

BookletChart™

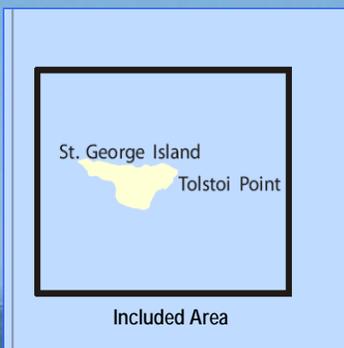


St. George Island

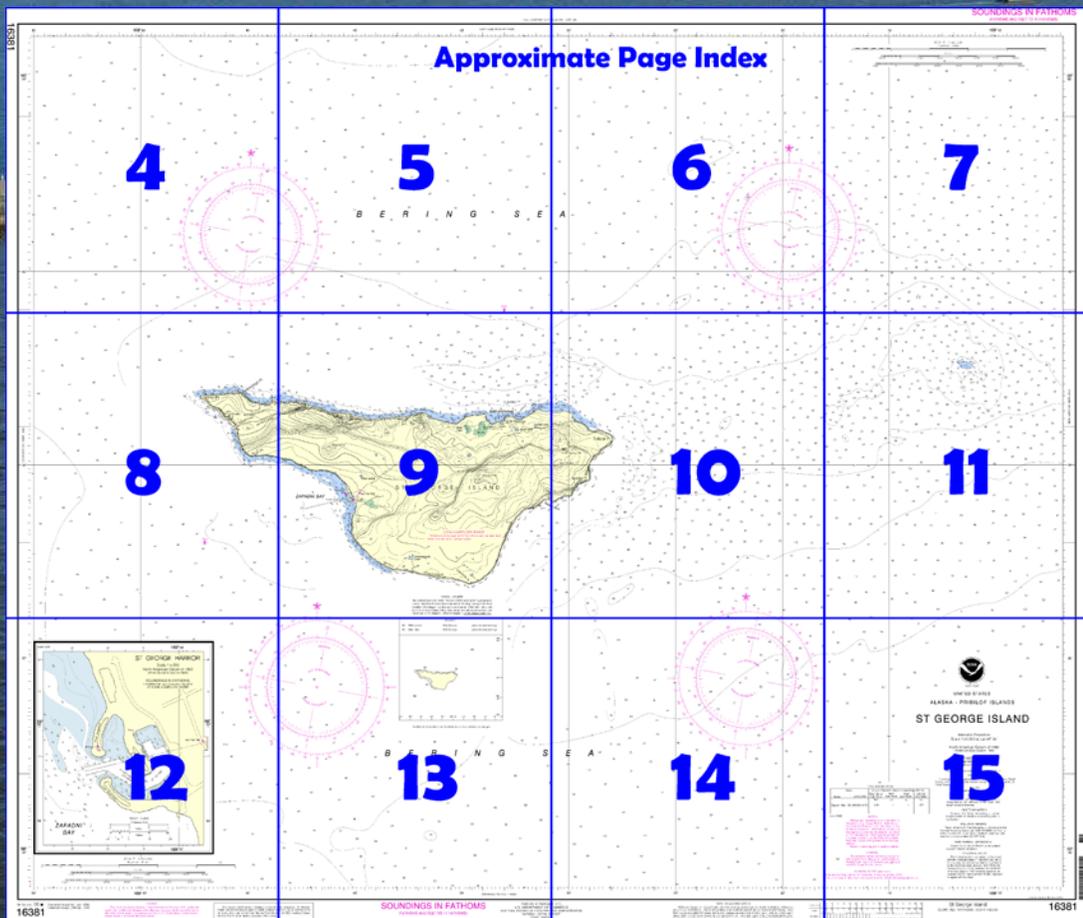
NOAA Chart 16381

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=16381>.



(Selected Excerpts from Coast Pilot)

St. George Island, the southernmost of the Pribilof Islands, consists mainly of high volcanic hills and ridges, and its entire coast is a precipitous cliff except for a few miles on the N side and short intervals at Garden Cove and Zapadni Bay.

St. George Harbor, on the SE side of Zapadni Bay, is the only harbor on St. George Island. The channel is dredged and in 1993-2002, had a controlling depth of 17 feet. The entrance is protected by

breakwaters and marked by a 076° lighted range and daybeacons. The N breakwater is marked by a light. There are two docks on the E side of the basin; N dock is 60 feet and S dock is 75 feet, both with 19 feet

alongside and staging areas. An additional 250 feet of moorage is provided by dolphins on the W side with 22 feet alongside. The harbormaster assigns berths (telephone 907-859-2263) and monitors VHF-FM channels 16 and 12. Water, sewage pumpout, a boat ramp, and marine supplies are available. The harbor is owned and operated by the village of St. George. Anchorage can be had at North Anchorage, Garden Cove, and Zapadni Bay, according to the direction of the wind; the anchorages are poor except with the wind directly off the land. At a distance generally not greater than 2 miles from the island the depth of the water is but little less than the surrounding sea, and in thick weather it is not safe to depend upon soundings for picking up the land unless sure of the position. Vessels should not approach the island in less than 12 fathoms of water. There are no outlying dangers except the rock awash 0.6 mile NE of East Landing, and the small reefs at Zapadni Bay and North Anchorage. A rocky shoal, covered 1¼ fathoms, is 9.3 miles 078° from Tolstoi Point.

The anchorage in **Zapadni Bay**, on the SW side of the island, in 10 fathoms, affords shelter with winds from ENE to NNW. A reef extends about 0.2 mile offshore S of the anchorage.

With N winds, a landing may sometimes be made at **Garden Cove** S of Tolstoi Point, on the sand beach. The anchorage affords shelter from NW winds, but with the exception of a small area the bottom is rocky.

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.

Currents.—In the open water the tidal current is rotary, turning clockwise. Along the N and S shores of the island the current in general sets E on the flood and W on the ebb. The largest velocity observed over a period of about 6 days in July and August was about 1.5 knots. With opposing wind and current, tide rips occur off Tolstoi and Dalnoi Points. These rips are not heavy enough to be of any consequence, except that to strangers they appear to be breakers. The water is deep off both points, which can be passed close-to with safety.

Pilotage, St. George.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Bering Sea is served by the Alaska Marine Pilots.

**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.

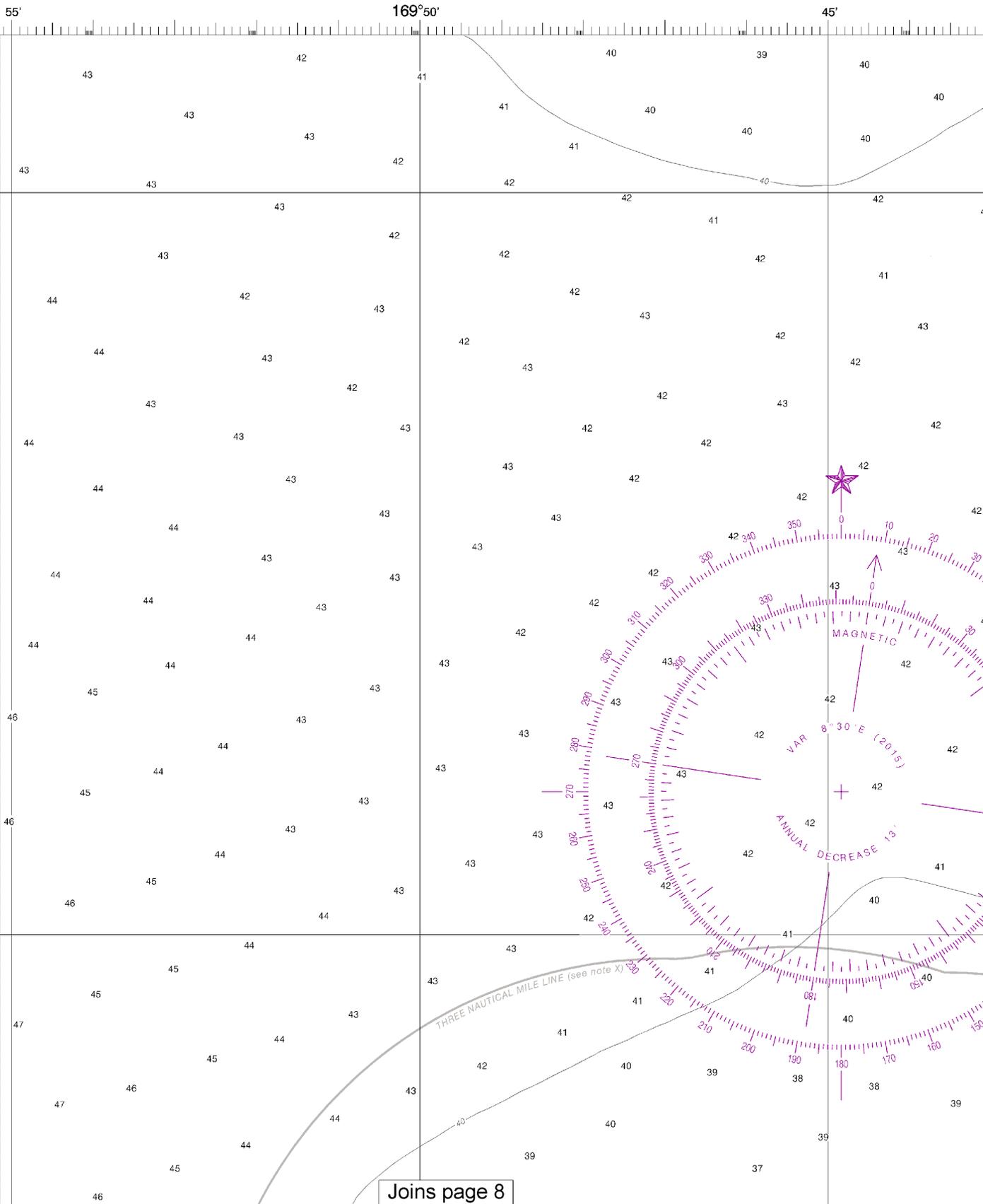
Lateral System As Seen Entering From Seaward

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>

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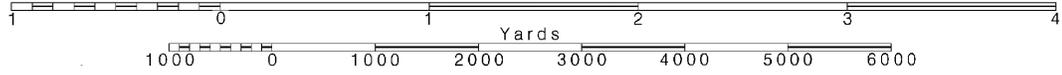
4

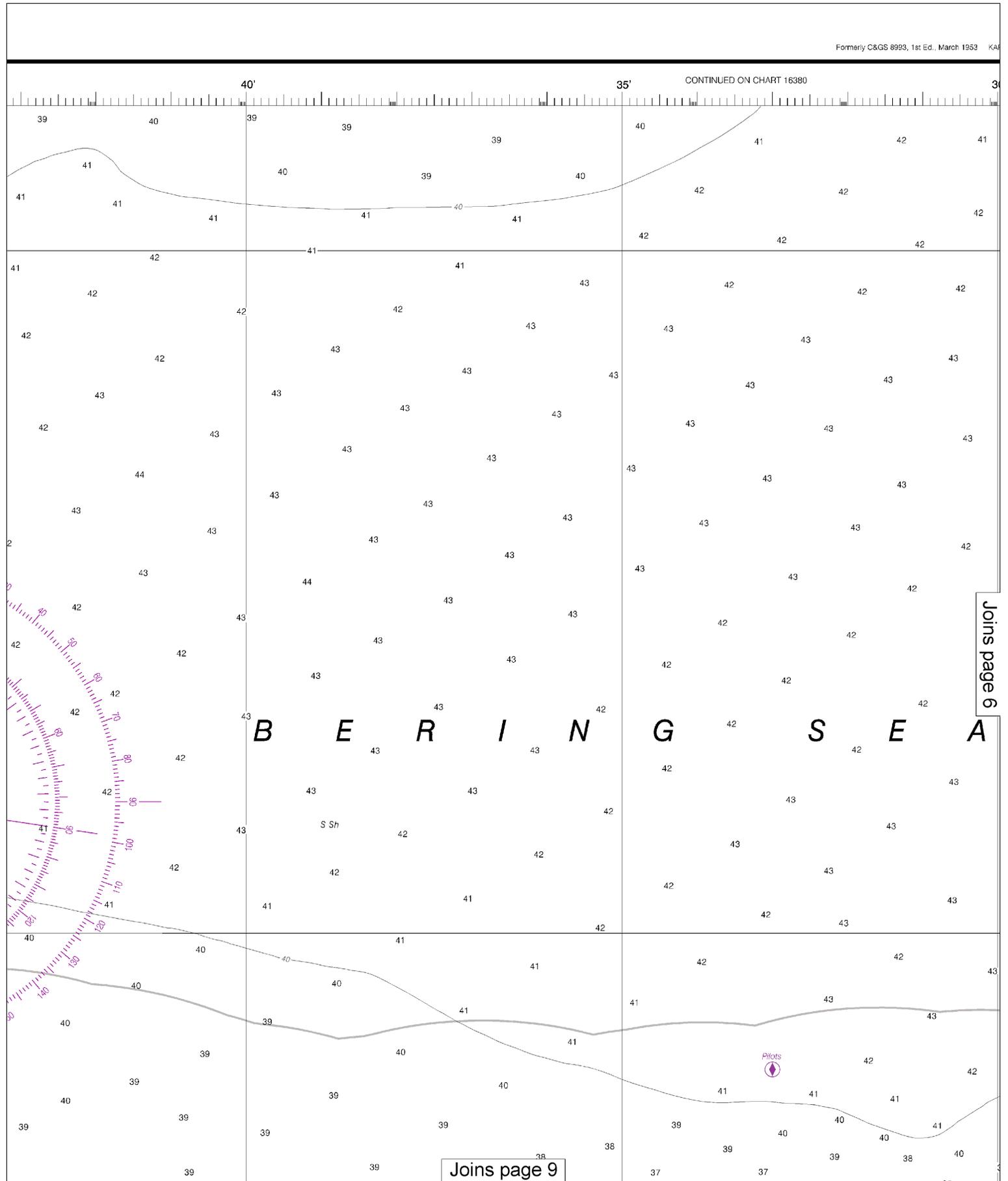
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.





Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:66666. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



30'

25'

20'

Joins page 5

E A

Joins page 10

THREE NAUTICAL MILE ZONE (see note X)

G Sh

MAGN
8° 30' E
VAR
ANNUAL DECREASE

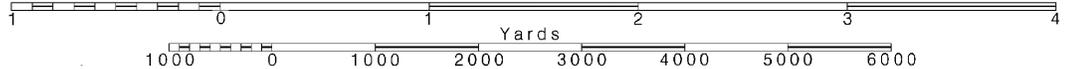


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

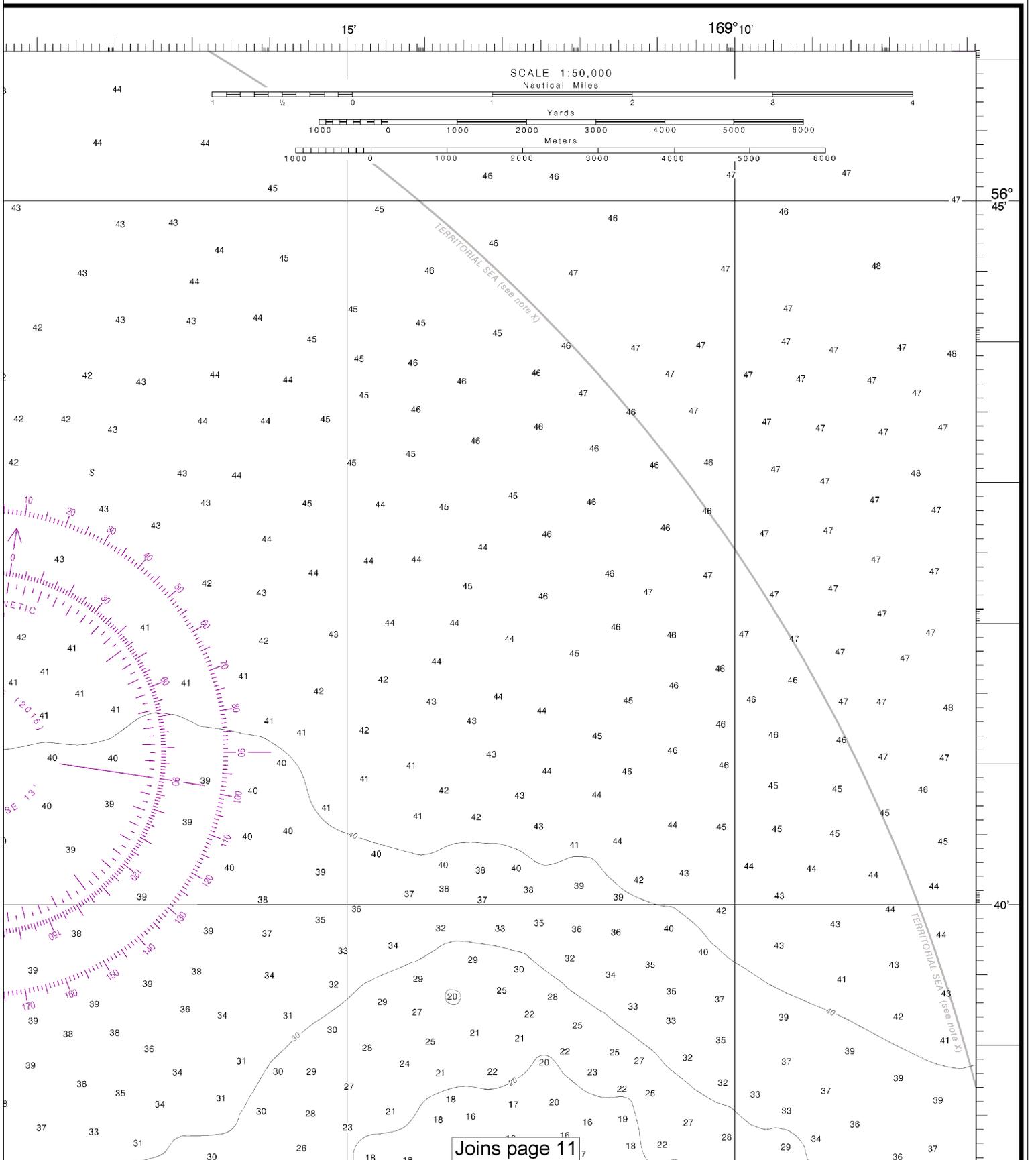
See Note on page 5.



1000 0 1000 2000 3000 4000 5000 6000
Yards

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



10th Ed., Feb. 2015. Last Correction: 1/27/2015. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

Joins page 4

CONTINUED ON CHART 16380

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.

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.

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.

THREE NAUTICAL MILE LINE (see note X)

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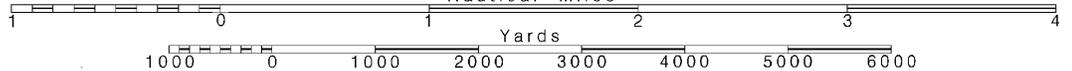


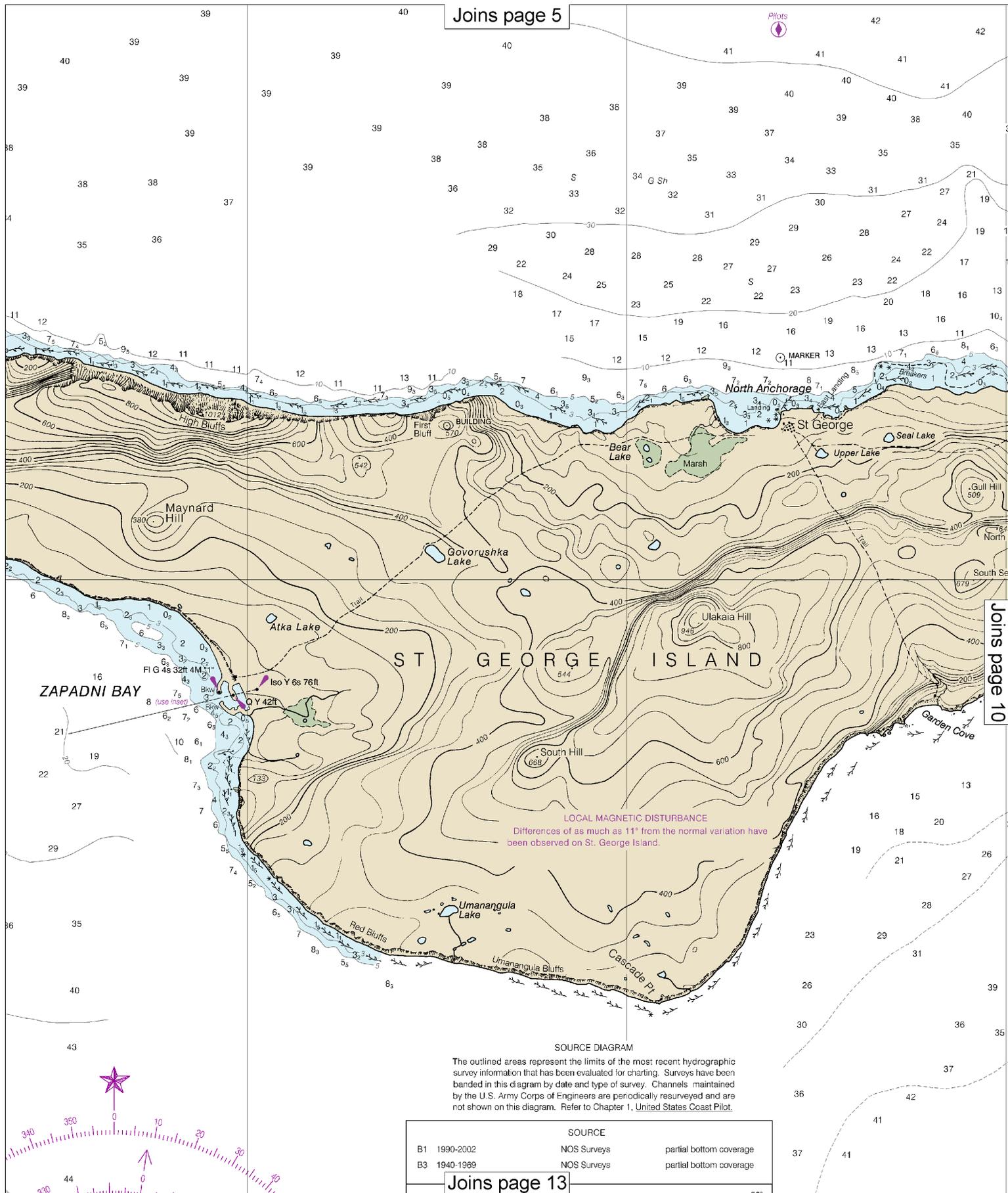
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
 Nautical Miles

See Note on page 5.





ZAPADNI BAY

ST GEORGE ISLAND

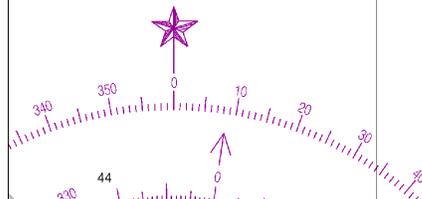
North Anchorage
St George

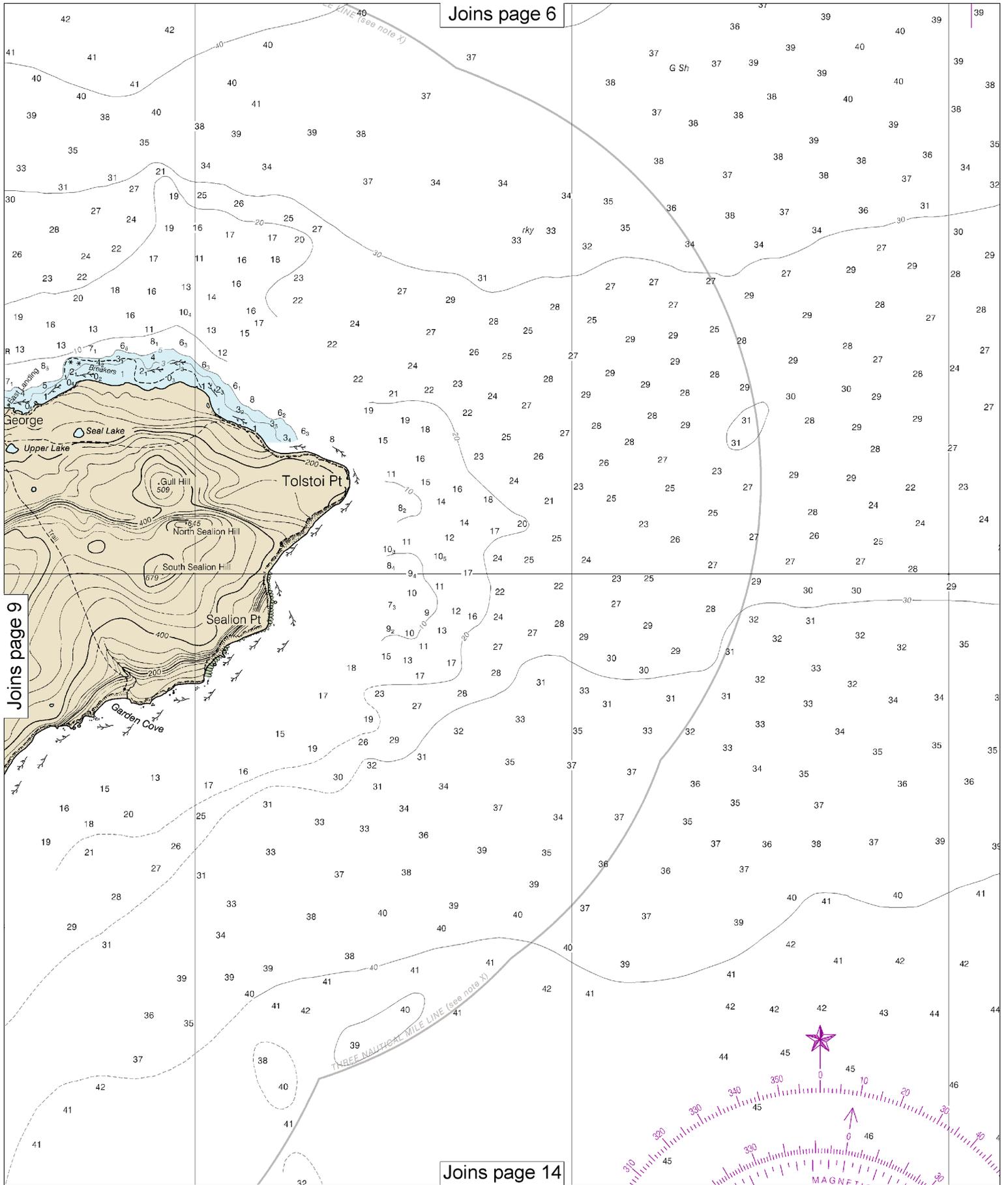
LOCAL MAGNETIC DISTURBANCE
Differences of as much as 11' from the normal variation have been observed on St. George Island.

SOURCE DIAGRAM

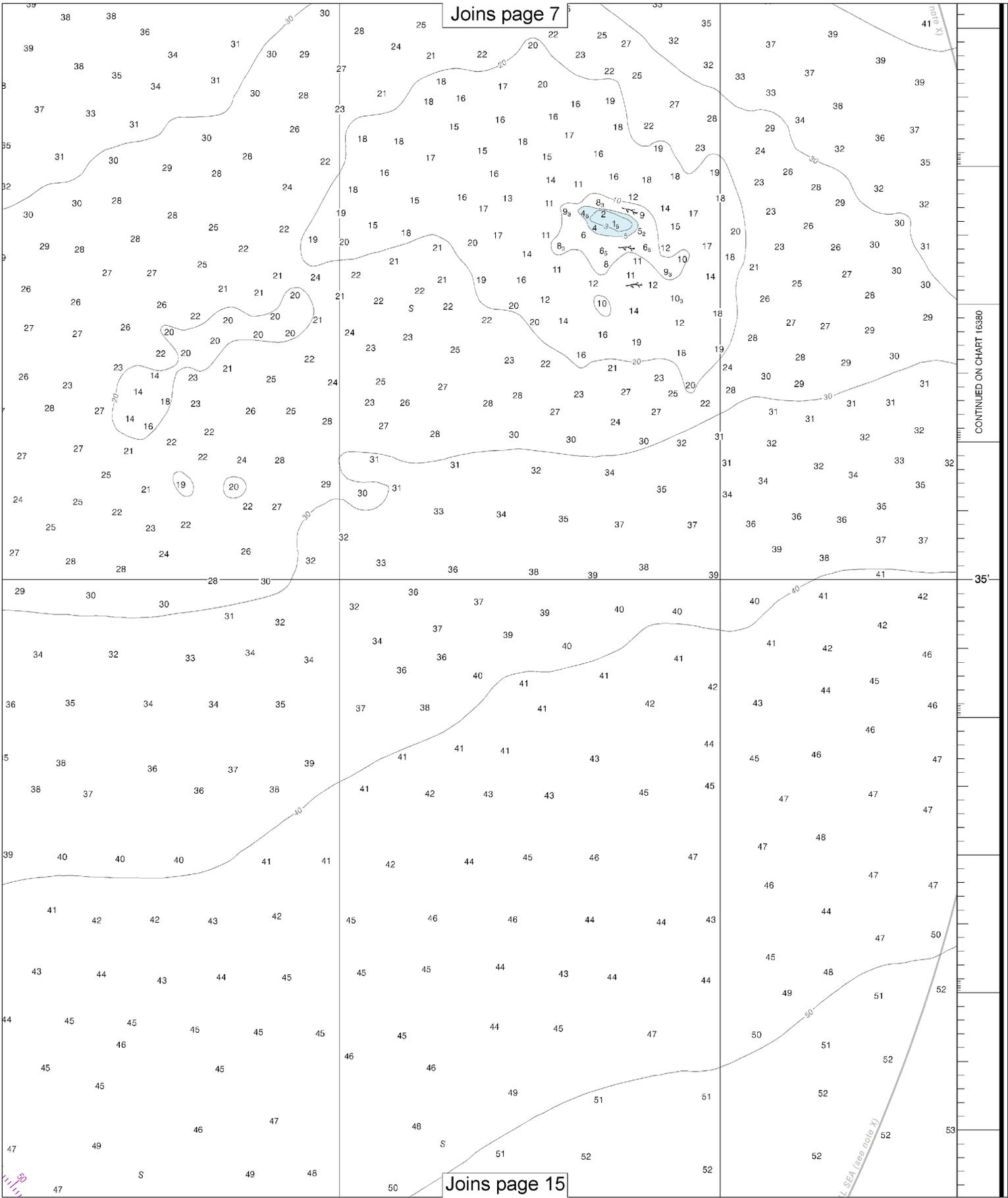
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
B1 1990-2002	NOS Surveys	partial bottom coverage
B3 1940-1989	NOS Surveys	partial bottom coverage





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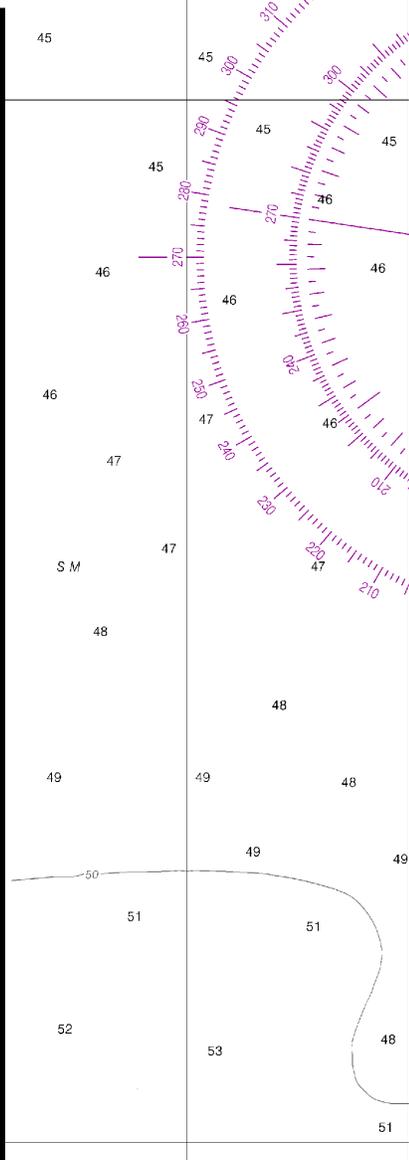
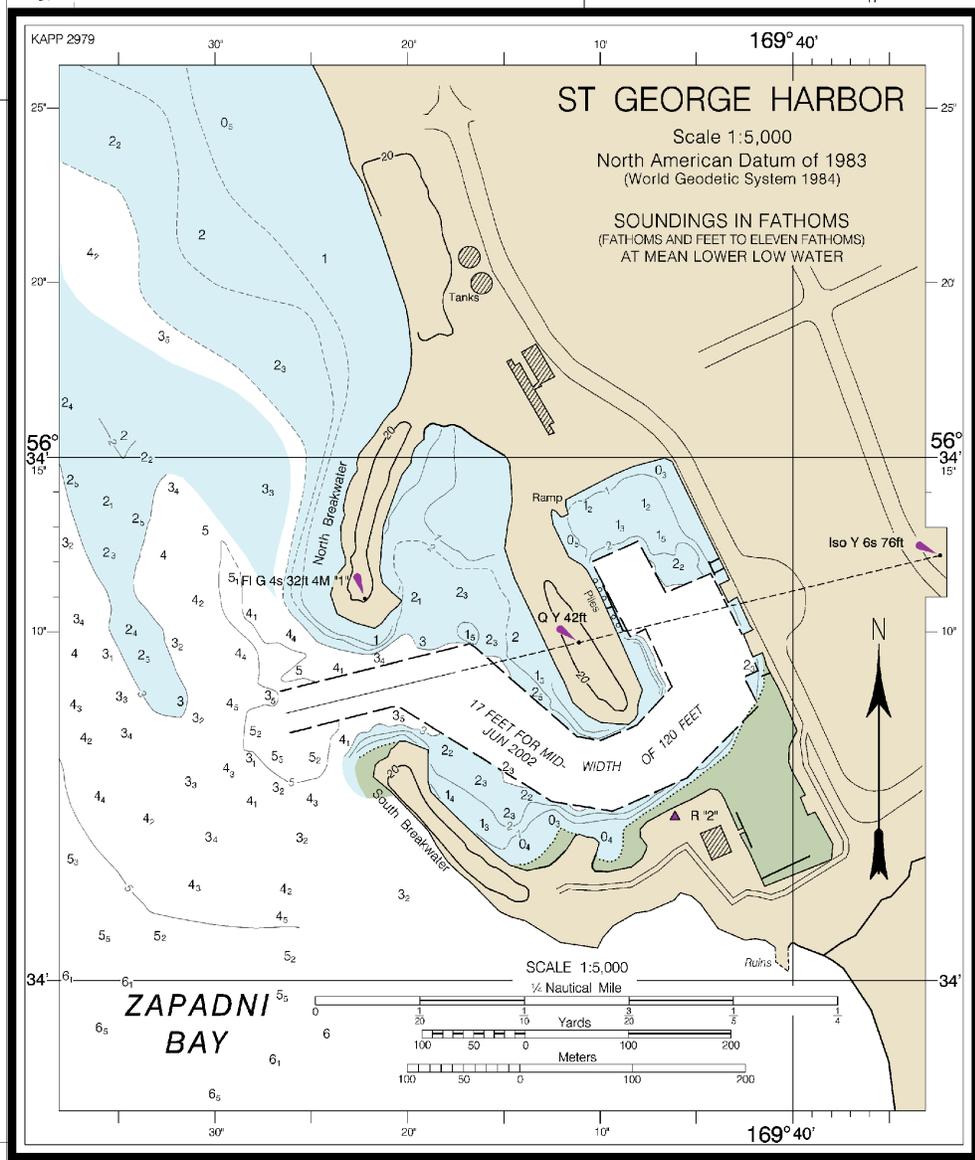


CONTINUED ON CHART 16380

35'

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L 55A (see note X)



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CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discuss about this chart at <http://www.nauticalcharts.noaa.gov>

10th Ed., Feb. 2015. Last Correction: 1/27/2015. Cleared through:
 LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

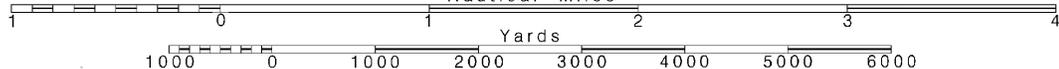
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
 Nautical Miles

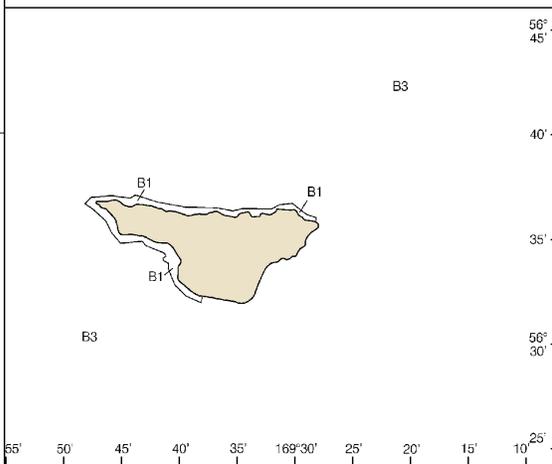
See Note on page 5.



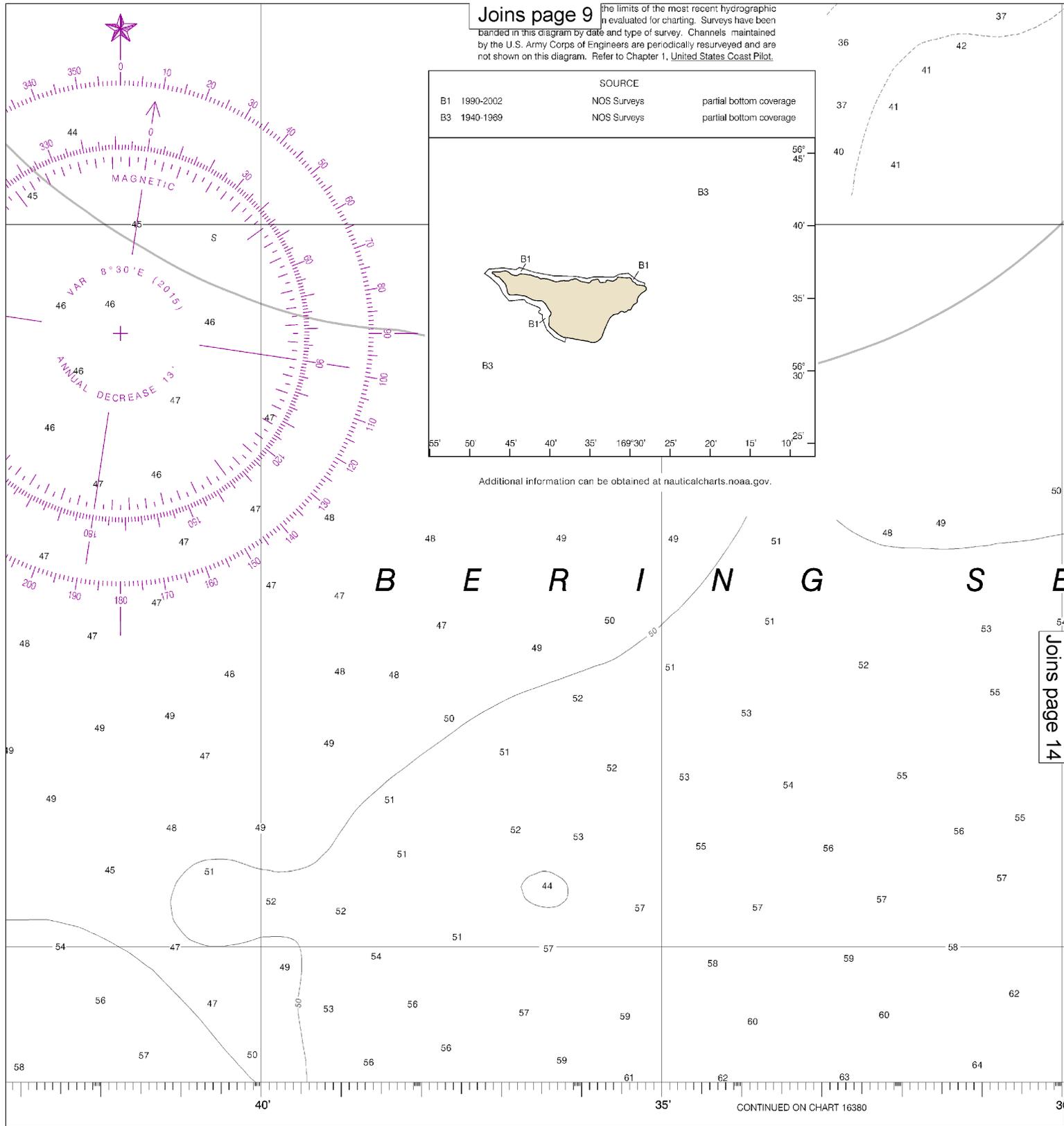
Joins page 9

the limits of the most recent hydrographic surveys have 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
B3	1940-1969	NOS Surveys
		partial bottom coverage
		partial bottom coverage



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



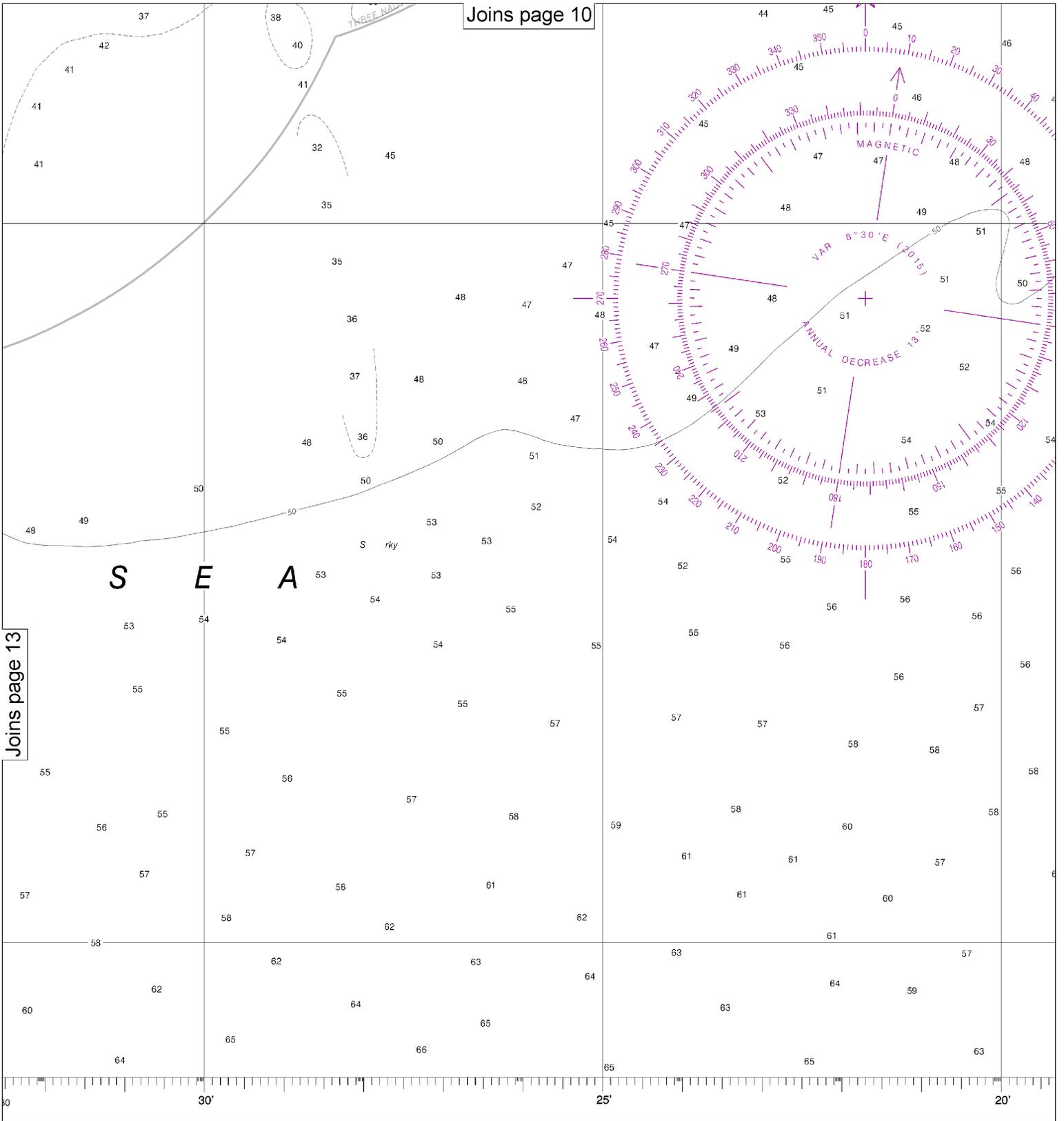
discrepancies or comments
/staff/contact.htm.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

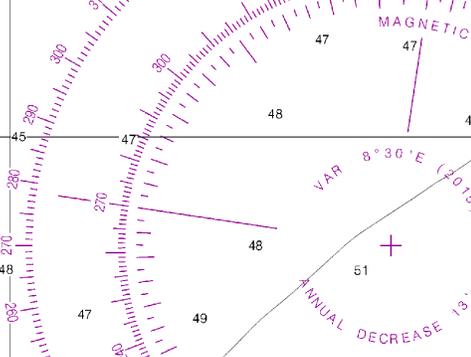
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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SEA



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 U.S. DEPARTMENT OF COMMERCE
 OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

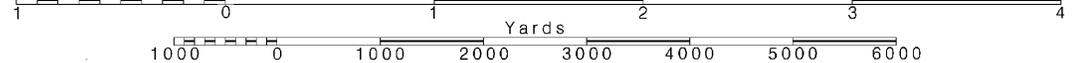
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000

See Note on page 5.



Joins page 11



UNITED STATES
ALASKA - PRIBILOF ISLANDS

ST GEORGE ISLAND

Mercator Projection
Scale 1:50,000 at Lat 56° 35'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

AUTHORITIES

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

HEIGHTS

Heights in feet above Mean High Water.

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.

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.

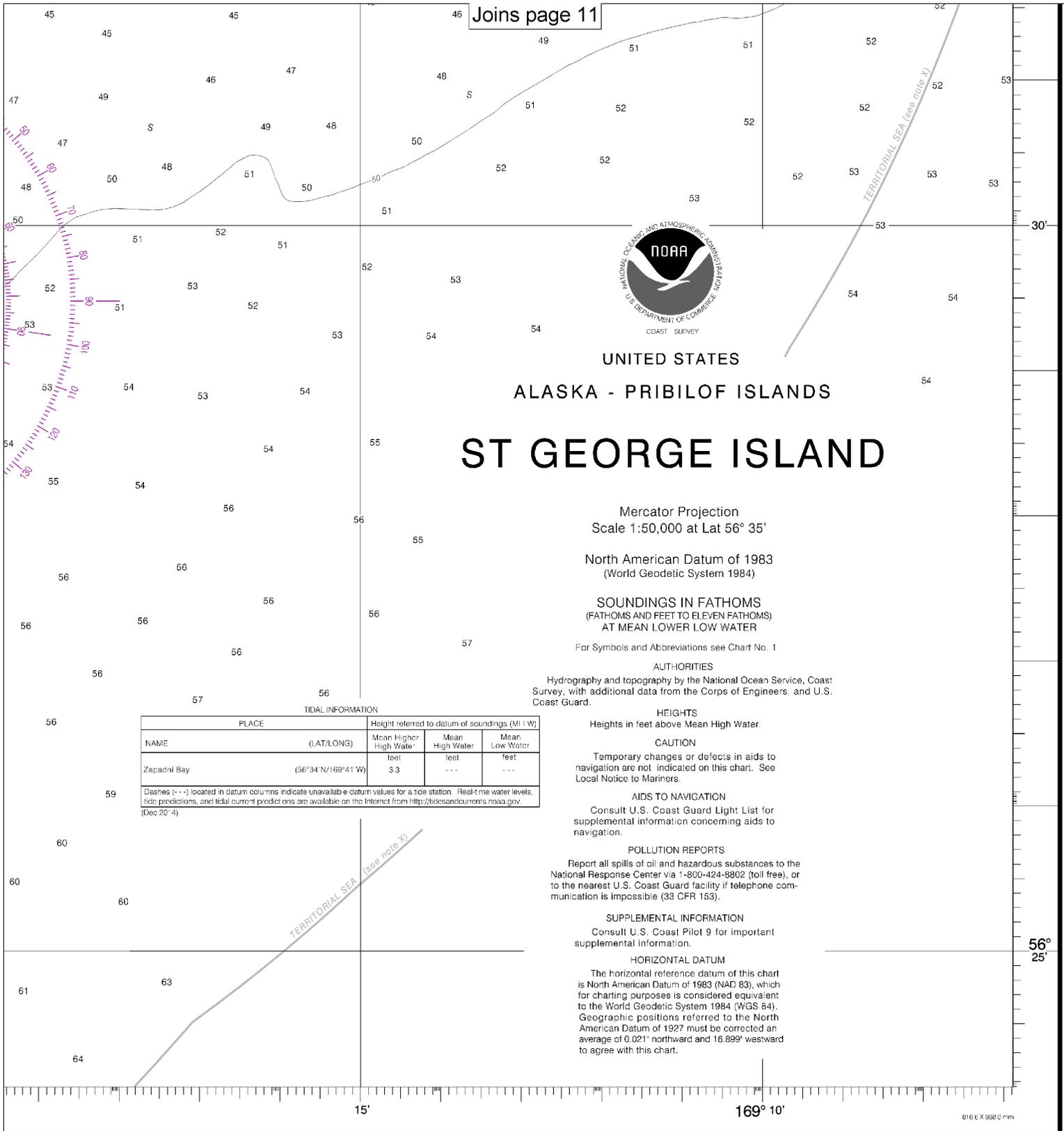
HORIZONTAL DATUM

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 0.021" northward and 16.899" westward to agree with this chart.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (M L W)	Height referred to datum of soundings (M L W)			
		NAME	(LAT./LONG.)	Mean Higher High Water	Mean High Water
Zapadni Bay	(56°34' N/169°41' W)	feet	feet	feet	feet
		3.3	---	---	---

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>. (Dec 20' 4)



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

St George Island
SOUNDINGS IN FATHOMS - SCALE 1:50,000

16381



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.