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
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=1844

(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 coaling 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, Pilots, chapter 2, 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.
NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers.

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry. To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

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

For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at http://www.navcen.uscg.gov.
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
Note: Chart grid lines are aligned with true north.
18444


NOTE A
Navigation regulations are published in Chapter 2, U.S.
Coast Pilot. Additions or revisions to Chapter 2 are pub-
lished 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 charts shown by broken lines are
subject to shoaling, particularly at the edges.

Printed at reduced scale. See Note on page 5.
Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous flashing yellow (6 ft 12") lighted buoys and crossing man mats within the restricted areas surrounding the facility.
VHF Marine Radio channels for use on the waterways:
Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

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

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

Quick References

Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Chart and chart related inquiries and comments — http://ocsdata.ncdc.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 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

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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.