BookletChart™

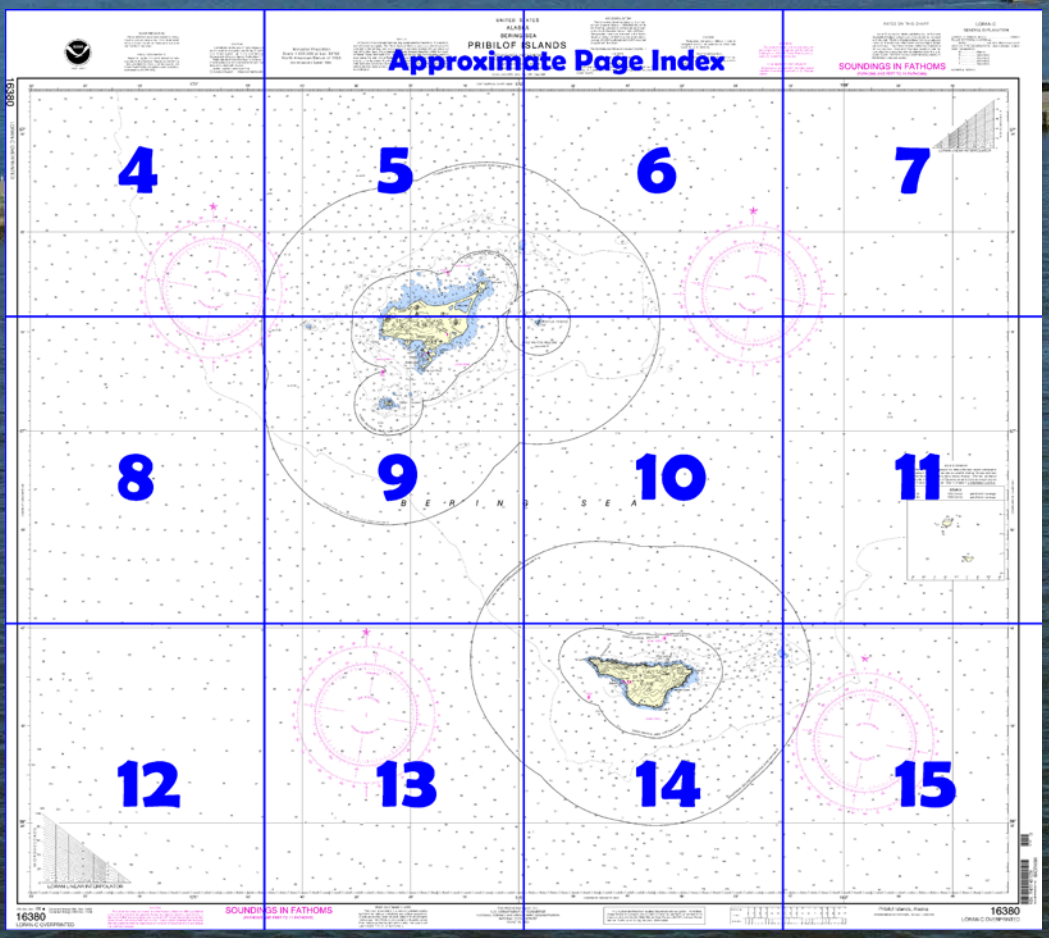
Pribilof Islands

NOAA Chart 16380

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.

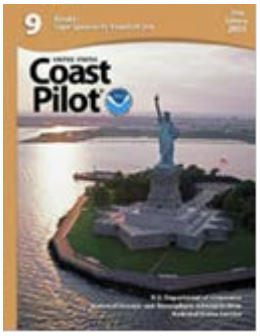
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=16380.



(Selected Excerpts from Coast Pilot)
The **Pribilof Islands**, in the Bering Sea about 200 miles NW of Unimak Pass, consist of St. Paul, St. George, Otter, and Walrus Islands; the latter two are small and uninhabited. St. Paul and St. George have the largest and most numerous fur seal rookeries in the world. The group is under the jurisdiction of the National Marine Fisheries Service and is patrolled during the sealing season by vessels of the U.S. Coast Guard, under provisions of the international treaty governing sealing. From June 1 to October 15, the fur seal breeding and birthing season, landing is forbidden at the rookeries in the vicinity of English Bay, Reef Point, Lukanin Point, Polovina Point, and Northeast Point on St. Paul Island. Walrus and Otter Islands are bird reservations, landing is prohibited at all times, unless a permit is obtained from the National Marine Fisheries Service. (See **§216.81** through **§216.87**, chapter 2, for regulations.)
Radiotelephone and radiotelegraph services are maintained on St. Paul Island and St. George Island. In addition, interisland radio and satellite communications are maintained.
A supply vessel makes several trips a year between Seattle and the Pribilof Islands (St. George and St. Paul).
There are no landlocked harbors about the islands, but safe anchorage is always available on the lee sides. Residents of St. Paul Island say that the prevailing wind during the summer is from the NE, which makes Village Cove on St. Paul Island a good anchorage in all but severe SW winds. The bottom in Village Cove is black sand, and the holding ground is good. During SW winds good anchorage is available in Lukanin Bay on the SE side of St. Paul Island.
Weather, Pribilof Island Vicinity.–Fogs are especially thick and prevalent in this vicinity in the summer, and navigation is attended with difficulty and danger. A navigator should plan to make landfalls in the Pribilof Islands during the summer based on no land being visible. One annoying characteristic of the area is very thick fog accompanying strong winds. Logs from survey vessels indicate that a typical summer day in the Pribilof Islands is as follows: Dense fog at daylight, vessels anchored 200 yards distant not visible, calm sea, light airs; by noon intermittent sun, a wet drifting fog, gentle breeze; by evening a dense fog, winds increased to force 6. Dense fog with visibility less than 0.5 mile is more common around St. Paul Island than around St. George Island. An unusual characteristic off North Anchorage, St. George Island, was clear visibility along the shore accompanied by dense curtainlike fog to seaward.
Winds do not continue to blow from the same quarter for any length of time. From December through April winds blow from the NE more than from the other directions. After September 1, gales are frequent and violent, and blow from all directions.
Ice.–The Pribilofs are near the S limit of the ice in Bering Sea. On rare occasions the icefields extend as far as 35 miles S of St. George Island. In 7 years of National Weather Service ice records at St. Paul Island, no sea ice at all was reported in 3 years. In the other 4 years, navigation remained easy throughout 1 year and became restricted to full-powered vessels for short periods in March and April of 3 years; at no time did navigation become suspended or require the use of an icebreaker.
In 1974, a pinnacle was reported 68 miles WNW of St. Paul Island in 57°39.2'N., 173°24.0'W. (see chart 16006). Depth of water over the pinnacle is not known.

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

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

Corrected through NM Nov. 04/06
Corrected through LNM Oct. 24/06

HEIGHTS

Heights in feet above Mean High Water.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.654" southward and 16.372' westward to agree with this chart.

For Symbols and Abbreviations see Chart No. 1

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 direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO ELEVEN FATHOMS)

AT MEAN LOWER LOW WATER

AIDS TO NAVIGATION

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

Mercator Projection
Scale 1:200,000 at Lat. 56°53'
North American Datum of 1983
(World Geodetic System 1984)

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).

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 11° from the normal variation have been observed on St. George Island.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

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

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.

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.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey and U.S. Coast Guard.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

RATES ON THIS CHART

9990-X 9990-Y 9990-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

INGS IN FATHOMS

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 9990-X

16380

LORAN-C OVERPRINTED

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Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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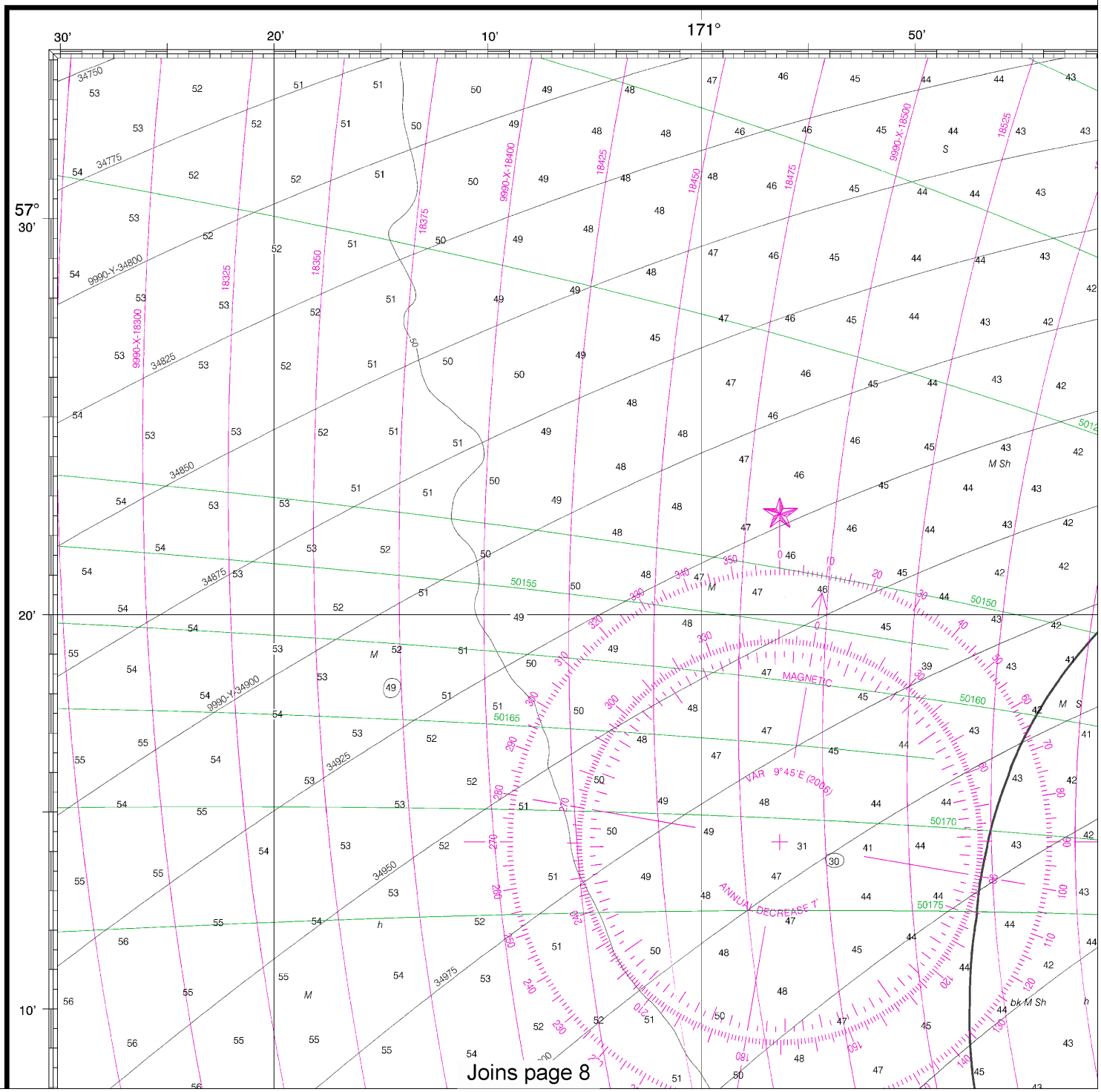
Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

Scale
North
(W



4

Note: Chart grid lines are aligned with true north.

UNITED STATES

ALASKA

BERING SEA

PRIBILOF ISLANDS

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO ELEVEN FATHOMS)

AT MEAN LOWER LOW WATER

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

Formerly C&GS 8995, 1st Ed., Aug. 1899 Kapp 2465

Mercator Projection
e 1:200,000 at Lat. 56°53'
North American Datum of 1983
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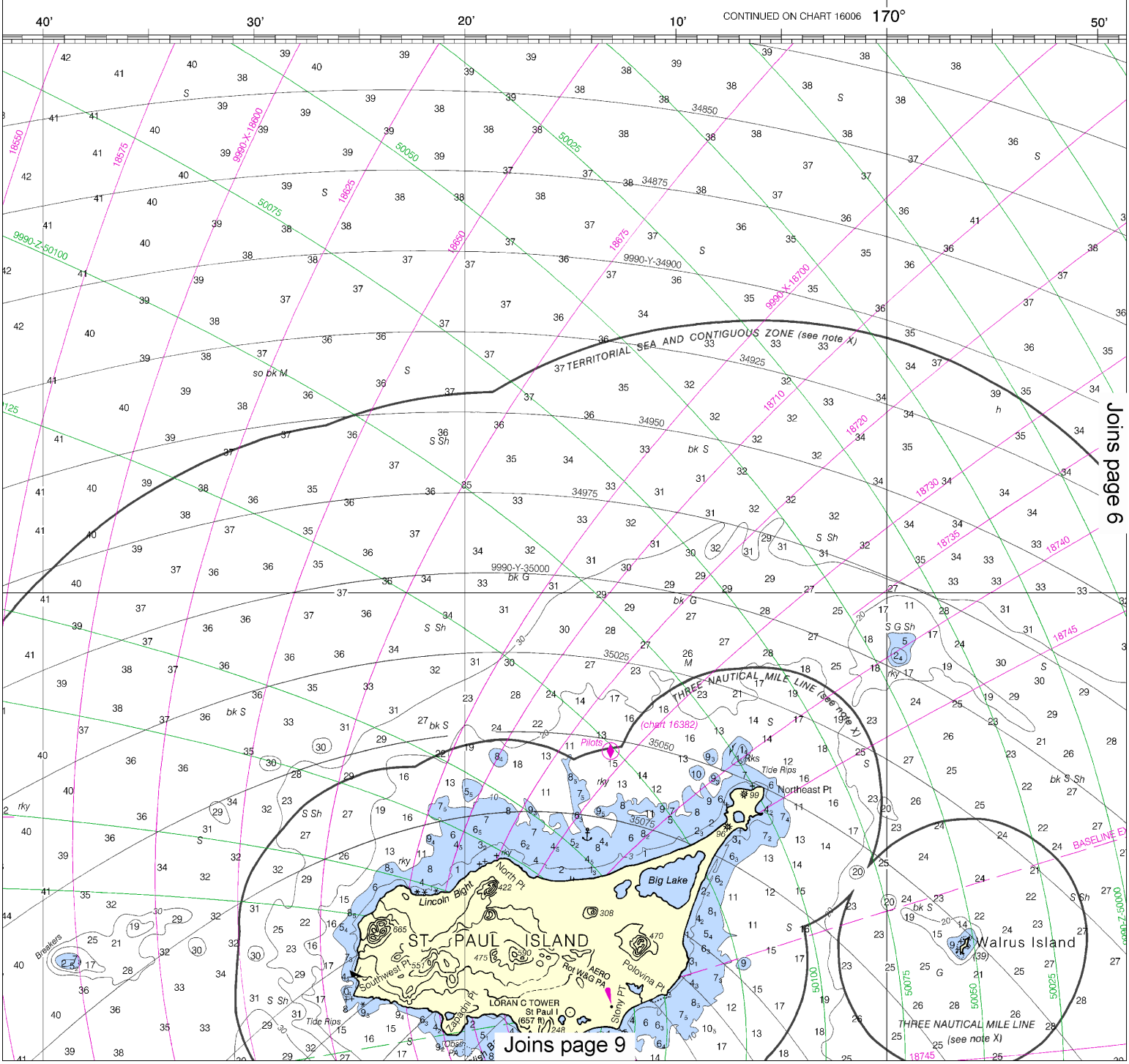

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:266667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

UNITED STATES

ALASKA

BERING SEA

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For Symbols and Abbreviations see Chart No. 1

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AIDS TO NAVIGATION

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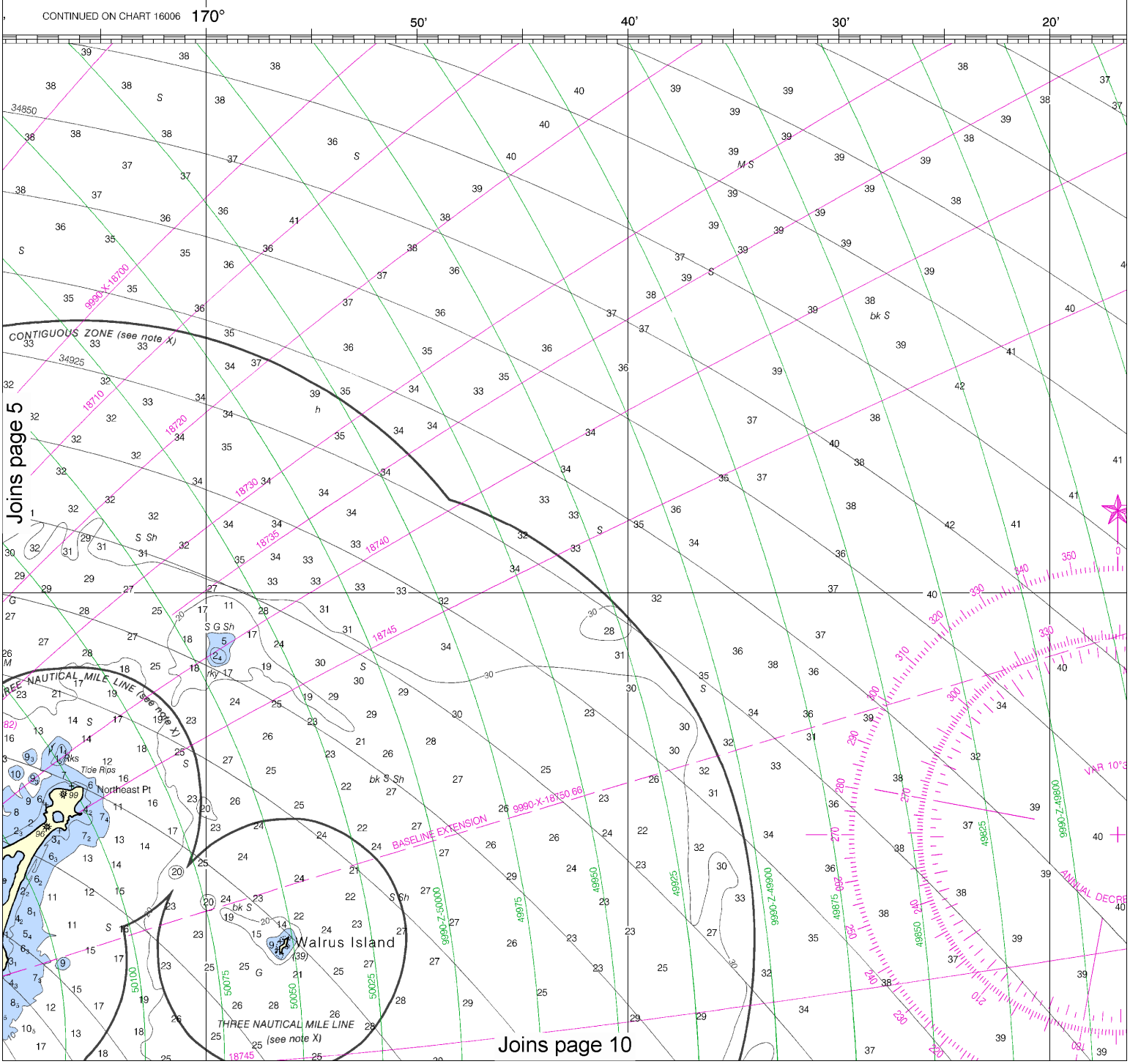
CONTINUED ON CHART 16006



6

Note: Chart grid lines are aligned with true north.

RATES ON THIS CHART

9990-X 9990-Y 9990-Z

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LORAN-C

GENERAL EXPLANATION

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Z ..... Secondary

EXAMPLE: 9990-X

WARNING

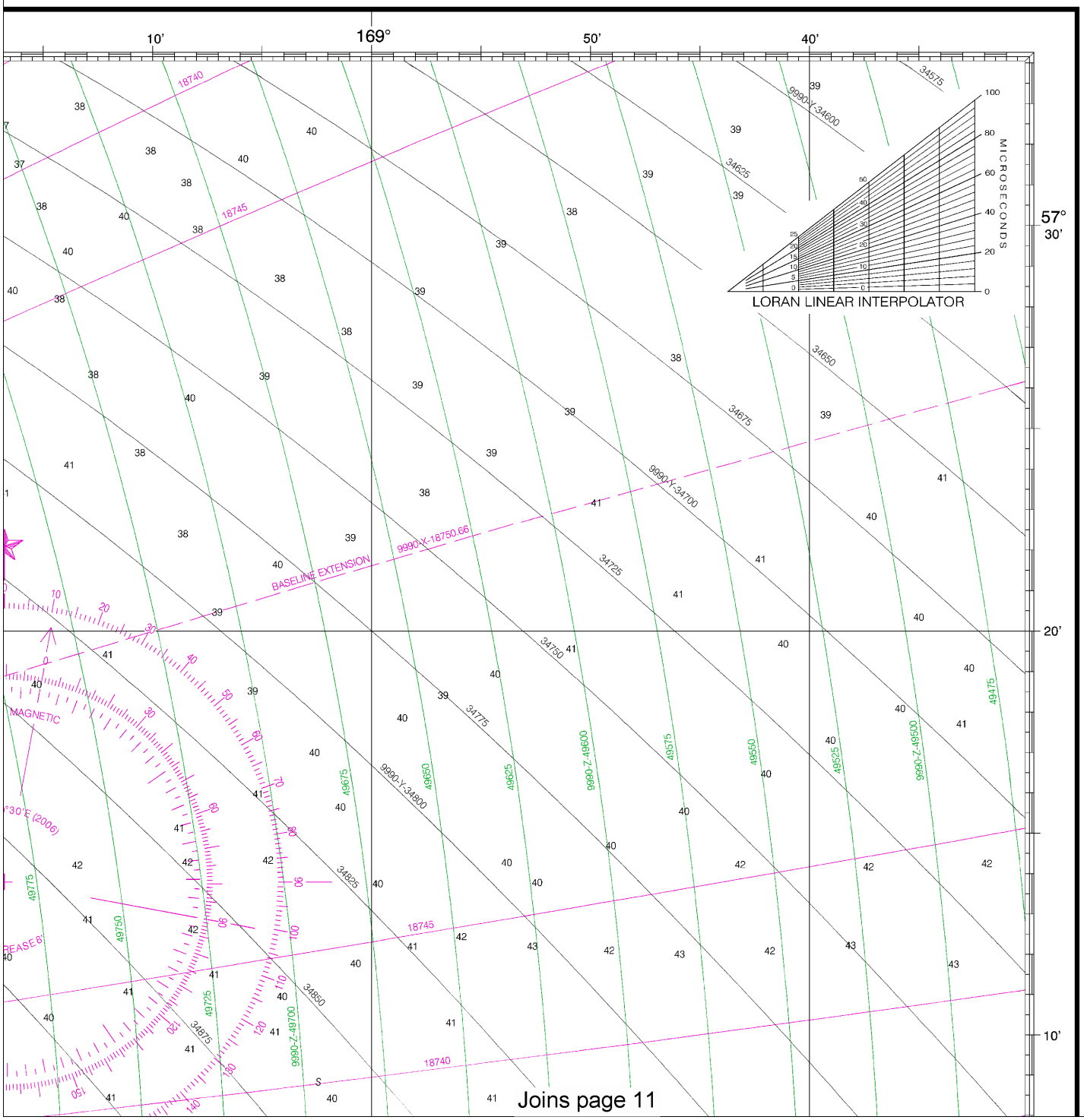
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

LOCAL MAGNETIC DISTURBANCE

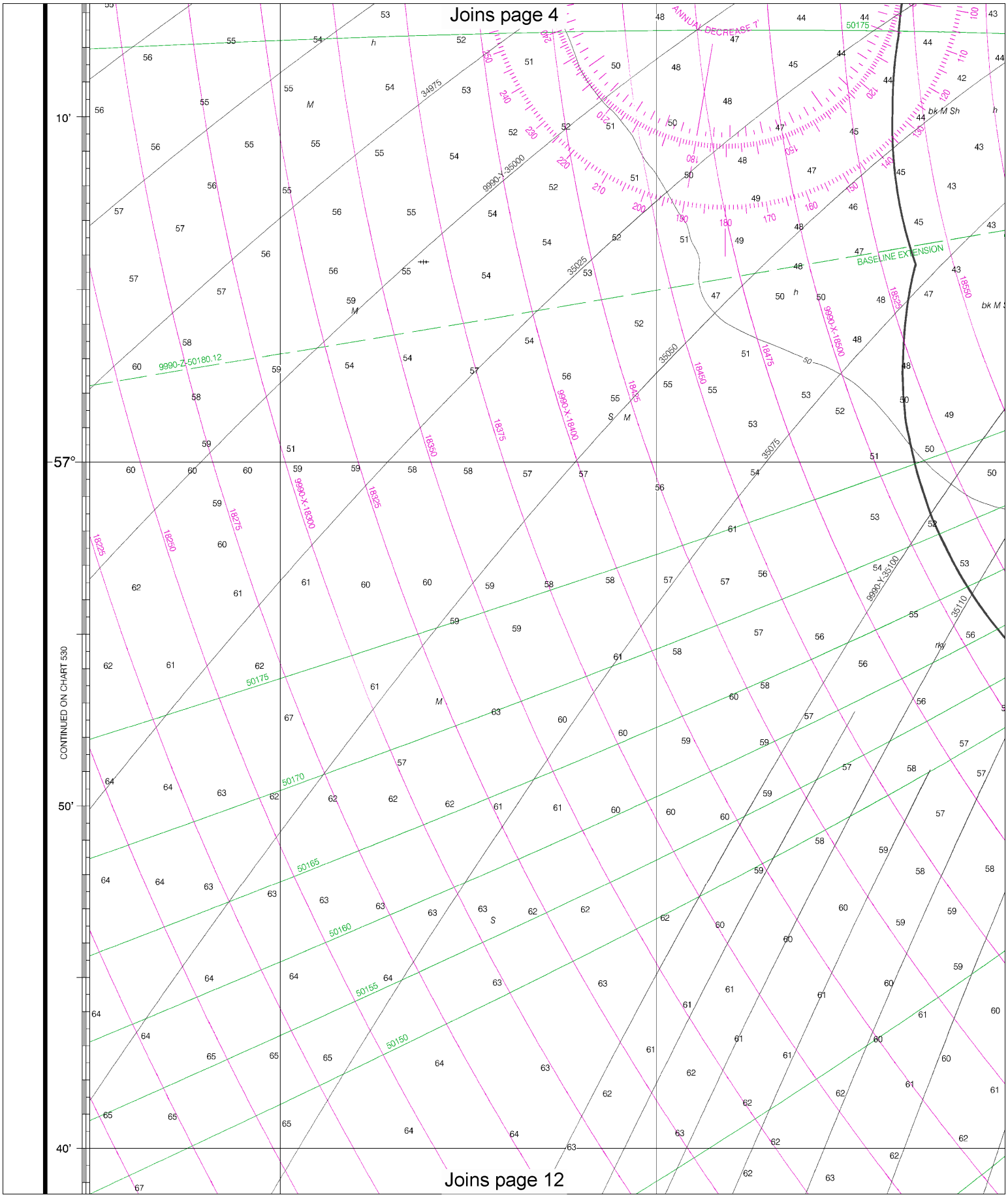
Differences of as much as 11° from the normal variation have been observed on St. George Island.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012, NGA Weekly Notice to Mariners: 4812 12/1/2012, Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



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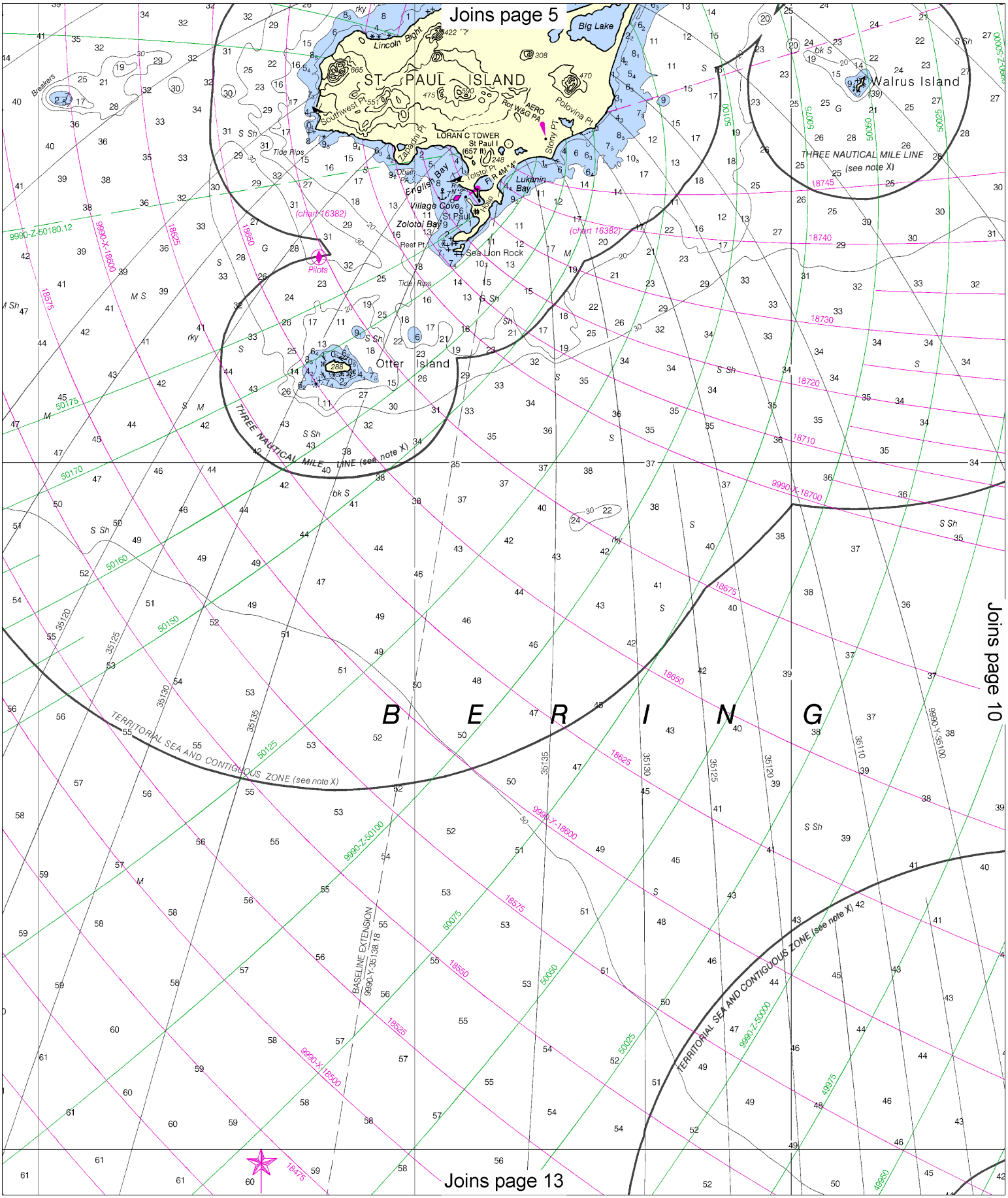
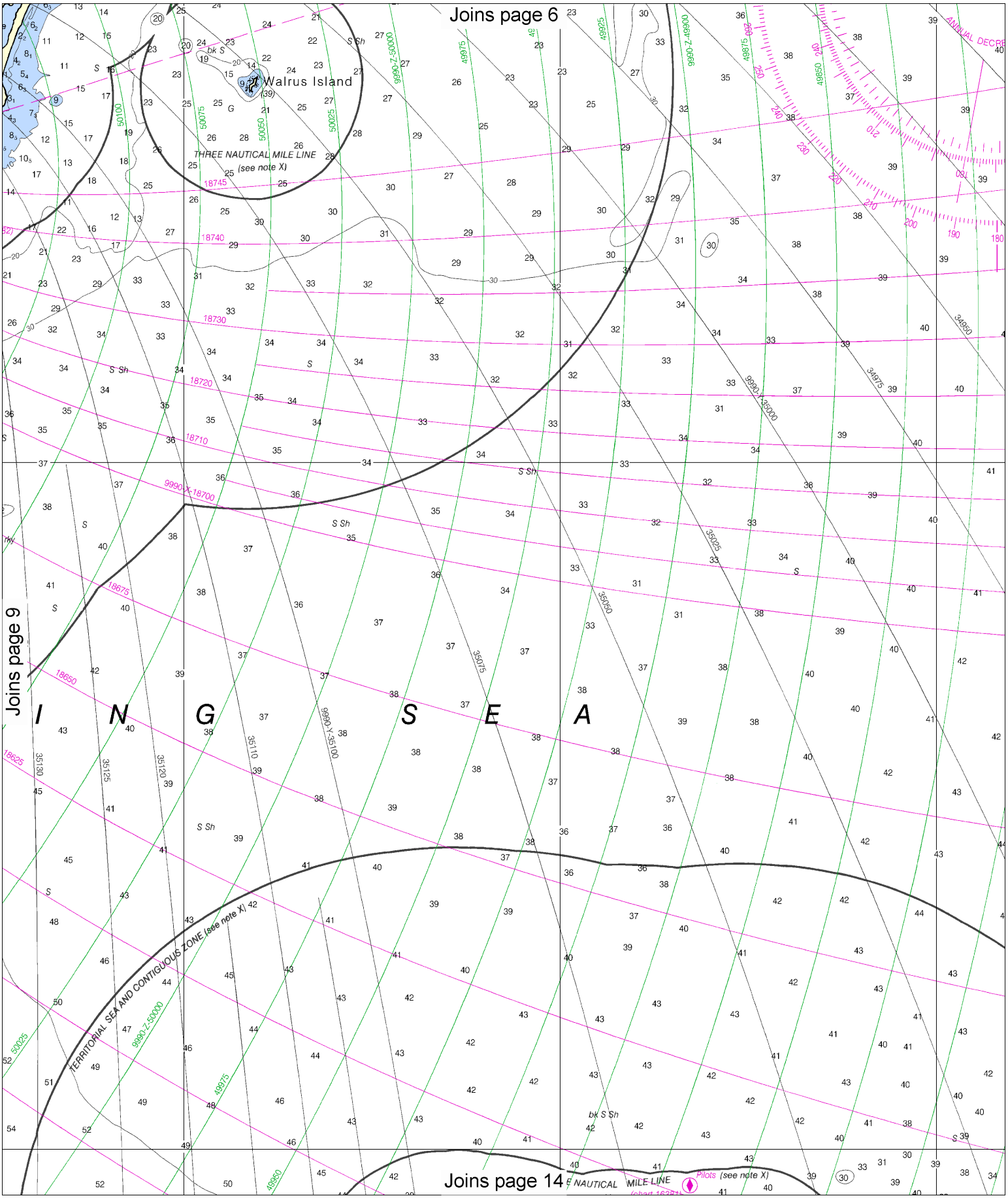
Note: Chart grid lines are aligned with true north.


Joins page 5
Big Lake
Lincoln Bight
ST PAUL ISLAND
Walrus Island
Breakers
Southwest Pt
Tide Rips
Zapadni Pt
Obsin Pt
English Bay
Tolstoi Pt
Lukanin Bay
Stony Pt
Polovina Pt
Rot W&G PA
AERO
LORAN C TOWER
St Paul I
(657 ft)
Village Cove
St Paul
Zolotoi Bay
Reef Pt
Sea Lion Rock
Pilots
Otter Island
THREE NAUTICAL MILE LINE (see note X)
(chart 16382)
BERING
TERRITORIAL SEA AND CONTIGUOUS ZONE (see note X)
BASELINE EXTENSION
9990-Y-35138.18
Joins page 10
Joins page 13



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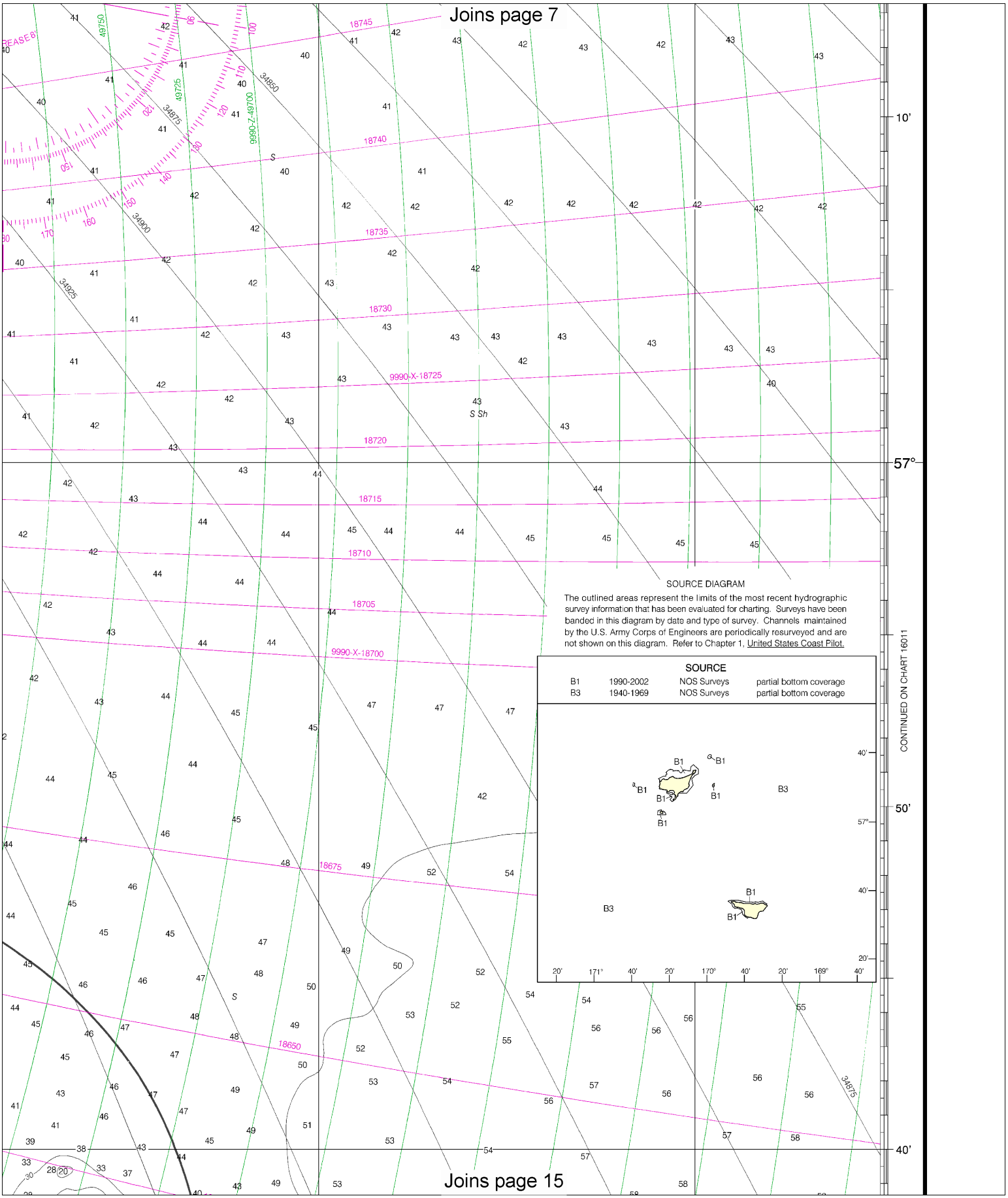
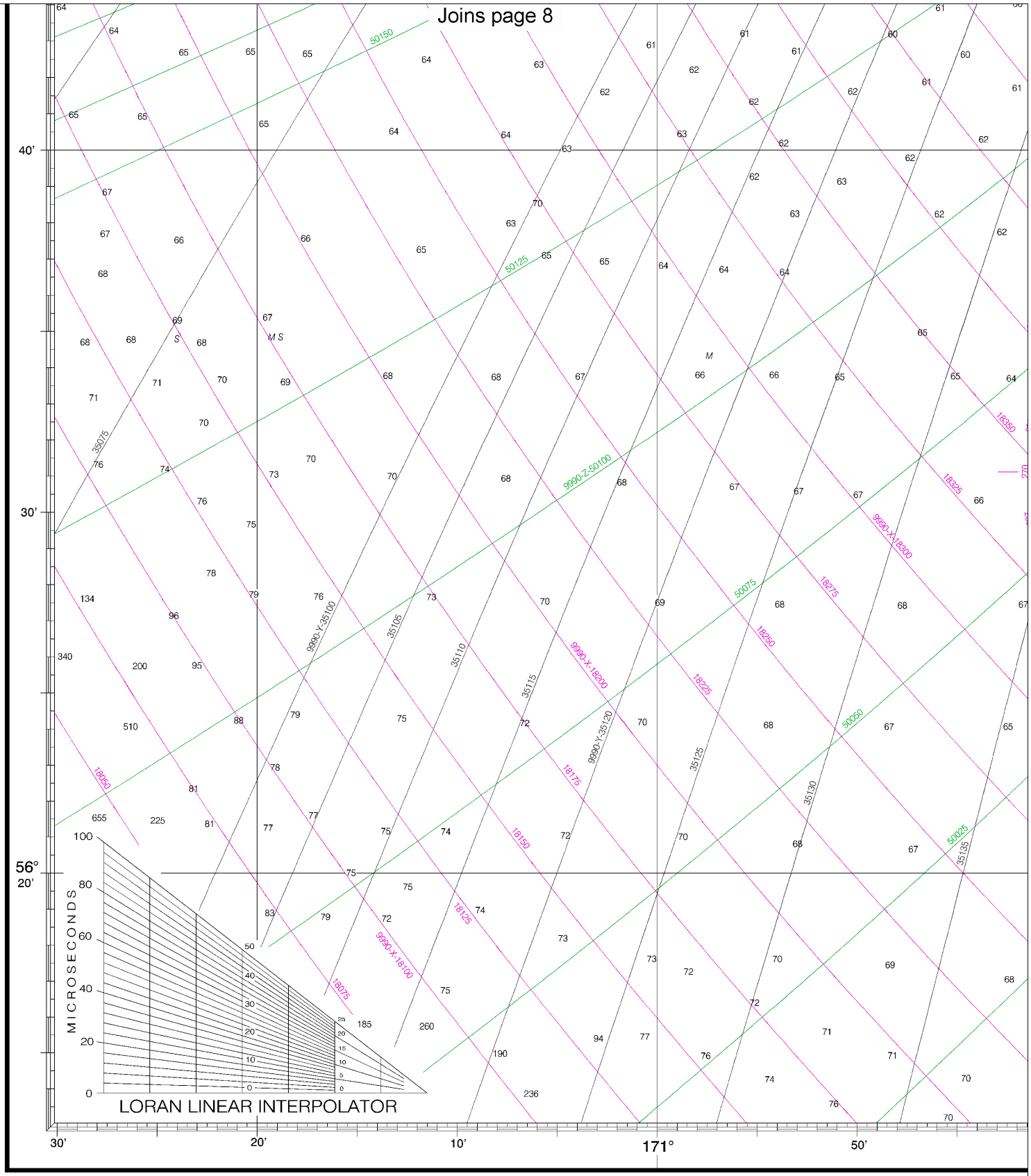
Note: Chart grid lines are aligned with true north.


Joins page 7
18745
18740
18735
18730
9990-X-18725
18720
18715
18710
18705
9990-X-18700
18675
18650
34850
34875
34900
34925
49750
49725
9990-Z-49700
10'
57°
50'
40'
CONTINUED ON CHART 16011
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
B1 1990-2002 NOS Surveys partial bottom coverage
B3 1940-1969 NOS Surveys partial bottom coverage
B1
B3
40'
57°
20'
171°
170°
169°
Joins page 15



15th Ed., Nov. / 06 ■ Corrected through NM Nov. 04/06
Corrected through LNM Oct. 24/06

16380

LORAN-C OVERPRINTED

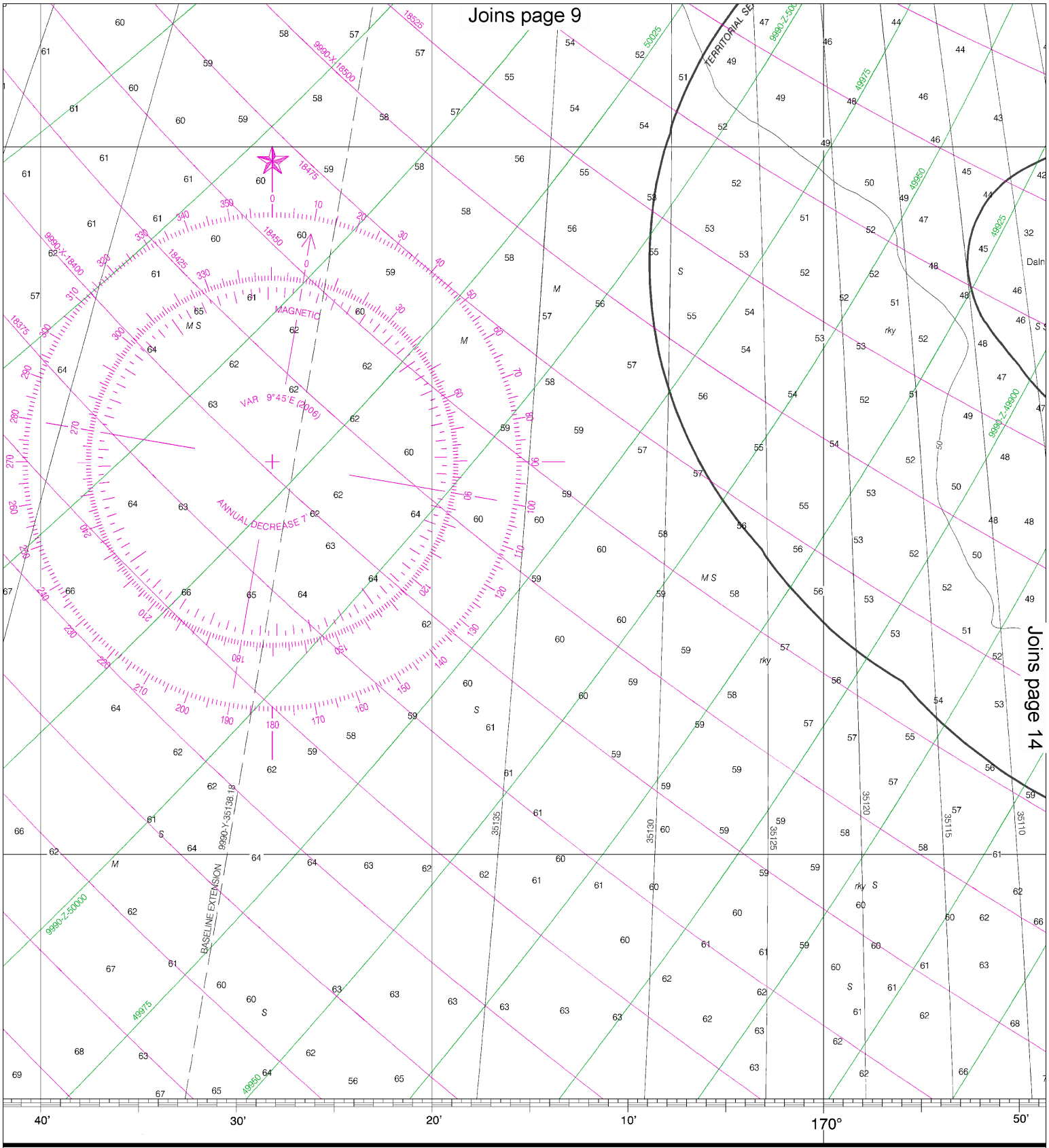
CAUTION

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.

SOUNDINGS IN F

(FATHOMS AND FEET TO 11

Note: Chart grid lines are aligned with true north.



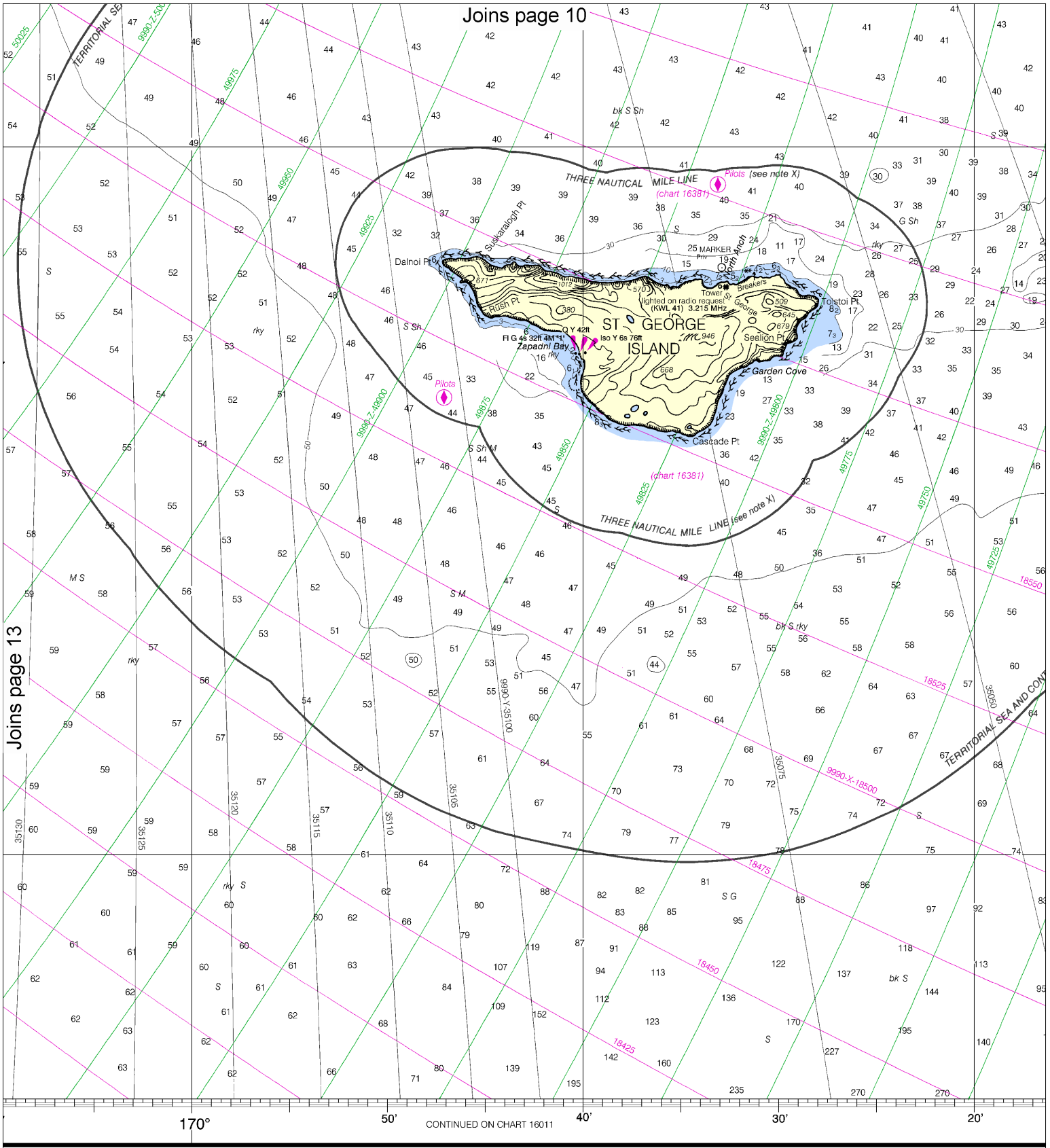
FATHOMS

1 FATHOMS)

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA 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.

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



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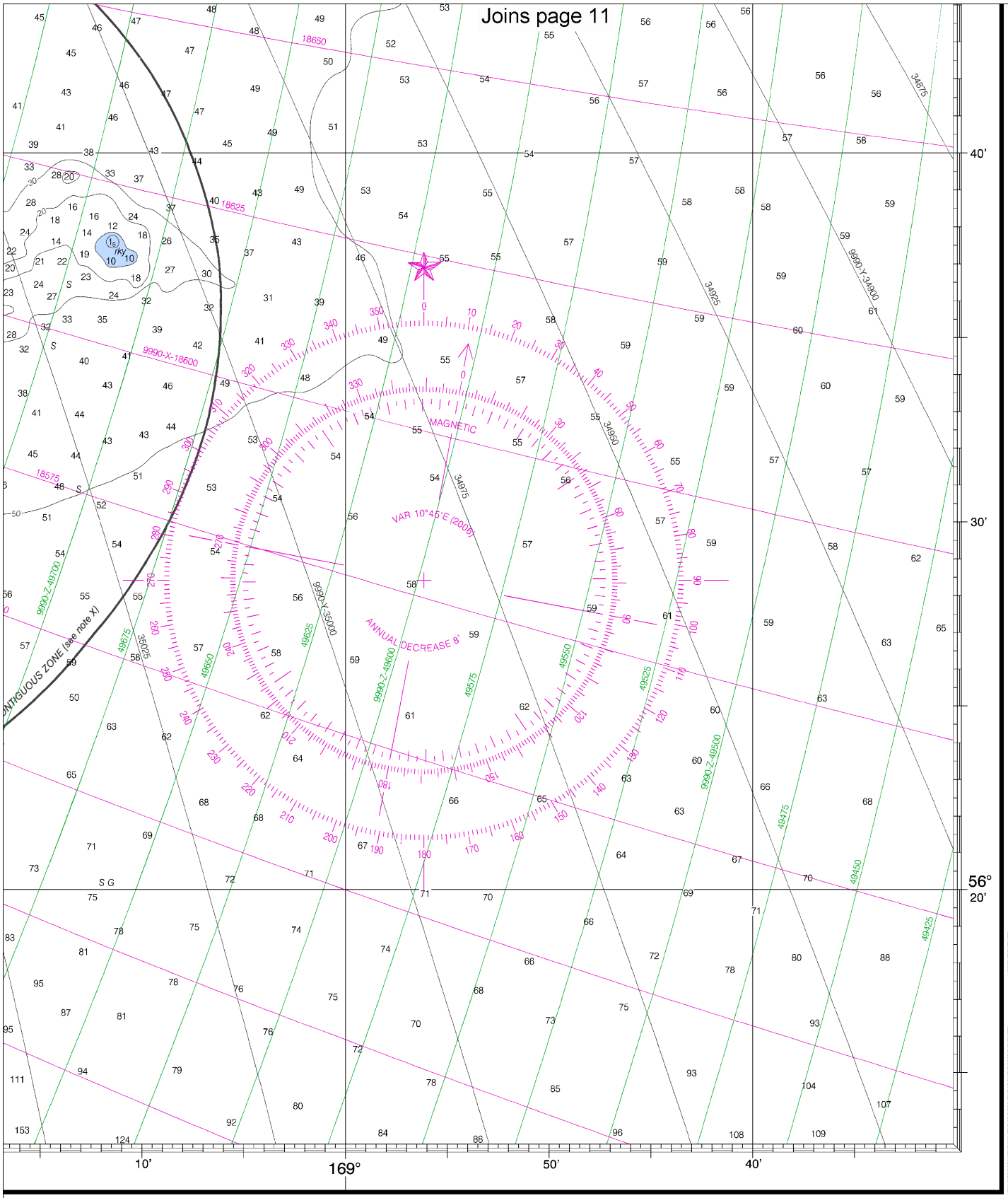
NATIONAL OCEAN SERVICE
COAST SURVEY

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.

FATHOMS	1 2
FEET	6 12
METERS	1 2 3 4

Note: Chart grid lines are aligned with true north.



Pribilof Islands, Alaska

SOUNDINGS IN FATHOMS - SCALE 1:200,000

16380

LORAN-C OVERPRINTED

ED NO. 15

NSN 7642014011238 NGA REFERENCE NO. 16ACO16380

15

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!

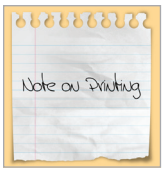
All Hazards NOAA Weather Radio NOAA's National Weather Service

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/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— 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.

NOAA's Office of Coast Survey The Nation's Chartmaker