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

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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.


(Selected Excerpts from Coast Pilot)

Sheringham Head 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 flood 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
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
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.
Note: Chart grid lines are aligned with true north.
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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
- Chart and chart related inquiries and comments — http://ocsdata.nco.naoa.gov/ids/inquiry.aspx?frompage=ContactUs
- Chart updates (LNK and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — http://www.nauticalcharts.noaa.gov/npd/cpdownload.htm
- Tides and Currents — http://tidesandcurrents.noaa.gov
- National Data Buoy Center — http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.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

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.