



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

LOCAL NOTICE TO MARINERS

District: 13

Week: 33/24

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=wn

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.

COMDT PUB 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 (D13-0540-24), Ending BNM (D13-0552-24)

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.

COLUMBIA RIVER – ST HELENS TO VANCOUVER – LAKE RIVER – Pipeline construction / Waterway Closure (revised from LNM 27/24)

Advanced American Construction (AAC) is conducting 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. Mariners are advised that from 0600 on Tuesday 20 Aug to 1800 on Thursday 22 Aug 2024, Lake River will be closed to navigation at the project location (all other times open to navigation). 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: 33/24

OREGON – WILLAMETTE RIVER – PORT OF PORTLAND – Bridge Deviation

The Coast Guard has approved 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 authorizes 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 the stated date and times. 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.d.studer@multco.us.

Chart 18526

LNM: 33/24

WASHINGTON – PUGET SOUND – ADMIRALTY INLET – Quiet Sound 2024-25 Voluntary Commercial Vessel Slowdown at Admiralty Inlet and North Puget Sound

The Quiet Sound voluntary commercial vessel slowdown in Admiralty Inlet aims to reduce underwater noise in known Southern Resident killer whale feeding areas. The 2024-25 slowdown will begin in September and will remain in effect 24 hours per day until 2359 on 12 Jan 2025. The exact date of the beginning of the slowdown will be advertised in a subsequent LNM notice and will be published on the following web address: <https://quietsound.org/admiralty-inlet-slowdown>. When in effect, the slowdown requests all inbound and outbound commercial vessels transiting through the slowdown zone not exceed the following speeds through water when safe and operationally feasible:

10 knots – Tugs (when running light, i.e. not towing, pushing or responding to an emergency)

11 knots – Bulk carriers and tankers

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

The voluntary vessel slowdown takes place in the inbound and outbound lanes of the shipping lanes within these boundaries:

Northwest: a line drawn from Pt Hudson (48-07-02.150N, 122-44-56.065W) to Admiralty Head (48-09-15.181N, 122-40-46.211W)

Northeast: a line drawn from Randall Pt (47-58-59.653N, 122-21-10.336W) to Mukilteo Light (47-56-53.452N, 122-18-28.955W)

South: a line drawn from Apple Cove Pt (47-48-55.926N, 122-28.51.186W) to Edwards Pt (47-48-12.024N, 122-23-41.726W)

A graphical representation of the slowdown area is included as Enclosure (4) of this LNM. Note that the slowdown area excludes Hood Canal, and speed transition zones are in place about 5 nautical miles prior to entering the slowdown area.

As an additional noise pollution reduction effort, commercial vessels are also requested to turn off ultrasonic anti-fouling systems while in the specified area as those systems occupy frequencies that killer whales use to hunt and communicate. Any directions from Puget Sound Vessel Traffic Service take precedence and supersede these measures. The voluntary slowdown is led by the Quiet Sound program at Washington Maritime Blue, in cooperation with government agencies, tribal governments, industry partners and conservation groups. For more detailed information related to this slowdown and the Quiet Sound program, refer to the following web address: <https://quietsound.org/admiralty-inlet-slowdown>

Chart 18441

LNM: 33/24

WASHINGTON – PUGET SOUND – PORT HADLOCK – Indian Island small boat exercises

The Navy will conduct tactical boat operations on 22 Aug 2024 on the water along the western side of US Naval Magazine Indian Island, during the hours of 0800-1600. The exercise area is located from the southern portion of Crane Point at 48-02-55.352N, 122-44-31.121W extending westward to 48-02-55.352N, 122-44-52.674W, extending NNW to 48-04-19.272N, 122-45-36.436W, and extending to the N and NE encompassing 500 meters standoff from the Portable Security Barrier (PSB) system to Walan Point. Potential hazards will include three 33-foot Police boats, grey in color with blue lights flashing conducting high-speed maneuvers intercepting surface vessels performing simulated attacks on the waterfront of Indian Island. Military Police personnel will be using machine guns with blank fire to repel simulated hostile forces. This training area is restricted to U.S. Navy, Coast Guard and Jefferson County Sheriff vessels during the above-mentioned times. It is required that all vessels maintain a safe distance in all directions from the northern edge of the Ammunition Pier extending from Walan Point extending westward to the identified coordinates and south of Crane Point area as well as 500 yards from the vessels engaged in exercises. Vessels involved in the exercise can be contacted on VHF-FM channels 69, 71 and 16. For more information, contact Naval Magazine Indian Island, Bryan Davies at (360) 471-2220, email: bryan.a.davies2.mil@us.navy.mil.

Chart 18441

LNM: 33/24

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERON – ELLIOTT BAY – Diving operations

Diving operations in support of the Seattle Waterfront Seawall monitoring work will be conducted in the vicinity of the Seattle Aquarium and other locations along the waterfront on 27 – 28 Aug 2024, from 1000 – 1600. Diving operations will be conducted from small vessels which will monitor VHF-FM channel 16 or can be reached by calling (206) 498-5398 or (206) 445-2312. Mariners are requested to use caution when transiting these operations, and reduce wake to a minimum. For more information, contact Calvin Douglas at (206) 498-5398 or email calvin.douglas@confenv.com.

Chart 18450

LNM: 33/24

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

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. In addition, stone material is being placed on the jetty. Mariners are strongly advised to keep a safe distance from the tug and barge operations and the repair work on the jetty. For more information, contact Keyanee Faught at (435) 669-7976 or email keyanee@gmail.com.

Chart 18558

LNM: 32/24

OREGON – CAPE BLANCO TO YAQUINA HEAD – PacWave South Submarine Cable Operations (Revised from LNM 22/24)

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. In addition, two orange buoys with white lights will be placed in multiple locations in the operating area, within close proximity to 44-28 N, 124-06 W. Vessel 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: 32/24

WASHINGTON – PUGET SOUND – LAKE WASHINGTON SHIP CANAL – Hiram M. Chittenden Locks Center Miter Gates replacement project (Revised from LNM 09/24)

USACE has added an additional 30-day closure period to the 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.

The updated schedule for the planned large lock closures to all vessel traffic is as follows:

Closure 4: 15 Oct 2024 to 13 Nov 2024

Closure 5: 29 Nov 2024 to 28 Dec 2024

Closure 6: 16 Jan 2025 to 14 Feb 2025 (additional closed period)

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. For specific questions, mariners may contact the lockmasters at (206) 297-9821.

Chart 18447

LNM: 32/24

OREGON – YAQUINA HEAD TO COLUMBIA RIVER – Undersea cable survey

Global Marine will conduct underwater survey and repair operations on the Jupiter submarine fiber optic cable on 20 – 23 Aug 2024 between approximate locations 45-15-10 N, 123-59-07 W and 45-16-00 N, 124-02-16 W, approximately 2 – 3 NM northwest of Cape Kiwanda, Oregon. Operations will be conducted from the M/V Cable Innovator, which will have limited maneuverability during operations. All vessels in the area are requested to maintain a minimum 1 NM CPA to ensure safety of personnel, as well as 500-yard CPA from any cable buoys placed during the survey. Cable Innovator will monitor VHF-FM channels 16 and 13. For more information, contact Daniella Reeve at daniella.reeve@globalmarine.group.

Chart 18520

LNM: 31/24

COLUMBIA RIVER – JUNIPER TO PASCO – LAKE WALLULA – Bridge Deviation

The Coast Guard intends to issue a temporary deviation to the operating schedule that governs the Kalan Railroad Bridge (LLNR 13027), mile 323.4, crossing the Columbia River near Burbank, WA. This deviation is necessary to accommodate equipment upgrades and testing. This deviation will allow the draw span to remain in the closed-to-navigation position from 0700 on 11 Oct until 1400 on 15 Oct 2024. The vertical clearance for the Kalan Railroad Bridge in the closed-to-navigation position is 11 feet at normal pool. Vessels which do not require a draw opening may continue to transit beneath the bridge during this closure period. When the bridge is to be temporarily closed for maintenance or for purposes other than the passage of a train, the drawtender shall continually monitor Channels 13 and 16 for calls from approaching vessels and respond to inquiries from vessels about the closure.

When the closing sequence is activated, the following functions occur automatically: The RACON is deactivated, red strobe lights on the lift towers and on the channel piers start flashing, a downward pointing arrow consisting of amber colored lights is displayed from the center of the draw and a recorded message is broadcast over Channel 13-VHF advising that the Kalan Bridge is closed to river traffic. The radio message is repeated every five minutes. The red lights continue to flash, and the downward pointing arrow is displayed until the lift span returns to the up and locked position. At the end of the ten minutes, a horn will sound for 30 seconds; the span begins closing and the center span navigation lights turn from green to red. The horn sounds for 30 seconds at 10-minute intervals until the lift span returns to the up and locked position.

The bridge will not 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 drawbridge must return to its 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 by 16 Aug 2024 if you cannot support this drawbridge closure. For additional information contact Keith Wagner at KCWAGNER@UP.COM.

Chart 18542

LNM: 31/24

WASHINGTON – PUGET SOUND – SEATTLE TO BREMERTON – ELLIOTT BAY – Tribal fisheries

The Muckleshoot Tribe will conduct commercial fishing operations for their Chinook Salmon fishing season in catch area 10A (Inner Elliott Bay) and catch area 80B (the Duwamish River to the 1st Ave South Highway Bridge (LLNR 16887)). Fishing will occur under the following schedule:

2000 on 07 Aug – 0800 on 08 Aug 2024

2000 on 14 Aug – 0800 on 15 Aug 2024

For more information, contact Coast Guard Sector Puget Sound Waterways at (206) 217-6051 or the Muckleshoot Tribal Enforcement at (253) 876-2927.

Chart 18450

LNM: 31/24

WASHINGTON – PUGET SOUND – SEATTLE TO OLYMPIA – Waterway user survey

Pierce County is conducting a waterway user survey to gather information which will inform the replacement project of the Fox Island Highway Bridge (LLNR 17248). Any mariners who use the waters around Fox Island are requested to complete the survey which can be accessed by following this link <https://www.jotform.com/form/240866260597062>. More project information can be found on Pierce County's website at <https://www.piercecountywa.gov/foxislandbridge>, or by contacting Ben Norton at (253) 798-2472 or ben.norton@piercecountywa.gov.

Chart 18448

LNM: 31/24

WASHINGTON – PUGET SOUND – HOOD CANAL – Military airborne water drop exercise

The US military will be conducting airborne water drop exercises in Hood Canal from 1000 – 1600 on 25 – 26 Sep 24. This exercise will take place in the Great Bend portion of Hood Canal near Annas Bay in approximate position 47-22-19 N, 123-07-59 W. The exercise will consist of aircraft, jumpers, and a support vessel that will monitor VHF-FM channel 16. Due to the complexity of these exercises, mariners are advised to stay well clear of this area and follow any instructions of military personnel involved in the operations. For more information contact MSG James MacFadden @ james.w.macfadden@socom.mil.

Chart 18448

LNM: 31/24

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – SWINOMISH CHANNEL – Shoaling (Revised from LNM 23/24)

Mariners are advised that significant shoaling exists in Swinomish Channel, including sections of the North Entrance, South Entrance and along

various channel edges. Particularly, there have been reports from mariners of severe shoaling in 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), and the South Entrance between Swinomish Channel South Entrance Daybeacon 6 (LLNR 18805) and Swinomish Channel South Entrance Daybeacon 12 (LLNR 18812).

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 March 2024 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

Chart 18427

LNM: 31/24

WASHINGTON – SNOHOMISH RIVER – Geotechnical drilling operations

Geotechnical drilling for borings will be conducted from a support barge at the Airport Way Bridge, Snohomish River mile 12.68, between 0900 – 1700 on 12 – 19 Aug 2024. The barge will be anchored upstream and downstream of the four (4) bridge columns for a duration of approximately 24 hours at each pier. Mariners are advised to use caution while transiting the area, leave minimal wake, and to travel at 5 knots or less. At night, flashing amber beacon lights will be located at each corner of the barge. For more information, contact the barge operator, Brian Carlson, at (206) 459-1737.

LNM: 31/24

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 by 08 Aug 2024 if you cannot support these drawbridge closures. For additional information contact Matt Studer at matt.d.studer@multco.us.

Chart 18526

LNM: 30/24

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

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

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		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	
11865	Bonneville Pool Light 25	LT EXT		0514-24	30/24	
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	
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
10305	Brookfield Point Lighted Buoy 22	RESET ON STATION		0548-24	32/24	33/24

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
16720	Edmonds Fishing Reef Buoys (2)	MISSING		0403-24	23/24	
19283	Squalicum Estuary Breakwater Warning Daybeacon	DAYMK IMCH	18400	0552-24	33/24	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
16218	Scripps Institute Wave Recorder Lighted Buoy 46267/248	RESET ON STATION	18400	0549-24	30/24	33/24

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
8762	Coos Bay North Jetty Sound Signal	DISCONTINUED	18580	None	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
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None

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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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						CGD01
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3				at 40-41-09.001N	074-02-48.001W
Corrective Action	Green can	Object of Corrective Action		Position		

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

50	9th Ed.	01-DEC-15	Last LNM: 34/22	NAD 83		33/24
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Chart Title: 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		33/24
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<i>ChartTitle: North Pacific Ocean West Coast Of North America Mexican Border To Dixon Entrance</i>					
Main Panel 1650 MEXICAN BORDER TO DIXON ENTRANCE. Page/Side: N/A					
					NOS
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 .				--
530	35th Ed.	01-DEC-15	Last LNM: 34/22	NAD 83	33/24
<i>ChartTitle: North America West Coast San Diego to Aleutian Islands and Hawai'ian Islands</i>					
Main Panel 2405 SAN DIEGO TO ALEUTIAN ISLANDS AND HAWAIIAN ISLANDS. Page/Side: A					
					NOS
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 .				--
18003	20th Ed.	01-NOV-06	Last LNM: 23/21	NAD 83	33/24
<i>ChartTitle: Cape Blanco to Cape Flattery</i>					
Main Panel 1651 CAPE BLANCO TO CAPE FLATTERY. Page/Side: N/A					
					NOS
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 .				--
18007	33rd Ed.	01-FEB-09	Last LNM: 23/21	NAD 83	33/24
<i>ChartTitle: San Francisco to Cape Flattery</i>					
Main Panel 1652 SAN FRANCISCO TO CAPE FLATTERY. Page/Side: N/A					
					NOS
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 .				--
18010	22nd Ed.	01-SEP-12	Last LNM: 29/20	NAD 83	33/24
<i>ChartTitle: Monterey Bay to Coos Bay</i>					
Main Panel 1653 MONTEREY BAY TO COOS BAY. Page/Side: N/A					
					NOS
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 .				--
18400	51st Ed.	01-AUG-19	Last LNM: 04/19	NAD 83	33/24
<i>ChartTitle: Strait of Georgia and Strait of Juan de Fuca</i>					
Main Panel 1656 STRAIT OF GEORGIA AND STRAIT OF JUAN DE FUCA - -. Page/Side: -					
					NOS
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 .				--
18480	32nd Ed.	01-JAN-13	Last LNM: 34/16	NAD 83	33/24
<i>ChartTitle: Approaches to Strait of Juan de Fuca Destruction Island to Amphitrite Point</i>					
Main Panel 1726 DESTRUCTION ISLAND TO AMPHITRITE POINT. Page/Side: N/A					
					NOS
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 https://www.charts.noaa.gov/MCD/Dole.shtml .				--
18500	31st Ed.	01-AUG-19	Last LNM: 23/21	NAD 83	33/24
<i>ChartTitle: Columbia River to Destruction Island</i>					
Main Panel 1730 COLUMBIA RIVER TO DESTRUCTION ISLAND - -. Page/Side: -					

					NOS	
	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 https://www.charts.noaa.gov/MCD/Dole.shtml .			--	--
18520	28th Ed.	01-AUG-19	Last LNM: 31/17	NAD 83		33/24
	<i>ChartTitle: Yaquina Head to Columbia River;Netarts Bay</i>					
	Main Panel 1735 YAQUINA HEAD TO COLUMBIA R - -. Page/Side: -					
	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 https://www.charts.noaa.gov/MCD/Dole.shtml .			NOS	--
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18523	58th Ed.	01-NOV-13	Last LNM: 47/17	NAD 83		33/24
	<i>ChartTitle: Columbia River Harrington Point to Crims Island</i>					
	Main Panel 1739 COLUMBIA RIVER HARRINGTON POINT TO CRIMS ISLAND. Page/Side: N/A					
	RELOCATE	Welch Island Channel Lighted Buoy 22A		CGD13 from 46-15-43.920N to 46-15-43.888N	123-31-38.340W 123-31-37.260W	
18580	24th Ed.	01-FEB-18	Last LNM: 30/20	NAD 83		33/24
	<i>ChartTitle: Cape Blanco to Yaquina Head</i>					
	Main Panel 1791 CAPE BLANCO TO YAQUINA HEAD - -. Page/Side: -					
	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 https://www.charts.noaa.gov/MCD/Dole.shtml .			NOS	--
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18600	15th Ed.	01-MAR-11	Last LNM: 40/17	NAD 83		33/24
	<i>ChartTitle: Trinidad Head to Cape Blanco</i>					
	Main Panel 1800 TRINIDAD HEAD TO CAPE BLANCO . Page/Side: N/A					
	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 https://www.charts.noaa.gov/MCD/Dole.shtml .			NOS	--
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SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

SUMMARY OF ADVANCED APPROVED PROJECTS

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

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
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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 (Fl 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

LNМ: 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

LNМ: 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

LNМ: 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

LNМ: 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.

LNМ: 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.

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

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

Proposed Change Notice(s)

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 (Fl W 20s) to a white light flashing every 10 seconds (Fl 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 (Fl (2) W 30s) to two white flashes every 15 seconds (Fl 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: 33/24

SUMMARY OF DREDGING OPERATIONS

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

LNM: 33/24

SUMMARY OF MARINE EVENTS

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

LNM: 33/24

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

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 sanguina@wsdot.wa.gov, or Andres Mendoza at (509) 222-2440, email mendoza@wsdot.wa.gov.

Chart 18539

LNM: 30/23

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.

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 – 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 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

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

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 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.

Chart 18447

LNM: 26/24

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

Chart 18444

LNM: 15/23

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.

Chart 18524

LNM: 29/23

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 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

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)
Portland District:			
Bonneville Lock	Columbia River Mile 145.5	(541) 374-8323	WUJ 33
The Dalles Lock	Columbia River Mile 191.5	(541) 506-8211	WUJ 34
John Day Lock	Columbia River Mile 215.6	(541) 739-1050	WUJ 35
Walla Walla District:			
McNary Lock	Columbia River Mile 292	(541) 922-2231	WUJ 41
Ice Harbor Lock	Snake River Mile 9.7	(509) 543-3231	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

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

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.

Chart 18003

LNM: 19/24

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

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.

COLUMBIA RIVER SYSTEM AND WASHINGTON - Testing of prototype plastic buoys

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

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

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 – 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 – Bulkers, tankers, 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.

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 – 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 – 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)

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 – 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

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

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

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 – Bulklers, 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

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/. 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
10307	<i>Welch Island Channel Lighted Buoy 22A</i>	46-15-43.888N 123-31-37.260W	Fl R 4s		4	Red.	33/24

*

ENCLOSURES

Enclosure 1

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

LNM: 33/24

Enclosure 2

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

LNM: 33/24

Enclosure 3

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events

LNM: 33/24

Enclosure 4

WASHINGTON – PUGET SOUND – ADMIRALTY INLET – Quiet Sound 2024-25 Voluntary Commercial Vessel Slowdown

LNM: 33/24

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
OREGON COAST						
	9627	Yaquina Bay Highway 101 Bridge	Newport, OR	Protection piers damaged	12/4/2023	None
COLUMBIA RIVER						
	13052.5	Pasco-Kennewick Highway Bridge	Pasco, WA	Lighting extinguished	7/5/2024	0487-24
SNAKE RIVER						
None						
WILLAMETTE RIVER						
None						
WASHINGTON COAST						
	16072.3	Wishkah Street Bridge	Aberdeen, WA	2-Hour Advance notice required for opening	6/3/2024	0412-24
PUGET SOUND						
	18235	University Street Bridge	Seattle, WA	Extinguished	11/18/2023	0824-23
IDAHO						
	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
OREGON COAST						
None						
COLUMBIA RIVER						
	11392	I-205 Highway Bridge (north channel)	Portland, OR	Clearance Gauge is watching properly	8/12/2024	None
SNAKE RIVER						
None						
WILLAMETTE RIVER						
None						
WASHINGTON COAST						
None						
PUGET SOUND						
None						
IDAHO						
None						

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

Start Date	End Date	Times	Location	Dredge Vessel	Assist Vessel	Channel monitored	Disposal Area	LNM
6-Aug-24	20-Aug-24	24 Hrs / 7 Days	Coos Bay Entrance (RM 00-25 to RM 00+40)	M/V Essayons	None	VHF-FM 13 & 16	F-OS F-NS	33/24
19-Aug-24	31-Oct-24	24 Hrs / 7 Days	Coos Bay; North Bend Ferndale / Marshfield Ranges (RM 11+49 to RM 15+00)	M/V DB Njord	Jeffrey M, Wahoo, Miki Hana, Bouncer	VHF-FM 13, 16 & 66	ODMDS Site H	33/24
13-Aug-24	15-Oct-24	24 Hrs / 7 Days	Columbia River; Entrance (RM -02-10 to RM 02+30)	M/V Bayport	John M & Aggie	VHF-FM 13, 16 & 66	NJS, SWS, DWS	33/24
5-Aug-24	26-Aug-24	24 Hrs / 7 Days	Columbia River; Miller Sands (RM 21+10 to RM 22+10)	M/V Oregon	Clackamas, Ivanhoff, Williams	VHF-FM 13 & 16	TBD	32/24
6-Aug-24	20-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	33/24
6-Aug-24	20-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	33/24
6-Aug-24	20-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	33/24
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
6-Aug-24	20-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	33/24
6-Aug-24	20-Aug-24	24 Hrs / 7 Days	Columbia River; St Helens Bar (RM 84+30 to 86+50)	M/V Yaquina	None	VHF-FM 13 & 16	RM 84 OR RM 87 OR	33/24
6-Aug-24	20-Aug-24	24 Hrs / 7 Days	Columbia River; Warrior Rock Bar (RM 87+45 to 90+19)	M/V Yaquina	None	VHF-FM 13 & 16	RM 88 OR RM 89 OR	33/24
6-Aug-24	20-Aug-24	24 Hrs / 7 Days	Columbia River; Henrici Bar (RM 90+19 to 93+50)	M/V Yaquina	None	VHF-FM 13 & 16	RM 91 OR	33/24
6-Aug-24	20-Aug-24	24 Hrs / 7 Days	Columbia River; Willow Bar / Morgan Bar (RM 93+50 to 98+05)	M/V Yaquina	None	VHF-FM 13 & 16	RM 94 OR RM 96 OR	33/24

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

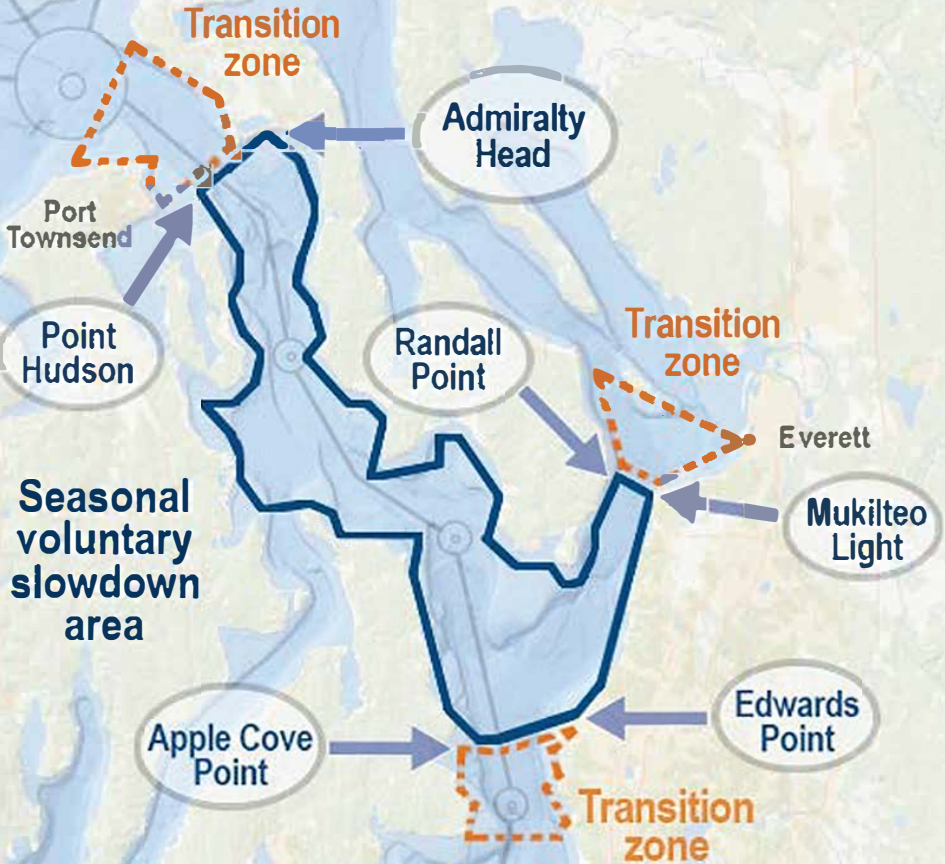
EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
24-Aug-24	0800-1600	Smile Boat Parade	Columbia River, Portland, OR
2-Sep-24	0730-1200	Columbia River Cross Channel	Columbia River, Cascade Locks, OR
7-Sep-24	0800-1630	Columbia Crossing Swim	Columbia River, Kennewick, OR
7-Sep-24	0800-1700	Portland Dragon Boat Races	Willamette River, Portland, OR
8-Sep-24	0800-1700	Portland Dragon Boat Races	Willamette River, Portland, OR
29-Sep-24	0730-1400	Head of the Dog Regatta	Willamette River, Portland, OR

SECTOR PUGET SOUND MARINE EVENTS

EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
14-Aug-24	1830-2100	Windseekers Late Summer Series	IVO Commencement Bay
14-Aug-24	1800-2030	PTSA Wednesday Weekly Races	Port Townsend
14-Aug-24	1800-2000	CYC Seattle Wednesday Night Sailing Series	IVO Shilshole Bay
15-Aug-24	1700-1930	SBYC Duck Dodge Races	Sequim Bay
15-Aug-24	1900-2030	Downtown Sailing Series	IVO Elliott Bay
15-Aug-24	1800-2000	CYC Seattle Thursday Night Sailing Series	IVO Shilshole Bay
16-Aug-24	1800-2100	Log Dodge Series Sailboat Races	Port Gardner and Possession Sound
16-Aug-24	1845-2000	Sailfest	Shilshole Bay
17-Aug-24	0930-2030	Vashon Challenge - Single / Double Hand	Commencement Bay
17-Aug-24	1000-1700	PTSA Bush Point Race	Port Townsend
17-Aug-24	1100-1800	Hoodstock 2024	Hood Canal IVO Union, WA
19-Aug-24	1730-2030	STYC Ballard Cup 3	Shilshole Bay
20-Aug-24	1700-2000	PTSA Tuesday Night Series	Port Townsend
20-Aug-24	1700-2100	Duck Dodge Lake Union	Lake Union
21-Aug-24	1830-2100	Windseekers Late Summer Series	IVO Commencement Bay
21-Aug-24	1800-2030	PTSA Wednesday Weekly Races	Port Townsend
21-Aug-24	1800-2000	CYC Seattle Wednesday Night Sailing Series	IVO Shilshole Bay
22-Aug-24	1700-1930	SBYC Duck Dodge Races	Sequim Bay
22-Aug-24	1800-2000	CYC Seattle Thursday Night Sailing Series	IVO Shilshole Bay
23-Aug-24	1800-2100	Log Dodge Series Sailboat Races	Port Gardner and Possession Sound
23-Aug-24	1845-2000	Sailfest	Shilshole Bay
24-Aug-24	1030-1430	Wind Seekers Awards Race	Commencement Bay
25-Aug-24	1200-1600	CYCE Halloween Series	IVO Shilshole Bay
26-Aug-24	1730-2030	STYC Ballard Cup 3	Shilshole Bay
27-Aug-24	1700-2000	PTSA Tuesday Night Series	Port Townsend
27-Aug-24	1700-2100	Duck Dodge Lake Union	Lake Union
28-Aug-24	1800-2030	PTSA Wednesday Weekly Races	Port Townsend
28-Aug-24	1800-2000	CYC Seattle Wednesday Night Sailing Series	IVO Shilshole Bay

2024 QUIET SOUND VOLUNTARY SLOWDOWN AREA

Enclosure (4)



Map: Quiet Sound, NOAA and other contributors.
This map is for general reference only.

● Seattle