



# Yaquina Bay

## Ocean Salmon... Safely



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Yaquina Bay

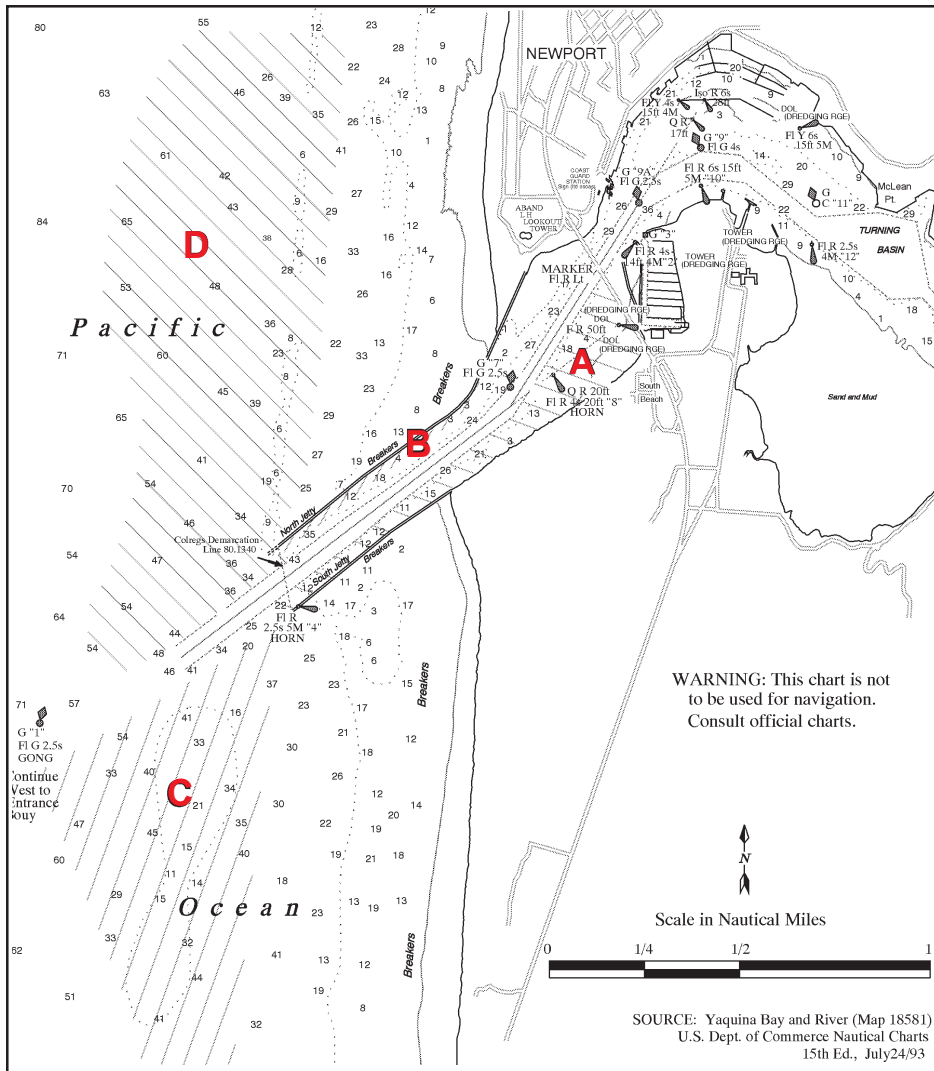
### DANGER AREAS

**A. South jetty.** There are submerged rocks along the length of the jetty; do not hug the jetty on either side. Boaters should remain in the channel entering and leaving the river so that if their engines fail, they will have time to anchor before the current or wind sweeps them into the rocks.

**B. North jetty.** This jetty affords excellent protection from northerly winds. However, the same caution should be exercised in running close to it as with the south jetty. Be especially cautious of submerged rocks near the tip of the north jetty. On an ebb tide, stay well clear, up to the end of the north jetty, as there is danger of being swept into the breakers at the extreme end. Remain in the channel outbound until you pass buoy #1 at the south end of Yaquina reef. This applies to entering the river as well as leaving.

**C. South reef.** This reef can be considered an extension of Yaquina reef and is equally dangerous because it has the same surf conditions. When going south, continue out the channel to the entrance buoy before turning south.

**D. Yaquina reef.** This reef is extremely dangerous, even when the winds are light and few breakers can be seen. A large swell coming from seaward can cause a tremendous breaker on this reef with little or no warning, even when the sea is otherwise calm. Never fish close to the reef and do not turn north between the end of the north jetty and buoy #1.



### ROUGH BAR ADVISORY SIGN

Positioned on shore, east end of Coast Guard pier.

### BAR CONDITION REPORTS

KNPT, Newport (1310 AM); twice daily winter and summer, and at Coast Guard request. Recorded weather and bar condition reports: (541) 265-5511. When the Coast Guard restricts the bar, the restriction applies to the area from the bridge west to the entrance buoy.

For more detailed information, check the Marine Board website at [www.boatoregon.com](http://www.boatoregon.com).

# 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.