SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

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

SCALE 1:25,000
Nautical Miles
1 ½ 0 1
Yards
1000 0 1000 2000

Formerly C&GS 6376, 1st Ed., May 1945 C-1945-650 KAPP 1680

18427

CONTINUED ON CHART 18424

CONTINUED ON CHART 18441

JOINS CHART 18430

JOINS CHART 18429

LIGHTERING STANDARDS OF CARE

Lightering Standards of Care have been established for this area through the Harbor Safety Plan. These Standards of Care supplement existing regulations with good marine practices for lightering. If your vessel does not have a copy of the Lightering Standards of Care, you can download one at http://pshsc.org/about/harbor_safety.plan or contact (206) 443-3830.

LOCAL MAGNETIC DISTURBANCE

Differences from the normal variation have been observed as follows:
- Southeast point of Guemes Island more than 2° (+ep)
- Eastern shore of Burrows Bay 4°
- Maron Point 2°

NOTE C

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. Standard ferry routes within the waters of the San Juan Islands are not displayed on this chart.

NOTE D

The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) system in Puget Sound. 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 this chart falls within the Vessel Traffic Service (VTS) system.

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.

NOTE E

Mariners may experience a strong set to the west in this area during ebb currents flowing out of Guemes Channel.

NOTE B
TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in 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.

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.

SOURCE			
A	1990 - 2010	NOS Surveys	full bottom coverage
B1	1940 - 2000	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

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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

SWINOMISH CHANNEL

The controlling depth was 7 feet for a width of 100 feet from Skagit Bay to deep water in Padilla Bay. Apr 2017

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Yokeko Point	(48°25'N/122°37'W)	10.5	9.5	2.6
Deception Pass St. Park	(48°25'N/122°39'W)	7.7	7.1	2.5

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 2015)

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 0.632" southward and 4.614" westward to agree with 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 CRF 153).

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)

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.

COLREGS, 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.

CAUTION

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

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.

HEIGHTS

Heights in feet above Mean High Water.

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		
		Rl Bn radiobeacon	Y yellow		

Bottom characteristics:

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

Miscellaneous:

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

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

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.

AIDS TO NAVIGATION

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

CAUTION

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

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.

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

PRECAUTIONARY AREA (see note B)

PUGET SOUND VESSEL TRAFFIC SERVICE AREA (see note D)

REGULATED NAVIGATION AREA 165.1301 & 165.1303 (see note A)

RESTRICTED AREA NO 1 334.1200 (see note A)

RESTRICTED AREA NO 2 334.1200

NORTHBOUND TRAFFIC LANE

PUGET SOUND TRAFFIC LANE

Ferry Routes (see note C)

Disposal Area Depths from survey of 2010

Disposal Area Depths from survey of 2001 (see note B)

GUEMES CHANNEL VTS SPECIAL AREA SECTION 161.55(c)

GENERAL ANCHORAGE 110.230 (see note A)

LOCAL MAGNETIC DISTURBANCE (see note)

CAUTION
SUBMARINE PIPELINES AND CABLES

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Pipeline Area — Cable Area

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Covered wells may be marked by lighted or unlighted buoys.

ANACORTES TO SKAGIT BAY

Mercator Projection
Scale 1:25,000 at Lat. 48°26'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)
AT MEAN LOWER LOW WATER

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

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

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

WASHINGTON

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

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.

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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

18427

Anacortes to Skagit Bay
SOUNDINGS IN FATHOMS - SCALE 1:25,000

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

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.

This chart is canceled. No new editions will be issued.

25th Ed., Oct. 2019. Last Correction: 5/31/2024. Cleared through:
LNM: 2124 (5/21/2024), NM: 2224 (6/1/2024), CHS: 0224 (2/23/2024)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).

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983.9 X 816.5 mm