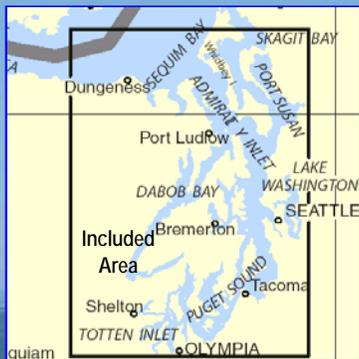


# BookletChart™

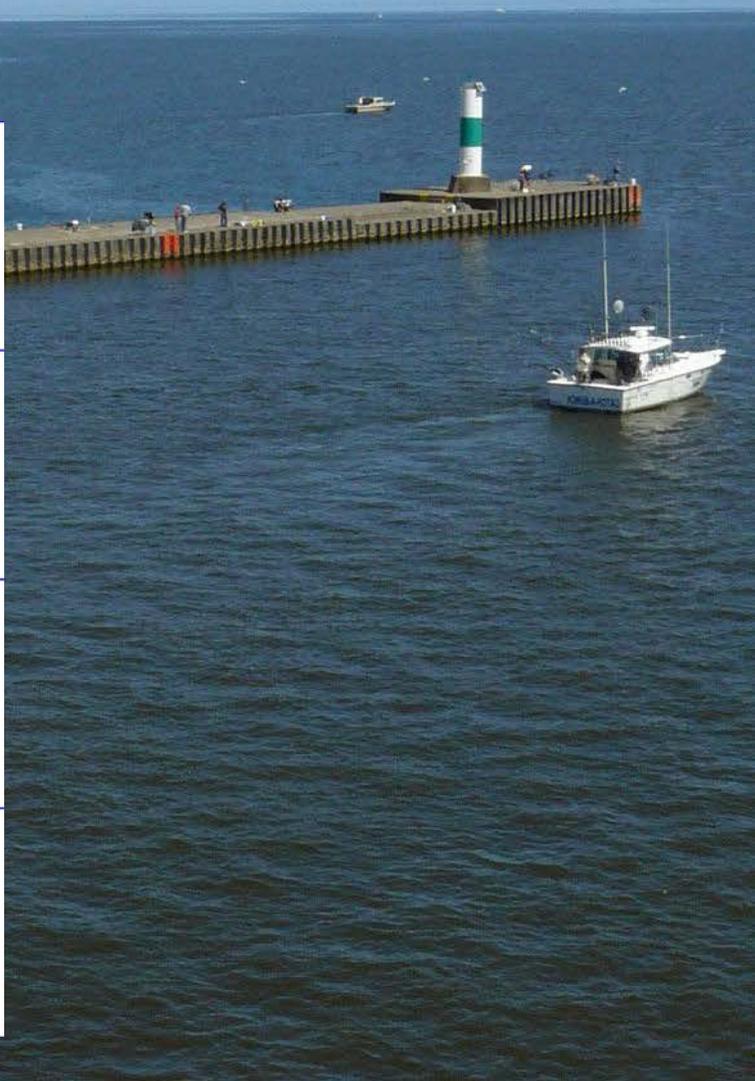
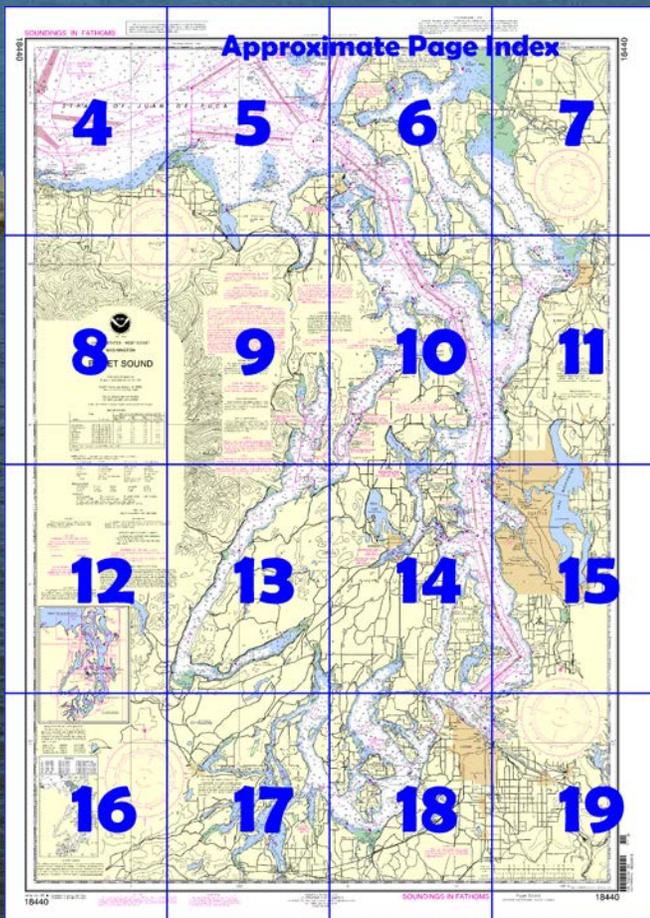
## **Puget Sound** NOAA Chart 18440



*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



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**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.

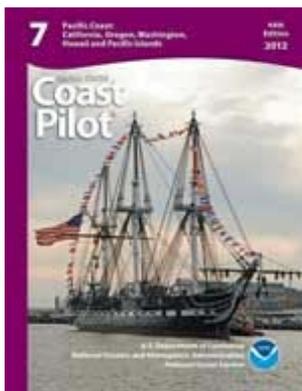
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18440>.



**(Selected Excerpts from Coast Pilot)  
Puget Sound**, a bay with numerous channels and branches, extends about 90 miles S from the Strait of Juan de Fuca to Olympia. The N boundary of the sound is formed, at its main entrance, by a line between Point Wilson on the Quimper Peninsula and Point Partridge on Whidbey Island; at a second entrance between West Point on Whidbey Island, Deception Island, and Sares Head on Fidalgo Island; at a third entrance, at the S end of Swinomish Channel between Fidalgo

Island and McGlinn Island. Puget Sound was named by George

Vancouver for Lieutenant Peter Puget, who explored the S end in May 1792. Deep-draft traffic is considerable in the larger passages, and small craft operate throughout the area. Unusually deep water and strong currents characterize these waters.

Navigation of the area is comparatively easy in clear weather; the outlying dangers are few and marked by aids. The currents follow the general direction of the channels and have considerable velocity. In thick weather, because of the uncertainty of the currents and the great depths which render soundings useless in many places, strangers are advised to take a pilot.

The **Marine Exchange of Puget Sound**, located in Seattle, has a Vessel Monitoring/Vessel Reporting service which tracks the arrival of a vessel from a time prior to arrival at the pilot station to a berth at one of the Puget Sound ports. Constant updates of the ship's position and estimated time of arrival are maintained through a variety of sources. This information is available to and is passed to the vessel's agents and to other interested activities. These services continue until the vessel passes the pilot station on her outbound voyage.

Other services offered by the Marine Exchange include a daily newsletter about future marine traffic in the Puget Sound area, communication services, and a variety of coordinative and statistical information. The office monitors VHF-FM channels 20 for Grays Harbor traffic, 9 for Strait of Juan de Fuca traffic to Protection Island, and 20 for Puget Sound traffic from Protection Island, 24 hours a day. The Marine Exchange may also be contacted by phone, 206-443-3830 or toll free 800-562-2856.

**Vessel Traffic Service Puget Sound**, operated by the U.S. Coast Guard, has been established in the waters of the Strait of Juan de Fuca, Rosario Strait, Admiralty Inlet, Puget Sound, and the navigable waters adjacent to these areas. (See **161.1 through 161.155**, chapter 2, for regulations, and the beginning of chapter 12 for additional information.)

**Regulated navigation area.**-Due to heavy vessel concentrations, the waters of the Strait of Juan de Fuca, the San Juan Islands, the Strait of Georgia, and Puget Sound, and all adjacent waters, are a regulated navigation area. (See **165.1 through 165.13 and 165.1301**, chapter 2, for regulations.)

Floating logs and **deadheads** or **sinkers** may be encountered anywhere in Puget Sound; caution should be exercised.

**Currents.**-In The Narrows current velocities exceed 5 knots at times. At the N end of The Narrows the current sets N most of the time on the E side of the passage and S most of the time on the W side. (See Tidal Current Tables for daily current predictions for a midstream position near the N end of The Narrows and details of the current movement at other locations; these tables and the Tidal Current Charts, Puget Sound, Southern Part, should both be consulted for details of the complicated currents of this area.)

**Caution.**-The channel through Balch Passage is only about 100 yards wide between the 10-fathom curves, and the scale of the chart is small. Vessels should stay carefully in midchannel, traffic permitting.

**U.S. Coast Guard Rescue Coordination Center  
24 hour Regional Contact for Emergencies**

RCC Seattle      Commander  
13<sup>th</sup> CG District      (206) 220-7001  
Seattle, WA

# Table of Selected Chart Notes

**Note**  
Naval Air Station small arms range operates 7 days a week. Red flashing light and flags are displayed during live fire exercises. Use caution when transiting near the zone.

**NOTE F**  
Submerged mooring cables are located in this area.

**HEIGHTS**  
Heights in feet above Mean High Water.

**LOCAL MAGNETIC DISTURBANCE**  
Differences of more than 2° from the normal variation have been observed in Hood Canal at Hood Head and along Henderson Inlet.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. 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)   ⊙ (Approximate location)

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
--- Pipeline Area   --- Cable Area

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

**RACING BUOYS**  
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

**NOTE C**  
For Canadian Firing Practice and Exercise Areas see Canadian Notice to Mariners No. 35 of each year.

**Mercator Projection**  
Scale 1:150,000 at Lat 47° 40'  
**North American Datum of 1983**  
(World Geodetic System 1984)  
**SOUNDINGS IN FATHOMS**  
AT MEAN LOWER LOW WATER

**BRIDGES AND OVERHEAD CABLES**  
The bridge and overhead cable clearances are not shown on this chart. For more detailed information use the larger scale charts.

**CABLE AND PIPELINE AREAS**  
The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

**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.

**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.

**FISHING AND HUNTING STRUCTURES**  
Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

**NOTE D**  
**NAVAL OPERATING AREAS**  
Mariners should use caution as naval craft may be maneuvering within the areas. For further information consult the U.S. Coast Guard Local Notice to Mariners.

**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 0.648° southward and 4.484° westward to agree with 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.

**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).

**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio stations listed below provide 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.  
Seattle, WA   KHB-60   162.550 MHz  
Neah Bay, WA   KIH-36   162.550 MHz  
Olympia, WA   WXM-62   162.475 MHz  
Puget Sound, WA   WWG-24   162.425 MHz

**NOTE B**  
**CAUTION**  
Naval vessels may be maneuvering in circles in this area. Proceed with caution. For further information consult the U.S. Coast Guard Local Notice to Mariners.

**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.

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

**PUGET SOUND HARBOR SAFETY PLAN**  
The US Coast Guard and the Puget Sound Harbor Safety Committee have developed and adopted a Harbor Safety Plan that formally established a set of Standards of Care for Puget Sound and surrounding waters. These Standards of Care are intended to supplement existing regulations by documenting good marine practices for a variety of operations including tug escorts, pilotage, anchoring, lightering, and provides additional information on required charts, Aids to Navigation and Emergency Response. If your vessel does not already have a copy of the Puget Sound Harbor Safety Plan log on to <http://www.marineexchange.com> or contact the Seattle Marine Exchange at (206) 443-3830.

**COLREGS, 80.1395 (see note A)**  
International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

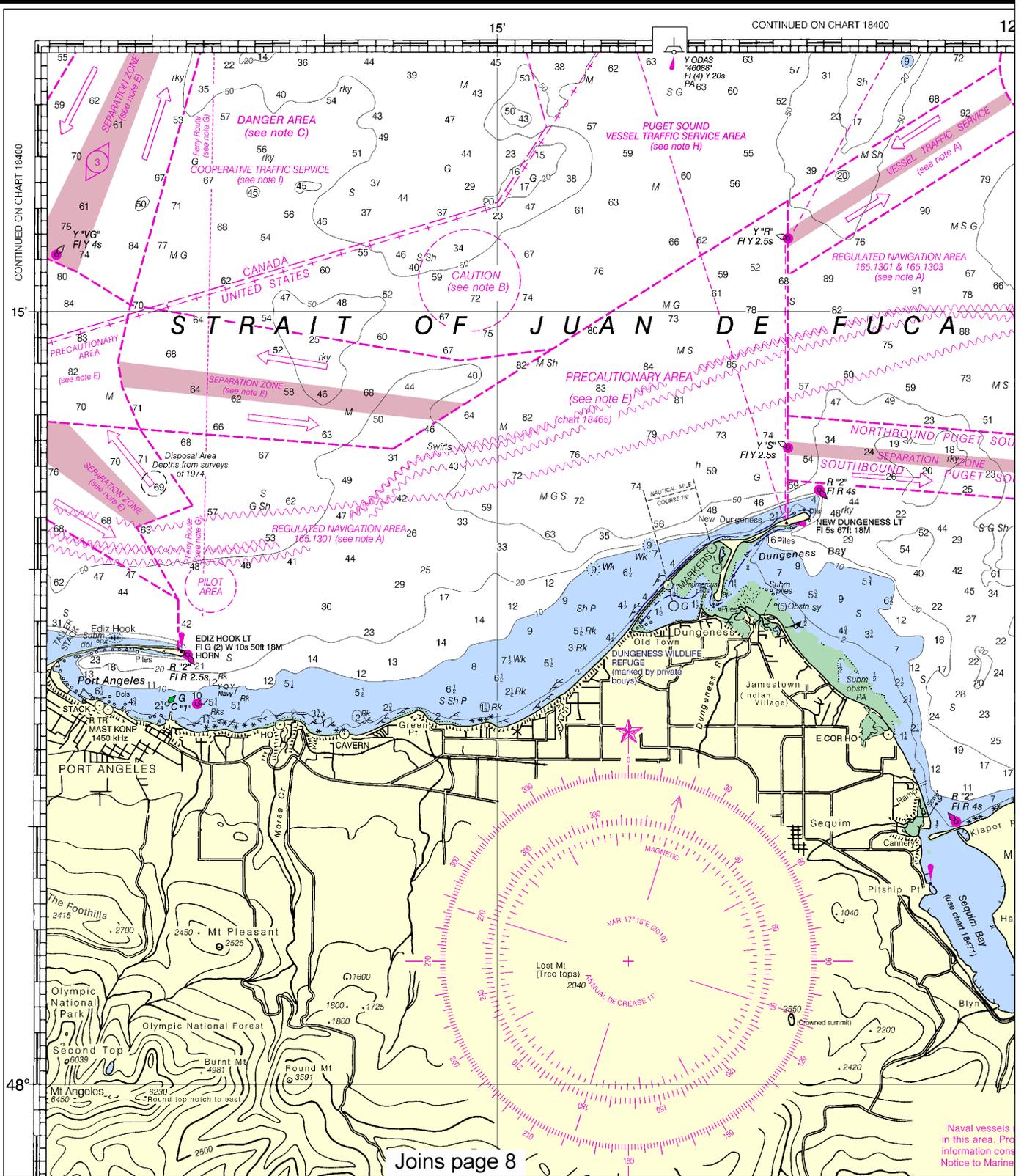
TIDAL INFORMATION					
PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	
		feet	feet	feet	
Port Angeles	(48°08'N/123°25'W)	7.0	6.3	2.2	
Port Townsend	(48°07'N/122°45'W)	8.5	7.8	2.5	
Union	(47°22'N/123°06'W)	11.8	10.9	3.0	
Bromertson	(47°34'N/122°37'W)	11.7	10.9	2.9	
Shelton	(47°13'N/123°05'W)	14.2	13.2	2.6	
Olympia	(47°04'N/122°54'W)	14.6	13.6	3.1	
Seattle	(47°36'N/122°20'W)	11.4	10.5	2.8	
Everett	(47°59'N/122°13'W)	11.1	10.2	2.8	

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>. (Jul 2010)

# SOUNDINGS IN FATHOMS

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.

18440



4

Note: Chart grid lines are aligned with true north.



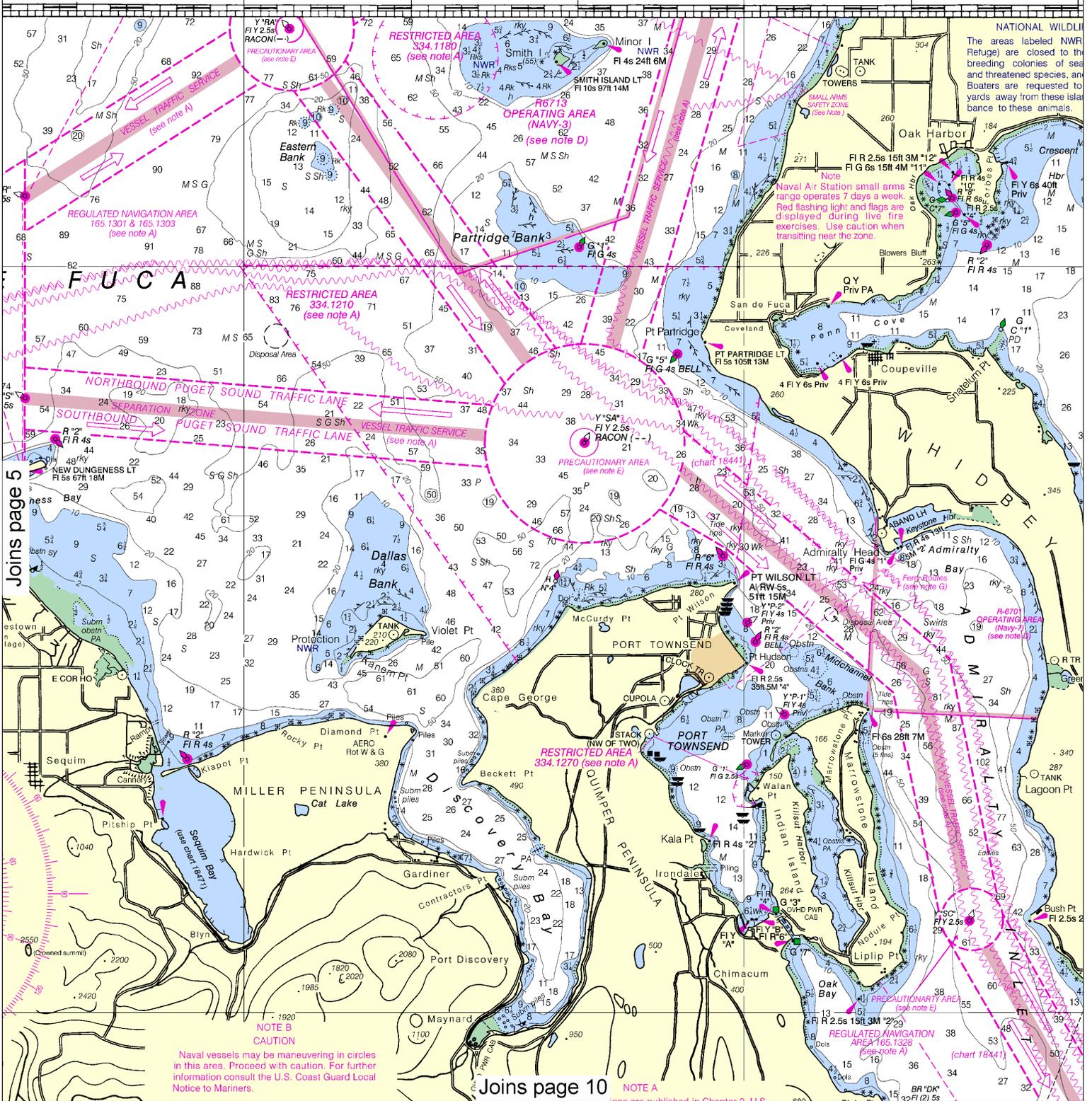
igation. The National  
ns, or comments for  
S2), National Ocean

Formerly C&GS 6401. 1st Ed., Aug 1946 C-1948-715 KAPP1688

NTINUED ON CHART 18400

123°

45'



Joins page 5

Joins page 10

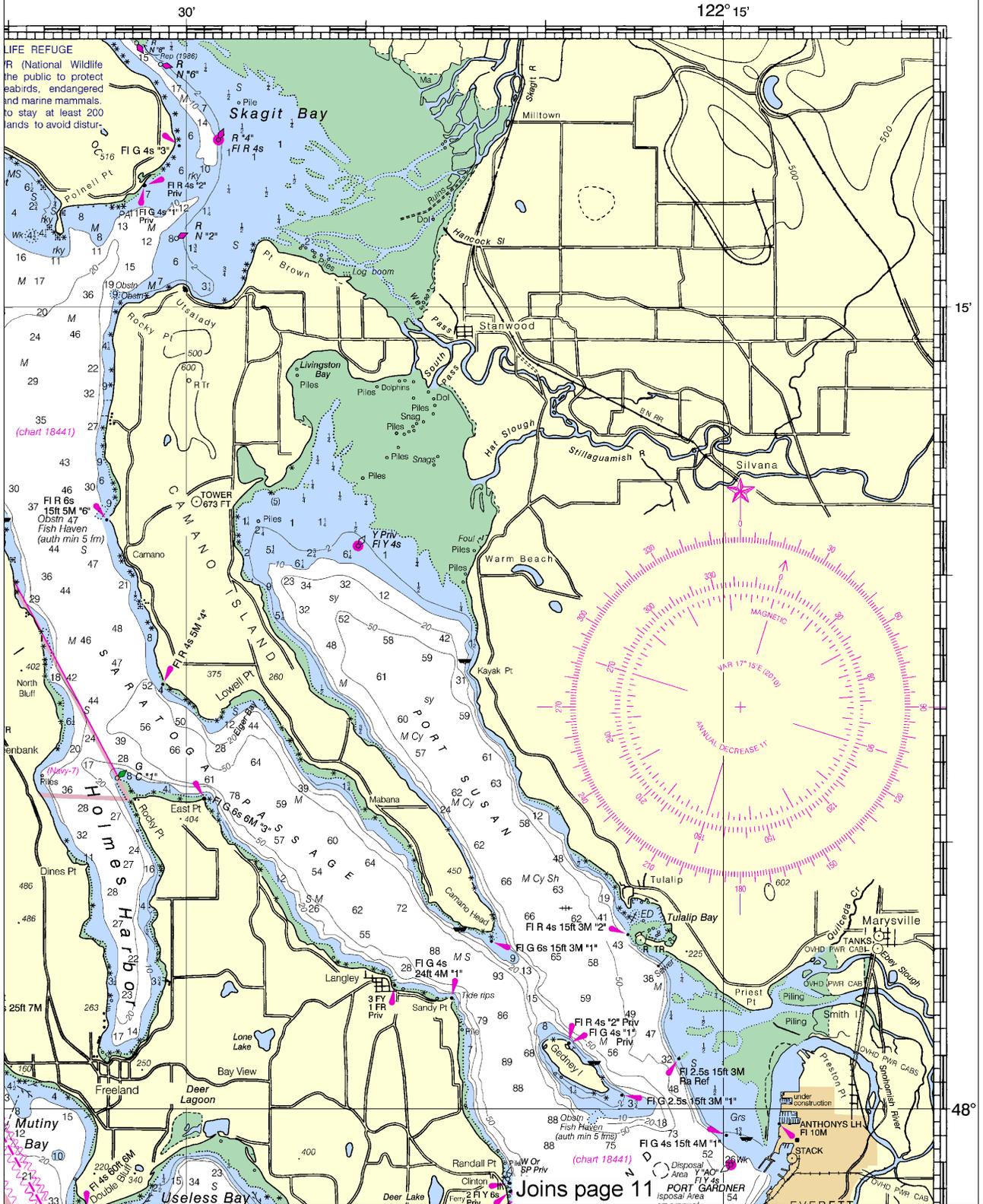
6

Note: Chart grid lines are aligned with true north.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

18440



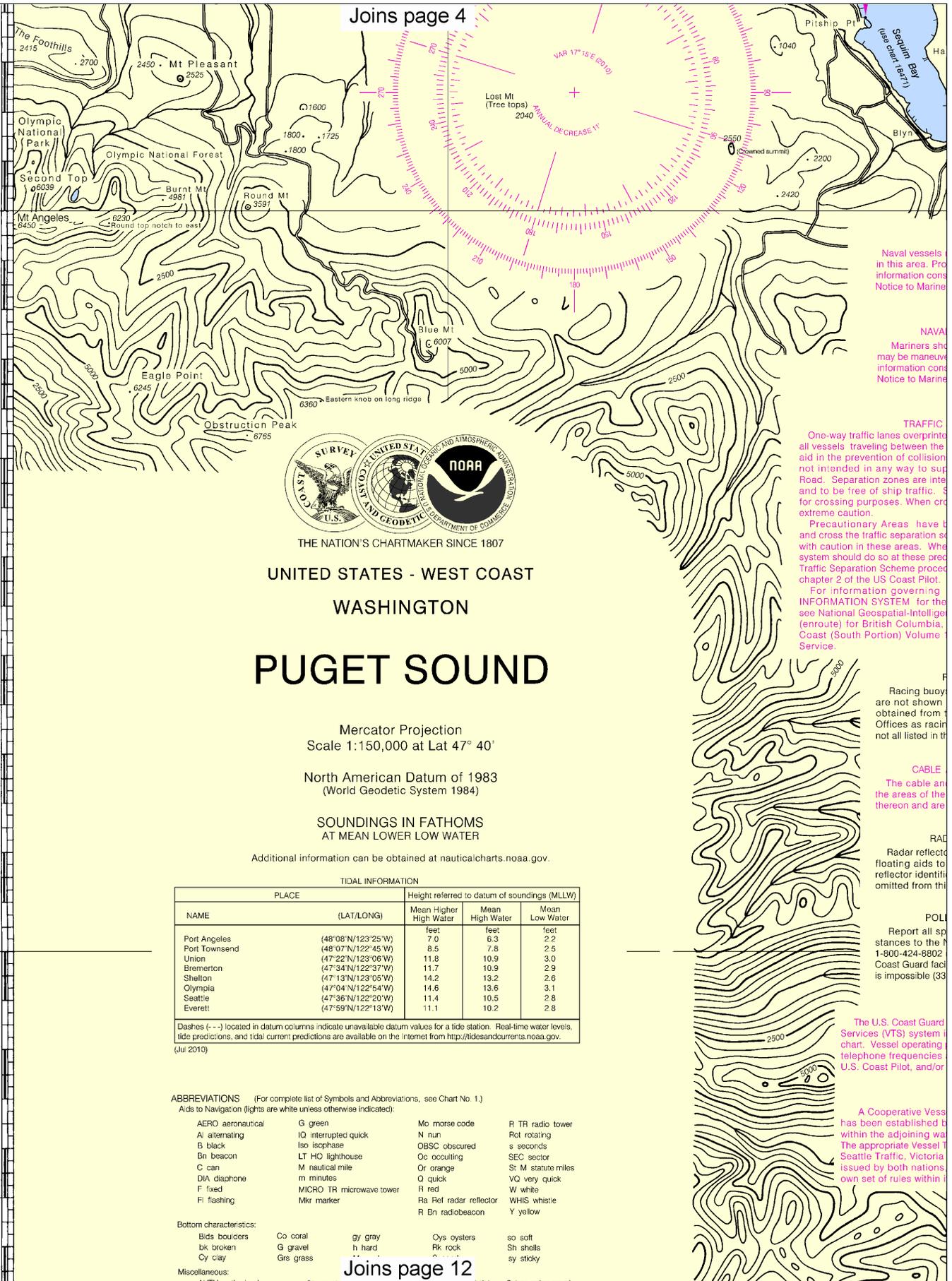
Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0213 1/8/2013,  
 NGA Weekly Notice to Mariners: 0513 2/2/2013,  
 Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



48°

45°



THE NATION'S CHARTMAKER SINCE 1807  
**UNITED STATES - WEST COAST**  
**WASHINGTON**  
**PUGET SOUND**

Mercator Projection  
 Scale 1:150,000 at Lat 47° 40'

North American Datum of 1983  
 (World Geodetic System 1984)

**SOUNDINGS IN FATHOMS**  
 AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**TIDAL INFORMATION**

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
Port Angeles		(48°08'N/123°25'W)	7.0	6.3	2.2
Port Townsend		(48°07'N/122°45'W)	8.5	7.8	2.5
Union		(47°22'N/123°06'W)	11.8	10.9	3.0
Bremerton		(47°34'N/122°37'W)	11.7	10.9	2.9
Shelton		(47°13'N/123°05'W)	14.2	13.2	2.6
Olympia		(47°04'N/122°54'W)	14.6	13.6	3.1
Seattle		(47°36'N/122°20'W)	11.4	10.5	2.8
Everett		(47°59'N/122°13'W)	11.1	10.2	2.8

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>. (Jul 2010)

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

- Aids to Navigation (lights are white unless otherwise indicated):
- AERO aeronautical
  - Al alternating
  - B black
  - Bn beacon
  - C can
  - DIA diaphone
  - F fixed
  - Fl flashing
  - G green
  - IQ interrupted quick
  - Iso isophase
  - LT HC 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 statura miles
  - VQ very quick
  - W white
  - WHIS whistle
  - Y yellow
- Bottom characteristics:
- Bds boulders
  - bk broken
  - Cy clay
  - Co coral
  - G gravel
  - Grs grass
  - gy gray
  - h hard
  - Oys oysters
  - Rk rock
  - Sh shells
  - so soft
  - Stk sticky

Naval vessels in this area. For information consult Notice to Mariners

NAVY Mariners should maneuver information consult Notice to Mariners

**TRAFFIC**  
 One-way traffic lanes overprint all vessels traveling between the aid in the prevention of collision not intended in any way to support Road. Separation zones are intended to be free of ship traffic. S for crossing purposes. When crossing extreme caution.

Precautionary Areas have to and cross the traffic separation system with caution in these areas. When system should do so at these Precautionary Areas Traffic Separation Scheme procedure chapter 2 of the US Coast Pilot.

For information governing the INFORMATION SYSTEM for the see National Geospatial-Intelligence (enroute) for British Columbia, Coast (South Portion) Volume 1 Service.

Racing buoys are not shown obtained from the Offices as racing buoys not all listed in this chart.

**CABLE**  
 The cable and the areas of the thereon and are

**RADAR**  
 Radar reflectors floating aids to navigation reflector identification omitted from this chart.

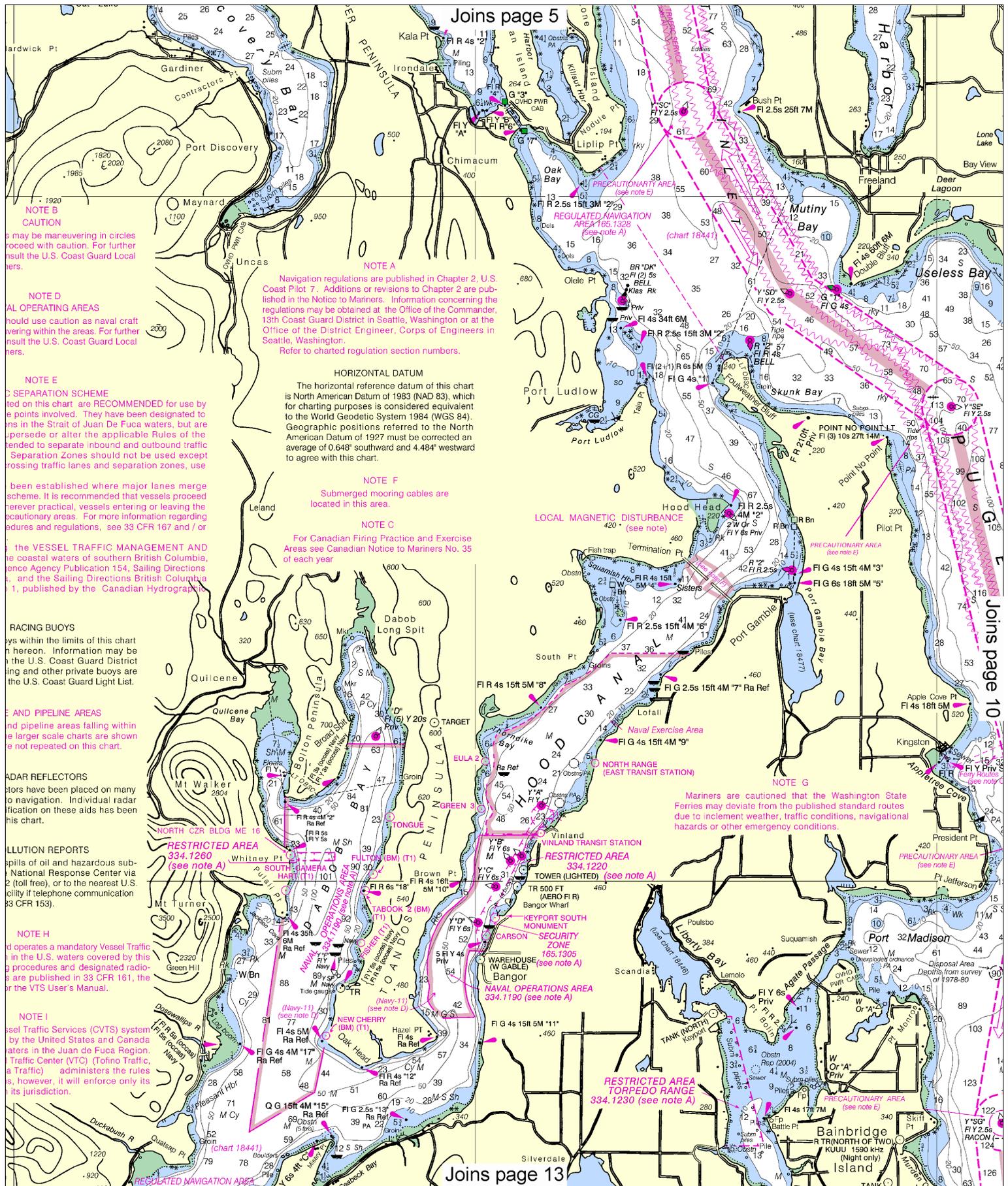
**POLLUTION**  
 Report all spillstances to the National Response Center 1-800-424-8802. Coast Guard facilities impossible (33)

The U.S. Coast Guard Services (VTS) system in chart. Vessel operating telephone frequencies. U.S. Coast Pilot, and/or

A Cooperative Vessel has been established within the adjoining water. The appropriate Vessel Traffic, Victoria issued by both nations own set of rules within it



Note: Chart grid lines are aligned with true north.



Joins page 5

Joins page 10

Joins page 13

**NOTE B CAUTION**  
 Vessels may be maneuvering in circles proceed with caution. For further information consult the U.S. Coast Guard Local Notices.

**NOTE D LOCAL OPERATING AREAS**  
 Vessels should use caution as naval craft maneuvering within the areas. For further information consult the U.S. Coast Guard Local Notices.

**NOTE E SEPARATION SCHEME**  
 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 0.648" southward and 4.484" westward to agree with this chart.

**NOTE F**  
 Submerged mooring cables are located in this area.

**NOTE C**  
 For Canadian Firing Practice and Exercise Areas see Canadian Notice to Mariners No. 35 of each year.

**RACING BUOYS**  
 Buoys within the limits of this chart are shown hereon. Information may be obtained from the U.S. Coast Guard District Office and other private buoys are shown as they appear on the U.S. Coast Guard Light List.

**PIPELINES AND PIPELINE AREAS**  
 Pipelines and pipeline areas falling within the limits of larger scale charts are shown hereon and are not repeated on this chart.

**RADAR REFLECTORS**  
 Radar reflectors have been placed on many vessels to aid navigation. Individual radar reflector information on these aids has been included on this chart.

**POLLUTION REPORTS**  
 Reports of spills of oil and hazardous substances should be reported to the National Response Center via 1-800-424-6742 (toll free), or to the nearest U.S. Coast Guard office by telephone communication (33 CFR 153).

**NOTE H**  
 The VTS system operates a mandatory Vessel Traffic Service (VTS) system in the U.S. waters covered by this chart. Procedures and designated radio frequencies are published in 33 CFR 161, the VTS User's Manual.

**NOTE I**  
 The VTS system provides Traffic Services (CVTS) system by the United States and Canada. The VTS system (Tofino Traffic, a Traffic) administers the rules of the road, however, it will enforce only its jurisdiction.

**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.

**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 0.648" southward and 4.484" westward to agree with this chart.

**NOTE F**  
 Submerged mooring cables are located in this area.

**NOTE C**  
 For Canadian Firing Practice and Exercise Areas see Canadian Notice to Mariners No. 35 of each year.

**RESTRICTED AREA 334.1260**  
 (see note A)

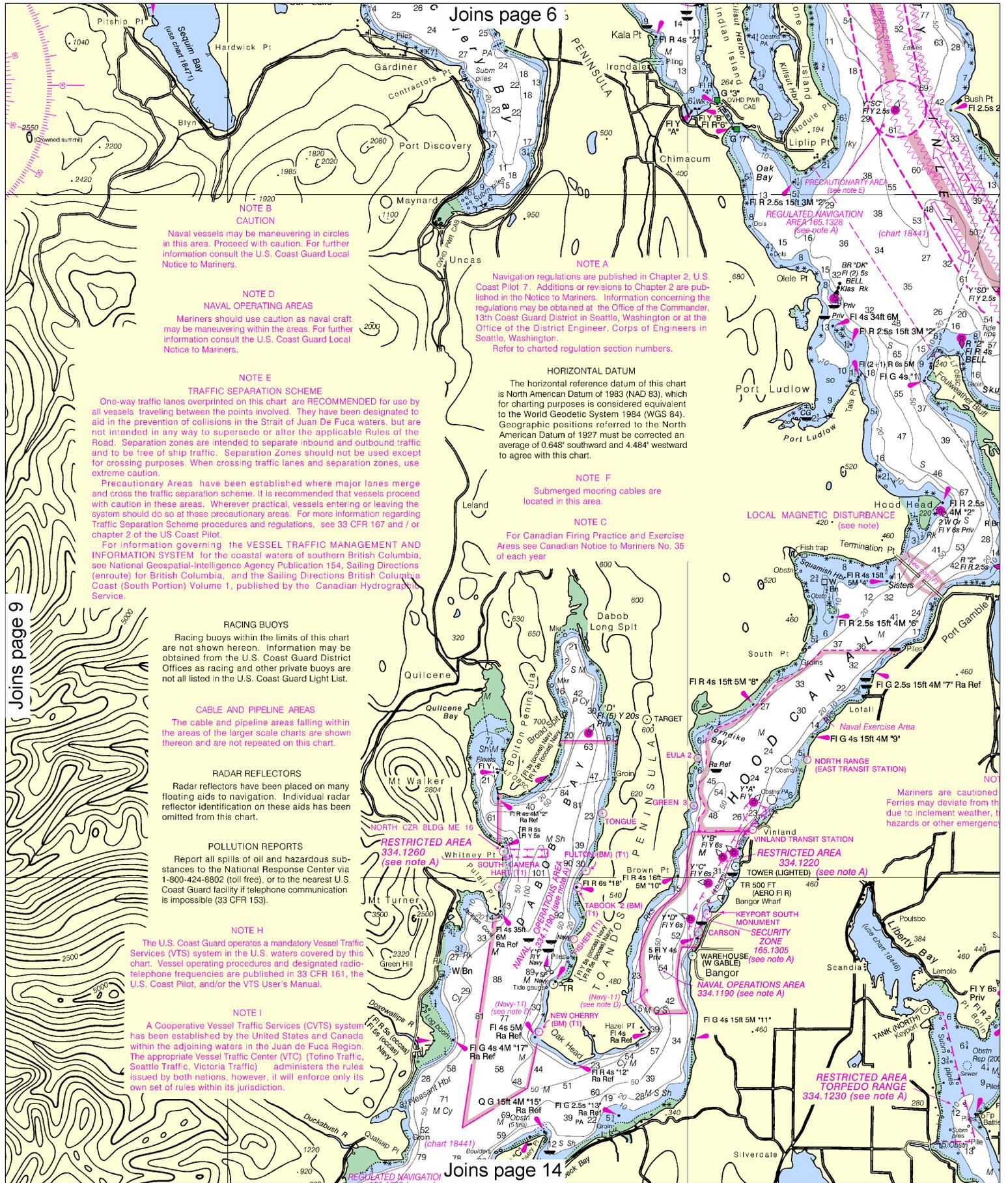
**RESTRICTED AREA 334.1220**  
 (see note A)

**RESTRICTED AREA 334.1230**  
 (see note A)

**LOCAL MAGNETIC DISTURBANCE**  
 (see note)

**RESTRICTED AREA 334.1230**  
 (see note A)

**NOTE G**  
 Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency conditions.



Joins page 6

Joins page 14

Joins page 9

**NOTE B  
CAUTION**

Naval vessels may be maneuvering in circles in this area. Proceed with caution. For further information consult the U.S. Coast Guard Local Notice to Mariners.

**NOTE D  
NAVAL OPERATING AREAS**

Mariners should use caution as naval craft may be maneuvering within the areas. For further information consult the U.S. Coast Guard Local Notice to Mariners.

**NOTE E**

**TRAFFIC SEPARATION SCHEME**

One-way traffic lanes overlaid 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 in 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.

**RACING BUOYS**

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

**CABLE AND PIPELINE AREAS**

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

**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.

**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).

**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) (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.

**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.

**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 0.648' southward and 4.484' westward to agree with this chart.

**NOTE F**

Submerged mooring cables are located in this area.

**NOTE C**

For Canadian Firing Practice and Exercise Areas see Canadian Notice to Mariners No. 35 of each year

**LOCAL MAGNETIC DISTURBANCE**

(see note)

Mariners are cautioned Ferries may deviate from the due to inclement weather, hazards or other emergency

**RESTRICTED AREA**

334.1260 (see note A)

**RESTRICTED AREA**

334.1220 (see note A)

**RESTRICTED AREA**

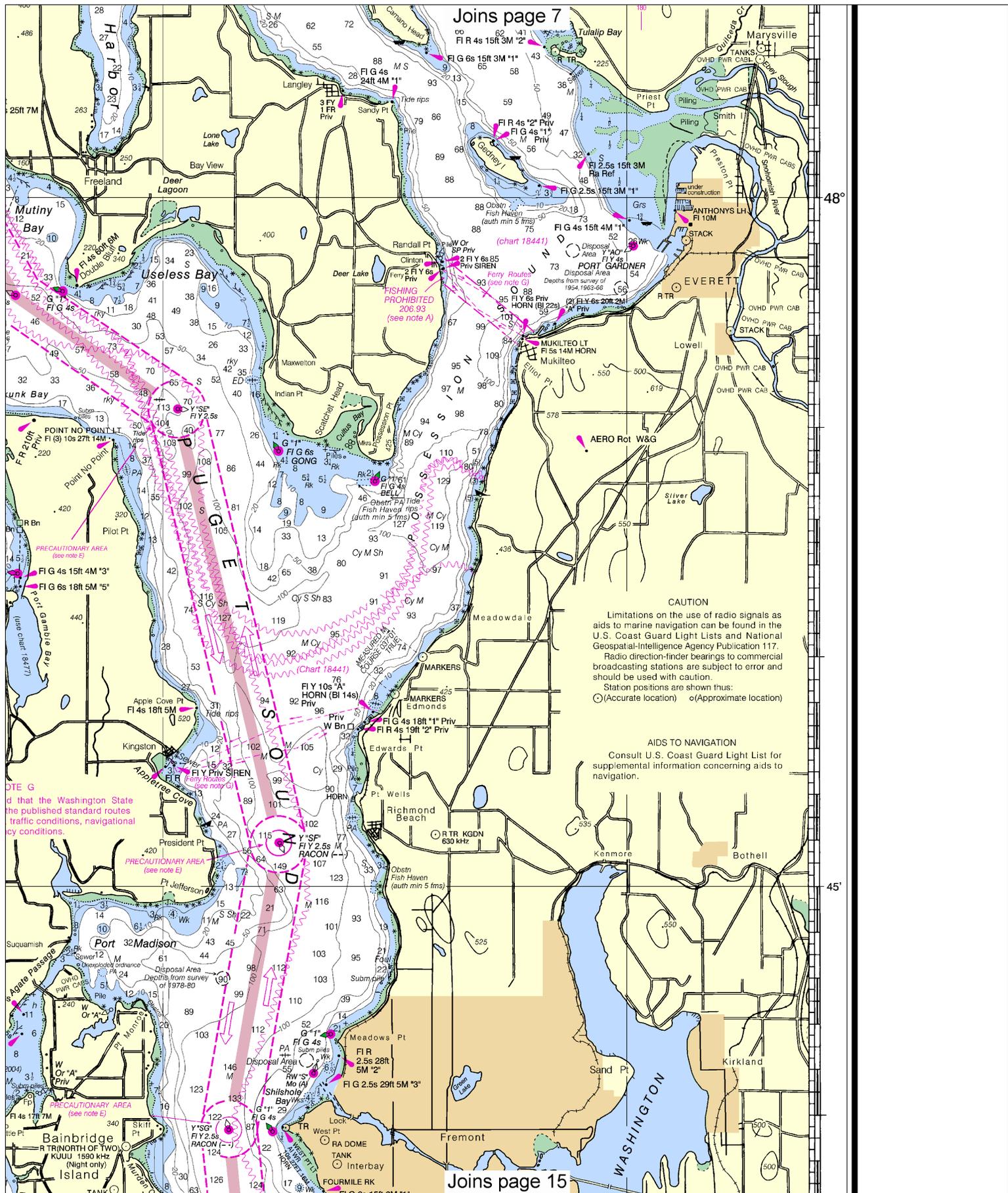
165.1305 (see note A)

**RESTRICTED AREA**

TORPEDO RANGE 334.1230 (see note A)

**10**

Note: Chart grid lines are aligned with true north.



NOTE G  
 that the Washington State  
 published standard routes  
 traffic conditions, navigational  
 by conditions.

**CAUTION**  
 Limitations on the use of radio signals as  
 aids to marine navigation can be found in the  
 U.S. Coast Guard Light Lists and National  
 Geospatial-Intelligence Agency Publication 117.  
 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) ◐ (Approximate location)

**AIDS TO NAVIGATION**  
 Consult U.S. Coast Guard Light List for  
 supplemental information concerning aids to  
 navigation.

Olympia	47.0	12.6	3.1
Seattle	47.3	10.5	2.8
Everett	47.5	10.2	2.8

# Joins page 8

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>. (Jul 2010)

- 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   |
| A/ 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                | VO 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:**
- |               |           |         |             |           |
|---------------|-----------|---------|-------------|-----------|
| Bids 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         |                |
- ① 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 Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

## COLREGS, 80.1395 (see note A)

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

## PUGET SOUND HARBOR SAFETY PLAN

The US Coast Guard and the Puget Sound Harbor Safety Committee have developed and adopted a Harbor Safety Plan that formally established a set of Standards of Care for Puget Sound and surrounding waters. These Standards of Care are intended to supplement existing regulations by documenting good marine practices for a variety of operations including tug escorts, pilotage, anchoring, lighting, and provides additional information on required charts, Aids to Navigation and Emergency Response. If your vessel does not already have a copy of the Puget Sound Harbor Safety Plan, log on to <http://www.marineexchange.com> or contact the Seattle Marine Exchange at (206) 443-3830.

## CAUTION

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

## CAUTION

### SUBMARINE PIPELINES AND CABLES

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

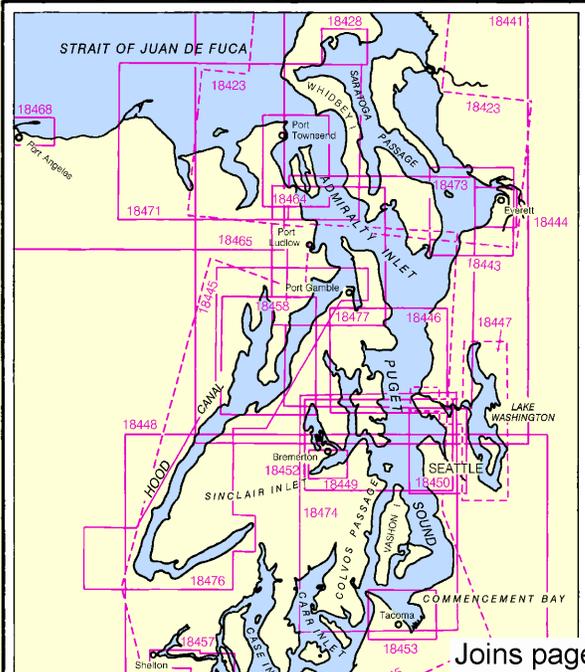
Pipeline Area	Cable Area

## LOCAL MAGNETIC DISTURBANCE

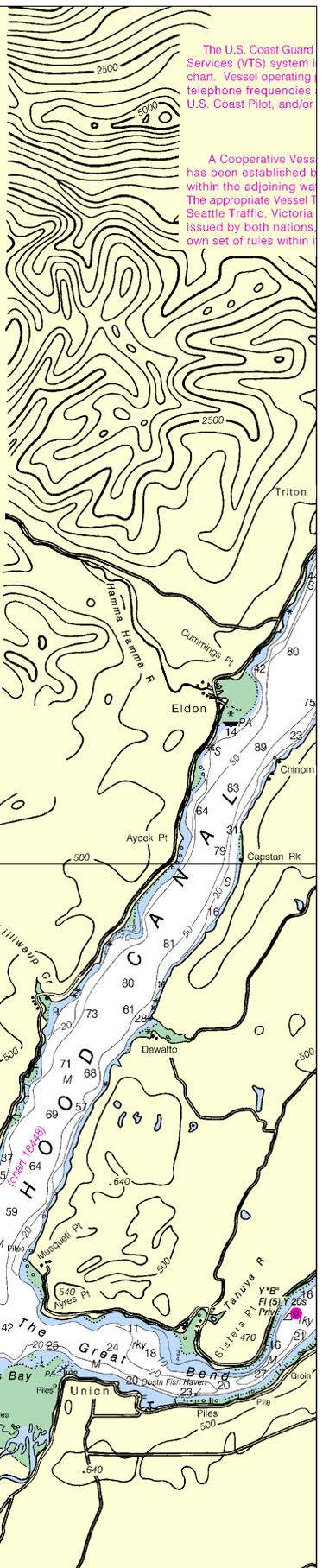
Differences of more than 2° from the normal variation have been observed in Hood Canal and along Henderson Inlet.

## BRIDGES AND OVERHEAD CABLES

The bridge and overhead cable clearances are not shown on this chart. For more detailed information use the larger scale charts.



Joins page 16

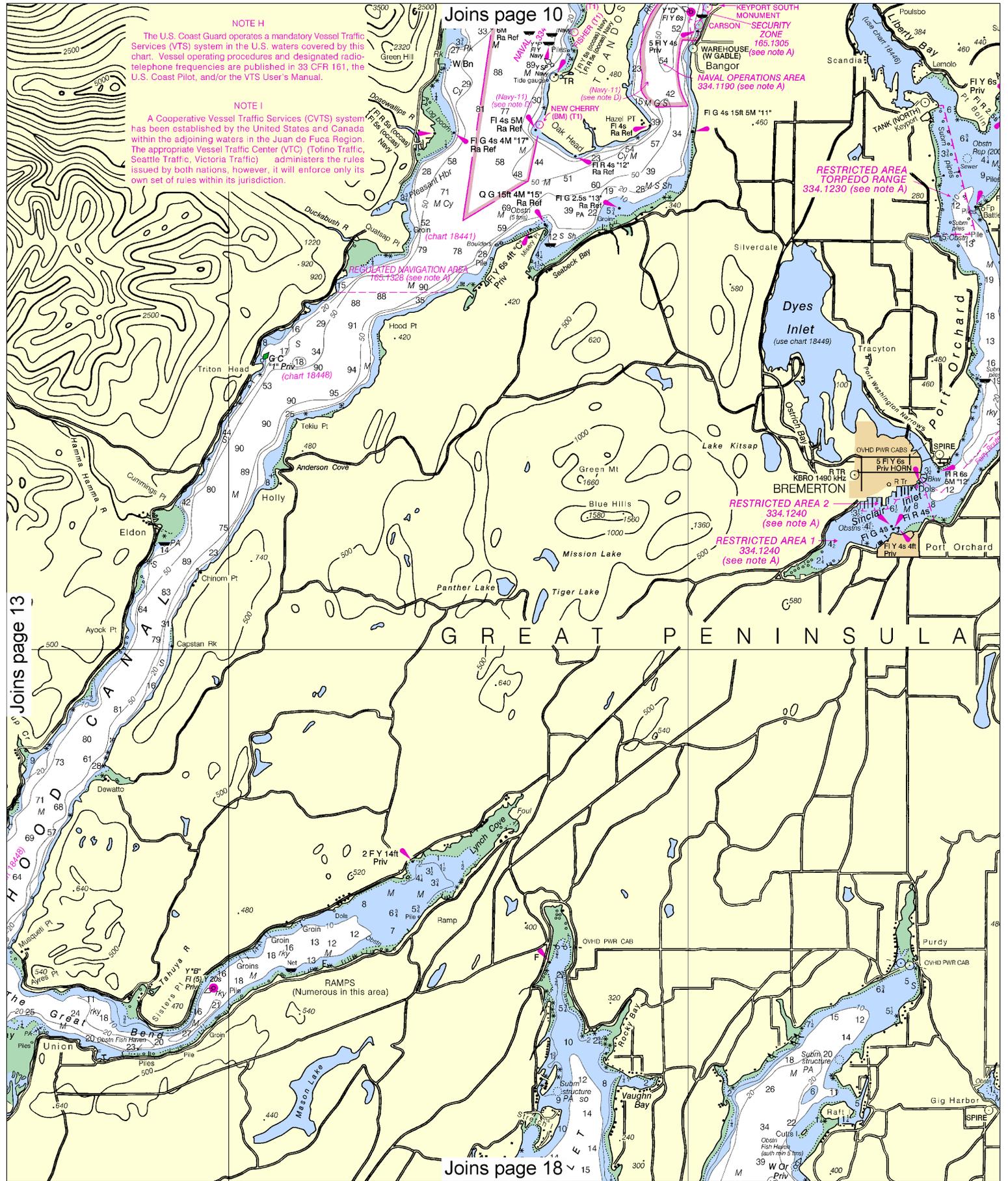


The U.S. Coast Guard Services (VTS) system is charted. Vessel operating telephone frequencies U.S. Coast Pilot, and/or

A Cooperative Vessel has been established within the adjoining water. The appropriate Vessel Traffic Service (VTS) for Seattle Traffic, Victoria, issued by both nations own set of rules within it.

Note: Chart grid lines are aligned with true north.





**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**

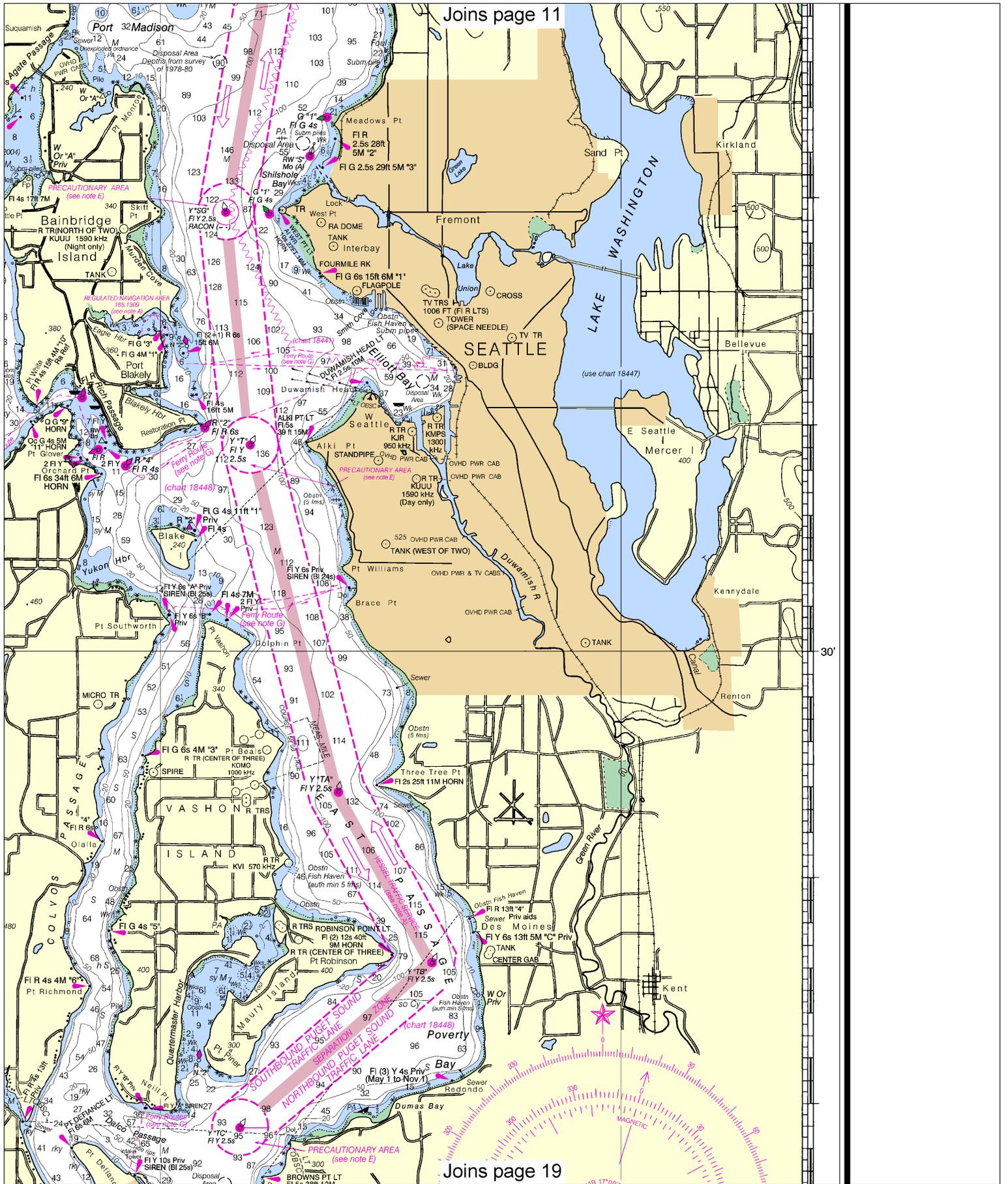
A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Tofino Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.

Joins page 10

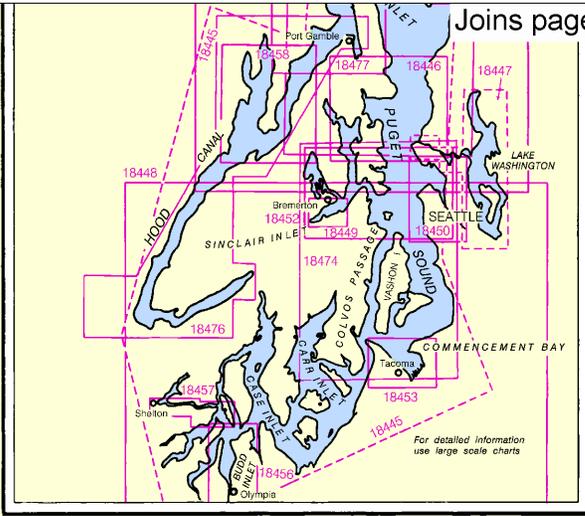
Joins page 13

Joins page 18

Joins page 11



Joins page 19

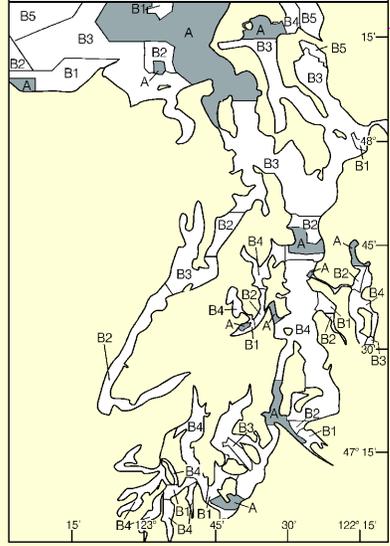


**NOAA WEATHER RADIO BROADCASTS**  
 The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

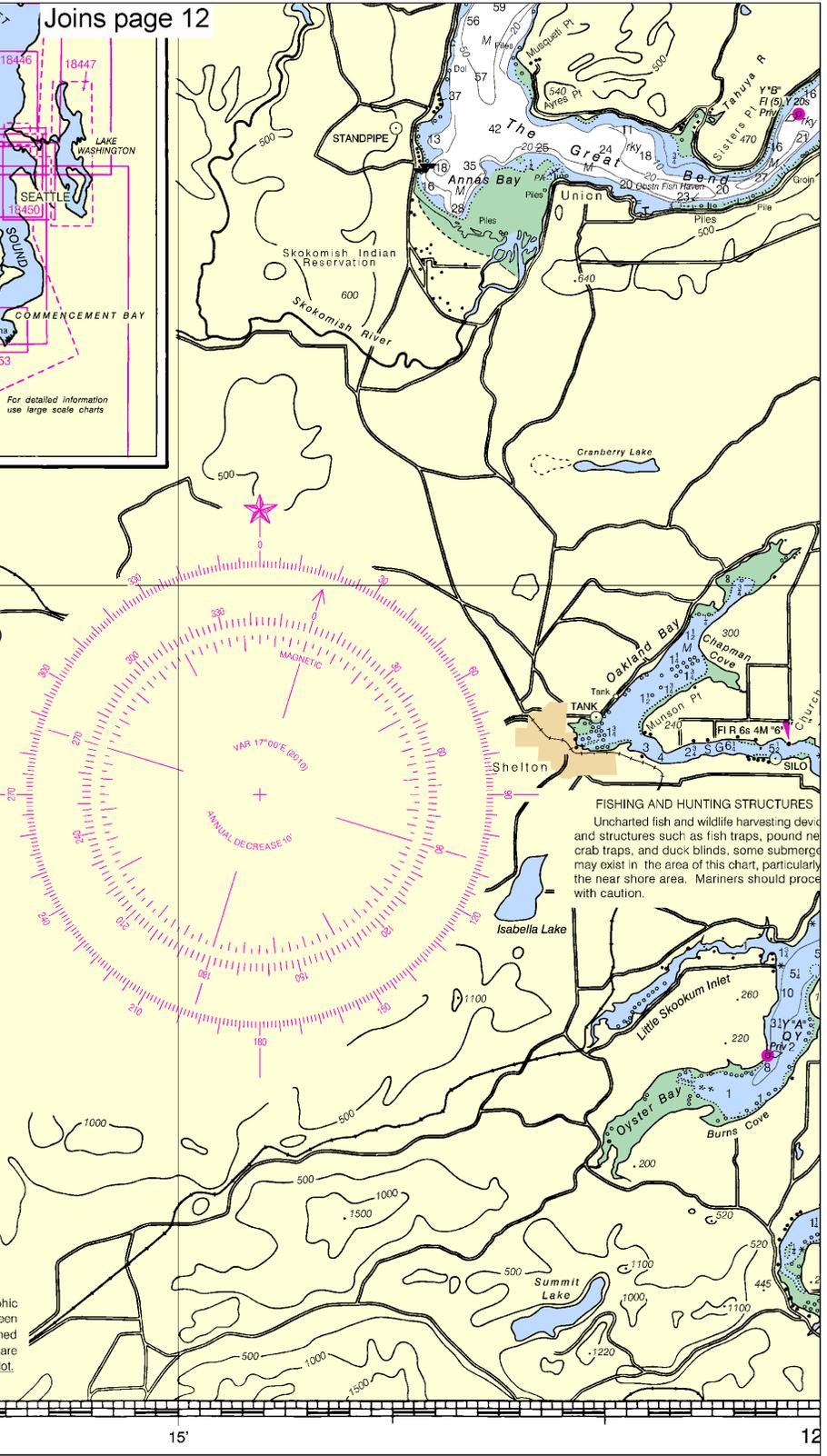
Seattle, WA	KHB-60	162.550 MHz
Neah Bay, WA	KIH-36	162.550 MHz
Olympia, WA	WXM-62	162.475 MHz
Puget Sound, WA	WWG-24	162.425 MHz

**SOURCE**

A	1990-2009	NOS Surveys	full bottom coverage
B1	1990-2001	NOS Surveys	partial 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	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.



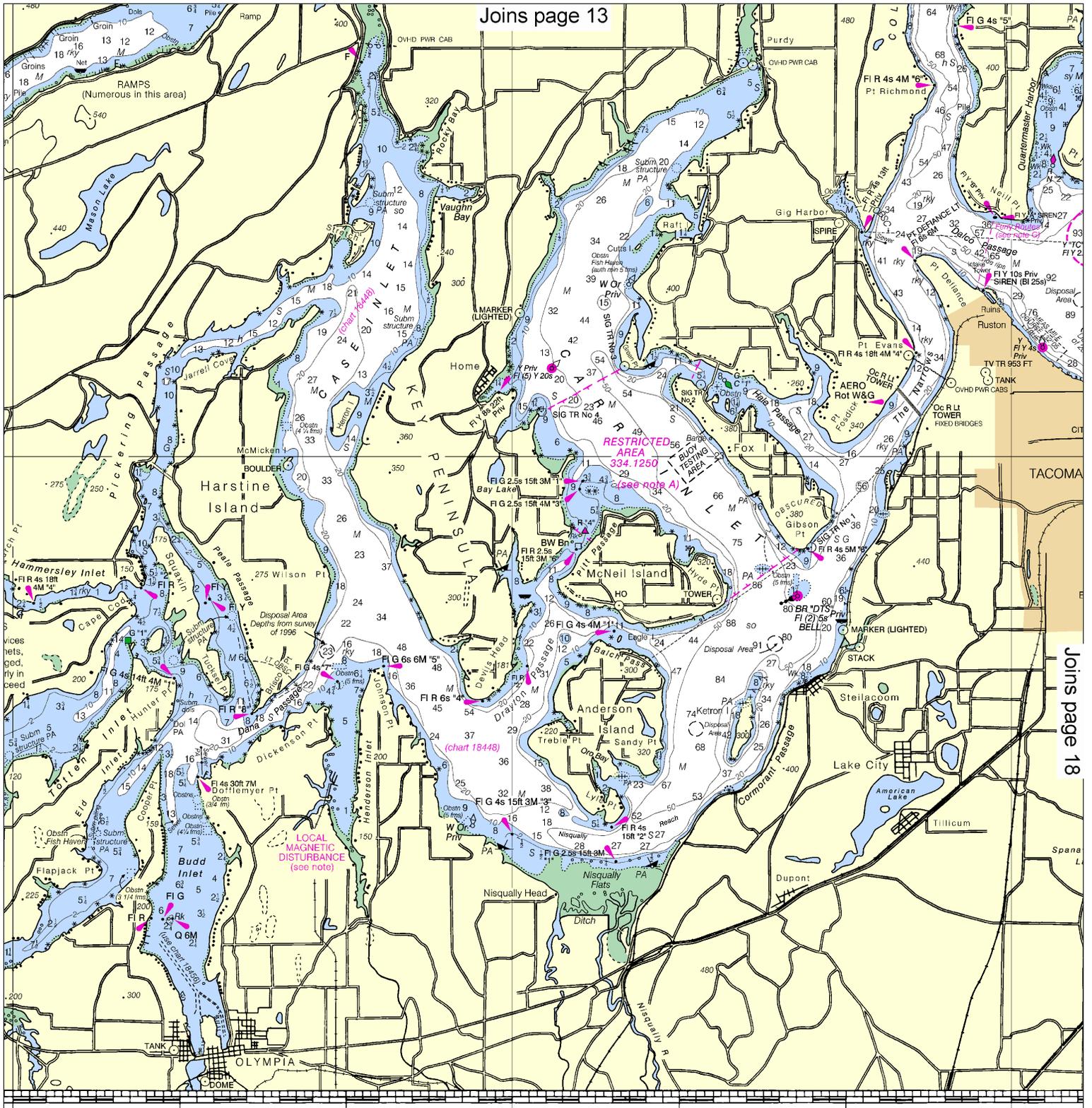
**FISHING AND HUNTING STRUCTURES**  
 Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged may exist in the area of this chart, particularly the near shore area. Mariners should proceed with caution.

30th Ed., Oct. / 10 ■ Corrected through NM Oct. 02/10  
 Corrected through LNM Sep. 21/10

**18440**

**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](http://nauticalcharts.noaa.gov).

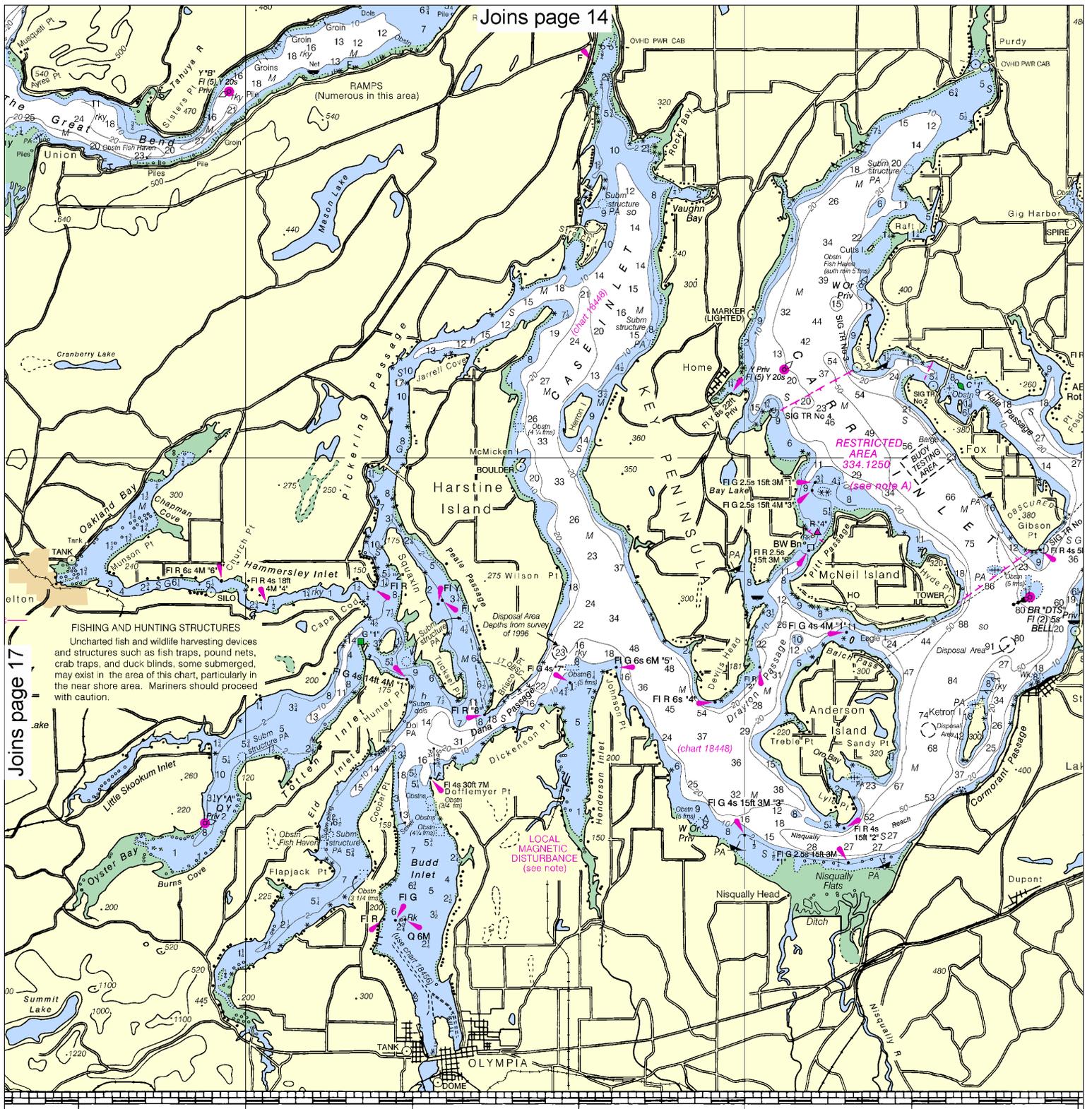
**WARNING**  
 The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



23° 45' 30'

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

SOUNDINGS IN FATH



Joins page 14

Joins page 17

**FISHING AND HUNTING STRUCTURES**

Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

LOCAL MAGNETIC DISTURBANCE (see note)

RESTRICTED AREA 334.1250 (see note A)

123°

45'

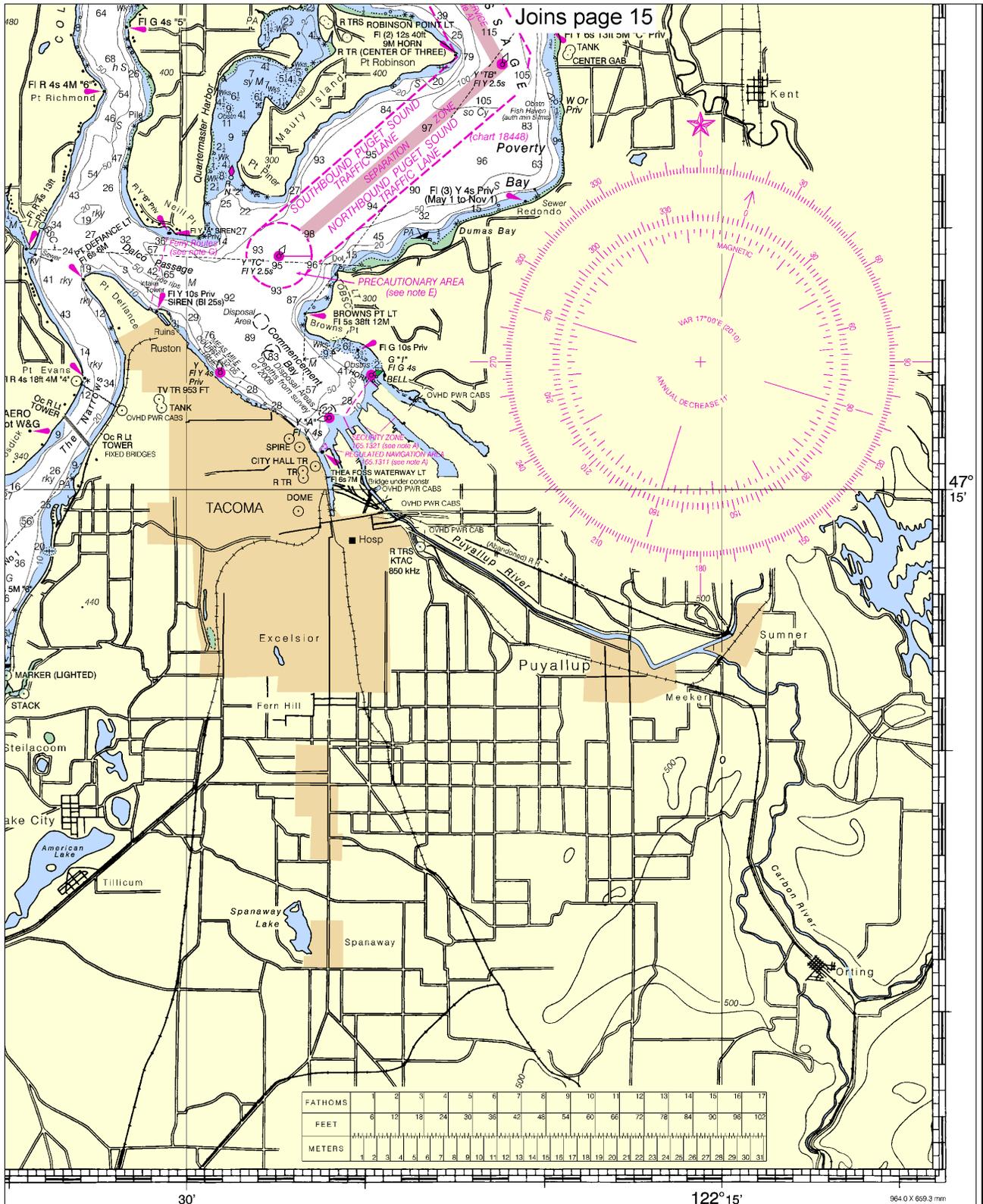
**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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

**SOUNDINGS**

**18**

Note: Chart grid lines are aligned with true north.



**SOUNDINGS IN FATHOMS**

Puget Sound  
SOUNDINGS IN FATHOMS - SCALE 1:150,000

**18440**



ED. NO. 30



NSN 7642014011488  
NGA REFERENCE NO. 18ACO18440



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 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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.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>



— For the latest news from Coast Survey, follow @nauticalcharts



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.

