



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

LOCAL NOTICE TO MARINERS

District: 13

Week: 38/21

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®ion=13

COMDTPUB P16502.6, Light List Volume VI, 2021 Edition, and Coast Pilot Volume 10, 2021 Edition.
Light List Volume VI, 2021 Edition is available at https://www.navcen.uscg.gov/pdf/lightLists/LightList_V6_2021.pdf
Coast Pilots, along with corrections, are available at: www.nauticalcharts.noaa.gov/publications/coast-pilot/index.html. Print on Demand (POD) copies
are available for purchase at: www.nauticalcharts.noaa.gov/publications/print-agents.html#coast-pilot.

UNITED STATES COAST GUARD NAVIGATION INFORMATION SERVICE (NIS)

The United States Coast Guard Navigation Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information for GPS and DGPS. The NIS also disseminates Safety Broadcasts / Broadcast Notice to Mariners (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar Users (NANU). LNM's 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/bnm/messages/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.

Table with 3 columns: Originating Unit (CGD THIRTEEN), Beginning BNM (D13-0611-21), Ending BNM (D13-0636-21)

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/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid

I through O

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

ev - every
EVAL - Evaluation
EXT - Extinguished
F - Fixed
fl - flash
Fl - Flashing
G - Green
GIWW - Gulf Intracoastal Waterway
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height

MRASS - Marine Radio Activated Sound Signal
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency
NO/NUM - Number
NOS - National Ocean Service
NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy

SS - Sound Signal
STA - Station
STRUCT - Structure
St M - Statute Mile
TEMP - Temporary Aid Change
TMK - Topmark
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
USACE - Army Corps of Engineers
W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition:

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

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

S-AIS - Synthetic AIS
VTS - Vessel Traffic Service
WSDOT - Washington State Department of Transportation
TSS - Traffic Separation Scheme

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

OREGON – COOS BAY – Bridge deviation

The Coast Guard has approved a temporary deviation that authorizes the Coos Bay Rail Road Bridge (LLNR 8990) to not open to marine vessels from 10 – 17 Oct 21. This deviation supports the Port of Coos Bay conducting maintenance on the Coos Bay Rail Road Bridge at Coos Bay mile 9.0. The closure period will be from 0630 to 1030 daily from 10 – 17 Oct 2021. The subject bridge may open for emergencies with at least 20 minutes of notice. The Coos Bay Rail Road Bridge in the closed-to-navigation position provides 12 feet of vertical clearance above MHW. For additional information, contact Mike Dunning, Port of Coos Bay, at (541) 267-7678.

Chart 18587

LNM: 38/21

OREGON – SIUSLAW RIVER – Bridge deviation

The Coast Guard has approved a temporary bridge deviation from the operating schedule for the US-101 Highway Bridge (LLNR 9558) across the Siuslaw River, mile 5.0, at Florence, OR. This request supports heavy maintenance and part replacement, and locks the span to marine traffic in the closed-to-navigation position from 0600 on 20 Sep until 1800 on 29 Oct 2021. Containment will be installed and reduce the span's vertical clearance from 27 feet to 21 feet above MHW. The south fixed span has a vertical clearance of 36 feet above MHW. The draw will not be able to open for emergency vessels responding to calls. In accordance with 33 CFR 117.35(e), the bridge must return to its regular operating schedule immediately at the end of the designated time-period. For more information on this event, contact Dave Lihou at David.F.Lihou@odot.state.or.us.

Chart 18583

LNM: 38/21

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

The Coast Guard intends to approve a temporary deviation for the Spokane Street Bridge (LLNR 16870.1) across the Duwamish Waterway, mile 0.3, in Seattle, WA, for 09 Nov 2021. This deviation will support equipment upgrades. The deviation will authorize the subject bridge to not open the west half of the swing span to marine vessels. The period for this temporary deviation will be from 0800 to 2200 on 09 Nov 2021. The Coast Guard is requesting any objections to the proposed temporary deviation. Please submit facts and objections before 08 Oct 2021, to D13-SMB-D13-BRIDGES@uscg.mil.

Chart 18450

LNM: 38/21

WASHINGTON – PUGET SOUND – HOOD CANAL – Naval Test and Evaluation Barge operations

The Naval Surface Warfare Center Detachment Puget Sound, located at SUBASE Bangor, will be working with Western Towboat to operate the Research, Development, Test and Evaluation Barge M241 in the vicinity of Big Beef Creek from sunrise until sunset starting 27 Sep and ending 16 Nov 2021, Monday – Friday. The operations will consist of many low speed straight line courses parallel to the shoreline with some stationary periods to perform deck operations. The operations will be conducted in an area northerly and easterly of a line projected from the Tskutsko Point Light (LLNR 17865) to Misery Point at approximate location 47-39-18.3 N, 122-49-46.5 W. A 28-foot tracking vessel may accompany the barge and occasionally be underway to participate in operations. Questions can be directed to any operating support craft/personnel on VHF-FM Channels 16 or 88A, or the Naval Surface Warfare Center waterfront points of contacts Mark Moss at (360) 396-2948 or Steve Polillo at (360) 315-0333.

Chart 18458

LNM: 38/21

COLUMBIA RIVER – CRIMS ISLAND TO ST. HELENS – LEWIS AND CLARK BRIDGE – Bridge notice

The navigation lights on the Lewis and Clark Highway Bridge (LLNR 10812.5) near Longview, WA, across the Columbia River at mile 66, will be extinguished for maintenance from 2000 on 23 Sep 21 to 0600 on 24 Sep 21.

Chart 18524

LNM: 37/21

COLUMBIA RIVER – ST. HELENS TO VANCOUVER – WILLOW – Safety Zone for the Columbia River Outfall Project

A safety zone will be in effect from 0001 on 01 Oct 2021 through 2359 on 15 Mar 2022 for a marine construction project, that includes dredging operations, on the Columbia River near RM 95.8 – 96.1, on the Washington side of the navigable channel. The safety zone would cover all navigable waters of the Columbia River, surface to bottom, encompassed by a line connecting the following points:

beginning at the shoreline at 45-43-57.0 N, 122-45-21.0 W,
then west to 45-43-58.0 N, 122-45-33.0 W,
then south to 45-43-39.0 N, 122-45-35.0 W,
then east to 45-43-39.0 N, 122-45-21.0 W, and along the shoreline back to the beginning point.

No vessel or person will be allowed to enter the safety zone without obtaining permission from the Captain of the Port Sector Columbia River, or a designated representative, via VHF-FM Channel 16, or by calling (503) 209-2468.

Chart 18525

LNM: 37/21

COLUMBIA RIVER – ST. HELENS TO VANCOUVER – Safety Zone for the CBWTP Outfall Diffuser Improvements Project

A safety zone will be in effect from 0001 on 01 Oct 2021 through 2359 on 28 Feb 2022 for a marine construction project that includes dredging and dive operations at Columbia River Mile 105.6. The safety zone covers all navigable waters, from surface to bottom, approximately 300 yards to the east and west side of the Burlington Northern Railroad Bridge Vancouver Railroad Bridge (LLNR 11250) on the Oregon side of the Columbia River from shoreline to the outside of the navigational channel. No vessel or person will be allowed to enter the safety zone without obtaining permission from the Captain of the Port Sector Columbia River, or a designated representative, via VHF-FM Channel 16, or by calling (503) 209-2468.

Chart 18525

LNM: 37/21

WASHINGTON – PUGET SOUND – HOOD CANAL – Small boat operations

Naval Base Kitsap will be conducting Force Protection exercises on 28 Sep 2021 from 0700 – 1500, on the waterfront adjacent to Naval Base Kitsap-Bangor in the Hood Canal, and will occur in an area bound 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: 37/21

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – ELLIOTT BAY AND LAKE WASHINGTON SHIP CANAL - Tribal fisheries (Revised from LNM 36/21)

The Muckleshoot Tribe will continue gillnet salmon fishing operations in Elliott Bay and the Duwamish River, and begin fishing in the Upper Ship Canal and Lake Union, on the following schedule:

0800 on 06 Sep through 1200 on 10 Sep 2021 (Elliott Bay only);
1900 on 09 Sep through 0800 on 10 Sep 2021 (Duwamish River);
0800 on 12 Sep through 1200 on 17 Sep 2021 (Elliott Bay and Duwamish);
0800 on 15 Sep through 1200 on 17 Sep 2021 (Ship Canal and Lake Union);
0800 on 19 Sep through 1200 on 24 Sep 2021 (Elliott Bay, Duwamish, Ship Canal and Lake Union);
0800 on 26 Sep through 1200 on 01 Oct 2021 (Elliott Bay, Duwamish, Ship Canal and Lake Union);
0800 on 03 Oct through 1200 on 08 Oct 2021 (Elliott Bay, Duwamish, Ship Canal and Lake Union);
0800 on 10 Oct through 1200 on 15 Oct 2021 (Elliott Bay, Duwamish, Ship Canal and Lake Union);

The operations in Elliott Bay will take place east of a line drawn from Pier 91 to Duwamish Head Light (LLNR 16910). Exact locations of operations in the Duwamish will change at different times. Fishing operations in the Ship Canal are authorized from a line straight across from the Ballard Oil Company to the east corner of the USCG Dock, east to a line running due south from Webster Point Light 21 (LLNR 18270). 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.

Charts: 18447 18450

LNM: 37/21

WASHINGTON – LAKE WASHINGTON SHIP CANAL - Bridge Public Notice 06-21

The Commander, Thirteenth Coast Guard District, has received a request for a preliminary navigation clearance determination (PNCD) from the Central Puget Sound Regional Transit Authority (Sound Transit) in preparation for compiling a Coast Guard Bridge Permit application for a proposed West Seattle and Ballard Link Extensions light-rail transit project across Salmon Bay of the Lake Washington Ship Canal near Ballard. A PNCD defines the bridge navigation clearances which have been evaluated and determined to have a high likelihood of being approved by the Coast Guard and to help the applicant refine development of alternatives for a proposed bridge project. The Coast Guard is seeking comments on the navigational clearances required to support waterway users (including vessels and facilities). The public is highly encouraged to carefully review this notice and provide comments, to include detailed and specific comments related to anticipated operational or economic effects associated with navigating through the waterway or accessing nearby marine facilities as a result of the proposed navigational clearances. Location and diagrams can be found at the end of the document.

Public Notice 06-21 is available at <https://www.navcen.uscg.gov/D13BN>. Comments for the record will be received at the office of: Commander (dpw), Thirteenth Coast Guard District, 915 2nd Ave, Rm 3510, Seattle, WA or via email at D13-SMB-D13-BRIDGES@uscg.mil or by telephone (if

unable to submit comments in writing) by calling (206) 220-7282. Comments should be sent to arrive on or before 15 Oct 2021.

Chart 18447

LNM: 37/21

WASHINGTON – LAKE WASHINGTON SHIP CANAL – UNION BAY REACH – Bridge deviation (Revised from LNM 28/21)

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:

- 18 Sep 2021, 1030 to 1330 and 1600 to 1900;
- 25 Sep 2021, 1600 to 1830 and 2130 to 2359;
- 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: 37/21

COLUMBIA RIVER – SAINT HELENS TO VANCOUVER – WILLOW – Marine outfall pipe construction

Advanced American Construction (AAC) will be conducting installation of a new 48 inch outfall pipe in the Columbia River near mile 96. The pipe will extend from the Washington riverbank out into the Columbia River approximately 700 feet. Operations include dredging, pipe installation, pile driving, diving and demolition of the existing submerged outfall pipe. Onsite work is expected to occur from 01 Oct 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. For additional information, contact Shad Huber (360) 953-4833 Shadh@callAAC.com.

Chart 18525

LNM: 36/21

OREGON - WILLAMETTE RIVER – WALNUT EDDY TO NEWBERG – Marine construction and diving operations

Harbor Offshore, Inc. is performing diving and marine construction in the vicinity of the Raw Water Pump Station on the Willamette River near Wilsonville, OR, from 07 Sep through 30 Oct 2021. Work will typically take place from 0630 – 1600, Monday thru Friday. A 40' x 80' modular pontoon crane barge will be onsite, in approximate position 45-17-36.96 N, 122-46-57.96 W, which is about 500 yards west (upriver) of the Wilsonville Railroad Bridge (LLNR 15152). The barge will have all corners marked with lights and a vessel exclusion barrier surrounding the barge. Crew on barge will be monitoring VHF Channel 19A. All vessel traffic is requested to maintain at least 100 yards from operations. For additional information, please contact Lauren Collins at (707) 389-0678 or lcollins@harboroffshoreinc.com.

Chart 18529

LNM: 36/21

OREGON - WILLAMETTE RIVER – PORT OF PORTLAND – Bridge temporary deviations

The Coast Guard has approved a temporary deviation to the operating schedule that governs the Broadway Highway Bridge (LLNR 14955.2), mile 11.7, the Morrison Highway Bridge (LLNR 14955.5), mile 12.8, and the Hawthorne Highway Bridge (LLNR 14955.6), mile 13.1, crossing the Willamette River at Portland, Oregon. This deviation is necessary to accommodate the Portland Marathon Running event. This deviation allows the 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: 90 feet for the Broadway Bridge; 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 on this event, contact Matt Studer at matt.d.studer@multco.us.

Chart 18526

LNM: 35/21

COLUMBIA AND SNAKE RIVERS – Winter seasonal recreational vessel lockage

The USACE Portland and Walla Walla Districts will implement the winter seasonal lockage schedule, beginning in September until 15 May 2022, for the passage of recreational craft through the Columbia and Snake River navigation locks. The Portland District will begin the winter lockage schedule on 30 Sep, while the Walla Walla District will commence the winter schedule on 18 Sep. Winter lockage will be made during daylight hours only, on request at each lock – vessels should contact the lock operator via VHF-FM channel 14 or telephone, and should make their request at least 30 minutes in advance.

Lock Name	Location	Phone Number	Radio Call Sign
Portland District:			
Bonneville Lock	Columbia River Mile 145.5	(541) 374-8323	WUJ 33

The Dalles Lock	Columbia River Mile 191.5	(541) 506-8211	WUJ 34
John Day Lock	Columbia River Mile 215.6	(541) 298-9712	WUJ 35
Walla Walla District:			
McNary Lock	Columbia River Mile 292	(541) 922-2231	WUJ 41
Ice Harbor Lock	Snake River Mile 9.7	(509) 543-3253 x231	WUJ 42
Lower Monumental Lock	Snake River Mile 41.6	(509) 282-7231	WUJ 43
Little Goose Lock	Snake River Mile 70.3	(509) 399-2233 x231	WUJ 44
Lower Granite Lock	Snake River Mile 107.5	(509) 843-1493 x231	WUJ 45

Commercial vessels continue to have lockage precedence over recreational vessels. At the discretion of the lock operator, recreational vessels may be allowed to lock through with commercial vessels. The Portland District requests that recreational vessels contact the lock at least 30 minutes prior to arrival using VHF-FM channel 14 or via telephone. All vessel owner/operators lock through at their own risk. All persons in the vessel must be wearing a personal flotation device (PFD) during lockage. Follow the directions of the lock operator when using 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 USACE Safe Lockage Policy for Recreational Craft on the Columbia and Snake Rivers, published separately, for safety requirements. For safety and additional information on Portland District navigation lock operations and schedules visit <http://www.nwp.usace.army.mil/Missions/Navigation.aspx> and for Walla Walla District lock operations visit <http://www.nww.usace.army.mil/Missions/Navigation.aspx> or call the USACE Walla Walla Operations Division at (509) 527-7112.

Charts: 18532 18533 18535 18536 18537 18539 18541 18545 18546 18547 LNM: 35/21

WASHINGTON – PUGET SOUND – APPLE COVE TO POINT KEYPORT – Temporary lighted buoy deployed

NOAA's Pacific Marine Environmental Laboratory deployed a temporary research lighted buoy on 19 Aug 2021 approximately 1 NM northeast of Meadow Point in approximate position 47-42-31.02 N, 122-23-47.58 W. The buoy is yellow and grey, round and marked with a flashing yellow four seconds (FL Y 4s) light. For more information contact Cabot Zucker at (561) 972-0930 or email at cabot.zucker@noaa.gov.

Charts: 18446 18473 LNM: 34/21

WASHINGTON – PUGET SOUND – ELLIOT BAY – DUWAMISH WATERWAY – Dredging and marine construction

Orion Marine will be performing dredging and marine construction in the vicinity of vigor Shipyards on the Duwamish River west waterway from 01 Sep 2021 through 28 Feb 2022. Work will typically take place from 0600 to 1730, Monday thru Saturday. The DB Petaluma and DB Miller will be onsite, with several material barges, and towing provided by Boyer Towing. Each floating plant will have all corners marked with steady white lights. Mariners transiting the west waterway are requested to minimize their wake and maintain at least 200 feet from operations. For additional information please contact Bradley Morlock at (253) 552-1154 or email at bmorlock@orionmarinegroup.com.

Chart 18450 LNM: 34/21

WASHINGTON – SOUTHERN PUGET SOUND – GPS testing

US Strategic Command has proposed GPS testing encompassing the southern Puget Sound area. The center point of the test will be at position 47-02-02.6 N, 122-30-40.4 W with a radius of 115 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 Pacific Standard Time as local time:

- 1000 – 1600 on 14 Oct 21;
- 1800 on 14 Oct 21 – 0800 on 15 Oct 21;
- 1800 on 15 Oct 21 – 0800 on 16 Oct 21;
- 1800 on 16 Oct 21 – 0800 on 17 Oct 21.

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

Chart 18448 LNM: 34/21

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 HUMBURG 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

SECTION II - DISCREPANCIES

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

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
689	NOAA Environmental Lighted Buoy 46089	MISSING	18003	0695-20	41/20	
756	Strait of Juan De Fuca Traffic Separation Lane Lighted Buoy JA	MISSING	18485	0828-20	47/20	
765.45	DART Tsunami Warning Lighted Buoy 46452	ADRIFT	18003	1009-18	49/18	
765.5	NOAA Environmental Lighted Buoy 46005	LT EXT	18007	0197-20	08/20	
8635	Chetco River Entrance Light 9	STRUCT DEST/TRLB	18602	0248-19	15/19	
10255	Pillar Rock Lower Range Lighted Buoy 14	LT EXT	18523	0433-21	26/21	
10280	Pillar Rock Upper Range Rear Light	REDUCED INT	18523	0434-21	26/21	
10401	Puget Island Light 43	DAYMK MISSING	18523	0474-21	29/21	
10600	Eureka Dike Light 79	LT EXT	18523	0379-21	22/21	
11430	Fisher Quarry Channel Range Front Light	LT IMCH	18531	0313-20	18/21	
11465	Government Island Range Front Light	LT IMCH	18531	0314-21	18/21	
11490	Lady Island Range Front Light	LT IMCH	18531	0315-21	18/21	
11530	Washougal Lower Range Front Light	LT EXT	18531	0289-21	17/21	
11870	Wind Mountain Upper Range Front Light 26	LT EXT	18532	0257-21	14/21	
11875	Wind Mountain Upper Range Rear Light	LT EXT	18532	0623-21	38/21	
12245	Lake Celilo South Channel Light 2	LT EXT	18533	0571-21	35/21	
12980	Lake Wallula West Channel Junction Light W	STRUCT DEST/TRLB	18542	0208-20	09/20	
14420	Baker Bay West Channel Entrance Jetty Light 2	LT IMCH/STRUCT DMGD	18521	0633-21	38/21	
16071.25	Hoquiam River Obstruction Buoy	MISSING/TRDBN	18502	0178-20	08/20	
16136	Strait of Juan De Fuca Traffic Separation Lane Lighted Buoy JA	MISSING	18485	0828-20	47/20	
17360	Nisqually Flats Light 3	STRUCT DEST/TRLB	18448	0404-21	24/21	
19120	Swinomish Channel North Entrance Light 18	STRUCT DEST/TRLB	18427	0546-20	34/20	
19857	Ewing Island Reef Danger Light	DAYMK MISSING	18431	0610-21	37/21	
19975	International Boundary Light G	LT EXT/DAYMK MISSING	18421	0720-20	42/20	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
760	Cape Flattery Light	RELIGHTED	18485	0620-21	36/21	38/21
9451	Siuslaw River North Jetty Light 3	REBUILT/RECOVERED	18583	0618-21	02/21	38/21
16145	Cape Flattery Light	RELIGHTED	18485	0620-21	36/21	38/21
16365	Salmon Bank Lighted Gong Buoy 3	RELIGHTED	18434	0617-21	33/21	38/21

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
11247	Hayden Island Water Monitoring Lighted Buoy A	MISSING	18526	0413-21	25/21	
16300	Ediz Hook Salmon Pen Light A	MISSING	18468	0593-20	36/20	
16307	Ediz Hook Salmon Pen Light B	MISSING	18468	0593-20	36/20	
18842	La Conner Marina South Basin Light	LT EXT	18427	0635-21	38/21	
19173	Deepwater Bay North Fish Pen Lights (2)	MISSING	18427	0784-20	45/20	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

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

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
8635	Chetco River Entrance Light 9	TRLB	18602	0436-19	25/19	
9285	Winchester Bay Harbor Entrance Daybeacon 1	TRUB	18584	0353-21	21/21	
10220	Miller Sands Channel Lighted Buoy 6	RELOCATED FOR DREDGING	18523	0588-21	36/21	
12980	Lake Wallula West Channel Junction Light W	TRLB	18542	0214-20	10/20	
14425	Baker Bay West Channel Buoy 3	DISCONTINUED FOR DREDGING	18521	0602-21	37/21	
16071.25	Hoquiam River Obstruction Buoy	TRDBN	18502	0534-21	32/21	
17090	Browns Point Light	DISCONTINUED	18453	0496-21	30/21	
17090	Browns Point Light	TRLB	18453	0513-21	31/21	
17360	Nisqually Flats Light 3	TRLB	18448	0409-21	24/21	
19120	Swinomish Channel North Entrance Light 18	TRLB	18427	0573-20	35/20	

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
10190	Harrington Point Channel Lighted Buoy 54	Reestablished	18521	0621-21	31/21	38/21

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNLM St	LNLM End
None					

SECTION IV - CHART CORRECTIONS

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

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

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

531	25th Ed.	01-JUL-15	Last LNM: 53/19	NAD 83		38/21
<i>Chart Title: Gulf of Alaska Strait of Juan de Fuca to Kodiak Island</i>						
Main Panel 2406 GULF OF ALASKA STRAIT OF JUAN DE FUCA TO KODIAK ISL. Page/Side: A						
RELOCATE	Strait of Juan de Fuca Traffic Separation Lane V-AIS J				CGD13 from 48-29-35.513N to 48-29-35.622N	125-00-00.066W 125-00-00.152W
18003	20th Ed.	01-NOV-06	Last LNM: 23/21	NAD 83		38/21
<i>Chart Title: Cape Blanco to Cape Flattery</i>						
Main Panel 1651 CAPE BLANCO TO CAPE FLATTERY. Page/Side: N/A						
RELOCATE	Duntze Rock V-AIS 2				CGD13 from 48-24-48.414N to 48-24-48.435N	124-44-41.765W 124-44-41.509W
RELOCATE	Strait of Juan de Fuca Traffic Separation Lane V-AIS J				CGD13 from 48-29-35.513N to 48-29-35.622N	125-00-00.066W 125-00-00.152W
18007	33rd Ed.	01-FEB-09	Last LNM: 23/21	NAD 83		38/21
<i>Chart Title: San Francisco to Cape Flattery</i>						
Main Panel 1652 SAN FRANCISCO TO CAPE FLATTERY. Page/Side: N/A						
RELOCATE	Duntze Rock V-AIS 2				CGD13 from 48-24-48.414N to 48-24-48.435N	124-44-41.765W 124-44-41.509W
RELOCATE	Strait of Juan de Fuca Traffic Separation Lane V-AIS J				CGD13 from 48-29-35.513N to 48-29-35.622N	125-00-00.066W 125-00-00.152W
18400	51st Ed.	01-AUG-19	Last LNM: 04/19	NAD 83		38/21
<i>Chart Title: Strait of Georgia and Strait of Juan de Fuca</i>						
Main Panel 1656 STRAIT OF GEORGIA AND STRAIT OF JUAN DE FUCA --. Page/Side: -						
RELOCATE	Duntze Rock V-AIS 2				CGD13 from 48-24-48.414N to 48-24-48.435N	124-44-41.765W 124-44-41.509W
RELOCATE	Strait of Juan de Fuca Traffic Separation Lane V-AIS J				CGD13 from 48-29-35.513N to 48-29-35.622N	125-00-00.066W 125-00-00.152W
CHANGE	Hein Bank Lighted Buoy 1 Add label AIS.				CGD13 at 48-22-01.456N	123-02-11.219W
CHANGE	International Boundary Light F Range to 4M.				CGD13 at 49-00-07.939N	122-55-29.618W
CHANGE	International Boundary Light H				CGD13 at 49-00-07.763N	122-49-46.530W

	Range to 4M.		
CHANGE	International Boundary Light I Range to 4M.	CGD13 at 49-00-07.633N	122-46-54.888W
CHANGE	Rosario Strait Traffic Separation Lane Lighted Buoy C Add label AIS.	CGD13 at 48-40-33.714N	122-42-48.228W
CHANGE	Rosario Strait Traffic Separation Lane Lighted Buoy RA Add label AIS.	CGD13 at 48-19-46.677N	122-58-38.186W
CHANGE	Smith Island Light Add obscured sector from 068° to 084° true, from sea and label LT OBSC.	CGD13 at 48-19-14.383N	122-49-51.514W

18421 **53rd Ed.** **01-MAR-19** **Last LNM: 04/19** **NAD 83** **38/21**

ChartTitle: Strait of Juan de Fuca to Strait of Georgia;Drayton Harbor

CHART WA - STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA. Page/Side: N/A

CHANGE	Hein Bank Lighted Buoy 1 Add label AIS.	CGD13 at 48-22-01.456N	123-02-11.219W
CHANGE	International Boundary Light F Range to 4M.	CGD13 at 49-00-07.939N	122-55-29.618W
CHANGE	International Boundary Light H Range to 4M.	CGD13 at 49-00-07.763N	122-49-46.530W
CHANGE	International Boundary Light I Range to 4M.	CGD13 at 49-00-07.633N	122-46-54.888W
CHANGE	Rosario Strait Traffic Separation Lane Lighted Buoy C Add label AIS.	CGD13 at 48-40-33.714N	122-42-48.228W
CHANGE	Rosario Strait Traffic Separation Lane Lighted Buoy RA Add label AIS.	CGD13 at 48-19-46.677N	122-58-38.186W
CHANGE	Smith Island Light Add obscured sector from 068° to 084° true, from sea and label LT OBSC.	CGD13 at 48-19-14.383N	122-49-51.514W

18424 **28th Ed.** **01-FEB-11** **Last LNM: 39/17** **NAD 83** **38/21**

ChartTitle: Bellingham Bay;Bellingham Harbor

CHART WA - BELLINGHAM BAY. Page/Side: N/A

CHANGE	Rosario Strait Traffic Separation Lane Lighted Buoy C Add label AIS.	CGD13 at 48-40-33.714N	122-42-48.228W
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18429 **11th Ed.** **01-MAY-14** **Last LNM: 39/17** **NAD 83** **38/21**

ChartTitle: Rosario Strait-southern part

Main Panel 1682 ROSARIO STRAIT SOUTH PART. Page/Side: N/A

CHANGE	Smith Island Light Add obscured sector from 068° to 084° true, from sea and label LT OBSC.	CGD13 at 48-19-14.383N	122-49-51.514W
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18430 **9th Ed.** **01-JUL-10** **Last LNM: 39/17** **NAD 83** **38/21**

ChartTitle: Rosario Strait-northern part

Main Panel 1683 ROSARIO STRAIT NORTH PART. Page/Side: N/A

CHANGE	Rosario Strait Traffic Separation Lane Lighted Buoy C Add label AIS.	CGD13 at 48-40-33.714N	122-42-48.228W
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18440 **31st Ed.** **01-APR-17** **Last LNM: 42/19** **NAD 83** **38/21**

ChartTitle: Puget Sound

Main Panel 1688 PUGET SOUND - -. Page/Side: -

CHANGE	Rosario Strait Traffic Separation Lane Lighted Buoy RA Add label AIS.	CGD13 at 48-19-46.677N	122-58-38.186W
CHANGE	Smith Island Light Add obscured sector from 068° to 084° true, from sea and label LT OBSC.	CGD13 at 48-19-14.383N	122-49-51.514W

18441 49th Ed. 01-APR-20 Last LNM: 48/17 NAD 83 38/21

ChartTitle: Puget Sound-northern part

Main Panel 1689 PUGET SOUND - NORTHERN PART - -. Page/Side: -

CHANGE	Smith Island Light Add obscured sector from 068° to 084° true, from sea and label LT OBSC.	CGD13 at 48-19-14.383N	122-49-51.514W
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18460 14th Ed. 01-JAN-13 Last LNM: 42/17 NAD 83 38/21

ChartTitle: Strait of Juan de Fuca Entrance

Main Panel 1720 STRAIT OF JUAN DE FUCA ENTRANCE. Page/Side: E

RELOCATE	Duntze Rock V-AIS 2	CGD13 from 48-24-48.414N to 48-24-48.435N	124-44-41.765W 124-44-41.509W
RELOCATE	Strait of Juan de Fuca Traffic Separation Lane V-AIS J	CGD13 from 48-29-35.513N to 48-29-35.622N	125-00-00.066W 125-00-00.152W

18465 39th Ed. 01-OCT-11 Last LNM: 14/17 NAD 83 38/21

ChartTitle: Strait of Juan de Fuca-eastern part

Main Panel 1723 STRAIT OF JUAN DE FUCA EASTERN PART. Page/Side: N/A

CHANGE	Hein Bank Lighted Buoy 1 Add label AIS.	CGD13 at 48-22-01.456N	123-02-11.219W
CHANGE	Rosario Strait Traffic Separation Lane Lighted Buoy RA Add label AIS.	CGD13 at 48-19-46.677N	122-58-38.186W
CHANGE	Smith Island Light Add obscured sector from 068° to 084° true, from sea and label LT OBSC.	CGD13 at 48-19-14.383N	122-49-51.514W

18480 32nd Ed. 01-JAN-13 Last LNM: 34/16 NAD 83 38/21

ChartTitle: Approaches to Strait of Juan de Fuca Destruction Island to Amphitrite Point

CHART APPROACHES TO STRAIT OF JUAN DE FUCA - DESTRUCTION IS TO AMPHITRITE PT.. Page/Side: N/A

RELOCATE	Duntze Rock V-AIS 2	CGD13 from 48-24-48.414N to 48-24-48.435N	124-44-41.765W 124-44-41.509W
RELOCATE	Strait of Juan de Fuca Traffic Separation Lane V-AIS J	CGD13 from 48-29-35.513N to 48-29-35.622N	125-00-00.066W 125-00-00.152W

18485 17th Ed. 01-JAN-13 Last LNM: 42/17 NAD 83 38/21

ChartTitle: Cape Flattery

Main Panel 1729 CAPE FLATTERY. Page/Side: N/A

RELOCATE	Duntze Rock V-AIS 2	CGD13 from 48-24-48.414N to 48-24-48.435N	124-44-41.765W 124-44-41.509W
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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. Mariners are advised to use caution while transiting these areas.

SUMMARY OF ADVANCED APPROVED PROJECTS

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

OREGON – YAQUINA BAY AND ENTRANCE – Change to the characteristic of Yaquina Bay Entrance Range Front and Rear Lights and Yaquina Bay Channel Light 8

The U.S. Coast Guard will be changing the characteristic of Yaquina Bay Entrance Range Front and Rear Lights (LLNRs 9580 and 9585) from a night time only light to a 24 hours a day light. The flash characteristics and night time intensity will remain the same. Yaquina Bay Channel Light 8 (LLNR 9615) will change in characteristic from a red light flashing every 4 seconds to a quick flashing red light.

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.

Charts: 18561 18580

LNM: 36/21

OREGON – TILLAMOOK BAY – Installation of a sector light at Tillamook Bay Entrance Leading Light

To improve visibility and performance, the U.S. Coast Guard will change the lighting characteristic of Tillamook Bay Entrance Leading Light (LLNR 9850) to a three color sector light, displaying a fixed characteristic with the following characteristics:

Fixed Green, White and Red light shown during darkness, with the Green sector visible from 095.0° to 096.5°, the White sector visible from 094.0° to 095.0° (0.50° each side of 094.5°) and the Red sector visible from 092.5° to 094.0°. 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 Columbia River.

Charts: 18520 18558

LNM: 37/21

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.

Chart 18480

LNM: 27/21

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

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

- Hein Bank Lighted Buoy 1 (LLNR 16362)
- Rosario Strait Traffic Separation Lane Lighted Buoy "RA" (LLNR 16370)
- Puget Sound Traffic Separation Lane Lighted Buoy "SA" (LLNR 16405)
- Puget Sound Traffic Separation Lane Lighted Buoy "SG" (LLNR 16815)
- Rosario Strait Traffic Separation Lane Lighted Buoy "C" (LLNR 19520)
- Rosario Strait Traffic Separation Lane Lighted Buoy "CA" (LLNR 19535)

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

Charts: 18400 18421 18441 18465

LNM: 36/21

SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
None			

Proposed Change Notice(s)

SNAKE RIVER – LAKE SACAJAWEA – Reduction in intensity of Windust Range Front and Rear Lights

The U.S. Coast Guard is proposing to reduce the intensity of Windust Range Front Light and Rear Light (LLNRs 13445 and 13450, due to reports of excessive glare from the range lights hampering nighttime visibility. While this situation is being studied, the US Coast Guard is soliciting comments from the maritime community transiting this waterway.

Mariners are requested to respond in writing to the Coast Guard District office with any comments on this change at D13-SMB-D13-LNM@uscg.mil. Any discrepancy for these or other Aids to Navigation should continue to be reported to US Coast Guard Sector Columbia River.
Chart 18545 LNM: 36/21

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: 38/21

SUMMARY OF DREDGING OPERATIONS

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

LNM: 38/21

SUMMARY OF MARINE EVENTS

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

LNM: 38/21

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 Lutze, the project superintendent, 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

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 – 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:

Month	Day	Hour	Position	Note
09 Aug – 03 Sep	Mon-Sun	24 Hrs/day	Single leaf opening	Double leaf opening with at least 24Hr advance notice
04 Sep – 31 Oct	Fri-Mon (weekends only)	2300-0500	Single leaf opening	Double leaf opening with at least 24Hr advance notice

During this temporary deviation all requirements of CFR 33CFR§117.1051(e) which governs the Montlake Bridge remain in effect. The only change

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

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 raea@wsdot.wa.gov.

Chart 18447

LNM: 18/21

WASHINGTON - LAKE WASHINGTON SHIP CANAL - UNION BAY REACH – SR520 West Approach Bridge South, Bridge Replacement (Revised from LNM 50/20)

American Bridge Company will conduct demolition work on the existing SR520 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 boaters are permitted within the active work zone at any time. In addition, reduced speed and/or minimal wake is requested when transiting the navigation channels. A graphic of the operating area and the channel locations was included as Enclosure (5) 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 project work 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 (pile 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 LNM's. 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 Kopera at (913) 284-3467.

Chart 18554

LNM: 22/21

IDAHO – LAKE PEND OREILLE – Bridge construction notice

Idaho Transportation Department (ITD) will be conducting maintenance on the southern half of the Sandpoint US-95 Highway Bridge (LLNR 20086) across Lake Pend O'Reille on the Sagle, ID, side from Mar – Nov 2021. The working hours will be from 0500 to 2000 daily. Three work barges will be towed to the work site from Kramer Marina at Hope, ID. All barges will be anchored and lighted with all around white lights at each corner. A 100

IDAHO – LAKE PEND OREILLE – Bridge construction notice

foot by 400 foot construction zone buoy line, each side of the bridge, will be set with "Boats Keep Out", white and orange in color, with the exclusion marking (diamond with plus sign in the center). The buoy lights will be white, visible for one mile and have a flash timing of "FL W 2s" (flashing white two seconds, 30 flashes per minute). Four support vessels will be on site, including the Valarie Lee, which will tow and reposition the barges. Diving operations will be conducted during maintenance. During periods of heavy weather, the barges will be towed and anchored in the vicinity of Sagle Slough. Mainers are requested to not enter the construction zone, but if entry is needed, contact the Valarie Lee via VHF-FM Channel 16 or one of the onsite contacts, and transit at slowest speed. ITD has contracted McMillen Jacobs Associates for the maintenance, and the onsite contacts are Mike Nixon at (925) 876-7052, and Carson Haslam at (208) 339-6735.

Chart 18554

LNM: 09/21

SNAKE RIVER – LAKE SACAJAWEA AND LAKE HERBERT G. WEST AND LAKE BRYAN – Upstream floating guidewall restrictions (Revised from LNM 24/20)

Repairs at the Ice Harbor Lock and Dam upstream floating guide wall are now completed, so all restrictions regarding the use of the floating guide wall are now lifted. However, restrictions still apply at the projects listed below:

- Lower Monumental Lock and Dam, Snake River Mile 41.6, vessels may not tie up to or 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: 10/21

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

Sairdron 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 uncrewed and windpowered and will have limited maneuverability during survey operations. Mariners are requested to transit areas with caution and to remain greater than 500 meters 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@sairdron.com or (510) 722-6070.

Chart 18007

LNM: 28/21

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

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 Sherri@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/>.

Chart 18521

LNM: 18/21

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 longitudes 122-17-30.0W and 122-18-25.0W (RM 125+40 to 126+40) and proceed with caution.

Chart 18531

LNM: 30/21

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

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:
MB015 48-19-31.380N 124-40-36.600W

WASHINGTON – COLUMBIA RIVER TO CAPE FLATTERY – Oceanographic Research

MB042 48-19-26.280N 124-44-07.380W
 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.

Charts: 18480 18500

LNM: 22/21

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

Chart 18480

LNM: 25/21

WASHINGTON – APPROACHES TO STRAIT OF JUAN DE FUCA - SWIFTSURE BANK – ECHO Program 2021 Voluntary Vessel Slowdown at Swiftsure Bank

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

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

The voluntary vessel slowdown takes place in the outbound 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:

<https://www.portvancouver.com/environmental-protection-at-the-port-of-vancouver/maintaining-healthy-ecosystems-throughout-our-jurisdiction/echo-program/projects/swiftsure-bank-slowdown/>

Charts: 18400 18460 18480

LNM: 22/21

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:

<https://www.portvancouver.com/environmental-protection-at-the-port-of-vancouver/maintaining-healthy-ecosystems-throughout-our-jurisdiction/echo-program/projects/lateraldisplacement/>

Charts: 18400 18460 18480

LNM: 22/21

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.sofaroccean.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 – 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 – APPLE COVE TO KEYPORT – Submersible Vehicle testing (Revised from LNM 50/19)

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

LNM: 49/20

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

LNM: 28/20

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 chrisr@americanconstco.com.

Chart 18427

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

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

LNM: 10/21

OREGON – WASHINGTON – IDAHO – 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

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

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 and Snake 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?d=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

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
750 16130	Strait of Juan de Fuca Traffic Separation Lane V- AIS J	48-29-35.622N 125-00-00.152W					Virtual AIS: MMSI 993692200 (21). 38/21
763 16149	Duntze Rock V-AIS 2	* 48-24-48.435N 124-44-41.509W					Virtual AIS: MMSI 993692201 (21). 38/21
10320	ROCKLAND LIGHT 27	* 46-16-17.613N 123-30-21.674W	Fl G 2.5s	15	4	SG on pile.	38/21
16130 750	Strait of Juan de Fuca Traffic Separation Lane V- AIS J	* 48-29-35.622N 125-00-00.152W					Virtual AIS: MMSI 993692200 (21). 38/21
16149 763	Duntze Rock V-AIS 2	* 48-24-48.435N 124-44-41.509W					Virtual AIS: MMSI 993692201 (21). 38/21
16362	Hein Bank Lighted Buoy 1	* 48-22-01.456N 123-02-11.219W	Fl G 6s		4	Green.	RACON: K (- . -) AIS: MMSI 993692248 (21). 38/21
16370	Rosario Strait Traffic Separation Lane Lighted Buoy RA	* 48-19-46.677N 122-58-38.186W	Fl Y 2.5s		5	Yellow.	RACON: N (- .) AIS: MMSI 993692249 (21). 38/21
16375	Smith Island Light	* 48-19-14.383N 122-49-51.514W	Fl W 10s	55	14	NB on skeleton tower, on mulit-pile structure. 50	Light is obscured from 068° to 084°. 38/21
19520	Rosario Strait Traffic Separation Lane Lighted Buoy C	* 48-40-33.714N 122-42-48.228W	Fl Y 2.5s		5	Yellow.	RACON: N (- .) AIS: MMSI 993692250 (21). 38/21
							* 38/21

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
19974	INTERNATIONAL BOUNDARY LIGHT F	49-00-07.939N 122-55-29.618W	Fl Y 4s	15	4	NY on multi-pile structure.	Aid maintained by International Boundary Commission.	38/21
19976	INTERNATIONAL BOUNDARY LIGHT H	49-00-07.763N 122-49-46.530W	Fl Y 4s	15	4	NY on multi-pile structure.	Aid maintained by International Boundary Commission.	38/21
19977	INTERNATIONAL BOUNDARY LIGHT I	49-00-07.633N 122-46-54.888W	Fl Y 4s	42	4	NY on concrete structure.	Aid maintained by International Boundary Commission.	38/21

ENCLOSURES

Enclosure 1

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

LNM: 38/21

Enclosure 2

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

LNM: 38/21

Enclosure 3

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events

LNM: 38/21

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

BRIDGE DISCREPANCIES AND CORRECTIONS

Enclosure (1)

BRIDGE DISCREPANCIES						
Waterway	Light List	Bridge Name	Location	Status	Date Reported	BNM
OREGON COAST						
	9125	Chandler Highway Bridge	Coos Bay, OR	East center channel green light extinguished	10/27/2020	0757-20
	9367	Reedsport Highway 101 Bridge	Reedsport, OR	Multiple Lights extinguished	10/27/2020	0756-20
COLUMBIA RIVER						
	13027	Kalan Railroad Bridge	Kalan, WA	Western, upstream pier light extinguished	7/16/2021	0478-21
SNAKE RIVER						
	13617	Sergeant Railroad Bridge	Starbuck, WA	All pier lights are extinguished	10/24/2020	0744-20
WILLAMETTE RIVER						
	None					
WASHINGTON COAST						
	None					
PUGET SOUND						
	16870.1	Spokane Street Bridge	Seattle, WA	NE Lighted Approach Dolphin destroyed	3/5/2021	0207-21
	18841	Rainbow Highway Bridge	La Conner, WA	NW Margin light extinguished	9/21/2021	0634-21
	19155.3	Duane Berentsen Highway Bridge	Swinomish, WA	Center span lighting on Westbound span extinguished	8/19/2021	0556-21
IDAHO						
	None					
BRIDGE CORRECTIONS						
Waterway	Light List	Bridge Name	Location	Status	Date Reported	BNM
OREGON COAST						
	None					
COLUMBIA RIVER						
	None					
SNAKE RIVER						
	None					
WILLAMETTE RIVER						
	None					
WASHINGTON COAST						
	None					
PUGET SOUND						
	None					
IDAHO						
	None					

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

Start Date	End Date	Times	Location	Dredge Vessel	Assist Vessel	Channel monitored	Disposal Area	LNМ
25-Aug-21	30-Sep-21	24 Hrs / 7 Days	Coquille River; Entrance (RM 0-10 to 0+35)	M/V Yaquina	None	VHF-FM 13 & 16	ODMDS	38/21
25-Aug-21	22-Oct-21	24 Hrs / 7 Days	Coos Bay (RM 2+00 to 3+30; 6+00 to 7+30; 9+05 to 10+10, 10+20 to 11+40)	M/V Yaquina	None	VHF-FM 13 & 16	Site F-NS & Site G	38/21
22-Aug-21	22-Oct-21	24 Hrs / 7 Days	Yaquina Bay; Entrance (RM 0-50 to 0+50)	M/V Yaquina	None	VHF-FM 13 & 16	YBOS (N) & YBOS (S)	38/21
22-Aug-21	22-Oct-21	24 Hrs / 7 Days	Yaquina Bay Harbor (RM 1+15 to 2+00)	M/V Yaquina	None	VHF-FM 13 & 16	YBOS (N) & YBOS (S)	38/21
21-Aug-21	7-Oct-21	24 Hrs / 7 Days	Columbia River; Entrance	M/V Essayons	None	VHF-FM 13 & 16	NHS, SJS, SWS, DWS	38/21
22-Sep-21	27-Sep-21	24 Hrs / 7 Days	Columbia River; Entrance	M/V Stuyvesant	None	VHF-FM 14 & 16	NHS, SWS, DWS	38/21
13-Sep-21	5-Oct-21	24 Hrs / 7 Days	Columbia River; Baker Bay	M/V Heidi Renee	Swan Island, James T	VHF-FM 14, 16 & 72	TBD	38/21
22-Sep-21	27-Sep-21	24 Hrs / 7 Days	Columbia River; Astoria Adjacent to Pier 2 (RM 11+10 to 12+30)	M/V Stuyvesant	None	VHF-FM 14 & 16	RM 7.4 WA Side	38/21
23-Sep-21	7-Oct-21	24 Hrs / 7 Days	Columbia River; Tongue Point (RM 14+25 to 16+25) (foul wx backup for MCR)	M/V Essayons	None	VHF-FM 13 & 16	RM 5 WA side	38/21
21-Aug-21	7-Oct-21	24 Hrs / 7 Days	Columbia River; Tongue Point (RM 18+20 to 19+30) (foul wx backup for MCR)	M/V Essayons	None	VHF-FM 13 & 16	RM 5 WA side	38/21
5-Aug-21	24-Sep-21	24 Hrs / 7 Days	Columbia River; Miller Sands (RM 21+20 to 22+00, 23+20 to 24+10)	M/V Oregon	Clackamas, Ivanhoff, Williams	VHF-FM 13 & 16	TBD	37/21
27-Sep-21	31-Oct-21	24 Hrs / 7 Days	Columbia River; Pillar Rock (RM 27+20 to 29+00)	M/V Oregon	Clackamas, Ivanhoff, Williams	VHF-FM 13 & 16	TBD	37/21
3-Nov-21	23-Nov-21	24 Hrs / 7 Days	Columbia River; Puget Island (RM 44+10 to 44+30)	M/V Oregon	Clackamas, Ivanhoff, Williams	VHF-FM 13 & 16	TBD	21/21
26-Nov-21	24-Dec-21	24 Hrs / 7 Days	Columbia River; Stella Range (RM 56+00 to 57+00)	M/V Oregon	Clackamas, Ivanhoff, Williams	VHF-FM 13 & 16	TBD	21/21
27-Dec-21	20-Jan-22	24 Hrs / 7 Days	Columbia River; Howard Island (RM 69+10 to 70+10)	M/V Oregon	Clackamas, Ivanhoff, Williams	VHF-FM 13 & 16	TBD	21/21
22-Jul-21	25-Sep-21	24 Hrs / 7 Days	Grays Harbor; Crossover Channel	M/V Sea Horse	Rachele WJ Marston Robert L	VHF-FM 13, 16 & 67	Pt Chehalis/ S Jetty Site	31/21
19-Jul-21	27-Nov-21	24 Hrs / 7 Days	Anacortes; Fidalgo Bay 48-29-39.1 N, 122-35-53.1 W	M/V Snohomish	Skagit, Dungeness	VHF-FM 13 & 16	Duwamish	28/21

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.

MARINE EVENTS

Enclosure (3)

SECTOR COLUMBIA RIVER MARINE EVENTS

EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
22-Sep-21	0730-1430	Columbia River Splash	Columbia River, South of Lemon Island, Portland, OR
3-Oct-21	0700-1330	Head of the Dog Rowing Regatta	Willamette River, Hadley's Landing
31-Oct-21	1830-2000	Oaks Park Halloween Fireworks Display	Willamette River, Near Oaks Park

SECTOR PUGET SOUND MARINE EVENTS

EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
22-Sep-21	1800-2100	AYC Wednesday Night Race	Fidalgo Bay
25-Sep-21	1200-1600	Milltown Autumn Race Series	Possession Sound
25-Sep-21	1100-1730	SBYC Saturday Series	Outside Sequim Bay
25-Sep-21	0600-1400	Everett Coho Derby	Puget Sound Areas 9 and 10
25-Sep-21	1000-1500	Sound Rowers Mercer Island Sausage Pull	Around Mercer Island
25-Sep-21	0500-1400	Big Hurt PA	Port Angeles
25-Sep-21	0900-1600	US Tasar National Championship Regatta	Central Puget Sound, near Shilshole Marina
25-Sep-21	1030-1530	Duck Dodge Rum Run	Shilshole Marina to Port Madison
26-Sep-21	0600-1400	Everett Coho Derby	Puget Sound Areas 9 and 10