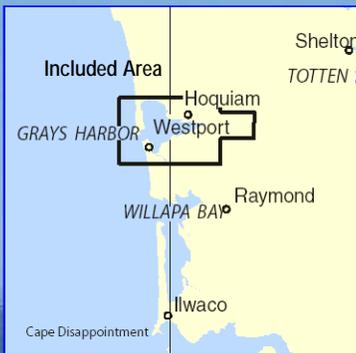


BookletChart™

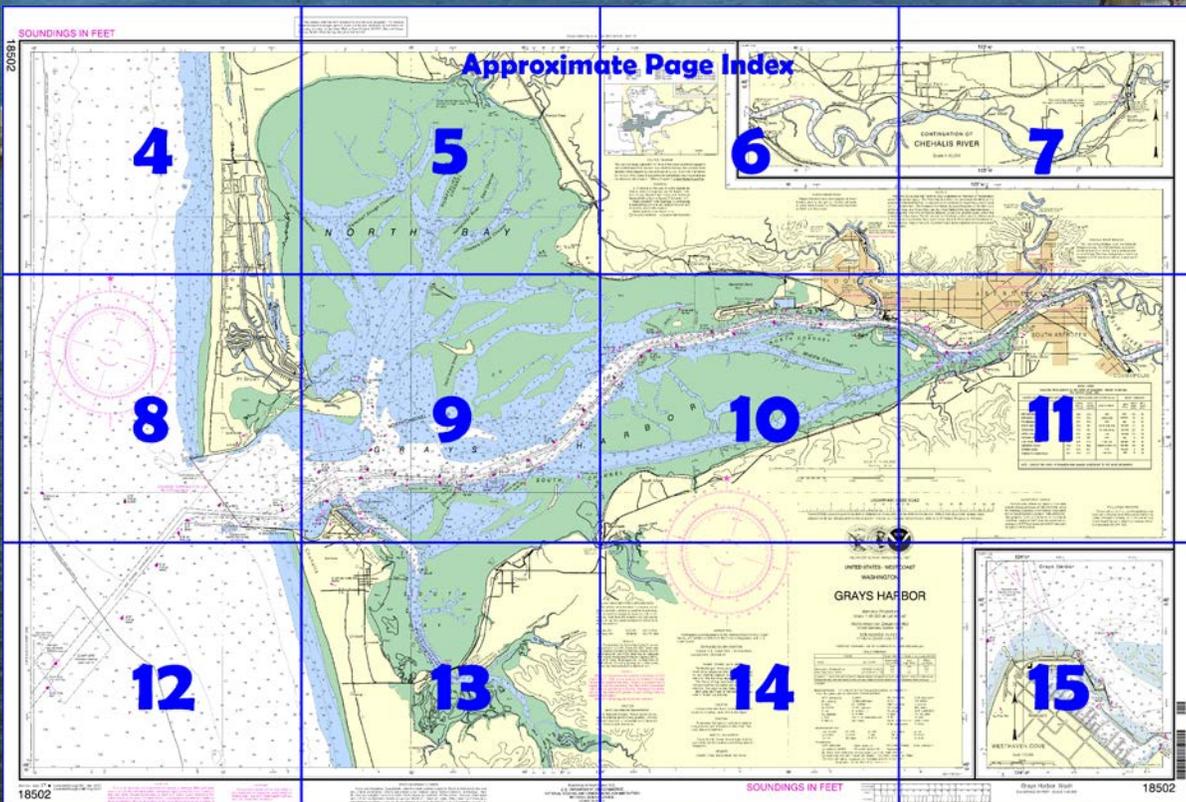
Grays Harbor NOAA Chart 18502



*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.

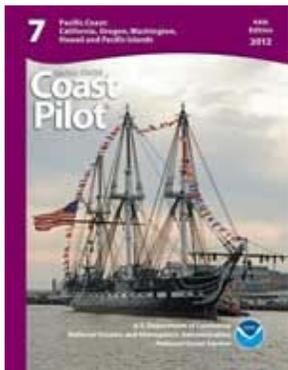
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18502>.



(Selected Excerpts from Coast Pilot)
Grays Harbor entrance is about 40 miles N of Cape Disappointment and 93 miles S of Cape Flattery. The bay at the entrance is about 1 mile wide, but shoals extending S from Damon Point and N from Westport reduce the navigable channel to a width of 0.6 mile. From its entrance the bay extends E for 15 miles to the mouth of Chehalis River. The bay is filled by shoals and flats; thence bare at low water and are cut by numerous channels with a

marked maintained channel.

Point Chehalis is low and sandy and is bare of trees for 1.5 miles S of its

extremity. A jetty extends seaward from the end of the point. A Coast Guard lookout tower is prominent on the point.

Grays Harbor Light (46°53'18"N., 124°07'01"W.), 123 feet above the water, is shown from a 107-foot white truncated octagonal pyramidal tower on the seaward side of Point Chehalis.

Point Brown, the N entrance point is 1.8 miles NW of Point Chehalis; it is low, rounding, and sandy, with shoals extending S and W which, together with those extending W from Point Chehalis, form the bar at the entrance. The point is wooded to within 0.5 miles of the extremity. A jetty extends W from the point. A wreck covered 24 feet is about 1.1 miles W of the jetty at 46°55'38"N., 124°12'30"W.

A small-craft basin is NE of the point. The entrance to the basin is marked by lights; the approach channel is marked by a line of lighted and unlighted dolphins. A submerged jetty extends about 0.6 mile NE from the N side of the basin entrance. Reported depths of 5 feet are available through the natural channel leading to the basin with depths of 3 feet or less inside the basin due to silting.

Grays Harbor is served by the Marine Exchange of Puget Sound. (See Marine Exchange of Puget Sound, chapter 13, for details).

Anchorage.—The best anchorage is N of Westport and SE of **Damon Point** in 30 to 60 feet. The holding ground is good, and there is more swinging room here than elsewhere in the harbor.

Currents.—In the entrance, the average current velocity is about 1.9 knots on the flood and 2.8 knots on the ebb, but velocities may reach 5 knots. In the channels through the bay, the velocities seldom exceed 3 knots. It was reported that currents in the vicinity of the bar are very erratic, setting N close inshore and S offshore. (See Tidal Current Tables for daily predictions at the entrance to Grays Harbor.)

Pilotage, Grays Harbor.—Pilotage is compulsory for all foreign vessels, and U.S. vessels under enrollment and registered in foreign trade. Grays Harbor Bar Pilots serve Grays Harbor, Chehalis River, and Willapa Bay, and maintains an office at Aberdeen, WA, and a station at Westhaven Cove, Westport, WA.

The station and pilot boat monitor VHF-FM channels 12 and 16, and use 12 as working channel. The pilot boat, CHEHALIS, is 65 feet long and has an orange and green hull. The word 'PILOT' is displayed on both sides of the boat, and the standard day and night signals are used when vessels are approaching from seaward.

Arrangements for pilots can be made by ships' agents by telephone or radiotelephone. A 24-hour advance notice of arrival is requested; any change in the estimated time of arrival requires a 4-hour advance notice to the pilots via the Marine Exchange, Seattle, Washington or radiotelephone.

Grays Harbor Coast Guard Station is on the S side of Westhaven Cove. The town of **Westport**, a summer resort and fishing town, is about a mile S of Westhaven Cove.

Harbor regulations.—The Port of Grays Harbor Commission appoints a port manager who directs the facilities and port affairs of the harbor district, which is coextensive with Grays Harbor County. The Port of Grays Harbor general offices are at 111 South Wooding Street, about 500 yards from the inshore end of Terminal Pier 1.

Supplies.—Bunker fuel, diesel oil, lubricants, water, and some marine supplies are available for large vessels at Grays Harbor. Complete service and repair facilities for small craft are available at Westhaven Cove, Aberdeen, and Hoquiam.

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

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

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

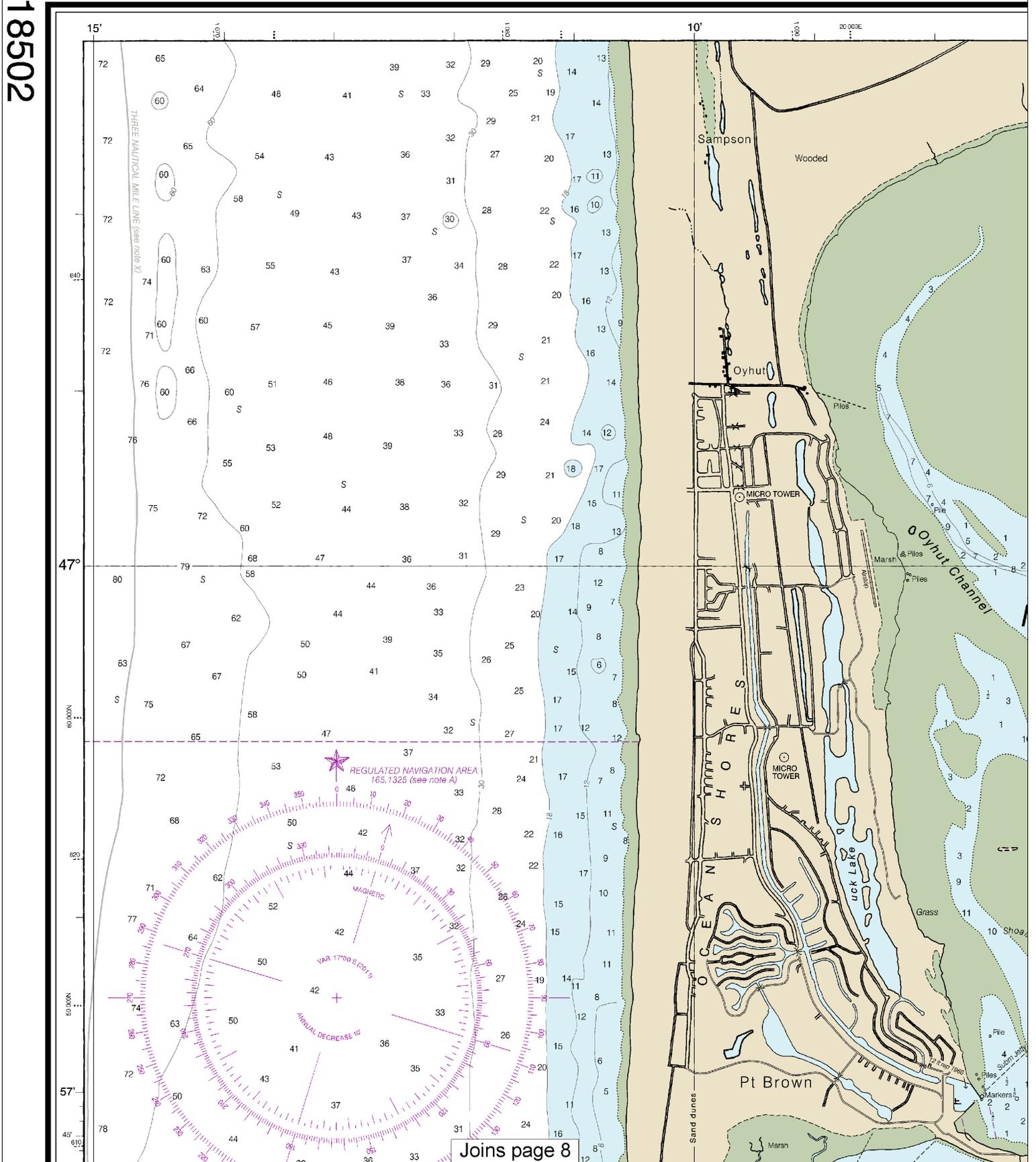


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

NOAA encourage about this chart at ht

18502



Joins page 8

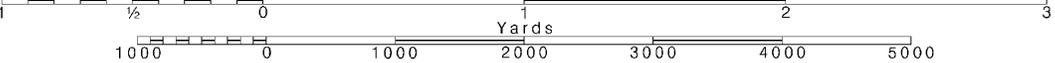
4

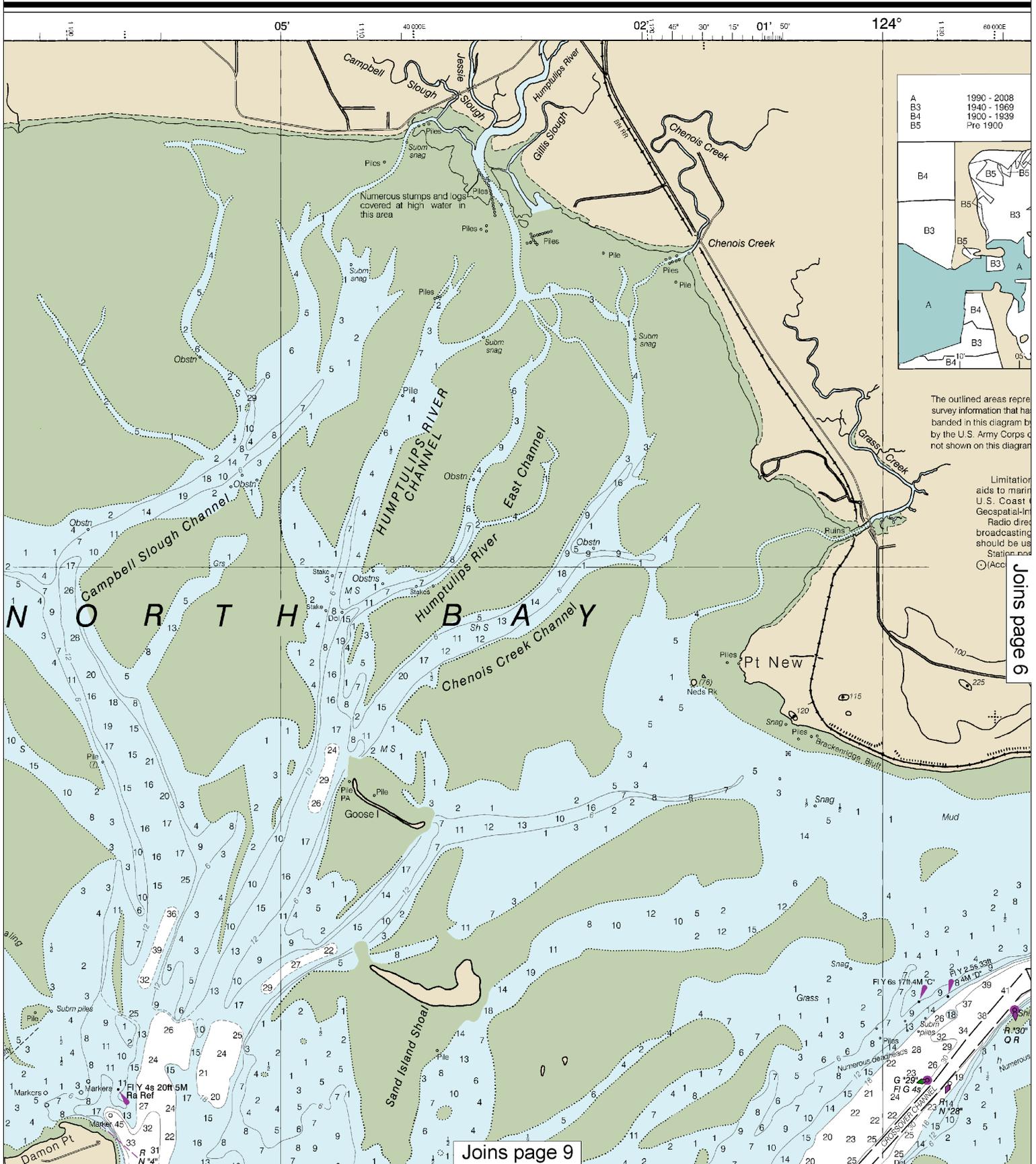
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

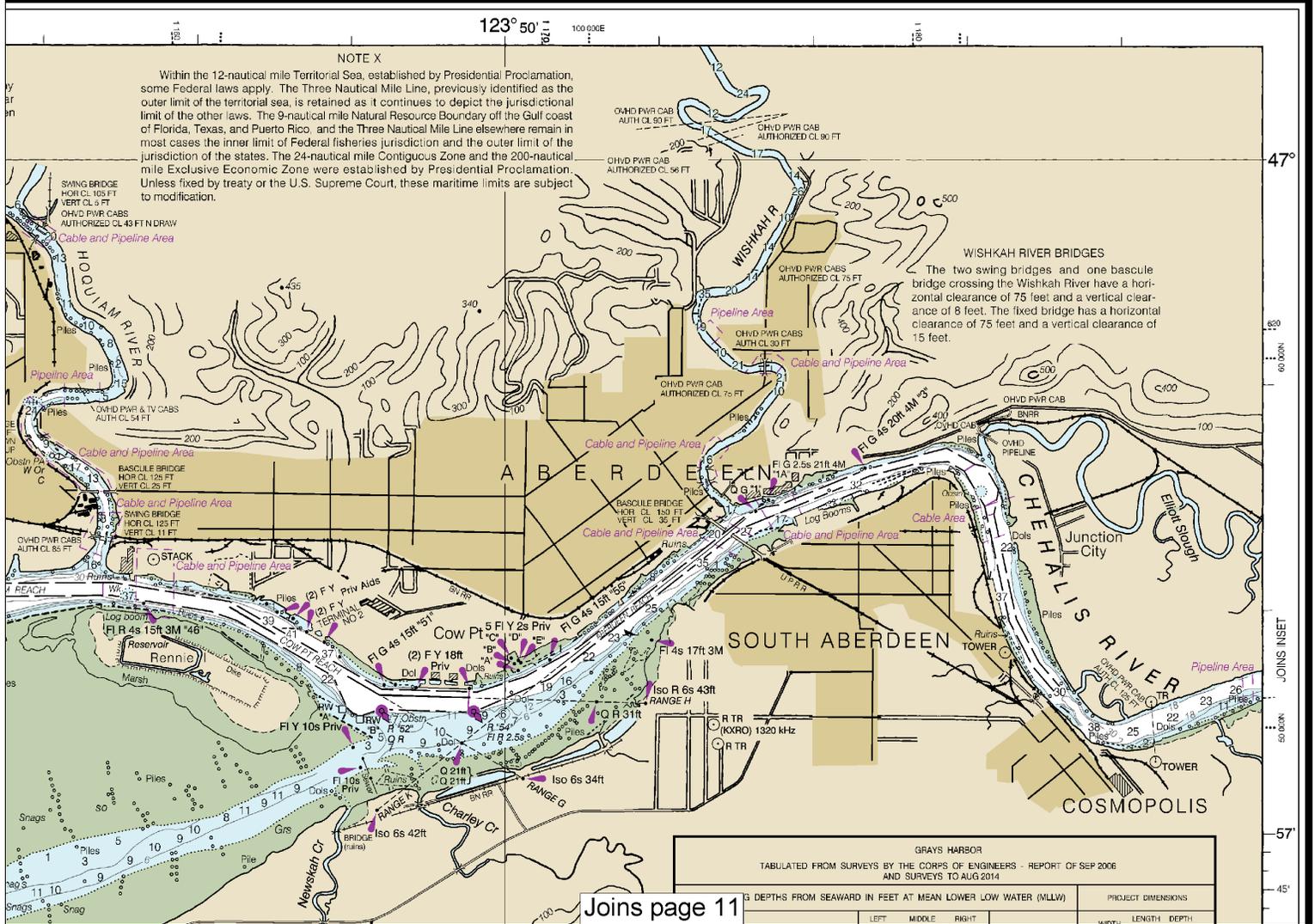
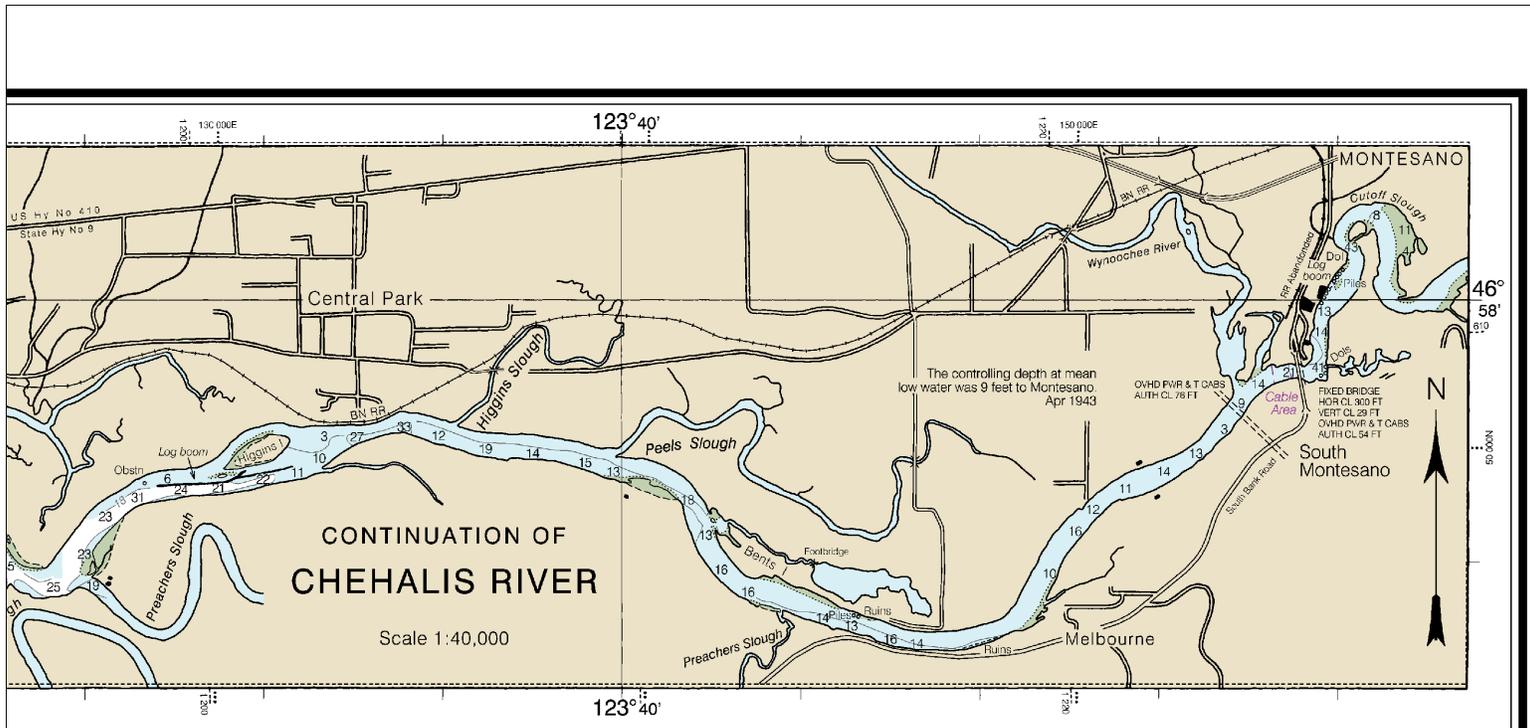
SCALE 1:40,000
Nautical Miles

See Note on page 5.



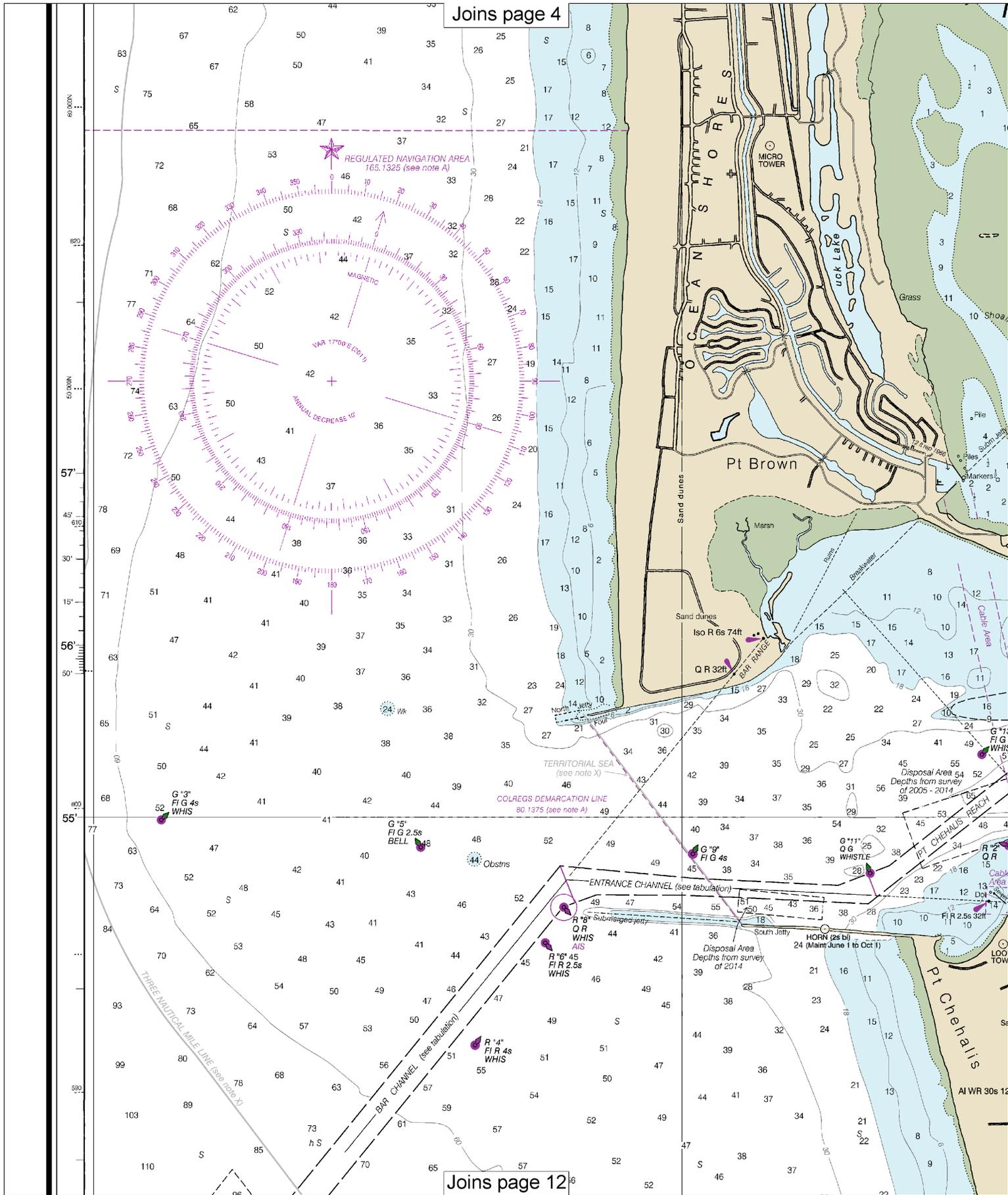


This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



87th Ed., Sep. 2011. Last Correction: 11/30/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)



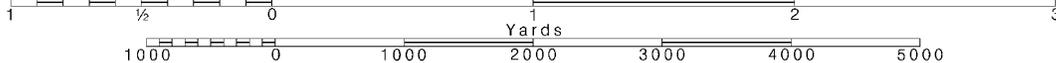


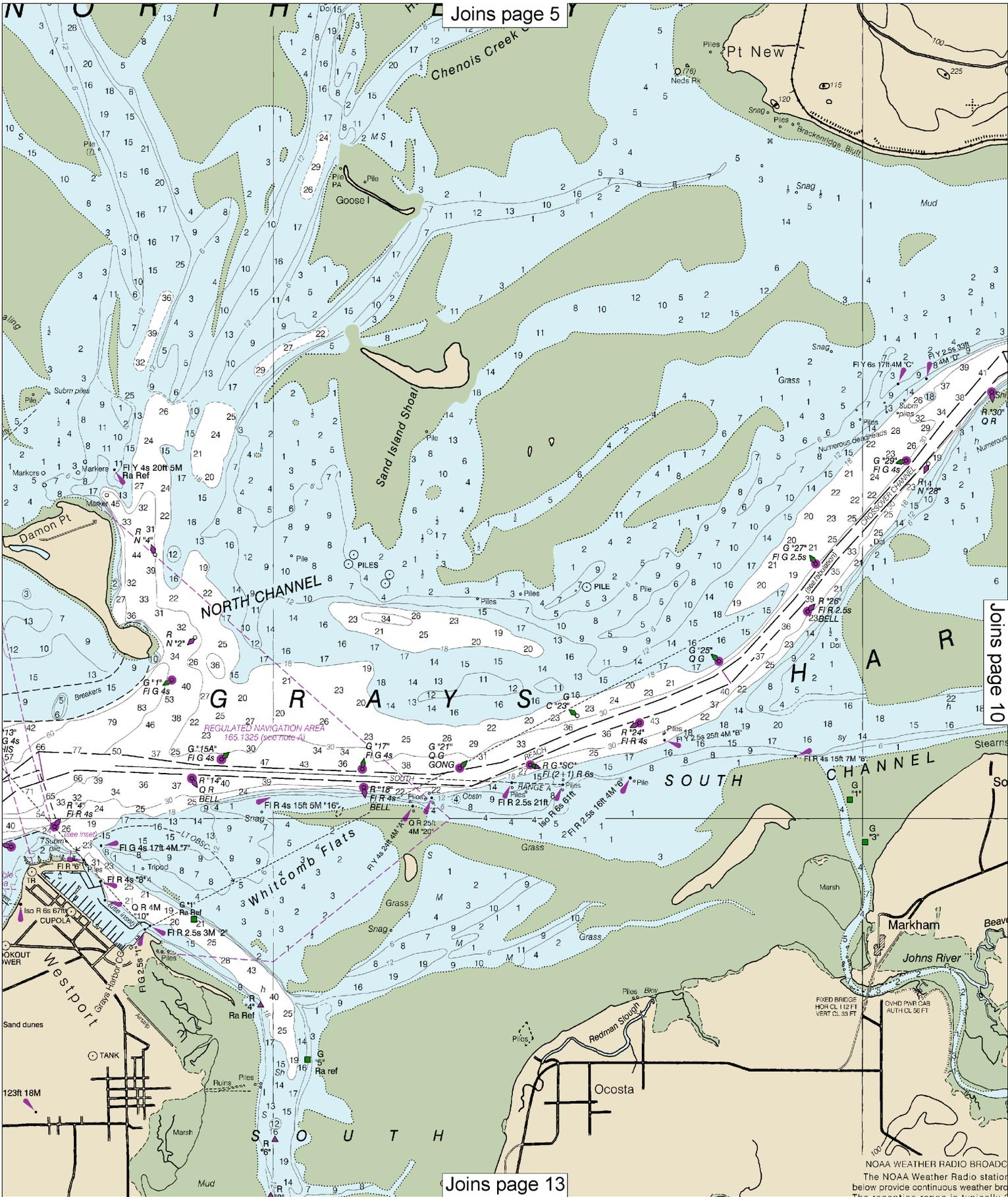
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

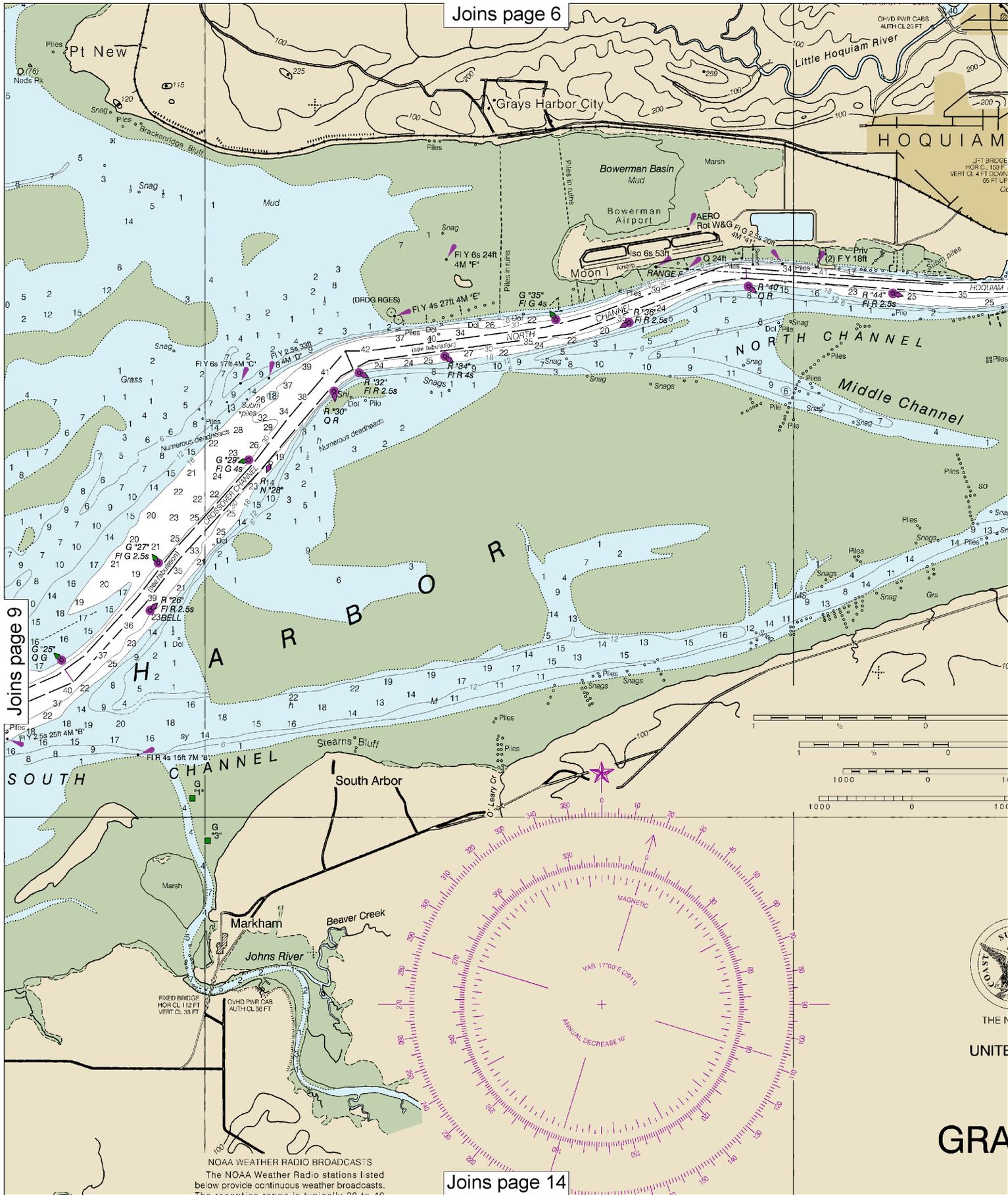
See Note on page 5.





NOAA WEATHER RADIO BROADCAST
 The NOAA Weather Radio station below provide continuous weather broadcast information to boaters.

Joins page 6



Joins page 9

Joins page 14

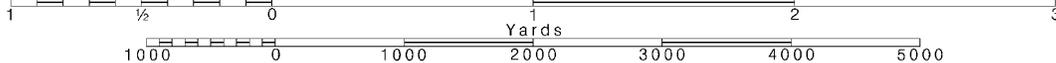
10

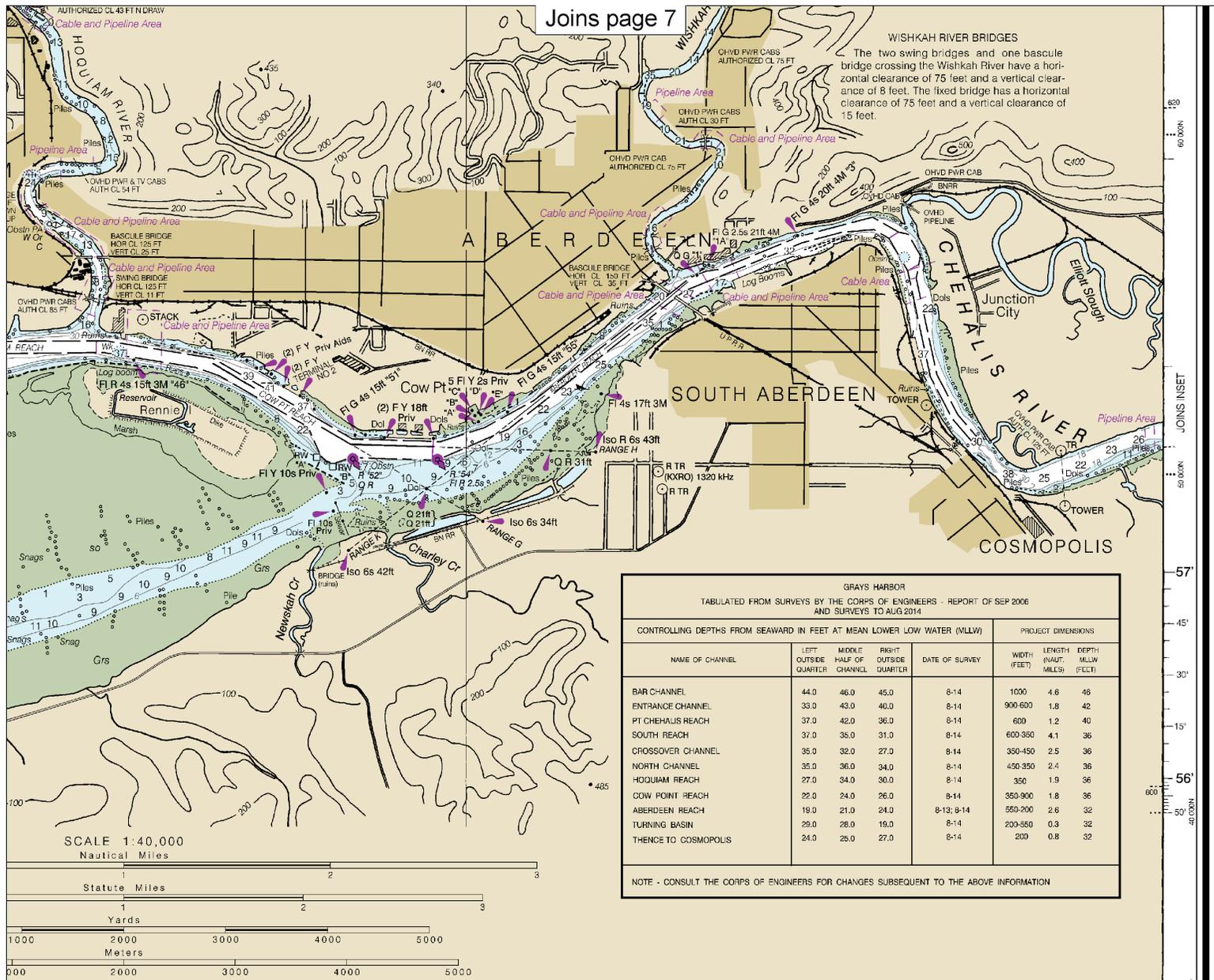
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



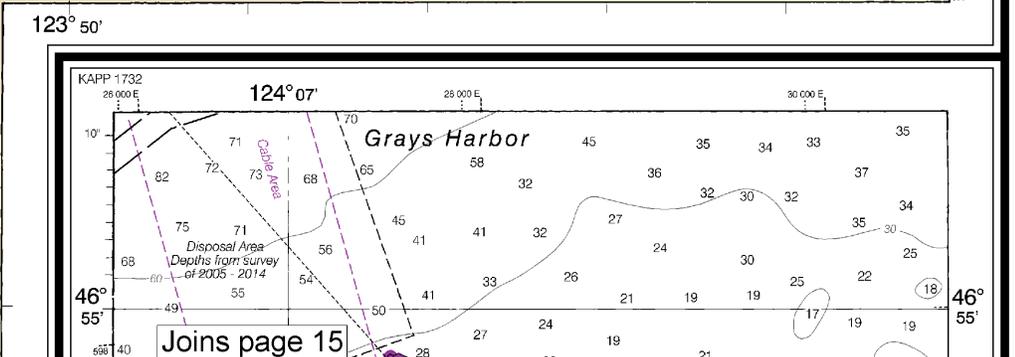


HORIZONTAL DATUM
 The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.675' southward and 4.615' westward to agree with this chart.

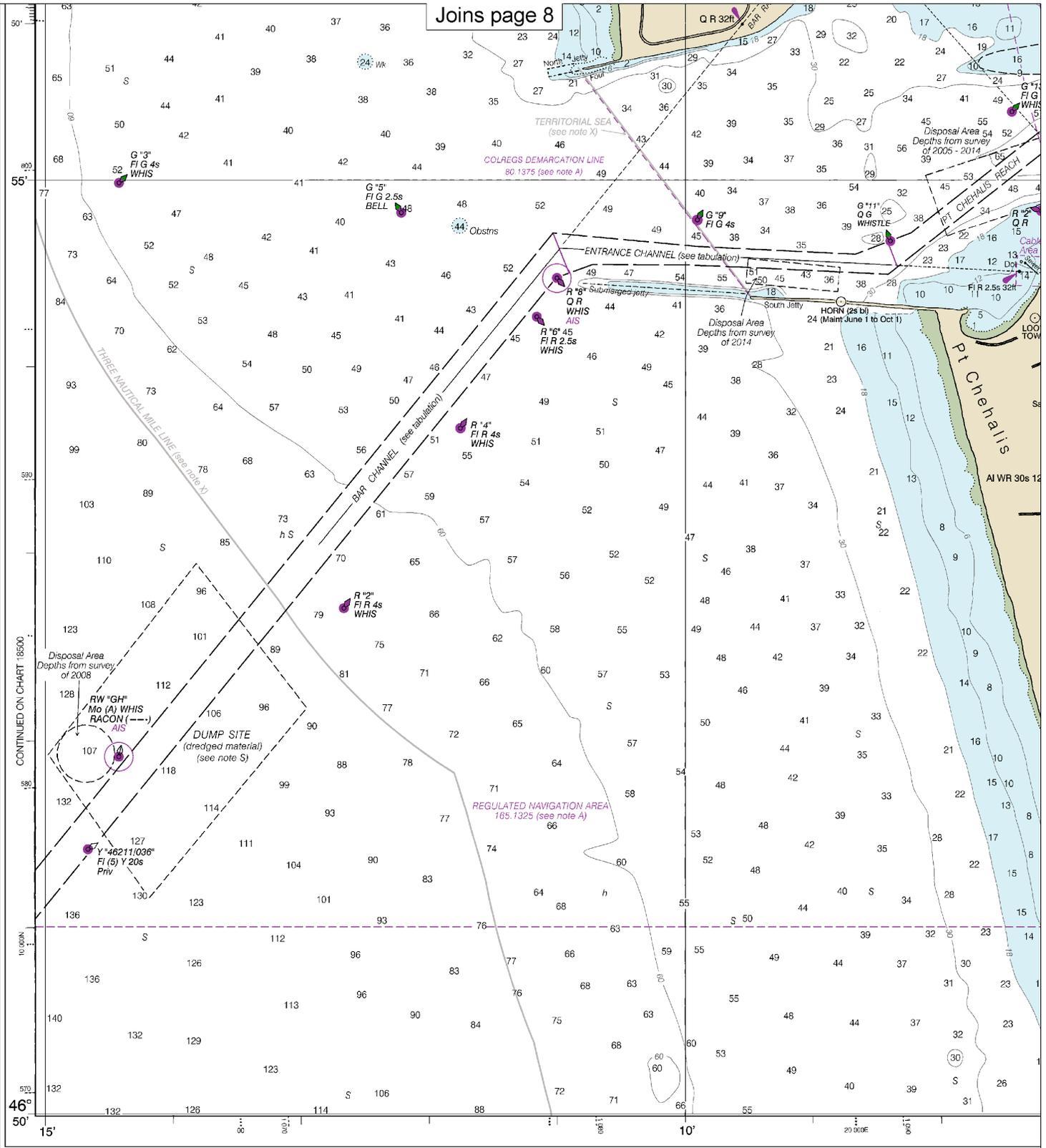
POLLUTION REPORTS
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



UNITED STATES - WEST COAST
 WASHINGTON
GRAYS HARBOR
 Mercator Projection



Joins page 8



18502

87th Ed., Sep. 2011. Last Correction: 11/30/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

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.

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.

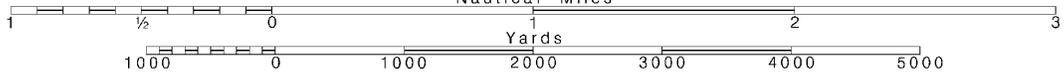
12

Note: Chart grid lines are aligned with true north.

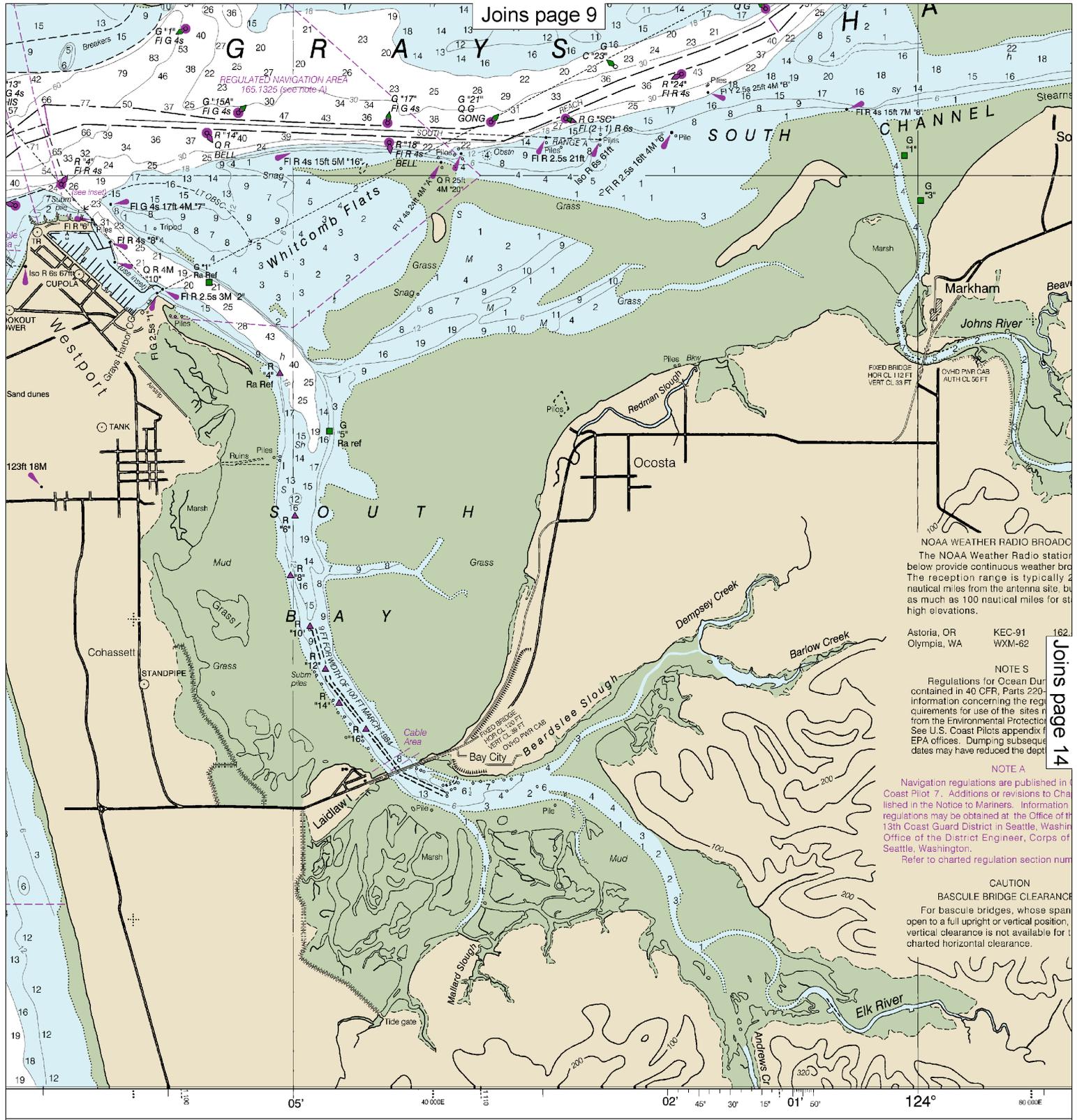
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



REGULATED NAVIGATION AREA
165.1325 (see Note 4)



NOAA WEATHER RADIO BROADCAST
The NOAA Weather Radio station below provide continuous weather broadcast. The reception range is typically 2 nautical miles from the antenna site, but as much as 100 nautical miles for stations at high elevations.

Astoria, OR KEC-91
Olympia, WA WXM-62

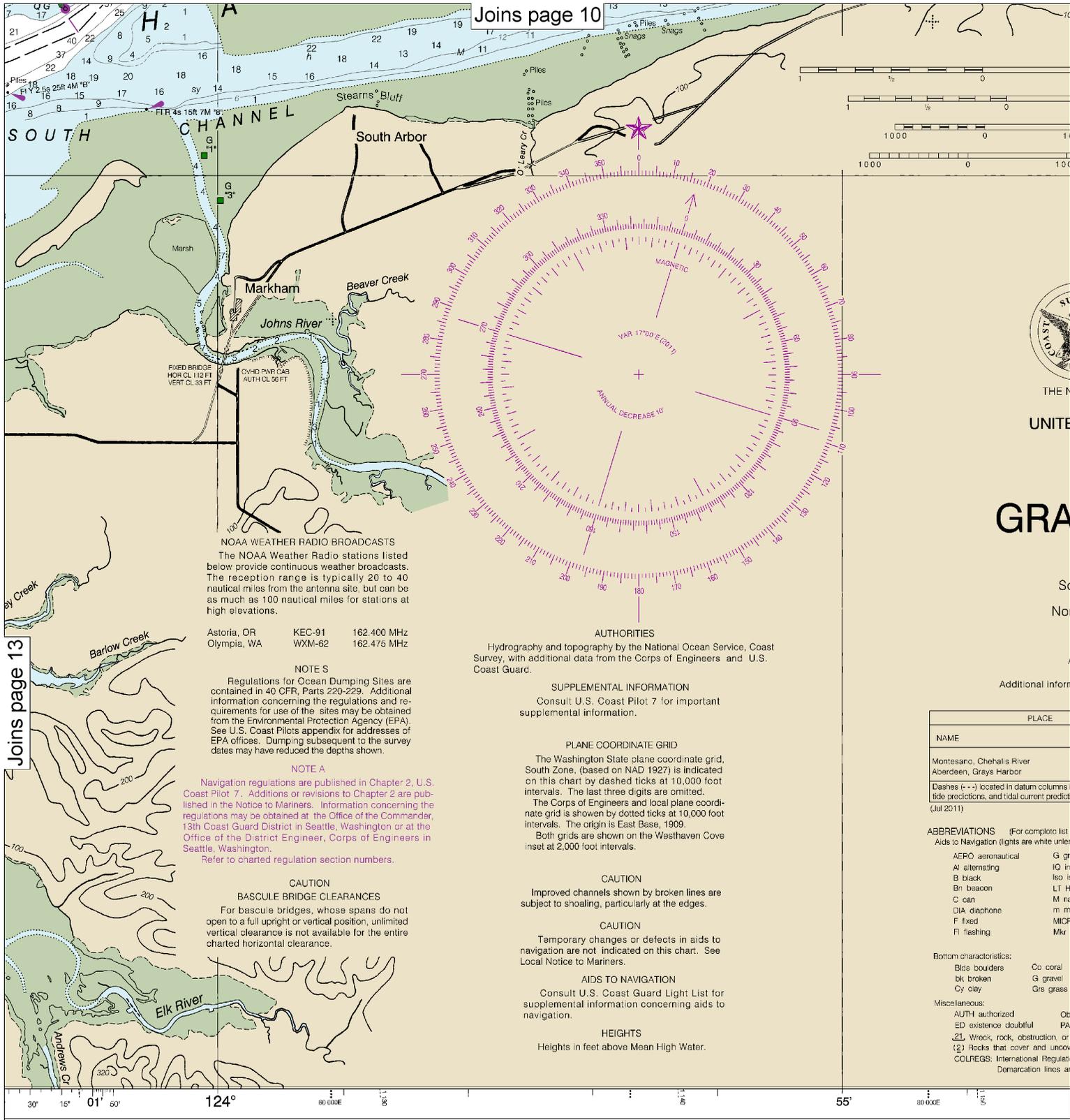
NOTE S
Regulations for Ocean Dredging contained in 40 CFR, Parts 229 information concerning the requirements for use of the sites from the Environmental Protection Agency. See U.S. Coast Pilot's appendix for EPA offices. Dumping subsequent dates may have reduced the depth.

NOTE A
Navigation regulations are published in Coast Pilot 7. Additions or revisions to Charted information concerning the requirements for use of the sites from the Environmental Protection Agency. See U.S. Coast Pilot's appendix for EPA offices. Dumping subsequent dates may have reduced the depth. Refer to charted regulation section number.

CAUTION
BASCULE BRIDGE CLEARANCE
For bascule bridges, whose span opens to a full upright or vertical position, vertical clearance is not available for charted horizontal clearance.

Joins page 14

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



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.

Astoria, OR KEC-91 162.400 MHz
 Olympia, WA WXM-62 162.475 MHz

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 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.

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.

AUTHORITIES

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

SUPPLEMENTAL INFORMATION

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

PLANE COORDINATE GRID

The Washington State plane coordinate grid, South Zone, (based on NAD 1927) is indicated on this chart by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

The Corps of Engineers and local plane coordinate grid is shown by dotted ticks at 10,000 foot intervals. The origin is East Base, 1909.

Both grids are shown on the Westhaven Cove inset at 2,000 foot intervals.

CAUTION

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

CAUTION

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

AIDS TO NAVIGATION

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

HEIGHTS

Heights in feet above Mean High Water.

THE N
 UNITE
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 So
 No

NAME	PLACE
Montesano, Chehalis River	
Aberdeen, Grays Harbor	
Dashes (---) located in datum columns tide predictions, and tidal current prediction (Jul 2011)	
ABBREVIATIONS (For complete list Aids to Navigation (lights are white unless	
AERO aeronautical	G gr
Al alternating	IO in
B black	ISO is
Br beacon	LT L
C can	M na
DIA diaphone	m m
F fixed	MCR
Fl flashing	Mkr
Bottom characteristics:	
Blds boulders	Co coral
bk broken	G gravel
Cy clay	Grs grass
Miscellaneous:	
AUTH authorized	Ob
ED existence doubtful	PA
RL Wreck, rock, obstruction, or	
(2) Rocks that cover and uncover	
COLREGS: International Regulations	
Demarcation lines at	

Joins page 13

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

SOUNDINGS IN FEET

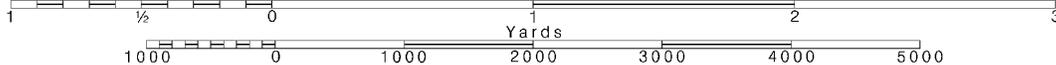
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

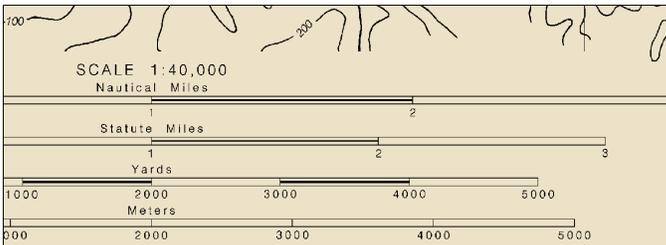
See Note on page 5.



Joins page 11

LEACH	22.0	24.0	26.0	8-14	350-900	1.8	36
EACH	19.0	21.0	24.0	8-13; 8-14	550-200	2.6	32
TURNING BASIN	29.0	28.0	19.0	8-14	200-550	0.3	32
THENCE TO COSMOPOLIS	24.0	25.0	27.0	8-14	200	0.8	32

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



NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

WASHINGTON

GRAYS HARBOR

Mercator Projection
Scale 1:40,000 at Lat 46° 56'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

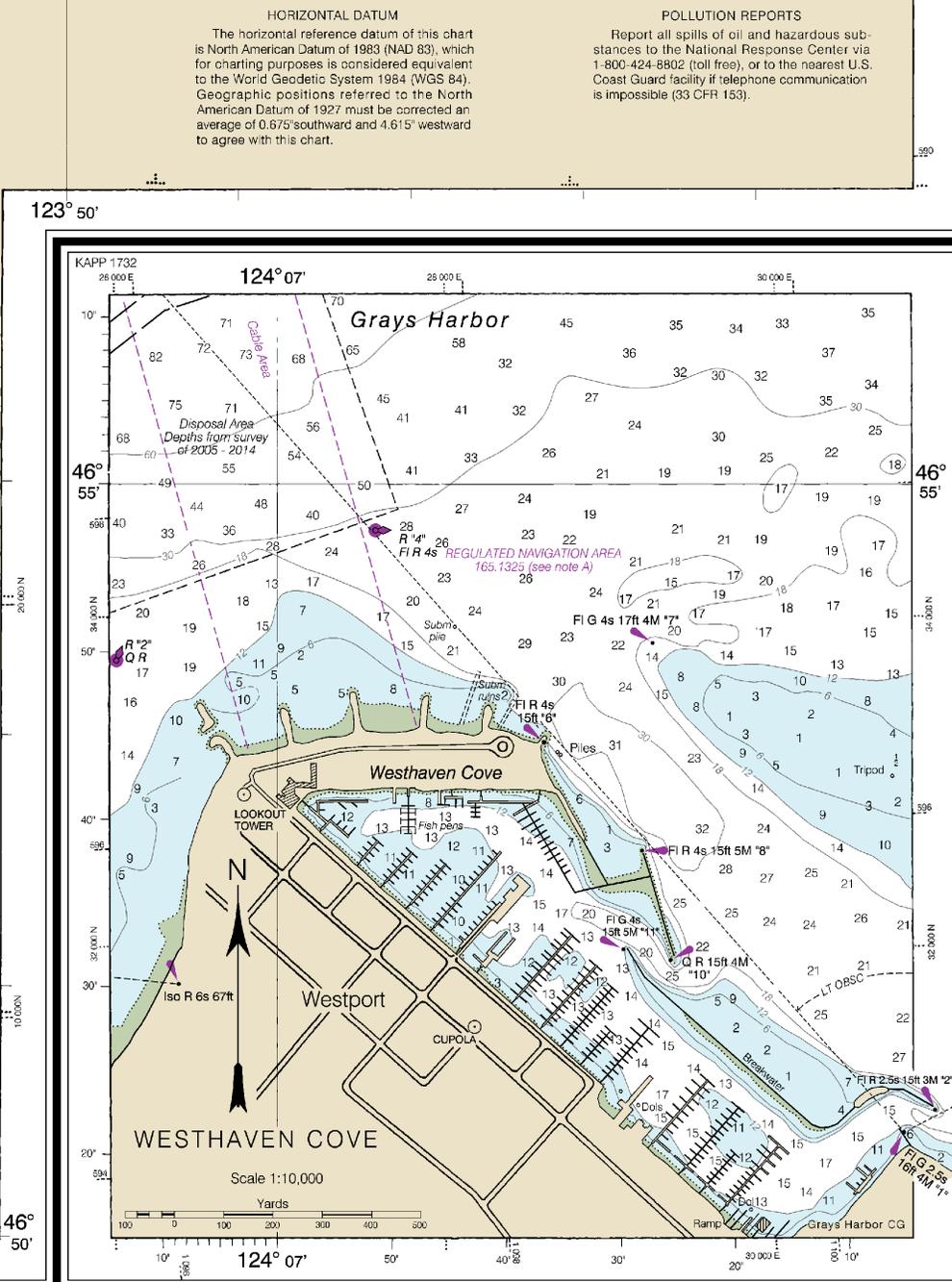
Information can be obtained at nauticalcharts.noaa.gov

TIDAL INFORMATION

(LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
(46°58'N/123°36'W)	feet 8.2	feet 7.7	feet 0.9
(46°58'N/123°51'W)	10.1	9.4	1.5

is indicate unavailable datum values for a tide station. Peak-time water levels, locations are available on the Internet from <http://tidesandcurrents.noaa.gov>.

- List of Symbols and Abbreviations, see Chart No. 1.)
(unless otherwise indicated):
- green Mo morse code
 - interrupted quick N nun
 - isophase OBSC obscured
 - HO lighthouse Oc occulting
 - nautical mile Or orange
 - minutes Q quick
 - CRO TR microwave tower R red
 - marker Ra Ref radar reflector
 - R Bn radiobeacon
 - R Y yellow
 - so soft
 - Sh shells
 - sy sticky
 - PD position doubtful
 - Subm submerged
 - Subm pile
 - Subm runs
 - Subm runs 2
 - Subm runs 3
 - Subm runs 4
 - Subm runs 5
 - Subm runs 6
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 - Subm runs 100



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

Grays Harbor, Wash
SOUNDINGS IN FEET - SCALE 1:40,000

18502



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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.