

BookletChart™

Semidi Islands and Vicinity

NOAA Chart 16587

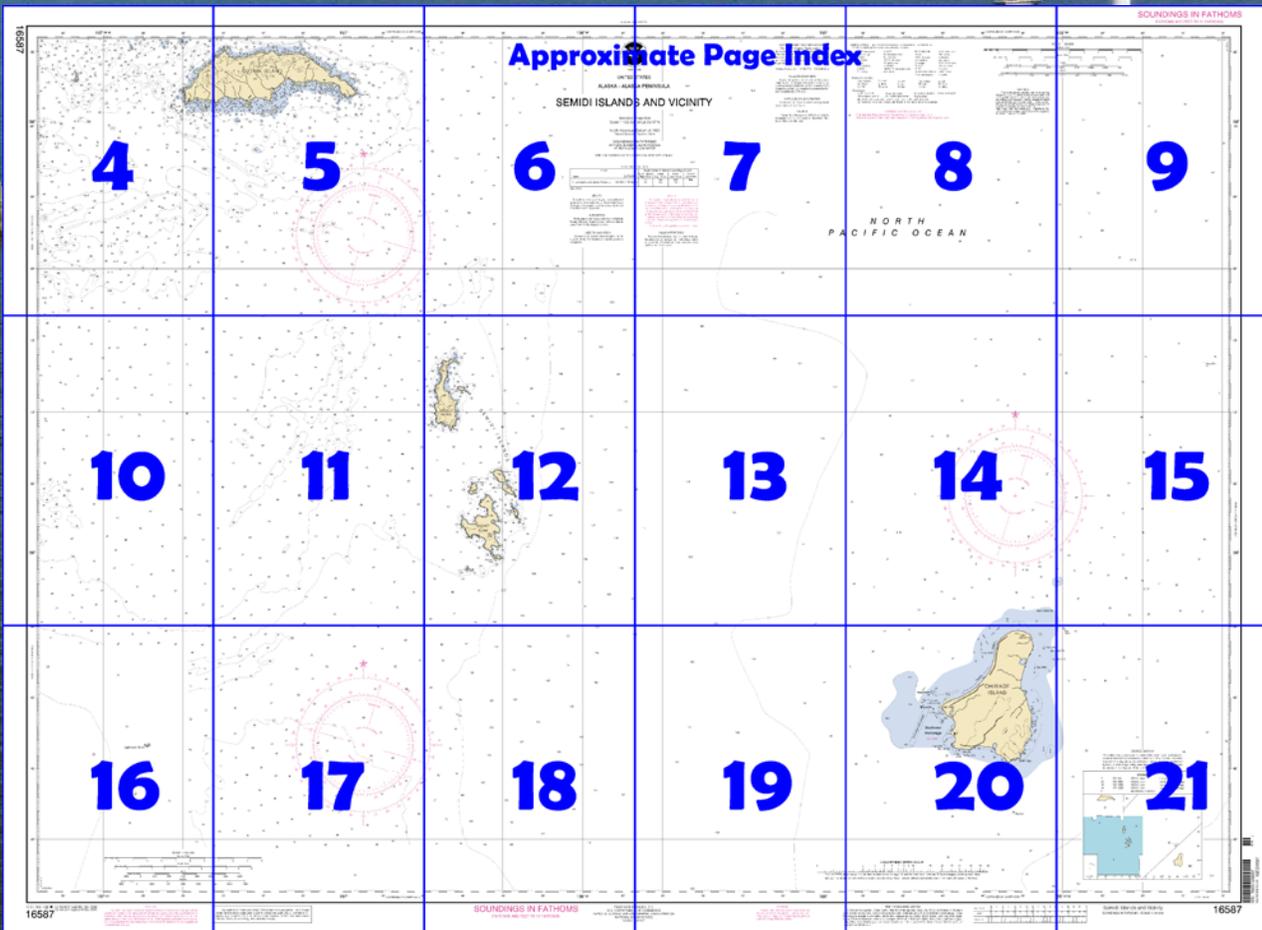


A reduced-scale NOAA nautical chart for small boaters

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.

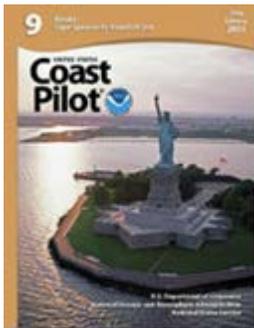
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16587>.



(Selected Excerpts from Coast Pilot)

The **Semidi Islands** are about 90 miles SW of Kodiak Island, and about 23 miles SE of Foggy Cape.

Aghiyuk Island, the N of the group, is long and narrow and rises vertically from the shoreline in high rocky cliffs that are practically unscalable, especially along the W side of the island. In the S center of the island is a grassy plateau, with a prominent rockpile, the highest point on the island, rising to over 1,000 feet.

On the E side of the island is a fair-sized bight, with a sandy beach that is clear except near its N end, where kelp-marked rocks extend offshore. E of the bight, about 1 mile offshore, is small sheer-sided **Aghik Island**,

528 feet high. Scattered ledges and rocks extend about 700 yards off the SE point of Aghik Island.

Anchorage can be had 400 to 600 yards off the bight in 6 to 9 fathoms, sand bottom. It can be safely approached from the NE, passing Aghik Island about 600 yards off; or from the SE on a midchannel course between Aghik Island and Aghiyuk Island.

A small group of rocks is 600 yards W of the SW point of Aghiyuk Island. The highest has an elevation of 20 feet.

Chowiet Island, the S large island, is triangular in shape, and has sheer cliffs alongshore, especially on its W side. It reaches a height of 810 feet near its W side, slightly N of its center. The island has alder- and grass-covered ridges with many bedrock outcrops and cairn-shaped rockpiles. Some of the latter are very large and in various odd forms.

At the S end of Chowiet Island is a small bay formed by a chain of low rocks and two steep-sided islets extending SE; **Aliksemit Island** is the largest. The S shore of Chowiet Island is a Steller sea lion rookery site. There is a 3 mile vessel exclusionary buffer zone around this rookery which encompasses most of the island and islets off shore. (See **50 CFR 223.202**, chapter 2, for limits and regulations.) In emergency situations anchorage, with about 200 yards swinging radius, can be had in the N center of the bay in 20 fathoms, sand bottom. This bay is protected from SW through W to NW.

A double bay is on the NW side of Chowiet Island which also offers emergency anchorage in the center of the E arm in 15 fathoms, sand bottom. This anchorage most favorable for winds from the NE and around through E to SE, but a SW swell creates considerable surge. Additional and emergency anchorage can be had in the center of the W arm in 22 fathoms, sand bottom, and provides about 250 yards swinging radius and is favorable for winds out of the E and around through S to SW. This anchorage is less subject to surge with a SW swell than in the E arm.

Kateekuk Island, 0.6 mile NW of Chowiet Island, is 0.8 mile long, 0.4 mile wide, and 509 feet high. Between this island and Chowiet Island to the S, and Aghiyuk Island to the N, are strong tidal currents that cause very bad tide rips.

Anowik Island, 591 feet high, and **Kiliktagit Island**, 404 feet high, are about 1.2 miles NE of the N end of Chowiet Island. Between these islands and Chowiet Island are strong currents that cause moderate tide rips; a heavy SE swell piles up excessively.

Suklik Island, 345 feet high, is about 0.9 mile S of Kiliktagit Island and about 1.2 miles E of Chowiet Island. A low flat rock is about 150 yards off the NW end of the island, and numerous sheer pinnacles extend S about 0.5 mile.

South Island, 2 miles SW of Chowiet Island, is a huge bare rock, 260 feet high, with vertical sides. Several high, sheer rock pinnacles are just W of it. The breaker charted about 5.5 miles WSW of Chowiet Island is reported to be much closer to the island.

Strong tidal currents and bad tide rips are found among the Semidi Islands, especially in the channels, between Aghiyuk and Kateekuk; and between the latter island and Chowiet.

Lighthouse Rocks (55°47'N., 157°25'W.) are spread over an area 0.2 mile in diameter that is 27 miles SW of Chowiet Island and 57 miles W of Chirikof Island; the largest rock is 500 feet long and 90 feet high. Deep water surrounds these barren rocks and they can be safely approached to within 0.5 mile; there are large sea lion rookeries on the rocks. A S set is generally experienced between Lighthouse Rocks and Chirikof Island.

**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

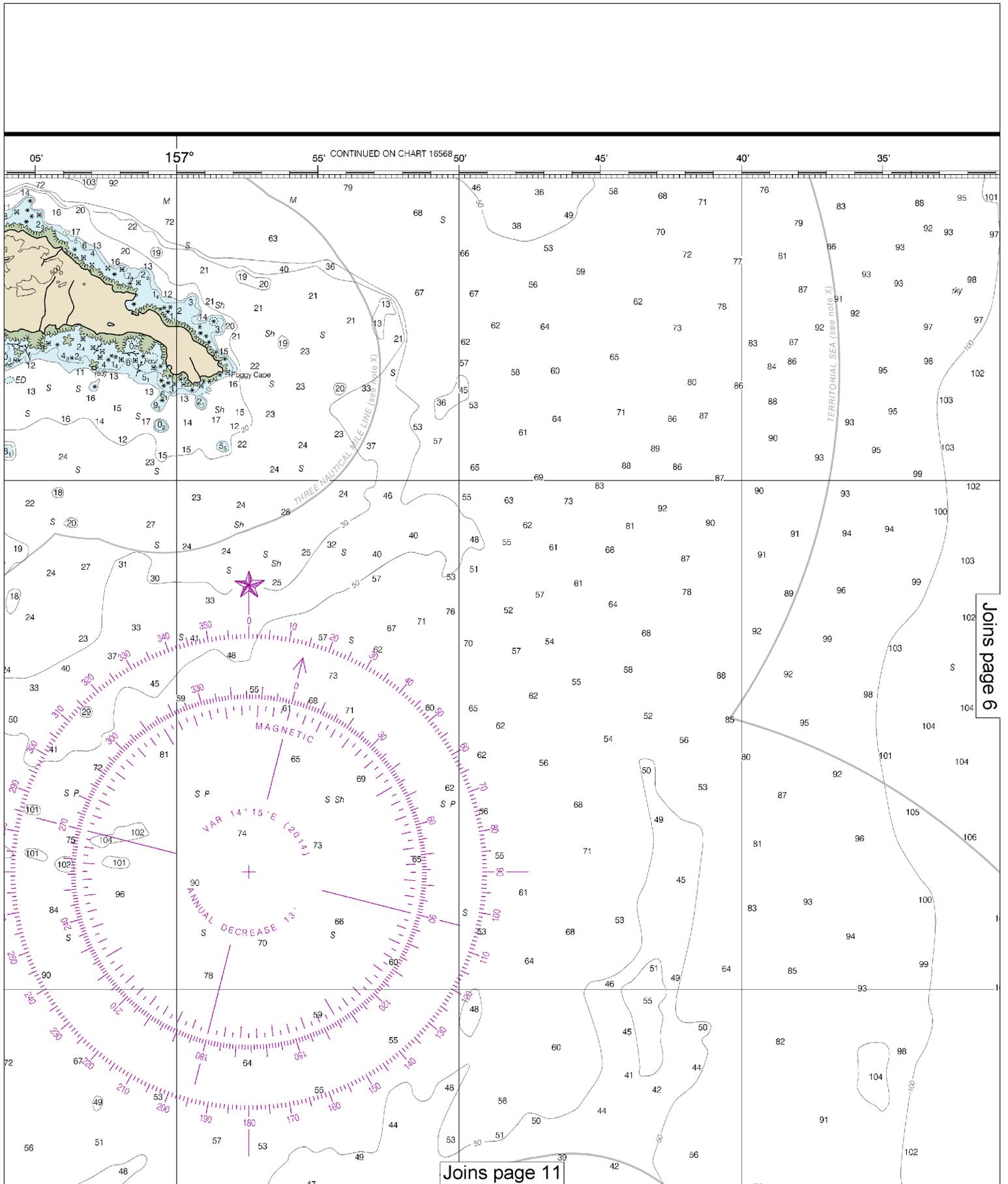
To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

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>

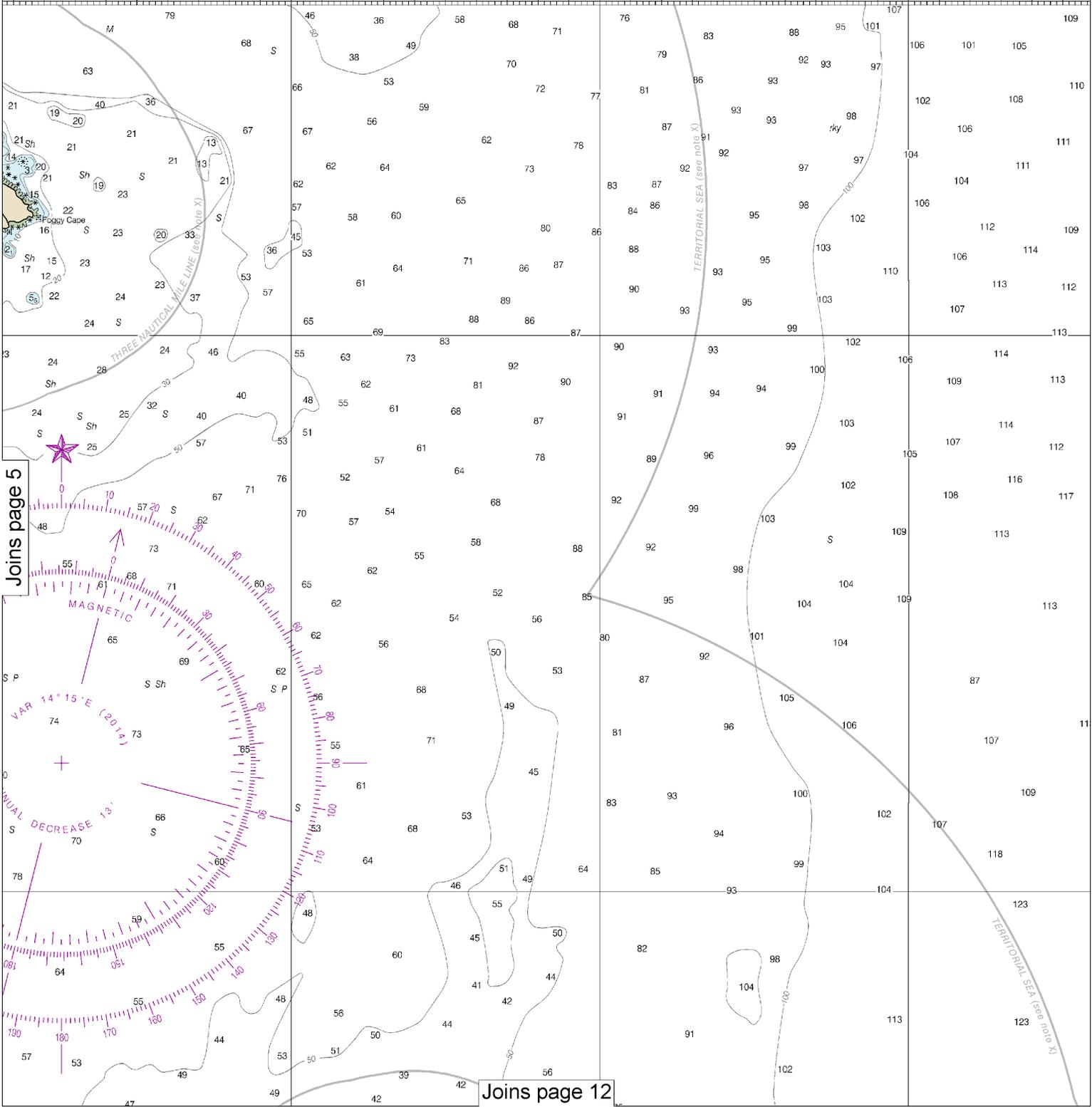


Joins page 11

This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:180000. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



55' CONTINUED ON CHART 16568 50' 45' 40' 35' 156°30' 25'

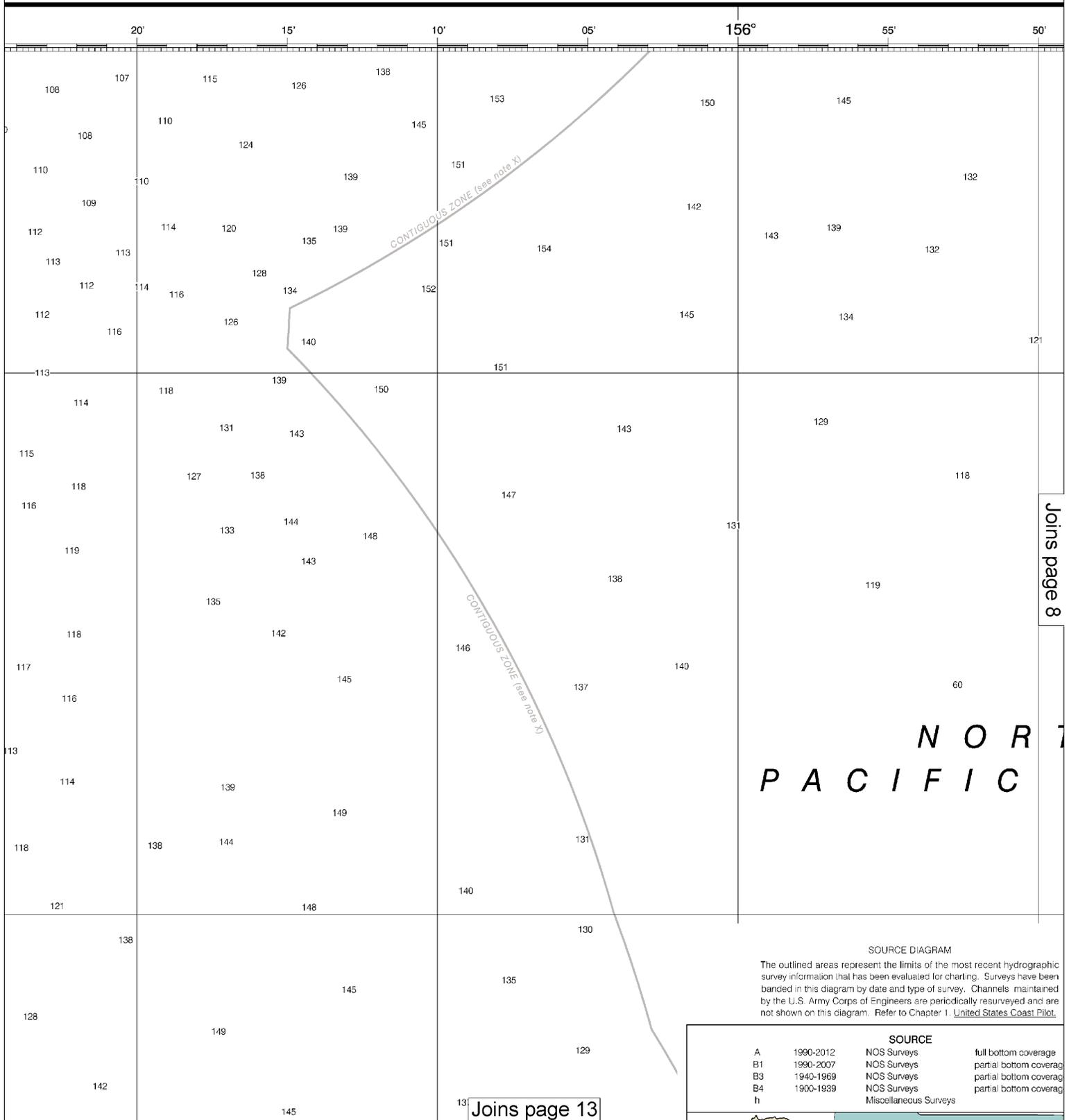


Joins page 5

Joins page 12



Note: Chart grid lines are aligned with true north.

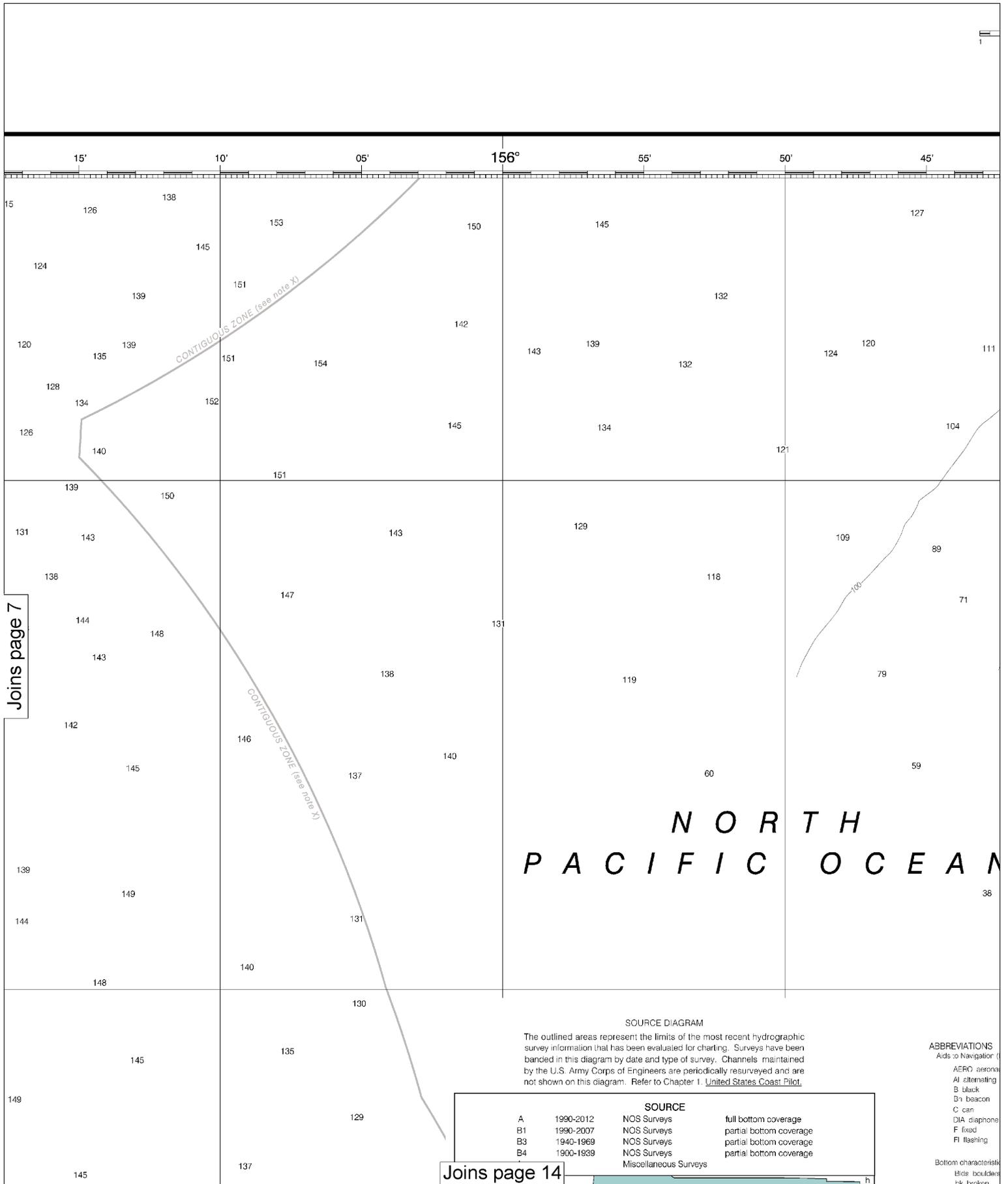


Joins page 8

Joins page 13

Last Correction: 11/8/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)





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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

Source Code	Survey Period	Survey Type	Coverage
A	1990-2012	NOS Surveys	full bottom coverage
B1	1990-2007	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
		Miscellaneous Surveys	

ABBREVIATIONS

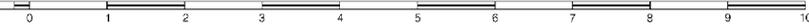
- Aids to Navigation (A):
- AERO: aeronaut
 - Al: alternating
 - B: black
 - Bt: beacon
 - C: can
 - DIA: diaphanous
 - F: fixed
 - Fl: flashing
- Bottom characteristics:
- bls: boulder
 - bk: broken



Note: Chart grid lines are aligned with true north.

SCALE 1:135,000

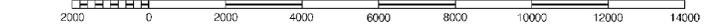
Nautical Miles



Statute Miles



Yards

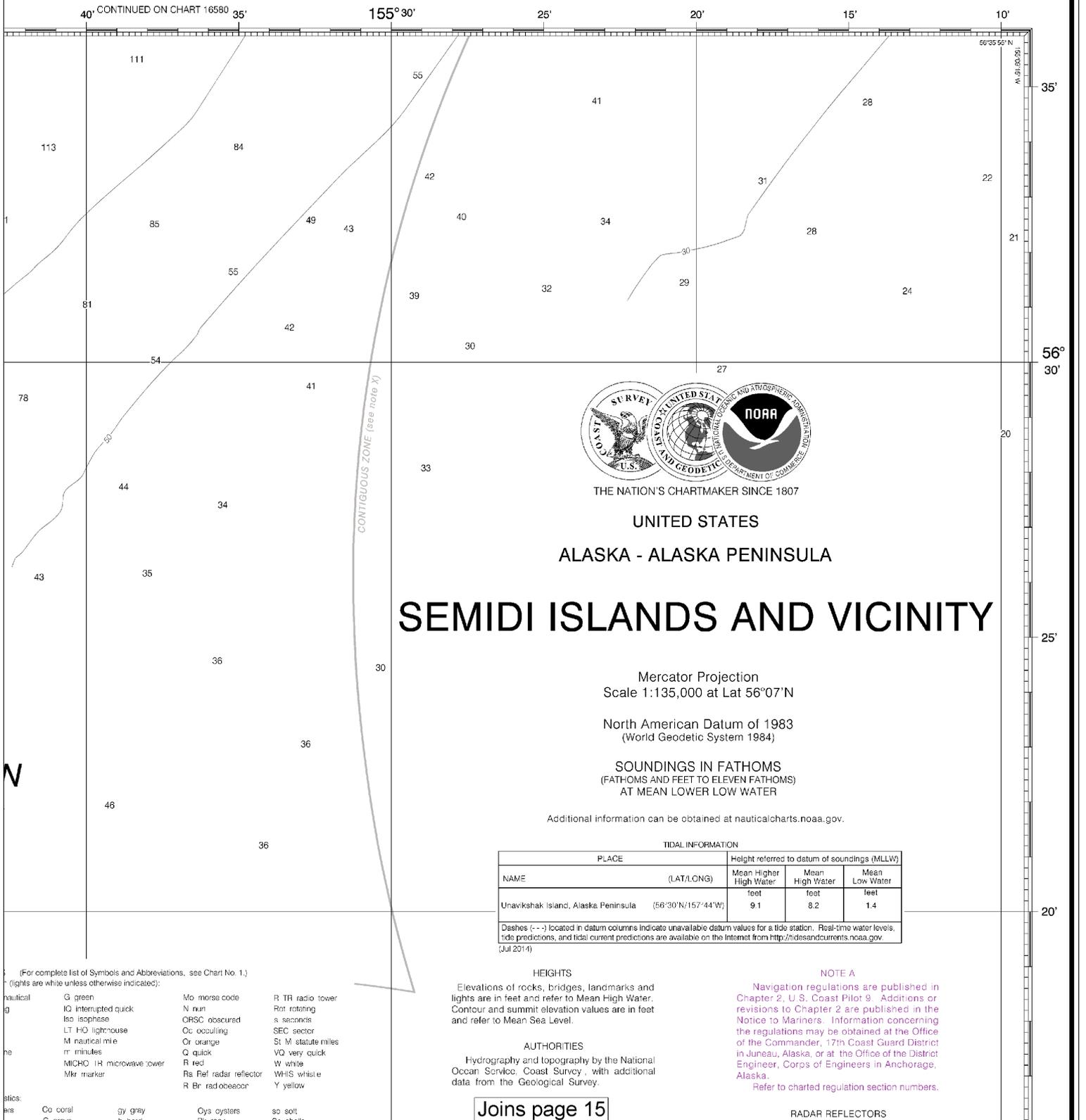


Meters



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



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
Unavikshak Island, Alaska Peninsula (56°30'N/157°44'W)	feet	9.1	8.2	1.4

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>. (Jul 2014)

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.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey.

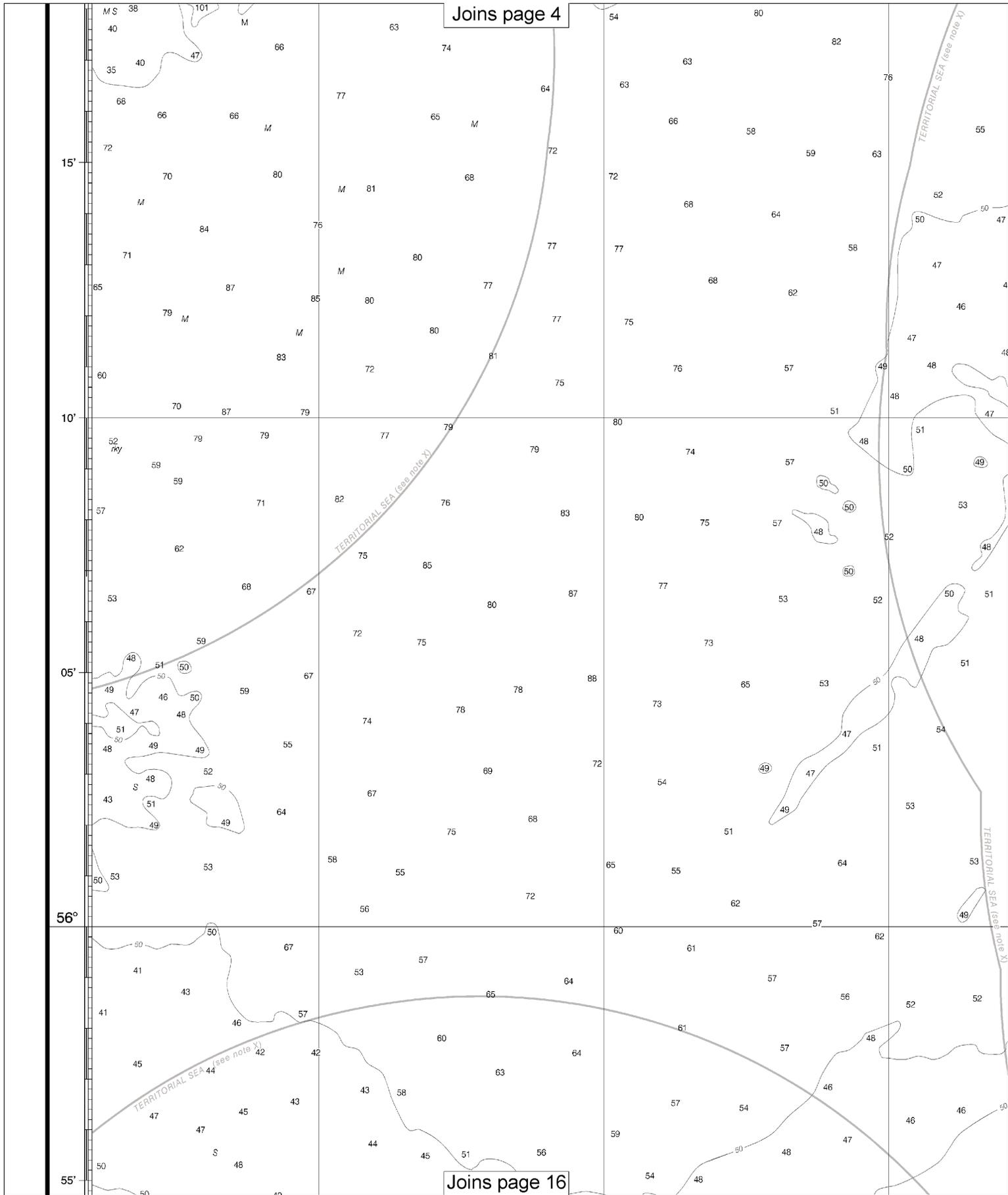
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office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

- (For complete list of Symbols and Abbreviations, see Chart No. 1.)
(lights are white unless otherwise indicated):
- nautical G green Mo morse code R TR radio tower
 - g IQ interrupted quick N nun Rot rotating
 - iso Iso isophase ORSC obscured s. seconds
 - LT HO lighthouse Oc occulting SEC sector
 - M nautical mile Or orange St M statute miles
 - m minutes Q quick VQ very quick
 - MICRO IR microwave tower R red W white
 - Mkr marker Ra Ref radar reflector WHIS whistle
 - R Br radobeecon Y yellow
 - Co coral gy gray Cys oysters so soft
 - G. grave h hard Rk rock Sa shells

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RADAR REFLECTORS

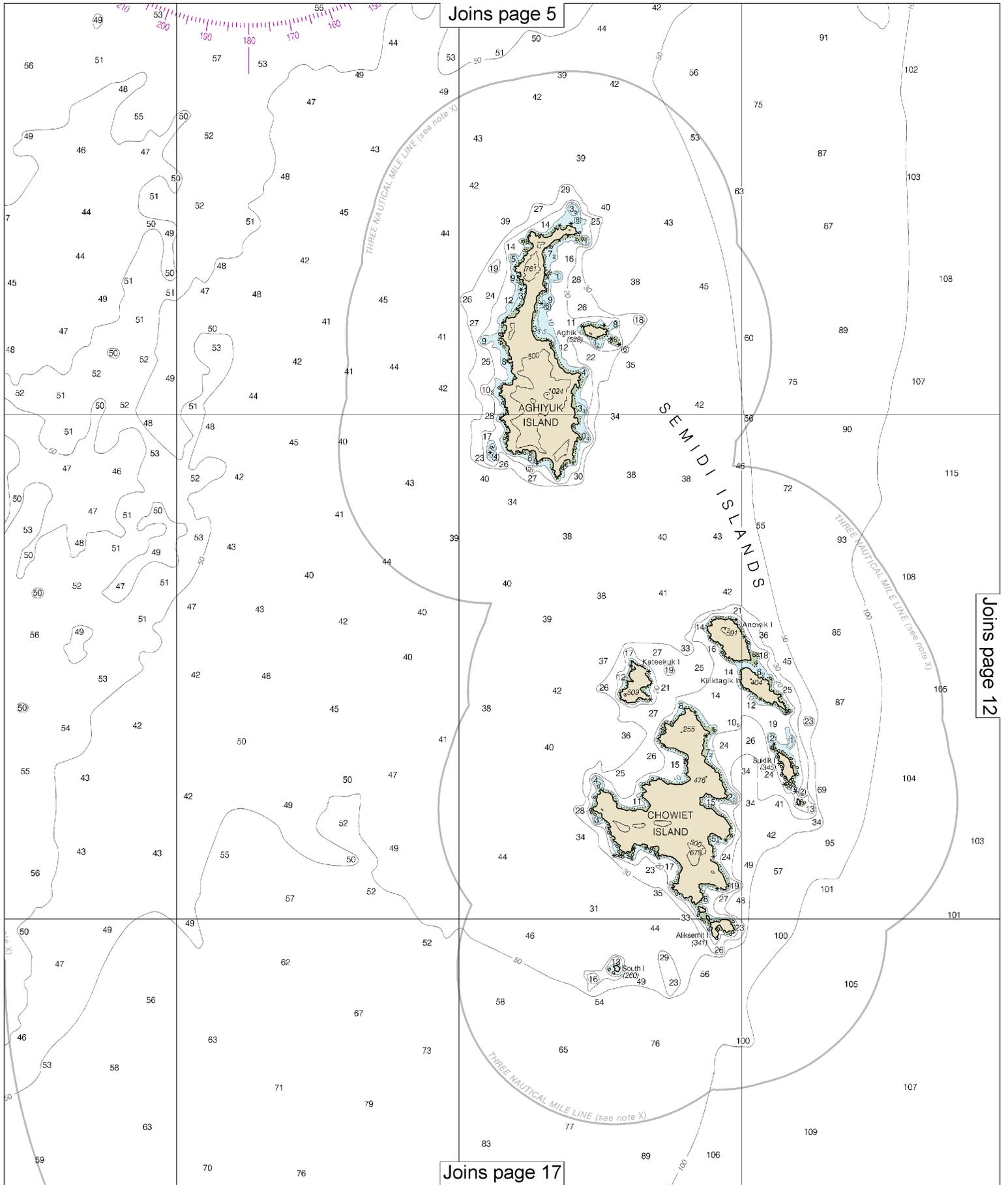
Joins page 4

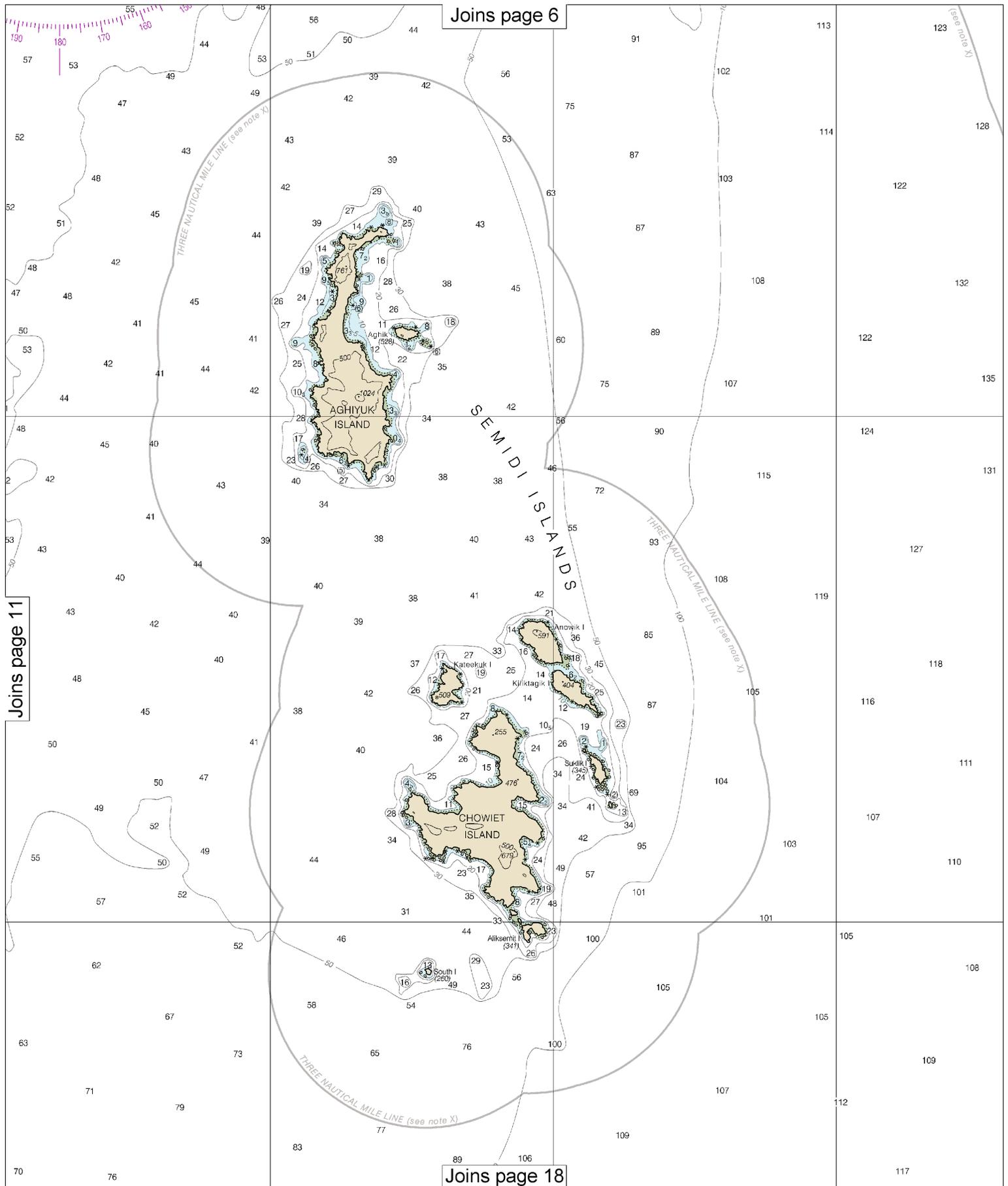


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Note: Chart grid lines are aligned with true north.





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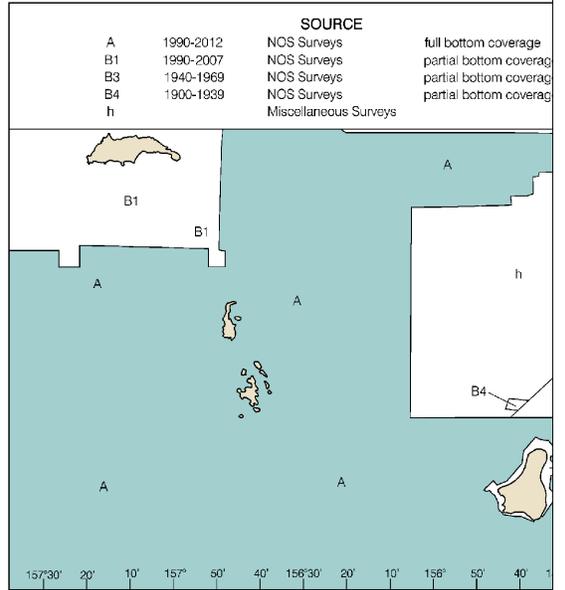
Joins page 11

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12

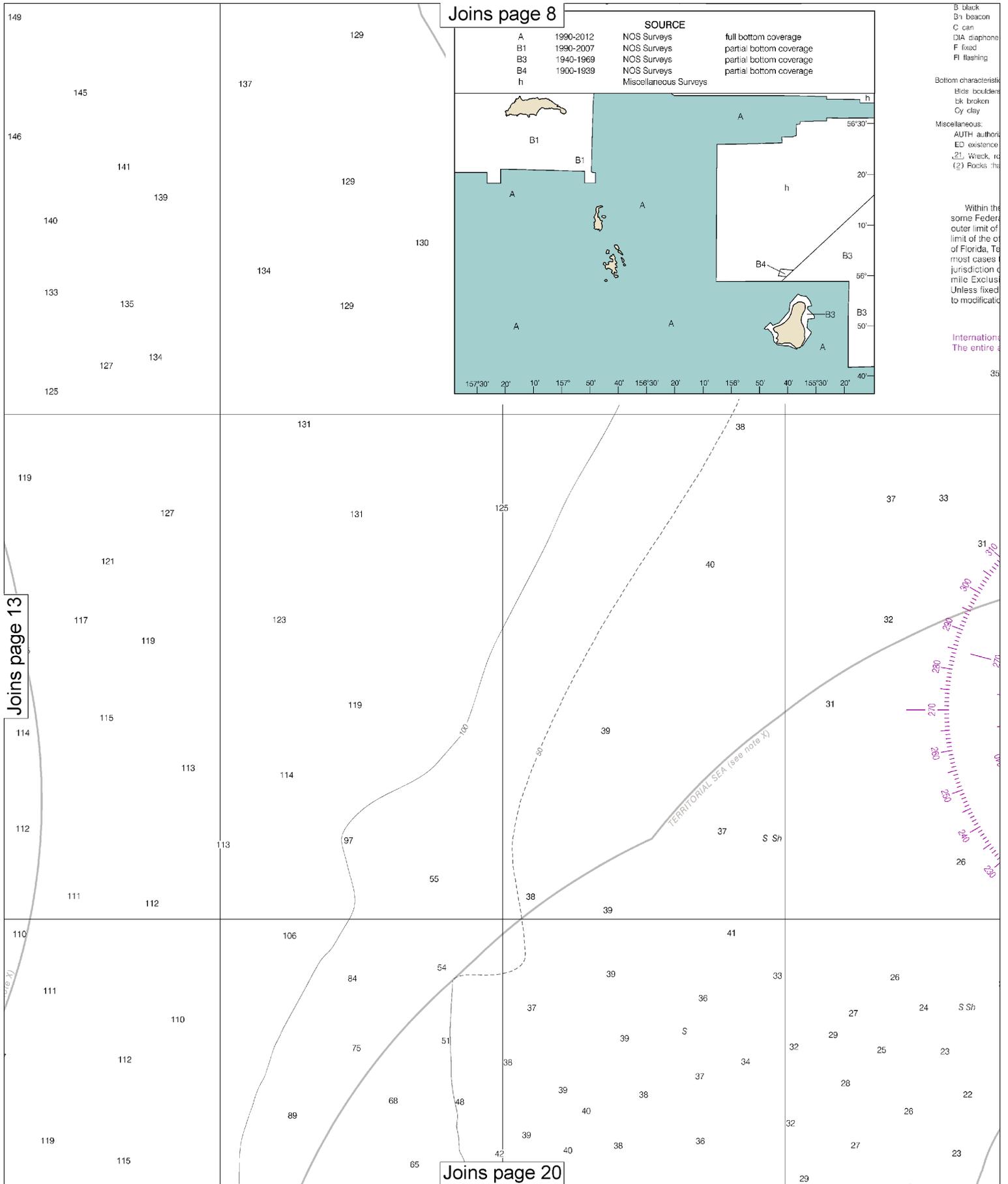
Note: Chart grid lines are aligned with true north.

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ISO isophase
 LT HO light-house
 M nautical mile
 m minutes
 MICHO IR microwave tower
 Mkr marker

ORSC obscured
 Oc ooculling
 Or orange
 Q quick
 R red
 Ra Ref radar reflector
 R Br rad oboeacor

s. seconds
 SEC sector
 St M statute miles
 VO very quick
 W white
 WHIS whistle
 Y yellow

Co coral
 G grave
 Grs grass

gy gray
 h hard
 M mud

Cys oysters
 Rk rock
 S sand

so soft
 Sh shells
 sy sticky

Obstrn obstruction
 PA position approximate
 PD position doubtful
 Rpt reported

Subm submerged

rock, obstruction, or shoal swept clear to the depth indicated.
 that cover and uncover, with heights in feet above datum of soundings.

NOTE X

The 12-nautical mile Territorial Sea, established by Presidential Proclamation, and other 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 boundary under other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in effect. The inner limit of Federal fisheries jurisdiction and the outer limit of the continental shelf of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Pursuant to treaty or the U.S. Supreme Court, these maritime limits are subject to change.

COLREGS, 80.1705 (see note A)

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

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AUTHORITIES
 Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey.

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

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.

Sitkinak Dome, AK WNG-718 162.450 MHz

POLLUTION REPORTS
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-9802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

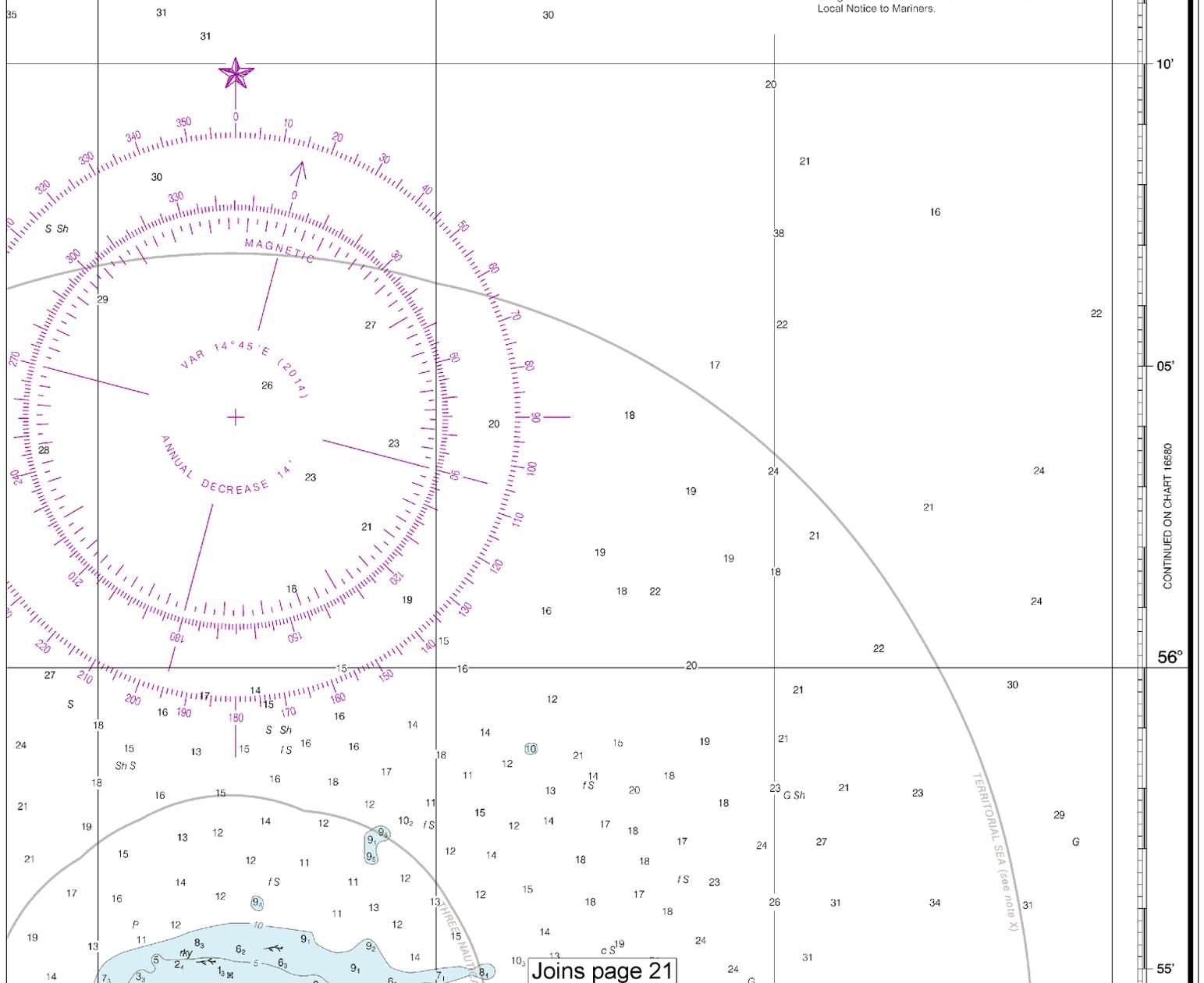
Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
 Refer to charted regulation section numbers.

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.

WARNING
 The hydrography on this chart is of varying degrees of quality. Charted depths were obtained from smaller scale charts in the areas of sparse soundings and were acquired by vessels in transit. Undetected dangers could exist in those areas. Navigators should exercise extreme caution and report discrepancies or hazards at <https://nauticalcharts.noaa.gov>. Depths in the areas of denser sounding patterns were acquired by modern survey methods.

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

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



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15'

16

10'

05'

56°

55'

CONTINUED ON CHART 16580

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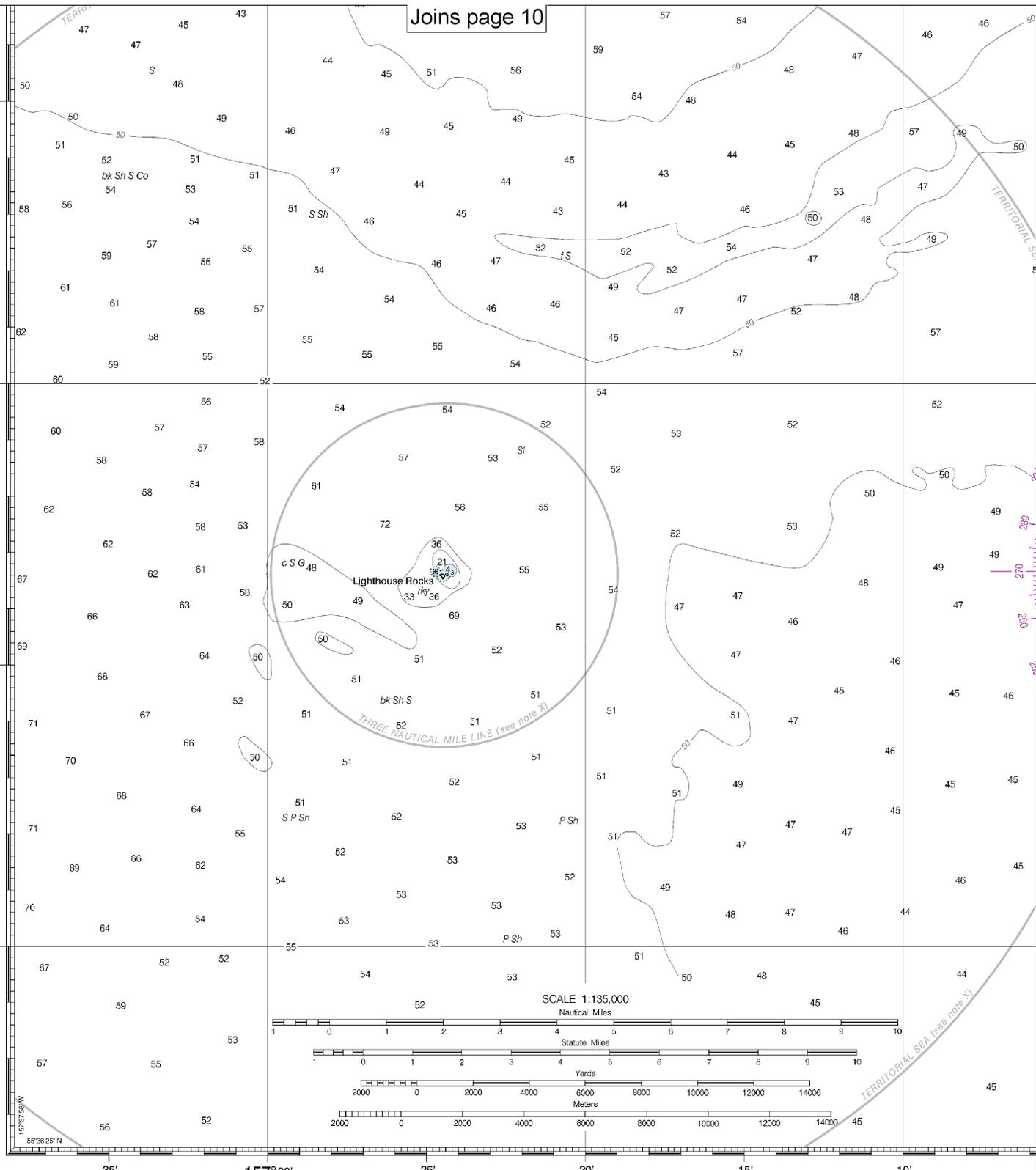
CONTINUED ON CHART 16561

55'

50'

45'

40'



3rd Ed. Aug. 2014

16587

CAUTION

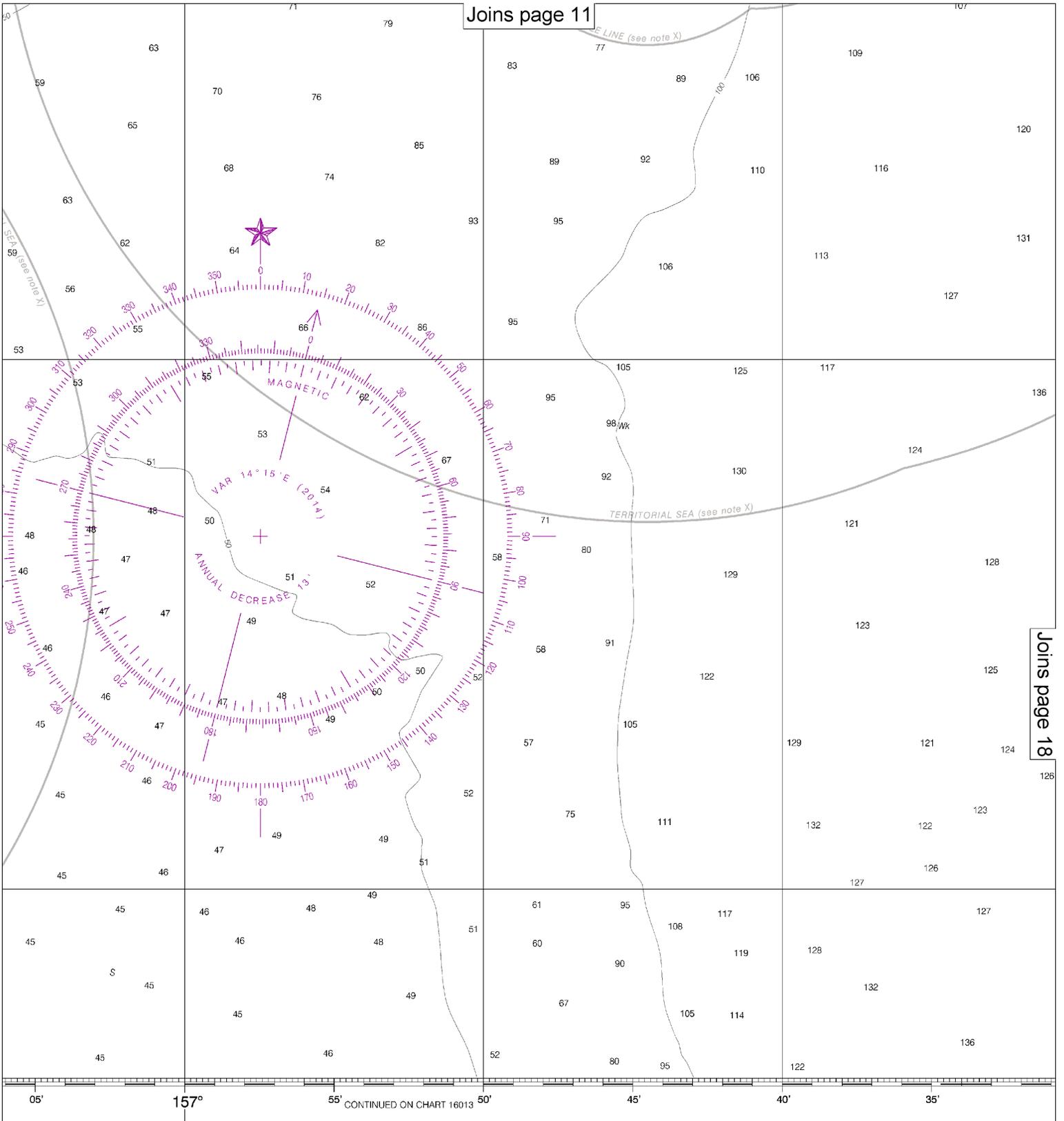
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice 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, discrepancies about this chart at <http://www.nauticalcharts.noaa.gov/staff/cont>

Last Correction: 11/8/2016. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

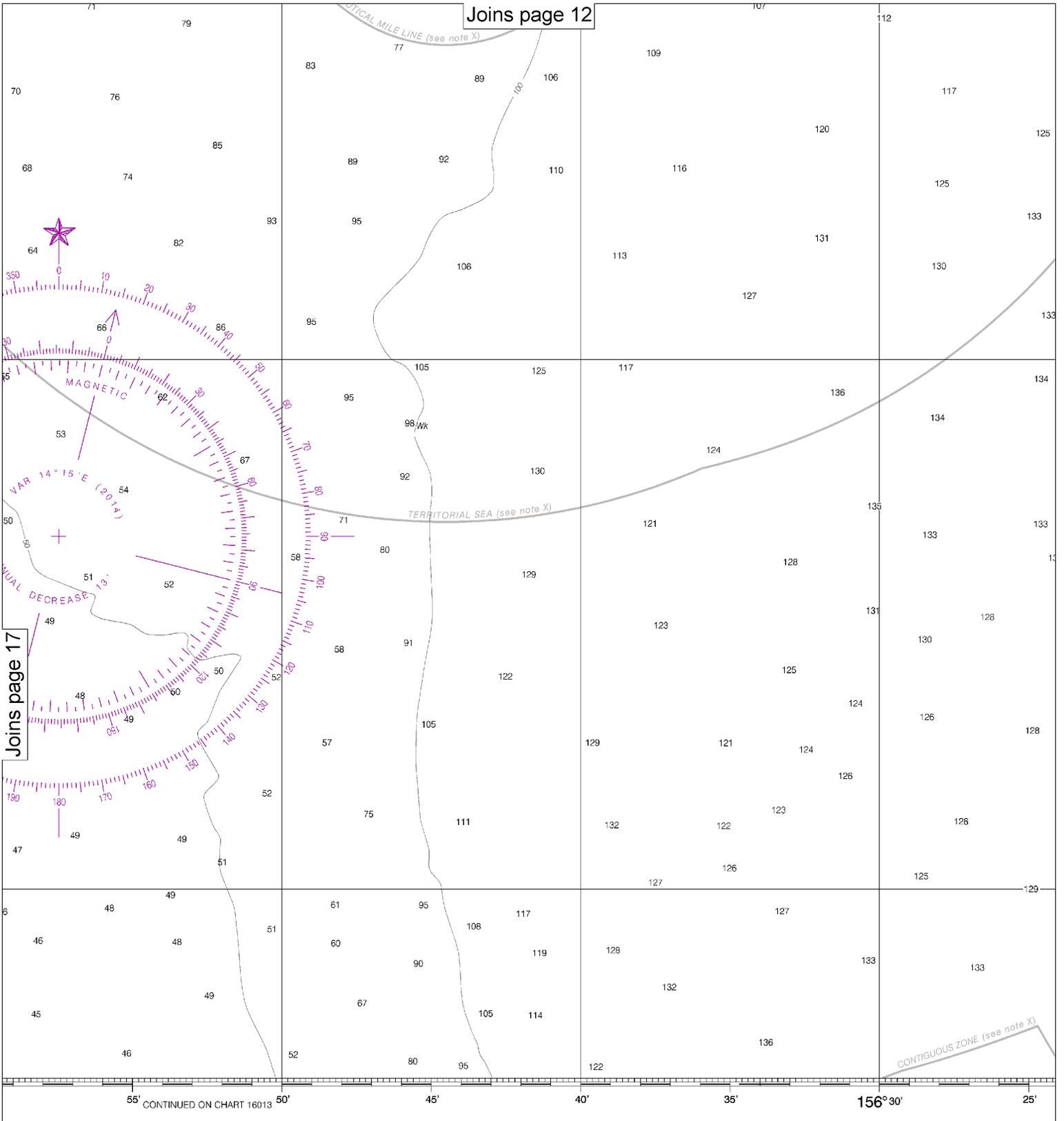
16

Note: Chart grid lines are aligned with true north.



s or comments
tact.htm.

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)



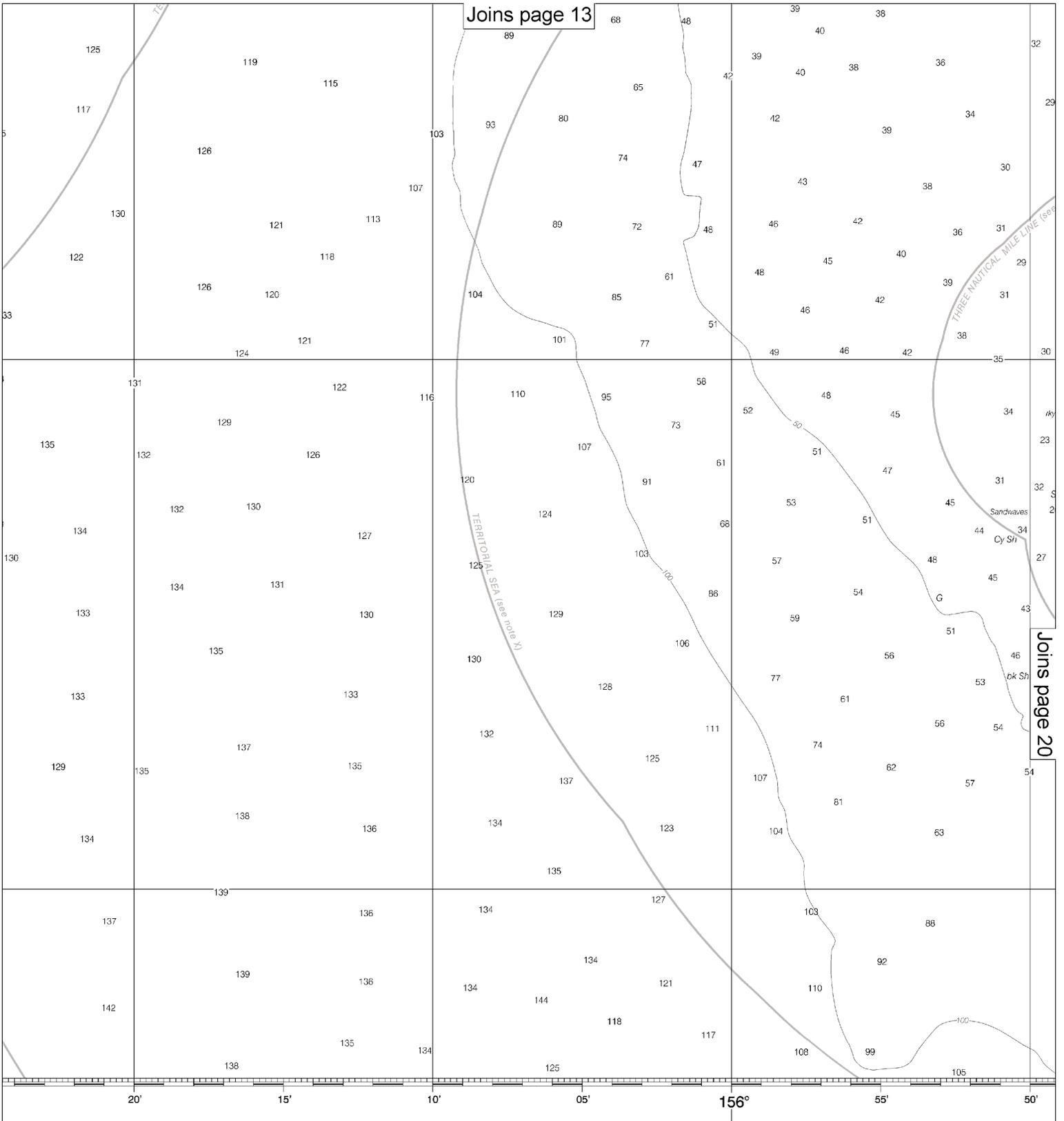
Joins page 17

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

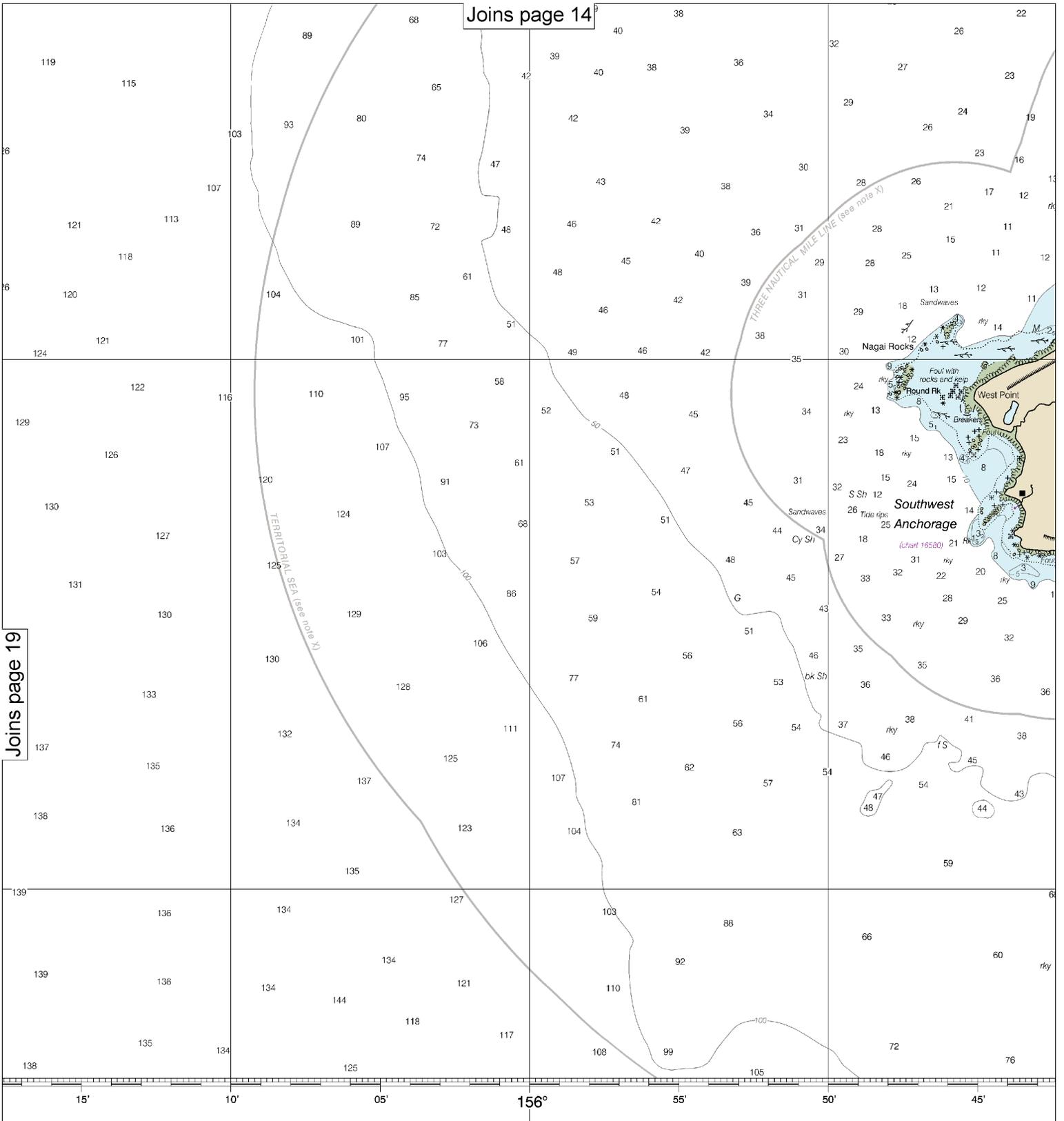
Published at
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL CENTER FOR ENVIRONMENTAL OCEANOGRAPHY
 COAST AND GEODETIC SURVEY

Note: Chart grid lines are aligned with true north.



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

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.

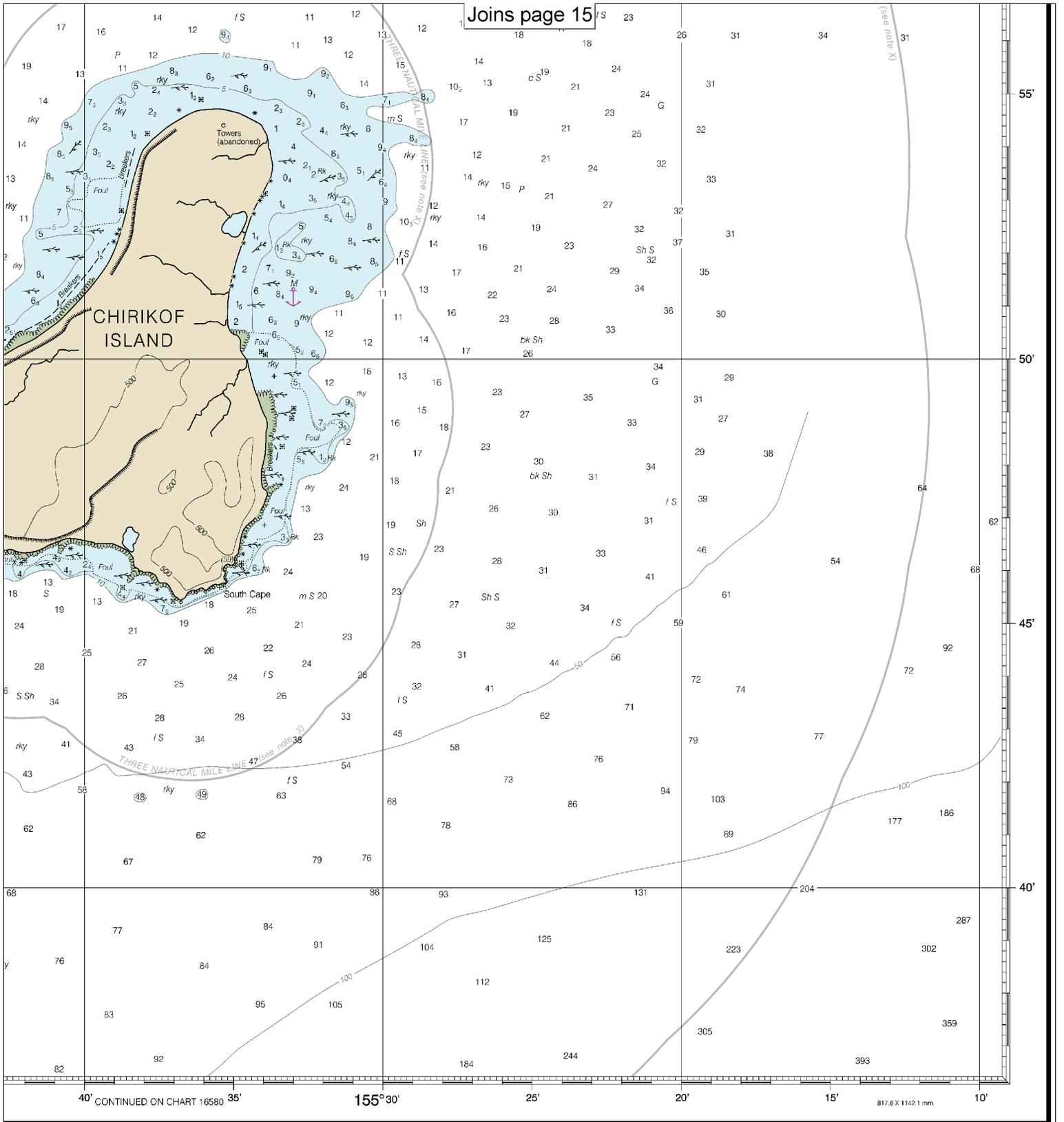


WARNING
 The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



Note: Chart grid lines are aligned with true north.

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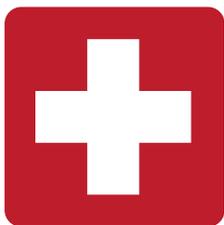
40' CONTINUED ON CHART 16580 35' 155° 30' 25' 20' 15' 10'

817.6 X 1142.1 mm

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

Semidi Islands and Vicinity
SOUNDINGS IN FATHOMS - SCALE 1:135,000

16587



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.