


Thirteenth Coast Guard District Waterways Analysis and Management System



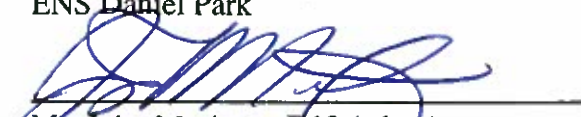
Umpqua River 18584

Pacific Ocean to Reedsport


Written by:


ENS Daniel Park

Reviewed by:


Mr. John Moriarty; D13 (adpw)

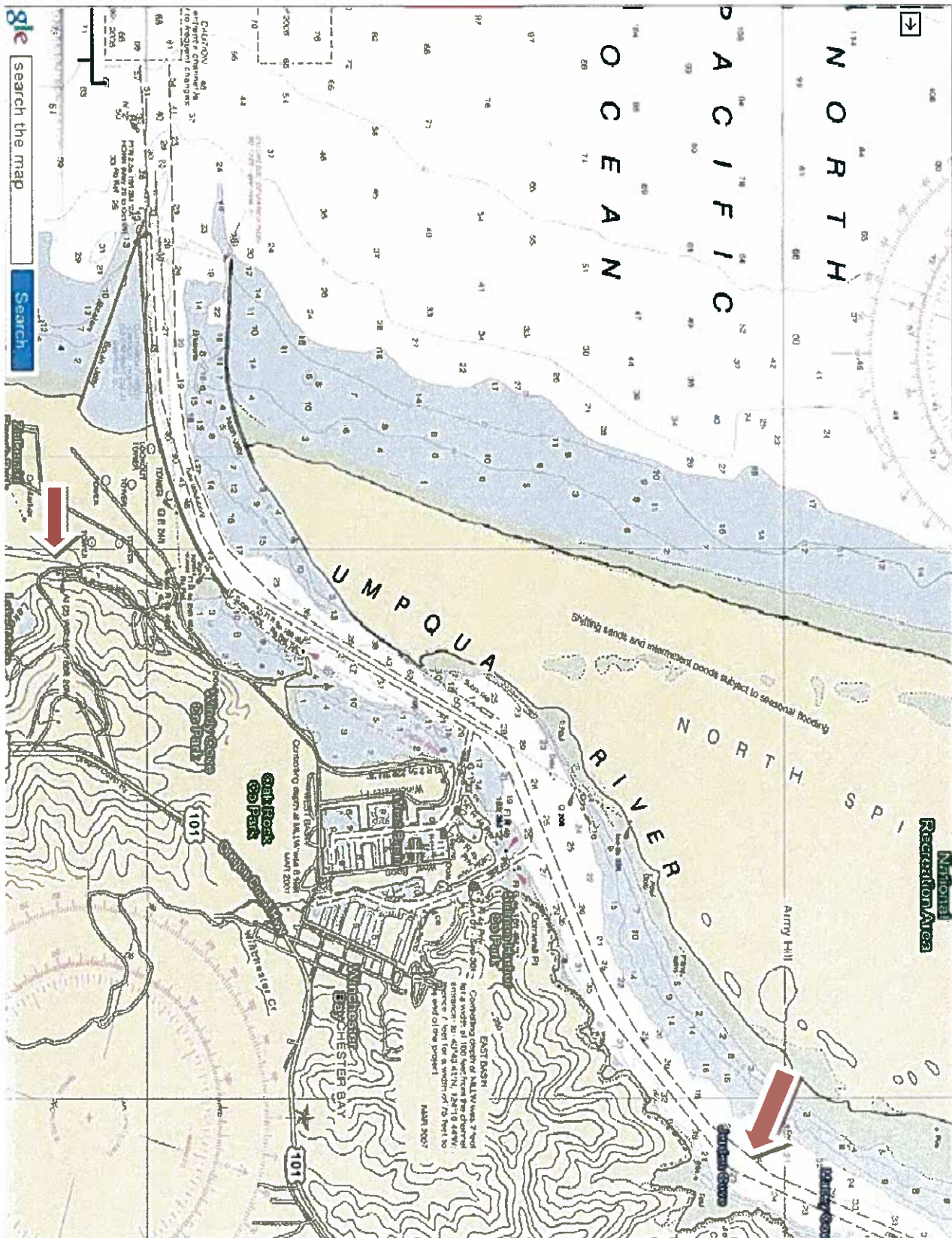
Approved by:

 24 SEPT 10
CDR Daryl Peloquin; D13 (dpw)

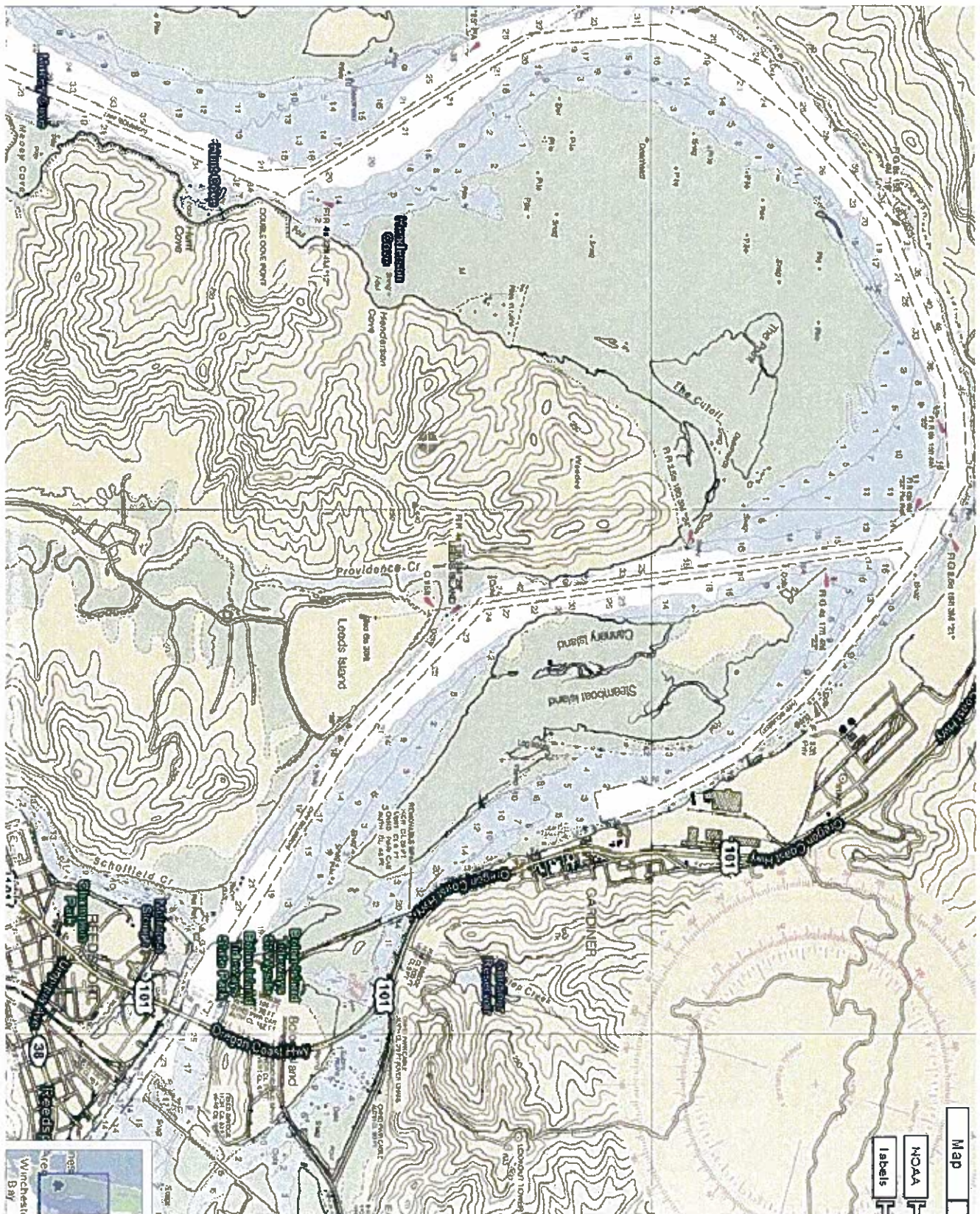
Umpqua River WAMS
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III. CHARTLET: Umpqua River



III. CHARTLET: Umpqua River (Cont'd)



IV. ACTION SUMMARY

The Waterways Analysis and Management System (WAMS) is the Coast Guard's primary tool for managing the aids to navigation (ATON) in our waterways. Primarily, WAMS is a recurring review method to ensure that:

- All aids are required as necessary elements of the ATON system
- Changes to augment and or reduce aids are made when needed to meet changing conditions
- Aids conform to the ATON system criteria
- Aids and the ATON system provide their required operational characteristics, and
- waterways are examined for the effectiveness of the traffic management techniques

In January of 2009, the 13th Coast Guard District's Waterways Management Branch initiated an abbreviated WAMS to address the navigational necessity of Umpqua River Light. Unfortunately, the WAMS report was never completed and while a summary of the survey results remains, the actual returned questionnaires were lost. However, the survey did initiate conversations with Douglas County regarding their desire to see the light remain lit, as well as their level of interest in operating the light as a Private ATON (PATON).

Due to a significant change in personnel and the fact that the information from the first WAMS effort was incomplete, the Waterways Management Branch restarted the WAMS process, this time looking more holistically at the Umpqua River waterway, not solely the lighthouse.

V. INFORMATION COLLECTION

A. NARRATIVE DESCRIPTION: This study encompasses the Umpqua River.

1. Geographic Features Umpqua River:

Umpqua River is entered at 22.7 miles north of Coos Bay. Some lumber, sand, crushed rock, and oil are barged on the river, but commercial traffic is very light. The custom port of entry is at Coos Bay. Umpqua River Light is 165 feet above the water, shown from a 65-foot white conical tower just south of the mouth of the river. The entrance to the river is protected by jetties. The south jetty extends 1,200 yards seaward from the shoreline and is marked by a light and a seasonal fog signal. About 160 yards of the outer end of the jetty is submerged. A lighted whistle buoy, approximately one mile west of the south jetty light, marks the approach, as well as a lighted range. The middle jetty extends from the shoreline and connects with the outer section of the south jetty, with the river flowing between the middle and north jetties. The north jetty extends 1,100 yards seaward from the shoreline. The maintained channel flows close to the middle jetty, on the south side of the entrance, as shoaling is common on the northern side of the entrance inside the jetty tips. A Coast Guard lookout tower is located midway on the middle jetty.

FY10 WAMS Umpqua River

A federal project provides for depths of 26 feet in the entrance channel, then 22 feet to Gardiner and Reedsport, and 22 feet in the turning basin at Reedsport. The channel in direct vicinity of the bar has increased shoaling during September. Later in the season the river cuts a deeper channel through the bar. Depths in the channels and basins may vary between dredging operations.

Boaters can see the restricted bar warning sign, visible from the river channel looking seaward, on Winchester Point about 1.5 miles inside the river entrance. The restricted bar warning sign is illuminated when the Captain of the Port has imposed a restriction to vessel traffic crossing the bar due to rough weather. West Basin 1.8 miles and East Basin 2.3 miles above the entrance respectively, are small-craft basins accessed through dredged channels that lead from the main river channel. The entrance channel to West Basin is marked by one light and a daybeacon; the entrance to the East Basin is marked by two lights. In March 2007, the controlling depths were 9 feet in both the East and West Basin.

The village of Winchester Bay is a fishing resort on the east side of East Basin. A fish wharf with cold storage and ice plant on its outer end is on the west side of the basin. Berths with electricity, gasoline, diesel fuel, water, ice, launching ramps, marine supplies, and an 8-ton crane are available in East Basin.

Gardiner, on the NE bank of the river 8.5 miles inside the entrance, is the old site of a large paper mill and a lumber mill. The paper mill was in operation from 1963 until 1999. The mill buildings were demolished in 2006.

The U.S. Route 101 highway bridge crossing the river at the upper end of the turning basin at Reedsport has a swing span with a clearance of 36 feet. Just west of the bridge is a power cable with a clearance of 152 feet; the least clearance of cables above the highway bridge is 95 feet. The railroad bridge, 500 yards above the highway bridge, has a swing span with a clearance of 16 feet.

Reedsport, on the SW bank of the river, 10 miles inside the entrance, is a station on the railroad and the principal town on the river. A plywood plant and a saw-mill are in the town. The plywood plant wharf, at the entrance to Scholfield Creek, is in ruins and not in use.

Scholfield Creek enters Umpqua River N of Reedsport, and Smith River enters Umpqua River from the NE at Reedsport. From Umpqua River for 21 miles to Siuslaw River, the coast is straight and consists of sand dunes broken only by the mouths of Threemile Creek, Tahkenitch Creek, Silcoos River and the stream from Cleawox Lake.

B. NEW/CHANGED AIDS TO NAVIGATION SINCE 1999 WAMS

1. **South Jetty Fog Signal (9247):** Horn: 1 blast ev 15s (2s bl). Maintained from May 20 to Oct 01 (Seasonal).
2. **Winchester Bay West Basin Regulatory Lighted Buoy A (9285):** Maintained from Jun 01 to Sep 30. (Private Aid)
3. **Winchester Bay West Basin Regulatory Lighted Buoy B (9287):** Maintained from Jun 01 to Sep 30. (Private Aid)
4. **Winchester Bay East Basin Regulatory Lighted Buoy A (9297):** Maintained from Jun 01 to Sep 30. (Private Aid)
5. **Winchester Bay East Basin Regulatory Lighted Buoy B (9299):** Maintained from Jun 01 to Sep 30. (Private Aid)
6. **Channel Buoy 25 (9355): DISCONTINUED**

C. WATERWAY USERS

1. **Vessels:** The primary users of this waterway are pleasure boaters and also recreational fishing boaters. Some of the fishing boaters are tourist companies that allow passengers to board and fish with their respective businesses. Commodities such as lumber and minerals are very limited and are not transported by large bulker vessels, but by barge.
2. **Transit Frequencies:** Channel 16 and Channel 13
3. **Commodities Carried:** With the decline of the lumber industry, the primary activity on this waterway are recreational and commercial fishing.
4. **Pilot Associations:** There are no pilot associations in the Umpqua River.

D. Casualty History: The most recent marine casualties have involved search and rescue incidents which were due to disabled vessels. There are no indications of significant casualties or incidents that can be attributed to waterway design or deficiencies to the ATON system.

E. CHARTS AND SURVEYS: The primary charts used in this WAMS are: Chart 18580 and Chart 18584.

F. AIDS TO NAVIGATION: The Umpqua River is marked with both federal and private Aids to Navigation (ATON). A list of these aids is included in enclosure (1).

VI. PUBLIC COMMENT COLLECTION

Public comment from various commercial and recreational boaters was collected by an electronic and paper questionnaire published in the Local Notice to Mariners, enclosure (2) and posted in local harbors, enclosure (3). Concerned citizens of the greater Winchester Bay and Reedsport area also submitted letters on the social and economic value of the Umpqua River Lighthouse. Furthermore, on June 9th, Coast Guard personnel, including Station Umpqua River, met with the Salmon Harbor Marina Harbormaster and representatives from the Port of Umpqua to discuss the survey results and clear up any questions. District 13 representatives also met with Friends of Umpqua River Light, took a tour of the lighthouse, and met with one of the Douglas County Commissioners.

VII. PREVIOUS WAMS ACTION ITEMS

No Actions Recommended from Previous WAMS

VIII. COMMENTS AND SUGGESTIONS

A wide range of comments were received via questionnaires regarding the Umpqua River waterway. Although there were some recurring themes, most items were only mentioned by one or two respondents. In all cases, the comments were discussed in the previously mentioned meeting with local subject matter experts in order to analyze the comment and determine if there was any necessary action. Two recommendations are discussed in the final section of this report, while other notable items are discussed in brief here.

A. ATON COMMENTS:

- There were several comments regarding the channel entrance range, particularly that the range and channel should be closer to the south jetty. While it seems that many locals and small vessels run the channel between the range and the south jetty, the channel is already very close to the jetty and could not reasonably be moved any closer to the rocks.
- There was one comment received to make the seasonal fog horn on the jetty a year round aid. Unfortunately, this is not feasible due to the winter weather conditions and the aid would not survive.
- Several comments asked for brighter lights on our aids, particularly the south jetty light. All aids seem to be operating properly and in accordance with their advertised ranges. Most mariners are noticing better visibility on our aids as slowly transition our ATON system to new Light Emitting Diode (LED) technology.
- We received one comment that trees are blocking part of the visible arc of Umpqua River Light. This appears to have been the case for quite some time, based upon our examination of the trees, yet this has never been previously mentioned.

B. NON-ATON COMMENTS

- Several survey respondents mentioned the need for more dredging. However, based upon discussions with the Port of Umpqua representatives, the Harbormaster, and the CG Station Commanding Officer, there are no persistent areas of shoaling causing navigational concern. The Army Corps of Engineers (ACOE) conducts annual maintenance dredging when required to maintain the channel's project depth.
- Like most of the coastal Oregon bar jetties, the South Jetty is experiencing movement and deterioration due to extensive wave action. The ACOE is aware of the issue, although we know of no current plans or funding for repairs.

IX. CRITICALITY DETERMINATION

The working definition of a navigationally critical waterway is “where degradation of the aids to navigation system would result in an unacceptable level of risk of a marine accident, due to the physical characteristics of the waterway, difficult navigational conditions, aid establishment difficulties, or high aid discrepancy rates.”

In the past Umpqua River was used frequently for transportation of lumber throughout the waterway when milling was present in the community. However, the lumber industry has declined significantly and during the last WAMS in 1999, the waterway was considered non-critical. Nothing has changed recently, with regard to commercial traffic or cargo, to alter that designation. Furthermore, the waterway is very well charted and is relatively easy to navigate with the given aids with slight room for improvement.

X. RECOMMENDATIONS AND ANALYSIS

Based upon a review of all the available information regarding the Umpqua River Waterway, it is determined that the majority of the aids to navigation in the waterway are well intact and are suitable for safe navigation. However, there are two recommendations for ATON changes based upon all the information gathered and considered. Locations of these two are indicated by the red arrows on the chartlet on page 3.

The small boat transit of the waterway allowed CG reps to verify survey comments regarding the lack of markings between the East Basin and light #12. The two present aids are over two miles apart and a turn in the waterway blocks visual sighting of one aid when abeam the other. During nighttime transits, the current aid setup creates a visual gap which would be greatly improved with a lighted aid, presumably #10, marking a turn at approximate position 43-42' N and 124-09.6' W. The Commanding Officer of Station Umpqua River agreed with this recommendation.

FY10 WAMS Umpqua River

With regard to Umpqua River Light, the WAMS surveys indicated that the light is used by local mariners, but almost exclusively in a secondary or backup capacity. Specifically, of the 63 questionnaires returned, nearly 80% indicated they use the Lighthouse for navigation. However, of the 46 people who ranked the importance of the Lighthouse, only five respondents used it as a primary source of navigation, i.e. relied upon the Lighthouse as one of their top three sources of information. Discussions with representatives from coastal tug and barge companies (e.g. Foss, Sause Bros, Crowley) revealed they did not use the light at all for navigation, see enclosure (4). One comment heard several times referred to Umpqua River Light as a "come-home light", as its beacon gives you a quick visual reference if you are substantially offshore.

The approach to Umpqua River is marked with a 8x26 lighted whistle buoy, eight feet in diameter and 26 feet tall. There is a lighted range to line up the mariner for the approach and transit through the jetty channel. The jetty itself provides excellent radar return. Due to these other elements contributing to safe navigation of the entrance, Umpqua River Light is indeed functioning as a backup. Although every aid to navigation provides some value to mariners, Umpqua River Light is no longer required for safe navigation, given the other aids in the waterway, and the current and future state of navigation.

Umpqua River Light has widespread community support that desires the light remain lit. Douglas County already maintains the lighthouse building as outlined in a lease agreement, as well as a museum in a former Coast Guard building just to the north of the light. Douglas County previously indicated in writing their willingness to operate the light as Private Aid to Navigation (PATON) vice seeing it turned off. Although not required for safe navigation, there would be some navigational value in the light remaining lit.

That being said, disposition of the lens and Lighthouse and their future preservation are questions outside of the scope of this WAMS report, and would be determined after any change occurs to the operating status of the light.

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
OREGON - Thirteenth District							
UMPQUA RIVER (Chart 18584)							
Umpqua River							
9220 625	- Approach Lighted Whistle Buoy U	43-39-58.219N 124-14-25.424W	Mo (A) W		5	Red and white stripes.	No topmark will be shown on this aid as required by IALA standards due to weather.
9230	- Entrance Buoy 2	43-39-58.419N 124-13-31.543W				Red nun.	
9235	- BAR RANGE FRONT LIGHT	43-40-05.333N 124-12-08.278W	Q R		24	KRB on skeleton tower.	Visible 1.5° each side of rangeline.
9240	- BAR RANGE REAR LIGHT 876 feet, 086° from front light.	43-40-05.964N 124-11-56.256W	Iso R 6s		48	KRB on skeleton tower.	Visible 1.5° each side of rangeline.
9245	- SOUTH JETTY LIGHT 2A	43-39-57.792N 124-13-07.020W	FI R 2.5s		15	3 Red pile structure	Due to weather conditions, the dayboards have been permanently removed from this aid. Ra ref.
9247	- South Jetty Sound Signal	43-39-58.748N 124-13-09.760W					HORN: 1 blast ev 15s (2s bl). Maintained from May 20 to Oct 1.
9250	- REGULATED NAVIGATION AREA WARNING SIGN	43-40-11.010N 124-11-55.548W	Q Y		19	NW worded ROUGH BAR.	Lights flashing when bar is restricted to recreational and uninspected passenger vessels. Contact the nearest US Coast Guar unit for further information.
9255	- LIGHT 6	43-40-10.998N 124-11-55.726W	FI R 4s		24	4 TR on skeleton tower.	Higher intensity beam up and down channel. Ra ref.
9260 620	- Light	43-39-44.258N 124-11-54.719W	Al WR 15s 0.1s W fl 4.9s ec. 0.1s W fl 4.9s ec. 0.1s R fl 4.9s ec.		165	W 21 R 20 67 White conical tower.	Lighted throughout 24 hours.
9265	- CHANNEL RANGE FRONT LIGHT	43-41-20.510N 124-11-08.235W	Q W		20	KRB on pile structure.	Visible 10° each side of rangeline.
9270	- CHANNEL RANGE REAR LIGHT 400 yards, 026.6° from front light.	43-41-30.930N 124-11-01.015W	Iso W 6s		32	KRB on skeleton tower.	Visible 10° each side of rangeline.
9275	- LIGHT 6A	43-40-29.131N 124-11-37.853W	FI R 6s		16	4 TR on pile.	Ra ref.
9280	- LIGHT 8	43-40-57.209N 124-11-12.485W	FI R 2.5s		22	3 TR on pile structure.	
9285	Winchester Bay Harbor Entrance Daybeacon 1	43-41-00.507N 124-11-07.963W				SG on pile.	
9287	Winchester Bay West Basin Regulatory Lighted Buoy A	43-40-58.260N 124-11-03.000W	FI W 4s			White and orange	Maintained from Jun. 1 to Sep 30.
9289	Winchester Bay West Basin Regulatory Lighted Buoy B	43-40-55.680N 124-10-57.960W	FI W 4s			White and orange	Private aid. Maintained from Jun. 1 to Sep 30.
9290	SALMON HARBOR ENTRANCE LIGHT 1	43-41-09.030N 124-10-49.878W	FI G 4s		15	4 SG on pile structure.	Private aid.

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
OREGON - Thirteenth District							
UMPQUA RIVER (Chart 18584)							
Umpqua River							
9295	SALMON HARBOR ENTRANCE LIGHT 2	43-41-00.419N 124-10-12.412W	FI R 4s	15	3	TR on pile.	
9297	<i>Winchester Bay East Basin Regulatory Lighted Buoy A</i>	43-41-01.740N 124-10-46.380W	FI W 4s			White and orange.	Maintained from Jun. 1 to Sep 30. Private aid.
9299	<i>Winchester Bay East Basin Regulatory Lighted Buoy B</i>	43-41-00.960N 124-10-46.380W	FI W 4s			White and orange.	Maintained from Jun. 1 to Sep 30. Private aid.
9300	- LIGHT 12	43-42-58.410N 124-09-11.208W	FI R 4s	22	4	TR on pile structure.	
9305	BARRETTS RANGE FRONT LIGHT	43-43-53.422N 124-09-58.414W	Q W	18		KRB on pile structure.	Visible all around; higher intensity on rangeline.
9310	BARRETTS RANGE REAR LIGHT 270 yards, 330.5° from front light.	43-44-05.422N 124-10-10.414W	Iso W 6s	28		KRB on skeleton tower.	Visible all around; higher intensity on rangeline.
9315	- LIGHT 15	43-43-26.048N 124-09-46.669W	FI G 4s	15	4	SG on pile.	
9320	- DIKE LIGHT 17	43-44-03.637N 124-09-52.595W	FI G 4s	16	4	SG on pile.	
9321	- LIGHT 19	43-44-43.459N 124-09-07.649W	FI G 6s	15	4	SG on pile.	
9325	- LIGHT 20	43-44-52.883N 124-08-21.170W	FI R 6s	15	4	TR on pile.	
9335	- LIGHT 21	43-44-55.086N 124-07-54.048W	FI G 2.5s	16	3	SG on pile structure.	Visible all around; higher intensity beam oriented up channel.
9340	- CHANNEL LIGHT 22	43-44-48.420N 124-07-58.819W	FI R 6s	16	4	TR on pile.	Ra ref.
9345	- DIKE LIGHT 23	43-44-32.016N 124-07-46.518W	FI G 4s	17	4	SG on pile structure.	
9346	LEEDS ISLAND RANGE FRONT LIGHT	43-43-20.421N 124-07-36.406W	Q W	15		KRB on skeleton tower.	Visible 4° each side of rangeline.
9347	LEEDS ISLAND RANGE REAR LIGHT 380 yards, 173° from front light.	43-43-14.421N 124-07-36.406W	Iso W 6s	30		KRB on skeleton tower.	Visible 4° each side of rangeline.
9350	- DIKE LIGHT 24	43-44-06.534N 124-07-51.420W	FI R 2.5s	16	3	TR on dolphin.	
9360	- LIGHT 26	43-43-22.206N 124-07-35.802W	FI R 4s	15	3	TR on dolphin.	
9365	- Channel Daybeacon 28	43-43-02.421N 124-07-07.505W				TR on pile.	
9370	Scholfield Creek Channel Daybeacon 2	43-42-37.000N 124-06-24.000W				TR on pile.	Ra ref.
9375	Scholfield Creek Channel Daybeacon 3	43-42-36.000N 124-06-22.000W				SG on pile.	
9380	GARDINER PAPER MILL DOCK LIGHT	43-44-28.000N 124-07-15.000W	F Y	13		On dock.	Private aid.
9395	SMITH RIVER LIGHT 2	43-42-22.602N 124-05-12.852W	FI R 4s	16	3	TR on pile tower.	

ENCLOSURE (1)



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

LOCAL NOTICE TO MARINERS

District: 13

Week: 07/10

ISSUED BY: COMMANDER, THIRTEENTH COAST GUARD DISTRICT (dpw)
915 Second Avenue, Seattle, Washington 98174-1067
Telephone (206) 220-7280 FAX # (206) 220-7265
Email: D13-PF-LNM@uscg.mil
<http://www.navcen.uscg.gov/lnm/d13/>

LIGHT LIST REFERENCE: COMDTPUB P16502.6, Light List Volume VI, 2009 Edition

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, DGPS, and LORAN-C. The NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar Users (NANU). NANU notices can also be obtained via e-mail subscription through the USCG Navigation Center website

<http://www.navcen.uscg.gov/gps/status/default.htm>

In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN service. Mariners are encouraged to report all degradation of radio navigation services to the NIS via any of the following: Phone:703-313-5900, Email: webmaster@navcen.uscg.mil or on the World Wide Web at: <http://www.navcen.uscg.gov>.

BROADCAST NOTICE TO MARINERS

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

Originating Unit	Beginning BNM	Ending BNM
CGD THIRTEEN	D13-0184-10	D13-0195-10

ABBREVIATIONS

A through H

ACOE - Army Corps of Engineers
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
DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
every
E - Evaluation
EXT - Extinguished
F - Fixed

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
LTR - Letter
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency
NO/NUM - Number

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
s - seconds
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

fl - flash
Fl - Flashing
G - Green
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height

NOS - National Ocean Service
NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy

TMK - Topmark
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition: None

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

OREGON - UMPQUA RIVER - WATERWAYS ANALYSIS - Request for Comments

The U.S. Coast Guard is conducting a Waterway Analysis and Management System (WAMS) Study of the Umpqua River. The study focus is to determine whether the navigational aids within waterways are appropriate. Any observations or suggestions will assist us in conducting a complete analysis of the waterway. The survey is attached as enclosure (3) to Local Notice to Mariners 07/10, and available on the internet at the following site: <http://www.uscg.mil/d13/dpw/wams.asp>. Any interested company or individual wishing to provide comments or participate in a user survey should submit the survey or other comments by 01 Apr 10. Your participation is greatly appreciated. Please return the survey to:

Commander (dpw), 13th Coast Guard District, Attn: ENS Daniel Park
915 2nd Avenue, Room 3510, Seattle, WA 98174-1067
E-mail: Daniel.H.Park@uscg.mil, 206-220-7283(office), 206-220-7265 (fax)

Chart 18584

LNM: 07/10

COLUMBIA RIVER - WARRIOR POINT TO BACHELOR POINT - Completion of blasting and dredging (revised from LNM 03/10)

The channel improvement project in the Columbia River from Warrior Point to Bachelor Point that included blasting of the river bed with explosives has been completed. The Safety Zone established by the U.S. Coast Guard Captain of the Port, Portland OR has been discontinued. Dredging operations at the Longview location, RM 65+00 to 67+05 continues.

Charts: 18524 18525

LNM: 07/10

COLUMBIA RIVER - PORT OF VANCOUVER - Dredging at Columbia Business Center East Barge Slip

Hickey Marine is conducting dredging operations at the Columbia Business Center East Barge Slip, between RM 108.0 to 108.5. Operations commence 17 Feb 10 until 28 Feb 10 and will be performed from 0600 to 1800, up to 7 days a week. The dredge Sea Vulture and tug Nova will be monitoring VHF-FM channels 13, 16 and 69. Mariners are requested to use caution and reduce wake when transiting the area. For additional information, contact Hickey Marine at (360) 695-4553.

Chart 18526

LNM: 07/10

COLUMBIA RIVER - JOHN DAY DAM - Navigation Locks Closure

The John Day Navigation Lock will be closed to river traffic from 1000 until approximately 1400 on 23 Feb 10 to allow repairs to be made on the motor control center for the upstream gate and fill valves. For additional information, contact the U.S. Department of the Army at (503) 808-4384.

Chart 18535

LNM: 06/10

CANADA - VANCOUVER HARBOR AND FRASER RIVER - Olympic Security Zones (revised from LNM 03/10)

Olympic Security Zones have been established in Vancouver Harbor, Canada in the following locations:

1. In the vicinity of Canada Place and around Ballantyne Pier from the northwest end of the Centerm facility to the Southern Railway Dock. This restricted area is marked by lighted buoys and a floating marine barrier. Mariners are requested to keep clear of this barrier by 50 meters.
2. In the area northwest of Canada Place, with the perimeter marked by four white lighted can buoys, with flashing yellow lights.
3. In the area west of Canada Place, with the western perimeter marked by two white lighted buoys with flashing yellow lights.
4. On the Fraser River on the south side of the channel between the #2 Road Bridge and the Dinsmore Bridge. Three buoys with flashing yellow lights and unlit buoys between them have been placed to mark this zone.

LNM: 05/10

COLUMBIA RIVER - Dredging in Baker Bay and Chinook Channel (revised from LNM 04/10)

American Construction Co. is conducting dredging operations at Baker Bay until 15 Feb 10, then dredging in Chinook Channel from 16 Feb 10 to 28 Feb 10. These dates are changes from the prior schedule. The dredge Patriot and tug Mike O' Leary will be monitoring VHF-FM channels 16

**USCG Thirteenth District
Waterways Analysis and Management System Questionnaire**

Waterway: Umpqua River

The following survey will assist the Coast Guard in determining whether the navigational aids within the Umpqua River waterway are appropriate. Any observations or suggestions will assist us in conducting a complete analysis of the waterway. Your participation is greatly appreciated. Please return the survey to:

Commander
Thirteenth Coast Guard District (dpw)
915 Second Ave. Room 3510
Seattle, WA 98174

Questions may be directed to ENS Daniel Park at (206)220-7283 or Daniel.H.Park@uscg.mil

1) Mariner Profile:

Name: _____

Address: _____

City: _____

State, ZIP: _____

Phone: ____ (____) _____

Vessel Name: _____

Vessel Type: _____

Vessel Length: _____

Vessel Beam: _____

Vessel Draft: _____

Vessel Tonnage: _____

Transit Frequency:

___ Daily ___ Weekly ___ Monthly

Time of Transit:

___ Daytime ___ Nighttime

Navigational equipment most used while transiting this waterway (please rank from 1 to 11 with 1 being most important):

___ Chart ___ Electronic Charts ___ RADAR

___ D/GPS ___ Shore Lights

___ Fathometer ___ Buoys

___ Lighthouses ___ Magnetic Compass

___ Gyro Compass ___ Seaman's Eye

2) General Questions:

a) How far off the Oregon Coast do you normally operate? _____

b) How many years/months have you transited the Umpqua River waterway?

c) Do you have an electronic charting system on board? YES / NO

If so, is this your primary form of navigation? YES / NO

If not, what is your primary form of navigation?

3) Aids to Navigation specific questions:

a) Do you utilize the aids in the channel? YES / NO

b) Are you satisfied with the position of the aids? Is the light on any aid too dim or too bright?

ENCLOSURE (3)

c) Do you think any additional aids are needed? If so, where?

d) Could any aids be discontinued? If so, which ones and why?

e) In your opinion, are modifications to the aids to navigation system needed to enhance marine safety at Umpqua River?

f) Do you use Umpqua Lighthouse for navigation? YES / NO

i) If yes...

(1) Please describe how you use it

(2) How often do you use it?

(3) When the light is not working how does it affect your ability to navigate?

g) Please provide any additional comments regarding the waterway:

4) Would you be interested in inviting a Coast Guard representative to ride on your vessel? This would enable us to see the waterway from your perspective. YES / NO

5) How did you hear about the Waterways Analysis we are conducting? Please circle ALL that apply:
RADIO, LETTER, LOCAL NOTICE TO MARINERS, NEWSPAPER, TV, FLYER, OTHER: _____

Please Return Survey No Later Than: April 1st, 2010

Fax: (206)220-7265

THANK YOU FOR YOUR TIME! WE APPRECIATE IT!

ENCLOSURE (3)



16465
29 March 2010

MEMORANDUM

From: D. H. PARK, ENS
D13 (dpw)

A handwritten signature in black ink that reads "Daniel Park".

To: UMPQUA RIVER
WAMS SURVEY PROJECT

Subj: FOSS MARITIME, CROWLEY MARITIME, AND SAUSE BROTHERS

1. Research for users of the Umpqua River waterway, led to the question of local tug companies that may have used the river to go to Reedsport.
2. After contacting companies: Foss Maritime, Crowley Maritime, and the Sause Brothers; it was found that none of them utilize the waterway nor use the Umpqua River Lighthouse for safe navigation while sailing down the coast line.
3. Point of Contacts listed below:

- Sause Brothers

A large black rectangular redaction box covering several lines of text, likely contact information for Sause Brothers.

- Foss Maritime

A large black rectangular redaction box covering several lines of text, likely contact information for Foss Maritime.

- Crowley Maritime

A large black rectangular redaction box covering several lines of text, likely contact information for Crowley Maritime.

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ENCLOSURE (4)