Honolulu Harbor
NOAA Chart 19367

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.


(Selected Excerpts from Coast Pilot)
Honolulu Harbor is 5 miles NW of Diamond Head and midway along the S coast of O‘ahu.
Honolulu Harbor Entrance Light (21°17′45″N, 157°52′08″W), 95 feet above the water, is shown from a white post on the SE point of the entrance channel. The flashing green light can be easily identified against the background of Honolulu lights.

Caution.—Vessels approaching Honolulu 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 Keeki 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 Maunalua 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.

A Federal project provides for a 45-foot Honolulu Entrance Channel from Mamala Bay, thence 40 feet in the main harbor basin. The project also provides for a 23-foot channel leading from seaward in Mamala Bay through Kalihi Channel on the W side of Sand Island to Kapalama Basin. The connecting channel between main harbor basin and Kapalama Basin has a 40-foot project depth with 40 feet in the Kapalama Basin. [See Notice to Mariners and the latest editions of charts for depths.]

Honolulu Entrance Channel is marked by lights, buoys, and a 028° lighted range. The rear light and marker of the range is sometimes obscured when large ships are moored at Berth 8. Kalihi Channel is marked by lights, buoys, and a 007° lighted range.

Anchorages.—General anchorages for commercial vessels are in Mamala Bay, W and SE of Kalihi Channel Entrance, sand and coral bottom. (See 110.1 and 110.235, chapter 2, for limits and regulations.)

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 that the vessel may be ready to proceed on 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. Anyone observing the light flashing should remain well clear and upwind, and sources of ignition should be secured.
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

PORT SIDE
ODD NUMBERED AIDS
- GREEN LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
- PREFERRED CHANNEL TO STARBOARD TOPMOST BAND GREEN
- GREEN LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
- PREFERRED CHANNEL TO PORT TOPMOST BAND RED
- RED LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE
EVEN NUMBERED AIDS
- RED LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

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
Note: Chart grid lines are aligned with true north.
EMERGENCY TURNING BASIN
(see note #)

SECURITY ZONE
165.7407 (see note #)

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (call free), or to the nearest U.S. Coast Guard facility / telephone communication is impossible (31 CFR 190). 

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.

NOTE
Submerged submarine coils are conducted at various times in the waters covered on this chart. Proceed with caution.

Joins page 9

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:7142. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
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.

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**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!**

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**Quick References**

- Nautical chart related products and information — [http://www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)
- Chart updates (LNMs 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/nosd/cpdownload.htm](http://www.nauticalcharts.noaa.gov/nosd/cpdownload.htm)
- Tides and Currents — [http://tidesandcurrents.noaa.gov](http://tidesandcurrents.noaa.gov)
- Contact Us — [http://www.nauticalcharts.noaa.gov/staff/contact.htm](http://www.nauticalcharts.noaa.gov/staff/contact.htm)

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**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/](http://www.nws.noaa.gov/nwr/)

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*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.