



Coquille River

Ocean Salmon... Safely



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DANGER AREAS

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

B. North jetty. Stay clear of the end of this jetty, because the sea breaks almost continuously in this area. A shallow area with

partially submerged rocks extends from the abandoned lighthouse to the end of the jetty. The large swells that occur in this area could put a boat onto the rocks.

C. South side of Coquille River entrance. The area to the south of the entrance can be very dangerous. There are several rocks just below the surface that cannot be seen except during very heavy seas. There is a prevailing northwest wind during the summer months, and the sea currents run to the south. These two conditions could combine to send a powerless boat in this area onto the rocks.



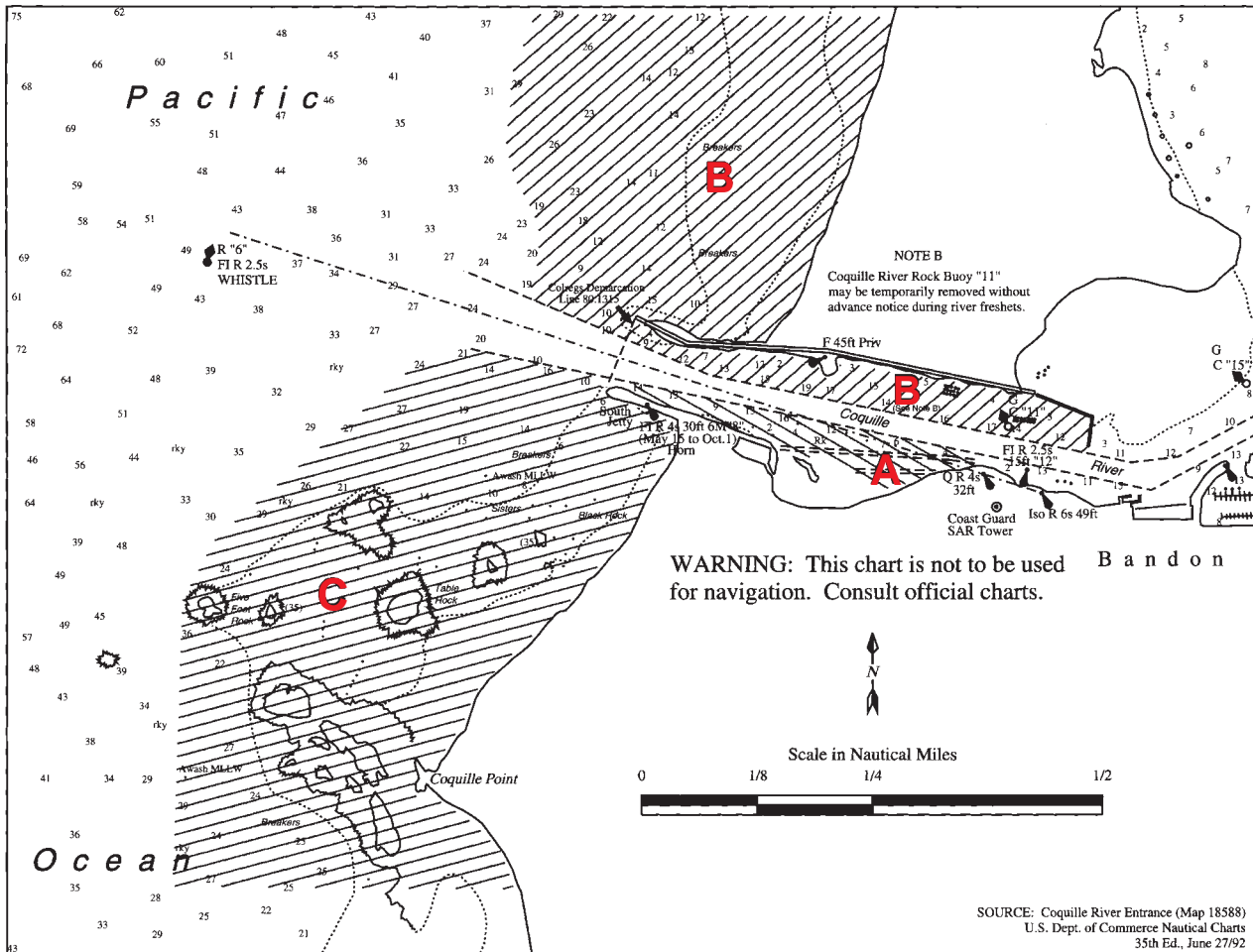
Coos Bay

RANGE MARKERS

Front and rear range markers are identical: a rectangular red daymark with a white stripe on a skeleton tower. By steering a course that keeps the two range markers in line, you will remain within the channel. See the latest CG-162 *Light List*.

ROUGH BAR ADVISORY SIGN

Positioned on shore, 300 yards west of the Port of Bandon boat ramp on the south side of the channel.



BAR CONDITION REPORTS

Call the Coos Bay Coast Guard station, (541) 888-3266, for reports. There is an active Coast Guard Search and Rescue station in Bandon from Memorial Day to Labor Day.

Hazards

Crossing the Bar

The bar is the area where the deep waters of the Pacific Ocean meet with the shallower waters near the mouth of a river. Most accidents and deaths that occur on coastal bars are from capsizing.

Improper loading and/or overloading are major causes of capsizings. Improperly/overloaded boats have less stability and less freeboard, which can allow seas to break into the vessel, causing the boat to become even less stable.

Boats are more likely to capsize when crossing the bar from the ocean because the seas are on the stern and the boater may have less control over the vessel.

Boaters must make sure the bar is safe prior to crossing. Check with other boaters or the Coast Guard to find out the condition of the bar.

If you are caught on a rough bar running in:

- ✓ Make sure everybody aboard is wearing a personal flotation device.
- ✓ Keep the boat square before the seas.
- ✓ Keep the boat on the back of the swell. Ride the swell and stay clear of the following wave.

Avoid sudden weight shifts from passengers or gear moving around in the boat. If possible, have passengers lie down as near the centerline of the boat as possible.

Do not allow the waves to catch your boat on the side (beam). This condition is called broaching, and can easily result in capsizing.

Rough Bar Advisory Signs

Be aware of the location and status of rough bar advisory signs. These signs are 6ft by 6ft white, diamond shaped daymarks, with the words "ROUGH BAR" in black letters. Two alternating amber lights on the signs are activated when observed seas on the bar exceed 4 feet in height and are considered dangerous.

DO NOT CROSS THE BAR WHEN THE LIGHTS ARE FLASHING!

If the lights are not flashing, there is no guarantee that sea conditions are favorable.

Coastal bars may be closed to recreational boats when conditions on the bar create a hazardous condition. Failure to comply with the closure may result in voyage termination, and civil and/or criminal penalties. The regulations are enforced by Coast Guard boarding teams.

Tides

Tides are the vertical rise and fall of the water and tidal current is the horizontal flow of the water.

There are roughly two tides each day in the Pacific Northwest.

Tidal movement toward the shore or upstream is the flood current. Movement away from shore or downstream is the ebb current. The period between is known as slack water.

Tidal currents may gain tremendous velocity, particularly when the ebb current is augmented by river runoff.

- ✓ It is extremely dangerous to get caught on the bar during a strong ebb current. Even on days that are relatively calm, a fast moving ebb can create bar conditions that are too rough for small craft.
- ✓ Always know the stage of the tide!
- ✓ Avoid getting caught on the bar during an ebb tide.

It is normally best to cross the bar during slack water or on a flood tide, when the seas are normally calmest.

EMERGENCIES

VHF-FM Radio: Channel 16

- ◆ **If in distress** (threatened by grave and imminent danger):
 1. Make sure radio is on
 2. Select Channel 16
 3. Press/Hold the transmit button
 4. Speak slowly, and clearly say:
MAYDAY, MAYDAY, MAYDAY
 5. Give the following information
 - Vessel Name and/or Description
 - Nature of Emergency
 - Position and/or Location
 - Number of People Aboard
 6. Release the Transmit Button
 7. Wait for 10 seconds – If no response, repeat "Mayday" call
- ◆ **If not in immediate danger**, follow the same steps as above, except do not use the word "MAYDAY."

Make Sure Everybody is Wearing a Life Jacket!

Telephone: 911

Tell the operator that you have a marine emergency. Be ready to provide the same information required in item number 5 of the mayday call.