

BookletChart™

Cape Romanzof to St. Michael

NOAA Chart 16240

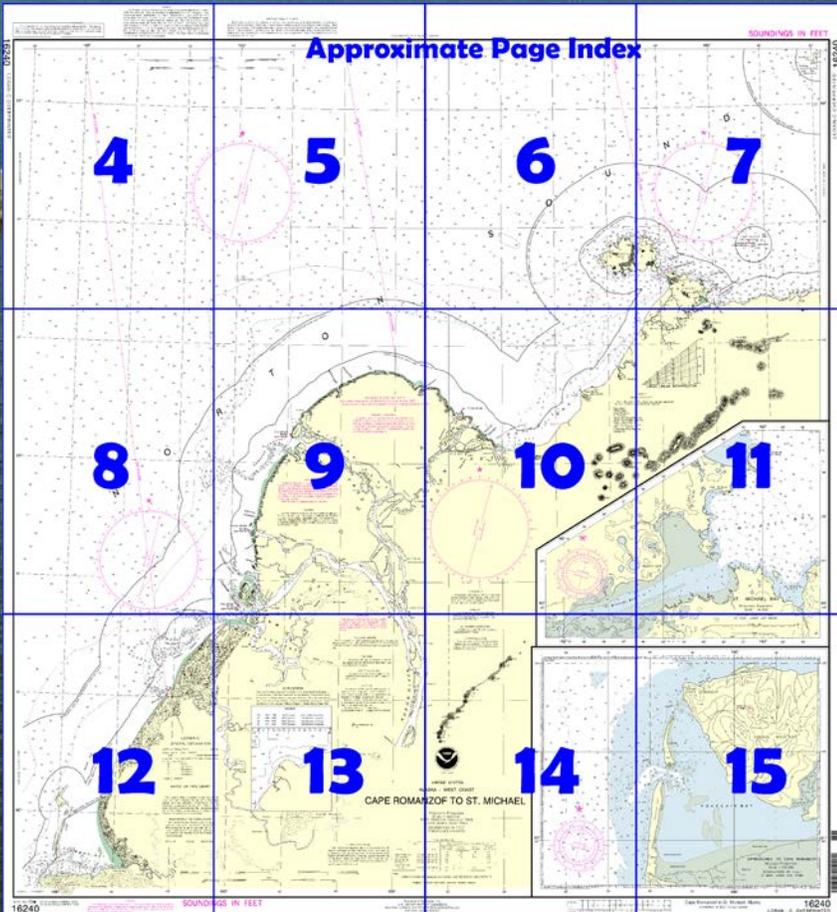


A reduced-scale NOAA nautical chart for small boaters

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=16240>.



(Selected Excerpts from Coast Pilot)
Cape Romanzof (61°48.0'N., 166°06.0'W.), 85 miles N of Nunivak Island, is a bold and prominent headland with cliffs rising abruptly from the water over 1,200 feet along its W face; at the sharp extremity of the cape are remarkable perpendicular shafts of rocks on the side of the cliff. The cape is the W termination of the **Askinuk Mountains**; the highest 2,363 feet is about 5 miles from the cape, and can be seen a considerable distance at sea. An aero

radiobeacon is on the cape.

Current.—Past observations showed a diurnal tidal current velocity of nearly 0.5 knot about 7 miles SW of Cape Romanzof.

Wind effects are important at this location. Continued strong S winds will cause the current to set N continuously for days at a time, and a similar S current results from N winds. The greatest velocities during nearly a month of hourly surface observations were 2.2 knots N and 2 knots S; in each case the current was setting approximately with a wind of about 40 knots.

The S end of Sand Islands is 4.5 miles NE of Cape Romanzof. These two islands, Neragon Island and Krekatok Island, extend in a general N and S direction about 13 miles, including the interval between them. The N island is mostly covered at high water.

The coast trends in an E direction from Cape Romanzof 15 miles to the mouth of **Kun River**, and throughout most of this distance is bordered by abrupt cliffs and hills gradually diminishing in elevation.

Scammon Bay, entered between Cape Romanzof and Neragon Island, is very shoal with numerous bars bare at low water. There are two small coves along its S side, **Windy Cove** and **Edmonds Cove**, respectively 1 and 9 miles from Cape Romanzof, but both are quite shoal. **Kongishluk Bay** is the native name for Edmonds Cove. A limited area with depths of 5 fathoms is just S and E of the S end of Neragon Island, and a channel of the same depth leads into it and passes about 2.2 miles N of Cape Romanzof. A narrow channel with a minimum depth of about 1½ fathoms continues through Scammon Bay and into the Kun River. The depths are from 2 to 4 fathoms off Cape Romanzof, but the water shoals quickly NE, so there is little protection except for very light draft boats. A large shoal area with breakers is about halfway between the cape and Neragon Island, and another shoal with less than 2 fathoms is 2.5 miles 338° from the cape. Along the highland forming the S shore of Scammon Bay the water is 1 fathom or less in depth throughout its length, except just inside Cape Romanzof.

The river discharges by many mouths through the delta. The bars at the entrances have little depth, and the channels through the flats are narrow, crooked, and bordered by shoals bare at low water. They are also subject to constant change. Apoon Pass is the entrance used by the river boats.

The 3-fathom curve is about 6 miles off Cape Romanzof and about 18 miles off the Yukon Delta and the shore of Pastol Bay, then comes close in to the shore of Stuart Island. From the cape to the delta, detached shoals with depths of 2¼ to 6 fathoms are as much as 30 miles from shore. Deep-draft vessels should avoid depths less than 8 fathoms. There are several settlements along the passes of the Yukon Delta. Strangers are advised to seek local knowledge before entering the Yukon Delta passes. Local independent pilots from Alakanuk and other settlements upriver monitor VHF-FM channel 16; telephone (907) 238-3629.

Yukon Delta National Wildlife Refuge extends from Kuskokwim Bay N to St. Michael Island and includes Nunivak Island. The refuge is a Marine Protected Area.

Currents varying from 0.5 to 1.5 knots have been observed in the delta channels. Greater velocities occur in the bar channels and up the river; none observed exceeded 3 knots.

The prevailing **winds** in summer are NE, E, and SE. The strong blows are from the same directions, the most severe being the strong E winds that funnel from the Yukon Valley down low Unalakleet River Valley. In winter, 50-knot winds are common. The area has considerable mist and rain.

**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

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



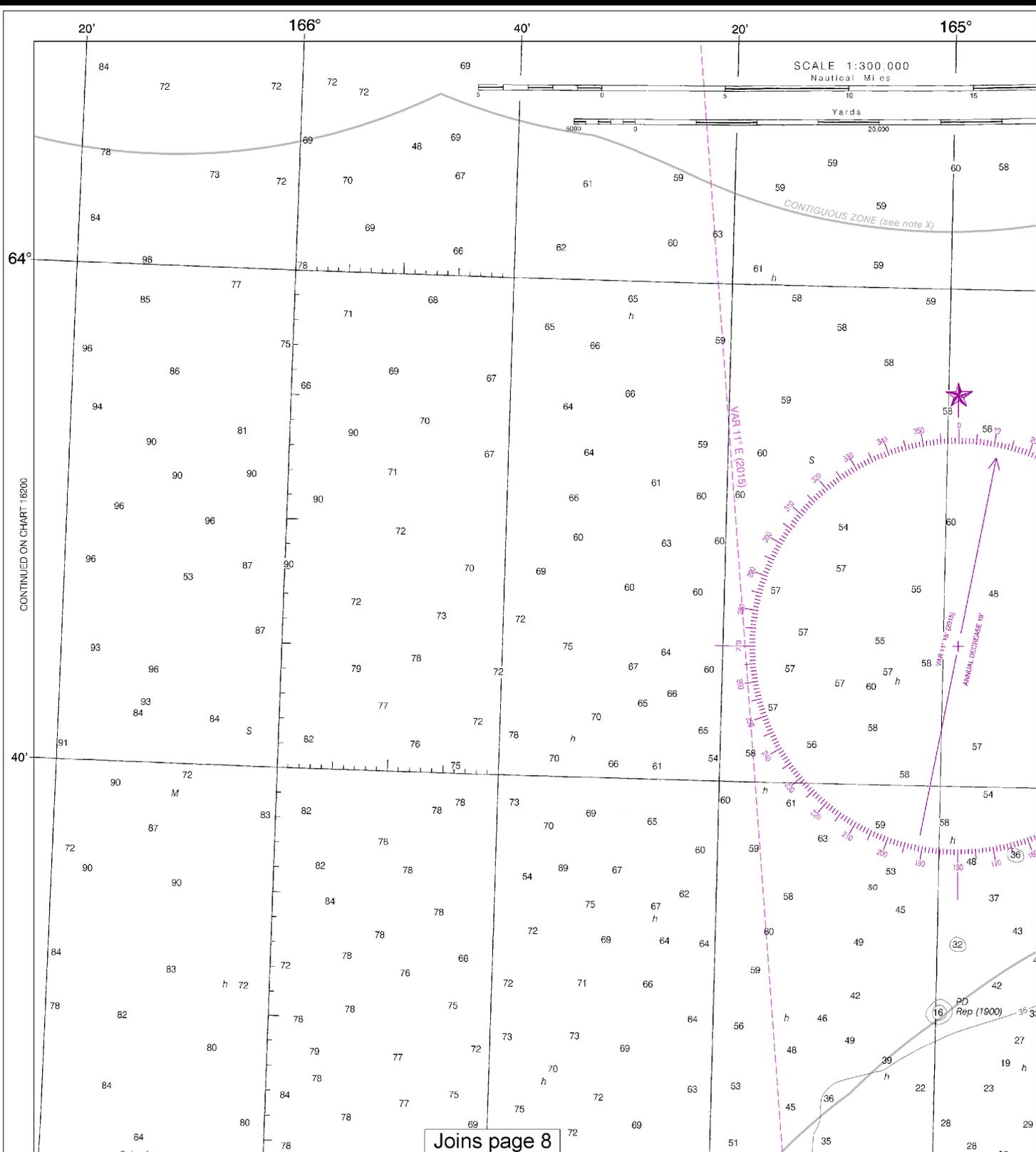
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

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.

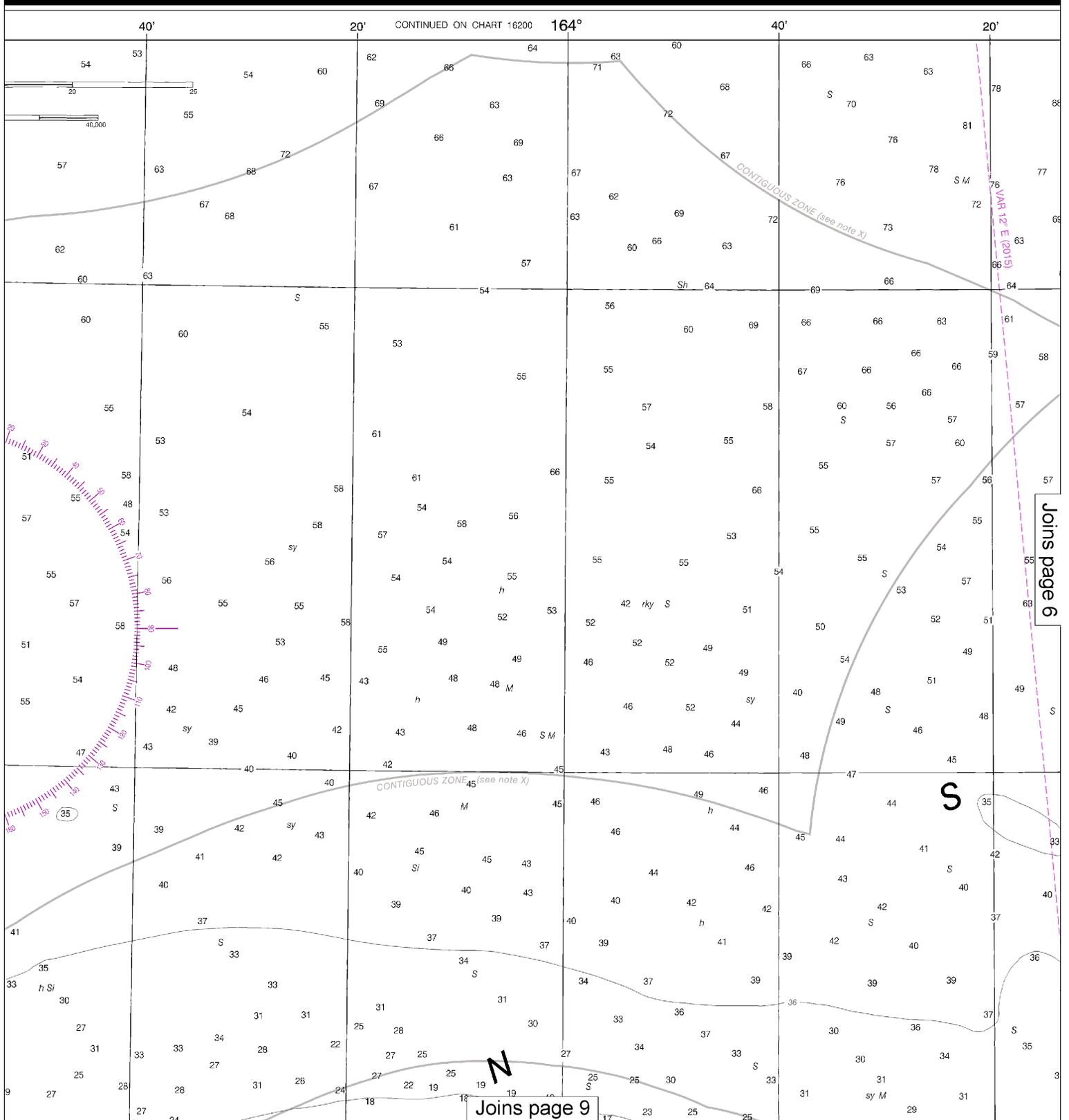
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

16240



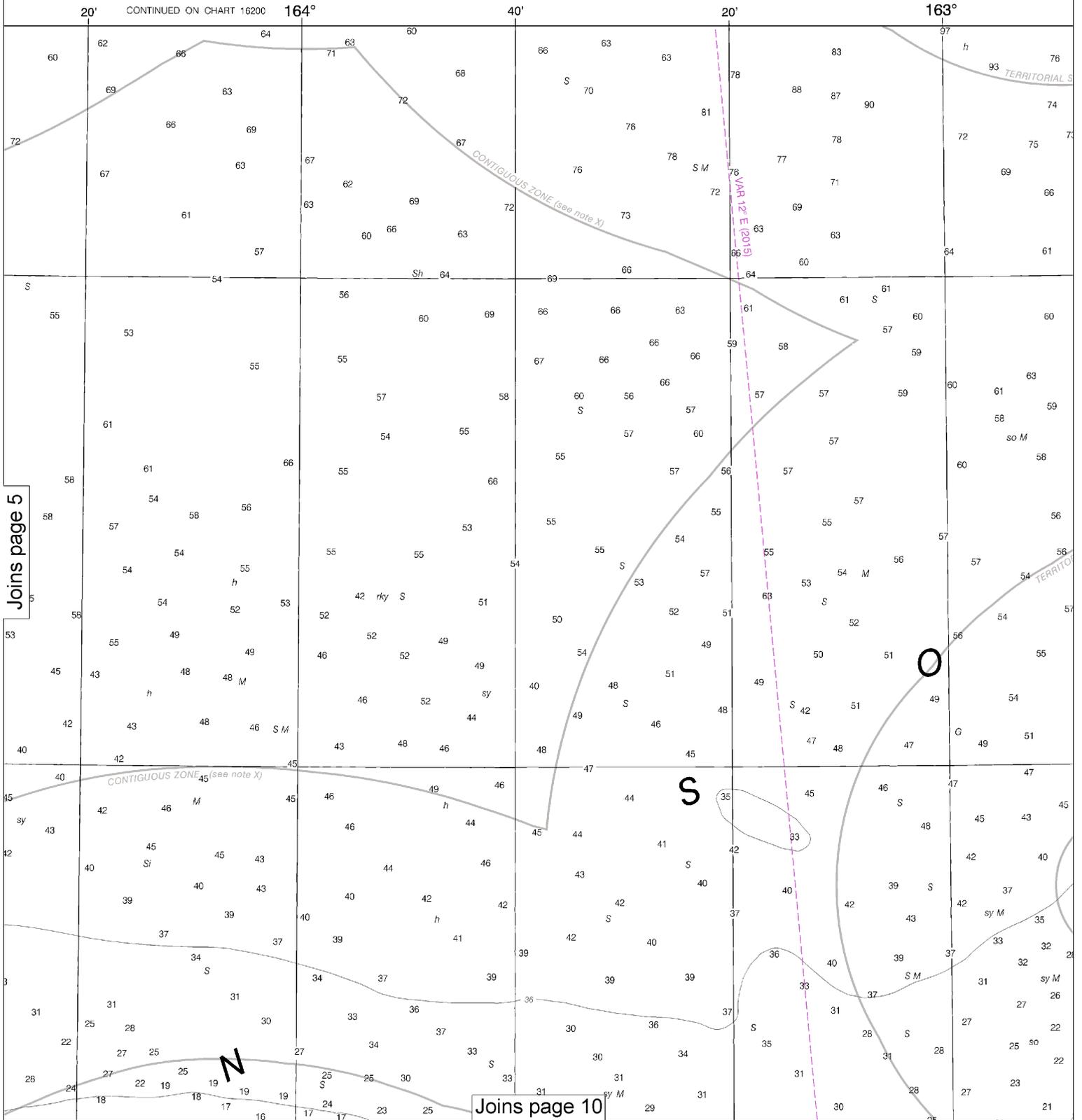
4

Note: Chart grid lines are aligned with true north.



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.





Joins page 5

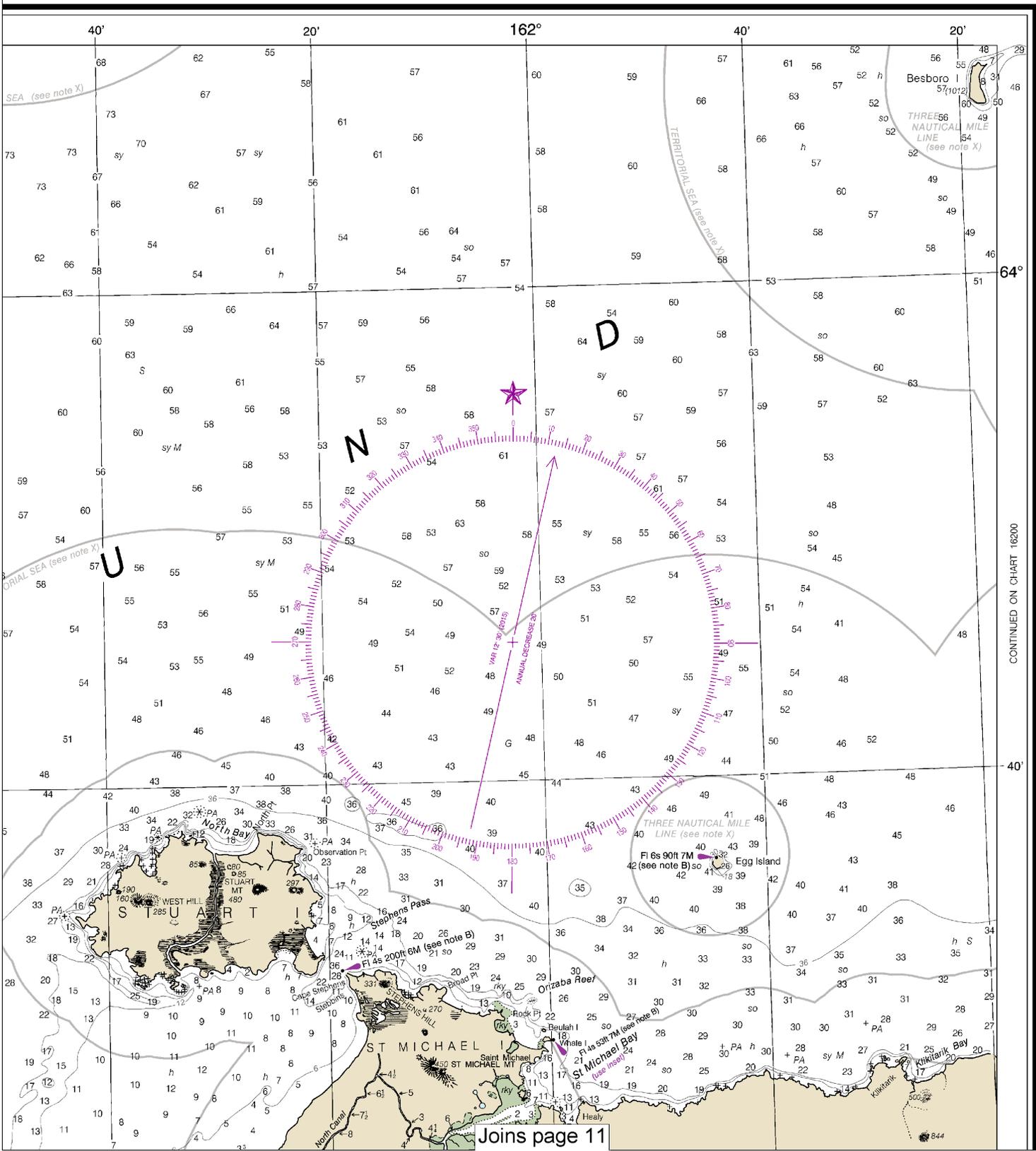
Joins page 10



Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FEET

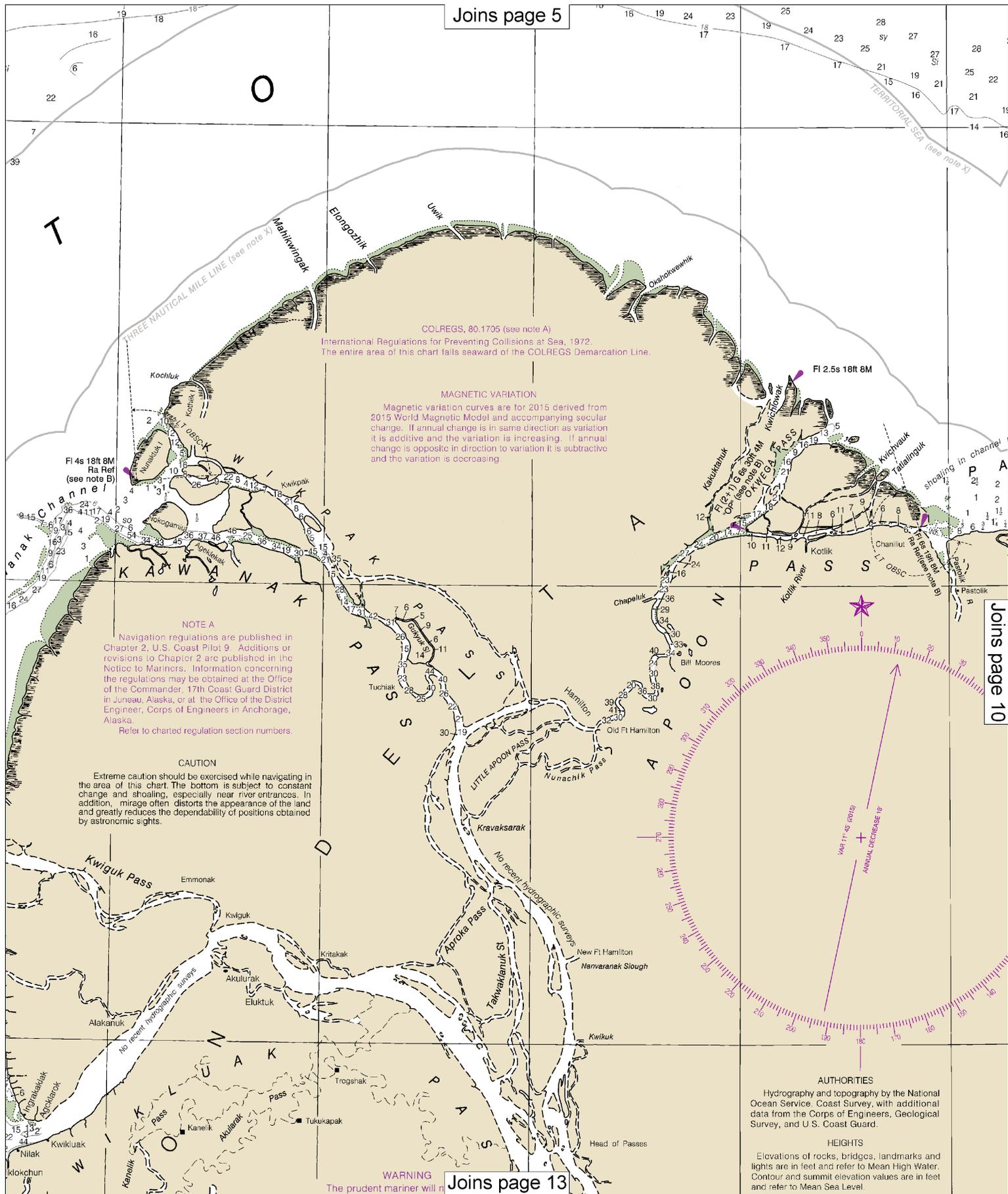
16240



CONTINUED ON CHART 16200

Last Correction: 5/13/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



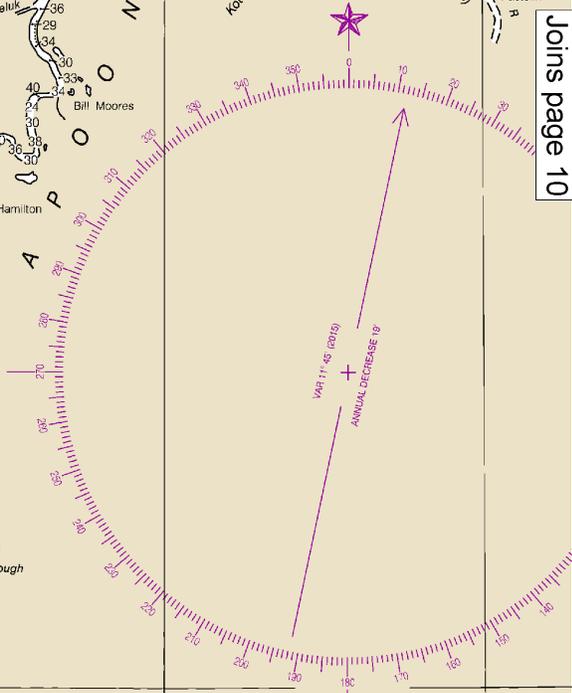


COLREGS, 80.1705 (see note A)
 International Regulations for Preventing Collisions at Sea, 1972.
 The entire area of this chart falls seaward of the COLREGS Demarcation Line.

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.

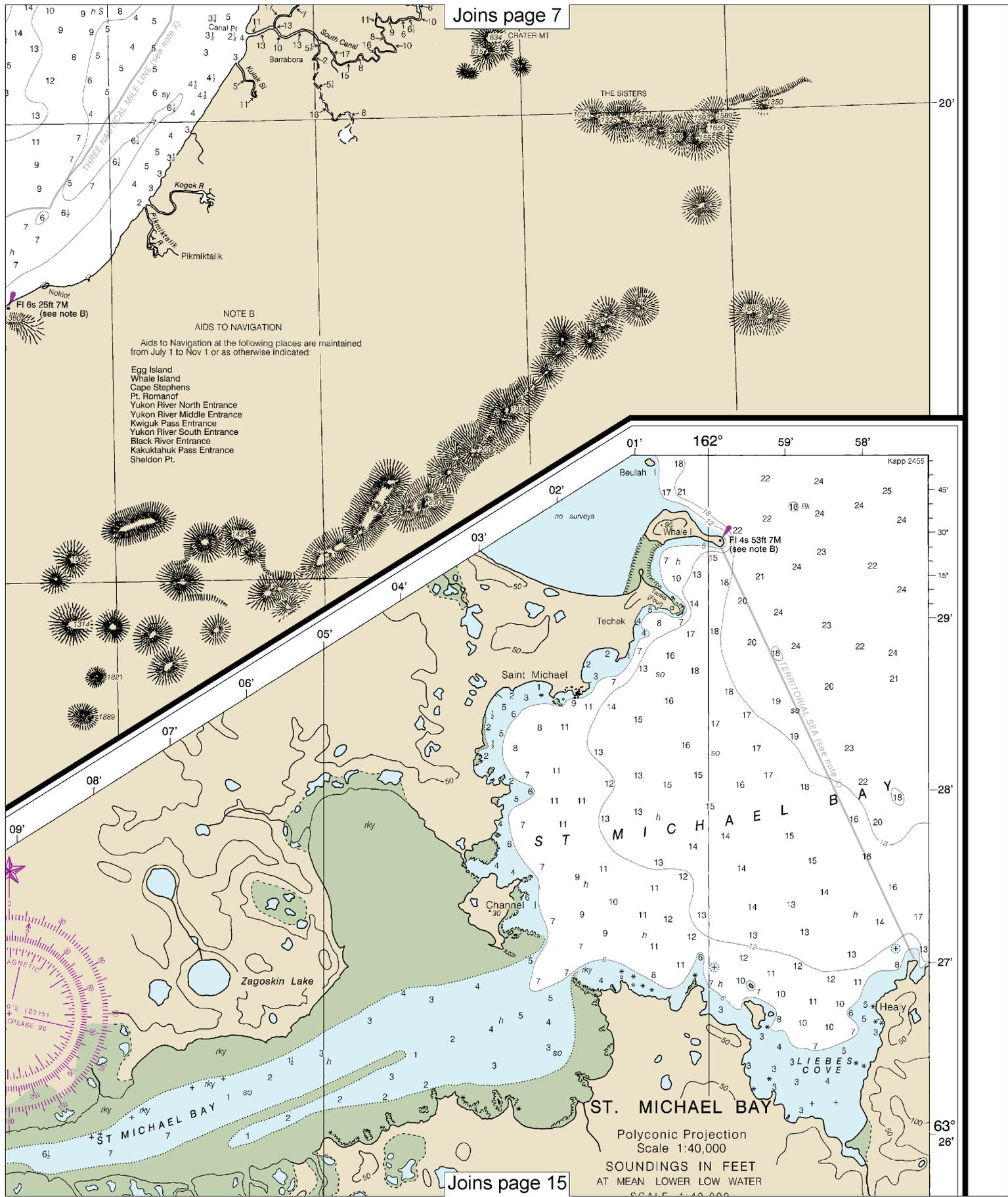
NOTE A
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
 Refer to charted regulation section numbers.

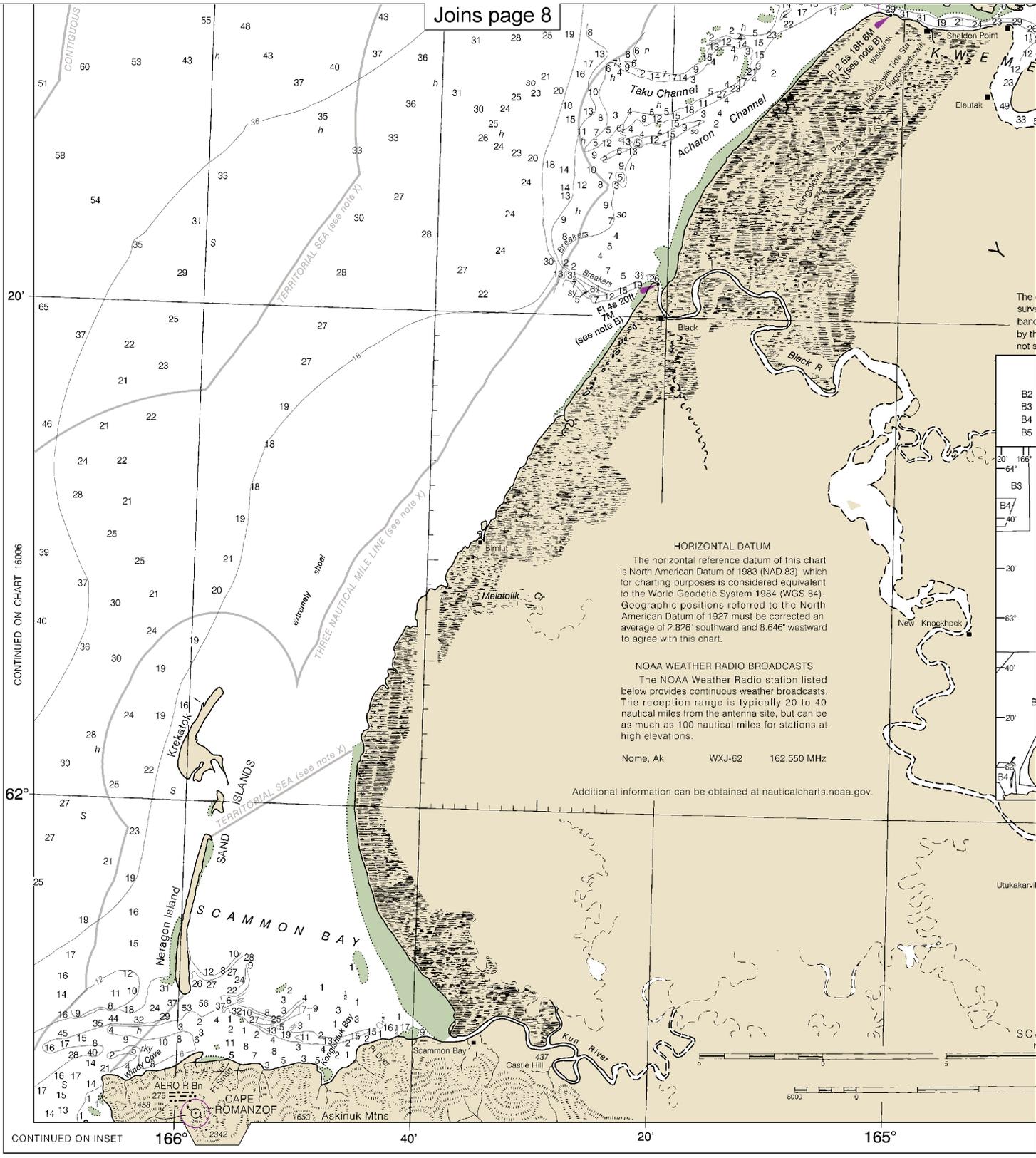
CAUTION
 Extreme caution should be exercised while navigating in the area of this chart. The bottom is subject to constant change and shoaling, especially near river entrances. In addition, mirage often distorts the appearance of the land and greatly reduces the dependability of positions obtained by astronomic sights.



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
 Elevations 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.





11th Ed., May 2015

16240

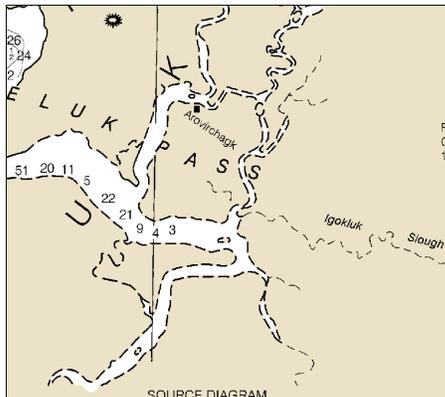
Last Correction: 5/13/2015. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

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.

12

Note: Chart grid lines are aligned with true north.

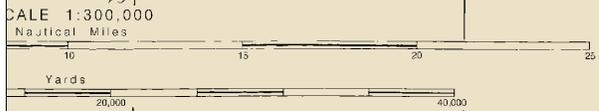
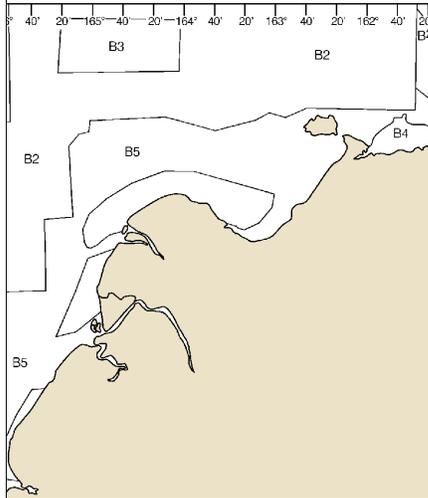
S



outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been indicated in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

SOURCE

2	1970 - 1989	NOS Surveys	partial bottom coverage
3	1940 - 1969	NOS Surveys	partial bottom coverage
4	1900 - 1939	NOS Surveys	partial bottom coverage
5	1834 - 1899	NOS Surveys	partial bottom coverage



particularly on floating aids. See Guard Light List and U.S. Coast Guard details.

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).

CAUTION

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

AIDS TO NAVIGATION

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

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.

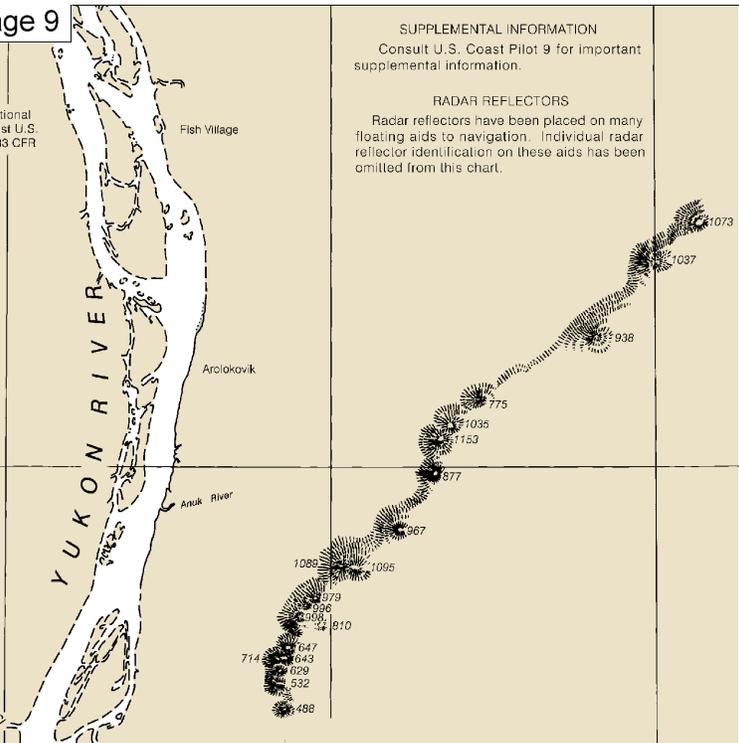
Station positions are shown thus:

○ (Accurate location) ◌ (Approximate location)

INGLOOLUK HILL
377

389

Ingrichuak Hill
605



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

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.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - WEST COAST

CAPE ROMANZOF TO ST. MICHAEL

Polyconic Projection
Scale 1:300,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Apoon Mouth	(63°03' N/163°23' W)	4.0	-	-
St. Michael	(63°29' N/162°02' W)	3.9	-	-

Dashes (-) located in datum columns indicate unsuitable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Apr. 2015)

SOUNDINGS IN FEET

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

particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Joins page 10

TIDAL INFORMATION

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

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.

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).

CAUTION

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

AIDS TO NAVIGATION

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

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) ○ (Approximate location)

ographic
been
lined
are
plot.

Joins page 13

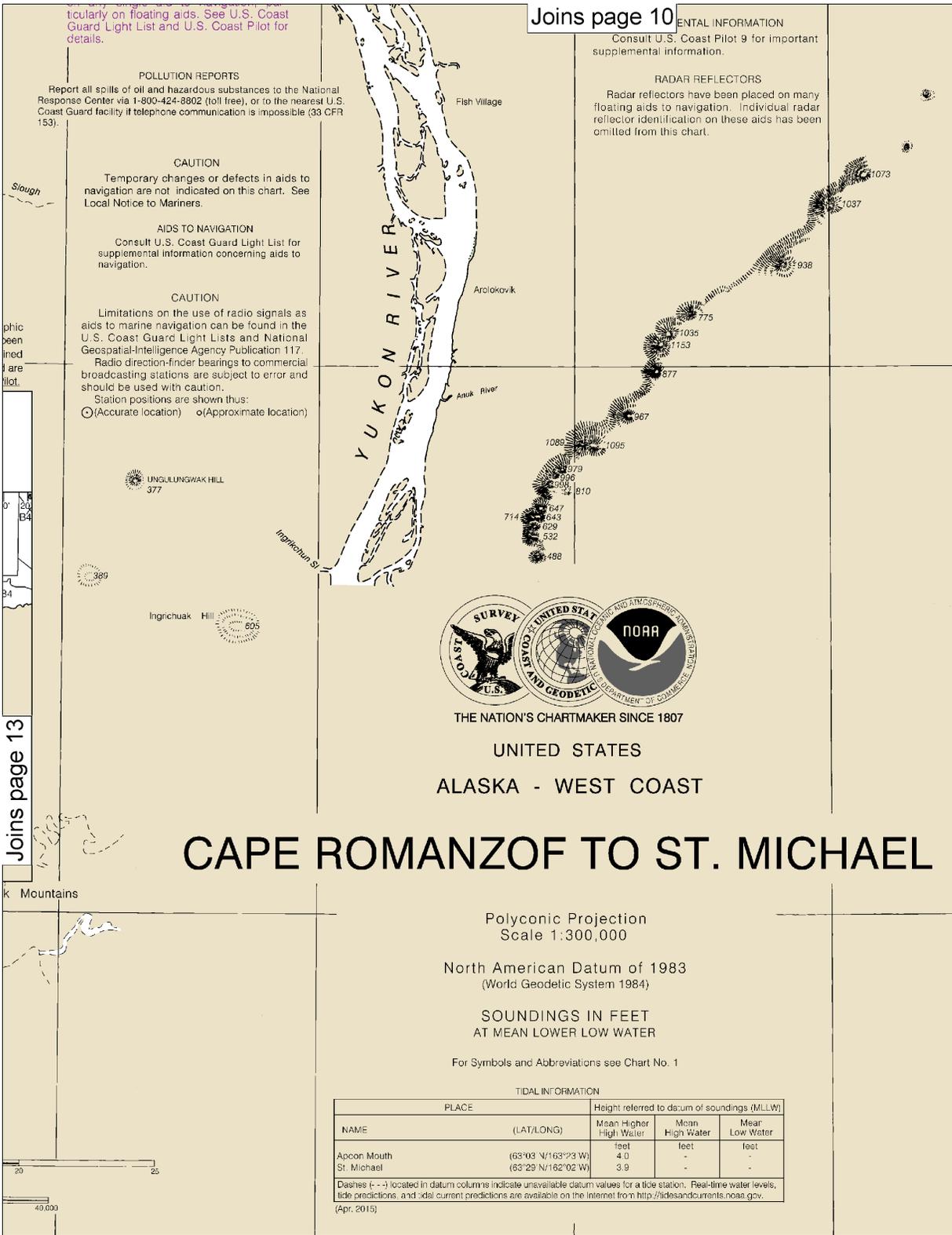
k Mountains



ET

14

Note: Chart grid lines are aligned with true north.



THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES
ALASKA - WEST COAST

CAPE ROMANZOF TO ST. MICHAEL

Polyconic Projection
Scale 1:300,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

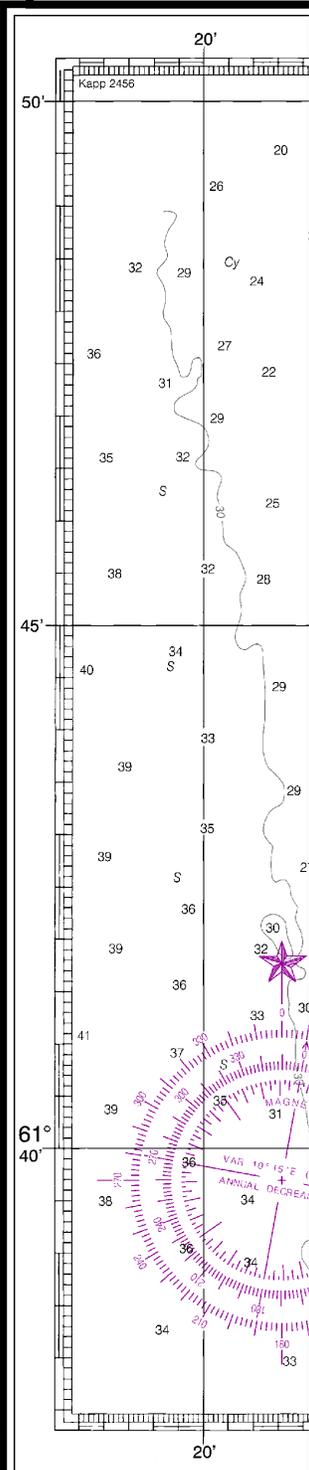
TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Apcon Mouth	(63°03' N/163°23' W)	4.0	-	-
St. Michael	(63°29' N/162°02' W)	3.9	-	-

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Apr. 2015)

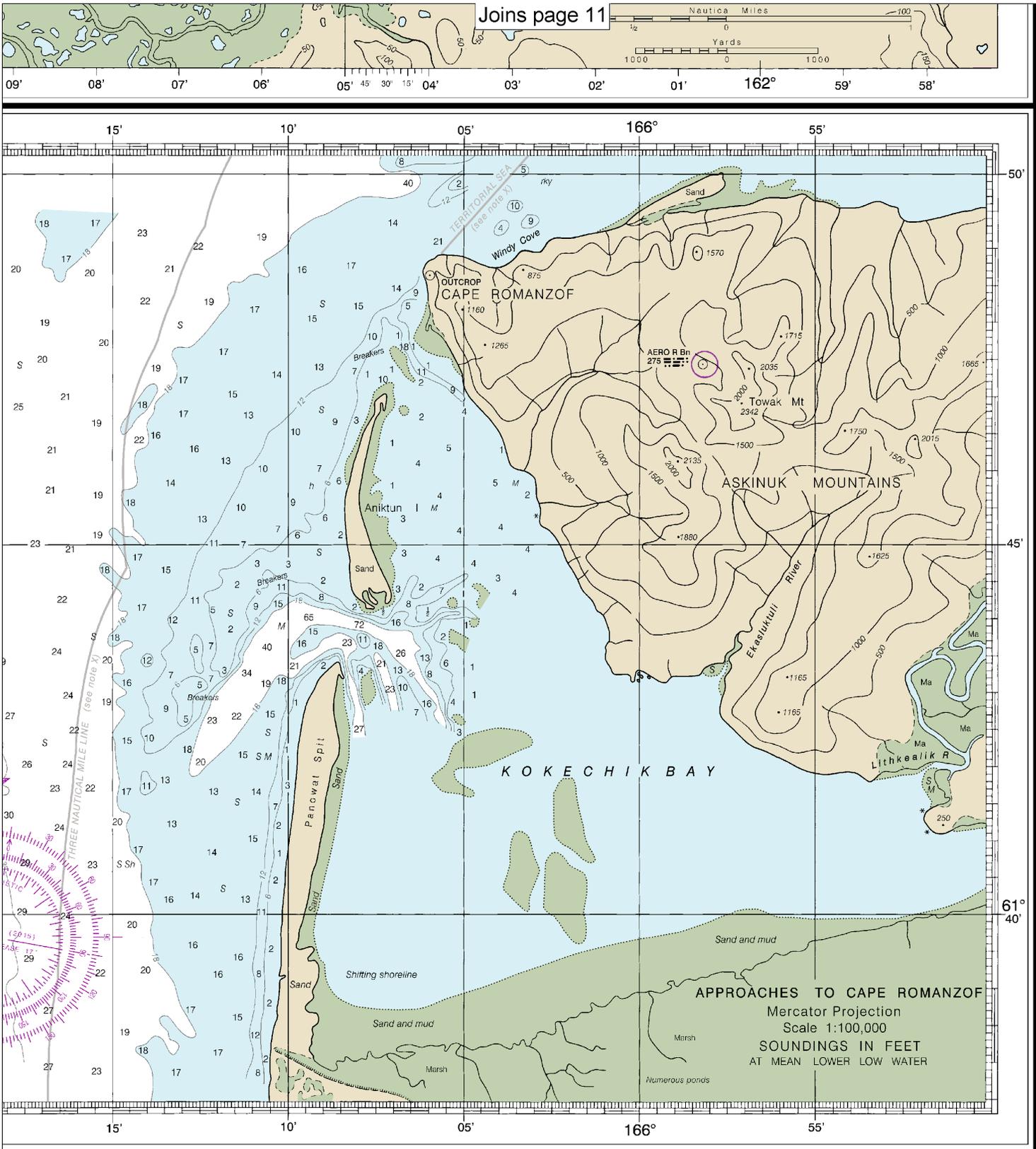
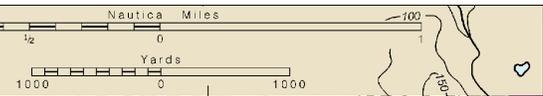


162°10'

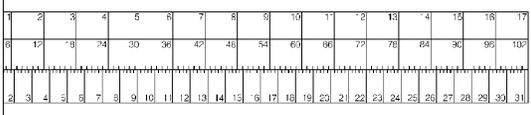


Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1
FEET	6
METERS	2



APPROACHES TO CAPE ROMANZOF
 Mercator Projection
 Scale 1:100,000
 SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER



Cape Romanzof to St. Michael, Alaska
 SOUNDINGS IN FEET - SCALE 1:300,000

16240



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
- 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.