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
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 vessels, 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.


(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 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 approaching to land a small boat. Small craft drawing not over 12 feet can lie 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
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.
Note: Chart grid lines are aligned with true north.
Note: Chart grid lines are aligned with true north.
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.

---

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/](http://www.nws.noaa.gov/nwr/)

**Quick References**

- Nautical chart related products and information — [http://www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)
- 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](http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm)
- Tides and Currents — [http://tidesandcurrents.noaa.gov](http://tidesandcurrents.noaa.gov)
- Contact Us — [http://www.nauticalcharts.noaa.gov/staff/contact.htm](http://www.nauticalcharts.noaa.gov/staff/contact.htm)

**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!**

---

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.