

# BookletChart™



## *San Diego to Aleutian Islands and Hawai'ian Islands*

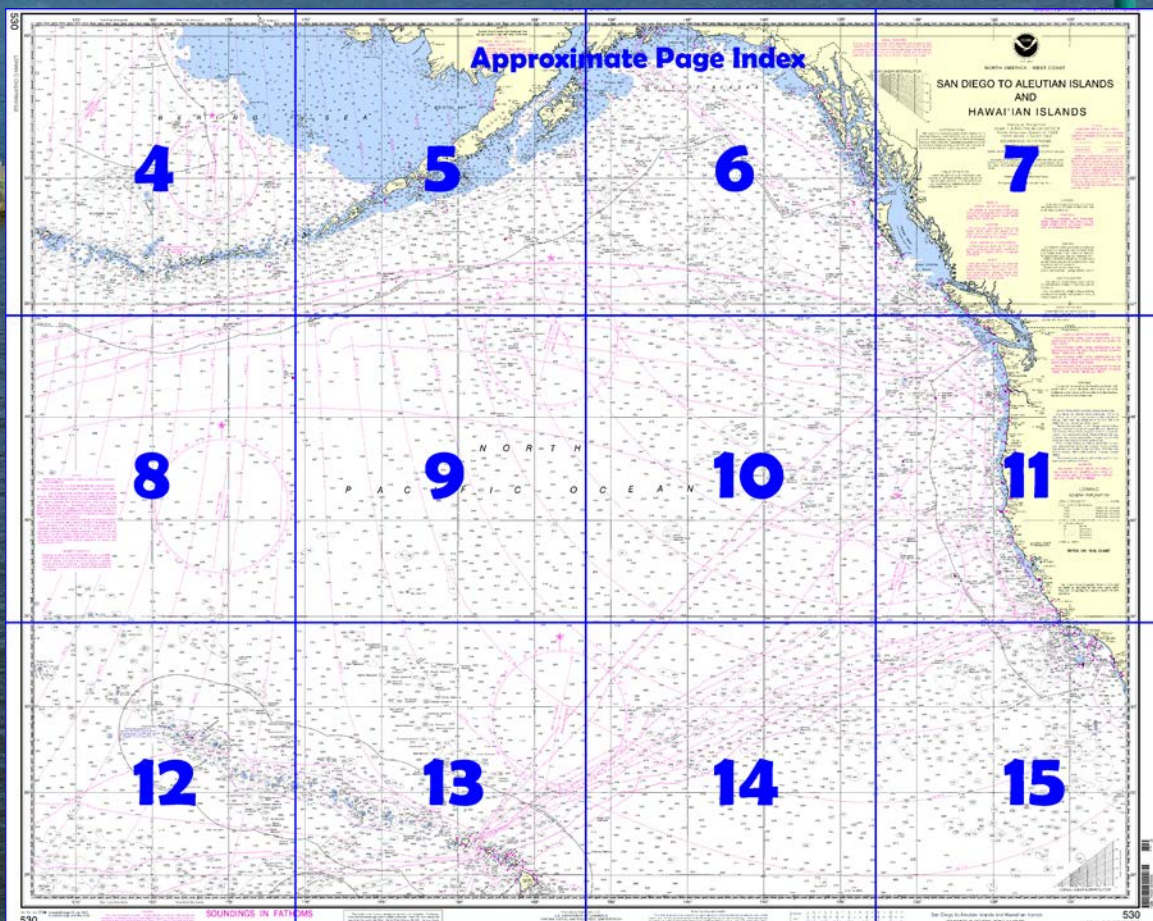
**NOAA Chart 530**

*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.

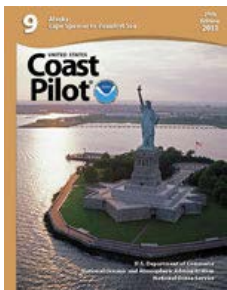
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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/coastpilot\\_w.php?book=9](http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=9)



### (Selected Excerpts from Coast Pilot)

**Tsunamis (seismic sea waves)** are caused by sea bottom earthquakes. Many such seismic disturbances do not produce sea waves and others produce small sea waves, but the occasional large waves can be very damaging to shore installations and dangerous to ships in harbors.

These waves travel great distances and can cause tremendous damage on coasts far from

their source. The wave of April 1, 1946, which originated in the Aleutian Trench, demolished nearby Scotch Cap Lighthouse and caused damages of 25 million dollars in the Hawaiian Islands 2,000 miles away. The wave of May 22-23, 1960, which originated off Southern Chile, caused widespread death and destruction in islands and countries throughout the Pacific. A more recent tsunami, the result of a December 26, 2004

earthquake off the island of Sumatra, Indonesia, caused widespread damage throughout the Indian Ocean. Damage was heavy as far away as the east coast of Africa. It caused over 200,000 deaths (as far away as South Africa) and 13 billion dollars worth of damage.

**Earthquakes.**—The March 27, 1964, earthquake had wide effect on Prince William Sound, Cook Inlet, and Kodiak Island. Post-earthquake tidal observations indicate bottom changes ranging from a sinkage of 6 feet to a rise of 32 feet. Caution is advised in the affected areas because many of the depths and rocks yet to be resurveyed may be considerably different than represented on the nautical charts or in the Coast Pilot.

**Williwaws.**—These dangerous winds occur mainly along the Aleutian chain and Gulf of Alaska shores, and are influenced by local topography. They are most frequent in winter and are usually the result of air damming up on the windward slopes of mountains. This air spills over in strong gusts on the lee side; that lasts as long as the dammed-up cold air lasts, which frequently is only a matter of minutes. However, such winds are violent, often reaching hurricane force, and their onset is sudden, often interrupting periods of near-calm conditions. Some locations sheltered from the normal winds of the area may be extremely vulnerable to williwaws.

**Captains Bay** is the arm at the head of Unalaska Bay. Its entrance from Unalaska Bay direct is W of Amaknak Island. The bay is also entered, as previously indicated, by passing E of Amaknak Island through Iliuliuk Harbor, and through the channel leading S from the harbor.

The entrance to Captains Bay W of Amaknak Island is marked by **Arch Rock Light 3A**, (53°52'36"N., 166°34'01"W.), 15 feet (4.6 m) high, adjacent to the point 0.8 mile from the S extremity of the island. Directly opposite Arch Rock is a bold point marking the W side of the entrance. A reef extends 220 yards channelward from the bold point, and from the reef a bar of 5 to 8 fathoms extends to a point nearly three-quarters of the distance across the entrance toward Arch Rock. Large vessels in entering should pass about 100 to 200 yards off Arch Rock as the deep water channel will be found at those distances.

Numerous wharves, piers, and docks are on the E side of Captain's Bay. Many of the seafood industry facilities are not listed. For a complete description of the port facilities refer to Port Series No. 39, published and sold by the U.S. Army Corps of Engineers.

Anchorage may be had in 17 to 20 fathoms, even bottom of mud and sand, about 0.4 mile E of the northernmost island of the group at the head of Captains Bay. In approaching this anchorage favor the E shore to avoid Swallow Reef and the shoal to the S, which is NE and E of the northernmost island. A lighted buoy is on the E side of Swallow Reef. A reef extends 150 yards from the E shore about abreast of Swallow Reef. Small craft may obtain secure shelter in 9 fathoms, sand and mud bottom, at Port Levashef, E of the most S of the larger islands.

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

RCC Juneau

Commander  
17<sup>th</sup> CG District  
Juneau, Alaska

(907) 463-2000



# Navigation Manager Regions



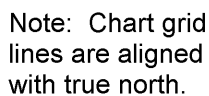
To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

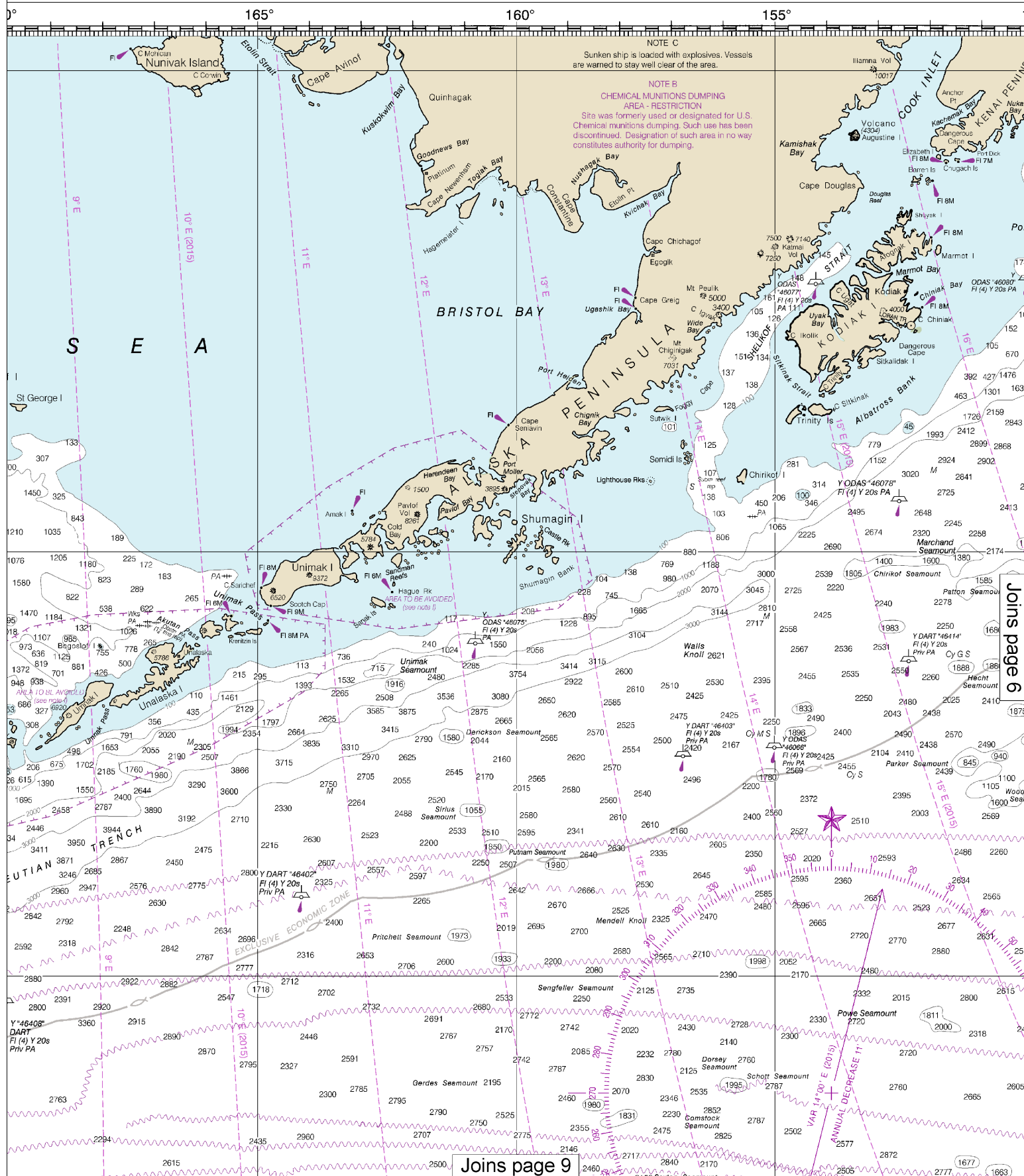
## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



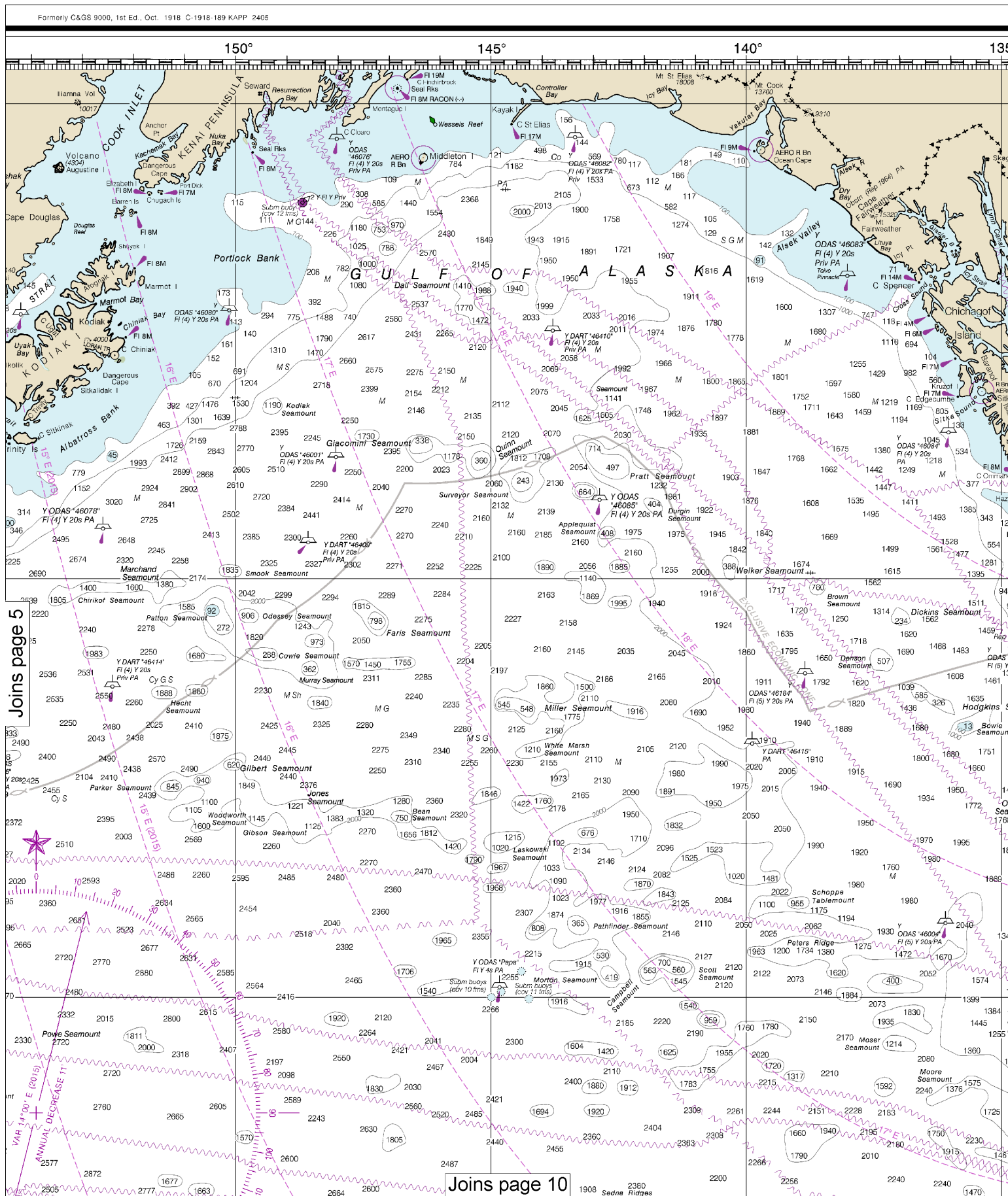
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>





This BookletChart was reduced to 70% of the original chart scale.  
The new scale is 1:6943857. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



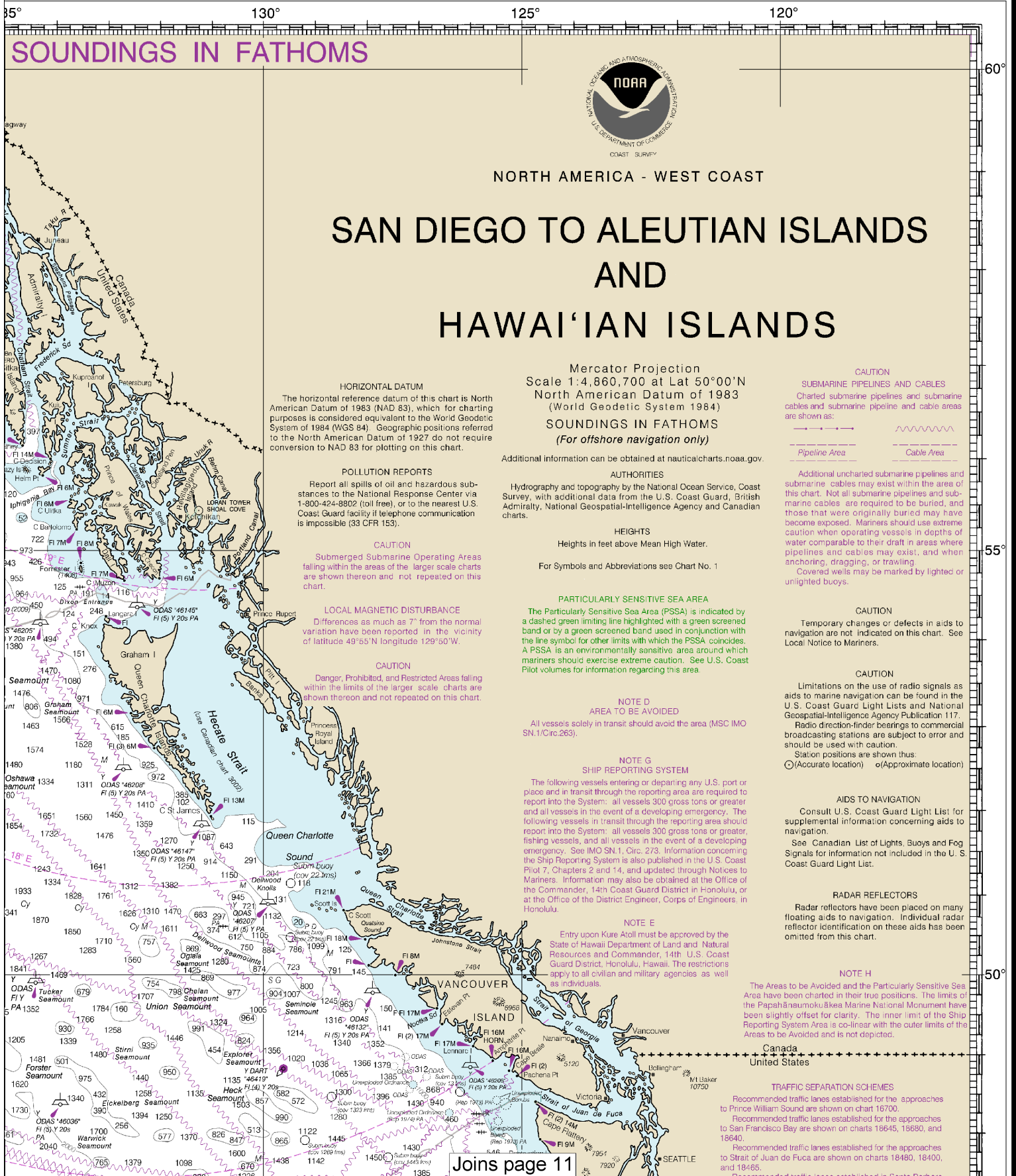


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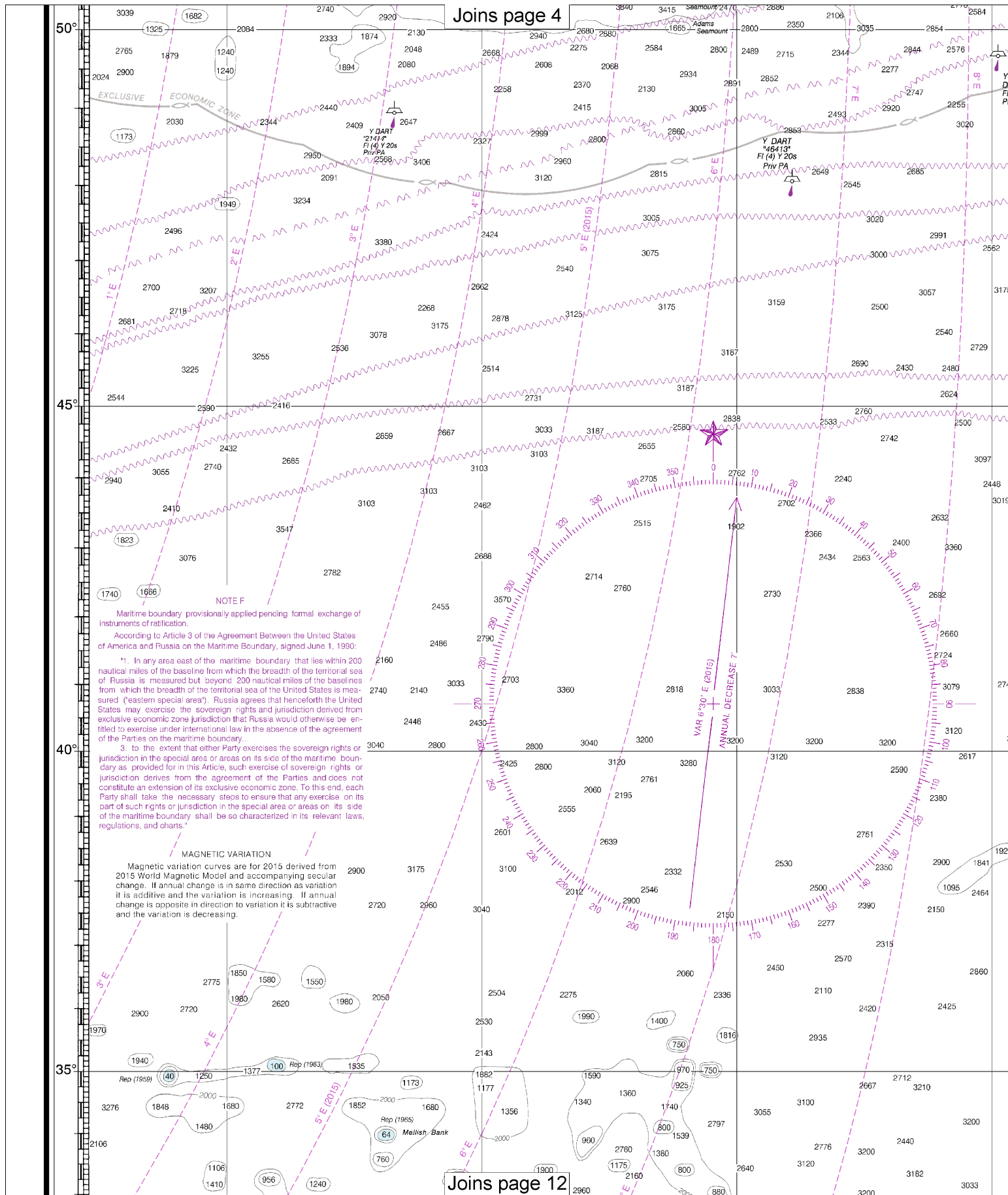
Joins page 10

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Note: Chart grid lines are aligned with true north.

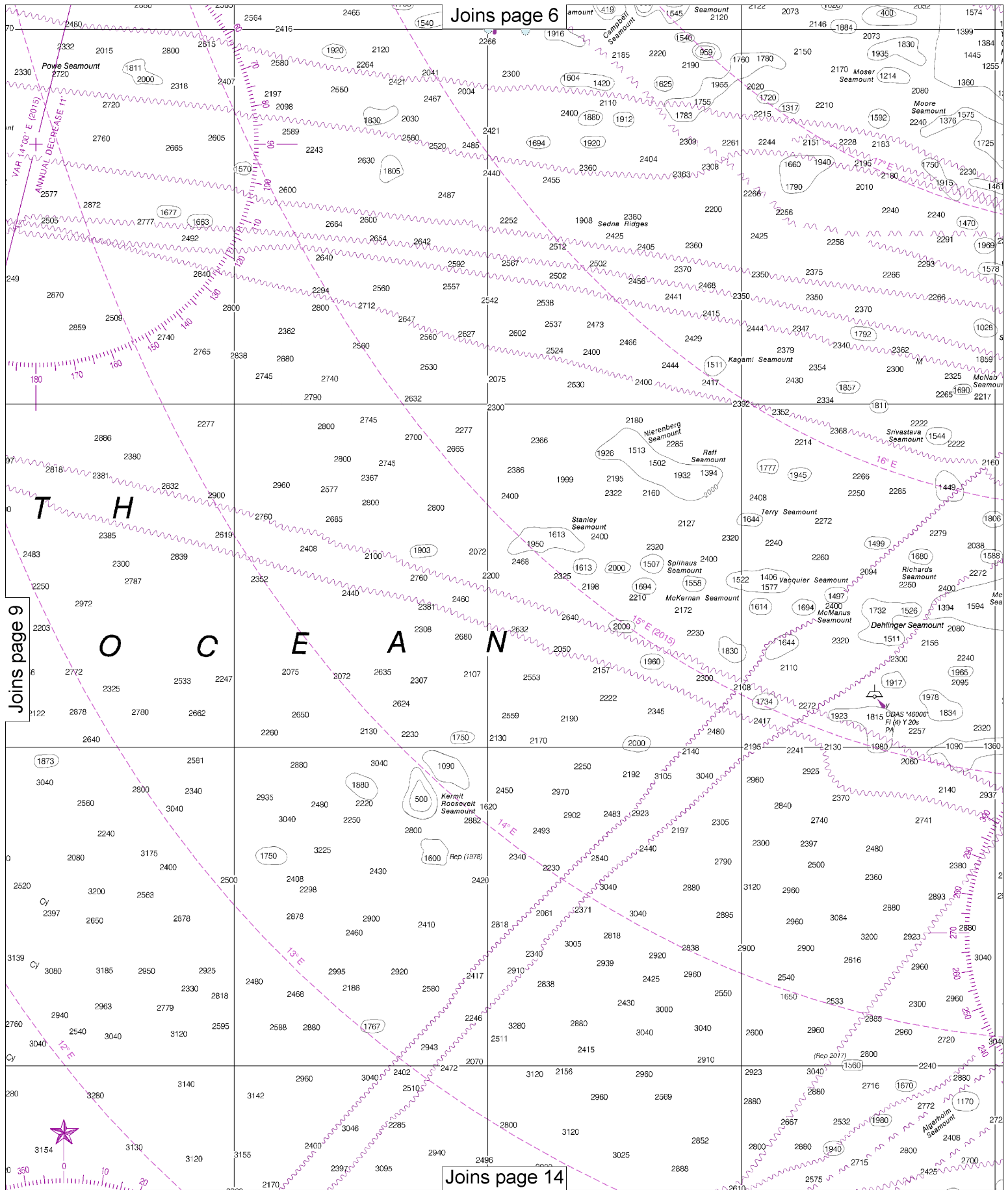


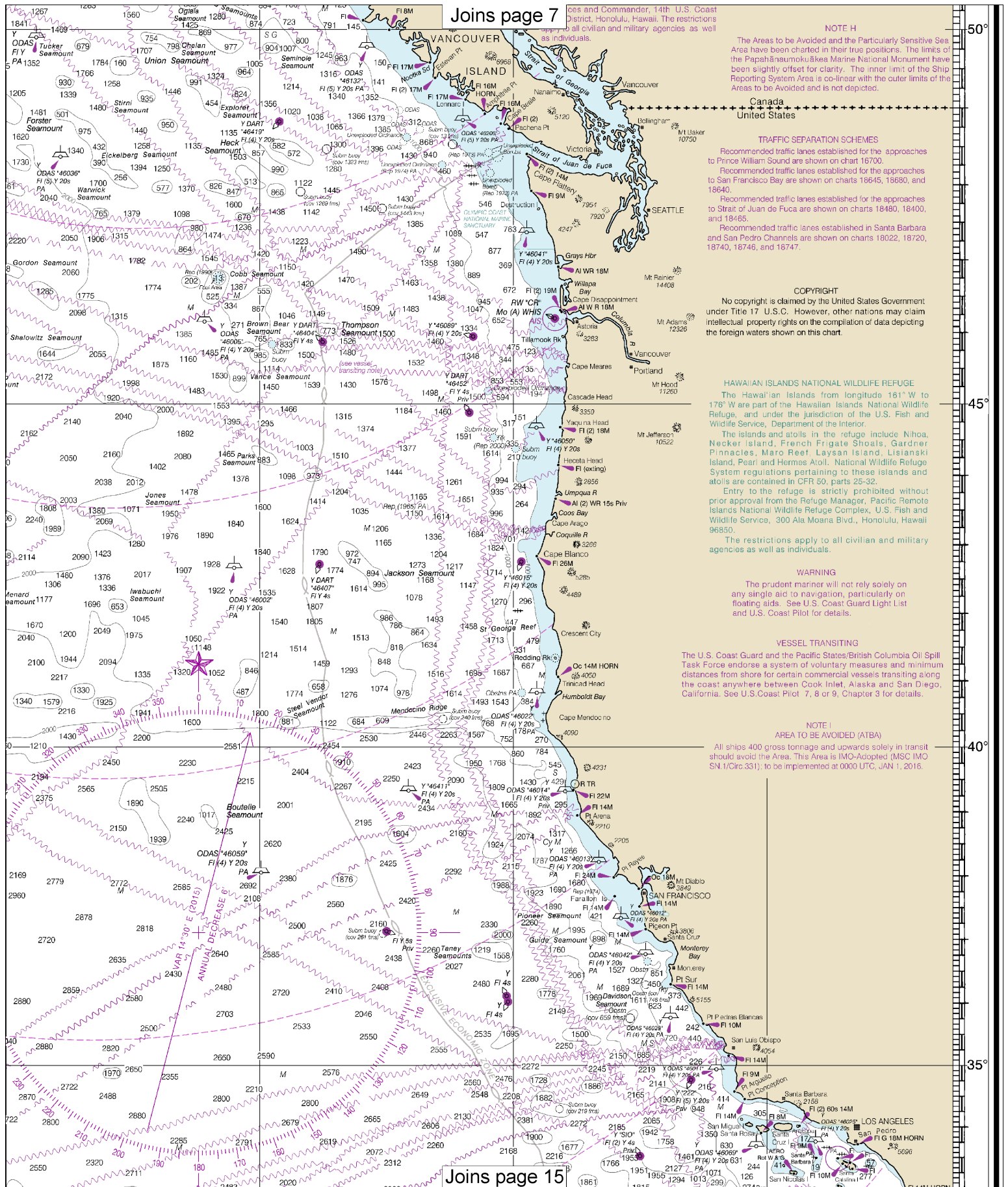
This is the Last Edition of this chart. It will be canceled on Sep 4, 2024  
5th Ed., Dec. 2015, Last Correction: 5/31/2024. Cleared through:  
NM: 2124 (5/21/2024), NM: 2224 (6/1/2024), CHS: 0224 (2/23/2024)





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ices and Commander, 14th U.S. Coast District, Honolulu, Hawaii. The restrictions apply to all civilian and military agencies as well as individuals.

NOTE H

The Areas to be Avoided and the Particularly Sensitive Sea Area have been charted in their true positions. The limits of the Papahānaumokuākea Marine National Monument have been slightly offset for clarity. The inner limit of the Ship Reporting System Area is co-linear with the outer limits of the Areas to be Avoided and is not depicted.

TRAFFIC SEPARATION SCHEMES

Recommended traffic lanes established for the approaches to Prince William Sound are shown on chart 16703.  
Recommended traffic lanes established for the approaches to San Francisco Bay are shown on charts 16645, 16690, and 16640.  
Recommended traffic lanes established for the approaches to Strait of Juan de Fuca are shown on charts 18400, 18400, and 18465.  
Recommended traffic lanes established in Santa Barbara and San Pedro Channels are shown on charts 18022, 18720, 18740, 18746, and 18747.

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HAWAIIAN ISLANDS NATIONAL WILDLIFE REFUGE

The Hawaiian Islands from longitude 161° W to 176° W are part of the Hawaiian Islands National Wildlife Refuge, and under the jurisdiction of the U.S. Fish and Wildlife Service, Department of the Interior.  
The islands and atolls in the refuge include Nihoa, Necker Island, French Frigate Shoals, Gardner Pinnacles, Maro Reef, Laysan Island, Lisianski Island, Pearl and Hermes Atoll, National Wildlife Refuge System regulations pertaining to these islands and atolls are contained in CFR 50, parts 25-32.  
Entry to the refuge is strictly prohibited without prior approval from the Refuge Manager, Pacific Remote Islands National Wildlife Refuge Complex, U.S. Fish and Wildlife Service, 300 Ala Moana Blvd., Honolulu, Hawaii 96850.  
The restrictions apply to all civilian and military agencies as well as individuals.

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.

VESSEL TRANSITING

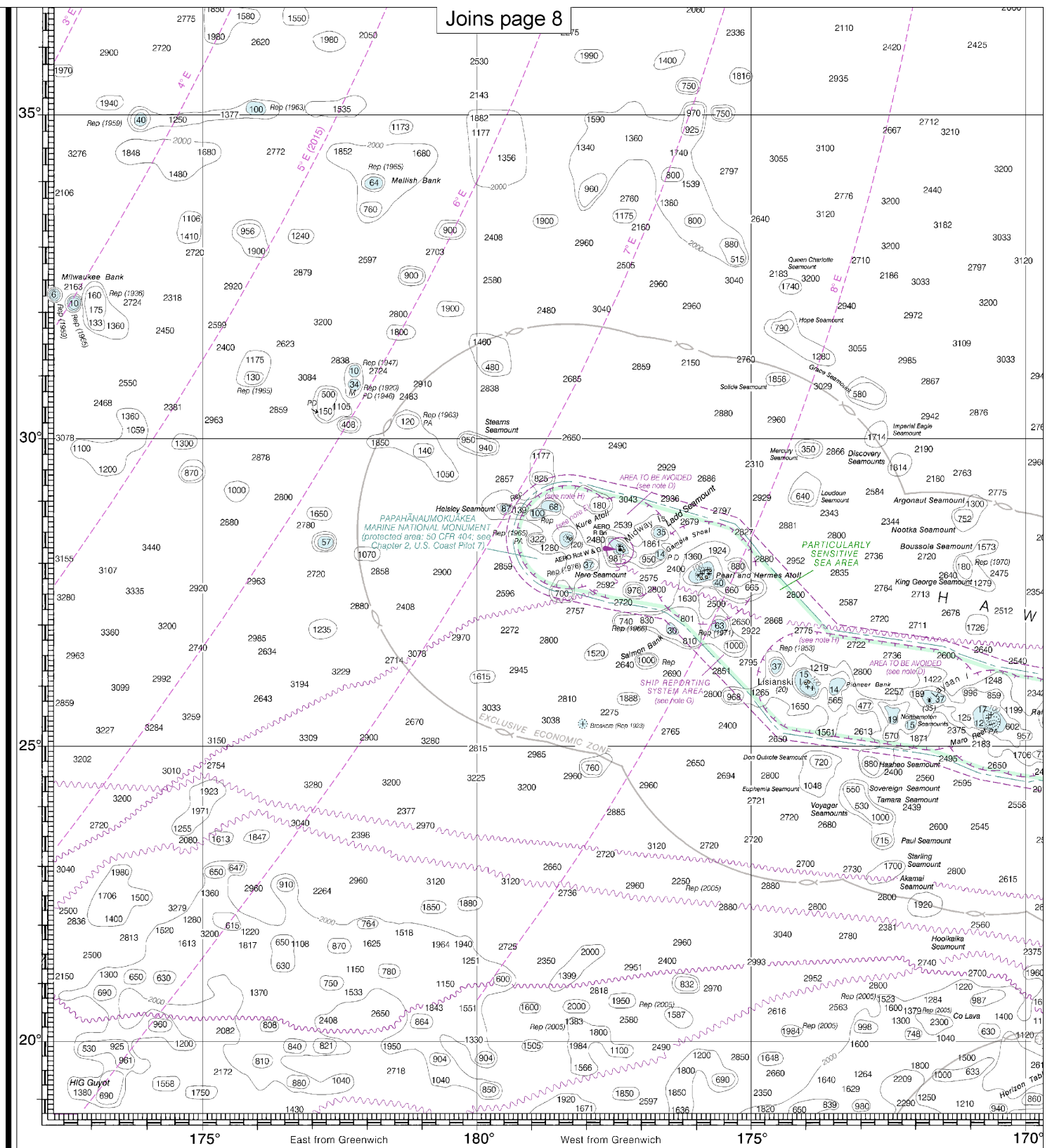
The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 7, 8 or 9, Chapter 3 for details.

NOTE I

AREA TO BE AVOIDED (ATBA)

All ships 400 gross tonnage and upwards solely in transit should avoid the Area. This Area is IMO-Adopted (MSC IMO SN.1/Circ.331), to be implemented at 0000 UTC, JAN 1, 2016.





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).

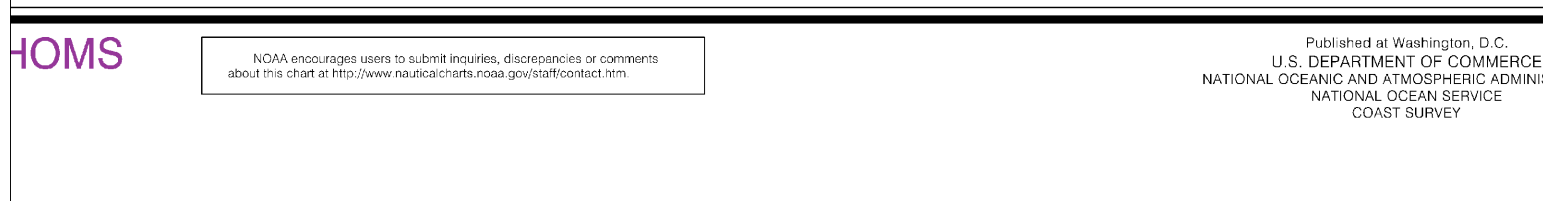
SOUNDINGS IN FATHOMS

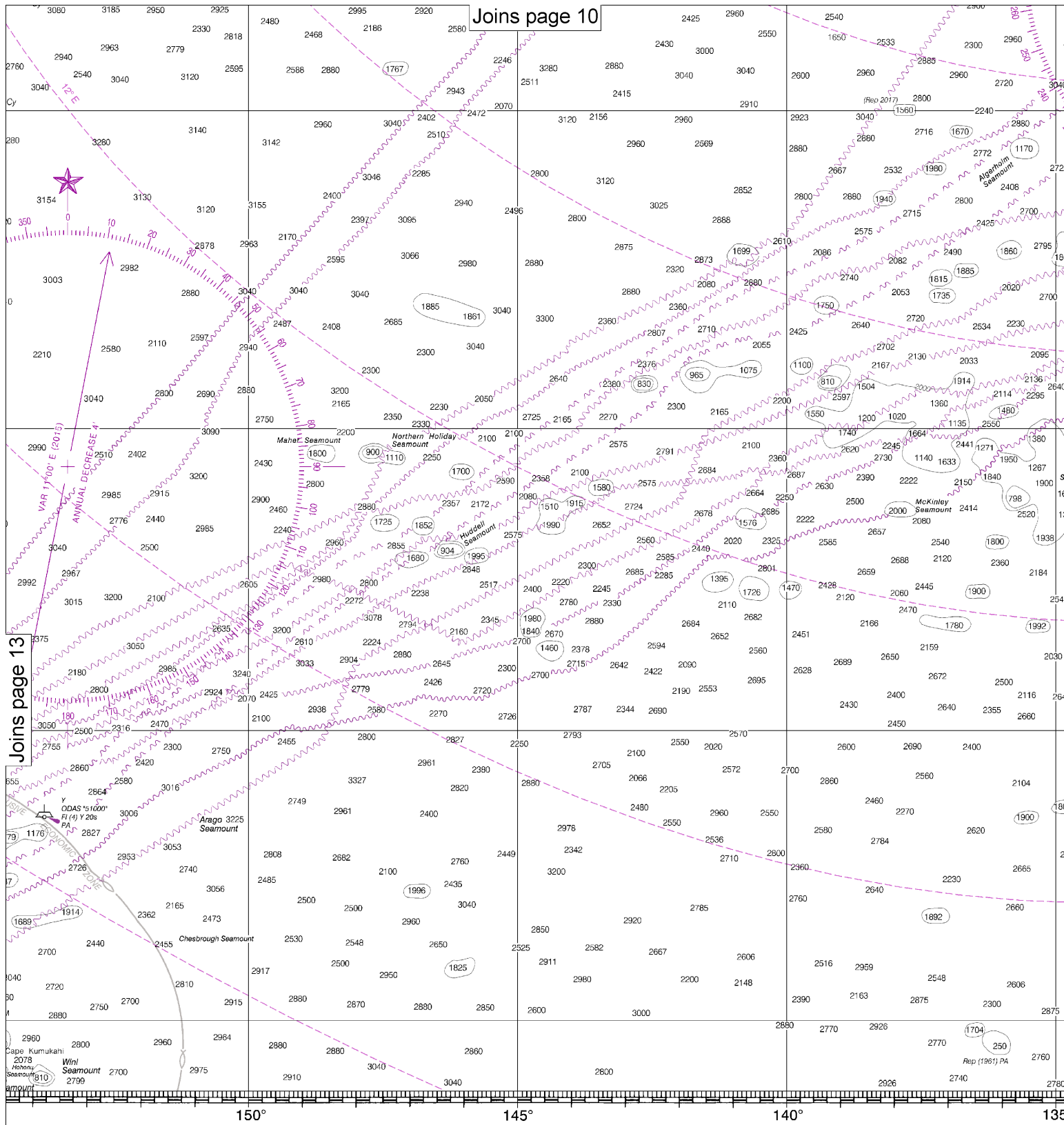
530

This is the Last Edition of this chart. It will be canceled on Sep 4, 2024  
35th Ed., Dec. 2015. Last Correction: 5/31/2024. Cleared through:  
LNM: 2124 (5/21/2024), NIM: 2224 (6/1/2024), CHS: 0224 (2/23/2024)

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Note: Chart grid lines are aligned with true north.

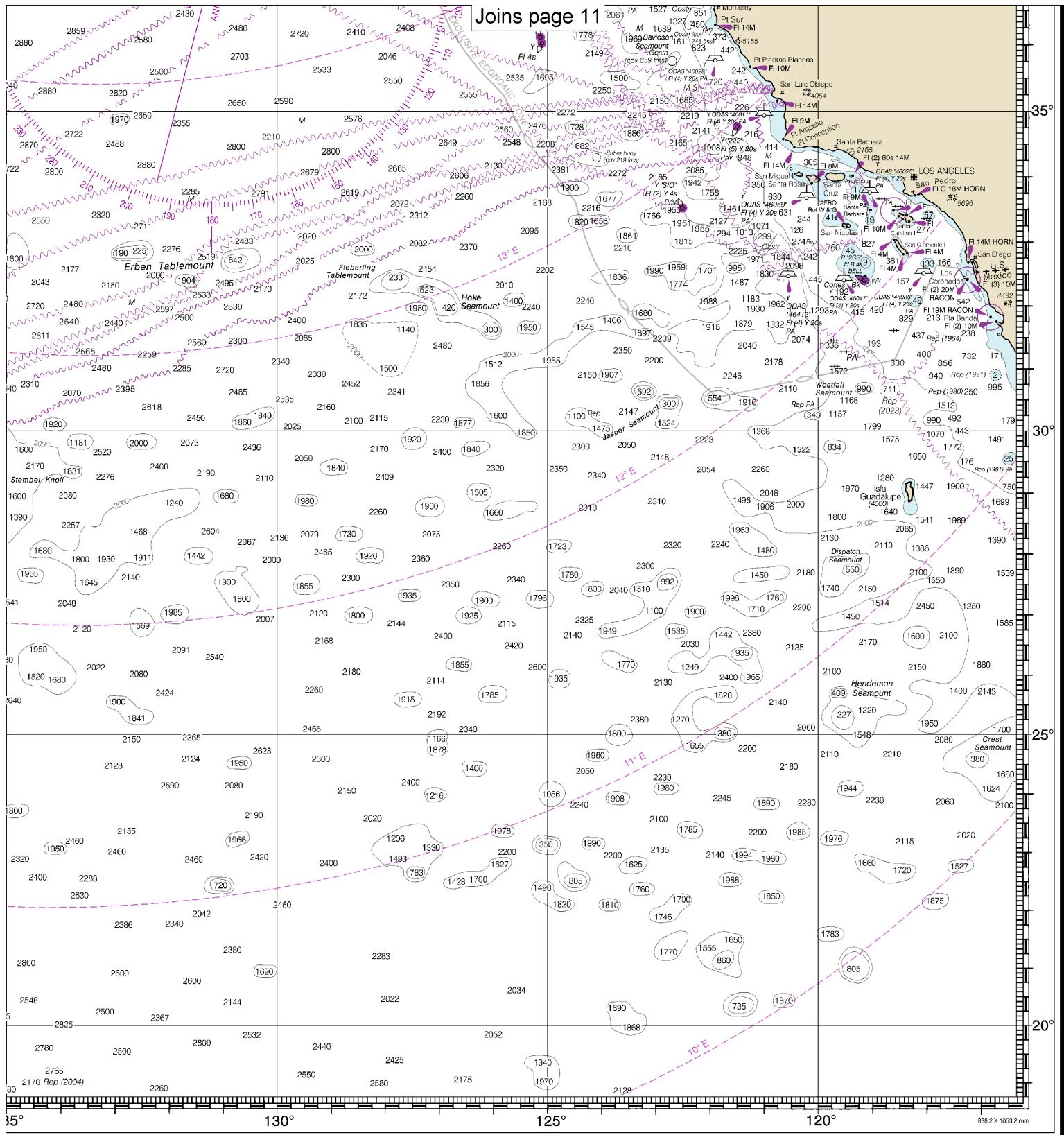


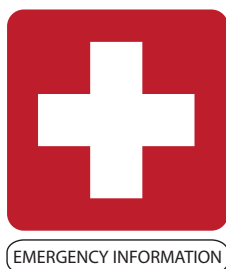


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Note: Chart grid lines are aligned with true north.







## 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/>

## 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!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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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.