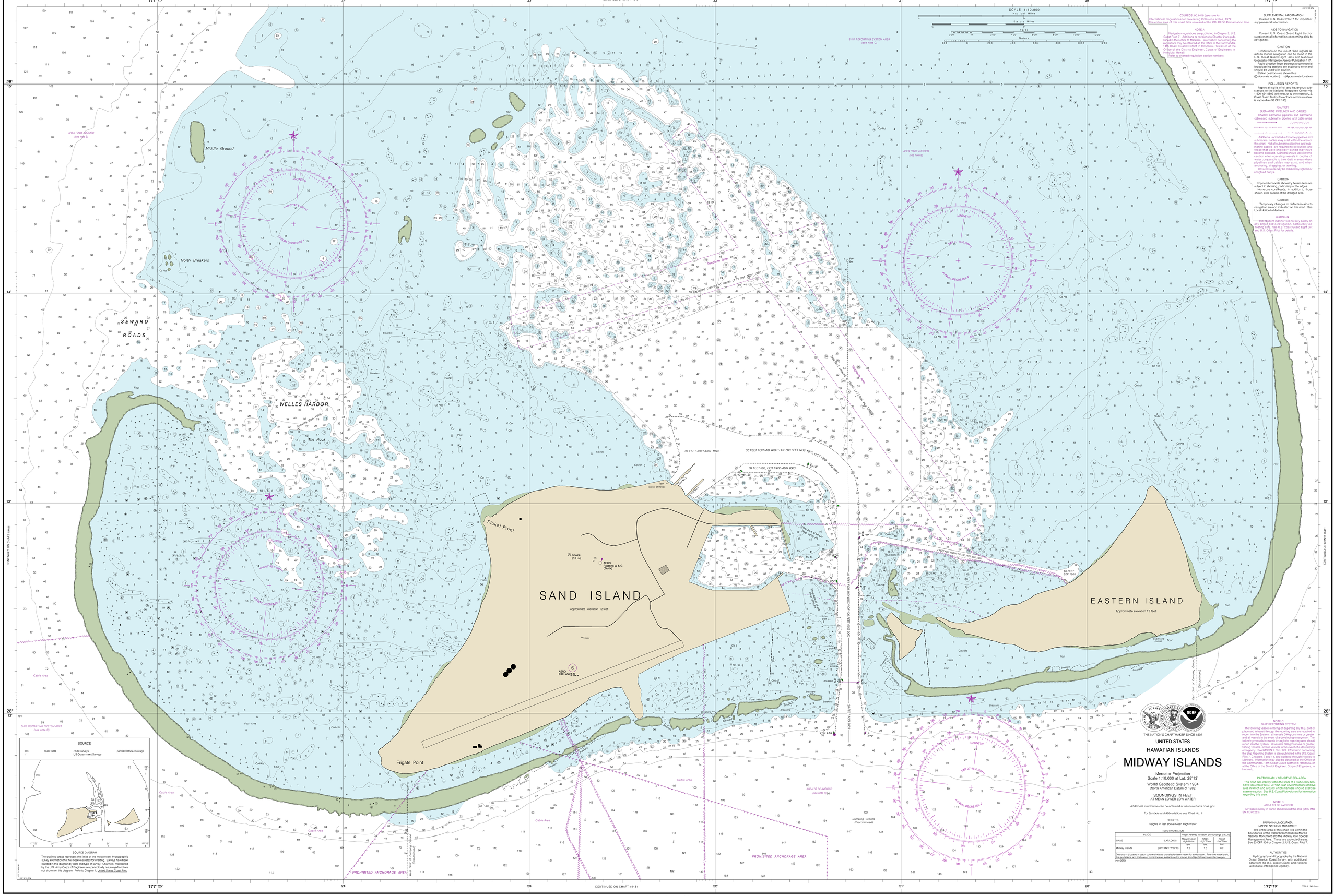
SCALE 1:10,000
Nautical Miles
Statute Miles
Yards
Meters
Middle Ground
North Breakers
SEWARD ROADS
WELLES HARBOR
The Hook
Picket Point
SAND ISLAND
Approximate elevation 12 feet
Frigate Point
EASTERN ISLAND
Approximate elevation 12 feet
SHIP REPORTING SYSTEM AREA (see note C)
AREA TO BE AVOIDED (see note B)
PROHIBITED ANCHORAGE AREA
Dumping Ground (Discontinued)
Cable Area
Foul Area
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
MAGNETIC
VAR 07°45'E (2011)
ANNUAL DECREASE 6'
CONTINUED ON CHART 19481
177° 25'
24'
23'
22'
21'
20'
177° 19'
28° 15'
14'
13'
12'
SOURCE
B3 1940-1969 NOS Surveys partial bottom coverage
U.S Government Surveys
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been bandied 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.
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 navigation signals from 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 traversing areas where 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 Western channel will not only solely on any lights and buoys marking the channel and fixing aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
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.)
NOTE C
SHIP REPORTING SYSTEM
The following vessels entering or departing an 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, hazardous cargo, and all vessels in the event of a developing emergency. See IMO SN.1/Circ.243. 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.
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 feet | Mean High Water feet | Mean Low Water feet | Mean Lower Low Water feet
Midway Islands | (28°13'N-177°22'W) | 1.2 | 1.0 | 0.2 |
Datums (---) 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.
(Rev 05/08)
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 Coast Guard district to the dates shown in the lower left hand corner. Not all changes affecting this chart appear in Notices to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov/staff/contact.html
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.html
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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY
This chart was distributed as a PDF (Portable Document Format). Printing PDFs may alter the chart scale, color, or legibility that may impact suitability for navigation. Printed charts provided by NOAA certified Print on Demand (POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod
10th Ed., Dec. 2010. Last Correction: 9/11/2014. Cleared through: LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016)
To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.
Midway Islands
SOUNDINGS IN FEET - SCALE 1:10,000
FATHOMS 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
FEET 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100
METERS 0 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
19482