



UNITED STATES - WEST COAST
WASHINGTON

STRAIT OF GEORGIA AND STRAIT OF JUAN DE FUCA

Mercator Projection
Scale 1:200,000 at Lat. 48°12'

North American Datum of 1983
World Geodetic System 1984

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT MEAN NORMAL TIDES IN CANADIAN TERRITORY

Additional information can be obtained at nauticalcharts.noaa.gov

HORIZONTAL DATUM
The horizontal reference datum of this chart is the North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographical positions referred to the North American Datum of 1983 must be corrected an average of 0.544' southward and a 4.641' westward to agree with this chart.

VEHICLE TRANSPORT
Report all spill of oil and hazardous substances to the National Response Center via 1-800-424-8802 (24 hr) or to the nearest U.S. Coast Guard facility. Telephone communication is impossible 24 CFR 153.

RAZOR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector observations on this side has been omitted from this chart.

ADDS 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.

For Symbols and Abbreviations see Chart No. 1

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light List and National Oceanic and Atmospheric Administration Notices to Mariners. Radio direction-finder bearings to compass should be used with caution. Station positions are shown by:
⊙ Accurate location
⊙ Approximate location

HEIGHTS
Heights in feet above Mean High Water in U.S. Territory. Heights expressed in feet above Higher High Water Large Tides in Canadian Territory.

AUTHORITY
Hydrography and topography by the National Oceanic and Atmospheric Administration, U.S. Coast and Geodetic Survey, with additional data from the Canadian Coast and U.S. Coast Guard.

WARNING
The present material will not comply in any respect with the requirements of the International Convention for the Unification of Certain Maritime Liabilities Laws.

NOTE B CAUTION
Nautical symbols may be manufacturing in this area - proceed with caution. For further information, consult Local Notices to Mariners.

NOTE C
NADAL CHANGING AREAS
Matters should use caution as these may be manufacturing with in this area. For further information, consult Local Notices to Mariners.

NOTE D
For Canadian Fishing Practice and Evidentiary Matters, see the Canadian Fishing Practice and Evidentiary Matters, published by the Canadian Hydrographic Service.

NOTE E
LOCAL MAGNETIC INTERFERENCE
Magnetic disturbances exist in the marine waters of the Strait of Georgia. The magnetic variation in this area is approximately 10 degrees East. For further information, consult Local Notices to Mariners.

NOTE F
VESSEL TRAFFIC SERVICE
The U.S. Coast Guard operates a mandatory VTS (Vessel Traffic Service) in the Strait of Juan de Fuca. The VTS is a 24-hour service that provides information and advice to vessels. For further information, consult Local Notices to Mariners.

NOTE G
VESSEL TRAFFIC SEPARATION SCHEME
One-way traffic lanes are recommended for use by all vessels transiting between the points involved. They have been designed to aid in the prevention of collisions between vessels of the Strait of Juan de Fuca. Vessels should be aware of the applicable Rules of the Road, Separation of Traffic and other traffic rules and regulations. For further information, consult Local Notices to Mariners.

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CAUTION
SUMMERS PHEASANTS AND GIBBS
Summers pheasants and gibbs are abundant in the area. Hunters should be aware of the presence of these birds and take appropriate precautions. For further information, consult Local Notices to Mariners.

CAUTION
ADDITIONAL UNIDENTIFIED SUBMERGED OBSTACLES
Additional unidentified submerged obstacles and obstructions may exist within the area of this chart. Not all submerged obstacles and obstructions are required to be shown, and those that are shown may not be current. Mariners should use caution when operating vessels in this area. For further information, consult Local Notices to Mariners.

CAUTION
CONVERT SALES MAY BE MARKED BY LIGHTED BUOYS
Converted sales may be marked by lighted buoys. For further information, consult Local Notices to Mariners.

NOTE J
AREA TO BE AVOIDED
In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment, the U.S. Coast Guard has designated an area to be avoided for all ships and barges that carry oil or hazardous materials in bulk in cargo or transport. This area is shown on this chart and is subject to change. For further information, consult Local Notices to Mariners.

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CAUTION
This chart has been corrected from the Hydrographic Survey (H.S.) published weekly by the National Oceanic and Atmospheric Administration and the Local Notice to Mariners (LNM) issued periodically by the U.S. Coast Guard. Changes indicated by the LNM are shown in the lower left hand corner. Chart corrections from the Hydrographic Survey are shown in the lower right hand corner as available at nauticalcharts.noaa.gov.

NOTE
NMEA encourages users to submit reports, observations or comments about the chart at <http://www.nauticalcharts.noaa.gov/chartcorrections>.

SOUNDINGS IN FATHOMS

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL COAST GUARD SERVICE
COAST SURVEY

With the Electronic Chart Display and Information System (ECDIS) approved by the International Maritime Organization (IMO), the Electronic Chart Display and Information System (ECDIS) is a computerized version of the paper nautical chart. It is used to display and update the chart data. The ECDIS is a mandatory piece of equipment for all ships of 500 gross tonnage and above sailing in international waters. For further information, consult Local Notices to Mariners.

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