

BookletChart™

Kiska Harbor and Approaches

NOAA Chart 16442

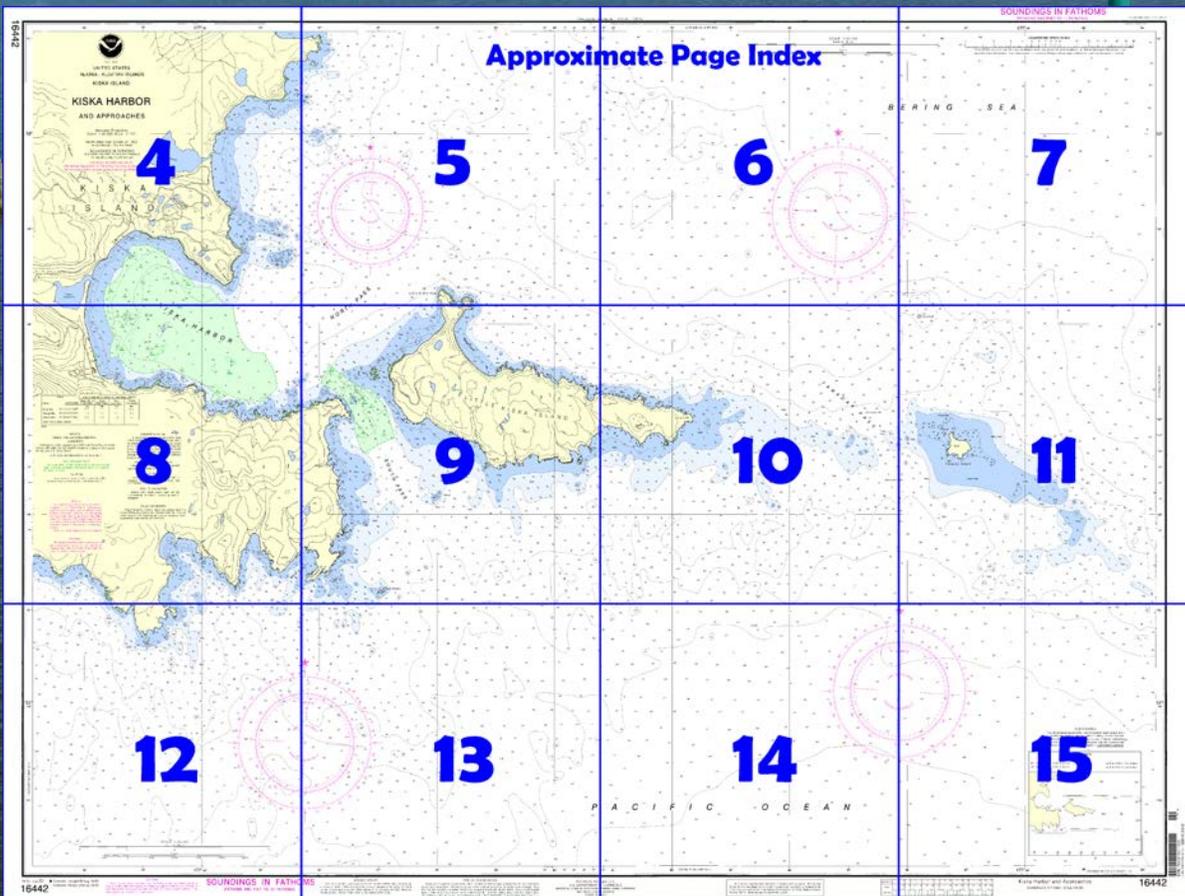


A reduced-scale NOAA nautical chart for small boaters

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.

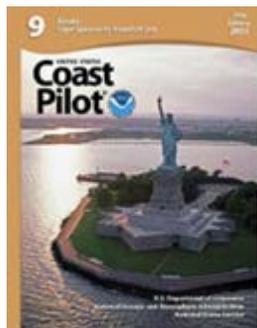
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16442>.



(Selected Excerpts from Coast Pilot)

Kiska Harbor, midway along the E shore of Kiska Island, is formed by a small peninsula to the N which terminates at **North Head**, and a broad peninsula to the S which is separated from Little Kiska Island by South Pass; **South Head** is the NE point of the lower peninsula. The harbor proper is roughly circular with a 1.3-mile diameter, although anchoring depths extend an additional 0.5 mile to E. The NE and S sides are rocky cliffs; the entire W side of the

harbor is low and sandy except for several ridges that extend to the water's edge. A low valley opening out at about the middle of the W

shore extends well back into Kiska Island. A low ridge parallels the N shore at a distance of about 0.5 mile.

Depths do not exceed 17 fathoms inside a line between North and South Heads. The 10-fathom curve is 0.3 to 0.5 mile off the shores. Caution is necessary in anchoring to avoid fouling with the many wrecks and other obstructions in the harbor. The masts of one derelict show above water in 15 fathoms near the center of the harbor, and a 2¾-fathom obstruction is just inside the 10-fathom curve off the W shore.

Anchorage is recommended in the central part of the harbor in 13 fathoms 0.7 mile 185° from North Head. Shelter from NE to NW weather can be found in 15 fathoms 700 yards 150° from the outer end of the main wharf. The bottom is hard sand with fair holding qualities.

The shortest **route** to Kiska Harbor from Seattle with the best visibility is via Unimak Pass and the Bering Sea. From San Francisco the shortest distance is via Chugul Pass and Asuksak Pass, 20 miles E of Adak Island, thence N of the Aleutian Islands to Kiska Harbor; however, a direct route through Amchitka Pass and Rat Island Pass is only a few miles farther. Oglala Pass can also be used for the approach from the S. Offshore dangers in the approach to Kiska Harbor are McArthur Reef and the 4-fathom rock 1.3 miles N of Tanadak Island.

A ship pier and a small-craft pier are on the N side of Kiska Harbor. The ship pier extends 500 yards out from the shore in a SE direction. In 1999, it was reported that most of the ship pier was in disrepair and that it was only usable by vessels drawing less than 15 feet. Also, only the shoreward 75 feet of the pier is usable to smaller vessels.

Little Kiska Island, 0.5 mile E of South Head on Kiska Island, is 3.2 miles long and 1 mile wide. The island is low and rocky, the highest point being 430 feet. The coasts in most places are fringed by covered and uncovered rocks; a group of islets or rocks extend about 700 yards from the W end of the island.

Anchorage with fair protection from the N can be found in 20 fathoms, irregular rocky bottom, S of the center of Little Kiska Island. The highest peak, with two knobs at the summit, should bear due N.

South Pass, between Kiska and Little Kiska Islands, is a narrow approach to Kiska Harbor from the SE. **Twin Rocks** is a group of islets on the W side of the S entrance. A rock that breaks in rough weather, 1.2 miles NE of Twin Rocks, is a danger to vessels approaching from the S.

A 100-yard wide channel with a swept depth of 24 feet is between a pinnacle covered 11 feet 230 yards NE of South Head and the near shore. E of this narrow channel, kelp patches show across South Pass to Little Kiska Island during slack water. Only light-draft vessels with local knowledge should use South Pass.

The current velocity is 4 knots in South Pass, the flood setting N and the ebb S. The ebb current is particularly strong S of the pass.

Tanadak Island is 2.7 miles E of Little Kiska Island and 8 miles W of Sea Lion Rock. Foul ground extends for more than 0.5 mile from the shores; irregular depths of less than 10 fathoms extend 4 miles SE of the island.

Tanadak Pass, between Tanadak and Little Kiska Islands, is 2.5 miles wide but is full of shoals with depths of 2 to 9 fathoms. A 225-yard-wide channel with a least depth of 12 fathoms is 0.6 mile W of a prominent 20-foot rock, the most W of those off Tanadak Island. A current velocity of 2.8 knots has been measured in the pass. Tanadak Pass is not recommended for deep-draft vessels.

Caution.—Heavy seasonal growth of kelp completely fills Tanadak Pass and surrounds Little Kiska Island.

Pilotage, Kiska Harbor.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. Kiska Harbor 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

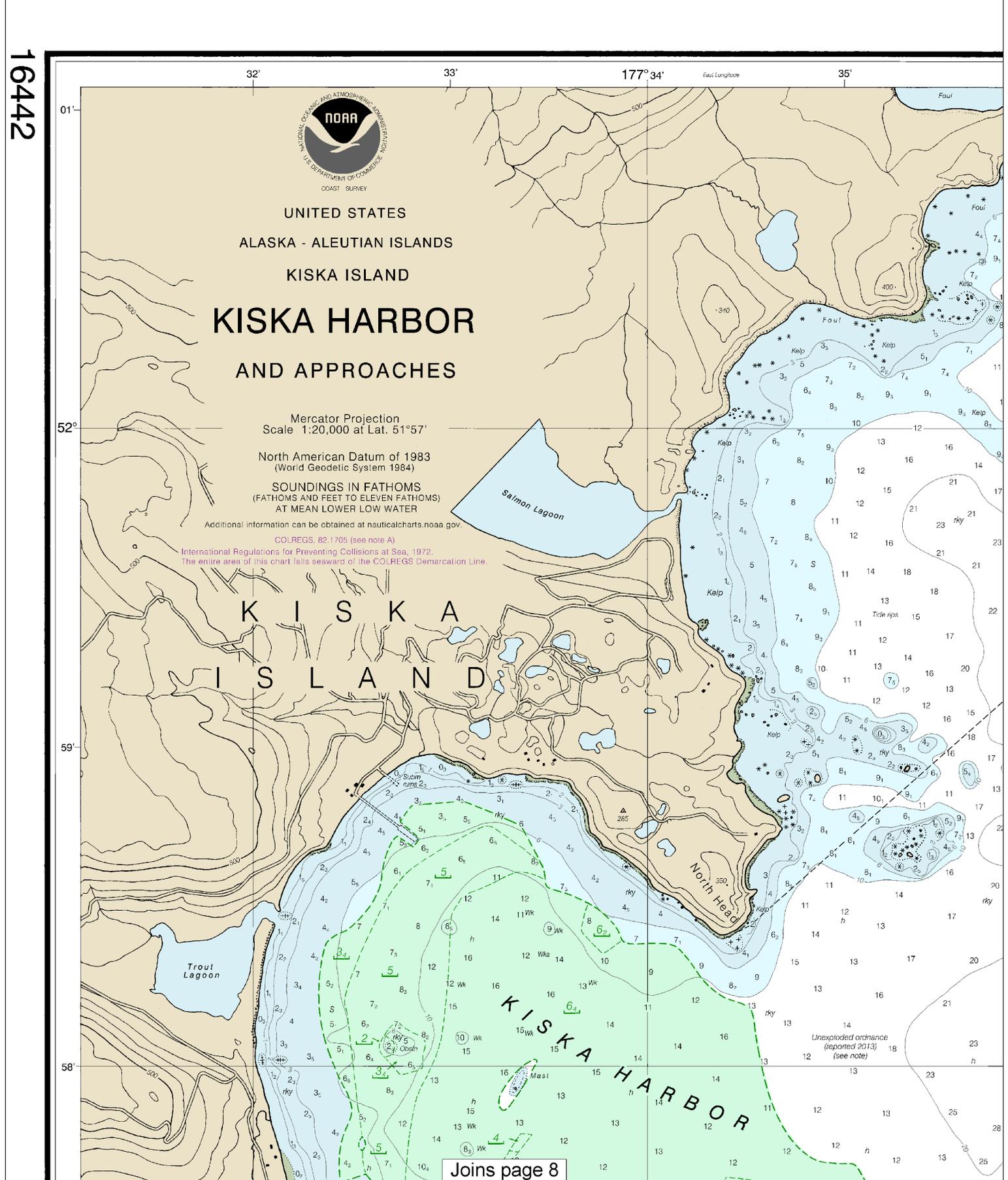
To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

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>



UNITED STATES
 ALASKA - ALEUTIAN ISLANDS
 KISKA ISLAND
KISKA HARBOR
 AND APPROACHES

Mercator Projection
 Scale 1:20,000 at Lat. 51°57'

North American Datum of 1983
 (World Geodetic System 1984)

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

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

COLREGS, 82.1705 (see note A)

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

K I S K A
 I S L A N D

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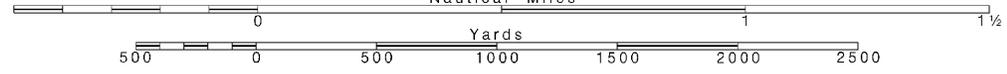
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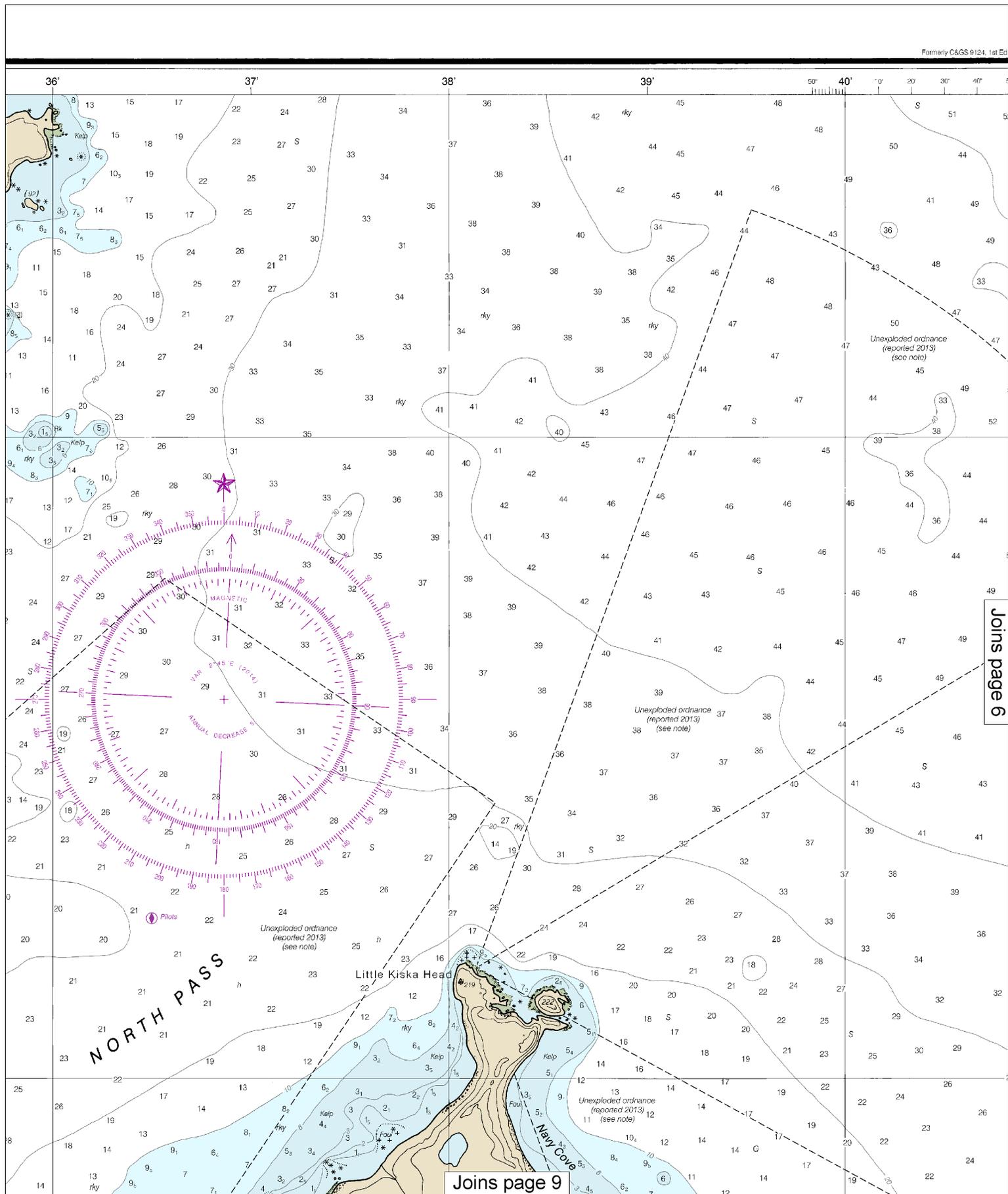
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
 Nautical Miles

See Note on page 5.





Joins page 6

Joins page 9

This BookletChart was reduced to 70% of the original chart scale.
 The new scale is 1:28571. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



CONTINUED ON CHART 16441

SCALE 1:20,000
Nautical Miles



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(2013)
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MAGNETIC

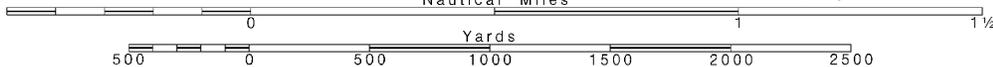
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ANNUAL DECREASE 5'

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

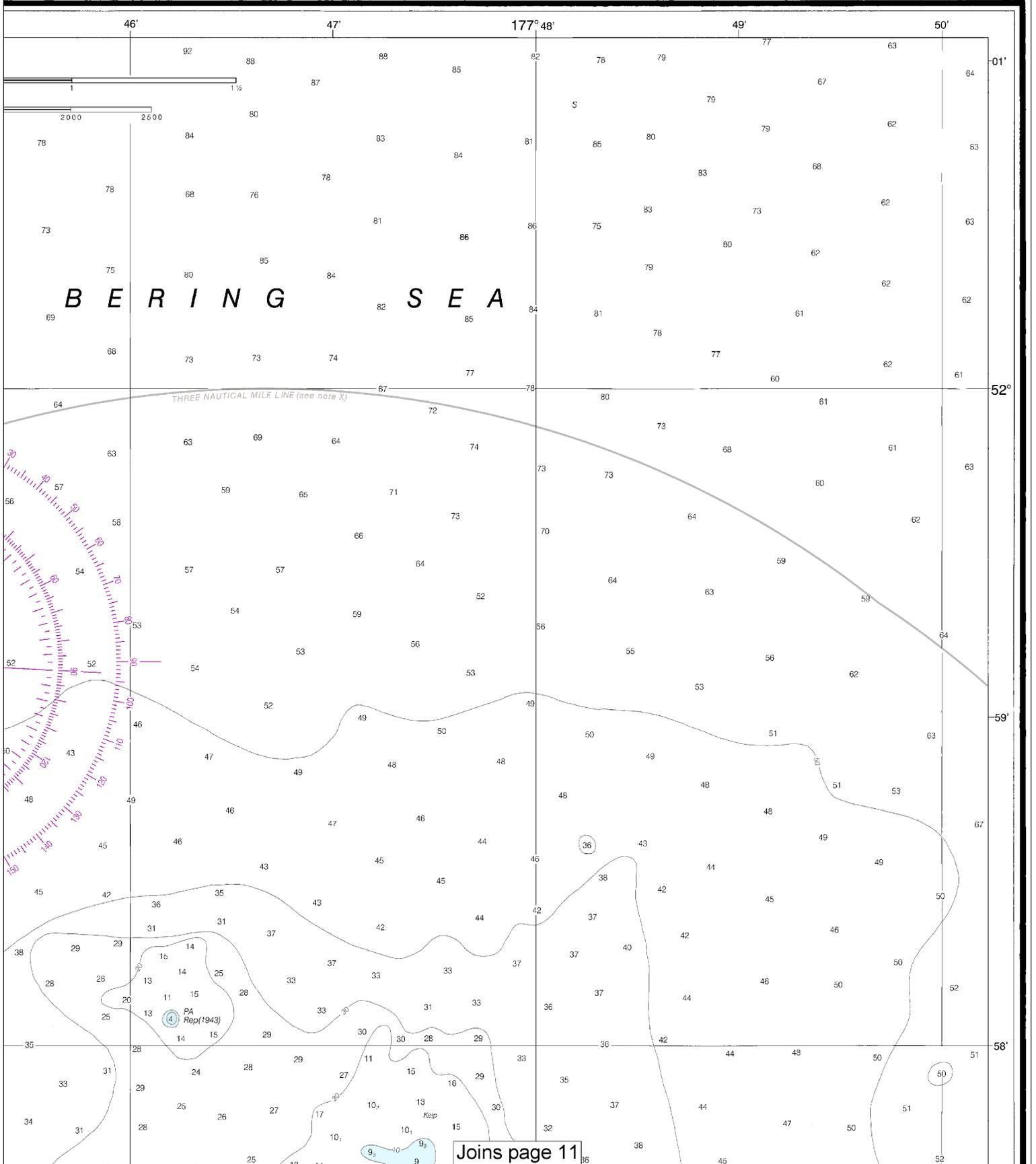
See Note on page 5.



Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

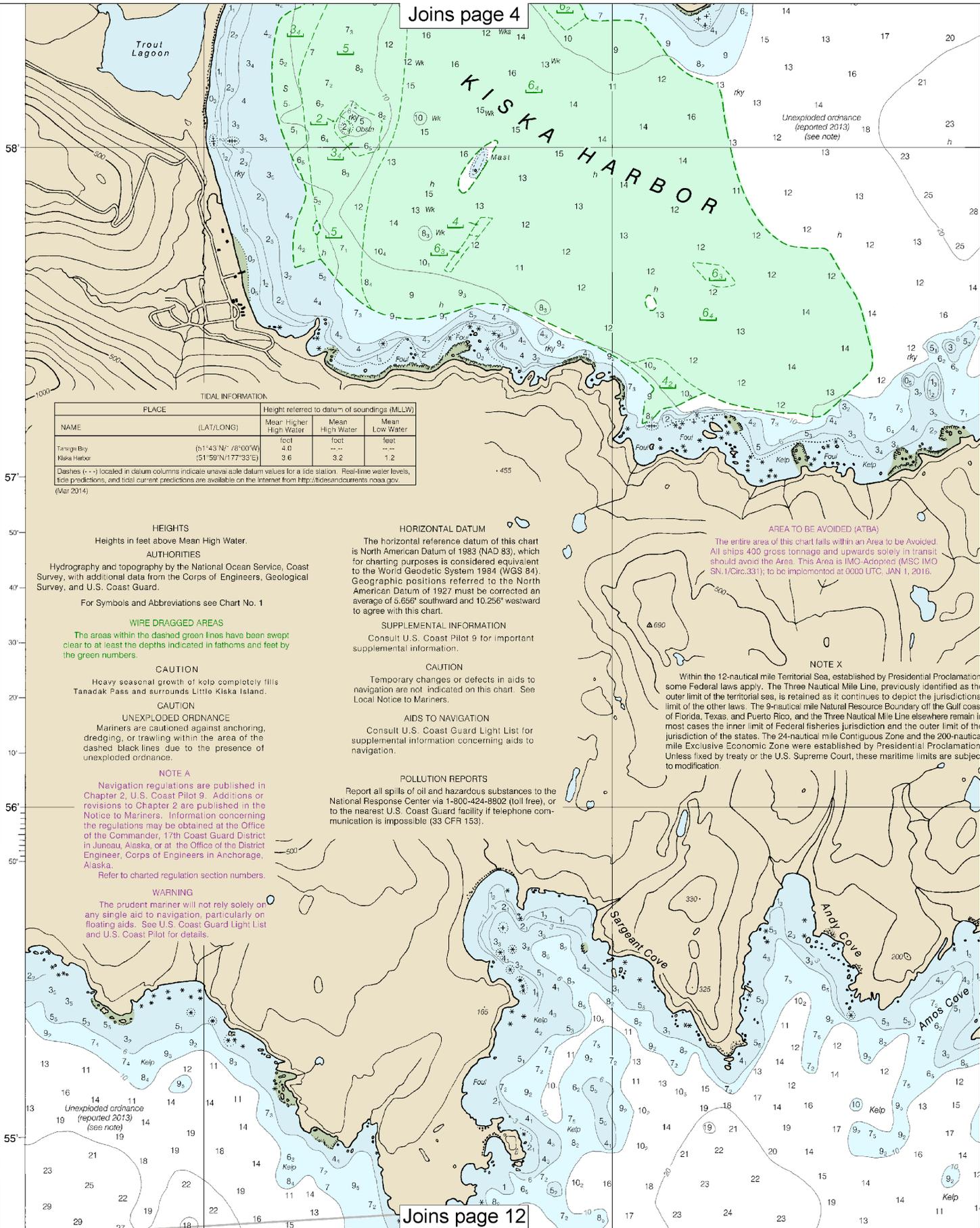


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3th Ed., Jun. 2014. Last Correction: 5/27/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)



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TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water			Mean Low Water		
		feet	feet	feet	feet	feet	feet
Taright Bay	(51°43' N / 177°00' W)	4.0	---	---	---	---	---
Kiska Harbor	(51°59' N / 177°33' E)	3.6	---	3.2	---	---	1.2

Dashes (---) located in datum columns indicate unav. 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> (Mar 2014)

HEIGHTS
Heights in feet above Mean High Water.

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

For Symbols and Abbreviations see Chart No. 1

WIRE DRAGGED AREAS
The areas within the dashed green lines have been swept clear to at least the depths indicated in fathoms and feet by the green numbers.

CAUTION
Heavy seasonal growth of kelp completely fills Tanadak Pass and surrounds Little Kiska Island.

CAUTION
UNEXPLODED ORDNANCE
Mariners are cautioned against anchoring, dredging, or trawling within the area of the dashed black lines due to the presence of unexploded ordnance.

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.

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.

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 5.656' southward and 10.256' westward to agree with this chart.

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.

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).

AREA TO BE AVOIDED (ATBA)
The entire area of this chart falls within an Area to be Avoided. All ships 400 gross tonnage and upwards solely in transit should avoid the Area. This Area is IMO-Adopted (MSC IMO SN.1/Circ.331) to be implemented at 0000 UTC, JAN 1, 2016.

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.

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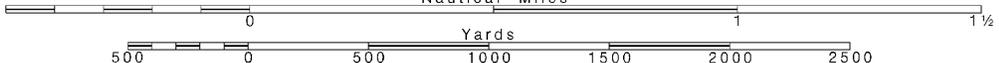


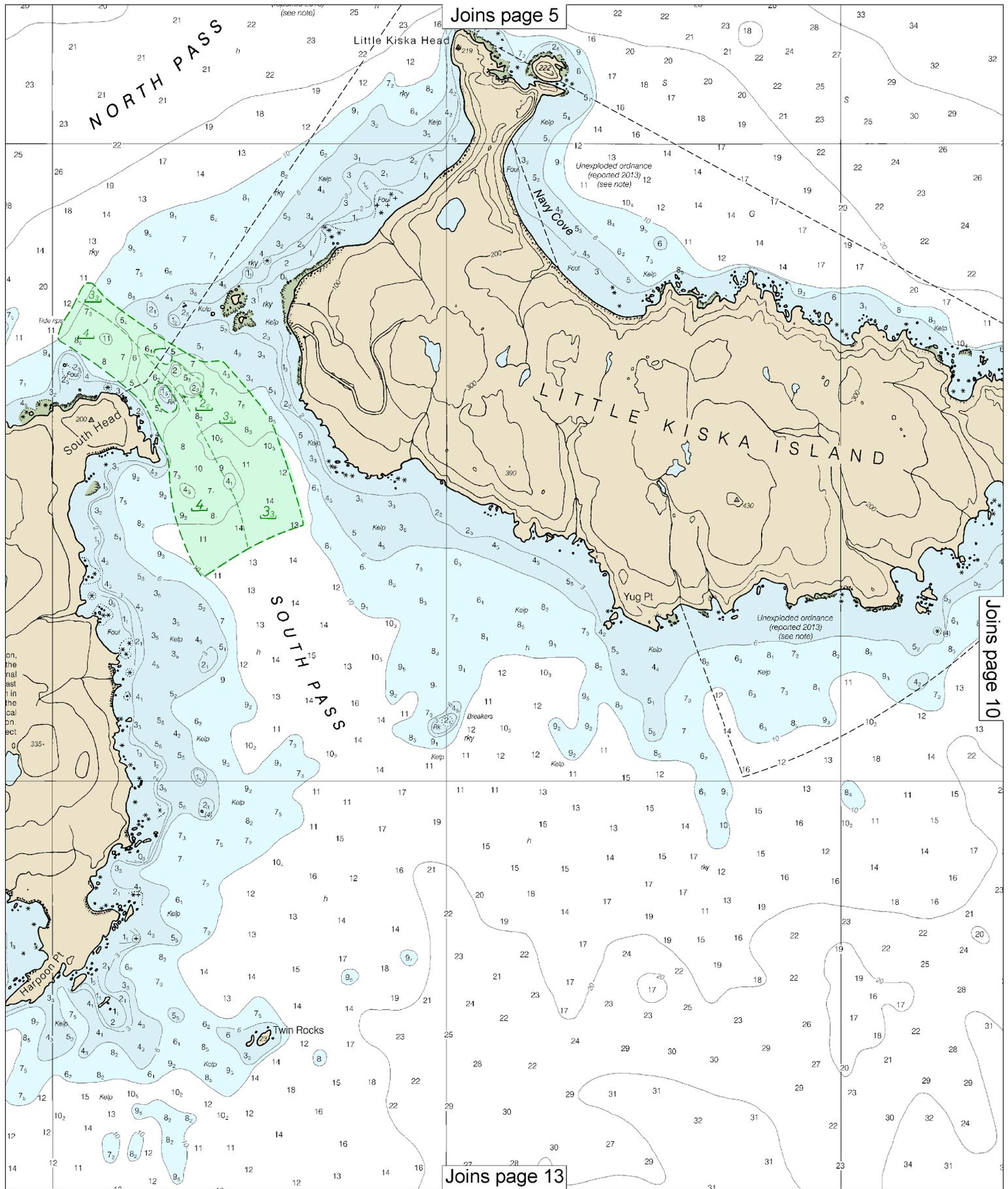
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

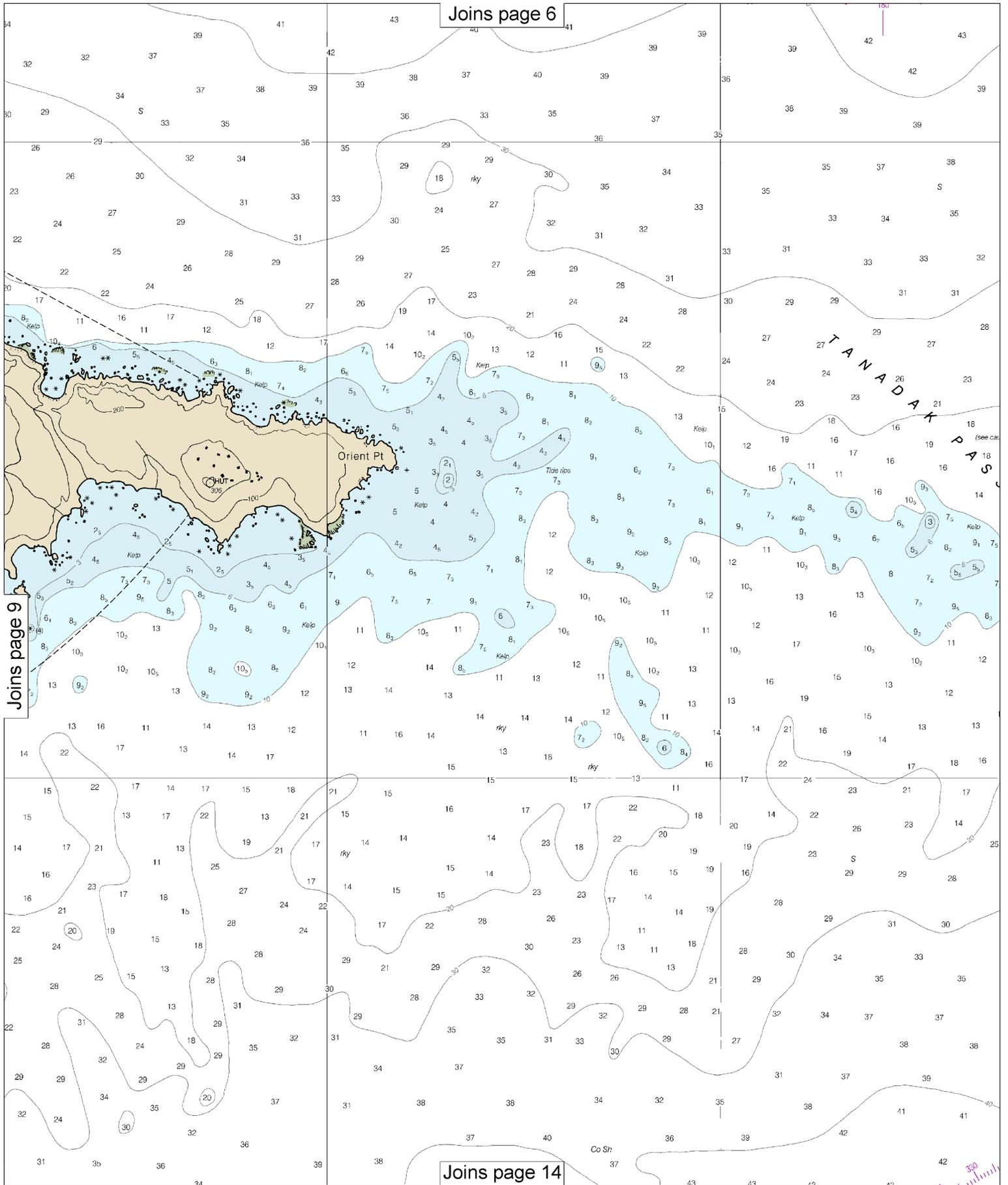




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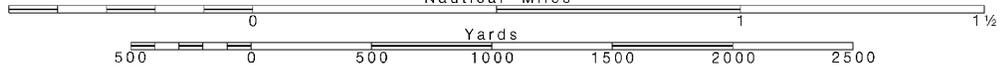
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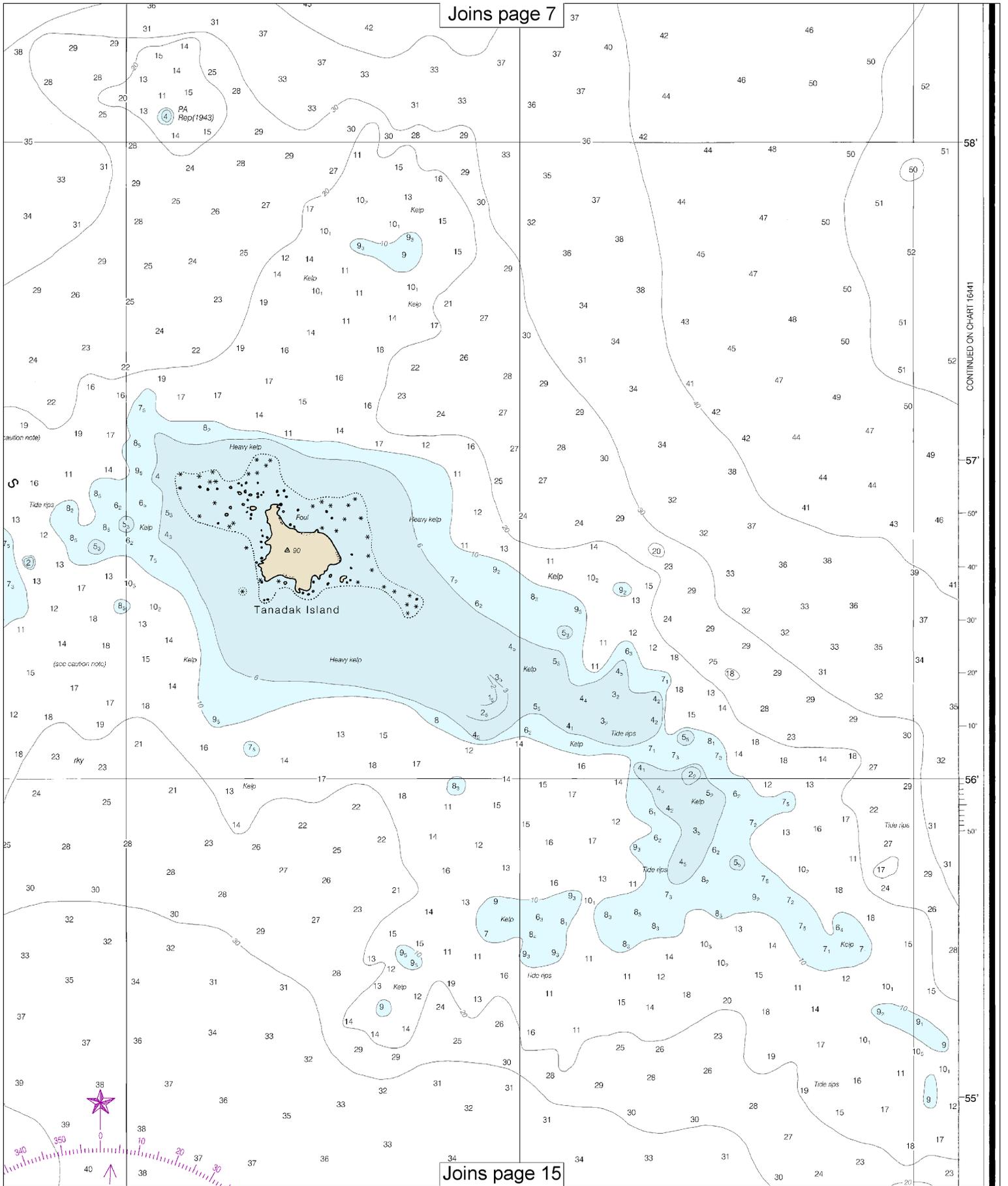
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Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

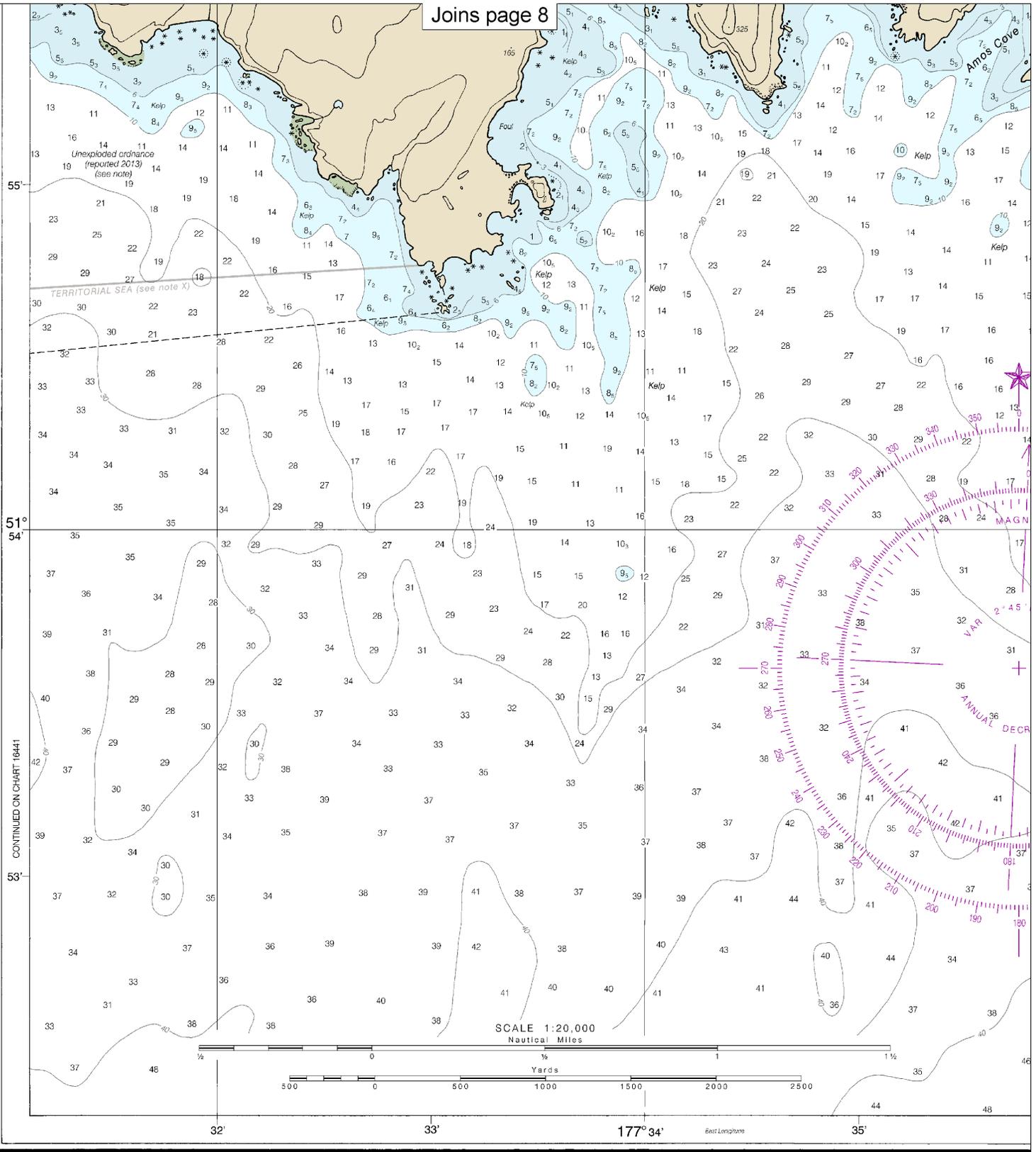
See Note on page 5.





CONTINUED ON CHART 16411

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16442

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.

8th Ed., Jun. 2014. Last Correction: 5/27/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

SOUNDINGS IN FATHOMS
 (FATHOMS AND FEET TO 11 FATHOMS)

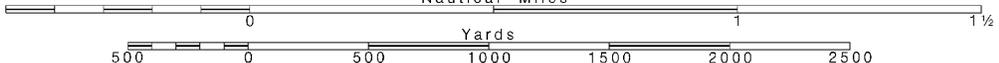
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Note: Chart grid lines are aligned with true north.

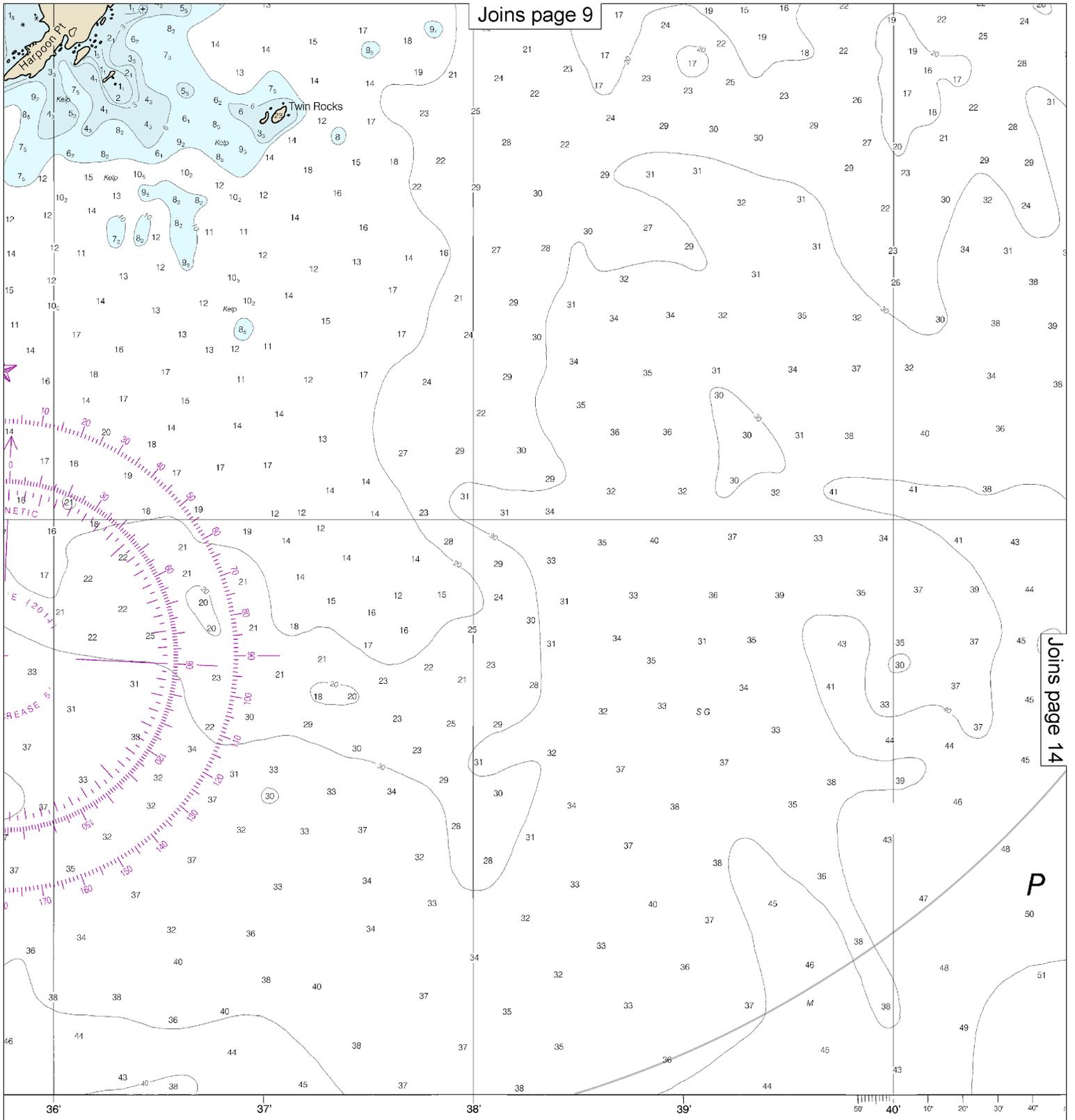
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SCALE 1:20,000
 Nautical Miles

See Note on page 5.



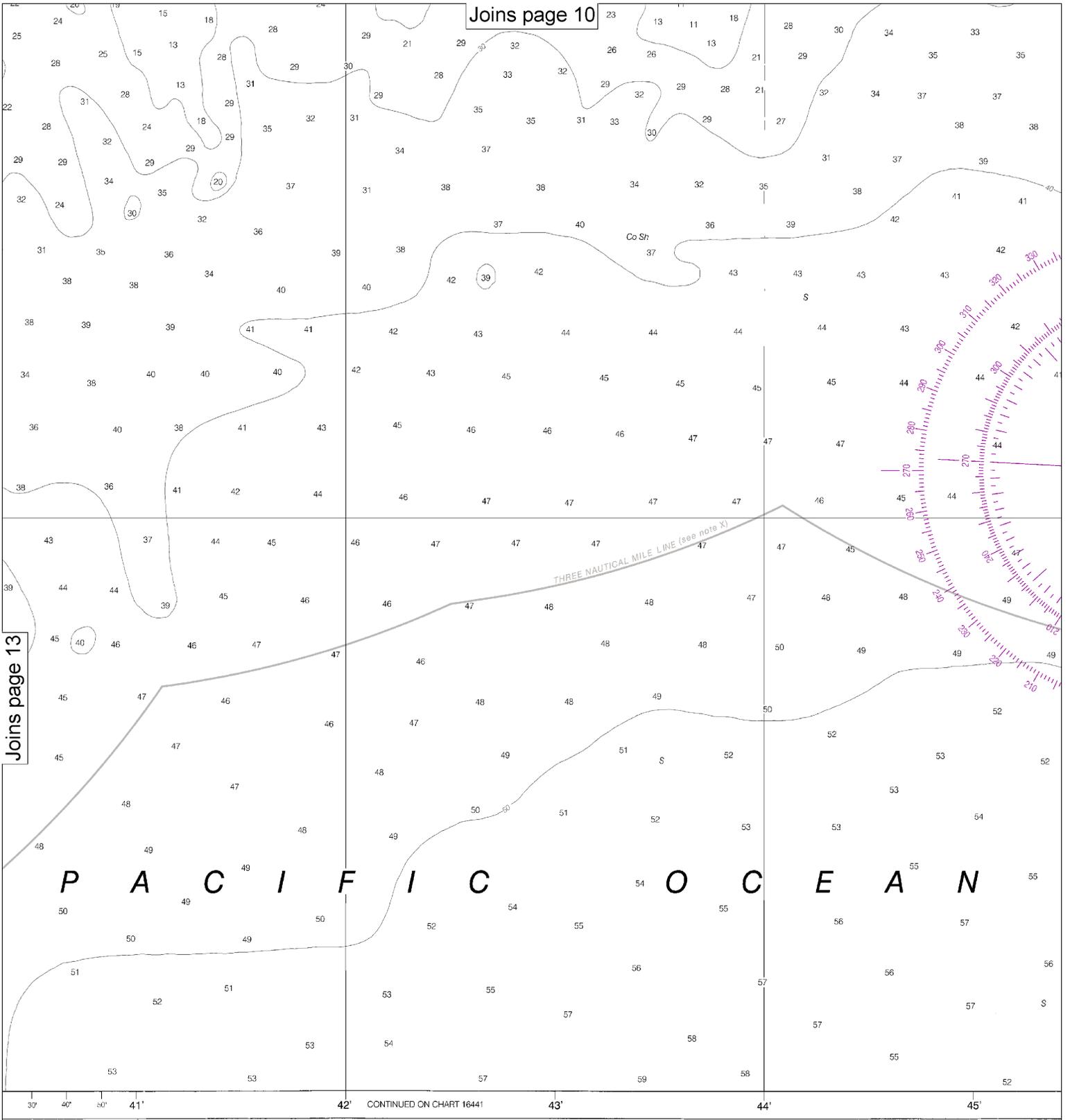
Joins page 9



Joins page 14

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CONTINUED ON CHART 16441

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

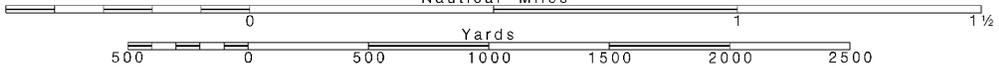
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

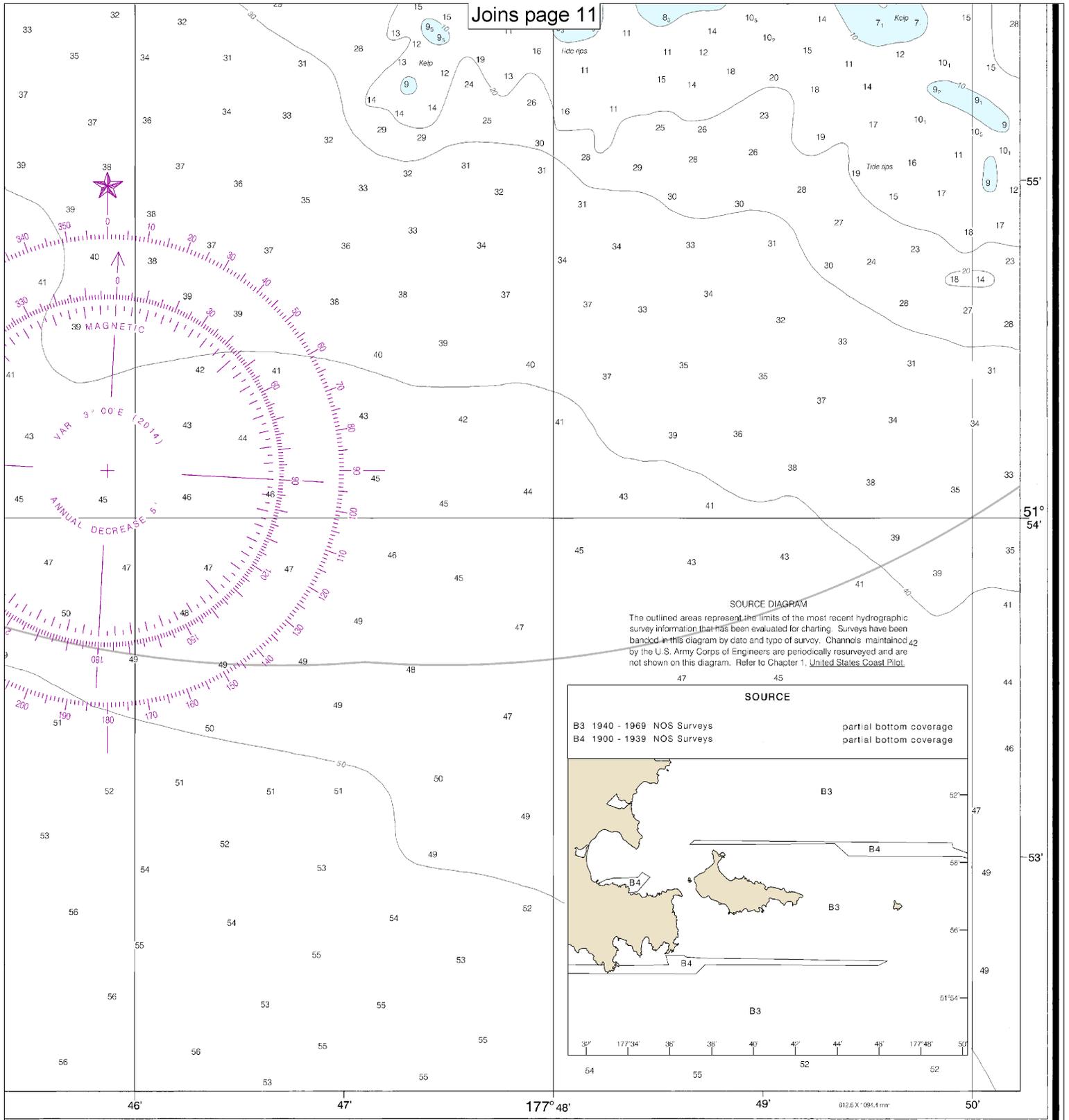
Note: Chart grid lines are aligned with true north.

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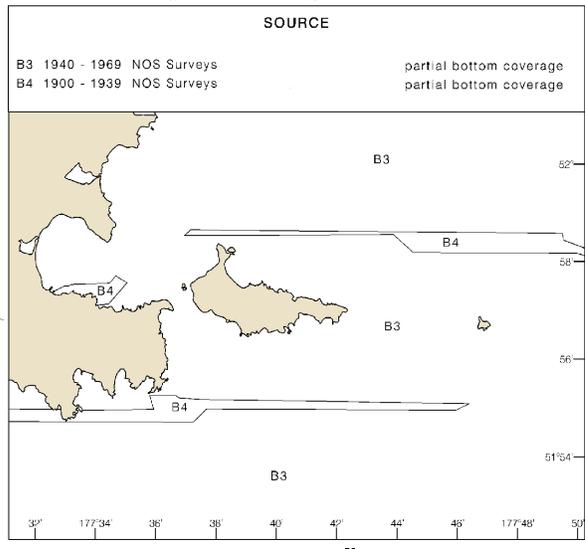
SCALE 1:20,000
 Nautical Miles

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.



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

Kiska Harbor and Approaches
 SOUNDINGS IN FATHOMS - SCALE 1:20,000

16442



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>



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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.