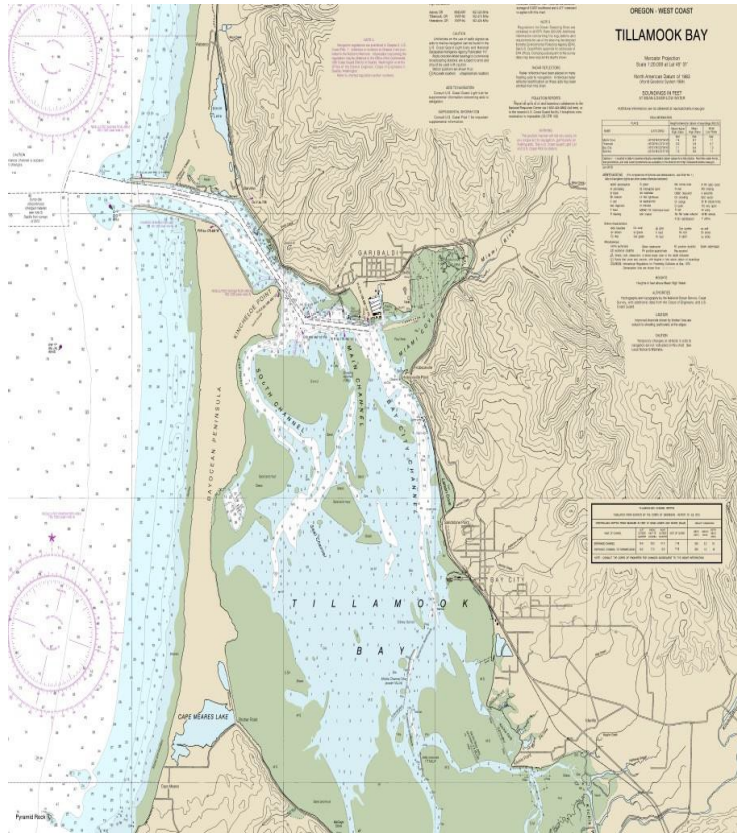


# Thirteenth Coast Guard District Waterways Analysis and Management System



Northern Oregon Coast- 200100122210  
Tillamook Bay, Garibaldi Channel  
Completed: August 2019

Written by:

LT Chad Coppin, D13 (WAMS officer)

Reviewed by:

LCDR Whitley, MSU Portland

Approved by:

CDR Brendan Harris, D13 (dpw)

## Table of Contents

Purpose.....	2
II. Information Collection.....	2
A. Narrative Descriptions .....	2
1. US Army Corps of Engineers .....	2
2. Geographic Features.....	3
3. Facilities .....	4
4. Regulated Navigation Areas .....	5
5. Anchorages.....	6
6. Environmental Factors .....	6
7. Marine Events .....	6
B. Waterway users.....	6
1. Vessels.....	6
2. Transit Frequencies .....	6
3. Commodities Carried .....	6
C. Casualty history .....	6
D. Charts and Surveys.....	7
E. Aids to Navigation .....	7
F. Pending Projects.....	8
III. Previous WAMS Action Items .....	9
IV. Comments and Suggestions.....	9
V. Critically Determination.....	10
VI. Analysis.....	10-11
VII. Action Item Summary .....	12

### Enclosures:

- (1) Federal Aid Chartlets
- (2) Light List Number (federal)
- (3) List of discrepant Federal ATON from 2006-2019
- (4) PAO notice to public
- (5) Local Notice to Mariners Solicitation for input
- (6) D13 DPW Survey
- (7) Returned Surveys

- (8) User Ride summary
- (9) Proposed Approach Buoy Relocations
- (10) Proposed Light 10 Relocation
- (11) USACE Hydrographic Survey Approach
- (12) USACE Hydrographic Survey Entrance

## **I. Purpose**

The purpose of this Waterways Analysis Management System (WAMS) study is to serve as the primary tool for managing the Aids to Navigation (ATON) in our waterways in a systematic manner. As outlined in COMDTINST M16500.7 (series), WAMS reports ensure:

1. All aids are required as necessary elements of the ATON system;
2. Changes to augment and/or reduce aids are made when needed to meet changing needs in the waterway;
3. Aids conform to the system criteria in the Aids to Navigation Manual – Administration; and
4. Aids and the ATON system provide their required operational characteristics; waterways are examined for the effectiveness of traffic management mechanics to assist the Program Manager in fulfilling waterways management responsibilities.

## **II. Information Collection**

This study encompasses the following bodies of water: Tillamook Bay, Garibaldi Channel. All federal ATON were included in this study.

Public comments were solicited through Local Notice to Mariners, in person at the public meeting held at STA Tillamook, email distribution and phone conversations. The announcement in the Local Notice to Mariners included a link to the Coast Guard D13 WAMS website where the questionnaire was located. A press release was also published by D13 Public Affairs.

A user ride was conducted with STA Tillamook on May 8th, 2019 and the narrative can be found in enclosure (8).

### **A. Narrative Description:**

#### **1. US Army Corps of Engineers Operations (USACE Portland District):**

##### ***a. General:***

The Corps maintains an 18-foot-deep channel over the ocean bar at the entrance to Tillamook Bay; an 18-foot-deep, 200-foot-wide, three-mile-long channel to Miami Cove; a turning basin

at Miami Cove; and a 12-foot-deep access channel to the Garibaldi small-boat basin. The Corps' navigation authority includes protection of Bayocean Peninsula to preserve the present entrance channel to the bay. For that purpose, a 1.4-mile-long dike was constructed to close a breach in the peninsula between Pitcher Point and the abandoned town of Bayocean. The channel to Miami Cove was completed in 1927, the Bayocean dike in 1956, and the small-boat basin of Garibaldi in 1958. The 18-foot channel to Miami Cove is inactive due to a mill closure.

***b. Project Descriptions:***

Entrance:

Channel is 5,000 feet long, 18 feet deep, and has no prescribed width.

North Jetty is 5,213 feet long.

South Jetty is 7,094 feet long.

From deep water in the bay to Miami Cove:

Channel is 3 miles long, 200 feet wide, and 18 feet deep.

Turning basin is 2,500 feet long, 500 feet wide, and 18 feet deep (currently inactive).

Garibaldi:

Small boat basin is 12 feet deep. Approach and channel is 12 feet deep.

Bay Ocean Peninsula:

A sand and rock filled dike extends 1.4 miles between Pitcher Point and the town of Bay Ocean.

***c. North and South Jetties:*** In spite of extensive rehabilitation over the years, the increasingly tumultuous Pacific Ocean environment has caused recession of both the north and south jetties. The revetment has also experienced some damage caused by wave overtopping which over time destabilizes the stones and causes erosion within the structure. A 2010 rehabilitation project capped the north jetty at its current length of 5,213 feet and made necessary repairs to the revetment. Corps contractors placed more than 1,000 stones weighing 25 to 50 tons each on existing relic stone base, creating a new jetty cap. Jetty head repairs created a broader, higher and more substantial structure to withstand the attack of powerful waves. The 100-foot cap on the north jetty is designed to stop further recession of the jetty, stabilize the jetty head, and reduce forces on the trunk and root of the jetty.

**2. Geographic features (Coast Pilot 7, 51<sup>st</sup> Edition)**

Tillamook Bay entrance is 42 miles south of the Columbia River, 25.5 miles south of Tillamook Rock, and 5 miles north of Cape Meares. The bay has a tidal area of about 13 square miles, most of which, at low tide, presents a succession of sand and mud flats.



Tillamook Bay Coast Guard Station is on the north shore west of Garibaldi. An approximately 60 foot tall Coast Guard lookout tower is located at the west end of Jetty Rd, in the Barview Jetty parking lot of the North Jetty.

The entrance to Tillamook Bay is protected by jetties. The north jetty extends about 1800 feet offshore; the westernmost 450 feet of the jetty is submerged. The south jetty extends 3000 feet offshore with the westernmost 300 feet submerged. Extreme caution should be taken in the vicinity of the jetties. A Federal project provides for an 18-foot entrance channel that crosses the bar and leads eastward between the jetties through the north part of Tillamook Bay to an inactive turning basin just west of Miami Cove. An access channel leads to a 12-foot small boat basin at the town of Garibaldi. (See Notice to Mariners and latest editions of charts for controlling depths.)

The main approach to Tillamook Bay is from the south. A lighted whistle buoy is 1.3 miles south-southwest of the seaward end of the north jetty and a lighted bell buoy is near the entrance. The north jetty is marked by a light and seasonal sound signal. There is a leading light marking the center of the jetties which signals when the mariner is clear of the south jetty and safe to make the approach into the bay. Mariners should use caution while making the approach to the jetties due to frequent shoaling and heavy breakers in the vicinity of the approach channel. The channel to Garibaldi is marked by lights. Caution is advised during periods of heavy seas and mariners are encouraged to contact USCG Station Tillamook Bay at (503) 322-9687 for the most current approach and bar crossing information.

Several visible and covered rocks are on the north side of the dredged channel. Sow and Pigs across the channel from Kincheloe Point and nearly 1500 feet off the north shore, is a rocky ledge that uncovers 1 to 6 feet. The ledge is dangerous when entering with a flood current, as the current sets toward it.

The town has a boat basin for commercial and sport fishing vessels. Berths for about 250 craft, electricity, gasoline, diesel fuel, water, ice, a launching ramp, and marine supplies are available at the basin. A drydock in the basin can handle craft to 100 tons, 68 feet long, or up to 9 feet in draft. Repair work must be arranged for independently of the drydock operator; complete marine repairs can be made.

South of Garibaldi, unmarked Bay City Channel follows the east side of Tillamook Bay to the south end where it continues through narrow and crooked Hoquarten Slough to Tillamook, 11 miles above Tillamook Bay entrance. The channel has a depth of about 6 feet to Bay City, 4.4 miles above Tillamook Bay entrance, but south of this point depths are less than 3 feet to Tillamook. During freshets, snags are carried into the upper part of the bay where the excess debris may impede navigation.

### **3. Facilities**

**a. Garibaldi:** Is a lumber and fishing town, is on the north shore 2 miles inside the entrance. A grey concrete stack and a silver elevated tank are conspicuous. There are several small fish companies at Garibaldi.

*b. Bay City:* Has a small oyster cannery on an earth-fill pier. Fishing and crabbing are carried on in the vicinity, but all shipments are made by truck or rail.

*c. Tillamook:* Is noted for the production of cheese. It is the distributing center for a rich farming and dairying section.

*d. Tillamook River:* Empties into the south part of Tillamook Bay just west of the entrance to Hoquarten Slough. A fixed highway bridge with a clearance of 15 feet crosses the river about 0.7 mile above the mouth. A small marina is just south of the bridge on the west bank of Trask River just inside the mouth; berths with electricity, water, ice, gasoline, a launching ramp, and marine supplies are available. Outboard engine repairs can be made. This marina is open only during the summer. Depths of about 2 feet can be carried in Tillamook River to the highway bridge. Wet and dry winter boat storage is available at the marina.

#### **4. Regulated Navigation Areas (RNA)**

**§165.1325 Regulated Navigation Areas; Bars Along the Coasts of Oregon and Washington.** Tillamook Bay Bar, OR: From a point on the shoreline at 45°35'15"N., 123°57'05"W. thence westward 45°35'15"N., 124°00'00"W. thence southward to 45°30'00"N., 124°00'00"W. thence eastward to a point on the shoreline at 45°30'00"N., 123°57'40"W. thence northward along the shoreline to the north end of Kincheloe Point at 45°33'30"N., 123°56'05"W. thence northward to a point on the north shoreline of the harbor at 45°33'40"N., 123°55'59"W. thence westward along the north shoreline of the harbor then northward along the seaward shoreline to the beginning.

The Coast Guard has established Tillamook Bay Regulated Navigation Area Warning Sign, a rough bar advisory sign on the north side of the entrance channel on the lookout tower, visible from the channel, 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 quick flashing amber lights that will be activated by USCG Station Tillamook Bay personnel when hazardous conditions exist and the bar is restricted to recreational and uninspected passenger vessels. There is also a regulated navigation area warning sign on the USCG boathouse at the north side of the channel near the entrance to Garibaldi boat basin with similar characteristics. Boaters are cautioned that if the lights are not flashing, it is no guarantee that sea conditions are favorable.

USCG Station Tillamook Bay maintains the operation of the RNA. For the most current weather and bar crossing information mariners are encouraged to tune in 1610 AM, monitor VHF channel 16 or call Station Tillamook Bay at (503) 322-9687 for further information and assistance.

## **5. Anchorages**

There are no designated anchorages.

## **6. Environmental Factors**

The Northern Oregon Coast has a maritime climate primarily influenced by strong low-pressure centers generated in the Gulf of Alaska. Cool summers, mild winters, and year-round rainfall characterize the climate. Snow falls occasionally between November and March but it is rare, with most of the winter precipitation occurring as rainfall. Rains may occur any time of year, totaling 90 inches a year. The wettest month is December, averaging 14 inches. Fog is common along the coast during the summer months. Normal winter temperatures can reach from 50°-55°F, while summer temperatures range from 61° to 69°F. Temperatures can reach record lows of 0°F and record highs of 100°F. Freezing temperatures during the winter months are rare and relatively short duration when they do occur. The area is prone to intense storms and heavy winds, specifically in the winter. The predominant regional current along the Oregon coast during the winter months is a wind-driven southerly current offshore. Currents are also generated by wave action striking coastline at oblique angles. The interaction of the offshore bathymetry and the existing jetties with wind and wave driven currents add to the variation in current directions and velocities adjacent to the jetties.

## **7. Marine Events**

There are no permitted marine events that occur in Tillamook Bay.

## **B. Waterway Users:**

### **1. Vessels**

Tillamook Bay vessel traffic primarily consists of commercial fishing vessels, six pack operators of uninspected passenger vessels, fishing charters and recreational vessels.

### **2. Transit Frequencies**

The fishermen use the waterway primarily from March through October and the crabbers use the waterway from December through March. The waterway is routinely transited by the local Coast Guard station and is occasionally used by ANT Astoria and CGC FIR which was recently replaced with CGC ELM in the service of the waterway's ATON.

### **3. Commodities Carried**

The primary commodities carried on this waterway are passengers and seafood.

## **C. Casualty History:**

Since the last WAMS conducted in 2006, there have been a reported three marine incidents

resulting in vessel loss and three crew fatalities. On January 25<sup>th</sup>, 2007, the F/V STARRIGAVAN attempted to cross a rough bar at night and wrecked on the South Jetty. Of the four crewmembers on board that were rescued, one crewman subsequently died from injuries sustained during the incident. On the morning of November 28<sup>th</sup>, 2008 the CFV NETWORK was traversing the bar exiting Tillamook Bay and capsized at the north jetty. Of the three crew on board, the vessel master survived and two crewman lost their lives. On October 3<sup>rd</sup>, 2010, the CFV DOUBLE EAGLE was attempting to cross the bar and capsized, 02 crew were recovered, but the vessel was destroyed on the south jetty.

As reported by Sector Columbia River and information gathered via CGBI, there have been 07 capsized vessel incidents and 11 reported groundings. None of these reports were directly attributed to ATON discrepancies, but rather heavy weather, vessel equipment malfunctions, or operator judgment.

#### **D. Charts and Surveys:**

The primary chart used for this WAMS is 18558. Army Corps of Engineers (USACE) conducts annual surveys of Tillamook Bay. The last surveys USACE performed were on the following dates:

1. Tillamook Approaches: 09 July 2018
2. Tillamook Entrance: 10 July 2018
3. Tillamook Bay and Harbor: 12 June 2019
4. Garibaldi Boat Basin: 30 April 2019

#### **E. Aids to Navigation:**

##### **1. Servicing Units:**

*a. CGC FIR:* was just replaced with CGC ELM (arrived Tongue Point July 2019) and is primary servicing unit for:

1. Tillamook Bay Approach Lighted Whistle Buoy T (LLNR 680/9810)
2. Entrance Lighted Bell Buoy 1 (LLNR 9815)

*b. ANT Astoria:* is primary servicing unit for the remaining aids of the waterway.

**2. Tillamook Bay:** In addition to the safe water approach lighted whistle buoy located 1.25 miles south west of the south jetty, there are 10 other federal aids in Tillamook Bay and also an additional two RNA warning signs. There are no privately maintained ATON in Tillamook Bay or Garibaldi Channel. Just outside the bar there is the entrance bell buoy “1” marking the bar entrance through the south hole. The end of the north jetty is marked with light “3” but no dayboard and a seasonal fog signal. There is an entrance leading light marking the channel. The approach to Tillamook Bay is indicated with the safe water approach buoy, the green bell buoy “1” and the entrance leading light. Using this approach method could lead to very dangerous conditions and causes frequent bar restrictions due to the conditions of the south hole, when a north approach remains relatively calmer. The current approach leads the mariner to transit from the south towards the south hole at buoy “1” where

the shoal is shallowest at 18 feet deep and has become part of the roughest area of the bar. Throughout Garibaldi Channel, there are seven daybeacons which are all lighted. There are two rough bar signs, one posted on the Coast Guard lookout tower near the north jetty and one posted on the Coast Guard Boat House. These rough bar signs have two flashing amber lights illuminated when the sea exceeds 4 feet across the bar and are activated by Station Tillamook Bay crew.

#### **F. Pending Projects:**

**1. ATON Orders:** There is currently a large scope of ATON work being coordinated through D13 and CEU Oakland regarding seven aids with an estimated completion date of Spring 2020.

The following ATON structures are a part of this project:

- a. Garibaldi Channel Light 10 (LLNR 9840): Demolish existing single pile structure and build new 3-pile structure.
- b. Garibaldi Channel Light 11 (LLNR 9846): Locate and remove failed structure using diving service, build new 3-pile structure.
- c. Garibaldi Channel Light 12 (LLNR 9850): Demolish existing single pile structure and build new 3-pile structure
- d. Garibaldi Channel Light 13 (LLNR 9851): Demolish existing single pile structure and build new 3-pile structure
- e. Garibaldi Channel Light 14 (LLNR 9856): Demolish existing single pile structure and build new 3-pile structure
- f. Garibaldi Channel Light 19 (LLNR 9870): Demolish existing single pile structure and build new 3-pile structure
- g. Tillamook Bay Leading Light (LLNR 9830): Demolish existing land-based steel tower, build new 3-pile structure in water

**2. USACE Dredging:** The Garibaldi boat basin access channel was last dredged in 2015 (with FY14 funds). The Corps has awarded a pipeline contract to dredge the Garibaldi boat basin access channel in FY19, with work scheduled to start in mid to late August, 2019. Dredging is expected to take ~45 days and remove 50,000 CY.

**3. South Jetty Repair:** The Corps is currently in the process of completing the detailed design report for the Tillamook South Jetty, and the Corps should be moving into Plans and Specs at the end of FY19, with a final document being ready by the end of FY20. The Corps has requested funding for the construction to repair the south jetty (which would include

stabilizing the jetty head and repairing portions of the jetty trunk) in the FY20 work plan and in the FY21 budget. Funds were not received in the FY20 tentative budget, and it is unknown how it will compete in the FY20 work plan request. Repairs to the south jetty are contingent on having funds available at this time.

### **III. Previous WAMS Action Items: (2006)**

Due to shoaling to the west of the entrance to Tillamook Bay, realign the entrance to the waterway.

1. Tillamook Bay Approach Lighted Whistle Buoy “T” (LLNR 680/9810): Relocate to approximate position 45-33-04N, 123-58-56W.
2. Tillamook Bay Entrance Bell Buoy 1 (LLNR 9815): Relocate to approximate position 45-34-03N, 123-58-17W. Install Carmanah 702-5 LED lantern with nominal range of three nautical miles and change name to Tillamook Bay Entrance Lighted Bell Buoy 1 (LLNR 9815). Light characteristics will be Quick Green (Q G).
3. Discontinue Tillamook Bay Entrance Junction Gong Buoy “S” (LLNR 9818)
4. Discontinue Tillamook Bay Entrance Direction Light (LLNR 9830) and immediately establish Tillamook bay Entrance Leading Light 9LLNR 9830) showing a three (3) degree directional light with a four (4) second occulting white flash characteristics (OC W 4s)
5. Discontinue Garibaldi Channel Daybeacon 13 (LLNR 9851) and immediately establish Garibaldi Channel Light 13 9LLNR 9851) showing a flashing green 2.5 second light 9FL G 2.5s) with a nominal range of three (3) nautical miles.

### **IV. Comments and Suggestions**

The comments found in this section are a collection of all of the comments received from the surveys, public meeting, LNM and research. There were 09 surveys returned via email and or mail. A copy of all returned surveys can be found in enclosure (7).

#### **1. Tillamook Bay Entrance:**

a. All mariners including USCG STA Tillamook crew made comments that the south hole is not the best marked location for the bar crossing. The crossing can be made safer by relocating Buoy 1 from the south hole and position it as a red Buoy 2 marking a safer, deeper north hole preferred entrance in conjunction with relocating the Approach “T” buoy to the north accordingly. Mariners mentioned that many vessels have swamped or capsized over the years due to the deteriorating condition of the South Jetty, and the continuation of shallower depths across the middle ground and south hole make a dangerous approach.

b. Other comments were made that the “middle ground” is too shallow due to deteriorating south jetty.

c. The bar is too often restricted based on the south hole conditions when the north hole is navigable

- d. South jetty much shorter than chart/gps indicates, it is now submerged.
- e. South jetty needs to be extended further west than the tip of the north jetty.
- f. Need updated charts to reflect shoaling of south hole and middle grounds
- g. South hole deteriorated over the years, significant breaking swells from green can to south jetty
- h. Abandoned and snagged crab gear off the jetties make for navigation problems. Why aren't these removed after remaining for days and or weeks?
- i. Maybe going outbound towards the southwest in a NW swell is safer- but coming back in seems to be better from the NW? NW swells build over the middle ground and can form pretty significant/breaking swells from the green can to the s. jetty
- j. 18 feet is not deep enough for the channel, needs to be dredged.
- k. Restore or mark end of jetties that have sunken or been knocked down.
- l. Leading light is too bright, request to reduce intensity.

## **2. Garibaldi Channel:**

- a. Light 11 needs to be replaced

## **V. Criticality Determination**

The criticality of the waterways within the Northern Oregon Coast was determined in previous WAMS studies. Tillamook Bay is classified as environmentally-critical. By definition, an environmentally critical waterway poses higher environmental risk levels, where degradation of the aids to navigation system would present an unacceptable level of risk to general public safety or to the environment.

## **VI. Analysis (Evaluation and Recommendation)**

The current ATON system in the Tillamook Bay and Garibaldi Channel waterway includes a total of 13 minor aids: 02 buoys, 08 lighted day beacons, 01 entrance leading light and 02 Lighted RNA Warning Signs.

This analysis was initiated due to concern over the bar crossing and built up shoaling of the south hole entrance where Entrance Lighted Bell Buoy 1 is located. Over the years, this bar crossing has been realigned with different buoy locations, to include a due west approach across the dangerous “middle grounds” and a southerly approach through the “south hole”. As current conditions stand now, the North Jetty has been rebuilt and the South Jetty has slowly deteriorated creating a shoaling effect and current bottom depths of 18 ft in vicinity of buoy 1. The overwhelming response from STA Tillamook crew and recreational/commercial mariners on the waterway is to relocate the approach to the north and disestablish the south hole approach. STA Tillamook has indicated that they frequently have to place bar restrictions due to the wave action over the south hole, when an approach based off the north jetty would be reasonable and not require restrictions. Making an approach from the south over shallow grounds is compounded by the fact that there is about 100 yards of the south jetty that has deteriorated and is submerged, not being visible to the mariner. This

creates a significant hazard to all vessels if not familiar with the area and a wide berth of the submerged jetty is not given. The recommended solution to this problem is to disestablish Entrance Lighted Bell Buoy 1 and establish a red Entrance Lighted Bell Buoy 2 roughly 500 yards north of the current Buoy 1 location and relocate Approach Lighted Whistle Buoy T approximately 5400 yards to the north of its current position creating a northerly approach and bar crossing avoiding the middle grounds and dangerous southerly shoaling (see enclosure 9).

It was also noted that Garibaldi Channel Light 10 is very difficult to see for smaller vessels while returning from sea into Tillamook Bay due to its positioning being protected behind Kincheloe Point. Recommend that when the aid is rebuilt as per the pending ATON order projects, that it be rebuilt as a 3-pile structure, 18' above waterline height in position 45-33-29.012N, 123-56-03.808W (see enclosure 10). This location would allow incoming vessel traffic a much better view of the aid and reduce the risk of running aground into the point.

There is currently a significant ATON order and contracting underway to relocate and rebuild 06 channel light structures and relocate the leading light from land to a water structure to better mark the channel approach. One comment was made to reduce intensity of this leading light as it is too bright. The reconstruction of this light will also address the characteristics, so recommend no action towards this comment. The majority of feedback to this WAMS was to make the bar crossing safer. By relocating the two entrance buoys for a north approach, the rebuilding of six lighted day beacon structures including relocation of Light 10 and reconstruction of the leading light, should adequately address the current waterway needs at this point in time.



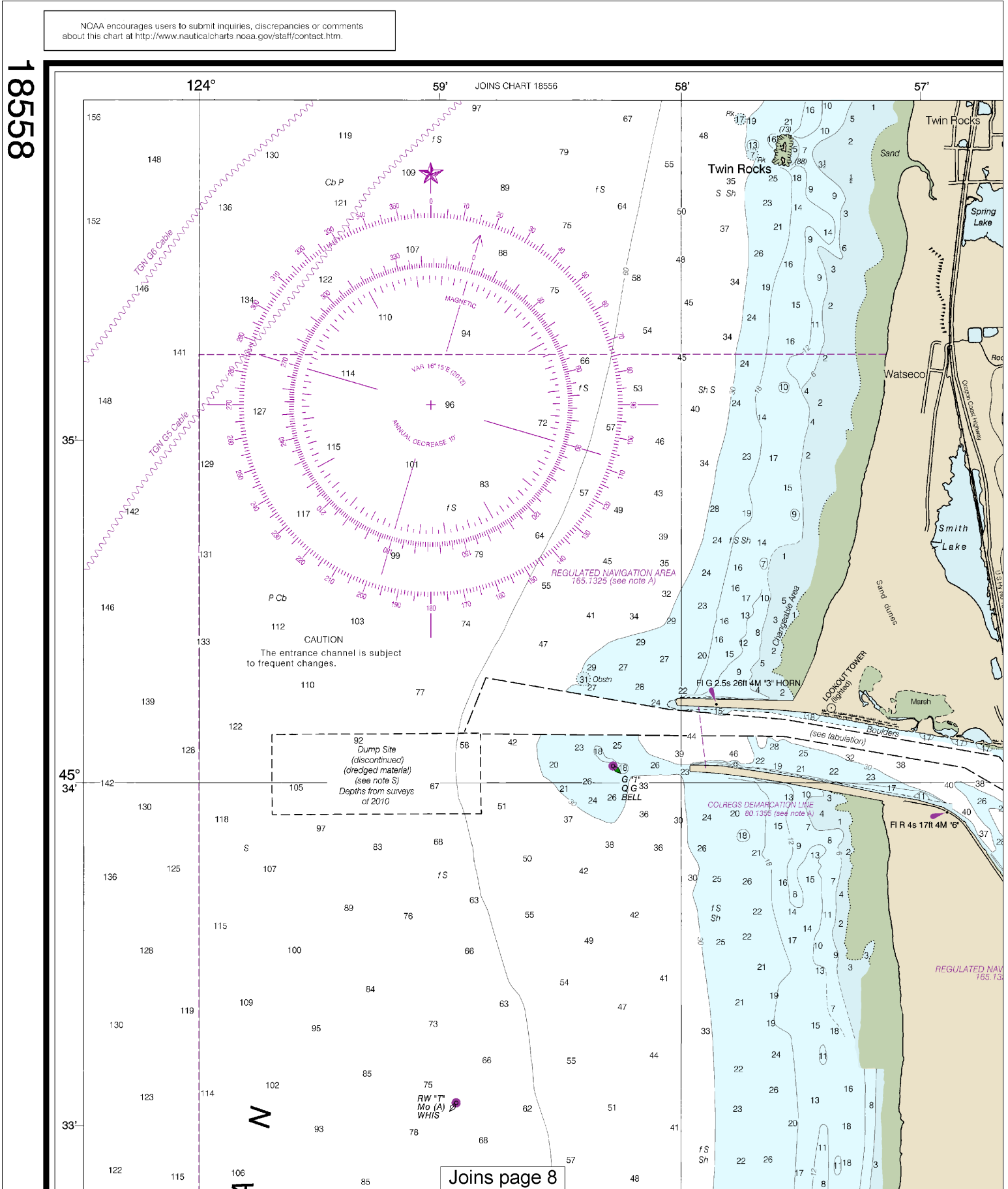
**VII. Action Item Summary**

Approved	Not Approved	
_____	_____	1. Relocate Tillamook Bay Approach Lighted Whistle Buoy T (LLNR 9810) in approximate location 45-35.59N, 123-58.87W
_____	_____	2. Disestablish Tillamook Bay Entrance Lighted Bell Buoy 1 (LLNR 9815)
_____	_____	3. Establish Tillamook Bay Entrance Lighted Bell Buoy 2 (LLNR 9817) in approximate location 45-34.25N, 123-58.32W
_____	_____	4. Relocate and rebuild Garibaldi Channel Light 10 (LLNR 9840) as a 3 pile structure in approximate position 45-33-29.012N, 123-56-03.808W
_____	_____	5. Update Coast Pilot with approach realignment after Tillamook Bay Approach Lighted Whistle Buoy T (LLNR 9810) and Tillamook Bay Entrance Lighted Bell Buoy 2 (LLNR 9817) have been relocated and established.
_____	_____	6. Update Coast Pilot to reflect accurate condition of Jetties and length of underwater submersion.
_____	_____	7. Make necessary chart corrections to reflect changes to Approach and Entrance buoys, Light 10, and leading light once established.

# ENCLOSURE (1): CHARTLETS

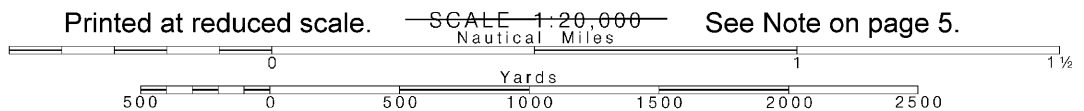
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

18558



4

Note: Chart grid lines are aligned with true north.

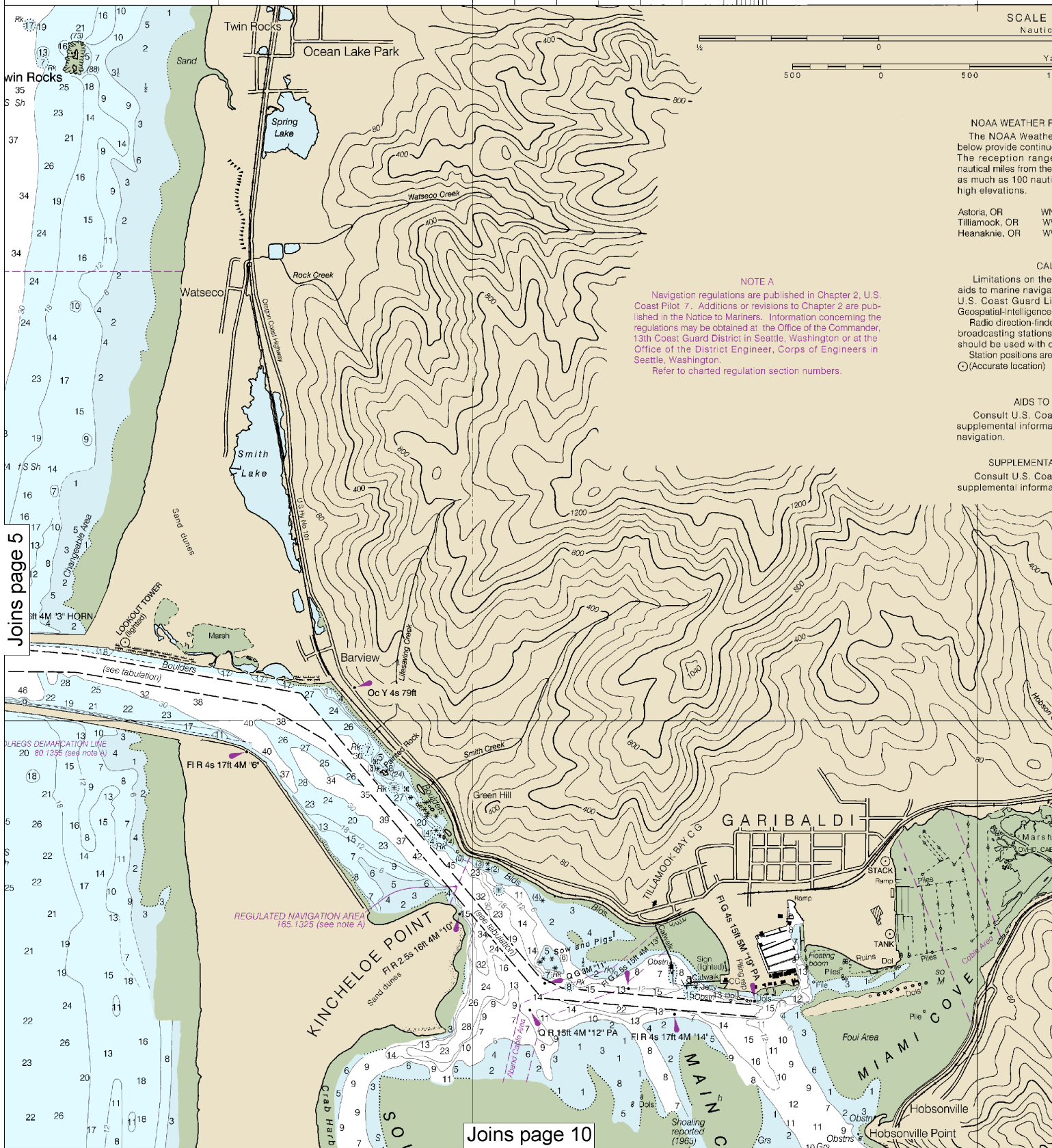


See Note on page 5.

# ENCLOSURE (1): CHARTLETS

Formerly C&GS 6112, 1st Ed., June 1892 KAPP 1788

57' 56' 50' 40' 30' 20' 10' 55' 50' 123° 54'



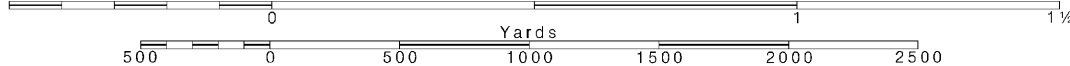
**6**

Note: Chart grid lines are aligned with true north.

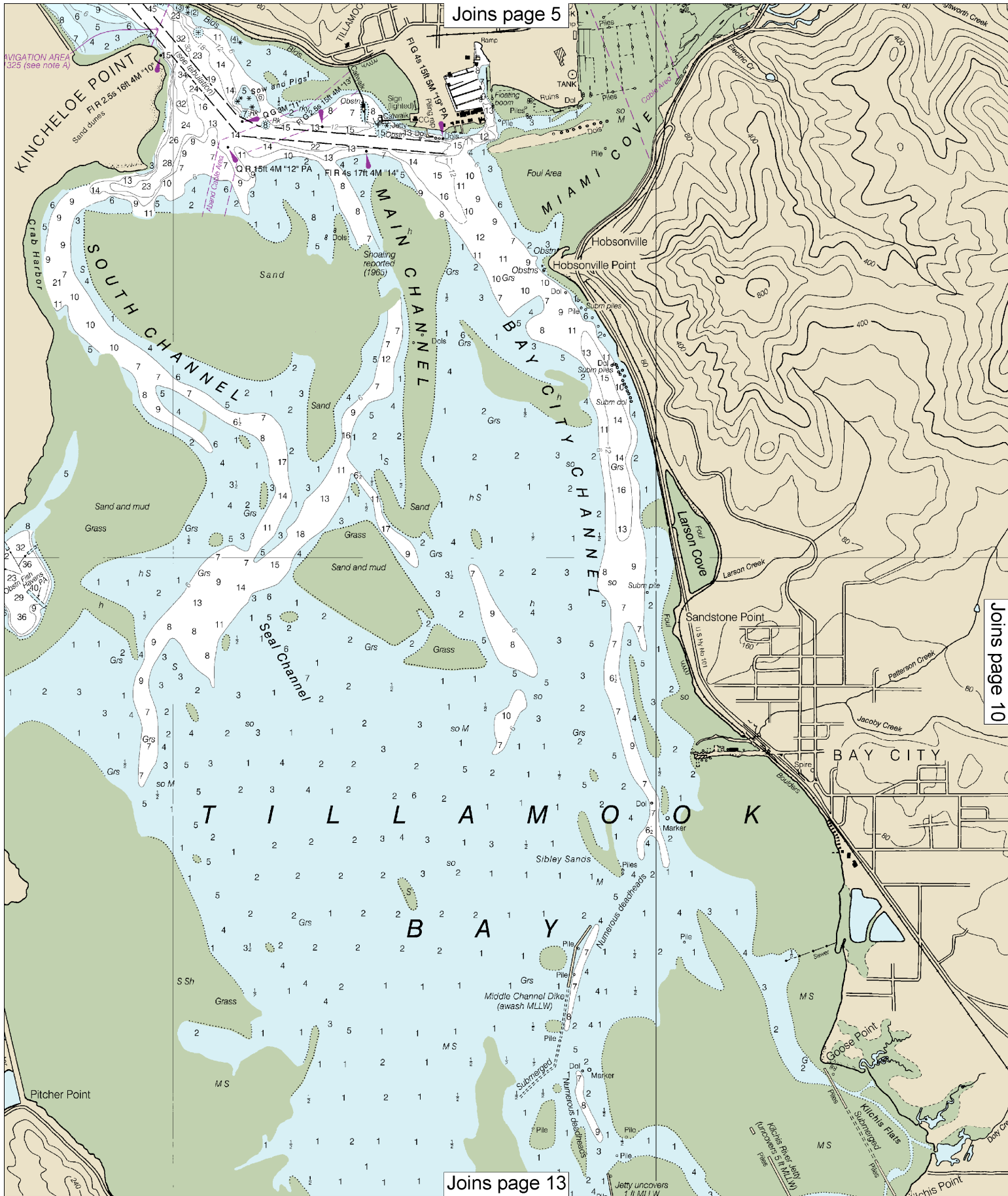
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



Joins page 5



Joins page 10

Joins page 13

## ENCLOSURE (2): Light List Number (federal)

LLNR	NAME	Latitude	Longitude	Light	Range	Structure Remarks	Remarks
9810/680	Tillamook Bay Approach Lighted Whistle Buoy T	45-33-03.967N	123-58-56.154W	Mo (A) W	4	Red and white stripes.	No topmark will be shown on this aid as required by IALA standards due to weather.
9815	Tillamook Bay Entrance Lighted Bell Buoy 1	45-34-02.937N	123-58-17.034W	Q G	3	Green.	
9820	Tillamook Bay North Jetty Light 3	45-34-13.706N	123-57-51.220W	FI G 2.5s	4	Green pile structure.	Due to weather conditions the dayboards have been permanently removed from this aid.
9822	Tillamook Bay North Jetty Sound Signal	45-34-14.100N	123-57-50.600W				HORN: 1 blast ev 30s (3s bl). Maintained from Jun 1 to Oct. 1.
9825	Tillamook Bay Entrance Regulated Navigation Area Warning Sign	45-34-13.000N	123-57-22.000W	Q Y		NW worded ROUGH BAR on skeleton tower.	Lights flashing when bar is restricted to recreational and uninspected passenger vessels. Contact the nearest US Coast Guard unit for further information.
9825	Tillamook Bay Entrance Regulated Navigation Area Warning Sign	45-34-13.000N	123-57-22.000W			NW worded ROUGH BAR on skeleton tower.	Lights flashing when bar is restricted to recreational and uninspected passenger vessels. Contact the nearest US Coast Guard unit for further information.
9830	Tillamook Bay Entrance Leading Light	45-34-05.525N	123-56-27.986W	Oc Y 4s		On skeleton tower.	Visible from 271.5° to 272.5°.
9835	Garibaldi Channel Light 6	45-33-54.834N	123-56-53.700W	FI R 4s	4	TR on concrete platform.	
9840	Garibaldi Channel Light 10	45-33-27.732N	123-56-02.946W	FI R 2.5s	4	TR on pile.	
9846	Garibaldi Channel Light 11	45-33-16.169N	123-55-42.843W	Q G	3	SG on pile.	
9850	Garibaldi Channel Light 12	45-33-11.682N	123-55-46.332W	Q R	3	TR on pile.	
9851	Garibaldi Channel Light 13	45-33-15.252N	123-55-22.878W	FI G 2.5s	3	SG on pile.	
9856	Garibaldi Channel Light 14	45-33-10.992N	123-55-12.048W	FI R 4s	3	TR on pile.	
9865	Garibaldi Channel Boat Basin Regulated Navigation Area Warning Sign	45-33-16.000N	123-55-08.000W	Q Y		NW worded ROUGH BAR on boat house.	Lights flashing when bar is restricted to recreational and uninspected passenger vessels. Contact the nearest US Coast Guard unit for further information.
9870	Garibaldi Channel Light 19	45-33-13.206N	123-54-52.884W	FI G 4s	5	SG on multi-pile structure.	



ENCLOSURE (3): List of discrepant Federal ATON from 2006-2019

LLNR	NAME	INITIAL REPORT DTG	CORRECTION DTG	UNIT NAME	DISCREP SUMMARY	DISCREP CAUSE	DISCREP MALFUNCTION
680/9810	Tillamook Bay Approach Lighted Whistle Buoy T	281627Z OCT 2010	041854Z NOV 2010	CGC FIR	LT EXT	ENVIRONMENT	WATER RELATED
680/9810	Tillamook Bay Approach Lighted Whistle Buoy T	040307Z DEC 2006	042038Z DEC 2006	CGC FIR	LT EXT	ATON EQUIPMENT	LANTERN/COMP
680/9810	Tillamook Bay Approach Lighted Whistle Buoy T	090500Z MAR 2017	211746Z MAR 2017	CGC FIR	LT IMCH	ATON EQUIPMENT	LED/COMP
680/9810	Tillamook Bay Approach Lighted Whistle Buoy T	252011Z SEP 2008	060147Z NOV 2008	CGC FIR	MISSING	ATON EQUIPMENT	BUOY MOORING
680/9810	Tillamook Bay Approach Lighted Whistle Buoy T	050230Z JAN 2007	310419Z JAN 2007	CGC FIR	REDUCED INT	WEATHER	LIGHTNING
9815	Tillamook Bay Entrance Lighted Bell Buoy 1	281436Z SEP 2011	162217Z OCT 2011	CGC FIR	LT EXT	POWER,SOLAR/BATT	BATTERY MALF
9815	Tillamook Bay Entrance Lighted Bell Buoy 1	280149Z DEC 2018	042137Z APR 2019	CGC ELM	LT EXT	ENVIRONMENT	WATER RELATED
9815	Tillamook Bay Entrance Lighted Bell Buoy 1	122248Z APR 2013	281814Z JUN 2013	CGC FIR	OFF STA	ALLISN/COLLISN	WATERBRN
9815	Tillamook Bay Entrance Lighted Bell Buoy 1	280350Z AUG 2015	290501Z AUG 2015	CGC FIR	LT IMCH	ATON EQUIPMENT	BUOY MOORING
9815	Tillamook Bay Entrance Lighted Bell Buoy 1	110432Z APR 2016	120353Z APR 2016	CGC FIR	OFF STA	WEATHER	WIND
9815	Tillamook Bay Entrance Lighted Bell Buoy 1	051945Z OCT 2016	062149Z OCT 2016	CGC FIR	MISSING	WEATHER	WIND
9815	Tillamook Bay Entrance Lighted Bell Buoy 1	040255Z FEB 2017	242352Z FEB 2017	CGC FIR	LT EXT	POWER,SOLAR/BATT	SOLAR BATT MALF
9815	Tillamook Bay Entrance Lighted Bell Buoy 1	010210Z NOV 2017	041918Z NOV 2017	CGC FIR	LT EXT	ATON EQUIPMENT	LED/COMP
9815	Tillamook Bay Entrance Lighted Bell Buoy 1	231939Z NOV 2017	072325Z DEC 2017	CGC FIR	LT EXT	ATON EQUIPMENT	LED/COMP
9815	Tillamook Bay Entrance Lighted Bell Buoy 1	280108Z JAN 2007	310039Z JAN 2007	CGC FIR	OFF STA	ATON EQUIPMENT	BUOY MOORING
9815	Tillamook Bay Entrance Lighted Bell Buoy 1	211649Z NOV 2009	281916Z MAY 2010	CGC FIR	OFF STA	FALSE REPORT	FALSE REPORT
9815	Tillamook Bay Entrance Lighted Bell Buoy 1	160125Z JUL 2010	010126Z AUG 2010	CGC FIR	MISSING	ATON EQUIPMENT	BUOY HULL
9815	Tillamook Bay Entrance Lighted Bell Buoy 1	060004Z DEC 2007	222245Z JAN 2008	CGC FIR	OFF STA	FALSE REPORT	FALSE REPORT
9815	Tillamook Bay Entrance Lighted Bell Buoy 1	152259Z OCT 2010	110349Z JUL 2011	CGC FIR	OFF STA	ATON EQUIPMENT	BUOY MOORING
9815	Tillamook Bay Entrance Lighted Bell Buoy 1	281511Z OCT 2010	302153Z OCT 2010	CGC FIR	LT EXT	ATON EQUIPMENT	LANTERN/COMP
9815	Tillamook Bay Entrance Lighted Bell Buoy 1	050212Z NOV 2010	242253Z NOV 2010	CGC FIR	LT EXT	ATON EQUIPMENT	LANTERN/COMP
9815	Tillamook Bay Entrance Lighted Bell Buoy 1	251636Z DEC 2010	110349Z JUL 2011	CGC FIR	LT IMCH	ATON EQUIPMENT	FLASHR/LMPCH/DLC
9822	Tillamook Bay North Jetty Sound Signal	161853Z OCT 2007	300127Z SEP 2010	CG ANT ASTORIA	SS INOP	ATON EQUIPMENT	SOUND SIG COMP
9822	Tillamook Bay North Jetty Sound Signal	162019Z JUN 2011	202250Z JUN 2011	CG ANT ASTORIA	SS INOP	ATON EQUIPMENT	SOUND SIG COMP
9825	Tillamook Bay Entrance Regulated Navigation Area Warning Sign	081849Z AUG 2018	172010Z SEP 2018	CG ANT ASTORIA	LT IMCH	ATON EQUIPMENT	FLASHR/LMPCH/DLC
9825	Tillamook Bay Entrance Regulated Navigation Area Warning Sign	031617Z FEB 2017	061817Z FEB 2017	CG ANT ASTORIA	LT EXT	FALSE REPORT	FALSE REPORT
9825	Tillamook Bay Entrance Regulated Navigation Area Warning Sign	212235Z JAN 2013	222240Z JAN 2013	CG ANT ASTORIA	LT EXT	ATON EQUIPMENT	FLASHR/LMPCH/DLC
9825	Tillamook Bay Entrance Regulated Navigation Area Warning Sign	221617Z DEC 2015	291928Z DEC 2015	CG ANT ASTORIA	LT EXT	WEATHER	WIND
9830	Tillamook Bay Entrance Leading Light	060500Z MAY 2010	062333Z MAY 2010	CG ANT ASTORIA	LT EXT	ATON EQUIPMENT	FLASHR/LMPCH/DLC
9830	Tillamook Bay Entrance Leading Light	172056Z MAR 2011	242201Z MAR 2011	CG ANT ASTORIA	LT EXT	ATON EQUIPMENT	WIRING
9830	Tillamook Bay Entrance Leading Light	100234Z DEC 2012	112302Z DEC 2012	CG ANT ASTORIA	LT EXT	ATON EQUIPMENT	LANTERN/COMP
9830	Tillamook Bay Entrance Leading Light	021518Z AUG 2013	051900Z AUG 2013	CG ANT ASTORIA	LT EXT	FALSE REPORT	FALSE REPORT
9835	Garibaldi Channel Light 6	220645Z JUN 2016	271451Z JUN 2016	CG ANT ASTORIA	LT EXT	ATON EQUIPMENT	FLASHR/LMPCH/DLC
9846	Garibaldi Channel Light 11	191351Z AUG 2017	251833Z AUG 2017	CG ANT ASTORIA	LT EXT	POWER,SOLAR/BATT	SOLAR BATT MALF
9846	Garibaldi Channel Light 11	080403Z DEC 2006	081803Z DEC 2006	CG ANT ASTORIA	LT EXT	ATON EQUIPMENT	WIRING
9846	Garibaldi Channel Light 11	021338Z OCT 2018		CG ANT ASTORIA	STRUCT DEST	ALLISN/COLLISN	WATERBRN
9850	Garibaldi Channel Light 12	221458Z JUN 2014	252052Z JUN 2014	CG ANT ASTORIA	DAYMK DMGD	WEATHER	WIND
9851	Garibaldi Channel Light 13	150425Z JAN 2009	152036Z JAN 2009	CG ANT ASTORIA	LT EXT	POWER,SOLAR/BATT	BATTERY MALF
9856	Garibaldi Channel Light 14	201619Z OCT 2018	202314Z OCT 2018	CG ANT ASTORIA	LT EXT	ATON EQUIPMENT	LED/COMP
9856	Garibaldi Channel Light 14	132238Z MAY 2014	142114Z MAY 2014	CG ANT ASTORIA	LT EXT	ATON EQUIPMENT	LANTERN/COMP
9865	Garibaldi Channel Boat Basin Regulated Navigation Area Warning Sign	041600Z OCT 2010	041718Z OCT 2010	CG ANT ASTORIA	LT EXT	ATON EQUIPMENT	FLASHR/LMPCH/DLC
9865	Garibaldi Channel Boat Basin Regulated Navigation Area Warning Sign	042312Z JUN 2012	052012Z JUN 2012	CG ANT ASTORIA	LT EXT	POWER,COMM/GENER	COMM POWER FAIL
9870	Garibaldi Channel Light 19	071524Z APR 2019	232146Z APR 2019	CG ANT ASTORIA	DAYMK IMCH/STRU	ALLISN/COLLISN	WATERBRN/ADRFT

**Media Advisory: Coast Guard conducts waterways analysis study of  
Tillamook Bay, seeks public comment**

Garibaldi, WA. — Coast Guard officials are seeking public comment while conducting a waterways analysis and management system (WAMS) review of Tillamook Bay.

The Coast Guard uses WAMS to validate the adequacy of the existing aids to navigation (ATON) system, as well as to get a better understanding of the uses of each waterway and general safety issues. WAMS focuses on the waterway's present ATON system, marine casualty information, port/harbor resources, changes in marine vessel usage (both recreational and commercial) and future development projects.

There will be a public meeting held at USCG Station Tillamook Bay in Garibaldi, OR on Wednesday, May 8<sup>th</sup> 2019 from 6:00 pm to 8:00 pm that the public is encouraged to attend to provide comments. To participate in taking a user survey you may visit the website at <https://www.pacificarea.uscg.mil/Our-Organization/District-13/District-Divisions/-dpw/-wams/>. The comment deadline will be June 01, 2019.

The survey can be scanned and emailed or mailed to the following:

Commander (dpw)  
Attn: LT Chad Coppin  
Coast Guard Thirteenth District  
915 2nd Ave.  
Seattle, WA 98174-1067

Email: [d13-pf-d13dpw@uscg.mil](mailto:d13-pf-d13dpw@uscg.mil).

## ENCLOSURE (5): Local Notice to Mariners Solicitation for input

27MARCH2019

### **OREGON – TILLAMOOK BAY – Waterway and Aids to Navigation Survey and public meeting**

The Coast Guard is conducting a user survey for Tillamook Bay in Oregon. The Coast Guard uses the Waterways Analysis and Management System (WAMS) to validate the adequacy of the existing aids to navigation (ATON) system, as well as to get a better understanding of the uses of each waterway and general safety issues. WAMS focuses on the waterway's present ATON system, marine casualty information, port and harbor resources, changes in recreational and commercial marine vessel usage and future development and dredging projects. The survey is available at the Thirteenth Coast Guard District WAMS website <https://www.pacificarea.uscg.mil/Our-Organization/District-13/District-Divisions/-dpw/-wams/>. The deadline for survey entries is 01 Jun 2019. Additionally, the Coast Guard is holding a public meeting to help facilitate gathering user input. The meeting will be held at CG Station Tillamook Bay in Garibaldi on Wednesday, 08 May 2019 from 1800-2000. For additional information please contact LT Chad Coppin at (206) 220-7283 or email [D13-PF-LNM@uscg.mil](mailto:D13-PF-LNM@uscg.mil).

Chart 18558

LNM: 13/19



## USCG Thirteenth District

## Waterways Analysis and Management System Questionnaire For Tillamook Bay

**Introduction:** The United States Coast Guard is conducting a user survey for Tillamook Bay to validate the adequacy of the existing aids to navigation system and to gain a better understanding of the uses of the waterway and general safety issues. The information collected from this survey will be used to see what may be done to enhance safe navigation of the waterway and to anticipate and plan our budgeting processes.

Included Waterway areas: TILLAMOOK BAY, GARIBALDI CHANNEL

**Instructions:** Please complete this survey and return to Commander, Thirteenth Coast Guard District (dpw), Attn: LT Chad Coppin, 915 Second Ave., Seattle, WA 98174. The survey can also be scanned/e-mailed to [d13-pf-d13dpw@uscg.mil](mailto:d13-pf-d13dpw@uscg.mil). Comment period for this study ends on June 1, 2019. A blank copy of this survey is available on the Coast Guard District 13 WAMS website <https://www.pacificarea.uscg.mil/Our-Organization/District-13/District-Staff/-dpw/-wams/>.

1. *Mariner Profile:* If you operate more than one vessel, provide information for the vessel you operate for the majority of your transits. You may also submit separate surveys for other vessels you operate if you use the waterway differently.

Name: \_\_\_\_\_

High Tide/Low Tide/In Ice/Restricted Visibility

Address: \_\_\_\_\_

City: \_\_\_\_\_

State, ZIP: \_\_\_\_\_

Are there any special conditions for timing your transit (e.g. only transit during high tide)?

Phone No.: (\_\_\_\_) \_\_\_\_\_

E-mail address: \_\_\_\_\_

Vessel Name: \_\_\_\_\_

Vessel Type: \_\_\_\_\_

Vessel Length: \_\_\_\_\_

Vessel Beam: \_\_\_\_\_

Navigational equipment most used while transiting this waterway:

Vessel Draft: \_\_\_\_\_

Vessel Tonnage: \_\_\_\_\_

Paper Chart                      RADAR

Purpose of Transits: \_\_\_\_\_

Electronic Plotter/Charts

Transit Information: (check as appropriate)

Seaman's Eye                      Fathometer

Daily              Weekly              Monthly

Spot Light                      Mag Compass

Daytime              Nighttime              Annually

Gyro Compass

Spring/Summer/Fall/Winter

Other (please specify) \_\_\_\_\_

Waterways Analysis and Management System Questionnaire For Tillamook Bay

Publications most used while transiting this waterway:

Coast Pilot      Local Notice to Mariners      Other (please specify)\_\_\_\_\_

2. *General Questions:*

a. How many years have you sailed in this waterway?

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b. In general, have you had any problems safely navigating this waterway? Yes/No

If yes, why?

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c. Are there any special regulations (i.e. bridge operations, Captain of the Port Orders, Regulated Navigation Area Closures) on this waterway that affect you? Yes/No

If yes, please explain the impact (Positive or Negative)?

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3. *What is your ideal method for obtaining marine information (web based Local Notice to Mariners, Radio Broadcasts, AIS, Twitter, etc)?*

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4. *In your opinion, does the Approach Lighted Whistle Buoy T and Entrance Lighted Bell Buoy 1 best mark the Tillamook Bay Channel entrance? If not, what changes do you recommend?*

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## Waterways Analysis and Management System Questionnaire For Tillamook Bay

5. Do you know of any specific danger/safety problems/issues? (shoals, hazards to navigation, collisions, etc...)

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6. Do you feel that the current charts are accurate (including depth information)? Are all necessary items charted?

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7. Additional User Comments:

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8. Aids to Navigation Usage: Please select the following aids to navigation as to whether you USE or DON'T USE and any comments associated with the aid.

LLNR	AID NAME	USE	DON' T USE	COMMENTS
<b>TILLAMOOK BAY</b>				
9810	Approach Lighted Whistle Buoy T			
9815	Entrance Lighted Bell Buoy 1			
9820	North Jetty Light 3			
9825	Entrance RNA Warning Sign			
9830	Entrance Leading Light			
<b>GARIBALDI CHANNEL</b>				
9835	Light 6			

## Waterways Analysis and Management System Questionnaire For Tillamook Bay

LLNR	AID NAME	USE	DON' T USE	COMMENTS
9840	Light 10			
9846	Light 11			
9850	Light 12			
9851	Light 13			
9856	Light 14			
9865	Boat Basin RNA Warning Sign			
9870	Light 19			

**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

**Introduction:** The United States Coast Guard is conducting a user survey for Tillamook Bay to validate the adequacy of the existing aids to navigation system and to gain a better understanding of the uses of the waterway and general safety issues. The information collected from this survey will be used to see what may be done to enhance safe navigation of the waterway and to anticipate and plan our budgeting processes.

Included Waterway areas: TILLAMOOK BAY, GARIBALDI CHANNEL

**Instructions:** Please complete this survey and return to Commander, Thirteenth Coast Guard District (dpw), Attn: LT Chad Coppin, 915 Second Ave., Seattle, WA 98174. The survey can also be scanned/e-mailed to [d13-pf-d13dpw@uscg.mil](mailto:d13-pf-d13dpw@uscg.mil). Comment period for this study ends on June 1, 2019. A blank copy of this survey is available on the Coast Guard District 13 WAMS website <https://www.pacificarea.uscg.mil/Our-Organization/District-13/District-Staff/-dpw/-wams/>.

*1. Mariner Profile: If you operate more than one vessel, provide information for the vessel you operate for the majority of your transits. You may also submit separate surveys for other vessels you operate if you use the waterway differently.*

Name: Ed Jones  
 Address: 7125 Alderbrook Rd  
 City: Tillamook  
 State, ZIP: ORC 97141  
 Phone No.: (503) 812-1808  
 E-mail address: Fishhunter.ed@gmail.com  
 Vessel Name: Tannacios  
 Vessel Type: \_\_\_\_\_  
 Vessel Length: 24.5'  
 Vessel Beam: 8.6  
 Vessel Draft: \_\_\_\_\_  
 Vessel Tonnage: \_\_\_\_\_  
 Purpose of Transits: Fishing

High Tide/Low Tide/In Ice/Restricted Visibility

Are there any special conditions for timing your transit (e.g. only transit during high tide)?  
 \_\_\_\_\_  
 \_\_\_\_\_

**Transit Information:** (check as appropriate)  
 Daily  Weekly  Monthly  
 Daytime  Nighttime  Annually  
 Spring/Summer/Fall/Winter

Navigational equipment most used while transiting this waterway:

Paper Chart  RADAR  
 Electronic Plotter/Charts  
 Seaman's Eye  Fathometer  
 Spot Light  Mag Compass  
 Gyro Compass  
 Other (please specify) \_\_\_\_\_

USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay

Publications most used while transiting this waterway:

Coast Pilot     Local Notice to Mariners     Other (please specify) \_\_\_\_\_

2. *General Questions:*

a. How many years have you sailed in this waterway?

\_\_\_\_\_ *Last 15 yrs* \_\_\_\_\_  
\_\_\_\_\_

b. In general, have you had any problems safely navigating this waterway? Yes/~~No~~

If yes, why?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

c. Are there any special regulations (i.e. bridge operations, Captain of the Port Orders, Regulated Navigation Area Closures) on this waterway that affect you? Yes/~~No~~

If yes, please explain the impact (Positive or Negative)?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3. *What is your ideal method for obtaining marine information (web based Local Notice to Mariners, Radio Broadcasts, AIS, Twitter, etc)?*

\_\_\_\_\_  
\_\_\_\_\_

4. *In your opinion, does the Approach Lighted Whistle Buoy T and Entrance Lighted Bell Buoy 1 best mark the Tillamook Bay Channel entrance? If not, what changes do you recommend?*

\_\_\_\_\_ *Would be better to the north* \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

5. Do you know of any specific danger/safety problems/issues? (shoals, hazards to navigation, collisions, etc...)

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6. Do you feel that the current charts are accurate (including depth information)? Are all necessary items charted?

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7. Additional User Comments:

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8. Aids to Navigation Usage: Please select the following aids to navigation as to whether you USE or DON'T USE and any comments associated with the aid.

LLNR	AID NAME	USE	DON' T USE	COMMENTS
<b>TILLAMOOK BAY</b>				
9810	Approach Lighted Whistle Buoy T	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9815	Entrance Lighted Bell Buoy 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9820	North Jetty Light 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9825	Entrance RNA Warning Sign	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9830	Entrance Leading Light	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>GARIBALDI CHANNEL</b>				
9835	Light 6	<input type="checkbox"/>	<input type="checkbox"/>	

**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

LLNR	AID NAME	USE	DON'T USE	COMMENTS
9840	Light 10	<input type="checkbox"/>	<input type="checkbox"/>	
9846	Light 11	<input type="checkbox"/>	<input type="checkbox"/>	
9850	Light 12	<input type="checkbox"/>	<input type="checkbox"/>	
9851	Light 13	<input type="checkbox"/>	<input type="checkbox"/>	
9856	Light 14	<input type="checkbox"/>	<input type="checkbox"/>	
9865	Boat Basin RNA Warning Sign	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9870	Light 19	<input type="checkbox"/>	<input type="checkbox"/>	



**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

**Introduction:** The United States Coast Guard is conducting a user survey for Tillamook Bay to validate the adequacy of the existing aids to navigation system and to gain a better understanding of the uses of the waterway and general safety issues. The information collected from this survey will be used to see what may be done to enhance safe navigation of the waterway and to anticipate and plan our budgeting processes.

Included Waterway areas: TILLAMOOK BAY, GARIBALDI CHANNEL

**Instructions:** Please complete this survey and return to Commander, Thirteenth Coast Guard District (dpw), Attn: LT Chad Coppin, 915 Second Ave., Seattle, WA 98174. The survey can also be scanned/e-mailed to [d13-pf-d13dpw@uscg.mil](mailto:d13-pf-d13dpw@uscg.mil). Comment period for this study ends on June 1, 2019. A blank copy of this survey is available on the Coast Guard District 13 WAMS website <https://www.pacificarea.uscg.mil/Our-Organization/District-13/District-Staff/-dpw/-wams/>.

*1. Mariner Profile: If you operate more than one vessel, provide information for the vessel you operate for the majority of your transits. You may also submit separate surveys for other vessels you operate if you use the waterway differently.*

Name: John W. Bowles III

Address: P O Box 837

City: Garibaldi

State, ZIP: 97118

Phone No.: (503) 812-3474

E-mail address: john@JBandWATER.com

Vessel Name: JB & Water

Vessel Type: Proline - fiberglass

Vessel Length: 25.5

Vessel Beam: 8

Vessel Draft: 3 ft

Vessel Tonnage: - 4 ton

Purpose of Transits: Fishing Charter

**Transit Information:** (check as appropriate)

- Daily  Weekly  Monthly  
 Daytime  Nighttime  Annually  
 Spring/Summer/Fall/Winter

High Tide/Low Tide/In Ice/Restricted Visibility

Are there any special conditions for timing your transit (e.g. only transit during high tide)?

Navigational equipment most used while transiting this waterway:

- Paper Chart  RADAR  
 Electronic Plotter/Charts  
 Seaman's Eye  Fathometer  
 Spot Light  Mag Compass  
 Gyro Compass  
 Other (please specify) Handheld GPS

USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay

Publications most used while transiting this waterway:

Coast Pilot  Local Notice to Mariners  Other (please specify) NOAA bouy reports

2. General Questions:

a. How many years have you sailed in this waterway?

40 - last 29 years as a Charter

b. In general, have you had any problems safely navigating this waterway? Yes/No

If yes, why?

South Jetty is has deteriorated over the last 20 years thus making North side sands to fill in the middle grounds of bar to cause a dangerous shoal

Causing break water to AVOID/go around. Personally never got into trouble but have seen numerous boats

swamp/flip over the years

c. Are there any special regulations (i.e. bridge operations, Captain of the Port Orders, Regulated Navigation Area Closures) on this waterway that affect you? Yes/No

If yes, please explain the impact (Positive or Negative)?

USCG normally restricts bar crossings to certain size vessels due to break water

Sometime permits UCPV smaller than restriction to go due to the experience of Licensed Captains

3. What is your ideal method for obtaining marine information (web based Local Notice to Mariners, Radio Broadcasts, AIS, Twitter, etc)?

Channel 16 &/or 22 VHF when rough bar lights flashing

4. In your opinion, does the Approach Lighted Whistle Buoy T and Entrance Lighted Bell Buoy 1 best mark the Tillamook Bay Channel entrance? If not, what changes do you recommend?

Replace navigation bouys to have ingress/egress to North side of Bar

**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

5. Do you know of any specific danger/safety problems/issues? (shoals, hazards to navigation, collisions, etc...)

Middle Ground to shallow due to South Jetty deteriorating every winter

6. Do you feel that the current charts are accurate (including depth information)? Are all necessary items charted?

South Jetty is much shorter than any chart/GPS or chart plotter shows on screen

7. Additional User Comments:

South Jetty needs to be extended well further West than the tip of the current North Jetty Lat/lon also needs to be capped as North jetty was to deter South jetty to deteriorate in the future

8. Aids to Navigation Usage: Please select the following aids to navigation as to whether you USE or DON'T USE and any comments associated with the aid.

LLNR	AID NAME	USE	DON' T USE	COMMENTS
<b>TILLAMOOK BAY</b>				
9810	Approach Lighted Whistle Buoy T	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9815	Entrance Lighted Bell Buoy 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	When foggy
9820	North Jetty Light 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	When foggy
9825	Entrance RNA Warning Sign	<input checked="" type="checkbox"/>	<input type="checkbox"/>	When flashing
9830	Entrance Leading Light	<input type="checkbox"/>	<input type="checkbox"/>	
<b>GARIBALDI CHANNEL</b>				
9835	Light 6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

LLNR	AID NAME	USE	DON' T USE	COMMENTS
9840	Light 10	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9846	Light 11	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Needs to be replaced
9850	Light 12	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9851	Light 13	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9856	Light 14	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9865	Boat Basin RNA Warning Sign	<input checked="" type="checkbox"/>	<input type="checkbox"/>	When flashing
9870	Light 19	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

**Introduction:** The United States Coast Guard is conducting a user survey for Tillamook Bay to validate the adequacy of the existing aids to navigation system and to gain a better understanding of the uses of the waterway and general safety issues. The information collected from this survey will be used to see what may be done to enhance safe navigation of the waterway and to anticipate and plan our budgeting processes.

Included Waterway areas: TILLAMOOK BAY, GARIBALDI CHANNEL

**Instructions:** Please complete this survey and return to Commander, Thirteenth Coast Guard District (dpw), Attn: LT Chad Coppin, 915 Second Ave., Seattle, WA 98174. The survey can also be scanned/e-mailed to [d13-pf-d13dpw@uscg.mil](mailto:d13-pf-d13dpw@uscg.mil). Comment period for this study ends on June 1, 2019. A blank copy of this survey is available on the Coast Guard District 13 WAMS website <https://www.pacificarea.uscg.mil/Our-Organization/District-13/District-Staff/-dpw/-wams/>.

*1. Mariner Profile: If you operate more than one vessel, provide information for the vessel you operate for the majority of your transits. You may also submit separate surveys for other vessels you operate if you use the waterway differently.*

Name: Shane

Address: 10923 S Kraxberger rd

City: Canby

State, ZIP: OR, 97013

Phone No.: (503) 680-7531

E-mail address: s.stutz@yahoo.com

Vessel Name: Clemensea

Vessel Type: Fishing

Vessel Length: 26ft

Vessel Beam: 9.5 ft

Vessel Draft: 2.5 ft

Vessel Tonnage: \_\_\_\_\_

Purpose of Transits: Fishing charter

**Transit Information:** (check as appropriate)

Daily  Weekly  Monthly

Daytime  Nighttime  Annually

Spring/Summer/Fall/Winter

High Tide/Low Tide/In Ice/Restricted Visibility

Are there any special conditions for timing your transit (e.g. only transit during high tide)?

All available local info IE: tides, swell, period, wind

All available local info IE: tides, swell, period, wind

Navigational equipment most used while transiting this waterway:

Paper Chart  RADAR

Electronic Plotter/Charts

Seaman's Eye  Fathometer

Spot Light  Mag Compass

Gyro Compass

Other (please specify) \_\_\_\_\_

USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay

Publications most used while transiting this waterway:

Coast Pilot     Local Notice to Mariners     Other (please specify) \_\_\_\_\_

2. *General Questions:*

a. How many years have you sailed in this waterway?

9 Years as captain 25 years prior to that as recreational passenger

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b. In general, have you had any problems safely navigating this waterway? Yes/No

If yes, why?

No

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c. Are there any special regulations (i.e. bridge operations, Captain of the Port Orders, Regulated Navigation Area Closures) on this waterway that affect you? Yes/No

If yes, please explain the impact (Positive or Negative)?

Yes, Often the bar is restricted when the North hole is quite navigable.

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3. *What is your ideal method for obtaining marine information (web based Local Notice to Mariners, Radio Broadcasts, AIS, Twitter, etc)?*

web based Local notice to mariners

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4. *In your opinion, does the Approach Lighted Whistle Buoy T and Entrance Lighted Bell Buoy 1 best mark the Tillamook Bay Channel entrance? If not, what changes do you recommend?*

No, I would think it beneficial to move these buoys to mark the North hole as the main channel

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**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

5. Do you know of any specific danger/safety problems/issues? (shoals, hazards to navigation, collisions, etc...)  
shallow middle grounds

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6. Do you feel that the current charts are accurate (including depth information)? Are all necessary items charted?  
I do not believe they reveal how shallow the middle grounds are. The South hole must be silting in as it is seldom the preferred crossing path.

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7. Additional User Comments:

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8. Aids to Navigation Usage: Please select the following aids to navigation as to whether you USE or DON'T USE and any comments associated with the aid.

LLNR	AID NAME	USE	DON' T USE	COMMENTS
<b>TILLAMOOK BAY</b>				
9810	Approach Lighted Whistle Buoy T	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9815	Entrance Lighted Bell Buoy 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9820	North Jetty Light 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9825	Entrance RNA Warning Sign	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9830	Entrance Leading Light	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>GARIBALDI CHANNEL</b>				
9835	Light 6	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

<b>LLNR</b>	<b>AID NAME</b>	<b>USE</b>	<b>DON' T USE</b>	<b>COMMENTS</b>
9840	Light 10	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9846	Light 11	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9850	Light 12	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9851	Light 13	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9856	Light 14	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9865	Boat Basin RNA Warning Sign	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9870	Light 19	<input checked="" type="checkbox"/>	<input type="checkbox"/>	



**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

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Included Waterway areas: TILLAMOOK BAY, GARIBALDI CHANNEL

**Instructions:** Please complete this survey and return to Commander, Thirteenth Coast Guard District (dpw), Attn: LT Chad Coppin, 915 Second Ave., Seattle, WA 98174. The survey can also be scanned/e-mailed to [d13-pf-d13dpw@uscg.mil](mailto:d13-pf-d13dpw@uscg.mil). Comment period for this study ends on June 1, 2019. A blank copy of this survey is available on the Coast Guard District 13 WAMS website <https://www.pacificarea.uscg.mil/Our-Organization/District-13/District-Staff/-dpw/-wams/>.

*1. Mariner Profile: If you operate more than one vessel, provide information for the vessel you operate for the majority of your transits. You may also submit separate surveys for other vessels you operate if you use the waterway differently.*

Name: Randy Kane

Address: 58124 N Morse Rd

City: Warren

State, ZIP: OR, 97053

Phone No.: (503) 410-0289

E-mail address: meanwhilecharters@gmail.com

Vessel Name: Meanwhile

Vessel Type: Sport Boat

Vessel Length: 30.5'

Vessel Beam: 10' 7"

Vessel Draft: 2'

Vessel Tonnage: 12

Purpose of Transits: Charter

**Transit Information:** (check as appropriate)

Daily  Weekly  Monthly

Daytime  Nighttime  Annually

Spring/Summer/Fall/Winter

High Tide/Low Tide/In Ice/Restricted Visibility

Are there any special conditions for timing your transit (e.g. only transit during high tide)?

Slack + or - an hour.

Slack + or - an hour.

Navigational equipment most used while transiting this waterway:

Paper Chart  RADAR

Electronic Plotter/Charts

Seaman's Eye  Fathometer

Spot Light  Mag Compass

Gyro Compass

Other (please specify) \_\_\_\_\_

USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay

Publications most used while transiting this waterway:

Coast Pilot     Local Notice to Mariners     Other (please specify) \_\_\_\_\_

2. *General Questions:*

a. How many years have you sailed in this waterway?

8

b. In general, have you had any problems safely navigating this waterway? Yes/No

If yes, why?

The south side can be very misleading. Larger swells will stack up east of the green can

And be very large or breaking. I use the north side even if running south later.

c. Are there any special regulations (i.e. bridge operations, Captain of the Port Orders, Regulated Navigation Area Closures) on this waterway that affect you? Yes/No

If yes, please explain the impact (Positive or Negative)?

3. *What is your ideal method for obtaining marine information (web based Local Notice to Mariners, Radio Broadcasts, AIS, Twitter, etc)?*

Web based reports via NOAA web site. Also listen to local radio 1610 AM prior.

4. *In your opinion, does the Approach Lighted Whistle Buoy T and Entrance Lighted Bell Buoy 1 best mark the Tillamook Bay Channel entrance? If not, what changes do you recommend?*

As stated, I use the north side. Always make a large arc around the middle grounds if

I head south.

Mark the North side as preferred entrance.

**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

5. Do you know of any specific danger/safety problems/issues? (shoals, hazards to navigation, collisions, etc...)

The south jetty needs to be extended (repaired).

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6. Do you feel that the current charts are accurate (including depth information)? Are all necessary items charted?

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7. Additional User Comments:

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8. Aids to Navigation Usage: Please select the following aids to navigation as to whether you USE or DON'T USE and any comments associated with the aid.

LLNR	AID NAME	USE	DON' T USE	COMMENTS
<b>TILLAMOOK BAY</b>				
9810	Approach Lighted Whistle Buoy T	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9815	Entrance Lighted Bell Buoy 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9820	North Jetty Light 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9825	Entrance RNA Warning Sign	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9830	Entrance Leading Light	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>GARIBALDI CHANNEL</b>				
9835	Light 6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

<b>LLNR</b>	<b>AID NAME</b>	<b>USE</b>	<b>DON' T USE</b>	<b>COMMENTS</b>
9840	Light 10	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9846	Light 11	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9850	Light 12	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9851	Light 13	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9856	Light 14	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9865	Boat Basin RNA Warning Sign	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9870	Light 19	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

**USCG Thirteenth District  
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*1. Mariner Profile: If you operate more than one vessel, provide information for the vessel you operate for the majority of your transits. You may also submit separate surveys for other vessels you operate if you use the waterway differently.*

Name: Perry Loveridge

Address: 828 breaker ln

City: rockaway

State, ZIP: Or

Phone No.: (503) 9368476

E-mail address: perry@pixthis.com

Vessel Name: isle lavaches

Vessel Type: wellcraft

Vessel Length: 25

Vessel Beam: 8

Vessel Draft: 4

Vessel Tonnage: unkown

Purpose of Transits: Fish

**Transit Information:** (check as appropriate)

Daily  Weekly  Monthly

Daytime  Nighttime  Annually

Spring/Summer/Fall/Winter

High Tide/Low Tide/In Ice/Restricted Visibility

Are there any special conditions for timing your transit (e.g. only transit during high tide)?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Navigational equipment most used while transiting this waterway:

Paper Chart  RADAR

Electronic Plotter/Charts

Seaman's Eye  Fathometer

Spot Light  Mag Compass

Gyro Compass

Other (please specify) \_\_\_\_\_

USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay

Publications most used while transiting this waterway:

Coast Pilot     Local Notice to Mariners     Other (please specify) \_\_\_\_\_

2. *General Questions:*

a. How many years have you sailed in this waterway?

10+

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b. In general, have you had any problems safely navigating this waterway? Yes/No

If yes, why?

South jetty needs a wide berth

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c. Are there any special regulations (i.e. bridge operations, Captain of the Port Orders, Regulated Navigation Area Closures) on this waterway that affect you? Yes/No

If yes, please explain the impact (Positive or Negative)?

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3. *What is your ideal method for obtaining marine information (web based Local Notice to Mariners, Radio Broadcasts, AIS, Twitter, etc)?*

Radio, maps

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4. *In your opinion, does the Approach Lighted Whistle Buoy T and Entrance Lighted Bell Buoy 1 best mark the Tillamook Bay Channel entrance? If not, what changes do you recommend?*  
something close to south jetty please

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**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

5. Do you know of any specific danger/safety problems/issues? (shoals, hazards to navigation, collisions, etc...)

wicked at the tips

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6. Do you feel that the current charts are accurate (including depth information)? Are all necessary items charted?

updated maps always appreciated

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7. Additional User Comments:

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8. Aids to Navigation Usage: Please select the following aids to navigation as to whether you USE or DONT USE and any comments associated with the aid.

LLNR	AID NAME	USE	DON' T USE	COMMENTS
<b>TILLAMOOK BAY</b>				
9810	Approach Lighted Whistle Buoy T	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9815	Entrance Lighted Bell Buoy 1	<input type="checkbox"/>	<input type="checkbox"/>	
9820	North Jetty Light 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9825	Entrance RNA Warning Sign	<input type="checkbox"/>	<input type="checkbox"/>	
9830	Entrance Leading Light	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>GARIBALDI CHANNEL</b>				
9835	Light 6	<input type="checkbox"/>	<input type="checkbox"/>	

**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

<b>LLNR</b>	<b>AID NAME</b>	<b>USE</b>	<b>DON' T USE</b>	<b>COMMENTS</b>
9840	Light 10	<input type="checkbox"/>	<input type="checkbox"/>	
9846	Light 11	<input type="checkbox"/>	<input type="checkbox"/>	
9850	Light 12	<input type="checkbox"/>	<input type="checkbox"/>	
9851	Light 13	<input type="checkbox"/>	<input type="checkbox"/>	
9856	Light 14	<input type="checkbox"/>	<input type="checkbox"/>	
9865	Boat Basin RNA Warning Sign	<input type="checkbox"/>	<input type="checkbox"/>	
9870	Light 19	<input type="checkbox"/>	<input type="checkbox"/>	



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*1. Mariner Profile: If you operate more than one vessel, provide information for the vessel you operate for the majority of your transits. You may also submit separate surveys for other vessels you operate if you use the waterway differently.*

Name: Steve Wasnock

Address: 304 First St PO Box 93

City: Garibaldi

State, ZIP: OR 97118

Phone No.: (503) 964-7780

E-mail address: steve.wasnock@yahoo.com

Vessel Name: Olympic

Vessel Type: Sportsfishing

Vessel Length: 21'

Vessel Beam: 8'

Vessel Draft: 3'

Vessel Tonnage: 1

Purpose of Transits: Sportsfishing

**Transit Information:** (check as appropriate)

Daily  Weekly  Monthly

Daytime  Nighttime  Annually

Spring/Summer/Fall/Winter

High Tide/Low Tide/In Ice/Restricted Visibility

Are there any special conditions for timing your transit (e.g. only transit during high tide)?

Daytime hours conditions permitting

Daytime hours conditions permitting

Navigational equipment most used while transiting this waterway:

Paper Chart  RADAR

Electronic Plotter/Charts

Seaman's Eye  Fathometer

Spot Light  Mag Compass

Gyro Compass

Other (please specify) GPS

USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay

Publications most used while transiting this waterway:

Coast Pilot     Local Notice to Mariners     Other (please specify) \_\_\_\_\_

2. *General Questions:*

a. How many years have you sailed in this waterway?

28 years

b. In general, have you had any problems safely navigating this waterway? Yes/No

If yes, why?

No, Nothing serious - mostly due to following posted coast guard restrictions -

but yes have encountered some challenges during dangerous/deteriorating bar conditions

even when conditions shouldn't be bad. The last few years have gotten worse between/outside the jetties.

c. Are there any special regulations (i.e. bridge operations, Captain of the Port Orders, Regulated Navigation Area Closures) on this waterway that affect you? Yes/No

If yes, please explain the impact (Positive or Negative)?

No

3. *What is your ideal method for obtaining marine information (web based Local Notice to Mariners, Radio Broadcasts, AIS, Twitter, etc)?*

Internet Bar Report, Radio

4. *In your opinion, does the Approach Lighted Whistle Buoy T and Entrance Lighted Bell Buoy 1 best mark the Tillamook Bay Channel entrance? If not, what changes do you recommend?*

No. The south hole entrance/egress has deteriorated over the last 3-4 years. Maybe going outbound towards the southwest in a

NW swell is safer - but coming back in seems to be better from the NW...? NW swells build over the middle

ground and can form pretty significant/breaking swells from the green can to the s. jetty

**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

5. Do you know of any specific danger/safety problems/issues? (shoals, hazards to navigation, collisions, etc...)

Stranded/snagged crab gear with bouys visible - especially directly off the jetties - can be a problem. Why aren't these removed after they have been stranded for days/weeks? Sometimes they are barely underwater or not visible during high tides / poor conditions.

6. Do you feel that the current charts are accurate (including depth information)? Are all necessary items charted?

Don't know for sure but updated GPS charts seem to be pretty accurate.

7. Additional User Comments:

Wave dynamics off south jetty are different from past years - they seem to build NW from green can towards shore and "Bounce"

45 degrees Inwards towards the CG tower. Extending the south jetty structure and dredging the middle grounds would help a lot.

8. Aids to Navigation Usage: Please select the following aids to navigation as to whether you USE or DON'T USE and any comments associated with the aid.

LLNR	AID NAME	USE	DON' T USE	COMMENTS
<b>TILLAMOOK BAY</b>				
9810	Approach Lighted Whistle Buoy T	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Too far south? Used to be straight out from bar entrance.
9815	Entrance Lighted Bell Buoy 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	I use the bouy but not the lights only daytime use
9820	North Jetty Light 3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9825	Entrance RNA Warning Sign	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9830	Entrance Leading Light	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Don't use lights - only daytime use
<b>GARIBALDI CHANNEL</b>				
9835	Light 6	<input type="checkbox"/>	<input checked="" type="checkbox"/>	I use the bouy but not the lights only daytime use

**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

LLNR	AID NAME	USE	DON' T USE	COMMENTS
9840	Light 10	<input type="checkbox"/>	<input checked="" type="checkbox"/>	I use the bouy but not the lights only daytime use
9846	Light 11	<input type="checkbox"/>	<input checked="" type="checkbox"/>	I use the bouy but not the lights only daytime use
9850	Light 12	<input type="checkbox"/>	<input checked="" type="checkbox"/>	I use the bouy but not the lights only daytime use
9851	Light 13	<input type="checkbox"/>	<input checked="" type="checkbox"/>	I use the bouy but not the lights only daytime use
9856	Light 14	<input type="checkbox"/>	<input checked="" type="checkbox"/>	I use the bouy but not the lights only daytime use
9865	Boat Basin RNA Warning Sign	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9870	Light 19	<input type="checkbox"/>	<input checked="" type="checkbox"/>	I use the bouy but not the lights only daytime use

**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

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1. *Mariner Profile: If you operate more than one vessel, provide information for the vessel you operate for the majority of your transits. You may also submit separate surveys for other vessels you operate if you use the waterway differently.*

Name: Carl Kopacek

Address: 108 Franklin

City: Garibaldi

State, ZIP: OR 97118

Phone No.: (503) 322-4340

E-mail address: carljkopacek@gmail.com

Vessel Name: Rag Top

Vessel Type: sport - Grady White

Vessel Length: 24

Vessel Beam: 8'6"

Vessel Draft: \_\_\_\_\_

Vessel Tonnage: \_\_\_\_\_

Purpose of Transits: sport fishing

**Transit Information:** (check as appropriate)

Daily  Weekly  Monthly

Daytime  Nighttime  Annually

Spring/Summer/Fall/Winter

High Tide/Low Tide/In Ice/Restricted Visibility

Are there any special conditions for timing  
your transit (e.g. only transit during high tide)?

Navigation equipment most used while  
transiting this waterway:

Paper Chart  RADAR

Electronic Plotter/Charts

Seaman's Eye  Fathometer

Spot Light  Mag Compass

Gyro Compass

Other (please specify) \_\_\_\_\_

**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

Publications most used while transiting this waterway:

Coast Pilot     Local Notice to Mariners     Other (please specify) \_\_\_\_\_

*2. General Questions:*

a. How many years have you sailed in this waterway?

29

b. In general, have you had any problems safely navigating this waterway? Yes/No

If yes, why?

c. Are there any special regulations (i.e. bridge operations, Captain of the Port Orders, Regulated Navigation Area Closures) on this waterway that affect you? Yes/No

If yes, please explain the impact (Positive or Negative)?

sometimes bar restricted when unnecessary,  
sometimes bar unrestricted when it should be

3. *What is your ideal method for obtaining marine information (web based Local Notice to Mariners, Radio Broadcasts, AIS, Twitter, etc)?*

web based - Tillamook bar cam

4. *In your opinion, does the Approach Lighted Whistle Buoy T and Entrance Lighted Bell Buoy 1 best mark the Tillamook Bay Channel entrance? If not, what changes do you recommend?*  
Absolutely NO. Highly recommend entrance from the north.

**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

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1. *Mariner Profile:* If you operate more than one vessel, provide information for the vessel you operate for the majority of your transits. You may also submit separate surveys for other vessels you operate if you use the waterway differently.

Name: Mick Buell

Address: 2695 Galloway Rd High Tide/Low Tide/In Ice/Restricted Visibility

City: Cloverdale, OR

State, ZIP: 97112 cell 503-812-2543 Are there any special conditions for timing  
 your transit (e.g. only transit during high tide)?

Phone No.: (503) 965-2238

E-mail address: Norwester@GaribaldiCharters.com

Vessel Name: Alaska Sunrise preferably incoming tide

Vessel Type: Charter

Vessel Length: 43'

Vessel Beam: 15'

Vessel Draft: 5'

Vessel Tonnage: 25

Purpose of Transits: Fishing  
whale watching etc.

Transit Information: (check as appropriate)

Daily  Weekly  Monthly

Daytime  Nighttime  Annually

Spring/Summer/Fall/Winter

Navigational equipment most used while transiting this waterway:

Paper Chart  RADAR

Electronic Plotter/Charts

Seaman's Eye  Fathometer

Spot Light  Mag Compass

Gyro Compass

Other (please specify) \_\_\_\_\_

**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

Publications most used while transiting this waterway:

Coast Pilot     Local Notice to Mariners     Other (please specify) Tide + Current Tables

2. General Questions:

a. How many years have you sailed in this waterway?

30

b. In general, have you had any problems safely navigating this waterway? (Yes/No)

If yes, why?

When The swell is over 6' and  
The Tide is ebbing

c. Are there any special regulations (i.e. bridge operations, Captain of the Port Orders, Regulated Navigation Area Closures) on this waterway that affect you? (Yes/No)

If yes, please explain the impact (Positive or Negative)?

When The bar is restricted to Rec. vessels of  
our length we have passengers ~~who~~ wear life jackets  
if they are outside the cabin

3. What is your ideal method for obtaining marine information (web based Local Notice to Mariners, Radio Broadcasts, AIS, Twitter, etc)?

Internet, VHF radio, eyesight

4. In your opinion, does the Approach Lighted Whistle Buoy T and Entrance Lighted Bell Buoy 1 best mark the Tillamook Bay Channel entrance? If not, what changes do you recommend?

At Times, at other times it is better to enter  
from the North. The real problem is the  
depth of the channel. 18 feet is NOT deep enough.



USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay

5. Do you know of any specific danger/safety problems/issues? (shoals, hazards to navigation, collisions, etc...)

The sandbar across the entrance  
IT needs to be dredged

6. Do you feel that the current charts are accurate (including depth information)? Are all necessary items charted?

yes Fairly Accurate

7. Additional User Comments:

The Tillamook bar needs to have a deeper channel. There are too many times that ocean conditions are good enough to go fishing but the bar conditions are not.

8. Aids to Navigation Usage: Please select the following aids to navigation as to whether you USE or DON'T USE and any comments associated with the aid.

LLNR	AID NAME	USE	DON'T USE	COMMENTS
<b>TILLAMOOK BAY</b>				
9810	Approach Lighted Whistle Buoy T	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9815	Entrance Lighted Bell Buoy 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9820	North Jetty Light 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9825	Entrance RNA Warning Sign	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9830	Entrance Leading Light	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>GARIBALDI CHANNEL</b>				
9835	Light 6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay

LLNR	AID NAME	USE	DON'T USE	COMMENTS
9840	Light 10	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9846	Light 11	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9850	Light 12	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9851	Light 13	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9856	Light 14	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9865	Boat Basin RNA Warning Sign	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9870	Light 19	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

**Introduction:** The United States Coast Guard is conducting a user survey for Tillamook Bay to validate the adequacy of the existing aids to navigation system and to gain a better understanding of the uses of the waterway and general safety issues. The information collected from this survey will be used to see what may be done to enhance safe navigation of the waterway and to anticipate and plan our budgeting processes.

Included Waterway areas: TILLAMOOK BAY, GARIBALDI CHANNEL

**Instructions:** Please complete this survey and return to Commander, Thirteenth Coast Guard District (dpw), Attn: LT Chad Coppin, 915 Second Ave., Seattle, WA 98174. The survey can also be scanned/e-mailed to [d13-pf-d13dpw@uscg.mil](mailto:d13-pf-d13dpw@uscg.mil). Comment period for this study ends on June 1, 2019. A blank copy of this survey is available on the Coast Guard District 13 WAMS website <https://www.pacificarea.uscg.mil/Our-Organization/District-13/District-Staff/-dpw/-wams/>.

*1. Mariner Profile: If you operate more than one vessel, provide information for the vessel you operate for the majority of your transits. You may also submit separate surveys for other vessels you operate if you use the waterway differently.*

Name: John C. Files

Address: 3732 NE 246th Street

City: Vancou

State, ZIP: Washington, 98642

Phone No.: (503) 803-8347

E-mail address: filesjc@comcast.net

Vessel Name: Happy-Ours

Vessel Type: Stabicraft CentreCab

Vessel Length: 27.5'

Vessel Beam: 9.8'

Vessel Draft: 2.5'

Vessel Tonnage: 3

Purpose of Transits: Rec Fishing

**Transit Information:** (check as appropriate)

Daily  Weekly  Monthly

Daytime  Nighttime  Annually

Spring/Summer/Fall/Winter

High Tide/Low Tide/In Ice/Restricted Visibility

Are there any special conditions for timing

your transit (e.g. only transit during high tide)?

Avoid fog but have radar.

Navigational equipment most used while transiting this waterway:

Paper Chart  RADAR

Electronic Plotter/Charts

Seaman's Eye  Fathometer

Spot Light  Mag Compass

Gyro Compass

Other (please specify) \_\_\_\_\_

**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

Publications most used while transiting this waterway:

Coast Pilot     Local Notice to Mariners     Other (please specify) NOAA

*2. General Questions:*

a. How many years have you sailed in this waterway?

25 years

b. In general, have you had any problems safely navigating this waterway? Yes/No

If yes, why?

Yes, almost went down on North Jetty in fog when fog horn stolen and thought it was South Jetty.

c. Are there any special regulations (i.e. bridge operations, Captain of the Port Orders, Regulated Navigation Area Closures) on this waterway that affect you? Yes/No

If yes, please explain the impact (Positive or Negative)?

3. *What is your ideal method for obtaining marine information (web based Local Notice to Mariners, Radio Broadcasts, AIS, Twitter, etc)?*

Web based backed up with VHF radio backed up with eyes.

4. *In your opinion, does the Approach Lighted Whistle Buoy T and Entrance Lighted Bell Buoy 1 best mark the Tillamook Bay Channel entrance? If not, what changes do you recommend?*

No, restore or mark end of Jettys that have sunken or knocked down and move

Green Buoy safely in and away from dangerous swell area.

Add Red Buoy to guide North exit or approach to avoid middle ground dangerous area

**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

5. Do you know of any specific danger/safety problems/issues? (shoals, hazards to navigation, collisions, etc...)

Need safe depth end of Jetty's marked or add rocks to restore.

The green can can be a bad place to sit near on certain days due to swells

6. Do you feel that the current charts are accurate (including depth information)? Are all necessary items charted?

Not sure. I try to stay clear.

7. Additional User Comments:

Thank you for looking into this and conducting survey.

8. Aids to Navigation Usage: Please select the following aids to navigation as to whether you USE or DON'T USE and any comments associated with the aid.

LLNR	AID NAME	USE	DON' T USE	COMMENTS
<b>TILLAMOOK BAY</b>				
9810	Approach Lighted Whistle Buoy T	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9815	Entrance Lighted Bell Buoy 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9820	North Jetty Light 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9825	Entrance RNA Warning Sign	<input type="checkbox"/>	<input type="checkbox"/>	
9830	Entrance Leading Light	<input type="checkbox"/>	<input type="checkbox"/>	
<b>GARIBALDI CHANNEL</b>				
9835	Light 6	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

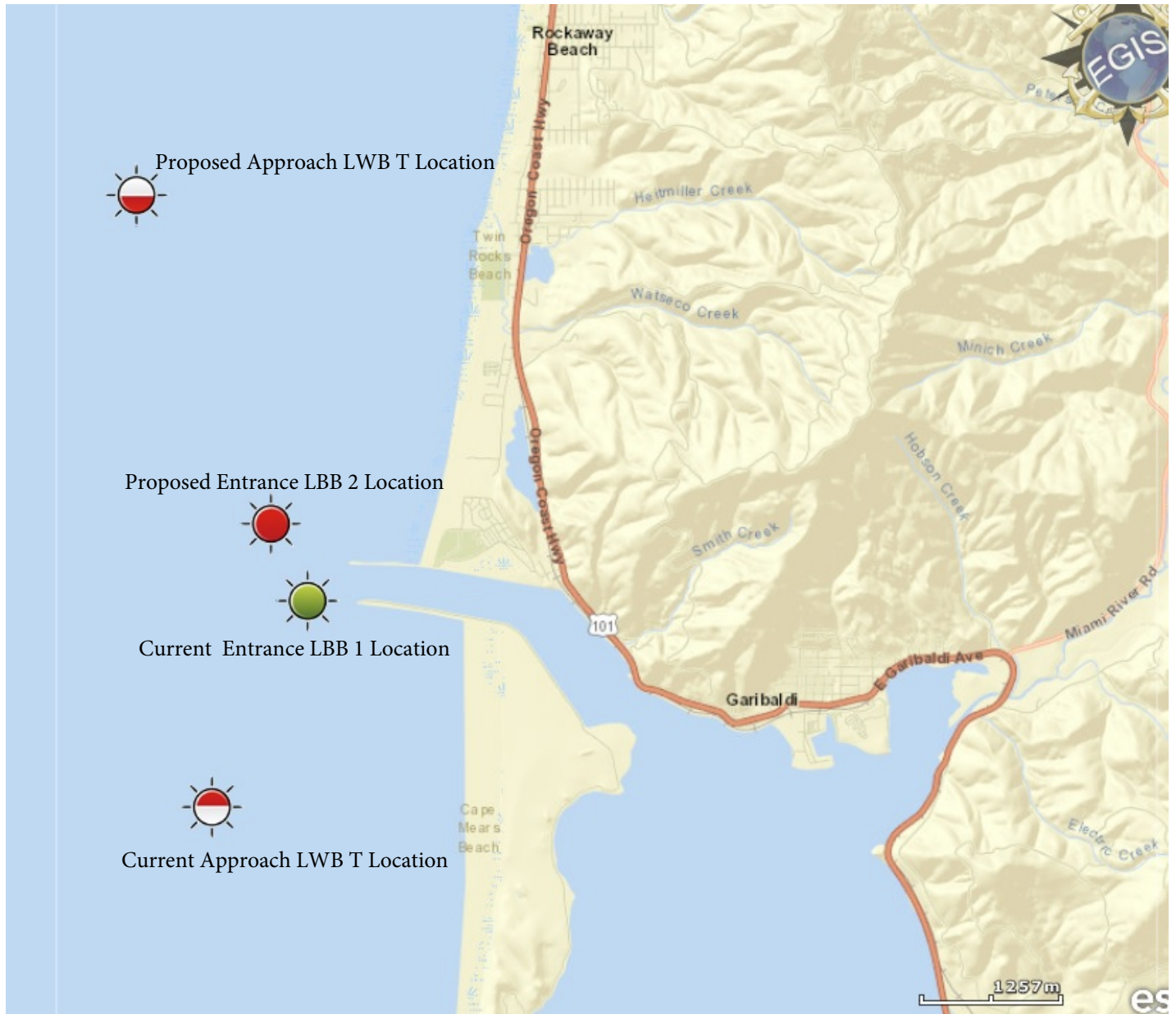
**USCG Thirteenth District  
Waterways Analysis and Management System Questionnaire For Tillamook Bay**

LLNR	AID NAME	USE	DON' T USE	COMMENTS
9840	Light 10	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Not sure, need to see diagram
9846	Light 11	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Bitte
9850	Light 12	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Bitte
9851	Light 13	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Bitte
9856	Light 14	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Bitte
9865	Boat Basin RNA Warning Sign	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Bitte
9870	Light 19	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Bitte

## ENCLOSURE (8): User Ride Summary

A user ride was conducted with STA Tillamook crew along with CDR Harris and LT Coppin of D13 aboard 47' MLB on March 8<sup>th</sup>, 2019. Transited from the USCG Boat house past ATON "14", "13", "12" and "11" all appeared watching properly. Continued seaward passing "10" and noticed aid appeared to be obstructed by the spit of Kincheloe Point that appears to be extending into the channel slightly. Making way out the channel, it appears that aid "10" would be difficult to see on a return from see based on the land height obstructing the view from water level. Recommend relocating aid for better visibility. Continued outbound past light "6" and to the jetty tips for Buoy "1". The green Buoy "1" currently marks the entrance for vessels to make their approach crossing the bar into the main channel. Currently the bottom depths have shoaled to 18' along with several hundred feet of submerged south jetty making the approach dangerous as wave heights are now greatest in this area. Evaluated sea conditions and when 4-6 foot rollers came through the south hole entrance near buoy "1", the north side of the jetty approach remains relatively calm, while the "Middle Ground" and "south hole" produces rough breakers due to shoal. The current bar restrictions are based off of the current buoy configuration, and many mariners along with USCG STA Tillamook coxswains have requested the approach be relocated to the North for a safer entry, that would also allow less bar restrictions and less commercial operator restrictions. Transited south towards T Buoy which was watching properly and returned back towards jetty. Transited to north jetty and identified approximate position where the green Buoy "1" could be relocated and made a red Buoy "2" for vessels to take on their starboard side while making the bar crossing. Discussed relocation of "T" buoy towards the north which will line up the mariner for the proposed northerly approach. Continued uneventful transit across the bar and back to STA Tillamook boat house, concluding user ride.

# Enclosure (09): Approach LWB T and Entrance LBB 2 Locations





ENCLOSURE (10): Garibaldi Light 10 Relocation Proposal

New Garibaldi Channel LT 10 45-33-29.012N 123-56-03.808W or SW towards shore







ROCKAWAY BEACH



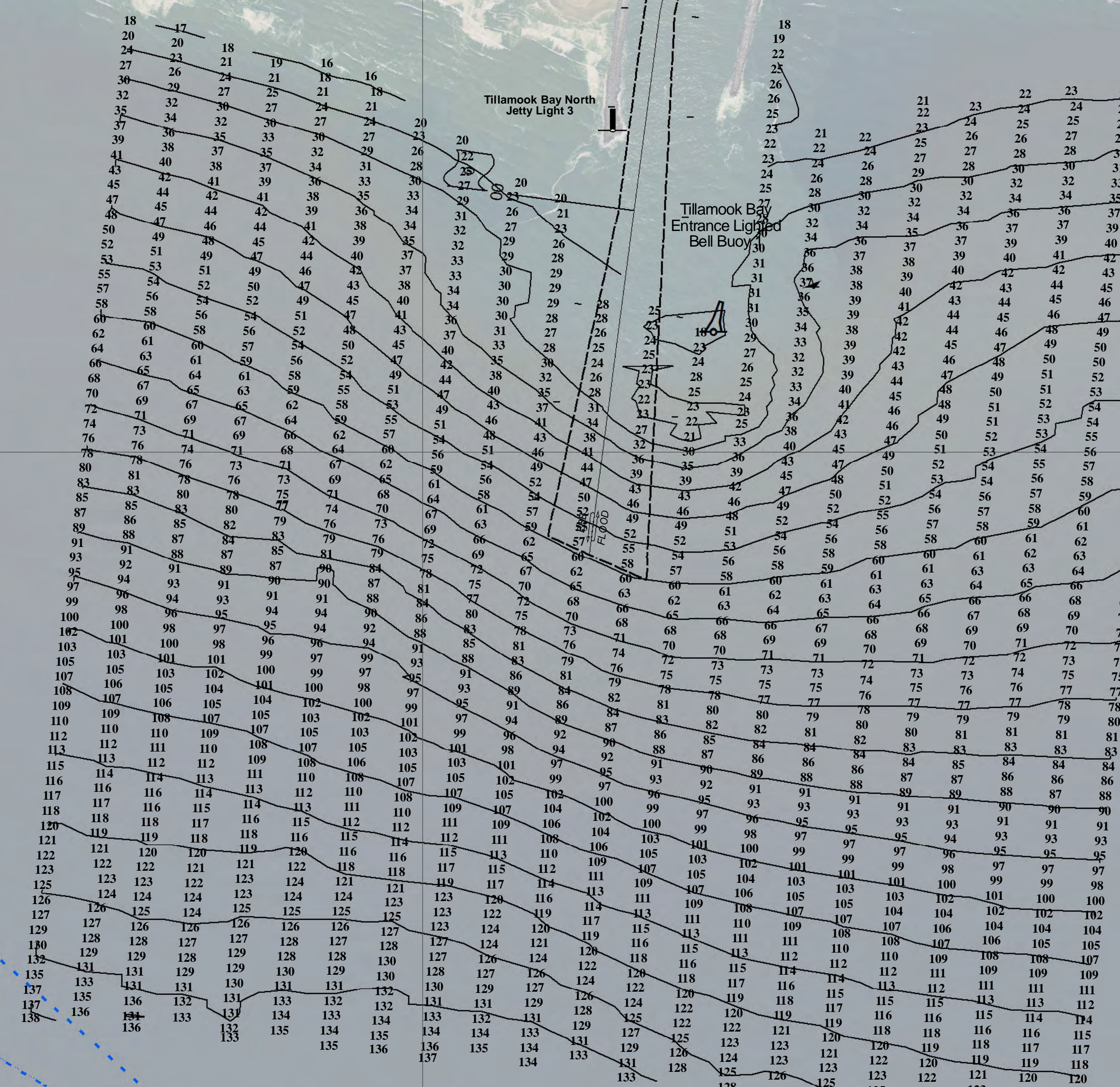
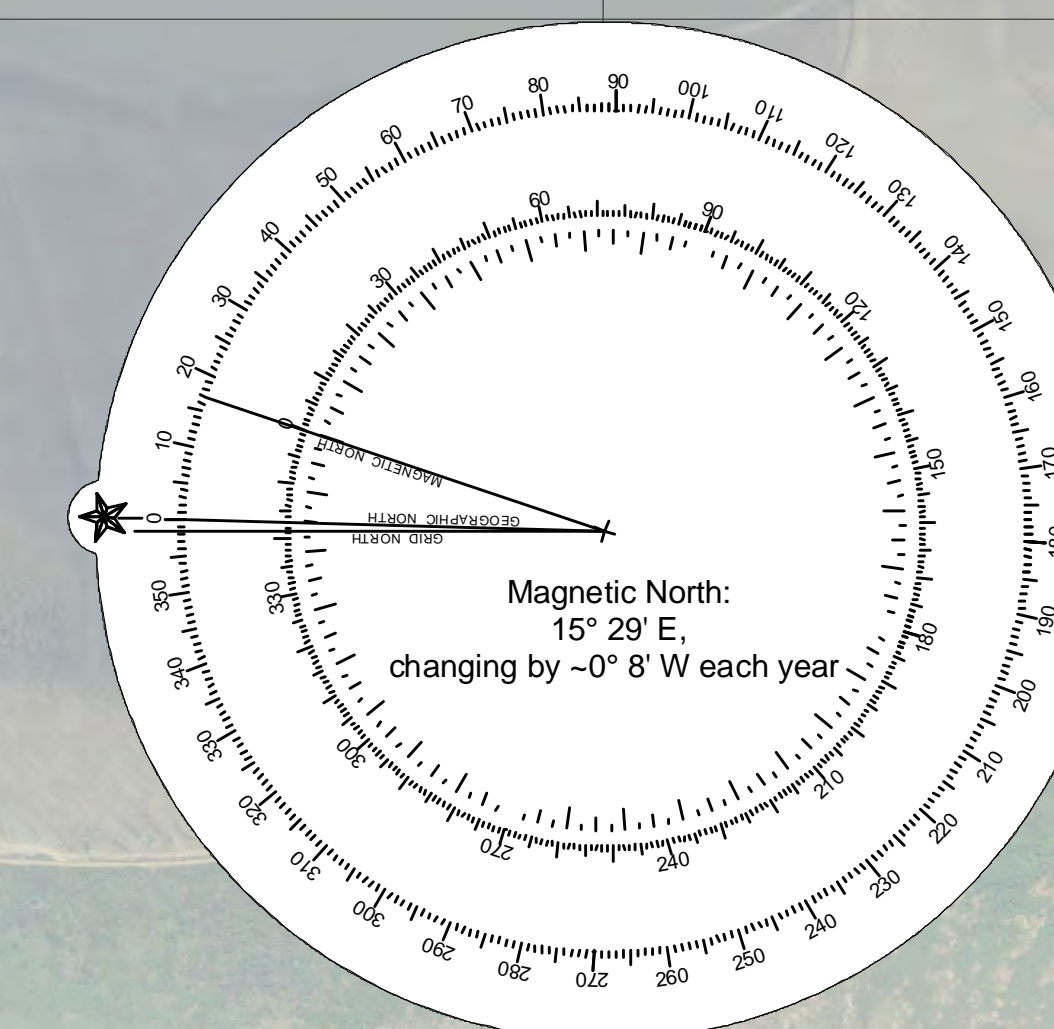
BARVIEW

Kincheloe Point

Tillamook Bay

Bayocean

Peninsula



PACIFIC

OCEAN

NOTES:

Horizontal Coordinate System: North American Datum of 1983 (NAD83), projected to the State Plane Coordinate System (SPCS), Oregon North Zone. Distance units in U.S. Survey Feet.

Vertical Datum: Soundings are shown in feet and indicate depths below Mean Lower Low Water 1983-2001. MLLW is 0.41 feet below the North American Vertical Datum (NAVD 88) at Garibaldi boat basin.

River mileage conforms to the River Mile Index of the Hydrology and Hydraulics Committee, Pacific Northwest River Basins Commission, July 1972.

The information depicted on this map represents the results of a survey conducted on the date indicated and can only be considered to represent the general channel conditions existing at that time and is in support of channel maintenance only.

\*\* Shoalest Sounding per Quarter per Reach

STAFF GAGE AT FUEL DOCK GARIBALDI MARINA: Northing: 707428 Easting: 7327845

CONDITION  PREDREDGE  POSTDREDGE

**TILLAMOOK BAY APPROACHES**

09 July 2018

SCALE IN FEET

0 1,000 2,000 3,000 4,000 5,000

SUBMITTED: \_\_\_\_\_ APPROVED: \_\_\_\_\_

RECOMMENDED: \_\_\_\_\_ CHIEF, WATERWAYS MAINTENANCE SECTION

CHIEF SURVEY SECTION \_\_\_\_\_ SURVEYED: \_\_\_\_\_ PLOTTED: \_\_\_\_\_ CHECKED: \_\_\_\_\_

TM\_00\_TMA\_20180709\_CS

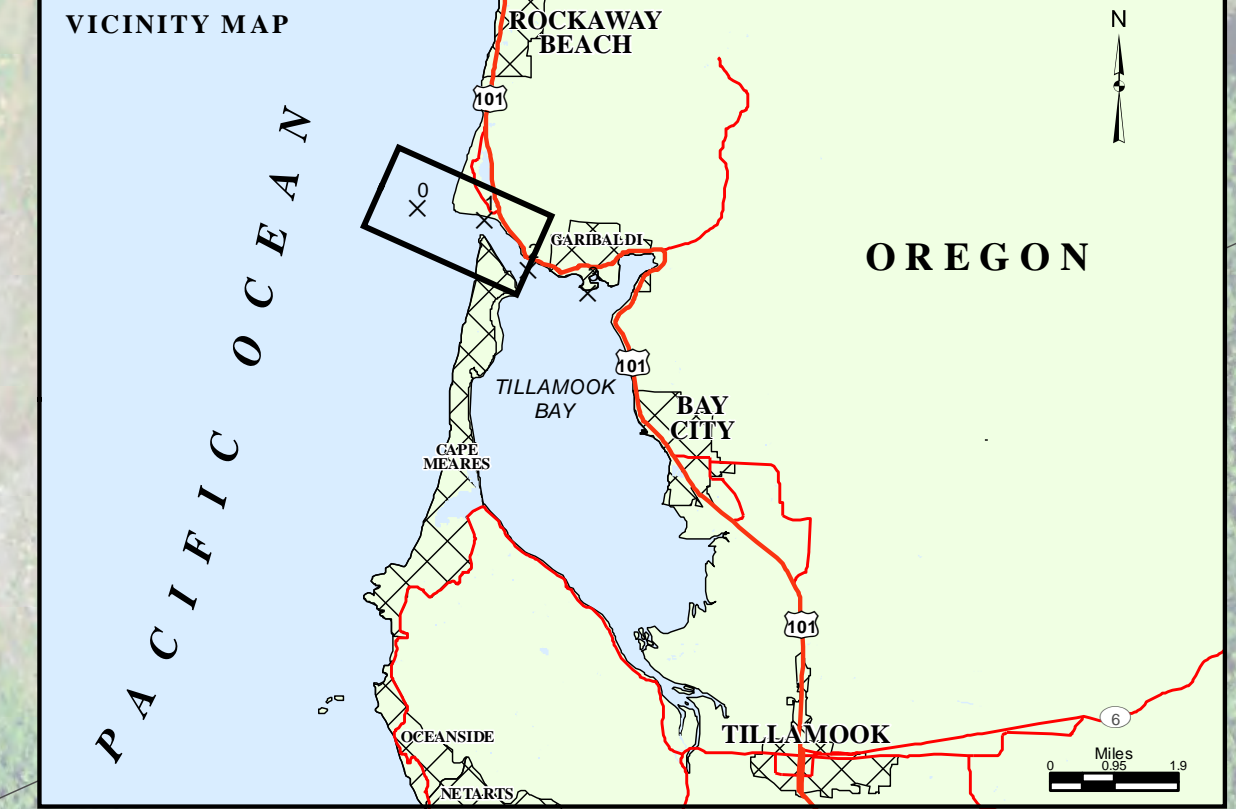
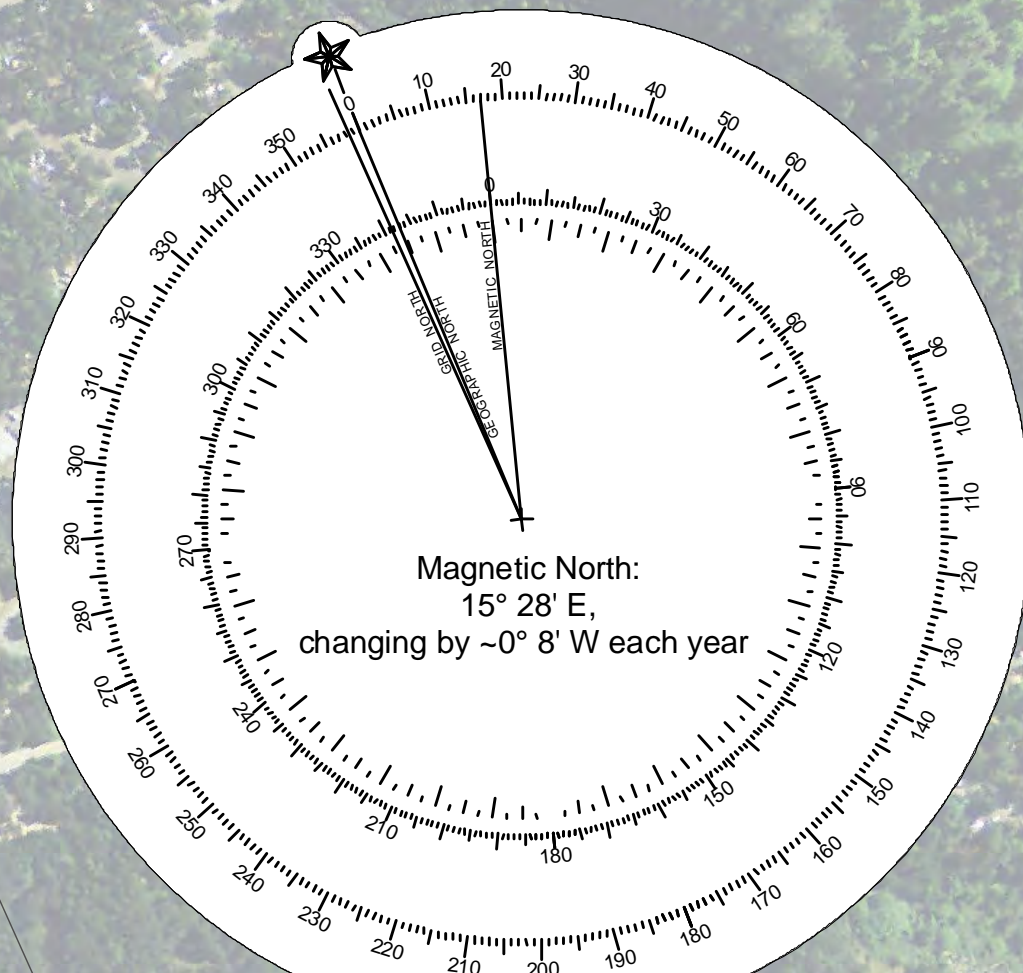
695,000

2010 Aerial Photography data source: ESRI, USDA, NASA, i-cubed - Reference is Navigation Chart No. 18558

**LEGEND**

- Federal Navigation Channel
- Federal Navigation Channel Centerline
- Pipeline, Submarine On Land Line
- Cable, Overhead
- Cable, Submarine
- Pipeline, Overhead
- Anchorage Area
- Dredged Material Placement Area
- Cable Area
- Pipeline Area
- Shoaling Area
- Buoy, Lateral
- Buoy, Cardinal
- Buoy, Isolated Danger
- Buoy, Safe Water
- Buoy, Special Purpose
- Beacon, General
- Contour Lines
- Benchmark
- Pylon Bridge Support
- Rock
- Obstruction Point
- Wreck-Submerged
- Staff Gage
- Recording Gage
- Shoalest Sounding\*\*





PACIFIC OCEAN

BARVIEW

KINCHELOE POINT

59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 09 08 07 06 05 04 03 02 01 00

**THE EXISTING PROJECT**  
The existing project provides for a channel 18 feet deep and of suitable width across the ocean bar to deep water in the bay, and thence a channel 18 feet deep and 200 feet wide to a turning basin 18 feet deep and 500 feet wide in Miami Cove.  
Also provides for a small boat basin and approach 12 feet deep at Garibaldi.  
The turning basin in Miami Cove is presently not maintained.

**NOTES:**  
Horizontal Coordinate System:  
North American Datum of 1983 (NAD83), projected to the State Plane Coordinate System (SPCS), Oregon North Zone. Distance units in U.S. Survey Feet.  
Vertical Datum:  
Soundings are shown in feet and indicate depths below Mean Lower Low Water 1983-2001. MLLW is 0.41 feet below the North American Vertical Datum (NAVD 88) at Garibaldi boat basin.  
River mileage conforms to the River Mile Index of the Hydrology and Hydraulics Committee, Pacific Northwest River Basin Commission, July 1972.  
The information depicted on this map represents the results of a survey conducted on the date indicated and can only be considered to represent the general channel conditions existing at that time and in its support of channel maintenance only.  
\*\* Shoaltest Sounding per Quarter per Reach  
STAFF GAGE AT FUEL DOCK GARIBALDI MARINA:  
Northing: 707428 Easting: 7327845  
CONDITION  PREDREDGE  POSTDREDGE

**LEGEND**

- Federal Navigation Channel
- Federal Navigation Channel Centerline
- Pipeline, Submarine On Land Line
- Cable, Overhead
- Cable, Submarine
- Pipeline, Overhead
- Anchorage Area
- Dragnet Material Placement Area
- Cable Area
- Pipeline Area
- Shoaling Area
- Buoy, Latent
- Buoy, Cardinal
- Buoy, Isolated Danger
- Buoy, Safe Water
- Buoy, Special Purpose
- Buoy, General
- Buoy, Lateral
- Pylon Bridge Support
- Rock
- Obstruction Point
- Wreck-Submerged
- Staff Gage
- Recording Gage
- Shoaltest Sounding\*\*

**TILLAMOOK BAY & BAR ENTRANCE**  
10 July 2018  
SCALE IN FEET  
0 300 600 900 1,200 1,500  
SUBMITTED: \_\_\_\_\_ APPROVED: \_\_\_\_\_  
RECOMMENDED: \_\_\_\_\_ CHIEF, WATERWAYS MAINTENANCE SECTION  
CHIEF SURVEY SECTION SURVEYED: \_\_\_\_\_ PLOTTED: \_\_\_\_\_ CHECKED: \_\_\_\_\_  
TM\_01\_TM1\_20180710\_CS  
7,321,000