

BookletChart™

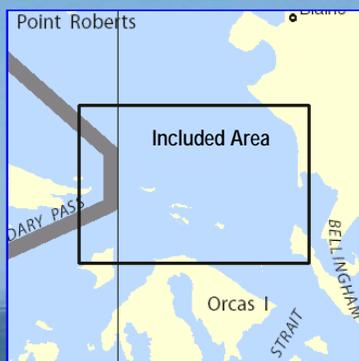


Rosario Strait to Cherry Point

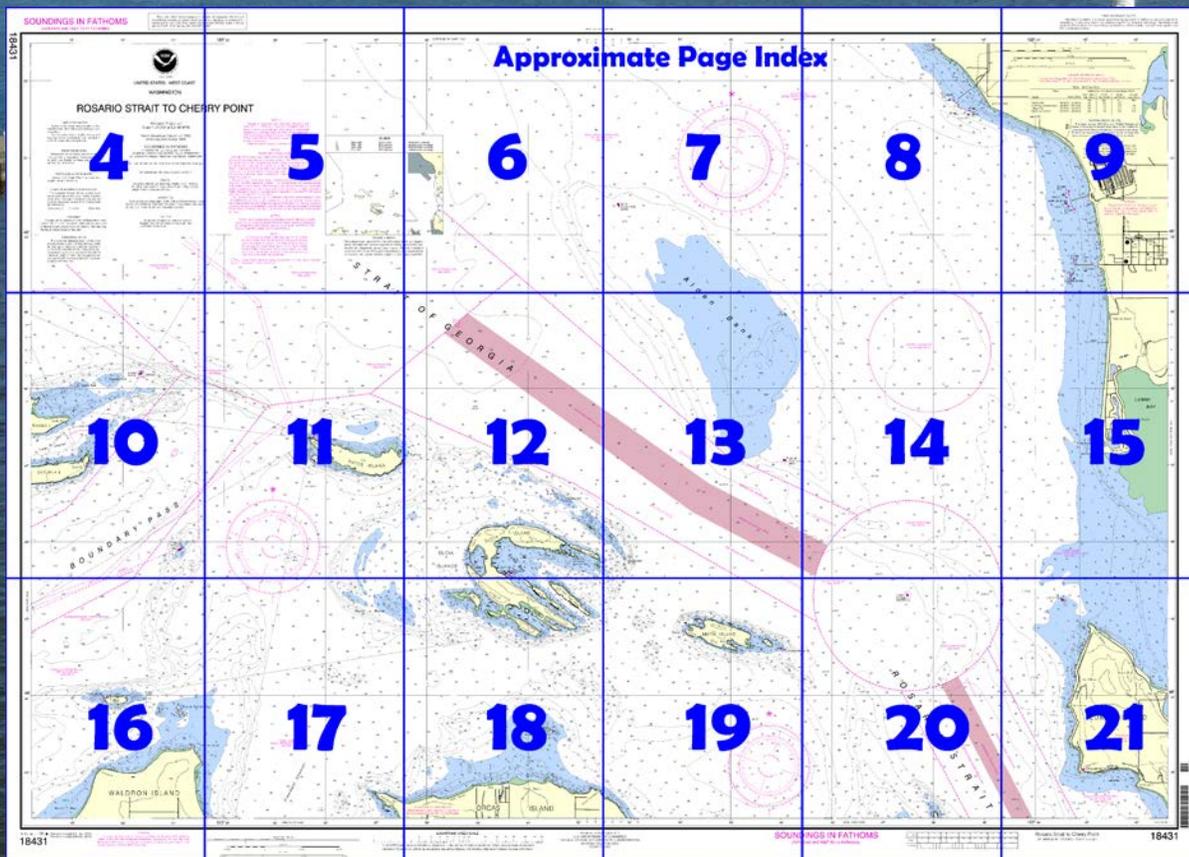
NOAA Chart 18431

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.

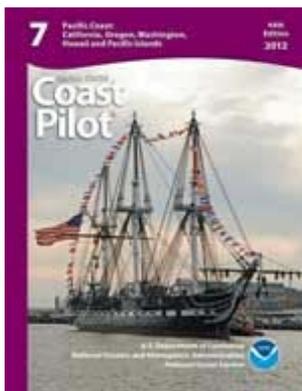
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18431>.



(Selected Excerpts from Coast Pilot)
Stuart Island is NW of Spieden Island and has two prominent hills near the middle, 640 feet high. **Turn Point** is the W extremity of Stuart Island. It is bold, steep-to, and marked by **Turn Point Light** (48°41'20"N., 123°14'15"W.), 44 feet high on a 16-foot white concrete tower.
Reid Harbor indents the SE shore of Stuart Island and trends NW about 1.5 miles. The harbor, which is landlocked and 400 yards wide, affords good anchorage in 4 to 5 fathoms, soft

bottom. The State Parks and Recreation Commission maintains a small-

craft pier and floats here. The harbor is free of danger, but from the E entrance point foul ground extends about halfway across the entrance. Enter in midchannel and anchor anywhere in the middle of the wider portion of the harbor. In 1996, a visible wreck was reported in the harbor entrance in about 48°40'12"N., 123°11'19"W.

Prevost Harbor, on the N shore of Stuart Island about 1.5 miles E of Turn Point, affords good shelter and anchorage. A pier used by the Coast Guard and the county is on the W shore of the harbor. Mail is delivered to the island by air. The State Parks and Recreation Commission maintains a float landing for small boats.

Satellite Island lies within Prevost Harbor, with reefs and shoals extending off its SE extremity. Vessels should not pass E of the island. Enter in midchannel W of Satellite Island and anchor in 6 to 7 fathoms, muddy bottom, in the middle of the wider portion just within the entrance, keeping clear of a rock that uncovers 6 feet, 200 yards off the S shore.

Johns Pass, between Stuart Island and **Johns Island** close E, is much used by fishing vessels and small boats. At the S end of the pass foul ground extends about 0.6 mile SE from Stuart Island.

Waldron Island, 6.5 miles E of Turn Point, is steep and rocky on the E side, but flat with sandy beaches on the N and W sides. It is irregular in shape and 3 miles long. The highest point, 612 feet, is near **Point Disney**, its S end. On the N and E sides of the island is a high yellow sand bluff, terminating abruptly in **Point Hammond**.

Cowlitz Bay, which indents the SW shore of Waldron Island, is a broad, open bight affording anchorage in fair weather. Shoal water extends 0.5 mile S of **Sandy Point**, the W end of the island. **Mouatt Reef**, with a least depth of 3 feet and marked by kelp, is 0.4 mile offshore and 0.5 mile N of Point Disney. A wharf built out to a depth of 7 feet, is on the shore NE of Mouatt Reef.

Bare Island, small, grassy, and bare of trees, is 0.5 mile NNW of Point Hammond, and **Skipjack Island**, 120 feet high and wooded, is about 1.2 miles NW of Point Hammond. The passage between them should be avoided because of its high current velocity. A small, bare rock is off the E end of Skipjack Island, and a group of rocks awash, are about midway between it and Bare Island. **Skipjack Island Light** (48°43'58"N., 123°02'21"W.), 18 feet above the water, is shown from a steel tower on the W side of the island.

A rocky shoal with a least depth of 6 fathoms is about 2 miles NNE of Skipjack Island and is marked by an isolated danger lighted bell buoy.

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.

Note: If a tug is not furnished, the use of an anchor in docking is recommended when winds prevail. Vessels backing out of the Whatcom Creek Waterway channel must stay in the axis of the channel until abeam of Starr Rock Buoy to avoid shoal water on either side.

Blaine, a small town on the NE shore of Drayton Harbor, is a **customs port of entry**.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

**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 Sep. 17/11
Corrected through LNM Sep. 13/11

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 C

CAUTION MOORING CABLE

Mooring cable is suspended above water line. Mariners should use extreme caution when transiting the area.

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.

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.

CANADIAN WEATHER RADIO BROADCAST

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, BC 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 0.616" southward and 4.644" westward to agree with 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.

CAUTION

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

LOCAL MAGNETIC DISTURBANCE

Differences from normal variation of more than 2° have been observed in the vicinity of Point Doughty.

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) (Tofino Traffic, Seattle Traffic, Vancouver Traffic) administers the rules issued by both nations; however, it will enforce only its own set of rules within its jurisdiction.

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.

HEIGHTS

Heights in feet above Mean High Water in U.S. Territory. Heights expressed in feet above Higher High-Water. Larger Tides in Canadian Territory.

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.

Mercator Projection
Scale 1:25,000 at Lat 48°47'N

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

NOTE H

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in U.S. waters covered by this chart. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161 the U.S. Coast Pilot, and/or the VTS User's Manual.

AUTHORITIES

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

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.

NOTE B

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 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.

COLREGS, 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.

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Echo Bay, Sucia Islands	(48°45'N/122°54'W)	8.6	7.8	2.6
Patos Island Wharf	(48°47'N/122°58'W)	8.6	7.9	2.6
Village Point	(48°43'N/122°42'W)	8.6	7.8	2.6
Cherry Point	(48°52'N/122°45'W)	9.2	8.3	2.6

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>. (Jul 2011)

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

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.

18431



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

WASHINGTON

ROSARIO STRAIT TO CHERRY POINT

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.

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.

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

CANADIAN WEATHER RADIO BROADCAST
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, BC CFA-240 162.400 MHz

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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.

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 0.616" southward and 4.644" westward to agree with this chart.

Mercator Projection
Scale 1:25,000 at Lat 48°47'N

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS
Heights in feet above Mean High Water in U.S. Territory.
Heights expressed in feet above Higher High-Water.
Larger Tides in Canadian Territory.

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

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

NOTE A
Navigation regulations are published in Coast Pilot 7. Additions or revisions published in the Notice to Mariners. Information regulations may be obtained at the Office of the District Engineer, Coast Guard, Seattle, Washington.
Refer to charted regulation sections.

NOTE B
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overprinted on this chart: all vessels traveling between the points involved. aid in the prevention of collisions in the Strait not intended in any way to supersede or alter Road. Separation zones are intended to separate and to be free of ship traffic. Separation Zone for crossing purposes. When crossing traffic lanes extreme caution.

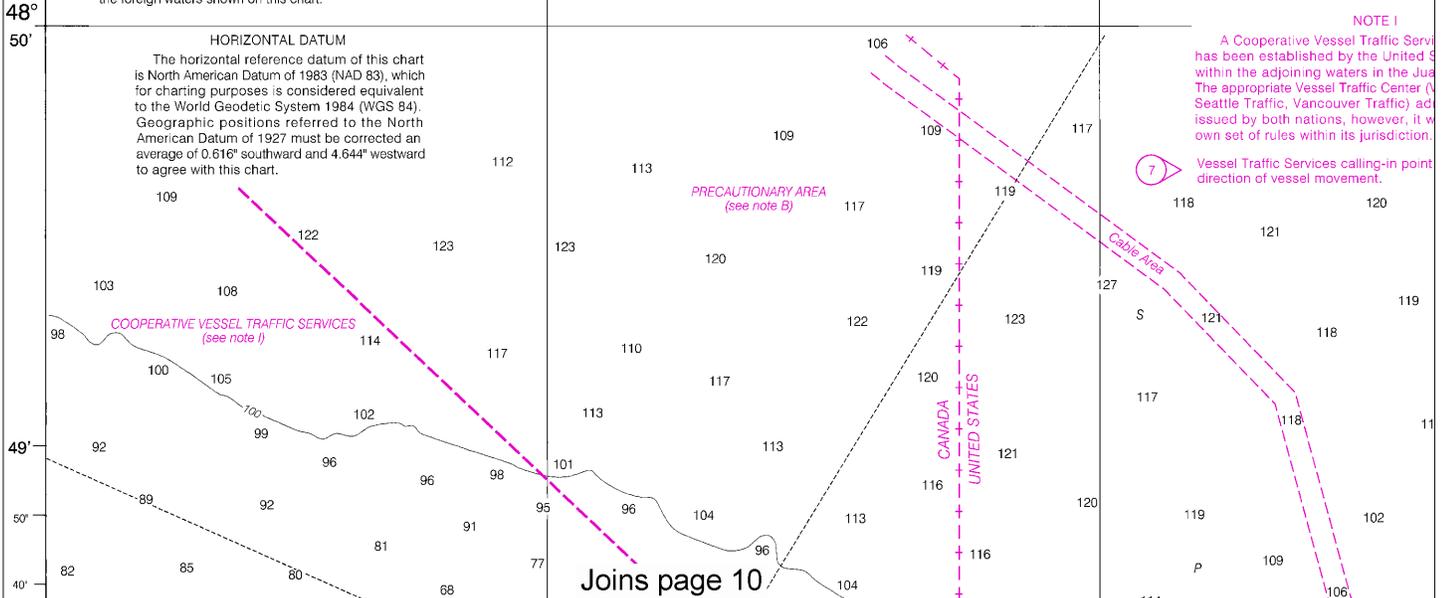
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NOTE H
The U.S. Coast Guard operates a mandatory system in U.S. waters covered by this chart. V and designated radiotelephone frequencies at the U.S. Coast Pilot, and/or the VTS User's Manual.

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A Cooperative Vessel Traffic Service has been established by the United States within the adjoining waters in the Juan de Fuca Strait. The appropriate Vessel Traffic Center (VTS) is Seattle Traffic, Vancouver Traffic) administered by both nations, however, it is own set of rules within its jurisdiction.

Vessel Traffic Services calling-in point direction of vessel movement.



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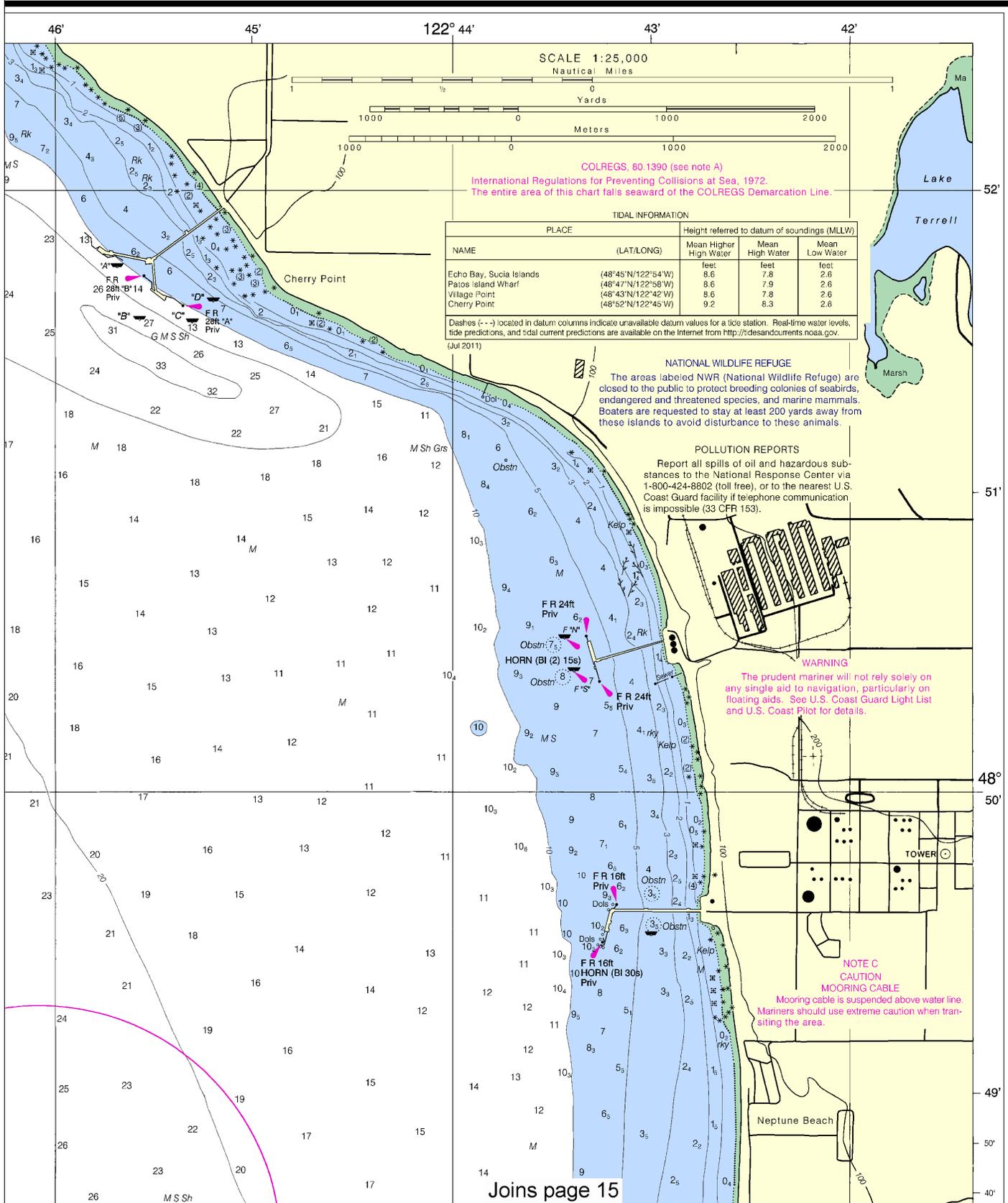
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.

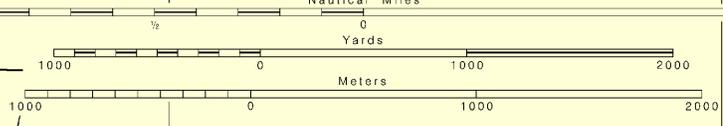


PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.nod.noaa.gov/fdrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.



SCALE 1:25,000



COLREGS, 80.1390 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
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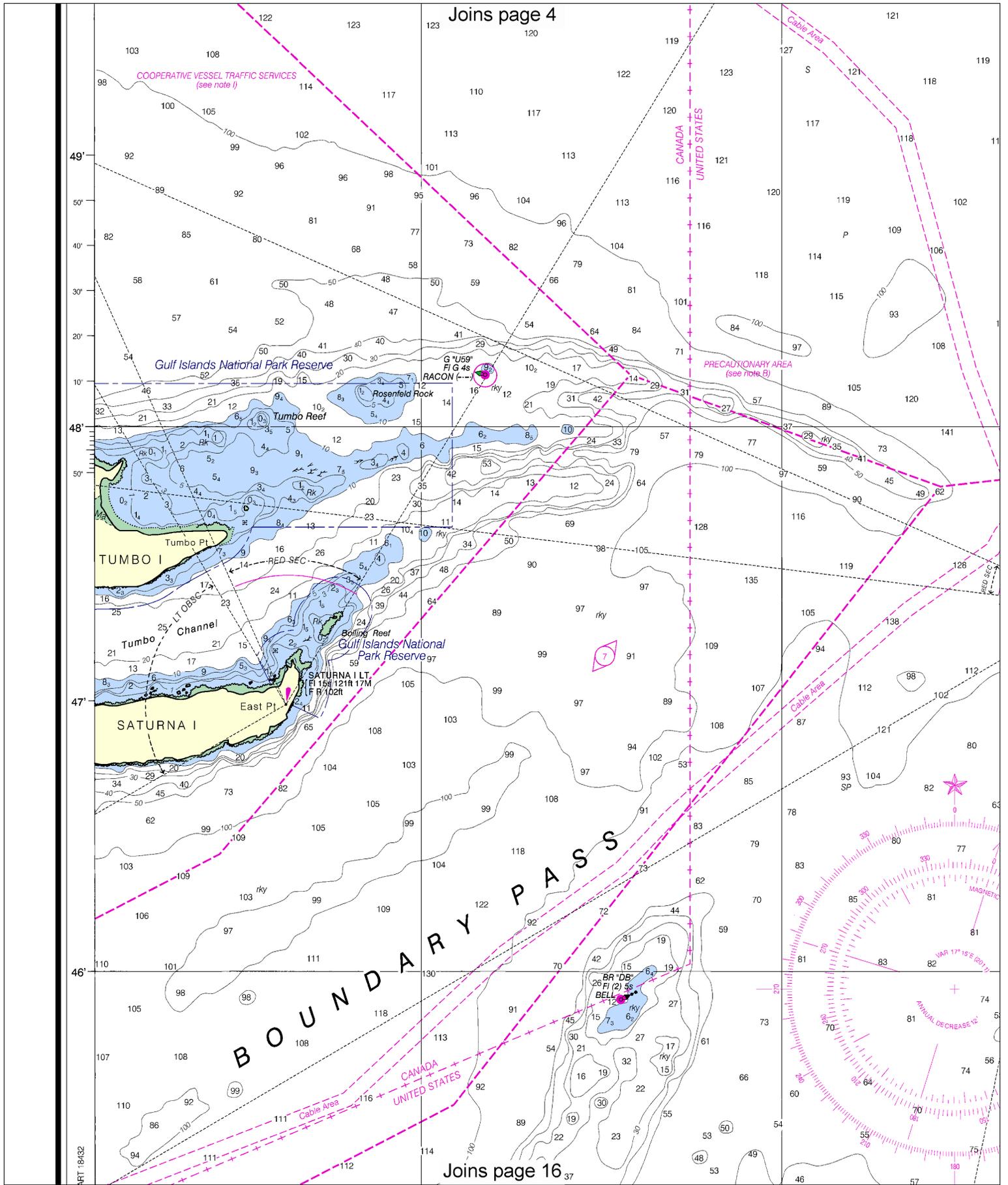
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NOTE C CAUTION MOORING CABLE
Mooring cable is suspended above water line. Mariners should use extreme caution when transiting the area.

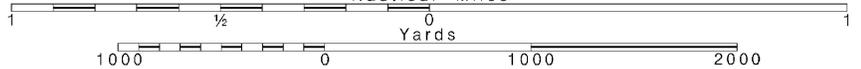
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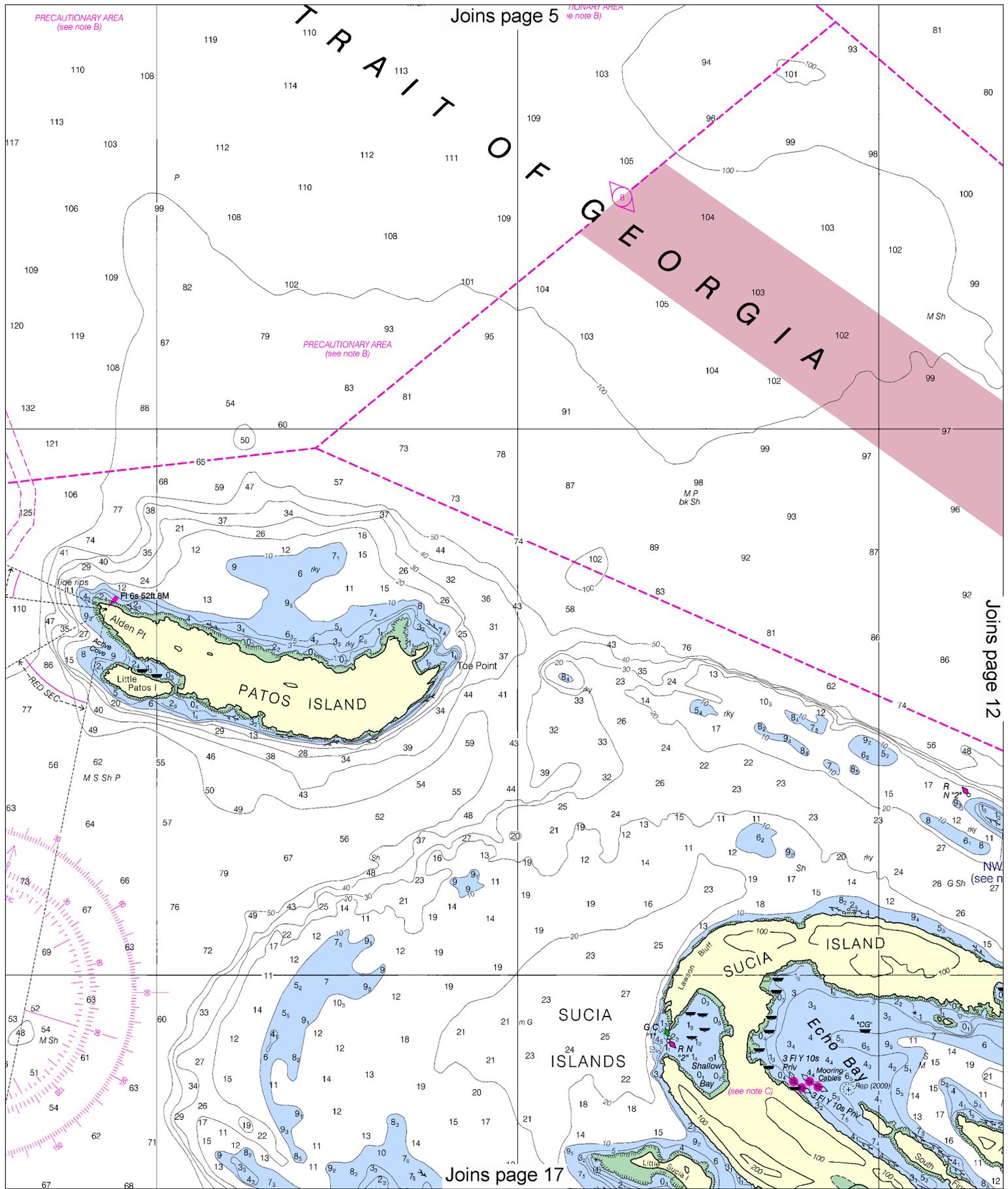


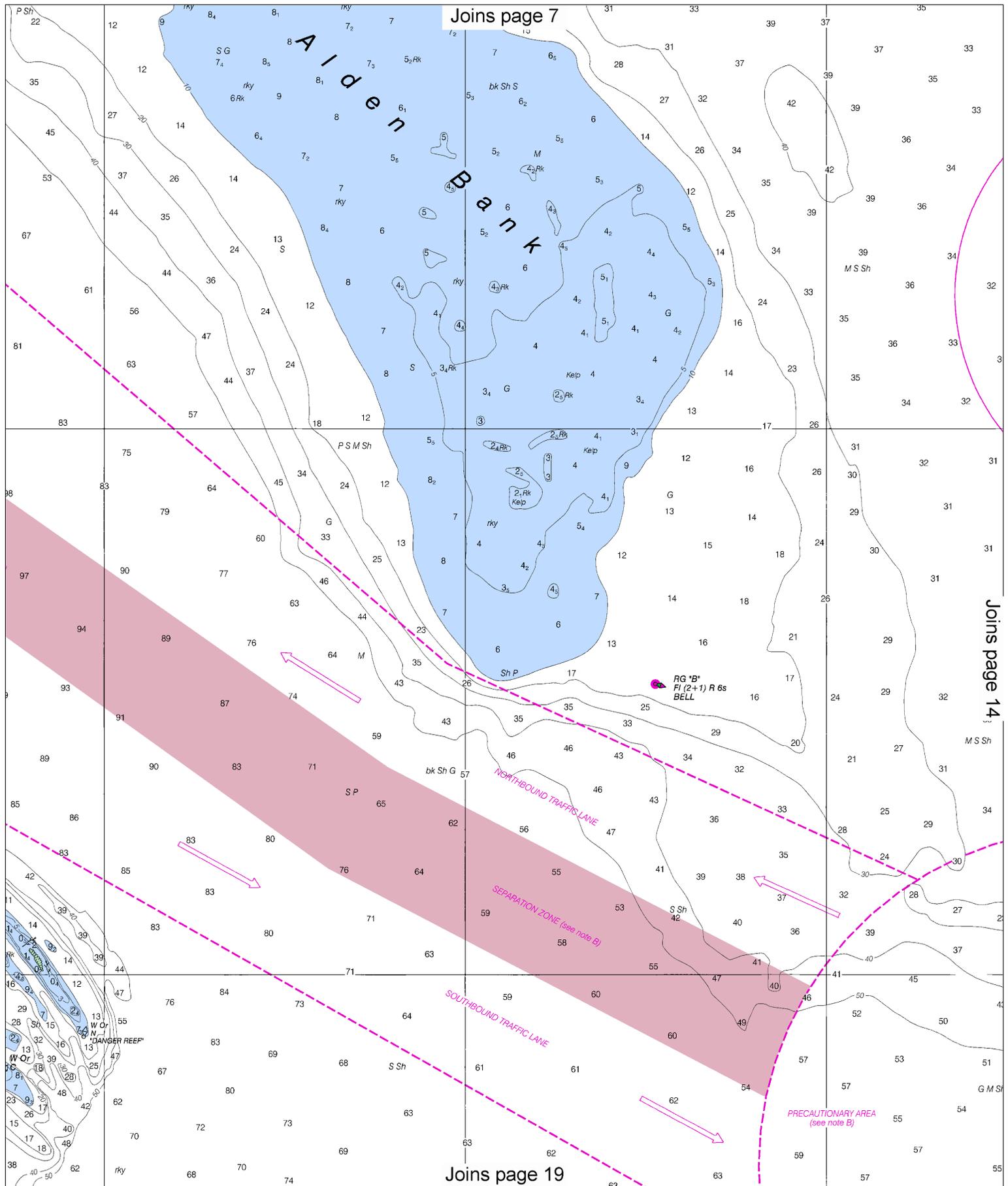
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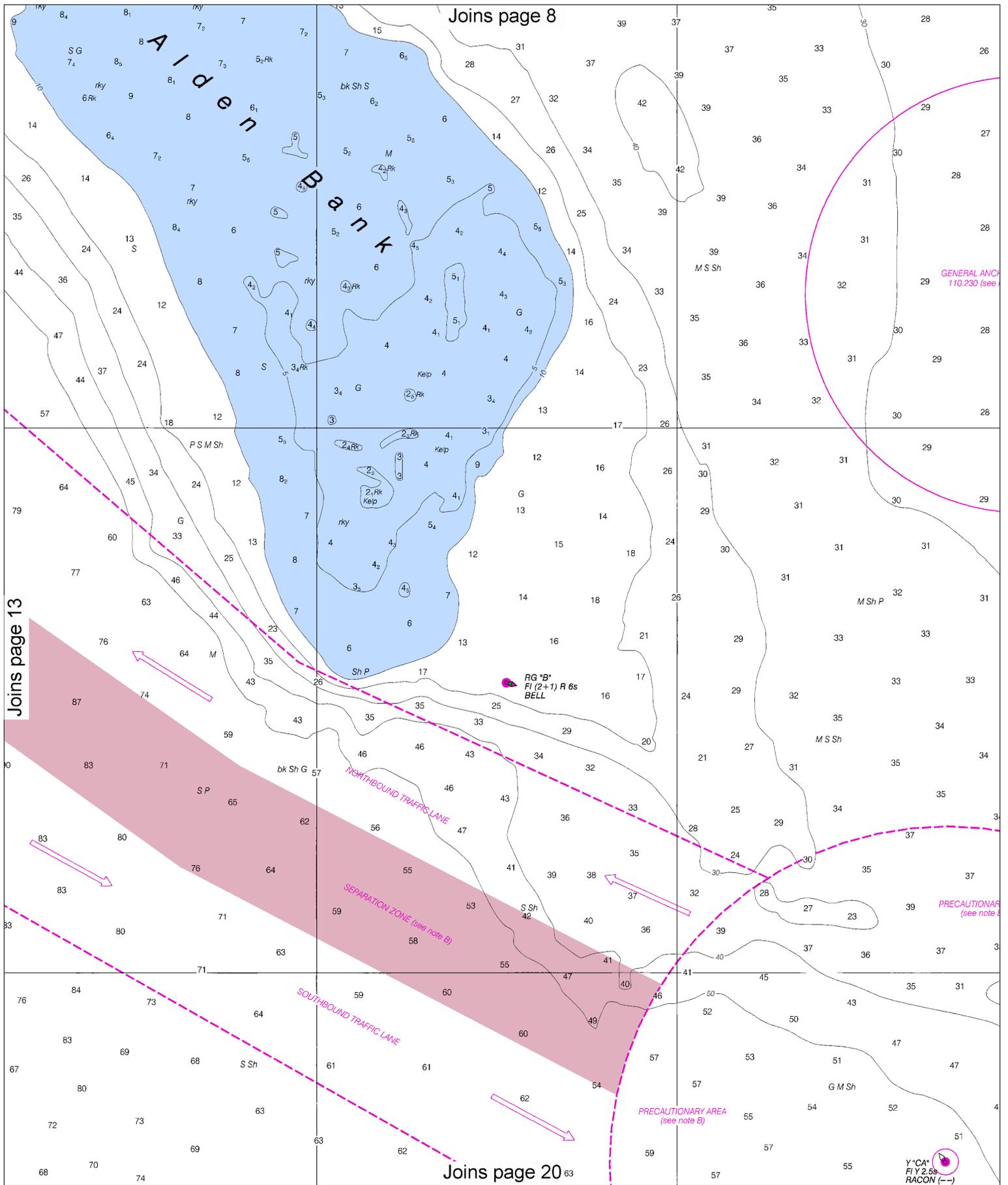
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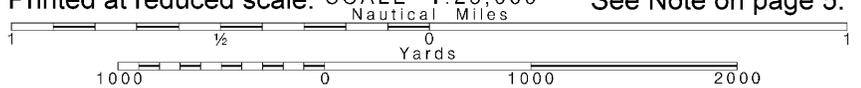


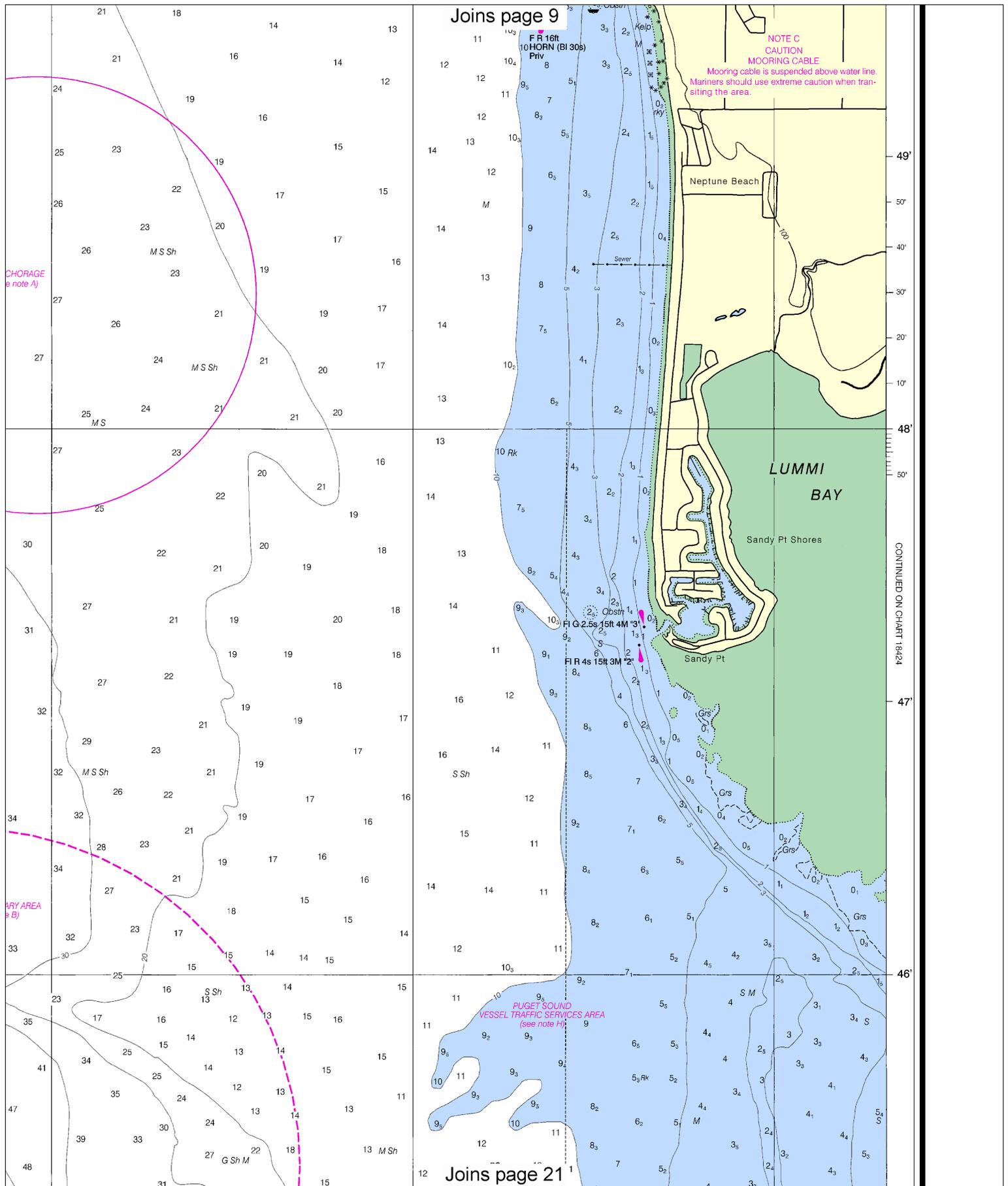


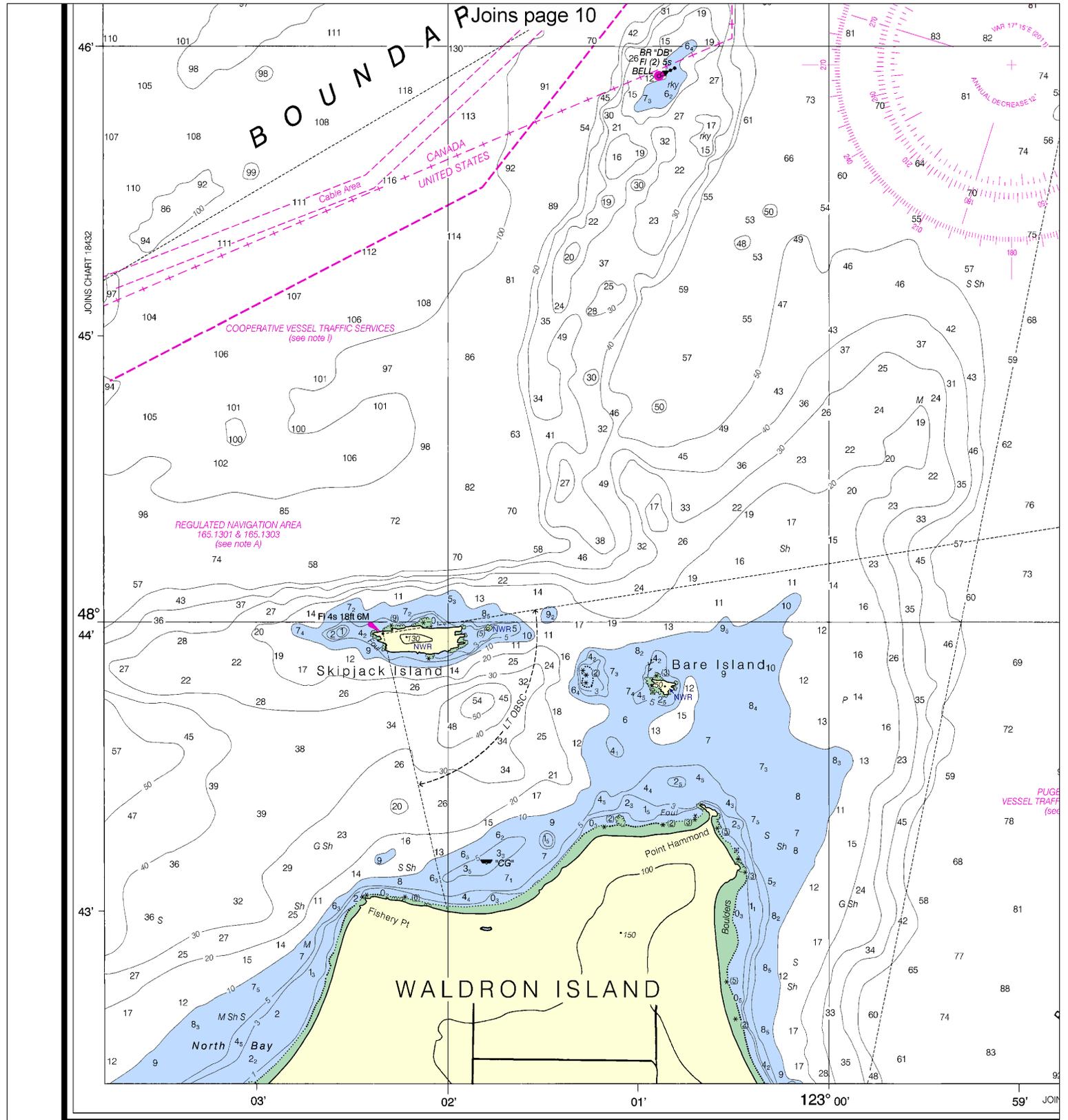
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Note: Chart grid lines are aligned with true north.

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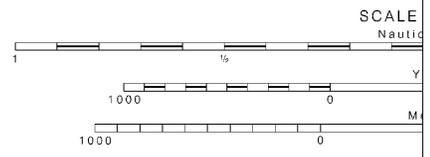




8th Ed., Sep. / 11 ■ Corrected through NM Sep. 17/11
 Corrected through LNM Sep. 13/11

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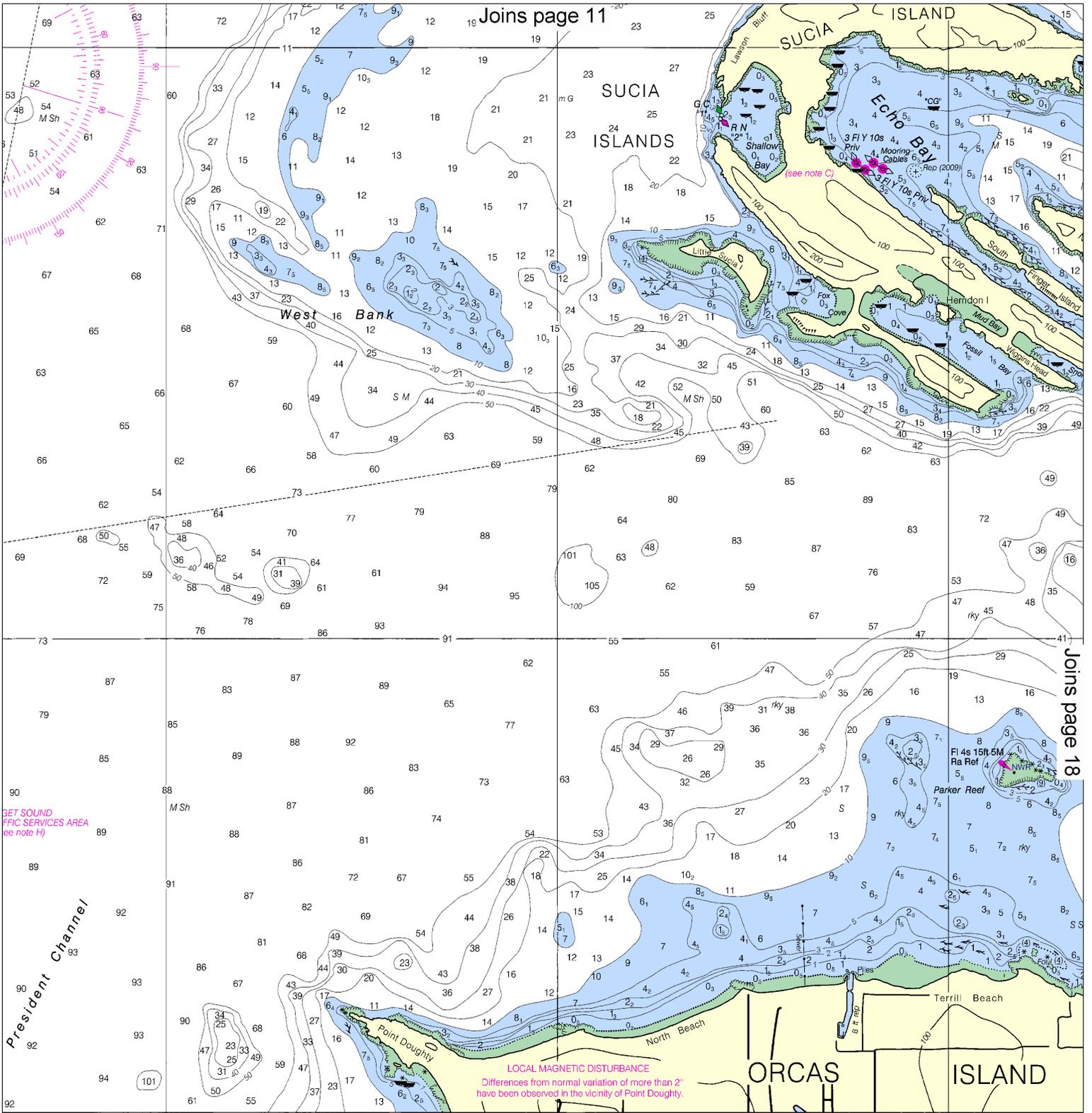
CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected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



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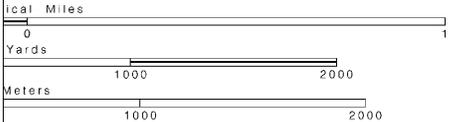
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.
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 Yards

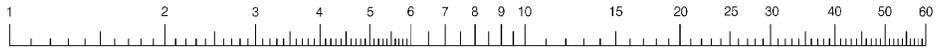


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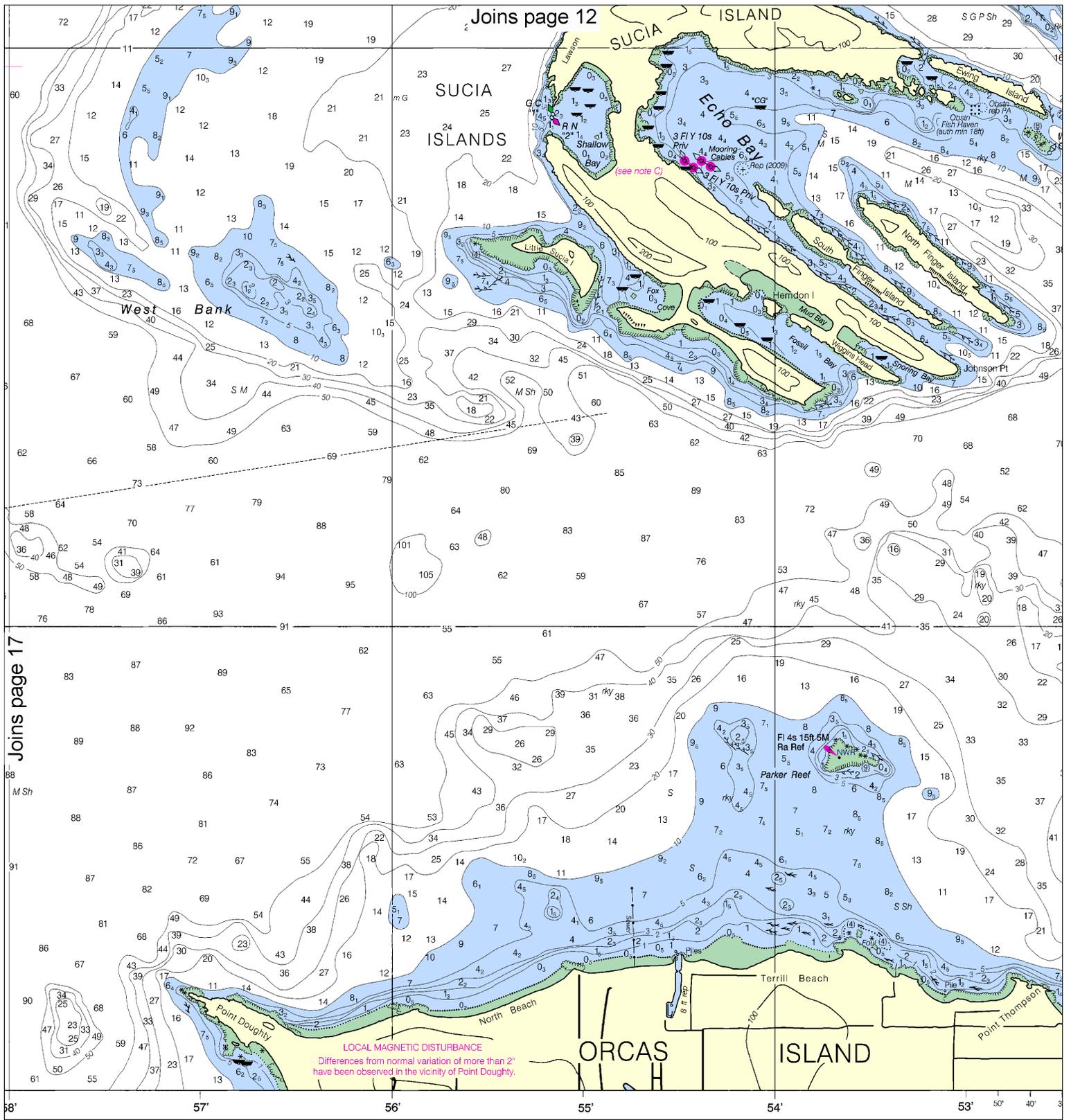
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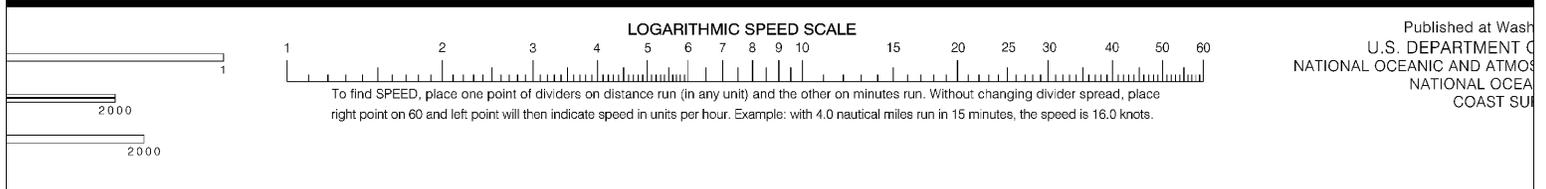
LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



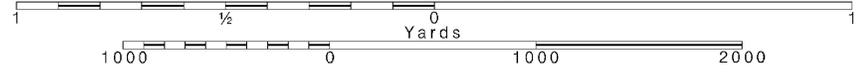
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Note: Chart grid lines are aligned with true north.

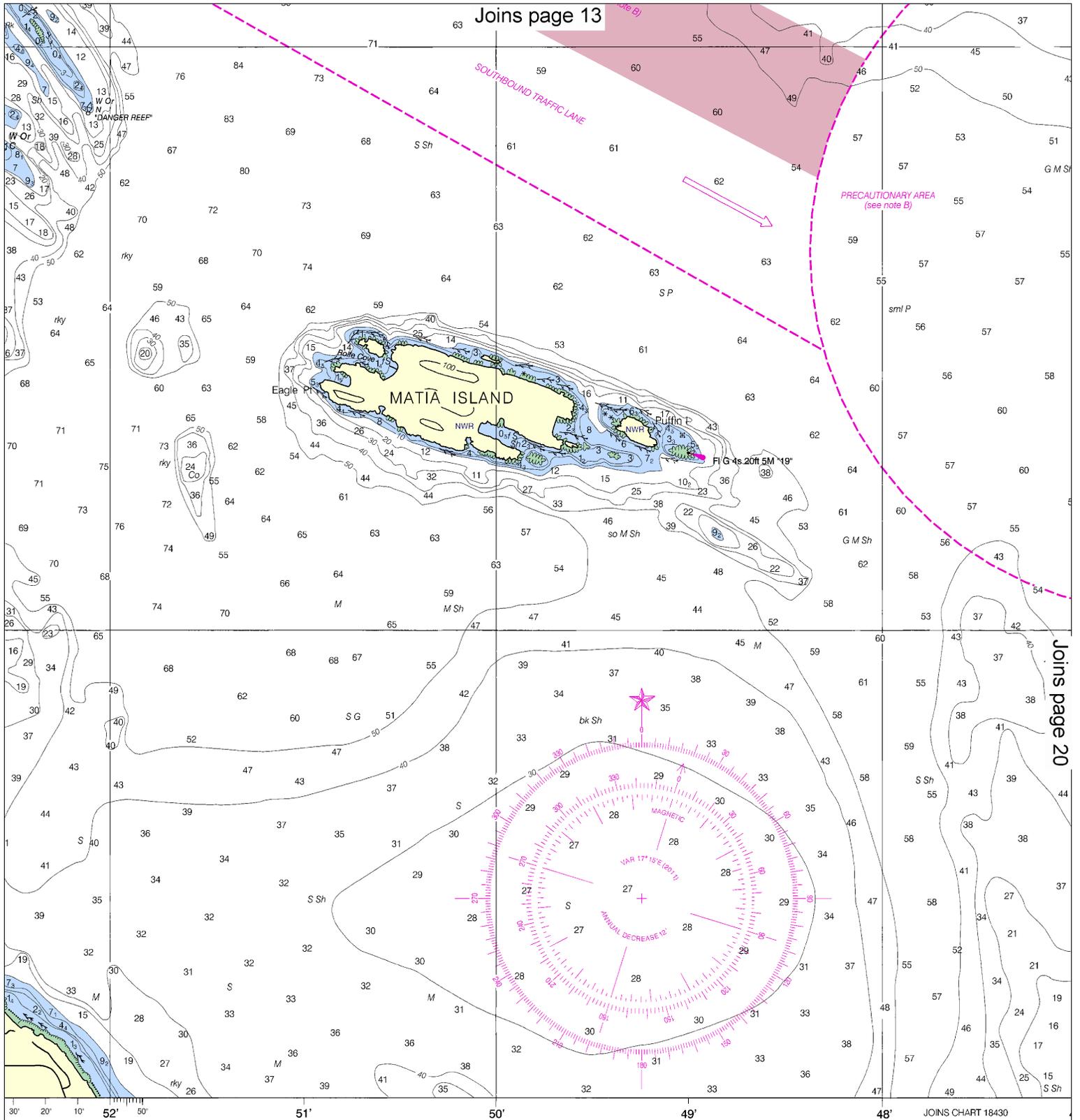
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SOUTHBOUND TRAFFIC LANE

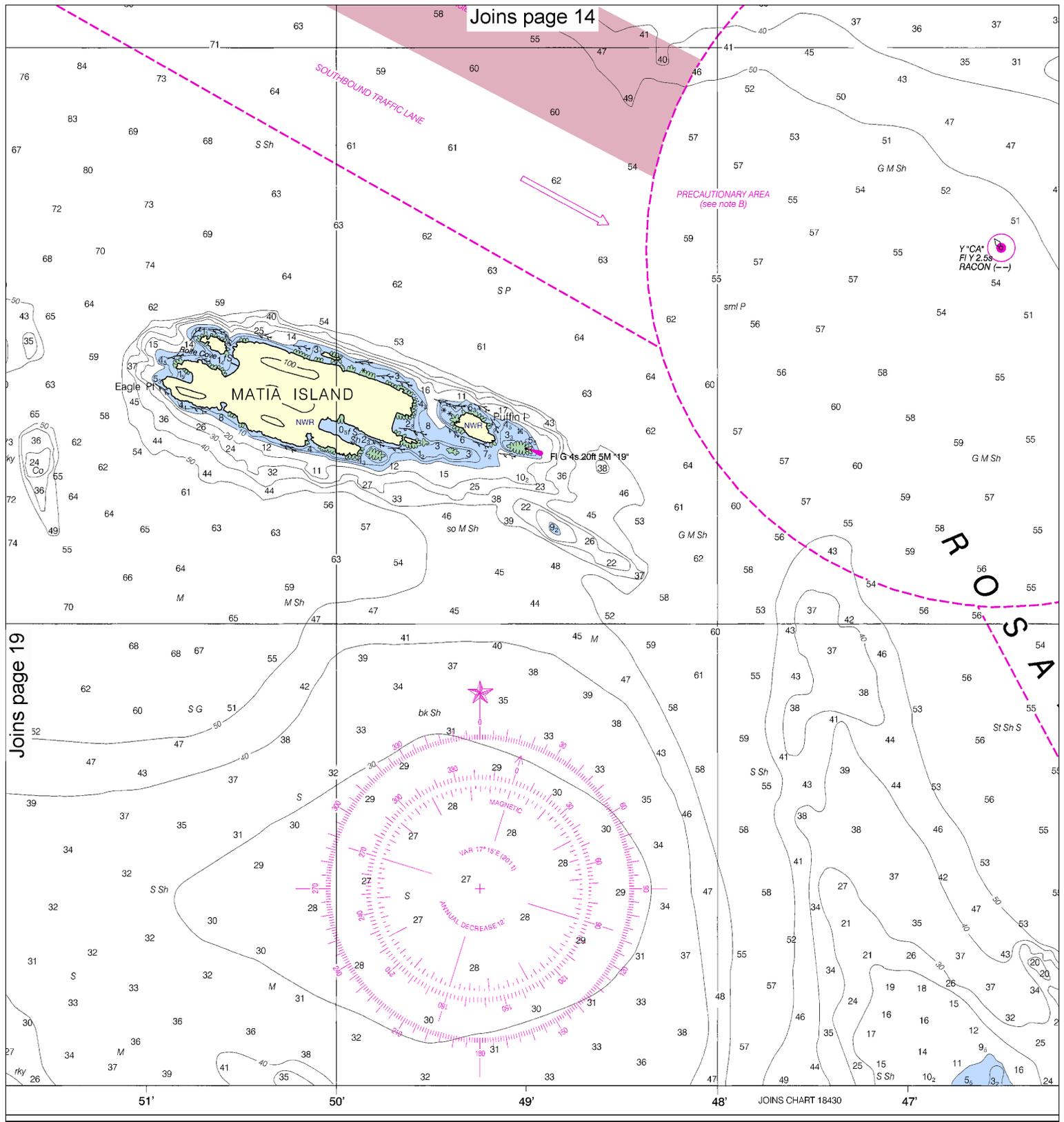
PRECAUTIONARY AREA
(see note B)



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Washington, D.C.
DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
COAST AND GEODETIC SURVEY

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

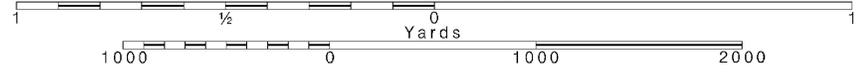


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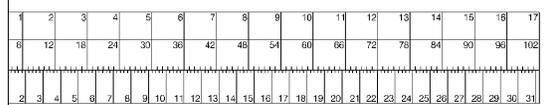
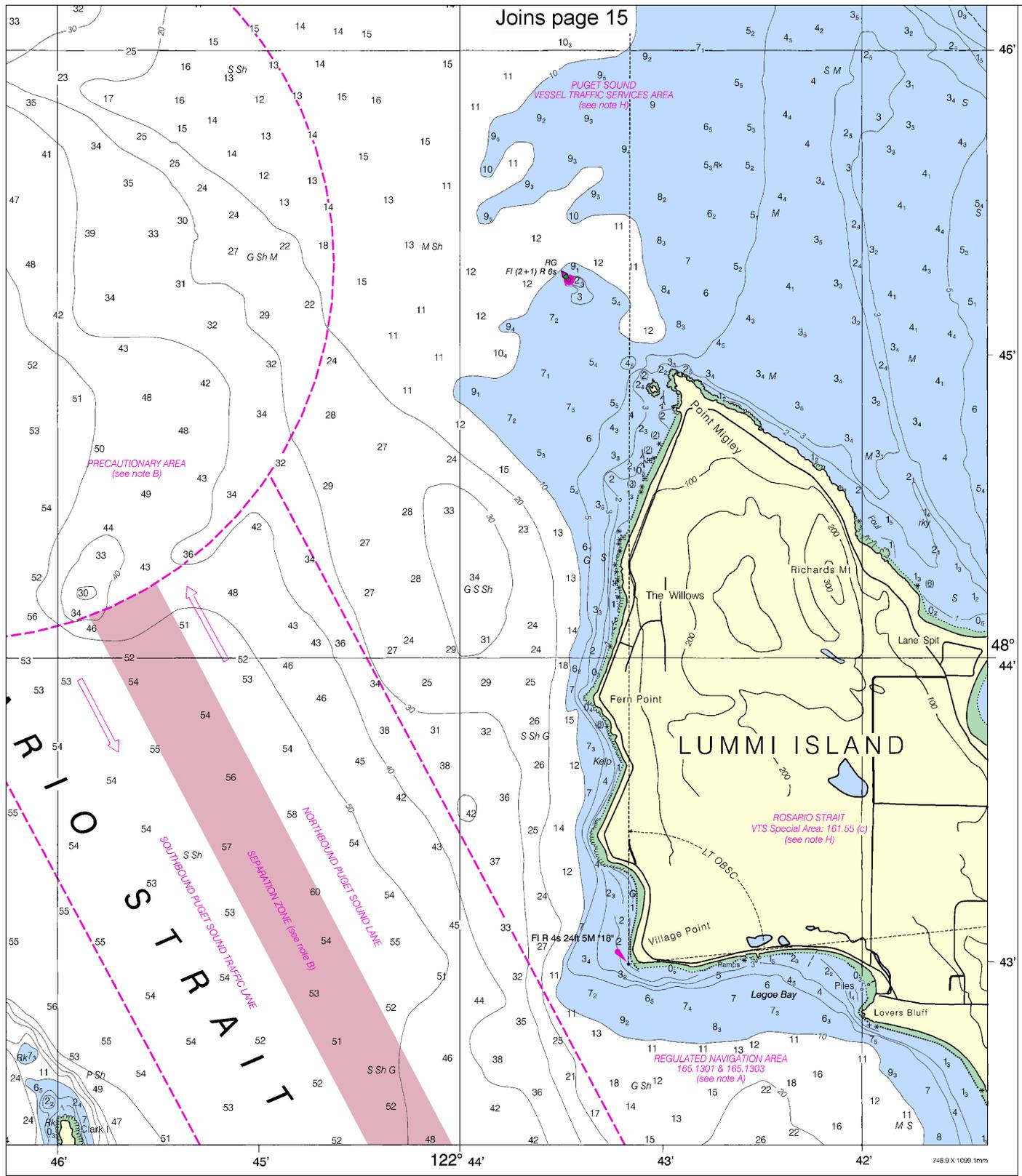
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.



FATHOMS	0	1	2	3	4	5	6	7	8	9	10	11
FEET	0	1	2	3	4	5	6	7	8	9	10	11
METERS	0	1	2	3	4	5	6	7	8	9	10	11



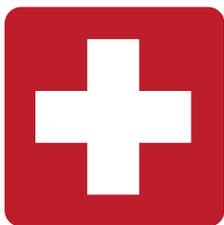
Rosario Strait to Cherry Point
 SOUNDINGS IN FATHOMS - SCALE 1:25,000

18431

ED. NO. 8

NSN 7642014011562

NGA REFERENCE NO. 18BHA18431



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

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- 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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