CONTINUED ON CHART 18441 | CONTINUED ON CHART 18471 | JOINS CHART 18458

Chart 18464
Scale 1:20,000

NOTE C
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 Admiralty Inlet 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 D
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.

PORT TOWNSEND CANAL
162.235 (see note A)
Project depth, 15 ft; width, 75 ft
Controlling depths - Sept 2013
Northeastern outside quarter ..... 12 ft
Middle half ..... 13 ft
Southwestern outside quarter ..... 12 ft
Strong tidal current anomalies may exist within the area of Port Townsend Canal. Refer to Coast Pilot 7 and use local knowledge when transiting the area.

PRECAUTIONARY AREA
(see note C)

(see note D)
PUGET SOUND VESSEL TRAFFIC SERVICES AREA

SEPARATION ZONE
SOUTHBOUND PUGET SOUND TRAFFIC LANE
NORTHBOUND PUGET SOUND TRAFFIC LANE

REGULATED NAVIGATION AREA
165.1301 & 165.1303 (see note A)

REGULATED NAVIGATION AREA
165.1326 (see note A)

NAVAL OPERATING AREA

EXPLOSIVES ANCHORAGE
110.230
(see note A)

NORTH RANGE
(EAST) TRANSIT STATION

MONUMENT
RM-1 (WEST)

EULA 2

LOCAL MAGNETIC DISTURBANCE (see note)

Current weak and variable

Hadlock, Quimper Peninsula, Indian Island, Jorgenson Hill, Scow Bay, Marrowstone Island, Nodule Point, Liplip Point, Kinney Point, Olele Point, Oak Bay, Chimacum Valley, Port Townsend Canal (new section), Port Townsend Canal (new section), Cable Area, Admiralty Inlet, Precautionary Area, Bush Point, Whidbey Island, Holmes Harbor, Freeland, Mutiny Bay, Austin, Oliver Lake, Double Bluff, Useless Bay, Separation Zone, Northbound Puget Sound Traffic Lane, Southbound Puget Sound Traffic Lane, Puget Sound, Hood Canal, Port Ludlow, Basalt Pt, Kla-Ha-Ya Park, Mats Mats Bay, Mats Mats, Swansonville, Beaver Valley, Chimacum Valley, Hadlock Valley, Big Valley, Foulweather Bluff, Twin Spits, Skunk Bay, Hansville, Norwegian Pt, Point No Point, Buck Lake, Coon Bay, Hood Head, Point Hannon, Bywater Bay, Shine, Termination Point, Squamish Harbor, Thorndyke Bay, Thorndyke Lake, Bridgehaven, South Pt, Four Corners, Lofall, Breidablick, Salsbury Pt, Teekalet Bluff, Port Gamble, Port Gamble Bay, Pt Julia, Little Boston, Miller Lake, Kingston Grange, Striebels Corner, Hennebry Lake, Teal Lake, Shady Lake, Devereaux Lake

Mercator Projection
Scale 1:25,000 at Lat 47°53'N

North American Datum of 1983
(World Geodetic System of 1984)

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

SCALE 1:25,000
Nautical Miles
Statute Miles
Yards
Meters

UNITED STATES - WEST COAST
WASHINGTON

PUGET SOUND

ENTRANCE TO HOOD CANAL

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

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

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 0.666" southward and 4.561" westward to agree with this chart.

HEIGHTS
Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

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

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.

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

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.

For Symbols and Abbreviations see Chart No. 1

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) ⊙(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	162.550 MHz

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).

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

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

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 2° from the normal variation may be expected within the limits of this chart.
The tidal current vectors shown on this chart (in green) represent the average maximum speeds of flood and ebb currents and the direction of flow. The speeds are represented by the numbers shown, and the directions by the orientation of the vector arrows. The maximum speeds will vary through time. For exact predictions, consult the Tidal Current Tables, Pacific Coast of North America.

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
Port Ludlow	(47°55'N/122°41'W)	9.9	9.1	2.7
Port Gamble	(47°51'N/122°35'W)	10.3	9.4	2.7

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 2018)

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

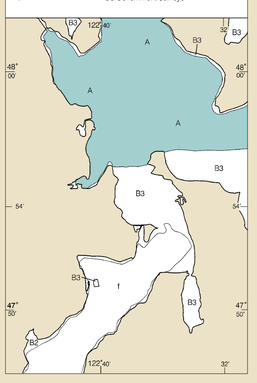
COLREGS: 80.139s (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION
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.

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	1990-2012	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
f		US Government Surveys	



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.

6th Ed., Sep, 2018. Last Correction: 7/22/2022. Cleared through:
LNM: 3822 (9/20/2022), NM: 4022 (10/1/2022), CHS: 0822 (8/26/2022)

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

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

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U.S. DEPARTMENT OF COMMERCE
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COAST SURVEY