

BookletChart™

Tanaga Bay and Approaches

NOAA Chart 16462

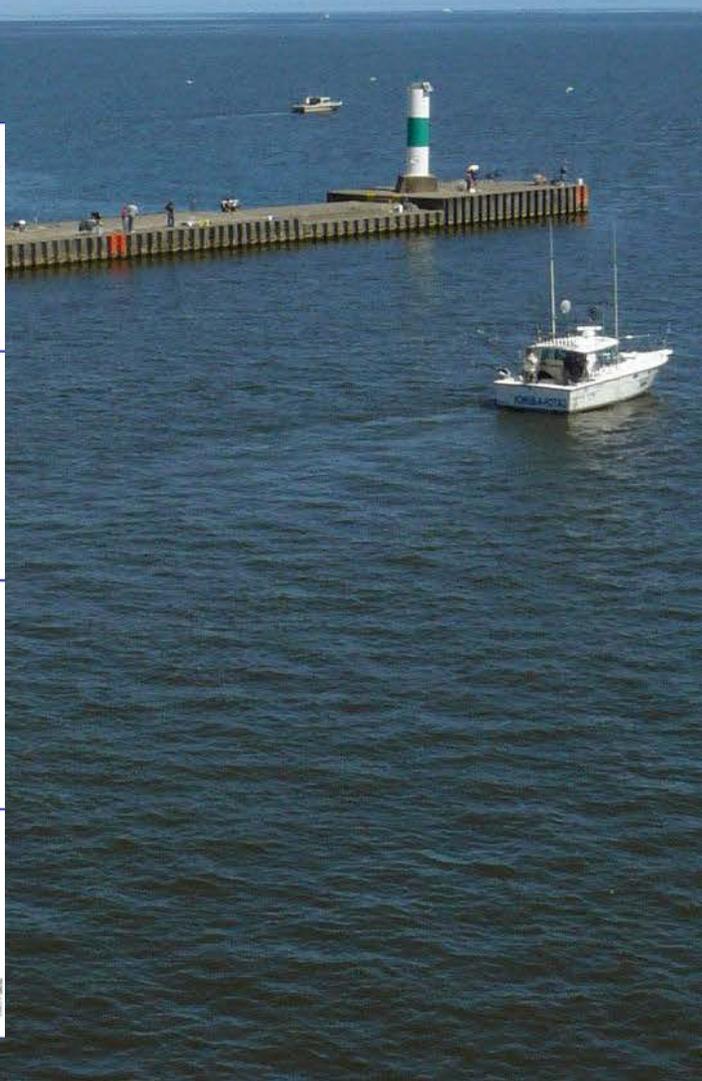
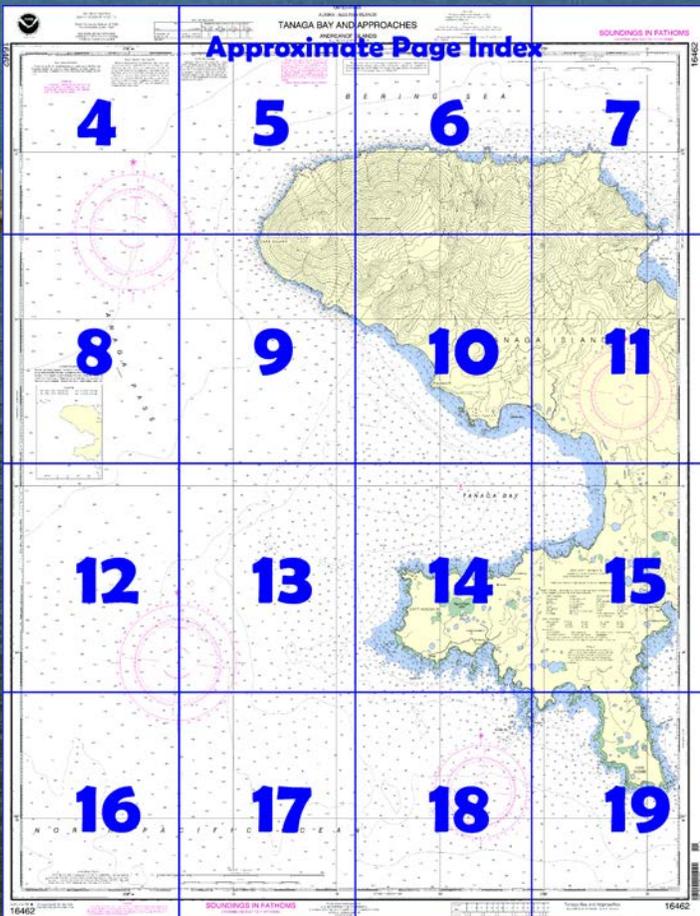


A reduced-scale NOAA nautical chart for small boaters

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.

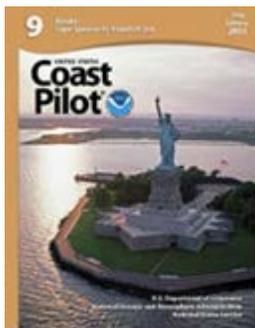
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16462>.



(Selected Excerpts from Coast Pilot)

The N coast of Tanaga Island between Gage Point and **Cape Sajaka** is very irregular with many vertical lava cliffs. A large waterfall, 2.5 miles W of **Bumpy Point**, is 348 feet high and pours from the top of a vertical cliff. Dangers are within 0.5 mile of the shore. Currents are strong along this stretch of coast.

The two prominent peaks in the interior are connected by a saddle; the E one is about 4,600 feet high and the W, **Tanaga Volcano**,

is 5,925 feet high.

From Cape Sajaka SE to Tanaga Bay several shallow valleys with black sand or gravel beaches across them indent the otherwise mountainous

interior. **Blackface Point**, 7 miles SE of Cape Sajaka, is a prominent headland with black rock cliffs near the top of steep grassy bluffs. Dangers are within 0.5 mile of the shore. In good weather vessels may anchor 3 miles NW of **Cape Agamsik**, 0.8 mile off the sand beach, in 15 fathoms, flat sand bottom.

Tanaga Bay, on the W side of Tanaga Island, affords protection from all except W weather. The bay is a good anchorage for large and small vessels; depths and places can be selected as desired. The bottom is uniformly fine, black, hard sand with only fair holding qualities in heavy weather. The head of the bay shoals gradually from 2 miles out to a sand beach. The S shore is irregular with reefs and kelp beds. Dangers are within 0.7 mile of the bay shore. Several visible rocks on **Middle Ledge**, that extend almost 0.5 mile offshore at the head of the bay, are of some assistance when anchoring near the head.

Cable Bay, a small cove on the N side of Tanaga Bay E of prominent Cape Agamsik, affords protection to small craft in W weather. Water is available at the head of the bay.

Cape Amagalik, on the S side of the entrance to Tanaga Bay, is low but backed by higher grassy hills. A shoal extends 1.5 miles W of the cape. A dangerous reef, marked with heavy kelp and rocks, is inside the shoal area. Tide rips are severe off the cape. All vessels should clear the cape by at least 4 miles when a moderate swell is running against the current. Small vessels should not attempt passage with a heavy swell running. Seas 12 to 14 feet high have been encountered in the area in moderate weather. A flood current of 3 knots has been observed; larger velocities probably occur. The flood sets N and the ebb S.

Tide rips have been observed on the 26-fathom bank 4 miles NW of Cape Amagalik.

Pilotage, Tanaga Bay.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. Tanga Bay is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.) A skeleton tower on top of a 145-foot bluff on the S side of Cape Amagalik and **Harem Rock**, 0.6 mile SW of the tower and usually marked by heavy breakers, are prominent.

Lash Bay, 3 miles E by S of Cape Amagalik, is the site of an abandoned World War II military installation. Only small craft should enter the bay, and then with caution under favorable weather conditions. The inshore part of a 600-foot wharf remains at the head of the bay; a depth of 8 feet is off its outer end. Broken piling of the outer section of the wharf is covered and constitutes a real danger. Two diamond-shaped targets set on a hill just W of the wharf form an entrance range on course **002°**. A shoal covered less than 3 fathoms is in the approach on the range line extended; dangerous covered rocks are near both sides of the range line approaching the head. The bay is useful only as a temporary anchorage because of limited swinging room and shoal water.

Scarab Rock, 0.6 mile WSW of **Tidgituk Island**, is 50 feet high and prominent.

South Bay, on the S coast of Tanaga Island just W of Cape Sasmik, affords anchorage during N and E weather. A reef that uncovers extends 0.5 mile S from the center of the head of the bay; a shoal with depths of 7 to 2 fathoms continues S for another 0.5 mile. A trapper's cabin is near the mouth of a stream NE of the reef. Anchor in the E half of the bay, 0.5 mile off the E shore, in 12 fathoms, flat sand bottom.

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>



Mercator Projection
Scale 1:50,000 at Lat 51° 45'

North American Datum of 1983
(World Geodetic System 1984)

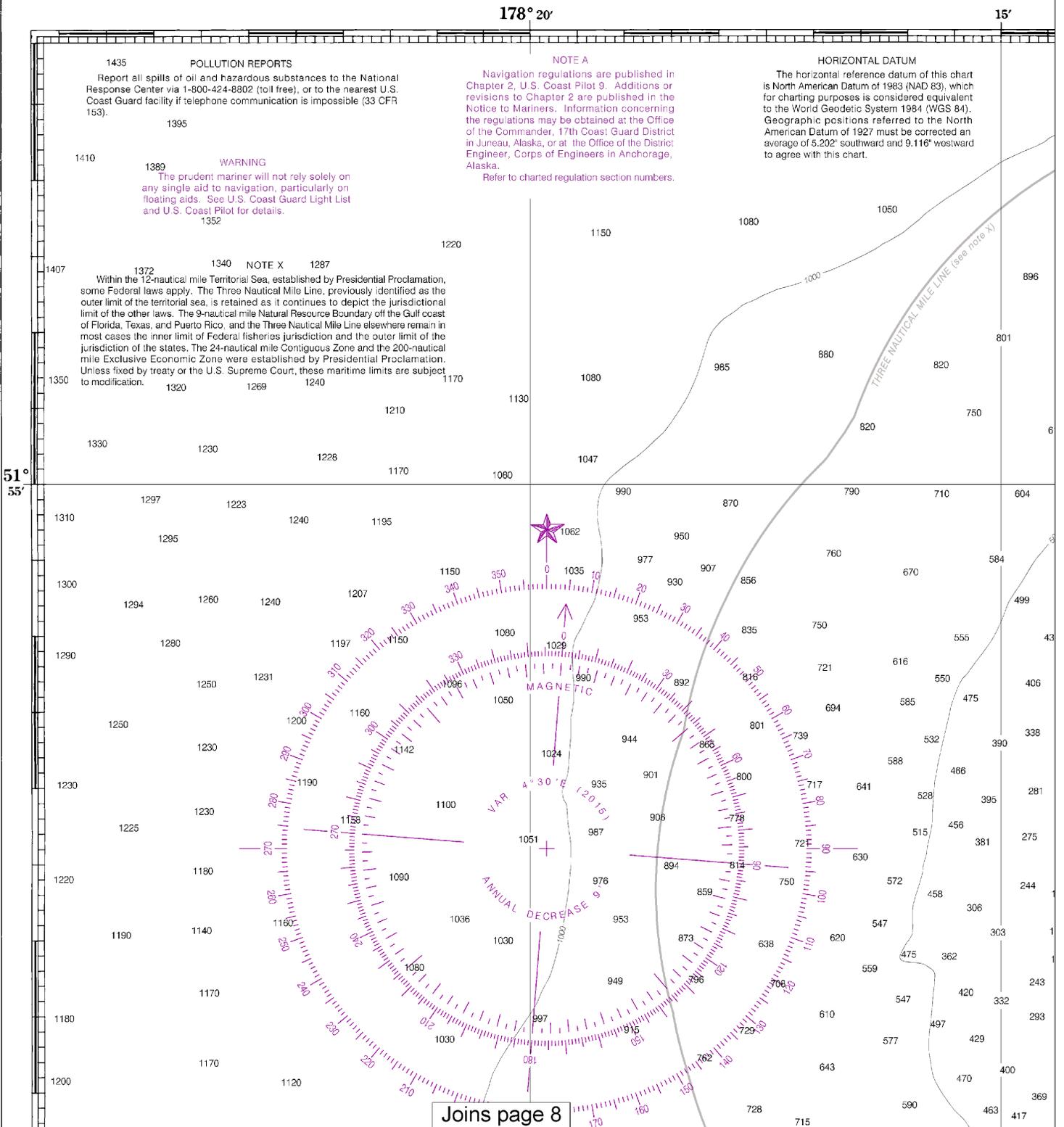
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
Tanaga Bay, AK	(51°43'N/178°00'W)	4.0	0.0	0.0

Dashes (-) located in datum columns indicate unavailable datum values for a tide station. Real time water level tide predictions, and tidal current predictions are available on the Internet from: <http://tidesandcurrents.noaa.gov/> (Feb. 2015)

16462



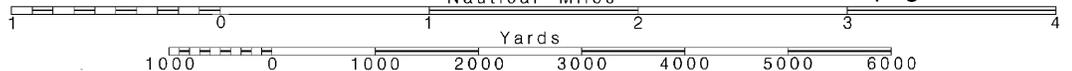
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.



UNITED STATES
ALASKA - ALEUTIAN ISLANDS

TANAGA BAY AND APPROACHES

ANDREANOF ISLANDS

1st Ed., Mar. 1945 D-1957-911 Kapp 2485

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

HEIGHTS
Heights of rocks are in feet above Mean High
values and summit elevations are in feet above M

AUTHORITIES
Hydrography and topography by the National
Coast Survey.

MLLW)
n
ater

SOUND,
W.

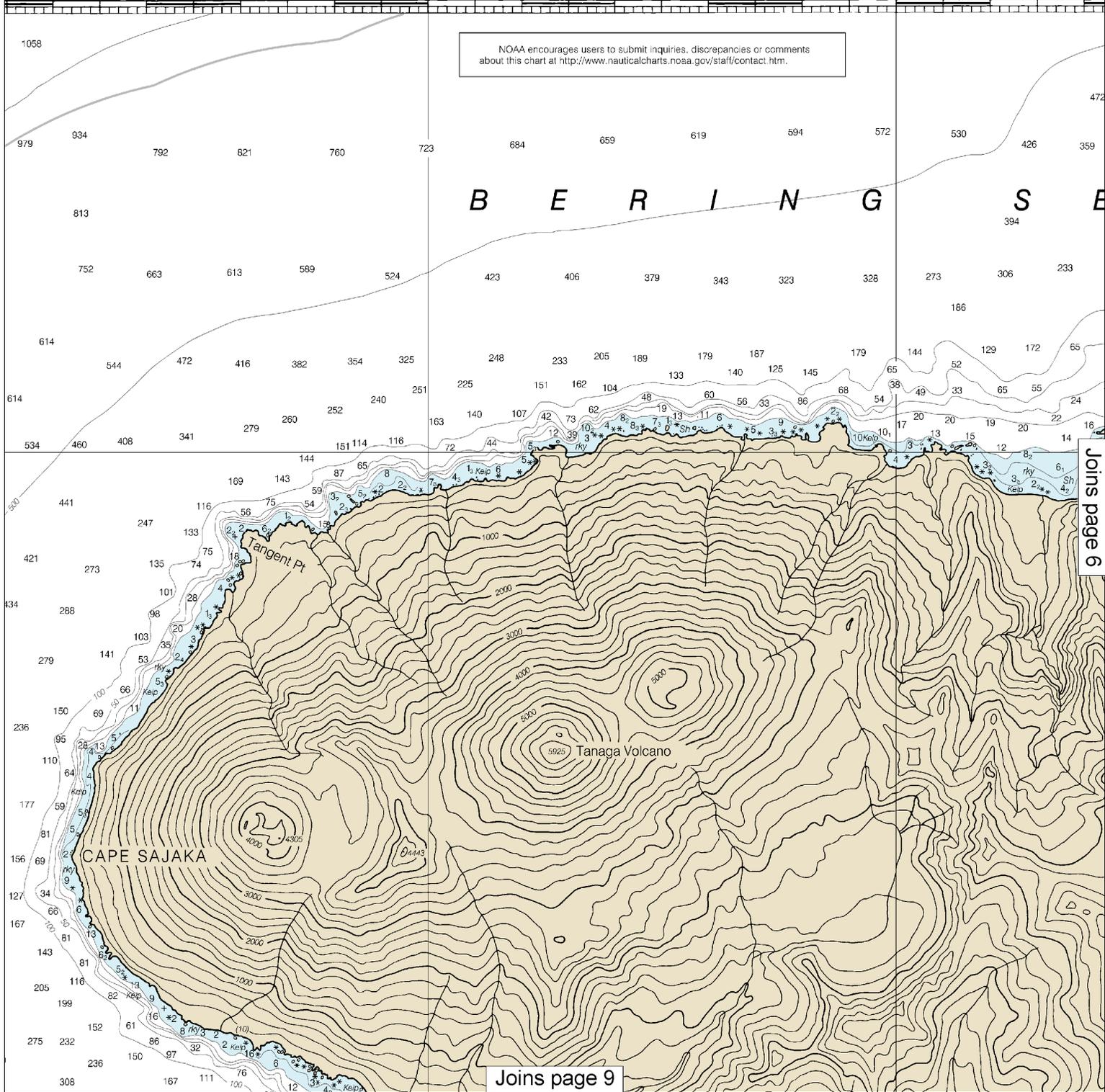
10'

CONTINUED ON CHART 16460

05'

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

B E R I N G S E



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:66666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

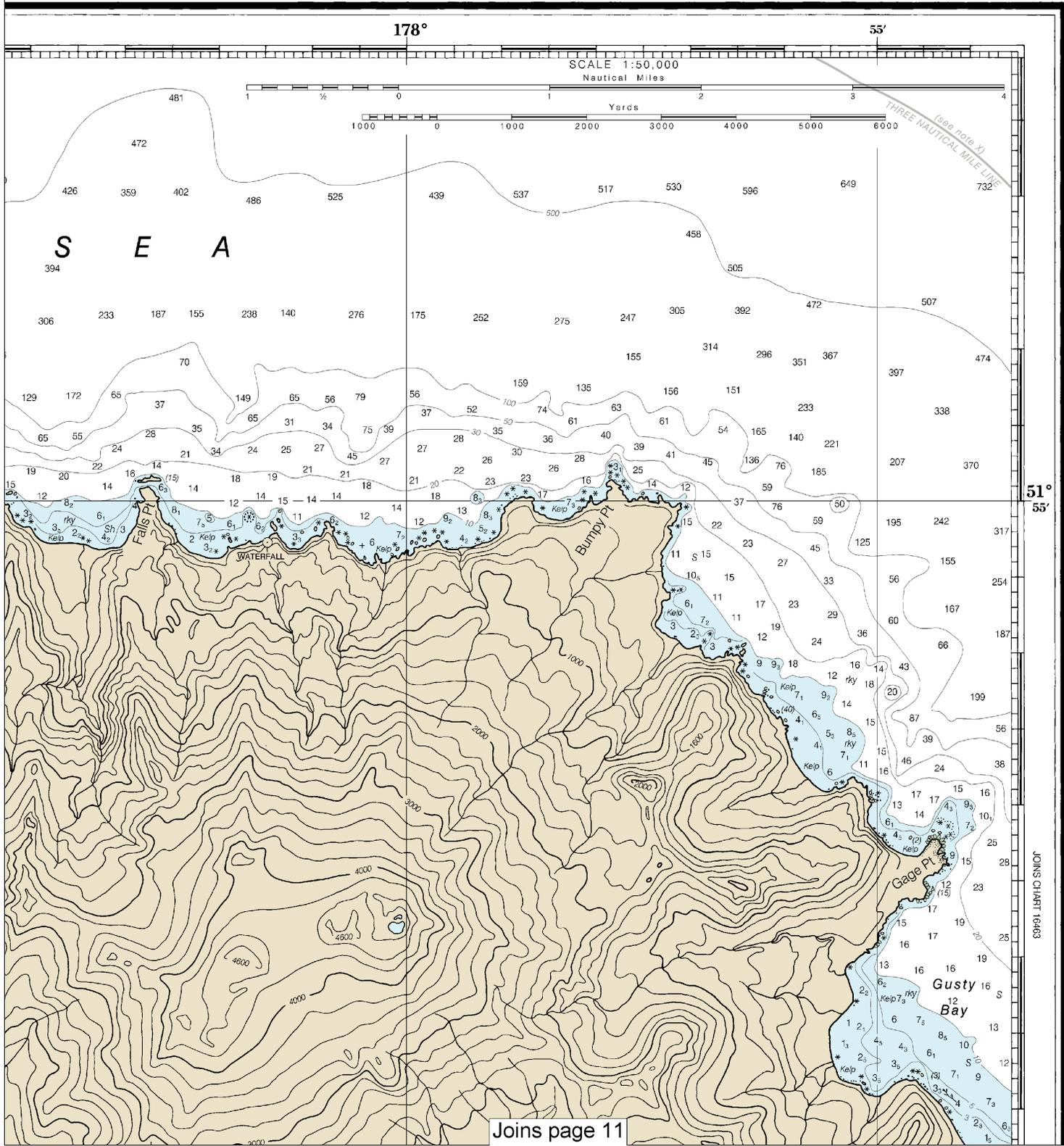


CAUTION
 Any changes or defects in aids to navigation are not indicated on this chart. See the latest Notices to Mariners.
 HEIGHTS
 are in feet above Mean High Water. Contour elevations are in feet above Mean Sea Level.
 AUTHORITIES
 bathymetry by the National Ocean Service,

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

16462

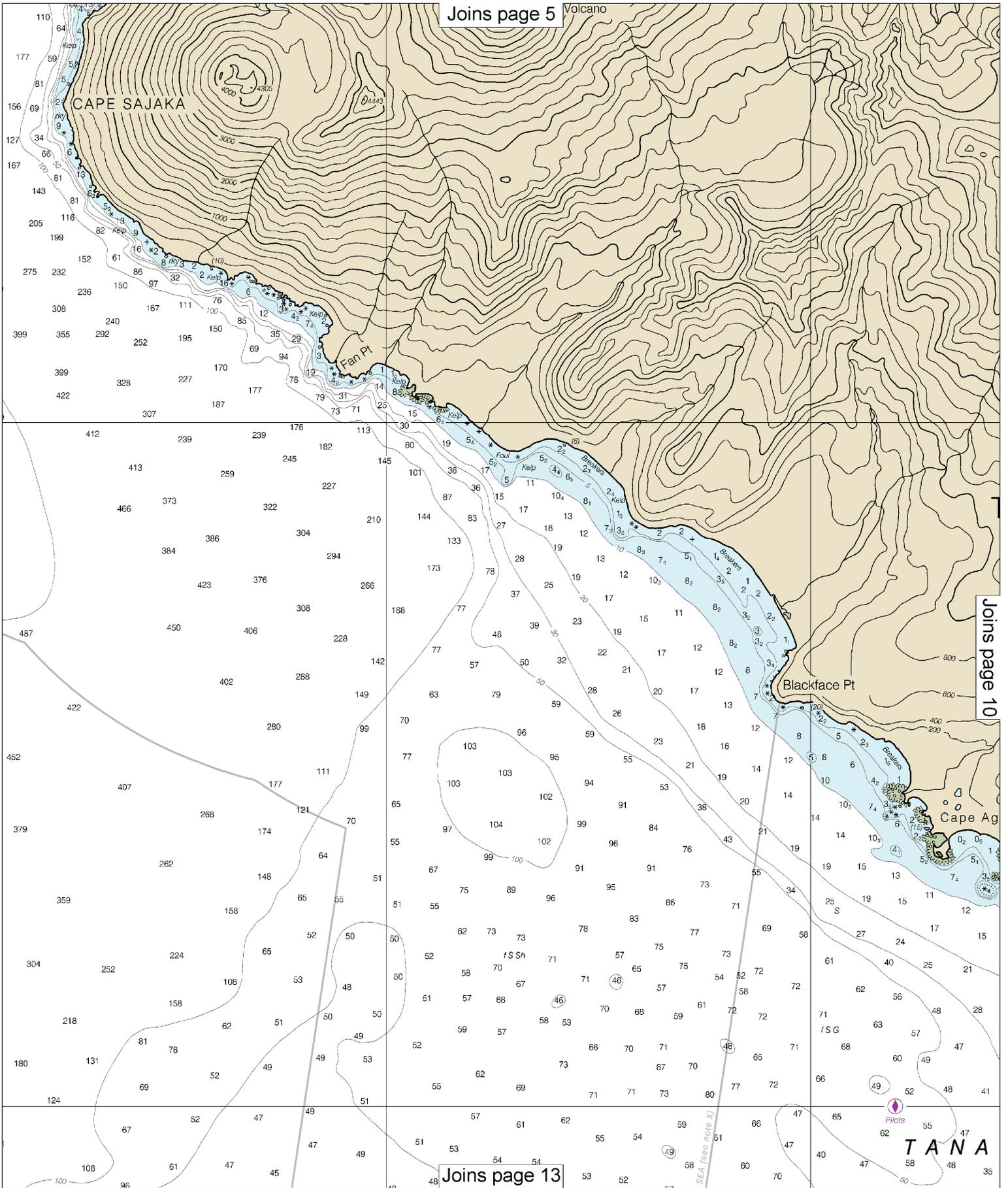


7th Ed., Feb. 2015. Last Correction: 12/10/2015. Cleared through:
 LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)



Joins page 5

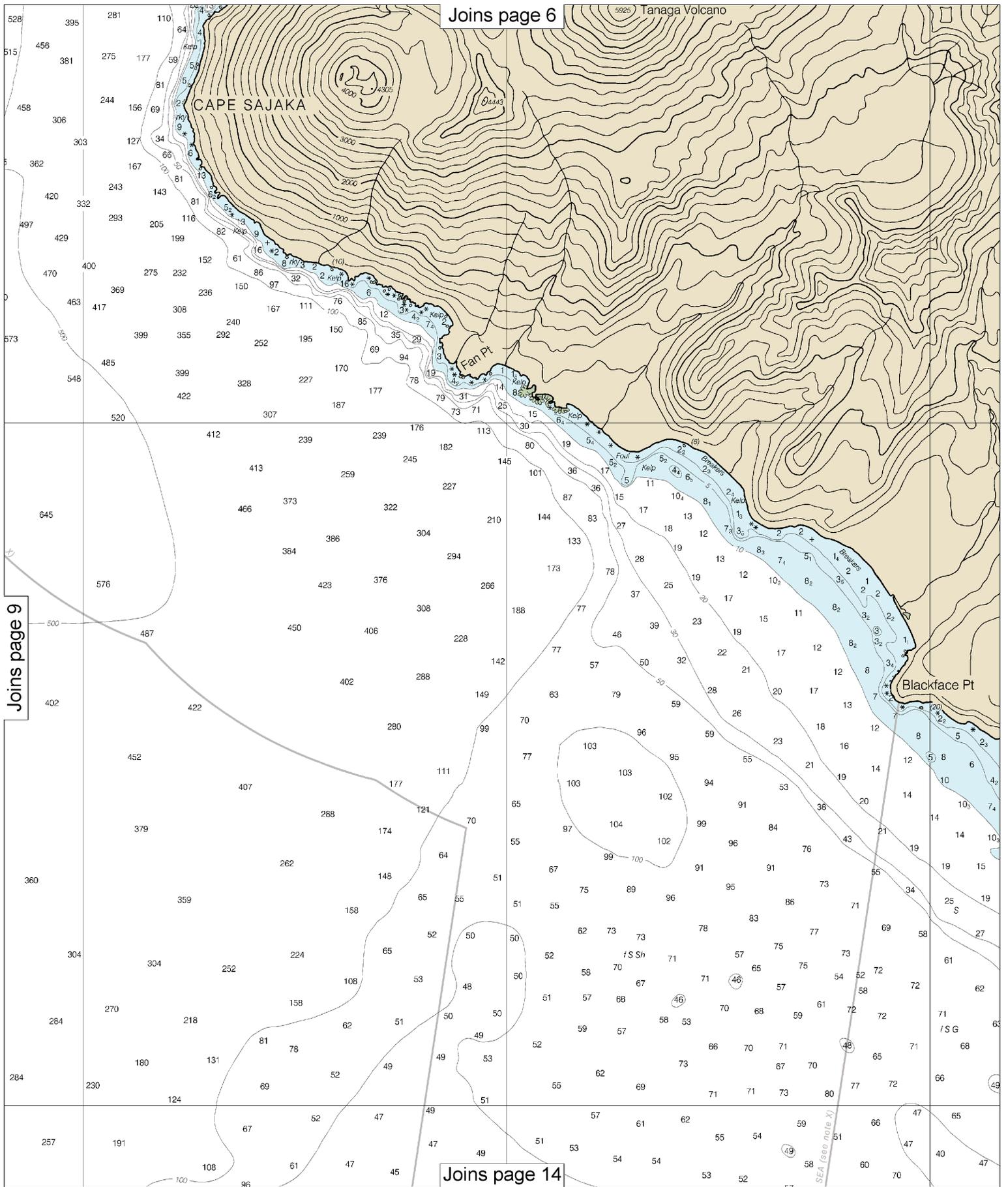
Volcano



Joins page 10

Joins page 13

TANA



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

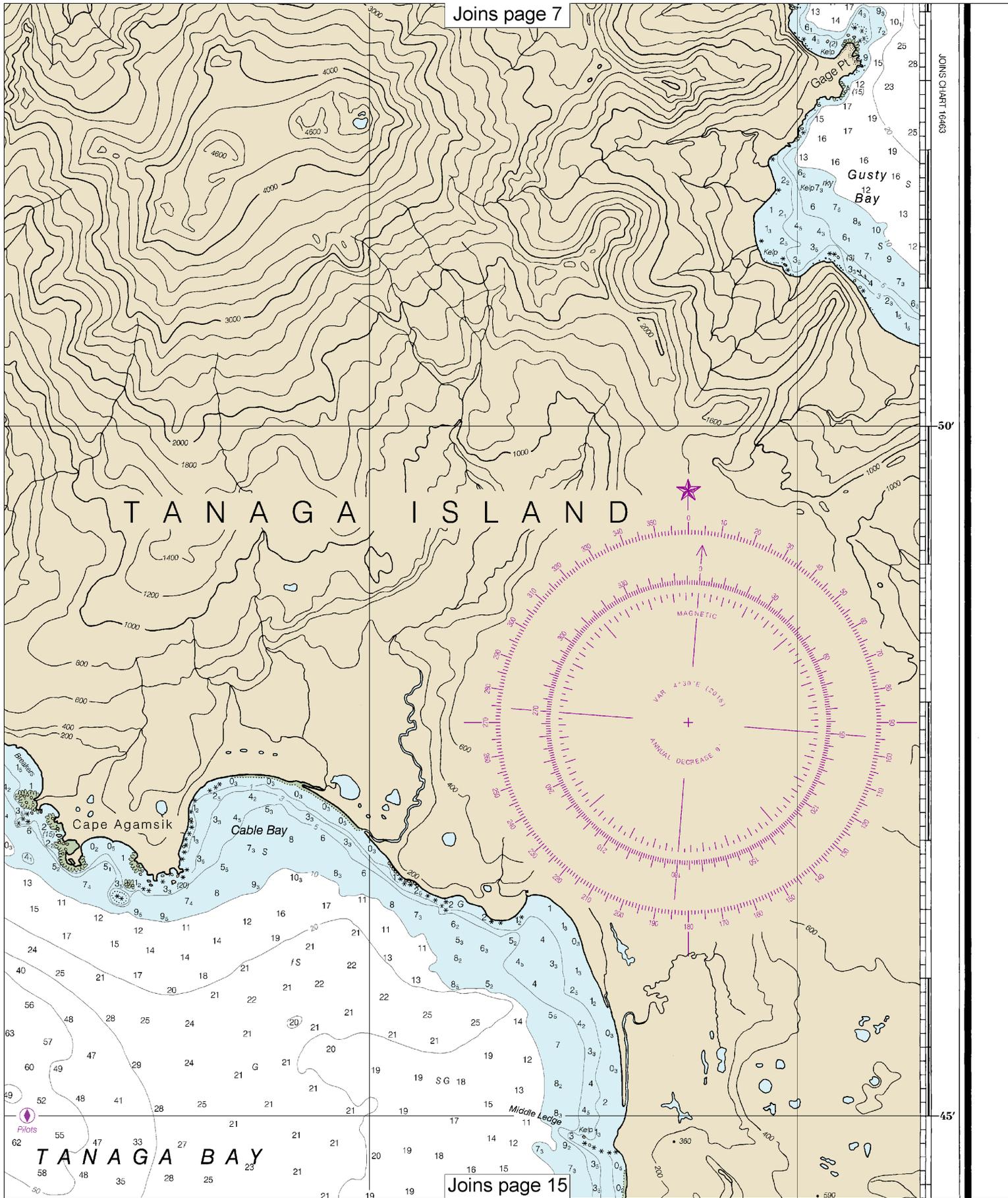
SCALE 1:50,000
Nautical Miles

See Note on page 5.



Joins page 7

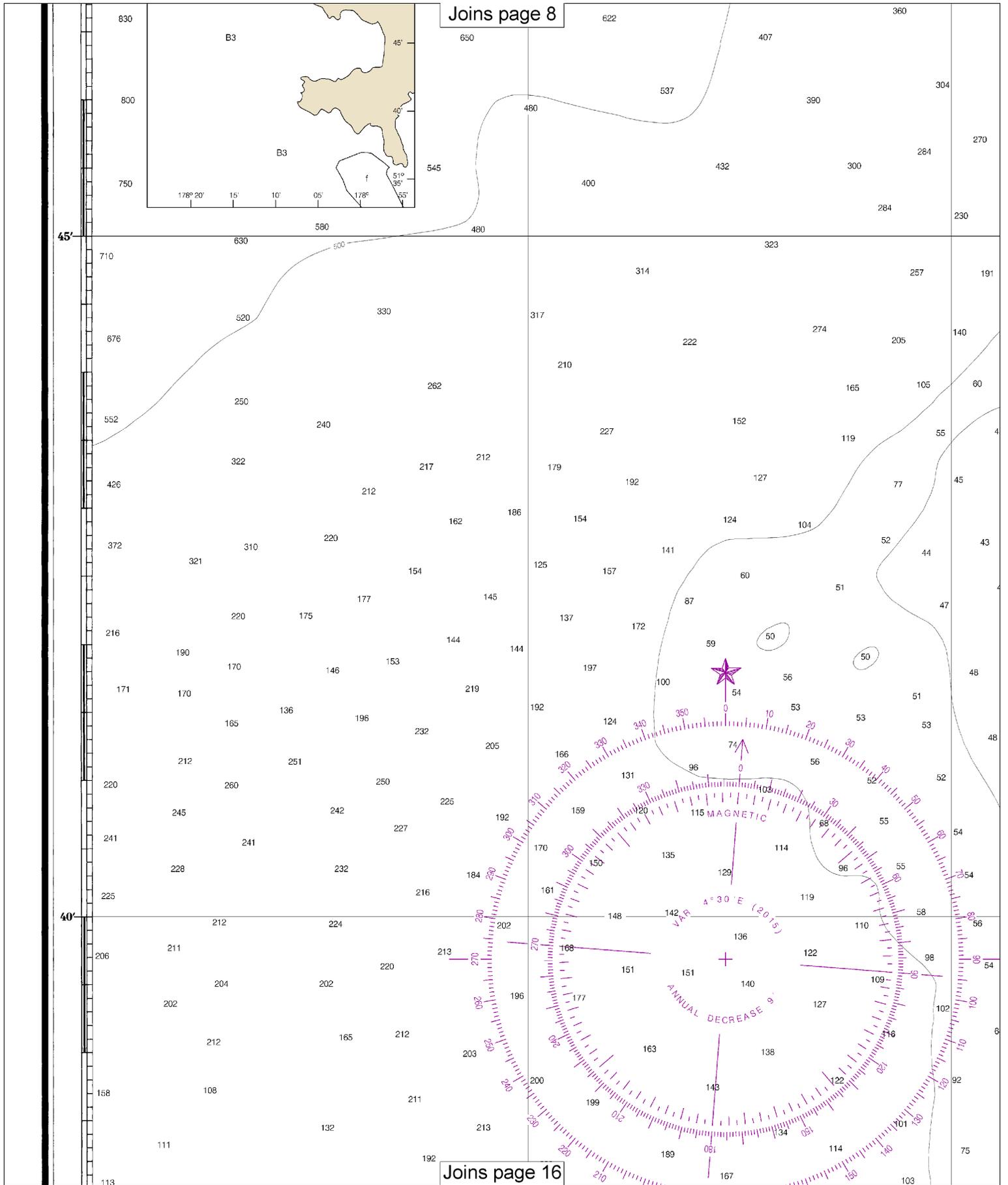
JOINS CHART 16463



50'

45'

Joins page 15



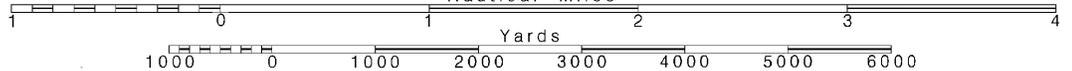
12

Note: Chart grid lines are aligned with true north.

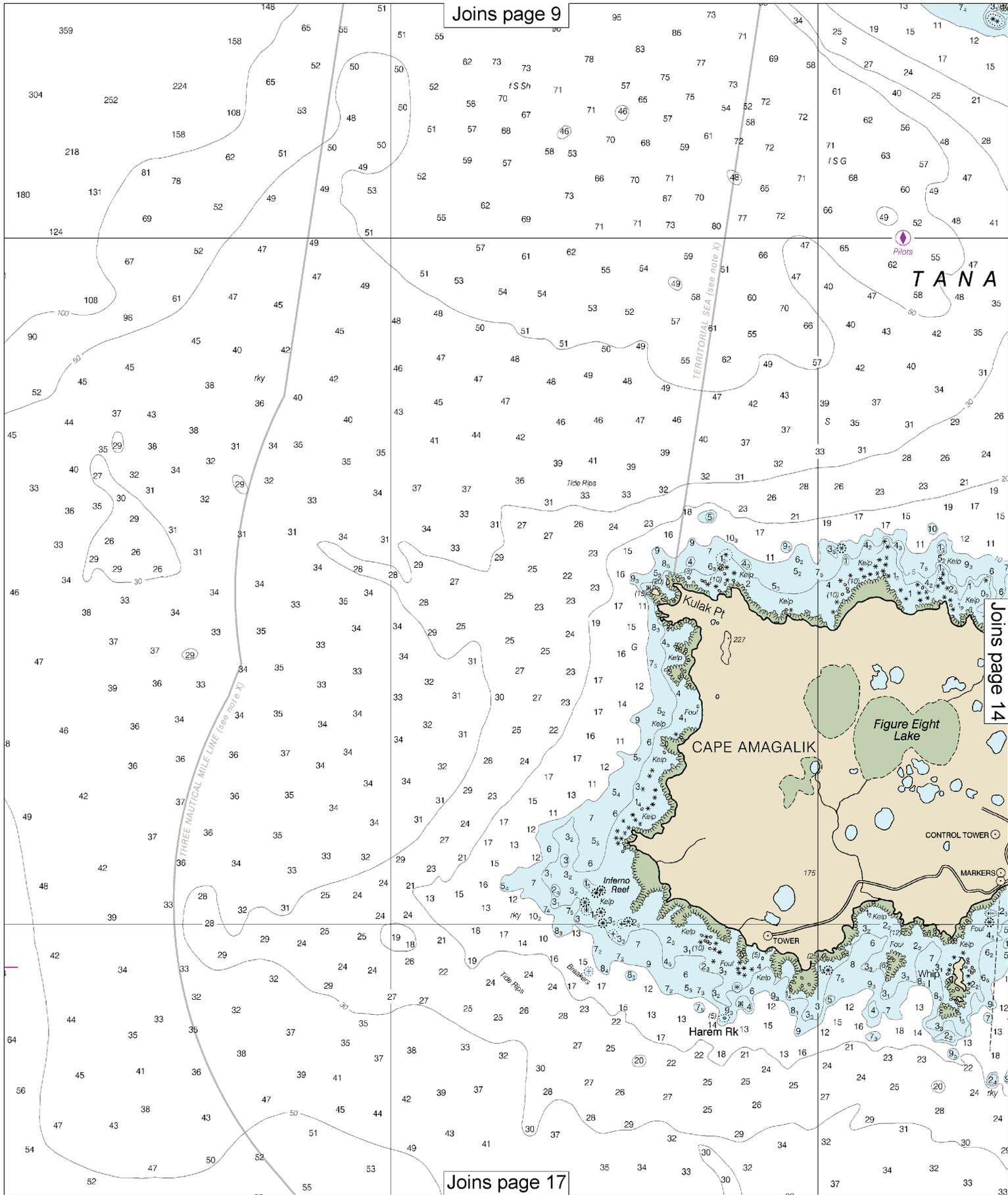
Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.

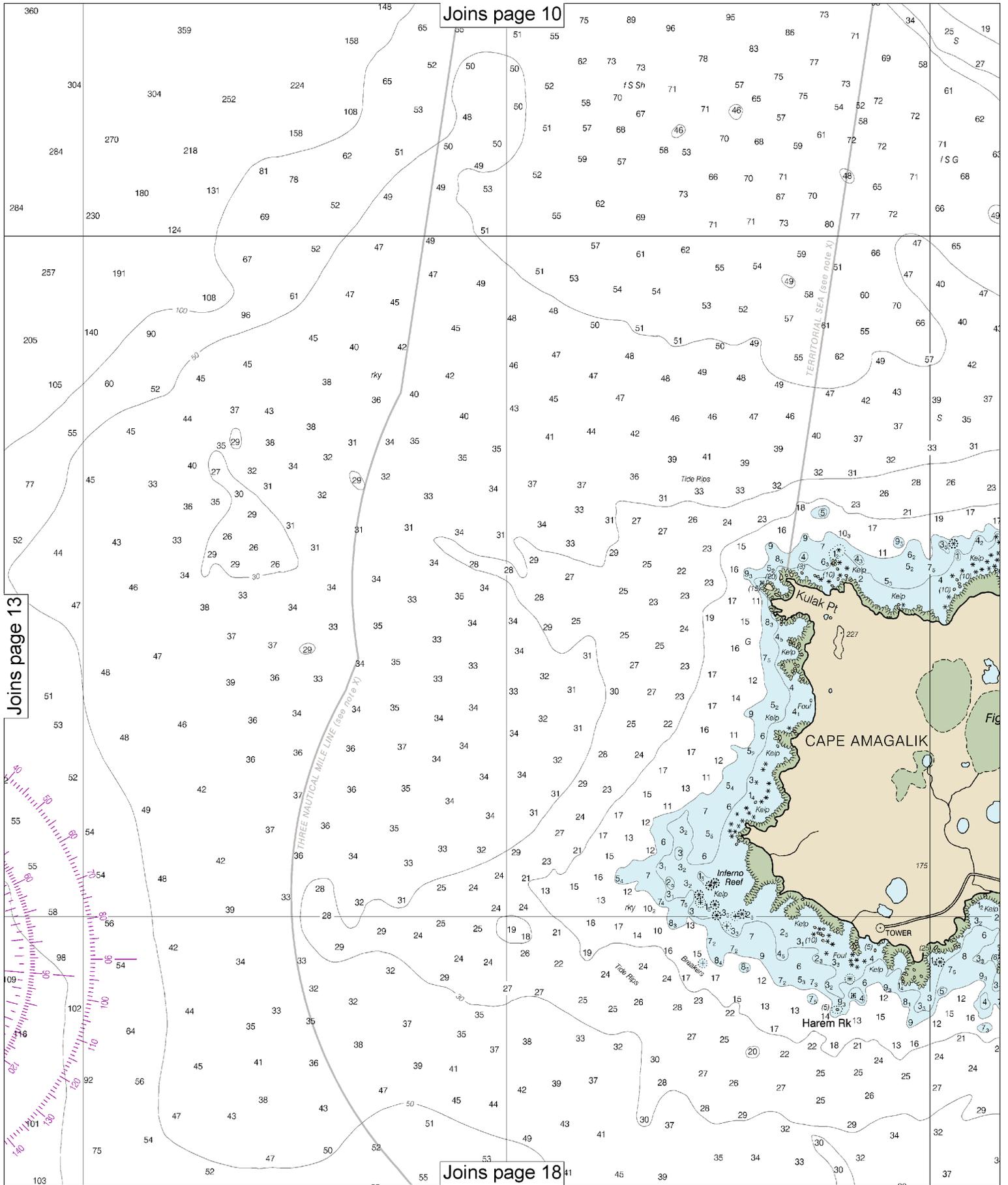


Joins page 9



Joins page 14

Joins page 17



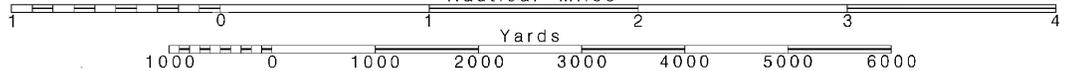
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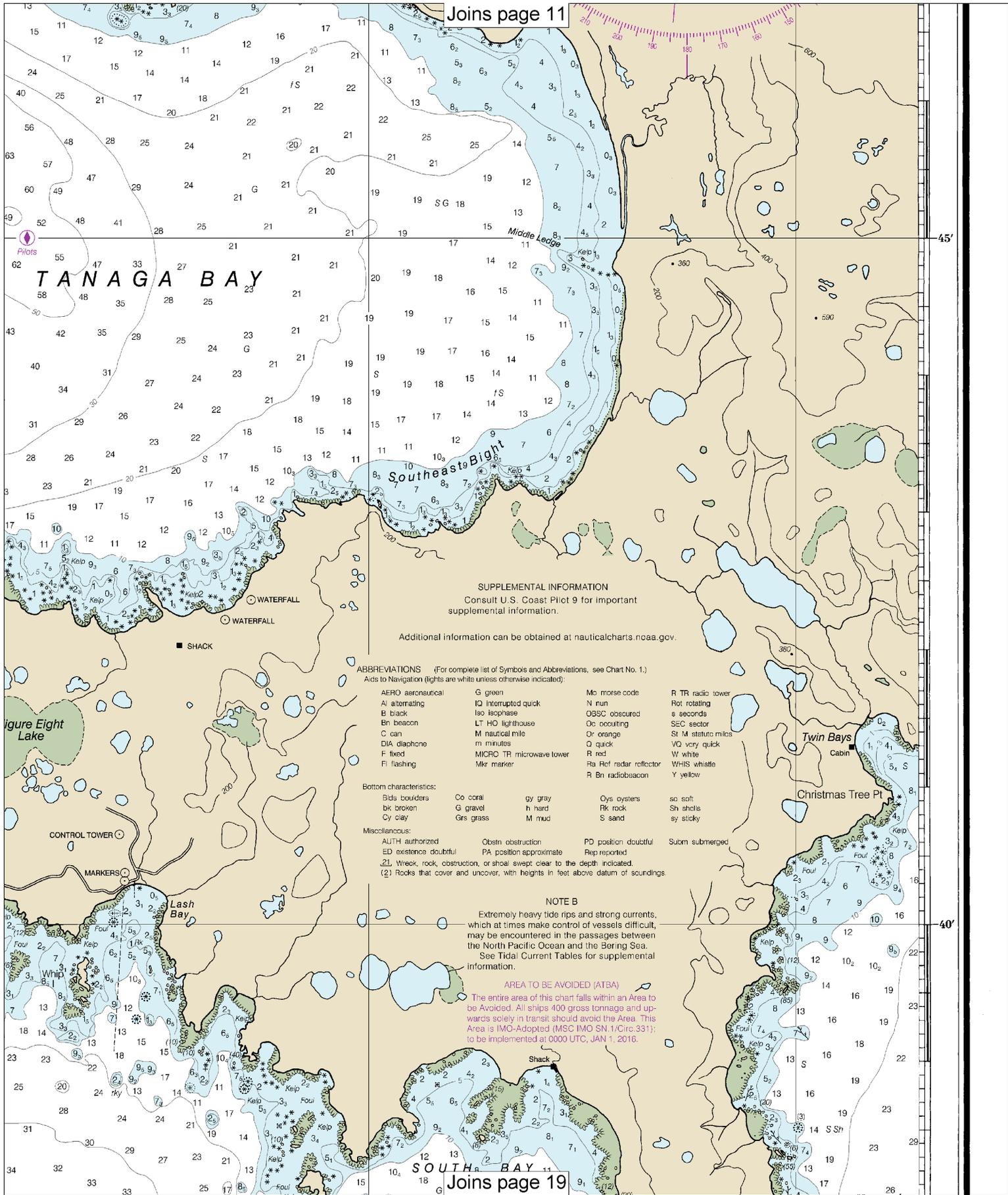
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.





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

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

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
 Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	St M status miles	VQ very quick
DIA diaphone	m minutes	R red	W white
F fixed	MICRO TR microwave tower	Ra Ref radar reflector	WHIS whistle
Fl flashing	Mkr marker	R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
Bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

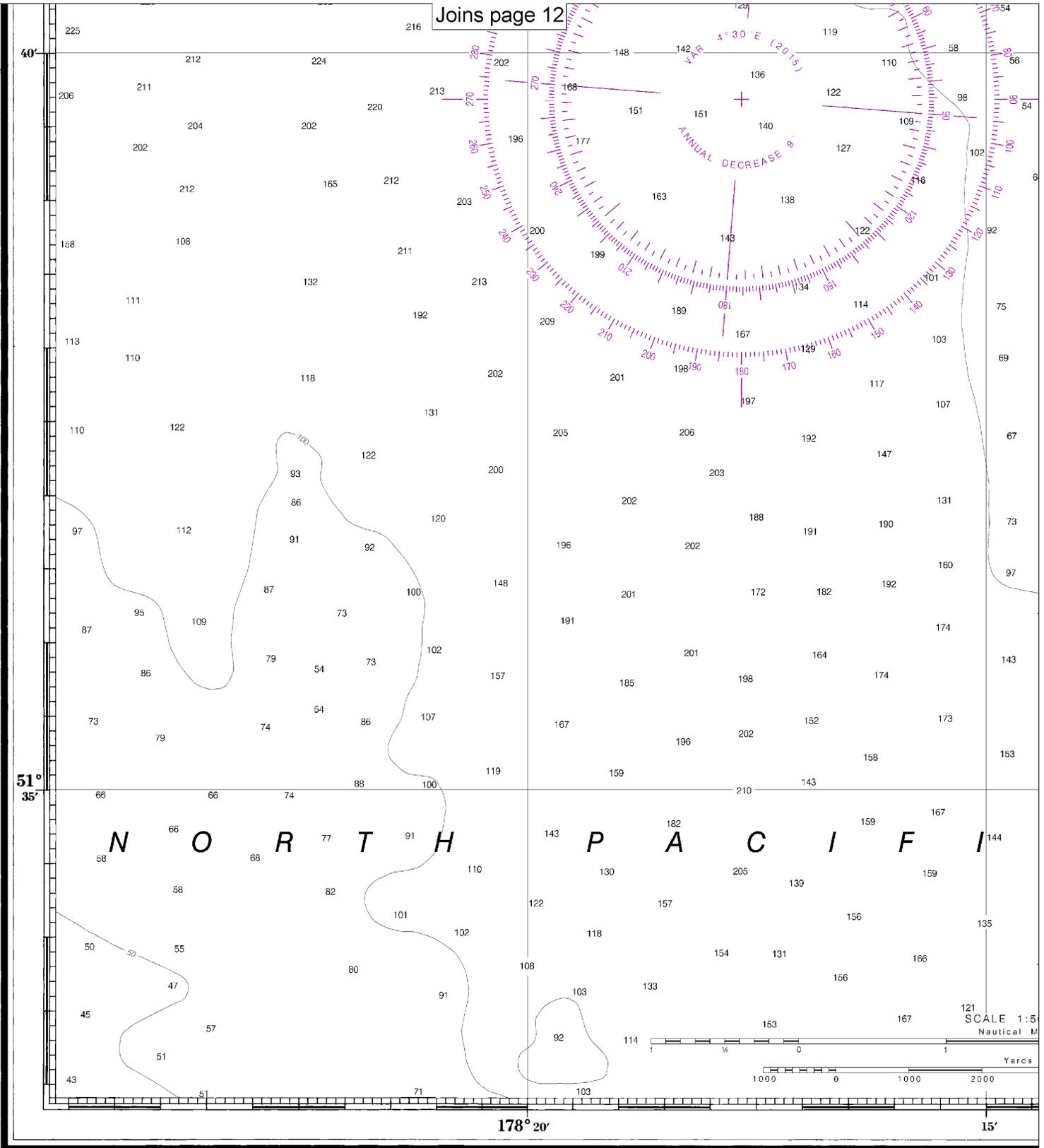
AUTH authorized	Obstn obstruction	PD position doubtful
ED existence doubtful	PA position approximate	Rep reported
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated. (2) Rocks that cover and uncover, with heights in feet above datum of soundings		

NOTE B

Extremely heavy tide rips and strong currents, which at times make control of vessels difficult, may be encountered in the passages between the North Pacific Ocean and the Bering Sea. See Tidal Current Tables for supplemental information.

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.



16462

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.

SOUNDING
(FATHOMS AND

7th Ed., Feb. 2015. Last Correction: 12/10/2015. Cleared through:
 LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

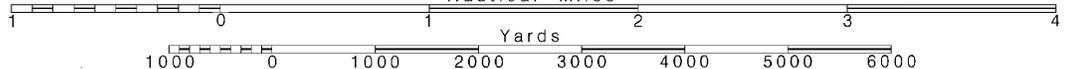
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

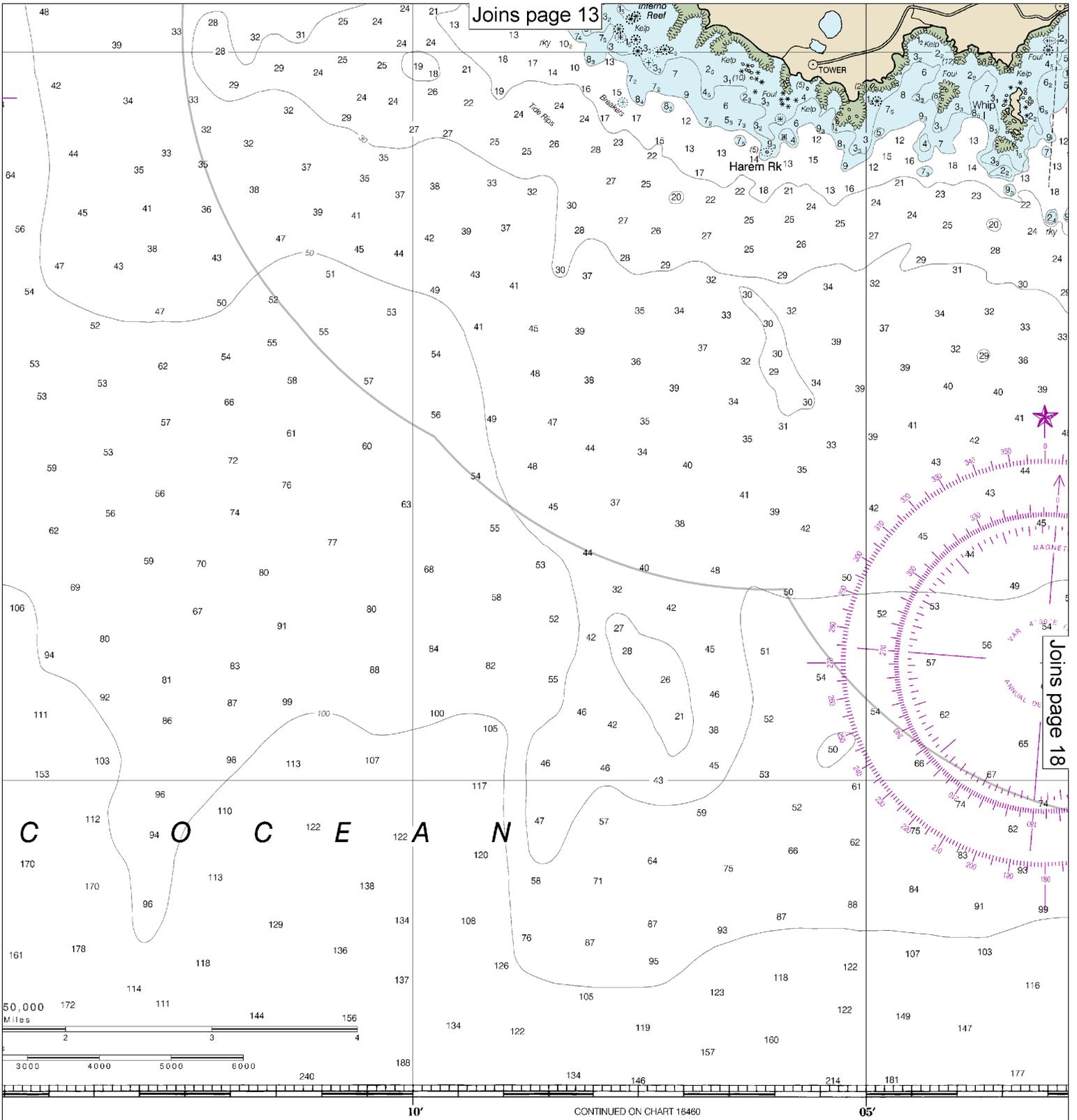
SCALE 1:50,000
Nautical Miles

See Note on page 5.



Joins page 13

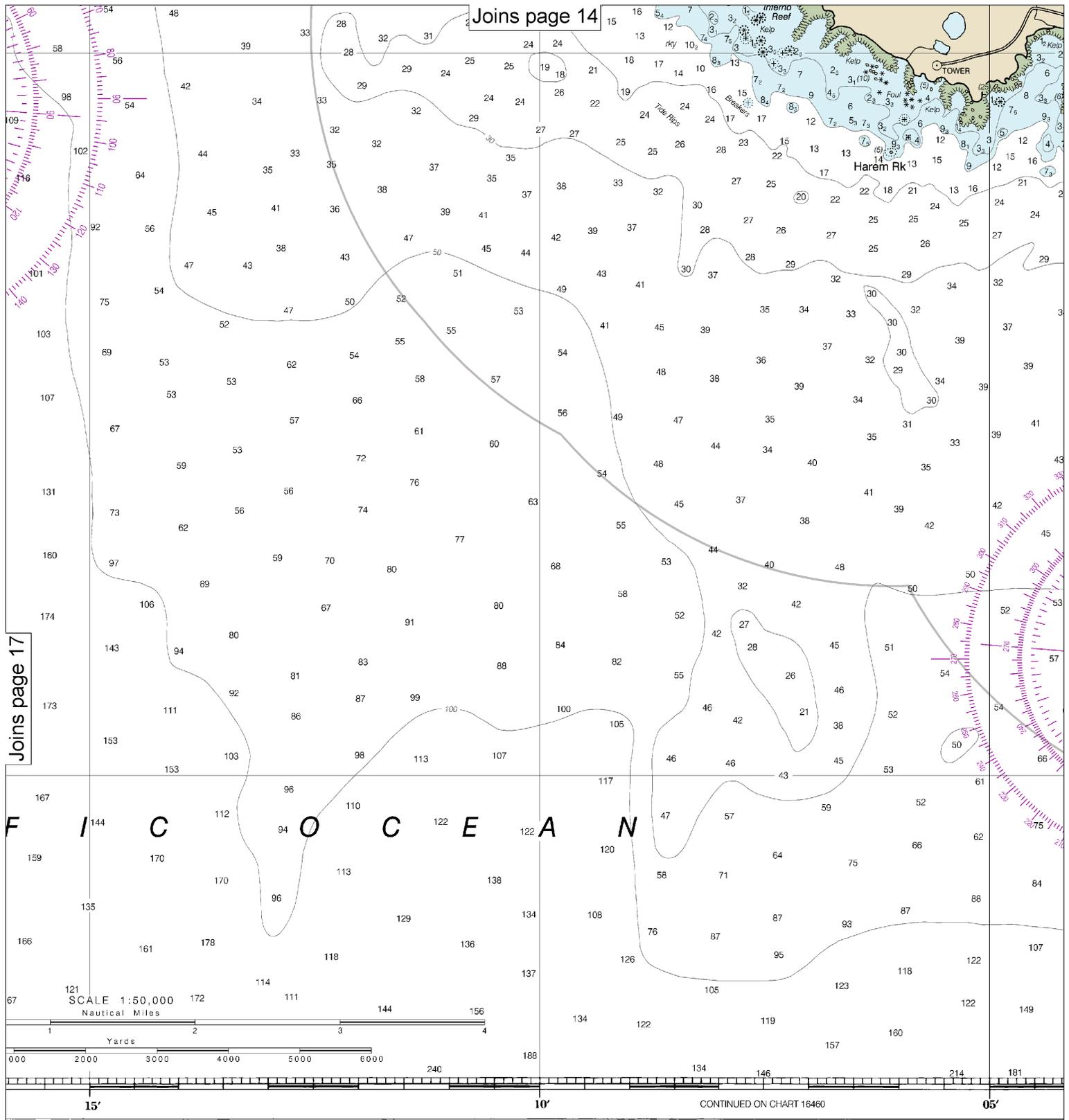
Joins page 18



DEPTHS IN FATHOMS
(FROM 12 FEET TO 11 FATHOMS)

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

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



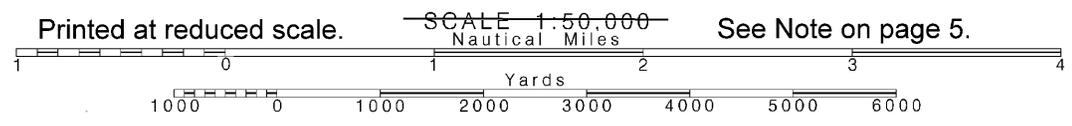
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

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

FATH
FEET
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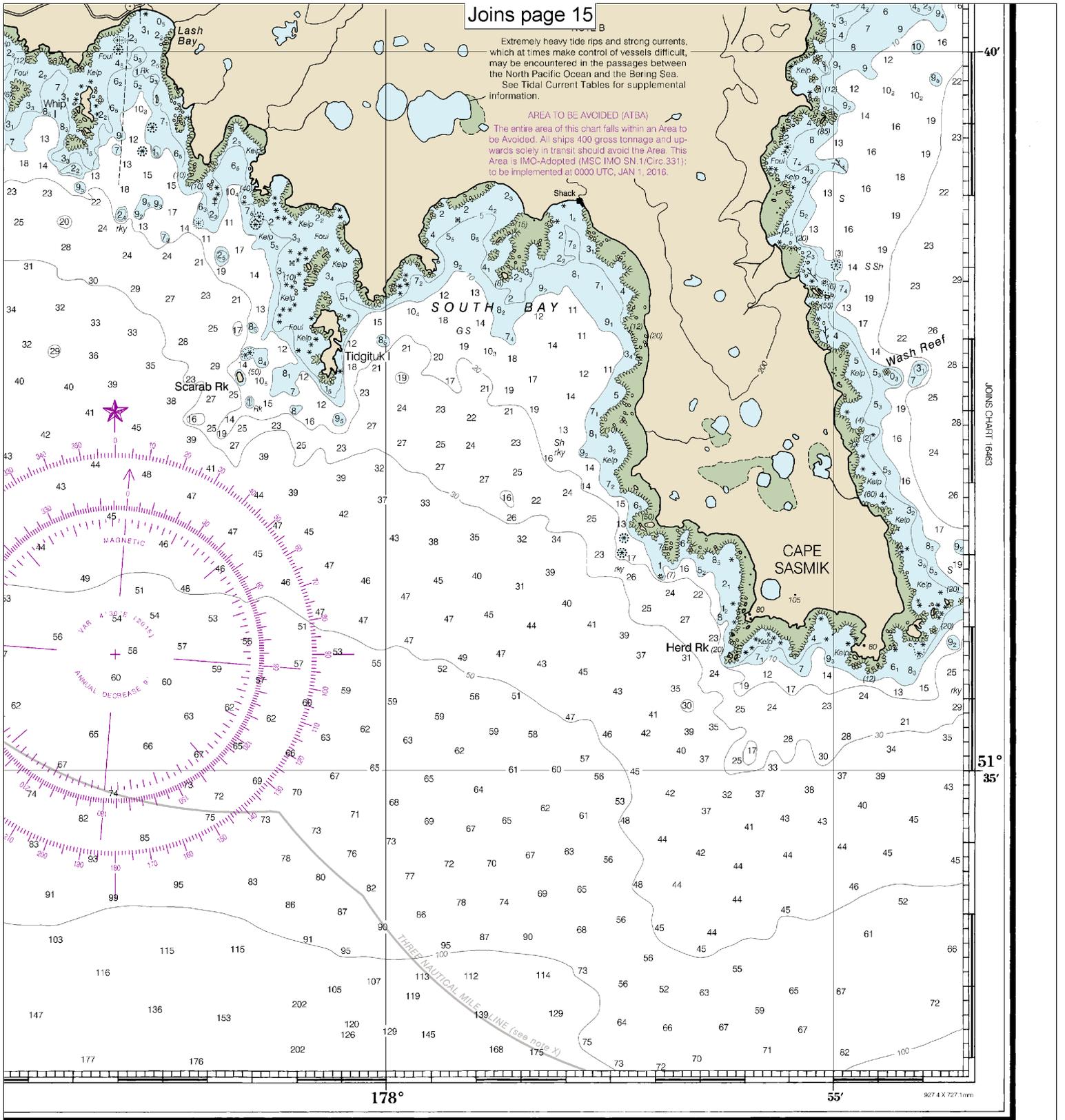
18

Note: Chart grid lines are aligned with true north.



Extremely heavy tide rips and strong currents, which at times make control of vessels difficult, may be encountered in the passages between the North Pacific Ocean and the Bering Sea. See Tidal Current Tables for supplemental information.

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JOINS CHART 16462

HOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
EET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
TERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Tanaga Bay and Approaches
 SOUNDINGS IN FATHOMS - SCALE 1:50,000

16462



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.