

BookletChart™



Strait of Juan de Fuca – Eastern Part

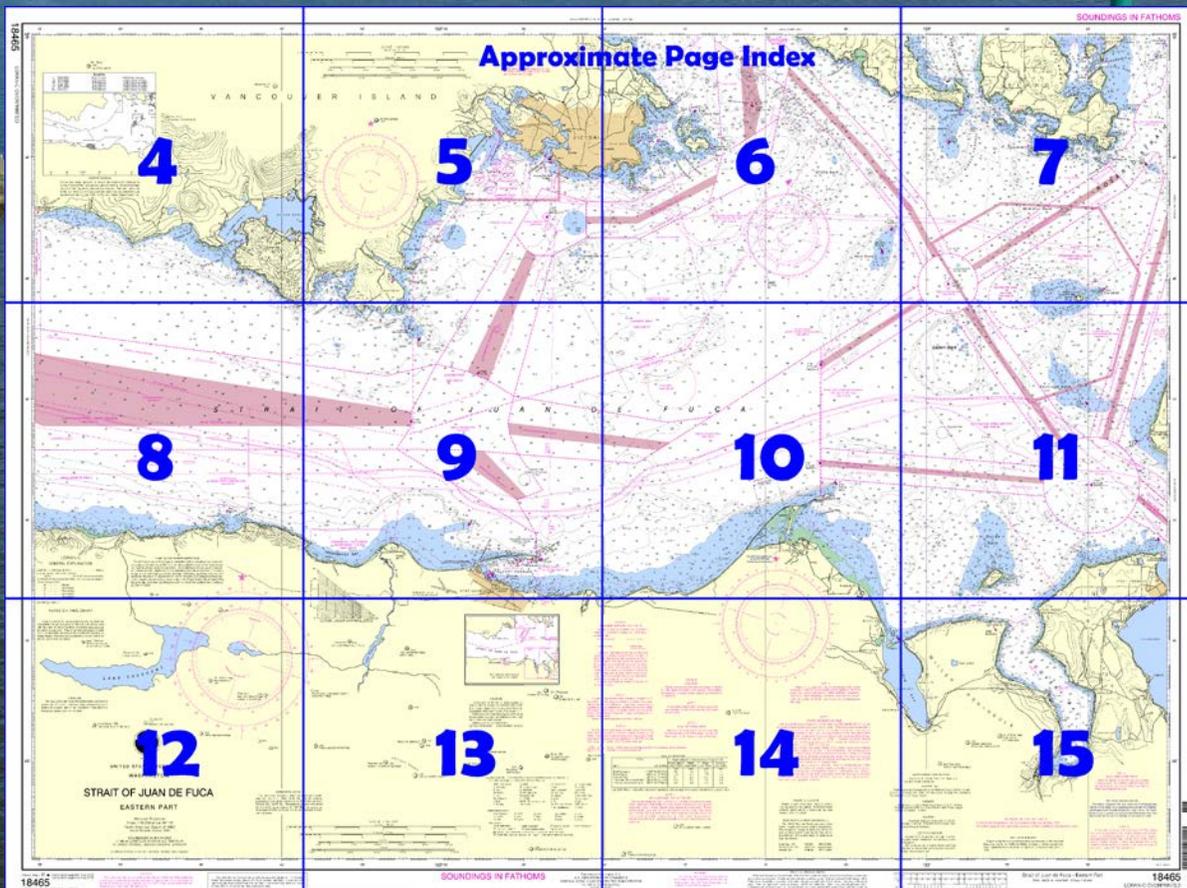
NOAA Chart 18465

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.

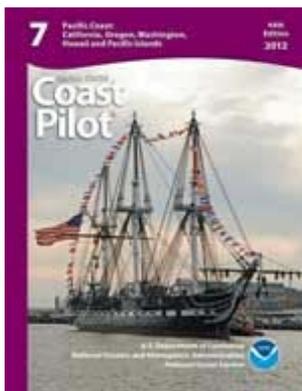
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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 **lood 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 (206) 220-7001
Seattle, WA

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

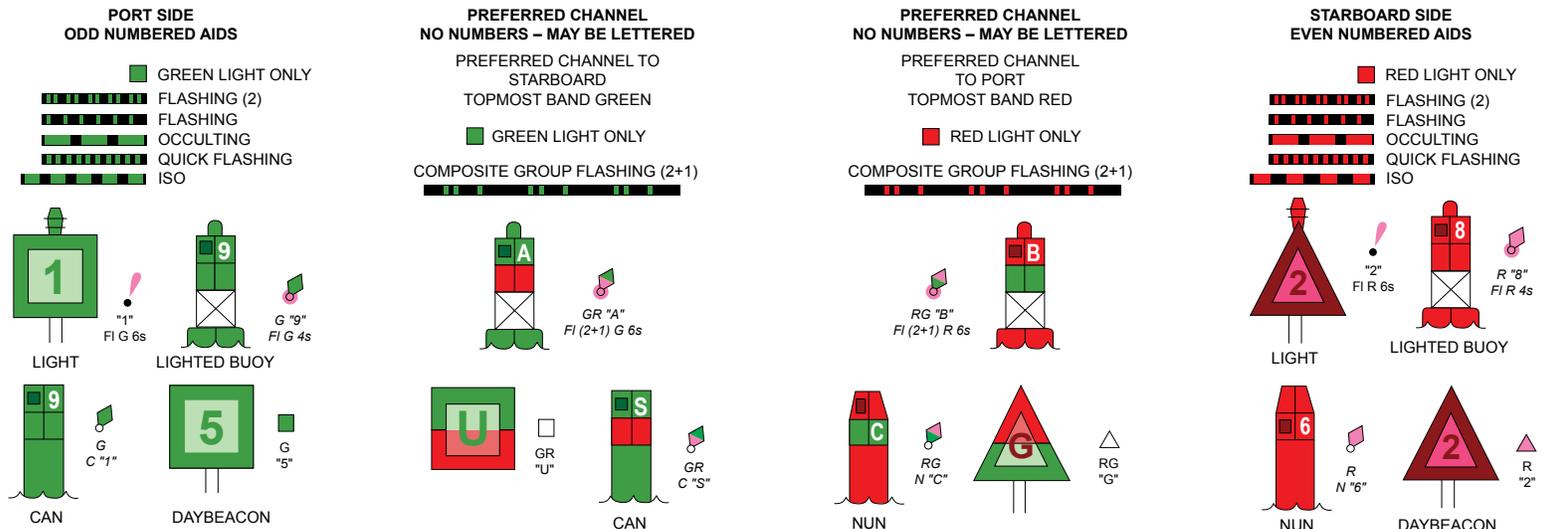
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

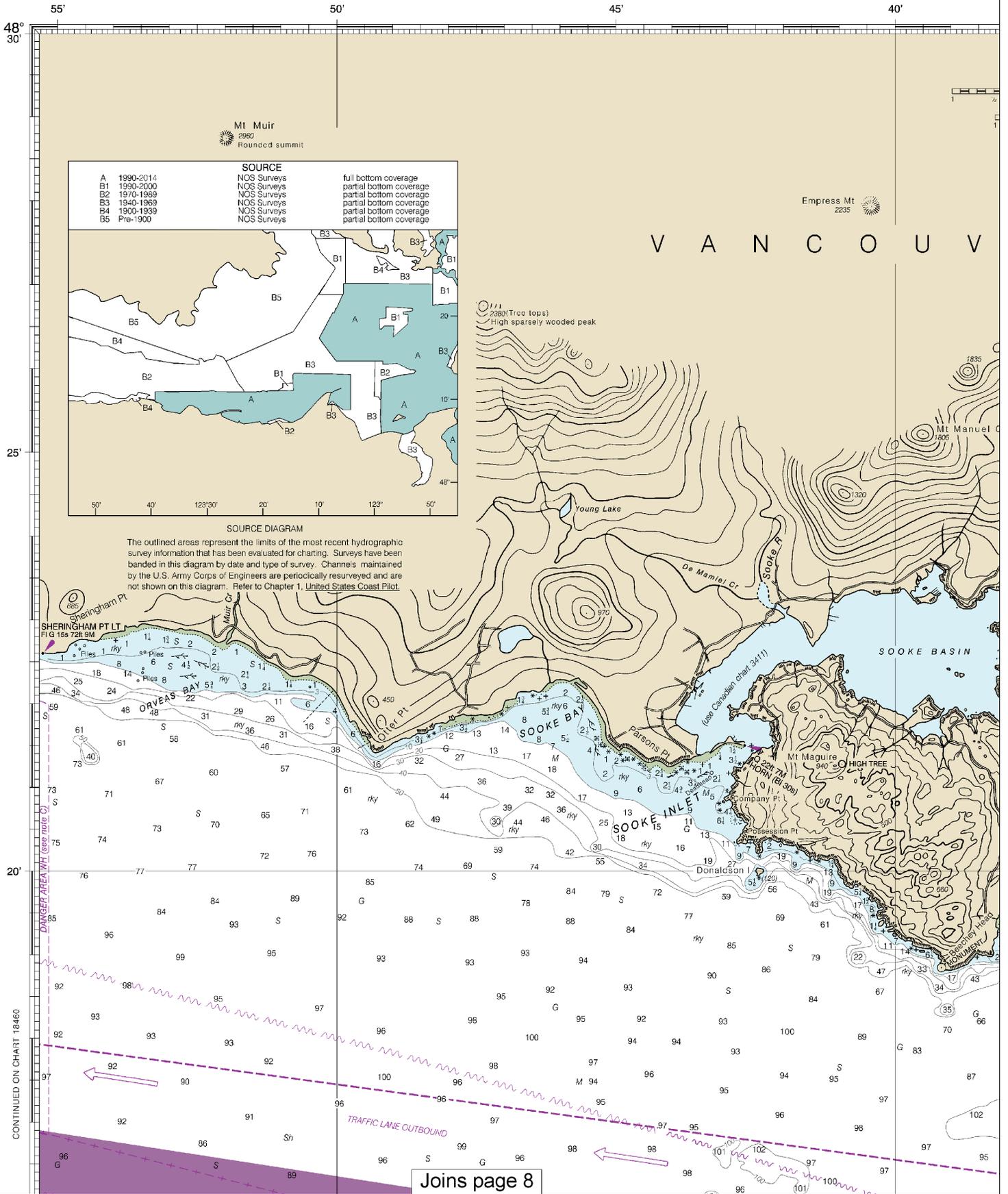
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

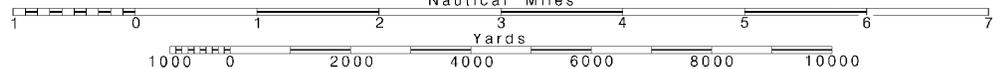


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



35'

123° 30'

25'

20'

SCALE 1:80,000
Nautical Miles

Stature Miles

Yards

Meters

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.

ERISLAND

Mt McDonald
1430



MAGNETIC

VAR 17° 15' E (2017)

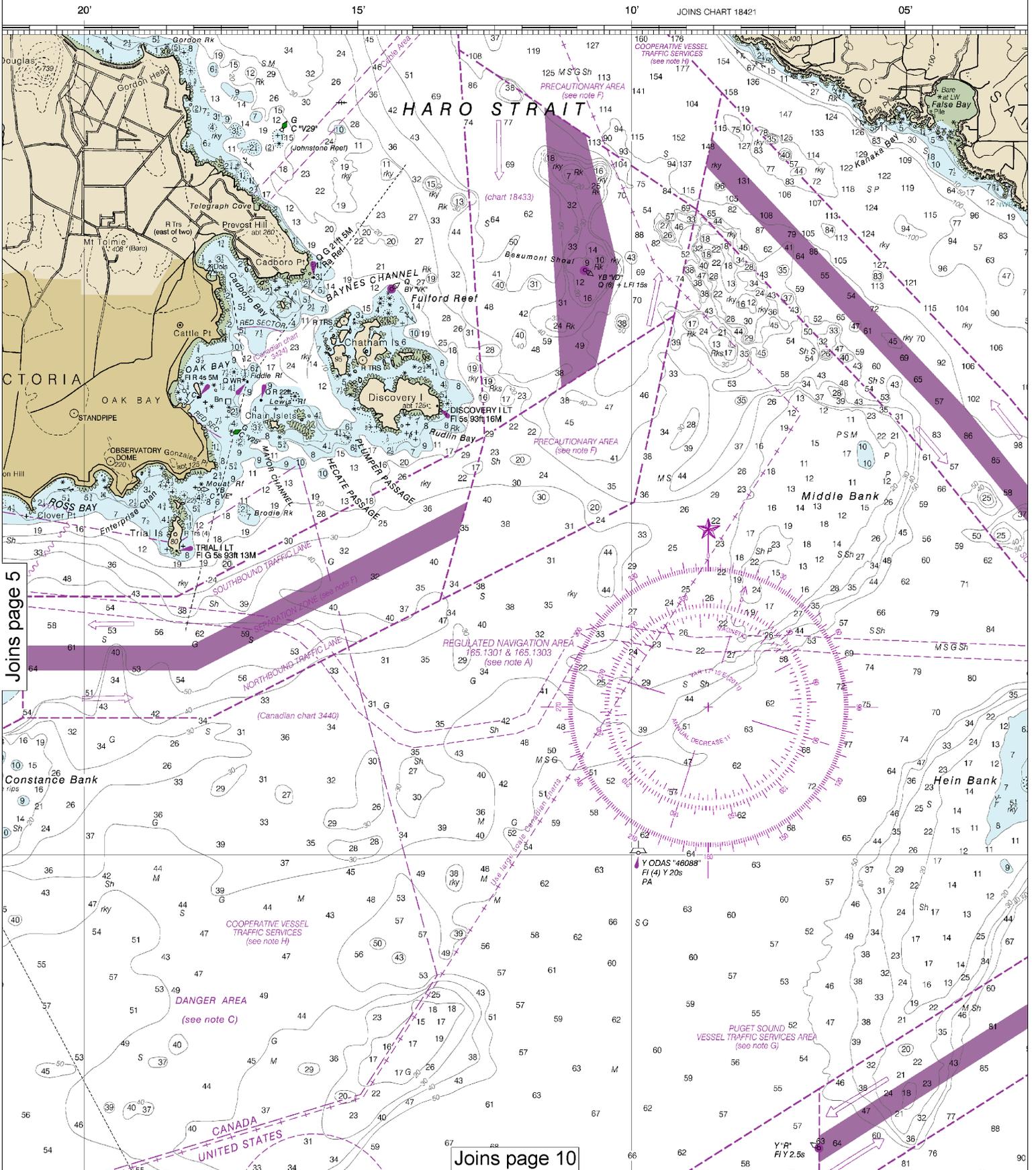
ANNUAL DECREASE 11'

Joins page 9

Joins page 6

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:114285. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





Joins page 5

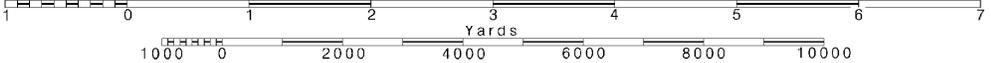
Joins page 10



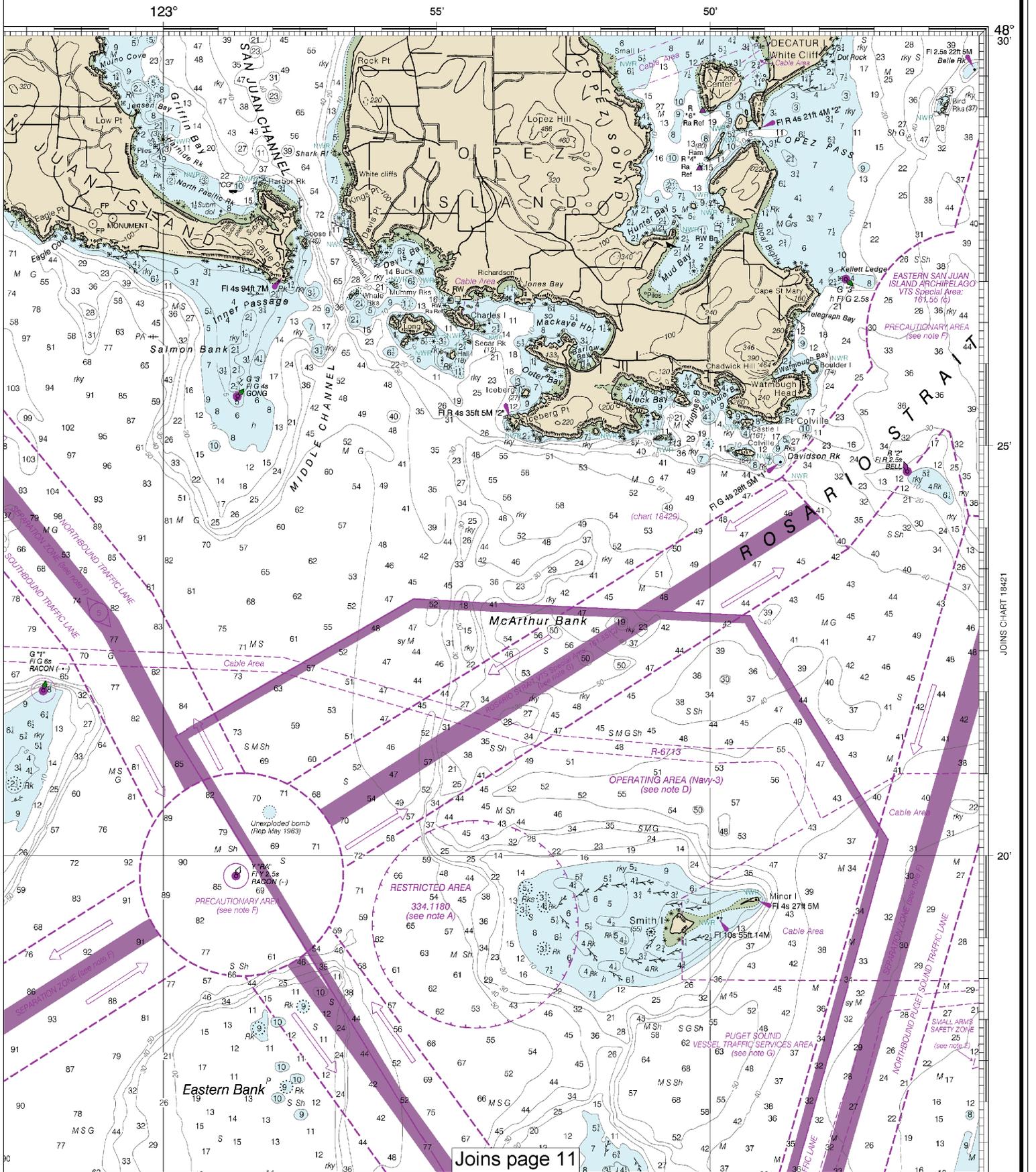
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000

See Note on page 5.



SOUNDINGS IN FATHOMS



Joins page 11

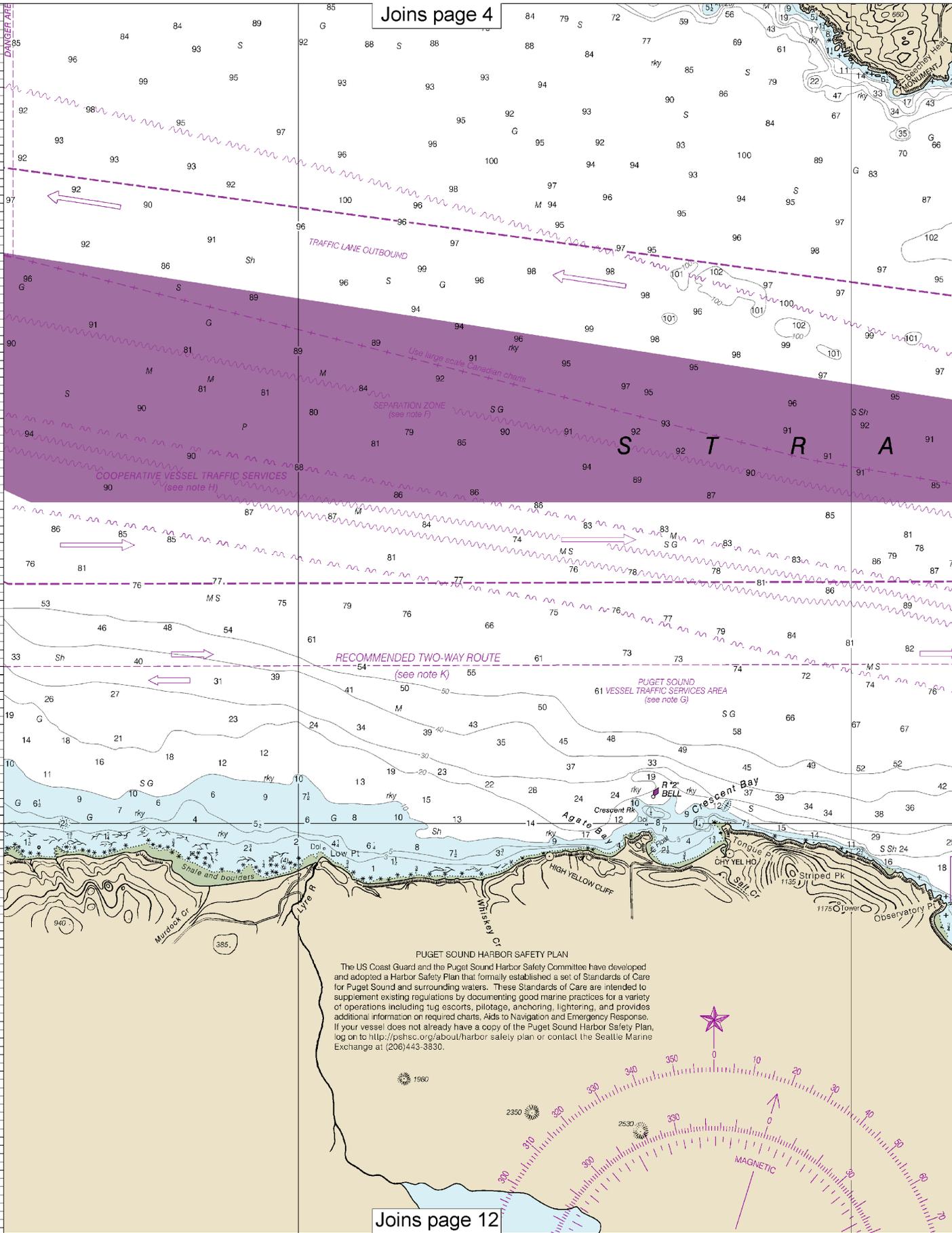
Last Correction: 10/3/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4816 (11/26/2016), CHS: 1016 (10/28/2016)



CONTINUED ON CHART 18460

15'

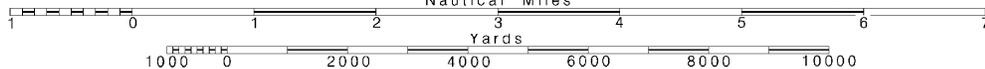
10'

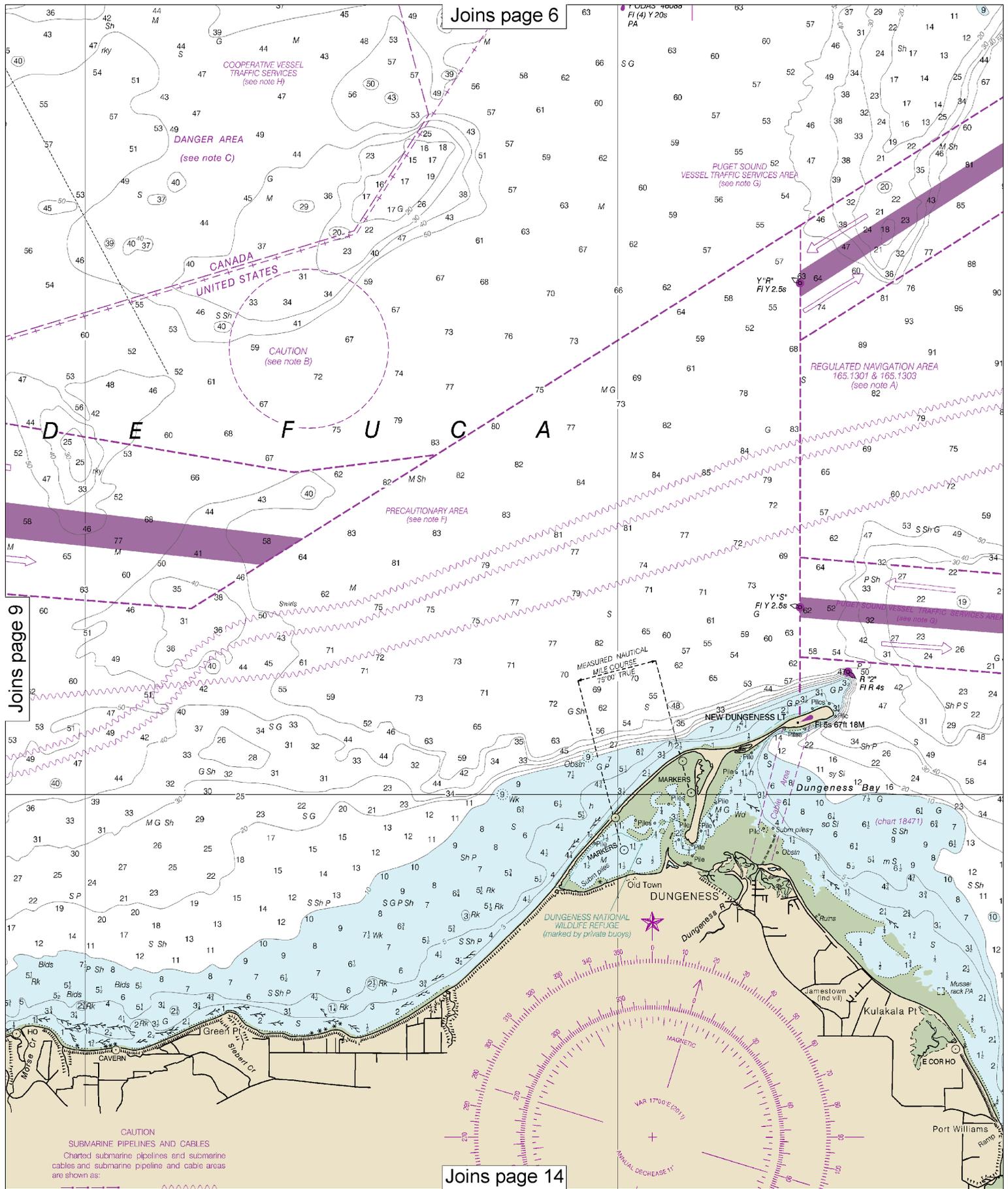


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000

See Note on page 5.





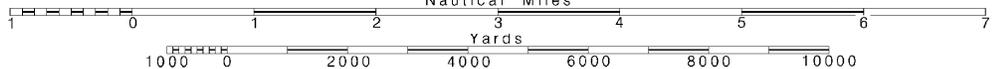
10

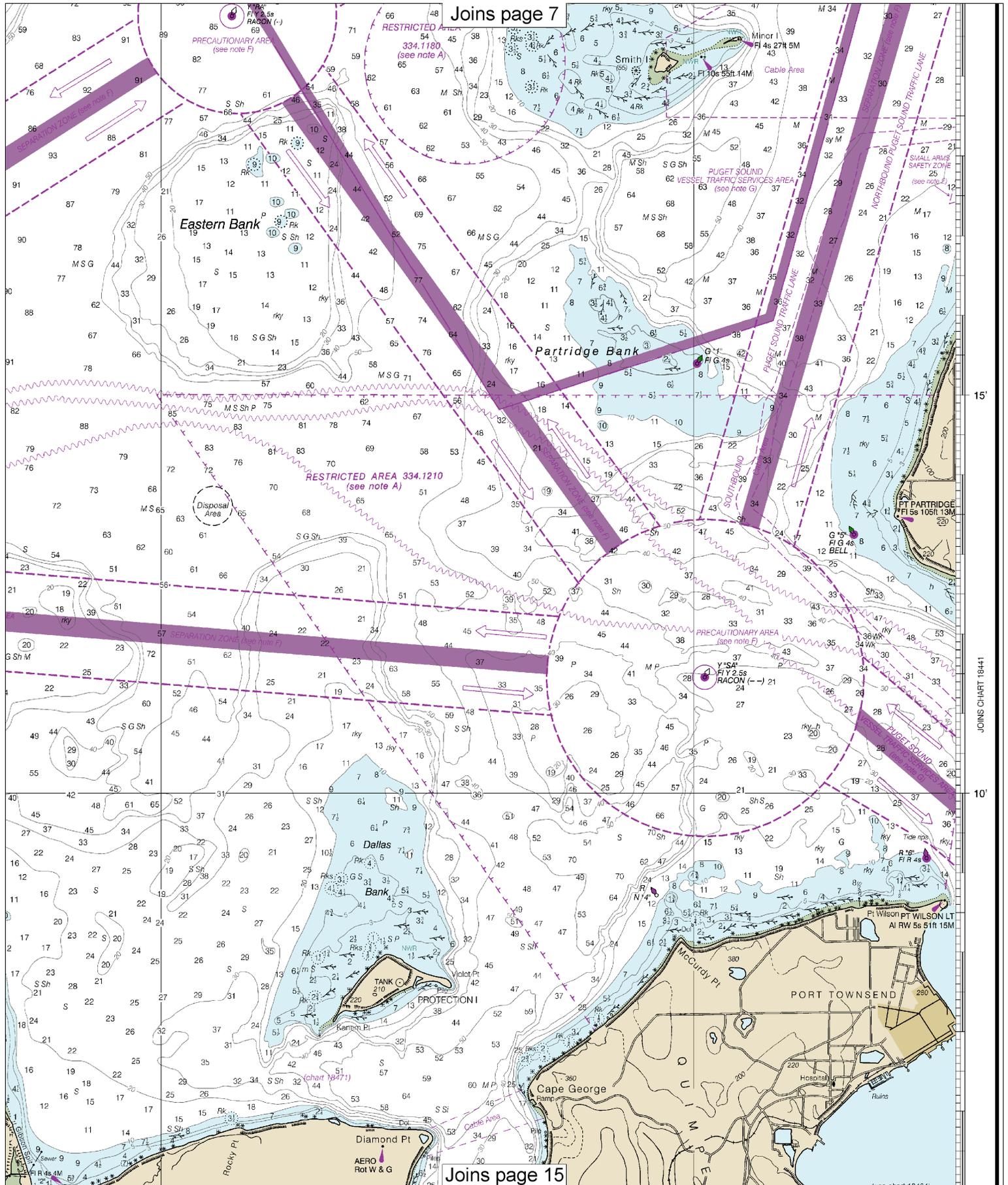
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





15'
10'

JOINS CHART 18441

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://pshsc.org/about/harbor-safety-plan> or contact the Seattle Marine Exchange at (206)443-3830.

05'

48°

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.

Sourdough Mt
4700 (east end of flat top)



UNITED STATES-WEST COAST
WASHINGTON

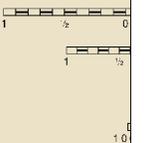
STRAIT OF JUAN DE FUCA
EASTERN PART

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.

HORIZON
The horizontal refer is North American Datum for charting purposes to the World Geodetic Geographic position American Datum of 19 average of 0.685' south to agree with this chart



39th Ed., Oct. 2011
18465

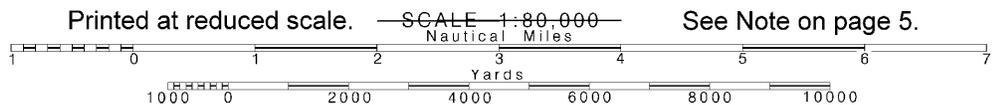
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected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

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

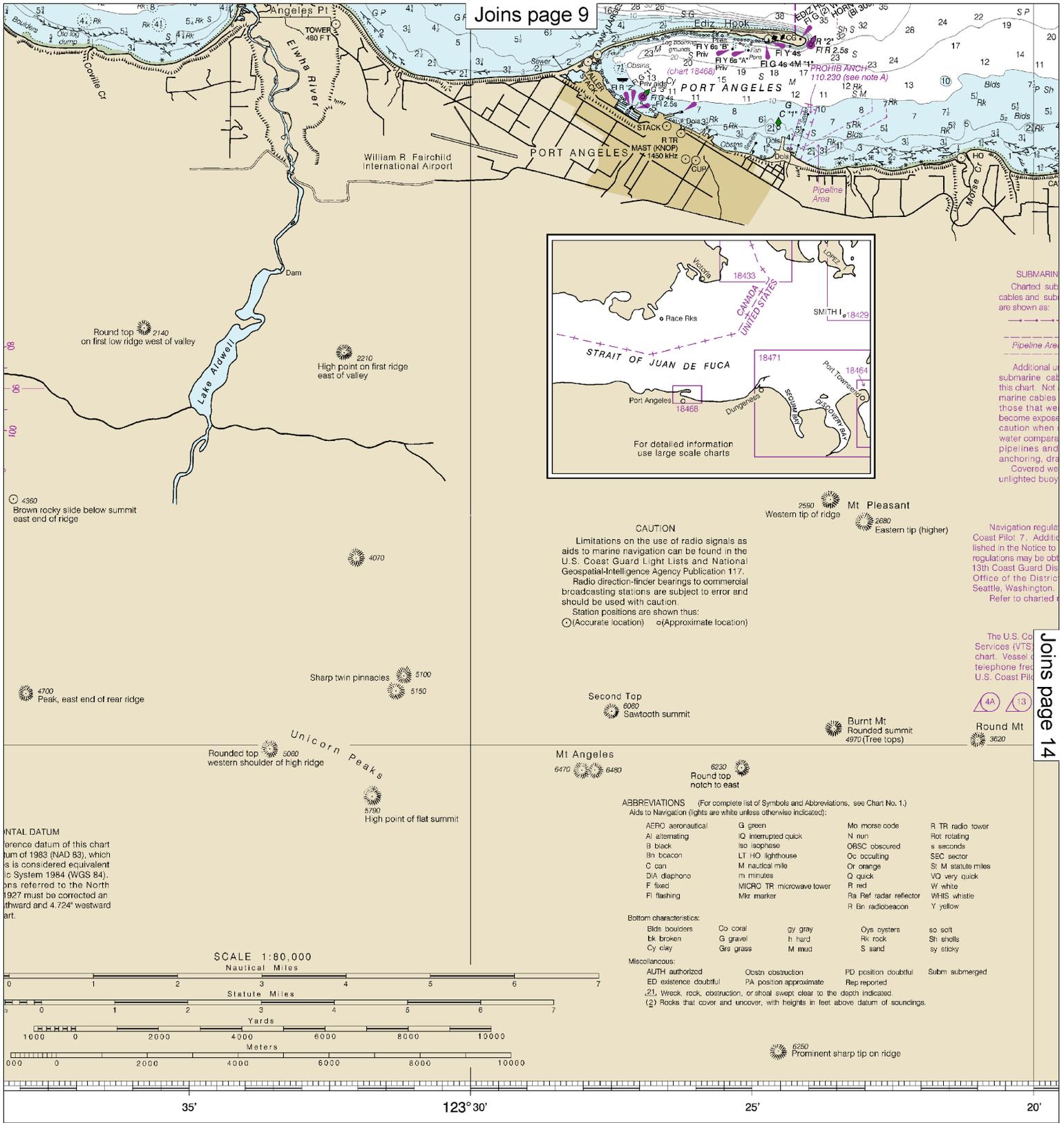
Last Correction: 10/3/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4816 (11/26/2016), CHS: 1016 (10/28/2016)

12

Note: Chart grid lines are aligned with true north.



See Note on page 5.



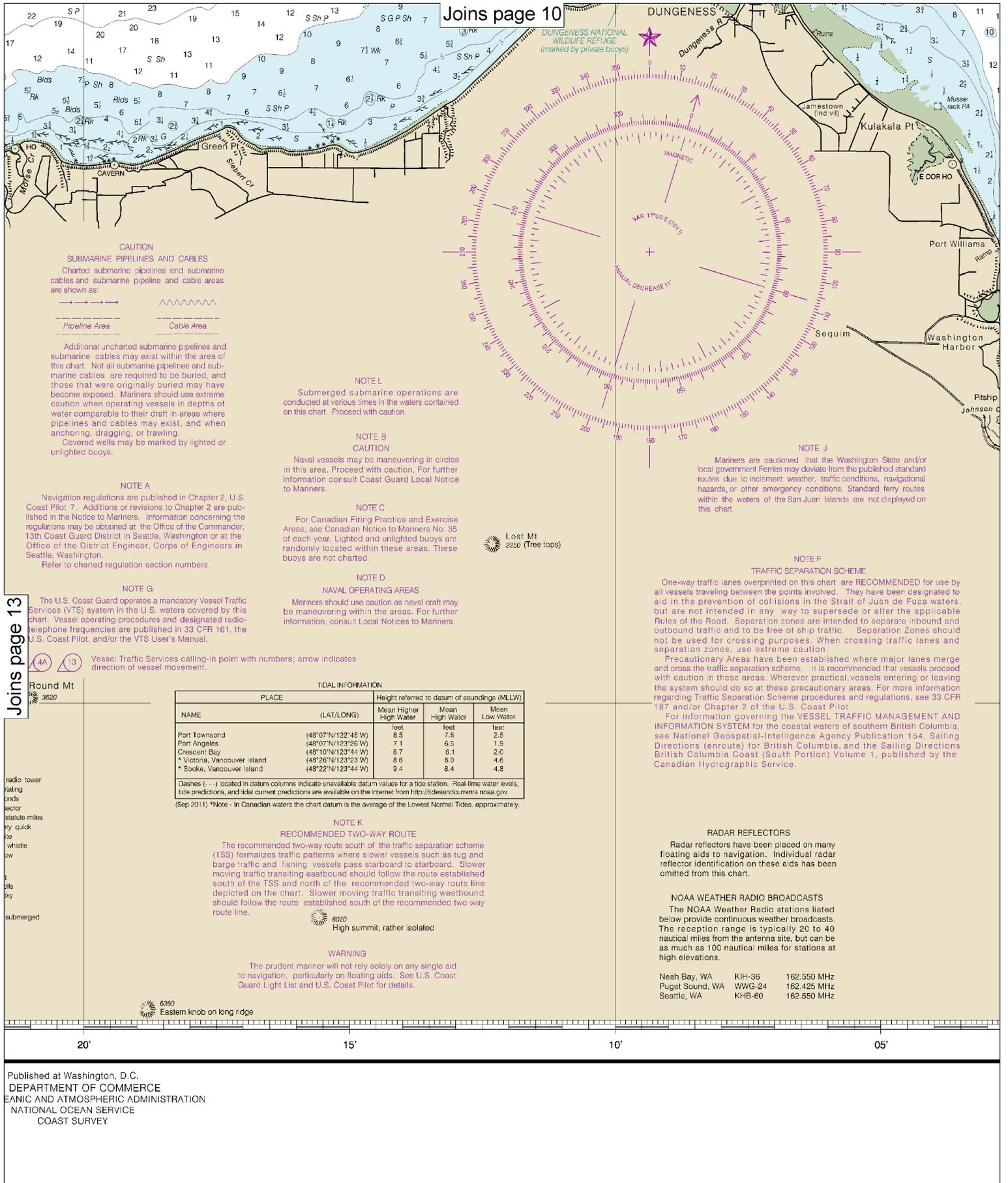
SUBMARINE
 Charted sub-cables and sub are shown as:
 Pipeline Area
 Additional submarine cables on this chart. Not marine cables those that will become exposed when water compared pipelines and anchoring, dra Covered we unlighted buoy

Navigation regulations Coast Pilot 7. Additional regulations may be obtained from the Office of the District Office of the District of Seattle, Washington. Refer to charted

The U.S. Coast Guard Services (VTS) chart. Vessel telephone frequency U.S. Coast Pilot
 (4A) (13)
 Round Mt 3620

SOUNDINGS IN FATHOMS

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



Joins page 13

radio tower
lating
pncs
ector
statute miles
ry quick
ite
whistle
ow
t
bls
ky
submerged

Round Mt
3620

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
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	(49°20'N/123°23'W)	8.6	8.0	4.6
* Sooke, Vancouver Island	(49°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.

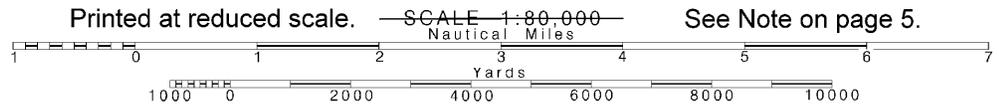
WARNING

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.

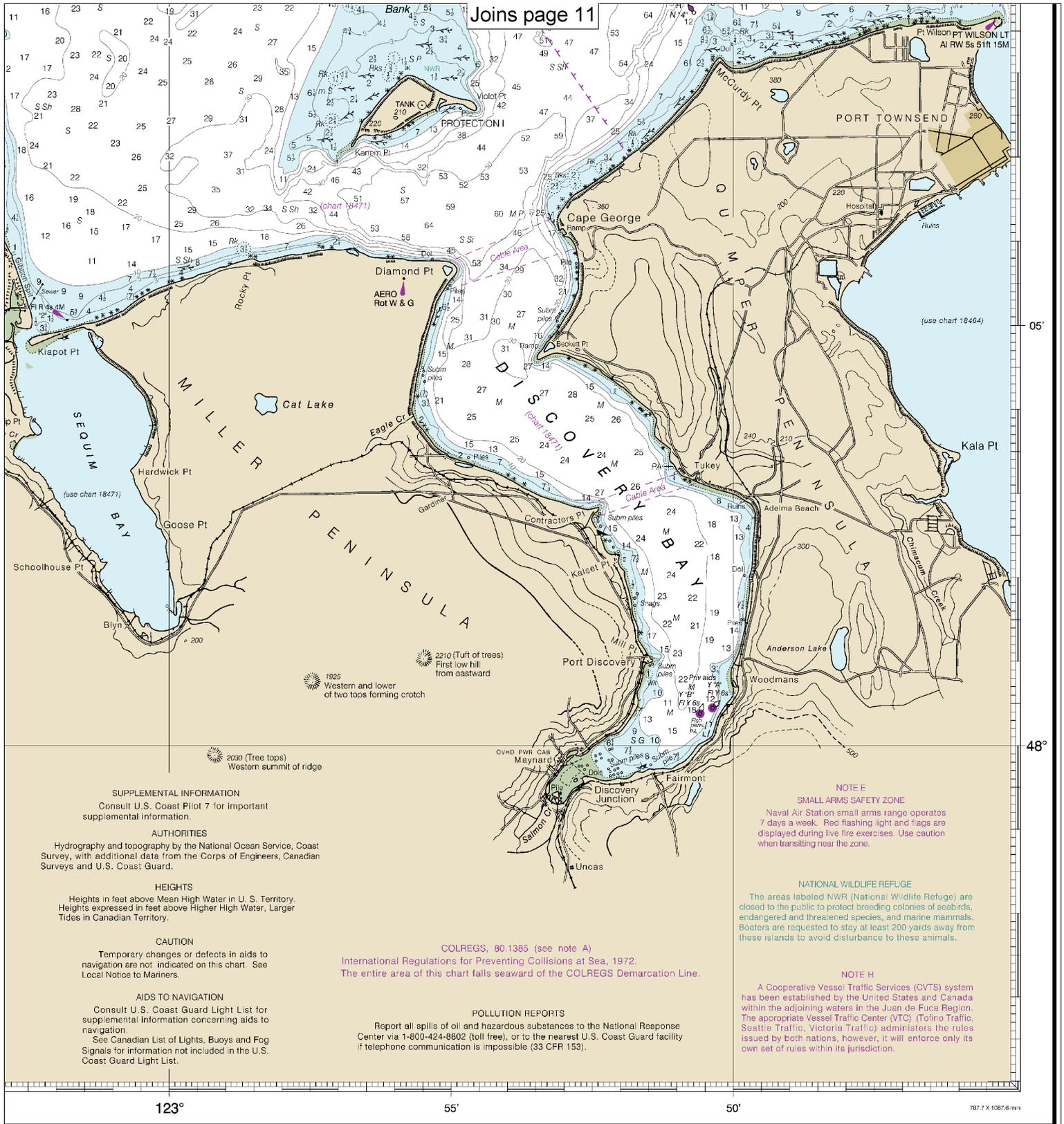
Published at Washington, D.C.
DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

14

Note: Chart grid lines are aligned with true north.



See Note on page 5.



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

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.

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.

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 1-800-424-8602 (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 transiting 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

Strait of Juan de Fuca - Eastern Part
SOUNDINGS IN FATHOMS - SCALE 1:80,000

18465



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



— For the latest news from Coast Survey, follow @NOAAcharts



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.