

# BookletChart™

## Dixon Entrance to Unimak Pass

NOAA Chart 500

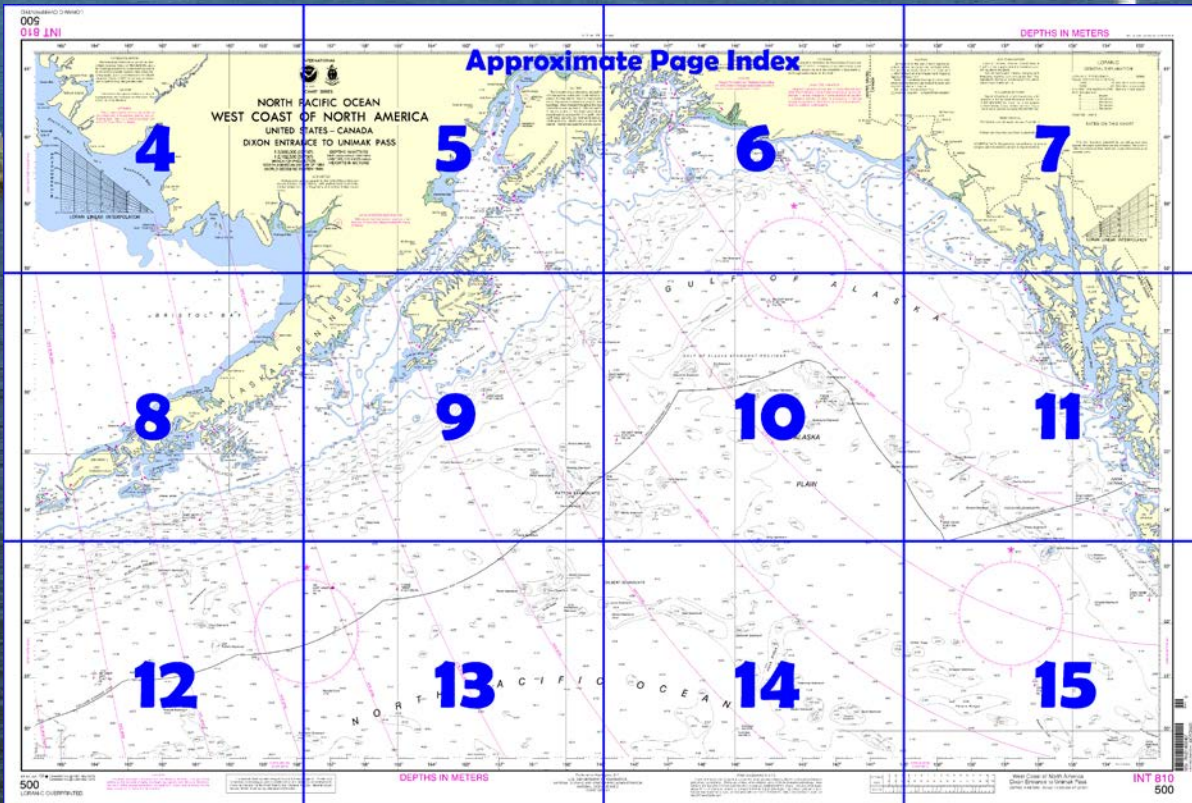


*A reduced-scale NOAA nautical chart for small boaters*

*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=8](http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=8).



### (Selected Excerpts from Coast Pilot)

From Cape Disappointment, the coast extends N for 22 miles to Willapa Bay as a low sandy beach, with sandy ridges about 20 feet high parallel with the shore. Back of the beach, the country is heavily wooded. Numerous summer resorts and cottages are along the beach. Landmarks along this section of the coast are few. The 10-fathom curve averages a distance of about 2.5 miles from the shore. There are no known offlying dangers S of the

Willapa Bay entrance bar.

From Point Brown the coast extends N for 23 miles to Point Grenville as a low, sandy beach, broken occasionally by small streams and in some places by bluffs.

**Copalis Head**, 13 miles N of Point Brown, is a bright yellow bluff 2 miles long and 200 feet high. It is 1.5 miles N of **Copalis River**. **Copalis Rocks**, two small rocks the larger 34 feet high, lie 500 yards off the head, and a rock awash is about 0.5 mile WSW of the head.

**Moclips River** entrance is 6 miles N of Copalis Head. The S point at the mouth is bare and sandy; on the N bank is a bright yellowish bluff 50 feet high. **Moclips**, near the mouth of this river, is connected by a branch of the Burlington Northern Railroad with Hoquiam on the N shore of Grays Harbor. A triangular-shaped yellowish bluff about 110 feet high on the S bank of **Wreck Creek**, which empties about 2.5 miles N of Moclips, is prominent from offshore.

**Point Grenville**, 10 miles N of Copalis Head, is a broken rocky promontory with nearly vertical whitish cliffs over 100 feet high. Numerous rocks extend for some distance off the point. **Grenville Arch**, dark in color, 83 feet high, is the outer and more prominent of two rocks lying W of the point; it is over 0.5 mile SW of the inner extremity of the point. The arch lies E and W. A rock that uncovers is 400 yards NW of Grenville Arch. The W rock, off the W end of the point, is 200 yards off the cliff and 92 feet high. There are several rocks inside of it, but none outside. Two rocks, over 90 feet high, are 400 yards S of the S extremity of the point.

An indifferent anchorage in NW weather may be had under Point Grenville by vessels of moderate draft, but the depths compel anchoring at such a distance from the beach that little shelter is afforded. The anchorage is in 4 fathoms, sandy bottom, with the inner extremity of the point bearing **338°**, and Grenville Arch bearing **239°**. This anchorage is not recommended for ordinary use.

N of Point Grenville is a series of cliffs; the upper part appears light gray, the lower part dark, separated by a well-defined line of demarcation. This formation disappears near the S end of the cliffs where they are broken up and present a stratified appearance. The strata slope downward to the N. North of the cliffs is a shingle beach followed by irregular bluffs and cliffs terminating near Taholah in white cliffs of uniform height, which from offshore do not present the stratified appearance noticeable to the S.

**Quinalt River** breaks through the cliffs about a mile SE of Cape Elizabeth. **Taholah** is an Indian village on the banks of the river. The shoreline in this section is low. The river is navigable only by skiffs and outboard motorboats. Some gasoline and supplies are available. A piling dike has been built along the spit in front of the village. In the background is a ridge with three long, flat summits. The road serving the beach settlements, and connecting them with Hoquiam, terminates at Taholah.

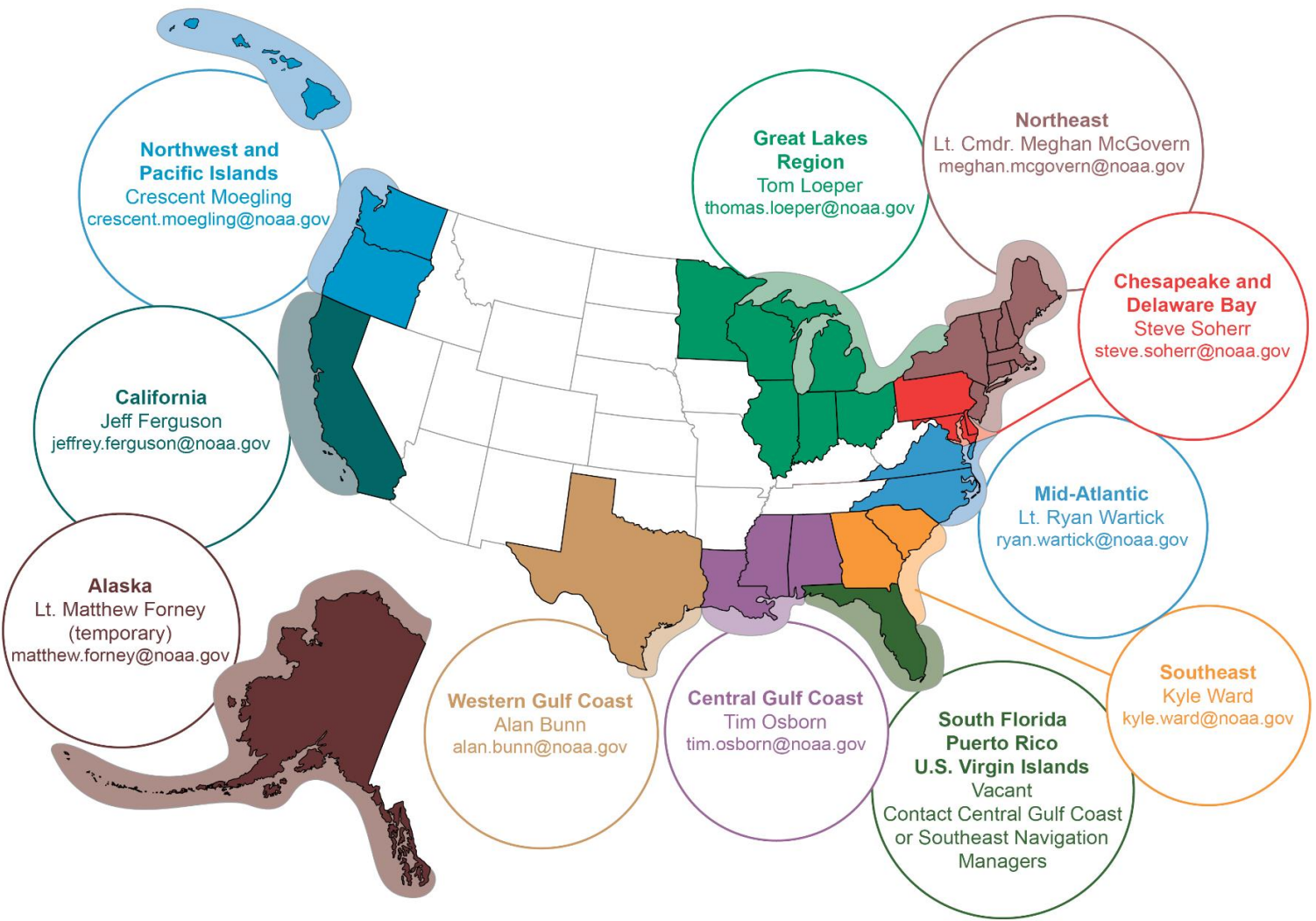
From Taholah to Cape Elizabeth the cliffs present an almost unbroken face seaward and in places are about 200 feet high. They appear either white or bright yellow, and from offshore present a very noticeable stratification, sloping downward to the S; an important difference from the direction of slope around Point Grenville.

**Cape Elizabeth** projects about a mile from the general trend of the coast, and when seen from seaward appears as a bright yellow, rocky cliff reaching in places a height of 200 feet. There are no high or large rocks off the cape. A little less than a mile SSE and SSW, lie two rocks awash, and inside of these, less than 0.5 mile from the extremity of the cape, are some small visible rocks that break. The houses of the Quinalt Indian Reservation are at the E end of the cliffs.

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

RCC Juneau      Commander  
17th CG District      (907) 463-2000  
Juneau, Alaska

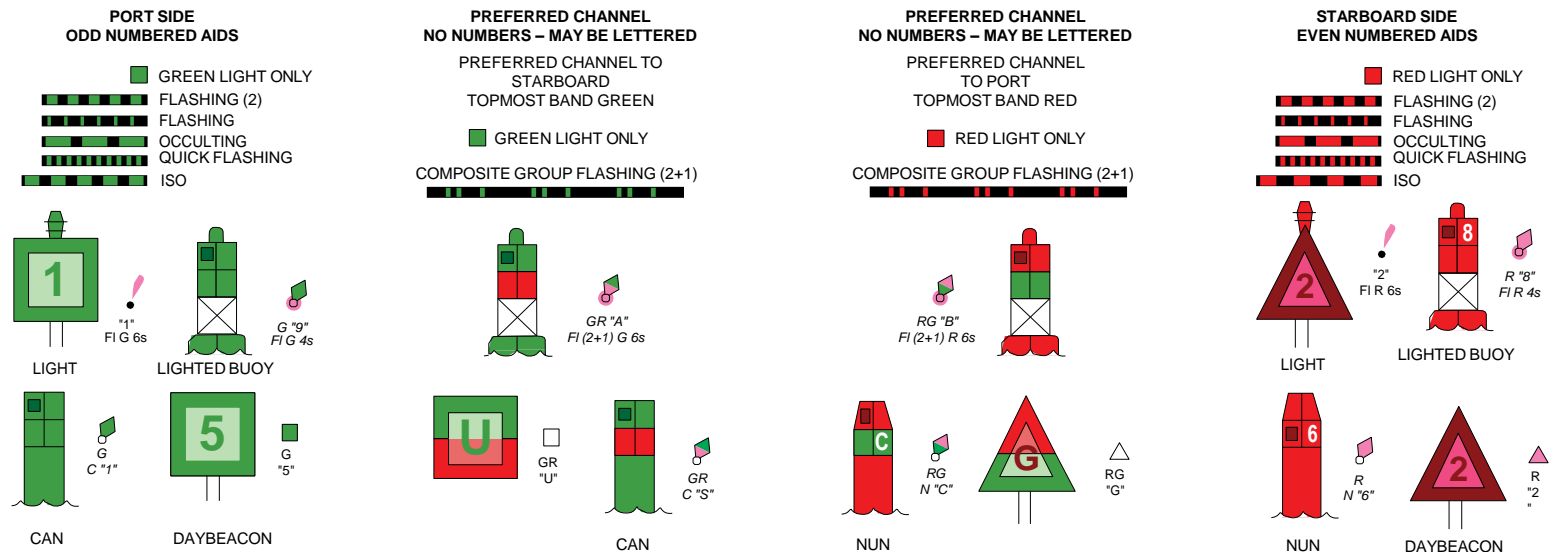
# Navigation Managers Area of Responsibility



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

## Lateral System As Seen Entering From Seaward

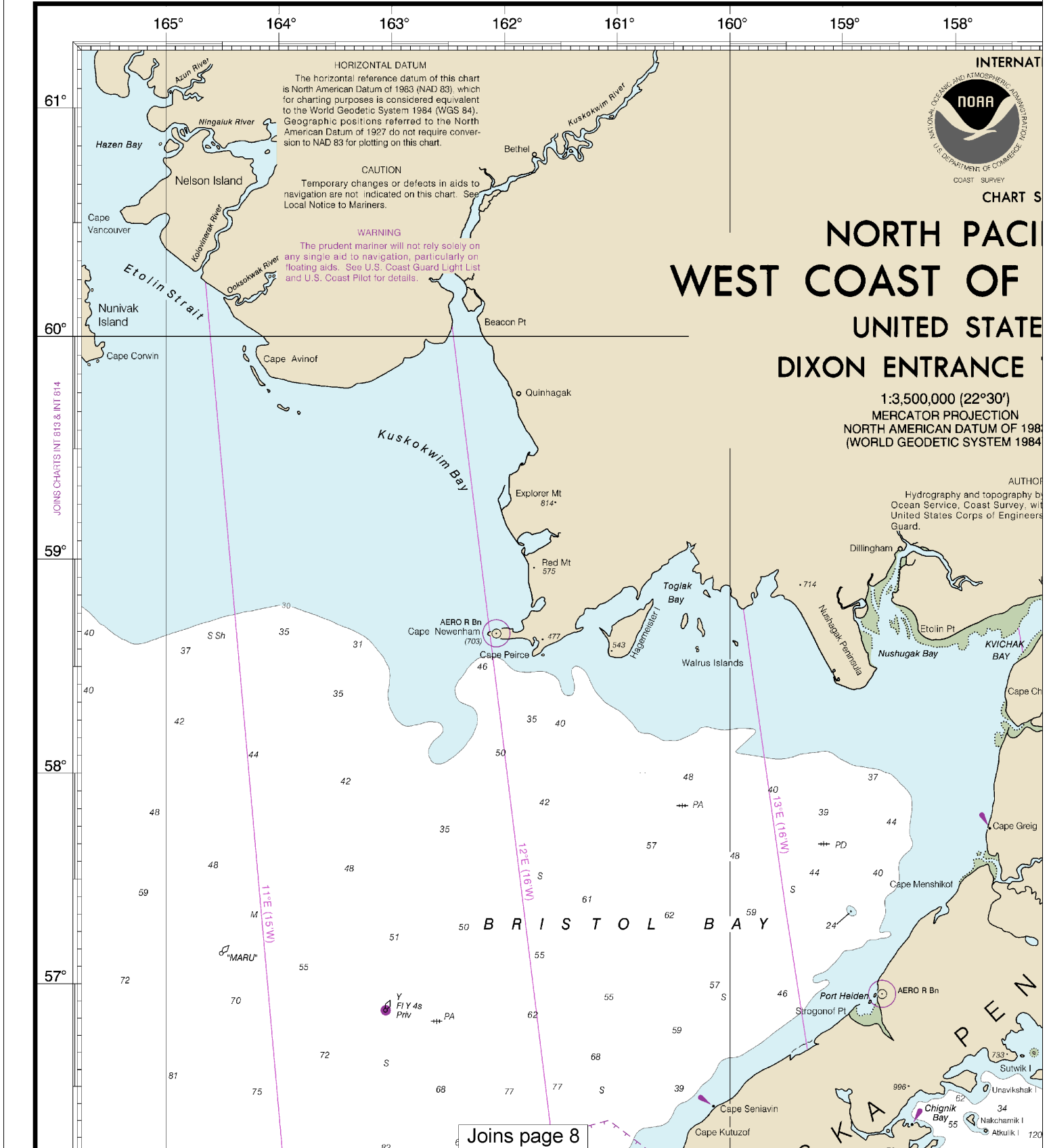
on navigable waters except Western Rivers



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>

005

INT 810



4

Note: Chart grid lines are aligned with true north.

157° 156° 155° 154° 153° 152° 151° 150° 149°

TIONAL



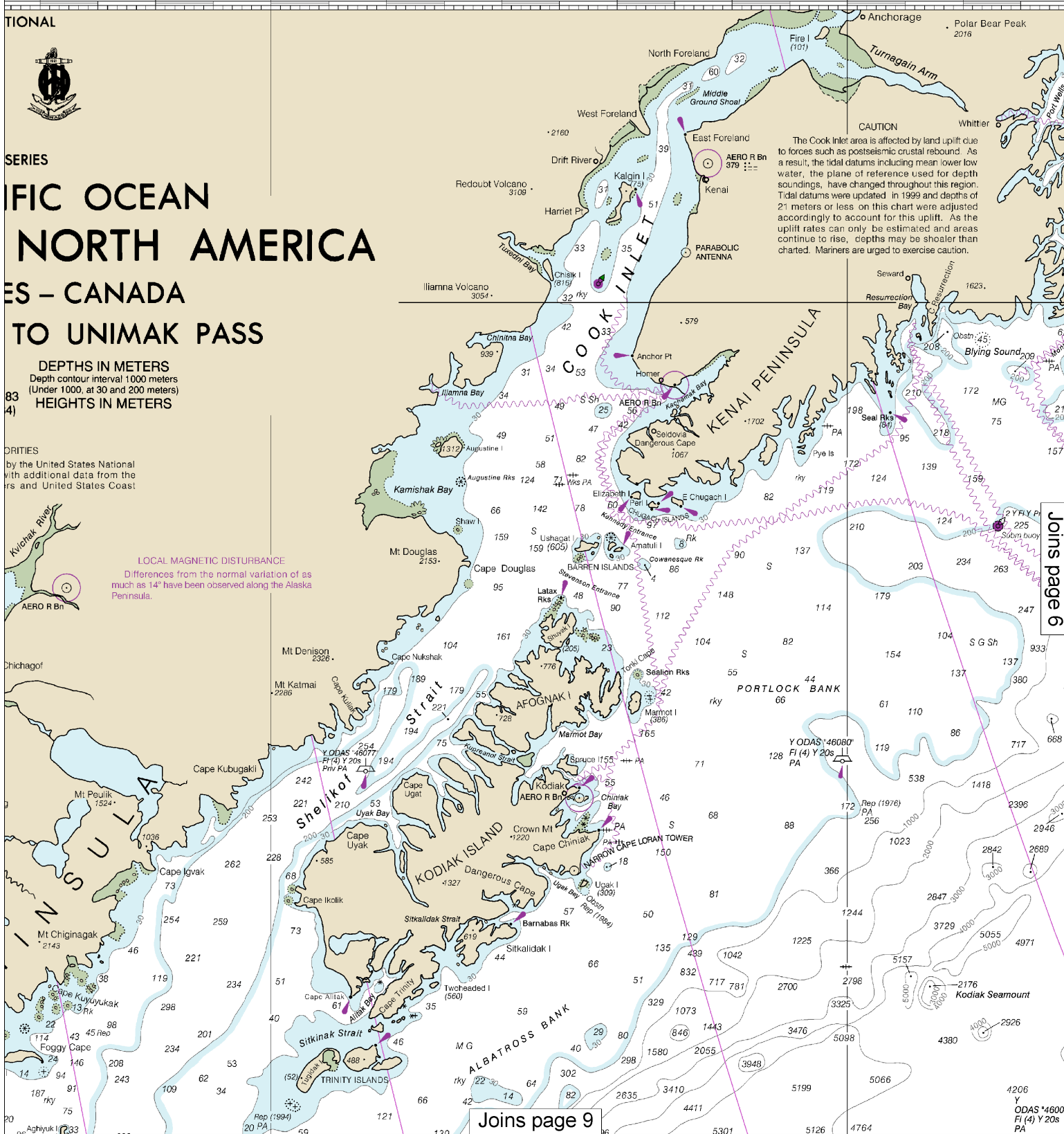
# PACIFIC OCEAN NORTH AMERICA ALASKA - CANADA TO UNIMAK PASS

DEPTHS IN METERS  
Depth contour interval 1000 meters  
(Under 1000, at 30 and 200 meters)  
HEIGHTS IN METERS

NOTICES TO MARINERS  
This chart is published by the United States National Oceanic and Atmospheric Administration with additional data from the Hydrographic Survey and United States Coast and Geodetic Survey.

**LOCAL MAGNETIC DISTURBANCE**  
Differences from the normal variation of as much as 14° have been observed along the Alaska Peninsula.

**CAUTION**  
The Cook Inlet area is affected by land uplift due to forces such as postseismic crustal rebound. As a result, the tidal datums including mean lower low water, the plane of reference used for depth soundings, have changed throughout this region. Tidal datums were updated in 1999 and depths of 21 meters or less on this chart were adjusted accordingly to account for this uplift. As the uplift rates can only be estimated and areas continue to rise, depths may be shallower than charted. Mariners are urged to exercise caution.



Joins page 6

Joins page 9

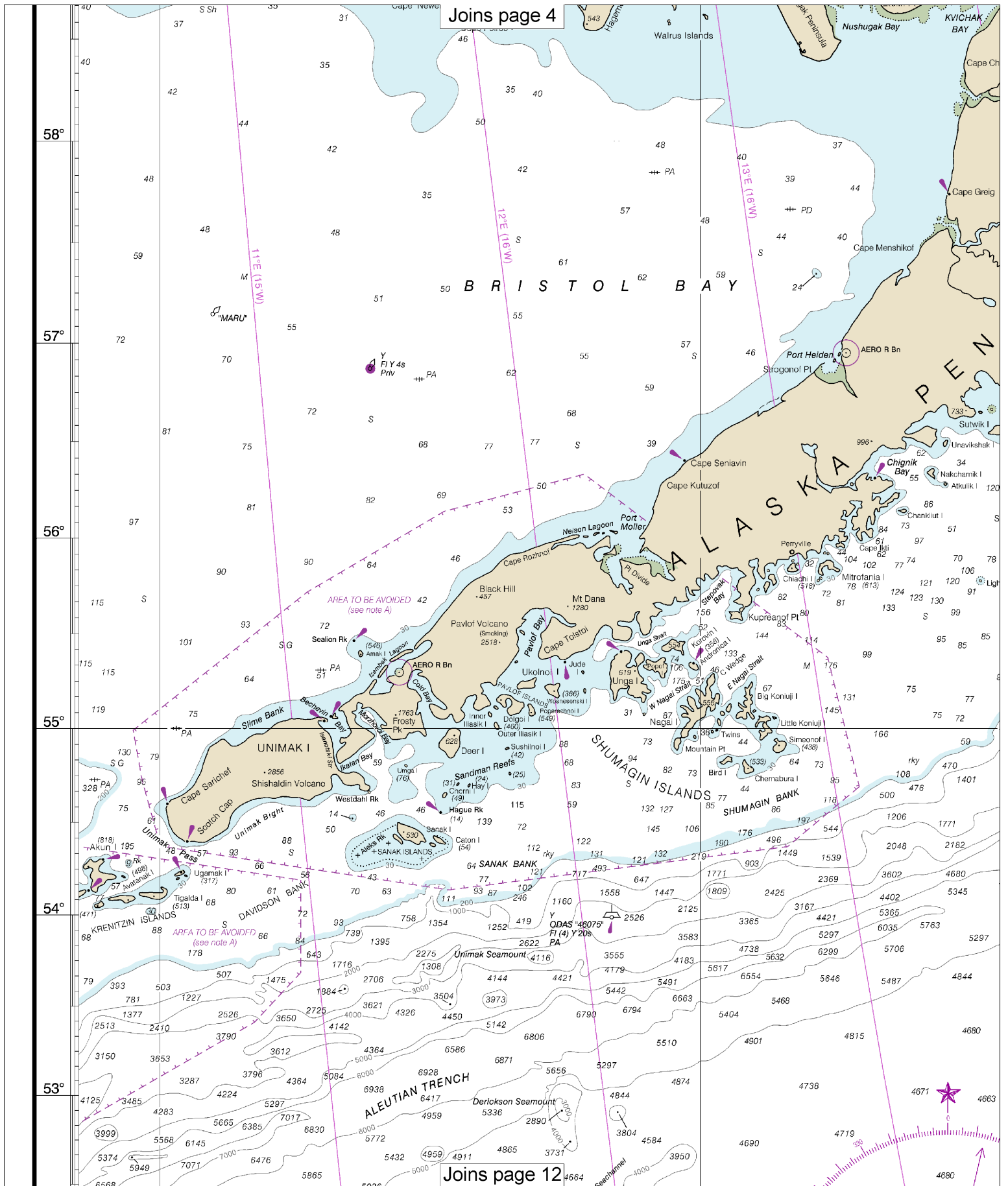
YODAS 46080' FI (4) Y 20s PA

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:4666666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.









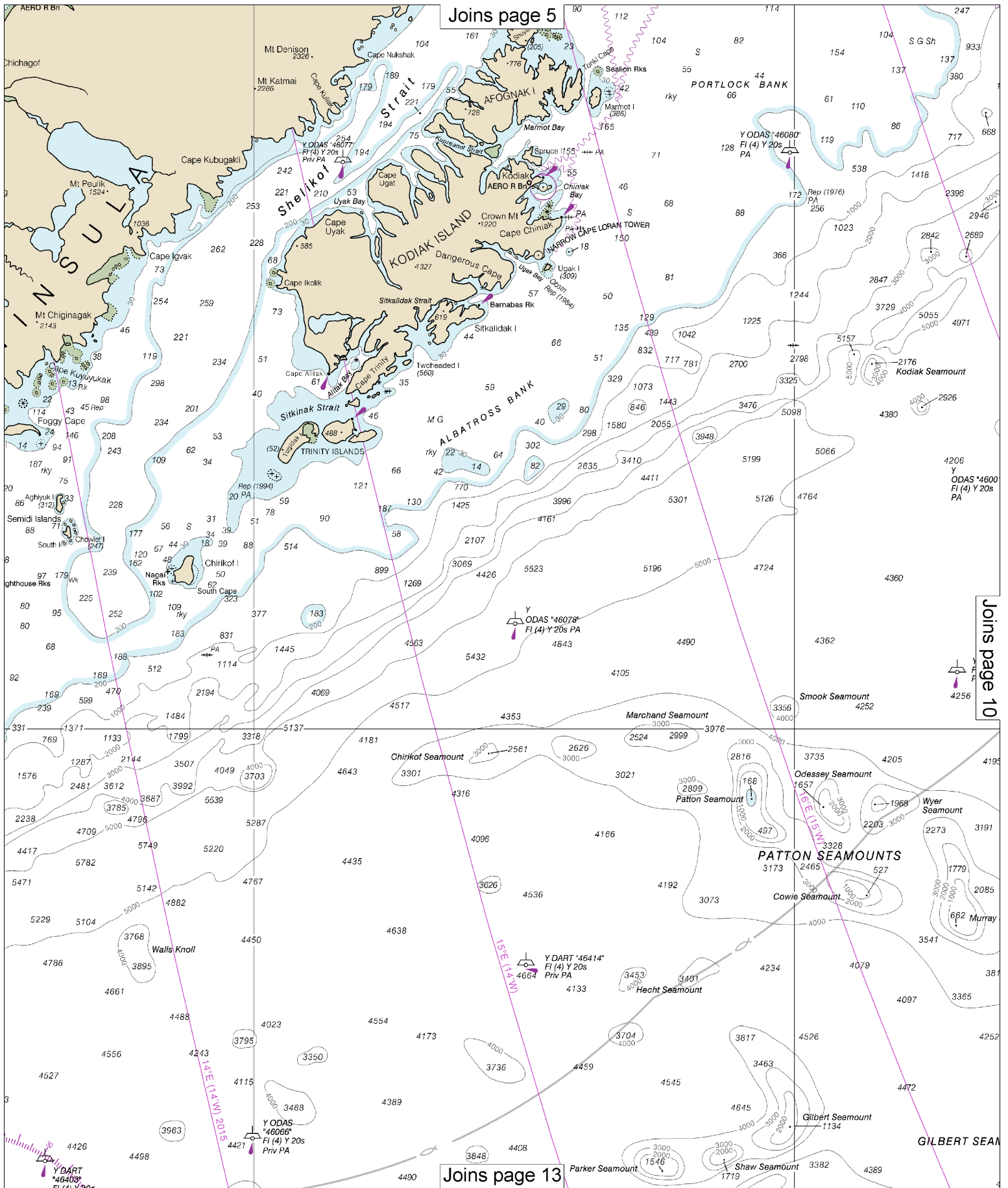
Joins page 4

Joins page 12



Note: Chart grid lines are aligned with true north.

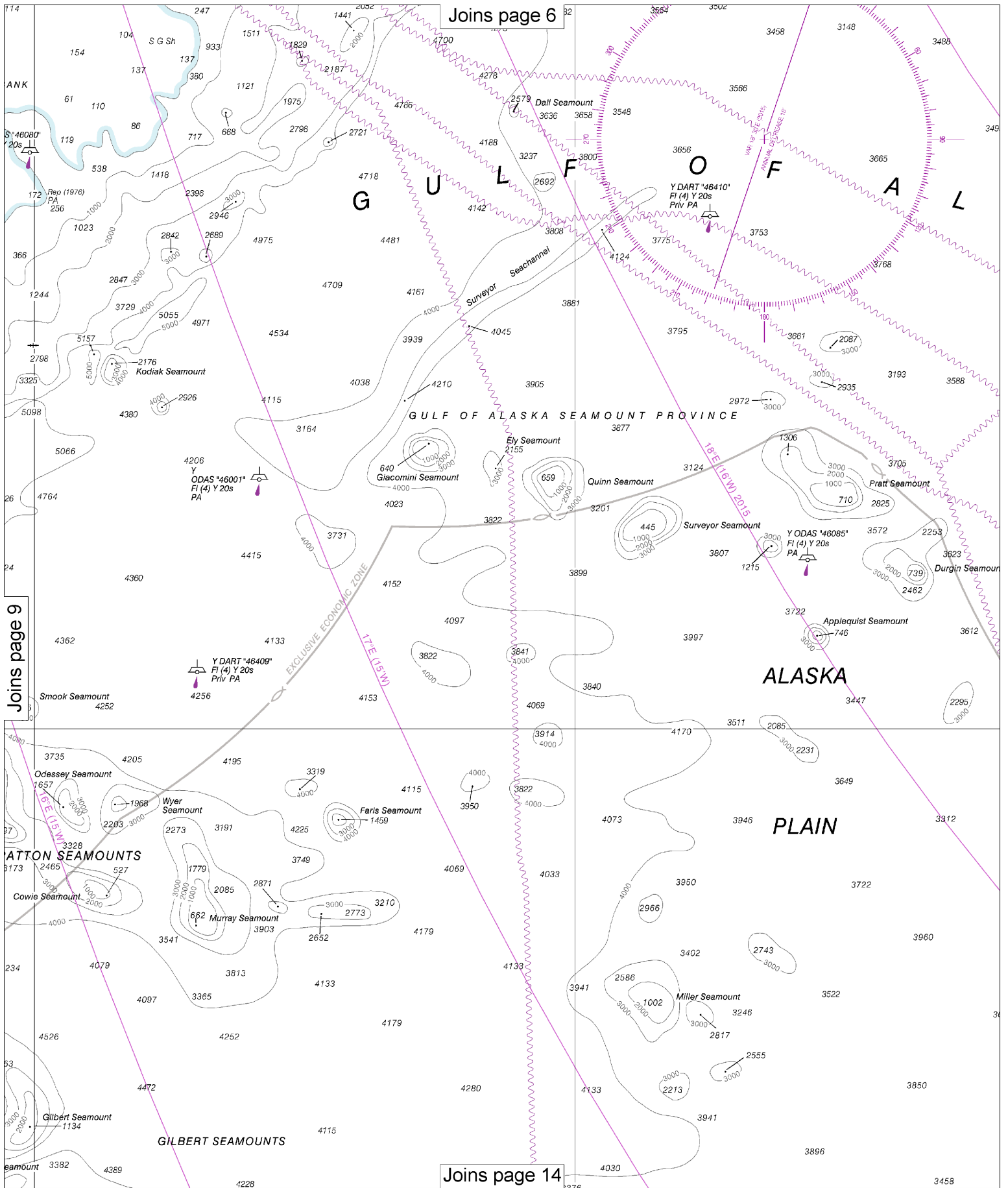




Joins page 5

Joins page 10

Joins page 13



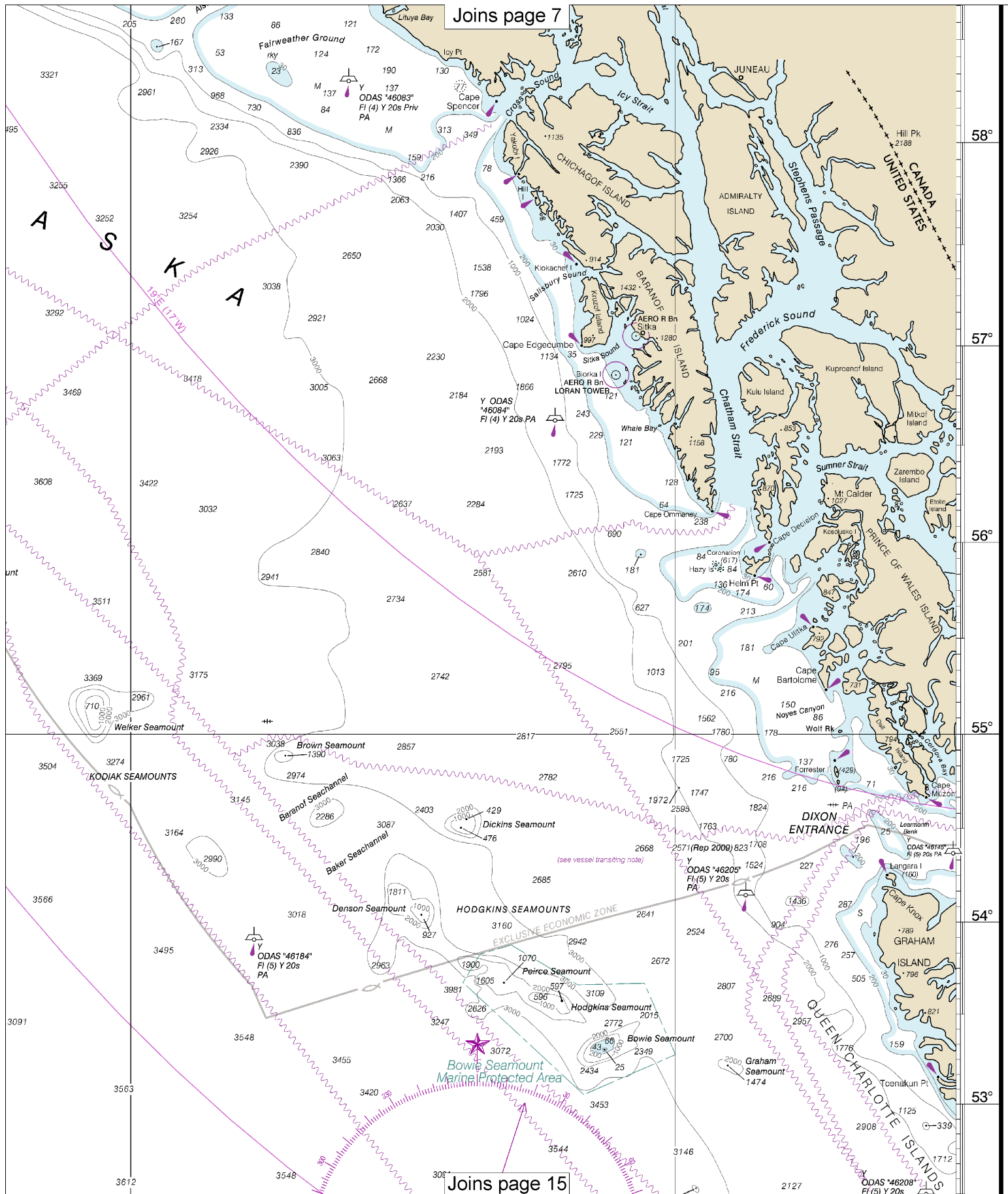
Joins page 6

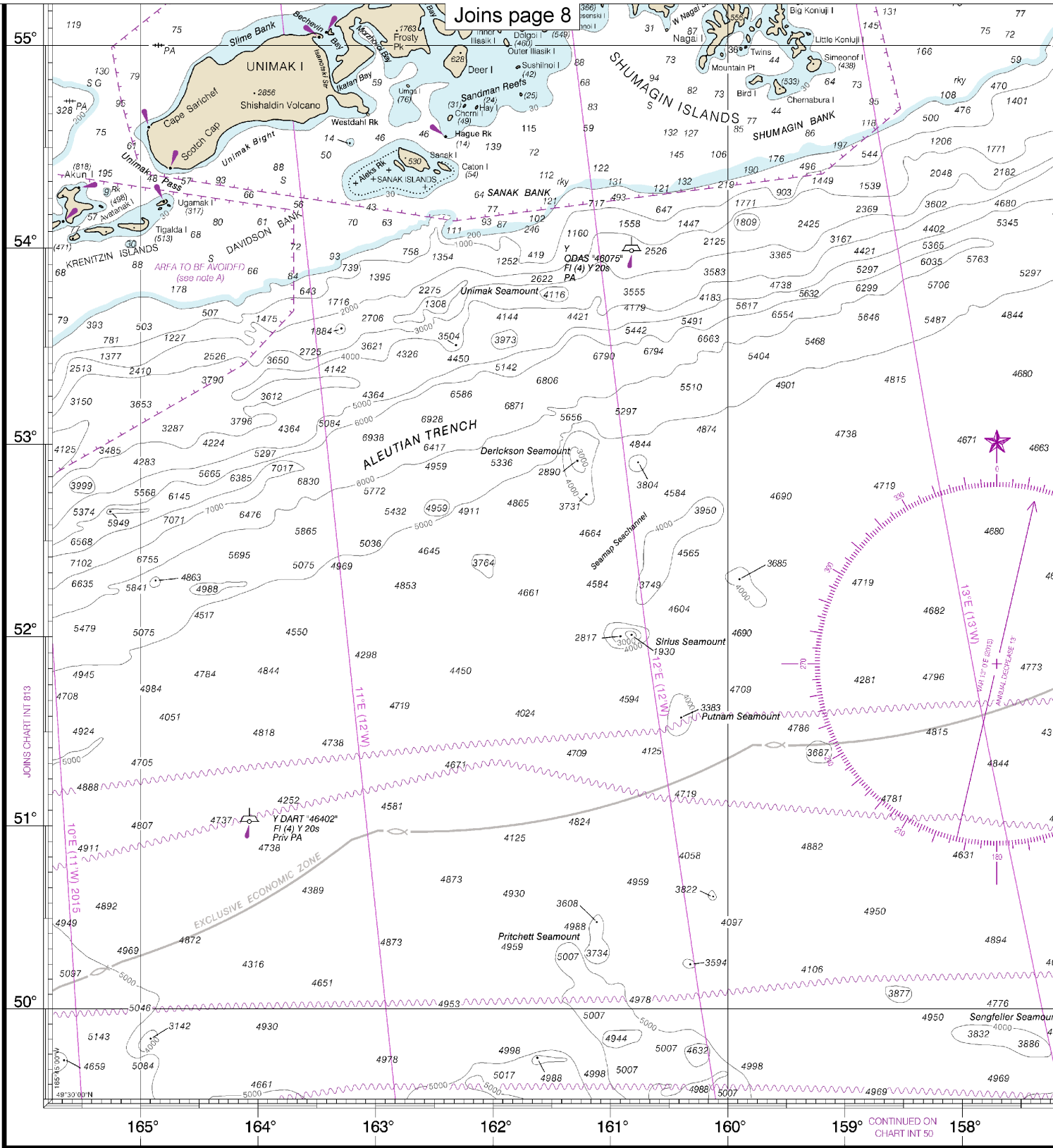
Joins page 9

Joins page 14



Note: Chart grid lines are aligned with true north.





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).

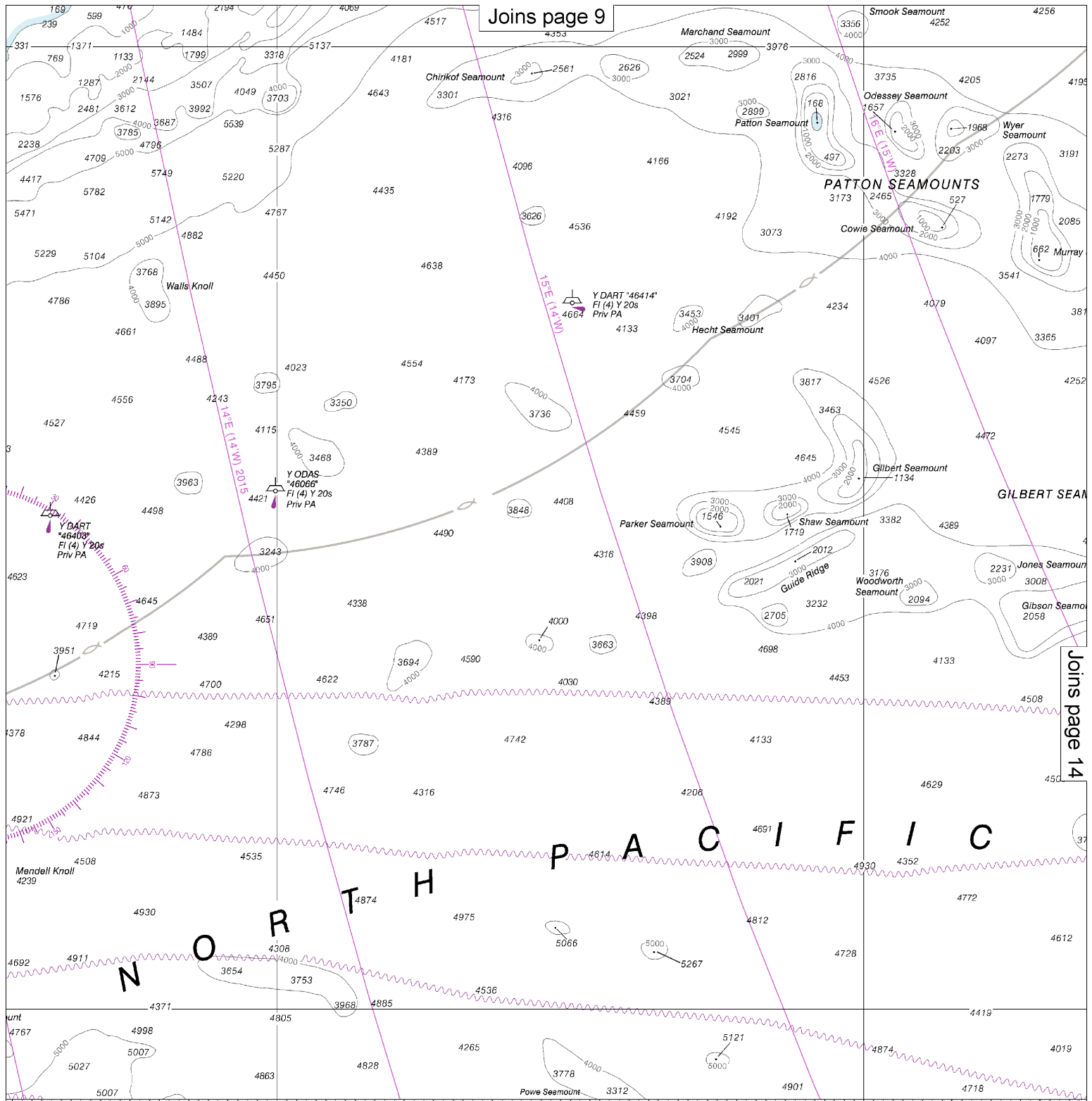
NOAA encourages users to submit inquiries, discrepancies about this chart at <http://www.nauticalcharts.noaa.gov/staff/>

500

10th Ed., Dec. 2015. Last Correction: 8/16/2019. Cleared through:  
 LNM: 3319 (8/13/2019), NM: 3419 (8/24/2019), CHS: 0719 (7/26/2019)

12

Note: Chart grid lines are aligned with true north.



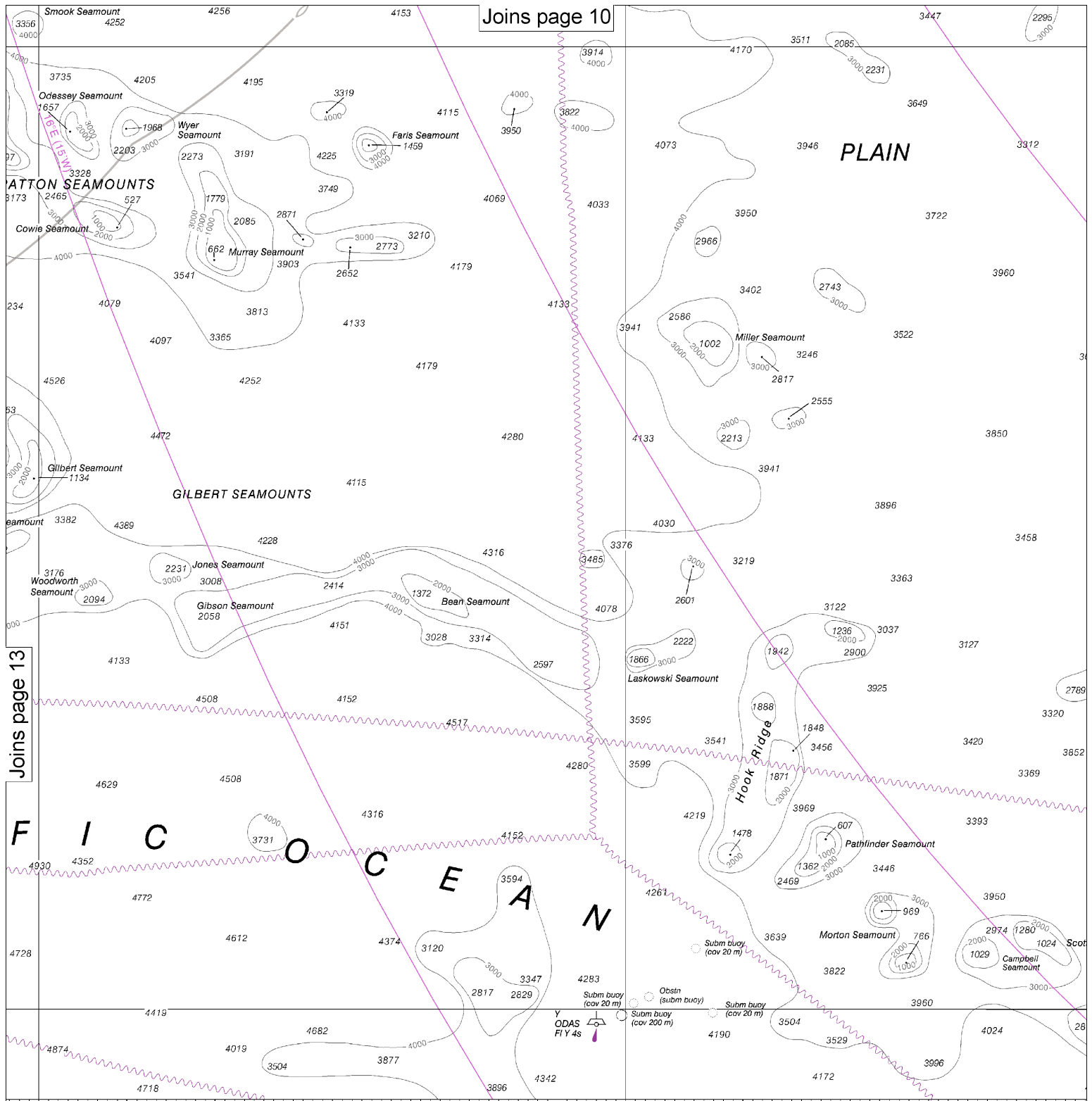
Joins page 9

Joins page 14

DEPTHS IN METERS

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

Notes or comments  
 /contact.htm.



Joins page 10

Joins page 13

F I C C O A N

PLAIN

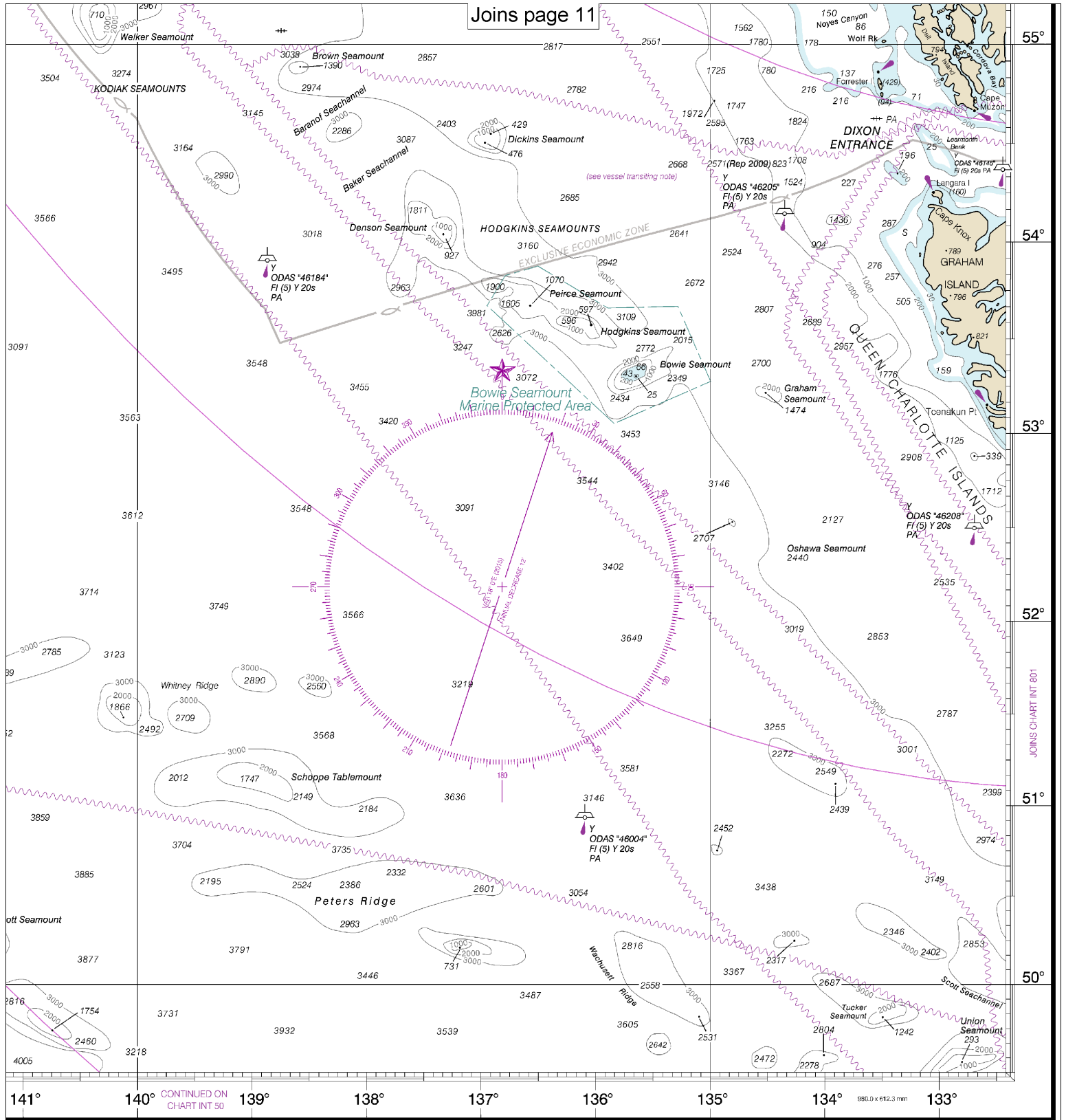


Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

FATHOMS
FEET
METERS

14

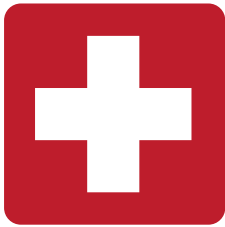
Note: Chart grid lines are aligned with true north.



M	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

West Coast of North America  
 Dixon Entrance to Unimak Pass  
 DEPTHS IN METERS - SCALE 1:3,500,000 (AT 22°30')

INT 810  
 500



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.

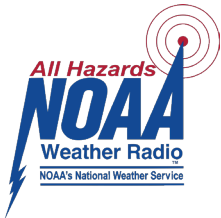
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**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.

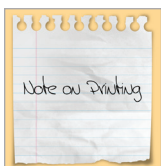
<http://www.nws.noaa.gov/nwr/>

## Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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>



— 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.