NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

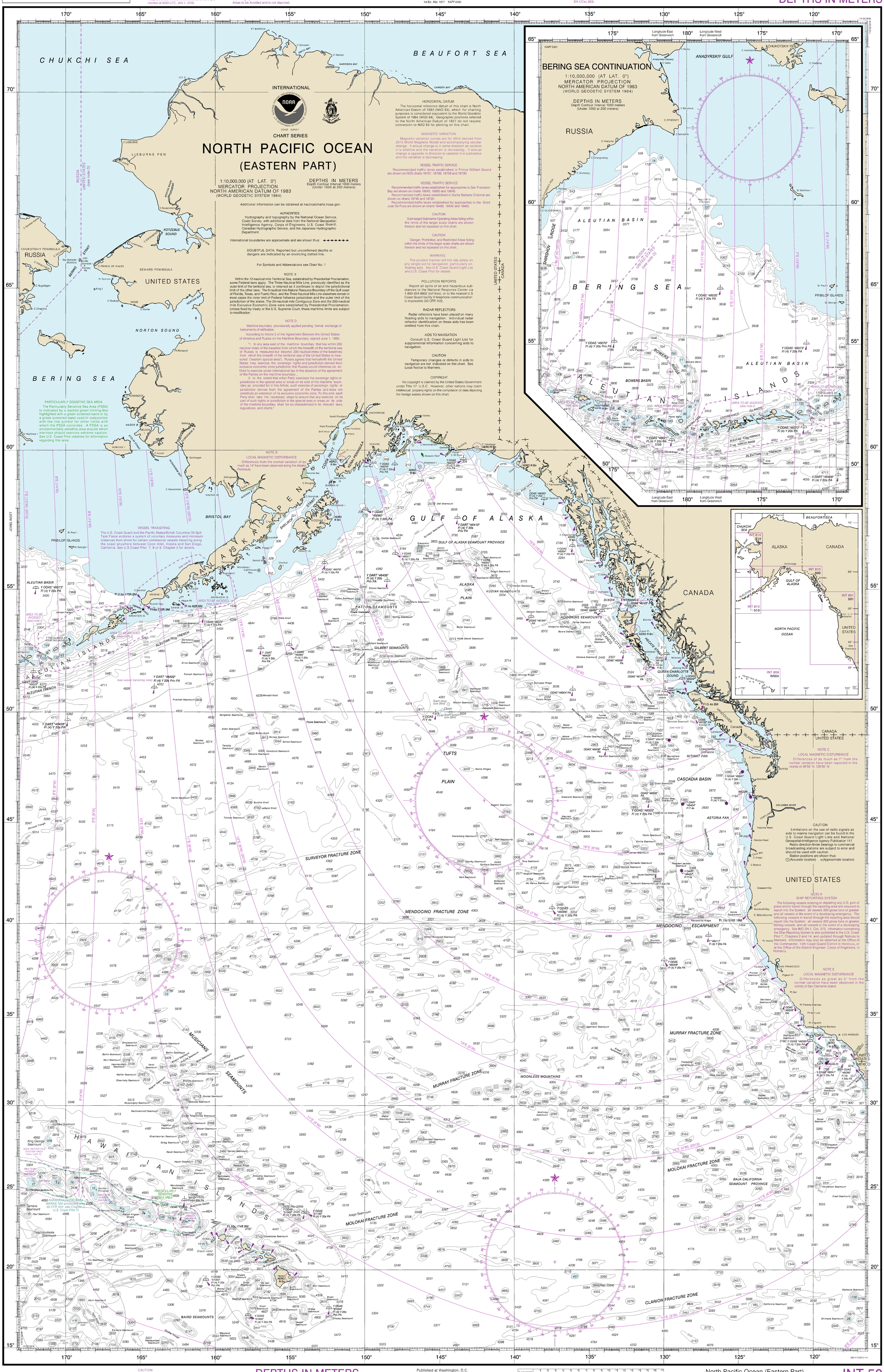
NOTE I
AREA TO BE AVOIDED (ATBA)
All ships 400 gross tonnage and upwards solely in transit should avoid the Area. This Area is IMO-Adopted (MSC IMO SN.1/Circ.331); to be implemented at 0000 UTC, JAN 1, 2016.

NOTE G
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.

1st Ed., Mar. 1977 KAPP 2400

NOTE H
AREA TO BE AVOIDED
All vessels solely in transit should avoid the area (MSC IMO SN.1/Circ.263).

DEPTHS IN METERS



NOTE C
LOCAL MAGNETIC DISTURBANCE
Differences of as much as 7° from the normal variation have been reported in the vicinity of 49°55' N, 129°50' W.

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) o(Approximate location)

NOTE F
SHIP REPORTING SYSTEM
The following vessels entering or departing any U.S. port of place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN.1, Circ. 273. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, or at the Office of the District Engineer, Corps of Engineers, in Honolulu.

NOTE E
LOCAL MAGNETIC DISTURBANCE
Differences as great as 5° from the normal variation have been observed in the vicinity of San Clemente Island.

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters). If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

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.

DEPTHS IN METERS

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
METERS	18	19	20	21	22	23	24	25	26	27	28	29	30	31			

North Pacific Ocean (Eastern Part)
DEPTHS IN METERS - SCALE 1:10,000,000 (AT LAT 0°)

INT 50
50

9th Ed., Dec. 2015. Last Correction: 9/16/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

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