

BookletChart™

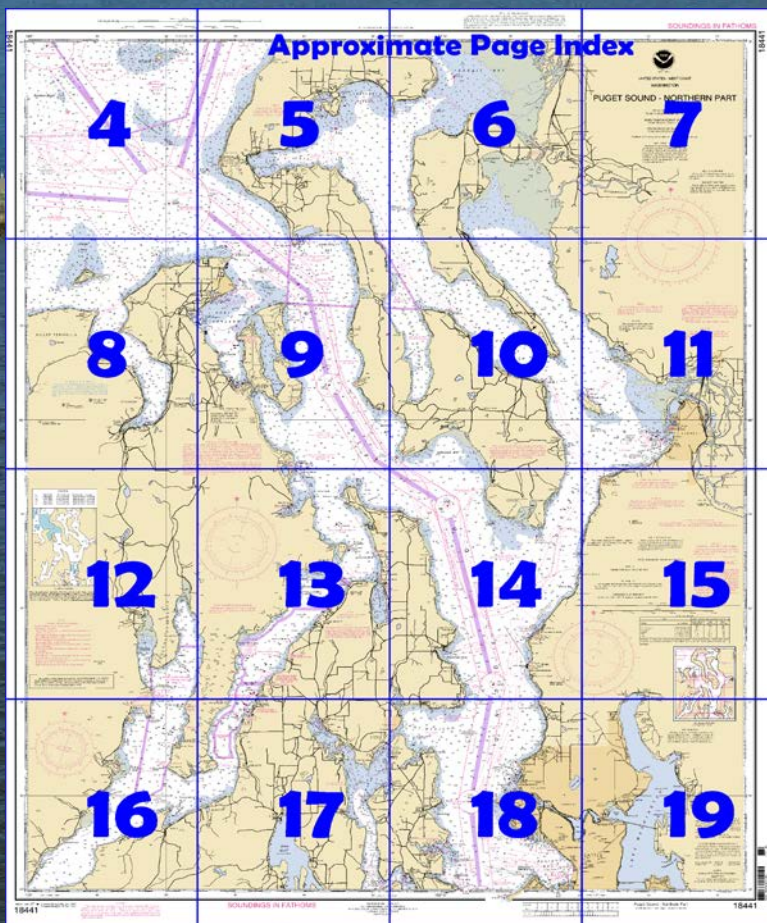
Puget Sound – Northern Part **NOAA Chart 18441**



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=18441>.



(Selected Excerpts from Coast Pilot)

Admiralty Inlet extends from the Strait of Juan de Fuca to Foulweather Bluff. A **naval restricted area** is at the N entrance of Admiralty Inlet, extending W and NW from Admiralty Head. (See **334.1210**, chapter 2, for limits and regulations.)

Admiralty Head, 80 feet high, on Whidbey Island, is the E entrance point of Admiralty Inlet and the SE extremity of a succession of light bare bluffs which extend N of Point Partridge, where they attain their highest

elevation. About 0.5 mile N of Admiralty Head an abandoned lighthouse tower 39 feet high stands on top of a bluff.

Admiralty Bay, E of Admiralty Head, is used only occasionally as an anchorage as it is exposed to SW winds and has a hard bottom and strong currents.

Keystone Harbor (see also chart 18464) is entered through a dredged channel just NE of Admiralty Head. A state ferry landing is at the head of the harbor. This landing is the Whidbey Island terminus of the passenger and automobile ferry that operates to Port Townsend. In 2001, the controlling depth in the dredged entrance channel was 23 feet, thence 15 feet in the harbor basin with lesser depths along the sides. A breakwater, marked by a light, protects the E side of the entrance. A private light on a concrete pile marks the W side of the entrance. A launching ramp is on the E side of the harbor.

Bush Point, 8 miles SSE of Admiralty Head, is marked by a light at the end of a low sandspit. The flood current is reported to set strongly toward Bush Point. Consult Tidal Current Charts for this area. Several rocks lie nearly 0.2 mile offshore 1.1 miles SE of Bush Point.

Oak Bay is a cove on the W side of Admiralty Inlet, W of the S ends of Marrowstone and Indian Islands. A 1½-fathom shoal, marked by a light, extends S from Kinney Point.

Mutiny Bay, between Bush Point and Double Bluff, affords temporary anchorage near the center in 10 to 20 fathoms. This anchorage is useful if overtaken by fog. Strong tide rips, at times dangerous for small craft, occur off Double Bluff, particularly on the ebb with strong NW winds. There is frequently an eddy in Mutiny Bay; consult tidal current charts.

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. A lighted buoy marks the extremity of the shoals 600 yards W of the bluff. The shoals are usually marked by kelp.

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.)

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

RCC Seattle

Commander
13th CG District
Seattle, WA

(206) 220-7001

Navigation Manager Regions



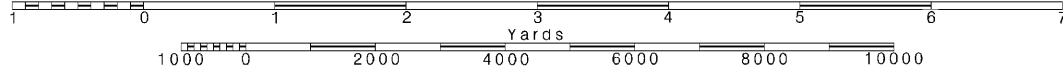
To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

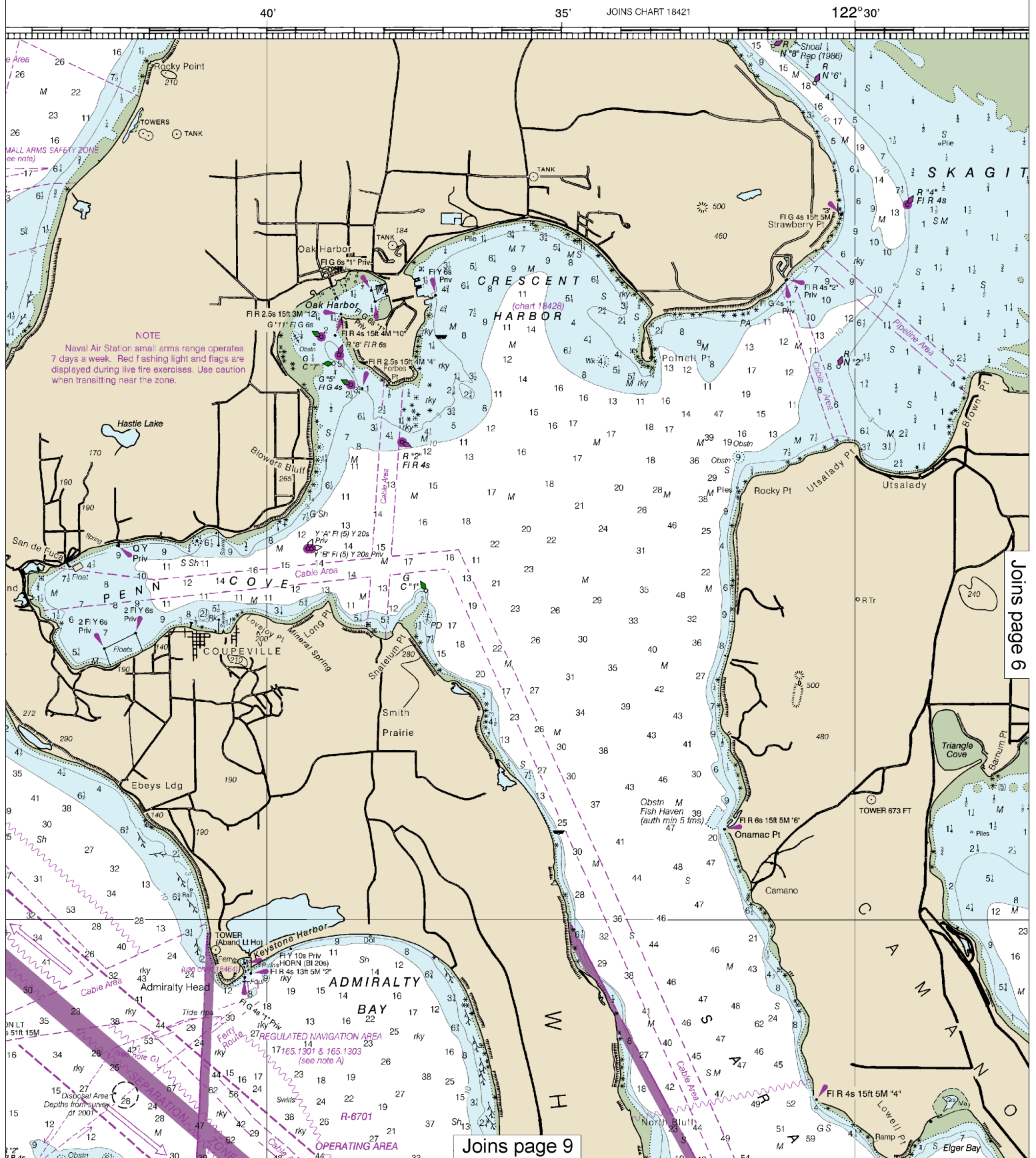
Lateral System As Seen Entering From Seaward

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>

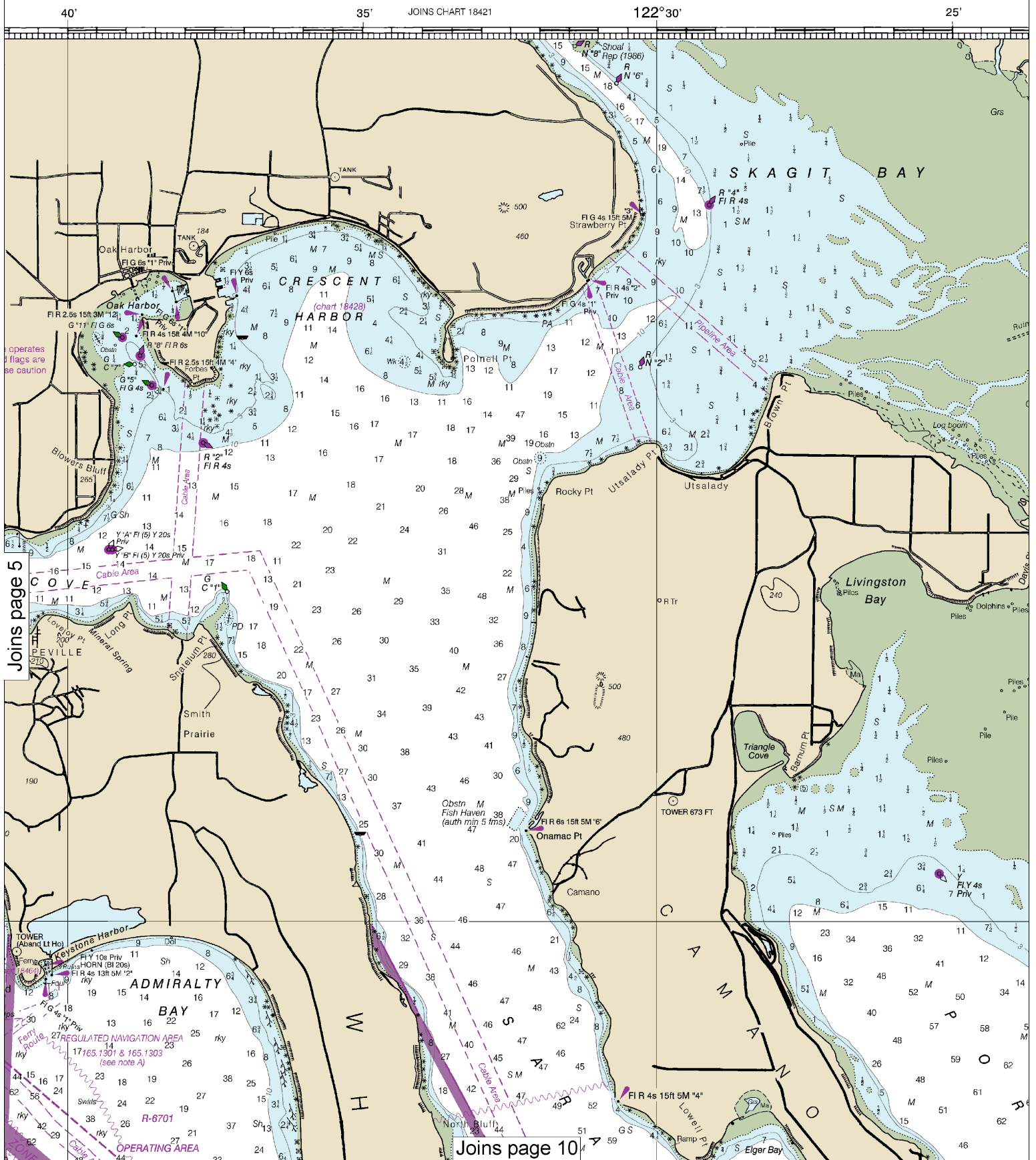




Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:106666. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



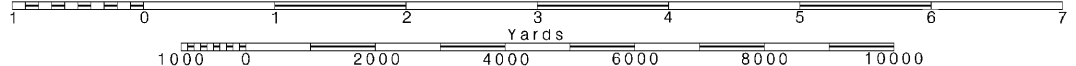
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

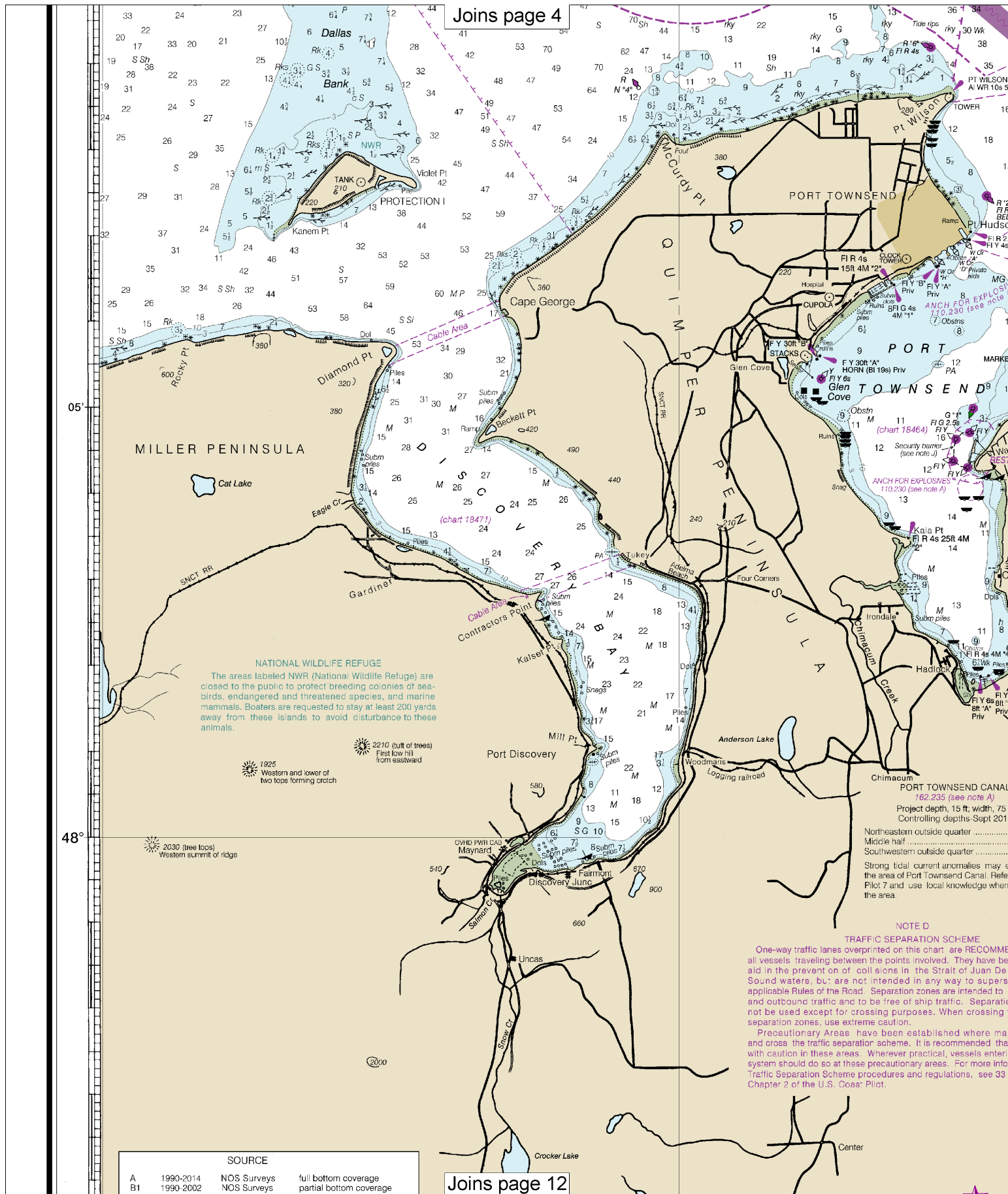
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Nautical Miles

See Note on page 5.

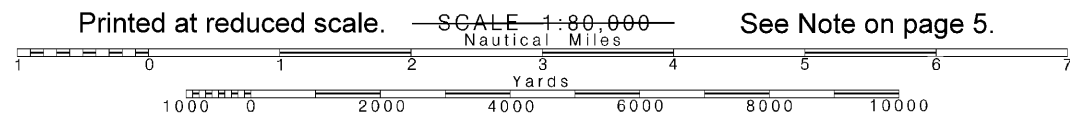




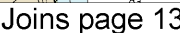
7



Note: Chart grid lines are aligned with true north.



See Note on page 5.



Mariners should use caution as military craft may be operating within the area. For further information consult the U.S. Coast Guard Local Notice to Mariners.

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

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.

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.

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

The map shows the study area in the western Mediterranean, bounded by 40°N to 50°N latitude and 10°W to 20°W longitude. Bathymetric contours are marked at 100, 200, 300, 400, 500, 600, 700, 800, 900, 1000, 1100, 1200, 1300, 1400, 1500, 1600, 1700, 1800, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2600, 2700, 2800, 2900, 3000, 3100, 3200, 3300, 3400, 3500, 3600, 3700, 3800, 3900, 4000, 4100, 4200, 4300, 4400, 4500, 4600, 4700, 4800, 4900, 5000, 5100, 5200, 5300, 5400, 5500, 5600, 5700, 5800, 5900, 6000, 6100, 6200, 6300, 6400, 6500, 6600, 6700, 6800, 6900, 7000, 7100, 7200, 7300, 7400, 7500, 7600, 7700, 7800, 7900, 8000, 8100, 8200, 8300, 8400, 8500, 8600, 8700, 8800, 8900, 9000, 9100, 9200, 9300, 9400, 9500, 9600, 9700, 9800, 9900, 10000 meters. Sampling stations are marked with letters: B1, B2, B3, B4, and A. Bathymetric contours are labeled with their respective depths in meters.

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*.

NOTE 1

Navy-Maintained Warning Lights

- Yellow or alternating white and yellow
 - Proceed with caution.
 - Range operations are in progress but no torpedoes are 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.

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

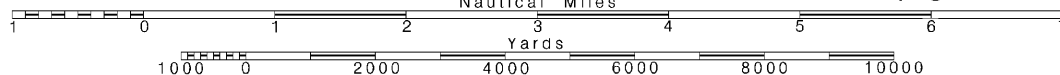
Joins page 16

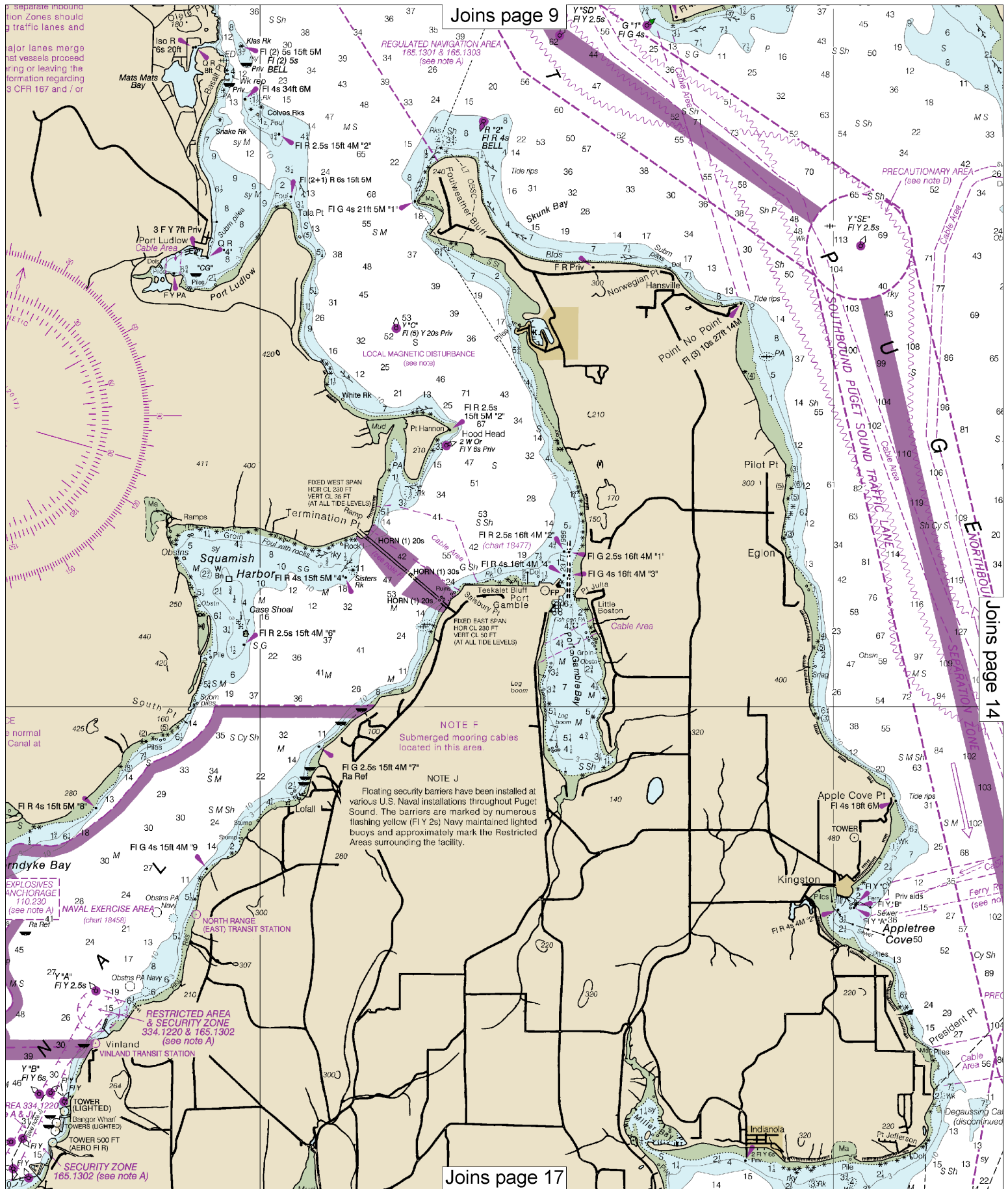
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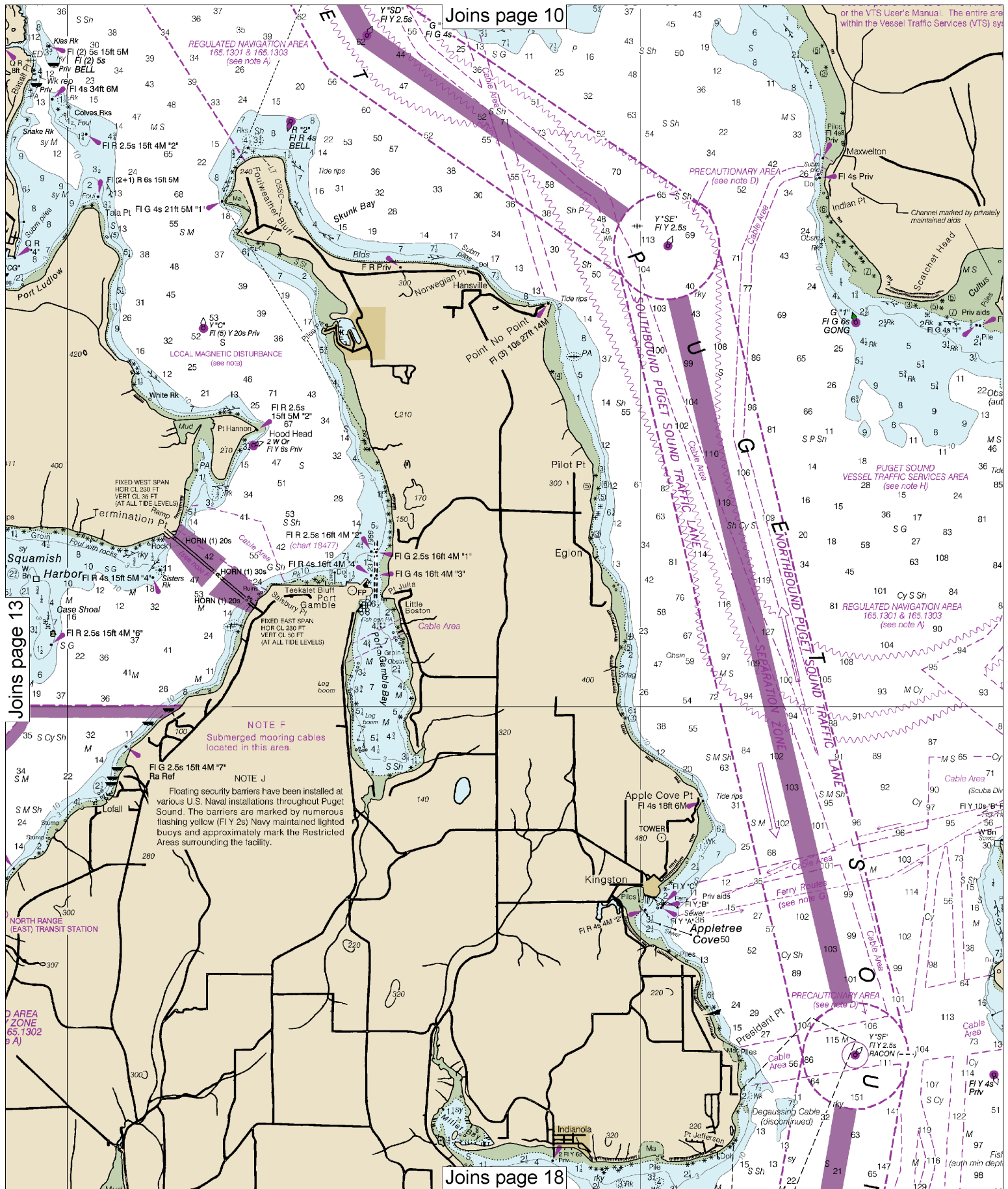
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Nautical Miles

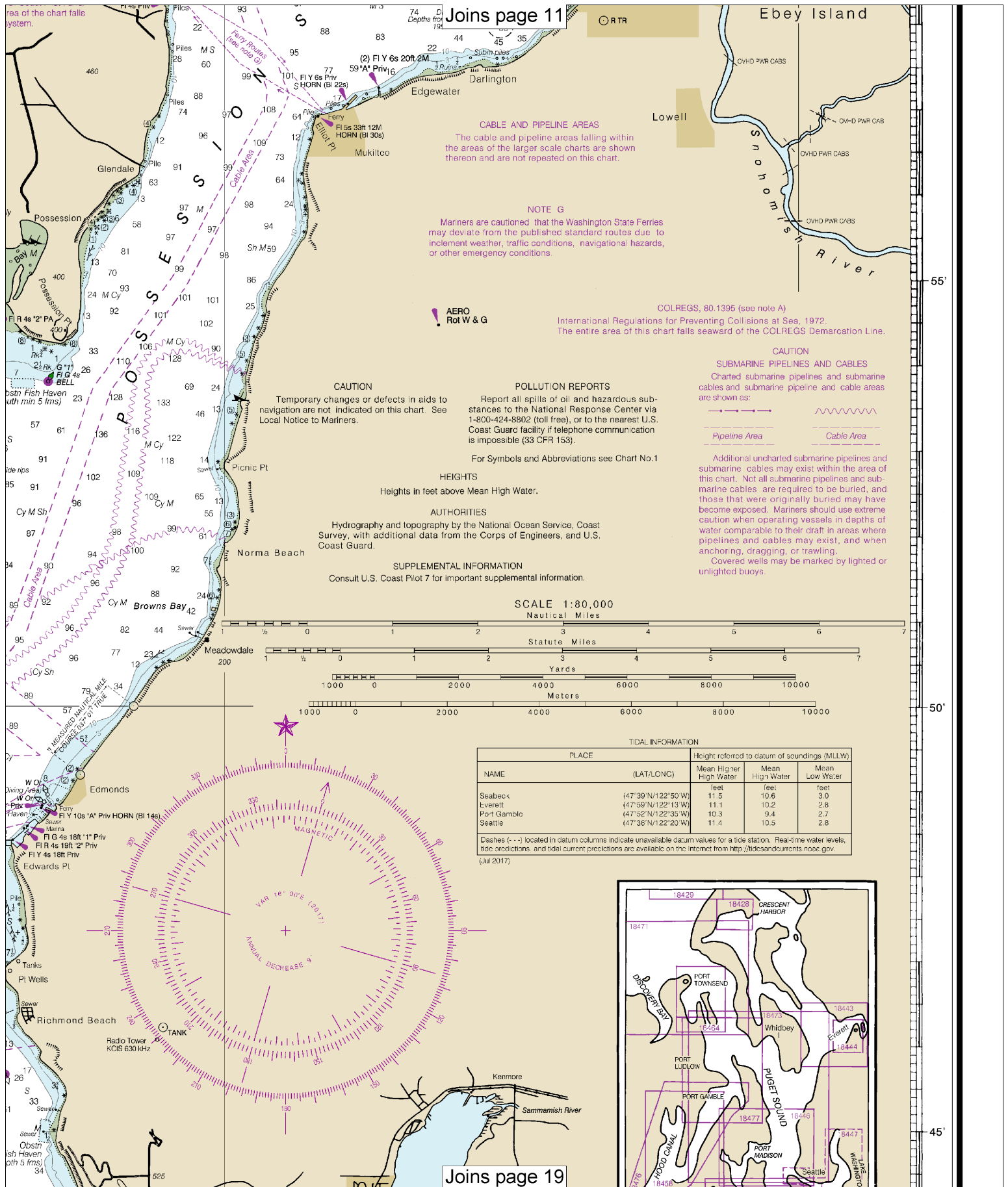
See Note on page 5.

Note: Chart grid lines are aligned with true north.







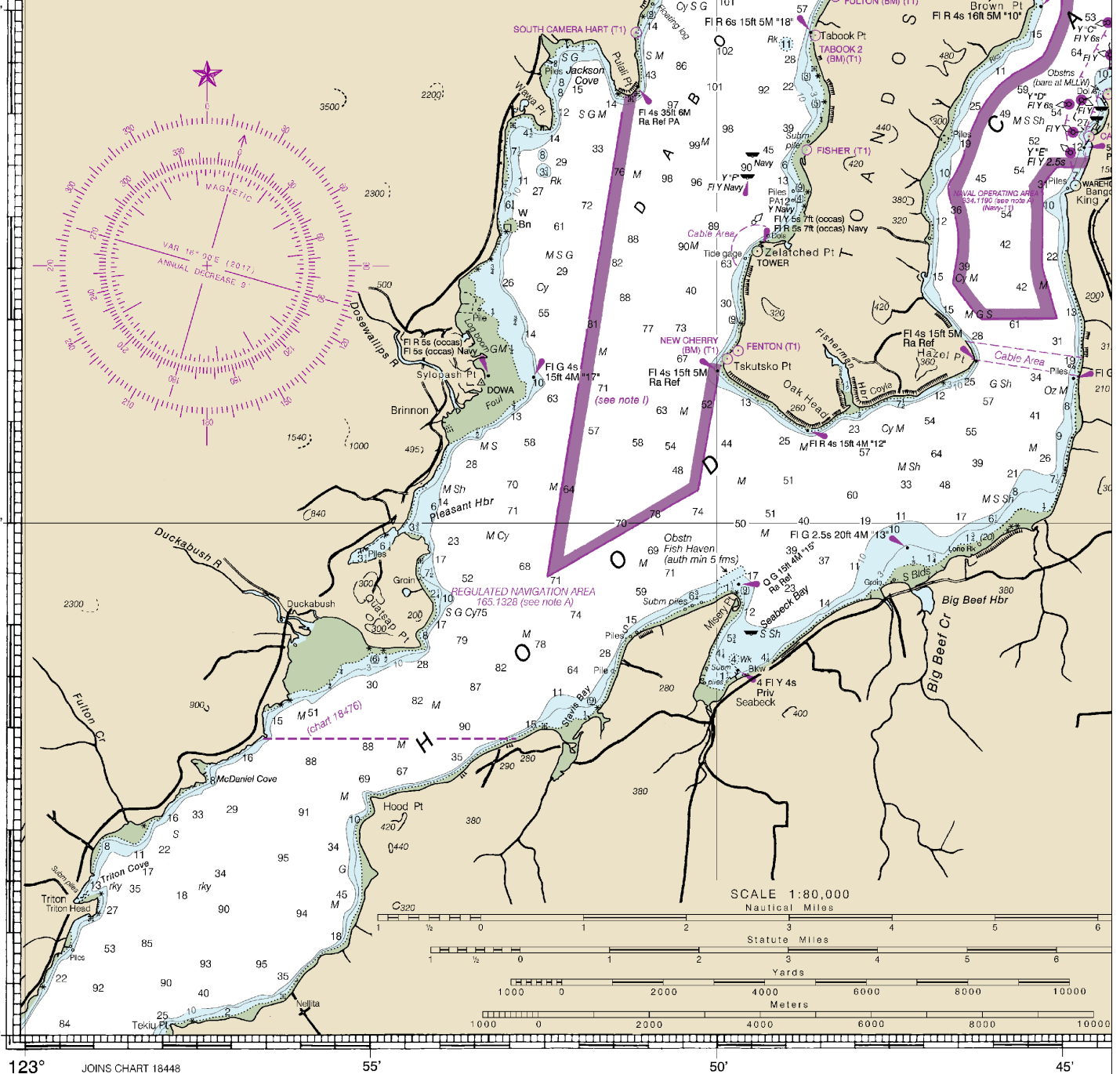


NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

45°

40°

35°



JOINS CHART 18448

SCALE 1:80,000

Nautical Miles

Statute Miles

Yards

Meters

18441

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 Notices to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This is the Last Edition of this chart. It will be canceled on Jun 5, 2024
 49th Ed., Apr. 2020. Last Correction: 1/26/2024. Cleared through:
 LNM: 0824 (2/20/2024), NM: 0924 (3/2/2024), CHS: 1223 (12/29/2023)

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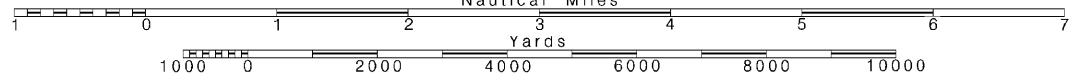
Note: Chart grid lines are aligned with true north.

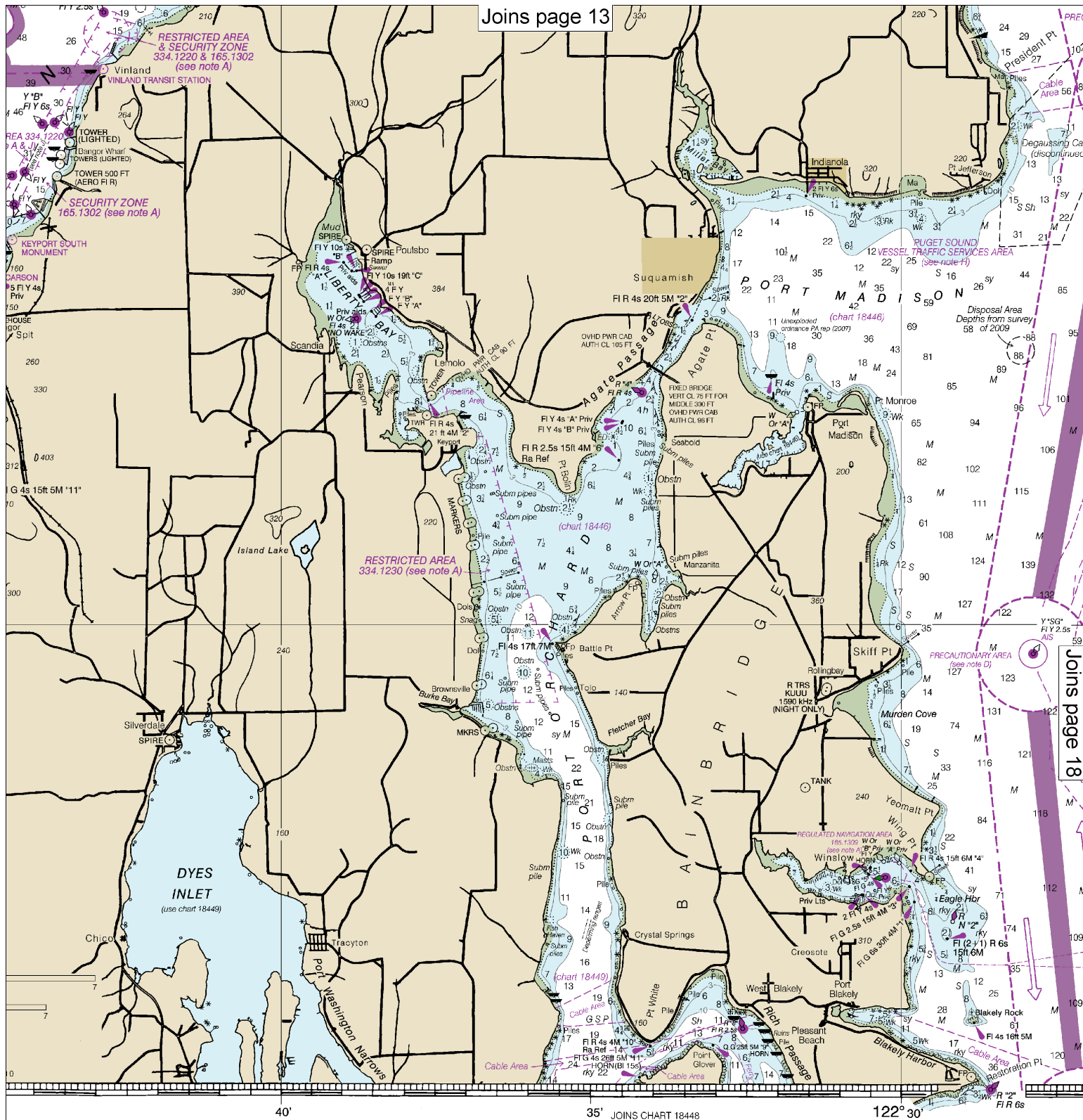
Printed at reduced scale.

SCALE 1:80,000

Nautical Miles

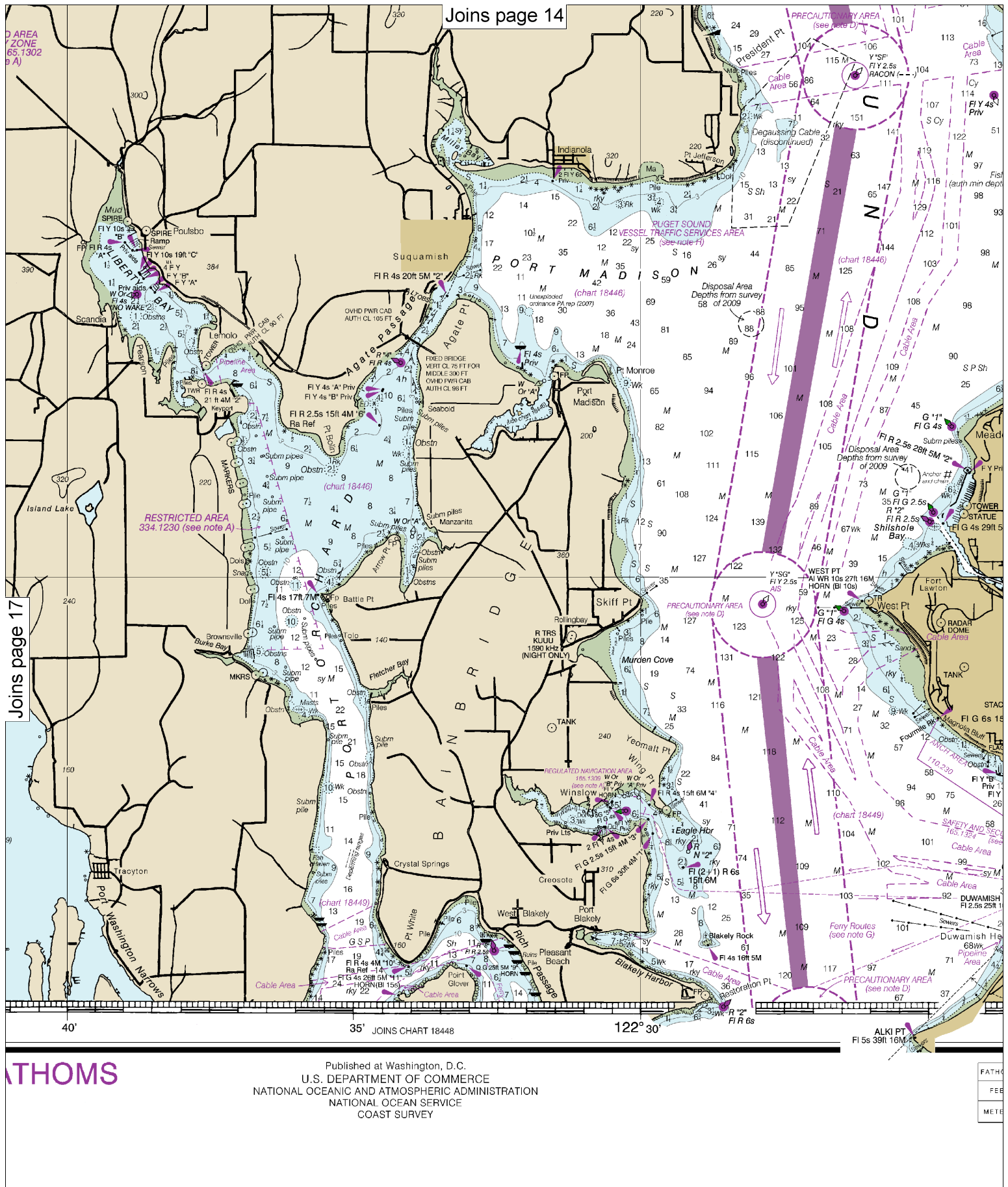
See Note on page 5.





NDINGS IN FATHOMS

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



ATHOMS

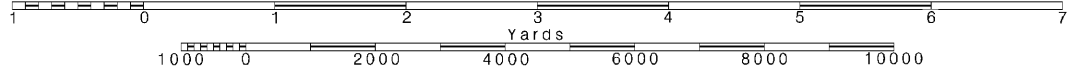
18

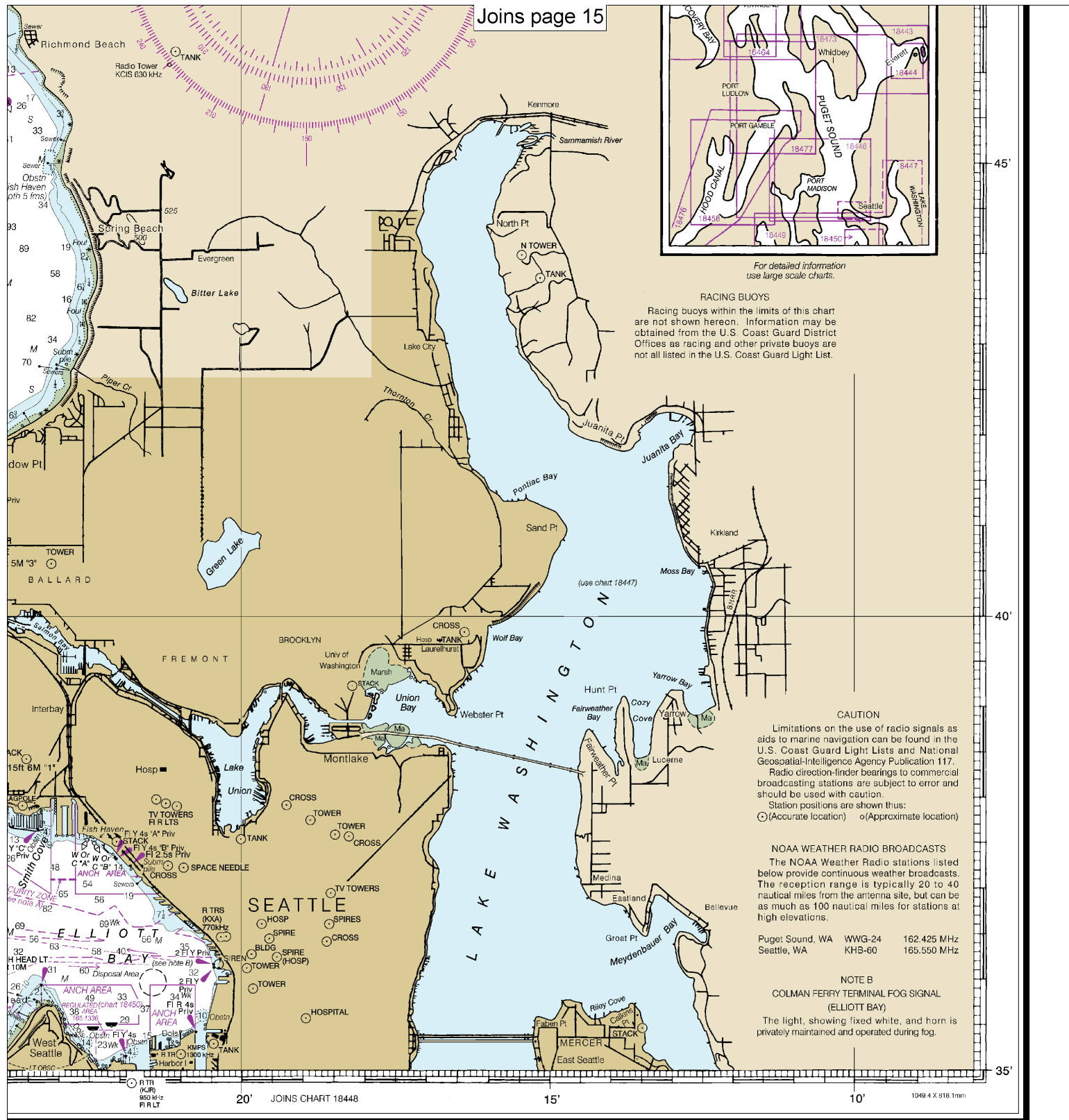
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Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

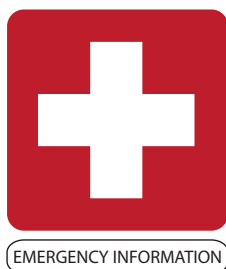




HOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
EET	9	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
IERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

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

18441



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.



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/>

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!

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



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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.