



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

LOCAL NOTICE TO MARINERS

District: 13

Week: 30/24

ISSUED BY: COMMANDER, THIRTEENTH COAST GUARD DISTRICT (dpw)
915 Second Avenue, 35th Floor, Rm 3510, Seattle, Washington 98174-1067
Telephone: (206) 220-7280
Email: D13-SMB-D13-LNM@uscg.mil
https://www.pacificarea.uscg.mil/Our-Organization/District-13/District-Staff/-dpw/
https://www.navcen.uscg.gov/local-notice-to-mariners?district=13+0&subdistrict=

For all Notice to Mariner submissions:
Call (206) 220-7280 or email D13-SMB-D13-LNM@uscg.mil at least two weeks prior to the start of your event or work.

COMDTUPB P16502.6, Light List Volume VI, Pacific Coast and Pacific Islands, 2024 Edition, is available at
https://www.navcen.uscg.gov/sites/default/files/pdf/lightLists/LightList\_V6\_2024.pdf
Coast Pilot Volume 10, Oregon, Washington, Hawaii and Pacific Islands, 2024 (5th) Edition, is available at
https://www.nauticalcharts.noaa.gov/publications/coast-pilot/files/cp10/CPB10\_WEB.pdf

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

UNITED STATES COAST GUARD NAVIGATION INFORMATION SERVICE (NIS)

The United States Coast Guard Navigation Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information for GPS and DGPS. The NIS also disseminates Safety Broadcasts / Broadcast Notice to Mariners (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar Users (NANU). LNM, BNMs and other navigation notices can be obtained via e-mail subscription through the USCG Navigation Center website: https://www.navcen.uscg.gov/subscribe-email-rss-feeds

In addition, the NIS investigates all reports of degradation or loss of GPS service and discrepancies to Aids to Navigation. Mariners are encouraged to report all degradation of radio navigation services, or Aids to Navigation discrepancies to the NIS via phone: (703) 313-5900 or online at: https://www.navcen.uscg.gov/report-a-problem

BROADCAST NOTICE TO MARINERS

Urgent marine navigational and weather information is broadcast over VHF channel 22A (157.1 MHz). Broadcasts are initially announced over the distress, safety and calling channel 16 before they are made on channel 22A. 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. BNM are now available online as well. To view or download District 13 BNMs visit https://www.navcen.uscg.gov/broadcast-notice-to-mariners-search?district=13

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

Table with 3 columns: Originating Unit (CGD THIRTEEN), Beginning BNM (D13-0507-24), Ending BNM (D13-0519-24)

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

I through O

- I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous

P through Z

- PRIV - Private Aid
Q - Quick
R - Red
RACON - Radar Transponder Beacon
Ra ref - Radar reflector
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RRL - Range Rear Light
RELIGHTED - Aid Relit
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
RRASS - Remote Radio Activated Sound Signal
s - seconds

DEFAC - Defaced  
DEST - Destroyed  
DISCON - Discontinued  
DMGD/DAMGD - Damaged  
ec - eclipse  
EST - Established Aid  
ev - every  
EVAL - Evaluation  
EXT - Extinguished  
F - Fixed  
fl - flash  
Fl - Flashing  
G - Green  
GIWW - Gulf Intracoastal Waterway  
HAZ - Hazard to Navigation  
HBR - Harbor  
HOR - Horizontal Clearance  
HT - Height

LTR - Letter  
LWB - Lighted Whistle Buoy  
LWP - Left Watching Properly  
MHz - Megahertz  
MISS/MSNG - Missing  
Mo - Morse Code  
MRASS - Marine Radio Activated Sound Signal  
MSLD - Misleading  
N/C - Not Charted  
NGA - National Geospatial-Intelligence Agency  
NO/NUM - Number  
NOS - National Ocean Service  
NW - Notice Writer  
OBSCU - Obscured  
OBST - Obstruction  
OBSTR - Obstruction  
Oc - Occulting  
ODAS - Anchored Oceanographic Data Buoy

SEC - Section  
SHL - Shoaling  
si - silent  
SIG - Signal  
SND - Sound  
SPM - Single Point Mooring Buoy  
SS - Sound Signal  
STA - Station  
STRUCT - Structure  
St M - Statute Mile  
TEMP - Temporary Aid Change  
TMK - Topmark  
TRLB - Temporarily Replaced by Lighted Buoy  
TRLT - Temporarily Replaced by Light  
TRUB - Temporarily Replaced by Unlighted Buoy  
USACE - Army Corps of Engineers  
W - White  
Y - Yellow

**Additional Abbreviations Specific to this LNM Edition:**

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

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

S-AIS - Synthetic AIS  
V-AIS - Virtual AIS  
VTS - Vessel Traffic Service  
WSDOT - Washington State Department of Transportation

---

**SECTION I - SPECIAL NOTICES**

This section contains information of special concern to the Mariner.

---

**OREGON – WILLAMETTE RIVER – PORT OF PORTLAND – Bridge notice**

The Coast Guard intends to issue a temporary deviation to the operating schedule that governs the Broadway Highway Bridge (LLNR 14955.2), mile 11.7, Burnside Highway Bridge (LLNR 14955.4), mile 12.4, and the Morrison Highway Bridge (LLNR 14955.5), mile 12.8, crossing the Willamette River at Portland, Oregon. This deviation is necessary to accommodate the Portland Marathon Run event. This deviation allows the three bridges to remain in the closed-to-navigation position to allow safe and timely movement of event participants from 0630 until 1400 on 06 Oct 2024. The vertical clearances for these bridges in the closed-to-navigation position are: 90 feet for the Broadway Bridge, 64 feet for the Burnside Bridge and 69 feet for the Morrison Bridge (all clearances are referenced to the vertical clearance above Columbia River Datum 0.0.) Vessels which do not require a bridge opening may continue to transit beneath these bridges during this closure period. The bridges will be able to open for emergencies, and there is no immediate alternate route for vessels to pass. In accordance with 33 CFR 117.35(e), the drawbridges must return to their regular operating schedule immediately at the end of the effective period of this temporary deviation. Please submit comments at [d13-smb-d13-bridges@uscg.mil](mailto:d13-smb-d13-bridges@uscg.mil) by 08 Aug 2024 if you cannot support these drawbridge closures. For additional information contact Matt Studer at [matt.d.studer@multco.us](mailto:matt.d.studer@multco.us).

Chart 18526

LNM: 30/24

**WASHINGTON – COLUMBIA RIVER TO DESTRUCTION ISLAND – Underwater operations**

The M/V Independence is conducting underwater survey operations off the coast of Washington within a 20 nautical mile radius of position 47-31-48 N, 125-39-36 W, and ROV operations within 10 nautical mile radius of position 46-48-00 N, 124-57-00 W, during the period of 23 – 29 Jul 2024. Mariners are advised to use caution when transiting the area due to submerged gear from surface to seafloor. The M/V Independence will be monitoring VHF FM channels 16 and 13 during these operations and have requested that mariners maintain and avoid transiting within 2 nautical miles. For more information contact Steve Canale at (360) 434-8624.

Chart 18500

LNM: 30/24

**WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – ELLIOTT BAY – 2024 Fleet Week Maritime Festival Pier 66 Safety Zone**

The Coast Guard will enforce the Seafair Fleet Week Maritime Festival's Pier 66 Safety Zone to include all waters within 100 yards of pier 66, Elliott Bay, Seattle, WA. Per 33 CFR 165.1330, this safety zone will be enforced starting thirty minutes prior to, during, and continuing until thirty minutes following the annual Parade of Ships on 30 Jul 2024, approximately from 1130 until 1430. During the enforcement period no vessel operator may enter, transit, anchor, or moor within the zone unless authorized by the COTP by contacting the on-scene Coast Guard patrol craft on VHF-FM CH 13 or CH 16, or the Coast Guard Sector Puget Sound Joint Harbor Operations Center (JHOC) via telephone at (206) 217-6002.

Chart 18450

LNM: 30/24

**WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – ELLIOTT BAY – 2024 Fleet Week Maritime Festival Security Zones**

The Coast Guard will enforce the Seafair Fleet Week Moving Vessels Security Zones found in 33 CFR 165.1333 around all designated participating vessels, including USS AUGUSTA (LCS-34), USS SAMPSON (DDG-102), USCGC HENRY BLAKE (WLM-563), USCGC DAVID DUREN (WPC-1156), USCGC OSPREY (WPB-87307), USCGC SEA LION (WPB-87352), USCGC TERRAPIN (WPB-87366), and the Fireboat LESCHI. The Moving Vessels Security Zones includes all waters within 500 yards of all designated participating vessels beginning at 0800 on 30 Jul 2024 until their departure by 2000 on 05 Aug 2024. Additionally, mariners are reminded that all U.S. Naval Vessels are protected by a Naval Vessel Protection Zone (NVPZ). When in effect, both Seattle's Seafair Fleet Week Moving Vessels Security Zone and the NVPZ require all vessel operators within 500 yards of protected

vessels to maintain a minimum speed to stay on course and must not approach within 100 yards of the protected vessels. All vessel operators who desire to enter the security zones must obtain permission from the Captain of the Port by contacting the on-scene Coast Guard patrol craft on VHF-FM channels 13 or 16, or the Coast Guard Sector Puget Sound Joint Harbor Operations Center (JHOC) via telephone at (206) 217-6002. The request must include a reason why movement within security zones is necessary.

Chart 18450

LMN: 30/24

**WASHINGTON – PUGET SOUND – HOOD CANAL – Bridge deviation cancellation**

The previously approved temporary deviation closure of the Hood Canal Highway Bridge draw (LLNR 17769) on 05 - 09 Aug 2024 has been cancelled. The Hood Canal Bridge will operate on its normal schedule during this time period. For more information contact Paul Gahr at (360) 697-4194 or Gahrp@wsdot.wa.gov.

Chart 18441

LMN: 30/24

**WASHINGTON – PUGET SOUND – LAKE WASHINGTON – 2024 Seafair Hydroplane Races and Air Show notices**

During Seafair 2024, the following safety zone, special local regulation, and regulated navigation areas will be enforced:

Seafair Unlimited Hydroplane Race Special Local Regulation; the Coast Guard will enforce the annual Seattle Seafair Unlimited Hydroplane Race Special Local Regulation (SLR) as per 33 CFR 100.1301 each day from 0800 to 1700 on 02 Aug 2024 through 04 Aug 2024. Several log booms will be staged for the event in Lake Washington on the south side of the I-90 Bridge east of Mercer Island. The regulated navigation area will cover all navigable waters south of the Interstate 90 floating bridge and north of a line between the Bailey peninsula and Mercer Island. Vessels transiting the area will be required to create minimum wake at speeds less than 7 miles per hour. Enforcement periods for this rule will occur daily prior to and immediately following Seafair Unlimited Hydroplane Race activities. Please exercise extreme caution while transiting these areas outside of the Enforcement periods due to severe vessel congestion. Additional regulations are published in 33 CFR 100.1301.

Regulated Navigation Area, Lake Washington, Seattle, WA; the Coast Guard will enforce a regulated navigation area on the navigable waters of Lake Washington on the south side of the I-90 Bridge as per 33 CFR 165.1341 from 0800 on 02 Aug – 2000 on 04 Aug 2024. During the enforcement period all vessels transiting the designated area will be required to create minimum wake at speeds less than 7 miles per hour. Mariners are advised to exercise extreme caution while transiting these areas due to severe vessel congestion during the enforcement period.

Seafair Air Show Performance Safety Zone; the Coast Guard will enforce the Seafair Airshow Performance Safety Zone as per 33 CFR 165.1319 from 0800 to 1600 daily from 02 Aug 2024 through 04 Aug 2024. During the enforcement periods, no person or vessel may enter or remain in the zone except for support vessels and support personnel, vessels registered with the event organizer, or other vessels authorized by the Captain of the Port or designated representatives. Vessels and persons granted authorization to enter the safety zone must obey all lawful orders or directions made by the Captain of the Port or his designated representatives.

Chart 18447

LMN: 30/24

**OREGON – COOS BAY – COOS RIVER – Bridge deviation cancellation**

The Coast Guard has cancelled a previously approved temporary closure of the Chandler Bridge draw (LLNR 9125) on 22 through 02 Aug 2024. The Chandler Bridge, which crosses the Coos River at waterway mile 2.2 near Eastside, OR, will operate normally during this time period. For more information contact Bryan Mast at bryan.k.mast@odot.oregon.gov.

Chart 18587

LMN: 29/24

**OREGON – CAPE BLANCO TO CAPE FLATTERY – Research operations**

As part of the Ocean Observatories Initiative (OOI), the University of Washington will be recovering and deploying scientific instruments 06 Aug – 11 Sep 2024 off the Oregon coast from the Stonewell Bank area approximately 12 NM off Yaquina Head extending approximately 200 NM westward in the vicinity of Brown Bear Seamount. The OOI operations will be performed 24 hours a day from the R/V Atlantis with an attached, cabled Remotely Operated Vehicle (ROV) working on the ocean floor. The research vessel will monitor VHF-FM Channel 13 and 16 during all operations. Mariners are requested to keep at least a 2 NM CPA with the research vessel to avoid possible entanglement or damage to equipment and/or fishing gear. The approximate dates and locations of the operations are as follows:

**Leg 1**

44-22-10 N, 124-57-15 W (Endurance Offshore, WD 580m) from 08 – 09 Aug

44-31-44 N, 125-23-23 W (Slope Base, WD 2900m) from 09 – 11 Aug

45-49-50 N, 129-45-12 W (Axial Base, WD 2600m) from 12 – 13 Aug

45-56-27 N, 129-59-20 W (Axial Summit, WD 1525m) from 13 – 15 Aug

**Leg 2**

44-38-14 N, 124-18-20 W (Endurance Shelf, WD 80m) from 18 – 19 Aug

44-22-10 N, 124-57-15 W (Endurance Offshore, WD 580m) from 19 – 20 Aug

44-34-11 N, 125-08-49 W (Southern Hydrate Ridge, WD 780m) from 20 – 23 Aug

44-31-44 N, 125-23-23 W (Slope Base, WD 2900m) from 23 Aug – 25 Aug

**Leg 3**

44-22-10 N, 124-57-15 W (Endurance Offshore, WD 580m) on 28 Aug

44-31-44 N, 125-23-23 W (Slope Base, WD 2900m) on 29 Aug

45-49-50 N, 129-45-12 W (Axial Base, WD 2600m) from 30 Aug – 31 Aug

45-56-27 N, 129-59-20 W (Axial Summit, WD 1525m) from 31 Aug – 06 Sep

45-49-50 N, 129-45-12 W (Axial Base, WD 2600m) from 06 – 07 Sep

For additional information contact Brian Ittig at bittig@uw.edu.

Charts: 18003 18520 18580

LNM: 29/24

**OREGON – CAPE BLANCO TO YAQUINA HEAD – Autonomous research vessel operations**

NOAA and Oregon State University will be testing an autonomous surface vessel (ASV) near Newport Oregon on 23 – 25 Jul 2024. The "LightFish" ASV will be deployed from the Yaquina Bay public boat launch on the morning of 23 Jul with a planned voyage offshore and south to approximate location 44-09-50.3 N, 124-15-32.9 W, and then return to Yaquina Bay on 25 Jul. LightFish is a small yellow vessel approximately 3 meters in length and 1 meter wide, with a low freeboard which operates at less than 5 knots. LightFish is equipped with an AIS system, sidelights and a white all-around navigation light. It is designed to maneuver to avoid other vessels, however, mariners should use caution if sighting this ASV. For more information, contact Anna Bolm at (415) 378-3610, or email bolma@oregonstate.edu.

Chart 18580

LNM: 29/24

**WASHINGTON – PUGET SOUND – ELLIOTT BAY – Marine construction**

Pacific Pile and Marine will conduct wharf demolition along the northwest side of Pier 90 from 17 Jul – 15 Nov 2024. Work will be conducted on berths 6 & 8 at Pier 90 in approximate location 47-37-52.4 N, 122-22-45.9 W. Normal work hours will be 0600 – 1630 daily, from a derrick barge and mariners are requested to use caution and reduce wake when transiting the area. Work crews will monitor VHF-FM channels 13, 16 and 19. For more information, contact Charlie McClung at (206) 640-7155 or email charliem@pacificpile.com.

Chart 18450

LNM: 29/24

**WASHINGTON – PUGET SOUND – SEATTLE TO OLYMPIA – TACOMA HARBOR – Wreck**

A recreational vessel has sunk in approximately 70 feet of water in Commencement Bay in position 47-17-20.4 N, 122-25-04.8 W.

Chart 18448

LNM: 29/24

**WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – CAP SANTE WATERWAY TO HAT ISLAND AND PADILLA BAY – Diving operations**

Natural Resources Consultants and Northwest Straits Foundation will conduct WDFW-approved surface supplied air dive operations to remove derelict crab pots from the Anacortes, Guemes Island, and Padilla Bay areas from 16 Jul to 30 Sep 2024. Dive operations will take place usually every Tuesday and Wednesday from 0800-1600 daily from either the F/V Cadence or F/V Mistress, loaded with surface supplied air divers and full complement of surface supplied air diving equipment. The personnel involved are aware of, and will avoid working during active commercial, tribal and recreational fisheries. The southern portion of the operation consists of the waters offshore of Anacortes from Cap Sante Marina to Hat Island, including the northern section of the Swinomish Channel entrance. The northern area includes the northern region of Padilla Bay, from Saddlebag Island to William Point. All the vessels involved will monitor VHF-FM Channel 16. Mariners operating in this area are requested to remain at least 100 yards from vessel during dive operations. For more information, contact the project POC Kyle Antonelis at (206) 355-9358 or kantonelis@nrccorp.com.

Charts: 18421 18424 18427

LNM: 29/24

**OREGON – COQUILLE RIVER – Marine construction at Sturdivant Park boat launch**

The City of Coquille is replacing the boat launch at Sturdivant Park at Coquille River RM 24.2 from 15 July through 09 Sep 2024. For more information, contact Mark Denning, Coquille Director of Public Works at (541) 396-4336 or at email mdenning@cityofcoquille.org.

Chart 18588

LNM: 28/24

**WASHINGTON – PUGET SOUND – PORT SUSAN – Marine construction**

Pacific Pile & Marine will re-start work on the Kayak Point Day Use Project for Snohomish County starting 29 Jul and planned to continue through 15 Oct 2024. This phase of the project will demolish a 300' existing timber pier and construct a replacement structural steel pier in its place near shore at Kayak Point Regional County Park at 15610 Marine Drive, Stanwood, WA, in approximate location 48-08-11.940 N, 122-22-05.232 W. Construction activities will include timber demolition with timber pile extraction, installation of new 18" and 24" steel pipe piles, and structural steel erection and welding. Standard work hours will occur from 0700 to 1700, Monday through Friday. The DB Petaluma will be lofting steel pipe piles and structural steel from the material barge. Mariners are requested to keep at least a 200 ft clear distance. The marine construction crew and tugs will monitor VHF-FM channel 16. For more information, contact Dean Zimmermann at (206) 472-5318 or email at deanz@pacificpile.com.

Chart 18441

LNM: 28/24

**COLUMBIA RIVER – ST HELENS TO VANCOUVER – LAKE RIVER – Pipeline construction**

Advanced American Construction (AAC) will begin the second season of marine construction work on Lake River channel on the Washington side of the Columbia River (running parallel to the Columbia near River Mile 98) from 08 Jul – 17 Nov 2024 to replace the Salmon Creek Treatment Plant Outfall Pipeline. The project location is approximately 45-43-57.95 N, 122-44-46.38 W. The construction activity will take place across the river transferring materials and equipment from one side to another using modular barges as a ferry barge. Buoys with signage and flashing lights will be deployed 200' upstream and 200' downstream. Mariners are asked to transit the area with caution and minimize wake. AAC will have support boats on station for this work and will monitor VHF-FM channel 16 during the working hours of 0600 – 1800, Monday - Friday. The floating equipment will remain on-station during non-working hours and will be illuminated at night by fixed white lights on all corners. For additional information, please contact Advanced American Construction, Kyle Izatt, at (503) 849-3336 or email kylei@callaac.com

LNM: 27/24

**COLUMBIA RIVER – BONNEVILLE TO THE DALLES – Hood River Bridge notice**

The lift span of the Hood River Highway Bridge (LLNR 11933) at Columbia River mile 169.8 is unable to open until further notice. The bridge lift span was damaged by a vehicle mishap. There is not yet an estimated time for repairs to be completed. The Hood River Highway Bridge provides

67 feet of vertical clearance with the lift span in the closed (down) position. Vessels able to safely pass under the bridge without a lift may do so at any time. For more information contact the Port of Hood River, Ryan Klapprich, at (541) 399-6136 or email rklapprich@portofhoodriver.com.  
 Chart 18532 LNM: 27/24

**OREGON – PORT OF PORTLAND – WILLAMETTE RIVER – Marine construction (Revised from LNM 26/24)**

HME Construction will conduct in-water work to replace floating docks at the Foss Maritime tug terminal at Willamette River mile 5.5 in approximate location 45-35-14.28 N, 122-46-12.72 W. The project is scheduled to begin on 24 Jul 2024 and run through the end of September. Mariners are requested to reduce wake while transiting by this location. For more information, please contact HME Constructions Gabe Andre at Gabe.Andre@hmeconst.com or Kyle Barber at Kyle.Barber@hmeconst.com.  
 Chart 18526 LNM: 27/24

**WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – GUEMES CHANNEL AND CAP SANTE WATERWAY – Sewer outfall installation (Revised from LNM 26/24)**

Pacific Pile and Marine will be replacing the sewer outfall pipe for the city of Anacortes during July and August 2024. The 1100-foot long outfall pipe will be assembled in the temporary moorage location at the City of Anacortes near the Cap Sante Waterway in Fidalgo Bay commencing on 08 Jul 24. The outfall pipe will be assembled on shore and stored in-water alongside anchored barges for up to one month in preparation for transport to its final location. This site is between the two access channels to the marinas and runs approximately from 48-30-26N, 122-36-16W, to 48-30-26N, 122-36-02W. Site work at the final outfall location will begin on 01 August with dredging and other site preparation. The final outfall location is on the Guemes Channel shoreline just to the east of the Port of Anacortes Pier 2 starting in approximate location 48-31-15.7N, 122-36-16.9W, and extending north toward the channel. The planned timeline is for the pipeline to be towed from the temporary assembly location to the final Guemes Channel location by Boyer Towing and Pacific Pile tugs between 09 – 18 Aug, weather and operations dependent. Boyer and Pacific Pile vessels will monitor VHF-FM channel 16 and 13 for passing arrangements. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. For additional information, please contact Matt Huston at (206) 331-3873 or (206) 678-2618 or email MattH@pacificpile.com.  
 Chart 18421 LNM: 27/24

**OREGON – WASHINGTON – IDAHO – NOAA’s ongoing cancellation of Paper and Raster nautical charts (Revised from LNM 10/21)**

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

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

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

Mariners are warned that even prior to traditional chart production ending, users may notice differences between paper charts and ENCs. There are two broad categories of data that are applied onto NOAA ENCs and paper / raster nautical charts – “Critical Corrections” and “Routine” data. Critical Corrections may be newly discovered shoals or other dangers to navigation, as well as changes in the positions or characteristics of aids to navigation (buoys, beacons, and lights). These are typically changes that are published by the Coast Guard in the weekly LNM. Critical corrections are applied to ENCs first, then applied to paper and raster nautical charts. These changes generally appear on both product types (raster and ENC) within a week of each other. However, new Routine source data are now ONLY applied to NOAA ENCs and not to traditional paper / raster nautical charts. Routine data includes the results of ordinary hydrographic and shoreline surveys, which could be extensive. Any specific dangers revealed during routine surveys are extracted from the data and classified as Critical Corrections to be applied to all products. For more information visit NOAA’s website: <https://nauticalcharts.noaa.gov/charts/farewell-to-traditional-nautical-charts.html>.  
 LNM: 06/24

---

**SECTION II - DISCREPANCIES**

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

---

**DISCREPANCIES (FEDERAL AIDS)**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
------	----------	--------	-----------	----------	--------	---------

595	Cape Blanco Light	LT IMCH/REDUCED INT	18580	0086-23	52/23
689	NOAA Environmental Lighted Buoy 46089	MISSING	18003	0854-23	49/23
765.1	NOAA Environmental Lighted Buoy 46002	ADRIFT	18007	0668-23	39/23
765.2	DART Tsunami Warning Lighted Buoy 46407	MISSING	18007	0777-23	45/23
9346	Leeds Island Range Front Light	LT EXT	18584	0851-23	49/23
10215	Miller Sands Dike Light 5	DAYMK IMCH		0022-22	02/22
10475	Westport Dike Light 58	LT EXT/STRUCT DMGD		0190-22	09/22
11455	Camas Slough Range Front Light	LT EXT/STRUCT DMGD		0769-22	42/22
11530	Washougal Lower Range Front Light	LT EXT		0369-24	21/24
11700	Multnomah Falls Upper Range Front Light	LT EXT		0456-24	26/24
11715	Warrendale Lower Range Front Light	LT EXT		0458-24	26/24
<b>11865</b>	<b>Bonneville Pool Light 25</b>	<b>LT EXT</b>		<b>0514-24</b>	<b>30/24</b>
12230	Lake Celilo Daybeacon 27	STRUCT DMGD		0125-23	05/23
12440	Lake Umatilla Light 9	LT EXT		0452-24	26/24
14420	Baker Bay West Channel Entrance Jetty Light 2	LT IMCH/STRUCT DMGD		0633-21	38/21
14990	Stevens Point Buoy 5	OFF STA		0071-24	05/24
15635	Grays Harbor South Reach Light 16	DAYMK MISSING/STRUCT DMGD		0330-23	19/23
15940	Damon Point Light	DAYMK MISSING/STRUCT DMGD		0587-23	35/23
17595	Kilisut Harbor Buoy 2	MISSING		0126-23	05/23
18802	Swinomish Channel South Entrance Buoy 5	ADRIFT	18400	0489-24	28/24
19005	Cap Sante Waterway Daybeacon 4	STRUCT DMGD/TRUB		0406-24	23/24
19290	Inati Bay Reef Buoy	MISSING	18400	0573-23	34/23
19325	Davidson Rock Light 1	DAYMK MISSING	18400	0277-23	16/23
19480	Cypress Reef Junction Daybeacon C	DAYMK MISSING	18400	0512-22	29/22
19550	Twin Rocks Daybeacon	STRUCT DMGD	18400	0037-24	03/24

**DISCREPANCIES (FEDERAL AIDS) CORRECTED**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
8660	Rogue River North Jetty Light 3	WATCHING PROPERLY	18601	None	30/24	30/24
9585	Yaquina Bay Entrance Range Rear Light	WATCHING PROPERLY		None	30/24	30/24
10270	Pillar Rock Light 17	RELIGHTED		None	30/24	30/24
11480	Government Island Upper Range Front Light	WATCHING PROPERLY		None	30/24	30/24

**DISCREPANCIES (PRIVATE AIDS)**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
718	Scripps Institute Wave Recorder Lighted Buoy 46211/036	MISSING	18500	0490-24	28/24	
11207	Lower Vancouver Anchorage Lighted Buoy V	LT IMCH		0497-24	29/24	
11243	Hayden Island Anchorage Lighted Buoy A	LT IMCH		0496-24	29/24	
11244	Hayden Island Anchorage Lighted Buoy B	LT IMCH		0495-24	29/24	
11245	Vancouver Upper Anchorage Lighted Buoy "VV"	LT EXT		0494-24	29/24	
15533	Scripps Institute Wave Recorder Lighted Buoy 46211/036	MISSING	18500	0490-24	28/24	
<b>16218</b>	<b>Scripps Institute Wave Recorder Lighted Buoy 46267/248</b>	<b>OFF STA</b>	<b>18400</b>	<b>0517-24</b>	<b>30/24</b>	
16720	Edmonds Fishing Reef Buoys (2)	MISSING		0403-24	23/24	

**DISCREPANCIES (PRIVATE AIDS) CORRECTED**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
------	----------	--------	-----------	----------	--------	---------

None

**PLATFORM DISCREPANCIES**

Name	Status	Position	BNM Ref.	LNM St	LNM End
------	--------	----------	----------	--------	---------

None

**PLATFORM DISCREPANCIES CORRECTED**

Name	Status	Position	BNM Ref.	LNM St	LNM End
------	--------	----------	----------	--------	---------

None

**SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED**

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

**TEMPORARY CHANGES**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
8762	Coos Bay North Jetty Sound Signal	DISCONTINUED	18587	None	26/24	
10307	Welch Island Channel Lighted Buoy 22A	RELOCATED FOR DREDGING		0469-24	26/24	
19005	Cap Sante Waterway Daybeacon 4	TRUB		0435-24	25/24	

**TEMPORARY CHANGES CORRECTED**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
------	----------	--------	-----------	----------	--------	---------

None

**PLATFORM TEMPORARY CHANGES**

Name	Status	Position	BNM Ref.	LNM St	LNM End
------	--------	----------	----------	--------	---------

None

**PLATFORM TEMPORARY CHANGES CORRECTED**

Name	Status	Position	BNM Ref.	LNM St	LNM End
------	--------	----------	----------	--------	---------

None

**SECTION IV - CHART CORRECTIONS**

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

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

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

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

50                      9th Ed.                      01-DEC-15                      Last LNM: 34/22                      NAD 83                      30/24

ChartTitle: North Pacific Ocean (eastern part) Bering Sea Continuation

Main Panel 2400 NORTH PACIFIC OCEAN EASTERN PART. Page/Side: A

LAST EDITION No new editions of chart 50 will be published. It will be canceled on 04-Sep-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>. NOS -- --

501 13th Ed. 01-JUN-09 Last LNM: 31/22 NAD 83 30/24

ChartTitle: North Pacific Ocean West Coast Of North America Mexican Border To Dixon Entrance

Main Panel 1650 MEXICAN BORDER TO DIXON ENTRANCE. Page/Side: N/A

LAST EDITION No new editions of chart 501 will be published. It will be canceled on 04-Sep-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>. NOS -- --

530 35th Ed. 01-DEC-15 Last LNM: 34/22 NAD 83 30/24

ChartTitle: North America West Coast San Diego to Aleutian Islands and Hawai'ian Islands

Main Panel 2405 SAN DIEGO TO ALEUTIAN ISLANDS AND HAWAIIAN ISLANDS. Page/Side: A

LAST EDITION No new editions of chart 530 will be published. It will be canceled on 04-Sep-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>. NOS -- --

18003 20th Ed. 01-NOV-06 Last LNM: 23/21 NAD 83 30/24

ChartTitle: Cape Blanco to Cape Flattery

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

LAST EDITION No new editions of chart 18003 will be published. It will be canceled on 02-Oct-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>. NOS -- --

18007 33rd Ed. 01-FEB-09 Last LNM: 23/21 NAD 83 30/24

ChartTitle: San Francisco to Cape Flattery

Main Panel 1652 SAN FRANCISCO TO CAPE FLATTERY. Page/Side: N/A

LAST EDITION No new editions of chart 18007 will be published. It will be canceled on 02-Oct-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>. NOS -- --

18010 22nd Ed. 01-SEP-12 Last LNM: 29/20 NAD 83 30/24

ChartTitle: Monterey Bay to Coos Bay

Main Panel 1653 MONTEREY BAY TO COOS BAY. Page/Side: N/A

LAST EDITION No new editions of chart 18010 will be published. It will be canceled on 02-Oct-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>. NOS -- --

18400 51st Ed. 01-AUG-19 Last LNM: 04/19 NAD 83 30/24

ChartTitle: Strait of Georgia and Strait of Juan de Fuca

Main Panel 1656 STRAIT OF GEORGIA AND STRAIT OF JUAN DE FUCA - -. Page/Side: -

LAST EDITION No new editions of chart 18400 will be published. It will be canceled on 04-Dec-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>. NOS -- --

18480 32nd Ed. 01-JAN-13 Last LNM: 34/16 NAD 83 30/24

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

Main Panel 1726 DESTRUCTION ISLAND TO AMPHITRITE POINT. Page/Side: N/A



	LAST EDITION	No new editions of chart 18480 will be published. It will be canceled on 04-Dec-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <a href="https://www.charts.noaa.gov/MCD/Dole.shtml">https://www.charts.noaa.gov/MCD/Dole.shtml</a> .			NOS	--	--
<b>18500</b>	<b>31st Ed.</b>	<b>01-AUG-19</b>	<b>Last LNM: 23/21</b>	<b>NAD 83</b>			<b>30/24</b>
	<i>ChartTitle: Columbia River to Destruction Island</i>						
	<b>Main Panel 1730 COLUMBIA RIVER TO DESTRUCTION ISLAND - -. Page/Side: -</b>						
	LAST EDITION	No new editions of chart 18500 will be published. It will be canceled on 04-Dec-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <a href="https://www.charts.noaa.gov/MCD/Dole.shtml">https://www.charts.noaa.gov/MCD/Dole.shtml</a> .			NOS	--	--
<b>18520</b>	<b>28th Ed.</b>	<b>01-AUG-19</b>	<b>Last LNM: 31/17</b>	<b>NAD 83</b>			<b>30/24</b>
	<i>ChartTitle: Yaquina Head to Columbia River;Netarts Bay</i>						
	<b>Main Panel 1735 YAQUINA HEAD TO COLUMBIA R - -. Page/Side: -</b>						
	LAST EDITION	No new editions of chart 18520 will be published. It will be canceled on 04-Dec-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <a href="https://www.charts.noaa.gov/MCD/Dole.shtml">https://www.charts.noaa.gov/MCD/Dole.shtml</a> .			NOS	--	--
<b>18524</b>	<b>38th Ed.</b>	<b>01-NOV-17</b>	<b>Last LNM: 51/21</b>	<b>NAD 83</b>			<b>30/24</b>
	<i>ChartTitle: Columbia River Crims Island to Saint Helens</i>						
	<b>CHART OR-WA-COLUMBIA RIVER CRIMS ISLAND TO SAINT HELENS. Page/Side: N/A</b>						
	RELOCATE	Sauvie Island Junction Lighted Buoy			CGD13 from 45-51-38.820N to 45-51-38.613N		122-47-26.078W 122-47-25.810W
<b>18580</b>	<b>24th Ed.</b>	<b>01-FEB-18</b>	<b>Last LNM: 30/20</b>	<b>NAD 83</b>			<b>30/24</b>
	<i>ChartTitle: Cape Blanco to Yaquina Head</i>						
	<b>Main Panel 1791 CAPE BLANCO TO YAQUINA HEAD - -. Page/Side: -</b>						
	LAST EDITION	No new editions of chart 18580 will be published. It will be canceled on 04-Dec-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <a href="https://www.charts.noaa.gov/MCD/Dole.shtml">https://www.charts.noaa.gov/MCD/Dole.shtml</a> .			NOS	--	--
<b>18584</b>	<b>48th Ed.</b>	<b>01-MAY-07</b>	<b>Last LNM: 37/17</b>	<b>NAD 83</b>			<b>30/24</b>
	<i>ChartTitle: Umpqua River Pacific Ocean to Reedsport</i>						
	<b>Main Panel 1795 UMPQUA RIVER PACIFIC OCEAN TO REEDSPORT. Page/Side: N/A</b>						
	LAST EDITION	No new editions of chart 18584 will be published. It will be canceled on 31-Jul-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <a href="https://www.charts.noaa.gov/MCD/Dole.shtml">https://www.charts.noaa.gov/MCD/Dole.shtml</a> .			NOS	--	--
<b>18587</b>	<b>71st Ed.</b>	<b>01-APR-11</b>	<b>Last LNM: 43/19</b>	<b>NAD 83</b>			<b>30/24</b>
	<i>ChartTitle: Coos Bay</i>						
	<b>Main Panel 1796 COOS BAY. Page/Side: N/A</b>						
	LAST EDITION	No new editions of chart 18587 will be published. It will be canceled on 31-Jul-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <a href="https://www.charts.noaa.gov/MCD/Dole.shtml">https://www.charts.noaa.gov/MCD/Dole.shtml</a> .			NOS	--	--
<b>18588</b>	<b>37th Ed.</b>	<b>01-APR-03</b>	<b>Last LNM: 28/18</b>	<b>NAD 83</b>			<b>30/24</b>
	<i>ChartTitle: Coquille River Entrance</i>						
	<b>Main Panel 1797 COQUILLE RIVER ENTRANCE. Page/Side: N/A</b>						
	LAST EDITION	No new editions of chart 18588 will be published. It will be canceled on 31-Jul-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <a href="https://www.charts.noaa.gov/MCD/Dole.shtml">https://www.charts.noaa.gov/MCD/Dole.shtml</a> .			NOS	--	--

<b>18600</b>	<b>15th Ed.</b>	<b>01-MAR-11</b>	<b>Last LNM: 40/17</b>	<b>NAD 83</b>	<b>30/24</b>
<i>ChartTitle: Trinidad Head to Cape Blanco</i>					
<b>Main Panel 1800 TRINIDAD HEAD TO CAPE BLANCO . Page/Side: N/A</b>					
LAST EDITION No new editions of chart 18600 will be published. It will be canceled on 04-Dec-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <a href="https://www.charts.noaa.gov/MCD/Dole.shtml">https://www.charts.noaa.gov/MCD/Dole.shtml</a> .					NOS --
<b>18601</b>	<b>14th Ed.</b>	<b>01-FEB-07</b>	<b>Last LNM: 27/18</b>	<b>NAD 83</b>	<b>30/24</b>
<i>ChartTitle: Cape Sebastian to Humbug Mountain</i>					
<b>Main Panel 1801 CAPE SEBASTIAN TO HUMBUG MOUNTAIN. Page/Side: N/A</b>					
LAST EDITION No new editions of chart 18601 will be published. It will be canceled on 31-Jul-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <a href="https://www.charts.noaa.gov/MCD/Dole.shtml">https://www.charts.noaa.gov/MCD/Dole.shtml</a> .					NOS --
<b>18602</b>	<b>13th Ed.</b>	<b>01-FEB-12</b>	<b>Last LNM: 24/17</b>	<b>NAD 83</b>	<b>30/24</b>
<i>ChartTitle: Pyramid Point to Cape Sebastian;Chetco Cove;Hunters Cove</i>					
<b>Main Panel 1802 PYRAMID POINT TO CAPE SEBASTIAN. Page/Side: N/A</b>					
LAST EDITION No new editions of chart 18602 will be published. It will be canceled on 31-Jul-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <a href="https://www.charts.noaa.gov/MCD/Dole.shtml">https://www.charts.noaa.gov/MCD/Dole.shtml</a> .					NOS --

---

**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**

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

**Advance Notice(s)**

**OREGON – COOS BAY – Temporary discontinuance of Coos Bay North Jetty Sound Signal (Revised from LNM 19/24)**

The Coos Bay North Jetty is under repair during the summer of 2024. During the repair period Coos Bay North Jetty Sound Signal (LLNR 8762) has been temporarily discontinued until repairs are complete. Upon completion of the Jetty repairs the sound signal will be reestablished for the remainder of the season. During construction Coos Bay North Jetty Light 3A (LLNR 8760) may be intermittently obstructed by construction equipment. The return of the sound signal will be announced via a Broadcast Notice to Mariners.

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

Chart 18587 LNM: 26/24

**OREGON – TILLAMOOK BAY – Changes to the Aids to Navigation at the entrance to Tillamook Bay (Revised from LNM 42/23)**

The U.S. Coast Guard is changing the aids to navigation that mark the entrance into Tillamook Bay:

Tillamook Bay Approach Lighted Whistle Buoy T (LLNR 680-9810) will be disestablished, and a virtual AIS signal will be broadcast in approximate position 45-34-08.600N 123-59-16.900W.

Tillamook Bay Entrance Lighted Buoy TN (LLNR 9813) has been established at approximate position 45-34-15.833N 123-58-23.466W as a yellow lighted buoy displaying a yellow light flashing every 2.5 seconds with a nominal range of 3 NM. A synthetic AIS signal will broadcast at this position in the future.

Tillamook Bay Entrance Lighted Buoy TS (LLNR 9815) has been established at approximate position 45-34-01.082N 123-58-23.728W as a yellow lighted buoy displaying a yellow light flashing every 4 seconds (FI Y 4s) with a nominal range of 3 NM. A synthetic AIS signal will broadcast at this position in the future.

Mariners are encouraged to share comments on this proposed change and the performance and operation of these aids to navigation. All comments should be sent to the email address D13-SMB-D13-LNM@uscg.mil. Any discrepancy for these or other Aids to Navigation should continue to be reported to US Coast Guard Sector Columbia River.

Charts: 18520 18558 LNM: 26/24

**COLUMBIA RIVER – HARRINGTON POINT TO CRIMS ISLAND – Change in the arc of visibility for Skamokawa Range Rear Light**

The US Coast Guard is changing the lighting equipment for Skamokawa Range Rear Light (LLNR 10360). The current lighting is becoming obsolete and subject to failure. To facilitate the replacement of this light, the replacement equipment will reduce the arc of visibility from 14° each side of the range line to 9°. The overall intensity of the light will increase to match the characteristic of Skamokawa Range Front Light (LLNR 10355). This reduction in the spread of the light will prevent it from being seen when transiting towards the shoal water to the south of the channel. This change is expected to occur during the summer of 2024 and will be announced via a Broadcast Notice to Mariners.

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

Chart 18523

LNM: 17/24

**COLUMBIA RIVER – ST. HELENS TO VANCOUVER – Change in the light characteristic for Vancouver Direction Light**

The lighting equipment for Vancouver Direction Light (LLNR 11210) has become obsolete and is currently failing. To facilitate the replacement of this light with a LED lantern, the characteristic of the light will change from an Isophase 6 second white light (Iso W 6s) with red and green sectors shown over an arc of 4° to an Occulting 4 second red light (Oc R 4s) shown over an arc of 3°, with an increased intensity to combat increased background lighting. This change is expected to occur during the summer of 2024 and will be announced via a Broadcast Notice to Mariners.

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

Chart 18526

LNM: 17/24

**COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – CAMAS SLOUGH – Disestablishment of the Camas Slough Range**

The U.S. Coast Guard is disestablishing Camas Slough Range Front Light (LLNR 11455) and Camas Slough Range Rear Light (LLNR 11460) as this navigational range no longer marks the approach into Camas Slough and does not facilitate the safe navigation of the channel. The entrance to the slough will continue to be marked by Camas Light 4 (LLNR 11450).

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

Chart 18531

LNM: 28/24

**WASHINGTON – WILLAPA BAY - Disestablishment of Willapa Bay Lighted Buoy "C" and Buoy "D" (Revised from LNM 16/22)**

The U.S. Coast Guard has permanently disestablished Willapa Bay Entrance Lighted Buoy "C" (LLNR 15186) and Willapa Bay Entrance Buoy "D" (LLNR 15167) as the constantly shifting bar at the entrance to Willapa Bay prevents these buoys from marking the navigable channel, and surf conditions make the placement, retrieval and servicing of these buoys hazardous. There are currently no plans by the US Army Corps of Engineers to dredge or maintain the entrance channel into Willapa Bay. Virtual AIS (V-AIS) signals will be established in place of these buoys. The projected approximate locations are:

Willapa Bay V-AIS "A", a special purpose AIS marking good water at 46-44-18.4N 124-06-21.9W

Willapa Bay V-AIS "B", a special purpose AIS marking good water at 46-43-34.4N 124-03-52.7W

Mariners are encouraged to share comments on the performance and operation of aids to navigation. All comments should be sent to the email address of D13-SMB-D13-LNM@uscg.mil. Any discrepancy for Aids to Navigation should continue to be reported to US Coast Guard Sector Columbia River.

LNM: 18/22

**WASHINGTON – PUGET SOUND – SEATTLE TO OLYMPIA – Change in the arc of visibility for Olympia Inner Range Front Light**

The US Coast Guard is changing the lighting equipment for Olympia Inner Range Front Light (LLNR 17480). The current lighting is becoming obsolete and subject to failure. To facilitate the replacement of this light, the replacement equipment will reduce the arc of visibility from 14° each side of the range line to 9°. The overall intensity of the light will increase to match the characteristic of Olympia Inner 4 Range Rear Light (LLNR 17485). This reduction in the spread of the light will prevent it from being seen when transiting towards the shoal water to the west of the channel. This change is expected to occur during the summer of 2024 and will be announced via a Broadcast Notice to Mariners.

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

Charts: 18448 18456

LNM: 17/24

---

**SECTION VI - PROPOSED CHANGES**

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

---

**PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT**

**Proposed Project(s)**

**Closing**

**Docket No.**

**Ref. LNM**

None

**Proposed Change Notice(s)**

**WASHINGTON – COLUMBIA RIVER TO DESTRUCTION ISLAND – Reduction in the intensity of Cape Blanco Light**

The U.S. Coast Guard is proposing to permanently reduce the intensity of Cape Blanco Light (LLNR 595) from 26 NM to 18 NM. The light characteristic will change from white light flashing every 20 seconds (FI W 20s) to a white light flashing every 10 seconds (FI W 10s). The rotating Fresnel lens system has failed, the original lighting equipment is obsolescent and the possibility of repairs to the rotating lighting system are uncertain at this time.

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

Charts: 18580 18600

LNM: 28/24

**WASHINGTON – COLUMBIA RIVER TO DESTRUCTION ISLAND – Reduction in the intensity of North Head Light**

The U.S. Coast Guard is proposing to permanently reduce the intensity of North Head Light (LLNR 700) from 19 NM to 14 NM. The light characteristic will change from two white flashes every 30 seconds (FI (2) W 30s) to two white flashes every 15 seconds (FI W (2) 15s). This will facilitate the installation of a LED Lantern and increase reliability as the original lighting equipment is becoming obsolescent.

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

Chart 18500

LNM: 28/24

---

**SECTION VII - GENERAL**

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

**SUMMARY OF BRIDGE LIGHTING DISCREPANCIES AND CORRECTIONS**

The summary of Bridge Lighting Discrepancies and Corrections is listed as Enclosure (1) of this Local Notice to Mariners.

LNM: 30/24

**SUMMARY OF DREDGING OPERATIONS**

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

LNM: 30/24

**SUMMARY OF MARINE EVENTS**

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

LNM: 30/24

**COLUMBIA RIVER – BLALOCK ISLAND TO MCNARY DAM – LAKE UMATILLA – Bridge Notice (Revised from LNM 30/23)**

WSDOT will be painting and making repairs on the I-82 Highway Bridge (LLNR 12752) across the Columbia River at river mile 290.5. Construction will occur from Apr of 2024 to 31 Oct 25, with working hours 24 hours a day, 7 days a week, Monday through Sunday. A containment system will be attached to the bridge 24-hours a day, 7 days per week. The containment structure for painting the existing steel portion below the deck will be installed and will reduce the vertical clearance by 10 feet, however, only half the bridge span will have containment at any given time. The I-82 Highway Bridge provides 85.0 feet of clearance at midspan. The containment system will prevent any falling debris once it is constructed. The traveler support system repairs will be above the bridge deck and all paint work will be underneath the bridge deck. Mariners are advised to use caution while transiting the area. For additional information, please contact Alex Sanguino at (509) 222-2403, email sanguia@wsdot.wa.gov, or Andres Mendoza at (509) 222-2440, email mendoza@wsdot.wa.gov.

Chart 18539

LNM: 30/23

**WASHINGTON – COLUMBIA RIVER – LAKE CELILO – Bridge Inspection**

The WSDOT Bridge Preservation Office will be performing a regular scheduled biannual inspection of the Biggs Maryhill Highway Bridge (LLNR 12333) which crosses the Columbia River at RM 209.2. The inspection will occur between the hours of 0700 – 1700 between 22 – 25 Jul 2024 using two under-bridge inspection trucks (UBITs) from top of bridge deck closing one lane at a time of two-lane highway on northbound (east side) and southbound (west side) SR-97. There is no fixed impact to navigational clearance from this operation (~10 ft. reduction to clearance while bucket is under the bridge, however UBIT will promptly give way to tall marine vessels). UBITs have a flashing amber strobe light mounted to the bottom of each bucket. For more information, contact David Vichitthavong, P.E., at (206) 883-8814 or email vichitd@wsdot.wa.gov.

Chart 18533

LNM: 26/24

**COLUMBIA RIVER – PASCO TO RICHLAND – LAKE WALLULA – Bridge maintenance**

A bridge rehabilitation project will be conducted from 19 Feb – 30 Nov 2024 on the US-395 12 Blue Highway Bridge (LLNR 13057) across the Columbia River at RM 330, between Pasco and Kennewick. There will be a temporary platform system installed under the bridge deck from pier 2 to pier 7 and then again from pier 10 to pier 13, which will reduce the vertical clearance by approximately 5 feet after the platform is installed. The 3 truss spans in the middle bridge (between piers 7 and 10) will not have a working platform beneath the bridge, and therefore will not be impacted. We advise mariners to use caution while in the area. For additional information please contact Tanya Pilarinos, Project Coordinator, at (727) 916-2708 or tpilarinos@southernrb.com.

**COLUMBIA RIVER – PASCO TO RICHLAND – LAKE WALLULA – Bridge maintenance**

Chart 18543

LNM: 51/23

**WASHINGTON – COLUMBIA RIVER – Bridge maintenance**

WSDOT and Garco Construction will be replacing the decking and repairing piers and crossbeams of the I-90 Highway Bridge across the Columbia River at RM 420 at Vantage WA. Work will start on 04 Mar 2024 and is anticipated to be complete in Nov of 2027. Typical work schedule will be Monday – Friday, 0700 – 1730 with occasional night work. A containment system will be installed on the east span reducing the vertical navigation clearance by 10ft. With all construction projects there is a hazard of falling debris; the containment system is designed to prevent any debris from falling into the water. However, mariners are advised to use caution while transiting the area. For the initial phase the main navigation channel will not have containment installed and provides 73.5 feet of vertical navigation clearance at High Pool Elevation of 571.5 feet. Subsequent phases will have containment installed over the main navigation channel, and updates will be posted in future editions of the LNM. For additional information, contact Justin Ludwig at (208) 704-0122 and email JustinL@garco.com.

LNM: 06/24

**IDAHO – LOWER GRANITE LAKE – CLEARWATER RIVER – Bridge construction notice**

Wadsworth Brothers Construction Company will conduct partial demolition and reconstruction of the US-12 Memorial Bridge, AKA the Clearwater Memorial Highway Bridge (LLNR 14072), from 10 Jul 2023 until 11 Sep 2024. The bridge is located at the City of Lewiston, Idaho at river mile 2.0 of the Clearwater River. Work will occur 7 days per week, up to 24 hours per day. Work includes partially demolishing and reconstruction of the existing bridge in two phases, with one half of the bridge affected in each phase. Temporary navigation channels will be marked with red and green buoys with red or green flashing lights, respectively. Depending on the phase of work, the temporary navigation channel will either be between piers 2 and 3 (span 3) or between piers 3 and 4 (span 4). At least one temporary navigation channel will be available at all times, with some short-term closures required for not longer than three hours per day. Any closures will be approved by the Coast Guard. Each temporary navigation channel will have minimum navigation clearances of 23.06' vertical and 107.79' horizontal. Directional signage and a "no wake" zone will also be placed on both the upstream and downstream locations to direct and advise mariners of the designated navigation channels. The work will be aided by one or more work skiffs and barges. Barges will be marked by white lights on all four corners. Mariners are advised to use caution while transiting the area. For additional information contact Linn Bogart, Project Manager, at (801) 509-8808 or lbogart@wadsbro.com.

Chart 18548

LNM: 17/23

**OREGON – PORT OF PORTLAND – WILLAMETTE RIVER – Bridge deviation**

The Coast Guard has approved a temporary deviation to the operating schedule that governs the Morrison Highway Bridge (LLNR 14955.5), mile 12.8, and Hawthorne Highway Bridge (LLNR 14955.6), mile 13.1, crossing the Willamette River at Portland, Oregon. This deviation is necessary to accommodate the Providence Bridge Pedal event. This deviation allows the bridges to remain in the closed-to-navigation position to allow safe and timely movement of event participants from 0630 until 1130 on 11 Aug 2024. The vertical clearances for these bridges in the closed-to-navigation position are: 69 feet for the Morrison Highway Bridge and 49 feet for the Hawthorne Highway Bridge (all clearances are referenced to the vertical clearance above Columbia River Datum 0.0.) Vessels that do not require a bridge opening may continue to transit beneath the bridge during this closure period. The bridges will be able to open for emergencies, and there is no immediate alternate route for vessels to pass. In accordance with 33 CFR 117.35(e), the drawbridges must return to their regular operating schedule immediately at the end of the effective period of this temporary deviation. For additional information contact Matt Studer at matt.studer@multco.us.

Chart 18526

LNM: 26/24

**OREGON – WILLAMETTE RIVER – PORTLAND TO WALNUT EDDY – Bridge construction notice (Revised from LNM 21/22)**

Kiewit Construction will begin a seismic upgrade construction project on the I-205 Highway Bridge (LLNR 15078) AKA, Abernethy Bridge across the Willamette River at RM 25.6, from 20 Jun 22 to 01 Oct 25. The construction activity will take place across the entire river at the bridge. Construction personnel will be working 24 hours a day Monday through Saturday. Bridge construction work will include the installation of multiple temporary work platforms across sections of the river. All river traffic will be restricted to a temporary navigational channel with horizontal clearance of 150 feet wide and vertical clearance of 51.8 feet high at ordinary high water (OHW), or 76.0 feet high at Columbia River Datum (CRD). The temporary navigation channel will be marked with floating buoys with flashing lights to match buoy type (red nun and green can navigational buoys and white can informational buoys, each with matching color lights flashing at 4-second intervals). Crews will be using floating cranes and barges, attended by tugs throughout the site. All vessels will monitor VHF channels 13 and 16. Barges will be marked on each corner with a white light flashing at 6-second intervals. Each corner of the multiple trestles will also be marked at each corner with a white light flashing at 6-second intervals. Signage on the trestles will communicate the safe distance from the work zone. For an overview of the work site and navigation channel, see Enclosure (4) of LNM 24/22. For more information contact Kiewit Construction, Christopher Locke at (503) 591-5508 or email christopher.locke@kiewit.com.

LNM: 42/23

**OREGON – WILLAMETTE RIVER – Bridge construction (Revised from LNM 48/23)**

ODOT and the Hamilton Construction Company will conduct the complete demolition and reconstruction of the Van Buren Bridge (Oregon Highway 34), across the Willamette River at river mile 131.7 in Corvallis, OR, between Jun 2023 and Dec 2026. Construction activity will take place across the entire river at the bridge location. Construction activities will take place primarily from the hours of 0700 to 1800, Monday through Saturday. Bridge construction work will include geotechnical drilling, removal and replacement of the existing bridge, the installation of a temporary work bridge spanning the river just upstream of the existing bridge, and the installation a temporary diversion bridge just downstream of the existing bridge spanning the river and carrying vehicular traffic.

Jan 2024 update:

Due to river levels and the abundance of debris in the water, there is a high probability of debris building up on the bridge pilings and structure. Mariners are advised that boating conditions in the vicinity of the bridge are very dangerous during high water levels and there may not be a safe passage under the bridge due to the presence of logjams. Additionally, the buoys that mark the temporary navigation channel described below have been removed for the remainder of the winter and spring due to high water / strong water flow. The buoys will be reset once the conditions allow, approximately in May or early June.

A temporary navigable channel for mariners will be maintained with reduced horizontal and vertical clearances for the duration of the project. The temporary channel will provide an horizontal clearance of at least 40 feet and vertical clearance of at least 17.4 feet from the ordinary high-water elevation (OHW). A temporary river clearance gauge will be mounted to the bridge adjacent to the navigable channel at the upstream side of the temporary work bridge and at the downstream side of the diversion bridge. The river clearance gauge will be white with black letters and will show the actual vertical clearance between the water line and overhead obstructions above the navigable channel. Buoy lines, lighting, and signage will direct mariners through the temporary navigable channel and away from "no-entry" construction areas. The temporary navigable channel will be

**OREGON – WILLAMETTE RIVER – Bridge construction (Revised from LNM 48/23)**

marked with a floating buoy line consisting of orange floating buoys fitted with white colored reflective tape and white flashing lights (FI W 4s) mounted at 100-foot intervals along the buoy line. Flashing yellow lights (FI Y 4s) will be installed on both the temporary diversion bridge and the temporary work bridge trestle at 100-foot intervals along the outside edge of each structure with one centered over the navigable channel at the upstream edge of the temporary work bridge and the downstream edge of the diversion bridge. Red (FI R 4s) and green (FI G 4s) lights will be mounted on the upstream edge of the temporary work bridge and the downstream edge of the diversion bridge, marking the reduced navigable channel limits. Informational signs (white with black lettering) will be mounted on the upstream side of the temporary work bridge and the downstream side of the temporary diversion bridge. Mariners are advised to use caution while transiting the area. A diagram of the placement of warning signs and buoys was included as enclosure (4) of LNM 22/23. For more information contact Markus Schaaf, at (541) 757-4280 or email markus.schaaf@odot.oregon.gov.

LNM: 04/24

**WASHINGTON – LAKE WASHINGTON SHIP CANAL – Bridge notice**

The Coast Guard has approved a temporary deviation for the operating schedule that governs the Fremont Bridge (LLNR 18182), mile 2.6, and the University Bridge (LLNR 18235), mile 4.3, both crossing the Lake Washington Ship Canal in Seattle, WA. The deviation accommodates the Lake Union 10K running event. To facilitate this event, the draws of the subject bridges are authorized to be maintained in the closed-to-navigation position from 0730 – 1030 on 11 Aug 2024. Vessels that do not require bridge openings may continue to transit beneath these bridges during the closure periods. The draws will be required to open, if needed, for vessels engaged in emergency response operations during this closure period. For more information contact Kit Loo at (206) 684-3669 or kit.loo@seattle.gov.

LNM: 26/24

Chart 18447

**WASHINGTON – LAKE WASHINGTON SHIP CANAL – Bridge notice**

The Coast Guard has approved a temporary deviation from the normal operating schedule that governs the Montlake Street Bridge (LLNR 18240) across the Lake Washington Ship Canal, mile 5.2. The Montlake Street Bridge need not open the draw for marine vessels during heavy road traffic for the 2024 University of Washington football games on the following dates and times:

31 Aug 2024 – from 1730 to 2000 and from 2300 to 0130 (on 01 Sep 2024.)

07 Sep 2024 – from 1000 to 1230 and from 1530 to 1800.

21 Sep 2024 – TBD.

05 Oct 2024 – TBD.

02 Nov 2024 – TBD.

15 Nov 2024 – from 1530 to 1800 and from 2100 to 2330.

This deviation will allow the Montlake Bridge to remain in the closed-to-navigation position before and after each game. The Montlake Bridge in the closed-to-navigation position provides 30 feet of vertical clearance throughout the navigation channel, and 46 feet of vertical clearance throughout the center 60 feet of the bridge; vertical clearance references to the Mean Water Level of Lake Washington. Vessels which do not require a bridge opening may continue to transit beneath this bridge during the closure. The bridge will be required to open, if needed, for vessels engaged in emergency response operations during this closure period. The Coast Guard will publish any updates or changes to this operating schedule in future LNM publications once game times are announced. For more information on these events contact Colleen Kelly at kellyc@wsdot.wa.gov.

LNM: 26/24

Chart 18447

**WASHINGTON – PUGET SOUND – EVERETT HARBOR – SNOHOMISH RIVER – The Interstate 5 Highway Bridge maintenance**

The Interstate 5 Highway Bridge (LLNR 18594.1) across the Snohomish River, mile 5.4, in Everett, WA, will be preserved and painted from 12 Jun 2023 to 31 Oct 2024. Containment up to 4 feet will be installed and reduce the vertical clearance of the subject bridge from 66 feet to 62 feet above high water. Containment will be marked with amber flashing lights on the bottom with flashing amber lights (FL Y 6s). The working hours will be Monday through Saturday 0800 – 1800 and some night work 2100 – 0800. No service barges will be on site. Mariners are free to transit under the subject bridge at any time. For more information contact Michael Xipolitas at (330) 550-7192 or at Mikex@vimaspainting.com

LNM: 15/23

Chart 18444

**WASHINGTON – SPOKANE RIVER – POST FALLS – Spokane Street River Bridge notice**

Post Falls Highway District and contractors will perform bridge repair work from 06 May – 31 Oct 2024 on the Spokane Street River Bridge in Post Falls, Idaho. The work will consist of boats, barges, and dive crews working on the bridge piers above and below water. All construction activity, including dive crews and support vessels, will be within a delineated construction zone immediately adjacent to the bridge piers. The zone will be delineated by a system of buoys, cables, and signage to divert vessels around the construction zone. Vessels will be able to navigate under the bridge at all times. Mariners are advised to use caution while transiting the area. For more information, call Jeff Sorenson, PE, at (208) 758-8601.

LNM: 17/24

**WASHINGTON – LEWIS RIVER – Bridge repair (Revised from LNM 27/23)**

MJ Hughes Construction will be performing bridge deck repair and Under Bridge Inspections on the I-5 Highway Bridge across the Lewis River at RM 5.5. Work will be done on the eastbound bridge from 07 Aug to 30 Sep 23. Work will be done on the westbound bridge from 26 Jul – 18 Sep 24. The bridge deck repair work and under bridge inspection truck will take place Monday – Saturday, 1 or 2 shifts of 10 hours each per day both day and night depending on scope of work. Under bridge work nets will be marked by flashing yellow lights and warning signs posted on the bridge piers up and down river. Mariners are advised to use caution while transiting area. For additional information, contact William Hill at (971) 240-7310 email bill.h@mjhughes.com.

LNM: 29/23

Chart 18524

**SNAKE RIVER – USACE Walla Walla District 2024 Minimum Operating Pool (MOP) operations and spring spill operations**

From April through August 2024, the lower Snake River reservoirs will operate within the Minimum Operating Pool (MOP) ranges. During this time, all lower Snake and lower Columbia River dams will spill for fish passage in accordance with the 2024 Fish Operations Plan. The Fish Operations Plan is posted on the following website: <https://pweb.crohms.org/tmt/documents/fpp/2024/>

MOP ranges for each Snake River pool are listed below. (Elevations are in feet using NGVD 29 datum):

Ice Harbor, Lake Sacajawea – 437-438.5

Lower Monumental, Lake Herbert G. West – 537-538.5

Little Goose, Lake Bryan – 633-634.5

Lower Granite, Lower Granite Lake – 733-734.5

Due to recent changes in fish passage spill requirements, USACE anticipates a higher rate of discharge through the spillways compared to previous years, and river navigators may experience strong currents and eddies in the dam tailraces and forebays. If navigators believe river conditions

**SNAKE RIVER – USACE Walla Walla District 2024 Minimum Operating Pool (MOP) operations and spring spill operations**

inhibit safe navigation to or from a lock, they may request a temporary adjustment to spill using the contact information below. Contact with lock and dam shift operators should be initiated no later than 30 minutes prior to arriving at the lock, as a requested redistribution or reduction of spill may take as long as 30 minutes to attenuate. Additionally, downstream departures may be delayed for the requested spill change to be implemented and take effect.

- McNary Operator at (541) 922-2231. Call Sign WUJ41 McNary.
- Ice Harbor Operator at (509) 543-3231. Call Sign WUJ42 Ice Harbor.
- Lower Monumental Operator at (509) 282-7231. Call Sign WUJ43 Lower Monumental.
- Little Goose Operator at (509) 399-2233 x231. Call Sign WUJ44 Little Goose.
- Lower Granite Operator at (509) 843-2231. Call Sign WUJ45 Lower Granite.

Navigators are encouraged to contact dam operators and report any unsafe navigation conditions. District staff will evaluate the effects of this year’s operations in conjunction with feedback from river users and coordinate adjustments to spillway gate positioning as appropriate. For additional information contact the NWW Operations Division at (509) 527-7364.

Charts: 18545 18546 18547 18548

LNM: 13/24

**COLUMBIA RIVER AND SNAKE RIVER – 2024 summer lockage schedule for recreational vessels**

As of 13 May 2024, the USACE Portland and Walla Walla Districts have implemented the 2024 summer lockage schedule for the passage of recreational vessels through the following navigation locks:

Lock Name	Location	Phone Number	Radio Call Sign (VHF-FM channel 14)
<b>Portland District:</b>			
Bonneville Lock	Columbia River Mile 145.5	(541) 374-8323	WUJ 33
The Dalles Lock	Columbia River Mile 191.5	(541) 506-8211	WUJ 34
John Day Lock	Columbia River Mile 215.6	(541) 739-1050	WUJ 35
<b>Walla Walla District:</b>			
McNary Lock	Columbia River Mile 292	(541) 922-2231	WUJ 41
Ice Harbor Lock	Snake River Mile 9.7	(509) 543-3231	WUJ 42
Lower Monumental Lock	Snake River Mile 41.6	(509) 282-7231	WUJ 43
Little Goose Lock	Snake River Mile 70.3	(509) 404-2231	WUJ 44
Lower Granite Lock	Snake River Mile 107.5	(509) 843-2231	WUJ 45

The following annual recreational craft lockage schedules will be implemented for all the locks beginning 13 May through 13 Sep 2024:

- Upstream Direction Times: 0900, 1200, 1500, 1800, 2100
- Downstream Direction Times: 0930, 1230, 1530, 1830, 2130

When a recreational vessel lockage schedule is in effect, recreational vessels will only be allowed to lock through at the times designated for such lockages and they will take precedence over commercial vessels. Commercial vessels will continue to be locked through upon arrival except during the times specified for recreational vessel lockages. At the discretion of the lock operator, recreational vessels may be allowed to lock through with commercial craft. USACE will consider special lockages, outside the above scheduled lockage times, for flotillas or other unique activities sponsored by yacht clubs, marinas, and other groups, provided advance (at least 24-hours) arrangements have been made with the appropriate control room operator. A personal flotation device is required for every member on board the recreational vessel and shall be worn throughout the duration of the lockage. All vessel owner/operators lock through at their own risk and must follow the directions of the lock operator when using the locks or operating in the vicinity of the locks. The lock operator has final authority on the suitability of a craft for lockage. Information on the locks, including how to safely lock a recreational vessel is available at <https://www.nww.usace.army.mil/Missions/Navigation>. For more information on this matter please call the Walla Walla Operations Division, at telephone (509) 527-7364.

Charts: 18532 18535 18541 18546 18547 18548

LNM: 20/24

**WASHINGTON – PUGET SOUND – LAKE WASHINGTON SHIP CANAL – Hiram M. Chittenden Locks Center Miter Gates replacement project (Revised from LNM 02/24)**

USACE is in the middle of a multi-phase maintenance project to replace the center miter gates on the Large Lock chamber. The major project will require several 30-day closures to facilitate demolition, concrete construction, and installation and commissioning of the new miter gates, respectively. There will be at least 15 days between closures to accommodate marine traffic. Additionally, the Small Lock will remain open during these periods and can pass vessels up to 123 feet long and 28 feet wide. While the Large Lock chamber is in service, please note that the center miter gates have been removed, and a temporary marine fender has been installed in the recess where the gates were previously. Mariners are reminded to exercise extreme caution while entering and exiting the large lock chamber, because the center gate recess and the surrounding (demolition) area around the center gate will be fully exposed. Please operate your vessel at a slow speed – 2 ½ knots or lower – and follow the guidance and instructions of the Tower and lock operators.

Currently, the large locks are scheduled to be closed to all vessel traffic during the following periods,

- Closure 4: 15 Oct 2024 to 13 Nov 2024
- Closure 5: 29 Nov 2024 to 28 Dec 2024

The large lock is expected to be fully operational on 29 Dec 2024.

For current information about activities at the Locks, visit the Locks’ website at <https://www.nws.usace.army.mil/Missions/Civil-Works/Locks-and-Dams/Chittenden-Locks/Closures/> and/or like them on Facebook [www.facebook.com/chittendenlocks](http://www.facebook.com/chittendenlocks). For specific questions, mariners may contact the lockmasters at (206) 297-9821.

Chart 18447

LNM: 09/24

**OREGON – COOS BAY – North Jetty repair project**

Trade West Construction has resumed work for the season on the Coos Bay North Jetty Repair Contract. All work is taking place with equipment on the jetty. There is no in-water work, however, the movement and placement of extremely large and heavy material poses a significant risk to boaters approaching close to the jetty. Mariners are strongly advised to keep a safe distance from the repair work. For more information, contact Randy Guymon at (435) 703-3462.

Chart 18587

LNM: 15/24

**OREGON – CAPE BLANCO TO YAQUINA HEAD – Subsurface research mooring deployment (Revised from LNM 17/24)**

NOAA has deployed a subsurface instrument mooring off the Oregon coast, approximately 53 NM due west of the Umpqua River entrance. The mooring is in approximate position 43-38-42 N, 125-33-06 W in 3050 meters of water, with a mooring float 900 meters below the surface. The equipment is anticipated to remain onsite until October of 2024. For more information, contact Bob Dziak at [robert.p.dziak@noaa.gov](mailto:robert.p.dziak@noaa.gov).

Chart 18003

LNM: 19/24

**OREGON – CAPE BLANCO TO YAQUINA HEAD – PacWave South Submarine Cable Operations**

R.T. Casey will be performing submarine cable installation and burial operations as part of the PacWave Wave Energy project off the Oregon coast in the vicinity of Driftwood Beach State Recreation Site near Seal Rock, Oregon, and out to 13 miles offshore. Operations are scheduled from 20 Jun – 15 Oct 2024, and will take place in the PacWave Sough site centered on approximate position 44-30-42 N, 124-10-30 W. Operations will be conducted 24 hours a day, 7 days a week, and staged from the following platforms: HOS Innovator, M/V Liberty, and OSV Nautilus, all of which can be reached on VHF-FM Channels 13 & 16. Mariners are requested to contact the above listed vessel and maintain a minimum 500-yard distance when transiting in the vicinity. For additional information contact Zachary Casey at (504) 491-2288.

Chart 18580

LNM: 22/24

**OREGON – TILLAMOOK BAY – Tillamook South Jetty repairs (Revised from LNM 22/24)**

Trade West Construction has begun moving material to a material offloading facility for use on the Tillamook Bay South Jetty repairs. Jetty stone will be transported from the Port of Garibaldi, approximate location 45-33-14 N, 123-54-54 W, to Kincheloe Point on the Bay Ocean Peninsula in approximate location 45-33-07 N, 123-56-09 W. The tugboat and support vessel involved in this operation will monitor VHF-FM channels 8 and 10. Mariners are strongly advised to keep a safe distance from the tug and barge operations and the repair work. For more information, contact Keyanee Faught at (435) 669-7976 or email keyaneef@gmail.com.

Chart 18558

LNM: 24/24

**COLUMBIA RIVER SYSTEM AND WASHINGTON - Testing of prototype plastic buoys**

The U.S. Coast Guard is testing various prototype plastic buoys to observe their station keeping ability and visual and radar detection capabilities. Buoys have been placed at the following locations for evaluation:

On the Columbia, Snake and Willamette Rivers:  
Desdemona Sands Lighted Buoy 22 (LLNR 9990)  
Hood River Lighted Buoy 36 (LLNR 11932)  
Bonneville Pool Lighted Buoy 69 (LLNR 12130)  
Lake Celilo Buoy 45 (LLNR 12360)  
Lake Wallula Lighted Buoy 2 (LLNR 12815)  
Snake River Buoy 14 (LLNR 13195)  
Elk Rock Buoy 10 (LLNR 15005)

In Grays Harbor and Admiralty Inlet Washington:  
Point Chehalis Lighted Buoy 4 (LLNR 15990)  
Point Wilson Lighted Buoy 6 (LLNR 16470)

While the buoys performance is being studied, the US Coast Guard is soliciting comments from the maritime community transiting this waterway. Mariners are requested to respond in writing to the Coast Guard District office with any comments on this change at D13-SMB-D13-LNM@uscg.mil. Any discrepancy for these or other Aids to Navigation should continue to be reported to US Coast Guard Sector Columbia River and US Coast Guard Sector Puget Sound.

Charts: 18502 18533 18545

LNM: 52/22

**COLUMBIA RIVER – PACIFIC OCEAN TO HARRINGTON POINT – JOHN DAY CHANNEL – Marine Construction**

Bergerson Construction will be performing pier demolition and construction operations on the John Day Channel off the Columbia River on the eastern side of Tongue Point in approximate location 46-12-12.860 N, 123-45-31.200 W. Work is anticipated to begin on or about 14 Aug and continue through December of 2024, Monday through Friday, from 0700 to 1800 daily. A 60' x 120' crane barge Betsy Ross, a 45' x 112' deck barge, various sectional barges and assist vessel Olaf J will be on site. Personnel on the Betsy Ross and Olaf J will be monitoring VHF-FM channel 17. A yellow, floating turbidity boom/curtain will be used to surround and identify the work area and white flashing lights will be used to demarcate the barges. Mariners are requested to use caution and reduce wake when transiting the area. For additional information, contact site superintendent Mike Puckett at (503) 440-7344, or Bergerson Construction office at (503) 325-7130.

Chart 18521

LNM: 31/23

**COLUMBIA RIVER – PORT OF PORTLAND – OREGON SLOUGH**

The overhead power cables crossing Oregon Slough between Hayden Island and North Portland in approximate position 45-37-32.5 N, 122-43-31.0 W, were damaged due to a collision. The cables have been raised, but their height above the waterway has not been verified, and mariners should assume that the cables are not at their charted clearance of 160 feet.

Chart 18526

LNM: 19/24

**WASHINGTON – GRAYS HARBOR – Underwater obstruction**

On 19 Nov 2023, a large concrete sinker with a significant amount of chain attached was dredged up by a deep draft vessel anchor. The sinker and chain was cut free in approximate location 46-55-19.506 N, 124-06-19.950 W. This location is in the Grays Harbor Channel near the western end of the South Reach. This obstruction may pose a danger to deep draft vessels transiting this portion of the waterway.

Chart 18502

LNM: 47/23

**WASHINGTON – GRAYS HARBOR – ABERDEEN – WHISKAH RIVER – Bridge notice**

The Coast Guard has approved a temporary deviation to the operating regulations for the Whiskah Street Bridge (LLNR 16072.3) across the Whiskah River at mile 0.4 in Aberdeen, WA. This deviation is needed due to a roadway accident damaging the traffic control barrier. Mariners that require an opening of the Whiskah Street Bridge shall give notice at least two hours prior to arriving at the subject bridge. Vessels that do not require a draw opening may navigate under the subject bridge at any time. For more information contact David Reibel at david.reibel@wsdot.wa.gov or (360) 538-8530.

Chart 18502

LNM: 23/24

**WASHINGTON – APPROACHES TO STRAIT OF JUAN DE FUCA – Olympic Coast National Marine Sanctuary research buoys**

Olympic Coast National Marine Sanctuary will be conducting oceanographic research between Makah Bay and Cape Elizabeth from 15 May until 01 Oct 2024. The R/V Storm Petrel has deployed 10 moorings and identified one un-recoverable mooring at the locations listed below. On these moorings, surface gear consists of a 12-inch low-drag surface float (Polyform LD-2) with three trailing yellow seine net floats, and an 8-meter-long Amsteel line attached to sub-surface gear. The unrecoverable mooring CE015 does have of a surface expression, which consists of a buoy and



**WASHINGTON – APPROACHES TO STRAIT OF JUAN DE FUCA – Olympic Coast National Marine Sanctuary research buoys**

partial halibut pole. The halibut pole is only visible in negative tides and does not have a radar reflector. Olympic Coast will be making an attempt to recover mooring CE015 in July 2024. For additional information, please contact the Vessel Operations Coordinator, LTJG Haley Wilson, at (360) 406-2085.

Site	Latitude	Longitude
MB015	48-19-31.380N	124-40-36.600W
MB042	48-19-26.280N	124-44-07.380W
CA015	48-09-58.680N	124-45-24.600W
CA042	48-09-57.660N	124-49-24.120W
TH015	47-52-34.020N	124-37-10.080W
TH042	47-52-34.140N	124-44-00.300W
KL015	47-36-03.000N	124-25-42.240W
KL027	47-35-40.440N	124-29-49.440W
CE015	47-21-24.420N	124-20-53.280W
CE042	47-21-11.280N	124-29-19.440W
UNRECOVERABLE		
CE015	47-21-24.420N	124-20-53.280W

For more information, contact Lieutenant Junior Grade Haley Wilson at (252) 529-7898 or via email at haley.wilson@noaa.gov.

Chart 18480

LNM: 21/24

**WASHINGTON – STRAIT OF JUAN DE FUCA – SWIFTSURE BANK – ECHO Program 2024 Voluntary Ship Slowdown**

Effective 01 Jun 2024, the Enhancing Cetacean Habitat and Observation (ECHO) Program voluntary ship slowdown in the vicinity of Swiftsure Bank is in effect for all inbound and outbound commercial and government vessels. If it is safe and operationally feasible to do so, commercial and government vessels are requested to not exceed the following speeds through the water:

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

The voluntary ship slowdown takes place in the inbound and outbound lanes of the vessel traffic separation scheme between the start or end of the traffic separation scheme on the western or southern side, and the 124-40-00 W longitudinal line (radio call in point 1) on the eastern side. Speed transition zones are in place about 5 nautical miles prior to entering the slowdown area. The ECHO Program ship slowdown at Swiftsure Bank aims to reduce underwater noise in known southern resident killer whale feeding areas. This initiative will remain in effect 24 hours per day until 2359 PDT on 31 Oct 2024. The voluntary slowdowns at Swiftsure Bank and in Haro Strait and Boundary Pass are led by the Vancouver Fraser Port Authority's ECHO (Enhancing Cetacean Habitat and Observation) program, in cooperation with government agencies, Indigenous communities, industry partners and environmental groups. For more detailed information related to this slowdown and the ECHO program, refer to the following internet address: <https://www.portvancouver.com/environmental-protection-at-the-port-of-vancouver/maintaining-healthy-ecosystems-throughout-our-jurisdiction/echo-program/projects/swiftsure-bank-slowdown/>.

Chart 18460

LNM: 22/24

**WASHINGTON – STRAIT OF JUAN DE FUCA – ECHO Program 2024 Voluntary Tug Lateral Displacement**

As of 01 Jun 2024, the Enhancing Cetacean Habitat and Observation (ECHO) Program voluntary inshore lateral displacement is in effect for all tugs transiting the Canadian inshore area of the Strait of Juan de Fuca. If it is safe and operationally feasible to do so, tugs are requested to move south of the known killer whale feeding area and navigate either through the outbound shipping lane or the inshore lateral displacement zone, while maintaining a buffer distance of 1,000 meters from the traffic separation scheme (TSS). The inshore lateral displacement zone is 1,500 meters wide and occurs in the area between 123-52-21.192 W, 48-18-37.332 N and 124-31-33.378 W, 48-28-53.316 N, covering a distance of approximately 28 NM. The ECHO Program voluntary lateral displacement initiative aims to reduce underwater noise in known southern resident killer whale feeding areas along the northern edge of the Strait of Juan de Fuca. This initiative will remain in effect 24 hours a day through 31 Oct 2024. For more detailed information related to lateral displacement and the ECHO program, visit the following internet address:

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

Charts: 18400 18460

LNM: 22/24

**WASHINGTON – PUGET SOUND – APPLE COVE TO KEYPORT – Temporary lighted buoy**

NOAA's Pacific Marine Environmental Laboratory deployed a temporary research lighted buoy on 23 Feb 2024, approximately 1700 yards offshore from Spring Beach between Point Wells and Meadow Point, in approximate position 47-43-56.940 N, 122-23-41.820 W. This buoy is expected to remain on station until approximately 01 Sep 2024. The buoy is yellow and grey, round and marked with a flashing yellow four seconds (FL Y 4s) light. For more information, contact Nick Delich at (206) 526-6181 or email at nicholas.delich@noaa.gov.

Chart 18446

LNM: 09/24

**WASHINGTON – PUGET SOUND – APPLE COVE TO KEYPORT – SEATTLE TO BREMERTON – Environmental monitoring buoys**

Puget Sound Restoration Fund is installing research buoys with environmental monitoring instruments at 3 locations in the central Puget Sound:

- Tyee Shoal/Wing Point (off Bainbridge Island), 47-37-03.000 N, 122-29-29.040 W.
- Point Jefferson (off Indianola), 47-44-30.840 N, 122-29-16.440 W.
- Edmonds (north of dive park, Shell Creek) 47-49-13.440 N, 122-22-41.160 W.

Each site will have one surface buoy, yellow in color, 2 ft diameter, with flashing yellow light (FL Y (5) 20s). Buoys will be installed on or about 09 Jan 2023 and remain in place until 31 Dec 2024. Mariners are requested to avoid approaching or tying off to the research buoys. For more information, please contact the Restoration Fund at (206) 780-6947 or email [info@restorationfund.org](mailto:info@restorationfund.org).

Charts: 18446 18449

LNM: 49/22

**WASHINGTON – PUGET SOUND – APPLE COVE TO KEYPORT – Submersible Vehicle testing (Revised from LNM 49/22)**

The Naval Undersea Warfare Center (NUWC) at Keyport, WA is continuing operations in the vicinity of NUWC between University Point, the Brownsville Marina and Keyport through 23 Dec 2024. Operations will normally be conducted Monday through Friday during daylight hours. Operations will involve semisubmersible and submersible vehicles escorted by a small naval craft with a flashing red light. The call sign for the small craft will be "Keyport Range Control" and will monitor VHF-FM channels 12 & 16. 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. For more information contact Keyport Range Control on VHF-FM channels 12 and 16 or by phone at (360) 396-2313.

Chart 18446

LNM: 49/23

**WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – ELLIOTT BAY – Marine construction (Revised from LNM 37/22)**

Pacific Pile & Marine's ongoing marine construction project for the City of Seattle at Pier 58 will be continuing until 31 Dec 2024. The in-water work includes timber pier demolition and pile removal, new piling placement, new concrete construction, habitat improvements and cathodic protection systems. There will also be some demolition work conducted just north of pier 62 near the entrance to Bell Harbor Marina. Work hours are typically 0700 – 1900 daily. Pacific Pile will have multiple assets on scene including multiple barges and cranes. Crews will use VHF-FM channels 18 / 19 for communications with assist tugs and 68 / 69 for mariners with any questions. For more information, contact Andrea Harwood at (206) 817-5624, or email at andrea@pacificpile.com.

Chart 18450

LNM: 21/24

**PUGET SOUND – SEATTLE TO BREMERTON – ELLIOTT BAY – Marine construction**

Orion Marine Construction (Orion) will conduct marine construction activities around the Washington State Ferry Slip 3 at the Colman Dock in approximate location 47-36-11.5 N, 122-20-22.5 W, from 08 Jul 2024 – 15 Feb 2025. The work involves the removal of the existing vehicle transfer span (VTS) and associated structures and installation of a new hydraulic controlled VTS and apron. Work will normally be conducted Monday through Friday 0700 – 1730 utilizing the crane barge St Helens and Barges KP1 and 152. Ferry operations will continue at Ferry Slips 1 and 2. A floating debris boom will encircle the footprint of the project work area, although some underwater hazards may exist. Mariners should operate with caution and reduce wake while in transition around the project area. For more information contact the Project Manager, Bradley Morlock, at (206) 786-3483 or bmorlock@orionmarinegroup.com.

Chart 18450

LNM: 24/24

**WASHINGTON – PUGET SOUND – HOOD CANAL – Fisheries Research**

NOAA Fisheries (Northwest Fisheries Science Center) has deployed acoustic receivers in the vicinity of the Hood Canal Bridge (LLNR 17769) during the week of 17 Mar 24. Receivers will listen for, and record detections of salmonids implanted with acoustic transmitters. Deployment locations fall between Twin Spits and 300 meters south of the Hood Canal Bridge, but mostly within 100 meters of the bridge. Moorings will remain in place through September of 2024, and it is requested that mariners avoid disturbance to the seafloor in these areas so as not to dislodge or damage receivers. For additional information, contact the Chief Scientist at (206) 949-7723.

Charts: 18458 18473

LNM: 12/24

**WASHINGTON – EVERETT HARBOR– SNOHOMISH RIVER – SR 529 Twin Highway Bridge Notice (revised from LNM 21/24)**

The Coast Guard has changed a previously approved temporary bridge deviation from the operating schedule that governs the SR 529 Twin Highway Bridges both northbound and southbound, across the Snohomish River. This revised deviation supports needed bridge repairs. SR 529 Highway Bridge (NB) (LLNR 18591.3) crosses the Snohomish River, mile 3.6, at Everett, WA, and is authorized to lock open the draw at 15 feet and install 5 feet of containment under the bridge. The vertical clearance of the open draw with containment will be 48 feet at high tide. Mariners must give a two-hour notice to open the SR 529 Bridge (SB) (LLNR 18591.2). This deviation will be from 0600 on 02 Jun until 2359 on 28 Nov 2024. Working hours may vary, but the planned hours will be 10 to 12 hours per day. Expect work to be during the daytime but can be extended to nighttime work. Fall hazards may be present during working hours. Mariners may transit under the subject bridges at any time. An alternate route for vessels to use during this deviation period is via Union Slough. For more information on this event contact Rich Strickling at (330) 207-2100, or rs@libertymaintenanceinc.com. Information may also be via Jeff Franklin at (330) 261-3609, or jfranklin@libertymaintenanceinc.com. 12 Jun 2024 update: In support of the bridge repairs, Pacific Pile and Marine will conduct floating crane operations on 26 Jun 2024 which will impact the navigation under the bridge from 0530 – 1600 hours. The construction barge will be assisted by two tugboats, the Carolyn H. and the Halle H. Construction crew and tugs will be monitoring VHF-FM channels 13, 16 and 19. Mariners are requested to use caution and reduce wake when transiting the area. For additional information, contact Pacific Pile and Marine at (253) 303-2768.

Chart 18444

LNM: 24/24

**WASHINGTON – HARO STRAIT AND BOUNDARY PASS – ECHO Program 2024 Voluntary Ship Slowdown**

Effective 01 Jun 2024, the Enhancing Cetacean Habitat and Observation (ECHO) Program voluntary ship slowdown through Haro Strait and Boundary Pass is in effect for all inbound and outbound commercial and government vessels. If it is safe and operationally feasible to do so, commercial and government vessels are requested to not exceed the following speeds through the water:

11 knots – Bulkers, tankers, general cargo vessels, and government vessels; and,

14.5 knots – Vehicle carriers, cruise ships, and container vessels.

This voluntary slowdown takes place between 48-24-22.78 N, 123-12-15.26 W, and 48-46-39.28 N 123-01-36.84 W. Speed transition zones are in place within the established traffic system at both approaches to the slowdown area. The north transition zone are those waters between north of Boat Pass, Saturna Island and Rosenfeld Rock and the south transition zone are those waters between buoy VH at the Victoria pilot station, and Sea Bird Point at the southeast corner of Discovery Island. There are also two optional slow down areas, one rounding turn point and the other between Turn Point, Saturna Island and Alden Point, Patos Island. The ECHO Program ship slowdown in Haro Strait and Boundary Pass aims to reduce underwater noise in known southern resident killer whale feeding areas. This initiative will remain in effect 24 hours per day until 2359 Pacific on 30 Nov 2024, depending on whale presence in the area. The voluntary slowdowns at Swiftsure Bank and in Haro Strait and Boundary Pass are led by the Vancouver Fraser Port Authority's ECHO (Enhancing Cetacean Habitat and Observation) program, in cooperation with government agencies, Indigenous communities, industry partners and environmental groups. For more detailed information related to this slowdown and the ECHO program, refer to the following internet web address: <https://www.portvancouver.com/environmental-protection-at-the-port-of-vancouver/maintaining-healthy-ecosystems-throughout-our-jurisdiction/echo-program/projects/haro-slowdown/>

LNM: 23/24

**WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – SWINOMISH CHANNEL NORTH ENTRANCE – Shoaling**

Mariners are advised that significant shoaling exists in Swinomish Channel, especially the North Entrance between Swinomish Channel North Entrance Buoy 30 (LLNR 19155) and the Burlington Northern Santa Fe Railroad Bridge 7.6 (LLNR 19155.1). While the project depth of Swinomish Channel is 12 feet, the controlling depth of Swinomish Channel is 5.9 feet based upon the latest available hydrographic data (a survey dated March of 2024.) This controlling depth of 5.9 feet / 1.8 meters is reflected on NOAA ENC products. Raster products do not reflect this sounding information, as they are no longer being updated with most routine corrections. Mariners should consult ENC cells for the most up-to-date information. Mariners should transit the Swinomish Channel waterway with caution, especially at low tidal conditions. To view the survey data, visit the following link: [https://ehydroprod.blob.core.usgovcloudapi.net/ehydro-surveys-pdf/CENWS/CENWS\\_DIS\\_SW\\_01\\_SWC\\_20240305\\_CS\\_E\\_6\\_3\\_353.PDF](https://ehydroprod.blob.core.usgovcloudapi.net/ehydro-surveys-pdf/CENWS/CENWS_DIS_SW_01_SWC_20240305_CS_E_6_3_353.PDF)

Chart 18427

LNM: 23/24

**SAFETY NOTICE – Navigational Range and Sector Light displays on electronic charts**

The U.S. Coast Guard has become aware that the Range and Sector Light Characteristic labels are not displayed on Electronic Navigational Charts

**SAFETY NOTICE – Navigational Range and Sector Light displays on electronic charts**  
 (ENCs) when used in an Electronic Chart Display and Information System (ECDIS) due to limitations of the S-52 ECDIS display specification. Mariners may query the ENC data directly within ECDIS or refer to the Light List for complete information on Range and Sector Light Characteristics.

LNM: 39/22

**OREGON – WASHINGTON – IDAHO – New and improved Merchant Mariner Credential**

The U.S. Coast Guard announced a new merchant mariner credential (MMC) set to launch on 01 Mar 2024. This milestone marks the first comprehensive revision of the mariner credential in nearly a decade and is strategically designed to enhance both quality of service and security within the Marine Transportation System (MTS). U.S. Coast Guard Marine Safety Information Bulletin (MSIB) 01-24, New Merchant Mariner Credential Passport Booklet Replacement, contains details of this new credential, and was included as Enclosure (4) of LNM 12/24. Additionally, the new MMC is announced at the National Maritime Center's Home Page: [https://www.dco.uscg.mil/national\\_maritime\\_center/](https://www.dco.uscg.mil/national_maritime_center/). Mariners are encouraged to visit NMC's website for more information on the credential.

LNM: 09/24

---



---

**SECTION VIII - LIGHT LIST CORRECTIONS**

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

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
14834	<i>Sauvie Island Junction Lighted Buoy</i>	45-51-38.613N 122-47-25.810W	Fl (2+1)R 6s		4	Red and green.	30/24

\*

---



---

**ENCLOSURES**

**Enclosure 1**

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

LNM: 30/24

**Enclosure 2**

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

LNM: 30/24

**Enclosure 3**

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events

LNM: 30/24

---



---

If you have any questions, comments, or need additional information concerning this or other LNMs (e.g. additions, deletions, corrections) contact the address or phone number on the front page.

CDR Brendan J. Harris  
 Chief, Waterways Management Branch  
 Thirteenth Coast Guard District

# BRIDGE DISCREPANCIES AND CORRECTIONS

Enclosure (1)

BRIDGE DISCREPANCIES						
Waterway	Light List	Bridge Name	Location	Status	Date Reported	BNM
<b>OREGON COAST</b>						
	9627	Yaquina Bay Highway 101 Bridge	Newport, OR	Protection piers damaged	12/4/2023	None
<b>COLUMBIA RIVER</b>						
	14630	Astoria Highway Bridge (north channel)	Astoria, OR	Multiple lights extinguished	7/23/2024	0519-24
	11392	I-205 Highway Bridge (north channel)	Portland, OR	Clearance Gauge is obscured	7/10/2024	None
	11933	Hood River Highway Bridge	Hood River, OR	Damaged - unable to open	6/27/2024	0474-24
	13052.5	Pasco-Kennewick Highway Bridge	Pasco, WA	Lighting extinguished	7/5/2024	0487-24
<b>SNAKE RIVER</b>						
	None					
<b>WILLAMETTE RIVER</b>						
	None					
<b>WASHINGTON COAST</b>						
	16072.3	Wishkah Street Bridge	Aberdeen, WA	2-Hour Advance notice required for opening	6/3/2024	0412-24
<b>PUGET SOUND</b>						
	18235	University Street Bridge	Seattle, WA	Extinguished	11/18/2023	0824-23
<b>IDAHO</b>						
	20070	Trail of the Coeur D'Alenes Railroad Bridge	Chatcolet, ID	Multiple lights extinguished	10/11/2022	None
BRIDGE CORRECTIONS						
Waterway	Light List	Bridge Name	Location	Status	Date Reported	BNM
<b>OREGON COAST</b>						
	None					
<b>COLUMBIA RIVER</b>						
	11803	Bridge of the Gods	Cascade Locks, OR	North side channel light Relighted	7/19/2024	0510-24
<b>SNAKE RIVER</b>						
	None					
<b>WILLAMETTE RIVER</b>						
	None					
<b>WASHINGTON COAST</b>						
	None					
<b>PUGET SOUND</b>						
	None					
<b>IDAHO</b>						
	None					

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

<b>Start Date</b>	<b>End Date</b>	<b>Times</b>	<b>Location</b>	<b>Dredge Vessel</b>	<b>Assist Vessel</b>	<b>Channel monitored</b>	<b>Disposal Area</b>	<b>LNМ</b>
24-Jul-24	7-Aug-24	24 Hrs / 7 Days	Columbia River; Pillar Rock Ranges (RM 26+00 to RM 26+20)	M/V Essayons	None	VHF-FM 13 & 16	RM 28 OR	30/24
24-Jul-24	7-Aug-24	24 Hrs / 7 Days	Columbia River; Brookfield / Welch Island (RM 28+15 to RM 29+00 )	M/V Essayons	None	VHF-FM 13 & 16	RM 28 OR	30/24
24-Jun-24	8-Aug-24	24 Hrs / 7 Days	Columbia River; Brookfield (RM 29+15 to RM 30+15)	M/V Oregon	Clackamas, Ivanhoff, Williams	VHF-FM 13 & 16	RM 28 OR	29/24
24-Jul-24	7-Aug-24	24 Hrs / 7 Days	Columbia River; Skamokawa Bar (RM 32+25 to RM 35+35 )	M/V Essayons	None	VHF-FM 13 & 16	RM 28 OR	30/24
22-Jul-24	31-Jul-24	24 Hrs / 7 Days	Columbia River; Westport / Eureka (RM 47+10 to RM 48+35)	M/V Bayport	John M & Aggie	VHF-FM 13, 16 & 66	RM 44.5 WA	30/24
24-Jul-24	7-Aug-24	24 Hrs / 7 Days	Columbia River; Slaughters Bar (RM 65+00 to RM 66+20)	M/V Essayons	None	VHF-FM 13 & 16	RM 61 WA	30/24
24-Jul-24	7-Aug-24	24 Hrs / 7 Days	Columbia River; Upper Dobelbower (RM 69+50 to 72+00)	M/V Yaquina	None	VHF-FM 13 & 16	RM 73 OR	30/24
24-Jul-24	7-Aug-24	24 Hrs / 7 Days	Columbia River; Kalama Turning Basin & Bar (RM 73+30 to 75+00)	M/V Yaquina	None	VHF-FM 13 & 16	RM 73 OR	30/24
24-Jul-24	7-Aug-24	24 Hrs / 7 Days	Columbia River; Kalama Bar / Lower Martin Bar RM 75+00+00 to 77+30+00	M/V Yaquina	None	VHF-FM 13 & 16	RM 78 OR	30/24
1-Aug-24	15-Oct-24	TBD	Columbia River; Port of Kalama (TEMCO) (RM 77)	M/V Sanderling	Johny Peterson	VHF-FM 13 & 16	TBD	30/24
24-Jul-24	7-Aug-24	24 Hrs / 7 Days	Columbia River; Lower / Upper Martin Island Bar (RM 79+00 to 83+45)	M/V Yaquina	None	VHF-FM 13 & 16	RM 80 OR RM 82 OR	30/24

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

# MARINE EVENTS

Enclosure (3)

## SECTOR COLUMBIA RIVER MARINE EVENTS

EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
27-Jul-24	2200-2330	Irrigon Watermelon Festival Anniversary Fireworks	Columbia River, Irrigon, OR
27-Jul-24	2200-2300	Garibaldi Days	Garibaldi, OR
28-Jul-24	0600-1800	Tri-City Columbia Cup	Columbia River, Kennewick, WA
4-Aug-24	0500-1500	Columbia River Summer Walleye Classic	Boardman - Columbia River
3-Aug-24	0830-1630	Paddle for Life 2024	Lake River, Ridgefield, WA
10-Aug-24	1100-1300	2024 Swim the Snake	Kennewick - Snake River
11-Aug-24	0700-1100	Astoria Regatta Swim Across Lower Columbia	Columbia River, Hungry Harbor, WA
2-Sep-24	0730-1200	Columbia River Cross Channel	Cascade Locks - Columbia River
7-Sep-24	0800-1630	Columbia Crossing Swim	Kennewick - Columbia River
3-Aug-24	0500-1500	Columbia River Summer Walleye Classic	Columbia River, Boardman, OR
3-Aug-24	0830-1630	Paddle for Life 2024	Lake River, Ridgefield, WA
4-Aug-24	0500-1500	Columbia River Summer Walleye Classic	Columbia River, Boardman, OR
10-Aug-24	1100-1300	2024 SWIM the SNAKE	Snake River, Starbuck, WA
11-Aug-24	0700-1100	Astoria Regatta-Swim Across Lower Columbia	Columbia River Hungry Harbor, WA to Astoria, OR
2-Sep-24	0730-1200	Columbia River Cross Channel	Columbia River, Cascade Locks, OR
7-Sep-24	0800-1100	Columbia Crossing Swim	Columbia River, Kennewick, OR

## SECTOR PUGET SOUND MARINE EVENTS

EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
24-Jul-24	1830-2200	CYCE Summer Series II	Scatchet Head to Shilshole Marina
24-Jul-24	0800-1700	Salish 100	Kingston to Port Ludlow
24-Jul-24	1830-2100	Windseekers Late Summer Series	IVO Commencement Bay
24-Jul-24	1800-2030	PTSA Wednesday Weekly Races	Port Townsend
24-Jul-24	1800-2000	CYC Seattle Wednesday Night Sailing Series	IVO Shilshole Bay
25-Jul-24	1700-1930	SBYC Duck Dodge Races	Sequim Bay
25-Jul-24	1900-2030	Downtown Sailing Series	IVO Elliott Bay
25-Jul-24	0800-1700	Salish 100	Port Ludlow to Port Townsend
25-Jul-24	1800-2000	CYC Seattle Thursday Night Sailing Series	IVO Shilshole Bay
26-Jul-24	1800-2100	Log Dodge Series Sailboat Races	Port Gardner and Possession Sound
26-Jul-24	1845-2000	Sailfest	Shilshole Bay
26-Jul-24	2200-2230	Whaling Days Fireworks	Dyes Inlet/IVO Silverdale
28-Jul-24	0630-1300	Kitsap Invitational Summer Scrimmage	Liberty Bay
29-Jul-24	1730-2030	STYC Ballard Cup 3	Shilshole Bay
30-Jul-24	1700-2000	PTSA Tuesday Night Series	Port Townsend
30-Jul-24	1700-2100	Duck Dodge Lake Union	Lake Union
31-Jul-24	1830-2200	CYCE Summer Series II	Scatchet Head to Shilshole Marina
31-Jul-24	1830-2100	Windseekers Late Summer Series	IVO Commencement Bay
31-Jul-24	1800-2030	PTSA Wednesday Weekly Races	Port Townsend
31-Jul-24	1800-2000	CYC Seattle Wednesday Night Sailing Series	IVO Shilshole Bay