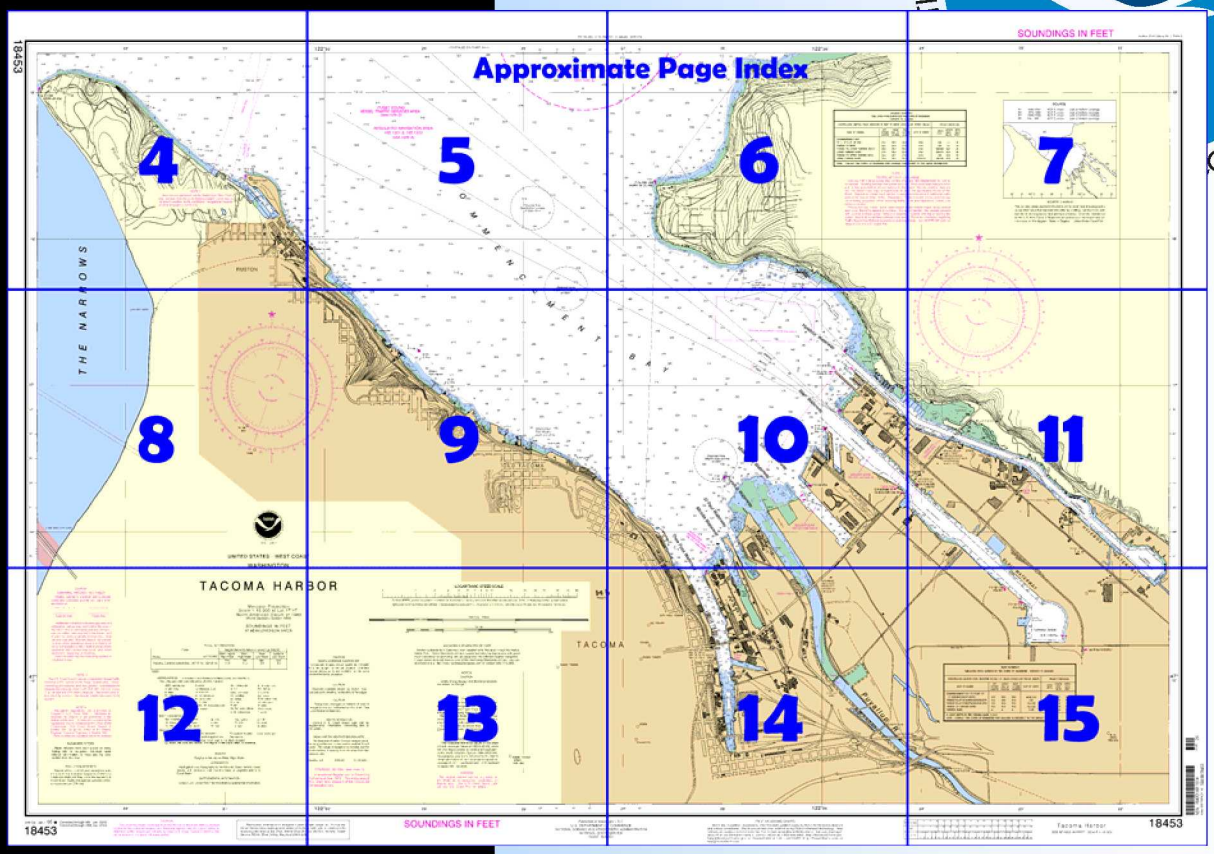
BookletChart™

Tacoma Harbor

(NOAA Chart 18453)

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.*



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™?

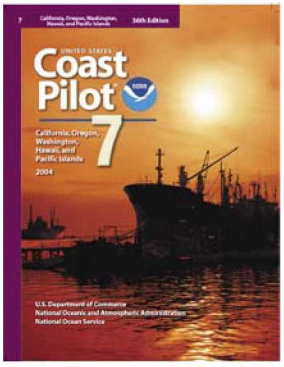
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this 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 13 excerpts]

(416) **Dash Point**, the E entrance of Commencement Bay, and the village of **Dash Point** are 1 mile NE of Browns Point. There is a restaurant at the foot of the long pier which extends out from the N side of the point to a depth of 20 feet.

(417) **Point Defiance,** the W entrance of Commencement Bay, terminates in a very prominent dirt bluff, 160 feet high. A light and fog signal are just W of the point. **Point Defiance Park** is wooded for 1 mile from the end of the point.

(418) **Commencement Bay** entrance lies 18 miles S of Alki Point and 56 miles S of Point Wilson. The bay is about 2.5 miles in length, easy of access, and free of dangers. Log storage grounds are off the NE shore of the bay.

(419) **Tacoma,** the second city in size and importance on the sound, occupies the S and SW shores of Commencement Bay, and its residential area has grown N into Seattle's S suburbs, and to Steilacoom on the SW.

(420) The **Port of Tacoma** is a rapidly expanding major port, second only to Seattle in maritime importance on Puget Sound. Its exports include lumber and other wood products, grain, refined metals, machinery, general and containerized cargo; imports include alumina, and refined steel, automobiles, electronic equipment, rubber, and meat. Much of the Alaska trade originates here.

(421) On entering Commencement Bay, either from the N via East Passage or Colvos Passage or from the S via The Narrows and Dalco Passage, Dash Point, Browns Point, and Point Defiance are prominent. **Browns Point Light** (47°18'22"N., 122°26'35"W.), 38 feet above the water, is shown from a 31-foot white tower on Browns Point; a fog signal is at the light. Once inside the bay numerous stacks, tanks and towers are visible.

(422) A fishing reef, marked by private buoys, is along the SW shore of the bay about midway between Ruston and Tacoma. A fish haven, covered 21 feet, is just N of the public pier at the N end of Tacoma.

(423) From the NE corner of Commencement Bay, the city waterfront extends NW to within 1.5 miles of Point Defiance. Along here are numerous industrial plants with wharves to accommodate vessels drawing 30 feet or more.

(424) **Thea Foss Waterway** is the westernmost of the channels at the head of the bay. A light and fog signal are on the E side of the entrance.

(426) **Middle Waterway,** NE of Thea Foss Waterway, and **St. Paul Waterway,** NE of Middle Waterway, are not Federal projects. The inner parts of both waterways have shoaled and are not navigable.

(427) **Puyallup Waterway,** NE of St. Paul Waterway, discharges the water of **Puyallup River.** The waterway has shoaled to such an extent that it cannot be used commercially. A lighted buoy marks a shoal area extending about 500 yards NW of the entrance.

(428) **Milwaukee Waterway,** NE of Puyallup Waterway, has depths of 25 feet at the entrance and 30 feet or more inside, but is not a Federal project.

(429) **Sitcum Waterway,** NE of Milwaukee Waterway, has depths of 37.2 to 43.1 feet; it is not a Federal project. The Port of Tacoma's Pier 7 is on the E side. A private light is just off the NW end of Pier 7; it marks the NE side of the entrance to Sitcum Waterway.

(430) The next two channels to the NE of Sitcum Waterway, **Blair Waterway** and **Hylebos Waterway,** are maintained as Federal projects. A lighted buoy is off a shoal on the N side of the entrance and a private light is on the S side at the NW end of Pier 25; these aids mark the entrance to Hylebos Waterway. The entrance to Blair Waterway is marked by a directional light on the NE side and a private lighted buoy on the SW side.

Table of Selected Chart Notes

Corrected through NM Sep. 15/07
Corrected through LNM Sep. 18/07

HEIGHTS

Heights in feet above Mean High Water.

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

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

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).

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 4.448" westward to agree with this chart.

CAUTION
BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

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 WA or at the Office of the District Engineer Corps of Engineers in Seattle WA

Refer to charted regulation sections numbers

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

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) o(Approximate location)

AIDS TO NAVIGATION

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

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.

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.

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.

Seattle, WA	KHB-60	162.55 MHz

CAUTION

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

NOTE B
CAUTION

Limits of Log Storage and Booming Grounds are subject to change.

TIDAL INFORMATION

No tidal observations are available for the area covered by this chart.

Mercator Projection
Scale 1:15,000 at Lat. 47° 47'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOTE C

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

AUTHORITIES

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

SUPPLEMENTAL INFORMATION

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

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

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.

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.

NOTE E
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.

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:

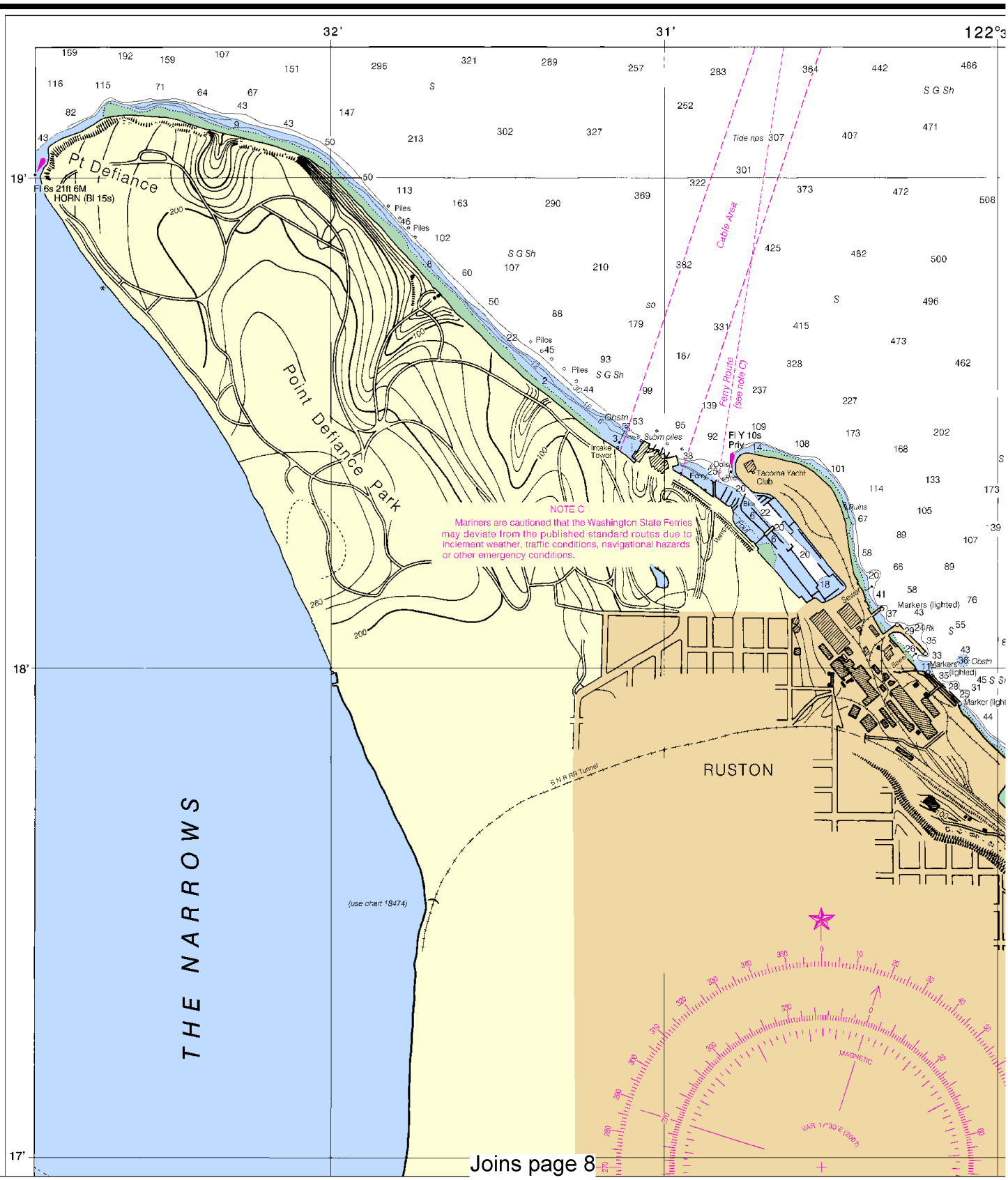
Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

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

(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.

18453



Joins page 8

North

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

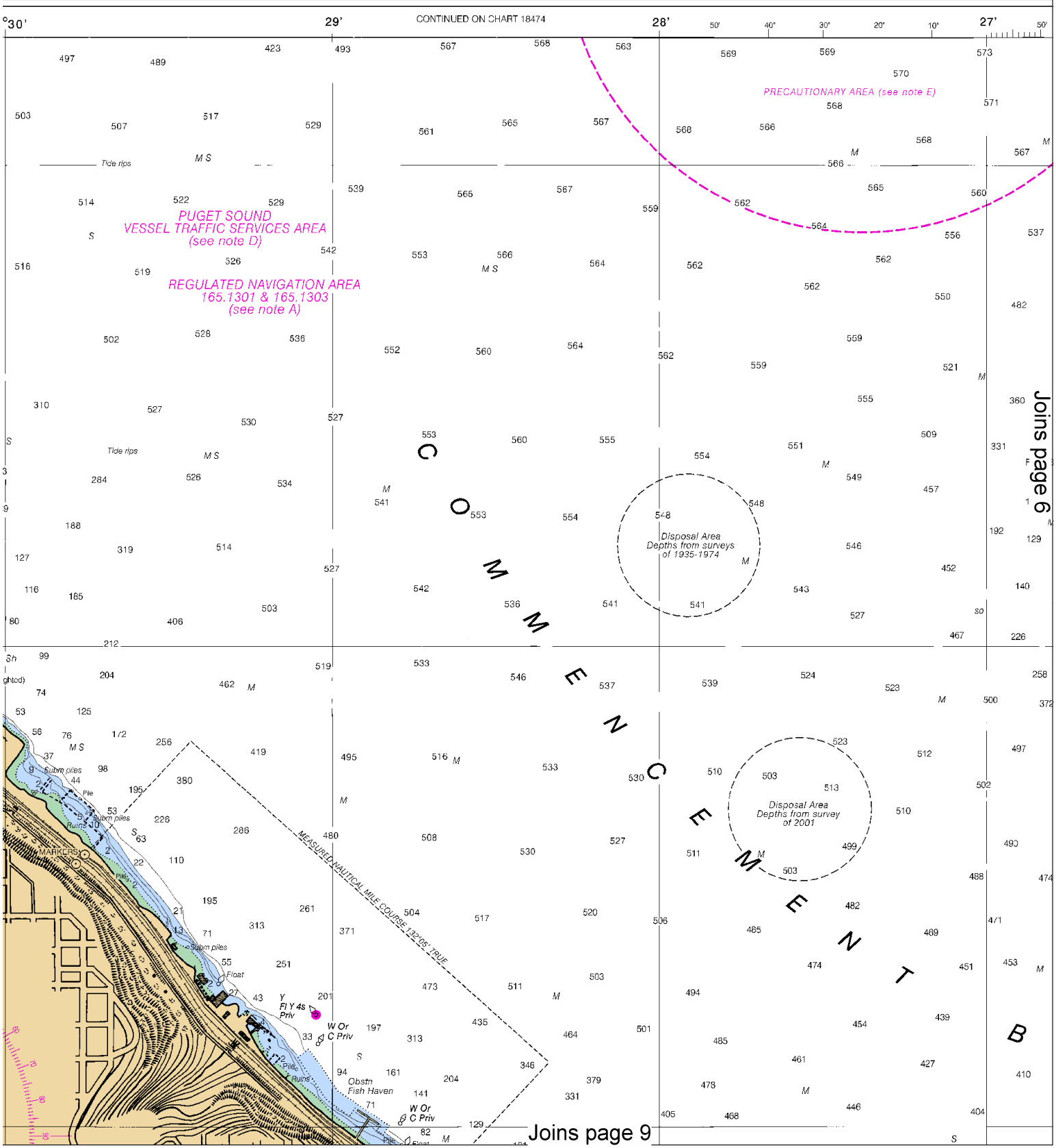
Nautical Miles

0 1

Yards

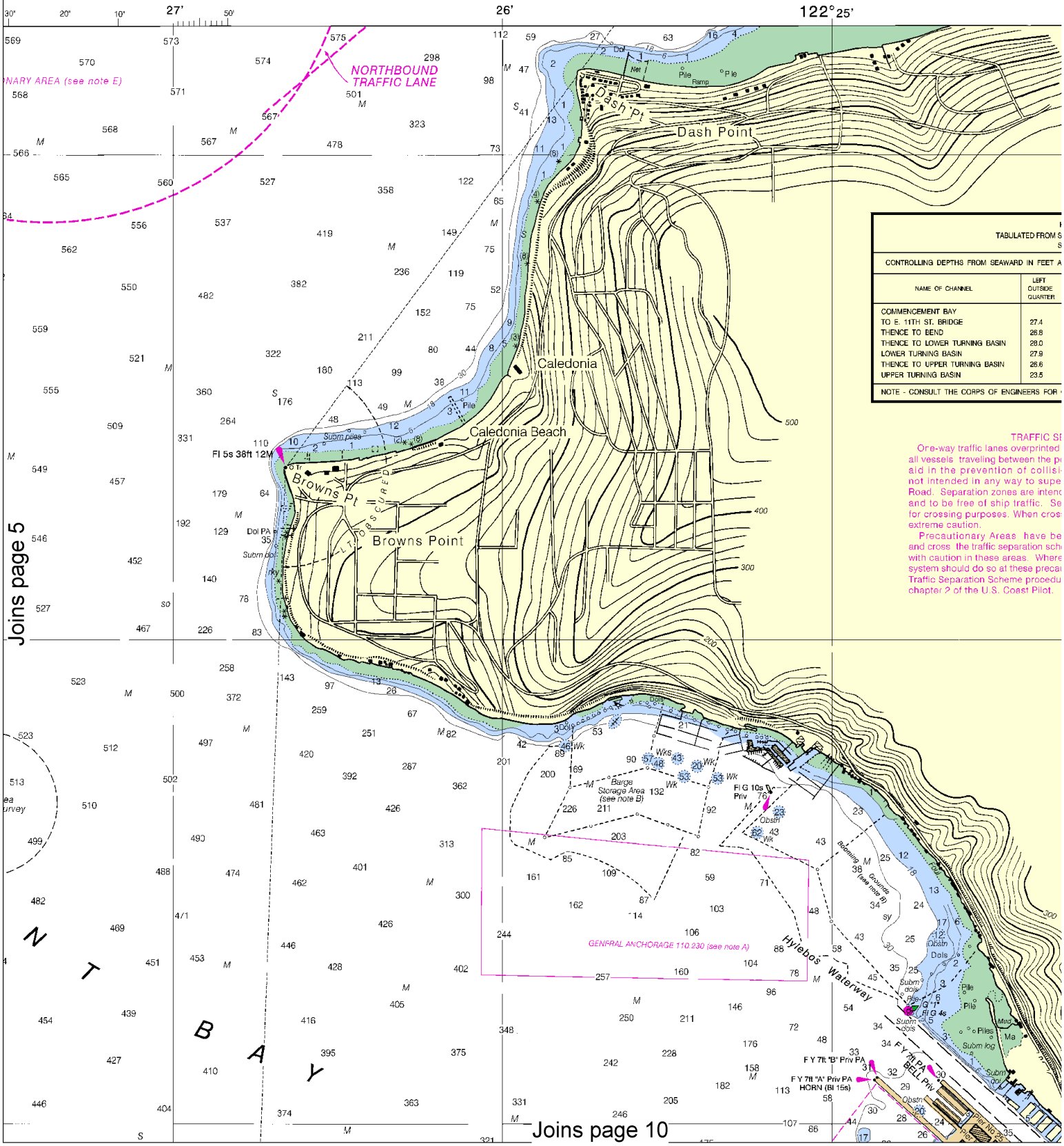
500 0 500 1000 1500

Formerly 6407, 1st Ed., Mar. 1929 C-1928-232 KAPP 1716



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly 6407, 1st Ed., Mar. 1929 C-1928-232 KAPP 1716



North

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

0 1

Yards

500 0 500 1000 1500

SOUNDINGS IN FEET

24' 23' 22'

19'

HYLEBOS WATERWAY
M SURVEYS BY THE CORPS OF ENGINEERS
SURVEYS TO JUN 2004

T AT MEAN LOWER LOW WATER (MLLW)			PROJECT DIMENSIONS		
MIDDLE HALF OF R CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
29.8	32.4	6-04	200	1.0	30
30.4	27.9	6-04	200	0.5	30
29.0	26.5	6-04	300-200	0.35	30
28.8	30.4	6-04	200-510	0.24	30
30.7	27.6	6-04	200	0.35	30
28.3	25.5	4-99;6-04	200-760	0.28	30

R CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

NOTE E
SEPARATION SCHEME
ed on this chart are RECOMMENDED for use by
points involved. They have been designated to
sions in the Puget Sound waters, but are
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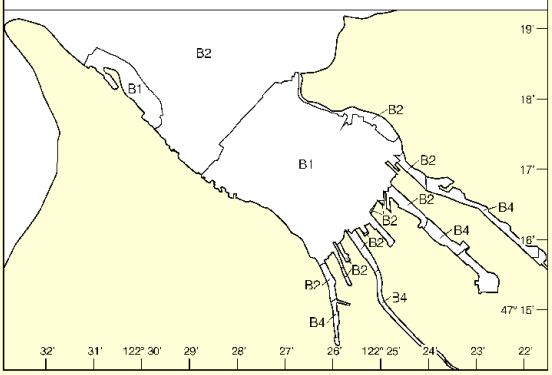
beer established where major lanes merge
cheme. It is recommended that vessels proceed
erever practical, vessels entering or leaving the
cautionary areas. For more information regarding
dures and regulations, see 33 CFR 167 and / or

SOURCE

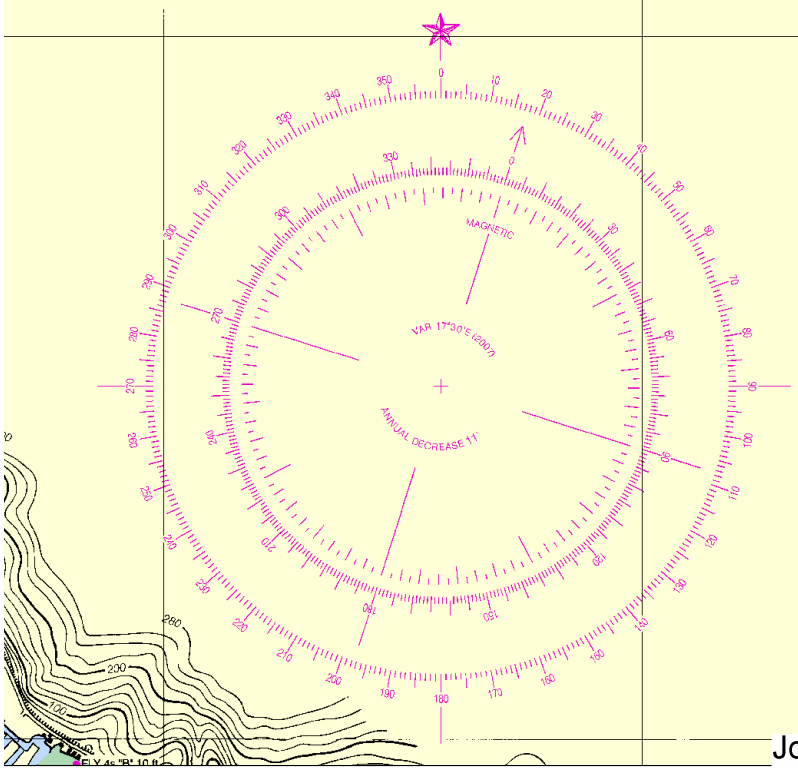
B1	1990-2001	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



SOURCE DIAGRAM

The outlined areas represen: 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.

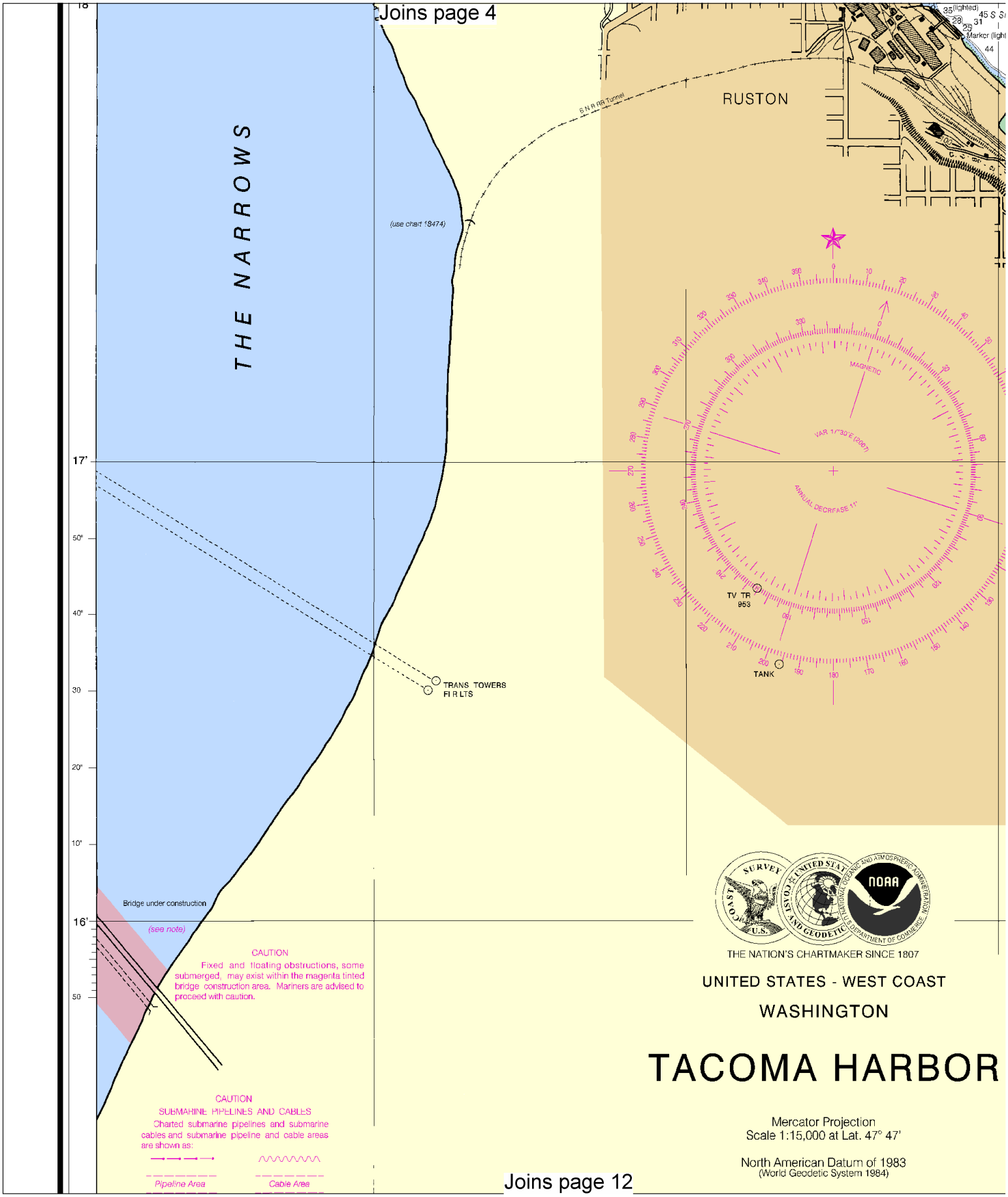
18'



17'

Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .



North

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

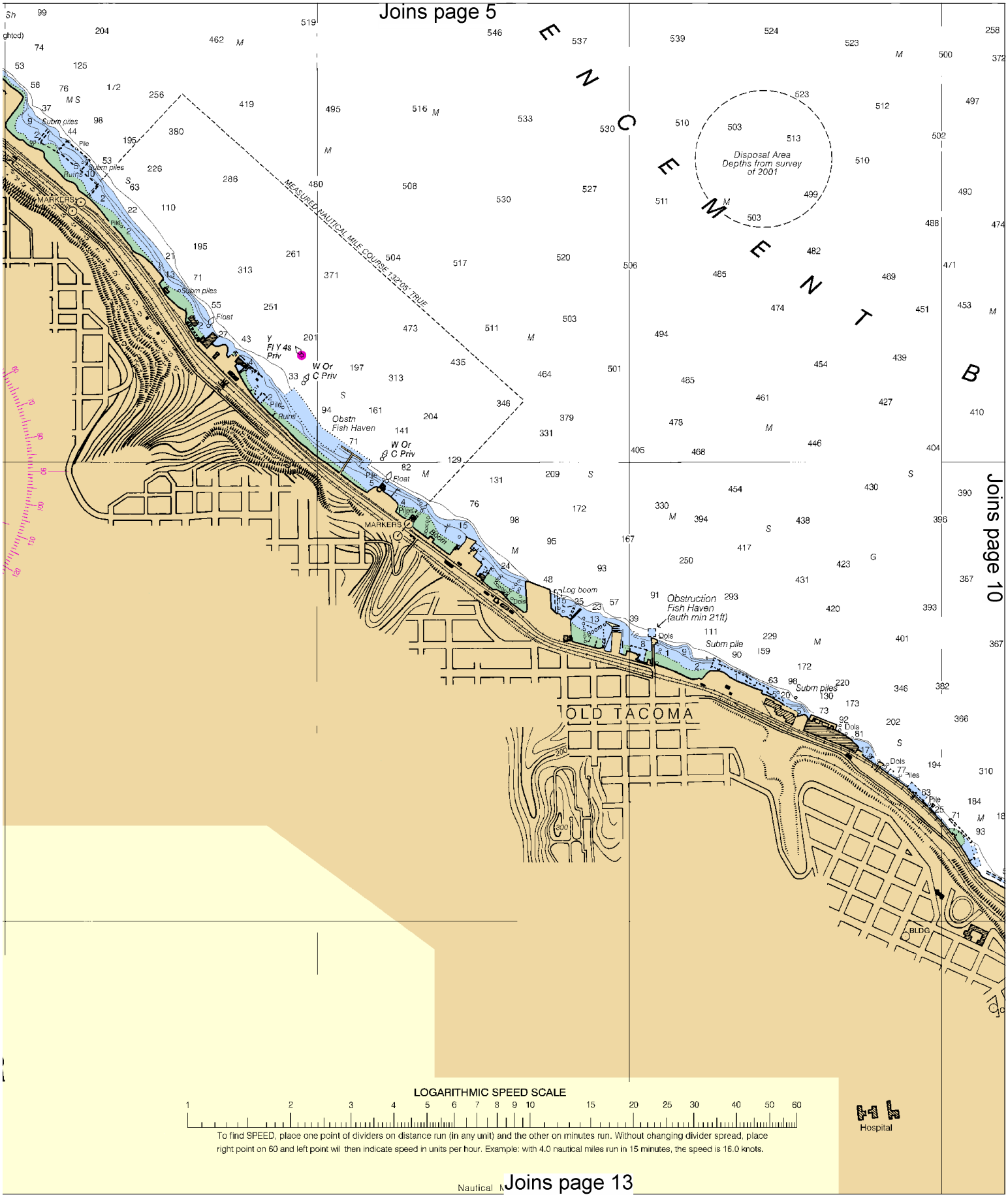
Nautical Miles

0 1

Yards

500 0 500 1000 1500

Joins page 5



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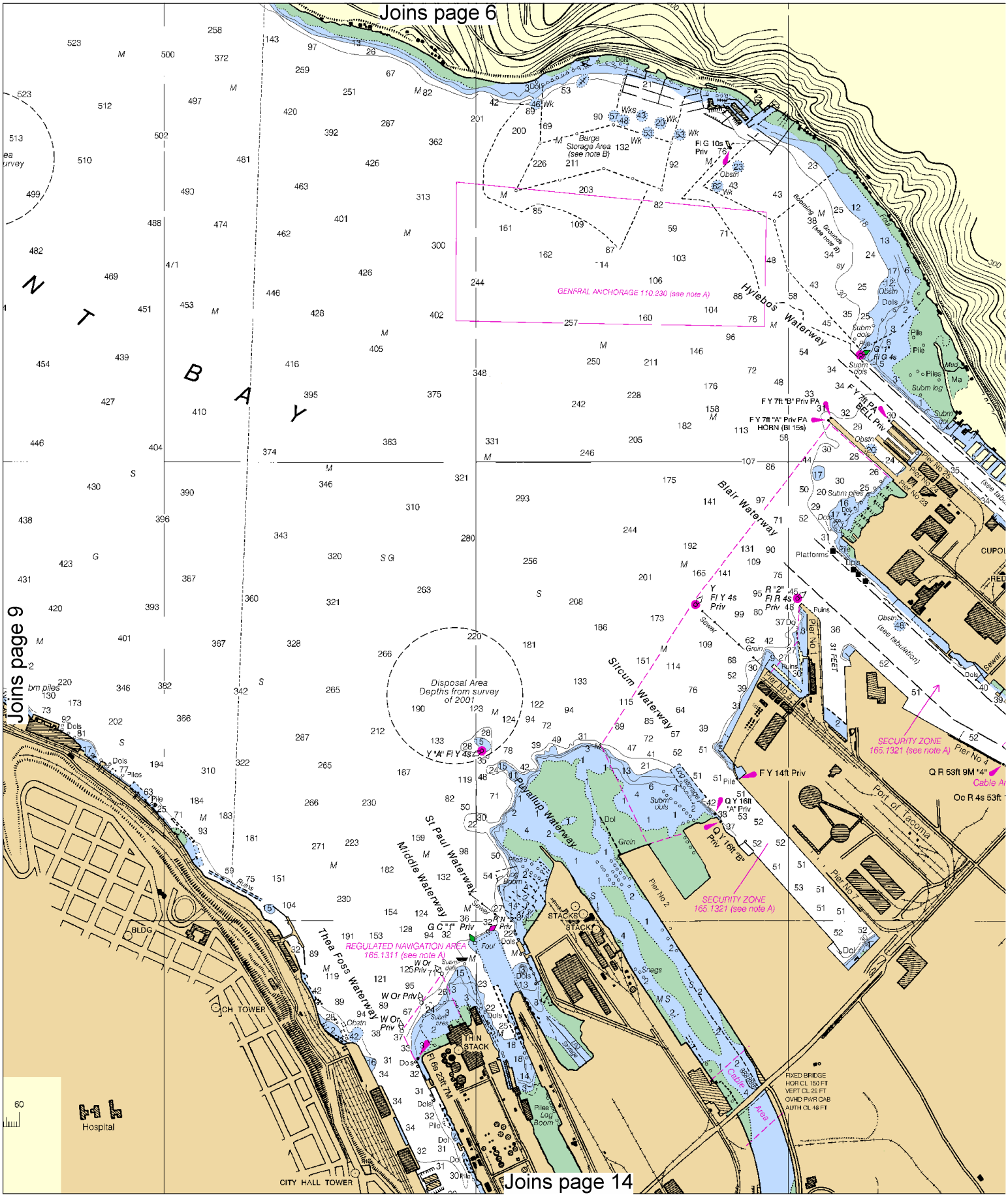
Joins page 13



Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

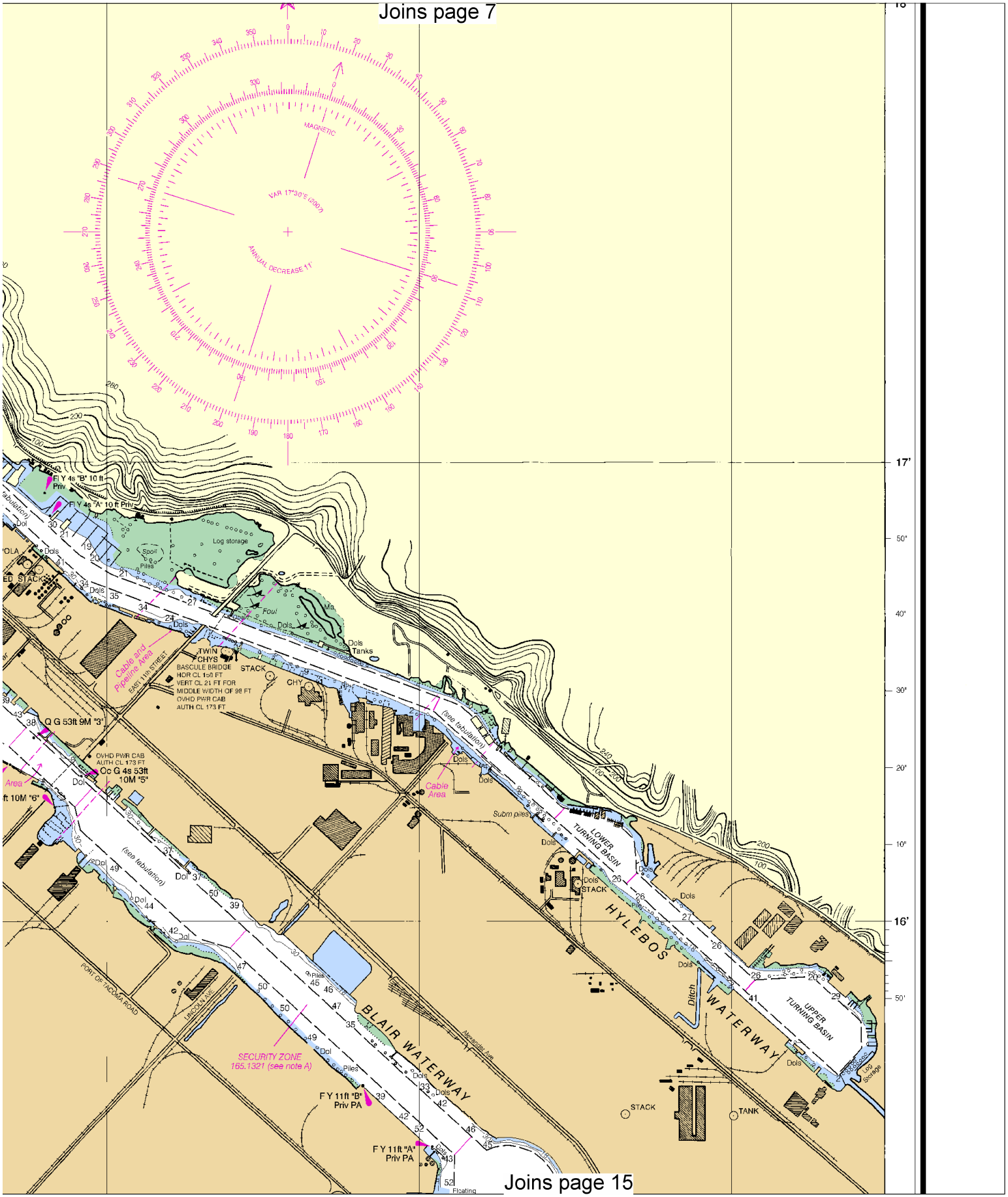
0 1

Yards

500 0 500 1000 1500

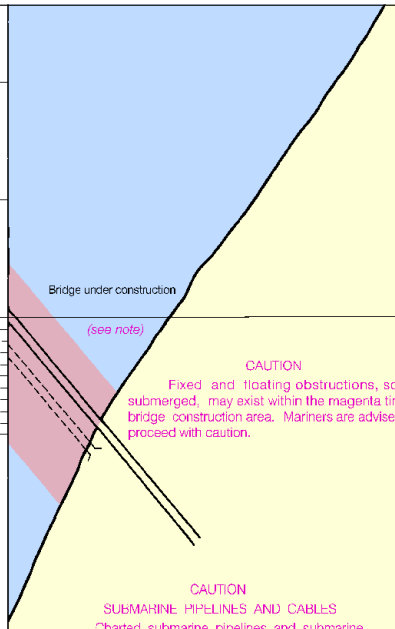
North

Joins page 7



Joins page 15

Joins page 8



CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

CAUTION

SUBMARINE PIPELINES AND CABLES

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

Pipeline Area — Cable Area

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.

47° 15'

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

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Refer to charted regulation sections numbers.

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).

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

WASHINGTON

TACOMA HARBOR

Mercator Projection
Scale 1:15,000 at Lat. 47° 47'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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TIDAL INFORMATION

No tidal observations are available for the area covered by this chart.

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	Q interrupted quick	N nun	Rot rotating
B black	so 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.

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 and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

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supp emental
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high elevatior

Seattle, WA

COLREG
Internatic
Collisions at
this chart fa
Demarcation

32' 31' 122°3

25th Ed., Sep./07 ■ Corrected through NM Sep. 15/07
Corrected through LNM Sep. 18/07

18453

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Ocean Service encourages users to submit corrections, additions, or
improving this chart to the Chief, Marine Chart Division (N/CS2), N
Service, NOAA, Silver Spring, Maryland 20910 3282.

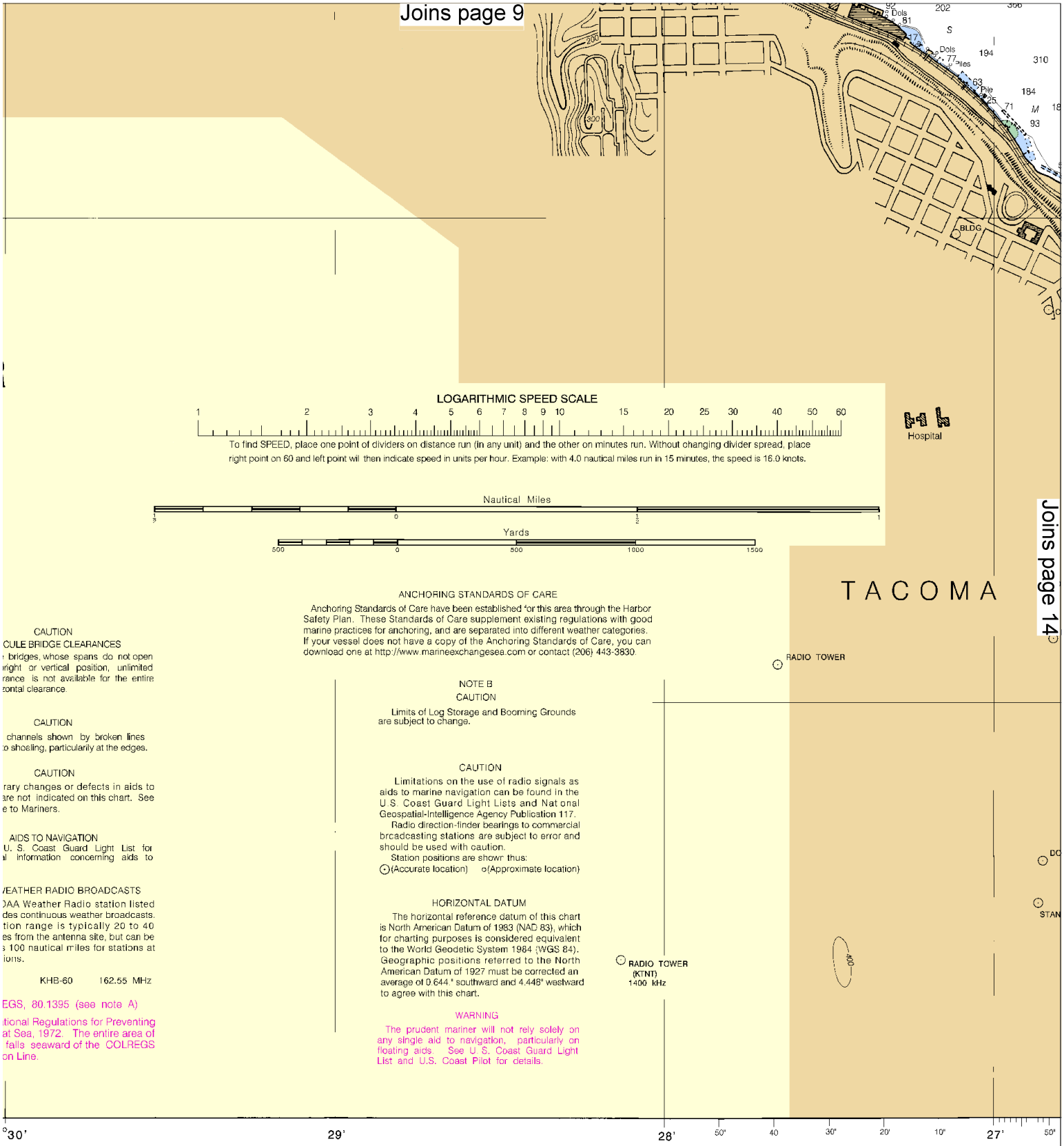
North

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles: 0 — 1

Yards: 500 — 0 — 500 — 1000 — 1500

Joins page 9



Joins page 14

CAUTION
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bridges, whose spans do not open right or vertical position, unlimited rance is not available for the entire zontal clearance.

CAUTION
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CAUTION
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KHB-60 162.55 MHz

EGS, 80.1395 (see note A)
tional Regulations for Preventing at Sea, 1972. The entire area of falls seaward of the COLREGS on Line.

ANCHORING STANDARDS OF CARE

Anchoring Standards of Care have been established for this area through the Harbor Safety Plan. These Standards of Care supplement existing regulations with good marine practices for anchoring, and are separated into different weather categories. If your vessel does not have a copy of the Anchoring Standards of Care, you can download one at http://www.marineexchangesea.com or contact (206) 443-3830.

NOTE B
CAUTION

Limits of Log Storage and Booming Grounds are subject to change.

CAUTION

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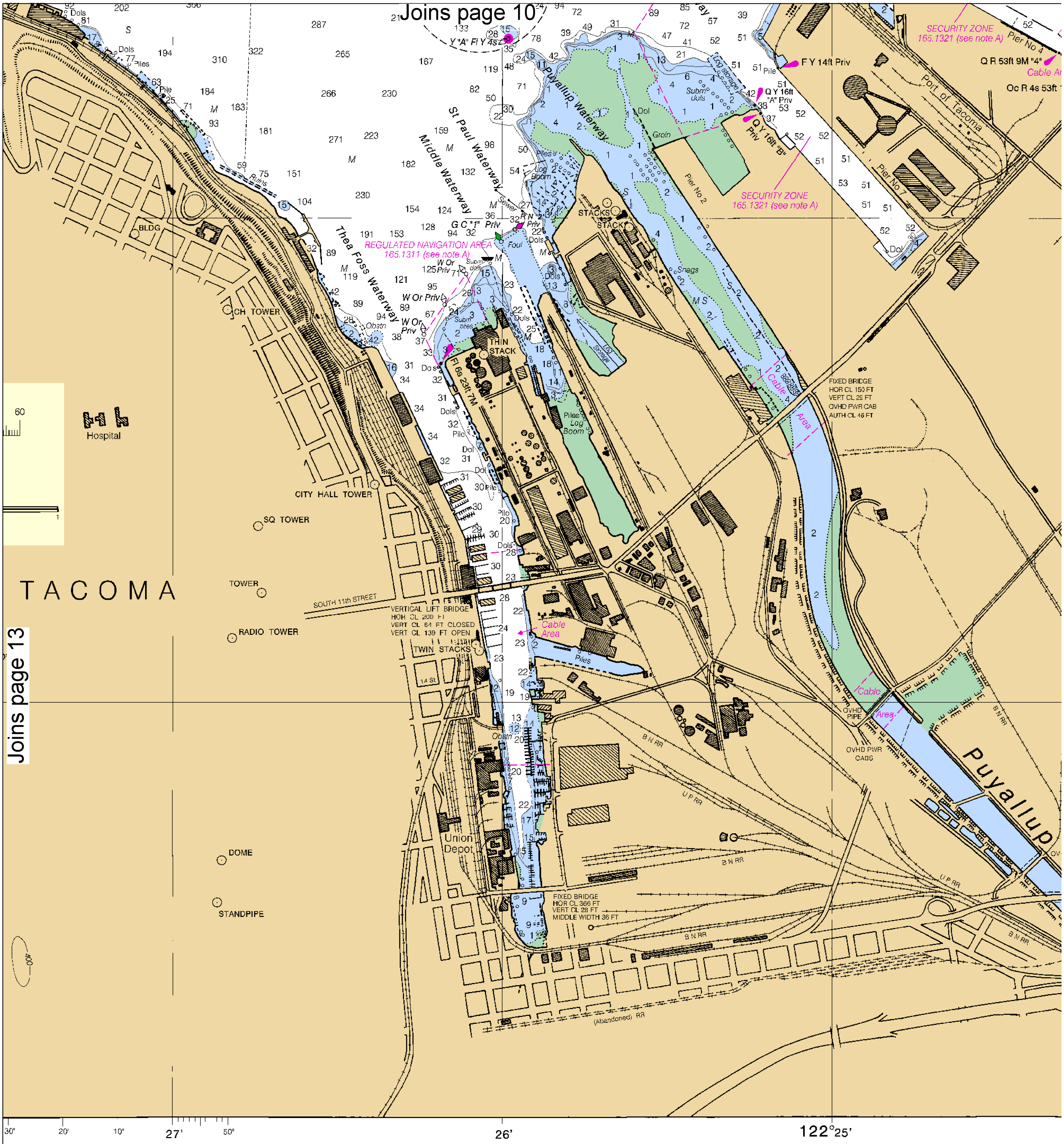
WARNING

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.

ion. The National or comments for , National Ocean

SOUNDINGS IN FEET

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



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

PRINT-ON-DEMAND CHARTS

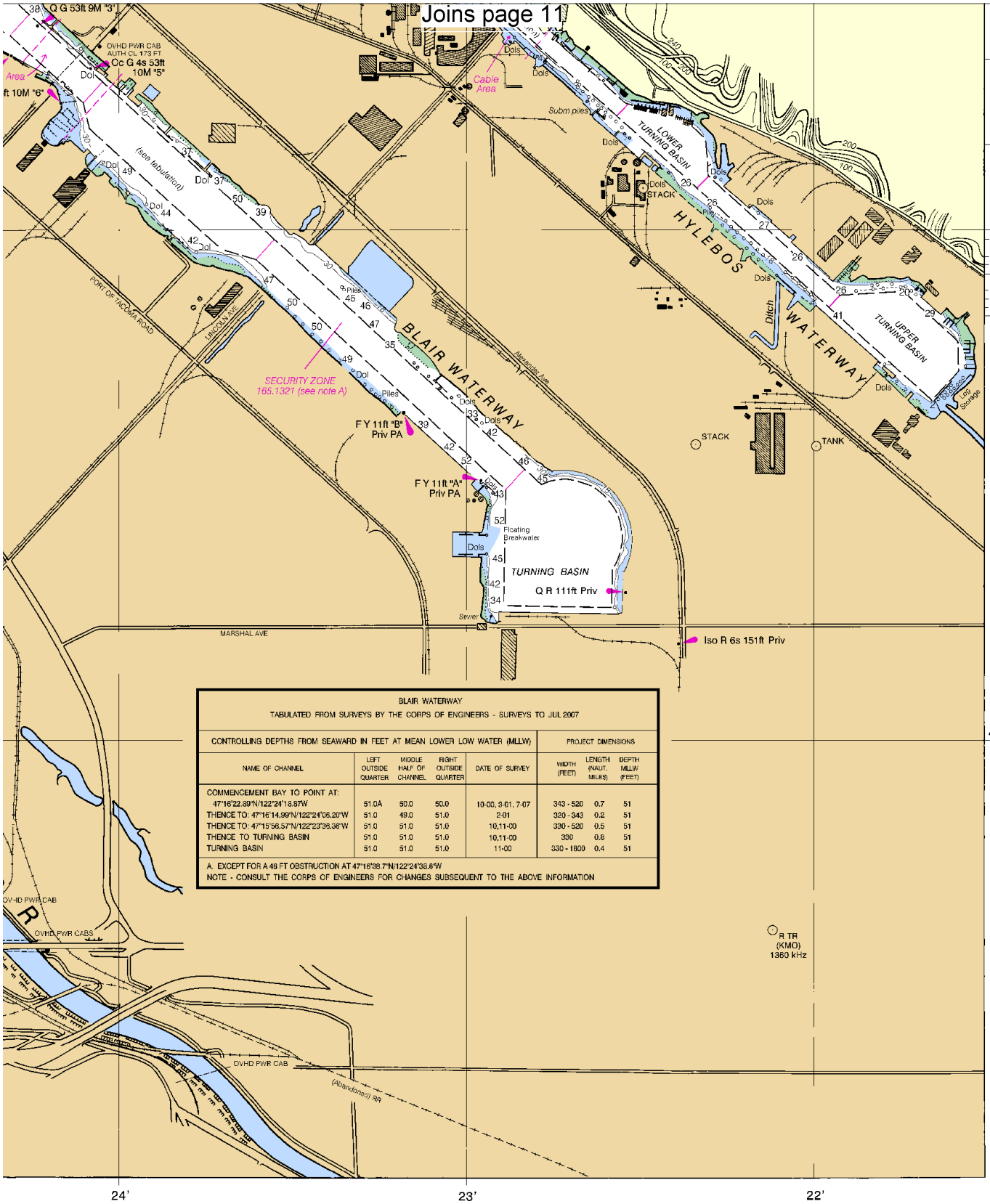
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about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

North

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles: 0 — 1

Yards: 500 — 0 — 500 — 1000 — 1500



BLAIR WATERWAY

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUL 2007

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
COMMENCEMENT BAY TO POINT AT:							
47°16'22.69"N/122°24'18.87"W	51.0A	50.0	50.0	10-00, 3-01, 7-07	343 - 520	0.7	51
THENCE TO: 47°16'14.99"N/122°24'06.20"W	51.0	49.0	51.0	2-01	320 - 343	0.2	51
THENCE TO: 47°15'56.57"N/122°23'36.36"W	51.0	51.0	51.0	10,11-00	330 - 520	0.5	51
THENCE TO TURNING BASIN	51.0	51.0	51.0	10,11-00	330	0.8	51
TURNING BASIN	51.0	51.0	51.0	11-00	330 - 1800	0.4	51

A. EXCEPT FOR A 48 FT OBSTRUCTION AT 47°16'38.7"N/122°24'38.6"W
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Tacoma Harbor

SOUNDINGS IN FEET - SCALE 1:15,000

18453

ED. NO. 25

NSN 7642014011514

NGA REFERENCE NO. 18AHA18453

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 Seattle – 206-217-6001
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.

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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.