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Nautical Chart Catalog No. 2, Panels F, G

GRAYS HARBOR

CORPS OF ENGINEERS - REPORTS TO JAN. 1979 AND SURVEYS TO DEC. 1978

| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | MIDDLE HALF OF CHANNEL | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | LENGTH (NAUT. MILES) | DEPTH MLLW (FEET) |
|---|---|---|---|---|---|---|---|
| SOUTH REACH | 24.8 | 28.5 | 26.8 | 12-78 | 350 | 4.3 | 30 |
| CROSSOVER CHANNEL | 26.3 | 30.2 | 26.3 | 4,10-78 | A350 | 1.9 | 30 |
| MOON ISLAND REACH | 25.4 | 29.3 | 22.5 | 6,10-78 | A350 | 2.6 | 30 |
| HOQUIAM REACH | 26.6 | 31.8 | 27.6 | 6,11-78 | 350 | 2.85 | 30 |
| COW POINT REACH | 25.6 | 33.2 | 31.0 | 8,11-78 | 350 | 0.6 | 30 |
| ABERDEEN REACH | 25.9 | 30.5 | 32.0 | 9-78 | 200 | 1.1 | 30 |
| WEST TURNING BASIN | 21.6 | 31.7 | 31.3 | 9-78 | 600 | 0.17 | 30 |
| THENCE TO THE EAST TURNING BASIN | 29.3 | 28.6 | 26.4 | 5-76;2-78 | 200-400 | 1.8 | 30 |
| EAST TURNING BASIN | B10.8 | 22.4 | 32.6 | 2-78 | 200-550 | 0.2 | 30 |
| EAST TURNING BASIN TO COSMOPOLIS | 28.3 | 29.0 | 28.7 | 2-78 | 200 | 0.3 | 30 |

A. ONLY THE NORTH 350 FEET OF THE WIDENER AT THE JUNCTION OF CROSSOVER CHANNEL AND MOON ISLAND REACH IS INCLUDED IN THE DEPTH TABULATION; A DEPTH OF 26.2 FEET WAS AVAILABLE IN THE REMAINDER OF THE WIDENER.
B. CONTROLLING DEPTH WAS LOCATED NEAR THE EDGE OF THE BASIN; A DEPTH OF 15.5 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER.
NOTE-CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

PRODUCED BY COMPUTER ASSISTED METHODS

TIDAL INFORMATION

| Place Name | (Lat/Long) | Mean Higher High Water (feet) | Mean High Water (feet) | Mean Tide Level (feet) | Mean Lower Low Water (feet) | Extreme Low Water (feet) |
|---|---|---|---|---|---|---|
| Point Chehalis | (46°55'N/124°07'W) | 9.0 | 8.3 | 4.8 | 0.0 | −3.5 |
| Aberdeen | (46°58'N/123°51'W) | 10.1 | 9.4 | 5.4 | 0.0 | −3.0 |
| Montesano, Chehalis River | (46°58'N/123°36'W) | 8.1 | 7.5 | 4.1 | 0.0 | −3.0 |

Height referred to datum of soundings (MLLW). (876)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):
AERO aeronautical; Alt alternating; B black; Bn beacon; C can; DIA diaphone; E Int equal interval (ISO); F fixed; Fl flashing; G green; Gp group; I Qk, Int Qk interrupted quick; ISO isophase (E Int); Lt Ho lighthouse; M nautical mile; m minutes; Micro Tr microwave tower; Mkr marker; Mo morse code; N nun; OBSC obscured; Occ occulting; Or orange; Qk quick; R red; Ra Ref radar reflector; R Bn radiobeacon; R Tr radio tower; Rot rotating; sec seconds; SEC sector; St M statute miles; W white; WHIS whistle; Y yellow

Bottom characteristics:
bk black; Blds boulders; brk broken; Cl clay; Co coral; G gravel; Grs grass; hrd hard; M mud; Oys oysters; Rk rock; S sand; sft soft; Sh shells; stk sticky

Miscellaneous:
AUTH authorized; ED existence doubtful; Obstr obstruction; PA position approximate; PD position doubtful; Rep reported; Subm submerged
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — — —

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CAUTION
This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the print date shown in the lower left hand corner.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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NATIONAL OCEAN SURVEY



| FATHOMS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FEET | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 96 | 102 |

METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31



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