



# Siuslaw River

## Ocean Salmon... Safely



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Siuslaw River



### DANGER AREAS

- A. Shoal water, on the northeast side of the channel,** has a depth of two to three feet at high tide, which extends from C"7" to G"9."
- B. Shoal water, on the south side of the channel,** extends from buoy #6 to buoy #4 and approximately 50 yards out toward the south jetty tips.
- C. Outer end of south jetty.** Breakers are almost always present. When the seas are from the southwest or west, breakers may extend to the entrance buoy.
- D. Outer end of north jetty.** Breakers are almost always present. When the seas are from the west, the breakers may extend to the entrance buoy.

### CHANNEL

Siuslaw River channel lies along the northern half of the river entrance. Water depth ranges from 6 to 20 feet. When swells are running from the northwest, boaters should stay in the channel. When the swells run from the west or southwest, stay closer to the south jetty until clear of rough water.

When conditions are questionable, contact the Coast Guard station for advice on VHF channel 16 or 22A, or CB channel 9. Once inside the bar, head for the channel. Ranges mark the preferred depth channel, but depending on conditions they do not mark the best route to follow.

### BAR

The Siuslaw River bar has a very narrow channel extending out past the jetties. Unlike larger bars on the Oregon coast, the Siuslaw River bar may be rendered impassable for small boats by a moderate swell, particularly at ebb tide. Boaters should use extreme caution when operating near this bar. Due to shoaling and jetty extensions, bar conditions are unpredictable. When the bar is rough, expect continuous breakers 50 to 100 yards off the jetty tips.

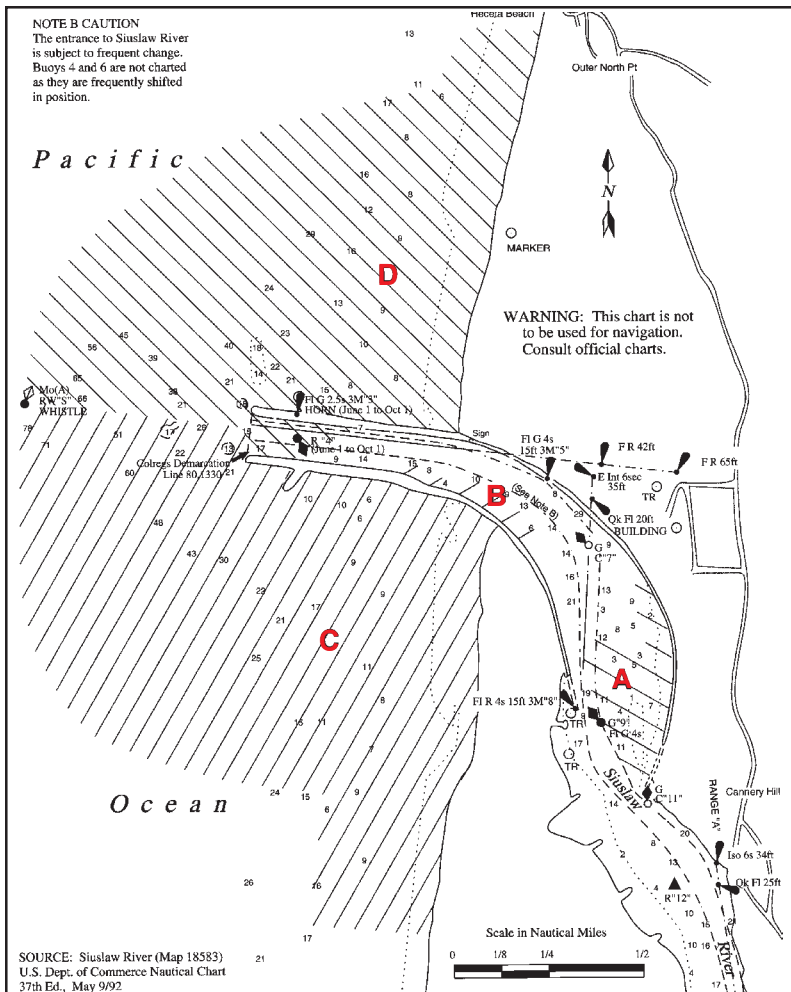
### BRIDGE

Clearance beneath the Siuslaw River bridge is low. Use caution when crossing under the bridge on the flood tide to avoid damaging superstructure such as antennas and troll poles.

**Rough bar advisory sign** is positioned on the Coast Guard tower facing 150½ true.

### WEATHER AND BAR CONDITION REPORTS

Call the Coast Guard station, (541) 997-8303, for recorded weather and bar conditions.



## 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

# 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.