BookletChart™

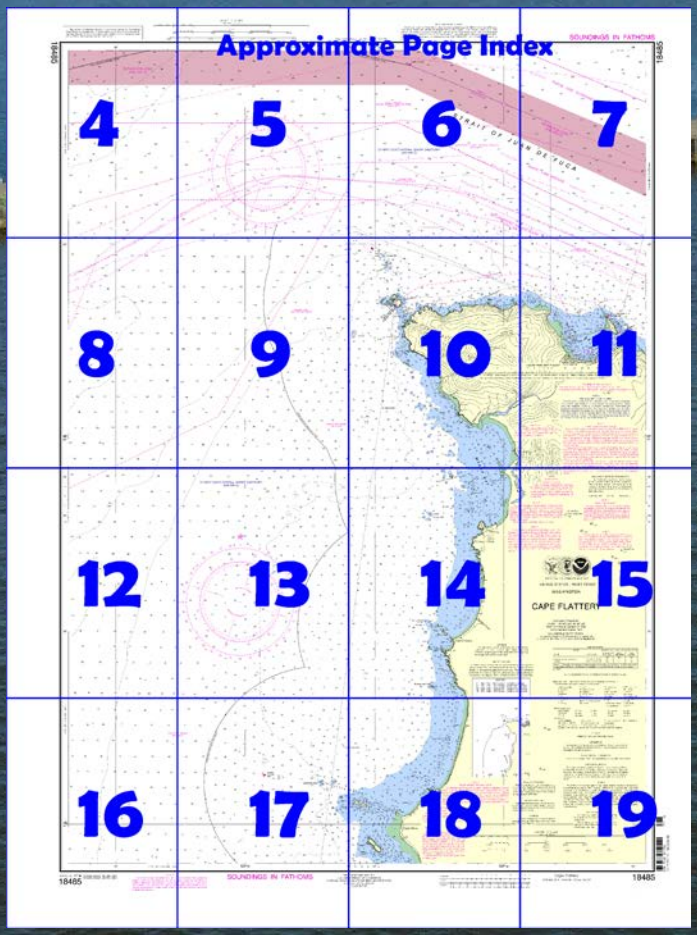
Cape Flattery

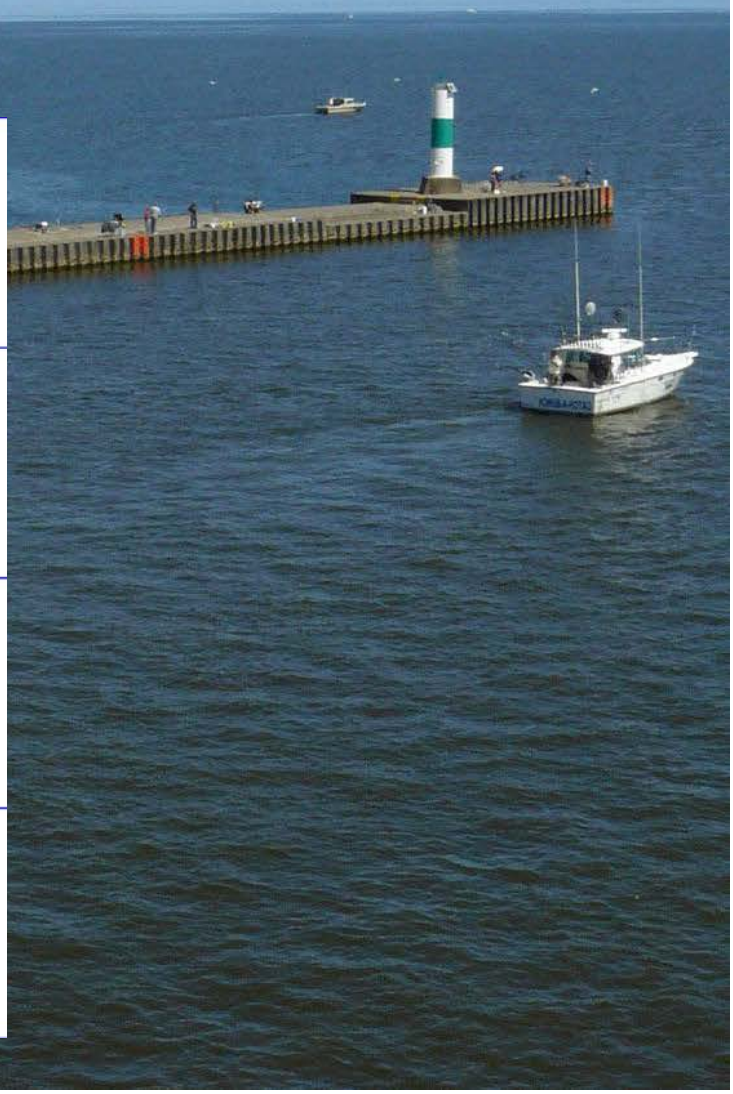
NOAA Chart 18485

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=18485.

(Selected Excerpts from Coast Pilot)
Cape Alava, the westernmost point of the State of Washington, is 13 miles S of Cape Flattery. The seaward face is about 0.6 mile in extent. **Tskawahyah Island**, a steep rocky island, 142 feet high, is off its NW extremity. The shore is bordered by numerous rocks and covered ledges.
Flattery Rocks and Umatilla Reef are rocks and islets extending W from Cape Alava for 2.3 miles. **Ozette Island**, 236 feet high, is 0.8 mile SW of the cape. The island, 0.5 mile long, is flat-topped with steep sides. About 0.3 mile off the S and SE sides are low, black rocks. **Bodelteh Islands**, 1.2 miles WNW of the N end of Cape Alava, have high bold seaward faces. The outer one is 198 feet high.
In season, a few fishermen find shelter in an anchorage off the SE end of Ozette Island. The area is small and requires local knowledge to enter. It affords fair protection from the prevailing NW wind.
Umatilla Reef, 2.3 miles NW of Cape Alava, the greatest danger to navigation off this section of the coast, is 0.7 mile W of the outer Bodelteh Island. It extends for 200 yards in a W direction and is about 75 yards wide. The reef consists of small, low, black rocks and some breakers. Umatilla Reef is difficult to make out, especially in weather.
Point of Arches, 5 miles NNE of Cape Alava, is the N point of the cliffs that extend some 1.5 miles S. Numerous rocks and ledges are offshore as far as about a mile.
Father and Son, two rocks connected by a low reef, lie 0.6 mile offshore abreast the S end of the cliffs. From the outer rock to Spike Rock there are several exposed rocks.
Spike Rock, 35 feet high, sharp and bare, is 0.8 mile NW of the Point of Arches. It is the outermost of a chain of rocks; there are three arches in these rocks. A rock that uncovers 5 feet is 0.3 mile WSW of Spike Rock.
Portage Head, 2.5 miles N of Point of Arches, has a mile-long seaward face of bold irregular cliffs. **Anderson Point** is at the N end of the cliffs. A reef extends from the point toward Cape Flattery for 1.5 miles showing several low, black rocks awash, and one small rock 45 feet high.
Cape Flattery is a bold, rocky head with cliffs. Numerous rocks and reefs border the cliffs E and S of the cape. Tide rips are particularly heavy off Cape Flattery.
Tatoosh Island, 0.4 mile NW of Cape Flattery, is about 0.2 mile in diameter, flat-topped, and bare. It is the largest of the group of rocks and reefs making out about 0.9 mile NW from the cape. The passage between Tatoosh Island and the cape is dangerous and constricted by two rocks awash near its center. Although sometimes used by local small craft, it cannot be recommended. The currents are strong and treacherous. Breakers may be in the area.
Cape Flattery Light (48°23'31"N., 124°44'13"W.), 165 feet above the water, is shown from a 57-foot white conical tower on a white sandstone dwelling on the W end of Tatoosh Island.
A rocky patch, covered 7½ fathoms, on which the sea breaks occasionally in a W swell, is 1.4 miles SW of the light.
Duncan Rock and **Duntze Rock**, the two principal dangers NNW of Tatoosh Island, are respectively, 1 - 1.3 miles from the light. Duncan Rock is small, low, and black; Duntze Rock is covered 2¾ fathoms. A lighted whistle buoy is 500 yards NW of Duntze Rock. Ledges and rocks constrict the passage between Duncan Rock and Tatoosh Island to less than 0.5 mile; strong currents and tide rips make it hazardous.
Neah Bay, about 5 miles E of Cape Flattery, is used extensively by small vessels as a harbor of refuge in foul weather. Its proximity to Cape Flattery and ease of access at any time make the anchorage very useful. It is protected from all but E weather.
The buildings of **Neah Bay Coast Guard Station**, 0.4 mile SW of Baada Point, are prominent from the entrance.
The entrance to the bay is between Waadah Island and Baada Point. A depth of 17 feet can be carried into the bay. Anchorage is in 20 to 35 feet, mud bottom.
The Indian village of **Neah Bay**, on the SW shore of the bay, is the site of considerable sport fishing.

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

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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

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.

COLREGS, 80.1385 (see note A)

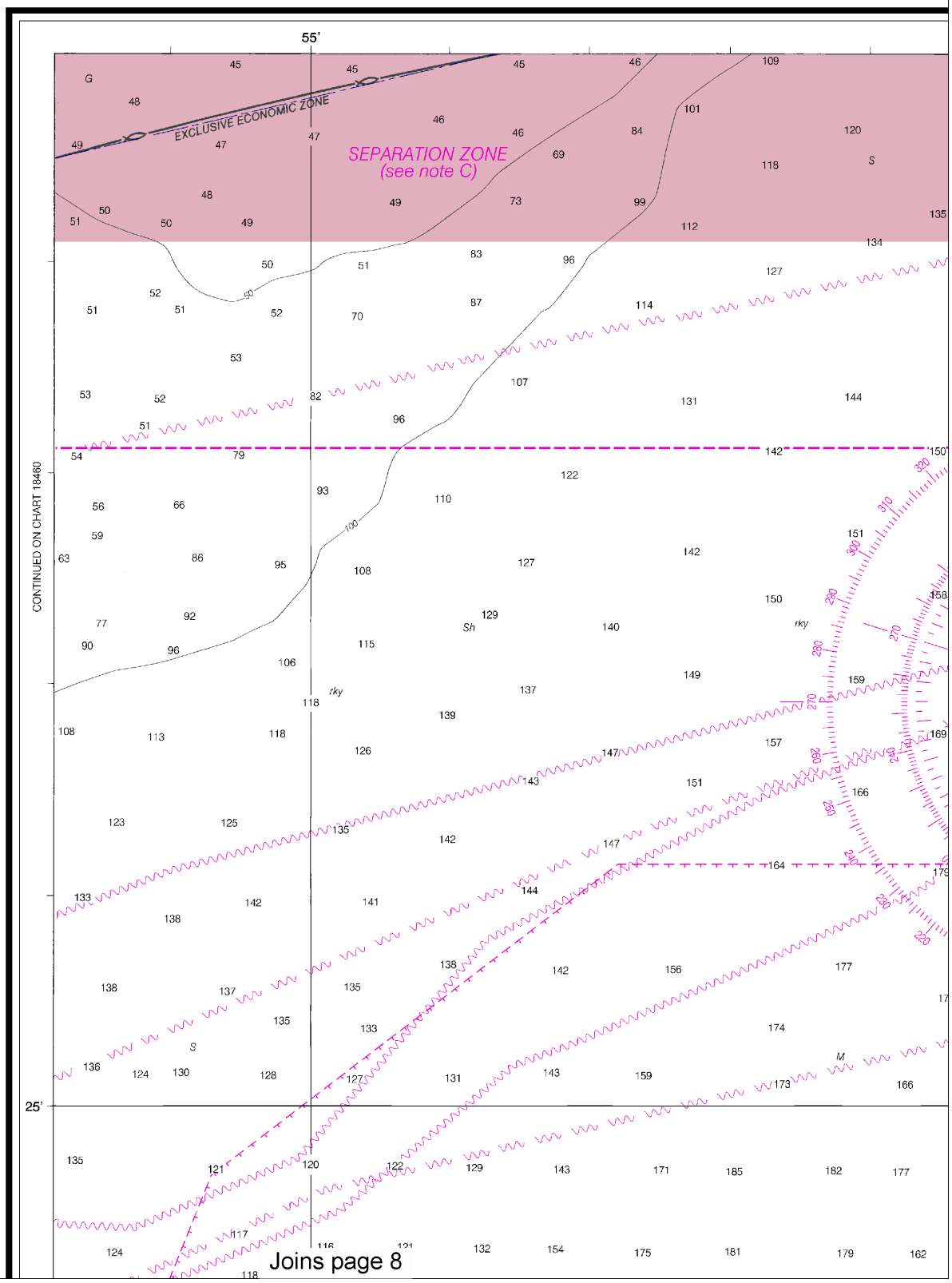
International Regulations for Preventing Collisions at Sea, 1972.

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

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.

SCALE 1:
Nautical
1 ½ 0 1
Yards
1000 0 1000 2000
Meters
1000 0 1000 2000

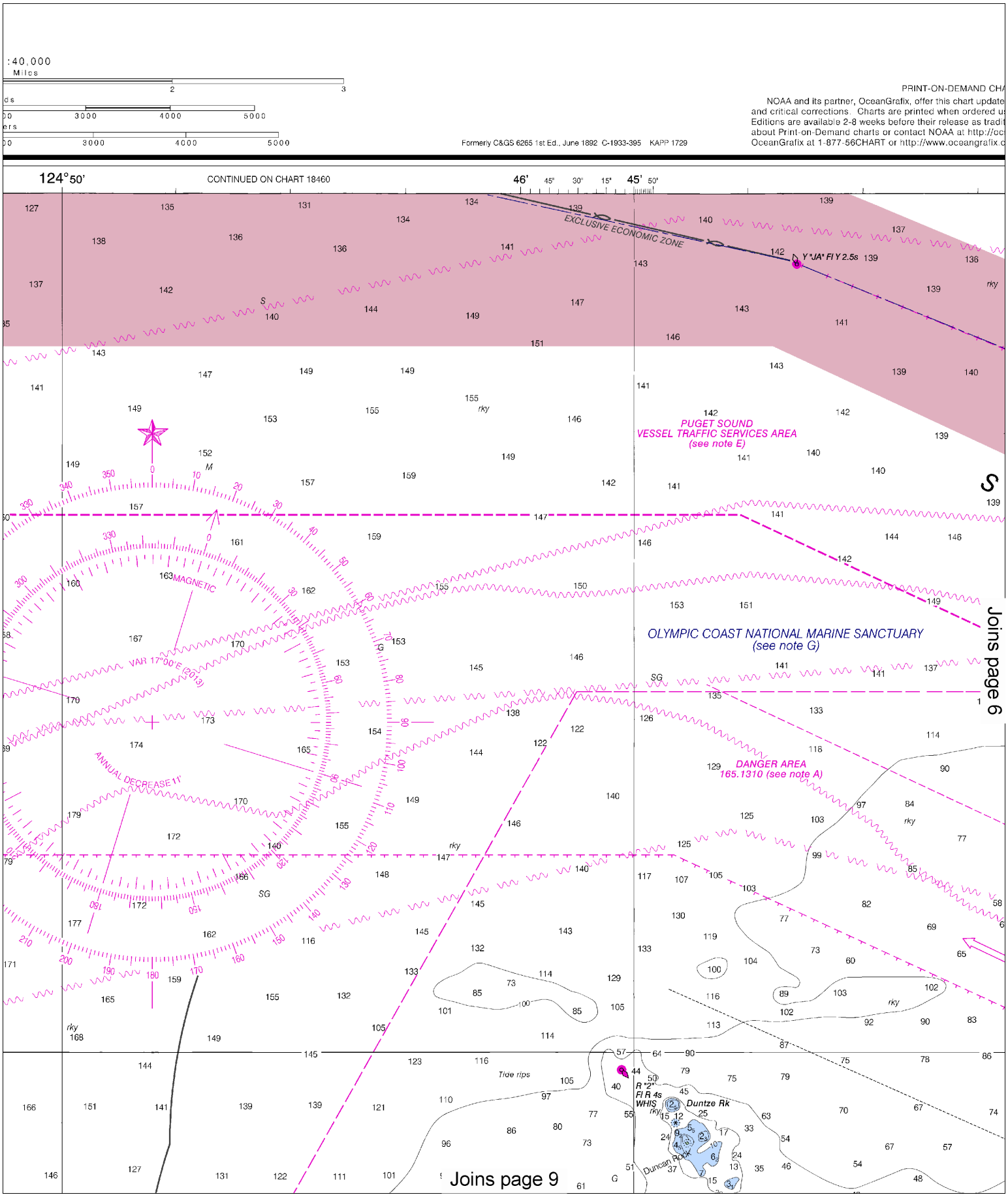
18485



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

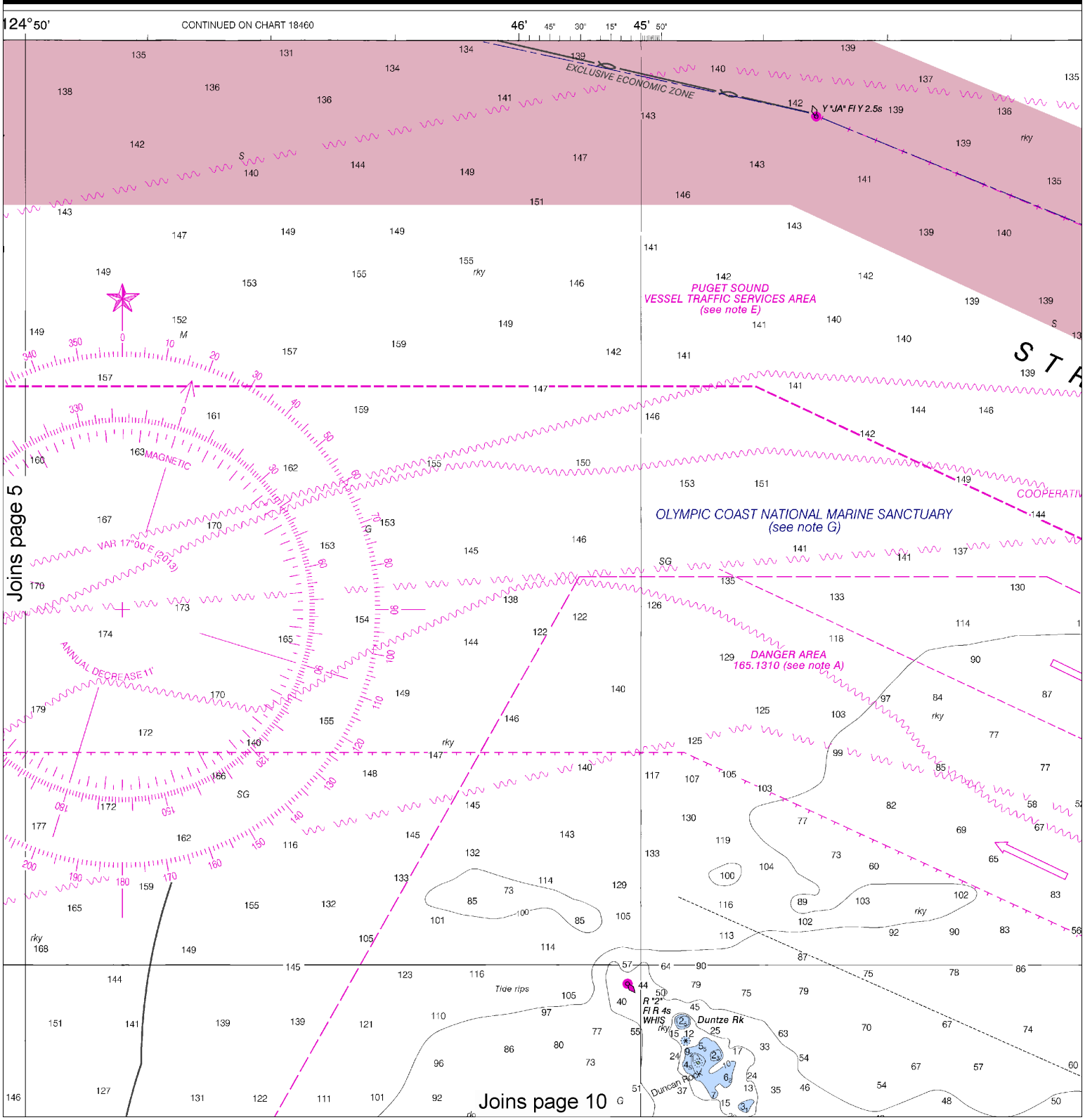
Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 6265 1st Ed., June 1892 C-1933-395 KAPP 1729

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly and critical corrections. Charts are printed when ordered using Print Editions are available 2-8 weeks before their release as traditional NO about Print-on-Demand charts or contact NOAA at http://ocsdata.nc OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

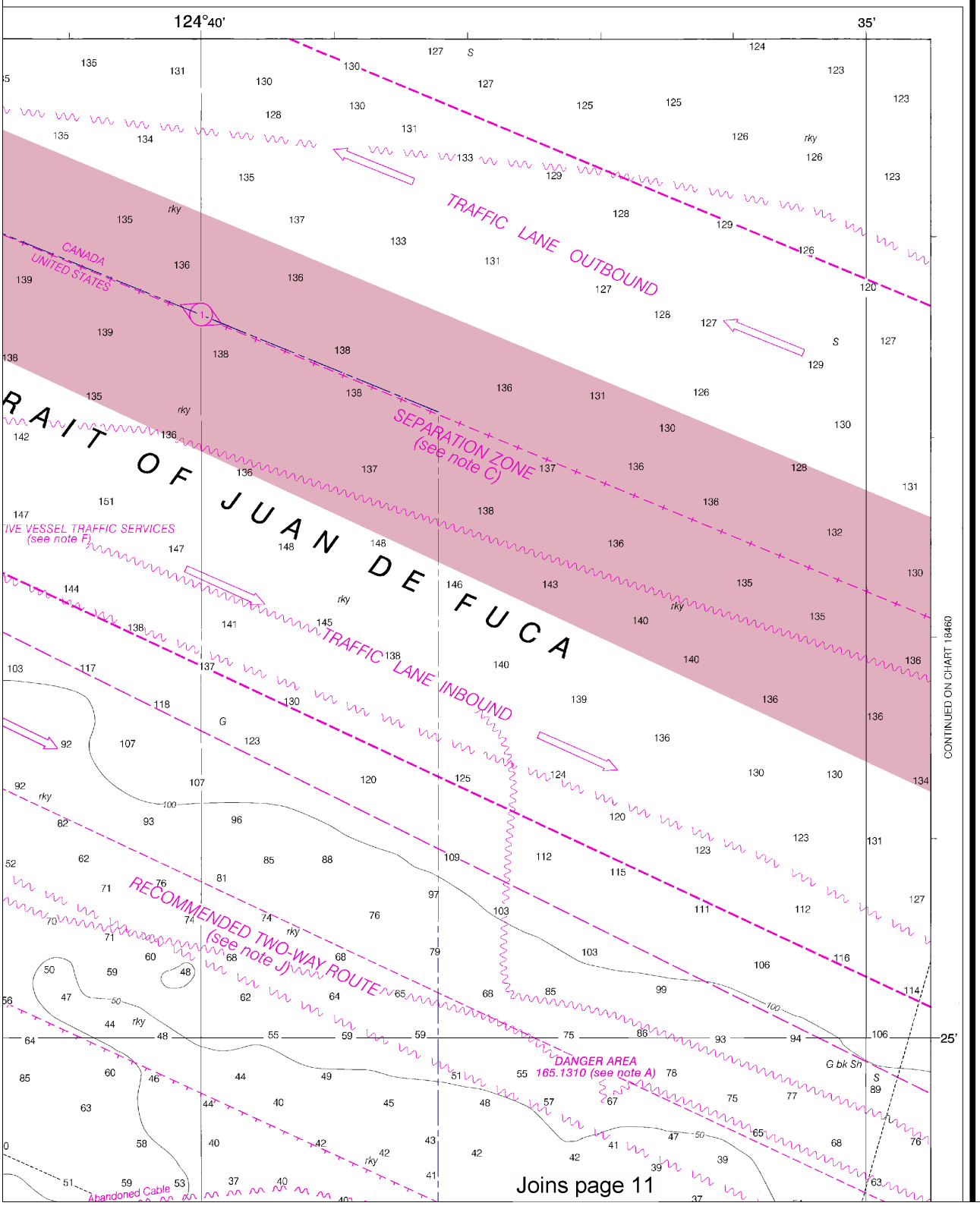
Note: Chart grid lines are aligned with true north.

y by NOAA for Notices to Mariners
nt-on-Demand technology. New
OAA charts. Ask your chart agent
cd.noaa.gov/idrs/inquiry.aspx, or

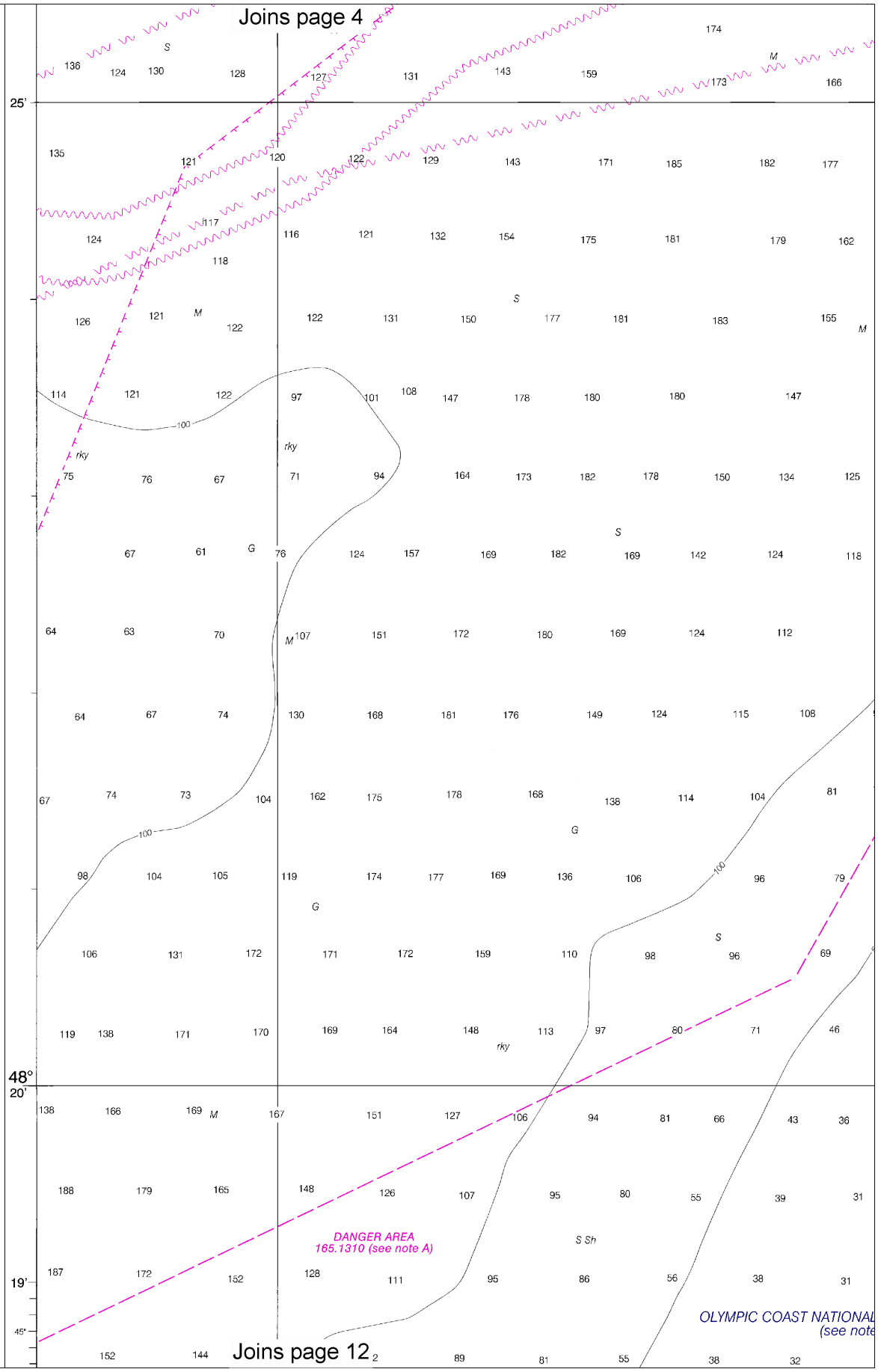
SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

18485



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0313 1/15/2013,
NGA Weekly Notice to Mariners: 0513 2/2/2013,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



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Note: Chart grid lines are aligned with true north.

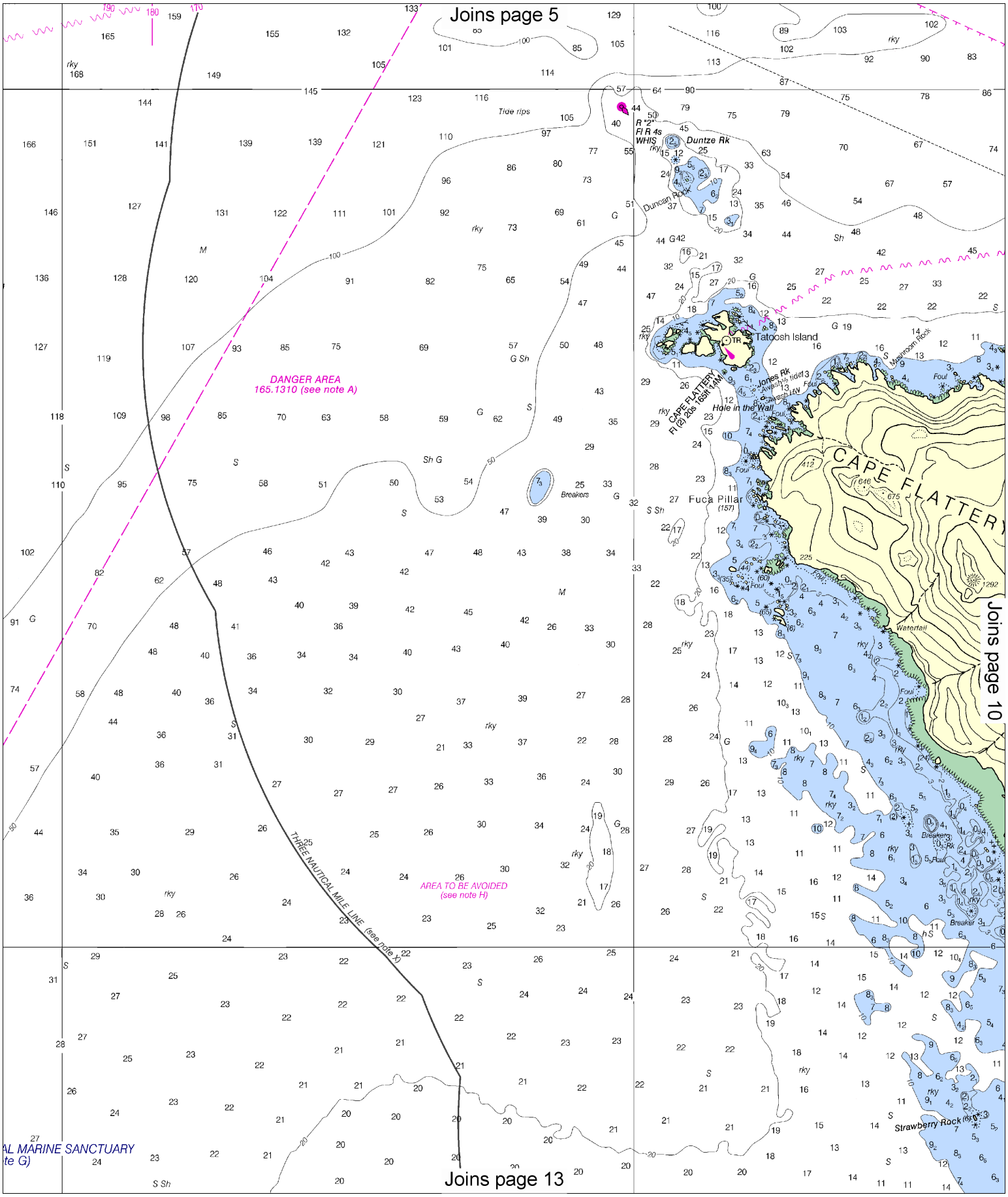
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000


Joins page 5
Tide rips
R "2"
Fl R 4s
WHIS
Duntze Rk
Duncan Rock
Tatoosh Island
TR
Jones Rk
Avoash 1½ hrs
Avoash 1½ hrs
Hole in the Wall
CAPE FLATTERY
Fl (2) 20s 165ft 14M
Mushroom Rock
Foul
CAPE FLATTERY
Fuca Pillar
(157)
Breakers
DANGER AREA
165.1310 (see note A)
Watertall
Breakers
Breaker
Strawberry Rock
THREE NAUTICAL MILE LINE (see note X)
AREA TO BE AVOIDED
(see note H)
AL MARINE SANCTUARY
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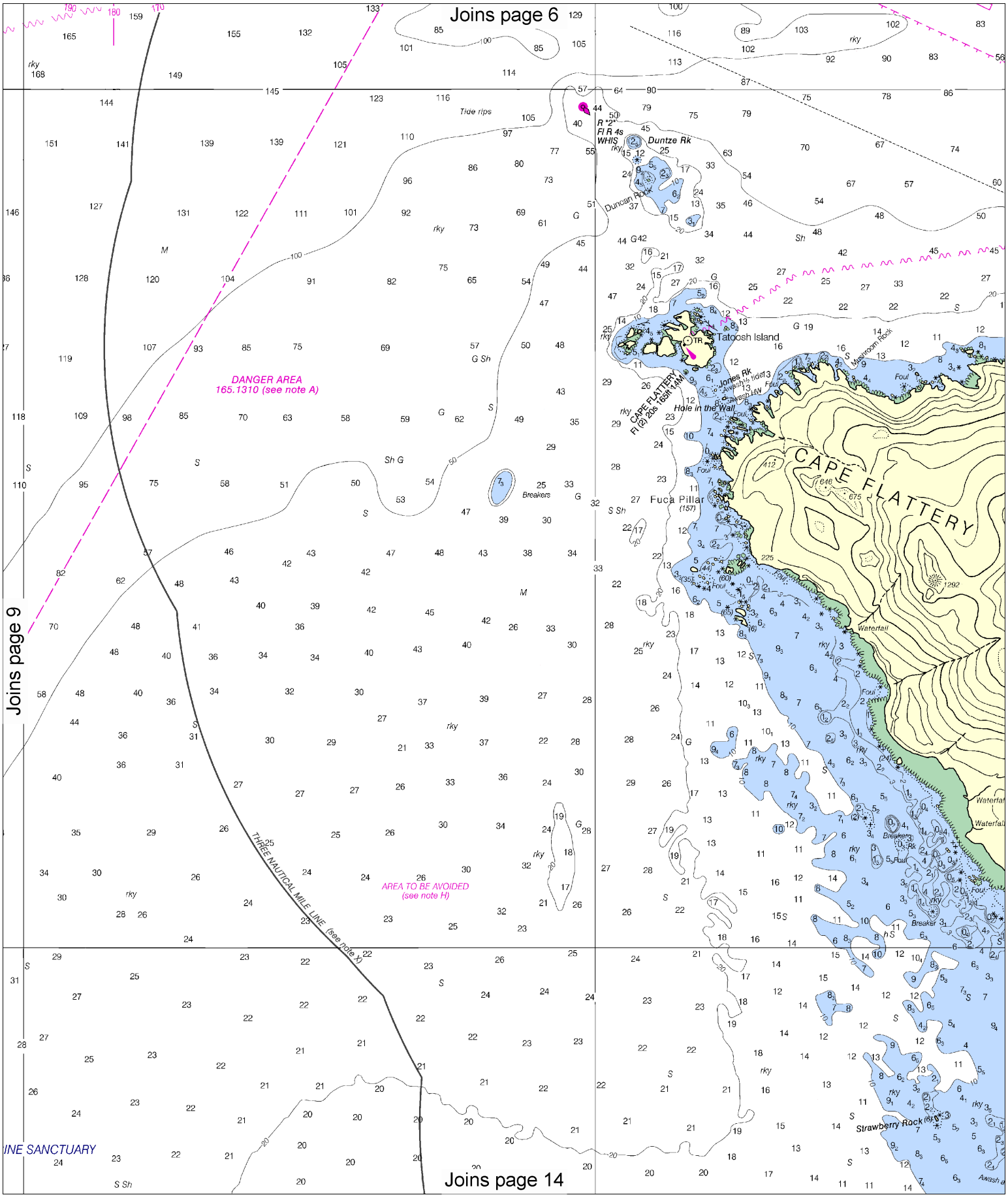
Joins page 13
Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

Joins page 7

TWO-WAY ROUTE (see note J)

DANGER AREA
165.1310 (see note A)

Abandoned Cable

Chibadehl Rocks

Warmhouse Beach

Koitlah Point

NEAH BAY

17 WAADAH I LT
Fl 4s 63ft 8M

Waadah Island

Fl R 6s 46ft 5M "2"

G "1"
Fl G 4s
BELL

Cable Area

Fl R 2.5s 3M "4"

Fl Y 4s 26ft 3M "B"

Fl Y 4s 26ft 3M "A"

(chart 18484)

Fl Y 6s 26ft 3M "A"

Fl Y 6s 24ft 3M "A"

Bahokus Peak
DOMES (RADAR)
1491

Archawat Peak
(ragged top)
1392

End of ridge

Neah Bay

Baadah Point

Dtokoah Point

Klachopis Point

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 spread is 16.0 knots

Low Valley

Waatch River

Waatch Point

Bahobohosh Pt

MAKAH BAY

Soobs River

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.

NOTE G
NATIONAL MARINE SANCTUARIES
National Marine Sanctuaries are protected areas, administered by NOAA which contain abundant and diverse natural resources such as marine mammals, seabirds, fishes, and tidepool invertebrates. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges, and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas to avoid environmental impacts. A full description of Sanctuary regulations may be found in 15 CFR Part 922 and in the Coast Pilot.

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.

NOTE C
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 except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

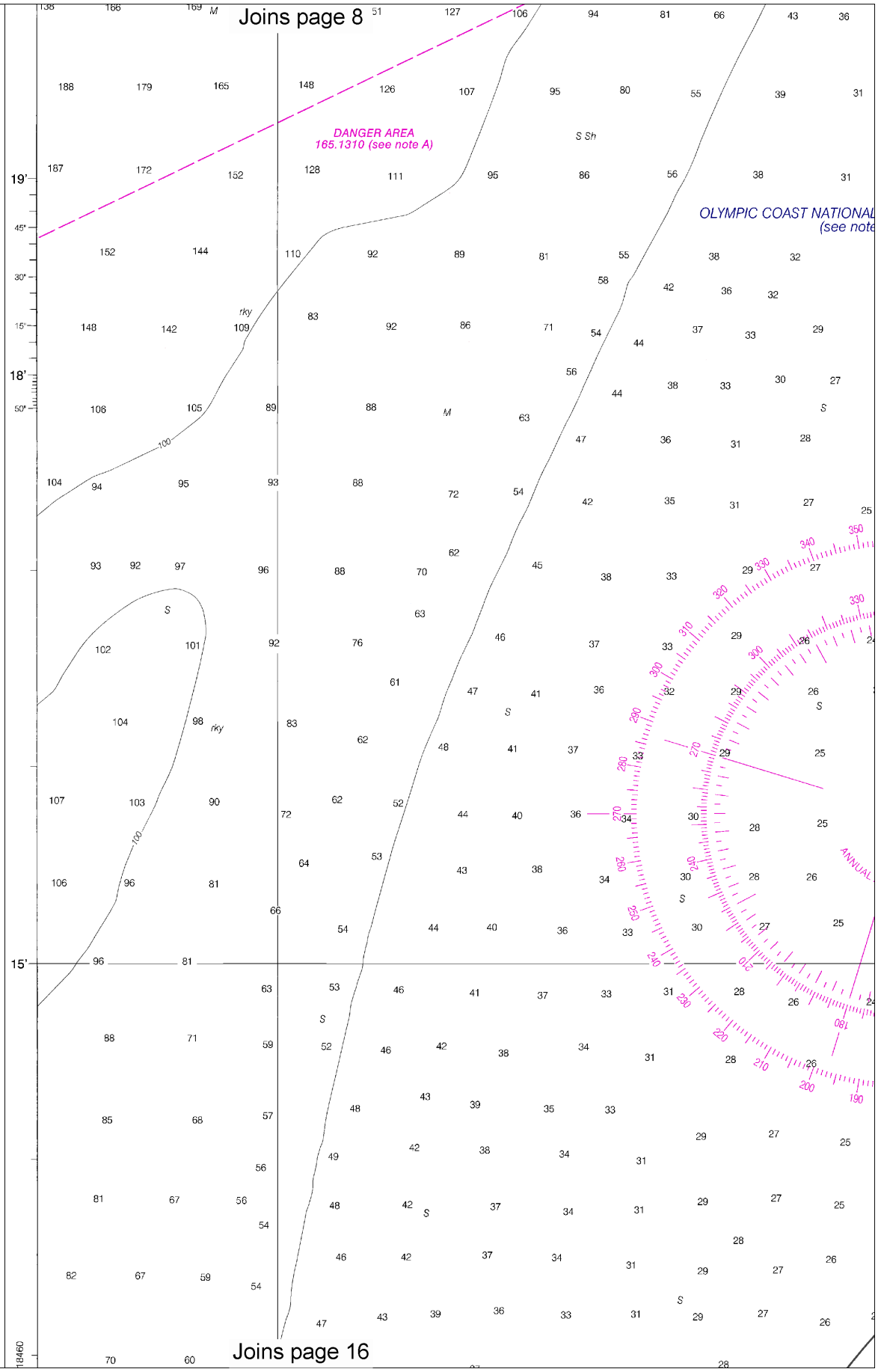
Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding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

NOTE D
Prohibited Area
(Area to be avoided)
Under the Olympic National Marine Sanctuary Act, Public Law 100-627 and IMO SN Circular 173 this area should be avoided by all ves cluding barges, carrying cargoes clas

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be uch as 100 nautical miles for stations at elevations.

Joins page 15



12

Note: Chart grid lines are aligned with true north.

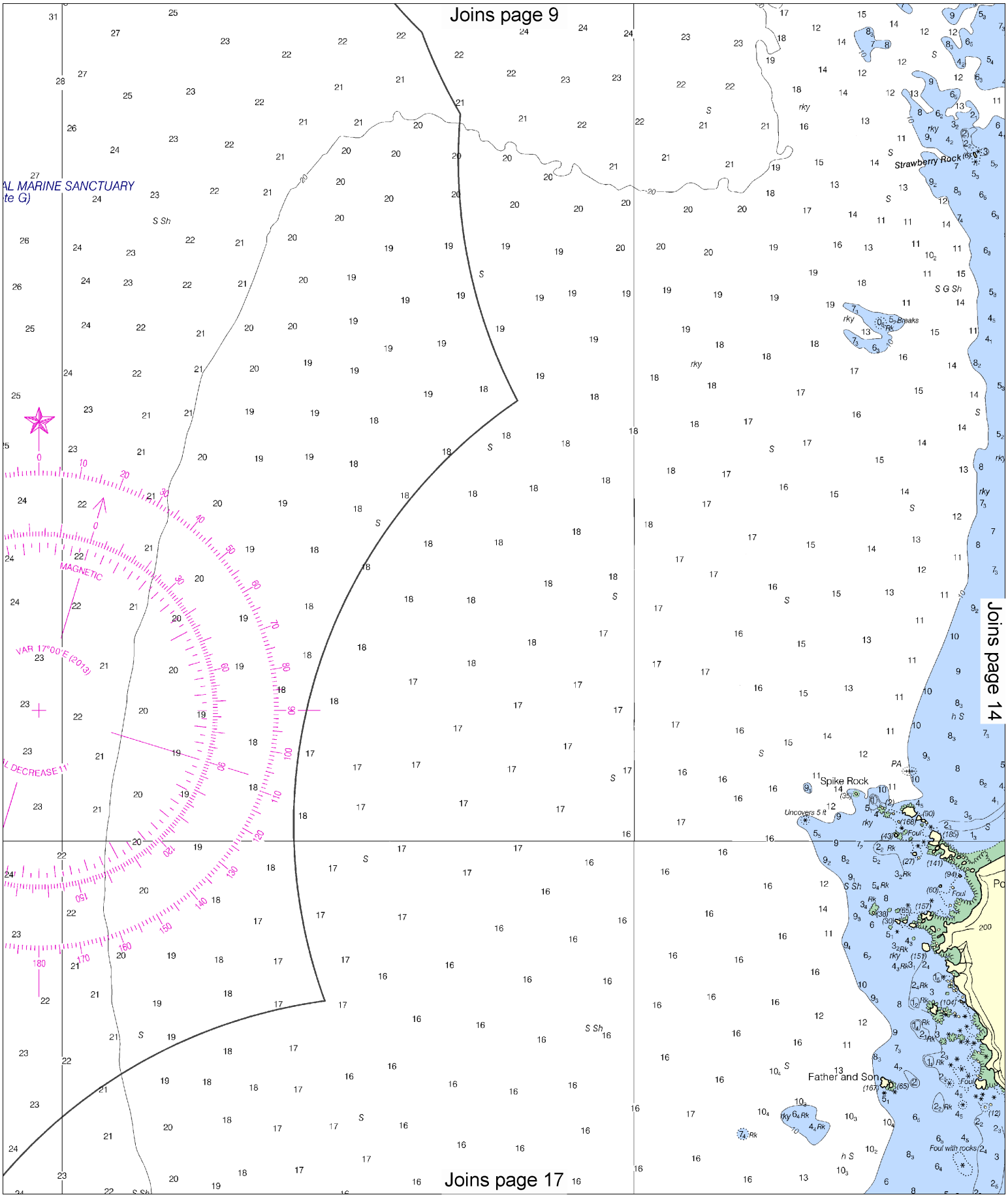
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

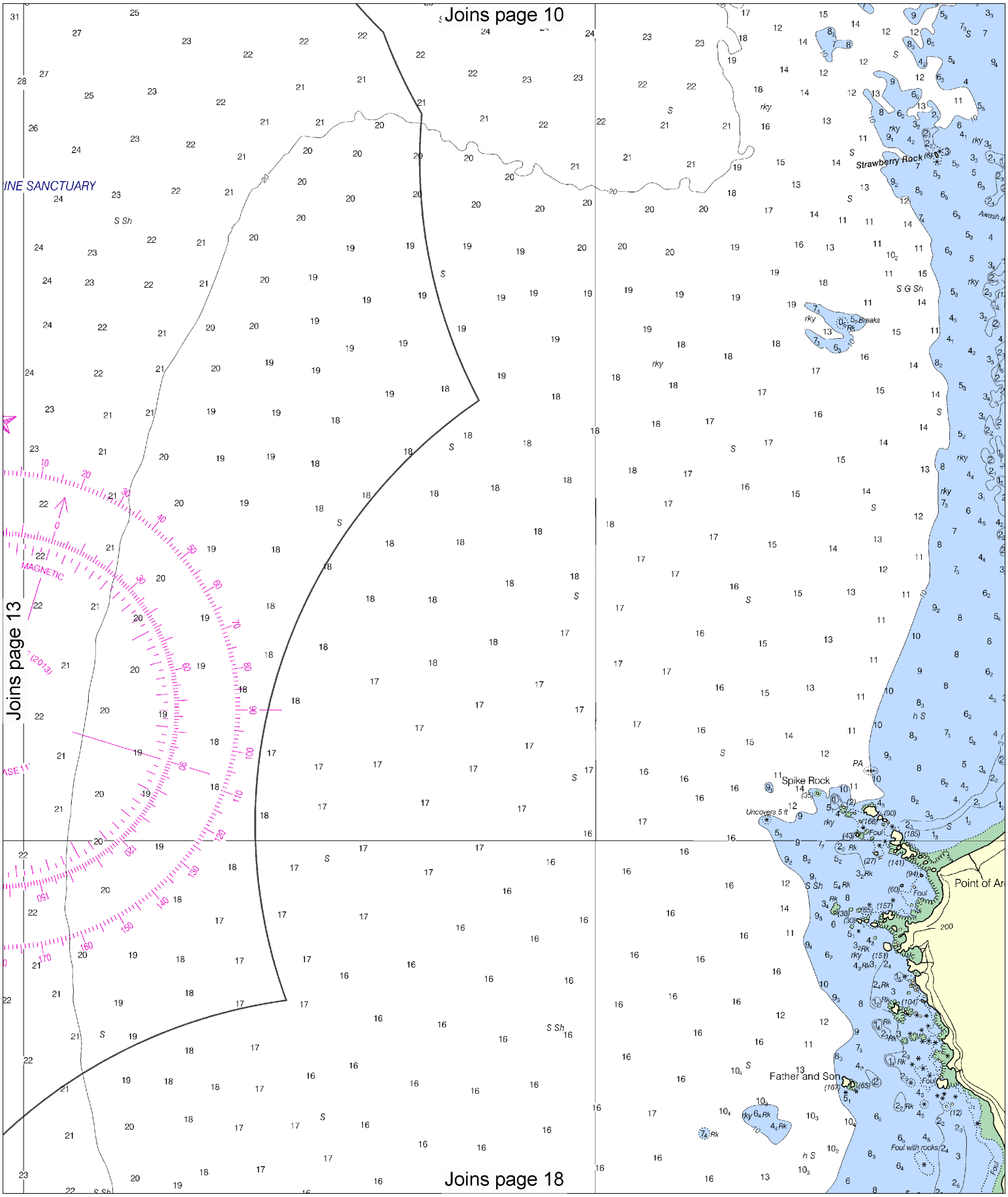
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000


Joins page 9
Joins page 14
Joins page 17
AL MARINE SANCTUARY
te G)
MAGNETIC
VAR 17°00'E (2013)
L DECREASE 11'
Strawberry Rock
Breaks
Spike Rock
Uncovers 5 ft
Foul
Father and Son
Foul with rocks



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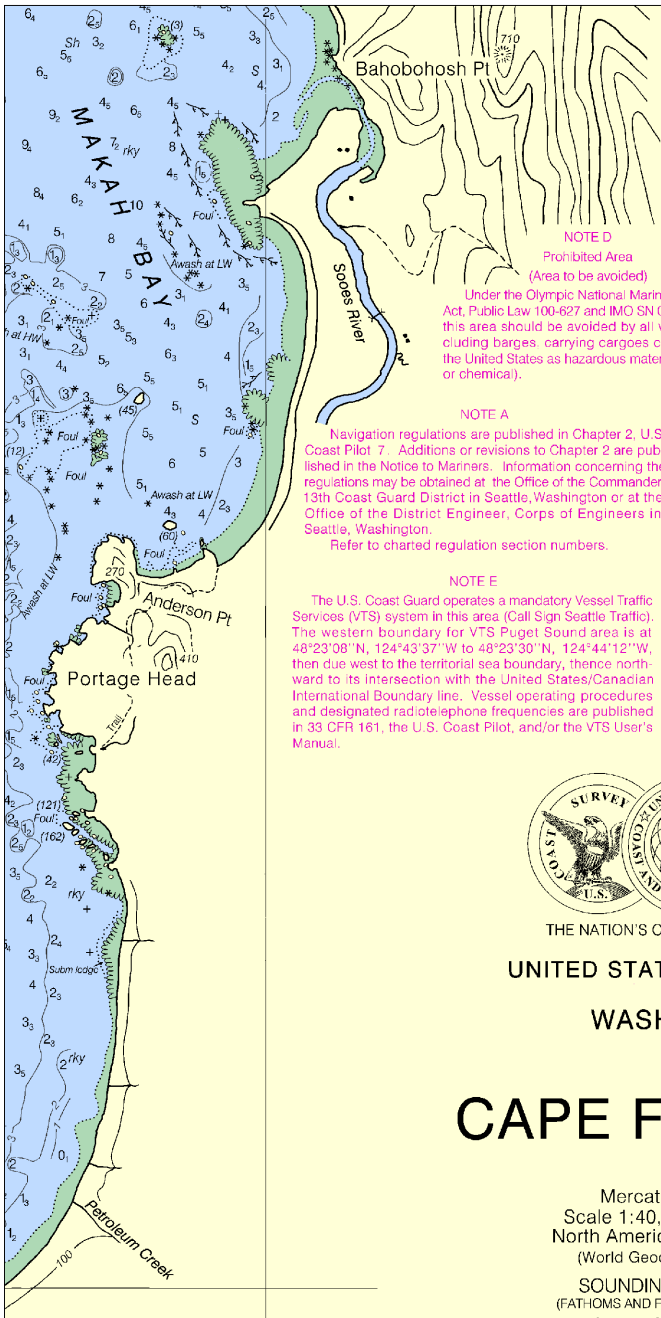
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000



Joins page 11

rossing traffic lanes and separation zones, use

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 US Coast Pilot.

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NOTE D

Prohibited Area

(Area to be avoided)

Under the Olympic National Marine Sanctuary Act, Public Law 100-627 and IMO SN Circular 173, this area should be avoided by all vessels, including barges, carrying cargoes classified by the United States as hazardous materials (e.g. oil or chemical).

NOTE A

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Refer to charted regulation section numbers.

NOTE E

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in this area (Call Sign Seattle Traffic). The western boundary for VTS Puget Sound area is at 48°23'08''N, 124°43'37''W to 48°23'30''N, 124°44'12''W, then due west to the territorial sea boundary, thence northward to its intersection with the United States/Canadian International Boundary line. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

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Neah Bay, WA	KIH-36	162.550 MHz

NOTE H

AREA TO BE AVOIDED

In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges that carry oil or hazardous materials in bulk as cargo or cargo residue and all ships 400 gross tonnage and above solely in transit should avoid the area. See IMO SN circular 309.

1760

1772

NOTE F

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.

Sooes Peak
1978

1940

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

WASHINGTON

CAPE FLATTERY

Mercator Projection
Scale 1:40,000 at Lat 48° 20'
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

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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.

SOURCE

A	1990 - 2010	NOS Surveys	full bottom coverage
B2	1970 - 1989	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage
B5	1834 - 1899	NOS Surveys	partial bottom coverage

B2

B2

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
Cape Flattery, Tatoosh Island	(48°24'N/124°44'W)	8.0	7.2	1.5
Neah Bay	(48°22'N/124°37'W)	8.0	7.1	1.6

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Nov 2012)

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

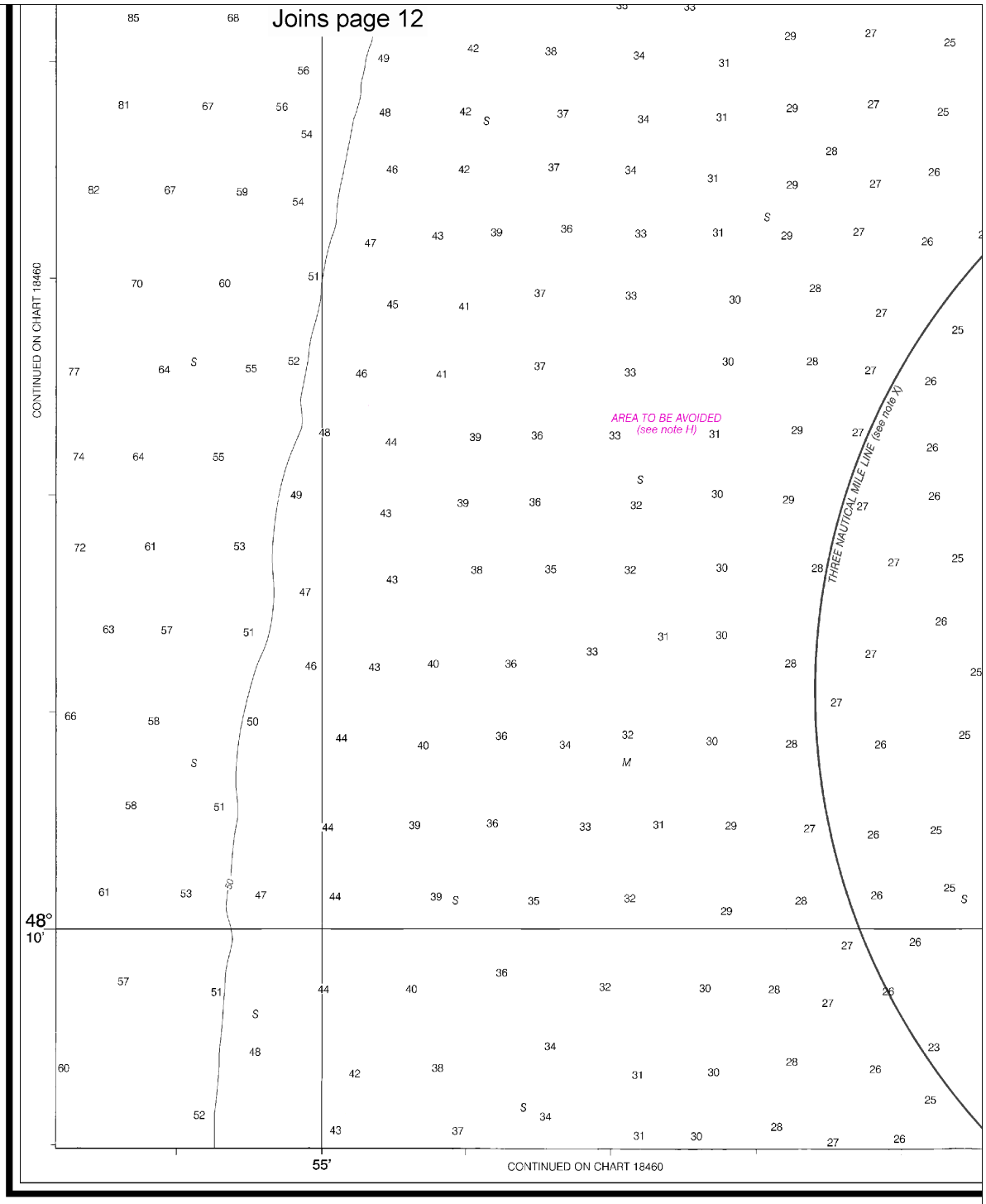
ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

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 charac

Joins page 19



17th Ed., Jan. / 13 ■ Corrected through NM Jan. 05/13
Corrected through LNM Dec. 11/12

18485

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.

SC

Note: Chart grid lines are aligned with true north.

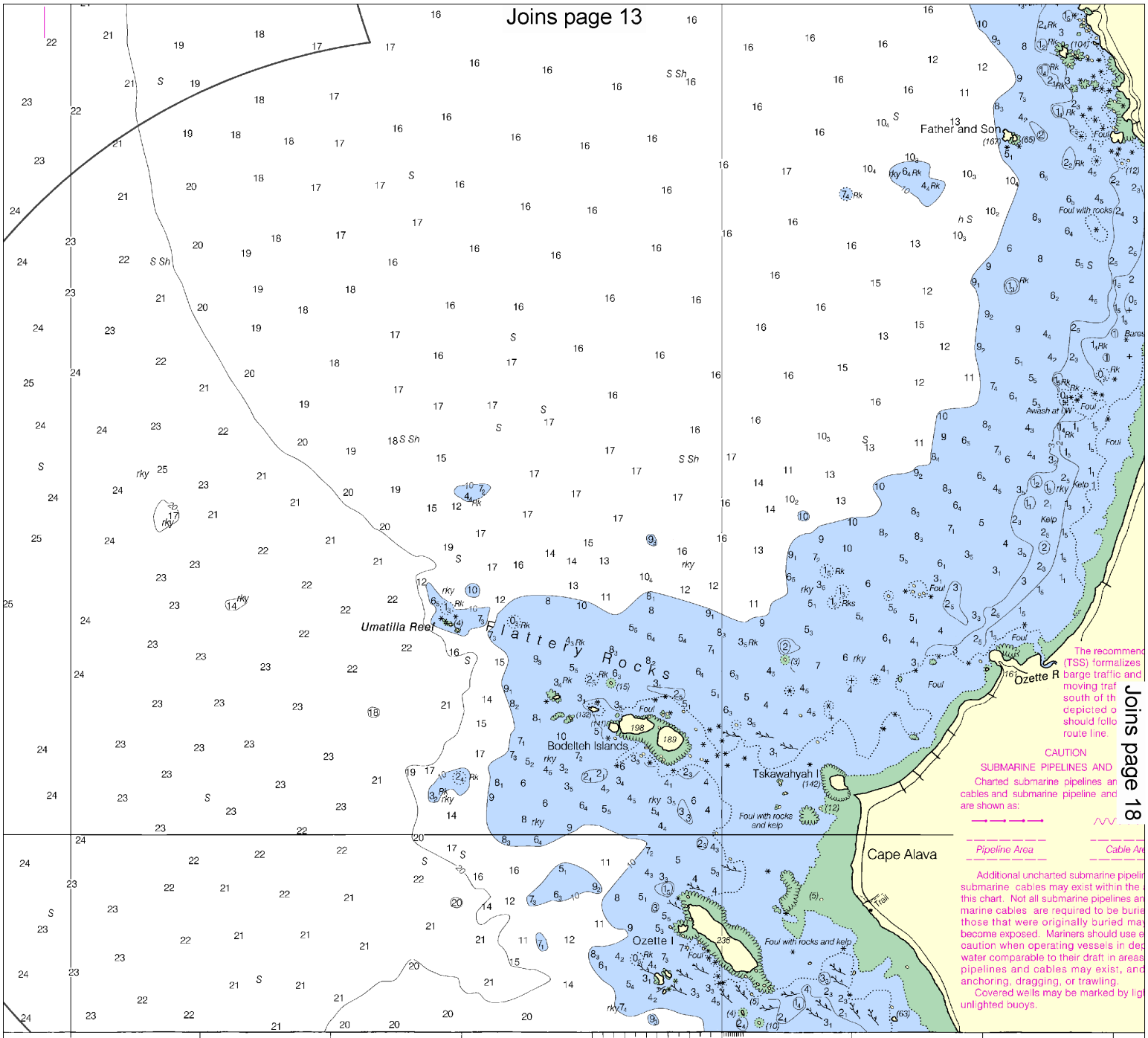
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

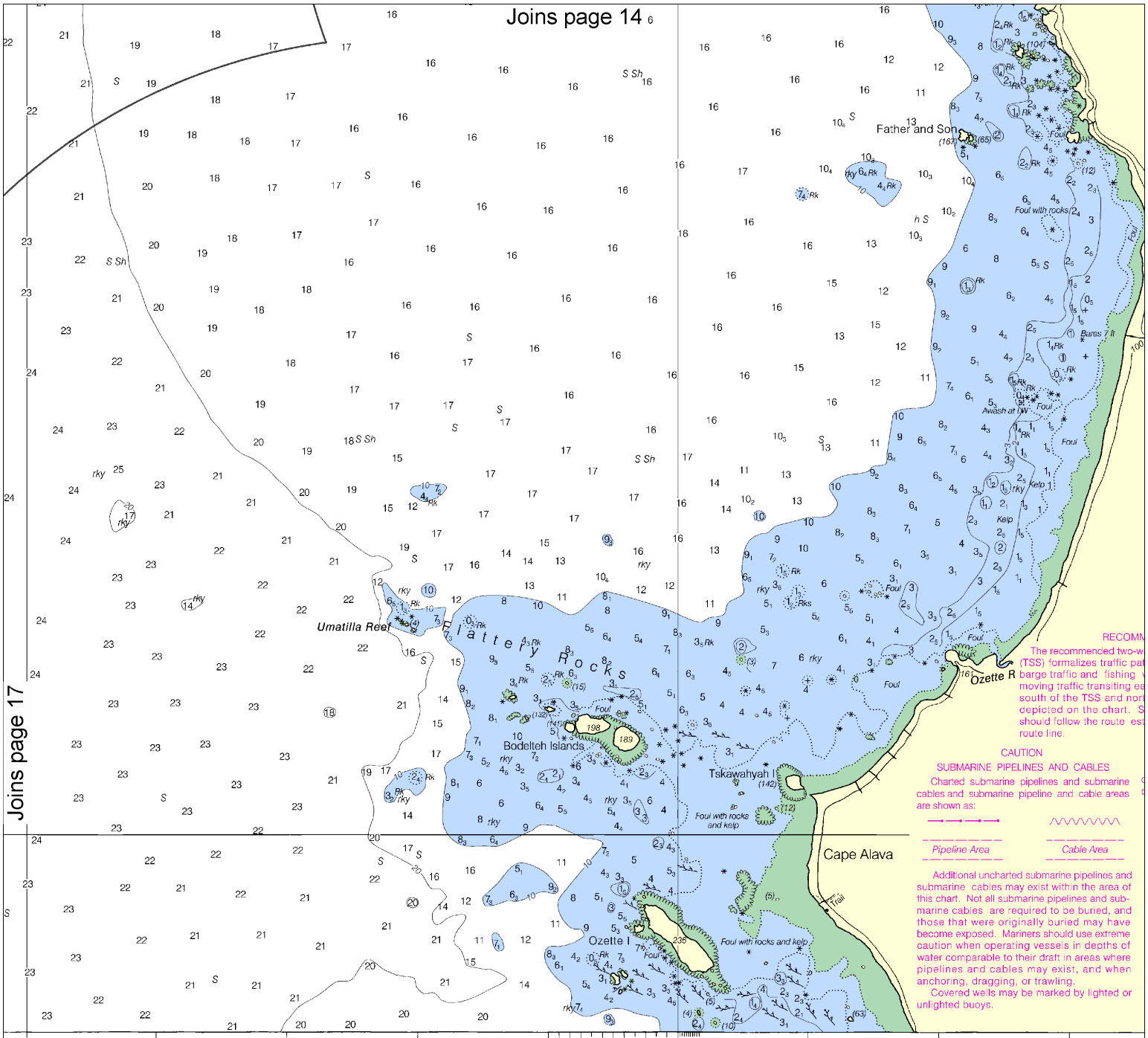


OUNDINGS IN FATHOMS

(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
FEET	6	12
METERS	1 2 3	



RECOMM
The recommended two-w
(TSS) formalizes traffic pat
barge traffic and fishing
moving traffic transiting ea
south of the TSS and nort
depicted on the chart. S
should follow the route est
route line.

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.

NDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

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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 4 5 6 7

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

Neah Bay	(124°37' W)	8.0	7.1	1.6

Joins page 15

Dashes (- - -) lo … liable 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.

(Nov 2012)

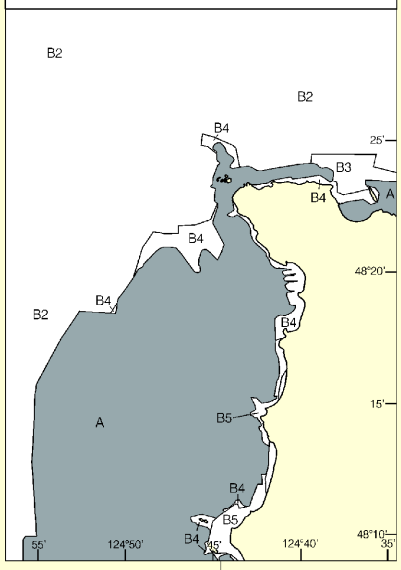
Additional information can be obtained at nauticalcharts.noaa.gov.

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.

SOURCE

A	1990 - 2010	NOS Surveys	full bottom coverage
B2	1970 - 1989	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage
B5	1834 - 1899	NOS Surveys	partial bottom coverage



1299

1266

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.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION

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

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 0.759" southward and 4.856" westward to agree with this chart.

NOTE J

…MENDED TWO-WAY ROUTE

…way route south of the traffic separation scheme …atterns where slower vessels such as tug and … vessels pass starboard to starboard. Slower …eastbound should follow the route established …orth of the recommended two-way route line … Slower moving traffic transiting westbound …stablished south of the recommended two-way

NOTE B

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

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.

CAUTION

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

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

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.

48° 10'

SCALE 1:40,000

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Meters: 1000 0 1000 2000 3000 4000 5000

124° 40'

973.4 X 689.6 mm

35'

ED NO. 17

NSN 7642014011496

NGA REFERENCE NO. 18ACO18485

Cape Flattery

SOUNDINGS IN FATHOMS - SCALE 1:40,000

18485

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**

twitter —— For the latest news from Coast Survey, follow **@nauticalcharts**

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.

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