STRAIT OF JUAN DE FUCA
ADMIRALTY INLET
WHIDBEY ISLAND
CAMANO ISLAND
SARATOGA PASSAGE
PORT SUSAN
POSSESSION SOUND
HOLMES HARBOR
PORT TOWNSEND
DISCOVERY BAY
QUIMPER PENINSULA
MILLER PENINSULA
INDIAN ISLAND
MARROWSTONE ISLAND
CHIMACUM VALLEY
SKAGIT BAY EXTENSION
NORTHBOUND PUGET SOUND TRAFFIC LANE
SEPARATION ZONE
SOUTHBOUND PUGET SOUND TRAFFIC LANE
PRECAUTIONARY AREA 161.101-161.189 (see note A)
RESTRICTED AREA 207.750 (see note A)
NAVAL OPERATING AREA K 6701 (Navy 7) (see note B)
GENERAL ANCHORAGE 110.230 (see note A)
ANCH FOR EXPLOSIVES (Foul Weather) 110.230 (see note A)
CURRENT WEAK AND VARIABLE
CURRENT ROTARY AND ERRATIC
KEYSTONE HARBOR
The controlling depth at M.L.L.W. was 19 feet for mid-width of 100 feet in the Entrance Channel and 12 feet in the Mooring Basin except for shoaling to 6 feet along the edges of the Basin.
July 1978
SCALE 1:80,000
NAUTICAL MILES
STATUTE MILES
YARDS
LATITUDE
LONGITUDE
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, or weekly Notice to Mariners which include new or revised regulations. Information concerning the regulations may be obtained at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.
Anchorage regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington.
Refer to section numbers shown with area designation.
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
Gill net fishing areas. –Regulations governing vessels transiting gill net fishing areas in U.S. waters are given in section 206.93 of Title 33 of the Code of Federal Regulations.
NOTE F
The limits of the following state parks on this page are not shown:
FT FLAGLER
SOUTH WHIDBEY
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See 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:
U. S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY
INSET 9 PAGE F
INSET 10 PAGE D
INSET 11 PAGE F
Port Townsend
Coupeville
Admiralty Head
Admiralty Bay
Everett
Marysville
Tulalip
Langley
Freeland
Mukilteo
Useless Bay
Mutiny Bay
Oak Bay
Kilisut Harbor
PORT GARDNER