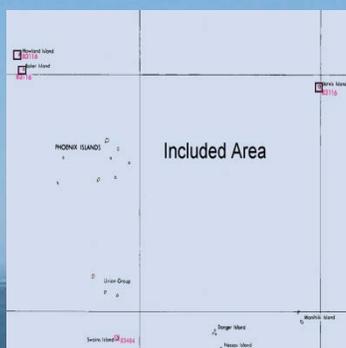


# BookletChart™

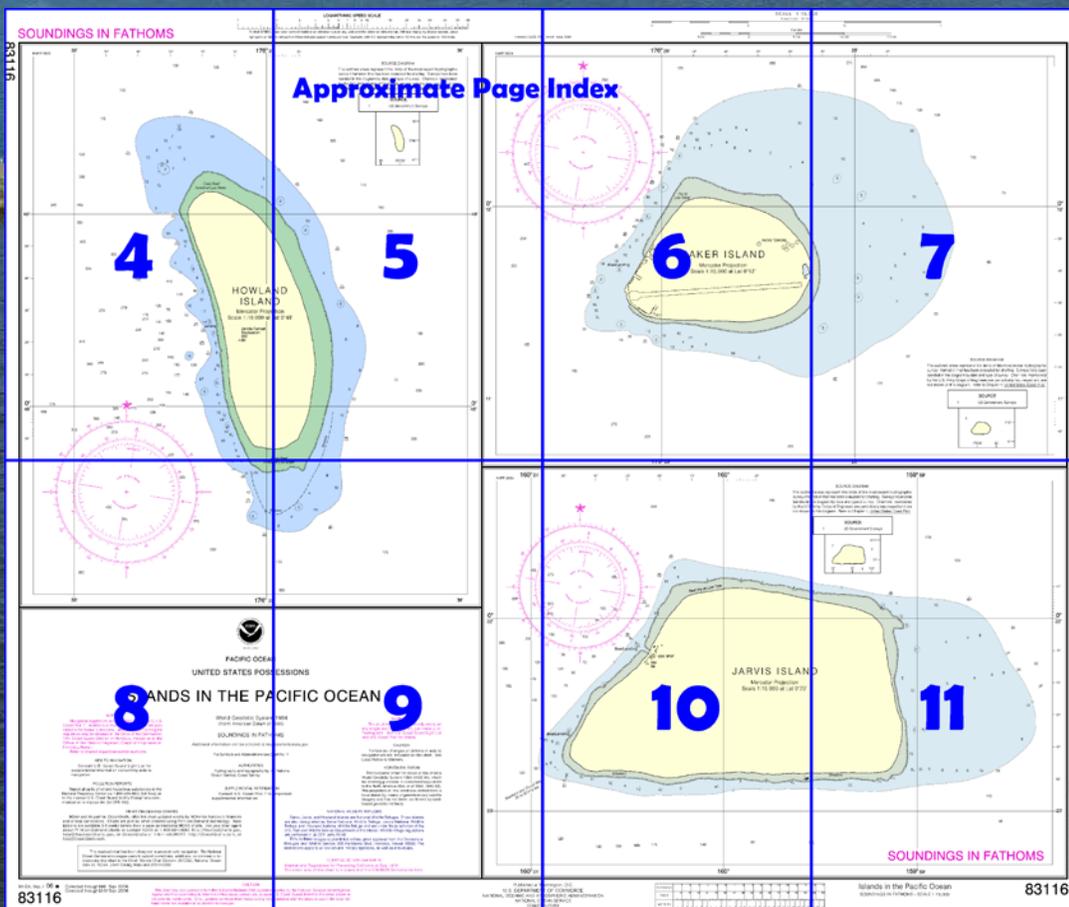


## Islands in the Pacific Ocean – Jarvis, Baker, and Howland Islands NOAA Chart 83116

*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](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.

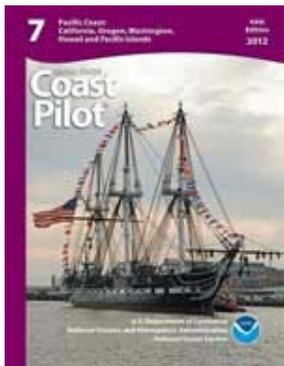
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=83116>.



**(Selected Excerpts from Coast Pilot)  
National Wildlife Refuges**

The National Wildlife Refuges of Rose Atoll (American Samoa), Howland Island, Baker Island, Jarvis Island, Kingman Reef, and Palmyra Atoll are administered by the U.S. Fish and Wildlife Service, Department of the Interior. The refuge boundaries extend outward to the 3-mile limit, except Palmyra Atoll with an outward boundary of 12 miles. Entry into the refuge without a permit is prohibited, except in an emergency. An

entry permit is obtained from Refuge Manager, Hawai'ian/Pacific Islands National Wildlife Refuge Complex (see Appendix A, under Department of

Interior (indexed as such), for address).

**Jarvis Island** (0°22'S., 160°00'W.), an island of sand and coral formation, is located about 460 miles SSE of Palmyra Atoll. The island is 1.8 miles long E-W and about 1 mile wide; it rises to a height of 20 feet. A narrow fringing reef, which dries in places and has breakers along the S shore, encircles the island. There are two breaks in the reef on the W side. A daybeacon is near the middle of the W shore.

A shoal with a least depth of 2½ fathoms extends about 0.6 mile from the E side of the island. The depths drop rapidly outside the shoal area. The highest ground lies on the W end of the island. Low shrubs cover most of the island, however, it has been observed without much vegetation.

Jarvis Island has been reported to lie 1 mile NE (1991), 1.6 miles E (1992), and 1.3 miles ENE (1996) of its charted position.

Jarvis Island is a U.S. possession and a National Wildlife Refuge. It is under the jurisdiction of the U.S. Fish and Wildlife Service (see National Wildlife Refuges, this chapter.)

**Baker Island** (0°12'N., 176°29'W.) is nearly flat but rises to an elevation of 20 feet at its SW end. At this point there is a steep, sandy beach which extends some distance N; elsewhere, the island is fringed by a coral reef. An extensive shoal with depths of 3 to 7 fathoms extends about 0.8 mile from the island on the N and E sides. The surf breaks heavily on the E side and the SW extremity of the island.

Baker Island is a National Wildlife Refuge and under the jurisdiction of the U.S. Fish and Wildlife Service (see National Wildlife Refuges, this chapter.)

**Anchorage.**—There is no sheltered anchorage. Vessels lie off the island and discharge to landing craft. The fringing coral reef surrounding Baker Island makes landing difficult. The S point of the island can be used for landing when winds are from the NE. A daybeacon is near the middle of the W shore. Tangent bearings of the island are unreliable.

**Howland Island** (0°48'N., 176°37'W.), about 38 miles NNW of Baker Island, is a low, flat island devoid of vegetation other than a few stunted trees. It is ringed by a relatively flat coral reef almost completely exposed at low water extending out to about 0.1 mile, except on the W side where the reef averages about 80 yards in width. Outside this reef is a coral shelf extending about 0.3 to 0.5 mile on the N, E, and S sides, and about 0.1 mile on the W side. The depths on this shelf vary between 2 and 15 fathoms.

Amelia Earhart Daybeacon is situated near the center of the W side of the island.

Howland Island is a National Wildlife Refuge and under the jurisdiction of the U.S. Fish and Wildlife Service (see National Wildlife Refuges, this chapter.)

**Anchorage.**—In 1966, a vessel anchored 0.4 mile from the N end of the island in 30 fathoms, with the E tangent of the island bearing **144°**, the W tangent bearing **185°**, and the daybeacon bearing **167.5°**. In 1967, a vessel anchored about 0.3 mile NNE of the N end of the island in 13 fathoms, with the E tangent of the island bearing **153°**, the W tangent bearing **213°**, and the daybeacon bearing **176°**, distance 1 mile. If an easterly swell is present, anchorage is not advisable at the N end of the island.

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

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

# Table of Selected Chart Notes

Corrected through NM Sep. 30/06  
Corrected through LNM Sep. 26/06

World Geodetic System 1984  
(North American Datum of 1983)

SOUNDINGS IN FATHOMS

For Symbols and Abbreviations see Chart No. 1

## 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.

## 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.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey.

## CAUTION

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

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## 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).

## 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.

## 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 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.

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## COLREGS, 80.1495 (see note A)

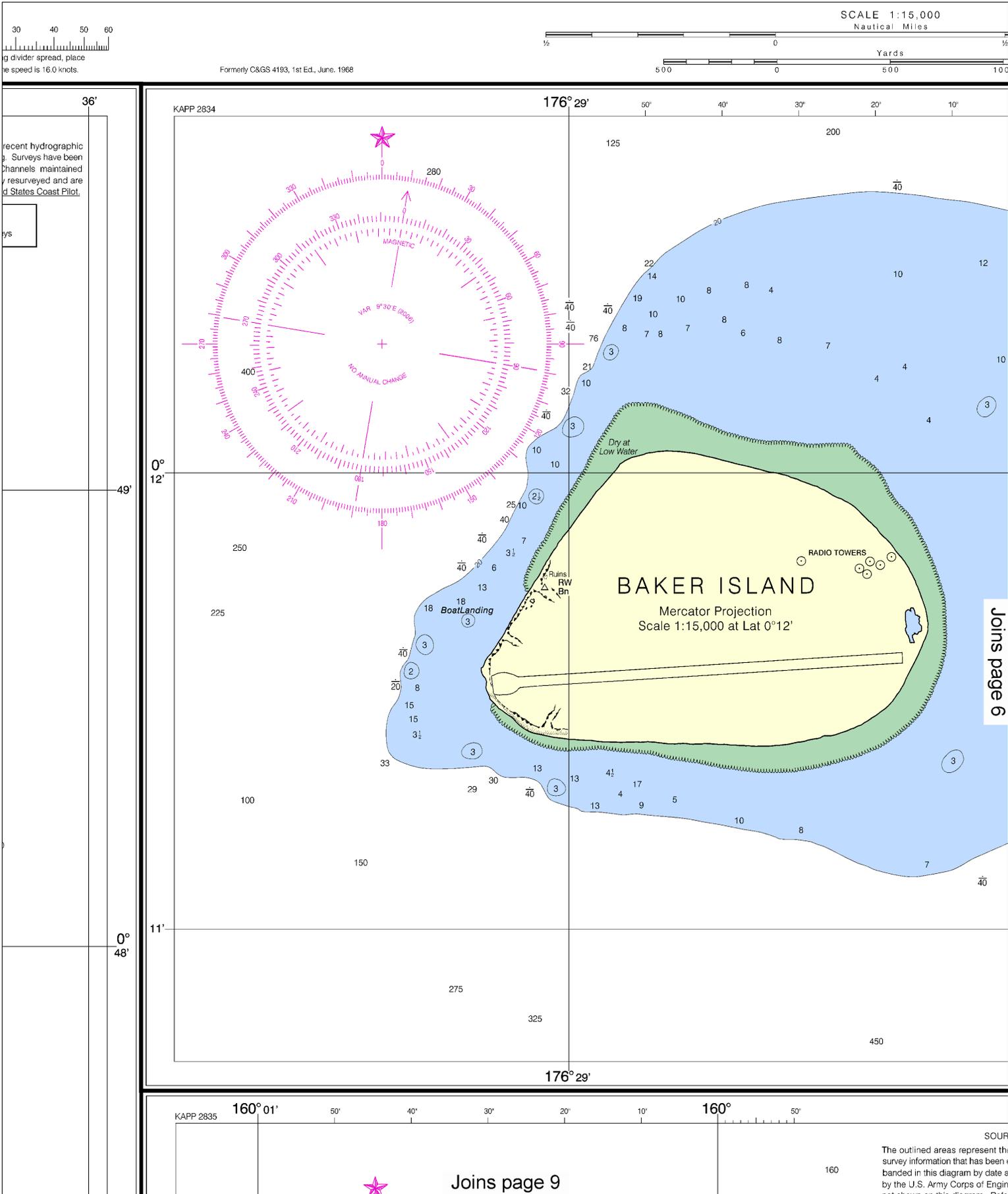
International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## NATIONAL WILDLIFE REFUGES

Baker, Jarvis, and Howland Islands are National Wildlife Refuges. These islands are also designated as Baker National Wildlife Refuge, Jarvis National Wildlife Refuge and Howland National Wildlife Refuge and are under the jurisdiction of the U.S. Fish and Wildlife Service Department of the Interior. Wildlife refuge regulations are contained in 50 CFR parts 25-28.

Entry to these refuges is prohibited without prior approval from the Divisions of Refuges and Wildlife Service, 300 Ala Moana Blvd., Honolulu, Hawaii 96850. The restrictions apply to all civilian and military agencies, as well as individuals.





This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

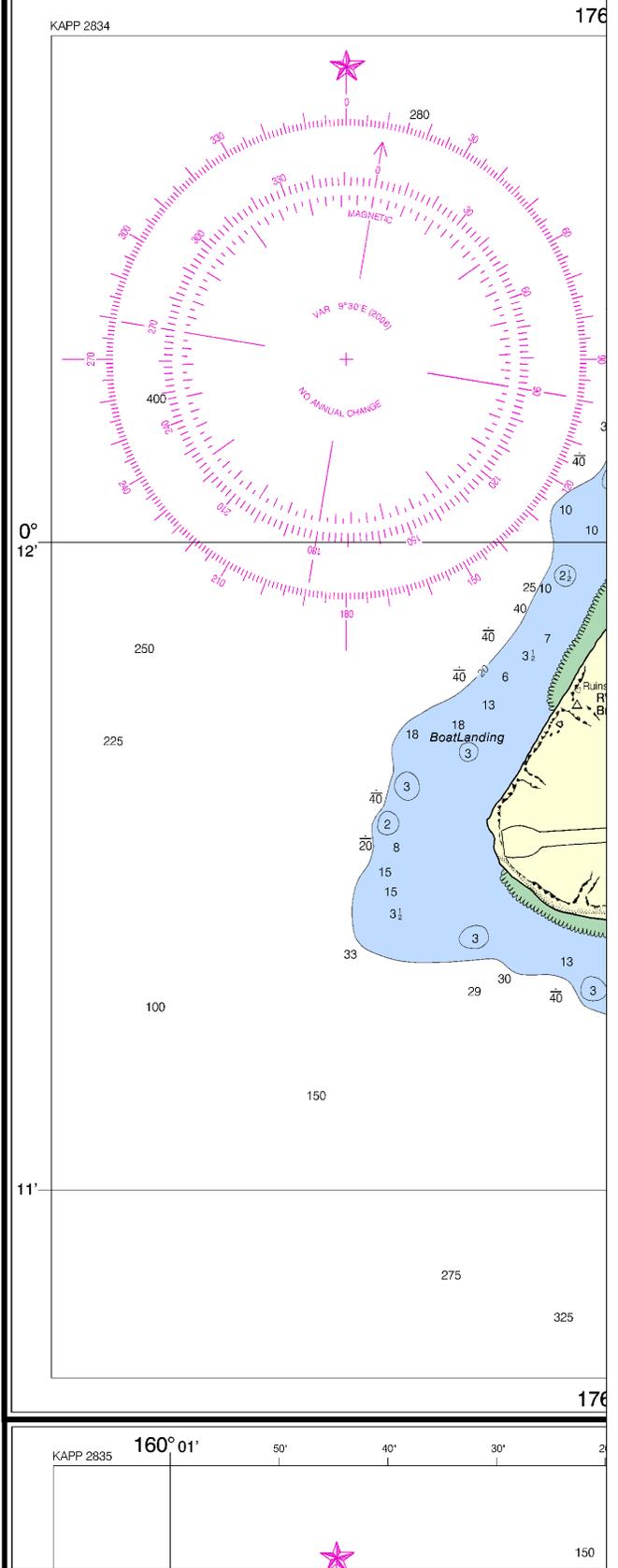
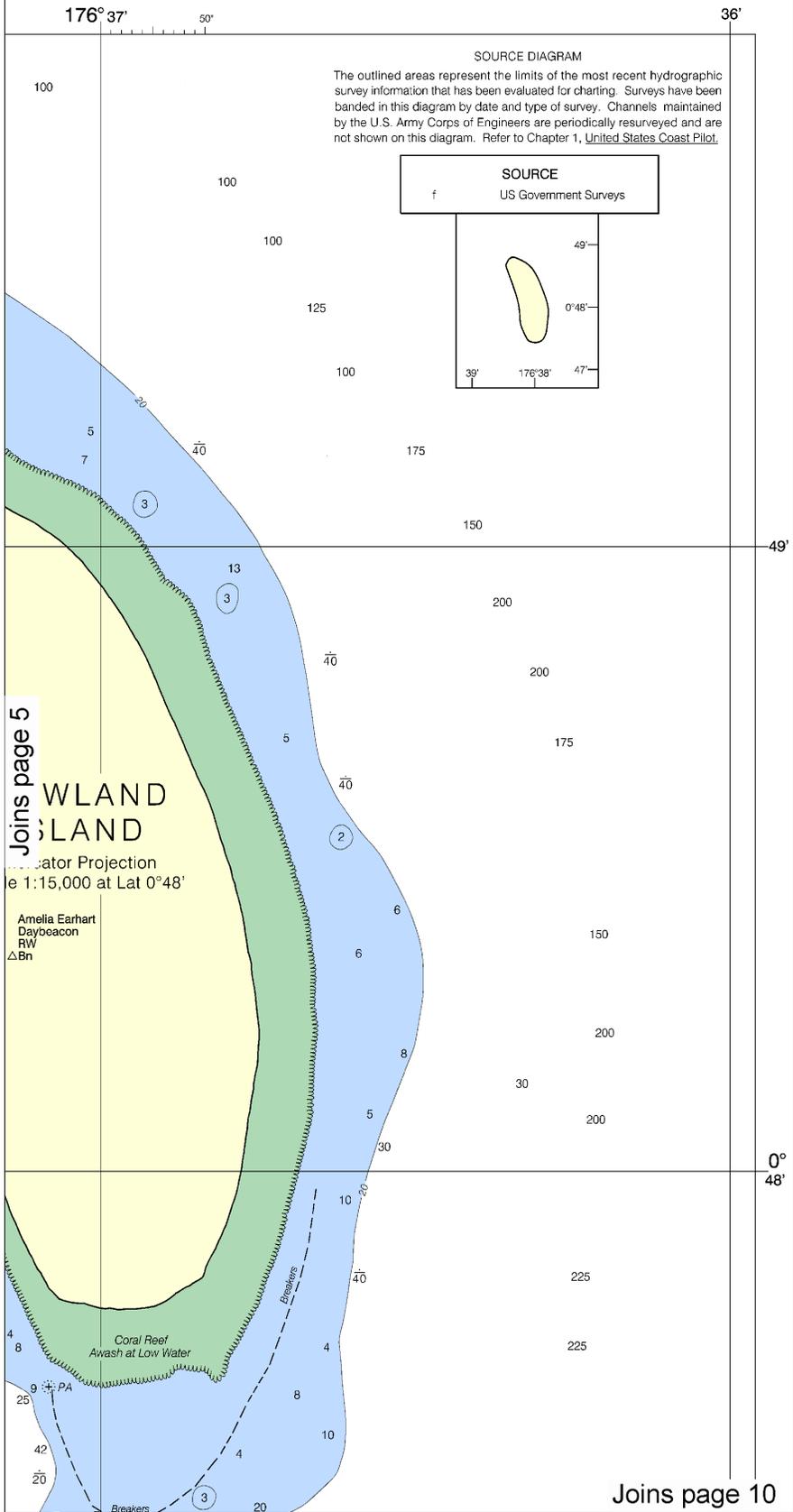


LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Formerly C&GS 4183, 1st Ed., June, 1968

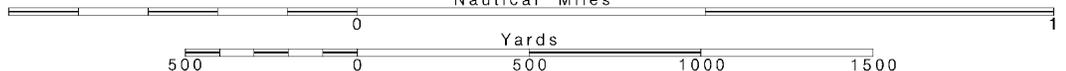


Note: Chart grid lines are aligned with true north.

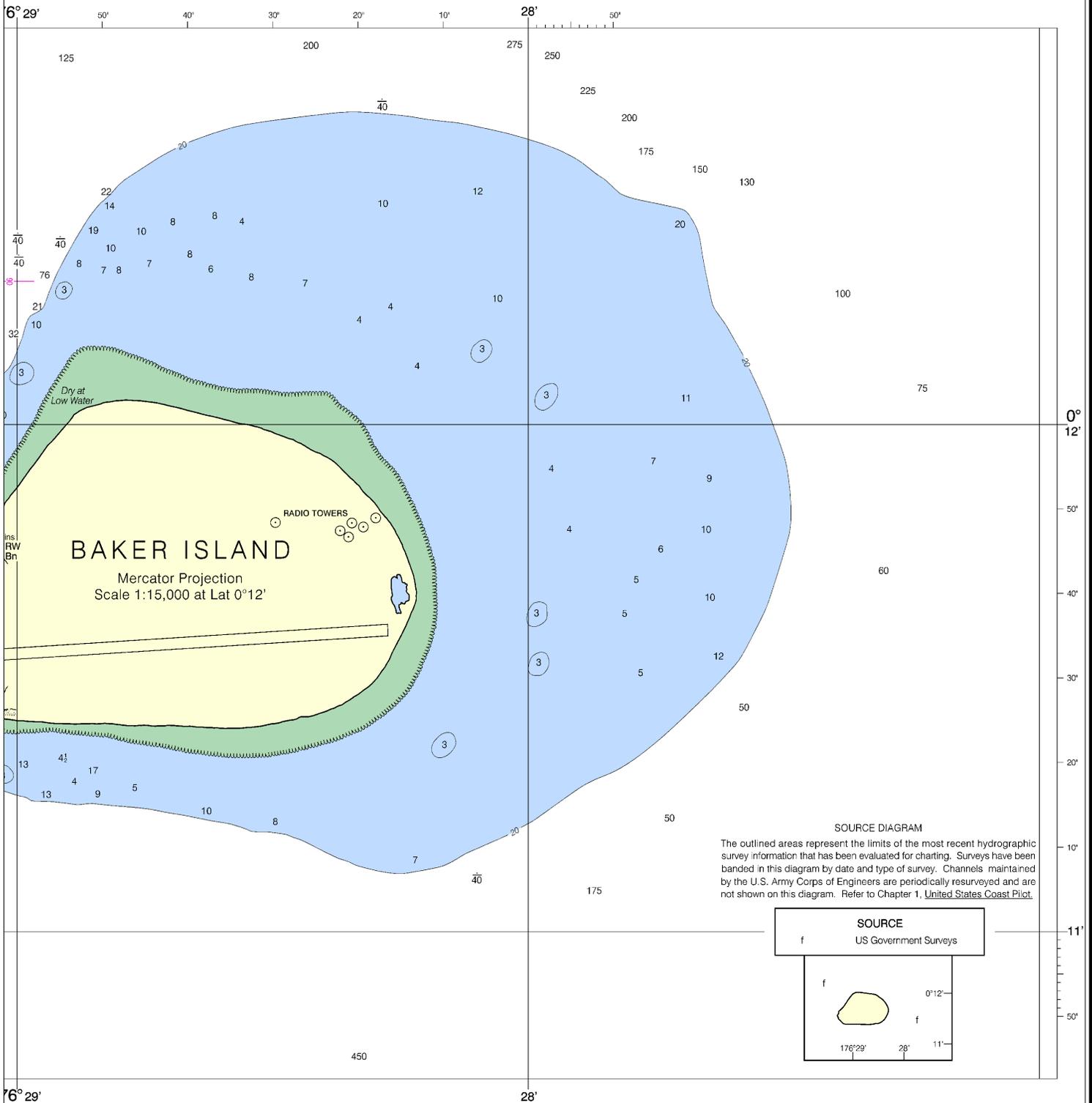
Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.

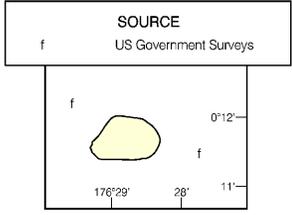


SCALE 1:15,000  
Nautical Miles



**BAKER ISLAND**  
Mercator Projection  
Scale 1:15,000 at Lat 0°12'

**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.

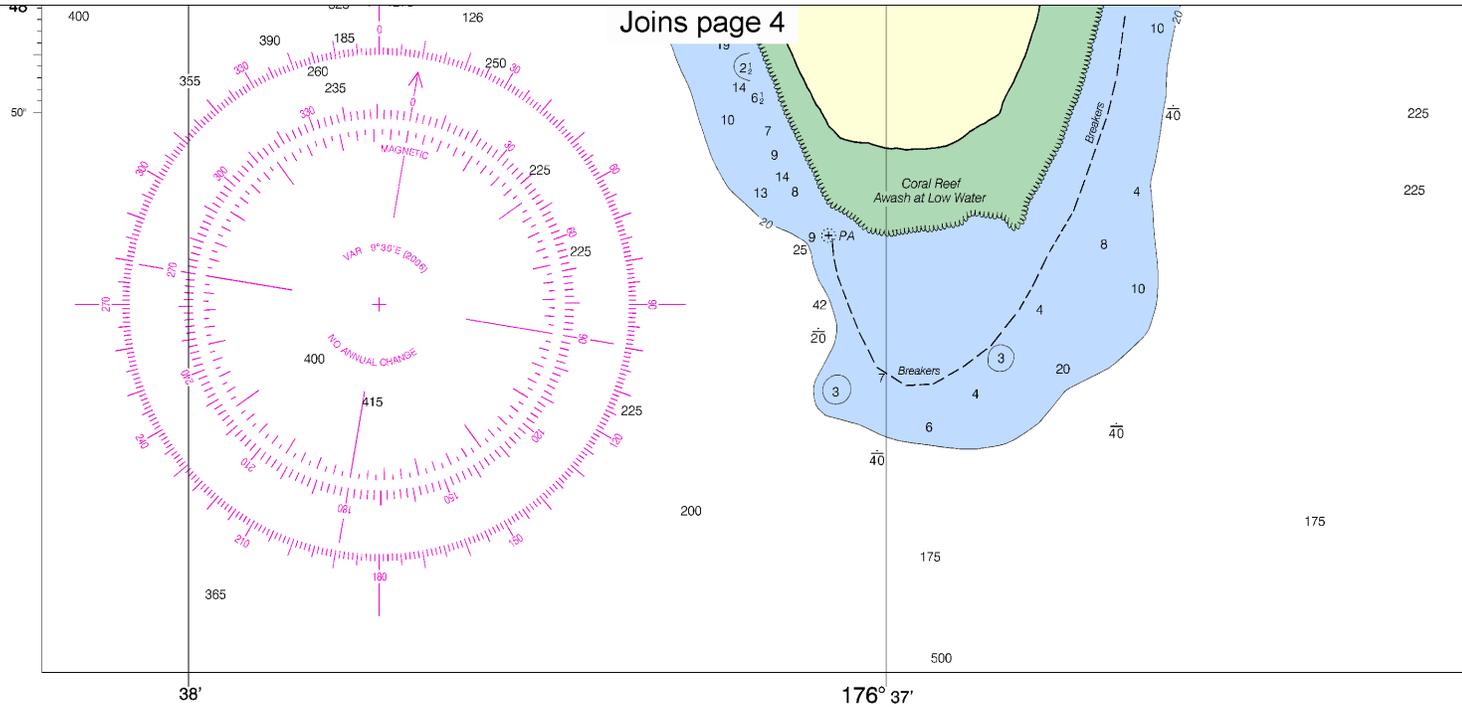


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The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers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

Joins page 11



Joins page 4



PACIFIC OCEAN

UNITED STATES POSSESSIONS

# ISLANDS IN THE PACIFIC OCEAN

### 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.

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### PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

World Geodetic System 1984  
(North American Datum of 1983)

SOUNDINGS IN FATHOMS

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

For Symbols and Abbreviations see Chart No. 1

### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey.

### SUPPLEMENTAL INFORMATION

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

### WARNING

The prudent mariner will not rely on any single aid to navigation, particularly floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

### CAUTION

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

### HORIZONTAL DATUM

The horizontal reference datum of this chart is the World Geodetic System 1984 (WGS 84) for charting purposes is considered to be the North American Datum of 1983. (The projection of this chart was shifted to local datum by means of georeferenced imagery and has not been confirmed based geodetic methods.)

### NATIONAL WILDLIFE REFUGES

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### COLREGS, 80.1495 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

### 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).

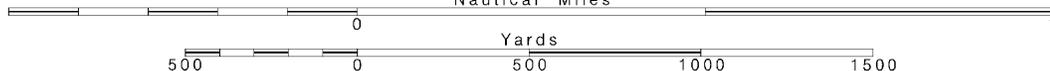
5th Ed., Sep. / 06 ■ Corrected through NM Sep. 30/06  
Corrected through LNM Sep. 26/06

# 83116

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

275

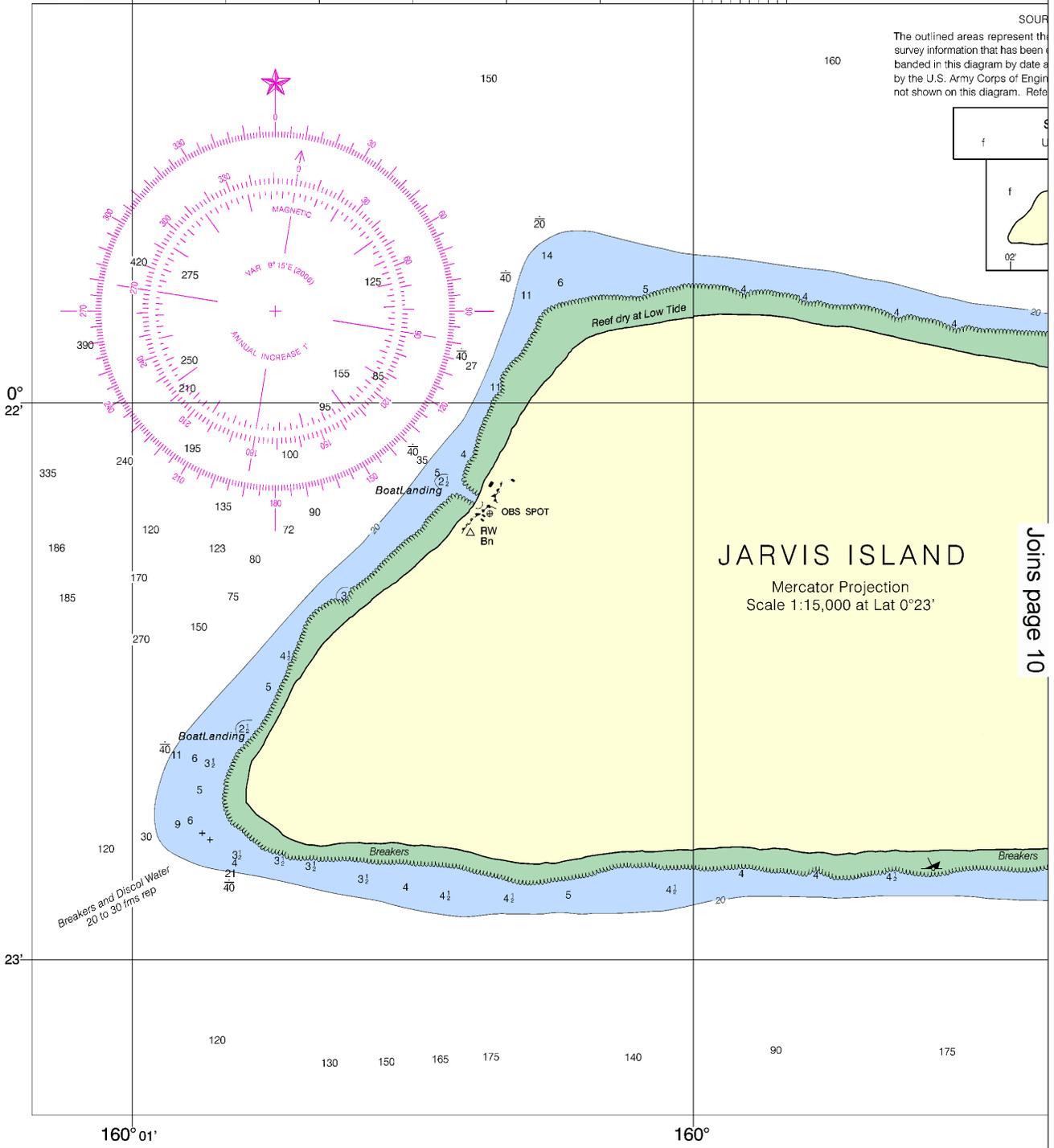
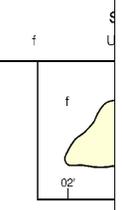
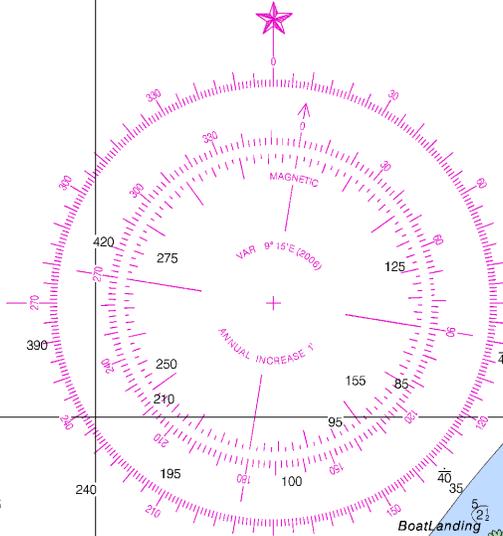
325

450

176° 29'

KAPP 2835 160° 01' 50' 40' 30' 20' 10' 160°

SOUR The outlined areas represent the survey information that has been tabulated in this diagram by date and by the U.S. Army Corps of Engineers not shown on this diagram. Refer



# JARVIS ISLAND

Mercator Projection  
Scale 1:15,000 at Lat 0°23'

Joins page 10

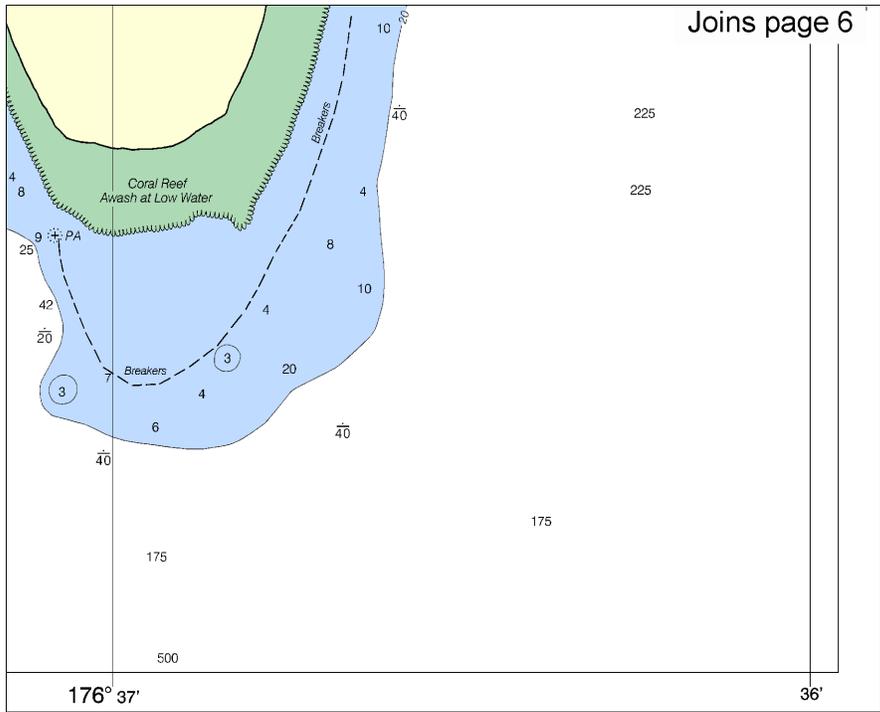
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Light List

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chart. See

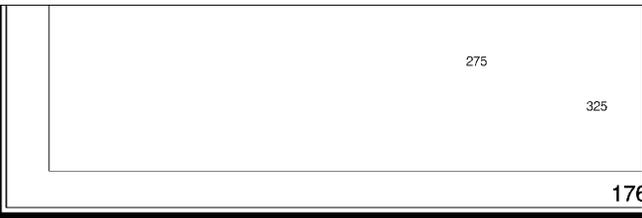
this chart is  
84), which  
equivalent  
(NAD 83).  
led from a  
d satellite  
d by land-

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

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



Joins page 6



**PACIFIC OCEAN**

**U.S. POSSESSIONS**

**PACIFIC OCEAN**

Geodetic System 1984  
 (North American Datum of 1983)

Soundings in FATHOMS

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

For Abbreviations see Chart No. 1

**AUTHORITIES**  
 Soundings and topography by the National Oceanic and Atmospheric Administration, Coast Survey.

**ADDITIONAL INFORMATION**  
 See Coast Pilot 7 for important information.

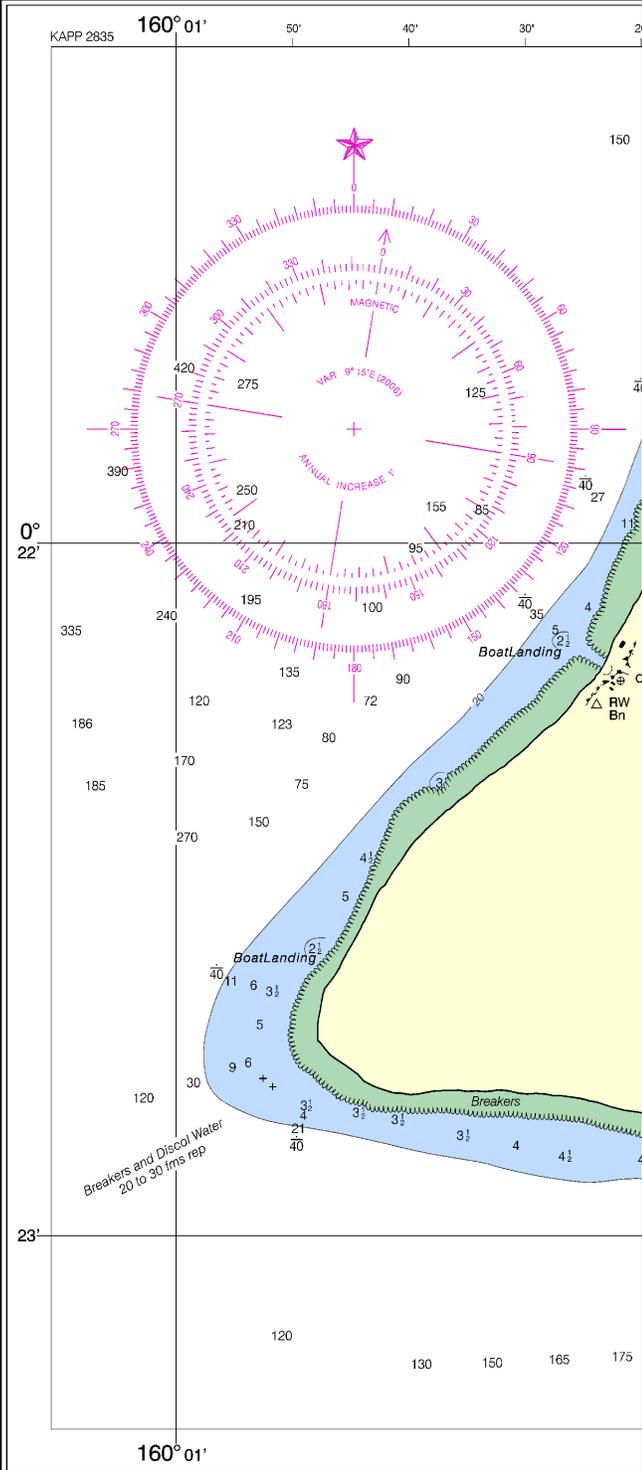
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 International Regulations for Preventing Collisions at Sea, 1972.  
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**HORIZONTAL DATUM**  
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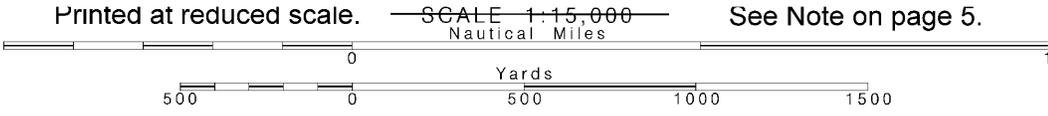


**CAUTION**  
 Notices to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency are periodically updated by each U.S. Coast Guard district to the dates shown in the lower left. Notices to Mariners published after the dates shown in the lower left.

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

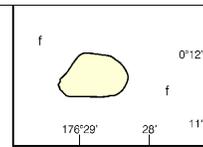


Note: Chart grid lines are aligned with true north.



See Note on page 5.

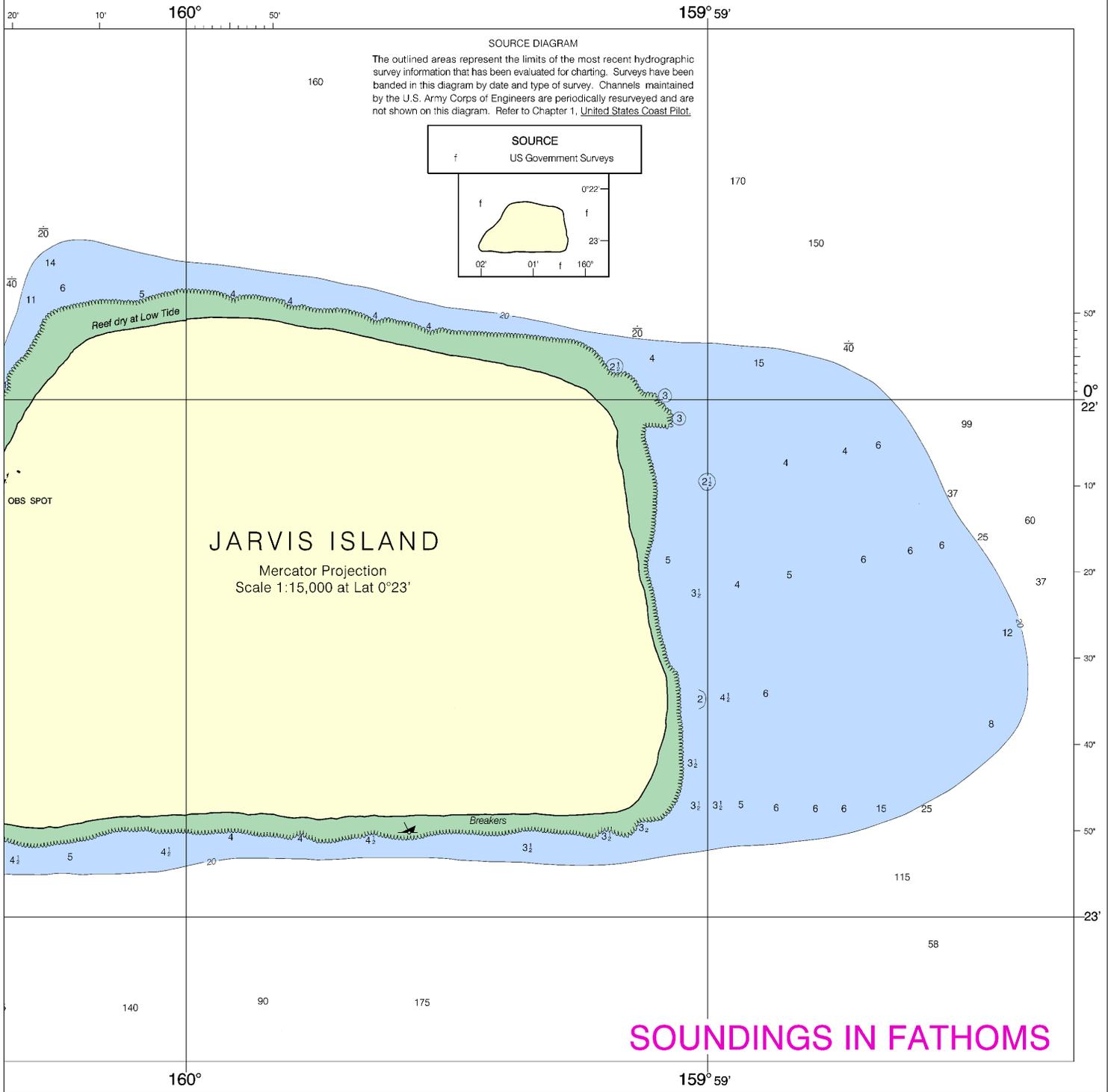
450



50'

76° 29'

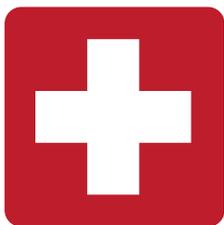
28'



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

Islands in the Pacific Ocean  
SOUNDINGS IN FATHOMS - SCALE 1:15,000

83116



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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- 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 @nauticalcharts



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.

