A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA’s Office of Coast Survey, the nation’s chartmaker
What are Nautical Charts?
Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America’s commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status
This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.


(Selected Excerpts from Coast Pilot)
Willapa Bay entrance is 24 miles N of the Columbia River entrance. The bay is used primarily by fishing and oyster boats.
The entrance is in the N part of the bay, which consists of two arms; the S, 18 miles long, and the E, 10 miles long. Both arms are filled with extensive shoals, large areas of which bare at low water. The S arm is separated from the ocean by a strip of low sand and sand dunes, averaging 1.5 miles in width and covered with trees until within 2.2 miles of Leadbetter Point. Numerous cottages and summer resorts are along the seaward face of the narrow peninsula. The shore of the bay elsewhere is composed of low, rolling hills, 100 to 200 feet high, covered with dense growths of timber.

Willapa Bar extends about 3 miles outside of a line joining Cape Shoalwater and Leadbetter Point. The bar channel is continually shifting, and depths over it vary from season to season. Because of the frequent changes in the position of the bar and difficulty in dredging the bar to project depth, depths have consistently been less than the 26-foot project depth. The buoys marking the channel over the bar are non lateral and moved from time to time because of the shifting sands and changing channel. Dredging range lights are temporarily established at the entrance at times during dredging operations. The entrance buoys and the dredging range lights do not necessarily mark the best water. The major channels in the bay are marked by aids to navigation.

Willapa River flows into the E arm of the bay. Lights, buoys, daybeacons, and lighted and unlighted ranges mark the channel through the E arm and Willapa River to South Bend and Raymond.

Anchorage.–Anchorage with good holding ground may be had at almost any point inside the bay. The anchorage generally used is off Toke Point in 30 to 40 feet.

Dangers.–An underwater dike, 18 feet below the surface, extends 800 yards into the North Channel from a rock groin along the shore between Cape Shoalwater and North Cove in about 46°43'35"N., 124°03'30"W.

Currents.–In the entrance the current velocity is about 2.5 knots. Currents of 4 to 6 knots occur at times; the velocity is greatest on the ebb, particularly with S wind.

In the channel at South Bend, the velocity is about 1.2 knots on the flood and 1.4 knots on the ebb. (See Tidal Current Tables for predictions.)

South Bend is on the S bank of Willapa River, 8 miles above Toke Point. The principal industries are lumbering, oysterling, and fishing; two canneries are operating here. Willapa Harbor Airport is on the N bank of the river about 2.5 miles NW of South Bend. Raymond, the principal town, is on the S bank of Willapa River at the junction of the South Fork, 3 miles above South Bend. There are sawmills here, and large quantities of lumber are shipped out.

Pilotage for Grays Harbor, discussed later in this chapter, also pertains to Willapa Bay.

Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1, for details.)

South Bend and Raymond are customs ports of entry.

Supplies.–Diesel oil, gasoline, water, ice, and some marine supplies are available in South Bend and Raymond. Both South Bend and Raymond have small-craft moorages operated by the respective towns.

North River, which enters the E arm 2 miles E of Toke Point, is navigated by small logging launches. The channel is marked by private daybeacons, and is navigable at high water to Eatons Ranch, 3 miles above the last daybeacon.

Palix River, on the E side of the bay, is navigable for small logging tugboats and fishermen for about 1 mile up each of the three forks above their junction. The fixed highway bridge, about 1 mile below the forks, has a clearance of 25 feet.
NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers.

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry. To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward on navigable waters except Western Rivers

For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at http://www.navcen.uscg.gov
SOUNDINGS IN FEET

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

See Note on page 5.
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 5 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 19th Coast Guard District, or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington. Refer to charted regulation section numbers.

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Lines, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limits of the other cases. The Three Nautical Mile Natural Resource Boundary of the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless tied by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

The entrance of Wintips Bay is subject to frequent change. The area displays conditions as of June 1964 - May 2001.
VHF Marine Radio channels for use on the waterways:
Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

http://www.nws.noaa.gov/nwr/

**Quick References**

- Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
- Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
- Chart and chart related inquiries and comments — http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
- Chart updates (LNMs and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
- Tides and Currents — http://tidesandcurrents.noaa.gov
- National Data Buoy Center — http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/
- National Hurricane Center — http://www.nhc.noaa.gov/
- Pacific Tsunami Warning Center — http://ptwc.weather.gov/
- Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm

For the latest news from Coast Survey, follow @NOAAcharts

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.