



**KNOW BEFORE YOU GO**  
**Washington & Oregon Bar Conditions**

**Coastal bars in Washington & Oregon can be deadly**  
 Know the risks, check the current and expected conditions, carry appropriate safety equipment, and wear your life jacket

**Check bar conditions with your mobile phone**  
<http://www.weather.gov/portland/marine/barobs.php>

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 provided will be 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 evaluate bar conditions and risk before crossing the bar.

NOAA  
 UNITED STATES COAST GUARD  
 A collaborative project of the National Oceanic and Atmospheric Administration and the United States Coast Guard

### COASTAL BAR CONDITIONS AND RESTRICTION REPORTING

A system of notification to mariners has been developed to provide tools to assist boaters in making risk based decisions when evaluating their ability to cross the bar. Boaters should seek out several forms of information to make these decisions to safely evaluate weather and sea conditions for their specific size and type of vessel as well as their individual abilities as an operator. Things such as knowing the state of the tide and its effect, knowing the current forecasted weather and sea conditions and, knowing the how all those forces affect the local conditions.

The U.S. Coast Guard and the National Weather service have teamed up to provide the most up to date forecasts information and sea condition observations for coastal bar conditions along the Oregon and Washington coast. Each port provides a local area radio broadcast on 1610AM that gives the current observed bar conditions and any restrictions that may be in place. This information can also be obtained by phone, dialing the port specific number found further in this section. Internet viewing of conditions and restrictions, including bar camera images, can be found at [http://www.wrh.noaa.gov/pqr/marine/bars\\_mover.php](http://www.wrh.noaa.gov/pqr/marine/bars_mover.php) or for smart phone or mobile device by scanning the QR code in the photo above or going to <http://www.wrh.noaa.gov/pqr/marine/BarObs.php>. These observations are updated every four hours or when conditions change.

The Coast Guard and NOAA provide this information to assist mariners in making sound decisions for navigating safely but the safe navigation is the responsibility of the vessel operator. The bar restrictions and conditions information provided will be updated every four hours or when local conditions change. The information provided only reflects conditions at the time the bar was observed and may not reflect current conditions and bar conditions are subject to change without notice. These reports 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 evaluate bar conditions and risk before crossing the bar.

### COASTAL SEA SURFACE CONDITIONS

Tides (changes in water level) are caused mainly by the gravitational pull of the sun and moon. There are roughly two tides daily in the Pacific Northwest. A flood tide is the tidal movement of water towards shore, and an ebb tide is the movement away from shore or downstream. Slack water is when there is no tidal movement. Tidal Current is the flow of water. In Washington and Oregon saltwater tidal currents can obtain considerable velocities, especially when the ebbing tide is reinforced by river runoff.

## COASTAL BARS

The most dangerous condition occurs when swift ebb current meets heavy seas rolling in from the Pacific Ocean at a shallow river entrance (called a bar). At these coastal bars the water "piles up" and then "breaks". Even on calm days a swift ebb tide may create a bar condition that is too rough for small craft (any vessel under 65 feet). It is safest to transit from harbor to ocean only on slack water, flood tides, or when the sea state is calm. If you are inside the bar when rough conditions exist, remain inside! If you are trapped outside a rough bar on an ebb current, wait a few hours until the tide floods. In addition, waves build up at shallow areas such as sand spits and shoals. These areas are dangerous and should be avoided at all times. In a bar area, sea conditions can change rapidly and without warning. Always cross with caution! Bar guides for the various rivers and bays of the Pacific Northwest are contained in this chapter. The charts of the Oregon coastal bars are provided courtesy of the Oregon Marine Board. They have many useful publications that can be downloaded from <http://www.osmb.state.or.us/>.

## REGULATED NAVIGATION AREAS (RNA); BARS ALONG THE COASTS OF OREGON AND WASHINGTON

Each of the following areas is a regulated navigation area in accordance with 33 USC 165.1325: Quillayute River Entrance, Wash, Grays Harbor Entrance, Wash, Willapa Bay, Wash, Columbia River Bar, Wash.-Oregon, Nehalem River Bar, Oregon, Tillamook Bay Bar, Oregon, Netarts Bay Bar, Oregon, Siletz Bay Bar, Oregon, Depoe Bay Bar, Oregon, Yaquina Bay Bar, Oregon, Siuslaw River Bar, Oregon, Umpqua River Bar, Oregon, Coos Bay Bar, Oregon, Coquille River Bar, Oregon, Rogue River Bar, Oregon, Chetco River Bar, Oregon.

Passage across the bars located in regulated navigation areas will be restricted for recreational and uninspected passenger vessels as determined by the Captain of the Port (COTP) or his designated representative. In making this determination, the COTP or his designated representative will determine whether an unsafe condition exists. Additionally, the COTP or his designated representative will use their professional maritime experience and knowledge of local environmental conditions in making their determination. Factors that will be considered include, but are not limited to: size and type of vessel, sea state, winds, wave period, and tidal currents. When a bar is restricted, the operation of recreational and uninspected passenger vessels in the regulated navigation area is prohibited unless specifically authorized by the COTP or his designated representative.

The bars located in the regulated navigation areas will be closed to all vessels whenever environmental conditions exceed the operational limitations of the relevant Coast Guard search and rescue resources as determined by the COTP. When a bar is closed, the operation of any vessel in the regulated navigation area is prohibited unless specifically authorized by the COTP or his designated representative. The Coast Guard will notify the public of bar restrictions and bar closures via a Broadcast Notice to Mariners on VHF-FM Channel 16 and 22A. Additionally, Coast Guard personnel may be on-scene to advise the public of any bar restrictions and/or closures. Regulated Navigation Area Warning Signs are diamond-shaped white warning day markers with orange reflective border and the words "ROUGH BAR" in black letters. Generally, two alternating quick flashing yellow lights are displayed when seas exceed 4 feet in height. Lights are usually extinguished during lesser sea conditions, but this is no guarantee that the bar is safe. Regulated Navigation Area Warning Signs are located at: CHETCO RIVER, ROGUE RIVER (when manned), COQUILLE RIVER (when manned), COOS BAY, UMPQUA RIVER, SIUSLAW RIVER, YAQUINA BAY, DEPOE BAY, TILLAMOOK BAY, GRAYS HARBOR, and QUILLAYUTE RIVER.

The operator of any recreational vessel operating in a regulated navigation area shall ensure that whenever their vessel is being towed or escorted across a bar by the Coast Guard all persons located in any unenclosed areas of their vessel are wearing lifejackets and that lifejackets are readily accessible for/to all persons located in any enclosed areas of their vessel.

## JETTIES

In general, jetties continue seaward for several yards past the visible end. By all means AVOID CROSSING OVER A SUBMERGED JETTY. Navigate with extreme caution near jetties particularly when wind and sea are setting you toward the jetty.

RANGE MARKERS (See Chartlets for location)

Front and rear range markers are rectangular-shaped dayboards either red, green, black, or white, with a contrasting colored center strip. (most range markers are KRB, red with a black center stripe). For nighttime use most range markers are lighted. By steering a course which keeps the two range markers or their lights in line with one another, the mariner will remain within the approximate channel. Because entrance channels are constantly shifting, the range markers do not always mark best water. The mariner, however, will remain in the approximate channel by steering a course that keeps these range markers in line. For safe passage of coastal bars and waterways the prudent mariner should always consult the most recent edition of the Coast Guard Light List, Volume VI, Pacific Coast and Pacific Islands and an updated version of the area chart.

**NOTE:** Nehalem River Entrance Range Daybeacons are privately maintained and should only be used if one has local knowledge of the area.

SEASONAL AIDS TO NAVIGATION

Due to severe weather conditions and reduced vessel traffic during the winter, numerous aids to navigation (i.e. lights, buoys, fog signals) are seasonally discontinued, withdrawn, or replaced by smaller aids. These changes occur at regular intervals each year. The approximate dates are contained in the most recent edition of the Light List, Volume VI, Pacific Coast and Pacific Islands, and on nautical charts produced by National Ocean Service. The actual dates may be changed due to adverse weather or other conditions. Mariners should consult the Coast Guard's Local Notice to Mariners and listen to Broadcast Notice to Mariners for the dates that seasonal changes take place.

COAST WEATHER WARNING DISPLAYS

DAYTIME SIGNALS

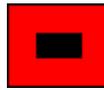
SMALL CRAFT ADVISORY



GALE WARNING



STORM WARNING



HURRICANE WARNING



NIGHT (LIGHT) SIGNALS

SMALL CRAFT ADVISORY



GALE WARNING



STORM WARNING



HURRICANE WARNING



EXPLANATION OF WARNING DISPLAYS

1. Small Craft Advisory: To alerts mariners to sustained (more than two hours) weather or sea conditions, either present or forecast, that might be hazardous to small boats. Mariners learning of a Small Craft Advisory are urged to determine immediately the reason by tuning their radios to the latest marine broadcasts. The decision as to the degree of hazard is left up to the mariner, based on his/her experience, and size and type of boat. The threshold conditions for the Small Craft Advisory are usually 18 knots of wind (less than 18 knots in some dangerous waters) or hazardous wave conditions.
2. Gale Warning: To indicate winds within the range of 34 to 47 knots are forecast for the area.
3. Storm Warning: To indicate winds 48 knots and above are forecast for the area. However, if the winds are associated with a tropical cyclone (hurricane) the Storm warning display indicates that winds 64 knots and above are forecast for the area.
4. Hurricane Warning: Issued only in connection with a tropical cyclone (hurricane) to indicate that winds 64 knots and above are forecast for the area.

**NOTE:** A "HURRICANE WATCH" is an announcement issued by the National Weather Service via press, and radio and television broadcasts whenever a tropical storm or hurricane becomes a threat to a coastal area. The "Hurricane Watch" announcement is not a warning, rather it indicates that the hurricane is near enough that everyone in the area covered by the "Watch" should listen to their radios for subsequent advisories and be ready to take precautionary action in case "Hurricane Warnings" are issued. A SPECIAL MARINE WARNING BULLETIN is issued whenever a severe local storm or strong wind of brief duration is imminent and is not covered by existing warnings or advisories. Boaters will be able to receive these special warnings by keeping tuned to a NOAA or Coast Guard VHF-FM radio frequency and commercial radio stations that transmit marine weather information.

**OREGON AND WASHINGTON - COASTAL WARNING DISPLAYS**

The U.S. Coast Guard continues to maintain Coastal Warning Displays at the following locations:

<b>Station</b>	<b>Latitude</b>	<b>Longitude</b>	<b>Type of Display</b>
Chetco River Station, OR	42°02.7'N	124°16.1'W	Day & Night
*Rogue River Patrol, OR	42°25.6'N	124°25.3'W	Daytime only
*Coquille River Patrol, OR	43°07.2'N	124°25.0'W	Daytime only
Coos Bay Station, OR	43°20.4'N	124°19.4'W	Daytime only
Coos Head Lookout, OR	43°21.1'N	124°20.1'W	Daytime only
Umpqua River Lookout, OR	43°40.0'N	124°12.2'W	Daytime only
Umpqua River-Winchester Bay, OR	43°40.8'N	124°10.6'W	Daytime only
Siuslaw River Station, OR	44°00.1'N	124°07.3'W	Daytime only
Yaquina Bay Station, OR	44°37.6'N	124°03.3'W	Daytime only
Depoe Bay Station, OR	44°48.6'N	124°03.5'W	Daytime only
Tillamook Bay Station, OR	45°33.2'N	123°54.8'W	Daytime only
Cape Disappointment, WA	46°16.7'N	124°02.8'W	Daytime only
Westport, WA	46°54.3'N	124°07.2'W	Daytime only
Quillayute River, WA	47°54.4'N	124°38.0'W	Day & Night
Neah Bay Station, WA	48°22.3'N	124°35.8'W	Day & Night

\* Operational from approximately Memorial Day through Labor Day only

## CHETCO RIVER BAR INFORMATION

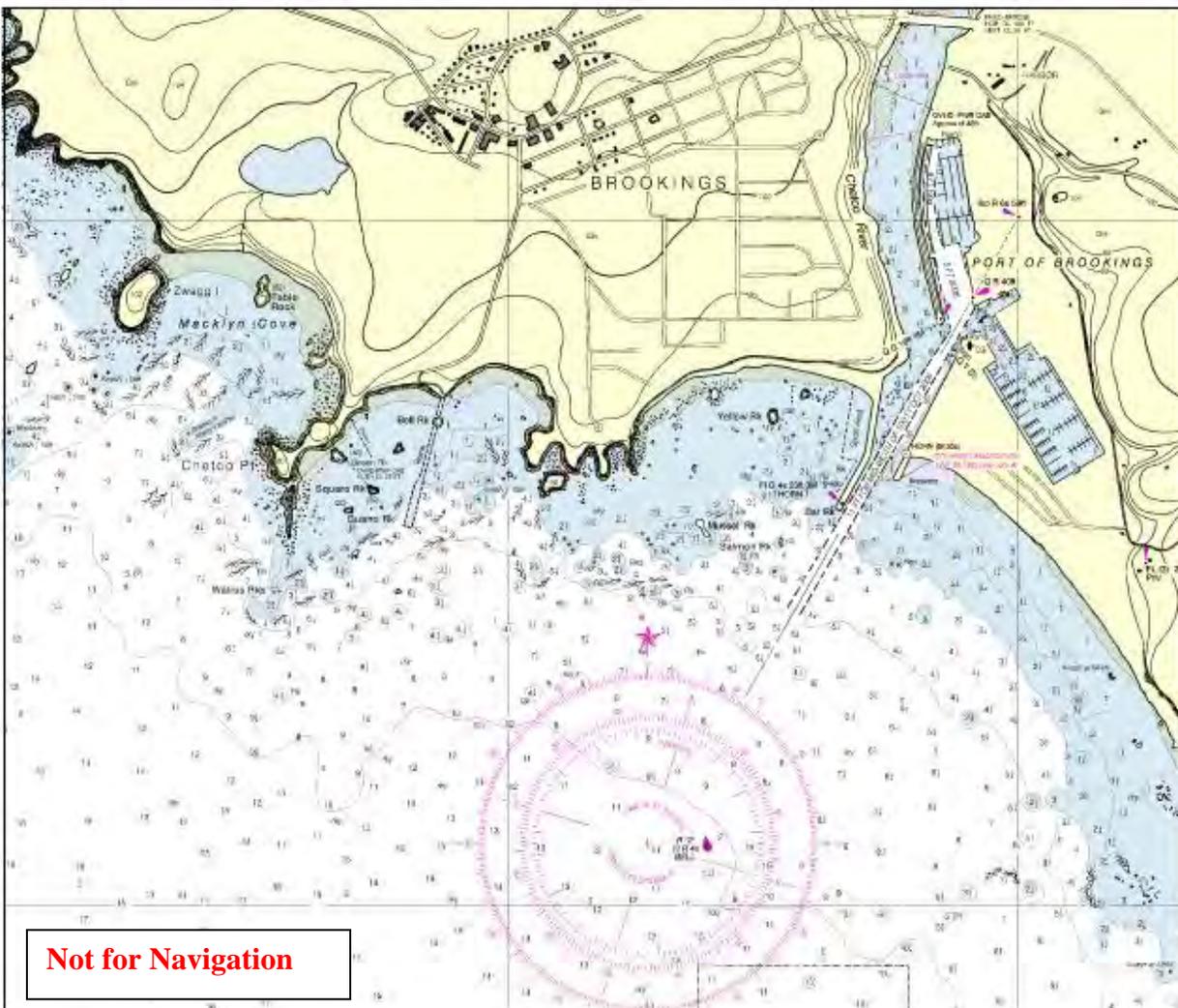
### DANGER AREAS

A. WEST JETTY ROCKY AREA: This is dangerous because of many rocks and shoaling. At high tide the rocks are covered by water and the area appears to be navigable, but is extremely dangerous. Avoid this area at all times.

B. EAST AND WEST JETTY SHOAL AREAS: These areas are extremely dangerous at all times because of submerged rocks and breakers. Rocks in these areas may be seen at low tide. Avoid these areas at all times.

REGULATED NAVIGATION AREA WARNING (ROUGH BAR) SIGN: At Chetco River the sign is located on Coast Guard fuel dock at the North NW corner of the Coast Guard station grounds. If the yellow lights on this sign are flashing, a restriction has been placed on recreational and uninspected passenger vessels crossing the bar.

BAR CONDITION REPORTS: For recorded bar condition and weather reports call Chetco River Coast Guard Station at (541) 469-4571. Additionally, within a three mile radius from the Coast Guard station a continual broadcast is on radio station 1610 AM containing bar conditions, bar restrictions, and local weather. Additional warning signs are located at the entrance to the boatramp that when the amber lights are flashing you are directed to listen to 1610 AM for more information on the restriction. Bar conditions are also broadcast by radio station KURY (910 kHz) every hour during the summer daylight hours.



## ROGUE RIVER INFORMATION

### DANGER AREAS

A. SHOAL WATER, SOUTH SIDE: Alongside the south side of the Rogue River Channel are shoal water and gravel bars. This shoal water breaks to a height of 6 feet when a swell is running. Many boats fishing inside the river, trolling between the jetties, find themselves set into this dangerous area by northwest winds. If a vessel breaks down in the channel and is not anchored, the northwest wind and ebb tide will set it into this dangerous area in a matter of minutes.

B. OUTER END, NORTH JETTY: Breakers are almost always present here because of shoal water. When the sea is running from the west or southwest, it is particularly dangerous.

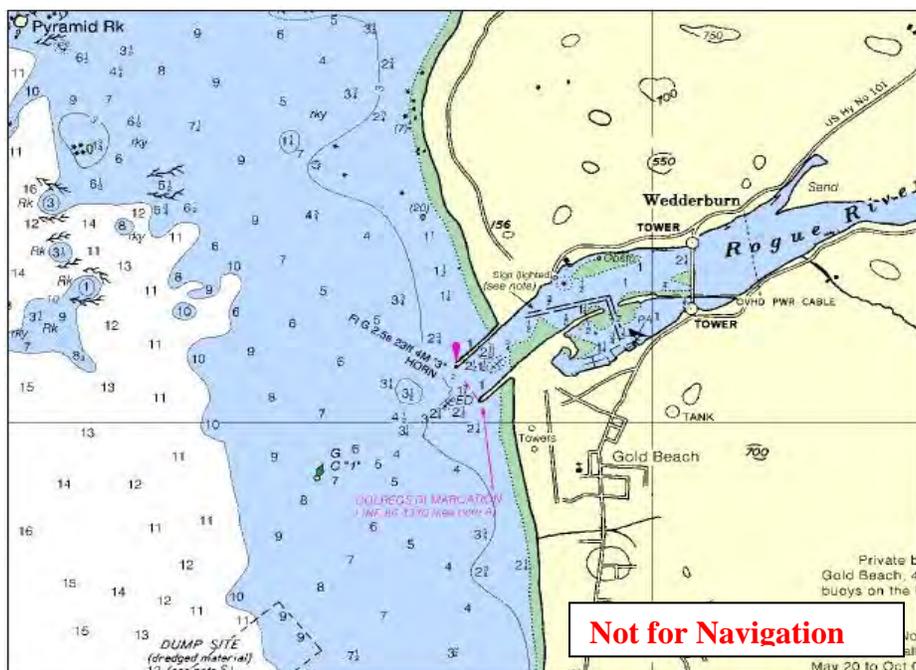
C. OUTER END, SOUTH JETTY: Breakers are almost always present. Even when it appears calm, there may be occasional breakers 1,000 feet outside the south jetty. When the sea is running from the west or southwest, this area is very dangerous.

FISHING INSIDE THE CHANNEL: During recent years, small boats, which do not usually go out into the ocean, fish just inside the bar and troll in an area between the north and south jetties. Frequently there are a great number of boats in this small area and they tend to crowd each other. Because trolling is the most common method of fishing, lines can get accidentally caught in boat propellers. Should this happen, the disabled boat should immediately anchor and/or call for aid. A northwest wind or ebb tide can set a boat into a dangerous area within a matter of minutes.

ROGUE RIVER CHANNEL: The Rogue River channel lies between the jetty tips towards the north jetty. As of February 2003, the entrance channel depths were 6, 12, and 2 feet for the left outside quarter, mid-channel, and right outside quarter respectively. The entrance channel extends from the ocean to the inner end of the north jetty. Boaters are urged to use and stay within this channel. The river entrance is subject to frequent shoaling and depth changes. Consult the Army Corps of Engineers channel reports for the latest depths.

REGULATED NAVIGATION AREA WARNING (ROUGH BAR) SIGN: There is a Regulated Navigation Area Warning Sign when the seasonal Coast Guard Station is manned. It is located on Doyle Point at the Rogue River Station Patrol on the north jetty. If the yellow lights on this sign are flashing, a restriction has been placed on recreational and uninspected passenger vessels crossing the bar.

BAR CONDITION REPORTS: The Rogue River Coast Guard Station is activated and operational only when the boating activity is significant enough to warrant the patrol, typically Memorial Day through Labor Day. For bar conditions call Chetco River Coast Guard Station at (541) 469-3885, or Rogue River Station at (541) 247-7219 (when seasonally manned). Additionally, within a three mile radius from the Coast Guard station a continual broadcast is on radio station 1610 AM containing bar conditions, bar restrictions and local weather.



## COQUILLE RIVER BAR INFORMATION

### DANGER AREAS

A. SOUTH JETTY: It is always dangerous to get too close to the end of a jetty. An unexpected breaker could carry a small boat onto the end of the jetty with great force. The inside of the south jetty is dangerous, and boaters should remain clear. The prevailing northwest wind could set a powerless boat onto the jetty.

B. NORTH JETTY: Stay clear of the end of this jetty, because the sea breaks almost continuously in this area. A shallow area with partially submerged rocks extends from the abandoned lighthouse to the end of the jetty. Large swells that occur in this area could put a boat onto these rocks.

C. SOUTH SIDE OF COQUILLE RIVER ENTRANCE: The area to the south of the entrance can be very dangerous. There are several rocks just below the surface that cannot be seen except during heavy seas. There is a prevailing northwest wind during the summer months, and the sea currents run to the south. These two conditions could combine to send a powerless boat into this area and onto the rocks.

REGULATED NAVIGATION AREA WARNING (ROUGH BAR) SIGN: There is a Regulated Navigation Area Warning Sign when the seasonal Coast Guard Station is manned. If the yellow lights on this sign are flashing, a restriction has been placed on recreational and uninspected passenger vessels crossing the bar.

BAR CONDITION REPORTS: Call the Coos Bay Coast Guard Station at (541) 888-3266, additionally, within a three mile radius from the Coast Guard station a continual broadcast is on radio station 1610 AM containing bar conditions, bar restrictions, and local weather. The Coast Guard Station on the Coquille River is activated and operational when the boating activity is significant enough to warrant the patrol, usually Memorial Day through Labor Day, and can be contacted at (541) 347-2038.



## COOS BAY BAR INFORMATION

### 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 and parallel to the channel from South Slough Buoy 6 approximately 450 yards towards South Slough Light 4. South Slough Lighted Buoy 2 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 South Slough Buoy 5, directly ahead will be South Slough Light 1, which marks 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 the area and cannot stop for obstructions in the channel – including small vessels.

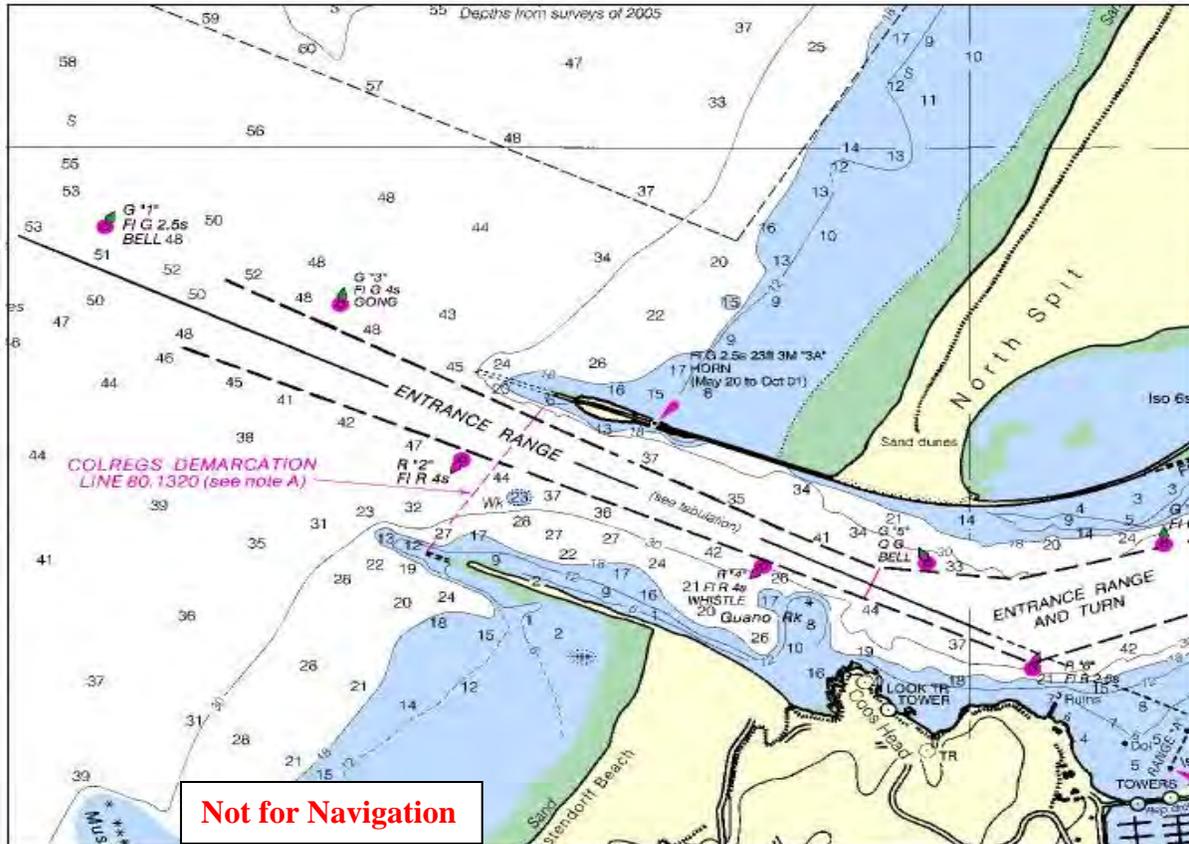
D. SOUTH JETTY, GUANO ROCK AREA: This is a very dangerous area because of shoals extending out from the south jetty to the entrance channel. Breakers are frequently experienced from Guano Rock Lighted Whistle Buoy 4 extending out to just past the end of the South Jetty. Exercise extreme care in this 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 towards Coos Bay North Jetty Lighted Gong 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 Coos Bay North Jetty Lighted Gong Buoy 3 before turning to the north.

F. AREA NORTH OF COOS BAY CHANNEL LIGHTED 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. While vessels transit this area on occasion, it is strongly recommended that you never cross here.

REGULATED NAVIGATION AREA WARNING (ROUGH BAR) SIGN: The Coast Guard has established a Regulated Navigation Area Warning Sign 8 feet above the water on the 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. If the yellow lights on this sign are flashing, a restriction has been placed on recreational and uninspected passenger vessels crossing the bar.

**BAR CONDITION REPORTS:** Weather and bar conditions are updated every three hours or more frequently if there is a significant change in weather at the Coast Guard Station in Coos Bay. This recording can be obtained by calling (541) 888-3102. Additionally, within a three mile radius from the Coast Guard station a continual broadcast is on radio station 1610 AM containing bar conditions, bar restrictions, and local weather. Additional warning signs are located at the entrance to the Charelston and Empire boat ramps that when the amber lights are flashing you are directed to listen to 1610 AM for more information on the restriction. Radio Station KBBR (1330 kHz) broadcasts bar conditions once each hour during the summer months. Current weather advisories are also posted at the Coast Guard Station in Charleston.



## UMPQUA RIVER BAR INFORMATION

### DANGER AREAS

A. MIDDLE GROUND AND NORTH SPIT: The North Spit is to your right as you proceed down the Umpqua River, starting from the first rock spar jetty and long pier on the east side of the channel. The North Spit area has small breakers when a swell is running, and gets rougher toward the north jetty. The north spit is very dangerous because large breakers may come into this area from the middle ground. The north spit meets the middle ground at the outer end of the training jetty. The middle ground area extends from the north jetty to the north edge of the main channel and is dangerous because a little swell can create large breakers which can capsize a vessel. Boaters should not linger near the mouth of the river during ebb tide, because if their power fails, their boats could be carried out to sea before an anchor would be effective or oars could be put to work.

B. NORTH AND SOUTH JETTY: The areas north of the north jetty and south of the south jetty can be very dangerous. Whenever breakers are observed, boaters should avoid this area.

C. TRAINING JETTY: On the ebb tide, the current will pull boats into the jetty. Refraction waves are often encountered in this area, creating extremely choppy conditions.

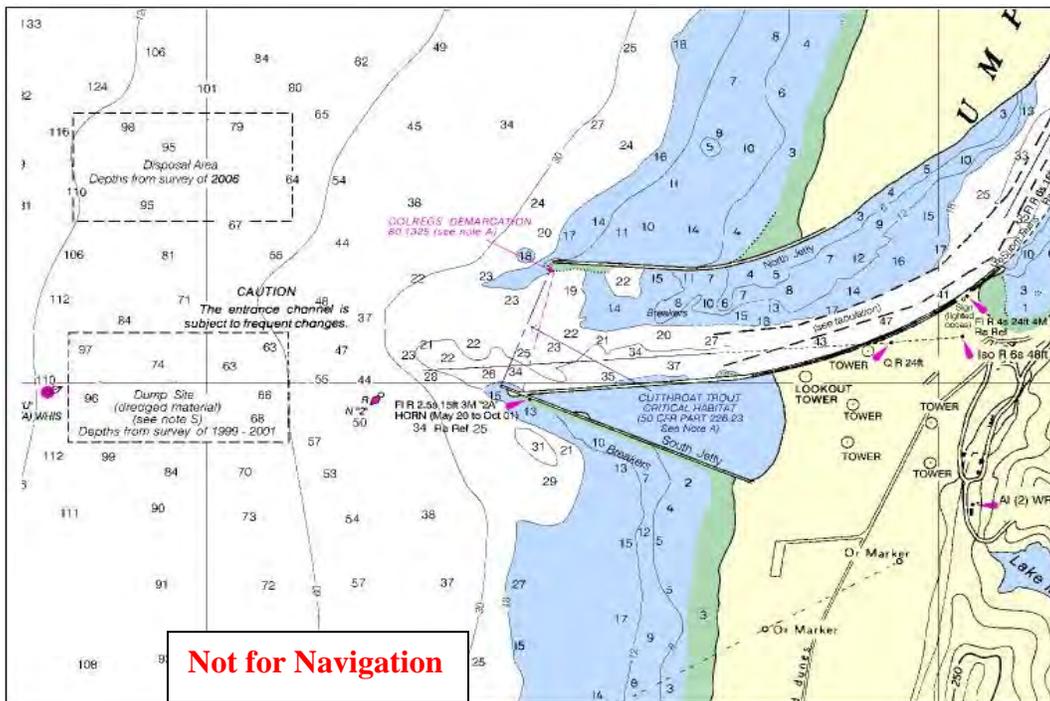
D. UMPQUA RIVER LIGHT 6A, OLD COAST GUARD DOCKS: Current on either the ebb or flood will often set boats into this area.

REGULATED NAVIGATION AREA WARNING (ROUGH BAR) SIGN: The Coast Guard has established a Regulated Navigation Area Warning Sign out towards light #6 and has two rough bar warning signs located at both boat ramps in Winchester bay. If the yellow lights on this sign are flashing, a restriction has been placed on recreational and uninspected passenger vessels crossing the bar.

BAR CONDITION REPORTS: Bar condition reports for Umpqua River are given hourly (daylight hours only) during summer months by station personnel and recordings are available by calling (541) 271-4244. Bar information can also be obtained by contacting Coast Guard Station Umpqua River via radio, VHF-FM Channel 16/22A. Additionally, within a three mile radius from the Coast Guard station a continual broadcast is on radio station 1610 AM containing bar conditions, bar restrictions, and local weather. Additional warning signs are located at the entrance to the boat ramps that when the amber lights are flashing you are directed to listen to 1610 AM for more information on the restriction.

**NOTE:** Breaking waves can be encountered on the Umpqua River bar at any time.

**NOTE:** Entrance range may not mark best water.



## SIUSLAW RIVER BAR INFORMATION

### DANGER AREAS

A. SHOAL WATER, NORTHEAST SIDE OF CHANNEL: Has a 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 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.

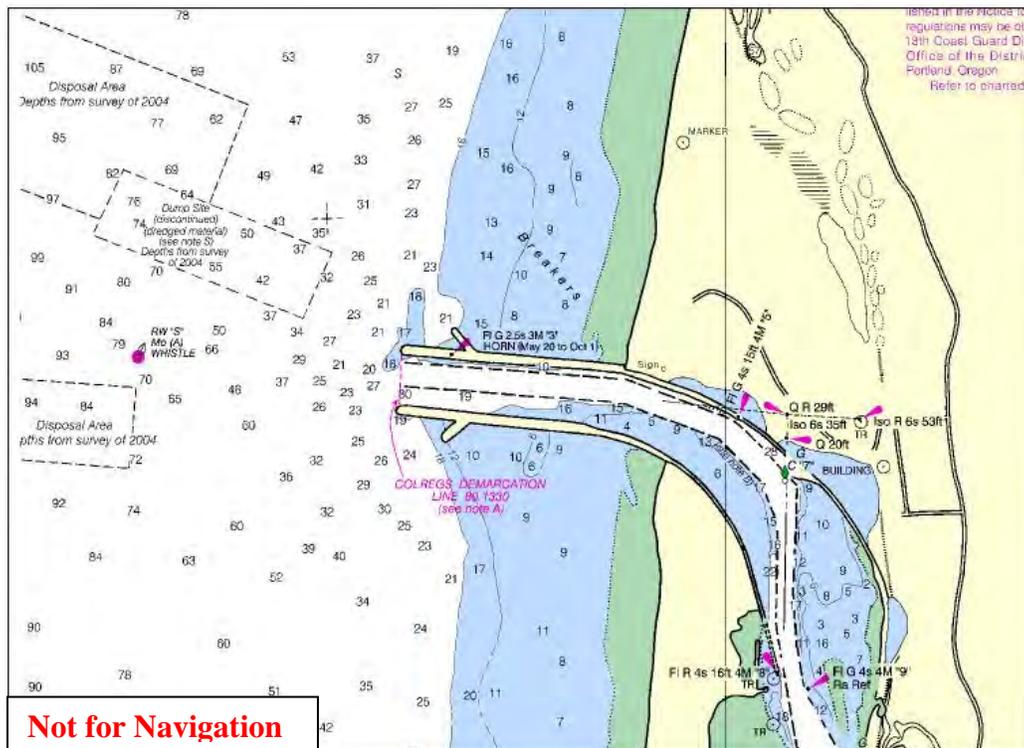
D. OUTER END OF NORTH JETTY: Breakers are almost always present in this area. When the seas are from the west, the breakers may extend to the entrance buoy (Lighted Whistle Buoy "S").

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.

REGULATED NAVIGATION AREA WARNING (ROUGH BAR) SIGN: At Siuslaw River the sign is mounted on the Coast Guard lookout tower and faces 150° True. If the yellow lights on this sign are flashing, a restriction has been placed on recreational and uninspected passenger vessels crossing the bar.

BAR CONDITION REPORTS: Recorded bar and weather conditions can be obtained by calling Coast Guard Station Siuslaw River at (541) 997-8303. Additionally, within a three mile radius from the Coast Guard station a continual broadcast is on radio station 1610 AM containing bar conditions, bar restrictions, and local weather. An additional warning sign is located at the entrance to the boat ramp in Florence that when the amber lights are flashing you are directed to listen to 1610 AM for more information on the restriction.



## YAQUINA BAY BAR INFORMATION

### DANGER AREAS

A. SOUTH JETTY AND GROINS IN RUINS: The groins, or short jetties, along the south side of the entrance are completely submerged at high tide, but are bare at other stages. In addition, there are submerged rocks along the entire length of the jetty, which are close to the surface at all times. Never cross over the submerged end and do not hug the jetty on either side. Remain in the channel entering and leaving the river, so that if your engine should fail, you will have time to anchor before the current or wind sweeps you onto 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. Stay well clear of the end of the north jetty, since there is danger of shoal water breakers at the extreme end. Remain in the channel outbound until you have passed Yaquina Bay Entrance Approach Lighted Whistle Buoy, YB Buoy. This applies to entering the river as well. Mariners should anticipate a north to south beach current during the summer months and a south to north current during the winter months. The beach current may be intensified close to the tips of the jetties. Note: The current can be affected by severe weather and extreme tidal changes.

C. SOUTH REEF: This reef can be considered an extension of Yaquina Reef and is equally dangerous due to the same surf conditions that are encountered on Yaquina Reef. When going south, continue out of the channel to Yaquina Bay Approach Lighted Whistle Buoy Y before turning south.

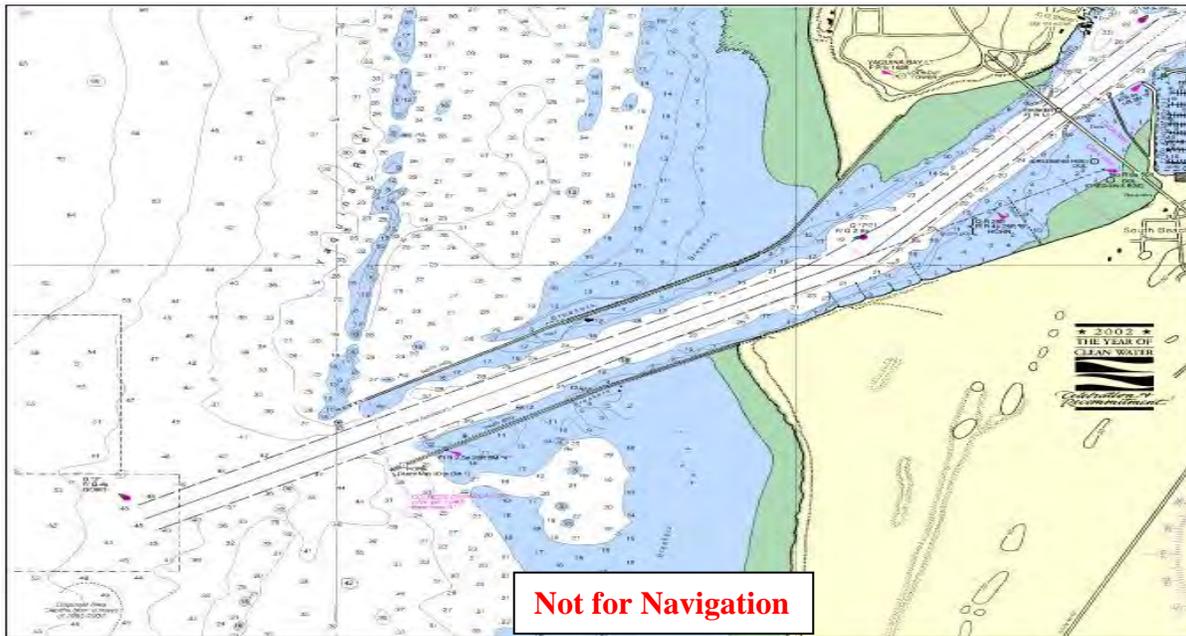
D. YAQUINA REEF: This reef is always extremely dangerous, even when the winds are light and few breakers are seen. A large swell coming from seaward can cause a tremendous breaker on this reef with little or no warning, even when the sea is otherwise calm. Never fish close to the reef and do not turn north until you have passed Yaquina Bay Approach Lighted Whistle Buoy, YB Buoy.

GENERAL: The Army Corps of Engineers has a disposal site for dredge spoils approximately 600 yards north of Yaquina Bay Entrance Lighted Gong Buoy 1 and 1000 yards west of Yaquina Bay Entrance Lighted Gong Buoy 3 (seasonal May 1 to October 1). Mariners are encouraged to proceed to the Yaquina Bay Approach Lighted Whistle Buoy YB before turning north when departing for sea.

REGULATED NAVIGATION AREA WARNING (ROUGH BAR) SIGN: At Yaquina Bay the sign is on the northeast end of the Coast Guard pier and faces 280° True. There are two new signs in Yaquina Bay, the first is located by the Embarcadero Marina on the break wall facing NE at position 44 37' 43"N 124 02' 28"W, the second sign is located at the new boat ramp at South Beach Marina facing E at position 44 37' 25"N 124 03' 04"W. If the yellow lights on this signs are flashing, a restriction has been placed on recreational and uninspected passenger vessels crossing the bar.

**BAR CONDITION REPORTS:** Bar condition reports are given twice daily (and at the Coast Guard's request) during the winter and summer by radio station KNPT (1310 kHz), or as bar and/or weather conditions change. Recorded weather and bar condition reports are available by calling (541) 265-5511. Additionally, within a three mile radius from the Coast Guard station a continual broadcast is on radio station 1610 AM containing bar conditions, bar restrictions, and local weather. An additional warning sign is located at the entrance to the boatramp at the South Beach Marina that when the amber lights are flashing you are directed to listen to 1610 AM for more information on the restriction.

**NOTE:** The Coast Guard is available to escort or stand by the bar when the bar is rough for both recreational and commercial boaters.



## DEPOE BAY BAR INFORMATION

### DANGER AREAS

A. NORTH REEF: Once a boat has cleared the entrance, any waters to the north are hazardous until Depoe Bay Entrance Lighted Bell Buoy 2 is reached. The sea breaks from the northwest and southwest at the same time, so this area must be avoided at all times.

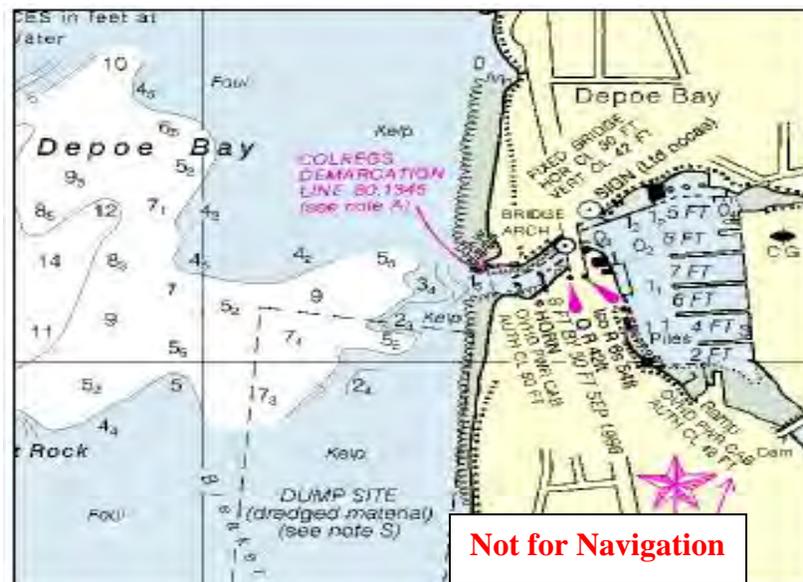
B. SOUTH REEF: Better known as "Flat Rock", this area lies just south of the channel. Breakers are almost always present. Boats coming from the south should never use this area as a short cut to the channel. This area should be avoided at all times.

C. CHANNEL FROM DEPOE BAY ENTRANCE LIGHTED BELL BUOY 2 INBOUND (APPROXIMATELY 1000 YARDS): The passage into and out of Depoe Bay is unusually short and difficult. The Coast Guard recommends studying it before attempting to operate a boat in it. Because the north and south reefs are so close to the channel, this area sometimes becomes very hazardous. During adverse conditions, breakers from the north reef will cross the channel and run into the entrance. When this condition exists, it is better to stand by at the entrance buoy until the Coast Guard advises it is safe to enter or is there to escort boats in. An important rule at Depoe Bay: **Never fish between the entrance and Depoe Bay Entrance Lighted Bell Buoy 2.**

DEPOE BAY CHANNEL: Depoe Bay Channel has been widened from 35 feet to 50 feet to make passing less dangerous. The channel has a depth of 7 feet at mean low water. Under normal conditions, small craft can enter and leave the harbor with little difficulty. Even under good conditions, however, the area between the breakwater and the bridge should be navigated with extreme caution. The channel has a "dog leg" under the bridge that obstructs a vessels view of inbound or outbound vessels. The local charter fleet monitors VHF FM Channel 80 and it is standard practice for vessels to make a broadcast on this channel when inbound or outbound. Under adverse conditions, only mariners thoroughly familiar with the channel should attempt to enter this harbor. Depoe Bay has a flood lighted entrance. It should not be entered at night, unless the boat operator is well acquainted with the channel entrance and range lights.

REGULATED NAVIGATION AREA WARNING (ROUGH BAR) SIGN: The Coast Guard has established a Regulated Navigation Area Warning Sign with two flashing yellow lights 25 feet above the water, visible by outbound vessels, on a building on the north side of the entrance channel. There is also a new warning sign with two yellow flashing lights located at the south end of the harbor at the public boat ramp. If the yellow lights on this sign are flashing, a restriction has been placed on recreational and uninspected passenger vessels crossing the bar.

BAR CONDITION REPORTS: Recorded weather and bar conditions reports are available by calling (541) 765-2122 or contact Coast Guard Station Depoe Bay on VHF-FM Channel 16. Additionally, within a three mile radius from the Coast Guard station a continual broadcast is on radio station 1610 AM containing bar conditions, bar restrictions, and local weather. An additional warning sign is located at the entrance to the boatramp that when the amber lights are flashing you are directed to listen to 1610 AM for more information on the restriction.



## TILLAMOOK BAY BAR INFORMATION

### DANGER AREAS

A. **BAR AREA:** The entire area between the beach and the 25-foot curve is BAR AREA. This area is consistently changing and can be extremely hazardous under certain conditions. The water runs out from 4 to 6 knots on the average and is very strong. Boats proceeding out should stop in the channel eastward of the jetty tips and carefully evaluate the bar. Between November and April the area around Tillamook Bay Entrance Bell Buoy 1 can be extremely hazardous and should be avoided.

B. **NORTH JETTY:** Approximately 100 yards of the north jetty tip is submerged. This area and all areas immediately adjacent to the jetty are extremely dangerous and should be avoided. About the last 150 yards of the outer tip of the North Jetty is curving towards the Tillamook Bay Channel. Do not proceed north or south until you are well clear of the submerged jetties (approximately 200 yards seaward of the jetty tips).

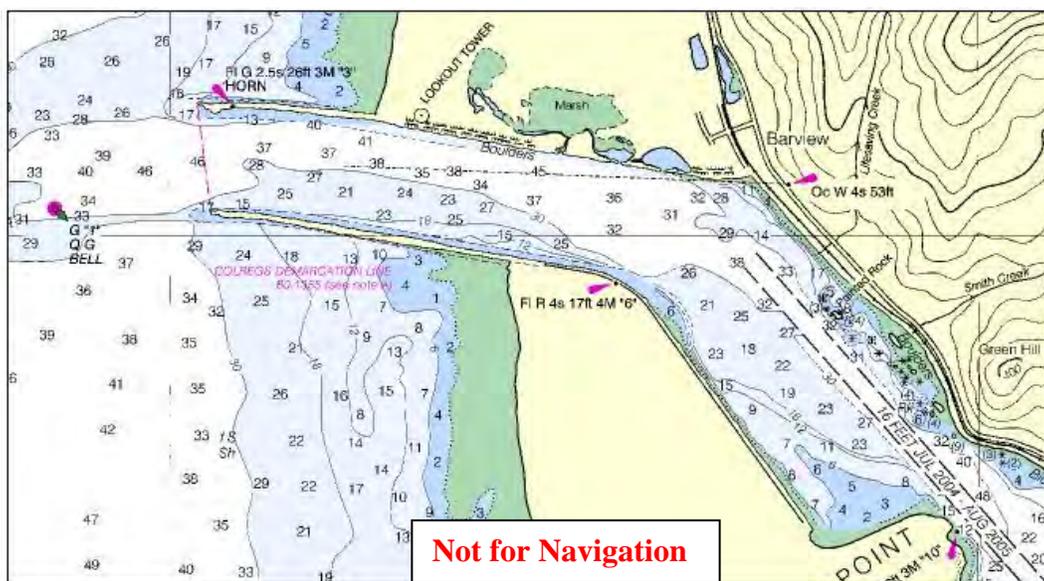
C. **MIDDLE GROUNDS:** Shoaling makes this area unpredictable and hazardous and should be avoided.

D. **SOUTH JETTY:** Approximately 100 yards of the south jetty tip is submerged. Extreme caution must be exercised when transiting this area.

**TILLAMOOK BAY CHANNEL:** Tillamook Bay Channel lies just south of the North Jetty. Boaters are urged to navigate with extreme caution as this channel changes constantly. The Tillamook Bay Entrance Leading Light marks the correct location of the navigable channel only when you are between the jetties. The leading light should not be used to make an approach to the Tillamook Bay Bar since it runs directly over some hazardous areas west of the jetty tips. Most local mariners prefer to transit in and out of Tillamook Bay by following the “south hole” which is the deep water area that runs north and south, just west of the end of the submerged rocks on the south jetty.

**REGULATED NAVIGATION AREA WARNING (ROUGH BAR) SIGN:** One Regulated Navigation Area Warning Sign is located on the south side of the Coast Guard boathouse. A second sign is mounted on the Coast Guard Tower, which is located on the North Jetty. If the yellow lights on these signs are flashing, a restriction has been placed on recreational and uninspected passenger vessels crossing the bar. To see if this restriction affects your vessel, please contact Coast Guard Station Tillamook Bay on VHF-FM Channel 16 or call (503) 322-3531.

**BAR CONDITION REPORTS:** Bar condition and weather reports for Tillamook Bay can be obtained by contacting Coast Guard Station Tillamook Bay on VHF-FM Channel 16 or call (503) 322- 3234. Additionally, within a three mile radius from the Coast Guard station a continual broadcast is on radio station 1610 AM containing bar conditions, bar restrictions, and local weather. An additional warning sign is located at the entrance to the boat ramp that when the amber lights are flashing you are directed to listen to 1610 AM for more information on the restriction. Radio station KTEL (1590 kHz) gives bar conditions once a day, in the morning, during the summer time. With conditions changing frequently on the bar this morning radio report is only pertinent for the period that the report is given.



## NEHALEM RIVER INFORMATION

### DANGER AREAS

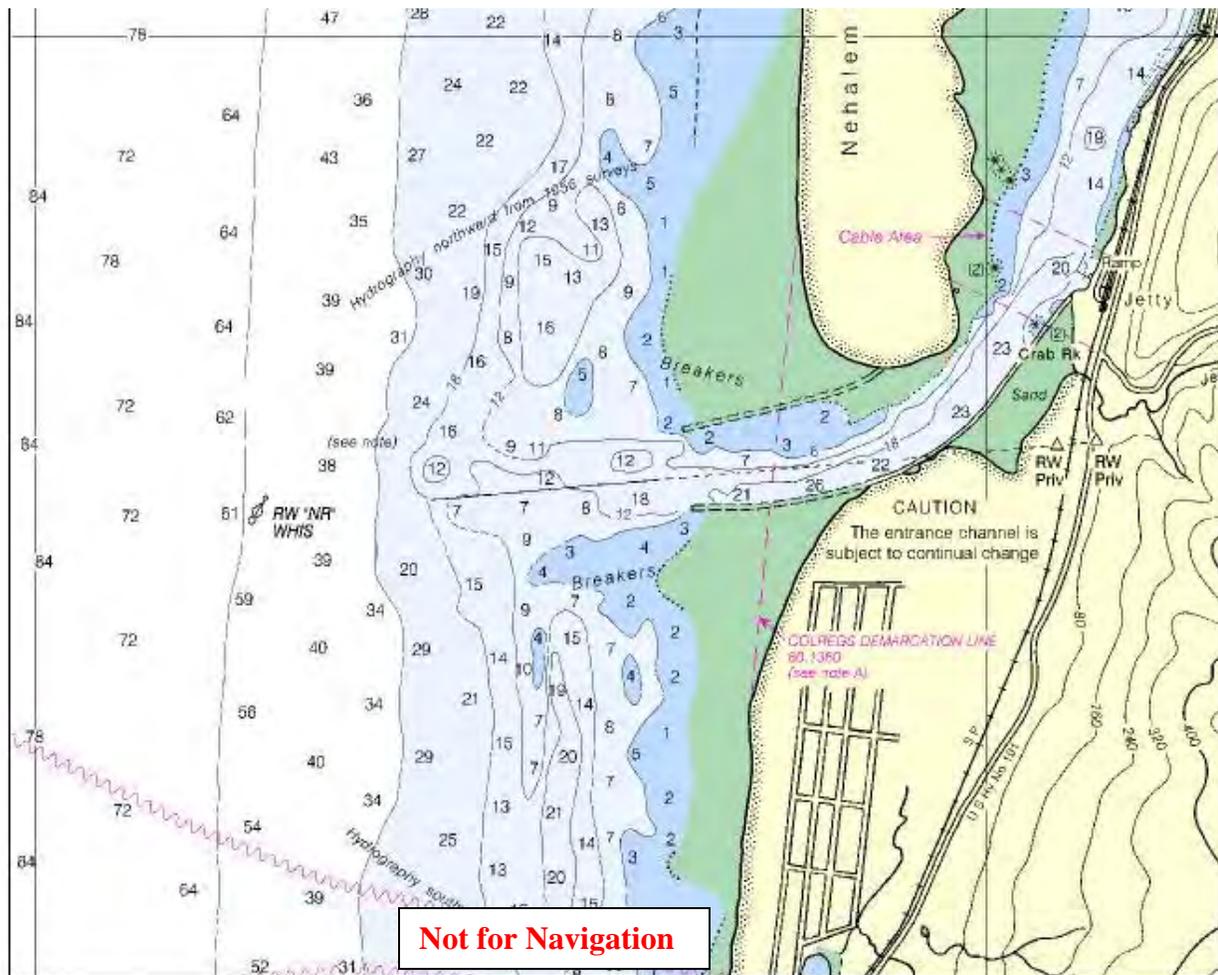
The Nehalem River entrance lies between two rebuilt jetties. The best water is close to the South Jetty. The channel seaward of the jetties is continually shifting and local knowledge is needed to cross it safely. The privately maintained range markers do not necessarily show the exact channel and are often not visible.

A. CRAB ROCK: Located about 150 yards southwest of Jetty Fisheries Resort docks, it is a hazard to small boats when it is covered by water.

B. BAR AREA: The entire area between the beach and the 30 foot curve is BAR AREA and breaks on the ebbing current. The channel across the bar is subject to frequent change. Boats proceeding out should stop just inside the entrance and carefully evaluate the bar. If a decision is made to cross, pick the calmest area and proceed. Once you have begun to cross the bar, do not attempt to turn around if the bar is breaking.

### THERE IS NO REGULATED NAVIGATION AREA WARNING (ROUGH BAR) SIGN ESTABLISHED

**Note:** This is an unmonitored bar. For assistance contact the Coast Guard on VHF-FM Channel 16.



## COLUMBIA RIVER BAR INFORMATION

### DANGER AREAS

A. CHINOOK SPUR, UPPER, LOWER AND MIDDLE SAND ISLAND SPURS: Built on two rows of staggered pilings. Currents flowing through these pilings attain a velocity of up to 5 knots. A boat which becomes disabled or is maneuvered in such a way as to come in contact with any of these spurs is almost sure to suffer damage or become trapped against them and turn over. Even large boats have been capsized in these areas. Give these spurs a wide berth and never get close to them on the up-current side.

B. CLATSOP SPIT: Is the most unpredictable area on the river entrance. During flood currents and slack water it may be calm with only a gentle swell breaking far in on the spit. Yet 5 or 10 minutes later, when the current has started to ebb, it can become extremely hazardous with breakers extending far out toward the channel. You should remain north of the red buoys (Clatsop Spit Lighted Buoys 4, 6, 8, 10, 12, and 14) in this area, particularly just before or during the ebb. The South Jetty has a section broken away on the outer end. The broken section is under water close to the surface. Boats should use extra caution in the area from the visible tip of the Jetty out to Columbia River South Jetty Bell Buoy 2SJ. Peacock and Clatsop Spits are called the graveyard of the Pacific for good reason.

C. JETTY A: Southeast of Cape Disappointment, it presents a particular danger when the current is ebbing. Water flowing out of the river, is deflected by the jetty and frequently the currents reach 8 knots, often causing waves of 8 feet or more. Boats proceeding into Baker Bay West Channel make very little speed against the swift current and are exposed to the rough water or surf for long periods of time. The shallow sandy area should be avoided by small craft when heavy seas are present because of the surf that breaks on the beach.

D. MIDDLE GROUND: This is a shallow area between the North Jetty and main Ship Channel that is subject to breaking seas when swells as small as 4 feet are present. Conditions here can change in minutes with tidal current changes.

E. PEACOCK SPIT: Breakers are heavy in all types of current. Sport craft leaving the river should never be on the north side of the green buoys (Columbia River Entrance Lighted Buoys 1, 3, and 9 and Peacock Spit Lighted Buoy 7). When rounding Peacock Spit, give the breakers at least a half-mile clearance. Many times unusually large swells coming in from the sea suddenly commence breaking 1/4 to 1/2 mile outside the usual break on the end of the north jetty.

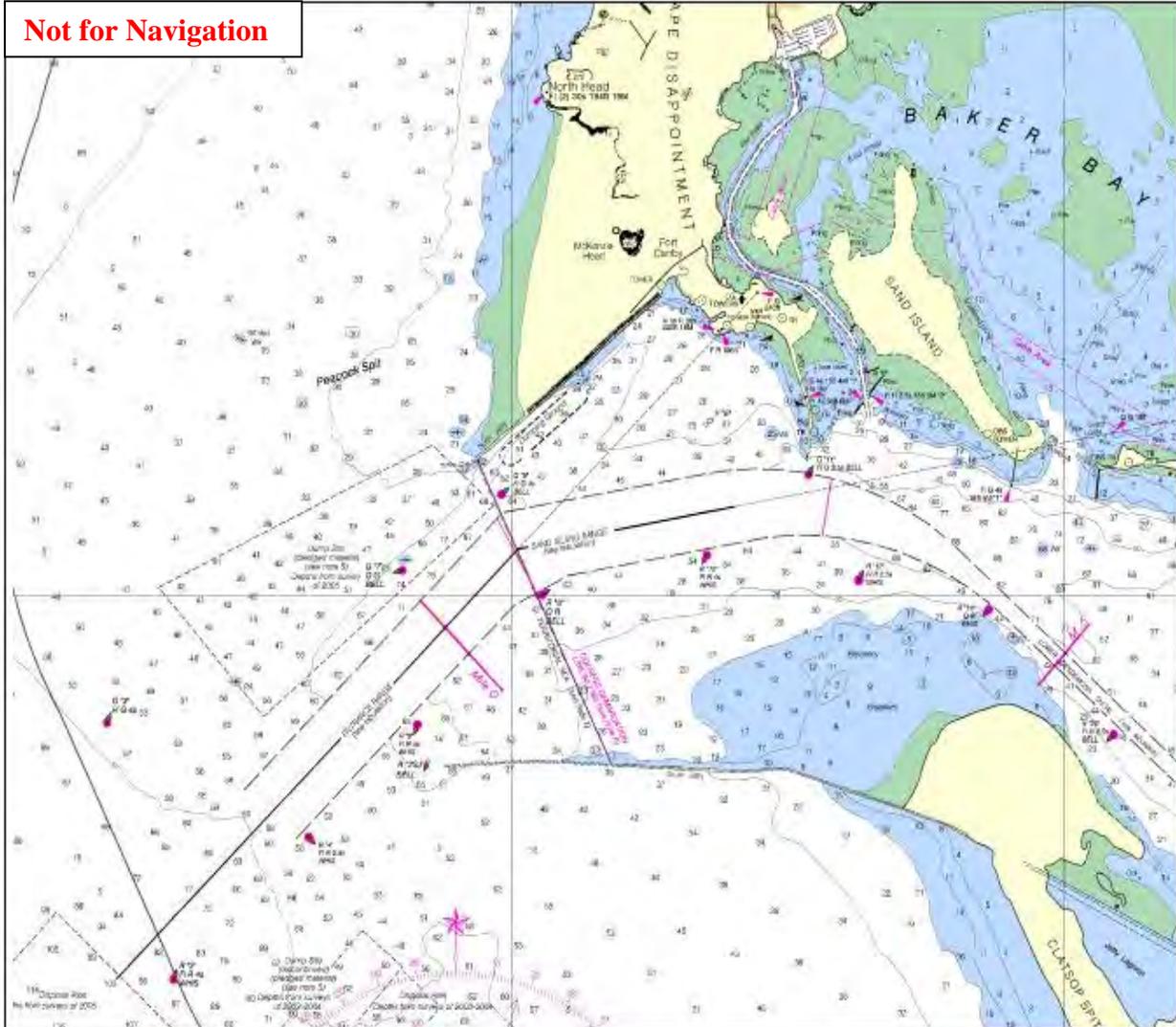
F. SOUTH JETTY (SUBMERGED): There is a submerged jetty that extends approximately 1 nautical mile westward to Columbia River South Jetty Bell Buoy 2SJ. There have been many deep draft vessels that have struck the rock bottom causing flooding or other damage. Sailing vessels have had the extended skeg become fouled in the crevices between the stacked rocks that comprise the submerged jetty.

G. CURRENTS: Change shape and size of swells during the periods off the outgoing (ebb) tide and the incoming (flood) tide. The ebb tide can have a two-fold effect on the incoming swell. The ebb current pushes against the swells and can hold the pattern outside of the bar. This can cause waves to double stack and create shorter distances between the waves. The ebb current can create the effect of a false bottom on swells. The current meeting the wave can cause them to build in size and even break. This type of waves develop very quickly and can cause broaching or capsizing. The flood current will allow the wave patterns that were held by the ebb current to start flowing across the bar. Though the flood current can create favorable conditions for bar crossings, the flood can allow these waves to come in unrestricted and increase in speed and power. These type of conditions regarding the ebb and flood can be seen as the off shore swells approaching land and are ten foot in height.

BAR CONDITION PUBLIC INFORMATION SIGNS: There are five Public Information Signs for the Columbia River, three in Washington; Chinook Boat ramp, Ilwaco Boat ramp and one at Cape Disappointment State Park Boat ramp, and two in Astoria; Hammond Boat ramp and Warrenton Boat ramp. The signs are black and orange with two amber flashing lights when activated. Below the black and orange sign there is a public information sign "Bar Restrictions in Effect Tune AM Radio to 1610" When activated the amber lights flash and the Bar restriction information is broadcast on 1610 kHz AM.

THERE IS NO REGULATED NAVIGATION AREA WARNING (ROUGH BAR) SIGN ESTABLISHED.

**BAR CONDITION REPORTS:** Radio stations KVAS (1230 kHz) and KAST (1370 kHz) gives bar condition reports 15 minutes before and after the hour. Safety information continuously (in a loop). Additionally, within a three mile radius from the Coast Guard station, and at the Hammond boat basin, a continual broadcast is on radio station 1610 AM containing bar conditions, bar restrictions, and local weather. Additional warning signs are located at the entrance to the boat ramps at Fort Canby, Ilwaco, Chinook, Warrenton, and Hammond, and when the amber lights are flashing, you are directed to listen to 1610 AM for more information on the restriction. Coast Guard Station Cape Disappointment can be contacted via VHF-FM Channel 16 for bar conditions. The Coast Guard also maintains a recorded bar and weather forecast report at (360) 642-3565. The recording is updated every 3 hours or when weather conditions change



## WILLAPA BAY BAR INFORMATION

### DANGER AREAS

Most of the waters in the Willapa Bay entrance are "**DANGEROUS AREAS**". This is due to extensive shoal water, effects of ocean wind and swells, and the fact that bars and shoals are constantly changing. The sea can break into dangerous surf at any time in this area. If your boat should swamp, help may not be able to reach you because the sea breaks into shoal water. The channel into Willapa Bay is subject to frequent changes. You should only attempt to cross Willapa Bay Entrance if you are intimately familiar with the entrance. Even the most recent chart of Willapa Bay will most likely not show the current shoals and channels. Shoaling at the entrance to Willapa Bay is constantly shifting. **The nearest Coast Guard Station that can respond to distress calls is over one hour away to the north in Grays Harbor.**

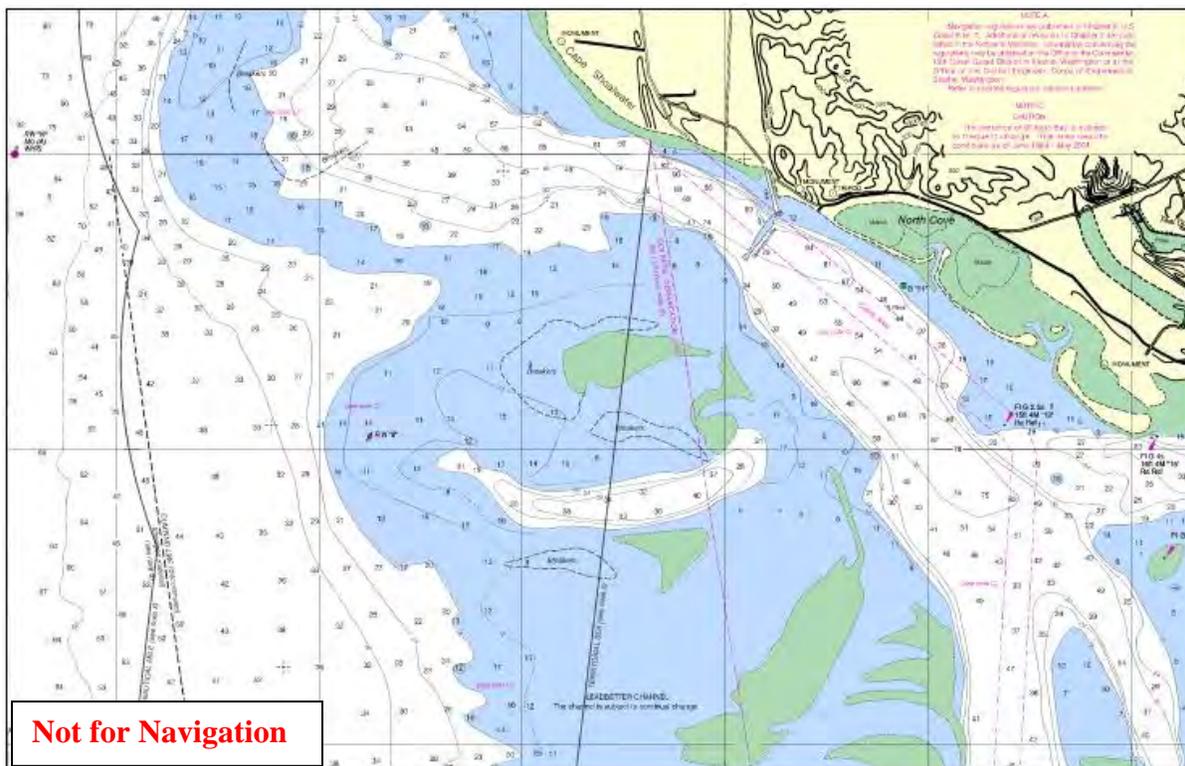
A. **SOUTH SPIT**: Located on your right as you enter Willapa Bay. During ebb currents it generally breaks with swells 4 to 6 feet high. In addition to the danger of capsizing in this area, there is the added hazard of fouling your propeller on one of the many crab pot floats set by fishermen.

B. **NORTH SPIT**: Lies to your left as you enter Willapa Bay. This area is dangerous due to shallow water and there is generally an 8 to 10 foot swell running. During ebb currents it is usually breaking. Great caution should be used while fishing near this area as the drift rate is very fast and the turbulence may cause you to capsize.

**NOTE**: The buoy system that serves the entrance to Willapa Bay is only meant to serve as a general guide. The buoys are yellow in color, not red and green because they are special purpose buoys. Because of the quickly shifting shoals, the buoys may or may not mark the best channel. With the frequent and severe storms that occur, it is normal for one or more of the buoys to break lose. Upriver from the North Cove area, the traditional red and green buoy system comes into effect.

**THERE IS NO REGULATED NAVIGATION AREA WARNING (ROUGH BAR) SIGN ESTABLISHED.**

**BAR CONDITION REPORTS**: Radio Station KAPA (1340 kHz) gives bar condition reports Monday through Saturday at 6:30 a.m., 9:00 a.m., 3:00 p.m., and 6:00 p.m., and on Sundays at 8:00 a.m., 12:00 noon and 4:00 p.m.



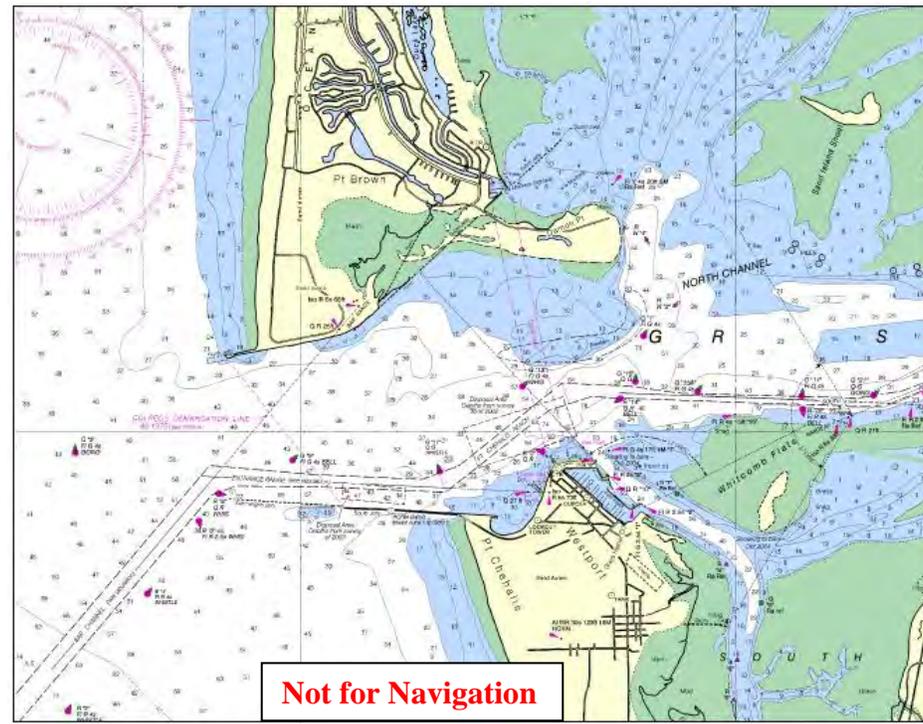
## GRAYS HARBOR BAR INFORMATION

### DANGER AREAS

- A. OUTER WHITCOMB FLATS: Is to your right as you leave Westport. This is a shoal area, and breakers sometimes exist, causing a dangerous situation.
- B. THE MIDDLE GROUND: Is the area located from buoy 11 west towards buoy 9 and extending North to the base of the North Jetty. In moderate weather, large ground swells and breakers may be present. All attempts should be made to stay within the federally marked channel located south of the middle grounds when transiting the bar.
- C. THE SOUTH JETTY: The South Jetty is submerged from the exposed end to about 4,500 feet seaward. Usually the sunken rocks are not visible and the danger of grounding is always present. In other than very calm weather conditions breakers exist on the Sunken Jetty, creating the possibility of capsizing or grounding. Grays Harbor Entrance Lighted Buoy 8 marks the sunken or seaward end of the jetty. Always avoid the area between Grays Harbor Entrance Lighted Buoy 8 and the raised or exposed end of the South Jetty. This area has caused most of the boating mishaps on the bar in recent years.
- D. THE NORTH JETTY: The North Jetty and the area north of it are dangerous because of shallow water and breaking surf.

REGULATED NAVIGATION AREA WARNING (ROUGH BAR) SIGN: A Regulated Navigation Area Warning Sign is located on the point of land northwest of the Islander Motel and Restaurant. This sign is oriented 070° True. If the yellow lights on this sign are flashing, a restriction has been placed on recreational and uninspected passenger vessels crossing the bar.

BAR CONDITION REPORTS: For current bar conditions vessels are encouraged to call Coast Guard Station Grays Harbor weather line at (360) 268-0622. Additionally, within a three mile radius from the Coast Guard station a continual broadcast is on radio station 1610 AM containing bar conditions, bar restrictions, and local weather. An additional warning sign is located at the entrance to the Westport boat ramp that when the amber lights are flashing you are directed to listen to 1610 AM for more information on the restriction.. Bar information is updated periodically throughout the day and as conditions change. The station will also broadcast any bar restrictions on VHF-FM Channel 16 and 22. The station can also be reached at (360) 268-0121 for the most up to date bar report.



## **QUILLAYUTE RIVER BAR INFORMATION**

### **DANGER AREAS**

A. **ROCK DIKE AND NORTH SIDE OF JAMES ISLAND:** A rock dike, exposed at low water, runs from the northeastern side of James Island northeastward to the beach. It should be given a wide berth because of the danger of being swept upon it by river currents. The area northward of James Island is fouled with many submerged rocks and should be avoided.

B. **OUTER END OF THE BREAKWATER:** The end of the breakwater is slowly settling and the area around it is shoaling which causes breakers and should be avoided.

C. **WASH ROCK:** Wash Rock, 4 feet above water at mean low tide, lies about 55 feet off the southeast corner of James Island. In calm weather it can be passed fairly close, but care must be taken not to hit it. In rough weather there is considerable turbulence around it, which will affect a boat's ability to maneuver.

D. **AREA EAST OF BREAKWATER:** This area is very shallow and breaks in almost all weather. It should be avoided.

**QUILLAYUTE RIVER ENTRANCE:** Quillayute River Entrance lies between James Island and a rock breakwater. The depth is about 10 feet but is subject to extreme variations. The usual width at the entrance is about 70 feet. While inside the entrance (north of the breakwater) stay on the jetty side of mid-channel and keep a sharp eye out for fish nets especially between mid August and early June. From May 1 to October 15, seasonal buoys mark the channel from the entrance of the river to the boat basin. Also during the summer months there is very little danger of breakers on the bar except when a storm is passing through. The entrance to the river is hazardous after dark and entering should not be attempted unless one is familiar with the area. The entrance is marked by Quillayute River Direction Light which shows white, red, and green lights. The white light marks the centerline of the channel. If a mariner moves to the port or starboard side of the channel the white light will change to either red or green depending on which side of the channel the boat is tending toward (see the Coast Guard Light List, Volume VI for more details).

**REGULATED NAVIGATION AREA WARNING (ROUGH BAR) SIGN:** At Quillayute River the Regulated Navigation Area Warning Sign is mounted on the northwest corner of the Coast Guard boathouse facing 016° True. If the yellow lights on this sign are flashing, a restriction has been placed on recreational and uninspected passenger vessels crossing the bar.

**BAR CONDITION REPORTS:** Bar conditions are also available by calling (360) 374-6993. This information is updated every three hours from sunrise to sunset. Bar information is updated periodically throughout the day and as conditions change. The station will also broadcast any bar restrictions on VHF-FM Channel 16 and 22. Additionally, within a three mile radius from the Coast Guard station a continual broadcast is on radio station 1610 AM containing bar conditions, bar restrictions, and local weather. An additional warning sign is located at the entrance to the LaPush boat ramp that when the amber lights are flashing you are directed to listen to 1610 AM for more information on the restriction.

