

BookletChart™

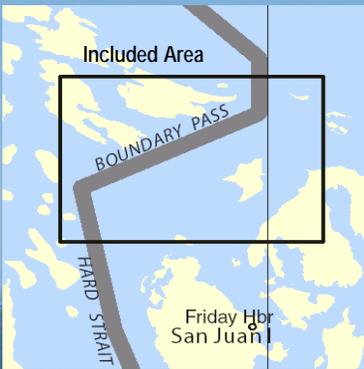


Boundary Pass

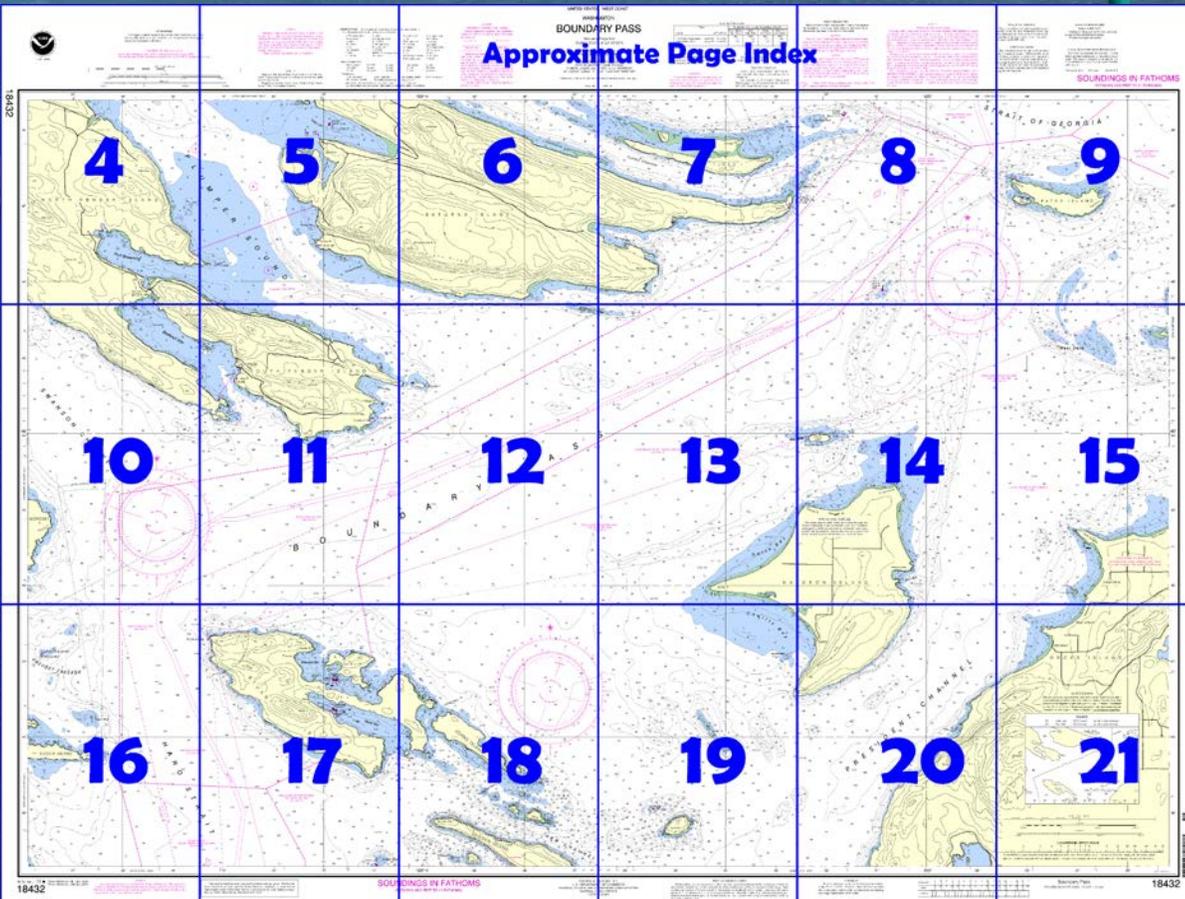
NOAA Chart 18432

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.

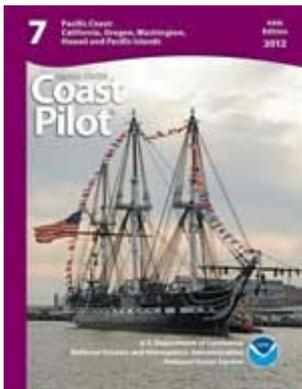
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18432>



**(Selected Excerpts from Coast Pilot)
Haro Strait and Boundary Pass** form the westernmost of the three main channels leading from the Strait of Juan de Fuca to the SE end of the Strait of Georgia; it is the one most generally used. Vessels bound from the W to ports in Alaska or British Columbia should use the Haro Strait/Boundary Pass channel, as it is the widest channel and is well marked. Vessels bound N from Puget Sound may use Rosario Strait or Haro Strait; the use of San Juan Channel by deep-draft vessels

is not recommended.

A **Vessel Traffic Service** has been established in the Strait of Juan de Fuca, E of Port Angeles, and in the adjacent waters. (See **161.1 through 161.55**, chapter 2, for regulations, and the beginning of this chapter for additional information.)

Haro Strait extends N from the S end of San Juan Island for about 18 miles to Turn Point Light on Stuart Island, thence Boundary Pass leads NE for 13 miles to its junction with the Strait of Georgia between East Point, the E end of Saturna Island, B.C., and the W end of Patos Island, the small United States island; both of which are marked by lights. These waterways have widths from 1.5 to 5 miles; depths are generally great. The E shore of the passage will be described in detail, with only a brief general description of the W shore. More complete detail of the W shore is contained in Pub. 154, Sailing Directions (Enroute) for British Columbia, published by the National Geospatial-Intelligence Agency Hydrographic/Topographic Center, and the Sailing Directions, British Columbia Coast (South Portion) Vol. 1, published by the Canadian Hydrographic Service.

The International Boundary between the United States and Canada passes through Haro Strait and Boundary Pass.

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°41'18"N., 123°14'12"W.). This special area will help reduce the risk of incidents between both commercial and recreational vessels transiting the boundary waters of Haro Strait and Boundary Pass. For the boundaries and rules regarding the **Special Operating Area**, see **Cooperative Vessel Traffic Service (CVTS)**.

Rocky Middle Bank, with a least depth of 10 fathoms, is in the S approach to Haro Strait. The bank is about 3.5 miles long, and the least depth is in its NE part and 5.7 miles SW of Cattle Point Light on the southernmost tip of San Juan Island. Heavy tide rips, dangerous to small craft, form in the vicinity of this bank in bad weather.

Beaumont shoal, covered 9 fathoms, lies 3 miles NW of the NW corner of Middle Bank and is marked by a lighted buoy. A second small bank with a least depth of 7 fathoms lies 1 mile to the north. In bad weather, heavy tide rips form over these banks.

San Juan Island, the largest of the group, is about 13 miles long, rugged, and partly wooded. **Mount Dallas**, the highest of several hills on the island, rises abruptly from the middle of the W side to a height of 1,080 feet. In most places the shores are free of outlying dangers. The N end of the island is indented by several small bays that, with the exception of Roche Harbor, are shoal and of no commercial importance.

From **Eagle Point**, the W shore of San Juan Island trends NW and forms the E side of Haro Strait. This shore is steep-to and rocky, and beyond 400 yards offshore it is free of danger; however, the depths off this shore are too great for anchoring.

Kanaka Bay, a small cove used by fishing boats, is 2.5 miles NW of Eagle Point.

Lime Kiln Light (48°30'57"N., 123°09'08"W.), 55 feet above the water, is shown from a 25 foot white octagonal tower attached to a building on the W side of San Juan Island. Two dwellings are about 150 yards SE of the light. Rocks awash lie close inshore about 1 mile SE of the light.

Smallpox Bay and **Andrews Bay**, 1.5 miles NW of Lime Kiln Light, offer protection for small craft from N and E weather.

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

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

Table of Selected Chart Notes

Corrected through NM Apr. 23/05
Corrected through LNM Apr. 26/05

NOTE E
CAUTION
MOORING CABLE

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

CAUTION

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

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-240 162.40 MHz

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).

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.

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 0.633' southward and 4.678' westward to agree with this chart.

CAUTION
SUBMARINE PIPELINES AND CABLES

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

Pipeline Area Cable Area

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.

LOCAL MAGNETIC DISTURBANCE

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

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.

NOTE C

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, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.

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 B

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

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.

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 1:25,000 at Lat 48°43'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

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

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.

AUTHORITIES

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

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.

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.

NOTE D
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.

TIDAL INFORMATION

Place	Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Turn Point, Stuart Island	(48°41'N / 123°14'W)	7.5	6.9	2.5	-4.0
Patos Island Wharf	(48°47'N / 122°58'W)	8.6	7.9	2.6	-4.5

(Apr 2005)

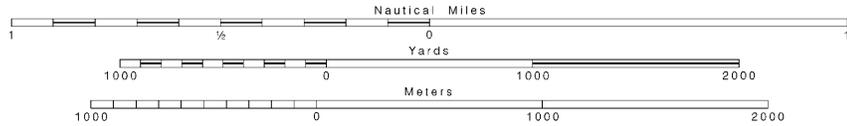


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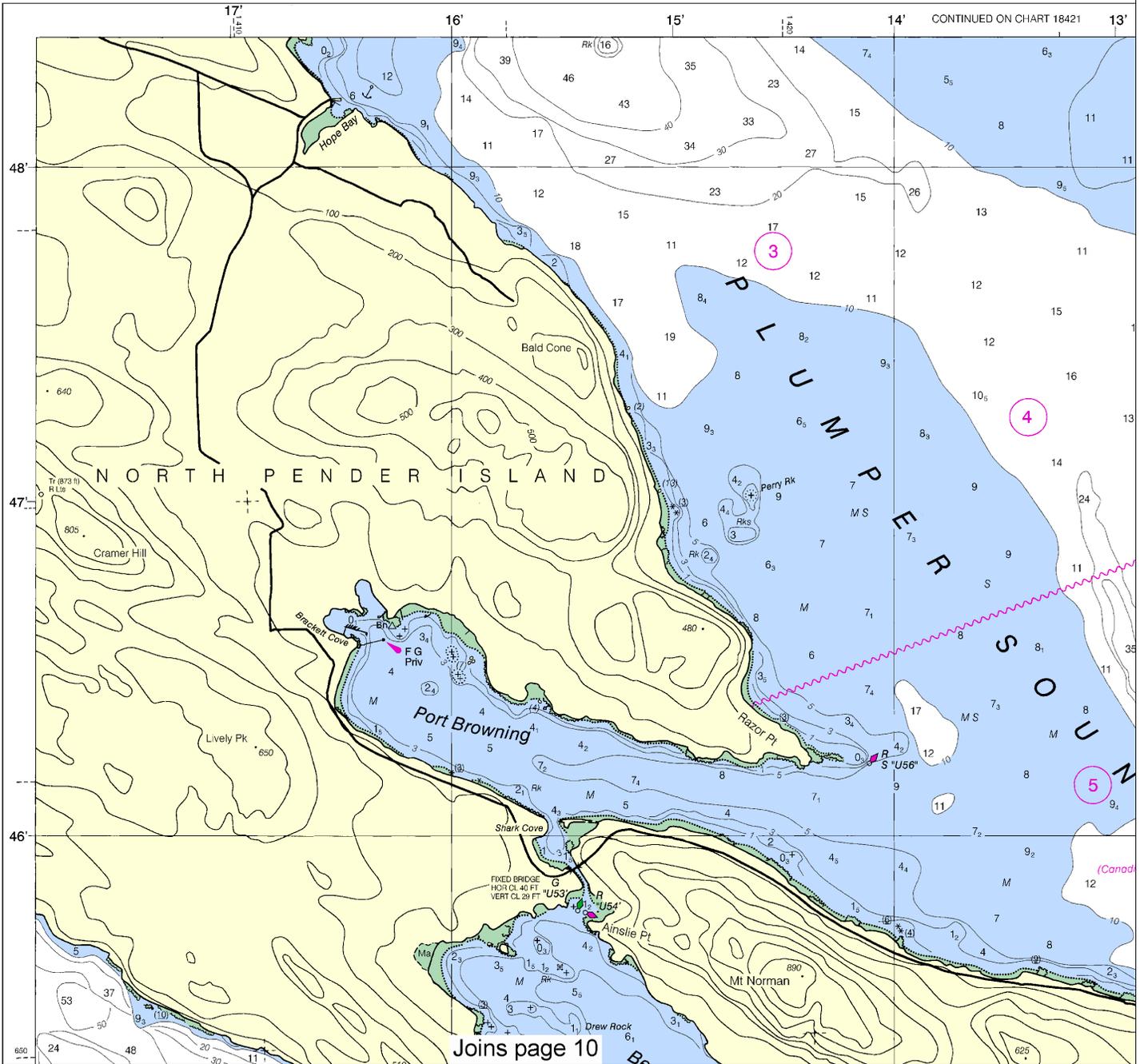
TURN PC
For detailed information
U.S. Coast Pilot 7

Navigation regulations
Coast Pilot 7. Additional
regulations may be found in
the 13th Coast Guard District
Office of the District
Seattle, Washington.
Refer to chart



Heights in feet
Contours and soundings
to Mean Sea Level
Heights expressed in
Larger Tides, in Color

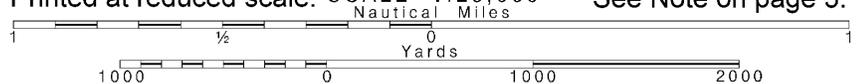
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4

Note: Chart grid lines are aligned with true north.

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



POINT SPECIAL OPERATING AREA
 Information concerning this area, consult
 chart 7.

NOTE A

Regulations are published in Chapter 2, U.S. Regulations and revisions to Chapter 2 are published to Mariners. Information concerning the regulations can be obtained at the Office of the Commander, 1st District in Seattle, Washington or at the District Engineer, Corps of Engineers in Portland, Oregon.
 Charted regulation section numbers.

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

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo Morse code	R TR radio tower
A alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT LC lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA dialphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bids boulders	Co coral	gy Gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

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.

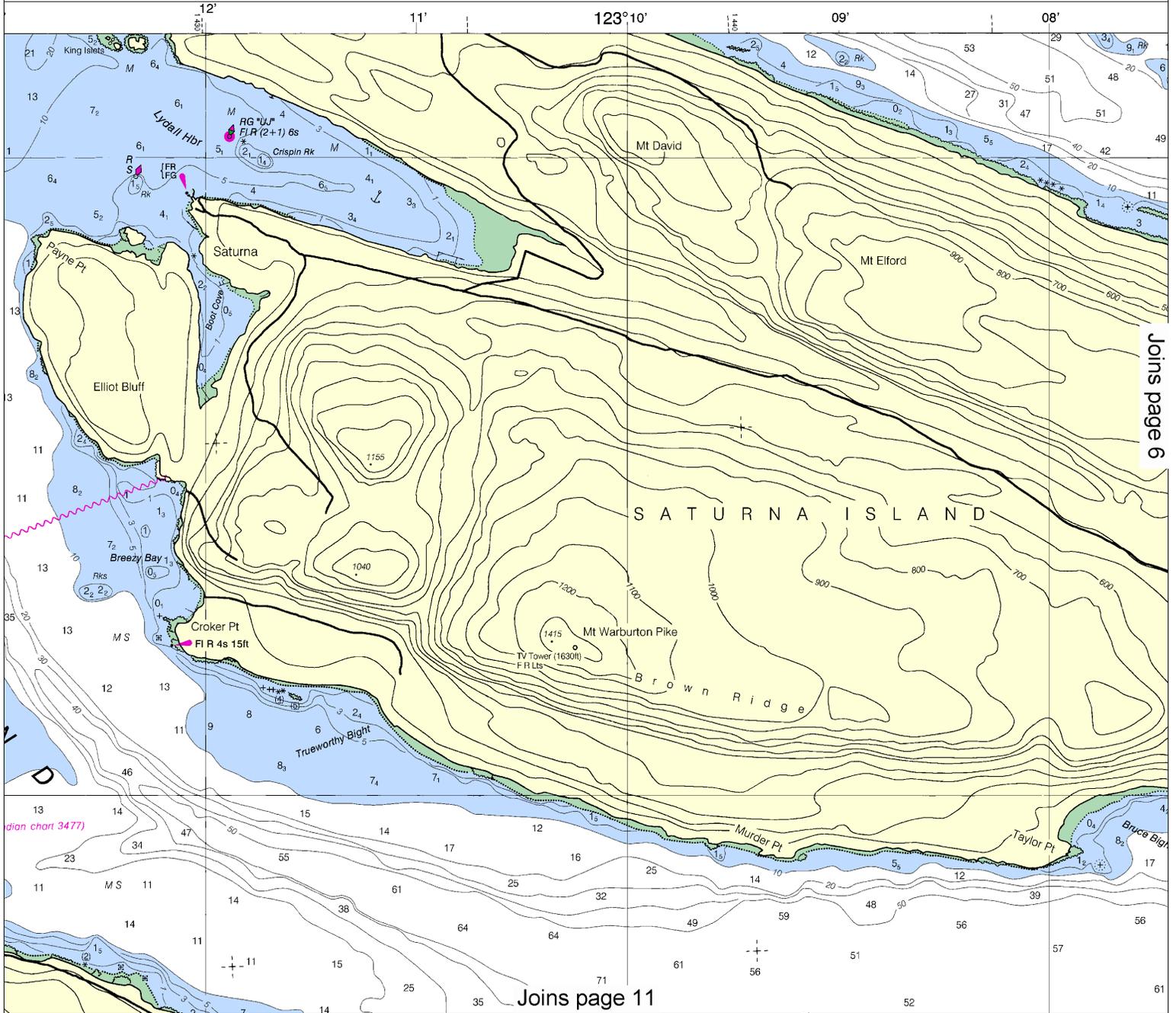
CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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.

HEIGHTS

Heights above Mean High Water in U.S. Territory. Height elevation values are in feet and refer to datum. Heights in Canadian Territory are expressed in feet above Higher High Water, Canadian Territory.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:33333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



BOUNDAR

Mercator
Scale 1:25,000

North American
(World Geodetic)

SOUNDINGS
(FATHOMS AND FEET)
AT MEAN LOWER LOW WATER
AT LOWEST NORMAL TIDE

Additional information can be obtained from the Hydrographic Office.

1st Ed., Jan. 1984

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

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
A alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HC lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oye oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

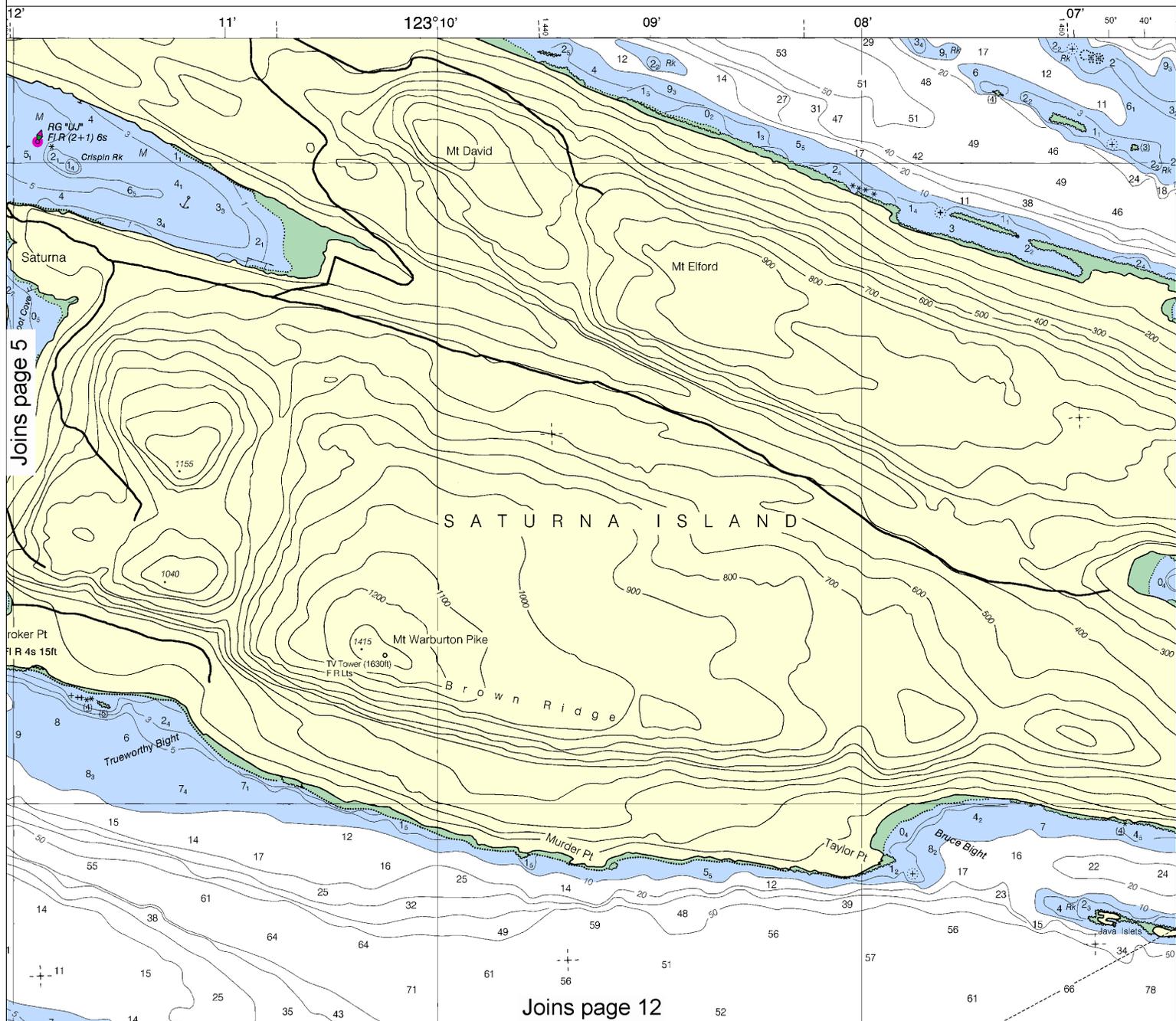
Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
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Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
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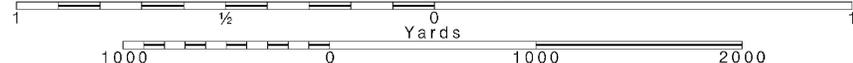
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Joins page 12



Note: Chart grid lines are aligned with true north.

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



ARY PASS

r Projection
0 at Lat 48°43'N

an Datum of 1983
ptic System 1984)

S IN FATHOMS
T TO ELEVEN FATHOMS)
WATER IN U.S. TERRITORY
ES IN CANADIAN TERRITORY

obtained at nauticalcharts.noaa.gov.

981 KAPP 1685

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Turn Point, Stuart Island	(48°41'N / 123°14'W)	7.5	6.9	2.5	-4.0
Patos Island Wharf	(48°47'N / 122°58'W)	8.6	7.9	2.6	-4.5

(Apr 2005)

CAUTION

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

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.

SUPPLEMENTAL INFORMATION

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

AIDS TO NAVIGATION

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NOTE B

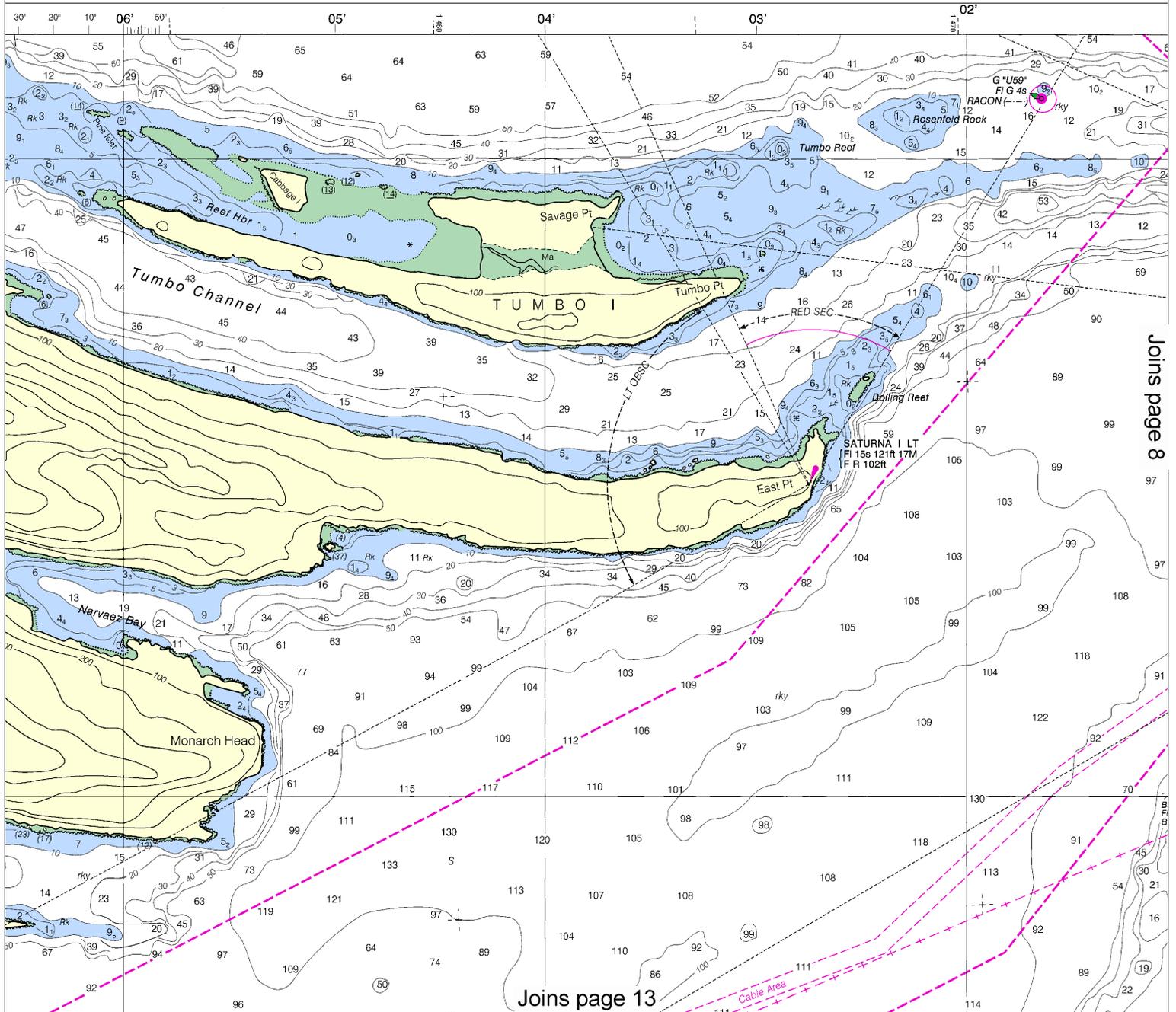
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NOTE C

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, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.



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



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Joins page 8

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Turn Point, Stuart Island	(48°41'N / 123°14'W)	feet 7.5	feet 6.9	feet 2.5	feet -4.0
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(Apr 2005)

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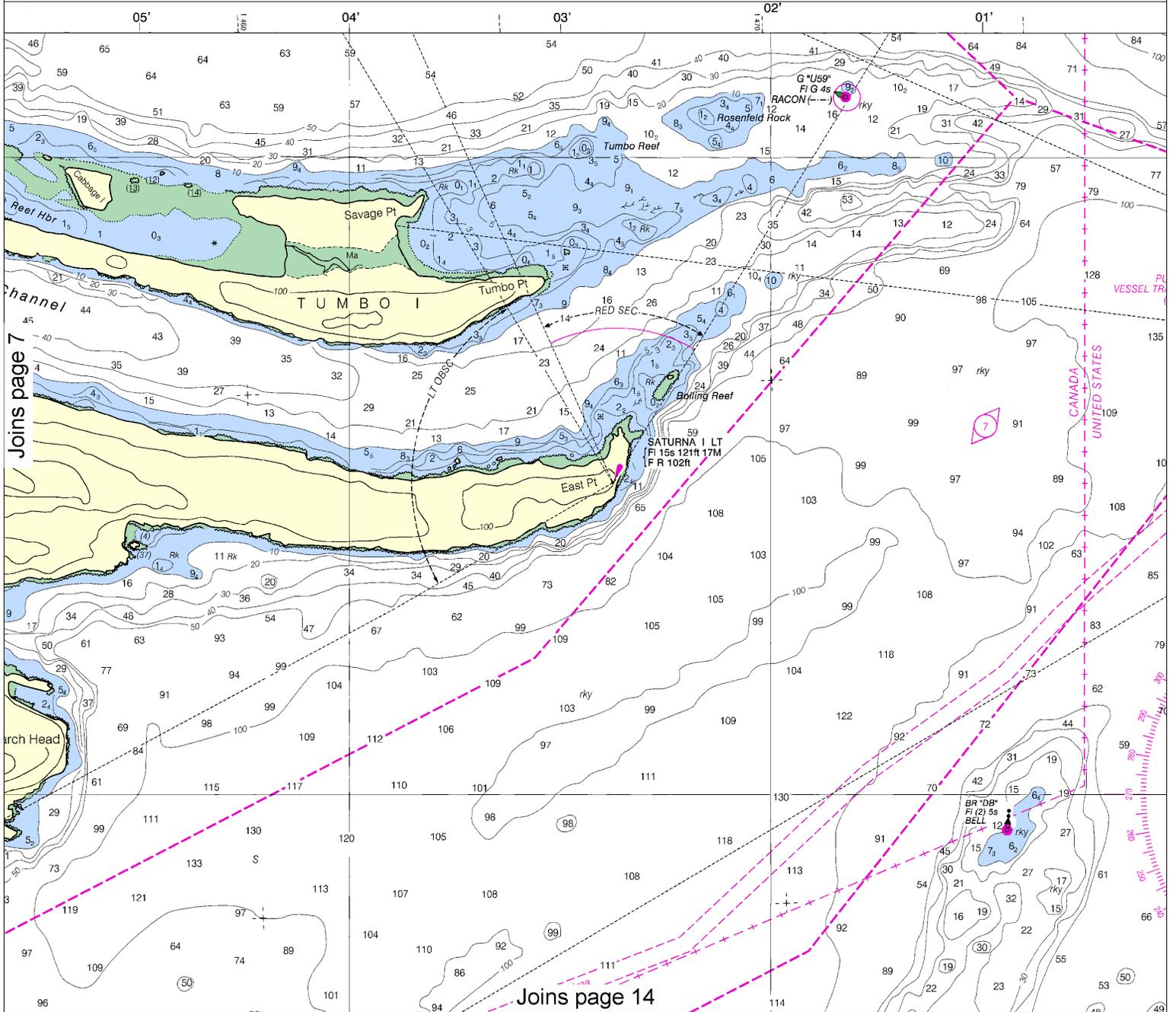
Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement

TRA

One-way traffic lanes overlap all vessels traveling between aid in the prevention of collision not intended in any way to Road. Separation zones are and to be free of ship traffic for crossing purposes. When extreme caution.

Precautionary Areas have and cross the traffic separation with caution in these areas. system should do so at these Traffic Separation Scheme per Chapter 2 of the U.S. Coast

For information governing INFORMATION SYSTEM for see National Geospatial-Intel (enroute) for British Columbia Coast (South Portion) Volturn Service.



Joins page 7

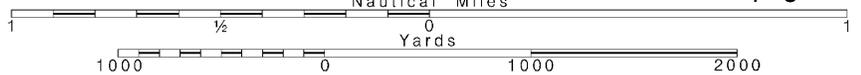
Joins page 14



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000

See Note on page 5.



NOTE D

TRAFFIC SEPARATION SCHEME

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have been established where major lanes merge on scheme. It is recommended that vessels proceed with caution.

Wherever practical, vessels entering or leaving a precautionary area. For more information regarding procedures and regulations, see 33 CFR 167 and/or 168.

When using the VESSEL TRAFFIC MANAGEMENT AND CONTROL system for the coastal waters of southern British Columbia, see Intelligence Agency Publication 154, Sailing Directions, British Columbia, and the Sailing Directions British Columbia Volume 1, published by the Canadian Hydrographic

POLLUTION REPORTS

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HORIZONTAL DATUM

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PLANE COORDINATE GRID

(based on NAD 1927)
Washington State Grid, north zone, is indicated by dashed ticks at 5000 foot intervals. The last three digits are omitted.

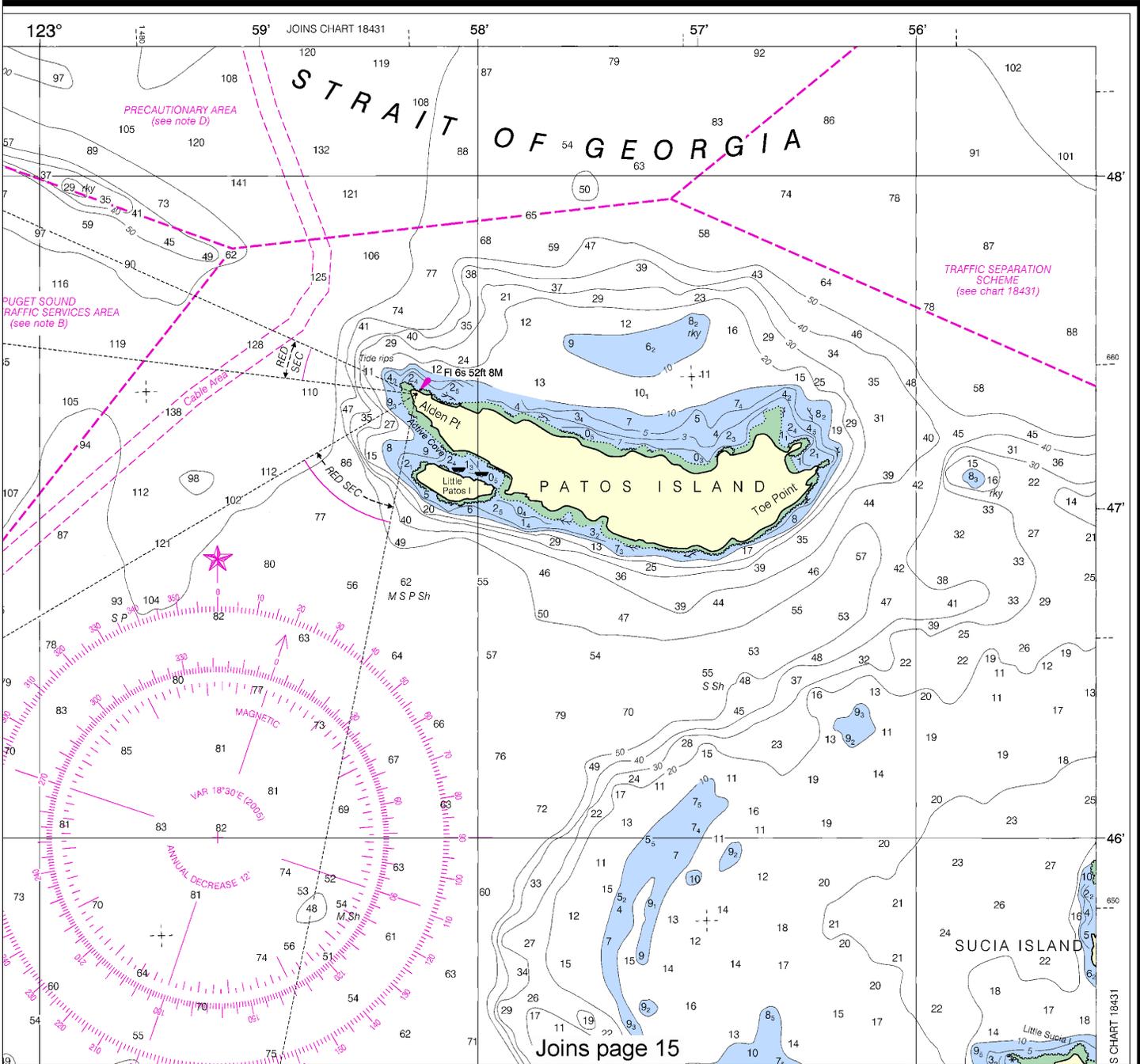
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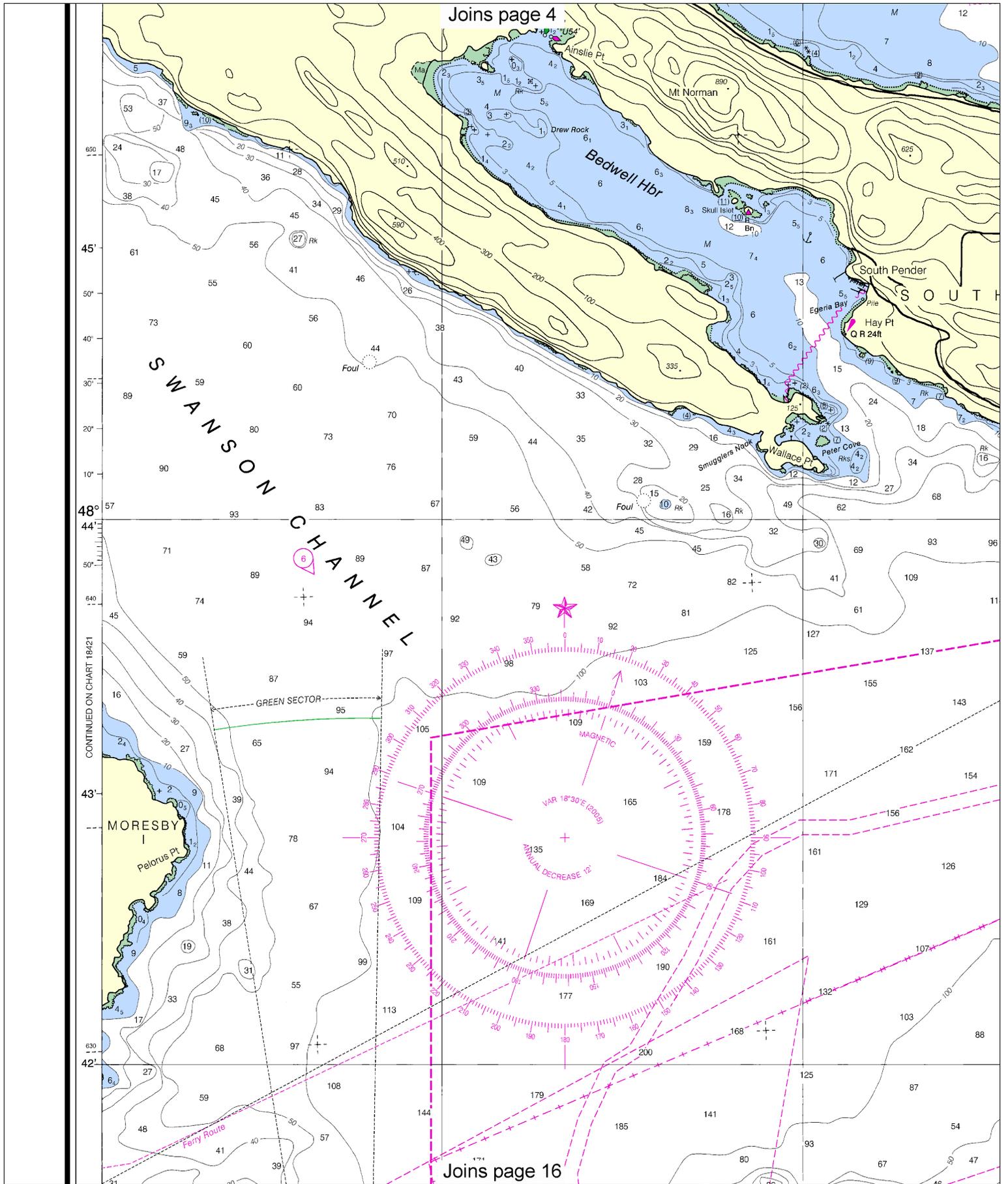
Vancouver, B.C. CFA-240 162.40 MHz

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



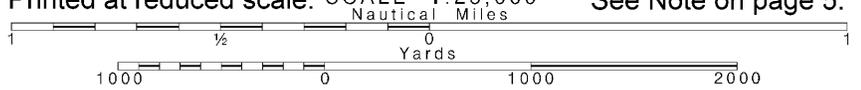
Joins page 15

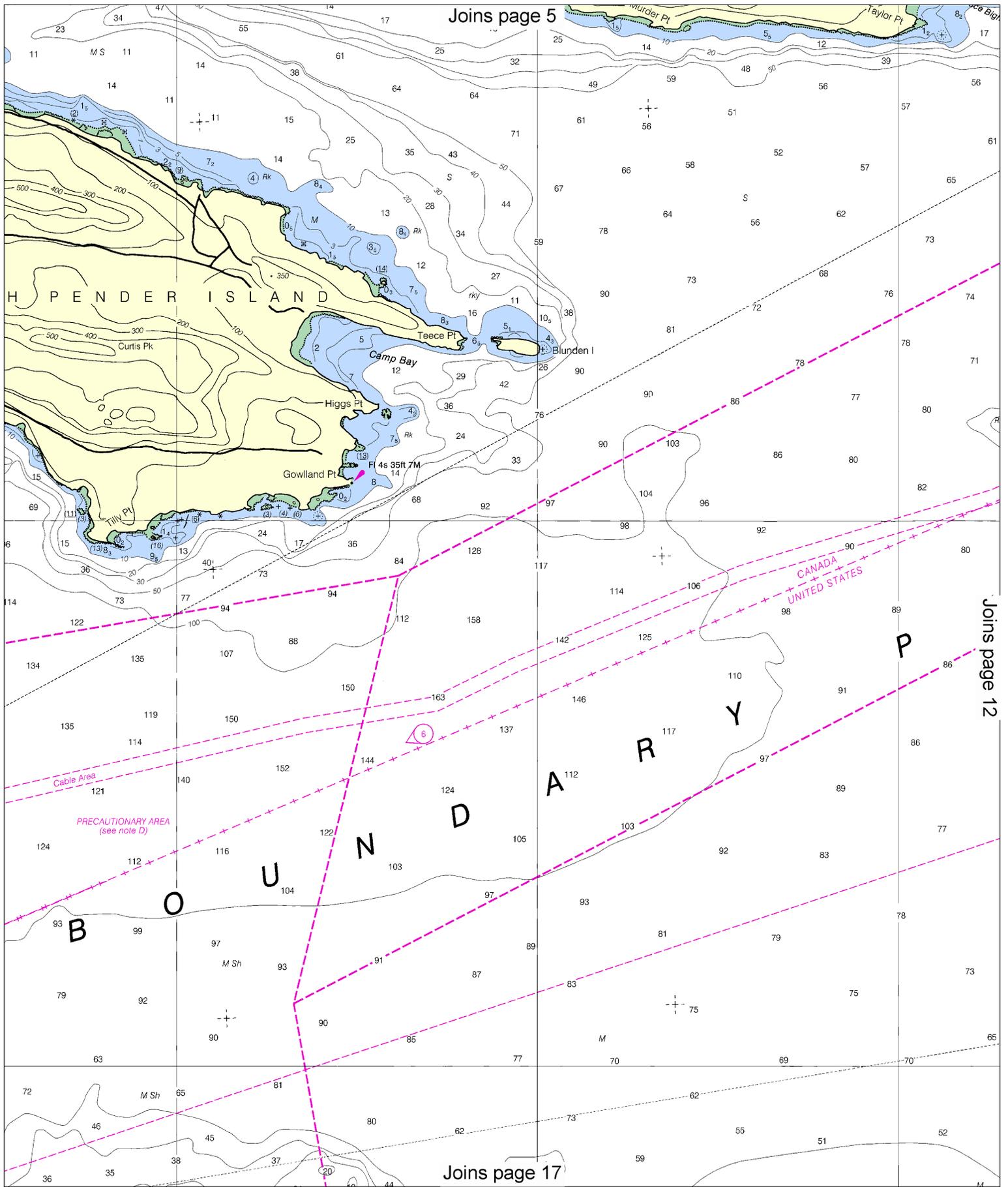


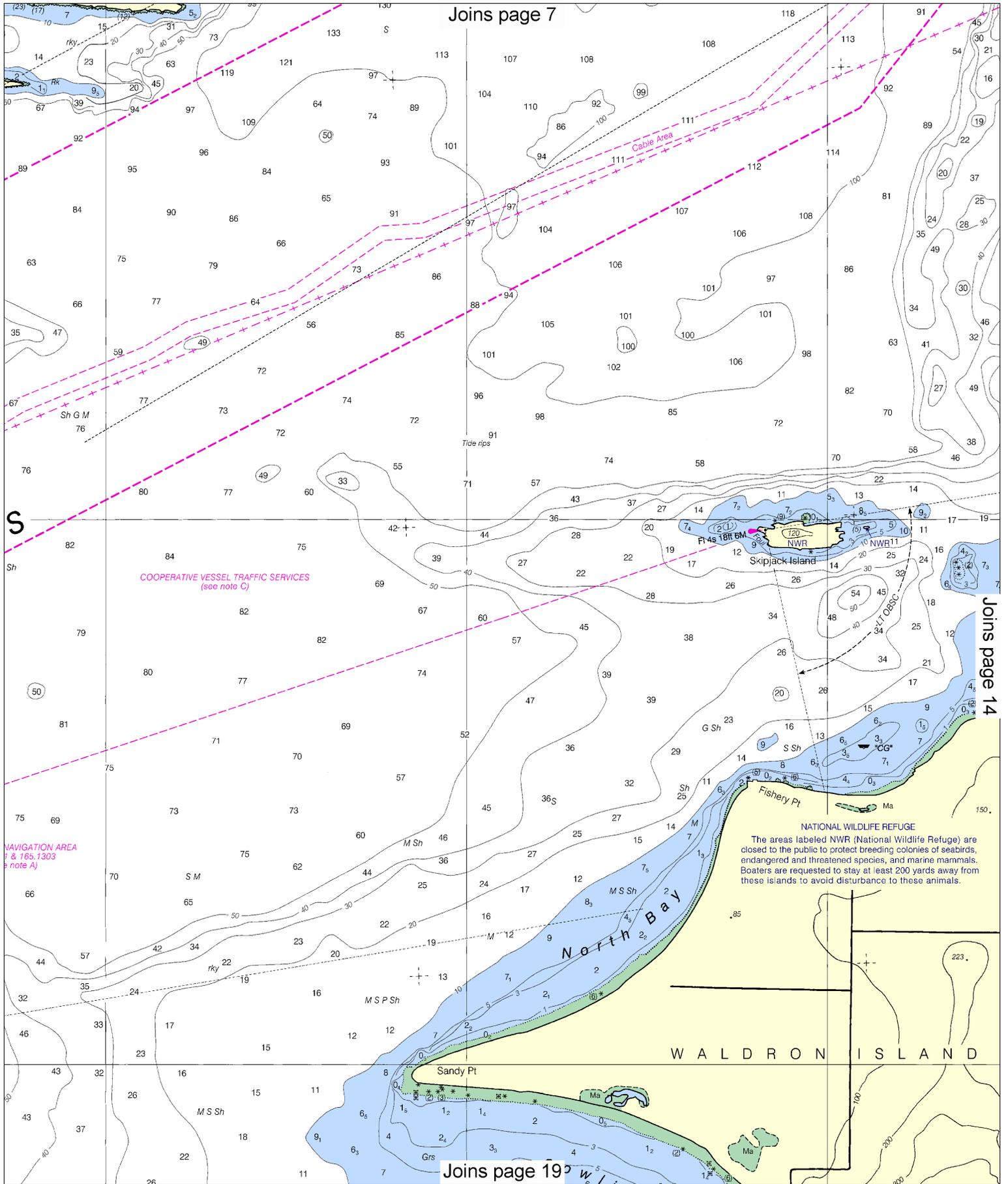
10

Note: Chart grid lines are aligned with true north.

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

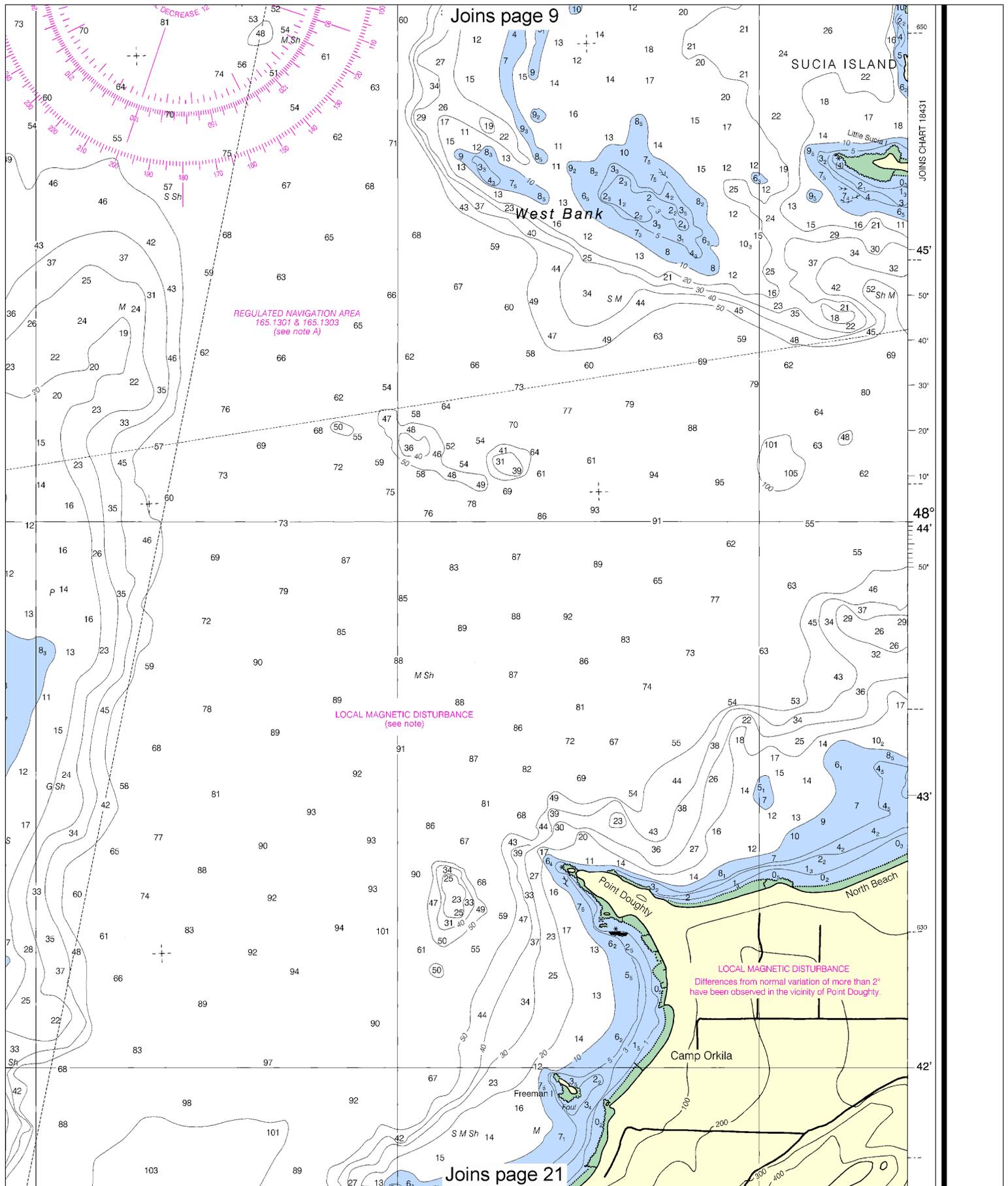


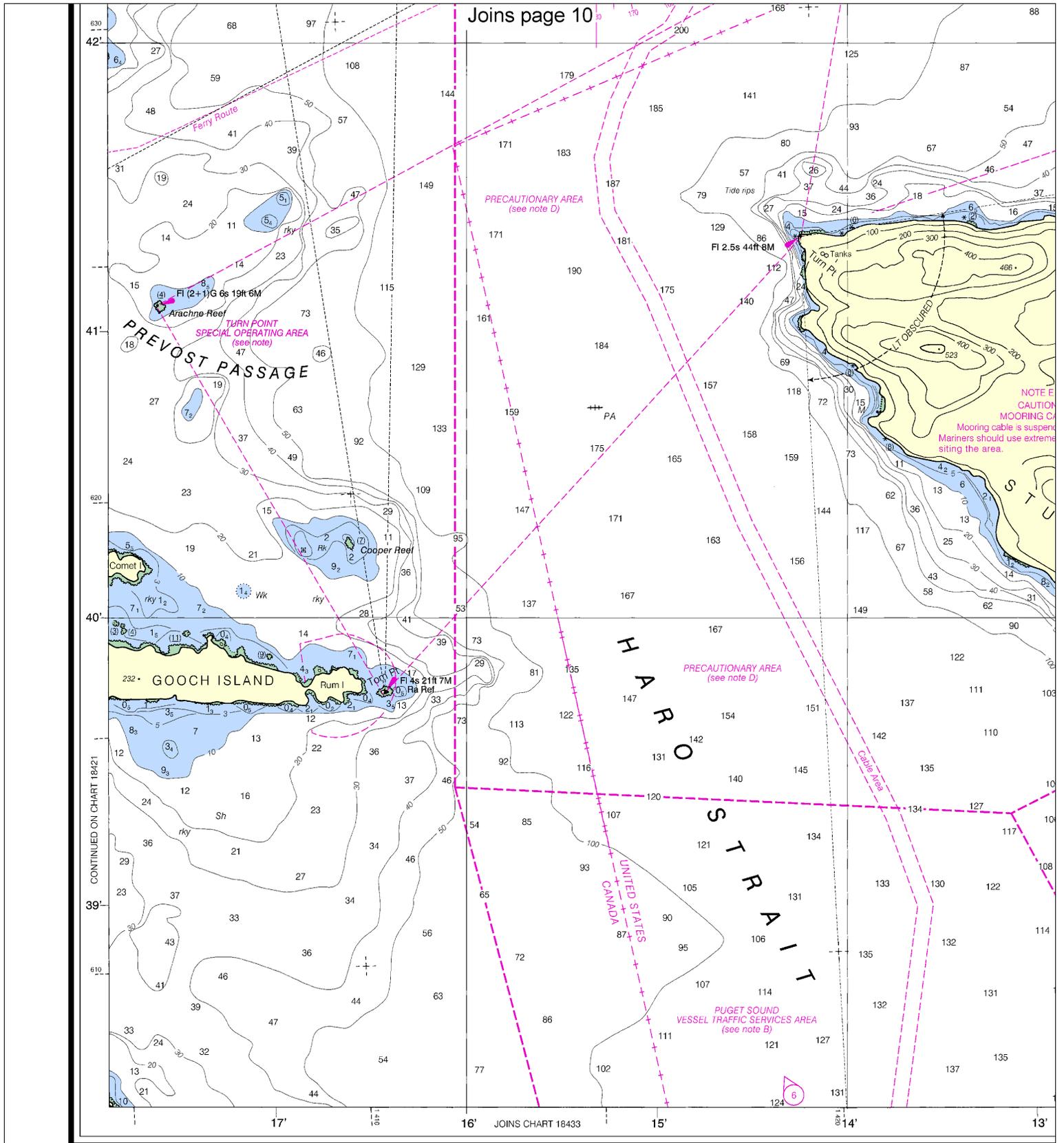




Joins page 14

Joins page 19





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CONTINUED ON CHART 18421

JOINS CHART 18433

6th Ed., Apr. / 05 ■ Corrected through NM Apr. 23/05
 Corrected through LNM Apr. 26/05

18432

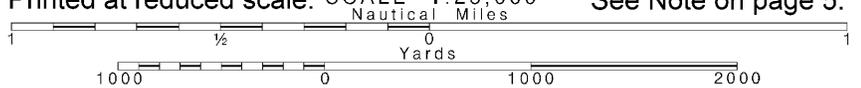
CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

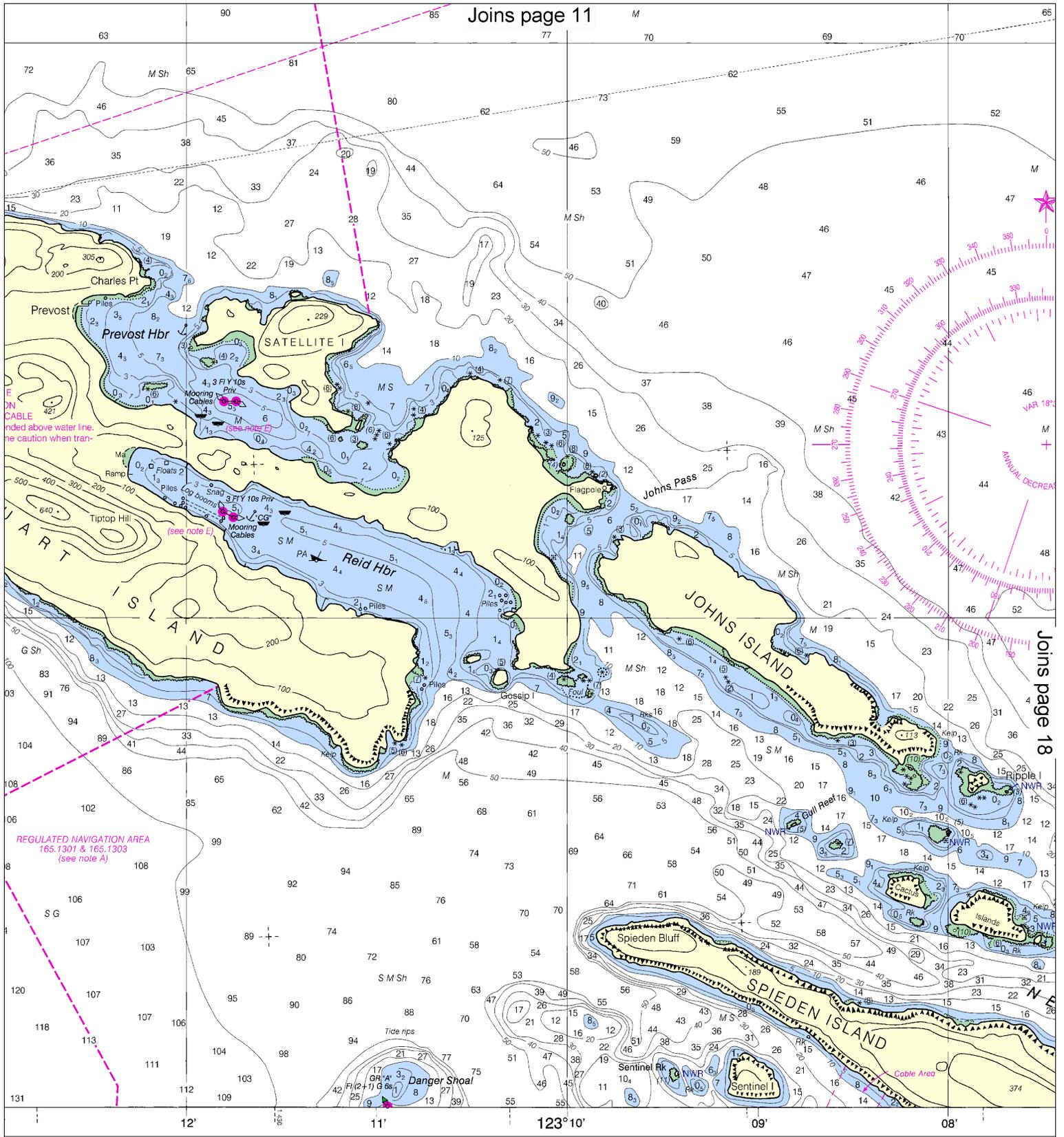
This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, or improvements to this chart to the Chief, Marine Chart Division (N/CS2), Hydrographic Service, NOAA, Silver Spring, Maryland 20910-3282.

16

Note: Chart grid lines are aligned with true north.

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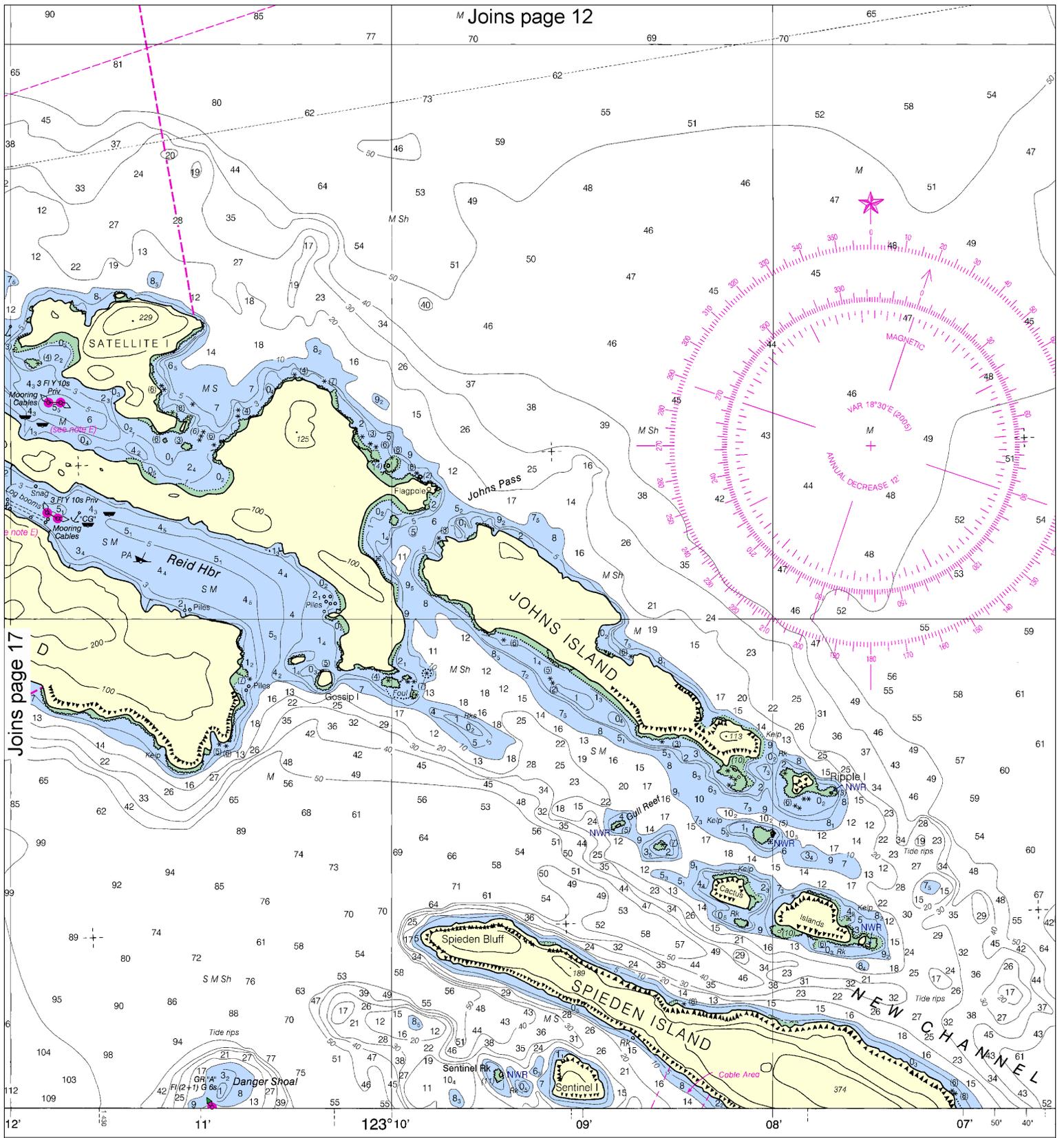


Joins page 18

tion. The National of comments for , National Ocean

SOUNDINGS IN FATHOMS

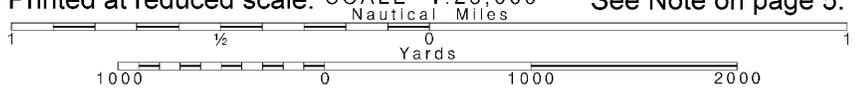
(FATHOMS AND FEET TO 11 FATHOMS)

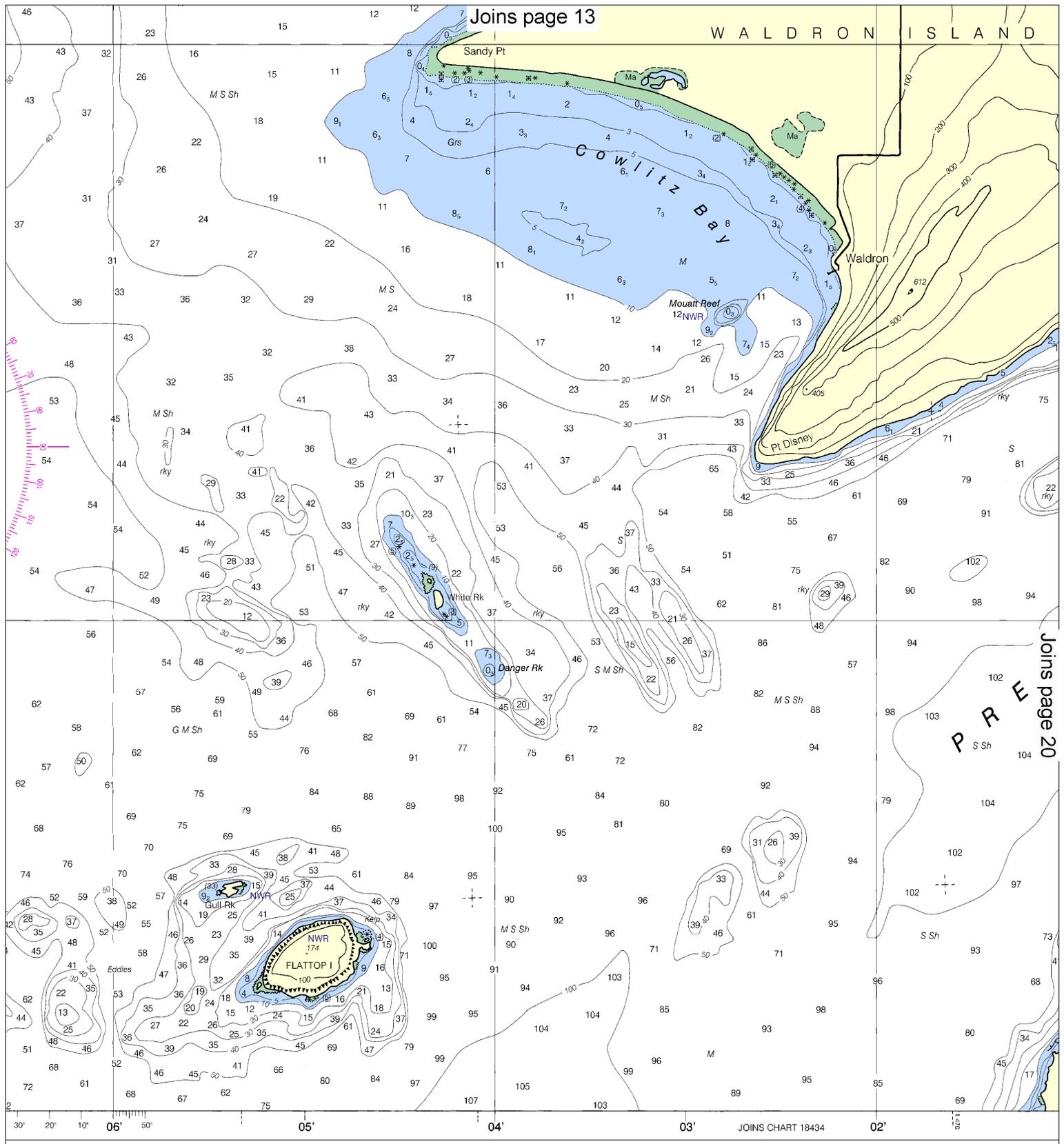


18

Note: Chart grid lines are aligned with true north.

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



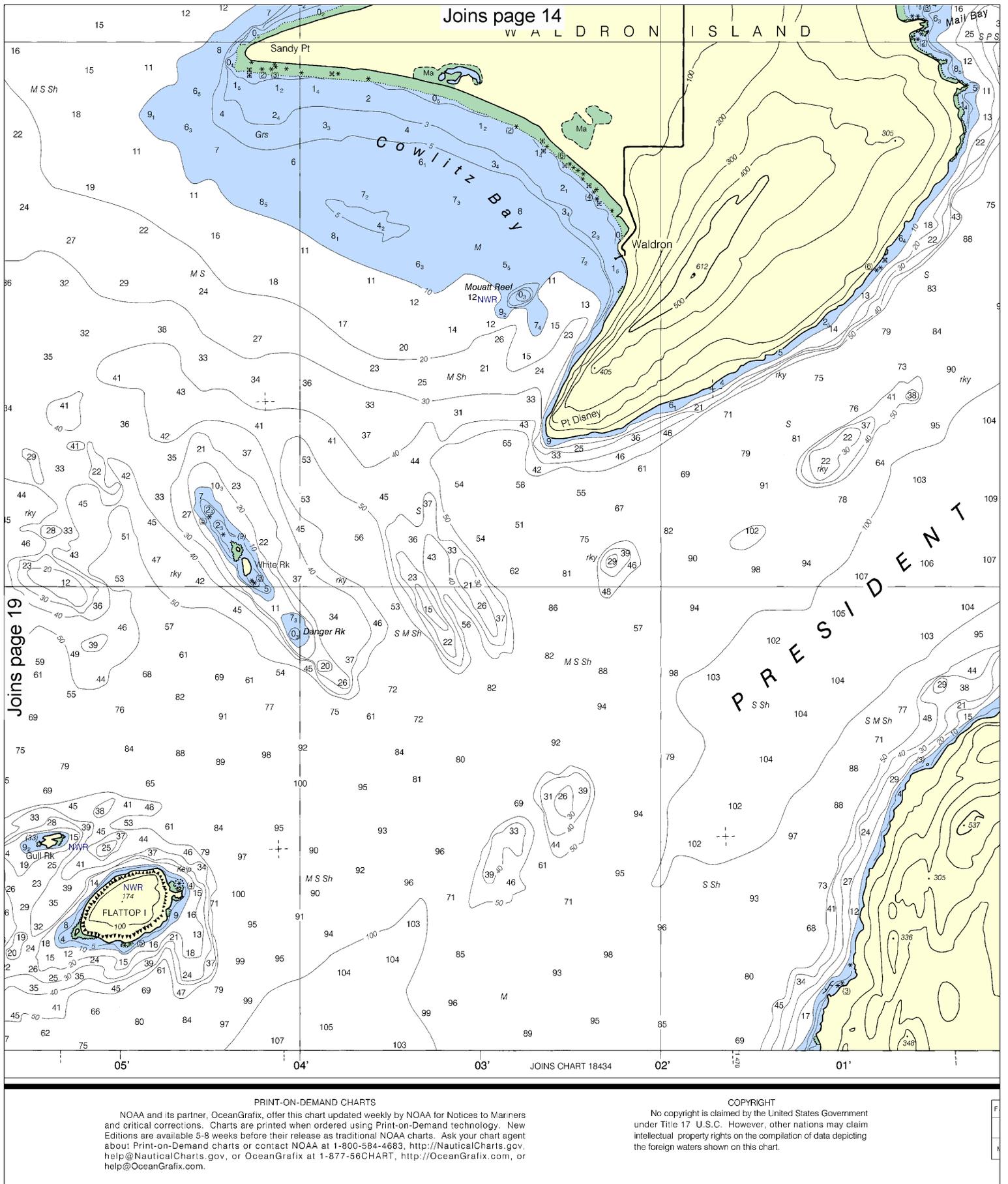


Washington, D.C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 U.S. COAST AND GEODETIC SURVEY

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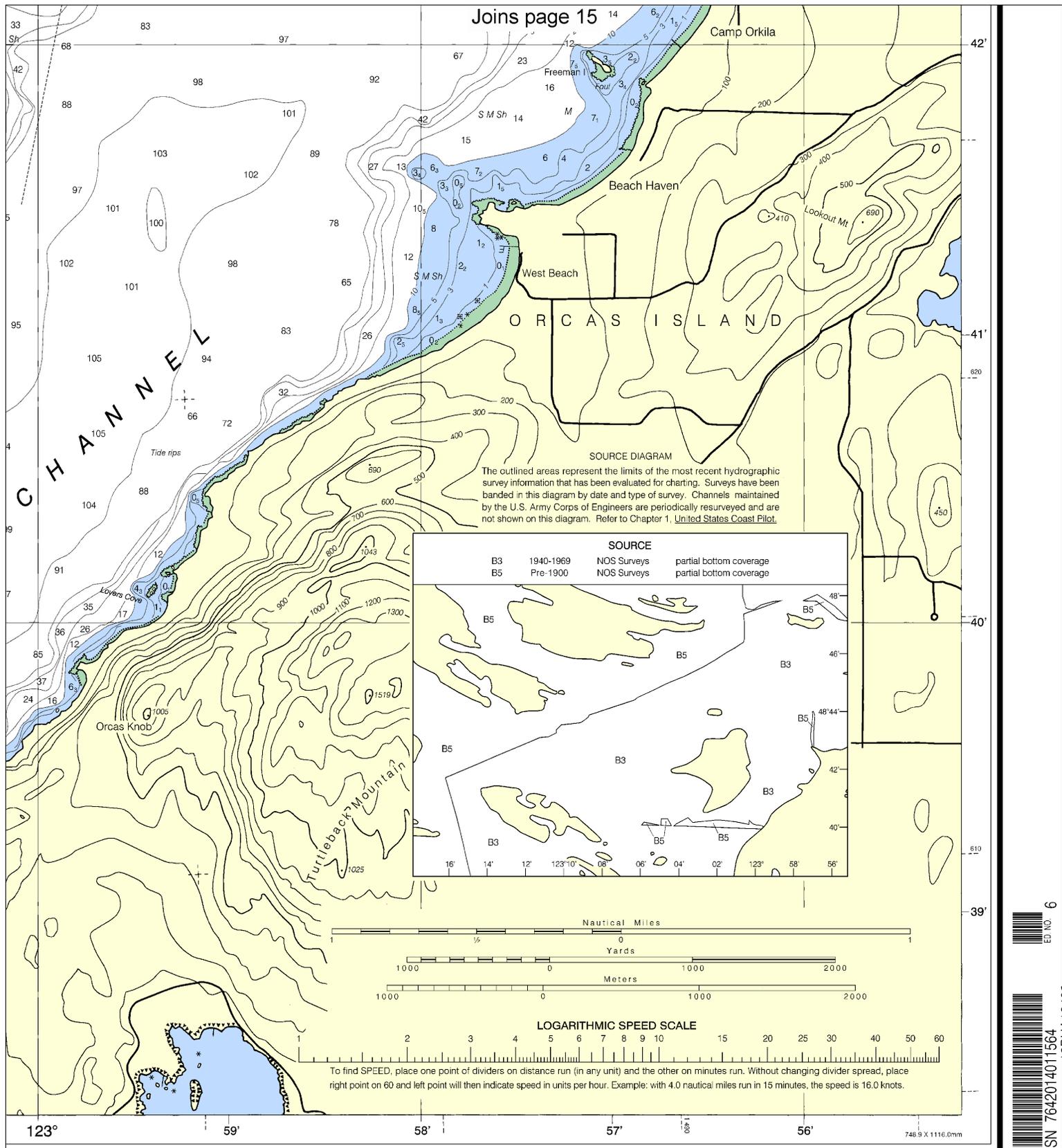
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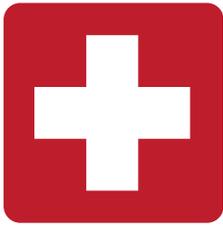
ED. NO. 6

NSN 7642014011564

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

Boundary Pass
SOUNDINGS IN FATHOMS - SCALE 1:25,000

18432



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>
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- 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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NOAA's Office of Coast Survey



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