

UNITED STATE POWER SQUADRONS/AMERICA'S BOATING CLUB 2024-25 BRIDGE elected at the 2024 Annual Meeting in Orlando Florida, February 10 2024.



Chief Commander Ralph Bernard,AP

COMMANDER'S COLUMN

AHOY THERE....AHOY THERE!!!

I have to apologize right off the bat since I had a senior moment and spaced out the time of our last month's social gathering. Sorry about that! I will do my best to not let that happen again! Since we are currently inactive as a squadron we'll replace the monthly general meeting with an informal lunch and social time. I'd like to invite all those that would like to catch up on what's been happening to our social late lunch/early dinner at the Fisherman's Grotto in sunny Charleston on March 17th at 1400. As in past months, you're invited to bring a fellow "boater" and join us for a little social time with your fellow boating enthusiasts. Looking forward to seeing many of you at our informal get together March 17th! Remember we're a team....that's Together Everyone Accomplishes More!!! **"TEAM"**!

Craig M Beyer
Cdr Craig M Beyer,AP

Coos Bay Power Squadron has received the "Distinctive Communicator Award 2023"s for the Squadron's newsletter **"the Whistler"** and for the Squadron website www.usps.org/coos .



Meetings & Events

Coos Bay Squadron Social Meeting, March 17, 1400 at Fisherman's Grotto, Charleston.

Port of COOS BAY

We are always looking for ways to improve access to the Charleston Marina while also ensuring the safety of our community. Marina Moorage customers who have moorage on G&H Docks now have added security due to a beautifully designed dock gate from Jackson Performance Fabrication, LLC, in Coos Bay. All other docks are accessible from 5am to 10pm, including all popular crabbing areas. Come check out the work of a great local business the next time you are crabbing on the docks! And if you are looking to reserve a long-term RV space for the summer (two months or longer), we are taking reservations now, just call our Marina office at 541-888-2548. Summer short-term reservations open soon as well!



SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

OREGON – WASHINGTON – IDAHO – NOAA’s ongoing cancellation of Paper and Raster nautical charts (Revised from LNM 10/21)

The National Oceanic and Atmospheric Administration (NOAA) is in the middle of a multi-year program to end production and maintenance of its suite of over 1,000 traditional paper nautical charts and all associated raster chart products and services, including: Print-on-Demand (POD) paper nautical charts, Full-size chart PDF files, BookletChart™ PDF files, NOAA raster navigational charts (NOAA RNC®), the NOAA RNC tile service, and the online RNC viewer.

Six months prior to cancellation, a notice of the intent to cancel a specific chart will be provided via a “Last Edition” notice. The final cancellation of a chart will be made via a “Canceled” notice. Both types of notices will appear in LNM Section IV, “Chart Correction.” A comprehensive list of all cancelled NOAA charts is available at: <http://www.charts.noaa.gov/MCD/Dole.shtml>.

Traditional paper nautical chart production is ending to enable the creation and maintenance of larger scale, more up-to-date, higher quality coverage of NOAA’s electronic navigational chart (NOAA ENC®) product. This will significantly enhance the amount of charted detail available to mariners. More information about NOAA’s program to sunset traditional paper charts is on the NOAA Coast Survey website at: <https://nauticalcharts.noaa.gov/charts/farewell-to-traditional-nautical-charts.html>. An online NOAA Custom Chart application at: <https://devgis.charttools.noaa.gov/pod> is available to create chart images from ENC data, which may then be printed. Notices to Mariners will not be issued for NOAA Custom Charts.

Mariners are warned that even prior to traditional chart production ending, users may notice differences between paper charts and ENCs. There are two broad categories of data that are applied onto NOAA ENCs and paper / raster nautical charts – “Critical Corrections” and “Routine” data. Critical Corrections may be newly discovered shoals or other dangers to navigation, as well as changes in the positions or characteristics of aids to navigation (buoys, beacons, and lights). These are typically changes that are published by the Coast Guard in the weekly LNM. Critical corrections are applied to ENCs first, then applied to paper and raster nautical charts. These changes generally appear on both product types (raster and ENC) within a week of each other. However, new Routine source data are now ONLY applied to NOAA ENCs and not to traditional paper / raster nautical charts. Routine data includes the results of ordinary hydrographic and shoreline surveys, which could be extensive. Any specific dangers revealed during routine surveys are extracted from the data and classified as Critical Corrections to be applied to all products. For more information visit NOAA’s website: <https://nauticalcharts.noaa.gov/charts/farewell-to-traditional-nautical-charts.html>.

LNM: 06/24

18583 40th Ed. 01-OCT-11 Last LNM: 33/17 NAD 83

ChartTitle: Siuslaw River

Main Panel 1794 SIUSLAW RIVER. Page/Side: N/A

LAST EDITION No new editions of chart 18583 will be published. It will be canceled on -- 02-Jul-24.

Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>.

18584 48th Ed. 01-MAY-07 Last LNM: 37/17 NAD 83

ChartTitle: Umpqua River Pacific Ocean to Reedsport

Main Panel 1795 UMPQUA RIVER PACIFIC OCEAN TO REEDSPORT. Page/Side: N/A NOS

ADD Lower Left of Chart: This is the Last Edition of this chart. It will be -- canceled on 31-Jul-24.

LAST EDITION No new editions of chart 18584 will be published. It will be canceled on -- 31-Jul-24.

Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>.

18587 71st Ed. 01-APR-11 Last LNM: 43/19 NAD 83

ChartTitle: Coos Bay

Main Panel 1796 COOS BAY. Page/Side: N/A

ADD Lower Left of Chart: This is the Last Edition of this chart. It will be -- canceled on 31-Jul-24.

LAST EDITION No new editions of chart 18587 will be published. It will be canceled on -- 31-Jul-24.

Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>.

18588 37th Ed. 01-APR-03 Last LNM: 28/18 NAD 83

ChartTitle: Coquille River Entrance

Main Panel 1797 COQUILLE RIVER ENTRANCE. Page/Side: N/A

ADD Lower Left of Chart: This is the Last Edition of this chart. It will be -- canceled on 31-Jul-24.

LAST EDITION No new editions of chart 18588 will be published. It will be canceled on -- 31-Jul-24.

Sharing a Facebook post by Basin Tackle Online February 8 at 5:20 PM

The Rockfish we caught yesterday and today had a lot of these critters in them. The partially digested one is from today, the handful picture and text below are from an article I wrote about six years ago. Enjoy!



The smooth bay shrimp is the least studied of all the bay shrimp species, due in part to its minimal economic value, but it's the one we have on our beaches and it makes great bait.

The smooth bay shrimp, a small 2 inch crustacean, ranges from Alaska to central California and can be found in sandy areas and beaches from the waterline down to a depth of 260 feet. They have been described as “short and stocky” and they are exactly that, a short stocky little shrimp. Many species of shrimp defend against predators by way of their sharp body spines and spikes but the smooth bay shrimp rely solely on their camouflage, and what an amazing camouflage pattern it is. If the shrimp is on top of the sand they are near impossible to see, their beige color perfectly mimics the sand in which they reside and small flecks of black and white look just like off colored grains. Just in case their camouflage isn't enough to stay out of trouble the smooth bay shrimp can burrow straight down in no time at all to either avoid predators or the surging tide.

Using its little legs and pleopods (pleopods are the little paddle like appendages under its tail) to agitate the sand underneath it the shrimp can disappear in seconds leaving only its eyes and antennae protruding. These masters of camouflage even use their antennae to sweep the sand above themselves and smooth it out once they are buried, leaving no trace behind. As they lay buried in the sand they will feed, ambush hunting, waiting for small (very small) fish and larval crustaceans to swim or float by. It is while they are in this state that the mole-crab rake is deployed and one simply scrapes a couple inches of sand away and sifts it clean as the surging tide returns to the sea.

You won't catch a lot of them but with some effort you'll get enough for a fishing trip or two, and if you're a little kid at heart like me, you'll have just as much fun catching the bait as you do fishing. I hope to see you out there.



U.S. Department
 of Homeland Security
**United States
 Coast Guard**

LOCAL NOTICE TO MARINERS

Advance Notice(s)

OREGON – UMPQUA RIVER – YAQUINA BAY – Disestablishment of Seasonal Sound Signals at Umpqua River and Yaquina Bay

The U.S. Coast Guard will not be commissioning the seasonal Sound Signals at Umpqua River South Jetty Sound Signal (LLNR 9247) and Yaquina Bay South Jetty Sound Signal (LLNR 9607) in May of 2024 and will be permanently disestablishing them. These signals are no longer considered necessary for safe navigation of the waterway and the US Coast Guard is discontinuing their use commencing with the 2024 spring installation.

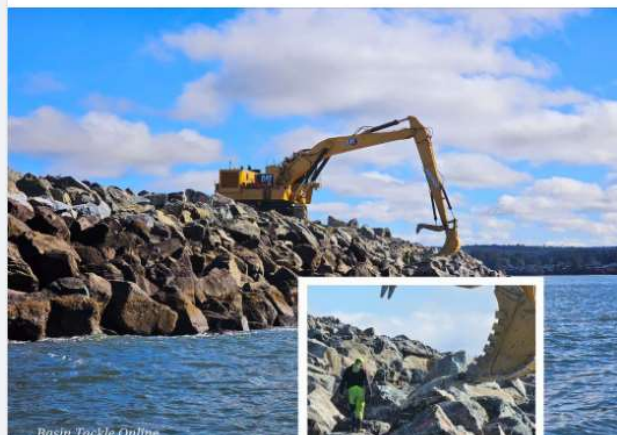
Mariners are encouraged to share comments on this proposed change and the performance and operation of these aids to navigation. All comments should be sent to the email address D13-SMB-D13-LNM@uscg.mil. Any discrepancy for these or other Aids to Navigation should continue to be reported to US Coast Guard Sector Columbia River.

Charts: 18561 18584

LNM: 07/24

Progress on the North Jetty;

How big is that piece of equipment on the Coos Bay jetty?
 Look at the enlarged portion.
 It's BIG!



Coos Bay North jetty



Coos Bay is Oregon's largest deep-draft coastal harbor, and the jetties there reduce wave action in the bay, ensuring the safety of ships, recreational boaters, and commercial fisherman.

The jetty started out at 9,600 feet in length at the time of its completion in 1929 but has since lost more than 1,000 feet. Original construction of the 9,600-foot-long North Jetty took place from 1891 through 1898. The Coos Bay Federal Navigation Project was authorized in 1878 and again in 1996 as part of the Energy and Water Development Appropriations Act that year. These authorizations provide the Corps with the ability for construction, operation, and maintenance of the north and south jetty structures and associated deep-draft federal navigation channels and turning basins. Due to damage suffered from a harsh coastal wave environment the North Jetty requires repair. The North Jetty has lost a total of 1,121 feet from the jetty's full authorized length since its construction.

The Corps has repaired the jetty numerous times, and the height and width of the jetty increased to its present configuration. The jetty head (the tip of the jetty in the water) was last repaired in 1989 and the jetty trunk (at the beach) had emergency/interim repairs in both 2003 and 2008. Both repairs involved a breach or a near-breach of the jetty which allowed significant sediment through the jetty into the navigation channel and impacted the North Spit Ocean shoreline.

"The rehabilitation of the north jetty is a critical undertaking that will ensure the safety and reliability of the bay's shipping channels for years to come," said Capt. Marie A. Adams, project engineer. "The project includes reconstruction of the jetty head, repairs to critically damaged portions of the trunk and restoring the jetty root elevation to provide long-term erosion resilience."

The Corps and its contractor, Trade West Construction, have restored access to the beach north of Coos Bay North Jetty from sunrise Saturdays to sundown Sundays via Trans Pacific Lane and South Dike Road. This will allow for public day-use of the beach during weekends until jetty repairs are complete in December 2025.

2023 - 2024 OFFICERS
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MEETINGS
 Squadron / Executive Board Meetings THIRD SUNDAY each month. Board Meetings may be called by Cdr or Board. Meetings are at 1400 (2:00 PM) at FISHERMAN'S GROTTO. Covid-19 restrictions followed if required

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