

BookletChart™

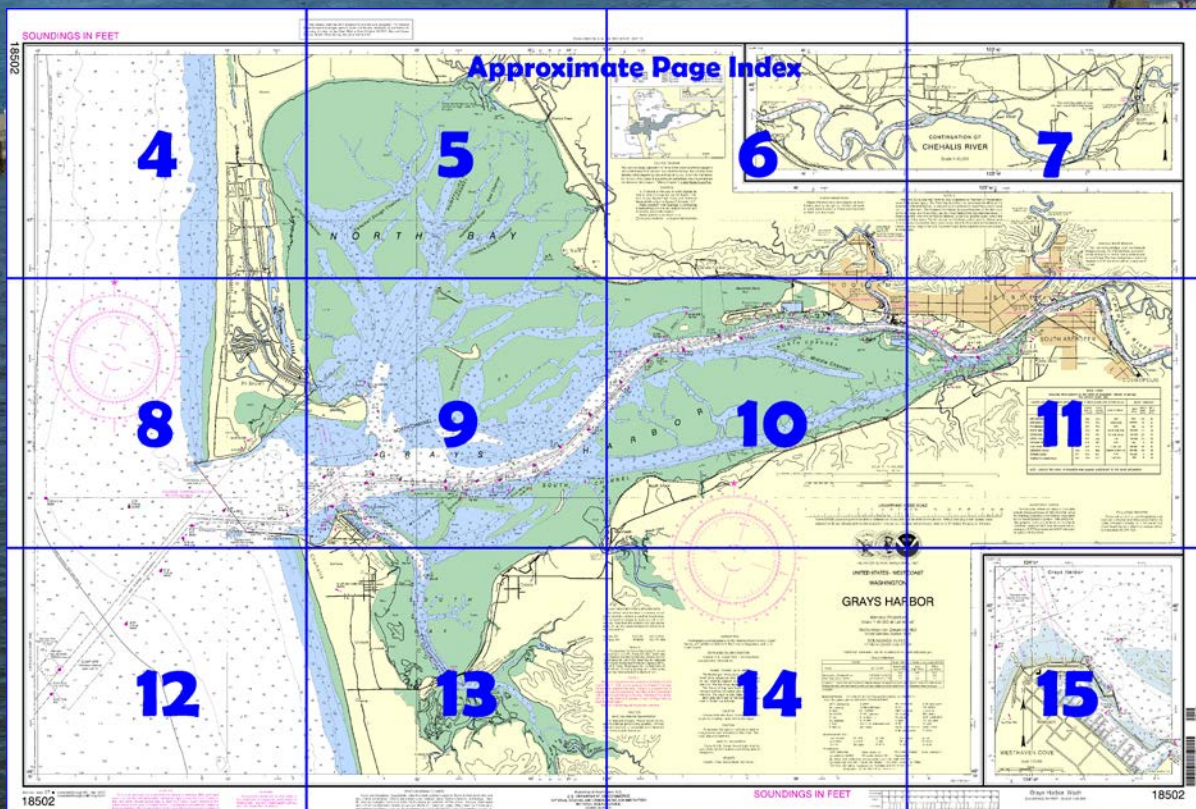
Grays Harbor NOAA Chart 18502



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

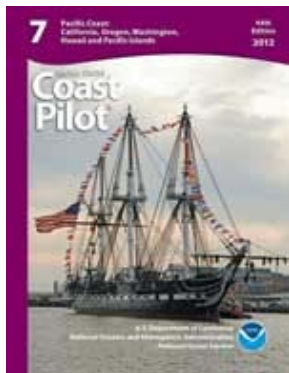
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/ncd/searchbychart.php?chart=18502>.



(Selected Excerpts from Coast Pilot)

Grays Harbor entrance is about 40 miles N of Cape Disappointment and 93 miles S of Cape Flattery.

The bay at the entrance is about 1 mile wide, but shoals extending S from Damon Point and N from Westport reduce the navigable channel to a width of 0.6 mile. From its entrance the bay extends E for 15 miles to the mouth of Chehalis River. The bay is filled by shoals and flats; thence bare at low water and are cut by numerous channels with a

marked maintained channel.

Point Chehalis is low and sandy and is bare of trees for 1.5 miles S of its

extremity. A jetty extends seaward from the end of the point. A Coast Guard lookout tower is prominent on the point.

Grays Harbor Light (46°53'18"N., 124°07'01"W.), 123 feet above the water, is shown from a 107-foot white truncated octagonal pyramidal tower on the seaward side of Point Chehalis.

Point Brown, the N entrance point is 1.8 miles NW of Point Chehalis; it is low, rounding, and sandy, with shoals extending S and W which, together with those extending W from Point Chehalis, form the bar at the entrance. The point is wooded to within 0.5 miles of the extremity. A jetty extends W from the point. A wreck covered 24 feet is about 1.1 miles W of the jetty at 46°55'38"N., 124°12'30"W.

A small-craft basin is NE of the point. The entrance to the basin is marked by lights; the approach channel is marked by a line of lighted and unlighted dolphins. A submerged jetty extends about 0.6 mile NE from the N side of the basin entrance. Reported depths of 5 feet are available through the natural channel leading to the basin with depths of 3 feet or less inside the basin due to silting.

Grays Harbor is served by the Marine Exchange of Puget Sound. (See Marine Exchange of Puget Sound, chapter 13, for details).

Anchorage.—The best anchorage is N of Westport and SE of **Damon Point** in 30 to 60 feet. The holding ground is good, and there is more swinging room here than elsewhere in the harbor.

Currents.—In the entrance, the average current velocity is about 1.9 knots on the flood and 2.8 knots on the ebb, but velocities may reach 5 knots. In the channels through the bay, the velocities seldom exceed 3 knots. It was reported that currents in the vicinity of the bar are very erratic, setting N close inshore and S offshore. (See Tidal Current Tables for daily predictions at the entrance to Grays Harbor.)

Pilotage, Grays Harbor.—Pilotage is compulsory for all foreign vessels, and U.S. vessels under enrollment and registered in foreign trade.

Grays Harbor Bar Pilots serve Grays Harbor, Chehalis River, and Willapa Bay, and maintains an office at Aberdeen, WA, and a station at Westhaven Cove, Westport, WA.

The station and pilot boat monitor VHF-FM channels 12 and 16, and use 12 as working channel. The pilot boat, CHEHALIS, is 65 feet long and has an orange and green hull. The word 'PILOT' is displayed on both sides of the boat, and the standard day and night signals are used when vessels are approaching from seaward.

Arrangements for pilots can be made by ships' agents by telephone or radiotelephone. A 24-hour advance notice of arrival is requested; any change in the estimated time of arrival requires a 4-hour advance notice to the pilots via the Marine Exchange, Seattle, Washington or radiotelephone.

Grays Harbor Coast Guard Station is on the S side of Westhaven Cove. The town of **Westport**, a summer resort and fishing town, is about a mile S of Westhaven Cove.

Harbor regulations.—The Port of Grays Harbor Commission appoints a port manager who directs the facilities and port affairs of the harbor district, which is coextensive with Grays Harbor County. The Port of Grays Harbor general offices are at 111 South Wooding Street, about 500 yards from the inshore end of Terminal Pier 1.

Supplies.—Bunker fuel, diesel oil, lubricants, water, and some marine supplies are available for large vessels at Grays Harbor. Complete service and repair facilities for small craft are available at Westhaven Cove, Aberdeen, and Hoquiam.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

Commander
13th CG District
Seattle, WA

(206) 220-7001

Navigation Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

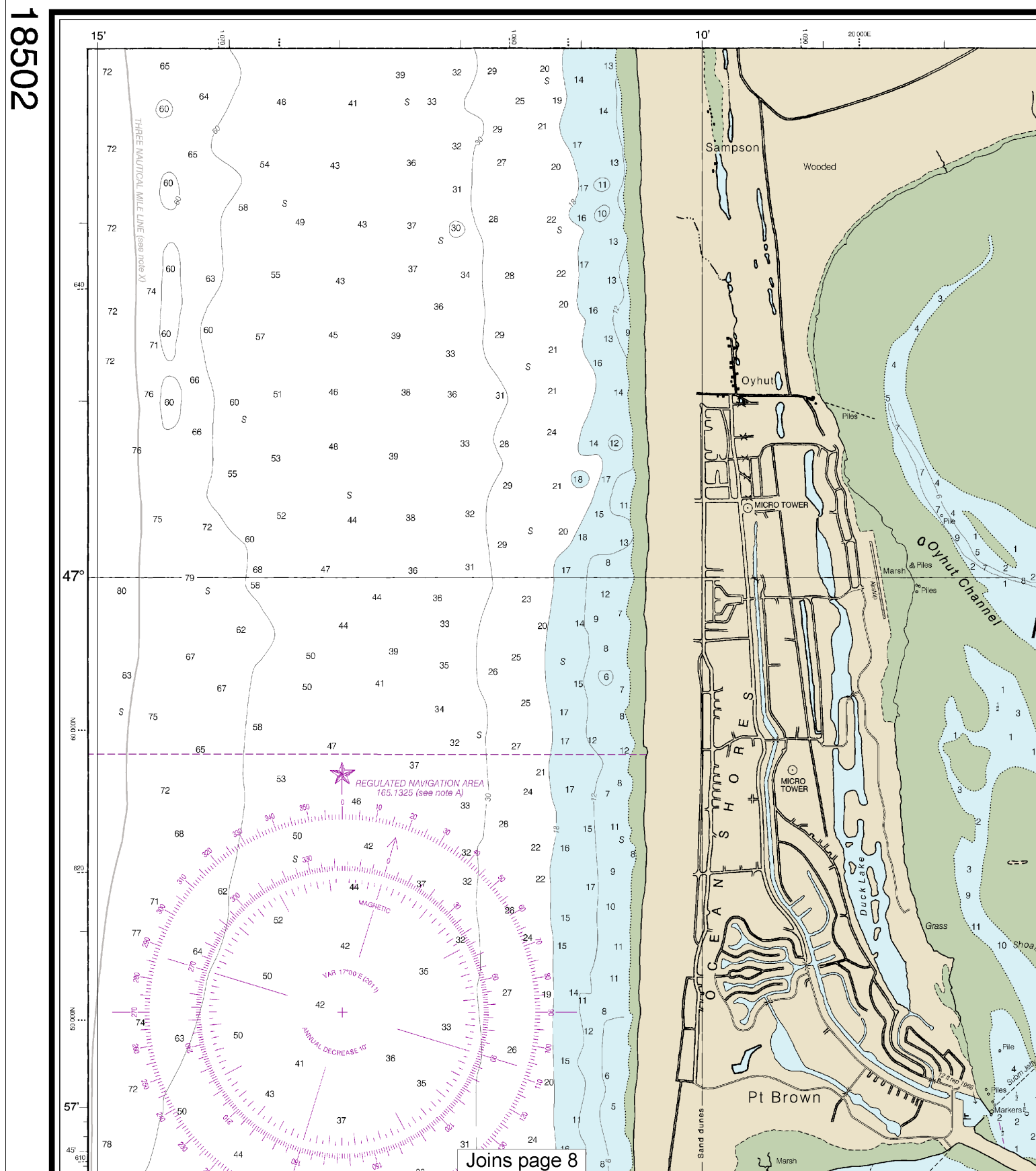


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

NOAA encourage
about this chart at <http://www.noaa.gov>

18502



Joins page 8

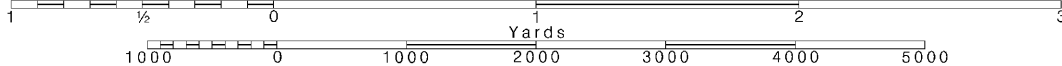
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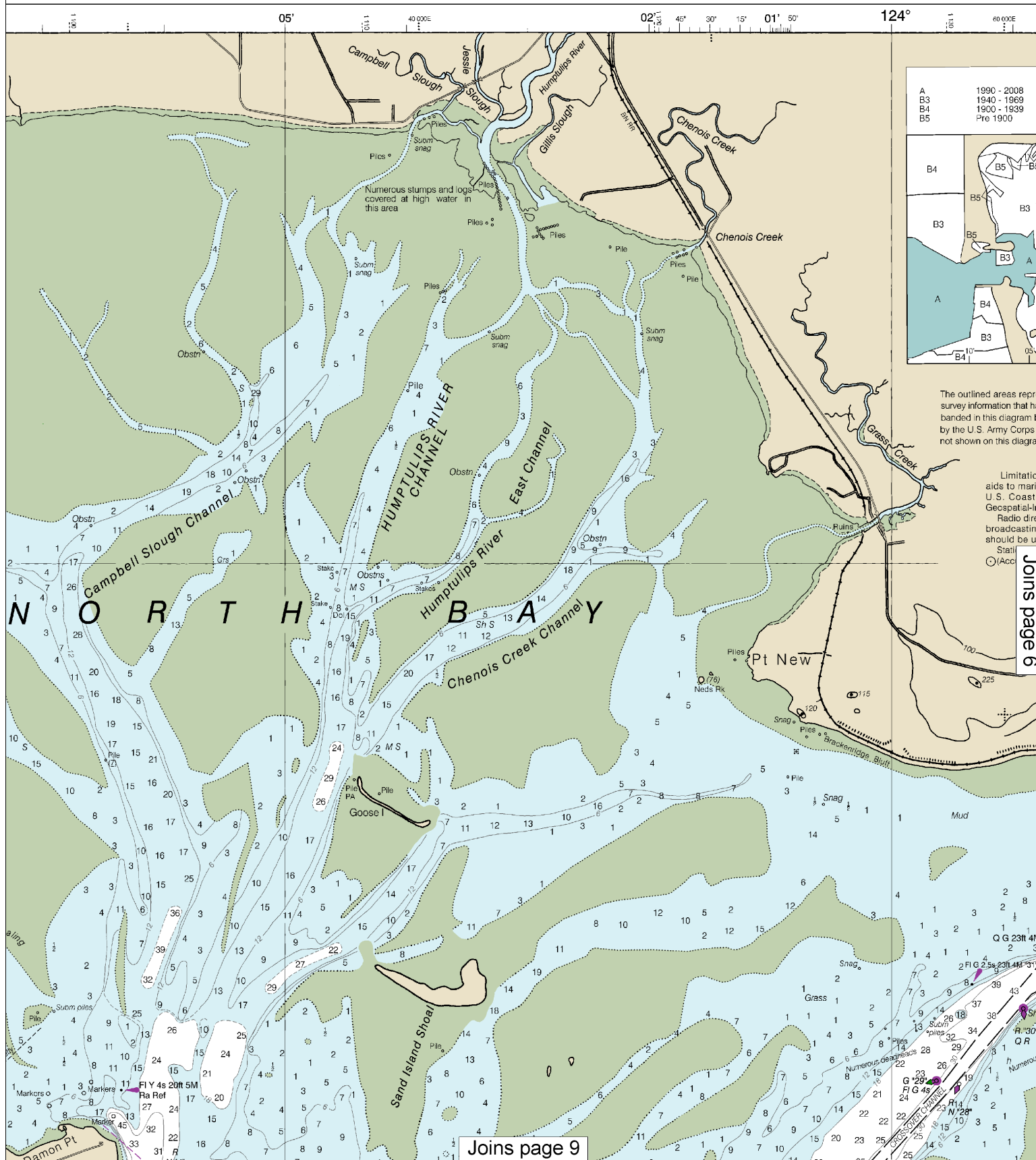
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

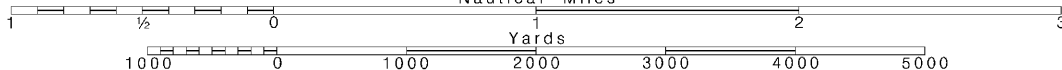
See Note on page 5.

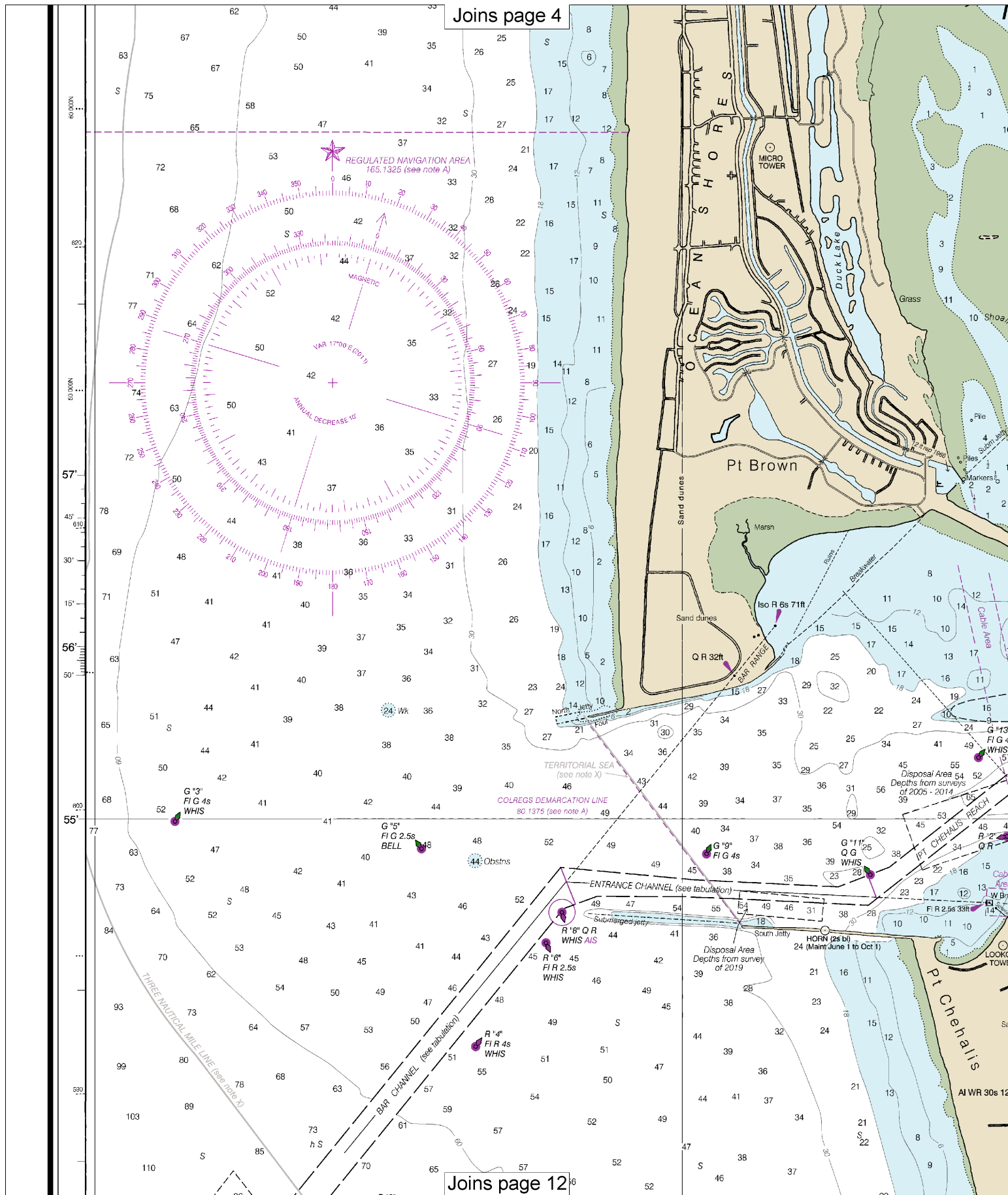




This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

See Note on page 5.





Joins page 4

Joins page 12

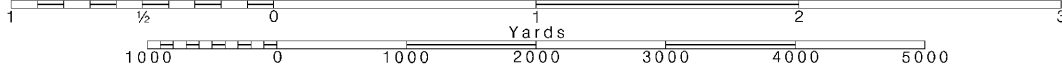
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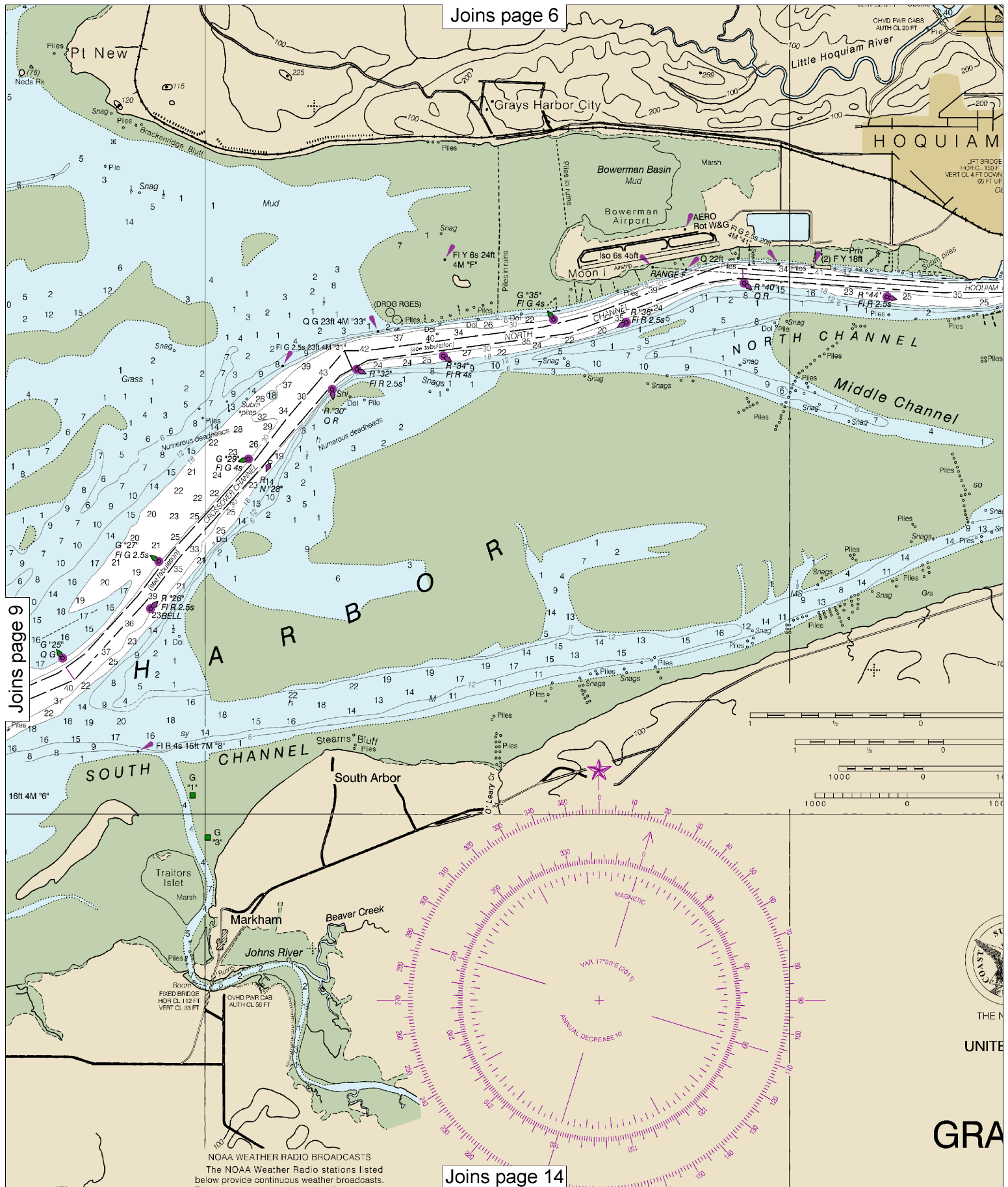
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 6

Joins page 9

Joins page 14

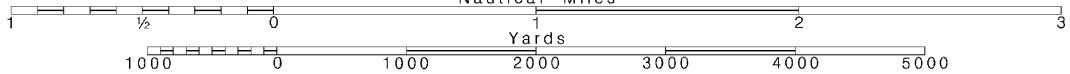
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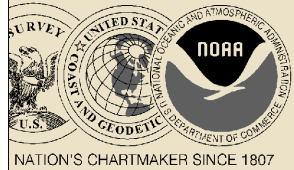
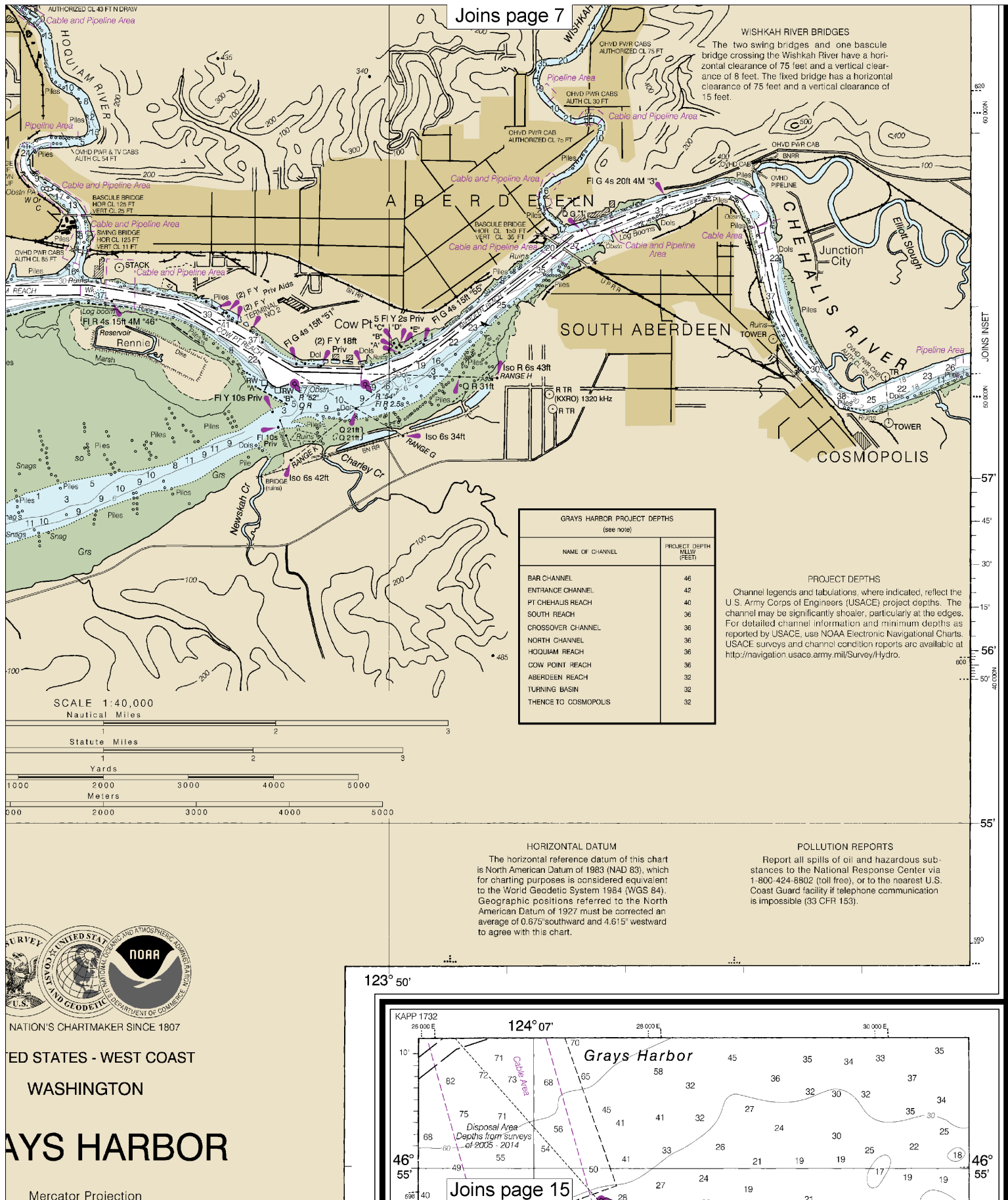
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

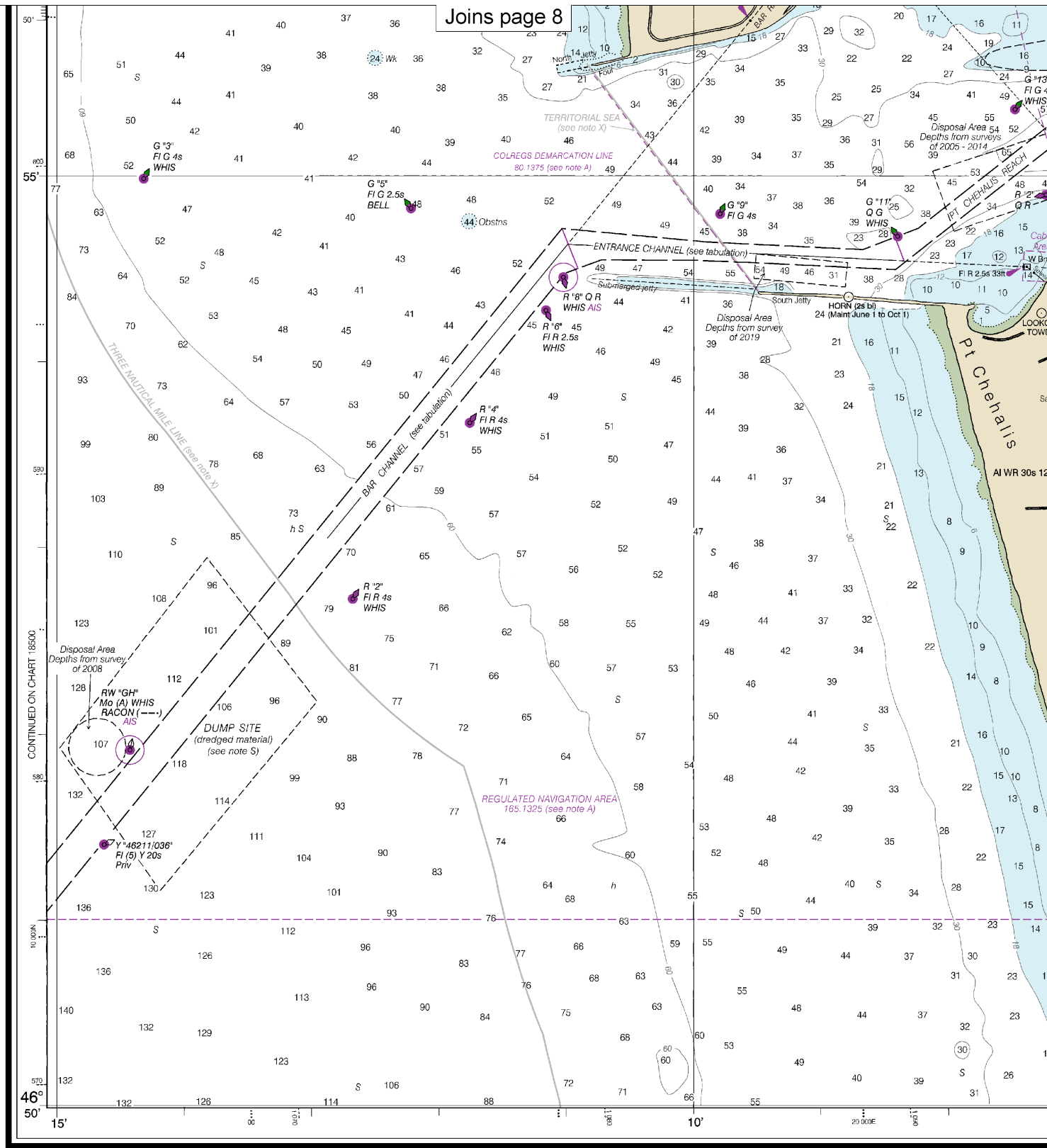
See Note on page 5.





UNITED STATES - WEST COAST
 WASHINGTON
GRAY'S HARBOR
 Mercator Projection

Joins page 8



18502

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

This is the Last Edition of this chart. It will be canceled on Jul 2, 2024
88th Ed., Feb. 2017. Last Correction: 5/31/2024. Cleared through:
LNM: 2124 (5/21/2024), NM: 2224 (6/1/2024), CHS: 0224 (2/23/2024)

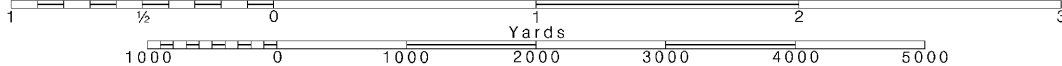
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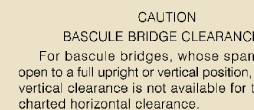
Note: Chart grid lines are aligned with true north.

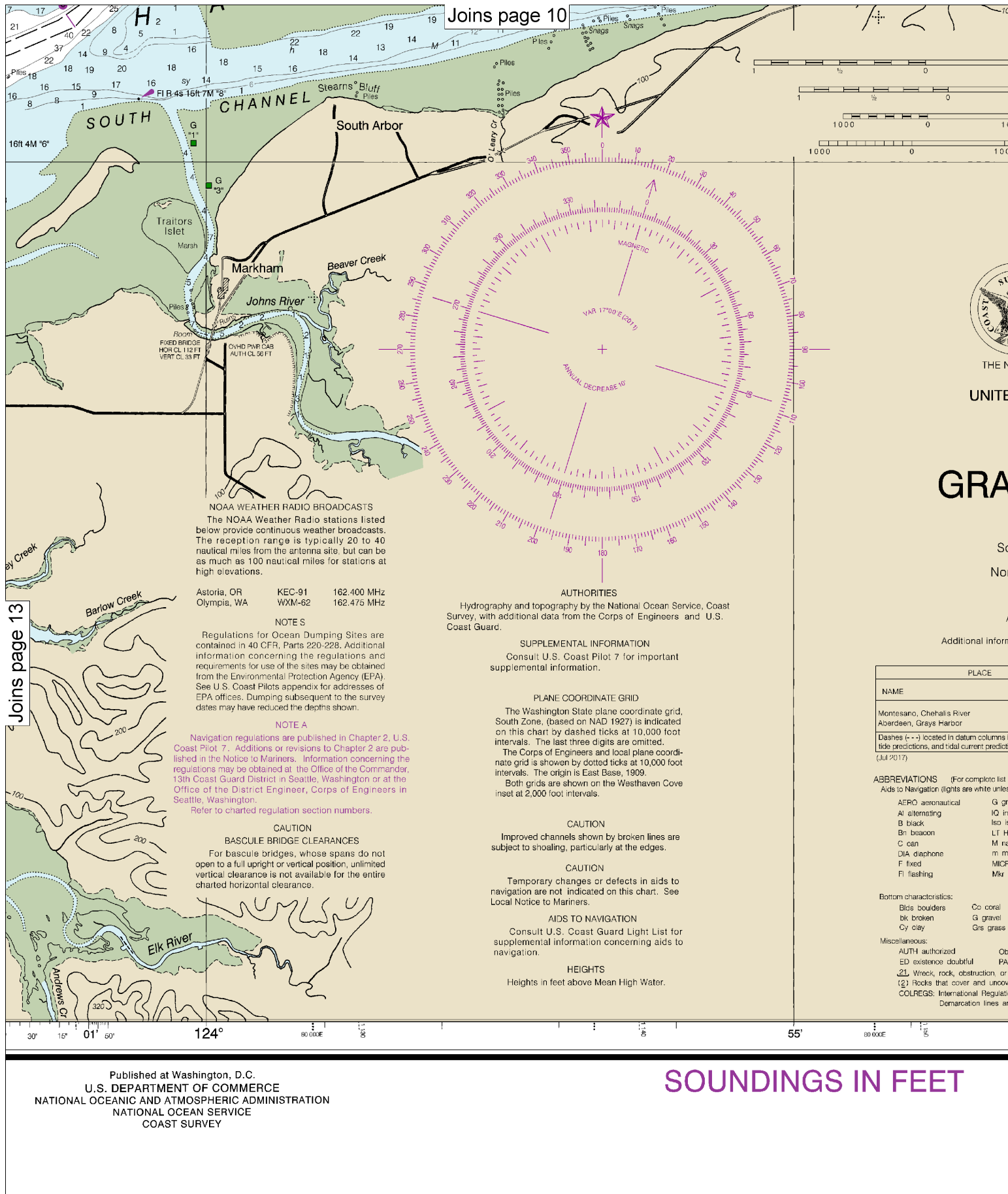
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.









WASHINGTON

AYS HARBOR

TIDAL INFORMATION

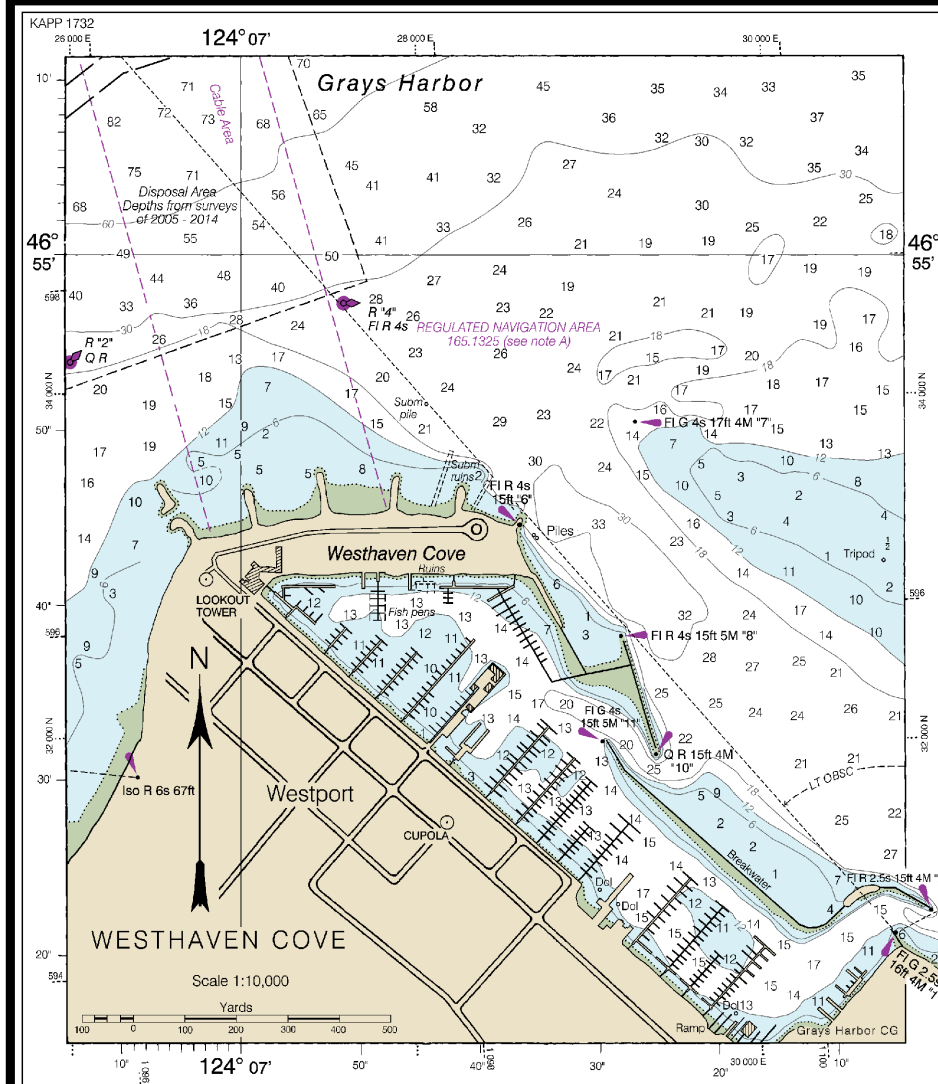
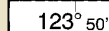
	Height referred to datum of soundings (MLLW)		
(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
(46°58'N/123°36'W)	8.2	7.7	0.9
(46°58'N/123°51'W)	10.1	9.4	1.5

s indicate unavailable datum values for a tide station. Real-time water levels, tions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

st of Symbols and Abbreviations, see Chart No. 1.)
(less otherwise indicated):

green	Mo morse code	R TR radio tower
interrupted quick	N nun	Ror rotating
isophase	QBC obscured	s seconds
HO lighthouse	Oc occulting	SEC sector
nautical mile	O orange	St M statute miles
minutes	Q quick	VQ very quick
CRO TR microwave tower	R red	W white
marker	Ra Ref radar reflector	WHIS whistle
	R Bn radiobeacon	Y yellow

Obstr obstruction PD position doubtful Subm submerged
PA position approximate Rep reported
or shal swept clear to the depth indicated.
over, with heights in feet above datum of soundings.
ations for Preventing Collisions at Sea, 1972.
are shown thus: — — — — —

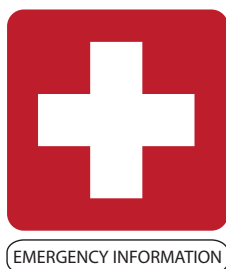


Grays Harbor, Wash

SOUNDINGS IN FEET - SCALE 1:40,000

18502

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	— http://www.nauticalcharts.noaa.gov
Interactive chart catalog	— http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	— http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	— http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	— http://tidesandcurrents.noaa.gov
Marine Forecasts	— http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	— http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	— http://www.nowcoast.noaa.gov/
National Weather Service	— http://www.weather.gov/
National Hurricane Center	— http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	— http://ptwc.weather.gov/
Contact Us	— http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.