

BookletChart™



Strait of Juan de Fuca to Strait of Georgia

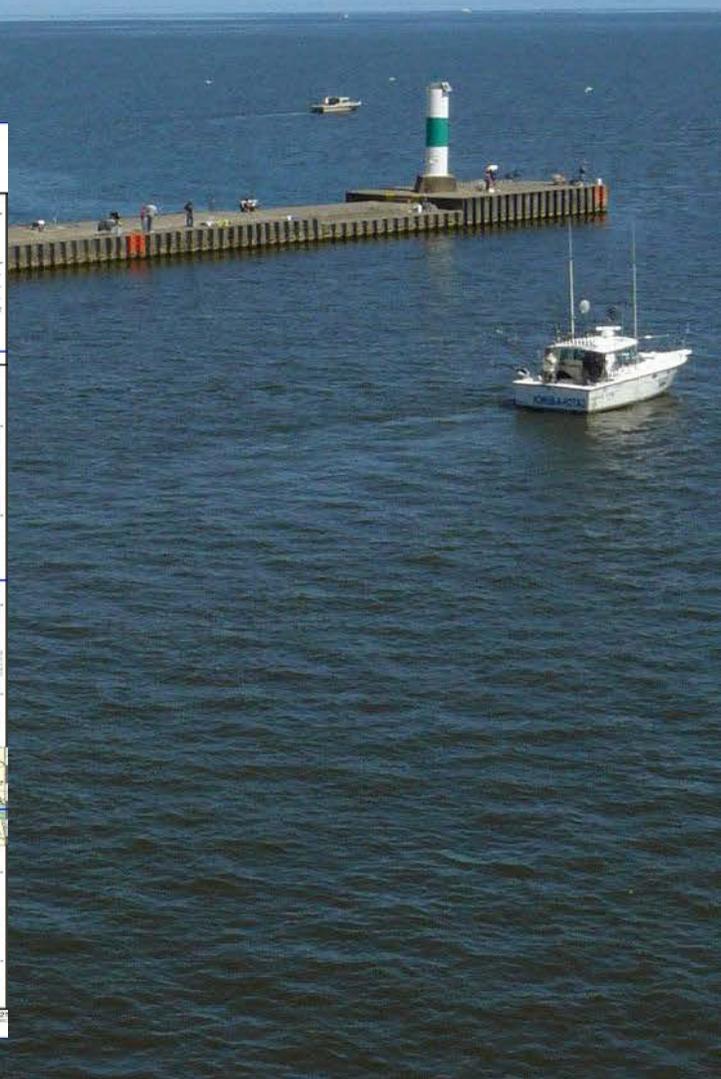
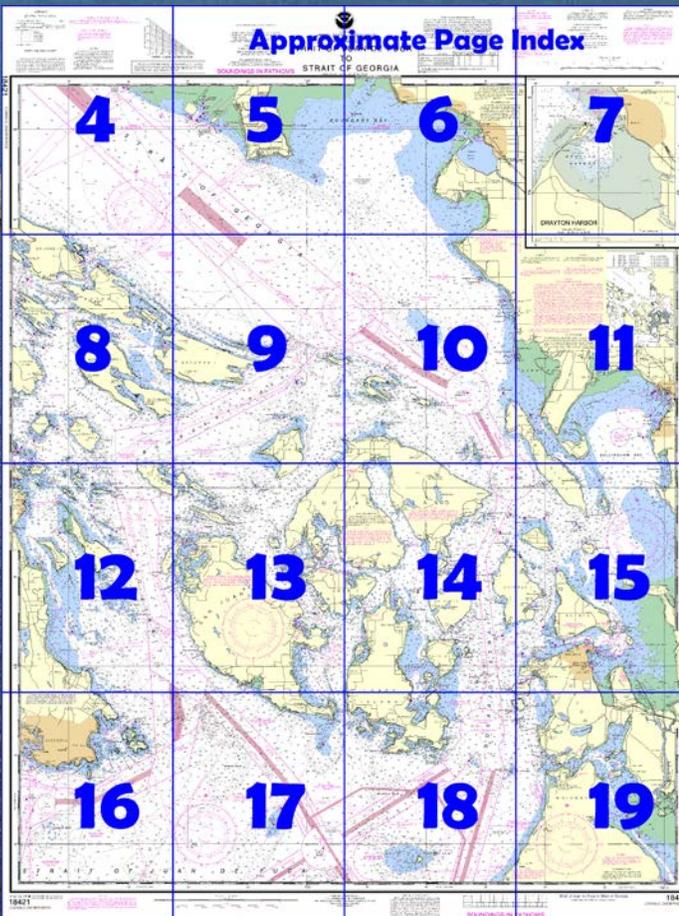
NOAA Chart 18421

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

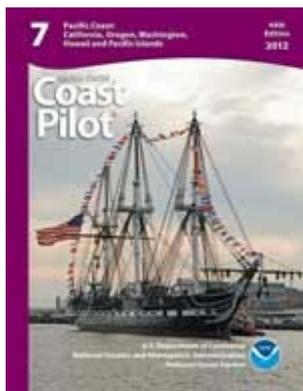
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18421>.



(Selected Excerpts from Coast Pilot)
Strait of Juan de Fuca, E end
Hein Bank, with a least depth of 2½ fathoms, lies 8.5 miles SE of Discovery Island; it is about 2 miles long in a N direction, within the 10-fathom curve, and 0.8 mile wide. The shoalest part of the bank is covered with thick kelp in the summer. It is marked by two lighted buoys, the northernmost is equipped with a racon.
Smith Island, 5 miles W of Whidbey Island and 8 miles ESE of Hein Bank, is irregular in shape and about 0.5 mile long. A rocky bank, covered with kelp, extends about 2 miles W of the

island over depths of 3 to 6 fathoms. A rock that bares at lowest tides is about 0.3 mile W of Smith Island. **Smith Island Light** (48°19'06"N., 122°50'38"W.), 97 feet above the water is shown from a 45-foot skeleton tower near the W extremity of the island.

A **restricted area** of an air-to-surface weapon range is W of Smith Island. (See **334.1180**, chapter 2, for limits and regulations.)

Naval restricted areas are adjacent to the northernmost part of the W shore of Whidby Island.

In accordance with the Cooperative Vessel Traffic Service, the United States and Canada, in cooperation with industry and the British Columbia Coast Pilots have established a **Special Operating Area** at the intersection of Haro Strait and Boundary Pass in the vicinity of Turn Point Light (48°41'20"N., 123°14'15"W.). (See Coast Pilot for details.) All VTS participants will verbally communicate with Victoria Traffic on VHF-FM channel 11 when 3 miles from Turn Point. VTS participants are expected to make safe arrangements with other VTS participants within or near the **SOA**.

Regulated navigation area.-Due to heavy vessel concentrations, the waters of the Strait of Juan de Fuca, the San Juan Islands, the Strait of Georgia, and Puget Sound, and all adjacent waters, are a regulated navigation area. (See **165.1 through 165.13** and **165.1301**, chapter 2, for regulations.)

Caution.-Since logging is one of the main industries of the region, free-floating logs and submerged deadheads or sinkers are a constant source of danger in the Strait of Juan de Fuca and Puget Sound. The danger is increased during freshets, after storms, and unusually high tides. **Deadheads** or **sinkers** are logs which have become adrift from rafts or booms, have become waterlogged, and float in a vertical position with one end just awash, rising and falling with the tide.

Tidal currents.-In Haro Strait and Boundary Pass, the flood current sets N; and the ebb current sets in the opposite direction. The ebb usually runs longer and has a greater velocity. At the N entrance to Boundary Pass, the flood sets E along the N and S sides of Sucia Islands and across Alden Bank; the velocity is about 1 to 2 knots. The current has moderate velocity between Sucia and Orcas Islands. There is a large, daily inequality in the current. (See Tidal Current Tables for predicted times and velocities.) Heavy, dangerous tide rips occur between East Point on Saturna Island and Patos Island, and for two miles N in the Strait of Georgia. Tide rips also occur on the ebb between Henry Island and Turn Point, as well as around Turn Point where the ebb may attain a velocity of 6 knots during large tides. The flood current sets E from Discovery Island across the S end of Haro Strait until close to San Juan Island. This E set is especially noticeable during the first half of the flood.

Currents.-In the S end of San Juan Channel, between Goose Island and Deadman Island, the average current velocity is 2.6 knots on the flood and ebb, however, maximum flood currents of 5 knots or more cause severe rips and eddies. Daily current predictions for this location may be obtained from the Tidal Current Tables.

Tides and Currents.-For times and velocities of current in Rosario Strait and vicinity, the Tidal Current Tables should be consulted. The currents in Lopez, Thatcher, and Obstruction Passes are reported to attain velocities of 3 to 7 knots. This should be kept in mind when proceeding through Rosario Strait, particularly at night or in thick weather. On the ebb of a large tide off the entrance to the passes, a S wind causes tide rips that are dangerous to small craft.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Seattle Commander
13th CG District (206) 220-7001
Seattle, WA

Table of Selected Chart Notes

Corrected through NM Apr. 09/11
Corrected through LNM Mar. 29/11

NOTE
Naval Air Station small arms range operates 7 days a week. Red flashing light and flags are displayed during live fire exercises. Use caution when transiting near the zone.

For Symbols and Abbreviations see Chart No. 1

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.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CABLE AND PIPELINE AREAS
The cable and pipeline areas falling within the areas of the larger scale Canadian charts are not shown on this chart.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE C
For Canadian Firing Practice and Exercise Areas see Canadian Notice to Mariners No. 35 of each year.

NOTE D
Mariners should use caution as naval craft may be maneuvering within the areas. For further information, consult Local Notice to Mariners.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.635' southward and 4.630' westward to agree with this chart.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and Canadian and British Surveys.

LOCAL MAGNETIC DISTURBANCE
Magnetic disturbances exist within the area of this chart. Differences from the normal variation have been observed as follows:
Bellevue Point in Haro Strait 4°
Vicinity of Point Doughty more than 2°
NW head of East Sound 2°
SE point of Guemes Island 14°
Eastern shore of Burrows Bay 4°
March Point 2°

TURN POINT SPECIAL OPERATING AREA
For detailed information concerning this area, consult U.S. Coast Pilot 7.

CANADIAN WEATHER RADIO BROADCASTS
The Canadian Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.
Vancouver, B.C. CFA-240 162.400 MHz

HEIGHTS
Heights in feet above Mean High Water in U.S. Territory. Contour and summit elevation values are in feet and refer to Mean Sea Level.
Heights expressed in feet above Higher High-Water. Larger Tides in Canadian Territory.

Mercator Projection
Scale 1:80,000 at Lat 48° 36'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

NATIONAL WILDLIFE REFUGE
The areas labeled NWR (National Wildlife Refuge) are closed to the public to protect breeding colonies of seabirds, endangered and threatened species, and marine mammals. Boaters are requested to stay at least 200 yards away from these islands to avoid disturbance to these animals.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

PUGET SOUND HARBOR SAFETY PLAN
The US Coast Guard and the Puget Sound Harbor Safety Committee have developed and adopted a Harbor Safety Plan that formally established a set of Standards of Care for Puget Sound and surrounding waters. These Standards of Care are intended to supplement existing regulations by documenting good marine practices for a variety of operations including tug escorts, pilotage, anchoring, lightering, and provides additional information on required charts, Aids to Navigation and Emergency Response. If your vessel does not already have a copy of the Puget Sound Harbor Safety Plan, log on to <http://www.marineexchange.com> or contact the Seattle Marine Exchange at (206) 443-3630.

COLREGS, 80-1385, 80-1390 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

4A 13 Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	PLANE		
		(LAT/LONG)	Mean Higher High Water	Mean Low Water
Patos Island Wharf	(48°47'24"N/122°58'12"W)	8.6	7.9	2.6
Bellingham	(48°44'42"N/122°29'42"W)	8.5	7.8	2.4
Blaine	(48°59'30"N/122°45'54"W)	9.5	8.7	2.7
Roche Harbor	(48°36'36"N/123°09'06"W)	7.6	7.0	2.5

In Canadian waters the chart datum is the approximate level of lowest normal tide.
Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Feb 2011)

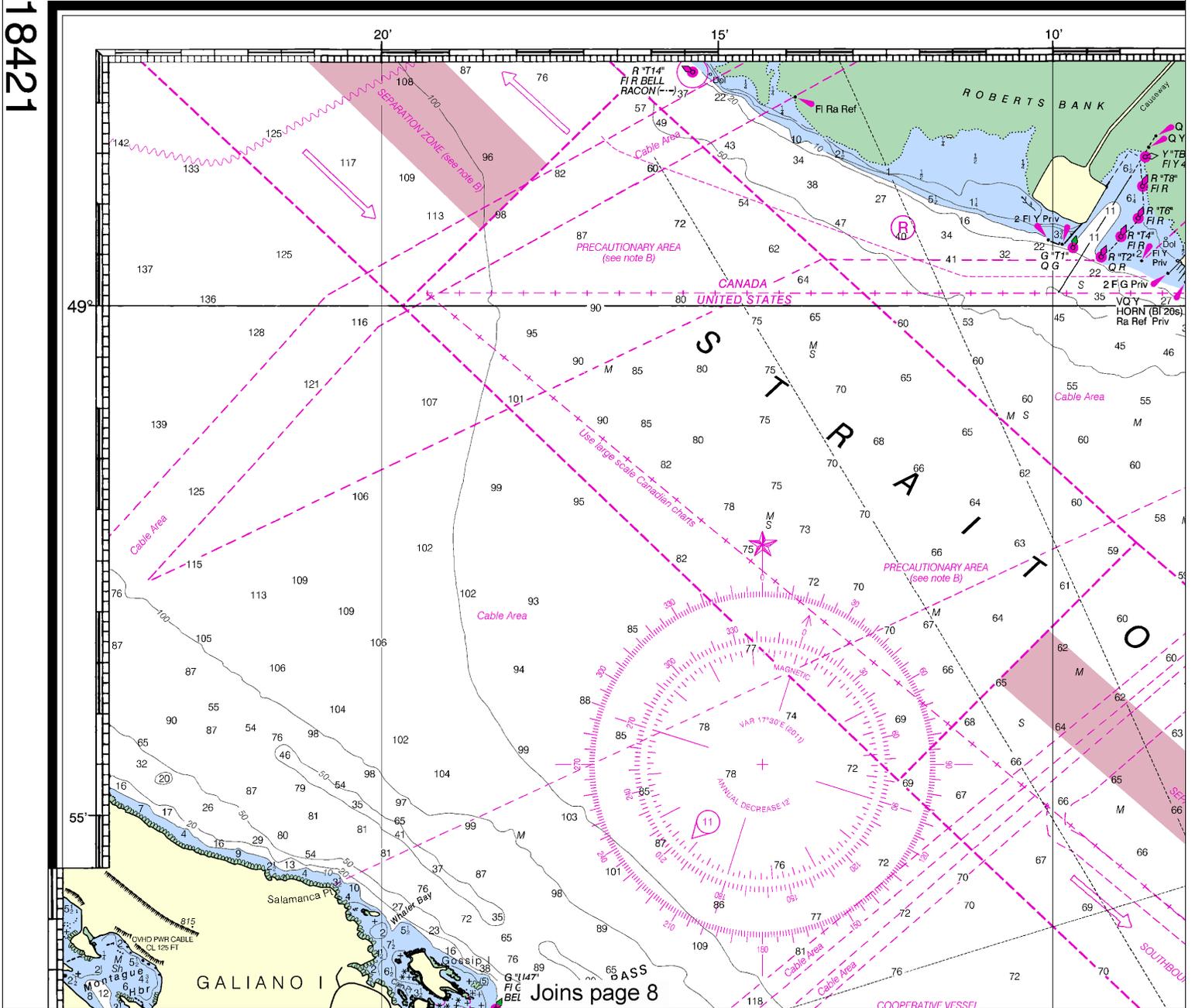
COLREGS, 80.1385, 80.1390 (see note A)
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CABLE AND PIPELINE AREAS
 The cable and pipeline areas falling within the areas of the larger scale Canadian charts are not shown on this chart.

CAUTION
 Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
 Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
 Station positions are shown thus:
 ○ (Accurate location) ◦ (Approximate location)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

18421



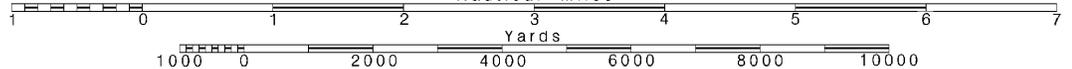
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

See Note on page 5.



Joins page 8



THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - WEST COAST

WASHINGTON

STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

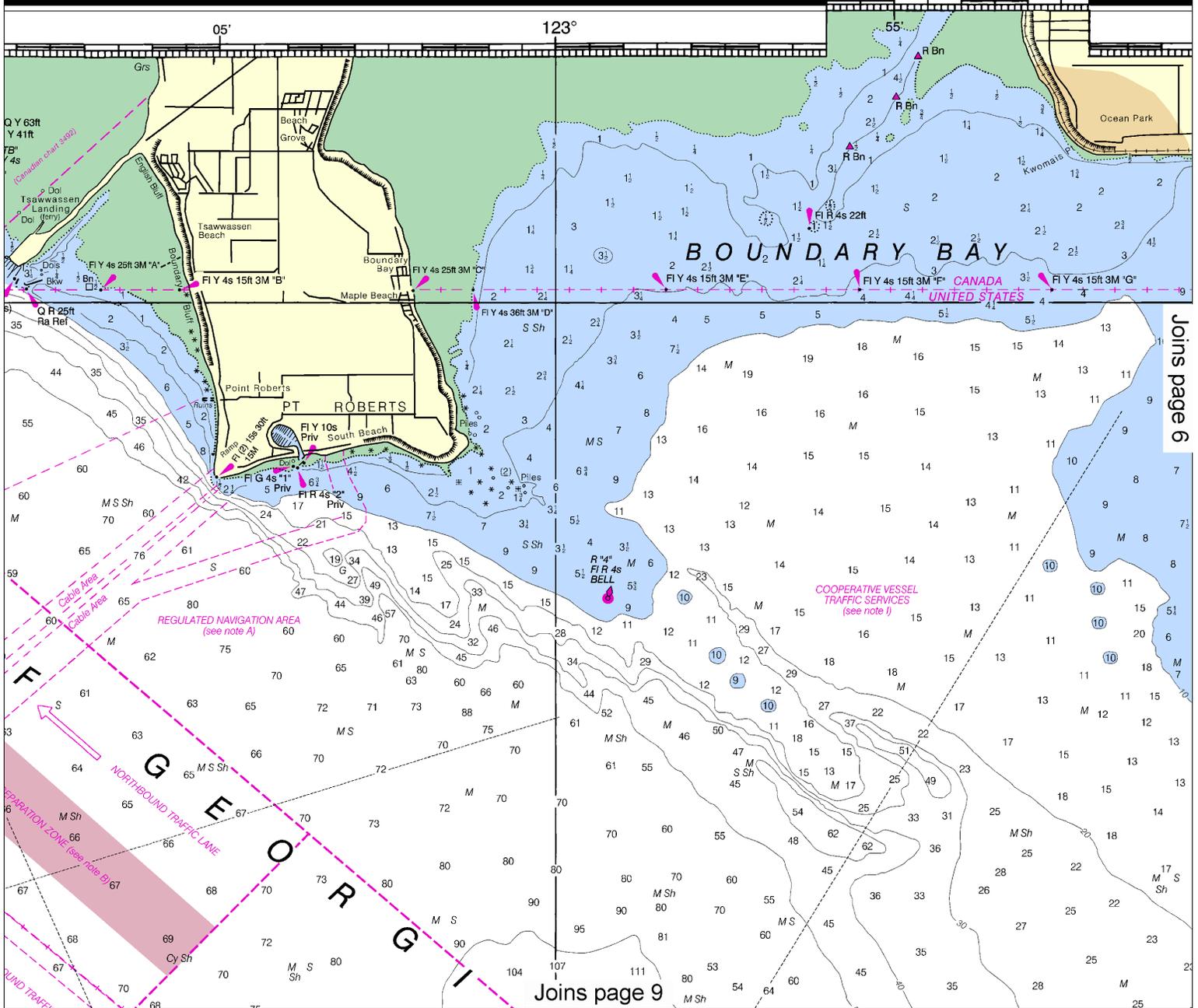
Heights in feet above Mean High Water in U.S. Territory.
Contour and summit elevation values are in feet and refer to Mean Sea Level.
Heights expressed in feet above Higher High-Water.
Larger Tides in Canadian Territory.

Mercator Projection
Scale 1:80,000 at Lat 48° 36'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

SOUNDINGS IN FATHOMS

Formerly C&GS 6390, 1st Ed., July 1907 C-1927-282 KAPP 1657



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This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

WASHINGTON

STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA

Formerly C&GS 6380, 1st Ed., July 1907 C-1927-282 KAPP 1657

PUGET SOUND HARBOR SAFETY PLAN

The US Coast Guard and the Puget Sound Harbor Safety Committee adopted a Harbor Safety Plan that formally established a set of Standards of Care for Puget Sound and surrounding waters. These Standards of Care supplement existing regulations by documenting good marine practices of operations including tug escorts, pilotage, anchoring, lighterage, additional information on required charts, Aids to Navigation and Emergencies. If your vessel does not already have a copy of the Puget Sound Harbor Safety Plan go to <http://www.marineexchange.com> or contact the Seattle office at (206) 443-3830.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov).

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum	
		Mean Higher High Water	Mean Lower Low Water
Patos Island Wharf	(48°47'24"N/122°58'12"W)	8.6	7.6
Bellingham	(48°44'42"N/122°29'42"W)	8.5	7.6
Blaine	(48°59'30"N/122°45'54"W)	9.5	7.6
Roche Harbor	(48°36'36"N/123°09'06"W)	7.6	7.6

In Canadian waters the chart datum is the approximate level of lowest normal tide.
Dashes (- -) located in datum columns indicate unavailable datum values for a tide station.
Tide predictions, and tidal current predictions are available on the Internet from <http://tidalpredictions.noaa.gov> (Feb 2011)

Chart No. 1

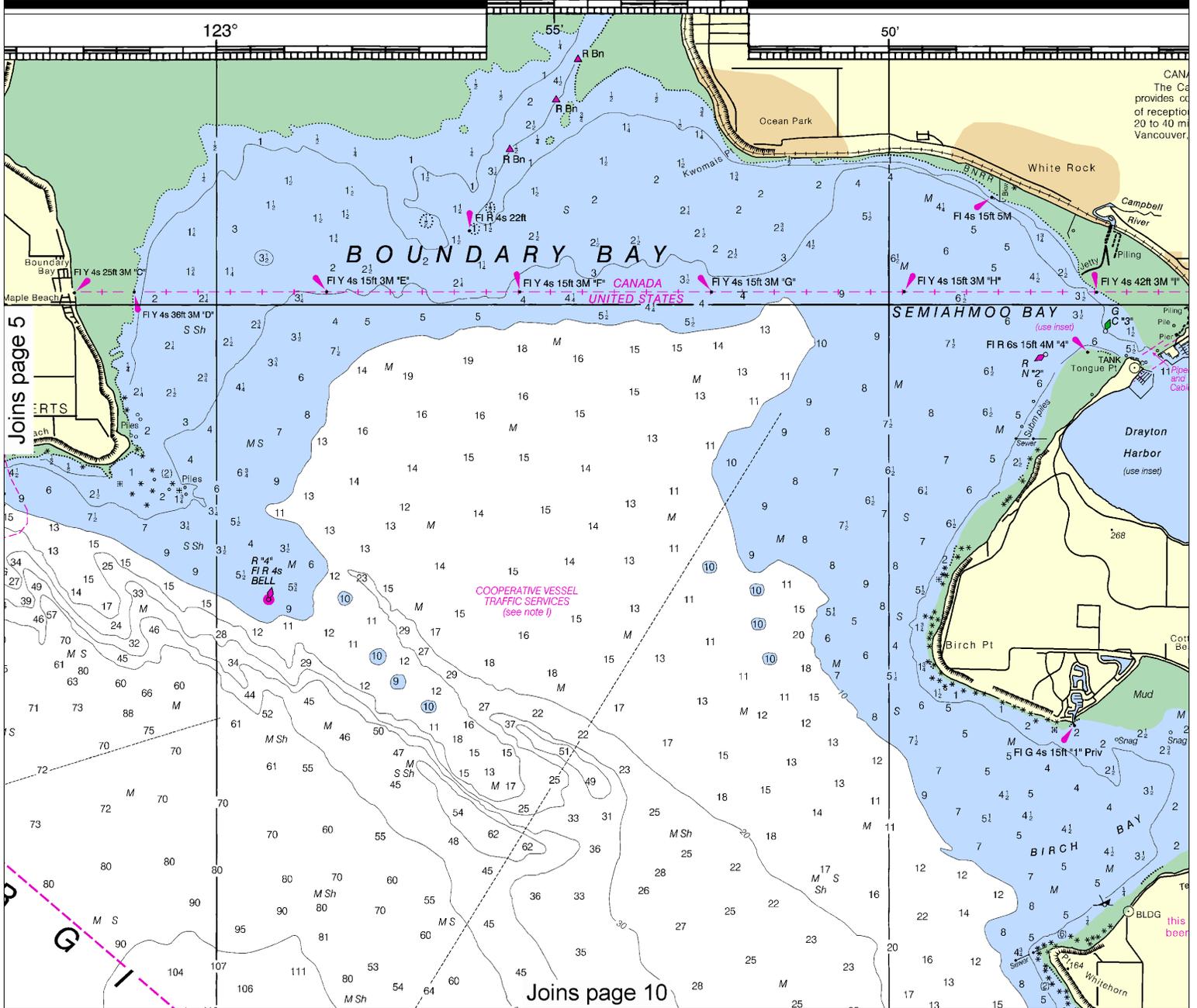
U.S. Territory, and refer to chart 16133 for High-Water.

High-Water.

36' 983

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ATOMS



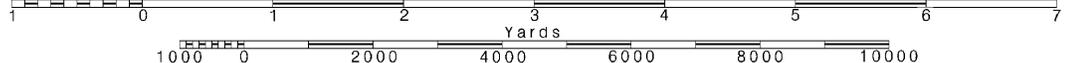
Joins page 5

Joins page 10

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



6

Note: Chart grid lines are aligned with true north.

ee have developed Standards of Care are intended to actives for a variety ring, and provides emergency Response. Harbor Safety Plan, e Marine Exchange

s.noaa.gov.

datum of soundings (MLLW)

Mean High Water	Mean Low Water
feet 7.9	feet 2.6
7.8	2.4
8.7	2.7
7.0	2.5

station. Real-time water levels, tidesandcurrents.noaa.gov.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and Canadian and British Surveys.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

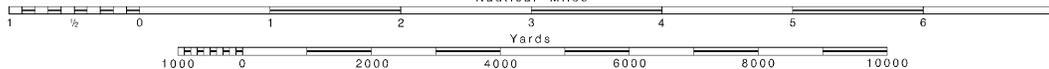
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No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.
Refer to charted regulation section numbers.

SCALE 1:80,000
Nautical Miles



45'

CANADIAN WEATHER RADIO BROADCASTS
Canadian Weather Service station listed below continuous marine weather broadcasts The range on is variable, but for most stations is usually miles from the antenna site.
Fr. B.C. CFA-240 162.400 MHz

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.635' southward and 4.630' westward to agree with this chart.

BLAINE
Dakota Creek
California Creek
Mud
Birch Bay
Terrell Creek

LOCAL MAGNETIC DISTURBANCE
Magnetic disturbances exist within the area of this chart. Differences from the normal variation have been observed as follows:
Bellevue Point in Haro Strait 4°
Vicinity of Point Dougherty more than 2°
NW head of East Sound 2°
SE point of Guemes Island 14°
Eastern shore of Burrows Bay 4°
March Point 2°

KAPP 1658

48' 47' 45' 30' 15' 46' 122° 44'

49° 49°

SEMIAHMOO BAY
Semiahmoo Tongue Pt
DRAUGHTY POINT
HARBOR
BLAINE
MONUMENT
California Creek
Dakota Creek

FIY 4s 42ft 3M "I"
FIR 6s 15ft 4M "4"
FIR 2.5s 22ft 4M "2"R N 1/2
R TR KARI 550 kHz

Pipeline and Cable Area

Subm piles
Piles
Obstn
Dol

268

DRAYTON HARBOR
Mercator Projection
Scale 1:30,000 at Lat 48°59'

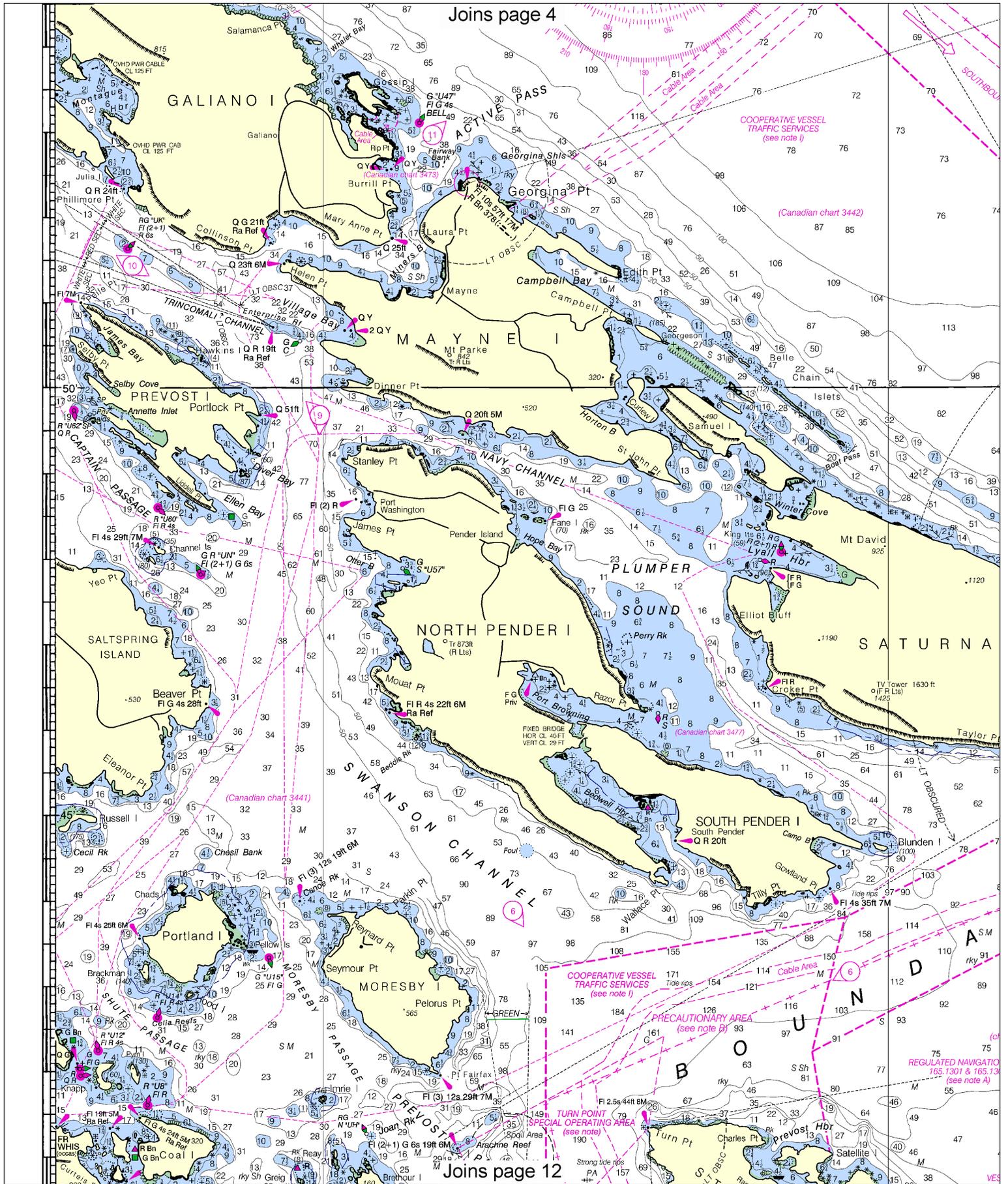
Yards
1000 500 0 1000 2000 3000

48' 58' 48' 58'

48' 46' 122° 44'

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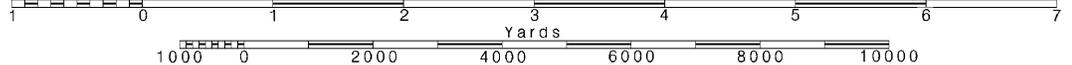


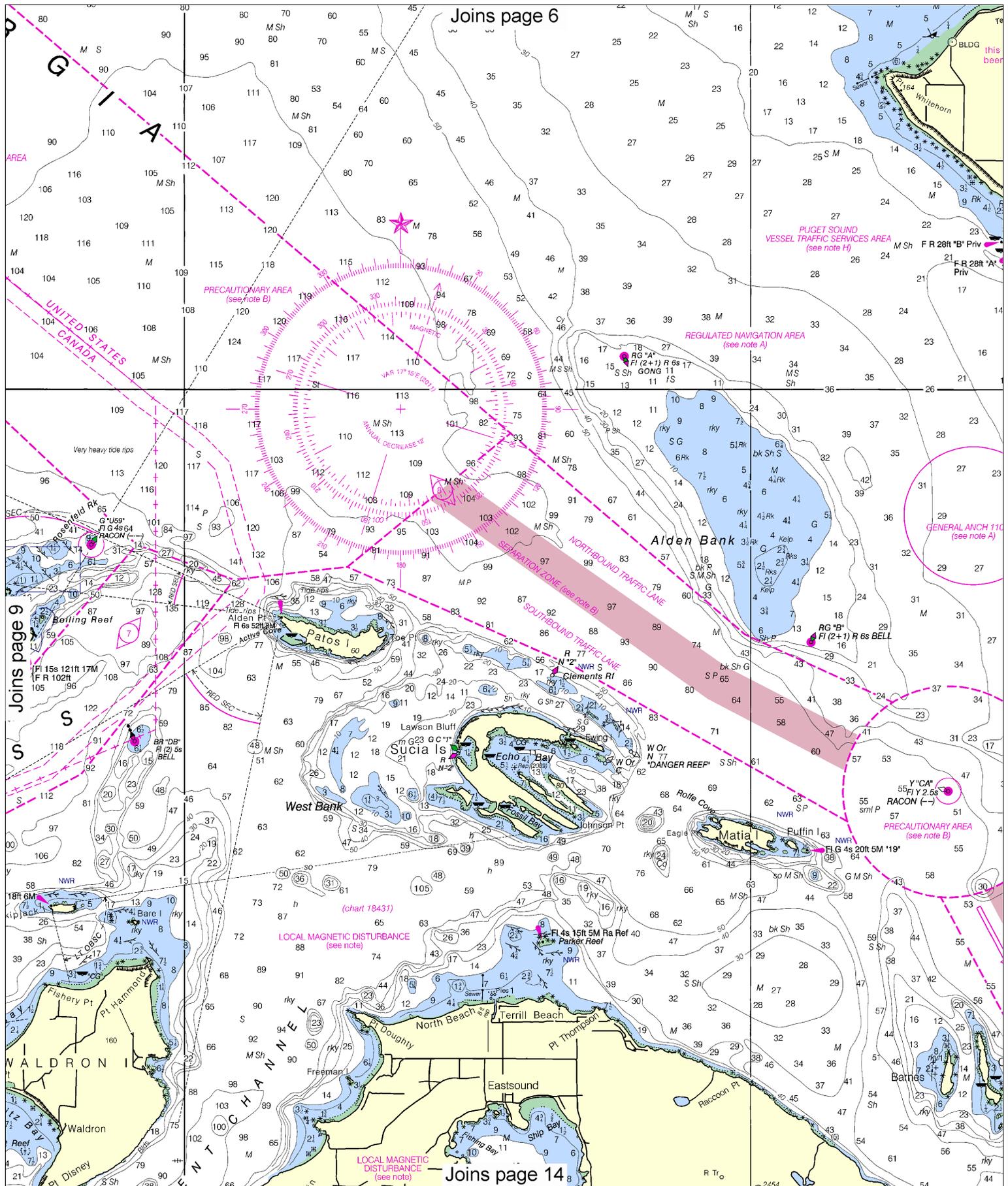
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

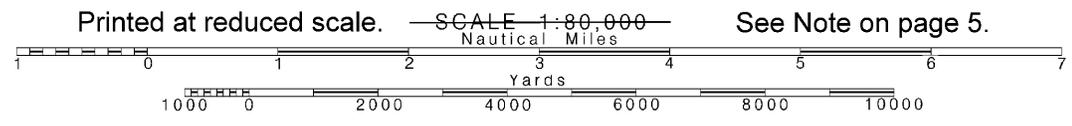
See Note on page 5.

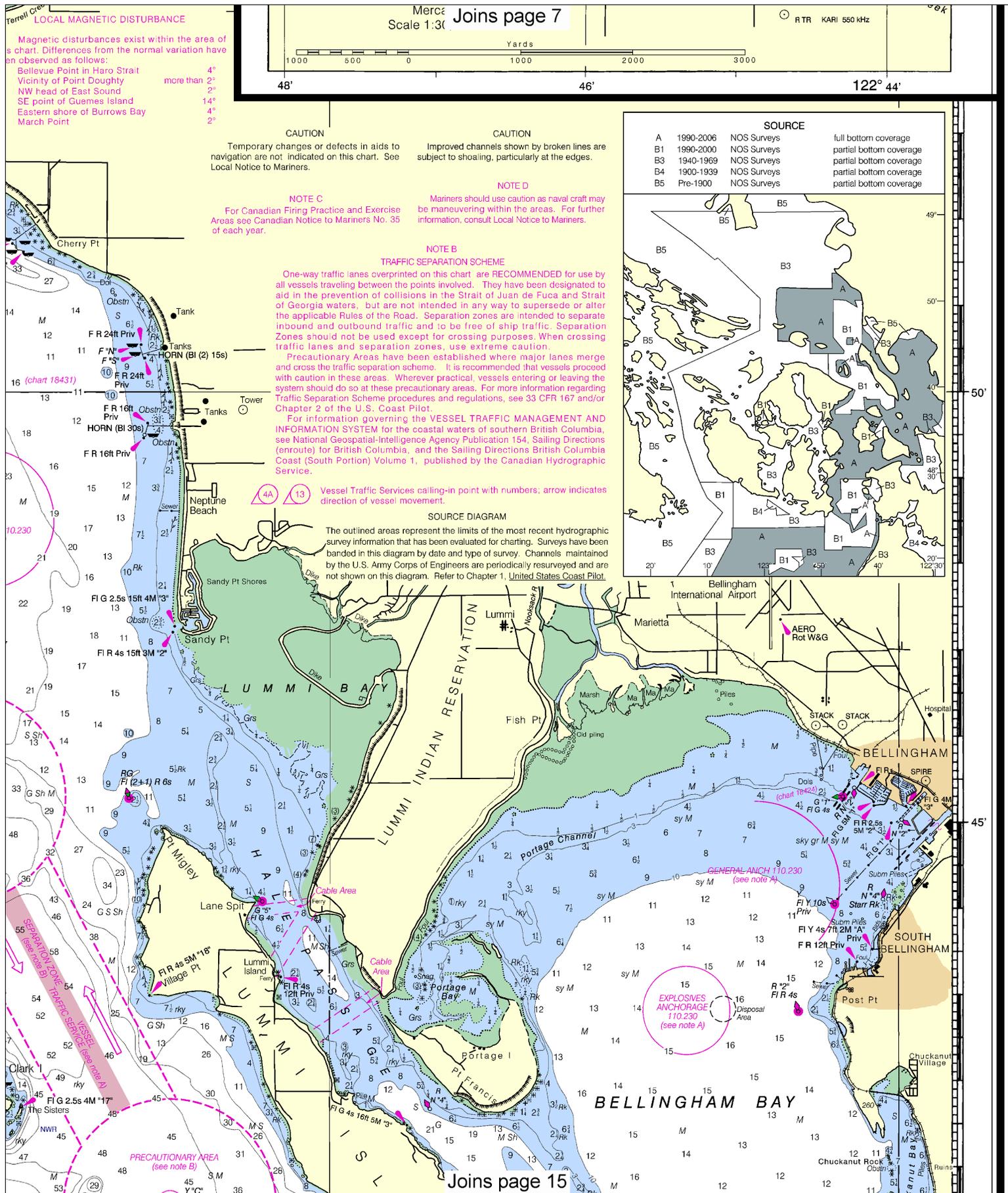




10

Note: Chart grid lines are aligned with true north.

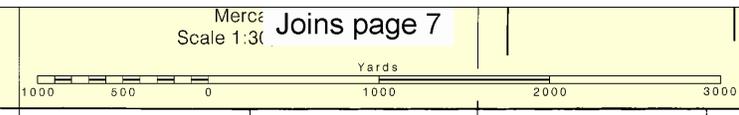




LOCAL MAGNETIC DISTURBANCE

Magnetic disturbances exist within the area of this chart. Differences from the normal variation have been observed as follows:

- Belleuve Point in Haro Strait 4°
- Vicinity of Point Doughty more than 2°
- NW head of East Sound 2°
- SE point of Guemes Island 14°
- Eastern shore of Burrows Bay 4°
- March Point 2°



CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE C

For Canadian Firing Practice and Exercise Areas see Canadian Notice to Mariners No. 35 of each year.

NOTE D

Mariners should use caution as naval craft may be maneuvering within the areas. For further information, consult Local Notice to Mariners.

NOTE E

TRAFFIC SEPARATION SCHEME

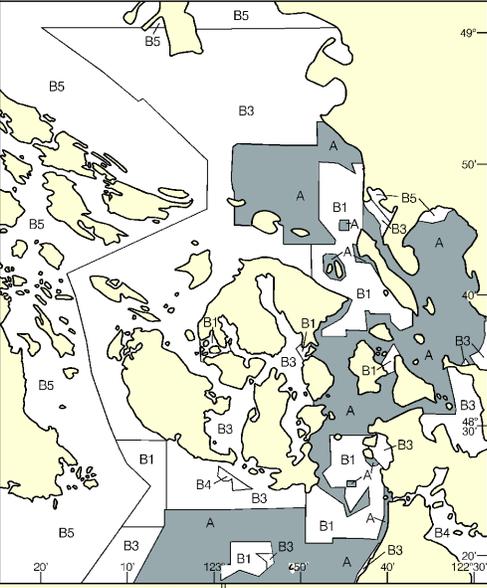
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Juan de Fuca and Strait of Georgia waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and/or Chapter 2 of the U.S. Coast Pilot.

For information governing the **VESSEL TRAFFIC MANAGEMENT AND INFORMATION SYSTEM** for the coastal waters of southern British Columbia, see National Geospatial-Intelligence Agency Publication 154, Sailing Directions (enroute) for British Columbia, and the Sailing Directions British Columbia Coast (South Portion) Volume 1, published by the Canadian Hydrographic Service.

SOURCE

A	1990-2006	NOS Surveys	full bottom coverage
B1	1990-2000	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



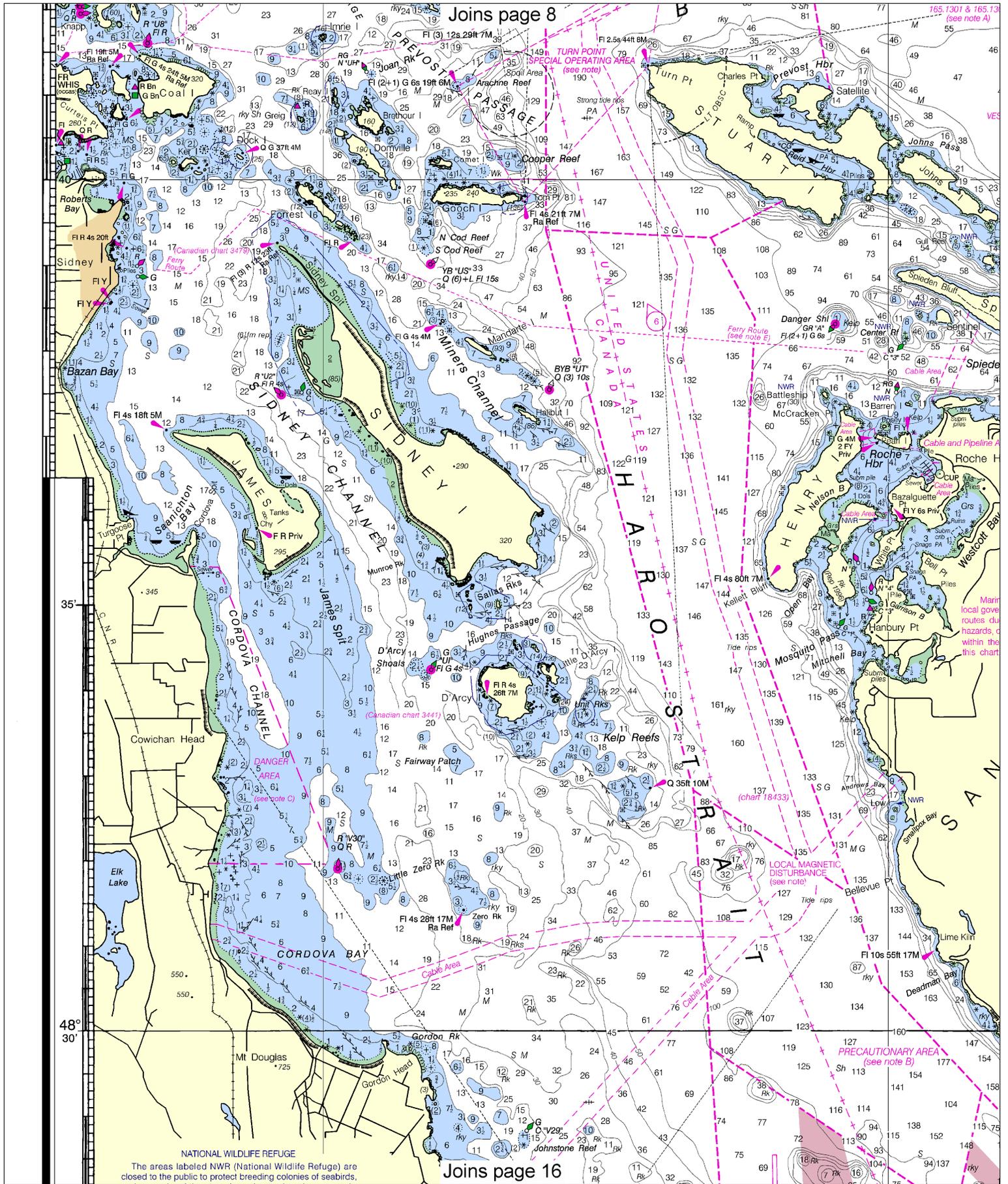
SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Vessel Traffic Services calling-in point with numbers, arrow indicates direction of vessel movement.

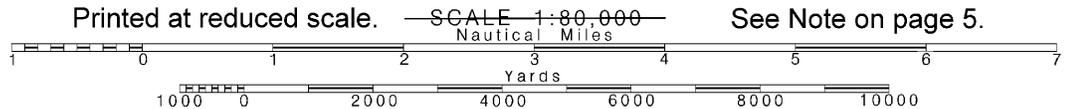
PRECAUTIONARY AREA (see note B)

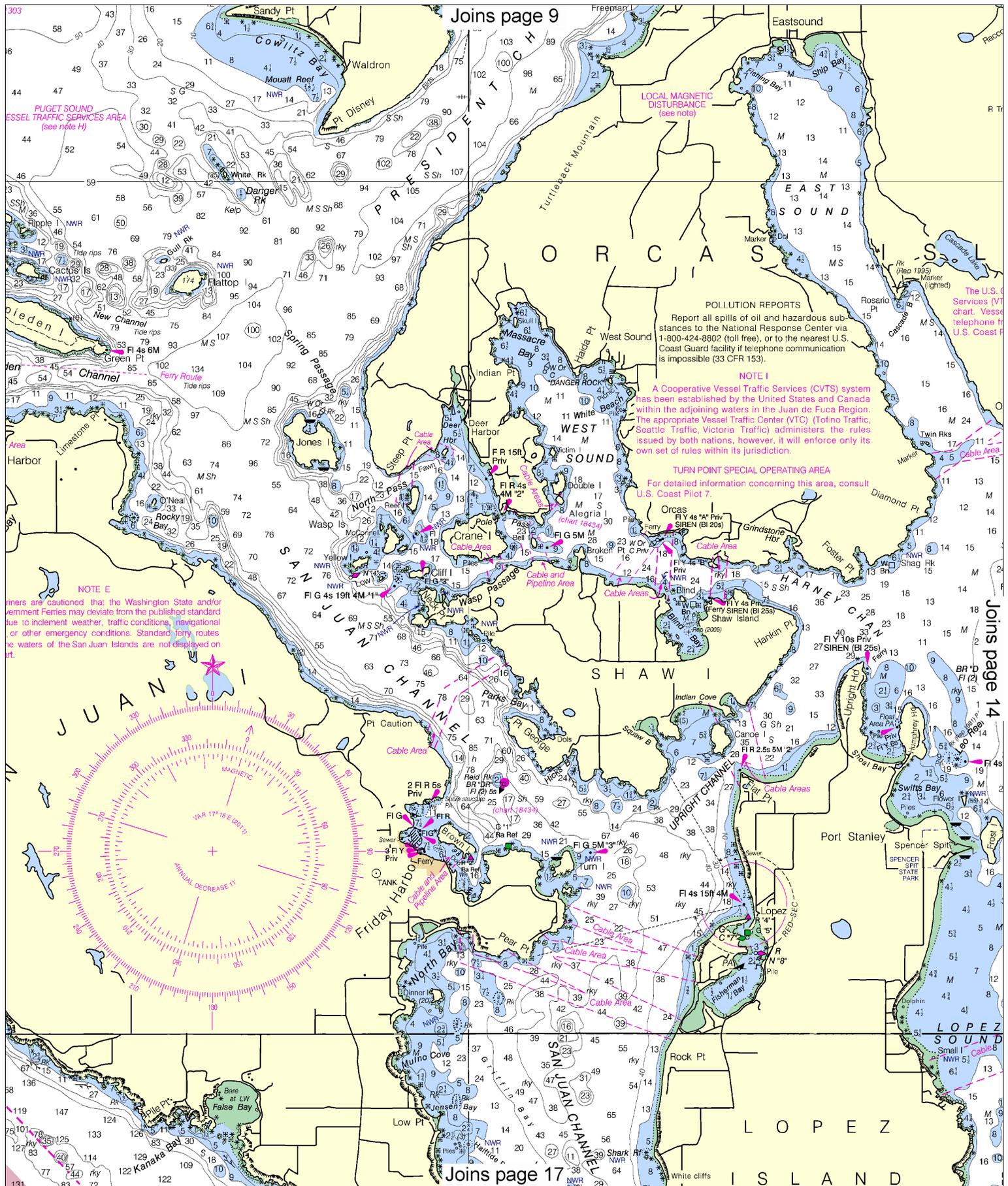
Joins page 15



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Note: Chart grid lines are aligned with true north.





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PUGET SOUND
ESSEL TRAFFIC SERVICES AREA
(see note H)

LOCAL MAGNETIC
DISTURBANCE
(see note)

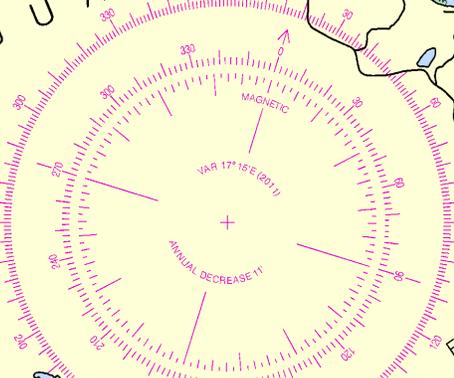
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

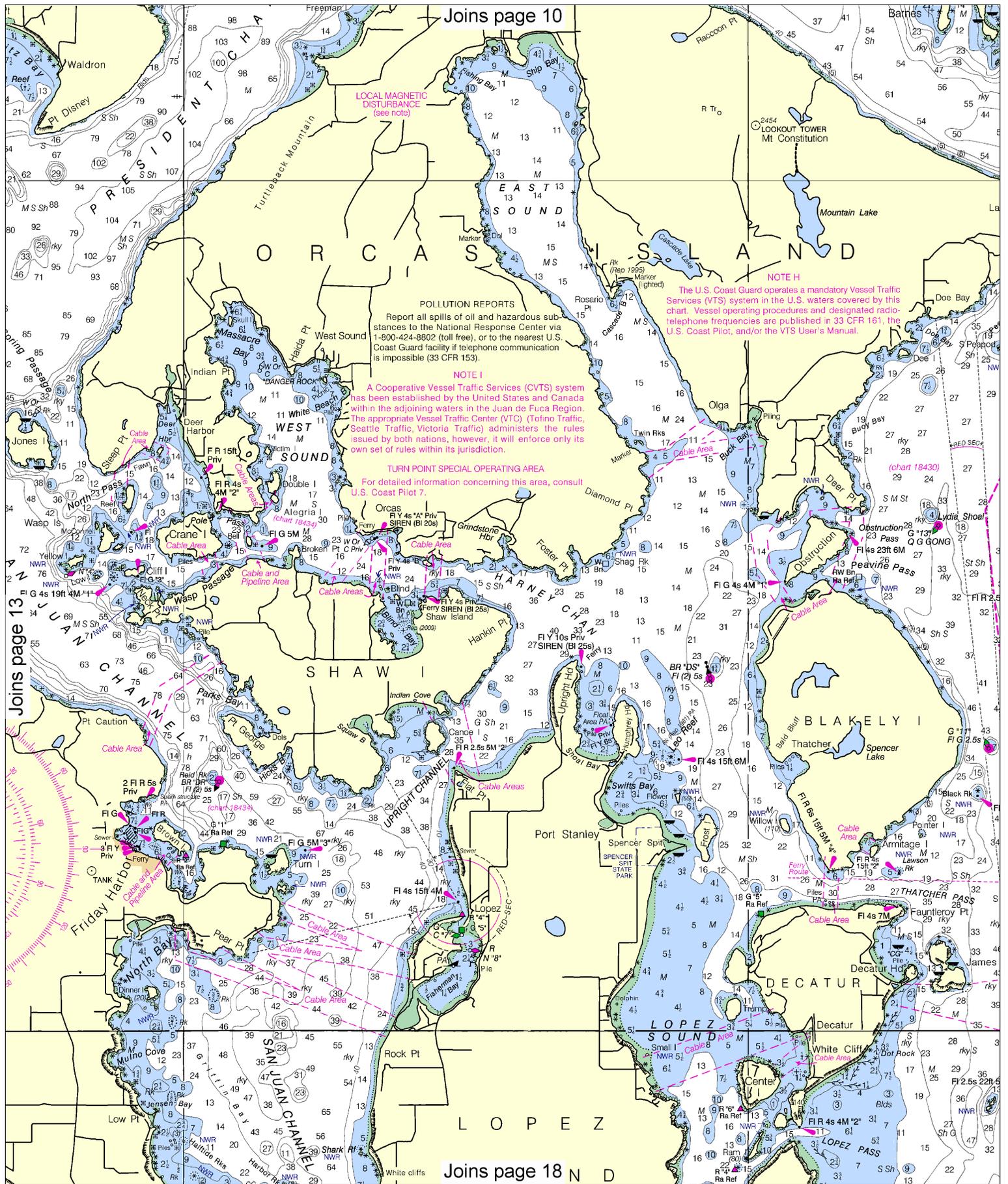
NOTE I
A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Totino Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.

TURN POINT SPECIAL OPERATING AREA
For detailed information concerning this area, consult U.S. Coast Pilot 7.

NOTE E
Fishermen are cautioned that the Washington State and/or Vermont Ferries may deviate from the published standard due to inclement weather, traffic conditions, navigational or other emergency conditions. Standard ferry routes in the waters of the San Juan Islands are not displayed on this chart.

The U.S. Coast Guard Services (VTS) chart. Vessel telephone for U.S. Coast Guard





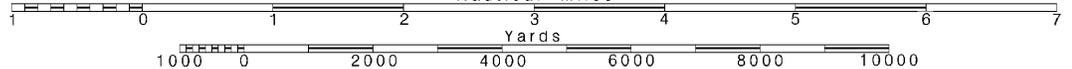
14

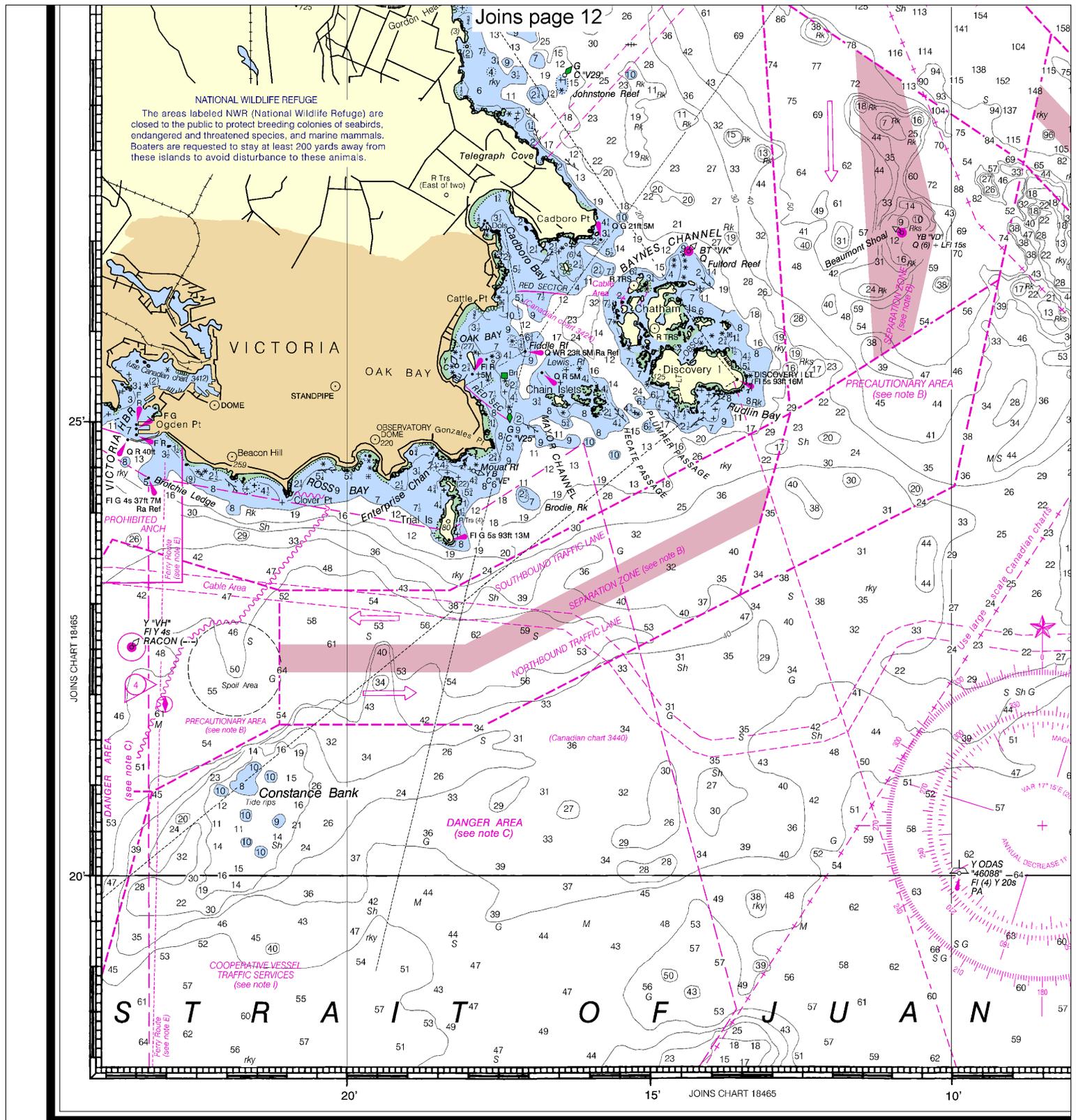
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

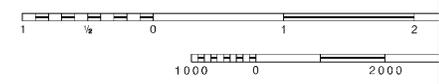




50th Ed., Apr. / 11 ■ Corrected through NM Apr. 09/11
Corrected through LNM Mar. 29/11

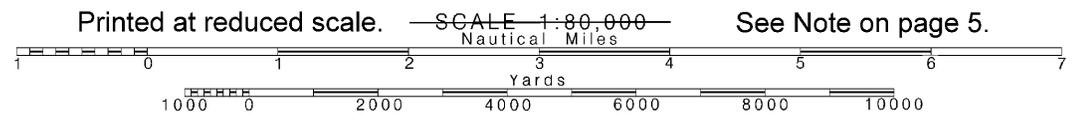
18421

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

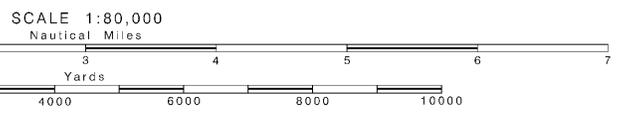
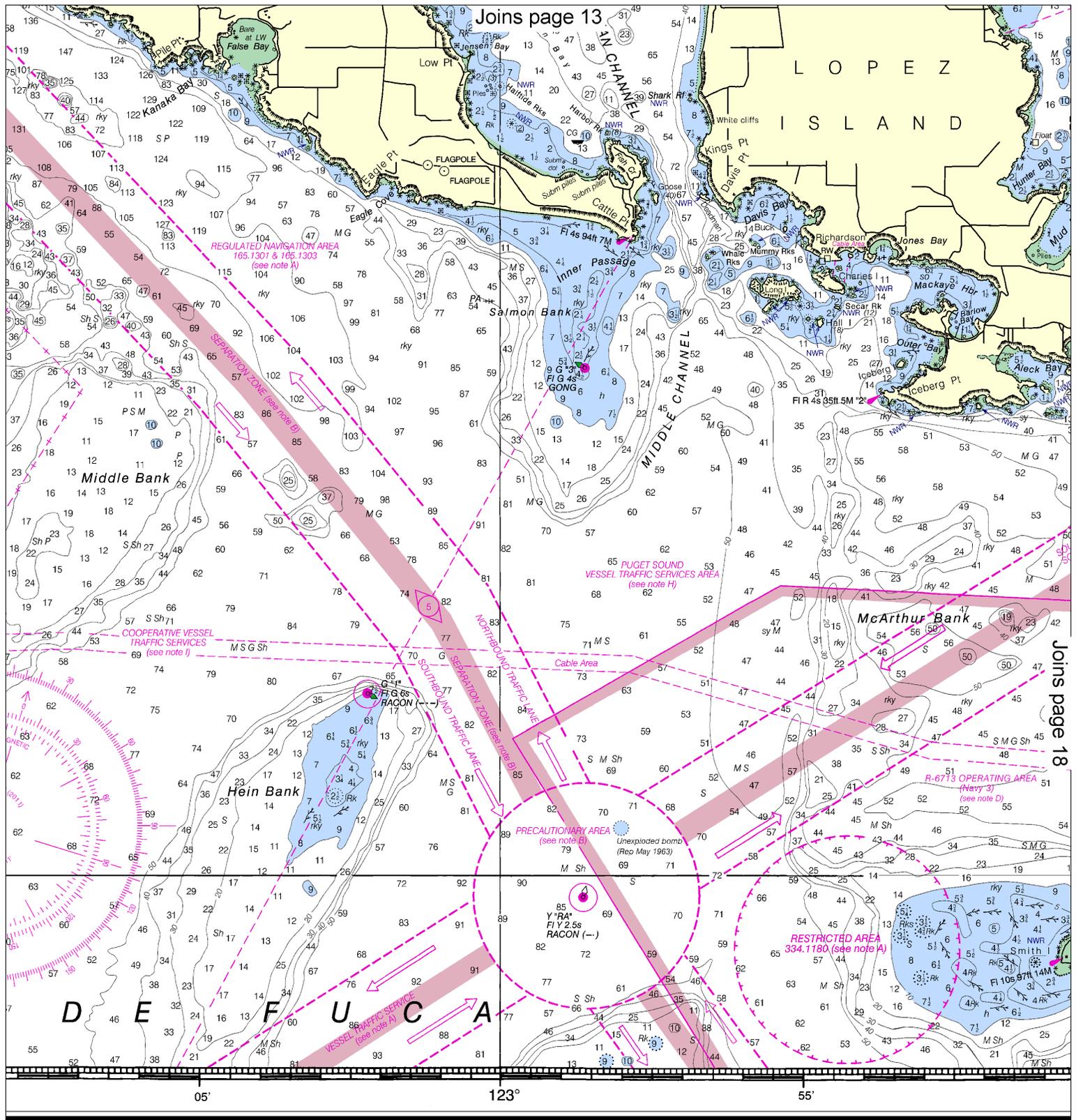


16

Note: Chart grid lines are aligned with true north.

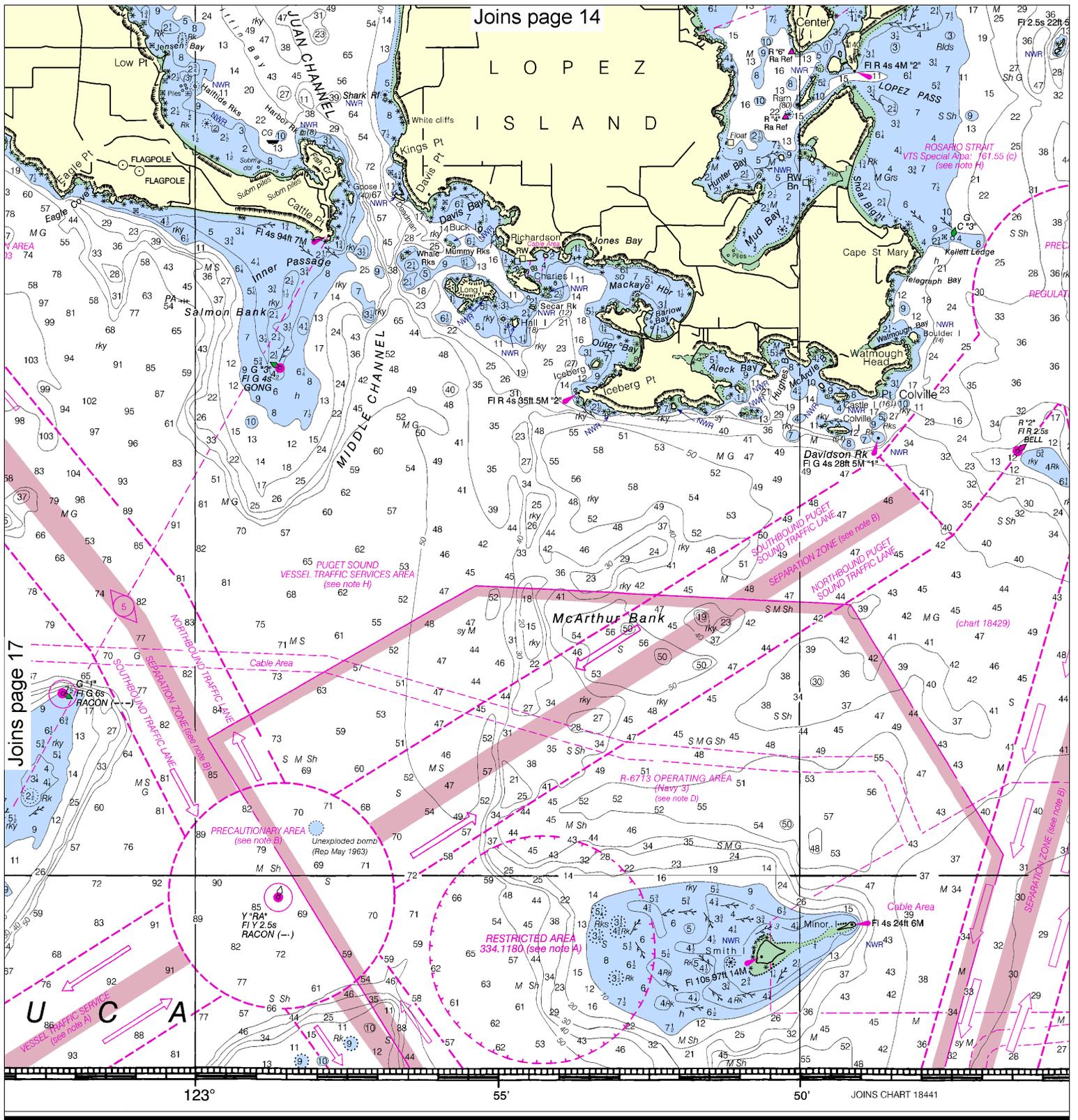


See Note on page 5.



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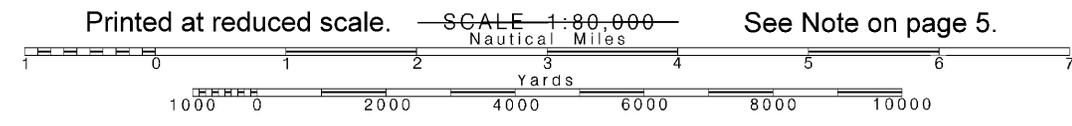
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FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6

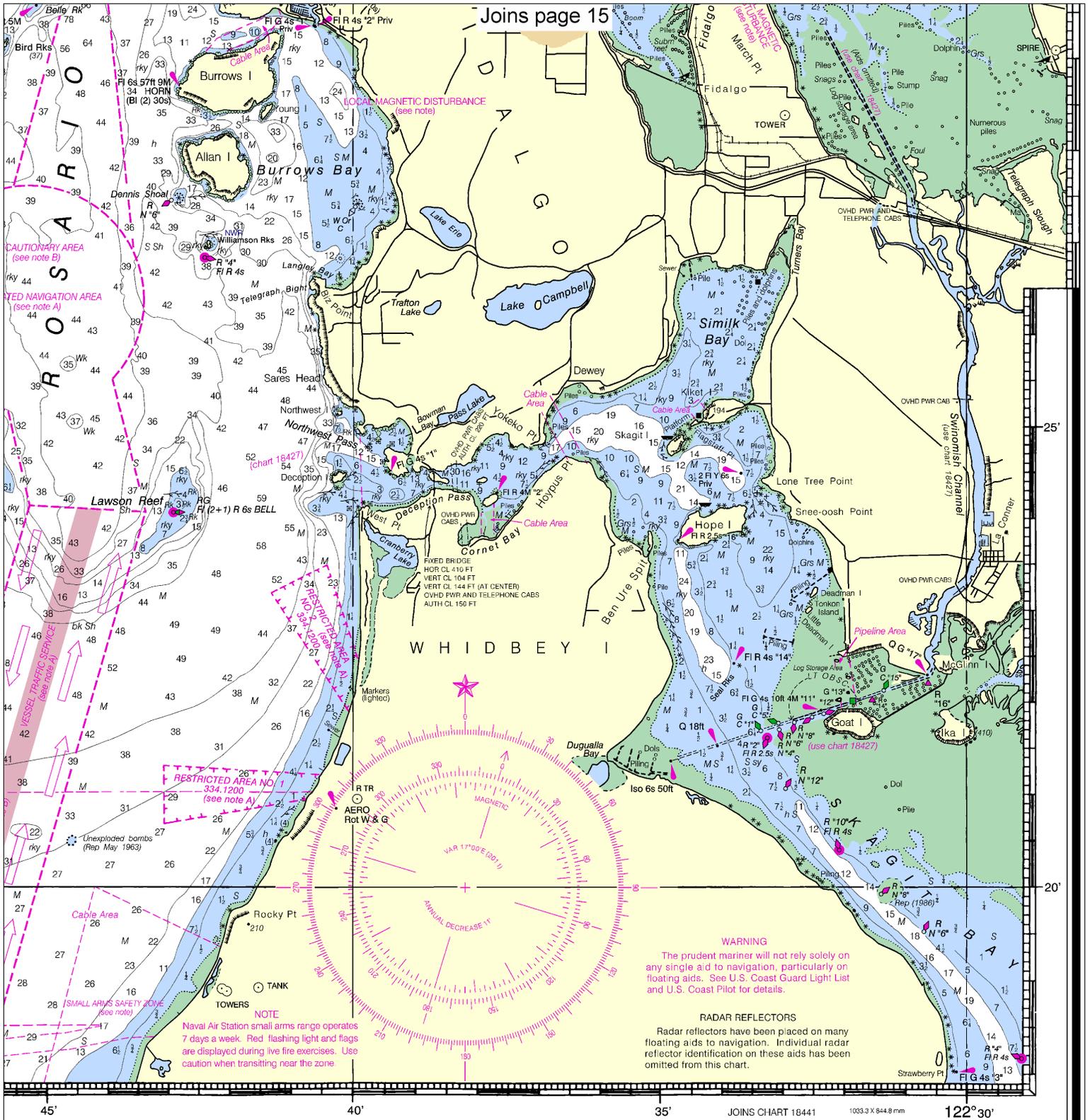
18

Note: Chart grid lines are aligned with true north.



See Note on page 5.

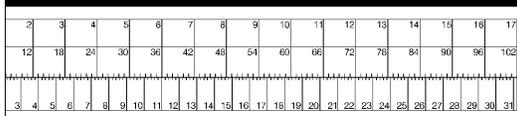
SOL



NOTE
Naval Air Station small arms range operates 7 days a week. Red flashing light and flags are displayed during live fire exercises. Use caution when transiting near the zone.

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.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



Strait of Juan de Fuca to Strait of Georgia
SOUNDINGS IN FATHOMS - SCALE 1:80,000

18421

SOUNDINGS IN FATHOMS



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

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- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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