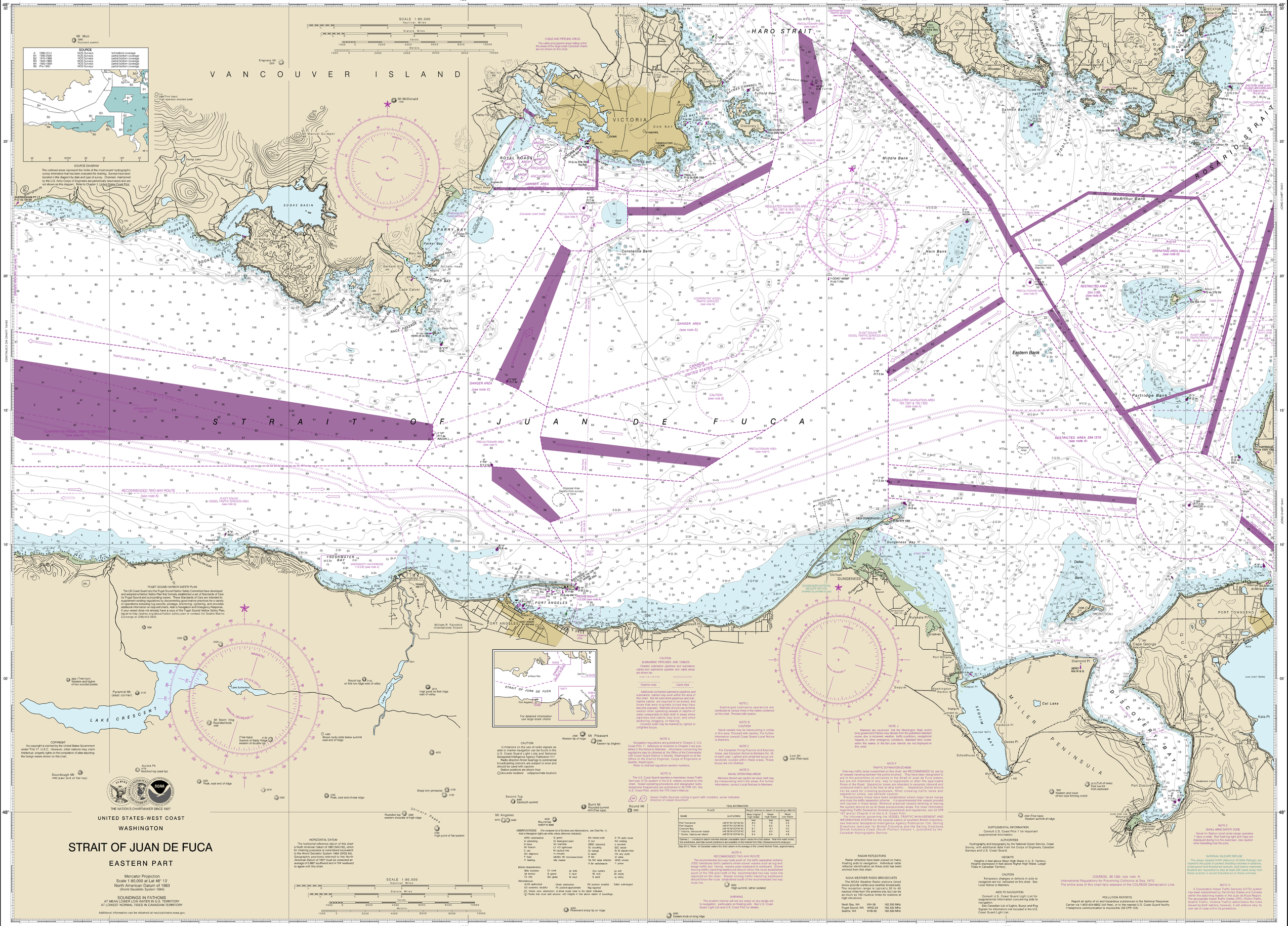
Formerly C&GS 6362, 1st Ed., Oct. 1927 C-1927-283 KAPP 1723

SOUNDINGS IN FATHOMS


VANCOUVER ISLAND
HARO STRAIT
ROSARIO STRAIT
STRAIT OF JUAN DE FUCA
VICTORIA
ROYAL ROADS
SOOKE BASIN
SOOKE INLET
PARRY BAY
PEDDER BAY
RACE PASSAGE
BECHER BAY
PORT ANGELES
FRESHWATER BAY
DUNGENESS
PORT TOWNSEND
Discovery Bay
Constance Bank
Middle Bank
Hein Bank
McArthur Bank
Eastern Bank
Partridge Bank
Dallas Bank
Salmon Bank
SCALE 1:80,000
Nautical Miles
Statute Miles
Yards
Meters
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://pshsc.org/about/harbor safety plan or contact the Seattle Marine Exchange at (206)443-3930.
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 A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at: the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.
Refer to charted regulation section numbers.
NOTE 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 radiotelephone frequencies are published in 33 CFR 161; the U.S. Coast Pilot; and/or the VTS User's Manual.
Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement.
NOTE 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.
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 traffic separation zones, use 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.
NOTE E
SMALL ARMS SAFETY ZONE
Naval or Station small arms range operates 7 days a week. Red and white light and flags are displayed during live fire exercises. Use caution when travelling near the zone.
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 port 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 deployed 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.
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.
NATIONAL WILDLIFE REFUGE
The areas labeled NWR (Maynard Rock 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.
COLREGS, 80.1380 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart fa/ls 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).
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.
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 KXI-36 162.550 MHz
Puget Sound, WA WWG-24 162.425 MHz
Seattle, WA KHB-60 162.550 MHz
TIDAL INFORMATION
Eastern Bank
Partridge Bank
Dallas Bank
Salmon Bank
Middle Bank
McArthur Bank
Hein Bank
Constance Bank
Port Townsend
Port Angeles
Port Williams
Port Discovery
Kala Pt
Cape George
Diamond Pt
Kingston
Edmonds
Mukilteo
Everett
Tulalip Bay
Port Gardner
Jetty Island
Langley
Coupeville
Penn Cove
Oak Harbor
Deception Pass
Anacortes
Bellingham
Lummi Island
Point Roberts
Saturna Island
Pender Island
Galiano Island
Mayne Island
Sidney
Victoria
Esquimalt
Port Renfrew
Pacific Rim National Park Reserve
Ucluelet
Tofino
Bamfield
Port Alberni
Nanaimo
Gabriola Island
Thetis Island
Kuper Island
Chemainus
Ladysmith
Crofton
Maple Bay
Cowichan Bay
Duncan
Mill Bay
Shawnigan Lake
Sooke