Yaquina Bay and River
NOAA Chart 18581

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

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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)
Yaquina Bay entrance is 4 miles S of Yaquina Head Light. The bay is a tidal estuary, the harbor itself being merely the widening of Yaquina River just inside the entrance. The N point of Yaquina Bay entrance is a sandy bluff, 120 feet high. An abandoned lighthouse and a Coast Guard lookout tower are on the high part of the point. When viewed from the NW, the circular lighthouse tower on the roof of a two-story frame dwelling obscures the lower portion of the lookout tower. The S entrance point is a low sand beach backed by dunes rising to 150 feet.

The entrance to Yaquina Bay is protected by jetties 330 yards apart. The long N jetty, with the outer 100 yards submerged, extends out to Yaquina Reef. A seasonal sound signal is near the seaward end of the S jetty and a light is about 200 yards inside the seaward end. A lighted whistle buoy is 1.5 miles SW of the entrance. The channels are marked by lighted ranges, lights, and buoys. Between the jetties, submerged rocks lie along the outside of the charted entrance channel limits.

A heavy weather flag, a square RED flag with a square BLACK center, will be displayed on a pole that is located on the western corner of the Coast Guard station and is visible to mariners from both directions to indicate that winds 48 knots and above are forecast for the area. Display of flags is required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. (See illustration, Chapter 1.) In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.

Channels.–A Federal project provides for a 40-foot entrance channel, thence 30 feet from the first turn in the channel to and in the turning basin at McLean Point, thence 18 feet to Yaquina, thence 10 feet to Toledo at the head of the project. Controlling depths may be considerably less than these project depths. (See Notice to Mariners and latest editions of the charts for controlling depths.)

At the entrance to Yaquina Bay and River, the buoys cannot be relied upon to indicate the best water, and in the river, depths are subject to frequent change. Recreational boaters unfamiliar with the area are advised to contact the Coast Guard on VHF-FM channel 16 or telephone 541–265–5381 for the latest bar conditions, advisory, or to arrange an escort when unfamiliar with bar conditions. Professional mariners desiring to enter Yaquina Bay and River should employ a pilot or someone with local knowledge.

NOAA’s Marine Operations Center-Pacific operates a pier on the S side of Yaquina Bay, one-quarter mile E of the highway bridge, which serves as the shipbase for the Administration’s Pacific Fleet. The N face of the pier has a 520-foot berth, 260-foot berth and another 520-foot berth, from W to E, with 24 to 27 feet alongside. The E end of the S face of the pier has a 230-foot berth with 22 to 26 feet alongside. The berths are marked by four private lights. There is a 215-foot floating dock inshore at the E end of the pier. The waters inside the pier are restricted to authorized traffic only. To report emergencies or suspicious activity at this pier contact the Facilities Manager at (541) 867-8735.

Newport, just inside the N entrance point, is the principal town on the bay and river. The town has a considerable fishing industry with several small fish-processing plants. Lumber, logs, paper and plywood, either barged from upper river mills or delivered by truck, are shipped from the wharves at McLean Point, just E of Newport.

Currents.–The current velocity is about 2.4 knots on the flood, and 2.3 knots on the ebb, in Yaquina Bay entrance. Near Newport docks the velocity is about 0.5 knot. Off Yaquina, and 1 mile S of Toledo, the velocity is about 1.4 knots. (See the Tidal Current Tables for predictions.)

Pilotage, Yaquina Bay.–Pilotage is compulsory for all foreign vessels and U.S. vessels under register. Pilotage is optional for U.S. vessels in the coastwise trade that have onboard a pilot licensed by the Federal Government for these waters. Pilotage for Yaquina Bay is available from Coos Bay Pilots Association.

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www.NauticalCharts.NOAA.gov
888-990-NOAA
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
CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area
Cable Area

Additional undetermined submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

PROJECT DEPTHS
Channel legends and isolines, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoal, particularly at the edges. For detailed shoreline information and minimum depths as reported by USACE, see NOAA Electronic Navigational Charts (ENC). USACE surveys and channel condition reports are available at http://nauticalcharts.usace.army.mil/SurveyHydro.

Note: Chart grid lines are aligned with true north.
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.

**Distress Call Procedures**
- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: “MAYDAY, MAYDAY, MAYDAY.”
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

**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
- Marine Forecasts --- http://www.nws.noaa.gov/om/marine/home.htm
- National Data Buoy Center --- http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions --- http://www.nowcoast.noaa.gov/
- National Weather Service --- http://www.weather.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

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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.