

BookletChart™

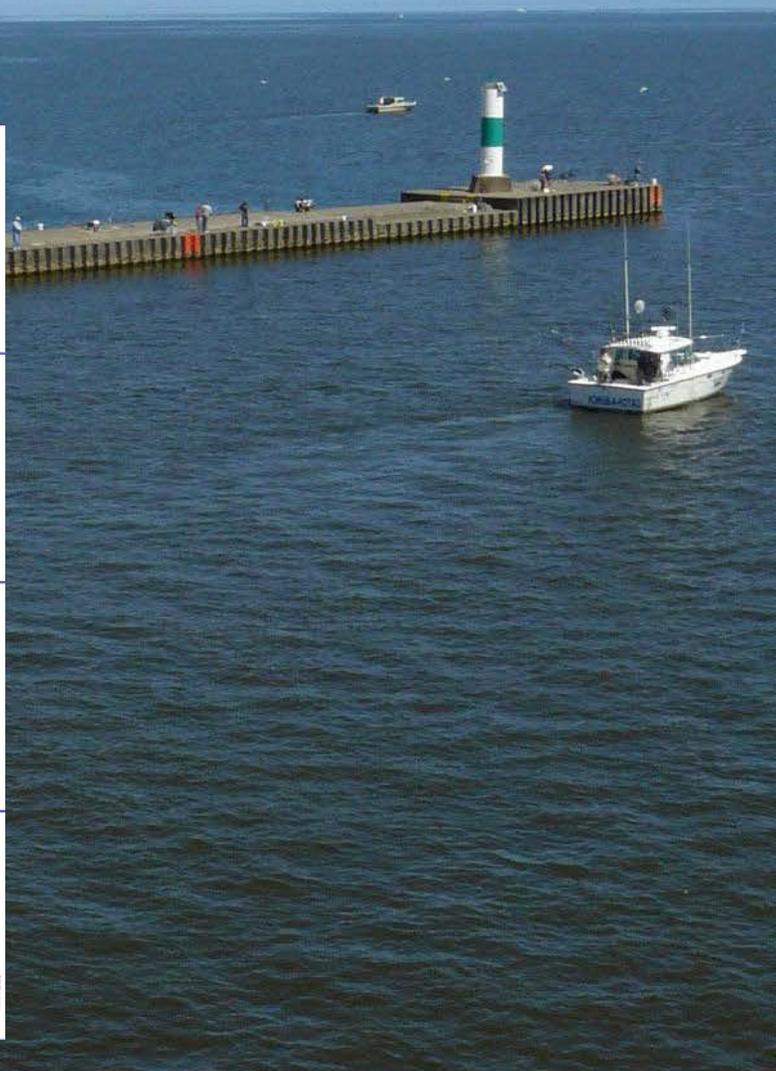
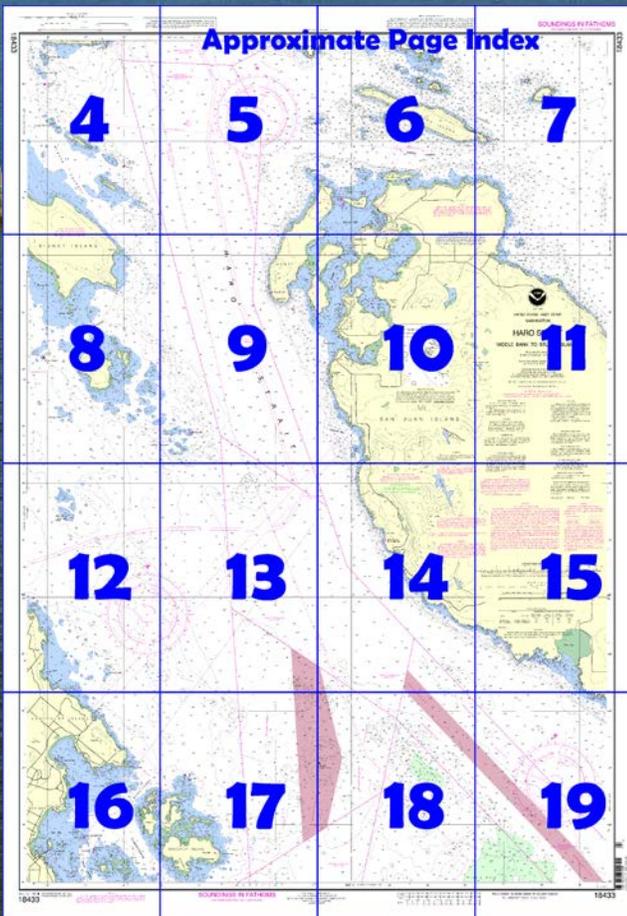


Haro Strait – Middle Bank to Stuart Island NOAA Chart 18433

*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.

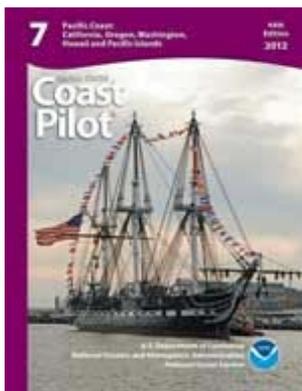
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18433>.



(Selected Excerpts from Coast Pilot)

The waters of the **San Juan Islands** embrace the passages and bays N of the E end of the Strait of Juan de Fuca. These passages are used extensively by pleasure craft, especially in July, August, and September. Some tugs and barges use the larger passes. Automobile ferries, operated by the State of Washington, are on regular round-trip runs from Anacortes through Thatcher Pass, Harney Channel, Wasp Passage, San Juan Channel, Spieden Channel, and across Haro Strait to Sidney, B.C. The island ferry landings are at Upright Head,

Lopez Island; on the E side of the entrance to Blind Bay, Shaw Island; Orcas, Orcas Island; and Friday Harbor, San Juan Island. Oceangoing vessels normally use Haro and Rosario Straits and do not run the channels and passes in the San Juan Islands. Many resorts and communities have supplies and moorage available for the numerous pleasure craft cruising in these waters. Well-sheltered anchorages are numerous. The directions which follow are intended for use only in clear weather; in thick weather or at night strangers should take a pilot for large vessels. Small craft should not attempt navigation under these conditions without local knowledge. Sailing craft should not attempt the passages against the current unless the wind is fair and fresh. A reliable auxiliary engine for sailboats is an absolute necessity. The tidal currents have great velocity in places, causing heavy tide rips that are dangerous. Because of the variable direction and velocity of the currents, compass courses are of little value, and, where followed, allowance must be made for the set of the current.

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. In accordance with the Cooperative Vessel Traffic Service, the United States and Canada, in cooperation with industry and 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 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)** at the beginning of this chapter.

Tidal currents.—In Haro Strait and Boundary Pass, the flood current sets N; 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 especially noticeable during the first half of the flood. Heavy tide rips occur N of Middle Bank and on the Bank and around Discovery Island.

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.

Friday Harbor is a **customs port of entry**. The customs office is about 75 yards W of the port's office, at the yacht club building. The customs officer also performs **immigration** and **agricultural quarantine** inspections.

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

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.

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.

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 include in the U.S. Coast Guard Light List.

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)

WIRE DRAGGED AREAS
The areas within the dashed green lines have been swept clear to at least the depths indicated in fathoms and feet by the green 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.

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.

LOCAL MAGNETIC DISTURBANCE
Differences of 4° from the normal variation have been observed in Haro Strait in the vicinity of Bellevue Point.

For Symbols and Abbreviations see Chart No. 1

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 0.645° southward and 4.681° westward to agree with this chart.

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

NOTE D
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 E
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.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Charting and Geodetic Services, with additional data from the Geological Survey, Corps of Engineer, U.S. Coast Guard and Canadian Authorities.

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°33' 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.

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.

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.

NOTE C
Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency conditions. Standard ferry routes within the waters of the San Juan Islands are not displayed on this chart.

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

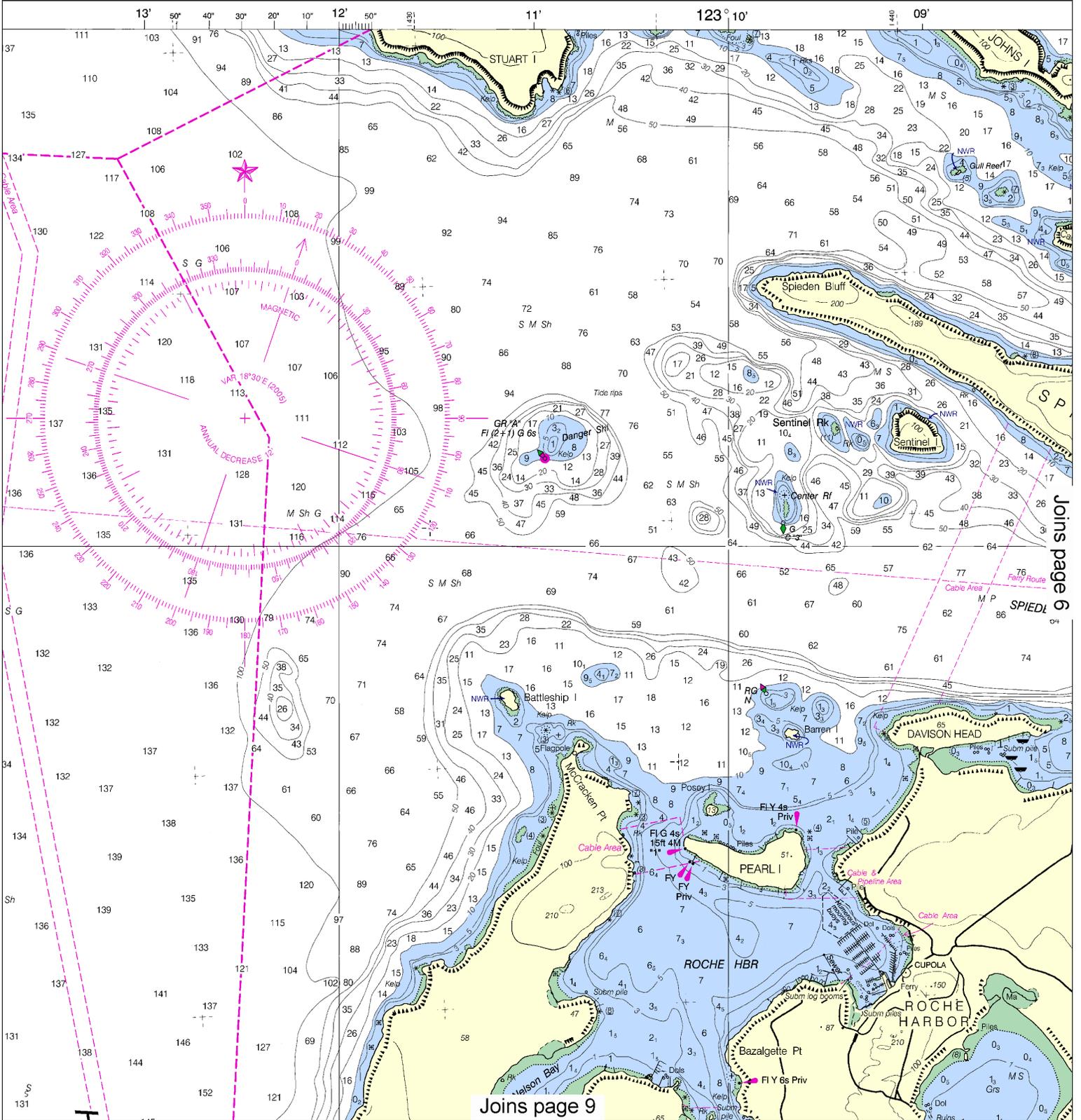
Place	Height referred to datum of soundings (MLLW)	Mean Higher High Water			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Name	(LAT/LONG)	feet	feet	feet	feet
Kanaka Bay	(48°29'N / 123°05'W)	7.3	6.7	2.4	-4.0
Roche Harbor	(48°37'N / 123°09'W)	7.6	7.0	2.5	-4.0

(Aug 2003)

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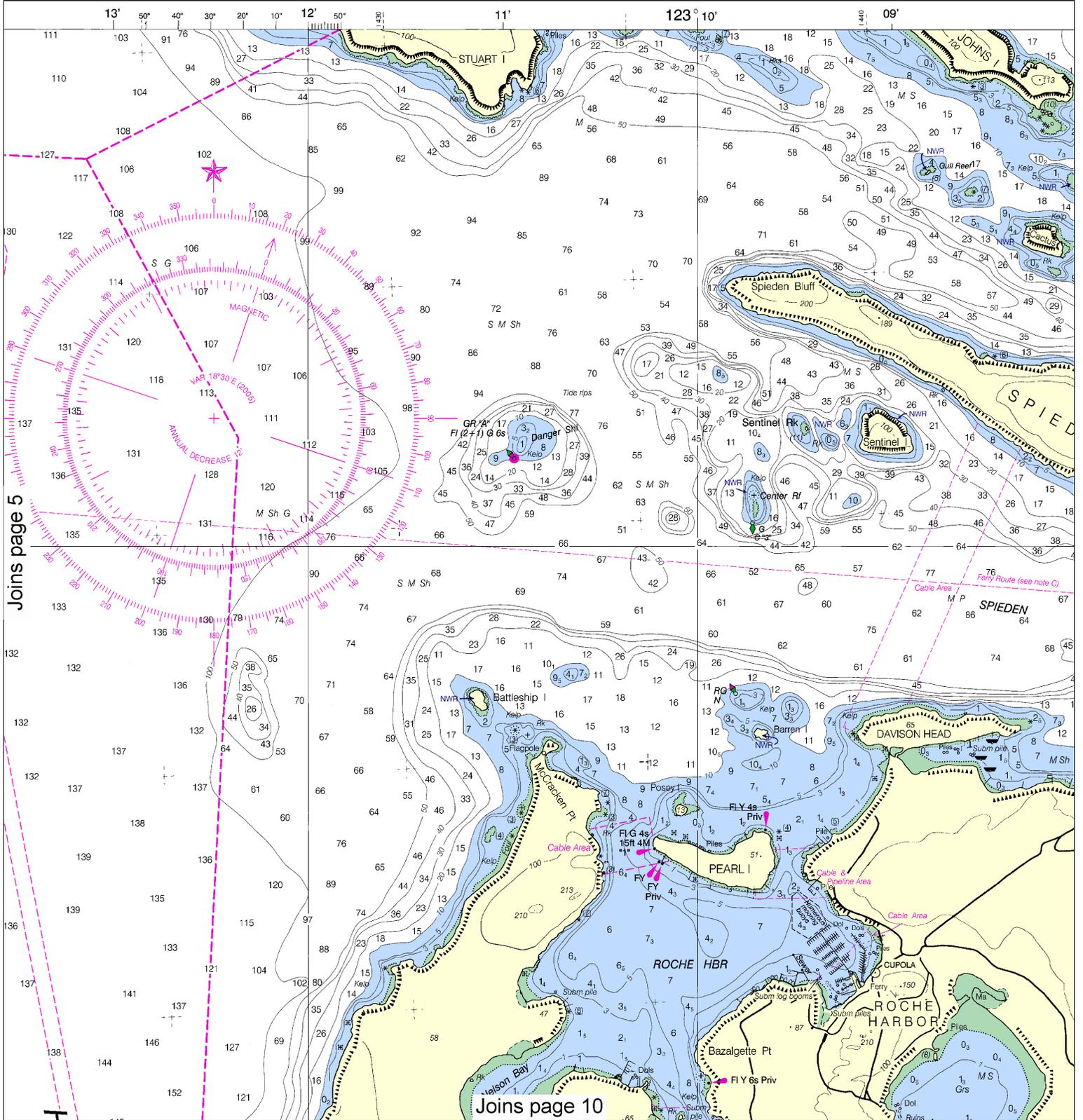
1st Ed., Aug. 1981 KAPP 1686

NOAA and its partner, OceanGraf
and critical corrections. Charts are
Editions are available 5-8 weeks before
about Print-on-Demand charts or for
help@NauticalCharts.gov, or Oc
help@OceanGraf.com.



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.





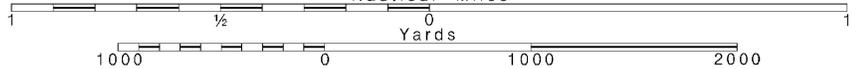
Joins page 5

Joins page 10



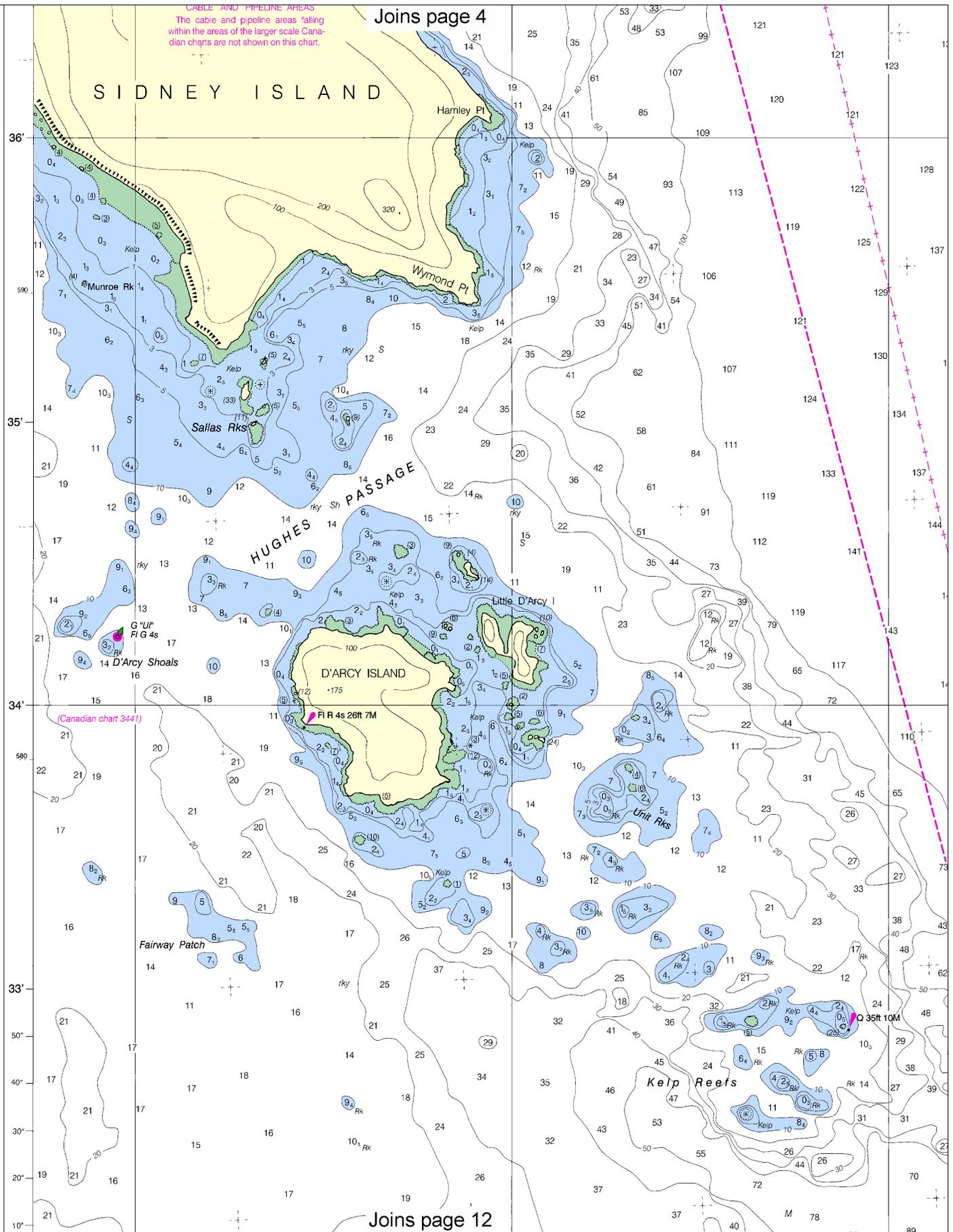
Note: Chart grid lines are aligned with true north.

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



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.

Joins page 4



SIDNEY ISLAND

Harley Pt

Wymond Pt

Munroe Rk

Sallas Rks

HUGHES PASSAGE

D'ARCY ISLAND

Little D'Arcy I

Unit Rks

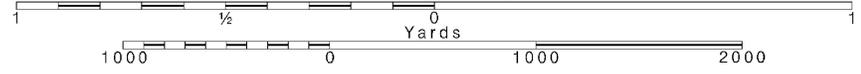
Fairway Patch

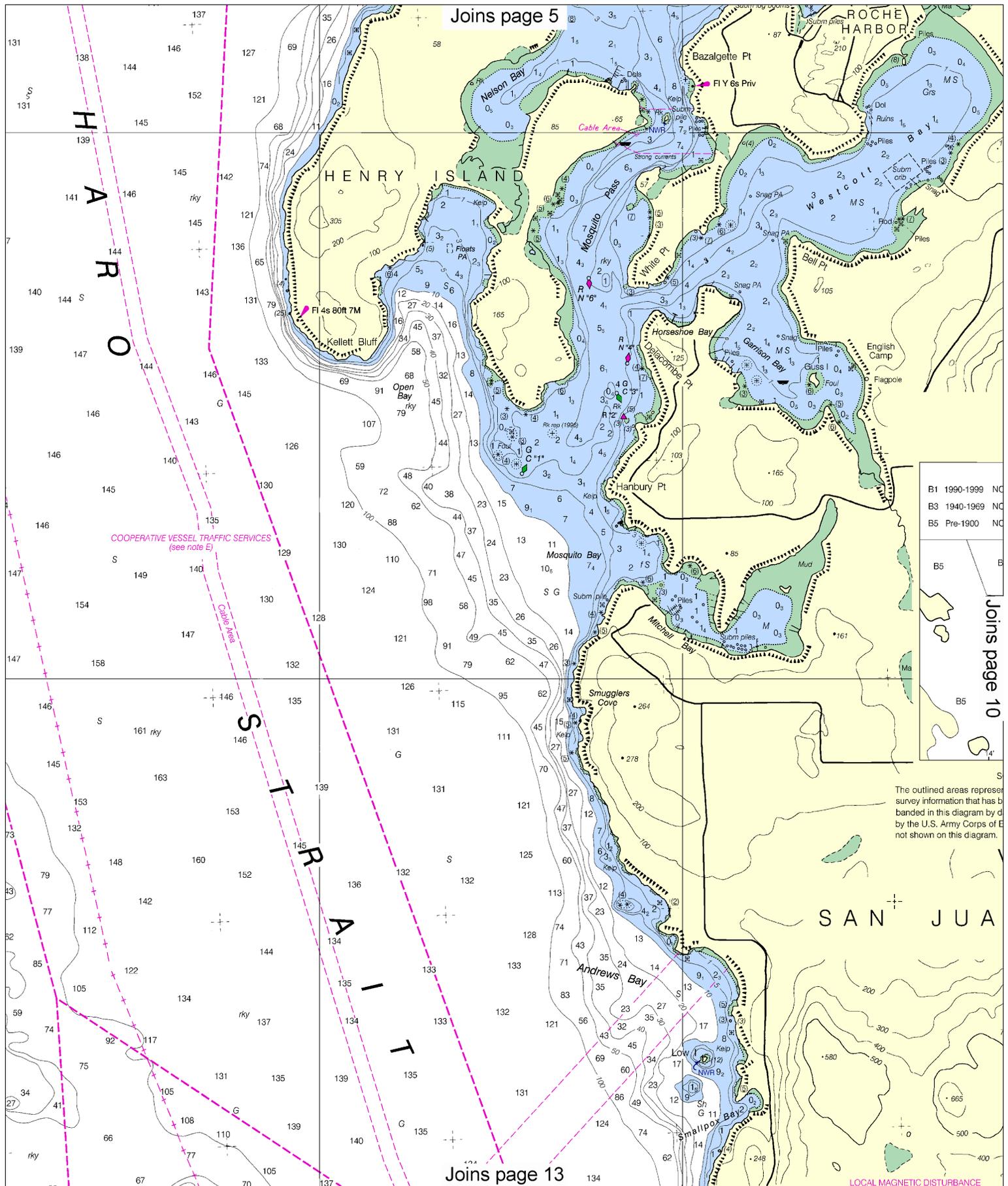
Kelp Reefs

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.





Joins page 5

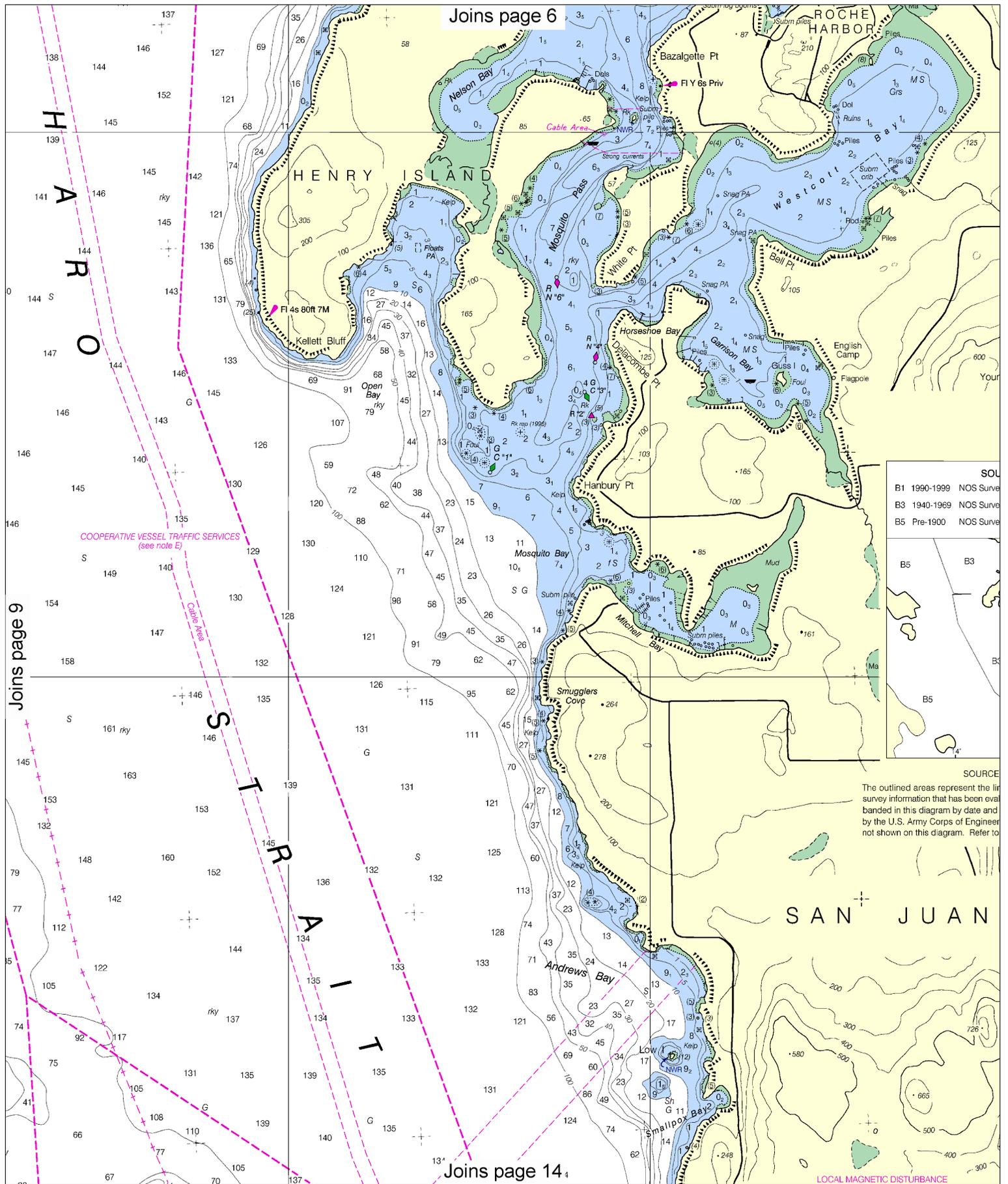
B1 1990-1999 NC
 B3 1940-1969 NC
 B5 Pre-1900 NC

Joins page 10

The outlined areas represent survey information that has been banded in this diagram by data collected by the U.S. Army Corps of Engineers. Areas not shown on this diagram.

Joins page 13

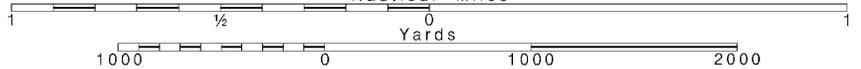
LOCAL MAGNETIC DISTURBANCE

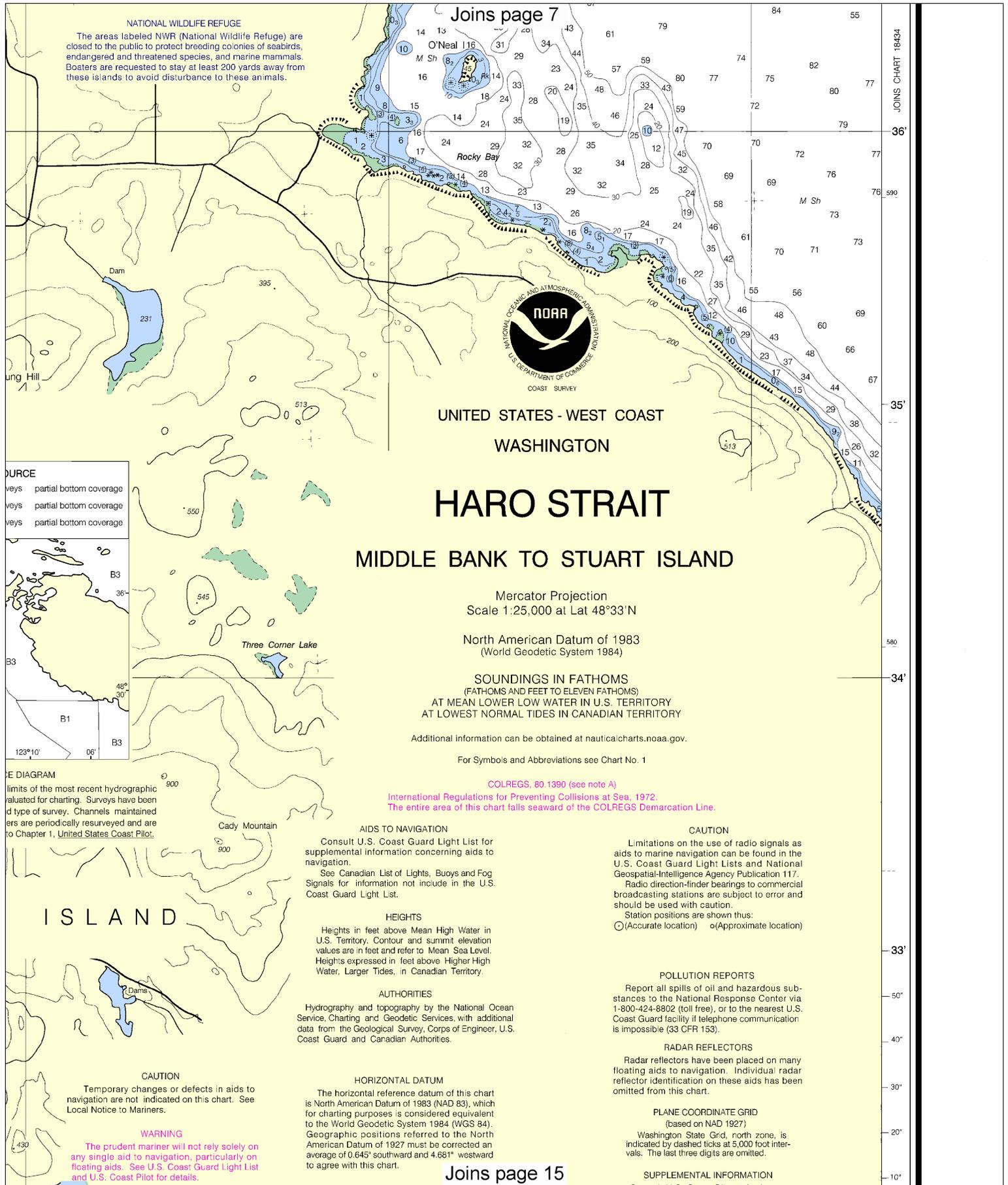


10

Note: Chart grid lines are aligned with true north.

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





NATIONAL WILDLIFE REFUGE
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JOINS CHART 18434



UNITED STATES - WEST COAST
 WASHINGTON

HARO STRAIT

MIDDLE BANK TO STUART ISLAND

Mercator Projection
 Scale 1:25,000 at Lat 48°33' 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

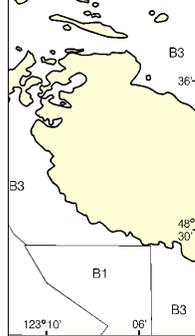
Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

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.

SOURCE
 veys partial bottom coverage
 veys partial bottom coverage
 veys partial bottom coverage



INDEX DIAGRAM
 limits of the most recent hydrographic surveys evaluated for charting. Surveys have been of type of survey. Channels maintained are periodically resurveyed and are to Chapter 1, United States Coast Pilot.

ISLAND

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 include in the U.S. Coast Guard Light List.

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.

AUTHORITIES
 Hydrography and topography by the National Ocean Service, Charting and Geodetic Services, with additional data from the Geological Survey, Corps of Engineer, U.S. Coast Guard and Canadian Authorities.

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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)

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).

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.

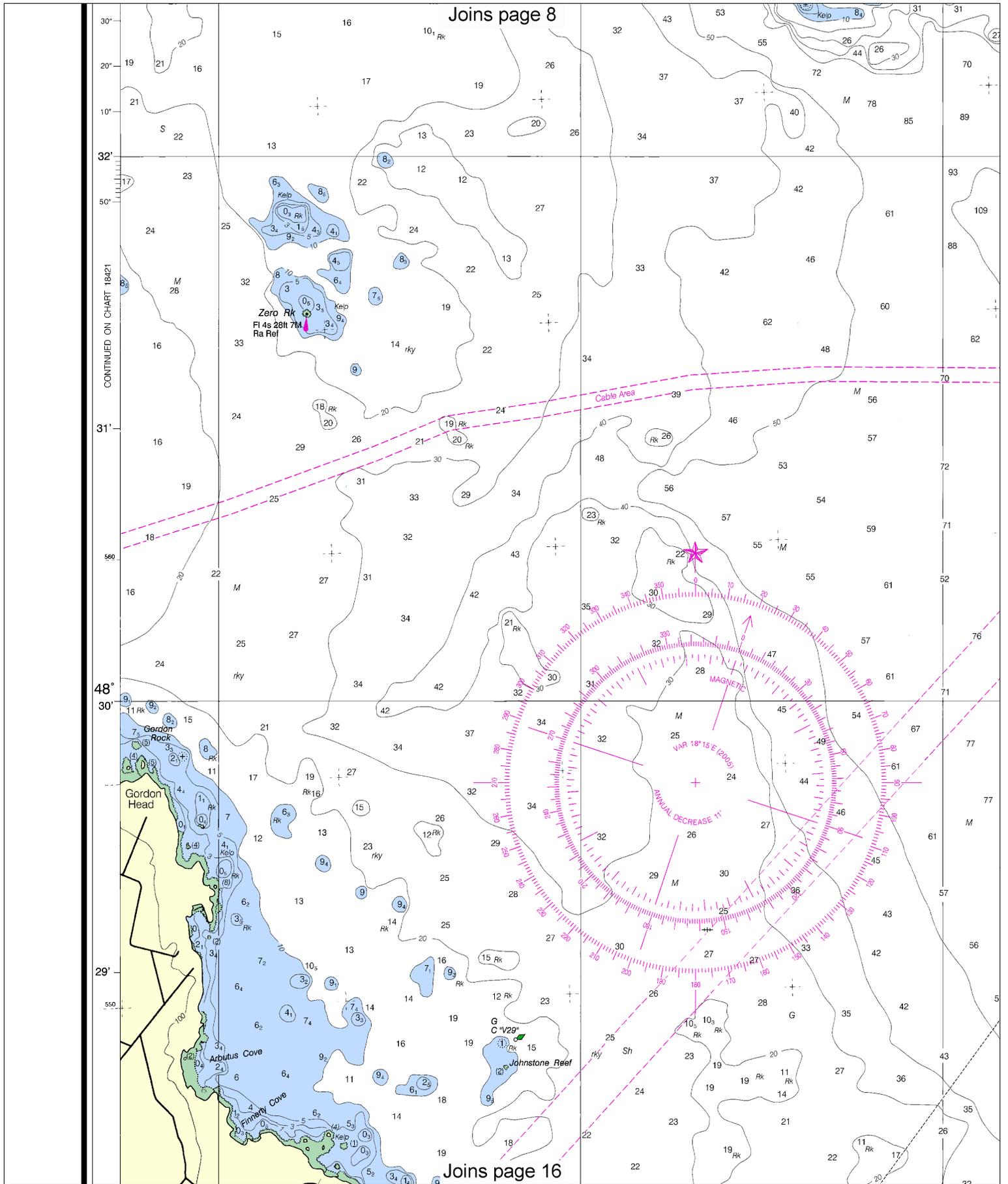
PLANE COORDINATE GRID
 (based on NAD 1927)
 Washington State Grid, north zone, is indicated by dashed ticks at 5,000 foot intervals. The last three digits are omitted.

SUPPLEMENTAL INFORMATION

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.

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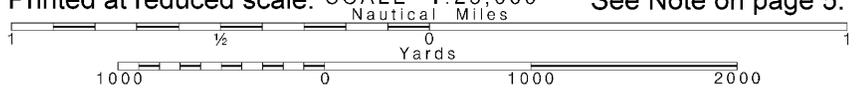
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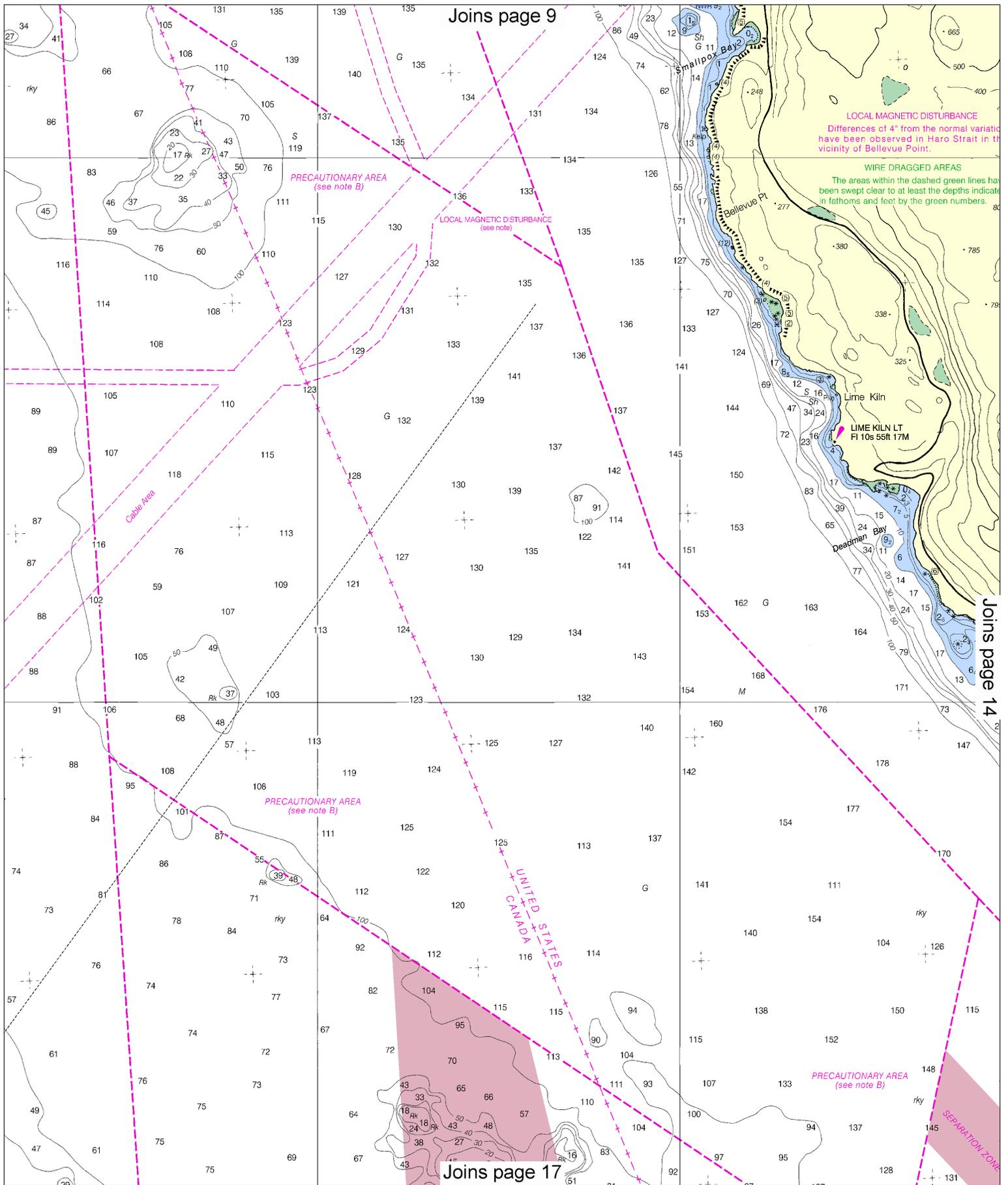
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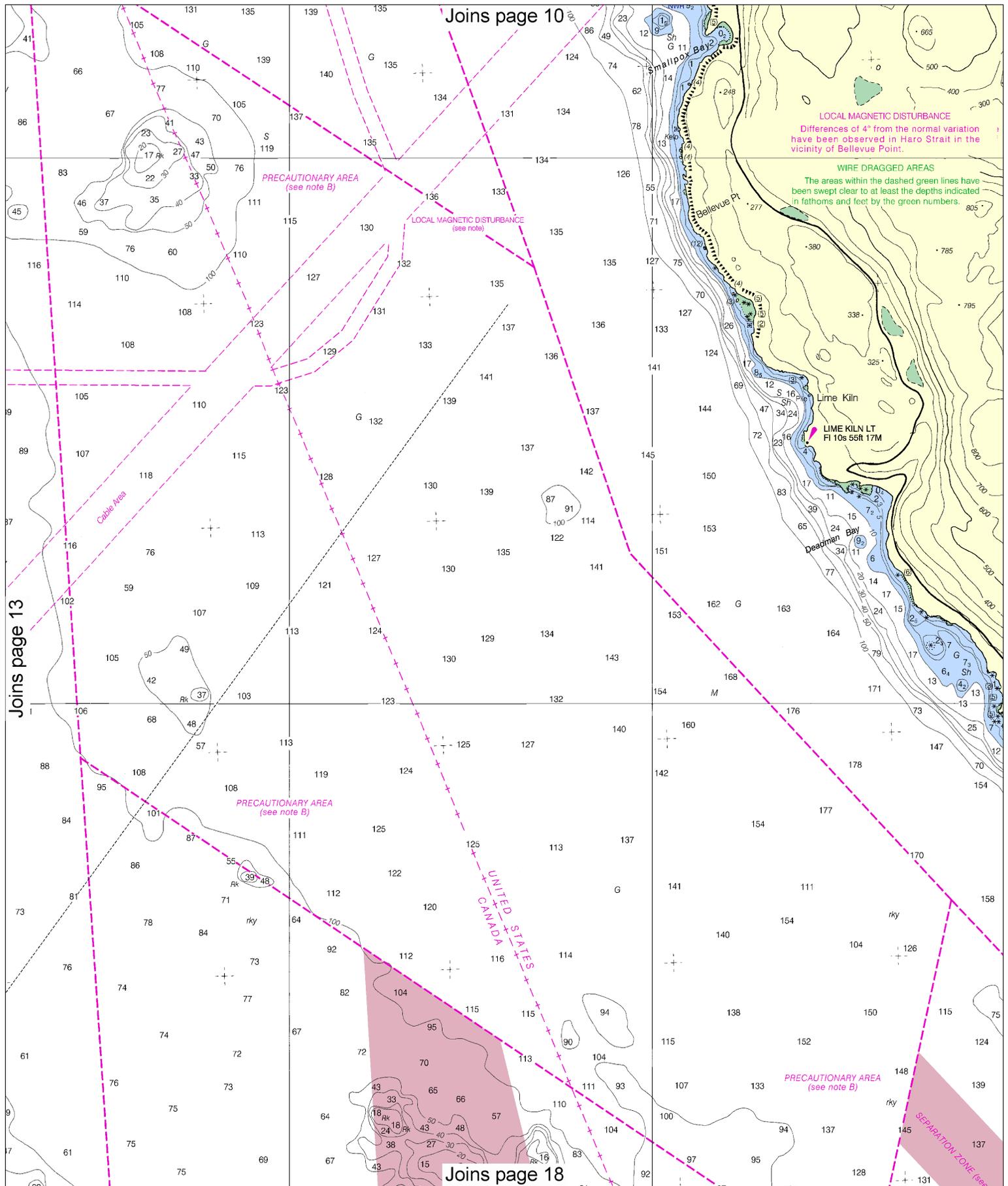
12

Note: Chart grid lines are aligned with true north.

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



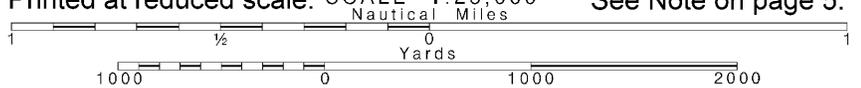


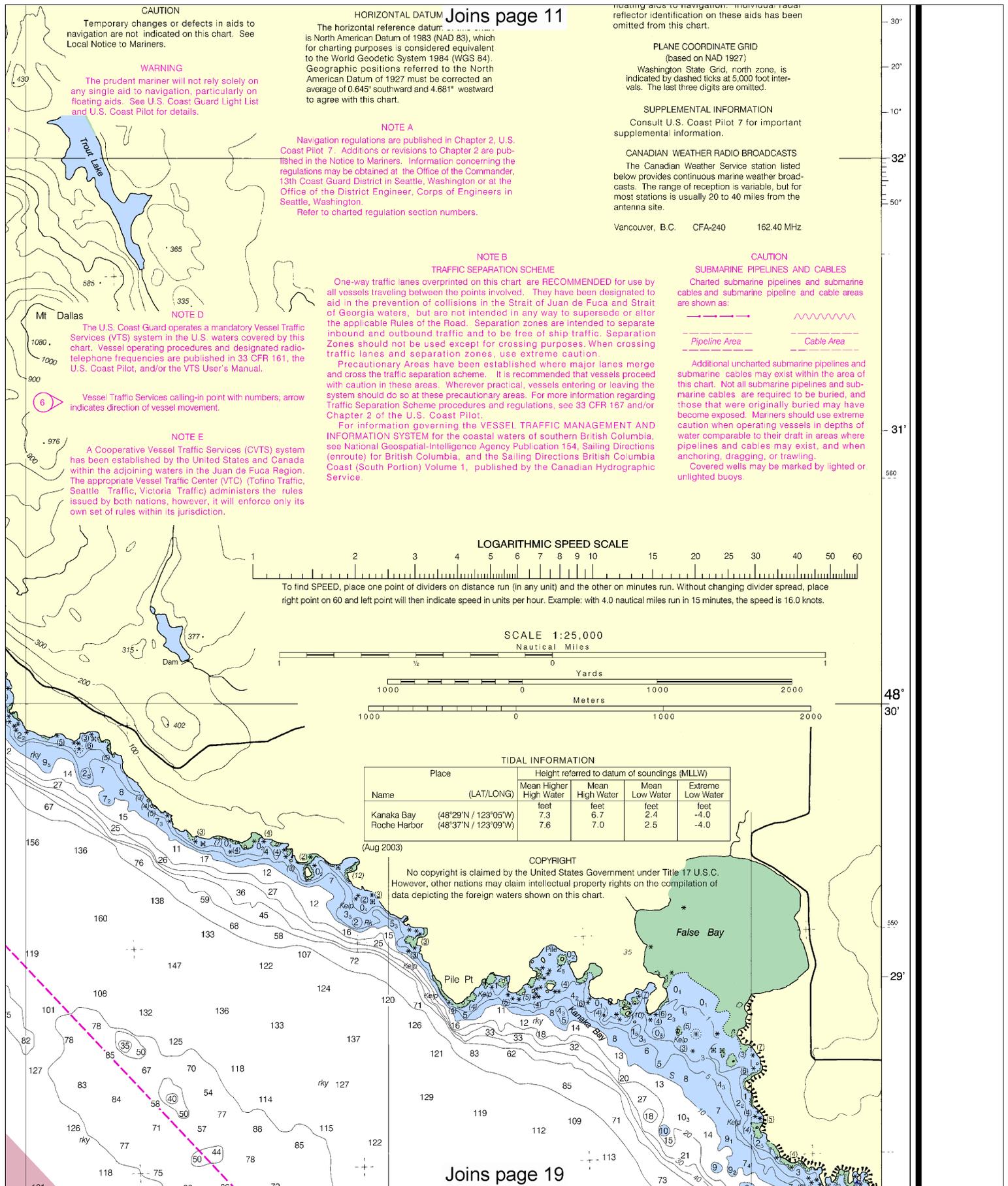


14

Note: Chart grid lines are aligned with true north.

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





Joins page 11

CAUTION
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HORIZONTAL DATUM
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floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

PLANE COORDINATE GRID
(based on NAD 1927)
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SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.

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

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.

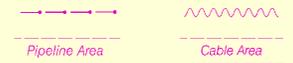
NOTE B
TRAFFIC SEPARATION SCHEME

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 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.

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.

NOTE D
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.

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

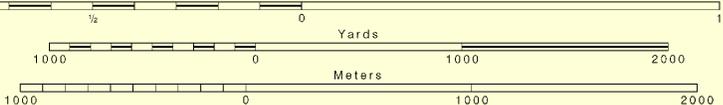
NOTE E
A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Tofino Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both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

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.

SCALE 1:25,000
Nautical Miles



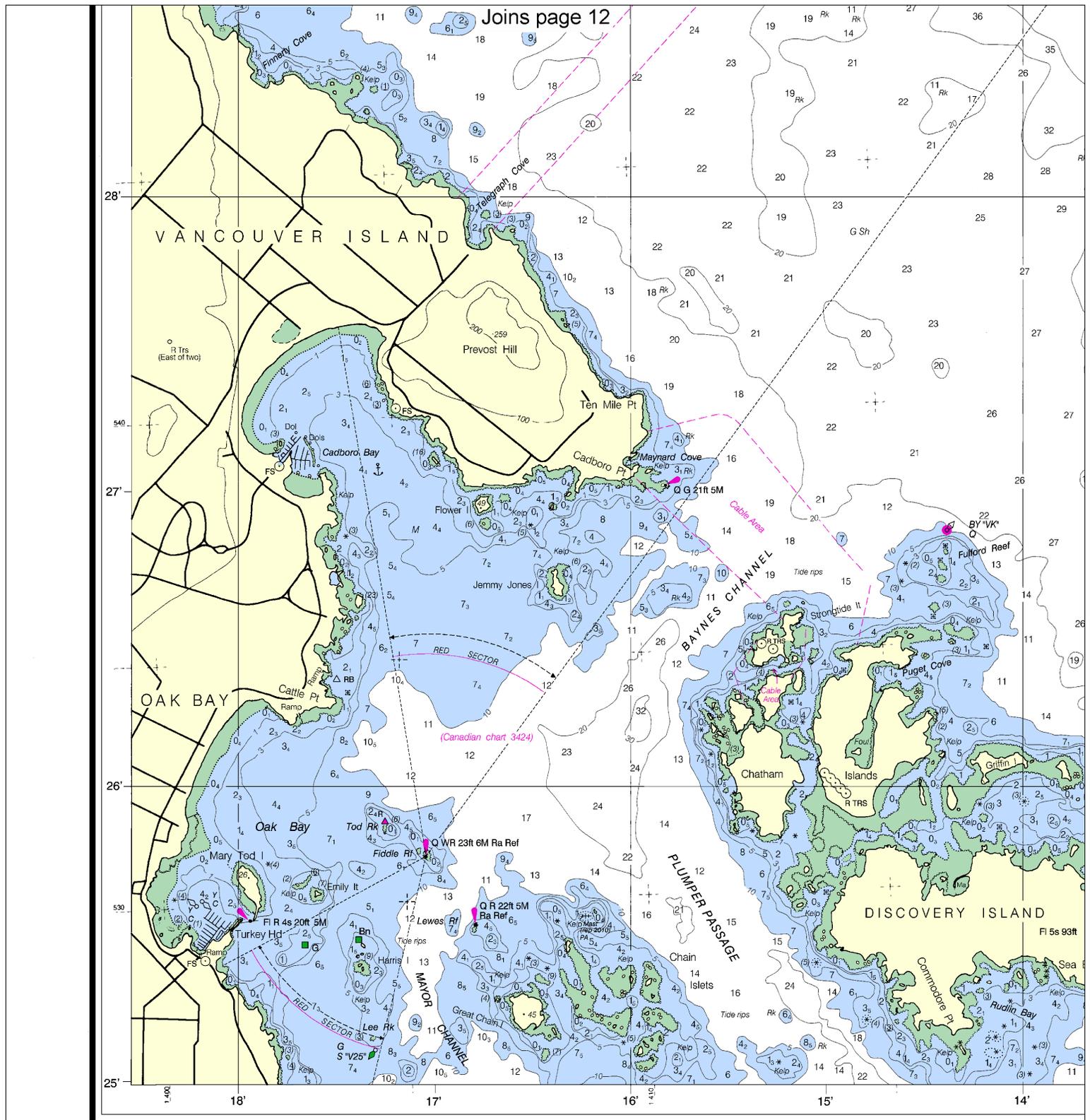
TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Kanaka Bay	(48°29'N / 123°05'W)	feet 7.3	feet 6.7	feet 2.4	feet -4.0
Roche Harbor	(48°37'N / 123°09'W)	feet 7.6	feet 7.0	feet 2.5	feet -4.0

(Aug 2003)

COPYRIGHT
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.

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

18433

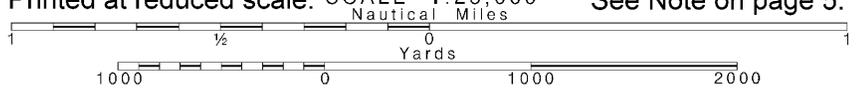
CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

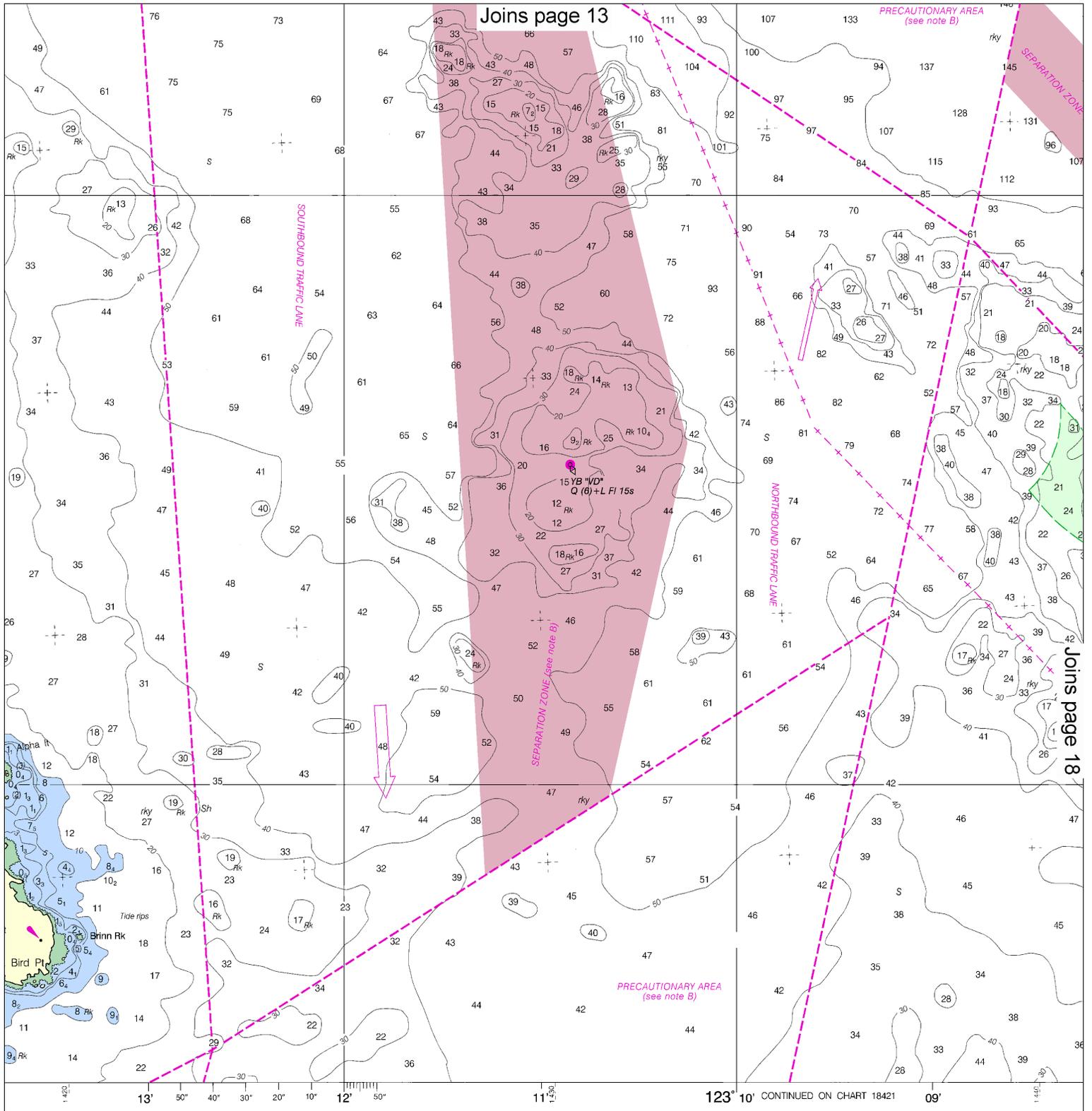
SOU

16

Note: Chart grid lines are aligned with true north.

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

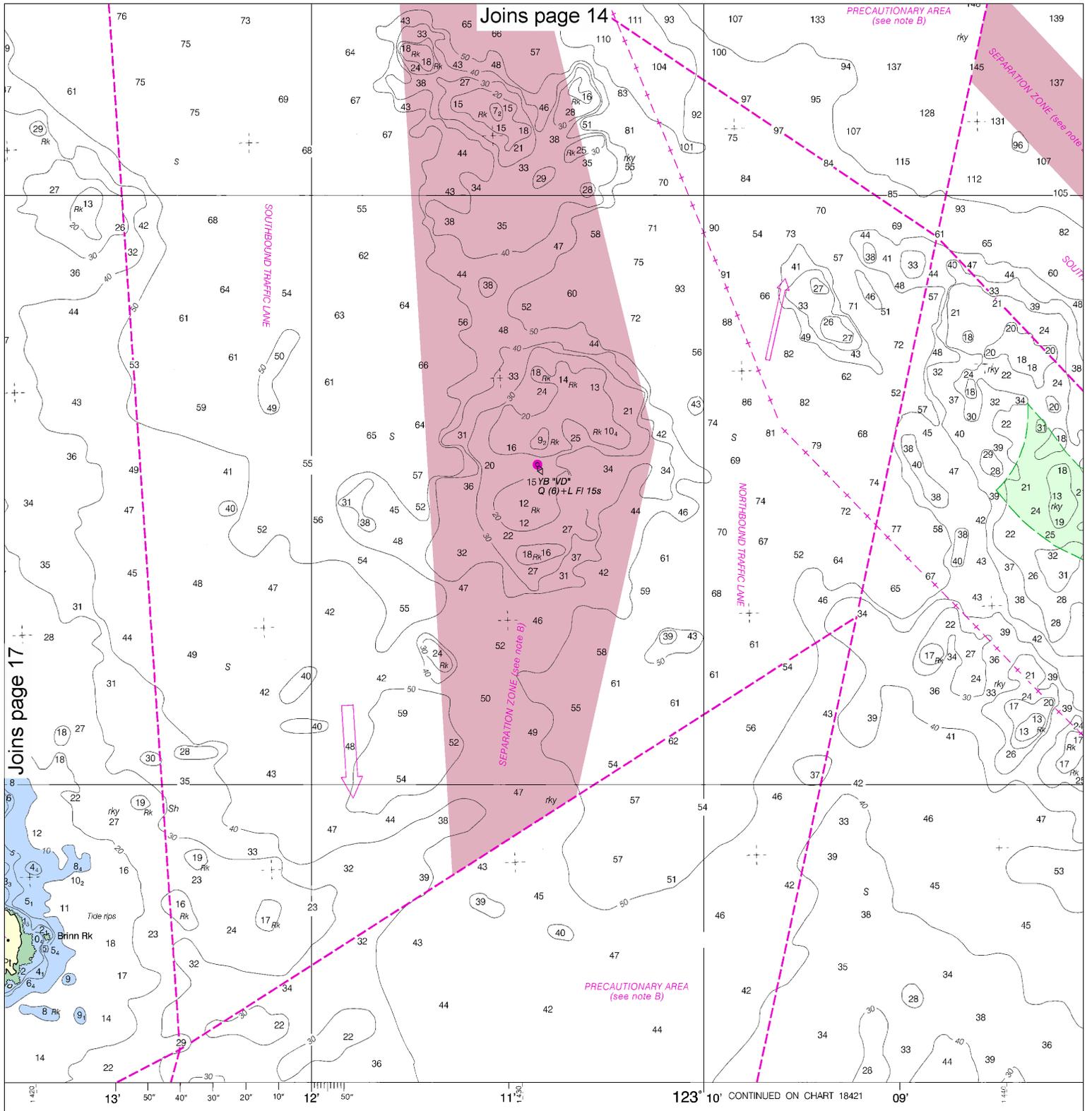




SOUNDINGS IN FATHOMS
 (FATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3



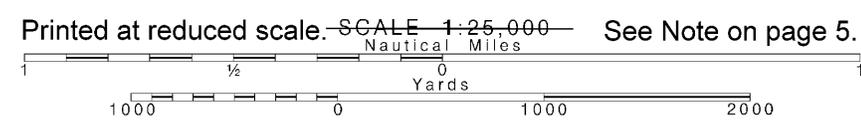
DINGS IN FATHOMS
 (THOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.
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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

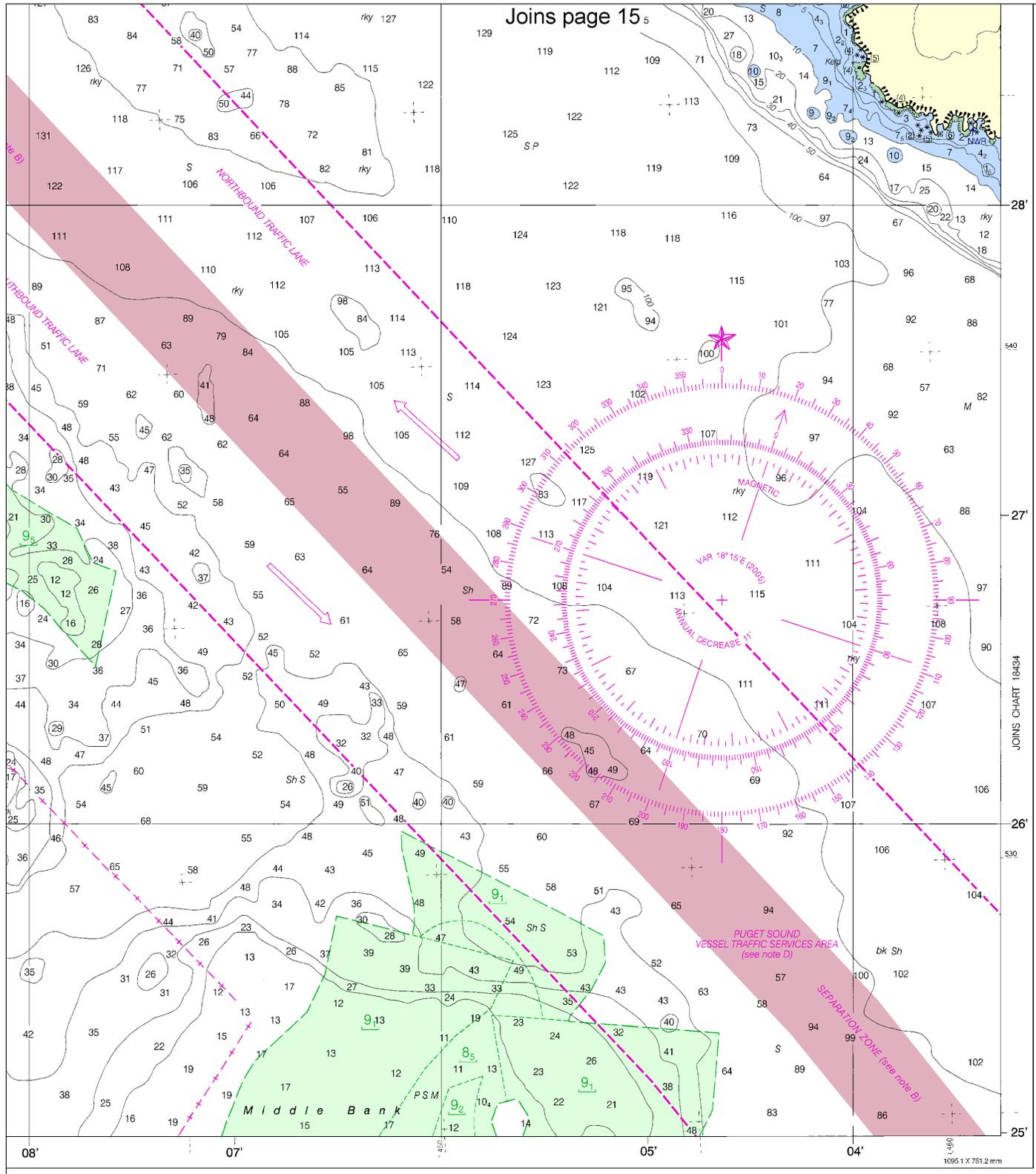
FATHOMS	1	2	3	4
FEET	6	12	18	24
METERS	1	2	3	4

18

Note: Chart grid lines are aligned with true north.



Joins page 15



JOINS CHART 18434

Haro Strait, Middle Bank to Stuart Island
 SOUNDINGS IN FATHOMS - SCALE 1:25,000

18433

ED. NO. 6
 NSN 7642014011565
 NGA REFERENCE NO. 18BHA18433



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/>
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- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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NOAA's Office of Coast Survey



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