

BookletChart™

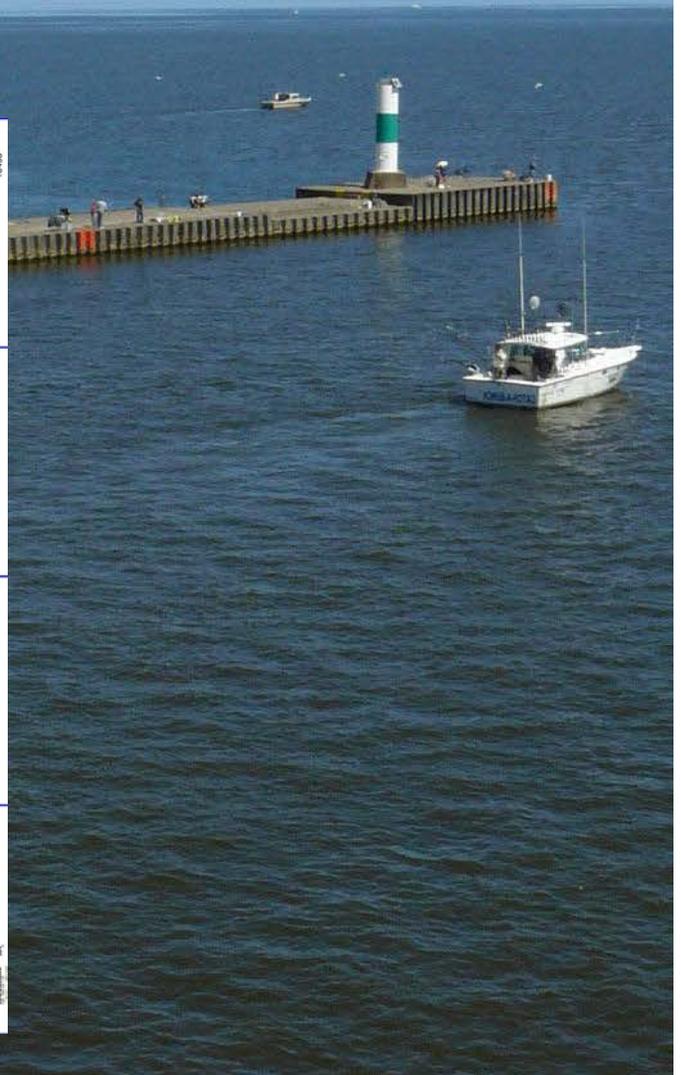
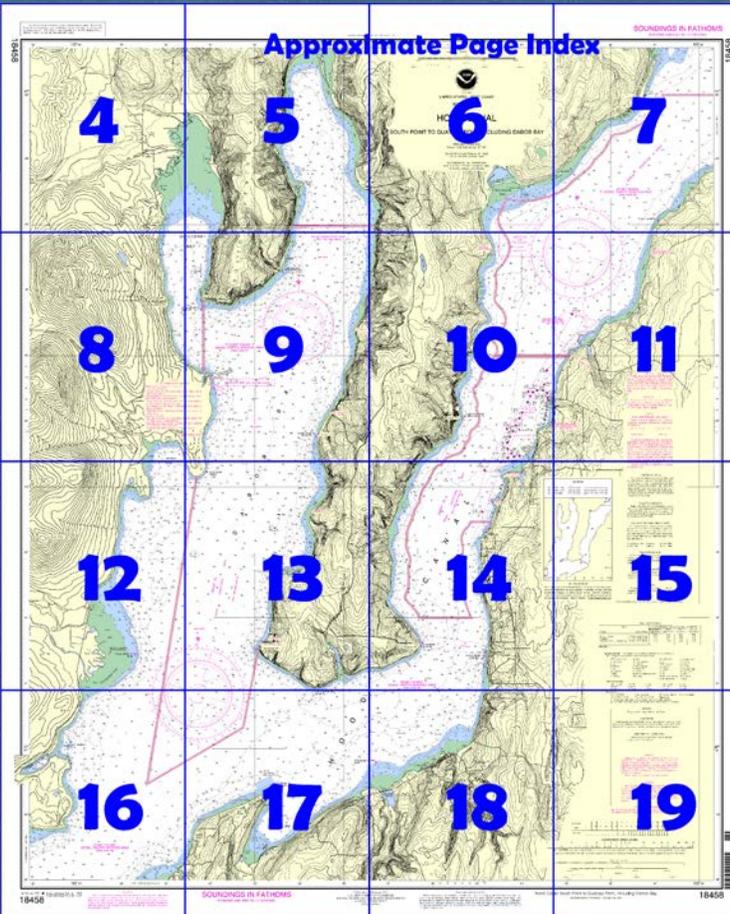


Hood Canal – South Point to Quatsap Point, Including Dabob Bay **NOAA Chart 18458**

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
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.

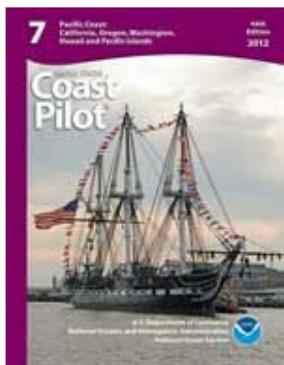
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18458>.



(Selected Excerpts from Coast Pilot)

Thorndyke Bay is a small bight on the W side of Hood Canal about 4 miles S of Squamish Harbor. An **explosives anchorage** is S of the bay. (See **110.1** and **110.230**, chapter 2, for limits and regulations.)

Bangor Wharf on the E side of the canal, 3.5 miles S of Thorndyke Bay, is the property of the Bangor U.S. Naval Submarine Base. A **naval restricted area** surrounds the wharf and other naval docking facilities along the E side of

Hood Canal. Keyport Naval Undersea Warfare Engineering Station, 0.9 mile SSW of Bangor Wharf, is also within the restricted area.

(See **334.1220**, chapter 2, for limits and regulations.) **Naval security zones** are adjacent to the Naval Submarine Base. (See **§165.1302** and **§165.1311**, chapter 2, for limits and regulations.) A 500-foot radio tower, marked by red aircraft warning lights, is on Bangor Wharf and is prominent. A 459-foot red and white radio tower, marked by red aircraft warning lights, is on the wharf 0.3 mile NNE of Bangor Wharf; this tower is also prominent. It is reported that vessels southbound from Hood Canal Bridge can use the towers as a **200.6°** range. Strong currents are in the vicinity of the piers at Keyport Naval Undersea Warfare Engineering Station.

A **naval operating area** is in the S part of Hood Canal. (See **334.1190**, chapter 2, for limits and regulations.) A **naval exercise area** extends N from the N boundary of the operating area to just off **SouthPoint**, about 2.3 miles NE of Thorndyke Bay.

Bangor, about 2 miles S of Bangor Wharf, has no facilities.

Seabeck, about 6 miles SW of Bangor, is a settlement and resort at the head of **Seabeck Bay**, a small cove on the E shore. A marina, protected by a breakwater awash at high water, is on the S side of the bay. Berths, gasoline, diesel fuel, water, ice, supplies, and a 1½-ton hoist are available. In 2005, the marina was reported to be closed. Shoal water extends 0.5 mile from the head of the bay. Good anchorage, well protected from SE to SW weather, is available in the bay in 35 to 50 feet. Shoal water extends more than 200 yards off **Misery Point**, at the W side of the entrance of the bay. A light is about 300 yards NE of Misery Point, and a fish haven is close NW of the light.

Oak Head, 2 miles NNE of Misery Point and marked by a light, is the S point of **Toandos Peninsula**. **Hazel Point**, 1.8 miles ENE of Oak Head, is the turning point where the canal bends sharply from S to SW.

Fisherman Harbor is a cove on the S end of Toandos Peninsula, just E of Oak Head. It is very narrow, with a constricted entrance which is practically bare at low water. A sandspit extends partly across the entrance from the W shore.

Brinnon is a village on the S side of Dosewallips River, 3.5 miles W of Oak Head, at the entrance of Dabob Bay. It has a general store and service station. Gasoline, water, and ice are available, but there is no landing pier. A log booming ground is close offshore at Brinnon.

Dabob Bay, the largest inlet in the canal and separated from it by Toandos Peninsula, extends 9 miles in a N direction. The entrance is between **Tskutsko Point** and **Sylopash Point** just N of the mouth of Dosewallips River. A light is off Tskutsko Point. The W shore of Dabob Bay is particularly steep and bold, reaching an elevation of over 2,600 feet in less than 2 miles from the coast.

A **naval operating area** is in the bay. Unlighted spherical yellow mooring buoys may be temporarily established within the bay. Navy-maintained warning lights are shown from **Whitney Point**, Pulali Point, and Sylopash Point on the W side of the bay, from **Zelatched Point** on the E side of the bay, and on the SE side of Bolton Peninsula on the N side of the bay. Flashing amber lights indicate that naval operations are in progress and all craft should keep well clear of vessels engaged in testing. Flashing red lights will be shown when naval operations close the area to navigation. Craft on the bay during these periods should stop their screws and secure their engines and depth sounders. Mariners are advised to pass no closer than 1 mile of naval vessels engaged in bottom operations unless directed otherwise by radiotelephone or other signal from the shore, picket boat, or surveillance aircraft. (See **334.1190**, chapter 2, for limits and regulations.)

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 Oct. 23/10
Corrected through LNM Oct. 19/10

HEIGHTS
Heights in feet above Mean High Water.

NOTE C
Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous flashing yellow (F Y 2s) Navy maintained lighted buoys and approximately mark the Restricted Areas surrounding the facility.

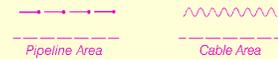
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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 0.659' southward and 4.510' 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.

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

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.

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.

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.

Puget Sound, WA	WWG-24	162.425 MHz
Seattle, WA	KHB-60	162.550 MHz

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

Mercator Projection
Scale 1:25,000 at Lat. 47° 46'

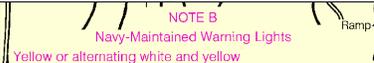
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

NOTE H
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.

NOTE B
Navy-Maintained Warning Lights



Yellow or alternating white and yellow
- Proceed with caution.
- Range operations are in progress but no torpedoes or testing is occurring.
- Be prepared to shut down engines when lights change to red.
Red or alternating white and red
- Range operations are in progress and submarine torpedo and/or sound testing are occurring.
- Stop engines until red beacons have been shut off, showing test is completed.
- Follow the advice of Naval Guard Boats when in or near the range area.
Operational Periods
- Typically, boat passage is permitted between tests when the yellow beacons are operating.
- Normally, tests and torpedo runs are confined to periods of less than 30 minute durations.
- Submarine operations can occur for longer periods.

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 National Geospatial-Intelligence Agency.

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.

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	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Seabeck	(47°39'N/122°50'W)	11.5 feet	10.6 feet	3.0 feet
Bangor Wharf	(47°45'N/122°44'W)	11.1	10.2	2.9
Zelatche Point, Dabob Bay	(47°43'N/122°49'W)	11.5	10.5	2.9

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>. (Sep 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	Cr 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

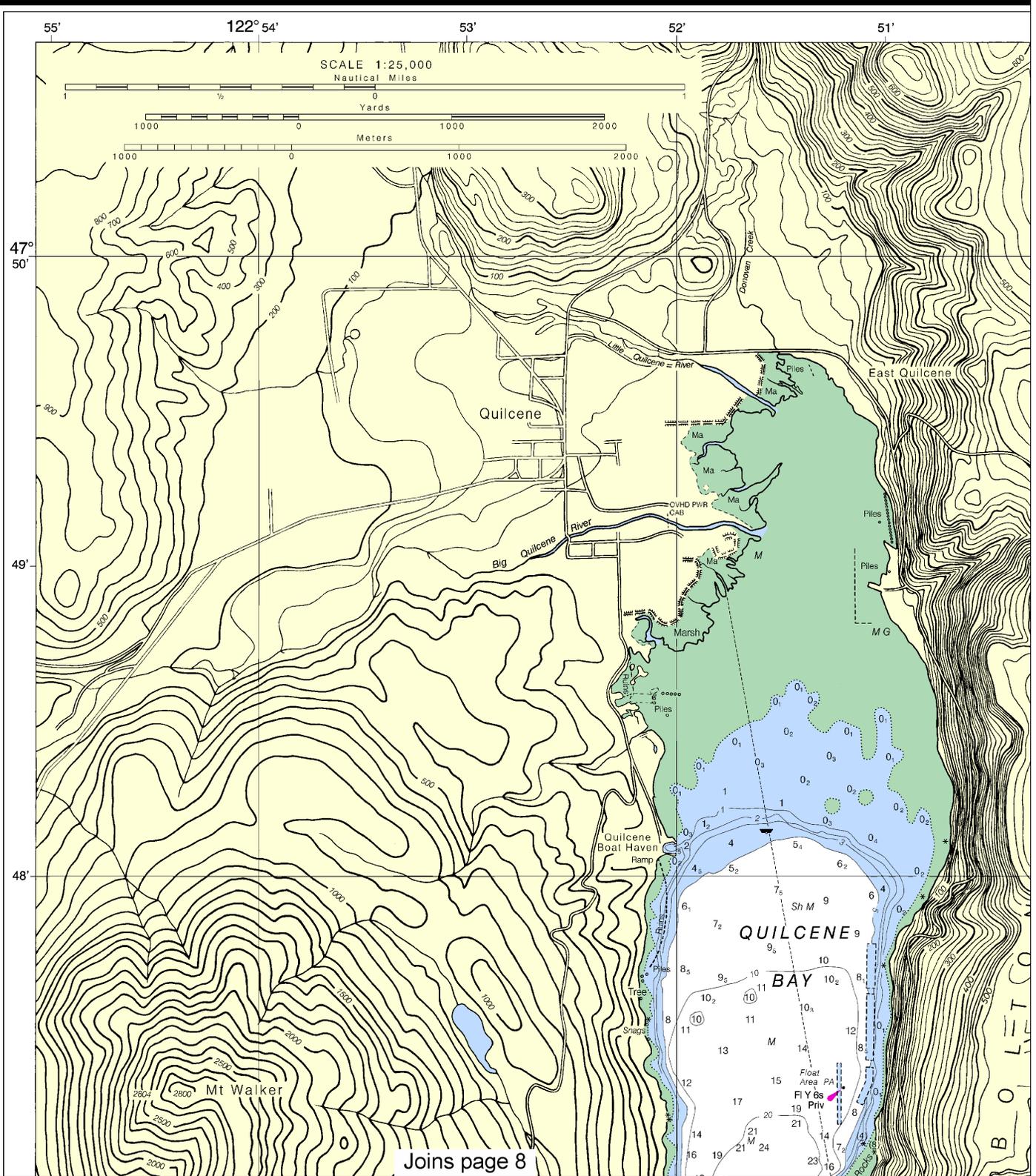
Miscellaneous:

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

⚠ 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.

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.

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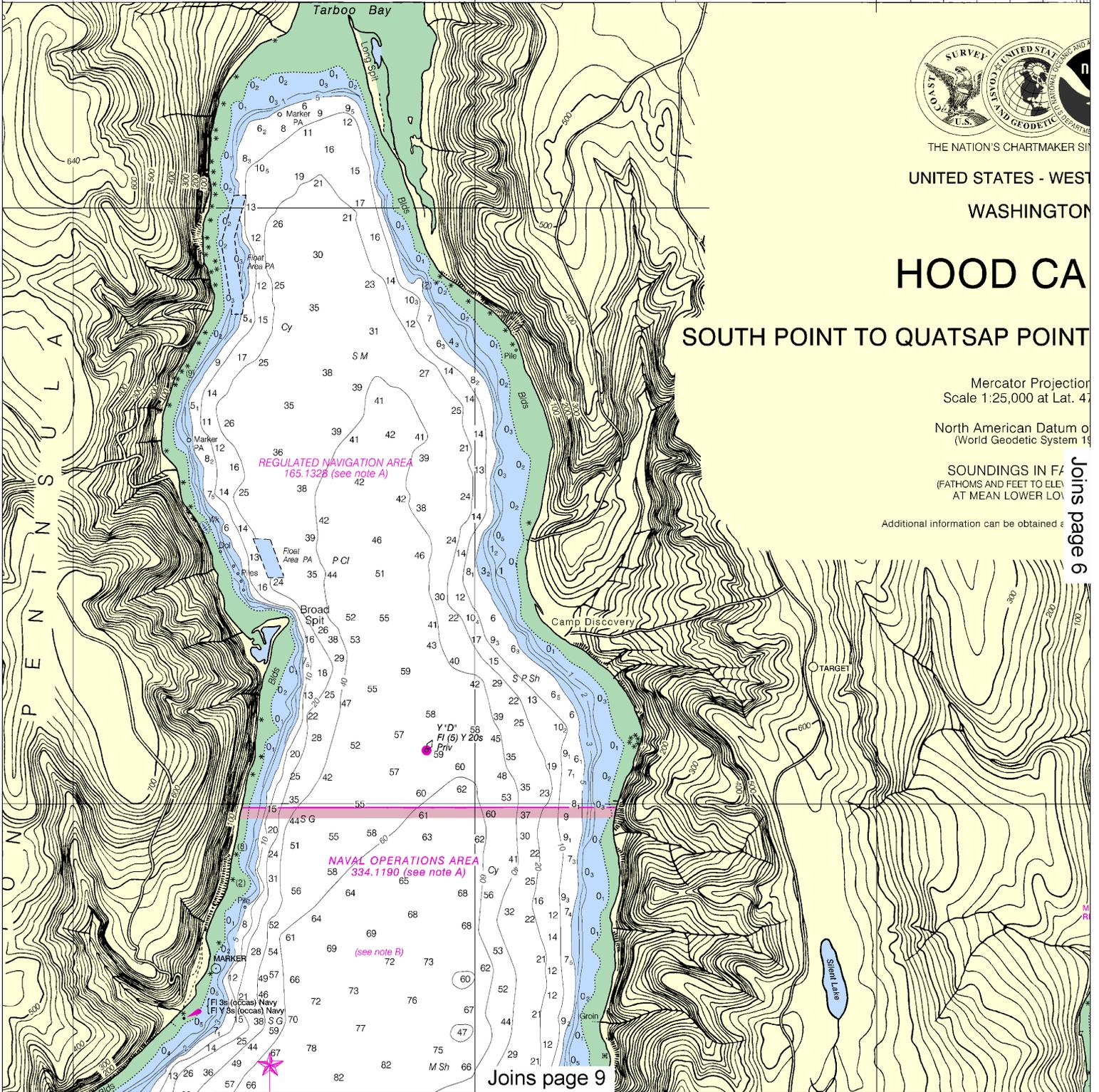
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.



50' 49' 48' 47' 46' 50' 40' 30' 20' 10' 45'



THE NATION'S CHARTMAKER SINCE 1792

UNITED STATES - WEST WASHINGTON

HOOD CANAL SOUTH POINT TO QUATSAP POINT

Mercator Projection Scale 1:25,000 at Lat. 47°

North American Datum of 1983 (World Geodetic System 1983)

SOUNDINGS IN FATHOMS AND FEET TO ELEVEN FEET AT MEAN LOWER LOW WATER

Additional information can be obtained from the following sources:

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:33333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



49' 48' 47' 46' 50' 40' 30' 20' 10' 45' 50'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

WASHINGTON

HOOD CANAL

SOUTH POINT TO QUATSAP POINT INCLU

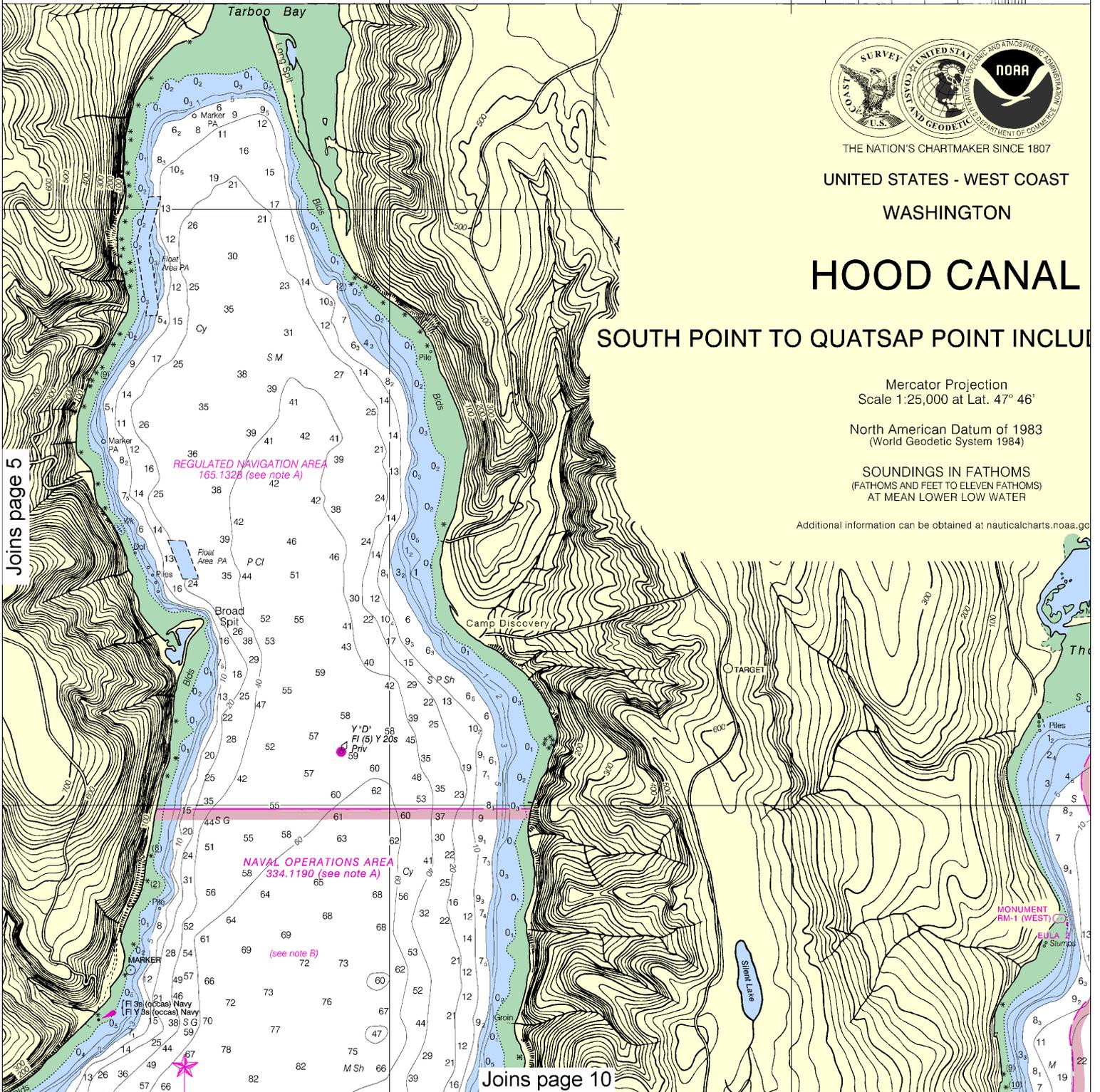
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Joins page 5

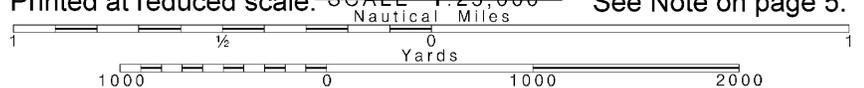


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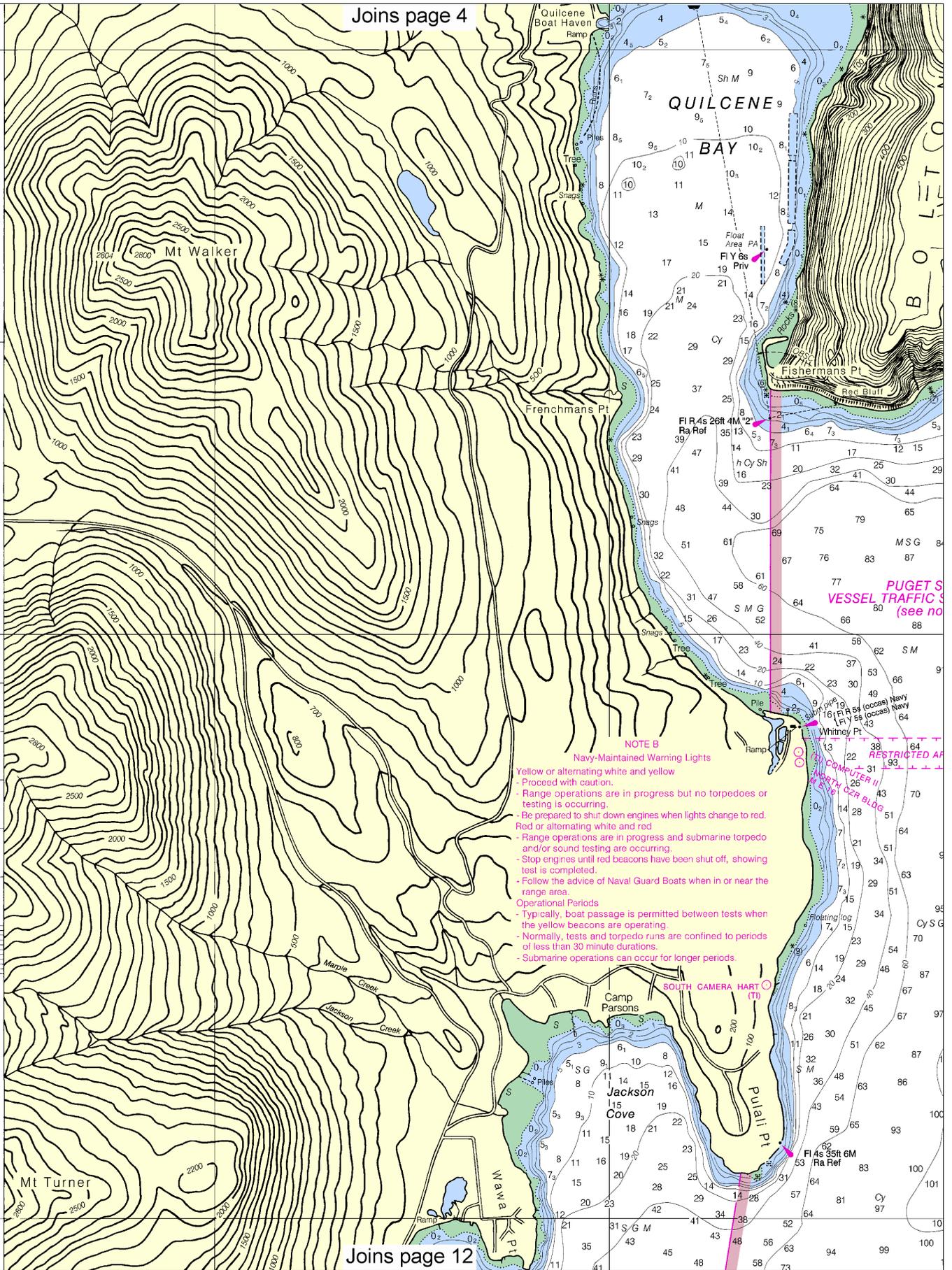
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.



48°
47°
46°
50°
40°
45°
50°
44°



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NAVAL OPERATIONS AREA
334.1190 (see note A)

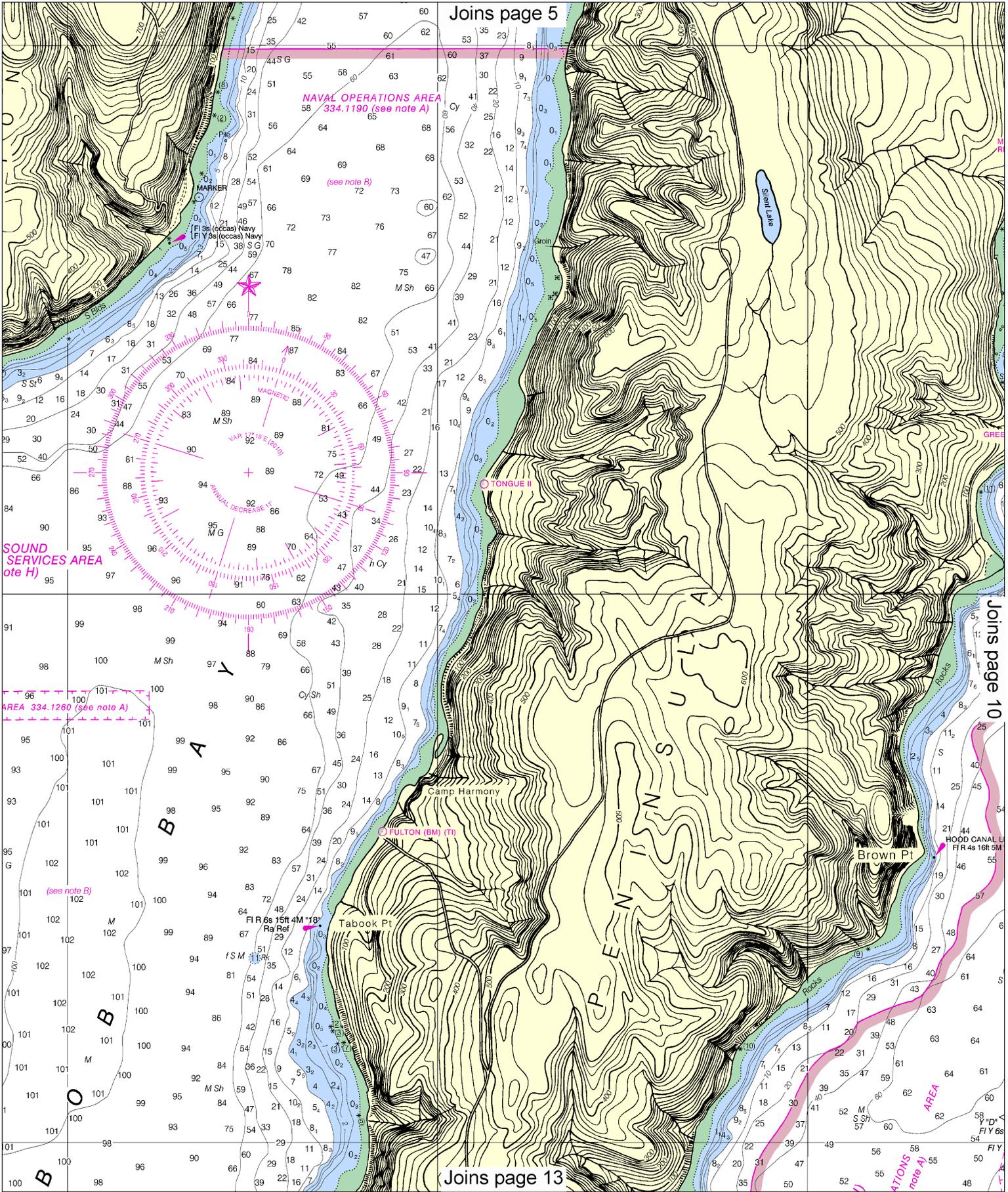
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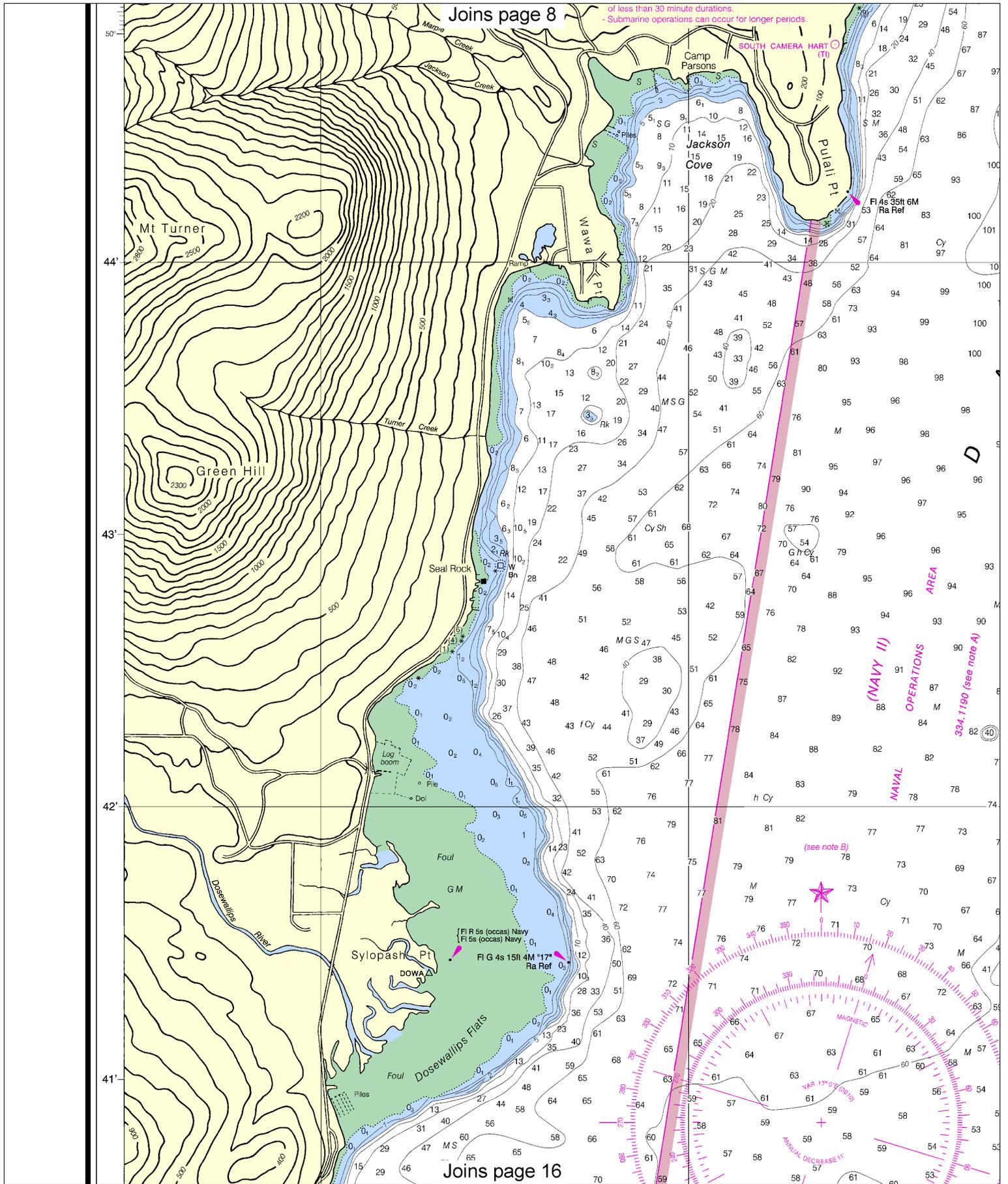
SOUND SERVICES AREA
(note H)

AREA 334.1260 (see note A)

(see note B)

AREA

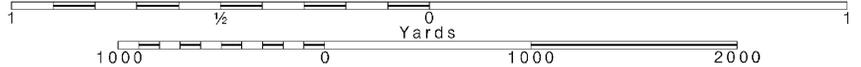


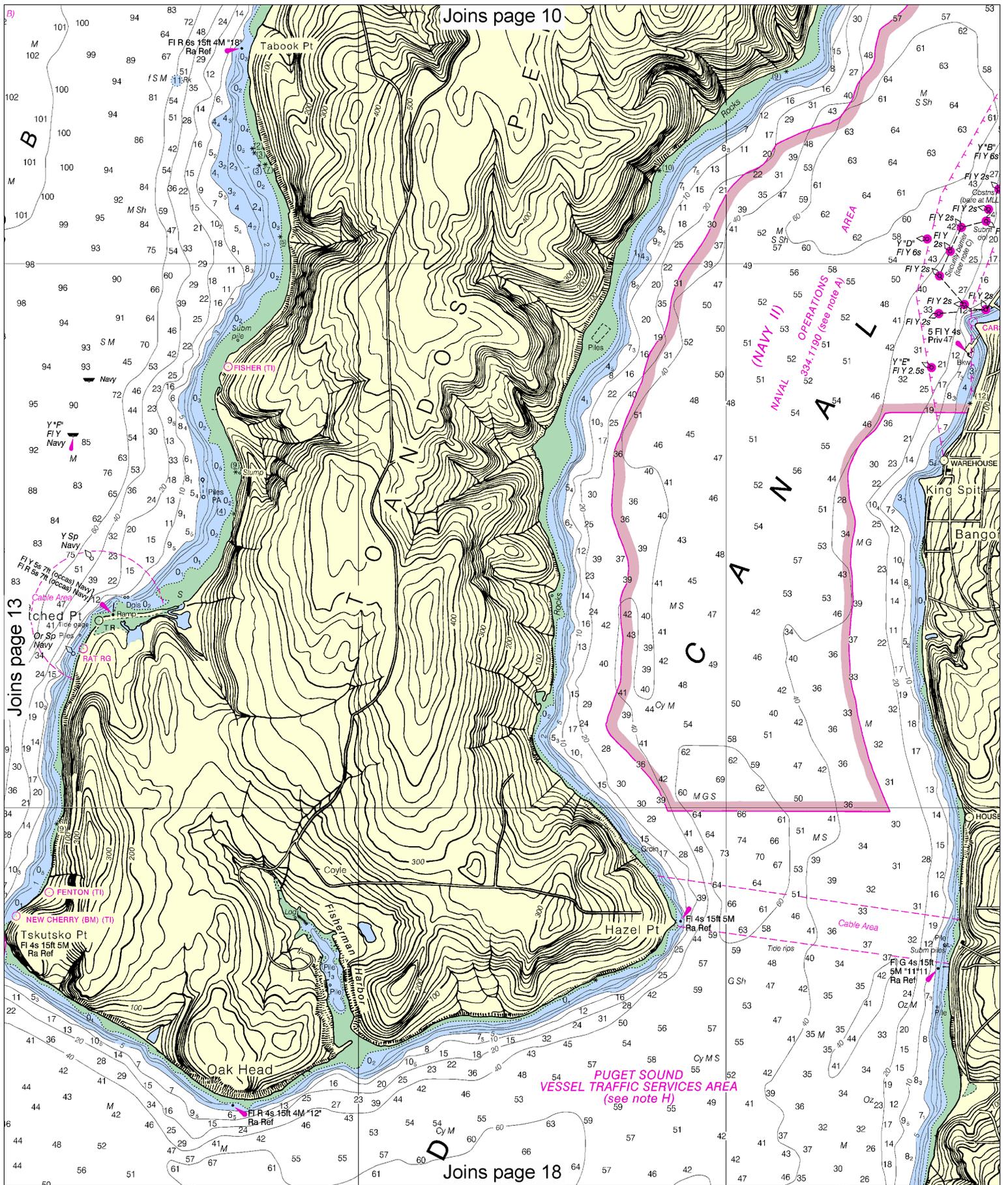


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Note: Chart grid lines are aligned with true north.

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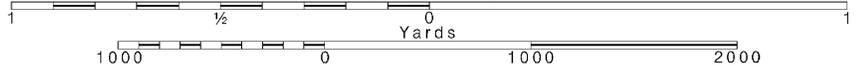


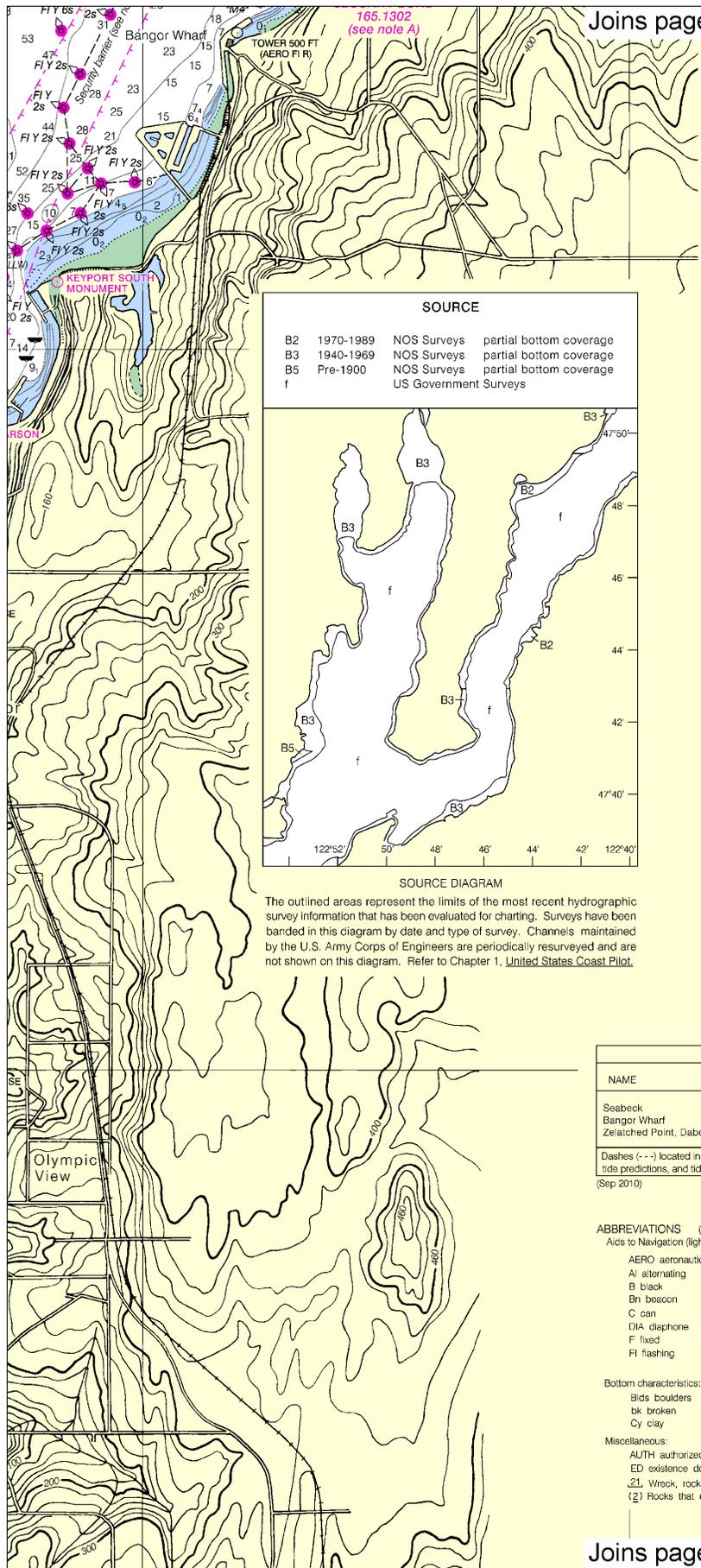
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Note: Chart grid lines are aligned with true north.

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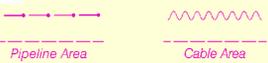
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Joins page 11

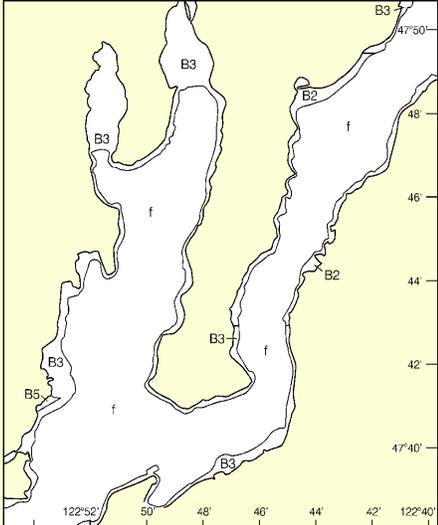
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SOURCE

B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage
f		US Government Surveys	



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CAUTION

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TIDAL INFORMATION

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
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ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)
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Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is 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:

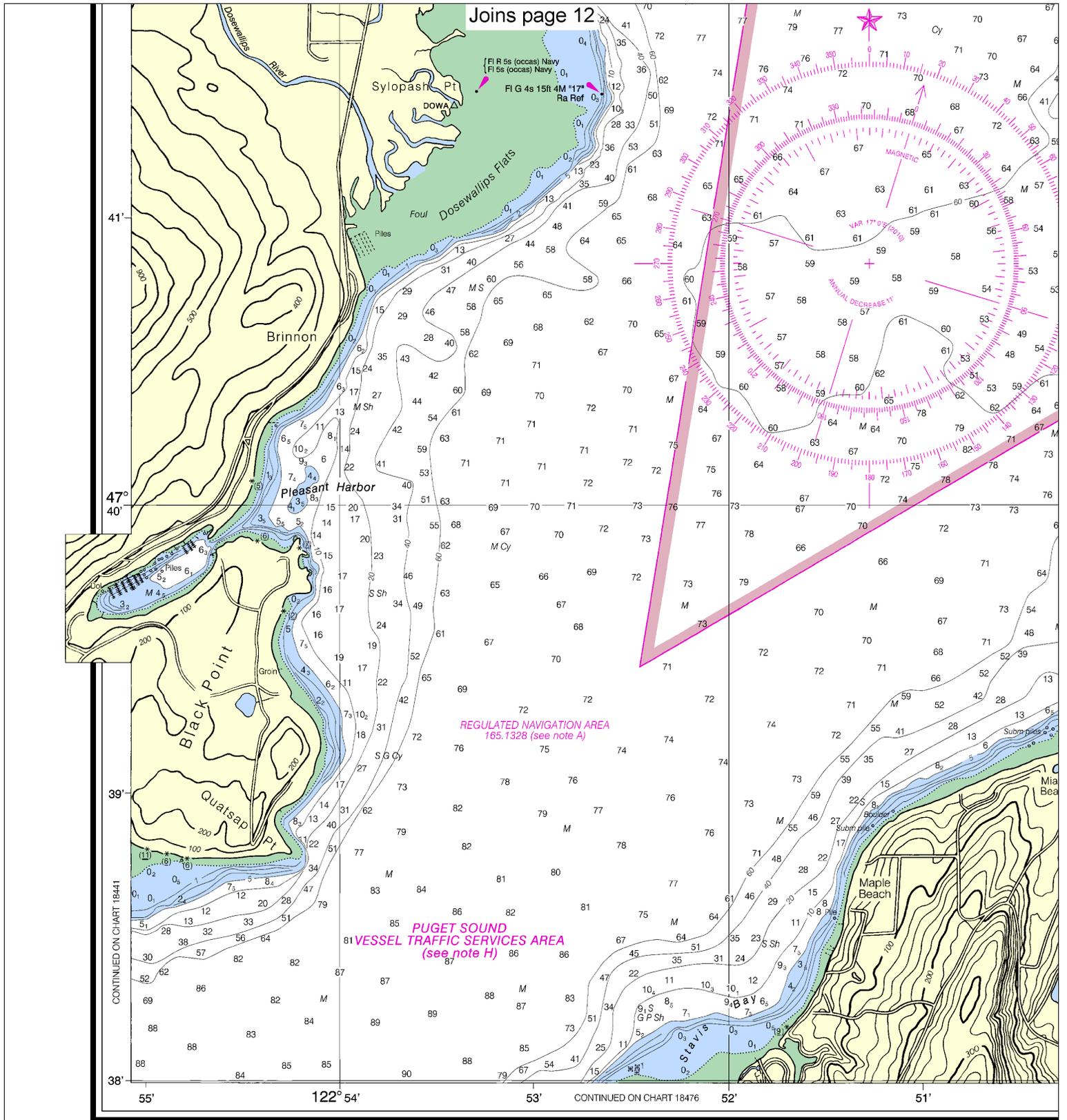
Bids boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G grave	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

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.			

Joins page 19

HEIGHTS in feet above Mean High Water.



17th Ed., Oct. / 10 ■ Corrected through NM Oct. 23/10
Corrected through LNM Oct. 19/10

18458

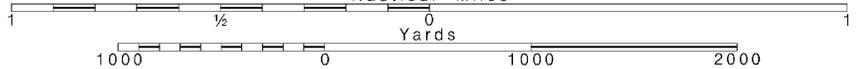
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

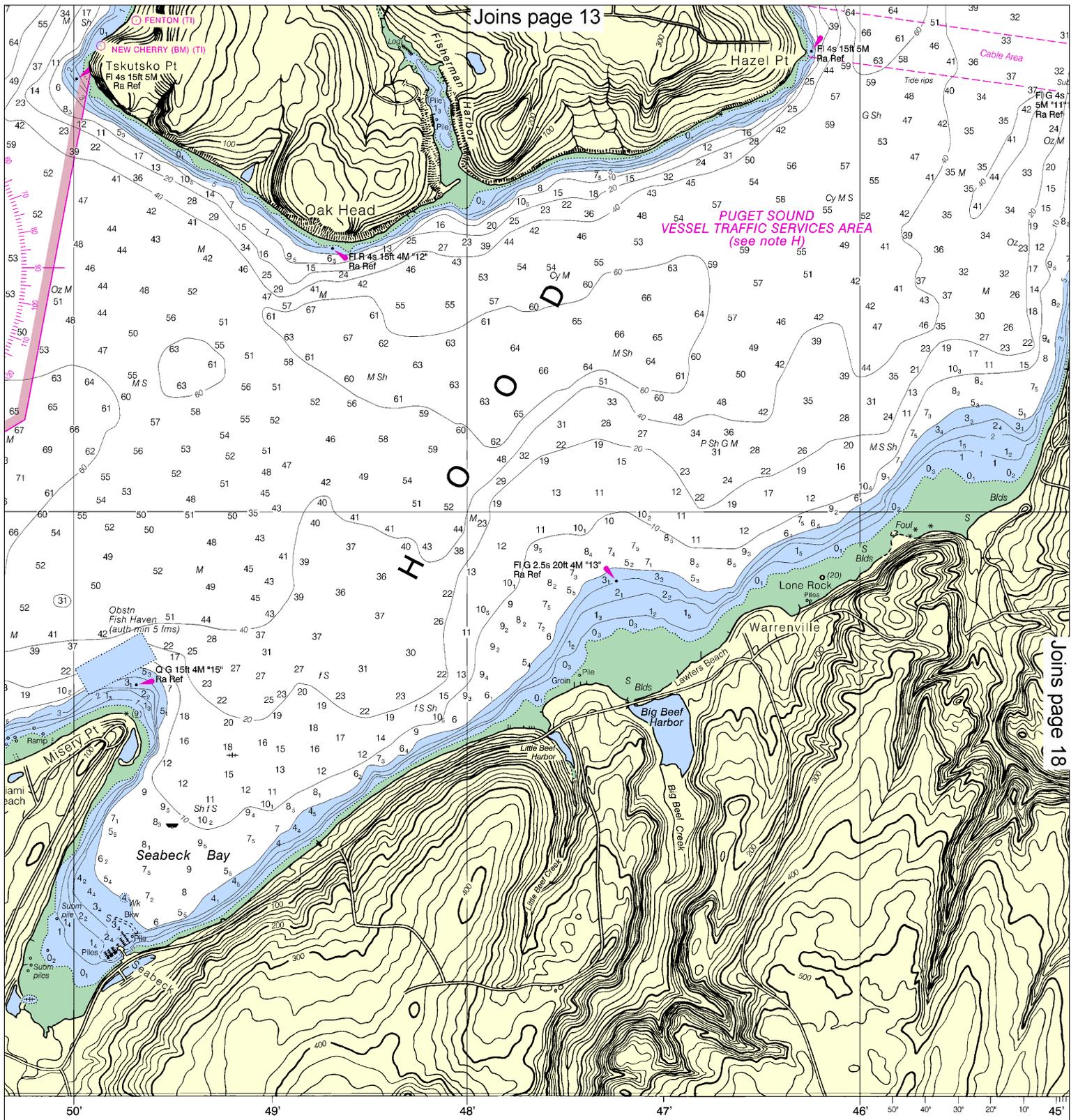
SOUNDING
(FATHOMS AND

16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.

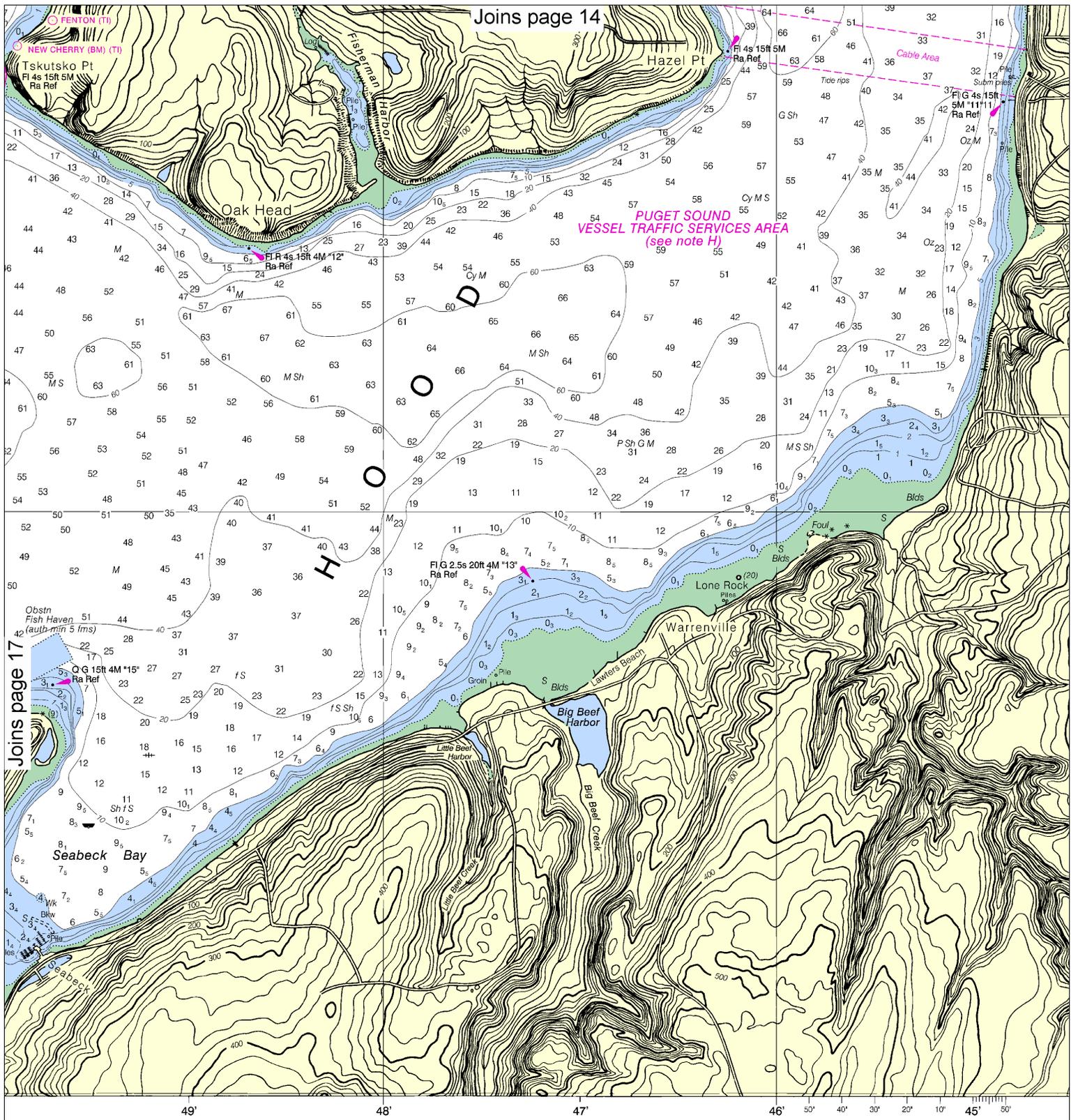




IS IN FATHOMS
 0 FEET TO 11 FATHOMS)

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 update and critical corrections. Charts are printed when ordered. Editions are available 2-8 weeks before their release as traditionally. For more information about Print-on-Demand charts or contact NOAA at <http://oc.navy.mil> or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>



FATHOMS
FATHOMS)

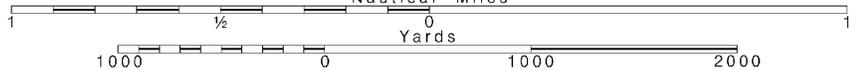
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

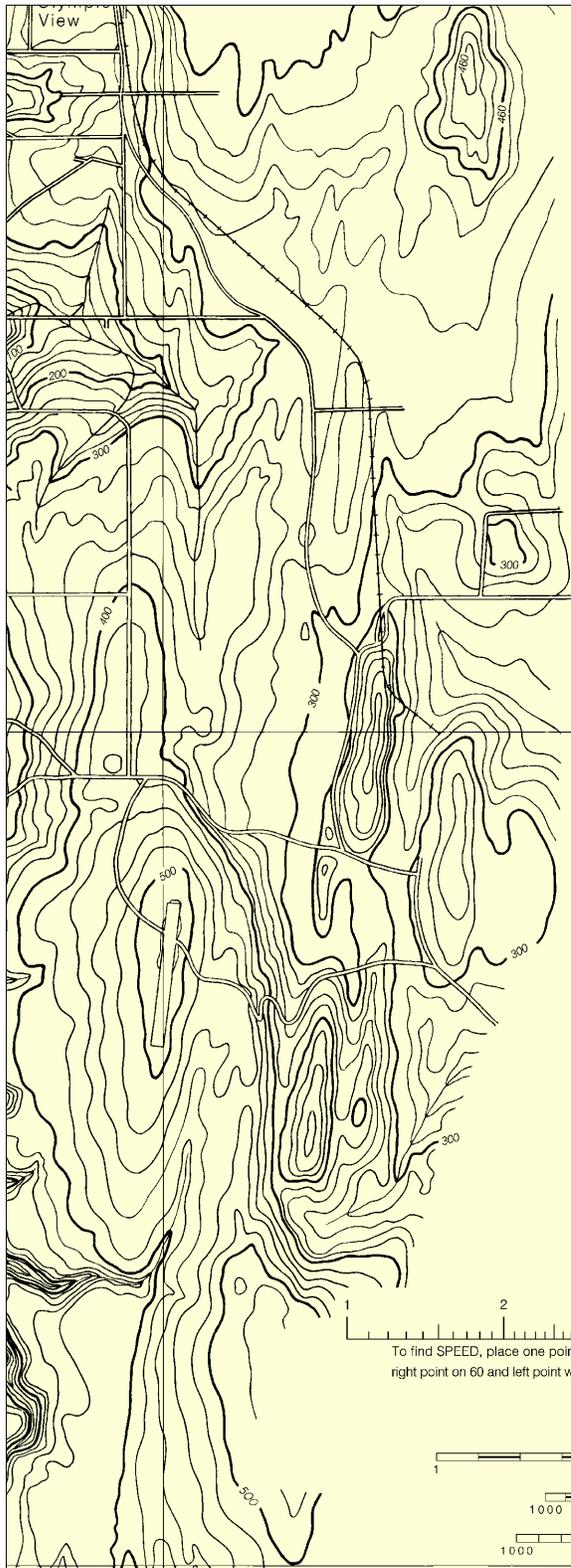
PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA and critical corrections. Charts are printed when ordered using Print-on-Demand Editions are available 2-8 weeks before their release as traditional NOAA charts about Print-on-Demand charts or contact NOAA at <http://ocsddata.ncd.noaa.gov> OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.





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	Rct rotating
B black	IsO isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occupying	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	Miri marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds 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	PO 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 National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION

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

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.
 Refer to charted regulation section numbers.

NOTE H

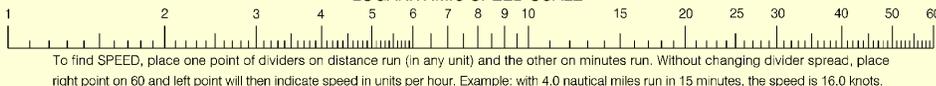
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

COLREGS, 80.1395 (see note A)

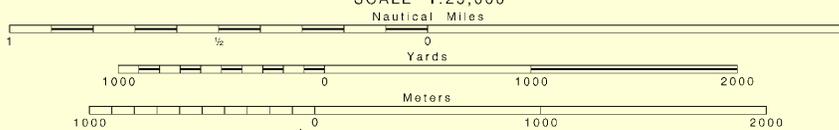
International Regulations for Preventing Collisions at Sea, 1972.
 The entire area of this chart falls seaward of the COLREGS Demarcation Line.

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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

LOGARITHMIC SPEED SCALE



SCALE 1:25,000



44'

43'

42'

41'

948.6 X 789.0 mm 122° 40'

41'

47° 40'

39'

38'



Hood Canal, South Point to Quatsap Point, Including Dabob Bay

SOUNDINGS IN FATHOMS - SCALE 1:25,000

18458

For Notices to Mariners and technology. New charts. Ask your chart agent or [gov/drs/inquiry.aspx](http://www.drs/inquiry.aspx), or



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

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- 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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NOAA's Office of Coast Survey



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