

BookletChart™

Puget Sound – Southern Part

NOAA Chart 18448



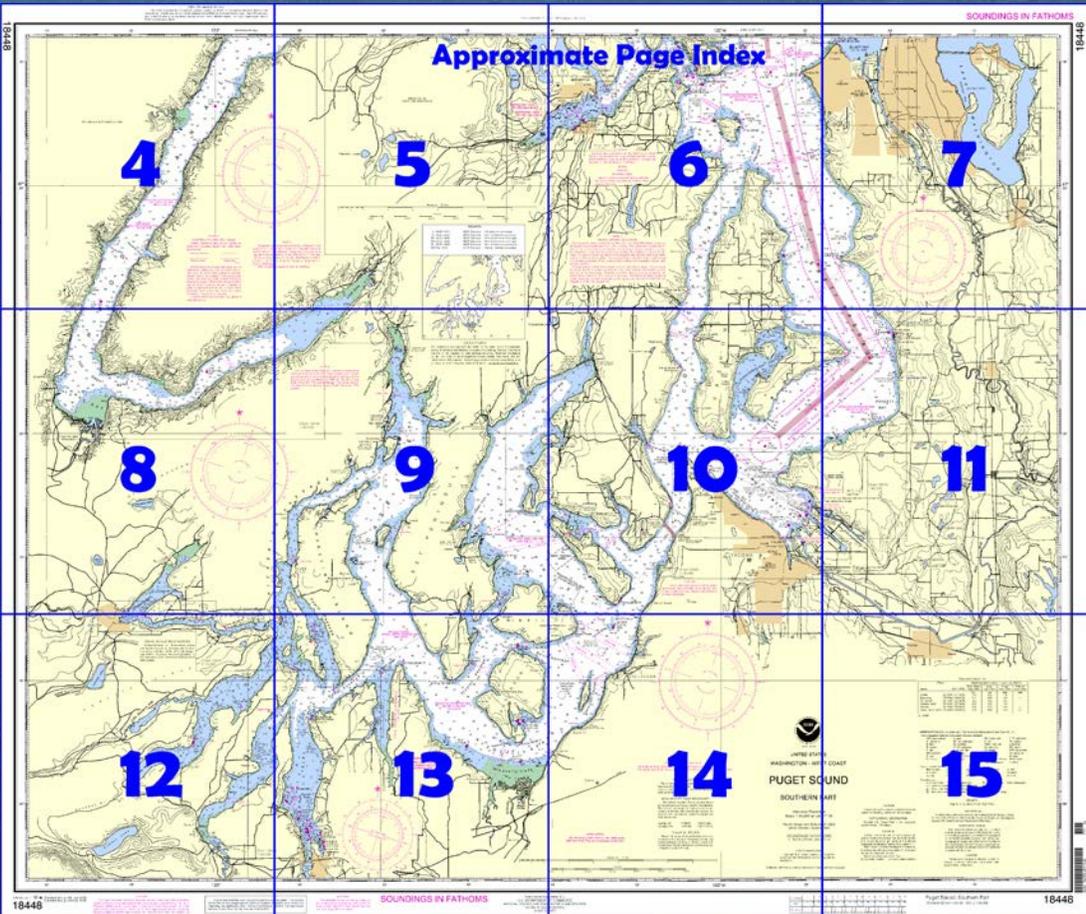
A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



Included Area

- 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
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.

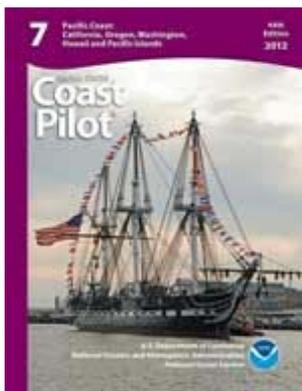
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18448>.



(Selected Excerpts from Coast Pilot)
Holly (47°33.5'N.,122°58.6'W.), on the E shore of Hood Canal, is a settlement on the S side of a small bight about 10 miles SW of Oak Head. There are no facilities here. Shoal water extends about 300 yards N and E from the S shore of the bight. **Anderson Cove** is the shallow cove directly N of Holly. **Eldon** is a W shore settlement on the S bank of **Hamma Hamma River**, about 3 miles SW of Holly. The delta flats of the Hamma Hamma River extend nearly 0.5 mile from shore. Unmarked jetties

extend from the river through the flats into Hood Canal and constitute a potential hazard to small craft.

Lilliwaup is a village on the S shore of **Lilliwaup Bay**, a small shallow cove on the W shore of Hood Canal about 6 miles SW of Eldon. About 1 mile S, there is a resort at which berths, water, ice, and marine supplies are available. A 3-ton elevator at the resort can handle craft to 19 feet long for hull and engine repairs.

Hoodspport, the largest town on Hood Canal, is on the W shore 4 miles SW of Dewatto. It has a State fish hatchery and a public pier with floats.

Potlatch is a small town on the W side of the canal about 2 miles S of Hoodspport and opposite **The Great Bend**, where Hood Canal turns NE. **Potlatch State Park**, just S of the powerplant, has a small-craft launching ramp, mooring buoys, and water.

A marina in **Union** can handle craft to 30 feet for minor repairs; berths, electricity, gasoline, water, ice, and marine supplies are available. Depths alongside the floats are reported sufficient for small craft at all stages of the tide, however, the marina should be approached from the NE to avoid shoal water and snags. A large resort in the cove has a T-pier with a 600-foot face and reported depths of 15 feet alongside.

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.)

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

RCC Seattle Commander
13th CG District (206) 220-7001
Seattle, WA

Table of Selected Chart Notes

Corrected through NM Apr. 07/12
Corrected through LNM Mar. 27/12

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:80,000 at Lat 47° 19'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

ANCHORAGE (see note A) **NOTE C**
CAUTION
Limits of Log Storage and Booming Grounds are subject to change.

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.

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

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 3° from the normal variation have been observed along Henderson Inlet.

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 0.644' southward and 4.447' westward to agree with 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.

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.

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
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)

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
Olympia, WA	WXM-62	162.475 MHz

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

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).

CABLE AREAS
See the larger scale charts for the cable areas within their limits. They are not shown on this chart.

NOTE B
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.

NOTE D
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. 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. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

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.

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

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. Consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, United States Coast Pilot.

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.

NOTE F
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 Puget Sound 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 U.S. Coast Pilot.

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
	Union, Hood Canal	(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
	Stollacoom	(47°10'N/122°36'W)	13.5	12.6	3.0
	Olympia Budd	(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

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 2012)

PRINT-ON-DEMAND CHARTS

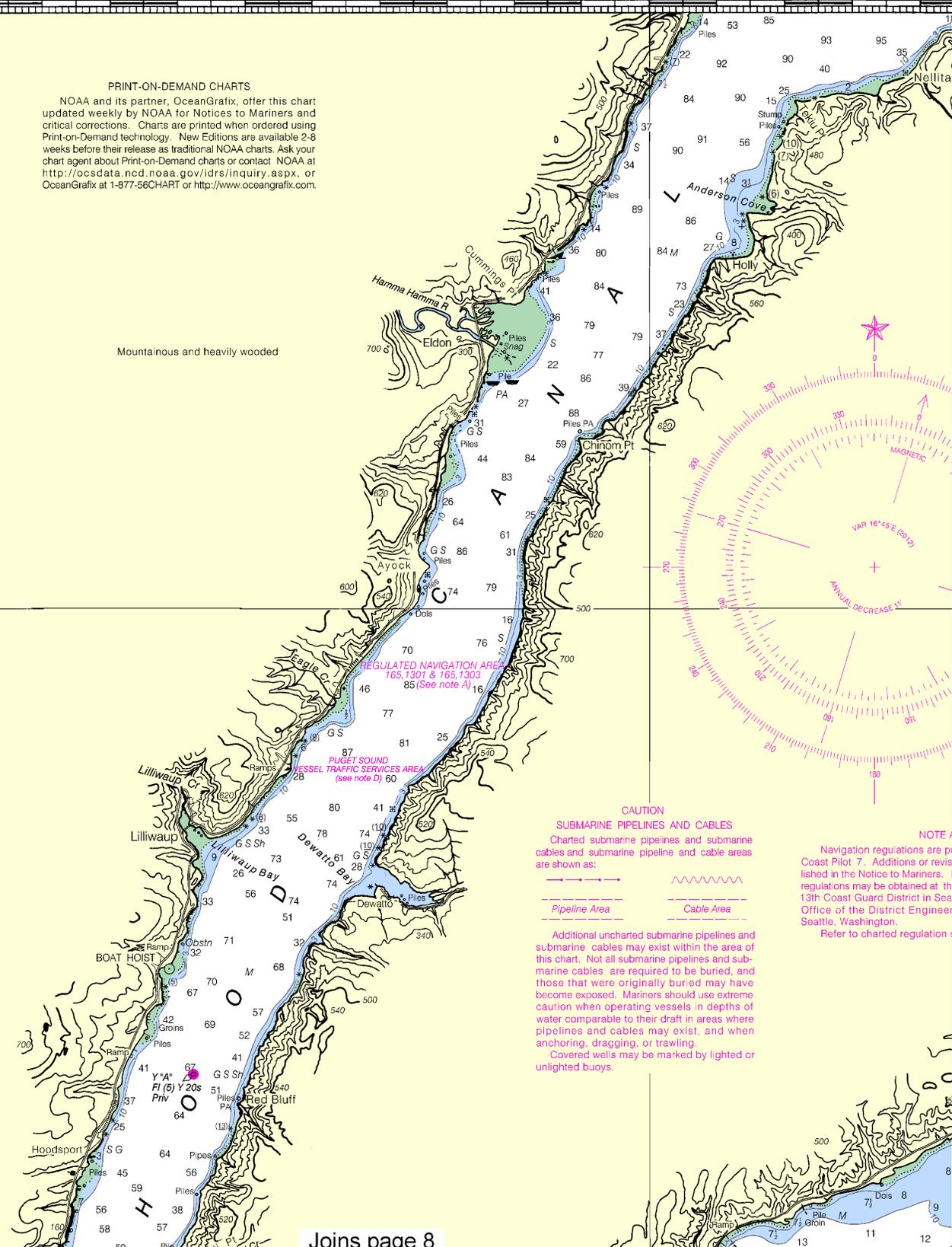
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.ncd.noaa.gov/drs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

Mountainous and heavily wooded

35'

47° 30'

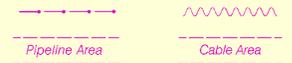
25'



REGULATED NAVIGATION AREA
165.1301 & 165.1303
85 (See note A)

PUGET SOUND
VESSEL TRAFFIC SERVICES AREA
(see note D) 60

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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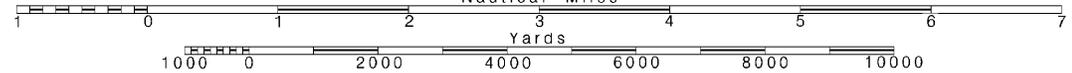
NOTE:
Navigation regulations are published in Coast Pilot 7. Additions or revisions to regulations may be obtained at the 13th Coast Guard District in Sea Office of the District Engineer, Seattle, Washington. Refer to charted regulations.

Joins page 8

Printed at reduced scale.

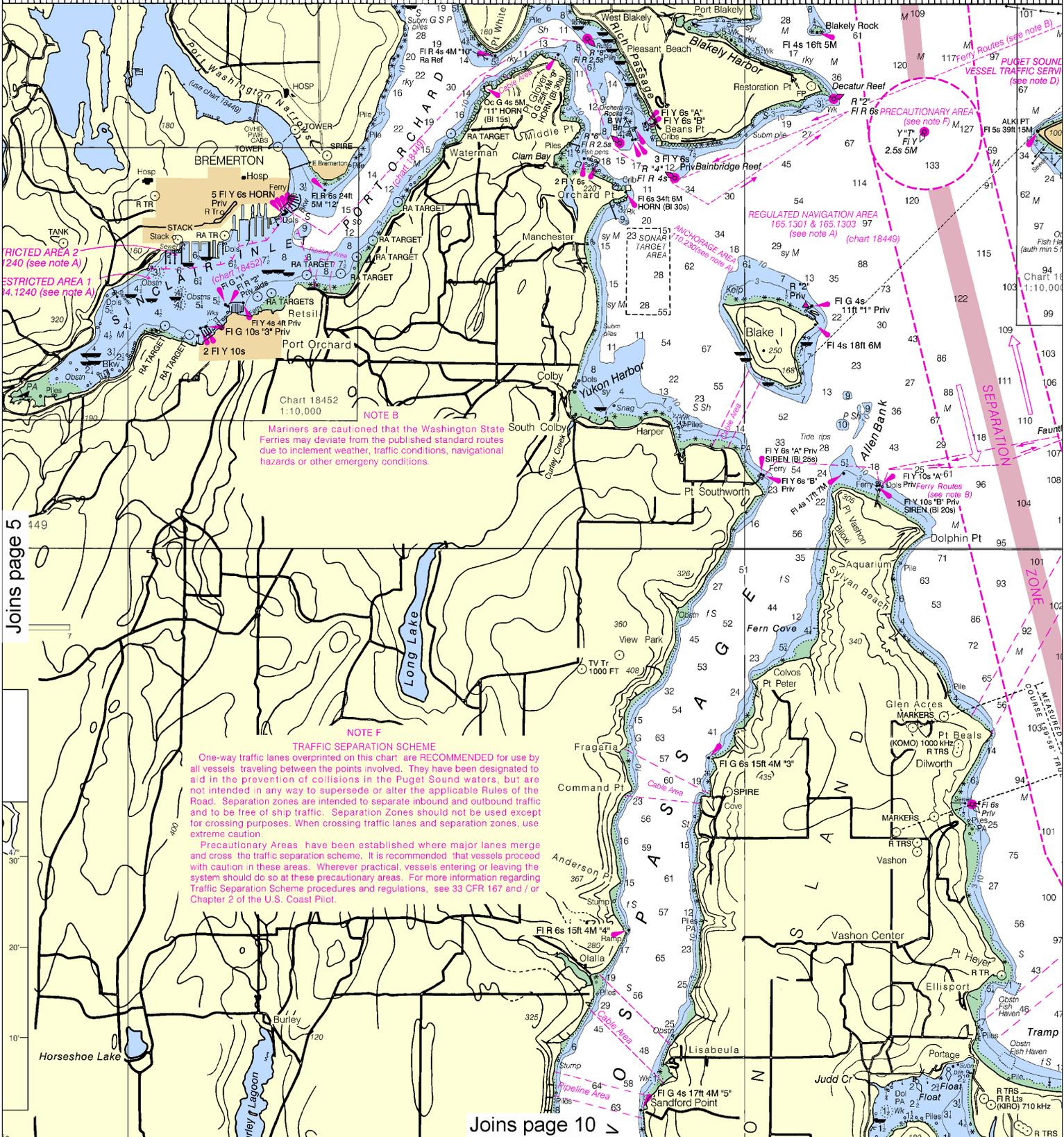
SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

40' 35' 122° 30' JOINS CHART 18441 25'



Joins page 5

Joins page 10

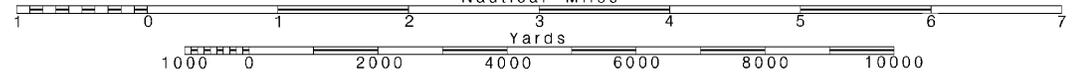


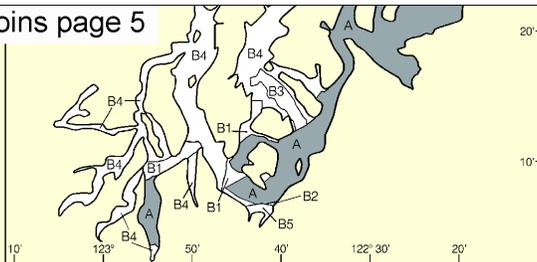
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000 Nautical Miles

See Note on page 5.





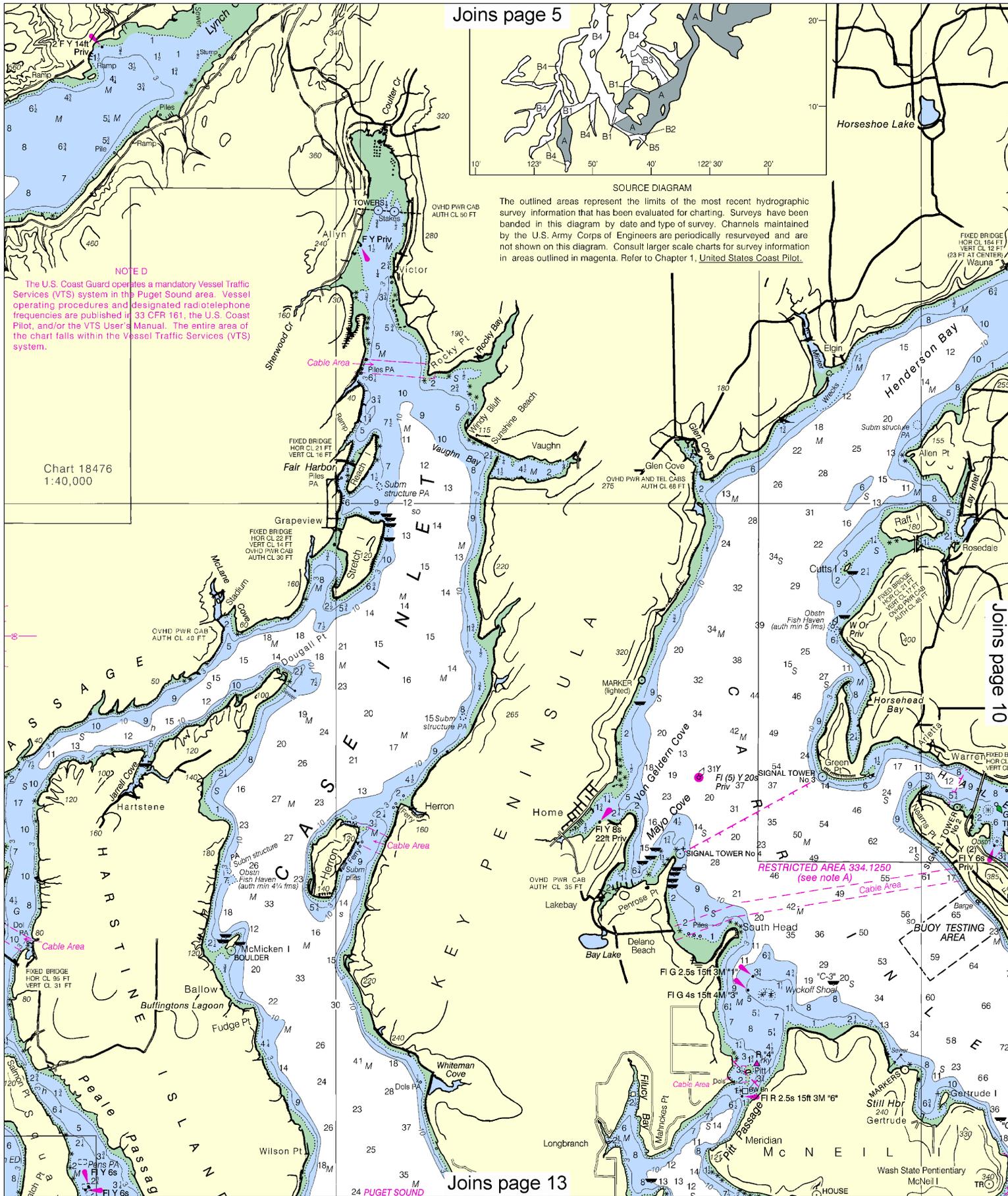
SOURCE DIAGRAM

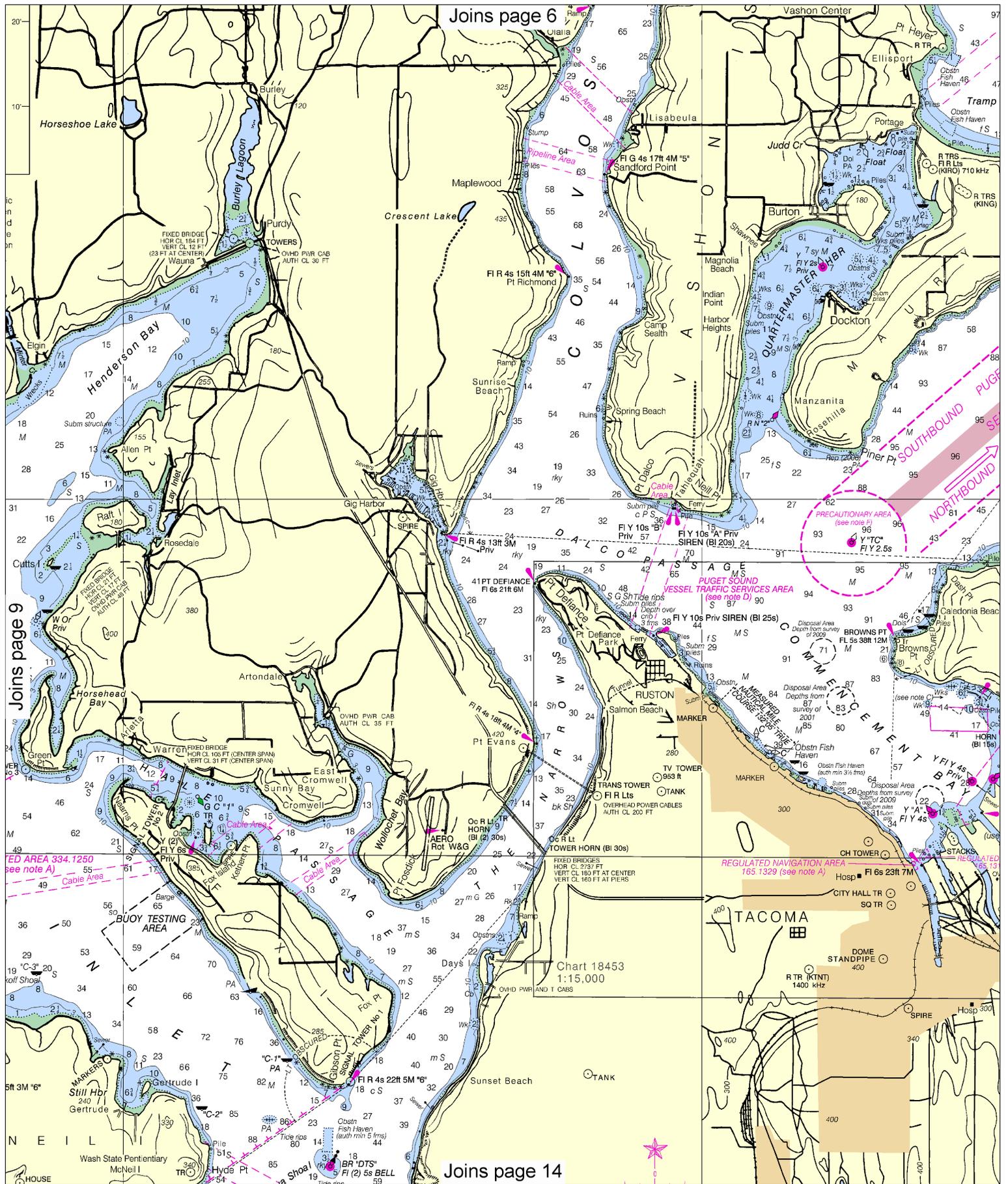
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, United States Coast Pilot.

NOTE D

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. 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. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

Chart 18476
1:40,000





Joins page 6

Joins page 9

Joins page 14

RED AREA 334.1250
(see note A)

REGULATED NAVIGATION AREA
165.1329 (see note A)

PUGET SOUND
VESSEL TRAFFIC SERVICES AREA
(see note D)

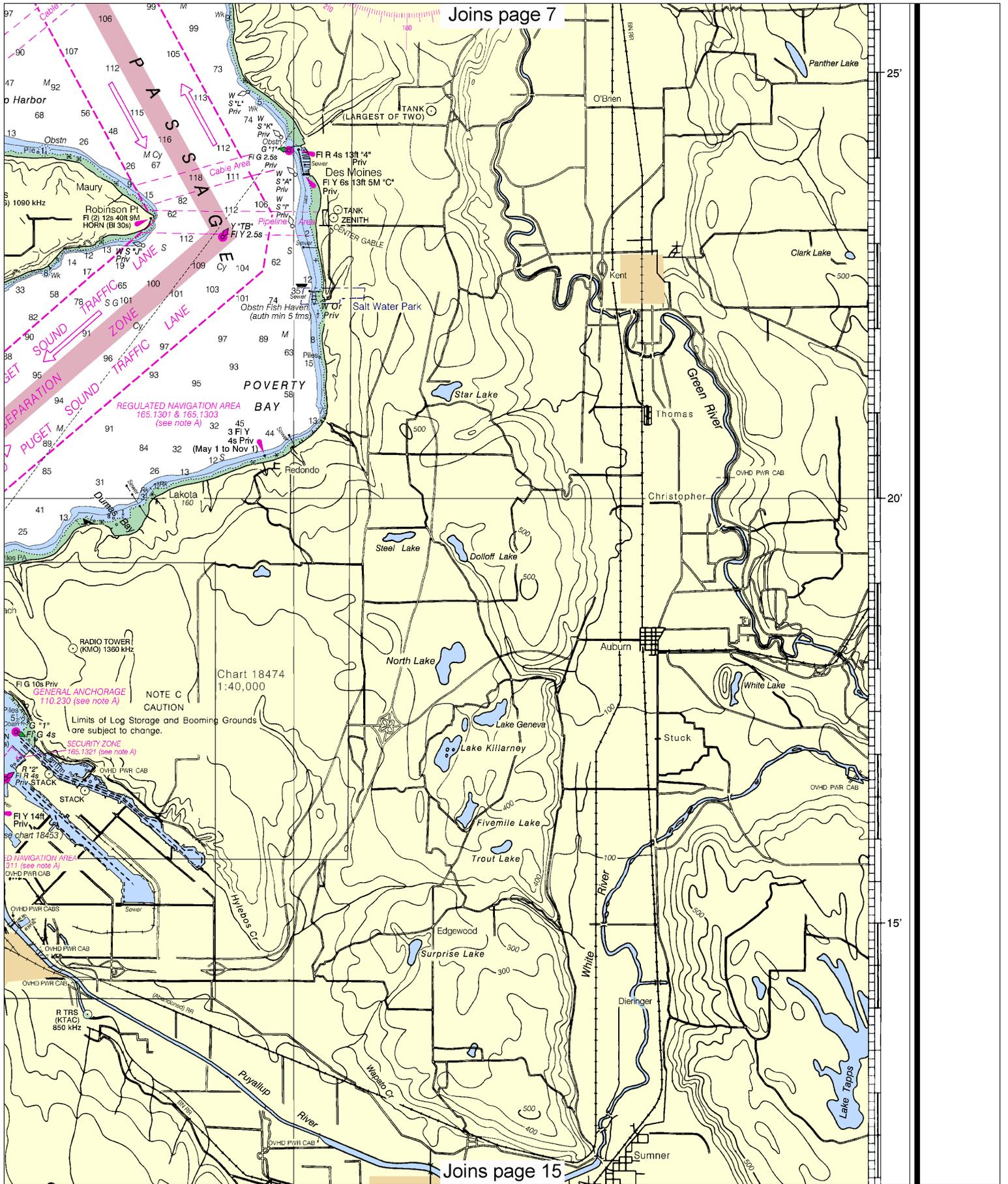
ENCINEMENT BAY
REGULATED NAVIGATION AREA
165.1329 (see note A)

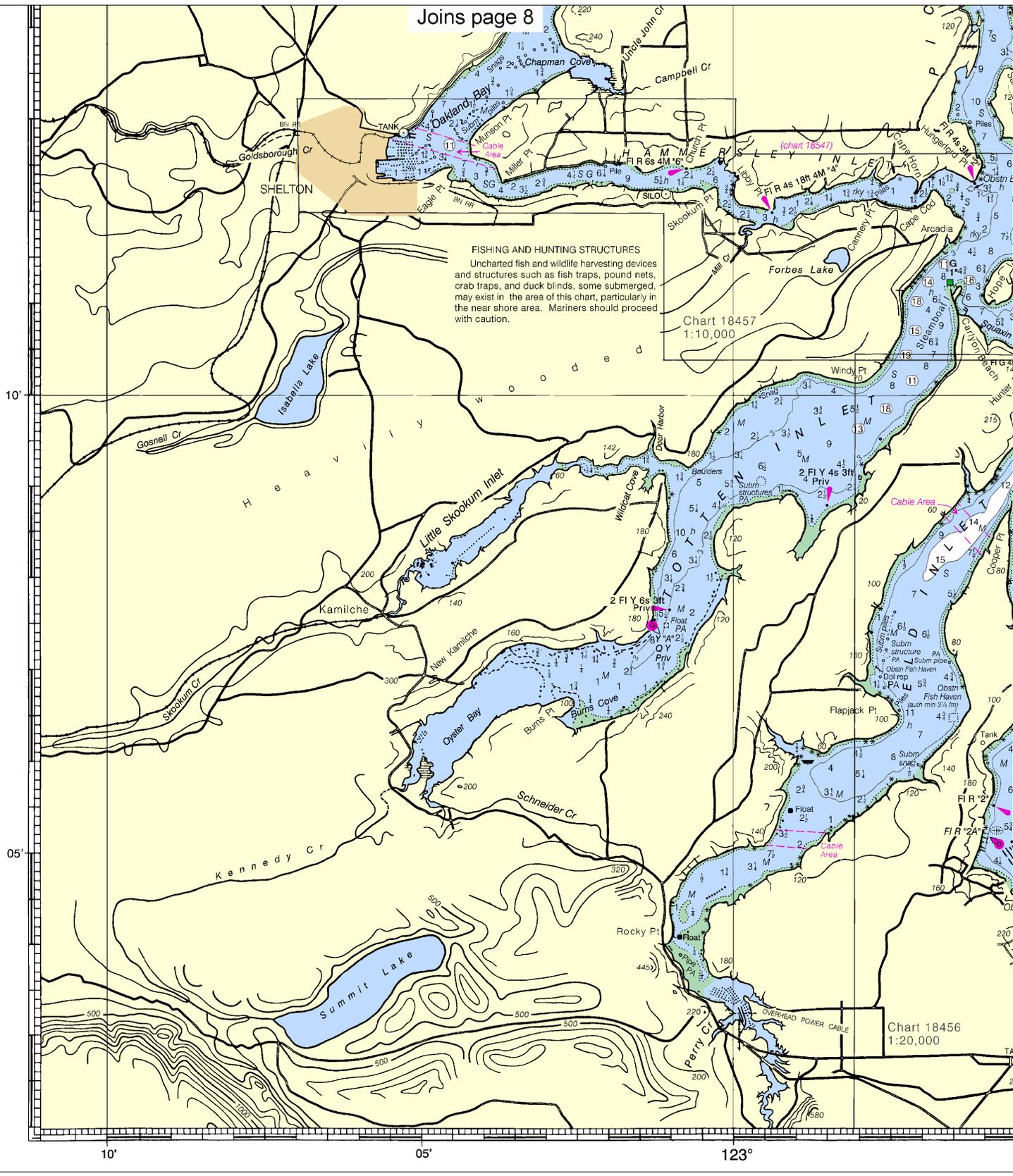
PRECAUTIONARY AREA
(see note F)

Y^{TC}
FI 2.5s

FI Y 10s
SIREN (BI 20s)

FI Y 10s
Priv SIREN (BI 25s)





FISHING AND HUNTING STRUCTURES
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Chart 18457
 1:10,000

Chart 18456
 1:20,000

35th Ed., Apr. / 12 ■ Corrected through NM Apr. 07/12
 Corrected through LNM Mar. 27/12

18448

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 U.S. Coast and Geodetic Survey encourages users to submit corrections, additional information, or comments to the Chief, Marine Chart Division (N/CS Service, NOAA, Silver Spring, Maryland 20910-3282).

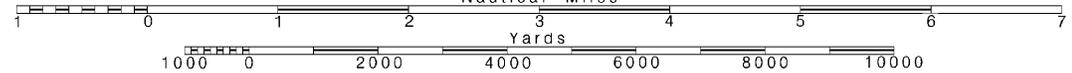


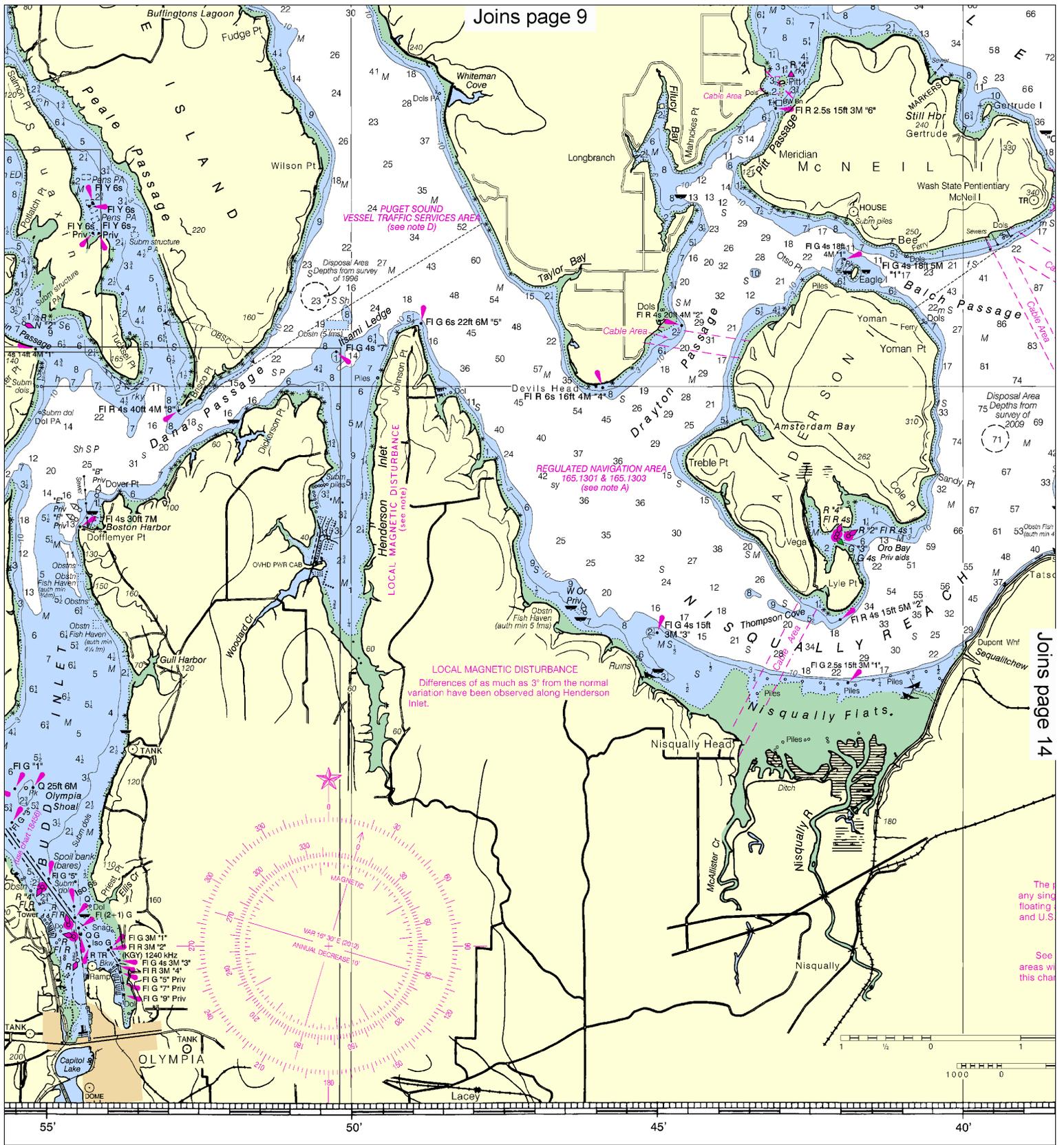
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

See Note on page 5.

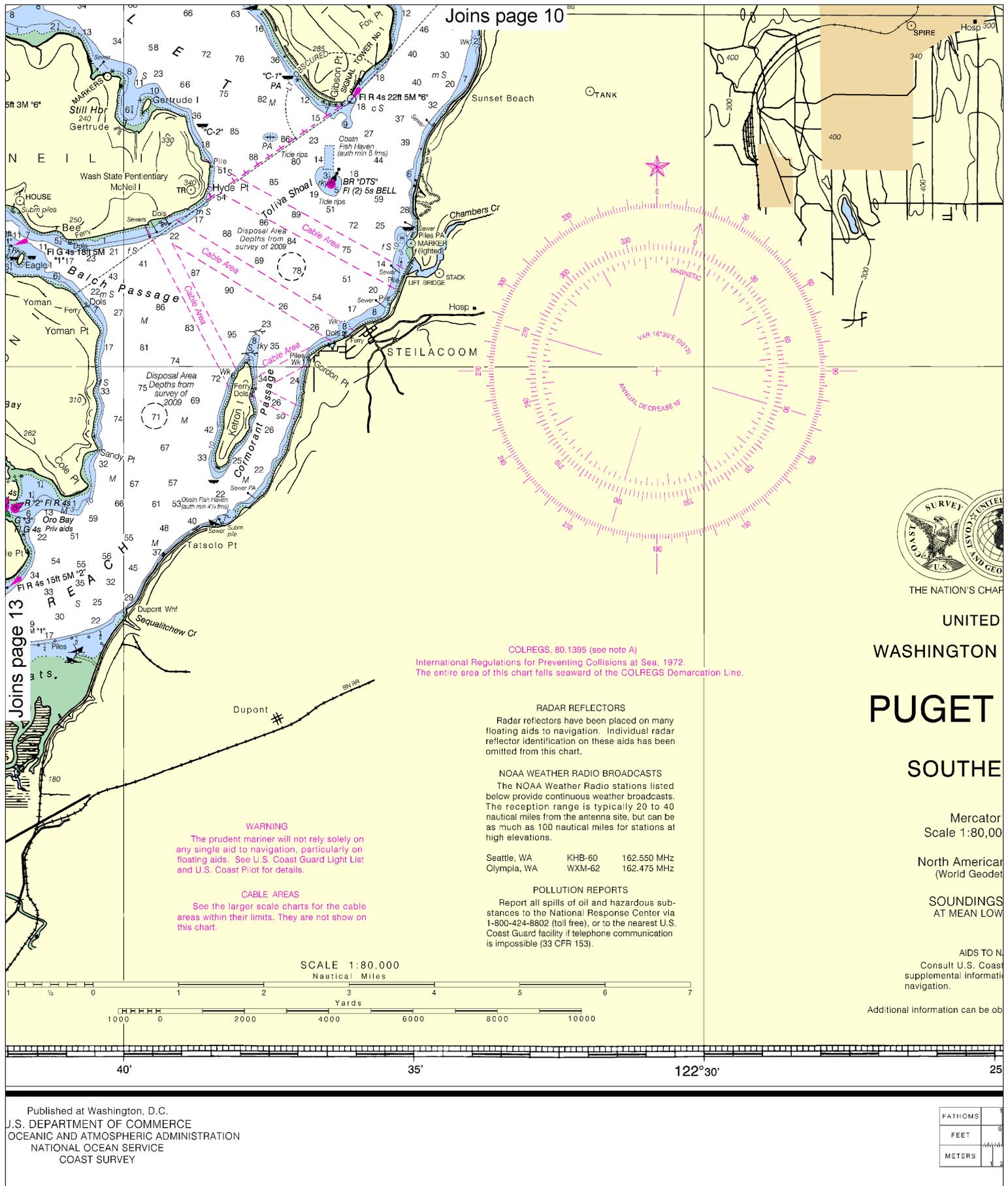




Navigation. The National Ocean Service, or comments for this chart, National Ocean Service

SOUNDINGS IN FATHOMS

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



Joins page 10

Joins page 13



THE NATION'S CHART

UNITED
WASHINGTON
PUGET
SOUTHEAST

Mercator
Scale 1:80,000

North American
(World Geodetic)

SOUNDINGS
AT MEAN LOW

AIDS TO NAVIGATION
Consult U.S. Coast
supplemental information
for details.

Additional information can be obtained from the U.S. Coast and Geodetic Survey, Washington, D.C.

COLREGS, 80.1395 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
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RADAR REFLECTORS
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NOAA WEATHER RADIO BROADCASTS
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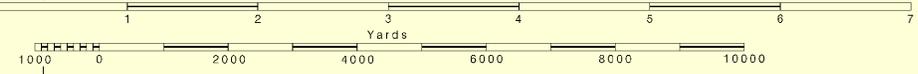
Seattle, WA	KHB-60	162.550 MHz
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POLLUTION REPORTS
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WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CABLE AREAS
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SCALE 1:80,000
Nautical Miles



40' 35' 122°30' 25'

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

FATHOMS	1
FEET	6
METERS	1.2

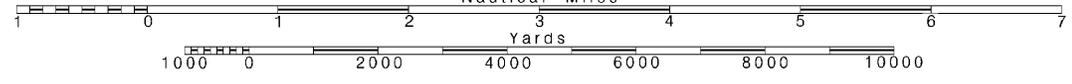
14

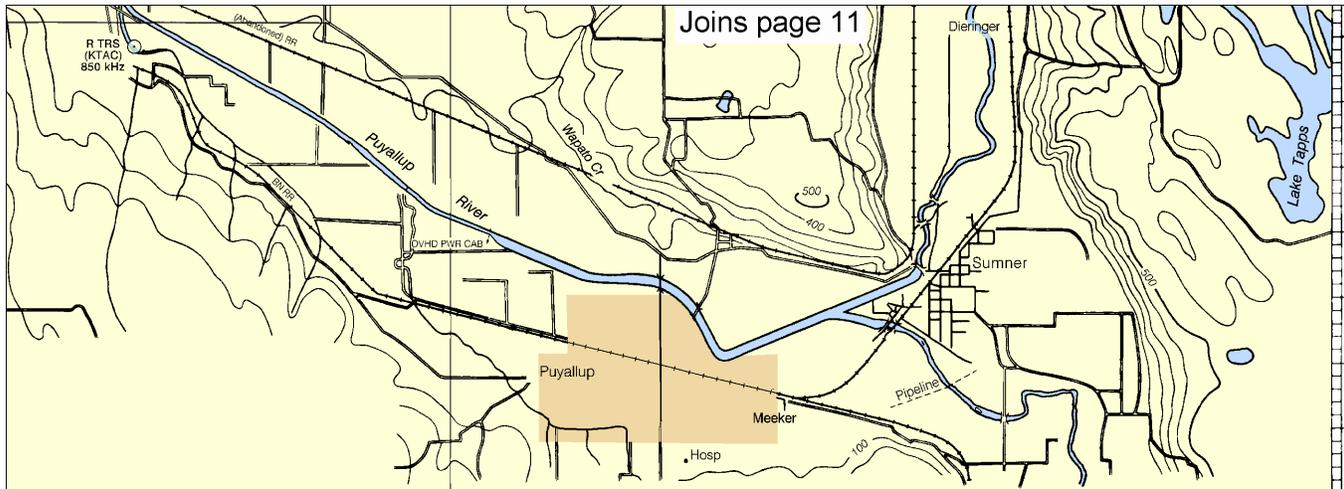
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





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

ARTMAKER SINCE 1807

STATES
- WEST COAST
SOUND
ERN PART

Projection
00 at Lat 47° 19'

an Datum of 1983
etic System 1984)

S IN FATHOMS
WER LOW WATER

NAVIGATION
st Guard Light List for
tion concerning aids to

obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

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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 2012)

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	Is isophase	OSOC 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:

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	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

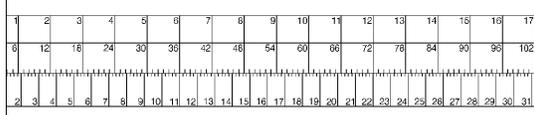
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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, U.S. Coast Guard and Department of the Navy.

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 0.644' southward and 4.447' westward to agree with this chart.

CAUTION
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Puget Sound, Southern Part
SOUNDINGS IN FATHOMS - SCALE 1:80,000

18448

10'

05'

5'

788.5 X 960.4 mm

ED. NO. 35

NSN 7642014011545
NSA REFERENCE NO. 18BC018448



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
- 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>



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