LOCAL NOTICE TO MARINERS

District: 13  
Week: 49/17

ISO 20020:2015

ISSUED BY: COMMANDER, THIRTEENTH COAST GUARD DISTRICT (dpw)
915 Second Avenue, 35th Floor, Rm 3510, Seattle, Washington 98174-1067
Telephone: (206) 220-7280; FAX: (206) 220-7265
Email: D13-PF-LNM@uscg.mil
https://www.navcen.uscg.gov/?pageName=lnmDistrict&region=13

Coast Pilots, along with corrections, are available at: https://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm

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). NANU notices can also be obtained via e-mail subscription through the USCG Navigation Center website: https://www.navcen.uscg.gov/?pageName=GPS.

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

BROADCAST NOTICE TO MARINERS

Urgent marine navigational and weather information is broadcast over VHF channel 22A (157.1 MHZ). Broadcasts are first announced over the distress, safety and calling channel 16 before they are made. All ships in U.S. waters over 20 meters in length are required to monitor VHF channel 16, and must have radios capable of tuning to the VHF simplex channel 22A.

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

<table>
<thead>
<tr>
<th>Originating Unit</th>
<th>Beginning BNM</th>
<th>Ending BNM</th>
</tr>
</thead>
<tbody>
<tr>
<td>CGD THIRTEEN</td>
<td>D13-1065-17</td>
<td>D13-1089-17</td>
</tr>
</tbody>
</table>

ABBREVIATIONS

A  through H

ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
A1 - 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

I  through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kH - Kilohertz
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LTR - Letter
LT CONT - Light Continuous
LT CONT - Light Continuous
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHZ - Megahertz

P  through Z

PRIV - Private Aid
Q - Quick
R - Red
RACON - Radar Transponder Beacon
Ra ref - Radar reflector
RB - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RFL - Range Front Light
RL - Range Rear Light
RELIGHTED - Aid Relit
RRASS - Remote Radio Activated Sound Signal
s - seconds
SEC - Section
SL - Shoaling
SIG - Signal
Additional Abbreviations Specific to this LNM Edition:

| AIS | Automatic Identification System | V-AIS | Virtual AIS |
| LLN | Light List Number | VTS | Vessel Traffic Service |
| NM  | Nautical Miles | WSOT | Washington State Department of Transportation |
| CPA | Closest Point of Approach | NUWC | Naval Undersea Warfare Center |
| RM  | River Mile Marker | RAC | Racon |

SECTION I - SPECIAL NOTICES
This section contains information of special concern to the Mariner.

PACIFIC COAST – PACIFIC SEACOAST STUDY - U.S. Coast Guard seeks mariner input for Pacific Seacoast study
The U.S. Coast Guard is seeking input from mariners for a study of navigation requirements in the Pacific Seacoast System. The Waterways Analysis and Management System (WAMS) study will review the short range Aids to Navigation (ATON) system that covers American waterways from the Canadian border to the Mexican border and around Alaska, Hawaii and the Marianas Islands. Interested mariners and maritime stakeholders can provide input by taking the survey at: https://www.surveymonkey.com/r/PacSeacoastWAMS. The survey will be available until March 31, 2018.
Charts: 18480 18500 18520 18580 18600

OREGON - COOS BAY – Placement of sub-surface moorings and scientific equipment
The University of Oregon will be deploying scientific equipment with sub-surface moorings in various locations of Coos Bay and the South Slough commencing 15 Dec 17. These moorings will remain on site through 15 June 18, before the commencement of seasonal dredging operations. The moorings will be deployed by the R/V Pugettia which will monitor VHF-FM Channels 13, 16 and 63. The moorings consist of a float rising 1.5 meters above the equipment on the seabed. A weighted ground line will be run to a secondary anchor and thence to a green surface float. A diagram of the installation in addition to chartlets showing the sites is attached as enclosure (4) to this Local Notice to Mariners. If the surface floats or other materials are found displaced, please contact Mr. David Sutherland of the University of Oregon at dsuth@uoregon.edu. For additional information, contact Dr. Emily Eidam at (206) 295-0931 or email eeidam@uoregon.edu.
Chart 18587

COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – Burlington Northern Santa Fe Railway Bridge Closure Notice
The Coast Guard has approved a deviation from the operating schedule for the Burlington Northern Santa Fe Railway Bridge (LLNR 11250) at Columbia River mile 105.6 in Vancouver, WA. The bridge need not open for vessels from 0700 to 1900 on 19 Dec 17, and from 0700 to 1900 on 21 Dec 17. This deviation was approved to accommodate bridge motor and electrical upgrades. The bridge can open for emergencies if an hour's notice is given to allow the work crew to clear the bridge prior to opening. Any time needed for emergency openings, will require additional time to be added to the approved deviation. Vessels able to pass under the bridge in the closed-to-navigation position may do so at anytime. In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the effective period of this temporary deviation. For additional information, contact Mr. Jeff Swanson at (425) 304-6663.
Chart 18526

COLUMBIA RIVER AND SNAKE RIVER – Seasonal Navigation Lock Outage for the Columbia and Snake Rivers (Revised from LNM 41/17)
The U.S. Army Corps of Engineers (USACE) Portland and Walla Walla Districts will conduct an extended lock outage of the Federal Columbia-Snake River Navigation System (CSRS) to perform extensive, non-routine repairs and maintenance from 03 Mar 18 through 25 Mar 18. This extended lock outage is a coordinated effort between the Corps districts and CSRS stakeholders. The specific dates and times for the individual locks is listed below:
Bonneville Navigation Lock – commencing 0600 on 03 Mar 18 through 2359 on 18 Mar 18 (2 weeks)
The Dalles Navigation Lock – commencing 0600 on 03 Mar 18 through 2359 on 25 Mar 18 (3 weeks)
McNary Lock Navigation Lock – commencing 0600 on 03 Mar 18 through 2359 on 25 Mar 18 (3 weeks)
Ice Harbor Navigation Lock – commencing 0600 on 03 Mar 18 through 2359 on 18 Mar 18 (2 weeks)
Lower Monumental Navigation Lock – commencing 0600 on 03 Mar 18 through 2359 on 18 Mar 18 (2 weeks)
Little Goose Navigation Lock – commencing 0600 on 03 Mar 18 through 2359 on 18 Mar 18 (2 weeks)
Lower Granite Navigation Lock – commencing 0600 on 03 Mar 18 through 2359 on 25 Mar 18 (3 weeks)

The USACE has published a Notice To Navigation Interests (Notice 8072-1) concerning these closures. For additional information contact the USACE NWW Operations Division at (509) 527-7112 or (509)-527-7115.

Charts: 18531 18535 18539 18545 18546

**SNAKE RIVER – LAKE SACAJAWEA – Ice Harbor Locks request for advance notice of transit**

Users are requested to provide a minimum of one (1) hour advance notice of intended transit through the Ice Harbor Locks, located at Snake River RM 9.7, from 0700 on 11 Dec 17 through 1700 on 16 Dec 17. Inspections and service of the tainter valves will be conducted during these periods. Delays of approximately 20 minutes may occur. For additional information, contact the chief operator on duty at (509) 543-3231 or the Operations Division at (509) 527-7112 or (509) 527-7364.

Chart 18545

**WASHINGTON – PUGET SOUND - COMMENCEMENT BAY – THEA FOSS WATERWAY – Dock repair at NuStar terminal**

Orion Marine, Inc will conducting repair work to the NuStar terminal in the Thea Foss Waterway from 06 through 31 Dec 17. The hours of construction will be 0600 to 2100 daily. The construction and crane barge Orion 1601 will be onscene at all times and will monitor VHF-FM channels 14 & 16, and may also be contacted via cell phone at (253) 279-0607 or (206) 786-3483. For additional information, contact Mr. Bradley Morlock at BMorlock@orionmarinegroup.com.

Chart 18453

**WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE WASHINGTON – Evergreen Point Floating Bridge Notice**

The Coast Guard has removed the existing drawbridge operation regulation for the Evergreen Point Floating Bridge (SR-520 Floating Bridge) (LLNR 18340) across Lake Washington, mile 4.3, at Seattle, WA. The drawbridge was replaced with a fixed bridge in 2016, and the operating regulation is no longer applicable or necessary. The SR-520 Floating Bridge was rebuilt, and the center span was built with a fixed span that replaced the draw. The new rule was effective on 08 Nov 17, and published in the Federal Register on page 51766-51767 with the title Drawbridge Operation Regulation; Lake Washington, Seattle, WA. To read the rule change, search for docket number USCG-2017-0976 at http://www.regulations.gov. When the SR-520 Floating Bridge has been completely rebuilt, the new bridge will be added to chart 18447 with only the east and west spans as the designated navigation channels.

Chart 18447

**IDAHO - SAINT JOE RIVER – SAINT MARIES – St. Joe River Bridge Notice**

The St. Joe River Bridge within the town of Saint Maries, Idaho, at St. Joe River Mile 15.4 (47-19.0N 116-33.7W), is being rebuilt commencing 04 Dec 17 through approximately 10 Nov 18. The working hours will be 0600 - 1900 Monday through Saturday. The approaches to the bridge and the bridge area will have construction equipment and marine vessels staged. Temporary work bridges will be installed on each end of the bridge. Temporary buoys, warning signs, warning lights and flaggers will be in place marking safe transit through the construction area on the river approaches. See enclosure (5) of this Local Notice to Mariners for details. Vertical clearances of the St. Joe River Bridge will be temporarily reduced at various times during structure removal and replacement. Tug and barge assistance will be present and ongoing throughout the construction. Mariners may transit the construction zone as signaled, but with no wake at minimum safe speed. The onsite construction supervisor is Mr. Mike Tracy and may be reached at (208) 870-1906, or at email spike@rscigroup.com.

Chart 18447

**WASHINGTON – STRAIT OF JUAN DE FUCA – EASTERN PART – VICTORIA – Canadian AIS Testing**

The Canadian Coast Guard will commence testing of Virtual AIS (V-AIS) and Synthetic AIS (S-AIS) aids to navigation south of Victoria, BC until approximately 01 Jun 18.

One S-AIS will be atop of Trial Islands Light (US LLNR 16265) at:
48°23.42.3N  123°18.18.6W

Three V-AIS will be in the following positions:
48°23.57.3N  123°18.41.2W
48°23.42.3N  123°19.03.8W
48°23.27.3N  123°18.41.2W

The four AIS positions will form a diamond pattern which is orientated to true North. The distance between the North and South, and East and...
WASHINGTON – APPROACHES TO ADMIRALTY INLET – Deployment of submerged equipment at the entrance to Sequim Bay

Pacific Northwest National Laboratory (PNNL) will be temporarily deploying submerged scientific equipment near the entrance to Sequim Bay, Washington to support a research project starting 04 Dec 17 through 28 Feb 18. The placement site is at approximate position 48-04-44.496N 123-02-36.334W. An Acoustic Doppler Current Profiler (ADCP) is to be deployed on the seafloor on a sea spider mounts, being 30 inches tall and having a 60 inch diameter. There will be no surface warning buoy placed on site. The R/V Desdemona or R/V Strait Science may at times be tending to the listed equipment and will monitor VHF-FM Channel 16. For additional information contact Ms. Susan Southard of PNNL Marine Sciences Laboratory at (360) 681-3615, (360) 460-1999 (cell) or email sue.southard@pnnl.gov.

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA AND PUGET SOUND – WHIDBEY ISLAND DGPS SITE – Proposed DGPS off-air time

The U.S. Coast Guard Navigation Center has proposed off-air time for the Whidbey Island, WA, DGPS site for scheduled maintenance from 0800 to 1800 on 11 Dec 17, with an alternate time of 1800 on 14 Dec 17 to 1800 on 15 Dec 17. There will be no significant loss of coverage due to dual coverage in the area. For additional information or objections, contact the Navigation Center DGPS Operations at (703) 313-5902 or at https://www.navcen.uscg.gov/?pageName=dgpsSiteInfo&currentOutages.

IDAHO – OWYHEE COUNTY – GPS testing

US Strategic Command has approved GPS testing encompassing the approximate position of 42-26-37.1N 115-40-37.2W with a radius of 141 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. Testing dates and times are as listed below. The testing frequency will be GPS L1 and L2. Proposed testing local times (Mountain Standard Time) are:

- 01 to 16 Dec 17: 1000 to 1800

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

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)

<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>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>756</td>
<td>Strait of Juan De Fuca Traffic Separation Lane Lighted Buoy</td>
<td>LT IMCH</td>
<td>18485</td>
<td>0814-17</td>
<td>37/17</td>
<td></td>
</tr>
<tr>
<td>765.1</td>
<td>NOAA Environmental Lighted Buoy</td>
<td>MISSING</td>
<td>18007</td>
<td>0407-17</td>
<td>20/17</td>
<td></td>
</tr>
<tr>
<td>765.4</td>
<td>DART Tsunami Warning Lighted Buoy</td>
<td>ADRIFT</td>
<td>18007</td>
<td>0898-17</td>
<td>41/17</td>
<td></td>
</tr>
<tr>
<td>9635</td>
<td>Southbeach Marina Light 2</td>
<td>LT EXT</td>
<td>18581</td>
<td>1086-17</td>
<td>49/17</td>
<td></td>
</tr>
<tr>
<td>9815</td>
<td>Tillamook Bay Entrance Lighted Bell Buoy 1</td>
<td>LT EXT</td>
<td>18558</td>
<td>1046-17</td>
<td>48/17</td>
<td></td>
</tr>
<tr>
<td>11120</td>
<td>Bachelor Point Light 13</td>
<td>LT EXT/DAYMK IMCH/STRUCT DMGD</td>
<td>18525</td>
<td>0247-17</td>
<td>13/17</td>
<td></td>
</tr>
<tr>
<td>11700</td>
<td>Multnomah Falls Upper Range Front Light</td>
<td>LT EXT/DAYMK IMCH/STRUCT DMGD</td>
<td>18531</td>
<td>0226-17</td>
<td>13/17</td>
<td></td>
</tr>
<tr>
<td>11715</td>
<td>Warrendale Lower Range Front Light</td>
<td>REDUCED INT</td>
<td>18531</td>
<td>0972-17</td>
<td>44/17</td>
<td></td>
</tr>
<tr>
<td>14435</td>
<td>Baker Bay West Channel Daybeacon 7</td>
<td>STRUCT DEST</td>
<td>18521</td>
<td>0739-17</td>
<td>35/17</td>
<td></td>
</tr>
<tr>
<td>15040</td>
<td>Oswego Rock Daybeacon</td>
<td>STRUCT DEST</td>
<td>18528</td>
<td>0394-17</td>
<td>20/17</td>
<td></td>
</tr>
<tr>
<td>15060</td>
<td>Bingham Landing Light 16</td>
<td>LT EXT</td>
<td>18528</td>
<td>1087-17</td>
<td>49/17</td>
<td></td>
</tr>
<tr>
<td>15210</td>
<td>Willapa Bay Entrance Light 13</td>
<td>STRUCT DEST</td>
<td>18504</td>
<td>0839-16</td>
<td>38/16</td>
<td></td>
</tr>
<tr>
<td>15545</td>
<td>Grays Harbor Bar Range Rear Light</td>
<td>STRUCT DEST</td>
<td>18502</td>
<td>0317-17</td>
<td>17/17</td>
<td></td>
</tr>
<tr>
<td>15585</td>
<td>Point Chehalis Range Front Light</td>
<td>DAYMK MISSING/STRUCT DMGD</td>
<td>18502</td>
<td>1012-09</td>
<td>50/09</td>
<td></td>
</tr>
</tbody>
</table>
### DISCREPANCIES (FEDERAL AIDS) CORRECTED

<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>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>9321</td>
<td>Umpqua River Light 19</td>
<td>RELIGHTED</td>
<td>18584</td>
<td>None</td>
<td>49/17</td>
<td>49/17</td>
</tr>
<tr>
<td>9346</td>
<td>Leeds Island Range Front Light</td>
<td>RELIGHTED</td>
<td>18584</td>
<td>None</td>
<td>49/17</td>
<td>49/17</td>
</tr>
<tr>
<td>9347</td>
<td>Leeds Island Range Rear Light</td>
<td>WATCHING PROPERLY</td>
<td>18584</td>
<td>None</td>
<td>49/17</td>
<td>49/17</td>
</tr>
<tr>
<td>10315</td>
<td>Welch Island Channel Lighted Buoy 26</td>
<td>RELIGHTED</td>
<td>18523</td>
<td>None</td>
<td>49/17</td>
<td>49/17</td>
</tr>
<tr>
<td>10315</td>
<td>Welch Island Channel Lighted Buoy 26</td>
<td>RELIGHTED</td>
<td>18523</td>
<td>None</td>
<td>49/17</td>
<td>49/17</td>
</tr>
<tr>
<td>10365</td>
<td>Price Island Light 35</td>
<td>WATCHING PROPERLY</td>
<td>18523</td>
<td>None</td>
<td>49/17</td>
<td>49/17</td>
</tr>
<tr>
<td>12245</td>
<td>Lake Cello South Channel Light 2</td>
<td>RELIGHTED</td>
<td>18533</td>
<td>None</td>
<td>49/17</td>
<td>49/17</td>
</tr>
<tr>
<td>12815</td>
<td>Lake Wallula Lighted Buoy 2</td>
<td>RELIGHTED</td>
<td>18541</td>
<td>None</td>
<td>49/17</td>
<td>49/17</td>
</tr>
<tr>
<td>15790</td>
<td>Grays Harbor North Channel Range F Rear Light</td>
<td>WATCHING PROPERLY</td>
<td>18502</td>
<td>1067-17</td>
<td>48/17</td>
<td>49/17</td>
</tr>
<tr>
<td>16163</td>
<td>Neah Bay Coast Guard Breakwater Obstruction Light B</td>
<td>RELIGHTED</td>
<td>18484</td>
<td>1071-17</td>
<td>48/17</td>
<td>49/17</td>
</tr>
<tr>
<td>18610</td>
<td>Sandy Point Light 1</td>
<td>RELIGHTED</td>
<td>18443</td>
<td>None</td>
<td>49/17</td>
<td>49/17</td>
</tr>
<tr>
<td>19160</td>
<td>Swinomish Channel North Entrance Buoy 35</td>
<td>RESET ON STATION</td>
<td>18427</td>
<td>None</td>
<td>49/17</td>
<td>49/17</td>
</tr>
</tbody>
</table>

### DISCREPANCIES (PRIVATE AIDS)

<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>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>9200</td>
<td>Haynes Inlet Channel Daybeacon 4</td>
<td>DAYMK MISSING</td>
<td>18587</td>
<td>1085-17</td>
<td>49/17</td>
<td></td>
</tr>
<tr>
<td>16974</td>
<td>East Vashon Outfall Pipe Lighted Buoy</td>
<td>MISSING</td>
<td>18474</td>
<td>0695-17</td>
<td>33/17</td>
<td></td>
</tr>
<tr>
<td>17927</td>
<td>Port of Indianola Pier Light A</td>
<td>MISSING</td>
<td>18446</td>
<td>0830-17</td>
<td>38/17</td>
<td></td>
</tr>
<tr>
<td>17928</td>
<td>Port of Indianola Pier Light B</td>
<td>MISSING</td>
<td>18446</td>
<td>0831-17</td>
<td>38/17</td>
<td></td>
</tr>
<tr>
<td>18013</td>
<td>Wyckoff Regulatory Buoy B</td>
<td>ADRIFT</td>
<td>18449</td>
<td>0954-17</td>
<td>43/17</td>
<td></td>
</tr>
<tr>
<td>18322</td>
<td>SR-520 Bridge East Channel NE Mooring Cable Lighted Warning Buoy</td>
<td>LT EXT</td>
<td>18447</td>
<td>1043-17</td>
<td>48/17</td>
<td></td>
</tr>
<tr>
<td>18328</td>
<td>SR-520 Bridge East Channel SE Mooring Cable Lighted Warning Buoy</td>
<td>LT IMCH</td>
<td>18447</td>
<td>1041-17</td>
<td>48/17</td>
<td></td>
</tr>
<tr>
<td>18330</td>
<td>SR-520 Bridge Maintenance Pier North Light A</td>
<td>LT IMCH</td>
<td>18447</td>
<td>1045-17</td>
<td>48/17</td>
<td></td>
</tr>
<tr>
<td>18335</td>
<td>SR-520 Bridge Maintenance Pier South Light B</td>
<td>LT IMCH</td>
<td>18447</td>
<td>1044-17</td>
<td>48/17</td>
<td></td>
</tr>
<tr>
<td>18342</td>
<td>SR-520 Bridge West Channel SW</td>
<td>LT IMCH</td>
<td>18447</td>
<td>1042-17</td>
<td>48/17</td>
<td></td>
</tr>
<tr>
<td>18348</td>
<td>Mooring Cable Lighted Warning Buoy SR-520 Bridge West Channel NW</td>
<td>LT IMCH</td>
<td>18447</td>
<td>1057-17</td>
<td>48/17</td>
<td></td>
</tr>
</tbody>
</table>

### DISCREPANCIES (PRIVATE AIDS) CORRECTED

<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>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### PLATFORM DISCREPANCIES

<table>
<thead>
<tr>
<th>Name</th>
<th>Status</th>
<th>Position</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### PLATFORM DISCREPANCIES CORRECTED
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>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>10305</td>
<td>Jim Crow Lighted Buoy 22</td>
<td>RELOCATED FOR DREDGING</td>
<td>18523</td>
<td>0842-17</td>
<td>39/17</td>
<td></td>
</tr>
<tr>
<td>10307</td>
<td>Jim Crow Lighted Buoy 22A</td>
<td>RELOCATED FOR DREDGING</td>
<td>18523</td>
<td>0995-17</td>
<td>45/17</td>
<td></td>
</tr>
<tr>
<td>11120</td>
<td>Bachelor Point Light 13</td>
<td>TRLB</td>
<td>18525</td>
<td>0247-17</td>
<td>13/17</td>
<td></td>
</tr>
<tr>
<td>14435</td>
<td>Baker Bay West Channel Daybeacon 7</td>
<td>TRUB</td>
<td>18521</td>
<td>0755-17</td>
<td>35/17</td>
<td></td>
</tr>
<tr>
<td>15040</td>
<td>Oswego Rock Daybeacon</td>
<td>TRUB</td>
<td>18528</td>
<td>0404-17</td>
<td>20/17</td>
<td></td>
</tr>
<tr>
<td>15545</td>
<td>Grays Harbor Bar Range Rear Light</td>
<td>DISCONTINUED</td>
<td>18502</td>
<td>0317-17</td>
<td>17/17</td>
<td></td>
</tr>
</tbody>
</table>

TEMPORARY CHANGES CORRECTED

<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>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

PLATFORM TEMPORARY CHANGES

<table>
<thead>
<tr>
<th>Name</th>
<th>Status</th>
<th>Position</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

PLATFORM TEMPORARY CHANGES CORRECTED

<table>
<thead>
<tr>
<th>Name</th>
<th>Status</th>
<th>Position</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</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.

Chart          Chart            Edition         Last Local Notice        Horizontal                   Source of          Current Local
Number       Edition          Date            to Mariners                Datum Reference       Correction          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 at 40-41-09.001N  074-02-48.001W

Corrective Action

Object of Corrective Action

Position

18003  20th Ed.  01-NOV-06       Last LNM: 40/17        NAD 83  49/17

Chart Title: Cape Blanco to Cape Flattery

Main Panel 1651 CAPE BLANCO TO CAPE FLATTEY.  Page/Side: N/A

Page 6 of 17
Coast Guard District  13

LNM: 49/17
06 December 2017
Change Note C to read:
A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Prince Rupert Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.

Change Note H to read:
A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Prince Rupert Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.

Change Note I to read:
A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Prince Rupert Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.

Change Note C to read:
A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Prince Rupert Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.
Main Panel 1686 HARO STRAIT MIDDLE BANK TO STUART ISLAND. Page/Side: N/A

CHANGE Change Note E to read:
A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Prince Rupert Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.

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

CHANGE Change Note I to read:
A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Prince Rupert Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.

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

ADD Symbol for Submerged Wreck, and label Masts.

Main Panel 1713 PUGET SOUND SEATTLE TO BREMERTON. Page/Side: A

ADD Symbol for Submerged Wreck, and label Masts.

Main Panel 1714 SEATTLE HARBOR ELLIOTT BAY AND DUWAMISH WATERWAY. Page/Side: A

Add Tabulation - DUWAMISH WATERWAY
Tabulation - DUWAMISH WATERWAY (NOS NW-26664)

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

CHANGE Change Note G to read:
A Cooperative Vessel Traffic Services (CVTS) system

Main Panel 1721 PUGET SOUND-northern part

ADD Symbol for Submerged Wreck, and label Masts.

Main Panel 1722 CONTINUATION OF DUWAMISH WATERWAY. Page/Side: A

ADD Symbol for Submerged Wreck, and label Masts.

Main Panel 1723 SEATTLE HARBOR ELLIOTT BAY AND DUWAMISH WATERWAY. Page/Side: A

Add Tabulation - DUWAMISH WATERWAY
Tabulation - DUWAMISH WATERWAY (NOS NW-26664)
has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. the appropriate Vessel Traffic Center (VTC) (Prince Rupert Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.

Change Note H to read:
A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. the appropriate Vessel Traffic Center (VTC) (Prince Rupert Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.

Symbol for Submerged Wreck, and label Masts.

Change Note F to read:
A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. the appropriate Vessel Traffic Center (VTC) (Prince Rupert Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.

Neah Bay Coast Guard Breakwater Obstruction Light A
Nominal range to 4M.

Change Note F to read:
A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. the appropriate Vessel Traffic Center (VTC) (Prince Rupert Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.

Neah Bay Coast Guard Breakwater Obstruction Light B
Nominal range to 4M.
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

<table>
<thead>
<tr>
<th>Approved Project(s)</th>
<th>Project Date</th>
<th>Ref. LNM</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Advance Notice(s)

OREGON – COOS BAY – Testing of LED Range Lights at the North Bend Ranges

The U.S. Coast Guard will be testing a LED combination lantern system to replace the incandescent lanterns for North Bend Lower and North Bend Ranges. The changes are expected to occur during the fall and winter of 2017. A Broadcast Notice to Mariners will be issued when the changes are made. The selected sites are:

North Bend Lower Range Front Light (LLNR 9010) the high intensity beam width will be increased from 1° to 3° and the intensity of the light will be increased.

North Bend Lower Range Rear and North Bend Range Rear Light (LLNR’s 9015 and 9025, on a dual range structure) the high intensity beam will be removed and the intensity of the light will be significantly increased.

North Bend Range Front Light (LLNR 9020) the high intensity beam width will be increased from 1° to 3° and the intensity of the light will be increased.

Mariners are encouraged to share comments on the performance and operation of these lights as aids to navigation. All comments should be sent to the email address D13-PF-LNM@uscg.mil. Any discrepancy for these or other Aids to Navigation should continue to be reported to US Coast Guard Sector North Bend.

Chart 18587

LNM: 36/17

COLUMBIA RIVER – COLUMBIA RIVER TO VANCOUVER – Testing of LED Front Range Lights at selected locations (Revised from LNM 39/17)

The U.S. Coast Guard is testing a LED combination lantern system to replace the incandescent lanterns at three selected sites on the Columbia River. These sites are:
Tansy Point Range Front Light (LLNR 11025) the high intensity beam width has increased from 1° to 3°, and the light characteristic has changed from a red flash every 2.5s (FL R 2.5s) to a quick flashing red light (Q R)

Martin Island Range Front Light (LLNR 10985) the high intensity beam width has been increased from 1° to 3° and the intensity of the light has been increased.

Willow Lower Range Front Light (LLNR 11140) the high intensity beam width has been increased from 1° to 3° and the intensity of the light has been increased.

Mariners are encouraged to share comments on the performance and operation of these lights as aids to navigation. All comments should be sent to the email address D13-PF-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: 18521 18524 18525

LNM: 49/17

COLUMBIA RIVER – LAKE UMATILLA – LAKE UMATILLA – Messner Lower Range change in lighting characteristics

The U.S. Coast Guard will be changing the light characteristics of Messner Lower Range Front Light (LLNR 12570) and Messner Lower Range Rear Light (LLNR 12575) during the fall or winter of 2017. Currently the ranges show a white light during daylight hours and a red light during night hours. This change will be primarily to a white light during day and night hours (24 hours a day). This change will allow the installation of LED lighting equipment, reduce the power consumption and increase the light's reliability. The range lights will have the following characteristics:

Messner Lower Range Front Light (LLNR 12570) a one second white flash every 2.5 seconds (Fl W 2.5) visible 1.5° either side of the rangeline.

Lighted throughout 24 hours with the daylight intensity six times brighter than the night time intensity

Messner Lower Range Rear Light (LLNR 12575) a three second white flash every 6 seconds (ISO W 6s) visible 1.5° either side of the rangeline.

Lighted throughout 24 hours with the daylight intensity six times brighter than the night time intensity

Mariners are encouraged to share comments on the performance and operation of these lights as aids to navigation. All comments should be sent to the email address D13-PF-LNM@uscg.mil.

Chart 18537

LNM: 49/17

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEOGRAPHIA – SWINOMISH CHANNEL SOUTH ENTRANCE - Testing of LED Front Range Lights (Revised from LNM 35/17)

The U.S. Coast Guard will be testing a LED combination lantern system to replace the incandescent lantern at Swinomish Channel South Entrance Range Front Light (LLNR 18820). The change is expected to occur during the winter of 2017 and 2018. A Broadcast Notice to Mariners will be issued when the change is made. The high intensity beam width will increase from 1° to 3° and the intensity of the beam will be increased. Mariners are encouraged to share comments on the performance and operation of this light and comments should be sent to the email address D13-PF-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 18427

LNM: 38/17

COLUMBIA RIVER – VANCOUVER TO THE DALLES – Testing of LED Front Range Lights at selected locations

The U.S. Coast Guard will be testing LED Lantern system to replace the incandescent lanterns at eleven (11) range sites on the Columbia River, between Vancouver, WA and Hood River, OR. The changes are expected to occur during the late fall and early winter of 2017, upon the end of the nesting season. A Broadcast Notice to Mariners will be issued when the changes are made. The selected sites are:

Airport Bar Range Front Light (LLNR 11107) the high intensity beam will be removed and the intensity of the light will be increased.

Airport Bar Range Rear Light (LLNR 11108) the intensity of the light will be increased.

Government Island Range Front Light (LLNR 11465) the high intensity beam will be removed and the intensity of the light will be increased.

Government Island Range Rear Light (LLNR 11470) will remain unchanged.

Washougal Lower Range Front Light (LLNR 11530) the high intensity beam will be removed and the intensity of the light will be increased.

Washougal Lower Range Rear Light (LLNR 11535) the intensity of the light will be increased.

Multnomah Falls Upper Range Front Light (LLNR 11700) the high intensity beam width has increased from 1° to 3° and the intensity of the light will be increased.

Multnomah Falls Upper Range Rear Light (LLNR 11705) will remain unchanged.

Warrendale Lower Range Front Light (LLNR 11715) the high intensity beam width has increased from 1° to 3° and the intensity of the light will be increased.

Warrendale Lower Range Rear Light (LLNR 11720) will remain unchanged.

Warrendale Upper Range Front Light (LLNR 11730) the high intensity beam will be removed and the intensity of the light will be increased.

Warrendale Upper Range Rear Light (LLNR 11735) will remain unchanged.

Wind Mountain Lower Range Front Light 17 (LLNR 11840) the high intensity beam will be removed and the intensity of the light will be increased.

Wind Mountain Lower Range Rear Light (LLNR 11845) the beam width will be decreased from 28 to 20° the intensity of the light will be increased.

Wind Mountain Upper Range Front Light 26 (LLNR 11895) the high intensity beam will be removed and the intensity of the light will be increased.
Wind Mountain Upper Range Rear Light (LLNR 11875) the intensity of the light will be increased.

Little White Salmon Upper Range Front Light 30 (LLNR 11895) the high intensity beam will be removed and the intensity of the light will be increased.

Little White Salmon Upper Range Rear Light (LLNR 11900) the intensity of the light will be increased.

Hood River Range Front Light (LLNR 11915) the high intensity beam width has increased from 1° to 3° and the intensity of the light will be increased.

Hood River Range Rear Light (LLNR 11920) the intensity of the light will be increased.

Mariners are encouraged to share comments on the performance and operation of these lights as aids to navigation. All comments should be sent to the email address D13-PF-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: 18531 18532

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

<table>
<thead>
<tr>
<th>Proposed Project(s)</th>
<th>Closing</th>
<th>Docket No.</th>
<th>Ref. LNM</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Proposed Change Notice(s)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
</tr>
</tbody>
</table>

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 in Enclosure (1) of this Local Notice to Mariners.

LNM: 49/17

SUMMARY OF DREDGING OPERATIONS

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

LNM: 49/17

SUMMARY OF MARINE EVENTS

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

LNM: 49/17

OREGON – COOS BAY – McCullough (US101) Bridge repair

ODOT is conducting a repair project on the McCullough Bridge (LLNR 9009) at mile 9.5 over Coos Bay on Hwy. US 101. The project is expected to continue until the fall of 2018. The repairs are on the north side of Jarvis Upper Range ‘B’ Front Light (LLNR 8960) outside the main navigation channel. Two 2000 foot temporary work bridges have been constructed for the project, but will not encroach into the navigation channel. The temporary bridges will be built on steel piles placed 45 feet apart.

Chart 18587

LNM: 48/17

OREGON - COOS BAY – Isthmus Slough Highway Bridge Notice

The U.S. Coast Guard has issued a deviation to the operating schedule governing the Isthmus Slough Highway Bridge (LLNR 9087) crossing Isthmus Slough, mile 1.0, between Bunker Hill, OR, and Eastside, OR. The double bascule span of the Isthmus Slough Highway Bridge need only open half the span, single leaf, for maritime traffic from 0600 on 01 Sep 17 to 0600 on 26 Feb 18. In addition, the vertical clearance on the non-functioning span is authorized to be reduced by ten feet from 28 feet to 18 feet. The functional leaf shall open on signal if at least 24 hours notice is given. The bridge will be required to open the functional span, if needed, for vessels engaged in emergency response operations during this closure period. The bridge shall operate in accordance to 33 CFR § 117.879 at all other times. This deviation is necessary to accommodate electrical upgrades and painting and preservation to the bridge. Vessels which do not require bridge openings may continue to transit beneath these bridges during the closure periods. For additional information contact Mr. Sam Dunnavant at (541) 957-3519.

Chart 18587

LNM: 30/17

OREGON - SIUSLAW RIVER - U.S. Highway 101 Bridge Notice

Repairs are being conducted on the U.S. 101 Bridge (LLNR 9558) across the Siuslaw River, mile 5.0, through 31 Mar 18. Repairs include a
OREGON - SIUSLAW RIVER - U.S. Highway 101 Bridge Notice

containment system with scaffolding that reduces the bridge's vertical clearance from the water line up to 5 feet. Signs and yellow lights have been installed to warn mariners of the reduced clearance. Scaffolding will be installed as work progresses from north to south. The U.S. 101 Bridge draw will not have containment installed so maritime navigation will not be impacted. Service barge(s) will be moored at the adjacent span supporting the maintenance work. Barge and work crew may be contacted using VHF-FM Ch. 16. Mariners are requested to transit the construction area at minimum safe speed with no wake. For more information, contact Mr. Wade Campbell at (541) 260-3345 or Mr. Danny McReynolds of the U.S.C.G District Thirteen Bridge Administration office at email Danny.G.McReynolds@uscg.mil.

Chart 18583

COLUMBIA RIVER - PACIFIC OCEAN TO HARRINGTON POINT - Astoria-Megler Bridge Special Notice

ODOT is removing existing paint coating by sand blast and power tooling methods within engineered containments on the Astoria-Megler Bridge (LLNR 14630/10086) at Columbia River mile 13.5. Replacement of rivets, steel repairs, and new paint will be applied until complete on 31 Aug 18. The containment system will reduce the vertical clearance beneath the bridge by six feet. The work will be during daylight hours, generally from 0630 to 1800, Monday through Friday. Weekend work is not anticipated but could occur. The containment system will be in place for the duration of the project. The containment system is movable and will occupy approximately 300 to 400 feet at any one time. The work is anticipated to be performed year round. Mariners are advised to exercise caution when navigating under the bridge and to be aware of fall hazards while containment scaffolding is being relocated. All work will be staged from the roadway deck. On scene contacts for ODOT are Mr. Jeremy Chauvin at (503) 338-8837 and Mr. Grant Hudkins at (503) 338-0574.

Chart 18521

OREGON - WILLAMETTE RIVER - PORTLAND – Bridge Notice for Ross Island Bridge painting (Revised from LNM 04/17)

Painting and abrasive sand blast operations is being conducted on the Ross Island Highway Bridge (LLNR 14959.7) across the Willamette River at RM 14.0, from 30 Jan 17 until 28 Apr 18. Span 1 is the west most span and Span 3 is the east most span; Span 3 is the center span. Working hours will be from 0600 to 1200 on Saturday's, and 0600 to 1900, Monday through Friday. Vessels are advised to navigate Spans 1, 2, or 4 to navigate on the east side of Span 3 (Center Span) during this period. A working barge will be moored in Span 5 during non-working periods, and lighted as per the navigation rules. The maximum vertical clearance of Span 3 (center) is 120 feet at 0.0 feet Willamette River datum (WRD).

Span obstructions: Span 3 west to center (30 Jan 17 - 30 Nov 17), moored barge and reduced vertical clearance up to 25 feet, center span will be reduced by 5 feet to 115 feet); Span 3 east, as shown in enclosure (5) of Local Notice to Mariners 07/17 (01 Nov 17 - 20 Apr 18), moored barge and reduced vertical clearance by up to 25 feet); Span 4 (21 Feb 17 - 20 Apr 18), moored barge and reduced vertical clearance by 5 feet, from 90 feet to 85 feet). The scaffolding containment will be marked with amber flashing lights. A safety boat will be in the water while crews are on the bridge. For additional information, please contact Mr. Joseph Wagner with Abbe & Svoboda at (360) 356-4810.

Chart 18526

WASHINGTON – DUVAMISH RIVER – South Oxbow Bridge Repair

General Construction Company will be performing repairs to the South Oxbow Bridge on the Duwamish River at mile 5.3. The repair work will take place on the east abutment and Span 1 from 01 Nov 17 through 01 Apr 18. Typical work hours Mon-Fri 0600 to 1630, with possible weekend work to maintain schedule. A yellow turbidity curtain and containment will be installed from the east abutment out to span 2 of the bridge. No impacts to marine traffic are expected. For additional information contact Mr. Jared Sakamoto at (808) 864-3079 or email jared.sakamoto@kiewit.com.

Chart 18450

WASHINGTON - PUGET SOUND - SOUTHERN PART - CHAMBERS BAY – Burlington Northern Santa Fe Railroad Special Drawbridge Notice - Critical Navigation Notice

The U.S. Coast Guard has issued a temporary deviation to test a proposed regulation change for the Chambers Creek Bridge (LLNR 17268). The temporary test deviation will be effective from 0600 on 22 Jul 17 to 0600 on 15 Jan 18. During this period the Chambers Creek Bridge shall open on signal, except from 2200 to 0600, if at least 4 hours notice is given; however, the bridge will be required to open for vessels engaged in emergency response as soon as possible, no later than 1 hour after notification. The bridge in the closed-to-navigation position provides 10 feet of vertical clearance at Mean High Water. During the last test period, only one request was received during that time, therefore, more data will be needed to make a ruling. Interested parties are encouraged to submit comments anytime during this test deviation period. At the end of the test period the U.S. Coast Guard will make a determination if this change should be made permanent. Comments may be sent to the Bridge Administrator, Thirteenth Coast Guard District; e-mail D13-PF-D13BRIDGES@uscg.mil.

Chart 18448

OREGON – CAPE SEBASTIAN TO HUMBUG MOUNTAIN - ROGUE RIVER – Shoaling

Shoaling has been reported at Rogue River between the breakwaters, near the US Coast Guard Detachment and the marina entrance, within and outside the federally maintained navigation channel. This shoaling has caused depths to be less than advertised. Mariners are advised to transit the area with caution. To view the latest bottom surveys of the channel, visit US Army Corps of Engineers web site http://www.nwp.usace.army.mil/Missions/Navigation/surveys.aspx. Rogue River is listed under the Southern Oregon coast Hydrosurveys.

Chart 18601

OREGON – CAPE BLANCO TO YAQINA HEAD – Submerged structure and debris adrift off Heceta Bank (Revised from LNM 38/17)

Multiple parts of the submerged infrastructure attached to the National Science Foundation’s Cabled Observatory have broken free of their moorings and been dragged off station. These are large orange submerged buoyant structures approximately 10 feet x 10 feet in size trailing up to 600 meters of cable with floats attached. The last reported position was 44-21-33.00N 124-57-48.24W, 13 NM northwest of Heceta Bank. The depth of the debris is unknown but may be at the surface or up to a depth of 200 meters. Mariners are advised to transit this area using extreme caution, avoid the position by a minimum of 1 NM and avoid trailing any gear or equipment to prevent entanglement. Report any sightings to US Coast Guard Sector North Bend at (541) 756-9201 and Mr. Chuck McGuire at (206) 913-3169 or (206) 616-5834. For additional information,
US Strategic Command will conduct GPS testing encompassing the approximate position 47-43-56.0N 122-42-53.8W at Bangor Trident Base, WA.

Mr. Justin Strong at (253) 552-1140 or email at jstrong@orionmarinegroup.com.

For more information contact Mr. Chuck McGuire at email mcguire@apl.washington.edu.

National Renewable Energy Lab and Integral Consulting Inc. have deployed two yellow spherical Wave-Rider lighted buoys, offshore in the vicinity of the Umpqua River entrance. The location of the Northern Buoy is 43-45-37.400N 124-13-29.600W and the Southern Buoy is 43-35-11.0N 124-17-23.3W. These buoys are marked with a yellow light flashing every 2.0 s (Fl Y 2.0s). Both lighted buoys were deployed as of 24 Mar 17 and will be completely removed on or before 24 Mar 18. For additional information, contact Levi Kilcher at (503) 804-1187 or email Daniel.G.Mansur@usace.army.mil.

Mariners should avoid trailing any gear or equipment to prevent entanglement when transiting in the vicinity of the barge and moorings is attached as enclosure (6) to Local Notice to Mariners 44/17. For additional information, contact Mr. Daniel Mansur at (503) 804-1187 or email Daniel.G.Mansur@usace.army.mil.

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. The USACE completed repairs of jetty A on 08 Aug 17. Scheduled repairs of the North jetty are to be conducted from 2017 through 2020 and repairs of the South jetty are to be conducted from 2019 through 2023. More information may be found at the USACE Portland District web site: http://www.nwp.usace.army.mil/Missions/Navigation/surveys.aspx. The South Beach Marina Channel is listed under the Northern Oregon Coast Hydrosurveys.

NOAA Northwest Fisheries Science Center (NMFS) has deployed subsurface acoustic recorder moorings along the Washington Coast as of 10 Oct 17. Mariners should avoid trailing any gear or equipment to prevent entanglement when transiting in the vicinity of the barge and moorings are expected to remain on site through 01 Oct 18. The moorings are located at:

<table>
<thead>
<tr>
<th>Location Area Name</th>
<th>Latitude - Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>Columbia River North</td>
<td>46-19-37N 124-11-54W</td>
</tr>
<tr>
<td>Westport</td>
<td>46-57-51N 124-18-09W</td>
</tr>
<tr>
<td>LaPush</td>
<td>47-52-50N 124-40-53W</td>
</tr>
<tr>
<td>Cape Flattery Offshore</td>
<td>48-10-33N 125-37-08W</td>
</tr>
<tr>
<td>Western Strait of Juan de Fuca</td>
<td>48-29-30N 124-47-00W</td>
</tr>
</tbody>
</table>

Mariners should avoid trailing any gear or equipment to prevent entanglement when transiting in the vicinity. For additional information contact Mr. Brad Hanson at (206) 860- 3220 or email at Brad.Hanson@noaa.gov.

Orion Marine Construction is constructing a new pier at the US Coast Guard Air Station at Port Angeles, WA, as of 30 Jan 17 through approximately 31 Dec 17. Hours of operations will be 0630 to 1700, Monday through Friday. Work will consist of pile installation and a new concrete superstructure. The Derrick Barge Rainier and Tug Cowlitz will be on site. Mariners may not transit between the derrick barge and the shoreline due to multiple obstructions and are requested to proceed at their slowest safe speed to minimize wake during working hours. The barges will remain on site and will be marked with all-around white lights. The derrick barge will be monitoring VHF-FM Channel 13. A temporary mooring buoy for barges has been deployed in position 48-08-02N, 123-27-20W and will remain in place during this project. For more information contact Mr. Justin Strong at (253) 552-1140 or email at jstrong@orionmarinegroup.com.

US Strategic Command will conduct GPS testing encompassing the approximate position 47-43-56.0N 122-42-53.8W at Bangor Trident Base, WA.
WASHINGTON — ADMIRALTY INLET TO OLYMPIA — GPS testing
US Strategic Command will conduct GPS testing encompassing the approximate position 47-43-56.1N 122-43-53.8W at Bangor Trident Base, WA, with a radius of 96 NM. The GPS navigation signal may be unreliable for shipboard navigation and handheld systems. Systems that rely on GPS, such as e-911, AIS and DSC, may also be affected. Testing dates and times are listed below. The testing frequency will be GPS L1 and L2.
Proposed testing local times are:

04 to 08 Dec 17: 0500 to 0759, 1100 to 1459, 1700 to 1859, 2100 to 2259
11 to 14 Dec 17: 0500 to 0759, 1100 to 1459, 1700 to 1859, 2100 to 2259
15 Dec 17: 0500 to 0759, 1100 to 1459

All times listed are in Pacific Standard Time. For additional information or to express concerns, contact the U.S. Coast Guard Navigation Center at (703) 313-5900.

WASHINGTON — ADMIRALTY INLET TO OLYMPIA — Submersible Vehicle testing
century. The Naval Undersea Warfare Center at Keyport, WA is conducting operations in the vicinity of the Naval Undersea Warfare Center between the Brownsville Marina and Keyport through 23 Dec 17. Operations will be conducted Monday through Friday during daylight hours. Operations will involve semi-submersible and submersible vehicles escorted by a small naval craft with a flashing red light. The small craft will monitor VHF-FM Channels 12 and 16. The call sign for the small craft will be “Keypont 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 Operations Division, Range Control Branch, Keyport, WA at (360) 396-2313.

WASHINGTON — SEATTLE TO BREMERTON — 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.

WASHINGTON — PUgetsound — PIER 66 PILE REPLACEMENT
American Construction Company will conduct timber pile replacement at Pier 66 in the Port of Seattle. The work will commence on or about 28 Aug 17 and will be conducted for up to five days a week during daylight hours, until completion. The derrick barges Guardian or Mukilteo will be on site alongside the barges Valor or Stilly. The derrick barges will monitor channels VHF-FM 13, 14, and 16. For additional information contact Mr. Vernon Uy at (425) 870-3217.

WASHINGTON — PUgetsound — DUWAMISH WATERWAY — Terminal 5 Pile demolition
Redside Construction Company is conducting pile demolition at Terminal 5 from 02 Oct 17 through approximately 15 Mar 18. Work will occur during daylight hours, Monday through Friday. The piles will be removed from Piers 23 through 26 and the shipway north of the Inner Harbor Line. The derrick barges Whitehorse and Western Provider will be on site at Pier 5 throughout the project and will monitor VHF-FM Channels 13 and 14. Both barges will remain on site at night and will be marked with fixed white lights at the corners. For additional information contact Mr. David Berry at (206) 940-2529 or Mr. Sam Berry at (206) 940-0564.

WASHINGTON — PUgetsound — SEATTLE TO OLYMPIA — Robinson Point DGPS Site proposed DGPS off-air time
The U.S. Coast Guard Navigation Center has proposed off-air time for the Robinson Point, WA, DGPS site to conduct equipment maintenance from 0800 to 1800 on 07 Dec 17 with an alternate time of 0800 to 1800 on 08 Dec 17. There will be no significant loss of coverage due to dual coverage in the area. For additional information or objections, contact the Navigation Center DGPS Operations at (703) 313-5902 or at https://www.navcen.uscg.gov/?pageName=dgpsSiteInfo&currentOutages.
WASHINGTON - PUGET SOUND - COMMENCEMENT BAY - Port of Tacoma Pier 4 Reconfiguration

Manson Construction Company will conducting reconfiguration work at Pier 4 in the Blair Waterway from 23 Oct 17 through 30 Nov 17. Work may be done at all hours. Barges with anchoring cables will be in use during this project and will affect the use of the waterway. Vessels transiting near Pier 4 are asked to contact Manson Construction on VHF-FM channels 8 or 65 to make passing arrangements. For additional information contact Mr. Kurt Hinkle at (206) 437-9312 email KHinkle@MansonConstruction.com or Mr. Eric Ramirez (206) 295-9113 email ERamirez@mansonconstruction.com.

Chart 18453

WASHINGTON - PUGET SOUND - COMMENCEMENT BAY - Dolphin installation in the Hylebos Waterway

Orion Marine Construction will be installing new berthing dolphins at the Targa Sound Terminal facility on the Hylebos Waterway in Tacoma, WA. Operations will commence on 03 Oct 17 and continue through 31 Mar 18. The hours of operations will be Monday through Saturday from 0700 to 1700. The derrick barge DB Rainier and tug Skagit will be on scene and monitoring VHF-FM channels 13 and 14 and cellular (253) 209-5587. Barges will remain on site overnight and marked with fixed white lights on the outer corners. For additional information, contact Mr. Chad Smith at (253) 209-5587 or email csmith@orionmarinegroup.com.

Chart 18453

WASHINGTON - LAKE WASHINGTON SHIP CANAL – LAKE WASHINGTON - Mooring Buos north of I-90 Floating Bridge

Kiewit-Hoffman Constructors will be deploying two temporary lighted mooring buoys in Lake Washington north of the I-90 floating bridge in positions:

West buoy at 47-35-32.040N 122-16-49.740W

Both buoys are a white steel barrel with a blue stripe and marked by a white light flashing every 4 s (Fl W 4s). These buoys are to be deployed after 01 Aug 17 and removed before 01 Aug 18. For additional information contact Mr. Mattson Larson at (425) 318-5296 or email Mattson.larson@kiewit.com or Mr. David Bowman at (360) 300-7055 or email David.bowman@kiewit.com.

Chart 18447

WASHINGTON - PUGET SOUND - NORTHERN PART - POSSESSION SOUND – Pile driving operations at new Mukilteo Ferry Dock

Orion Marine Contractors is conducting pile driving operations at the new Mukilteo Ferry Dock, approximately 1,800 feet north of the existing Mukilteo Ferry Landing. Work will continue through 31 Jan 18. Hours of the operations will be 0700 to 1730, Monday through Saturday. The derrick barge DB St. Helens and the construction barge 196 will be on scene and monitoring VHF-FM Channels 13 and 16. The barges will be marked with fixed white lights at the corners, and the DB St. Helens will be using a 3 point mooring system to maneuver about the work site. The anchor buoys will be lighted and placed approximately 500 feet offshore. Mariners are advised to use caution when transiting the area and reduce wake. For additional information, contact Mr. Bob Houde at (425) 606-7877 or Mr. Robert Poshusta at (360) 621-6855.

Chart 18443

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – SAN JUAN CHANNEL – Submarine cable operations

(Revised from 30/17)

Harbor Offshore Inc. will be installing and recovering submarine cables in the San Juan Channel between Pear Point on San Juan Island and Fisherman's Bay on Lopez Island, within the charted cable areas. Operations will commence on 26 Jul 17 and continue through 13 Aug 19. The hours of operations will be 24 hours a day, 7 days a week. For additional information contact Mr. Cliff Center at (206) 949-7133 or Mr. Lester Garrett at (206) 391-4077.

Chart 18434

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – FRIDAY HARBOR – Scientific Seafloor Equipment Deployment

Cornell University has deployed scientific seafloor equipment near the University of Washington Friday Harbor Labs dock. The equipment consists of four hydrophone mounts that extend four feet above the seafloor with a series of cables connecting them to a shore side facility. For additional information, contact Mr. Charles H. Greene at (607) 275-1662 or email chg2@cornell.edu.

Chart 18434

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – HARO STRAIT AND BOUNDARY PASS - Placement of underwater equipment

(Revised from LNM 08/16)

Two Canadian subsurface research buoys have been placed in Canadian waters in Haro Pass and Boundary Pass at approximate positions:

48-41-07.32N 123-16-26.10W
48-30-23.68N 123-12-37.92W

The buoys are set to float approximately eight meters above the seabed and are expected to be in place until further notice. For additional information contact Mr. Sean Dyble of the Canadian Hydrographic Services Office Esquimalt at (250) 363-4929 or email sean.dyble@forces.gc.ca.
SECTION VIII - LIGHT LIST CORRECTIONS

An Asterisk *, indicates the column in which a correction has been made to new information

<table>
<thead>
<tr>
<th>No.</th>
<th>Name and Location</th>
<th>Position</th>
<th>Characteristic</th>
<th>Height</th>
<th>Range</th>
<th>Structure</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>16163</td>
<td>NEAH BAY COAST GUARD BREAKWATER OBSTRUCTION LIGHT B</td>
<td>48-22-16.780N 124-36-07.393W</td>
<td>FLY 4s</td>
<td>26</td>
<td>4</td>
<td>NY on breakwater.</td>
<td>49/17</td>
</tr>
</tbody>
</table>

ENCLOSURES

Enclosure 1
OREGON - WASHINGTON - IDAHO - MONTANA - Summary of Bridge Lighting Discrepancies and Corrections
LNM: 49/17

Enclosure 2
OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations
LNM: 49/17

Enclosure 3
OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events
LNM: 49/17

Enclosure 4
Coos Bay Sub-Surface Moorings
LNM: 49/17

Enclosure 5
St. Joe River Bridge construction
LNM: 49/17

Enclosure 6
Safety and Security Zones
LNM: 49/17

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 Michele L. Schallip
Chief, Waterways Management Branch
Thirteenth Coast Guard District
### BRIDGE DISCREPANCIES

<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>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>COLUMBIA RIVER</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SNAKE RIVER</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WILLAMETTE RIVER</td>
<td></td>
<td>15152 Wilsonville Railroad Bridge Wilsonville, OR</td>
<td>Multiple extinguished lights</td>
<td>10/11/2017</td>
<td>0921-17</td>
<td></td>
</tr>
<tr>
<td>WASHINGTON COAST</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PUGET SOUND</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IDAHO</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### BRIDGE CORRECTIONS

<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>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>COLUMBIA RIVER</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SNAKE RIVER</td>
<td></td>
<td>14070 Camas Prairie Railroad Bridge Lewiston, ID</td>
<td>All lights are watching properly</td>
<td>12/5/2017</td>
<td>No BNM</td>
<td></td>
</tr>
<tr>
<td>WILLAMETTE RIVER</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WASHINGTON COAST</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PUGET SOUND</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IDAHO</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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>Channels Monitored</th>
<th>Disposal Area</th>
<th>LNM</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-Dec-17</td>
<td>31-Jan-18</td>
<td>24 Hrs/7 Days</td>
<td>Rogue River; Gold Beach</td>
<td>M/V Paul Vincent</td>
<td>M/V Fester</td>
<td>VHF-FM 13, 16 &amp; 67</td>
<td>On shore</td>
<td>48/17</td>
</tr>
<tr>
<td>1-Nov-17</td>
<td>20-Dec-17</td>
<td>24 Hrs/7 Days</td>
<td>Tillamook Bay; Port of Garibaldi Boat Basin</td>
<td>M/V Laura</td>
<td>M/V Ms. SoCo</td>
<td>VHF-FM 12, 13 &amp; 16</td>
<td>TBD</td>
<td>43/17</td>
</tr>
<tr>
<td>27-Nov-17</td>
<td>6-Dec-17</td>
<td>24 Hrs/7 Days</td>
<td>Columbia River; Wahkiakum Ferry Channel Crossing, RM 44</td>
<td>M/V Heidi Renee</td>
<td>M/V Norton Bay</td>
<td>VHF-FM 16 &amp; 72</td>
<td>RM 51.7</td>
<td>46/17</td>
</tr>
<tr>
<td>25-Nov-17</td>
<td>28-Nov-17</td>
<td>24 Hrs/7 Days</td>
<td>Columbia River: Lower Dobelbower Bar (RM 67+05 to 68+40)</td>
<td>M/V Essayons</td>
<td>None</td>
<td>VHF-FM 13 &amp; 16</td>
<td>O-59.7-IW O-63.1-IW</td>
<td>46/17</td>
</tr>
<tr>
<td>7-Dec-17</td>
<td>11-Dec-17</td>
<td>24 Hrs/7 Days</td>
<td>Columbia River: Port of Longview Turning Basin RM 66.5</td>
<td>M/V Heidi Renee</td>
<td>M/V Norton Bay</td>
<td>VHF-FM 16 &amp; 72</td>
<td>RM 55.9</td>
<td>48/17</td>
</tr>
<tr>
<td>1-Nov-17</td>
<td>15-Dec-17</td>
<td>24 Hrs Mon-Sat</td>
<td>Columbia River; Port of Longview Terminals 5, 6, 7, 8 &amp; 9</td>
<td>M/V DB Sea Horse</td>
<td>M/V Husky</td>
<td>VHF-FM 13 &amp; 16</td>
<td>Barlow Point</td>
<td>43/17</td>
</tr>
<tr>
<td>21-Aug-17</td>
<td>U F N</td>
<td>0800-1500 Mon-Sat</td>
<td>Columbia River; shoreline and side channels (RM 80 to 120)</td>
<td>M/V Sanderling</td>
<td>M/V Johnny Peterson</td>
<td>VHF-FM 13 &amp; 16</td>
<td>Shoreside</td>
<td>33/17</td>
</tr>
<tr>
<td>23-Oct-17</td>
<td>30-Nov-17</td>
<td>0600-1800 Mon-Fri</td>
<td>Columbia River; Port of Vancouver (RM 102 to 106)</td>
<td>M/V DB Sea Vulture</td>
<td>M/V Husky</td>
<td>VHF-FM 13 &amp; 16</td>
<td>TBD</td>
<td>43/17</td>
</tr>
<tr>
<td>7-Nov-17</td>
<td>15-Dec-17</td>
<td>0600-1700 Mon-Fri</td>
<td>Columbia River (RM118 to 120.5 on Washington side).</td>
<td>Dredge 7</td>
<td>None</td>
<td>VHF-FM 13/16/79</td>
<td>Shoreside</td>
<td>44/17</td>
</tr>
<tr>
<td>1-Dec-17</td>
<td>14-Jan-18</td>
<td>24 Hrs/7 Days</td>
<td>Duwamish River Turning Basin (254+00 to 275+56)</td>
<td>M/V Mukilteo</td>
<td>M/V Lummi</td>
<td>VHF-FM 13, 16 &amp; 79</td>
<td>Elliott Bay DNR</td>
<td>45/17</td>
</tr>
<tr>
<td>27-Nov-17</td>
<td>22-Jan-18</td>
<td>24 Hrs/7 Days</td>
<td>Snohomish River (RM 1.3 to 1.5 and 5.5 to 5.9)</td>
<td>M/V Renegade</td>
<td>M/V Buccaneer</td>
<td>VHF-FM 13, 16 &amp; 79</td>
<td>Parcel O</td>
<td>47/17</td>
</tr>
</tbody>
</table>

Mariners are advised that the start and ending dates for dredging activities may vary due to unforeseen on-site conditions, gill net fishing and weather and other factors.

The US Army Corps of Engineer dredges request mariners transit at their slowest safe speed to minimize wake when in the vicinity of a dredge and proceed after passing arrangements have been made. 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>06 through 10 Dec 17</td>
<td>1700-2100</td>
<td>Portland Christmas Ships</td>
<td>Willamette River from Lake Oswego to the St. Johns Bridge. Columbia River from Camas to St. Helens. Multnomah Channel from Coon Island to Willamette River</td>
</tr>
<tr>
<td>13 through 21 Dec 17</td>
<td>1700-2100</td>
<td>Portland Christmas Ships</td>
<td>Willamette River from Lake Oswego to the St. Johns Bridge. Columbia River from Camas to St. Helens. Multnomah Channel from Coon Island to Willamette River</td>
</tr>
<tr>
<td>6-Jan-17</td>
<td>1030-1400</td>
<td>Wasabi Bridge to Bridge Winter Series Race</td>
<td>Willamette River and Multnomah Channel from Cathedral Park to Sauvie Island Bridge</td>
</tr>
</tbody>
</table>

### SECTOR PUGET SOUND 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>9-Dec-17</td>
<td>1100-1700</td>
<td>SBYC Snowbird Series</td>
<td>Shilshole Bay</td>
</tr>
</tbody>
</table>
COOS BAY SUB-SURFACE MOORING PLACEMENT

Entrance to South Slough
Surface float: 43-20-27.5 N, 124-19-11.4 W

Near McCullough Bridge
Bottom mooring: 43-25-44.0 N, 124-13-9.5 W
Surface float: 43-25-45.12 N, 124-13-8.4 W

North of Isthmus Slough & Marshfield Channel
Bottom mooring: 43-22-40.8 N, 124-12-43.5 W
Surface float: 43-22-41.6 N, 124-12-42.1 W
Bottom mooring: 43-22-27.8 N, 124-12-14.1 W
Surface float: 43-22-26.8 N, 124-12-13.3 W
13383/13384 - St. Maries Bridge Project

St. Joe River Safety Plan

Buoys to be anchored in approximate location as shown in site plan, 10 locations.
To be placed in a way to delineate boats to the open area.

Hazard Buoys to be anchored in approximate location as shown in site plan, 3 locations.
To be placed approximately 50' from each bank edge.

Sign to be attached to existing post at boat launches near bridge, as shown in plan.

Sign to be attached to existing post in river as near to buoy as possible.

Boat with Flagger - During demolition, girder placement, metal decking placement, and railing placement on center span of bridge, a boat will be anchored up and down stream of the bridge with flagger to communicate with operation and stop boats as needed. Boats will only be stopped until it is safe to pass underneath the operation.

**Emergency Access will be maintained in the river throughout the duration of the project.**
SAFETY AND SECURITY ZONES

Washington - Tank Ship Protection 33 CFR 165.1313

Do not approach within 100 yards of any Tank Ship. No vessel or person is allowed within 100 yards of a tank ship, unless authorized by the on-scene official patrol or tank ship master. To request authorization to operate within this security zone, contact United States Coast Guard Sector Puget Sound Joint Harbor Operations Center at 206-217-6001.

Washington - Large Passenger Protection 33 CFR 165.1317

When within a large passenger vessel security and safety zone all vessels must operate at minimum speed necessary to maintain a safe speed and must proceed as directed by the on-scene official patrol or large passenger vessel master. No vessel or person is allowed within 100 yards of any vessels underway or at anchor, unless authorized by the on-scene official patrol or large passenger vessel master. No vessel or person is allowed within 25 yards of a large passenger vessel that is moored.

Oregon - Large Passenger Protection 33 CFR 165.1318

When within a large passenger vessel security and safety zone all vessels must operate at minimum speed necessary to maintain a safe speed and must proceed as directed by the on-scene official patrol or large passenger vessel master. No vessel or person is allowed within 100 yards of any vessels underway or at anchor, unless authorized by the on-scene official patrol or large passenger vessel master. No vessel or person is allowed within 25 yards of a large passenger vessel that is moored.

Washington – Protection of Military Cargo - Naval Vessel Protection Zone 33 CFR 165.1321

Do not approach within 100 yards of any U.S. Naval Vessel. Within 500 yards of operation of the U.S. Naval Vessel you must transit at minimum safe operating speed. If you need to pass within 100 yards of a U.S. Naval Vessel, in order to ensure a safe passage and in accordance with the Navigation Rules, you must contact the U.S. Naval Vessel of the Coast Guard escort vessel on VHF-FM channel 16. Vessels 20 meters or greater in length should seek permission from the COTP or a Designated Representative at least 4 hours in advance. Vessel less than 20 meters in length should seek permission at least 1 hour in advance. VTS Puget Sound may be reached on VHF-FM channel 14.

Washington - Elliot Bay – Cruise Ship Protection - Pier 91 33 CFR 165.1324

The Captain of the Port, Puget Sound has established the following areas as safety zones: All waters extending 1,000 yards due south from the end of Pier 91, to be in effect only during the arrival or departure of Large Passenger Cruise Vessels at Pier 91, Seattle, Washington. Additionally, a safety zone encompassing all waters within 100 yards surrounding Pier 91, Seattle, Washington is in effect when a Large Passenger Cruise Vessel is moored at Pier 91. In accordance with the general regulations in 33 CFR Part 165, Subpart D, no person or vessel may enter or remain in this security and safety zone, except for vessels authorized by the Captain of the Port or Designated Representatives.

Washington – Escorted U.S. Navy submarines in Sector Puget Sound COTP Zone 33 CFR 165.1327

The following area is a security zone: All waters within 1000 yards of any U.S. Navy submarine that is operating in the Sector Puget Sound Captain of the Port Zone, as defined in 33 CFR Section 3.65–10, and is being escorted by the Coast Guard. In accordance with the general regulations in 33 CFR Section 165, Subpart D, no person or vessel may enter or remain in the security zone created by paragraph (a) of this section unless authorized by the Coast Guard patrol commander. The Coast Guard patrol commander will coordinate with Vessel Traffic System users on a case-by-case basis to make appropriate passing arrangements under the circumstances. 33 CFR Section 165, Subpart D, contains additional provisions applicable to the security zone created in paragraph (a) of this section. The Coast Guard security escort will attempt, when necessary and practicable, to notify any persons or vessels inside or in the vicinity of the security zone created in this section of its existence via VHF Channel 16 and/or any other means reasonably available.

Washington – U.S. Navy submarines in Hood Canal RNA 33 CFR 165.1328

The following area is a regulated navigation area (RNA): All waters of the Hood Canal in the State of Washington whenever any U.S. Navy submarine is operating in the Hood Canal and is being escorted by the Coast Guard. For purposes of this section, “Hood Canal” means all waters of Hood Canal, including Dabob Bay, located between two lines with the first line connecting positions 47°37.9' N, 122°57.1' W and 47°37.9' N, 122°52.9' W and the second line connecting positions 48°00.7' N, 122°41.0' W and 47°56.4' N, 122°36.9' W. Regulations. All persons and vessels located within the RNA created by this section shall follow all lawful orders and/or directions given to them by Coast Guard security escort personnel. 33 CFR Section 165, Subpart B, contains additional provisions applicable to the RNA created in this section. The Coast Guard security escort will attempt, when necessary and practicable, to notify any persons or vessels in the RNA created in this section of its existence via VHF Channel 16 and/or any other means reasonably available.

Washington – Elliot Bay – Pier 36 Security Zone 33 CFR 165. 1334

The Coast Guard has established a security zone at U.S. Coast Guard (USCG) Base Support Unit Seattle, Pier 36, Elliot Bay, Seattle, WA. This permanent security zone is necessary to protect military and visiting foreign vessels, waterfront facilities, and the maritime public from destruction, loss, or injury from sabotage, subservive acts, or other malicious acts of a similar nature. Entry into or movement within this security zone is prohibited without the permission of the Captain of the Port or a Designated Representative. 1334 Security Zone; U.S. Coast Guard BSU Seattle, Pier 36, Elliot Bay, Seattle, WA. (a) Location: The following area is a security zone: all waters east of a line from 47-35.450'N 122-20.585'W to 47-35.409'N 122-20.585'W at Pier 36, Elliot Bay, Seattle, WA. (b) Regulations: In accordance with the general regulations in 33 CFR Part 165, Subpart D, no vessel may enter, transit, moor, or anchor within this security zone located at Pier 36, Elliot Bay, WA, except for vessels authorized by the Captain of the Port or Designated Representative.(c) Authorization: To request authorization to operate within this security zone, contact United States Coast Guard Sector Puget Sound Joint Harbor Operations Center at 206-217-6001.