BookletChart™

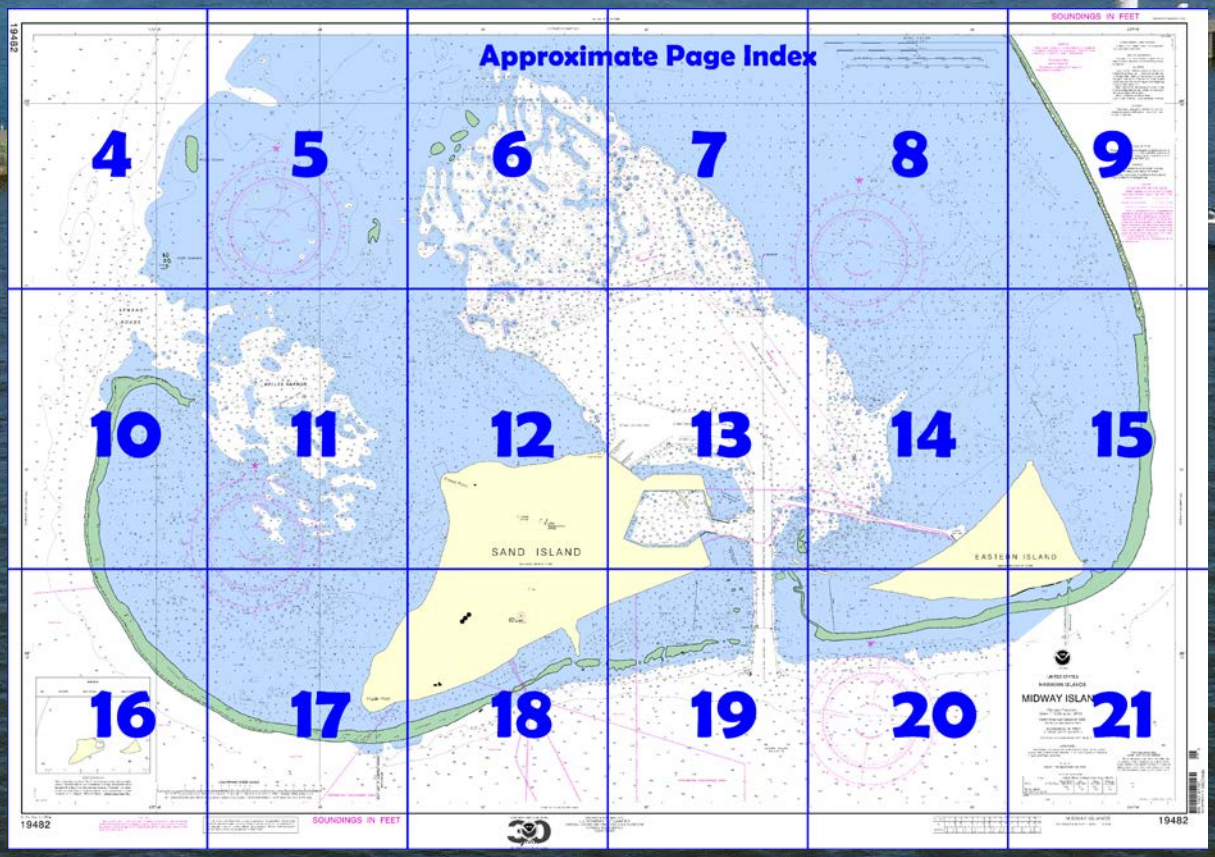
Midway Islands

NOAA Chart 19482

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.

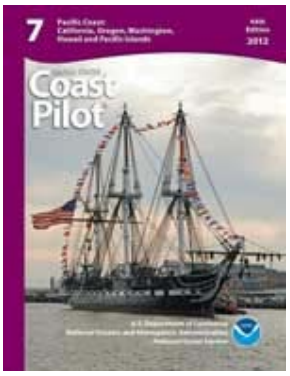
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=19482.



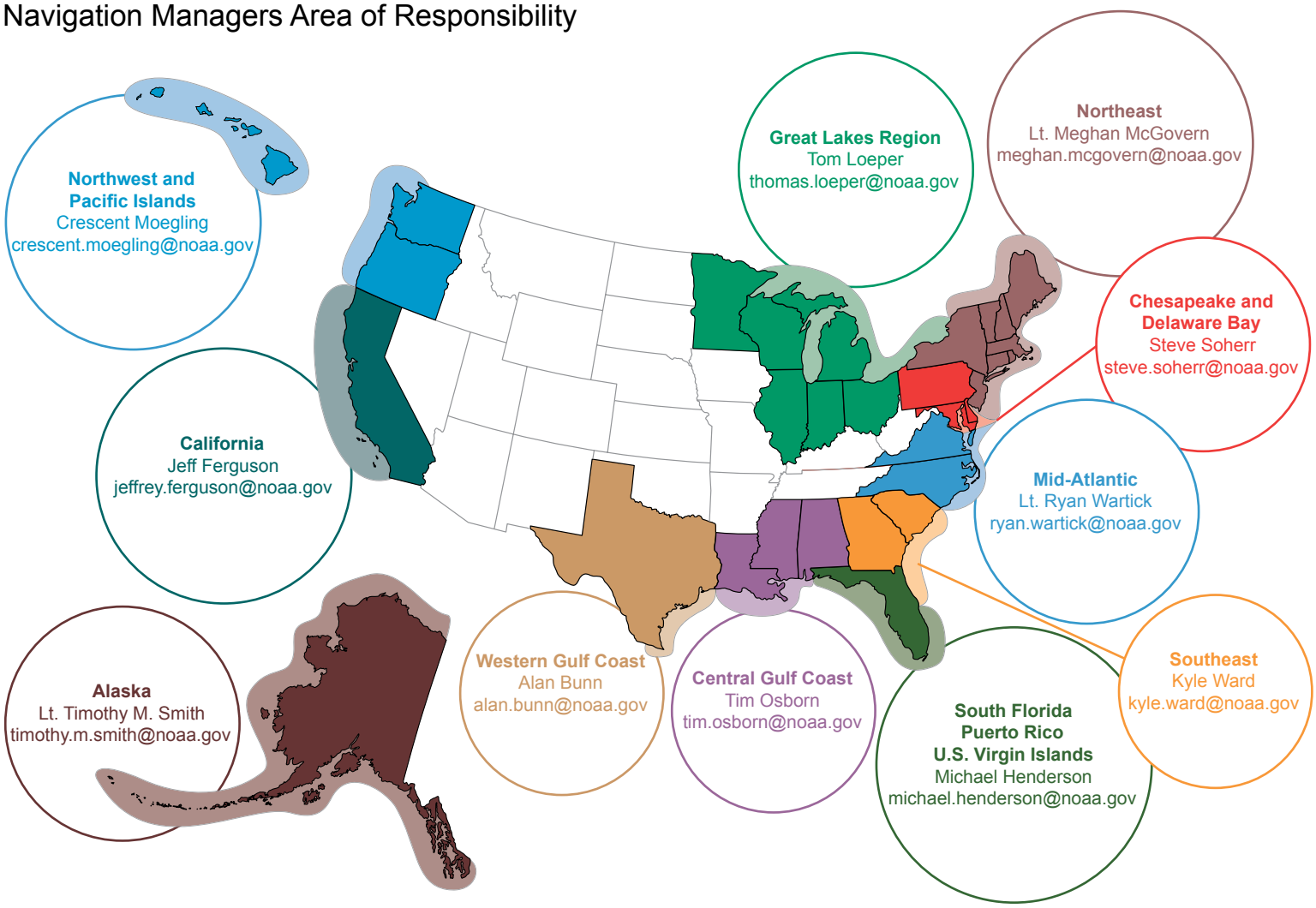
(Selected Excerpts from Coast Pilot)
Midway Islands are 1,150 miles WNW of Honolulu. The circular atoll is 6 miles in diameter and encloses two islands. The coral reef does not completely enclose the lagoon; there is a natural opening on the W side, and another opening has been dredged on the S side. 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 USFWS Refuge Manager and respond 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.)
Anchorages.–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.
Harbor facilities.–Two deepwater piers are on the NE side, and one smaller pier is in the inner harbor on the E side of Sand Island; a small-craft pier is on the W side of Eastern Island.
Provisions, jet fuel (JP–5), and water are not available for commercial use, except in case of emergency. Limited emergency repairs can be made to vessels, but there are no drydocking facilities. Tugs are available; there is a 20-ton mobile crane for use in emergencies.

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

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

Navigation Managers Area of Responsibility

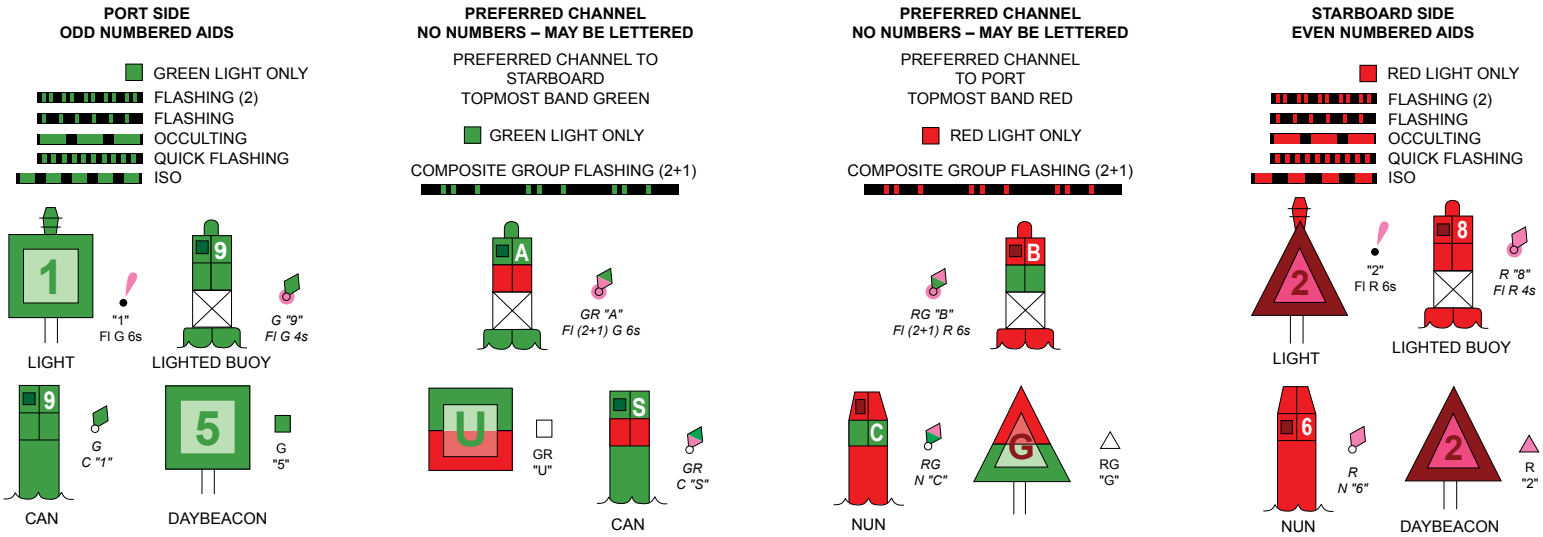


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*

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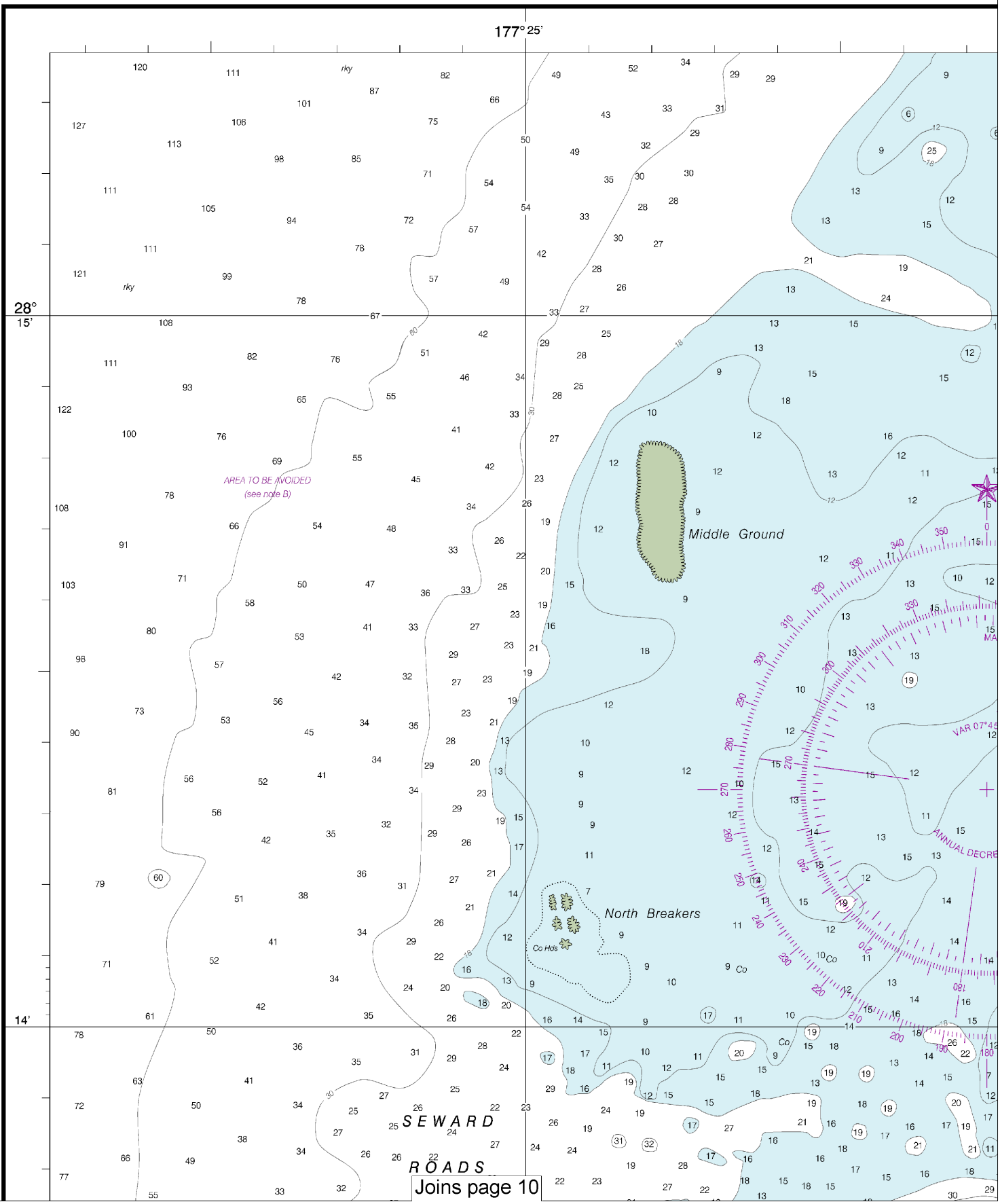


Joins page 10

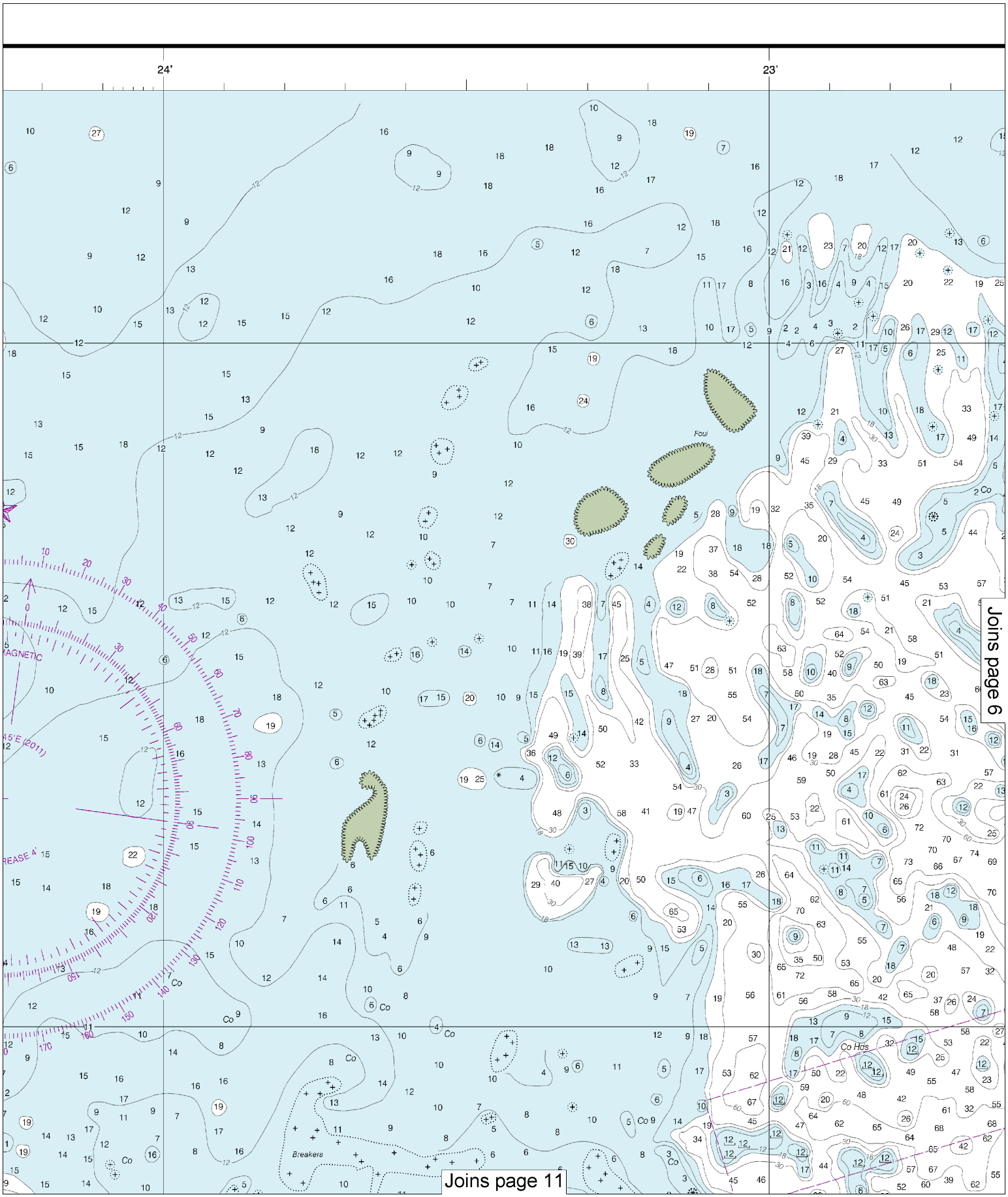
4

Note: Chart grid lines are aligned with true north.

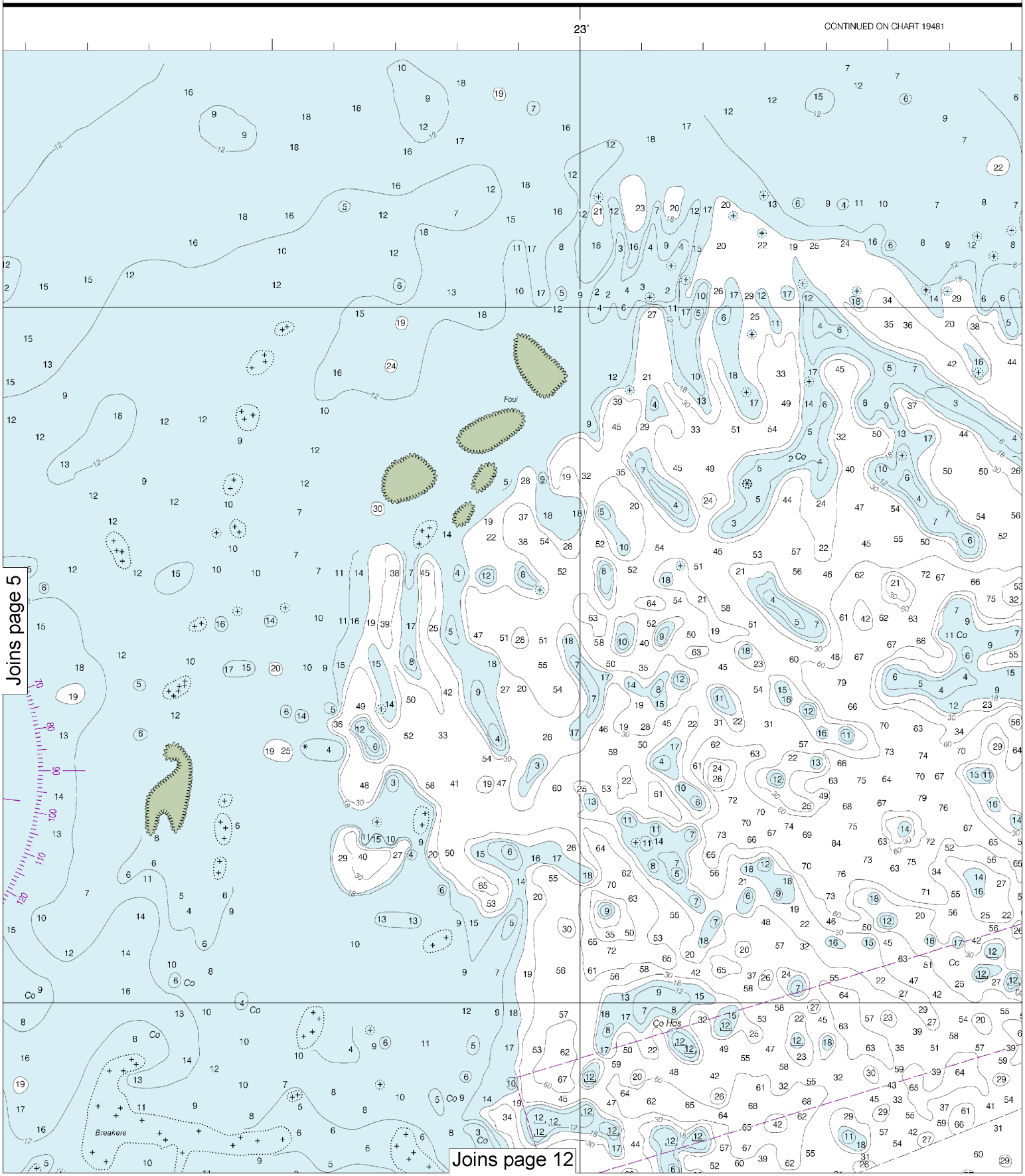
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles 0

Yards 200 0 200 400 600 800 1000 1200



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:13333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

Note: Chart grid lines are aligned with true north.

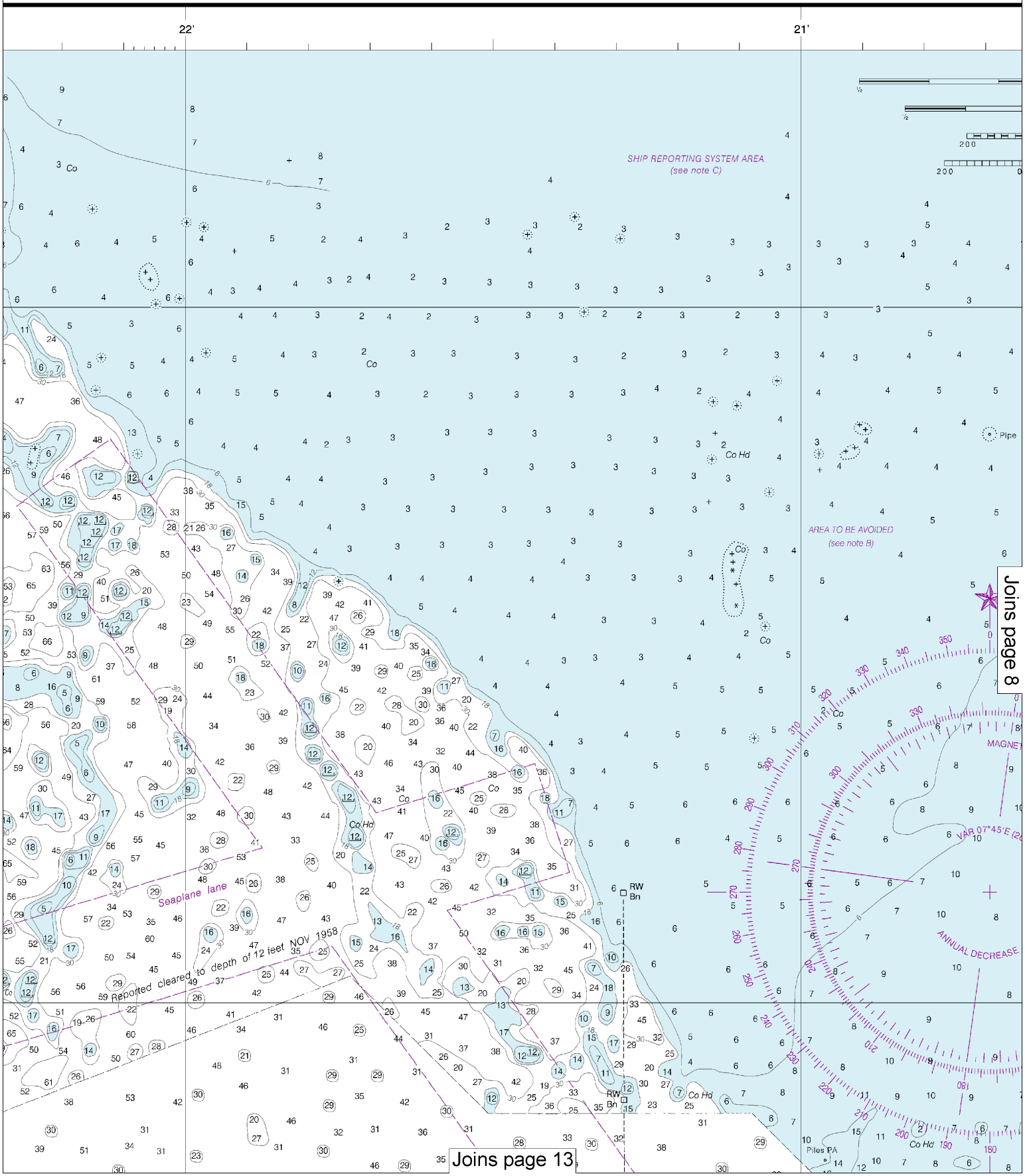
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

0

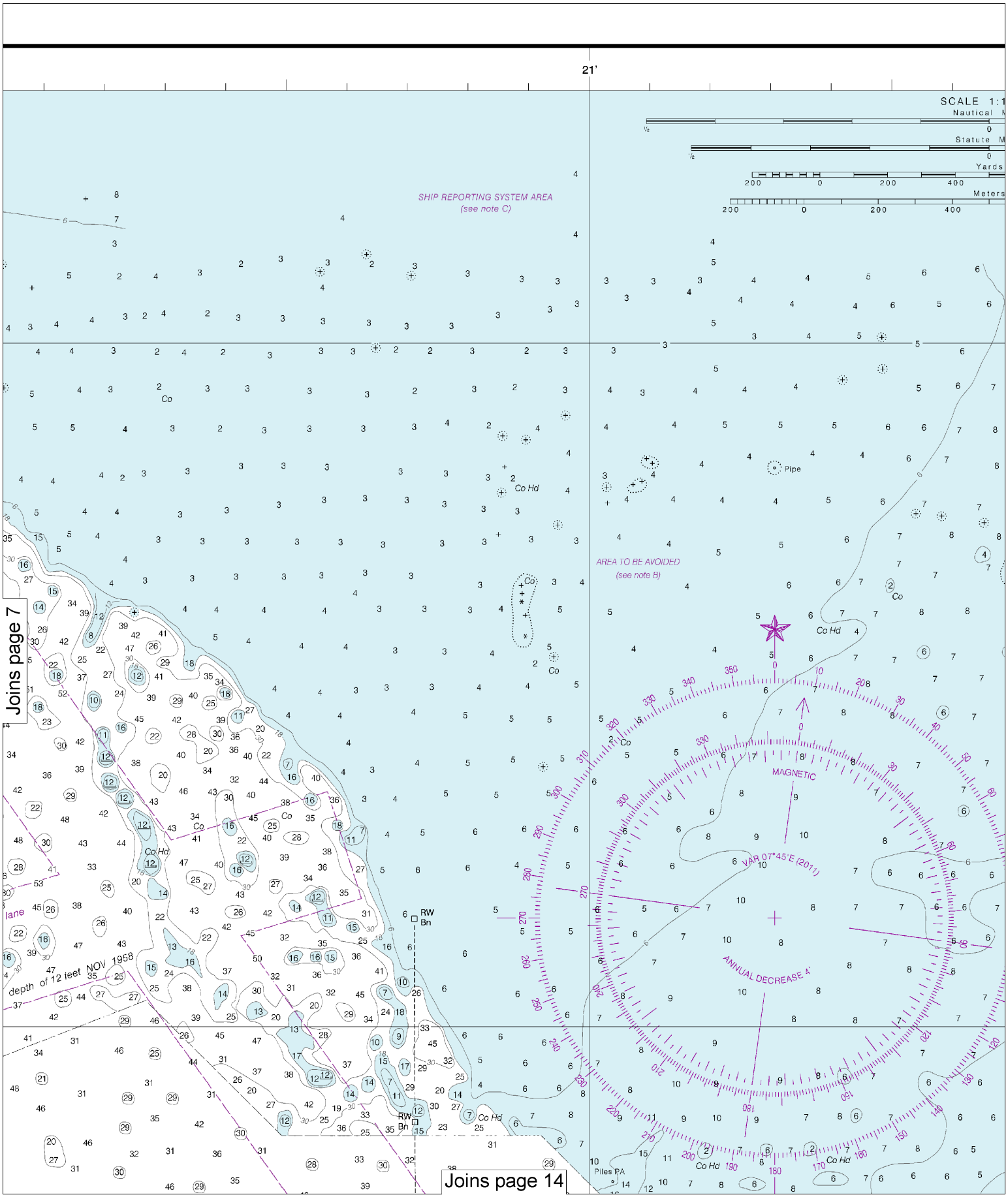
Yards

200 0 200 400 600 800 1000 1200



nauticalcharts.noaa.gov

10th Ed., Dec. 2010. Last Correction: 9/11/2014. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016)



8

Note: Chart grid lines are aligned with true north.

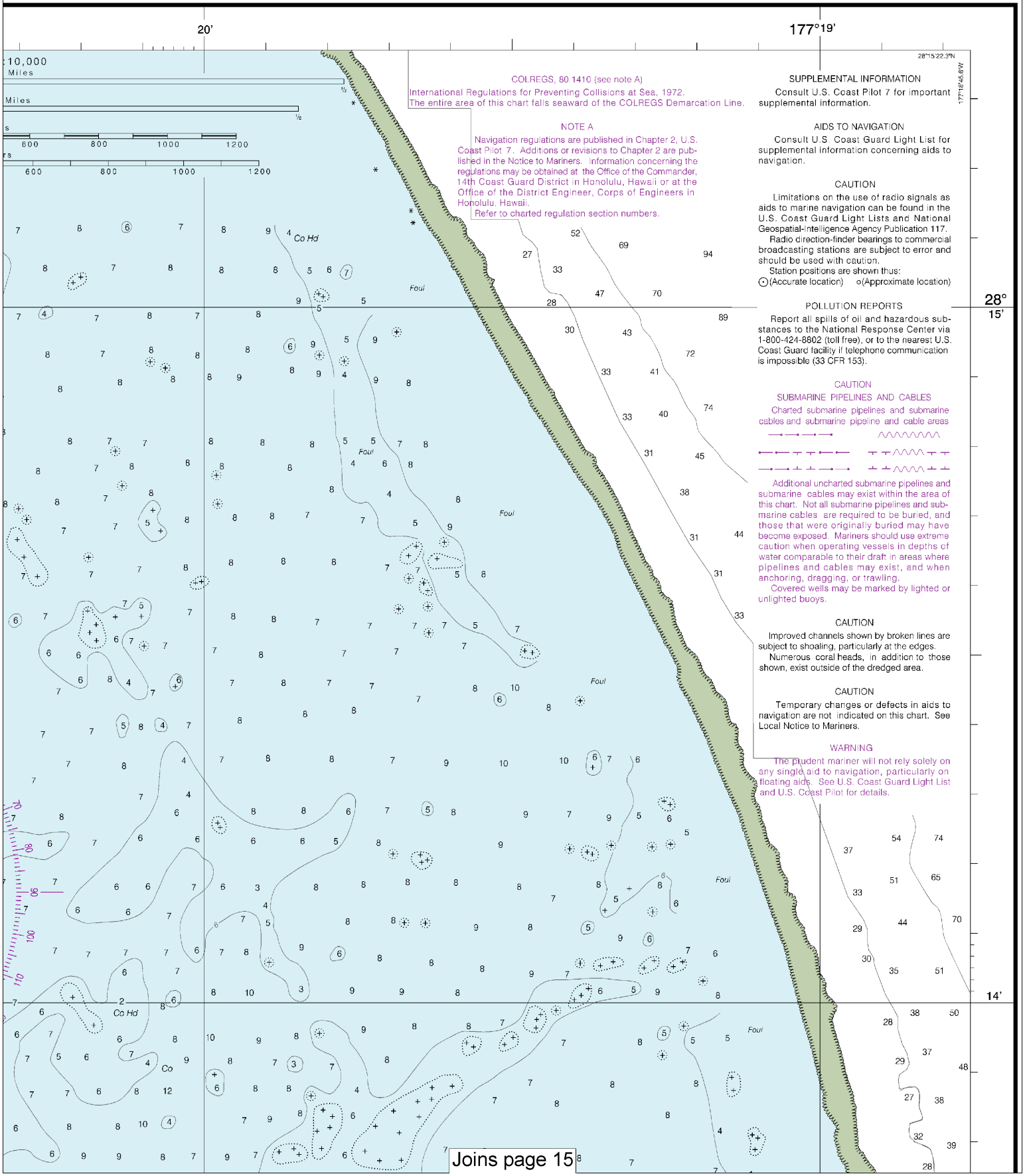
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

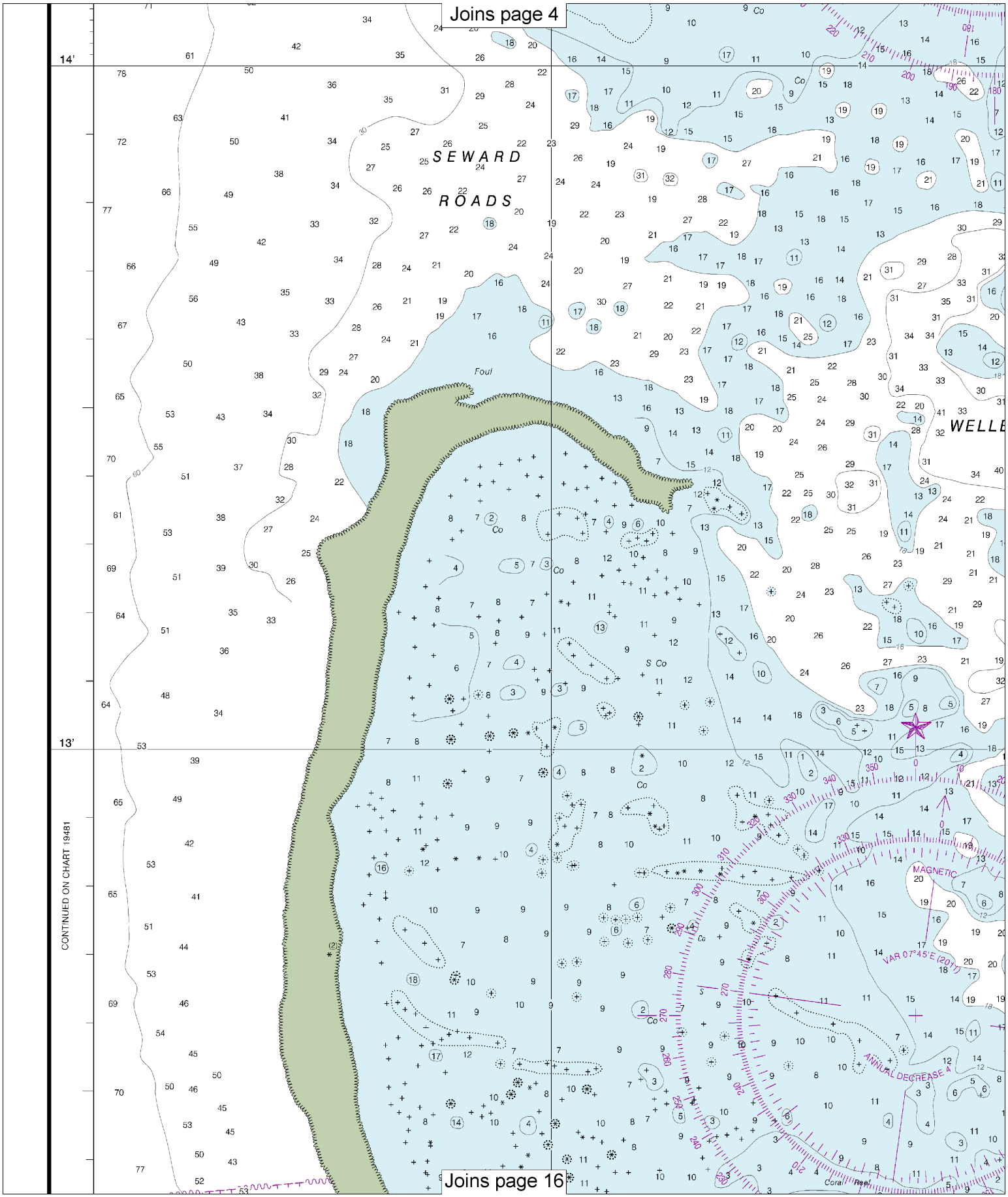
Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200


20'
177°19'
28°15'22.3"N
177°18'45.6"W
28°
15'
14'
1:10,000
Miles
Miles
600
800
1000
1200
Co Hd
Foul
Co
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.
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.
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
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)
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).
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
Numerous coral heads, in addition to those shown, exist outside of the dredged area.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
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.
Joins page 15



Note: Chart grid lines are aligned with true north.

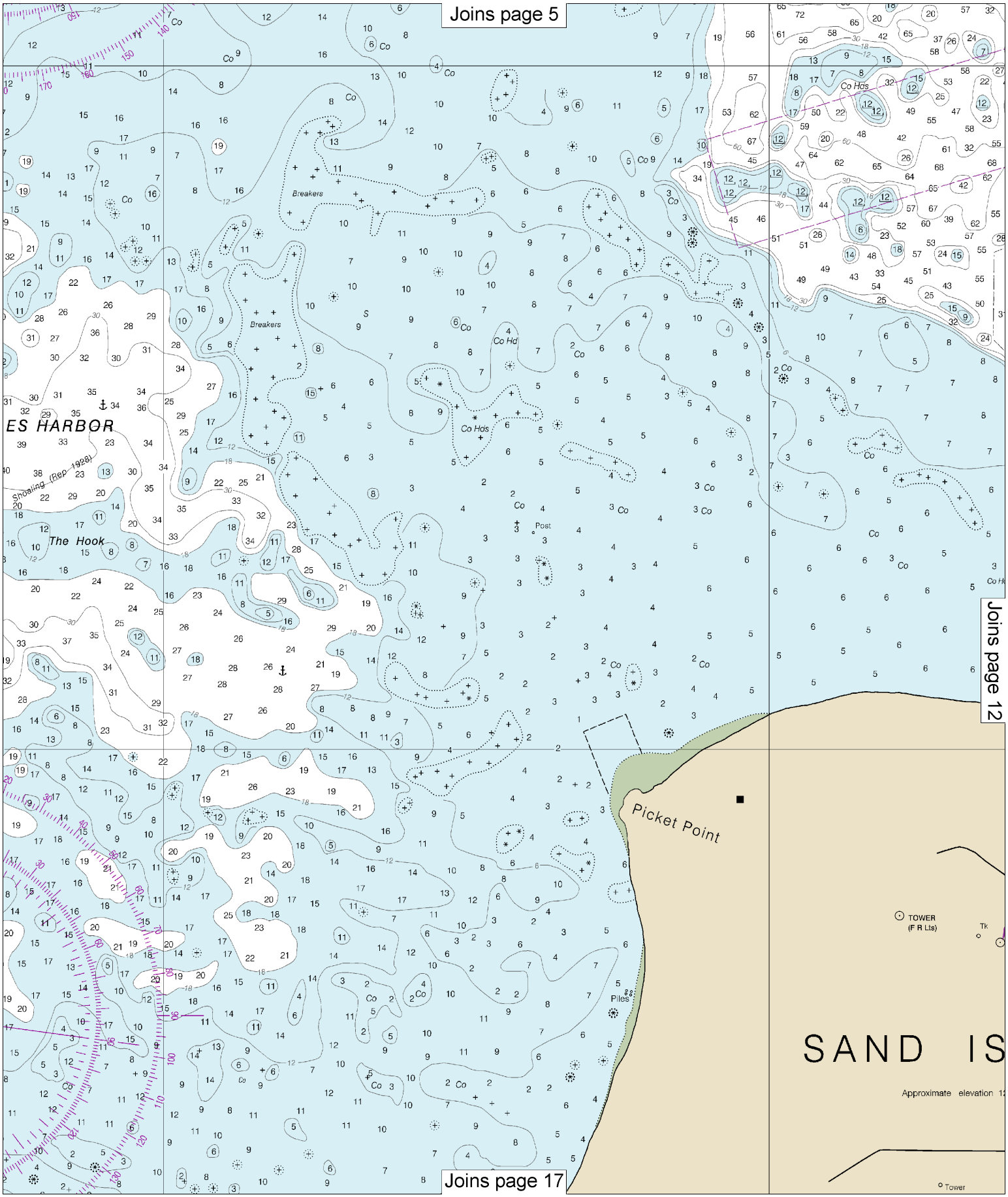
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

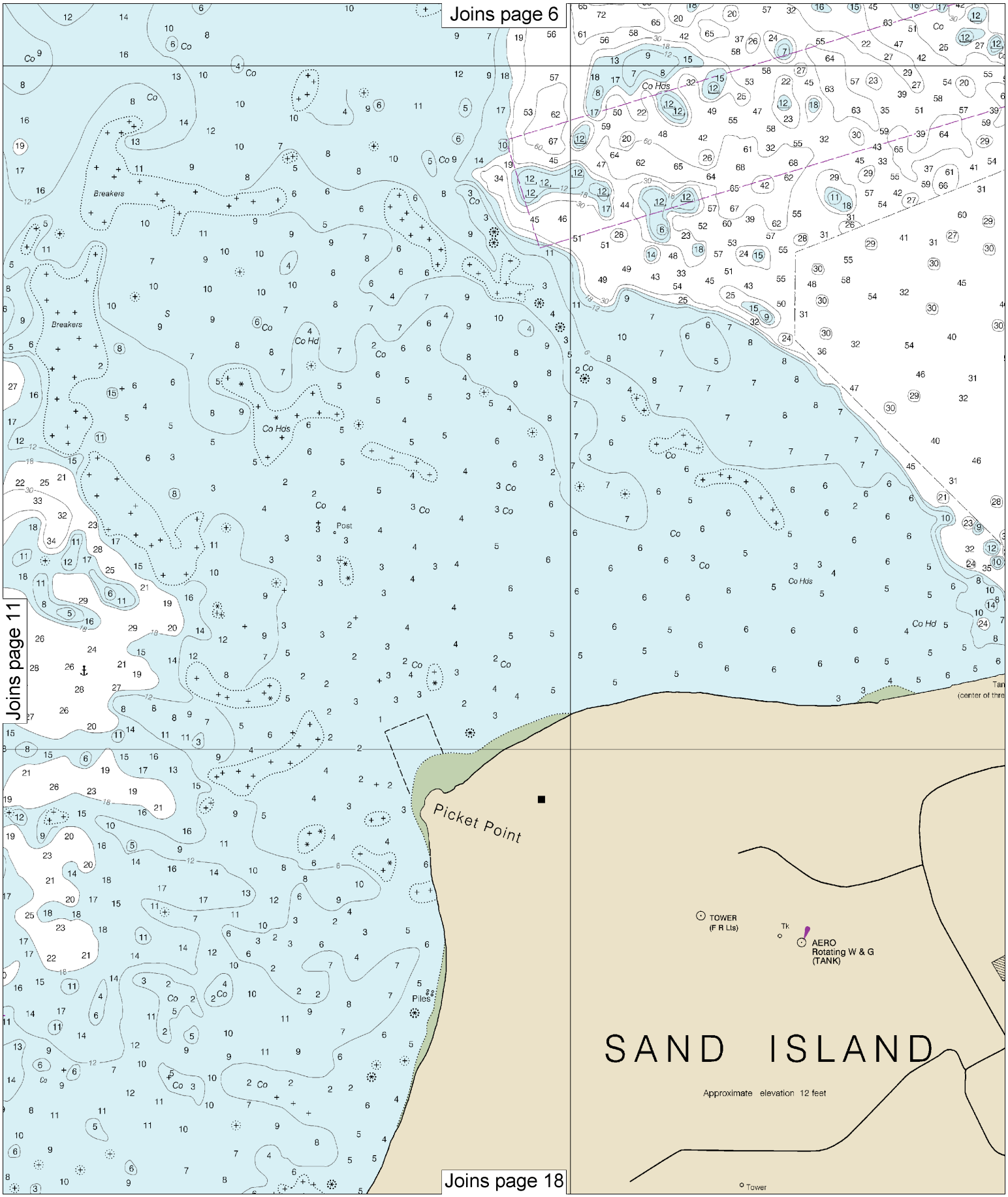
Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200


Joins page 5
Breakers
Breakers
ES HARBOR
Shoaling (Rep 1928)
The Hook
Co Hds
Co Hd
Post
Picket Point
TOWER
(F R Lts)
Tk
Piles
SAND IS
Approximate elevation 1
Tower
Joins page 12
Joins page 17



Note: Chart grid lines are aligned with true north.

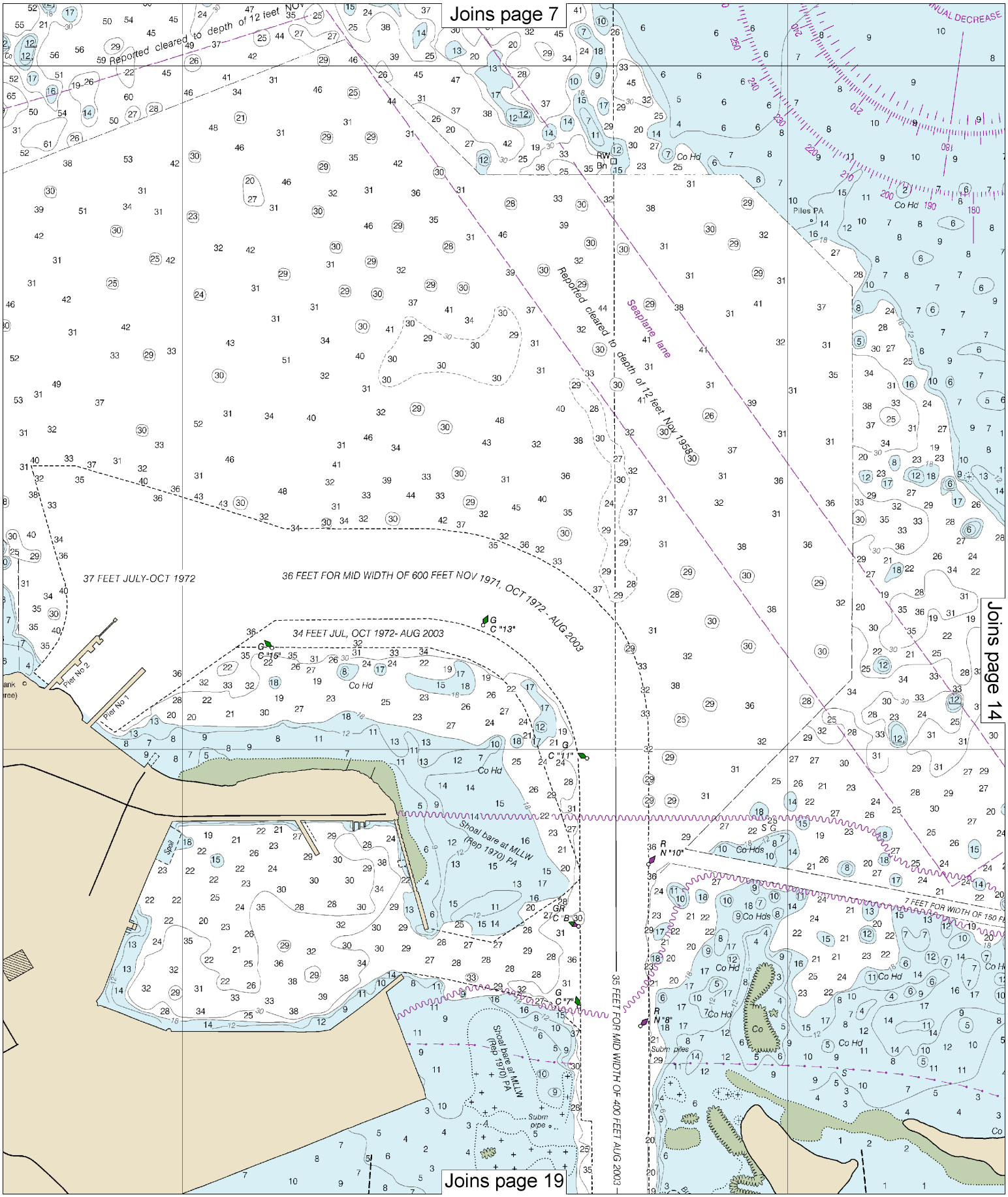
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

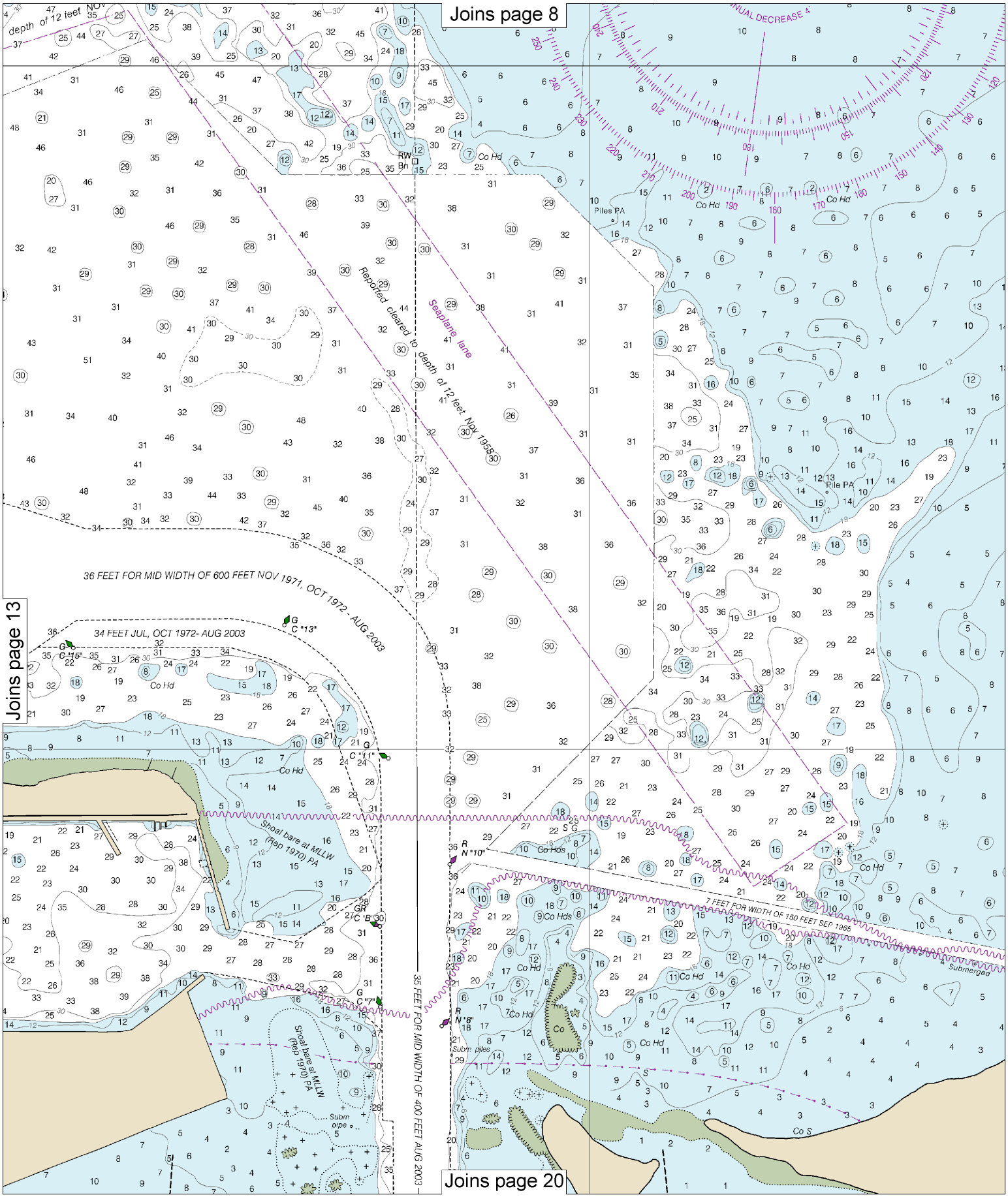
Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200


Joins page 7
Reported cleared to depth of 12 feet NOV
Reported cleared to depth of 12 feet Nov 1958
Seaplane lane
37 FEET JULY-OCT 1972
36 FEET FOR MID WIDTH OF 600 FEET NOV 1971, OCT 1972 - AUG 2003
34 FEET JUL, OCT 1972- AUG 2003
Pier No 2
Pier No 1
Co Hd
Shoal bare at MLLW (Rep 1970) PA
Co Hds
35 FEET FOR MID WIDTH OF 400 FEET AUG 2003
Piles PA
Subm piles
Joins page 14
Joins page 19



Note: Chart grid lines are aligned with true north.

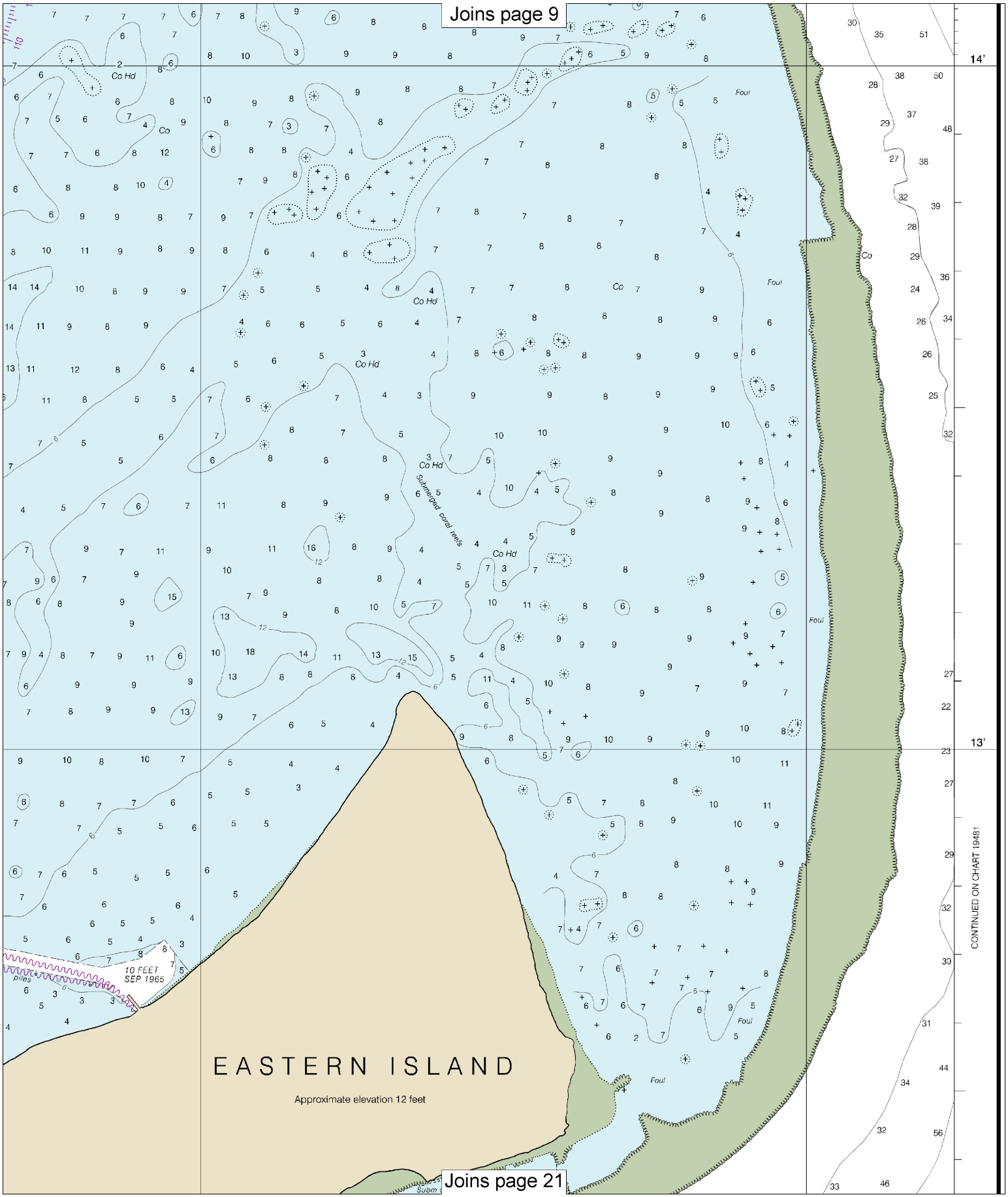
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

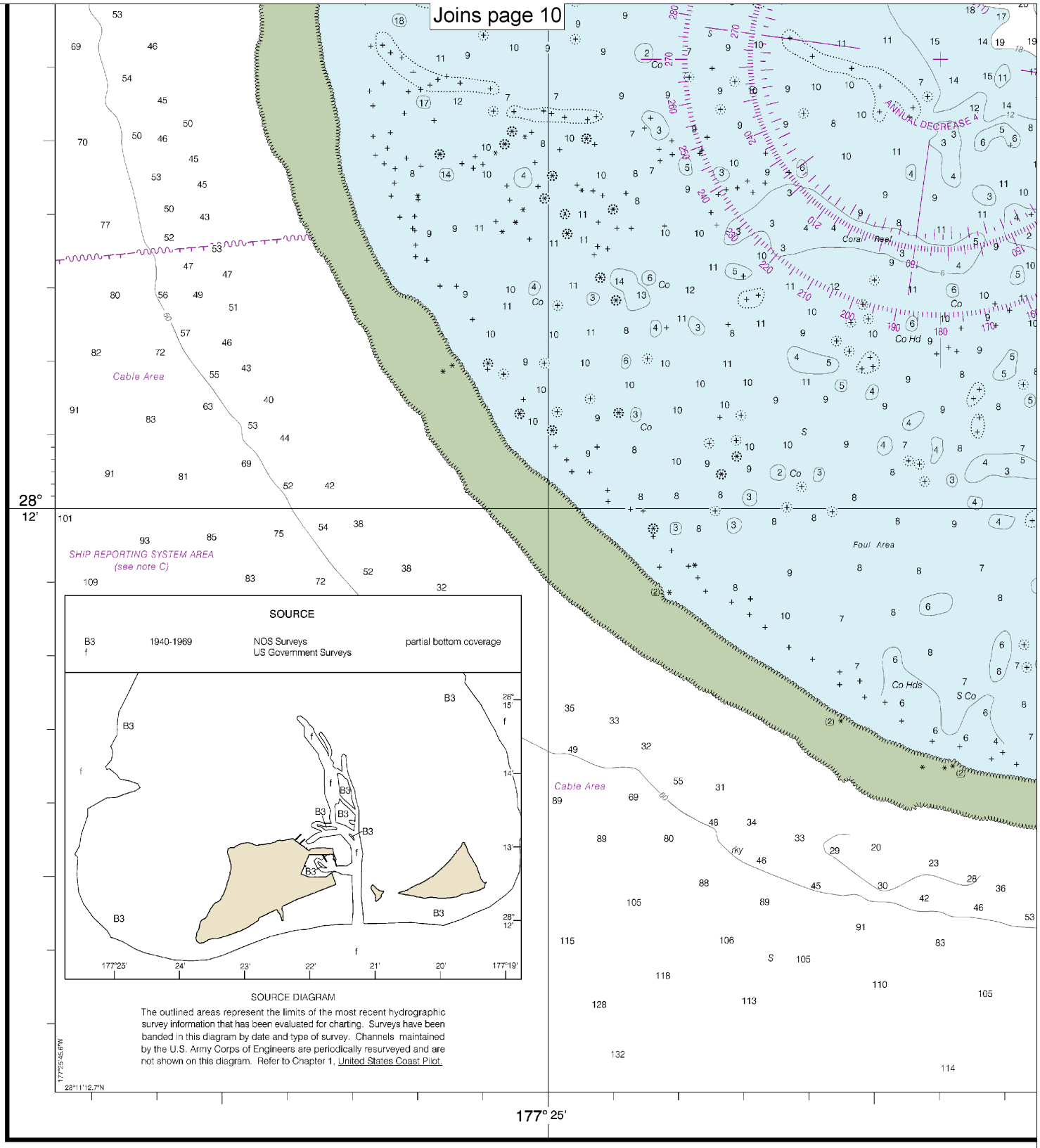
Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200


Joins page 9
14'
13'
Co Hd
Co
Foul
Submerged coral reefs
10 FEET
SEP 1965
piles
EASTERN ISLAND
Approximate elevation 12 feet
CONTINUED ON CHART 19481
Joins page 21



19482

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.

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

10th Ed., Dec. 2010. Last Correction: 9/11/2014. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016)

Note: Chart grid lines are aligned with true north.

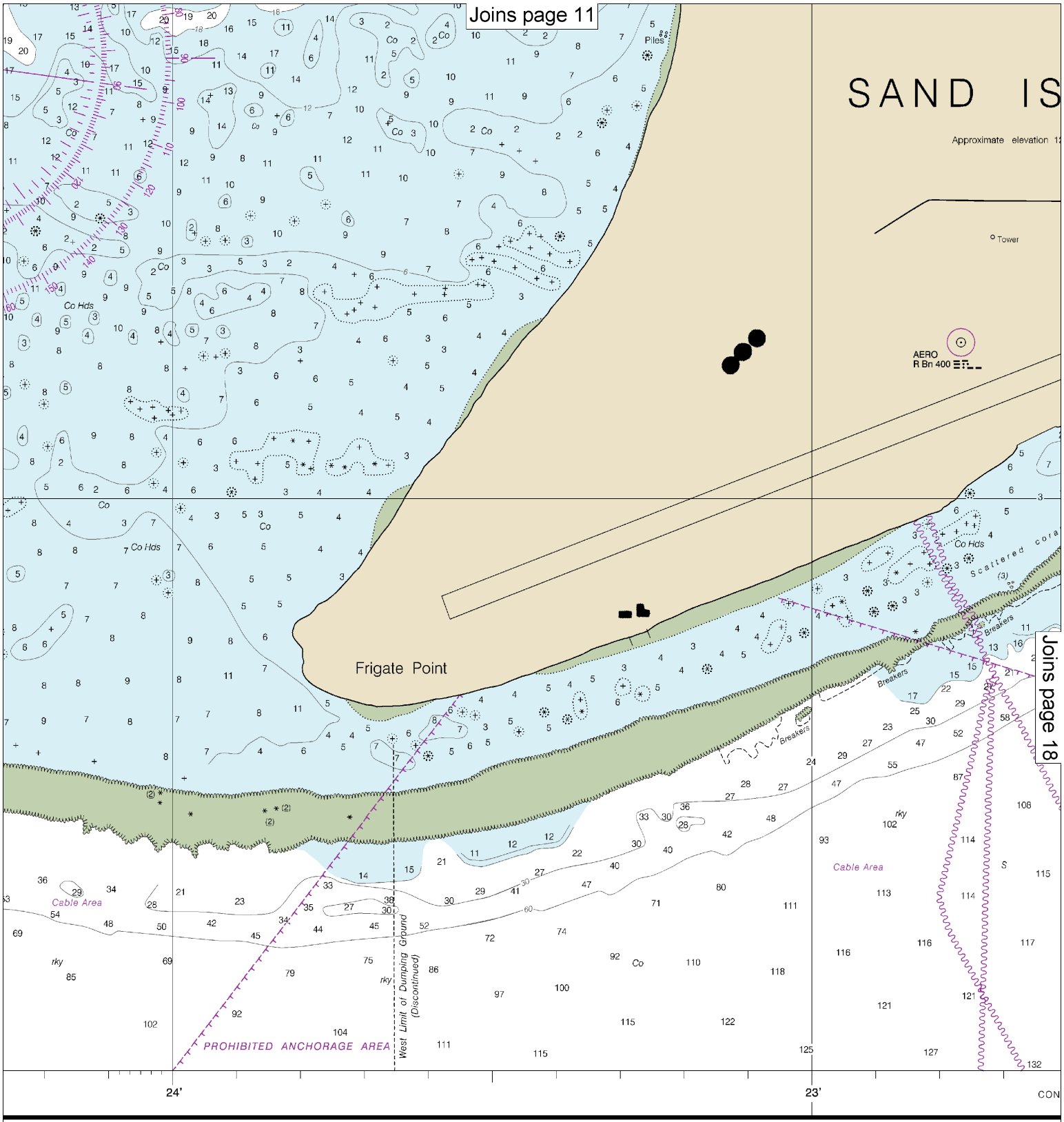
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

0

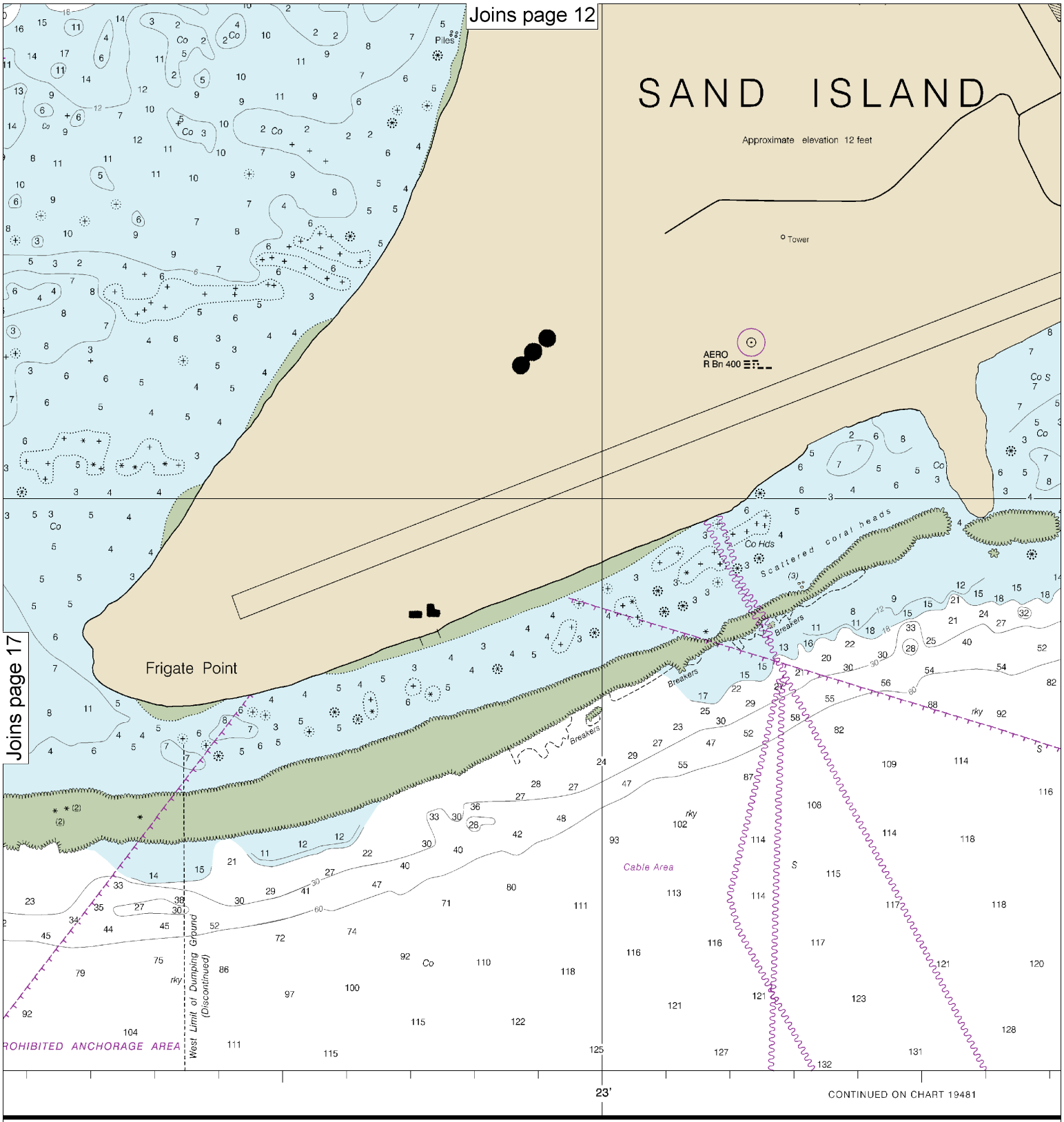
Yards

200 0 200 400 600 800 1000 1200



ies or comments
ontact.htm.

SOUNDINGS IN FEET



UNDINGS IN FEET

Published a
U.S. DEPARTM
NATIONAL OCEANIC AND
NATIONAL
COA

Note: Chart grid lines are aligned with true north.

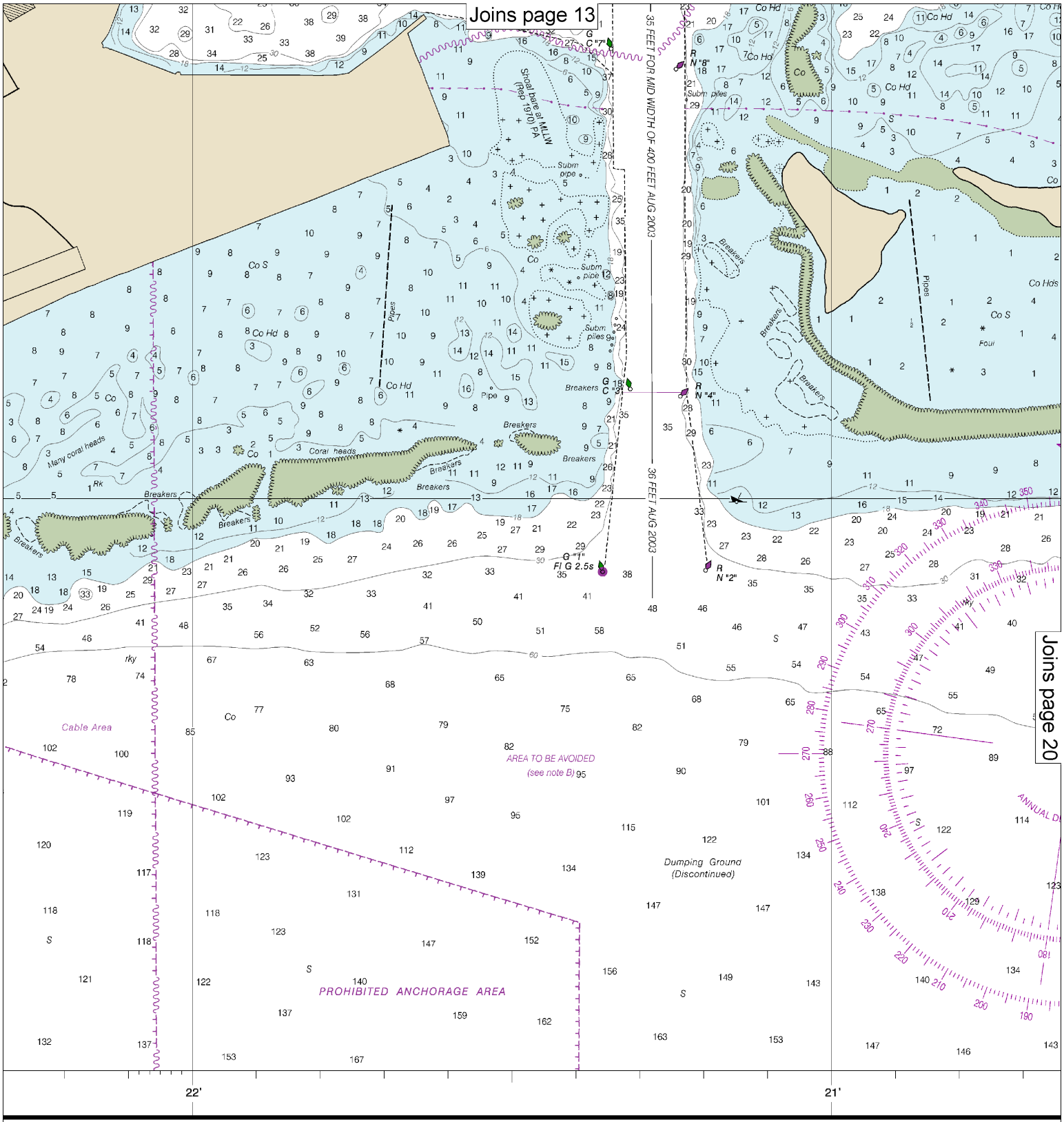
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

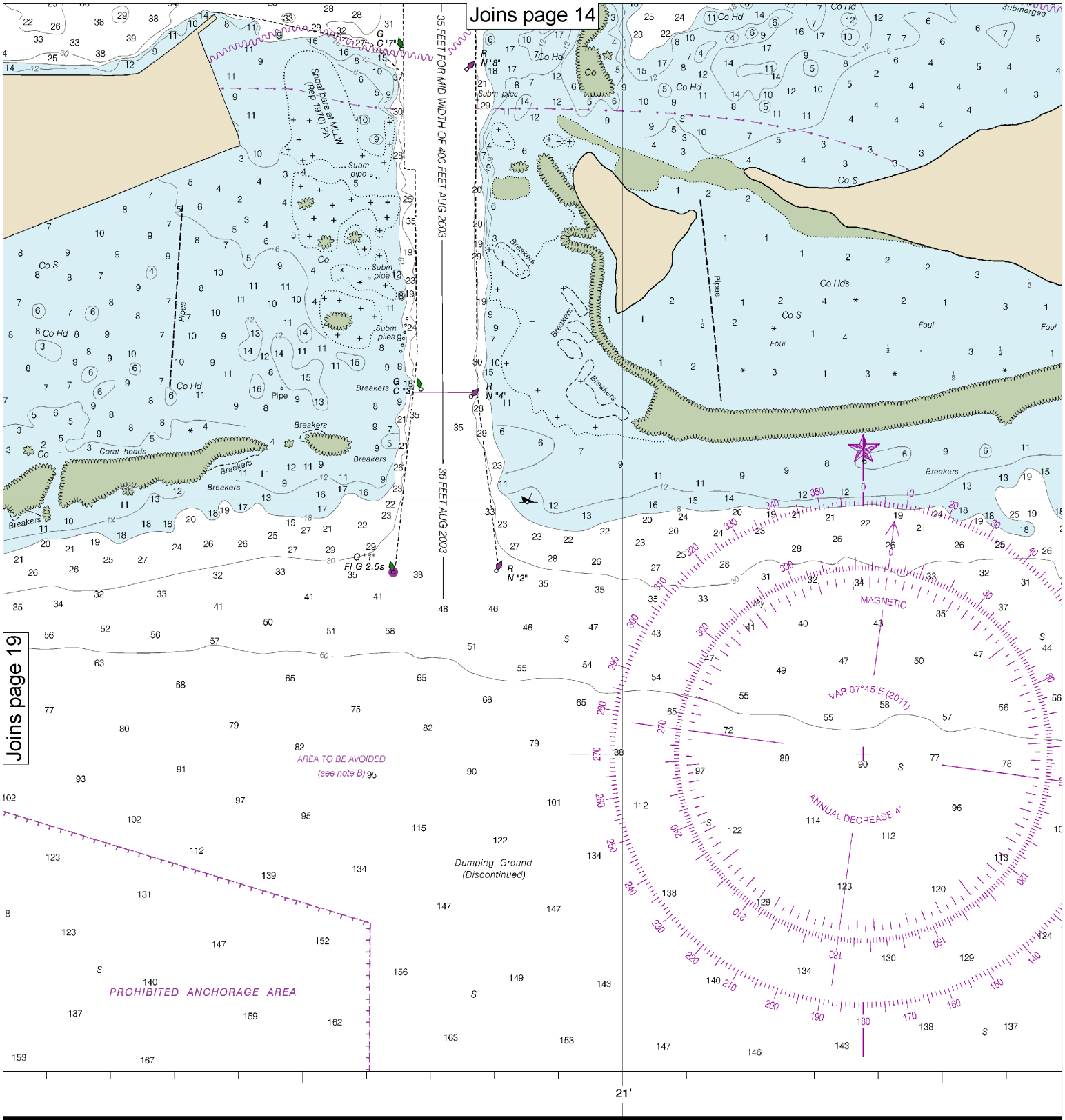
0

Yards

200 0 200 400 600 800 1000 1200



at Washington, D.C.
MENT OF COMMERCE
D ATMOSPHERIC ADMINISTRATION
AL OCEAN SERVICE
OAST SURVEY



Note: Chart grid lines are aligned with true north.

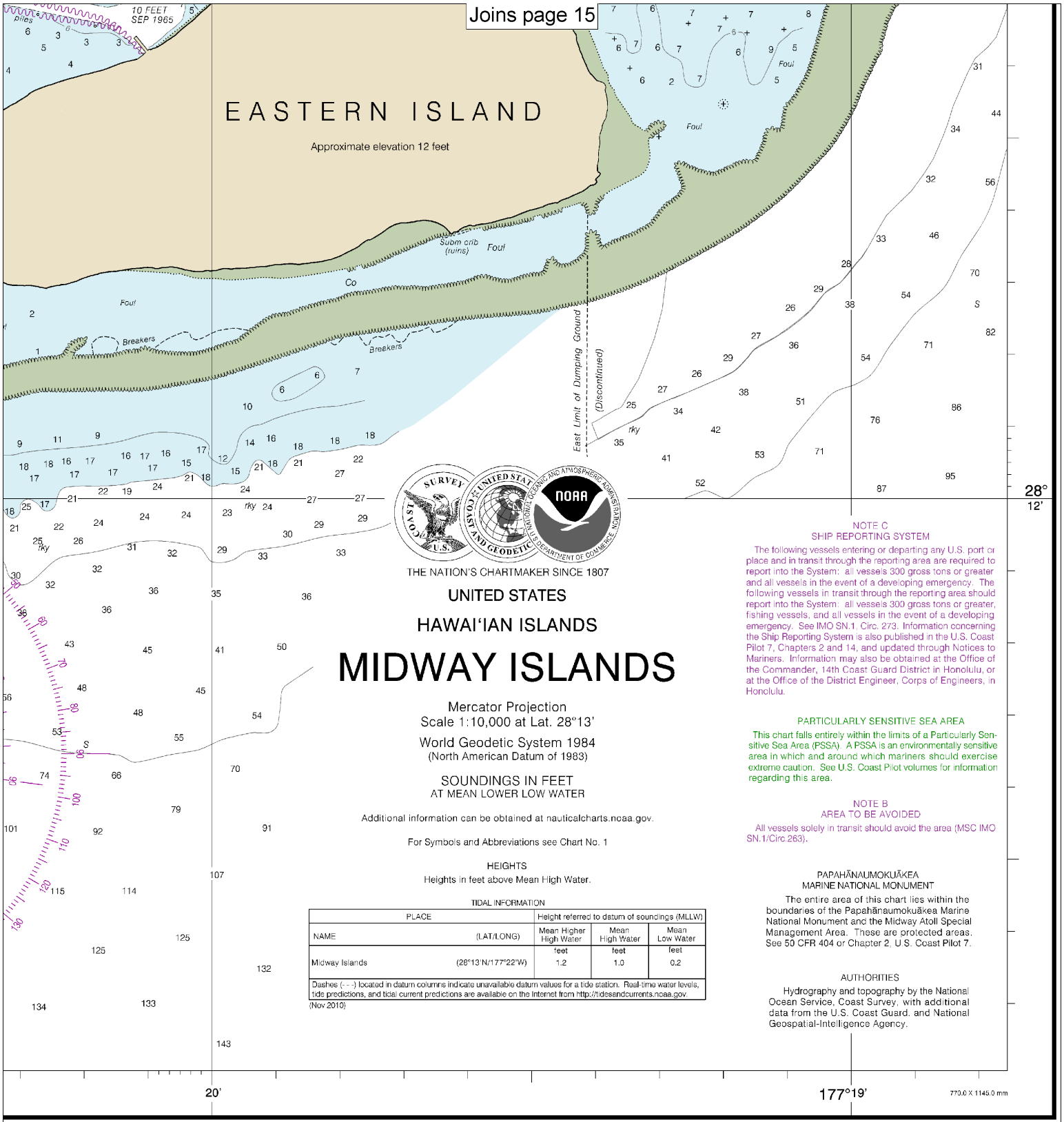
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

HAWAI'IAN ISLANDS

MIDWAY ISLANDS

Mercator Projection
Scale 1:10,000 at Lat. 28°13'

World Geodetic System 1984
(North American Datum of 1983)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

For Symbols and Abbreviations see Chart No. 1

HEIGHTS
Heights in feet above Mean High Water.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
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.

(Nov 2010)

NOTE C
SHIP REPORTING SYSTEM

The following vessels entering or departing any U.S. port or 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.

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.

NOTE B
AREA TO BE AVOIDED

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

PAPAHĀNAUMOKUĀKEA
MARINE NATIONAL MONUMENT

The entire area of this chart lies within the boundaries of the Papahānaumokuākea Marine National Monument and the Midway Atoll Special Management Area. These are protected areas. See 50 CFR 404 or Chapter 2, U.S. Coast Pilot 7.

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.

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 18 19 20 21 22 23 24 25 26 27 28 29 30 31																

Midway Islands
SOUNDINGS IN FEET - SCALE 1:10,000

19482

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican 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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