

BookletChart™

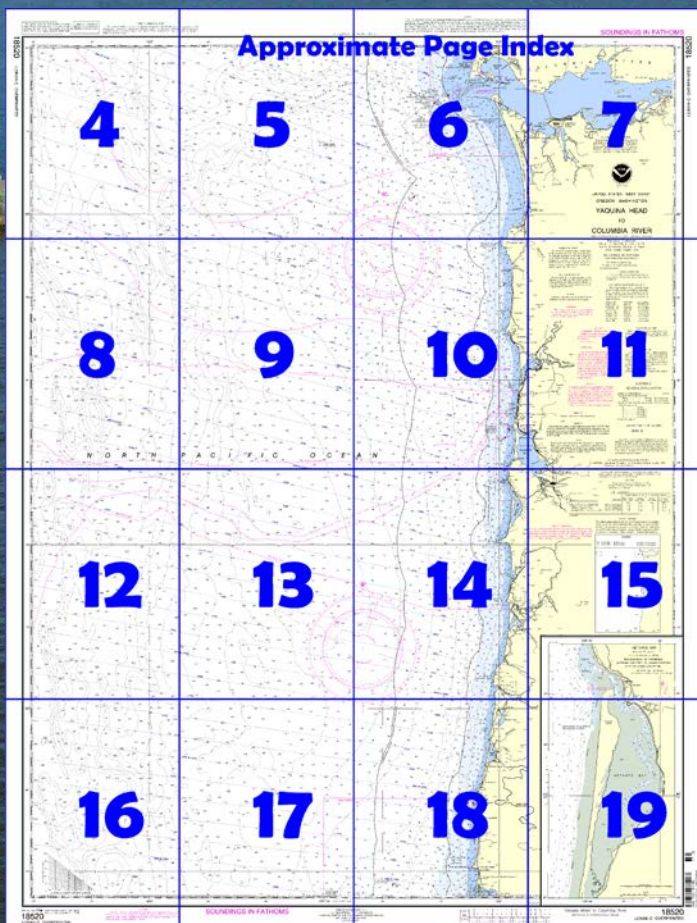
Yaquina Head to Columbia River NOAA Chart 18520



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/nsd/searchbychart.php?chart=18520>.



(Selected Excerpts from Coast Pilot)

From Yaquina Head to the mouth of Columbia River, the coast is fairly straight. The headlands are Cape Foulweather, Cascade Head, Cape Lookout, Cape Meares, Cape Falcon, and Tillamook Head. The 30-fathom curve follows the general trend of the coast about 3.5 miles offshore, without indicating the several headlands. When about opposite Tillamook Head, the curve swings W and is about 7.5 miles off the end of Clatsop Spit.

The entrance to **Siletz Bay** is 15 miles N of Yaquina Head. The entrance channel is subject to frequent change, and drafts of 4 or 5 feet are considered the deepest that can be safely taken in at high water.

Neskowin Rock, at the high-water line about 0.3 mile N of the N extremity of the cliffs marking Cascade Head, rises abruptly from the sand beach to 113 feet in height. The rock is dark brown and wooded on top.

N of Neskowin Rock the Oregon Coast Highway is about 0.5 mile inland. At night the headlights of automobiles traveling this road cause intermittent flashes as they make the turns and might be mistaken for lights of vessels.

Nestucca River empties into **Nestucca Bay** 5.5 miles N of Cascade Head. The channel over the bar changes frequently in position and depth, and only light-draft vessels having local knowledge are able to cross.

N of Cape Lookout for 4.5 miles, the land falls to a low narrow sandy peninsula, separating Netarts Bay from the ocean. The sand dunes on the peninsula are visible for 10 or 12 miles.

Netarts Bay is a shallow lagoon most of which is bare at low water. The village of **Netarts** is on the N shore a mile inside the entrance. Only light-draft boats with local knowledge can enter.

From Tillamook Bay to Nehalem River, the coast is nearly straight for about 5 miles. Several lakes in this stretch are separated from the beach by wooded sand dunes. The heavily wooded hills begin to rise 0.5 mile to 0.8 mile from the beach and in 1 mile reach elevations of 1,000 to 1,600 feet.

Twin Rocks are 700 yards offshore and 2 miles N of the entrance to Tillamook Bay. Their bases are so close together that they usually look like one rock. The S and larger has an arch in it.

Smuggler Cove, a small bight just S of Cape Falcon, is an excellent anchorage for small boats. The best anchorage is close to the N shore in 4 to 5 fathoms, protected from all except SW winds. Care should be taken to avoid two rocks, bare at extreme low water, that are about 150 yards from the N shore of the cove and rise abruptly from deep water. In July 1983, a sunken crane barge with 30 feet over it was reported about 0.8 mile S of Cape Falcon in about 45°44.9'N., 123°58.6'W.

Caution.—The volcanic eruptions of Mount Saint Helens in mid-1980 caused extensive flooding with resulting heavy siltation in the lower Columbia River. Large amounts of mud, logs, and other debris entered Columbia River from Cowlitz River, just E of Longview at Mile 59 (68). In late 1980, dredging was done in the aforementioned area, however, mariners are advised to use caution in the Columbia River and its tributaries. Self-propelled hopper dredges, dredge barges and pipeline dredges may be encountered throughout the transit from sea to Bonneville Dam. Mariners should contact these vessels on VHF-FM channel 13 to make passing arrangements, and navigate with due caution through these areas.

Rice Island, Miller Sands, Jim Crow Sands and Cottonwood Islands are used for dredging disposal sites. Elevations of these islands constantly change, as well as the overall shape and dimensions.

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

RCC Seattle

Commander
13th CG District
Seattle, WA

(206) 220-7001

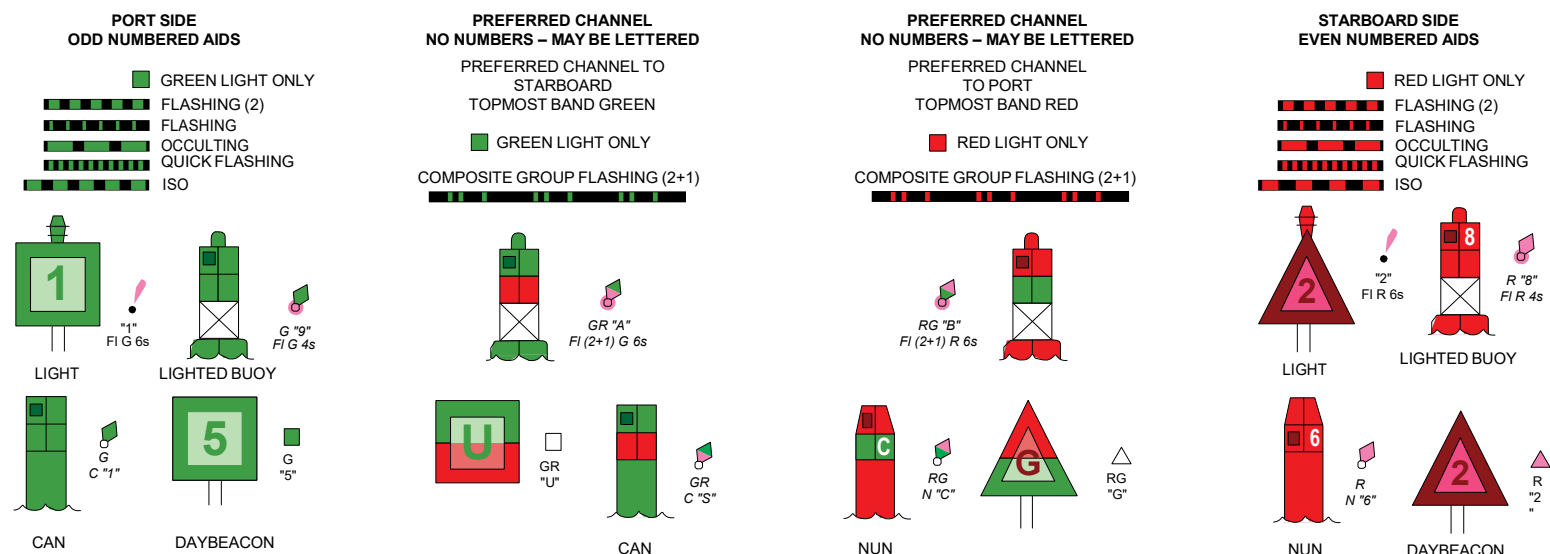
Navigation Manager Regions



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



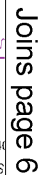
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

18520

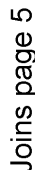


Note: Chart grid lines are aligned with true north.

Formerly C&GS 5902. 1st Ed., Nov. 1920. KAPP 1735



5

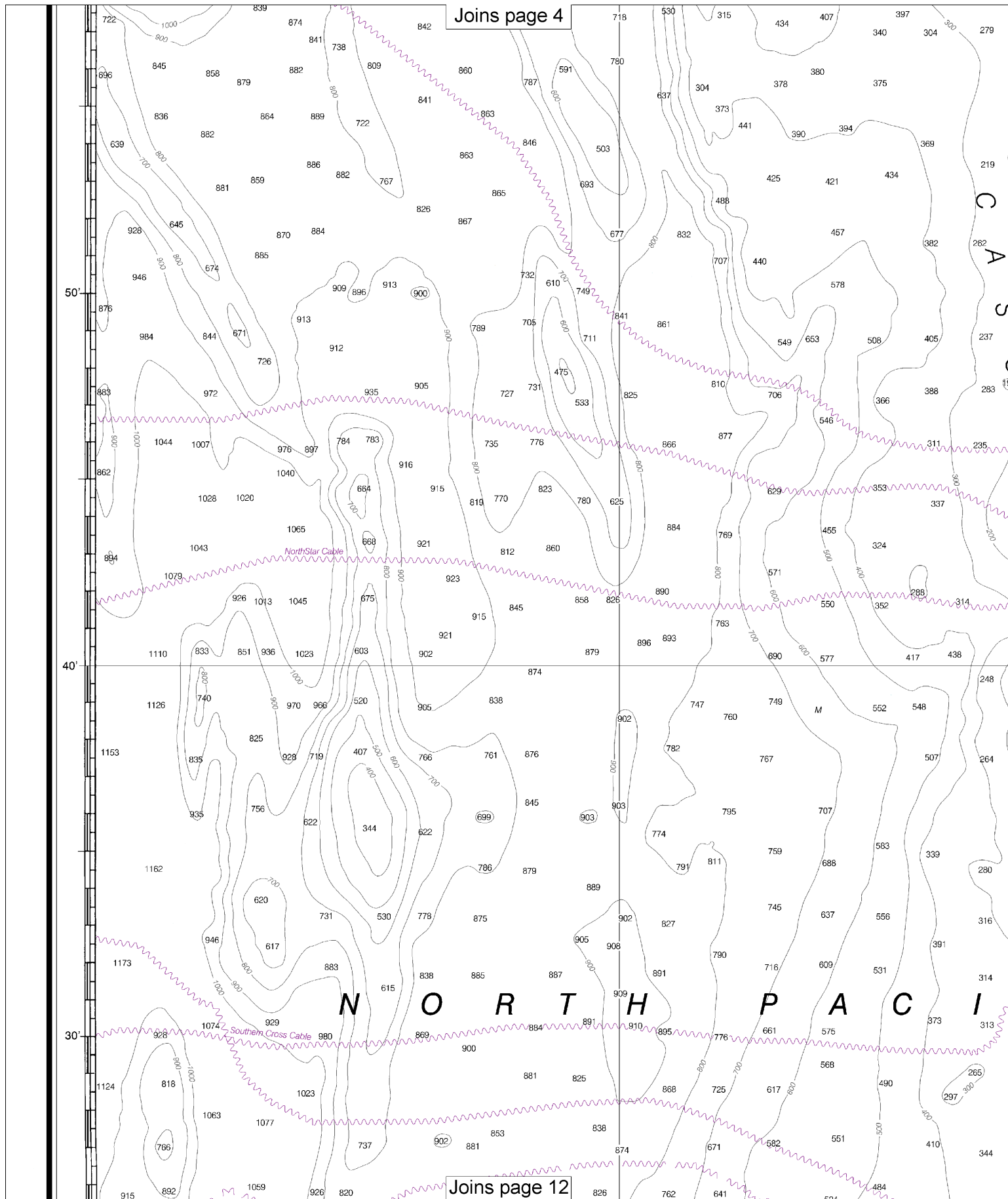


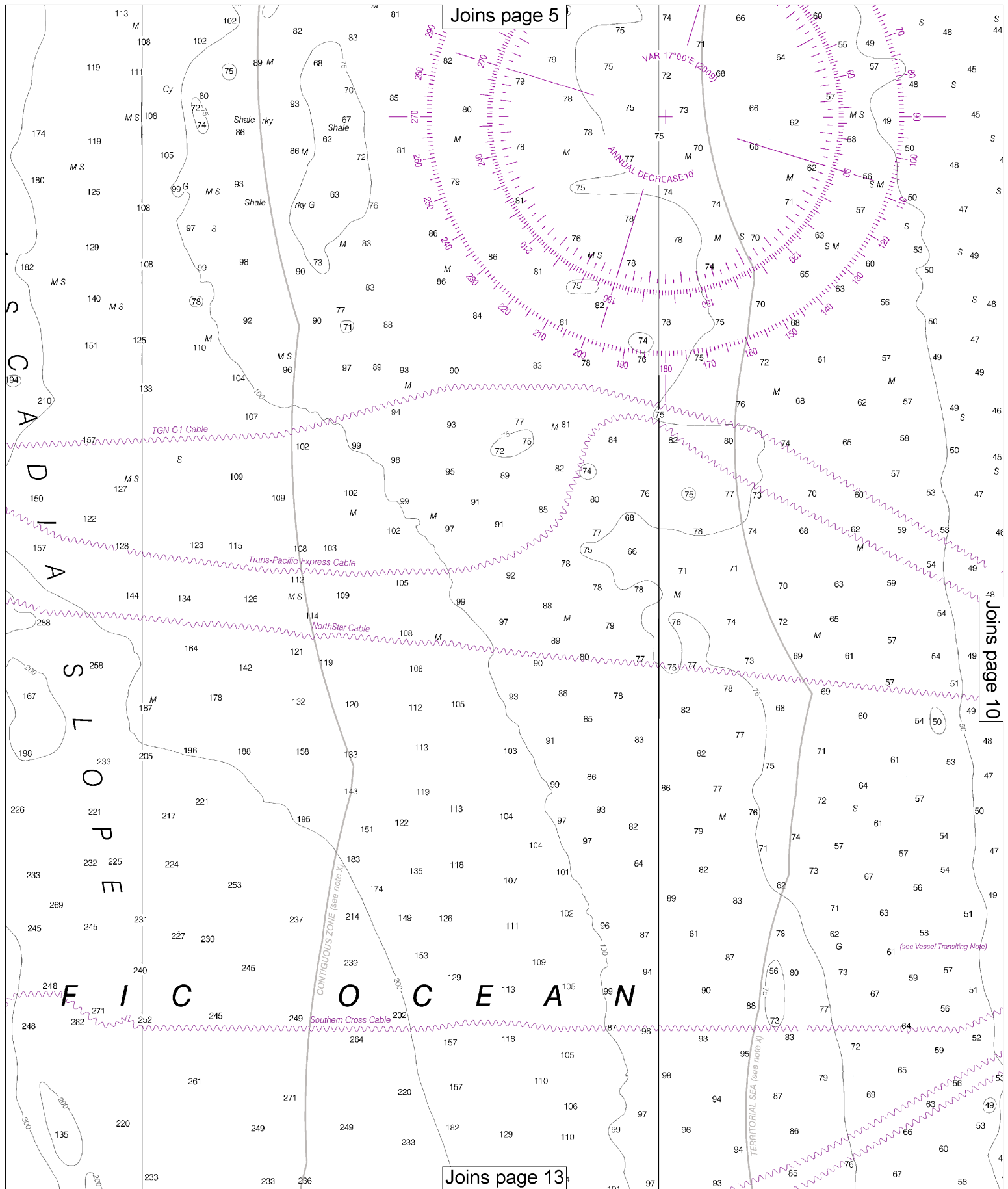
Proclamation, some Federal laws apply. The Three Nautical Mile Line, as it continues to depict the jurisdictional limit of the other laws. The Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain the limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone is depicted by Presidential Proclamation. Unless fixed by treaty or the U.S.

18520



This is the Last Edition of this chart. It will be canceled on Dec 4, 2024
28th Ed., Aug. 2019. Last Correction: 6/4/2024. Cleared through:
LNM: 2124 (5/21/2024). NM: 2224 (6/1/2024). CHS: 0224 (2/23/2024)

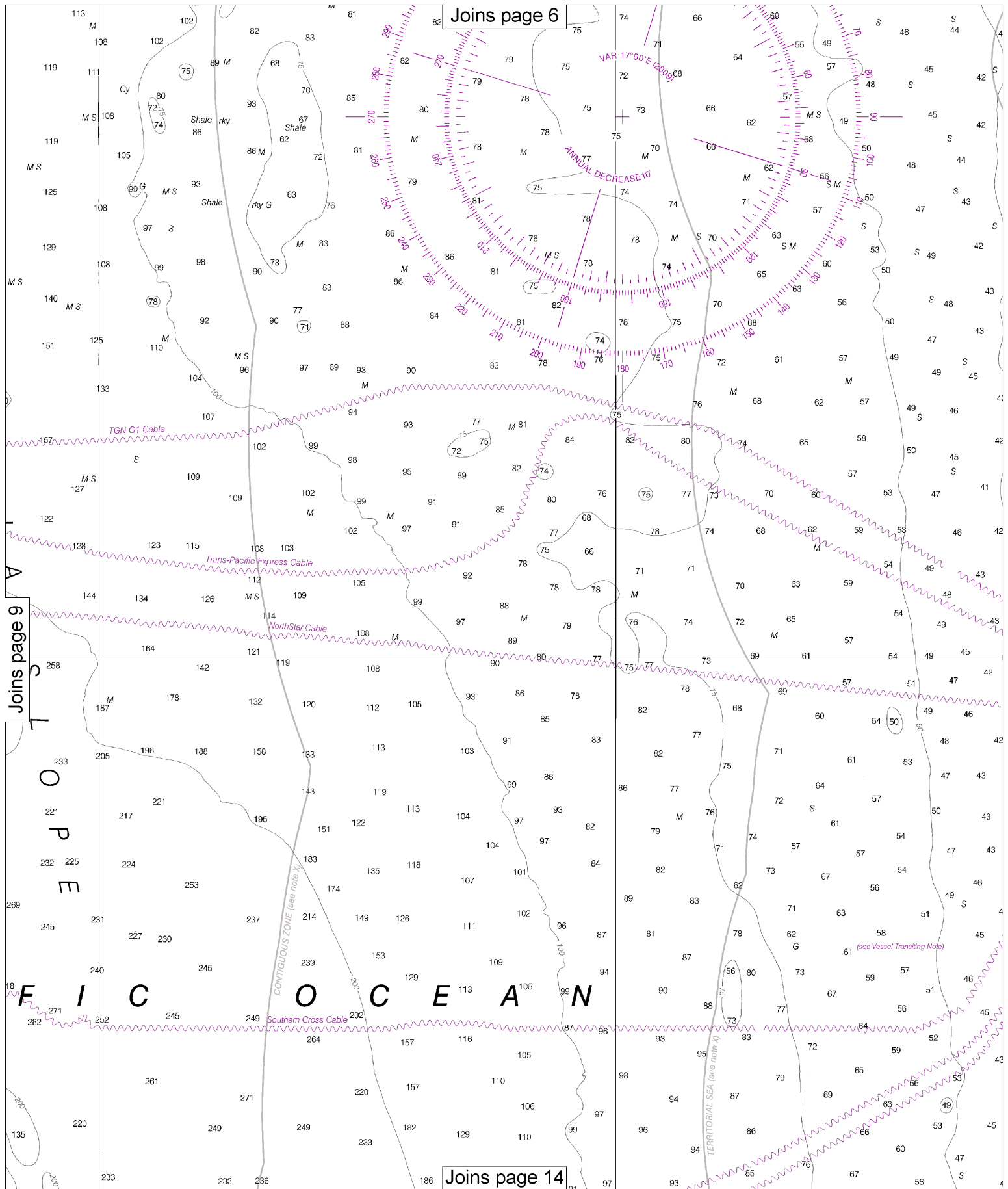




Joins page 5

Joins page 10

Joins page 13



Mercator Projection
Scale 1:185,238 at Lat. 45°40'
North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

(For offshore navigation only)
 Use larger scale charts outlined in purple
 for inshore navigation.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt Hebo, OR	WNG-697	162.525 MHz
Astoria, OR	KEC-91	162.40 MHz
Neahkahnie, OR	WWF-94	162.425 MHz
Tillamook, OR	WWF-95	162.475 MHz
Eugene, OR	KEC-42	162.40 MHz
Newport, OR	KIH-33	162.55 MHz
Olympia, WA	WXM-62	162.475 MHz
Portland, OR	KIG-98	162.55 MHz
Salem, OR	WXL-96	162.475 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
 ○ (Accurate location) o (Approximate location)

HEIGHTS

Heights in feet above Mean High Water.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-228. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
 Demarcation lines are shown thus: ---

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

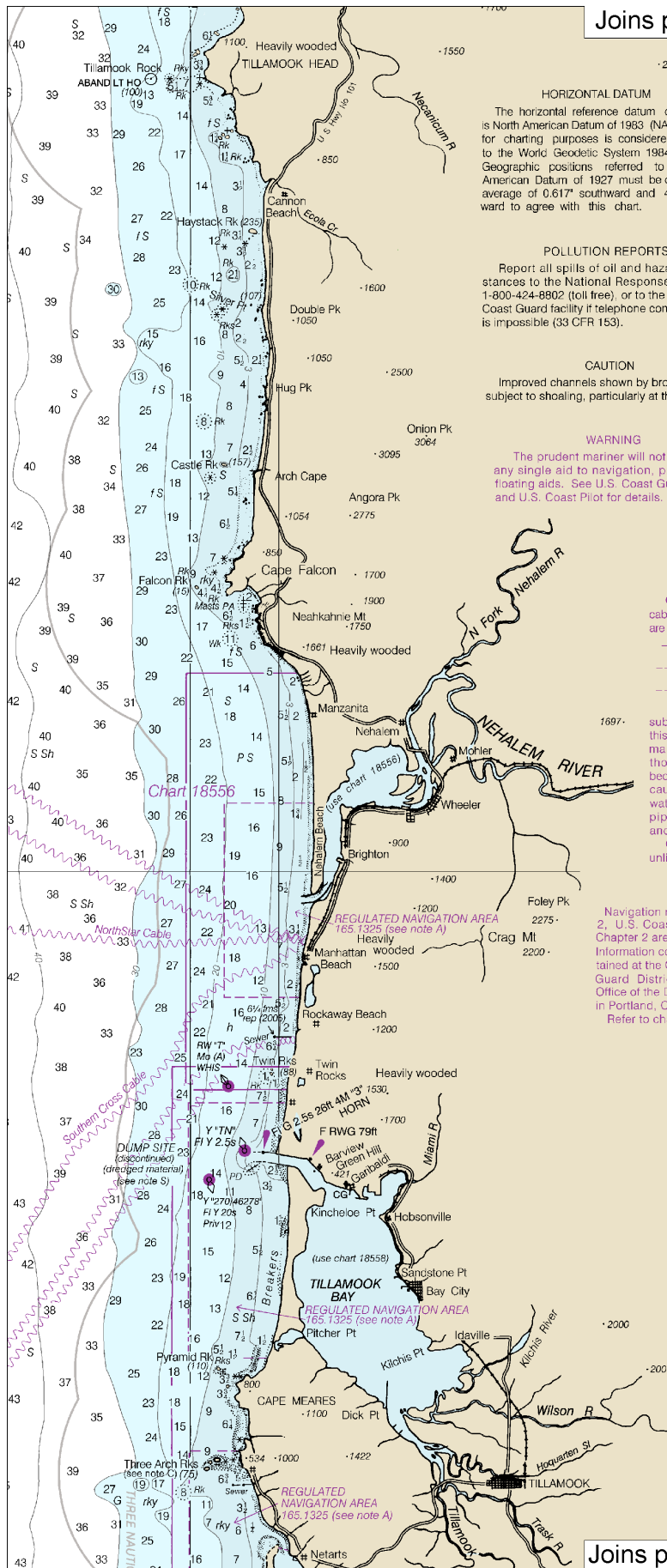
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

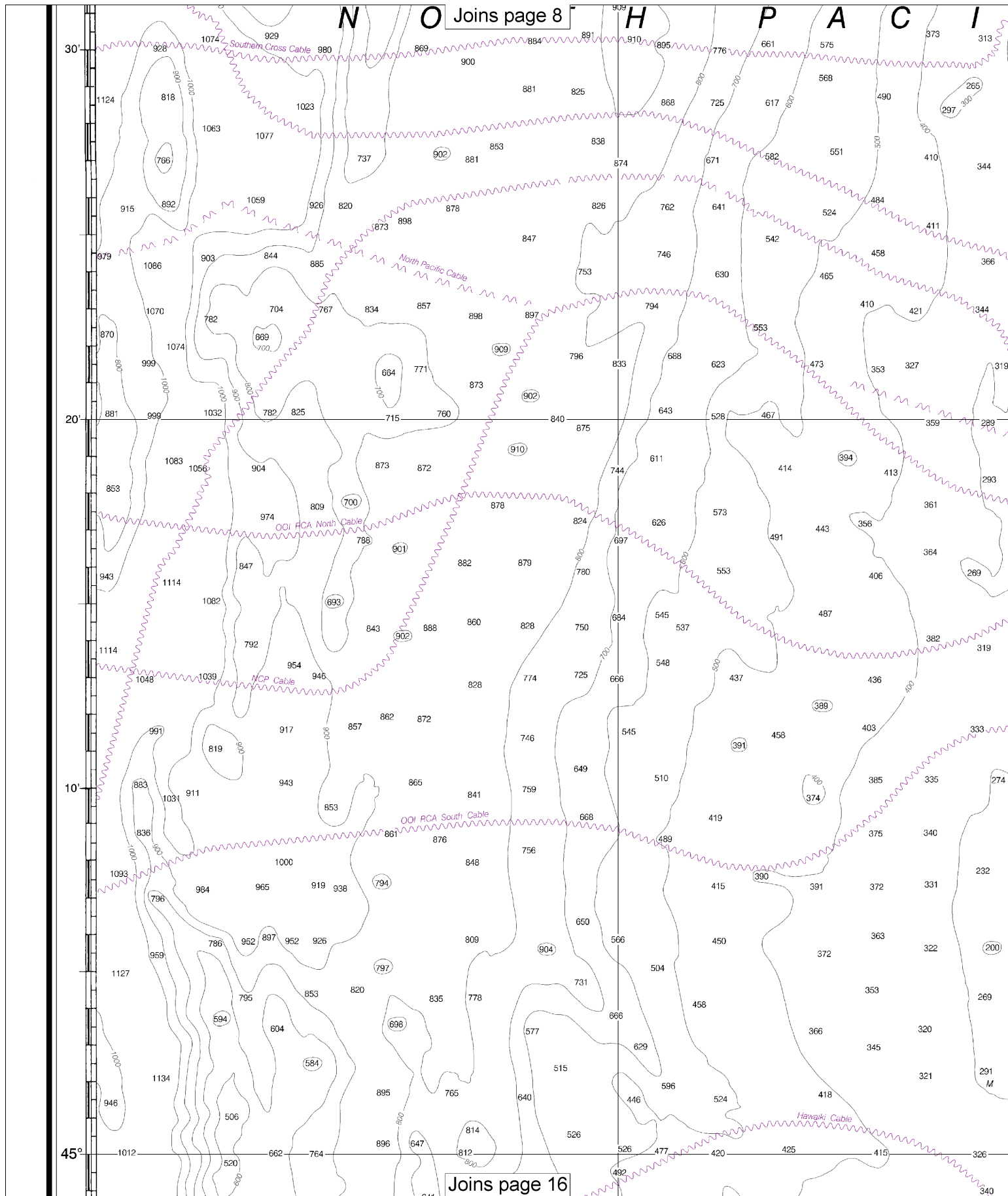
NOTE L

Scientific equipment rests on the seafloor in this area. Mariners should use caution.

TIDAL INFORMATION

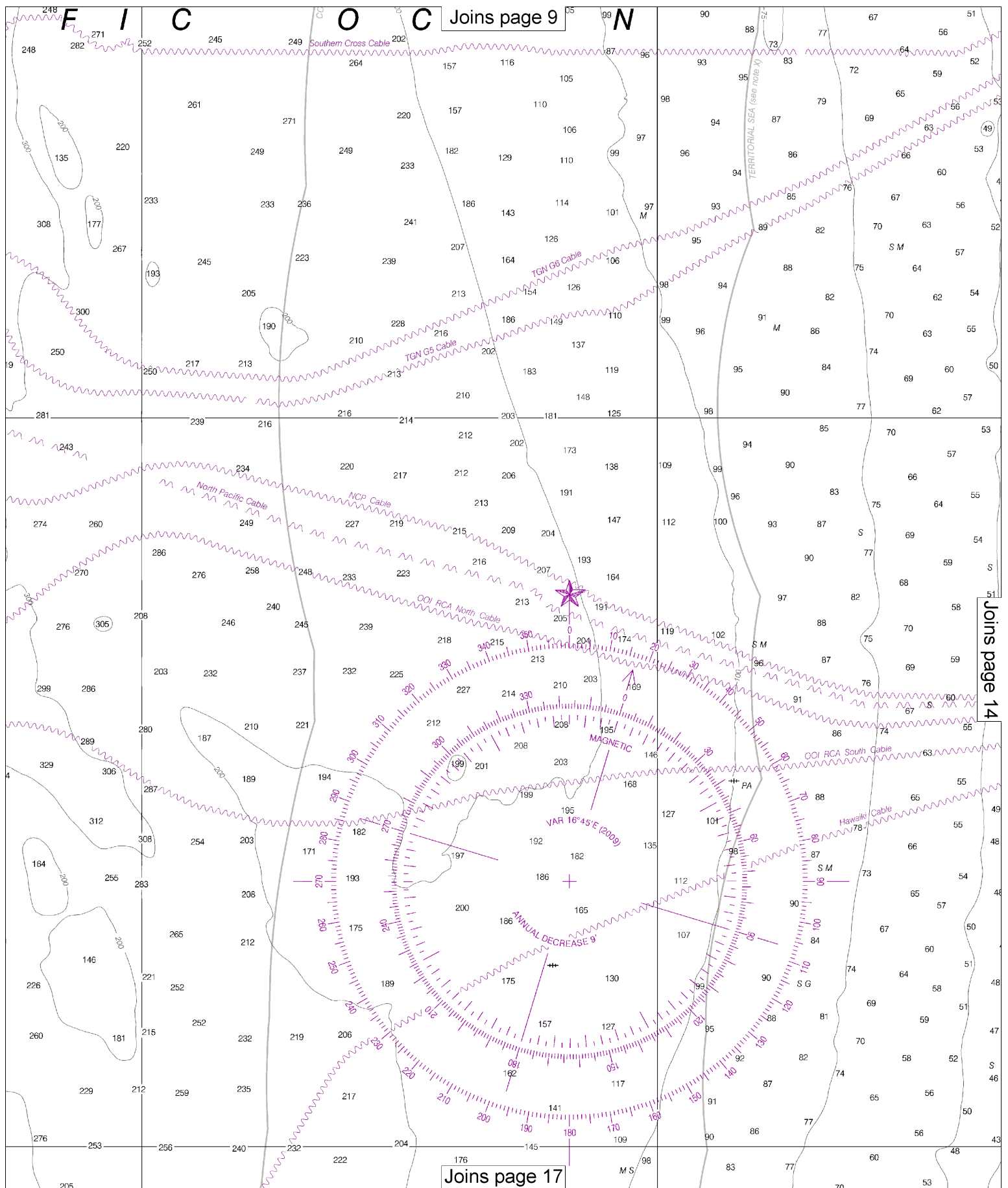
PLACE	Height referred to datum of soundings (MLLW)
(LAT/LONG)	Mean Higher High Water
	Mean High Water
	Mean Low Water

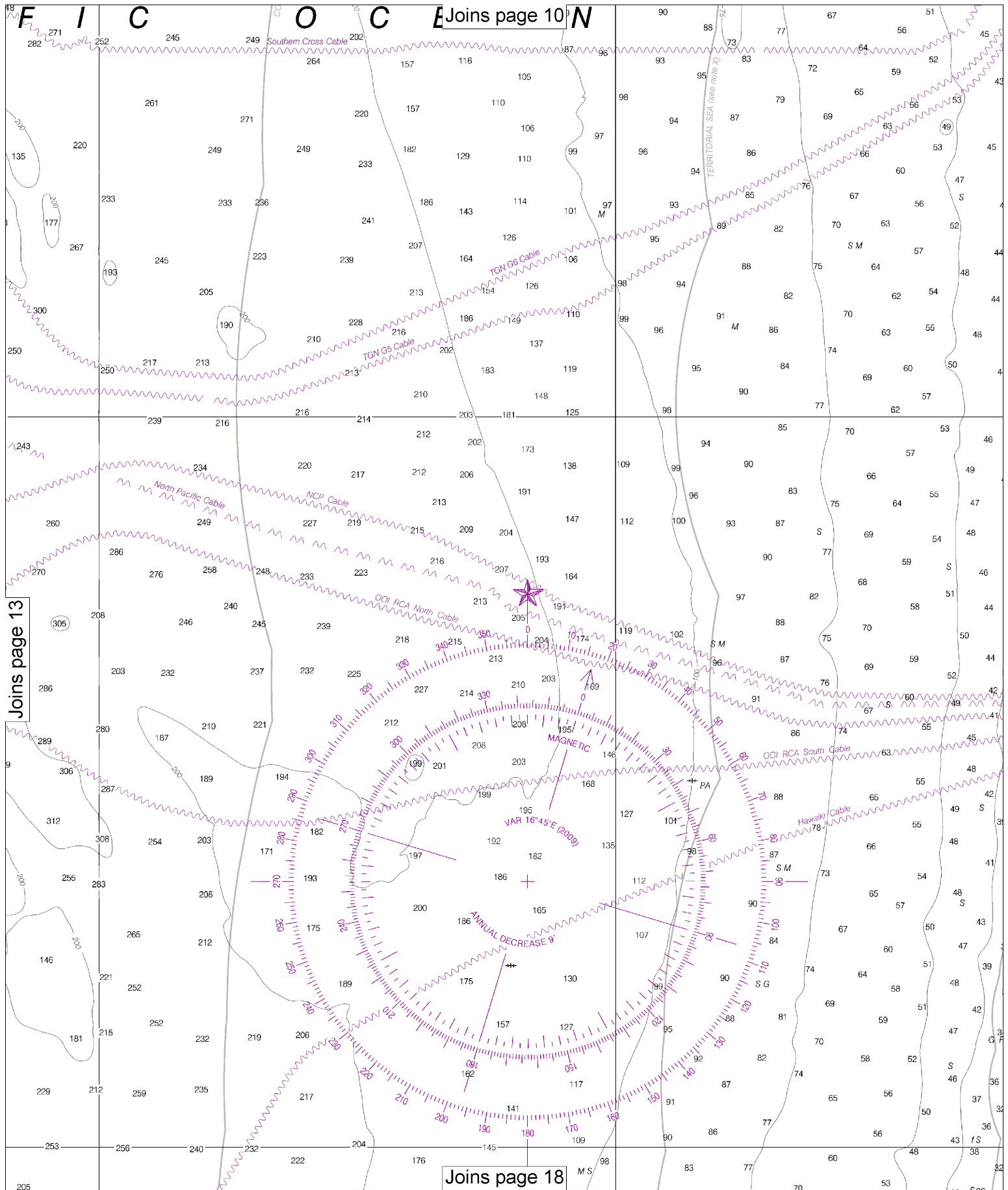




12

Note: Chart grid lines are aligned with true north.

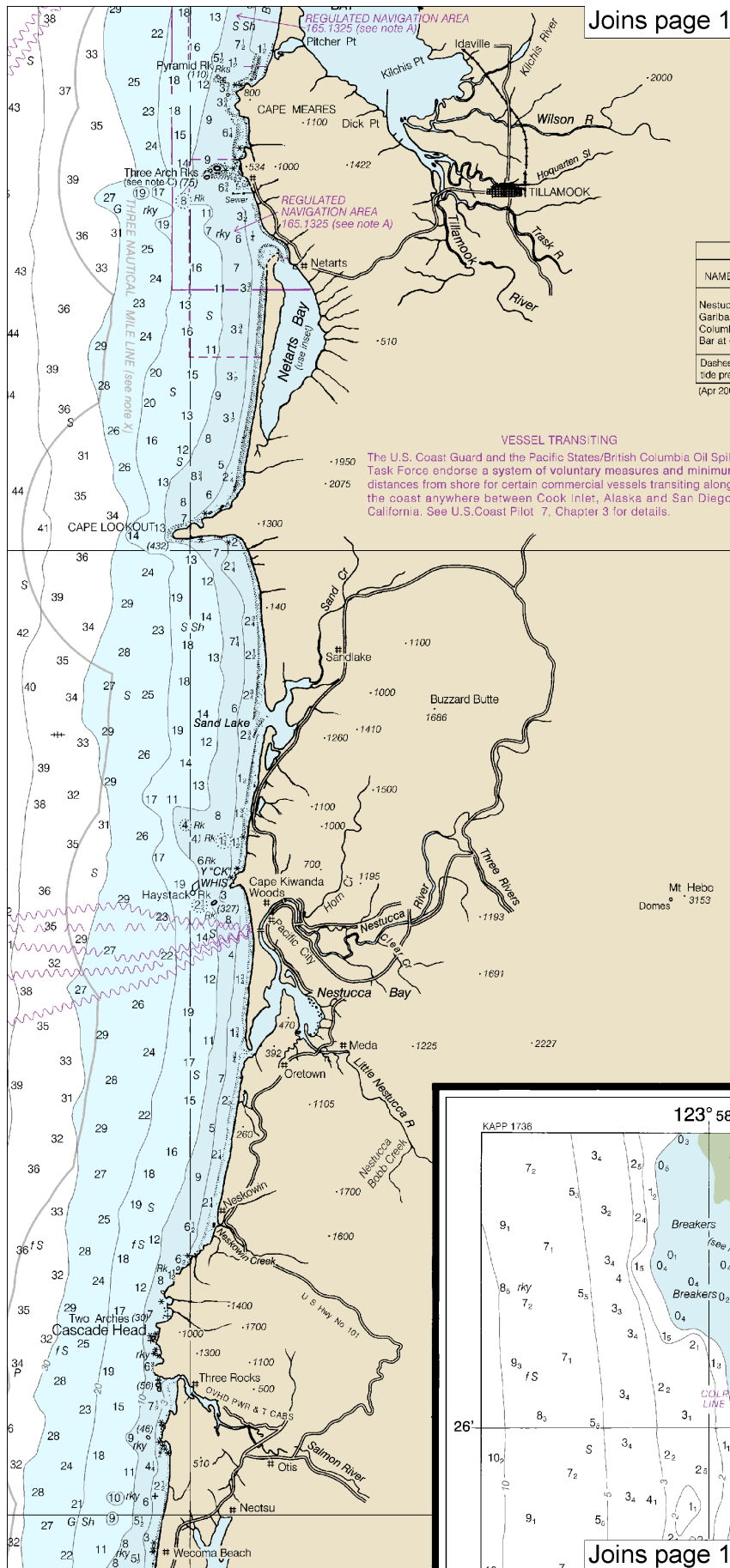




Joins page 13

Joins page 18

this area. Mariners should use caution.

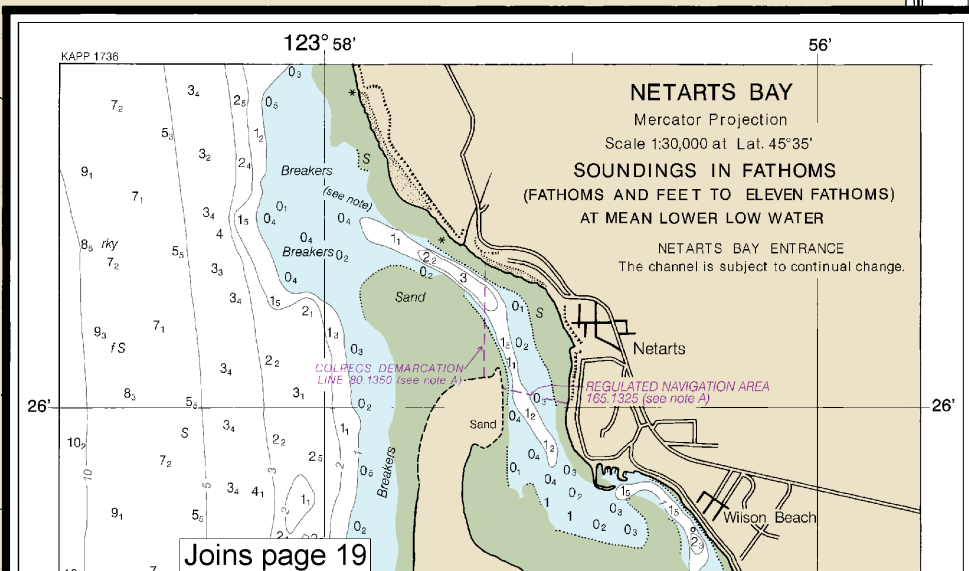
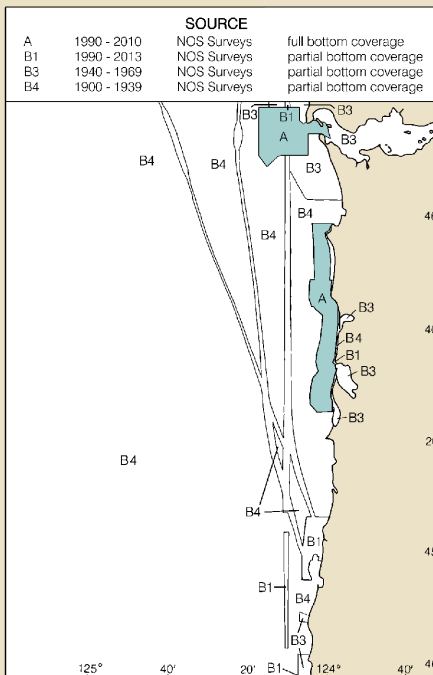


TIDAL INFORMATION		Height referred to datum of soundings (MLLW)		
PLACE	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Nestucca Bay entrance, Oregon	(45°10'N/123°58.02'W)	feet 7.6	feet 6.9	feet 1.1
Garibaldi, Tillamook, Oregon (old)	(45°33.5'N/123°54.72'W)	7.8	7.1	1.2
Columbia River Entr. (N. Jetty), Wash.	(46°16.4'N/124°4.32'W)	7.5	6.8	1.2
Bar at entrance, Yaquina Bay, Oregon	(44°37'N/124°4.98'W)	7.9	7.2	1.3

Dashes (---) located in datum column indicate unavailable datum values for a tide station. Real time water levels, tide predictions, and tide current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Apr 2009)

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



Topographic map showing contour lines and spot heights. The map includes a coordinate grid with latitude (40° to 45°) and longitude (125° to 130°) markings. A title "Joins page 12" is at the top center. A wavy line labeled "Hawaki Cable" is visible in the upper right quadrant. The map shows a coastal area with various elevation contours and spot heights.

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.

18520

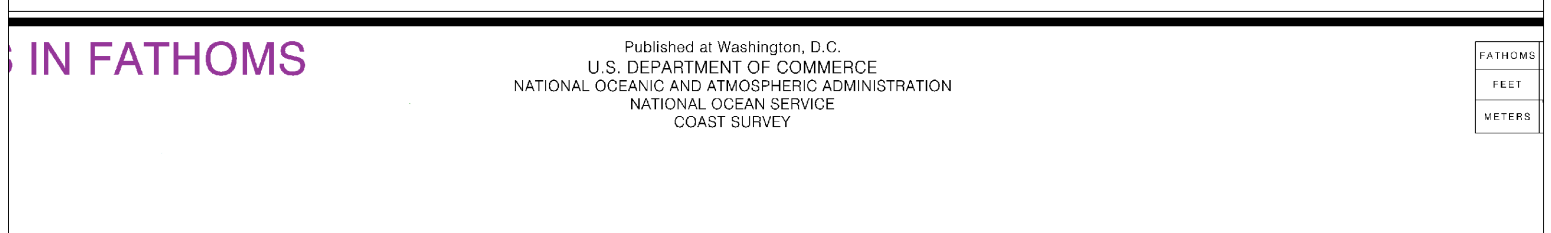
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LNM: 2124 (5/21/2024), NM: 2224 (6/1/2024), CHS: 0224 (2/23/2024)

16

Note: Chart grid lines are aligned with true north.

Joins page 18

17



Note: Chart grid lines are aligned with true north.

FATHOMS
FEET
METERS



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



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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.