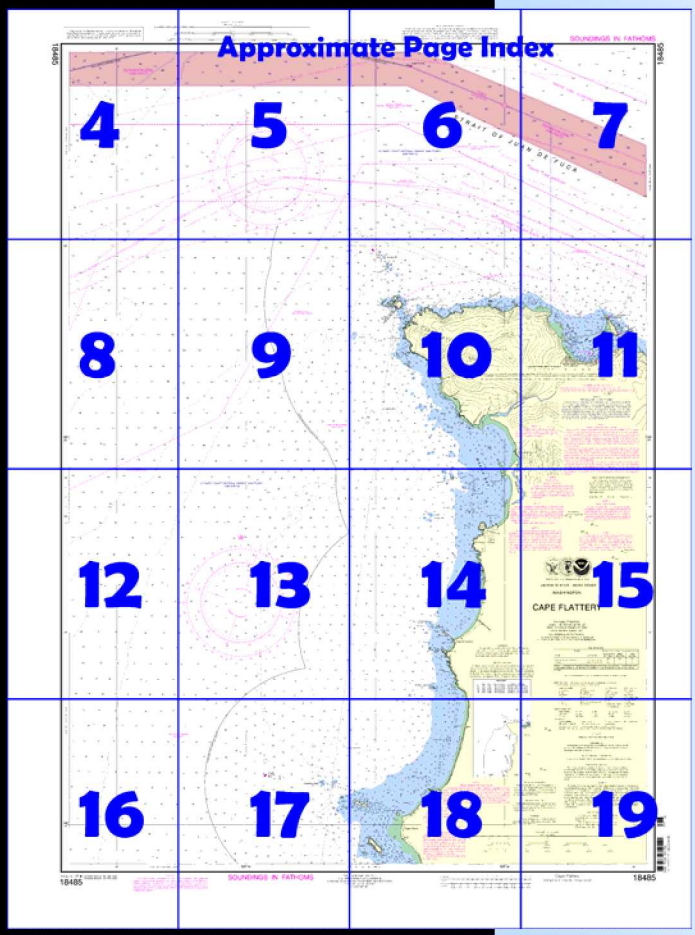
BookletChart™

Cape Flattery

(NOAA Chart 18485)



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 all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

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™?

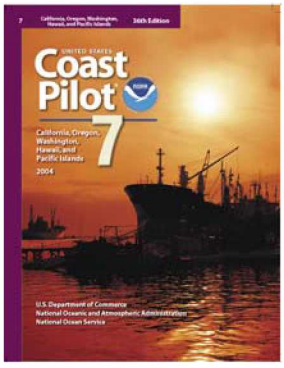
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this 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.



[Coast Pilot 7, Chapter 11 & 12 excerpts]

(196) **Cape Alava**, the westernmost point of the State of Washington, is 13 miles S of Cape Flattery. The seaward face is about 0.6 mile in extent.

Tskawahyah Island, a steep rocky island, 142 feet high and with trees on top, is off its NW extremity. The shore is bordered by numerous rocks and covered ledges.

(198) **Flattery Rocks** and Umatilla Reef are rocks and islets extending W from Cape Alava for 2.3 miles.

Ozette Island, 236 feet high, is 0.8 mile SW of the cape. The island, 0.5 mile long, is flat-topped with steep sides. About 0.3 mile off the S and SE sides are low, black rocks. **Bodelteh Islands,** 1.2 miles WNW of the N end of Cape Alava, have high bold seaward faces.

(200) **Umatilla Reef,** 2.3 miles NW of Cape Alava, the greatest danger to navigation off this section of the coast, is 0.7 mile W of the outer Bodelteh Island. It extends for 200 yards in a W direction and is about 75 yards wide. The reef consists of small, low, black rocks and some breakers. There is a reported breaker 1.1 miles NNE of this reef, and a rock covered 3 feet, 0.3 mile E of the reef, which endangers the passage inside Umatilla Reef, sometimes used by small boats. Umatilla Reef is difficult to make out, especially in thick weather. A lighted whistle buoy is about 1.5 miles W of the reef.

(202) **Point of Arches,** 5 miles NNE of Cape Alava, is the N point of the cliffs that extend some 1.5 miles S. Numerous rocks and ledges are offshore as far as about a mile.

(203) **Father and Son,** two rocks connected by a low reef, lie 0.6 mile offshore abreast the S end of the cliffs. The outer rock is 167 feet high, and the inner one 65 feet high. From the outer rock to Spike Rock there are several exposed rocks.

(204) **Spike Rock,** 35 feet high, sharp and bare, is 0.8 mile NW of the Point of Arches. It is the outermost of a chain of rocks, the largest of which is 185 feet high; there are three arches in these rocks. A rock that uncovers 5 feet is 0.3 mile WSW of Spike Rock.

(205) **Portage Head,** 2.5 miles N of Point of Arches, has a mile-long seaward face of bold irregular cliffs over 410 feet high.

Anderson Point, at the N end of the cliffs, has a height of about 270 feet. A reef extends from the point toward Cape Flattery for 1.5 miles showing several low, black rocks awash, and one small rock 45 feet high. A rock that uncovers is 1.3 miles NW of Portage Head. An aero radiobeacon is atop Cheeka Peak about 2.2 miles E of Anderson Point.

(206) **Makah Bay** is a shallow bight included between Portage Head and Waatch Point. It affords indifferent shelter in N and E weather and a smooth sea, but is little used. The shores are low and sandy.

Waatch River enters in the N part of the bight immediately E of Waatch Point. It is a tidal slough, and the valley through which it runs extends about 2 miles to Neah Bay on the Strait of Juan de Fuca. This low depression is one of the features for recognizing Cape Flattery.

(207) **Waatch Point,** 3 miles SE of Cape Flattery, is the SE extremity of the cliffs extending to the cape. This stretch is bordered by numerous rocks and ledges.

(208) **Fuca Pillar,** 0.2 mile S of the W point of Cape Flattery, is a rocky column 157 feet high and 60 feet in diameter, leaning slightly NW. It is 150 yards off the face of the cliff, and is more prominent from N than from S.

(209) **Cape Flattery,** a bold, rocky head with cliffs 120 feet high, rises to nearly 1,500 feet about 2 miles back from the beach. From S it looks like an island because of the low land in the valley of Waatch River. Numerous rocks and reefs border the cliffs E and S of the cape. Tide rips are particularly heavy off Cape Flattery.

(210) A large radar dome, highest and most prominent structure in the area, is on **Bahokus Peak,** the part of Cape Flattery about 2 miles back from the beach that rises to nearly 1,500 feet. This inflated plastic dome, about 50 feet in diameter, is on top of a tower, and was reported to be a very good landmark over low dense fog for vessels coming from the S.

(211) **Tatoosh Island,** 0.4 mile NW of Cape Flattery, is about 0.2 mile in diameter, 108 feet high, flat-topped, and bare. It is the largest of the group of rocks and reefs making out about 0.9 mile NW from the cape. The passage between Tatoosh Island and the cape is dangerous and constricted by two rocks awash near its center. Although sometimes used by local small craft, it cannot be recommended. The currents are strong and treacherous. Breakers may be in the area, especially during maximum currents.

(213) **Cape Flattery Light** (48°23.5'N., 124°44.2'W.), 165 feet above the water, is shown from a 57-foot white conical tower on a white sandstone dwelling on the W end of Tatoosh Island. A fog signal is at the light.

(215) **Duncan Rock** and **Duntze Rock,** the two dangers NNW of Tatoosh Island, are respectively, 1 mile and 1.3 miles from the light. Duncan Rock is small, low, and black; Duntze Rock is covered 3¼ fathoms. A lighted whistle buoy is 500 yards NW of Duntze Rock.

Table of Selected Chart Notes

Corrected through NM Mar. 03/07
Corrected through LNM Feb. 20/07

HEIGHTS

Heights in feet above Mean High Water.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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	KIH-36	162.55 MHz

NOTE D

Prohibited Area

(Area to be avoided)

Under the Olympic National Marine Sanctuary Act, Public Law 100-627 and IMO SN Circular 173, this area should be avoided by all vessels, including barges, carrying cargoes classified by the United States as hazardous materials (e.g. oil or chemical).

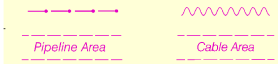
RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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 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

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

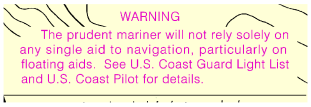
AIDS TO NAVIGATION

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.

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 H

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 carrying cargoes of oil or hazardous materials, and all ships 1,600 gross tons and above solely in transit should avoid the area. See IMO SN Circular 220.

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 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) (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.

Sooes Peak 1978

Mercator Projection
Scale 1:40,000 at Lat 48° 20'
North American Datum of 1983
(World Geodetic System 1984)

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

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.

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 0.759" southward and 4.856" westward to agree with this chart.

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

SUPPLEMENTAL INFORMATION

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

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and National Geospatial-Intelligence Agency.

NOTE J

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

NOTE G

NATIONAL MARINE SANCTUARIES

National Marine Sanctuaries are protected areas, administered by NOAA which contain abundant and diverse natural resources such as marine mammals, seabirds, fishes, and tidepool invertebrates. These areas are particularly sensitive to environmental damage such as spills 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.

UNITED STATES - WEST COAST

WASHINGTON

CAPE FLATTERY

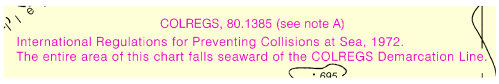
NOTE C

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 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 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 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.



COLREGS, 80.1385 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

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 nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Cape Flattery, Tatoosh Island	(48°24'N/124°44'W)	8.0	7.2	1.5
Neah Bay	(48°22'N/124°37'W)	8.0	7.1	1.6

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.

(Jan 2007)

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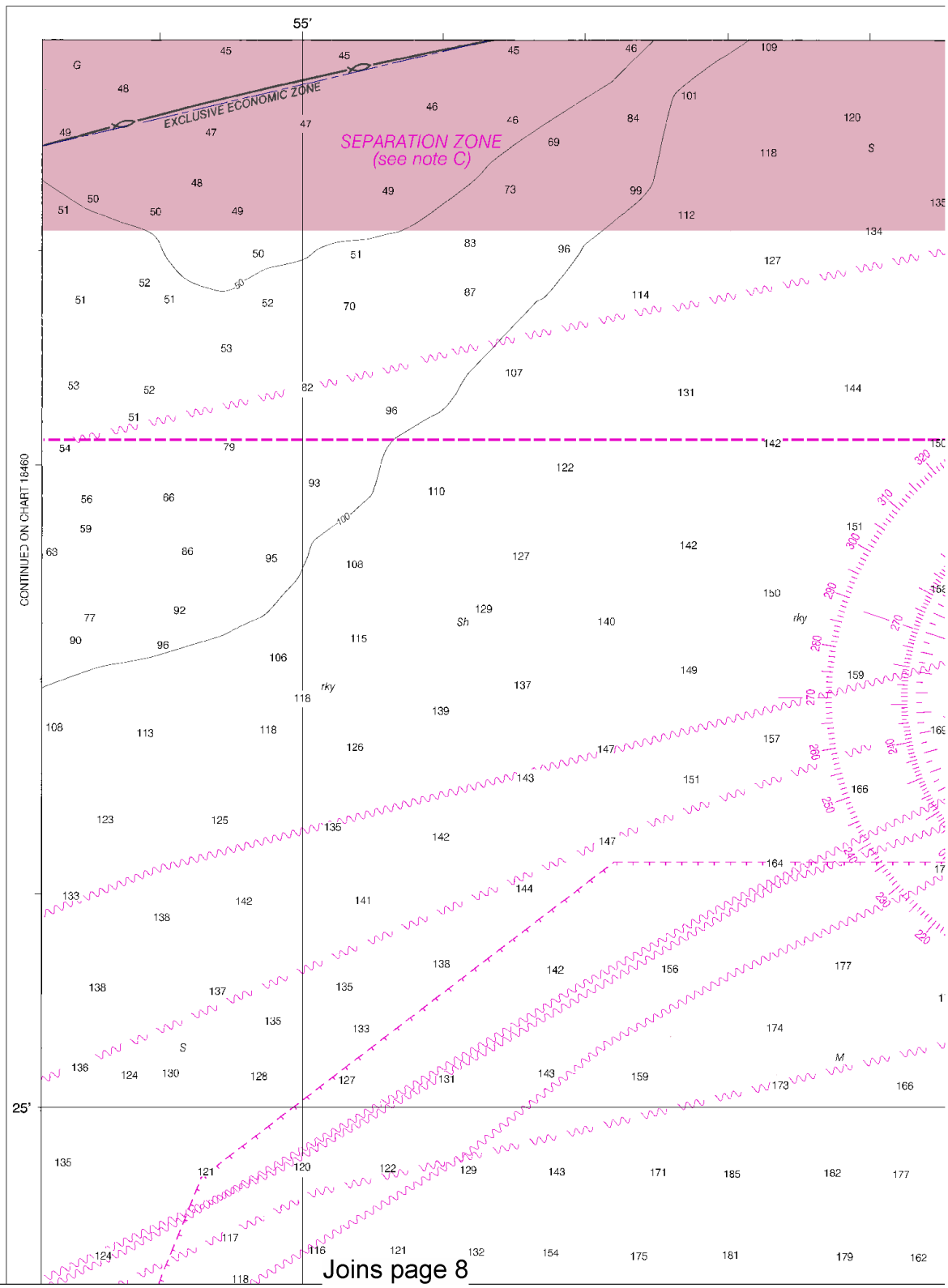
SCALE 1
Nautical
1 ½ 0 1
Yard
1000 0 1000 2000
Mete
1000 0 1000 2000



Joins page 8

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

North

1:40,000
Miles
1 2 3
rds
000 3000 4000 5000
ters
000 3000 4000 5000

Formerly C&GS 6265 1st Ed., June 1892 C-1933-395 CAPP 1729

PRINT-ON-DEMAND CH
NOAA and its partner, OceanGrafix, offer this chart updat
and critical corrections. Charts are printed when ordered
Editions are available 5-8 weeks before their release as trad
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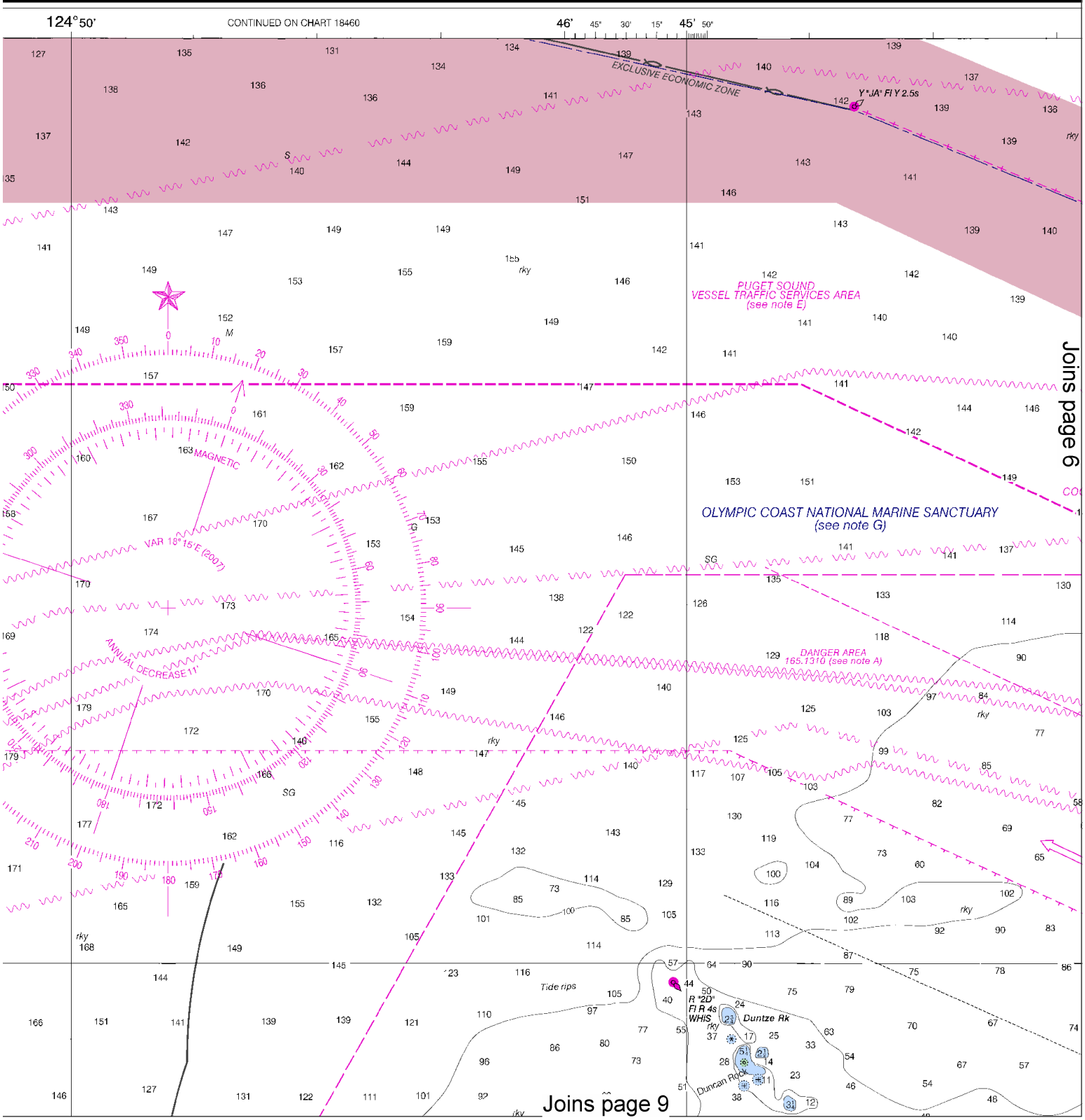
help@OceanGrafix.com.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

00

2 3

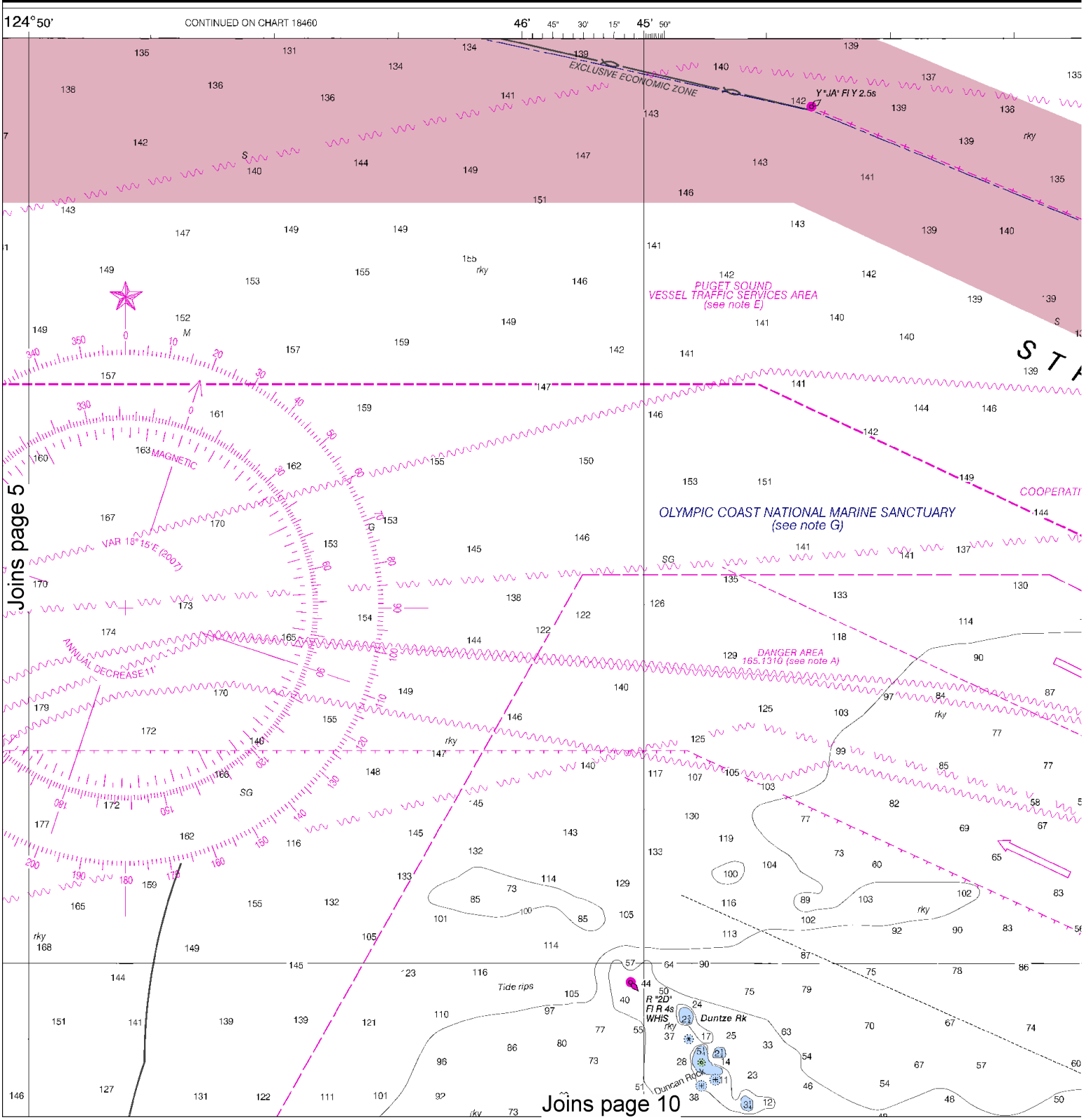
3000 4000 5000

3000 4000 5000

Formerly C&GS 6265 1st Ed., June 1892 C-1933-395 CAPP 1729

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly and critical corrections. Charts are printed when ordered using Prin Editions are available 5-8 weeks before their release as traditional NC about Print-on-Demand charts or contact NOAA at 1-800-584-46 help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART help@OceanGrafix.com.



6

North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

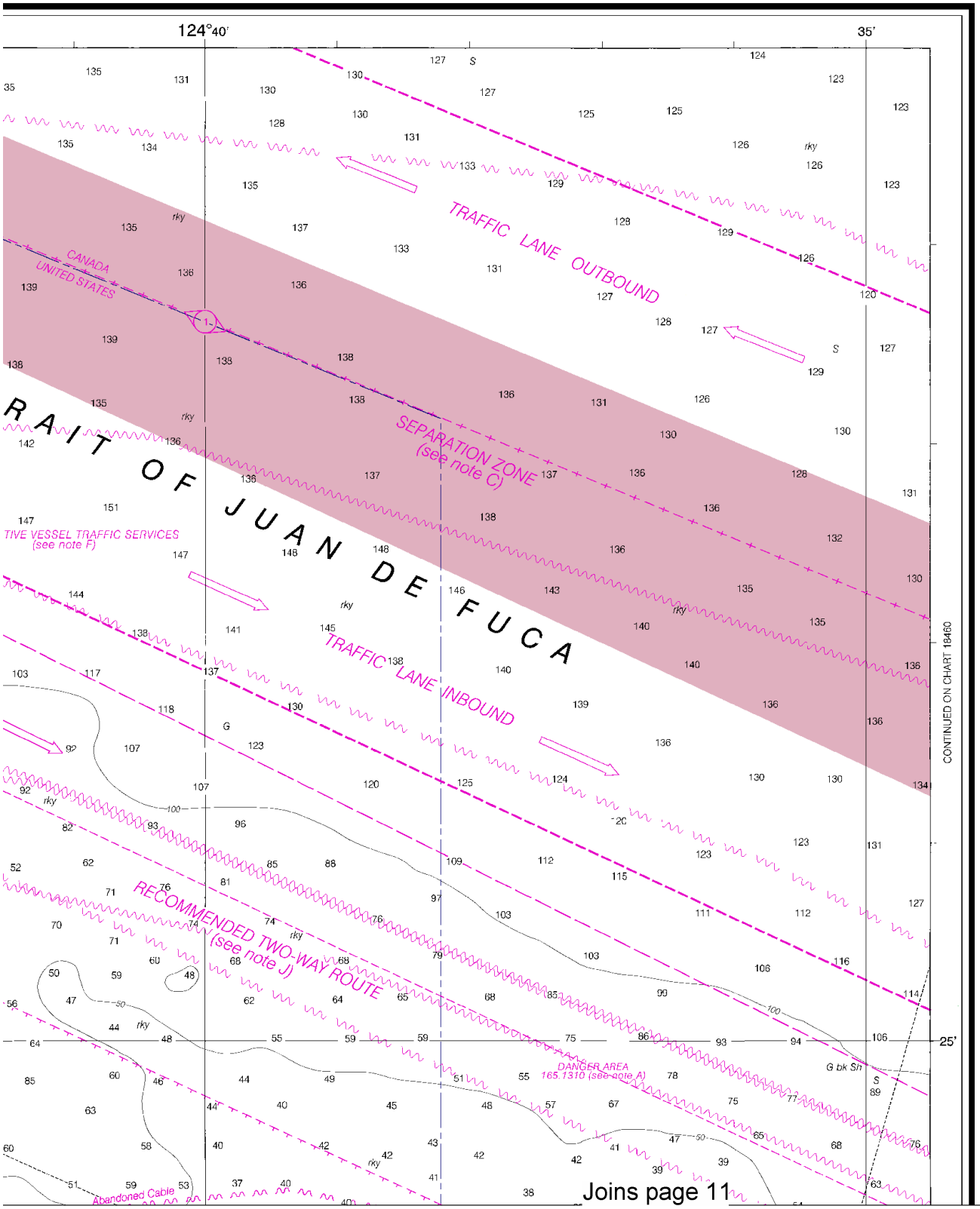
Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

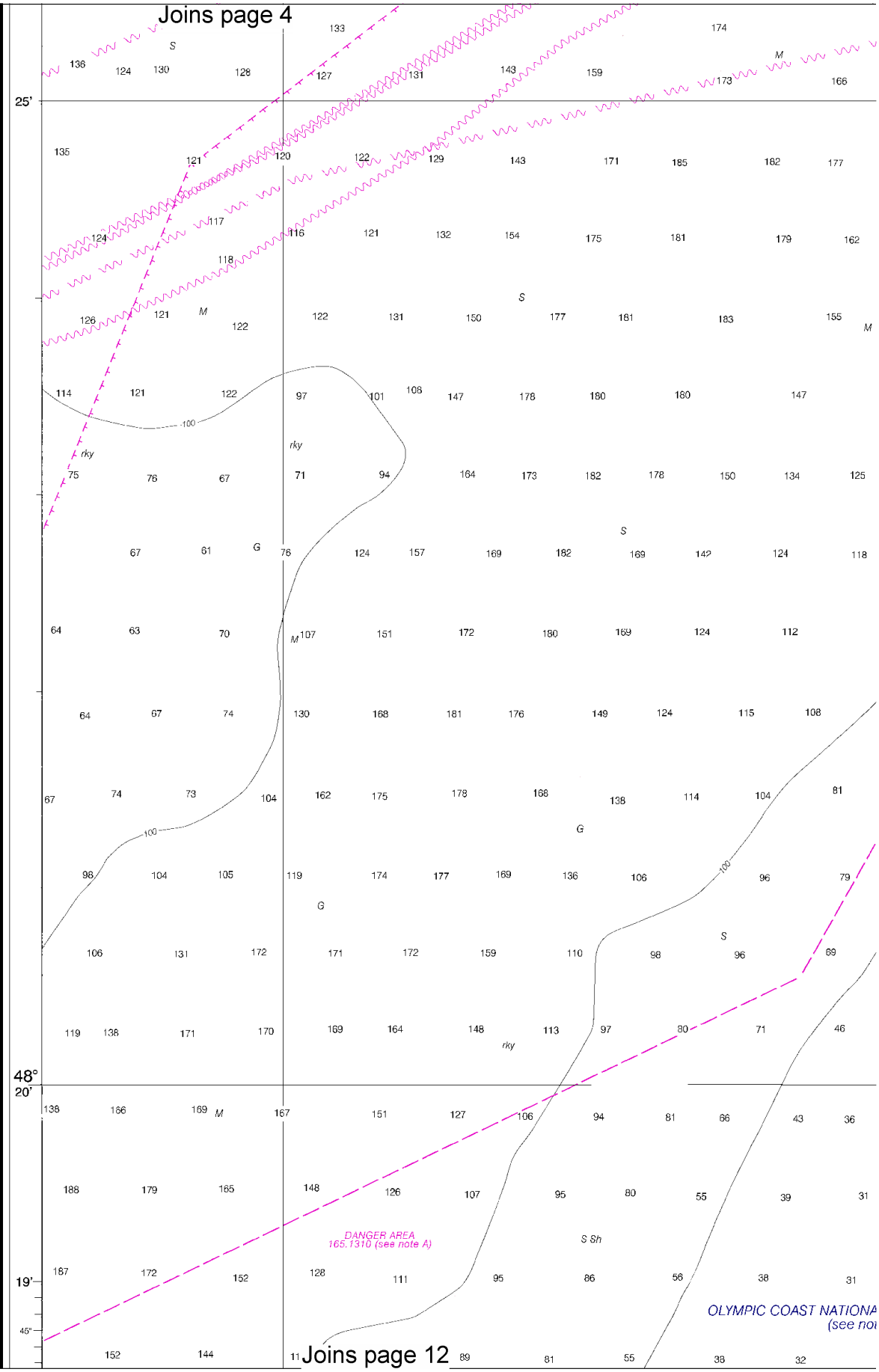
SOUNDINGS IN FATHOMS

18485



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 4708 11/18/2008,
NGA Weekly Notice to Mariners: 4708 11/22/2008,
Canadian Coast Guard Notice to Mariners: n/a .



8

North

Printed at reduced scale.

SCALE 1:40,000

Nautical Miles

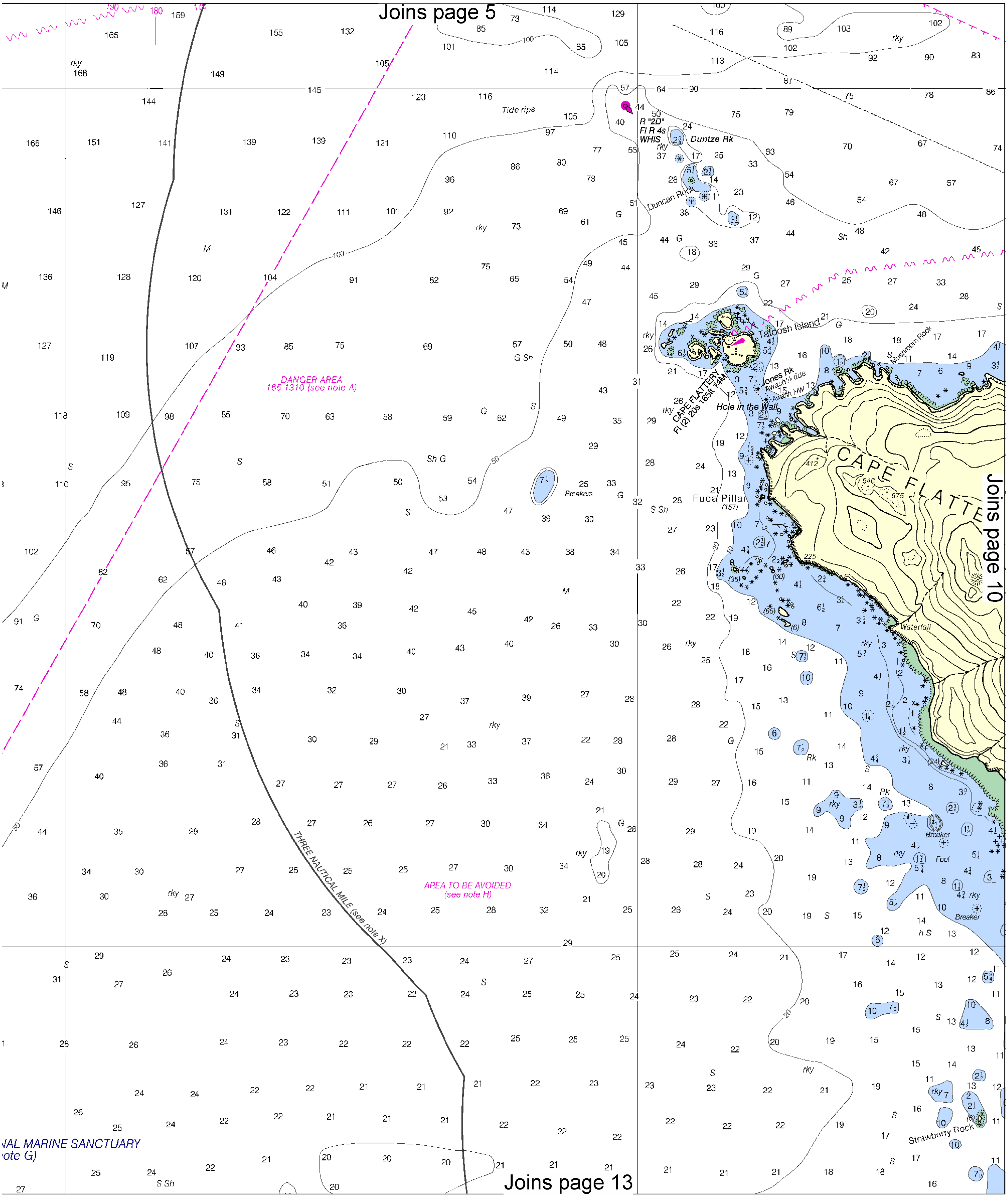
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

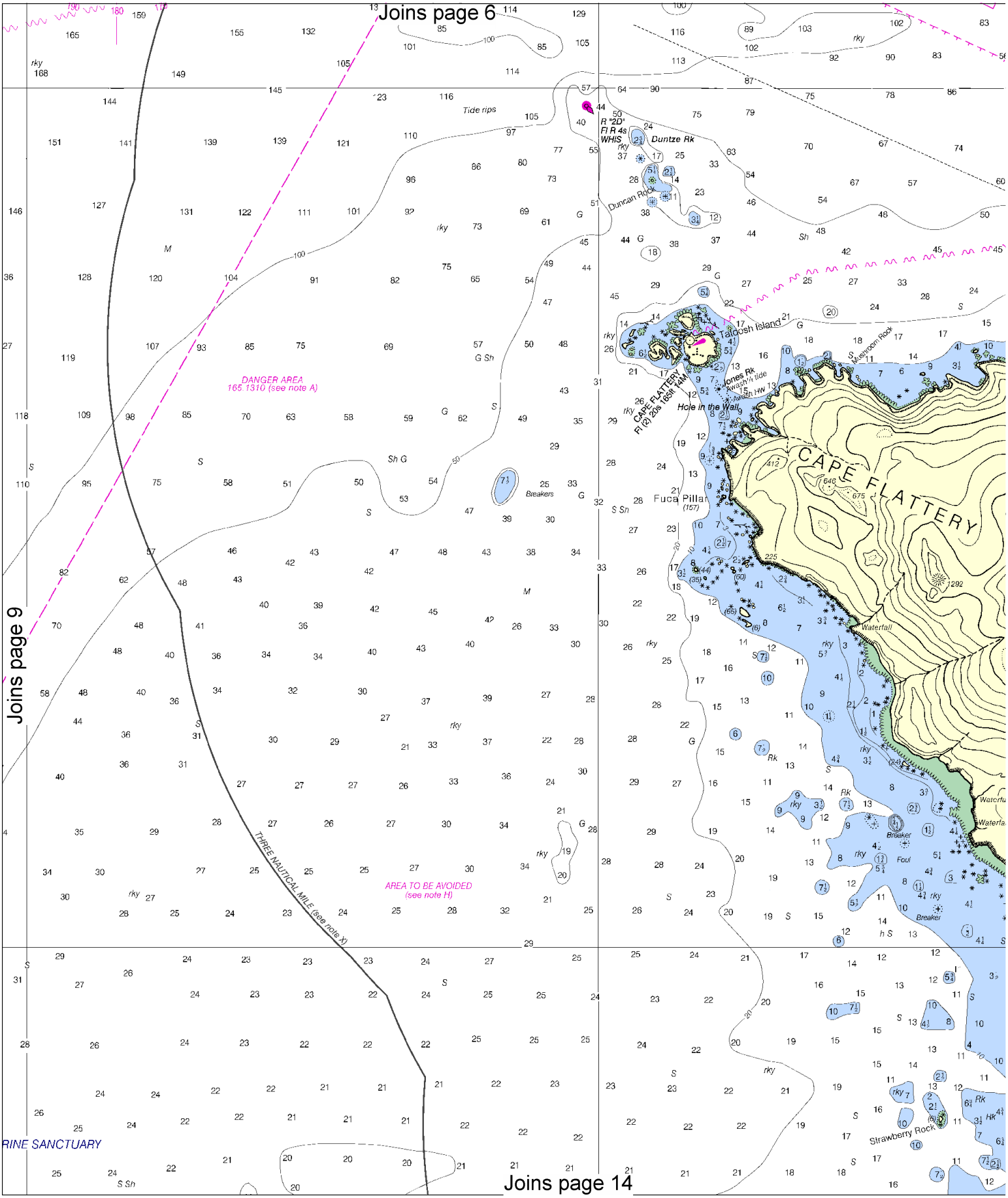
See Note on page 5.

Joins page 5



Joins page 10

Joins page 13



10

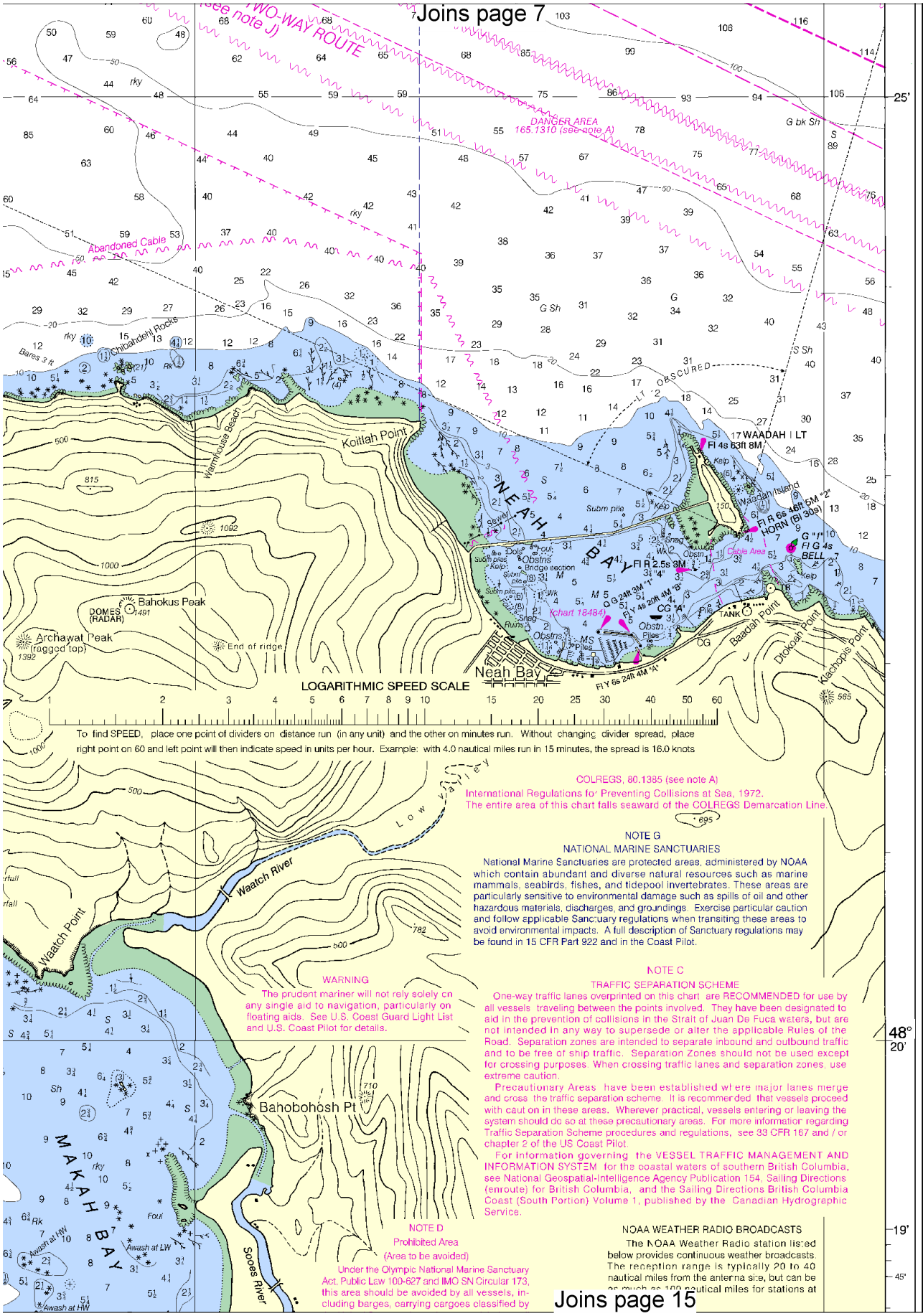
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles 1 ½ 0 1 2 3

Yards 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
TWO-WAY ROUTE
(see note J)
DANGER AREA
165.1310 (see note A)
Abandoned Cable
Chibahdehl Rocks
Bares 3 ft
Warmhouse Beach
Koitlah Point
OBSCURED
17 WAADAH I LT
Fl 4s 63ft 8M
Waadah Island
Fl R 6s 46ft 5M "2"
HORN (Bl 30s)
Fl G 4s
BELL
Fl R 2.5s 3M "3"
Cable Area
Bahokus Peak
DOMES (RADAR)
1491
Archawat Peak
(ragged top)
1392
End of ridge
Neah Bay
(chart 18484)
Fl G 24ft 3M "1"
Fl Y 4s 20ft 4M "B"
Fl Y 6s 24ft 4M "A"
CG "A"
CG
TANK
Baadah Point
Dtokoah Point
Klechopis Point
565
LOGARITHMIC SPEED SCALE
1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the spread is 16.0 knots
COLREGS, 80.1385 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
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695
NOTE G
NATIONAL MARINE SANCTUARIES
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NOTE C
TRAFFIC SEPARATION SCHEME
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WARNING
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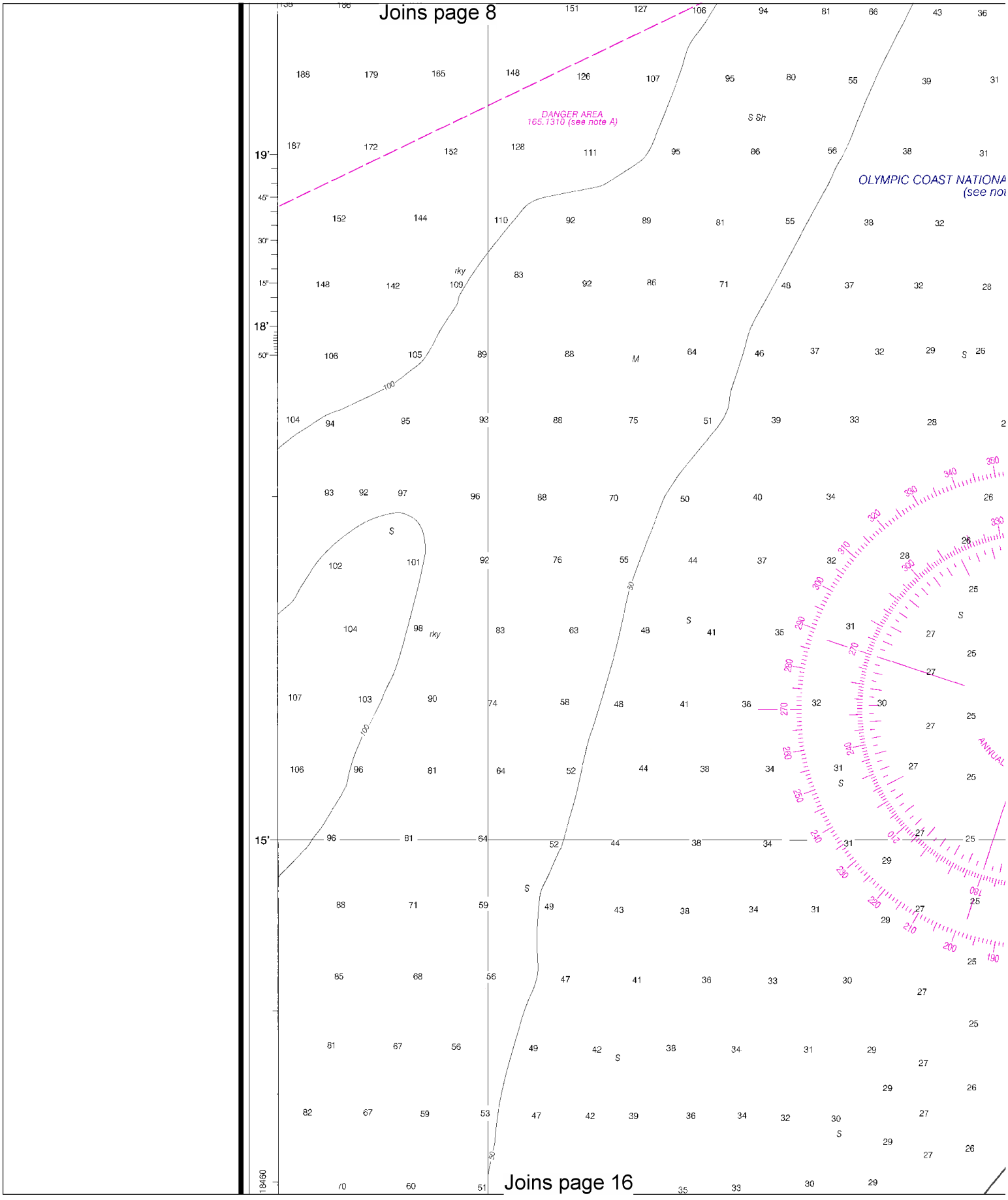
Waatch River
Waatch Point
Bahobohosh Pt
MAKAH BAY
Awash at HW
Awash at LW
Foul
Soose River
NOTE D
Prohibited Area
(Area to be avoided)
Under the Olympic National Marine Sanctuary Act, Public Law 100-627 and IMO SN Circular 173, this area should be avoided by all vessels, including barges, carrying cargoes classified by
Joins page 15
25'
48° 20'
19'
45'



North

Printed at reduced scale. ~~SCALE 1:40,000~~

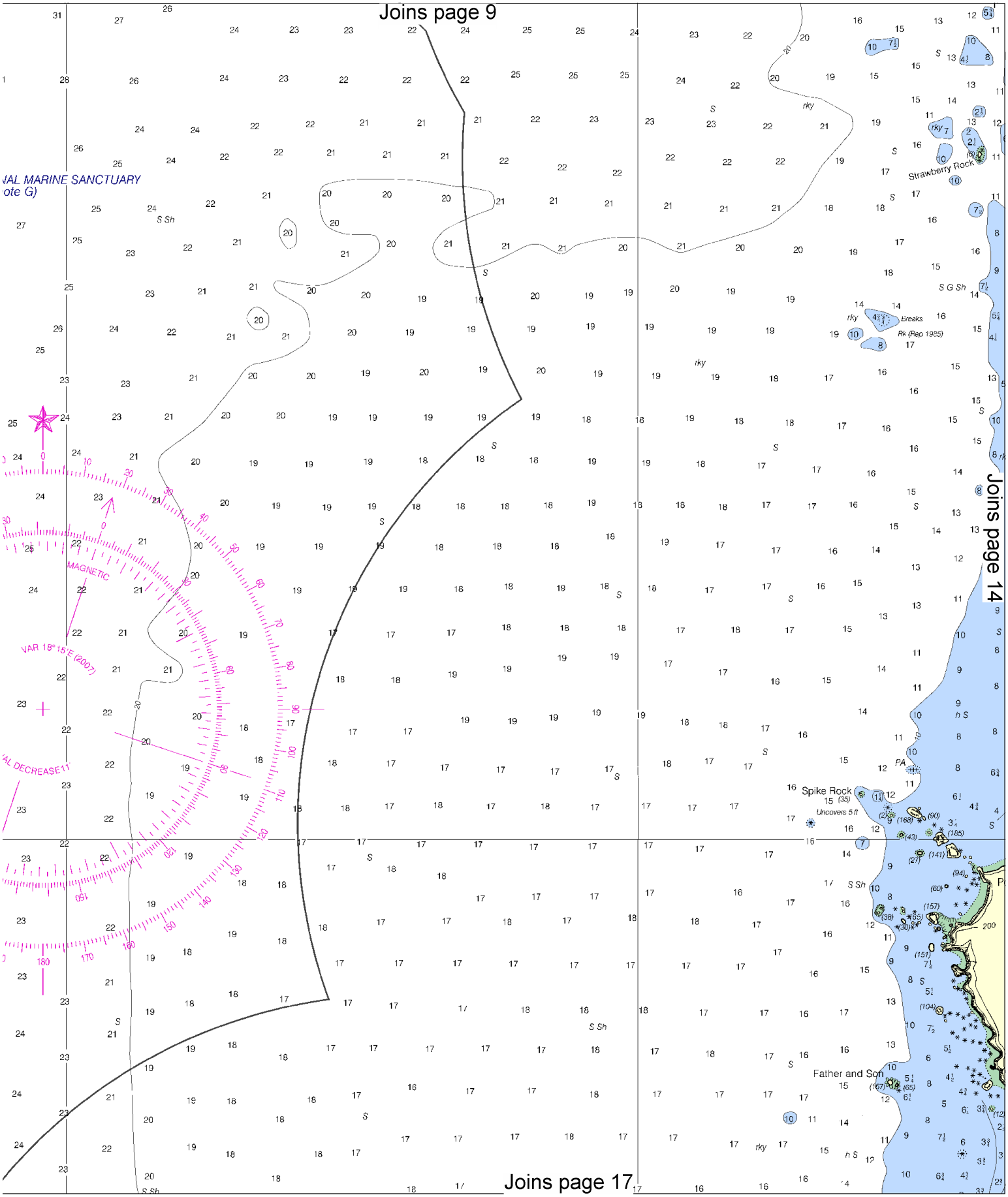
Nautical Miles

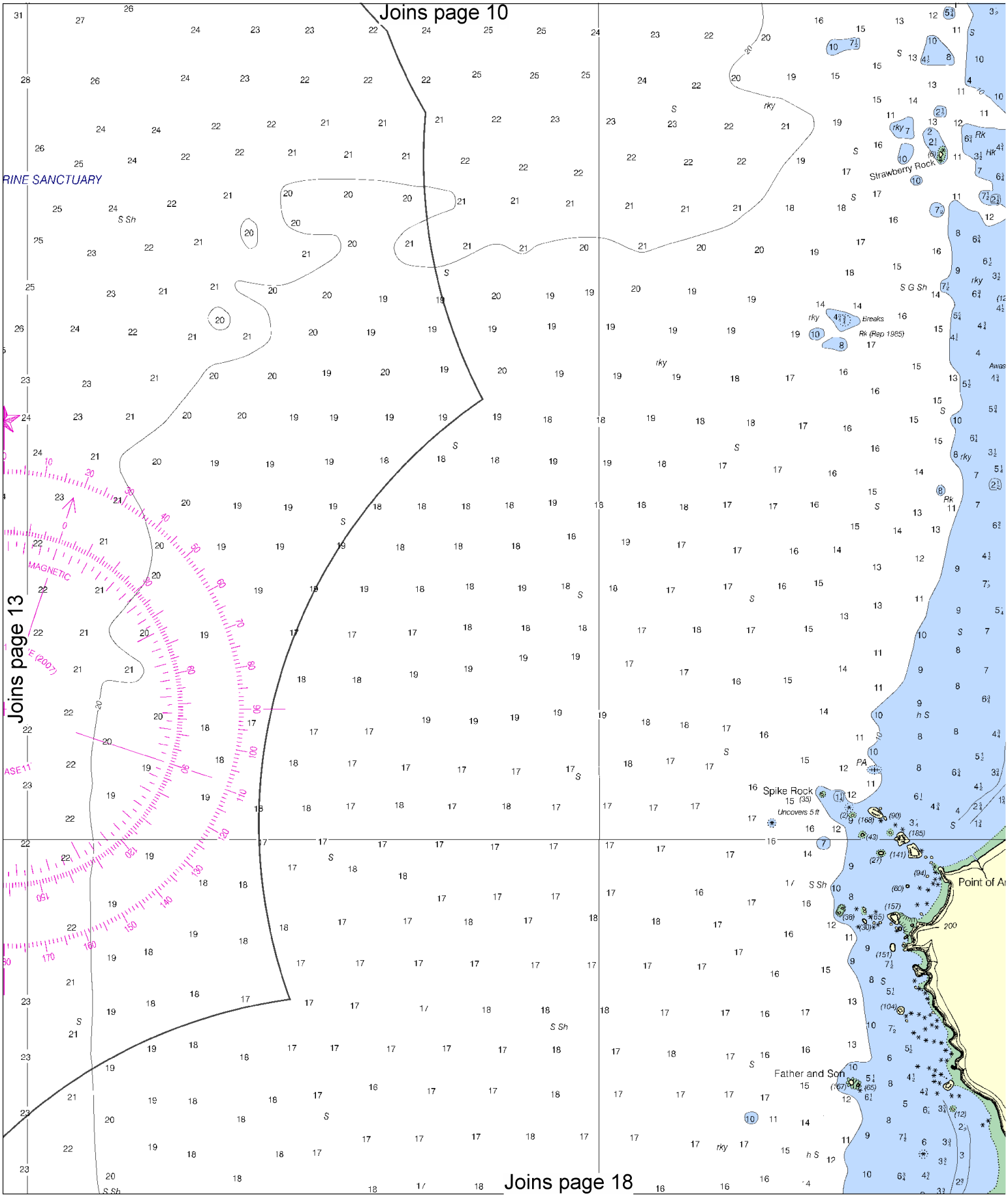
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 9
IAL MARINE SANCTUARY
ote G)
Strawberry Rock
Breaks
Rk (Rep 1985)
S G Sh
MAGNETIC
VAR 18°15'E (2007)
AL DECREASE 11
Spike Rock
Uncovers 5 ft
Father and Son
Joins page 14
Joins page 17



North

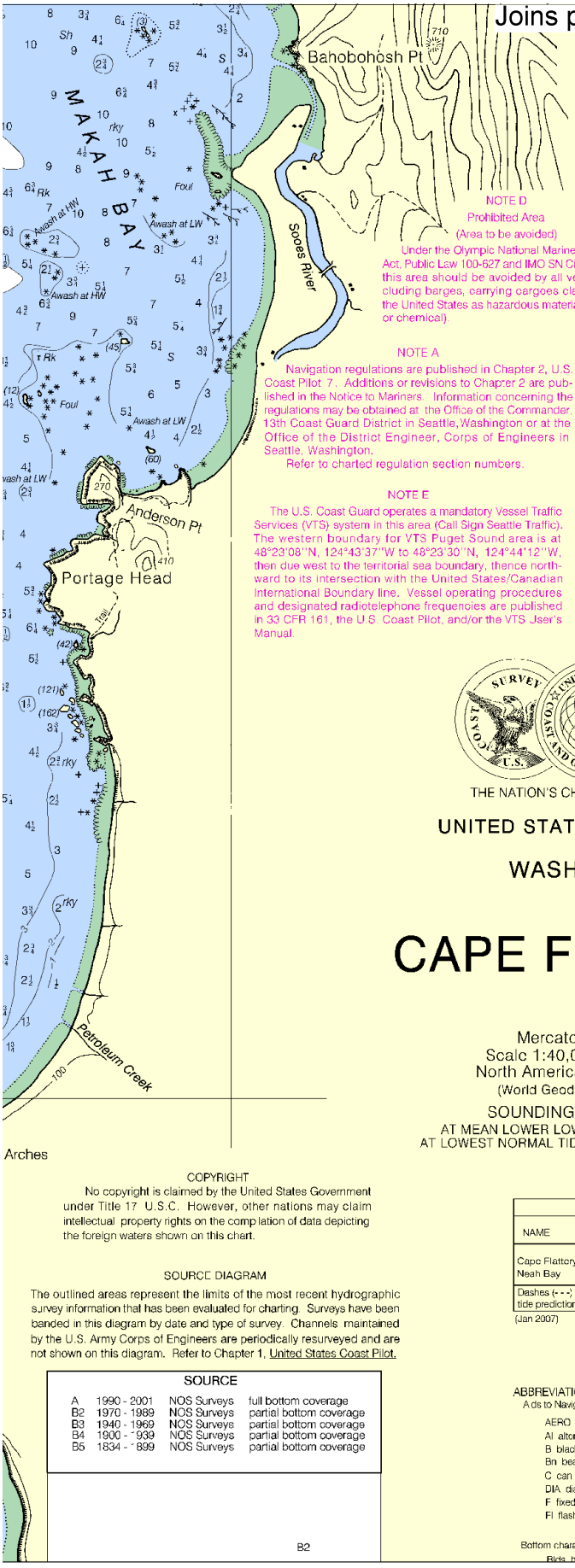
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 11



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 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 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 D

Prohibited Area

(Area to be avoided)

Under the Olympic National Marine Sanctuary Act, Public Law 100-627 and IMO SN Circular 173, this area should be avoided by all vessels, including barges, carrying cargoes classified by the United States as hazardous materials (e.g. oil or chemical).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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	KIH-36	162.55 MHz

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.

Cheeka Peak
(highest ragged top)
1721

NOTE H

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 carrying cargoes of oil or hazardous materials, and all ships 1,600 gross tons and above solely in transit should avoid the area. See IMO SN Circular 220.

1760

1772

NOTE E

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in this area (Call Sign Seattle Traffic). The western boundary for VTS Puget Sound area is at 48°23'08"N, 124°43'37"W to 48°23'30"N, 124°44'12"W, then due west to the territorial sea boundary, thence northward to its intersection with the United States/Canadian International Boundary line. 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) (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.

Sooes Peak
1978

1940

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

WASHINGTON

CAPE FLATTERY

Mercator Projection
Scale 1:40,000 at Lat 48° 20'
North American Datum of 1983
(World Geodetic System 1984)

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

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.

SOURCE			
A	1990 - 2001	NOS Surveys	full 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	1834 - 1899	NOS Surveys	partial bottom coverage

B2

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Cape Flattery, Tatoosh Island	(48°24'N/124°44'W)	8.0	7.2	1.5
Neah Bay	(48°22'N/124°37'W)	8.0	7.1	1.6

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.

(Jan 2007)

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

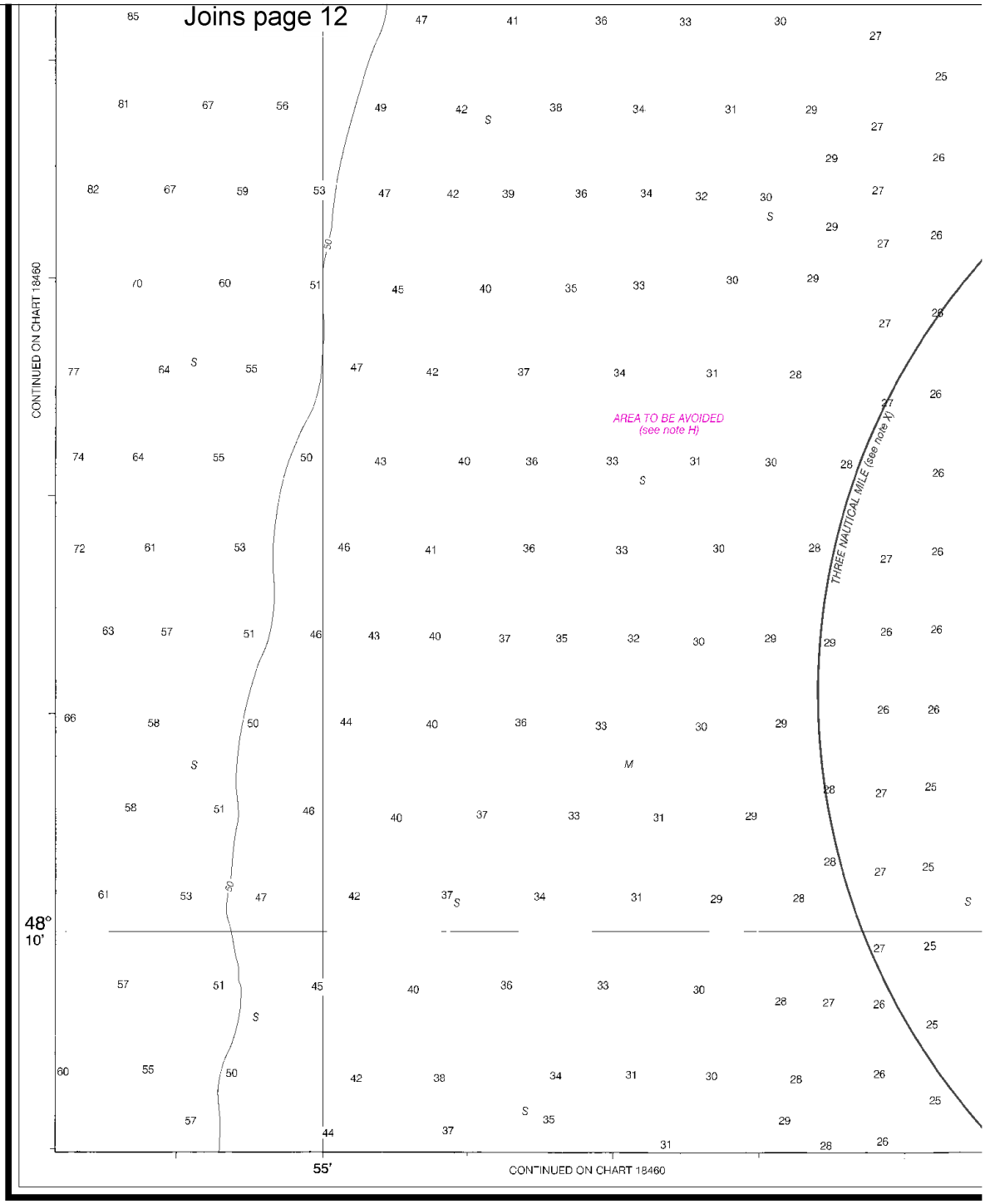
ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautica	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:
Bldr boulders Co ... Oys oysters ... so soft

Joins page 19



16th Ed., Mar. /07 ■ Corrected through NM Mar. 03/07
Corrected through LNM Feb. 20/07

18485

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.

S(

16

North

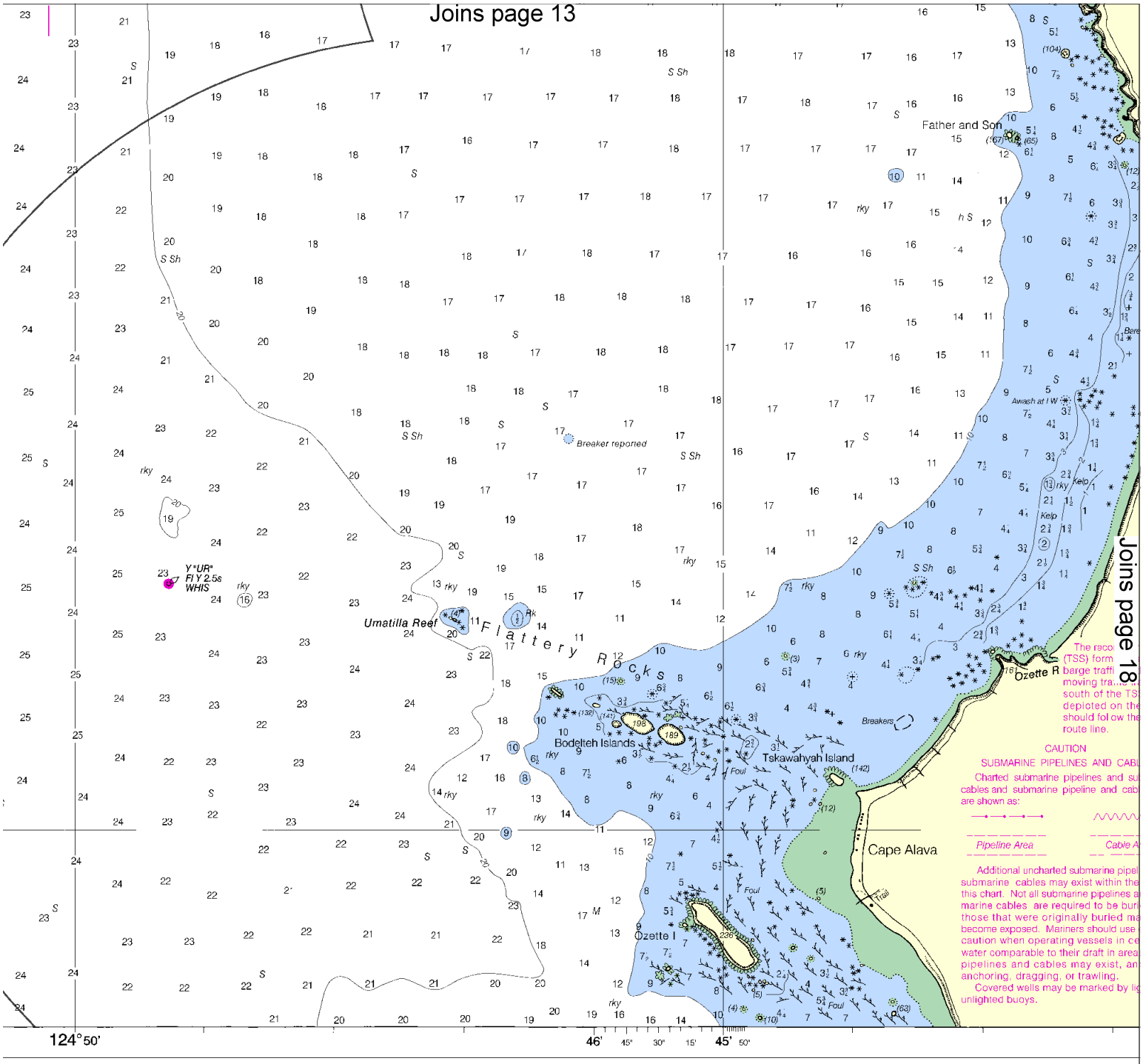
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

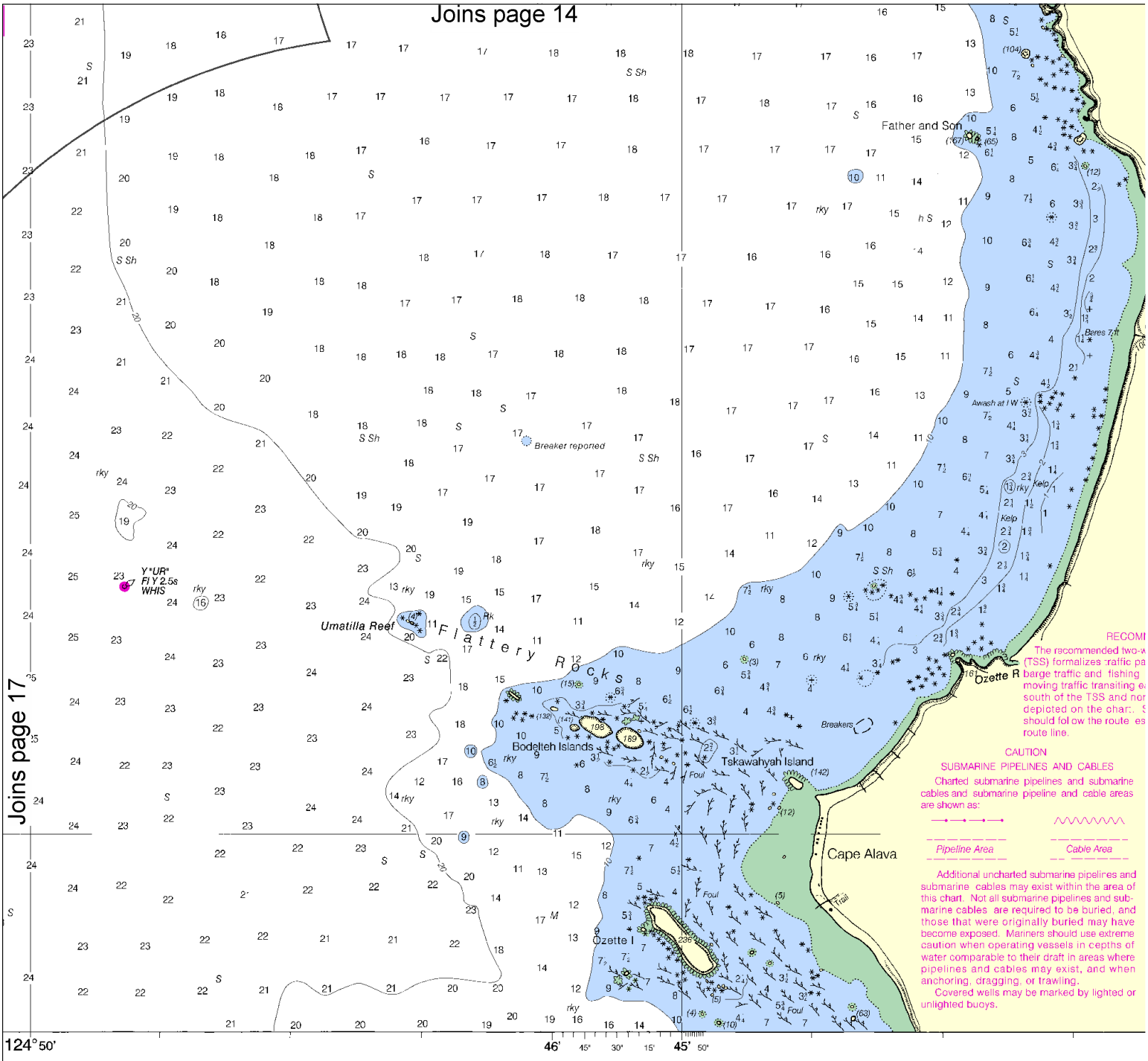
1000 0 1000 2000 3000 4000 5000



SOUNDINGS IN FATHOMS

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

FATHOMS
FEET
METERS



UNDINGS IN FATHOMS

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

FATHOMS
FEET
METERS

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 15

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.

SOURCE

A	1990 - 2001	NOS Surveys	full bottom coverage
B2	1970 - 1989	NOS Surveys	partial bottom coverage
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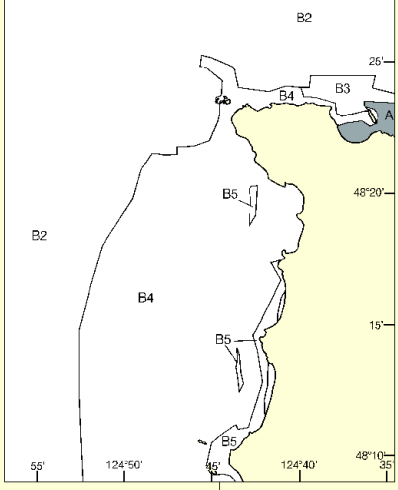
B4	1900 - 1939	NOS Surveys	partial bottom coverage
B5	1834 - 1899	NOS Surveys	partial bottom coverage



1299

1266

NOTE J

MMENDED TWO-WAY ROUTE

-way route south of the traffic separation scheme patterns where slower vessels such as tug and g vessels pass starboard to starboard. Slower eastbound should follow the route established orth of the recommended two-way route line Slower moving traffic transiting westbound established south of the recommended two-way

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).

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.

CAUTION

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

(48°22'N/124°37'W)	8.0	7.1	1.6

Datums (...) 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.

(Jan 2007)

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

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautica
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION

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

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 0.759" southward and 4.856' westward to agree with this chart.

NOTE X

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.

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.

SCALE 1:40,000

Nautical Miles: 1 ½ 0 1 2 3

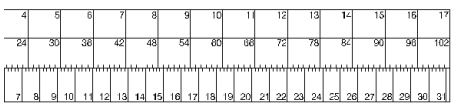
Yards: 1000 0 1000 2000 3000 4000 5000

Meters: 1000 0 1000 2000 3000 4000 5000

48° 10'

124° 40'

35'



Cape Flattery

SOUNDINGS IN FATHOMS - SCALE 1:40,000

18485

ED. NO. 16

NSN 7642014011496 NGA REFERENCE NO. 18ACO18485

EMERGENCY INFORMATION

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 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue – 206-220-7001
Coast Guard Port Angeles – 360-457-4404
Canadian Coast Guard (RCC) – 250-363-2995
Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

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, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.