



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

LOCAL NOTICE TO MARINERS

District: 13

Week: 39/24

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=1

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 (D13-0645-24), Ending BNM (D13-0658-24)

ABBREVIATIONS

A through H

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

I through O

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

P through Z

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

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

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

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

Additional Abbreviations Specific to this LNM Edition:

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

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

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

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

OREGON – WASHINGTON – CAPE BLANCO TO DESTRUCTION ISLAND – Offshore research buoy servicing

Oregon State University will be conducting water sampling underwater glider deployment and servicing at the following research buoy locations from 04 – 19 Oct 2024:

- OSU Waldport Offshore Research Lighted Buoy (LLNR 651): 44-22-15.000 N, 124-56-52.500 W
- Lincoln City Offshore research site: 44-32-17.228 N; 125-29-02.760 W
- OSU Newport Shelf Research Lighted Buoy (LLNR 651.5): 44-38-20.040 N, 124-18-13.680 W
- OSU Nye Beach Research Lighted Buoy (LLNR 653): 44-39-30.168 N, 124-05-44.592 W
- OSU Grays Canyon Research Lighted Buoy (LLNR 727): 46-51-06.001 N, 124-58-00.012 W
- OSU Westport Offshore Research Lighted Buoy (LLNR 728): 46-51-06.000 N, 124-57-50.000 W
- OSU Westport Shelf Research Lighted Buoy (LLNR 728.5): 46-59-10.500 N, 124-33-58.620 W
- OSU Copalis Head Research Lighted Buoy (LLNR 730): 47-07-59.988 N, 124-16-17.760 W

The work will be conducted off the R/V Sikuliaq, which will monitor VHF-FM channels 16 and 13. This work will be conducted 24 hours a day until completed, and vessels are requested to stay well clear of the research vessel during operations. For more information, contact Edward Dever, (541) 908-2119, or Edward.Dever@oregonstate.edu

Charts: 18500 18561 18580

LNM: 39/24

COLUMBIA RIVER – PACIFIC OCEAN TO HARRINGTON POINT – Marine Construction (Revised from LNM 35/24)

Advanced American Construction is replacing the pile dikes located near Sand Island on the Columbia River RM 4 to 6.5 (Washington side of channel). The work includes pile driving, pile removal, and in water rock placement. The vessels Schweiger and Derrick Barge DB888 will be on station from approximately 25 Jul through 30 Nov 2024 (apart from 23 – 27 Sep) working 0600 to 1830, 7 days a week. Onsite equipment will monitor VHF-FM 13 & 16 during working hours. During non-working hours, floating equipment will remain on station with steady white lights on all four corners. Mariners are requested to reduce speed and avoid work area. Please contact Travis Waggener at (541) 912-9026 or email at travisw@callaac.com for additional information if needed.

Chart 18521

LNM: 39/24

COLUMBIA RIVER – PACIFIC OCEAN TO HARRINGTON POINT – BAKER BAY WEST CHANNEL – Marine Construction

Advanced American Construction will be performing crane activities in Baker Bay West Channel from 23 – 27 Sep 24. The vessel Schweiger (Umatilla) and Derrick Barge DB888 will be on working between Baker Bay West Channel Light 11 (LLNR 14455) and Baker Bay West Channel Light 12 (LLNR 14460) in approximate location 46-16-52N, 124-02-43W from 0700 to 1830 daily, Monday through Friday. Onsite equipment will monitor VHF-FM 13 & 16 during working hours. During non-working hours, floating equipment will remain on station with steady white lights on all four corners. Mariners are requested to reduce speed and avoid work area. Attached is a visual of the approximate location and direction floating equipment will be staged. Please contact Travis Waggener at (541) 912-9026 or email at travisw@callaac.com for additional information if needed.

Chart 18521

LNM: 39/24

OREGON – PORT OF PORTLAND – WILLAMETTE RIVER – Underwater geotechnical work

The U.S. Army Corps of Engineers will be conducting in-water geotechnical explorations at the US Moorings facility on the Willamette River at River Mile 6.2, just upstream of the Saint Johns Bridge (LLNR 14924). The work is scheduled from 09 – 11 Oct 2024 and will include a tug, barge, and

support vessels which at times will be partially within the navigation channel. Working hours will be weekdays from 0700 to 1900. The tug Demon and the barge Daniel Matheny IV will be on station and mariners are encouraged to contact Demon on VHF-FM channel 13 for safe passing arrangements. Mariners are requested to maintain an appropriate distance and reduce wake as much as possible. During non-working hours the barge will remain on station with steady white lights on all four corners. For more information, contact Nathan Villeneuve at (971) 405-5272 or email at nvilleneuve@gri.com.

Chart 18526

LNM: 39/24

WASHINGTON – WILLAPA BAY – Grounded vessel

A commercial fishing vessel has grounded in the Willapa Bay entrance channel in approximate position 46-42-07.8 N, 124-02-03.6 W. Mariners should use caution when transiting the entrance as the vessel may pose a hazard and its location may shift.

LNM: 39/24

WASHINGTON – PUGET SOUND – DUWAMISH WATERWAY – Marine construction

Pacific Pile & Marine will conduct marine construction activities for King County on the Duwamish Waterway from 21 Oct 2024 to 20 Feb 2025. The project will include dredging, capping, debris removal, pile extractions, steel pipe & sheet pile driving between Duwamish River mile 3.45 to 5.0. Vessels on scene will include the construction barges LASH 4, Flexi-float, Judge Dredge, Pamtay, and towing vessels Halle H, Gretchen H, Jennifer H. Work hours will be 0630 – 1700 on Monday – Friday. All vessels will monitor VHF-FM channel 16. There will be cautionary buoys and turbidity curtains around active work areas. Mariners are requested to reduce speed to 7 knots or less to minimize wake and keep at least 100 feet from all work areas. For more information, contact JC Clark or Ben Nguyen at (206) 331-3873 or email jc@pacificpile.com or benn@pacificpile.com.

Chart 18450

LNM: 39/24

WASHINGTON – PUGET SOUND – COMMENCEMENT BAY – Fireworks event

The Coast Guard is establishing a temporary safety zone in the navigable waters of Commencement Bay, Washington. The safety zone will be enforced from 2000 – 2200 on 28 Sep 24, covering all navigable waters within a 450-yard radius of the position 47-18-7 N, 122-28-35 W, in Commencement Bay, Washington. The establishment of this safety zone is intended to protect personnel, vessels, and the marine environment in these navigable waters during the fireworks display. No vessel or person may enter the safety zone without obtaining permission from the Patrol Commander who can be contacted on VHF-FM channels 13 or 16 or Coast Guard Sector Puget Sound Joint Harbor Operations Center via telephone at (206) 217-6002.

Chart 18448

LNM: 39/24

WASHINGTON – LAKE WASHINGTON SHIP CANAL – Bridge notice (Revised from LNM 38/24)

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:

05 Oct 2024 – from 1400 to 1700 and from 1930 to 2200.

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: 39/24

WASHINGTON – LAKE WASHINGTON – SAMMAMISH RIVER – Bridge construction

The lead contractor on the I-405 Brickyard to 527 Improvement Project will begin initial work along the shore of the Sammamish River, directly east of the I-405/SR522 Interchange. Early activities will include excavation near the water edge, pile driving, and large-scale bridge construction activities. Work will occur 14 Oct 2024 through 17 Mar 2025. The typical work schedule is 0700 – 1700, Monday – Friday. Work may occur on Saturdays, Sundays, and nights depending on the construction schedule. No work is to be performed in the water. For more information, contact the dedicated construction information hotline at (425) 354-3232 or email info@405Brickyard.com.

LNM: 39/24

OREGON – WASHINGTON – IDAHO – MONTANA – Modernization of the Local Notice to Mariners (LNM) and Light List

The U.S. Coast Guard Navigation Center (NAVCEN) announces upcoming changes to the Local Notice to Mariners (LNM) and the Light List, as part of our efforts to modernize and improve the accessibility, accuracy, and overall user experience for mariners and other stakeholders.

1. Transition From Paper Charts: In January 2025, NOAA will discontinue the production of all paper charts. In alignment with this change, the Coast Guard will transition from using NOAA Paper Chart Numbers and Editions/Dates for disseminating Marine Safety Information (MSI) to using Official Waterway Names.

2. How You Will Access LNMs and Light Lists: The LNM and Light List data will now be available in a geospatial format, which will allow you to visualize information interactively on a map/chart. You can use your mouse wheel or the +/- buttons in the upper left portion of the screen to zoom in or out and navigate to your desired area on the map/chart. Once the area is displayed, you can generate a PDF of the LNM or Light List

for that specific area, which you can then save and/or print. Alternatively, you can use a fillable form on our website to select your waterway by name from the Light List and generate the LNM or Light List.

3. LNM and Light List Data Refresh Rate: LNM data will be refreshed every fifteen minutes. Light List data will be refreshed every 24 hours. This will give you a much more up-to-date operating picture, designed to enhance your efficiency and improve safety in your area of transit or planned routes.

4. Elimination of Weekly Files: Weekly LNMs, Weekly Light List Correction Files, Daily Discrepancy Files, and the Summary of Light List Changes will no longer be published to focus on providing the most up-to-date and accessible format. Soon, we will also publish an Application Programming Interface (API) for interested parties to access the data externally.

The modernization of MSI delivery is designed to improve the U.S. Coast Guard's aid to navigation data management and dissemination capabilities. By providing frequent updates, geospatial visualization, and digital access, we hope to achieve our goals of:

1. Enhancing Maritime Safety: By delivering the most current and precise information, mariners can make better-informed decisions, reducing the risk of accidents and ensuring safer navigation.

2. Improving Accessibility: The shift to geospatial visualization makes it easier for all users, from commercial mariners to recreational boaters, to stay informed.

3. Increasing Efficiency: The integration of LNM and Light List data into a geospatial format to simplify the gathering of safety information and facilitate easy route planning.

The transition to the modernized LNM and Light List platform (the NAVCEN website) will be completed by Monday, September 30th. Starting on September 30th, 2024, you will be able to access the updated LNM and Light List through the NAVCEN website. A User Guide will be available on the NAVCEN website. Customers will still have the ability to download legacy versions of these products until October 21st. For any questions or assistance, please visit our Contact Us Page, select 'LNMs or Light Lists' from the Subject dropdown, and submit your inquiry.

LNM: 38/24

COLUMBIA RIVER – HANFORD REACH – HOMESTEAD ISLAND – Missing buoys

Energy Northwest, located on the west side of the Columbia River at river mile 351, has reported that Hanford Reach Lighted Buoy 1 is extinguished. These Hanford Reach buoys are intended to mark an intake pipe and the anchor blocks that support it near the Energy Northwest facility. There is no chart for this stretch of the river; mariners are requested to reduce speed and use caution near the western side of the river when transiting in this area. For more information, contact Marshall Schmitt at (509) 372-5334 or email maschmitt@energy-northwest.com or Brad Barfuss at (509) 377-8639 or email bbarfuss@energy-northwest.com.

LNM: 38/24

WASHINGTON – PUGET SOUND – HOOD CANAL – Military exercises (Revised from LNM 37/24)

The U.S. Navy will be conducting intermittent exercises and operations from 12 – 27 Sep 2024 daily from 0600 until 2000, on and over the waters of Hood Canal. The exercise area will extend from just north of the Hood Canal Highway Bridge (LLNR 17769) at approximate location 47-51-37.0 N 122-37-33.4 W to over 12 miles south to near Hazel Point in approximate location 47-41-35.1 N 122-45-33.6 W. Operations will include semisubmersible, submersible vehicles as well as surface craft. Mariners noticing any military activity on the water in this area should remain well clear and contact the Navy security vessels on VHF-FM channel 16. For more information on this exercise, please contact Naval Base Kitsap Public Affairs Office at (360) 627-4046, or email NBKPAO@us.navy.mil.

Chart 18441

LNM: 38/24

WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA – ROSARIO STRAIT – Scientific buoy deployment

The University of Washington will deploy a buoy with attached scientific equipment in Rosario Strait, on the eastern side of Blakely Island in approximate location 48-33-40.111 N, 122-46-04.519 W. Deployment is scheduled for approximately 01 Oct 2024 and all equipment will be removed by 20 Jan 2025. The R/V Jack Robertson will be used for the deployment (01 – 03 Oct) and recovery (10 – 20 Jan) and can be hailed on VHF-FM channels 16 and 13. The buoy will be equipped with a Fl 4 S yellow light, and mariners are requested to keep a minimum distance of 200 yards from the equipment. For more information, contact Jim Thomson, Univ. of Washington, (206) 999-6908, jthomson@apl.washington.edu.

Chart 18421

LNM: 38/24

WASHINGTON – PUGET SOUND – LAKE WASHINGTON SHIP CANAL – Hiram M. Chittenden Locks Large Lock closure

Mariners are reminded that USACE is in the middle of a multi-phase maintenance project to replace the center miter gates on the Large Lock chamber of the Hiram M. Chittenden Locks. The next full closure of the large lock chamber is 15 Oct 2024 to 13 Nov 2024. The Small Lock will remain open during this closure and can pass vessels up to 123 feet long and 28 feet wide. Additional information is available in the full notice of this closure found in the General Notice section. 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: 38/24

WASHINGTON – LAKE WASHINGTON SHIP CANAL AND LAKE UNION – Tribal fisheries (Revised from LNM 37/24)

The Muckleshoot Tribe will conduct fishing operations for their commercial coho fishing season in the Upper Ship Canal and Lake Union, and also the Northern portion of Lake Washington north of the 520 Evergreen Floating Highway Bridge. Fishing operations in the Upper Ship Canal and Lake Union are authorized from a line straight across from the Ballard Oil Company to the east corner of the Maritime Industrial Center dock, east to a line running due south from Webster Point Light 21 (LLNR 18270). Fishing will occur on a weekly basis:

0800 on Sunday 22 Sep to 1200 on Friday 27 Sep,

0800 on Sunday 29 Sep to 1200 on Friday 04 Oct,

0800 on Sunday 06 Oct to 1200 on Friday 11 Oct, and continuing this Sunday to Friday schedule until further notice
 These fisheries are expected to cause congestion on the waterway, and mariners are advised to use caution while transiting the area. For more information, contact Coast Guard Sector Puget Sound Waterways Management at (206) 217-6051 or the Muckleshoot Tribal Enforcement at (253) 876-2927.

Chart 18447

LNM: 38/24

WASHINGTON – EVERETT HARBOR – STEAMBOAT SLOUGH – Bridge Notice

The Coast Guard has approved a temporary deviation for the SR-529 Bridge Southbound (LLNR 18594.9) and SR-529 Bridge Northbound (LLNR 18594.11) crossing Steamboat Slough at mile 1.1, near Marysville, WA. The deviation will allow personnel to safely conduct maintenance and repair to the subject bridges. The draws will be authorized to not open to marine vessels during the following dates/times:

SR-529 Bridge south bound from 2300 on 18 Oct to 2300 on 21 Oct 2024

SR-529 Bridge north bound from 2300 on 15 Nov to 2300 on 19 Nov 2024.

Vessels which do not require a bridge opening may continue to transit beneath these bridges during the closure dates. The bridges will not be able to open for emergencies, and an alternate route for vessels to pass is via Ebey Slough or Union Slough. 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 Garry Manous at gmanous@libertymaintenanceinc.com.

Chart 18444

LNM: 38/24

COLUMBIA AND SNAKE RIVERS – Winter seasonal recreational vessel lockage

The USACE Portland and Walla Walla Districts have released the winter seasonal lockage schedule for the passage of recreational craft through the Columbia and Snake River navigation locks. The Portland District will operate the winter recreational lockage schedule from 15 Sep 2024 through 14 May 2025, while the Walla Walla District will operate the winter schedule beginning 14 Sep 2024 until 16 May 2025. Winter lockage will be made during daylight hours only, on request at each lock – vessels should contact the lock operator via VHF-FM channel 14 or telephone and should make their request at least 30 minutes in advance.

Lock Name	Location	Phone Number	Radio Call Sign
Portland District:			
Bonneville Lock	Columbia River Mile 145.5	(541) 374-8323	WUJ 33
The Dalles Lock	Columbia River Mile 191.5	(541) 506-8211	WUJ 34
John Day Lock	Columbia River Mile 215.6	(541) 298-9712	WUJ 35
Walla Walla District:			
McNary Lock	Columbia River Mile 292	(541) 922-2231	WUJ 41
Ice Harbor Lock	Snake River Mile 9.7	(509) 543-3231	WUJ 42
Lower Monumental Lock	Snake River Mile 41.6	(509) 282-7231	WUJ 43
Little Goose Lock	Snake River Mile 70.3	(509) 399-2233	WUJ 44
Lower Granite Lock	Snake River Mile 107.5	(509) 843-2231	WUJ 45

Commercial vessels continue to have lockage precedence over recreational vessels. At the discretion of the lock operator, recreational vessels may be allowed to lock through with commercial vessels. Both Districts request that recreational vessels contact the lock at least 30 minutes prior to arrival using VHF-FM channel 14 or via telephone. All vessel owner/operators lock through at their own risk. All persons in the vessel must be wearing a personal flotation device (PFD) during lockage. Follow the directions of the lock operator when using locks or operating in the vicinity of the locks. The lock operator has final authority on the suitability of a craft for lockage. Please refer to USACE Safe Lockage Policy for Recreational Craft on the Columbia and Snake Rivers, <https://www.nww.usace.army.mil/Media/News-Releases/Article/3791116/usace-updates-safe-lockage-policy-for-recreational-vessels-on-columbia-snake-river/>, for safety requirements. For safety and additional information on Portland District navigation lock operations and schedules visit <http://www.nwp.usace.army.mil/Missions/Navigation.aspx> and for Walla Walla District lock operations visit <http://www.usace.army.mil/Missions/Navigation.aspx> or call the USACE Walla Walla Operations Division at (509) 527-7364.

Charts: 18532 18533 18535 18536 18537 18539 18541 18545 18546 18547 LNM: 37/24

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

Washington State Department of Transportation will be inspecting the SR 99 1st Avenue South Highway Twin Bridge that spans the Duwamish River at waterway mile 2.5 in Seattle, WA. The inspection will take place between 0530 – 1300 on 21, 22, 28 and 29 Sep 2024. The bridge will be inspected using an under-bridge inspection truck (UBIT) that occupies a portion of the roadway and extends a boom under the bridge. There is no fixed impact to navigational clearance from this operation (~10 ft. reduction to clearance while bucket is under the bridge, however UBIT will promptly give way to tall marine vessels). Mariners are advised to use caution while transiting the area. UBIT bucket will have a flashing orange light on the bottom and a safety lookout will be on the bridge. Bridge openings will occur as usual. For additional information, contact Jimmy Chulich, P.E. at (360) 489-4475 or chulich@wsdot.wa.gov.

Charts: 18449 18450

LNM: 37/24

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

The Coast Guard has approved a 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.

11 Sep 2024 update: In support of the bridge repairs, Pacific Pile and Marine will conduct floating crane operations on 11 Sep 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: 37/24

OREGON – YAQUINA HEAD TO COLUMBIA RIVER – Dive operations

Theory Marine Services will conduct dive operations off the Oregon coast near Winema Road Beach in the vicinity of 45-09 N 124-00 W from 01 Sep – 01 Oct 2024. The M/V JAB will be on scene and in support of the installation of the cable system in the vicinity of the subsea cable area. M/V JAB will be restricted in ability to maneuver during diving operations and deploying multiple anchor spreads up to 2000 feet in length. M/V JAB will monitor VHF-FM channel 16. Mariners are requested to transit the area with caution. For more details or comments contact Brayton Pointer at (805) 746-4242.

Chart 18520

LNM: 36/24

OREGON – CAPE BLANCO TO YAQUINA HEAD- Research lighted buoys (Revised from LNM 35/24)

NOAA's Pacific Marine Environmental Laboratory (PMEL) deployed four anchored lighted research buoys approximately 21 – 32 nautical miles west of the entrance to Yaquina Bay in approximate locations:

44-50-02.22 N, 124-34-36.06 W

44-46-21.24 N, 124-49-22.62 W

44-33-17.76 N, 124-49-17.22 W

44-29-28.14 N, 124-34-34.74 W

The buoys are yellow and gray with white lettering, 4ft x 4ft in size, and marked with a flashing amber four second (FL Y 4s) light and are expected to be in the water until Aug 2025. For more information, contact PMEL at pmel.edd.ops@noaa.gov.

Chart 18580

LNM: 36/24

COLUMBIA RIVER – ST HELENS TO VANCOUVER – PORT OF VANCOUVER – Marine Construction

Advanced American Construction will be performing pile driving and crane work at Columbia River RM 106.5 (Port of Vancouver – Terminal 1) from 29 Aug to 26 Sep 2024. Working hours are anticipated to be 0700 through 1530 daily. The derrick barge AAC Millennium will monitor VHF-FM channel 13 during working hours. Anchors are deployed approximately 500 feet upstream of the barge. Mariners are requested to avoid the work zone and reduce wake as much as possible when transiting through the area. The derrick barge will have steady white lights on all four corners. Crown buoys are placed in each anchor location, they are painted yellow and have a steady white burning light at night. A graphical representation of the barge and the anchor plan is included as Enclosure (4) of this LNM. For additional project information please contact John Winstead (541) 350-2979

Chart 18526

LNM: 35/24

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	
8660	Rogue River North Jetty Light 3	SS INOP	18600	0634-24	38/24	
9346	Leeds Island Range Front Light	LT EXT		0851-23	49/23	
10105	Astoria Lower Range Front Light	REDUCED INT		0651-24	39/24	
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	
12230	Lake Celilo Daybeacon 27	STRUCT DMGD		0125-23	05/23	
12440	Lake Umatilla Light 9	LT EXT		0452-24	26/24	
12690	Irrigon Middle Range Front Light 67	LT EXT		0650-24	39/24	
14610	Sand Island Lower Dike Light 1	DAYMK MISSING/STRUCT DMGD		0583-24	35/24	
15635	Grays Harbor South Reach Light 16	DAYMK MISSING/STRUCT DMGD		0330-23	19/23	
15940	Damon Point Light	DAYMK MISSING/STRUCT DMGD		0587-23	35/23	
17595	Kilisut Harbor Buoy 2	MISSING		0126-23	05/23	
18802	Swinomish Channel South Entrance Buoy 5	MISSING	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	
19545	Richardson Daybeacon	DAYMK DMGD	18400	0623-24	37/24	
19550	Twin Rocks Daybeacon	STRUCT DMGD	18400	0037-24	03/24	
	Willapa River Junction Light	STRUCT DEST		0642-24	38/24	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
13135	Snake River Mile 5 Range Rear Light	RELIGHTED		None	39/24	39/24
13795	Little Goose Reservoir Light 21	RELIGHTED		None	39/24	39/24
16071.25	Hoquiam River Obstruction Buoy	RESET ON STATION		0648-24	34/24	39/24

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
613	Scripps Institute Wave Recorder Lighted Buoy 46229/139	MISSING	18580	0641-24	38/24	
8728	Scripps Institute Wave Recorder Lighted Buoy 46229/139	MISSING	18580	0641-24	38/24	
16720	Edmonds Fishing Reef Buoys (2)	MISSING		0403-24	23/24	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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718	Scripps Institute Wave Recorder Lighted Buoy 46211/036	RESET ON STATION	18500	0654-24	34/24	39/24
15533	Scripps Institute Wave Recorder Lighted Buoy 46211/036	RESET ON STATION	18500	0654-24	34/24	39/24
17902	Hood Canal Research Lighted Buoy A	RELIGHTED		0655-24	36/24	39/24

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	
17228.4	Tacoma Narrows West Highway Bridge SW Fog Horn	DISCONTINUED		0556-24	34/24	
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						
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3				CGD01	at 40-41-09.001N 074-02-48.001W
	Green can					
Corrective Action	Object of Corrective Action				Position	

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

18003	20th Ed.	01-NOV-06	Last LNM: 23/21	NAD 83	39/24
<i>ChartTitle: Cape Blanco to Cape Flattery</i>					
Main Panel 1651 CAPE BLANCO TO CAPE FLATTERY. Page/Side: N/A					
LAST EDITION	No new editions of chart 18003 will be published. It will be canceled on 02-Oct-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .	NOS	--	--	
18007	33rd Ed.	01-FEB-09	Last LNM: 23/21	NAD 83	39/24
<i>ChartTitle: San Francisco to Cape Flattery</i>					
Main Panel 1652 SAN FRANCISCO TO CAPE FLATTERY. Page/Side: N/A					
LAST EDITION	No new editions of chart 18007 will be published. It will be canceled on 02-Oct-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .	NOS	--	--	
18010	22nd Ed.	01-SEP-12	Last LNM: 29/20	NAD 83	39/24
<i>ChartTitle: Monterey Bay to Coos Bay</i>					
Main Panel 1653 MONTEREY BAY TO COOS BAY. Page/Side: N/A					
LAST EDITION	No new editions of chart 18010 will be published. It will be canceled on 02-Oct-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .	NOS	--	--	
18400	51st Ed.	01-AUG-19	Last LNM: 04/19	NAD 83	39/24
<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: -					
LAST EDITION	No new editions of chart 18400 will be published. It will be canceled on 04-Dec-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .	NOS	--	--	
18480	32nd Ed.	01-JAN-13	Last LNM: 34/16	NAD 83	39/24
<i>ChartTitle: Approaches to Strait of Juan de Fuca Destruction Island to Amphitrite Point</i>					
CHART APPROACHES TO STRAIT OF JUAN DE FUCA - DESTRUCTION IS TO AMPHITRITE PT.. Page/Side: N/A					
CHANGE	Quillayute River Boat Basin Light 2 Nominal range to 4M.	CGD13 at 47-54-37.400N			124-38-17.249W
Main Panel 1726 DESTRUCTION ISLAND TO AMPHITRITE POINT. Page/Side: N/A					
LAST EDITION	No new editions of chart 18480 will be published. It will be canceled on 04-Dec-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .	NOS	--	--	
18500	31st Ed.	01-AUG-19	Last LNM: 23/21	NAD 83	39/24
<i>ChartTitle: Columbia River to Destruction Island</i>					
Main Panel 1730 COLUMBIA RIVER TO DESTRUCTION ISLAND - -. Page/Side: -					
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 .	NOS	--	--	
18520	28th Ed.	01-AUG-19	Last LNM: 31/17	NAD 83	39/24
<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	NOS	--	--	

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>.

18580 **24th Ed.** **01-FEB-18** **Last LNM: 30/20** **NAD 83** **39/24**
ChartTitle: Cape Blanco to Yaquina Head
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** **39/24**
ChartTitle: Trinidad Head to Cape Blanco
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)

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

The U.S. Coast Guard will be permanently reducing 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.

Chart 18580 LNM: 36/24

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

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

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

Chart 18587 LNM: 26/24

OREGON – TILLAMOOK BAY – Changes to the Aids to Navigation at the entrance to Tillamook Bay (Revised from LNM 26/24)

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) a synthetic AIS signal will broadcast at this position in the future.

Tillamook Bay Entrance Lighted Buoy TS (LLNR 9815) a synthetic AIS signal will broadcast at this position in the future.

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

Charts: 18520 18558 LNM: 34/24

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

LNLM: 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

LNLM: 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

LNLM: 28/24

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

The U.S. Coast Guard will be permanently reducing 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 these or other Aids to Navigation should continue to be reported to US Coast Guard Sector Columbia River.

Chart 18500

LNLM: 36/24

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.

LNLM: 18/22

WASHINGTON – STRAIT OF JUAN DE FUCA (EASTERN PART) AND ADMIRALTY INLET – Change in lighting equipment and characteristics at Point Wilson Light

The United States Lighthouse Society (USLS), in association with the US Coast Guard, will be changing the lighting equipment at Point Wilson Light to a historical 4th Order Fresnel lens system. The new characteristic for Point Wilson will be an alternating White and Red light flashing every 10 seconds (Al WR 10s). The nominal range is expected to be 15 NM for the white light and 14 NM for the red light. The lighting system will be operated by the USLS with assistance from the US Coast Guard.

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

Charts: 18464 18465 18471

LNLM: 39/24

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

The US Coast Guard is changing the lighting equipment for Olympia Inner Range Front Light (LLNR 17480). The current lighting is becoming obsolete

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

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

Charts: 18448 18456

LNM: 17/24

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

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

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: 39/24

SUMMARY OF DREDGING OPERATIONS

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

LNM: 39/24

SUMMARY OF MARINE EVENTS

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

LNM: 39/24

OREGON – COOS BAY – COOS RIVER – Bridge notice

The Coast Guard has approved a temporary deviation for the Chandler Highway Bridge (LLNR 9125) from 0600 on 23 Sep to 2359 on 23 Oct 2024. The Chandler Bridge crosses the Coos River at waterway mile 2.2 near Eastside, OR. This draw closure supports counterweight cable replacements. Once the replacement begins, the draw of the subject bridge cannot be opened for navigation until the new cables have been installed and tested. The draw in the closed-to-navigation position provides 25 feet of vertical clearance at high tide. Vessels that do not need a draw opening may transit under the Chandler Bridge at any time. 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 more information contact Bryan Mast at bryan.k.mast@odot.oregon.gov.

Chart 18587

LNM: 35/24

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 sanguia@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

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

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. 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 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

OREGON – MCKENZIE RIVER – Bridge notice

Bridge construction will occur on the Hayden Bridge (Marcola Road) at McKenzie River mile 11.1, in approximate location 44-04-18 N, 122-57-51 W, from 09 Sep 2024 to 26 Mar 2025. Temporary work platforms will be located at each pier on either side of the river in order to conduct seismic retrofit strengthening. The platforms will extend approximately 4 feet toward the channel from each pier. The platforms will reduce the vertical clearance at the west (river left) pier by approximately 6 feet, from 15 feet above ordinary high water to 9 feet above ordinary high water, and at

OREGON – MCKENZIE RIVER – Bridge notice

the east (river right) pier by 8 feet, from 17 feet above ordinary high water to 9 feet above ordinary high water. For more information, contact Olaf Sweetman, Lane County project manager, at (541) 682-6424 or olaf.sweetman@lanecountyor.gov.

LNM: 35/24

WASHINGTON – LAKE WASHINGTON SHIP CANAL – Bridge Maintenance notice

WSDOT is beginning a multi-year project of maintenance on the Interstate 5 Highway Bridge (LLNR 18230) across the Lake Washington Ship Canal in Seattle, WA, at mile 4.2. The project will start with the Contractor installing suspended scaffolding below the upper deck of the I-5 Highway Bridge. The installation will take place between 1900 – 0430 starting 30 Sep 2024, using Under Bridge Inspection Trucks (UBIT) and work crews overhead. Mariners are advised to use caution while transiting the area. For additional information contact Kevin Murray at (206) 225-1646 or kevin.murray@atkn.com.

Chart 18447

LNM: 35/24

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 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

COLUMBIA RIVER – VANCOUVER TO BONNEVILLE – Bonneville Navigation Lock guide wall restrictions

A hazard to navigation was recently removed from the damaged corner armor on the Bonneville Navigation Lock south guide wall. However, the warning signs and blinking lights remain in place because the wall is currently unprotected. USACE has requested that all mariners stay off that corner of the guide wall to prevent damage to the unprotected concrete structure. USACE is working to get the guide wall repaired as soon as is practicable.

Chart 18531

LNM: 34/24

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 – 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 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

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

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

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

COLUMBIA RIVER SYSTEM AND WASHINGTON - Testing of prototype plastic buoys

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

On the Columbia, Snake and Willamette Rivers:

Desdemona Sands Lighted Buoy 22 (LLNR 9990)

Hood River Lighted Buoy 36 (LLNR 11932)

Bonneville Pool Lighted Buoy 69 (LLNR 12130)

Lake Celilo Buoy 45 (LLNR 12360)

Lake Wallula Lighted Buoy 2 (LLNR 12815)

Snake River Buoy 14 (LLNR 13195)

Elk Rock Buoy 10 (LLNR 15005)

In Grays Harbor and Admiralty Inlet Washington:

Point Chehalis Lighted Buoy 4 (LLNR 15990)

Point Wilson Lighted Buoy 6 (LLNR 16470)

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

Charts: 18502 18533 18545

LNM: 52/22

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

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

Chart 18521

LNM: 31/23

COLUMBIA RIVER – 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. 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 – 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.

WASHINGTON – GRAYS HARBOR – Underwater obstruction

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/lateral-displacement/>.

Charts: 18400 18460

LNM: 22/24

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 – Bulkers 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 – 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)

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 – 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 – 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 dean@pacificpile.com.

Chart 18441

LNM: 28/24

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 – 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 – 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 – Bulk carriers, 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 (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
15210	WILLAPA RIVER JUNCTION LIGHT						Remove from list. 39/24
							*
15211	<i>Willapa River Junction Lighted Buoy</i>	46-41-16.241N 123-59-51.946W	Fl (2+1)R 6s		4	Red and green bands.	39/24
*	*	*	*	*	*	*	*
16110	QUILLAYUTE RIVER BOAT BASIN LIGHT 2	47-54-37.400N 124-38-17.249W	Fl R 4s	13	4	TR on multi-pile structure.	39/24
					*		

ENCLOSURES

Enclosure 1

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

LNLM: 39/24

Enclosure 2

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Dredging Operations

LNLM: 39/24

Enclosure 3

OREGON - WASHINGTON - COLUMBIA RIVER - Summary of Marine Events

LNLM: 39/24

Enclosure 4

COLUMBIA RIVER – ST HELENS TO VANCOUVER – PORT OF VANCOUVER – Marine Construction

LNLM: 35/24

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
	18783	SR 536 Division Street Bridge	Mt Vernon, WA	Downstream, west protection pier light extinguished	9/16/2024	0638-24
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						
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
1-Oct-24	15-Feb-25	0800-1700 Mon - Sat	Chetco River; Port of Brookings Inner Basin	N/A	None	N/A	Ashore	38/24
24-Sep-24	1-Oct-24	24 Hrs / 7 Days	Coquille River Entrance; (RM 00-13 to 00+08)	M/V Yaquina	None	VHF-FM 13 & 16	ODMDS	39/24
24-Sep-24	1-Oct-24	24 Hrs / 7 Days	Coos Bay; Coos Bay Ranges (RM 02+00 to RM 03+30)	M/V Yaquina	None	VHF-FM 13 & 16	ODMDS Site-F	39/24
24-Sep-24	1-Oct-24	24 Hrs / 7 Days	Coos Bay; Jarvis Ranges (RM 05+43 to RM 08+50)	M/V Yaquina	None	VHF-FM 13 & 16	ODMDS Site-F	39/24
24-Sep-24	1-Oct-24	24 Hrs / 7 Days	Coos Bay; North Bend Turn 1, Turn 2, Ranges (RM 09+05 to RM 11+40)	M/V Yaquina	None	VHF-FM 13 & 16	ODMDS Site-F	39/24
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	39/24
11-Sep-24	15-Oct-24	Daylight / 7 Days	Umpqua River; Winchester Bay East Basin	M/V DB Morty	Pacific Gemini	VHF-FM 13, 16 & 80	ODMDS	36/24
24-Sep-24	1-Oct-24	24 Hrs / 7 Days	Yaquina Bay; Entrance & Harbor; (RM 00-50 to 00+40)	M/V Yaquina	None	VHF-FM 13 & 16	YBO(N/S)	39/24
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	36/24
24-Sep-24	1-Oct-24	24 Hrs / 7 Days	Columbia River Entrance; (RM -02-00 to RM 02+00)	M/V Essayons	None	VHF-FM 13 & 16	NHS, DWS	39/24
24-Sep-24	1-Oct-24	24 Hrs / 7 Days	Columbia River; Desdemona (Foul Wx site) (RM 07+00 to RM 10+30)	M/V Essayons	None	VHF-FM 13 & 16	RM 4 WA	39/24
13-Aug-24	15-Oct-24	24 Hrs / 7 Days	Columbia River; Upper Sands (Foul Wx site) (RM 14+30 to RM 17+10)	M/V Bayport	John M & Aggie	VHF-FM 13, 16 & 66	RM 7 / 8	36/24
24-Sep-24	1-Oct-24	24 Hrs / 7 Days	Columbia River; Tongue Point (Foul Wx site) (RM 18+00 to RM 21+30)	M/V Essayons	None	VHF-FM 13 & 16	RM 4 WA	39/24
23-Sep-24	18-Oct-24	24 Hrs / 7 Days	Columbia River; Driscoll Range (RM 44+09 to RM 44+43)	M/V Oregon	Clackamas, Ivanhoff, Williams	VHF-FM 13 & 16	James River	38/24
30-Sep-24	15-Feb-25	24 Hrs / 7 Days	Swinomish Channel (South Ent., North Ent., Hole-in-the-Wall, Rainbow Bridge)	M/V DB Mukilteo	Island Mist	VHF-FM 13 & 16	Rosario Strait DS	39/24

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
29-Sep-24	0730-1400	Head of the Dog Regatta	Willamette River, Portland, OR
26-Oct-24	1100-1400	Portland Witches on the Willamette	Willamette River, Portland, OR
22-Dec-24	1900-2100	Portland Christmas Ships	Willamette and Columbia Rivers Portland, OR
11-Jan-25	1000-1400	PNWORCA Winter Race #1 Wasabi Bridge to Bridge 2025	Sauvie Island Bridge to St. John's Bridge Multnomah Channel and Willamette
3-May-25	1100-1500	Opening Day Parade Columbia River Yachting Association	Columbia River, Vancouver, WA

SECTOR PUGET SOUND MARINE EVENTS

EVENT DATE	TIME	EVENT NAME	EVENT LOCATION
28-Sep-24	0830-1900	TTPYC Commodore's Trophy Race	IVO Des Moines and Maury Island
28-Sep-24	1400 - 1600	First World Flight Centennial	Adjacent to Sand Point Lake Washington
28-Sep-24	1030 - 1600	Sequim Bay Yacht Club Fall Series 2024	Sequim Bay
28-Sep-24	0700-1800	The Big Hurt	Port Angeles Harbor
28-Sep-24	1000-1800	Mosquito Mayhem	Sinclair Inlet
28-Sep-24	1000-1500	Sound Rowers Mercer Island Sausage Pull	Mt Baker Beach Park
28-Sep-24	1100-1700	2024 Duck Dodge Rum Run	IVO Shilshole Bay
30-Sep-24	0800 - 1500	J-24 World Championships Regatta	Shilshole Bay, North of Meadow Point

PORT OF VANCOUVER TERMINAL 1 CONSTRUCTION

Enclosure (4)

