



STAYBINST 3100.2B
22 Jan 2019

CG STA YAQUINA BAY INSTRUCTION 3100.2B

Subj: BAR OPERATIONS

Ref: (a) Thirteenth District Standard Operating Procedure (SOP), M3121.1
(b) District Thirteen Search and Rescue Plan, CGD13INST M16130.1A
(c) 33 CFR 165.1325 – Regulated Navigation Areas
(d) USCG SAR Addendum, COMDTINST M16130.2 (series)

1. PURPOSE. This instruction establishes Station Yaquina Bay's guidance on bar operations as required by listed references. The requirements herein apply to all Station Yaquina Bay personnel.
2. ACTION. All OOD's and Coxswains assigned shall be thoroughly familiar and comply with this instruction.
3. DIRECTIVES AFFECTED. STAYBINST 3100.2A is hereby cancelled
4. DISCLAIMER. This guidance is not a substitute for applicable legal requirements, nor is it itself a rule. It is intended to provide operational guidance for Coast Guard personnel and is not intended to nor does it impose legally-binding requirements on any party outside the Coast Guard.
5. IMPACT ASSESSMENT. The policy and procedures herein require a coordinated effort by all hands to ensure proper river entrance management. All hands shall be trained on applicable policies and procedures.
6. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS. The development of this directive and the general policies contained within it have been thoroughly reviewed by the originating office and will not have any of the following: significant cumulative impacts on the human environment; substantial controversy or substantial change to existing environmental conditions; or inconsistencies with any Federal, State, or local laws or administrative determinations relating to the environment.
7. DISTRIBUTION. There will be no paper distribution of this instruction. An electronic version will be located on the public drive.
8. RECORDS MANAGEMENT CONSIDERATIONS. This instruction has been thoroughly reviewed and it has been determined there are no further records scheduling requirements, in

accordance with Federal Records Act, 44 U.S.C. 3101 et seq., NARA requirements, and Information and Life Cycle Management Manual, COMDTINST M5212.12 (series). This policy does not have any significant or substantial change to existing records management requirements.

9. BAR REPORTS.

- a. During daylight hours, bar conditions shall be observed and reported to the public every three hours or as weather conditions change. First light bar conditions shall be observed and reported beginning 30 minutes prior to sunrise and last light bar conditions 30 minutes after sunset. A unit asset will be underway 45 minutes prior to sunrise, 15 minutes later, and east of aid # 4 evaluating conditions, if required. First light bar conditions shall normally be observed from an underway asset. Exceptions may be granted on a case-by-case basis with the concurrence of the Chain of Command.
- b. When restrictions are imposed on the bar, the interval between bar observations should not exceed 1 hour.
- c. Tower. Tower shall be manned during peak traffic times, when a restriction is in place, during weekends, or whenever necessary from sunrise to sunset, unless secured by the CDO.
- d. Observation Assistance. The following are excellent references or aides to assist in obtaining accurate bar conditions.
 - (1) Stonewall Banks Buoy 46050
 - (2) Umpqua Buoy 46229
 - (3) Tillamook Buoy 46089
 - (4) 300NM West of Aberdeen, WA 46005
 - (5) Focal point of YB Entrance Buoy is 20'
 - (6) South Jetty Winds Station NWPO3
 - (7) South Beach Boat Basin Winds Station SBEO3
- e. Rough Bar Conditions/ Storm Warning.
 - (1) During instances of heavy weather and/or when unsafe conditions are present on the bar, the OOD, Duty Coxswain(s), duty surfman and CDO shall take measures to ascertain an accurate report. Taking into account the following:
 - (a) Current and forecasted NOAA weather reports.
 - (b) Current and previous buoy readings

(c) Tidal conditions.

(d) Visibility

- (2) When underway for a bar report during Rough Bar Conditions or Storm Warning, the Duty Coxswain, OOD and duty surfman shall communicate a plan of action regarding the underway intentions and the scope of the bar report. This plan will be included in the underway briefing and shall include the boundaries that the coxswain intends on proceeding to while underway. Should the underway asset encounter conditions that were not discussed during the briefing, the asset shall remain east of lighted aid #4 to reevaluate. A new plan and risk assessment will be conducted and passed to the unit. Once there is concurrence between the coxswain underway and the duty surfman/CDO, the coxswain may proceed.
- (3) During Storm Warnings, and/or when buoy readings are at or above 20', bar conditions shall normally be observed from a vantage point on the shore. If visibility renders this impractical, underway assets shall remain inside of lighted aid #4 and shall avoid encounters with surf. All efforts will be made to identify the possibility of breaking seas on the bar. The underway asset will remain east of lighted aid #4 to assess the bar conditions before proceeding. All efforts, including communicating with shore side assets will be utilized in this assessment.

f. Bar Reports During Restricted Visibility.

- (1) As previously stated, it is incumbent upon this unit to provide accurate reports of bar and weather conditions to the public quickly and efficiently.
- (2) In instances where restricted visibility hampers our ability to gauge accurate bar conditions from a shore side vantage point, the duty surfman and CDO will discuss placing an asset underway to evaluate bar conditions. The following will be considered:
 - (a) Utilizing a second surf capable asset
 - (b) Recent and forecasted weather conditions and warnings
 - (c) Recent and current Stonewall Banks Buoy readings and trends
 - (d) Tidal conditions
 - (e) Operational tempo of the unit
 - (f) Time since previous bar observations
- (3) At a minimum, underway reports should be coordinated when changes in conditions are anticipated due to changes in weather and tidal current.

g. Utilizing a second asset.

- (1) Occasionally, it may be necessary for a second unit asset to be underway to accurately assess bar conditions for an inbound asset prior to crossing the bar. In these instances, the importance of accurate, timely and effective communications cannot be overstated.
- (2) As a general rule, when offshore and awaiting a report on bar conditions from a second asset, any inbound asset will not proceed across the bar until an agreement has been reached with the second asset on the bar, as well as any shore side resources.

h. Regulated Navigation Area (RNA). The Yaquina Bay RNA extends From a point on the shoreline at 44°38'11" N., 124°03'47" W. thence westward to 44°38'11" N., 124°05'55" W. thence southward to 44°35'15" N., 124°06'05" W. thence eastward to a point on the shoreline at 44°35'15" N., 124°04'02" W. thence northward along the shoreline and eastward along the south bank of the entrance channel to the highway bridge thence northward to the north bank of the entrance channel at the bridge thence westward along the north bank of the entrance channel and northward along the seaway shoreline to the beginning.

i. Restrictions. A bar restriction is defined in ref. (c) as the operation of a recreational or uninspected passenger vessel within a regulated navigation area has been prohibited by the Coast Guard.

- (1) Recreational Vessel. Defined as any vessel manufactured or used primarily for non-commercial use or leased, rented, or chartered to another for the latter's non-commercial use.
- (2) Uninspected Passenger Vessel. Defined as an uninspected vessel fitting either of the following characteristics:
 - (a) Of at least 100 gross tons carrying not more than 12 passengers, including at least one passenger-for-hire or is chartered with the crew provided or specified by the owner and carrying not more than 12 passengers;
 - (b) Of less than 100 gross tons carrying not more than 6 passengers, including at least one passenger-for-hire or is chartered with the crew provided or specified by the owner and carrying not more than 6 passengers;
- (3) Bar Closure. Whenever environmental conditions exceed the operational limitations of the relevant Coast Guard search and rescue resources as determined by the Captain of the Port.

j. Restriction Standardization. Any member evaluating bar conditions and recommending restrictions shall utilize the table below as a reference aid when considering a restriction to place while considering all other potential factors listed in this instruction. The unit will utilize standard restriction lengths of 16', 20', 26', 30', 36', 40', and All.

WVHT	LONG OCN	MODERATE	STEEP
1-3	None	None	None
2-4	None	None	None
2-4 OCC 6	None	None	16'
4-6	None	None	16'
4-6 OCC 8	None	16'	20'
6-8	16'	20'	26'
6-8 OCC 10	20'	26'	30'
8-10	26'	30'	36'
8-10 OCC 12	30'	36'	40'
10-12	36'	40'	All
10-12 OCC 14	40'	All	All
14+	All	All	All

- k. Restriction Placement. Station Yaquina Bay utilizes the listed locations to place restrictions within the RNA. OOD's need to be proactive in the selection of a location considering traffic, conditions, forecast, etc., to allow mariners to safely recreate.

(1) Jetty Tips

(2) North Jetty Hump

(3) Buoy # 7

(4) Yaquina Bay Bridge

- l. Restriction Enforcement. In the event of heavy recreational traffic or a restriction in place, an asset shall get underway to facilitate the restriction and may be required to stay underway beyond first light times.

- m. COTP Delegation. OOD's pass bar restriction recommendations to authorized personnel able to place restrictions on the Yaquina Bay bar. The COTP has delegated bar restriction authority to the Commanding Officer, Executive Petty Officer, and the Surfman Trainer.

10. ROUGH BAR STANDBY/ESCORT.

- a. During peak traffic times, anticipated commercial traffic crossing a rough bar, or as requested, Coast Guard assets shall be on the bar to evaluate conditions and watch vessels cross. Any time station assets are dispatched for standby/escort operations, the mission will be categorized as SAR and logged accordingly.
- b. Vessel Hailing. As commercial vessels proceed inbound/outbound the bar, the tower watchstander shall hail each vessel to obtain the amount of persons onboard and ensure they are aware of bar conditions and series timing.

- c. Random Sampling. OOD's may dictate random sampling of vessels to determine time of return. See reference (d) for further information on float plans for situations when the unit wants a return time of a vessel. In the event we obtain return times for vessels, OOD's shall ensure they return as stated.
- d. Standby. On occasion, multiple vessels may be heading outbound the bar during rough bar conditions. In the best judgement of the OOD and CDO, assets may be placed on the bar as a precautionary measure.
- e. Escort. Vessels coming inbound the bar is significantly more hazardous and may require more oversight. In the event the OOD/CDO determines an escort is prudent, regardless if it has been requested, station assets shall tailor the escort to the current conditions, mariners' experience, and level of apprehension.
 - (1) Overview. The standard evolution for a vessel escort inbound the bar will consist of a MLB following behind the vessel being escorted and MLB inside the jetty tips, center channel, with their blue light illuminated if at night. As the vessel being escorted approaches the tips, all Coast Guard assets shall keep out of their way.
 - (2) Brief. Prior to any vessel being escorted in, the topics listed below will be discussed with the vessel to ensure a complete understanding between all parties.
 - (a) Does the master understand local AToN and have they enter the port before?
 - (b) Is the master aware of the most recent bar observations, series size and timing, AToN Discrepancies, and current hazards?
 - (c) What is the masters' plan for crossing? (i.e. center channel, a board or two south, etc.)
 - (d) If an escort after sunset, explain the plan to utilize illumination flares and what to expect, if needed.
 - (e) Explain intentions of escort boat and boat inside bar and inform master that Coast Guard assets are assisting through wave/series identification and quicker ability to respond.
 - (f) Advise master that safe operation and navigation of their vessel is their responsibility and Coast Guard assets being underway to assist in no way requires the operator to cross the bar.
- f. Tactics. To effectively execute an escort, assets should take into account lessons learned from prior mission analysis and experiences from senior operators.
 - (1) The escort vessel can knock-down waves approaching the stern of the vessel being escorted using the "S" turning technique

- (2) In the event the 52' MLB VICTORY is underway for the escort mission, they shall typically take the escorting vessel position due to speed and limitations.
 - (3) All Coast Guard assets involved in the escort shall be rigged to tow, have illumination flares on deck if night time and consider bringing night vision.
 - (4) In the event flares are needed, they shall be used by the escort vessel when for series identification and by both vessels as the escort approaches buoy # 3 and continues in. Illumination flares can be utilized by either asset at any time during the escort if deemed necessary.
 - (5) The escort vessel can utilize buoy height of #1 (15 feet) to assist in determining whether a series is approaching the vessels or not. This information relayed to tower will allow a better timing overall.
- g. Tower. The tower watchstander shall keep constant time on the series as vessels are being assisted in/out the bar and ensure Coast Guard assets are aware of the incoming conditions.

11. FORMS/REPORTS. None

12. REQUEST FOR CHANGES. Submit recommended changes to the Commanding Officer via the chain of command.

[REDACTED]

Commanding Officer, Station Yaquina Bay

