

# BookletChart™

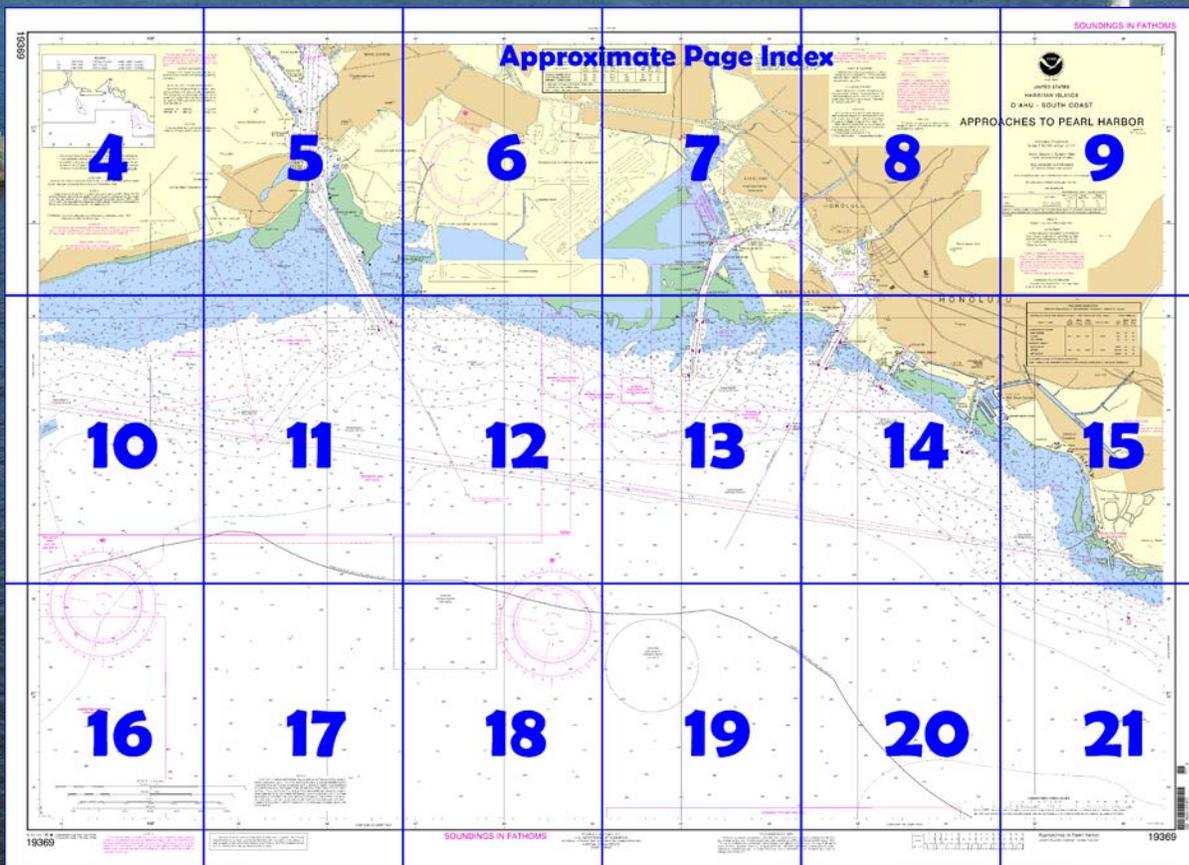


## South Coast of O'ahu – Approaches to Pearl Harbor NOAA Chart 19369

*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](http://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.

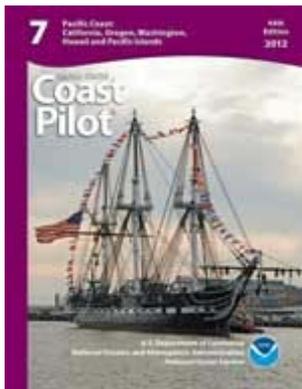
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=19369>.



**(Selected Excerpts from Coast Pilot)**

The low coast between Diamond Head and Honolulu Harbor is thickly developed, and palm trees are numerous. Along this stretch is world-famous **Waikiki Beach** with its big hotels, surfboarding, outrigger canoe races, and sunbathers. The Waikiki Shore Water Restricted Zone is an area extending about 0.4 mile offshore along Waikiki Beach. Boating is prohibited in this area, except by permit issued by the Harbors Division, Hawaii Department of Transportation.

**Anchorage.**—A special anchorage is in **Kapua Entrance**, about 0.9 mile S of Waikiki Beach. (See **110.1** and **110.128d(d)**, chapter 2, for limits and regulations.)

**Ala Wai Boat Harbor** is 2.5 miles NW of Diamond Head Light. A dredged channel leads from Mamala Bay through the reefs to the basins inside the harbor. In 1967, the channel was dredged to 22 feet. Depths inside the harbor are 8 to 20 feet. The approach to the channel is marked by lighted buoys and the channel is marked by private buoys, daybeacons, and a **013°30'** lighted range. Mariners are advised to line up on the range before entering or exiting the harbor at night.

**Kewalo Basin.**—At times when stormy S or SW (kona) winds create high swells, the channel becomes extremely hazardous. There is usually a strong rip current crossing the channel at this time.

**Honolulu Harbor, Caution.**—Honolulu Harbor is 5 miles NW of Diamond Head and midway along the S coast of O'ahu. Vessels approaching the harbor from the W at night should not mistake the lights between Pearl Harbor and Honolulu for the lights of Honolulu, or the lighted buoys off Kalihi Channel for the lighted buoys off the main entrance. Vessels have mistaken these lights and gone aground off Keehi Lagoon. From the E the lights N of Diamond Head should not be confused with those of Honolulu, or the lighted aids of Kewalo Basin with those of Honolulu Harbor. Also from the E, vessels should not mistake the lights between Koko Head and Diamond Head for the lights of Waikiki Beach.

Commercial and residential development of the coast along Maunaloa Bay has resulted in an increase of background lighting. Vessels have mistaken Makapuu Point Light for Diamond Head Light and run aground on the reef W of Koko Head.

**Tsunami (seismic sea wave).**—Honolulu Harbor authorities require all ships to vacate the harbor prior to the estimated time of arrival of a sea wave if possible. If a long engine-warmup is necessary, it should be started at the first alert so the vessel may be ready to proceed in time. When ready to depart, each ship should obtain clearance from the harbormaster. The Aloha Tower, traffic control, can be contacted on VHF-FM channel 12, call sign WHX-528. The traffic controller will assign each vessel a departure time in accordance with harbor regulations, depending on vessel size, type, location in the harbor, and vessel type priority. Once a vessel has checked in with Aloha Tower traffic control, they are required to monitor VHF-FM channel 12 at all times.

Vessels unable to move in time should take adequate precautions against damage during the tsunami due to the expected rise and fall of the water.

The State of Hawaii has established **special pilotage regulations** for all **tankers, tanker barges, and tankerlike vessels**. In general the regulations require these vessels to have on board a Honolulu Port Pilot when entering or departing Honolulu Harbor for any reason.

**Quarantine** is enforced in accordance with regulation of the U.S. Public Health Service.

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

**Harbor regulations.**—Prior to entry, all vessels must establish communications with Aloha Tower traffic control on VHF-FM channels 12 or 16; call sign, WHX-528, telephone 808-587-2076. **Traffic control** in Honolulu is controlled by amber lights on the tower at night. (See Coast Pilot for more details.)

A flashing amber warning light, privately maintained and shown about 22 feet above the water from a pole about 70 yards SSW of Pier 38, is activated when there is a gas leak or the likelihood thereof.

**U.S. Coast Guard Rescue Coordination Center  
24 hour Regional Contact for Emergencies**

RCC Honolulu      Commander  
14th CG District      (808) 535-3333  
Honolulu, HI

# Table of Selected Chart Notes

**HEIGHTS**  
Heights in feet above Mean High Water.

**Mercator Projection**  
Scale 1:20,000 at Lat. 21°17'

**World Geodetic System 1984**  
(North American Datum of 1983)

**SOUNDINGS IN FATHOMS**  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

**NOTE C**  
Boulders reported in this area with depths of 35 feet

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

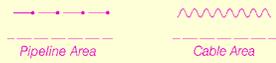
**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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

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

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location) ◐ (Approximate location)

**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).

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
  
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio stations listed below provide 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.

|                |        |             |
|----------------|--------|-------------|
| Hawaii Kai, HI | KBA-99 | 162.400 MHz |
| Mt Kaala, HI   | KBA-99 | 162.550 MHz |

For Symbols and Abbreviations see Chart No. 1

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

**RESTRICTED ZONE**  
Waikiki Beach  
Regulations are published in Chapter 14, United States Coast Pilot 7, under reference heading chart 19369.

**NOTE B**  
The indicated area at Pearl Harbor is a Naval Defense Sea Area and is closed to the public. Only ships or other craft authorized by the Secretary of the Navy shall be navigated in this area.

**NOTE D**  
Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

**Small Arms Firing Area**  
The Small Arms Firing Area is closed to navigation 0600-1700 and at other times upon notification.

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is World Geodetic System 1984 (WGS 84), which for charting purposes is considered equivalent to the North American Datum of 1983 (NAD 83). Geographic positions referred to the Old Hawaiian Datum must be corrected an average of 11.380' northward and 9.880' westward to agree with this chart.

**SOURCE DIAGRAM**  
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.

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, National Geospatial-Intelligence Agency, and U. S. Navy.

**COLREGS:** International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: - - - - -

**CAUTION**  
Mariners are urged to exercise extreme caution when transiting inshore waters due to changes caused by the hurricane of November 1982.

**TIDAL INFORMATION**

| PLACE        | Height referred to datum of soundings (MLLW) | Height referred to datum of soundings (MLLW) |                 |                |
|--------------|--|--|-----------------|----------------|
|              |  | Mean Higher High Water                       | Mean High Water | Mean Low Water |
| Pearl Harbor | feet   | feet   | feet            | feet           |
| Honolulu     | 2.0  | 1.5  | 0.2             | 0.2            |
|              | 1.9  | 1.4  | 0.2             | 0.2            |

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.  
(Jul 2012)

**PEARL HARBOR CHANNEL DEPTHS**  
TABULATED FROM SURVEYS BY THE DEPARTMENT OF THE NAVY AND THE CORPS OF ENGINEERS - SURVEYS TO FEB 2007

| NAME OF CHANNEL        | LEFT OUTSIDE QUARTER | MIDDLE HALF OF CHANNEL | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | PROJECT DIMENSIONS   |              |
|------------------------|----------------------|------------------------|-----------------------|----------------|--------------|----------------------|--------------|
|                        |                      |                        |                       |                |              | LENGTH (NAUT. MILES) | DEPTH (FEET) |
| OUTER ENTRANCE CHANNEL |                      |                        |                       |                |              |                      |              |
| RIGHT OUTSIDE          |                      |                        |                       |                | 300          | 1.0                  | 45           |
| CENTER                 | 50.0                 | 50.0                   | 51.0                  | 2-07           | 300          | 1.0                  | 50           |
| LEFT OUTSIDE           |                      |                        |                       |                | 450          | 1.0                  | 45           |
| ENTRANCE CHANNEL       |                      |                        |                       |                |              |                      |              |
| RIGHT OUTSIDE          |                      |                        |                       |                | 75-300       | 2.5                  | 40           |
| CENTER                 | 43.0                 | 43.0A                  | 41.0                  | 2-07           | 300-750      | 2.5                  | 45           |
| LEFT OUTSIDE           |                      |                        |                       |                | 450-825      | 2.5                  | 40           |

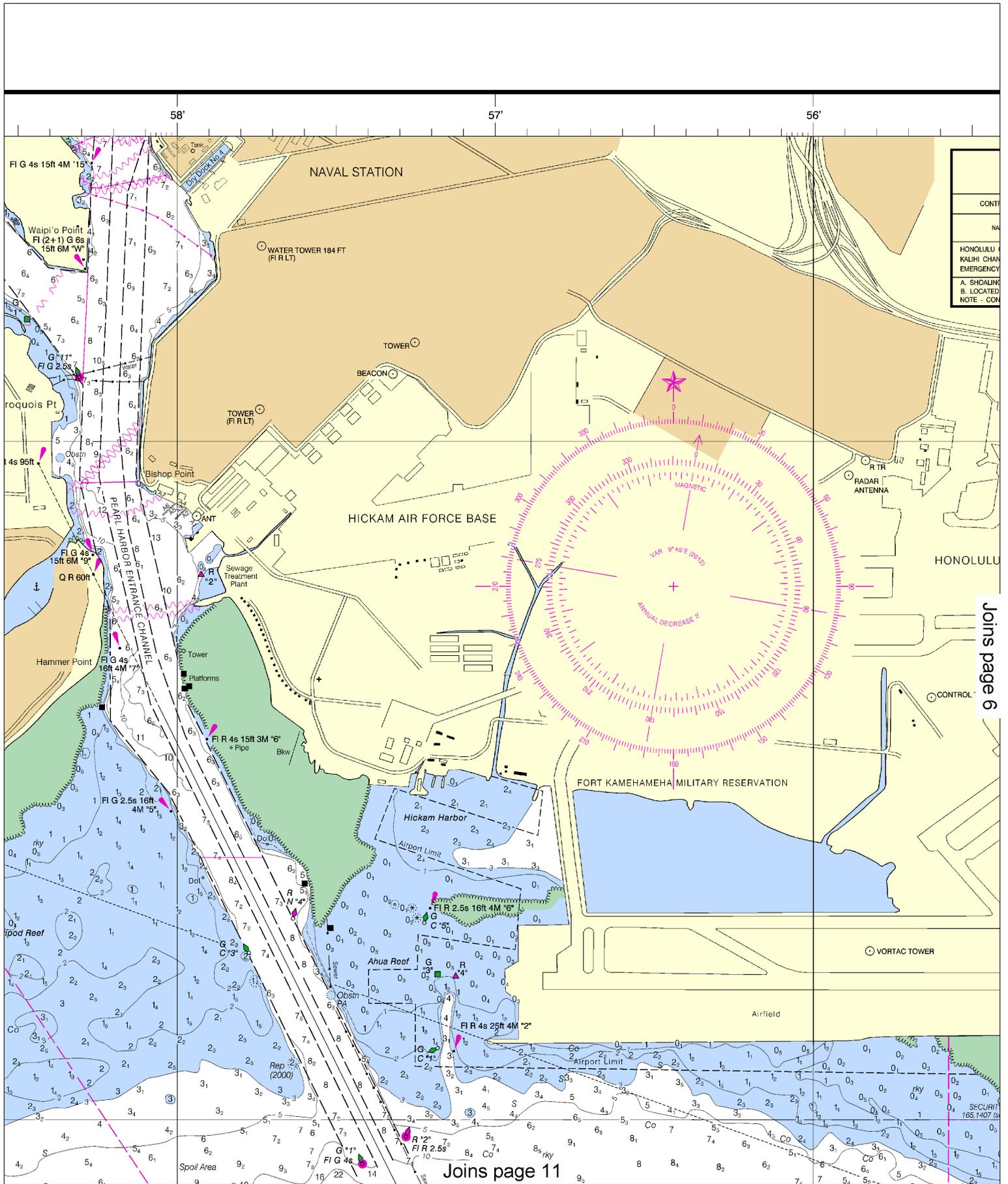
A. SHOALING TO 40 FEET AT 21°20'12.50"N 157°58'12.91"W  
NOTE - CONSULT THE DEPARTMENT OF THE NAVY FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

**HONOLULU HARBOR CHANNEL DEPTHS**  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUN 2007 AND NOS SURVEYS TO MAY 2009

| NAME OF CHANNEL         | LEFT OUTSIDE QUARTER | LEFT INSIDE QUARTER | RIGHT INSIDE QUARTER | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | PROJECT DIMENSIONS |                      |              |
|-------------------------|----------------------|---------------------|----------------------|-----------------------|----------------|--------------------|----------------------|--------------|
|                         |                      |                     |                      |                       |                | WIDTH (FEET)       | LENGTH (NAUT. MILES) | DEPTH (FEET) |
| HONOLULU CHANNEL RANGE  | 35.0                 | 43.0                | 45.0                 | A37.0                 | 5-09           | 500                | 0.53                 | 45           |
| KALII CHANNEL ENTRANCE  | 31.0                 | 35.0                | 35.0                 | B31.0                 | 5-09           | 400                | 1.2                  | 23           |
| EMERGENCY TURNING BASIN | 29.0                 | 31.0                | 32.0                 | 30.0                  | 5-09           | 400-960            | 0.5                  | 35           |

A. SHOALING TO 21 FEET AT 21°17'40.7"N 157°52'15.2"W.  
B. LOCATED ON THE CHANNEL EDGE.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION





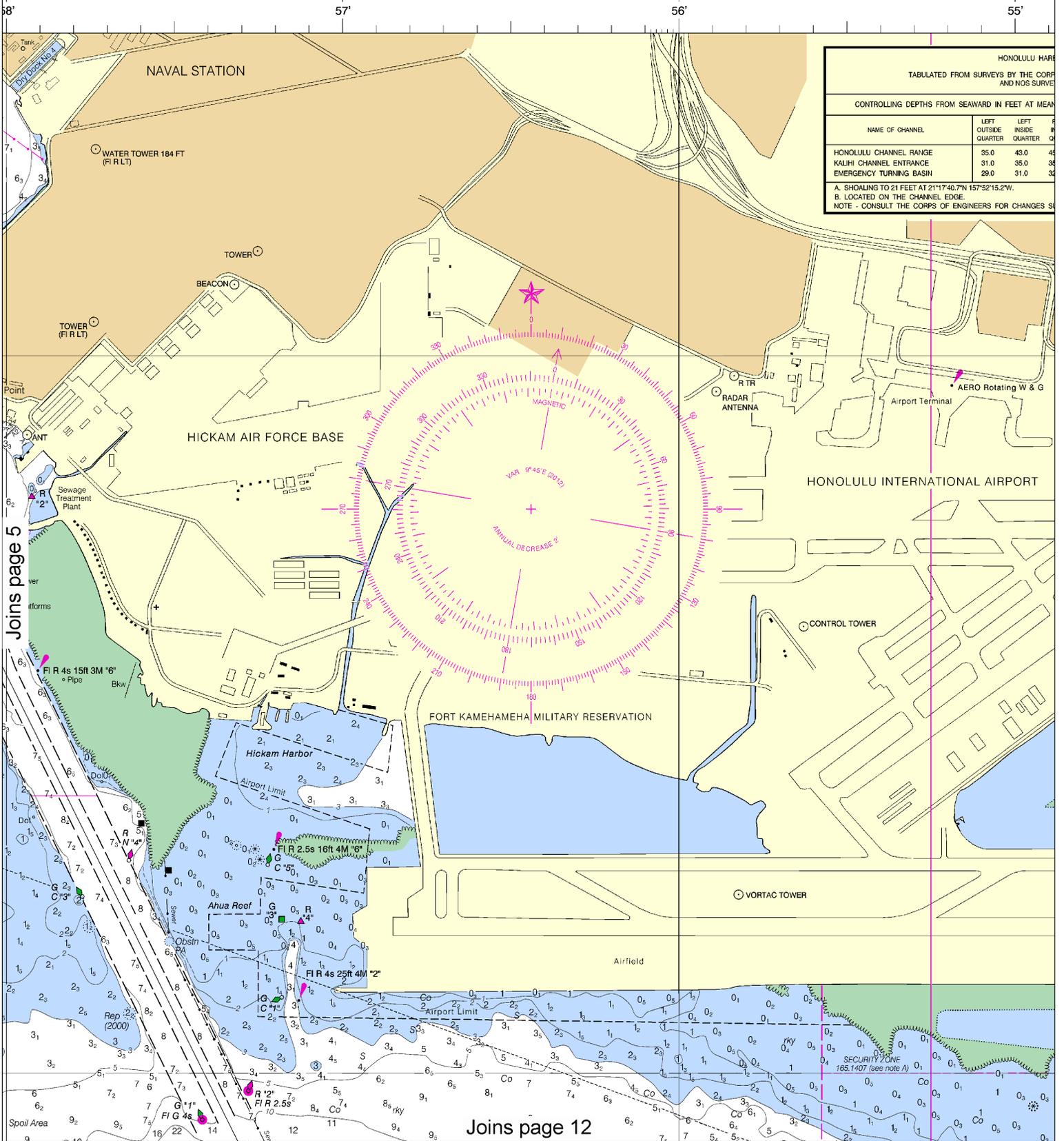
|                        |
|------------------------|
| CONT                   |
| NA                     |
| HONOLULU - KALIHI CHAN |
| EMERGENCY              |
| A. SHOALING            |
| B. LOCATED             |
| NOTE - CON             |

Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





| HONOLULU HARBOR  |              |               |               |
|--|--------------|---------------|---------------|
| TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS AND NOS SURVEYORS |              |               |               |
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW WATER          |              |               |               |
| NAME OF CHANNEL  | LEFT QUARTER | RIGHT QUARTER | DEPTH IN FEET |
| HONOLULU CHANNEL RANGE   | 35.0         | 43.0          | 45            |
| KALIHI CHANNEL ENTRANCE  | 31.0         | 35.0          | 38            |
| EMERGENCY TURNING BASIN  | 29.0         | 31.0          | 32            |

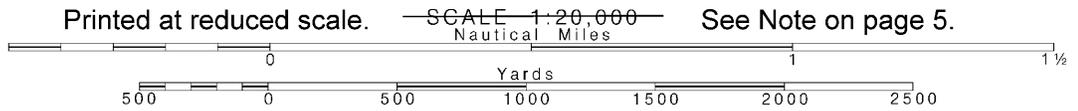
A. SHOALING TO 21 FEET AT 21°17'40.7"N 157°52'15.2"W.  
 B. LOCATED ON THE CHANNEL EDGE.  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SINCE 1977.

Joins page 5

Joins page 12



Note: Chart grid lines are aligned with true north.



See Note on page 5.

RROR CHANNEL DEPTHS  
RPS OF ENGINEERS - SURVEYS TO JUN 2007  
VEYS TO MAY 2009

| AN LOWER LOW WATER (MLLW)  |                             | PROJECT DIMENSIONS |                 |                            |                         |
|----------------------------|-----------------------------|--------------------|-----------------|----------------------------|-------------------------|
| RIGHT<br>INSIDE<br>QUARTER | RIGHT<br>OUTSIDE<br>QUARTER | DATE OF SURVEY     | WIDTH<br>(FEET) | LENGTH<br>(NAUT.<br>MILES) | DEPTH<br>MLLW<br>(FEET) |
| 45.0                       | A37.0                       | 5-09               | 500             | 0.53                       | 45                      |
| 35.0                       | B31.0                       | 5-09               | 400             | 1.2                        | 23                      |
| 32.0                       | 30.0                        | 5-09               | 400-960         | 0.5                        | 35                      |

SUBSEQUENT TO THE ABOVE INFORMATION

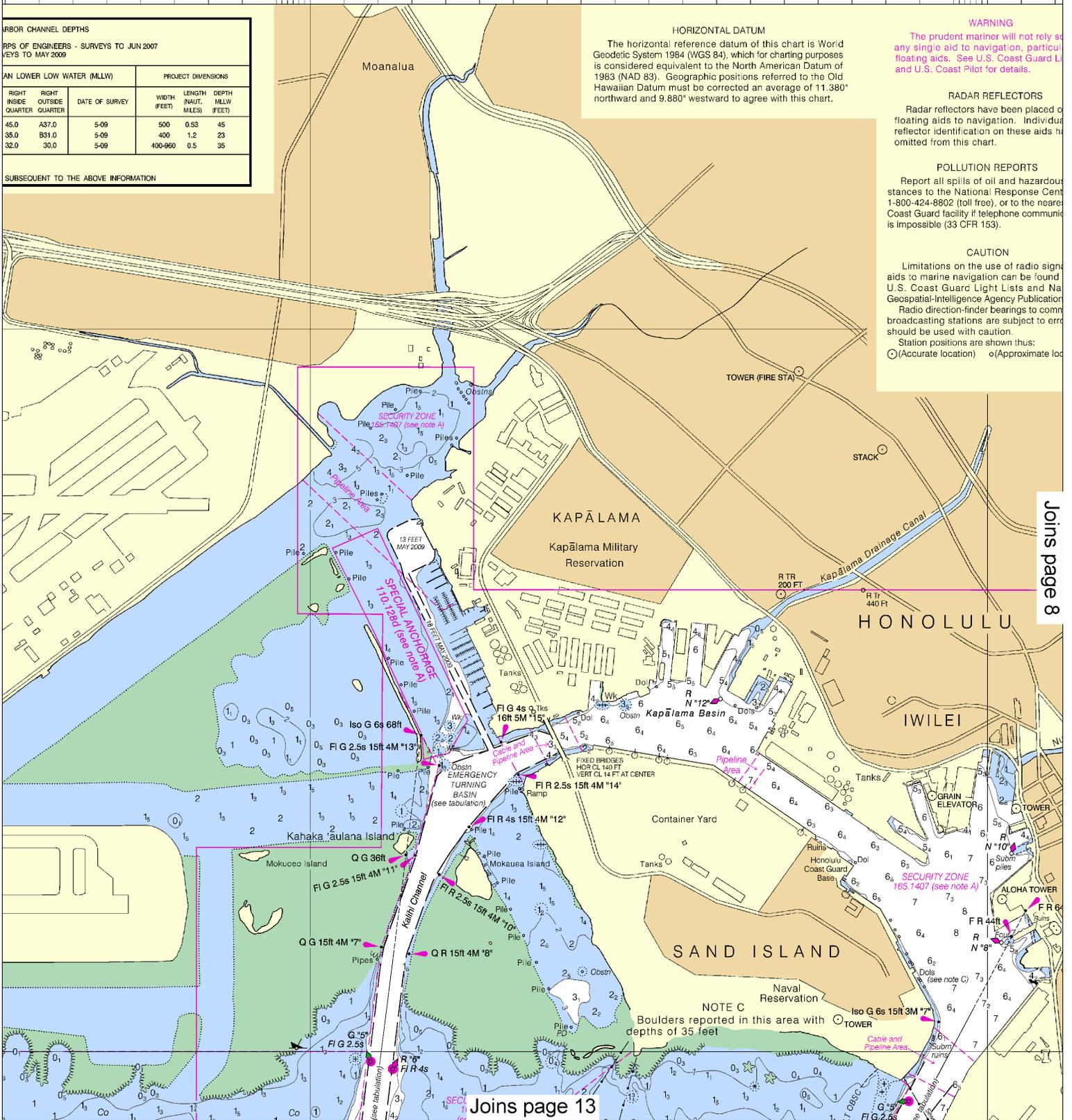
**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is World Geodetic System 1984 (WGS 84), which for charting purposes is considered equivalent to the North American Datum of 1983 (NAD 83). Geographic positions referred to the Old Hawaiian Datum must be corrected an average of 11.380" northward and 9.880" westward to agree with this chart.

**WARNING**  
The prudent mariner will not rely on any single aid to navigation, particularly floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**RADAR REFLECTORS**  
Radar reflectors have been placed on floating aids to navigation. Individual reflector identification on these aids has been omitted from this chart.

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

**CAUTION**  
Limitations on the use of radio signals for marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publications. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
○ (Accurate location) ◐ (Approximate location)



Joins page 8

Joins page 13

54'

53'

52'

| VERTICAL DIMENSIONS  |              |
|----------------------|--------------|
| LENGTH (NAUT. MILES) | DEPTH (FEET) |
| 0.53                 | 45           |
| 1.2                  | 23           |
| 0.5                  | 35           |

**HORIZONTAL DATUM**  
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 ○ (Accurate location)    ◦ (Approximate location)

**CAUTION**  
**SUBMARINE PIPELINE**  
 Charted submarine pipelines and submarine pipelines are shown as:

— Pipeline Area

Additional uncharted submarine cables may be shown on this chart. Not all submarine cables are required to be marked on this chart. Marine cables that were originally buried and have become exposed. Marine cables that are exposed when operating water comparable to the depth of the pipelines and cables. Covered wells may be unlighted buoys.

**CAUTION**  
 Temporary changes in navigation are not indicated. Local Notice to Mariners.

Joins page 7

Joins page 14

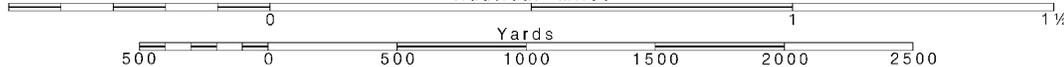


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
 Nautical Miles

See Note on page 5.



# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

51'

50'

49'

21°20'54"N

157°48'33"W

**PIPELINES AND CABLES**  
 pipelines and submarine  
 pipeline and cable areas



Cable Area

submarine pipelines and  
 exist within the area of  
 marine pipelines and sub-  
 quired to be buried, and  
 ally buried may have  
 ners should use extreme  
 ng vessels in depths of  
 heir draft in areas where  
 s may exist, and when  
 or trawling.  
 be marked by lighted or

**NOTES**  
 es or defects in aids to  
 ated on this chart. See  
 s.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

HAWAI'IAN ISLANDS

O'AHU - SOUTH COAST

## APPROACHES TO PEARL HARBOR

MICRO TR  
 Tantalus

21°  
20'

Mercator Projection  
 Scale 1:20,000 at Lat. 21°17'

World Geodetic System 1984  
 (North American Datum of 1983)

SOUNDINGS IN FATHOMS  
 (FATHOMS AND FEET TO ELEVEN FATHOMS)  
 AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

### TIDAL INFORMATION

| PLACE        | Height referred to datum of soundings (MLLW) | Height in feet         |                 |                |
|--------------|--|------------------------|-----------------|----------------|
|              |  | Mean Higher High Water | Mean High Water | Mean Low Water |
| Pearl Harbor | (21°22'N/157°57'W)                           | 2.0                    | 1.5             | 0.2            |
| Honolulu     | (21°19'N/157°52'W)                           | 1.9                    | 1.4             | 0.2            |

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Jul 2012)

### 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, Geological Survey, U.S. Coast Guard, National Geospatial-Intelligence Agency, and U.S. Navy.

### NOTE A

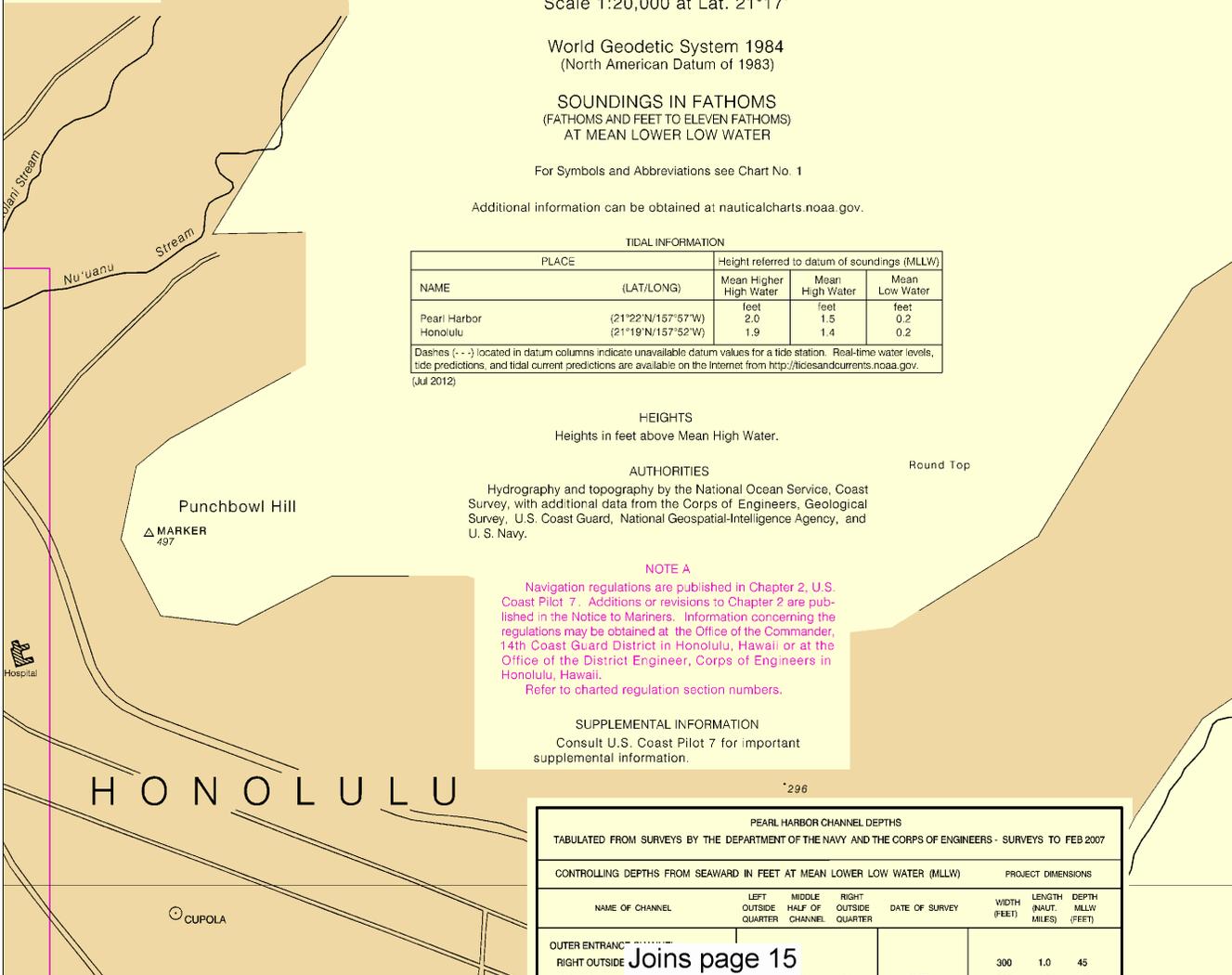
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, Hawaii or at the Office of the District Engineer, Corps of Engineers in Honolulu, Hawaii.  
 Refer to charted regulation section numbers.

### SUPPLEMENTAL INFORMATION

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

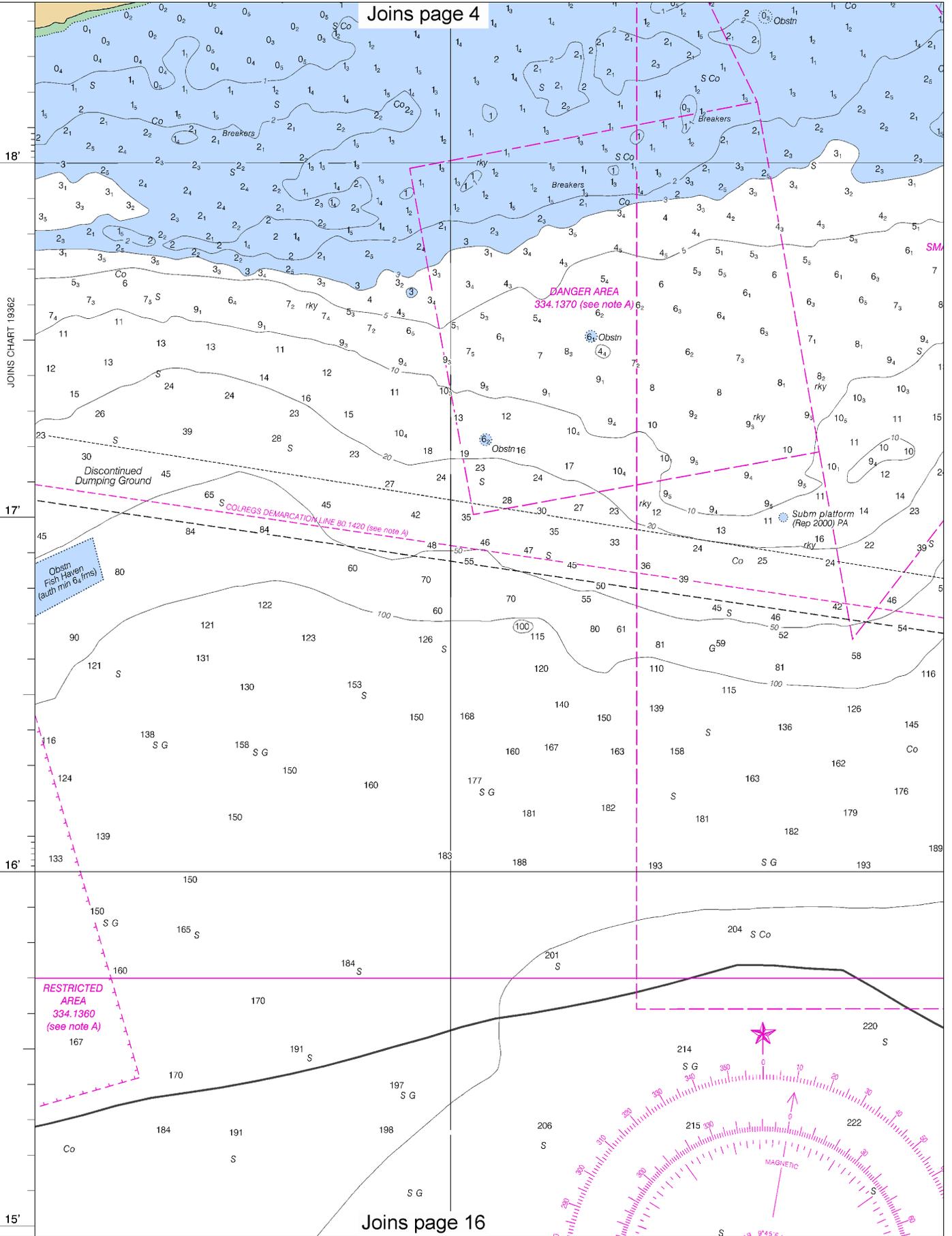
19'

18'



| PEARL HARBOR CHANNEL DEPTHS   |                      |                        |                       |                |                    |  |
|---|----------------------|------------------------|-----------------------|----------------|--------------------|--|
| TABULATED FROM SURVEYS BY THE DEPARTMENT OF THE NAVY AND THE CORPS OF ENGINEERS - SURVEYS TO FEB 2007 |                      |                        |                       |                |                    |  |
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)                                |                      |                        |                       |                | PROJECT DIMENSIONS |  |
| NAME OF CHANNEL   | LEFT OUTSIDE QUARTER | MIDDLE HALF OF CHANNEL | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET)       | LENGTH (NAUT. MILES) DEPTH (MLLW) (FEET) |
| OUTER ENTRANCE  |                      |                        |                       |                | 300                | 1.0 45                                   |
| RIGHT OUTSIDE   |                      |                        |                       |                |                    |  |

Joins page 15



JOINS CHART 19362

RESTRICTED AREA 334.1360 (see note A)

DANGER AREA 334.1370 (see note A)

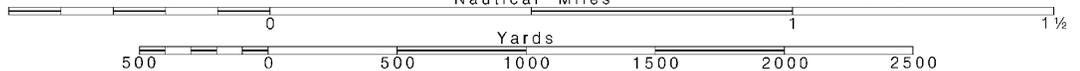


Note: Chart grid lines are aligned with true north.

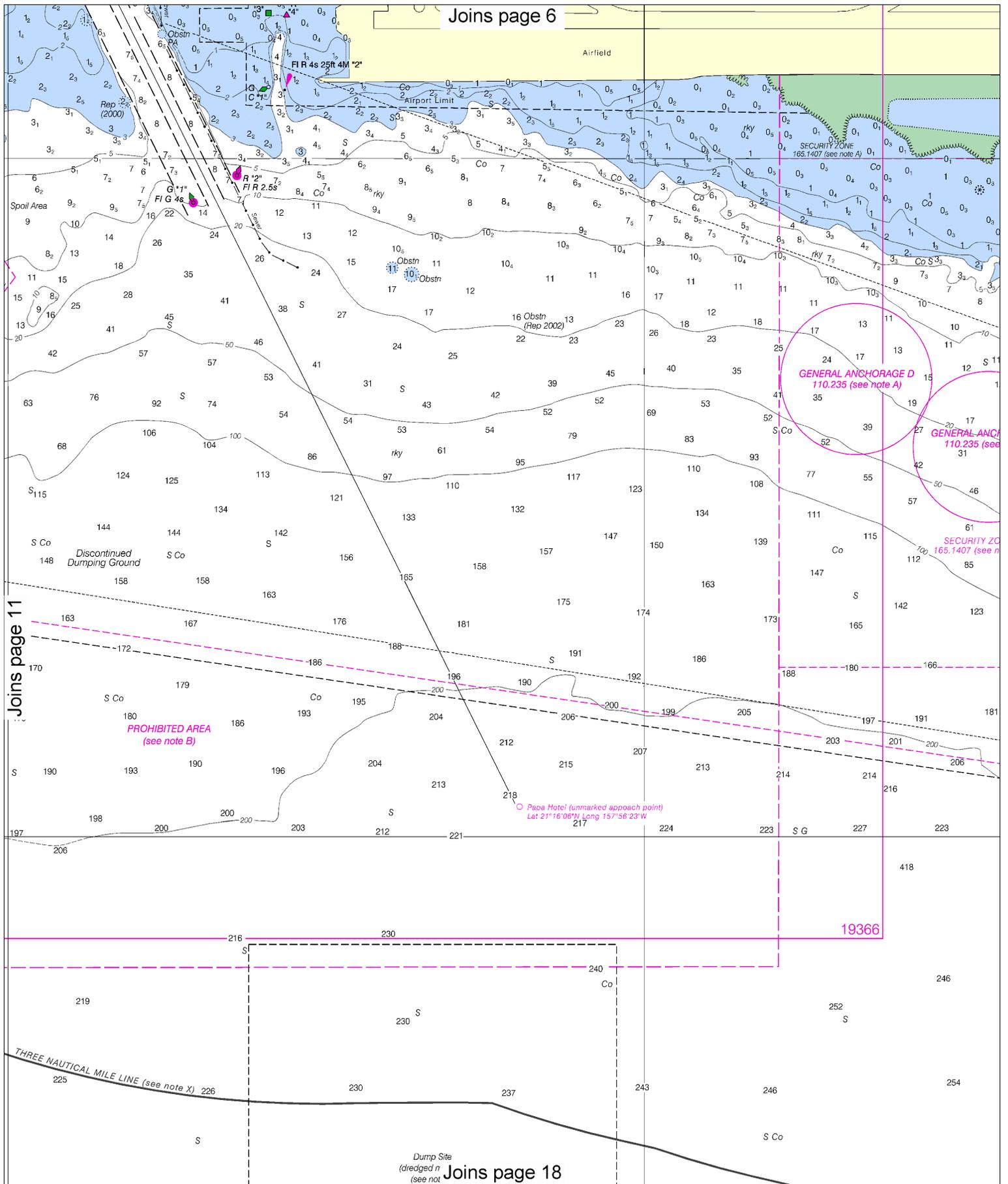
Printed at reduced scale.

SCALE 1:20,000 Nautical Miles

See Note on page 5.







Joins page 11

Joins page 6

Joins page 18

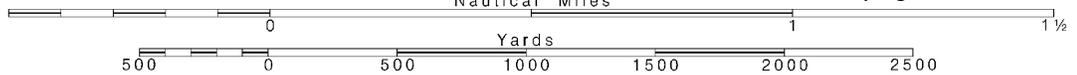
**12**

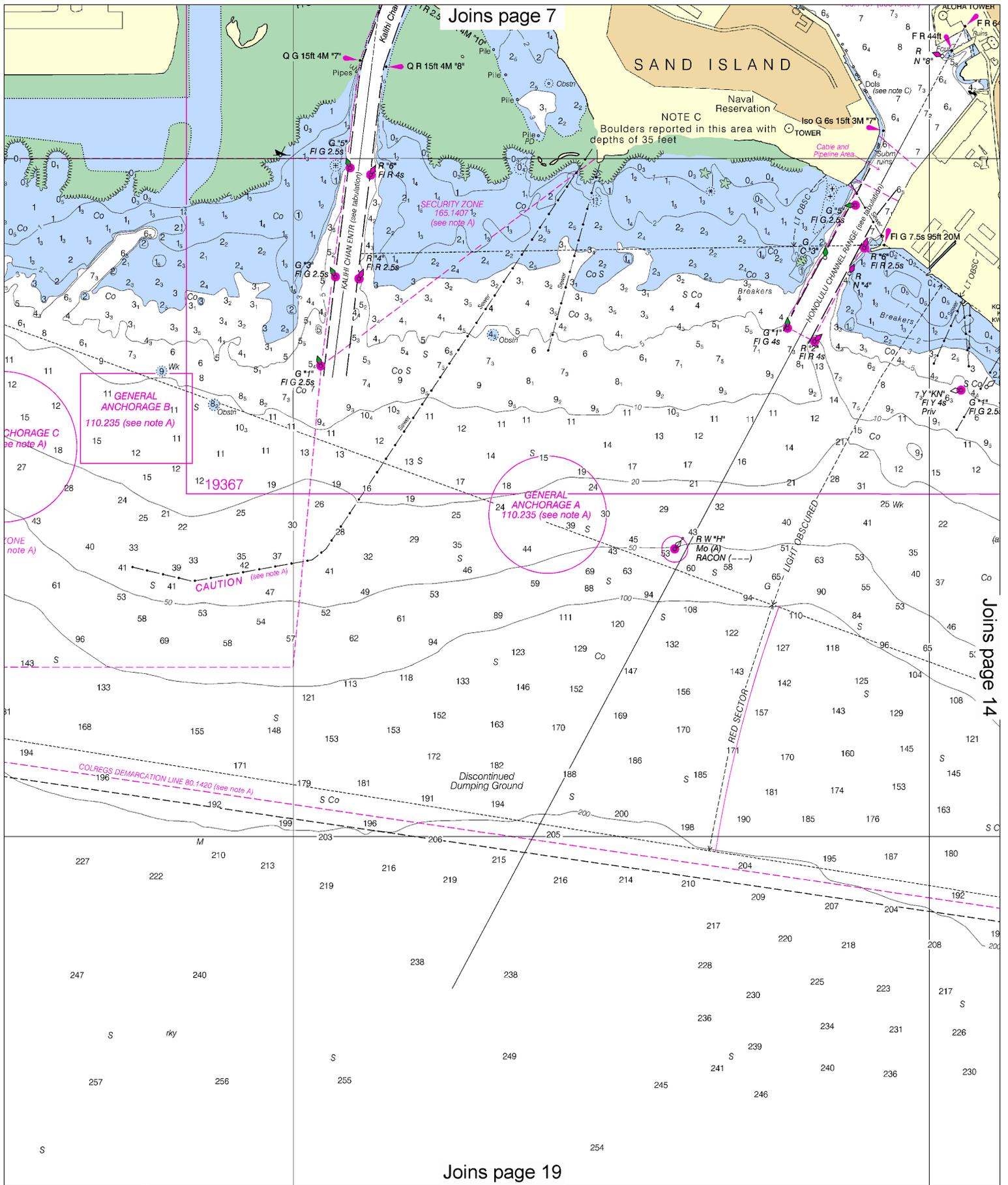
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





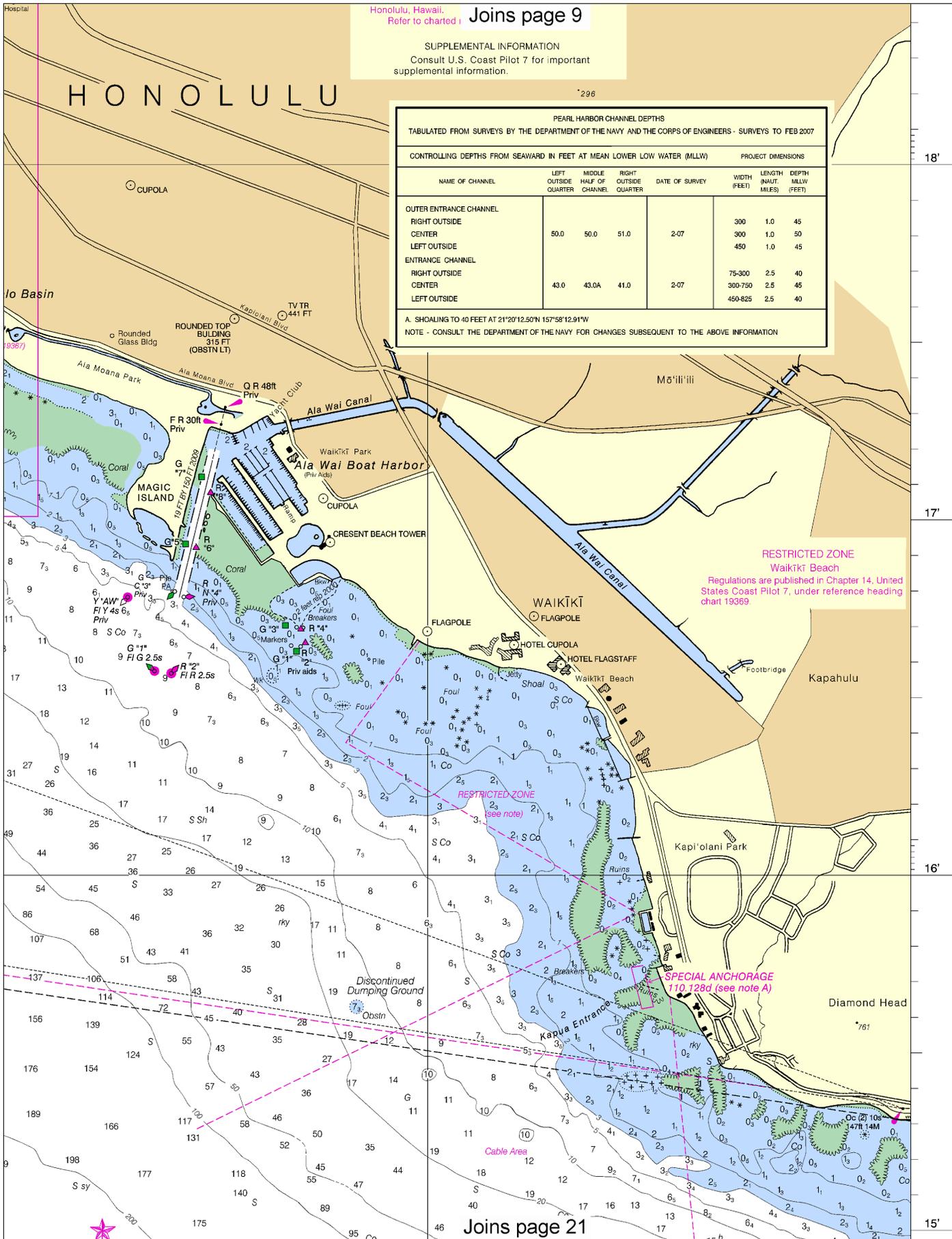


SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 7 for important supplemental information.

296

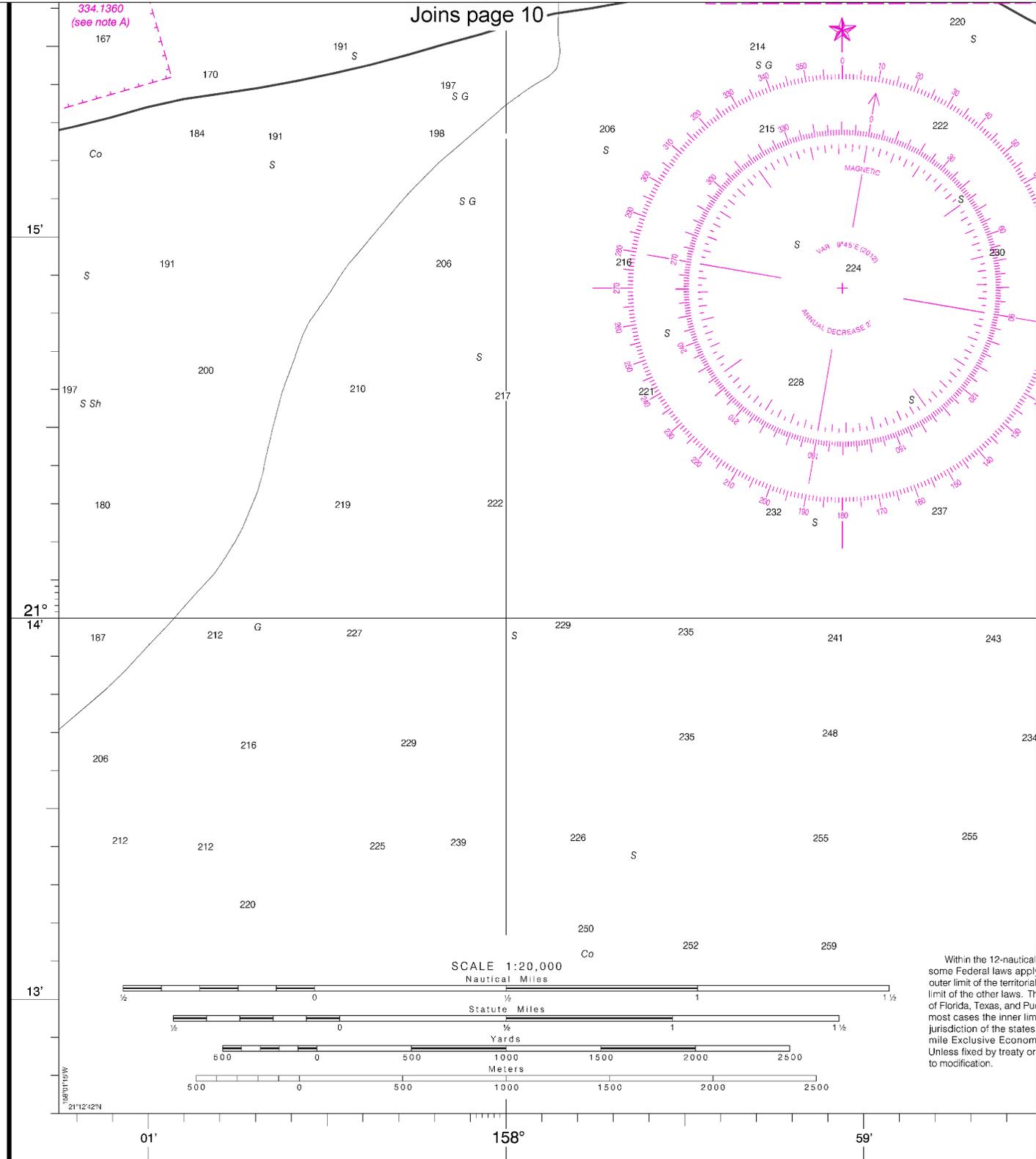
| PEARL HARBOR CHANNEL DEPTHS   |                      |                        |                       |                    |  |
|---|----------------------|------------------------|-----------------------|--------------------|--|
| TABULATED FROM SURVEYS BY THE DEPARTMENT OF THE NAVY AND THE CORPS OF ENGINEERS - SURVEYS TO FEB 2007 |                      |                        |                       |                    |  |
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)                                |                      |                        |                       | PROJECT DIMENSIONS |  |
| NAME OF CHANNEL   | LEFT OUTSIDE QUARTER | MIDDLE HALF OF CHANNEL | RIGHT OUTSIDE QUARTER | DATE OF SURVEY     | WIDTH (FEET) LENGTH (NAUT. MILES) DEPTH (FEET) |
| OUTER ENTRANCE CHANNEL  |                      |                        |                       |                    |  |
| RIGHT OUTSIDE   |                      |                        |                       |                    | 300 1.0 45                                     |
| CENTER  | 50.0                 | 50.0                   | 51.0                  | 2-07               | 300 1.0 50                                     |
| LEFT OUTSIDE  |                      |                        |                       |                    | 450 1.0 45                                     |
| ENTRANCE CHANNEL  |                      |                        |                       |                    |  |
| RIGHT OUTSIDE   |                      |                        |                       |                    | 75-300 2.5 40                                  |
| CENTER  | 43.0                 | 43.0A                  | 41.0                  | 2-07               | 300-750 2.5 45                                 |
| LEFT OUTSIDE  |                      |                        |                       |                    | 450-825 2.5 40                                 |

A. SHOALING TO 40 FEET AT 21°20'12.50"N 157°58'12.91"W  
NOTE - CONSULT THE DEPARTMENT OF THE NAVY FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



Joins page 21

334.1360  
(see note A)



7th Ed., Oct. / 12 ■ Corrected through NM Oct. 20/12  
 Corrected through LNM Oct. 16/12

# 19369

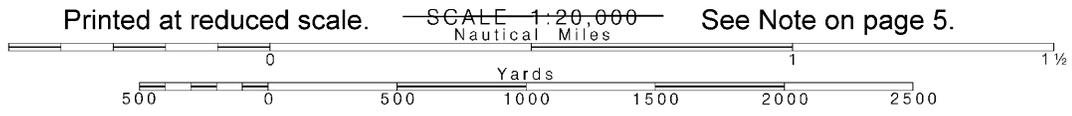
**CAUTION**  
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected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

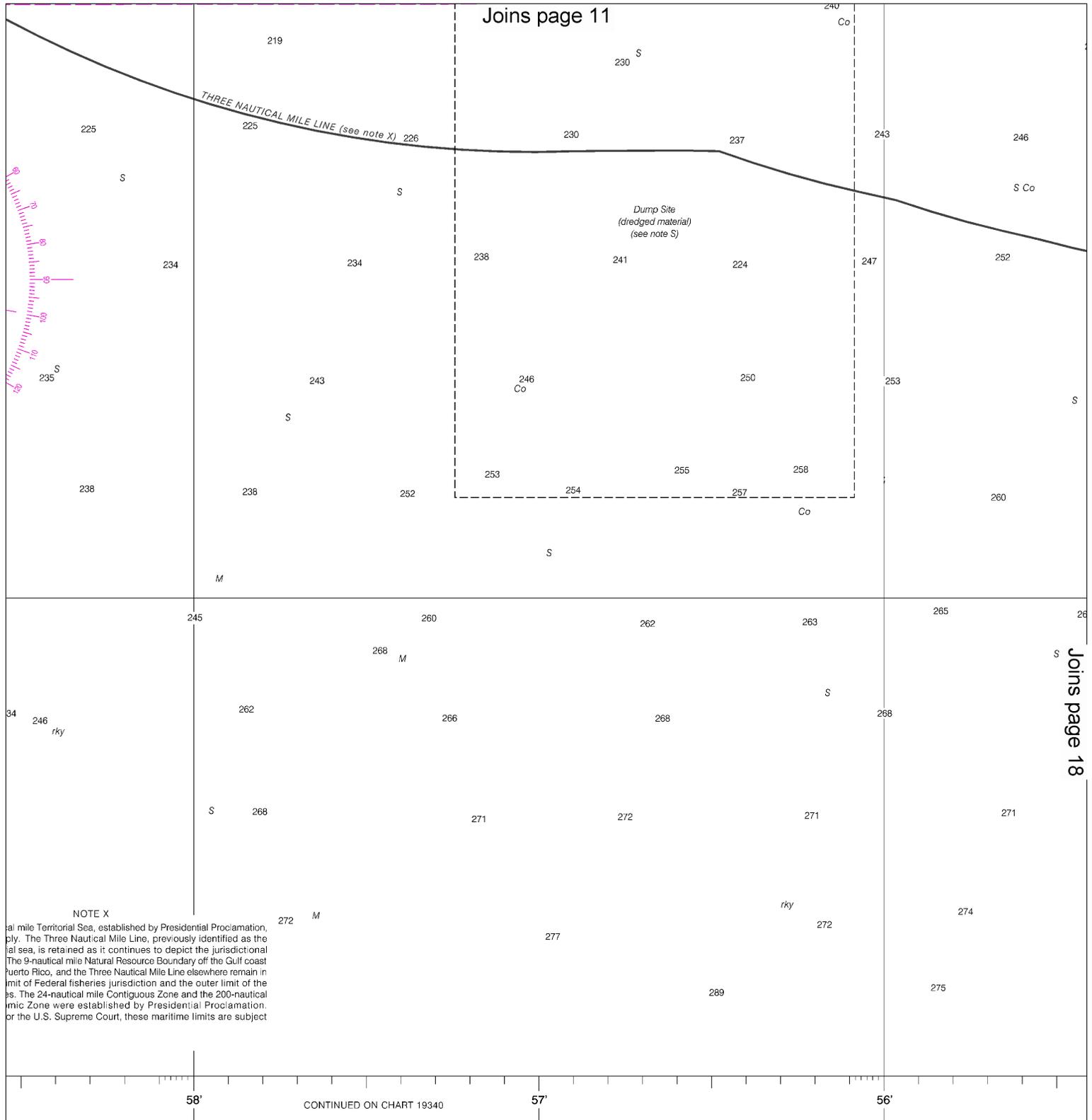
This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, additional information, or comments to the Chief, Marine Chart Division (N/C Service, NOAA, Silver Spring, Maryland 20910-3282).

Within the 12-nautical mile limit of the territorial limit of the other laws. The laws of Florida, Texas, and Puerto Rico in most cases the inner limit of the states mile Exclusive Economic Zone. Unless fixed by treaty or otherwise.

# 16

Note: Chart grid lines are aligned with true north.



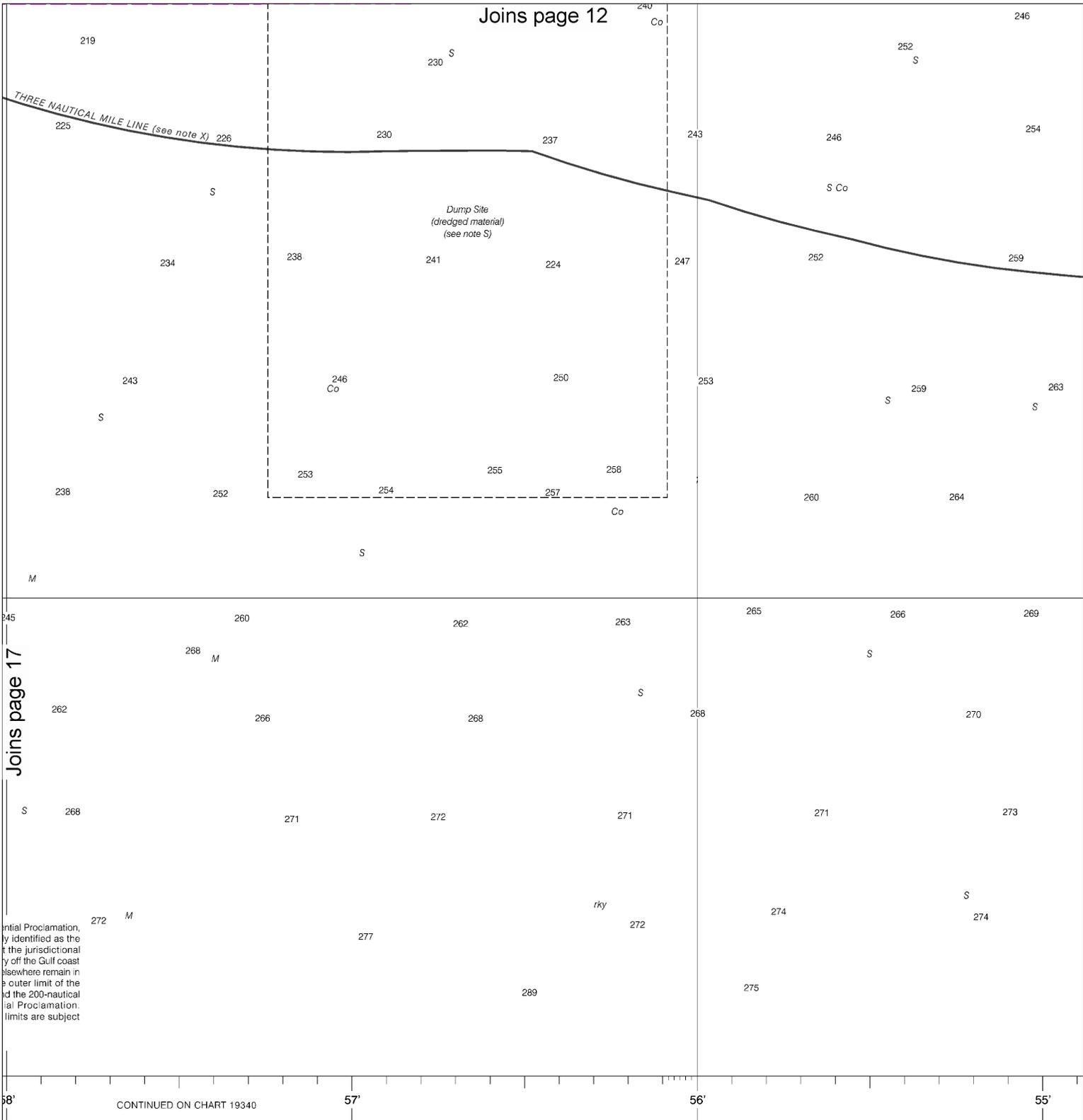


Joins page 18

NOTE X  
 Three nautical mile Territorial Sea, established by Presidential Proclamation, July 3, 1933. The Three Nautical Mile Line, previously identified as the Three Nautical Mile Line, is retained as it continues to depict the jurisdictional boundary of the territorial sea. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Puerto Rico, and the Three Nautical Mile Line elsewhere remain in effect. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation, March 10, 1983. For the U.S. Supreme Court, these maritime limits are subject to change.

Navigation. The National Ocean Service, or comments for CS2), National Ocean Service

**SOUNDINGS IN FATHOMS**  
 (FATHOMS AND FEET TO 11 FATHOMS)



Joins page 17

Initial Proclamation, by identified as the jurisdiction of the Gulf coast elsewhere remain in the outer limit of the 200-nautical mile Proclamation. Limits are subject

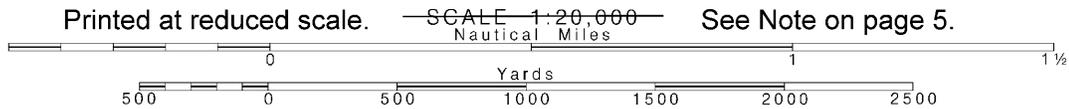
# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

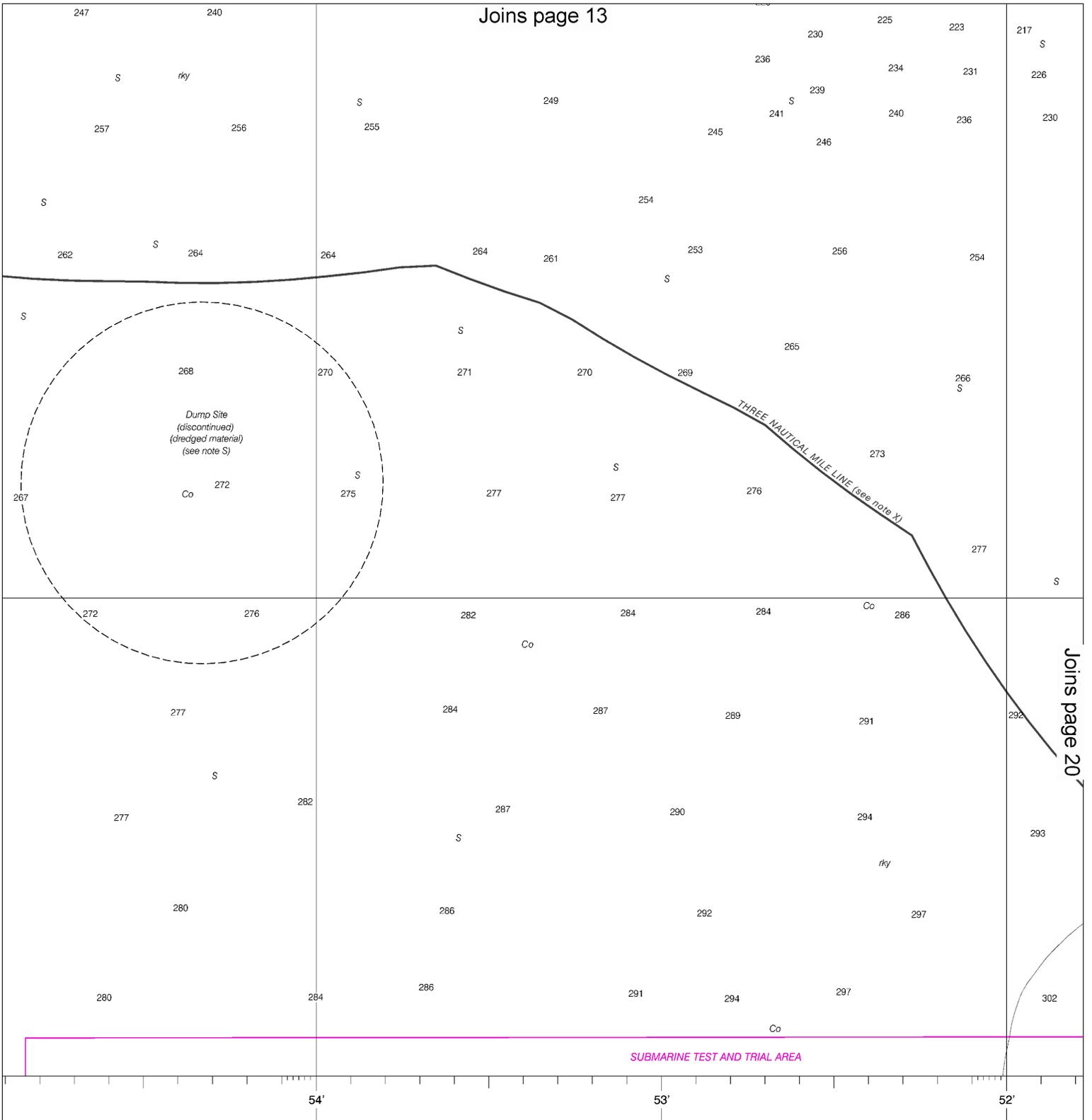
Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEANIC SURVEY  
COAST AND GEODETIC SURVEY

# 18

Note: Chart grid lines are aligned with true north.



Joins page 13

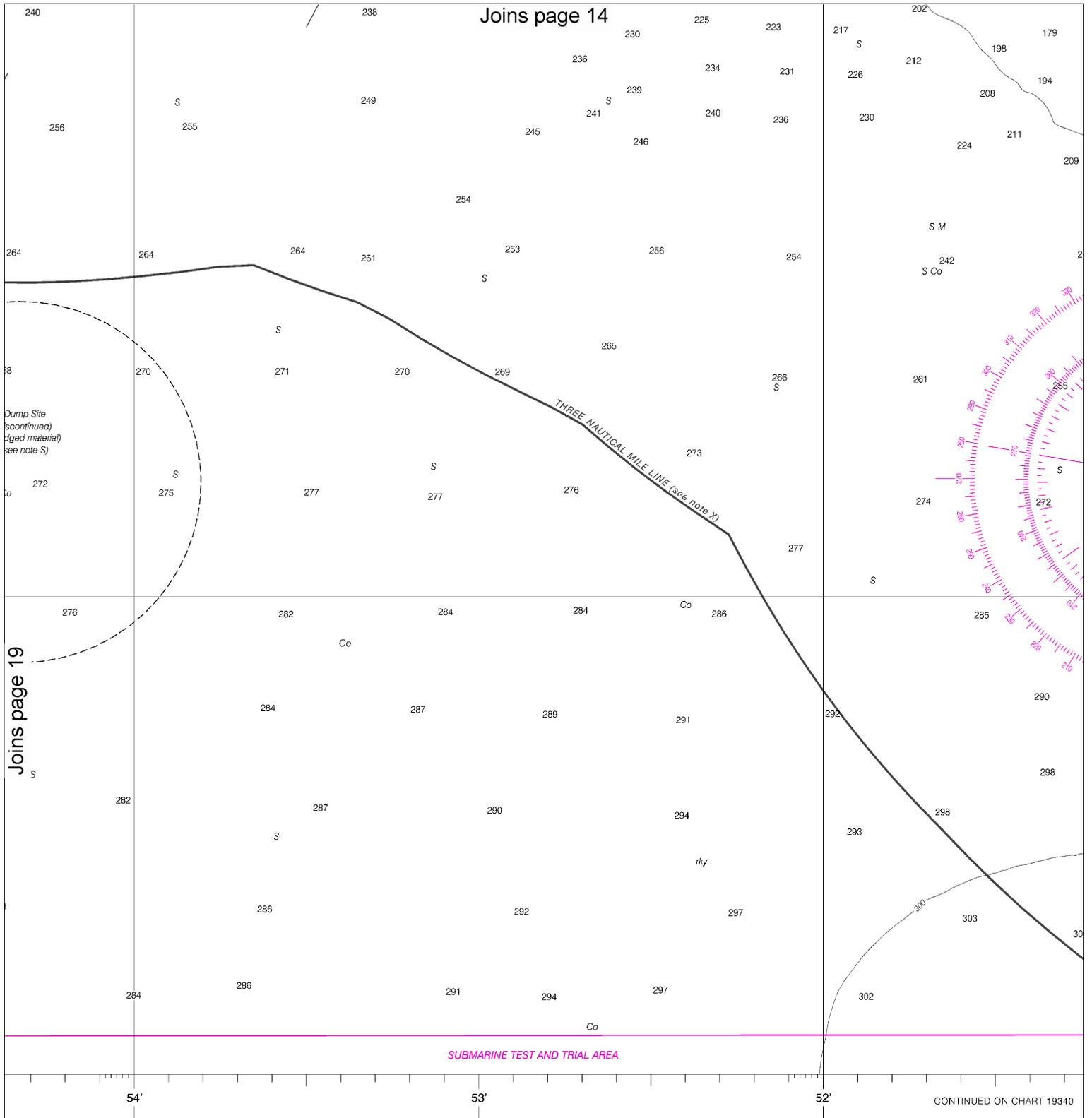


Joins page 20

Washington, D.C.  
 DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 COAST AND GEODETIC SURVEY

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Joins page 19

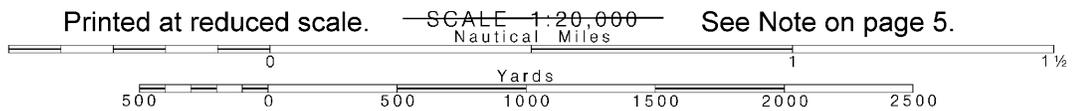
PRINT-ON-DEMAND CHARTS

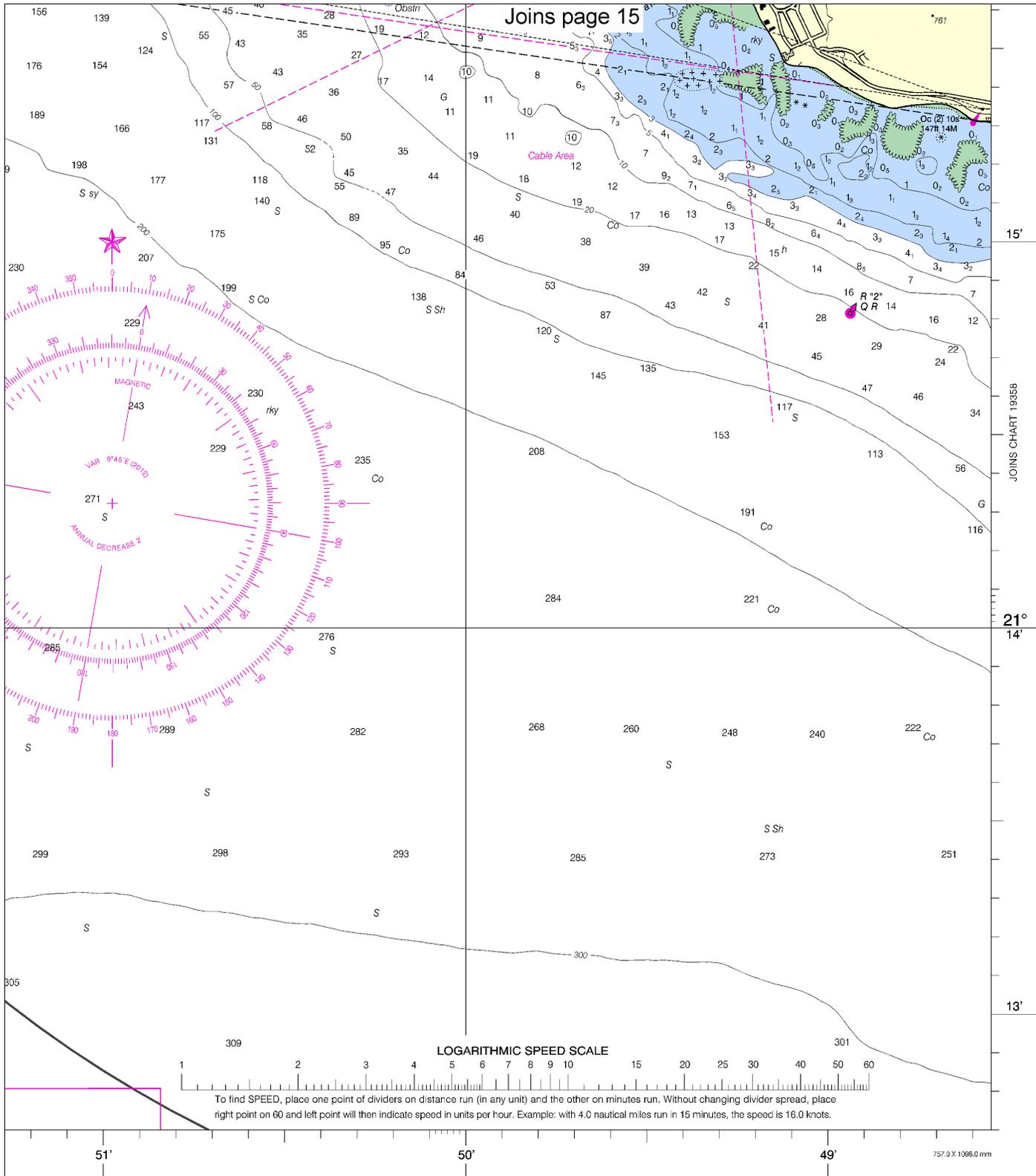
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|         |
|---------|
| FATHOMS |
| FEET    |
| METERS  |



Note: Chart grid lines are aligned with true north.





JOINS CHART 1936B

21° 14'

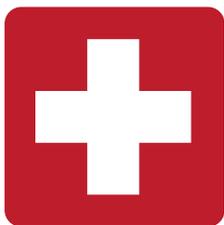
13'



|   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 1 | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17  |
| 8 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 96 | 102 |
| 1 | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17  |

Approaches to Pearl Harbor  
SOUNDINGS IN FATHOMS - SCALE 1:20,000

19369



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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- 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](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>



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