

# SIUSLAW RIVER BAR HAZARDS

## BAR AND WEATHER CONDITIONS

**Listen to the local broadcast on 1610 AM**

### 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 the river.

Most accidents and deaths that occur on coastal bars are from capsizing.

Coastal bars may be closed to recreational boats when conditions on the bar are hazardous. 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.

Improper loading and/or overloading are major causes of capsizing. Improper/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 center-line 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.

### TIDES

Tides are the vertical rise and fall of the water and tidal current is the horizontal flow of the water. There are roughly four tides each day in the Pacific Northwest. Tidal movement toward the shore or upstream is the flood current. Movement away from the shore or downstream is the ebb current. The period between the two 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 strong ebb current. Even on days that are relatively calm, 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.

### REGULATED NAVIGATION AREAS

The Coast Guard has established a Regulated Navigation Area in the area surrounding and on the Siuslaw River Bar. If the yellow lights on this sign are flashing, indicating a restriction has been placed on recreational and uninspected passenger vessels crossing the bar.

In accordance with 33 CFR 165.1325, the U.S. Coast Guard has the authority to restrict all recreational and uninspected passenger vessels from crossing the bar when hazardous conditions exist. Failing to comply with posted bar restrictions may result in a maximum civil penalty of \$25,000.00

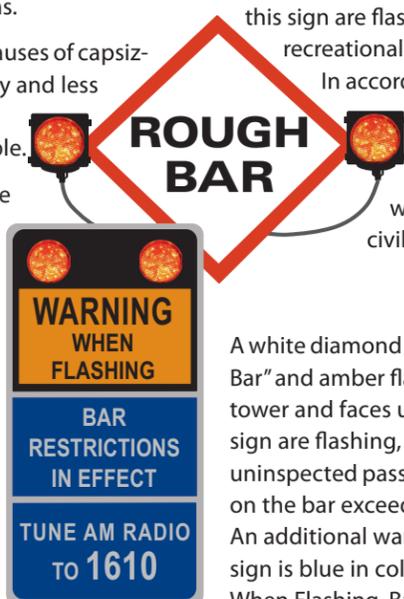
### WARNING SIGN LOCATIONS

A white diamond shape sign with an orange border indicating "Rough Bar" and amber flashing lights is mounted on the Coast Guard lookout tower and faces up river towards Florence. If the yellow lights on this sign are flashing, a restriction has been placed on recreational and uninspected passenger vessels crossing the bar. (When observed, seas on the bar exceed four feet in height and are considered dangerous.) An additional warning sign is located at the Florence boat ramps. This sign is blue in color and has amber flashing lights that read: Warning When Flashing, Bar Restrictions in Effect, Tune to 1610 AM. When the amber lights are flashing on any of the warning signs hazardous conditions are present and a bar restriction is in place. Mariners should tune in to listen to the restriction information.

### BAR CONDITIONS AND OBSERVATION REPORTS

The AM radio broadcast is audible within a 6-mile radius from the Coast Guard Station. It provides a continual broadcast on radio station 1610 AM containing bar conditions, bar restrictions, and local weather. Recorded bar and weather conditions can be obtained by calling Coast Guard Station Siuslaw River at (541) 997-3631. Observed weather and bar conditions are updated every four hours or more frequently if there is a significant change in weather. Marine Information Broadcasts on Channel 16 VHF FM are conducted by the Coast Guard when hazardous bar conditions and restrictions are put into place or are lifted. Mariners are strongly encouraged to monitor channel 16 VHF/FM for all notices and weather updates.

You can also access current bar conditions and restriction on your smart phone or hand held device by going to, [www.wrh.noaa.gov/pqr/marine/BarObs.php](http://www.wrh.noaa.gov/pqr/marine/BarObs.php).



## 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, switch to CH 22 and follow the same steps as above, except do not use the word "MAYDAY."

**Make Sure Everyone is Wearing a Life Jacket!**

Phone 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.



### Coast Guard Stations:

Siuslaw River  
Florence, OR  
(541) 997-3631

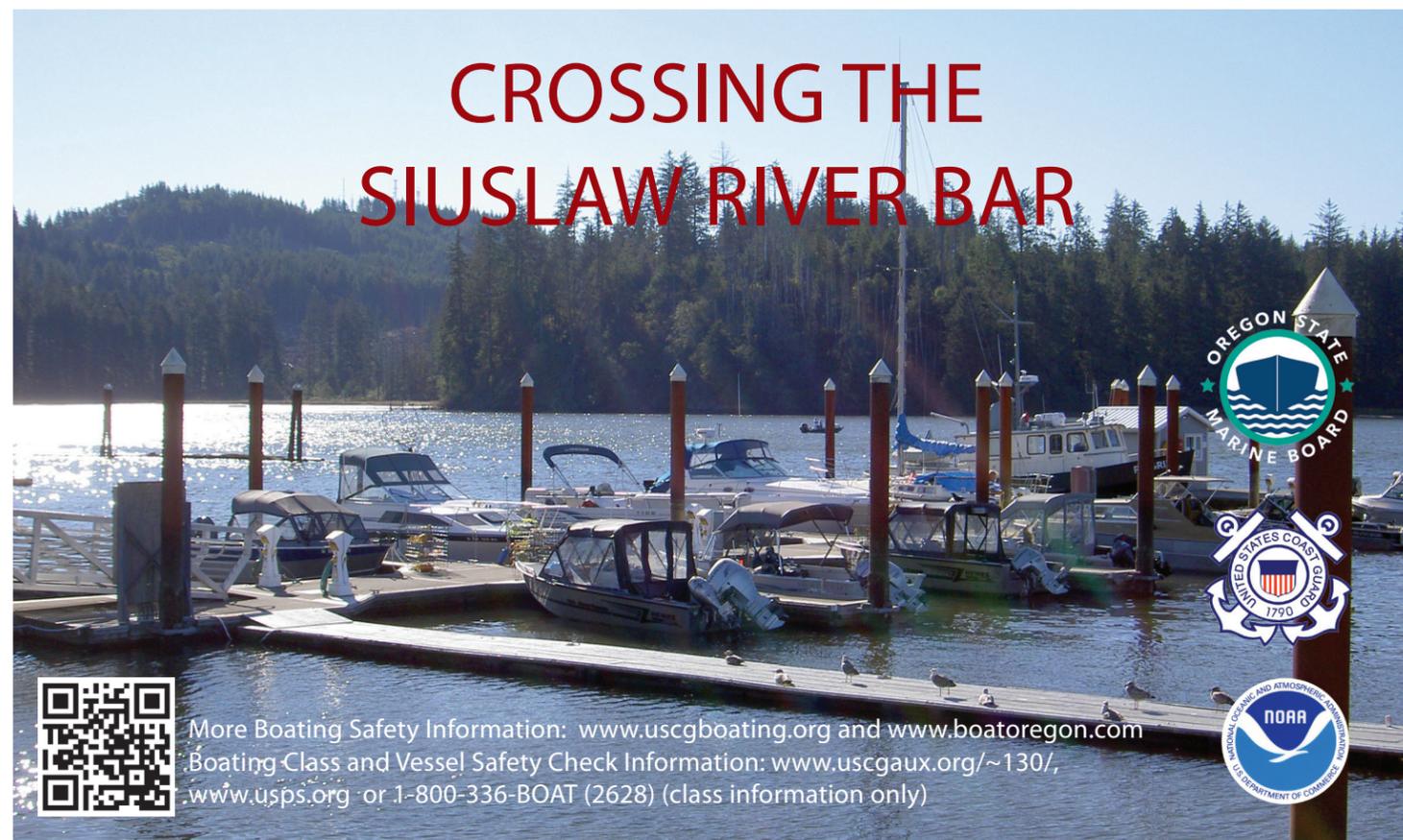
## BOATING SAFETY TIPS

- Check Weather, Tide, and Bar Conditions – The latest information can be heard on 1610 AM
- File a Float Plan With Friends/Relatives
- Don't Overload Your Boat
- Wear Your Life Jacket
- Carry Flares and a VHF-FM Radio
- Stay Well Clear of Commercial Vessels
- Have Anchor With Adequate Line
- Boat Sober



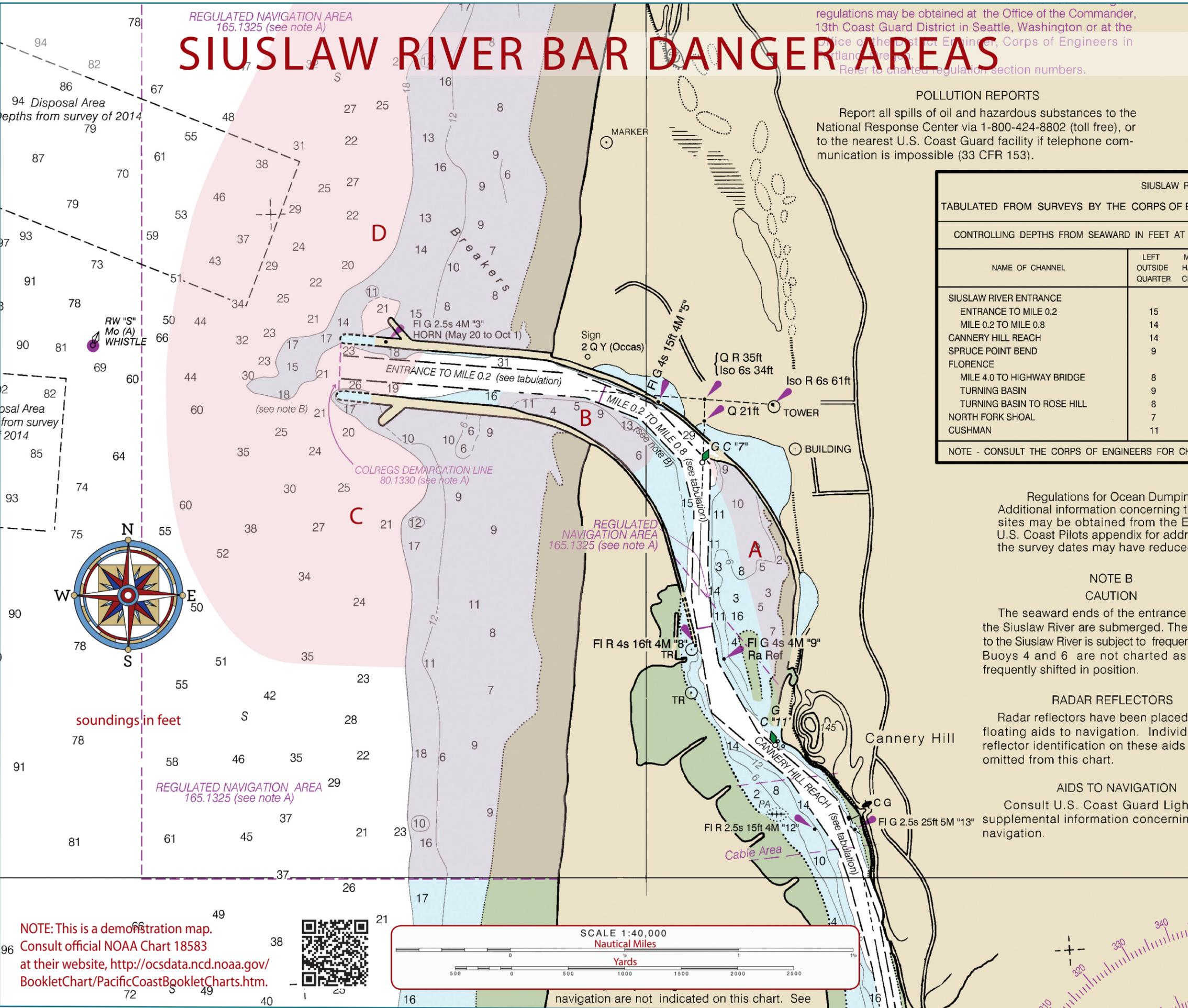
Graden Davis  
Survivor

# CROSSING THE SIUSLAW RIVER BAR



More Boating Safety Information: [www.uscgboating.org](http://www.uscgboating.org) and [www.boatoregon.com](http://www.boatoregon.com)  
Boating Class and Vessel Safety Check Information: [www.uscgaux.org/~130/](http://www.uscgaux.org/~130/),  
[www.usps.org](http://www.usps.org) or 1-800-336-BOAT (2628) (class information only)

# SIUSLAW RIVER BAR DANGER AREAS



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 Portland, Oregon. Refer to charted regulation section numbers.

**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).

SIUSLAW RIVER		
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS		
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT		
NAME OF CHANNEL	LEFT QUARTER	MID CHANNEL
SIUSLAW RIVER ENTRANCE		
ENTRANCE TO MILE 0.2	15	
MILE 0.2 TO MILE 0.8	14	
CANNERY HILL REACH	14	
SPRUCE POINT BEND	9	
FLORENCE		
MILE 4.0 TO HIGHWAY BRIDGE	8	
TURNING BASIN	9	
TURNING BASIN TO ROSE HILL	8	
NORTH FORK SHOAL	7	
CUSHMAN	11	

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES

Regulations for Ocean Dumping  
Additional information concerning the sites may be obtained from the EIS of the U.S. Coast Pilots appendix for address the survey dates may have reduced

**NOTE B CAUTION**

The seaward ends of the entrance to the Siuslaw River are submerged. The entrance to the Siuslaw River is subject to frequent shifting. Buoys 4 and 6 are not charted as frequently shifted in position.

**RADAR REFLECTORS**

Radar reflectors have been placed on floating aids to navigation. Individual reflector identification on these aids is omitted from this chart.

**AIDS TO NAVIGATION**

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

**Siuslaw River Bar:** Siuslaw River Bar has a very narrow channel extending out past the jetties. Unlike the larger bars on the Oregon Coast, the Siuslaw River Bar may be rendered impassable for small boats by a moderate swell, particularly at ebb tide. Boaters should use extreme caution when operating near this bar. Due to shoaling and jetty extensions, bar conditions are unpredictable. When the bar is rough, expect continuous breakers just inside the jetty tips out to 250 yards. NOTE: The entrance range may not mark best water due to the changing conditions of the bar.

**A. Shoal water, northeast side of the channel.** Has depth of 2 to 3 feet at high tide and extends from Siuslaw River Channel Buoy 7 to Siuslaw River Channel Light 9 and on to Siuslaw River Channel Buoy 11.

**B. Shoal water, south side of the channel.** Extends from Siuslaw River Channel Buoy 6 to Siuslaw River Channel Buoy 4 and approximately 50 yards out toward the south jetty tips.

**C. Outer end of south jetty.** Breakers are almost always present in this area. When the seas are from the southwest or west, breakers may extend to the entrance buoy, Siuslaw River Approach Lighted Whistle Buoy "S."

**D. Outer end of north jetty.** Breakers are almost always present in this area. When the seas are from the west, the breakers may extend to the entrance buoy (Lighted Whistle Buoy "S").



**Warning:** Safe navigation is the responsibility of the operator of each vessel. The Coast Guard and NOAA provide information to assist mariners in navigating safely. The information is updated every four hours or when

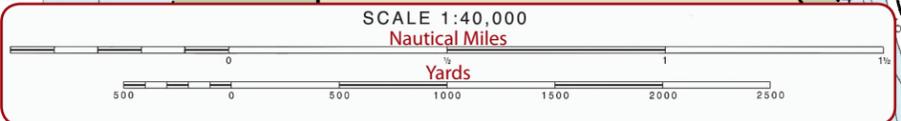


local bar conditions and or restrictions change. The information provided reflects conditions at the time the bar was observed and may not reflect current conditions. Bar conditions are subject to change without notice. This report should NOT be used as the sole source of information when making a decision

to cross the bar. Mariners are advised to use all means available to safely reevaluate bar conditions and risk before crossing the bar.



NOTE: This is a demonstration map. Consult official NOAA Chart 18583 at their website, <http://ocsdta.ncd.noaa.gov/BookletChart/PacificCoastBookletCharts.htm>.



navigation are not indicated on this chart. See