

# BookletChart™



## Bering Sea – Eastern Part

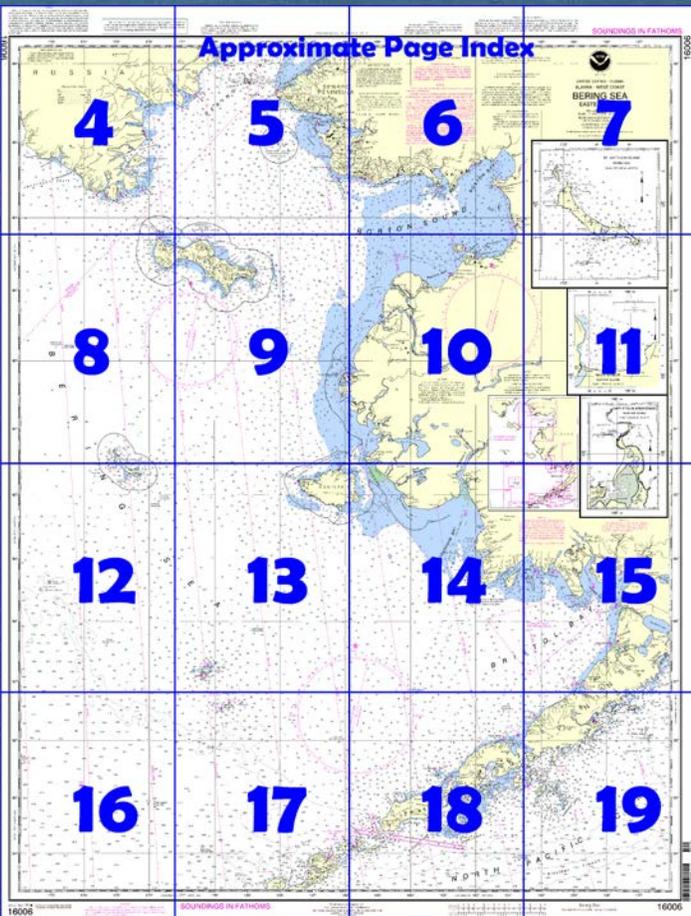
NOAA Chart 16006

*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.

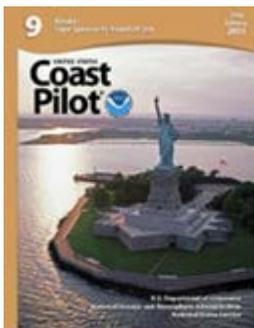
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16006>.



**(Selected Excerpts from Coast Pilot)**

The S limit of the **Bering Sea** is a line running from Kabuch Point (54°49'N., 163°22'W.) on the Alaska Peninsula through the Aleutian Islands to the S extremes of the Komandorski Islands and on to Cape Kamchatka in such a way that all the narrow waters between Alaska and Kamchatka are included in the sea. The N limit is the Bering Strait.

Much of this area has been only partially surveyed, and the charts must not be relied

upon too closely, especially near shore. The currents are much influenced by the winds and are difficult to predict; dead reckoning is uncertain, and safety depends upon constant vigilance.

The chapter area is entirely within the 100-fathom-depth curve, which extends NW from Unimak Pass and passes to the SW of the Pribilof Islands. Depths vary more or less uniformly in the open sea except near the off-lying islands, which are volcanic and rocky and range in height to more than 2,000 feet.

From the head of Bristol Bay to Norton Sound, shoals or banks formed by river deposits extend many miles from the mainland, in some places completely out of sight. Kuskokwim and Yukon Rivers are the principal drainage systems along this stretch of coast. As fog and thick weather are common during the navigation season, coasting vessels are advised to sound constantly and to stay in depths greater than 10 fathoms unless feeling their way in to the land.

Navigational aids are few, and all are seasonal. The rocky islands and the rocky parts of the mainland are frequented by thousands of birds whose constant cries may serve to indicate the approach to these places in thick weather. Port facilities are rare, and most of the villages scattered along the coast lighter their supplies from vessels anchored offshore. Good water can always be found in the vicinity of high land.

The navigation season depends largely upon ice conditions, discussed later. During the winter, the ice and snow along the shore, as well as inland, are suitable for travel by dog team over many miles of established trail. Tractors could be driven over long stretches of this beach area when the lakes and protected bays are frozen solid enough to support them. Airplanes equipped with skis can also operate in winter from many points along the coastal and inland areas.

**Currents.**—Strong tidal currents flow through the Aleutian Islands passes, setting into the Bering Sea on the flood and into the North Pacific Ocean on the ebb. Observed velocities have exceeded 8 knots in some of the passes, but the decrease is rapid once the passes are cleared. The tidal currents set N and S along the Bering coast and into and out of the various bays. The periodic tidal flow along the coast is completely masked at times by wind currents. In constricted bays the currents may have considerable velocities. The tidal current has an average velocity of 0.5 to 1 knot at the off-lying islands.

Most reports indicate that during the open season there is a general drift N along the Bering coast and thence through the Bering Strait into the Arctic Ocean. During the winter, ice moves from the Arctic into the Bering Sea. The N drift is probably not more than 0.5 knot in the open sea well N of the Aleutian passes. Wind and atmospheric pressure are said to materially affect the drift. In a disturbed area the current will generally set with a strong wind or toward an atmospheric depression, and such a current may serve as a storm warning.

Along the N side of Unimak Island, the currents are fairly strong and generally parallel the coast. They attain a maximum velocity of 2 knots 1 mile off Cape Mordvinof and probably do not exceed 2.5 knots anywhere along this coast. Velocities have been estimated at 2 to 2.5 knots as far as 12 miles from shore in depths of about 40 fathoms. Between St. Matthew Island and Nunivak Island, the current sets NW with prevailing NE winds during the navigation season and NE with NW or SW winds. This N current continues and increases between St. Lawrence Island and the mainland, being stronger toward the mainland N of the **Yukon River** where it has a velocity of about 1 knot except in early summer when the Yukon freshets may increase it to 2 knots or more. A strong N current, amounting at times to 2.5 knots, has been observed setting on the Yukon flats.

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

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

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

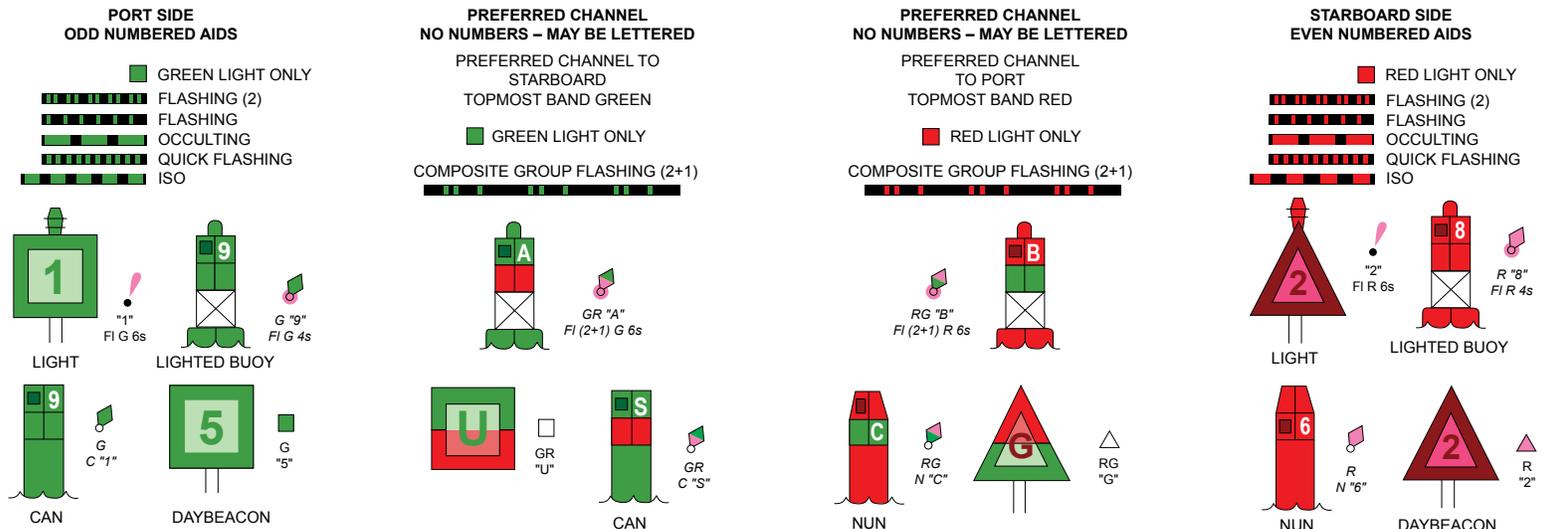
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://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>

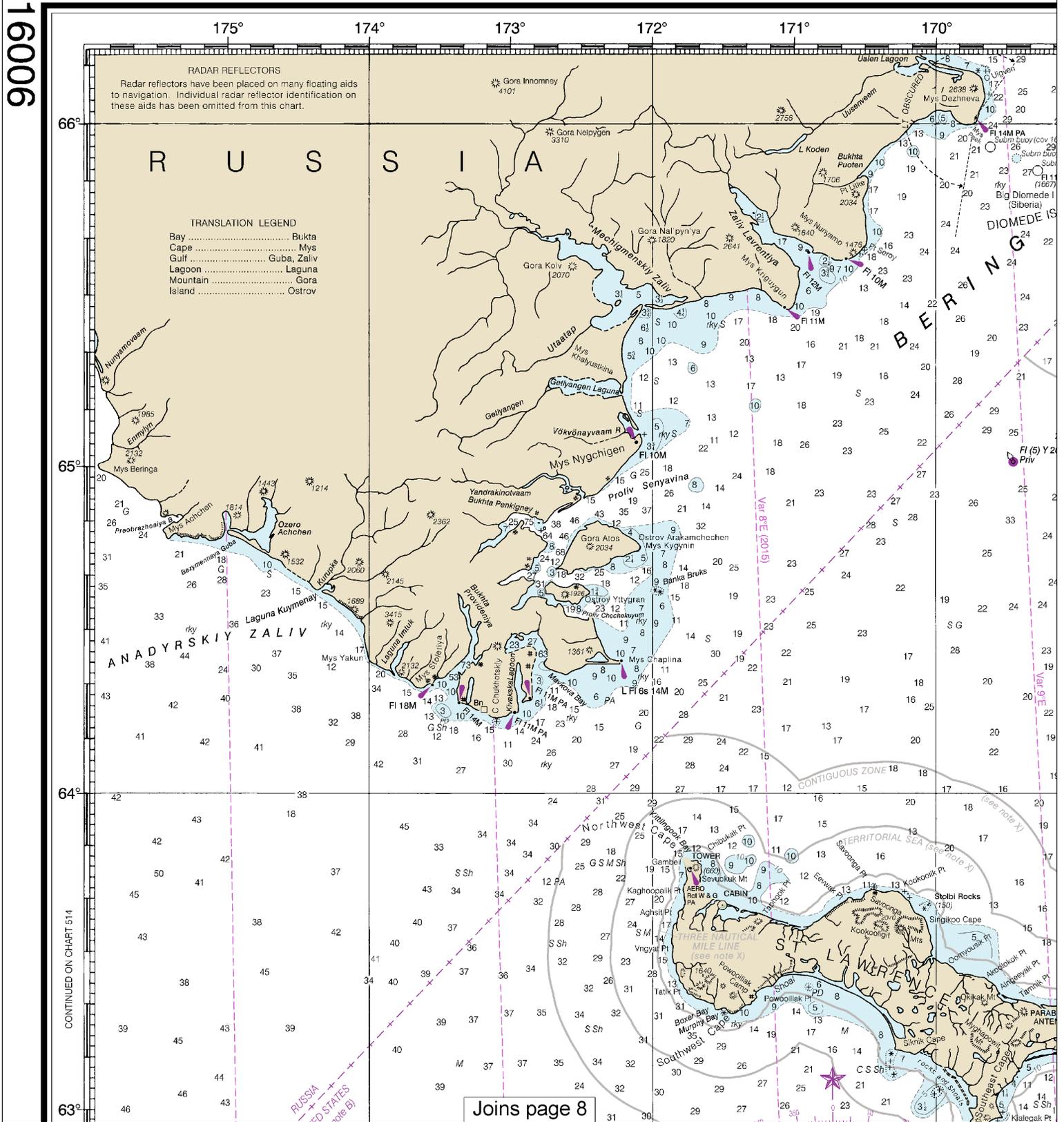
NOTE X

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.

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

**POLLUTION REPORTS:**  
Report all spills of oil and hazardous substances 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 153).

16009



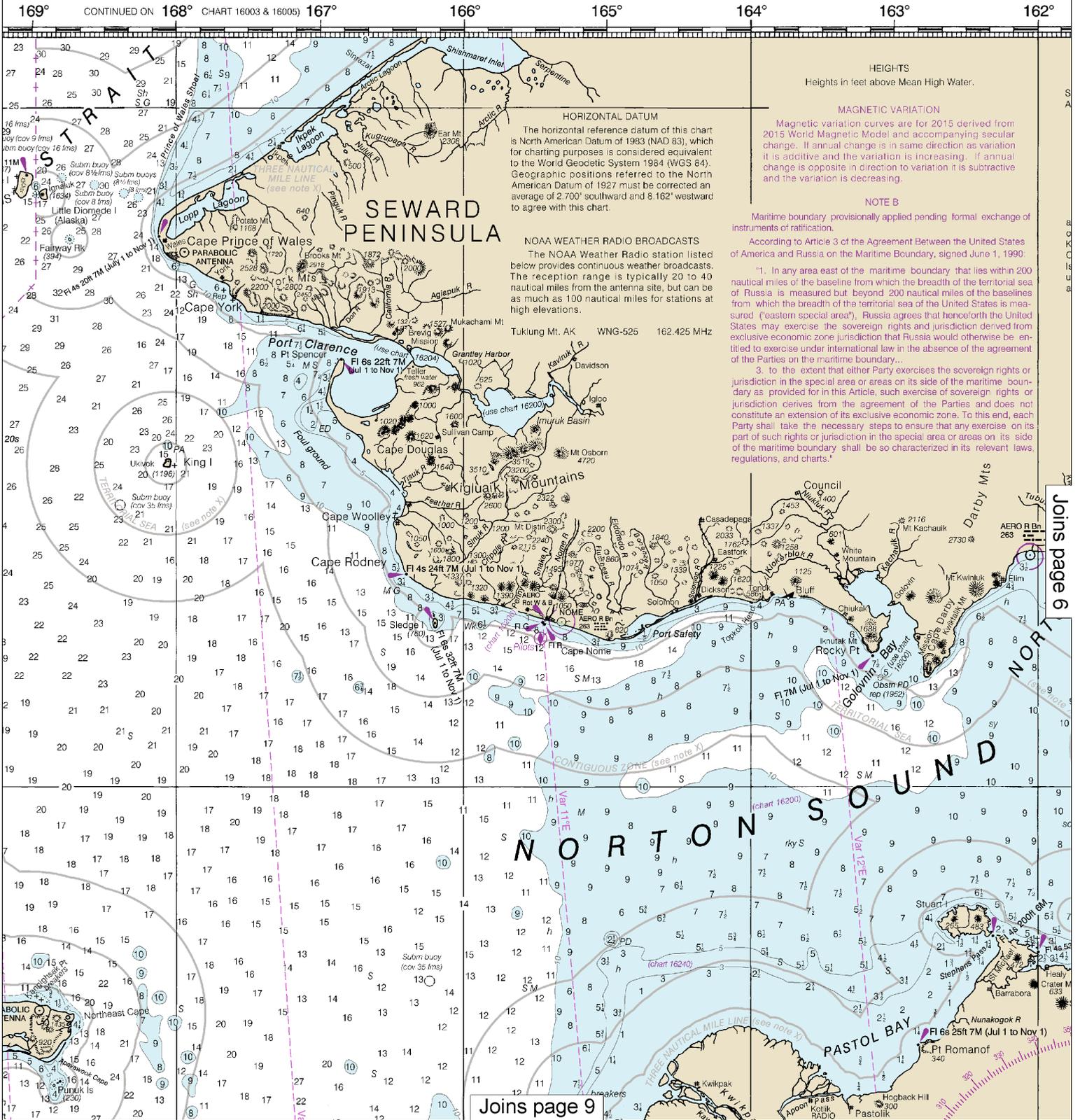
4

Note: Chart grid lines are aligned with true north.

substances to the 8802 (toll free), or telephone com-

Formerly C&GS 8302, 1st Ed., July 1990 V-1900-31 KAPP 2411

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No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.



**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 2.700' southward and 8.162' westward to agree with this chart.

**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.  
Tuklung Mt. AK WNG-525 162.425 MHz

**HEIGHTS**  
Heights in feet above Mean High Water.

**MAGNETIC VARIATION**  
Magnetic variation curves are for 2015 derived from 2015 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

**NOTE B**  
Maritime boundary provisionally applied pending formal exchange of instruments of ratification.  
According to Article 3 of the Agreement Between the United States of America and Russia on the Maritime Boundary, signed June 1, 1990:

1. In any area east of the maritime boundary that lies within 200 nautical miles of the baseline from which the breadth of the territorial sea of Russia is measured but beyond 200 nautical miles of the baselines from which the breadth of the territorial sea of the United States is measured ("eastern special area"), Russia agrees that henceforth the United States may exercise the sovereign rights and jurisdiction derived from exclusive economic zone jurisdiction that Russia would otherwise be entitled to exercise under international law in the absence of the agreement of the Parties on the maritime boundary...

3. To the extent that either Party exercises the sovereign rights or jurisdiction in the special area or areas on its side of the maritime boundary as provided for in this Article, such exercise of sovereign rights or jurisdiction derives from the agreement of the Parties and does not constitute an extension of its exclusive economic zone. To this end, each Party shall take the necessary steps to ensure that any exercise on its part of such rights or jurisdiction in the special area or areas on its side of the maritime boundary shall be so characterized in its relevant laws, regulations, and charts.

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Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:2045434. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



POLLUTION REPORTS

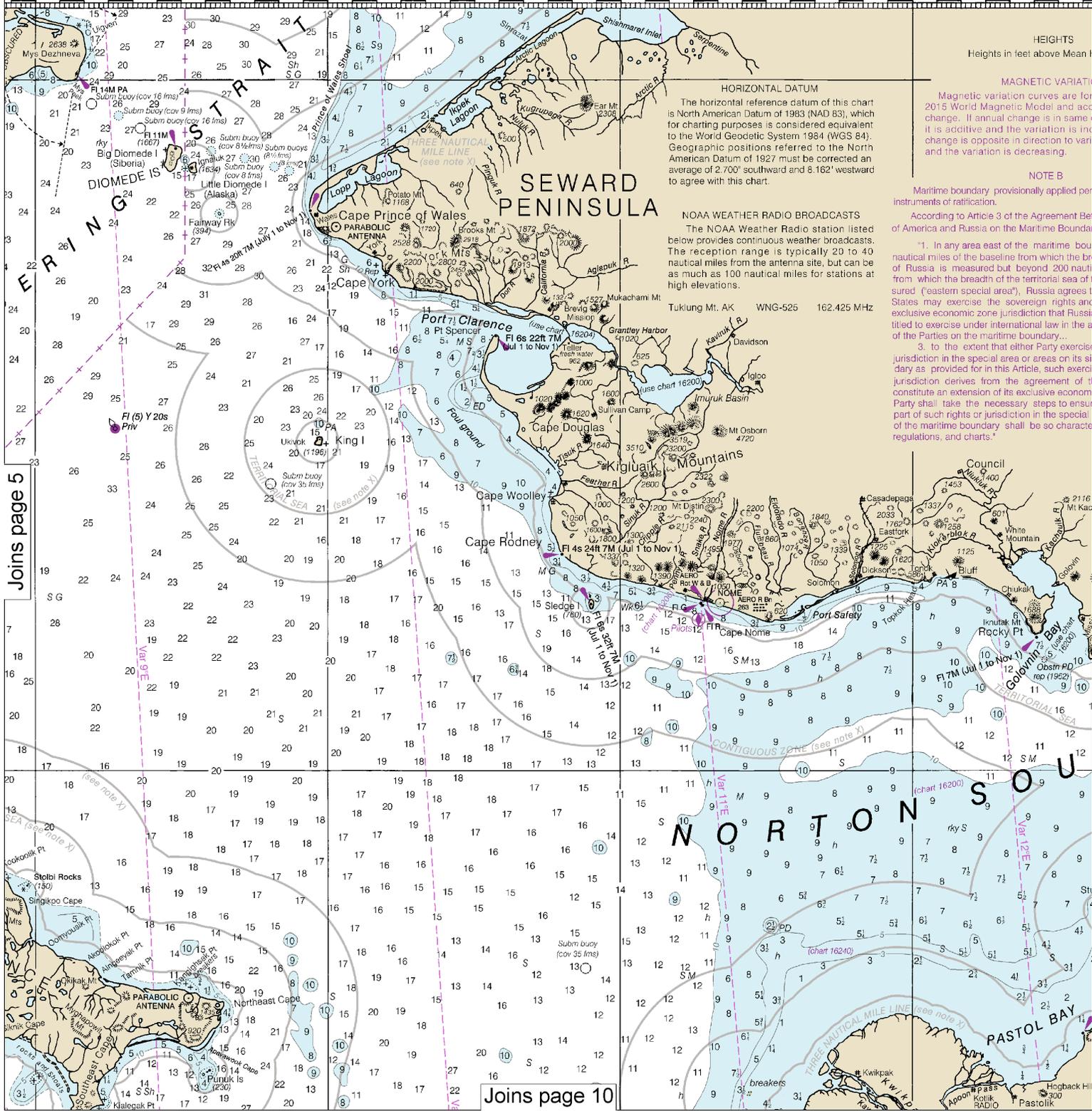
Report all spills of oil and hazardous substances to the Pollution Response Center via 1-800-424-8802 (toll free), or nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

COPYRIGHT

No copyright is claimed by the United States under Title 17 U.S.C. However, other nations intellectual property rights on the compilation of the foreign waters shown on this chart.

Formerly C&GS 9302, 1st Ed., July 1900 V-1900-31 KAPP 2411

170° 169° CONTINUED ON 168° CHART 16003 & 16005 167° 166° 165° 164° 163°



Joins page 5

Joins page 10

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 2.700' southward and 8.162' westward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS  
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.  
Tuklung Mt. AK WNG-525 162.425 MHz

MAGNETIC VARIATION  
Magnetic variation curves are for 2015 World Magnetic Model and are subject to change. If annual change is in same direction it is additive and the variation is increasing; if opposite in direction the variation is decreasing.

NOTE B  
Maritime boundary provisionally applied pending instruments of ratification.  
According to Article 3 of the Agreement Between the United States of America and Russia on the Maritime Boundary in the Bering Sea and the Chukotka Region of the Russian Federation:

"1. In any area east of the maritime boundary... Russia agrees that the United States may exercise the sovereign rights and exclusive economic zone jurisdiction that Russia has exercised under international law in the area of the Parties on the maritime boundary..."

"3. To the extent that either Party exercises jurisdiction in the special area or areas on its side of the maritime boundary, such exercise of jurisdiction derives from the agreement of the Parties to the maritime boundary..."



Note: Chart grid lines are aligned with true north.

Government  
may claim  
data depicting

NOTE C  
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.

# SOUNDINGS IN FATHOMS

16006

162° 161° 160° 159° 158° 157°

High Water.  
TION  
or 2015 derived from  
comparing secular  
direction as variation  
increasing. If annual  
variation it is subtractive

ending formal exchange of  
between the United States  
ary, signed June 1, 1990:

boundary that lies within 200  
breadth of the territorial sea  
ical miles of the baselines  
of the United States is mea-  
sured that henceforth the United  
nd jurisdiction derived from  
this would otherwise be en-  
absence of the agreement  
uses the sovereign rights or  
side of the maritime bound-  
ary of sovereign rights or  
of the Parties and does not  
create a zone. To this end, each  
Party that any exercise on its  
side of the area or areas on its  
territory in its relevant laws.

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the National Geospatial-Intelligence Agency, Corps of Engineers, U.S. Coast Guard.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**CAUTION**  
Significant changes in depths and shoreline may have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Tidal observations since the earthquake indicate bottom uplift of +0.3 feet at King Cove, Alaska Peninsula and bottom subsidence of -0.2 feet at Chignick Bay, Alaska Peninsula. Observations at Sand Point, Popof Island, indicated there was no change at that location. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of change except at these sites is not known.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.  
See National Geospatial-Intelligence Agency Center List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.



THE NATION'S CHARTMAKER SINCE 1807

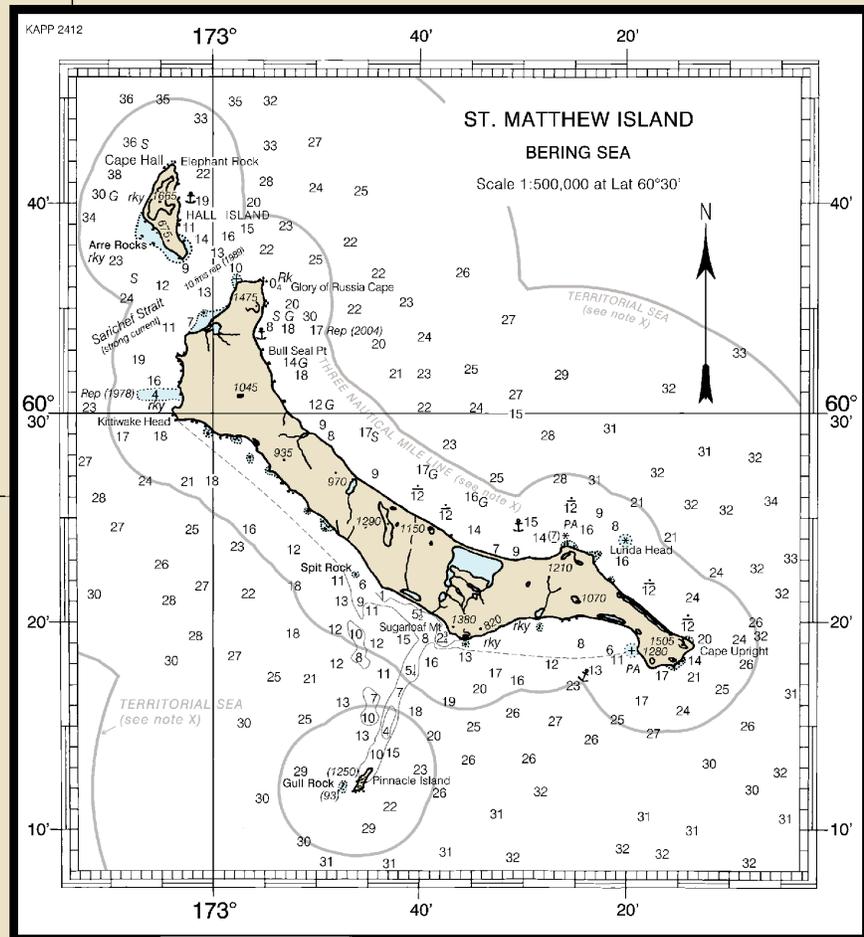
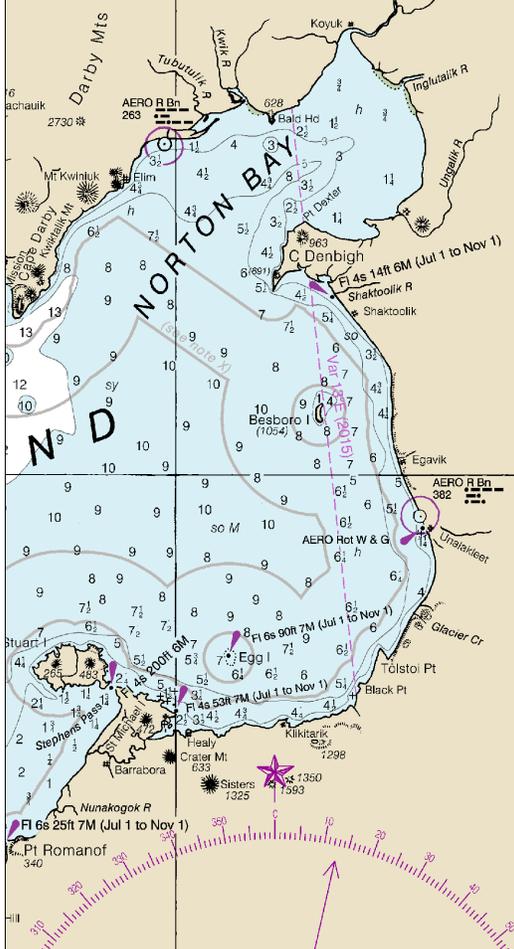
## UNITED STATES - RUSSIA ALASKA - WEST COAST BERING SEA EASTERN PART

Mercator Projection  
Scale 1:1,534,076 at Lat 60° 00'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

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

For Symbols and Abbreviations see Chart No. 1

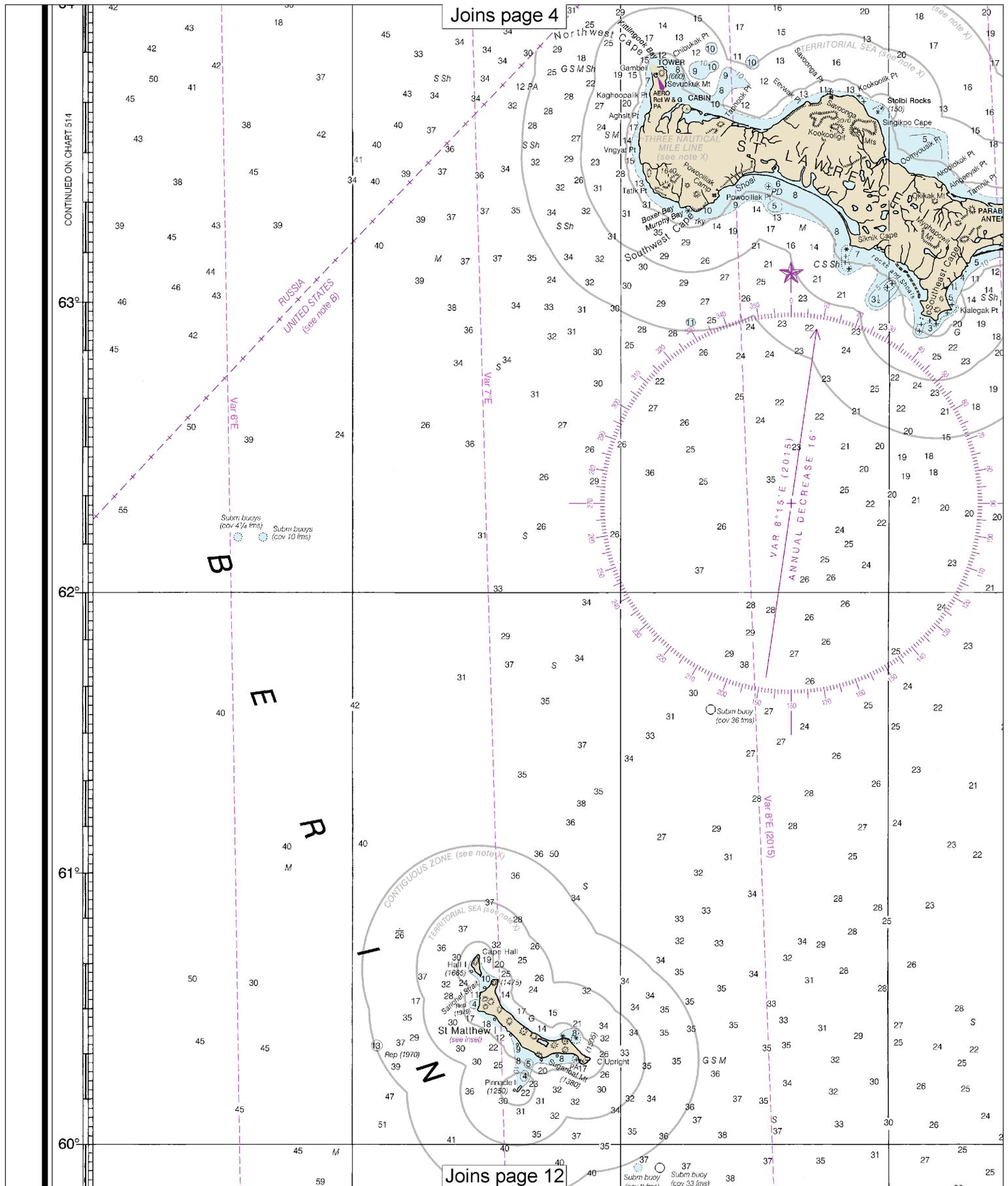


Joins page 11

166° 54'

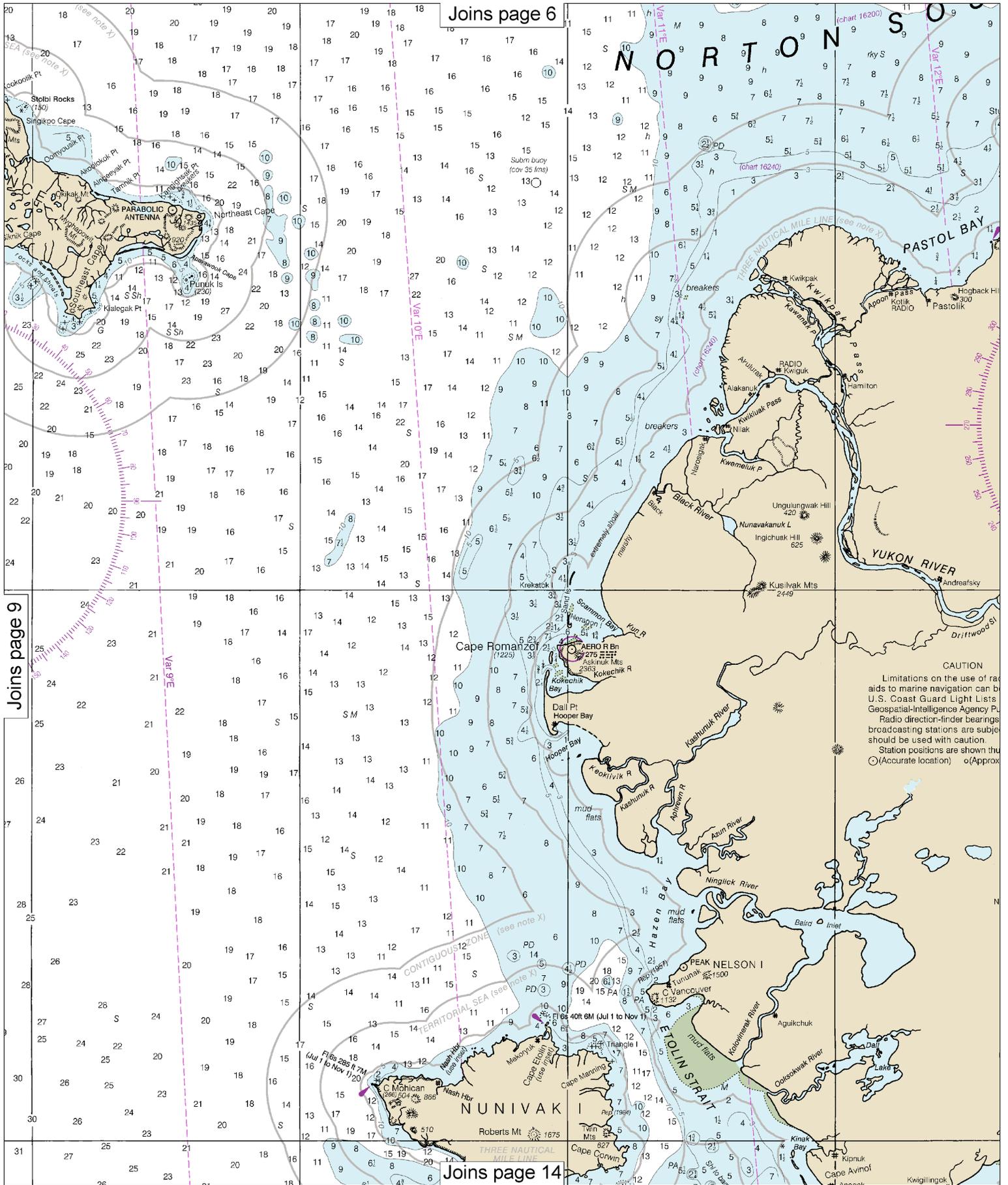
Last Correction: 9/22/2016. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

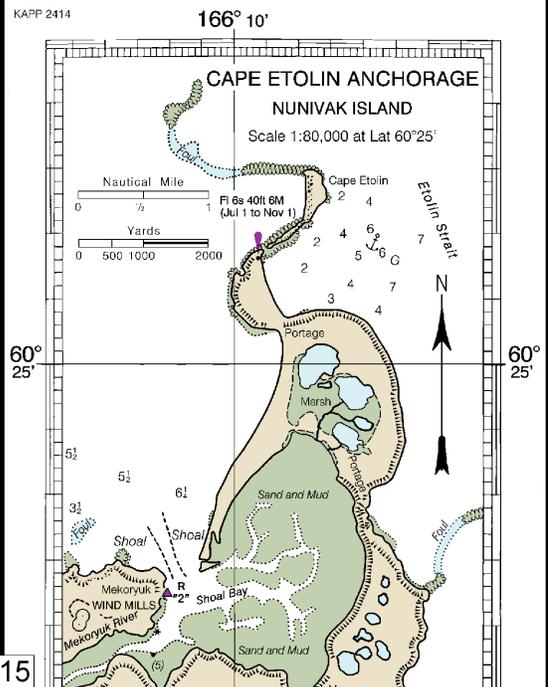
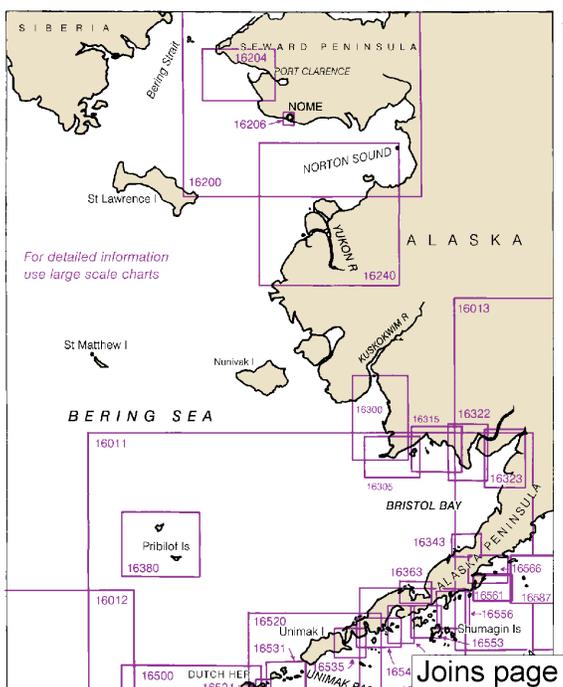
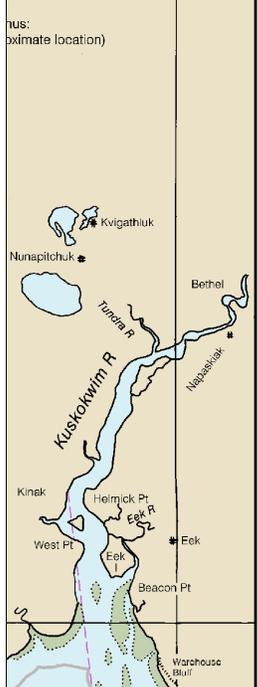
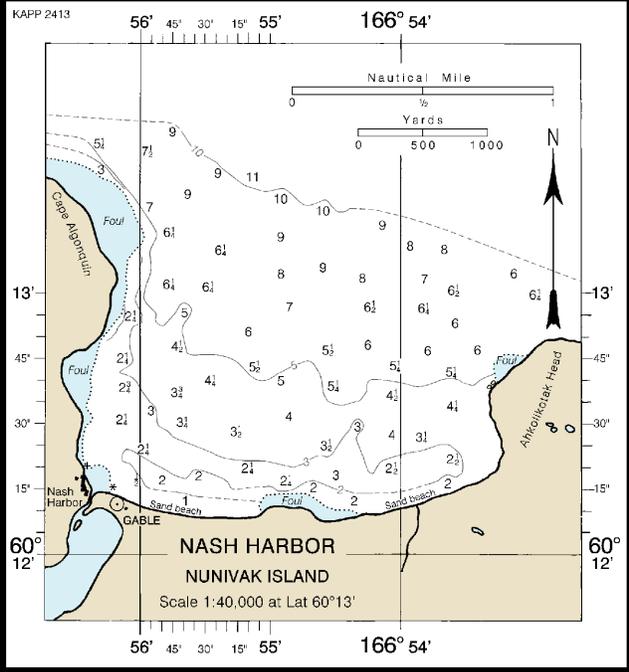
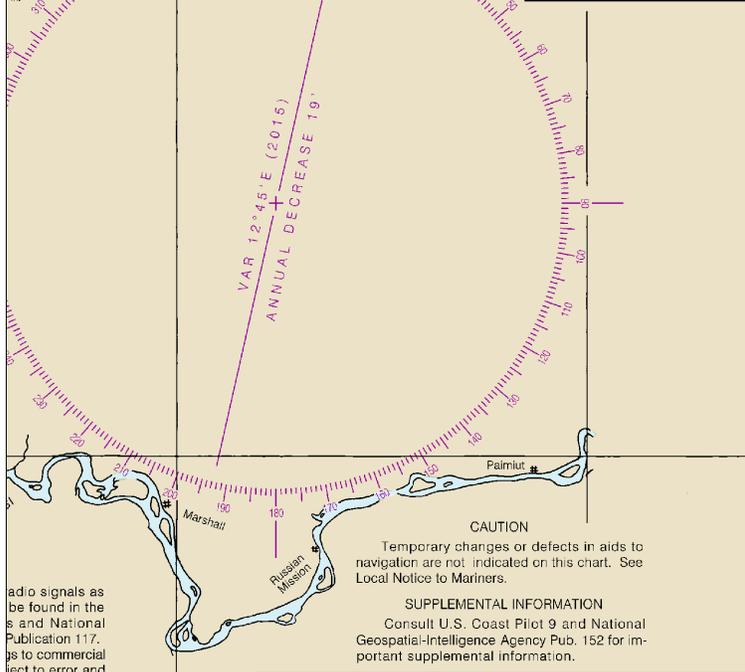
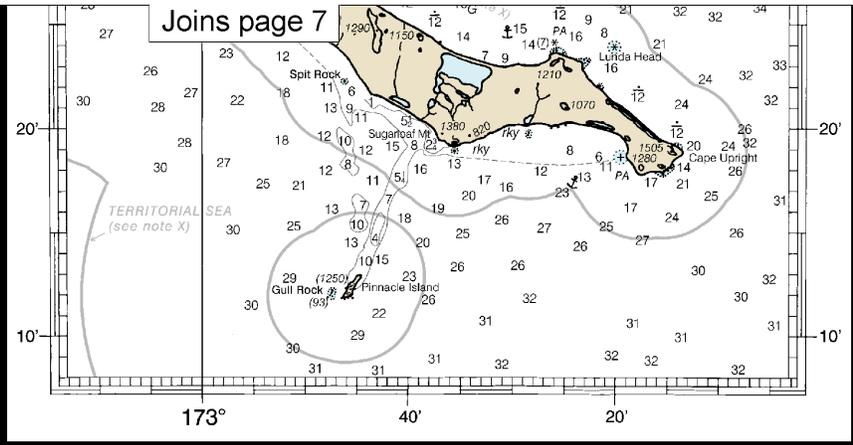
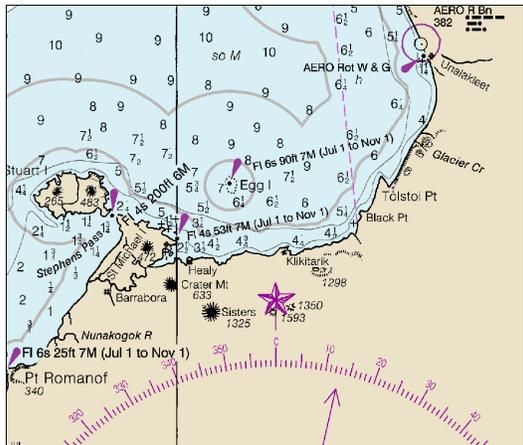
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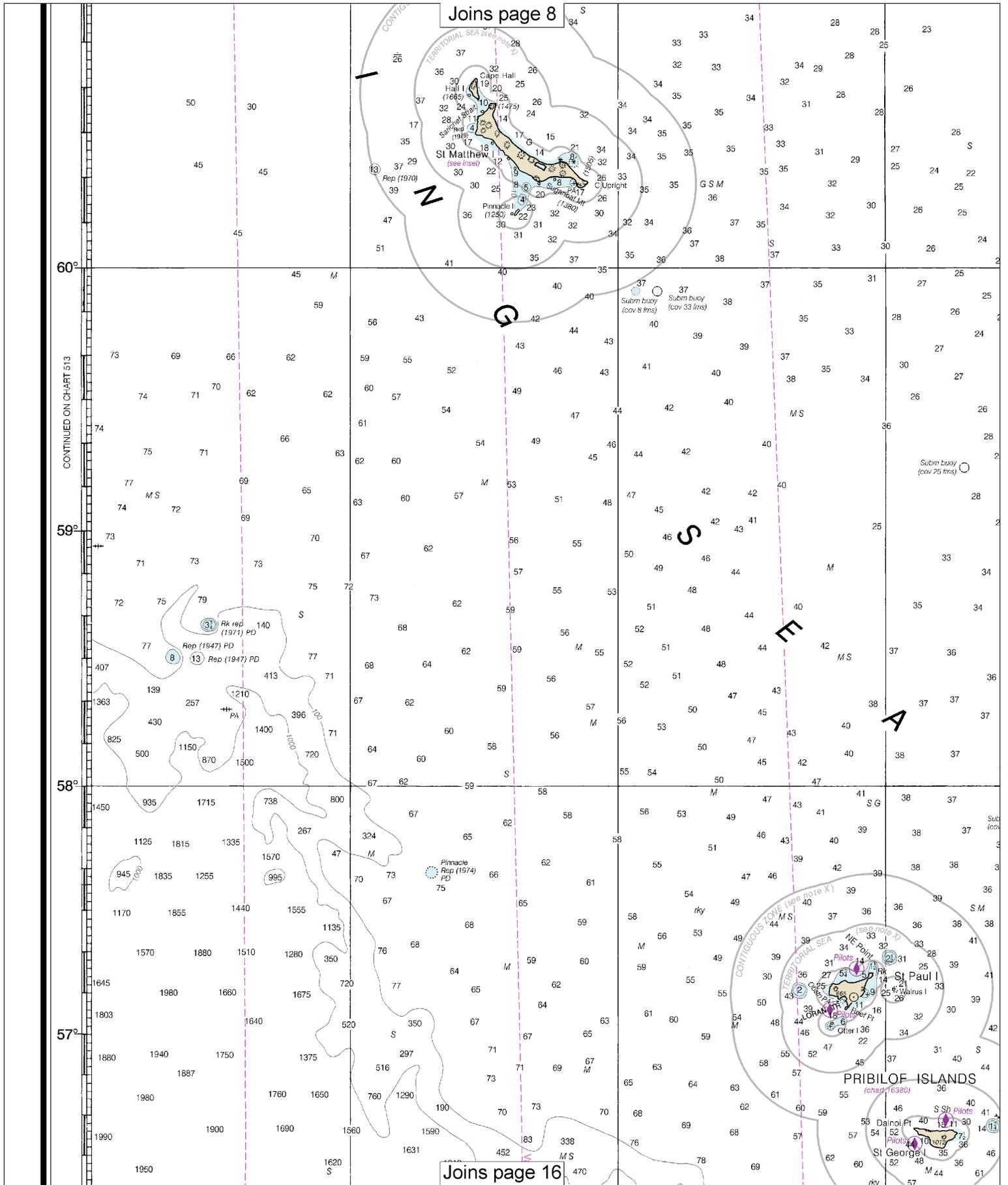
Note: Chart grid lines are aligned with true north.







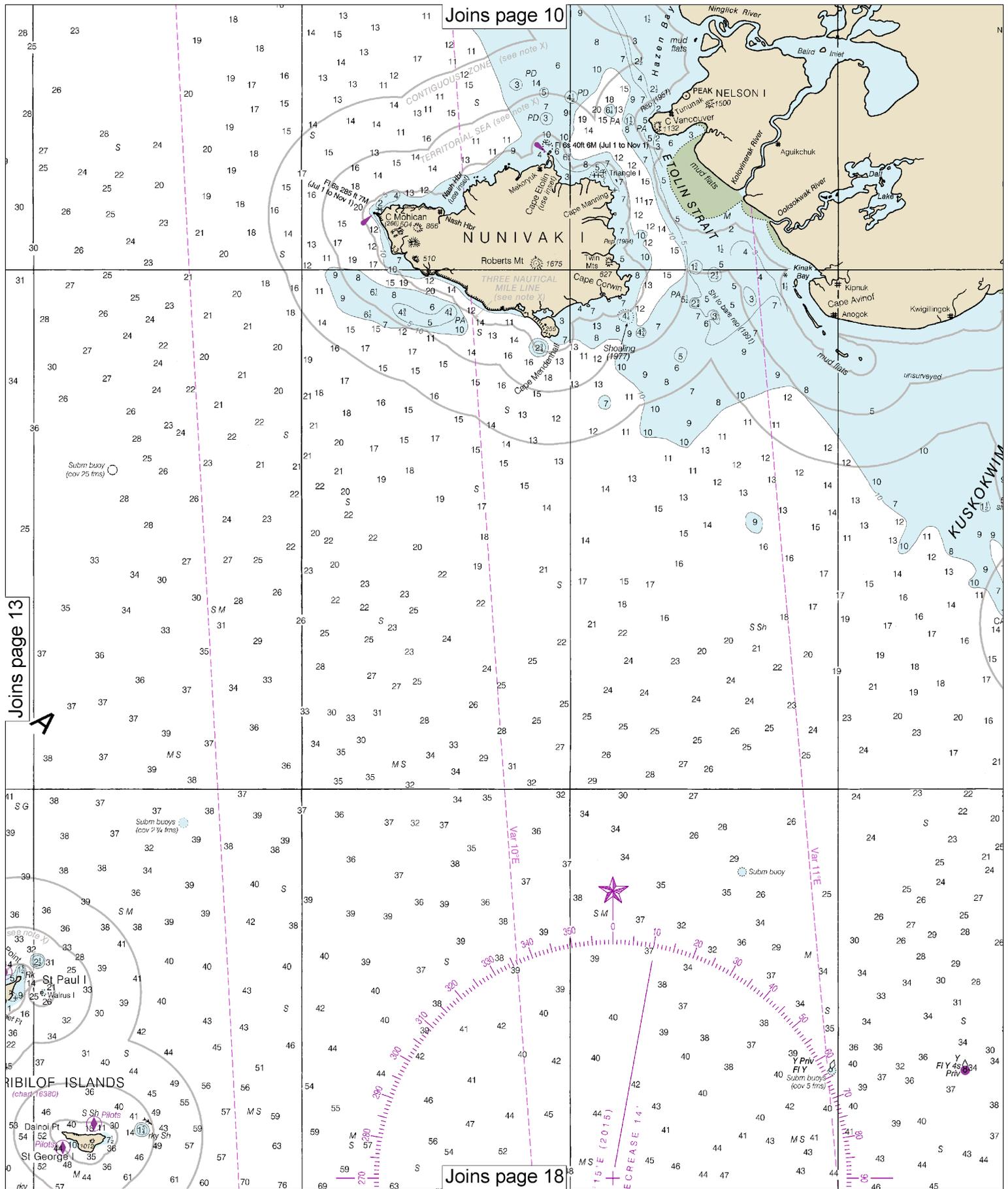
Joins page 15



12

Note: Chart grid lines are aligned with true north.





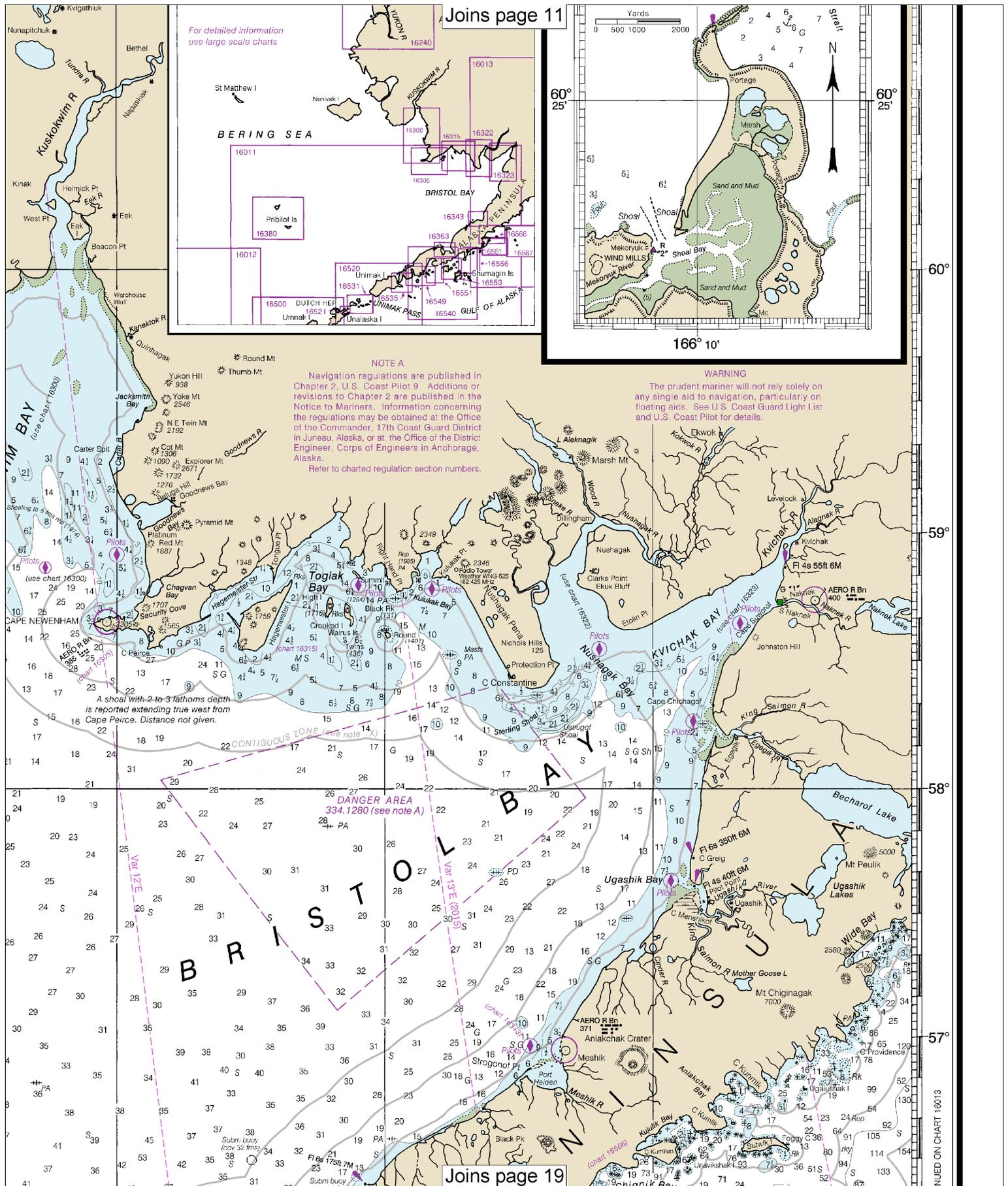
Joins page 10

Joins page 13  
A

Joins page 18

14

Note: Chart grid lines are aligned with true north.



Joins page 11

For detailed information use large scale charts

St Matthew I

BERING SEA

BRISTOL BAY

ALASKA PENINSULA

GULF OF ALASKA

**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.

**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.

Joins page 19

INUED ON CHART 16013

Joins page 12

57°

56°

55°

54°

175°

174°

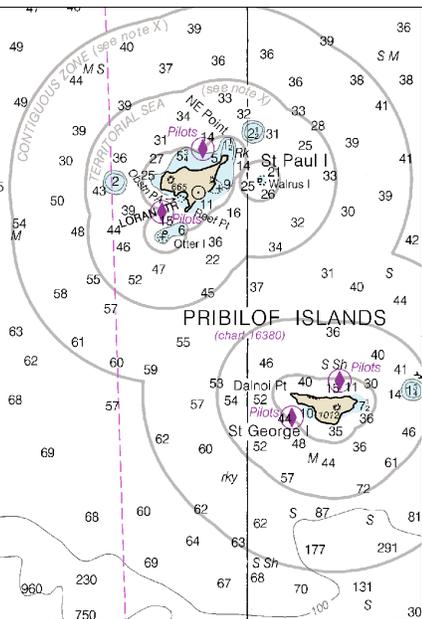
173°

172°

CONTINUED ON 171° CHART 16012

170°

CONTINUED ON CHART 16012



1853  
Y  
ODAS "46073"  
Fl (4) Y 20s PA  
1902

Var 8° E (2015)

Var 6° E

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).

SOUNDINGS IN FA

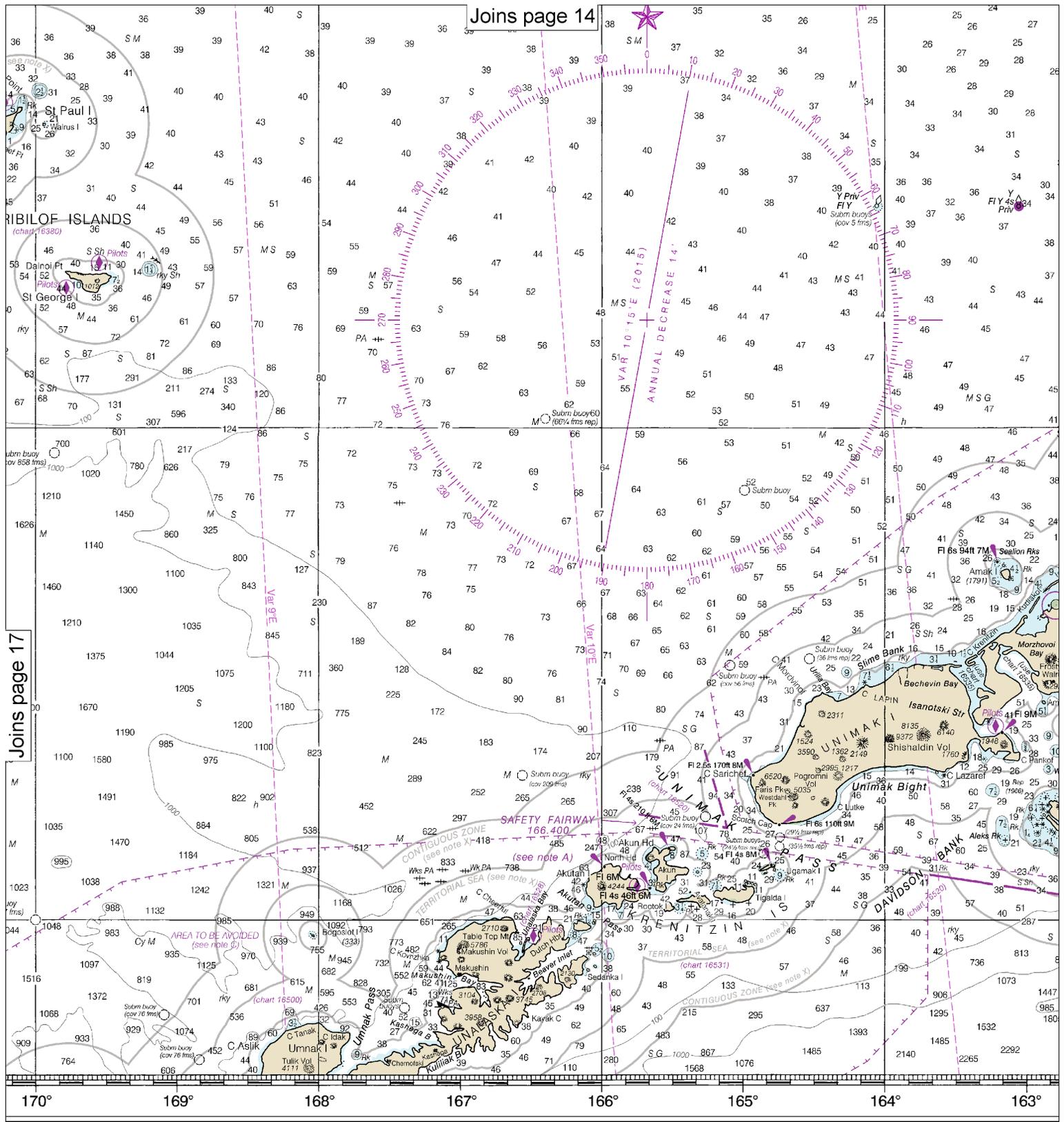
37th Ed., Dec. 2015  
**16006**

Last Correction: 9/22/2016. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

16

Note: Chart grid lines are aligned with true north.





Joins page 14

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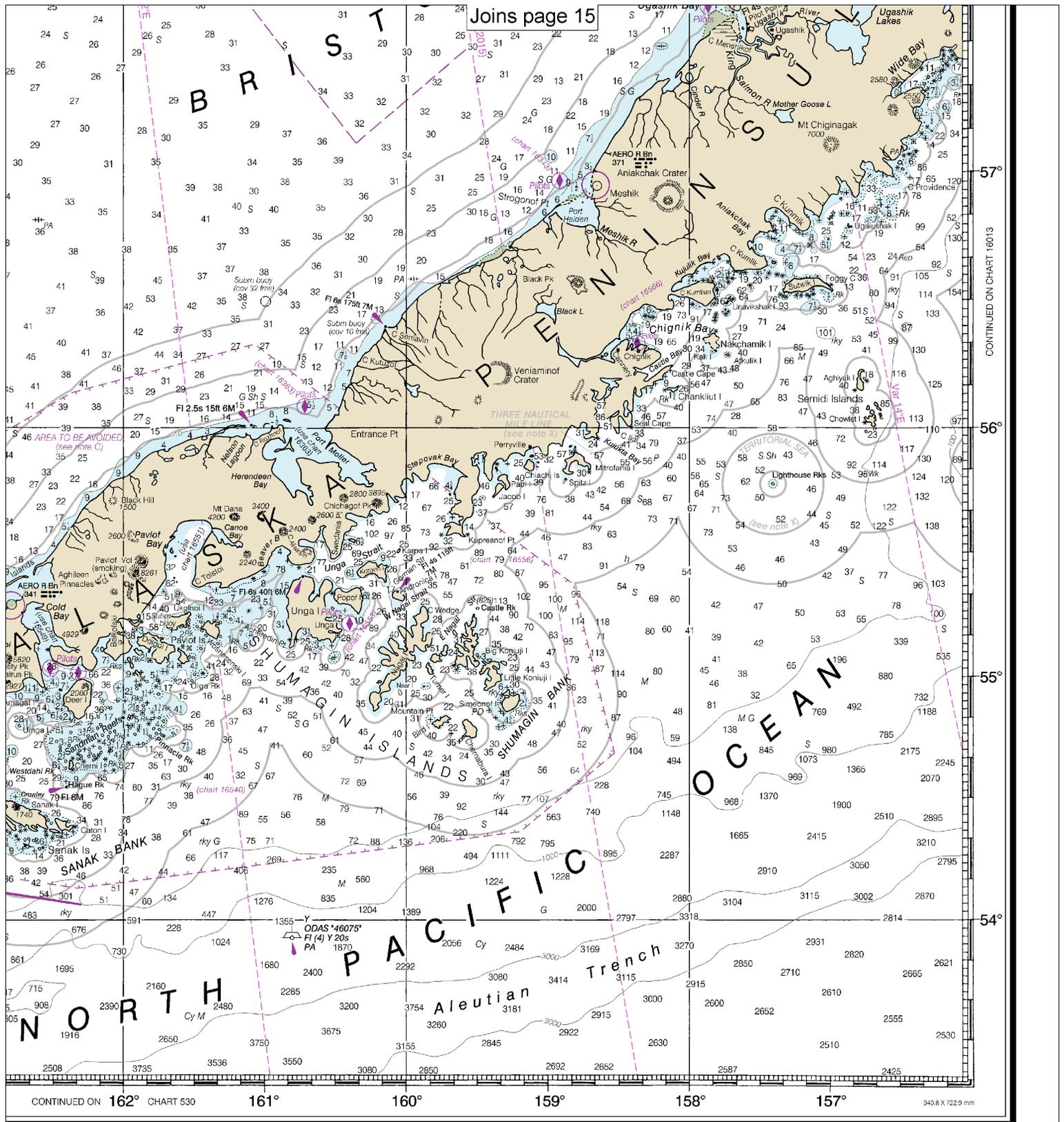
# NGS IN FATHOMS

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

FATH
FEE
METE

# 18

Note: Chart grid lines are aligned with true north.



Joins page 15

CONTINUED ON CHART 16013

CONTINUED ON 162° CHART 530

940.8 X 722.0 mm

MOHS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
EET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
TERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Bering Sea  
SOUNDINGS IN FATHOMS - SCALE 1:1,534,076

16006



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>
- 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](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 @NOAAcharts



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.