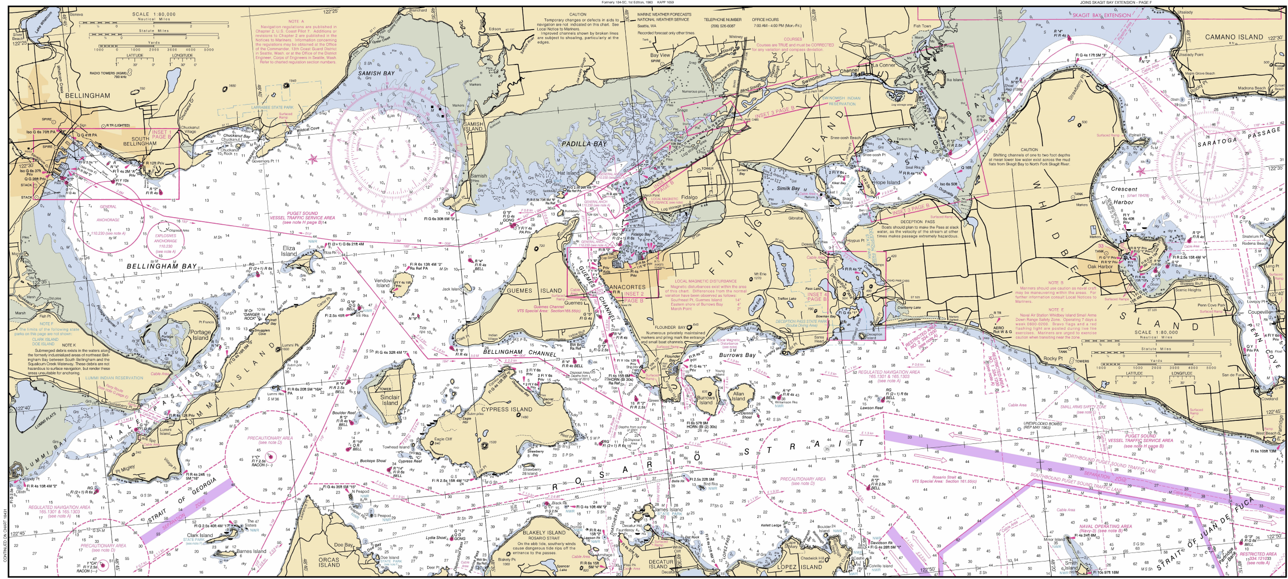
Formerly 184-SC, 1st Edition, 1960 KAPP 1659

JOINS SKAGIT BAY EXTENSION - PAGE F


SCALE 1:80,000
BELLINGHAM
SOUTH BELLINGHAM
BELLINGHAM BAY
SAMISH BAY
PADILLA BAY
LA CONNER
SKAGIT BAY
CAMANO ISLAND
SARATOGA PASSAGE
Crescent Harbor
Oak Harbor
WHIDBEY ISLAND
FIDALGO ISLAND
ANACORTES
GUEMES ISLAND
GUEMES CHANNEL
BELLINGHAM CHANNEL
CYPRESS ISLAND
Sinclair Island
Vendovi Island
Eliza Island
Portage Island
LUMMI ISLAND
HALE PASSAGE
LUMMI BAY
STRAIT OF GEORGIA
ROSARIO STRAIT
STRAIT OF JUAN DE FUCA
BLAKELY ISLAND
DECATUR ISLAND
LOPEZ ISLAND
ORCAS ISLAND
Burrows Bay
DECEPTION PASS
Coupeville
PENN COVE
INSET 1 PAGE B
INSET 2 PAGE B
INSET 3 PAGE B
INSET 4 PAGE B
SKAGIT BAY EXTENSION
PUGET SOUND VESSEL TRAFFIC SERVICE AREA (see note H page B)
PRECAUTIONARY AREA (see note D)
REGULATED NAVIGATION AREA 165.1301 & 165.1303 (see note A)
NORTHBOUND PUGET SOUND TRAFFIC LANE
SEPARATION ZONE
SOUTHBOUND PUGET SOUND TRAFFIC LANE
NAVAL OPERATING AREA (Navy-3) (see note B)
RESTRICTED AREA NO. 2 334.1200 (see note A)
RESTRICTED AREA 334.1210 (see note A)
CONTINUED ON CHART 18431
JOINS PAGE E

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

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE
Seattle, WA
Recorded forecast only other times.
TELEPHONE NUMBER (206) 526-6087
OFFICE HOURS 7:00 AM - 4:00 PM (Mon.-Fri.)

COURSES
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

NOTE K
Submerged debris exists in the waters along the formerly industrialized areas of northeast Bellingham Bay between South Bellingham and the Squalicum Creek Waterway. These debris are not hazardous to surface navigation, but render these areas unsuitable for anchoring.

NOTE F
The limits of the following state parks on this page are not shown:
CLARK ISLAND
DOE ISLAND

CAUTION
Shifting channels of one to two foot depths at mean lower low water exist across the mud flats from Skagit Bay to North Fork Skagit River.

DECEPTION PASS
Boats should plan to make the Pass at slack water, as the velocity of the stream at other times makes passage extremely hazardous.

LOCAL MAGNETIC DISTURBANCE
Magnetic disturbances exist within the area of this chart. Differences from the normal variation have been observed as follows:
Southeast Pt, Guemes Island 14°
Eastern shore of Burrows Bay 4°
March Point 2°

FLOUNDER BAY
Numerous privately maintained markers and piling mark the entrance and small boat channels.

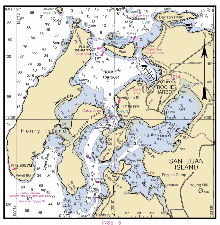
NOTE B
Mariners should use caution as naval craft may be maneuvering within the areas. For further information consult Local Notices to Mariners.

NOTE E
Naval Air Station Whidbey Island Small Arms Down Range Safety Zone. Operating 7 days a week 0600-0200. Bravo flags and a red flashing light are posted during live fire exercises. Mariners are urged to exercise caution when transiting near the zone.

BLAKELY ISLAND
ROSARIO STRAIT
On the ebb tide, southerly winds cause dangerous tide rips off the entrance to the passes.

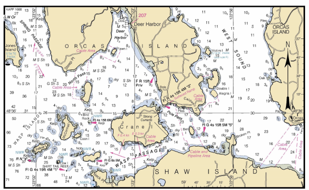
18423 38th Ed., Oct. /11 Corrected through NM Oct. 22/11, LNM Oct. 18/11 JOINS PAGE C PAGE A JOINS PAGE D PAGE A JOINS CHART 18465 18423

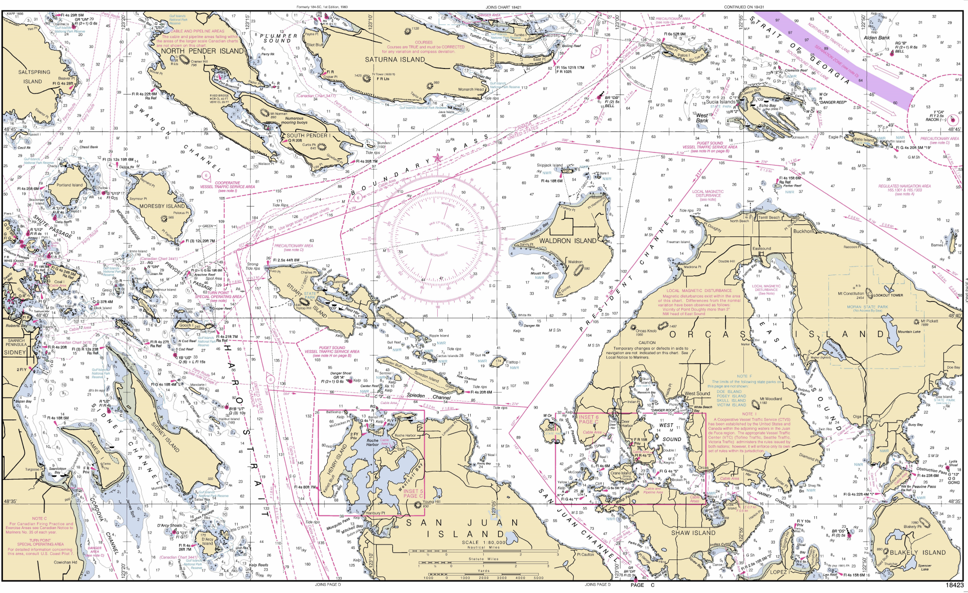
Formerly 184-SC, 1st Edition, 1960 JOINS CHART 18421 CONTINUED ON 18431


ROCHE HARBOR
Henry Island
SAN JUAN ISLAND
Mosquito Pass
Westcott Bay
Garrison Bay
Nelson Bay
English Camp

INSET 5

SCALE 1:40,000
Nautical Miles
Yards


ORCAS ISLAND
Deer Harbor
WEST SOUND
Crane Island
WASP PASSAGE
WASP ISLANDS
SPRING PASSAGE
SHAW ISLAND


SALTSPRING ISLAND
NORTH PENDER ISLAND
SOUTH PENDER I
PLUMPER SOUND
SATURNA ISLAND
SWANSON CHANNEL
MORESBY ISLAND
Portland Island
SHUTE PASSAGE
PREVOST PASSAGE
SIDNEY
SAANICH PENINSULA
SIDNEY ISLAND
JAMES ISLAND
SIDNEY CHANNEL
CORDOVA CHANNEL
HARO STRAIT
BOUNDARY PASS
STRAIT OF GEORGIA
Sucia Islands
Patos I
Matia Island
WALDRON ISLAND
STUART ISLAND
Spieden Island
Spieden Channel
PRESIDENT CHANNEL
ORCAS ISLAND
EAST SOUND
WEST SOUND
SAN JUAN ISLAND
SAN JUAN CHANNEL
SHAW ISLAND
BLAKELY ISLAND
HARNEY CHANNEL
INSET 5 PAGE C
INSET 6 PAGE C
SCALE 1:80,000
PRECAUTIONARY AREA (see note D)
PUGET SOUND VESSEL TRAFFIC SERVICE AREA (see note H on page B)
REGULATED NAVIGATION AREA 165.1301 & 165.1303 (see note A)
UNITED STATES
CANADA
JOINS PAGE A

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

COURSES
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

LOCAL MAGNETIC DISTURBANCE
Magnetic disturbances exist within the area of this chart. Differences from the normal variation have been observed as follows:
Vicinity of Point Doughty more than 2°
NW head of East Sound

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

NOTE F
The limits of the following state parks on this page are not shown:
DOE ISLAND
POSEY ISLAND
SKULL ISLAND
VICTIM ISLAND

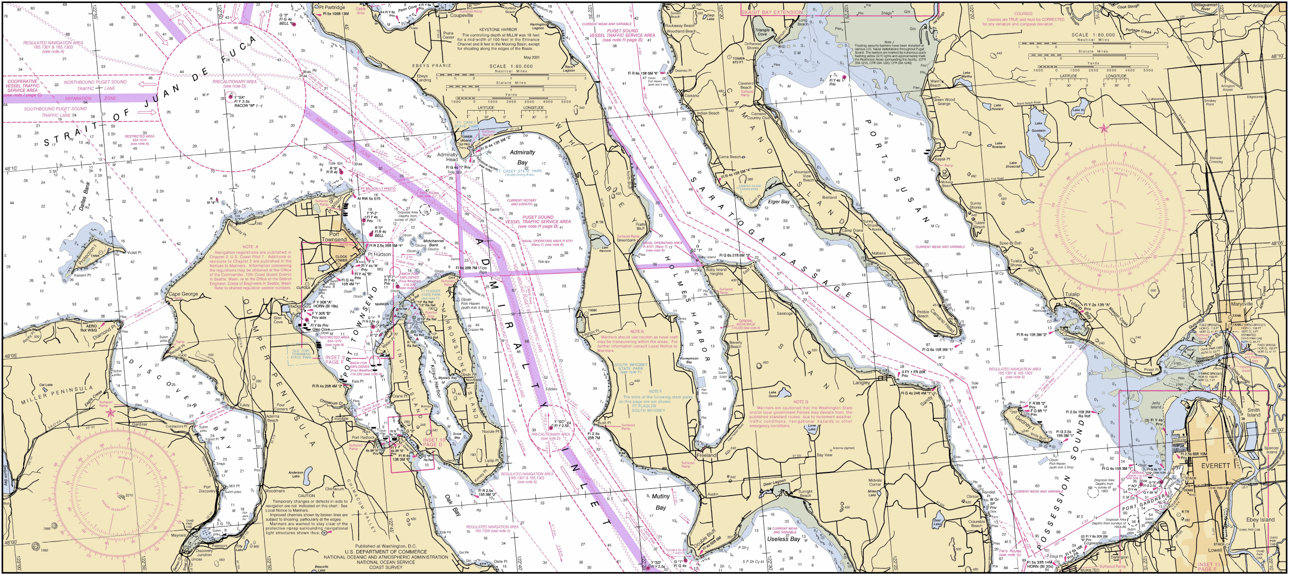
NOTE I
A Cooperative Vessel Traffic Service (CTVS) has been established by the United States and Canada within the adjoining waters in the Juan de Fuca region. The Cooperative Vessel Traffic Center (VTC) (Tofino Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations;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

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

TURN POINT
SPECIAL OPERATING AREA
For detailed information concerning this area, consult U.S. Coast Pilot 7.

18423 38th Ed., Oct. /11 Corrected through NM Oct. 22/11, LNM Oct. 18/11 INSET 6 PAGE C JOINS PAGE D PAGE C 18423

JOINS CHART 18465 JOINS PAGE A JOINS PAGE A Formerly 184-SC, 1st Edition, 1960 KAPP 1673 JOINS SKAGIT BAY EXTENSION- PAGE F


STRAIT OF JUAN DE FUCA
Port Townsend
PORT TOWNSEND
QUIMPER PENINSULA
DISCOVERY BAY
MILLER PENINSULA
Protection I
INDIAN ISLAND
MARROWSTONE ISLAND
Kilisut Harbor
ADMIRALTY INLET
Admiralty Bay
Admiralty Head
Mutiny Bay
Useless Bay
WHIDBEY ISLAND
HOLMES HARBOR
SARATOGA PASSAGE
CAMANO ISLAND
PORT SUSAN
POSSESSION SOUND
PORT GARDNER
EVERETT
Marysville
Tulalip
Gedney I
Langley
Clinton
Mukilteo
SKAGIT BAY EXTENSION
INSET 9 PAGE F
INSET 10 PAGE D
INSET 11 PAGE F
SCALE 1:80,000
COOPERATIVE VESSEL TRAFFIC SERVICE AREA (see note I page C)
NORTHBOUND PUGET SOUND TRAFFIC LANE
SEPARATION ZONE
SOUTHBOUND PUGET SOUND TRAFFIC LANE
PRECAUTIONARY AREA (see note D)
PUGET SOUND VESSEL TRAFFIC SERVICE AREA (see note H page B)
REGULATED NAVIGATION AREA 165.1301 & 165.1303 (see note A)
NAVAL OPERATING AREA R 6701 (Navy 7) (see note B)
JOINS CHART 18465

KEYSTONE HARBOR
The controlling depth at MLLW was 19 feet for a mid-width of 100 feet in the Entrance Channel and 8 feet in the Mooring Basin, except for shoaling along the edges of the Basin.
May 2001

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

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

Note J
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. (CFR 334.1215, CFR 334.1220, CFR 334.1240)

COURSES
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

NOTE B
Mariners should use caution as naval craft may be maneuvering within the areas. For further information consult Local Notices to Mariners.

NOTE F
The limits of the following state parks on this page are not shown:
FT FLAGLER
SOUTH WHIDBEY

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

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

18423 38th Ed., Oct. /11 Corrected through NM Oct. 22/11, LNM Oct. 18/11 PAGE E JOINS CHART 18445 (PAGE A) PAGE E JOINS CHART 18445 (PAGE A) 18423

18423
SIDE A

THE NATION'S CHARTMAKER SINCE 1807

NAUTICAL CHART 18423

BELLINGHAM TO EVERETT
Including San Juan Islands
WASHINGTON

MERCATOR PROJECTION AT SCALE AT 1:80,000
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY
North American Datum of 1983
(World Geodetic System 1984)

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

For Symbols and Abbreviations see Chart No. 1

SUPPLEMENTAL INFORMATION

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

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.

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

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

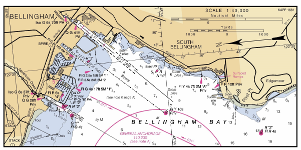
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

HORIZONTAL DATUM

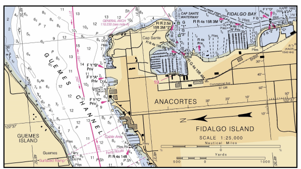
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.642" southward and 4.616" westward to agree with this chart.

COURSES

Distances are given in International Nautical Miles. Courses are TRUE and must be CORRECTED for any variation and compass deviation.

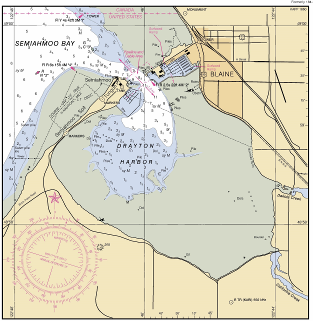

BELLINGHAM
SOUTH BELLINGHAM
Edgemoor
Post Pt
BELLINGHAM BAY
GENERAL ANCHORAGE 110.230 (see note A)
SCALE 1:40,000
Nautical Miles
Yards
KAPP 1661

INSET 1


FIDALGO BAY
CAP SANTE WATERWAY
Cap Sante
GUEMES CHANNEL
ANACORTES
FIDALGO ISLAND
GUEMES ISLAND
Guemes
SCALE 1:25,000
Nautical Miles
Yards
KAPP 1662

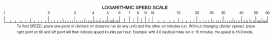
INSET 2

Formerly 184-SC, 1st Edition, 1960


CANADA
UNITED STATES
MONUMENT
SEMIAHMOO BAY
Semiahmoo
Semiahmoo Spit
BLAINE
DRAYTON HARBOR
Dakota Creek
California Creek
CONTINUED ON CHART 18421
KAPP 1660

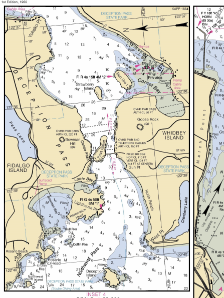
BLAINE, WASHINGTON

SCALE 1:30,000
Nautical Miles
Yards



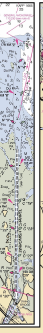
LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

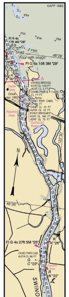

DECEPTION PASS STATE PARK
Yokeko Pt
Strawberry Island
Cornet Bay
Goose Rock
Bowman Hill
DECEPTION PASS
Pass Lake
WHIDBEY ISLAND
FIDALGO ISLAND
Lottie Bay
Rosario Beach
Deception Island
Northwest Pass
West Pt
Cranberry Lake
KAPP 1664

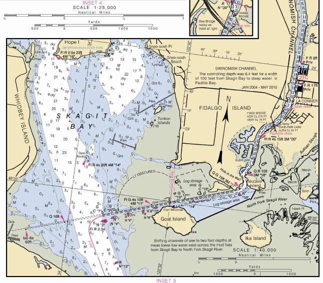
INSET 4

SCALE 1:25,000
Nautical Miles
Yards


March Point
KAPP 1665
See Bridge notes on inset at right

INSET 3


SWINOMISH CHANNEL
KAPP 1663


Hope I
Snee-oosh Pt
Snee-oosh Beach
SKAGIT BAY
WHIDBEY ISLAND
FIDALGO ISLAND
Tonkon Islands
LA CONNER
Goat Island
Ika Island
North Fork Skagit River
McGlinn Island
Hole in the Wall
SCALE 1:40,000
Nautical Miles
Yards

SWINOMISH CHANNEL

The controlling depth was 6.4 feet for a width of 100 feet from Skagit Bay to deep water in Padilla Bay.

JAN 2004 - MAY 2010

Shifting channels of one to two foot depths at mean lower low water exist across the mud flats from Skagit Bay to North Fork Skagit River.

INSET 3

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

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.

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

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)

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 A

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

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

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
See Canadian Light List for information on Canadian waters.

COPYRIGHT

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.

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 designed to aid in the prevention of collisions in the Strait of Juan de Fuca and Strait of Georgia 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.
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.

4A 13 Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement.

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).

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.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadron and U.S. Coast Guard Auxiliary, national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses contact the following sources:
USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, North Carolina 27612, (800) 336-2628.
USCGAUX - 13th Coast Guard District, 915 Second Ave., Seattle, Wash. 98174, (206) 442-5876 or USCG Headquarters (BAU/62), Wasington, D.C. 20590.

COLREGS, 80.1385, 80.1390 (see note A)

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

NOTE H

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in U.S. waters covered by this chart. 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.

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

CAUTION
WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

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

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

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

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

Miscellaneous:

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

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

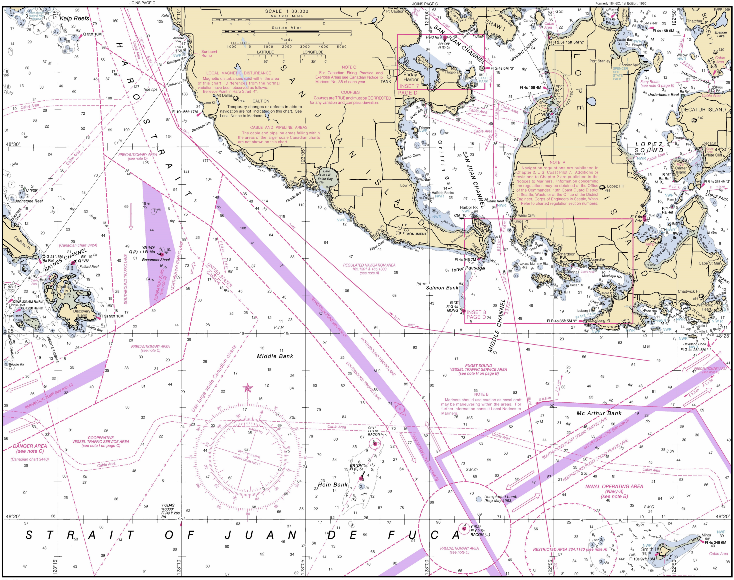
Currents: E 0.6 kn ebb current with average maximum velocity of 0.6 knot.
F 0.5 kn flood current with average maximum velocity of 0.5 knot.

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.

JOINS PAGE C

JOINS PAGE C

Formerly 184-SC, 1st Edition, 1960


Kelp Reefs
HARO STRAIT
SAN JUAN ISLAND
SAN JUAN CHANNEL
SHAW I
Friday Harbor
INSET 7 PAGE D
LOPEZ ISLAND
LOPEZ SOUND
Griffin Bay
Salmon Bank
Inner Passage
INSET 8 PAGE D
MIDDLE CHANNEL
Middle Bank
Hein Bank
Mc Arthur Bank
BAYNES CHANNEL
Discovery Island
DANGER AREA (see note C)
PRECAUTIONARY AREA (see note D)
COOPERATIVE VESSEL TRAFFIC SERVICE AREA (see note I on page C)
PUGET SOUND VESSEL TRAFFIC SERVICE AREA (see note H on page B)
REGULATED NAVIGATION AREA 165.1301 & 165.1303 (see note A)
NAVAL OPERATING AREA (Navy-3) (see note B)
Unexploded bomb (Rep May 1983)
RESTRICTED AREA 334.1180 (see note A)
SEPARATION ZONE
NORTHBOUND TRAFFIC LANE
SOUTHBOUND TRAFFIC LANE
Use large scale Canadian charts
STRAIT OF JUAN DE FUCA
SCALE 1:80,000
Nautical Miles
Statute Miles
Yards
JOINS CHARTS 18421 AND 18465

LOCAL MAGNETIC DISTURBANCE

Magnetic disturbances exist within the area of this chart. Differences from the normal variation have been observed as follows: Bellevue Point in Haro Strait 4°

CAUTION

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

CABLE AND PIPELINE AREAS

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

NOTE C

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

COURSES

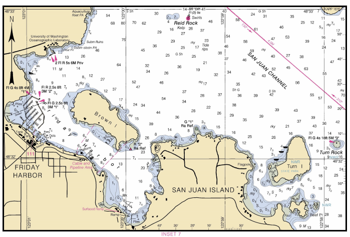
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

NOTE A

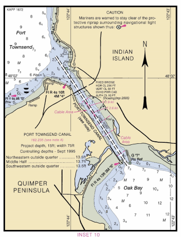
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Wash. or at the Office of the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

NOTE B

Mariners should use caution as naval craft may be maneuvering within the areas. For further information consult Local Notices to Mariners.


University of Washington Oceanographic Laboratory
Reid Rock
SAN JUAN CHANNEL
Brown I
FRIDAY HARBOR
SAN JUAN ISLAND
Turn I
Turn Rock
SCALE 1:20,000
Nautical Miles
Yards
KAPP 1669

INSET 7

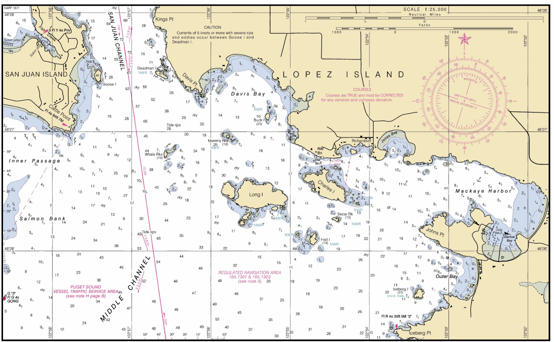

Port Townsend
INDIAN ISLAND
PORT TOWNSEND CANAL
QUIMPER PENINSULA
Oak Bay
KAPP 1672

CAUTION

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

PORT TOWNSEND CANAL
162.235 (see note A)
Project depth, 15ft; width 75ft
Controlling depths - Sept 1995
Northeastern outside quarter 13.5ft
Middle Half 13.7ft
Southwestern outside quarter 13.5ft

INSET 10


Kings Pt
SAN JUAN ISLAND
SAN JUAN CHANNEL
Deadman I
Davis Pt
Davis Bay
LOPEZ ISLAND
Cattle Point
Goose I
Inner Passage
Whale Rks
Long I
Charles I
Richardson
Jones Bay
Mackaye Harbor
Barlow Bay
Johns Pt
Outer Bay
Iceberg Pt
Salmon Bank
MIDDLE CHANNEL
Secar Rk
Hall I
REGULATED NAVIGATION AREA 165.1301 & 165.1303 (see note A)
PUGET SOUND VESSEL TRAFFIC SERVICE AREA (see note H page B)
SCALE 1:25,000
Nautical Miles
Yards
JOINS PAGE A
KAPP 1671

CAUTION

Currents of 5 knots or more with severe rips and eddies occur between Goose I and Deadman I.

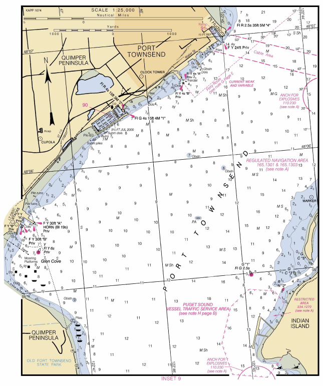
COURSES

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

INSET 8

JOINS CHART 18465

JOINS CHART 18441


QUIMPER PENINSULA
PORT TOWNSEND
CLOCK TOWER
CUPOLA
Glen Cove
PORT TOWNSEND
INDIAN ISLAND
OLD FORT TOWNSEND STATE PARK
CURRENT WEAK AND VARIABLE
ANCH FOR EXPLOSIVES 110.230 (see note A)
REGULATED NAVIGATION AREA 165.1301 & 165.1303 (see note A)
PUGET SOUND VESSEL TRAFFIC SERVICE AREA (see note H page B)
RESTRICTED AREA 334.1270 (see note A)
SCALE 1:25,000
Nautical Miles
Yards
KAPP 1674

INSET 9

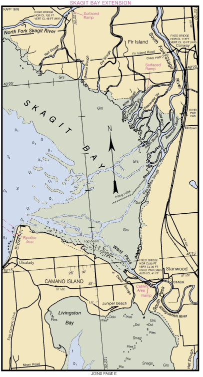
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via the Internet at http://tidesandcurrents.noaa.gov. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

SKAGIT BAY EXTENSION

Formerly 184-SC, 1st Edition, 1960


North Fork Skagit River
Fir Island
South Fork Skagit River
Conway
SKAGIT BAY
West Pass
Utsalady
CAMANO ISLAND
Stanwood
Juniper Beach
Livingston Bay
Stillaguamish River
JOINS PAGE A
JOINS PAGE E
KAPP 1676

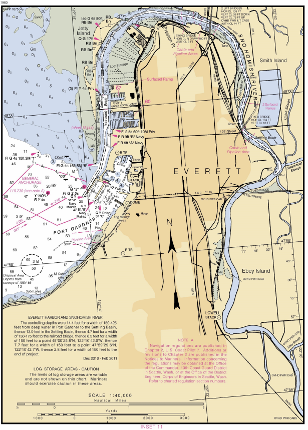
SCALE 1:80,000
Nautical Miles
Yards

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

CAUTION

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.


Jetty Island
SNOHOMISH RIVER
Smith Island
EVERETT
PORT GARDNER
GENERAL ANCHORAGE 110.230 (see note A)
Ebey Island
LOWELL
Disposal Area Depths from surveys of 1954-66
SCALE 1:40,000
Nautical Miles
Yards
KAPP 1675

EVERETT HARBOR AND SNOHOMISH RIVER

The controlling depths were 14.4 feet for a width of 150-425 feet from deep water in Port Gardner to the Settling Basin, thence 13.0 feet in the Settling Basin, thence 4.7 feet for a width of 150-175 feet to the railroad bridge, thence 6.5 feet for a width of 150 feet to a point 48°00'25.8"N, 122°10'42.0"W, thence 7.7 feet for a width of 150 feet to a point 47°59'29.6"N, 122°10'42.7"W, thence 2.6 feet for a width of 150 feet to the end of project.

Dec 2010 - Feb 2011

LOG STORAGE AREAS - CAUTION

The limits of log storage areas are variable and are not shown on this chart. Mariners should exercise caution in these areas.

NOTE A

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

INSET 11

CAUTION
WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

NOTE J

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. (CFR 334.1215, CFR 334.1220, CFR 334.1240)