BookletChart™

Strait of Juan de Fuca to Strait of Georgia
NOAA Chart 18421

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

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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 vessels under Titles 33 and 44 of the Code of Federal Regulations. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

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.


(Selected Excerpts from Coast Pilot)

**Strait of Juan de Fuca, E end**

Hein Bank, with a least depth of 2½ fathoms, lies 8.5 miles SE of Discovery Island; it is about 2 miles long in a N direction, within the 10-fathom curve, and 0.8 mile wide. The shoalest part of the bank is covered with thick kelp in the summer. It is marked by two lighted buoys, the northernmost is equipped with a racon.

Smith Island, 5 miles W of Whidbey Island and 8 miles ESE of Hein Bank, is irregular in shape and about 0.5 mile long. A rocky bank, covered with kelp, extends about 2 miles W of the island over depths of 3 to 6 fathoms. A rock that bares at lowest tides is about 0.3 mile W of Smith Island. Smith Island Light (48°19'06"N., 122°50'38"W.), 97 feet above the water is shown from a 45-foot skeleton tower near the W extremity of the island.

A restricted area of an air-to-surface weapon range is W of Smith Island. (See 334.1180, chapter 2, for limits and regulations.)

**Naval restricted areas** are adjacent to the northernmost part of the W shore of Whidbey Island.

In accordance with the Cooperative Vessel Traffic Service, the United States and Canada, in cooperation with industry and the British Columbia Coast Pilots have established a Special Operating Area at the intersection of Haro Strait and Boundary Pass in the vicinity of Turn Point Light (48°41'20"N., 123°14'15"W.). (See Coast Pilot for details.)

All VTS participants will verbally communicate with Victoria Traffic on VHF-FM channel 11 when 3 miles from Turn Point. VTS participants are expected to make safe arrangements with other VTS participants within or near the SOA.

**Regulated navigation area.**—Due to heavy vessel concentrations, the waters of the Strait of Juan de Fuca, the San Juan Islands, the Strait of Georgia, and Puget Sound, and all adjacent waters, are a regulated navigation area. (See 165.1 through 165.13 and 165.1301, chapter 2, for regulations.)

**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.

**Tidal currents.**—In Haro Strait and Boundary Pass, the flood current sets N; and the ebb current sets in the opposite direction. The ebb usually runs longer and has a greater velocity. At the N entrance to Boundary Pass, the flood sets E along the N and S sides of Sucia Islands and across Alden Bank; the velocity is about 1 to 2 knots. The current has moderate velocity between Sucia and Orcas Islands. There is a large, daily inequality in the current. (See Tidal Current Tables for predicted times and velocities.) Heavy, dangerous tide rips occur between East Point on Saturna Island and Patos Island, and for two miles N in the Strait of Georgia. Tide rips also occur on the ebb between Henry Island and Turn Point, as well as around Turn Point where the ebb may attain a velocity of 6 knots during large tides. The flood current sets E from Discovery Island across the S end of Haro Strait until close to San Juan Island. This E set is especially noticeable during the first half of the flood.

**Currents.**—In the S end of San Juan Channel, between Goose Island and Deadman Island, the average current velocity is 2.6 knots on the flood and ebb, however, maximum flood currents of 5 knots or more cause severe rips and eddies. Daily current predictions for this location may be obtained from the Tidal Current Tables.

**Tides and Currents.**—For times and velocities of current in Rosario Strait and vicinity, the Tidal Current Tables should be consulted. The currents in Lopez, Thatcher, and Obstruction Passes are reported to attain velocities of 3 to 7 knots. This should be kept in mind when proceeding through Rosario Strait, particularly at night or in thick weather. On the ebb of a large tide off the entrance to the passes, a S wind causes tide rips that are dangerous to small craft.

**U.S. Coast Guard Rescue Coordination Center**

24 hour Regional Contact for Emergencies

RCC Seattle Commander
13th CG District (206) 220-7001
Seattle, WA
Lateral System As Seen Entering From Seaward
on navigable waters except Western Rivers

PORT SIDE
ODD NUMBERED AIDS

- GREEN LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

PREFERRED CHANNEL
NO NUMBERS – MAY BE LetterED
PREFERRED CHANNEL TO
STARBOARD
TOPMOST BAND GREEN
GREEN LIGHT ONLY
COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LetterED
PREFERRED CHANNEL TO
PORT
TOPMOST BAND RED
RED LIGHT ONLY
COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE
EVEN NUMBERED AIDS

- RED LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

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.
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
The US Coast Guard and the Puget Sound Harbor Safety Committee have developed and adopted a Harbor Safety Plan that formally establishes a set of Standards for Puget Sound and surrounding waters. These Standards of Care are interrelated and are intended to ensure the safe and efficient sharing of the waterways by all vessel operators. This Chart illustrates the Harbor Safety Plan for the Strait of Juan de Fuca. Additional information can be obtained at nauticalcharts.noaa.gov.

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

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. See Note on page 5.

SCALE 1:80,000
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.

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/](http://www.nws.noaa.gov/nwr/)

### 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!**

**Quick References**

- Nautical chart related products and information — [http://www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — [http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm](http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm)
- Tides and Currents — [http://tidesandcurrents.noaa.gov](http://tidesandcurrents.noaa.gov)
- Contact Us — [http://www.nauticalcharts.noaa.gov/staff/contact.htm](http://www.nauticalcharts.noaa.gov/staff/contact.htm)

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NOAA’s Office of Coast Survey

The Nation’s Chartmaker