

# BookletChart™

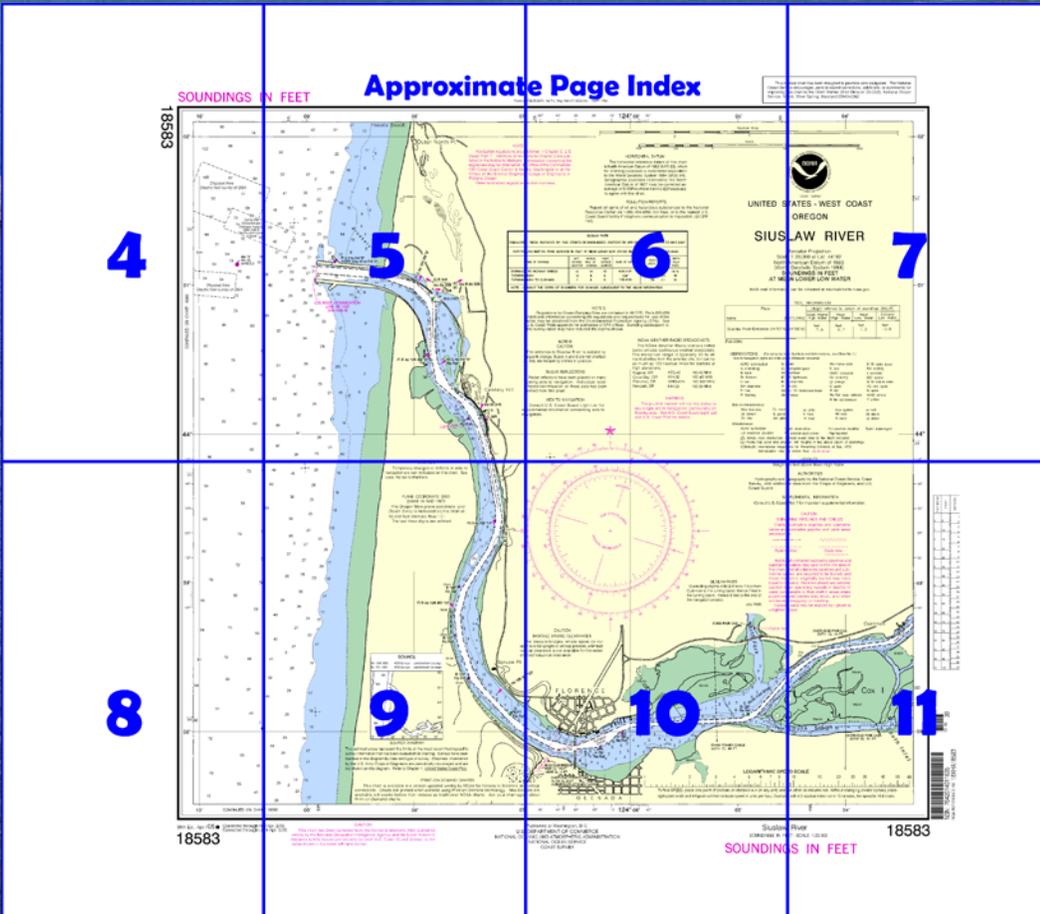
## Siuslaw River NOAA Chart 18583



*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](http://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.

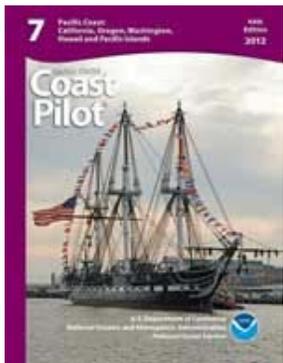
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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  
13<sup>th</sup> CG District      (206) 220-7001  
Seattle, WA

# Table of Selected Chart Notes

Corrected through NM Oct. 01/11  
Corrected through LNM Sep. 20/11

**HEIGHTS**  
Heights in feet above Mean High Water.

**SIUSLAW RIVER**  
Controlling depths of MLLW were 7 feet from Cushman to the turning basin; thence 7 feet in the turning basin; thence 8 feet to the end of the navigation project.  
July 1999

**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

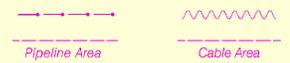
**NOTE B**  
**CAUTION**  
The seaward ends of the entrance jetties to the Siuslaw River are submerged. The entrance to the Siuslaw River is subject to frequent change. Buoys 4 and 6 are not charted as they are frequently shifted in position.

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

**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**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.

**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.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**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.

**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

**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).

**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.

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

**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.

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

**NOTE S**  
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. 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 Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

**TIDAL INFORMATION**

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

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 run	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	O 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	Mir marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

**Bottom characteristics:**

Bkds 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	

(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.

**SIUSLAW RIVER CHANNEL DEPTHS**  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2012 AND SURVEYS TO JUL 2012

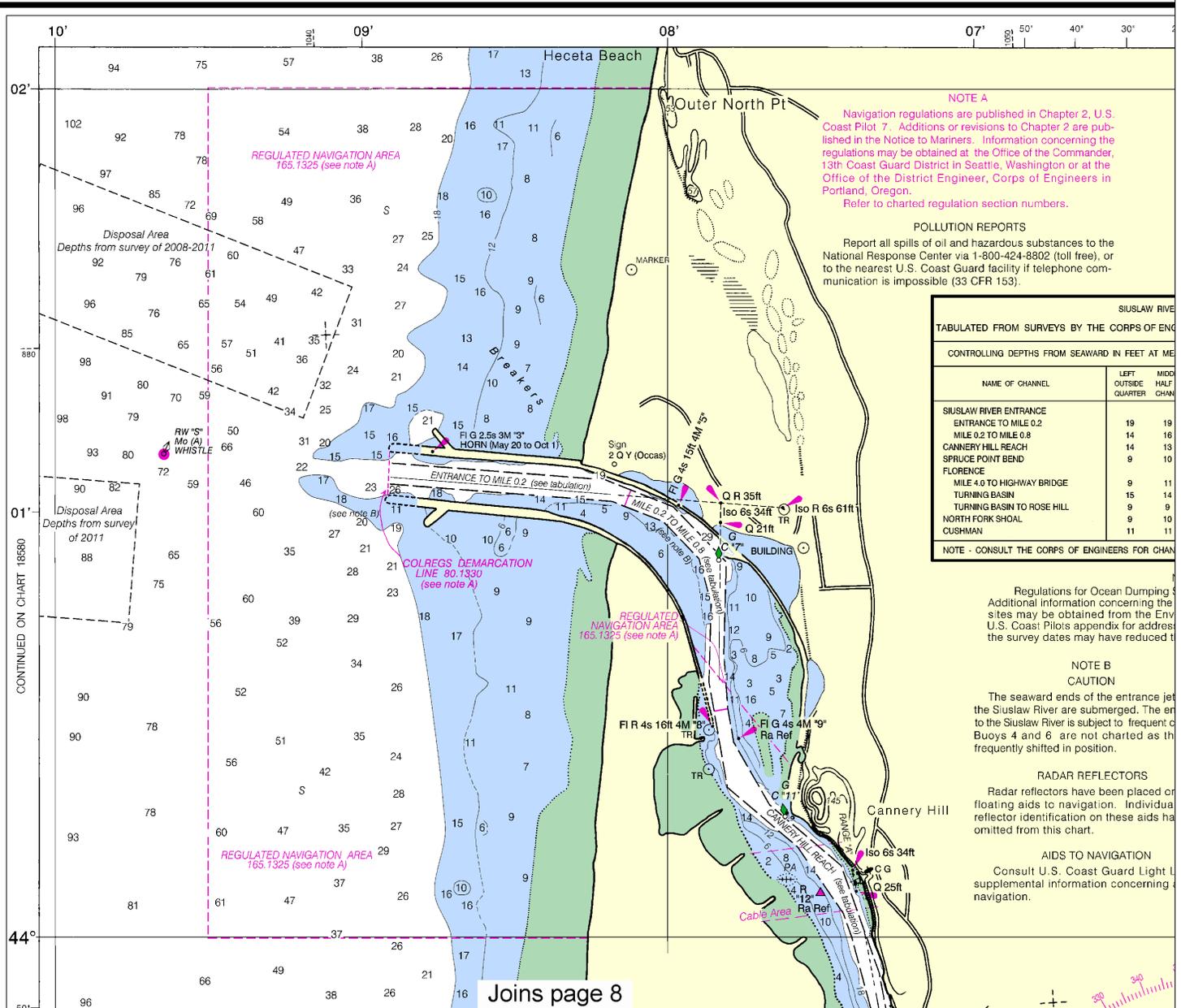
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
SIUSLAW RIVER ENTRANCE							
ENTRANCE TO MILE 0.2	19	19	18	7-12	300	0.8	18
MILE 0.2 TO MILE 0.8	14	16	16	7-12	200	0.6	16
CANNERY HILL REACH	14	13	11	6-12	200	1.3	16
SPRUCE POINT BEND	9	10	12	5-10	200	1.7	16
FLORENCE							
MILE 4.0 TO HIGHWAY BRIDGE	9	11	12	5-11	200	0.6	16
TURNING BASIN	15	14	7	5-11	400	1.1	16
TURNING BASIN TO ROSE HILL	9	9	9	5-11	150	0.9	12
NORTH FORK SHDAL	9	10	10	11-10	150	1.5	12
CUSHMAN	11	11	11	11-10	150	0.9	12

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

# SOUNDINGS IN FEET

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

18583



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Note: Chart grid lines are aligned with true north.



See Note on page 5.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

KAPP 1794



UNITED STATES - WEST COAST  
OREGON

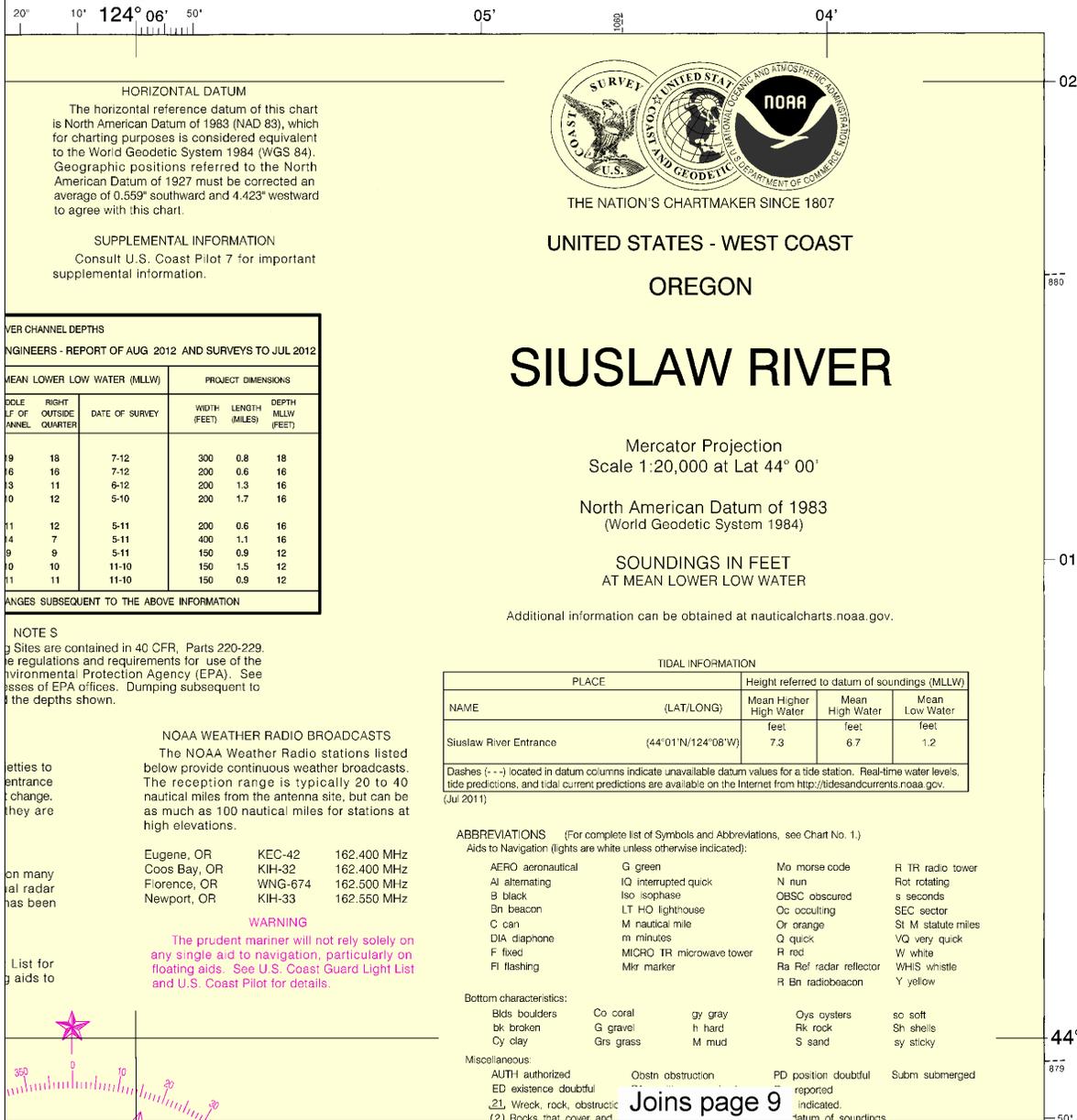
# SIUSLAW RIVER

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](http://nauticalcharts.noaa.gov).



**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.

DEPTHS  
ENGINEERS - REPORT OF AUG 2012 AND SURVEYS TO JUL 2012

MEAN LOWER LOW WATER (MLLW)		PROJECT DIMENSIONS			
CHOLE	RIGHT	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
LF OF	OUTSIDE				
ANNEL	QUARTER				
19	18	7-12	300	0.8	18
16	16	7-12	200	0.6	16
13	11	6-12	200	1.3	16
10	12	5-10	200	1.7	16
11	12	5-11	200	0.6	16
14	7	5-11	400	1.1	16
9	9	5-11	150	0.9	12
10	10	11-10	150	1.5	12
11	11	11-10	150	0.9	12

CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

**NOTE S**  
Sites are contained in 40 CFR, Parts 220-229. See the regulations and requirements for use of the Environmental Protection Agency (EPA). See issues of EPA offices. Dumping subsequent to the depths shown.

**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**

PLACE	Height referred to datum of soundings (MLLW)	Mean High Water		Mean Low Water
		feet	feet	feet
Siuslaw River Entrance (44°01'N/124°08'W)	7.3	6.7	1.2	

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	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	VO 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:**

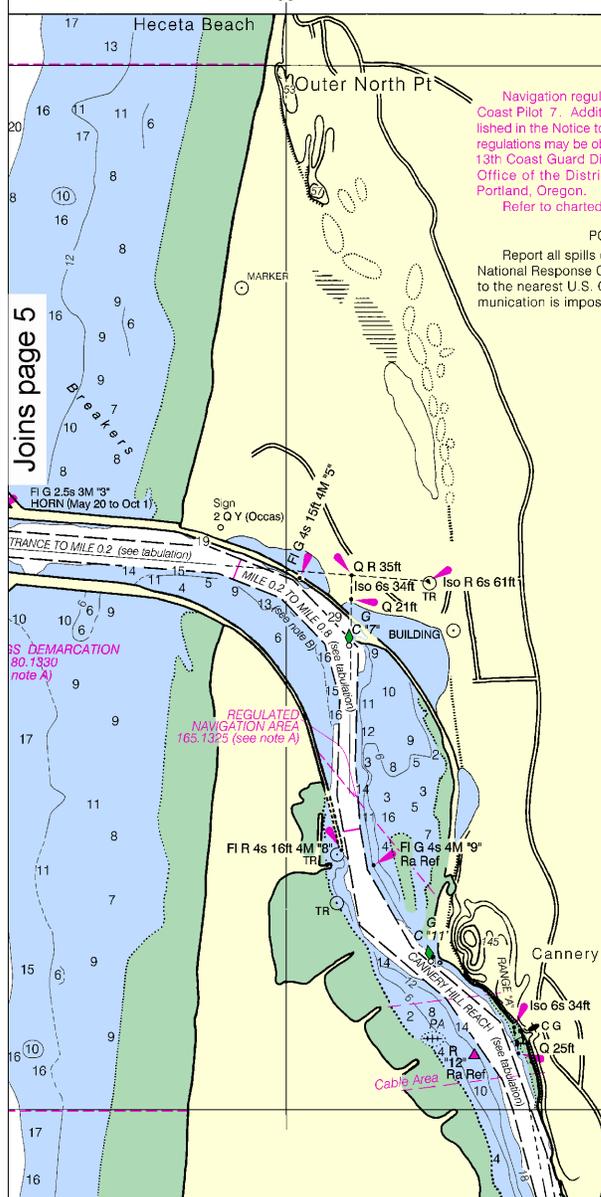
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful		reported	
(1) Wreck rock, obstructive		indicated.	
(2) Rocks that cover and		datum of soundings.	



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



08' 07' 50' 40' 30' 20' 10' 124° 06' 50' 05'



**NOTE A**  
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 Refer to charted regulation section numbers.

**POLLUTION REPORTS**  
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**HORIZONTAL DATUM**  
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SIUSLAW RIVER CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2012 AND SURVEYS TO JUL 2012						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	DEPTH (FEET)
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MILE 0.2 TO MILE 0.8	14	16	16	7-12	200	0.6 16
CANNERY HILL REACH	14	13	11	6-12	200	1.3 16
SPRUCE POINT BEND	9	10	12	5-10	200	1.7 16
FLORENCE						
MILE 4.0 TO HIGH-WAY BRIDGE	9	11	12	5-11	200	0.6 16
TURNING BASIN	15	14	7	5-11	400	1.1 16
TURNING BASIN TO ROSE HILL	9	9	9	5-11	150	0.9 12
NORTH FORK SHOAL	9	10	10	11-10	150	1.5 12
CUSHMAN	11	11	11	11-10	150	0.9 12

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

**NOTE S**  
 Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. 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.

**NOTE B**  
**CAUTION**  
 The seaward ends of the entrance jetties to the Siuslaw River are submerged. The entrance to the Siuslaw River is subject to frequent change. Buoys 4 and 6 are not charted as they are frequently shifted in position.

**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.

**AIDS TO NAVIGATION**  
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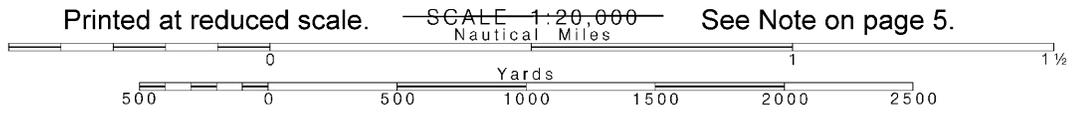
NAME	PLA
Siuslaw River Entrance	
Dashes (---) located in datum of tide predictions, and tidal current (Jul 2011)	
<b>ABBREVIATIONS</b> (For Aids to Navigation (lights and marks))	
AERO	aeronautical
Al	alternating
B	black
Bn	beacon
C	can
DIA	diaphone
F	fixed
Fl	flashing
<b>Bottom characteristics:</b>	
Blds	boulders
bk	broken
Cy	clay
<b>Miscellaneous:</b>	
AUTH	authorized
ED	existence doubtful
⊂	Wreck, rock, obstruction
(2)	Blocks, mark

Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.



This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

OREGON

# USLAW 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

Information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

TIDAL INFORMATION

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

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

(For complete list of Symbols and Abbreviations, see Chart No. 1.)  
are white unless otherwise indicated:

G green	Mo morse code	R TR radio tower
IQ interrupted quick	N nun	Rot rotating
iso isophase	OBSC obscured	s seconds
LT HO lighthouse	Oc occulting	SEC sector
M nautical mile	Or orange	St M statute miles
m minutes	Q quick	VQ very quick
MICRO TR microwave tower	R red	W white
Mkr marker	Ra Ref radar reflector	WHIS whistle
	R Bn radiobeacon	Y yellow

Co coral	gy gray	Oys oysters	so soft
G gravel	h hard	Rk rock	Sh shells
Grs grass	M mud	S sand	sy sticky

Obstrn obstruction	PD position doubtful	Subm submerged
ptful	PA position approximate	Rep reported

Obstruction, or shoal swept clear to the depth indicated. Rep reported. Subm submerged. Obstrn obstruction. PA position approximate. Rep reported. Subm submerged.



Joins page 11





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.

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**WARNING**  
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List for aids to navigation

**Joins page 5**  
Dashes (---) located in datum column a tide station. Real-time water levels, tides 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.)  
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**Bottom characteristics:**

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bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

**Miscellaneous:**

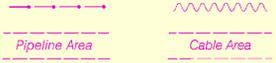
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(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.

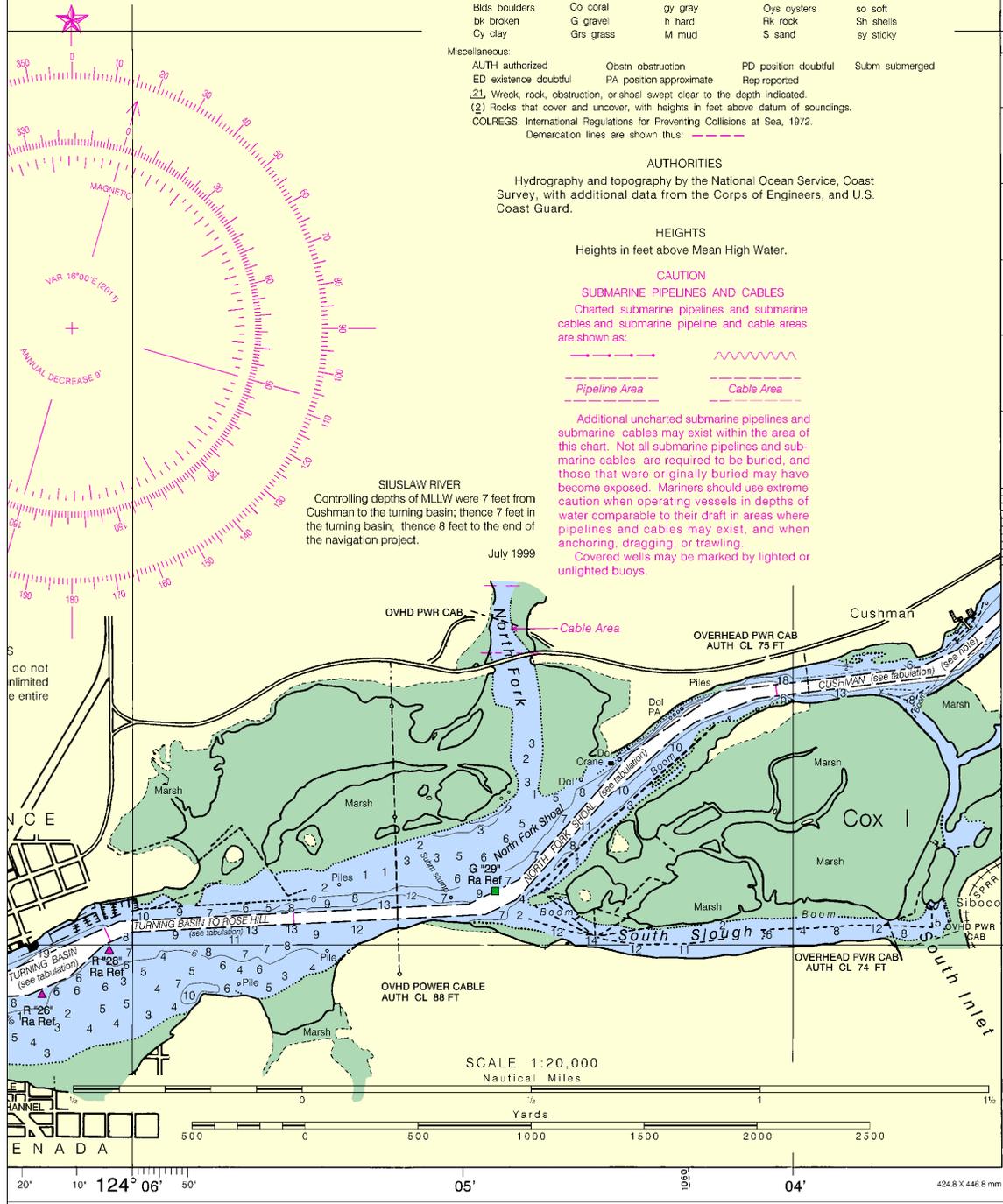
**HEIGHTS**  
Heights in feet above Mean High Water.

**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 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.

**Siuslaw River**  
Controlling depths of MLLW were 7 feet from Cushman to the turning basin; thence 7 feet in the turning basin; thence 8 feet to the end of the navigation project.  
July 1999



FATHOMS	FEET	METERS
1	6	1.8
2	12	3.7
3	18	5.5
4	24	7.3
5	30	9.1
6	36	10.9
7	42	12.7
8	48	14.5
9	54	16.3
10	60	18.1
11	66	19.9
12	72	21.7
13	78	23.5
14	84	25.3
15	90	27.1
16	96	28.9
17	102	30.7

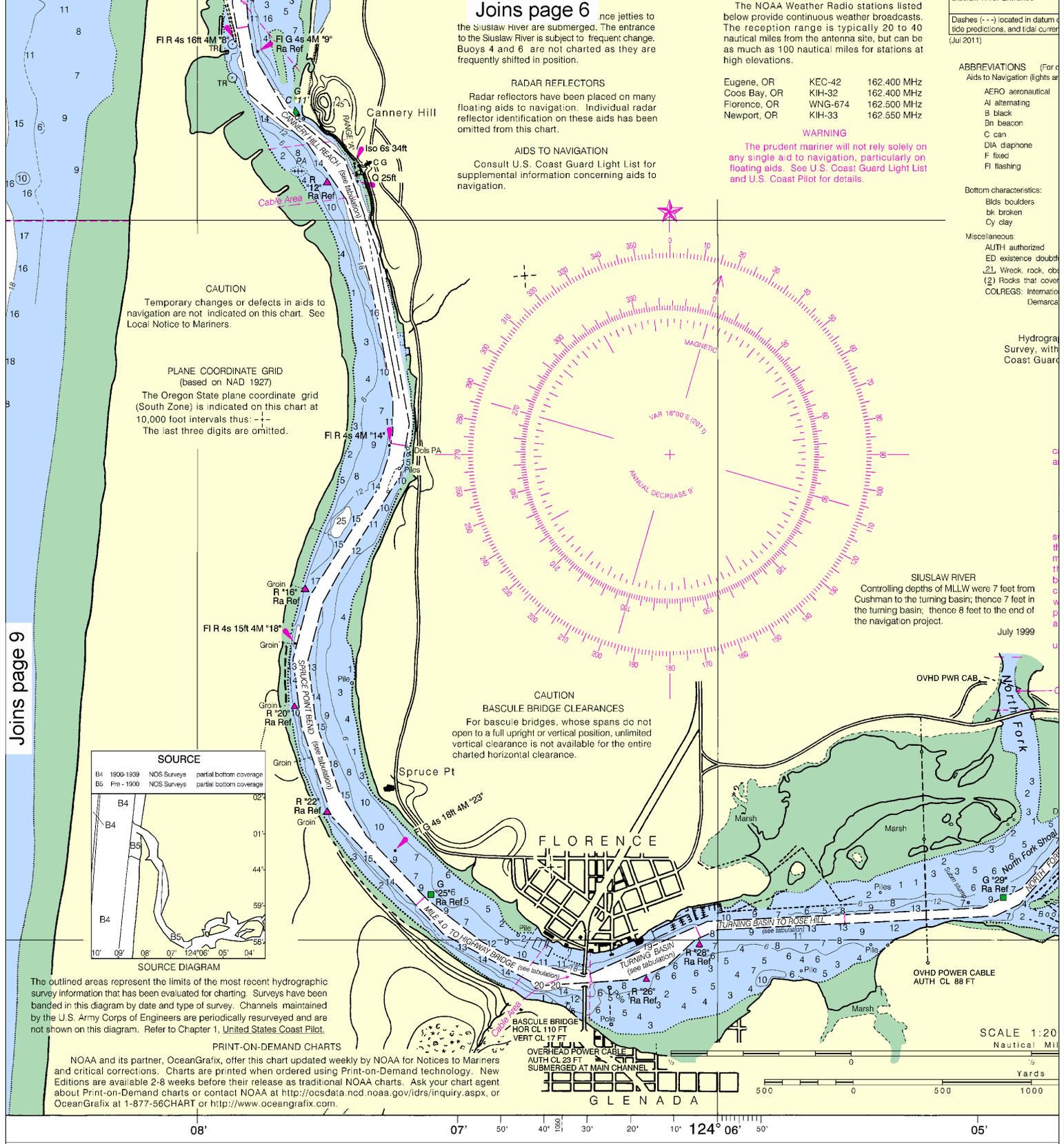
ED NO. 40

NSN 7642014011635  
NGA REFERENCE NO. 18XHA18583

RCE MINISTRATION  
Siuslaw River  
SOUNDINGS IN FEET - SCALE 1:20,000  
**18583**  
**SOUNDINGS IN FEET**

Joins page 10





### Joins page 6

noe jetties to the Siuslaw River are submerged. The entrance to the Siuslaw River is subject to frequent change. Buoys 4 and 6 are not charted as they are frequently shifted in position.

**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.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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.

Dashes (- -) located in datum of tide predictions, and tidal currents (Jul 2011)

**ABBREVIATIONS** (For Aids to Navigation (lights and daymarks))

- AERO aeronautical
- AI alternating
- B black
- Bn beacon
- C can
- DIA diaphone
- F fixed
- FI flashing

**Bottom characteristics:**

- Blds boulders
- bk broken
- Cy clay

**Miscellaneous:**

- AUTH authorized
- ED existence doubtful
- Wreck rock, ob
- (2) Rocks that cover
- COLREGS: International Demarcation

Hydrographic Survey, with Coast Guard

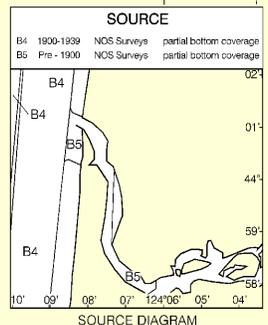
Joins page 9

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

**PLANE COORDINATE GRID**  
(based on NAD 1927)  
The Oregon State plane coordinate grid (South Zone) is indicated on this chart at 10,000 foot intervals thus: ---  
The last three digits are omitted.

**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**SIUSLAW RIVER**  
Controlling depths of MLLW were 7 feet from Cushman to the turning basin; thence 7 feet in the turning basin; thence 8 feet to the end of the navigation project.  
July 1999



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.

**PRINT-ON-DEMAND CHARTS**

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsdta.nod.noaa.gov/ids/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

SCALE 1:20 Nautical Miles

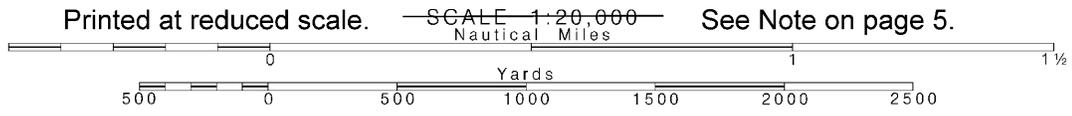


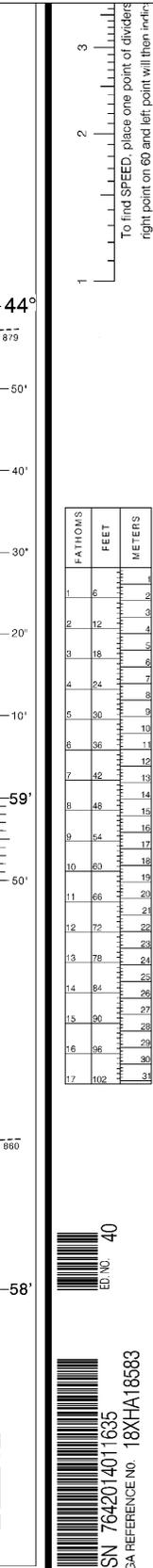
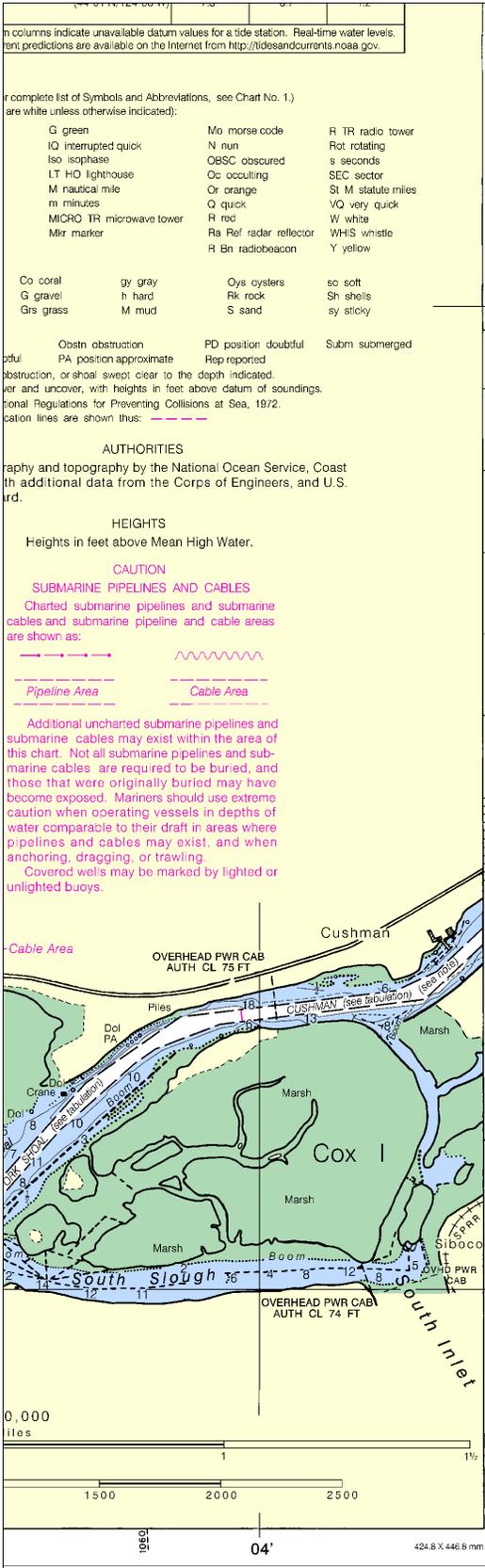
Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

Siuslaw Sounding  
**SOUND**

**10**

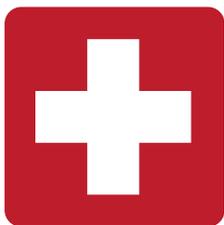
Note: Chart grid lines are aligned with true north.





Cushman River 18583  
 GS IN FEET - SCALE 1:20,000

DEPTHS IN FEET



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!**



**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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- 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](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.

