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 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.


(Selected Excerpts from Coast Pilot)

Wake Island (19°17’N., 166° 33’E.) lies in the Pacific Ocean on the direct route from Hawaii to Hong Kong. It is a U.S. possession with an area of only 3 square miles, consisting of three islands. The islands form all but the NW side of an atoll enclosing a shallow lagoon. The entire island group is surrounded by a shallow reef interspersed with coral pinnacles. There is no natural freshwater. Wake Island is administered by the Department of the Interior and activities on the island are managed by the US Army under a US Air Force permit. The restrictions imposed upon the entry into the Wake Island Naval Defensive Sea Area have been suspended, except for the entry of foreign flag vessels and foreign nationals. The restrictions may be re-established without notice at any time.

Prominent Features.—A conspicuous concrete structure with storage tanks in the background is situated near the W end of Wake Island. A prominent tower stands on Peale Island. An aero light is shown from an abandoned control tower situated 0.6 mile NW of Peacock Point, the SE extremity of Wake Island. It was reported that a ship obtained radar contact with Wake Island from a distance of 35 miles. The complete outline of the island was observed from a distance of 25 miles.

Channels.—On the seaward side, between Wake Island and Wilkes Island, there is a channel leading to a boat basin at the W extremity of Wake Island. In 1970, the channel and boat basin had controlling depths of 12 feet.

The boat basin can accommodate three small-craft, which may serve as tugs or cargo lighters. Ships should radio their ETA 48 hours in advance. An unloading wharf is situated on the SW side of the basin and a boat landing is at the head of the basin. Two mooring buoys are just outside the boat basin entrance channel. Cargo is discharged at the moorings.

Sea conditions often permit a vessel to lie offshore and discharge dry cargo; this reported to be the safest and best method for large vessels. Oil is discharged through a floating hose which is floated out on barrels and connected to a fuel jetty at the E entrance of the boat channel.

Anchorage.—The depths drop off sharply outside the atoll reef making it unsuitable for anchorage. The lagoon itself is inaccessible. The mooring facility outside the boat basin is available to all vessels having permission to call at Wake Island, but is considered hazardous. The use of an anchor is not recommended when using the mooring buoys. Vessels should not attempt to secure at the mooring buoys in an onshore or S wind. If secured to one buoy when the wind shifts to blow onshore, slip the mooring andleave the area. Any vessels moored to only one buoy must have engines on standby. Vessels should be secured to the mooring buoys with the bow headed ESE. Small-craft usually assist in mooring operations with the best times being at high water or low water slack.

Currents.—A SSW current of 0.5 to 1 knot has been observed in the vicinity of Wake Island. There have been occasions when the currents are erratic and onshore sets have been observed. Vessels should carefully note the set and the drift of the tidal currents before attempting to moor. The tidal currents in the vicinity of the mooring buoys have been observed to set parallel to the shore at a rate of about 0.8 knot.

Weather.—Winds from the E and NE prevail throughout the year, with average velocities of 10 to 13 knots. Gales occur on average of 10 days a year. By reason of its position, the atoll is subject to typhoons and tropical storms; thunderstorms seldom occur.

At Wake Island, the influence of the higher latitude is noticeable and the means vary between a low of 77°F in January and February and a high of 82°F in September. In August the mean maximum reaches 88°F. Extremes above 95°F are rare. The annual average rainfall is only 37 inches, showing a great decrease in precipitation from that occurring in the lower latitudes. The monthly totals range from a January average of 1 inch in the dry season to 7 inches in August.
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
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!**