

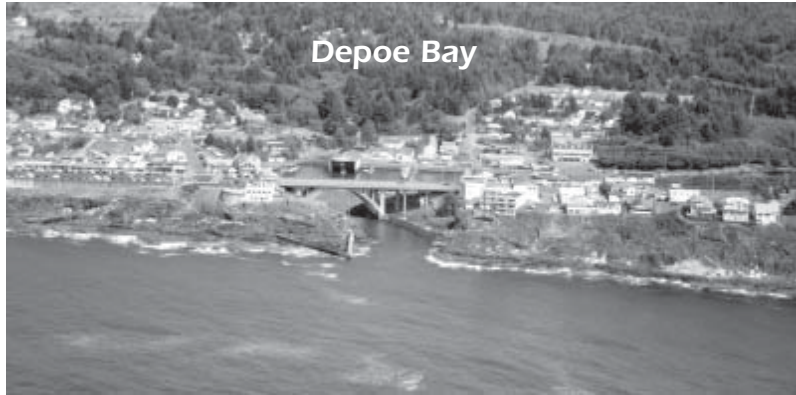


Depoe Bay

Ocean Salmon... Safely



www.boatoregon.com



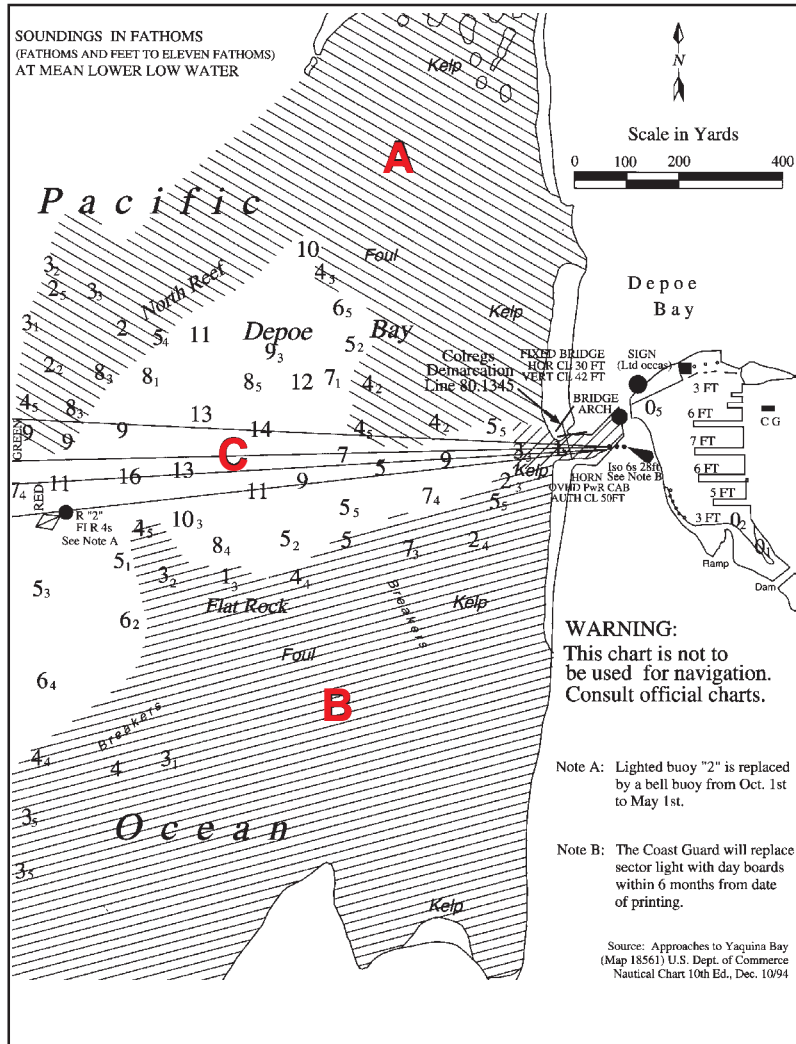
Depoe Bay

DANGER AREAS

A. North reef. Once a boat has cleared the entrance, waters to the north are hazardous until the red bell buoy is reached. The seas break from the northwest and southwest at the same time, so this area must be avoided at all times.

B. South reef. Better known as Flat Rock, this area lies just south of the channel. Breakers are almost always present. Boaters coming from the south should never use this area as a shortcut to the channel. Avoid this area at all times.

C. Channel from the red bell buoy in. The passage into and out of Depoe Bay is unusually short and difficult. The Coast Guard recommends studying it before attempting to operate a boat in it. Because the north and south reefs are so close to the channel, this area sometimes becomes very hazardous. During adverse conditions, breakers from the north reef will cross the channel and run into the entrance. When this condition exists, it is better to stand by at the entrance buoy until the Coast Guard advises it is safe to enter or is there to escort boats in. An important rule at Depoe Bay: **Never fish between the entrance and the red bell buoy.**



ENTRANCE

The entrance should not be attempted at night or in rough weather without consulting local fishers. Boats over 50 feet should not enter the bay without checking with the harbor master and the Coast Guard.

All vessels are required to sound one prolonged (four to six seconds) blast when departing or entering Depoe Bay. Local protocol gives the right-of-way to any inbound vessel.

Mariners should check Local Notice to Mariners (LNM) for #2 marker it may be off station due to winter weather.

On a building north of the entrance channel, a **Rough Bar Warning Light** is positioned 25 feet above the water displaying two flashing yellow lights. When lights are flashing, check with Depoe Bay Coast Guard on VHF channel 16 for crossing restrictions. When visibility is less than one nautical mile, the Coast Guard activates its fog signal. The horn then sounds for 2 seconds, once every 30 seconds.

BAR CONDITIONS REPORT

Recorded weather and bar condition reports: (541) 765-2122.

Boating Safety Tips

- ✓ Check Weather, Tide, and Bar Conditions
- ✓ File a Float Plan With Friends/Relatives
- ✓ Wear Your Life Jacket
- ✓ Carry Flares and a VHF-FM Radio
- ✓ Have Anchor with Adequate Line
- ✓ Take a boating safety course!

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.