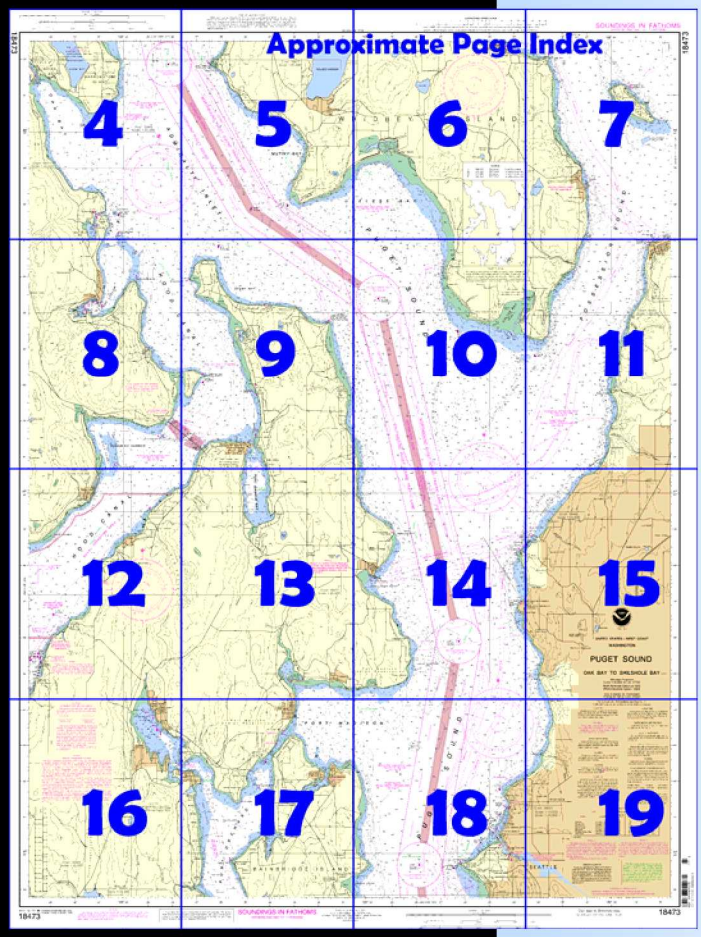
BookletChart™

Puget Sound – Oak Bay to Shilshole Bay

(NOAA Chart 18473)



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.*

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

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™?

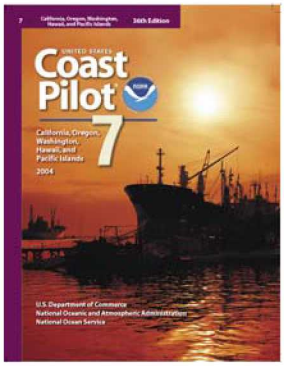
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this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

(3) **Puget Sound**, a bay with numerous channels and branches, extends about 90 miles S from the Strait of Juan de Fuca to Olympia.
(64) **Admiralty Inlet** extends from the Strait of Juan de Fuca to Foulweather Bluff.
(69) **Bush Point,** 8 miles SSE of Admiralty Head, is marked by a light at the end of a low sandspit.
(70) **Oak Bay** is a cove on the W side of Admiralty Inlet, W of the S ends of Marrowstone and Indian Islands.
(71) **Mutiny Bay,** between Bush Point and Double Bluff, affords temporary anchorage near the center in 10 to 20 fathoms.
(72) **Double Bluff,** marked by a light, consists of bare, white cliffs, 300 to 400 feet high on its SE face, but much lower on its NW face.
(73) **Foulweather Bluff**, on the E side of the entrance to Hood Canal, is one of the most prominent cliffs in Puget Sound.
(75) **Klas Rock,** 0.2 mile from the W shore and 0.7 mile SSE of **Olele Point,** marks the entrance to Mats Mats Bay to the W and to **Port Ludlow** to the S.
(76) **Mats Mats Bay,** SW of Klas Rock, is a small, nearly landlocked lagoon offering excellent protection from the wind to small craft.
(78) The three **Colvos Rocks,** 0.7 mile S of Klas Rock and about 0.3 mile off the W shore, mark the N extremity of the bank covered by 7 to 28 feet which extends in an arc S to **Tala Point.**
(85) **Hansville,** about 2.5 miles ESE of Foulweather Bluff, is a small village with stores and several waterfront resorts.
(86) **Norwegian Point,** low and rounding, is about 0.2 mile NW of Hansville.
(87) **Point No Point,** on the W shore of the sound about 3.5 miles SE of Foulweather Bluff, is a low sandspit. **Point No Point Light** (47°54'44"N., 122°31'37"W.), 27 feet above the water, is shown from a 20-foot white octagonal tower on the end of the point; a fog signal is at the station.
(88) **Useless Bay**, indenting Whidbey Island E of Double Bluff, is open to the SW.
(89) **Scatchet Head** and **Possession Point,** at the S end of Whidbey Island, are both prominent, especially from S; the white bluffs are visible for a considerable distance.
Cultus Bay, just W of Possession Point, is shoal; much of the bay bares at low water.
(93) **Appletree Cove** is the open bight on the W side of the sound about 1.5 miles S of Apple Cove Point.
(94) **Kingston,** a town on the N side of the cove, has a large, well-equipped small-craft basin, a 420-foot long fishing pier, and a pier with a ferry slip at its end.
(95) **Edwards Point** is a high, wooded point on the E side of Puget Sound 3.6 miles ESE of Apple Cove Point.
(99) **Point Wells** is a low, sandy point projecting 450 yards from the high land 1.5 miles S of Edwards Point on the E side of the sound.
(101) **Richmond Beach** is a community on the E shore just S of Point Wells.
(102) **Bainbridge Island**, 9 miles long and heavily wooded, forms part of the W shore of Puget Sound.
(103) **Port Madison** indents the W shore between the N end of Bainbridge Island and **Point Jefferson.**
(104) The N shore is formed by broken white bluffs, with low beaches between, and bordered by sand and shingle beaches that bare in some cases as much a 0.2 mile offshore. **Indianola**, a village on the N shore, has a long pier.
(105) **Miller Bay,** in the NW part of Port Madison, is used by shallow-draft pleasure craft.
(106) **Point Monroe,** the S point at the entrance of Port Madison, is a low, narrow sandspit, curving W and S and marked by a light and daybeacon.
(107) The S shore of Port Madison is composed of broken bluffs, except where it is indented by the narrow arm extending 1 mile S. The entrance to this narrow arm is 0.7 mile W of Point Monroe Light. The town of **Port Madison,** has many private piers but no fueling facilities.
(108) **Meadow Point,** on the E side of Puget Sound nearly opposite Point Monroe, is a low, grassy point, with a high tree and brush-covered bluff behind it.
(109) **Murden Cove** is an open bight on the W side of the sound about 3.5 miles S of Point Monroe. An extensive flat which bares extends almost 0.5 mile from the head of the cove, and outside of it the depth increases rapidly. **Skiff Point,** the N entrance point, has low yellow bluffs to the S.
(278) The entrance to **Hood Canal**Canal is at the lower end of Admiralty Inlet, between Foulweather Bluff and Tala Point, about 10 miles S of Marrowstone Point.

Table of Selected Chart Notes

NOTE C

Submarine mooring cables are located in this area.

LOCAL MAGNETIC DISTURBANCE

Differences of more than 2° from the normal variation have been observed in Hood Canal at Point Hannon.

Corrected through NM Sep. 24/05
Corrected through LNM Sep. 13/05

Mercator Projection
Scale 1:40,000 at Lat. 47°53′
North American Datum of 1983
(World Geodetic System 1984)

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

SUPPLEMENTAL INFORMATION

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

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

NOTE E

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.

AIDS TO NAVIGATION

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

AUTHORITIES

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

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.655″ southward and 4.491″ westward to agree with this chart.

CAUTION

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

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

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.

CAUTION

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

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

NOTE D

Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous quick flashing yellow (Q Y) lights and approximately mark the Restricted Areas surrounding the facility.

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)

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).

RACING BUOYS

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

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, Wash.	KHB-60	162.55 MHz
Puget Sound, Wash.	WWG-24	162.425 MHz

For Symbols and Abbreviations see Chart No. 1

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.

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.

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.

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.

NOTE B

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 Admiralty Inlet and 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 US Coast Pilot.

For information governing the VESSEL TRAFFIC MANAGEMENT AND INFORMATION SYSTEM for the coastal waters of southern British Columbia, see National Geospatial-Intelligence Agency Publication 154, Sailing Directions (enroute) for British Columbia, and the Sailing Directions British Columbia Coast (South Portion) Volume 1, published by the Canadian Hydrographic Service.

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.

SCALE 1:40,000
Nautical Miles
Yards
Meters

NOAA and its
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help@OceanGra

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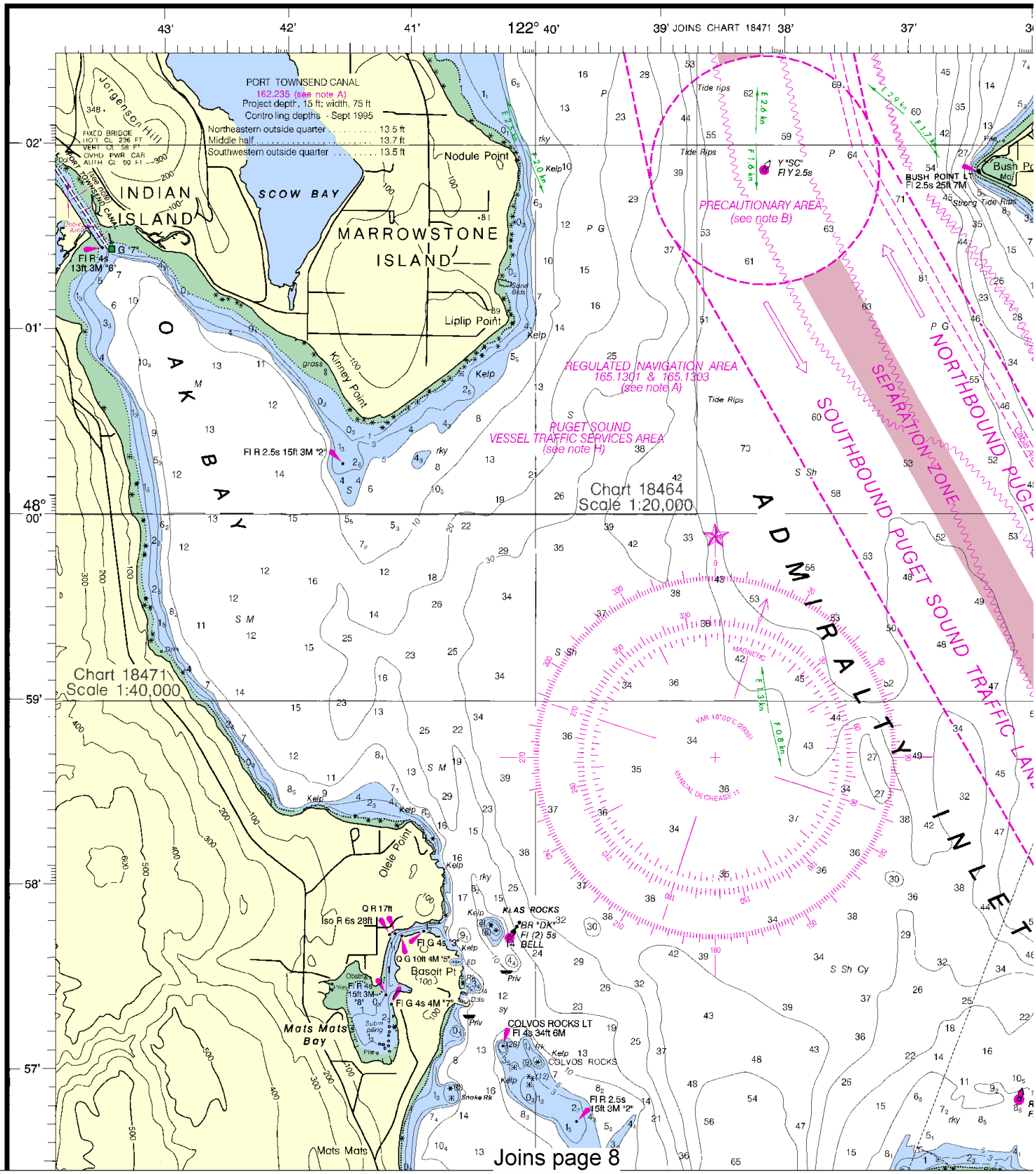


4

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

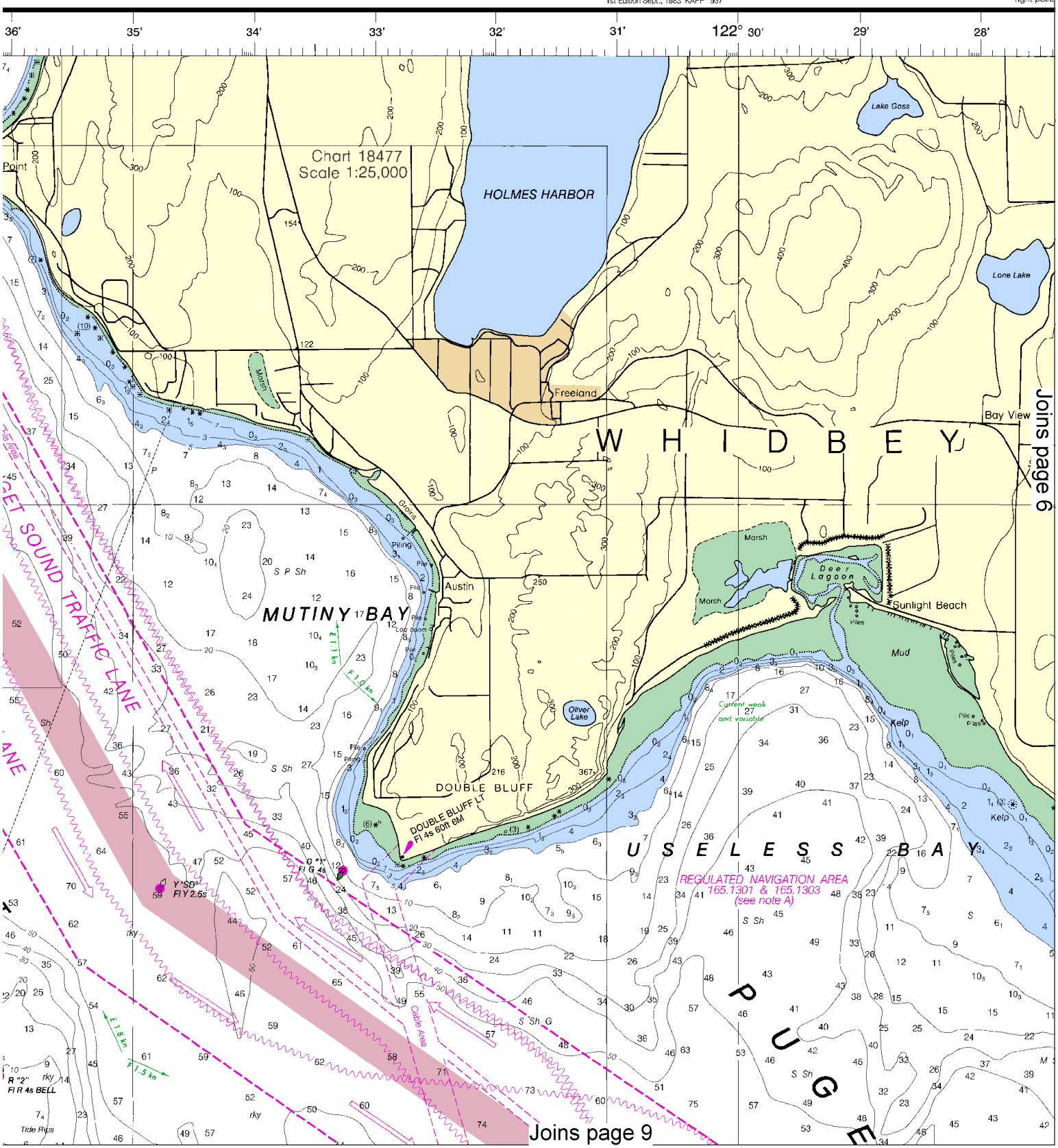
Yards

PRINT-ON-DEMAND CHARTS

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

1st Edition Sept., 1983 KAPP 1937

To find SF right point



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

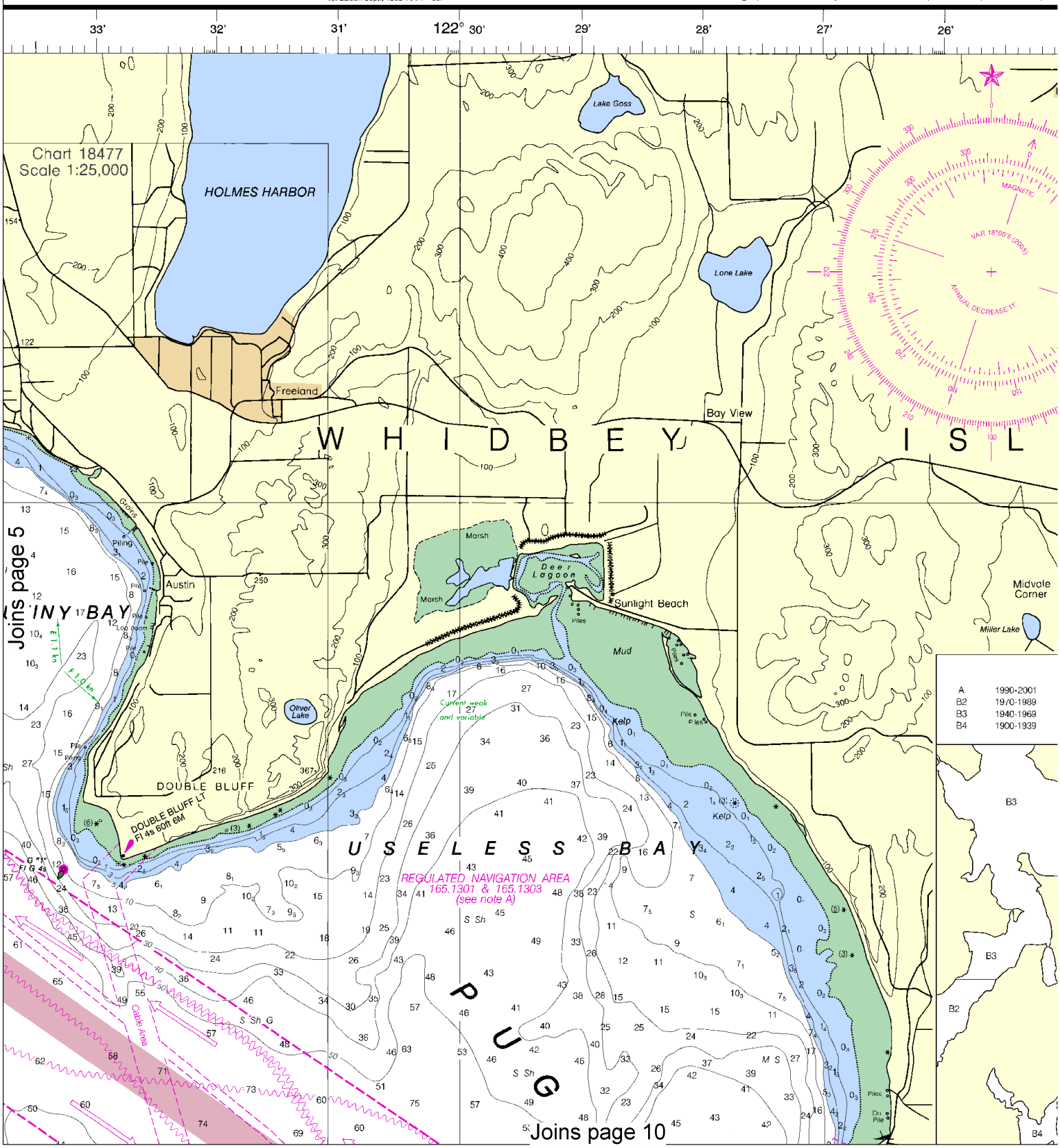
A for Notices to Mariners
hand technology. New
s. Ask your chart agent
://NauticalCharts.gov,
/OceanGrafix.com, or

LOGARITHMIC SPEED

1 2 3 4 5 6 7 8 9

To find SPEED, place one point of dividers on distance run (in any unit) and the
right point on 60 and left point will then indicate speed in units per hour. Example:

1st Edition Sept., 1983 KAPP 1987



6

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

ED SCALE

9 10 15 20 25 30 40 50 60

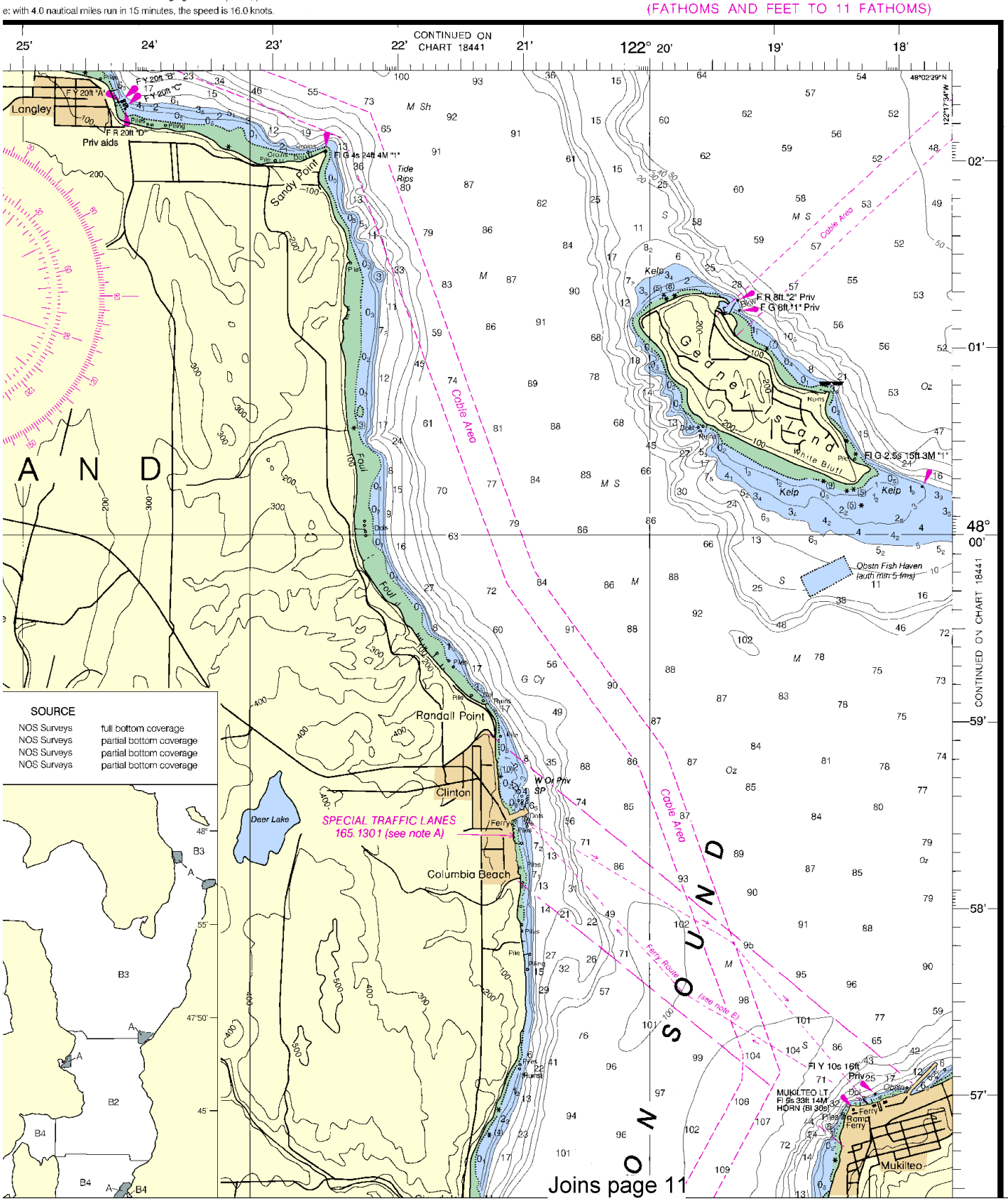
the other on minutes run. Without changing divider spread, place

e: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SOUNDINGS IN FATHOMS

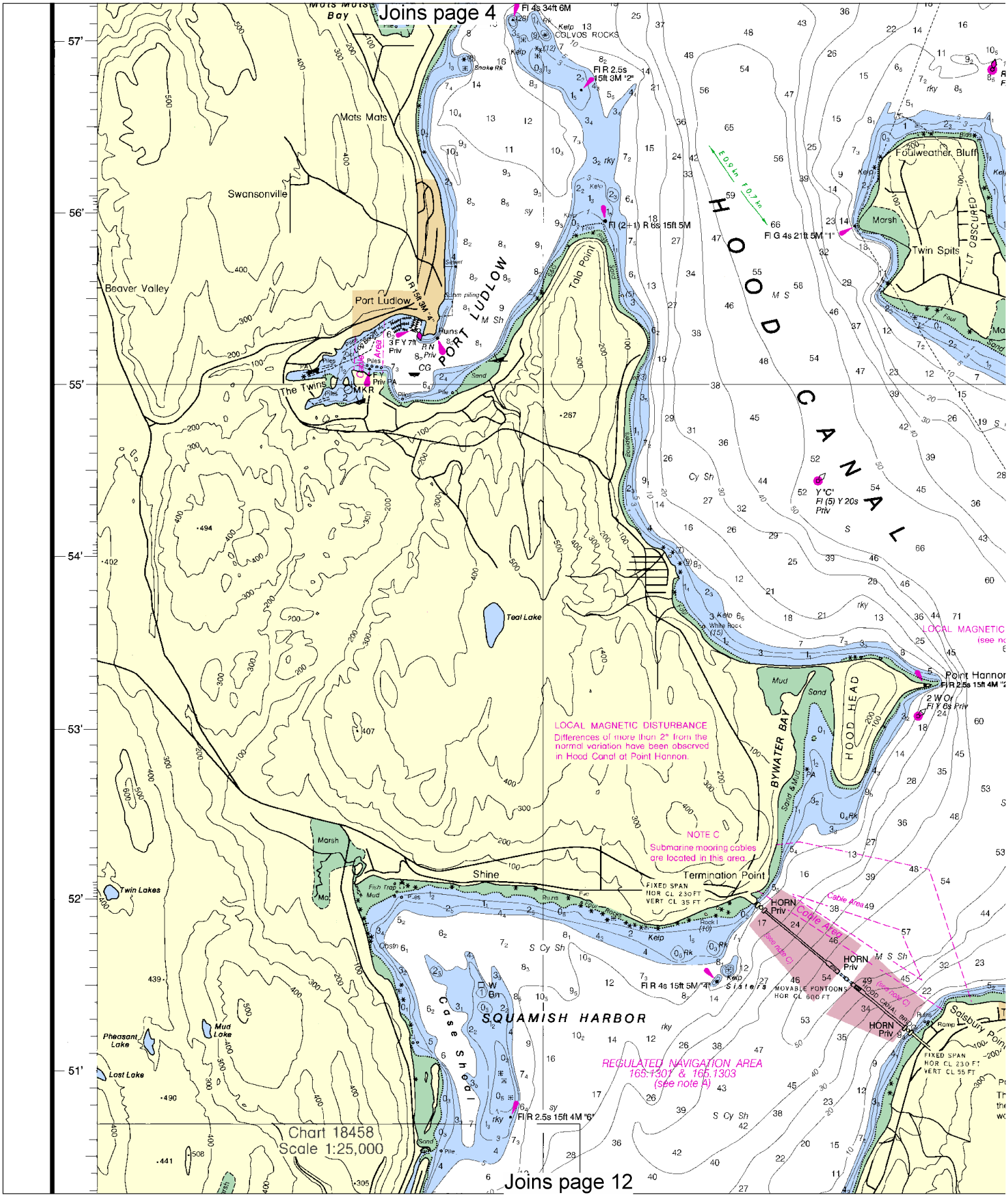
(FATHOMS AND FEET TO 11 FATHOMS)

18473



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 .

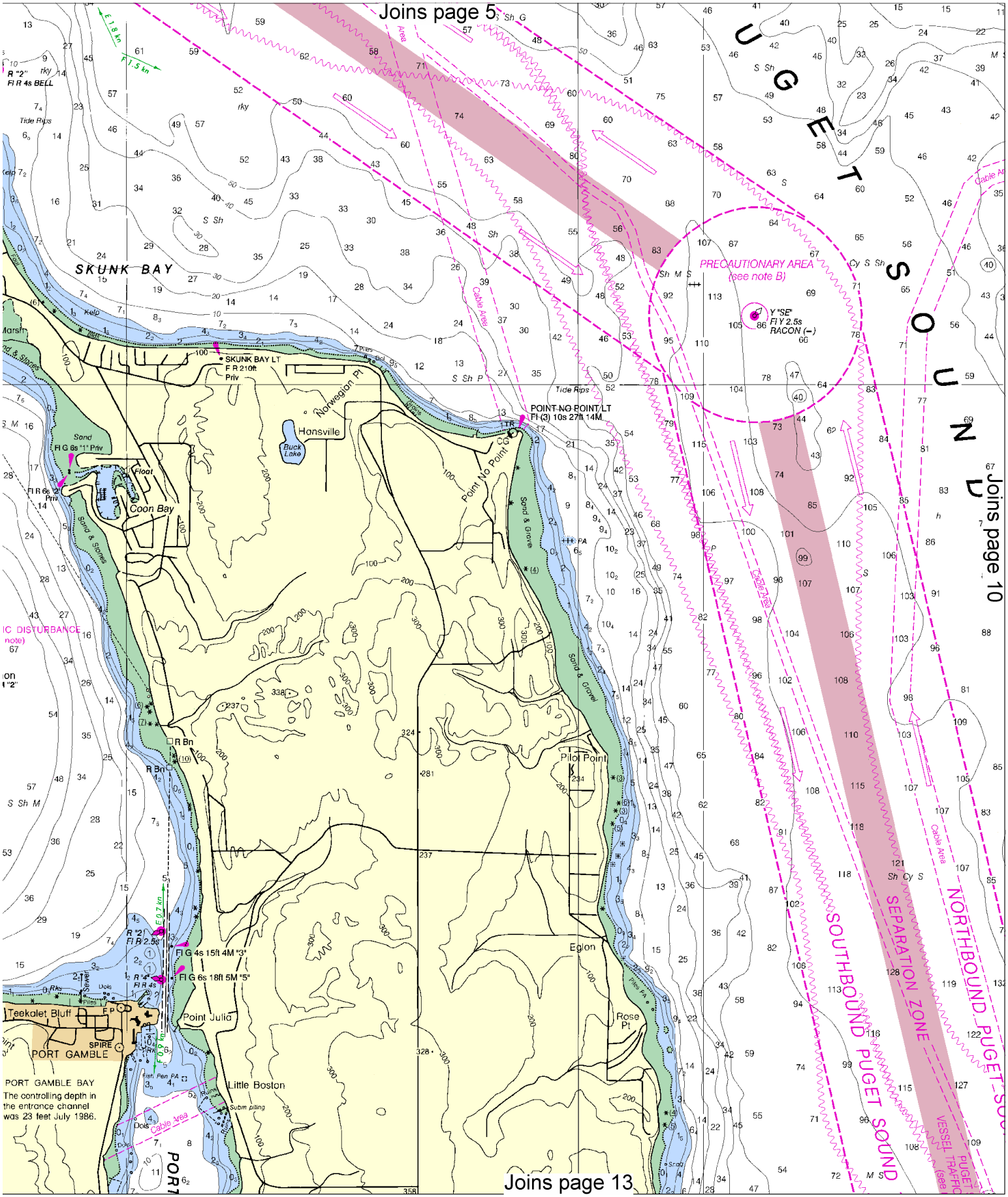


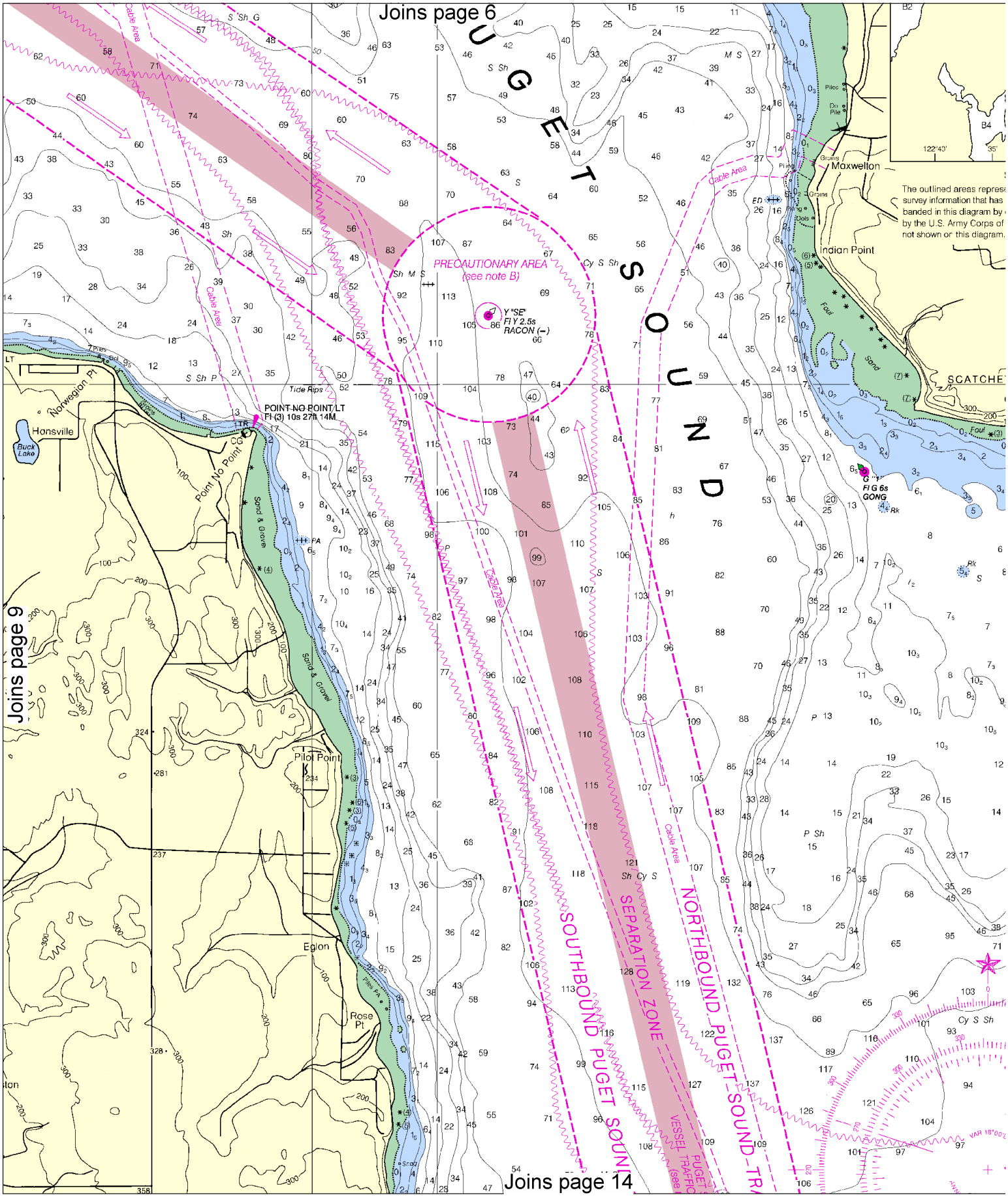
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 5
Joins page 10
Joins page 13
SKUNK BAY
SKUNK BAY LT
F R 210ft
Priv
Norwegian Pt
Hansville
Buck Lake
POINT NO POINT LT
Fl (3) 10s 27ft 14M
Point No Point
Coon Bay
Float
Sand
Fl G 6s "1" Priv
Fl R 6s "2" Priv
Sand & Stones
Sand & Gravel
Pilot Point
Eglon
Rose Pt
Point Julia
Little Boston
Teekalet Bluff
PORT GAMBLE
SPIRE
PORT GAMBLE BAY
The controlling depth in the entrance channel was 23 feet July 1986.
Fl G 4s 15ft 4M "3"
Fl G 6s 18ft 5M "5"
R "2"
Fl R 2.5s
R "4"
Fl R 4s
Tide Rips
Cable Area
PRECAUTIONARY AREA
(see note B)
Y "SE"
Fl Y 2.5s
RACON (–)
SEPARATION ZONE
SOUTHBOUND PUGET SOUND
NORTHBOUND PUGET SOUND
PUGET SOUND
VESSEL TRAFFIC

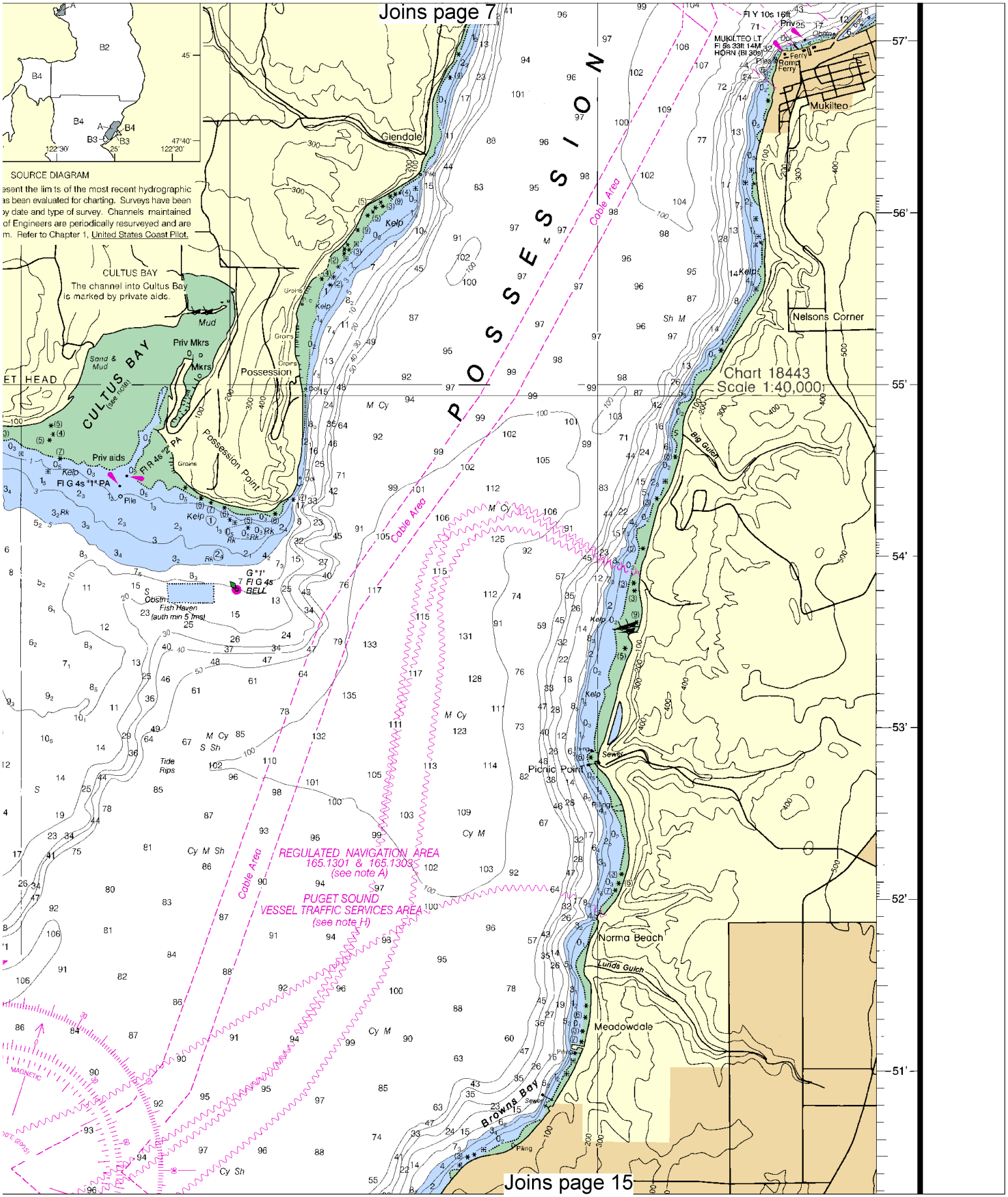


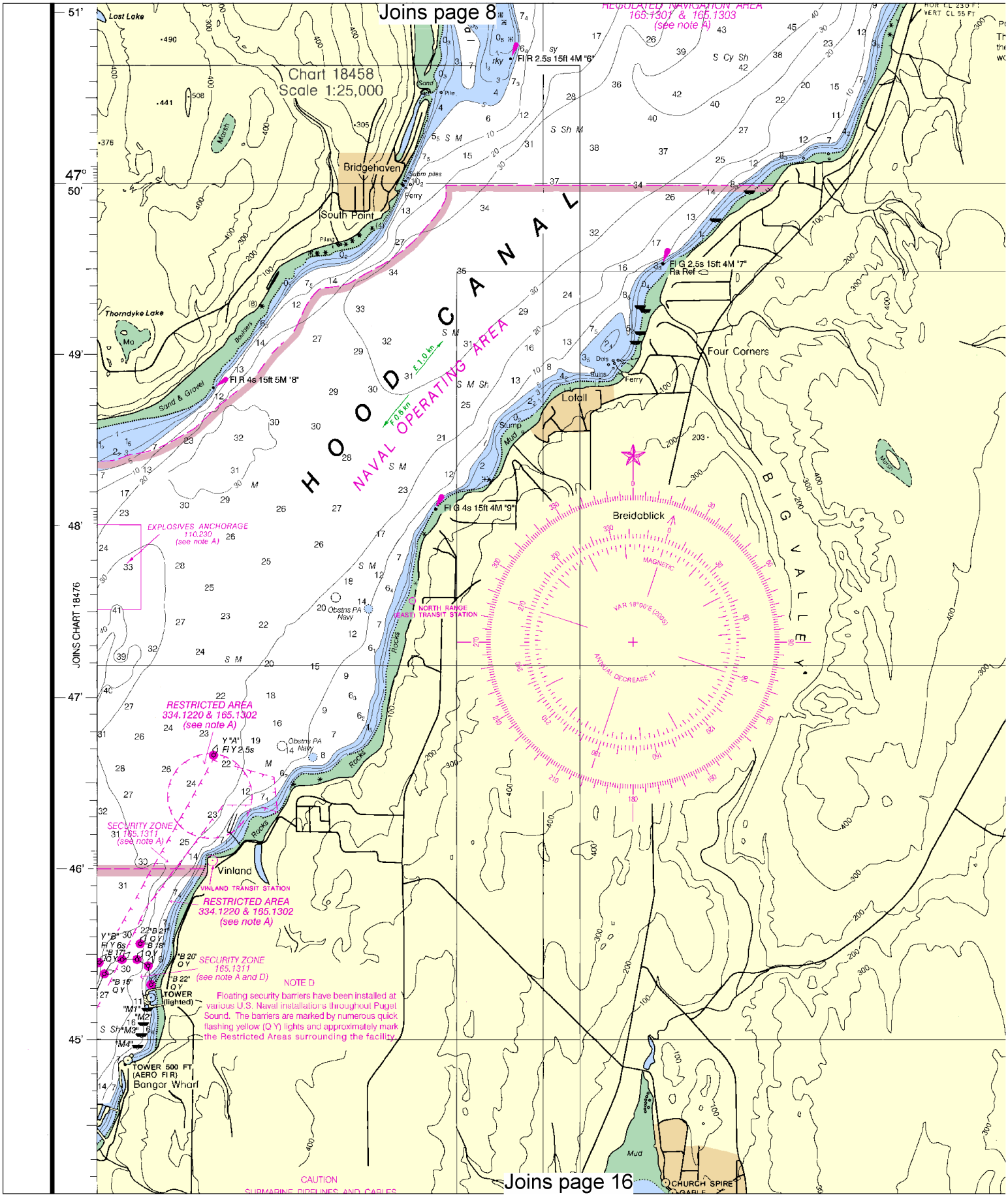
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 7
Joins page 15
SOURCE DIAGRAM
CULTUS BAY
The channel into Cultus Bay is marked by private aids.
CULTUS BAY
Possession
Possession Point
POSSESSION
Glendale
Mukilteo
Nelsons Corner
Chart 18443
Scale 1:40,000
Big Gulch
Picnic Point
Norma Beach
Lunds Gulch
Meadowdale
Browns Bay
Cable Area
REGULATED NAVIGATION AREA
165.1301 & 165.1303
(see note A)
PUGET SOUND
VESSEL TRAFFIC SERVICES AREA
(see note H)
Fish Haven
(auth min 5 fms)
Tide Rips
MAGNETIC



North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

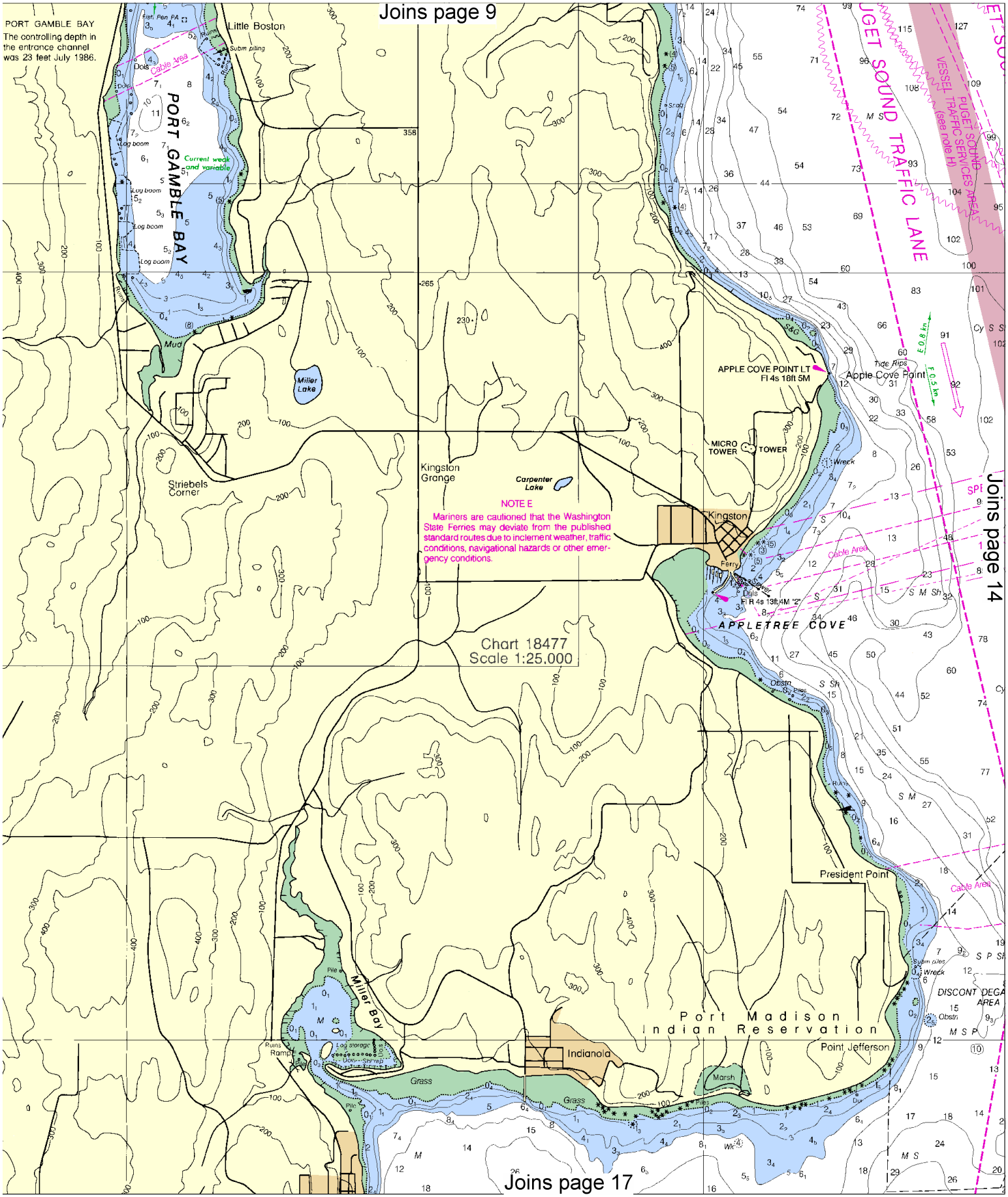
Nautical Miles

1 ½ 0 1 2 3

Yards

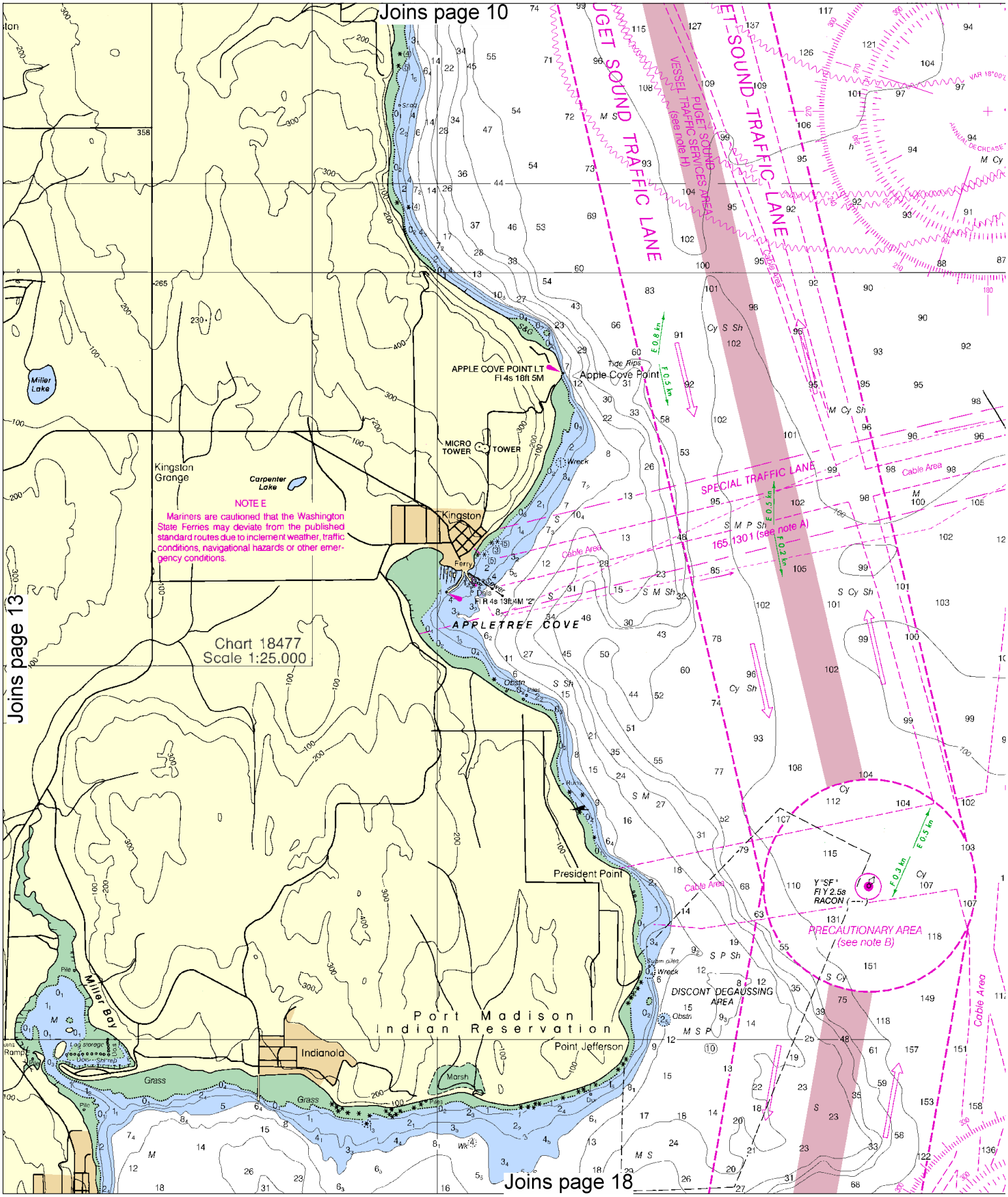
1000 0 1000 2000 3000 4000 5000

Joins page 9



Joins page 14

Joins page 17

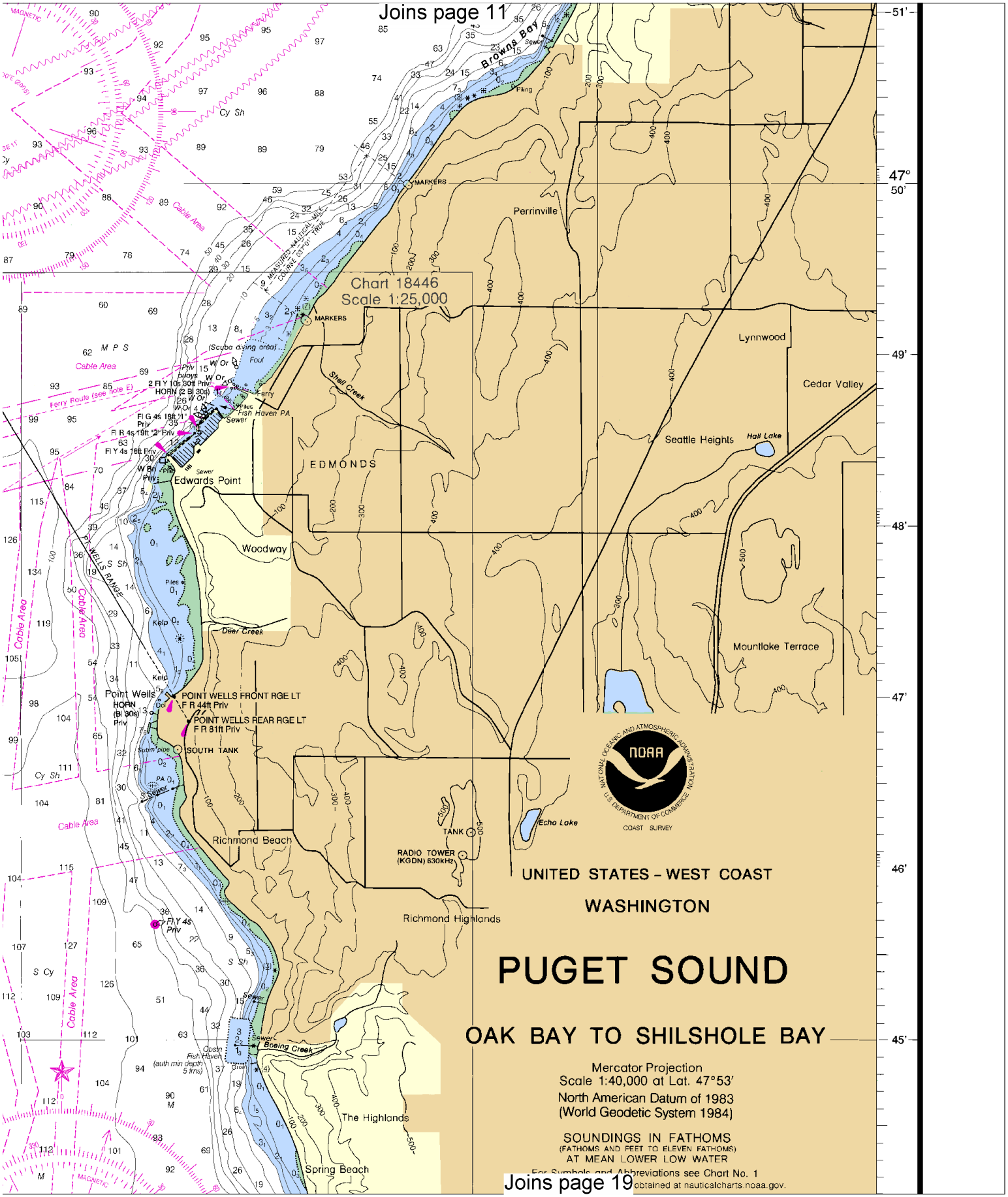


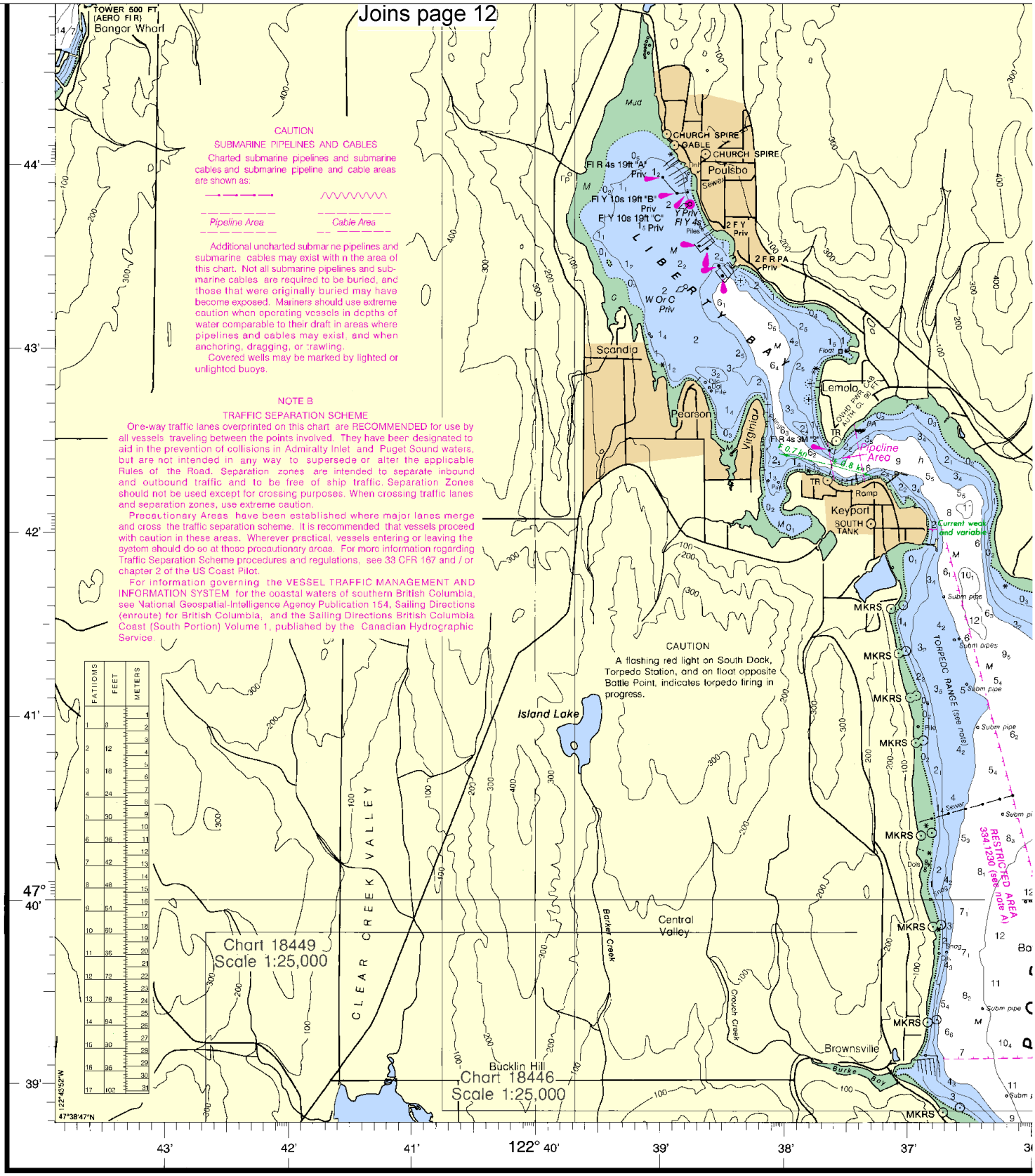
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 11
Chart 18446
Scale 1:25,000
Browns Bay
Perrinville
Lynnwood
Cedar Valley
Seattle Heights
Hall Lake
EDMONDS
Edwards Point
Woodway
Shell Creek
Deer Creek
Point Wells
POINT WELLS FRONT RGE LT
F R 44ft Priv
POINT WELLS REAR RGE LT
F R 81ft Priv
SOUTH TANK
Richmond Beach
Richmond Highlands
Echo Lake
TANK
RADIO TOWER
(KGDN) 630kHz
Mountlake Terrace
Boeing Creek
The Highlands
Spring Beach
Fish Haven PA
MARKERS
Cable Area
Ferry Route (see note E)
PT. WELLS RANGE
NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY
UNITED STATES – WEST COAST
WASHINGTON
PUGET SOUND
OAK BAY TO SHILSHOLE BAY
Mercator Projection
Scale 1:40,000 at Lat. 47°53′
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER
For Symbols and Abbreviations see Chart No. 1
obtained at nauticalcharts.noaa.gov.
Joins page 19
47° 50′
49′
48′
47′
46′
45′



8th Ed., Sep./ 05 ■ Corrected through NM Sep. 24/05
Corrected through LNM Sep. 13/05

18473

CAUTION
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This nautical chart has been designed to promote safe navigation. T Ocean Service encourages users to submit corrections, additions, or co improving this chart to the Chief, Marine Chart Division (N/CS2), Nati Service, NOAA, Silver Spring, Maryland 20910-3282.

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 13

Joins page 18

The Nationa
comments for
ational Ocean

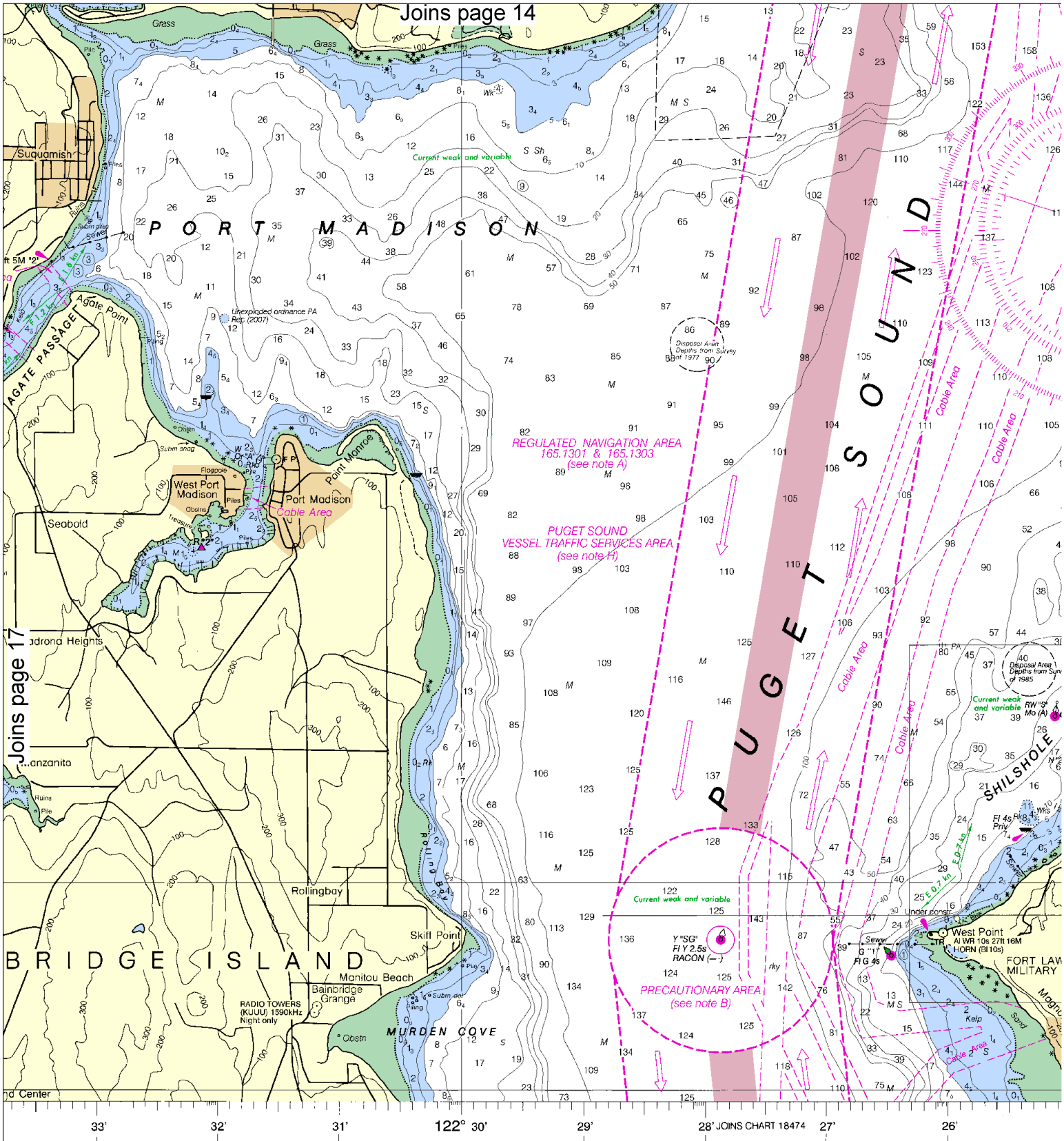
SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

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

1000

1000



IN FATHOMS

ET TO 11 FATHOMS)

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

SCALE 1:40,00

Nautical Miles

Yards

Meters

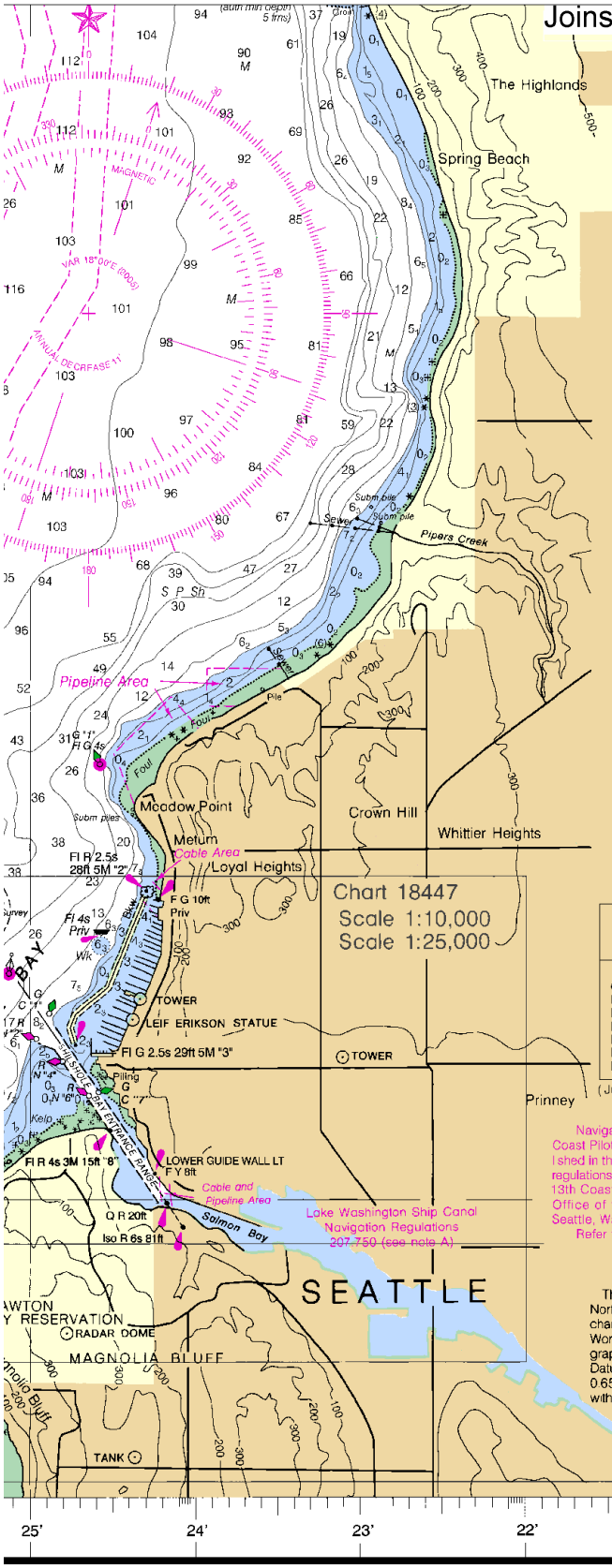
18

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

Yards



Mercator Projection
Scale 1:40,000 at Lat. 47°53'
North American Datum of 1983
(World Geodetic System 1984)

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

For Symbols and Abbreviations see Chart No. 1
Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

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.

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

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

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)

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

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

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).

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

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, Wash.	KHB-60	162.55 MHz
Puget Sound, Wash.	WWG-24	162.425 MHz

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

TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Oak Bay	(48°01'N / 122°43'W)	9.4	8.6	2.6	-4.5
Port Ludlow	(47°56'N / 122°41'W)	9.9	9.1	2.7	-5.0
Port Gamble	(47°52'N / 122°35'W)	10.3	9.4	2.7	-5.0
Port Madison	(47°42'N / 122°32'W)	11.4	10.5	2.8	-5.0
Edmonds	(47°49'N / 122°23'W)	10.9	10.1	2.8	-5.0
Poulsbo, Liberty Bay	(47°44'N / 122°38'W)	11.7	10.9	2.9	----
Brownsville	(47°39'N / 122°37'W)	11.5	11.0	2.9	-5.0

(Jul 2005)

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.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.655" southward and 4.491" westward to agree with this chart.

The tidal current vectors shown on this chart (in green) represent the average maximum speeds of flood and ebb currents, and the direction of flow. The speeds are represented by the numbers shown, and the directions by the orientation of the vector arrows. The maximum speeds will vary through time. For exact predictions, consult the Tidal Current Tables, Pacific Coast of North America.

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.

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NSN 7642014011520
NGA REFERENCE NO. 18AHA18473

Oak Bay to Shilshole Bay
SOUNDINGS IN FATHOMS - SCALE 1:40,000

18473

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 Port Angeles – 360-417-5840
Coast Guard Seattle – 260-217-6001
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.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

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.