

BookletChart™

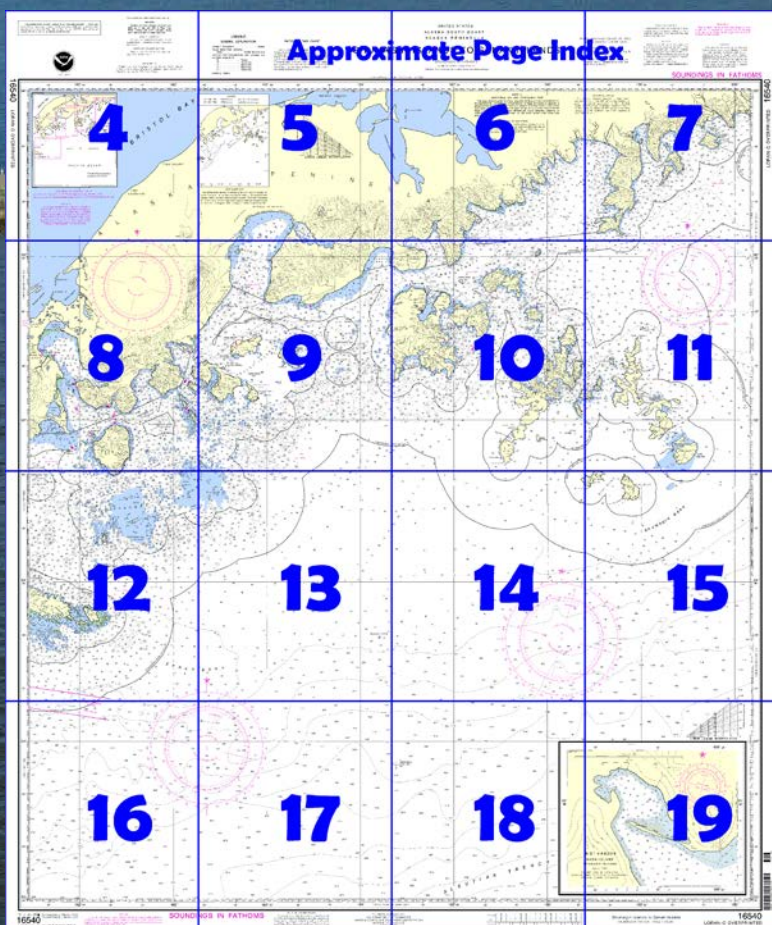
Shumagin Islands to Sanak Islands NOAA Chart 16540



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=16540>.



(Selected Excerpts from Coast Pilot)

The character of the shoreline between Mitrofan Bay and Ivanof Bay differs from that to the E in that it has several stretches of steep-to sand beaches, interrupted by low rocky headlands or high rocky capes. Long Beach, described previously, is the first of several beaches. The second stretch of sand beach, about 2.5 miles long, marks the head of a large open bay between the sharp pointed headland at the S end of Long Beach on the E and Coal Cape on the

W. The low valley N of this beach joins that extending inland from Long Beach. Just inshore from about the center of this sand beach are two detached mountains on the valley plain. These two mountains appear as

islands from a distance offshore. The S one, known locally as **Red Bluff Mountain**, 1,041 feet high, has reddish jagged pinnacle tips and is very prominent.

Small craft can find temporary anchorage in 2 to 10 fathoms, sand bottom, about 1.1 miles SW of Red Bluff Mountain. Water may be obtained from a stream that empties into the NW part of the open bay. Coal Cape and Coal Point, about 10 miles apart, are two separate and distinct features of the Alaska Peninsula. Coal Cape is about 4.5 miles NW of Mitrofan Bay (see chart 16013), and Coal Point is about 2.5 miles N of Paul Island.

Coal Cape (55°53.5'N., 159°00.0'W.) is a prominent rock-cliff headland that rises to 1,818 feet and whose skyline is extremely broken and serrated. About 2 miles from its S tip the cape is about 2 miles wide and from its rock-cliff shoreline, long, low, sand beaches extend to the E and W. Fair-sized rivers break through the beaches on either side and close to the base of Coal Cape Mountain Range, The ridge that continues inland from the cape is a spur from Veniaminof Volcano. This spur is flanked both E and W by extensive river valleys that extend inland from the long sand beaches.

Perryville, an Indian village, about 5 miles NW of Coal Cape, was established to provide for people who were driven away from the vicinity of Mount Katmai Volcano by the eruption of 1912. It consists of a number of wooden houses, including a small store and school, standing on the flat beach about 2.5 miles W of the foot of Coal Cape Mountain Range. There is no wharf and the water is too deep for anchoring off the steep-to beach in front of the village. Temporary anchorage for small craft can be found in 6 to 10 fathoms, 0.3 mile SE of the W of two conspicuous rock ledges just E of the village; a 5½-fathom rock in 55°54'09"N., 159°07'13"W., and about 0.6 mile SE of the same ledge, is the controlling depth for the area, but there are depths of 12 to 15 fathoms between this shoal and the beach.

Three Star Point, a low alder- and grass-topped rocky headland about 1.5 miles SW of Perryville, separates two long curving stretches of sand beaches at a point about midway between Coal Cape and Coal Point Ranges. A prominent line of pinnacle rocks extends E about 400 yards from Three Star Point and a prominent pinnacle rock is about 200 yards S of the point. A series of low hills extending inland from Three Star Point divides the broad valley between the spurs leading to Coal Cape and Coal Point.

Chiachi Island, the largest of the Chiachi Islands, lies with its most N point about 1 mile SE of Three Star Point and its S tangent about on line with the S tangents of Coal Cape, 5 miles to the NE, and Paul Island, 7 miles to the SW. The island is about 3 miles in extent from its sharp N point to its rounding S side and about the same distance from its most E point to its sharp W point. It has several rugged peaks of about the same elevation. A somewhat prominent one in the SW part of the island is 1,450 feet high. Pinusuk Island, Shapka Island, and Petrel Island also comprise Chiachi Islands.

Chiachi Bay, in the E end of Chiachi Island, is about 0.6 mile in both width and depth. Anchorage is available for small vessels in 10 to 17 fathoms, mud bottom, protected from winds out of the SW through W to N, but any moderate swell, even from the SW, surges into the bay.

Pinusuk Island, 0.9 mile long E to W, is 700 yards off the point on the N side of the entrance to Chiachi Bay; a high wedge-shaped ridge, rising to about 800 feet, has its point to the E and makes the island easy to identify from that direction.

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

RCC Juneau

Commander

17th CG District

Juneau, Alaska

(907) 463-2000

Navigation Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

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>

ALASKA - SOUTH COAST

ALASKA PENINSUL

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

1st Ed., Mar. 1943 KAPP 2528

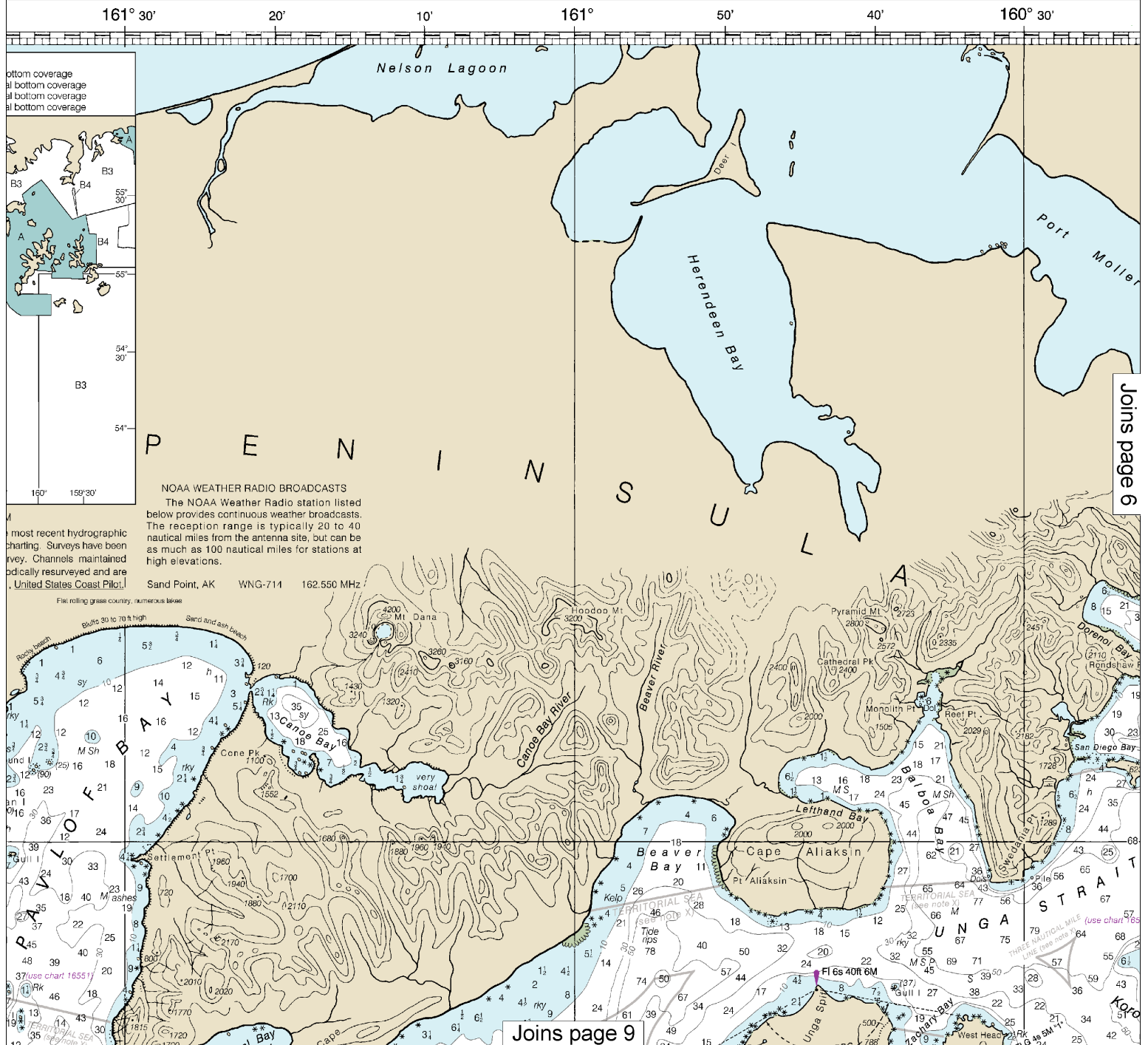
AREA TO BE AVOIDED (ATBA)

All ships 400 gross tonnage and upwards solely in transit should avoid the Area. This Area is IMO-Adopted (MSC IMO SN.1/Circ.331); to be implemented at 0000 UTC, JAN 1, 2016.

For Symbols and Abbreviations see Chart No. 1

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

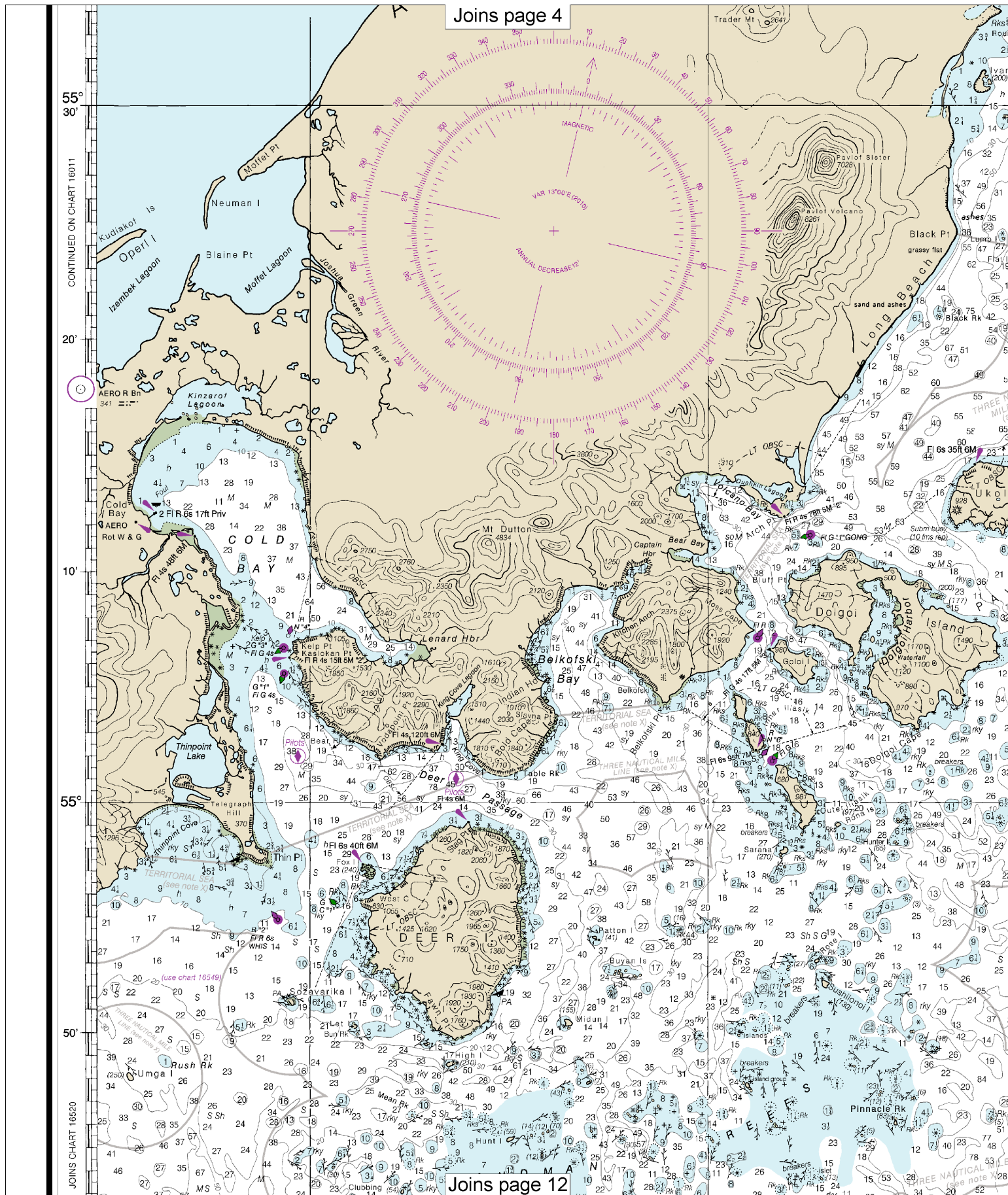
A encourages users to submit inquiries, discrepancies or comments
chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

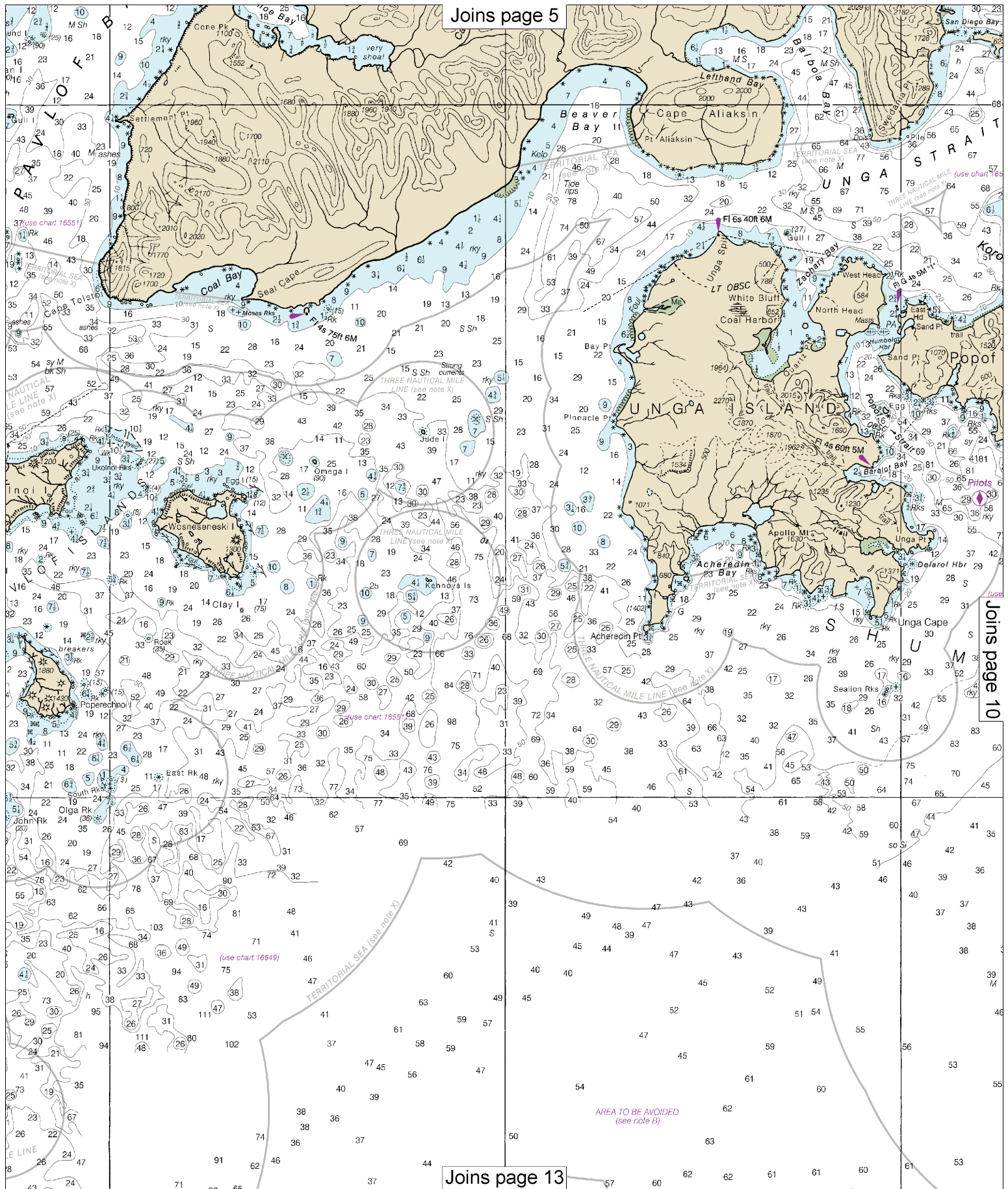


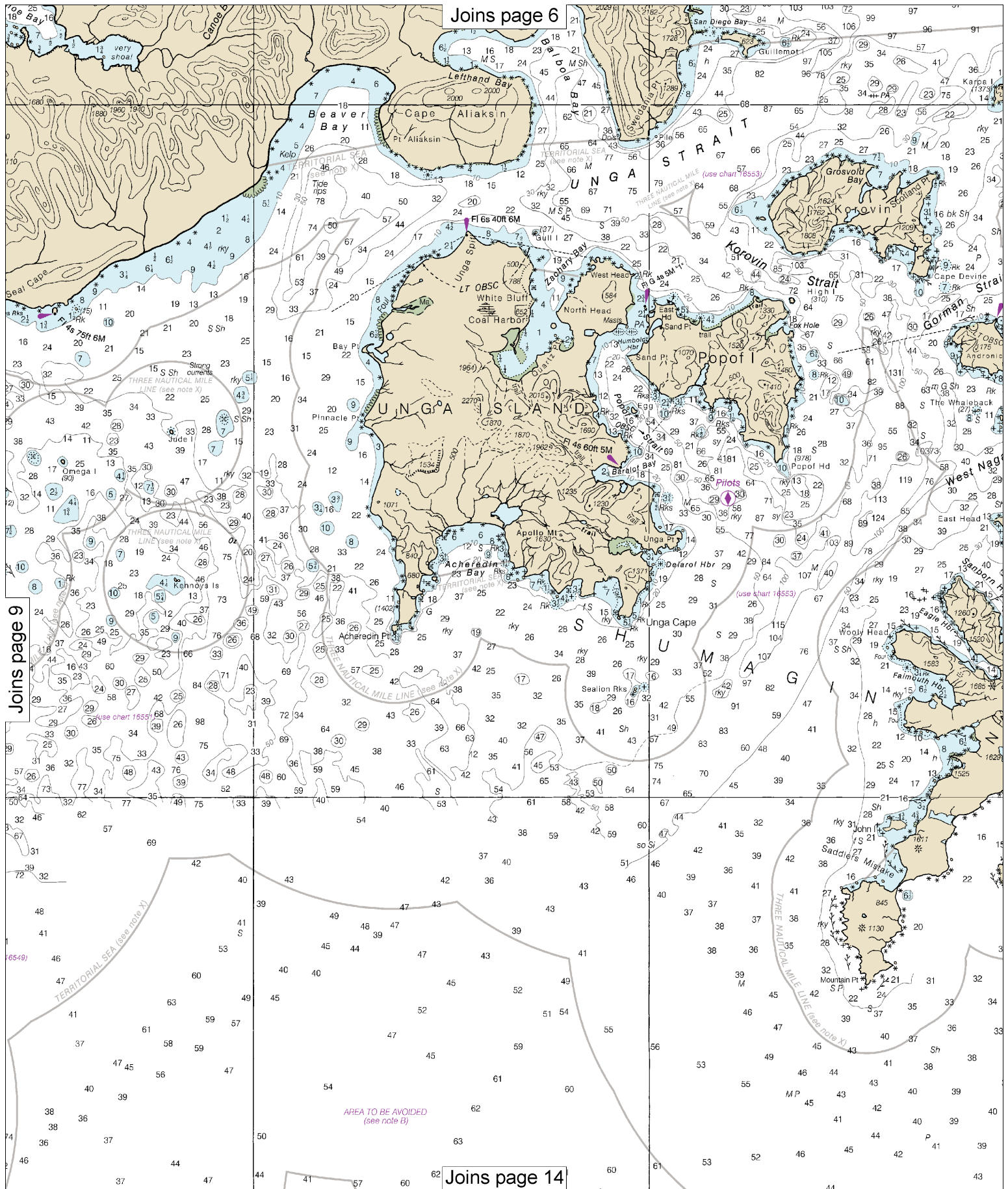
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:400000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

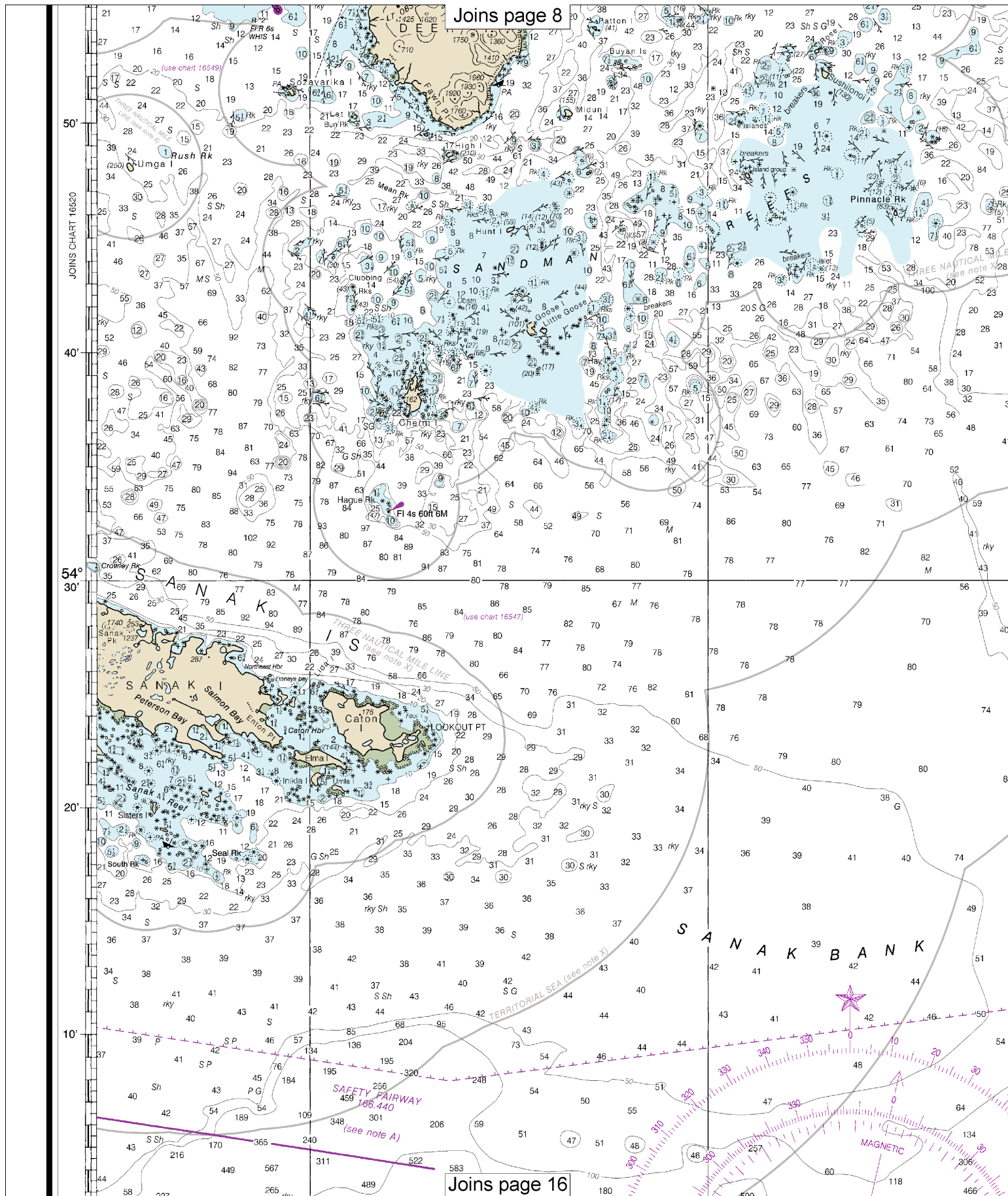
5

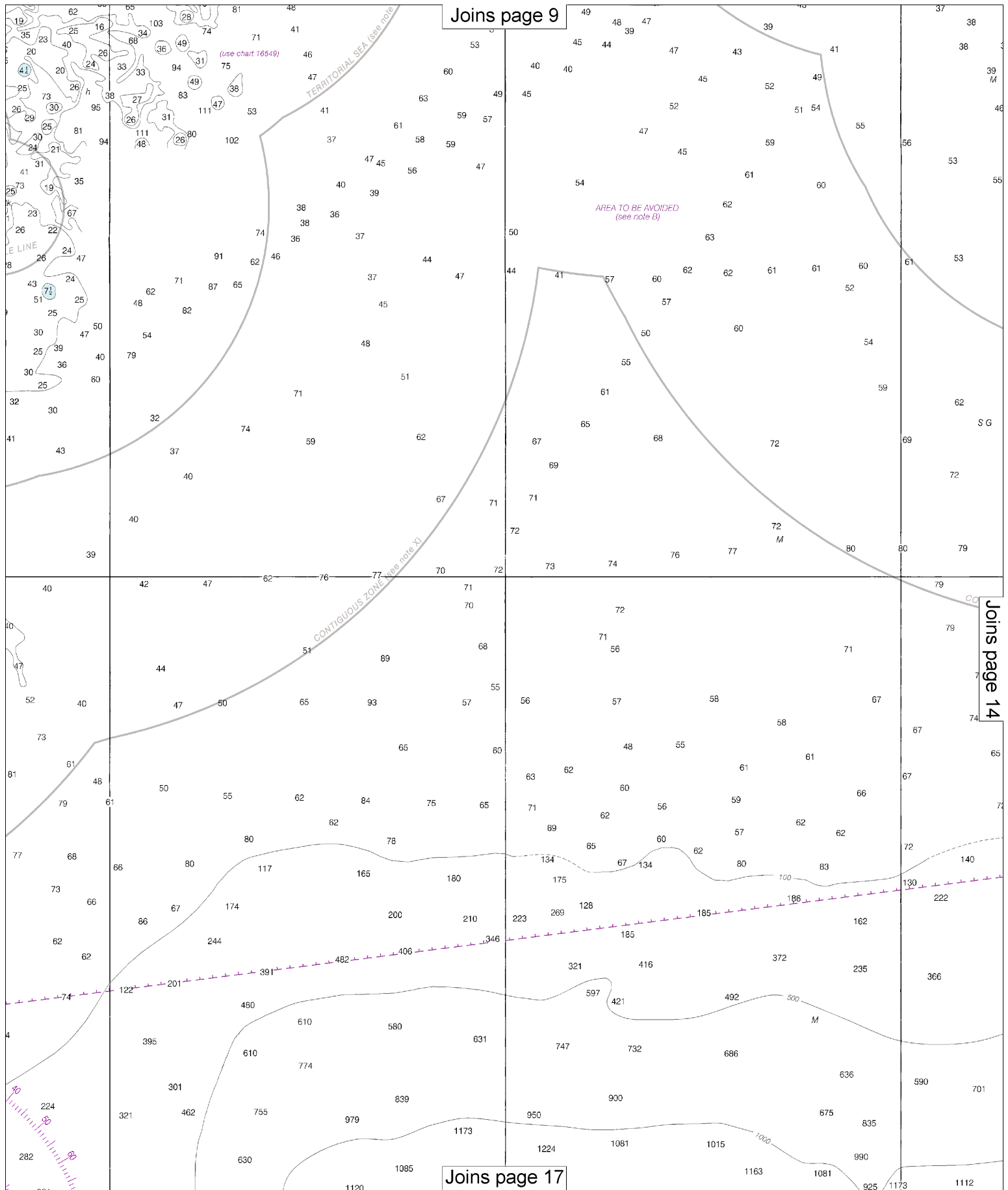
POLLUTION REPORT
Report all spills of oil and hazardous materials to the National Response Center via 1-800-424-8802 or to the nearest U.S. Coast Guard facility. If communication is impossible (33 CFR 155.404-10).

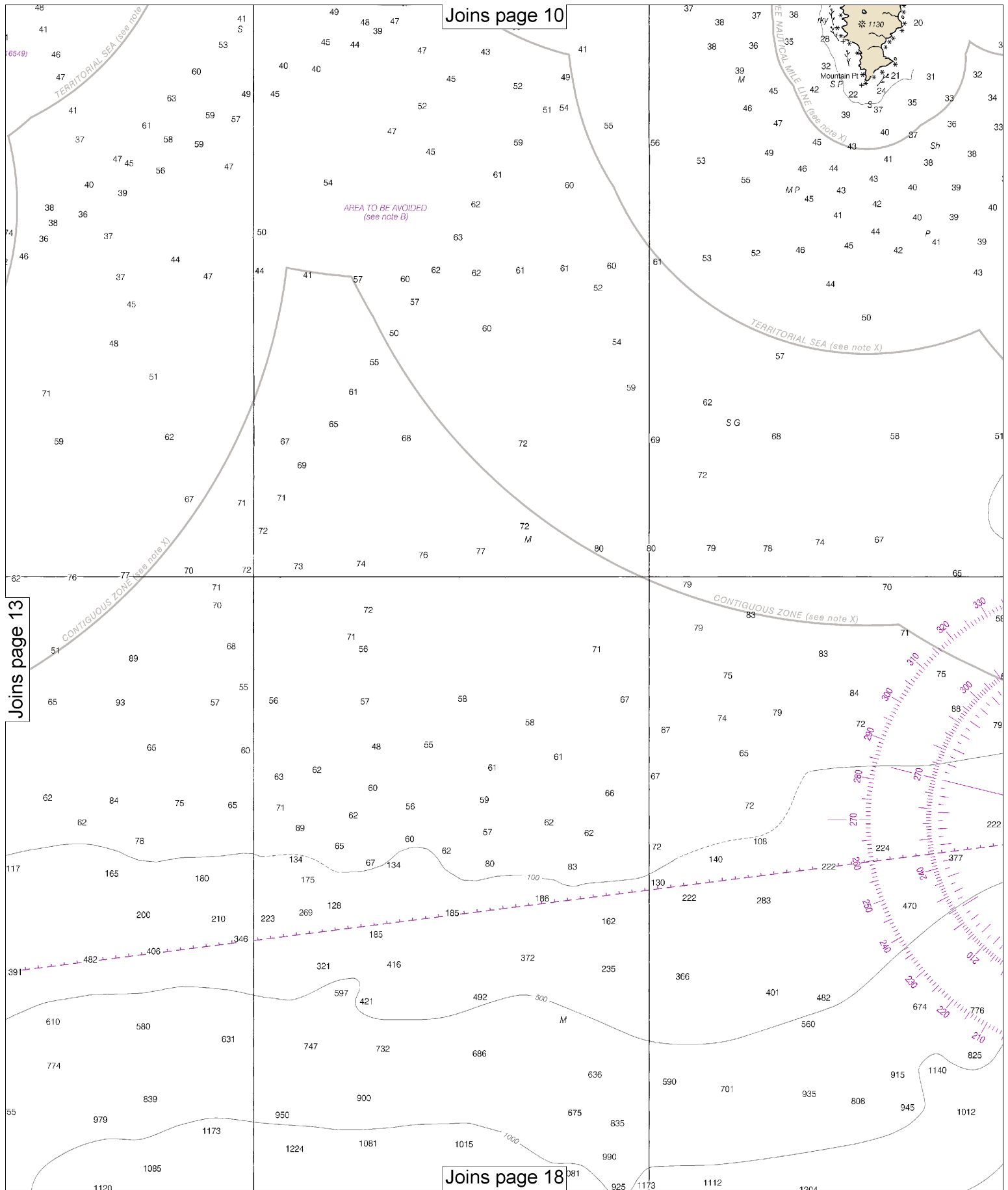


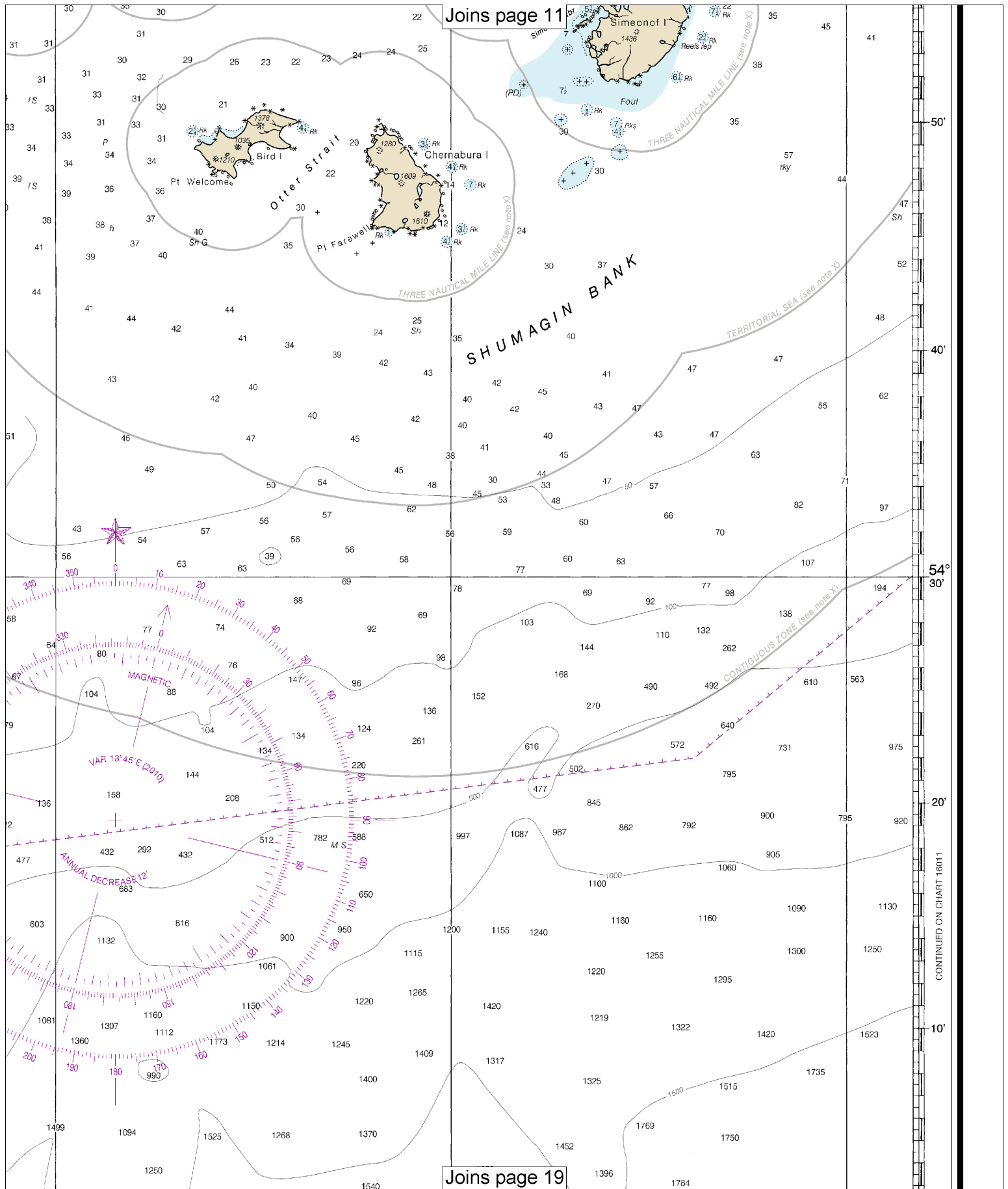


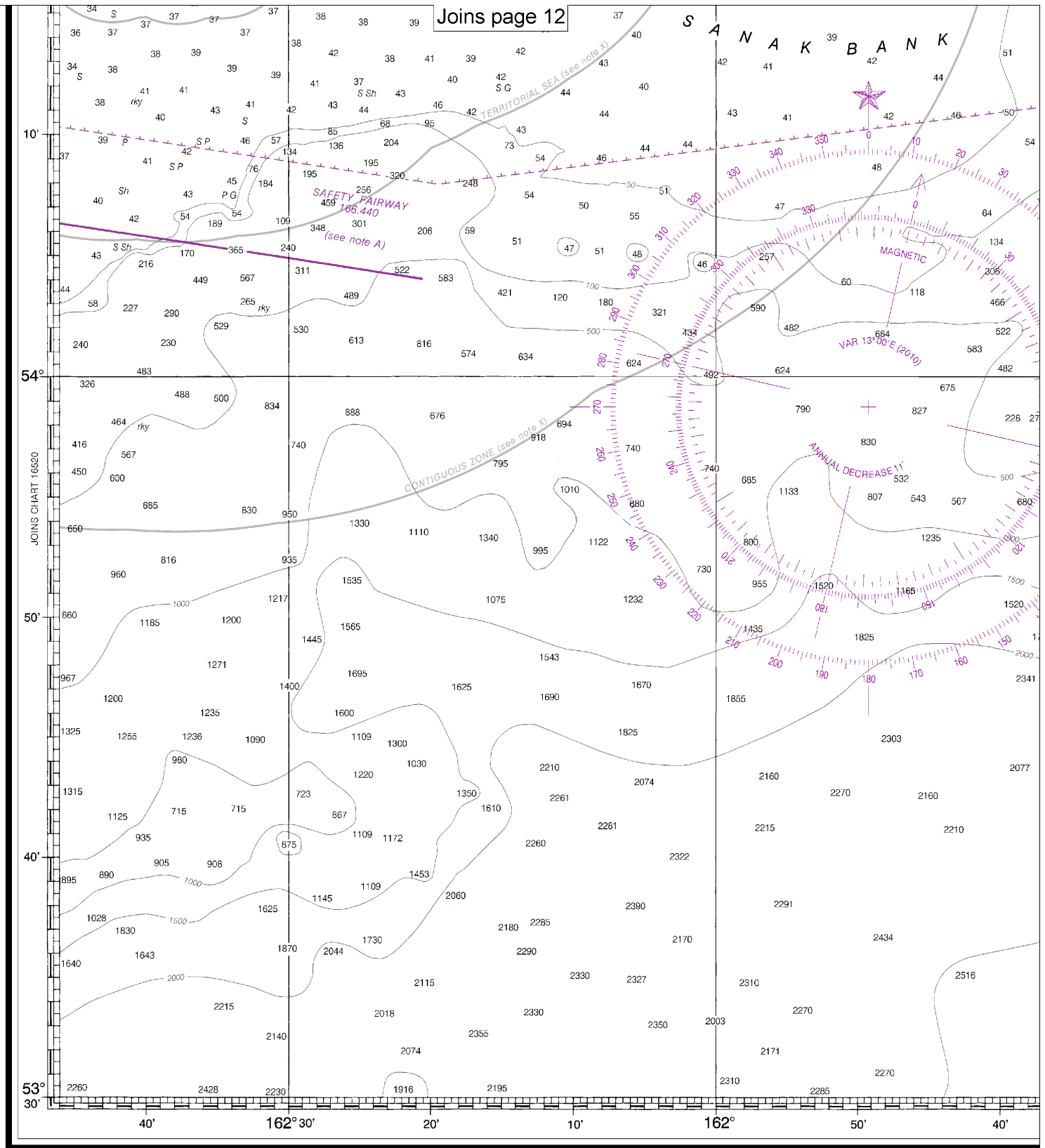












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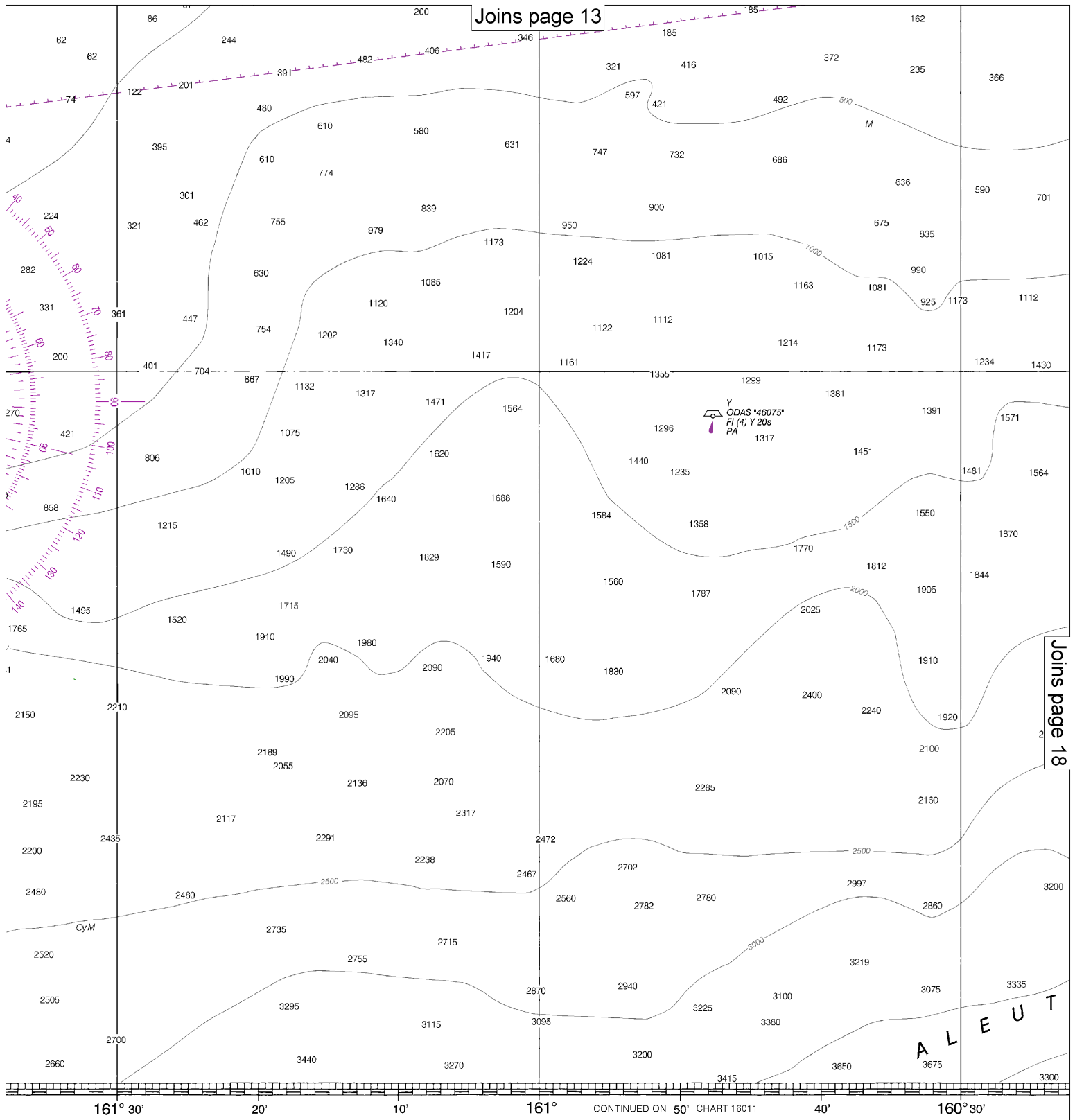
CAUTION

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.

This is the Last Edition of this chart. It will be canceled on Dec 4, 2024
13th Ed., Oct. 2010. Last Correction: 6/4/2024. Cleared through:
LNM: 2224 (5/28/2024), NM: 2324 (6/8/2024), CHS: 0424 (4/26/2024)

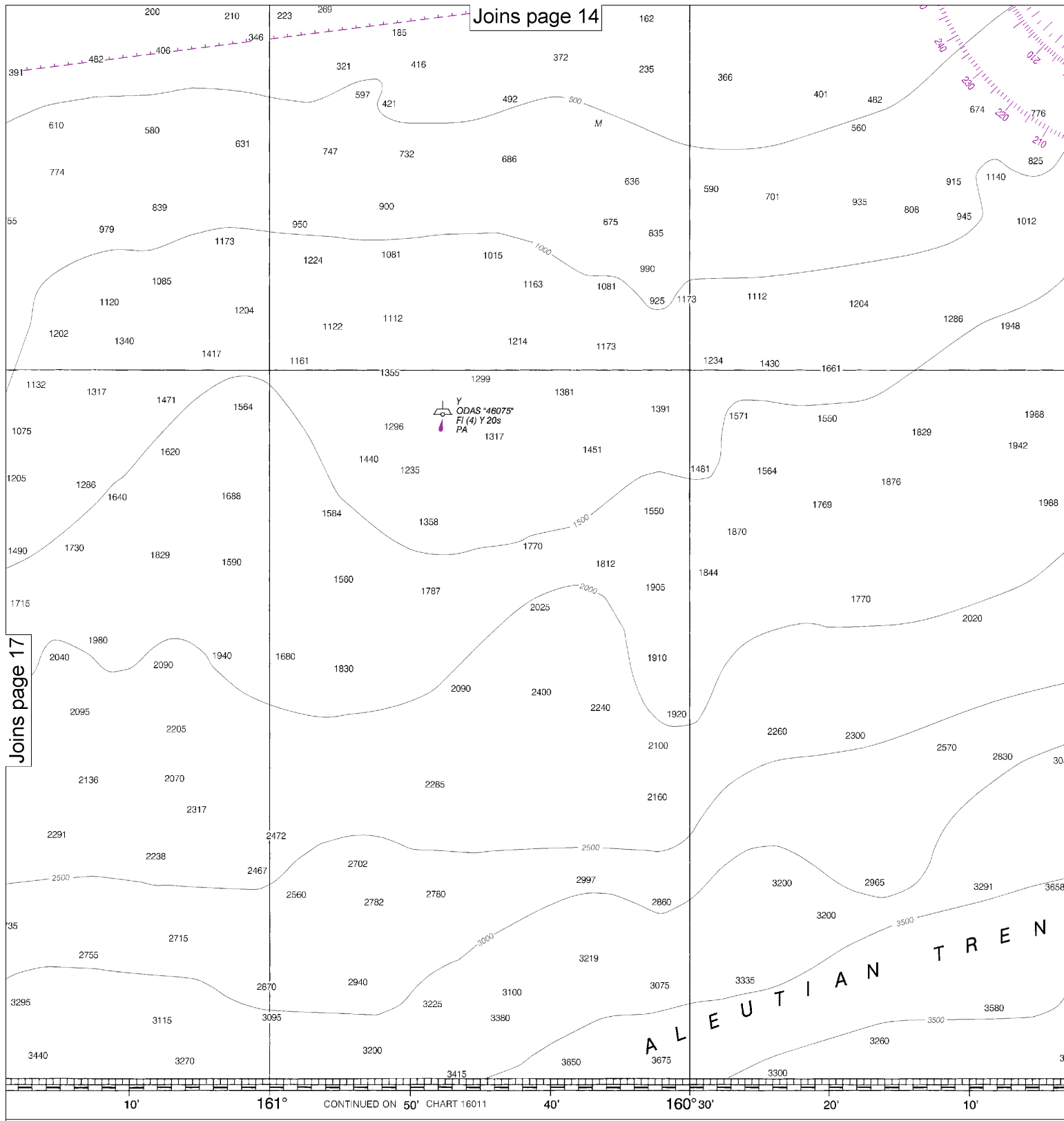
16

Note: Chart grid lines are aligned with true north.



SOUNDINGS IN FATHOMS

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



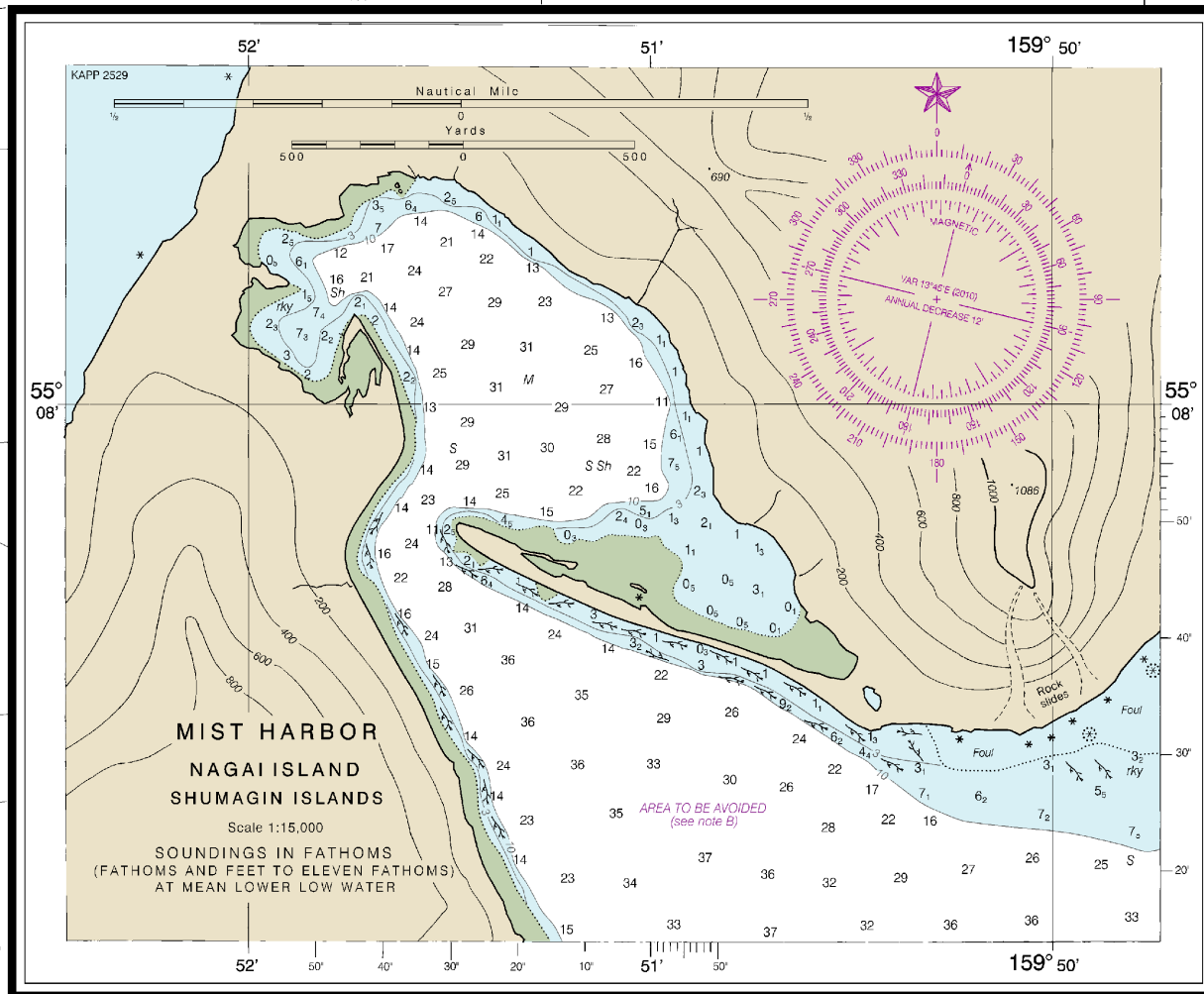
N FATHOMS

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

FATHOMS
FEET
METERS

18

Note: Chart grid
lines are aligned
with true north.



16540



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
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
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
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



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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.