Formerly C&GS 8302. 1st Ed., Sept 1918 KAPP 1726

18480

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

APPROACHES TO

STRAIT OF JUAN DE FUCA

DESTRUCTION ISLAND TO AMPHITRITE POINT

Mercator Projection
Scale 1:176,253 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

(For offshore navigation only)

Use large scale charts outlined in magenta for inshore navigation.

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

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.

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 taken thus:
(A)Accurate location o(Approximate location)

COLREGS, 80,1385 (see note A)
International Regulations for Preventing Collisions at Sea, , 1972. This entire area of this chart falls seaward of the COLREGS Demarcation Line except Quillayute River Entrance (COLREGS, 80,1380).

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 0.298" southward and 4.819" westward to agree with this chart.

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

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

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	KHA-58	162.550 MHz
Forks, WA	KXI-27	162.425 MHz

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).

ADS 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.

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
Al alternating	Gp group(ed)	Mo morse code
Bl black	Iso isophase	Oc occulting
Bn beacon	LT HO lighthouse	Or orange
Dia diaphone	m minutes	Q quick
F fixed	MICRO Mi microwave tower	R red
Fl flashing	Mkr marker	Ra Ref radar reflector
		R Bn radiobeacon

R TR radio tower
Ro roaring
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders	Co coral	Gr grav	Oys oysters
bk broken	G gravel	h hard	Sh shells
Cy clay	Grs grass	M mud	S sand

so soft
Sn shells
sy sticky

Miscellaneous:
AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged
(23) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

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.

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

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 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 B
For Canadian Firing Practice and Exercise Areas, see Canadian Notice to Mariners No. 33 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 aid reflector identification on these aids has been omitted from this chart.

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 or where converging traffic patterns exist. Vessels should navigate in these areas 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 Imagery and Mapping 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 G
The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) system in 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.

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) (Prince Rupert 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.

VTS Calling-in point; arrow indicates direction of vessel movement.

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 the 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 J
SCIENTIFIC MOORINGS
Acoustic sensors, consisting of a concrete anchor and tethered instrument package floating above the anchor, are positioned approximately 0.5 miles apart along the line. Instruments in water less than 82 fathoms deep are within 3 fathoms of the seabed. Instruments in water more than 82 fathoms deep are approximately 82 fathoms below the surface.

NOTE K
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.

NOTE L
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 lane depicted on this chart. Slower moving traffic transiting westbound should follow the route established south of the recommended two-way route line.

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 governing general navigation and vessel operations in Puget Sound. Mariners should be aware of these Standards of Care and the 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.

NOTE D
Mariners should use caution as military craft may be operating within the area. For further information consult the U.S. Coast Guard Local Notice to Mariners.

NOTE H
NATIONAL MARINE SANCTUARIES
National Marine Sanctuaries are protected areas, administered by NOAA which protect abundant and diverse natural resources such as marine mammals, seabirds, fishes, and kelpbed invertebrates. These areas are particularly sensitive to environmental damage such as leaks 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.

NOTE E
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.

VESSEL TRANSITING
The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 7 or 8, Chapter 3 for details.

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.

A	1990 - 2016	SOURCE	full bottom coverage
B1	1990 - 2013	NOS Surveys	partial 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	Pre - 1900	NOS Surveys	partial bottom coverage
C		Canadian Surveys	

TIDAL INFORMATION

PLACE		Height referred to datum of sounding (HELLW)		
NAME	(LAT,N;OM;E)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
La Push	(47°55'N;124°38'W)	8.4	7.2	1.4
Neah Bay	(48°22'N;124°37'W)	8.0	7.1	1.6
Clallam Bay	(48°16'N;124°18'W)	7.5	6.7	1.8

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. (Nov 2012)

CONTINUED ON CHART 18003

CONTINUED ON CHART 18400

CONTINUED ON CHART 18480

18480

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.

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

Use ENC charts for the most up to date information. References to other charts may no longer be applicable.

32nd Ed., Jan. 2013. Last Correction: 12/28/2023. Cleared through:
LNM: 1624 (4/16/2024). NM: 1724 (4/27/2024). CHS: 0224 (2/27/2024)
To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

(POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod

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

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

FATHOMS 0 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 32 33 34 35 36 37 38 39