

# BookletChart™



## Coos Bay

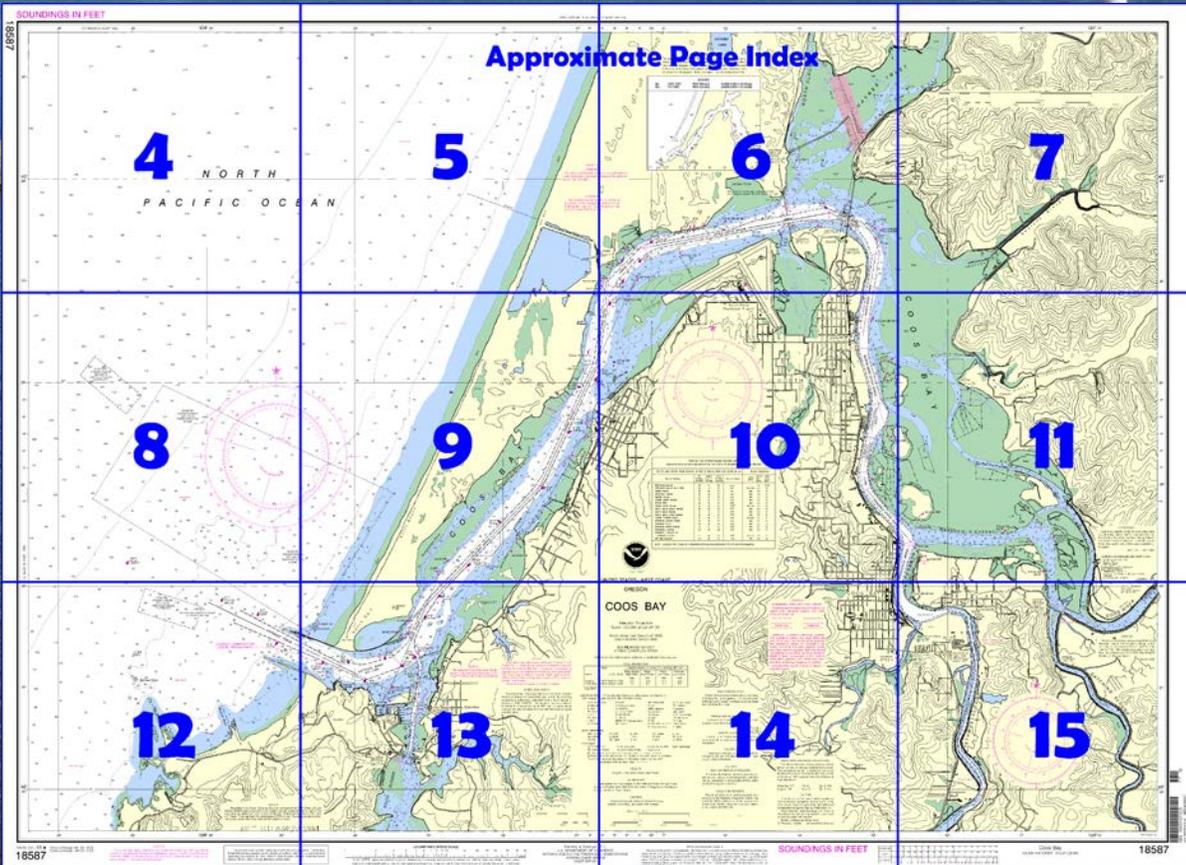
NOAA Chart 18587

*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.

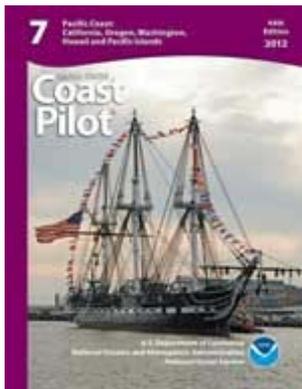
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18587>.



**(Selected Excerpts from Coast Pilot)**  
**Baltimore Rock**, 3.2 miles NNE of Cape Arago, is covered 9 feet and usually breaks. It is the outermost rock of a covered ledge extending NW from the shore. A lighted buoy is 0.2 mile N of the rock. E of Baltimore Rock, **Mussel Reef** extends about 0.8 mile NW from **Yoakam Point** and has a least depth of 18 feet; mariners should exercise caution in this area.  
**Coos Bay**, 33 miles N of Cape Blanco, is used as a harbor of refuge and can be entered at any time except in extreme

weather. Coos Bay is one of the most important harbors between San

Francisco and the Columbia River, and one of the largest forest products ports in the world. Principal foreign exports are logs, woodchips, lumber, and plywood. The coastwise trade consists mainly of logs.

From the entrance the bay extends NE for 8 miles with widths of 0.3 to 1 mile, then bends SE for about 4 miles to the mouth of Isthmus Slough. The dredged channel through the bay is bordered by marshland and intersected by several sloughs.

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.

**Anchorage.**—Anchorage for small craft can be had almost anywhere in the bay outside the dredged channels and below the railroad bridge.

**Dangers.**—**Guano Rock**, on the S side of the entrance channel and 280 yards NW of Coos Head, uncovers only at extreme low water. A submerged section of the N entrance jetty extends about 300 yards W of the visible jetty; and a submerged section of the S entrance jetty extends about 100 yards W of the visible jetty. Because of the submerged jetties, it is reported that there are breakers in these areas most of the time. Extreme care must be exercised at all times.

A submerged jetty extends 500 yards off the E shore of Coos Bay just inside the entrance, 0.8 mile NE of Coos Head. In entering with a strong NW wind, large vessels have difficulty in making the turn and may find themselves being set toward the submerged jetty.

**Bridges.**—The Coos Bay Railroad bridge across Coos Bay, 7.5 miles above the entrance, has a swing span with a clearance of 12 feet. Mariners should use extreme caution when passing through the bridge because of unpredictable changing winds, currents, and sea conditions reported in this area. The bridgetender monitors VHF-FM channel 18A and works on channel 13; call sign KT-2006. A fixed highway bridge, 8.1 miles above the entrance, has a clearance of 123 feet across the main channel. A power cable, 100 yards W of the fixed bridge, has a clearance of 167 feet. (See **117.1 through 117.59 and 117.871**, chapter 2, for drawbridge regulations.)

**Currents.**—Current observations in the entrance to Coos Bay indicated a velocity of about 2 knots. The greatest observed ebb velocity was a little over 3 knots. Predictions for the entrance may be obtained from the Tidal Current Tables. During long runouts an ebb current of 5 knots has been reported at Guano Rock.

**Pilotage, Coos Bay.**—Pilotage is compulsory for all foreign vessels and all U.S. vessels under registry. Pilotage is optional for U.S. vessels in the coastwise trade that have onboard a pilot licensed by the Federal Government for these waters.

**Coos River** empties through two channels into the bay at its head. The N unmarked channel follows the E side of the bay and empties abreast of North Bend. **Marshfield Channel**, marked by a lighted range, lights, and buoy, crosses the flats and empties abreast the city of Coos Bay.

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

RCC Alameda      Commander  
11<sup>th</sup> CG District      (510) 437-3700  
Alameda, CA

# Table of Selected Chart Notes

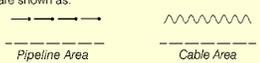
**CAUTION**  
The entrance channel is subject to frequent changes.

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

**NOTE B**  
The positions of Coos Bay South Slough buoys 5, 6 & 8 and Coos River buoy 3 are frequently shifted with changing conditions.

Mercator Projection  
Scale 1:20,000 at Lat 43° 24'  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

**COOS RIVER**  
Controlling depths of MLLW were 5 feet from the lift bridge (43°21'59"N., 124°09'10"W.) to the mouth of the Millicoma River; thence 3 feet in the South Fork to Dellwood. In the Millicoma River (the north fork) 4 feet was available to Allegany.  
MAR 1977 - APR 1990

**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.

**CAUTION**  
Extensive shoaling has been reported near the east bank of the Cooston Channel in the vicinity of Graveyard Point (43°21.2'N, 124°10.1'W). The controlling depth is 2 feet from the entrance to 43°21'52"N, 124°10'04"W 50 feet off the west bank.  
March 1988

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8902 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**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.

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

**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**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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

**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) ◌ (Approximate location)

**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.  
Coos Bay, OR KIH-32 162.400 MHz  
Eugene, OR KEC-42 162.400 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.

**NOTE C**  
**WARNING**  
The coastline of Coos Bay, Oregon is not a safe place to anchor during the winter months because of the rapid and severe onset of weather.

**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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.595" southward and 4.409" westward to agree with this chart.

**COLORS:** 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, Geological Survey, and U.S. Coast Guard.

**TIDAL INFORMATION**

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Coos Bay	(43°23'N/124°13'W)	feet 7.3	feet 6.7	feet 1.1
Empire	(43°24'N/124°17'W)	6.7	6.0	1.1

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>. (Feb 2011)

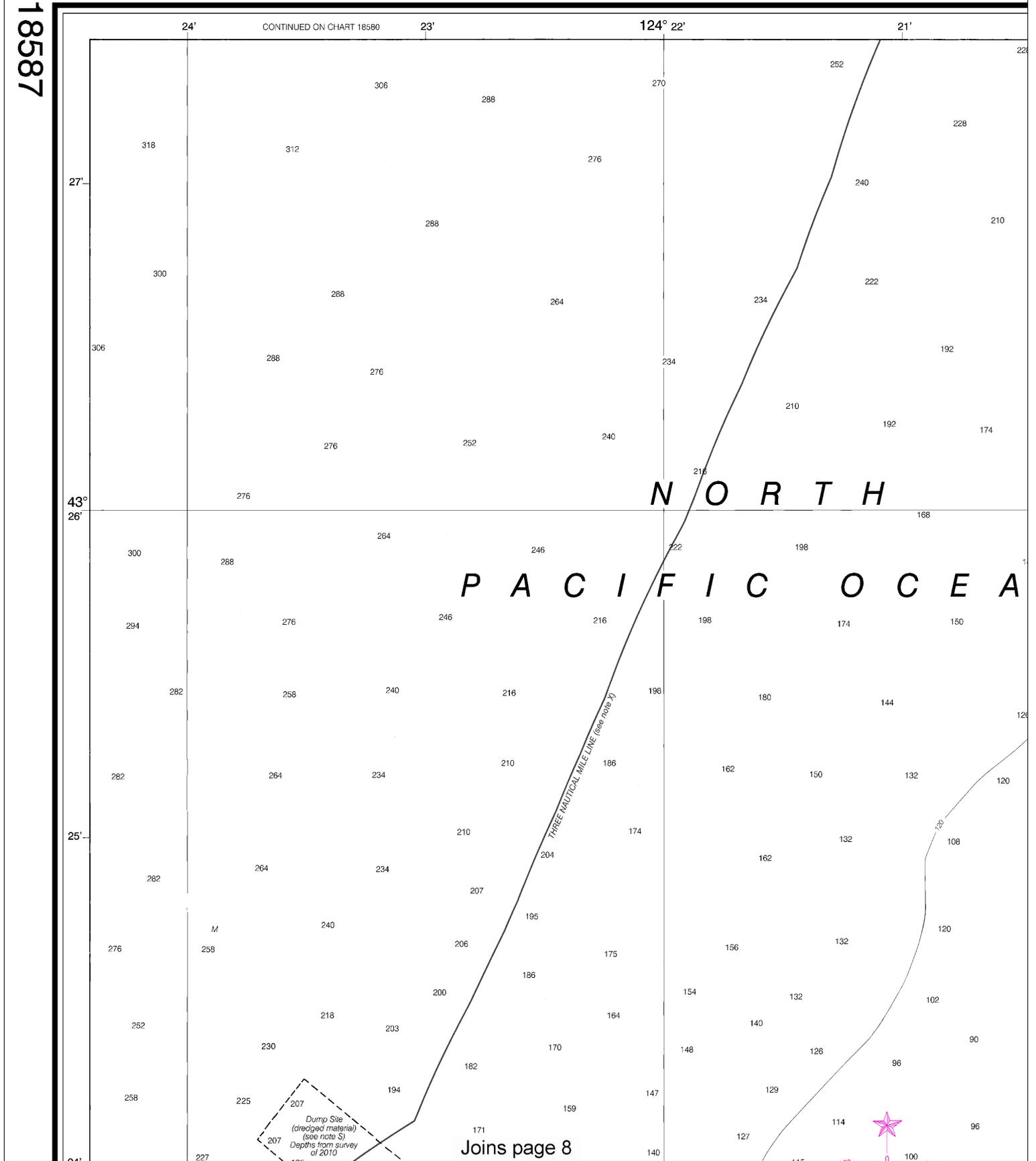
**COOS BAY, ISTHMUS SLOUGH AND CHARLESTON CHANNEL DEPTHS**  
TABULATED FROM SURVEYS AND REPORTS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2012 AND SURVEYS TO NOV 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
ENTRANCE RANGE	39	39	40	11-12	---	1.9	37
ENTRANCE RANGE AND TURN	37	44	34	9-12	300	0.8	37
COOS BAY INSIDE RANGE	39	38	37	9-12	300	0.8	37
COOS BAY RANGE	37	38	37	9-12	300	0.9	37
EMPIRE RANGE	35	37	29	11-12	300-800	2.3	37
LOWER JARVIS RANGE	33	37	24	10-12	300-800	1.1	37
JARVIS TURN RANGE	37	42	36	10-12	300	0.6	37
UPPER JARVIS RANGE A	38	35	33	10-12	300	1.0	37
UPPER JARVIS RANGE B	34	35	34	10-12	400	1.4	37
NORTH BEND LOWER RANGE	36	39	34	10-12	400	0.4	37
RANGE AND TURN	35	38	34	10-12	500	0.4	37
NORTH BEND RANGE	26	38	37	10-12	400	1.1	37
NORTH BEND UPPER RANGES	33	38	36	10-12	400	0.8	37
LOWER TURNING BASIN	27	33	30	10-12	800	0.5	37
FERNDALE LOWER RANGE	35	39	35	10-12	400	0.4	37
FERNDALE TURN	27	36	35	10-12	400	0.1	37
FERNDALE UPPER RANGE	9	31	29	10-12	400	0.9	37
MARSHFIELD RANGE	33	35	26	10-12	400	0.4	37
MARSHFIELD RANGE TO ISTHMUS SLOUGH	24	17	30	10-12	400-600	0.9	37
ISTHMUS SLOUGH	19	20	19	4-86	150	2.0	22
CHARLESTON CHANNEL							
ENTRANCE	12	21	17	11-12	150	0.3	17
ENTRANCE TO BASIN	13	18	13	11-12	150	0.4	17
BASIN	16	16	7	11-12	250-500	0.2	16
BASIN TO BRIDGE	11	13	11	11-12	150	0.3	16

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

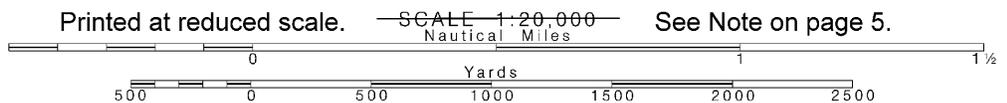
# SOUNDINGS IN FEET

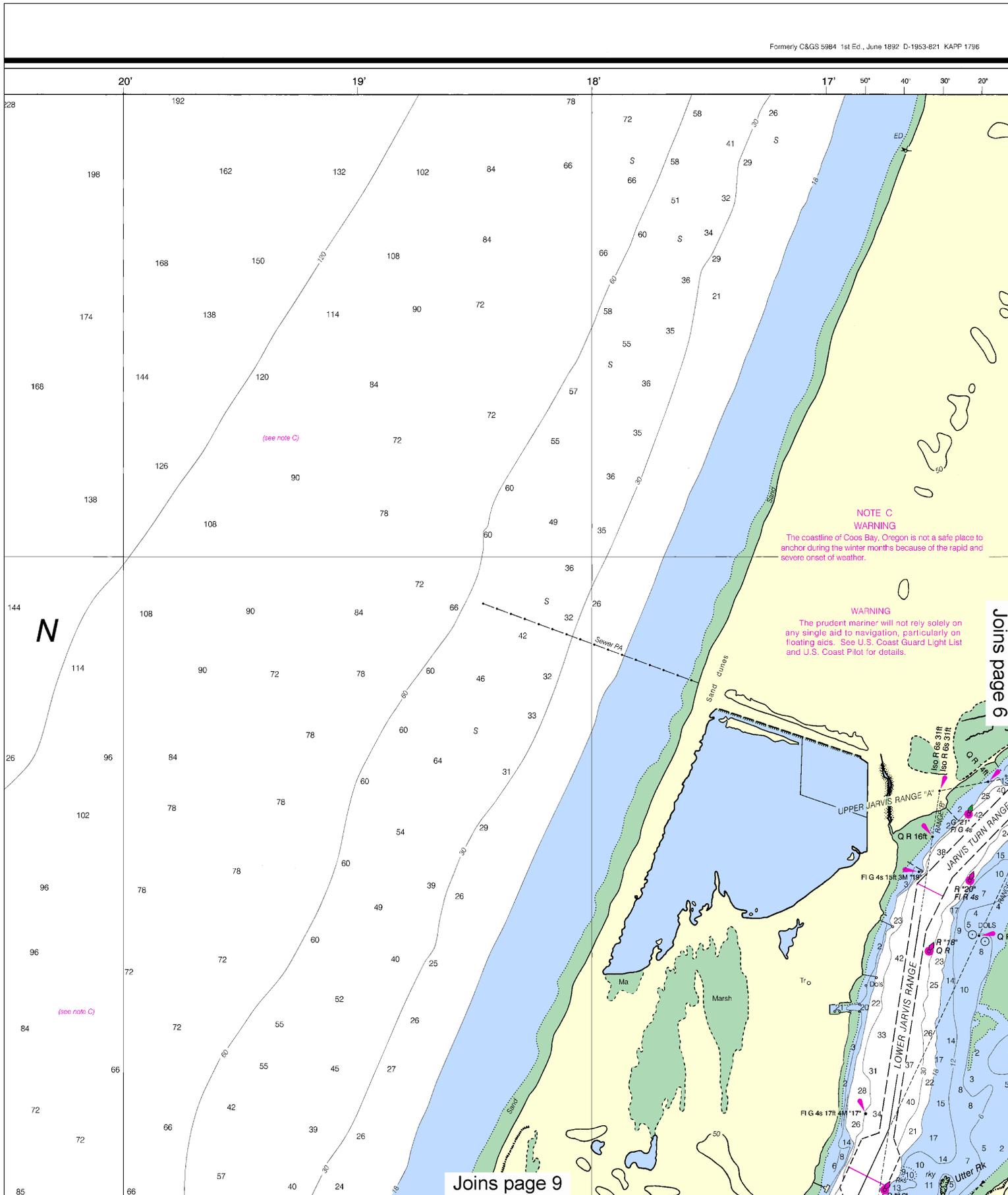
18587



# 4

Note: Chart grid lines are aligned with true north.





(see note C)

**NOTE C  
WARNING**

The coastline of Coos Bay, Oregon is not a safe place to anchor during the winter months because of the rapid and severe onset of weather.

**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.

**N**

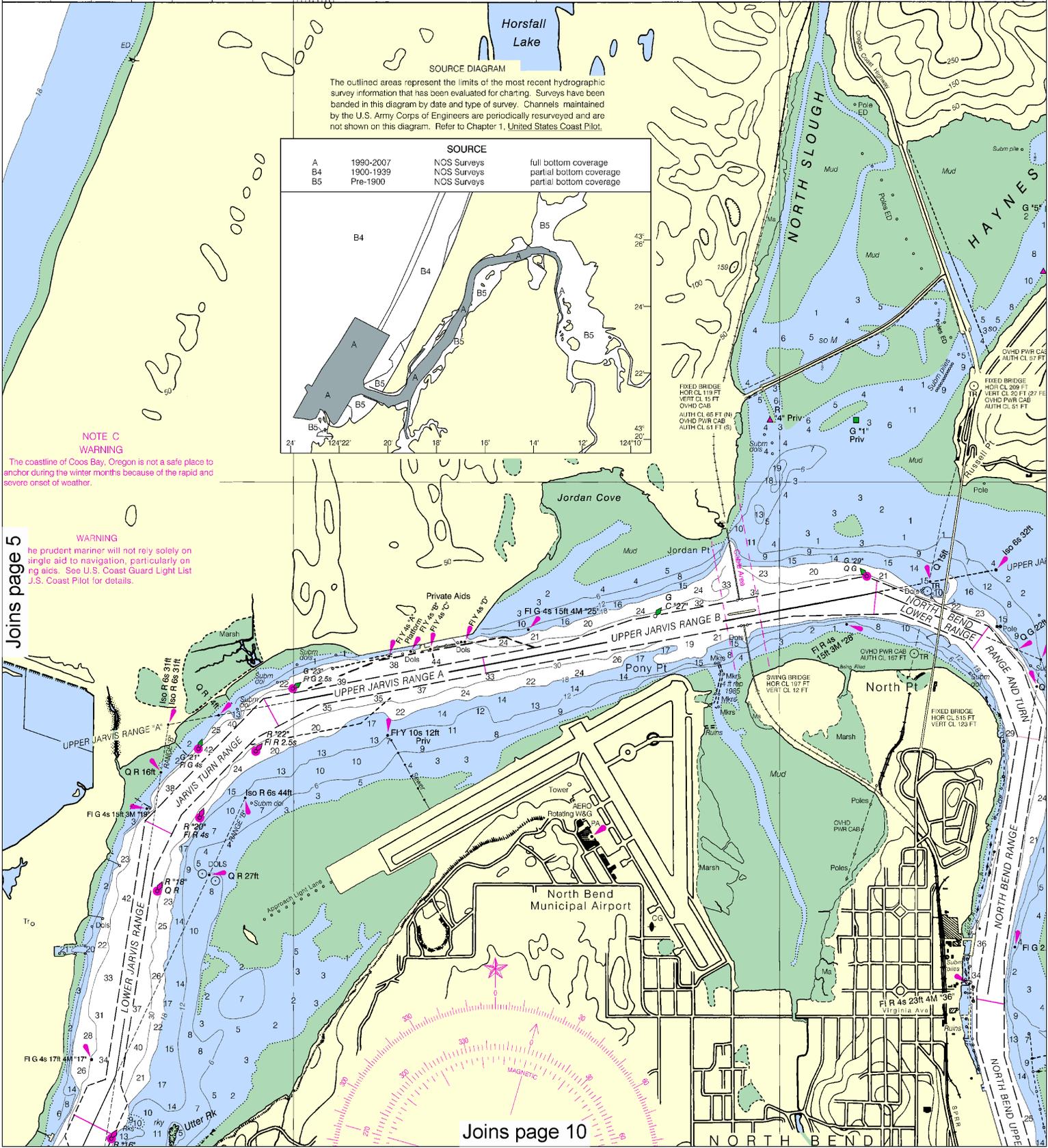
Joins page 9

Joins page 6

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:28571. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



17' 50' 40' 30' 20' 10' 16' 50' 15' 14' 13'

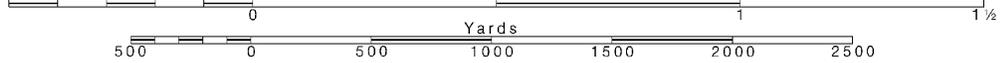


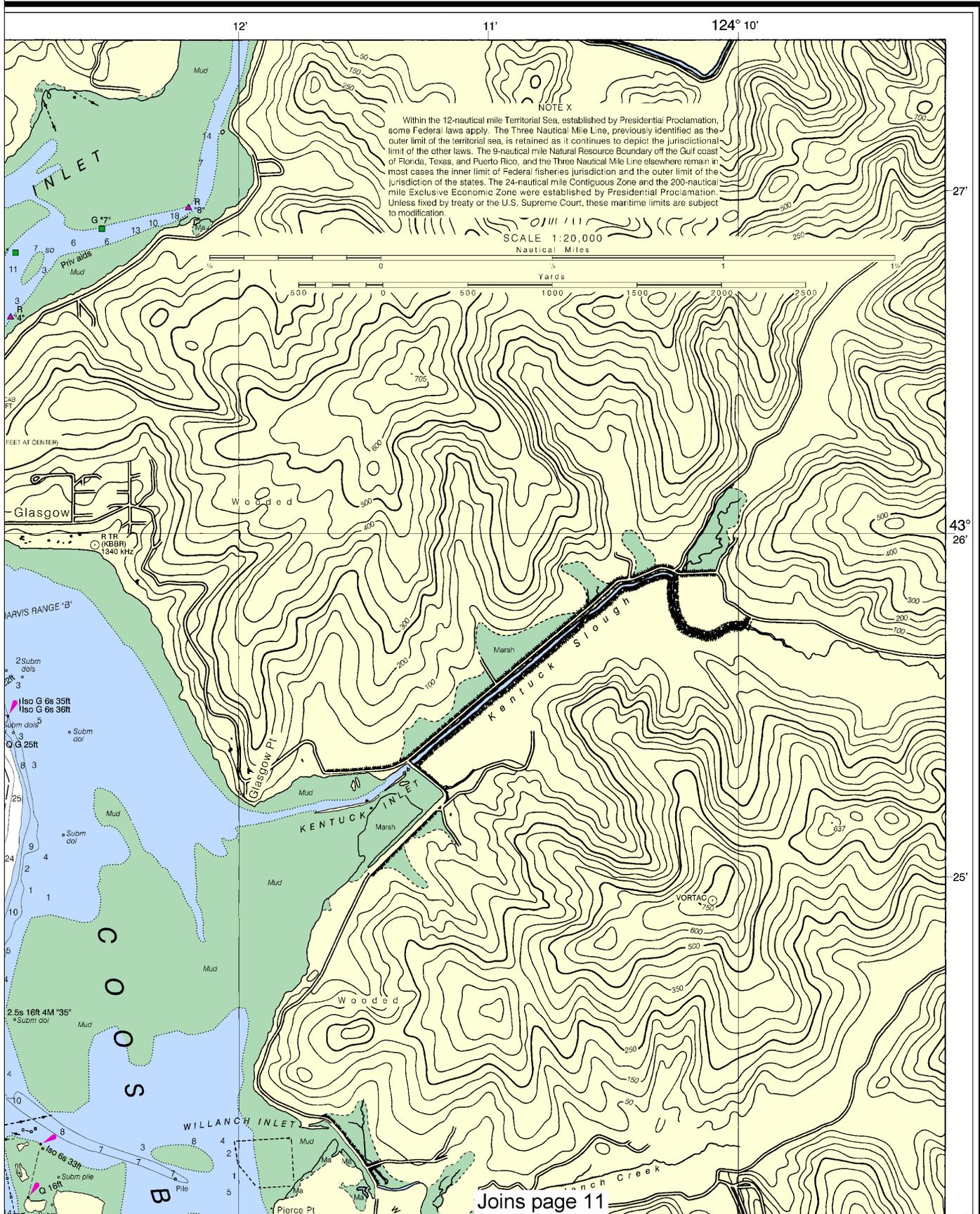
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

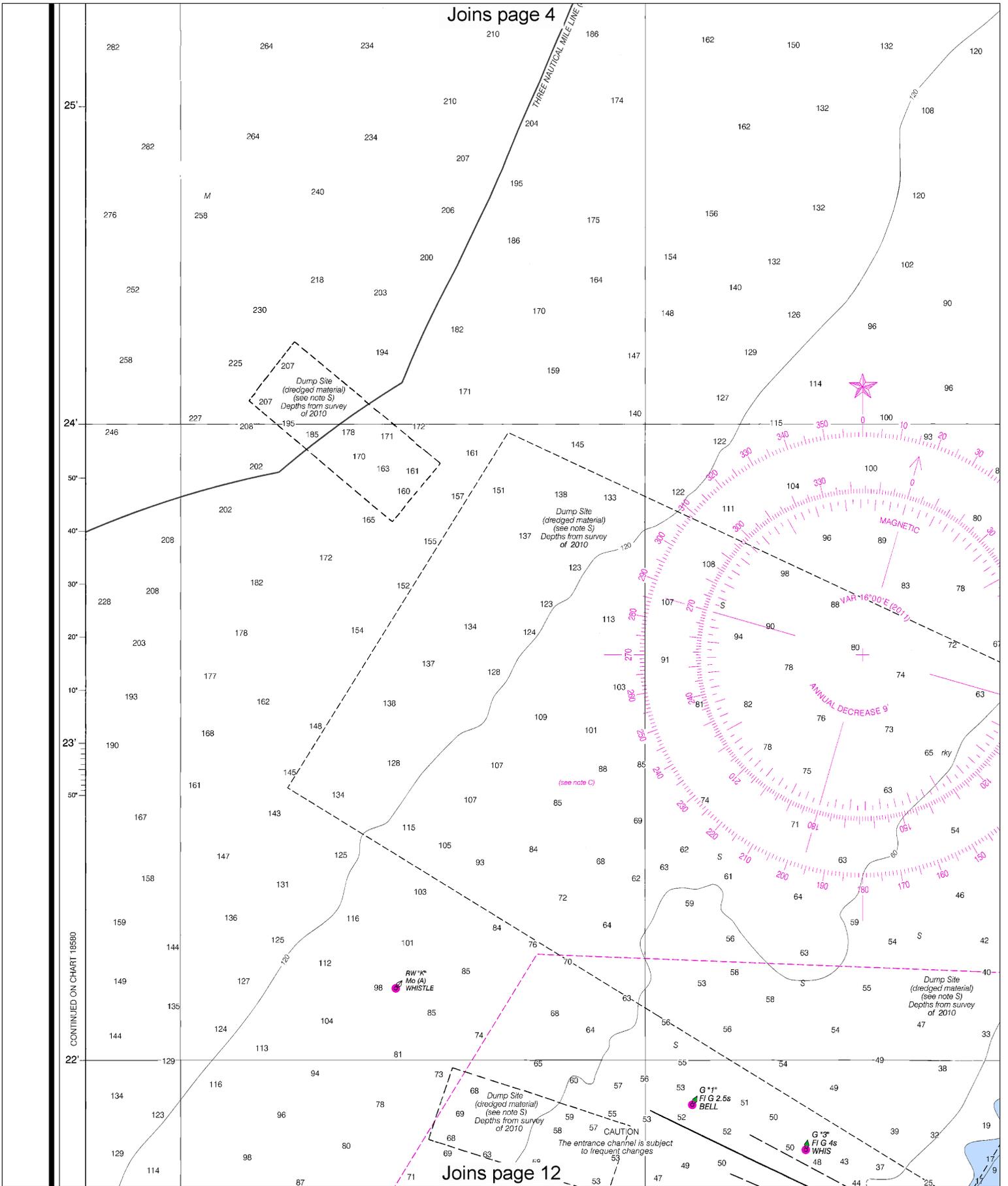
SCALE 1:20,000  
Nautical Miles

See Note on page 5.





This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0213 1/8/2013,  
 NGA Weekly Notice to Mariners: 0513 2/2/2013,  
 Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



CONTINUED ON CHART 18580

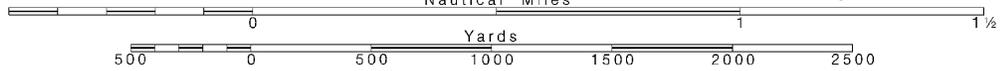


Note: Chart grid lines are aligned with true north.

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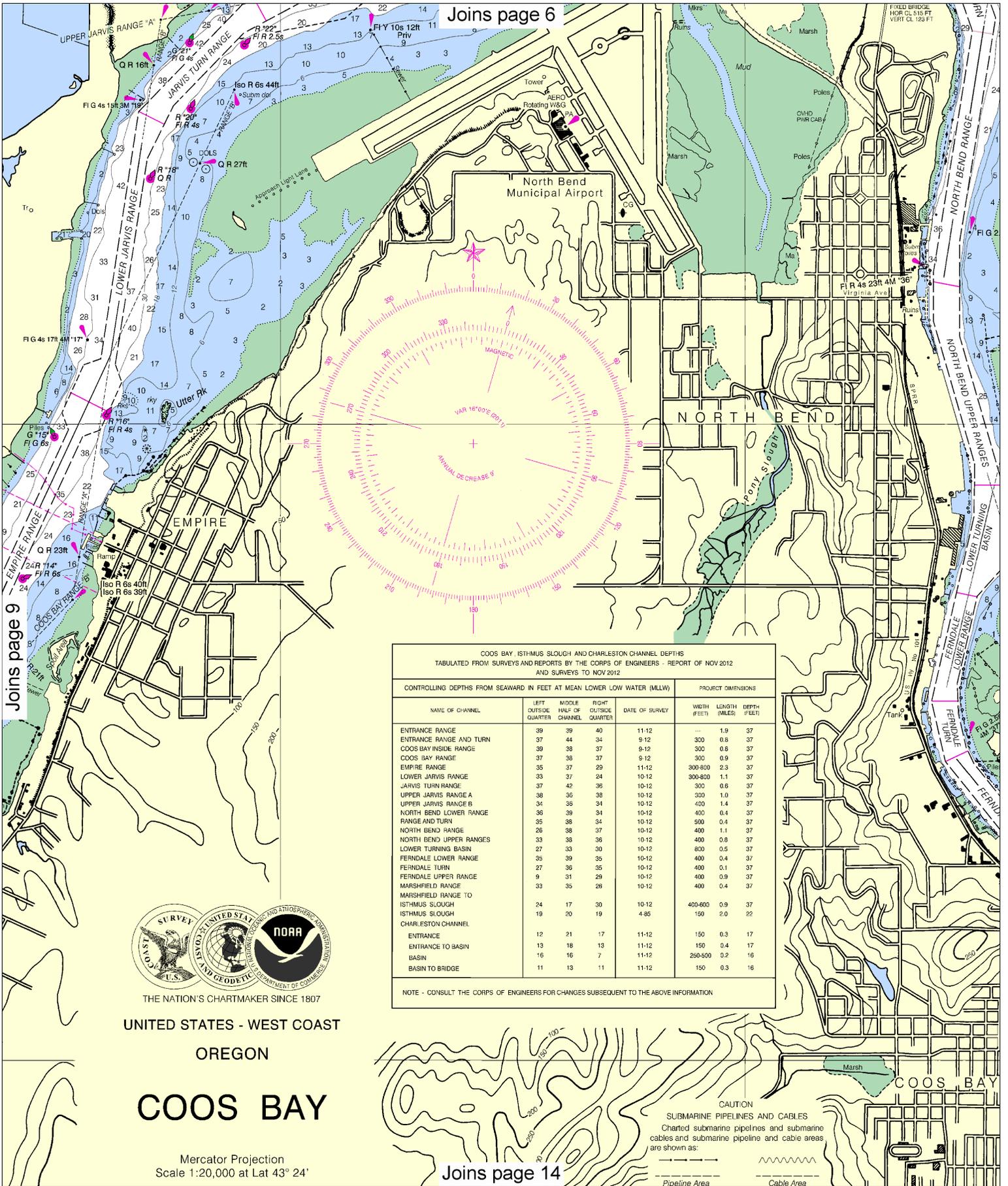
SCALE 1:20,000  
Nautical Miles

See Note on page 5.





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Joins page 9

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



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

OREGON

# COOS BAY

Mercator Projection  
 Scale 1:20,000 at Lat 43° 24'

Joins page 14

CAUTION  
 SUBMARINE PIPELINES AND CABLES  
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



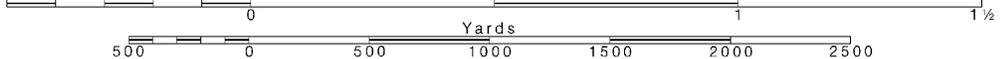
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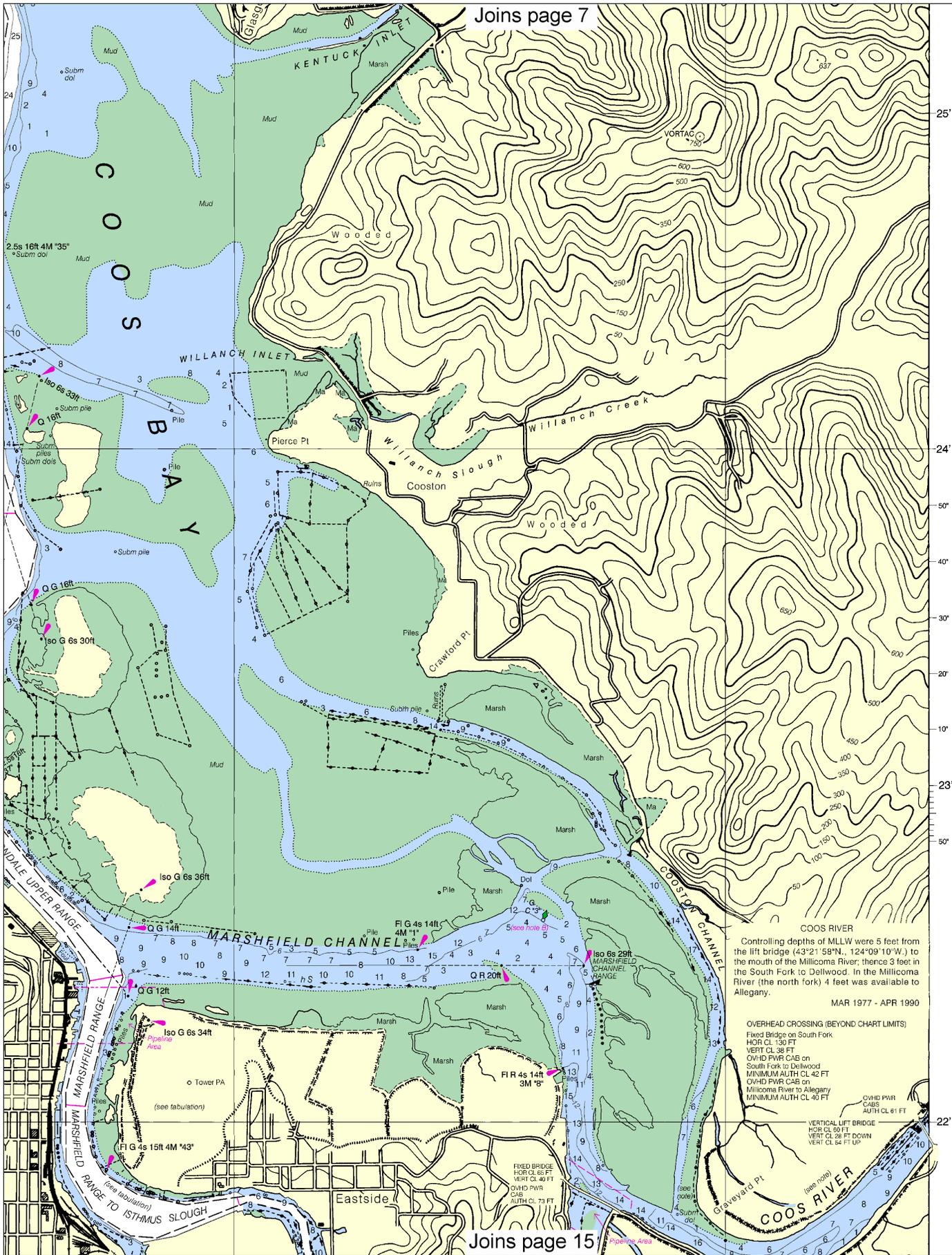
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
 Nautical Miles

See Note on page 5.





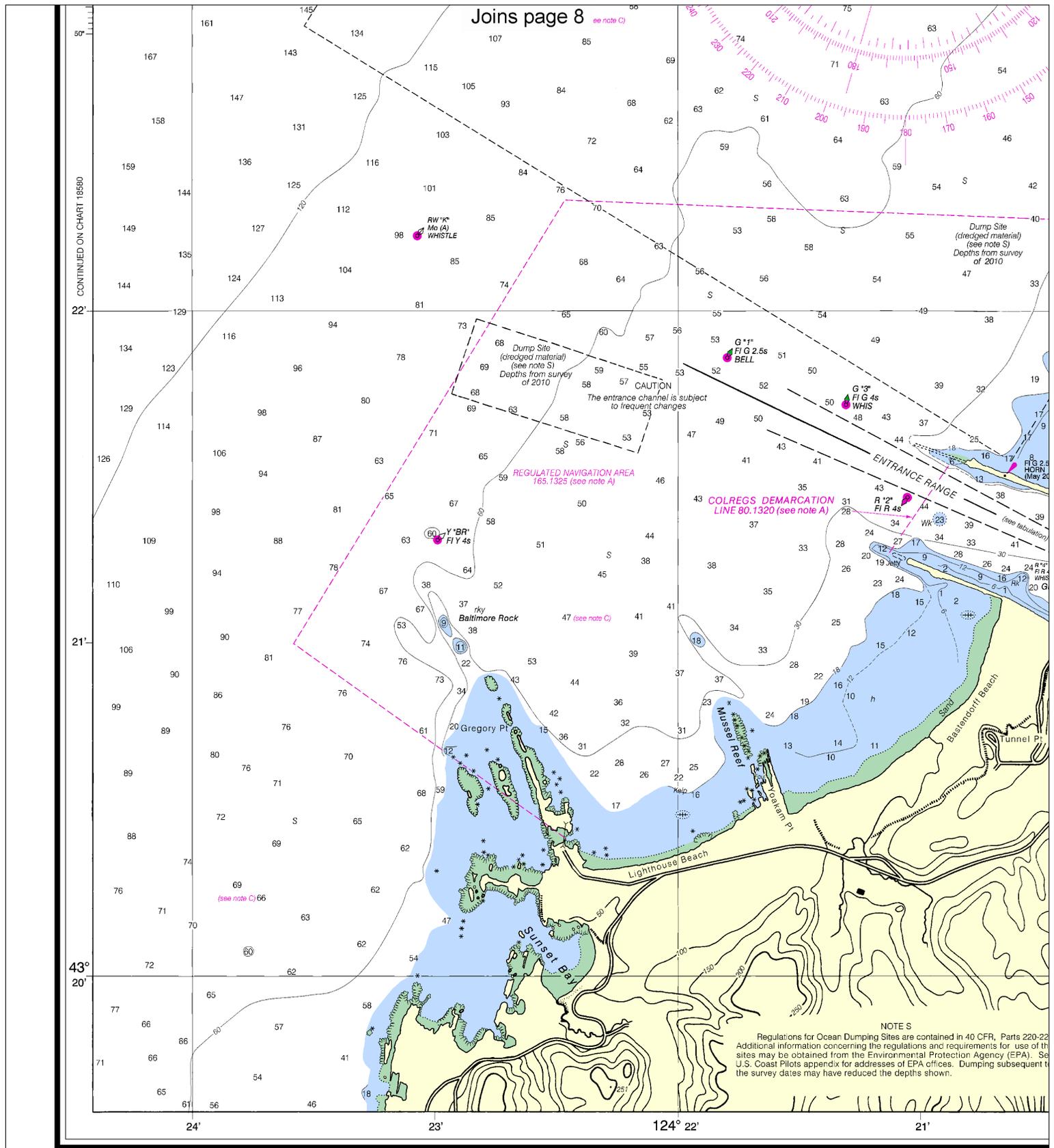
25'  
24'  
50"  
40"  
30"  
20"  
10"  
23'  
50"  
22'

COOS RIVER  
Controlling depths of MLLW were 5 feet from the lift bridge (43°21' 58"N., 124°09' 10"W.) to the mouth of the Millicoma River; three 3 feet in the South Fork to Dellwood. In the Millicoma River (the north fork) 4 feet was available to Allegany.  
MAR 1977 - APR 1990

OVERHEAD CROSSING (BEYOND CHART LIMITS)  
Fixed Bridge on South Fork  
HOR CL 130 FT  
VERT CL 38 FT  
OVID PWR CAB on South Fork to Dellwood  
MINIMUM AUTH CL 42 FT  
OVID PWR CAB on Millicoma River to Allegany  
MINIMUM AUTH CL 40 FT

OVID PWR CABS AUTH CL 41 FT

VERTICAL LIFT BRIDGE  
HOR CL 60 FT  
VERT CL 28 FT DOWN  
VERT CL 36 FT UP



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CONTINUED ON CHART 18580

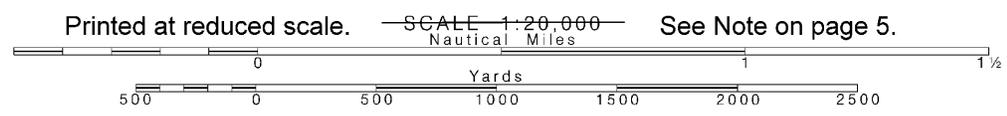
71st Ed., Apr. / 11  
**18587**  
 Corrected through NM Apr. 16/11  
 Corrected through LNM Apr. 05/11

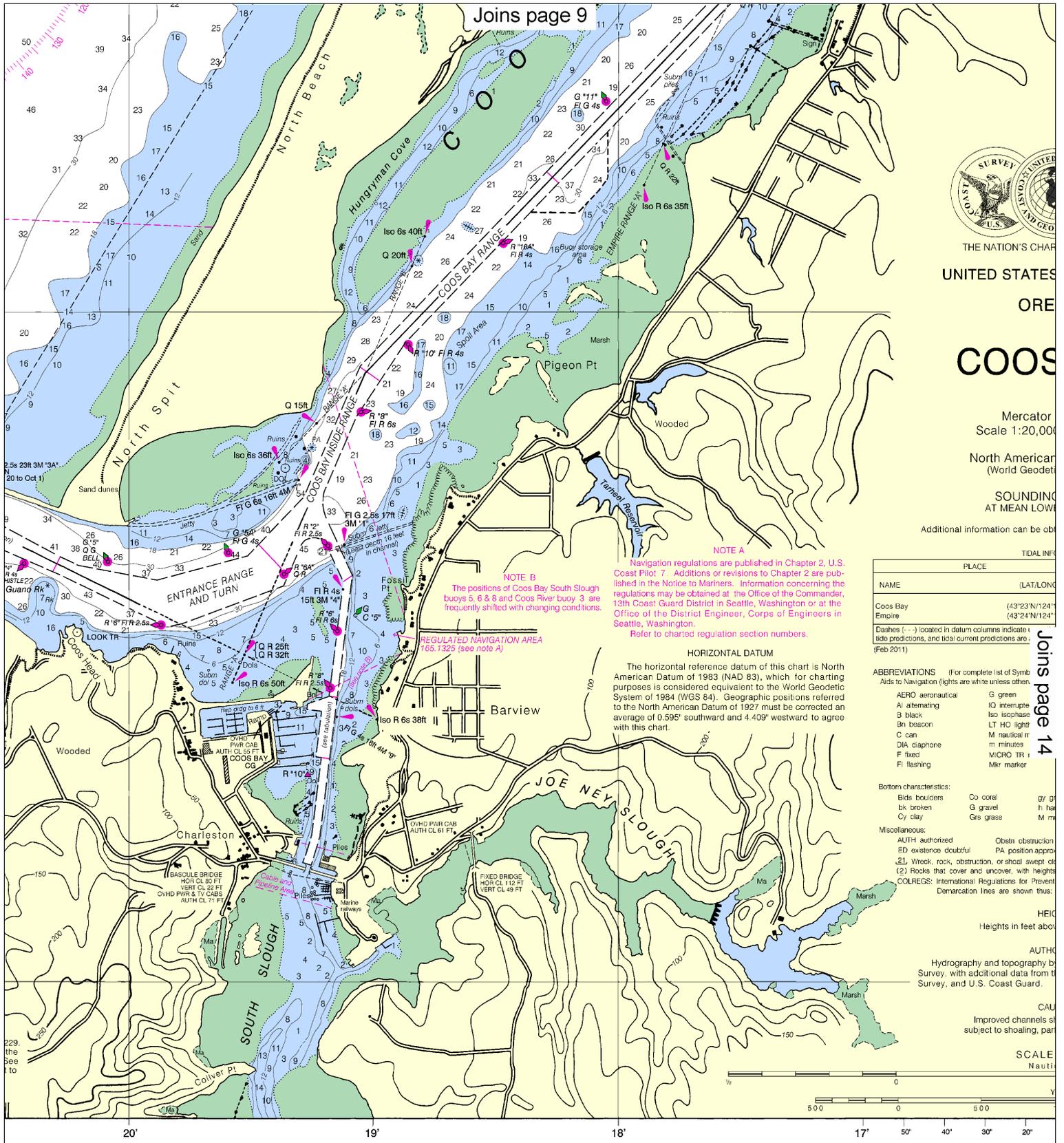
**CAUTION**  
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**NOTE S**  
 Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-222. 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.

**12**

Note: Chart grid lines are aligned with true north.





THE NATION'S CHART

UNITED STATES

OREGON

COOS BAY

Mercator  
Scale 1:20,000

North American  
(World Geodetic)

SOUNDING  
AT MEAN LOW

Additional information can be obtained from the TIDAL INFORMATION

TIDAL INFORMATION

NAME	PLACE	(LAT/LONG)
Coos Bay	Empire	(43°23'N/124°11'W)
Empire		(43°24'N/124°11'W)

Dashes (---) located in datum columns indicate tidal predictions, and tidal current predictions are (Feb 2011)

ABBREVIATIONS (For complete list of Symbols to Navigation (lights are white unless other))

AERO aeronautical	G green
A/ alternating	IQ interupte
B black	ISO isobase
Bn beacon	LT HO light
C can	M nautical m
DIA diaphone	m minutes
F fixed	MIRO TR r
Fl flashing	Mkr marker

Bottom characteristics:

Bids boulders	Co coral	gy/ gr
bk broken	G gravel	h ha
Cy clay	Gr grass	M m

Miscellaneous:

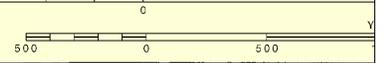
AUTH authorized	Obstn obstruction
ED existence doubtful	PA position approx
Wreck, rock, obstruction, or shoal swept clear	
(2) Rocks that cover and uncover, with heights	
COLREGS: International Regulations for Preventing Collisions at Sea	Demarcation lines are shown thus:

HEIGHTS  
Heights in feet above datum

AUTHOR  
Hydrography and topography by U.S. Coast Survey, with additional data from the U.S. Coast Survey, and U.S. Coast Guard.

CAUTION  
Improved channels subject to shoaling, partial

SCALE  
Nautical Miles



Joins page 9

Joins page 14

NOTE B  
The positions of Coos Bay South Slough buoys 5, 6 & 8 and Coos River buoy 3 are frequently shifted with changing conditions.

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.

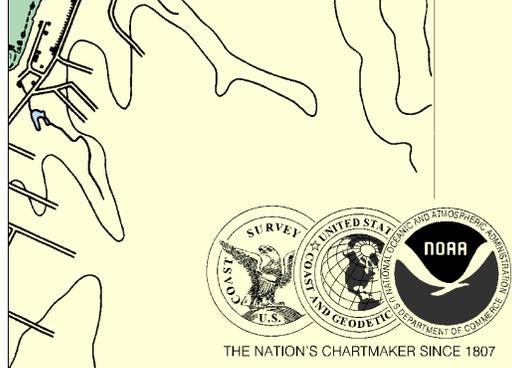
HORIZONTAL DATUM  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.595' southward and 4.409' westward to agree with this chart.

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the spread is 16.0 knots

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U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



UNITED STATES - WEST COAST  
OREGON  
**COOS BAY**

Mercator Projection  
Scale 1:20,000 at Lat 43° 24'  
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).

**Joins page 10**

LOWER JARVIS	37	24	10-12	300-600	1.1	37
JARVIS TURN	38	36	10-12	300	0.6	37
UPPER JARVIS RANGE A	38	36	10-12	300	1.0	37
UPPER JARVIS RANGE B	34	38	10-12	400	1.4	37
NORTH BEND LOWER RANGE	36	39	10-12	400	0.4	37
RANGE AND TURN	35	38	10-12	500	0.4	37
NORTH BEND RANGE	26	38	10-12	400	1.1	37
NORTH BEND UPPER RANGES	33	38	10-12	400	0.6	37
LOWER TURNING BASIN	27	33	30	800	0.5	37
FERDALE LOWER RANGE	35	39	35	400	0.4	37
FERDALE TURN	27	36	35	400	0.1	37
FERDALE UPPER RANGE	9	31	29	400	0.9	37
MARSHFIELD RANGE	33	35	28	400	0.4	37
MARSHFIELD RANGE TO ISTHMUS SLOUGH	24	17	30	400-600	0.9	37
ISTHMUS SLOUGH	19	20	19	150	2.0	22
CHARLESTON CHANNEL						
ENTRANCE	12	21	17	150	0.3	17
ENTRANCE TO BASIN	13	18	13	150	0.4	17
BASIN	16	16	7	250-500	0.2	16
BASIN TO BRIDGE	11	13	11	150	0.3	16

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

2. U.S. re publishing the number at the bars in Joins page 13

**TIDAL INFORMATION**

PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water			Mean High Water			Mean Low Water		
		feet	feet	feet	feet	feet	feet	feet	feet	
Coos Bay	(43°23'N/124°13'W)	7.3	6.7	6.7	1.1					
Empire	(43°24'N/124°17'W)	6.7	6.0		1.1					

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

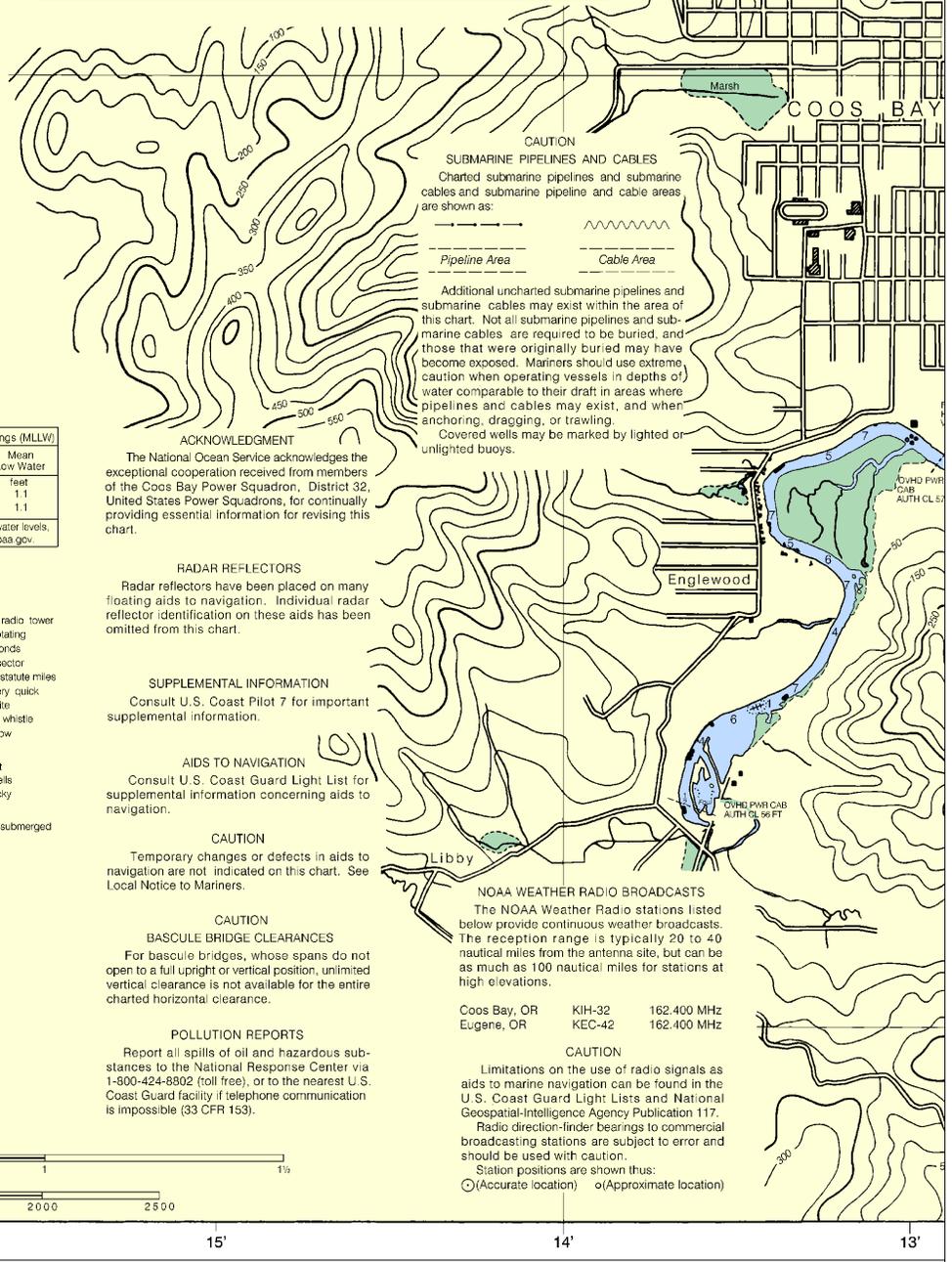
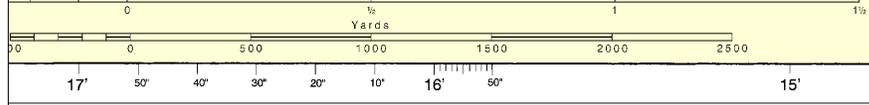
- ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):
- |                   |                          |                        |                    |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green                  | Mo morse code          | R TR radio tower   |
| A alternating     | IQ interrupted quick     | N nun                  | Rot rotating       |
| B black           | iso isophase             | OBSC obscured          | s sectors          |
| 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           | M/GRO TR microwave tower | R red                  | W white            |
| Fl flashing       | Mkr marker               | Ra Ref radar reflector | WHIS whistle       |
|                   |                          | R Bn radiobeacon       | Y yellow           |
- Bottom characteristics:**
- |              |           |         |             |           |
|--------------|-----------|---------|-------------|-----------|
| Bds 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.  
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, Geological Survey, and U.S. Coast Guard.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**SCALE 1:20,000**  
Nautical Miles



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

**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.

**ACKNOWLEDGMENT**  
The National Ocean Service acknowledges the exceptional cooperation received from members of the Coos Bay Power Squadron, District 32, United States Power Squadrons, for continually providing essential information for revising this chart.

**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.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 7 for important supplemental information.

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

**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.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8902 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**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.

Coos Bay, OR	KIH-32	162.400 MHz
Eugene, OR	KEC-42	162.400 MHz

**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) ○ (Approximate location)

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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://ocsddata.nocd.noaa.gov/drs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

**SOUNDINGS IN FEET**

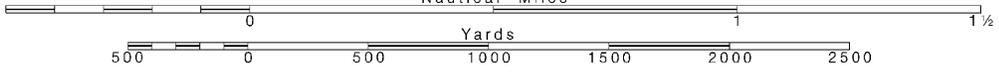
**14**

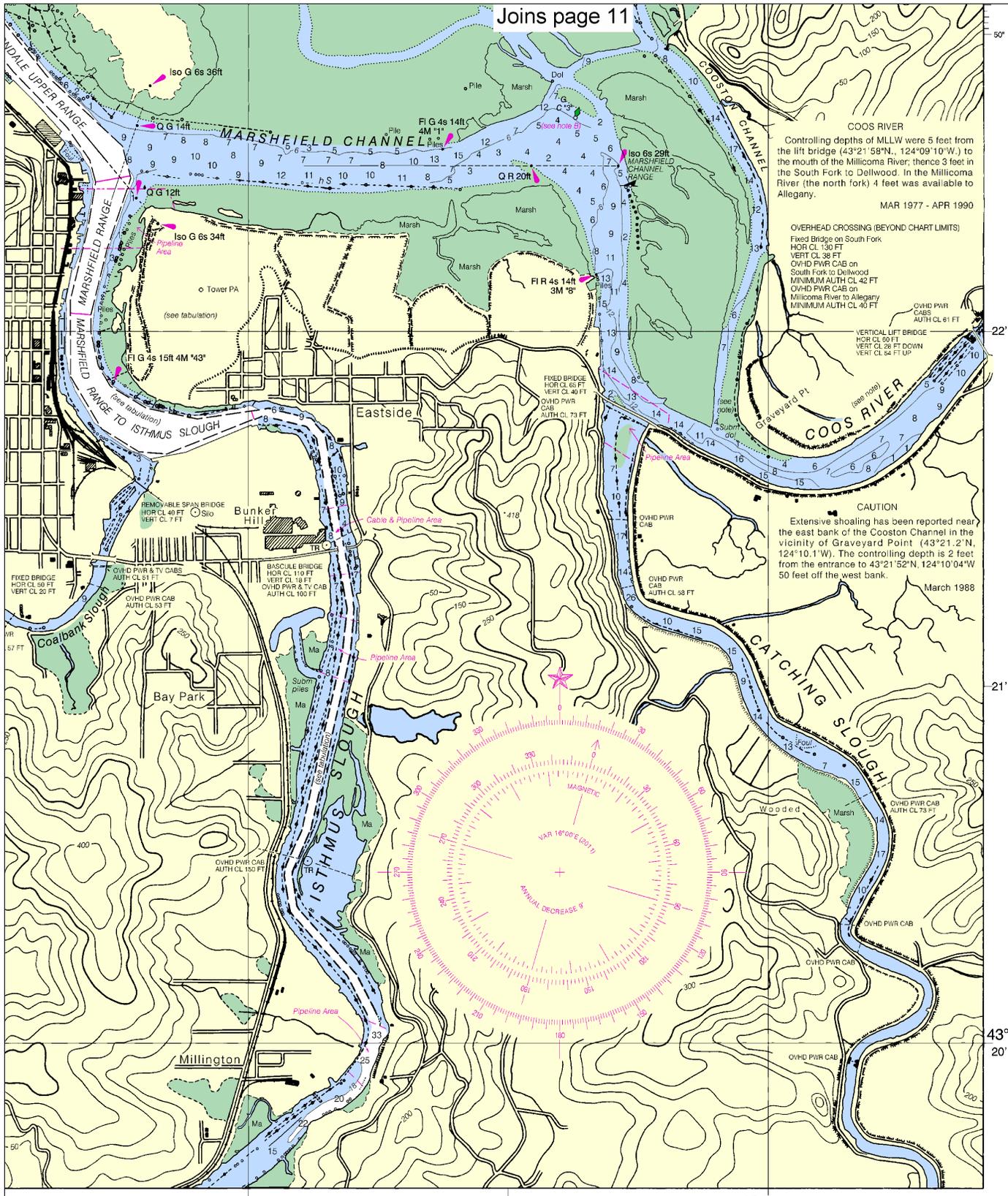
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





COOS RIVER  
 Controlling depths of MLLW were 5 feet from the lift bridge (43°21' 58"N., 124°09'10"W.) to the mouth of the Millicoma River; thence 3 feet in the South Fork to Dellwood. In the Millicoma River (the north fork) 4 feet was available to Allegany.  
 MAR 1977 - APR 1990

OVERHEAD CROSSING (BEYOND CHART LIMITS)  
 Fixed Bridge on South Fork  
 HOR CL 130 FT  
 VERT CL 38 FT  
 OVHD PWR CAB on South Fork to Dellwood  
 MINIMUM AUTH CL 42 FT  
 OVHD PWR CAB on Millicoma River to Allegany  
 MINIMUM AUTH CL 40 FT

VERTICAL LIFT BRIDGE  
 HOR CL 80 FT  
 VERT CL 26 FT DOWN  
 VERT CL 84 FT UP

CAUTION  
 Extensive shoaling has been reported near the east bank of the Cooston Channel in the vicinity of Graveyard Point (43°21.2' N, 124°10.1' W). The controlling depth is 2 feet from the entrance to 43°21'52"N, 124°10'04"W 50 feet off the west bank.  
 March 1988

ED. NO. 71

NSN 7642014011579  
 NSA REFERENCE NO. 18BH418587

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

Coos Bay  
 SOUNDINGS IN FEET - SCALE 1:20,000

18587



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>



— For the latest news from Coast Survey, follow @nauticalcharts



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.

