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
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.


(U.S. Coast Guard Local Notice to Mariners) NCT 3657 28 February 2013

(Selected Excerpts from Coast Pilot)

The S limit of the Bering Sea is a line running from Kabuch Point (54°49'N., 163°22'W.) on the Alaska Peninsula through the Aleutian Islands to the S extremes of the Komandorski Islands and on to Cape Kamchatka in such a way that all the narrow waters between Alaska and Kamchatka are included in the sea. The N limit is the Bering Strait.

Much of this area has been only partially surveyed, and the charts must not be relied upon too closely, especially near shore. The currents are much influenced by the winds and are difficult to predict; dead reckoning is uncertain, and safety depends upon constant vigilance. The chapter area is entirely within the 100-fathom-depth curve, which extends NW from Unimak Pass and passes to the SW of the Pribilof Islands. Depths vary more or less uniformly in the open sea except near the off-lying islands, which are volcanic and rocky and range in height to more than 2,000 feet.

From the head of Bristol Bay to Norton Sound, shoals or banks formed by river deposits extend many miles from the mainland, in some places completely out of sight. Kuskokwim and Yukon Rivers are the principal drainage systems along this stretch of coast. As fog and thick weather are common during the navigation season, coasting vessels are advised to sound constantly and to stay in depths greater than 10 fathoms unless feeling their way in to the land.

Navigational aids are few, and all are seasonal. The rocky islands and the rocky parts of the mainland are frequented by thousands of birds whose constant cries may serve to indicate the approach to these places in thick weather. Port facilities are rare, and most of the villages scattered along the coast lighter their supplies from vessels anchored offshore. Good water can always be found in the vicinity of high land.

The navigation season depends largely upon ice conditions, discussed later. During the winter, the ice and snow along the shore, as well as inland, are suitable for travel by dog team over many miles of established trail. Tractors could be driven over long stretches of this beach area when the lakes and protected bays are frozen solid enough to support them. Airplanes equipped with skis can also operate in winter from many points along the coastal and inland areas.

Currents.–Strong tidal currents flow through the Aleutian Islands passes, setting into the Bering Sea on the flood and into the North Pacific Ocean on the ebb. Observed velocities have exceeded 8 knots in some of the passes, but the decrease is rapid once the passes are cleared. The tidal currents set N and S along the Bering coast and into and out of the various bays. The periodic tidal flow along the coast is completely masked at times by wind currents. In constricted bays the currents may have considerable velocities. The tidal current has an average velocity of 0.5 to 1 knot off the off-lying islands.

Most reports indicate that during the open season there is a general drift N along the Bering coast and thence through the Bering Strait into the Arctic Ocean. During the winter, ice moves from the Arctic into the Bering Sea. The N drift is probably not more than 0.5 knot in the open sea well N of the Aleutian passes. Wind and atmospheric pressure are said to materially affect the drift. In a disturbed area the current will generally set with a strong wind or toward an atmospheric depression, and such a current may serve as a storm warning.

Along the N side of Unimak Island, the currents are fairly strong and generally parallel the coast. They attain a maximum velocity of 2 knots 1 mile off Cape Mordvinof and probably do not exceed 2.5 knots anywhere along this coast. Velocities have been estimated at 2 to 2.5 knots as far as 12 miles from shore in depths of about 40 fathoms. Between St. Matthew Island and Nunivak Island, the current sets NW with prevailing NE winds during the navigation season and NE with NW or SW winds. This N current continues and increases between St. Lawrence Island and the mainland, being stronger toward the mainland N of the Yukon River where it has a velocity of about 1 knot except in early summer when the Yukon freshets may increase it to 2 knots or more. A strong N current, amounting at times to 2.5 knots, has been observed setting on the Yukon flats. The current sets N across Norton Sound to Sledge Island and is strongly marked along the coast between Sledge Island and Bering Strait.

For more information visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov.


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

RCC Juneau
Commander
17th CG District
(907) 463-2000
Juneau, Alaska
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
INT 814

NORTH PACIFIC OCEAN
BERING SEA (NORTHERN PART)

1:3,500,000 (22°30')
MERCATOR PROJECTION
NORTH AMERICAN DATUM OF 1983
(WORLD GEODETIC SYSTEM 1984)
DEPTHS IN METERS
Depth contour interval 1000 meters
(under 1000 at 30 and 200 meters)
HEIGHTS IN METERS
Additional information can be obtained at nauticalcharts.noaa.gov

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

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.

International boundaries as shown are approximate.

DOUBTFUL DATA: Reported but uncertain depths or dangers are
indicated by an enclosing dotted line.

ABBREVIATIONS
For Symbols and Abbreviations see United States Chart No. 1.

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 177.
Radio direction finding bearings to commercial broadcasting stations are subject to error and
should be used with caution.

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

POLLUTIO REPORTS
Report all cases of oil and hazardous substances to the
National Response Center via 1-800-424-3880 (toll free), or
to the nearest U.S. Coast Guard facility if telephone com-
munication is impossible (33 CFR 150).

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 of 1984 (WGS 84). Geodetic positions referred to
the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this
chart.

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

Note: Chart grid lines are aligned with true north.
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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
- 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
- National Data Buoy Center — http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.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

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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