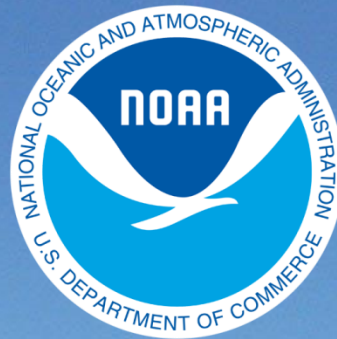


BookletChart™

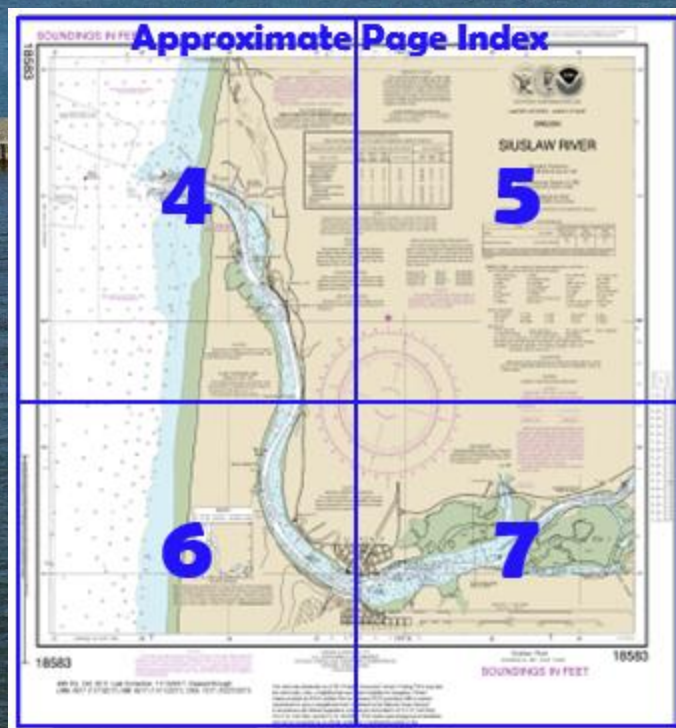
Siuslaw River NOAA Chart 18583



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=18583>.



(Selected Excerpts from Coast Pilot)
Siuslaw River, 8.3 miles S of Heceta Head Light, has some logging operations, and finished lumber is barged to Pacific ports. Prominent from offshore is wooded **Cannery Hill**, on the E side of the river 1.4 miles above the entrance. The **customs port of entry** is at Coos Bay. The river is entered through a dredged channel between two partially submerged jetties; caution is advised. The river then leads S to a turning basin off the town of Florence, 4.4 miles above

the entrance, thence E for about 2 miles to Cushman. A light, seasonal sound signal, and a Coast Guard tower are on the N jetty. The channel is

marked by a **094°** lighted entrance range that favors the N side of the channel, and by other ranges and navigational aids to 1 mile above Florence. The uncharted buoys at the mouth of the river are frequently shifted to mark the best water. The bar at the entrance is narrow, and the depths vary greatly because of storms and freshets. 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. A **Federal project** provides for an 18- to 16-foot depth in the entrance channel to the highway bridge at Florence; thence 16 feet in the turning basin; thence 12 feet to Cushman. (See Notice to Mariners and latest editions of the chart for controlling depths.)

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 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.

A **heavy weather flag**, a square RED flag with a square BLACK center, will be displayed on a pole that is located on the SW corner of the Coast Guard station and is visible to mariners from both directions to indicate that winds 48 knots and above are forecast for the area. Display of flags are required from one hour before sunrise to one hour after sunset.

Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. (See illustration, Chapter 1.) In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.

Siuslaw Coast Guard Station is on the E side of the river, 1.3 miles above the entrance.

Florence is a small town on the N bank of Siuslaw River 4.4 miles above the entrance. A bascule highway bridge with a clearance of 17 feet crosses the river from Florence to **Glenada**, a small settlement on the S bank of the river opposite Florence. (See **117.1 through 117.59 and 117.889**, chapter 2, for drawbridge regulations.) An overhead power cable with a clearance of 23 feet crosses the river about 150 yards E of the bridge; the cable is submerged at the main channel. Another overhead power cable with a clearance of 88 feet crosses the river about 1 mile above the bridge.

A cannery wharf, and a small boat basin, and marina are at Florence; fish are shipped by truck. Another marina, about 0.15 mile W of the bridge, has about 80 berths, dockside electricity, gasoline, water, ice, launching ramp, and marine supplies; minor engine repairs can be made. The Port of Siuslaw Marina, about 0.3 mile E of the bridge, has over 250 berths, gasoline, diesel fuel, water, ice, some marine supplies, and launching ramps. Wet and dry winter storage is also available.

Light-draft vessels can go to **Mapleton**, 17 miles above the mouth, but the channel is narrow and crooked. A barge facility, about 14 miles above the mouth of the river, ships wood products and some perishable goods downriver.

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

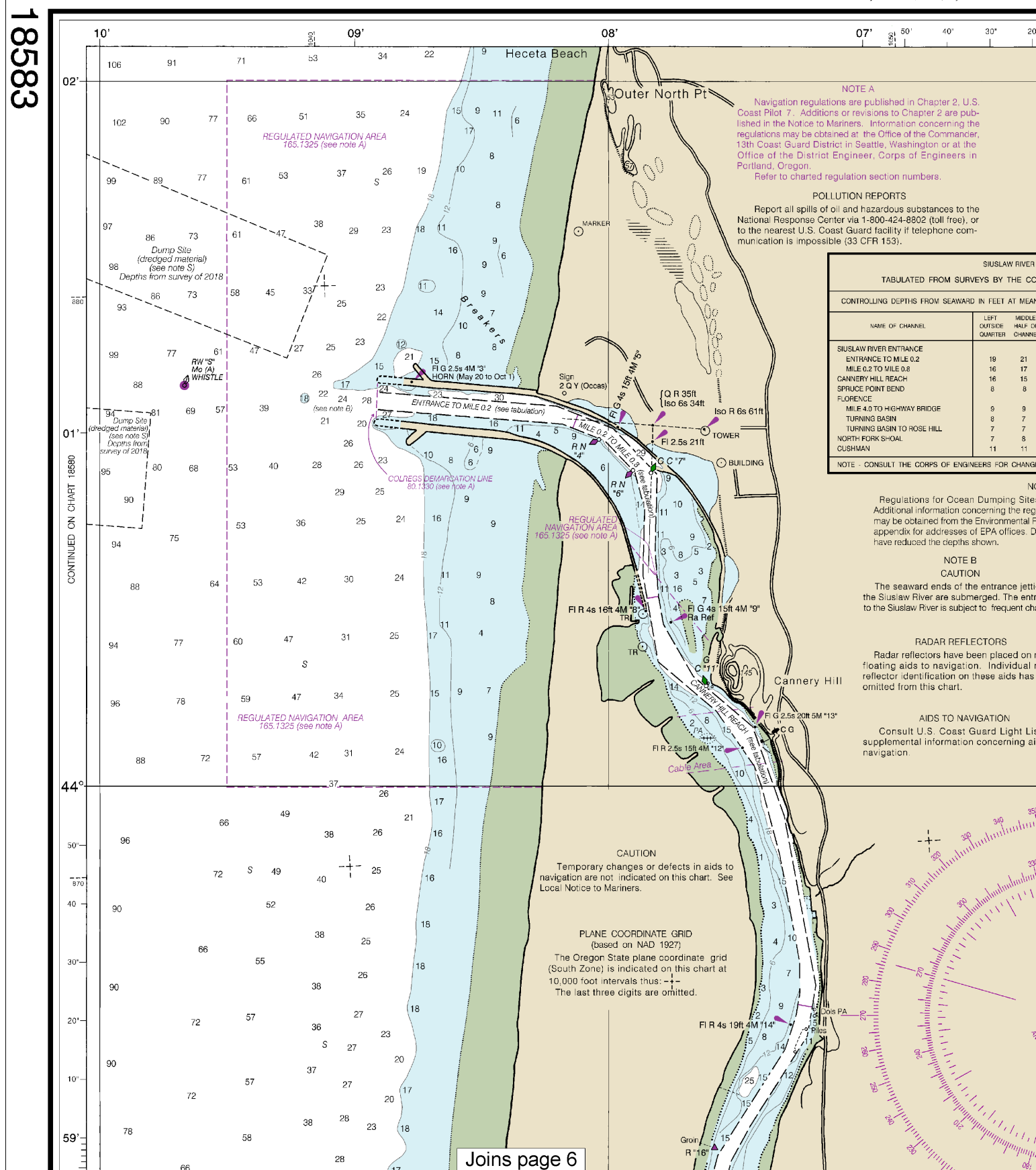
on navigable waters except Western Rivers



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>

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Formerly C&GS 6023, 1st Ed., May 1904 C-1930-340 KA



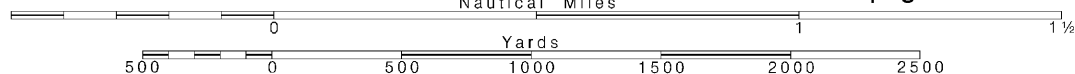
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



KAPP 1794

20° 10' 124° 06' 50'

05'

04'

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 0.559" southward and 4.423" westward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

OREGON

SIUSLAW RIVER

Mercator Projection
Scale 1:20,000 at Lat 44° 00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

CHANNEL DEPTHS

CORPS OF ENGINEERS - SURVEYS TO SEP 2018

| MEAN LOWER LOW WATER (MLLW) | | PROJECT DIMENSIONS | | |
|----------------------------------|----------------|--------------------|----------------|-------------------|
| LINE OF RIGHT OF OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | LENGTH (MILES) | DEPTH MLLW (FEET) |
| 18 | 9-18 | 300 | 0.8 | 18 |
| 16 | 9-18 | 200 | 0.6 | 16 |
| 13 | 9-18 | 200 | 1.3 | 16 |
| 10 | 9-18 | 200 | 1.7 | 16 |
| 10 | 9-18 | 200 | 0.8 | 16 |
| 6 | 9-18 | 400 | 1.1 | 16 |
| 7 | 9-18 | 150 | 0.9 | 12 |
| 8 | 11-13 | 150 | 1.5 | 12 |
| 11 | 11-10 | 150 | 0.9 | 12 |

FIGURES SUBSEQUENT TO THE ABOVE INFORMATION

NOTES

Notes are contained in 40 CFR, Parts 220-228. Regulations and requirements for use of the sites of Protection Agency (EPA). See U.S. Coast Pilots. Dumping subsequent to the survey dates may

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.

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

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.

TIDAL INFORMATION

| NAME | PLACE (LAT/LONG) | Height referred to datum of soundings (MLLW) | | |
|-------------------------|--------------------|--|-----------------|----------------|
| | | Mean Higher High Water | Mean High Water | Mean Low Water |
| Siusslaw River Entrance | (44°01'N/124°08'W) | 7.3 feet | 6.7 feet | 1.2 feet |

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jul 2011)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

| | | | |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green | Mo Morse code | R TR radio tower |
| Al alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | Is isophase | OBSC obscured | s seconds |
| Bn beacon | LT Lighthouse | Co occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| DIA diaphone | m minutes | Q quick | VQ very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | Rn radiobeacon | Y yellow |

Bottom characteristics

| | | | | |
|---------------|----------|---------|-------------|-----------|
| Blde boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Gs grass | M mud | S sand | sy sticky |

Miscellaneous:

| | | | |
|--|-------------------------|----------------------|----------------|
| AUTH authorized | Obstn obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |
| (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated. | | | |
| (2) Rocks that cover and uncover, with heights in feet above datum of soundings. | | | |
| 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, and U.S. Coast Guard.

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

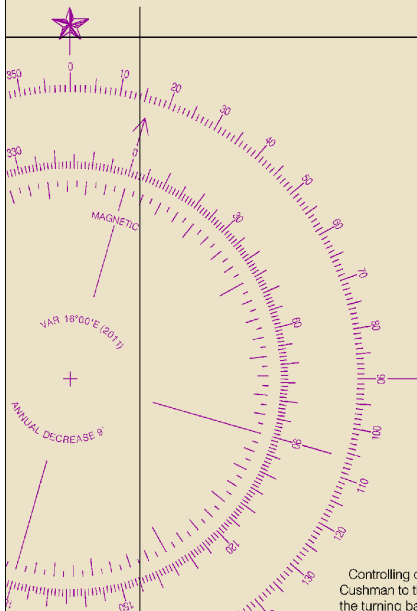
SUBMARINE PIPELINES AND CABLES

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

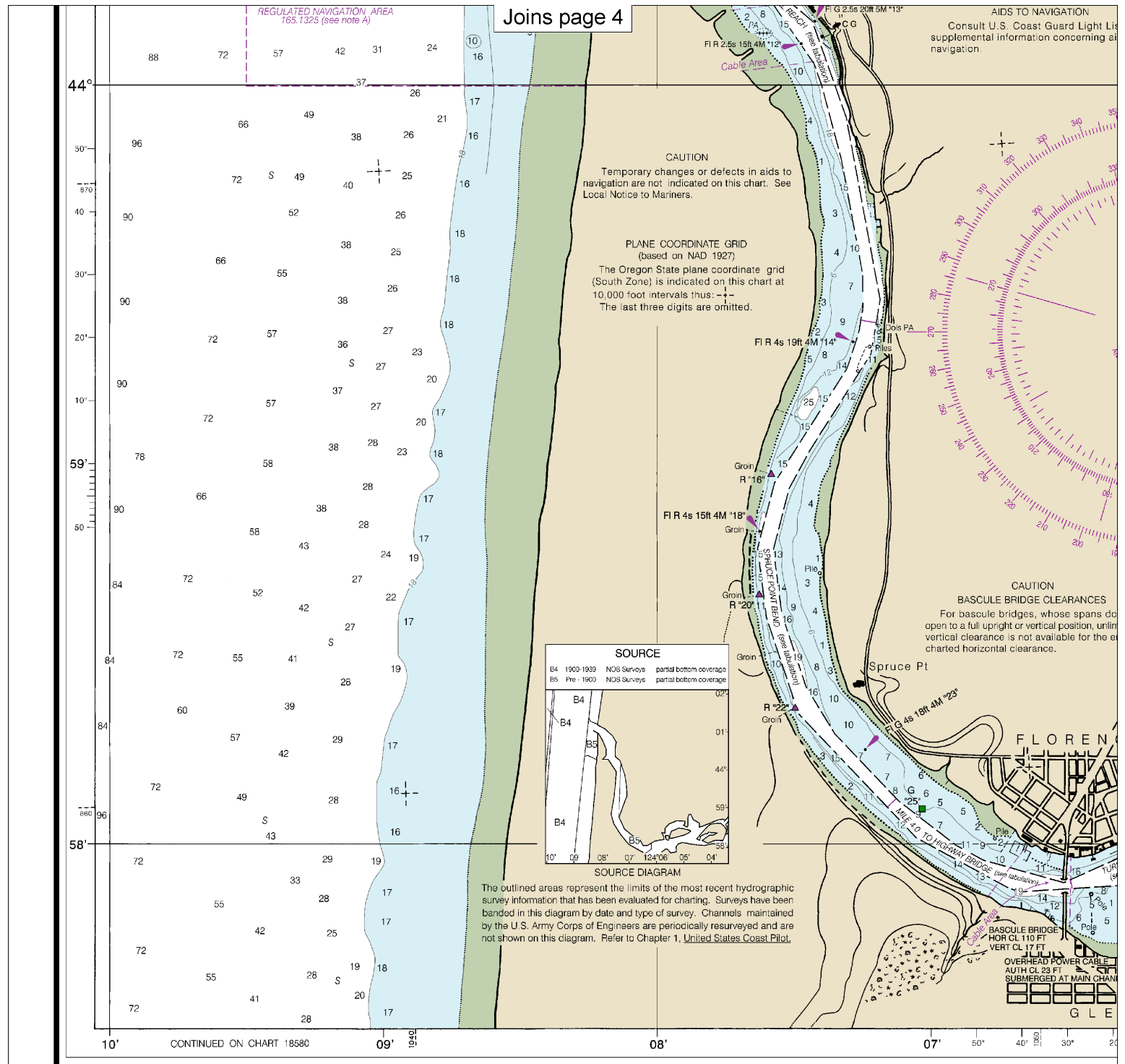


Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution in areas where depths of water are less than 100 feet.

Joins page 7



| FATHOMS | FEET | METERS |
|---------|------|--------|
| 1 | 6 | 1 |
| 2 | 12 | 2 |
| 3 | 18 | 3 |
| 4 | 24 | 4 |
| 5 | 30 | 5 |
| 6 | 36 | 6 |
| 7 | 42 | 7 |
| 8 | 48 | 8 |
| 9 | 54 | 9 |
| 10 | 60 | 10 |
| 11 | 66 | 11 |
| 12 | 72 | 12 |
| 13 | 78 | 13 |
| 14 | 84 | 14 |
| 15 | 90 | 15 |
| 16 | 96 | 16 |
| 17 | 102 | 17 |
| 18 | 108 | 18 |
| 19 | 114 | 19 |
| 20 | 120 | 20 |



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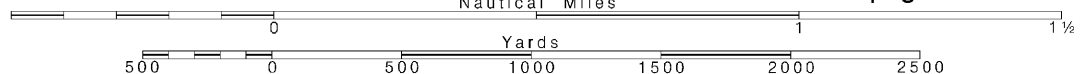
6

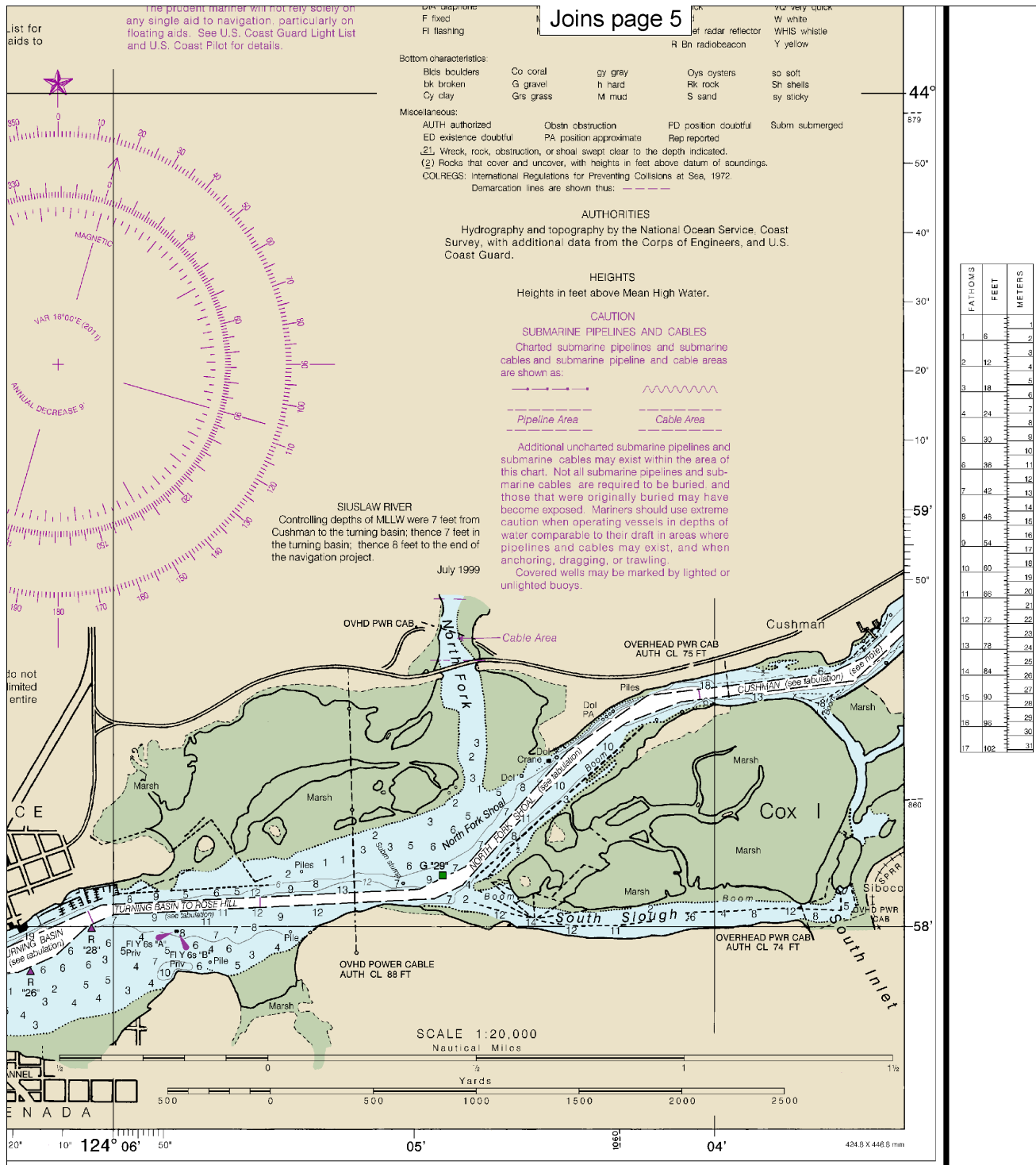
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





CE
MINISTRATION

Siuslaw River
SOUNDINGS IN FEET - SCALE 1:20,000
SOUNDINGS IN FEET

18583



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.

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!



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/>

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.