LOCAL NOTICE TO MARINERS

District: 13
Week: 50/17

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: 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). 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.

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ABBREVIATIONS

A through H

ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
AI - Alternating
B - Buoy
BKW - Breakwater
bl - Blast
BNM - Broadcast Notice to Mariner
bu - Blue
C - Canadian
CHAN - Channel
CGD - Coast Guard District
C/O - Cut Off
CONT - Contour
CRK - Creek
CONST - Construction
DAYMK/Daymk - Daymark
DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued

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

P through Z

PRIV - Private Aid
Q - Quick
R - Red
RACON - Radar Transponder Beacon
Ra ref - Radar reflector
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RFL - Range 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
sl - silent
SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

OREGON - WASHINGTON - Coast Pilot 7 New Edition


SNAKE RIVER – LAKE SACAJAWEA AND LAKE HERBERT G. WEST – Lower Monumental Lock Closure

The Lower Monumental Navigation Lock at Snake River RM 41.6 will be out of service from 0630 to 1700 on 03 Jan 18 and on 17 Jan 18. This closure is to replace a transformer. For additional information contact the Lower Monumental Chief Operator at (509) 282-7231 or the NWW Operations Division at (509) 527-7112 or 7364.

Charts: 18545 18546

SNAKE RIVER – LAKE BRYON – LITTLE GOOSE LOCK AND DAM – Little Goose Lock Closure

The Little Goose Navigation Lock at Snake River RM 70.3 will be out of service from 0630 to 1700 on 17 Jan 18. This closure is for diving operations. For additional information contact the Little Goose Chief Operator at (509) 399-2233, ext.231 or the NWW Operations Division at (509) 527-7112 or 7364.

Chart 18547

WASHINGTON – PUGET SOUND – NORTHERN PART – PORT ORCHARD AND APPROACHES TO LIBERTY BAY – Submersible Vehicle testing

The Naval Undersea Warfare Center at Keyport, WA will be conducting operations in the vicinity of the Naval Undersea Warfare Center between the Brownsville Marina and Keyport through 21 Dec 18. Operations will be conducted Monday through Friday during daylight hours. Operations will involve semi-submersible and submersible vehicles escorted by a small naval craft with a flashing red light. The small craft will monitor VHF-FM channels 12 and 16. The call sign for the small craft will be "Keyport Range Control". All craft transiting the area are requested to exercise caution and maintain a sharp lookout for possible semi-submerged vehicles while the range is in operation. Questions can be directed to Keyport Range Control on VHF-FM channels 12 and 16 or by contacting the Pacific Northwest Range Management and Operations Division, Range Control Branch, Keyport, WA at (360) 396-2313.

Chart 18446

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.
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 sea bed. 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.

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.

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 NW Operations Division at (509) 527-7112 or (509)-527-7115.

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.

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.

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.

### 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.

### 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 West points will be 0.5 NM. These test AIS are not intended to be used as navigational marks. Mariners are requested to provide comments on the AIS test bed to the email DFO.CCG-Western-Aids@DFO-MPO.GC.CA. For further information, refer to the Canadian Notice to Mariners (NOTMAR), Western Edition 8 (#819) of 2016.

### WASHINGTON – APPROACHES TO ADMIRALITY 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.

### 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.
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<td>Southbeach Marina Light 2</td>
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<td>9815</td>
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<td>18322</td>
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<td>LT EXT</td>
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<td>18328</td>
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DISCREPANCIES (PRIVATE AIDS) CORRECTED

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<td>East Vashon Outfall Pipe Lighted Buoy A</td>
<td>RESET ON STATION</td>
<td>18474</td>
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<td>17166</td>
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### TEMPORARY CHANGES

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.

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<td>0842-17</td>
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<td>14435</td>
<td>Baker Bay West Channel Daybeacon 7</td>
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<td>18521</td>
<td>0755-17</td>
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<td>Oswego Rock Daybeacon</td>
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<td>15545</td>
<td>Grays Harbor Bar Range Rear Light</td>
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### TEMPORARY CHANGES CORRECTED

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### PLATFORM TEMPORARY CHANGES

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### PLATFORM TEMPORARY CHANGES CORRECTED

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</table>
## SECTION IV - CHART CORRECTIONS

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

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

<table>
<thead>
<tr>
<th>Chart Number</th>
<th>Chart Edition</th>
<th>Last Local Notice</th>
<th>Horizontal Datum参考</th>
<th>Source of Correction</th>
<th>Current Local Notice to Mariners</th>
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<tbody>
<tr>
<td>12327</td>
<td>91st Ed.</td>
<td>19-APR-97</td>
<td>Last LNM: 26/97</td>
<td>NAD 83</td>
<td>27/97</td>
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<tr>
<td>Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER</td>
<td>Main Panel: 2245 NEW YORK HARBOR</td>
<td>CGD01</td>
<td>(Temp) ADD NATIONAL DOCK CHANNEL BUOY 3 at 40-41-09.001N 074-02-48.001W</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chart Title: Strait of Georgia and Strait of Juan de Fuca</td>
<td>Parent Panel: 1656 STRAIT OF GEORGIA AND STRAIT OF JUAN DE FUCA</td>
<td>CGD13</td>
<td>RELOCATE NOAA Environmental Lighted Buoy 46088 from 48-20-01.395N to 48-19-53.116N</td>
<td></td>
<td></td>
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</tbody>
</table>

(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 true and the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.
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>
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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 Rear Range 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: 38/17

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – 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.

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 11307) the high intensity beam will be removed and the intensity of the light will be increased.
Airport Bar Range Rear Light (LLNR 11308) 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>
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<tr>
<th>Proposed Change Notice(s)</th>
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<tbody>
<tr>
<td>None</td>
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</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.

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

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

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 J arvis 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

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 18583

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 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 - WILAMETTE 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 14595.7) 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 5 is the east most span; Span 3 is the center span. Working hours will be from 0630 to 1900, Monday through Saturday. Vessels are advised to navigate Span 4, or 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 Abhe & Svoboda at (360) 356-4810.
OREGON - WILLAMETTE RIVER – PORTLAND – Bridge Notice for Ross Island Bridge painting (Revised from LNM 04/17)

Chart 18526 LNM: 05/17

WASHINGTON – DUWAMISH 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 LNM: 44/17

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 LNM: 29/17

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 LNM: 19/17

OREGON – CAPE BLANCO TO YAQUINA 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 44-21-33.000N 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, contact Mr. Chuck McGuire at email mcguire@apl.washington.edu.

Chart 18580 LNM: 40/17

OREGON - CAPE BLANCO TO YAQUINA HEAD - Offshore Umpqua River Wave-Rider Instrument Buoy Deployments (Revised from LNM 11/17)

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 124-13-29.600W. 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 (303) 384-7192, levi.kilcher@nrel.gov or Frank Spada at (805) 967-5640, fspada@integral-corp.com.

Chart 18580 LNM: 16/17

OREGON – APPROACHES TO YAQUINA BAY AND DEPOE BAY – YAQUINA BAY – Shoaling at the entrance to South Beach Marina

Shoaling has been found at South Beach Marina in Newport, OR from Southbeach Marina Light 2 (LLNR 9635) in to the boat ramp. Depths five (5) feet below the project depth of ten (10) feet have been recorded. To view the latest bottom survey of the channel, visit US Army Corps of Engineers 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.

Chart 18581 LNM: 11/17

COLUMBIA RIVER – PACIFIC OCEAN TO HARRINGTON POINT - Mouth of the Columbia River Jetty System Major Rehabilitation Project (Revised from LNM 01/17)

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/Current/Columbia-River-jetties/.

Chart 18523 LNM: 31/17

COLUMBIA RIVER – LAKE CELILO - THE DALLES TO JOHN DAY DAM – Barge work at The Dalles Dam
COLUMBIA RIVER – LAKE CELILO - THE DALLES TO JOHN DAY DAM – Barge work at The Dalles Dam

A work barge will be moored next to The Dalles Dam, upriver from the locks, commencing 16 Oct 17 through 01 Jan 18. The barges four mooring and anchor lines will be marked by lighted buoys and buoy strings between the mooring buoys and the barge. The upriver mooring extends outside the Boat Restriction Zone. A chartlet showing the approximate location 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.

WASHINGTON COAST – COLUMBIA RIVER TO THE STRAIT OF JUAN DE FUCA – Deployment of sub-surface acoustic moorings

NOAA Northwest Fisheries Science Center (NMFS) has deployed subsurface acoustic recorder moorings along the Washington Coast as of 10 Oct 17. The moorings have a subsurface float and cabling up to 125 meters from the ocean floor but may be as little as 20 meters below the surface in some locations. The moorings are expected to remain on site through 01 Oct 18. The moorings are located at:

<table>
<thead>
<tr>
<th>Location Area Name</th>
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</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 trawling 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.

Charts: 18480  18500

WASHINGTON – STRAIT OF JUAN DE FUCA - EASTERN PART - PORT ANGELES - Pier construction at US Coast Guard Air Station

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 onsite. 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.

Chart 18468

WASHINGTON – ADMIRALTY INLET TO OLYMPIA – GPS testing

US Strategic Command will conduct GPS testing encompassing the approximate position 47-43-56.0N 122-42-53.8W at Bangor Trident Base, WA with a radius of 95 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 05 Jan 18 - 0500 to 0759, 1100 to 1459, 1700 to 1859, 2100 to 2259
08 to 12 Jan 18 - 0500 to 0759, 1100 to 1459, 1700 to 1859, 2100 to 2259
15 to 19 Jan 18 - 0500 to 0759, 1100 to 1459, 1700 to 1859, 2100 to 2259
22 to 26 Jan 18 - 0500 to 0759, 1100 to 1459, 1700 to 1859, 2100 to 2259
29 Jan to 03 Feb 18 - 0500 to 0759, 1100 to 1459, 1700 to 1859, 2100 to 2259

For additional information or to express concerns, contact the U.S. Coast Guard Navigation Center at (703) 313-5900.

Chart 18400

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 95 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.

Chart 18440

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 – SEATTLE TO BREMERTON – ELLIOTT BAY - Colman Dock construction
Chart 18450 LNM: 27/17

WASHINGTON – PUGET SOUND – ELLIOTT BAY - 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 onsite 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.
Chart 18450 LNM: 34/17

WASHINGTON – PUGET SOUND – ELLIOTT BAY – 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 onsite 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.
Chart 18450 LNM: 39/17

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 1900. The derrick barge DB Rainier and tug Skagit will be on scene and monitoring VHF-FM channels 13 and 14. 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 csmitth@orionmarinegroup.com.
Chart 18447 LNM: 38/17

WASHINGTON – LAKE WASHINGTON SHIP CANAL – LAKE WASHINGTON - Mooring Buoys 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 LNM: 31/17

WASHINGTON – LAKE WASHINGTON – LAKE SAMMAMISH – Sewer line construction at Vasa Park Resort (Revised from LNM 45/17)
Flotplan West, Inc. will be conducting sewer line construction near Vasa Park resort on Lake Sammamish. Operations are expected to continue through 17 Mar 2018, with the hours of operations from 0700 to 1700 local, Monday through Friday. A black floating pipe, 1800 feet long and 30 inches wide will be on the water's surface at all times, and marked with quick flashing yellow lights approximately every 30 feet. The pipe will remain on the surface until the completion of the installation. Mariners should use caution when transiting this waterway, and are requested to keep 50 yards away from the pipe and other equipment. For additional information, contact Mr. Bob Houde at (425) 606-7877 or Mr. Robert Poshusta at (360) 621-6855.
Chart 18447 LNM: 45/17

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 onscene 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. Brian Clark at (253) 280-1902, (253) 208-6336 or email bclark@orionmarinegroup.com.
Chart 18443 LNM: 39/17

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. The Cable Lay Barge HOI-1, the tugs Westrac, Flyer and Reliable and the work boat Bobbie T may be contacted on VHF-FM channels 13, 16 and 68. An anchor system will be placed in approximate position 48-31-02.58N 122-58-46.73W off of Pear Point. Mariners are requested to contact one of the vessels listed above before transiting in the vicinity. For additional information contact Mr. Cliff Center at (206) 949-7133 or Mr. Lester Garrett at (206) 391-4077.
Chart 18434 LNM: 34/17

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. All
associated equipment is scheduled to be removed by 15 Feb 18. Mariners are advised to avoid dragging or deploying gear near these locations.

For additional information, contact Mr. Charles H. Greene at (607) 275-1662 or email at chg2@cornell.edu.

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>
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<tbody>
<tr>
<td>9635</td>
<td>SOUTHBEC MARINA LIGHT 2</td>
<td>44-37-25.926N 124-03-14.730W</td>
<td>FIR 4s</td>
<td>14</td>
<td>4</td>
<td>TR on pile.</td>
<td>50/17</td>
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<tr>
<td>10985</td>
<td>MARTIN ISLAND RANGE FRONT LIGHT</td>
<td>45-56-18.669N 122-48-09.159W</td>
<td>Q W</td>
<td>36</td>
<td>*</td>
<td>KRB on multi-pile structure.</td>
<td>50/17</td>
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<tr>
<td>10990</td>
<td>MARTIN ISLAND RANGE REAR LIGHT</td>
<td>45-56-24.473N 122-48-07.515W</td>
<td>Iso W 6s</td>
<td>54</td>
<td>*</td>
<td>KRB on skeleton tower, on multi-pile structure.</td>
<td>50/17</td>
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<tr>
<td>12815</td>
<td>Lake Wallula Lighted Buoy 2</td>
<td>45-56-27.752N 119-17-16.231W</td>
<td>FIR 4s</td>
<td>4</td>
<td>*</td>
<td>Red.</td>
<td>50/17</td>
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<tr>
<td>16337</td>
<td>NOAA Environmental Lighted Buoy 46088</td>
<td>48-19-53.116N 123-10-22.645W</td>
<td>Fl (4)Y 20s</td>
<td>4</td>
<td>*</td>
<td>Yellow disc-shaped buoy.</td>
<td>50/17</td>
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ENCLOSURES

Enclosure 1
OREGON - WASHINGTON - IDAHO - MONTANA - Summary of Bridge Lighting Discrepancies and Corrections
LNM: 50/17

Enclosure 2
OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations
LNM: 50/17

Enclosure 3
OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events
LNM: 50/17
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
<table>
<thead>
<tr>
<th>Waterway</th>
<th>Light List</th>
<th>Bridge Name</th>
<th>Location</th>
<th>Status</th>
<th>Date Reported</th>
<th>BNM</th>
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<td>WILLAMETTE RIVER</td>
<td>15152</td>
<td>Wilsonville Railroad Bridge</td>
<td>Wilsonville, OR</td>
<td>Multiple extinguished lights</td>
<td>10/11/2017</td>
<td>0921-17</td>
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**BRIDGE CORRECTIONS**

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</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>7-Dec-17</td>
<td>12-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>12-Dec-17</td>
<td>16-Dec-17</td>
<td>24 Hrs/7 Days</td>
<td>Columbia River: Old Mouth Cowlitz River RM 67.5</td>
<td>M/V Heidi Renee</td>
<td>M/V Norton Bay</td>
<td>VHF-FM 16 &amp; 72</td>
<td>RM 56</td>
<td>50/17</td>
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<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>
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<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>Elliot Bay DNR</td>
<td>45/17</td>
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<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></td>
<td></td>
<td>None Listed at This Time</td>
<td></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.**