Formerly 184-BC, 1st Edition, 1960

NAUTICAL CHART 18423
BELLINGHAM TO EVERETT
Including San Juan Islands
WASHINGTON

MERCATOR PROJECTION AT SCALE 1:80,000
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
NORTH AMERICAN 1927 DATUM

HEIGHTS
Heights in feet above Mean High Water

AUTHORITIES
Hydrography and topography by the National Ocean Survey (formerly the Coast and Geodetic Survey) with additional data from the Corps of Engineers, Geological Survey, Defense Mapping Agency and U.S. Coast Guard.

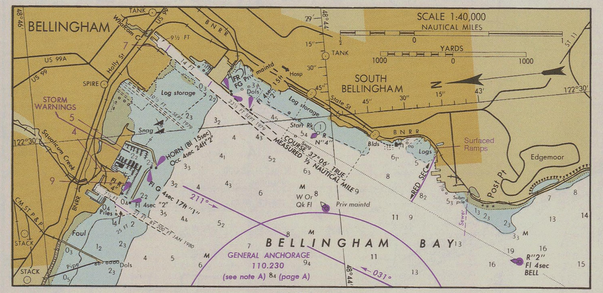
ABBREVIATIONS
For complete list of Symbols and Abbreviations, see Chart No. 1

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

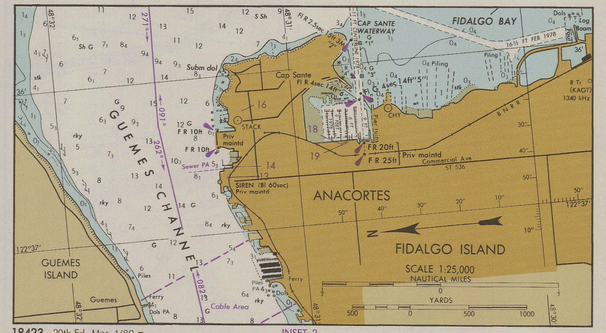
CAUTION
This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the print date shown in the lower left hand corner.

COURSES
Distances are given in International Nautical Miles. Courses are TRUE and must be CORRECTED for any variation and compass deviation.

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



INSET 1



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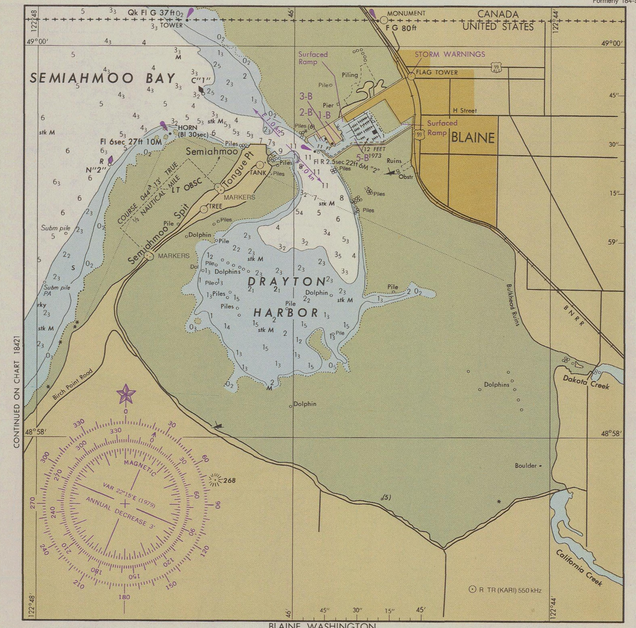
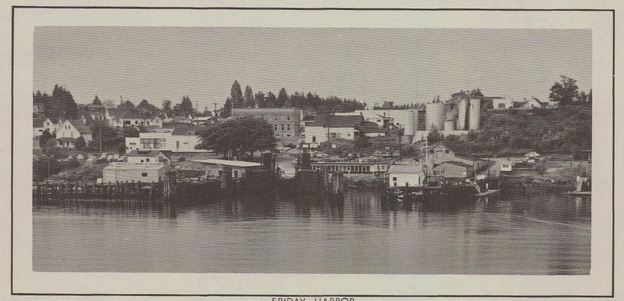


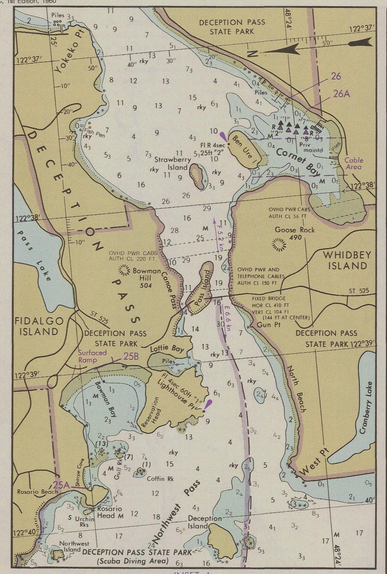
BLAINE, WASHINGTON
SCALE 1:30,000
NAUTICAL MILES
YARDS

LOGARITHMIC SPEED SCALE

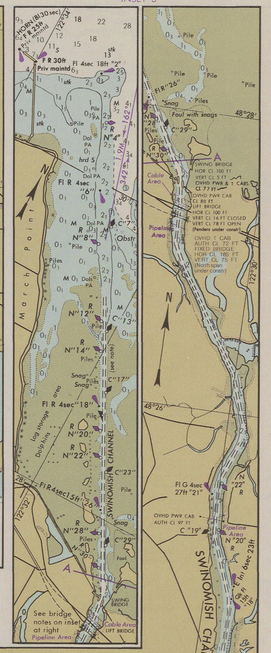
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots

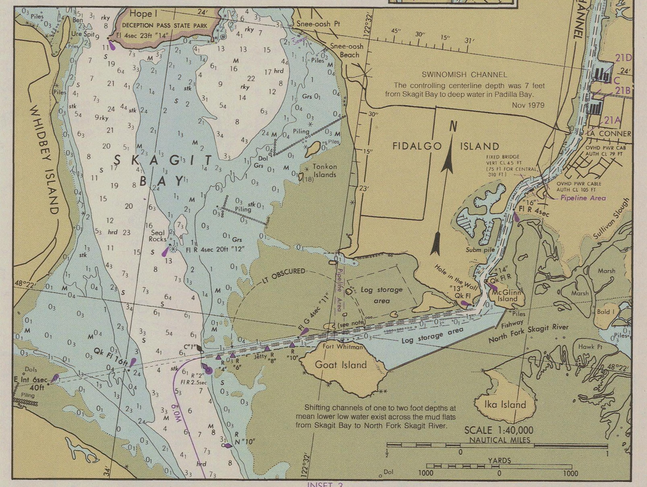


FRIDAY HARBOR



INSET 4
SCALE 1:25,000
NAUTICAL MILES
YARDS





INSET 3

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.
7. Storm warning display locations and small craft warning signals have been placed for your safety.

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.

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 D
TRAFFIC SEPARATION SYSTEM

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions in the Strait of Juan De Fuca and Strait of Georgia waters, but are not intended in any way to supercede or to 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.

For information governing the VESSEL TRAFFIC MANAGEMENT AND INFORMATION SYSTEM for the coastal waters of southern British Columbia see Defense Mapping Agency Hydrographic Center 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.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible [33 CFR 153].

NATIONAL WILDLIFE REFUGE

The following areas have been designated as National Wildlife Refuge Areas: Bare Island, Bird Rocks, Buck Island, Colville Island, Jones Island, Matia Island, Minor Island, Smith Island, Turn Island and Williamson Rocks.

SYMBOLS AND ABBREVIATIONS

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

Navigation aids:

Light (On fixed structure) — Landmark — R. Bn. radiobeacon
DFS distance finding station — Bn daybeacon — AERO. aeronautical
Unlighted buoy (C. can, N. nun, S. spar, Bell, Gong, Horn, Whistle)
Danger or junction buoy — Mid-channel buoy — Fish trap buoy
Lighted buoy — Anchorage buoy — Mooring buoy

Light characteristics: (Lights are white unless otherwise indicated.)

F. fixed	I.Qk. interrupted quick	G. green	M. nautical miles	Bl. blast
Fl. flashing	E. Int. equal interval	R. red	DIA. diaphone	Sk. stroke
Gp. group	Occ. occulting	m. minutes	WHIS. whistle	
Alt. alternating	Mo. (A) morse code	sec. seconds	OBSC. obscured	
Qk. quick	Rot. rotating	ft. feet	SEC. sector	

Bottom characteristics:

Cl. clay	M. mud	Oys. oyster	stk. sticky	gn. green
Co. coral	Rk. rock	hrd. hard	bk. black	gy. gray
G. gravel	S. sand	rky. rocky	br. brown	wh. white
Grs. grass	Sh. shells	sft. soft	bu. blue	yl. yellow

Dangers:

Sunken wreck — Visible wreck — Rocks
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

AUTH. authorized; Obstr. obstruction; P.A. position approximate; E.D. existence doubtful
COLREGS. International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:

Currents:
E 0.6 kn — ebb current with average maximum velocity of 0.6 knot.
F 0.5 kn — flood current with average maximum velocity of 0.5 knot.

FACILITIES

Locations of public marine-facilities are shown by large purple numbers with leaders and refer to the facility tabulation.

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length, shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way.
Motorboats must keep to the right in narrow channels, when safe and practicable.
Mariners are urged to become familiar with the complete text of the rules of the road in pamphlet CG-169. The pamphlet may be obtained free from the local Coast Guard Marine Inspection Office.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense Mapping Agency Hydrographic/Topographic Center Publication 117 (A & B).
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

DISTRESS SIGNALS

DAY: Slowly and repeatedly raise and lower arms outstretched to each side.
NIGHT: Flames on the boat as from a burning tar barrel, oil barrel, and so forth.
DAY OR NIGHT: Continuous sounding of fog signal apparatus, or firing a gun.

FOG SIGNALS

WHILE UNDERWAY
Motorboats: Prolonged blast every minute.
Sailboats: When on starboard tack one blast, port tack 2 blasts and wind abaft of beam 3 blasts.
Boats towing or towed: One prolonged and 2 short blasts every minute.
AT ANCHOR
All boats: 5 seconds of bell every minute.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See Canadian Light List for information on Canadian waters.