Coquille River Entrance
NOAA Chart 18588

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
Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

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

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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at

(Selected Excerpts from Coast Pilot)
Coquille River is 18 miles N of Cape Blanco. Some fishing boats operate
from Bandon, about 0.8 mile above the mouth.

Coquille Point is 0.6 mile S of Coquille River entrance. Several rocky islets extend
0.5 mile off the point and rocks showing breakers in any swell extend 1.2 miles W
and a mile NW.

Coquille Rock, 1.6 miles NW of the point, is covered 28 feet and breaks in heavy
weather.

A long, low area of shifting dunes is N of the Coquille River entrance. The
tower and dwelling of an abandoned lighthouse, marked by a private

light, is near the inner end of the N jetty.

COLREGS Demarcation Lines—The lines established for the Coquille
River are described in 80.1315, chapter 2.

The entrance to Coquille River is protected by jetties; a light and sound
signal are on the S jetty. A Federal project provides for a depth of 13
feet from the entrance to Bandon. (See Notice to Mariners and latest
editions of charts for controlling depths.) The channel is subject to
frequent change, and the deepest water is not always on the entrance
range. Local knowledge is essential when the bar is rough. It is reported
that the bar breaks even in calm seas and mariners should favor the N in
approaching the entrance range. The reported depth above Bandon is
about 6 feet to Coquille, 21 miles above the entrance.

Coast Guard—A Coast Guard motor lifeboat is stationed at the mooring
basin at Bandon on the S side of the river about 0.8 mile above the
entrance.

The Coast Guard has established Coquille River Regulated Navigation
Area Warning Sign, a seasonal rough bar advisory sign, 29 feet above
the water, visible from the channel looking seaward on the S shore just
N of the Coast Guard station, to promote safety for small-boat
operators. The sign is diamond-shaped, painted 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
when hazardous conditions exist and the bar is restricted to recreational
and uninspected passenger vessels. Boaters are cautioned, however,
that if the lights are not flashing, it is no guarantee that sea conditions
are favorable.

A small-craft basin, on the S side of the river about 0.9 mile above the
entrance, has about 180 berths and a launching ramp; marine supplies
are available. Fuel is available by truck. In 1999, the controlling depth
was 12 feet from the main channel to the basin, with depths of 5 to 8
feet in the basin. The 310-foot wharf of a former lumbermill, NE of the
small-craft basin, has reported depths of 12 feet alongside. A machine
shop is at Bandon.

A highway bridge, 3 miles above the entrance, has a lift span with
clearances of 28 feet down and 74 feet up. (See 117.1 through 117.59
and 117.875, chapter 2, for drawbridge regulations.) In 2003, the lift
span was inoperable and in the closed position. An overhead cable E of
the bridge has a clearance of 72 feet.

The village of Prosper is 4 miles above Coquille River entrance.
Several power cables cross the river between Prosper and Coquille; the
least clearance is 68 feet.

Coquille, 21 miles above the entrance, is the distributing center for
several agricultural communities of the river valley and has railway
connections with the interior.
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

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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.
NOTE A
Regulations for Ocean Dumping Sites are contained in 40 CFR Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast and Geodetic Survey annals for addresses of EPA offices. Dredging subsequent to the survey dates may have reduced the depths shown.

RADAR REFLECTORS

Radar reflectors have been placed on many fathometer aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on the following aids. See U.S. Coast and Geodetic Survey annals for details.

REGULATED NAVIGATION AREA
36° 12′ 30″ N 124° 00′ 30″ W 36° 12′ 30″ N 124° 00′ 30″ W

NOTE B
Coyote Rock Buoy “11” may be temporarily removed without advance notice during river floods.

COPPER RIVER EA-3 MARITIME

NOTE
Coyote River FWA Warning Sign. Rock Buoy H, Dike Buoy 11, and Buoy 10 are maintained from May 20 to Oct 31.

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
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/

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!

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.nco.nos.navy.gov/ids/inquiry.aspx?frompage=ContactUs
Chart updates (LNM 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 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

Twitter — 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.