

BookletChart™

Chiachi Island to Nagai Island

NOAA Chart 16556

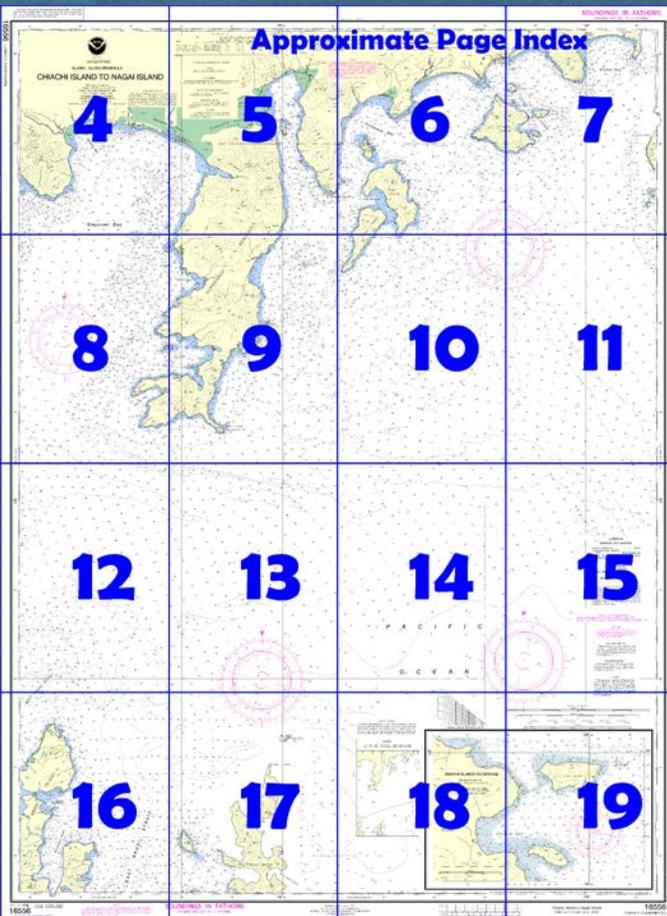


A reduced-scale NOAA nautical chart for small boaters

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=16556>.



(Selected Excerpts from Coast Pilot)

The character of the shoreline between Mitrofanina Bay and Ivanof Bay differs from that to the E in that it has several stretches of steep-to sand beaches, interrupted by low rocky headlands or high rocky capes. Long Beach, described previously, is the first of several beaches. The second stretch of sand beach, about 2.5 miles long, marks the head of a large open bay between the sharp pointed headland at the S end of Long Beach on the E and Coal Cape on the

W. The low valley N of this beach joins that extending inland from Long Beach. Just inshore from about the center of this sand beach are two detached mountains on the valley plain. These two mountains appear as

islands from a distance offshore. The S one, known locally as **Red Bluff Mountain** has reddish jagged pinnacle tips and is very prominent. Small craft can find temporary anchorage in 2 to 10 fathoms, sand bottom, about 1.1 miles SW of Red Bluff Mountain. Water may be obtained from a stream that empties into the NW part of the open bay. Coal Cape and Coal Point, about 10 miles apart, are two separate and distinct features of the Alaska Peninsula. Coal Cape is about 4.5 miles NW of Mitrofanina Island (see chart 16013), and Coal Point is about 2.5 miles N of Paul Island.

Coal Cape (55°53.5'N., 159°00.0'W.) is a prominent rock-cliff headland that rises to 1,818 feet and whose skyline is extremely broken and serrated. About 2 miles from its S tip the cape is about 2 miles wide and from its rock-cliff shoreline, long, low, sand beaches extend to the E and W. Fair-sized rivers break through the beaches on either side and close to the base of **Coal Cape Mountain Range**, The ridge that continues inland from the cape is a spur from Veniaminof Volcano. **Perryville**, an Indian village, about 5 miles NW of Coal Cape, was established to provide for people who were driven away from the vicinity of Mount Katmai Volcano by the eruption of 1912. It consists of a number of wooden houses, including a small store and school, standing on the flat beach about 2.5 miles W of the foot of Coal Cape Mountain Range. There is no wharf and the water is too deep for anchoring off the steep-to beach in front of the village. Temporary anchorage for small craft can be found in 6 to 10 fathoms, 0.3 mile SE of the W of two conspicuous rock ledges just E of the village; a 5½-fathom rock in 55°54'09"N., 159°07'13"W., and about 0.6 mile SE of the same ledge, is the controlling depth for the area, but there are depths of 12 to 15 fathoms between this shoal and the beach.

Three Star Point, a low alder- and grass-topped rocky headland about 1.5 miles SW of Perryville, separates two long curving stretches of sand beaches at a point about midway between Coal Cape and Coal Point Ranges. A prominent line of pinnacle rocks extends E about 400 yards from Three Star Point and a prominent pinnacle rock is about 200 yards S of the point. A series of low hills extending inland from Three Star Point divides the broad valley between the spurs leading to Coal Cape and Coal Point.

Chiachi Island, the largest of the **Chiachi Islands**, lies with its most N point about 1 mile SE of Three Star Point and its S tangent about on line with the S tangents of Coal Cape, 5 miles to the NE, and Paul Island, 7 miles to the SW. The island is about 3 miles in extent from its sharp N point to its rounding S side and about the same distance from its most E point to its sharp W point. It has several rugged peaks of about the same elevation. A somewhat prominent one in the SW part of the island is 1,450 feet high. Pinusuk Island, Shapka Island, and Petrel Island also comprise Chiachi Islands.

Chiachi Bay, in the E end of Chiachi Island, is about 0.6 mile in both width and depth. Anchorage is available for small vessels in 10 to 17 fathoms, mud bottom, protected from winds out of the SW through W to N, but any moderate swell, even from the SW, surges into the bay.

Pinusuk Island, 0.9 mile long E to W, is 700 yards off the point on the N side of the entrance to Chiachi Bay; a high wedge-shaped ridge, rising to about 800 feet, has its point to the E and makes the island easy to identify from that direction. A towering pinnacle rock, 79 feet high, is 400 yards off the E end of Pinusuk Island. A rock island, 0.6 mile long and about 800 feet high, has its W end 350 yards off the point on the S side of the entrance to Chiachi Bay.

**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>

16556

55° 50' 45' 40'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - ALASKA PENINSULA

CHIACHI ISLAND TO NAGAI ISLAND

Mercator Projection
Scale 1:80,000 at Lat 55° 32'

North American Datum of 1983
(World Geodetic System 1984)

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

NAME
Chiachi Island (east side)
Kuprenof Harbor, Paul Is
Fox Bay, Kuprenof Pennin
Dent Point, Stopvak Bay

Dashes (---) located in data
tide predictions, and tidal cur
(May 2011)

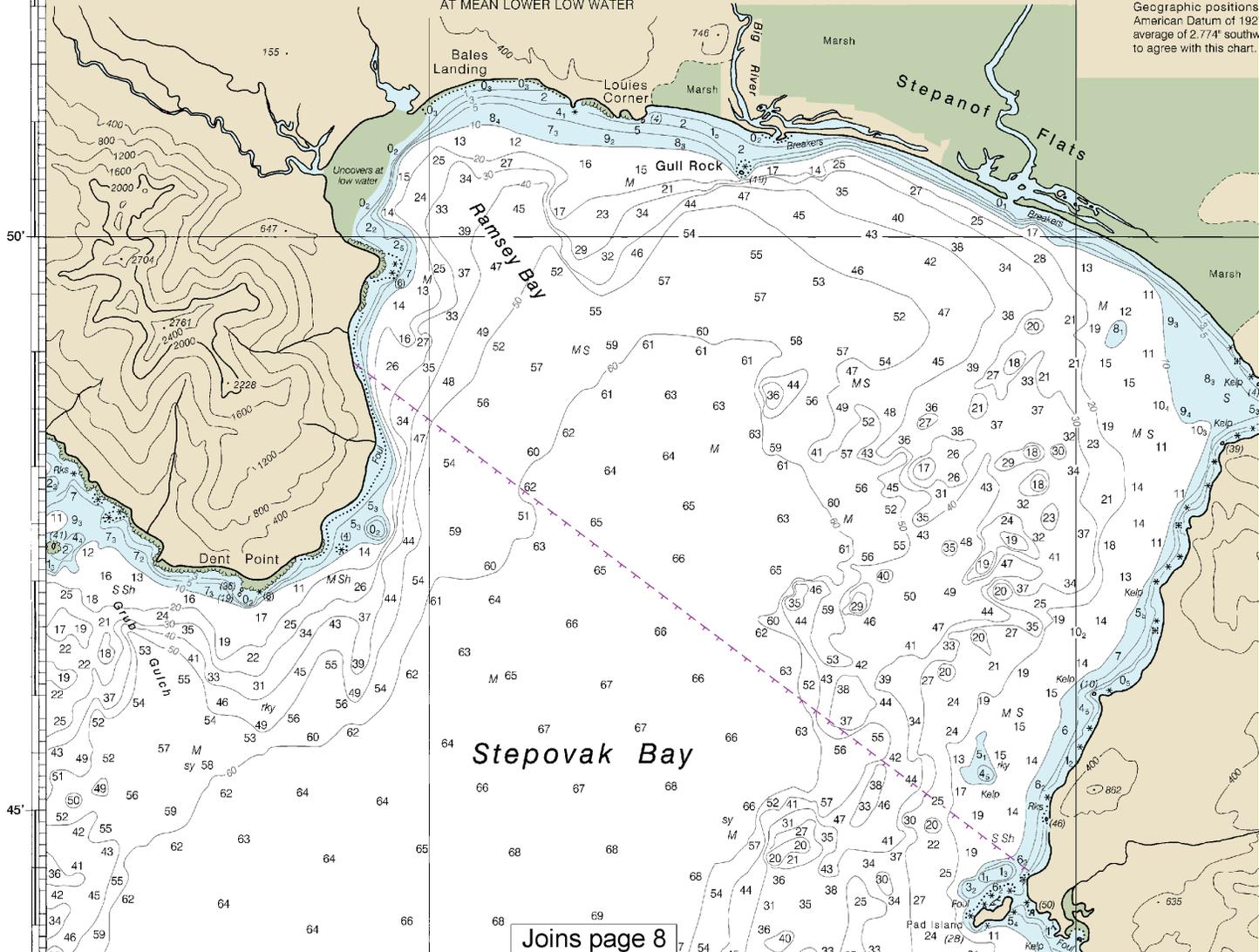
Additional information

For Symbols and Abbre

HEIGHT
Heights in feet above

AUTHOR
Hydrography and top
Ocean Service, Coast S
data from the U.S. Coa

HORIZONTAL
The horizontal refer
is North American Datum
for charting purposes is
to the World Geodetic S
Geographic positions
American Datum of 192
average of 2.774" southw
to agree with this chart.

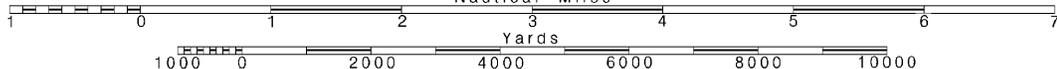


Joins page 8

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.

35' 159° 30' 25' 20'

PLACE	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
	Feet	Feet	Feet
Island	7.8	7.0	1.4
Peninsula	7.6	6.6	1.3
	7.6	6.6	1.3

Blank columns indicate unavailable datum values for a tide station. Real-time water levels, current predictions are available on the Internet, from <http://tidesandcurrents.noaa.gov>.

Information can be obtained at nauticalcharts.noaa.gov.

Abbreviations see Chart No. 1

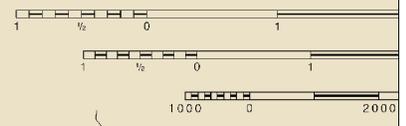
RIGHTS
Give Mean High Water.

AUTHORITIES
Topography by the National Topographic Survey, with additional data from Coast and Geodetic Survey.

VERTICAL DATUM
Reference datum of this chart is the datum of 1983 (NAD 83), which is considered equivalent to the datum of 1984 (WGS 84). All heights are referred to the North American Datum of 1983 and must be corrected an amount of 7.352' westward.

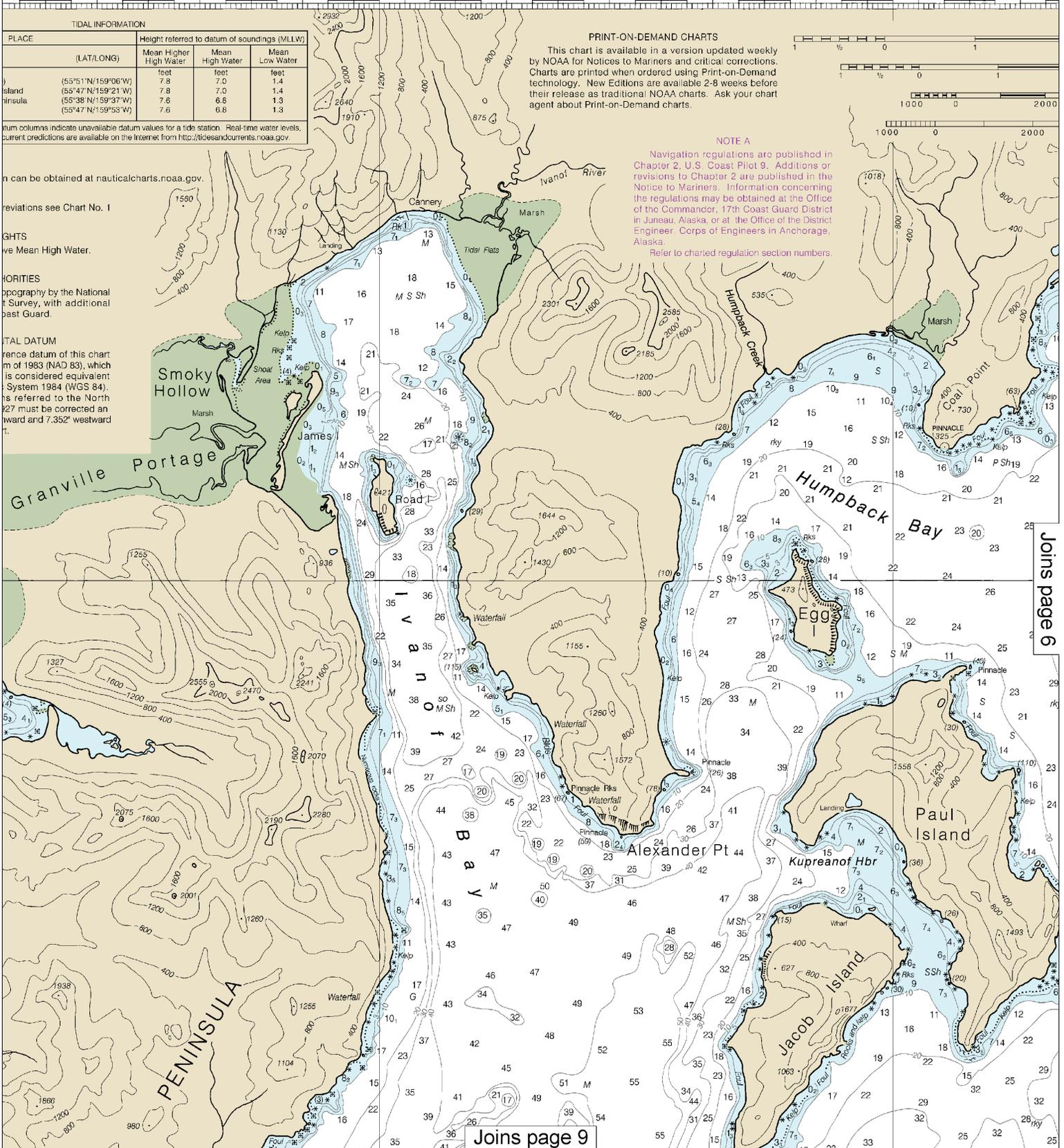
PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.



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.



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



159° 30'

25'

20'

15'

SCALE 1:80,000

Nautical Miles

Statute Miles

Yards

Soundings (MLLW)
Mean Low Water
Feet
1.4
1.4
1.3
1.3
Water levels
noaa.gov

PRINT-ON-DEMAND CHARTS
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 Refer to charted regulation section numbers.

Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.

Nautical Miles

Yards

1000 0

1

2

3

4

5

6

1000 0

2000

4000

6000

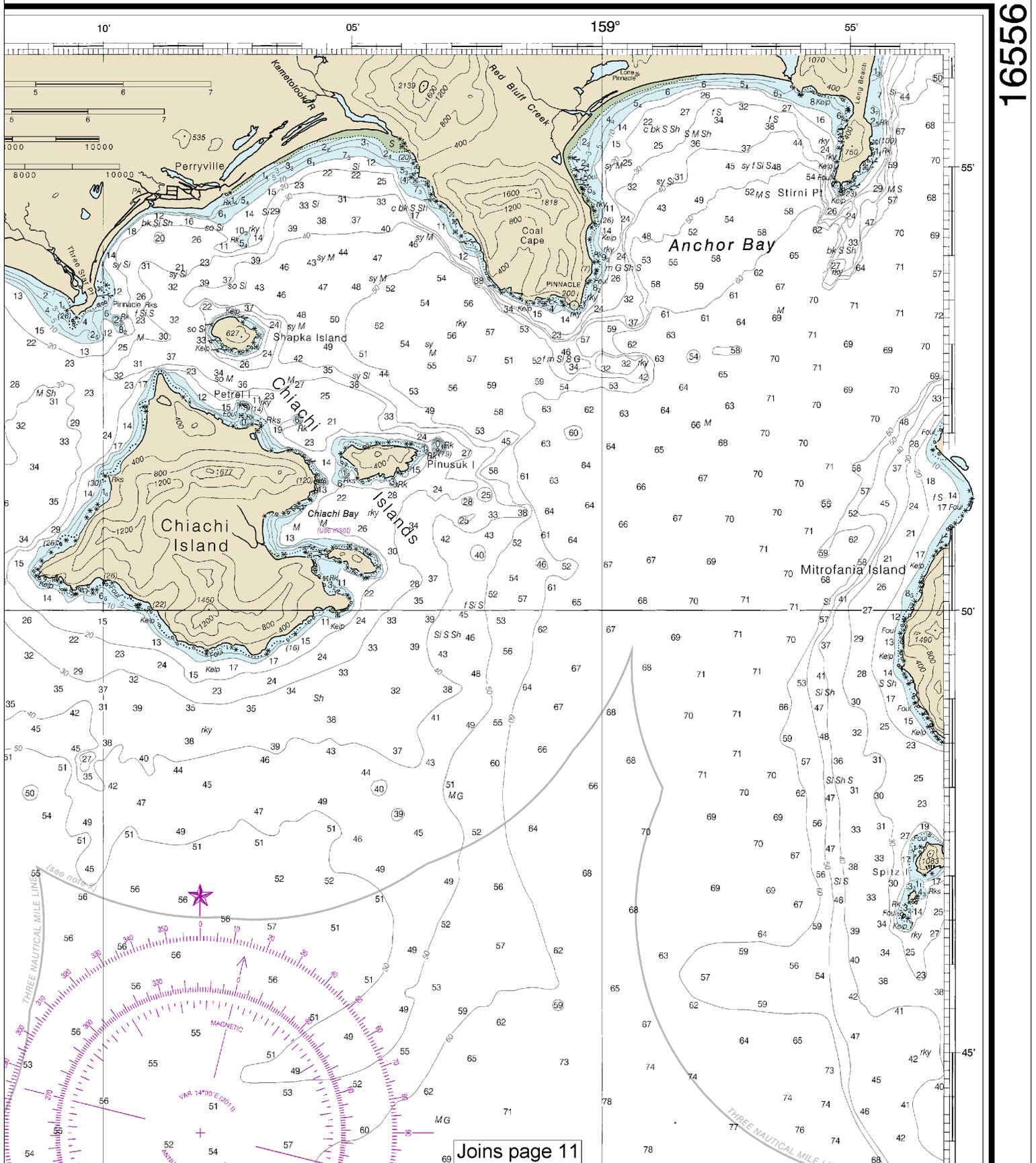
8000

10000

SOUNDINGS IN FATHOMS

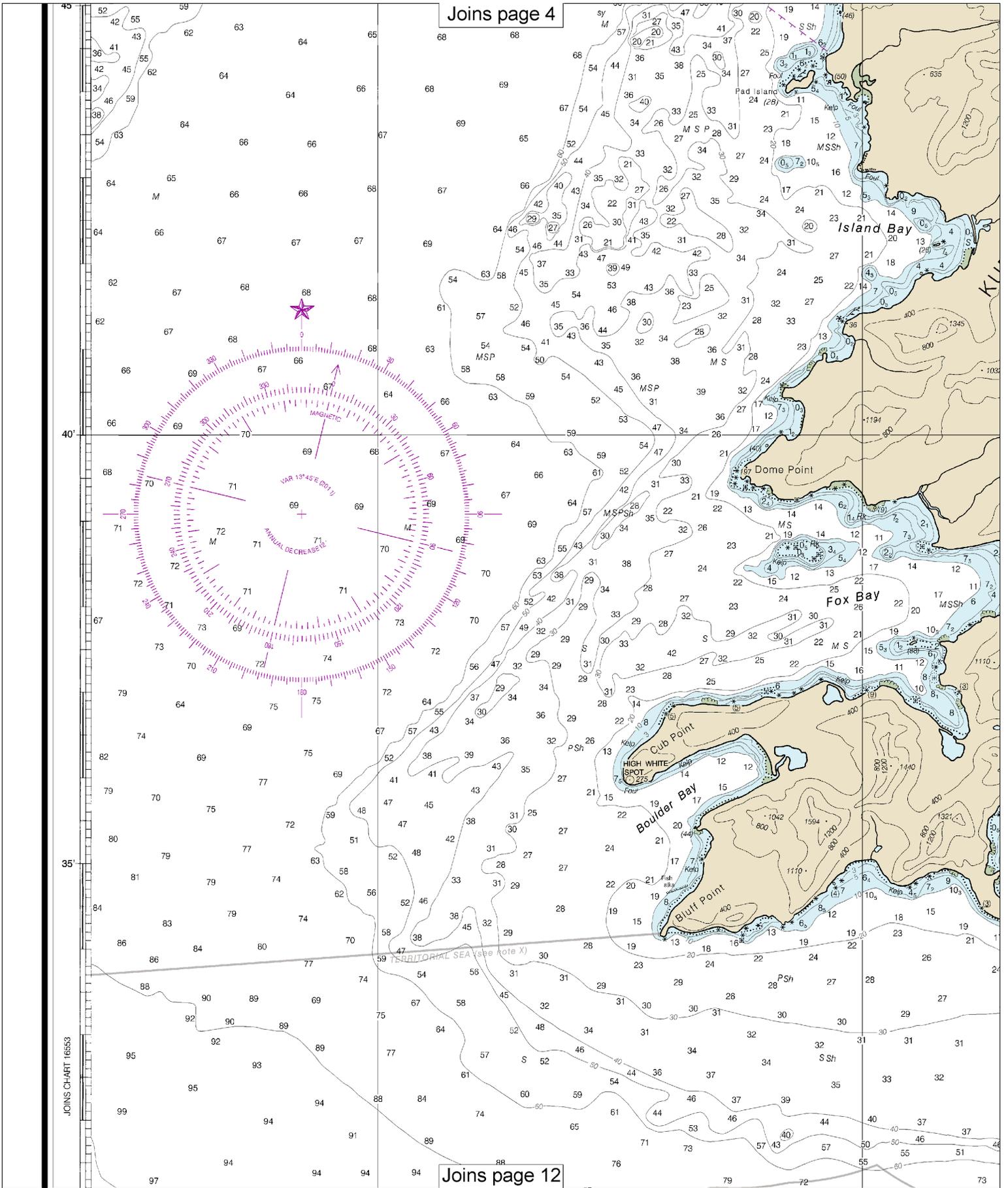
(FATHOMS AND FEET TO 11 FATHOMS)

16556



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

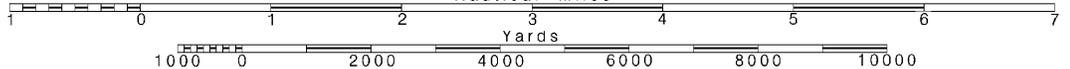
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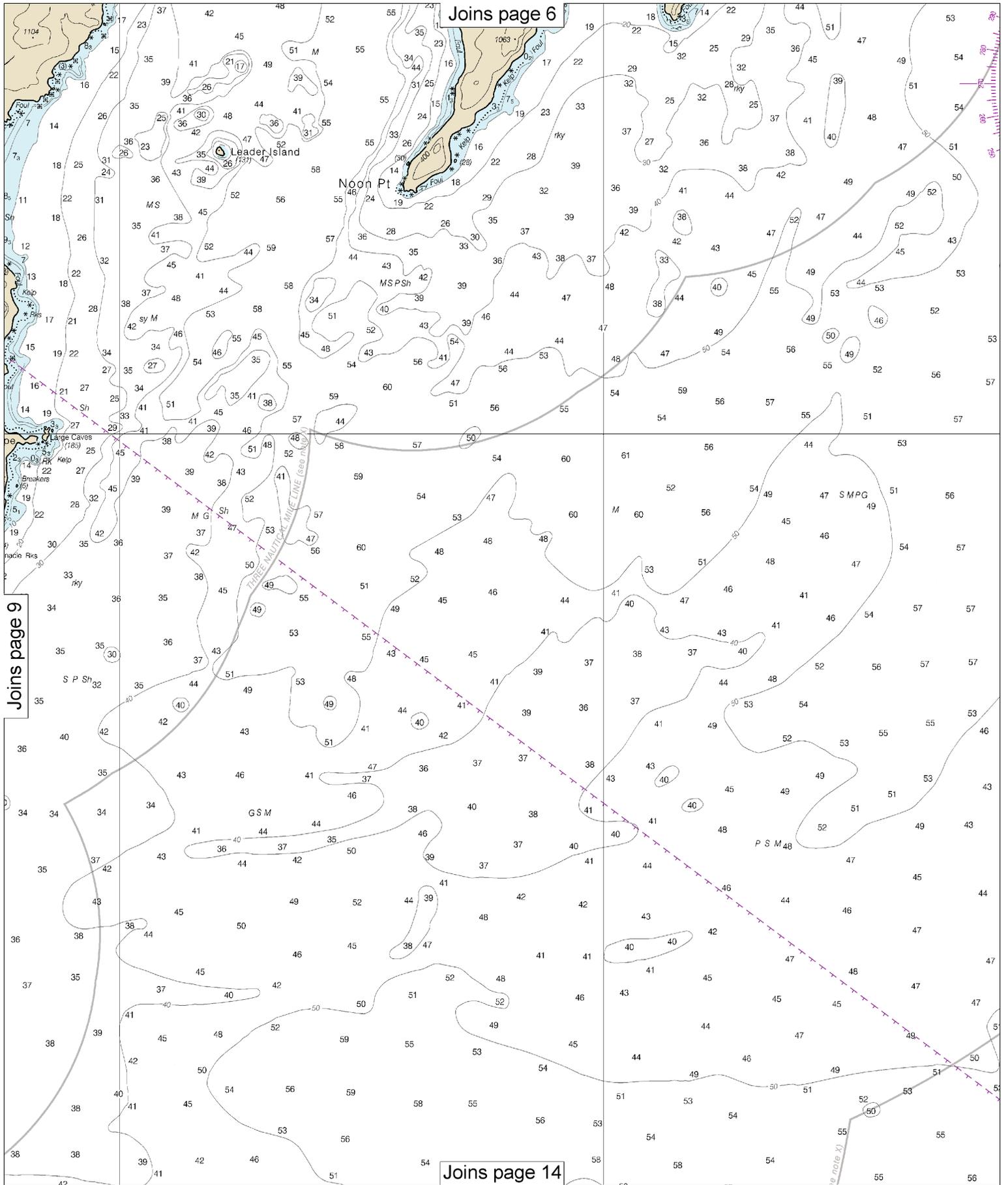
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SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.



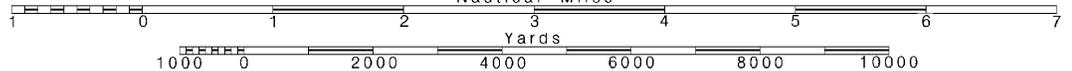
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Note: Chart grid lines are aligned with true north.

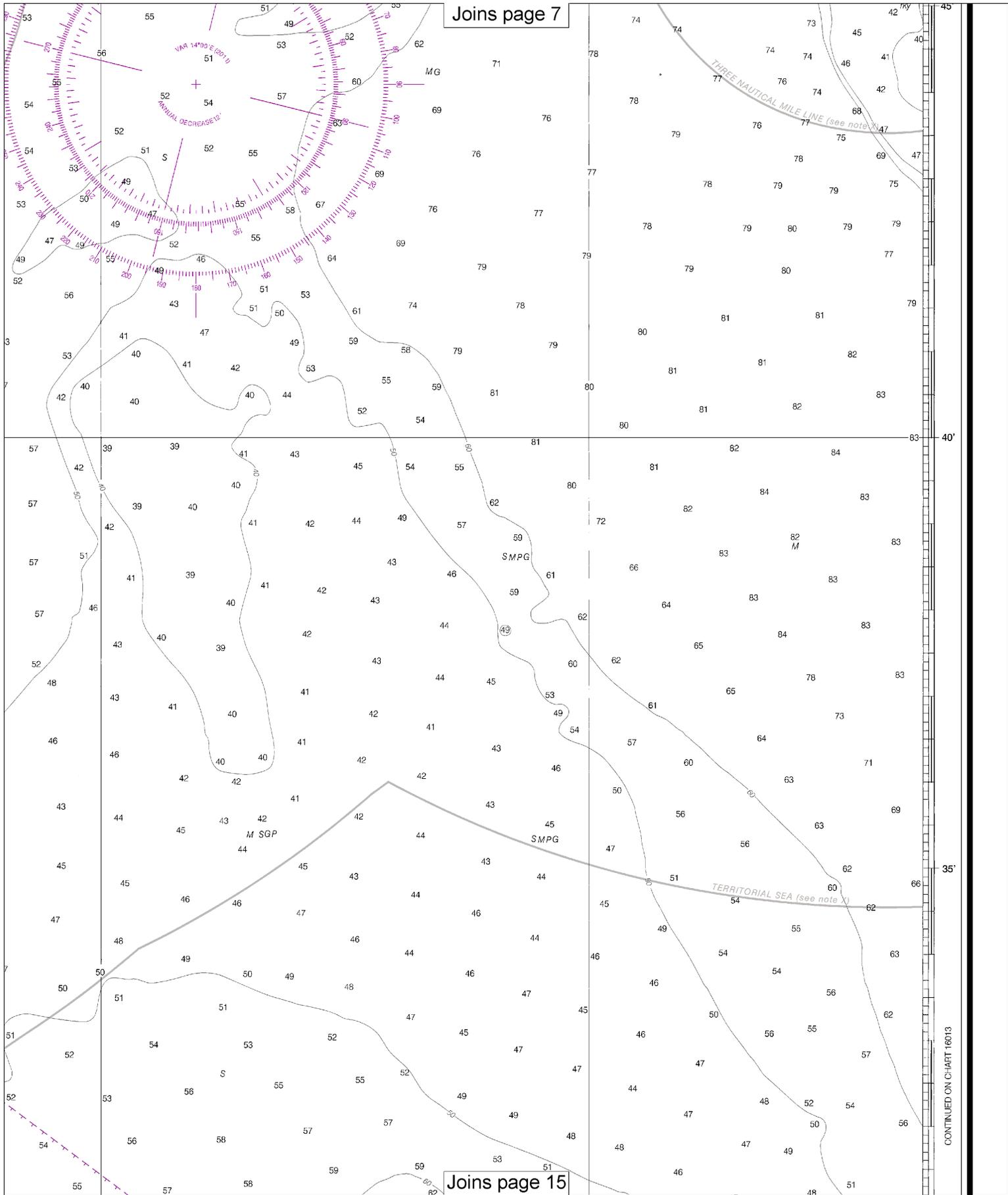
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SCALE 1:80,000
Nautical Miles

See Note on page 5.



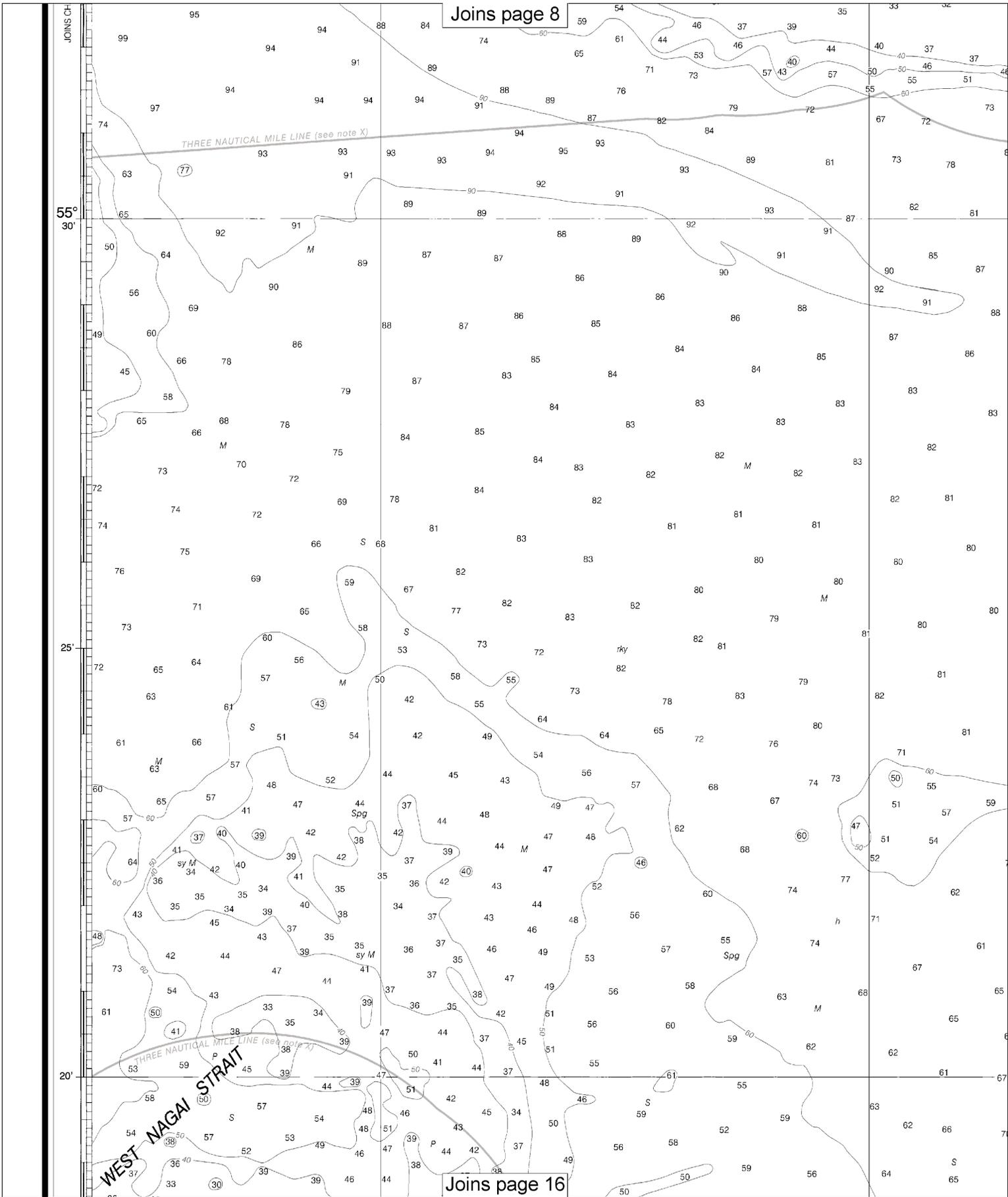
Joins page 7



Joins page 15

CONTINUED ON CHART 16013

Joins page 8



Joins page 16

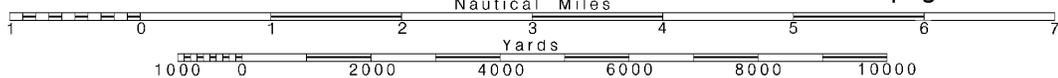
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

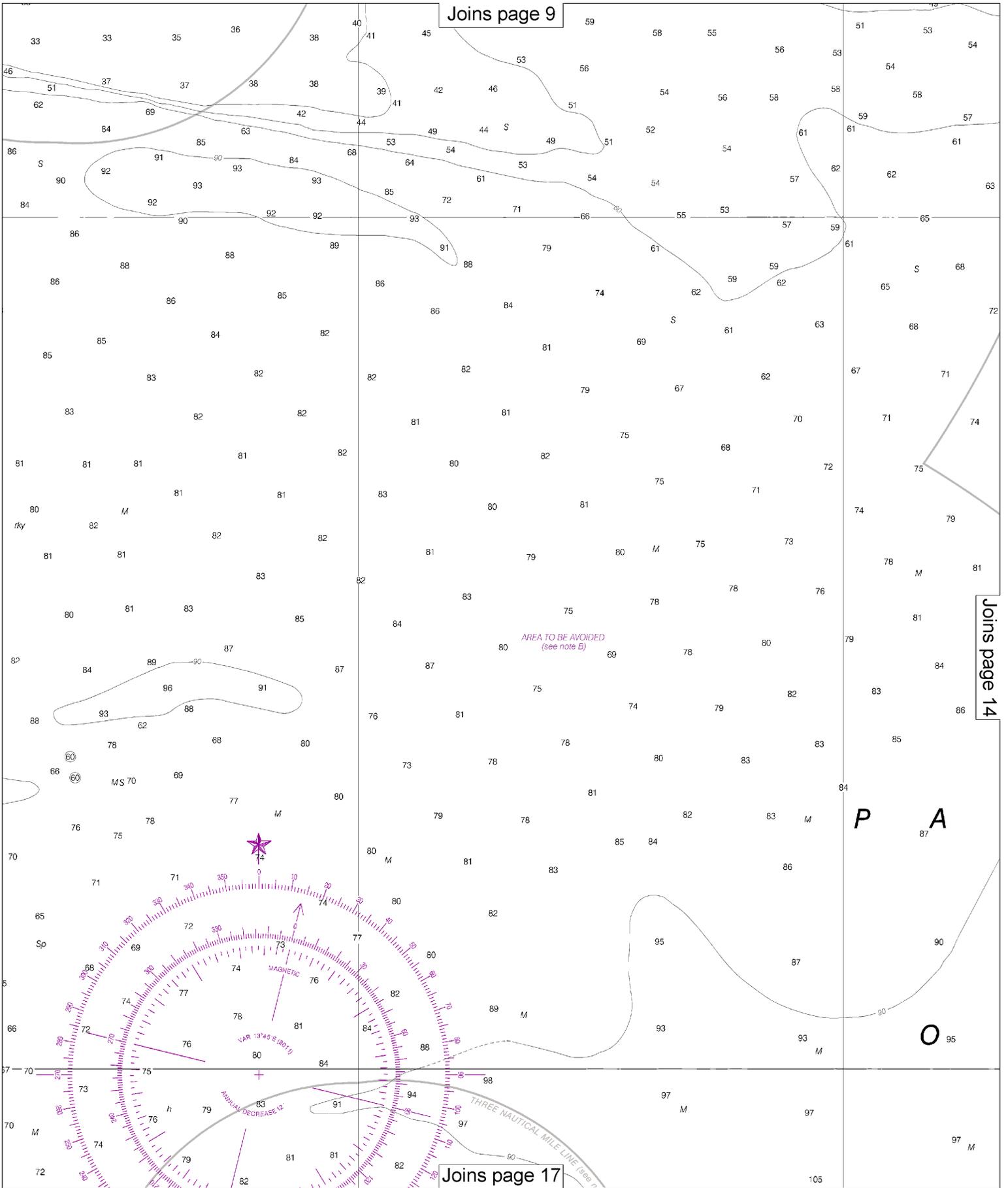
SCALE 1:80,000
Nautical Miles

See Note on page 5.



Joins page 9

Joins page 14

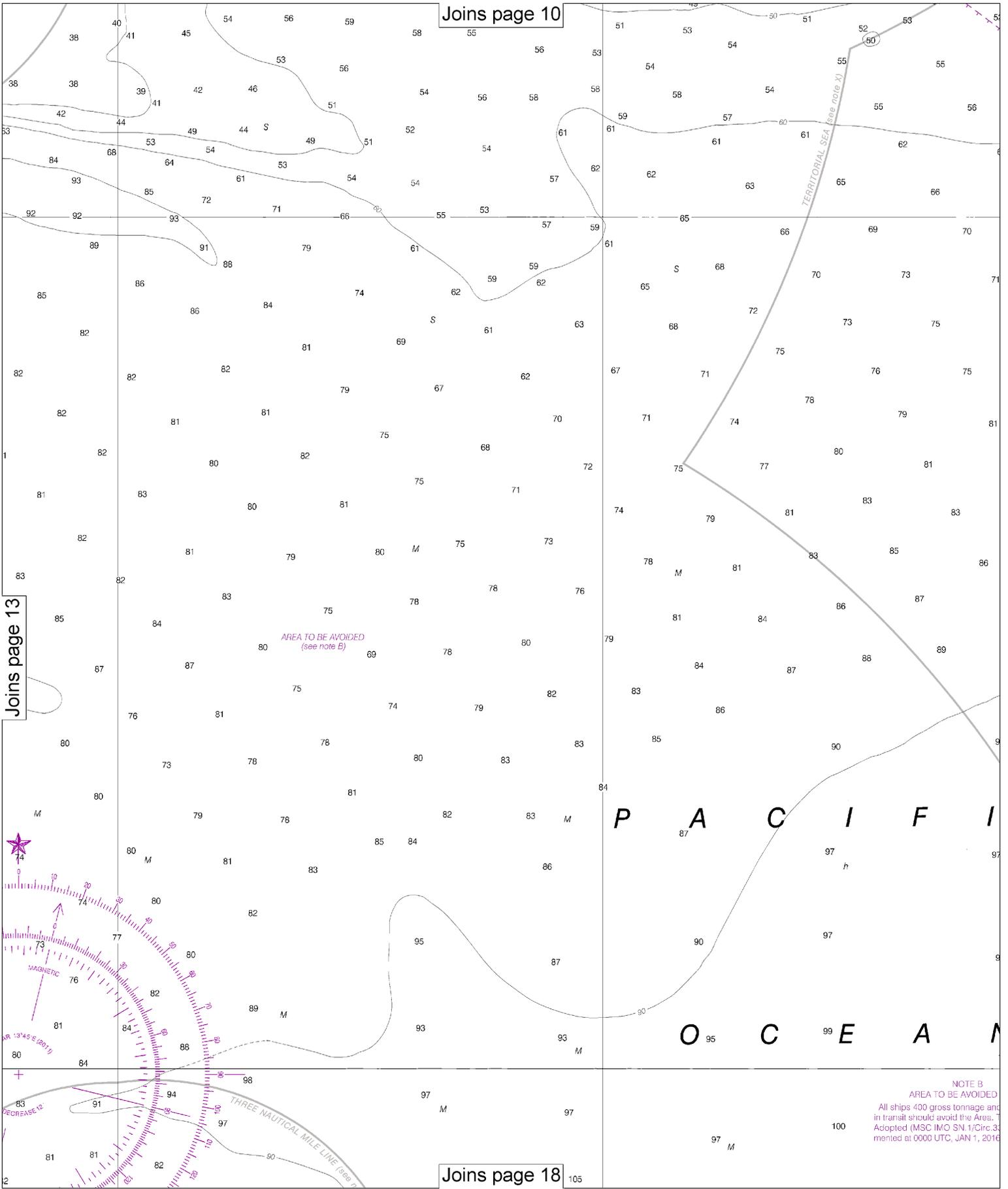


Joins page 17

Joins page 10

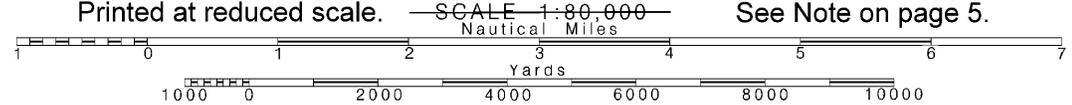
Joins page 13

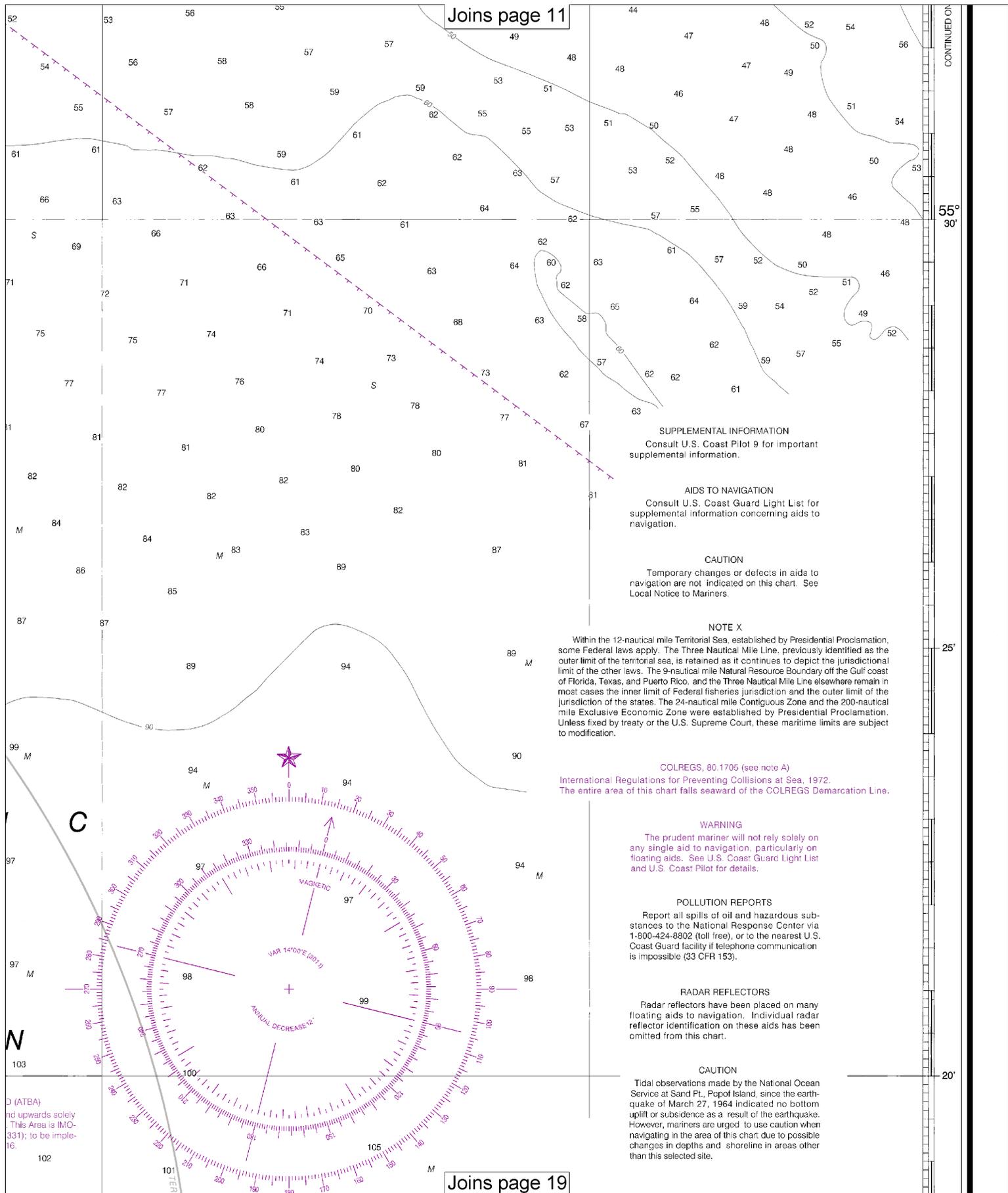
Joins page 18



14

Note: Chart grid lines are aligned with true north.





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

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

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

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.

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.

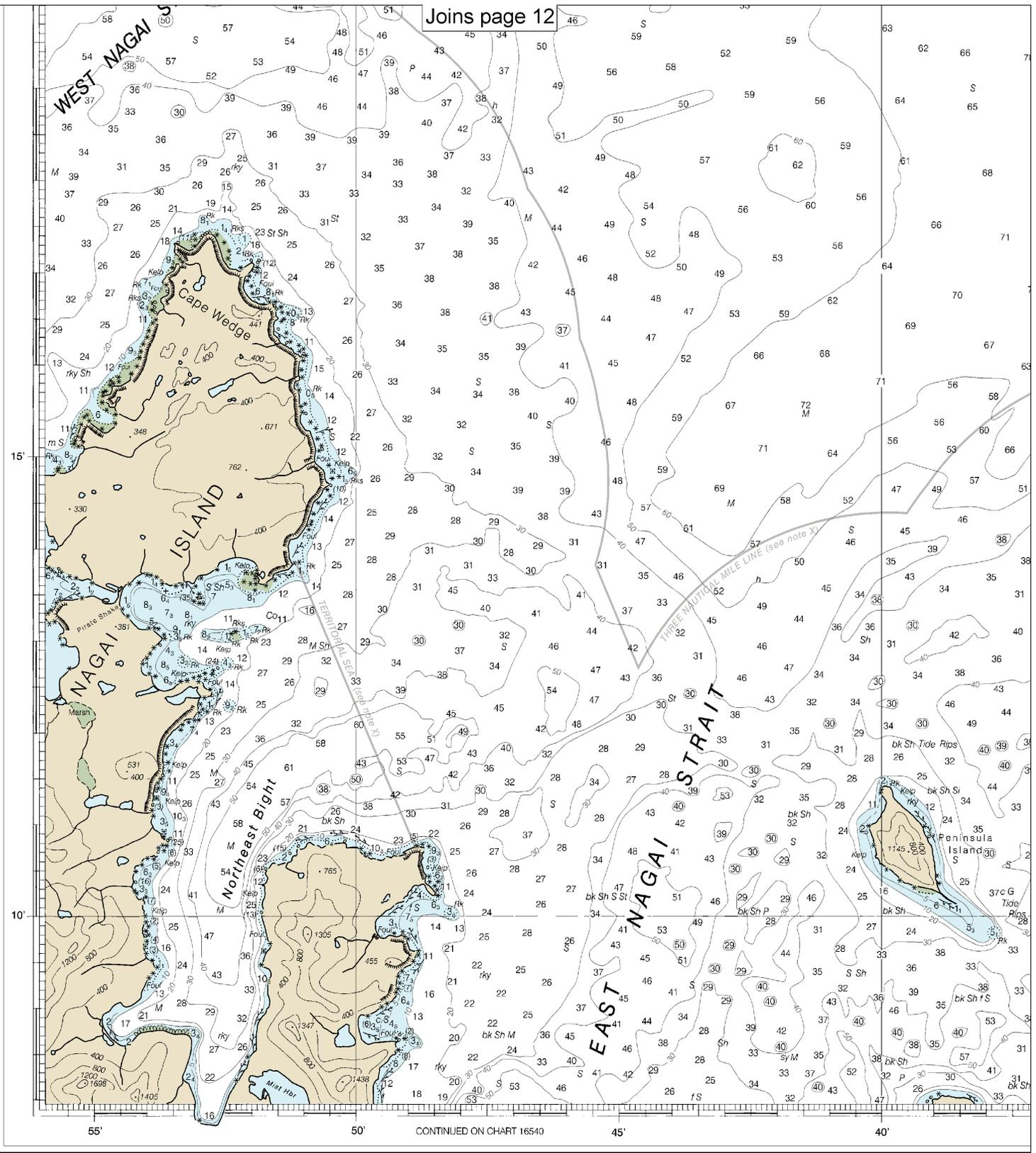
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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).

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

CAUTION
Tidal observations made by the National Ocean Service at Sand Pt., Popof Island, since the earthquake of March 27, 1964 indicated no bottom uplift or subsidence as a result of the earthquake. However, mariners are urged to use caution when navigating in the area of this chart due to possible changes in depths and shoreline in areas other than this selected site.

D (ATBA)
and upwards solely
This Area is IMO-
331); to be imple-
16.



6th Ed., Jul. 2011

16556

CAUTION

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

SOUNDINGS IN
 (FATHOMS AND FEET TO

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

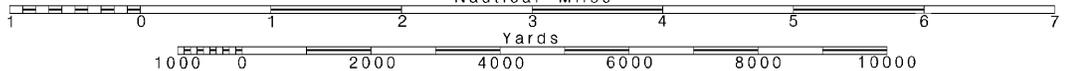
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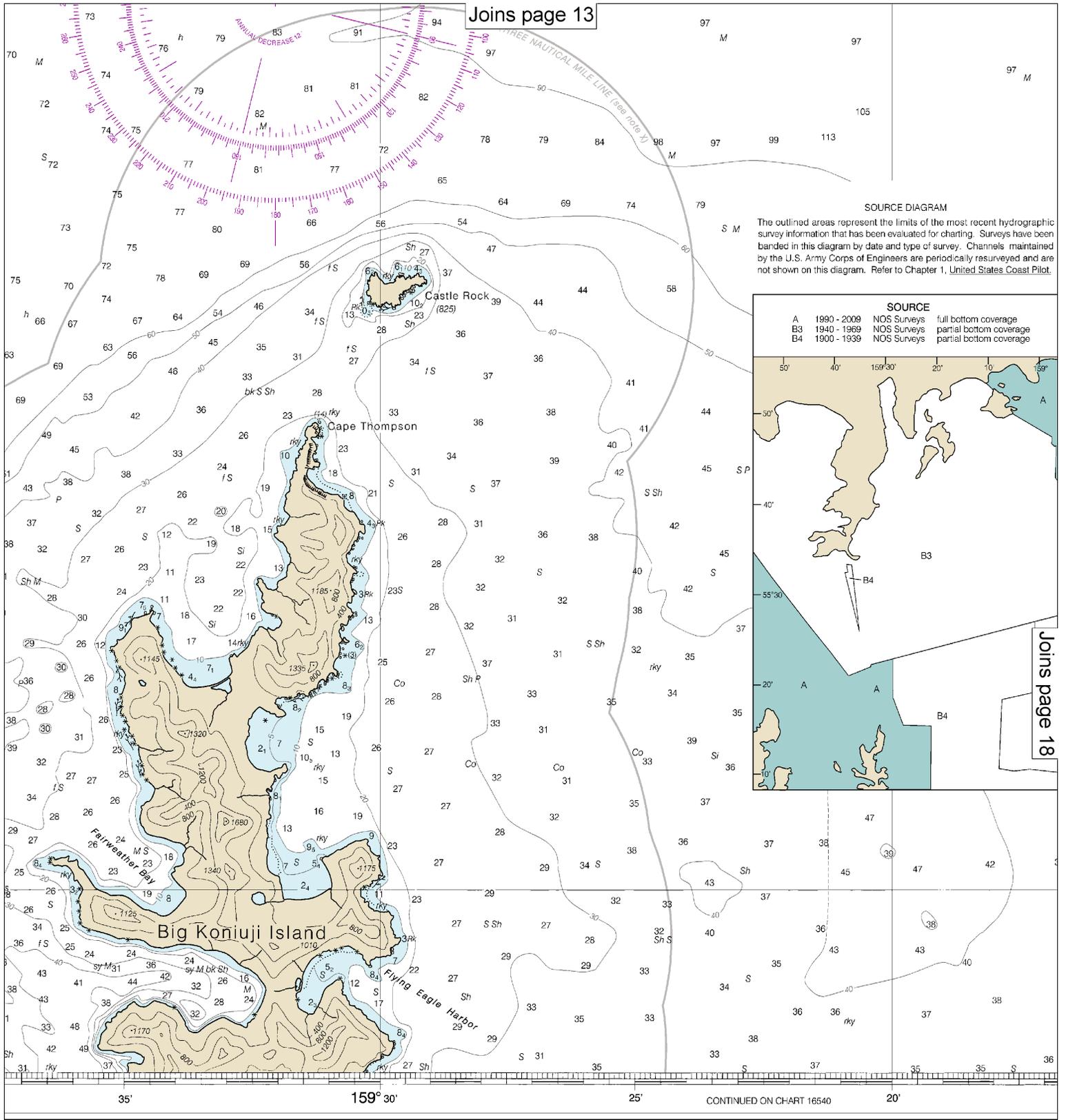
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

See Note on page 5.

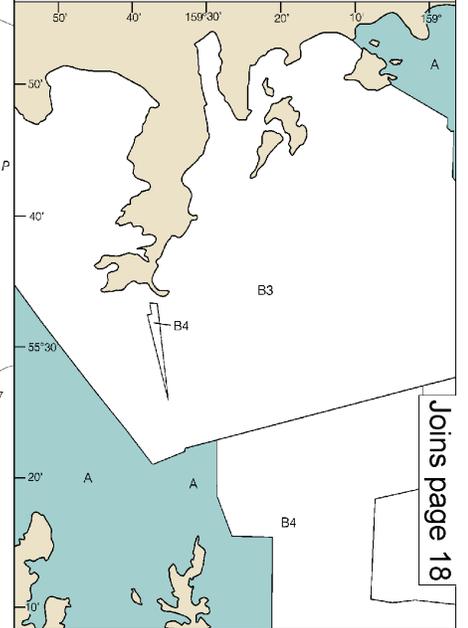




SOURCE DIAGRAM

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		
A	1990 - 2009	NOS Surveys full bottom coverage
B3	1940 - 1969	NOS Surveys partial bottom coverage
B4	1900 - 1939	NOS Surveys partial bottom coverage

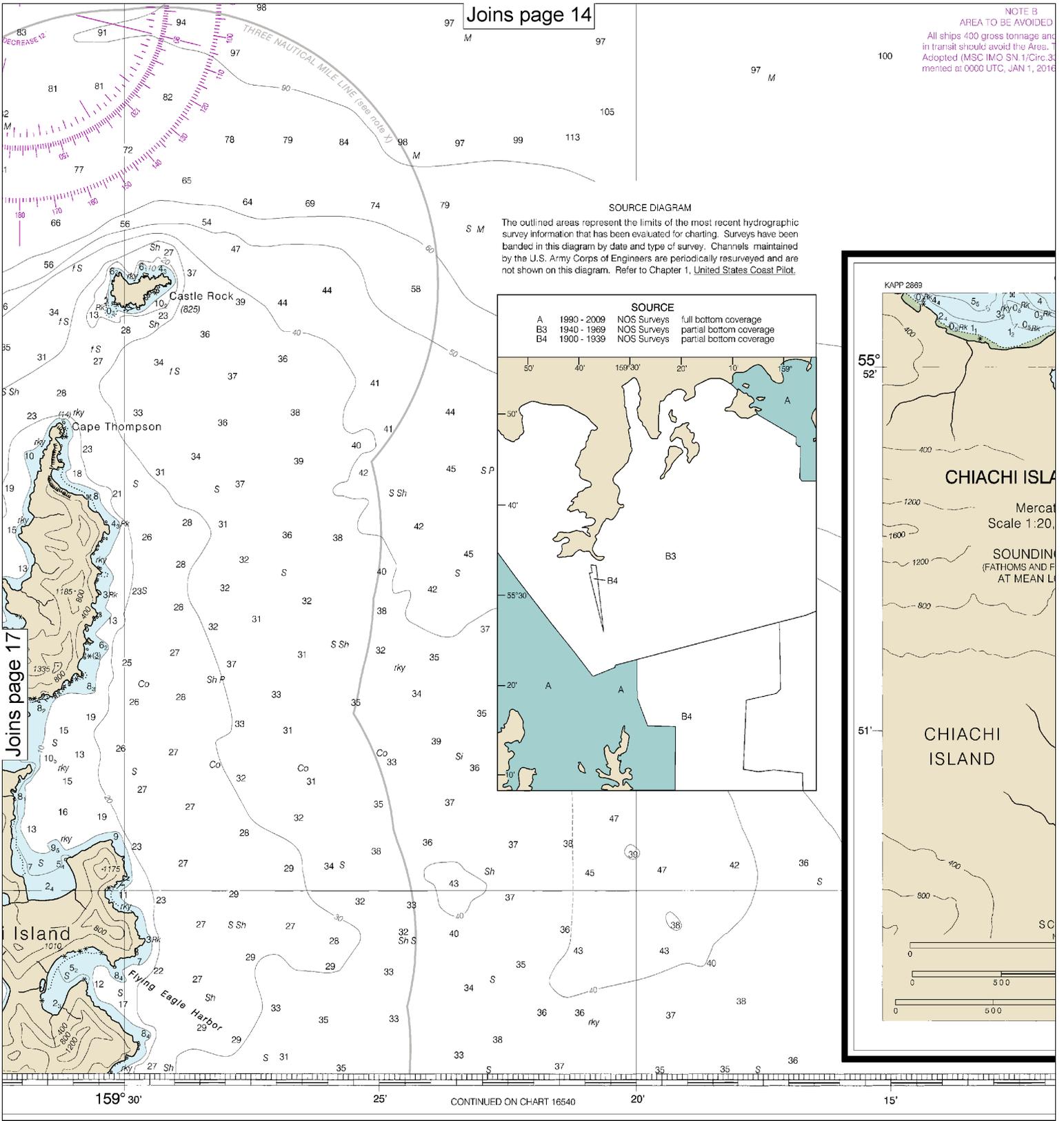


Joins page 18

11 FATHOMS
(11 FATHOMS)

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

All ships 400 gross tonnage and in transit should avoid the Area. Adopted (MSC IMO SN. 1/Circ 3) mented at 0000 UTC, JAN 1, 2016

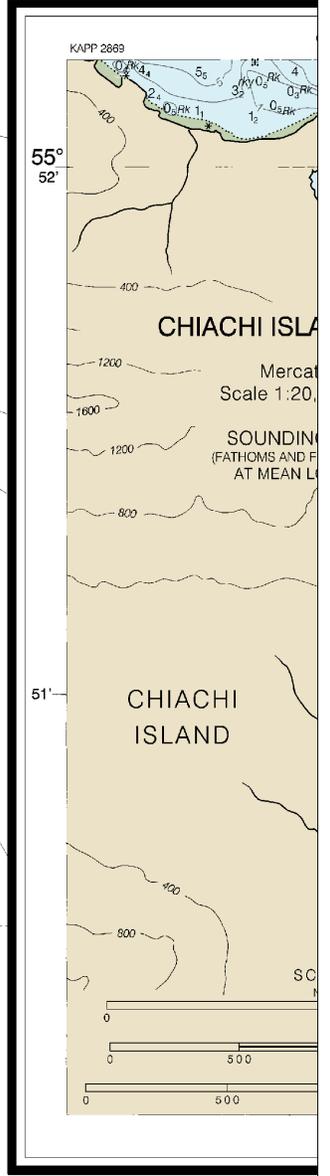
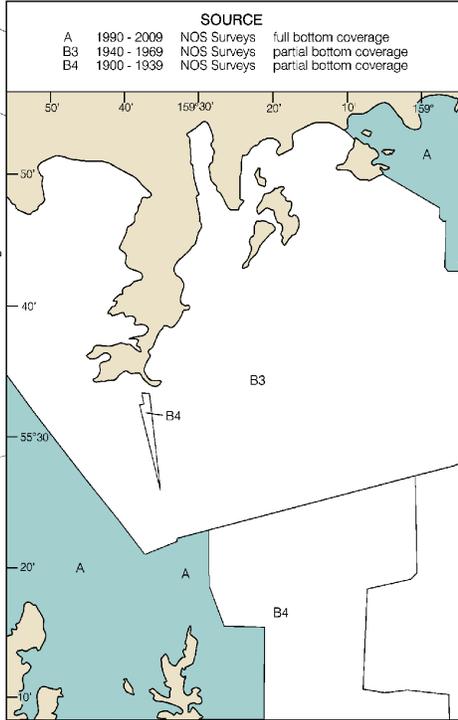


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SOURCE

- A 1990 - 2009 NOS Surveys full bottom coverage
- B3 1940 - 1969 NOS Surveys partial bottom coverage
- B4 1900 - 1939 NOS Surveys partial bottom coverage



Joins page 17

159° 30'

CONTINUED ON CHART 16540

FATHOMS	1	2	3	4
FEET	6	12	18	24
METERS	1	2	3	4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000 Nautical Miles

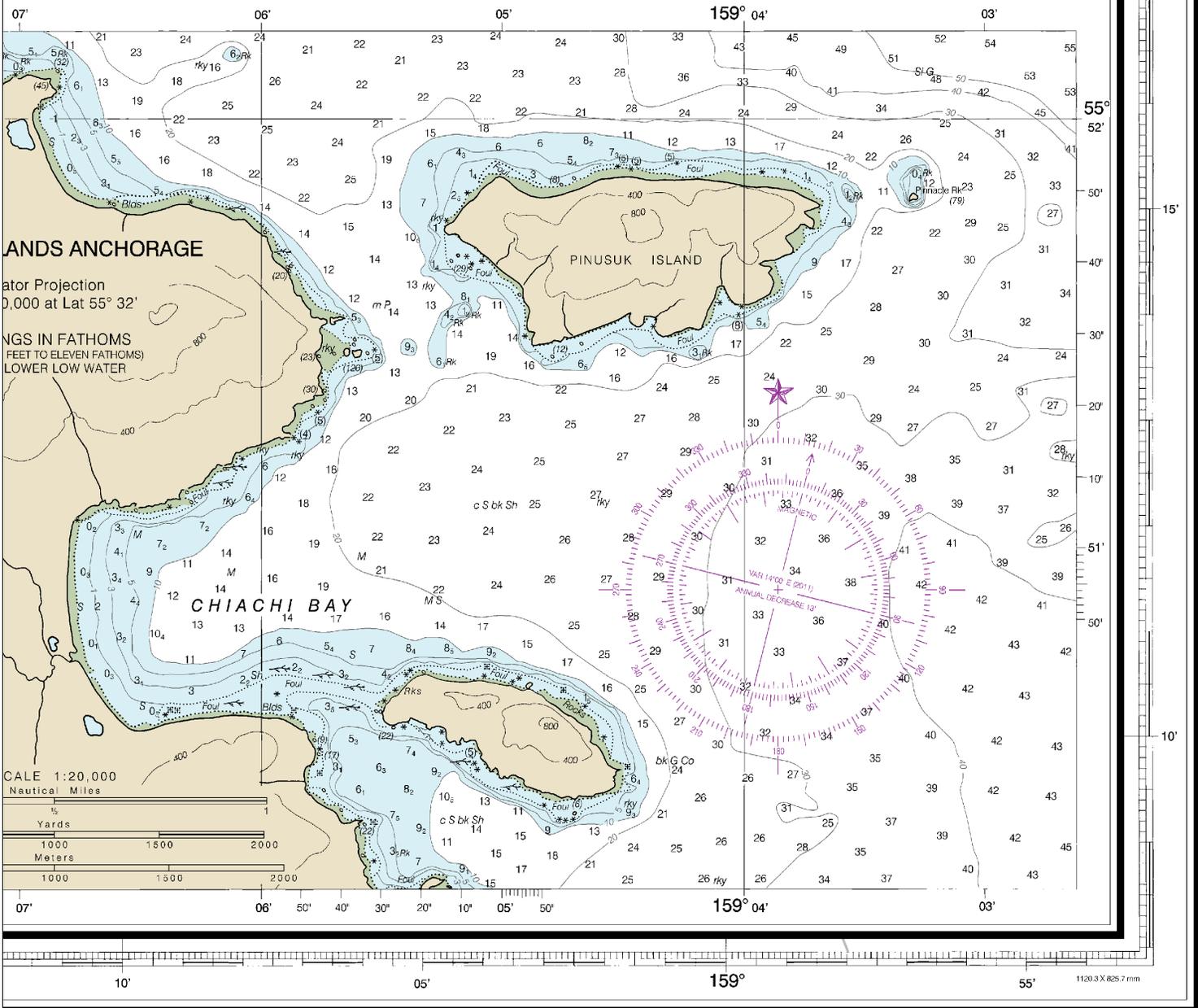
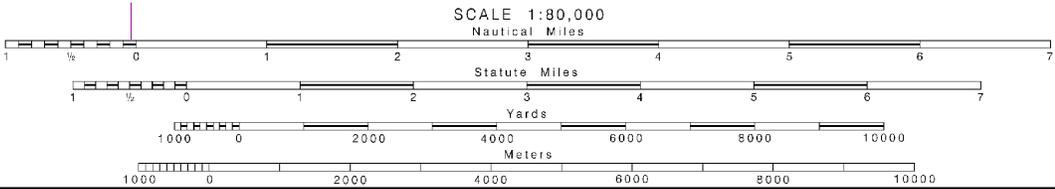
See Note on page 5.



D (ATBA)
 and upwards solely
 This Area is I.M.C.
 331); to be imple-
 16.

Joins page 15

Service at Sand Pt., Popoi Island, since the earth-
 quake of March 27, 1964 indicated no bottom
 uplift or subsidence as a result of the earthquake.
 However, mariners are urged to use caution when
 navigating in the area of this chart due to possible
 changes in depths and shoreline in areas other
 than this selected site.



5	6	7	8	9	10	11	12	13	14	15	16	17
30	35	40	45	50	55	60	65	70	75	80	85	90
9	10	11	12	13	14	15	16	17	18	19	20	21
22	23	24	25	26	27	28	29	30	31	32	33	34

Chiachi Island to Nagai Island
 SOUNDINGS IN FATHOMS - SCALE 1:80,000

16556



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.