

BookletChart™

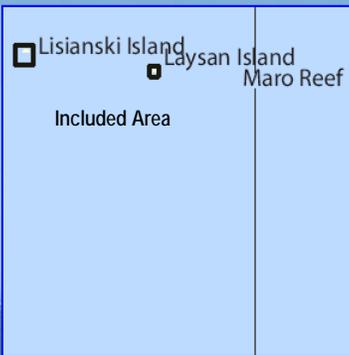
Lisianski and Laysan Islands

NOAA Chart 19442

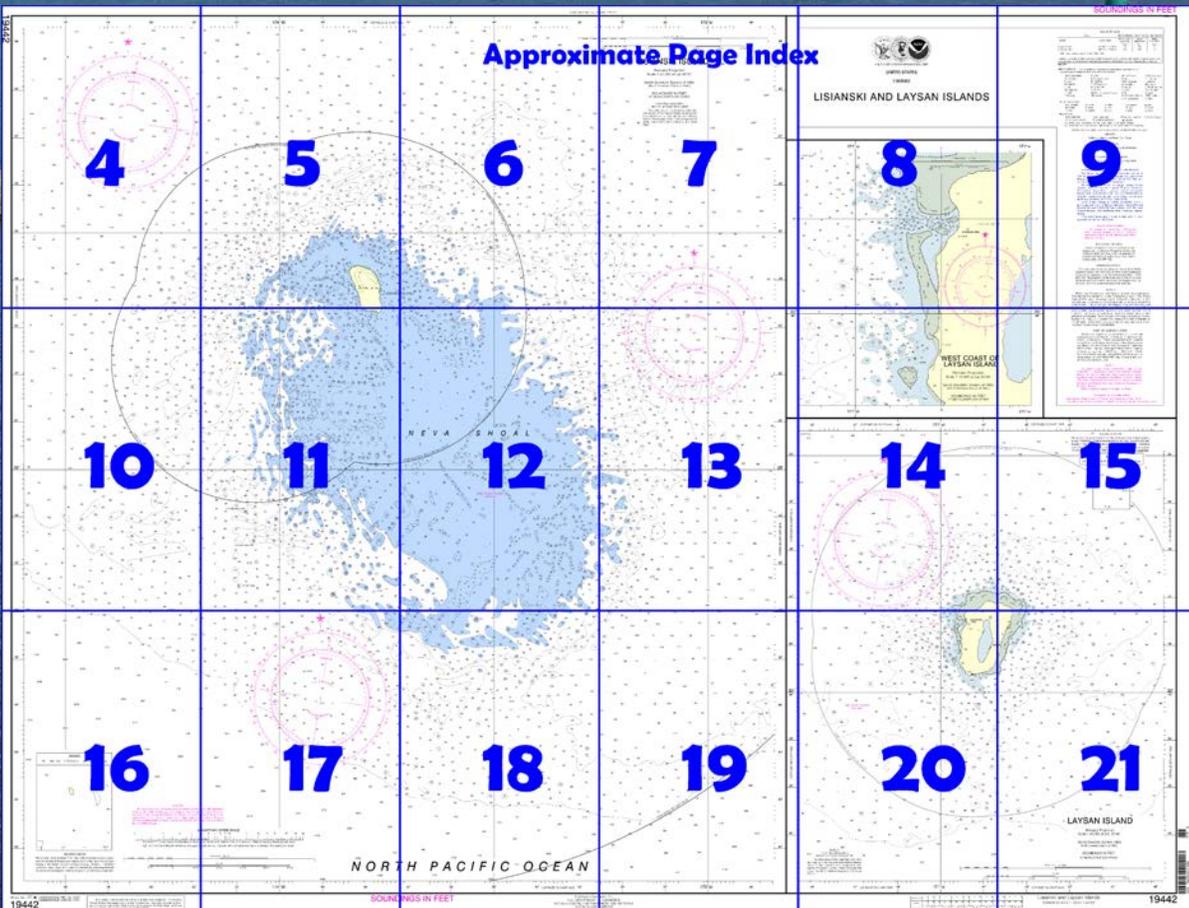


A reduced-scale NOAA nautical chart for small boaters

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
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.

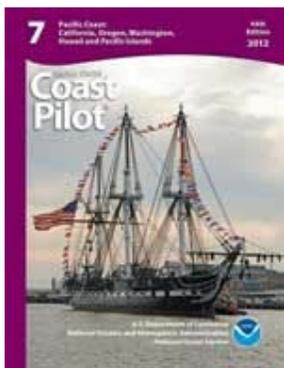
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=19442>.



(Selected Excerpts from Coast Pilot)
Laysan Island (25°46'N., 171°44'W.) is a low sand island about 65 miles WNW of Maro Reef. The island is 1.6 miles long in a N-S direction, about 1 mile wide, and 35 feet in elevation at its highest point near the N end. In the center of the island is an extremely hypersaline, foul-smelling lake about 0.9 mile long. The island, mostly soft white sand, is partly covered with low vines and grass, and walking over it is tiring because of innumerable sea-bird nesting holes. The island is marked by an ironwood tree behind a wooden refuge warning sign on the W side of the island, and by a grove of coconut palms on the

N edge of the lake. The rock which bares about 3 feet, located on the reef NW of the island presents a good radar target in mild weather. The wreck of a steel fishing boat is on the S shore of the island in 25°45.4'N., 171°44.4'W., but does not present a good radar target. Water can be obtained by digging shallow wells. The island is uninhabited and is seldom visited. As with other islands in the Leeward Islands, an entry permit is required. It is home to countless sea birds. Millions of flies make a visit there unpleasant most of the year.

A coral reef, a few hundred yards wide, fringes the island. About 0.3 mile off the NW shore is a small, sharp rock, about 3 feet high. Coral heads, covered with 4 to 7 fathoms of water, are numerous in the area within 1 mile of the island. The sand and coral bottom can usually be seen in depths less than 10 fathoms, and often in greater depths. When approaching closer than 1 mile, a sharp lookout must be maintained to detect the coral heads.

Vessels can anchor in depths of 8 to 15 fathoms 1 to 1.5 miles off the island on all sides, depending upon which side affords the best protection. During the trades, anchorage can be had 0.5 to 1 mile off the W side in depths of 8 to 15 fathoms, fair holding ground. In 1976, the Coast Guard Cutter MALLOW found good anchorage in 45 feet of water, sand and coral bottom, in 25°46'22"N., 171°45'15"W., with the ironwood tree bearing 084°, 1,390 yards. However, the anchor chain is subject to fouling on the coral heads because of the rotary currents. The coral heads are large and present a problem to vessels as they can foul ground tackle. It may be advisable to remain underway while attempting to land a small boat. Small craft drawing not over 12 feet can lie at anchor inside the reef and off the ironwood tree on the W side of the island, but this anchorage affords no protection from W winds. In 1978, the NOAA Ship TOWNSEND CROMWELL found anchorage with good holding ground, sand and coral bottom, and fair protection from strong W and NW winds accompanied by heavy seas and swell in 25°46.3'N., 171°43.0'W. and 25°45.8'N., 171°43.5'W. Surf of 10 to 15 feet was observed breaking on the W side of the island, and a 3- to 5-foot surf was observed on the reefs on the E and NE side.

Northampton Seamounts, unsurveyed seamounts with a least known depth of 15 fathoms, are about 35 miles SW of Laysan Island.

Lisianski Island (26°04'N., 173°58'W.) is a small, low, sandy island, about 120 miles W of Laysan Island. The island is about 1.2 miles long in a NNW direction, 0.5 mile wide, and 20 feet in elevation at its highest point on the NE side.

Neva Shoal, with innumerable coral ledges, extends about 8 miles SE from Lisianski Island. This reef, which is about 4 miles wide, has its W extremity about 4 miles SSW of the island. The S end of the reef is usually marked by breakers, and many of the ledges break in almost all weather. The shoal has areas of deeper water between the ledges, and small boats can maneuver but with difficulty over many parts of the reef. It must be avoided entirely by larger vessels.

Anchorage.—Anchorage can be had in trade-wind weather about 3 miles W of the island in depths of 11 to 15 fathoms, sand and coral bottom, with the N end of the island bearing 080°. During SW weather, vessels can find anchorage 3 to 4 miles E of the N end of the island in depths of 8 to 15 fathoms. Small boats can anchor in the lagoon.

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

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

Navigation Managers Area of Responsibility



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

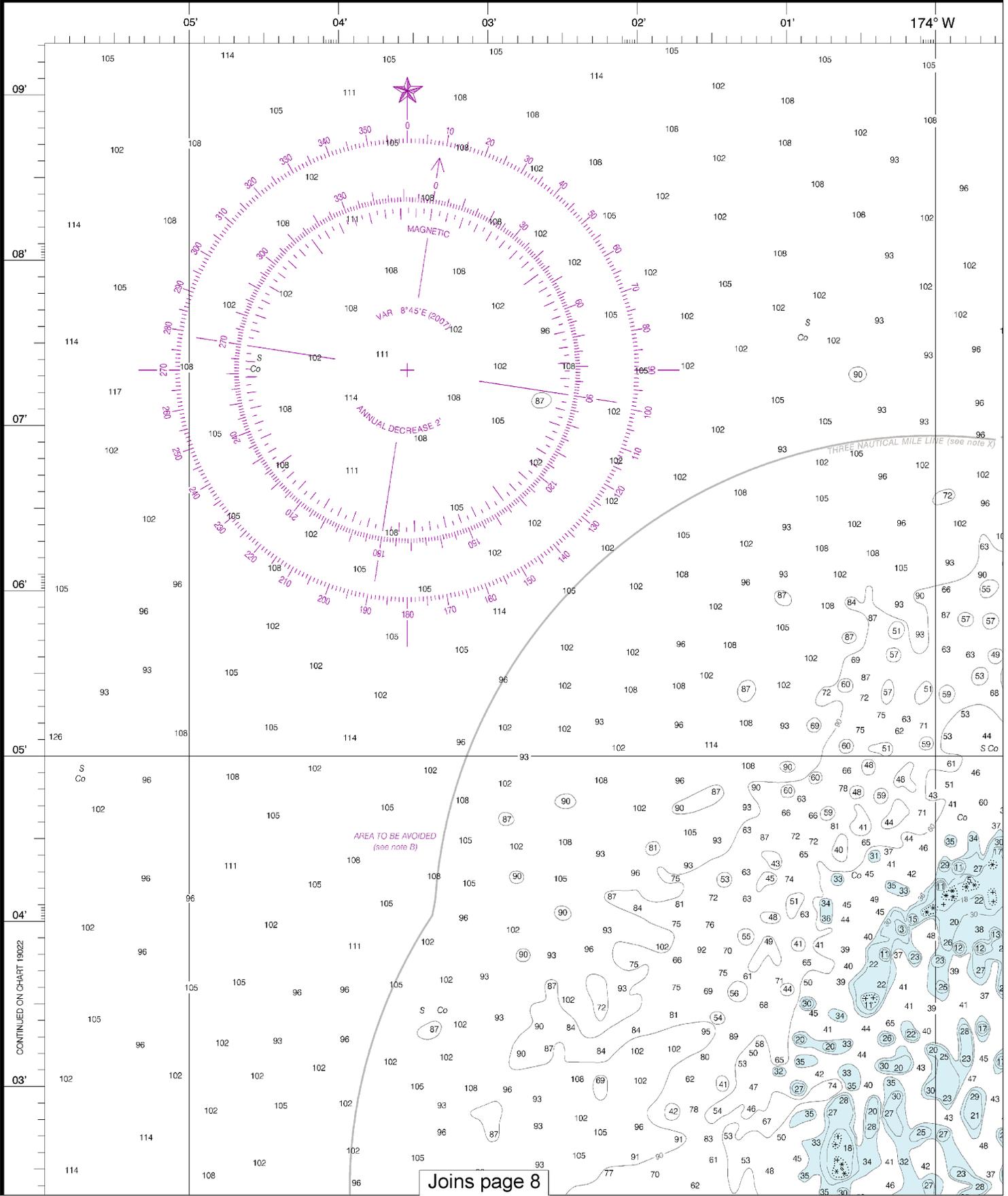
To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



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>

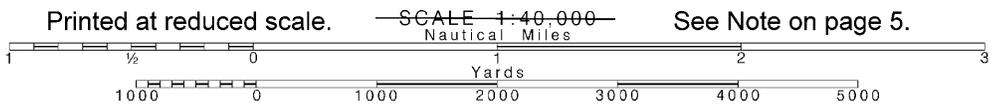


CONTINUED ON CHART 19022

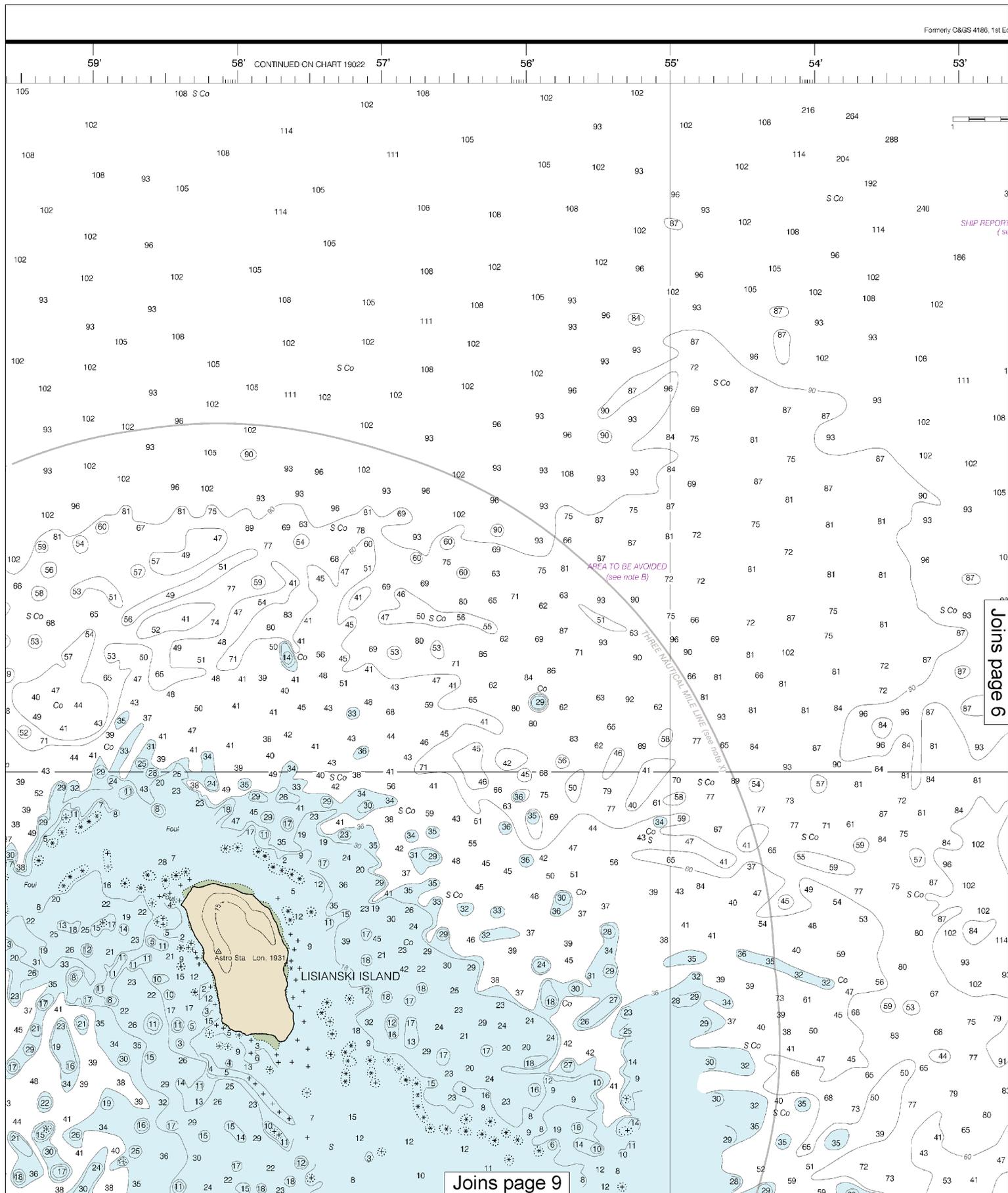
Joins page 8

4

Note: Chart grid lines are aligned with true north.



See Note on page 5.

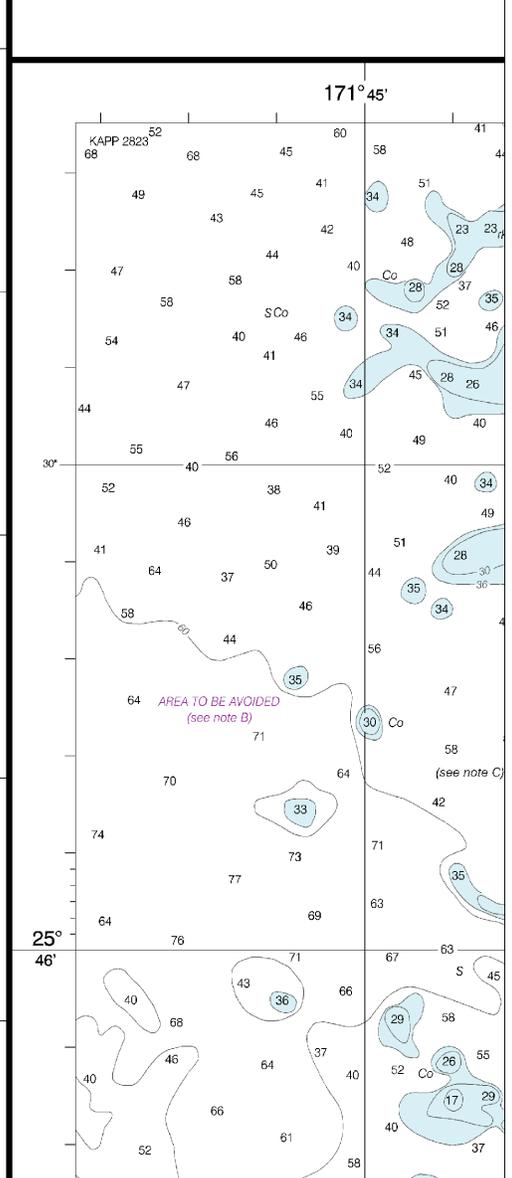
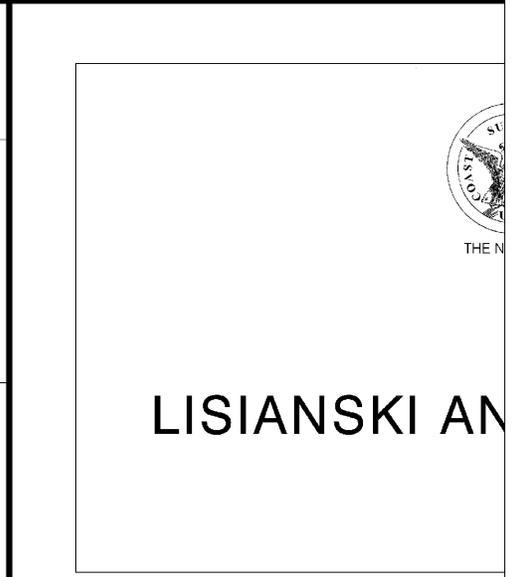
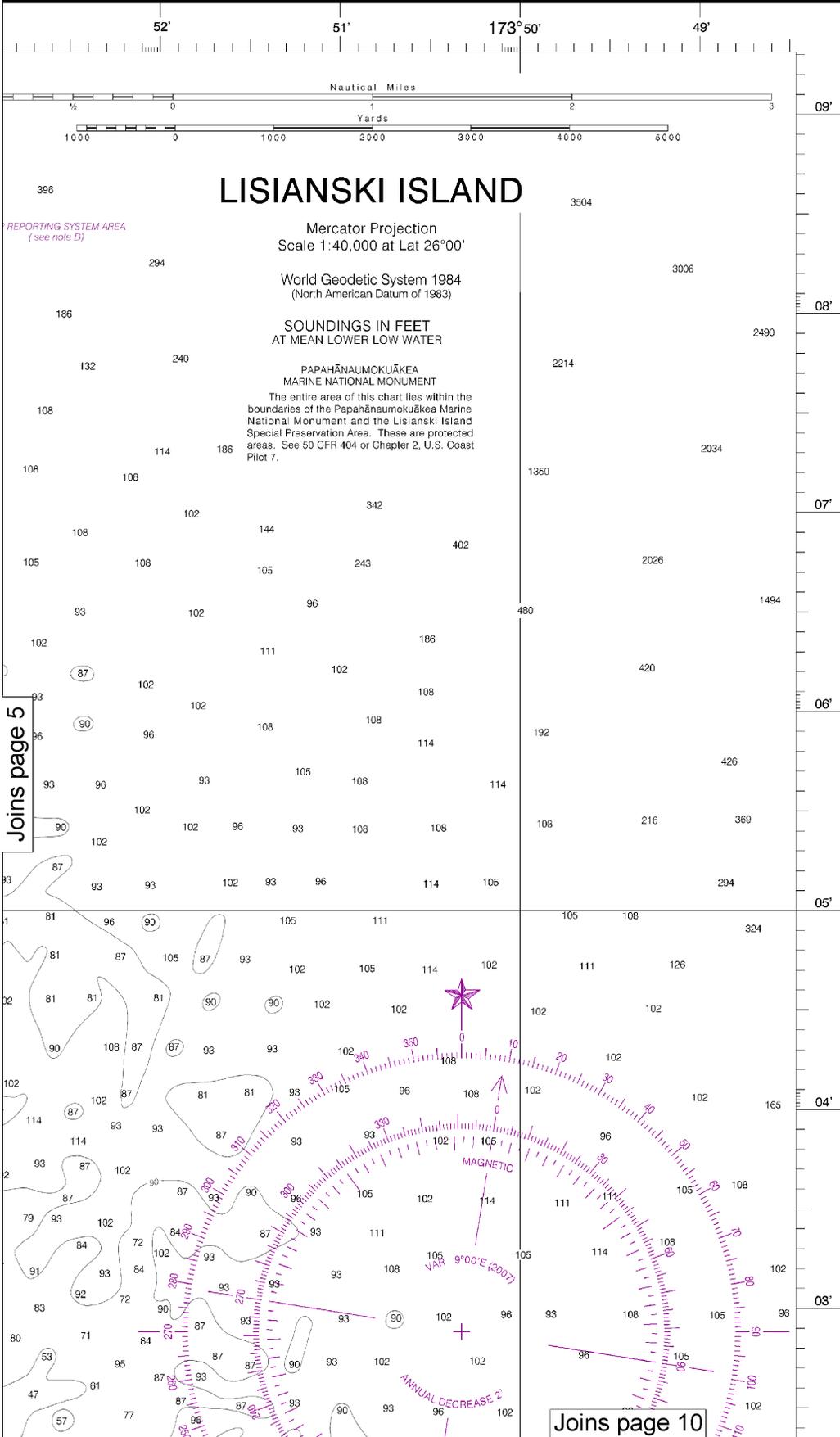


Joins page 9

Joins page 6

This BookletChart was reduced to 70% of the original chart scale.
 The new scale is 1:57142. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.





Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

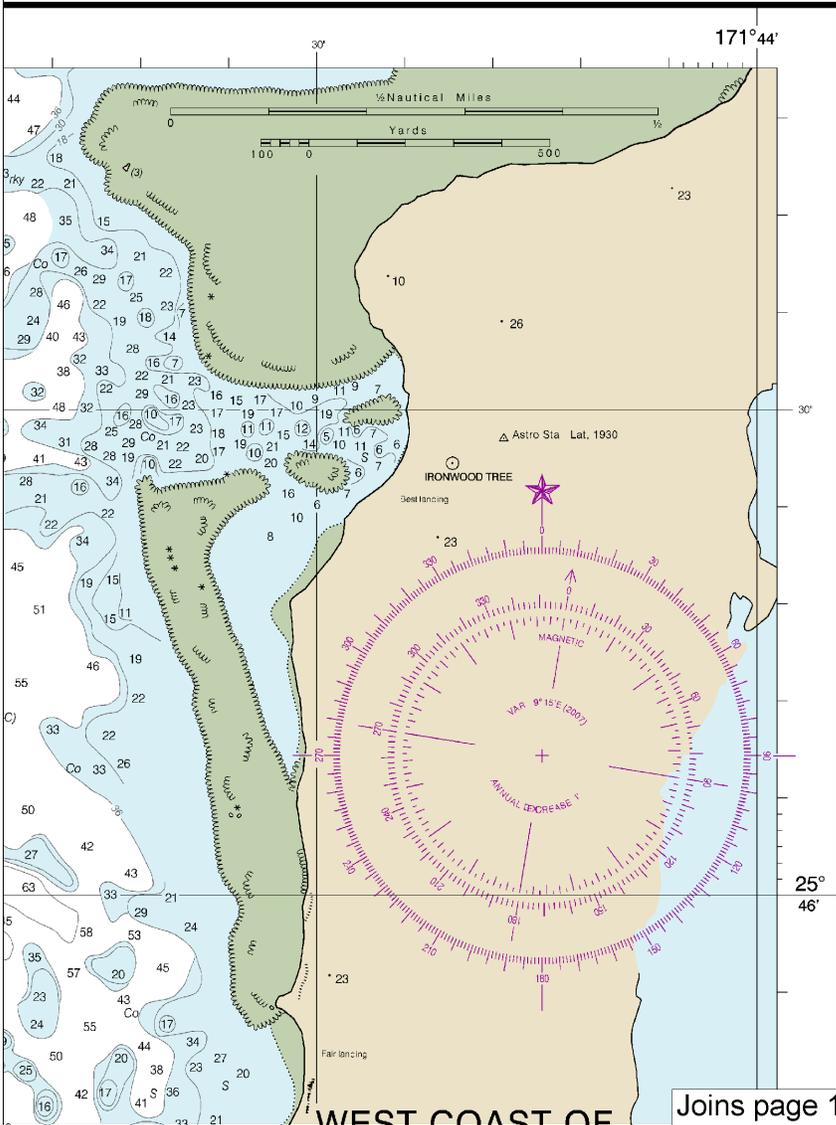
SCALE 1:40,000
Nautical Miles





UNITED STATES
HAWAII

WEST COAST OF LAYSAN ISLANDS



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TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Laysan Island	(25°46' N/171°45' W)	1.0	0.8	0.1
Lisianski Island	(26°04' N/173°58' W)	0.8	0.6	0.1

NOTE: Chart was last revised: 11/88, 10/99, 12/02

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>. (Mar 2007)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo moose code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT LC lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bls boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh snells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:
 AUTH authorized Obstr obstruction PD position doubtful Subm submerged
 ED existence doubtful PA position approximate Rep reported
 2L Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey.

SUPPLEMENTAL INFORMATION

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

HAWAIIAN ISLANDS NATIONAL WILDLIFE REFUGE

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.

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).

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.

NOTE B AREA TO BE AVOIDED

All vessels solely in transit should avoid the area (MSC IMO SN.1/Circ.263).

PARTICULARLY SENSITIVE SEA AREA

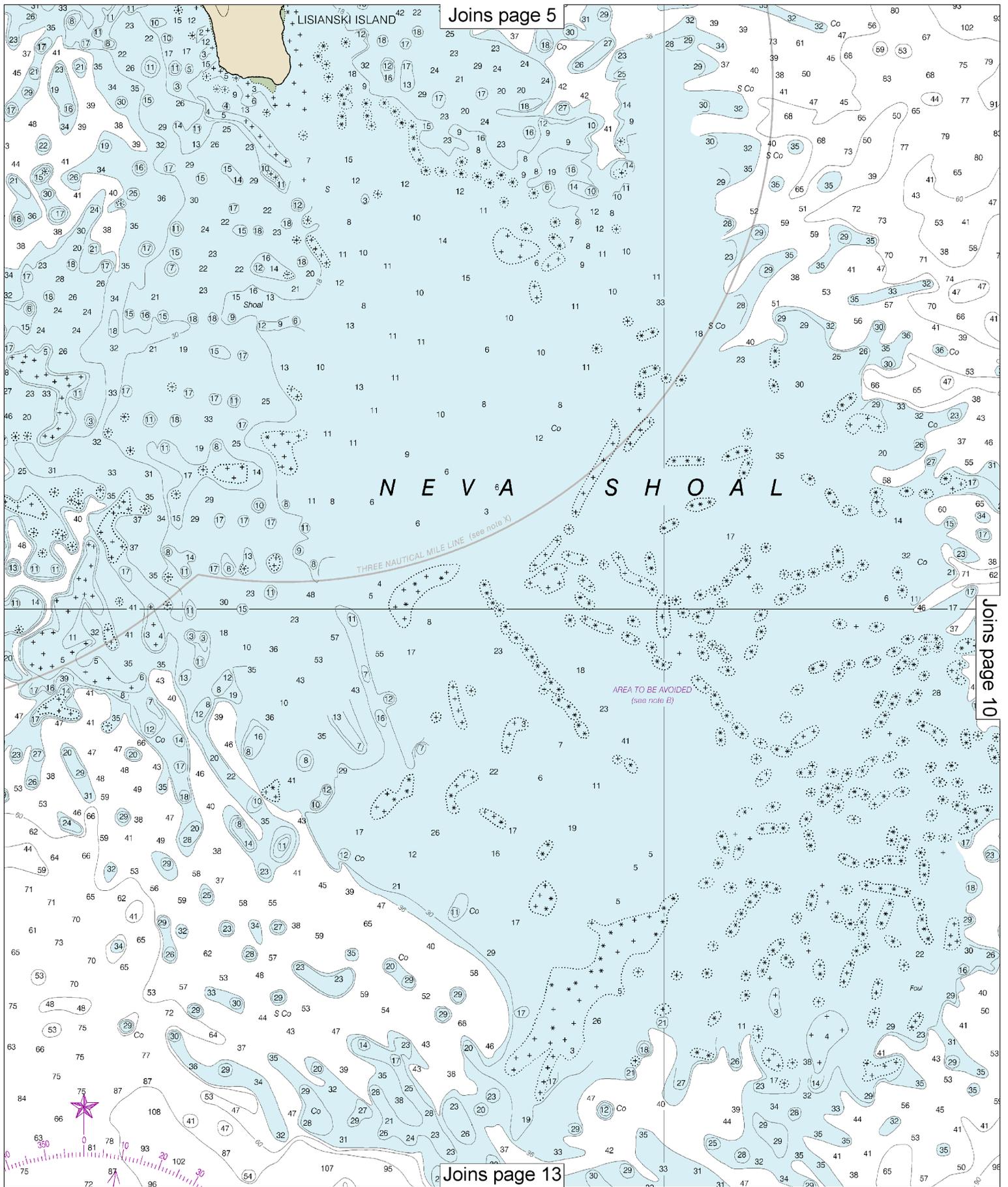
This chart falls entirely within the limits of a Particularly Sensitive Sea Area (PSSA). A PSSA is an environmentally sensitive area in which and around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

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). The projection of this chart was shifted from a local datum by means of georeferenced satellite imagery and has not been confirmed by land-based geodetic methods.

NOTE X

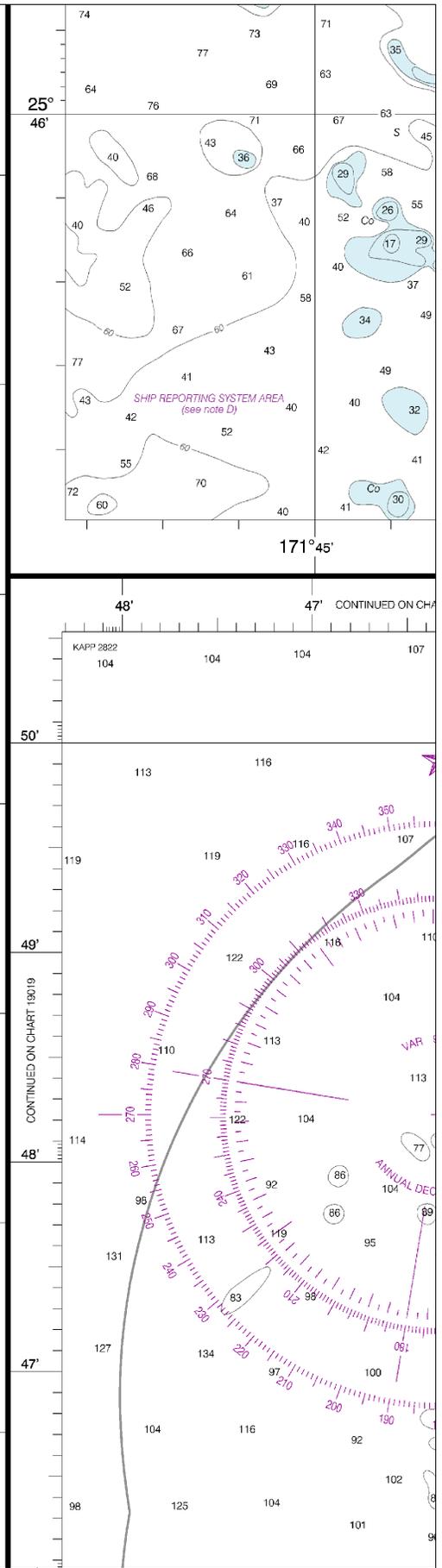
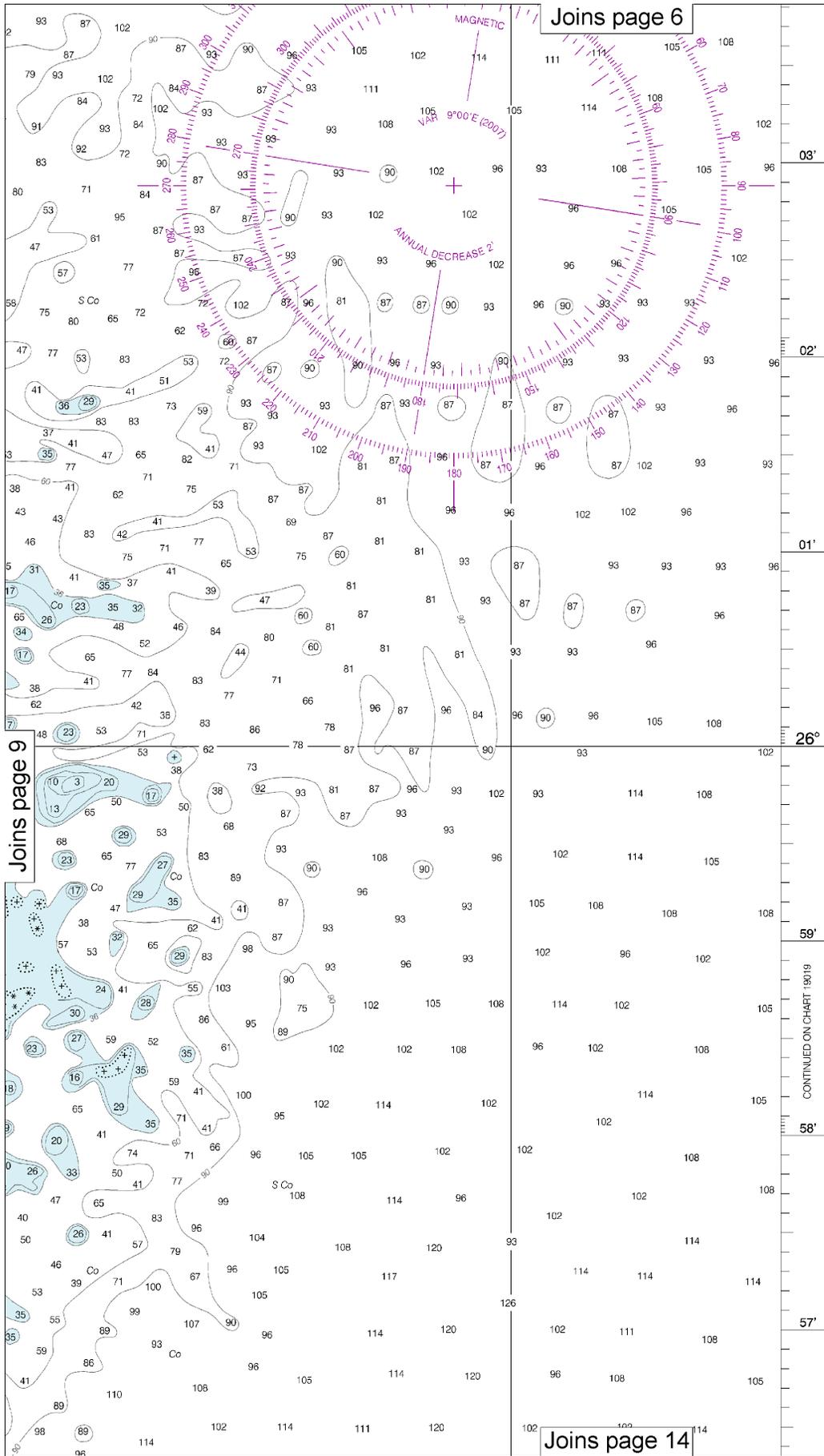
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Mile Limit, previously identified as the outer limit of the Territorial Sea, is no longer applicable.



Joins page 5

Joins page 10

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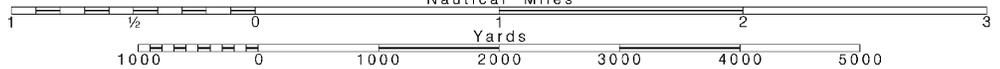
10

Note: Chart grid lines are aligned with true north.

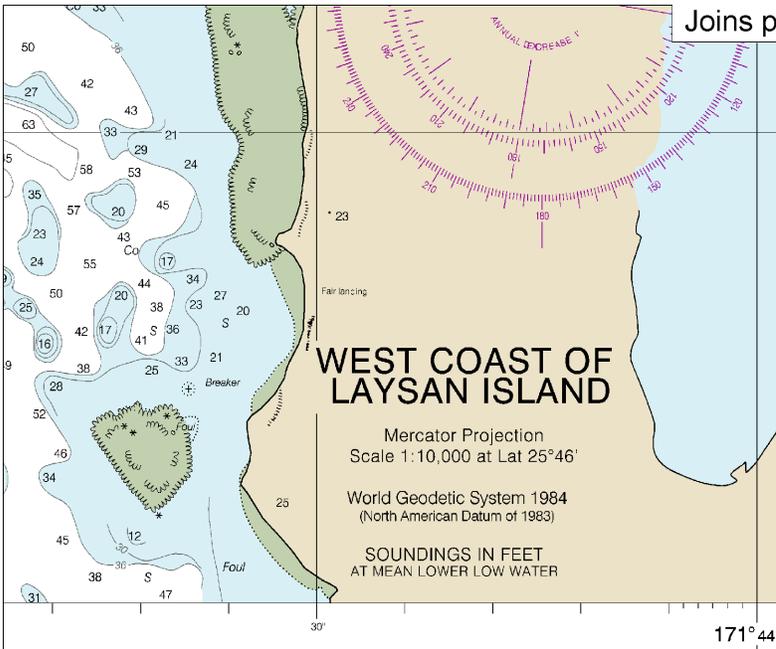
Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.



Joins page 7



All vessels solely in transit should avoid the area (MSC IMO SN.1/Circ.263).

PARTICULARLY SENSITIVE SEA AREA

This chart falls entirely within the limits of a Particularly Sensitive Sea Area (PSSA). A PSSA is an environmentally sensitive area in which and around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

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). The projection of this chart was shifted from a local datum by means of georeferenced satellite imagery and has not been confirmed by land-based geodetic methods.

NOTE X

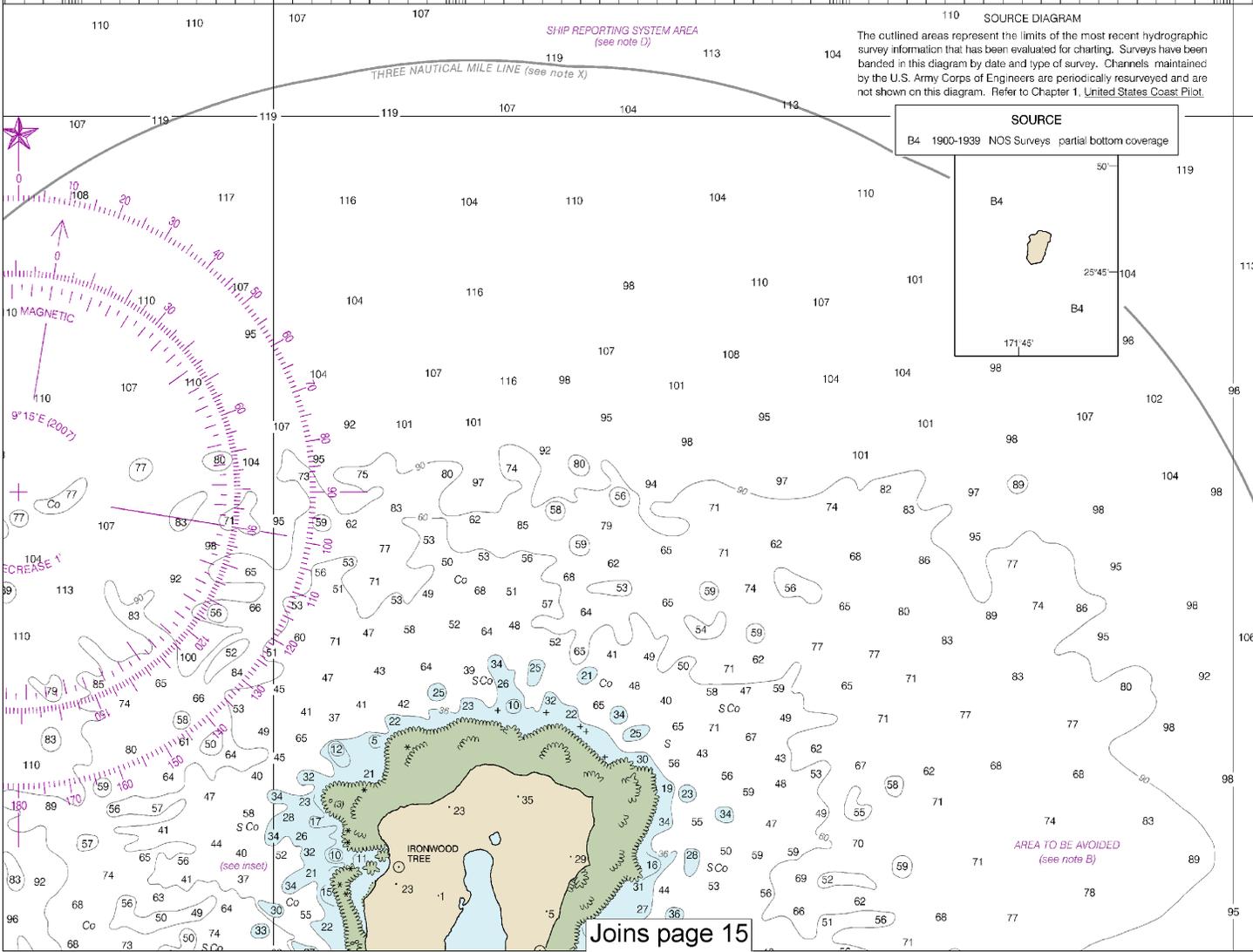
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

COLREGS, 80.1410 (see note A)

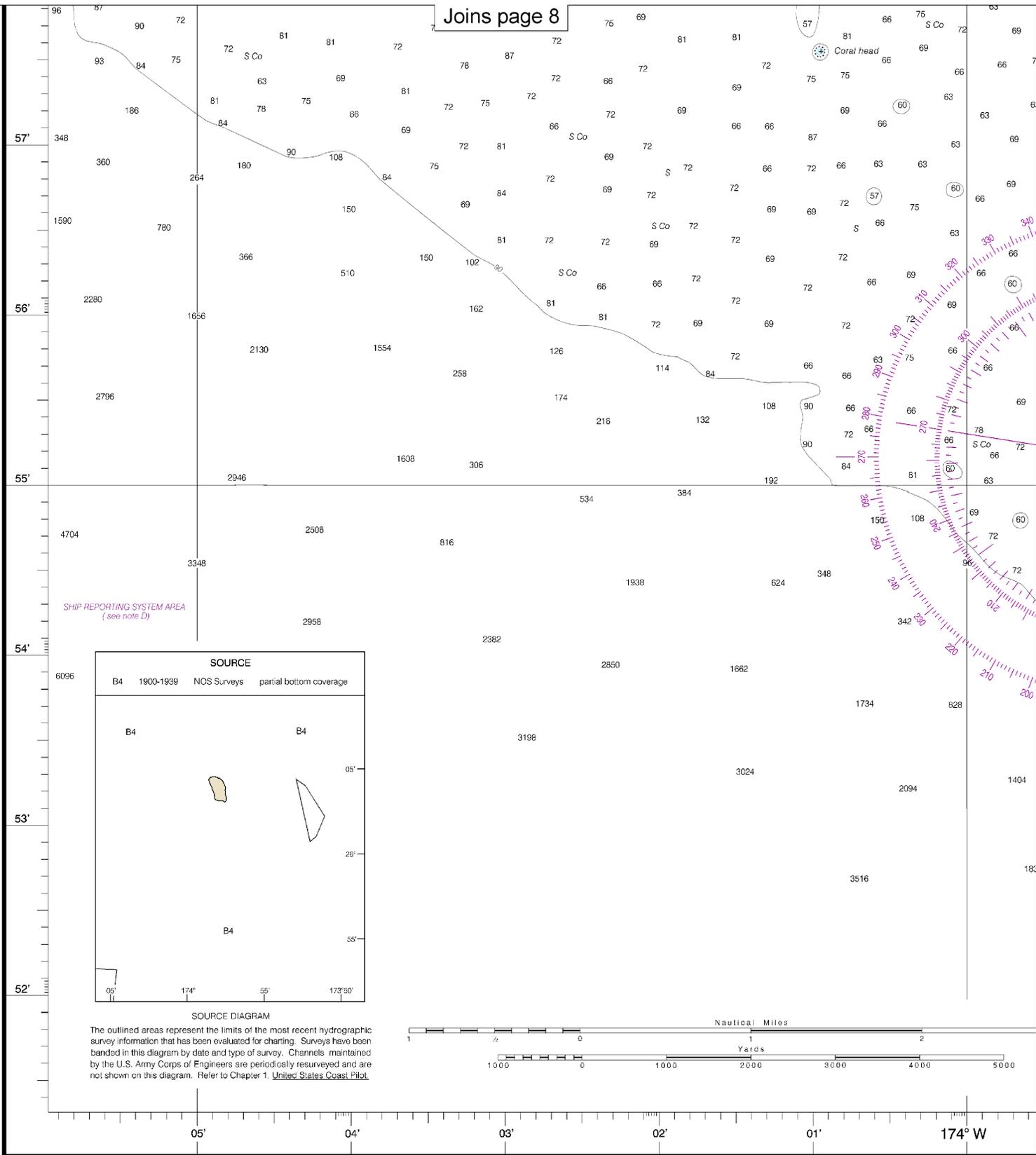
International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CHART 19022 46' 171° 45' 44' 43' CONTINUED ON CHART 19019 42' 41' 40'



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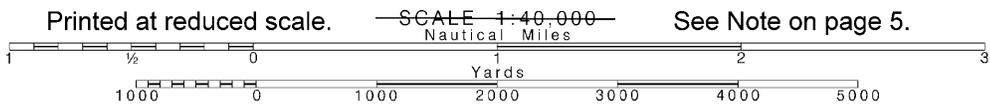


19442

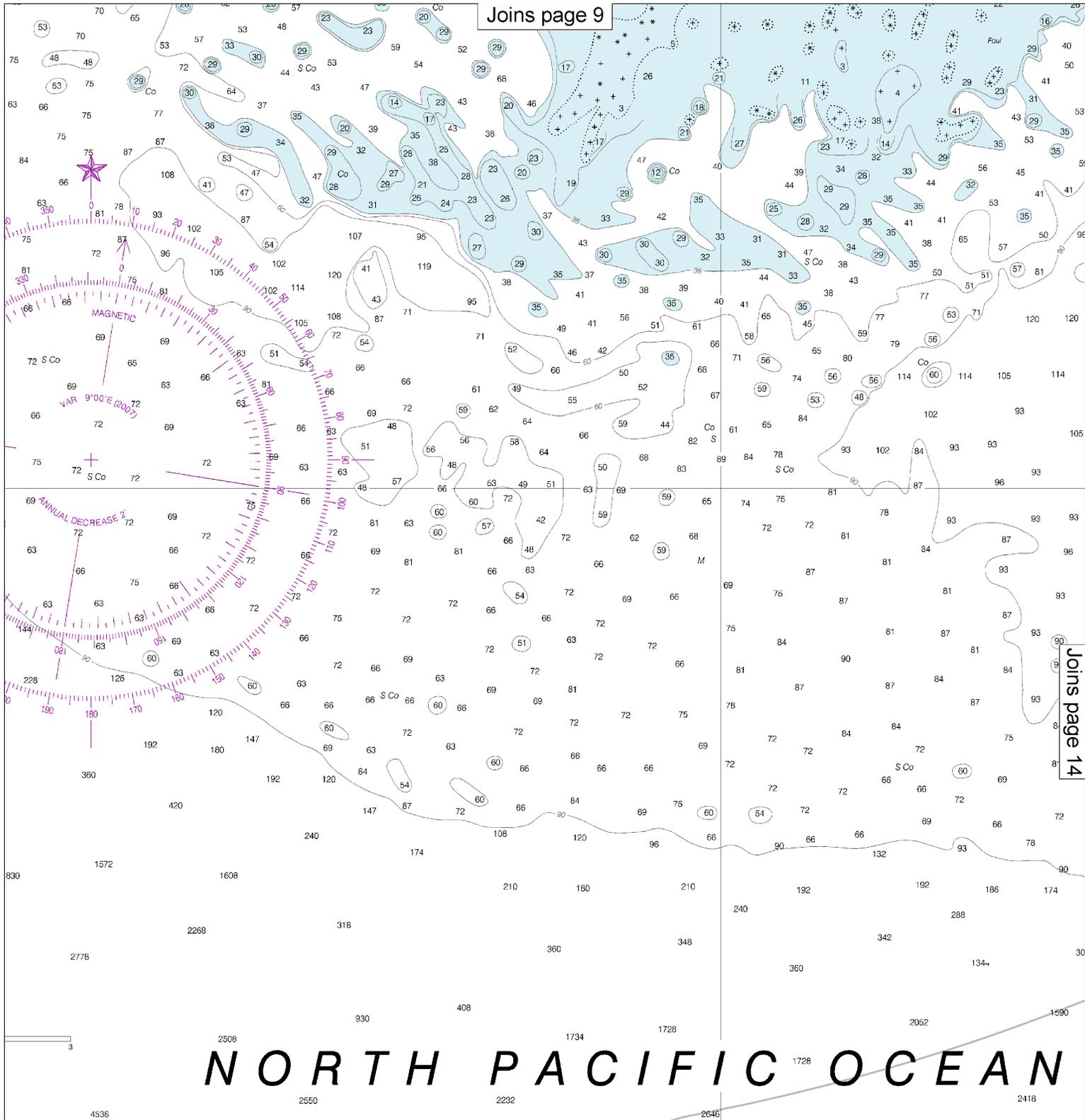
6th Ed., Apr. 2007. Last Correction: 12/26/2013. Cleared through:
LNM: 4916 (12/6/2016), NM: 5016 (12/10/2016)

12

Note: Chart grid lines are aligned with true north.



See Note on page 5.

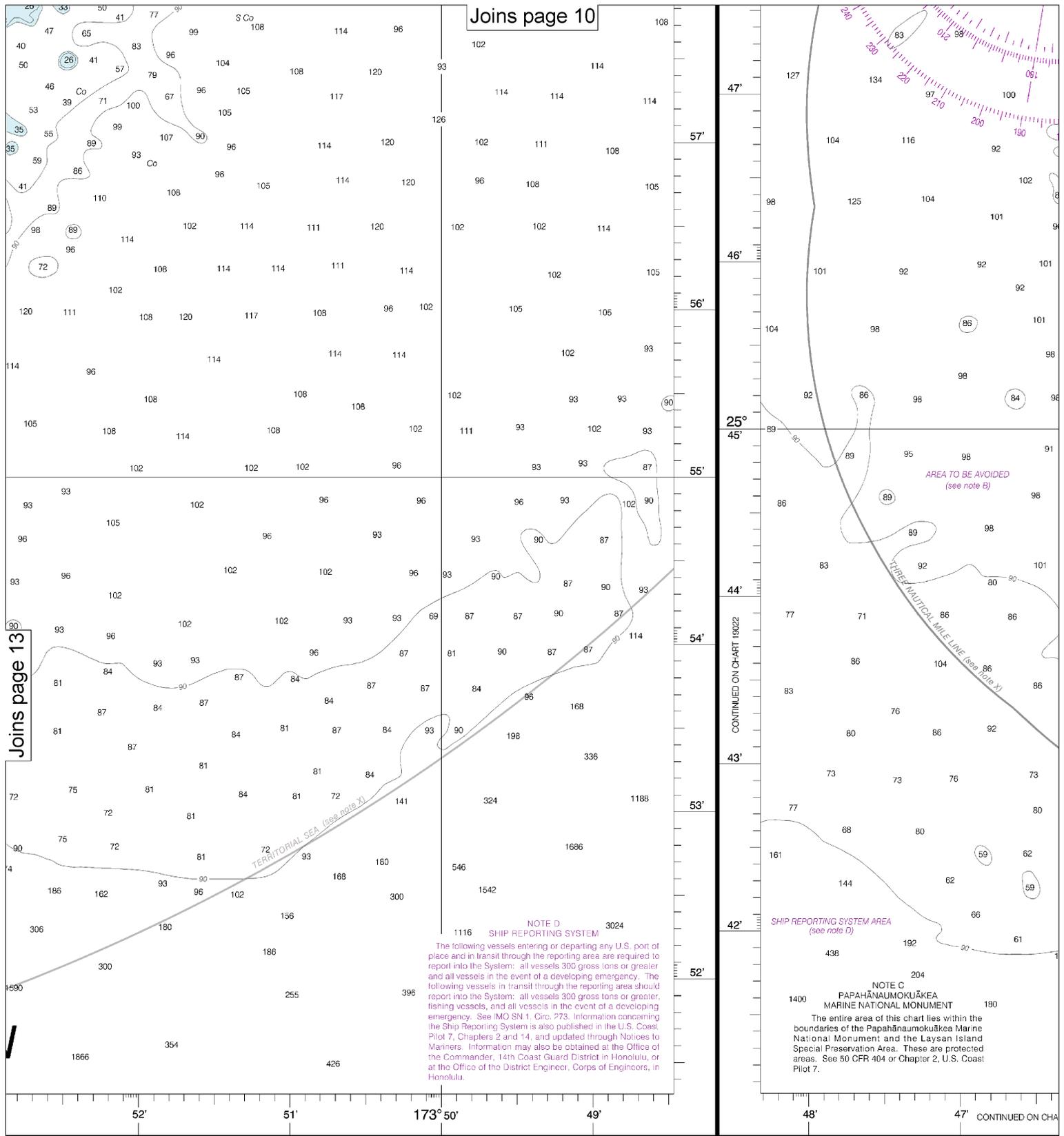


NORTH PACIFIC OCEAN

SOUNDINGS IN FEET

For more information or comments, please contact the staff at staff@noaa.gov.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEANIC AND ATMOSPHERIC ACTING CHIEF OF COAST GUARD



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TERRITORIAL SEA (see note X)

NOTE D
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.

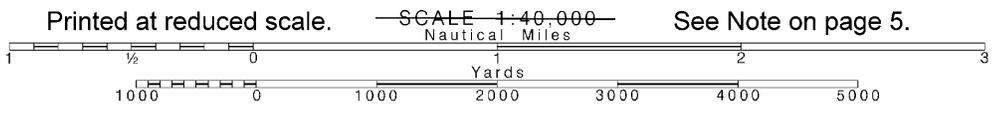
NOTE C
SHIP REPORTING SYSTEM AREA (see note D)

PAPAHĀNAUMOKUĀKEA MARINE NATIONAL MONUMENT
The entire area of this chart lies within the boundaries of the Papahānaumokuākea Marine National Monument and the Laysan Island Special Preservation Area. These are protected areas. See 50 CFR 404 or Chapter 2, U.S. Coast Pilot 7.

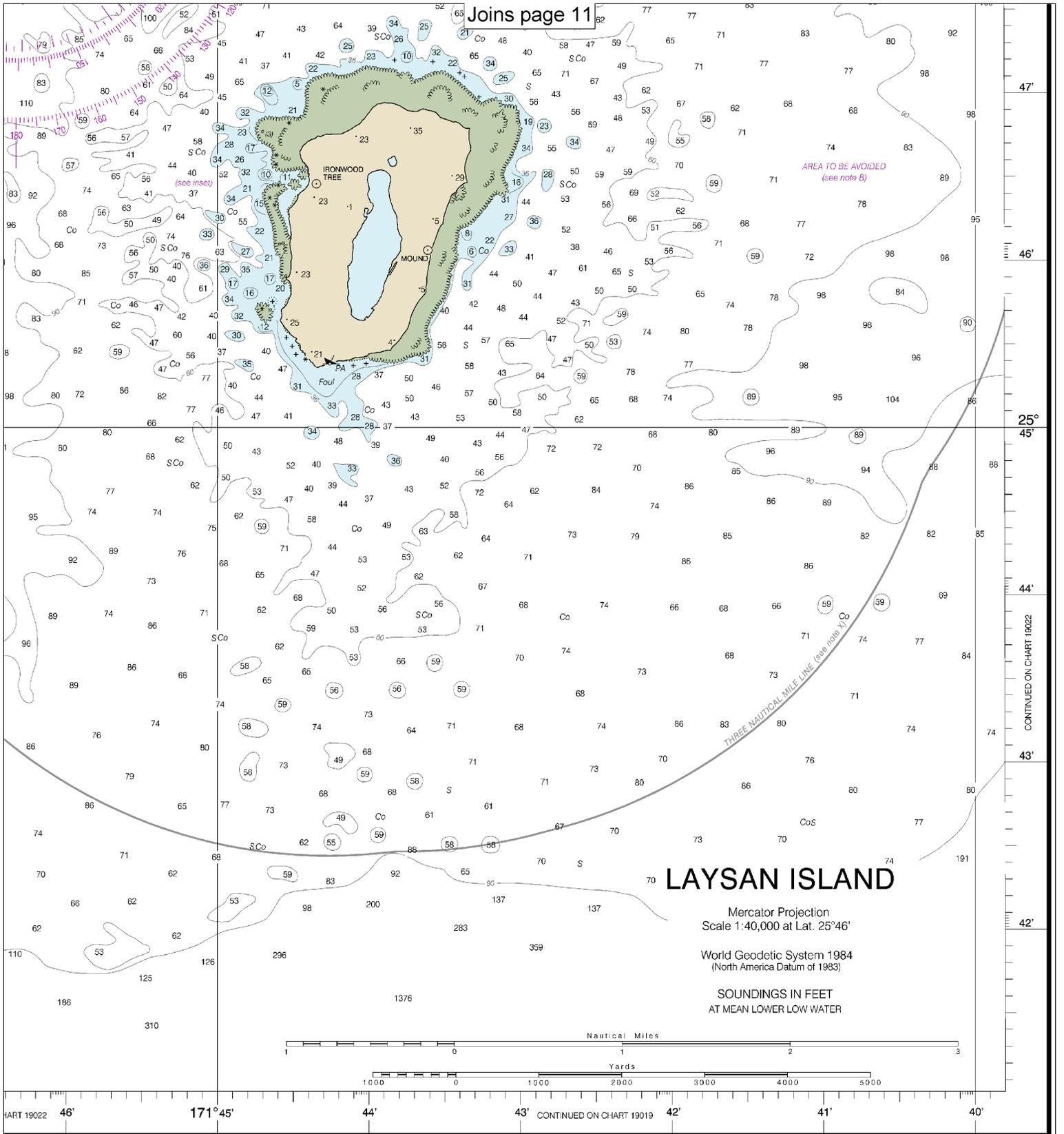
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DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

14

Note: Chart grid lines are aligned with true north.



See Note on page 5.



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

Lisianski and Laysan Islands
SOUNDINGS IN FEET - SCALE 1:40,000

19442



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
- 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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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.