mile 5.2. The Montlake Street Bridge need not open the draw for marine vessels during heavy road traffic for the University of Washington football games on the following dates and times:

- 04 Sep 2021, 1430 to 1700 and 2000 to 2230;
WASHINGTON – LAKE WASHINGTON SHIP CANAL – UNION BAY REACH – Bridge deviation
- 18 Sep 2021, 1030 to 1330 and 1600 to 1900;
- 25 Sep 2021, TBA at a later date;
- 16 Oct 2021, TBA at a later date;
- 06 Nov 2021, TBA at a later date;
- 13 Nov 2021, TBA at a later date;
- 26 Nov 2021, TBA at a later date.

The deviation is necessary to accommodate vehicular traffic attending football games at Husky Stadium at the University of Washington, in Seattle, Washington. This deviation will allow the Montlake Bridge to remain in the closed-to-navigation position before and after each game. The Montlake Bridge in the closed-to-navigation position provides 30 feet of vertical clearance throughout the navigation channel, and 46 feet of vertical clearance throughout the center 60 feet of the bridge; vertical clearance references to the Mean Water Level of Lake Washington. Vessels which do not require a bridge opening may continue to transit beneath this bridge during the closure. The bridge will be required to open, if needed, for vessels engaged in emergency response operations during this closure period. The Coast Guard will publish any updates or changes to this operating schedule in future LNM publications, once game times are announced. The bridge shall operate in accordance to 33 CFR § 117.897 at all other times. For more information on these events, contact Colleen Kelly, WSDOT, at (425) 739-3700.

Chart 18447  LNM: 28/21

WASHINGTON - LAKE WASHINGTON - UNION BAY REACH – SRS502 West Approach Bridge South, Bridge Replacement (Revised from LNM 50/20)
American Bridge Company will conduct demolition work on the existing SRS502 West Approach Bridge South utilizing marine equipment from 18 Jan through 31 Dec 2021. Furthermore, new bridge construction on a similar alignment will be conducted beyond demolition activities through 31 Mar 2023. The operating zone will be from approximately 1300 ft west of the west navigation channel up to and including the west lane of the western navigation channel (Channel A). Equipment will include two marine cranes on separate barges in addition to material and environmental containment barges primarily functioning from the south side of the bridge. During this period, the navigation channel directly west of the Floating Bridge Pontoon (Channel B) will remain open to vessels at all times but with periodic closures of the west lane (Channel A). Periodic closures of Channel A will be during the hours of 0600-1800. Mariners are advised to transit with caution when navigating near the project area and that no boats are permitted within the active work zone at any time. In addition, reduced speed and/or minimal wake is requested when transiting the navigation channel. A graphic of the operating area and the channel locations was included as Enclosure (S) of LNM 31/21. For more information, contact Eoin Duffy at (914) 263-5875 or email at eduffy@americanbridge.net.

Chart 18447  LNM: 28/21

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

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – DECEPTION PASS – Bridge notice (Revised from LNM 34/20)
WSDOT will re-start the cleaning, painting and repairing of the bridges over Deception Pass and Canoe Pass south of Anacortes. The work is expected to begin at 0600 on 01 Mar 2021 and be complete by 2000 on 30 Nov 2021. Deception Pass Bridge has a vertical clearance of 144 feet and Canoe Pass Bridge has a vertical clearance of 154 feet over the water. A full containment system will be attached to the bridge 24-hours a day. No in water work will be conducted, although one support vessel will be needed for worker safety. Mariners are advised to use caution while transiting the area. For further information on this project contact the Project Engineer, Shane Spahr, at 360-848-7103 or SpahrS@wsdot.wa.gov.

Charts 18421  18427  LNM: 05/21

WASHINGTON – PUGET SOUND – STILLAGUAMISH RIVER – Bridge notice
Washington State Department of Transportation will be cleaning and painting the I-5 Bridge (5/670W) over the Stillaguamish River west of Arlington, Washington on I-5 between mileposts 209.35 to MP 209.47. Construction will occur from March 2021 through October 2021. A containment system will be attached to the bridge 24-hours a day and will prevent any falling debris. There will be 8-14 feet of clearance above ordinary high water elevation. Work will not occur in the water, although one support vessel will be needed for worker safety. Mariners are advised to use caution while transiting the area. For additional information, contact Shane Spahr, P.E. at (360) 848-7103 or SpahrS@wsdot.wa.gov.

Chart 18441  LNM: 02/21

IDAHO – LAKE PEND OREILLE – BNSF Railroad Bridge Notice
The construction of a new BNSF Railroad Bridge 3.9 (LLNR 20087) on Lake Pend Oreille (LPO) Mile 2.7 at Sandpoint, ID, is continuing. Updates to the project's phased work, during the 2021 high water, summer-pool LPO water level, are as follows: the primary work staging will resume from the temporary work trestle at the north shore work project area (Dog Beach). The south shore work areas and temporary staging/access have been final configured as per project environmental permits. Immediately adjacent to and west of the existing single-track BNSF Bridge 3.9 over LPO, work barges will continue to work along the entire project corridor, specific locations changing as new bridge construction progresses. Barges will have crane support for materials/equipment staging, pipe pile driving, and welding (pipe bent cross-bracing) activities. Hours of construction will continue to be 0700 to 1900, Monday to Saturday. The Ames-owned tugboat (Audrey B.) will continue to position barges within the BNSF 200’ ROW as needed in varying linear work zone locations. Ames work crews and other project personnel will continue to access work barges via Ames-owned shuttle boats. The published navigation channels at the existing BNSF Bridge 3.9 will continue to be appropriately marked, lighted and remain unobstructed for safe navigation. Vertical clearance of the existing bridge remains unchanged. The temporary work trestle at Dog Beach, all work barges, and a project survey post will continue to have navigation lights and work zone buoys in accordance with the USCG Navigation Rules (COLREGS-Inland). Significant changes to the work activities or locations will be updated in subsequent LNMs. Enclosure (4) of LNM 26/21 displays the project vicinity and expected locations of barges for this summer work season activities. The point of contact for the bridge contractor, Ames Construction, Inc. is Mike Pamperin at (612) 741-6535. For additional information contact the BNSF Project Engineer, Ryan Koper at (913) 284- 3467.

Chart 18554  LNM: 22/21
COAST GUARD DISTRICT

44°28'53.4 N, 125°08'54.0 W from 10 - 11 Aug

Leg 2
44°22'09.6 N, 124°57'15.0 W from 07 - 08 Aug

44°31'44.4 N, 125°23'22.8 W from 05 - 07 Aug

45°49'49.8 N, 129°45'12.0 W from 03 - 05 Aug

45°56'21.4 N, 129°59'20.0 W on 03 Aug

Entanglement or damage to equipment and/or fishing gear. The approximate dates and locations of the operations are as follows:

In the vicinity Brown Bear Seamount. The OOI operations will be performed 24 hours a day from the R/V Thomas G. Thompson with an attached,

Cabled Remotely Operated Vehicle (ROV) working on the ocean floor. The research vessel will monitor VHF-FM Channel 13 and 16 during all operations. Mariners are requested to keep a 2 NM closest point approach (CPA) in the vicinity of the research vessel to avoid possible entanglement or damage to equipment and/or fishing gear.

Columbia River – Snake River – 2021 summer lockage schedule for recreational vessels (Revised from LNM 19/21)

The USACE, Portland and Walla Walla Districts, are implementing the 2021 summer lockage schedule for the passage of recreational vessels through the following navigation locks:

- Bonneville Lock and Dam
- The Dalles Lock and Dam
- John Day Lock and Dam
- McNary Lock and Dam
- Ice Harbor Lock and Dam
- Lower Granite Lock and Dam
- Little Goose Lock and Dam
- Lower Granite Lock and Dam

The following annual recreational craft lockage schedules will be implemented for all the locks beginning 16 May through 12 Sep 2021:

Upstream Direction Times: 0900, 1200, 1500, 1800, 2100

Downstream Direction Times: 0930, 1230, 1530, 1830, 2130

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. The Corps will consider special lockages, outside the above schedule 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. Everyone in the vessel must be wearing a personal floatation 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: 20/21

COLUMBIA RIVER – SNAKE RIVER – 2021 summer lockage schedule for recreational vessels

The USACE, Portland and Walla Walla Districts, are implementing the 2021 summer lockage schedule for the passage of recreational vessels through the following navigation locks:

- Bonneville Lock and Dam
- The Dalles Lock and Dam
- John Day Lock and Dam
- McNary Lock and Dam
- Ice Harbor Lock and Dam
- Lower Granite Lock and Dam
- Little Goose Lock and Dam
- Lower Granite Lock and Dam

The following annual recreational craft lockage schedules will be implemented for all the locks beginning 16 May through 12 Sep 2021:

Upstream Direction Times: 0900, 1200, 1500, 1800, 2100

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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. The Corps will consider special lockages, outside the above schedule 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. Everyone in the vessel must be wearing a personal floatation 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: 20/21

OREGON – WASHINGTON – SAN FRANCISCO TO CAPE FLATTERY – NOAA and Saildrone joint ocean survey operations

Saildrone Inc. is conducting oceanographic and fisheries acoustic surveys in collaboration with NOAA on the west coast of the United States from 07 Jul through 23 Sep 2021. The survey will be conducted by three unmanned surface vehicles, called saildrones, each 23ft in length, orange in color with a white all-round light and marked "SAILDRONE". The saildrones will deploy from Alameda, CA, and Grays Harbor, WA, conducting coastal and offshore surveys along the coast between Cape Flattery, WA, and Point Conception, CA, to meet research objectives. All drones are unmanned and powered by solar panels and will have limited maneuverability during survey operations. Mariners are requested to transit areas with caution and to remain more than two miles away from the research equipment. Enclosure (4) of LNM 31/21 provided a photo and a description of the saildrone.

Questions regarding saildrone operations should be directed to Saildrone Mission Control, missioncontrol@saildrone.com or (510) 722-6070.

Chart 18007

LNM: 10/21

OREGON – CAPE BLANCO TO CAPE FLATTERY – Research operations

As part of the Ocean Observatories Initiative (OOI), the University of Washington will be recovering and deploying scientific instruments 03 Aug – 31 Aug 2021 off the Oregon coast from the Stonewell Bank area approximately 12 NM off Yaquina Head extending approximately 200 NM westward in the vicinity Brown Bear Seamount. The OOI operations will be performed 24 hours a day from the R/V Thomas G. Thompson with an attached,

cabled Remotely Operated Vehicle (ROV) working on the ocean floor. The OOI operations will be conducted during periods of heavy weather with the ROV working on the ocean floor. The OOI operations will be performed 24 hours a day from the R/V Thomas G. Thompson with an attached,

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OREGON – CAPE BLANCO TO CAPE FLATTERY – Research operations
44-34-11.4 N, 125-08-48.6 W from 12 - 14 Aug
44-22-09.6 N, 124-57-15.0 W on 14 Aug
44-29-00.0 N, 125-04-00.0 W from 15 - 16 Aug
Leg 3
44-31-44.4 N, 125-23-22.8 W from 19 - 21 Aug
Leg 4
44-22-09.6 N, 124-57-15.0 W on 25 Aug
45-49-49.8 N, 129-45-12.0 W from 26 - 27 Aug
45-56-21.4 N, 129-59-20.0 W from 27 - 31 Aug
For additional information contact Brian Ittig at bittig@uw.edu
Charts: 18003  18520  18580  LNM: 28/21

COLUMBIA RIVER – PACIFIC OCEAN TO HARRINGTON POINT - Mouth of the Columbia River Jetty System Major Rehabilitation Project (Revised from LNM 11/21)
Scheduled repairs of the South Jetty have commenced and are planned to continue through 2024. The 2021 seasonal operations resumed on 05 Apr 2021, and continue into October. The equipment will be working near the observation tower that is located near the root of the jetty. Equipment will be running daylight hours only. A material off load facility has been constructed at the east end of the park; along the Columbia River, near Trestle Bay. The offload mooring barge is in place and has resumed receiving barges. The offload facility has an aerial clearance of approximately 60 ft above the water line. When there is a barge being unloaded a crane will be utilized, the aerial clearance is about 140 ft. The ends of the spuds are painted white for visibility. For questions or additional information please call or email Sherri Brenner at (503) 550-6743 or email Sheri@jemcamis.com, or the project superintendent, Aaron Anderson at (503) 791-2161 or 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/.

WASHINGTON – COLUMBIA RIVER TO CAPE FLATTERY – Oceanographic Research
The Olympic Coast National Marine Sanctuary will be conducting oceanographic research between Makah Bay and Cape Elizabeth from 01 Jun until 01 Oct 2021. The hours of operations for the research vessel Tatoosh will be daylight hours. The R/V Tatoosh will be deploying, and intermittently servicing, ten oceanographic moorings located between Makah Bay and Cape Elizabeth in the following positions:
CA015  48-09-58.680N  124-45-24.600W
CA042  48-09-57.660N  124-49-24.120W
TH015  47-52-34.020N  124-37-10.080W
TH042  47-52-34.140N  124-44-00.300W
KL015  47-36-03.000N  124-25-42.240W
KL027  47-35-40.440N  124-29-49.440W
CE015  47-21-24.420N  124-20-53.280W
CE042  47-21-11.280N  124-29-19.440W
On each mooring, surface gear consists of an 18 foot halibut pole (with flag and RADAR reflector), a 12 inch low-drag surface float (Polyform LD-2), and an 8 meter long Amsteel line attached to sub-surface gear. Sub-surface gear consists of additional line segments, a 14 inch trawl float two meters below mean lower low water, oceanographic instruments, hardware, and an anchor weighing 264 pounds. The anchor consists of four 2.75 inch chain links, connected as two pairs. Mariners are requested to keep a safe distance from the R/V Tatoosh, which will monitor VHF-FM Channels 13 and 16, and can also be reached via phone at (360) 460-5555.

WASHINGTON – APPROACHES TO STRAIT OF JUAN DE FUCA and Entrance – Limited marine services
Mariners are reminded that due to ongoing COVID-19 restrictions, some tribal and Canadian marinas and boat ramps are closed to the general public. It is highly recommended that boaters verify available services during voyage planning prior to getting underway. Of particular note, the Makah Reservation and Neah Bay remain closed to all visitors, which includes the Makah Marina, boat ramp and fuel sales. For current updates into the closures, please contact the Harbormaster at (360) 645-3015 or the Big Salmon Fishing Resort at (866) 787-1900. Restrictions are also in place at La Push and the Quileute Marina. Fuel sales are available on a case-by-case basis at Quileute, but visitors will be unable to depart their vessel. Mariners are requested to call the Marina ahead of time to verify availability at (360) 374-5392.

WASHINGTON – APPROACHES TO STRAIT OF JUAN DE FUCA – Scientific research equipment deployment (Revised from LNM 14/21)
The Quileute Tribe Department of Natural Resources has deployed two scientific research buoys offshore of the Washington coast to the WNW of Destruction Island in approximate positions;
(1) 47-46-54.6 N / 124-39-13.8 W
(2) 47-42-54.0 N / 124-43-58.2 W
The buoys are yellow with a yellow light flashing five times with a 15 second off period or Fl (5) Y 20s, and are expected to be in place until Oct 2021. Mariners are requested to use caution when operating in the vicinity of these buoys. For more information contact the Quileute Natural Resources, Jennifer Hagen, at (360) 640-4430 or jennifer.hagen@quileutenation.org

WNS: 13
Coast Guard District 13
18 August 2021
WASHINGTON – APPROACHES TO STRAIT OF JUAN DE FUCA - SWIFTSURE BANK – ECHO Program 2021 Voluntary Vessel Slowdown at Swiffsure Bank

Effective 01 Jun 2021, the Enhancing Cetacean Habitat and Observation (ECHO) Program voluntary vessel slowdown in the vicinity of Swiffsure Bank is in effect for all outbound commercial vessels. It is safe and operationally feasible to do so, commercial vessels are requested to not exceed the following speeds through the water:

- 11 knots – Bulkers, tankers, general cargo vessels, and government vessels
- 14.5 knots – Vehicle carriers, cruise ships, and container vessels.

The voluntary vessel slowdown takes place in the outboard lane of the vessel traffic separation scheme between Strait of Juan de Fuca TSL Lighted Buoyed JA (LLNR 756) and the end of the traffic separation scheme. Additionally, a speed transition zone is in place, beginning at longitude 124-33-36.860W. The ECHO Program voluntary slowdown aims to reduce underwater noise in known southern resident killer whale feeding areas. This initiative will remain in effect 24 hours per day through 31 Oct 2021. For more detailed information related to this slowdown and the ECHO program, visit the following web address:


Charts: 18400 18460 18480

WASHINGTON – STRAIT OF JUAN DE FUCA – Port of Vancouver Canada 2021 Voluntary Lateral Displacement

As of 01 Jun 2021, the Enhancing Cetacean Habitat and Observation (ECHO) Program voluntary inshore lateral displacement is in effect for all tugs transiting the Canadian inshore area of the Strait of Juan de Fuca. If it is safe and operationally feasible to do so, tugs are requested to move south of the known killer whale feeding area and navigate either through the outbound shipping lane or the inshore lateral displacement zone, while maintaining a buffer distance of 1,000 meters from the traffic separation scheme (TSS). The inshore lateral displacement zone is 1,500 meters wide and occurs in the area between 123-52-21.192 W, 48-18-37.332 N and 124-31-33.378 W, 48-28-53.316 N, covering a distance of approximately 28 NM. The ECHO Program voluntary lateral displacement initiative aims to reduce underwater noise in known southern resident killer whale feeding areas along the northern edge of the Strait of Juan de Fuca. This initiative will remain in effect 24 hours a day through 31 Oct 2021. For more detailed information related to lateral displacement and the ECHO program, visit the following web address:


Charts: 18400 18460 18480

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

WASHINGTON – PUGET SOUND – APPLE COVE TO KEYPORT — Submersible Vehicle testing (Revised from LNM 50/19)

The Naval Undersea Warfare Center (NUWC) at Keyport, WA will be continuing operations in the vicinity of NUWC between University Point, the Brownsville Marina and Keyport through 23 Dec 2021. Operations will normally be conducted Monday through Friday during daylight hours. Operations will involve semisubmersible and submersible vehicles escorted by a small naval craft with a flashing red light. The small craft will monitor VHF-FM channels 12 and 16. The call sign for the small craft will be "Keyport Range Control". All craft transiting the area are requested to exercise caution and maintain a sharp lookout for possible semi-submerged vehicles while the range is in operation. Questions can be directed to Keyport Range Control on VHF-FM channels 12 and 16 or by contacting the Pacific Northwest Range Management and Ops Division, Range Control Branch, at (360) 396-2313.

Chart 18446

WASHINGTON – PUGET SOUND – HOOD CANAL – Pier construction

Manson Construction will be conducting pier demolition and construction activities in Hood Canal on Navy Base Kitsap Bangor from 17 July 2020 through Jun 2022. The project will consist of demolition of existing pier, pile driving and construction of a 500’ pier extension. Operations will Monday through Friday 0600 – 1630. There will be a derrick on site and a pile driver barge with multiple barges and a work skiff. Bangor Control Tower will be using VHF-FM channel 88A. Mariners are requested to reduce speed and minimize wake in the area for the safety of the personnel and equipment. For more information contact the US Navy POC Dennis Wiechmann at (360) 315-4084 email dennis.e.wiechmann@navy.mil or the Manson Construction superintendent Brian Dorning at (206) 718-8626.

Charts: 18458 18476

WASHINGTON – LITTLE WASHINGTON SHIP CANAL – LAKE WASHINGTON –Diving operations for underwater sewer line inspection

King County Department of Natural Resources and Parks, Wastewater Treatment Division will be conducting an inspection of the sewer pipes that lie on the bottom of Lake Washington during the months of July and August 2021. These inspections require diving operations from a barge and boat at multiple locations along the northwest shoreline of Lake Washington from Matthews Beach Park north to approximately 57th Ave NE and NE Bothell Way. The hours of operations for the vessels will typically be weekdays from 0700-1700 but on occasion will go past those hours and some weekends work is possible. Structures that provide access to the maintenance hole may be left in place temporarily and will be marked with buoys and signal lights. For safety of the dive crews, mariners are requested to avoid these work areas and pass a safe distance from all operations.

Chart 18447

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – ANACORTES TO SKAGIT BAY – Sediment cleanup project

American Construction will conduct dredging and material placement work in Fidalgo Bay, Anacortes WA for a sediment cleanup project from 19 Jul to 27 Nov 2021. The site location is approximately 500 yards south of the Fidalgo Bay Marina near 48-29-39.09 N, 122-35-53.07 W, and operations will occur Monday – Saturday, 24 hours a day. The clamshell dredge Snohomish will work with barges Skagit and/or Dungeness and the barges will be towed to and from the Duwamish River in Seattle, WA and the Whatcom Waterway in Bellingham, WA. The dredge Snohomish can be contacted on VHF-FM Channel 16. For questions or additional information, contact Chris Raymond at (425) 647-1707, or via email at chrir@americanconstco.com.

Chart 18427
WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – ANACORTES TO SKAGIT BAY – Sediment cleanup project

LNM: 28/21

WEST COAST OF NORTH AMERICA – MEXICAN BORDER TO DIXON ENTRANCE – Haida Gwaii Voluntary Protection Zone for shipping (Revised from LNM 50/20)

A Voluntary Protection Zone (VPZ) for shipping was established for a 14-month trial period along the west coast of Haida Gwaii by the Government of Canada, the Haida Nation, and multiple maritime and shipping industry partners. The program asks vessels to voluntarily increase the sailing distance off Haida Gwaii when transiting along the west coast of the archipelago. The goal of the VPZ is to reduce the risk of groundings and oil spills, by allowing more time to address any mechanical casualties, and the effectiveness of the VPZ will be assessed during this trial period, which runs until 31 Oct 2021.

In the VPZ, commercial vessels of 500 gross tonnage or greater are asked to observe a minimum distance of 50 nautical miles offshore when transiting along the West Coast of Haida Gwaii with the following exceptions:
- Cruise vessels, to observe a minimum 12 nm distance from shore;
- Vessels transiting between Pacific Northwest ports (Washington, Alaska, and BC), to observe a minimum 25 nm distance from shore;
- Tugs and barges (including pushing and towing alongside) no set minimum distance offshore; and
- Fishing vessels no set minimum distance offshore.

The Voluntary Protection Zone for Shipping coordinates are:
54 13.390N 134 30.543W
54 15.369N 133 04.908W
51 56.147N 131 17.856W
51 24.578N 132 04.088W
52 18.598N 133 20.921W
53 11.096N 134 16.363W
53 43.992N 134 32.625W

For more information, and to download a descriptive brochure, visit www.haidagwaii-vpz.ca or email info@haidagwaii-vpz.ca

Chart 501  LNM: 15/21

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

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

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

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

LNM: 10/21

OREGON – WASHINGTON – IDAHO – US Coast Guard 13th District Broadcast Notice to Mariners availability

The U.S. Coast Guard Navigation Center (NAVCEN) has completed its Maritime Safety Information (MSI) project upgrade in the Pacific Northwest to offer Broadcast Notice to Mariners (BNM) to mariners via email in addition to voice radio broadcasts. The online subscription service is in addition to the standard BNM broadcasts over VHF radio that previously were the only way to receive this vital navigational information. Mariners can now use the subscription service to plan for underway periods and receive updates to navigational hazards in near real time without having to wait on scheduled VHF broadcasts. Mariners who operate in Oregon and Washington and up the Columbia, Snake and Willamette Rivers system should visit the NAVCEN website and subscribe for email delivery of BNMs.  https://www.navcen.uscg.gov/?pageName=feeds  BNMs are organized by Coast Guard Sector and mariners can subscribe to one, two or all three Coast Guard Sectors within the 13th District area:
- Sector North Bend – the southern and central Oregon coast and rivers
- Sector Columbia River – the northern Oregon coast, southern and central Washington coast, the Columbia, Snake and Willamette Rivers
- Sector Puget Sound – the northern Washington coast, Strait of Juan de Fuca, the San Juan Islands and neighboring straits, Puget Sound and Lake Washington

Additionally, NAVCEN has developed an online BNM archive that is highly filterable and available to the public. 13th District BNMs can be viewed and downloaded from this database on the NAVCEN website at: https://www.navcen.uscg.gov/bnmessages/DistrictSearchV1.php?id=13&i=3. For any questions regarding these new services in the 13th District, please contact the office of Waterways Management at (206) 220-7280 or D13-SMB-D13-LNM@uscg.mil

LNM: 12/21

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>4</td>
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LNM: 33/21

Coast Guard District  13
18 August 2021
## SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

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<td>9725</td>
<td>Yaquina River Daybeacon 30</td>
<td>44:34-18.000N 123-58-43.500W</td>
<td>TR on pile.</td>
<td>33/21</td>
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<tr>
<td>9730</td>
<td>Yaquina River Buoy 30</td>
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<td>Remove from list. 33/21</td>
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<tr>
<td>9735</td>
<td>Yaquina River Daybeacon 31</td>
<td>44:34-21.252N 123-58-06.478W</td>
<td>SG on pile.</td>
<td>33/21</td>
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**ENCLOSURES**

**Enclosure 1**
OREGON - WASHINGTON - IDAHO - MONTANA - Summary of Bridge Lighting Discrepancies and Corrections  
LNM: 33/21

**Enclosure 2**
OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations  
LNM: 33/21

**Enclosure 3**
OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events  
LNM: 33/21

**Enclosure 4**
OREGON – WASHINGTON – Pacific Coast Port Access Route Study  
LNM: 33/21

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>
</tr>
</thead>
<tbody>
<tr>
<td>OREGON COAST</td>
<td>9125</td>
<td>Chandler Highway Bridge</td>
<td>Coos Bay, OR</td>
<td>East center channel green light extinguished</td>
<td>10/27/2020</td>
<td>0757-20</td>
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<tr>
<td></td>
<td>9367</td>
<td>Reedsport Highway 101 Bridge</td>
<td>Reedsport, OR</td>
<td>Multiple Lights extinguished</td>
<td>10/27/2020</td>
<td>0756-20</td>
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<tr>
<td>COLUMBIA RIVER</td>
<td>13027</td>
<td>Kalan Railroad Bridge</td>
<td>Kalan, WA</td>
<td>Western, upstream pier light extinguished</td>
<td>7/16/2021</td>
<td>0478-21</td>
</tr>
<tr>
<td>SNAKE RIVER</td>
<td>13617</td>
<td>Sergeant Railroad Bridge</td>
<td>Starbuck, WA</td>
<td>All pier lights are extinguished</td>
<td>10/24/2020</td>
<td>0744-20</td>
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<tr>
<td>WILLAMETTE RIVER</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>WASHINGTON COAST</td>
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<td></td>
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<td></td>
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<tr>
<td>PUGET SOUND</td>
<td>16870.1</td>
<td>Spokane Street Bridge</td>
<td>Seattle, WA</td>
<td>NE Lighted Approach Dolphin destroyed</td>
<td>3/5/2021</td>
<td>0207-21</td>
</tr>
<tr>
<td>IDAHO</td>
<td>None</td>
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**BRIDGE CORRECTIONS**

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<th>Light List</th>
<th>Bridge Name</th>
<th>Location</th>
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<tr>
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<td>None</td>
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<tr>
<td>SNAKE RIVER</td>
<td>None</td>
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<td>WILLAMETTE RIVER</td>
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<td>PUGET SOUND</td>
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<tr>
<td>IDAHO</td>
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Dredging operations are scheduled or in progress at the following locations:

<table>
<thead>
<tr>
<th>Start Date</th>
<th>End Date</th>
<th>Times</th>
<th>Location</th>
<th>Dredge Vessel</th>
<th>Assist Vessel</th>
<th>Channel monitored</th>
<th>Disposal Area</th>
<th>LNM</th>
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</thead>
<tbody>
<tr>
<td>1-Sep-21</td>
<td>8-Sep-21</td>
<td>24 Hrs / 7 Days</td>
<td>Port Orford Oregon</td>
<td>M/V Heidi Renee</td>
<td>Swan Island, James T</td>
<td>VHF-FM 14, 16 &amp; 72</td>
<td>TBD</td>
<td>33/21</td>
</tr>
<tr>
<td>1-Aug-21</td>
<td>21-Aug-21</td>
<td>24 Hrs / 7 Days</td>
<td>Coos Bay; Entrance</td>
<td>M/V Essayons</td>
<td>None</td>
<td>VHF-FM 13 &amp; 16</td>
<td>ODMDS Site F O/N</td>
<td>33/21</td>
</tr>
<tr>
<td>8-Sep-21</td>
<td>17-Sep-21</td>
<td>24 Hrs / 7 Days</td>
<td>Yaquina Bay; ODMDS North and South (Hydrographic Survey)</td>
<td>R/V Zephyr</td>
<td>None</td>
<td>VHF-FM 13 &amp; 16</td>
<td>N/A</td>
<td>33/21</td>
</tr>
<tr>
<td>22-Aug-21</td>
<td>25-Aug-21</td>
<td>24 Hrs / 7 Days</td>
<td>Yaquina Bay; Entrance (RM 0-50 to 0+50)</td>
<td>M/V Yaquina</td>
<td>None</td>
<td>VHF-FM 13 &amp; 16</td>
<td>YBOS (N) &amp; YBOS (S)</td>
<td>33/21</td>
</tr>
<tr>
<td>22-Aug-21</td>
<td>25-Aug-21</td>
<td>24 Hrs / 7 Days</td>
<td>Yaquina Bay Harbor (RM 1+15 to 2+00)</td>
<td>M/V Yaquina</td>
<td>None</td>
<td>VHF-FM 13 &amp; 16</td>
<td>YBOS (N) &amp; YBOS (S)</td>
<td>33/21</td>
</tr>
<tr>
<td>21-Aug-21</td>
<td>30-Sep-21</td>
<td>24 Hrs / 7 Days</td>
<td>Columbia River; Entrance</td>
<td>M/V Essayons</td>
<td>None</td>
<td>VHF-FM 13 &amp; 16</td>
<td>SJS, SWS, DWS</td>
<td>33/21</td>
</tr>
<tr>
<td>21-Aug-21</td>
<td>30-Sep-21</td>
<td>24 Hrs / 7 Days</td>
<td>Columbia River; Tongue Point (RM 18+20 to 19+30) (foul wx backup for MCR)</td>
<td>M/V Essayons</td>
<td>None</td>
<td>VHF-FM 13 &amp; 16</td>
<td>RM 5 WA side</td>
<td>33/21</td>
</tr>
<tr>
<td>5-Aug-21</td>
<td>14-Sep-21</td>
<td>24 Hrs / 7 Days</td>
<td>Columbia River; Miller Sands (RM 21+20 to 22+60, 23+20 to 24+10)</td>
<td>M/V Oregon</td>
<td>Clackamas, Ivanhoff, Williams</td>
<td>VHF-FM 13 &amp; 16</td>
<td>TBD</td>
<td>33/21</td>
</tr>
<tr>
<td>14-Sep-21</td>
<td>20-Sep-21</td>
<td>24 Hrs / 7 Days</td>
<td>Columbia River; Pillar Rock (RM 27+40 to 29+00)</td>
<td>M/V Oregon</td>
<td>Clackamas, Ivanhoff, Williams</td>
<td>VHF-FM 13 &amp; 16</td>
<td>TBD</td>
<td>33/21</td>
</tr>
<tr>
<td>20-Sep-21</td>
<td>11-Oct-21</td>
<td>24 Hrs / 7 Days</td>
<td>Columbia River; Puget Island (RM 44+10 to 44+30)</td>
<td>M/V Oregon</td>
<td>Clackamas, Ivanhoff, Williams</td>
<td>VHF-FM 13 &amp; 16</td>
<td>TBD</td>
<td>21/21</td>
</tr>
<tr>
<td>14-Oct-21</td>
<td>12-Nov-21</td>
<td>24 Hrs / 7 Days</td>
<td>Columbia River; Stella Range (RM 56+00 to 57+00)</td>
<td>M/V Oregon</td>
<td>Clackamas, Ivanhoff, Williams</td>
<td>VHF-FM 13 &amp; 16</td>
<td>TBD</td>
<td>21/21</td>
</tr>
<tr>
<td>16-Nov-21</td>
<td>8-Dec-21</td>
<td>24 Hrs / 7 Days</td>
<td>Columbia River; Howard Island (RM 69+10 to 70+10)</td>
<td>M/V Oregon</td>
<td>Clackamas, Ivanhoff, Williams</td>
<td>VHF-FM 13 &amp; 16</td>
<td>TBD</td>
<td>21/21</td>
</tr>
<tr>
<td>21-Aug-21</td>
<td>21-Aug-21</td>
<td>24 Hrs / 7 Days</td>
<td>Columbia River; Vancouver Upper (RM 108+35 to 109+21)</td>
<td>M/V Yaquina</td>
<td>None</td>
<td>VHF-FM 13 &amp; 16</td>
<td>RM 110 OR side</td>
<td>33/21</td>
</tr>
<tr>
<td>14-Aug-21</td>
<td>18-Aug-21</td>
<td>24 Hrs / 7 Days</td>
<td>Columbia River; Airport and Government Bar (RM 112+50 to 114+20)</td>
<td>M/V Yaquina</td>
<td>None</td>
<td>VHF-FM 13 &amp; 16</td>
<td>RM 112 WA side</td>
<td>33/21</td>
</tr>
<tr>
<td>20-Aug-21</td>
<td>21-Aug-21</td>
<td>24 Hrs / 7 Days</td>
<td>Columbia River; Lady Island Reach (RM 118+05 to 118+30)</td>
<td>M/V Yaquina</td>
<td>None</td>
<td>VHF-FM 13 &amp; 16</td>
<td>RM 118 OR side</td>
<td>33/21</td>
</tr>
<tr>
<td>17-Aug-21</td>
<td>20-Aug-21</td>
<td>24 Hrs / 7 Days</td>
<td>Columbia River; Washougal Bar (RM 124+10 to 125+10)</td>
<td>M/V Yaquina</td>
<td>None</td>
<td>VHF-FM 13 &amp; 16</td>
<td>RM 124 WA and OR</td>
<td>33/21</td>
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<tr>
<td>14-Aug-21</td>
<td>18-Aug-21</td>
<td>24 Hrs / 7 Days</td>
<td>Columbia River; Fashion Reef (RM 133+25 to 133+45)</td>
<td>M/V Yaquina</td>
<td>None</td>
<td>VHF-FM 13 &amp; 16</td>
<td>RM 133 WA side</td>
<td>33/21</td>
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<tr>
<td>14-Aug-21</td>
<td>18-Aug-21</td>
<td>24 Hrs / 7 Days</td>
<td>Columbia River; Fashion Reef (RM 136+00 to 136+20)</td>
<td>M/V Yaquina</td>
<td>None</td>
<td>VHF-FM 13 &amp; 16</td>
<td>RM 136 WA side</td>
<td>33/21</td>
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<tr>
<td>22-Jul-21</td>
<td>25-Sep-21</td>
<td>24 Hrs / 7 Days</td>
<td>Grays Harbor; Crossover Channel</td>
<td>M/V Sea Horse</td>
<td>Rachele WJ Marston Robert L</td>
<td>VHF-FM 13, 16 &amp; 67</td>
<td>Pt Chehalis/ S Jetty Site</td>
<td>31/21</td>
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</tbody>
</table>
Mariners are advised that the start and ending dates for dredging activities may vary due to unforeseen on-site conditions, such as gill net fishing, weather and other factors.

USACE dredges request mariners transit at their slowest safe speed to minimize wake when in the vicinity of a dredge and proceed with caution after making passing arrangements. Vessel(s) and/or equipment may encroach into the channel.
## SECTOR COLUMBIA RIVER MARINE EVENTS

<table>
<thead>
<tr>
<th>EVENT DATE</th>
<th>TIME</th>
<th>EVENT NAME</th>
<th>EVENT LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>27-Aug-21</td>
<td>0800-1700</td>
<td>Kiteboard 4 Cancer</td>
<td>Columbia River, Hood River, OR</td>
</tr>
<tr>
<td>28-Aug-21</td>
<td>0900-1700</td>
<td>Thunder on the Snake</td>
<td>Snake River from Lewiston to Bear Bar</td>
</tr>
<tr>
<td>28-Aug-21</td>
<td>0800-1700</td>
<td>Kiteboard 4 Cancer</td>
<td>Columbia River, Hood River, OR</td>
</tr>
<tr>
<td>29-Aug-21</td>
<td>0900-1700</td>
<td>Thunder on the Snake</td>
<td>Snake River from Lewiston to Bear Bar</td>
</tr>
<tr>
<td>29-Aug-21</td>
<td>0800-1700</td>
<td>Kiteboard 4 Cancer</td>
<td>Columbia River, Hood River, OR</td>
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<tr>
<td>4-Sep-21</td>
<td>2130-2200</td>
<td>Oregon Symphony Concert</td>
<td>Willamette River, Hawthorne to Marquam Bridges, Portland, OR</td>
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<tr>
<td>11-Sep-21</td>
<td>0930-1100</td>
<td>Fireworks on the Bay</td>
<td>Eastside, Coos Bay, OR</td>
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<tr>
<td>12-Sep-21</td>
<td>0730-1330</td>
<td>10th Annual Rose City SUP</td>
<td>Willamette River, Ross Island, Portland, OR</td>
</tr>
<tr>
<td>18-Sep-21</td>
<td>0730-1730</td>
<td>LOCRC Willamette River Regatta</td>
<td>Willamette River, George Rogers Park to Hog Island, Portland, OR</td>
</tr>
<tr>
<td>19-Sep-21</td>
<td>0730-1730</td>
<td>LOCRC Willamette River Regatta</td>
<td>Willamette River, George Rogers Park to Willamette Falls, Portland, OR</td>
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<tr>
<td>22-Sep-21</td>
<td>0730-1430</td>
<td>Columbia River Splash</td>
<td>Columbia River, South of Lemon Island, Portland, OR</td>
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<tr>
<td>3-Oct-21</td>
<td>0700-1330</td>
<td>Head of the Dog Rowing Regatta</td>
<td>Willamette River, Hadley's Landing, Portland, OR</td>
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<tr>
<td>8-Oct-21</td>
<td>1200-1700</td>
<td>Lumpy Waters Sea Kayak Symposium</td>
<td>Pacific City, Oregon</td>
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<td>9-Oct-21</td>
<td>1200-1700</td>
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<td>1200-1700</td>
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## SECTOR PUGET SOUND MARINE EVENTS

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<tbody>
<tr>
<td>18-Aug-21</td>
<td>1830-2130</td>
<td>CYCT Windseekers Wednesday Night Races</td>
<td>Commencement Bay</td>
</tr>
<tr>
<td>18-Aug-21</td>
<td>1700-2100</td>
<td>CYCS Sound Wednesday</td>
<td>Shilshole Bay</td>
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<tr>
<td>18-Aug-21</td>
<td>1700-2100</td>
<td>CYCS Lake Wednesday Evening Series</td>
<td>East of Leschi Marina Lake Washington</td>
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<tr>
<td>18-Aug-21</td>
<td>1800-2100</td>
<td>AYC Wednesday Night Race</td>
<td>Fidalgo Bay</td>
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<tr>
<td>19-Aug-21</td>
<td>1900-2030</td>
<td>Downtown Sailing Series</td>
<td>North Elliot Bay</td>
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<td>19-Aug-21</td>
<td>1700-2100</td>
<td>CYCS Sound Thursday</td>
<td>Shilshole Bay</td>
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<tr>
<td>19-Aug-21</td>
<td>1700-1930</td>
<td>SBYC Duck Dodge Series</td>
<td>Sequim Bay</td>
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<td>20-Aug-21</td>
<td>2145-2215</td>
<td>Diaz Anniversary Fireworks</td>
<td>Carr Inlet</td>
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<tr>
<td>21-Aug-21</td>
<td>1200-1700</td>
<td>Milltown Leukimia Cup Race</td>
<td>Possession Sound</td>
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<tr>
<td>21-Aug-21</td>
<td>1100-1730</td>
<td>SBYC Saturday Series</td>
<td>Outside Sequim Bay</td>
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<tr>
<td>21-Aug-21</td>
<td>1000-2200</td>
<td>CYCT Vashon Challenge</td>
<td>Around Vashon Island</td>
</tr>
<tr>
<td>21-Aug-21</td>
<td>0930-1300</td>
<td>Sound Rowsers Great Cross Sound Race</td>
<td>Alki Beach to Blakely Rock, Bainbridge Island</td>
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<tr>
<td>21-Aug-21</td>
<td>1100-2200</td>
<td>Hoodstock</td>
<td>South Hood Canal</td>
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<tr>
<td>23-Aug-21</td>
<td>1800-2030</td>
<td>STYC Ballard Cup Series III</td>
<td>Shilshole Bay</td>
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<tr>
<td>24-Aug-21</td>
<td>1700-2100</td>
<td>CYCS Lake Tuesday Evening Series</td>
<td>East of Leschi Marina Lake Washington</td>
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<tr>
<td>24-Aug-21</td>
<td>1800-2200</td>
<td>Duck Dodge</td>
<td>Lake Union</td>
</tr>
<tr>
<td>Date</td>
<td>Time</td>
<td>Event</td>
<td>Location</td>
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<td>25-Aug-21</td>
<td>1830-2130</td>
<td>CYCT Windseekers Wednesday Night Races</td>
<td>Commencement Bay</td>
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<td>25-Aug-21</td>
<td>1700-2100</td>
<td>CYCS Sound Wednesday</td>
<td>Shilshole Bay</td>
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<td>25-Aug-21</td>
<td>1700-2100</td>
<td>CYCS Lake Wednesday Evening Series</td>
<td>East of Leschi Marina Lake Washington</td>
</tr>
<tr>
<td>25-Aug-21</td>
<td>1800-2100</td>
<td>AYC Wednesday Night Race</td>
<td>Fidalgo Bay</td>
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<tr>
<td>26-Aug-21</td>
<td>1700-2100</td>
<td>CYCS Sound Thursday</td>
<td>Shilshole Bay</td>
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<tr>
<td>26-Aug-21</td>
<td>1700-1930</td>
<td>SBYC Duck Dodge Series</td>
<td>Sequim Bay</td>
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<tr>
<td>27-Aug-21</td>
<td>1800-2100</td>
<td>WSCYC Fall Friday Night Series</td>
<td>Between Brownsville Marina and Bainbridge</td>
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<tr>
<td>28-Aug-21</td>
<td>1200-1600</td>
<td>Milltown Autumn Race Series</td>
<td>Possession Sound</td>
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<td>28-Aug-21</td>
<td>1100-1500</td>
<td>BYC Pink Boat Regatta</td>
<td>Bellingham Bay</td>
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<tr>
<td>28-Aug-21</td>
<td>1000-1800</td>
<td>STYC Single Handed Race</td>
<td>Between Shilshole Bay and Port Madison</td>
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<td>28-Aug-21</td>
<td>1100-1730</td>
<td>SBYC Saturday Series</td>
<td>Outside Sequim Bay</td>
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<tr>
<td>28-Aug-21</td>
<td>1200-1600</td>
<td>CYCT Awards Race</td>
<td>Commencement Bay</td>
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<td>28-Aug-21</td>
<td>1200-1530</td>
<td>Paddle Poulsbo</td>
<td>Liberty Bay</td>
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<tr>
<td>29-Aug-21</td>
<td>1300-1700</td>
<td>SBYC Transpuget Benefit Race</td>
<td>Shilshole Bay</td>
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<tr>
<td>30-Aug-21</td>
<td>1800-2030</td>
<td>STYC Ballard Cup Series III</td>
<td>Shilshole Bay</td>
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<tr>
<td>31-Aug-21</td>
<td>1700-2100</td>
<td>CYCS Lake Tuesday Evening Series</td>
<td>East of Leschi Marina Lake Washington</td>
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<td>31-Aug-21</td>
<td>1800-2200</td>
<td>Duck Dodge</td>
<td>Lake Union</td>
</tr>
<tr>
<td>1-Sep-21</td>
<td>1830-2130</td>
<td>CYCT Windseekers Wednesday Night Races</td>
<td>Commencement Bay</td>
</tr>
<tr>
<td>1-Sep-21</td>
<td>1700-2100</td>
<td>CYCS Sound Wednesday</td>
<td>Shilshole Bay</td>
</tr>
<tr>
<td>1-Sep-21</td>
<td>1700-2100</td>
<td>CYCS Lake Wednesday Evening Series</td>
<td>East of Leschi Marina Lake Washington</td>
</tr>
<tr>
<td>1-Sep-21</td>
<td>1800-2100</td>
<td>AYC Wednesday Night Race</td>
<td>Fidalgo Bay</td>
</tr>
</tbody>
</table>
What is the PAC-PARS?

The Pacific Port Access Route Study (PAC-PARS) will be the first comprehensive evaluation of maritime traffic patterns along the Pacific Coast bordering California, Oregon, and Washington.

Vessel traffic, offshore renewable energy, aquafarms, as well as commercial and government space launching activities are some of the maritime related changes occurring along the Pacific Coast.

The U.S. Coast Guard (USCG) is conducting this study to evaluate the usage of coastal waterways, including the navigational conditions for coastal and outer-continental shelf transits.

The study will provide a baseline to assist with future determinations regarding the suitability of waterways for current and future maritime activities and if existing routing measures are adequate.

Access to the study can be found by scanning the QR Code at the bottom of this flyer, or visit:

https://www.regulations.gov

And search the docket number:

“USCG-2021-0345”

Questions or concerns can be sent to:

PACPARS@USCG.MIL

Please submit all official comments to the docket above. Comments and related material must be received on or before 25 January, 2022.