

# BookletChart™



## Coos Bay

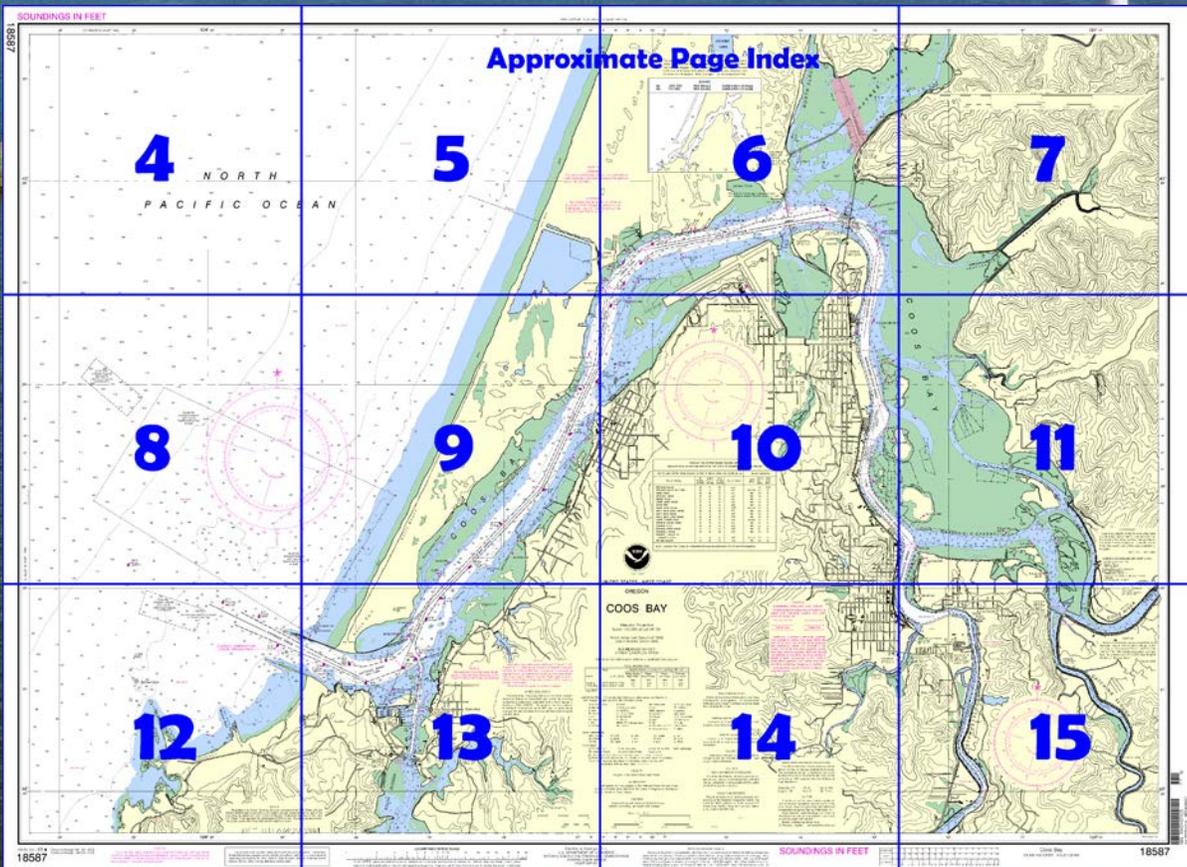
NOAA Chart 18587

*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

# 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](http://nauticalcharts.noaa.gov/service/navmanagers)

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

## Lateral System As Seen Entering From Seaward

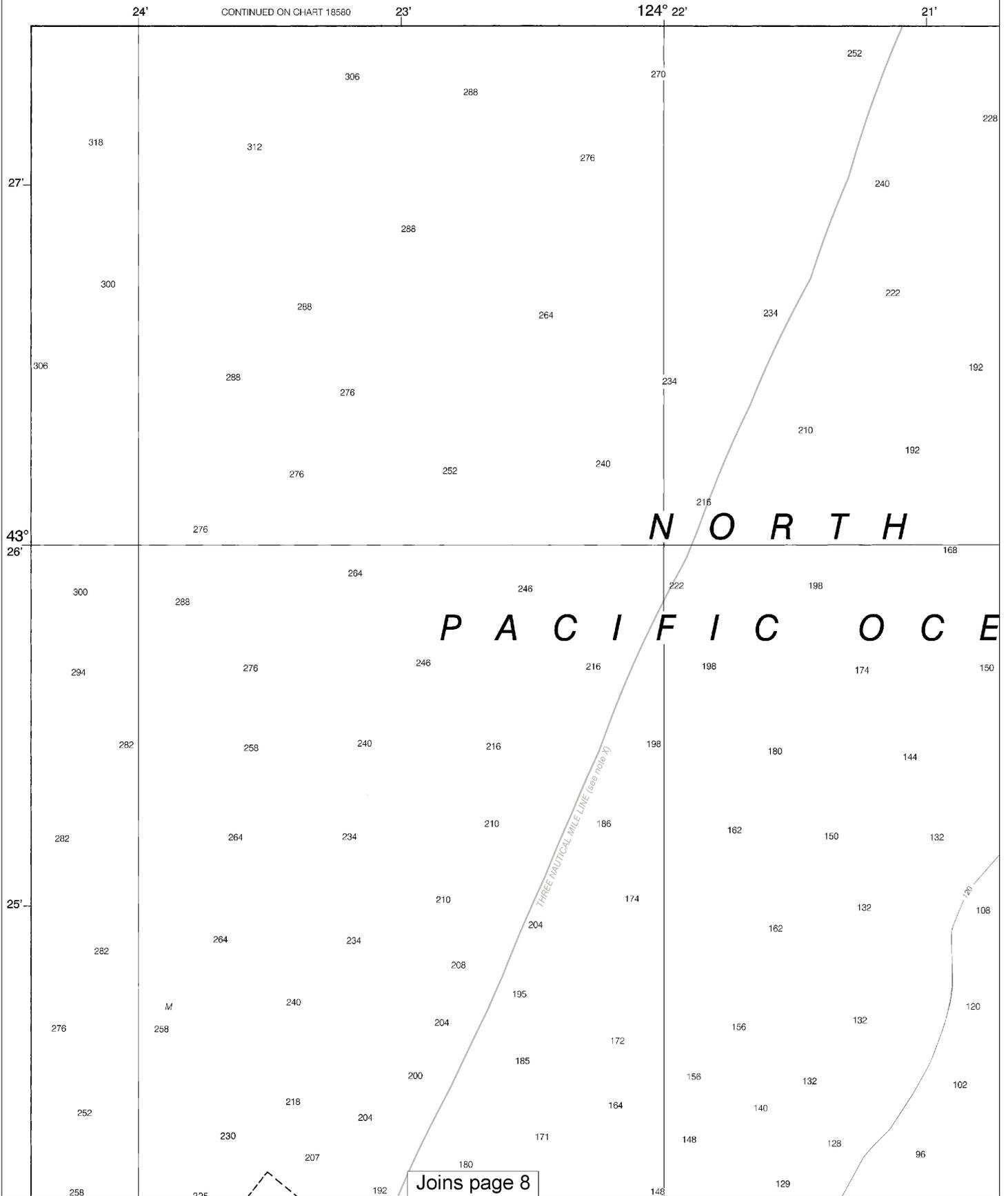
on navigable waters except Western Rivers



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>

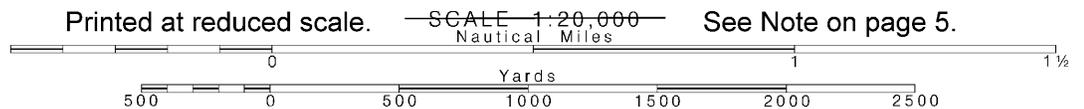
# SOUNDINGS IN FEET

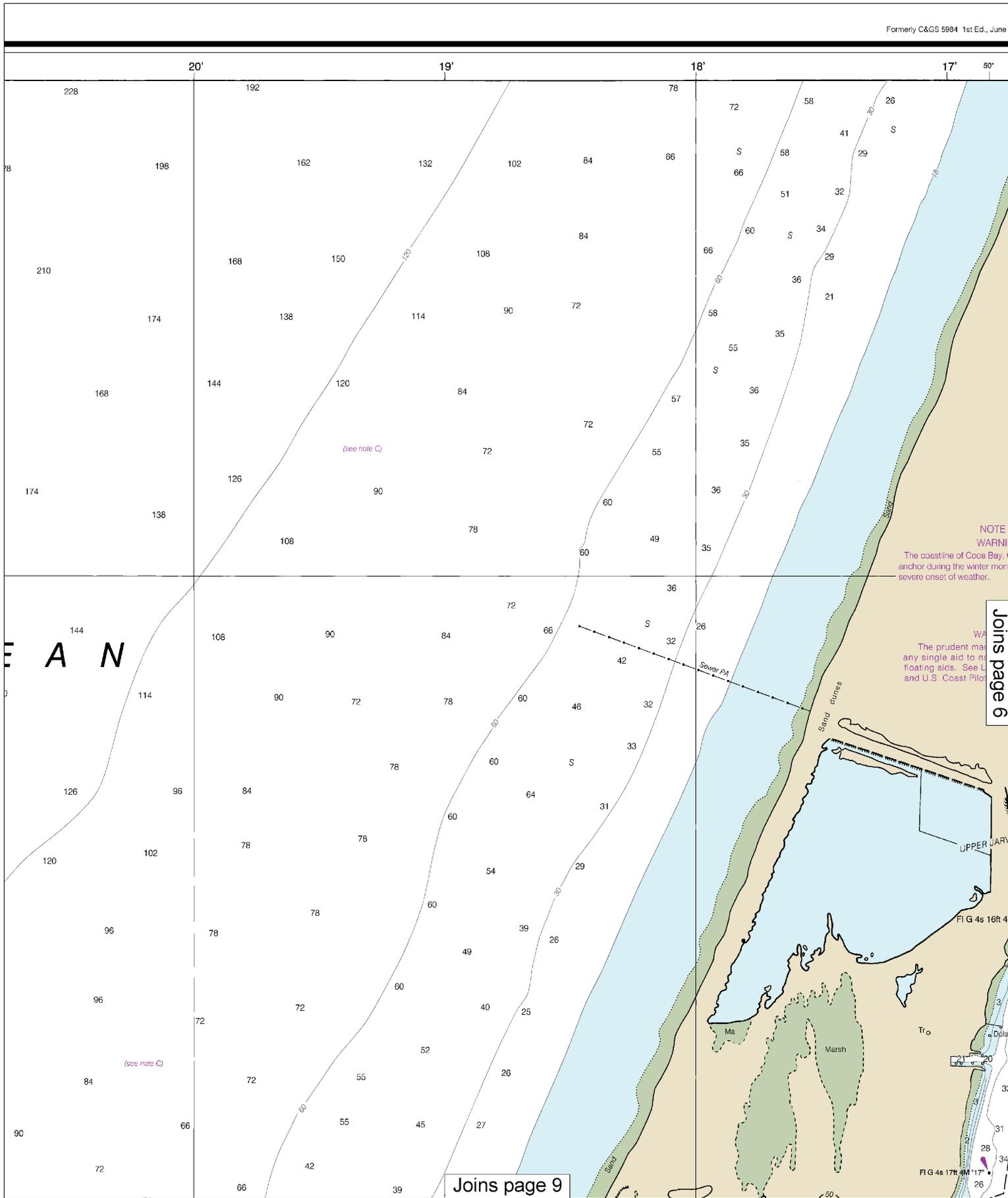
18587



4

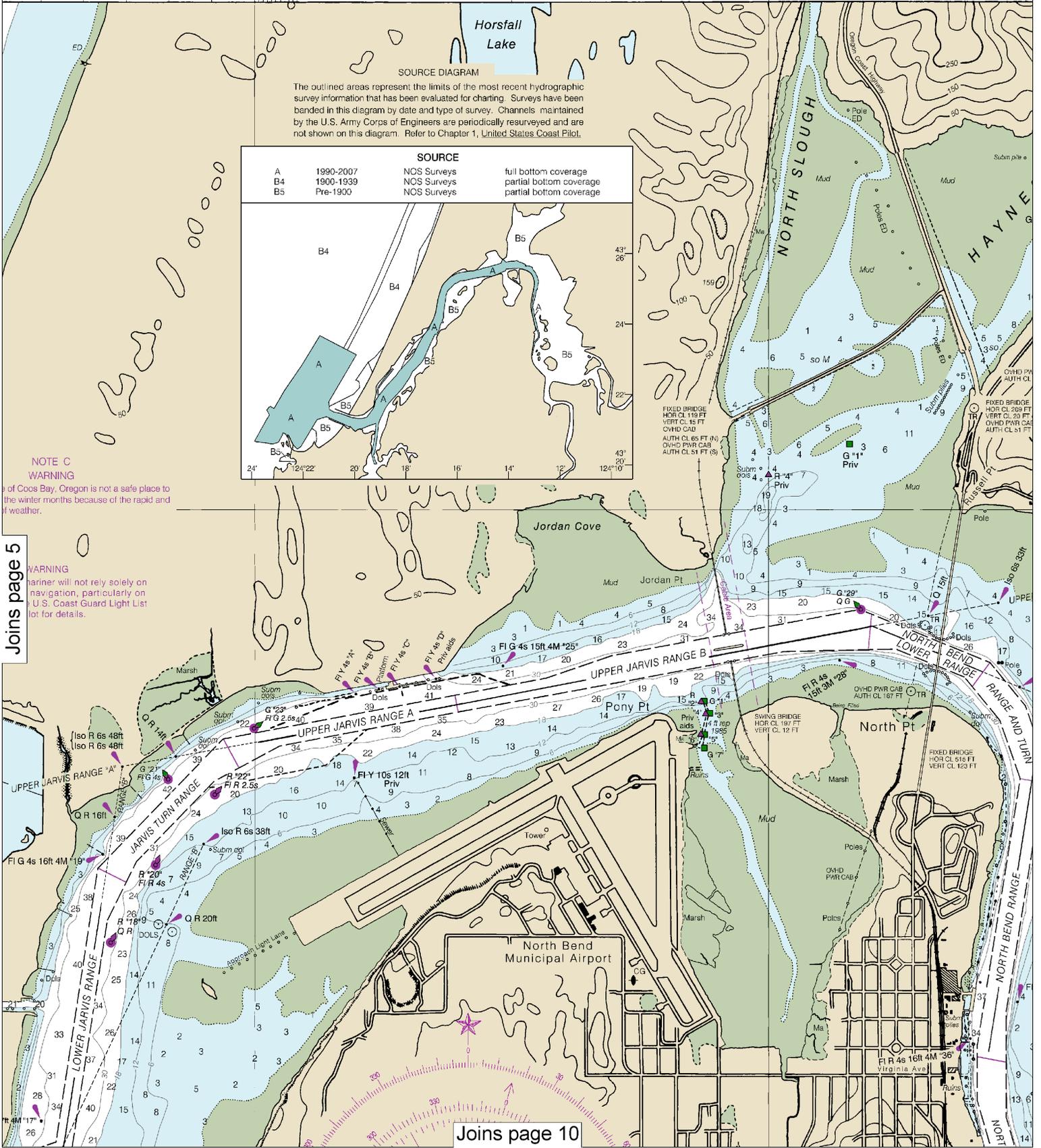
Note: Chart grid lines are aligned with true north.





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

7' 50' 40' 30' 20' 10' 16' 50' 15' 14' 13



**SOURCE**

Symbol	Survey Dates	Survey Type	Coverage
A	1990-2007	NCS Surveys	full bottom coverage
B4	1900-1939	NCS Surveys	partial bottom coverage
B5	Pre-1900	NCS Surveys	partial bottom coverage

**NOTE C WARNING**  
 of Coos Bay, Oregon is not a safe place to be in the winter months because of the rapid and violent weather.

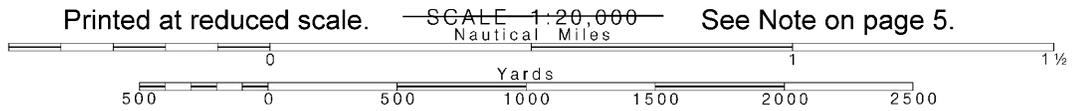
**WARNING**  
 mariner will not rely solely on this chart for details. Refer to the U.S. Coast Guard Light List for details.

Joins page 5

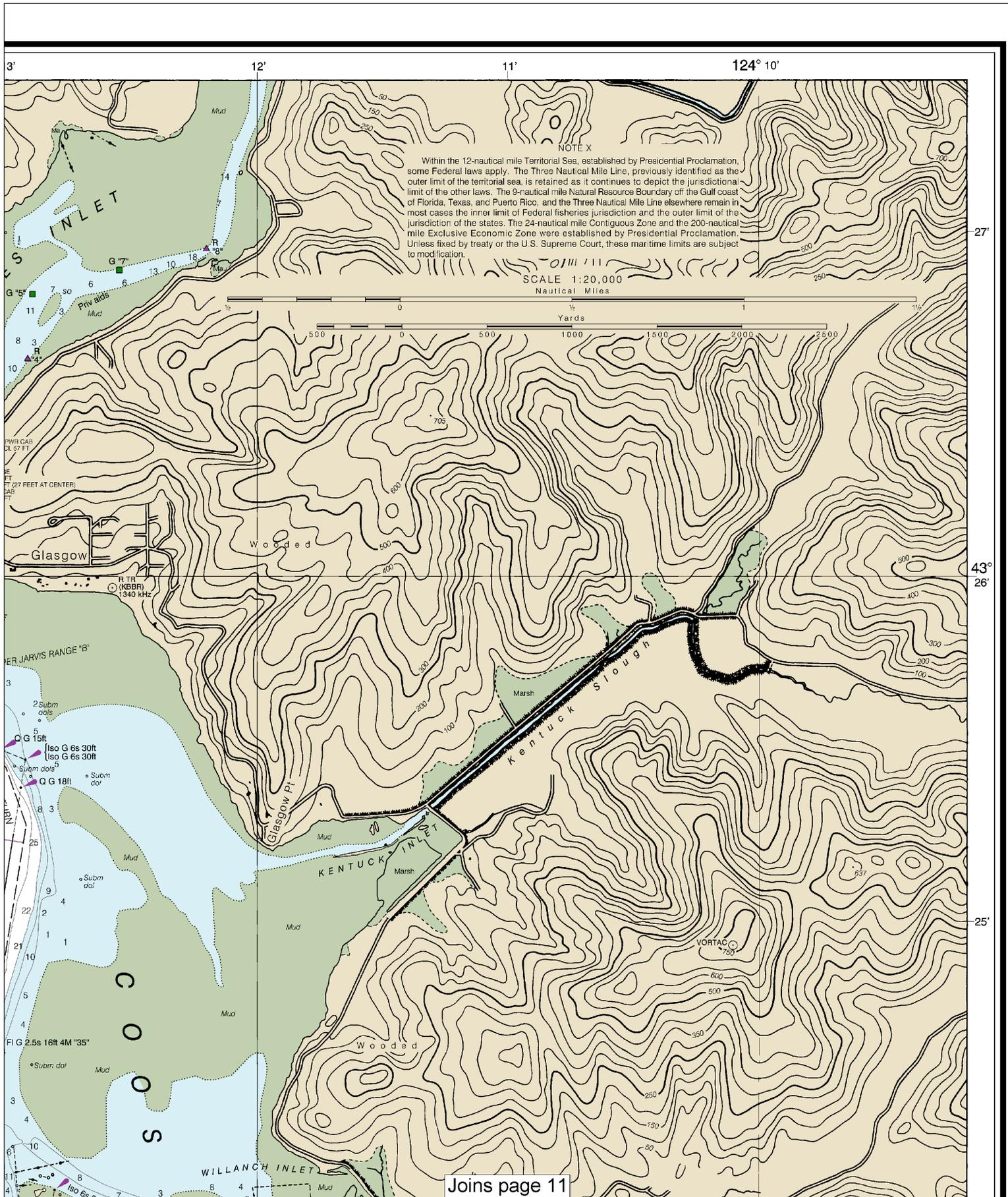
Joins page 10



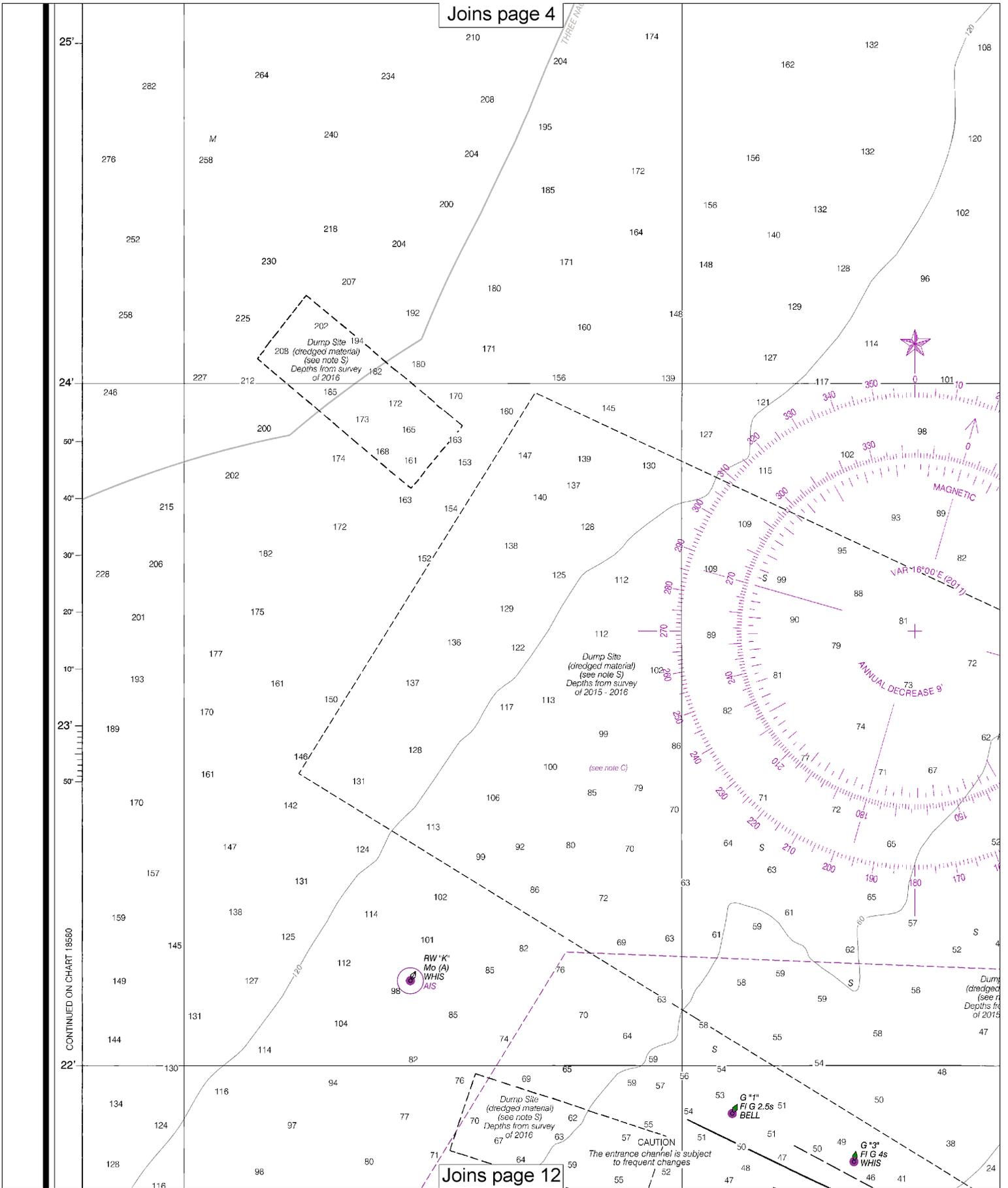
Note: Chart grid lines are aligned with true north.



See Note on page 5.



71st Ed., Apr. 2011. Last Correction: 10/21/2016. Cleared through:  
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

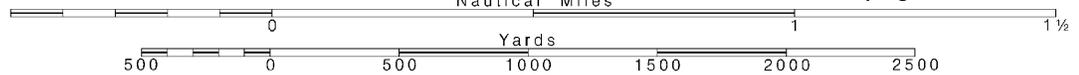


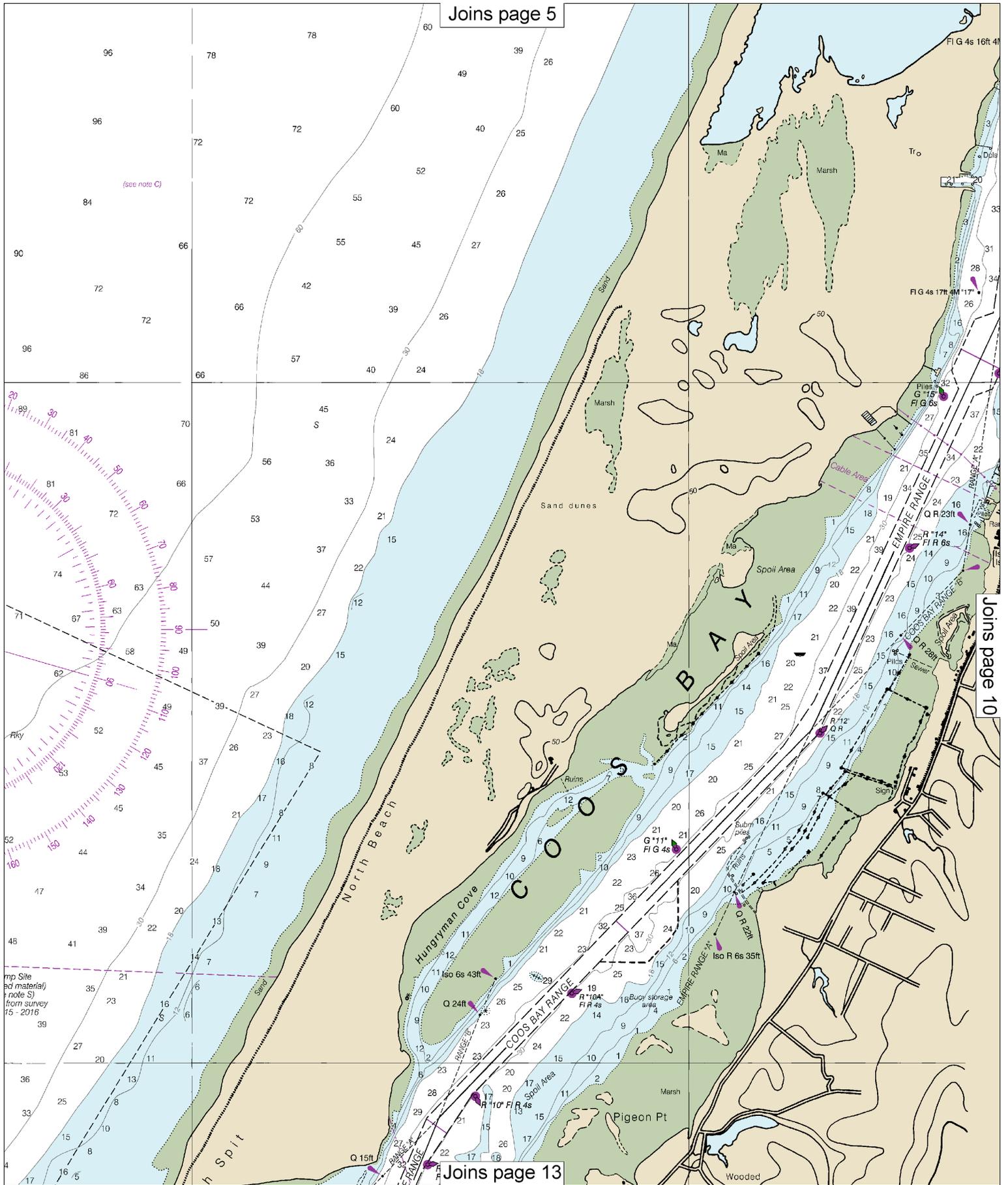
Note: Chart grid lines are aligned with true north.

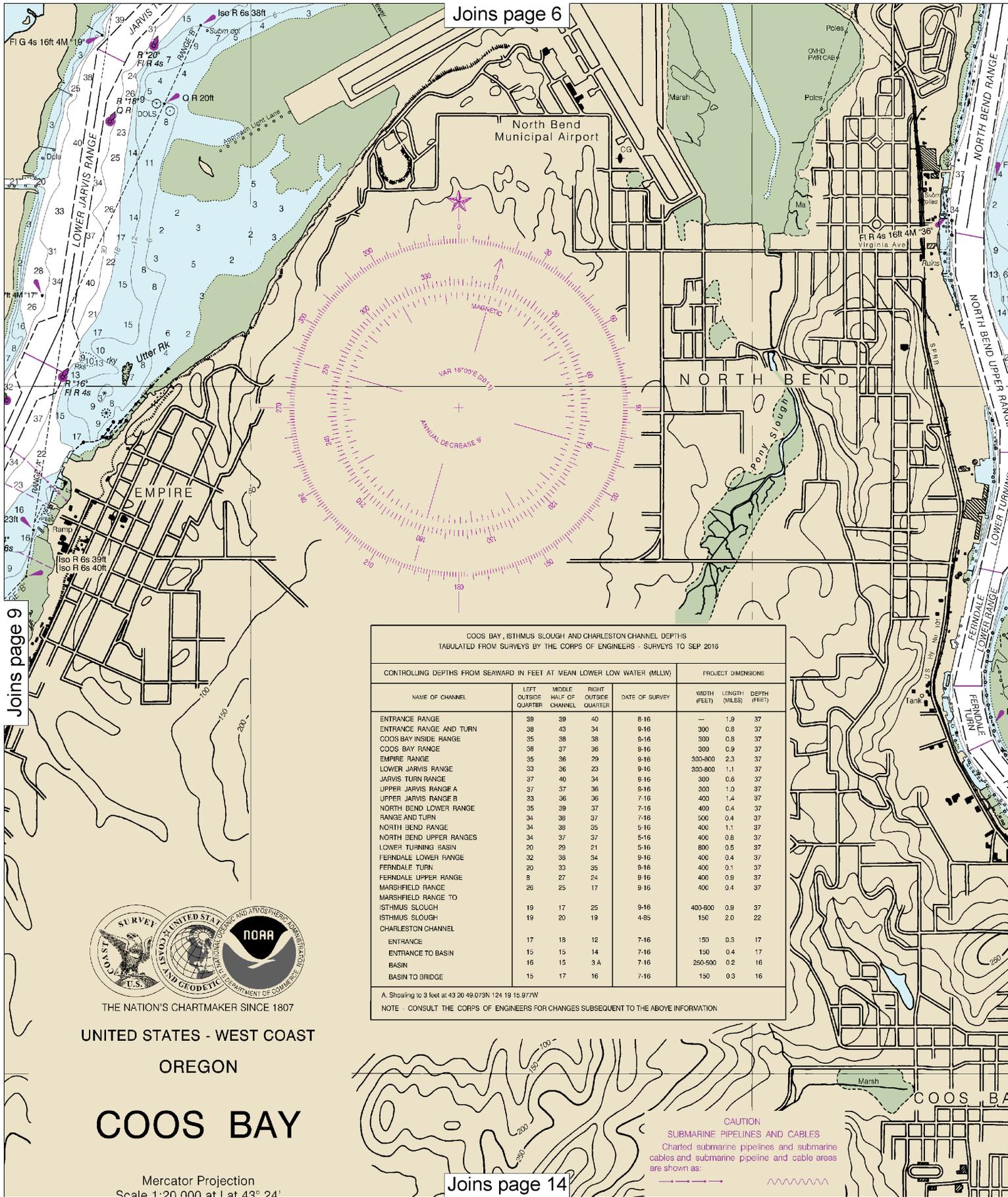
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.







Joins page 9

COOS BAY, ISTHMUS SLOUGH AND CHARLESTON CHANNEL DEPTHS  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2016

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	8-16	---	1.9	37
ENTRANCE RANGE AND TURN	38	43	34	9-16	300	0.8	37
COOS BAY INSIDE RANGE	35	38	38	9-16	300	0.8	37
COOS BAY RANGE	36	37	36	9-16	300	0.9	37
EMPIRE RANGE	35	36	29	9-16	300-800	2.3	37
LOWER JARVIS RANGE	33	36	23	9-16	300-800	1.1	37
JARVIS TURN RANGE	37	40	34	9-16	300	0.8	37
UPPER JARVIS RANGE A	37	37	36	9-16	300	1.0	37
UPPER JARVIS RANGE B	33	36	36	7-16	400	1.4	37
NORTH BEND LOWER RANGE	35	39	37	7-16	400	0.4	37
RANGE AND TURN	34	38	37	7-16	500	0.4	37
NORTH BEND RANGE	34	38	35	5-16	400	1.1	37
NORTH BEND UPPER RANGES	34	37	37	5-16	400	0.8	37
LOWER TURNING BASIN	20	29	21	5-16	800	0.5	37
FERRINDALE LOWER RANGE	32	38	34	9-16	400	0.4	37
FERRINDALE TURN	20	33	35	9-16	400	0.1	37
FERRINDALE UPPER RANGE	8	27	24	9-16	400	0.9	37
MARSHFIELD RANGE	26	25	17	9-16	400	0.4	37
MARSHFIELD RANGE TO ISTHMUS SLOUGH	19	17	25	9-16	400-600	0.8	37
ISTHMUS SLOUGH	19	20	19	4-85	150	2.0	22
CHARLESTON CHANNEL							
ENTRANCE	17	18	12	7-16	150	0.3	17
ENTRANCE TO BASIN	15	15	14	7-16	150	0.4	17
BASIN	16	15	3 A	7-16	250-500	0.2	16
BASIN TO BRIDGE	15	17	16	7-16	150	0.3	16

A. Shoaling to 3 feet at 43 20 49.073N 124 19 15.977W  
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:

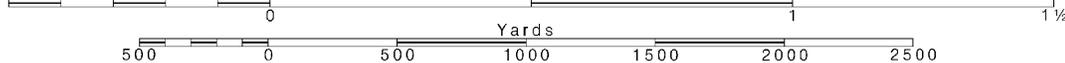
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





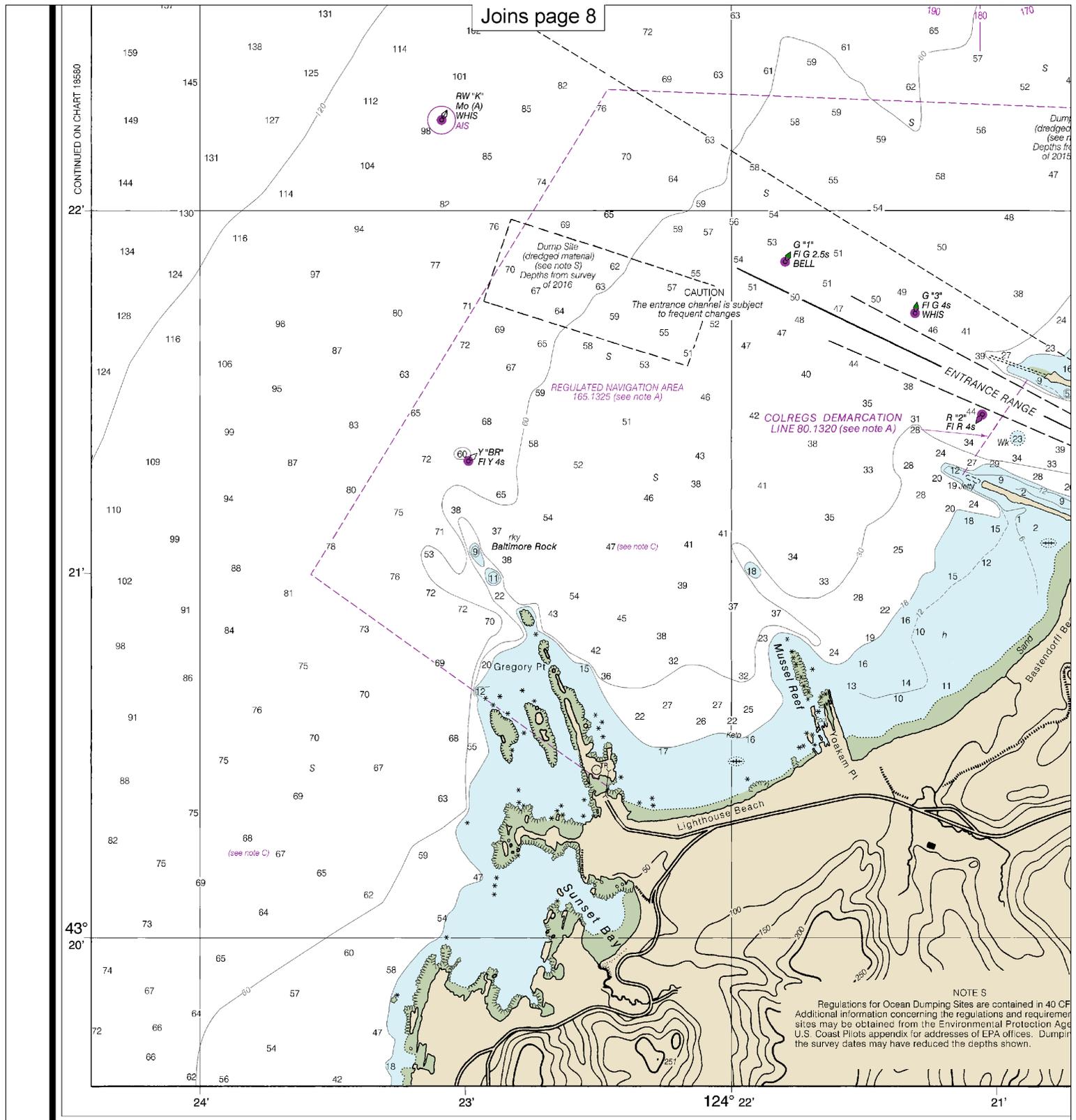
Controlling depths of MLLW were 5 feet from the lift bridge (43°21' 58"N., 124°09'10"W.) to the mouth of the Millcoma River; thence 3 feet in the South Fork to Dellwood. In the Millcoma River (the north fork) 4 feet was available to Allegany.

MAR 1977 - APR 1990

OVERHEAD CROSSING (BEYOND CHART LIMITS):  
 Fixed Bridge on South Fork  
 HOR CL 130 FT  
 VERT CL 38 FT  
 O.V.H.D. P.W.R. CAB on South Fork to Dellwood  
 MINIMUM AUTH. CL 42 FT  
 O.V.H.D. P.W.R. CAB on Millcoma River to Allegany  
 MINIMUM AUTH. CL 40 FT

O.V.H.D. P.W.R. CABS AUTH. CL 81 FT

VERTICAL LIFT BRIDGE  
 HOR CL 80 FT  
 VERT CL 26 FT DOWN  
 VERT CL 54 FT UP



Joins page 8

CONTINUED ON CHART 18580

18587

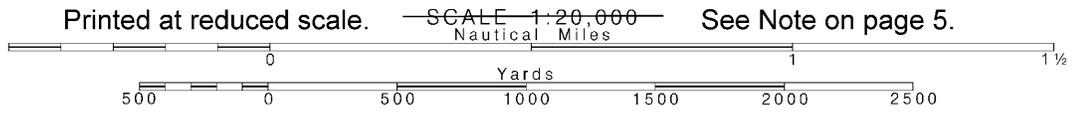
**CAUTION**  
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected 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).

NOAA encourages users to submit inquiries, discrepancies about this chart at <http://www.nauticalcharts.noaa.gov/staff/oc>

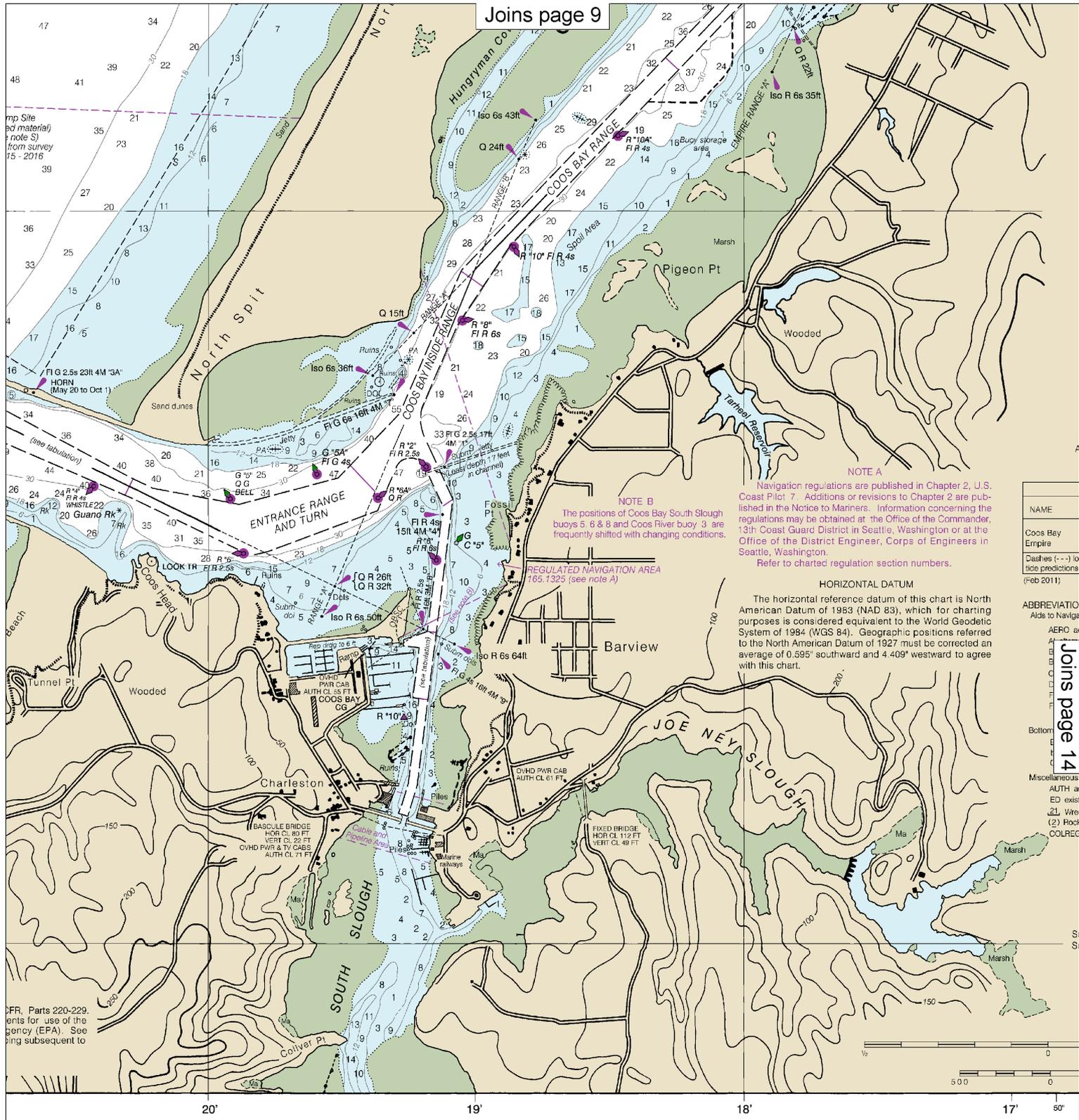
71st Ed., Apr. 2011. Last Correction: 10/21/2016. Cleared through:  
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

**12**

Note: Chart grid lines are aligned with true north.



See Note on page 5.



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.

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

REGULATED NAVIGATION AREA  
165.1325 (see note A)

NAME
Coos Bay Empire
Dashes (---) 10 tide predictions (Feb 2011)

ABBREVIATION
Aids to Navigation
AERO
Bottom
Miscellaneous
AUTH
ED
W
(2) R
COLLEC

Joins page 14

IFR, Parts 220-229.  
entis for use of the  
gency (EPA). See  
ing subsequent to

ics or comments  
contact.htm.

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



THE NATION'S CHARTMAKER SINCE 1807

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**

MARSHFIELD RANGE	19	17	25	9-16	400	0.4	37
MARSHFIELD RANGE	19	17	25	9-16	400-600	0.9	37
ISTHMUS SLOUGH	19	20	19	4-85	150	2.0	22
CHARLESTON CHANNEL							
ENTRANCE	17	18	12	7-16	150	0.3	17
ENTRANCE TO BASIN	15	15	14	7-16	150	0.4	17
BASIN	16	15	3A	7-16	250-500	0.2	16
BASIN TO BRIDGE	15	17	16	7-16	150	0.3	16

A. Shoaling to 3 feet at 43 20 49.073N 124 19 15.977W  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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	feet
Coos Bay	(43°23'N/124°13'W)	7.3	6.7	1.1						
Empire	(43°24'N/124°17'W)	6.7	6.0	1.1						

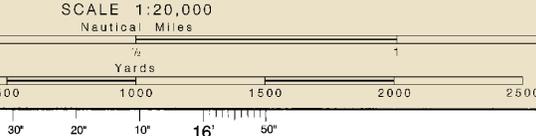
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Feb 2011)

- ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):
- AERO aeronautical
  - AI alternating
  - B black
  - Bn beacon
  - C can
  - DIA diaphone
  - F fixed
  - Fl flashing
  - G green
  - IQ interrupted quick
  - Is isophase
  - LT LHO lighthouse
  - M minute
  - MICRO TR microwave tower
  - Mkr marker
  - M moose code
  - N nun
  - OBSC obscured
  - OC occulting
  - O orange
  - Q quick
  - R red
  - Ra Ref radar reflector
  - R Bn radiobeacon
  - R TR radio tower
  - Rot rotating
  - s seconds
  - SEC sector
  - St M statute miles
  - VQ very quick
  - W white
  - WHIS whistle
  - Y yellow
  - Co coral
  - G gravel
  - Gr grass
  - gy gray
  - h hard
  - M mud
  - Oys oysters
  - Rk rock
  - S sand
  - so soft
  - Sh shells
  - sy sticky
  - PD position doubtful
  - Rep reported
- 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: ---

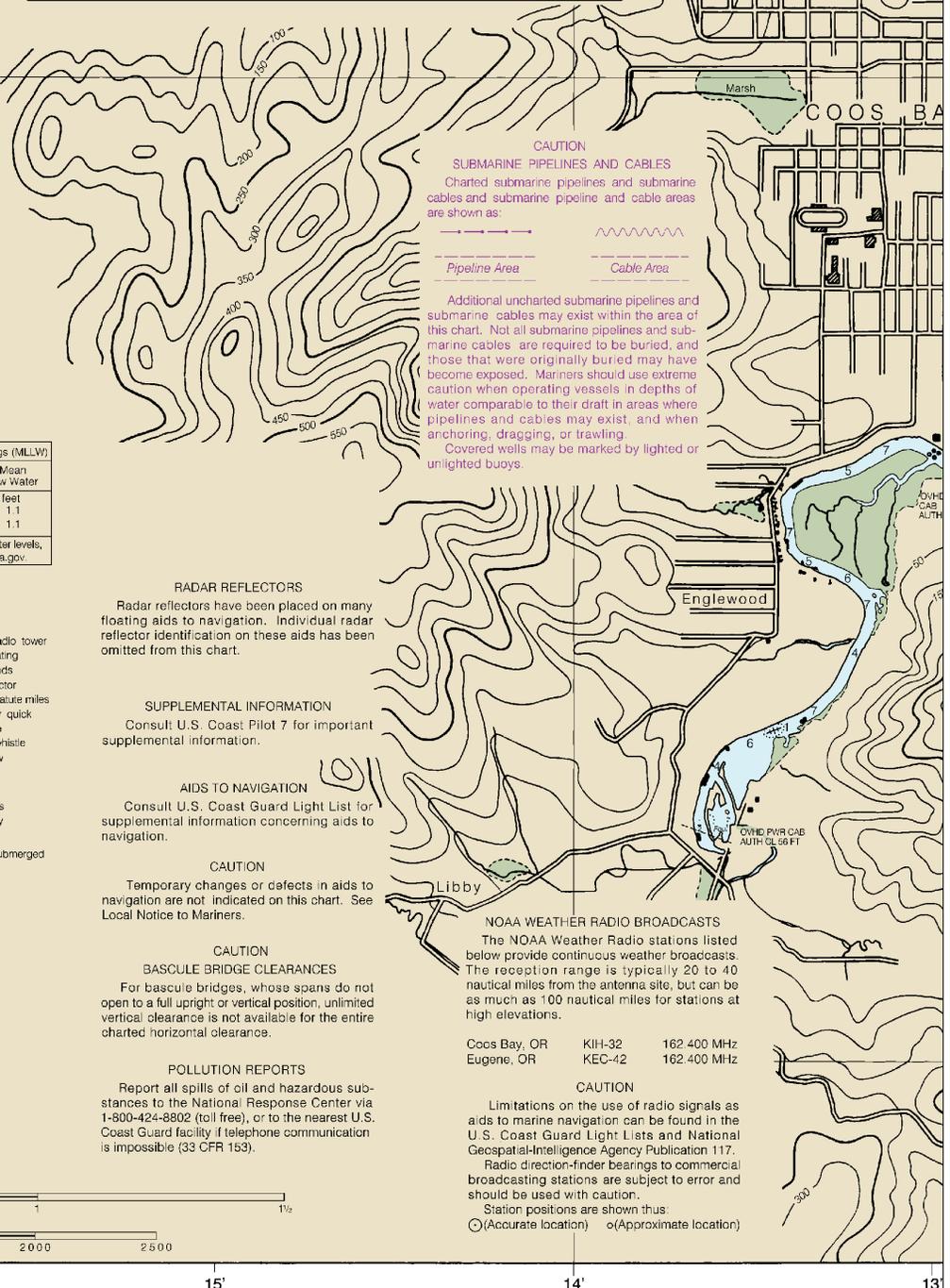
**HEIGHTS**  
Heights in feet above Mean High Water.

**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.



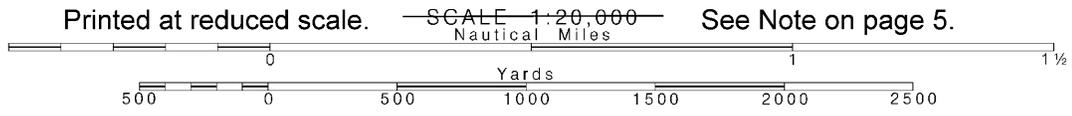
at Washington, D.C.  
DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
COAST AND GEODETIC SURVEY



## SOUNDINGS IN FEET

**14**

Note: Chart grid lines are aligned with true north.







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](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.