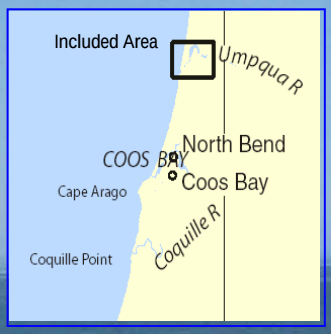
BookletChart™

Umpqua River – Pacific Ocean to Reedsport

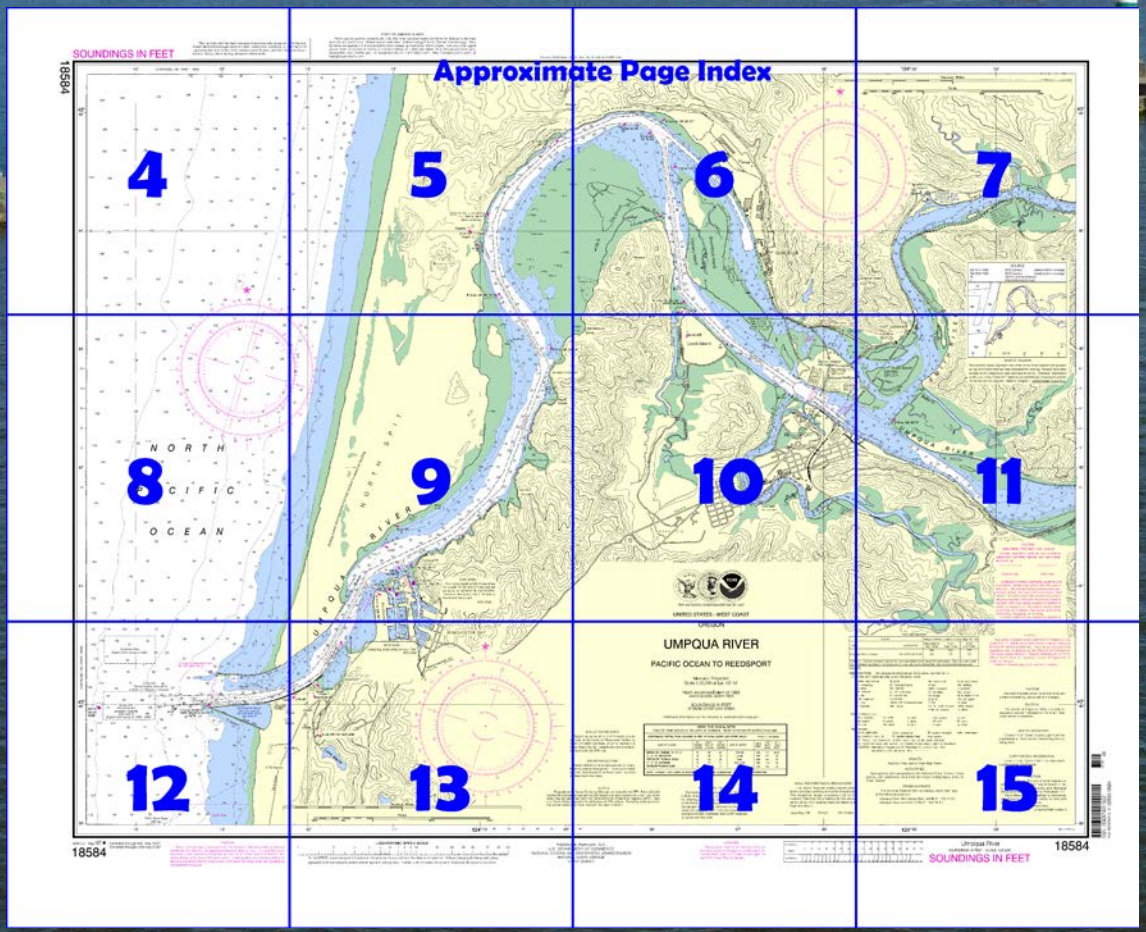
NOAA Chart 18584

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.

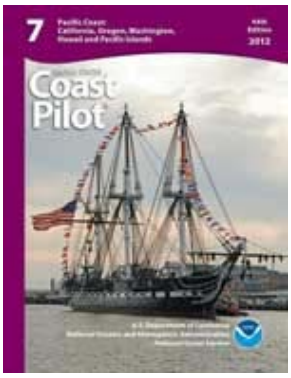
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=18584.



(Selected Excerpts from Coast Pilot)
Umpqua River is entered 22.7 miles N of Coos Bay. The **customs port of entry** is at Coos Bay.
The S point at the entrance to the river is marked by sand dunes, partly covered with trees. About a mile below the entrance is a bright bare spot in the dunes that shows prominently among the trees. Shifting sand dunes about 100 feet high are on the spit on the N side of the entrance.
Umpqua River Light (43°39'44"N., 124°11'25"W.), 165 feet above the water, is shown from a 65-foot white conical tower just S of the mouth of the river.
The entrance to the river is protected by jetties. The S jetty extends 1,200 yards seaward from the shoreline and is marked by a light with a seasonal sound signal and radar reflector. About 160 yards of the outer end of the jetty is submerged. A lighted whistle buoy, about 0.9 mile W of the S jetty light, marks the approach. A **086°** lighted range and a buoy mark the entrance channel which is subject to frequent changes. The middle jetty extends from the shoreline and connects with the outer section of the S jetty. The N jetty extends 1,100 yards seaward from the shoreline. The river channels are marked by lighted ranges, lights, buoys, and daybeacons. A Coast Guard lookout tower is about midway out on the middle jetty.
Umpqua River Coast Guard Station is in East Basin about 2.3 miles from the entrance.
Supplies.–Gasoline, diesel fuel, water, and fuel oil for launches may be obtained at Reedsport.
West Basin and **East Basin**, 1.8 and 2.3 miles above the entrance respectively, are small-craft basins entered through dredged channels that lead from the main river channel. The entrance channel to West Basin is marked by a light and daybeacon and the entrance to East Basin is marked by two lights. (See Notice to Mariners and the latest edition of chart for controlling depths.)
The village of **Winchester Bay** is a fishing resort on the E side of East Basin. A fish wharf with cold storage and ice plant on its outer end is on the W 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 site of a papermill and a lumbermill. A dredged channel serves these mills. Barges unload fuel oil at the papermill wharf, 0.8 mile N of the town. Depths of 18 feet are reported alongside. The wharf is marked by a private light. There is a public small-craft launching ramp in Gardiner.
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 sawmill are in the town. The plywood plant wharf, at the entrance to Scholfield Creek, is in ruins and not used. The sawmill barges lumber intermittently from the port wharf, which is between the swing bridges; the wharf has about 18 feet along the loading face. A lumber wharf, used occasionally, is on the NW end of Bolon Island.
At high tide Umpqua River is navigable by vessels of 6-foot draft to **Scottsburg**, 14.8 miles above Reedsport.
Scholfield Creek enters Umpqua River N of Reedsport. The entrance to the creek is marked by daybeacons. A fixed highway bridge with a clearance of 20 feet crosses the creek 0.9 mile above the mouth and a railroad bridge with a 30-foot fixed span and clearance of 16 feet crosses the creek 2 miles above the mouth. Overhead power cables with a least clearance of 41 feet cross the creek between the two bridges.
Smith River enters Umpqua River from the NE at Reedsport. The controlling depth is about 5 feet for 5 miles above the mouth, thence 2 feet to **Sulphur Springs Landing**, 18 miles above the mouth. The highway bridge, 2.7 miles above the mouth, has a retractable span with a clearance of 22 feet. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.) An overhead telephone cable with a clearance of 67 feet crosses the river just below the bridge.

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

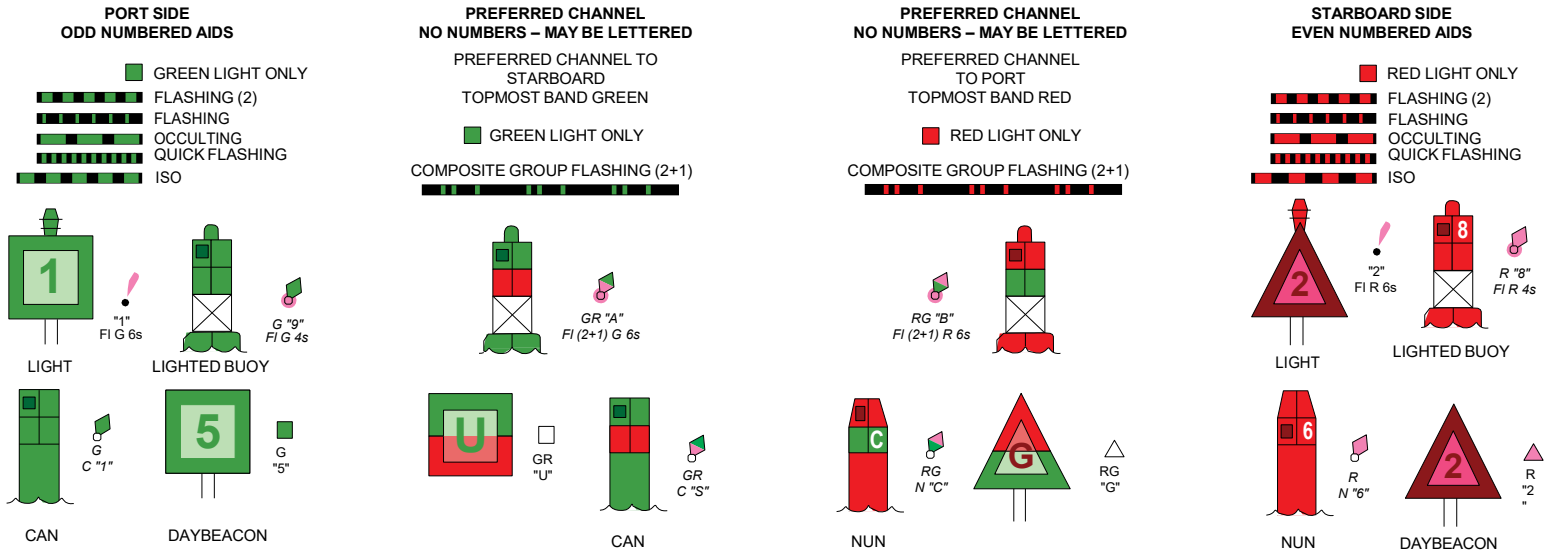
RCC Seattle	Commander 13th CG District Seattle, WA	(206) 220-7001

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

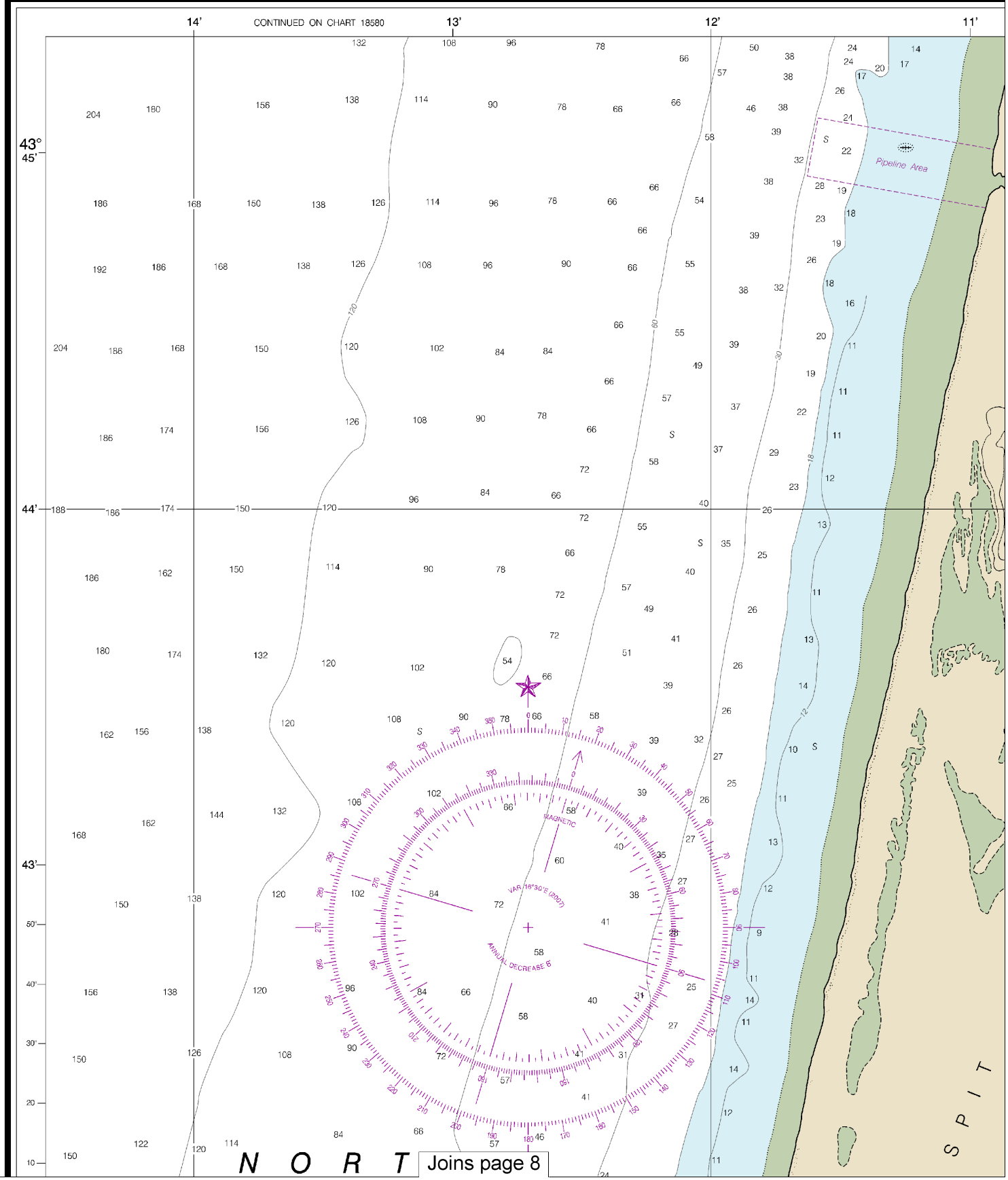


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.
These volumes are available online at *http://www.navcen.uscg.gov*

SOUNDINGS IN FEET

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

18584



4

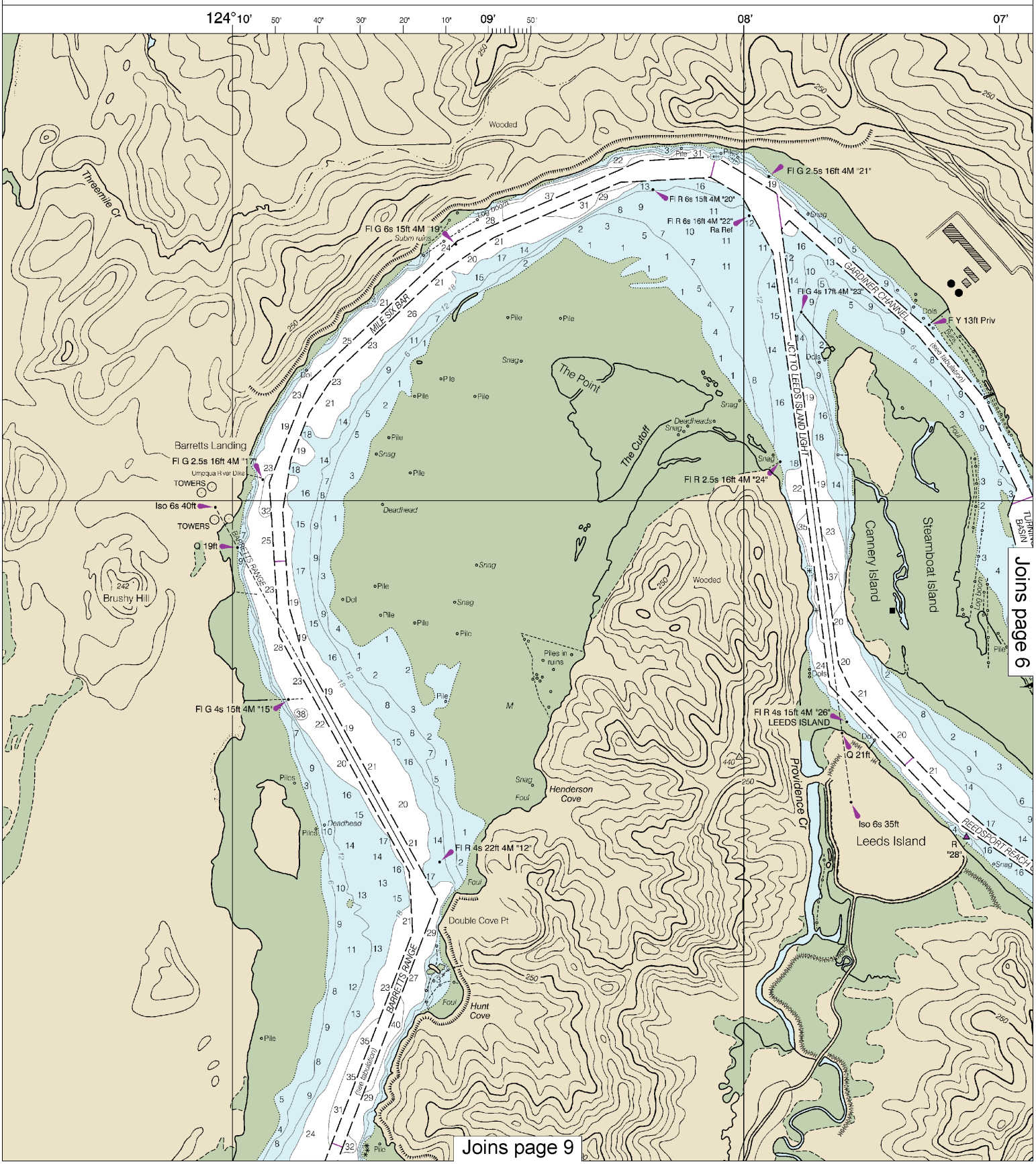
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

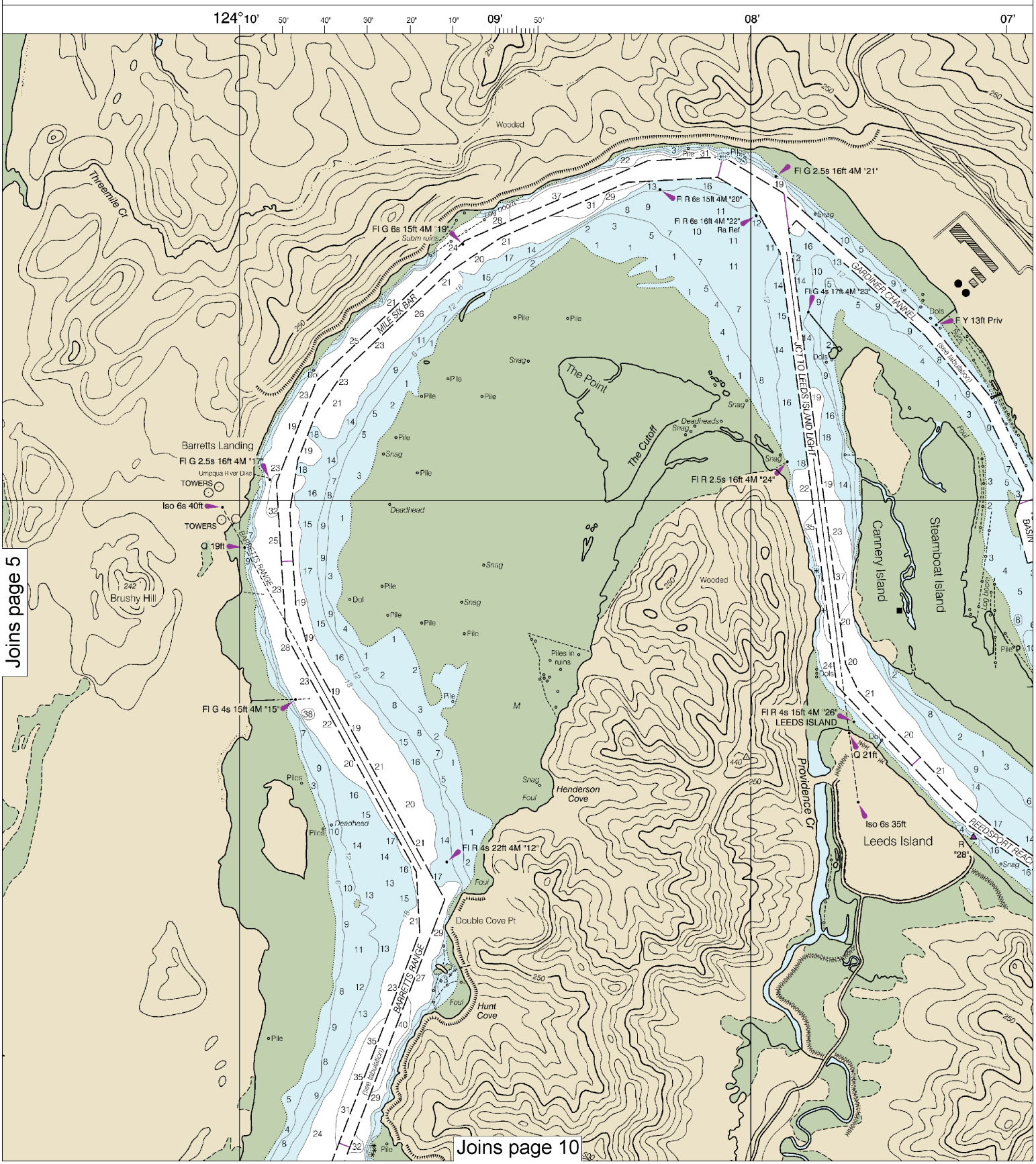
Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Formerly C&GS 6004, 1st Ed., Nov 1921 D-1955-887 KAPP 1795



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

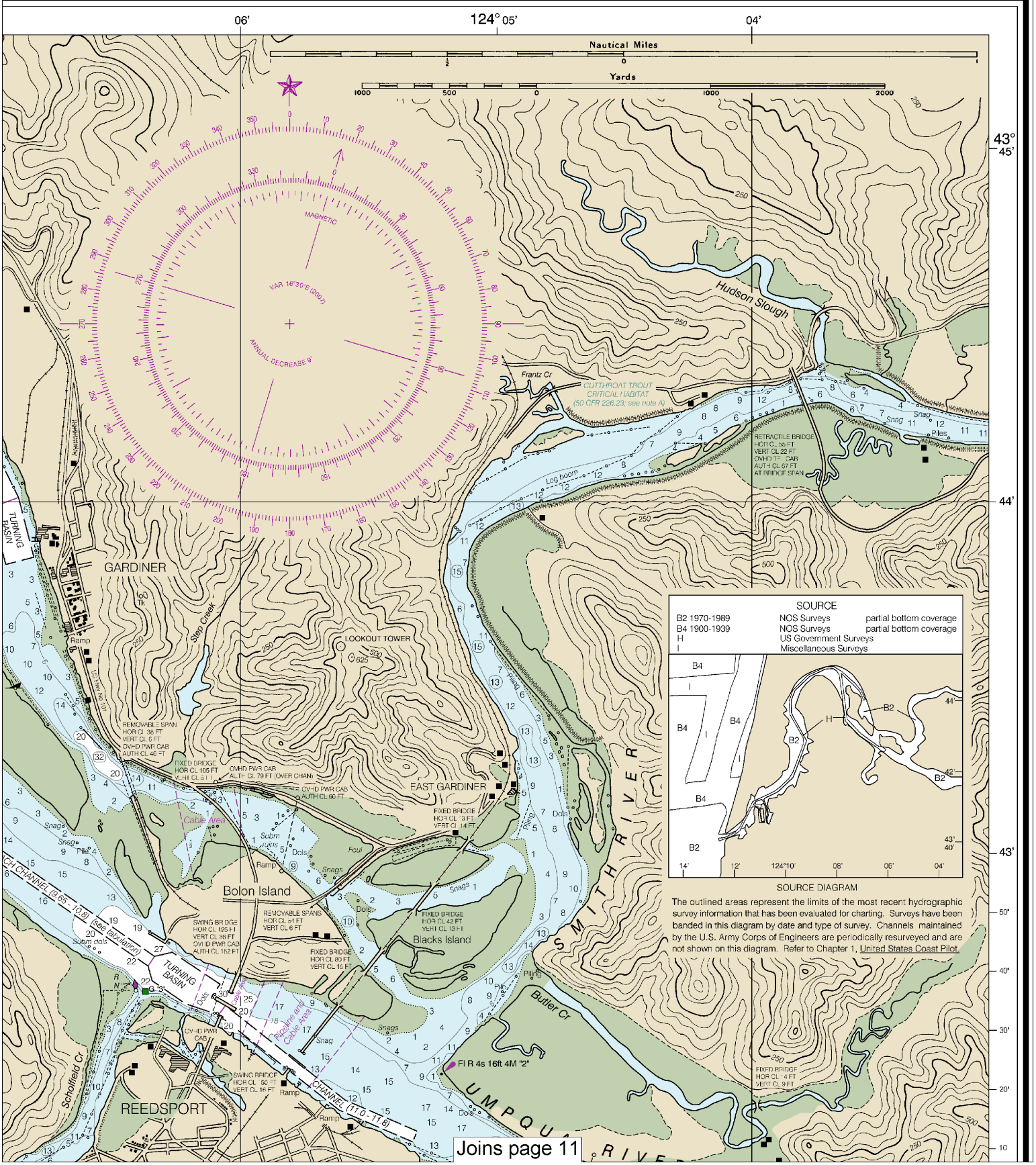


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

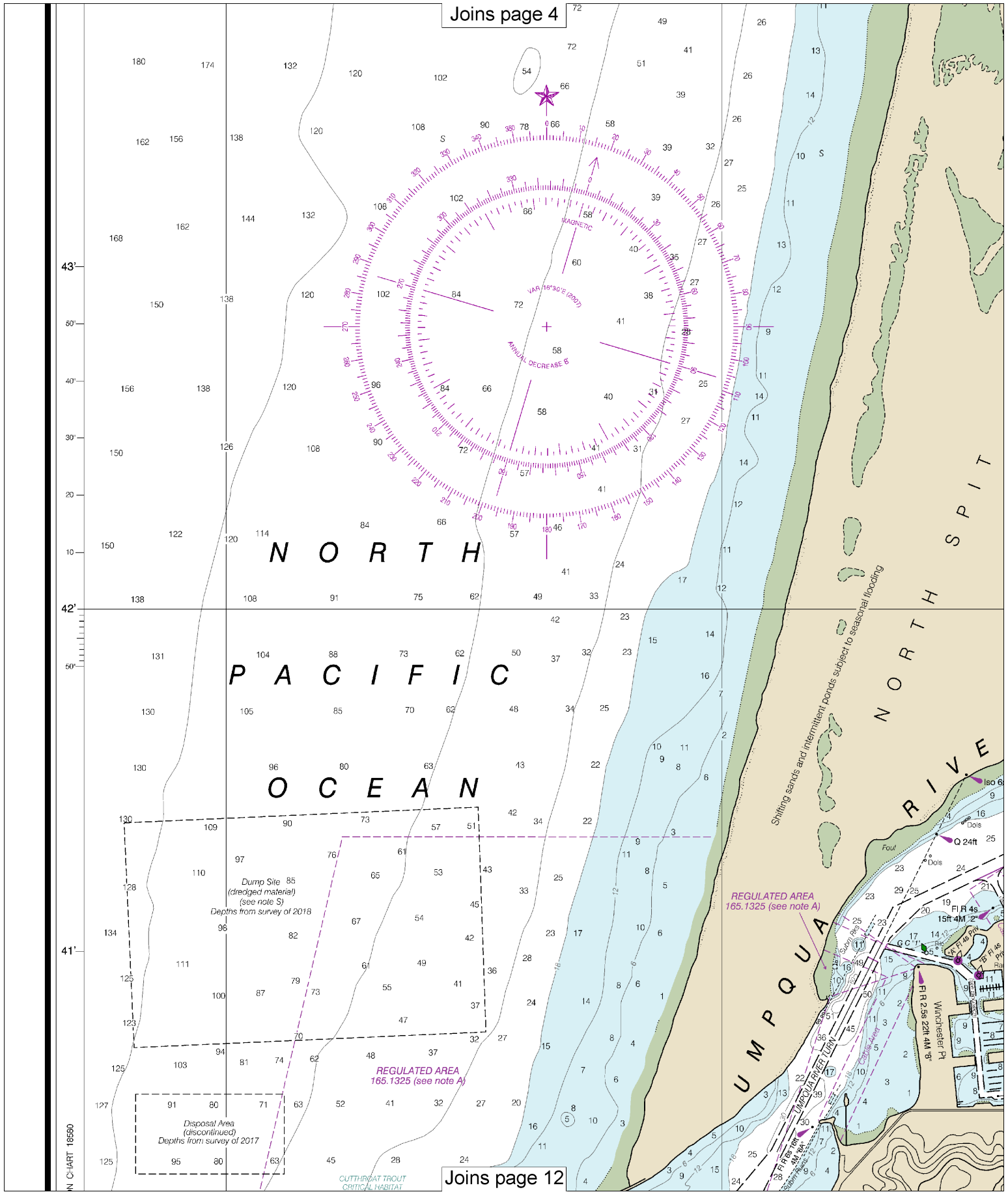
Yards: 500, 0, 500, 1000, 1500, 2000, 2500



nauticalcharts.noaa.gov.

This is the Last Edition of this chart. It will be canceled on Jul 31, 2024

48th Ed., May 2007. Last Correction: 2/15/2024. Cleared through:
LNM: 2124 (5/21/2024), NM: 2224 (6/1/2024), CHS: 0224 (2/23/2024)

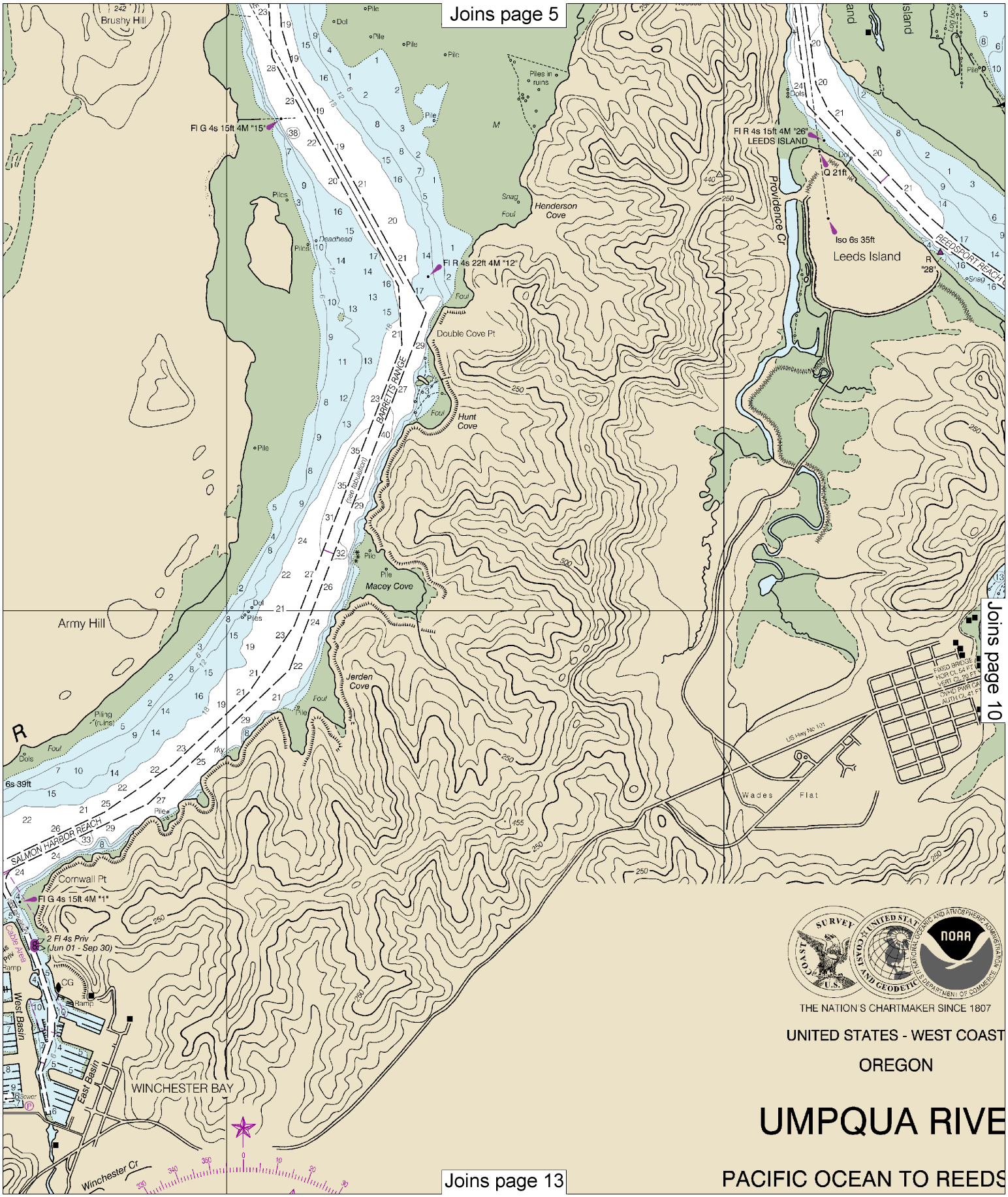


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



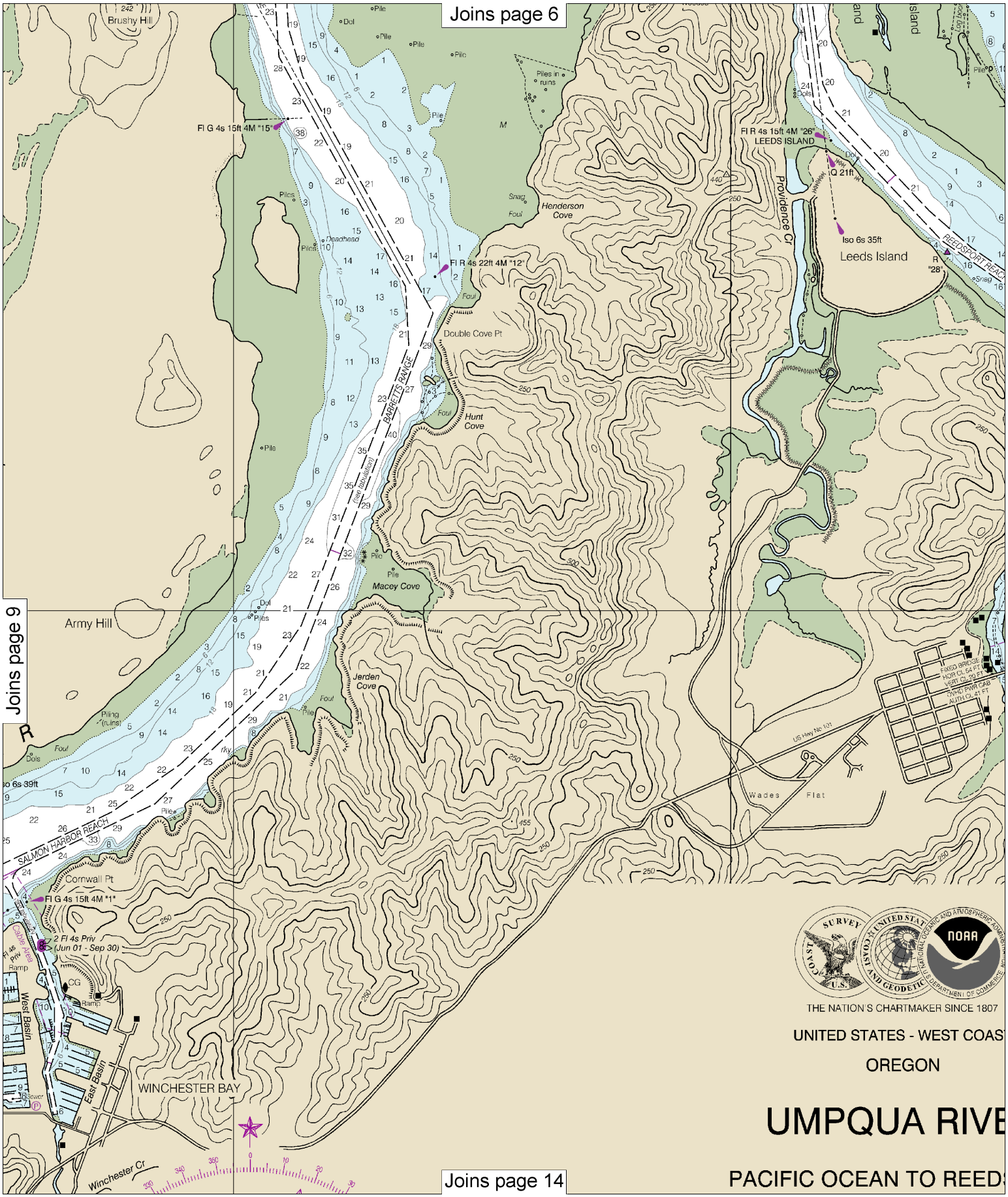
THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

OREGON

UMPQUA RIVE

PACIFIC OCEAN TO REEDS



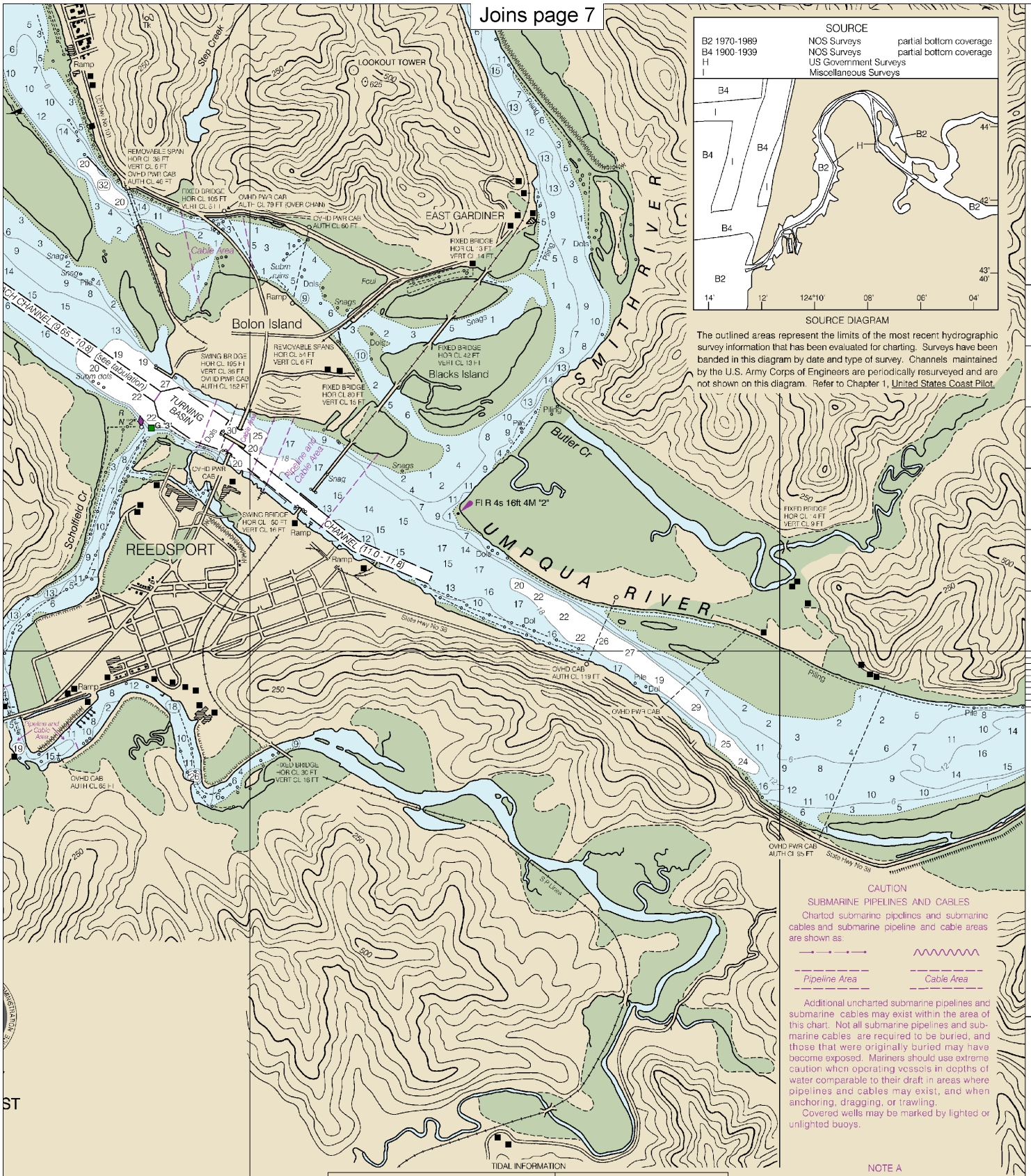
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Joins page 7



SOURCE

B2 1970-1989	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
H	US Government Surveys	
I	Miscellaneous Surveys	

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.

CAUTION

SUBMARINE PIPELINES AND CABLES

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

Pipeline Area *Cable Area*

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.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Umpqua River Entrance	(43°41'N/124°12'W)	6.9	6.3	1.2

Dashes (- - -) located in datum columns indicate data not available. See table for tide station. Real-time water levels, tide predictions, and tidal current predictions are available at http://tidesandcurrents.noaa.gov.

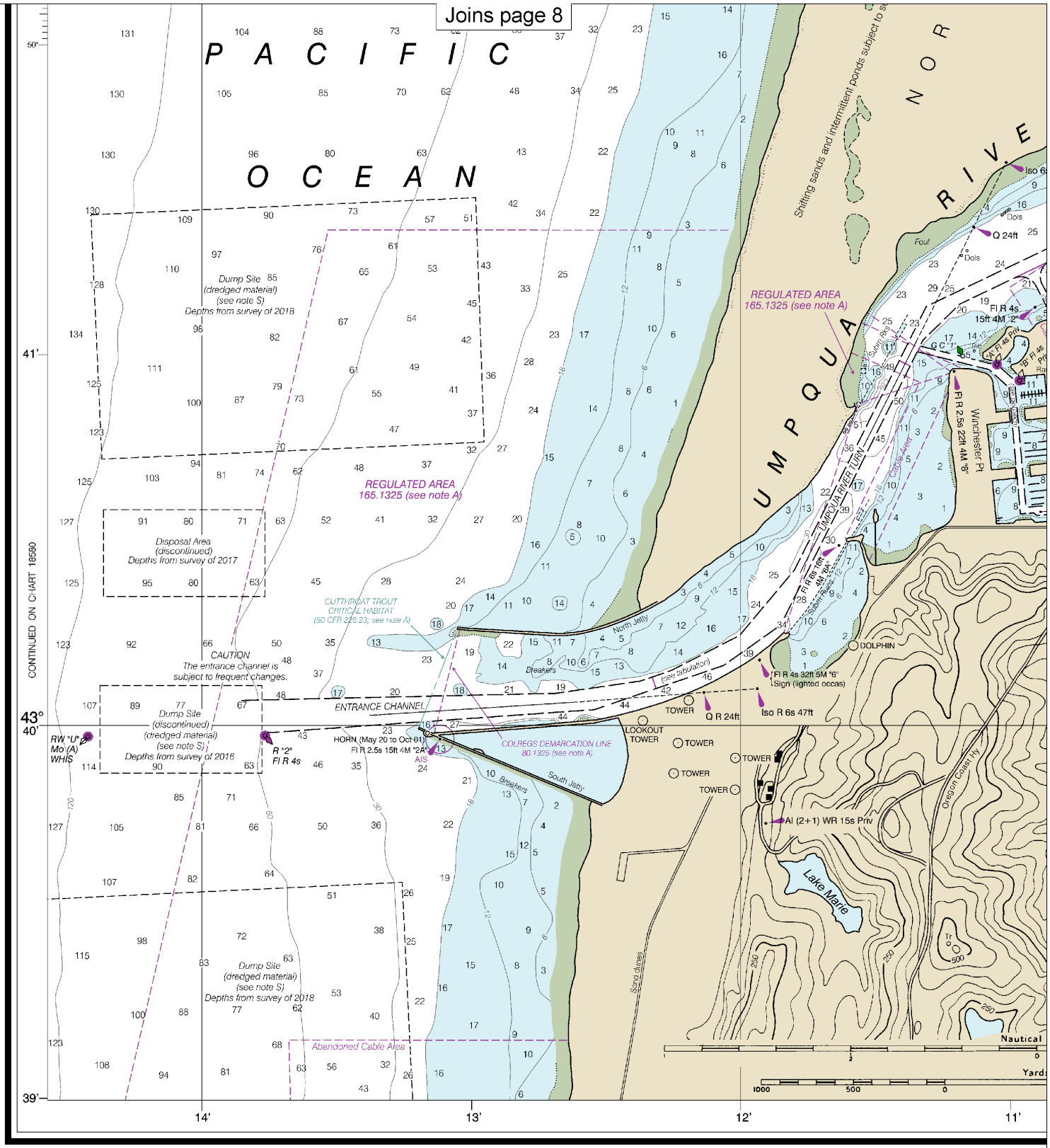
(Apr 2007)

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 Portland, Oregon.

Refer to charted regulation section numbers.

Joins page 15



18584

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.

This is the Last Edition of this chart. It will be canceled on Jul 31, 2024

48th Ed., May 2007. Last Correction: 2/15/2024. Cleared through:
LNM: 2124 (5/21/2024), NM: 2224 (6/1/2024), CHS: 0224 (2/23/2024)

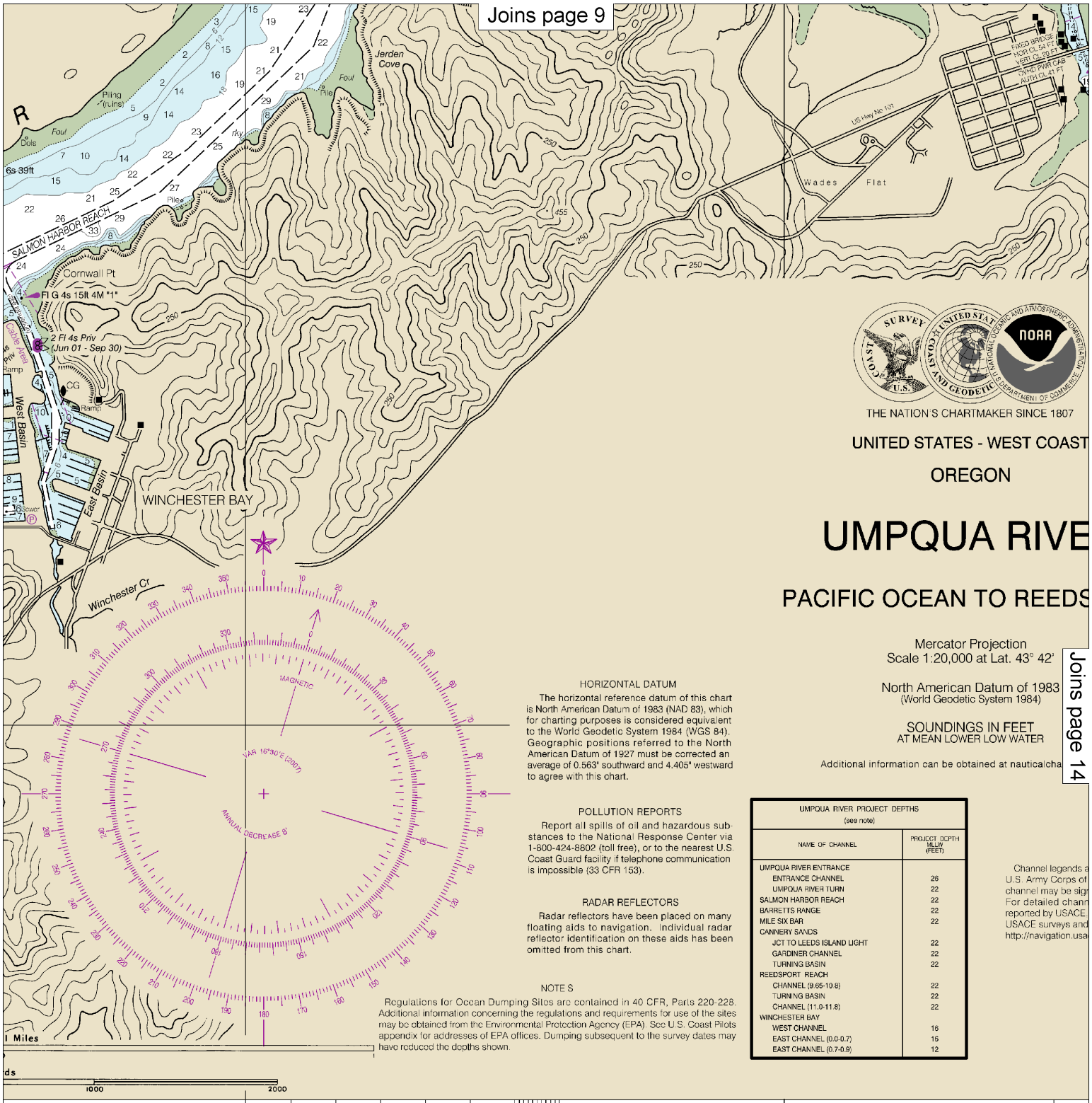
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

Joins page 9



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

OREGON

UMPQUA RIVE

PACIFIC OCEAN TO REEDS

Mercator Projection
Scale 1:20,000 at Lat. 43° 42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcha

Joins page 14

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 0.563" southward and 4.405" westward to agree with this chart.

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).

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.

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.

UMPQUA RIVER PROJECT DEPTHS
(see note)

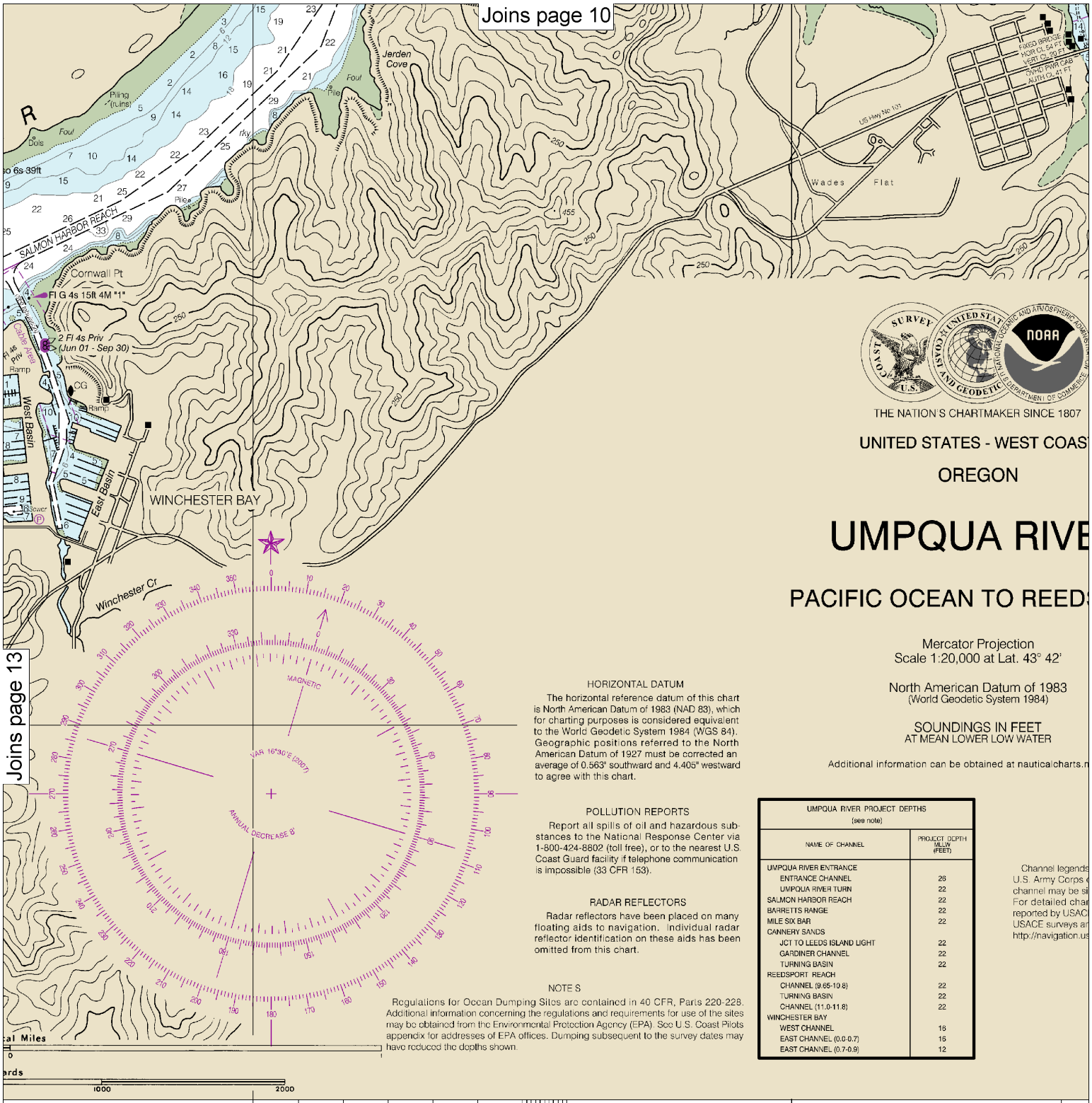
NAME OF CHANNEL	PROJECT DEPTH MLLW (FEET)
UMPQUA RIVER ENTRANCE	
ENTRANCE CHANNEL	26
UMPQUA RIVER TURN	22
SALMON HARBOR REACH	22
BARRETTS RANGE	22
MILE SIX BAR	22
CANNERY SANDS	
JCT TO LEEDS ISLAND LIGHT	22
GARDINER CHANNEL	22
TURNING BASIN	22
REEDSPORT REACH	
CHANNEL (9.65-10.8)	22
TURNING BASIN	22
CHANNEL (11.0-11.8)	22
WINCHESTER BAY	
WEST CHANNEL	16
EAST CHANNEL (0.0-0.7)	16
EAST CHANNEL (0.7-0.9)	12

Channel legends a
U.S. Army Corps of
channel may be sig
For detailed chann
reported by USACE.
USACE surveys and
http://navigation.usa

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

WARNING
The prudent mariner will not re
any single aid to navigation, part
floating aids. See U.S. Coast Gua
and U.S. Coast Pilot for details.

Joins page 10



Joins page 13

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OREGON

UMPQUA RIVE

PACIFIC OCEAN TO REEDS

Mercator Projection
Scale 1:20,000 at Lat. 43° 42'

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(see note)

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ENTRANCE CHANNEL	28
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SALMON HARBOR REACH	22
BARRETTS RANGE	22
MILE SIX BAR	22
CANNERY SANDS	
JCT TO LEEDS ISLAND LIGHT	22
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WINCHESTER BAY	
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EAST CHANNEL (0.0-0.7)	16
EAST CHANNEL (0.7-0.9)	12

Channel legends
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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
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COAST SURVEY

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and U.S. Coast Pilot for details.

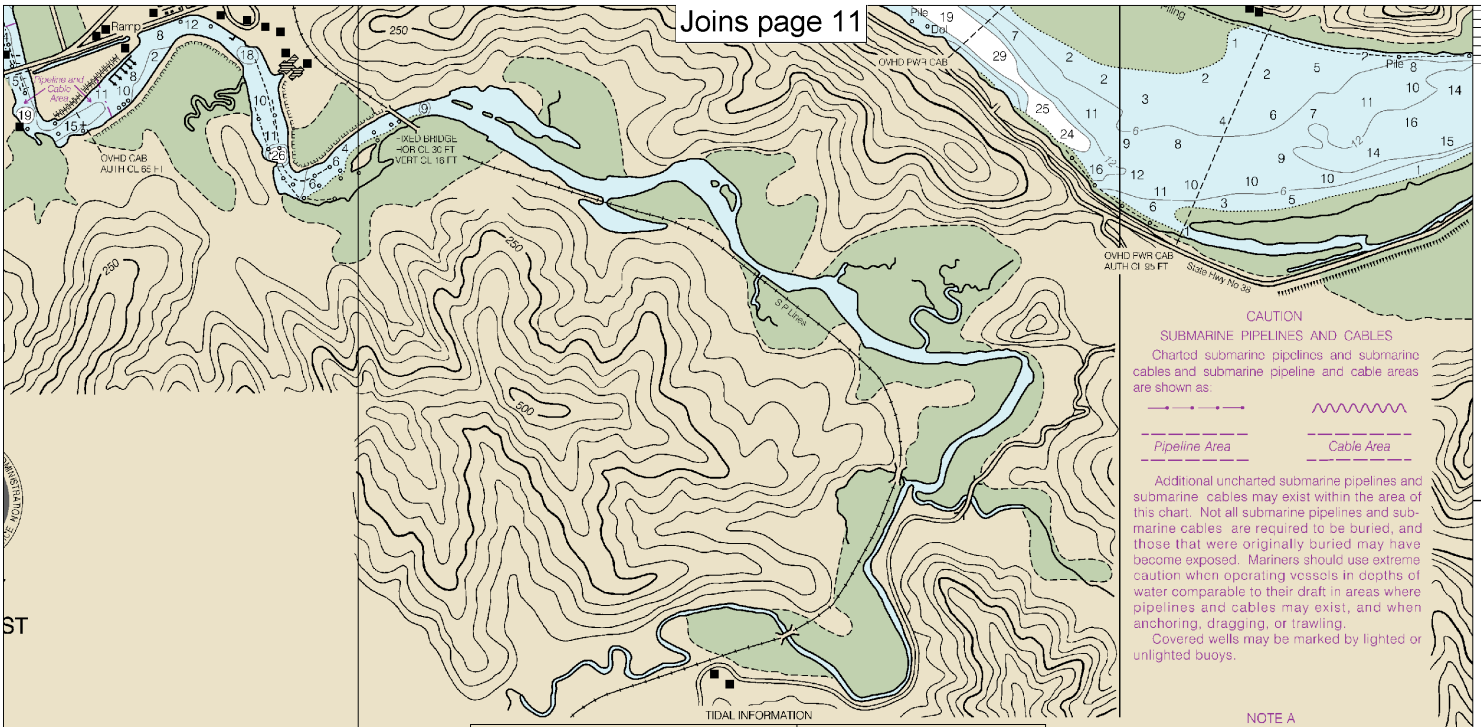
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

Joins page 11



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NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
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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.

(Apr 2007)

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Refer to charted regulation section numbers.

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	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc 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
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs 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	

21, 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: — — — —

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

STORM WARNINGS

The National Weather Service displays storm warnings at the following locations:

Umpqua River (Winchester Bay) (43°40.8' - 124°10.6')

Umpqua River Lookout (43°40.0' - 124°12.3')

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.

SUPPLEMENTAL INFORMATION

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

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)

PROJECT DEPTHS

ds and tabulations, where indicated, reflect the s of Engineers (USACE) project depths. The significantly shoaler, particularly at the edges. annel information and minimum depths as CE, use NOAA Electronic Navigational Charts. and channel condition reports are available at usace.army.mil/Survey/Hydro.

.noaa.gov.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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.

Coos Bay, OR KIH-32 162.40 MHz

41'

43° 40'

39'

06' 124° 05' 04'

586.4 X 772.5 mm

t rely solely on particularly on Guard Light List

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	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Umpqua River

SOUNDINGS IN FEET - SCALE 1:20,000

SOUNDINGS IN FEET

18584

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.

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican 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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