

Umpqua River

Ocean Salmon... Safely



www.boatoregon.com



Umpqua River

DANGER AREAS

A. Middle ground and north spit. The north spit is to the right when proceeding down the Umpqua River, starting from the first rock spar jetty and the long pier on the east side of the channel. The north spit has small breakers when a swell is running and gets rougher toward the north jetty. The north spit is very dangerous because large breakers may come into this area from the middle ground. The north spit meets the middle ground at

the outer end of the training jetty. The middle ground area extends from the north jetty about 1,000 yards seaward. This area is dangerous because a little swell can create large breakers that may capsize a vessel. Boaters should not linger near the mouth of the river during ebb tide, because if their power fails, their boats could be carried out to sea before an anchor would be effective or oars could be put to work.

B. North and south jetty. The areas north of the north jetty and south of the south jetty can be very dangerous. Whenever breakers are observed, boaters should avoid this area.

C. Training jetty. On the ebb tide, the current will pull boats into the jetty. Refraction waves are often encountered in this area, creating extremely choppy conditions.

D. Buoy 6A, old Coast Guard docks. Current on ebb or flood will often set boats into this area.

RANGE MARKERS

The range marker consists of a red rectangular shape with a black vertical stripe mounted on a skeleton tower. By steering a

course that keeps the two range markers in line, boaters will remain within the channel. In hazardous conditions, boaters should stay close to the training jetty rather than on the range line until well clear of the surf zone.

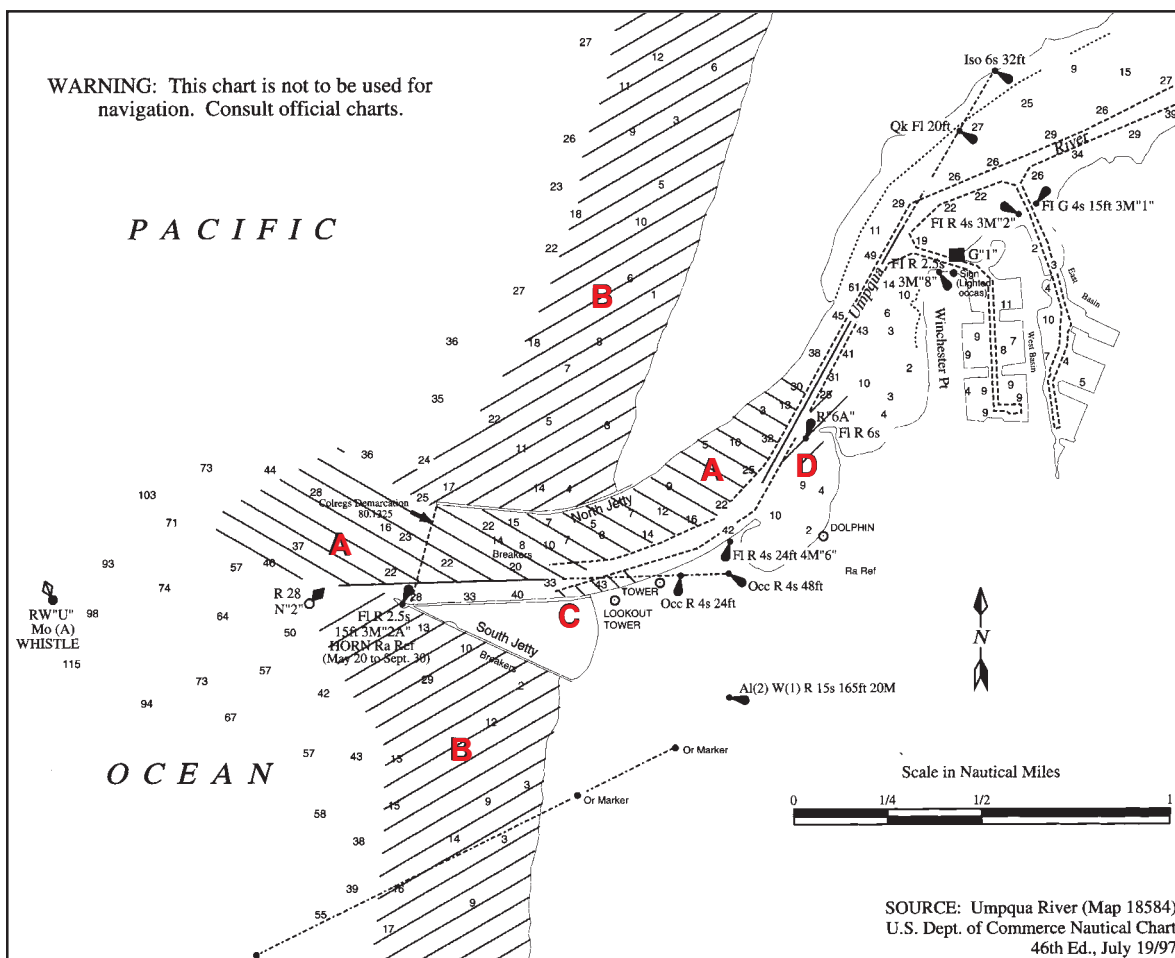
ROUGH BAR ADVISORY SIGN

Storm warning display has been moved to the lookout tower. Rough bar warning light is located at Aid "6".

BAR CONDITION REPORTS

Recorded weather and bar condition reports are available by calling (541) 271-4244.

Note: Breaking waves can be encountered on the Umpqua River bar at any time.



For more detailed information, check the Marine Board website at www.boatoregon.com.

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.