



Coos Bay

Ocean Salmon... Safely



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DANGER AREAS

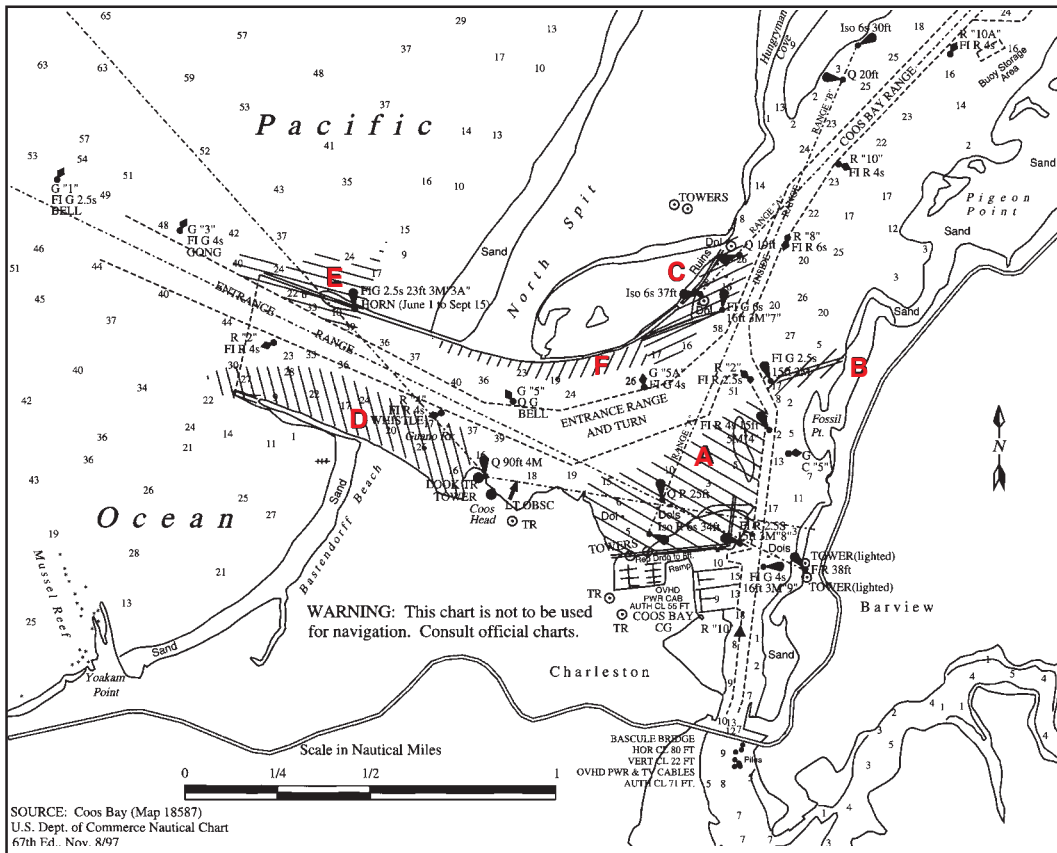
- A. Sand spit, South Slough.** As you leave the Charleston Boat Basin, the South Slough sand spit is on your left. It extends north, parallel to the channel from South Slough buoy #4, approximately 450 yards toward South Slough light #2. Presently, nun buoy #2T marks the north end of the sand spit. Do not cross this area.
- B. Submerged jetty.** When you proceed out from the Charleston Boat Basin in the South Slough channel, and are directly between South Slough light #4 and can buoy #5, directly ahead will be South Slough light #1, marking the end of the submerged jetty. This jetty is visible only at low water. When departing the Charleston Boat Basin, stay to the left of light #1 at all times.
- C. Sand spit, north beach.** This area is dangerous because of

shoal waters and submerged jetties. Occasionally, on a strong ebb, there will be breakers in this area. Avoid this area because of the possibility of going aground or striking submerged jetties and pilings. Note, too, that inbound and outbound tugs with tows, freighters, and so forth, pass close aboard this area and cannot stop for obstructions in the channel—including small vessels.

D. South jetty, Guano Rock area. This is a very dangerous area because of shoals that extend out from the south jetty to the entrance channel. Breakers are frequently experienced from Guano Rock lighted whistle buoy #4 extending out to just past the end of the south jetty. Exercise care in this area at all times, especially on ebb tides.

E. North jetty, submerged. The north jetty extends approximately 200 yards to the west. The outward end of the jetty is submerged from the visible end of the jetty out toward buoy #3. Never cross this area. There are breakers in this area most of the time. When departing the bar northbound, be sure to pass buoy #3 before turning to the north.

F. Area north of buoy #5. This area can be very dangerous when there are any large swells on the bar or during ebb tide. Freak breakers are common in this area. Many boats do transit this area on occasion, but it is strongly recommended that you never cross here.



ROUGH BAR ADVISORY SIGN

Positioned eight feet above the water on jetty just north of the Charleston Boat Basin. This is a two-part sign, facing toward the Charleston Boat Basin and toward South Slough light #2.

BAR CONDITION REPORTS

The Charleston Coast Guard station records weather and bar conditions; you may obtain this information by phoning (541) 888-3102 or (541) 888-3267. KBBR (1340 kHz) broadcasts reports hourly during the summer months and as notified by the Coast Guard. The Charleston Coast Guard station also posts current weather advisories. Weather and wind warning flags are displayed at the Charleston Port office during daylight hours.

Hazards

Crossing the Bar

The bar is the area where the deep waters of the Pacific Ocean meet with the shallower waters near the mouth of a river. Most accidents and deaths that occur on coastal bars are from capsizing.

Improper loading and/or overloading are major causes of capsizings. Improperly/overloaded boats have less stability and less freeboard, which can allow seas to break into the vessel, causing the boat to become even less stable.

Boats are more likely to capsize when crossing the bar from the ocean because the seas are on the stern and the boater may have less control over the vessel.

Boaters must make sure the bar is safe prior to crossing. Check with other boaters or the Coast Guard to find out the condition of the bar.

If you are caught on a rough bar running in:

- ✓ Make sure everybody aboard is wearing a personal flotation device.
- ✓ Keep the boat square before the seas.
- ✓ Keep the boat on the back of the swell. Ride the swell and stay clear of the following wave.

Avoid sudden weight shifts from passengers or gear moving around in the boat. If possible, have passengers lie down as near the centerline of the boat as possible.

Do not allow the waves to catch your boat on the side (beam). This condition is called broaching, and can easily result in capsizing.

Rough Bar Advisory Signs

Be aware of the location and status of rough bar advisory signs. These signs are 6ft by 6ft white, diamond shaped daymarks, with the words "ROUGH BAR" in black letters. Two alternating amber lights on the signs are activated when observed seas on the bar exceed 4 feet in height and are considered dangerous.

DO NOT CROSS THE BAR WHEN THE LIGHTS ARE FLASHING!

If the lights are not flashing, there is no guarantee that sea conditions are favorable.

Coastal bars may be closed to recreational boats when conditions on the bar create a hazardous condition. Failure to comply with the closure may result in voyage termination, and civil and/or criminal penalties. The regulations are enforced by Coast Guard boarding teams.

Tides

Tides are the vertical rise and fall of the water and tidal current is the horizontal flow of the water.

There are roughly two tides each day in the Pacific Northwest.

Tidal movement toward the shore or upstream is the flood current. Movement away from shore or downstream is the ebb current. The period between is known as slack water.

Tidal currents may gain tremendous velocity, particularly when the ebb current is augmented by river runoff.

- ✓ It is extremely dangerous to get caught on the bar during a strong ebb current. Even on days that are relatively calm, a fast moving ebb can create bar conditions that are too rough for small craft.
- ✓ Always know the stage of the tide!
- ✓ Avoid getting caught on the bar during an ebb tide.

It is normally best to cross the bar during slack water or on a flood tide, when the seas are normally calmest.

EMERGENCIES

VHF-FM Radio: Channel 16

- ◆ **If in distress** (threatened by grave and imminent danger):
 1. Make sure radio is on
 2. Select Channel 16
 3. Press/Hold the transmit button
 4. Speak slowly, and clearly say:
MAYDAY, MAYDAY, MAYDAY
 5. Give the following information
 - Vessel Name and/or Description
 - Nature of Emergency
 - Position and/or Location
 - Number of People Aboard
 6. Release the Transmit Button
 7. Wait for 10 seconds – If no response, repeat "Mayday" call
- ◆ **If not in immediate danger**, follow the same steps as above, except do not use the word "MAYDAY."

Make Sure Everybody is Wearing a Life Jacket!

Telephone: 911

Tell the operator that you have a marine emergency. Be ready to provide the same information required in item number 5 of the mayday call.