

BookletChart™

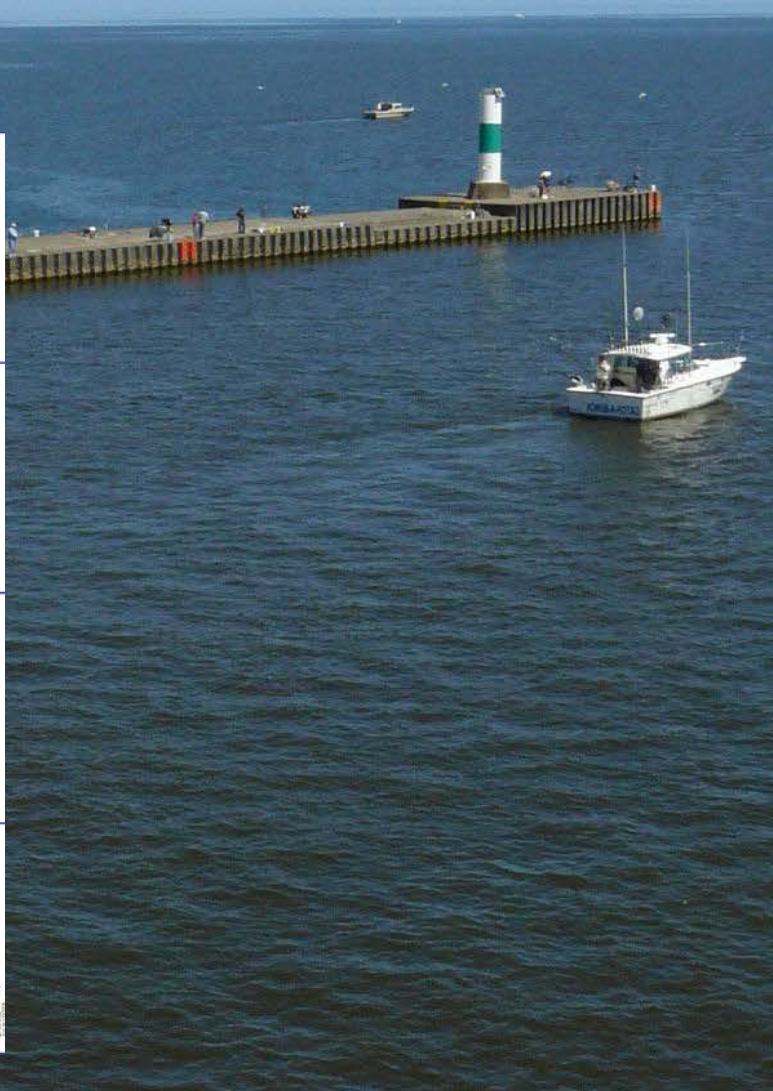
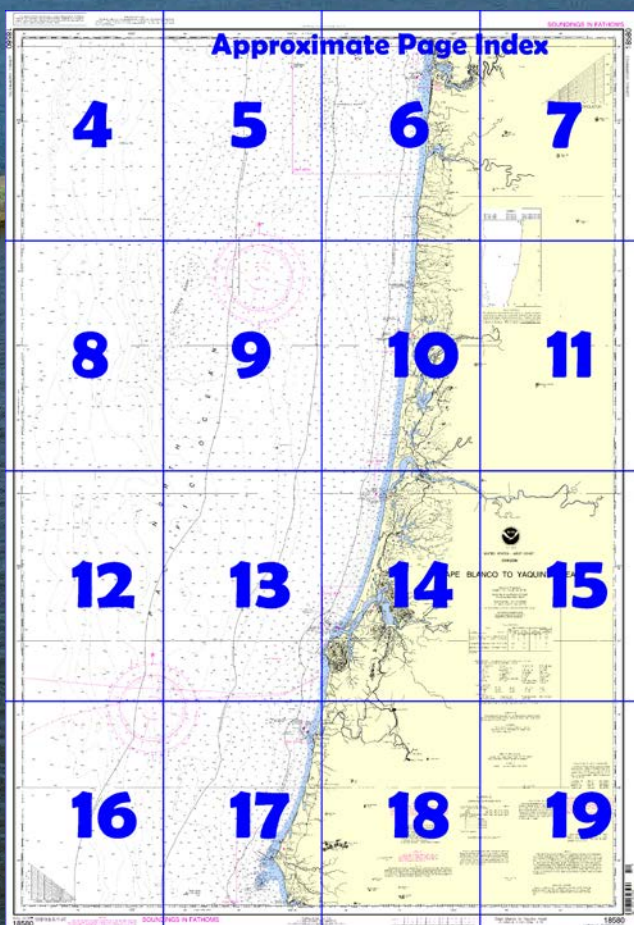
Cape Blanco to Yaquina Head NOAA Chart 18580



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=18580>.



(Selected Excerpts from Coast Pilot)

From Cape Blanco for 112 miles to Yaquina Head, the coast is remarkably straight and trends in a NNE direction. It differs considerably from the coast to the S. The coastal mountains are much lower, the difference being more marked because of the high mountains inland. The shore consists of high yellow sand dunes and cliffs broken by bold rocky headlands of moderate height and backed by low pine-covered hills. There are few outlying dangers, the outermost

being Blacklock Point, Coquille Rock, and Cape Arago.

From Blacklock Point the shore continues rocky with cliffs gradually

decreasing in height for 1.5 miles N, thence for about 11 miles the shore is a broad sandy beach backed by dunes and long narrow lakes. From the end of the sand beach for 2 miles to the mouth of Coquille River, the shore again consists of rocky cliffs, 40 to 80 feet high, with several outlying rocks as much as 0.5 mile from shore. Covered dangers extend 1.6 miles W from Coquille Point. The land directly behind this stretch of coast is comparatively flat and wooded, rising to heights of 1,000 feet in 2.5 to 3 miles.

Coquille River.—The Coast Guard has established Coquille River Regulated Navigation Area Warning Sign, a seasonal **rough bar advisory sign**, 29 feet above the water, visible from the channel looking seaward on the S shore just N of the Coast Guard station, to promote safety for small-boat operators. The sign is diamond-shaped, painted with an international orange border, and with the words **“Rough Bar”** in black letters. The sign is equipped with two quick flashing amber lights that will be activated when hazardous conditions exist and the bar is restricted to recreational and uninspected passenger vessels. Boaters are cautioned, however, that if the lights are not flashing, it is no guarantee that sea conditions are favorable.

Coos Bay.—The Coast Guard has established Coos Bay South Slough Regulated Navigation Warning Sign, a **rough bar advisory sign**, on the E end of the breakwater at Charleston Boat Basin in about 43°20'48"N., 124°19'18"W., to promote safety for small-boat operators. The sign is diamond-shaped, painted white with an international orange border, and with the words **“Rough Bar”** in black letters. The sign is equipped with two flashing amber lights that will be activated when hazardous conditions exist and the bar is restricted to recreational and uninspected passenger vessels. Boaters are advised, however, that if the lights are not flashing, it is no guarantee that the sea conditions are favorable.

Umpqua River.—The Coast Guard has established Umpqua River Regulated Boating Area Warning Sign, a **rough bar advisory sign**, visible from the river channel looking seaward, on Winchester Point about 1.5 miles inside the river entrance, to promote safety for small-boat operators. The sign is diamond-shaped, painted white with an international orange border, and with the words **“Rough Bar”** in black letters. The sign is equipped with two flashing yellow lights that will be activated when the seas exceed 4 feet in height and are considered hazardous for small boats. Boatmen are advised, however, that if the lights are not flashing, it is no guarantee that conditions are favorable.

Umpqua River Coast Guard Station is in East Basin about 2.3 miles from the entrance.

Siuslaw River.—The entrance and south jetty shoals tend to build during late winter and spring. Mariners are advised to contact **Siuslaw River Coast Guard Station** on VHF-FM channel 16 before attempting to cross the bar.

Siuslaw River.—The Coast Guard has established Siuslaw River Regulated Navigation Warning Sign, a **rough bar advisory sign**, 37 feet above the water, visible from the channel looking seaward, on the Coast Guard lookout tower on the N jetty, to promote safety for small-boat operators. The sign is diamond-shaped, painted white with an international orange border, and with the words **“Rough Bar”** in black letters. The sign is equipped with two quick flashing amber lights that are activated when hazardous conditions exist and the bar is restricted to recreational and inspected passenger vessels. Boaters are cautioned, however, that if the lights are not flashing, it is no guarantee that sea conditions are favorable.

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

RCC Alameda

Commander

11th CG District

Alameda, CA

(510) 437-3700

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

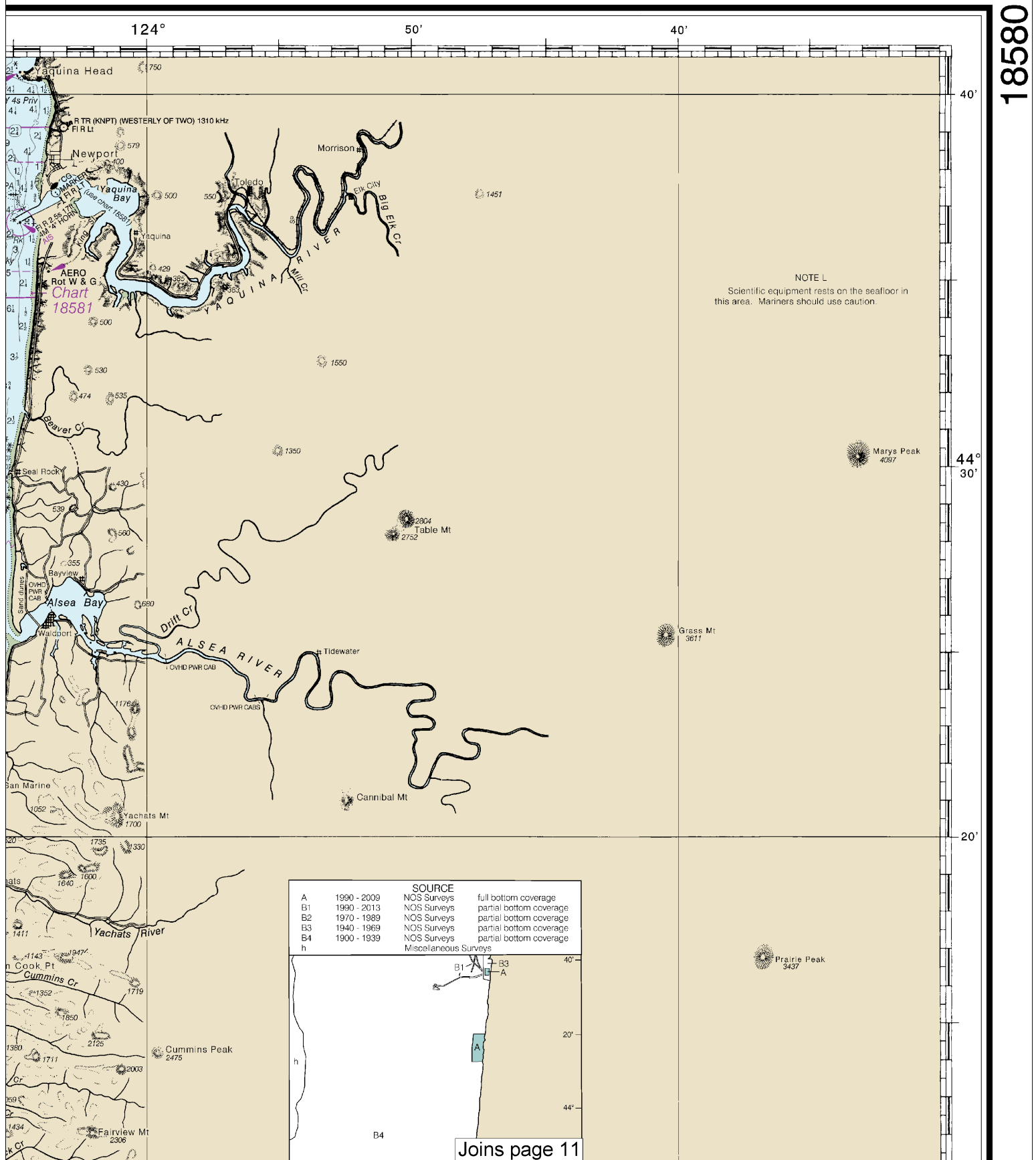


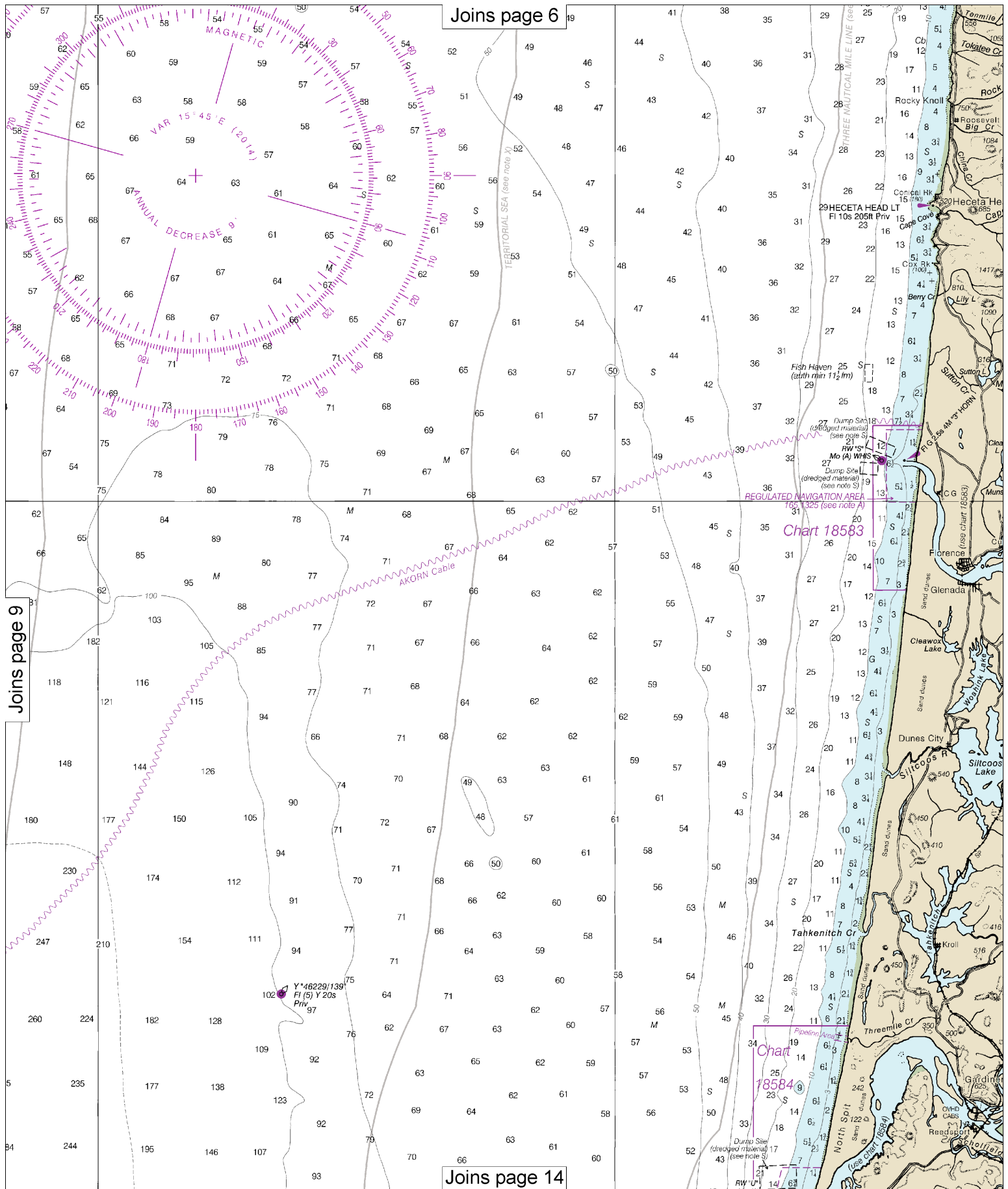
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>



Note: Chart grid lines are aligned with true north.

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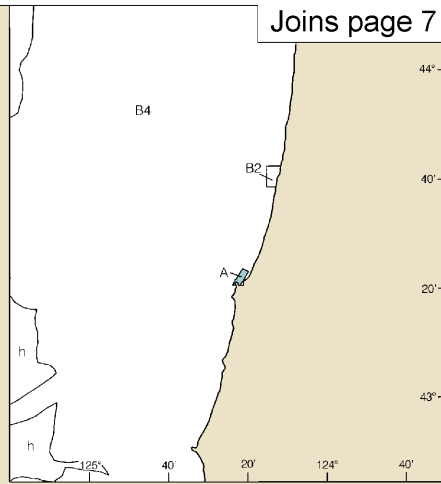




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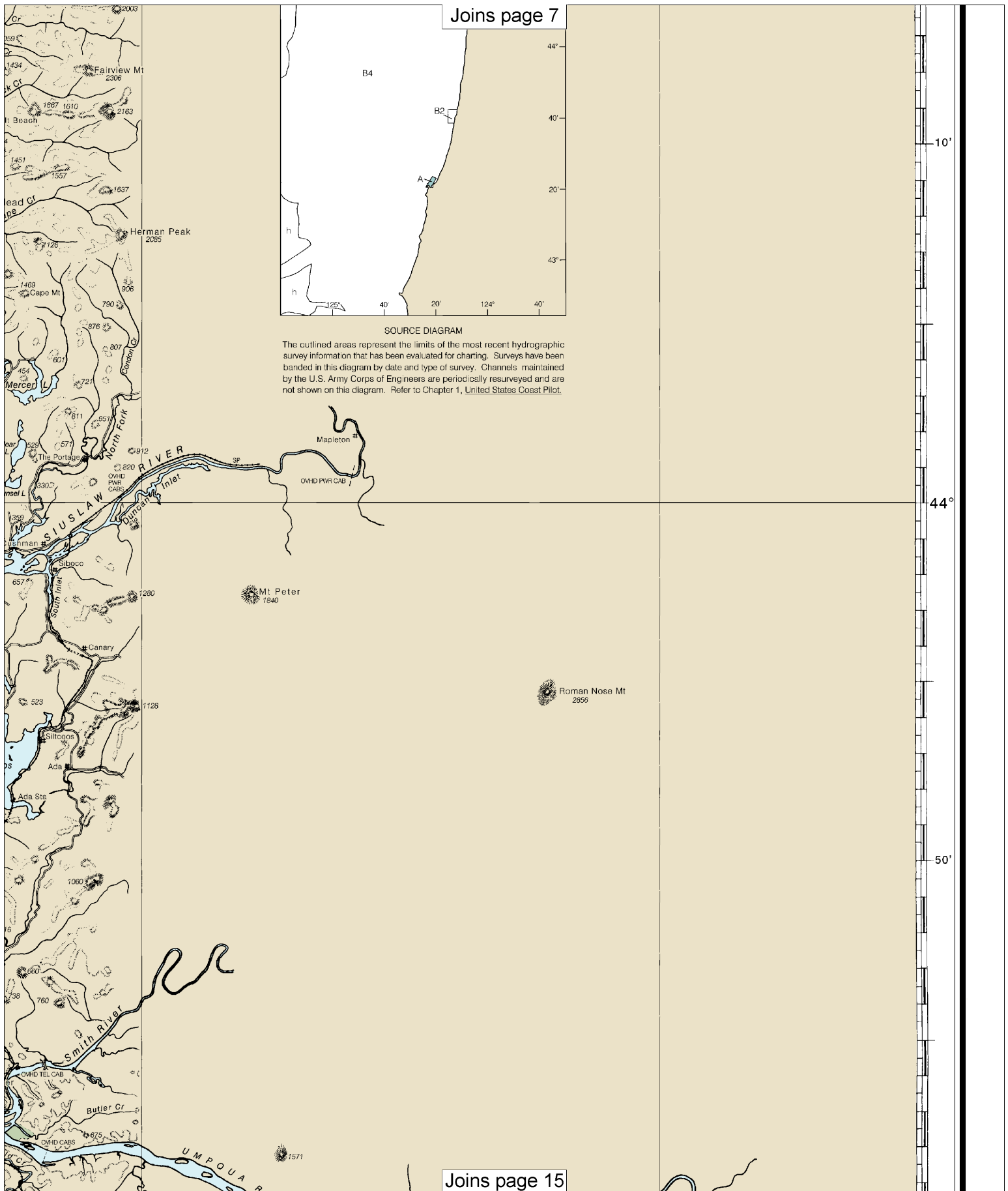
Note: Chart grid lines are aligned with true north.

Joins page 7

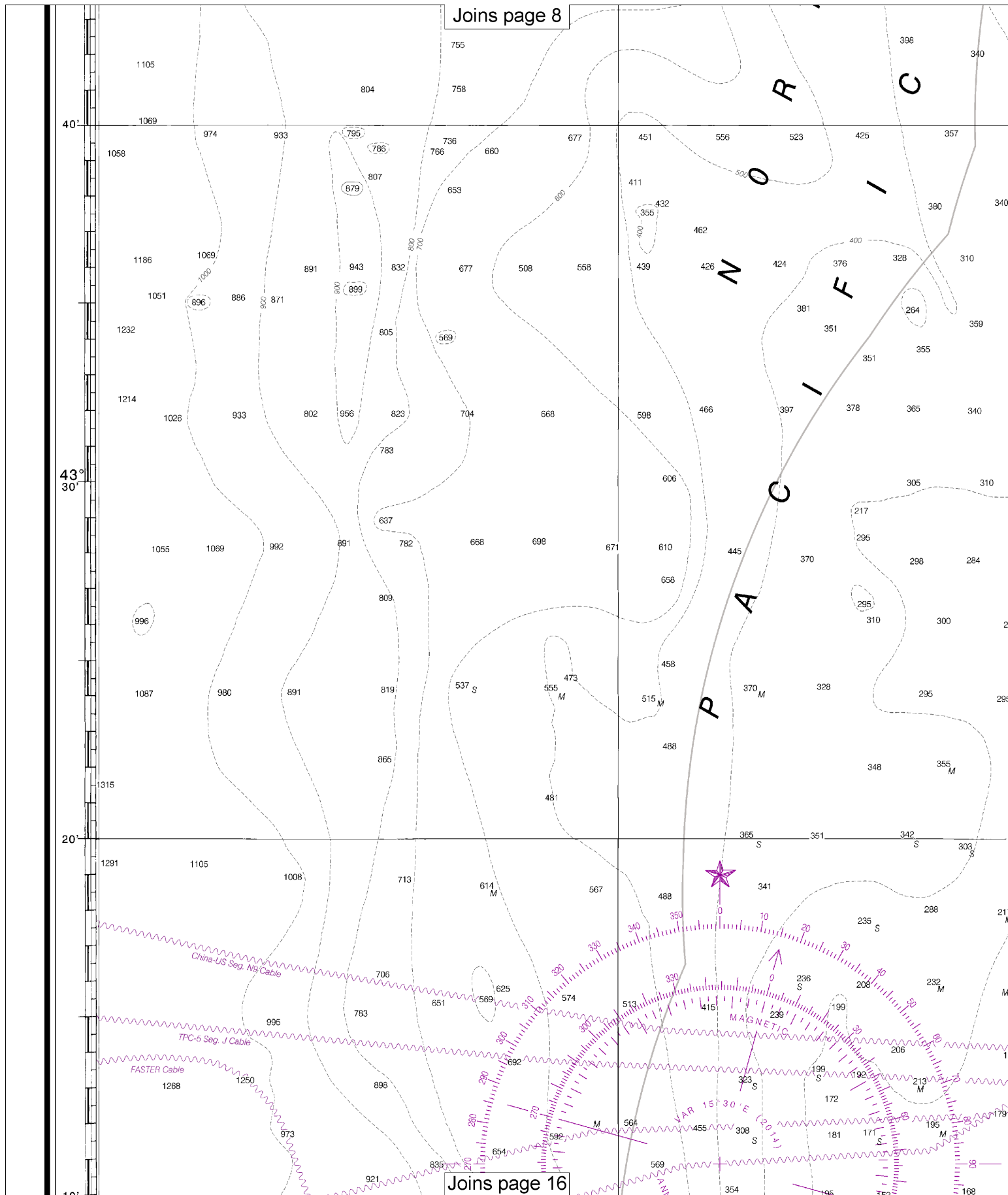


SOURCE DIAGRAM

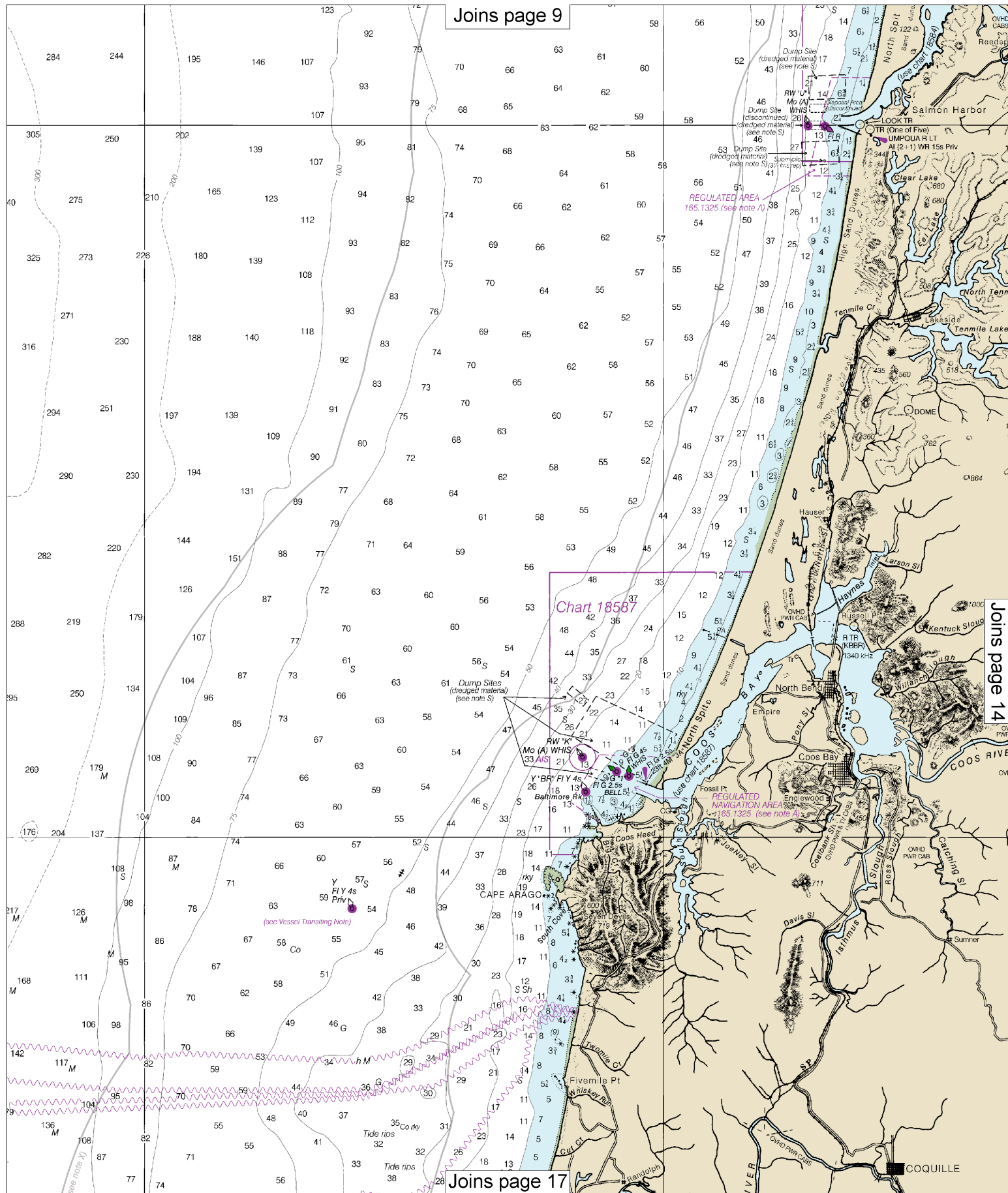
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on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



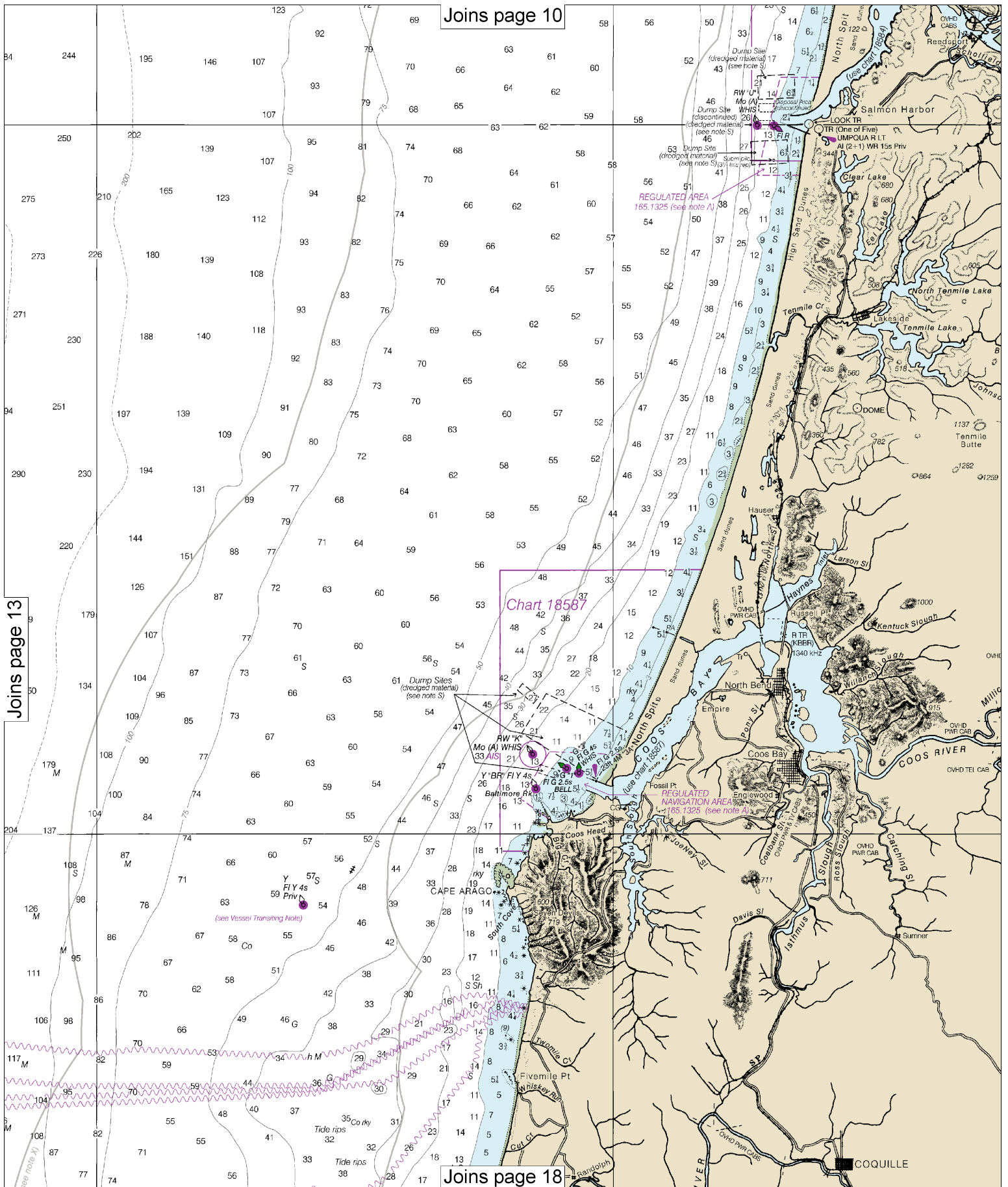
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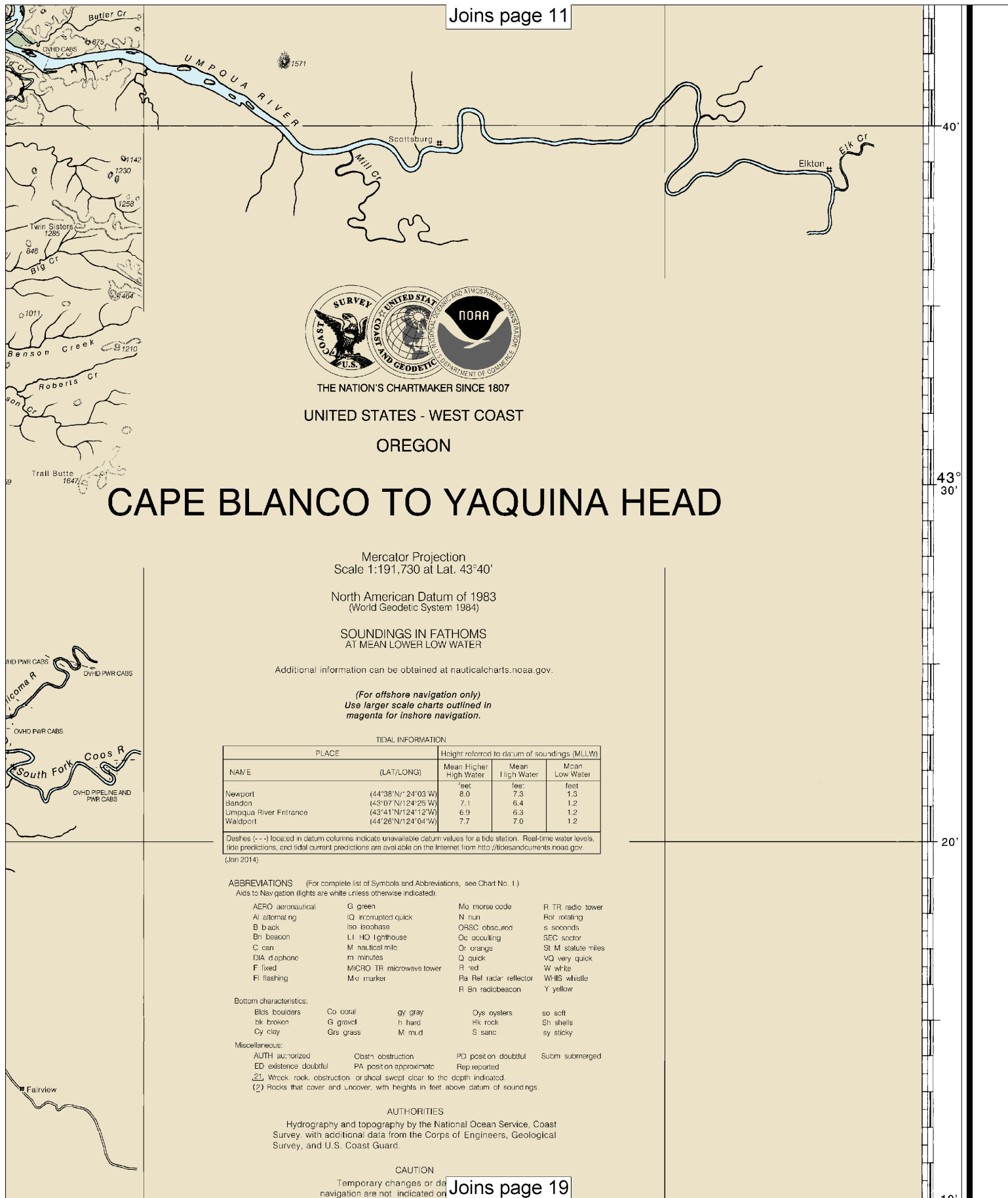


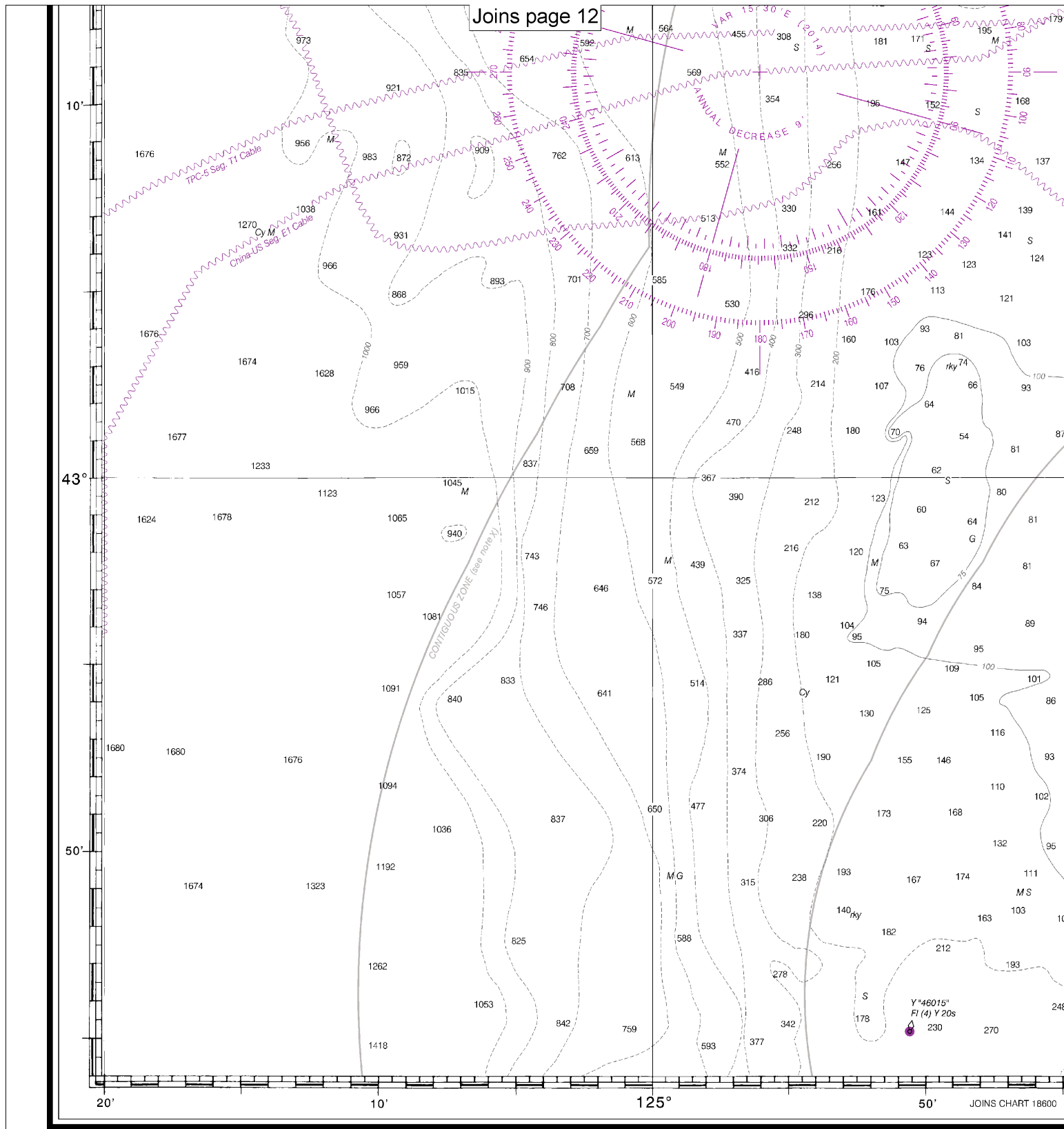
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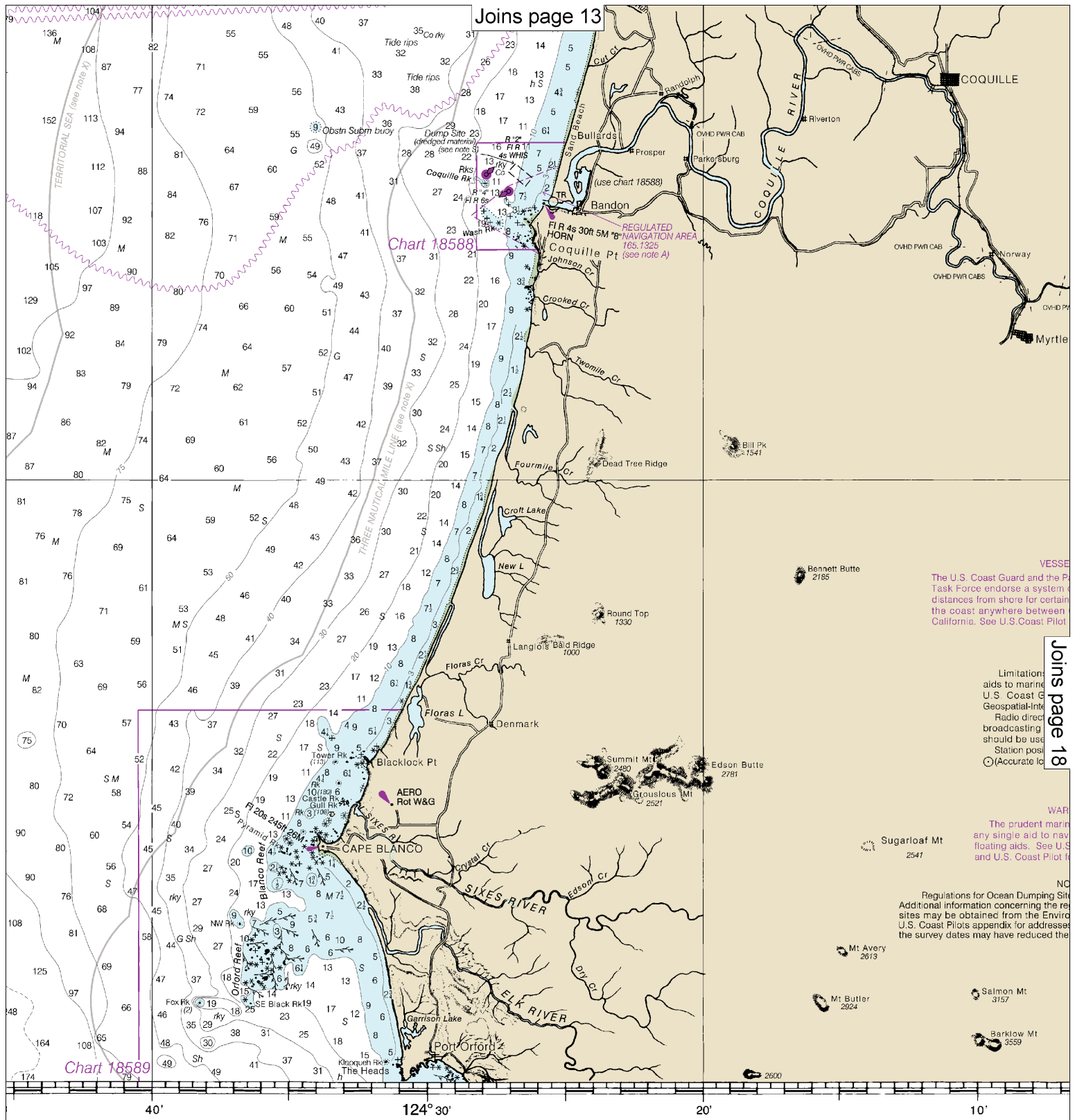


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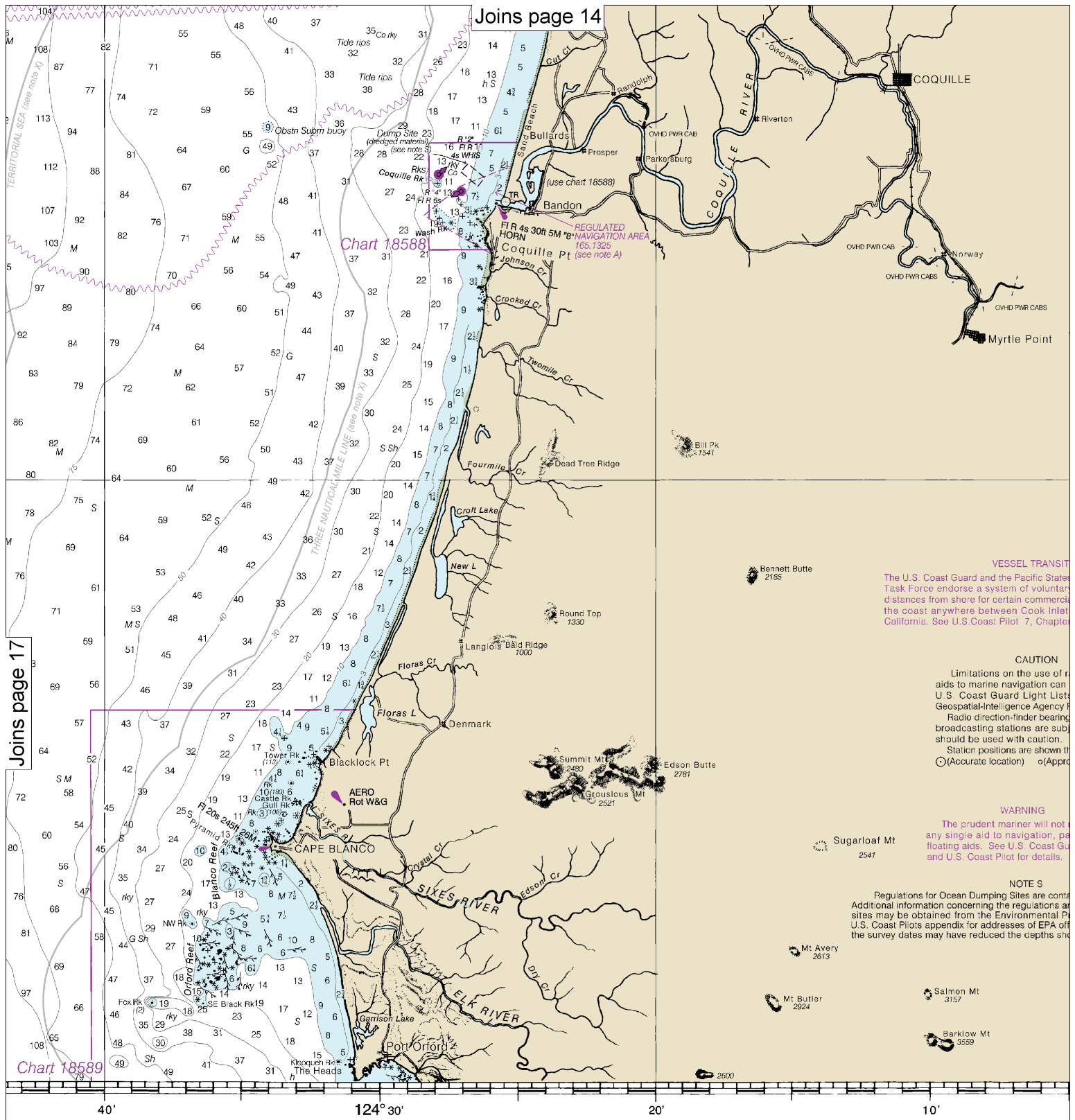






OUNDINGS IN FATHOMS

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



DEPTHS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.

VESSEL TRANSIT
The U.S. Coast Guard and the Pacific States Task Force endorse a system of voluntary distances from shore for certain commercial vessels anywhere between Cook Inlet, California. See U.S. Coast Pilot 7, Chapter 1.

CAUTION
Limitations on the use of radio aids to marine navigation can be found in the U.S. Coast Guard Light List. Geospatial-Intelligence Agency Radio direction-finder bearing broadcasting stations are subject to change without notice. Station positions are shown by (A) (Accurate location) (B) (Approximate location).

WARNING
The prudent mariner will not rely on any single aid to navigation, including floating aids. See U.S. Coast Pilot and U.S. Coast Pilot for details.

NOTE S
Regulations for Ocean Dumping Sites are contained in the U.S. Coast Pilot. Additional information concerning the regulations at sites may be obtained from the Environmental Protection Agency. U.S. Coast Pilot's appendix for addresses of EPA offices. The survey dates may have reduced the depths shown.

Hydrography and topography by the National 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.

AIDS TO NAVIGATION

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

HEIGHTS

Heights in feet above Mean High Water.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.578' southward and 4.387" westward to agree with this chart.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

Kenyon Mt.
3266

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

Mt. Bolivar
4297

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.

Cocos Bay, OR	KIH-32	162.400 MHz
Eugene, OR	KEC-42	162.400 MHz
Newport, OR	KIH-33	162.550 MHz
Florence, OR	WNG-674	162.500 MHz

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

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.

NOTES

British Columbia Oil Spill Response Measures and minimum requirements for vessels transiting along the coast of Alaska and San Diego, California for details.

Radio signals as shown may be found in the Notices and National Notice to Mariners. Regulations subject to error and change.

thus: (approximate location)

Do not rely solely on this chart, particularly on the Light List.

Contained in 40 CFR, Parts 220-228, and requirements for use of the Protection Agency (EPA). See local offices. Dumping subsequent to this date.

124°

50'

40'

1:131.5 X 771.2 mm

ATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	2	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

Cape Blanco to Yaquina Head
SOUNDINGS IN FATHOMS - SCALE 1:191,730

18580



EMERGENCY INFORMATION

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.