BookletChart™

Seattle Harbor –
Elliott Bay and Duwamish Waterway
NOAA Chart 18450

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA’s Office of Coast Survey, the nation’s chartmaker

Approximate Page Index

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What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America’s commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.


(Selected Excerpts from Coast Pilot)

Seattle extends from Everett, the city to its N, almost to Tacoma, the major city to the S, and E beyond the limits of Lake Washington and its shores. Seattle has many modern, fully equipped ocean terminals, excellent transportation facilities, several large shipyards, and numerous large marine supply houses. Much of Seattle’s shipping is in the Pacific Rim trade, and the city is a major industrial center. Seattle handles most of the waterborne commerce to Alaska Ports, and is the terminus of several shipping lines operating to Alaska as well as other parts of the world. Almost 22 per cent of Seattle’s commerce is in the foreign trade, with British Columbia, Japan, Asia, and Europe forming the cornerstone of the overseas commerce.

The Port of Seattle includes an outer and inner harbor. The outer saltwater harbor includes Elliott Bay; East, West, and Duwamish Waterways; Shilshole Bay, and the portions of Puget Sound adjacent to Ballard on the N and West Seattle to the S of the entrance of Elliott Bay. Seattle’s freshwater inner harbor consists of Lakes Union and Washington, which are connected with each other and with Puget Sound by the Lake Washington Ship Canal. Most of the waterfront facilities of the inner harbor are privately owned.

Of the nearly 60 piers and terminals in the outer harbor, the Port of Seattle owns more than 25, operating three and leasing out the others. These properties include 10 general cargo handling facilities and 1 major container handling terminal. The port also has four fully developed marine terminals, and a fifth in the construction phase, on the Duwamish Waterway S of Harbor Island in the Lower Duwamish Development District, a project which provides lease-sites for terminal facilities and water-oriented industries. The Port of Seattle also operates Seattle-Tacoma International Airport, which is located about midway between Seattle and Tacoma.

The Marine Exchange of Puget Sound, located in Seattle, has a Vessel Monitoring/Vessel Reporting service which tracks the arrival of a vessel from a time prior to arrival at the pilot station to a berth at one of the Puget Sound ports. Constant updates of the ship’s position and estimated time of arrival are maintained through a variety of sources. This information is available to and is passed to the vessel’s agents and to other interested activities. These services continue until the vessel passes the pilot station on her outbound voyage.

Other services offered by the Marine Exchange include a daily newsletter about future marine traffic in the Puget Sound area, communication services, and a variety of coordinative and statistical information. The office monitors VHF-FM channels 20 for Grays Harbor traffic, 9 for Strait of Juan de Fuca traffic to Protection Island, and 20 for Puget Sound traffic from Protection Island, 24 hours a day.

Vessel Traffic Service Puget Sound, operated by the U.S. Coast Guard, has been established in the waters of the Strait of Juan de Fuca, Rosario Strait, Admiralty Inlet, Puget Sound, and the navigable waters adjacent to these areas. (See 161.1 through 161.155, chapter 2, for regulations, and the beginning of chapter 12 for additional information.)

Regulated navigation area.-Due to heavy vessel concentrations, the waters of the Strait of Juan de Fuca, the San Juan Islands, the Strait of Georgia, and Puget Sound, and all adjacent waters, are a regulated navigation area. (See 165.1 through 165.13 and 165.1301, chapter 2, for regulations.)

Floating logs and deadheads or sinkers may be encountered anywhere in Puget Sound; caution should be exercised.

Coast Guard.-A marine safety office and a vessel documentation office are located in the Federal Building in downtown Seattle. (See Appendix A for addresses.) The Coast Guard moors vessels at the Pier 36 Slip (47°35′24″N, 122°20′31″W).

Harbor regulations are enforced by the Harbor Patrol Unit of the Seattle Police Department. The unit has two patrol boats to aid in the enforcement of the city ordinance prohibiting unlawful destruction by excessive speeds, disorderly behavior, or unsafe seamanship.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle Commander 13th CG District (206) 220-7001 Seattle, WA
NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers. To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry. To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward on navigable waters except Western Rivers

For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at http://www.navcen.uscg.gov.
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
Note: Chart grid lines are aligned with true north.
CONTINUATION OF DUWAMISH WATERWAY

Scale 1:10,000

Use NOAA electronic navigational charts for the most up-to-date information.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. See Note on page 5.
# Seattle Harbor

**Elliott Bay and Duwamish Waterway**

**Mercator Projection**
- Scale: 1:10,000 at Lat 47° 36'
- North American Datum of 1983
- World Geodetic System 1984

## Soundings in Feet

**At Mean Lower Low Water**

<table>
<thead>
<tr>
<th>Location</th>
<th>NAME</th>
<th>LATITUDE/LONGITUDE</th>
<th>Mean High Water</th>
<th>Mean Low Water</th>
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<tr>
<td></td>
<td>Seattle Waterway, Eighth Ave South</td>
<td>(47°33'N/122°19'W)</td>
<td>11.1</td>
<td>2.7</td>
</tr>
<tr>
<td></td>
<td>Seattle</td>
<td>(47°35'N/122°09'W)</td>
<td>11.4</td>
<td>2.8</td>
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**HORIZONTAL DATUM**

The horizontal 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). Geodetic positions referred to the North American Datum of 1927 must be corrected an average of 0.946' southward and 4.432' eastward to agree with this chart.

**NOAA Chart 80,139**

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

**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.

**CAUTION**

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

**CAUTION**

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

**AIDS TO NAVIGATION**

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

**SUPPLEMENTAL INFORMATION**

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

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**Scale:** 1:10,000

**Published at Washington, D.C.**

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.
VHF Marine Radio channels for use on the waterways:
Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnch.shtml
Chart and chart related inquiries and comments — http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNMs and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents — http://tidesandcurrents.noaa.gov
Marine Forecasts — http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center — http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/
National Hurricane Center — http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center — http://ptwc.weather.gov/
Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm

twitter — For the latest news from Coast Survey, follow @NOAAcharts

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA’s Office of Coast Survey The Nation’s Chartmaker