BookletChart™

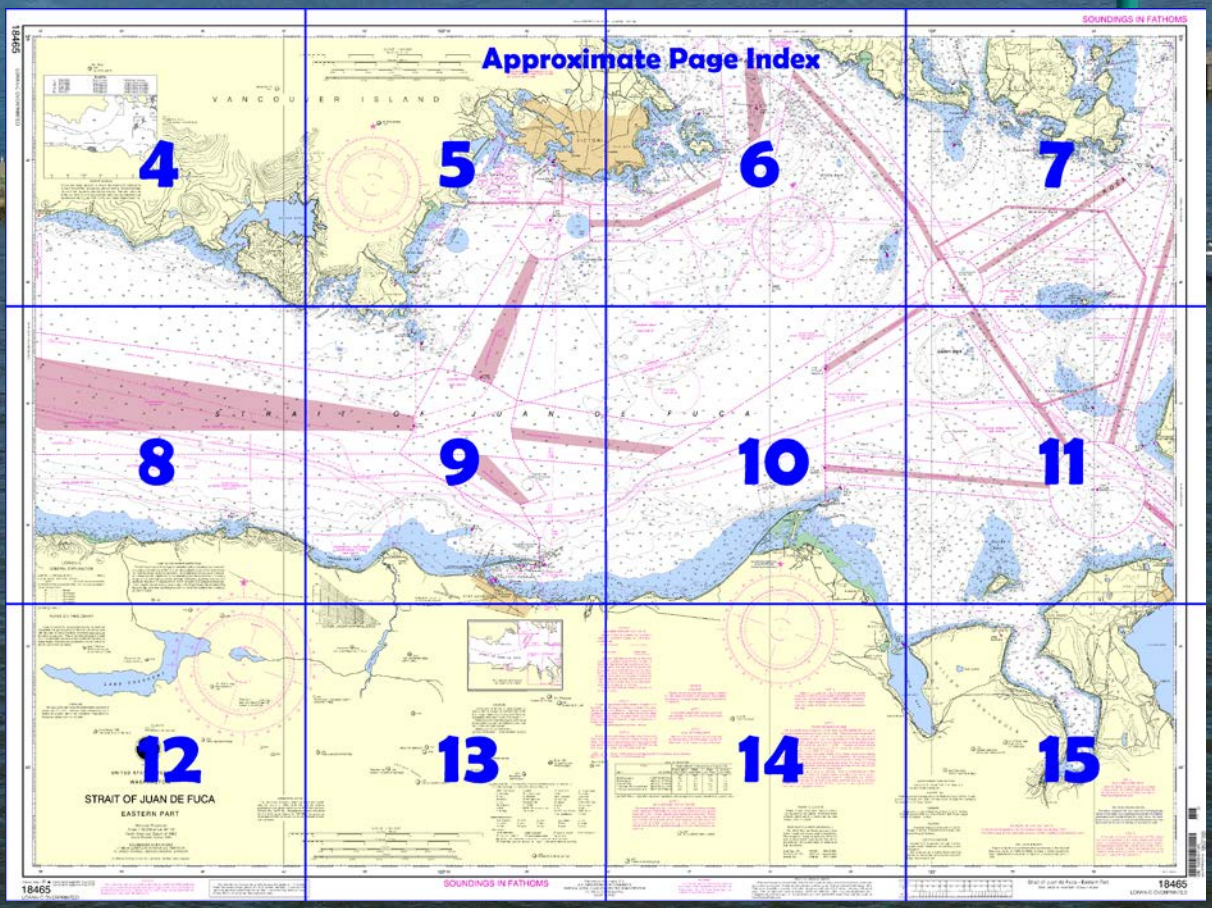
Strait of Juan de Fuca – Eastern Part

NOAA Chart 18465

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=18465.

(Selected Excerpts from Coast Pilot)
Sheringham Point is marked by a light. **Beechey Head** is 11.5 miles ESE of Sheringham Point. Vessels bound up the strait and passing outside Race Rocks should give Beechey Head a berth of 2 miles.
Race Rocks, 5 miles E of Beechey Head, are a cluster of bare low rocks from 0.5 mile to almost 1.5 miles from shore. A light and sound signal are on the largest rock of the group, and a lighted buoy marks the SE rock of the group. The tidal currents in Race Passage and in the vicinity of Race Rocks attain a velocity of 4 to 6 knots at times, and dangerous tide rips are formed.
A **prohibited area** has been established in Parry Bay by the Canadian Government. No vessel may anchor in the area without permission.
On **Quarantine Cove**'s E shore are the red brick buildings of the former quarantine station, now used as a penitentiary. Unauthorized vessels should not approach William Head within 200 yards.
Esquimalt Harbor, about 3 miles NNE of Albert Head, affords safe and ample anchorage and can be entered at any time. The entrance channel has general depths of 8 fathoms. Depths within the entrance gradually decrease for 1.5 miles N to **Cole Island**.
Victoria Harbor, landlocked and well protected, is about 2 miles ESE of Esquimalt Harbor, and can accommodate large vessels. A U.S. Immigration station is in Victoria. Victoria Harbor is entered between
A **Cooperative Vessel Traffic Service (CVTS)** has been established in the Strait of Juan de Fuca region, based on an agreement between the United States and Canada. Operated by the U.S. Coast Guard and the Canadian Coast Guard, the system is intended to enhance safe and expeditious vessel movement, and to minimize risk of pollution to the marine environment; the system is **mandatory.** 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. The CVTS Exchange lines delineating the sector boundaries and frequency change lines between Vessel Traffic Center management authorities are published below and in the VTS User's Manual. Useful information for operating in the CVTS area is available via http://www.uscg.mil/d13/cvts.
Caution.–Since logging is one of the main industries of the region, free-floating logs and submerged deadheads or sinkers are a constant source of danger in the Strait of Juan de Fuca and Puget Sound. The danger is increased during freshets, after storms, and unusually high tides. **Deadheads** or **sinkers** are logs which have become adrift from rafts or booms, have become waterlogged, and float in a vertical position with one end just awash, rising and falling with the tide.
Currents, Cape Flattery to Race Rocks.-The currents may attain velocities of 2 to 4 knots, varying with the range of tide, and are influenced by strong winds. E of Race Rocks, in the wider portion of the strait, the velocity is considerably less. At Race Rocks and Discovery Island the velocity may be 6 knots or more.
The **flood current** entering the Strait of Juan de Fuca sets with considerable velocity over Duncan and Duntze Rocks, but, instead of running in the direction of the channel, it has a continued set toward the Vancouver Island shore which is experienced as far as Race Rocks. The flood current velocity is greater on N shore of the strait than on the S.
The **ebb current** is felt most along the S shore of the strait, and between New Dungeness Light and Crescent Bay there is a decided set S and W, especially during large tides. With the wind and swell against the current, a short choppy sea is raised near the entrance to the strait.
Pilotage, Strait of Juan de Fuca and Puget Sound.-Pilotage is compulsory for all foreign vessels and U.S. vessels engaged in foreign trade. Pilotage is optional for U.S. vessels engaged in the coastwise trade with a federally licensed pilot on board.
A Canadian Armed Forces **firing** and **practice exercise area** is established in the vicinity of Sheringham Point and San Simon Point about 8 miles to the W. (See Annual Edition of Canadian Notices to Mariners for area limits, types of practices, warning signals, etc.)

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

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

Table of Selected Chart Notes

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the large scale Canadian charts are not shown on this chart.

CAUTION

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

AIDS TO NAVIGATION

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

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

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Neah Bay, WA	KIH-36	162.550 MHz
Puget Sound, WA	WWG-24	162.425 MHz
Seattle, WA	KHB-60	162.550 MHz

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)

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 0.685" southward and 4.724" westward to agree with this chart.

NOTE C

For Canadian Firing Practice and Exercise Areas, see Canadian Notice to Mariners No. 35 of each year. Lighted and unlighted buoys are randomly located within these areas. These buoys are not charted.

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

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.

NOTE E

SMALL ARMS SAFETY ZONE

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

NOTE L

Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

NOTE D

NAVAL OPERATING AREAS

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

NOTE B

CAUTION

Naval vessels may be maneuvering in circles in this area. Proceed with caution, For further information consult Coast Guard Local Notice to Mariners.

NOTE H

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.

NOTE G

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.

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 J

Mariners are cautioned that the Washington State and/or local government 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.

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.

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.

Mercator Projection
Scale 1:80,000 at Lat 48° 13'
North American Datum of 1983
(World Geodetic System 1984)

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

AUTHORITIES

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

SOURCE DIAGRAM

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

PUGET SOUND HARBOR SAFETY PLAN

The US Coast Guard and the Puget Sound Harbor Safety Committee have developed and adopted a Harbor Safety Plan that formally established a set of Standards of Care for Puget Sound and surrounding waters. These Standards of Care are intended to supplement existing regulations by documenting good marine practices for a variety of operations including tug escorts, pilotage, anchoring, lightering, and provides additional information on required charts, Aids to Navigation and Emergency Response. If your vessel does not already have a copy of the Puget Sound Harbor Safety Plan log on to http://www.marineexchangesea.com or contact the Seattle Marine Exchange at (206) 443-3830.

COLREGS, 80.1385 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

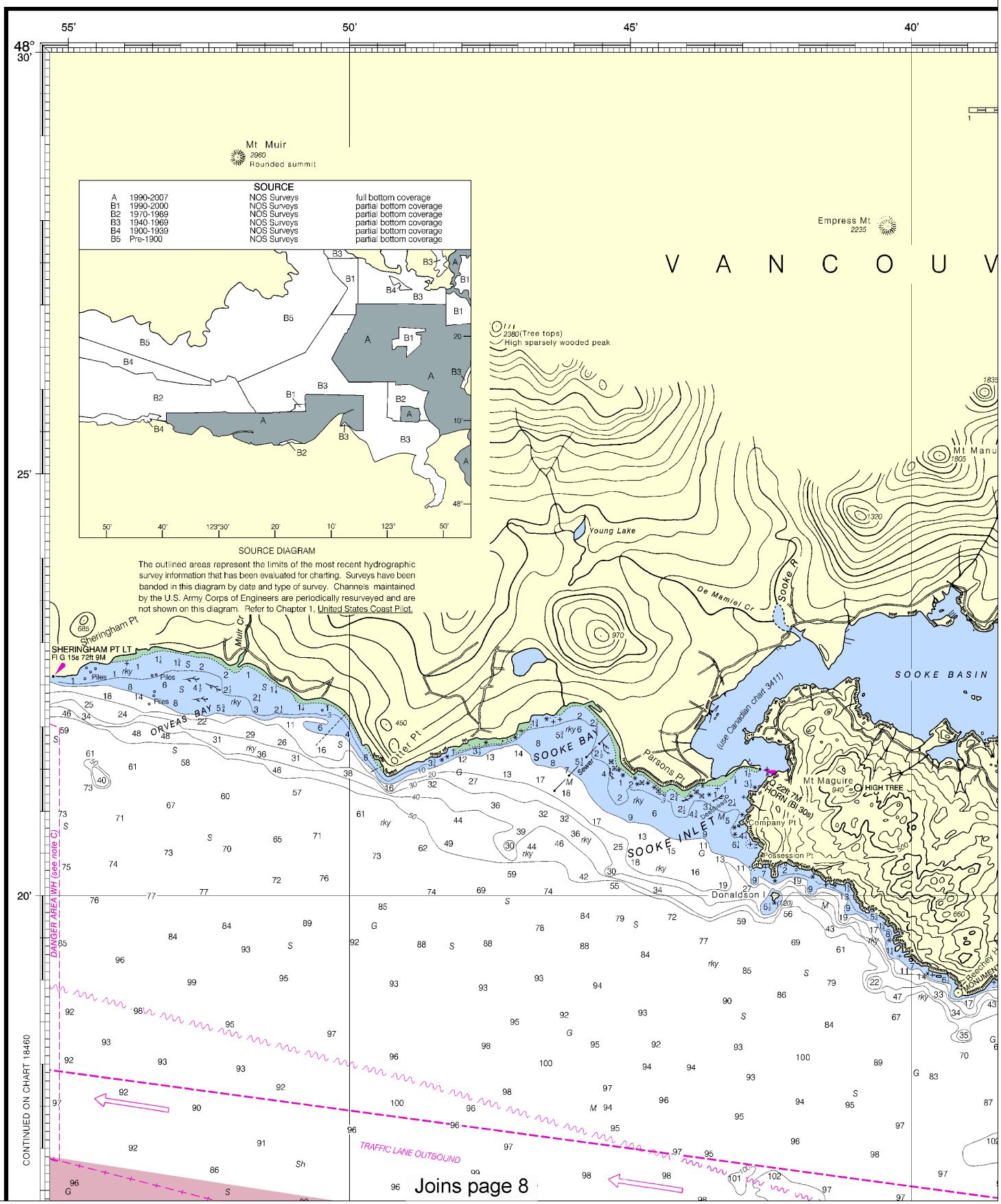
4A 13 Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Port Townsend	(48°07'N/122°45'W)	8.5	7.8	2.5
Port Angeles	(48°07'N/123°26'W)	7.1	6.5	1.9
Crescent Bay	(48°10'N/123°44'W)	6.7	6.1	2.0
* Victoria, Vancouver Island	(48°26'N/123°23'W)	8.6	8.0	4.6
* Sooke, Vancouver Island	(48°22'N/123°44'W)	9.4	8.4	4.8

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.

(Sep 2011) *Note - In Canadian waters the chart datum is the average of the Lowest Normal Tides, approximately.



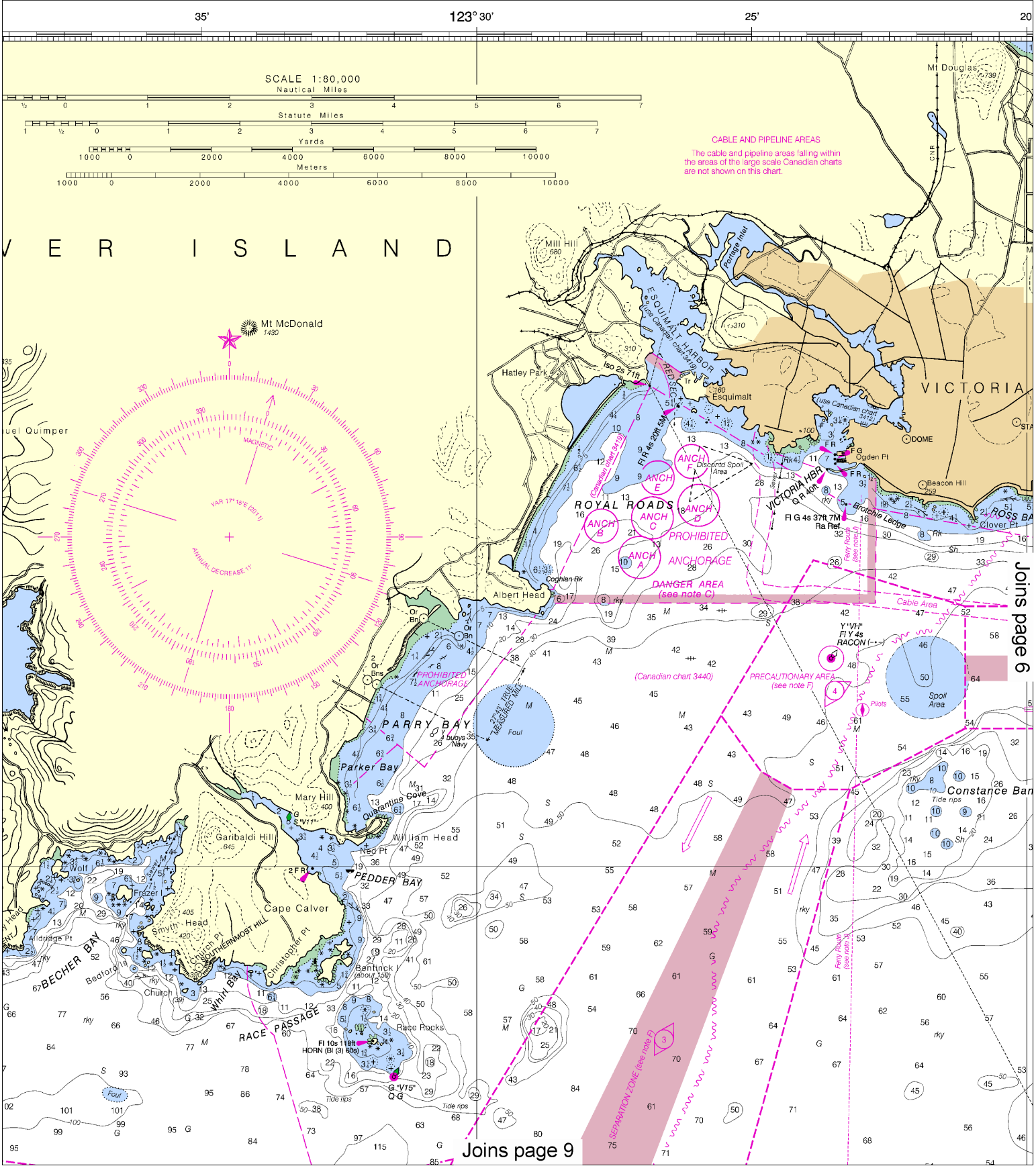
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

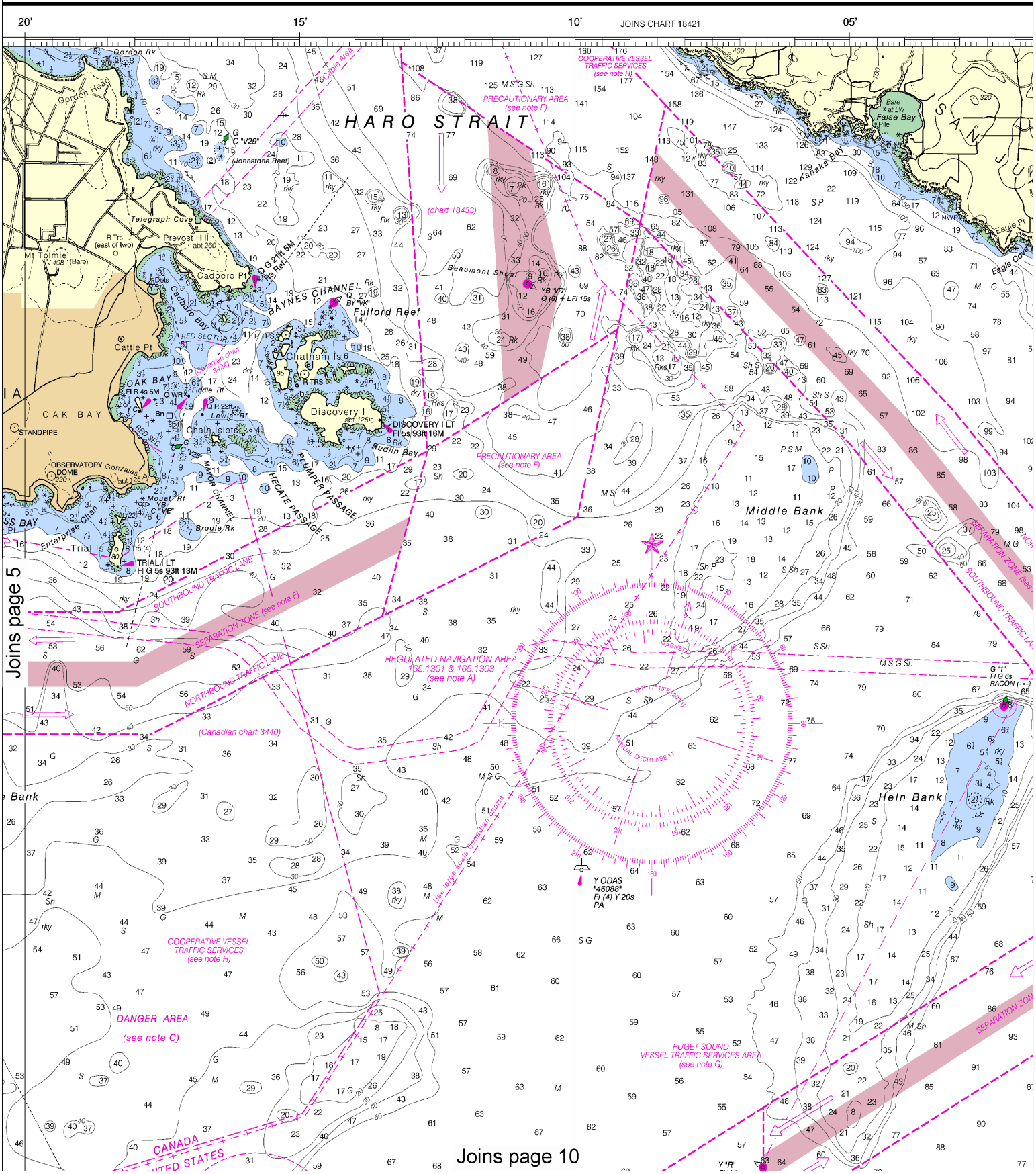
Yards: 1000 0 2000 4000 6000 8000 10000

Formerly C&GS 6382, 1st Ed., Oct. 1927



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:114286. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Oct. 1927 C-1927-283 KAPP 1723



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

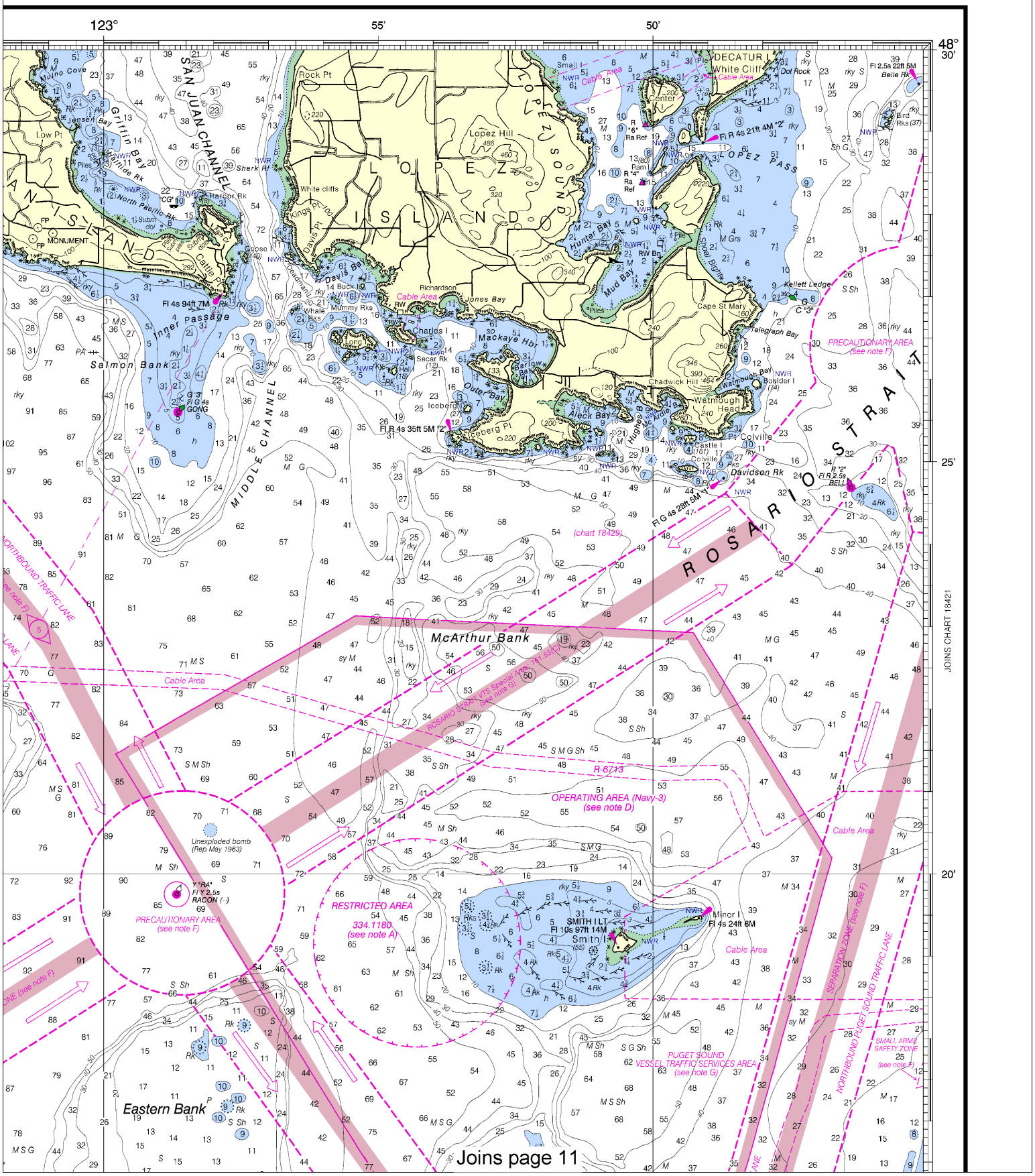
Nautical Miles

1 0 1 2 3 4 5 6 7

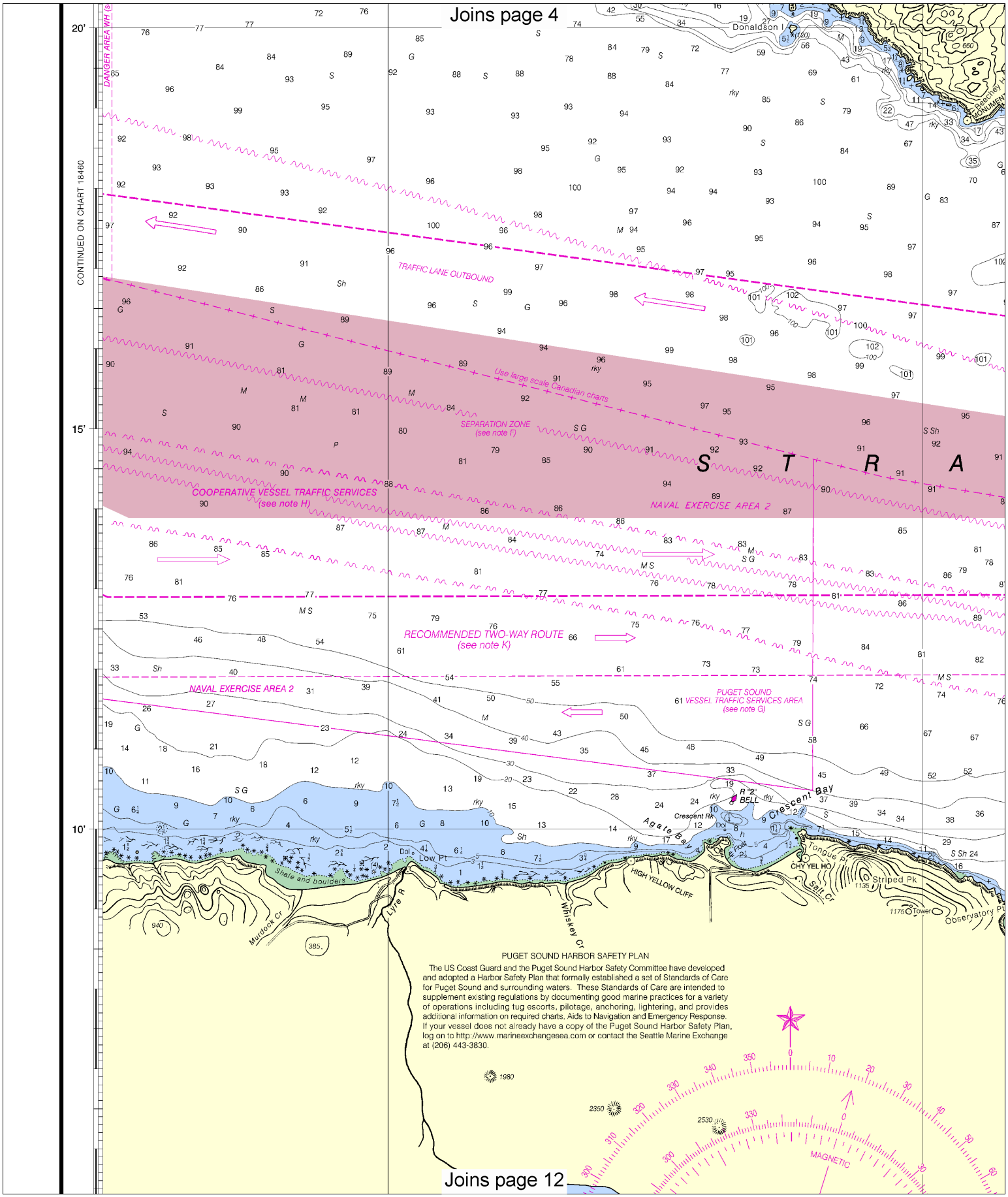
Yards

1000 0 2000 4000 6000 8000 10000

SOUNDINGS IN FATHOMS



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



PUGET SOUND HARBOR SAFETY PLAN

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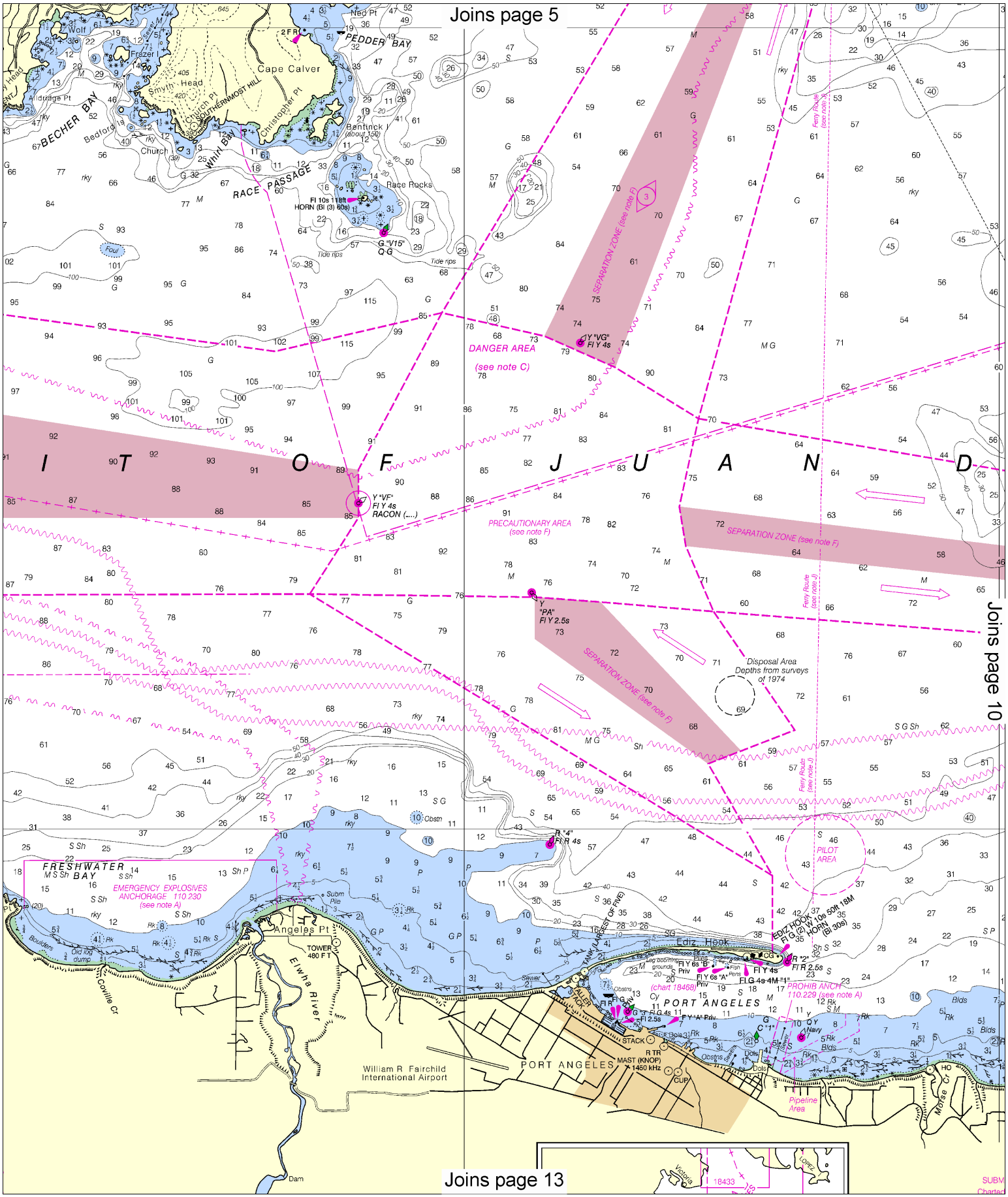
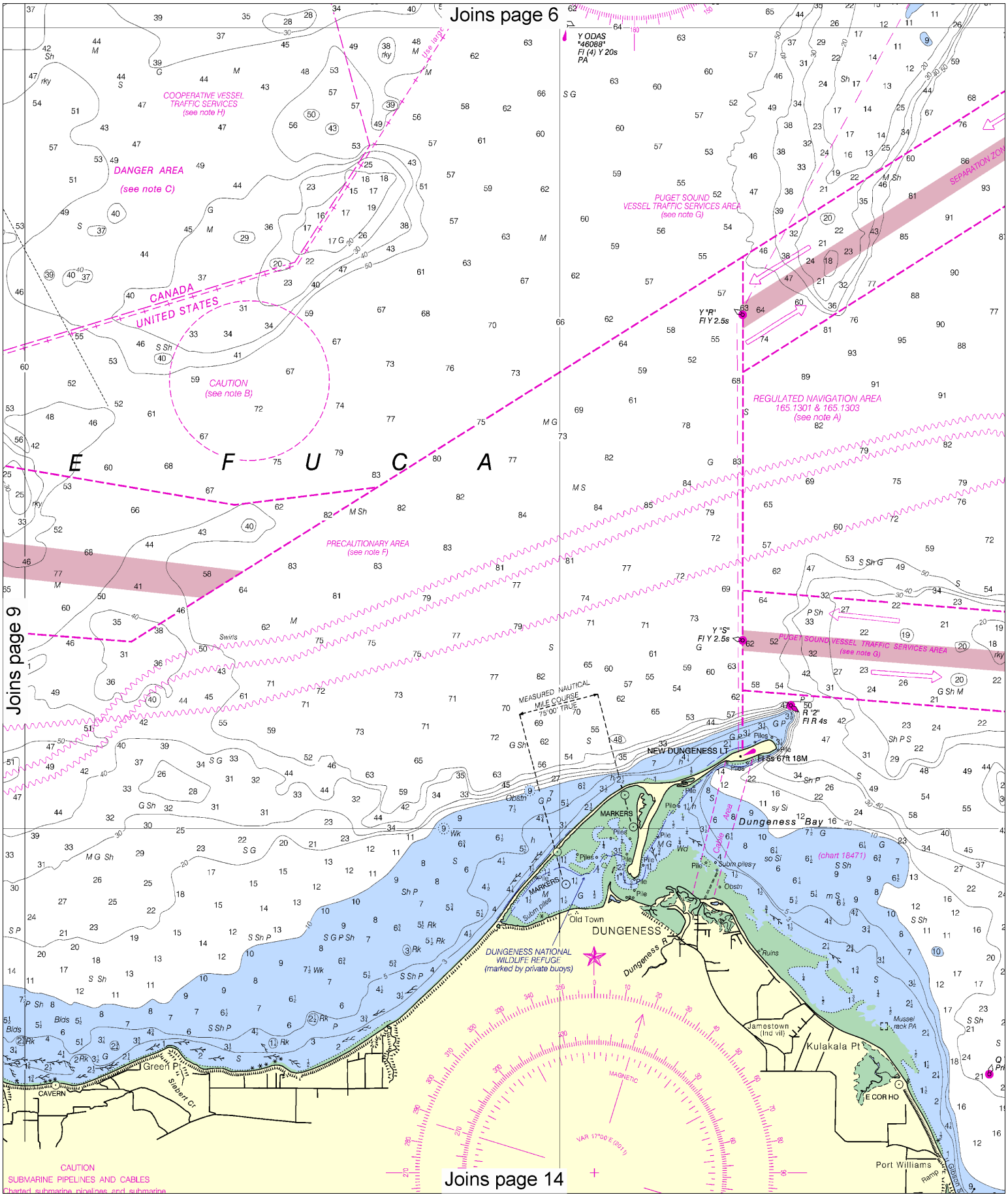
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 5
Joins page 10
Joins page 13
PEDDER BAY
Cape Calver
Smyth Head
BECHER BAY
Bedford Is
Church
Whirl Bay
RACE PASSAGE
Race Rocks
Bentinck I
Christopher Pt
Ned Pt
Wolf I
Frazer I
Alldridge Pt
Tide rips
Foul
DANGER AREA
(see note C)
SEPARATION ZONE (see note F)
Y "VG"
Fl Y 4s
I T O F J U A N D
Y "VF"
Fl Y 4s
RACON (....)
PRECAUTIONARY AREA
(see note F)
Y
"PA"
Fl Y 2.5s
Disposal Area
Depths from surveys
of 1974
Ferry Route
(see note J)
PILOT
AREA
R "4"
Fl R 4s
FRESHWATER
BAY
EMERGENCY EXPLOSIVES
ANCHORAGE 110.230
(see note A)
Angeles Pt
TOWER
480 F T
Elwha River
Coville Cr
Boulders
Old log
dump
Subm
Pile
Sewer
Ediz Hook
EDIZ HOOK
Fl G (2) W 10s 50ft 18M
HORN
(Bl 30s)
R "2"
Fl R 2.5s
Fl Y 6s "B"
Fl Y 6s "A"
Fl G 4s 4M "1"
(chart 18468)
PROHIB ANCH
110.229 (see note A)
PORT ANGELES
TALLER
STACK
Fl G 4s
Fl 2.5s
Fl Y "A" Priv
STACK
R TR
MAST (KNOP)
1450 kHz
CUP
Navy
Pipeline
Area
Morse Cr
William R Fairchild
International Airport
Dam
Victoria
18433
LOPEZ
SUBM
Charted



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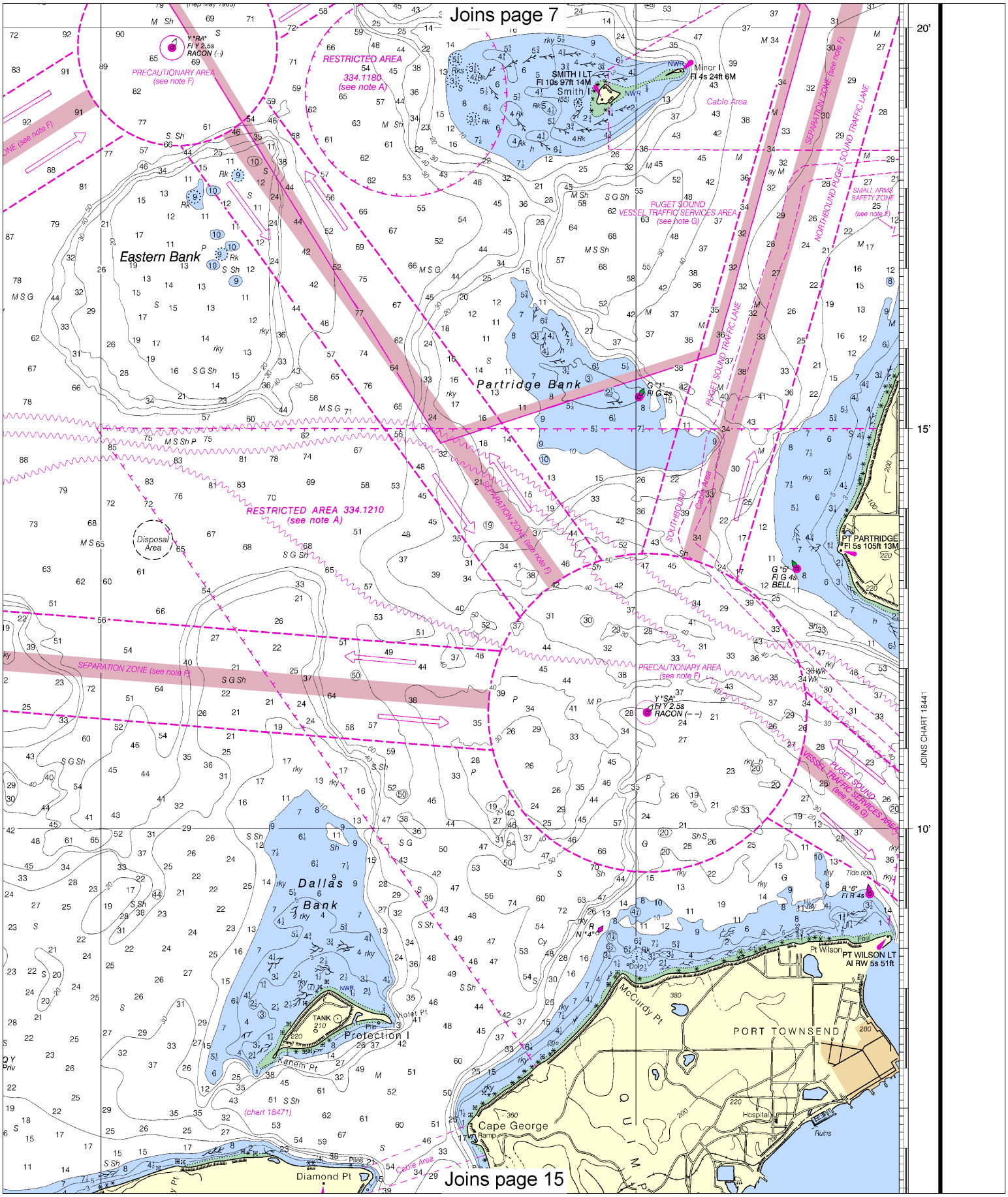
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000


Joins page 7
Joins page 15
RESTRICTED AREA 334.1180 (see note A)
RESTRICTED AREA 334.1210 (see note A)
PRECAUTIONARY AREA (see note F)
SEPARATION ZONE (see note F)
PUGET SOUND VESSEL TRAFFIC SERVICES AREA (see note G)
NORTHBOUND PUGET SOUND TRAFFIC LANE
SOUTHBOUND
SMALL ARMS SAFETY ZONE (see note F)
Cable Area
Eastern Bank
Partridge Bank
Dallas Bank
Protection I
Cape George
Diamond Pt
Kanem Pt
Violet Pt
McCurdy Pt
PORT TOWNSEND
Pt Wilson
PT WILSON LT
PT PARTRIDGE
Disposal Area
SMITH I LT
Minor I
Smith I
Y "RA"
Y "SA"
G "1"
G "5"
R "6"
R "4"
Hospital
Ruins
(chart 18471)
JOINS CHART 18441
20'
15'
10'

Joins page 8

PUGET SOUND HARBOR SAFETY PLAN

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LAKE CRESCENT

Lake Sutherland

Pyramid Mt (east corner) 3140

3600 (Tree tops) Western and higher of two wooded peaks

Mt Storm King Rounded knob 4580

(Tree tops) Summit of Baldy Ridge western of double top 5130

Aurora Pk 4770 Notched top (east tip)

Sourdough Mt 4700 (east end of flat top)

5220 Peak, east end of ridge

5570

5500

1980

2350

2530

MAGNETIC

VAR 17° 15' E (2011)

ANNUAL DECREASE 11'

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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES-WEST COAST

WASHINGTON

STRAIT OF JUAN DE FUCA

EASTERN PART

Mercator Projection
Scale 1:80,000 at Lat 48° 13'
North American Datum of 1983
(World Geodetic System 1984)

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

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

HORI
The horizontal
is North American
for charting purpo
to the World Geod
Geographic pos
American Datum
average of 0.685"
to agree with this

55' 50' 45' 40'

05' 48°

39th Ed., Oct./ 11 ■ Corrected through NM Oct. 22/11
Corrected through LNM Oct. 04/11
18465

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.

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.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

Joins page 9

EMERGENCY EXPLOSIVES ANCHORAGE 110.230 (see note A)

Angeles Pt

TOWER 480 FT

Elwha River

Coville Cr

Ediz Hook

PORT ANGELES

(chart 18468)

PROHIB ANCH 110.229 (see note A)

STACK

R TR MAST (KNOP) 1450 kHz

CUP

William R Fairchild International Airport

Pipeline Area

Morse Cr

Dam

Lake Aldwell

Round top 2140 on first low ridge west of valley

2210 High point on first ridge east of valley

4360 Brown rocky slide below summit east end of ridge

4070

4700 Peak, east end of rear ridge

Sharp twin pinnacles 5100 5150

Unicorn Peaks

Rounded top 5060 western shoulder of high ridge

5790 High point of flat summit

Mt Angeles 6470 6480

6230 Round top notch to east

Second Top 6060 Sawtooth summit

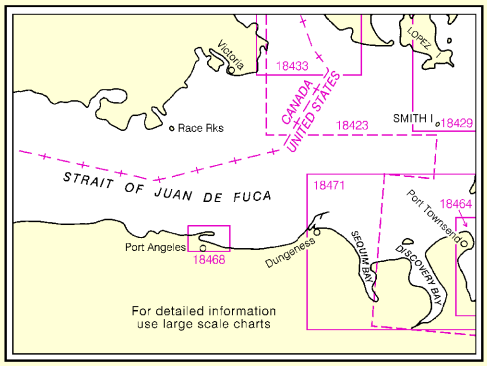
Burnt Mt Rounded summit 4970 (Tree tops)

Round Mt 3620

2590 Mt Pleasant Western tip of ridge

2680 Eastern tip (higher)

6250 Prominent sharp tip on ridge



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)

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
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO 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:

Blds 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	

(21) 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.

RIZONTAL DATUM
al reference datum of this chart
n Datum of 1983 (NAD 83), which
poses is considered equivalent
odetic System 1984 (WGS 84).
ositions referred to the North
n of 1927 must be corrected an
6" southward and 4.724" westward
is chart.

SCALE 1:80,000
Nautical Miles 0 1 2 3 4 5 6 7
Statute Miles ½ 0 1 2 3 4 5 6 7
Yards 1000 0 2000 4000 6000 8000 10000
Meters 1000 0 2000 4000 6000 8000 10000

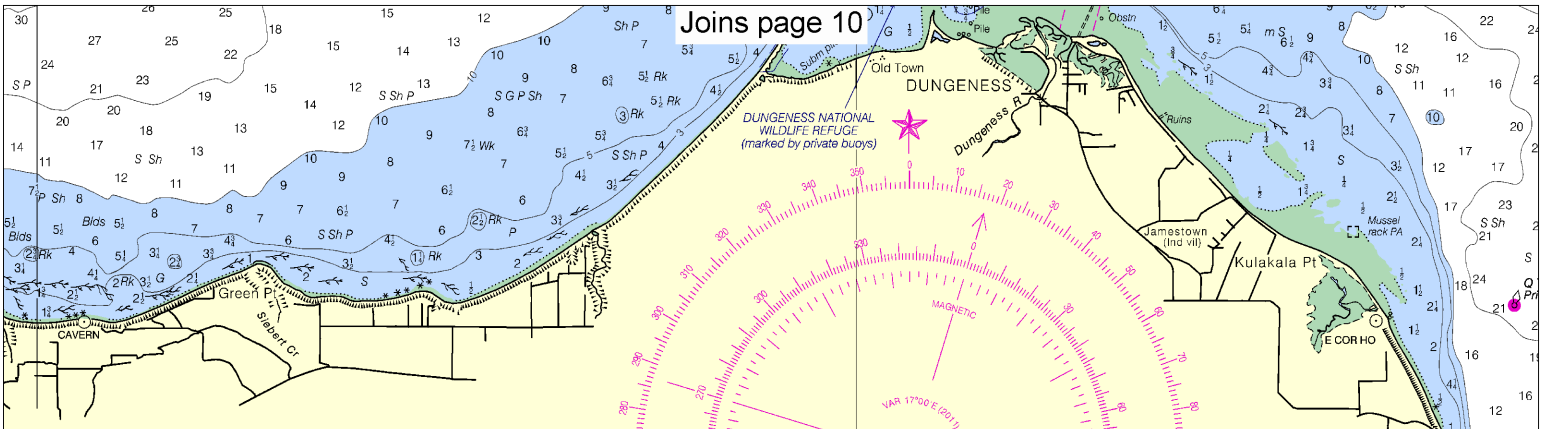
35' 123° 30' 25' 20

Joins page 14

SOUNDINGS IN FATHOMS

Published at Washi
U.S. DEPARTMENT O
NATIONAL OCEANIC AND ATMOS
NATIONAL OCEAN
COAST SUR

Joins page 10



CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine ...les and submarine pipeline and cable areas shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and ...marine cables may exist within the area of ... chart. Not all submarine pipelines and sub...rine cables are required to be buried, and ...se that were originally buried may have ...come exposed. Mariners should use extreme ...tion when operating vessels in depths of ...ter comparable to their draft in areas where ...elines and cables may exist, and when ...choring, dragging, or trawling.

Covered wells may be marked by lighted or ...ighted buoys.

NOTE A

...ation regulations are published in Chapter 2, U.S. ...t 7. Additions or revisions to Chapter 2 are pub...he Notice to Mariners. Information concerning the ...s may be obtained at the Office of the Commander, ...t Guard District in Seattle, Washington or at the ... the District Engineer, Corps of Engineers in ...gton.

...rted regulation section numbers.

NOTE G

...st Guard operates a mandatory Vessel Traffic ... system in the U.S. waters covered by this ...perating procedures and designated radio...quencies are published in 33 CFR 161, the ..., and/or the VTS User's Manual.

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

NOTE L

Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

NOTE B

CAUTION

Naval vessels may be maneuvering in circles in this area. Proceed with caution. For further information consult Coast Guard Local Notice to Mariners.

NOTE C

For Canadian Firing Practice and Exercise Areas, see Canadian Notice to Mariners No. 35 of each year. Lighted and unlighted buoys are randomly located within these areas. These buoys are not charted.

NOTE D

NAVAL OPERATING AREAS

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

Lost Mt
2250 (Tree tops)

NOTE J

Mariners are cautioned that the Washington State and/or local government 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.

NOTE F

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 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 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		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Port Townsend	(48°07'N/122°45'W)	8.5	7.8	2.5
Port Angeles	(48°07'N/123°26'W)	7.1	6.5	1.9
Crescent Bay	(48°10'N/123°44'W)	6.7	6.1	2.0
* Victoria, Vancouver Island	(48°26'N/123°23'W)	8.6	8.0	4.6
* Sooke, Vancouver Island	(48°22'N/123°44'W)	9.4	8.4	4.8

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.

(Sep 2011) *Note - In Canadian waters the chart datum is the average of the Lowest Normal Tides, approximately.

NOTE K

RECOMMENDED TWO-WAY ROUTE

The recommended two-way route south of the traffic separation scheme (TSS) formalizes traffic patterns where slower vessels such as tug and barge traffic and fishing vessels pass starboard to starboard. Slower moving traffic transiting eastbound should follow the route established south of the TSS and north of the recommended two-way route line depicted on the chart. Slower moving traffic transiting westbound should follow the route established south of the recommended two-way route line.

6020
High summit, rather isolated

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.

6360
Eastern knob on long ridge

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.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Neah Bay, WA	KIH-36	162.550 MHz
Puget Sound, WA	WWG-24	162.425 MHz
Seattle, WA	KHB-60	162.550 MHz

Joins page 13

20' 15' 10' 05'

Washington, D.C.
...ENT OF COMMERCE
...TMOSPHERIC ADMINISTRATION
...OCEAN SERVICE
...T SURVEY

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://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.

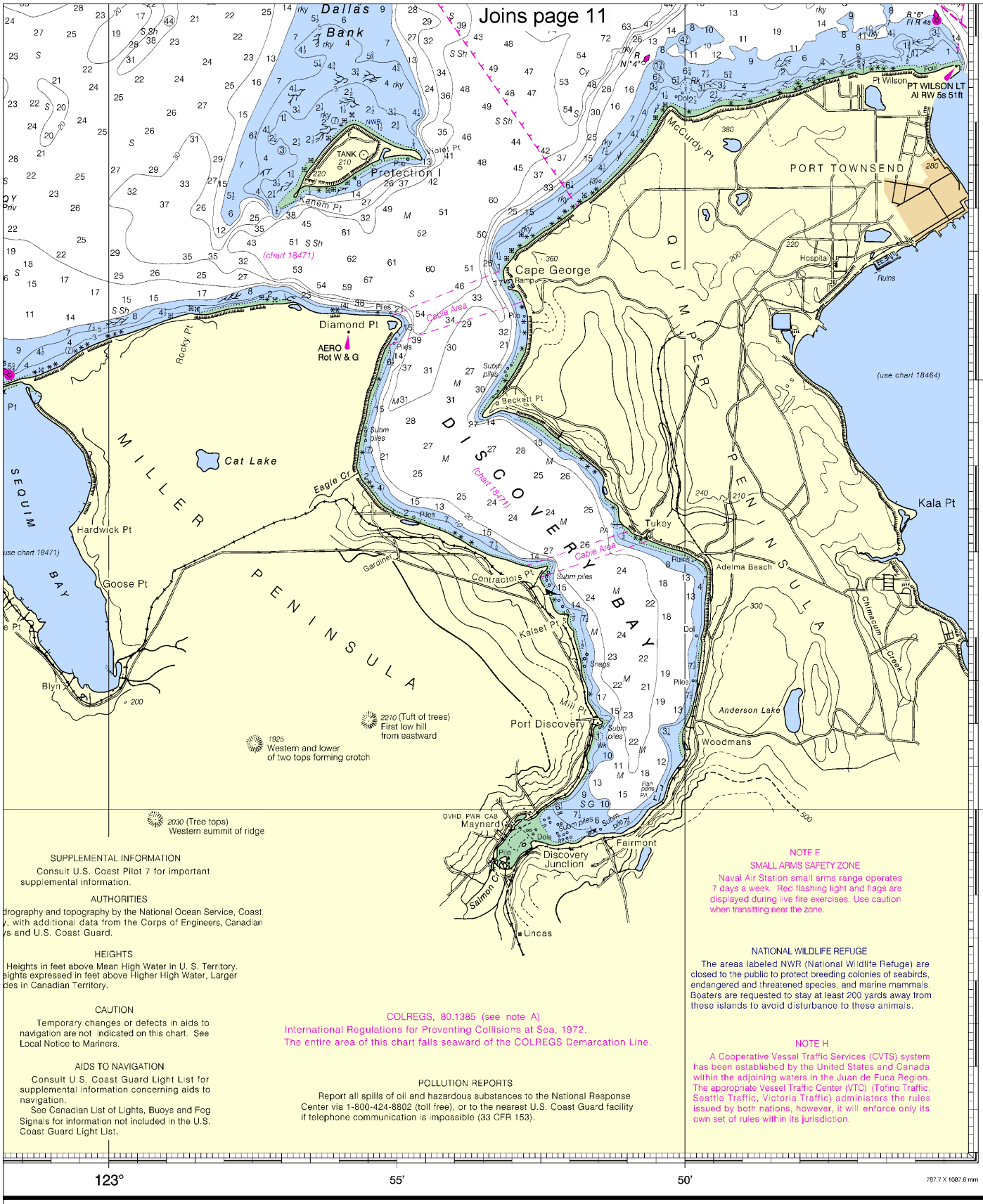
FATH
FE
MET

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000



SUPPLEMENTAL INFORMATION

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

AUTHORITIES

drography and topography by the National Ocean Service, Coast y, with additional data from the Corps of Engineers, Canadian ys and U.S. Coast Guard.

HEIGHTS

Heights in feet above Mean High Water in U. S. Territory. eights expressed in feet above Higher High Water, Larger des in Canadian Territory.

CAUTION

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

AIDS TO NAVIGATION

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

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

COLREGS, 80.1385 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

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 E
SMALL ARMS SAFETY ZONE

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

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 H

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.

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 18 19 20 21 22 23 24 25 26 27 28 29 30 31																

Strait of Juan de Fuca - Eastern Part

SOUNDINGS IN FATHOMS - SCALE 1:80,000

18465

ED NO. 39

NSN 7642014011491

NGA REFERENCE NO. 18ACO18465

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!

All Hazards NOAA Weather Radio — NOAA's National Weather Service

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/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican 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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Note on Printing

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey — The Nation's Chartmaker