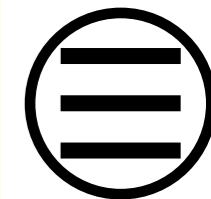


SalishSeaPilot




Puget Sound

*including Hood Canal
& Seattle's inland lakes*



IMPORTANT: This sample guide can be seen in web browsers, but will not work properly. Open in readers such as Apple Books for Macs and iOS devices or Adobe Reader for Android and Windows.

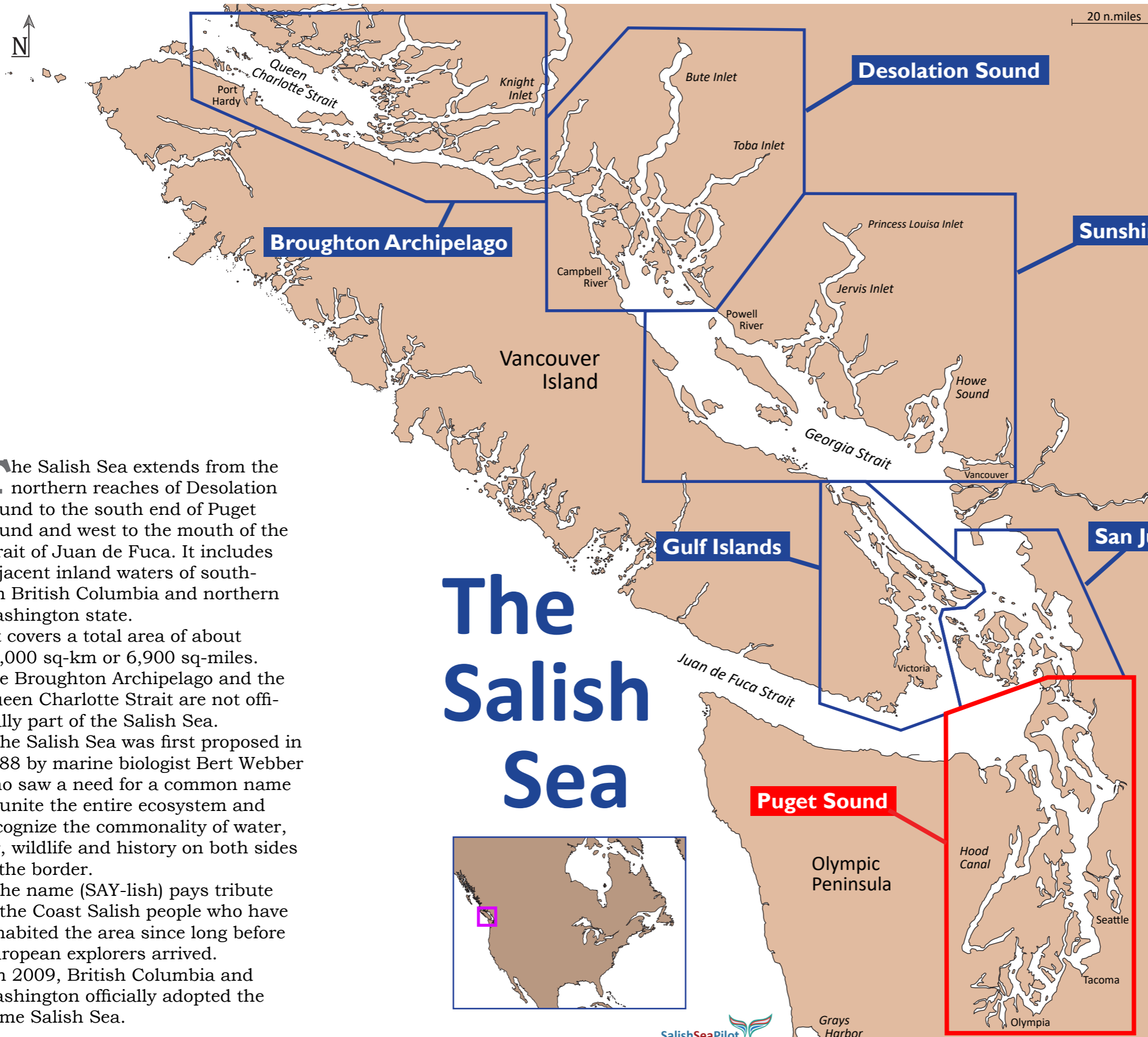
This  symbol indicates active links in this sample guide.

SAMPLE

We make every effort to ensure our cruising guides are accurate, but they are not nautical charts and are **NOT TO BE USED FOR NAVIGATION**. Please be safe. In Puget Sound, use approved National Oceanic and Atmospheric Administration charts.



Go [here](#) for information about installing this guide on iOS and Android devices.



The Salish Sea extends from the northern reaches of Desolation Sound to the south end of Puget Sound and west to the mouth of the Strait of Juan de Fuca. It includes adjacent inland waters of southern British Columbia and northern Washington state.

It covers a total area of about 18,000 sq-km or 6,900 sq-miles. The Broughton Archipelago and the Queen Charlotte Strait are not officially part of the Salish Sea.

The Salish Sea was first proposed in 1988 by marine biologist Bert Webber who saw a need for a common name to unite the entire ecosystem and recognize the commonality of water, air, wildlife and history on both sides of the border.

The name (SAY-lish) pays tribute to the Coast Salish people who have inhabited the area since long before European explorers arrived.

In 2009, British Columbia and Washington officially adopted the name Salish Sea.

The Salish Sea



Please be safe

This guide is intended for use by mariners who are knowledgeable about navigation and who use official government charts and related publications.

It is meant to assist in cruise planning, and recommendations herein are suggestions only.

We neither accept nor assume any obligation to users. We accept no liability for any loss or damage resulting from the use of this guide. Navigational information including, but not limited to, GPS waypoints, sea depths, suggested anchorages and the location of navigational aids, shorelines and underwater obstacles are approximate and their accuracy must not be relied upon.



All links on this menu page work!

Puget Sound

Deception Pass to Shelton, including Hood Canal & Seattle's inland lakes

Front cover

Salish Sea chartlet

Using this guide

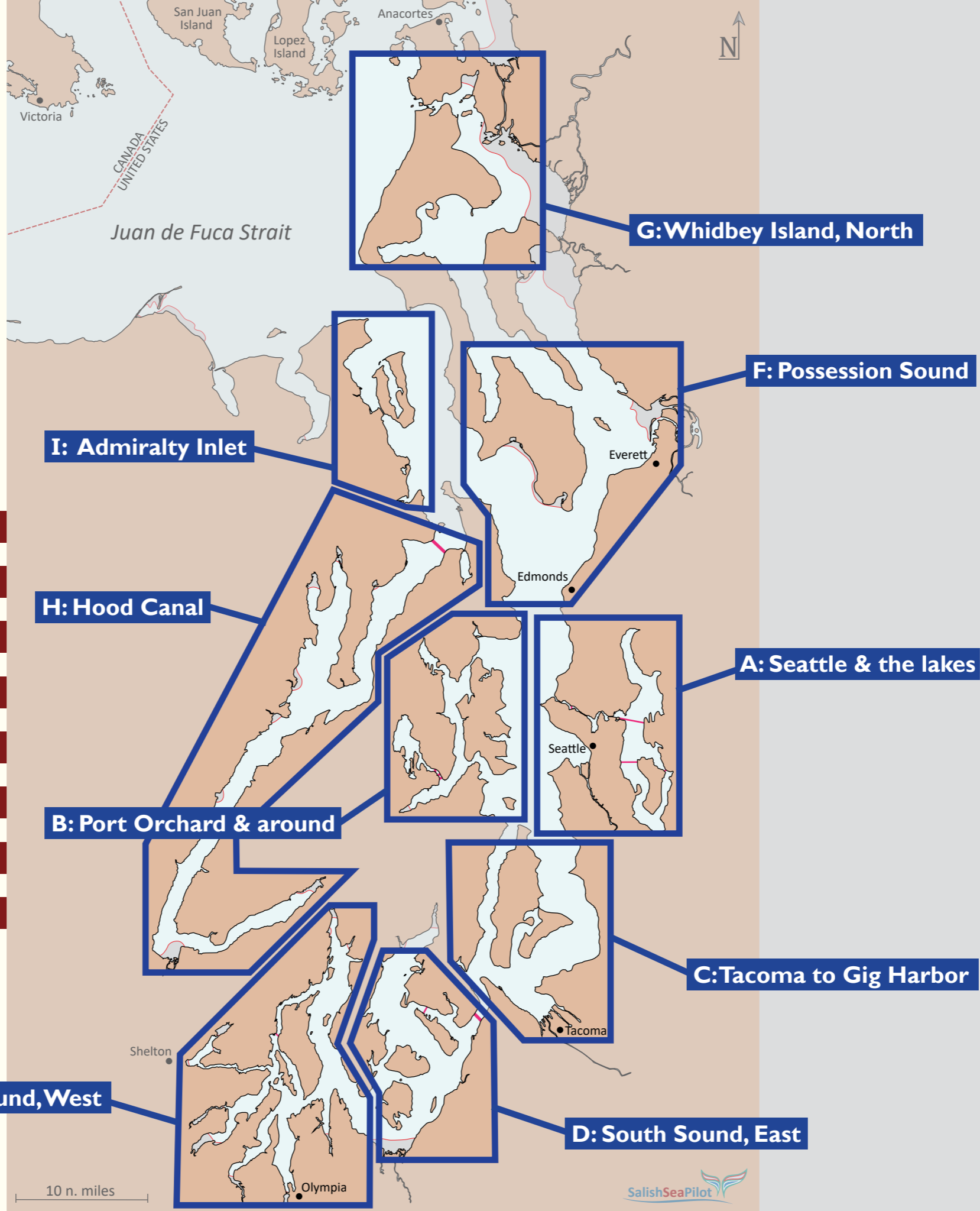
Tides & currents

Wind & Weather

Border crossing

Communications

About us





Using this guide ~~~

Our greatest fear prior to embarking on this project was that a reader might bet their own life and the lives of others on the accuracy of the illustrations in our guides.

Please don't. We try to ensure our guides are accurate, but the hand-rendered charts are by their nature imprecise and not to scale. They are not suitable for safe navigation.

The same applies to waypoint and depth information in text and illustrations. They are approximate and only for reference. These are not National Oceanic and Atmospheric Administration charts, do not pretend to be, and anyone who uses them as such is taking a great risk.

All boats should have up-to-date NOAA charts aboard. If any NOAA chart does not agree with this guide, the NOAA product wins by default every time. No contest.

NOAA electronic charts (ENC and RNC versions) for all US waters, including Puget Sound, as well as a wide variety of useful nautical publications, are free to download from: nauticalcharts.noaa.gov.

Paper charts, originals or photocopies, are also available.

Lost in translation

When an area described in our guides is in the United States, we use US customary units of measurement and US spellings.

When Canadian territory is described, metric measurements and Canadian spellings are used.

Sea distance, in all our guides, is measured in nautical miles, and each continues to be 1.15 statute miles or 1,852 meters. To express very short distances, we use yards in the US, meters in Canada.

Fair winds and keep safe.

Our Chart #1	
Anchorage, mooring buoy..	①
Marina, public dock.....	①
Stern tie.....	①
Areas to stern tie.....	—
Rapids.....	~ ~ ~
Aquaculture/ booms.....	◇ ◇ ◇ ◇
Recommended route.....	←
Mooring buoy.....	+
Depths.....	37 14 5 2
Light, lighthouse, beacon.....	!
Navigational markers.....	⚓ ⚓ ⚓
Rock, shoal.....	+ ✖
Drying at lowest tide.....	□
Nautical mile.....	nm
Waypoint.....	★
Land roads & highways.....	—



Tides and currents ~~~

The daily tidal range varies dramatically in Puget Sound, from eight feet at Port Townsend to as much as 20 feet at Olympia during extreme tides. This can make it difficult when anchoring to be certain your vessel is in safe depths throughout the range of tide.

NOAA tide tables provide some certainty. Puget Sound tables are available online or in print from bookstores and marinas in Washington.

Heights of tides in the tables

are given as feet above or below “chart datum”, a base reference level also known as “zero tide” and “mean lower low water”.

Depths indicated on NOAA charts, as well as the recommended anchoring depths in this guide, refer to sea level at zero tide.

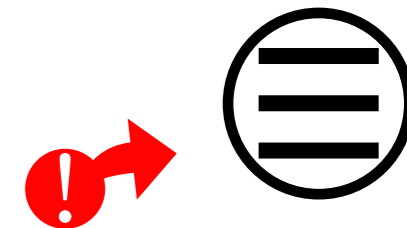
The massive amount of water which fills and is emptied from Puget Sound daily creates strong currents in some narrow passages, often exceeding six knots. Currents in south Puget

Sound tends to be less strong than those in the north sound.

The flow of current does not always match the movement of tides. Wise mariners will have a separate set of current tables providing a guide to strength and direction of the flow so not to waste fuel and time getting to your destination.

Even if time and money are not issues, you might spare yourself a long, difficult row in the dinghy to get home from a shore visit.

Wind & weather ~~~



The weather in Puget Sound, as it does throughout the Salish Sea, comes generally from the west, regulated by pressure cells hovering over the North Pacific. High-pressure systems turn clockwise, bringing dry weather from the north and northwest. Low-pressure cells turning counter-clockwise carry wet air in from the south-southwest.

The route that moist air takes after hitting the western slopes of the Olympic Mountains, rising and falling through the passes, determines its saturation level and readiness to make rain when it arrives in Puget Sound. This creates various micro-climates up and down the sound, and rainfall which differs greatly within only a few miles. Tacoma averages 39 inches of annual precipitation, Olympia 50 and Port Townsend, sitting happily well inside the rain shadow of the Olympic Mountains, 19.

The heaviest rainfall in Puget Sound is from October to March, so summertime boaters might wonder what all the talk of rain is about. The sound is arid compared to places nearby. Lake Quinalt, at the western foot of the Olympics, has over 130 inches of rain annually, while the Mount Baker Ski Area, near the Canadian border, in 1998-99 set a world record for

snowfall over one ski season: 95 feet.

Prevailing winds tend to “channel”, following the course of waterways. So, in the summer winds tend to come from the north, and from the south during the winter months.

Summer winds are usually light to moderate, and the suitability for sailing depends on the vessel. Conditions are perfect for lighter craft, while heavy sailboats will spend much of their time under power. Most inlets and passages are also narrow, which makes tacking a large vessel more difficult.

Winter storms can bring winds, almost always from the south, of 40-50 knots.

Temperatures throughout Puget Sound are mild, averaging 60-80°F (15-27°C) during the summer and 40-60°F (5-15°C) over winter.

The foggiest month is usually October, with December, January and February not far behind.

However, foggy days with visibility under a quarter-mile are not unusual during the summer. This tends to be morning fog, created by the temperature differences between the always-frigid waters and sun-warmed land. It usually burns off by mid-day, after it has already messed with your early morning departure plans.



Crossing the border ~~~

Recreational boaters can obtain US Customs clearance by appointment at Port Townsend and Seattle, but it is usually easiest to have already conducted formalities before arriving in Puget Sound.

There are customs offices at Anacortes (360-293-2331), Bellingham (1-800-562-1692), Blaine (360-332-6318) and Point Roberts (360-945-2314 or 360-945-5211) on the mainland. In the San Juan Islands, there is a year-round processing center at Friday Harbor and one seasonal office at Roche Harbor (both at 360-378-2080). As well, on the Juan de Fuca Strait, there is a Port Angeles office (360-457-4505).

Beginning in 2016, all Canadian and other foreign vessels were required to purchase a boat license which costs \$19 and is good for one year.

Canadian NEXUS members must obtain clearance in person on their first annual entry to get a boat license. On subsequent visits, with a valid annual license, NEXUS members enter can enter the US as they normally would.

On arrival at a US Customs station, the boat's captain reports to officials while passengers remain aboard. The captain answers a few questions, fills out a form, pays a license fee and opens the vessel to inspection.

Canadian captains, crew and all passengers entering the US by boat will require a Canadian passport or Enhanced Driver's License/Enhanced Identification Card.

While a NEXUS card is often sufficient, NEXUS requires you to carry another approved travel document.

Passports must be valid up to the intended date of departure.

Be prepared to show vessel registration documents or a BC boat licence. You may also need vaccination papers for pets.

Record an entry in your ship's log with the date, port of entry and clearance number for reference in case of disputes.

NEXUS is a joint Canada-US initiative to facilitate border crossing for low-risk individuals entering either country. Under the program, boaters can report to customs authorities by telephone on arrival. They must be prepared on request to report to an approved dock.



Communications ~~~

Boaters will rarely find themselves outside the range of cell reception in Puget Sound and the use of phones for on-the-water communications is becoming more common. Some marinas in South Puget Sound seem to no longer monitor VHF.

Recreational vessels under 20 meters (65.6 feet) in length are not required to have a VHF radio, but you should have one for emergencies or contacting marinas or other vessels.

A VHF is indispensable in an emergency if another vessel's crew needs to con-

tact you, but does not know your cell phone number.

All vessels should monitor Channel 16 and crews should make themselves available to assist another boat in need of help.

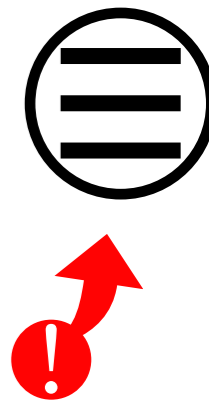
Alternatively, monitor Channel 09. To reduce congestion on Channel 16, the FCC designated Channel 09 for recreational calling, but in our experience it does not seem to be monitored by many boaters in Puget Sound.

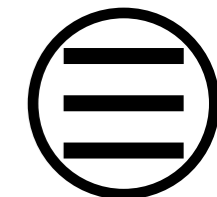
In situations of grave danger, use Channel 16 and repeat "MAYDAY" three times. Then give the name

of your vessel and its position, the nature of your problem and the type of assistance needed.

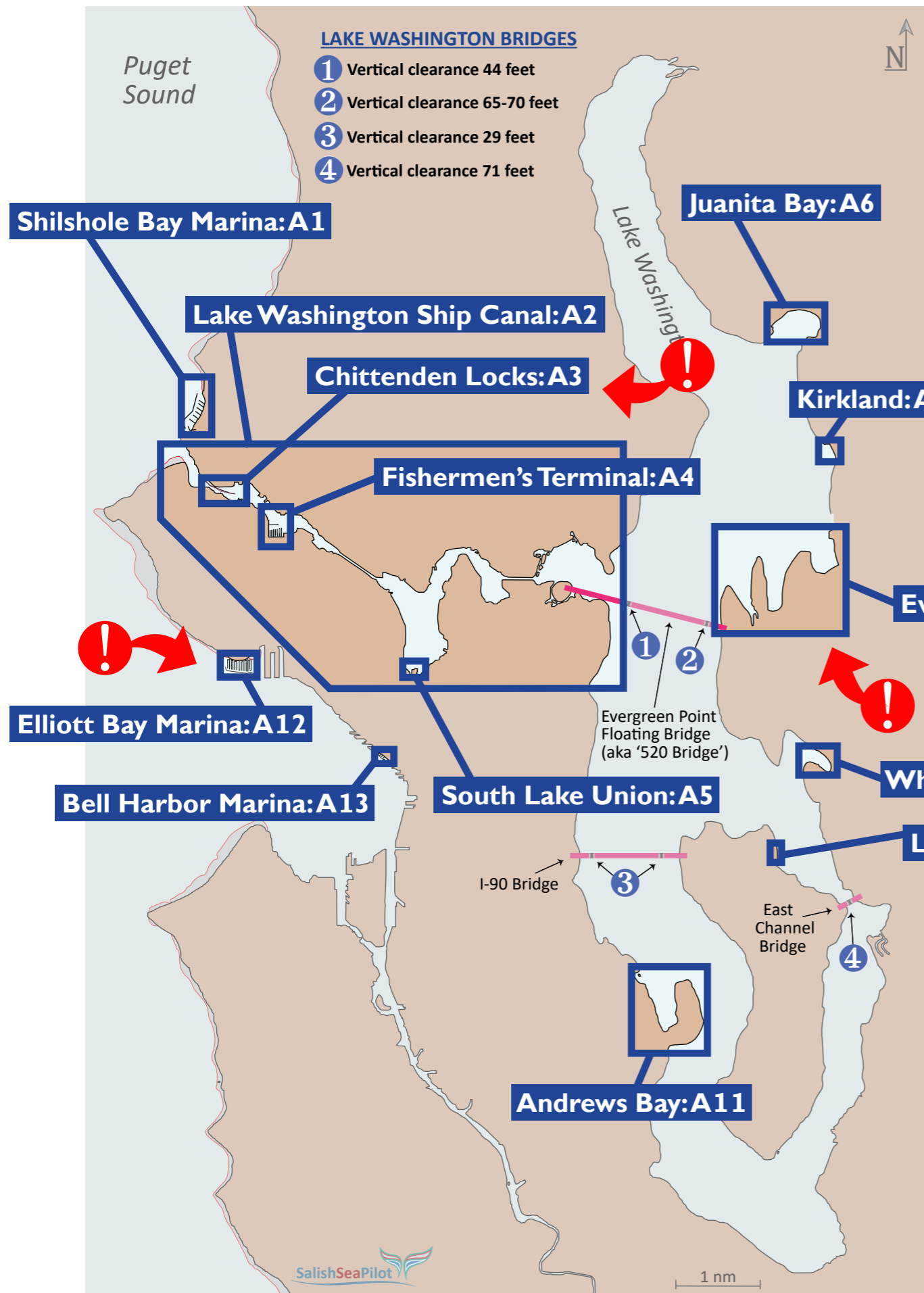
Detailed weather information can be obtained in Puget Sound from continuous broadcasts on VHF channels WX1-4. Most experienced cruisers monitor one of these stations at least twice a day for updated conditions.

Channel 13 is monitored by operators of bascule bridges in Lake Washington Ship Canal, but the US Coast Guard discourages daytime use of this channel except in emergencies.





A: Seattle & the lakes



With depths exceeding 200 feet in Lake Washington, floating bridges make a lot of engineering sense.

But they are not the most convenient bridges when they require opening for tall vessels to pass through.

Until early 2015, the Evergreen Point Floating Bridge did open for vessels which needed vertical clearance of more than 58 feet.

Openings were booked hours in advance, a half-dozen bridge employees were involved and, even in the middle of the night, long lines of traffic to and from downtown Seattle was backed up for 30 minutes.

The bridge was opened for the last time in early 2015 during construction of a new bridge. Vessels taller than 58 feet were trapped south of the bridge until the old bridge was removed in late 2016.

The new bridge has at least 70-foot clearance through the east channel.

Of course, that is charted clearance. While the freshwater lake is unaffected by tides, the water level does fluctuate, as in the autumn, when clearance can increase by 6-8 feet. The actual clearance is marked on bridge pilings.

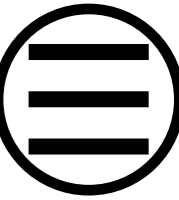
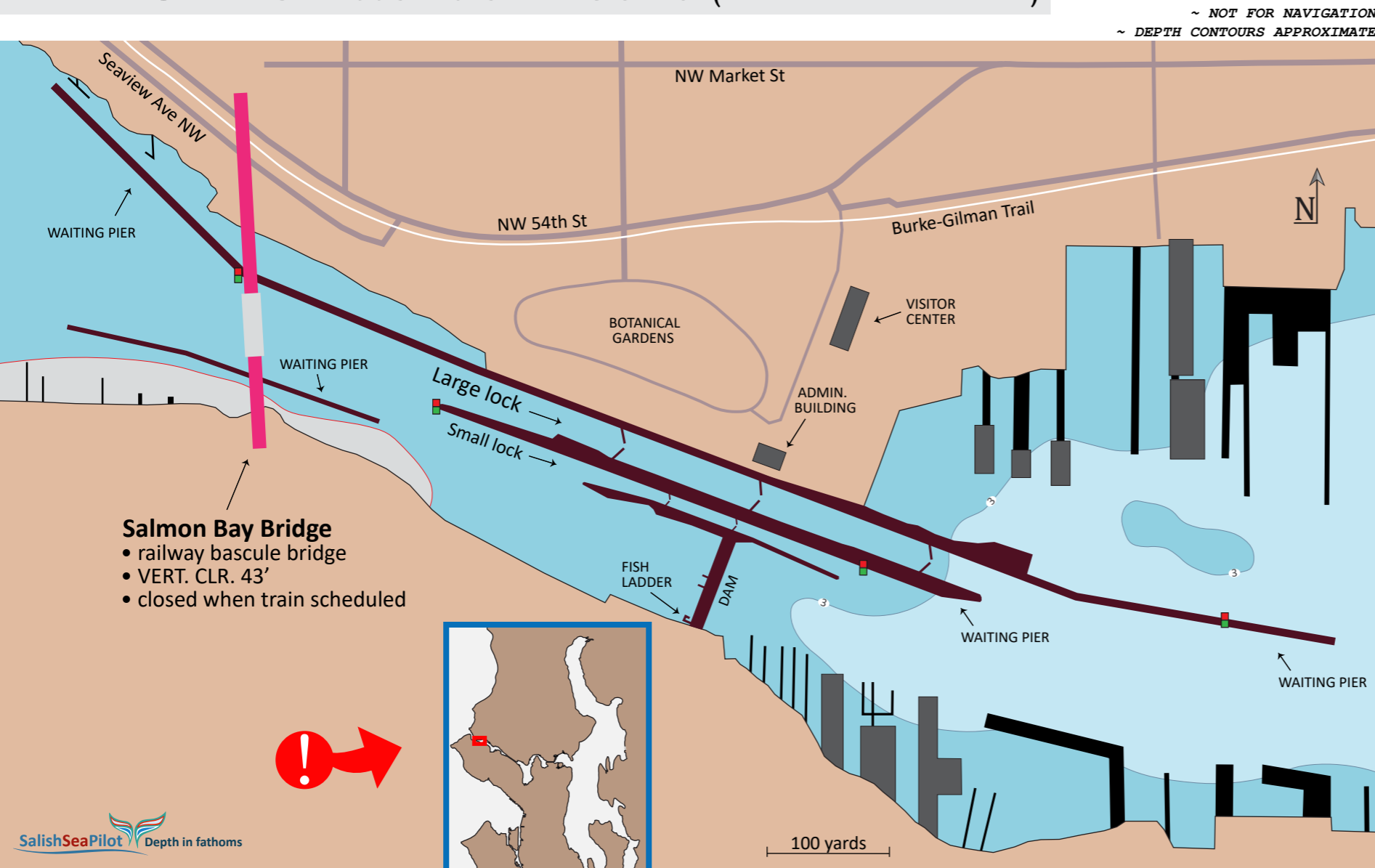
Coming up through the locks into the ship canal, and on to Lake Union and Lake Washington for the first time is a lot of fun, especially once you realize there is no reason to be stressed.

Just relax. Your boat will make it and so will you.

The only thing that old salts might forget is that there is no tide, which makes life both sim-

pler and more complicated.

Yes, when you anchor in 10 feet, chances are you will still be in 10 feet the next morning. But if you run aground there's no waiting for a high tide to float you off. Nor can you await a low tide to increase your vessel's clearance under a bridge. Water levels change, but seasonally, not hourly.

A3: Chittenden Locks (aka Ballard Locks)

at least one foot in size. Again, make it secure.

APPROACH: The locks are controlled by traffic lights, whether approaching from the sea or the lakes. If the lights are red, tie to a waiting pier. When the light turns green, listen for directions over the public address system.

SMALL LOCK: The small lock is used primarily by small recreational vessels. It has floats along the walls which ride up and down with the water. Your mooring lines are tied to the floats.

On entry, an attendant will direct you to either side of the lock and to which numbered mooring button to loop your line around. Then, stern first, tie each line securely to a cleat on your boat.

As the lock is filled, monitor the lines and make sure the floats are moving with the boat. Alert an attendant if one becomes jammed. Do not untie until after the lock gates are opened and an attendant signals it is safe to do so.

LARGE LOCK: Large vessels will first tie along the wall, with smaller vessels rafting alongside. If you arrive first in a small vessel, don't expect to enter the lock first. However, always be prepared to moor to the lock wall — a two-person job.

The large lock does not have floats along the walls to tie up to. When instructed, pass your lines to attendants who will drop the eye-spliced ends over mooring posts ashore.

The boat end of each line should be looped around a bow or stern cleat in a half figure eight so that it can be recovered or paid out smoothly as water in the lock rises or falls.

When the gates open, strong currents enter the lock chamber flowing seaward. Keep lines secure until you are told to release them. As a lock official told us: "If you don't remember anything else, remember this: lake line last."

So if you're heading to Lake Union, untie your bow line last. If you are heading to Puget Sound, untie your stern line last.

The prospect of locking through the first time can be daunting, but it's really no big deal if you take things slow (the speed limit entering the locks is 2.5 knots), are properly equipped and remain calm.

The Hiram M. Chittenden Locks were completed in 1917 and today accommodate some 45,000 vessels a year. Locks attendants are friendly, patient and helpful — they have seen it all before and you will be fine if you do what they tell you.

A day or two before you lock through, visit the locks. Attend a how-to seminar in the visitor center, where you can also watch a video and pick up a copy of the Guidelines for Boaters booklet. Then see for yourself the boats locking through. It won't be long before you will

have compiled your own list of do's and don'ts.

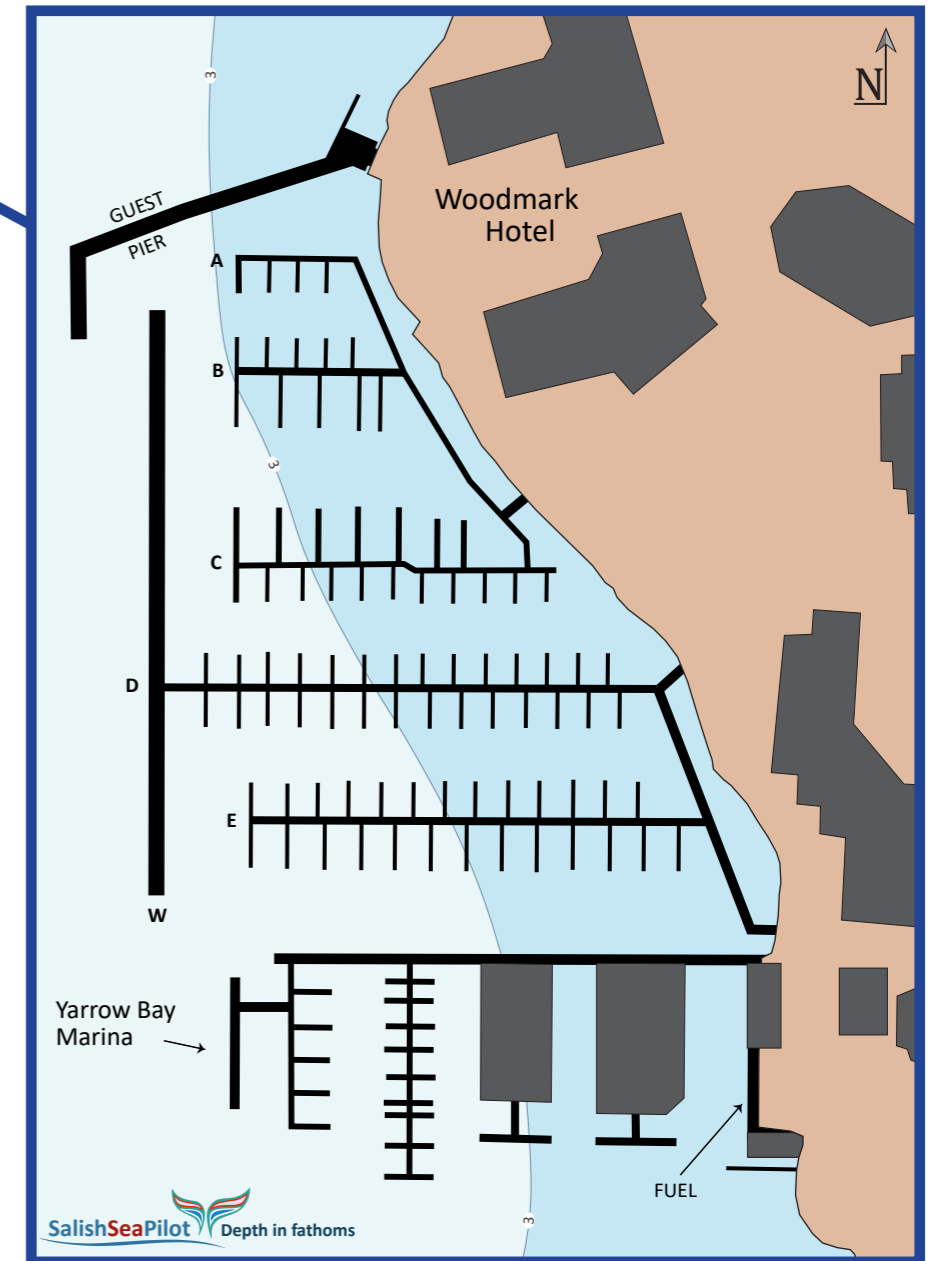
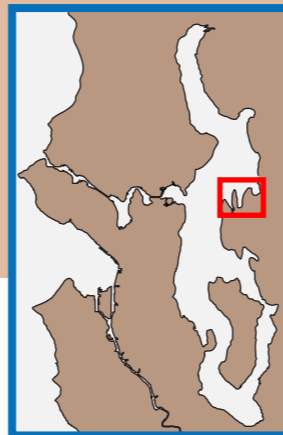
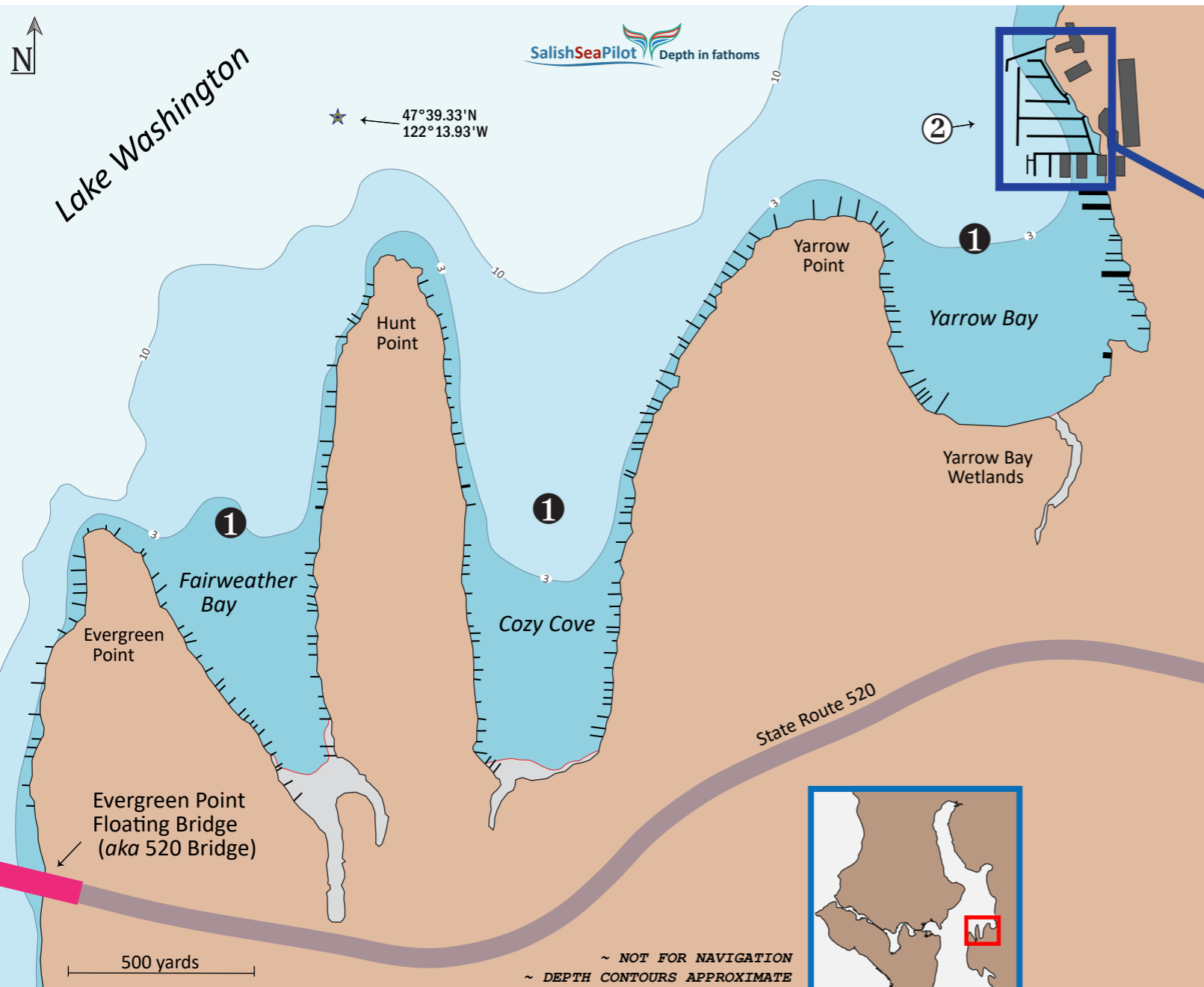
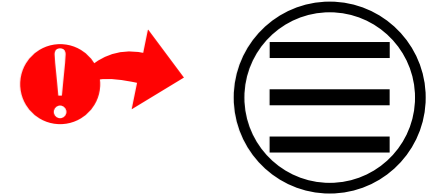
Walk across the dam to the fish ladder which has a viewing gallery where you can observe the migration of salmon from May to October.

STUFF YOU NEED: You will need an adequate number of fenders to attach to either side of the boat. It's best to have enough for both sides so you are not scrambling to switch them if directed to tie on the other side of the lock.

You will also need two strong 50-foot mooring lines to secure bow and stern. If you tied two shorter lines together to make one long enough to qualify, you would not be the first cruiser to do so, but make sure they are made fast and cannot untie.

At one end of each line, make an eyesplice or tie a loop

A8: Evergreen & Hunt Points



The bays east of Evergreen Point provide decent shelter and views of some beautiful homes ashore. Carillon Point Marina offers a nice lunch stop, as well as a massage or chance to shop in the upscale shops near the Woodmark Hotel.

Yarrow Bay Marina has no guest moorage, but has fuel, haulout and repair facilities:

Call: 425-822-6066

E: service@yarrowbaymarina.com

W: yarrowbaymarina.com

1 Best protection found in the three bays is in the southern half of Cozy Cove. Fairweather Bay is open to west or NW so watch forecasts. We had mixed results anchoring in 3-5 fathoms over mud in various spots, so make sure anchor is set snugly.

2 Carillon Point Marina: Some transient moorage available for those who have pre-booked. Guest pier offers no overnight moorage, but is perfect for a lunch stop at a shoreside restaurant. Boats over 32' must use outside of the pier.

~ 47°39.40'N 122°12.56'W

Overnight rates: \$2/ft

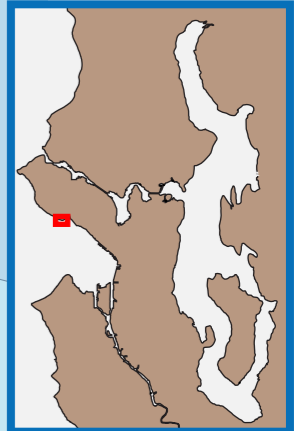
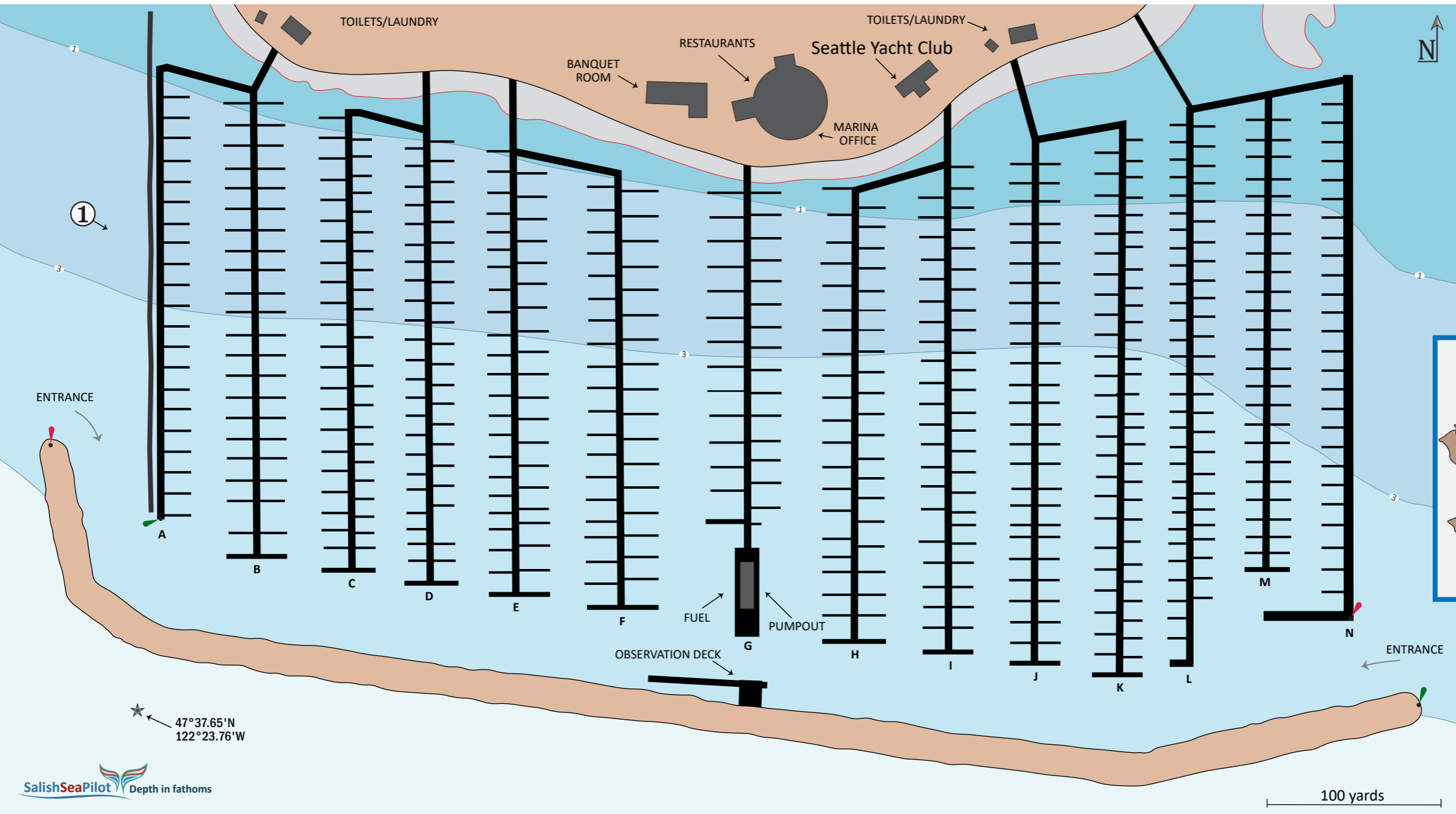
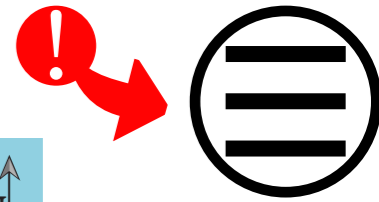
Daily power: \$5/30-40' slip, \$10/50-60' slip

Contact: Mary West 425-822-1700

E: mary@carillonprop.com W: carillon-point.com



A12: Elliott Bay Marina



SalishSeaPilot Depth in fathoms

~ NOT FOR NAVIGATION
~ DEPTH CONTOURS APPROXIMATE

Sitting below dramatic Magnolia Bluff, the lovely marina and the hundreds of yachts moored here are protected by an almost half-mile-long breakwater. There are no designated guest berths, but slips are usually available. Call or radio on arrival

off the breakwater for slip assignment. Pre-booking advisable for boats over 46 feet. The marina is about 30 minutes by bicycle (provided by the marine) from downtown Seattle along Elliott Bay Trail. The closest bus stop is about a half mile away.

① Elliott Bay Marina: Transient moorage for vessels up to 300 feet in length. Power (30-50-100A) and water docks. Toilets, showers and laundry. Free use of kayak, paddleboards and bicycles. Fuel and pumpout on Dock G, with a small store selling groceries, snacks, coffee, beer and wine and fishing supplies. Restaurants and repair services.
~ 47°37.65'N 122°23.76'W
Daily rate: \$1.50/ft up to 65', \$2/ft 65-99', \$2.50/ft over 100'.
Short-term (up to three hours): \$10
Daily power: 30A/\$3, 50A/\$10, 100A/\$100
Call: 206-285-4817 VHF: 78A
E: info@elliottbaymarina.net W: elliottbaymarina.net

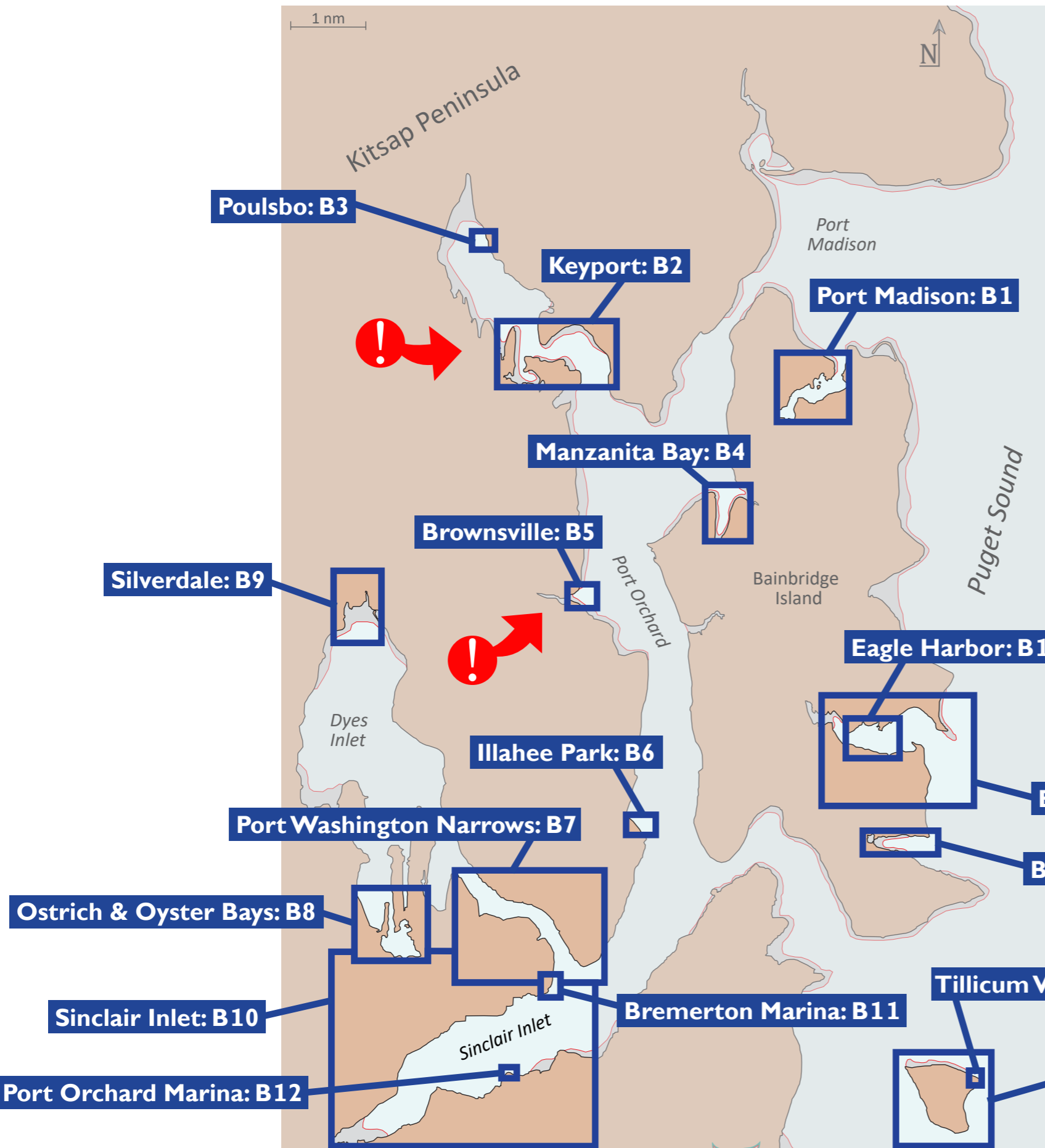


B: Port Orchard & around

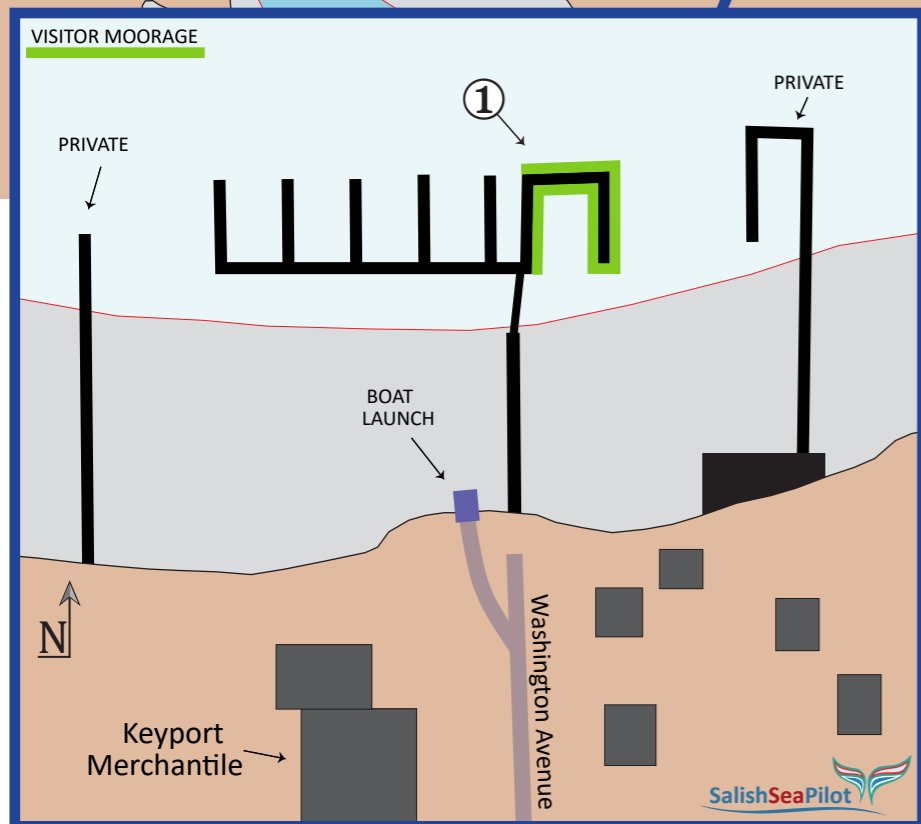
Bainbridge Island and Port Orchard offer popular cruising destinations a short scoot from Seattle.

Aside from the larger communities of Bremerton and Poulsbo, there are many anchorages that offer solitude. Even though much of the shoreline is lined with beautiful homes, summer residences and more permanent abodes, nobody will bother you if you don't bother them.

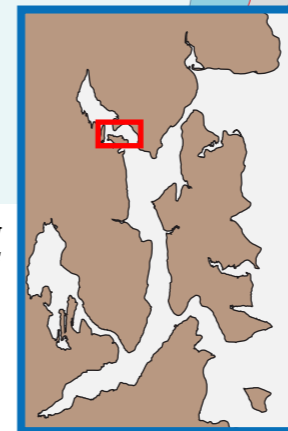
For many intending to visit Seattle, anchoring at Eagle Harbor and taking a ferry across to the city is the perfect prescription, cheap and stress free.



B2: Keyport



~ NOT FOR NAVIGATION
~ DEPTH CONTOURS APPROXIMATE



This pleasant community, known as *Torpedo Town USA*, is home to the Naval Undersea Warfare Engineering Station, as well as the impressive and free Naval Undersea Museum.

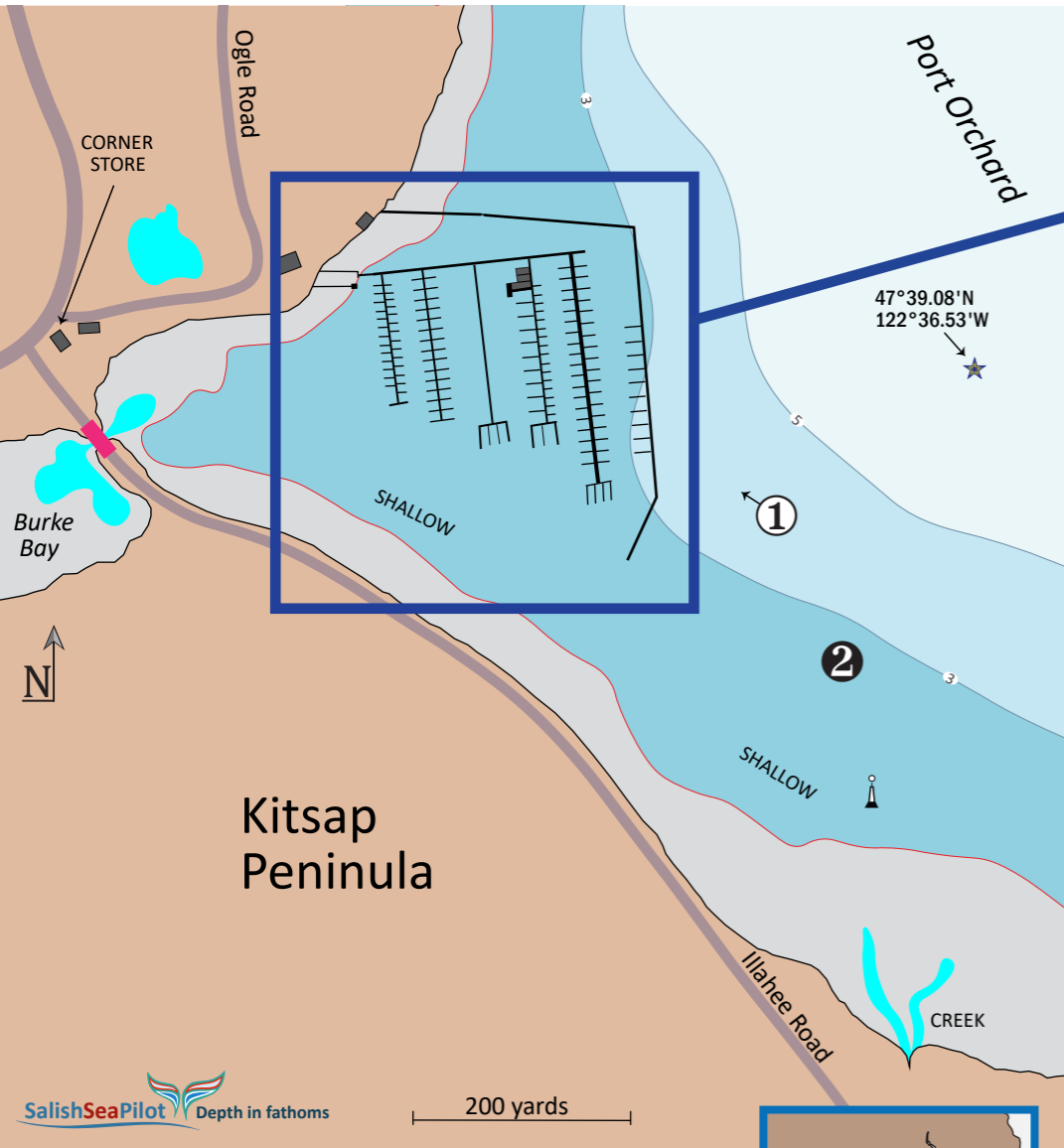
Just up from the marina is Keyport Merchantile general store, with groceries and a diner.

From Keyport south to Brownsville is a naval testing area. During tests, red lights flash south from the engineering station. At this time, boats should stay close to the Bainbridge Island shoreline.

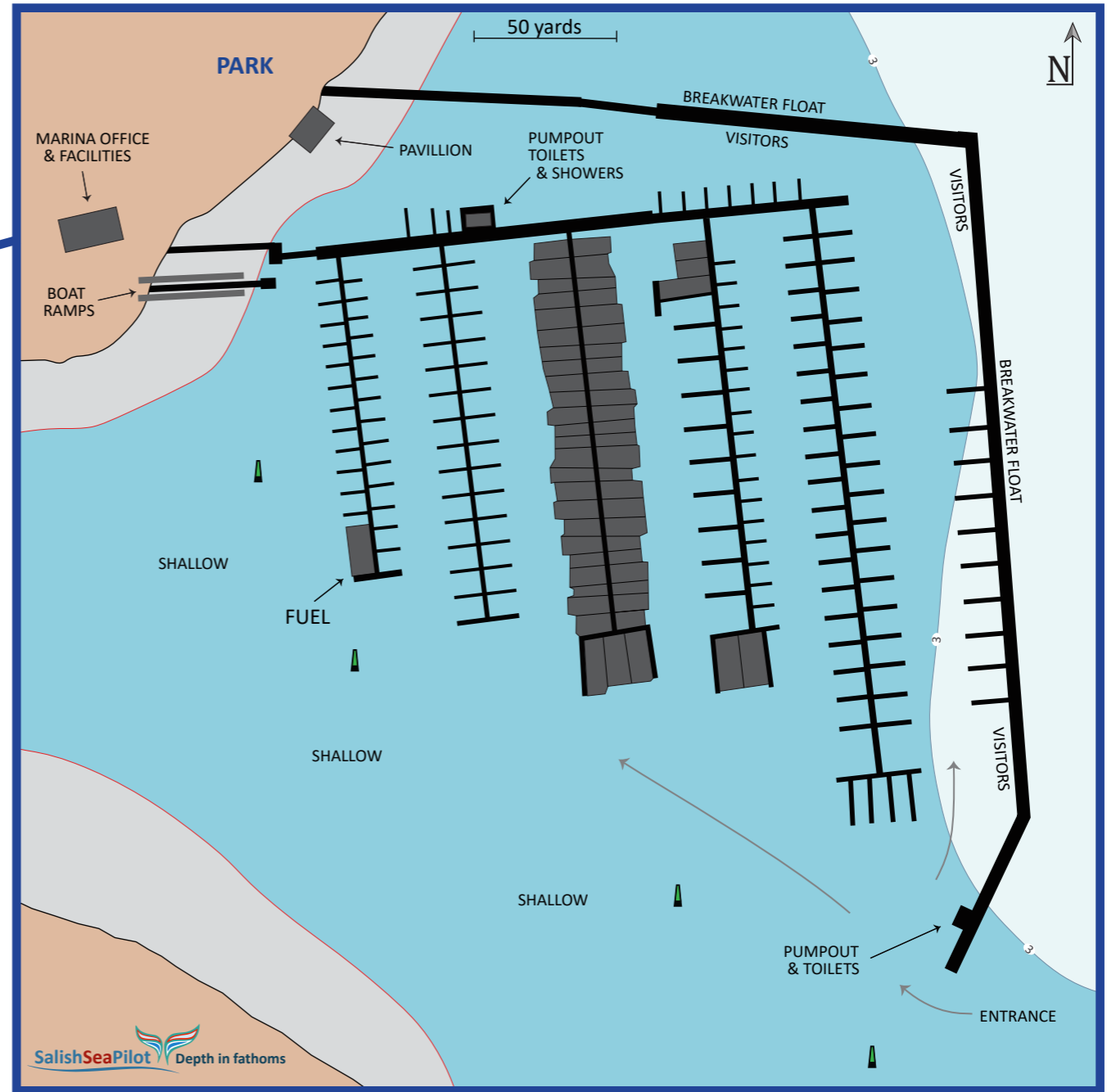
① Port of Keyport: Transient vessels are welcome to use the “thumb” at the east end of the marina, with 250 feet of moorage space divided into five 50-foot slips, all with power (30A) and water included in rates. Check in on arrival at Keyport Merchantile. The other slips are used by long-term residents. Boat launch.
~ 47°42.29'N 122°37.44'W
Daily rate: \$10/under 25', \$15/25' and up. Limited to three consecutive days. Up to 6 hours free.
Call: 360-627-0594
E: portofkeyport@wavecable.com
W: portofkeyport.com

② If the Port of Keyport is full, anchor north of the channel in 2-3 fathoms. Good protection from most summer winds. Exposed to wake from boat traffic. Shore access by dinghy at the boat launch.

B5: Brownsville



~ NOT FOR NAVIGATION
~ DEPTH CONTOURS APPROXIMATE



~ NOT FOR NAVIGATION
~ DEPTH CONTOURS APPROXIMATE



① Port of Brownsville: Transient moorage available on a first-come basis, with pre-booking for groups. Power (30A) and water to docks. Toilets, with coin-op showers and laundry. Pumpout. Fuel, but fuel dock is not staffed; call on VHF 66 or from dock phone. A pleasant pavilion is built near the beach, above the water, and is available for group barbecues and special events. As well, there are lovely parks on the grounds with picnic tables and barbecues.

Brownsville Yacht Club offers reciprocal moorage.
~ 47°39.04'N 122°36.73'W
Daily rates: \$0.85/ft
Daily power: \$3
Call: 360-692-5498 VHF: 66
E: pob@portofbrownsville.org
W: portofbrownsville.org

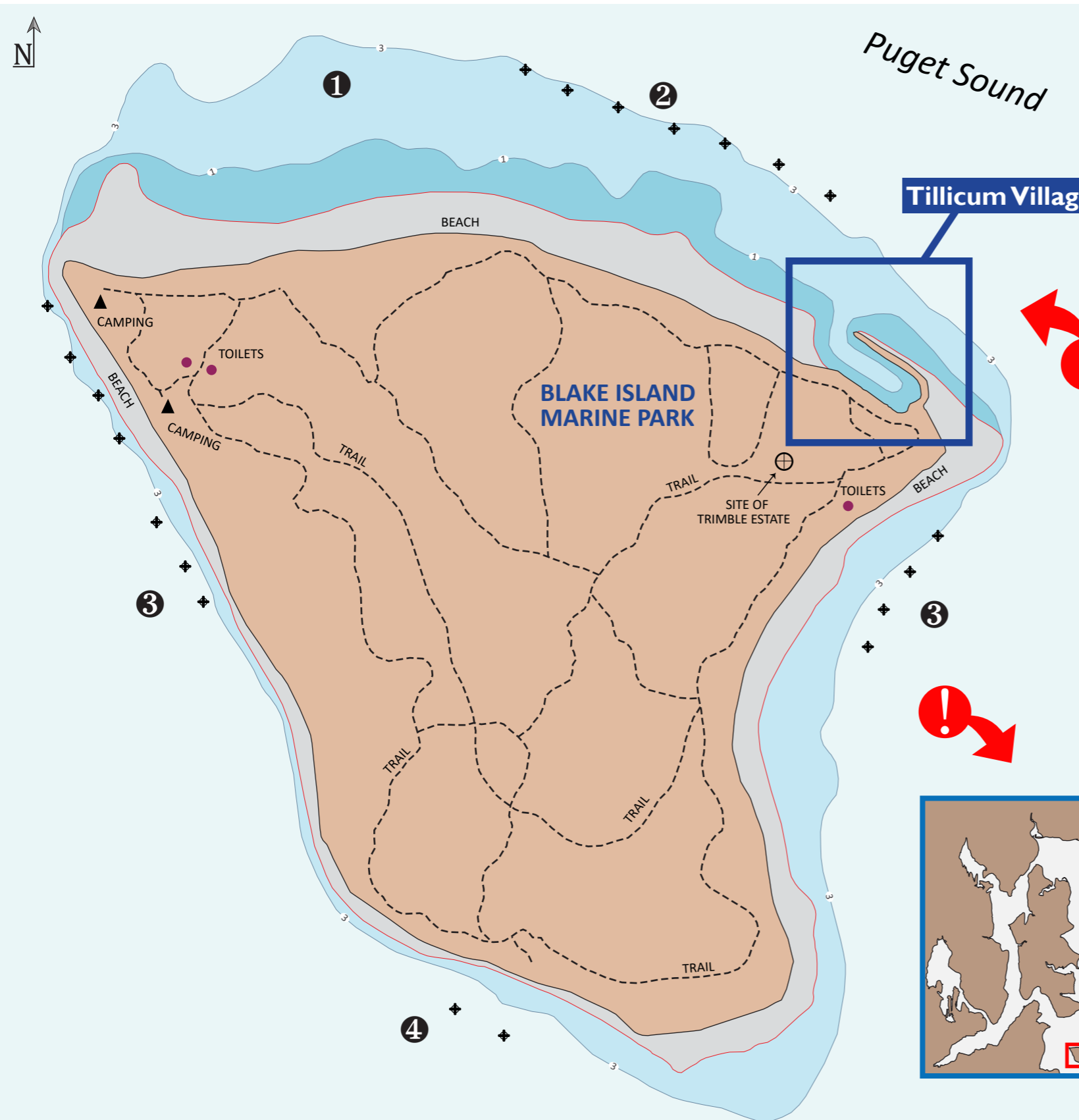
If you long for a comfortable night at a marina, with maybe a barbecue ashore, Brownsville Marina is a pleasant place to accomplish this. Marina has a small store and deli. Outside the marina, there's a small corner store with some groceries.

Keep green buoys to port on entry, and take care when maneuvering off the fuel dock at low water.

② Reasonable anchorage in settled conditions SE of the marina entrance. Good holding in 2-3 fathoms over mud. Take care to avoid a marker about 300 yards SE of the marina entrance which warns of a creek delta where the depths shallow quickly.



B16: Blake Island



This 475-acre island was once used as a camping ground by the Suquamish people. According to legend, it was the birthplace of Chief Sealth, for whom the city of Seattle was named.

In 1841, it was named after George Smith Blake, who was then in charge of the United States Coast Survey. The island was known locally by the more colorful name Smuggler's Island. Indeed, the unofficial name was well earned during Prohibition when it became a hideout for bootleggers running alcohol smuggling operations from Canada.

In 1959, the entire island became a state park. Today, other than a network of hiking trails, the only developments are state parks facilities and Tillicum Village in the northeast corner where there is a marina and docks. There are floats in the marina reserved for recreational boaters. Additionally, the island is surrounded by mooring buoys.

Ashore are miles of hiking and biking trails, with camping areas. There are remains of the estate left by the wealthy Trimble family, which once owned the island and lived here year-round until 1924.

1 Anchor in 2-3 fathoms over the hard bottom of rock, and sandy mud off the NE shore. Holding is mixed and it can be an effort to achieve a snug set. Comfortable in most summer conditions, though exposed to the worst of winter. Know the state of tide and the depths within your swing radius when dropping your hook. Anchorage is more difficult farther east, closer to Tillicum Village, as the bottom shelves and becomes steeper.

2 Pick up one of seven mooring buoys off the northern shore. Good protection from the south. Shore access is at the beach or at the marina dinghy dock at **Tillicum Village (B17)**. There is a pay box near the marina docks. \$15/night. Length limit of 45 feet.

3 Mooring buoys off the eastern and western shores are exposed to the south, but tend to be comfortable in summer conditions. Pay stations are near the campsites on the western and southern shores. \$15/night. Length limit of 45 feet.

Anchorage along these shores is given mixed grades, but on some summer weekends in settled conditions, boats happily swing on hooks. Make sure anchor is well set.

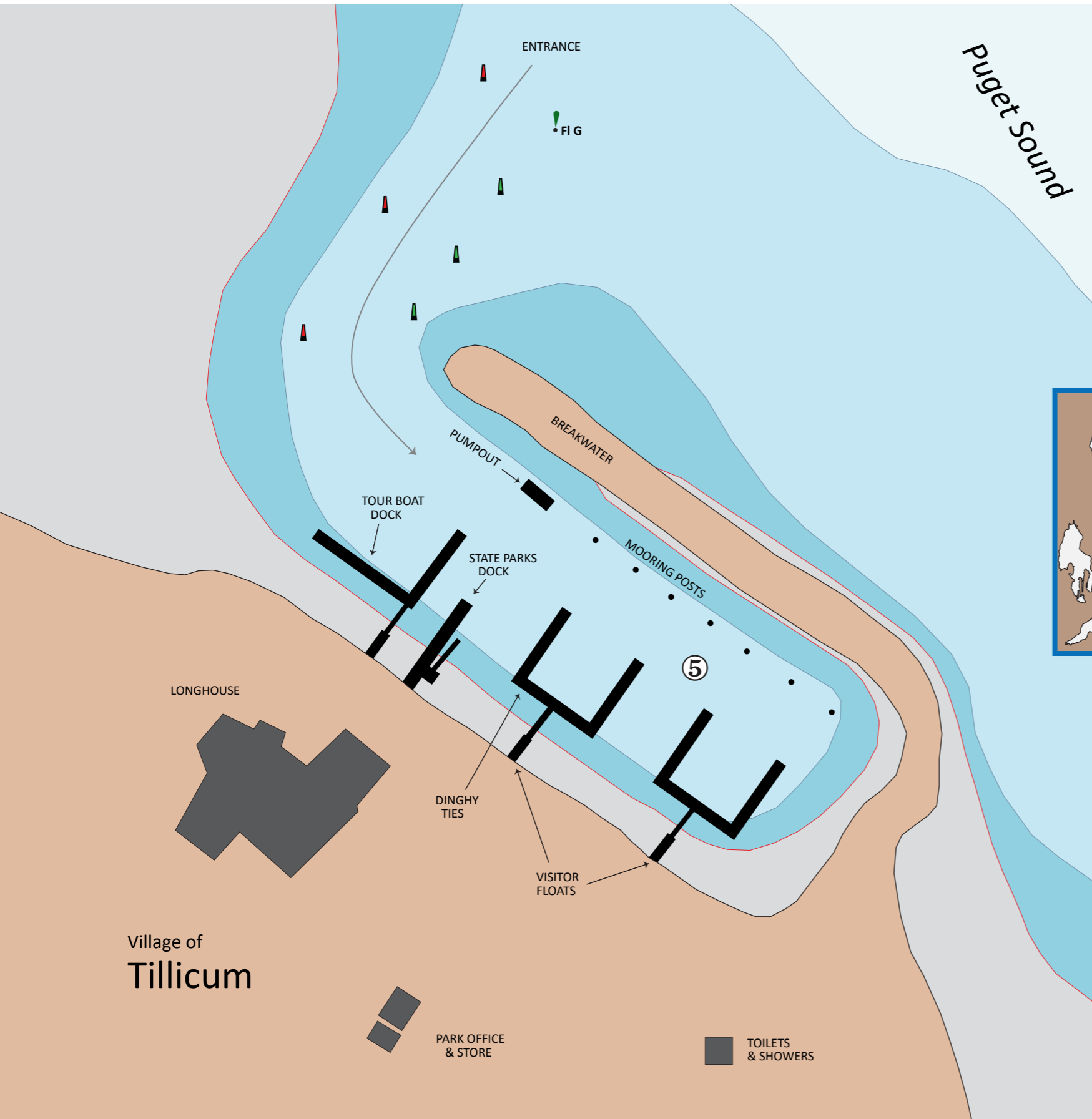
4 Pick up one of two mooring buoys off the south shore. Conditions and moorage prices the same as off the western and eastern shores, but buoys here have a length limit of 36 feet.



500 yards

~ NOT FOR NAVIGATION
~ DEPTH CONTOURS APPROXIMATE

B17: Tillicum Village

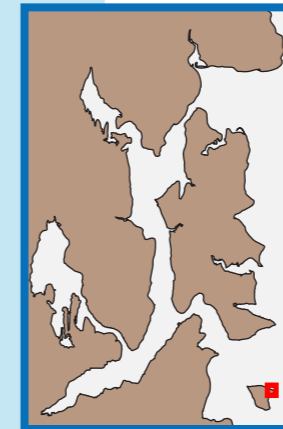


Tillicum Village was founded in 1962 for the Seattle World's Fair on land leased from the Washington State park service.

The longhouse, then and now, hosts dance shows performed by Native American performers and salmon dinners for tourists brought to the island in tour boats. Boaters who arrive in their own vessel can also attend the dinner shows for a fee.

The longhouse came into the international spotlight in 1993 when President Clinton hosted the first Asia-Pacific Economic Cooperation forum here.

The village is a good jumping off point for walking the island trails.

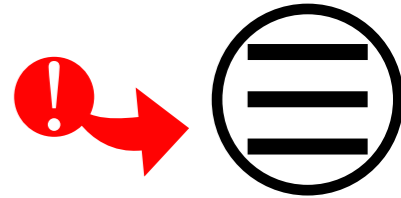
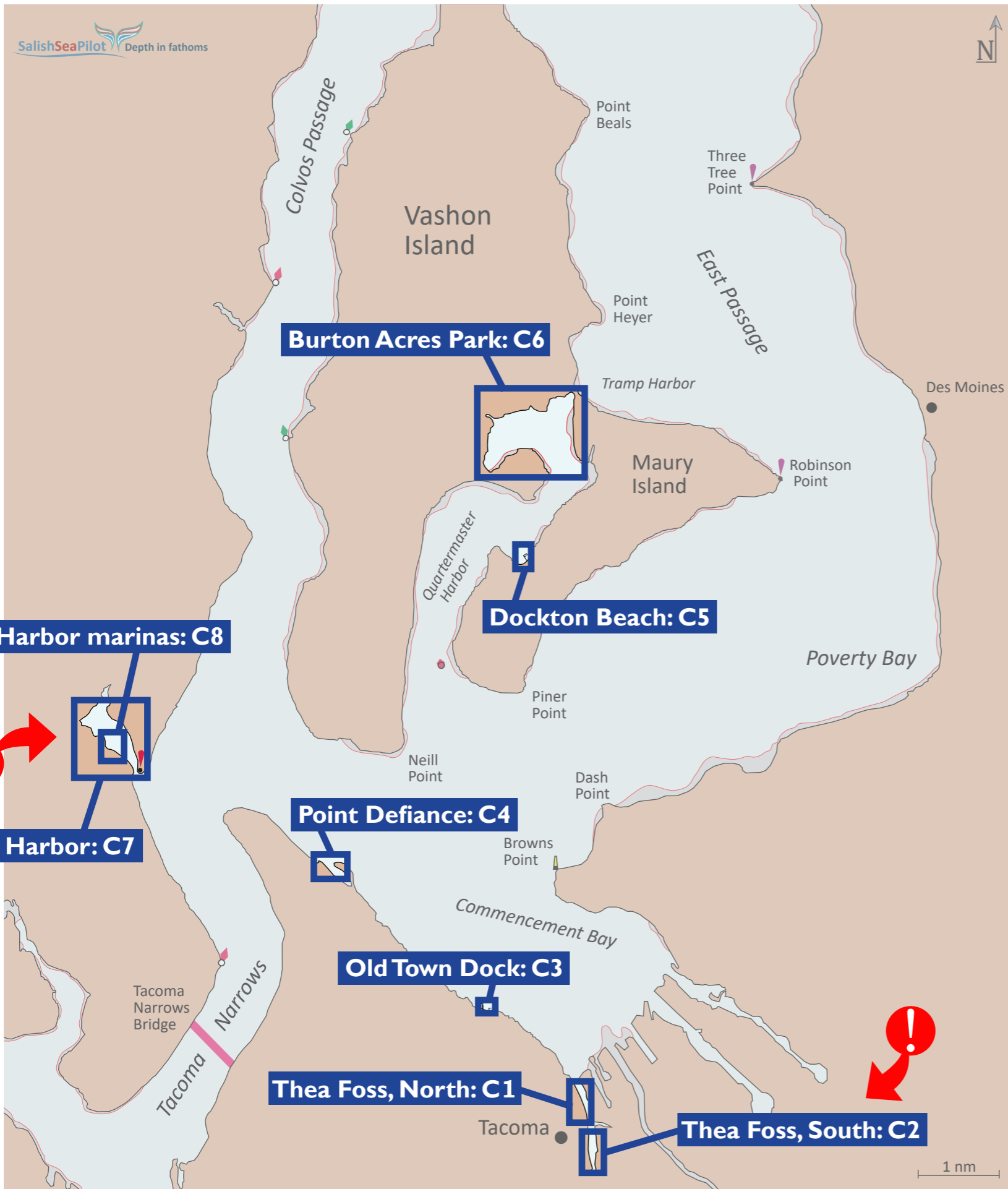


5 Blake Island Marina: On entry, keep to the center of dredged channel marked by green and red day markers. After turning SE around the breakwater, to starboard you will first encounter a commercial dock, followed by a float used by state parks vessels and finally the guest floats. A free pumpout station is directly across from the guest docks, near the breakwater. To the east of the pumpout are mooring posts which provide bow and stern ties. Power (30A) to docks. Water is available on the top of the dock near the pay stations. Toilets and showers. Maximum stay seven nights.
 ~ 47°32.62'N 122°29.00'W
 Daily rate: \$0.70/ft, minimum \$12
 Daily power: 30A/\$6
 Call: 360-731-8330
 E: blake.island@parks.wa.gov
 W: parks.state.wa.us

~ NOT FOR NAVIGATION
 ~ DEPTH CONTOURS APPROXIMATE

Village of
Tillicum

PARK OFFICE & STORE
 TOILETS & SHOWERS



C: Tacoma to Gig Harbor

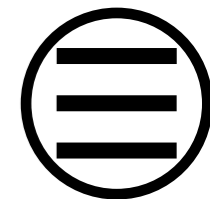
The massive and magnificent visage of nearby Mount Rainier, rising to an altitude of 14,410 feet, dominates central Puget Sound.

In 1792, Captain George Vancouver named the mountain for a friend, Rear Admiral Peter Rainier. The aboriginal name for the mountain was Tacoma or Tacobah, the meaning of which is debated. The most popular hypothesis is “mother of water” or “giver of life”.

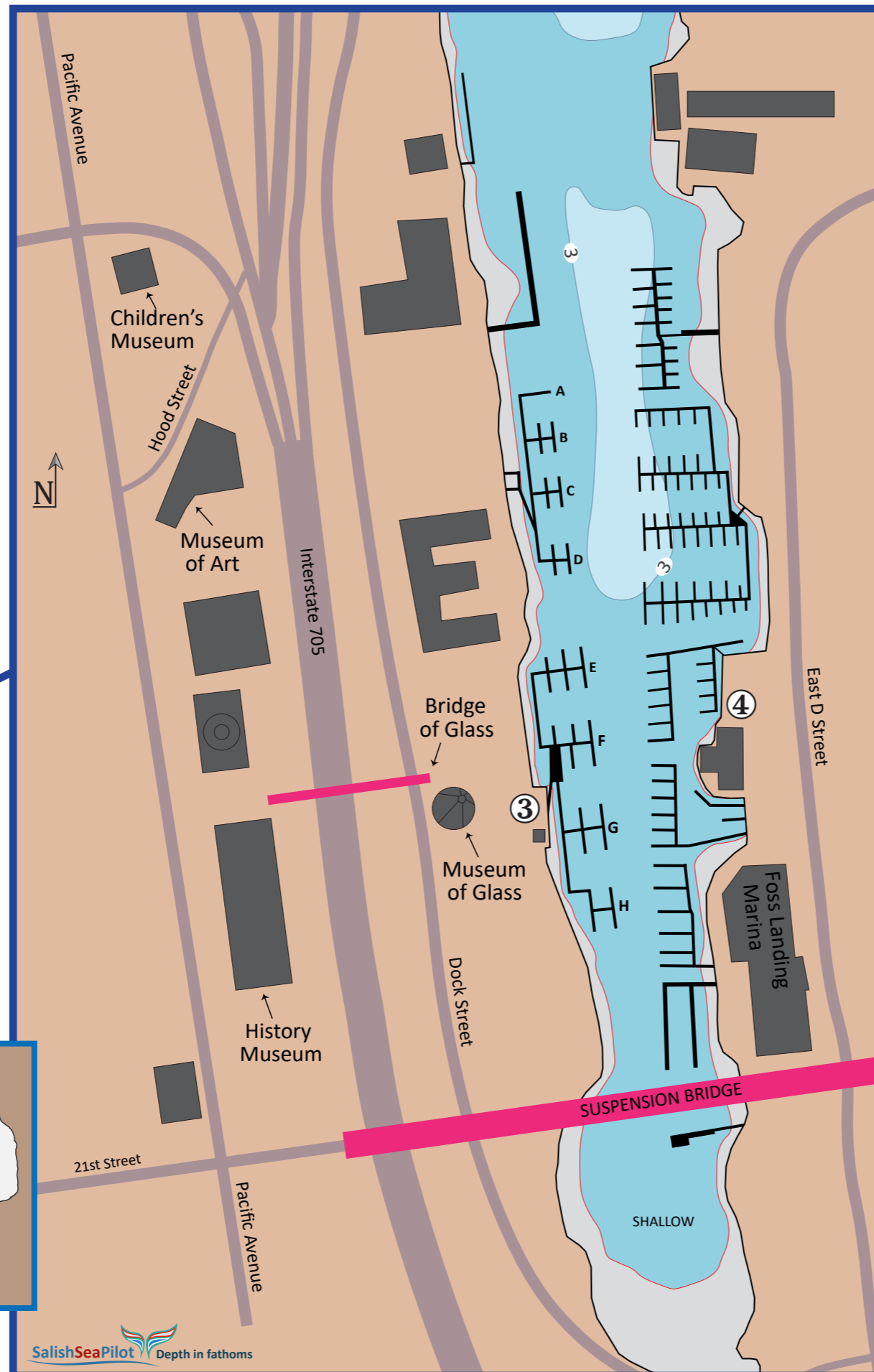
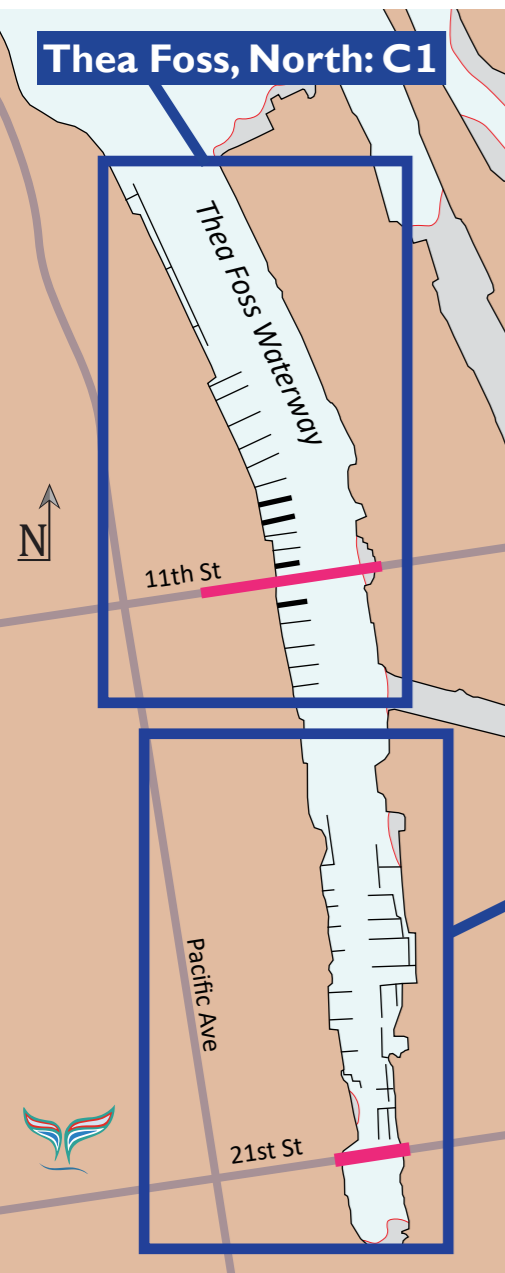
Another theory is that the name is meant to keep another tribe, the Lushootseed, in their place. “Kobah” is the Lushootseed name for their beloved mountain (Mount Baker) to the north. Some believe “Takobah” could mean higher or greater than “Kobah”.

The current in Colvos Passage tends to run northward regardless of the state of tide, so many boaters opt to take East Passage with the flow even though it is longer. As well, sailing from the north it is easier to tack against the prevailing southerlies in the wider East Passage. Colvos is usually the best option traveling north.

For information about currents to expect while transiting Tacoma Narrows, see [South Sound, East \(D\)](#).



Thea Foss, North: C1



C2: Thea Foss, South

Voyaging deeper into the heart of the city, puts boaters on the doorstep of the museum district and walking distance from the Tacoma Dome.

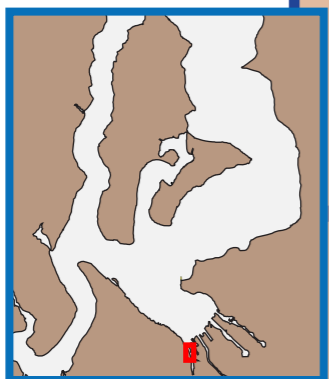
Pedestrian walkways along the west shore connect the marinas to the Museum of Glass, the state art museum and the former Union Station (now a US district court).

A great place to explore on foot.

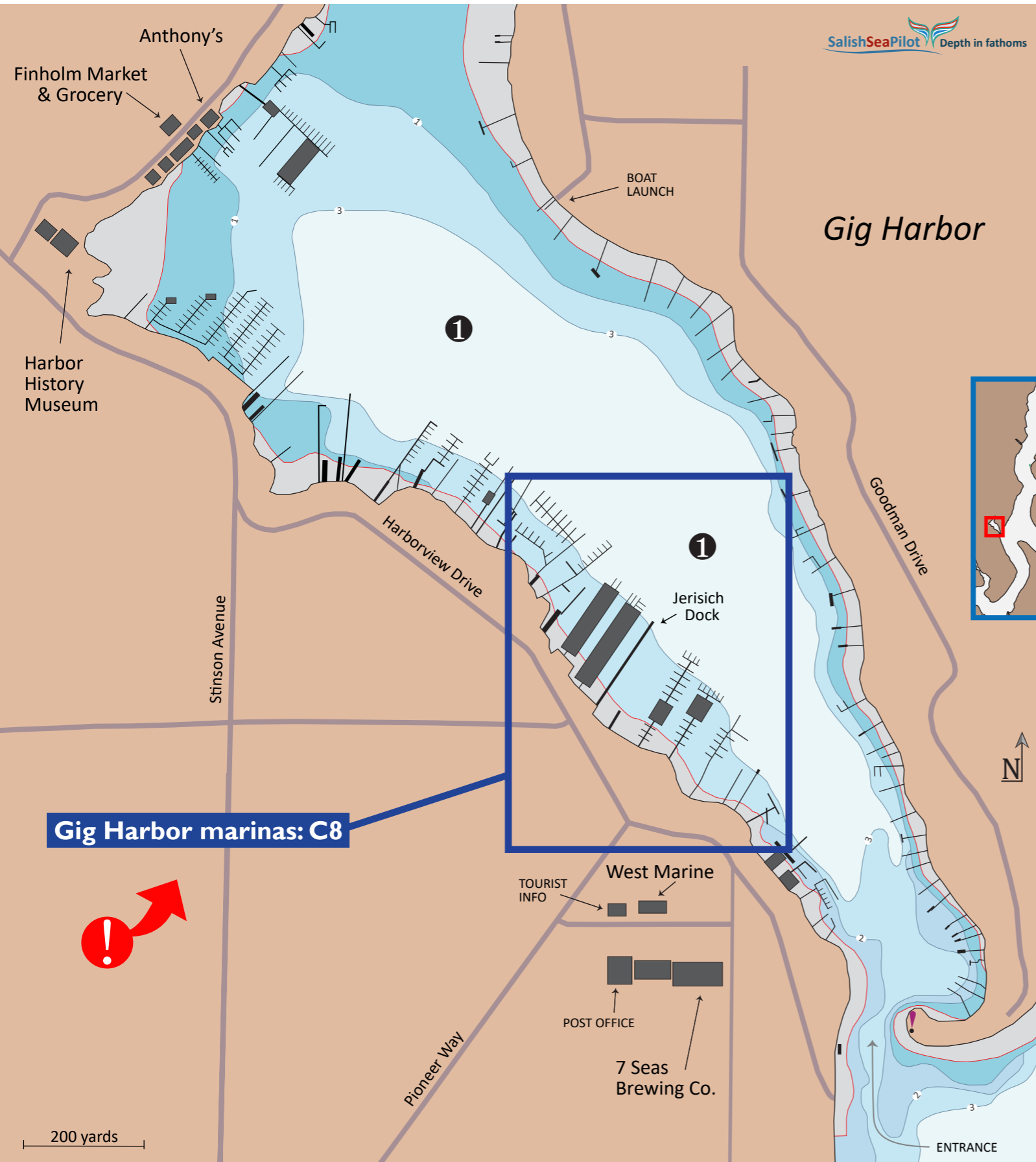
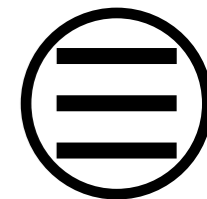
Many special events are held at the Tacoma Dome, about a half-mile south of the 21st Street Bridge.

③ Dock Street Marina: Year-round transient moorage on G and H docks for boats up to 120 feet. Power (30-50-100A) and water to berths. Toilets and showers. WiFi available. Pumpout.
 ~ 47°14.73'N 122°25.96'W
 Daily rate: \$1.25/ft up to 60', \$1.50/ft 61' and over
 Daily power: 30A/\$3, 50A/\$5, 100A/\$10
 Slip-side pumpout: \$5
 Call: 253-572-2524
 E: info@dockstreetmarina.com
 W: dockstreetmarina.com

④ Johnny's Dock: Marina/restaurant with guest moorage for meals or overnight for vessels up to 55 feet. Power (30A) and water to berths, included in rates. Maximum two-night stay. Use of restaurant toilets during operating hours.
 ~ 47°14.73'N 122°25.90'W
 Daily rate: \$25 for all vessels, free for guests coming for meals or drinks
 Call: 253-627-3186
 E: johnnysdock@gmail.com
 W: johnnysdock.com



C7: Gig Harbor



SalishSeaPilot Depth in fathoms

Gig Harbor

This splendid, all-weather harbor was once a thriving commercial fishing center and home to a large purse seine fleet.

Today, there are still some fishing vessels and other traces of a bygone era, but recreational vessels now fill most of the wharves. Gig Harbor has become a rather swish bedroom community of nearby Tacoma.

As always, the grandeur of beautiful Mount Rainier looms over the harbor.



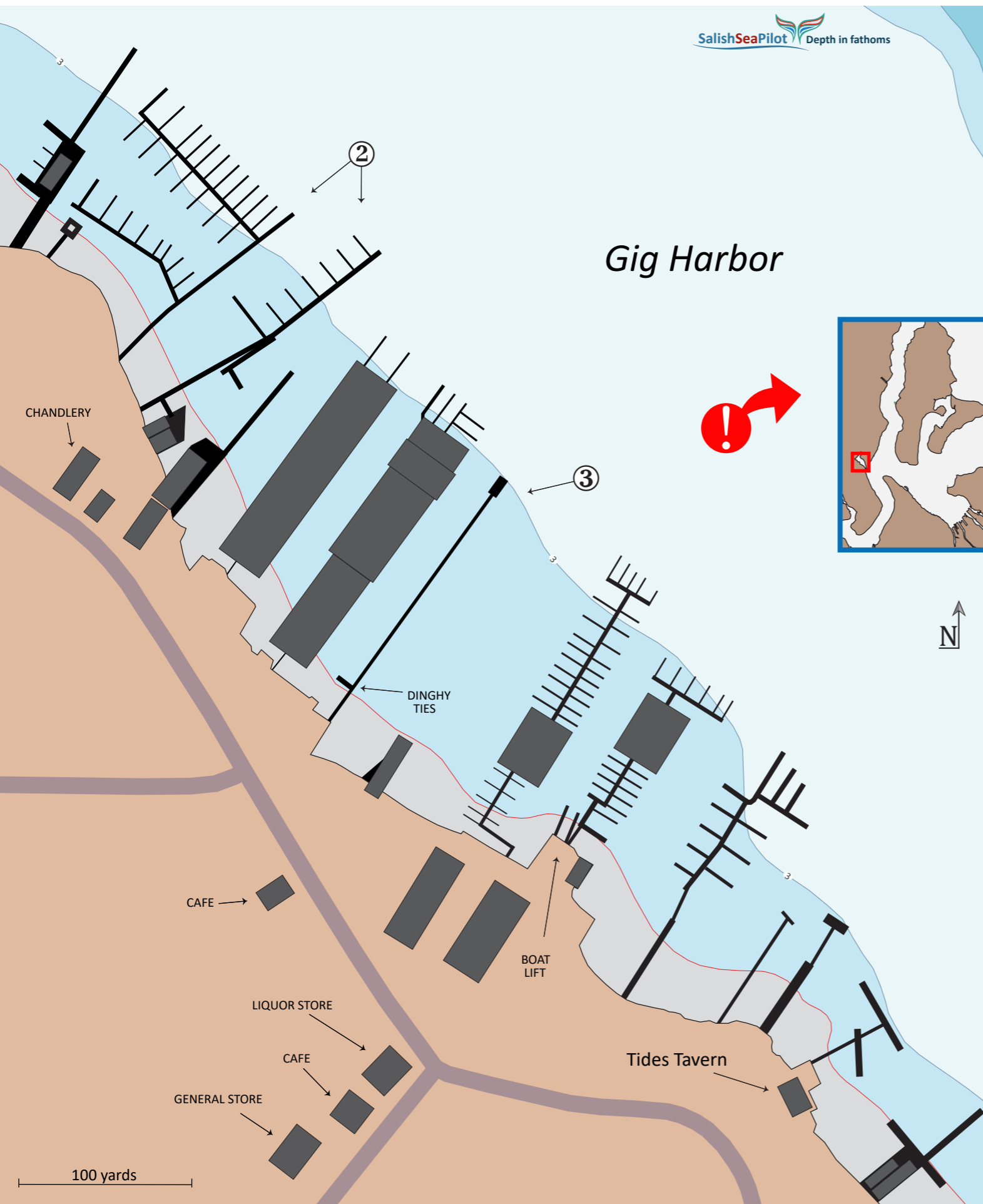
Gig Harbor marinas: C8



1 Excellent all-weather protection anywhere in the harbor, anchoring in 4-7 fathoms over mud. Good holding, though boats often anchor here on very short scope.

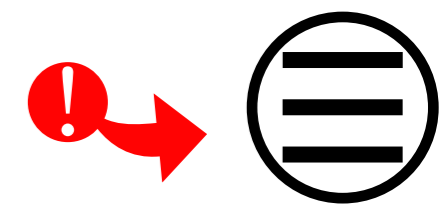
Free shore access at dinghy ties at the foot of Jerisich Dock. As well, there is a pier at a boat launch at a road end on the northeast shore, though it is a long walk to services.

~ NOT FOR NAVIGATION
~ DEPTH CONTOURS APPROXIMATE



SalishSeaPilot Depth in fathoms

Gig Harbor



C8: Gig Harbor marinas

Some provisioning is possible at smaller grocery stores in town, including a general store on Pioneer Way and the Finholm Market at the northwest end of the harbor.

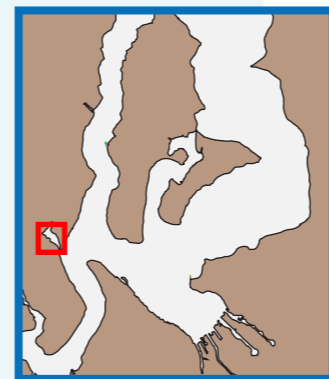
A supermarket that once operated near the post office has closed. For longer grocery lists catch the Gig Harbor trolley (101) from Harborview Drive to Uptown Gig Harbor where there are shopping malls, with supermarkets, many shops and restaurants, as well as a public library with WiFi.

Restaurants on the harbor with dinghy moorage include the Tides Tavern near the harbor entrance and one of the Anthony's chain at the head of the bay.

Chandleries include the well-stocked Ship to Shore Marine on the grounds of Arabella's Landing and the West Marine outlet near the tourist information office.

Mechanical and electrical repairs are done at Gig Harbor Marina and Boatyard which has a travel lift and hard dock space. DIY work OK. Call 253-858-3535 or visit gigharbor-marina.com.

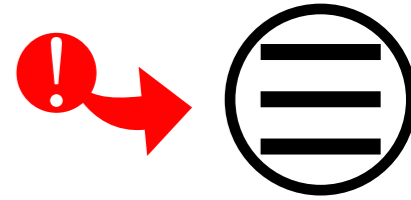
To visit Tacoma, take the trolley (101) to the Kimball Drive Park and Ride, then switch to Bus 100 for the TCC Transit Centre. For downtown Tacoma, switch there to Bus 1.



② **Arabella's Landing:** Transient moorage for vessels up to 160 feet. Book ahead on busy weekends and holidays. Power (20-30-50A) and water included in daily rates. Toilets and showers. Coin-op laundry and pumpout.
 ~ 47°19.96'N 122°34.92'W
Daily rate: \$1/ft (minimum \$30) during DST, \$0.75/ft (\$22.50 minimum) off-season, \$1.50/ft (\$45 minimum) on holidays.
 Check in/out: 1pm
 Call: 253-851-1793
 E: info@arabellaslanding.com
 W: arabellaslanding.com

③ **Jerisich Dock:** Transient moorage for up to three nights within any 10-day period at this city-run dock. No reservations. Side ties, no power or water. Pumpout available Apr 1-Nov 1.
 Turning space for large vessels limited on west side, while shallows restrict movement closer to shore on east side. Proceed slowly.
Daily rate: \$1/ft from Friday before Memorial Day to Labor Day, with \$20 minimum. All other days \$0.50/ft with \$10 minimum.

~ NOT FOR NAVIGATION
 ~ DEPTH CONTOURS APPROXIMATE

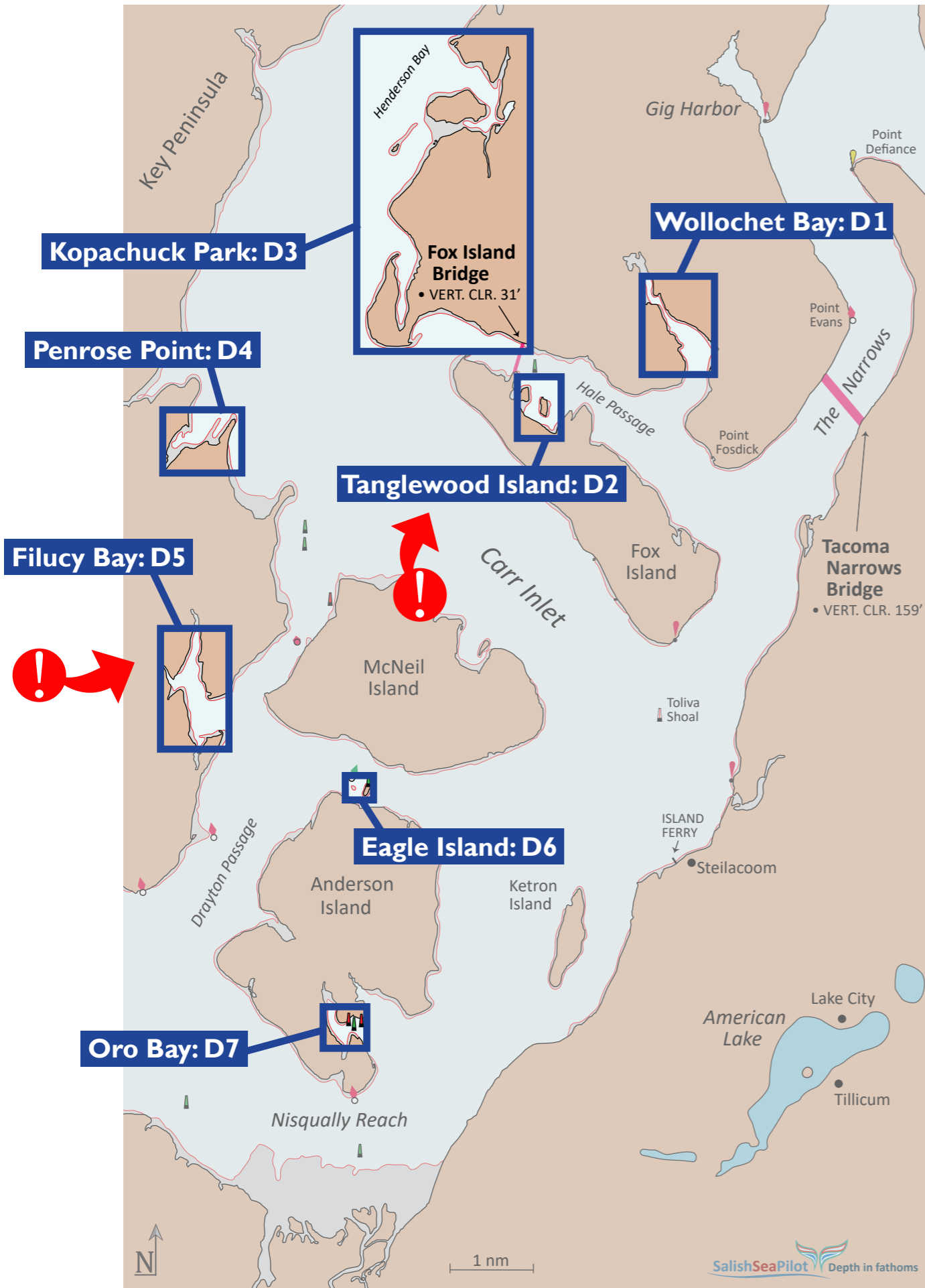


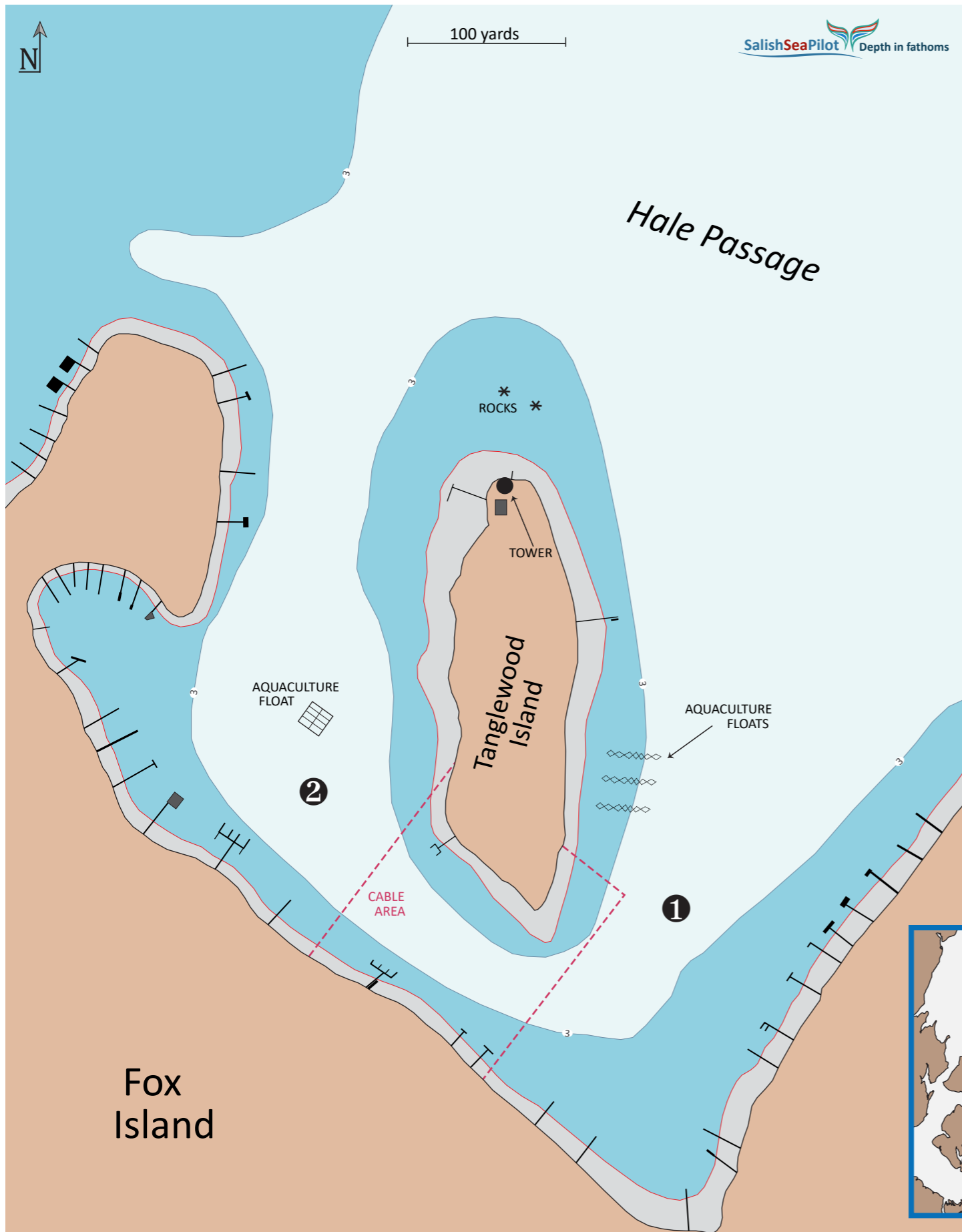
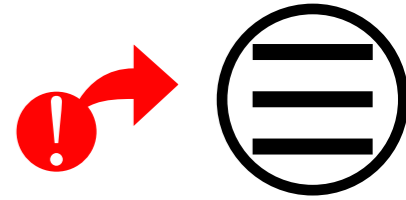
D: South Sound, East

The deeper one ventures into Puget Sound, the more its character softens. It transforms from “seaside” to “lake country”. There are more jet skis pulled up on sandy islands and the water can be swimmingly warm.

There are some lovely, sheltered anchorages. Some are surrounded by show homes, and others that have a rural feel.

NOAA’s *Coast Pilot* reports the flow in Tacoma Narrows, south of Point Defiance, can exceed five knots and should be respected. It also says daily current predictions apply only to midstream travel. At the north end of the channel, *Coast Pilot* adds, the current flows north on the east side and south on the west side “most of the time”.





D2: Tanglewood Island

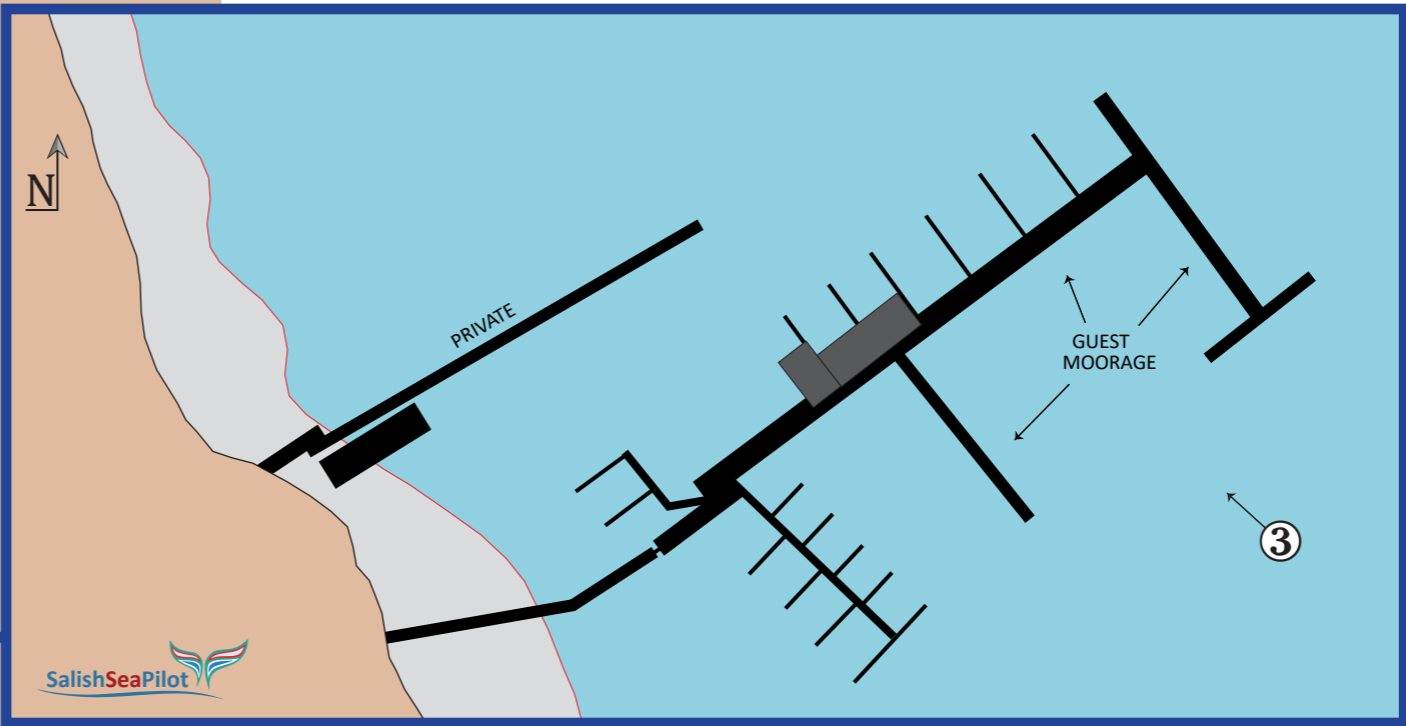
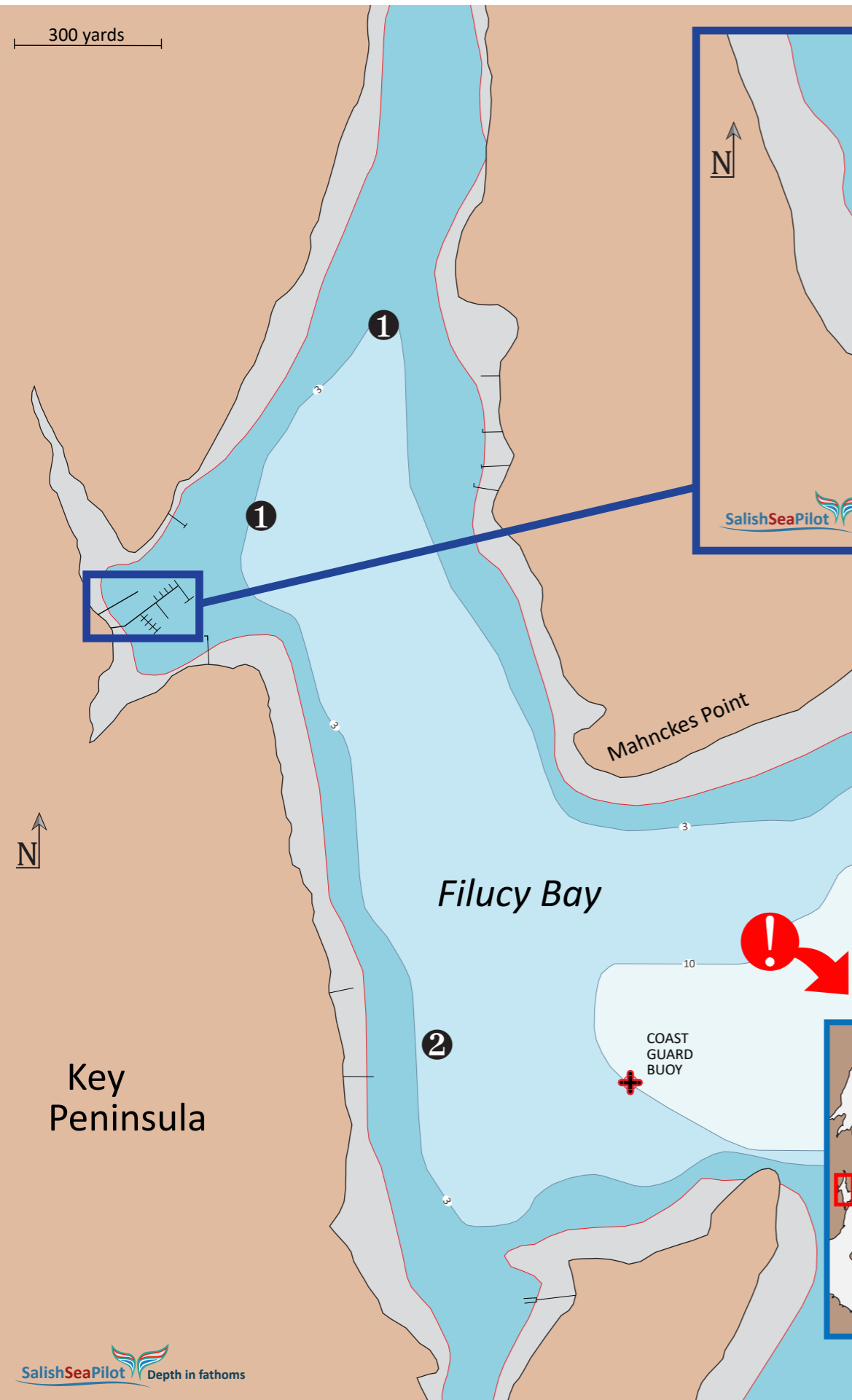
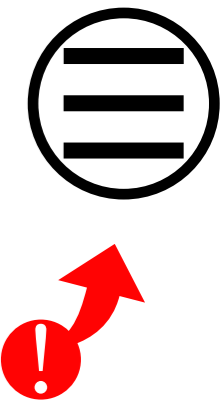
Another bay that offers excellent shelter and lots of beautiful homes as scenery. Unfortunately there is no shore access since all tidelands are private, but it is still a pleasant anchorage — as a lunch stop or overnight.

The former resort at the north end of Tanglewood Island is a prominent landmark and would be lots of fun to explore if the site was not private property.

Those who wish to travel north to Henderson Bay, to Kopachuck State Park and Cutts Island, must go south around Fox Island if their vessel requires a vertical clearance greater than 31 feet, which is the limit of the bridge across Hale Passage from Fox Island to the mainland.

- ① Secure holding in mud in depths of 3-5 fathoms off floats on the eastern shore of Tanglewood Island marking oyster pens. Good protection from most winds. The cable area at the south end of the island is a no-anchoring zone.
- ② The western side of the island offers good anchorage north or south of the aquaculture float in 3-5 fathoms. This anchorage feels intimately close to homes along the ashore.





D5: Filucy Bay

This is a well-sheltered anchorage with stunning views of Mount Rainier.

Along the bay's western shore is Longbranch Marina, a favorite with cruisers. There is a long waiting list here for permanent moorage and visiting sailors return every summer to rendezvous with old friends. Helpful mariners in the South Sound will often ask if you have been here yet.

All tidelands are private and so the marina offers the only shore access.



1 Good shelter from most winds, either just NE of Longbranch Marina or toward the north end of the bay. Anchor in 2-4 fathoms with good holding in mud. Can get a little bumpy in strong southerly winds.

2 West of the Coast Guard buoy is found excellent shelter in prevailing winds. Anchor in 2-4 fathoms. Good holding in mud. The only minus is that it is a fairly long row to the marina if going ashore under human power.

3 Longbranch Marina: About 760 feet of transient moorage, with room for vessels up to 60 feet. No reservations, but groups should call ahead. Power (30A) and water included in rates. Basic facilities include toilets and covered barbecue area that's suitable for groups. Ice available during peak boating season.
 ~ 47°12.57'N 122°45.35'W (approx.)
 Daily rates: \$1/ft
 Call: 253-307-1873 or 253-884-5137
 E: dockmaster@licweb.org
 W: longbranchimprovementclub.org

~ NOT FOR NAVIGATION
 ~ DEPTH CONTOURS APPROXIMATE



E: South Sound, West

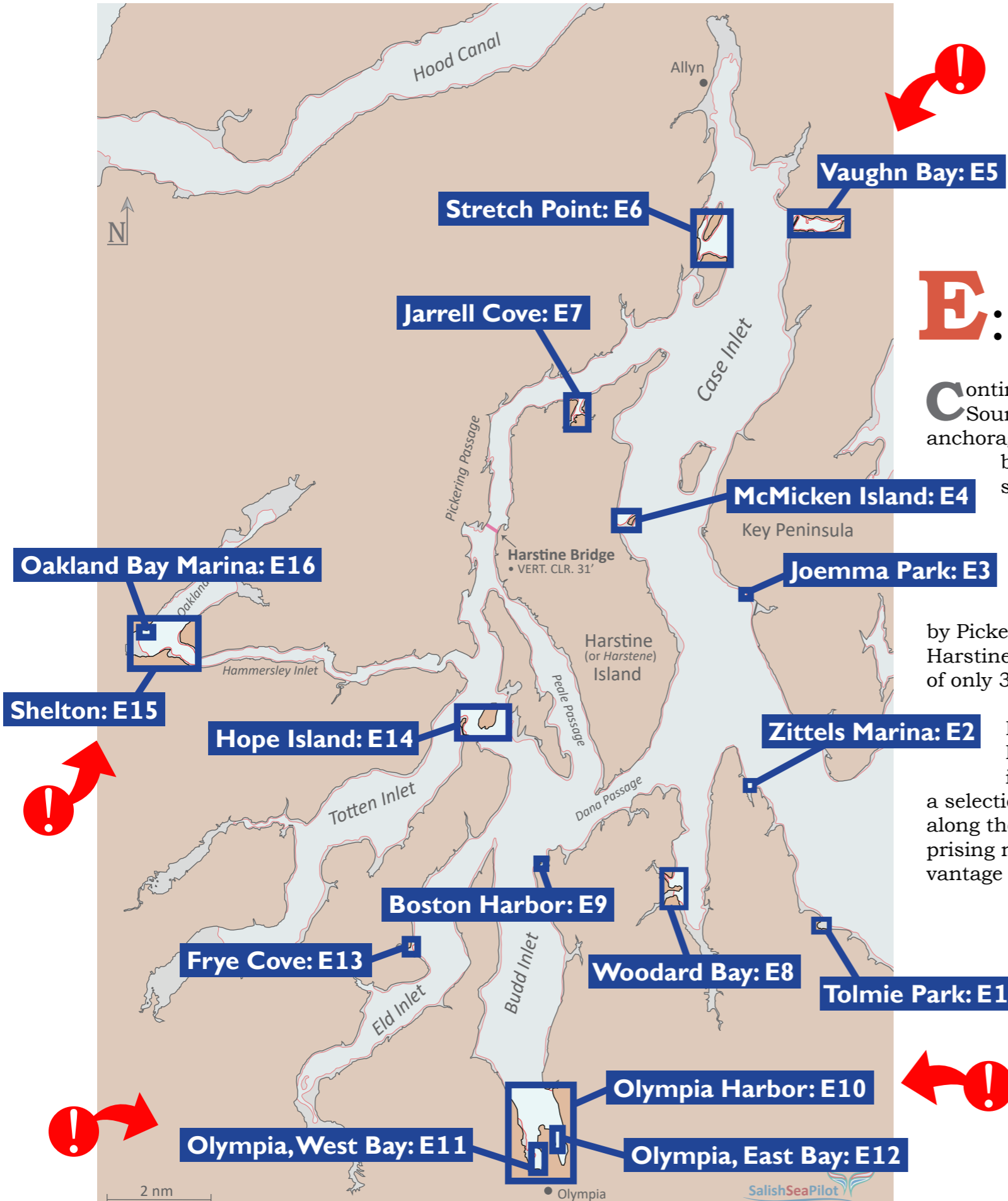
Continuing south and west, Puget Sound becomes more rural, with anchorages and harbors that seem to be relatively empty even in the summertime.

Explore the lovely, sheltered bays and marine parks up Case Inlet, though most sailboats will not be able to make the return journey

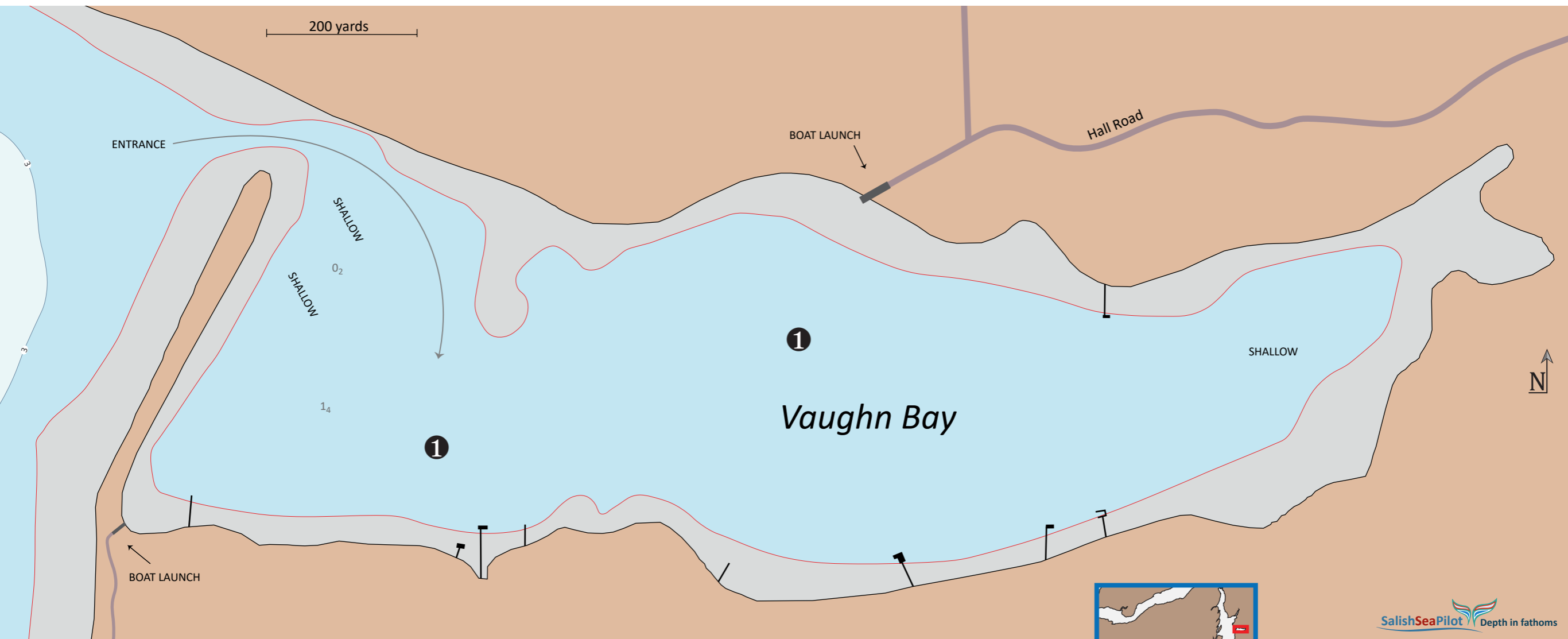
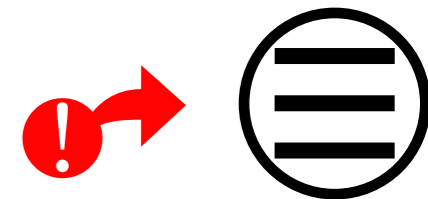
by Pickering Passage since the fixed Harstine Bridge has vertical clearance of only 31 feet.

The hour-long voyage down Hammersley Inlet to Oakland Bay and the town of Shelton is a wonderful adventure with

a selection of protected anchorages along the length of the inlet. It's surprising more cruisers don't take advantage of the opportunity.

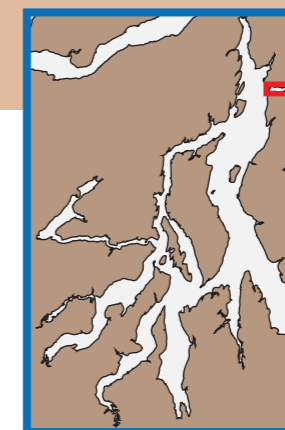


E5: Vaughn Bay



SalishSeaPilot Depth in fathoms

~ NOT FOR NAVIGATION
~ DEPTH CONTOURS APPROXIMATE



This well-protected bay is a pleasant and safe anchorage with lovely views across Case Inlet to the Olympic Mountains.

It should be entered on a high and rising tide. Depths just inside the entrance in places drop to 0.2 fathoms (about one foot) at zero tide. High water here is typically at least 12 feet (two fathoms) above

zero tide. Brisk flows accompany ebb and flood tides.

The sand spit is public. Otherwise shore access is only possible at two boat ramps. From the north shore ramp, walk east for two miles along Hall Road/Olson Drive to Key Center where there is a supermarket, hardware store, library and other shops and restaurants.

1 Anchor in 2-4 fathoms off the southern shore or in the center of the bay. Good holding in firm mud.





E10: Olympia Harbor

Olympia Harbor sits at the southern end of Budd Inlet, its log booming and timber operations giving it a somewhat unwashed face. But past the first impressions, whether choosing to moor in west or east bay, is a pleasant city with so much to offer close at hand.

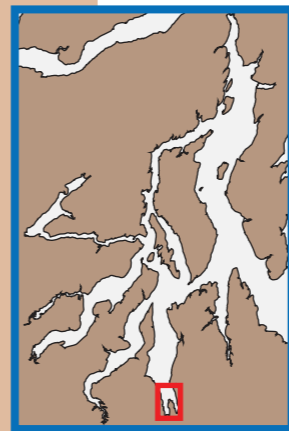
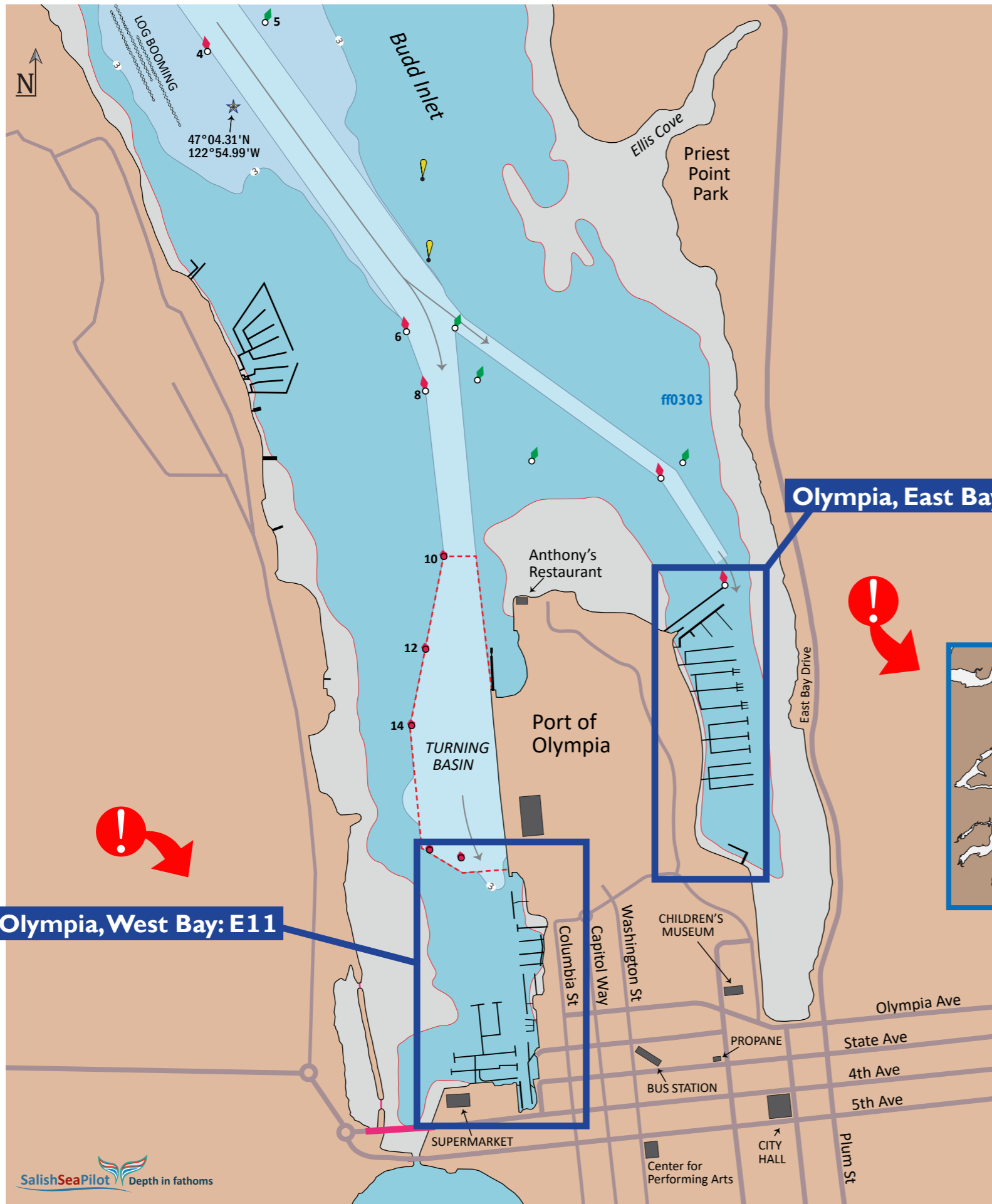
It is important to keep to the dredged channel south of Olympia Shoal (which is north of the area included on our chartlet above). Pick up the channel west of Olympia Shoal, between green marker "1" and red "2". Some vessels pick up the dredged channel just north of green "5", but take care to keep west of marked shallows.

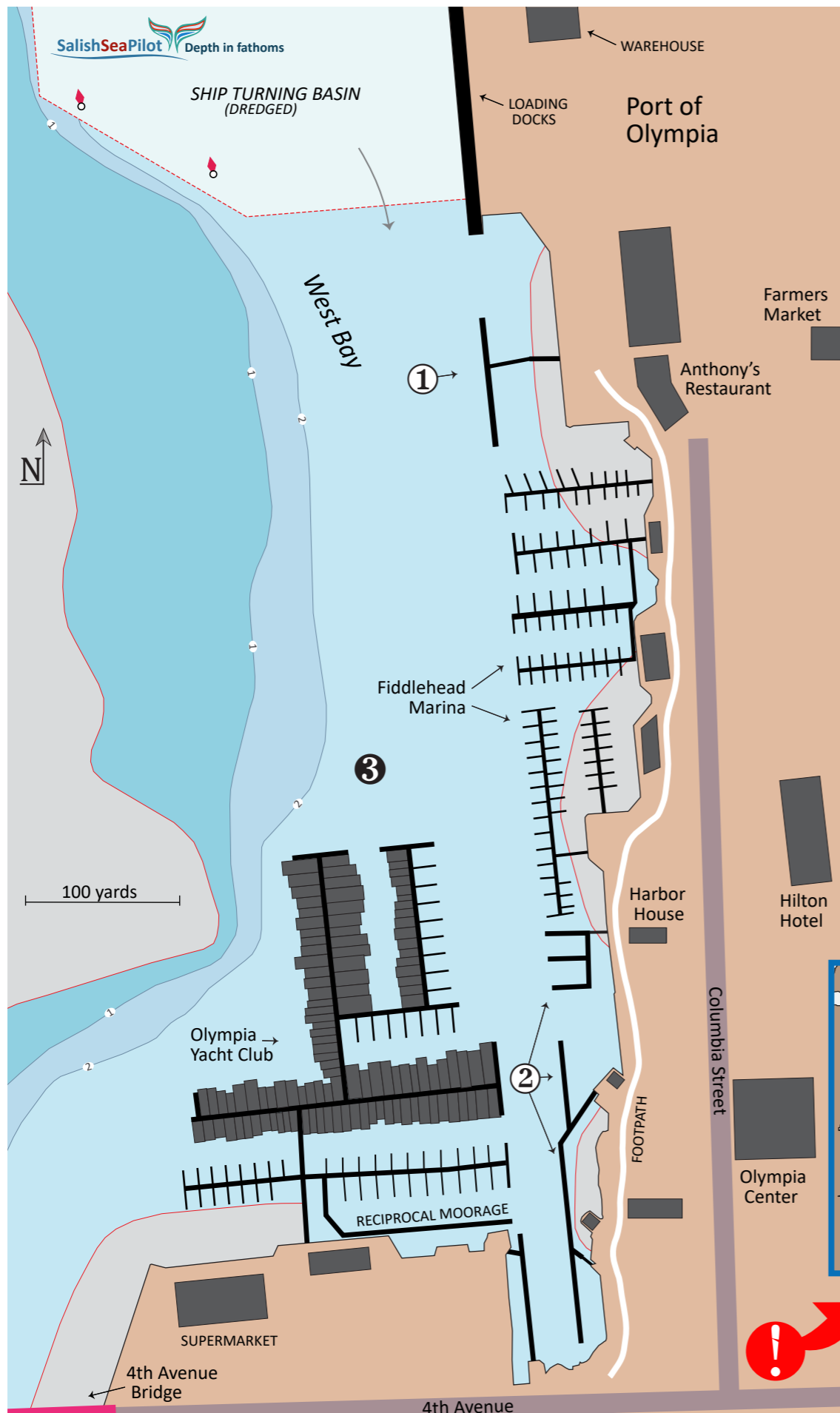
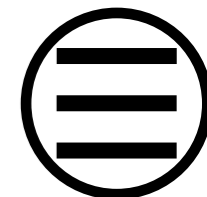
It is a great city for walking, whether south along Columbia Street to the State Capitol Building off lovely Capitol Lake or north along East Bay Drive to the historic former missionary post at Priest Point Park, which now has picnic areas and miles of trails.

From the Intercity Transit bus station off Washington Street, connections can be made across the city or to Tacoma, Seattle and elsewhere. It is a convenient place to pick up or drop off crew.

Olympia, East Bay: E12

Olympia, West Bay: E11





E11: Olympia, West Bay

Once past the turning basin off the Port of Olympia docks, the recreational boat harbor is laid back and moorage is easy to access.

As well as the large private Fiddlehead Marina, there are two docks with space for transients, and a suitable anchorage north of the Olympia Yacht Club, which also offers reciprocal moorage to members of affiliate clubs.

The pleasant, laidback down-

town area nearby has many fine restaurants and laptop-friendly coffee shops.

Provisioning is a breeze, with the Bayview Thiftway super-market on 4th Avenue near the bridge and the bustling Farmers Market near the Port Plaza. A good hardware is Olympia Supply at 625 Columbia St on the way to the State Capitol. Propane tank refills are quick at Acme Fuel at 416 State Ave.

① Port Plaza: Day use and short-term transient moorage for vessels up to 200 feet. Water is available, but no power hookups, toilets, showers or laundry.

Reservations are not necessary, but the facility is often pre-booked for group and family events. Moorage booking can be made with \$5 non-refundable fee and the first night paid in advance.

~ 47°03.02'N 122°54.32'W

Daily rate: Minimum \$10 for vessels 20' and under. \$10 plus \$0.40/ft for each foot over 20'. Free for first four hours during daylight. Moorage limit 29 days/year.

Call: 360-528-8049

E: marina@portolympia.com

W: portolympia.com

② Percival Landing: This city-run facility has about 1,000 feet of transient moorage on separate docks adjacent to a three-acre park with playground and picnic areas. First-come basis. Water and power (30-50A) to some docks. Toilet and showers at the Harbor House. Pumpout. New arrivals should register at Olympia Center, though a pay station near the docks is available for those who arrive outside office hours. Maximum stay seven days in 30-day period.

~ 47°02.82'N 122°54.29'W

Daily rate: E dock (power and water) \$16 for vessels 20' and under, with longer vessels adding \$0.80/ft. On D dock (no power or water) \$10 for boats 20' and under, with longer vessels adding \$0.40/ft.

Call: 360-753-8380

E: olympiaparks@ci.olympia.wa.us

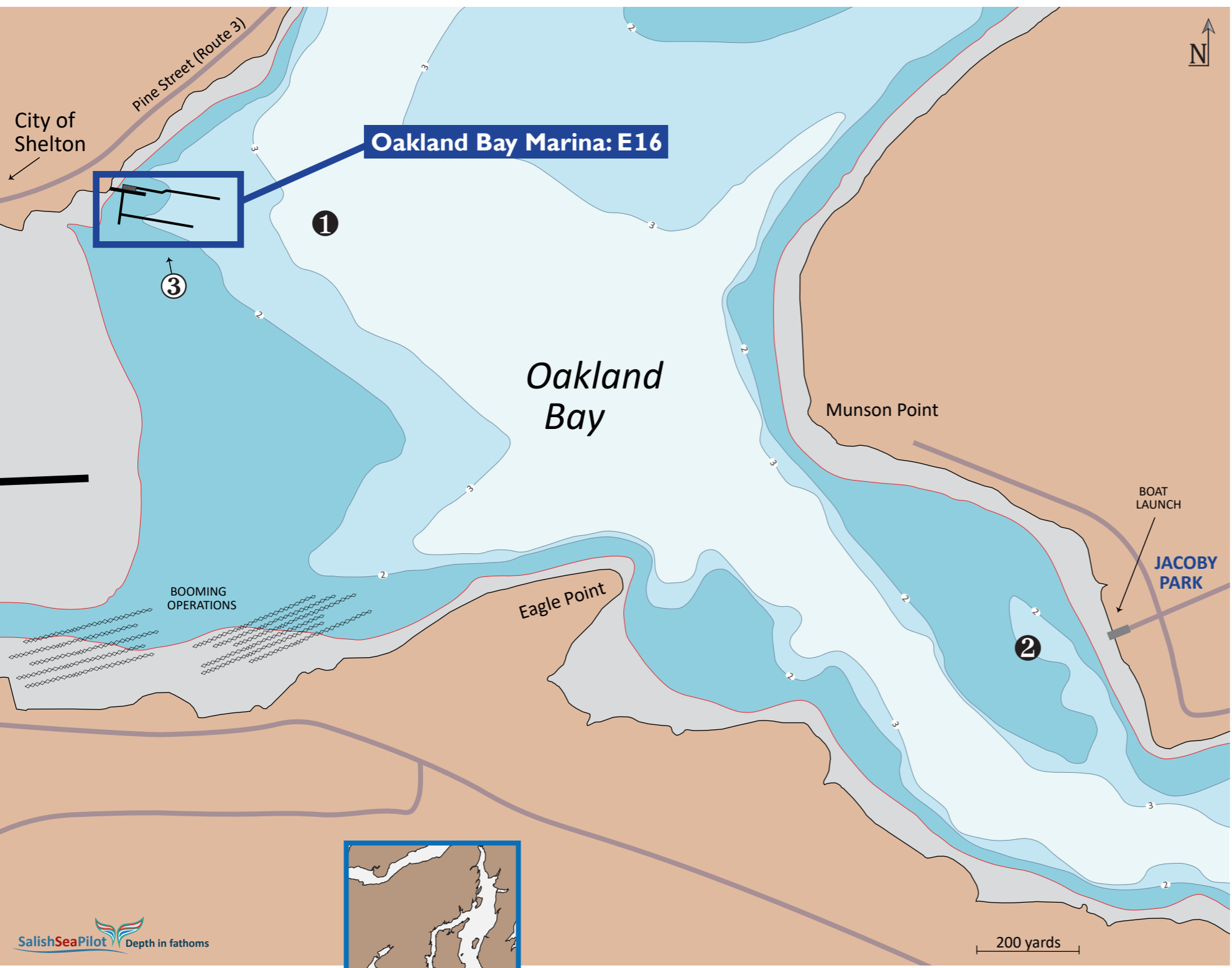
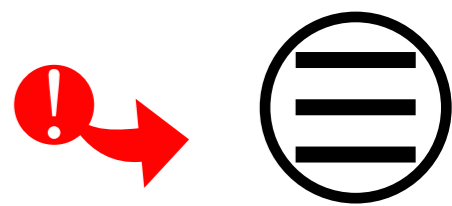
W: olympiawa.gov



③ Anchor in 1-2 fathoms, at zero tide, north of the Olympia Yacht Club docks. Good holding in mud, though use an anchor buoy to assist recovery if hook snags on bottom debris.

We found it surprisingly peaceful as there is little wake from boat traffic. Convenient dinghy access ashore at Percival Landing, or Port Plaza if heading for the Farmers Market.

E15: Shelton



Hammersley Inlet is narrow channel that twists westward from Pickering Passage for some eight nautical miles past lovely properties to Oakland Bay.

If taken with the current, which can run up to five knots, the passage is uncomplicated for those who use charts. But a moment of inattention can lead to grounding, so stay alert.

Few cruising boats seem to make the journey, though it takes only an hour or so when motoring with the flow. There are several spots along the inlet before Oakland Bay that are suitable for anchoring, with generally good holding, but be mindful of swing radius and the state of tide when dropping the hook.

At Oakland Bay is good anchorage, a friendly marina and the timber/pulp-based city of Shelton, where provisioning is a short walk away.

Oakland Bay is one of the largest commercial shellfish growing areas in the US, with some three million pounds of clams and 1.8 million pounds of oysters harvested each year.

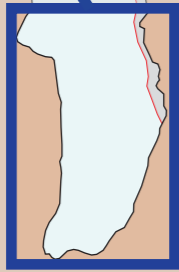
1 Anchor east or NE of the Oakland Bay Marina, in 3-5 fathoms over mud. Good holding, with usually lots of room to deploy generous scope. Reasonable protection but open to northerly winds common in the off season.

2 Pleasant anchorage off Jacoby County Park, with decent holding in 2-3 fathoms over gravel. Picnic tables and boat ramp ashore. No shellfishing allowed on park beach.





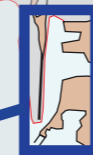
Holmes Harbor: F6



Langley: F5

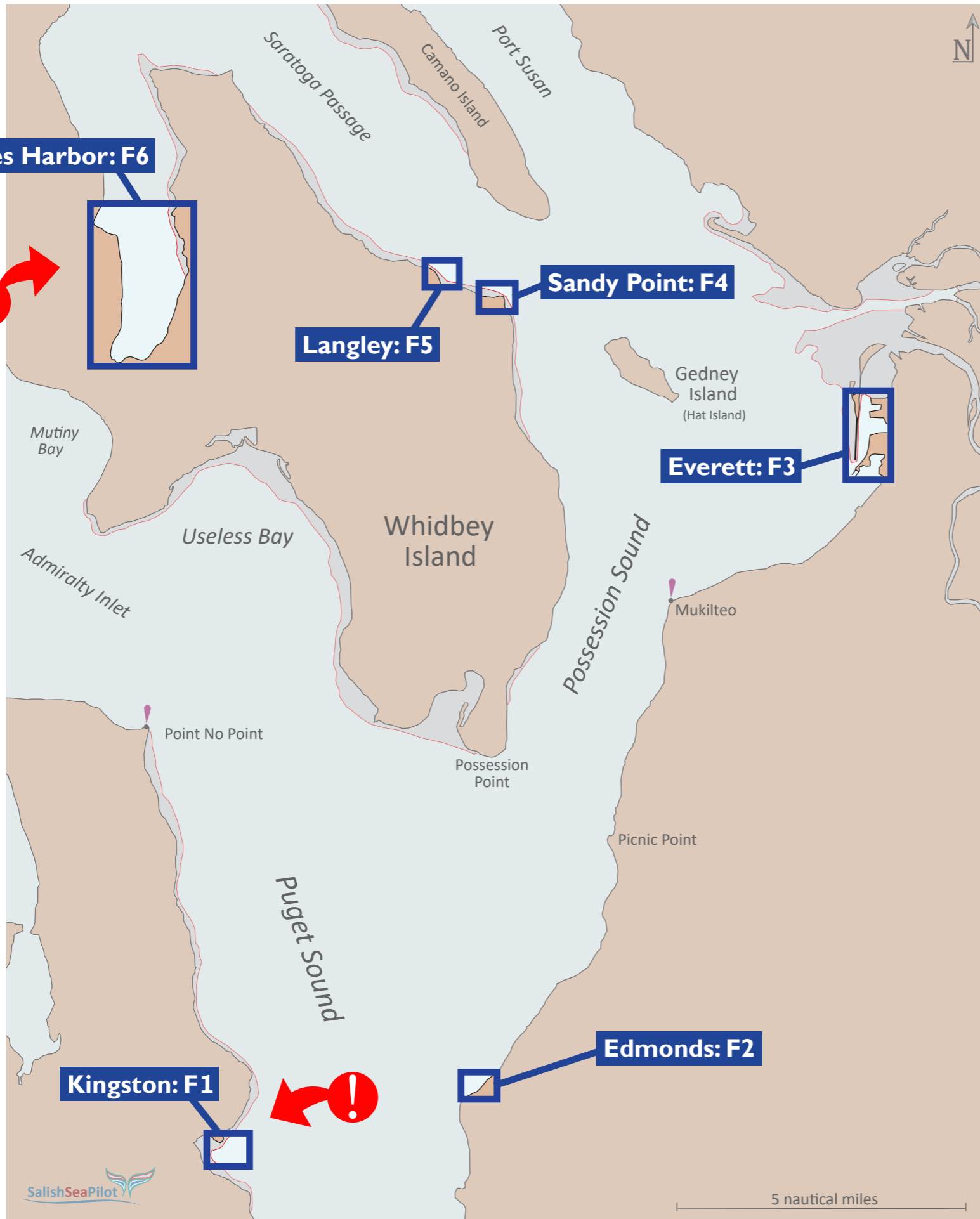
Sandy Point: F4

Everett: F3



Edmonds: F2

Kingston: F1

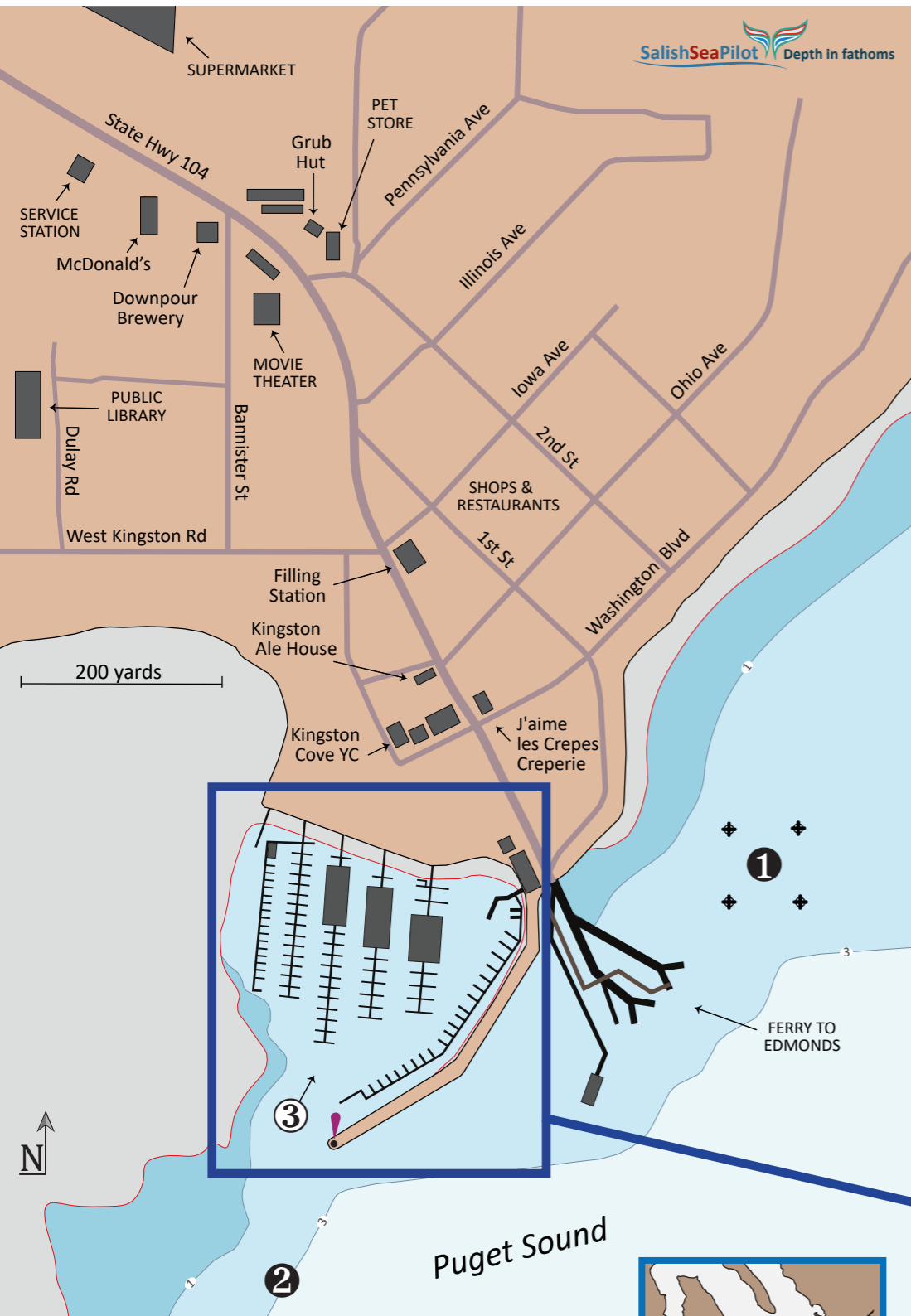


F: Possession Sound

Coming from the south, Possession Sound forks away from Puget Sound toward Everett and angles north behind Whidbey Island and under the frosted glow of Mount Baker.

The waters were named by Captain George Vancouver during a possession ceremony he held near the present site of Everett in 1792 to claim the lands for Britain.

Though protected from prevailing westerly winds by Whidbey and other islands, winds here can be surprisingly strong, even during the summer.



F1: Kingston

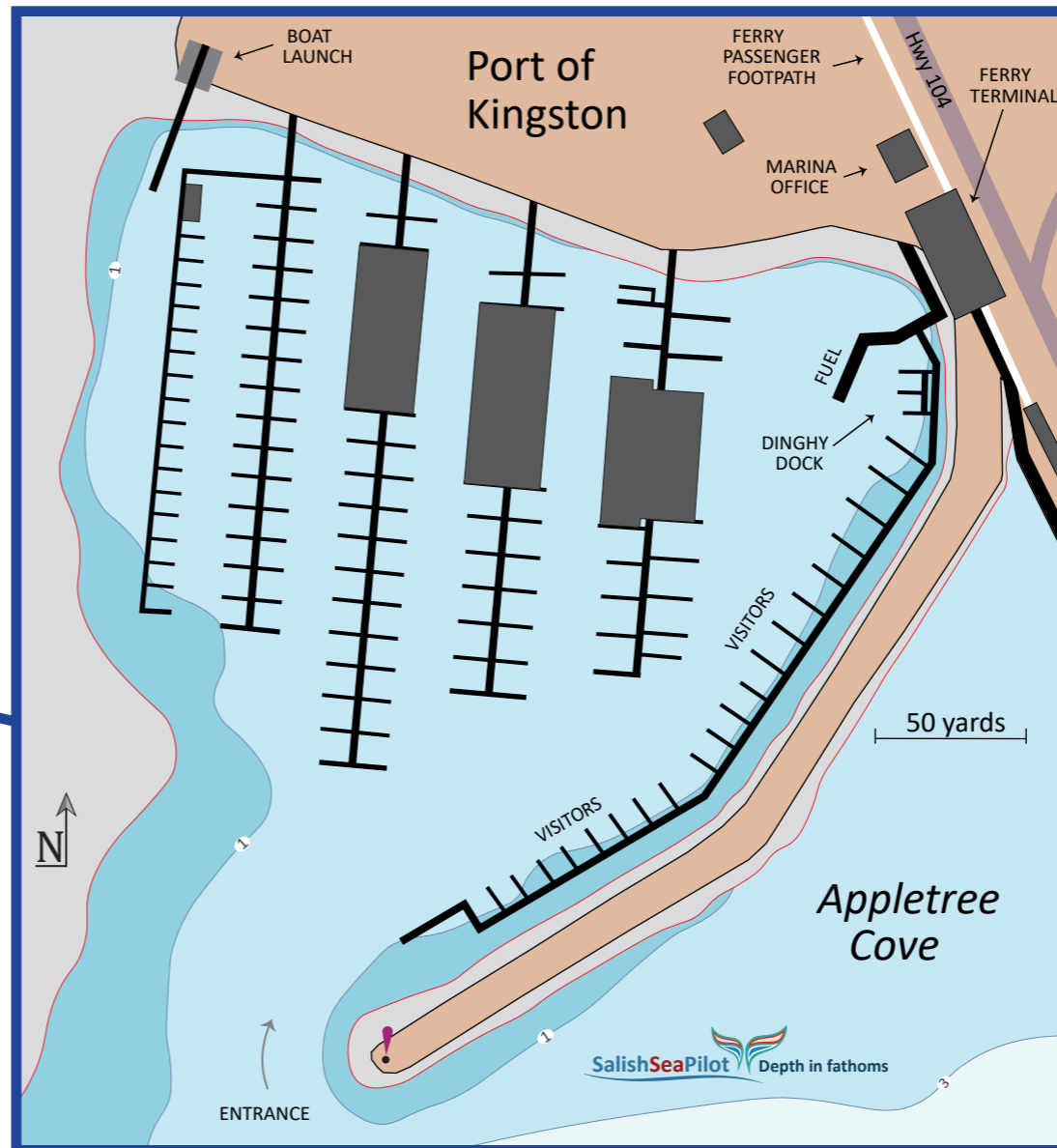
Pleasant community to rest and/or provision. Town often seems busy, though most of the traffic is only here long enough to board the cross-sound ferry to Edmonds, north of Seattle. Most of Kingston can be walked in about 10 minutes. Fairly simple commute to Edmonds (F2) and then by train or bus to Seattle.

Food Market supermarket (beside a pretty good pizza place) is NW of the ferry terminal, up the hill along Hwy 104. If not staying at the marina, the public library is a good place to find WiFi.

1 The Port of Kingston has four public mooring buoys east of the ferry terminal for boats up to 40 feet. Free use for up to four days. Decent protection from prevailing winds though still quite exposed so keep an eye on forecasts. Short-term shore access is possible at beach, but safest is the dinghy dock at Kingston Marina.

2 Anchor in 2-3 fathoms south of marina entrance. Bottom is a mix of sand and grass, and it is often difficult to set an anchor. Much of Appletree Cove is very shallow and unnavigable. Make sure your swing radius does not make grounding possible.

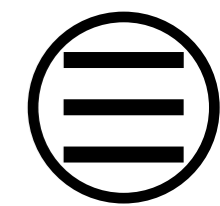
3 Port of Kingston Marina: Transient moorage for vessels up to 50 feet. Book ahead in the summer. Transient float is along breakwater. Berths suitable for longer boat lengths are closer to the fuel dock. Power (30-50A) and water included in rate. Toilets and showers. Coin-op laundry. WiFi. Fuel. Free pumpout. Free use of two-seat and four-seat electric vehicles for provisioning in town. Also home to Kingston Cove Yacht Club which offers reciprocal moorage.
 ~ 47°47.60'N 122°29.94'W
 Daily rates: \$1.10/ft, based on vessel or slip length, whichever is longer.
 Call: 360-297-3545 VHF: 65A
 E: info@portofkingston.org
 W: portofkingston.org



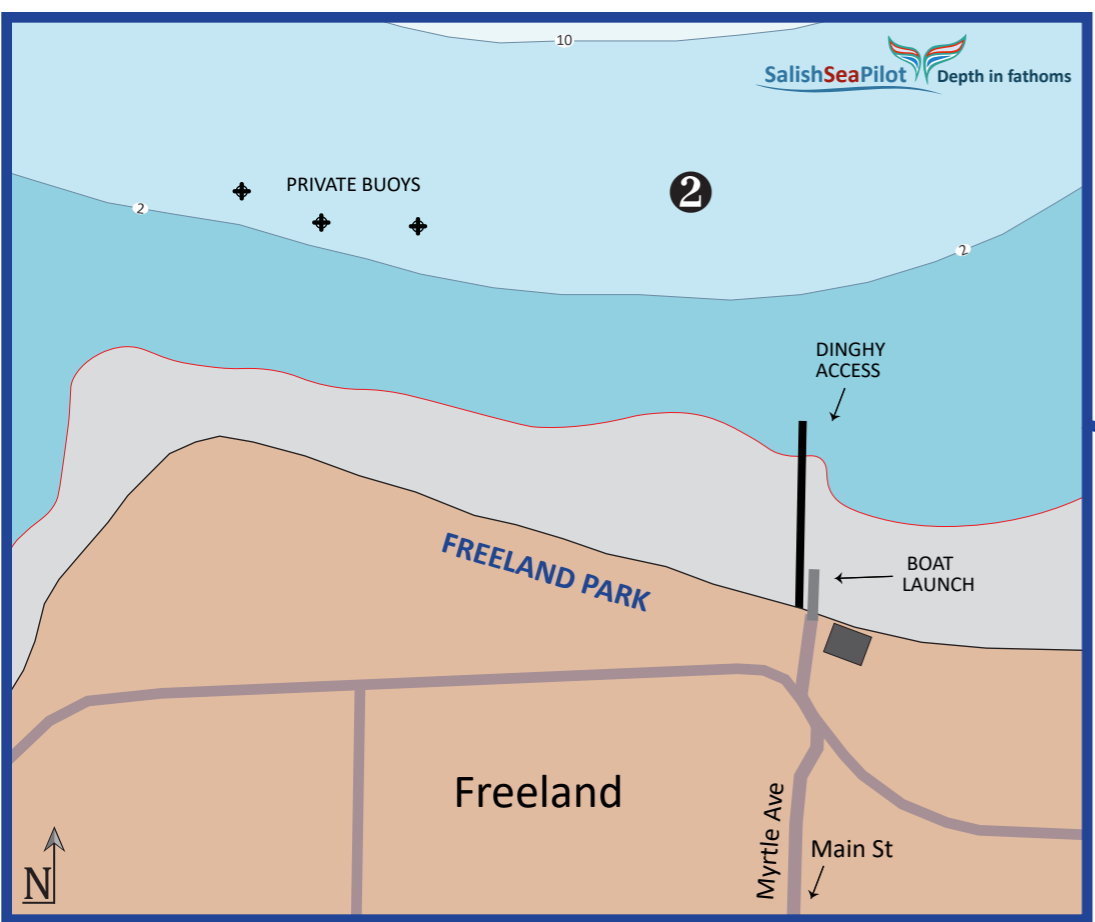
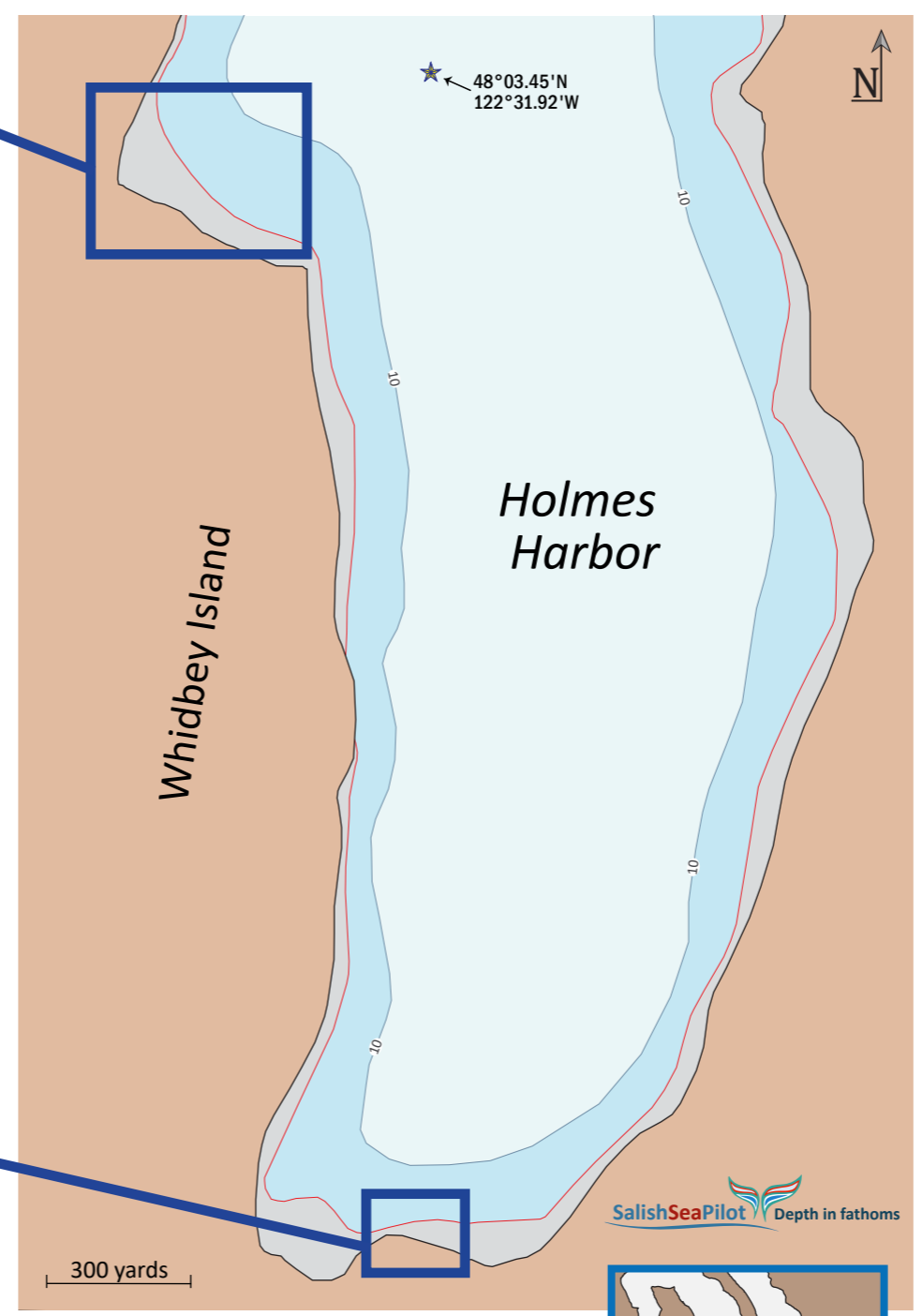
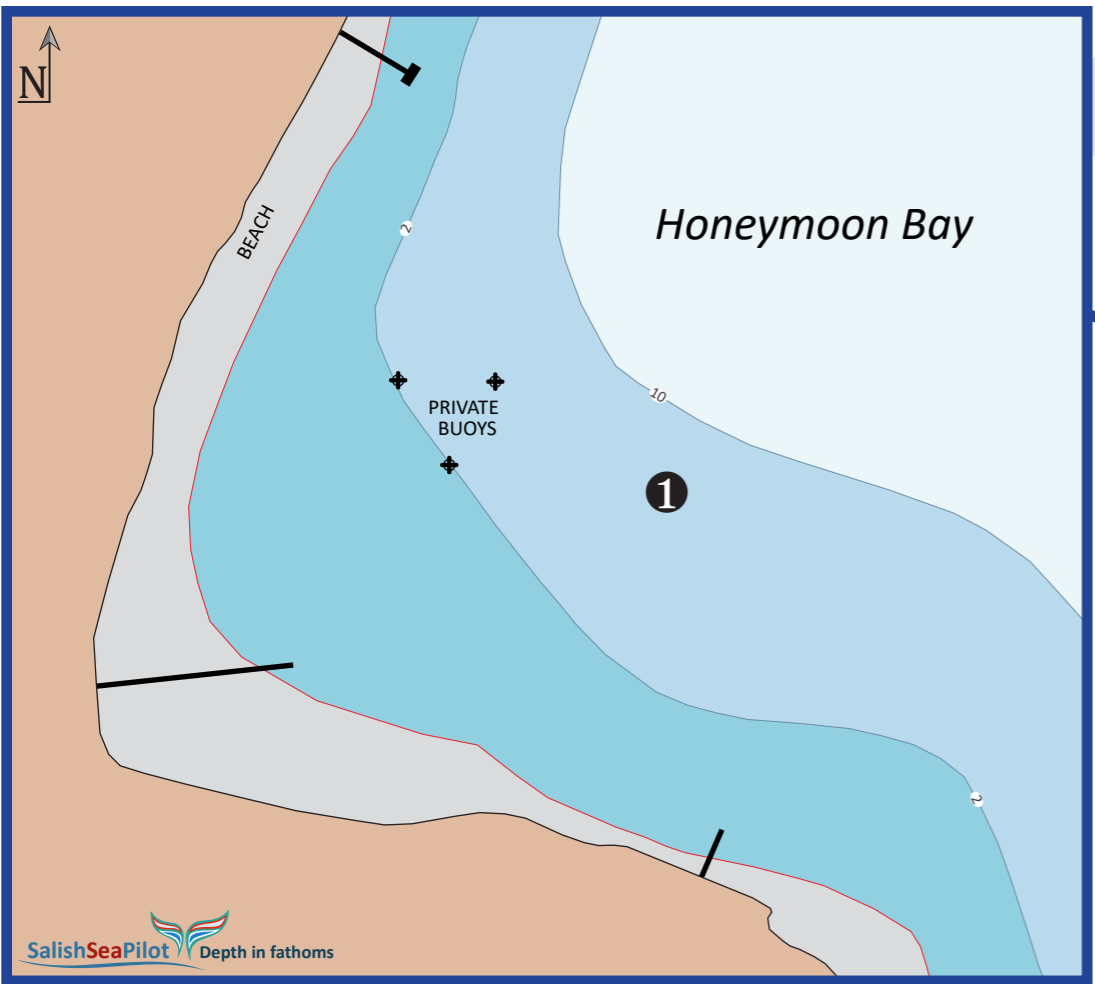
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~ NOT FOR NAVIGATION
 ~ DEPTH CONTOURS APPROXIMATE

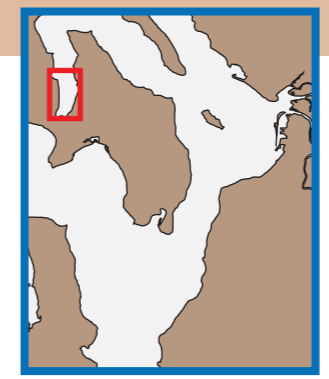




F6: Holmes Harbor



~ NOT FOR NAVIGATION
~ DEPTH CONTOURS APPROXIMATE



Holmes Harbor cuts five miles deep into Whidbey Island from Saratoga Passage, almost slicing the island in half.

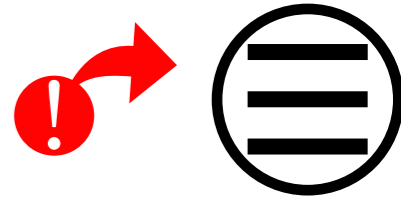
There are often good sailing winds in the bay, either from the northwest or southeast, even when conditions nearby are still.

Most of the tidelands in the bay are private, but there are two good anchorages, at Honeymoon Bay, half way down the western shore of the inlet, and in the south off the friendly community of Freeland where you can provision and stretch your legs.

1 All mooring buoys and tidelands in Honeymoon Bay are private, preventing visits ashore, but still the peaceful anchorage is popular. Anchor off private buoys in 5-8 fathoms over sandy mud. Good holding.

2 Anchor in 4-8 fathoms over sand near private mooring buoys off the Freeland Park dock. Make sure hook is well set. Ashore, is a public beach and park with toilets, barbecues, sheltered picnic areas and a playground.

Downtown Freeland is about a half mile south, with a supermarket, pharmacy and hardware store in a shopping center on Main Street, as well as antique stores, cafes, restaurants, banks and other shops. The public library near Harbor Avenue and Layton Road has good WiFi.

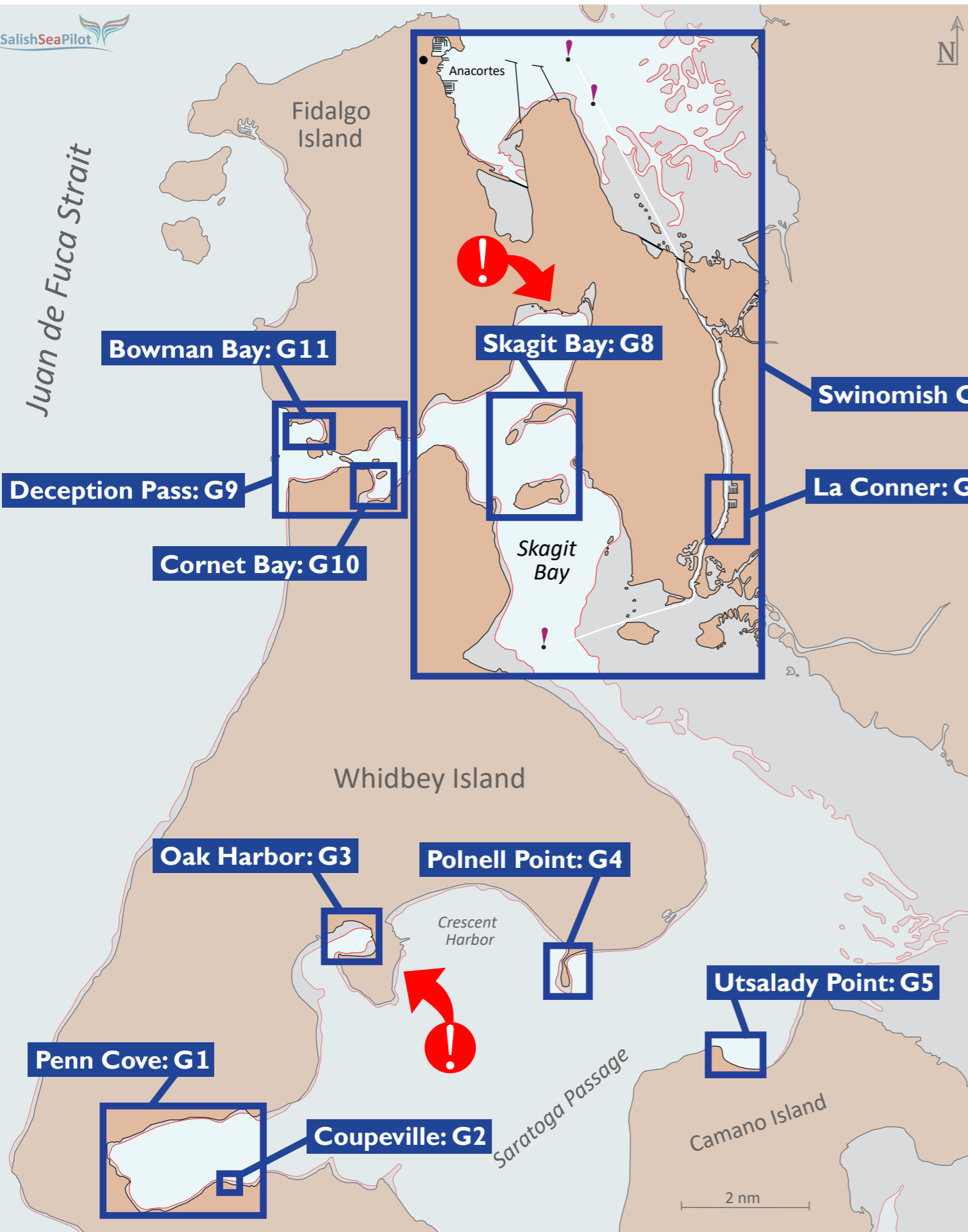


G: Whidbey Island, North

Cruising up lovely Saratoga Passage there are picturesque anchorages and much to explore in Penn Cove, Oak Harbor and waters northward.

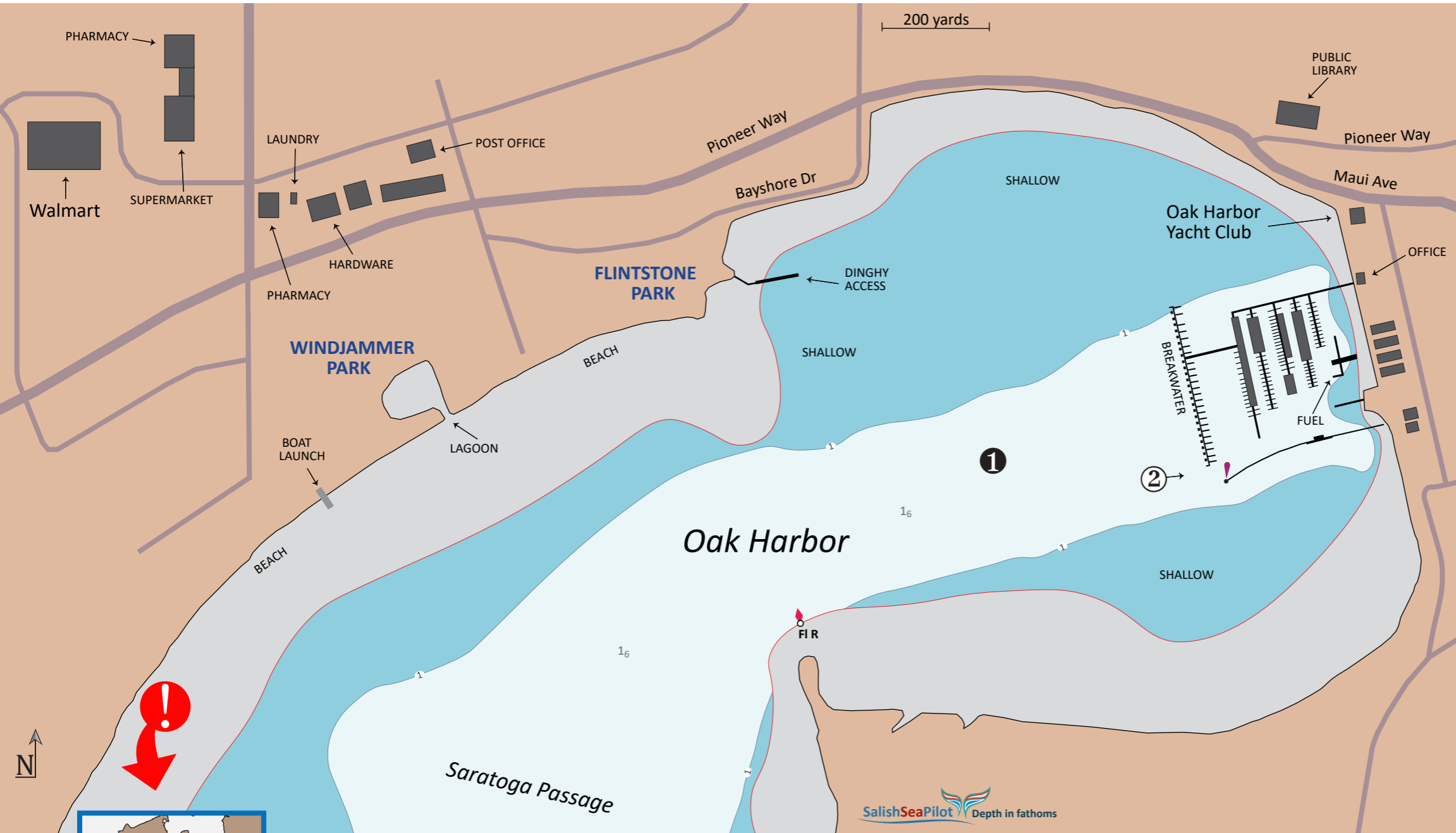
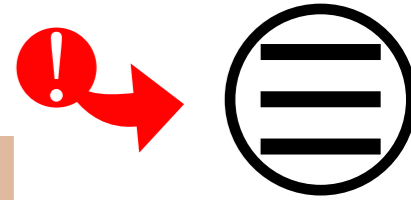
At Skagit Bay, boaters face a choice. They can choose to turn northeast to venture up the Swinomish Channel to the quaint town of La Conner and beyond to Padilla Bay and the historic maritime city of Anacortes

Or they can veer northwest to the steep, rocky shorelines of Deception Pass with its dramatically beautiful anchorages which open to Juan de Fuca Strait and across to the San Juan Islands.



~ NOT FOR NAVIGATION
~ DEPTH CONTOURS APPROXIMATE

G3: Oak Harbor



Anyone who has anchored anywhere off Whidbey Island is well aware of the sprawling naval air base a few miles north of Oak Harbor.

From anywhere around the island, it is difficult to ignore the rumble of jets taking off and landing at base runways where navy fighter pilots are trained.

Oak Harbor has the only full-service marina on the island where visiting cruisers can seek out mechanical/electrical services or a safe place to tie their boat for a few days.

Supermarket and other shops and services are easily accessed from the dinghy/fishing pier off Flintstone Park or up the beach near the boat launch at Windjammer Park. Windjammer has two public toilets, one with showers.



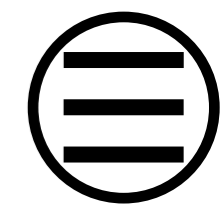
1 Convenient anchorage with good depths west of the marina breakwater. Despite being tucked around a peninsula that provides good protection from the south, it is open to west winds which funnel across the island.

If westerlies are in the forecast, ensure anchor is well set in the soft mud bottom. Use generous scope in windy conditions, but check state of tide to ensure swing radius does not take your vessel aground. Shore access at marina guest floats.

2 Oak Harbor Marina: Transient moorage. Reservations recommended during high season. Power (30A) and water to docks. Free WiFi. Pay boxes and gate keys on the transient floats or from the marina office. Toilets and coin-op showers. Laundry. Fuel. Pumpout. Haulout and marine repair service. Oak Harbor Yacht Club offers reimbursement moorage system May 1-Sept 15 with two-night maximum. Marina guests receive \$0.20/gallon discount on fuel purchases up to the amount of first night's moorage. Supermarket, pharmacies and other shops are about 1.5 miles west of the marina. It's a pleasant walk, or marina has loaner bicycles. As well, there is taxi service and a free bus shuttle can be requested.

~48°17.00'N 122°38.15'W (approx.)
 Daily rates: \$1/ft Daily power: 30A/\$4
 Call: 360-679-2628 VHF: 16 E: info@oakharbor.org W: oakharbor.org

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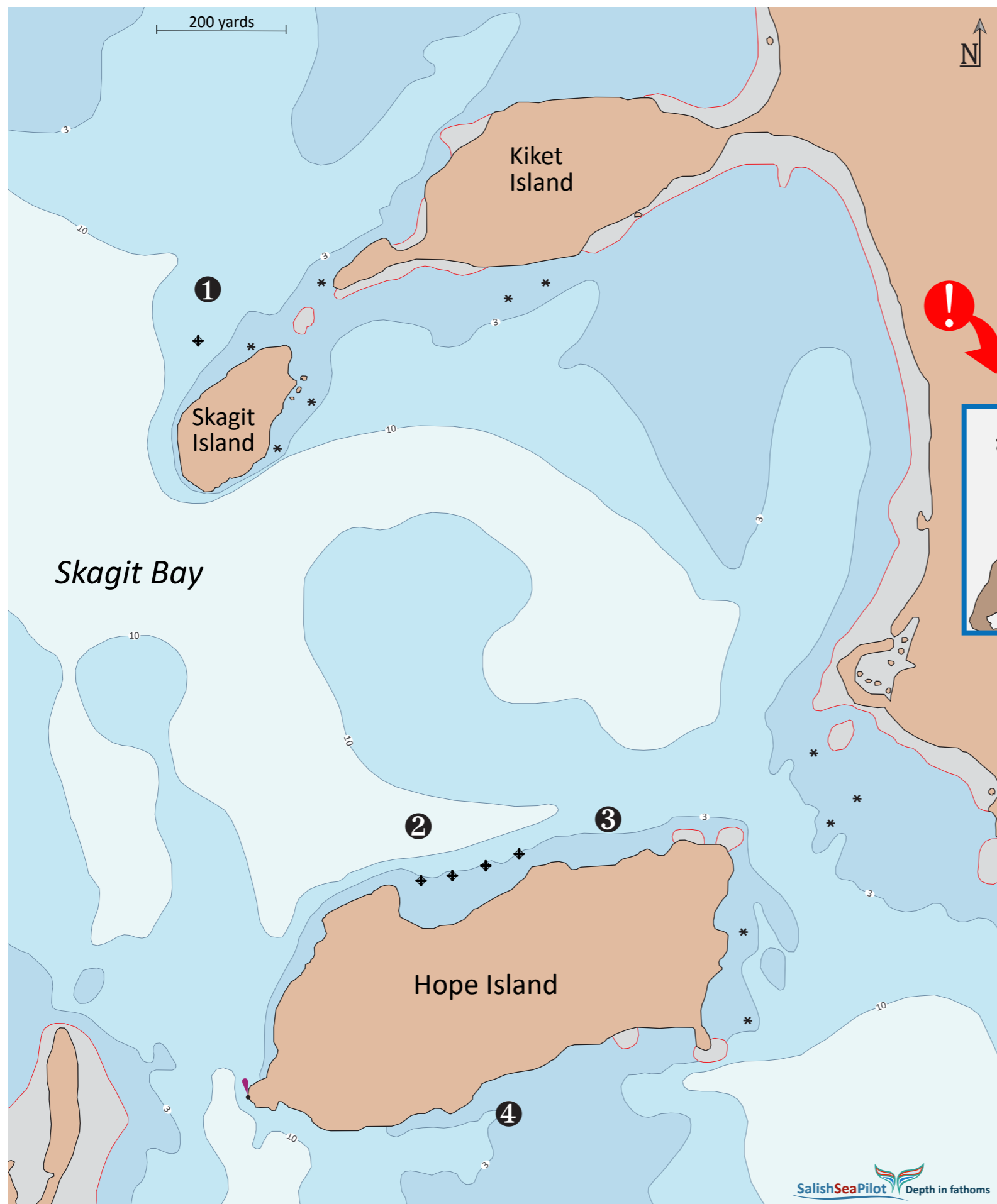
G8: Skagit Bay

The state parks on Skagit Island and Hope Island are options for those awaiting slack water in Deception Pass as well as nice places to drop a hook or tie to a mooring buoy (\$15) for a few days.

Both islands are relatively undeveloped marine parks. Hope Island, with pit toilets and picnic tables, is a delight to explore and has better protected anchorages than Skagit Island.



- 1** Skagit Island has one mooring buoy. It is possible to anchor on either side of the buoy in 4-5 fathoms. Mud bottom has decent holding if time taken to ensure anchor is set.
- 2** There are four mooring buoys along the north shore of Hope Island.
- 3** It is possible to anchor east of the mooring buoys in 3-5 fathoms over mud. Take care that swing radius does not take vessel into extreme shallows.
- 4** Exposed to the south, this is a lovely anchorage when the forecast is for gentle conditions, with decent holding in mud in 3-5 fathoms. Beach is fun to explore, though it will disappear at high water.



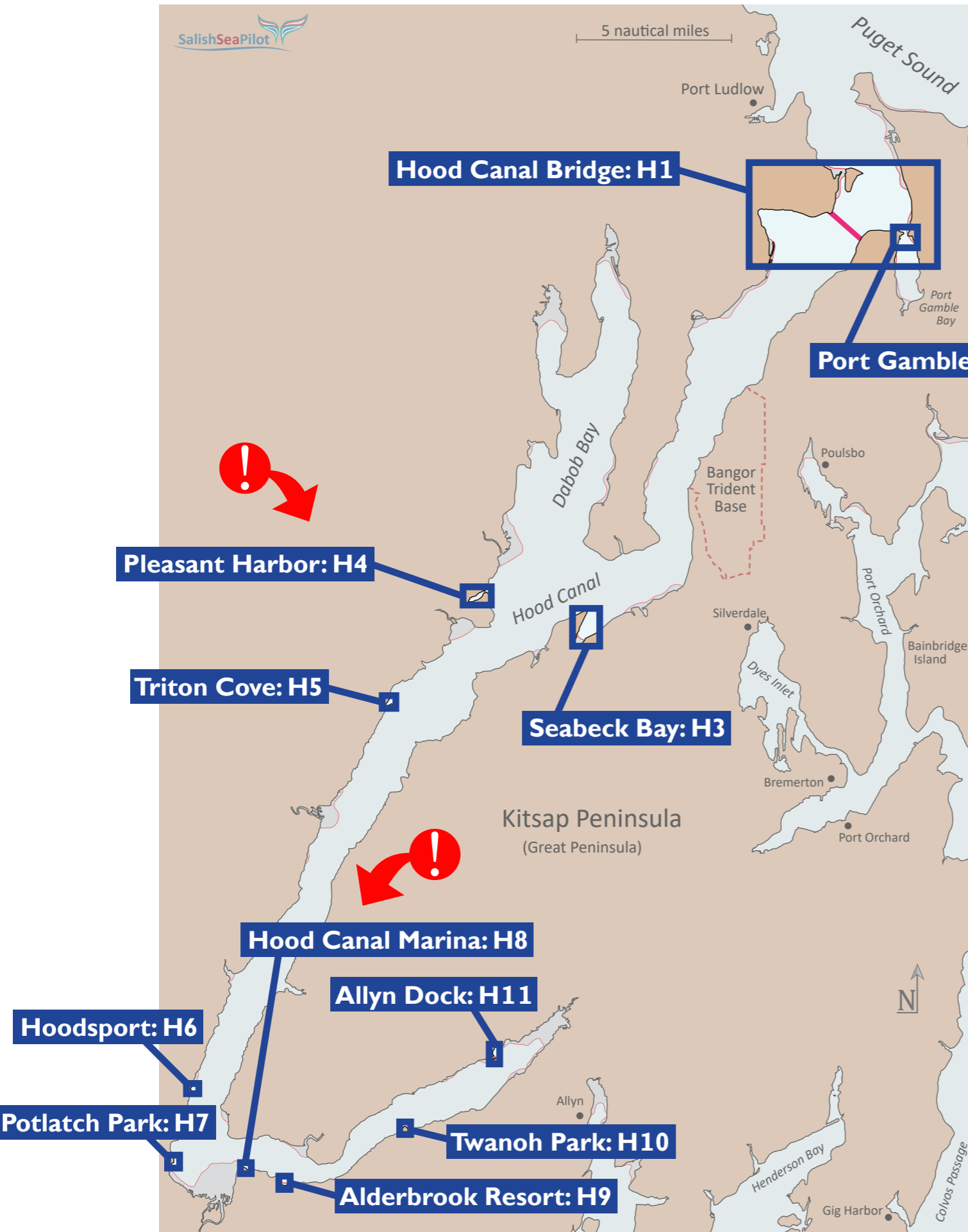


H: Hood Canal

With few sheltered anchorages and marinas, it is not surprising that most local boats are small trailerable runabouts. And barricaded at one end by a floating bridge that requires vessels with a vertical clearance of more than 55 feet to pre-book opening of the pontoons, the 50-mile fjord also has few large sailboats.

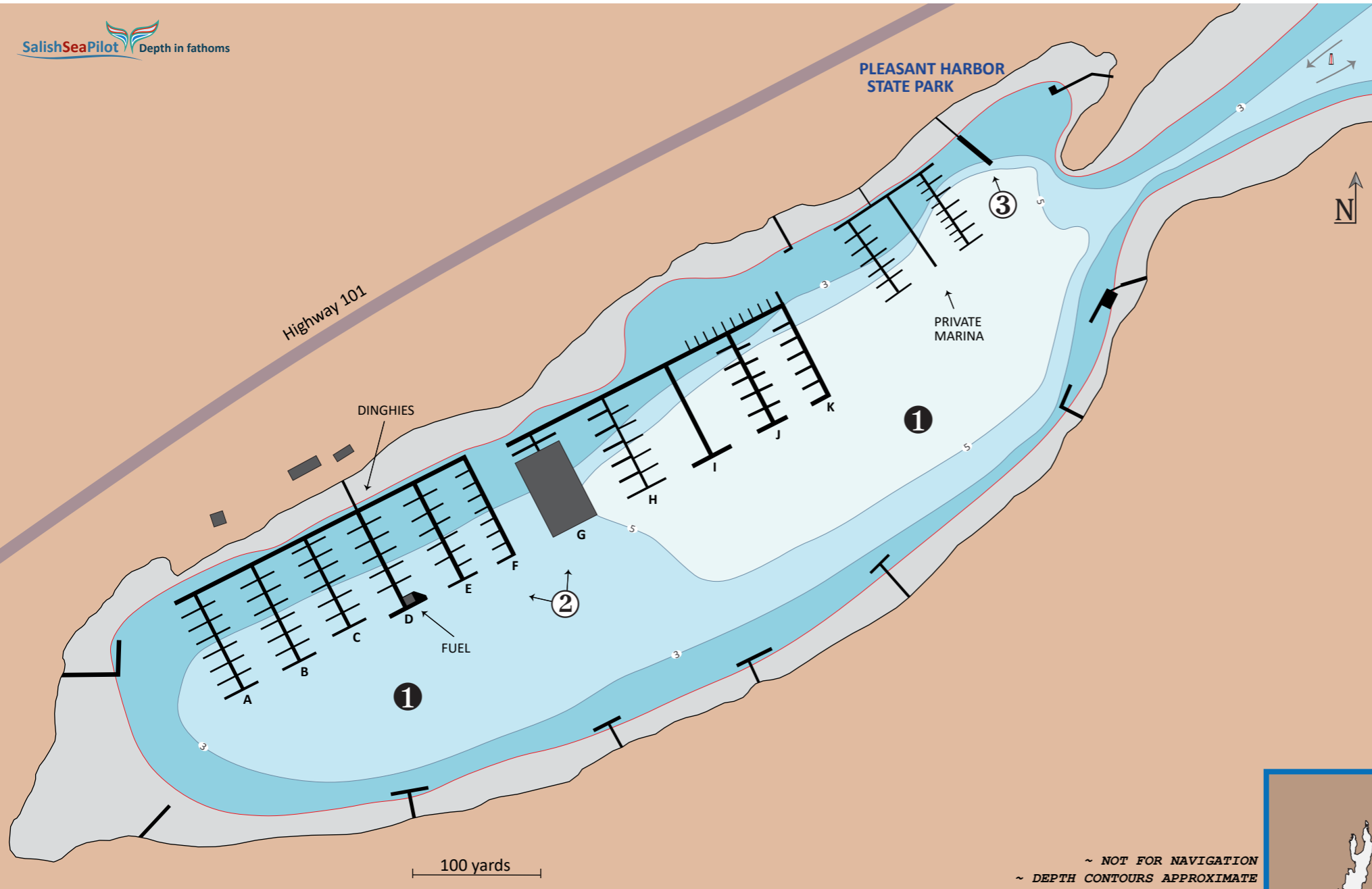
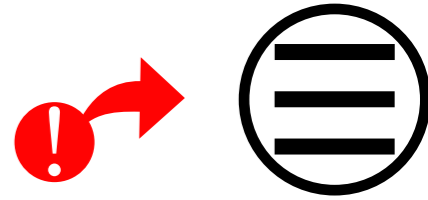
But there is something about the haunting stillness, under the sharp white teeth of the Olympic Mountains, that gives the 50-mile fjord a mystical quality. Add to this the Trident submarine base at Bangor, where some 10,000 military and civilian employees work amid arsenals of nuclear weapons. It's fascinating to see the goings-on from the water, though patrol boats might tell you to keep your distance if you pass too close.

The calm disappears in late May, when hordes of small boats loaded to the gunnels with gear descend on the canal for the annual opening of the shrimp season. The season ends within a few days and peace returns for another year.



~ NOT FOR NAVIGATION
~ NOT TO SCALE

H4: Pleasant Harbor



This excellent all-weather shelter is indeed a pleasant place to spend a day or two, perhaps longer, on a journey down Hood Canal, whether on anchor or tied up at the large Pleasant Harbor Marina or at the state park dock.

The entrance is not a challenge for deep-keeled vessels that keep close to the center of the channel.

About 1.5 miles north, by dinghy or Highway 101, is the remarkable 425-acre Dosewallips State Park, with campsites, miles of hiking trails and vast mud flats that form the delta of the Dosewallips River. Explore upriver on a rising tide, taking care not to be trapped by falling water. Popular for crabs, clams and oysters, as well as fishing. Rubber boots are a good idea if you plan to explore ashore.

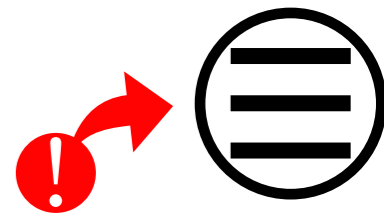
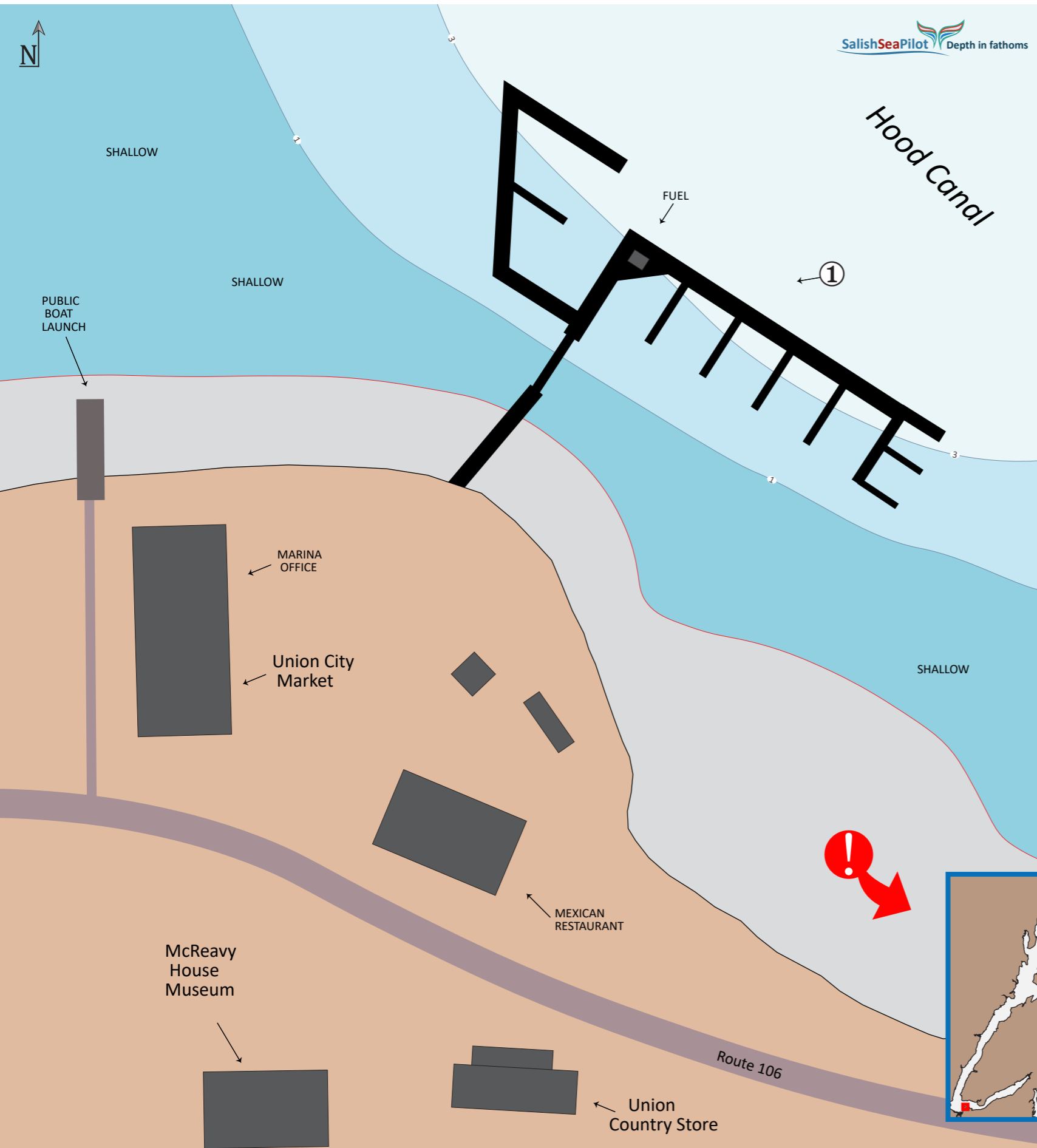


1 Anchor in 3-7 fathoms over mud anywhere in the bay between the marina floats and the private docks along the southern shore. Good holding in soft suctioning mud, though scope might need to be shortened if anchorage becomes busy. Shore access at Pleasant Harbor Marina's dinghy area.

2 Pleasant Harbor Marina: Transient moorage for vessels up to 120 feet. Book ahead in summer. Power (30-50A) and water included in rates. Pool and hot tub. Kayak rentals. Pleasant Harbor Yacht Club offers reciprocal privileges. On site is a restaurant, pub and a shop with some groceries and gifts, ice, beer, wine and snacks. Suites for rent. ~ 47°39.73'N 122°55.00'W (approx.) **Daily rates: \$1.50/ft, minimum \$35; complimentary D dock slips (odd #7-23) for patrons of pub/restaurant** Call: 360-796-4611 VHF: 16 & 9 E: reservations@phmresort.com W: pleasantharbormarina.com

3 Pleasant Harbor State Park: The park features 120 feet of moorage space on a single dock, with stays up to a maximum of three consecutive nights. Moorage (\$0.70/ft, minimum \$15) is on a first-come basis. Rafting allowed if all vessels pay moorage. Fees must be paid between 1pm-8am, with departure-day checkout at 1pm. No power, water or other services, and facilities limited to a single toilet.





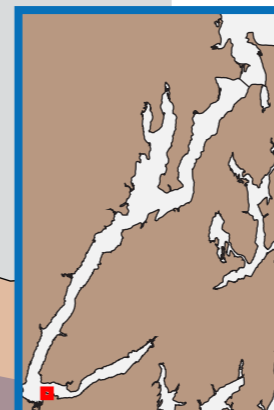
H8: Hood Canal Marina

This friendly marina with nice views across Hood Canal is a pleasant spot to relax for a day or two.

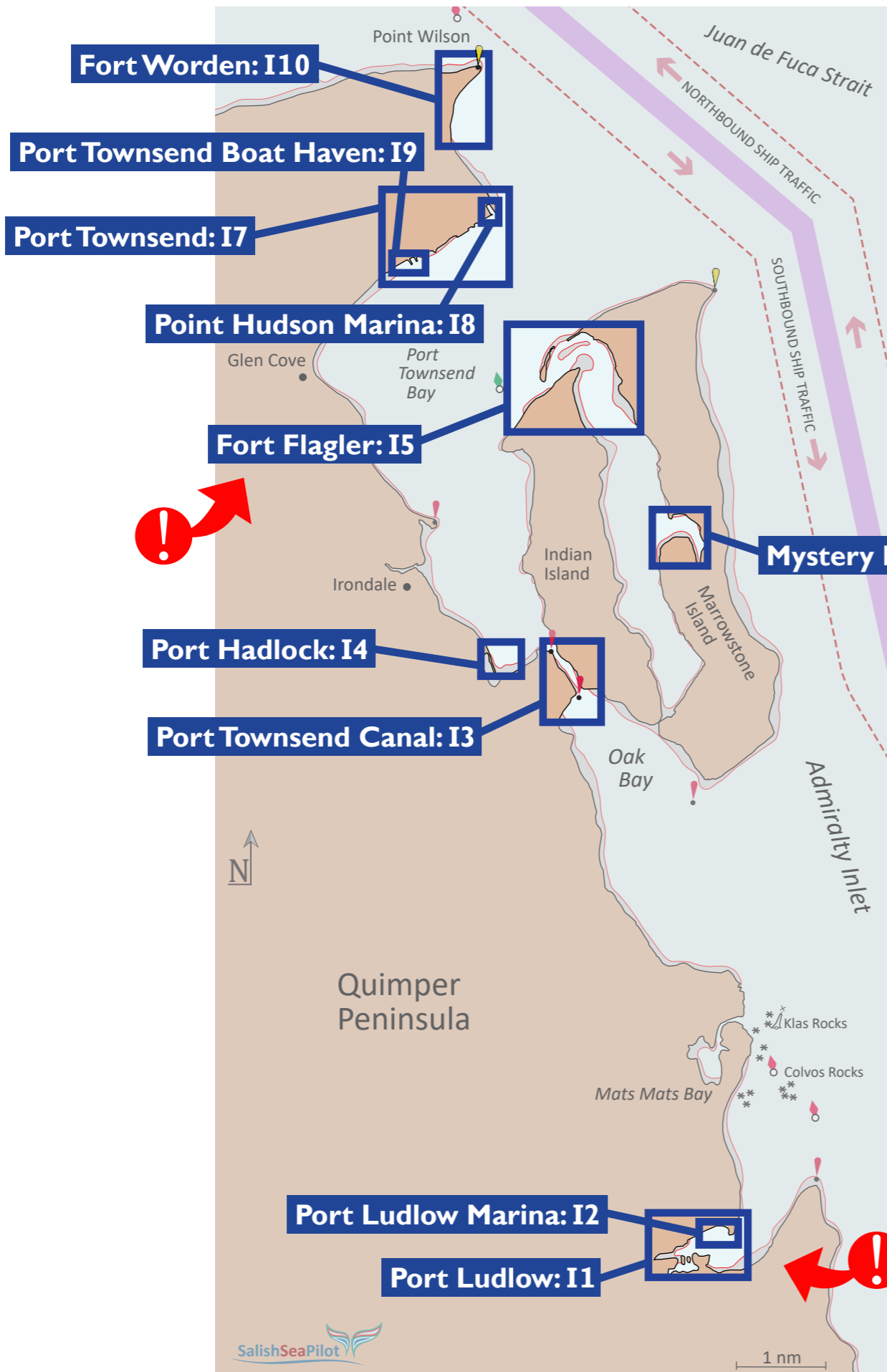
There is not much sightseeing in the tiny community of Union, though the Union Country Store is reasonably well stocked and the Mexican restaurant is charmingly decorated.

Newly opened at the marina is the **Union City Market** with foods, liquor, art and gifts.

① Hood Canal Marina: Limited transient moorage at this refurbished facility. Call ahead during the summer. Power (30A) and water to docks. Toilets, no showers. Fuel dock open 8am-5pm daily during summer, and by appointment October-April, call 360-490-5748. Fuel discount for BoatUS members. Dry boat storage available. Public boat launch. ~ 47°21.49'N 125°05.95'W (approx.)
Daily rates: May-Sept side ties \$1/ft outside, \$1.25/ft inside (minimum \$20), and slips 40'/\$35, 25'/\$30. Oct-Apr side ties \$0.75/ft outside, \$0.85/ft inside, and slips 40'/\$30, 25'/\$25.
Daily power: 30A/\$2
Call: 360-898-2252
E: hoodcanalmarina@hctc.com
W: hood-canal-marina.com



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 ~ DEPTH CONTOURS APPROXIMATE



I: Admiralty Inlet

Admiralty Inlet is the entrance to Puget Sound for all vessels not small enough to use Deception Pass. Here, in the late 1800s, cannon emplacements at Fort Flagler, Fort Worden and Fort Casey formed the “Triangle of Fire” to prevent hostile forces from entering Puget Sound.

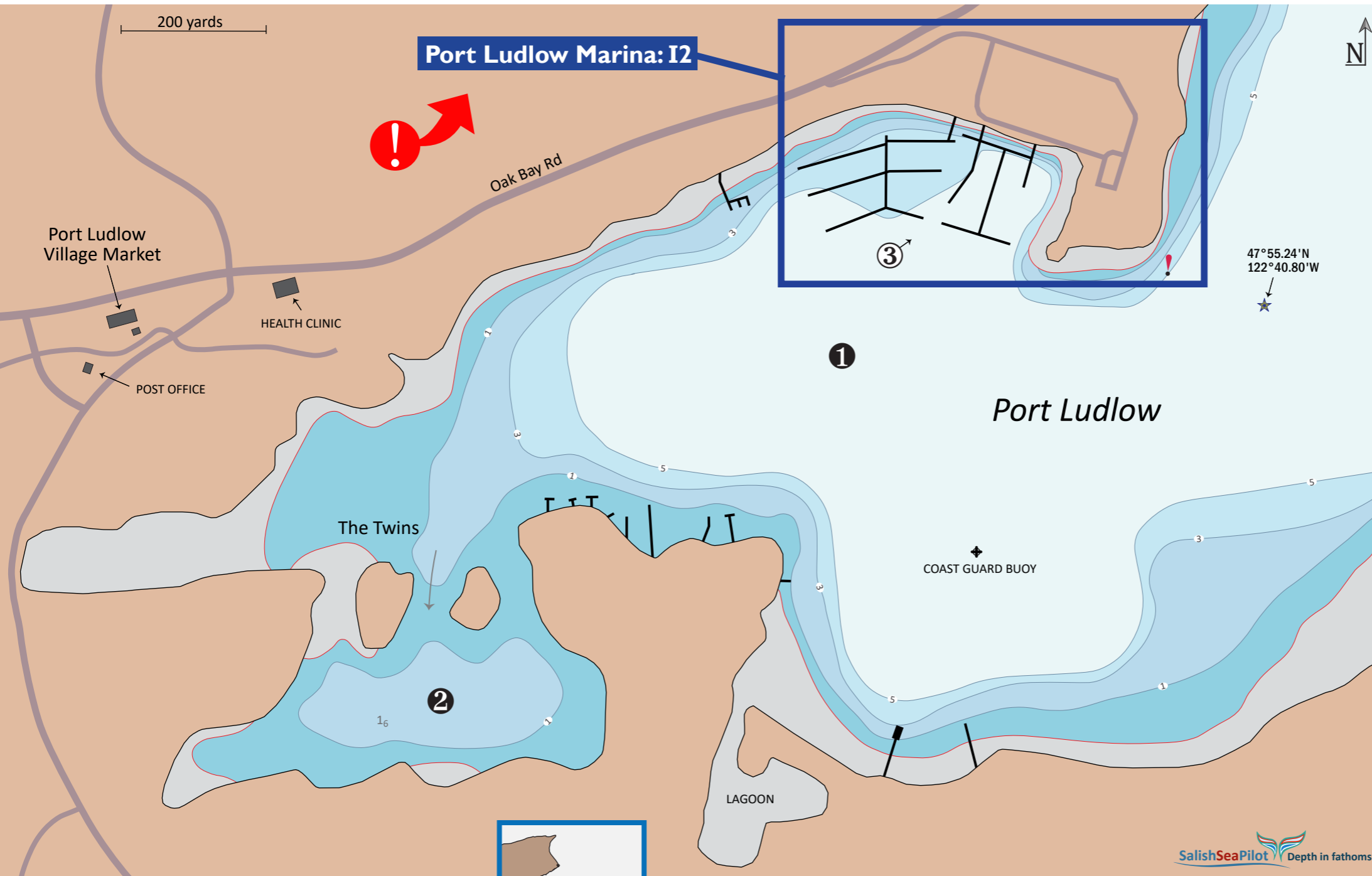
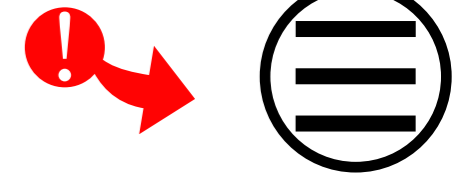
Today the forts are lovely state parks and two of them, Flagler and Worden, have marine facilities including anchorages, mooring buoys and docks providing access to the historic landmarks and buildings ashore.

Boaters can easily spend two weeks or longer cruising the bays and harbors of Admiralty Inlet, with much to see and explore ashore. Any provisions, parts or repairs you might need can be found in the communities, marinas and boatyards of the inlet.

The charming town of Port Townsend is the big apple of northern Puget Sound with a long and proud marine history. It is a delightful place for leisurely walks, window shopping and hopping from diner to diner.

~ NOT FOR NAVIGATION
 ~ DEPTH CONTOURS APPROXIMATE

I1: Port Ludlow



Newcomers would never guess Port Ludlow was once a major lumber port, the bay filled with log booms and sail freighters, a sawmill chugging out industrial haze.

Today it is neat and tidy and green, the former mill site landscaped with lawns and condominiums.

The well-sheltered bay offers one of the best anchorages in Puget Sound with good depth and holding, and lots of room for numerous boats to lie on reasonable scope.

It also offers a well-kept marina with a small store for essentials. A 10-minute walk east is the Village Market with a pizza restaurant and a larger grocery store for when the provisioning list is a bit longer.

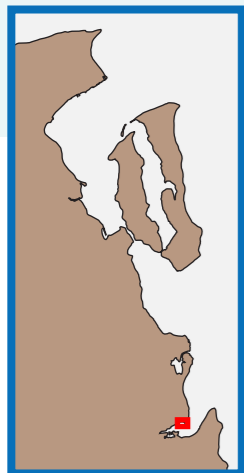
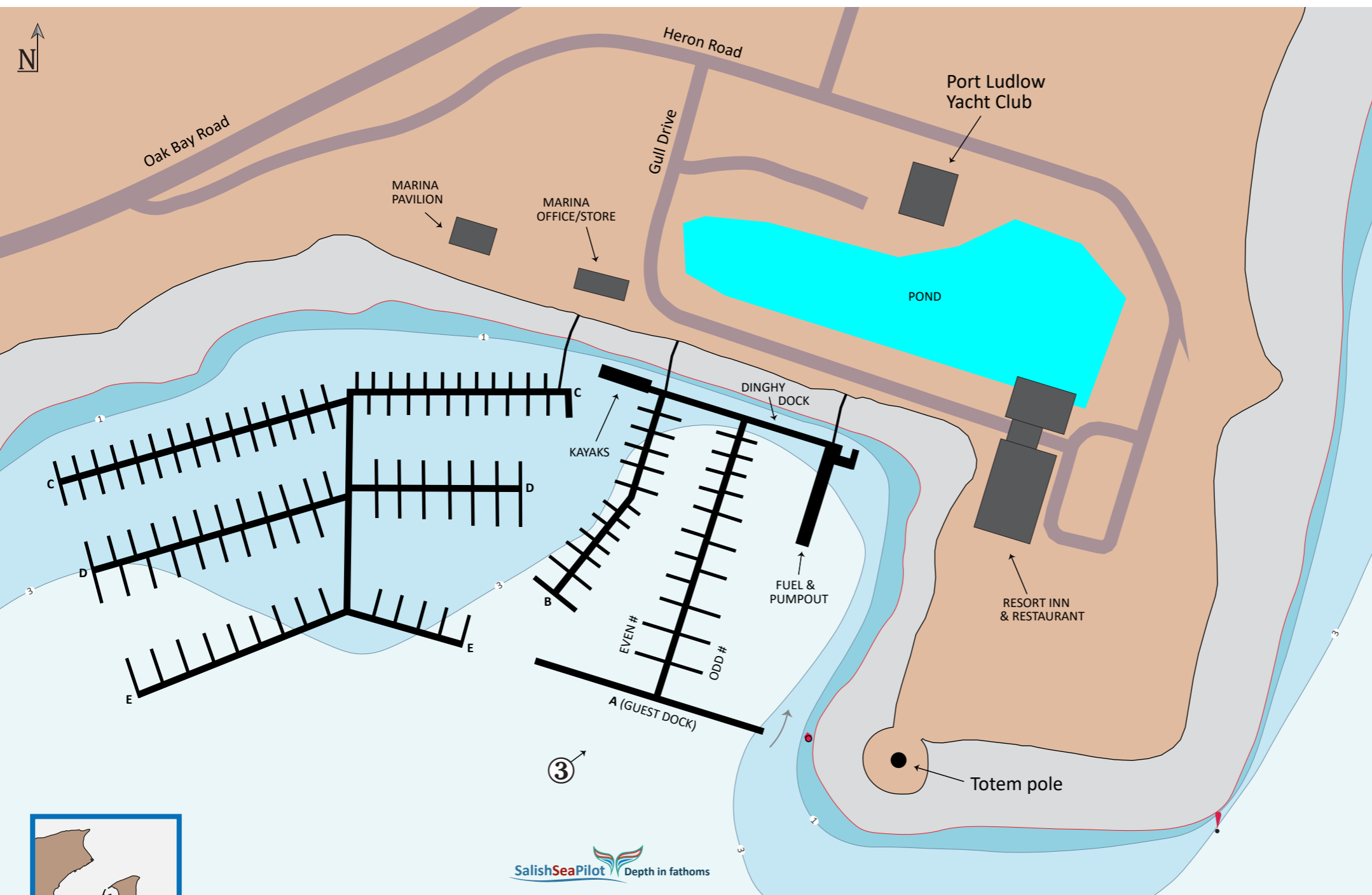
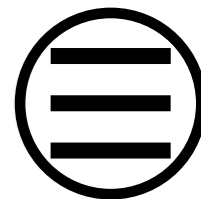
~ NOT FOR NAVIGATION
~ DEPTH CONTOURS APPROXIMATE



1 Anchor anywhere in the bay in 5-8 fathoms. Good holding in mud. There is usually adequate room to deploy generous scope. Shore access at the dinghy dock at Port Ludlow Marina. No public dock in the bay.

2 The small Inner Harbor is entered between islets known as The Twins. It has room for 2-3 vessels on double anchors or very short scope. Deep-keeled vessels will feel more comfortable transiting the channel between the islets on a rising tide. Anchor in 1.5-2 fathoms (at zero tide). Shoreline is private.

I2: Port Ludlow Marina



~ NOT FOR NAVIGATION
~ DEPTH CONTOURS APPROXIMATE



This pleasant marina has facilities and green areas that make it popular for events such as reunions and club barbecues.

The marina store offers beer, wine, ice, gifts and limited groceries. Kayak rentals are available and golfers will appreciate the free shuttle to the 18-hole Port Ludlow Golf Club.

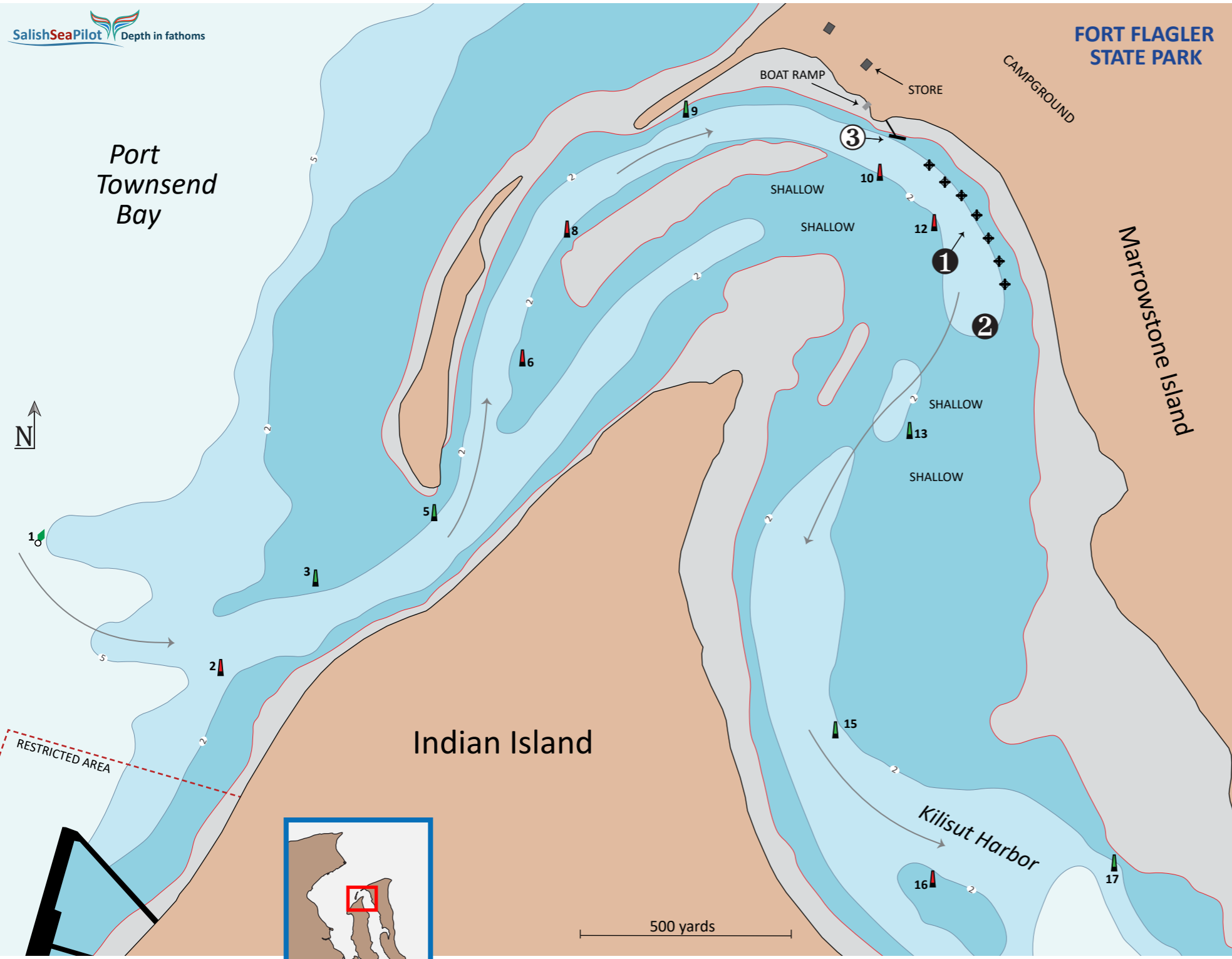
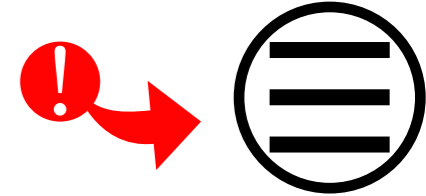
Pick up a map to 24 miles of mostly gentle hiking trails in the area.

③ Port Ludlow Resort: Transient moorage for vessels up to 200 feet. Space for 60-70 vessels on guest dock which is sometimes filled during the summer. Reservations recommended. Power (30-50A), water and WiFi included in rates. Toilets and showers. Laundry. Fuel and propane tank refill.

Port Ludlow Yacht Club offers reciprocal moorage. Resort accommodations and restaurant on site. Facilities for large groups and celebrations.

~ 47°55.30'N 122°41.10'W
Daily rate: Based on slip or boat length, \$1.25/ft May 1-Sept 30, \$1.10/ft off season. Vessels over 70', \$1.50/ft May 1-Sept 30, \$1.35/ft off season
Call: 360-437-0513
Toll free: 800-308-7991 **VHF:** 68A
E: marina@portludlowresort.com
W: portludlowresort.com

I5: Fort Flagler State Park



The shallow channel between Marrowstone and Indian islands is magical when, as dusk descends, from off the northern tip of Indian Island come the cries of thousands of birds.

Ashore is a 780-acre park contained within the boundaries of the original fort, built to protect Puget Sound from possible 19th century invaders. More than a dozen trails explore the park, with views of the Olympic and Cascade Mountains. The park includes 10 preserved and maintained gun batteries, a military hospital, as well as the restored homes of officers which holidayers can rent.

There are two campgrounds with picnic tables, barbecues and a large firepit. Toilets and coin-op showers. A small store sells burgers, snacks and coffee. Closest pumpout at Mystery Bay (I5).

The park is popular with crabbers, clambers and fishers. The small boat ramp and fileting station near the park float are usually hives of activity.

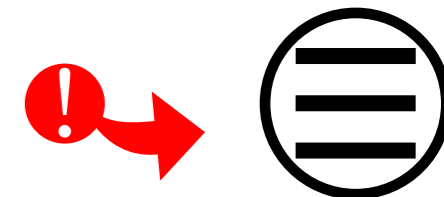
1 Pick up one of seven park mooring buoys (\$15, maximum vessel size 45') tucked beneath the high sandstone walls of Marrowstone Island.

2 Good shelter from most winds anchored south of the mooring buoys in 2-3 fathoms. Good holding in sand, shells and mud. That said, boats often have to anchor on short scope when anchorage is busy and southerly winds can howl up from Kilisut Harbor. Pay box, toilets and showers ashore. Tie dinghy to north side of park dock. Checkout 1pm.

3 **Park dock:** Transient moorage on 256-foot float (\$0.70/ft, minimum \$15) suitable for shallow-draft vessels. Greater depth on outside of float. No power or water to dock. Water on tap available ashore. Float removed Sept 30 to March 15.

~ NOT FOR NAVIGATION
~ DEPTH CONTOURS APPROXIMATE



About us ~~~

Locals on the island of Guemodo in Korea invite Jim and Lynne to partake in a leafy green condiment, reputed to be a potent aphrodisiac when washed down with soju.

Jim Burgoyne and Lynne Picard worked in Thailand for some years, he as a journalist, she as a teacher. In 2008, they packed up and set off for home in *Quiver*, their Vancouver 27.

It was hard to leave. The Andaman Sea was a dream to sail, tropical and enchanting.

But arriving home after a three-year voyage through Southeast and East Asia they rediscovered the magic of the Salish Sea, one of the most beautiful places on Earth.

These guides reflect a desire to tell people about it.

Help wanted ~~~

It doesn't matter how many times we visit an anchorage, mariners who live nearby or visit every summer with family and friends will know it much better than we do and will likely see shortcomings in our guides.

And things change, whether it's the location of navigational aids, official policies, hyperlinks or email addresses... everything changes. And sometimes it takes a while for us to notice.

Please feel free to point out where you think we are wrong or out of date and how we can make it right. We will be most grateful. The best updaters will be sent a free guide when a new edition comes out.

Email us at info@salishseapilot.com.