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

1st Ed., Jun. 1979 KAPP 1664

18431

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

WASHINGTON

ROSARIO STRAIT TO CHERRY POINT

Mercator Projection
Scale 1:25,000 at Lat 48°47'N

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

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

For Symbols and Abbreviations see Chart No. 1

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.

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

CANADIAN WEATHER RADIO BROADCAST
The Canadian Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Vancouver, BC	CFA-240	162.400 MHz

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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 0.816" southward and 4.644" westward to agree with this chart.

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, Geological Survey, U.S. Coast Guard, and Canadian Surveys.

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

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 enforcement of regulations may be obtained from the 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
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traversing between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Georgia waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Vessels should proceed as nearly as practicable in the direction of the arrow 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 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, U.S. Coast Pilot 7.
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 H
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 radio telephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

NOTE I
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.

SOURCE

A	1996-2011	NOS Surveys	full bottom coverage
B3	1940-1969	NOS Surveys	full bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

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.

CALLING-IN POINTS
Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement.

CONTINUED ON CHART 18421

JOINS CHART 18432

JOINS CHART 18430

JOINS CHART 18433

CONTINUED ON CHART 18424

SCALE 1:25,000
Nautical Miles
Yards
Meters

NOTED CAUTION
BOOMING SYSTEM
Spill containment booms and buoys frequently extend several hundred feet off each berth when a vessel is moored. See Coast Pilot 7 - Cherry Point for additional information.

COLREGS, 80 1390 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

PLACE		Heights referred to datum of sounding (MLLW)			
NAME	(LATLONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Mean Lower Low Water
		feet	feet	feet	feet
Echo Bay, Sucia Islands	(48°45'N:122°54'W)	8.6	7.8	2.8	2.0
Patos Island Wharf	(48°47'N:122°58'W)	8.6	7.9	2.8	2.0
Sandy Point	(48°50'N:122°39'W)	8.5	7.8	2.8	2.0
Cherry Point	(48°52'N:122°43'W)	9.2	8.3	2.8	2.0

Datiles (---) 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.
Feb 2014

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.

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).

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 C
CAUTION
MOORING CABLE
Mooring cable is suspended above water line. Mariners should use extreme caution when transiting the area.

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. Pipelines buried beneath navigable channels 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.

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.

This chart is canceled. No new editions will be issued.

9th Ed., May 2014. Last Correction: 12/22/2023. Cleared through
LNM: 2124 (12/21/2024), NM: 2224 (8/10/2024), CHS: 0224 (02/3/2024)
To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).

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