

BookletChart™



Islands of Four Mountains

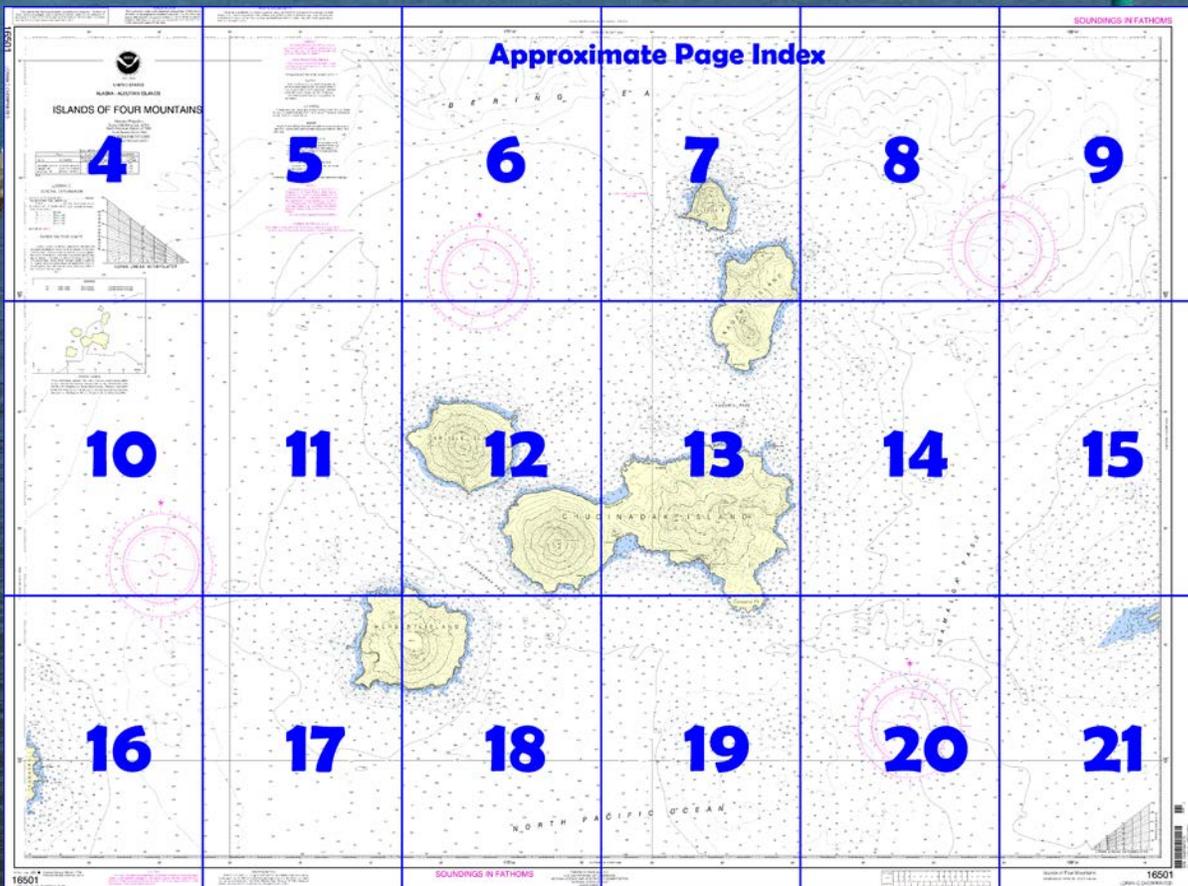
NOAA Chart 16501

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=16501>.



(Selected Excerpts from Coast Pilot)
Islands of Four Mountains are a group of five volcanic islands W of Umnak Island. Their names are Uliaga, Kagamil, Chuginadak, Carlisle, and Herbert. The group is about 16 miles from Samalga Island and about 18 by 25 miles in extent. These islands are high and snowcapped. Clouds obscure the peaks most of the time. Frequently in the summer, while low fog banks are over the adjacent waters, the peaks stand clear above and are visible

away from the fog banks. Fog is often in patches that may be avoided by passing around one of the islands.

Navigation among the islands is beset by frequent fogs, strong and treacherous currents, and tide rips that may be dangerous for small craft. Because of the frequent fogs and strong currents it is emphasized that navigation is safe only by frequent sounding and constant reference to the chart. All waters are clear for large ships beyond about 1 mile from the shores, and for small craft beyond 0.25 mile except where obstructions are charted. It is not safe to attempt passage inside any of the off-lying rocks.

In **Samalga Pass**, between Samalga Island and the Four Mountains Group, the waters are deep and 15 miles in width; however, a good berth must be given the shoals that extend SW from Samalga Island. A bank, with a minimum depth of 13 fathoms, is about 5.5 miles S of Concord Point, Chuginadak Island. Apparently it is the high spot of a large shoal area rather than a pinnacle.

Currents.—Observations among the Islands of Four Mountains have not been sufficiently detailed to serve as a basis for precise predictions. The best index to the times of flood and ebb appears to be the information for a location 1 mile E of Yunaska Island which is given in the Tidal Current Tables. Flood sets generally N and ebb S. The duration of slack is usually very short.

Among the islands the water swirls and counters in a highly confused manner, so that rips and eddies may be encountered almost at random. Rips in some cases indicate bottom configurations, but often not. Particularly in bights along the shores, currents counter to those outside may be anticipated.

Strong tidal currents set through all the passes. Velocities exceeding 4 knots have been noted and it is probable that they reach 5 and 6 knots at times. Heavy tide rips may be anticipated except at slack water. In Uliaga Pass and in Carlisle Pass, the flood sets NE. Between Herbert Island and Chuginadak Island flood is to the NW. In Kagamil Pass the currents are confused and the flood appears to enter the passage from the E, passing to the NW to mingle with the flood current from Carlisle Pass, and thence turns N along the W side of Kagamil Island. S of Chuginadak Island considerable differences in the direction and strength of the current over short distances may be noticed. Heavy rips, except in calm weather and at slack water, are about 1.5 miles SE of Concord Point, the SE point of Chuginadak Island. Current boils have been noted as far as 7 miles offshore. Inshore, the set appears to be to the E most of the time. Offshore, about the 500- to 1,000-fathom curves, it seems to be principally to the W.

Anchorage in the group of Four Mountains Islands are few and inadequate. The principal one is in Applegate Cove, a bight on the N shore of Chuginadak Island. Protection from N weather may be found in South Cove on the opposite side of this island from Applegate Cove. About 3.5 miles to the E of South Cove is another anchorage, of small extent but offering excellent protection from the N. An anchorage giving protection from SW to NW weather is available in the bight at the NE corner of Chuginadak Island, about 0.9 mile S of Corwin Rock. A fair anchorage for medium-sized craft is in a cove on the N side of Kagamil Island. Another anchorage is in a bight on the S side of the extreme E end of Kagamil Island.

No other anchorages about these islands can be recommended and none around Carlisle and Herbert Islands. Small craft may find bights here and there where the depths and swinging room are suitable for anchoring, but the prevalence of strong currents, heavy seas, and bad wind conditions make them unsafe.

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

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

Table of Selected Chart Notes

Corrected through NM Jan. 2010.

Mercator Projection
Scale 1:80,000 at Lat. 52°54'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

CAUTION
Extremely heavy tide rips and strong currents, which at times make control of vessels difficult, may be encountered in the passages between

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).

SUPPLEMENTAL INFORMATION

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 4° from the normal variation have been observed in the vicinity of ULIAGA ISLAND.

HEIGHTS
of rocks, bridges, landmarks and lights are in feet and refer to MLLW. Contour and summit elevation values are in feet and refer to MLLW.

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.

For Symbols and Abbreviations see Chart No. 1

LORAN-C
GENERAL EXPLANATION

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

EXAMPLE: 9990-X

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 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely

Additional information can be obtained at nauticalcharts.noaa.gov

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office

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

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COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Applegate Cove, AK (52°52'N/ 169°52'W)	feet 4.2	feet 3.7	feet 1.5	feet -2.5
Herbert I, AK (52°43'N/ 170°09'W)	4.4	3.9	1.1	-2.5
East Cove, AK (52°40'N/ 170°34'W)	3.7	3.0	1.0	-2.5

(803)

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.

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 3.801" southward and 8.089" westward to agree with this chart.

PRINT-ON-DEMAND
This chart is available in a version updated with corrections. Charts are printed when ordered using available 5-8 weeks before their release as traditional Print-on-Demand charts.

16501 LORAN-C OVERPRINTED



UNITED STATES
ALASKA - ALEUTIAN ISLANDS

ISLANDS OF FOUR MOUNTAINS

Mercator Projection
Scale 1:80,000 at Lat. 52°54'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Applegate Cove, AK (52°52'N/ 169°52'W)	4.2	3.7	1.5	-2.5
Herbert I, AK (52°43'N/ 170°09'W)	4.4	3.9	1.1	-2.5
East Cove, AK (52°40'N/ 170°34'W)	3.7	3.0	1.0	-2.5

**LORAN-C
GENERAL EXPLANATION**

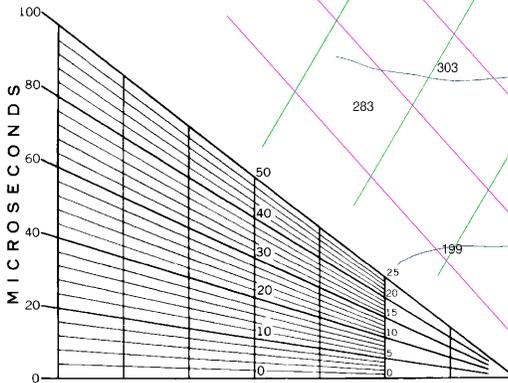
LORAN-C FREQUENCY..... 100kHz
PULSE REPETITION INTERVAL
9990..... 99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 9990-X

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 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.



LORAN LINEAR INTERPOLATOR

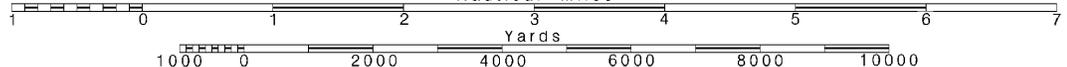
SOURCE			
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage

Joins page 10

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



4

Note: Chart grid lines are aligned with true north.

15'

10'

05'

170° 00'

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 4° from the normal variation have been observed in the vicinity of ULIAGA ISLAND.

For Symbols and Abbreviations see Chart No. 1

CAUTION

Extremely heavy tide rips and strong currents, which at times make control of vessels difficult, may be encountered in the passages between the North Pacific Ocean and the Bering Sea. See Tidal Current Tables for supplemental information.

AUTHORITIES

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

HEIGHTS

Heights of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

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).

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

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

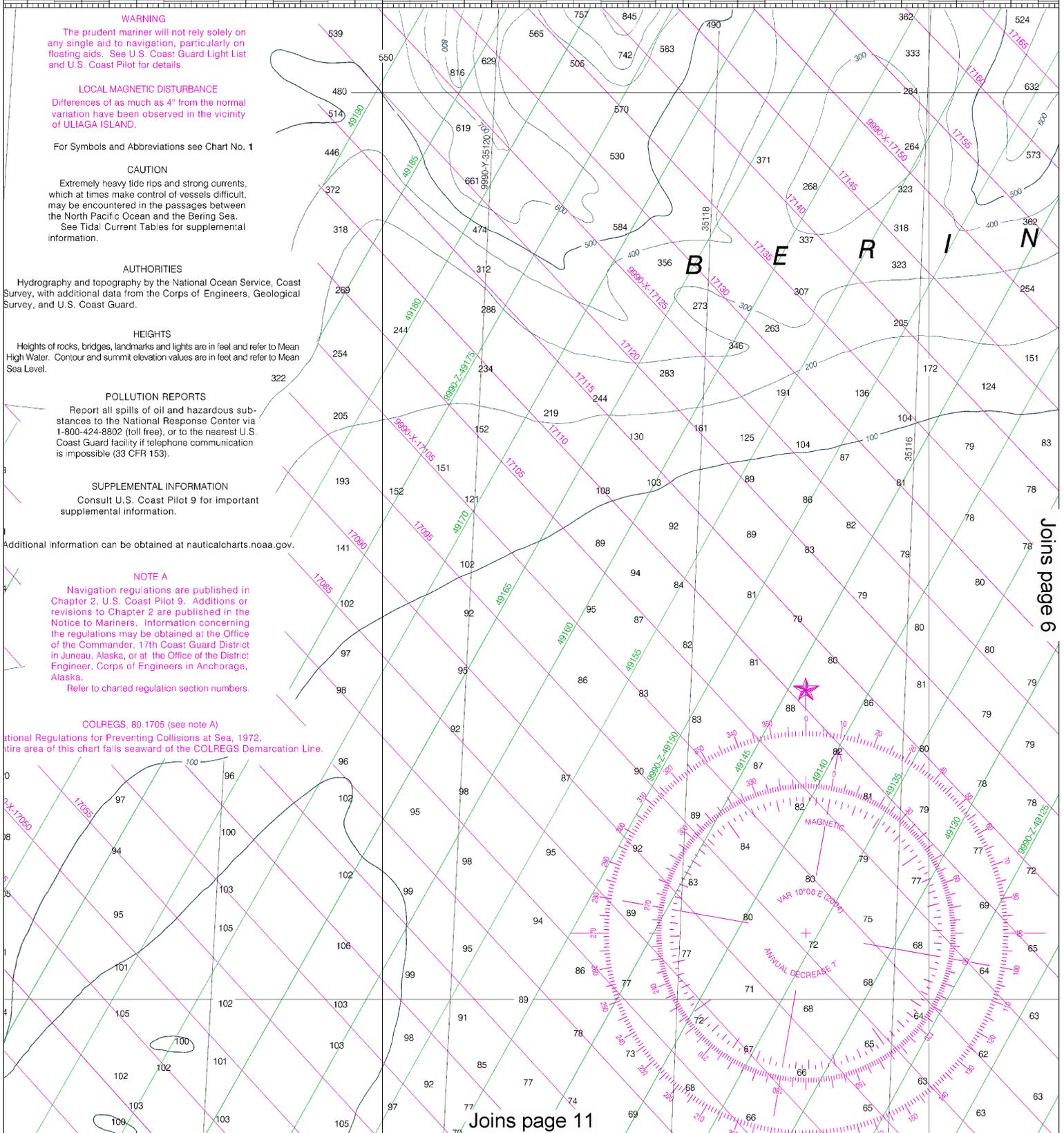
NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. 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, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

COLREGS, 80.1705 (see note A)

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



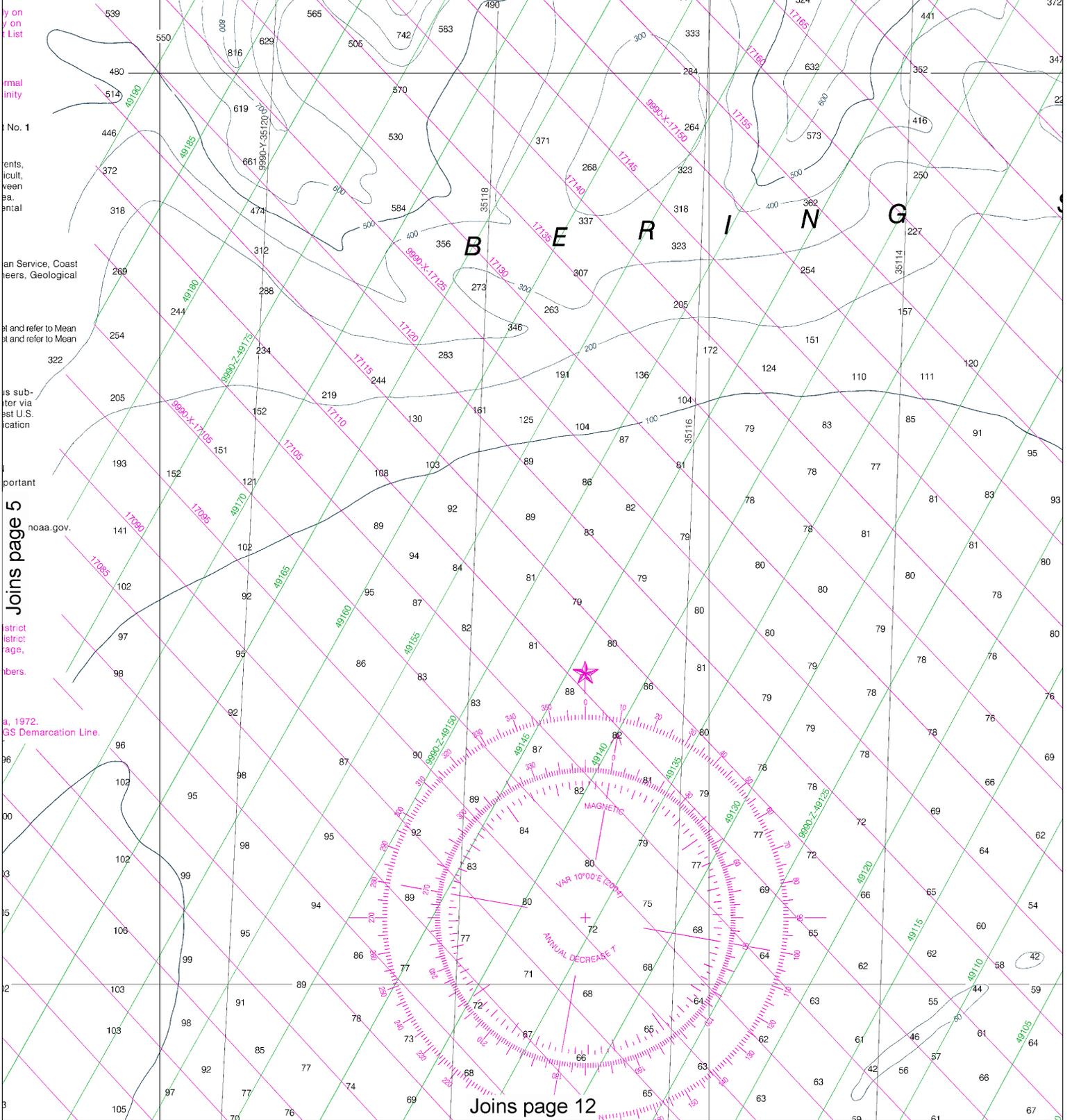
Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



10' 05' 170° 00' 55' CONTINUE



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Joins page 5

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GS Demarcation Line.

Joins page 12

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

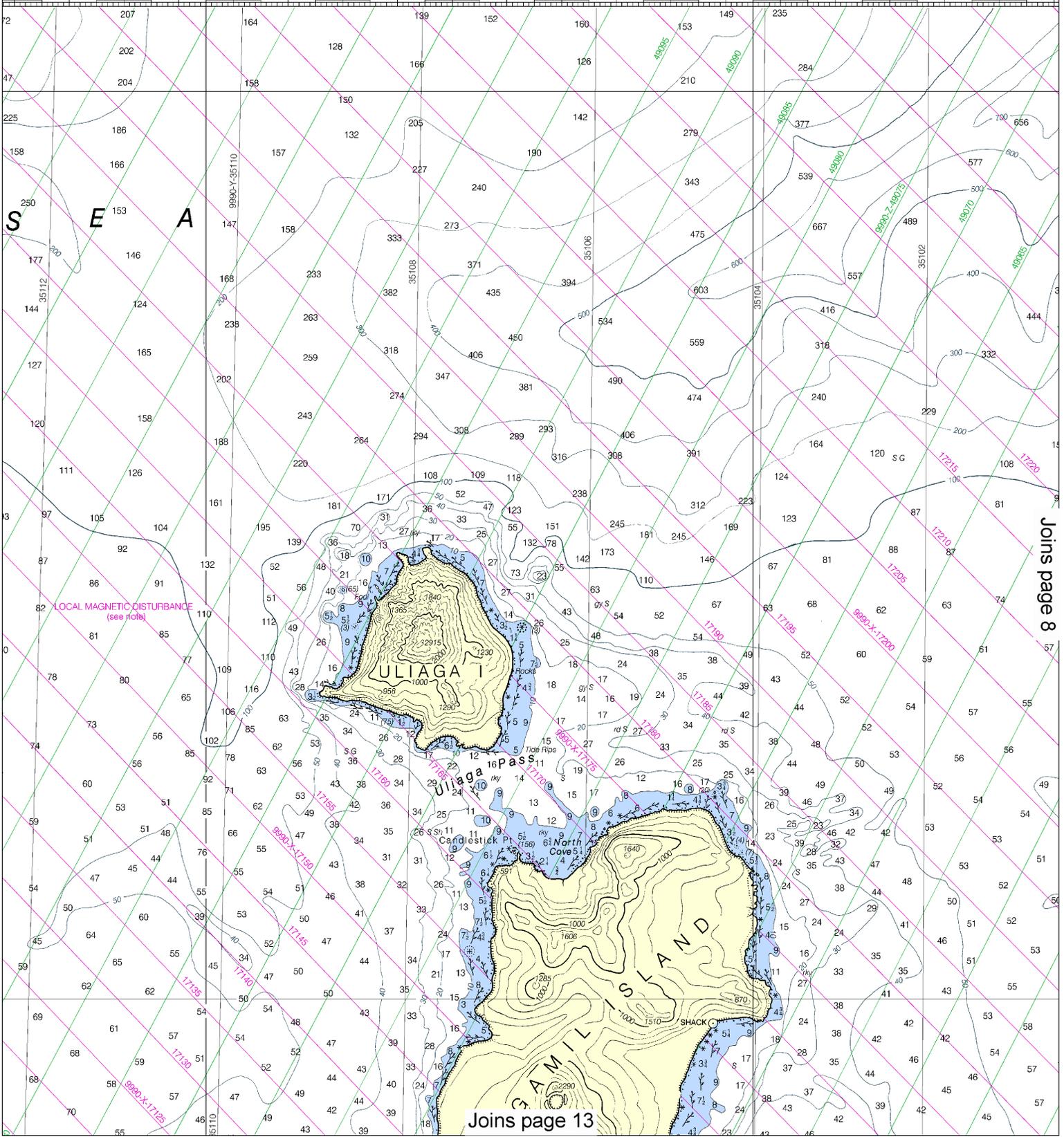
JED ON CHART 16500

50'

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35'

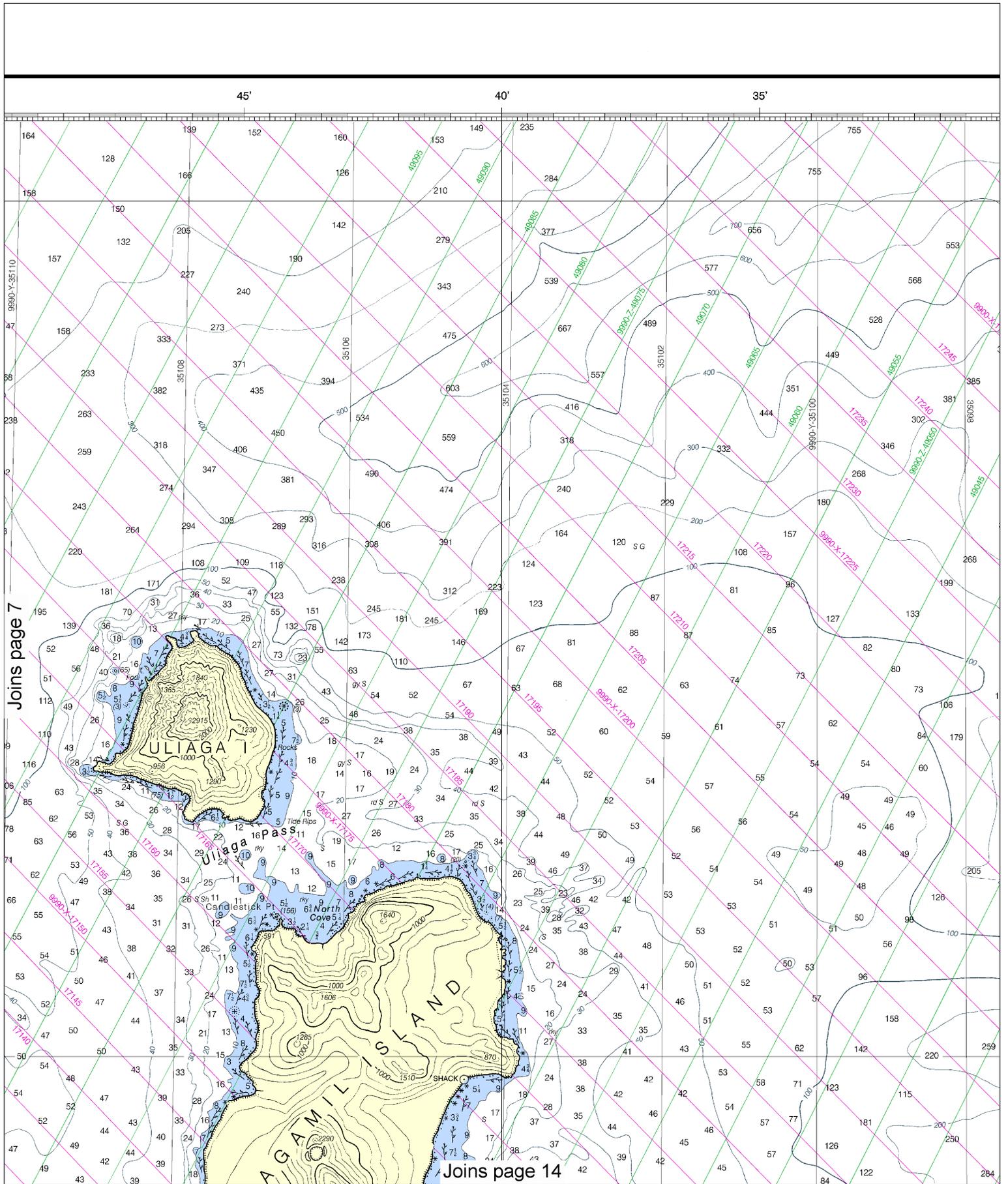


Joins page 8

Joins page 13

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.



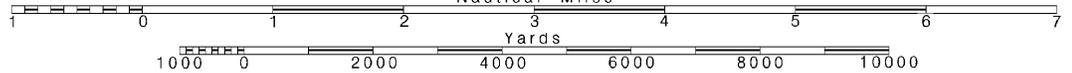


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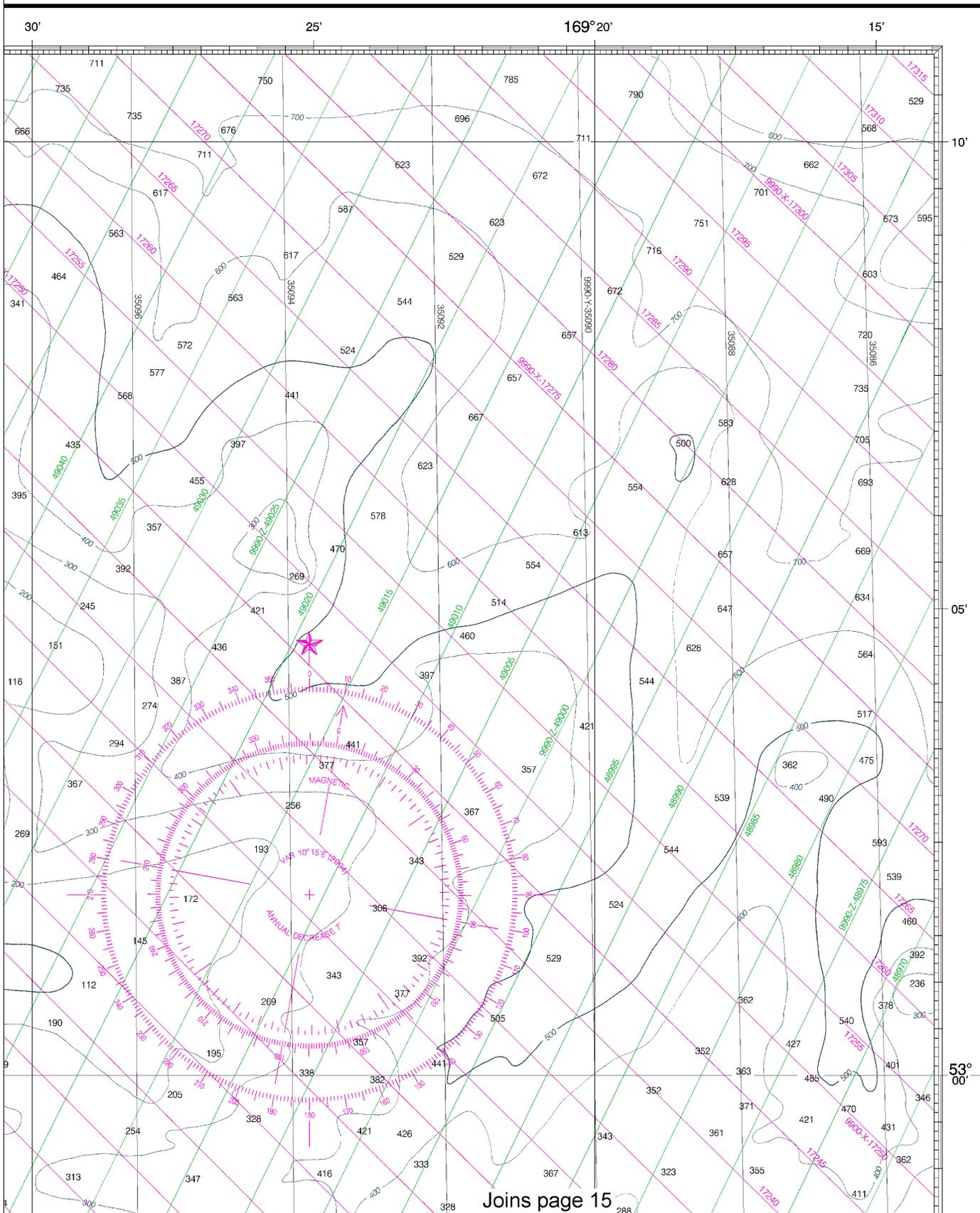
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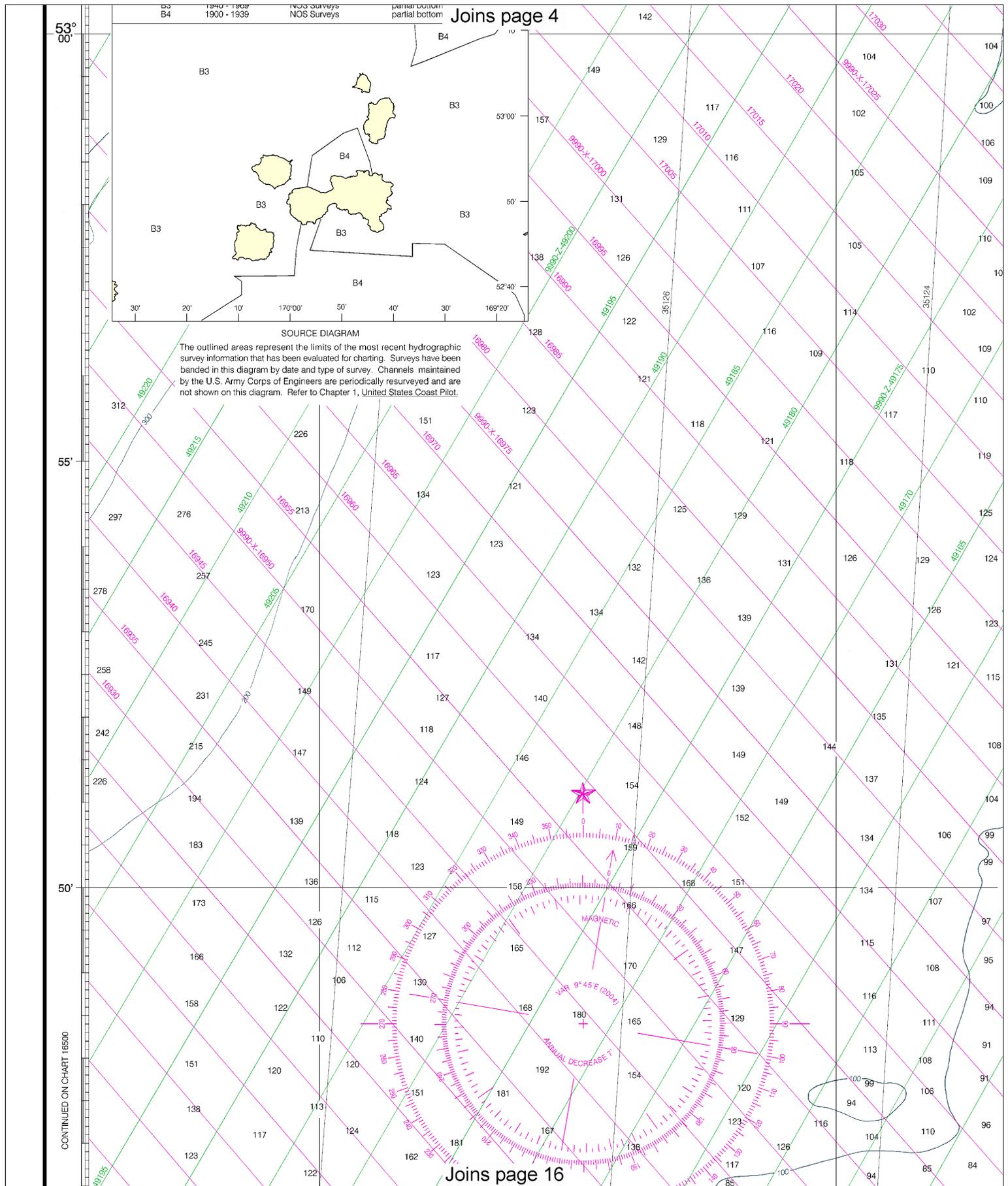
SCALE 1:80,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FATHOMS



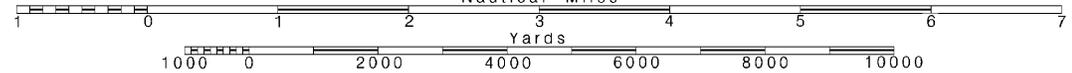


10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

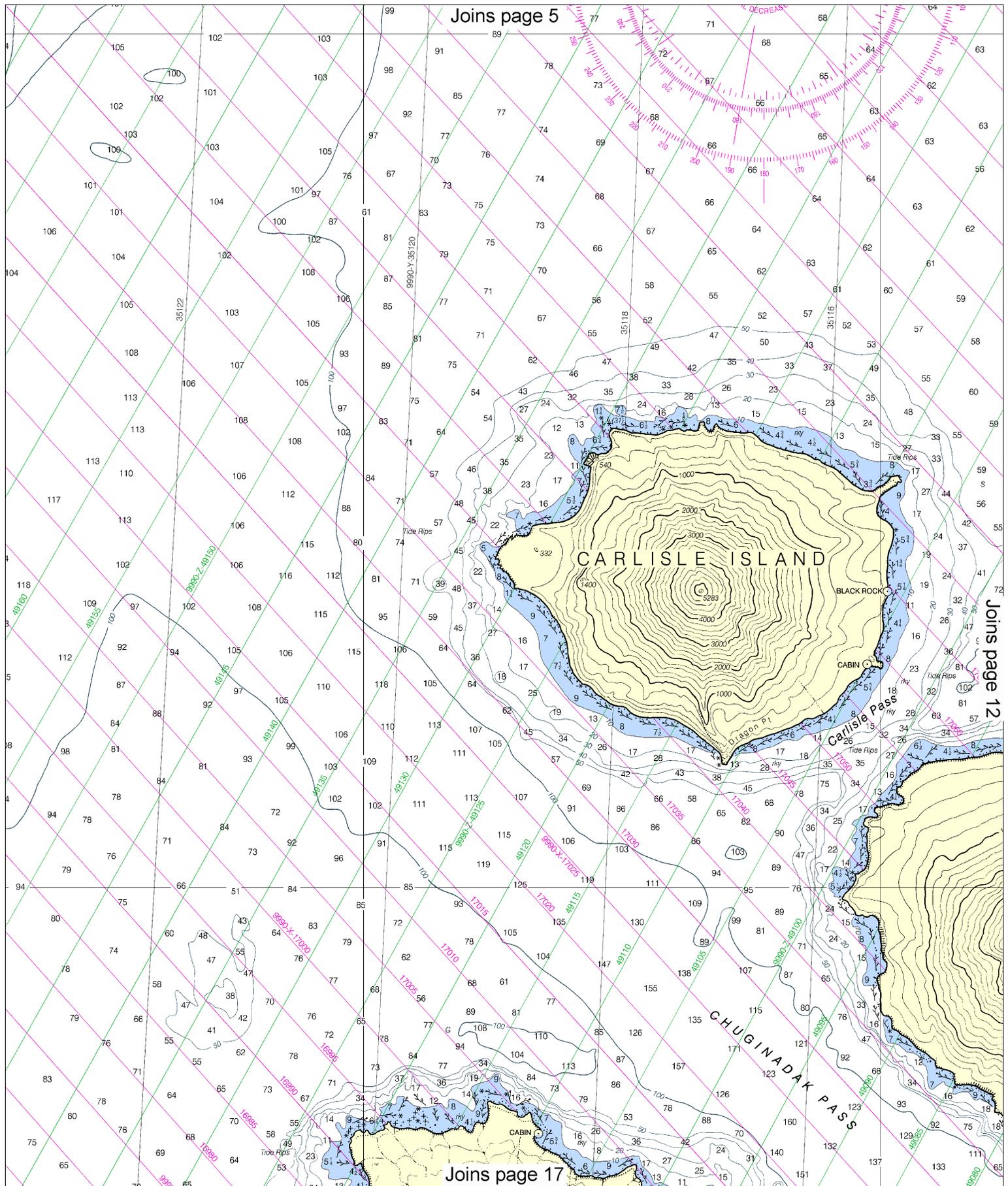
See Note on page 5.

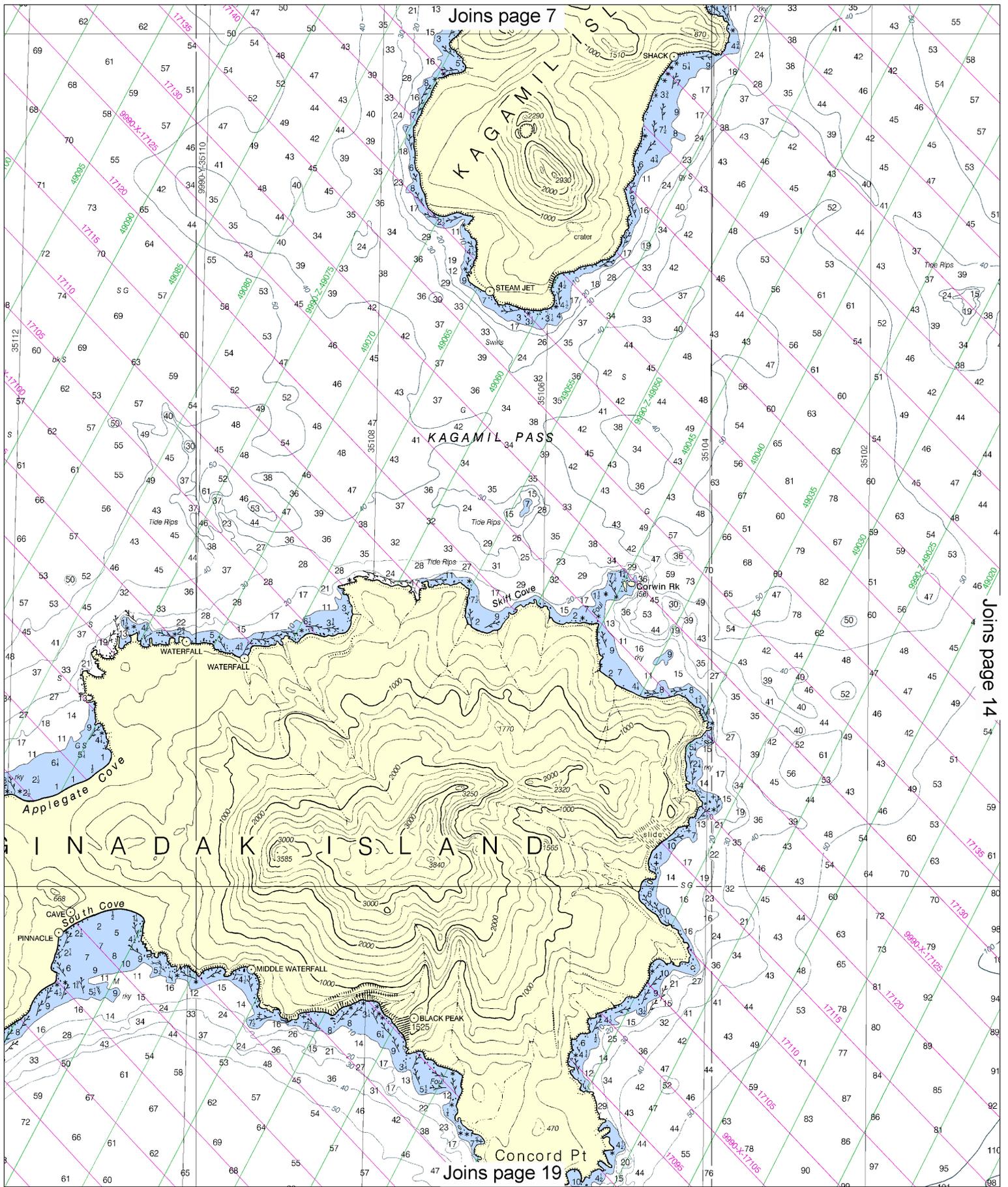


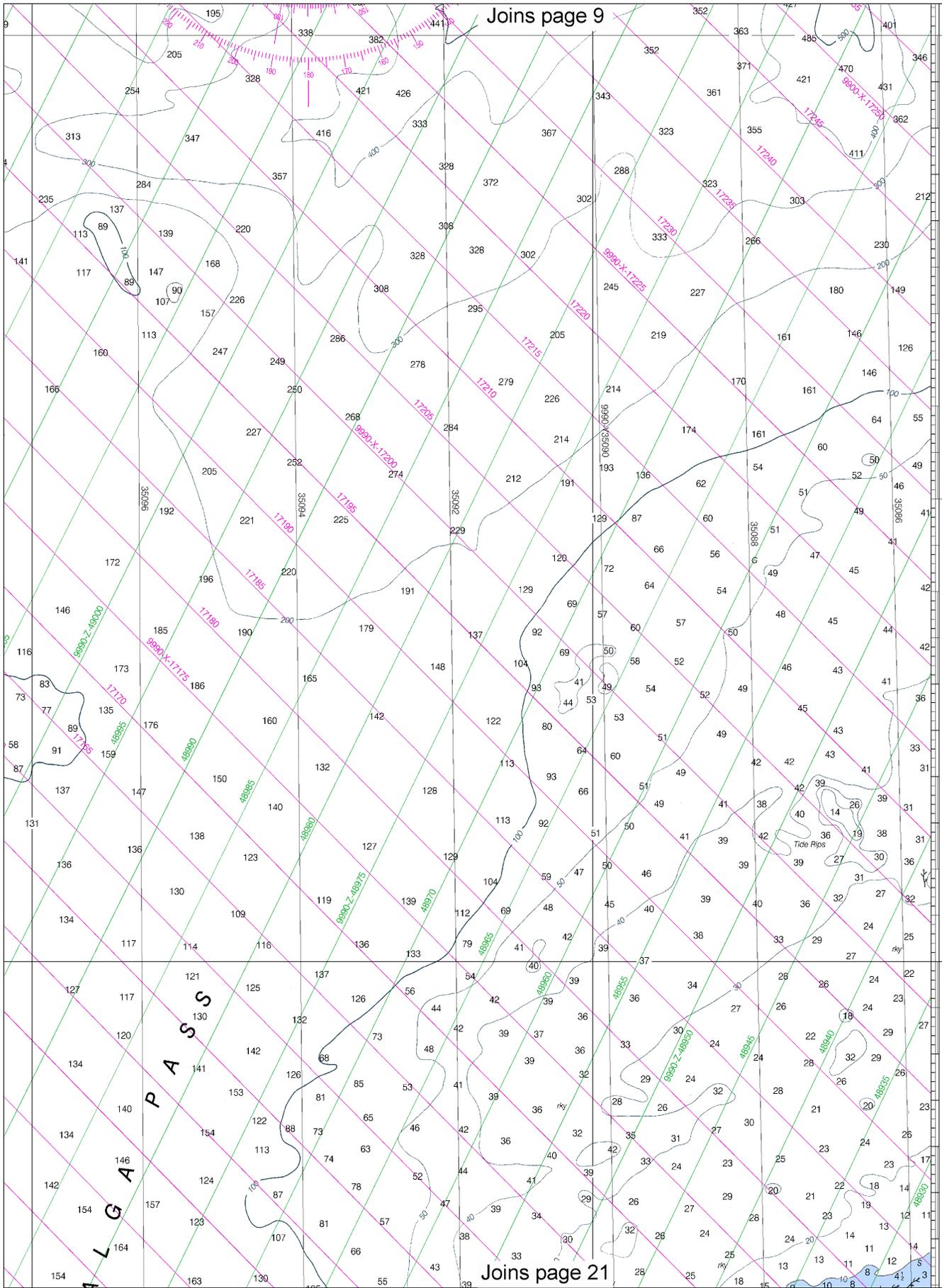
Joins page 5

Joins page 12

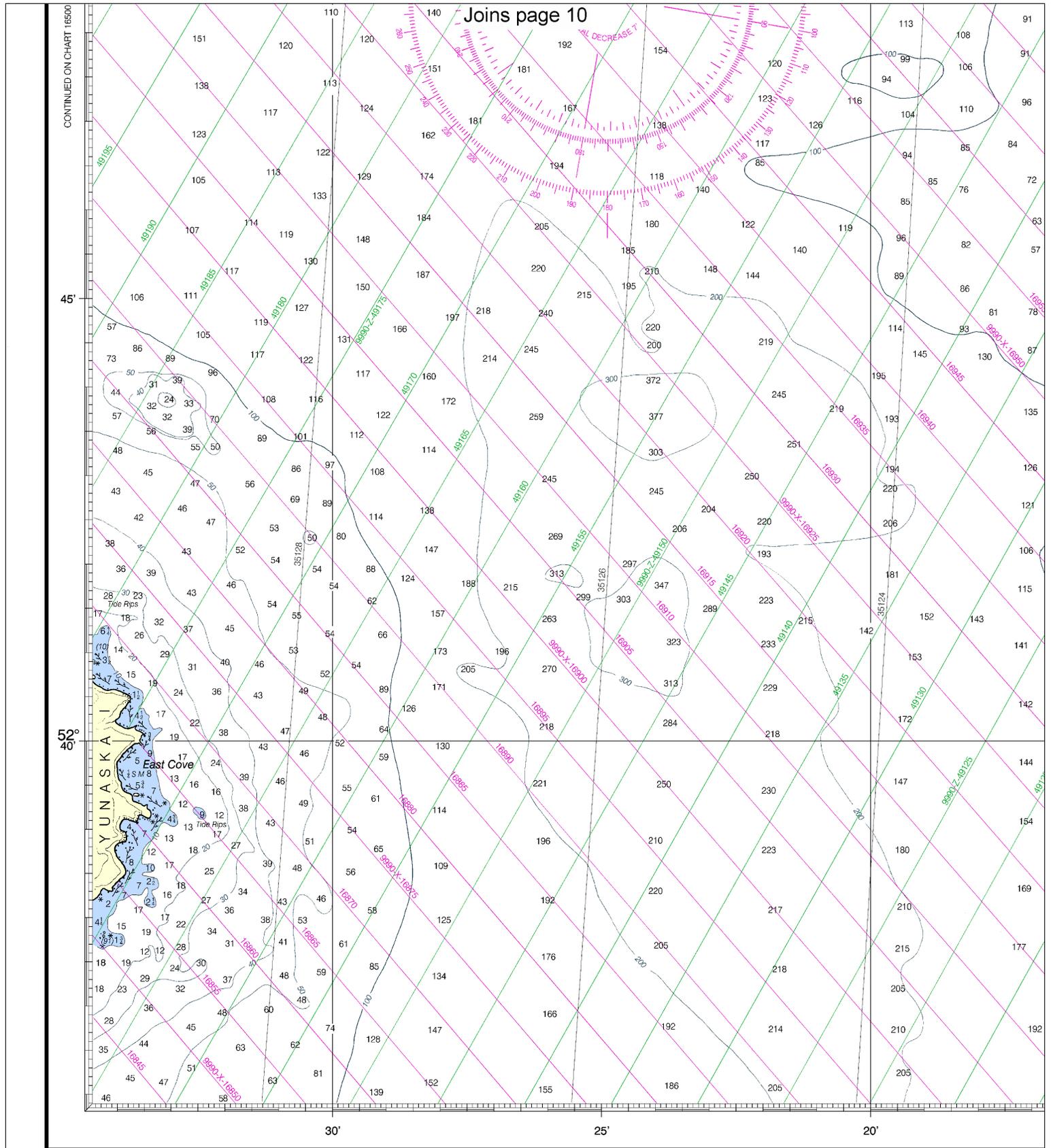
Joins page 17







CONTINUED ON CHART 16510



Joins page 10

7th Ed., Jan. /04 ■ Corrected through NM Jan. 17/04
 Corrected through LNM Dec. 30/03

16501
 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.

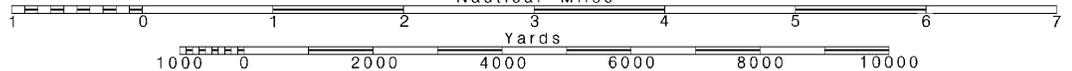
UPDATING SERVICE
 FOR THIS CHART, a listing of NOTICE TO MARINERS subsequent to the NM corrected through date shown in the lower left hand corner, is available from the Chief, Marine Chart Ocean Service, NOAA, Silver Spring, Maryland 20910

16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. —SCALE 1:80,000—
 Nautical Miles

See Note on page 5.



Joins page 11

GINADAK PASS

HERBERT ISLAND

crater

CABIN

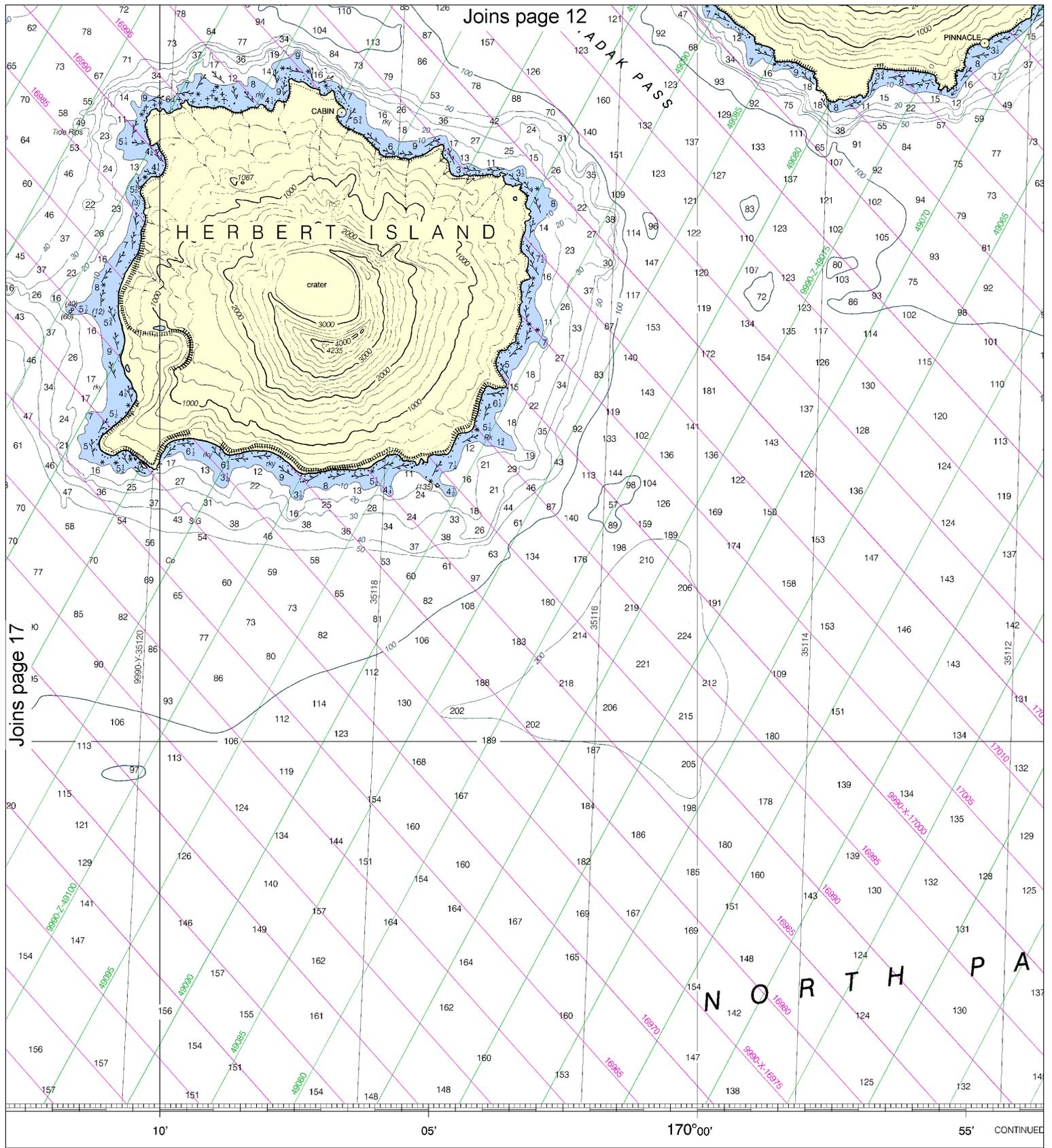
Joins page 18

N O R

15' 10' 05' 170°00'

SOUNDINGS IN FATHOMS

SE MARINERS (NM) corrections shown in the lower left hand part Division (N/CS2), National 20910-3282.



SOUNDINGS IN FATHOMS

Published at Washington
 U.S. DEPARTMENT OF CO
 NATIONAL OCEANIC AND ATMOSPHER
 NATIONAL OCEAN SER
 COAST SURVEY

18

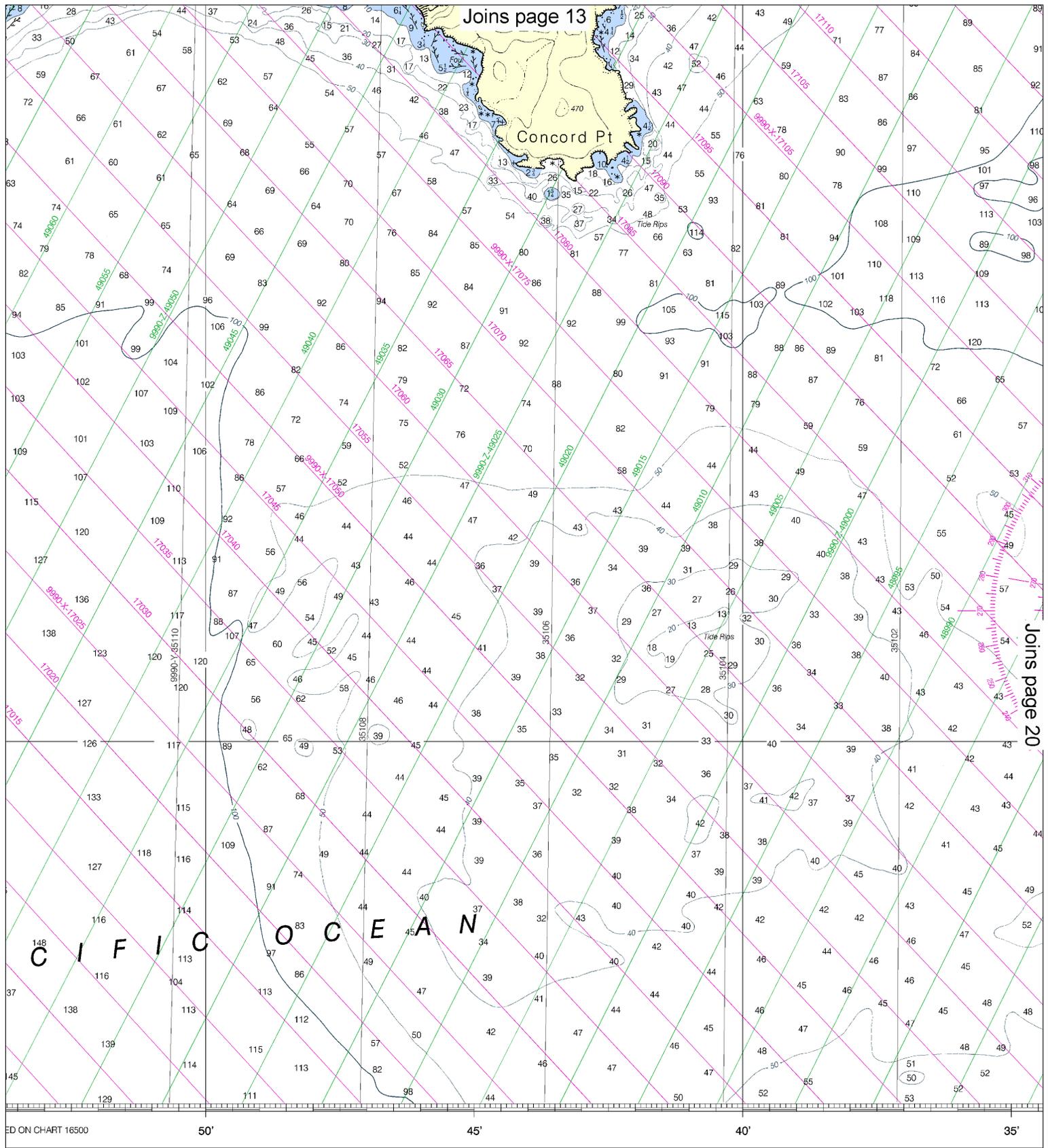
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Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

See Note on page 5.





Joins page 13

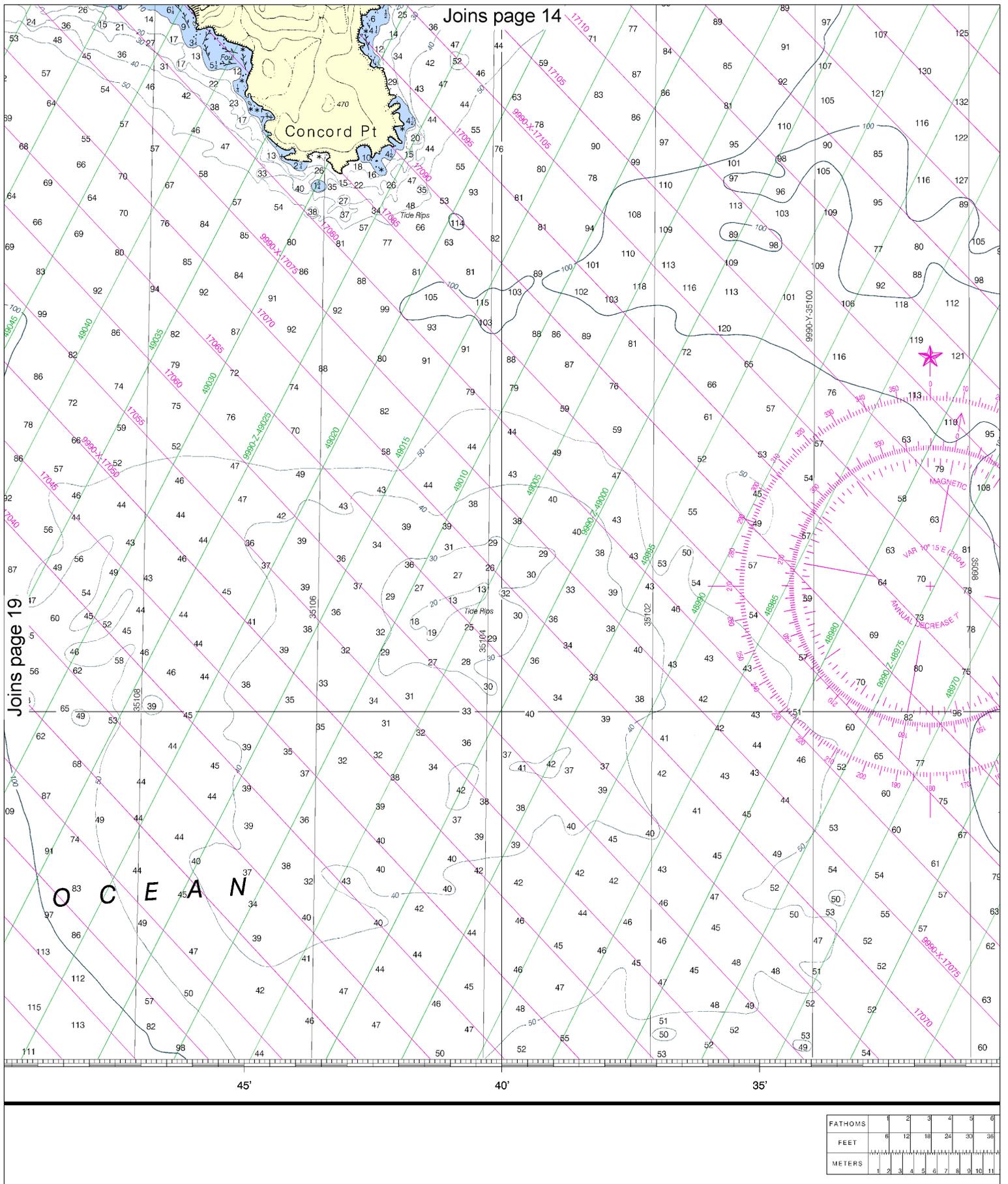
Joins page 20

Concord Pt

PACIFIC OCEAN

ED ON CHART 16500 50' 45' 40' 35'

U.S. GOVERNMENT PRINTING OFFICE: 1980
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 U.S. DEPARTMENT OF COMMERCE



Joins page 19

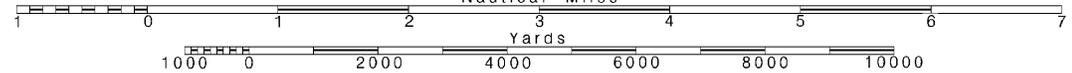
Joins page 14

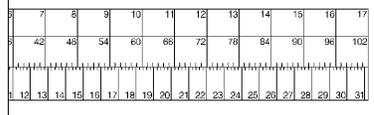
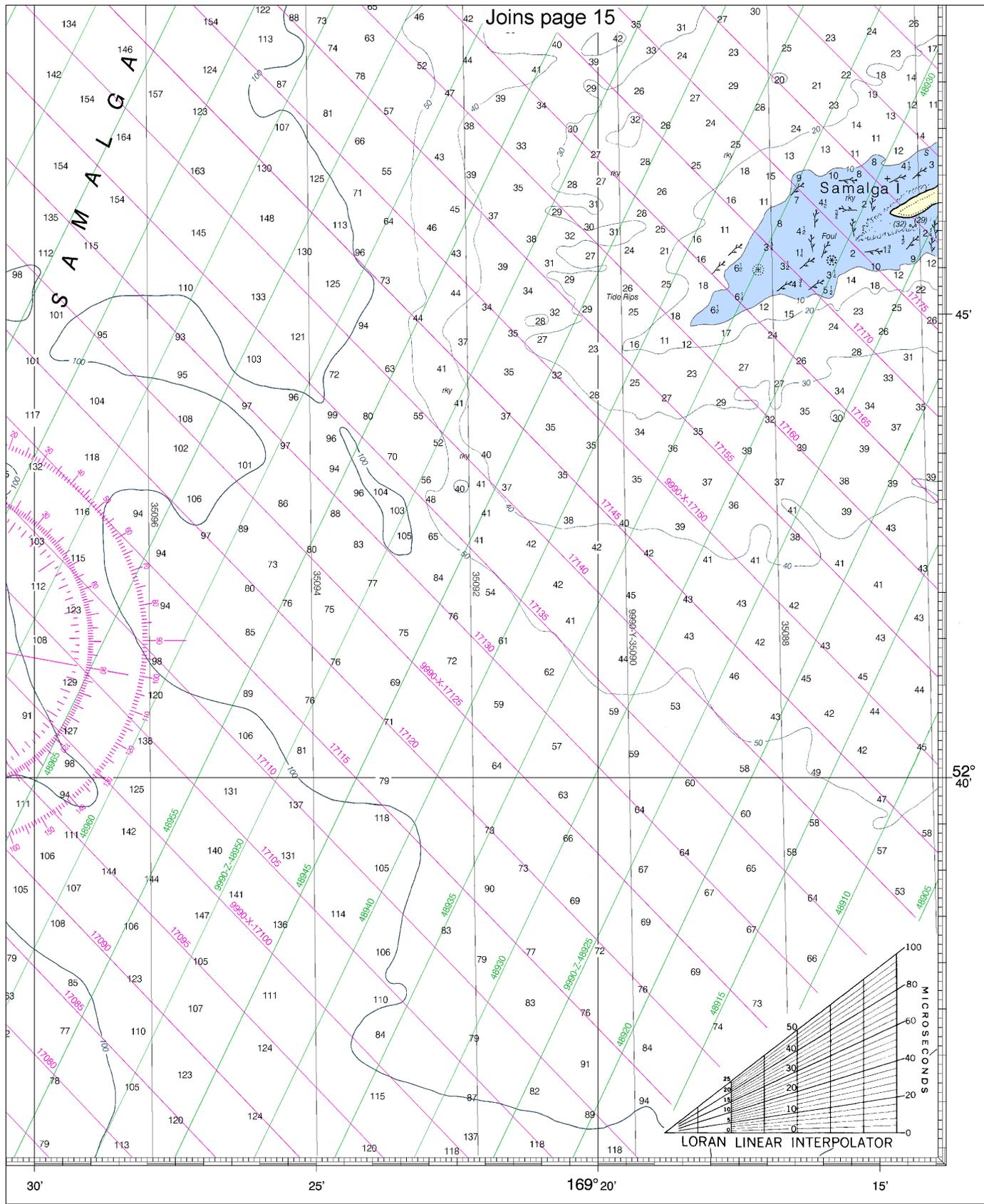


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.

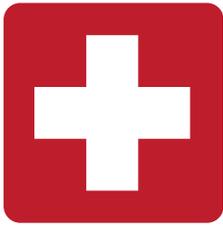




Islands of Four Mountains
SOUNDINGS IN FATHOMS - SCALE 1:80,000

16501
LORAN-C OVERPRINTED





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
- 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.

NOAA's Office of Coast Survey



The Nation's Chartmaker