

# **CHARTS REQUIRED FOR THE PUGET SOUND REGION**

## **INTRODUCTION**

No person may operate or cause the operation of a vessel unless the vessel has the required marine charts of the area prior to entering U.S. waters and/or departing a U.S. port. This section is primarily focused on the commercial vessel requirements contained in 33 CFR 164, but all vessels should have appropriate charts for the areas they are operating in. The required charts listed in this chapter were developed by the Captain of the Port (COTP), Puget Sound in conjunction with Canadian authorities and this committee.

## **CHART REQUIREMENTS**

Marine charts of the areas to be transited must be published by NOAA's National Ocean Service (NOS), the Army Corp of Engineers (ACOE), British Admiralty Charts or a river authority that satisfy the following requirements:

- ◆ Charts must be of a large enough scale and have enough detail to make safe navigation of the areas possible.
- ◆ Charts must be the current edition, corrected through the most recent Local Notice to Mariners (LNM).

## **VESSEL MISSING CHARTS**

The vessel master must report directly or through their agent to the Captain of the Port if the vessel is missing any of the required or current navigational charts for the transit through U.S. waters (Strait of Juan de Fuca, Haro Strait or the Puget Sound region). The master will be required to obtain the proper charts prior to entering U.S. waters. Note that some foreign flagged vessels will report they are missing U.S. charts for their transit through the Strait of Juan de Fuca and the Puget Sound region to their port of destination; however, if they have the proper British Admiralty charts for their transit those charts will be accepted instead. Vessel masters or agents may contact the Captain of the Port to verify if the charts the vessel has on board are sufficient for their transit.

If the vessel has the proper charts to transit to the Port Angeles or Victoria Pilot Station, but not inside Puget Sound, the vessel shall have the missing or outdated charts delivered prior to commencing the voyage to the port of destination. If the vessel is missing the entrance chart to the Strait of Juan de Fuca, the master shall notify the Captain of the Port in advance via the Cooperative Vessel Traffic Service (CVTS), in addition to the normal verbal notification via the agent.

If the Captain of the Port is notified of the missing chart in advance, and the vessel is able to receive an electronic (fax or e-mail) transmission of the proper charts to navigate safely to the appropriate pilot station, the Captain of the Port will likely permit the in-bound

transit. The required charts must then be acquired before proceeding to final destination subject to approval from the Captain of the Port. However, if the vessel is unable to obtain an electronic transmission of the proper entrance charts, the vessel will be required by the Captain of the Port to have the charts delivered via another vessel prior to entering the Strait of Juan de Fuca, or be escorted in.

In all cases, the vessel shall have the charts in sufficient time to support appropriate voyage planning. Vessel masters shall not rely on last minute chart deliveries and the services of the pilot to make their transit. The bridge team shall remain fully engaged in voyage planning and execution of the voyage plan along with the services of the pilot, whose input, based on local knowledge, may require the voyage plan formulated by the vessels bridge team to be adjusted during various stages of the transit while in pilotage waters.

### **LOCAL NOTICE TO MARINERS (LNM)**

The Thirteenth Coast Guard District publishes a weekly LNM which includes Light List and Chart updates. Use this LNM to keep your Light List and nautical charts current. The LNM covers aids to navigation, charts, channel depths, marine construction, military operations, bridge repair/construction, significant marine events and other information of interest to mariners. The web address to receive and/or view the Local Notice to Mariners (LNM) and the yearly Special Local Notice to Mariners (SLNM) is <http://www.navcen.uscg.gov/lnm/d13/>. Note: The LNM and SLNM are produced only in an electronic format and no longer mailed.

Mariners are urged to take advantage of automatic chart distribution as a quick and easy way to ensure the most up to date charts are on board.

Note: NOAA Electronic Navigational Chart (ENC) numbers are listed for vessels navigating using Electronic Chart Display and Information Systems (ECDIS) that comply with International Maritime Organization (IMO) requirements for SOLAS class vessels.

REQUIRED CHARTS FOR ALL COMMERCIAL VESSELS  
TRANSITING PUGET SOUND AREA

<b>General Charts required for Strait of Juan de Fuca</b>	<b>Admiralty Chart Number</b>	<b>U. S. Chart Number</b>	<b>U.S. ENC Chart Number</b>
Strait of Juan de Fuca Entry	4945, 4947	18460	US3WA01M, US4WA36M
Strait of Juan de Fuca East	4950	18465	US4WA34M

CHARTS BY VARIOUS TRANSITS VIA STRAIT OF JUAN DE FUCA

<b>Charts by Area/Location</b>	<b>Admiralty Chart Number</b>	<b>U. S. Chart Number</b>	<b>U.S. ENC Chart Number</b>
Port Angeles	1717	18468	US5WA29M
Port Townsend	46	18471, 18464	US5WA28M
Everett	46, 47	18471, 18473, 18443, 18444	US5WA16M, US5WA17M, US5WA19M, US5WA51M
Anacortes	80	18429, 18427	US5WA31M, US5WA32M
Bellingham (via Rosario Strait)	80	18429, 18430, 18424	US5WA31M, US5WA32M, US5WA45M
Blaine/Ferndale (via Haro Strait)	80, 4950, 4951, 4953, 4954	18433, 18432, 18431, 18421, 18423	US3WA02M, US5WA41M, US5WA42M, US5WA43M, US5WA44M
Blaine/Ferndale (via Rosario Strait)	80, 4950, 4952, 4951	18429, 18430, 18431, 18421, 18423	US3WA02M, US5WA32M, US5WA40M, US5WA41M

Seattle	46, 47, 50, 4950	18471, 18473, 18449, 18450	US5WA12M, US5WA14M, US5WA15M, US5WA16M, US5WA17M, US5WA19M
Tacoma	46, 47, 48, 4950	18471, 18473, 18474, 18453	US5WA12M, US5WA14M, US5WA15M, US5WA16M, US5WA17M, US5WA18M, US5WA19M, US5WA22M
Olympia	46, 47, 48, 51	18471, 18473, 18474, 18448, 18456	US4WA10M, US5WA12M, US5WA14M, US5WA15M, US5WA16M, US5WA17M, US5WA18M, US5WA19M, US5WA22M

CHARTS FOR TRANSIT FROM CANADA VIA STRAIT OF GEORGIA

<b>Charts by Area/Location</b>	<b>Admiralty Chart Number</b>	<b>U. S. Chart Number</b>	<b>U.S. ENC Chart Number</b>
All vessels required to have chart	4951	18421	US3WA02M
Blaine	4952	18423	
Bellingham	80	18431, 18430, 18424	US5WA41M, US5WA45M
Ferndale	80	18431	US5WA41M

Anacortes	80	18431, 18430, 18424, 18427	US5WA41M, US5WA45M, US5WA31M
Anacortes (via Rosario Strait)	80, 4950	18431, 18430, 18429, 18427	US5WA41M, US5WA45M, US5WA31M, US5WA32M
Port Townsend (via Rosario Strait)	46, 80, 4950	18431, 18430, 18429, 18471, 18464	US5WA41M, US5WA45M, US5WA31M, US5WA32M, US5WA16M, US5WA28M
Port Townsend (via Haro Strait)	46, 4950, 4953, 4954	18432, 18433, 18465, 18471, 18464	US5WA41M, US5WA42M, US5WA43M, US5WA44M, US5WA16M, US5WA28M
Port Angeles (via Haro Strait)	1717, 4950, 4953, 4954	18432, 18433, 18465, 18468	US5WA41M, US5WA42M, US5WA43M, US5WA44M, US5WA29M
Everett (via Rosario Strait)	46, 47, 80	18431, 18429, 18441, 18471, 18473, 18443, 18444	US5WA41M, US5WA45M, US5WA31M, US5WA32M, US5WA16M, US5WA17M, US5WA19M, US5WA50M, US5WA51M

Seattle (via Rosario Strait)	46, 47, 50, 80	18431, 18430, 18429, 18441, 18471, 18473, 18449, 18450	US5WA41M, US5WA45M, US5WA31M, US5WA32M, US5WA16M, US5WA12M, US5WA14M, US5WA15M,
Tacoma (via Rosario Strait)	46, 47, 48, 80	18431, 18430, 18429, 18441, 18471, 18473, 18474, 18453	US5WA41M, US5WA45M, US5WA31M, US5WA32M, US5WA16M, US5WA19M, US5WA17M, US5WA12M, US5WA14M, US5WA18M,
Olympia	46, 47, 48, 51, 80	18431, 18430, 18429, 18441, 18471, 18473, 18474, 18448, 18456	US5WA41M, US5WA45M, US5WA31M, US5WA32M, US5WA16M, US5WA19M, US5WA17M, US5WA12M, US5WA14M, US5WA18M, US4WA10M

**REQUIRED CANADIAN CHARTS FOR COMMERCIAL VESSELS  
TRANSITING PUGET SOUND AREA**

(If not in possession of Admiralty or US charts for these areas)

<b>General Canadian Charts required for Strait of Juan de Fuca and Haro Strait</b>	<b>Chart Number</b>
Strait of Juan de Fuca	3606
Haro Strait	3441, 3440

\*\* Note: Canadian charts are not available for Puget Sound area; any charts used outside the area of Canadian chart numbers above must be of equivalent scale of the U.S. or British Admiralty charts already listed.