

# BookletChart™



## Midway Islands

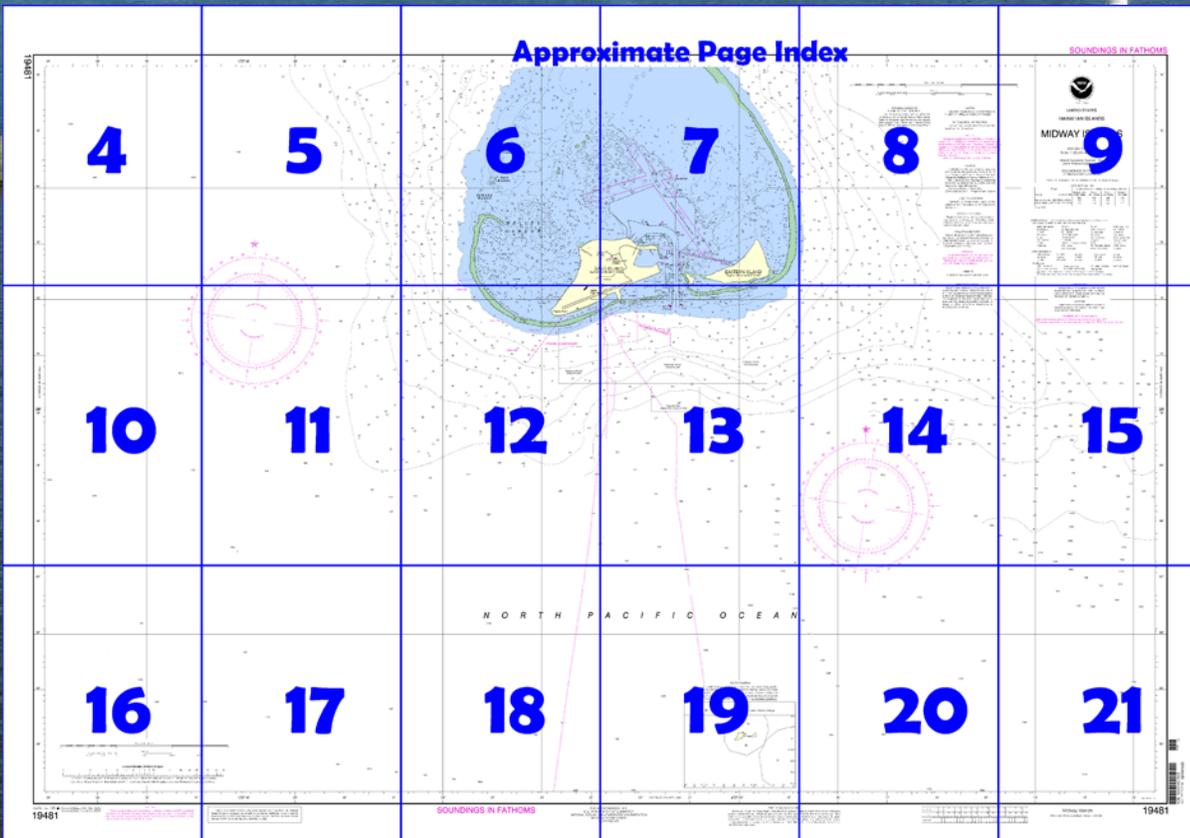
NOAA Chart 19481

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

*When possible, use the full-size NOAA chart for navigation.*

- Kure Atoll
- Midway Islands
- Pearl and Hermes
- Included Area
- Lisianski

- 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/searchbychart.php?chart=19481>.



**(Selected Excerpts from Coast Pilot)**  
**Midway Islands** are 1,150 miles WNW of Honolulu. The circular atoll is 6 miles in diameter and encloses two islands. The coral reef does not completely enclose the lagoon; there is a natural opening on the W side, and another opening has been dredged on the S side. The reef rises abruptly from deep water and there are no off-lying rocks or shoals; breakers mark all seaward sides of the reef. The enclosed islands average 12 feet high with a maximum height of 45 feet.

Numerous birds, especially albatross, nest on the islands and are sometimes a hazard to landing or departing airplanes.

The Midway Islands, not part of the State of Hawaii, are under the administration of the Department of the Interior **Midway Atoll National Wildlife Refuge** established by Executive Order No. 13022 of October 31, 1996. Copies of the Executive Order directing the **Management and General Public Use** of the National Wildlife Refuge System can be obtained from Refuge Manager, Hawai'ian/Pacific Islands National Wildlife Refuge Complex, U.S. Fish and Wildlife Service, 300 Ala Moana Boulevard, P.O. Box 50167, Honolulu, HI 96850.

Requests for emergency entry of vessels in distress should be made by any means possible to the Joint Rescue Coordination Center (JRCC), Honolulu, Hawaii (808-535-3333). JRCC will then obtain entry approval or denial from the USFWS Refuge Manager and provide a response to the requester.

Non-emergency entry requests must be approved in advance by contacting the USFWS Refuge Manager. Additionally, the Midway harbormaster can be reached by VHF-FM radio channel 16.

**Eastern Island**, at the SE end of the atoll, is triangular in shape, about 1.2 miles long, and 6 to 12 feet high.

**Sand Island**, on the S side of the atoll, is about 2 miles long in a SW direction and is composed of white coral sand. Prominent from offshore are the towers, tanks, and radio masts of the naval installations and a group of trees on the N side of the island. An aerolight is on top of the tallest tank in the N central part of the island.

**Welles Harbor** is the area inside the gap in the barrier reef on the W side of the atoll. The harbor was formerly used to a considerable extent as an anchorage by ships calling at Midway, but since the dredging of the ship channel and harbor between Sand and Eastern Islands, Welles Harbor is little used. Navigation in this area should not be attempted.

**Channels.**—Marked dredged channels through the S reef lead to deepwater basins on the E and NE sides of Sand Island, and to a small-craft basin on the W side of Eastern Island. The entrance channel is marked by a lighted buoy, unlighted buoys, and a **359.5°** lighted range. (Consult the United States Fish and Wildlife Service, Notice to Mariners, and latest editions of charts for controlling depths.)

**Anchorage.**—The established anchorage area is NE of Sand Island. Outside anchorage is available in depths of 15 to 25 fathoms E of the main channel sea buoy; this anchorage is fair during NE winds, but should not be attempted during winds from other quadrants. Anchorage S of Sand Island is prohibited to avoid possible fouling of the San Francisco-Honolulu-Midway-Guam-Manila cable.

**Currents.**—The current off the main entrance channel usually sets W with a velocity of about 2 knots. Within the channels, the current changes direction with velocities of 2 to 8 knots, depending on the weather; extreme caution is necessary to avoid being carried outside the channel limits. It is reported that during heavy gales Welles Harbor is full of strong currents caused by the sea forced over the reefs.

**Pilotage, Midway Islands.**—Vessels required by law to have a licensed master should consult the Captain of the Port, Honolulu (808-842-2640) to determine specific pilotage requirements. Pilots are not required for public vessels of the United States.

**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](http://nauticalcharts.noaa.gov/service/navmanagers)

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).

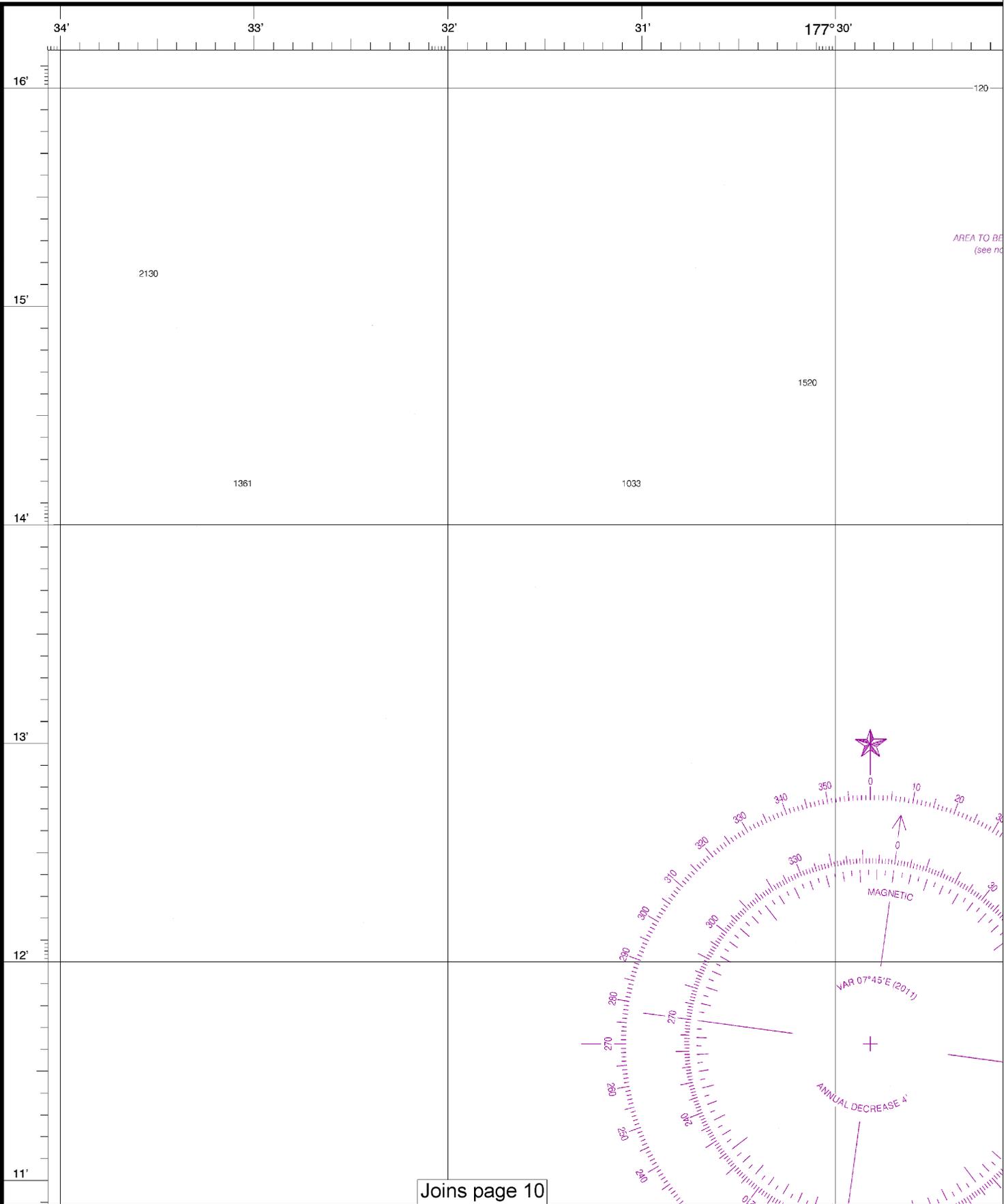
## Lateral System As Seen Entering From Seaward

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>

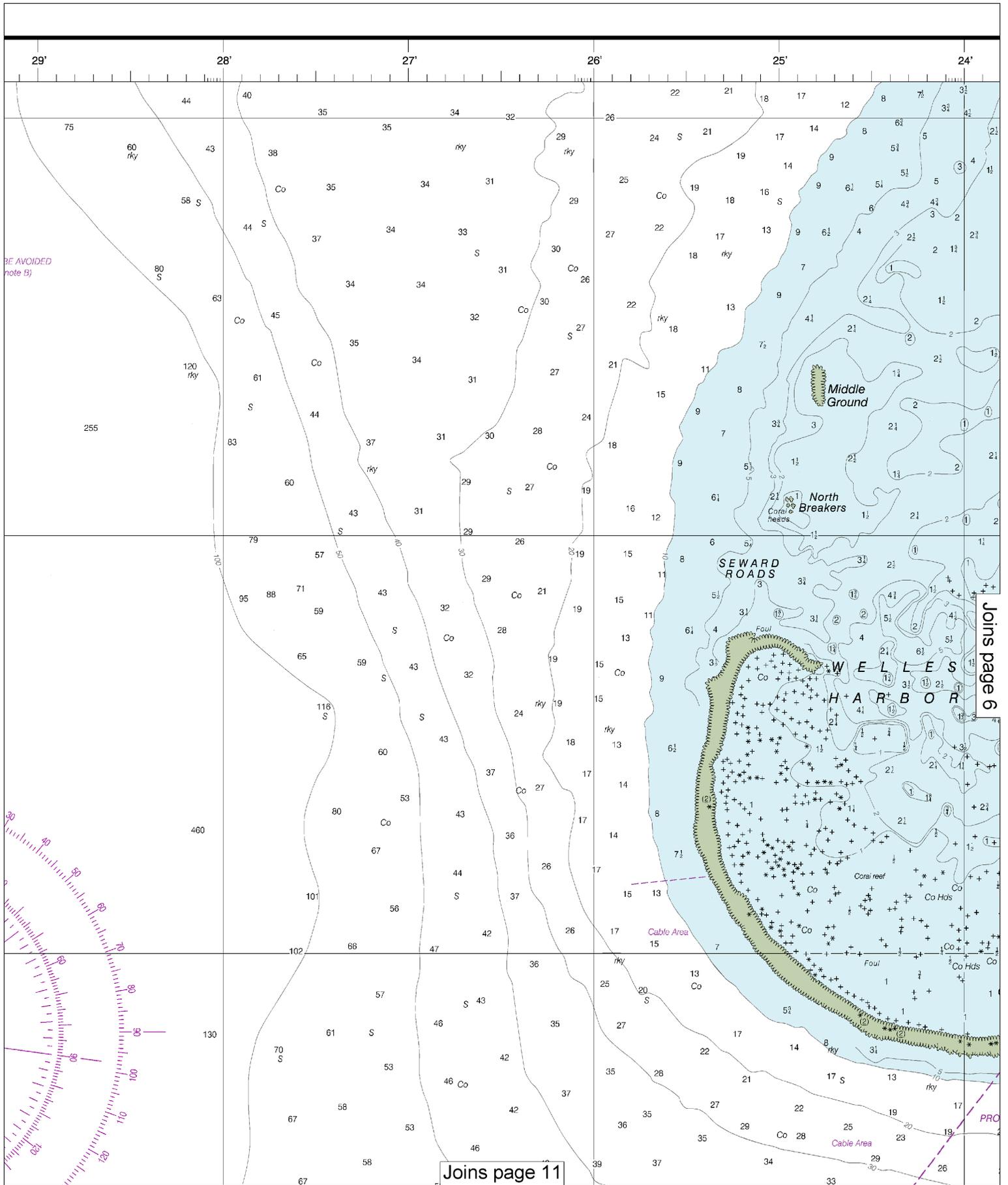
19481



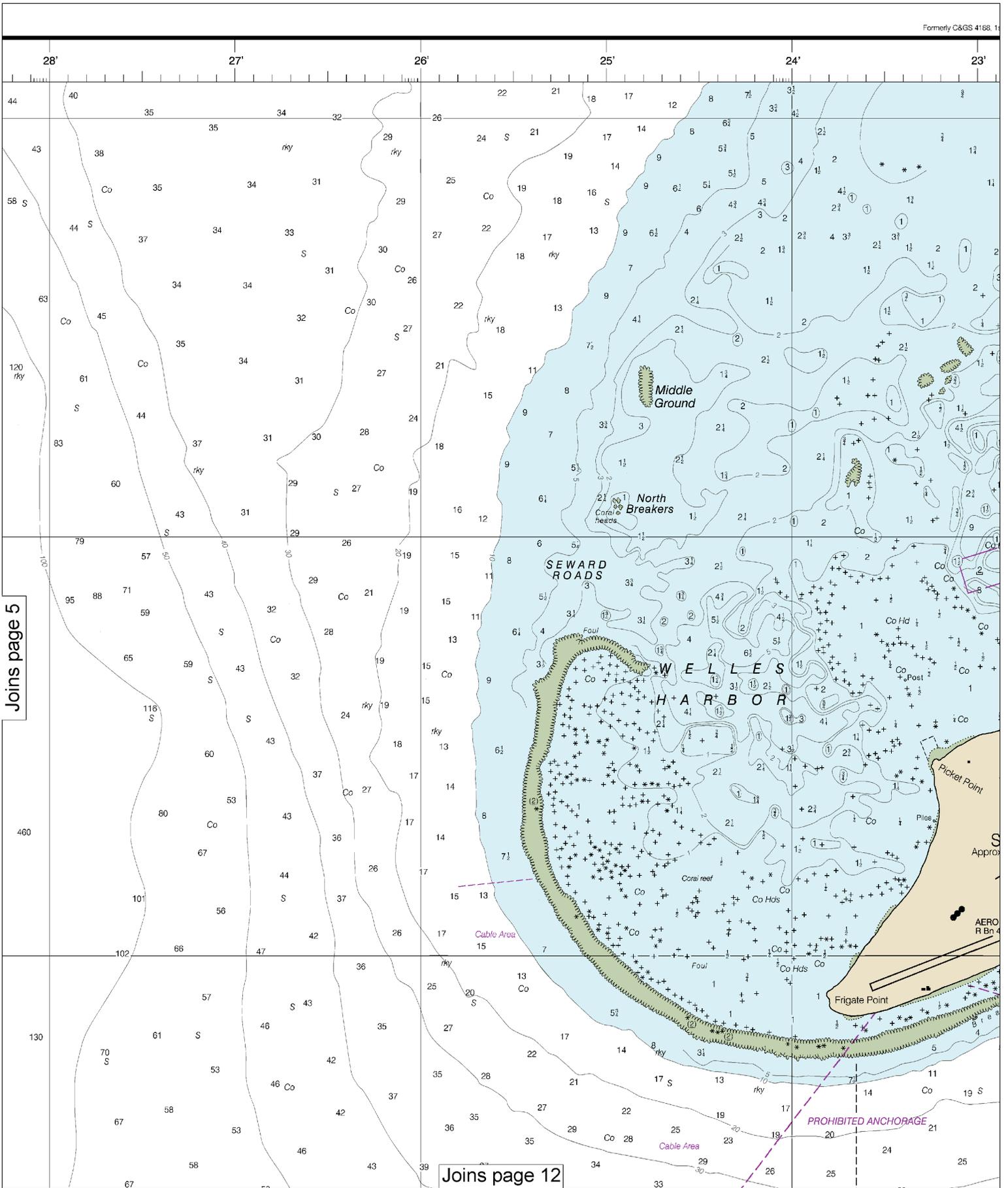
Joins page 10

4

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:43333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

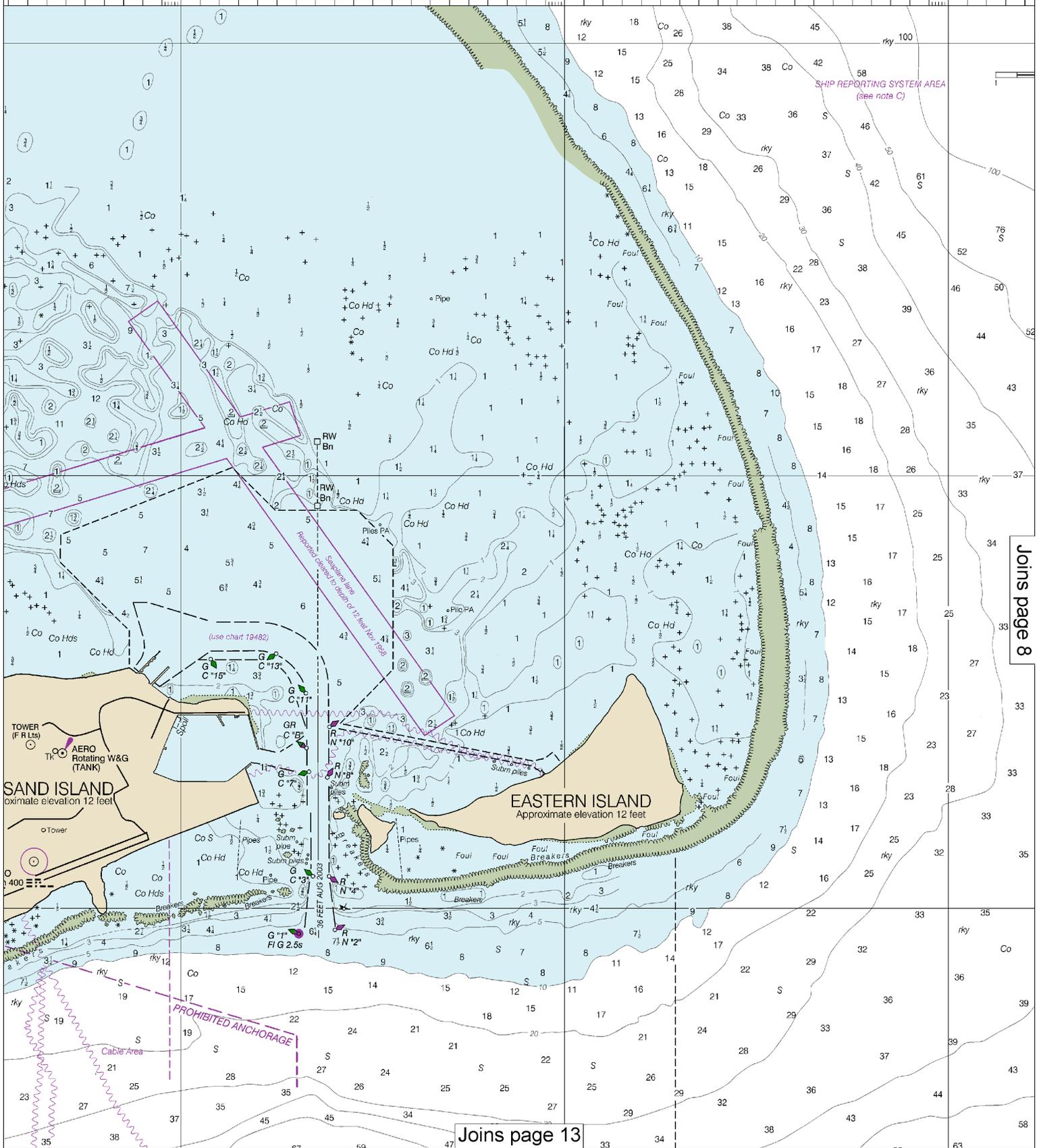


Joins page 5

Joins page 12



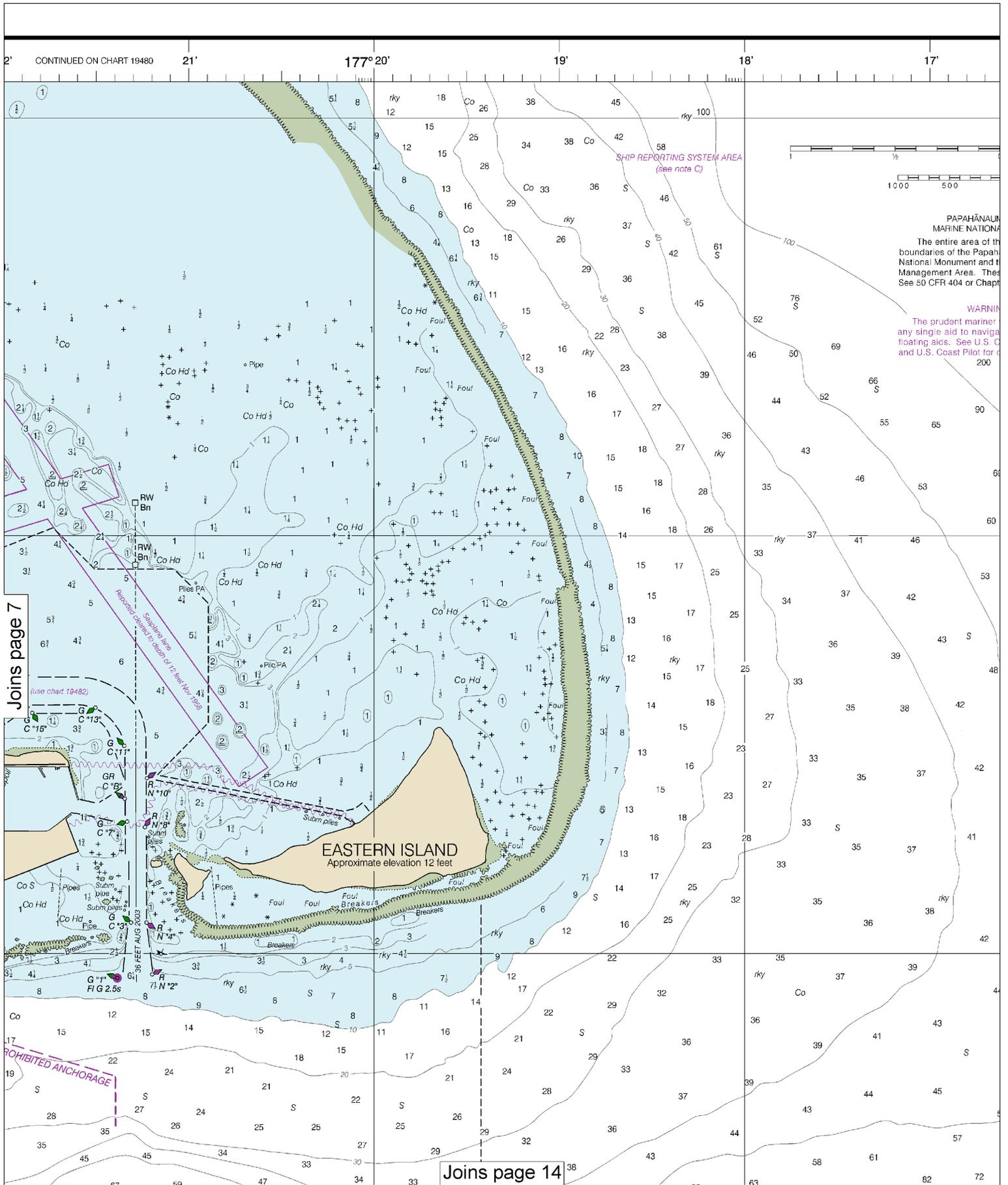
Note: Chart grid lines are aligned with true north.



Joins page 8

Joins page 13





16' 15' 14' 13' 12'

SCALE 1:32,500  
Nautical Miles

Yards  
0 1000 2000 3000

**IMOKUĀKEA NATIONAL MONUMENT**  
This chart lies within the Inānaumokuākea Marine National Monument. The Midway Atoll Special Use Area is a protected area. Chapter 2, U.S. Coast Pilot 7.

**WARNING**  
Do not rely solely on this chart, particularly on soundings, for navigation. Refer to the U.S. Coast Guard Light List for details.

**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.

**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) ◐ (Approximate location)

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**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.

**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).

**HEIGHTS**  
Heights in feet above Mean High Water.

**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.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 7 for important supplemental information.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
HAWAIIAN ISLANDS

## MIDWAY ISLANDS

Mercaator Projection  
Scale 1:32,500 at Lat 28° 10'

World Geodetic System 1984  
(North American Datum of 1983)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

### TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height: referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Sand Island	(28°12.7'N/177°21.6'W)	1.2	1.1	0.2
Midway Islands	(28°13'N/177°22'W)	1.2	1.0	0.2

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>.

(Dec 2010)

### 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	N nun	R TR radio tower
Al alternating	IQ interrupted quick	OBSC obscured	Rot rotating
B black	ISO isophase	OC occulting	S seconds
Bn beacon	LT HO lighthouse	OR orange	SEC sector
C can	M nautical mile	OSC oscillating	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
	Mo morse code	R Bn radiobeacon	Y yellow

### Bottom characteristics:

Blds boulders	Co coral	gy grey	Oys oysters	sc soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs 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	
① 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.			

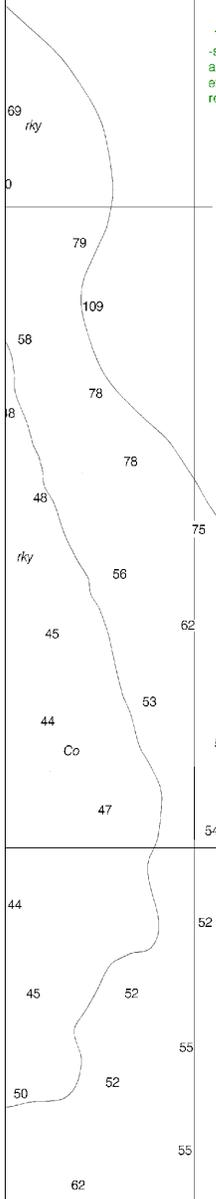
### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, and National Geospatial-Intelligence Agency.

### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

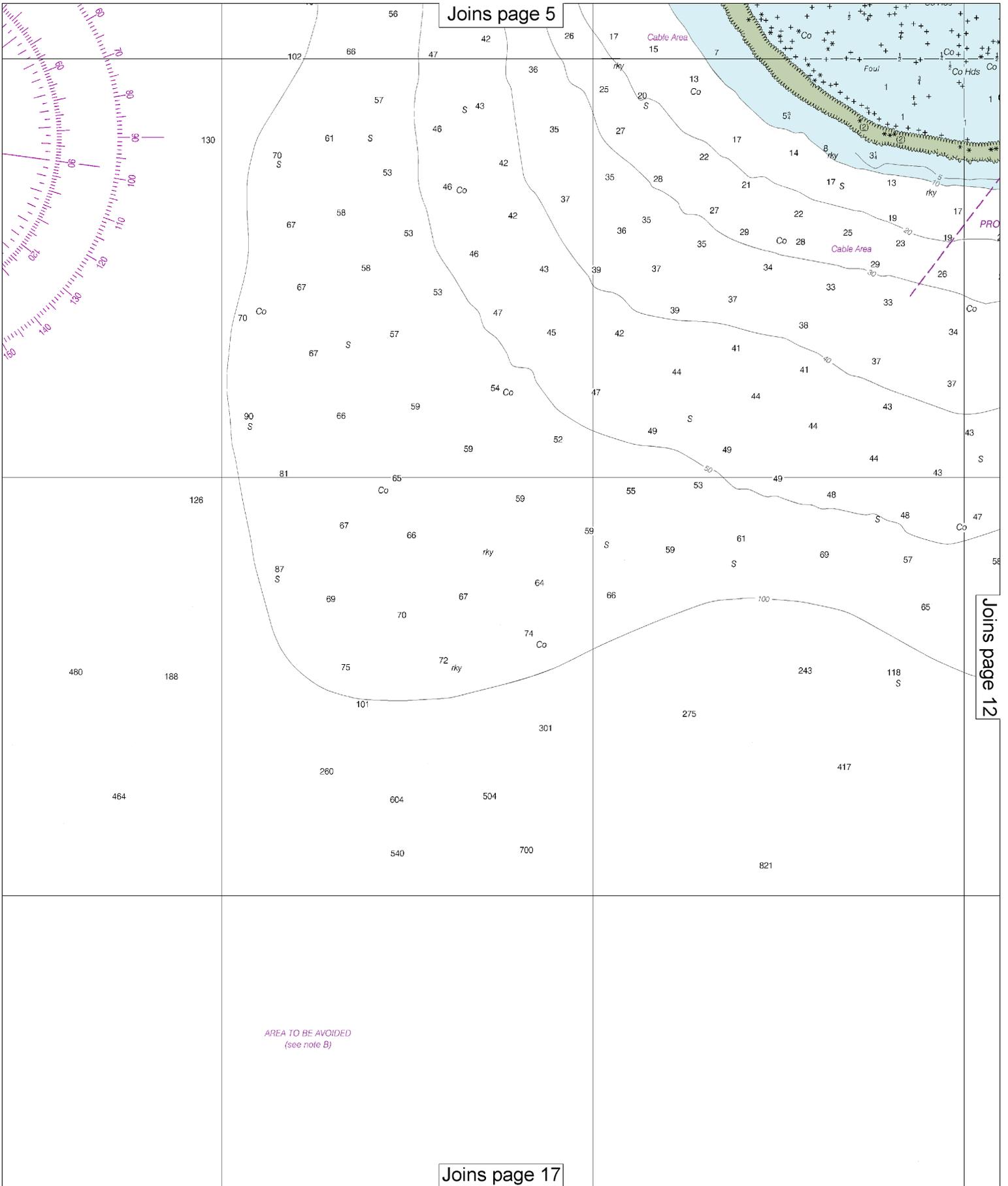
COLREGS, 80.1410 (see note A)  
International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.



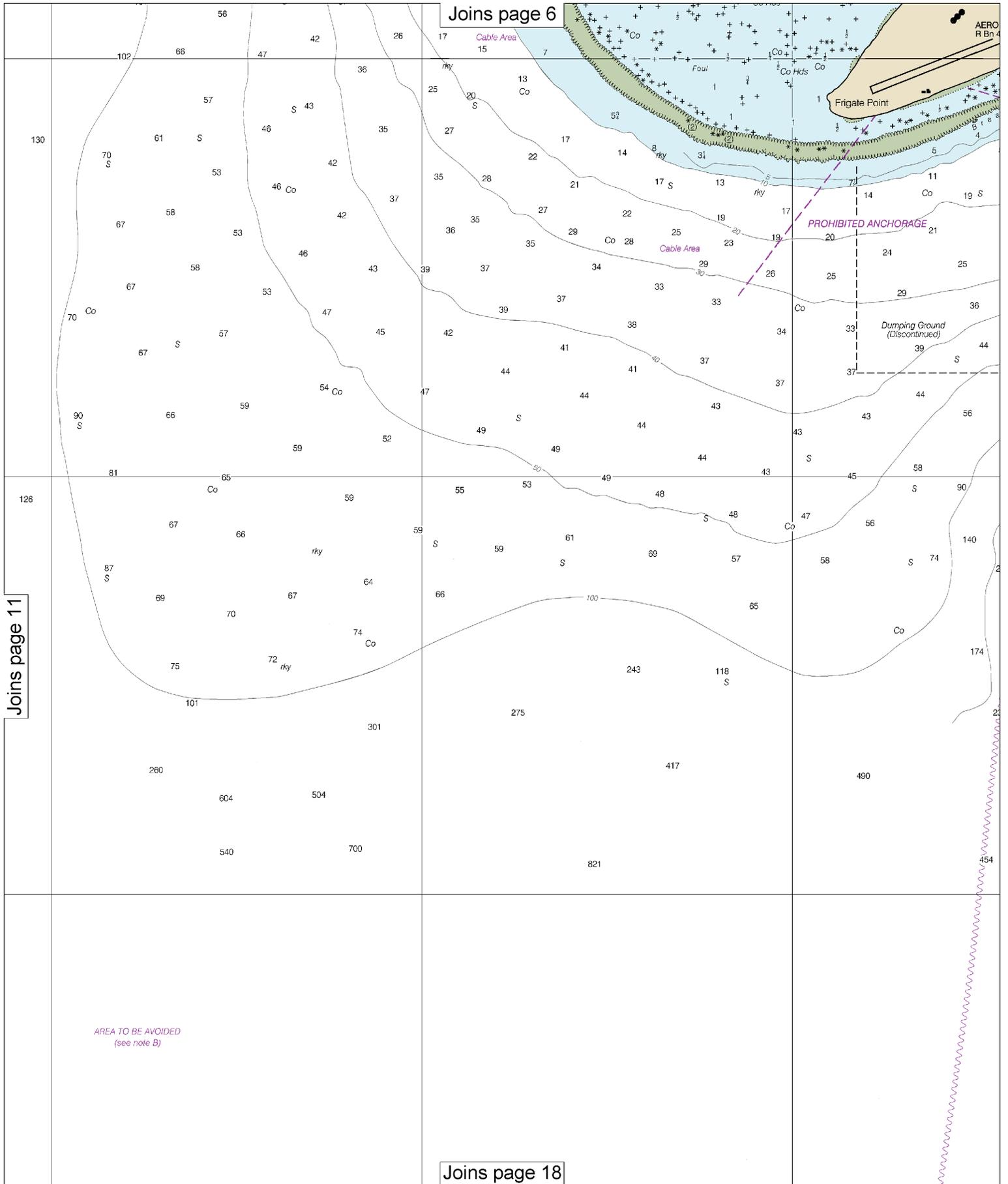
Joins page 15



Joins page 5



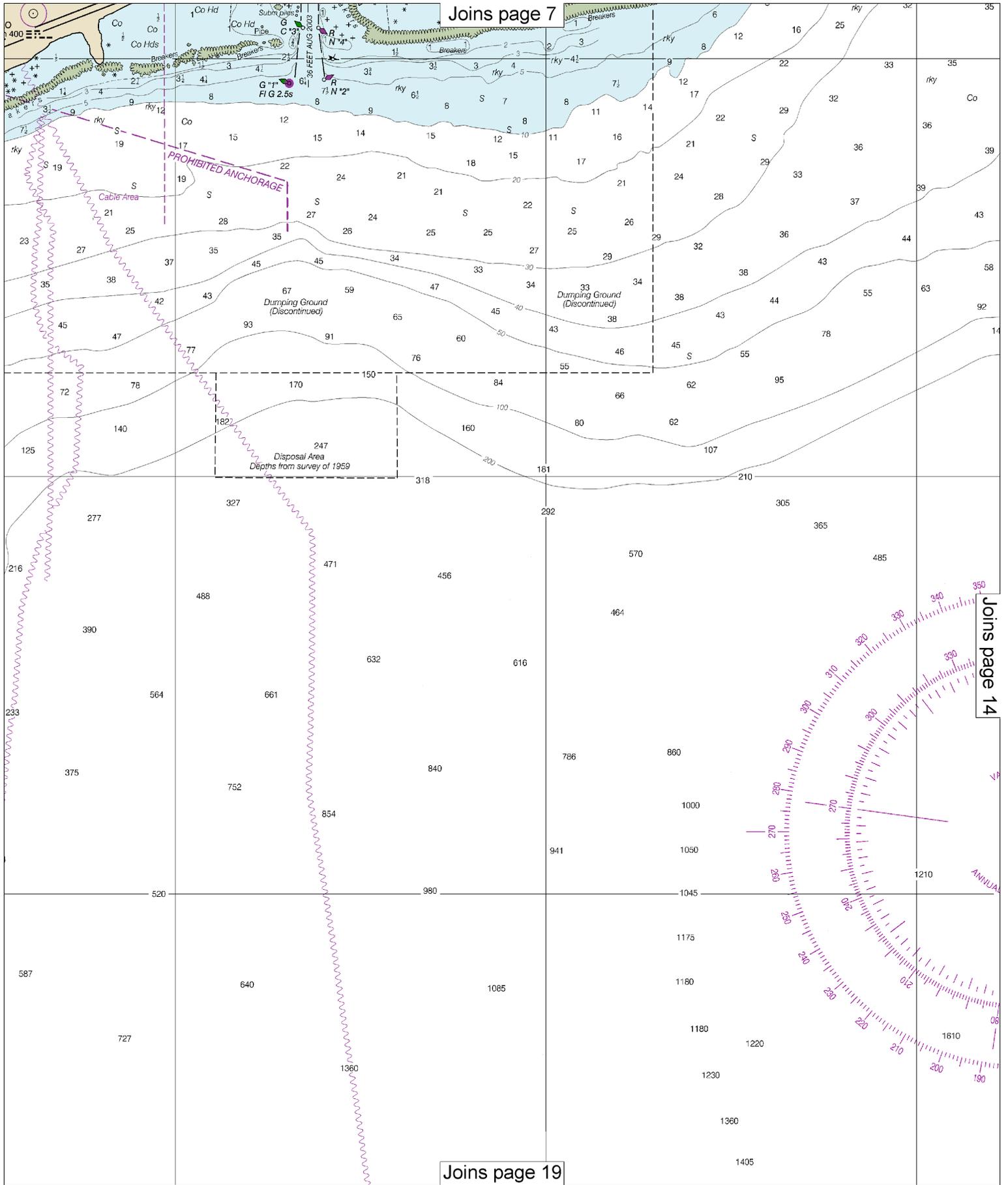
Joins page 17



Joins page 6

Joins page 11

Joins page 18





Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, and National Geospatial-Intelligence Agency.

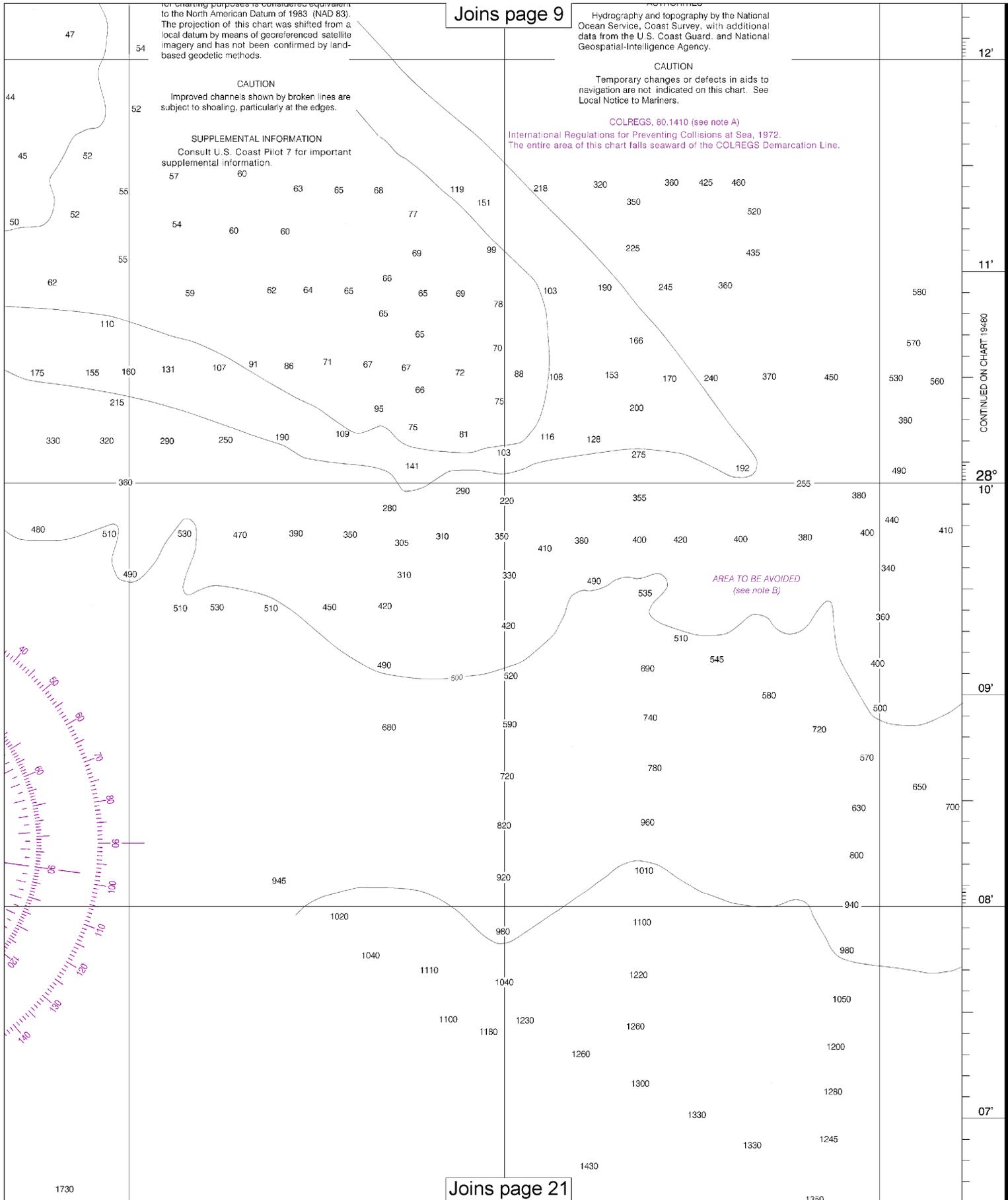
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SUPPLEMENTAL INFORMATION Consult U.S. Coast Pilot 7 for important supplemental information.

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.



1625  
S

07'

1280

06'

800

05'

SHIP REPORTING SYSTEM AREA  
(see note C)

1624

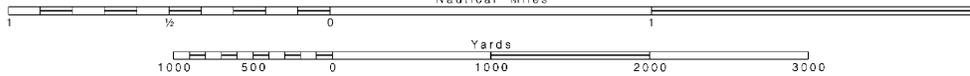
2092

1990

1570

04'

SCALE 1:32,500  
Nautical Miles



SHIP RE

The following vessels are  
place and in transit throu  
report into the System.  
and all vessels in the ev  
following vessels in tra  
report into the System.  
fishing vessels, and all  
emergency. See IMO SH  
the Ship Reporting Syst  
Pilot 7, Chapters 2 and  
Mariners. Information n  
the Commander, 14th d  
at the Office of the Dist  
Honolulu.

34'

33'

32'

31'

177° 30'

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 or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

19481

12th Ed., Jan. 2011. Last Correction: 9/11/2014. Cleared through:  
LNM: 4916 (12/6/2016), NM: 5016 (12/10/2016)

16

Note: Chart grid lines are aligned with true north.

AREA TO BE AVOIDED  
(see note B)

N O R T

1768

1520

1600

NOTE C  
REPORTING SYSTEM

Vessels entering or departing any U.S. port of call through the reporting area are required to report to the Coast Guard. All vessels 300 gross tons or greater must report to the Coast Guard in the event of a developing emergency. The reporting system is also published in the U.S. Coast and Geodetic Survey Chart 14, and updated through Notices to Mariners. Information concerning the reporting system may also be obtained at the Office of the District Engineer, Corps of Engineers, in Honolulu, Hawaii.

1063

1025

981

1300

1485

1540

29'

28'

27'

26'

25'

24'

Remarks

SOUNDINGS IN FATHOMS

Joins page 12

AREA TO BE AVOIDED  
(see note B)

N O R T H P

1788

Joins page 17

1520

1977

1600

1063

1025

981

1300

1485

1540

1835

28'

27'

26'

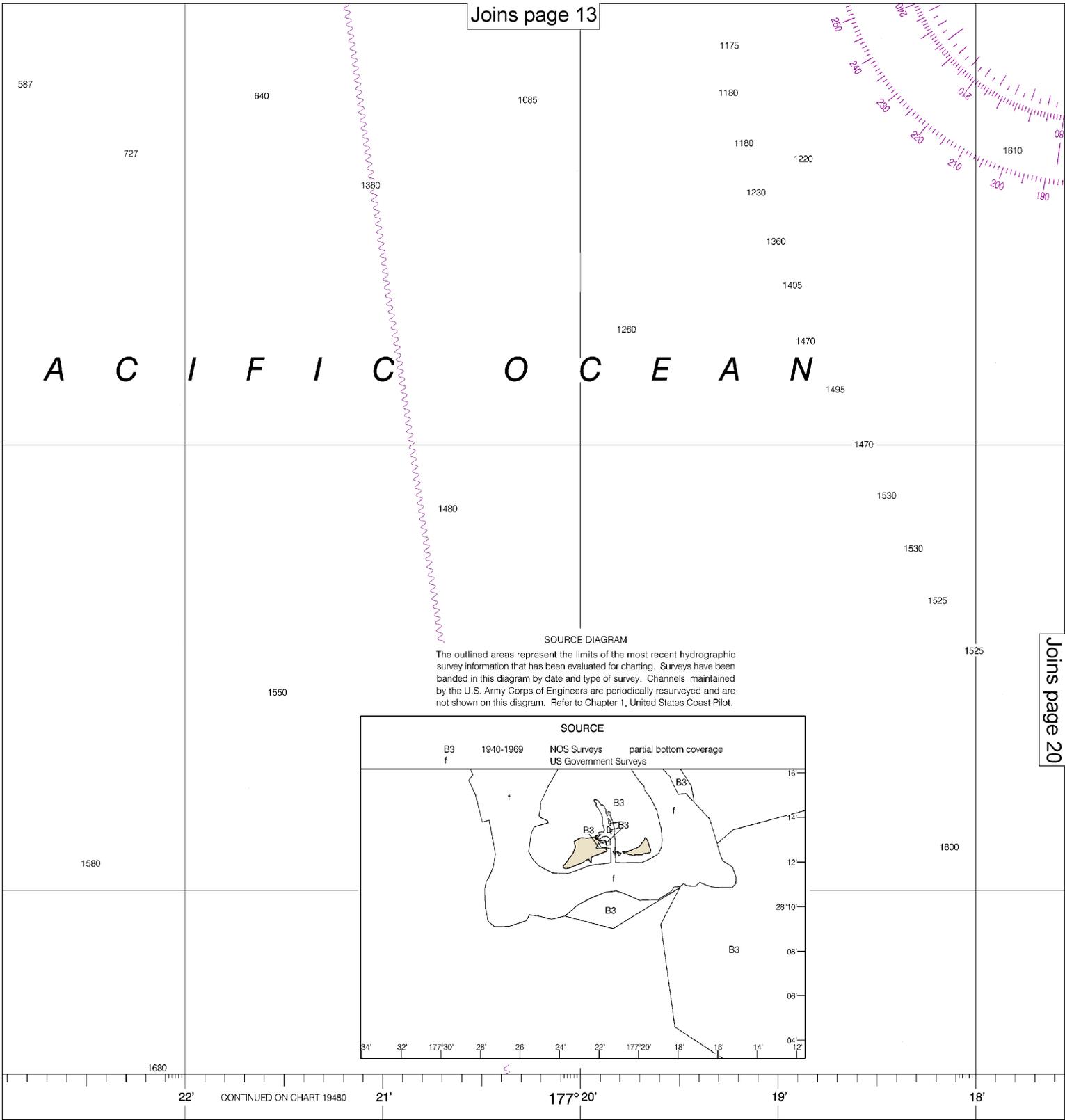
25'

24'

23'

SOUNDINGS IN FATHOMS

Publ  
U.S. DEP  
NATIONAL OCEANIC  
NAT

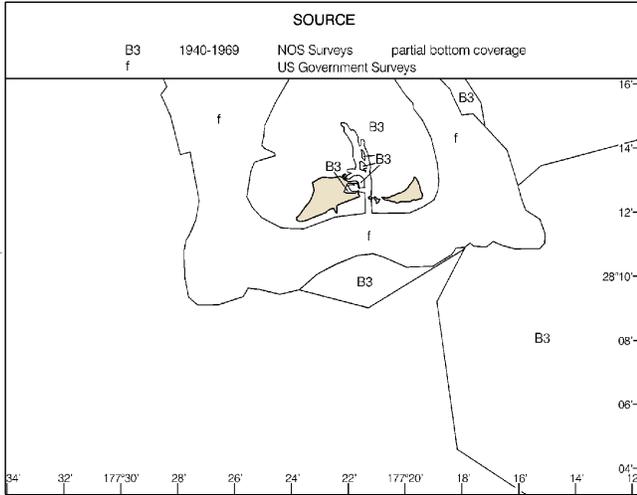


# A C I F I C O C E A N

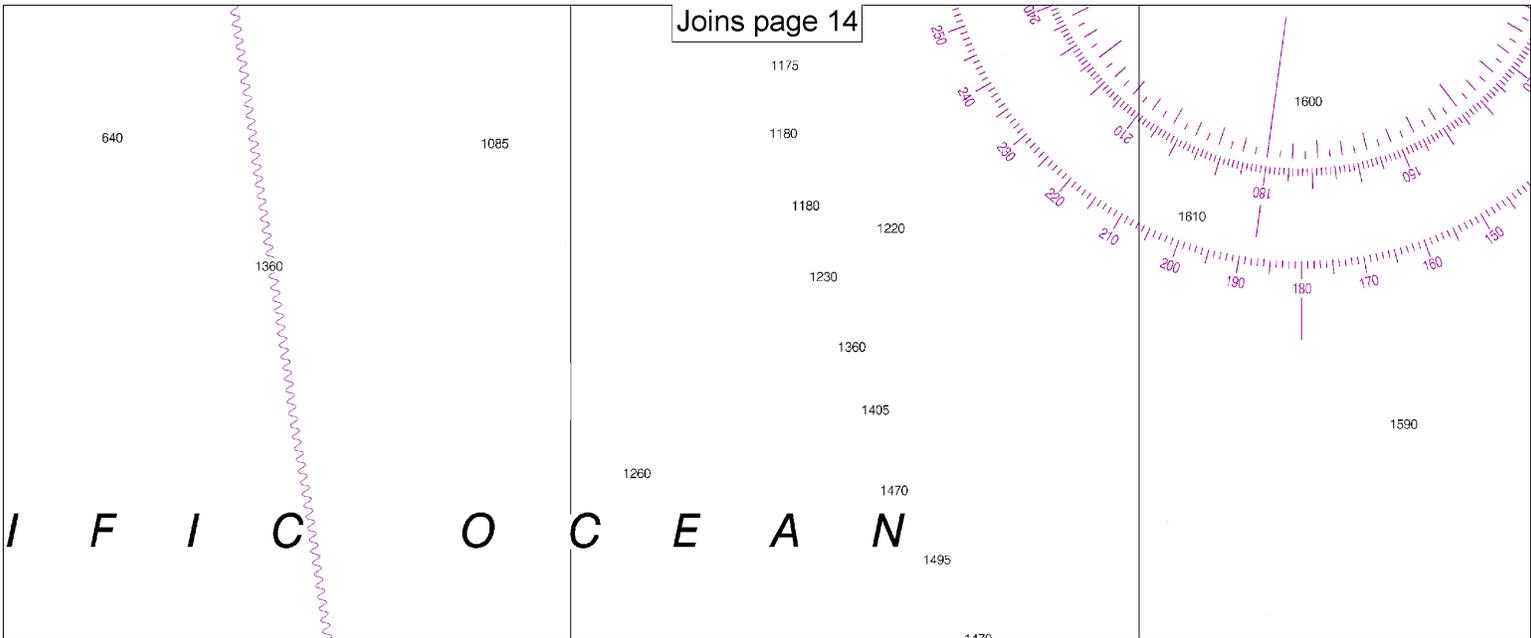
### SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

### SOURCE

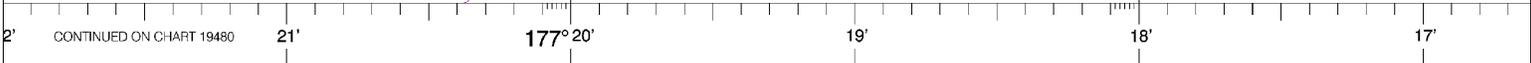
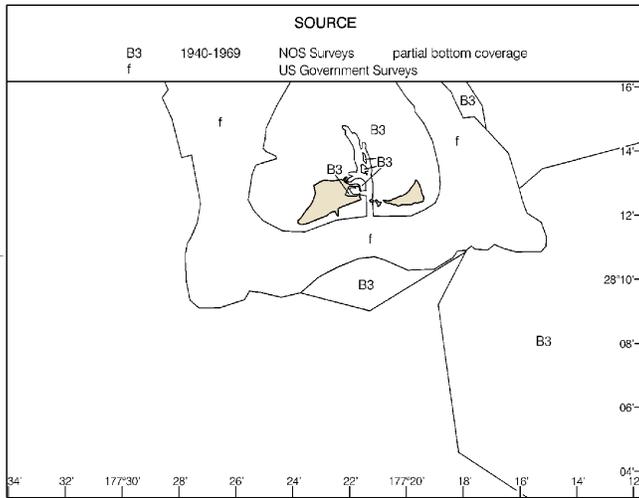


Published at Washington, D.C.  
 DEPARTMENT OF COMMERCE  
 NAUTICAL AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY



SOURCE DIAGRAM

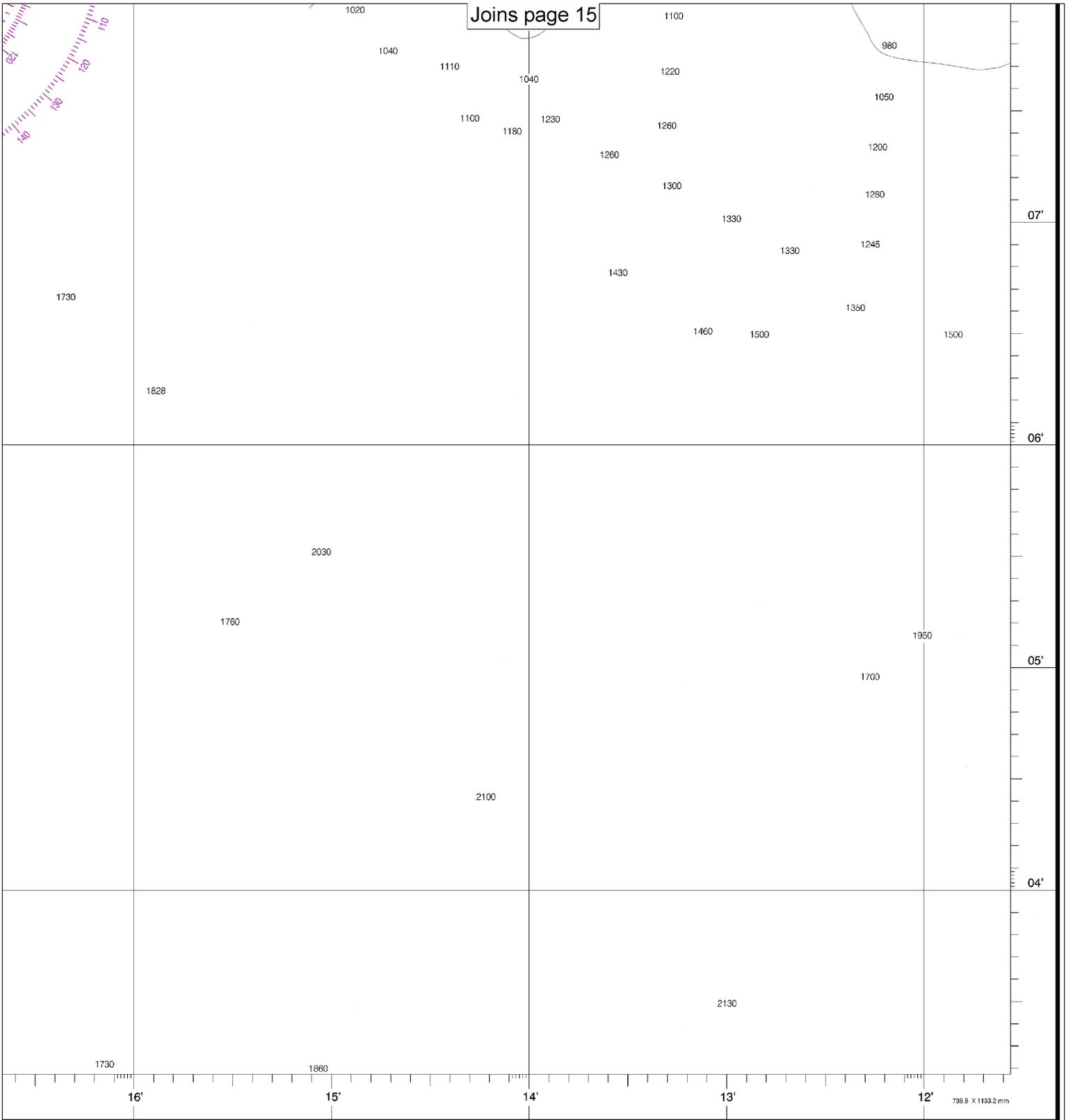
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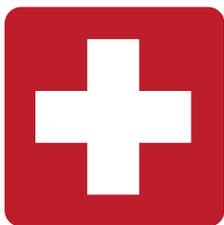
Note: Chart grid lines are aligned with true north.



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

Midway Islands  
SOUNDINGS IN FATHOMS - SCALE 1:32,500

19481



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.