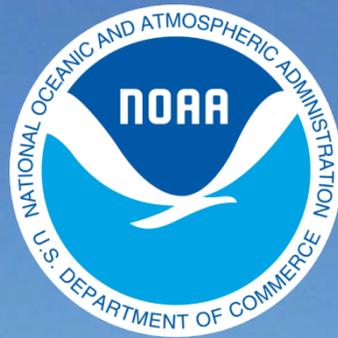
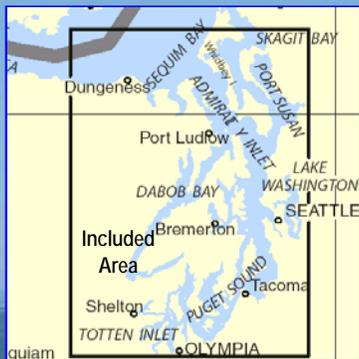


BookletChart™

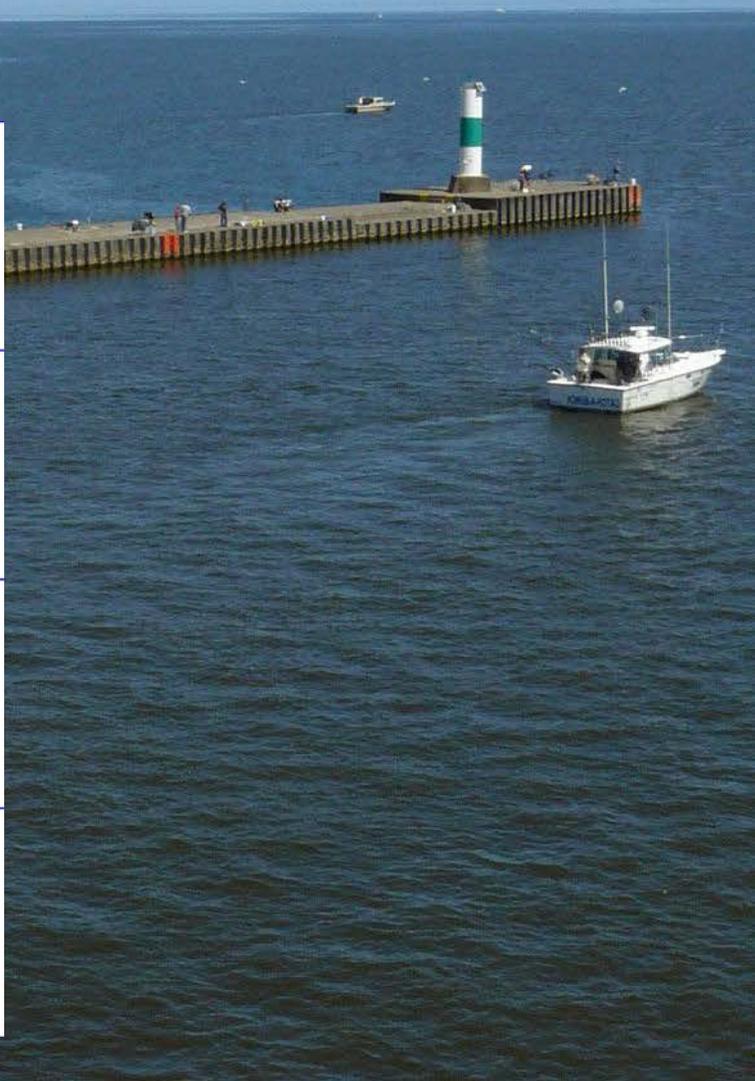
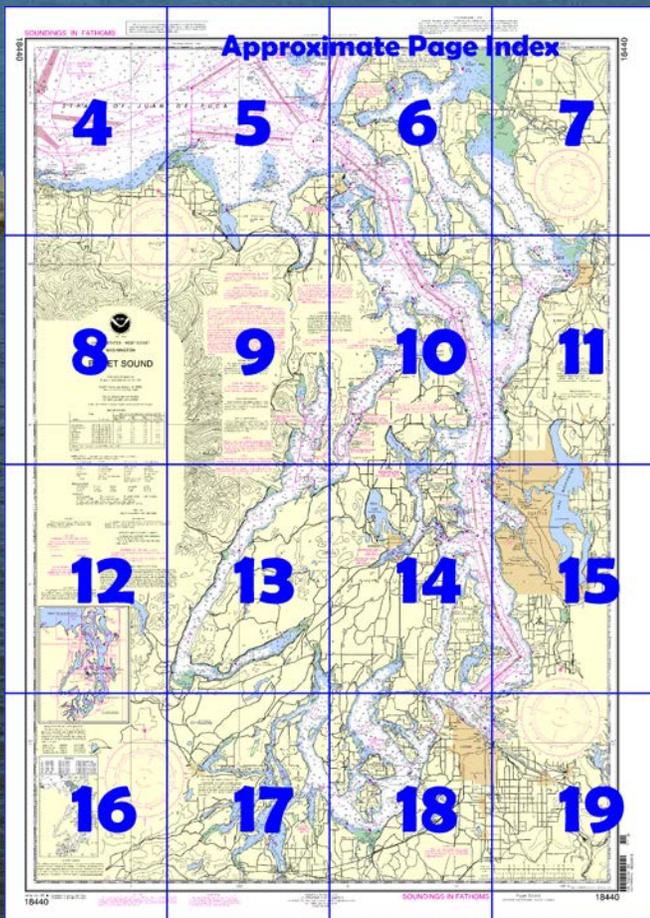
Puget Sound NOAA Chart 18440



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



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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.

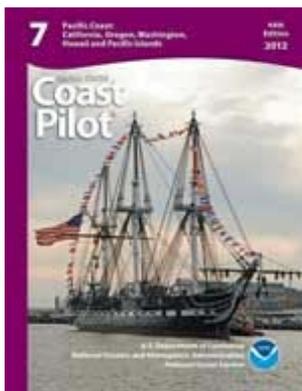
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18440>.



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

Island and McGlinn Island. Puget Sound was named by George

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

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

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

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

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

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

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

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

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

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

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

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

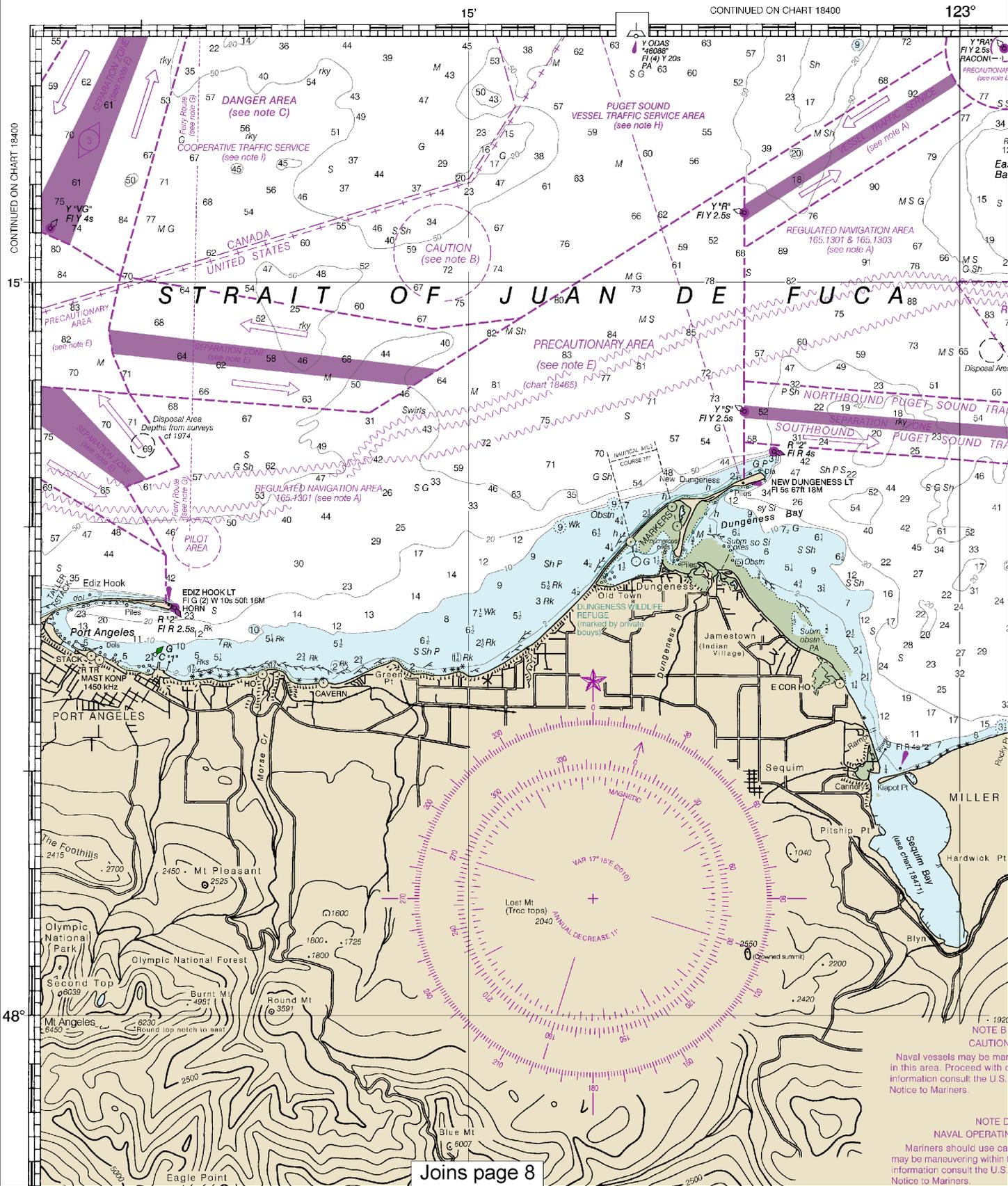


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FATHOMS

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

18440



Joins page 8

NOTE B
CAUTION
Naval vessels may be man
in this area. Proceed with d
information consult: the U.S.
Notice to Mariners.

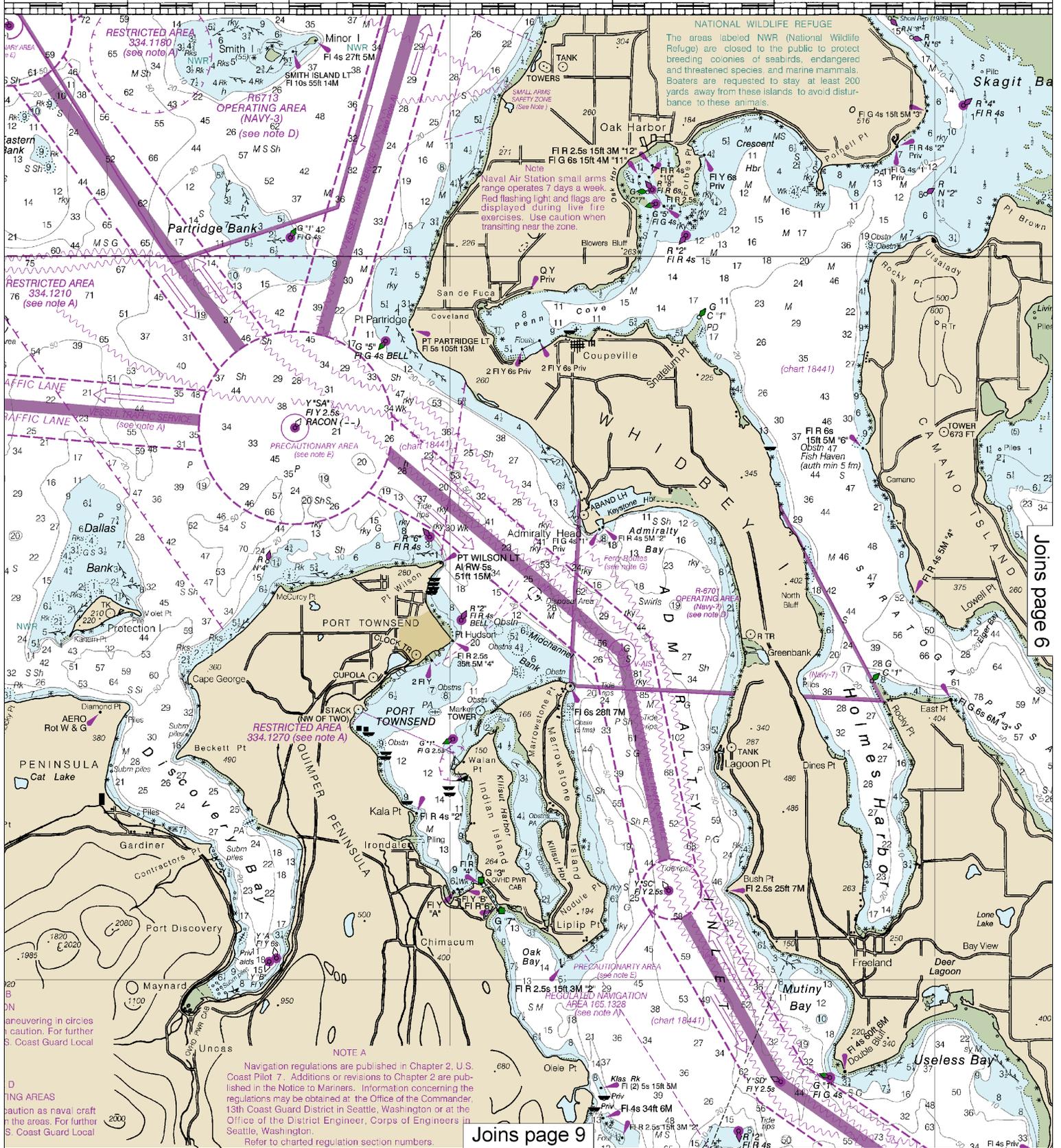
NOTE D
NAVAL OPERATIN
Mariners should use ca
may be maneuvering within
information consult: the U.S.
Notice to Mariners.

4

Note: Chart grid lines are aligned with true north.

45'

30'



NATIONAL WILDLIFE REFUGE
 The areas labeled NWR (National Wildlife Refuge) are closed to the public to protect breeding colonies of seabirds, endangered and threatened species and marine mammals. Boaters are requested to stay at least 200 yards away from these islands to avoid disturbance to these animals.

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

NOTE 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.

maneuvering in circles
 caution. For further
 S. Coast Guard Local

D
 NG AREAS
 caution as naval craft
 in the areas. For further
 S. Coast Guard Local

Joins page 9

Joins page 6

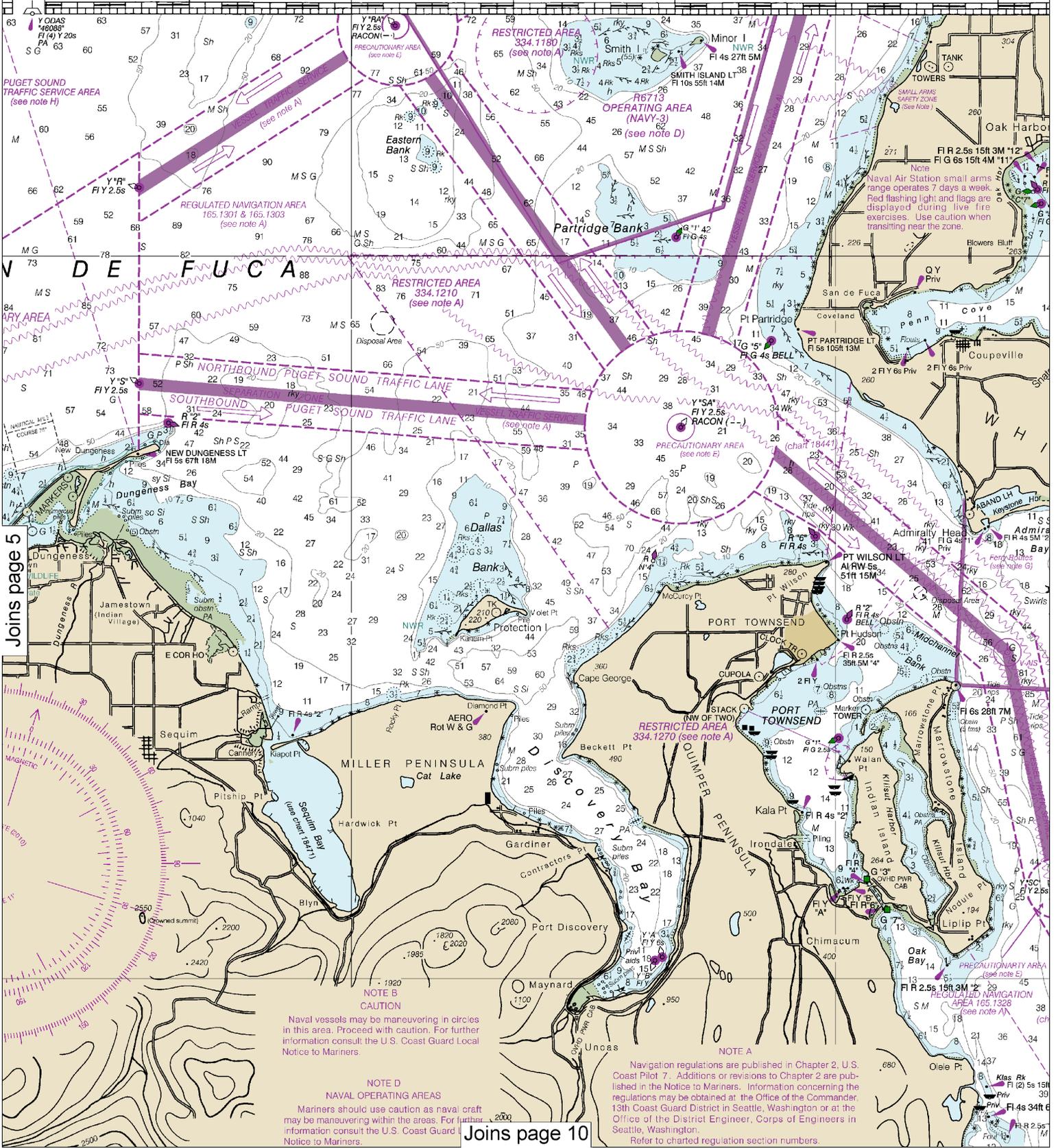
This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:200000. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



CONTINUED ON CHART 18400

123°

45'



Joins page 5

Joins page 10

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

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

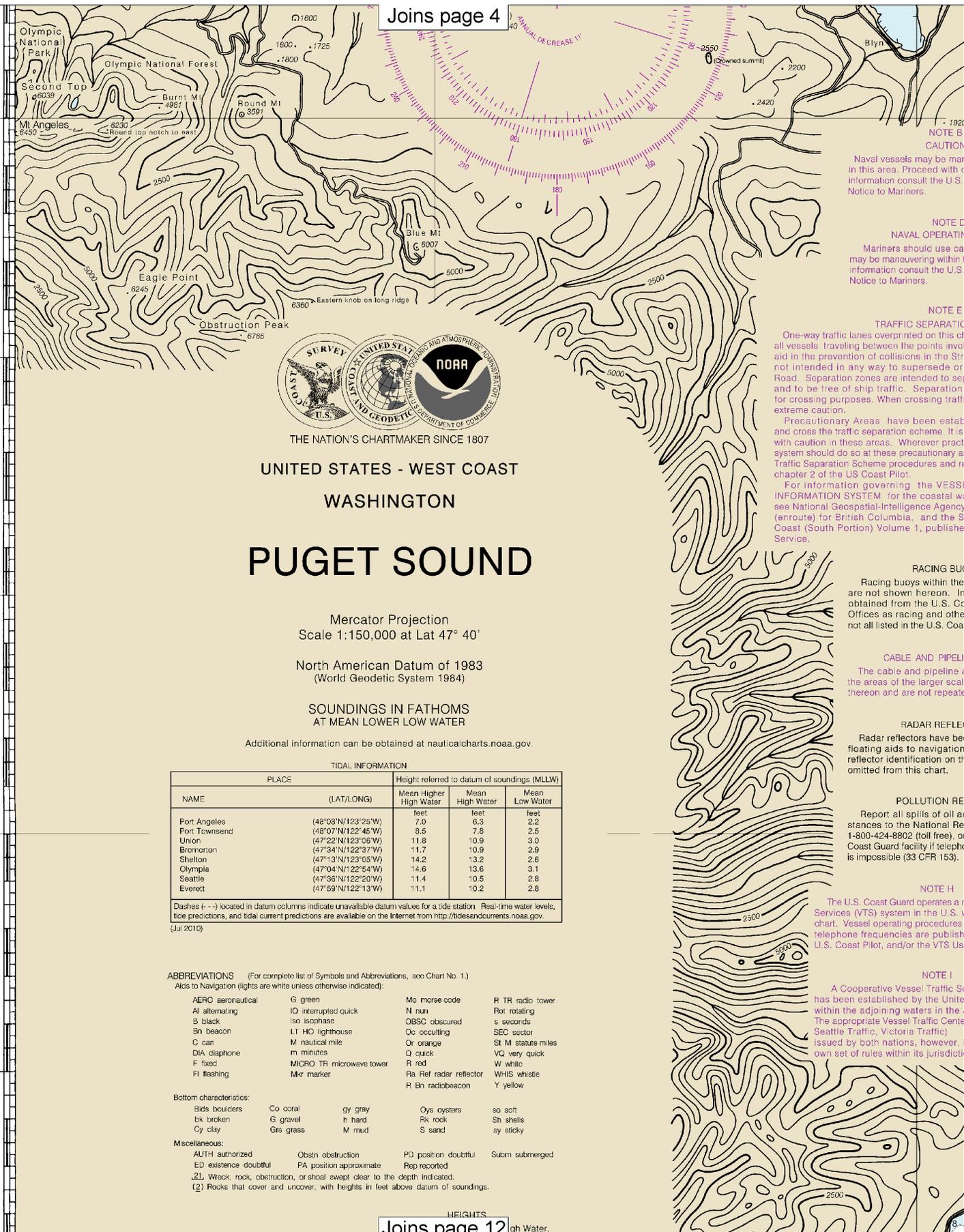
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the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



Note: Chart grid lines are aligned with true north.

48°

45°



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

WASHINGTON

PUGET SOUND

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

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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

TIDAL INFORMATION

| NAME | PLACE (LAT/LONG) | Height referred to datum of soundings (MLLW) | | |
|---------------|--------------------|--|-----------------|----------------|
| | | Mean Higher High Water | Mean High Water | Mean Low Water |
| Port Angeles | (48°03'N/123°25'W) | 7.0 | 6.3 | 2.2 |
| Port Townsend | (48°07'N/122°45'W) | 8.5 | 7.8 | 2.5 |
| Union | (47°22'N/123°05'W) | 11.8 | 10.9 | 3.0 |
| Bronson | (47°34'N/122°37'W) | 11.7 | 10.9 | 2.9 |
| Shelton | (47°13'N/123°05'W) | 14.2 | 13.2 | 2.6 |
| Olympia | (47°04'N/122°54'W) | 14.6 | 13.6 | 3.1 |
| Seattle | (47°36'N/122°20'W) | 11.4 | 10.5 | 2.8 |
| Everett | (47°59'N/122°13'W) | 11.1 | 10.2 | 2.8 |

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jul 2013)

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

Aids to Navigation (lights are white unless otherwise indicated):

| | | | |
|-------------------|--------------------------|------------------------|--------------------|
| AERC aeronautical | G green | Mo morse code | R TR radio tower |
| Al alternating | IO interrupted quick | N nun | Rot rotating |
| B black | Is isophase | OBSC obscured | s seconds |
| Bn beacon | LT LC lighthouse | Oc occulting | SEC sector |
| C can | M nautical mile | Or orange | St M stature 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:

| | | | | |
|--------------|----------|---------|-------------|-----------|
| Bds boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Gr 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 | |
| ZL 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

Joins page 12

NOTE B
CAUTION
Naval vessels may be man...
in this area. Proceed with d...
information consult the U.S...
Notice to Mariners.

NOTE D
NAVAL OPERATI...
Mariners should use ca...
may be maneuvering within...
information consult the U.S...
Notice to Mariners.

NOTE E
TRAFFIC SEPARATI...
One-way traffic lanes overprinted on this of...
all vessels traveling between the points invol...
aid in the prevention of collisions in the Str...
not intended in any way to supersede or...
Road. Separation zones are intended to se...
and to be free of ship traffic. Separation f...
for crossing purposes. When crossing traffi...
extreme caution.

Precautionary Areas have been estab...
and cross the traffic separation scheme. It is...
with caution in these areas. Wherever pract...
system should do so at these precautionary a...
Traffic Separation Scheme procedures and re...
chapter 2 of the US Coast Pilot.

For information governing the VESS...
INFORMATION SYSTEM for the coastal wa...
see National Geospatial-Intelligence Agency...
(enroute) for British Columbia, and the S...
Coast (South Portion) Volume 1, published...
Service.

RACING BU...
Racing buoys within the...
are not shown hereon. In...
obtained from the U.S. Co...
Offices as racing and othe...
not all listed in the U.S. Coa...

CABLE AND PIPELI...
The cable and pipeline a...
the areas of the larger scal...
thereon and are not repea...

RADAR REFLE...
Radar reflectors have be...
floating aids to navigati...
reflector identification on th...
omitted from this chart.

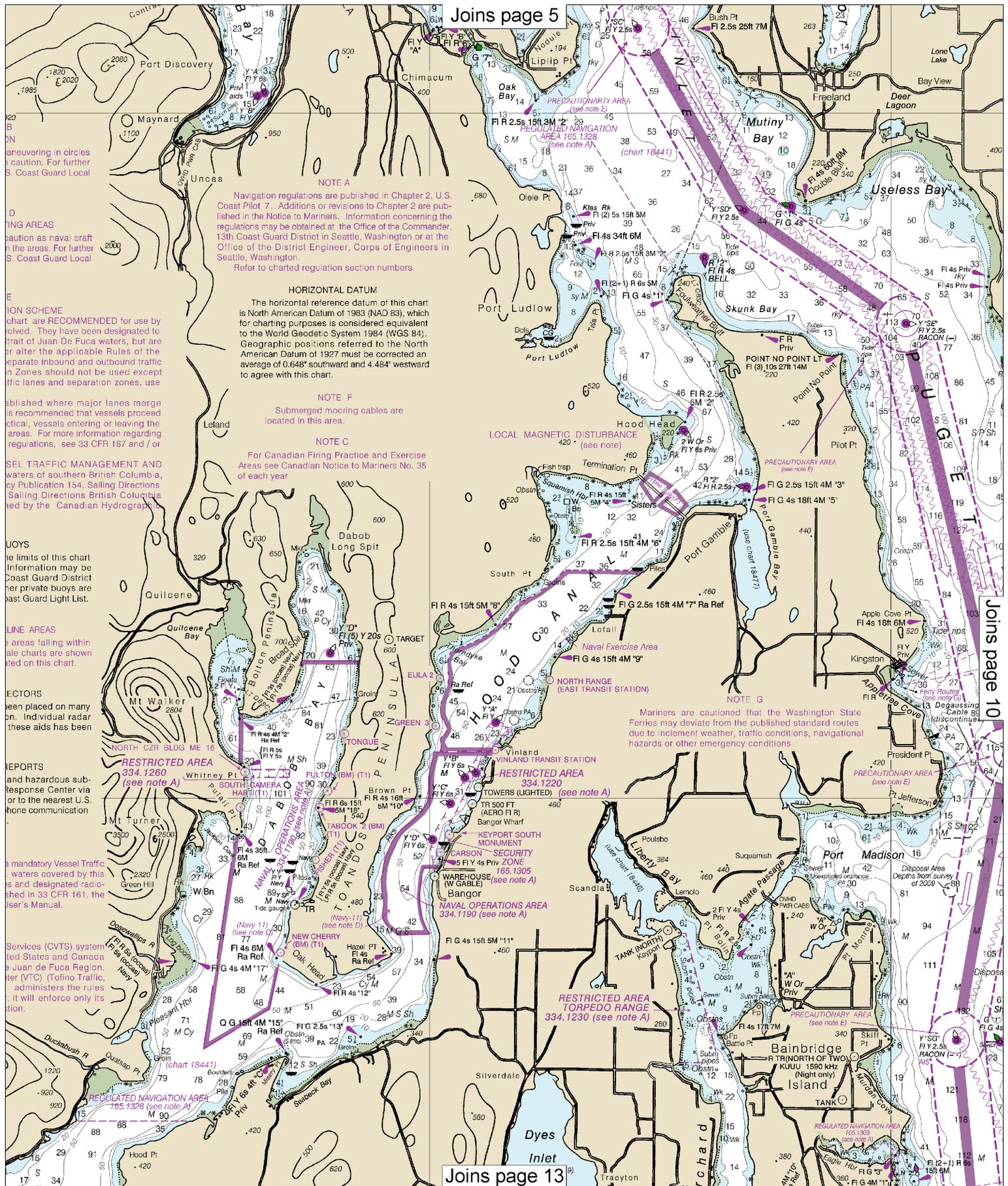
POLLUTION RE...
Report all spills of oil at...
stances to the National Re...
1-800-424-8802 (toll free) or...
Coast Guard facility if teleph...
is impossible (33 CFR 153).

NOTE H
The U.S. Coast Guard operates a...
Services (VTS) system in the U.S...
chart. Vessel operating procedu...
telephone frequencies are publi...
U.S. Coast Pilot, and/or the VTS Us...

NOTE I
A Cooperative Vessel Traffic S...
has been established by the Unite...
within the adjoining waters in the...
The appropriate Vessel Traffic Cent...
(Seattle Traffic, Victoria Traffic)...
issued by both nations, however...
own set of rules within its jurisdic...



Note: Chart grid lines are aligned with true north.



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caution. For further
S. Coast Guard Local

D
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caution as naval craft
the areas. For further
S. Coast Guard Local

E
ION SCHEME
chart are RECOMMENDED for use by
olved. They have been designated to
trait of Juan De Fuca waters, but are
r after the applicable Rules of the
separate inbound and outbound traffic
Zones should not be used except
ffic lanes and separation zones, use

ablished where major lanes merge
is recommended that vessels proceed
tical, vessels entering or leaving the
areas. For more information regarding
regulations, see 33 CFR 167 and /or

SEL TRAFFIC MANAGEMENT AND
waters of southern British Columbia,
y Publication 154, Sailing Directions
Sailing Directions British Columbia
ed by the Canadian Hydrograph

UOYS
he limits of this chart
Information may be
Coast Guard District
er private buoys are
ast Guard Light List.

LINE AREAS
e areas falling within
ale charts are shown
on this chart.

ECTORS
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n. Individual radar
these aids has been

REPORTS
and hazardous sub-
Response Center via
o to the nearest U.S.
hone communication

a mandatory Vessel Traffic
waters covered by this
s and designated radio-
ised in 33 CFR 161, the
ser's Manual.

Services (CVTS) system
ted States and Canada
e Juan de Fuca Region.
ter (VTC) (Tofino Traffic,
administers the rules
it will enforce only its
tion.

REGULATED NAVIGATION
AREA 165.1328 (see note A)

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

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.648" southward and 4.484" westward to agree with this chart.

NOTE F
Submerged mooring cables are located in this area.

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

LOCAL MAGNETIC DISTURBANCE (see note)

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

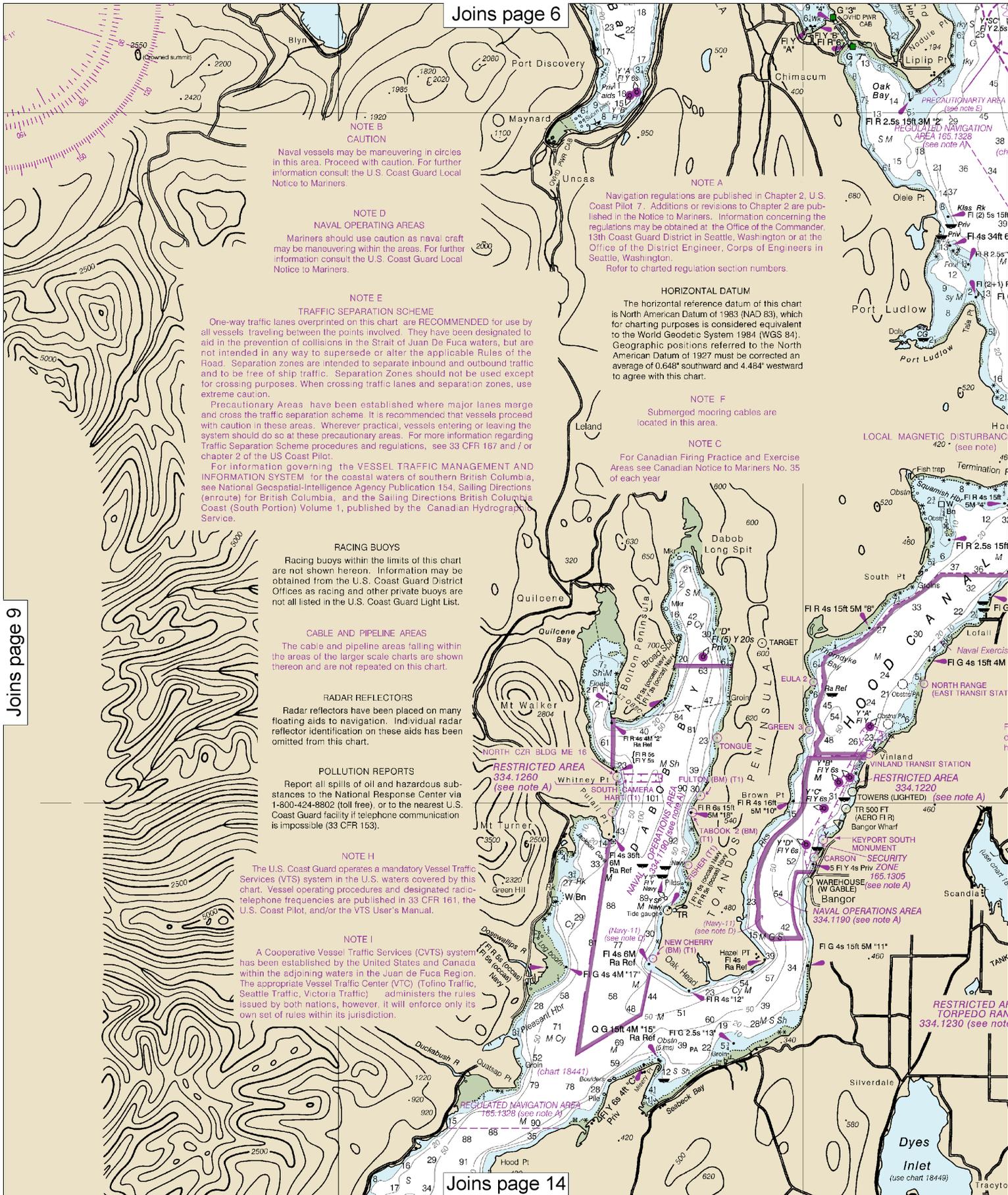
RESTRICTED AREA 334.1260 (see note A)

RESTRICTED AREA 334.1220 (see note A)

RESTRICTED AREA 334.1230 (see note A)

RESTRICTED AREA TORPEDO RANGE 334.1230 (see note A)

RESTRICTED AREA 165.1328 (see note A)



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

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

NOTE E TRAFFIC SEPARATION SCHEME
One-way traffic lanes overlaid on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Juan De Fuca waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and 7 of chapter 2 of the US Coast Pilot.

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

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

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

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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

NOTE H
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the U.S. waters covered by this chart. Vessel operating procedures and designated radio-telephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

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

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

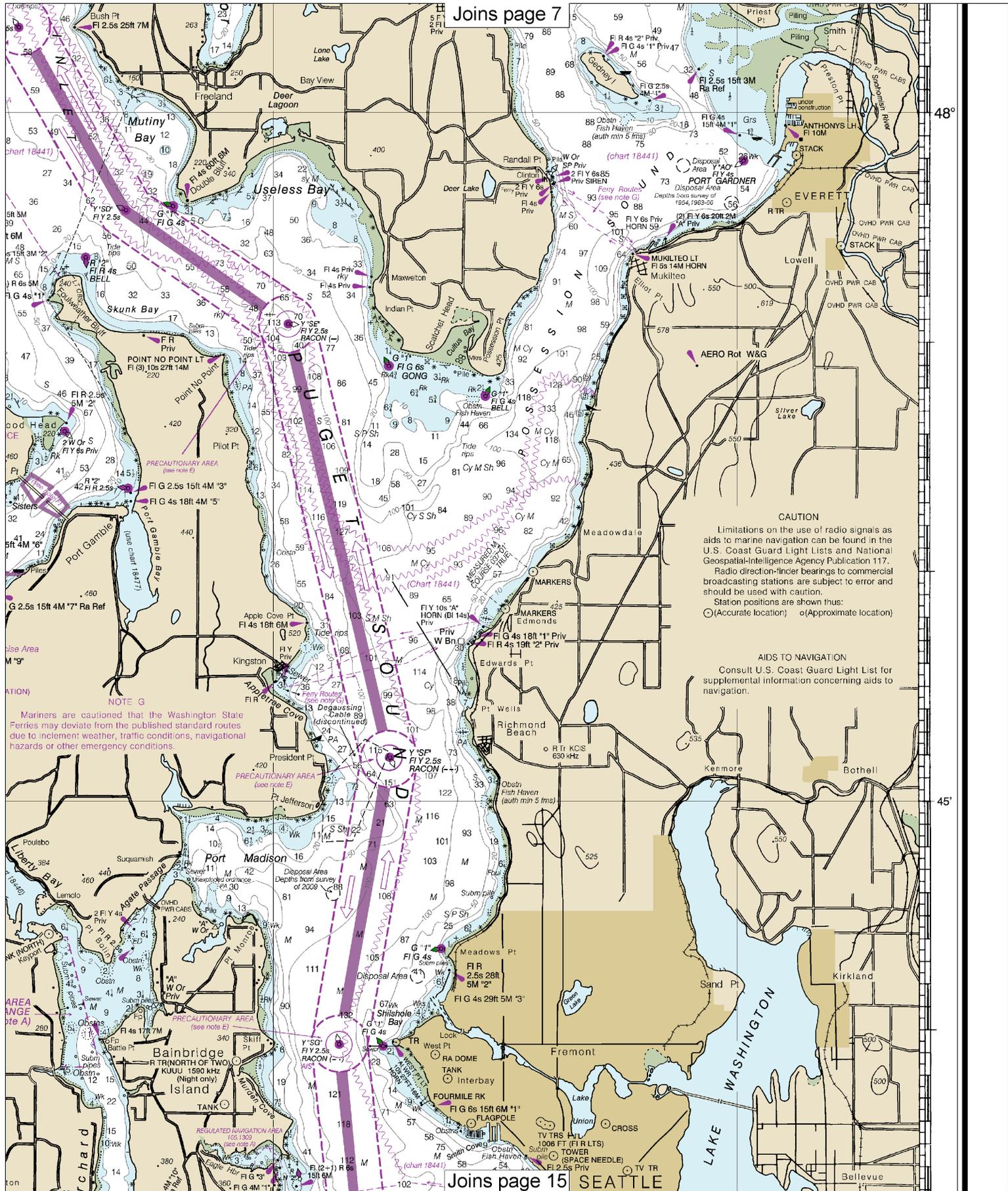
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.648" southward and 4.484" westward to agree with this chart.

NOTE F
Submerged mooring cables are located in this area.

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

LOCAL MAGNETIC DISTURBANCE
420° (see note)

RESTRICTED AREA
334.1220 (see note A)



48°

45°

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: (o) (Accurate location) (o) (Approximate location)

AIDS TO NAVIGATION

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

NOTE G

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

ABBREVIATIONS (For complete list of Symbols and Abbreviations to Navigation lights are white unless otherwise indicated.)

| | | | |
|-------------------|--------------------------|------------------------|--------------------|
| AERC aeronautical | G green | Mo more code | R TR radio tower |
| Al alternating | IO interrupted quick | N nun | Rot rotating |
| B black | Is isophase | OBSC obscured | s seconds |
| Bn beacon | LT HC lighthouse | Oc occulting | SEC sector |
| C can | M nautical mile | Or orange | St M stature 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 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. | | | |

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

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

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.

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

COLREGS, 80.1395 (see note A)

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

PUGET SOUND HARBOR SAFETY PLAN

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

LOCAL MAGNETIC DISTURBANCE

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

BRIDGES AND OVERHEAD CABLES

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

CAUTION

SUBMARINE PIPELINES AND CABLES

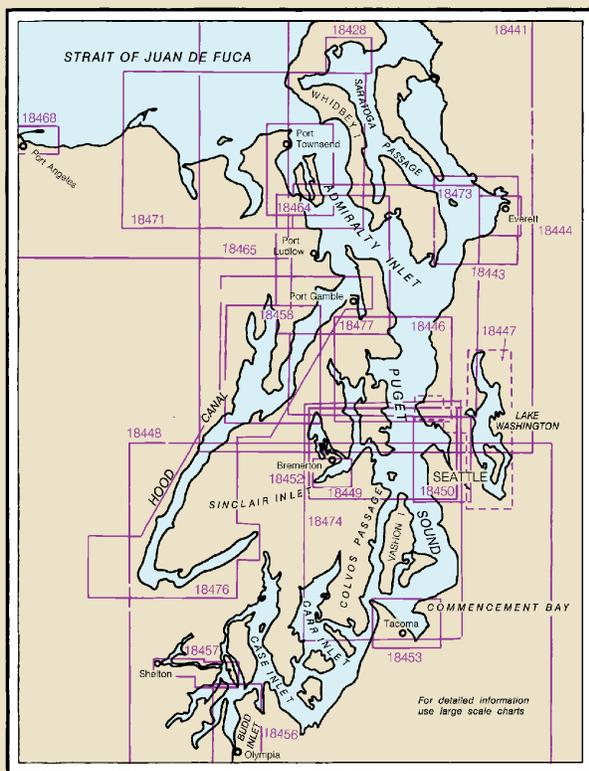
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



NOTE 1

A Cooperative Vessel Traffic Service has been established by the United States and Canada within the adjoining waters in the Strait of Juan de Fuca. The appropriate Vessel Traffic Center (Seattle Traffic, Victoria Traffic) issued by both nations, however, has its own set of rules within its jurisdiction.

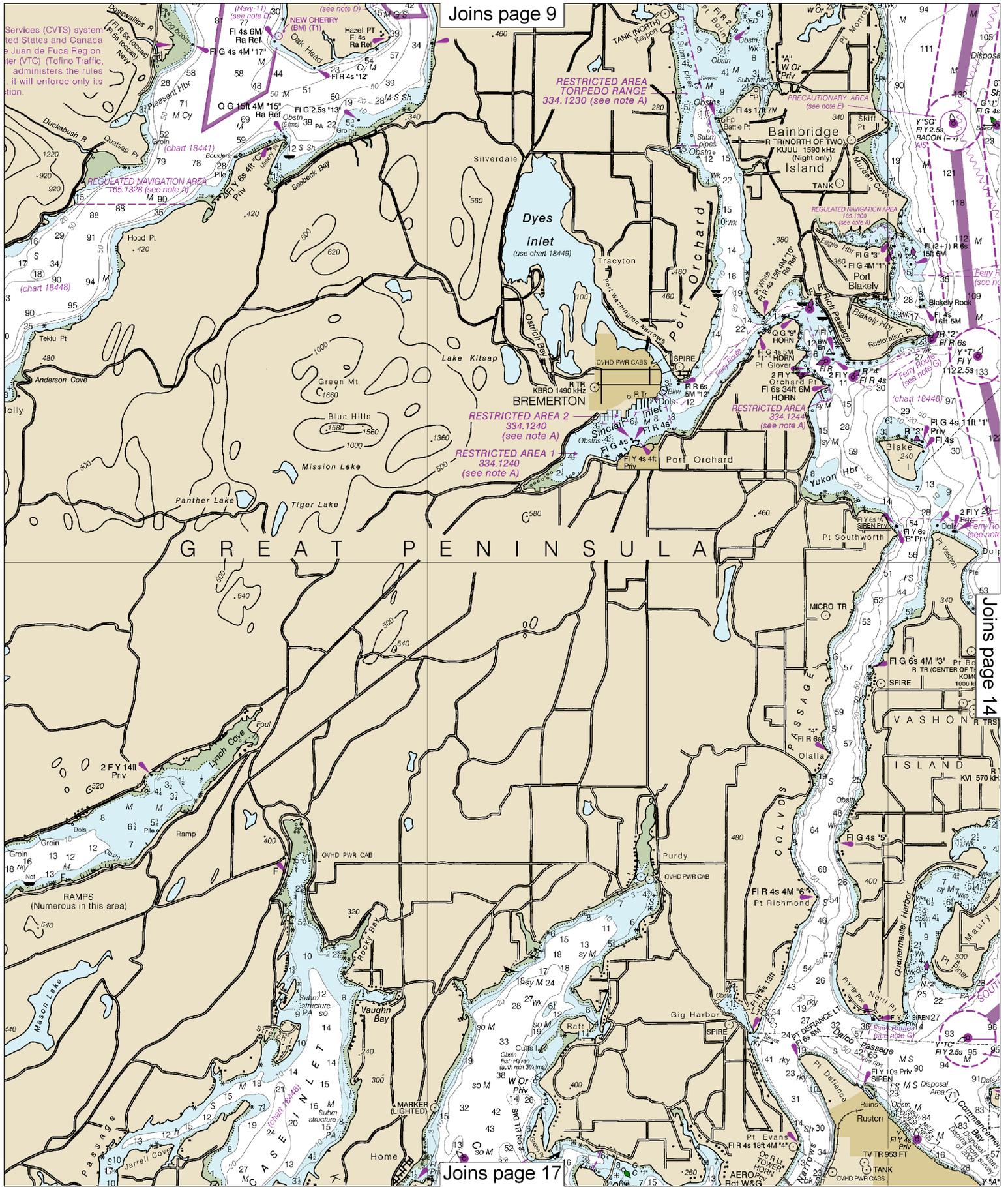
30'



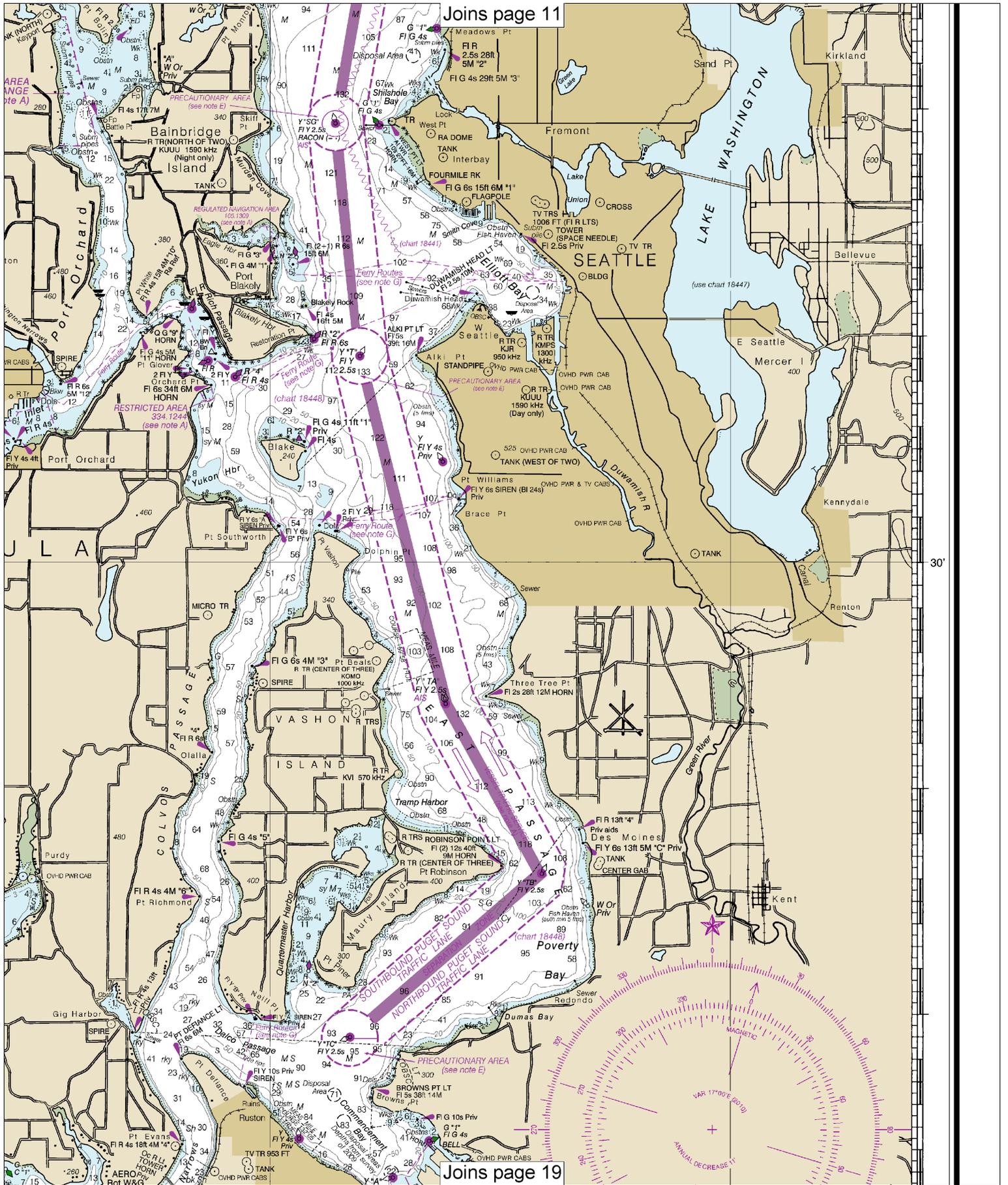
NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed

Joins page 16

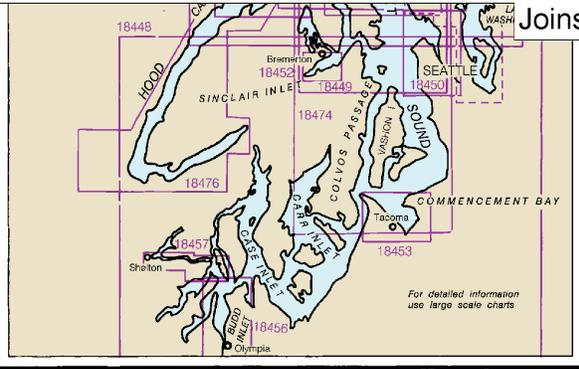
Note: Chart grid lines are aligned with true north.



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Joins page 19



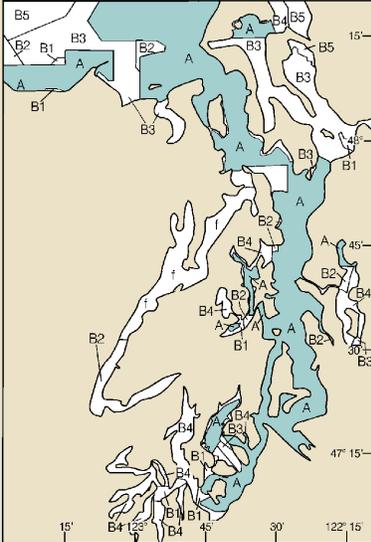
NOAA WEATHER RADIO BROADCASTS

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

| | | |
|-----------------|--------|-------------|
| Seattle, WA | KHB-60 | 162 550 MHz |
| Neah Bay, WA | KIH-36 | 162 550 MHz |
| Olympia, WA | WXM-62 | 162 475 MHz |
| Puget Sound, WA | WWG-24 | 162 425 MHz |

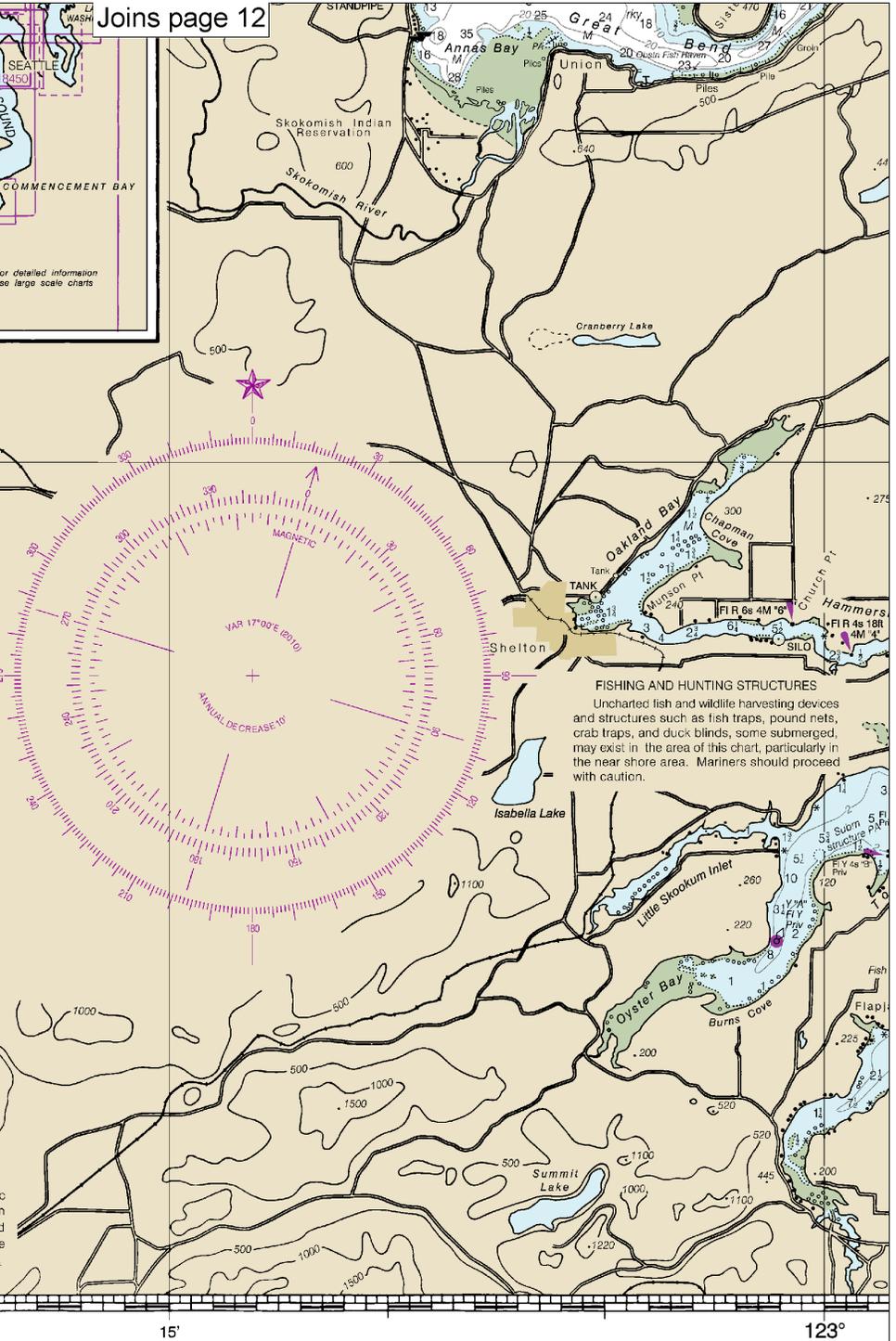
SOURCE

| | | | |
|----|-----------|-----------------------|-------------------------|
| A | 1990-2014 | NOS Surveys | full bottom coverage |
| B1 | 1990-2001 | NOS Surveys | partial bottom coverage |
| B2 | 1970-1989 | NOS Surveys | partial bottom coverage |
| B3 | 1940-1969 | NOS Surveys | partial bottom coverage |
| B4 | 1900-1939 | NOS Surveys | partial bottom coverage |
| B5 | Pre-1900 | NOS Surveys | partial bottom coverage |
| T | | US Government Surveys | |



SOURCE DIAGRAM

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



FISHING AND HUNTING STRUCTURES

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

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.

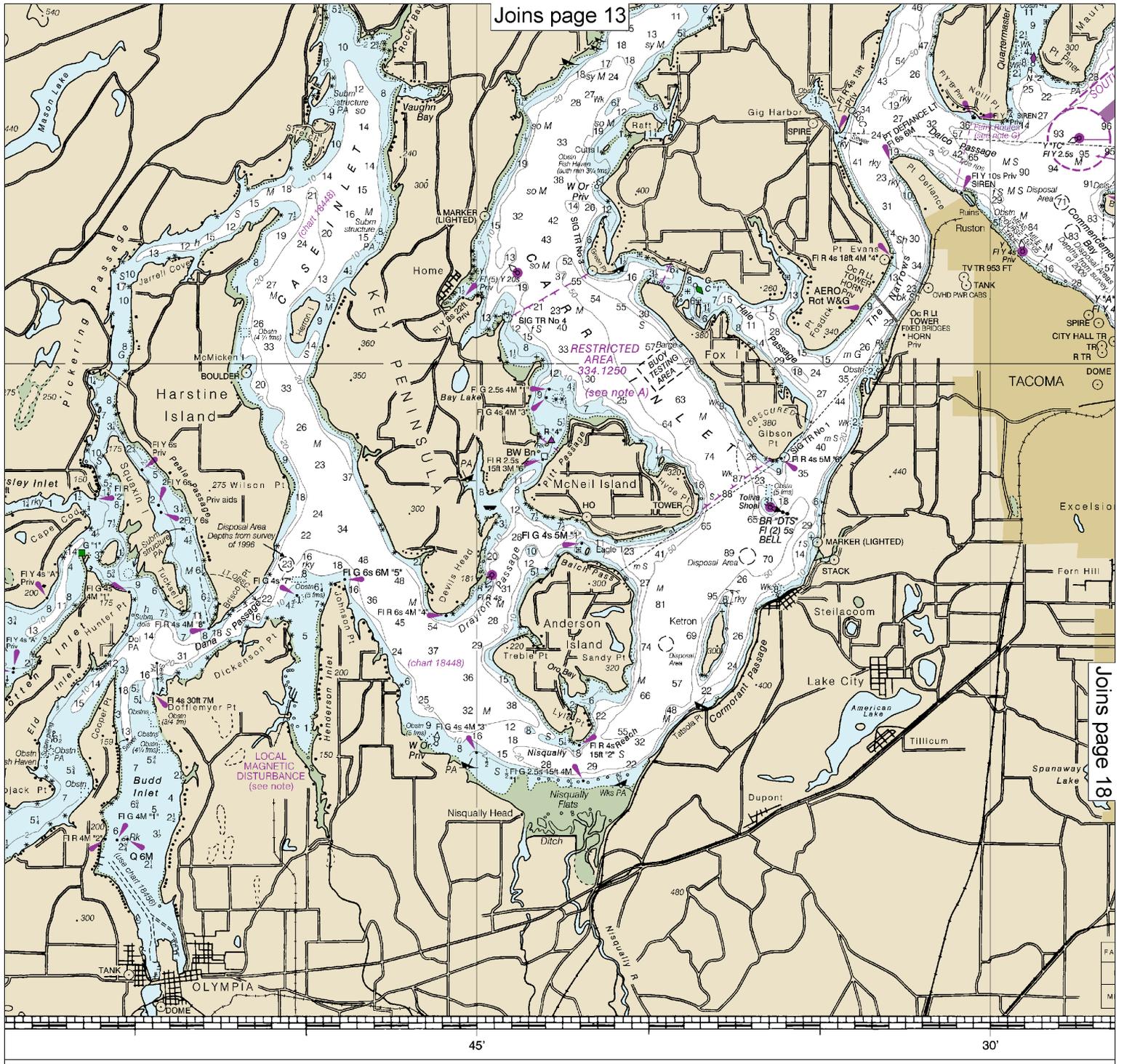
WARNING

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.

18440

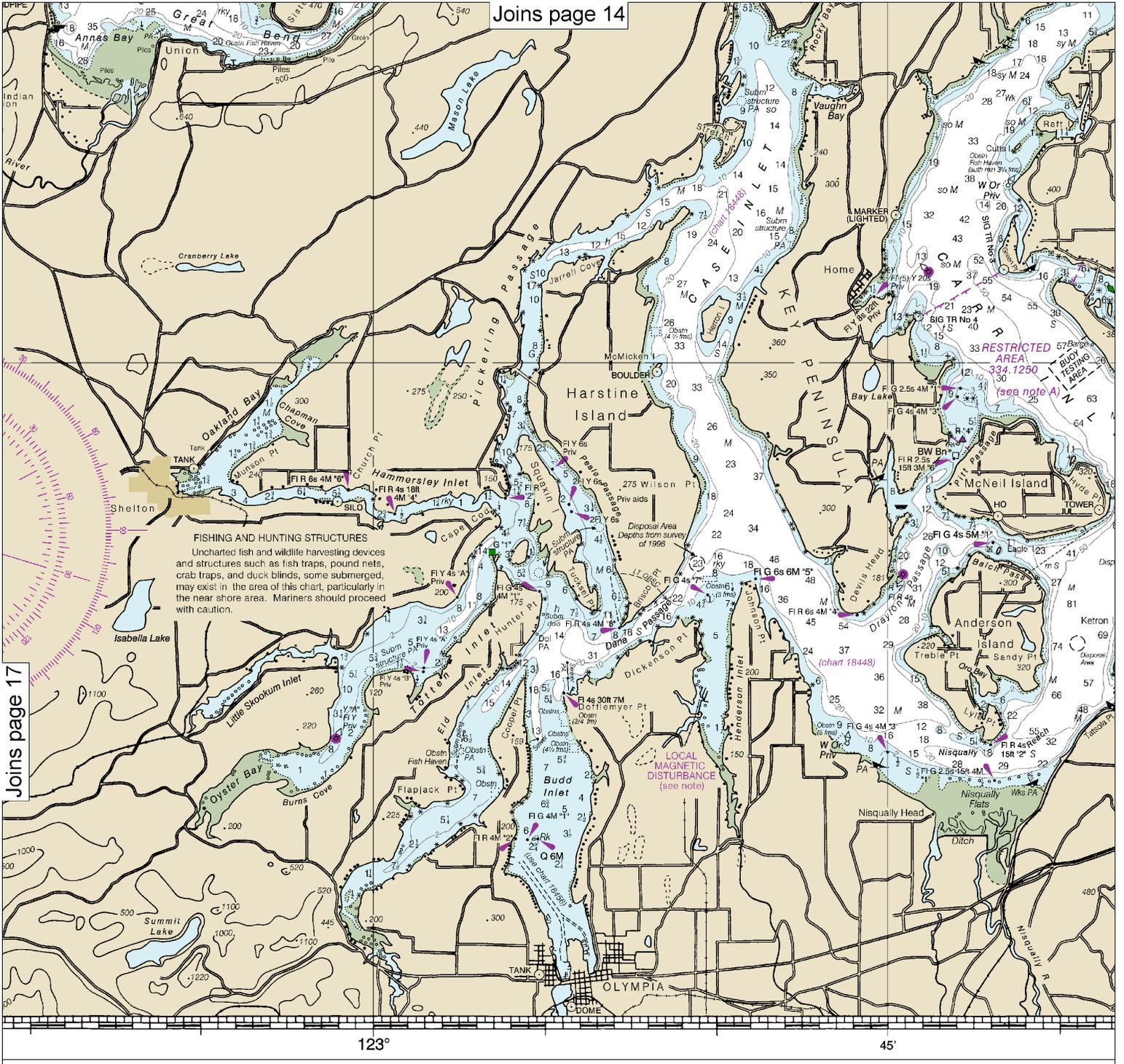
30th Ed., Oct. 2010. Last Correction: 12/7/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

Note: Chart grid lines are aligned with true north.



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 NATIONAL OCEAN SERVICE
 COAST SURVEY

SOUNDINGS IN FATHOMS



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

LOCAL MAGNETIC DISTURBANCE
 (see note)

123°

45°

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(NM) published Local Notice to district to the d from Notice to are available at

WARNING

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16)

18

Note: Chart grid lines are aligned with true north.



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.