

BookletChart™

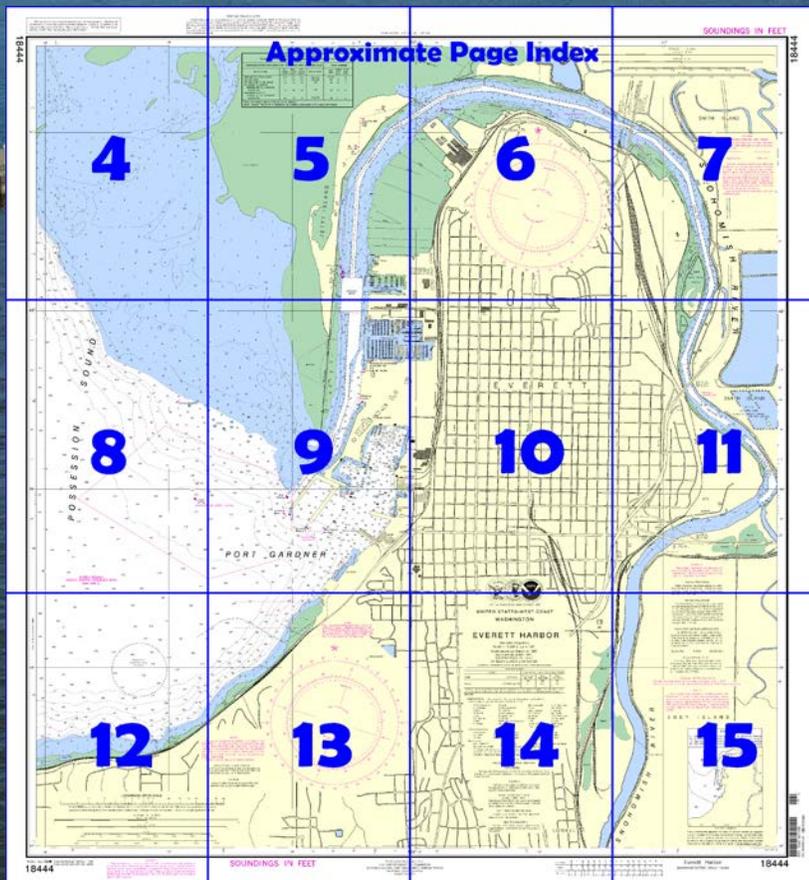
Everett Harbor NOAA Chart 18444



*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



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

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.

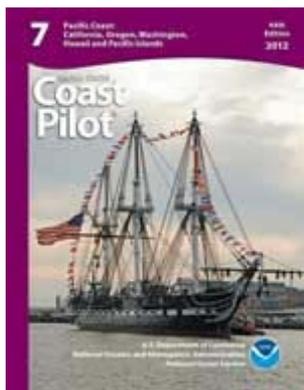
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18444>



(Selected Excerpts from Coast Pilot)

Everett is on the E side of **Port Gardner**, 4 miles NE of Elliot Point. A tall pulpmill chimney and the Port of Everett's large alumina silo are prominent

Channels.—A dredged channel with two settling basins extends inside a training dike along the E side of **Jetty Island** and in the Snohomish River around the N half of the city to a lumbermill 6 miles above Port Gardner. The channel is marked by lights, buoys, and lighted and unlighted ranges. The second settling basin is subject to continual

shoaling. (See Notice to Mariners and latest editions of charts for controlling depths.)

Anchorage.—The general anchorage area is W of the waterfront. (See **110.1** and **110.230**, chapter 2, for limits and regulations.) Vessels usually proceed to the wharves. A buoy marks a submerged obstruction near the center of the anchorage.

Pilotage, Everett.—Pilotage is compulsory for all vessels except those under enrollment or engaged exclusively in the coasting trade on the W coast of the continental United States (including Alaska) and/or British Columbia. Pilotage for Puget Sound is provided by the Puget Sound Pilots. (See Pilotage, Strait of Juan de Fuca and Puget Sound, indexed as such, chapter 12, for details.)

Towage.—Tugs up to 3,000 hp are available at Everett, and larger tugs may be obtained from Seattle. Arrangements should be made in advance through ships' agents.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Everett is a **customs port of entry**.

Harbor regulations.—Harbor regulations are enforced by the manager of the Port of Everett, who serves as **harbormaster** and port warden.

Supplies.—Water, provisions, and some marine supplies can be obtained. Gasoline and diesel fuel are available for small craft at Everett Yacht Harbor. Fuel oil for large vessels is available only by Seattle-based tank barges.

Repairs.—There are no facilities for repairs to deep-draft vessels in Everett; the nearest such facilities are in Seattle.

The **Port of Everett Marina** is about a mile above the mouth of and on the E side of the Snohomish River Channel. The marina consists of two separate N and S basins and has berths for more than 2,200 small craft including about 45 transient berths. The reported depths in the entrance to the S basin are 10 with 13 feet alongside and 12 feet in the entrance and alongside the berths in the N basin. Services available include; electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out facility, launching ramps, full repairs (hull, engine, electrical) and a 75-ton marine lift. A harbormaster, whose office is on the S side of the harbor, assigns all berths.

Snohomish River, once heavily traveled by the light-draft river steamers and loggers, flows down through the dredged channel and settling basin near the yacht harbor and empties into Port Gardner just W of East Waterway. Traffic on the river above the yacht harbor consists of log tows, tugs and barges, and pleasure boats. Several pulp, plywood, and lumber mills are along the river.

The Snohomish River is crossed by a railroad swing bridge with a least clearance of 9 feet about 0.6 mile E of Preston Point. U.S. Highway 529 crosses the river just above the railroad bridge and has a lift bridge with a least clearance of 38 feet. Interstate 5 crosses the river about 1.6 miles above the U.S. Highway 529 bridge; this fixed bridge has a clearance of 66 feet. (See **117.1 through 117.59** and **117.1059**, chapter 2, for drawbridge regulations.) A marina is 0.5 mile upstream from the U.S. 529 highway bridge. There is dry storage for over 1,000 craft to 40 feet long; transient mooring floats are available for visiting craft. Gasoline, water, ice, limited marine supplies, and hull and engine repairs are available. A city park with a launching ramp is 1.2 miles upstream from the U.S. 529 highway bridge. The practical limit of navigation on the Snohomish River is 0.8 mile above the Interstate 5 highway bridge.

U.S. Coast Guard Rescue Coordination Center

24 hour Regional Contact for Emergencies

RCC Seattle

Commander

13th CG District

(206) 220-7001

Seattle, WA

Navigation Managers Area of Responsibility



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.

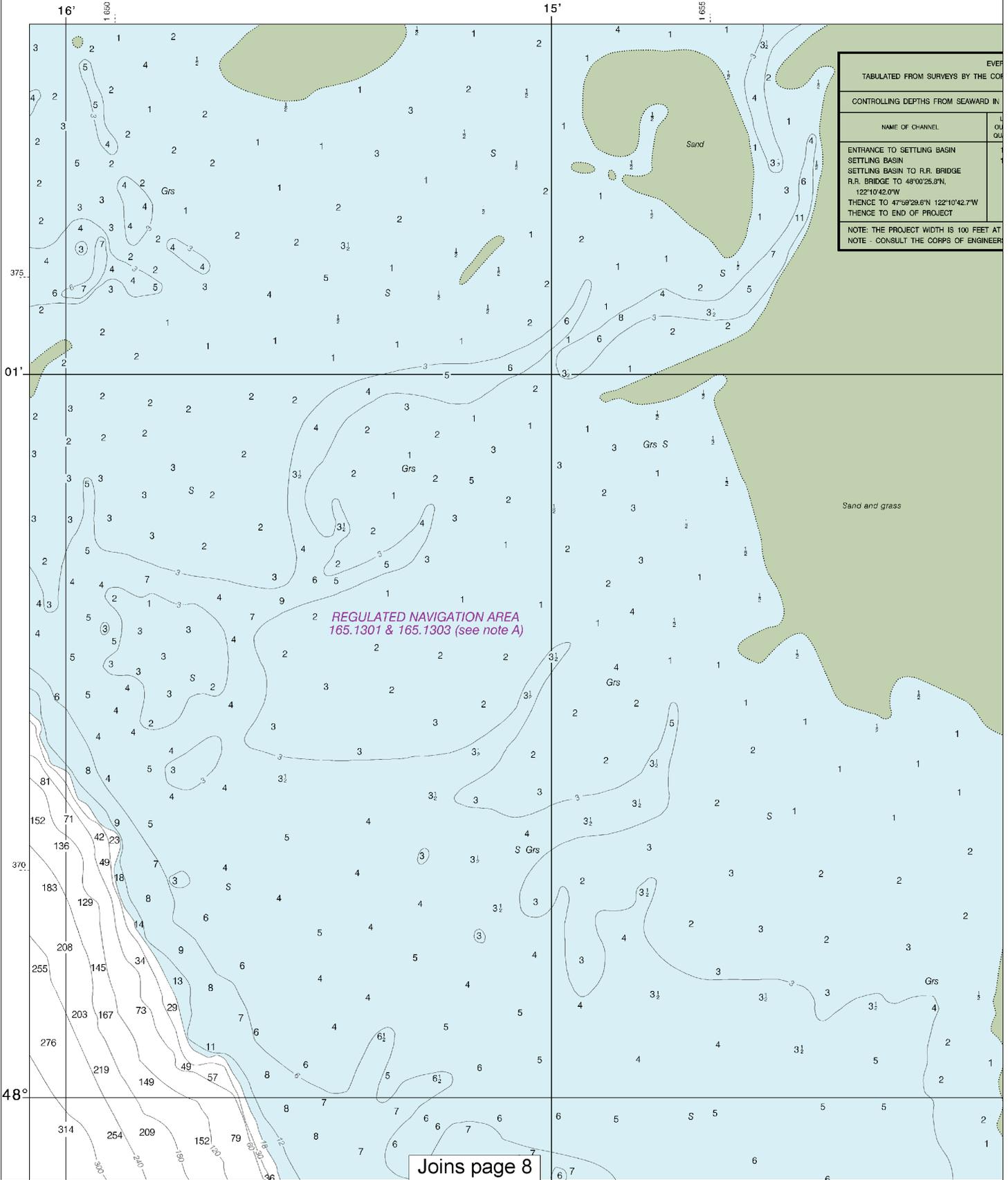
Lateral System As Seen Entering From Seaward

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>

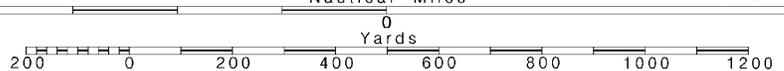
18444

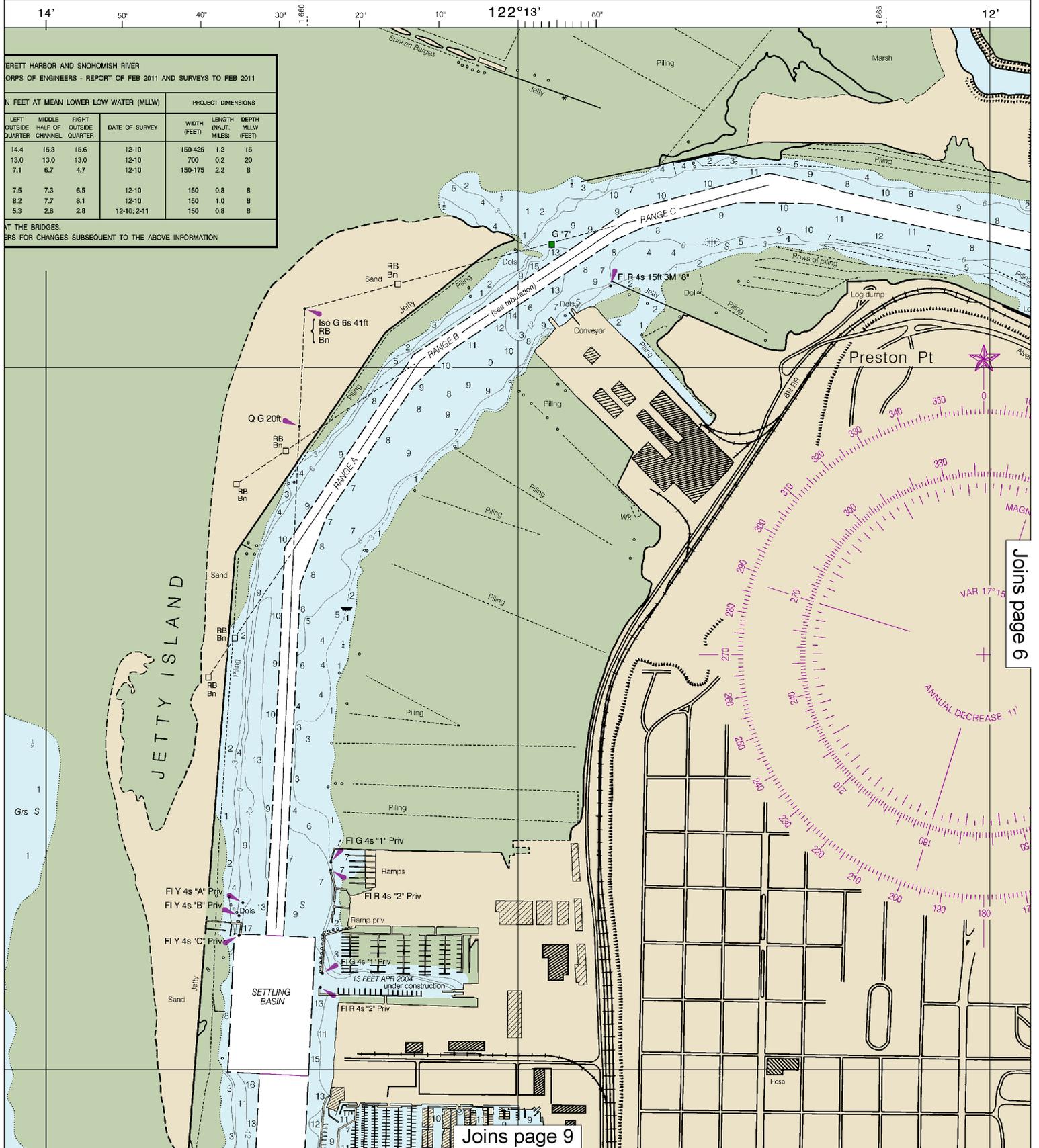


Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.





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.



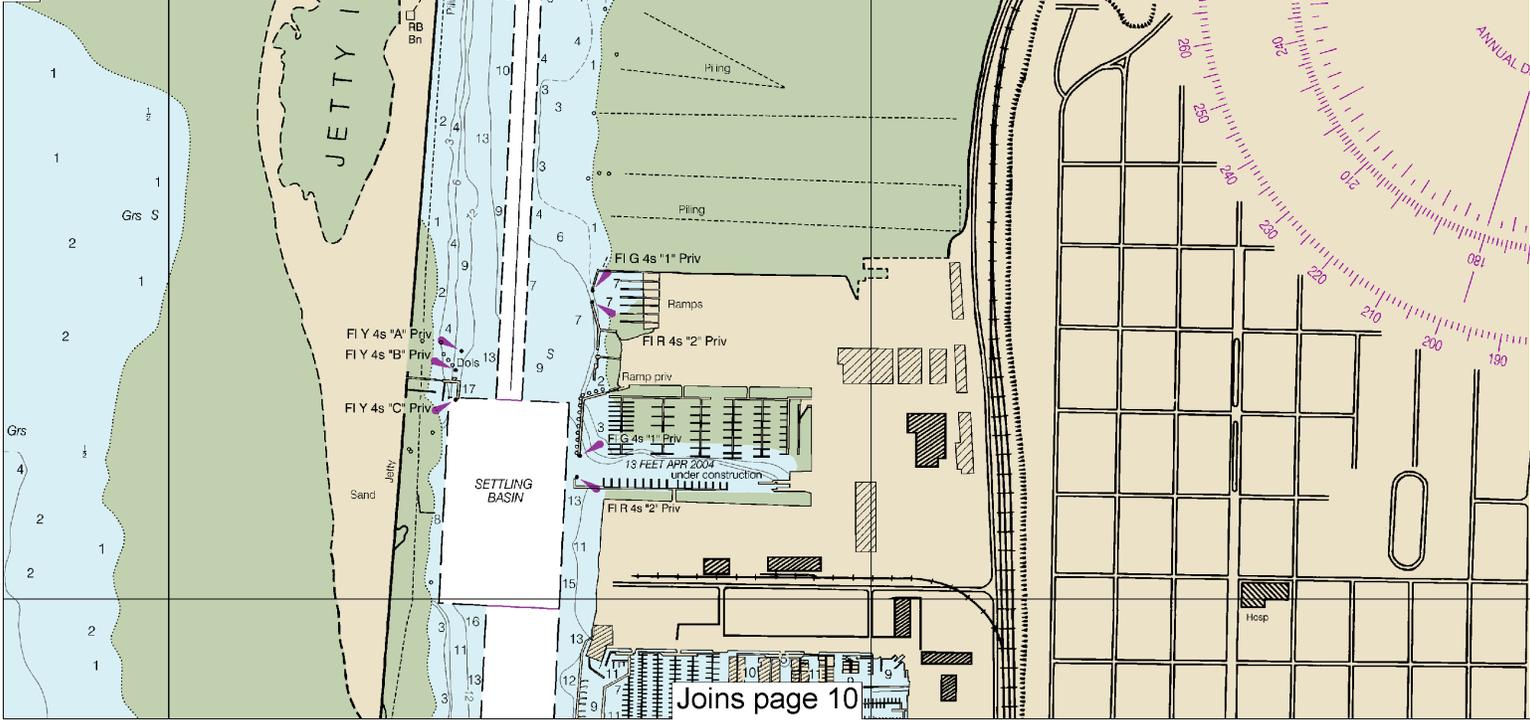
14' 50' 40' 30' 1.90 20' 10' 122°13' 50' 1.985

EVERETT HARBOR AND SNOHOMISH RIVER
SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB 2011 AND SURVEYS TO FEB 2011

CHANNEL	DISTANCES FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ING BASIN	14.4	15.3	15.6	12-10	150-425	1.2	15
L.R. BRIDGE 25.8FN	13.0	13.0	13.0	12-10	700	0.2	20
PROJECT	7.1	6.7	4.7	12-10	150-175	2.2	8
FN 122°10'42.7"W	7.5	7.3	6.5	12-10	150	0.8	8
PROJECT	8.2	7.7	8.1	12-10	150	1.0	8
PROJECT	5.3	2.8	2.8	12-10; 2-11	150	0.8	8

WIDTH IS 100 FEET AT THE BRIDGES.
CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.

Joins page 5



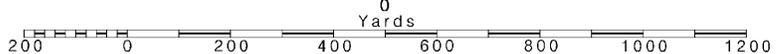
Joins page 10



Note: Chart grid lines are aligned with true north.

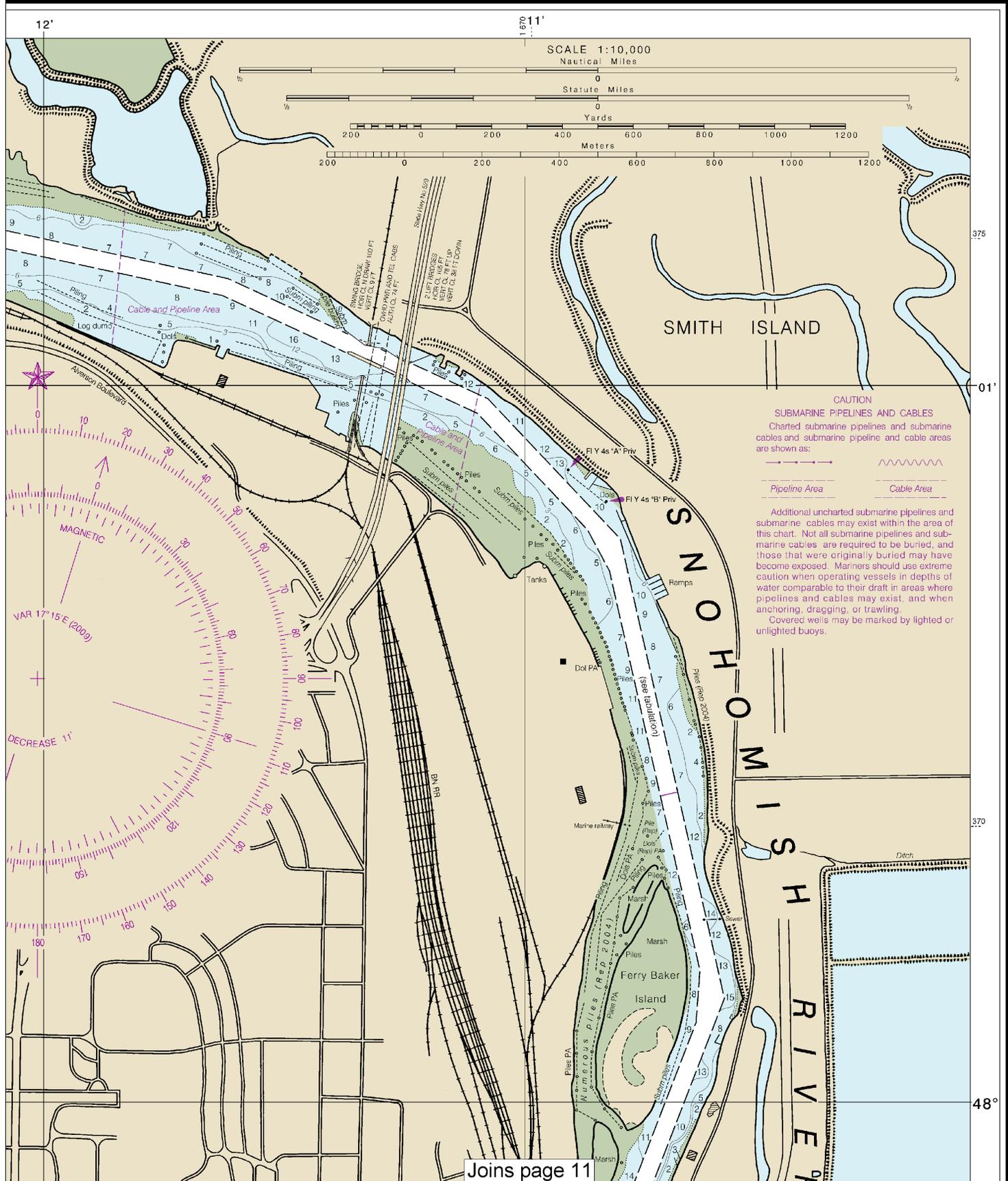
Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET

18444



Joins page 11

17th Ed., Nov. 2009. Last Correction: 9/16/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)



Joins page 7

48°

50°

40°

30°

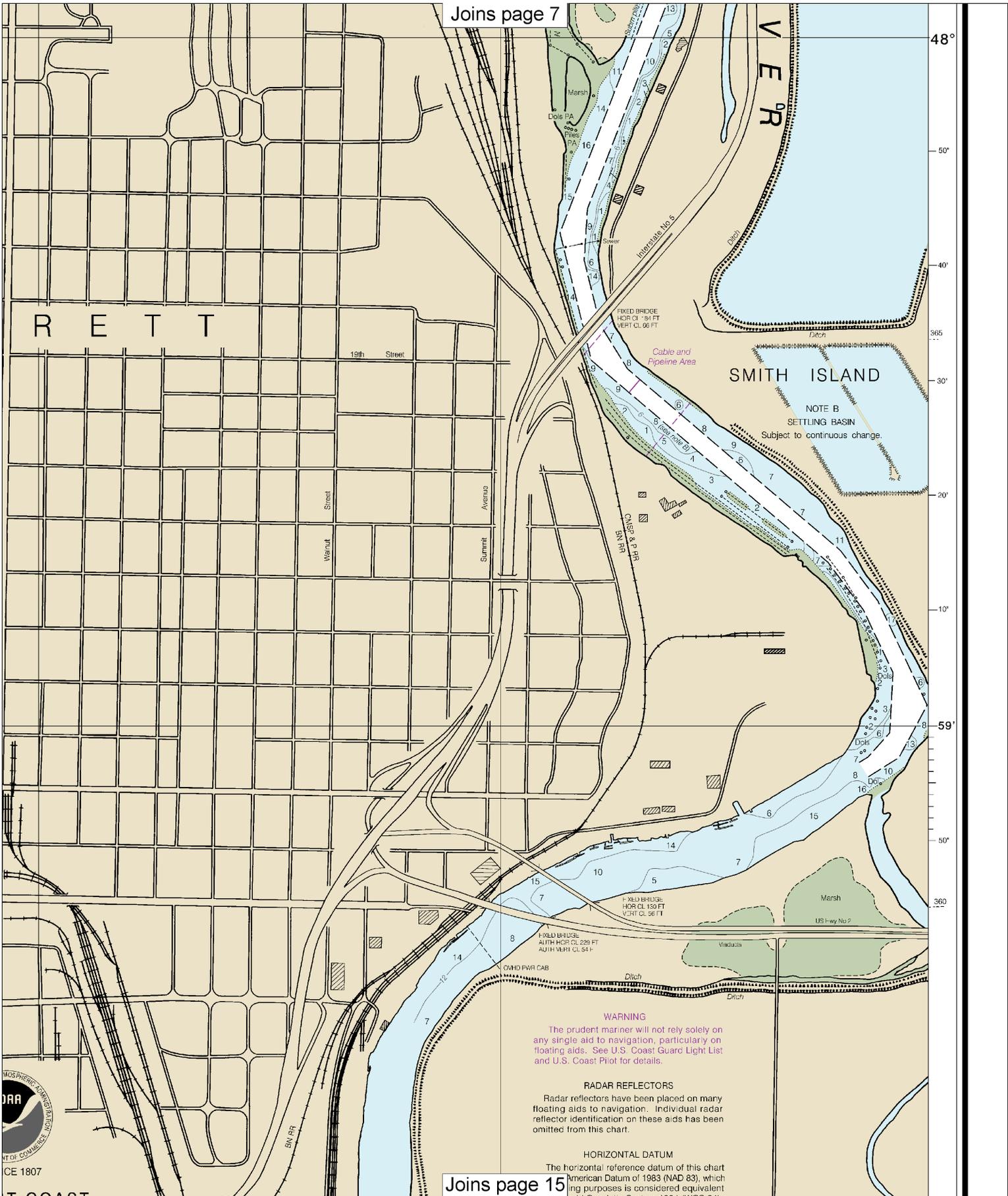
20°

10°

59'

50'

360



(see note C)

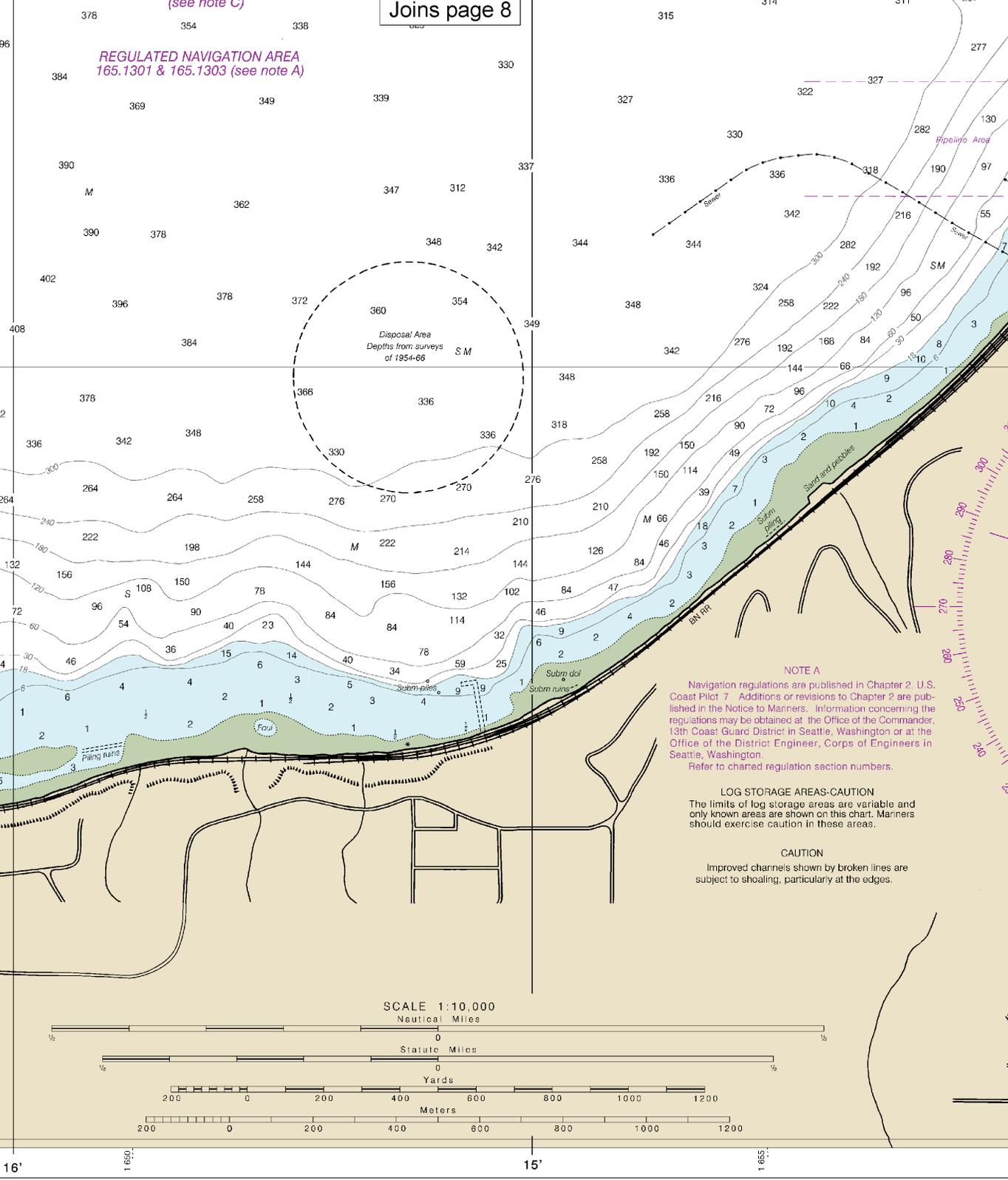
Joins page 8

REGULATED NAVIGATION AREA
165.1301 & 165.1303 (see note A)

CONTINUED ON CHART 18443

58'

57'

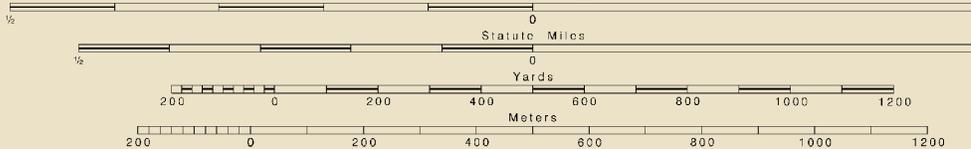


NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.
Refer to charted regulation section numbers.

LOG STORAGE AREAS-CAUTION
The limits of log storage areas are variable and only known areas are shown on this chart. Mariners should exercise caution in these areas.

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

SCALE 1:10,000
Nautical Miles



18444

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS

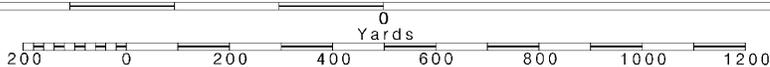
17th Ed., Nov. 2009. Last Correction: 9/16/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000
Nautical Miles

See Note on page 5.





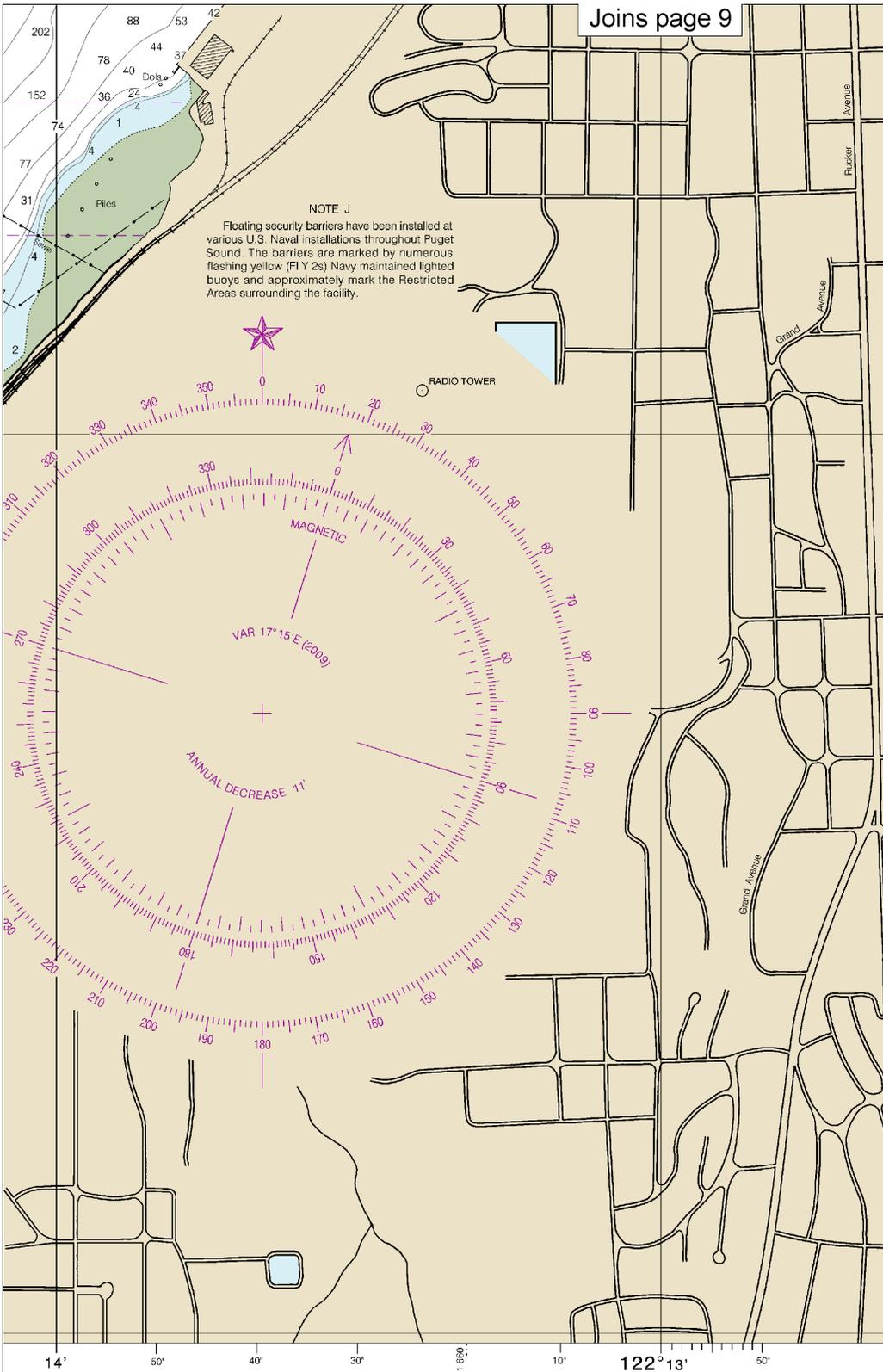
THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES-WEST COAST
WASHINGTON

EVERETT HARBOUR

Mercator Projection
Scale 1:10,000 at Lat 47°59'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov



NOTE J
Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous flashing yellow (Fl Y 2s) Navy maintained lighted buoys and approximately mark the Restricted Areas surrounding the facility.

RADIO TOWER

MAGNETIC

VAR 17°15' E (2009)

ANNUAL DECREASE 11'

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings	
		Mean Higher High Water	Mean High Water
Everett	(47°59'N/122°13'W)	11.1 feet	10.2 feet

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time tide predictions, and tidal current predictions are available on the Internet from <http://desandcurrent.noaa.gov> (Sep 2009)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

- | | | |
|-------------------|--------------------------|------------------------|
| AERO aeronautical | G green | Mo moose code |
| A/ alternating | IO interrupted quick | N nun |
| B black | iso isophase | OBSC obscured |
| Bn beacon | LT LC lighthouse | Oc occulting |
| C can | M nautical mile | Or orange |
| DIA diaphone | m minutes | Q quick |
| F fixed | MICRO TR microwave tower | R red |
| Fl flashing | Mkr marker | Ra Ref radar reflector |
| | | R Bn radiobeacon |

- Bottom characteristics:
- | | | | |
|---------------|-----------|---------|-------------|
| Bids boulders | Co coral | gy gray | Oys oysters |
| bk broken | G gravel | h hard | Rk rock |
| Cy clay | Grs grass | M mud | S sand |

- Miscellaneous:
- | | | |
|-----------------------|-------------------------|----------------------|
| AUTH authorized | Obstr obstruction | PD position doubtful |
| ED existence doubtful | PA position approximate | Rep reported |
- (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

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

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

PLANE COORDINATE GRID

(based on NAD 1927)
Washington State Grid, north zone, is indicated by dashed ticks at 5000 foot intervals. The last three digits are omitted.

SUPPLEMENTAL INFORMATION

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

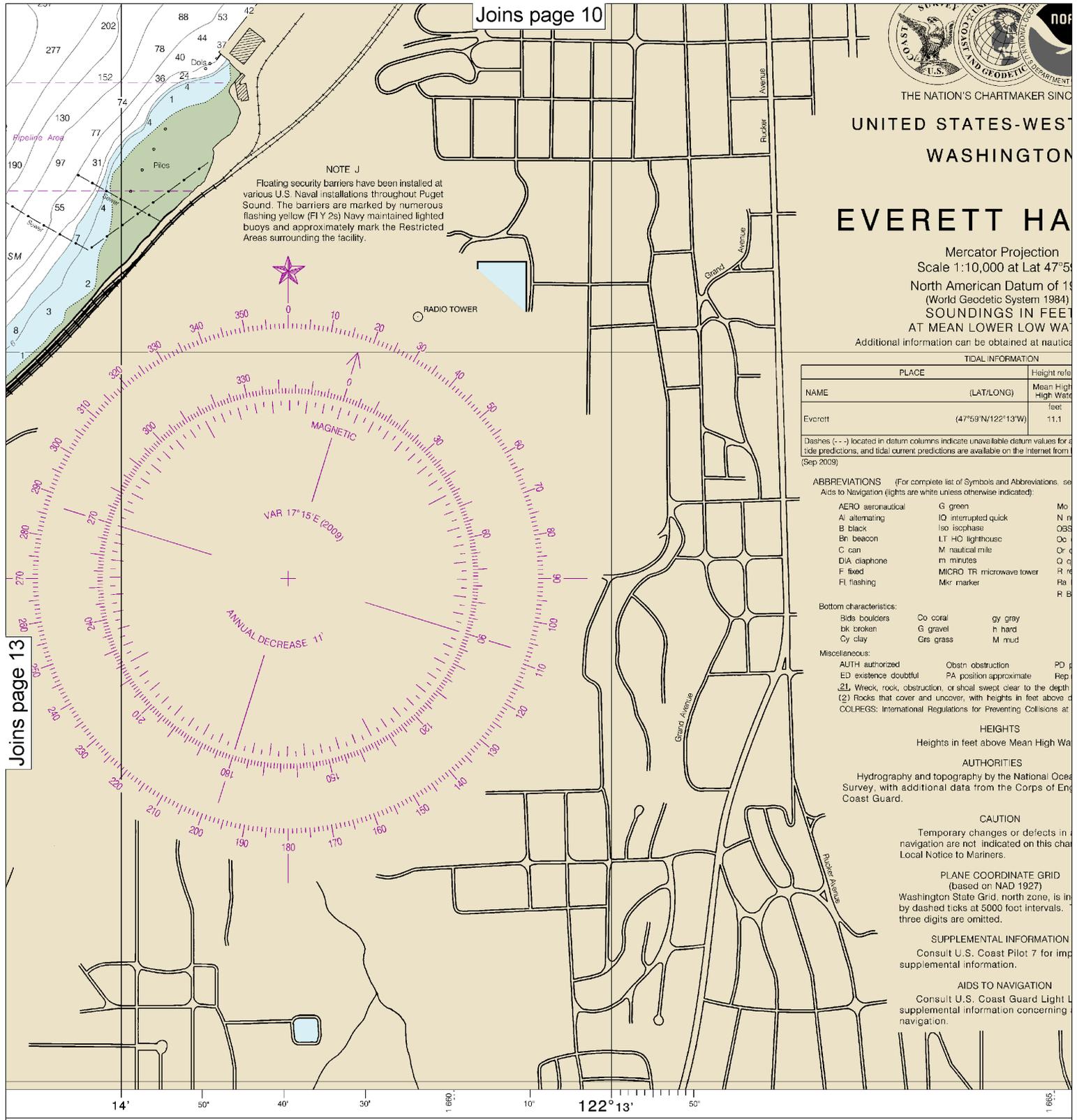
AIDS TO NAVIGATION

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

Joins page 14

IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Joins page 10



THE NATION'S CHARTMAKER SINCE 1792

UNITED STATES - WEST COAST
WASHINGTON

EVERETT HARBOUR

Mercator Projection
Scale 1:10,000 at Lat 47°55'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
Additional information can be obtained at nauticalcharts.noaa.gov

TIDAL INFORMATION

PLACE	Height relative to
NAME (LAT/LONG)	Mean High Water
Everett (47°59'N/122°13'W)	feet 11.1

Dashes (---) located in datum columns indicate unavailable datum values for tide predictions, and tidal current predictions are available on the internet from NOAA (Sep 2009).

- ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see the International Regulations for Preventing Collisions at Sea.)
- AERO aeronautical
 - Al alternating
 - B black
 - Bn beacon
 - C can
 - DIA diaphone
 - F fixed
 - Fl flashing
 - G green
 - IQ interrupted quick
 - iso isophase
 - LT LT-HG lighthouse
 - M nautical mile
 - m minutes
 - MICRO TR microwave tower
 - Mkr marker

- Bottom characteristics:**
- Bds boulders
 - bk broken
 - Cy clay
 - Co coral
 - G gravel
 - Gr grass
 - gy gray
 - h hard
 - M mud

- Miscellaneous:**
- AUTH authorized
 - ED existence doubtful
 - Wreck, rock, obstruction, or signal swept clear to the depth of (2) fathoms
 - COLREGS: International Regulations for Preventing Collisions at Sea
 - Obstr obstruction
 - PA position approximate

HEIGHTS

Heights in feet above Mean High Water

AUTHORITIES

Hydrography and topography by the National Ocean Survey, with additional data from the Corps of Engineers and the Coast Guard.

CAUTION

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

PLANE COORDINATE GRID
(based on NAD 1927)
Washington State Grid, north zone, is indicated by dashed ticks at 5000 foot intervals. Three digits are omitted.

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

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning navigation.

Joins page 13

SOUNDINGS IN FEET

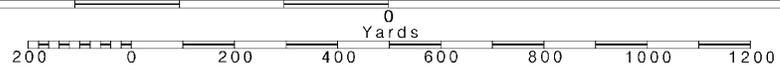
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

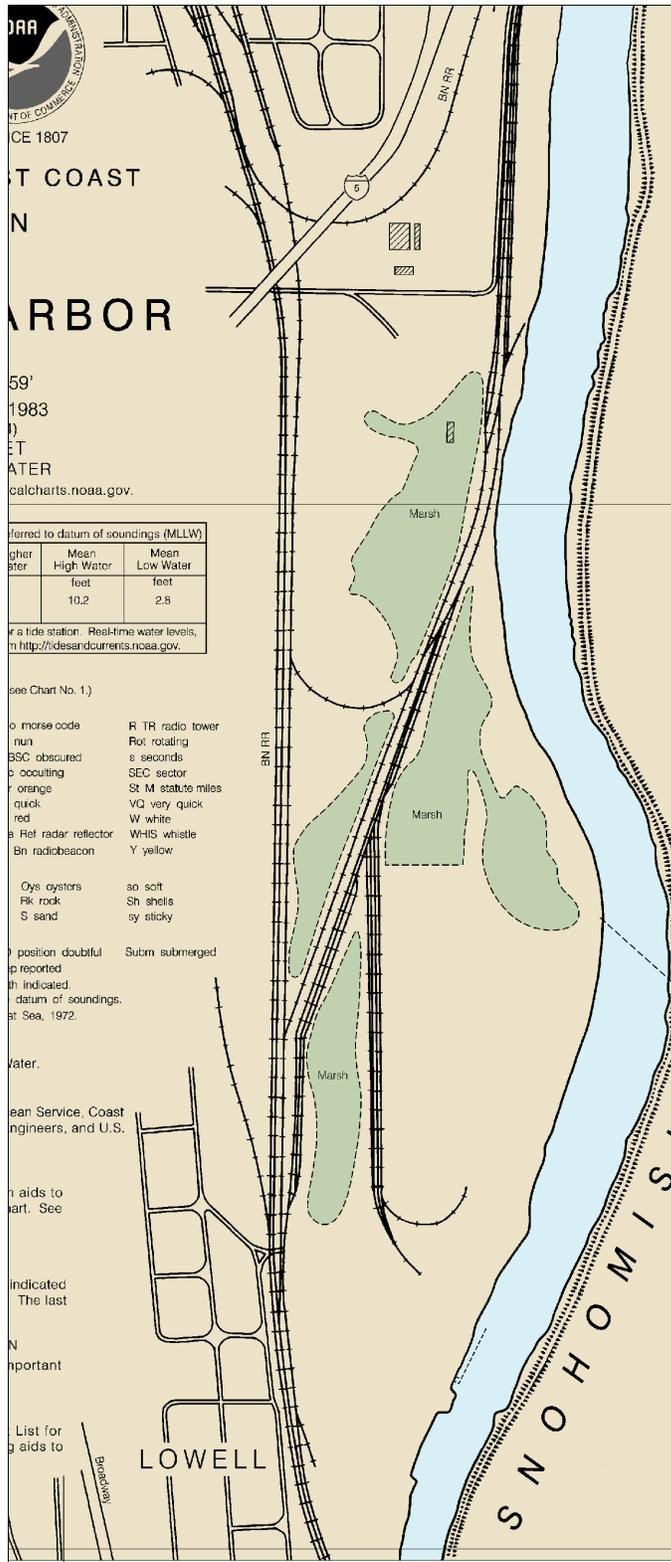
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.





Joins page 11

RADAR REFLECTORS
 reflectors have been placed on many mooring aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM
 The horizontal reference 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). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.658" southward and 4.494" westward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS
 The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, WA KHB 60 162.550 MHz

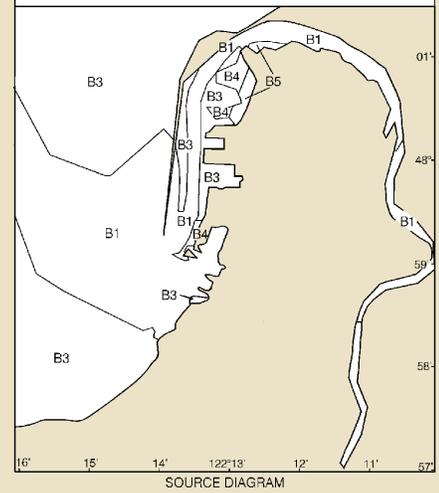
POLLUTION REPORTS
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free) or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

COLREGS, 80.1395 (see note A)
 International Regulations for Preventing Collisions at Sea, 1972.
 The entire area of this chart falls seaward of the COLREGS Demarcation Line.

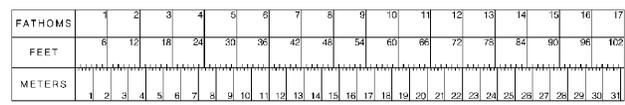
NOTE C
 The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

EBEY ISLAND

SOURCE		
B1 1990-2003	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 1834-1899	NOS Surveys	partial bottom coverage



The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



Everett Harbor
 SOUNDINGS IN FEET - SCALE 1:10,000

18444



EMERGENCY INFORMATION

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.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



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/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM 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 Weather Service — <http://www.weather.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>



— 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.