Formerly C&GS 6450, 1st Ed., June 1891 C-1921-213 KAPP 1689

123° 55' JOINS CHART 18421 50' 45' 40' 35' JOINS CHART 18421 122°30' 25' 20' 15' 10'
20' 15' 10' 05' 48° 55' 50' 45' 40' 35' JOINS CHART 18448 122°30' 25' 20' 15' 10'
JOINS CHART 18465

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

WASHINGTON

PUGET SOUND - NORTHERN PART

Mercator Projection
Scale 1:80,000 at Lat 47° 57'

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.

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 0.653" southward and 4.501" westward to agree with this chart.

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

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.

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 C
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.

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

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.

NOTE D
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Juan De Fuca 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 U.S. Coast Pilot.

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

NOTE F
Submerged mooring cables located in this area

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 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.

NOTE I
Navy-Maintained Warning Lights
Yellow or alternating white and yellow
- Proceed with caution.
- Range operations are in progress but no torpedoes or testing is occurring.
- Be prepared to shut down engines when lights change to red.

Red or alternating white and red
- Range operations are in progress and submarine torpedo and/or sound testing are occurring.
- Stop engines until red beacons have been shut off, showing test is completed.
- Follow the advice of Naval Guard Boats when in or near the range area.

Operational Periods
- Typically, boat passage is permitted between tests when the yellow beacons are operating.
- Normally, tests and torpedo runs are confined to periods of less than 30 minute durations.
- Submarine operations can occur for longer periods.

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

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.

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

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).

For Symbols and Abbreviations see Chart No.1

HEIGHTS
Heights in feet above Mean High Water.

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

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

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.

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.

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
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)

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

Puget Sound, WA	WWG-24	162.425 MHz
Seattle, WA	KHB-60	165.550 MHz

NOTE B
COLMAN FERRY TERMINAL FOG SIGNAL
(ELLIOTT BAY)
The light, showing fixed white, and horn is privately maintained and operated during fog.

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.

SOURCE

A	1990-2014	NOS Surveys	full bottom coverage
B1	1990-2002	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
I	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 bandied 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.

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

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Port Townsend	(48°07'N/122°45'W)	8.6	7.9	2.6
Seabeck	(47°39'N/122°50'W)	11.5	10.6	3.0
Everett	(47°59'N/122°13'W)	11.1	10.2	2.8
Port Gamble	(47°51'N/122°35'W)	10.3	9.4	2.7
Seattle	(47°36'N/122°20'W)	11.4	10.5	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 (May 2011)

For detailed information use large scale charts.

SCALE 1:80,000
Nautical Miles 0 1 2 3 4 5 6 7
Statute Miles 0 1 2 3 4 5 6 7
Yards 0 1000 2000 4000 6000 8000 10000
Meters 0 1000 2000 4000 6000 8000 10000

18441

47th Ed., Jun. 2011. Last Correction: 12/7/2016. Cleared through: LNM: 4916 (12/6/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

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.

SOUNDINGS IN FATHOMS

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

This chart was distributed as a PDF (Portable Document Format). Printing PDFs may alter the chart scale, color, or legibility that may impact suitability for navigation. Printed charts provided by NOAA certified Print on Demand (POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod

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

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

18441