



122°43'W 122°42'W 122°41'W 122°40'W 122°39'W 122°38'W 122°37'W

48° 01' N
48° N
47° 59' N
47° 58' N
47° 57' N
47° 56' N
47° 55' N

NOTE C
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overlaid 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 Strait of Georgia 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. Whenever 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 US Coast Pilot.

INDIAN ISLAND
Marrowstone Island
Liplip Point
Kinney Point
Olele Point
Mats Mats
Swansonville
PORT LUDLOW
Talia Point
Hood Canal
Foulweather Bluff

PRECAUTIONARY AREA
(see note C)

VESSEL TRAFFIC SERVICES AREA
(see note F)

REGULATED NAVIGATION AREA
(165 1301 & 165 1303 (see note A))

REGULATED NAVIGATION AREA
(165 1329 (see note A))

NOT FOR NAVIGATION

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
OFFICE OF COAST SURVEY

OPR-N326-FA-12, H12419
Admiralty Inlet, Washington
Kinney Point to Foulweather Bluff

REMARKS
- Depths in Fathoms
- Additional data and products for this survey available <http://www.nohr.noaa.gov>
- Isolated features such as rocks, wrecks, and obstructions are not portlined on this product
- Read attached H12419_sediment for additional information

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