BookletChart™

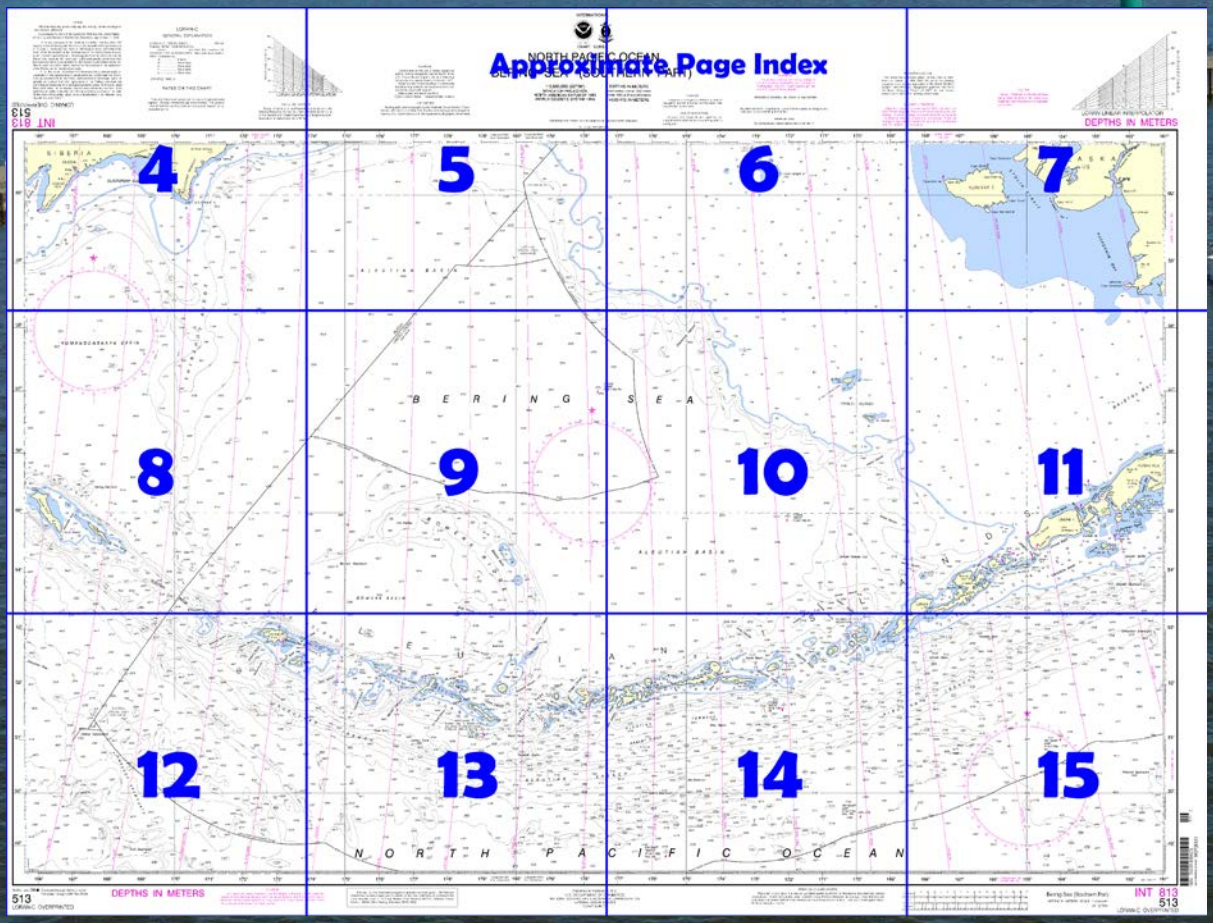
Bering Sea – Southern Part

NOAA Chart 513

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.

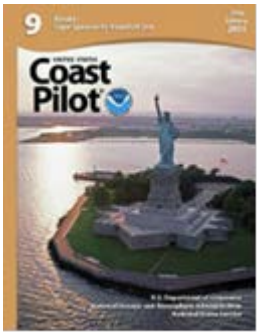
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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/coastpilot_w.php?book=9.



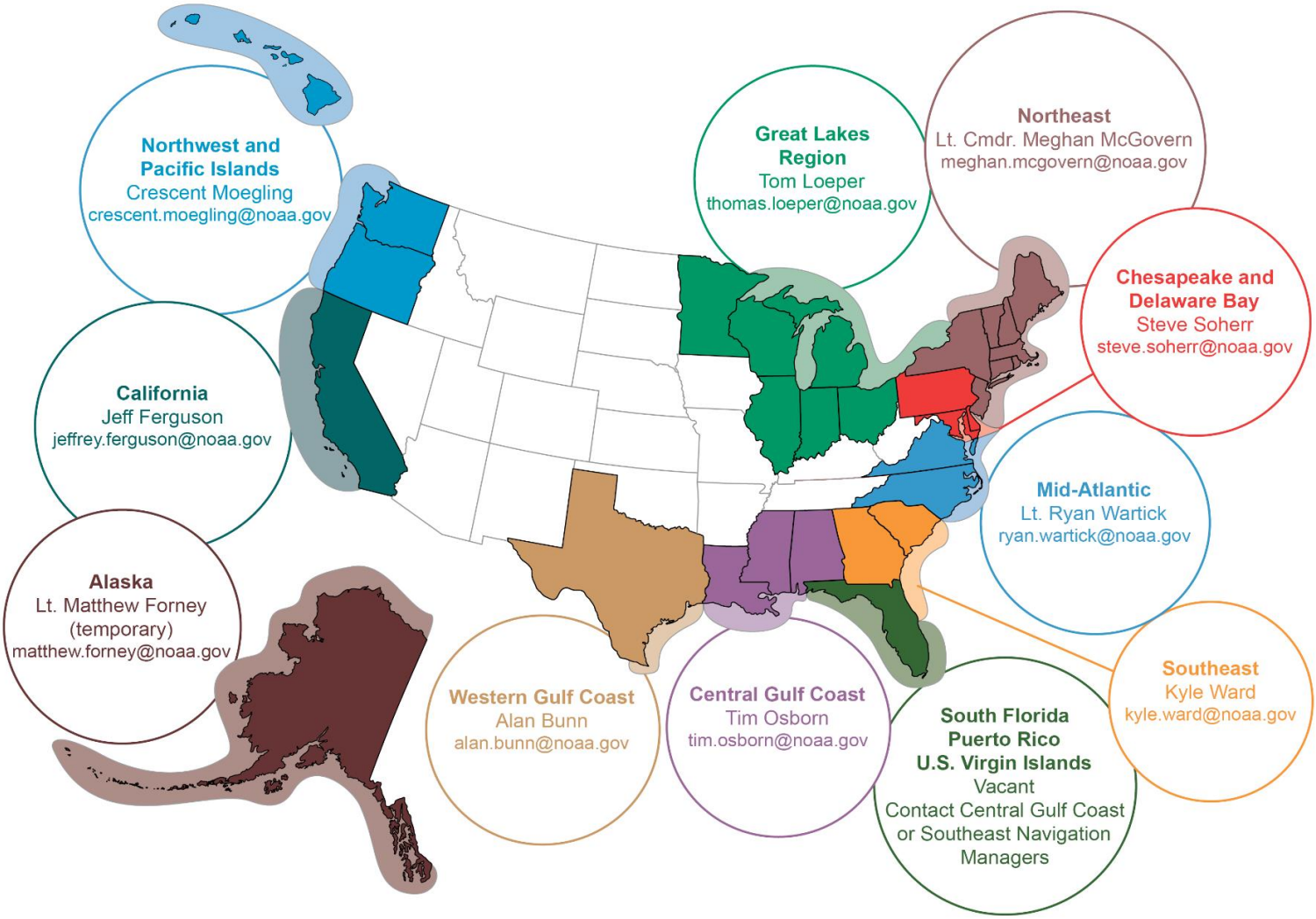
(Selected Excerpts from Coast Pilot)
Aleutian Islands, extending in a 900-mile arc from Unimak Island to Attu Island, are a westward continuation of the Alaska Peninsula and form the southern limit of the Bering Sea. The most important groups of islands in the chain are Fox Islands, Islands of the Four Mountains, Andreanof Islands, Rat Islands, and Near Islands. Most of the islands are mountainous; the coasts are bluff and exposed; the shores are bold, with many off-lying islets, rocks and reefs; the beaches are rocky and narrow; and the water is usually deep close to shore. As a rule, seabottom features are similar to those of the adjacent land.

Anchorages.–Most of the larger islands in the Aleutians provide some sheltered anchorages as mentioned in the text for the individual places. The better known harbors are: Akutan Harbor on Akutan Island, Dutch Harbor on Unalaska Island, Nazan Bay on Atka Island, Kuluk Bay on Adak Island, Constantine Harbor on Amchitka Island, Kiska Harbor on Kiska Island, and Massacre Bay on Attu Island.
Dangers.–Nearly all beaches in the Aleutian Islands present natural obstacles to landing. The shores are generally precipitous; the breakers are heavy and in many cases the approaches are filled with jagged rocks and kelp beds which are unusually abundant in the Aleutians; in winter, the kelp disappears entirely. Sand beaches are rare; usually being found only at the heads of bays; and in no case does a beach extend more than 50 yards inland from the high-water line.
When heavy swells and seas are encountered along a beach, a landing in a small boat should not be attempted as there are strong and dangerous undertows accompanied by variable currents. In addition to the lack of surveys, navigation in this region is made difficult by the prevailing thick weather and further by the lack of knowledge of the currents which attain considerable velocity at times.
Weather, Aleutian Islands.–The weather of the Aleutians is characterized by persistently overcast skies, strong winds, and violent storms. It is often variable and quite local. Clear weather is seldom encountered over a large area. North shores are usually better off than South ones. The winter temperatures are moderated by the relatively warm waters of the Japan Current, so the islands are usually free from ice, which would hamper navigation. At Adak, overcast conditions average nearly 75% of the time during June and July, dropping back to approximately 50% of the time from October through February.
Winds are variable, local, and often strong. From the Fox Islands to the Andreanof Islands, SW through NW winds are the most common except in midwinter, when winds from all directions are frequent. There are numerous local variations to this general flow. On Unimak Island, southeasterlies are common in midwinter. Southeasterlies are also prevalent on the N side of Unalaska Island from November through February. At Atka, NW winds are frequent year round. Williwaws and intense lows bring gales from October through March. Winds have climbed to 65 knots at Dutch Harbor, and to 74 knots on Umnak Island. A peak gust of 109 knots occurred at Adak in March 1954. Gails occur in all months of the year at Adak with the greatest chance from December through March.
In the W Aleutians over the Rat and Near Islands, winds are also strong and variable. From about April through November, south through NW winds are common, while N through SE winds blow frequently in winter. Williwaws can be violent; windspeeds reached 91 knots at Attu one February.
In the Aleutians, about 30 to 75 inches (762 to 1905 mm) of precipitation occurs on 200 to more than 300 days. This means there are a lot of days with snow and drizzle. For example, at Adak, there is an average of 341 days with measurable precipitation, and better than 72 percent of those see 0.1 inch (2.54 mm) or more measured. Winter is the wettest season and November, the wettest month. Adak averages over 61 inches (1549 mm) of precipitation a year with the extremes of nearly 93 inches (2362 mm) in 1954 and 37.37 inches (949.2) in 1960. In general, precipitation increases W along the chain, but exposure can have some influence on larger islands.

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

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

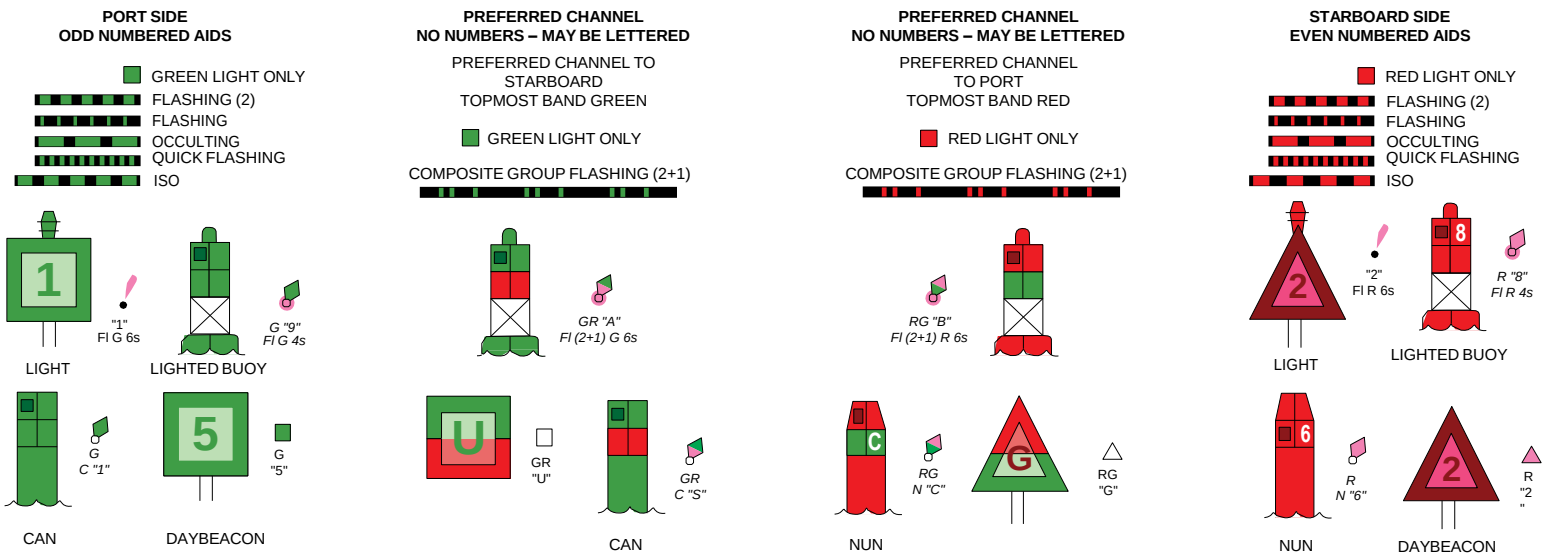
Navigation Managers Area of Responsibility



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 B

Maritime boundary provisionally applied pending formal exchange of instruments of ratification.

According to Article 3 of the Agreement Between the United States of America and Russia on the Maritime Boundary, signed June 1, 1990:

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

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

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE C

RECOMMENDED TWO-WAY ROUTE

The two-way routes shown on this chart are recommended for sh and upwards. CAUTION: Full bottom coverage surveys have n the entire routes, so uncharted dangers may exist. The two-way r areas are IMO-Adopted (MSC IMO SN.1/Circ.336); to be impleme

NOTE A

AREA TO BE AVOIDED (ATBA)

All ships 400 gross tonnage and upwards sol should avoid the Area. This Area is IMO-Adopte SN.1/Circ.331).

POLLUTION REPORTS

Report all spills of oil and hazardous subst National Response Center via 1-800-424-8802 to the nearest U.S. Coast Guard facility if tele munication is impossible (33 CFR 153).

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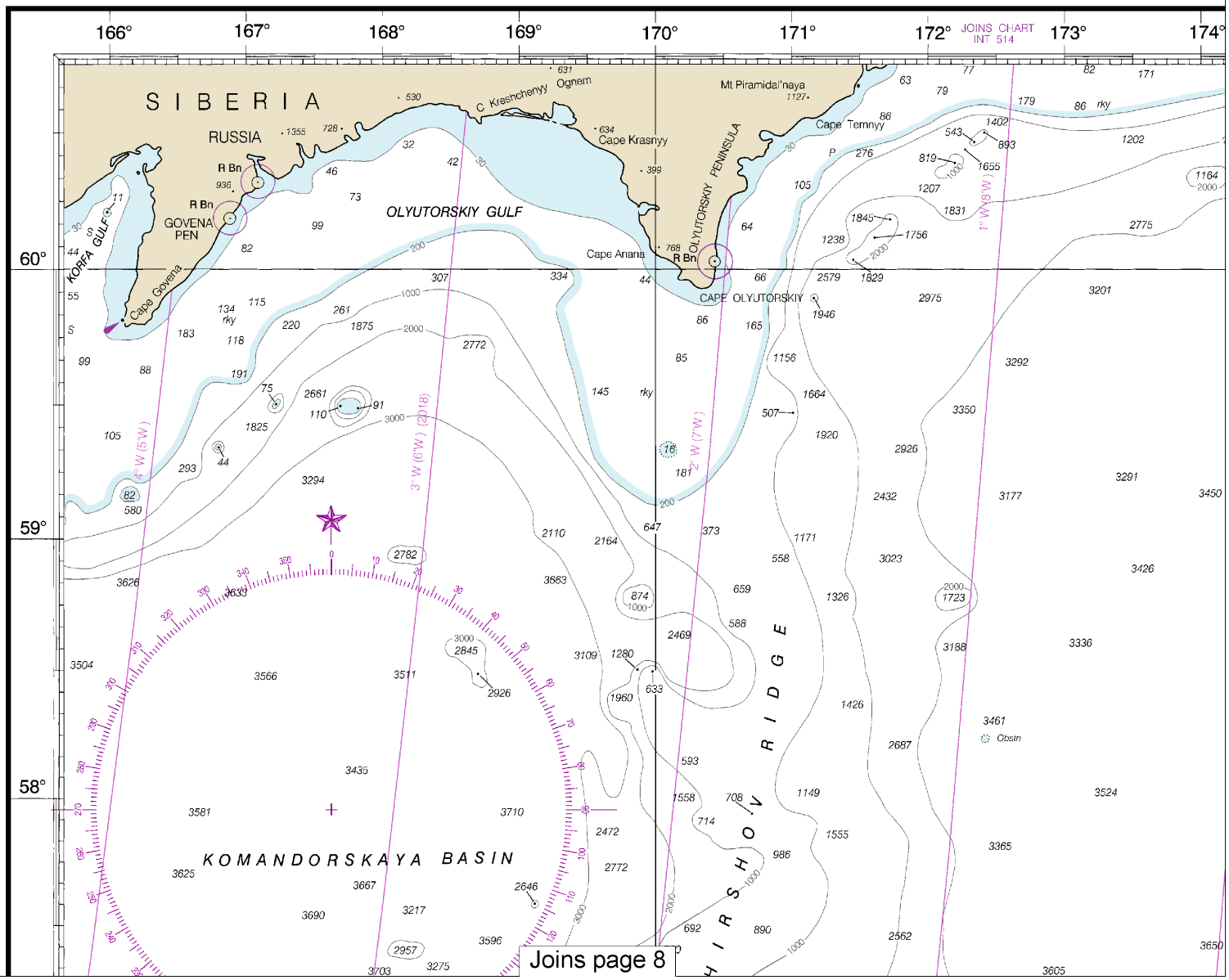
INT 813



4

Note: Chart grid lines are aligned with true north.

INTERNATIONAL

COAST SURVEY

CHART SERIES

NORTH PACIFIC O
BERING SEA (SOUTHE

1:3,500,000 (22°30′)
MERCATOR PROJECTION
NORTH AMERICAN DATUM OF 1983
(WORLD GEODETIC SYSTEM 1984)

DEPTHS I
Depth contour int
(Under 1000, at 3
HEIGHTS

ES
ships of 400 gross tonnage
not been conducted within
y routes and precautionary
mented DEC 1, 2018.

A)
olely in transit
ted (MSC IMO

stances to the
2 (toll free), or
lephone com-

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.

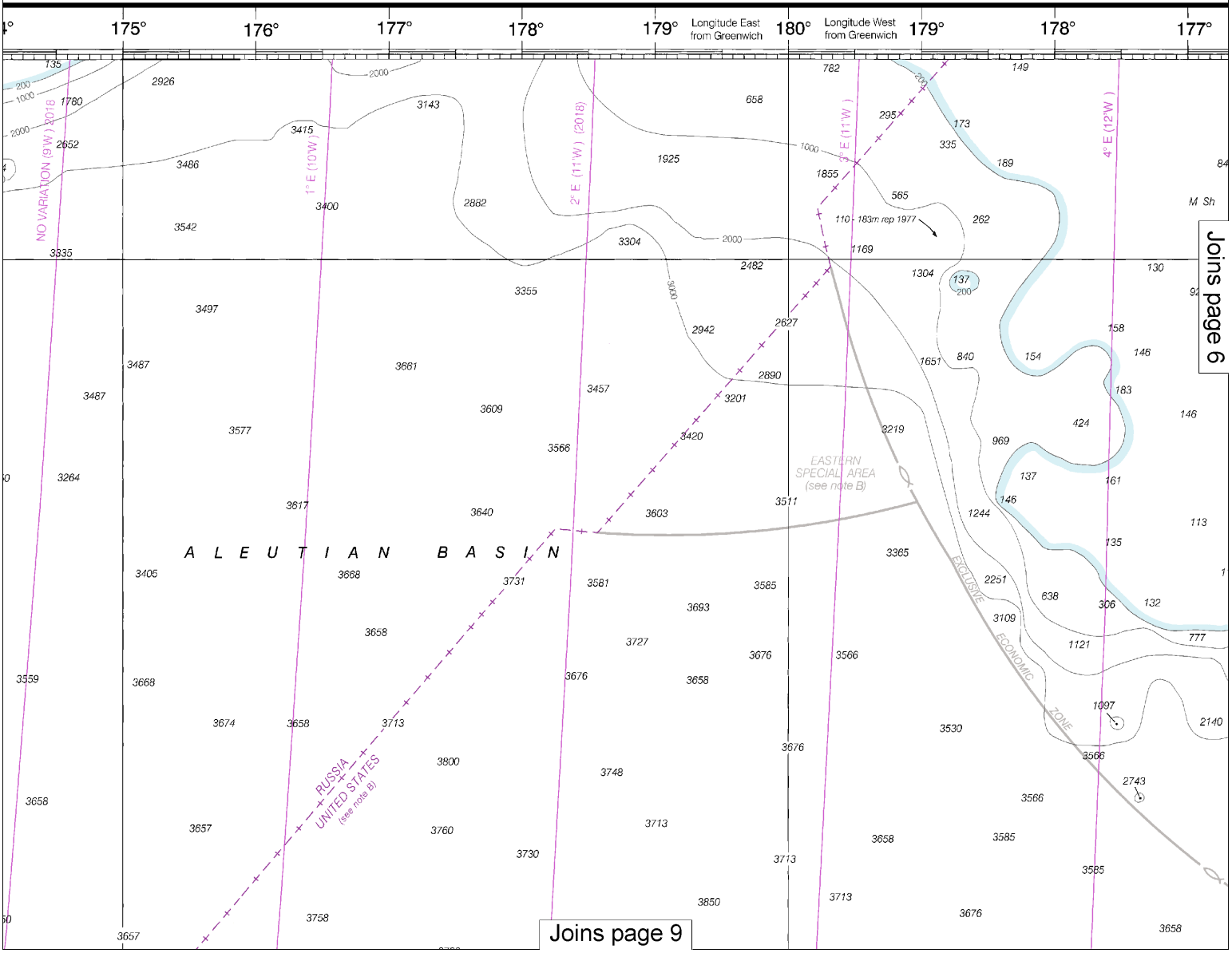
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the National Geospatial-Intelligence Agency, U.S. Coast Guard, and the Japanese Hydrographic Department.

Additional Information can be obtained at nauticalcharts.no

1st Ed., Jan. 1976 KAPP 2403



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:4666666. Barscales have also been reduced an
are accurate when used to measure distances in this BookletChart.

INTERNATIONAL

CHART SERIES

TH PACIFIC OCEAN
EA (SOUTHERN PART)

500,000 (22°30')
ATOR PROJECTION
ERICAN DATUM OF 1983
EODETIC SYSTEM 1984)

DEPTHS IN METERS
Depth contour interval, 1000 meters
(Under 1000, at 30 and 200 meters)
HEIGHTS IN METERS

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.

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.

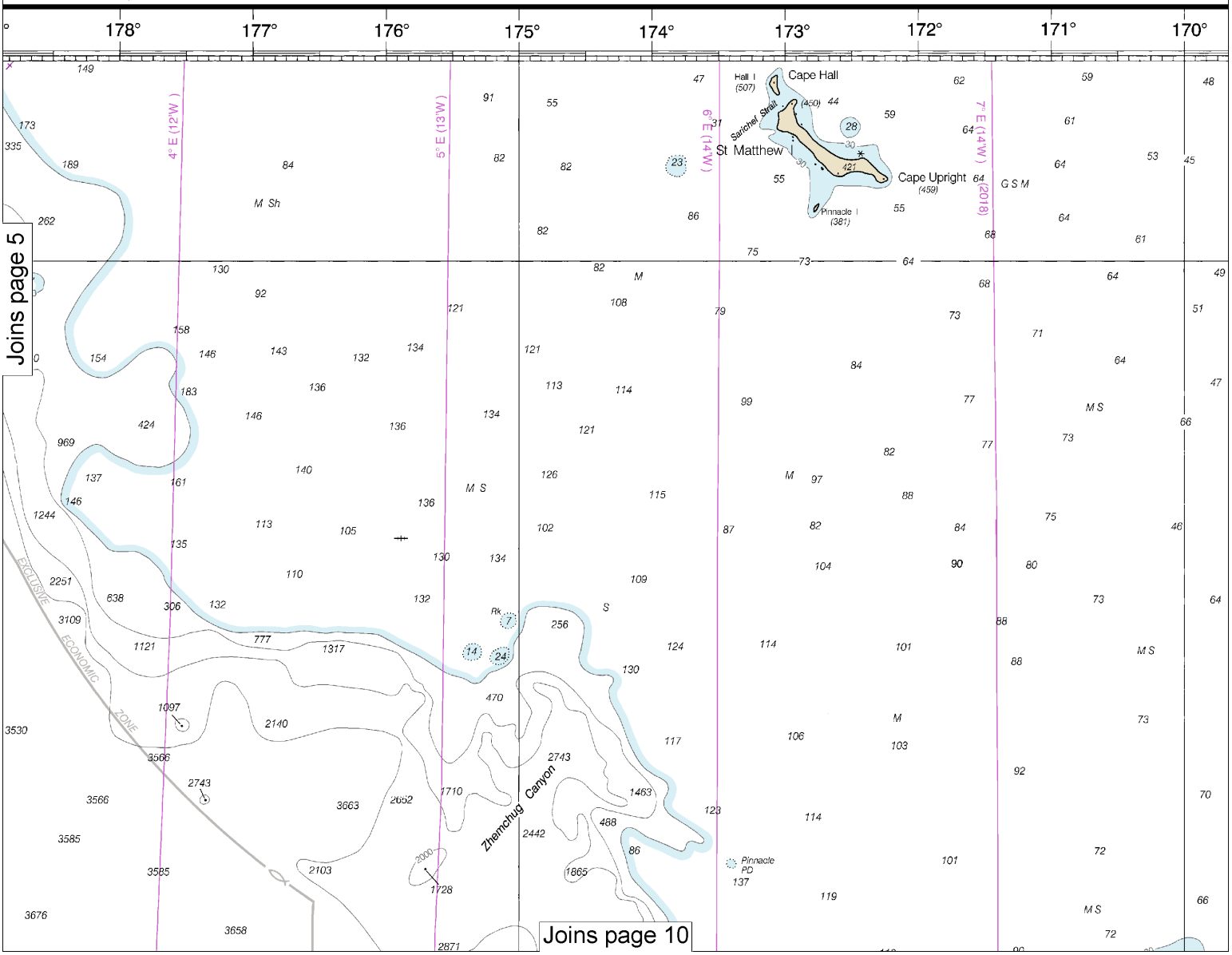
International boundary as shown is approximate.

DOUBTFUL DATA: Reported but unconfirmed depths or dangers are indicated by an encircling dotted line.

ABBREVIATIONS
For Symbols and Abbreviations see Chart No. 1

litional Information can be obtained at nauticalcharts.noaa.gov.

1st Ed., Jan. 1976 KAPP 2403



6

Note: Chart grid lines are aligned with true north.

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 do not require conversion to NAD 83 for plotting on this chart.

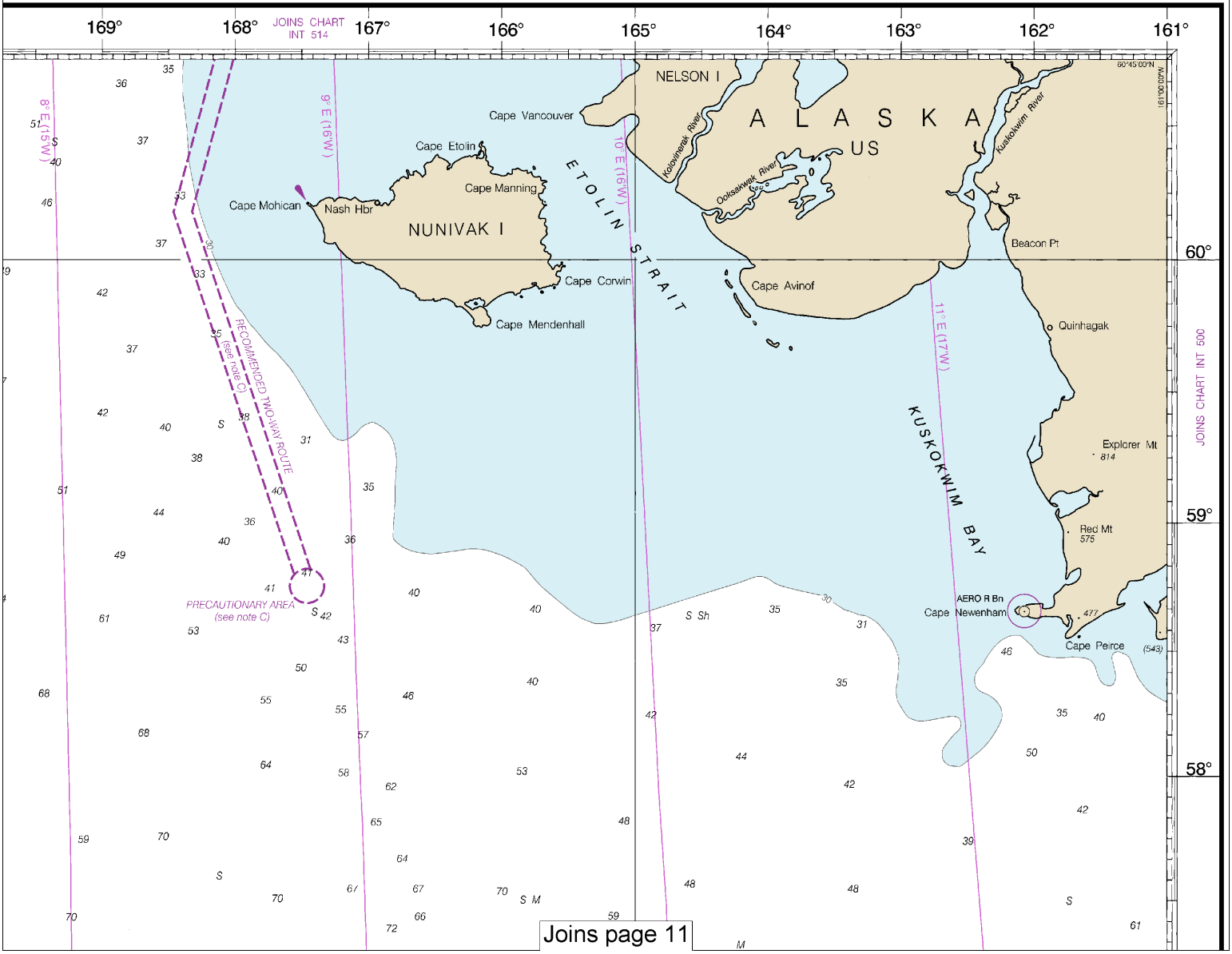
MAGNETIC VARIATION

Magnetic variation curves are for 2018 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.

CAUTION

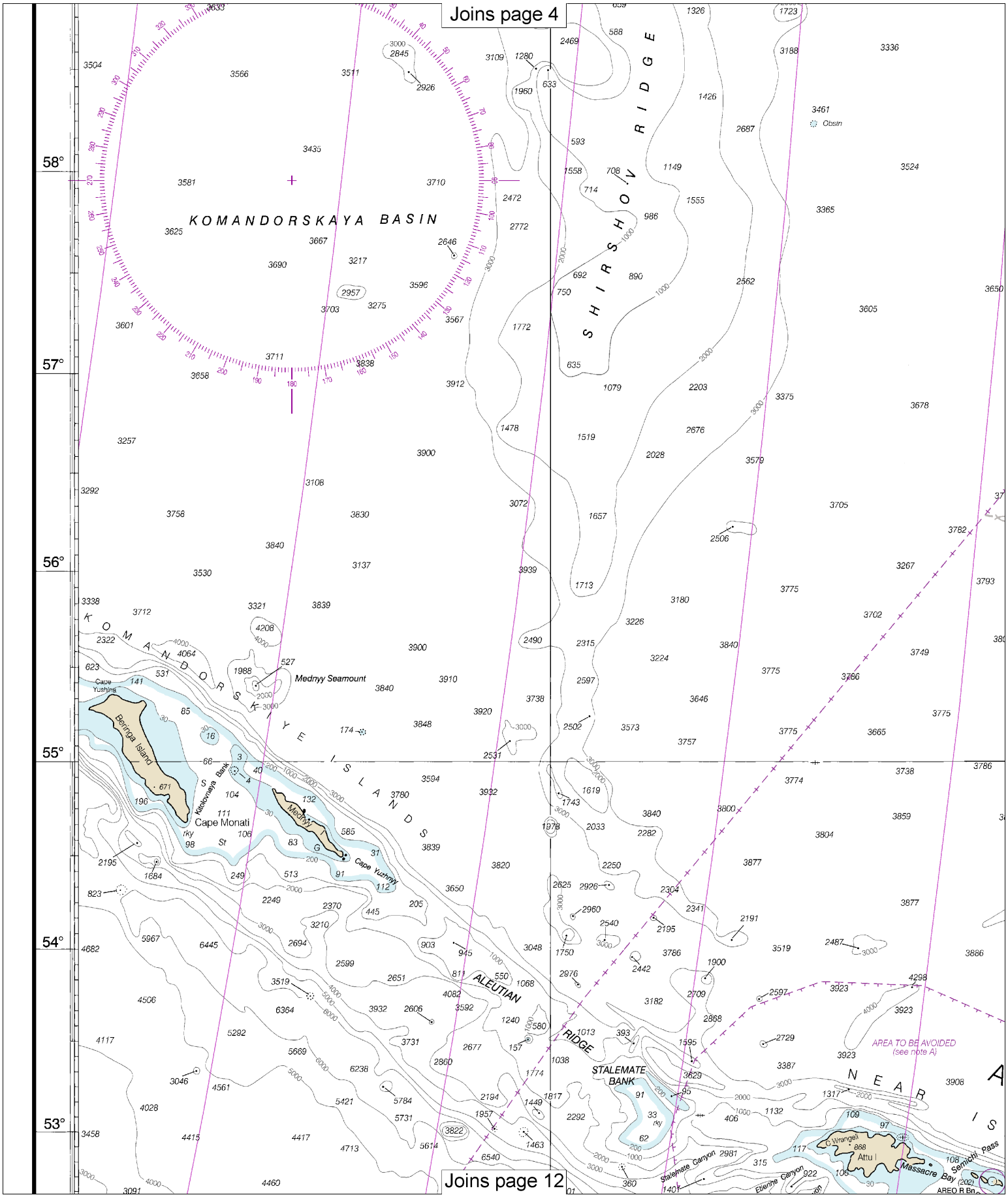
Danger, Prohibited, and Restricted Areas falling within the limits of the larger scale charts are shown thereon and not repeated on this chart.

DEPTHS IN METERS



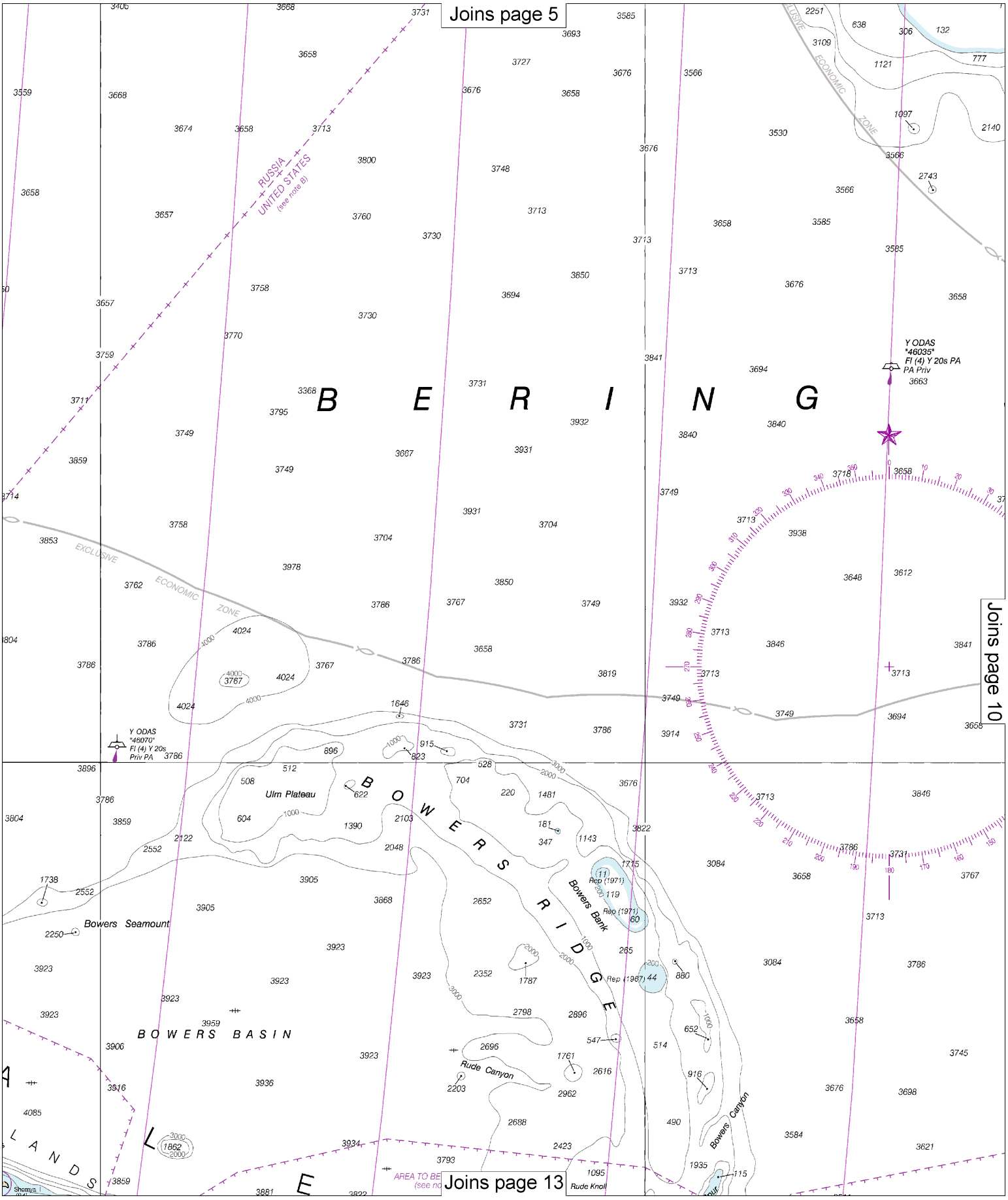
Joins page 11

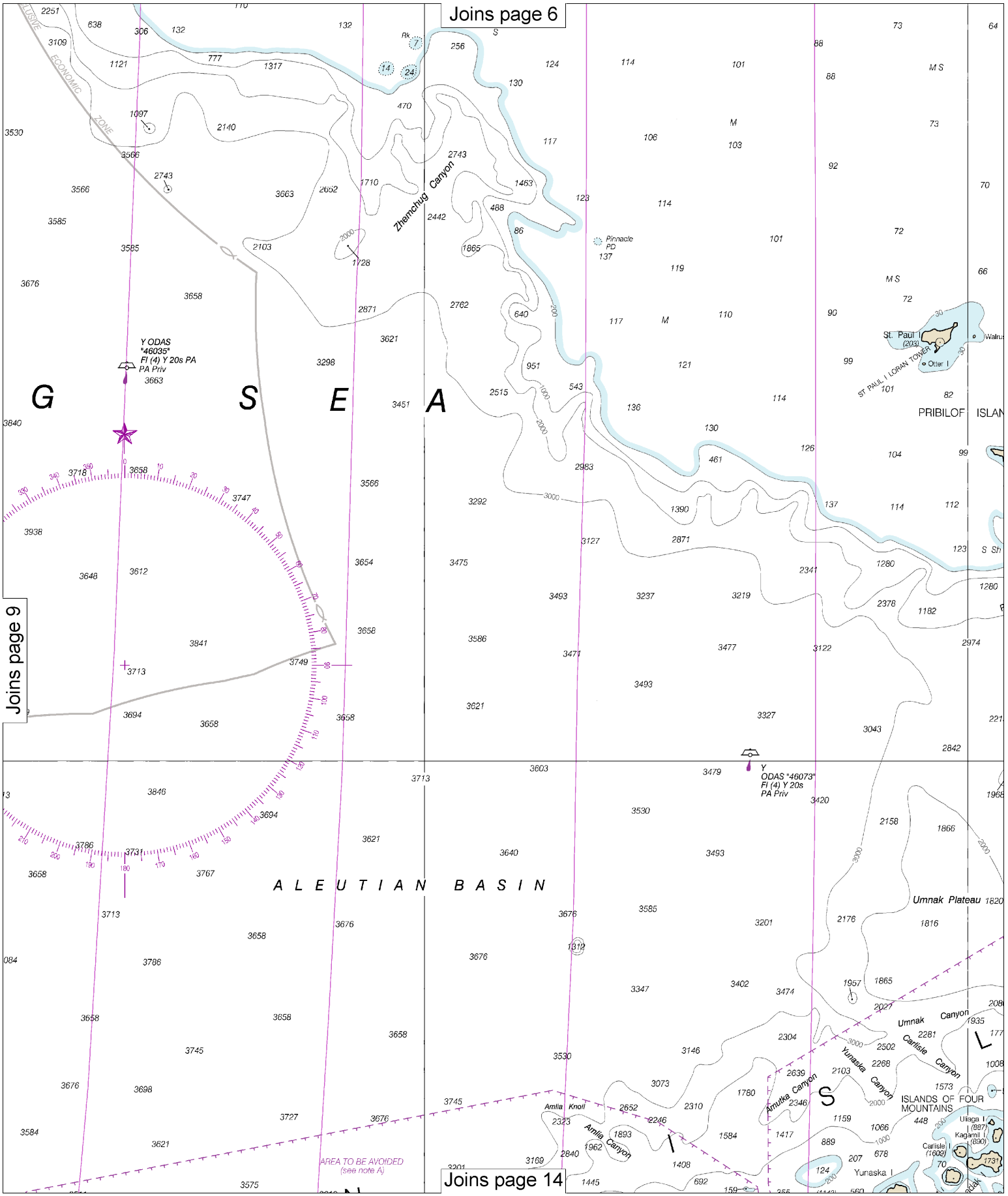
10th Ed., Nov. 2018. Last Correction: 8/9/2019. Cleared through:
LNM: 3219 (8/6/2019), NM: 3319 (8/17/2019), CHS: 0719 (7/26/2019)



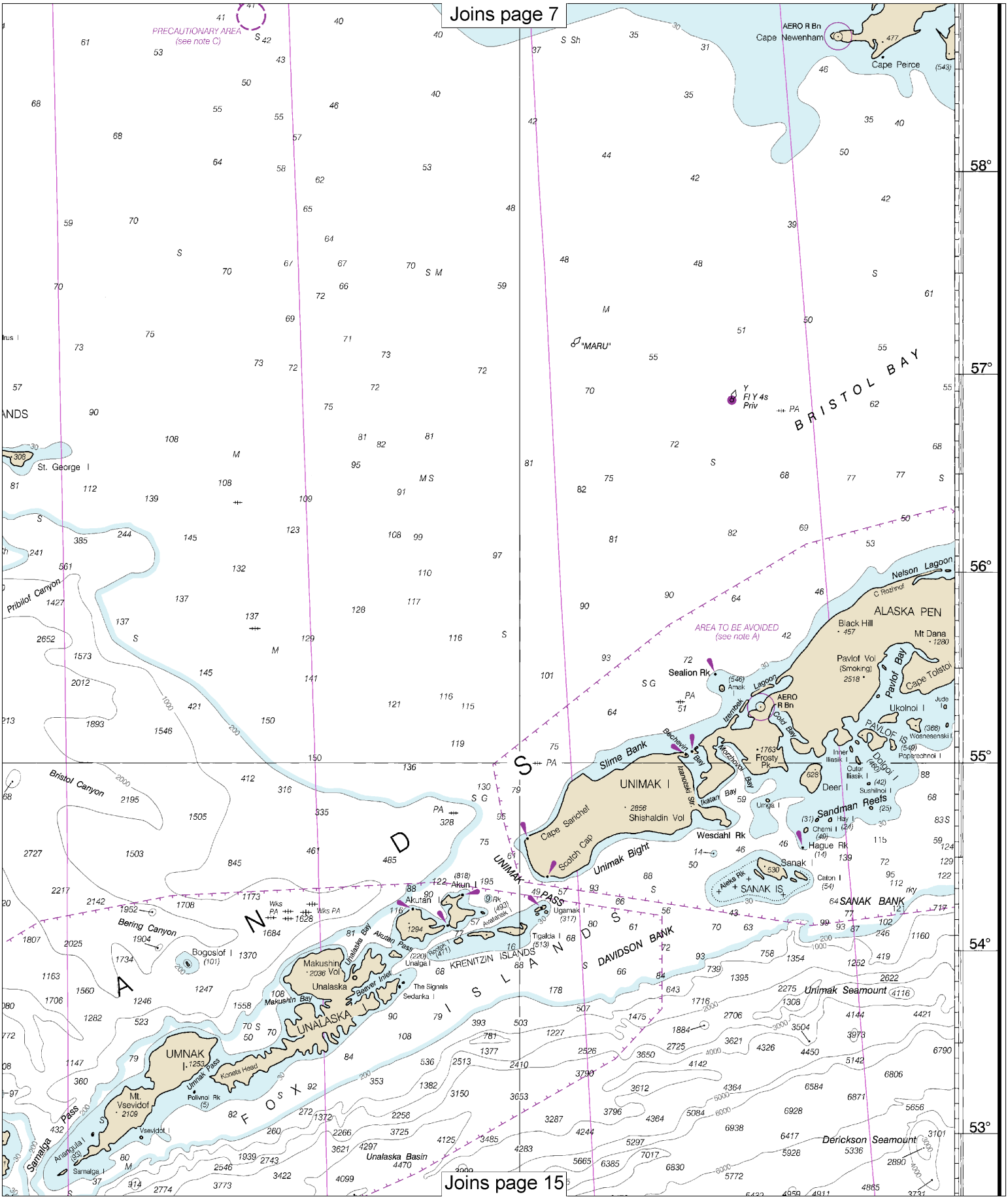
8

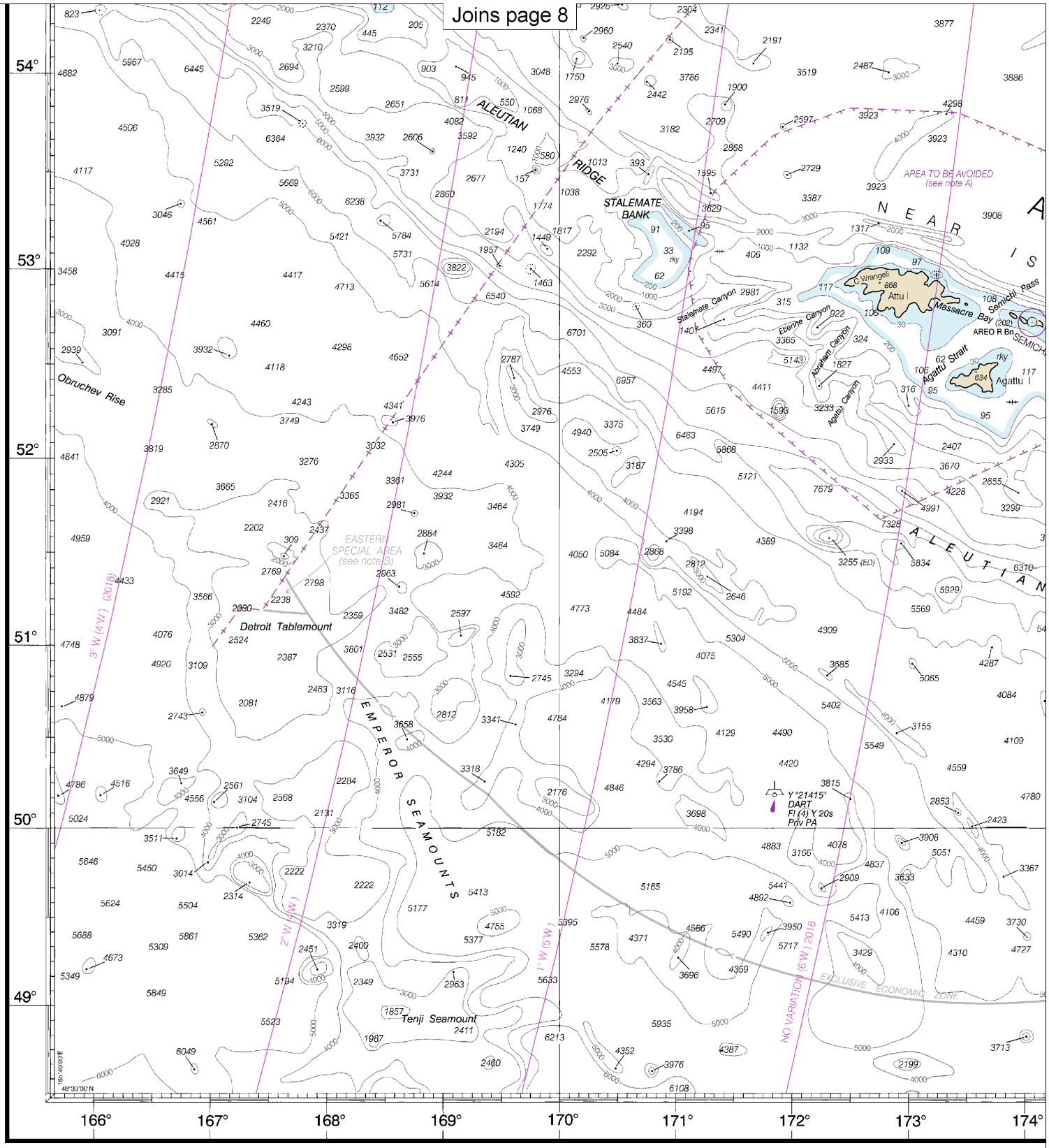
Note: Chart grid lines are aligned with true north.


Joins page 5
B E R I N G
RUSSIA
UNITED STATES
(see note B)
EXCLUSIVE ECONOMIC ZONE
Y ODAS
"46035"
Fl (4) Y 20s PA
PA Priv
Y ODAS
"46070"
Fl (4) Y 20s
Priv PA
Ulm Plateau
B O W E R S R I D G E
Bowers Bank
Rep (1971) 119
Rep (1971) 60
Rep (1987) 44
Bowers Seamount
B O W E R S B A S I N
Rude Canyon
Bowers Canyon
Rude Knoll
Joins page 10
Joins page 13



Note: Chart grid lines are aligned with true north.


Joins page 7
PRECAUTIONARY AREA
(see note C)
AERO R Bn
Cape Newenham
Cape Peirce
"MARU"
BRISTOL BAY
AREA TO BE AVOIDED
(see note A)
ALASKA PEN
Black Hill
Mt Dana
Pavlof Vol
(Smoking)
Pavlof Bay
Cape Tolstoi
Sealion Rk
Nelson Lagoon
Ukolnoi I
PAVLOF IS
Slime Bank
Bechevin Bay
Izembek Lagoon
Cold Bay
Frosty Pk
Inner Iliasik I
Outer Iliasik I
Deer I
Sushilnoi I
Umga I
Sandman Reefs
Hay I
Chemi I
Hague Rk
Sanak I
Caton I
SANAK IS
SANAK BANK
UNIMAK I
Shishaldin Vol
Cape Sarichef
Scotch Cap
Unimak Bight
Wesdahl Rk
Ikatan Bay
Izanoski Str
UNIMAK PASS
DAVIDSON BANK
Unimak Seamount
Derickson Seamount
Akutan I
Akutan Pass
Ugamak I
Tigalda I
KRENITZIN ISLANDS
Bogoslof I
Bering Canyon
Pribilof Canyon
Bristol Canyon
St. George I
Makushin
Unalaska
Unalaska Bay
Beaver Inlet
The Signals
Sedanka I
Makushin Bay
UNALASKA I
UMNAK I
Umnak Pass
Konets Head
Polivnoi Rk
Mt. Vsevidof
Vsevidof I
Samalga Pass
Amaknak I
Samalga I
Unalga I
Unalaska Basin
FOX ISLANDS
58°
57°
56°
55°
54°
53°
Joins page 15



DEPTHS IN METERS

CAUTION

This chart has been corrected from the Notice to Mariners (NM) publish Agency and the Local Notice to Mariners (LNM) issued periodically by ea the lower left hand corner. Chart updates corrected from Notice to Marin hand corner are available at nauticalcharts.noaa.gov.

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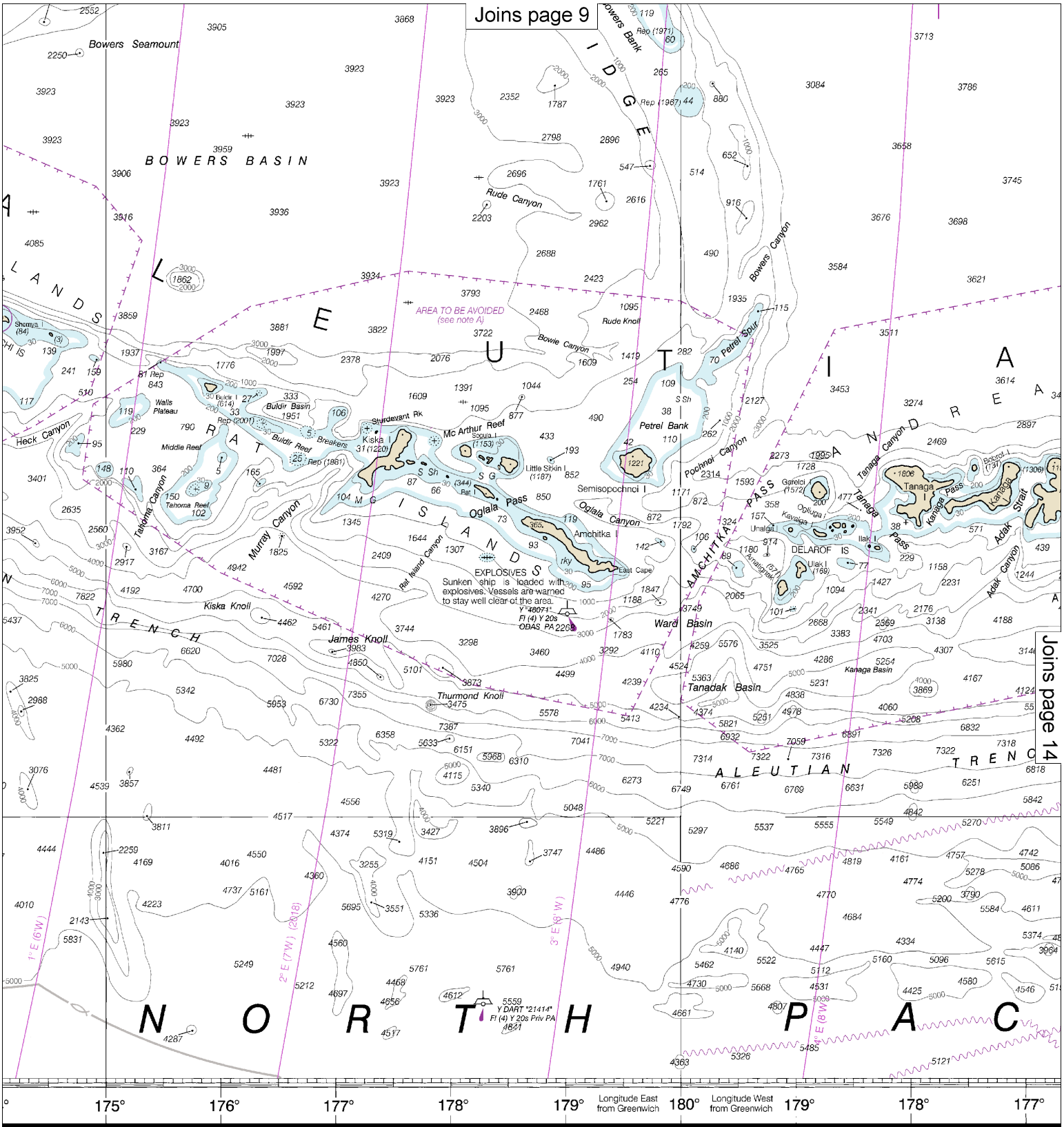
10th Ed., Nov. 2018. Last Correction: 8/9/2019. Cleared through:
LNM: 3219 (8/6/2019), NM: 3319 (8/17/2019), CHS: 0719 (7/26/2019)

12

Note: Chart grid lines are aligned with true north.



ished weekly by the National Geospatial-Intelligence
each U.S. Coast Guard district to the dates shown in
iners published after the dates shown in the lower left

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

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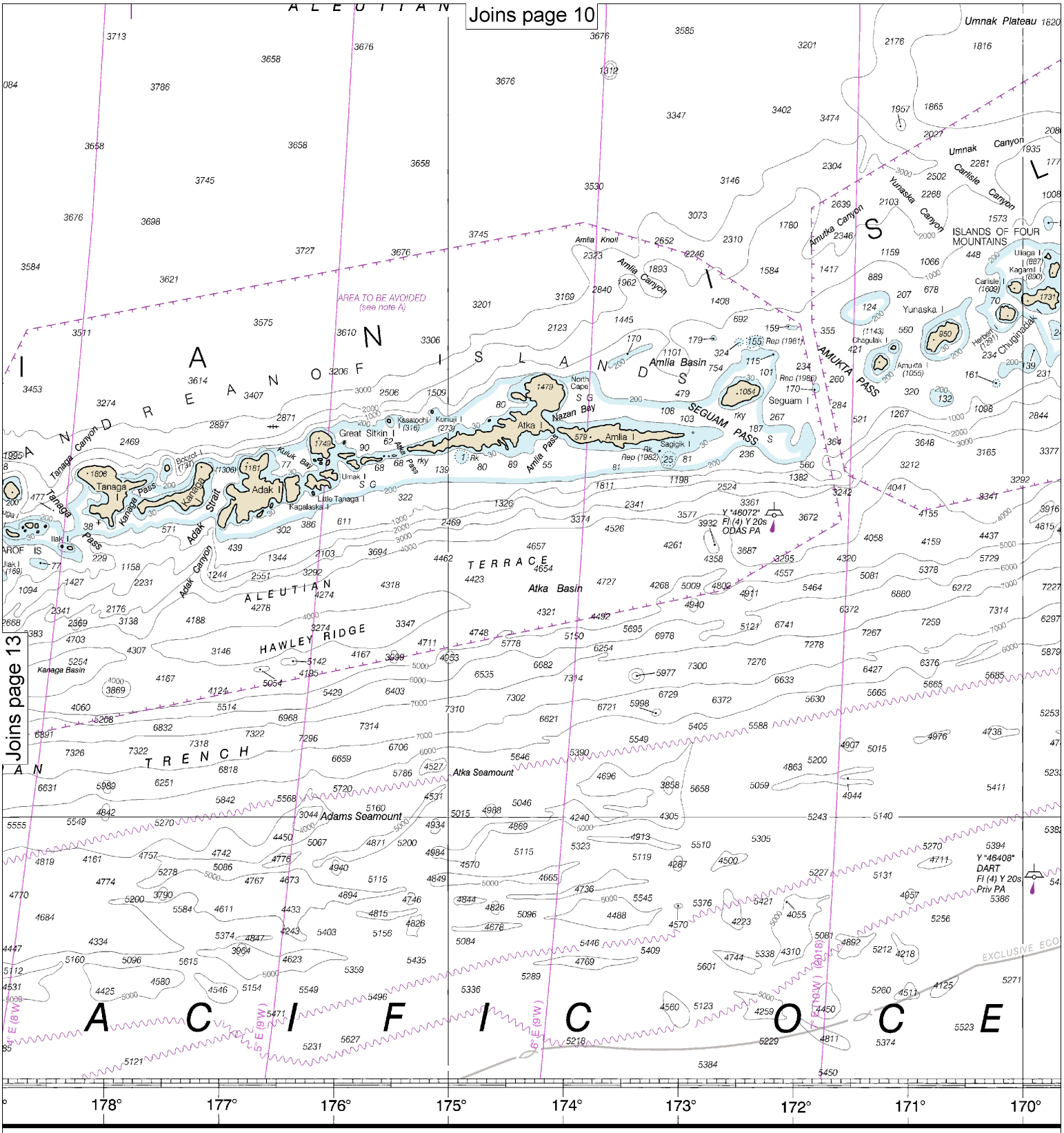
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINIST
NATIONAL OCEAN SERVICE
COAST SURVEY



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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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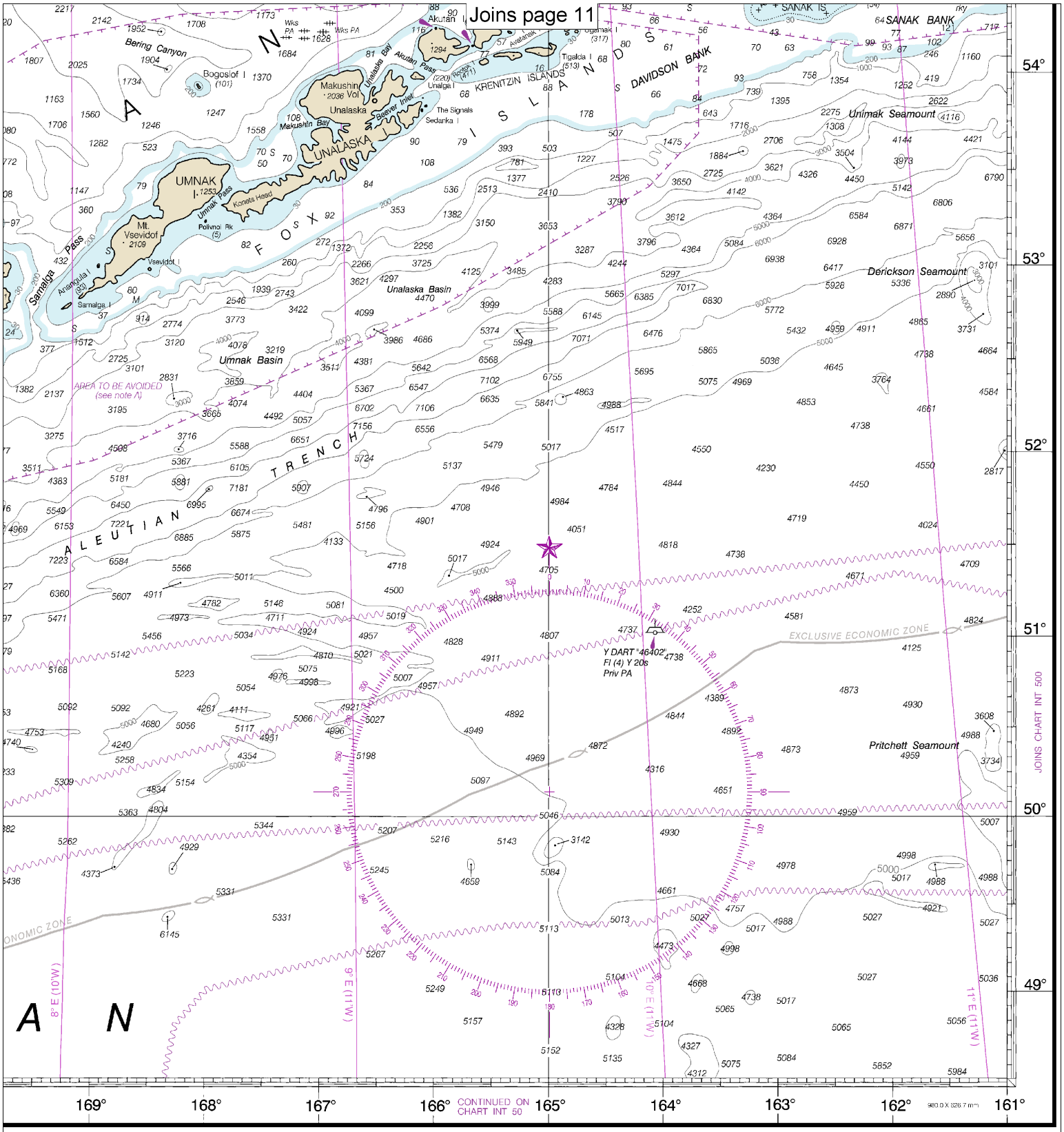

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Bering Sea (Southern Part)

DEPTHS IN METERS - SCALE 1:3,500,000

(AT 22°30')

INT 813

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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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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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.

NOAA's Office of Coast Survey The Nation's Chartmaker