

BookletChart™



Adak Island to Tanaga Island

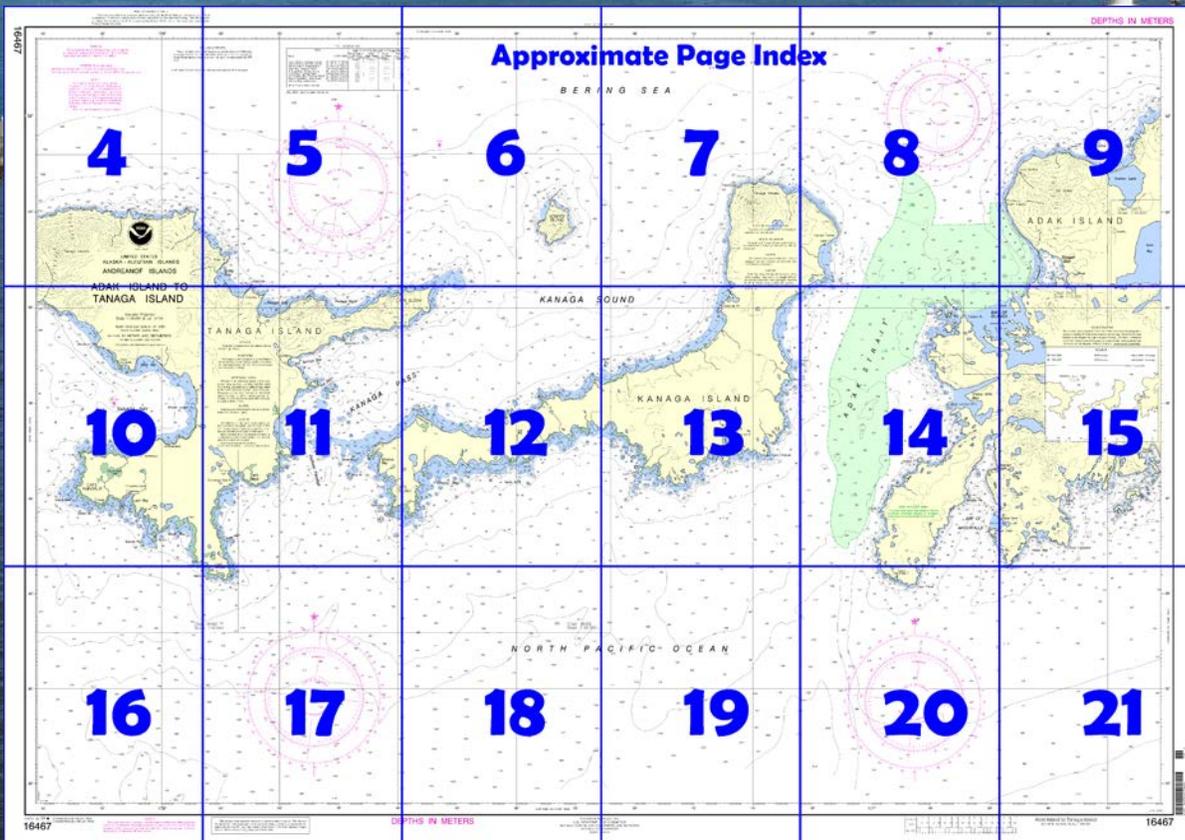
NOAA Chart 16467

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=16467>.



(Selected Excerpts from Coast Pilot)

Cape Adagdak, the northernmost point of Adak Island, is a bold headland 2,072 feet high. From Cape Adagdak, the coast trends SW and then curves W to form 3-mile-wide Andrew Bay. A 20-foot-high rocky dike separates the head of the bay from freshwater Andrew Lake.

Acorn Rock is 0.2 mile off the N coast of Adak Island, 5.5 miles SW of Cape Adagdak. A shoal covered 1 fathom is 0.4 mile offshore 0.6 mile W of the rock.

Cape Moffett, 8 miles SW of Cape Adagdak, is a cliff 600 feet high behind which the land rises gradually to Mount Moffett. The cape is the NW headland of Adak Island and is prominent for entering Adak

Strait. **Cape Kiguga**, 2 miles S of Cape Moffett, is the westernmost projection of Adak Island at the N entrance to Adak Strait; it is a very steep eroded slope rising abruptly from the water. The 30-fathom curve extends about 1 mile off Cape Moffett and Cape Kiguga; there are no off-lying dangers.

Adak Strait, between Adak Island and Kanaga Island, is 16 miles long and from 6 to 8 miles wide; depths are from 30 to over 100 fathoms. The only dangers are the rocks and reefs off **Eddy Island** and **Argonne Point** on the E side and **Shoal Point** and **Naga Point** on the W side. Vessels should clear both shores of the strait by not less than 1 mile. Since the current velocity may reach 4 knots, passage in heavy fog without radar is not recommended. (See the Tidal Current Tables for predictions for Adak Strait.)

The coast of Adak Island along the E side of Adak Strait is bordered by steep bluffs and rocky cliffs; islands, rocks, and reefs are close to shore. Eddy Island, at the N entrance, is prominent. **Whirlpool Rock**, 1 mile E of Eddy Island, is small, flat on top, and awash at extreme high tides; kelp grows close to it. Currents are strong and erratic in this area. **Wedge Point**, a rocky bluff 7.5 miles S of Eddy Island, is prominent. A good anchorage for small vessels in S weather is 0.8 mile E of Wedge Point, 0.3 mile offshore in 17 fathoms, sand bottom. The point 9.5 miles S of Eddy Island resembles the head of a huge gorilla.

The coast of Kanaga Island along the W side of Adak Strait is fringed by kelp beds, islets, and rocks. There are several anchorages that provide protection from W weather. One is in the cove between **Round Head** and Shoal Point; another is midway between Shoal Point and Naga Point in 17 fathoms, gray sand bottom. A reef covered 6 fathoms is 1 mile NE of Naga Point and 0.8 mile offshore; another reef covered 13 fathoms is 0.7 mile E of the point. When the current is ebbing heavy tide rips occur on these reefs in S weather.

Cape Chlanak, on the W side of the S entrance to Adak Strait, is low and rocky. Shallow water marked by kelp is close to the shoreline. Currents are strong and medium tide rips occur off the point.

Shagak Bay, 3 miles SE of Cape Kiguga, has depths of 20 fathoms or more, but only 4 feet can be carried through the 400-yard-wide entrance between grass-covered sandspits. A band of very heavy kelp extends across the entrance; the bar is relatively smooth rock. The bay is well protected from swells; the bottom is mud and probably fair holding ground. Violent williwaws and gales are encountered in E and SE weather. A good weather anchorage is indicated 1 mile NW of the entrance and 0.7 mile offshore in 17 fathoms, flat sand bottom.

Three Arm Bay, on the W side of Adak Island, has depths of 19 fathoms or more in the outer part, but the depths decrease to less than 5 fathoms in the arms. Most of the covered dangers are within 300 yards of the shore. In S weather small vessels can anchor 0.3 mile E of **Three Sisters Island** in 17 fathoms, sandy bottom. **North Arm**, 0.2 mile wide with steep sides, extends 2 miles inshore to a low draw. A short overland trail leads from the upper end of the arm to the S shore of Unalga Bight in the Bay of Islands. In SW and W weather, swells from Adak Strait enter North Arm; in E or W weather, winds draw through this arm. Anchorage is suitable only for small craft in good weather. A fair anchorage for small vessels is in **Middle Arm**, 0.5 mile N of **Split Point**, and rock bottom is poor holding ground. **South Arm** is well sheltered, but the holding ground was reported poor in 1973. It is entered from Middle Arm through a 6-fathom passage between the W shore of the small island off Split Point and the shoreline to the W.

**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>

10' 05' 178° 55' 50'

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.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

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

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
Cape Chunu, Kanaga Island	(51°40'N/177°38'W)	4.1	---	---
Cape Ohlanak, Kanaga Island	(51°43'N/177°09'W)	3.4	---	---
Shoal Point, Kanaga Island	(51°52'N/177°04'W)	3.2	---	---
Kanaga Bay, Kanaga Island	(51°43'N/177°12'W)	3.9	---	---
Lash Bay, Tanaga Island	(51°40'N/178°03'W)	4.2	---	---
Tanaga Bay, Tanaga Island	(51°43'N/178°00'W)	4.0	---	---
Hot Springs Bay, Tanaga Island	(51°47'N/177°46'W)	3.1	---	---
Swooper Cove, Adak Island	(51°52'N/176°38'W)	3.7	3.5	0.6

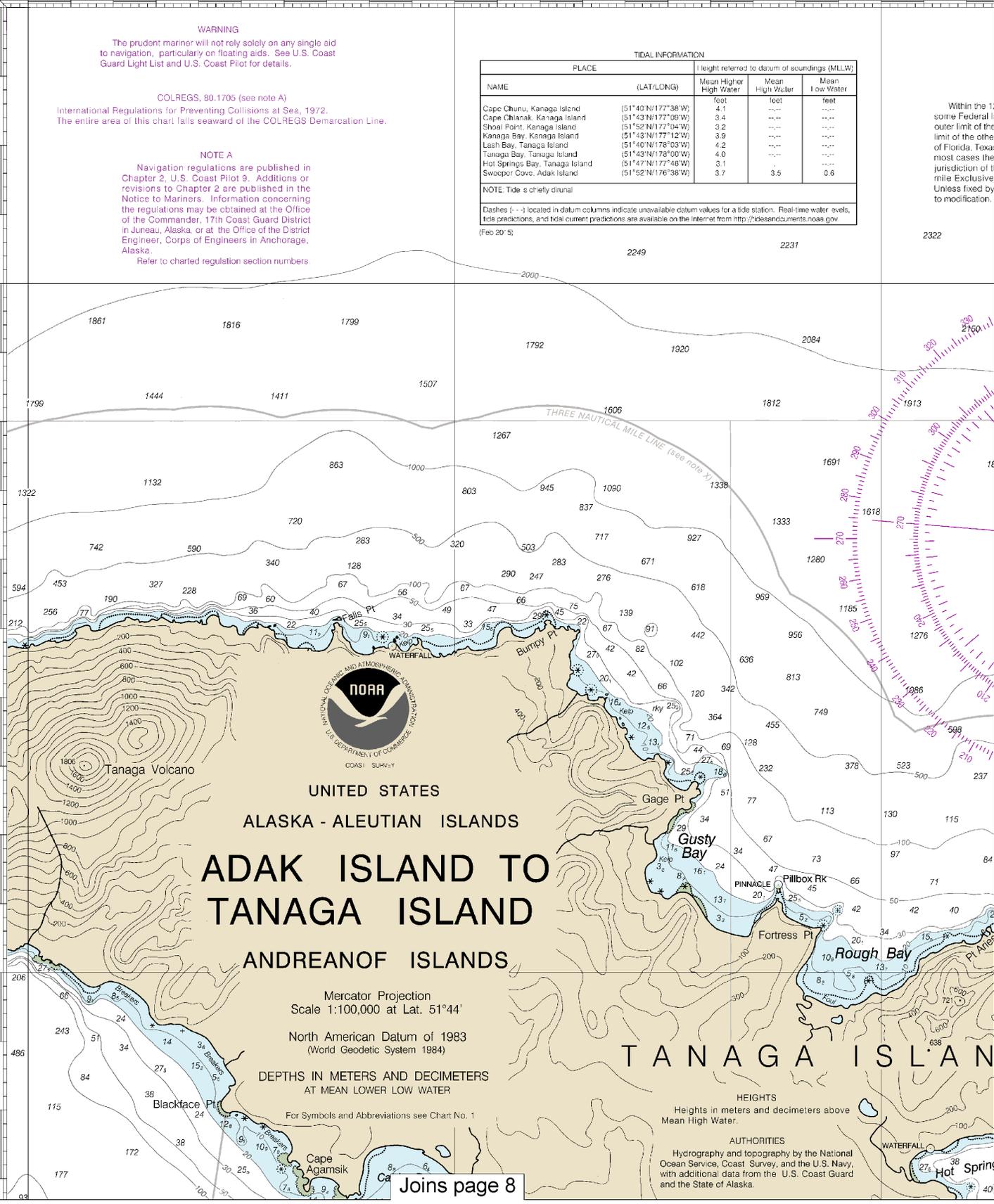
NOTE: Tide is chiefly diurnal
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>
(Feb 20'5)

Within the 12 outer limit of the State of Florida, Texas most cases the jurisdiction of 12 mile Exclusive Unless fixed by to modification.

52°

55'

50'



UNITED STATES
ALASKA - ALEUTIAN ISLANDS
**ADAK ISLAND TO
TANAGA ISLAND**
ANDREANOF ISLANDS

Mercator Projection
Scale 1:100,000 at Lat. 51°44'
North American Datum of 1983
(World Geodetic System 1984)
DEPTHS IN METERS AND DECIMETERS
AT MEAN LOWER LOW WATER
For Symbols and Abbreviations see Chart No. 1

HEIGHTS
Heights in meters and decimeters above Mean High Water.
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, and the U.S. Navy, with additional data from the U.S. Coast Guard and the State of Alaska.

Joins page 8

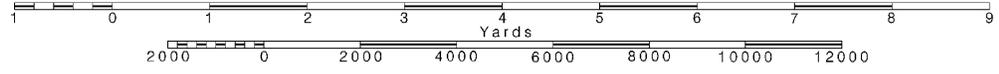
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.



45'

40'

CONTINUED ON CHART 16460

35'

30'

25'

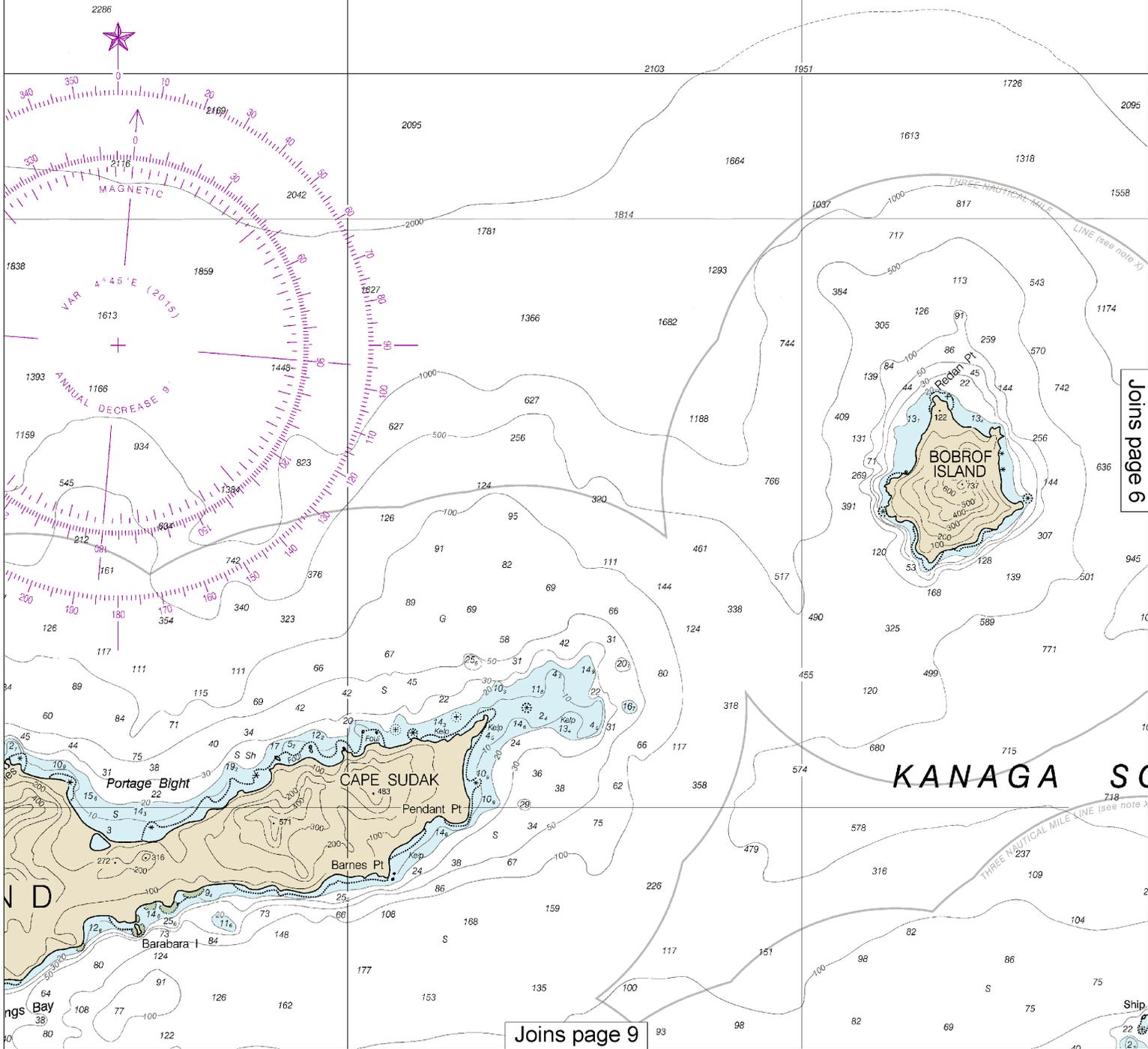
NOTE X

12-nautical mile Territorial Sea, established by Presidential Proclamation, laws apply. The Three Nautical Mile Line, previously identified as the territorial sea, is retained as it continues to depict the jurisdictional limits. The 9-nautical mile Natural Resource Boundary of the Gulf coast states, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in the inner limit of Federal fisheries jurisdiction and the outer limit of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Economic Zone were established by Presidential Proclamation. By treaty or the U.S. Supreme Court, these maritime limits are subject to change.

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).

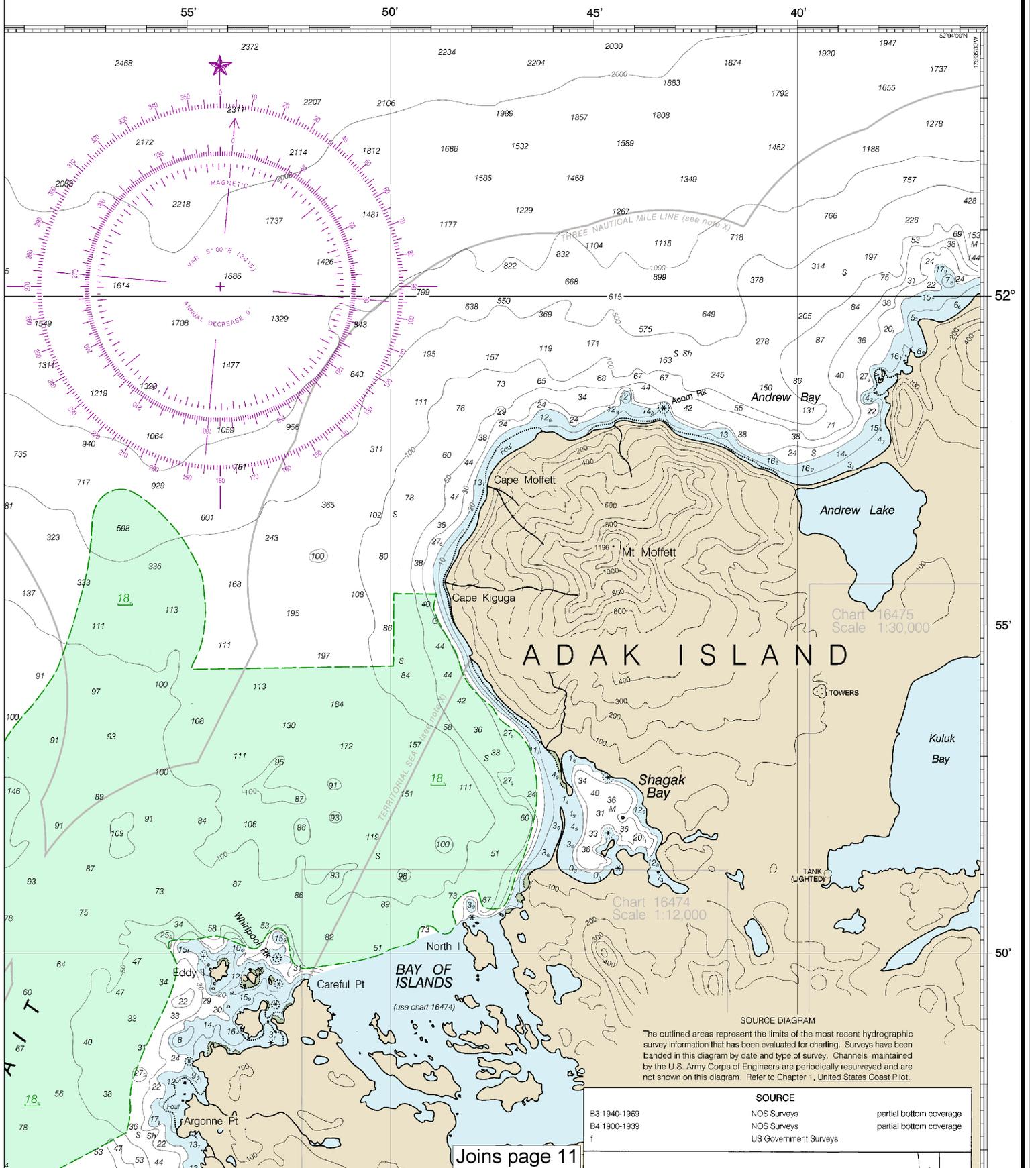
Additional information can be obtained at nauticalcharts.noaa.gov.



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:142857. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



DEPTHS IN METERS



3rd Ed., Apr. 2015. Last Correction: 5/27/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

ALASKA - ALEUTIAN ISLANDS

ADAK ISLAND TO TANAGA ISLAND

ANDREANOF ISLANDS

Mercator Projection
Scale 1:100,000 at Lat. 51°44'

North American Datum of 1983
(World Geodetic System 1984)

DEPTHS IN METERS AND DECIMETERS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

TANAGA ISLAND

HEIGHTS
Heights in meters and decimeters above
Mean High Water.

AUTHORITIES
Hydrography and topography by the National
Ocean Service, Coast Survey, and the U.S. Navy,
with additional data from the U.S. Coast Guard
and the State of Alaska.

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 5.103' southward and 9.050' westward
to agree with this chart.

CAUTION
Numerous uncharted rocks may exist shore-
ward of the 10 meter curve.

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) ◦ (Approximate location)

AREA TO BE AVOIDED (ATBA)
The entire area of this chart falls within an Area to
be Avoided. All ships 400 gross tonnage and up-
wards 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.

50'
486
177
93
89
64
45'
93
86
56
49
58
33
64
89
89
89
35'

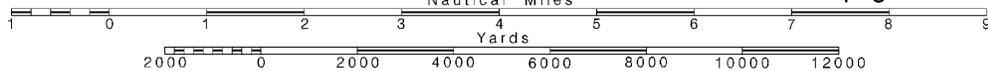


Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

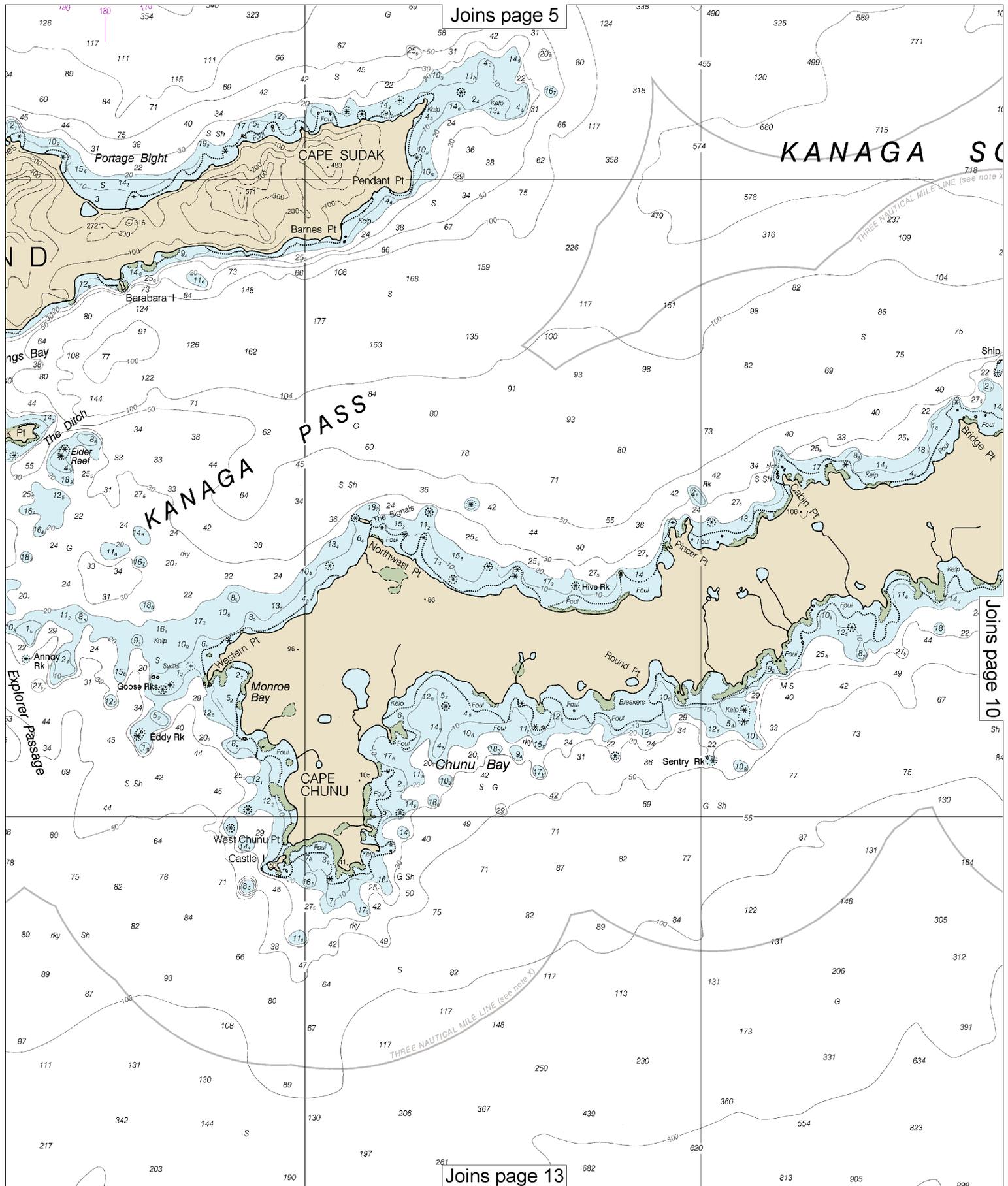
SCALE 1:100,000
Nautical Miles

See Note on page 5.



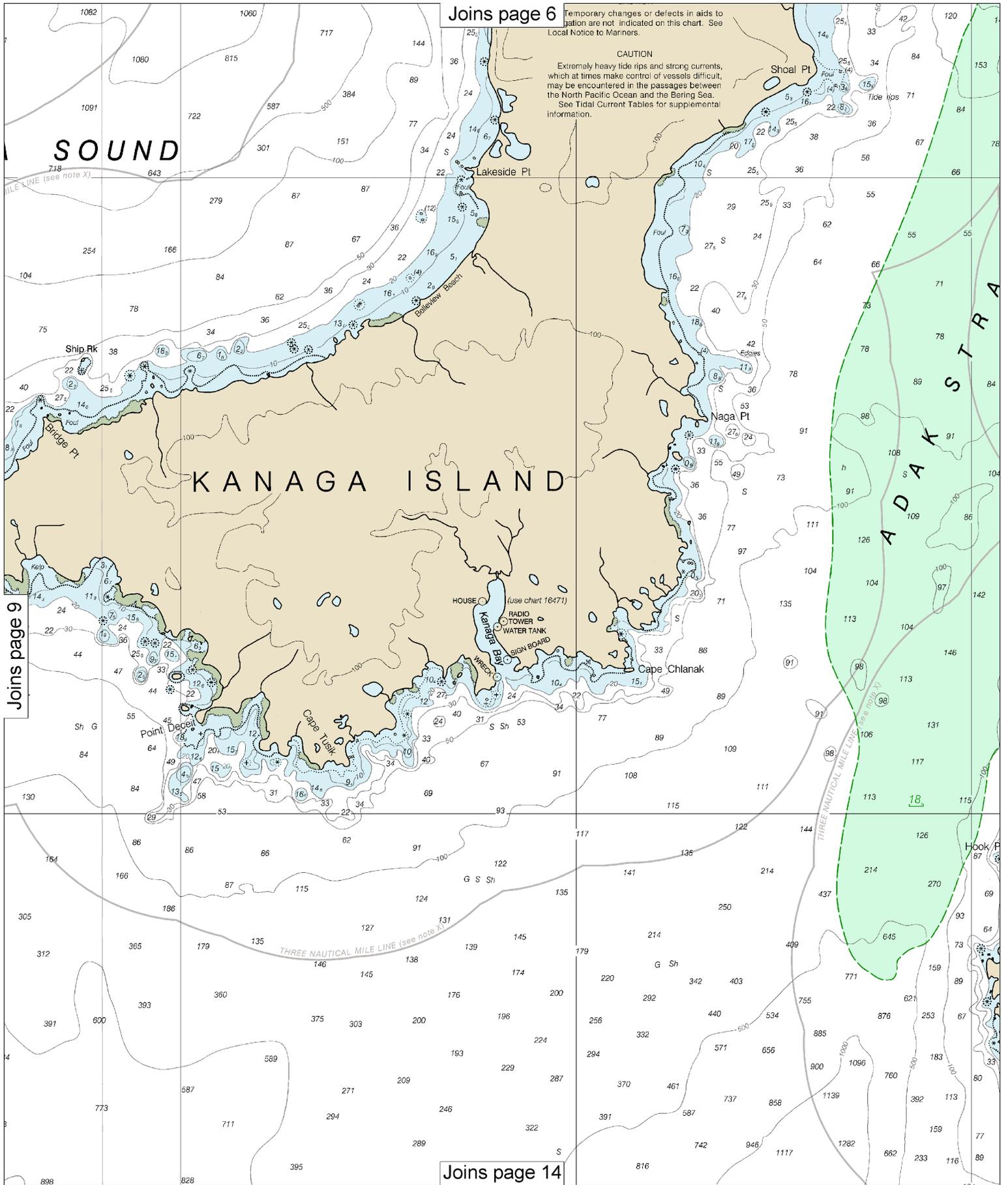
Joins page 5

KANAGA SC



Joins page 10

Joins page 13



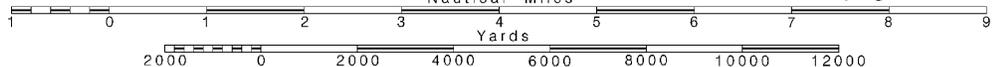
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Note: Chart grid lines are aligned with true north.

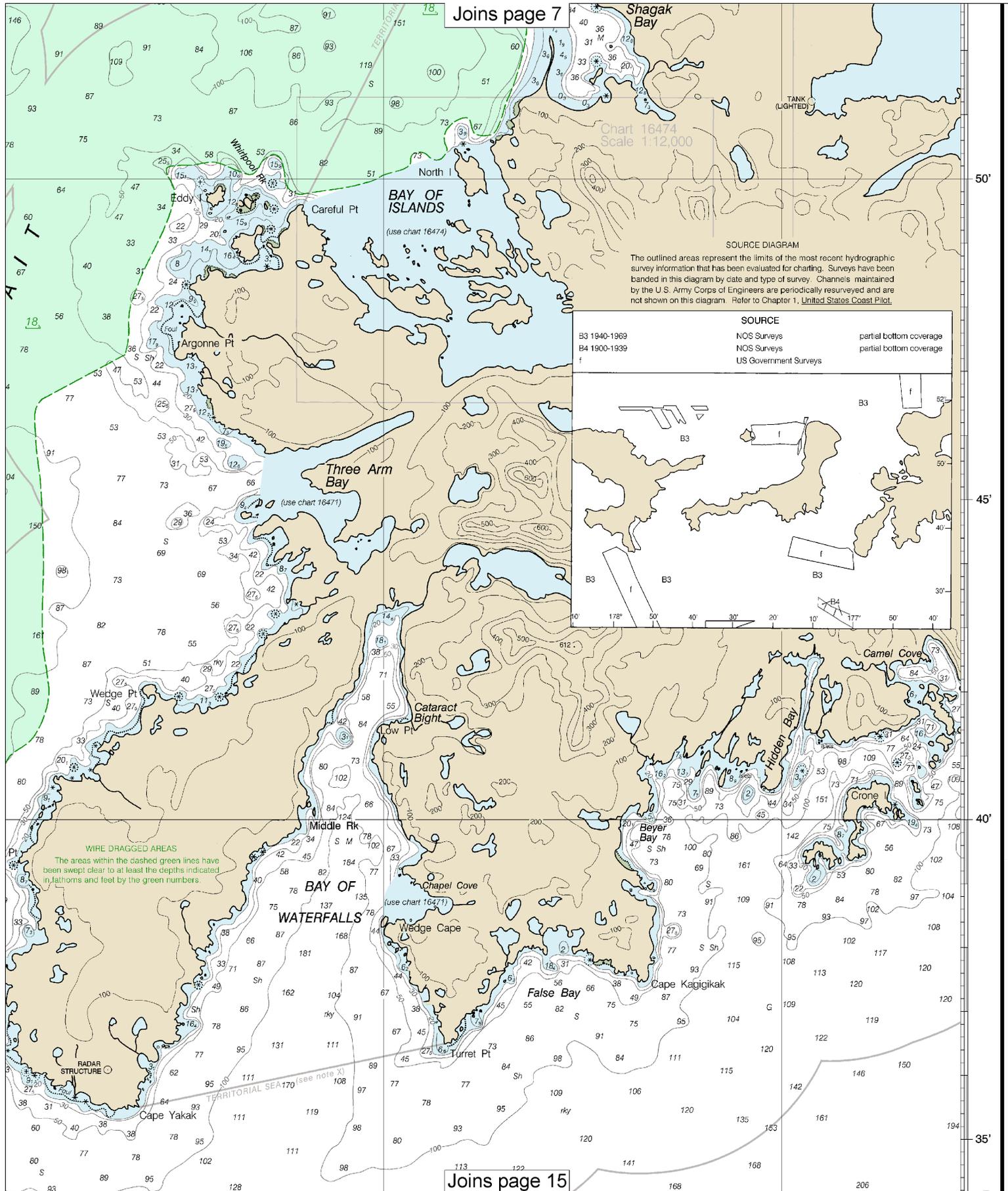
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SCALE 1:100,000
Nautical Miles

See Note on page 5.



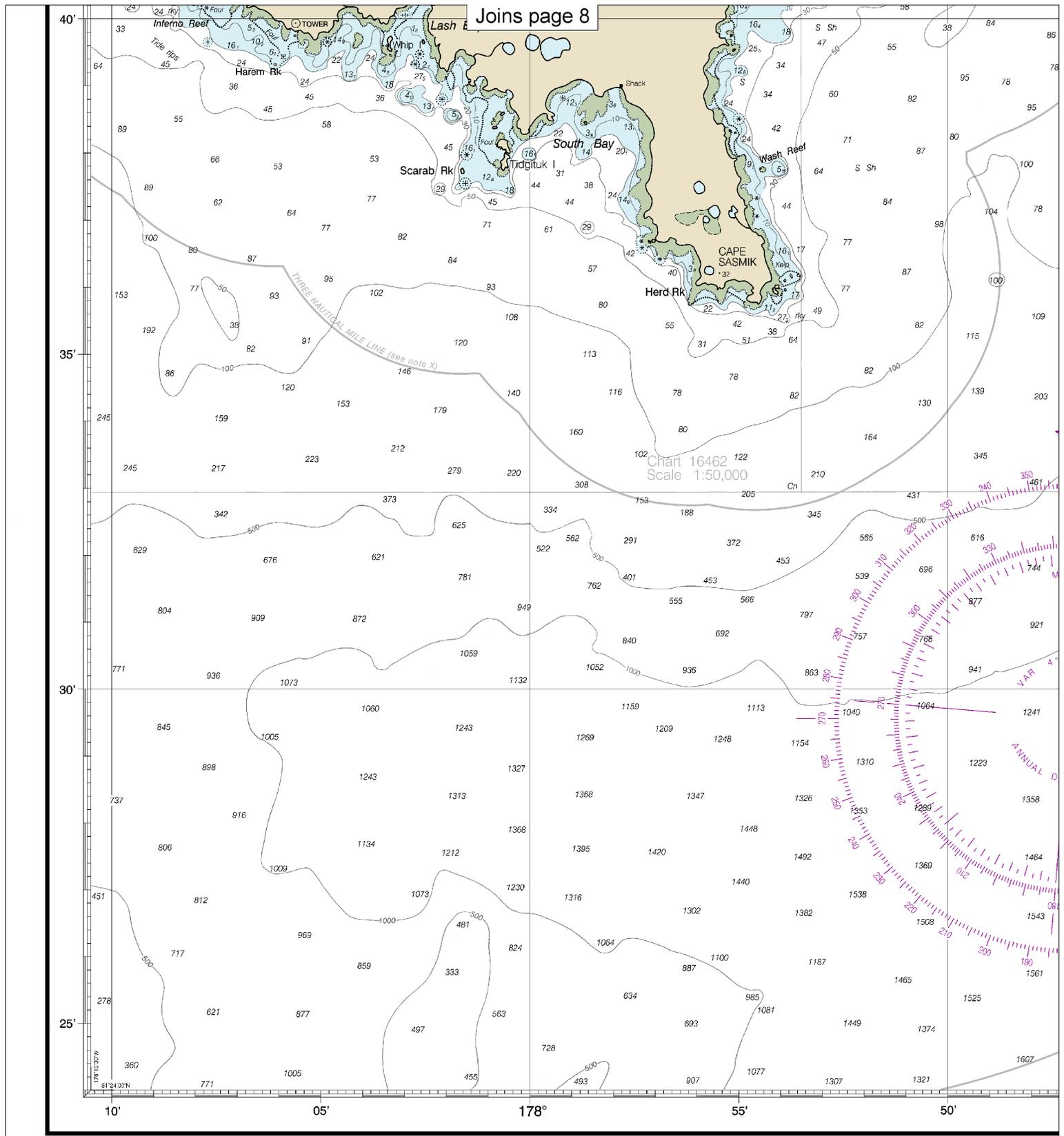
Shagak Bay
Chart 16474
Scale 1:12,000



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		
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
f	US Government Surveys	

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.



Joins page 8

40'
35'
30'
25'

10' 05' 178° 55' 50'

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.

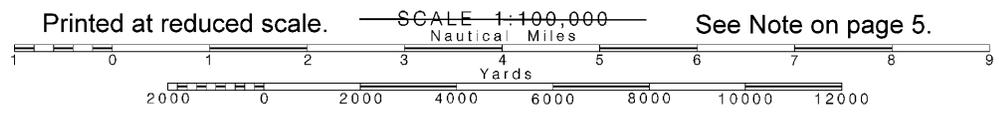
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>

16467

3rd Ed., Apr. 2015. Last Correction: 5/27/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

12

Note: Chart grid lines are aligned with true north.

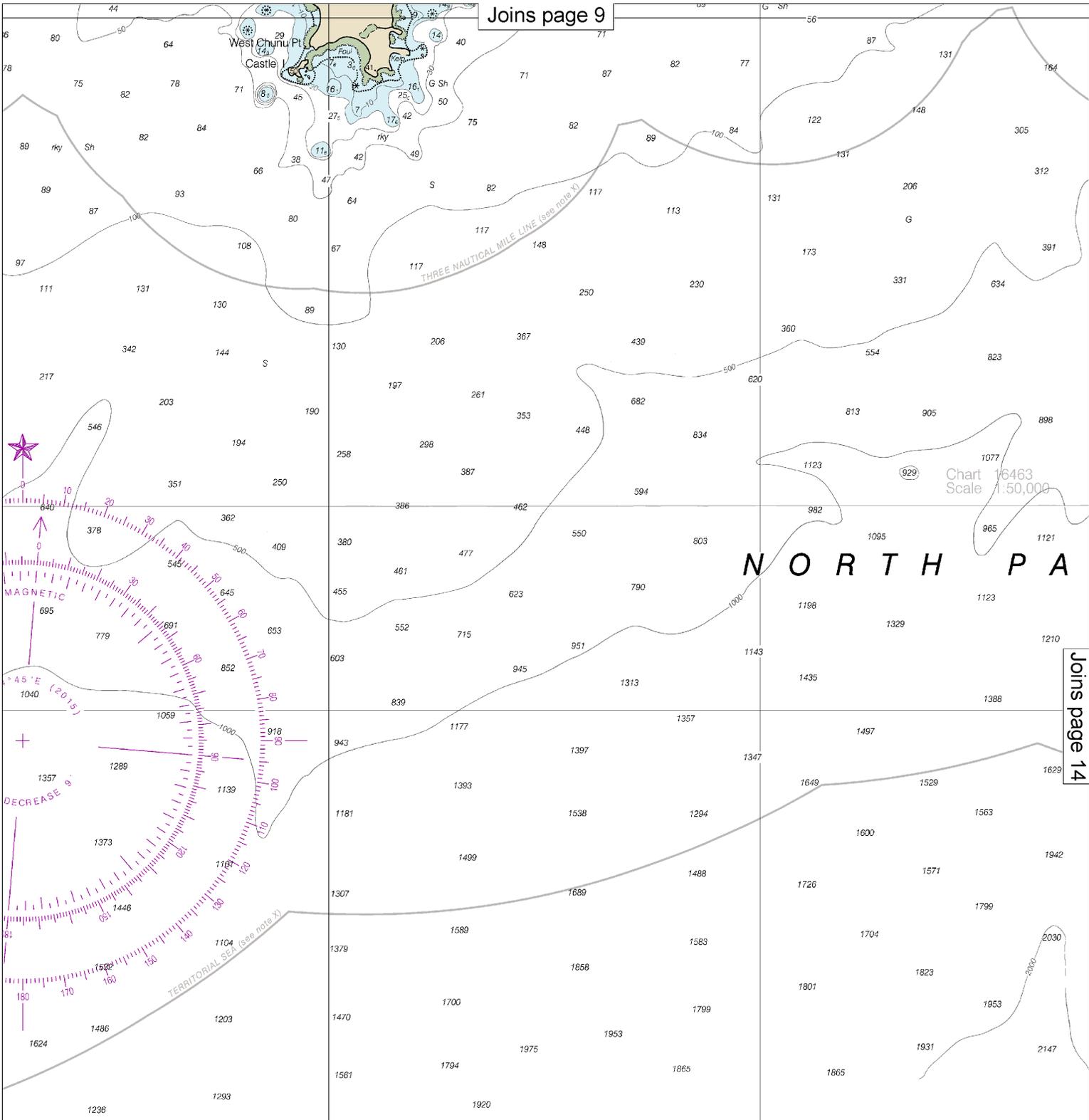


West Chunu Pt
Castle I

THREE NAUTICAL MILE LINE (see note X)

Chart 16463
Scale 1:50,000

N O R T H P A

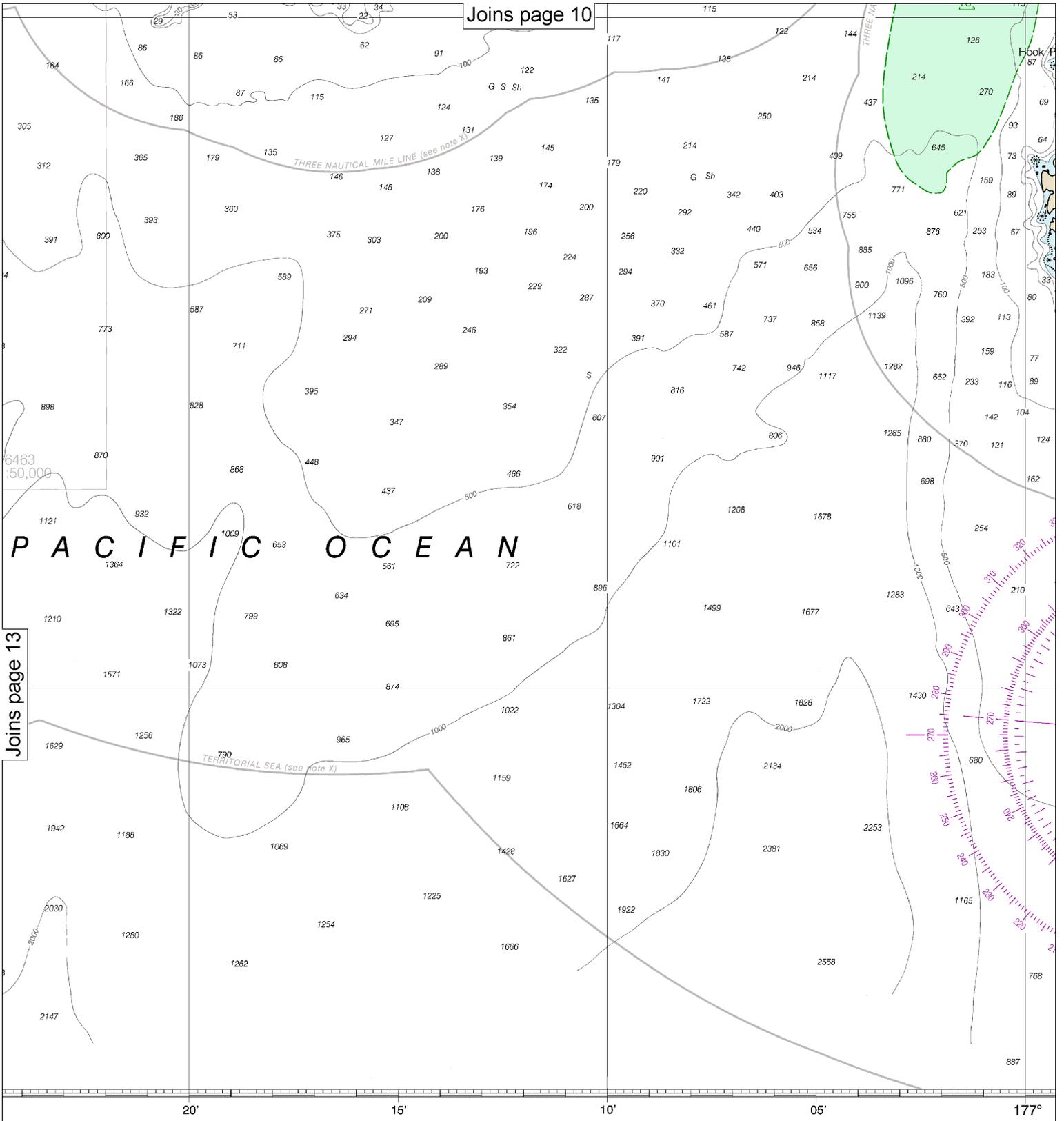


45' 40' 35' 30' 25' CONTINUED ON CHART 16460

Comments
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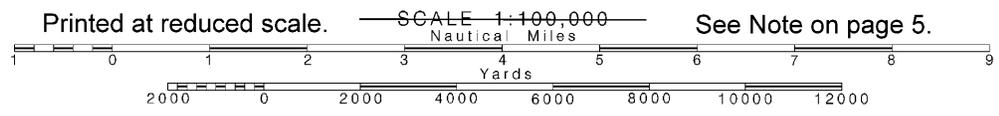
DEPTHS IN METERS

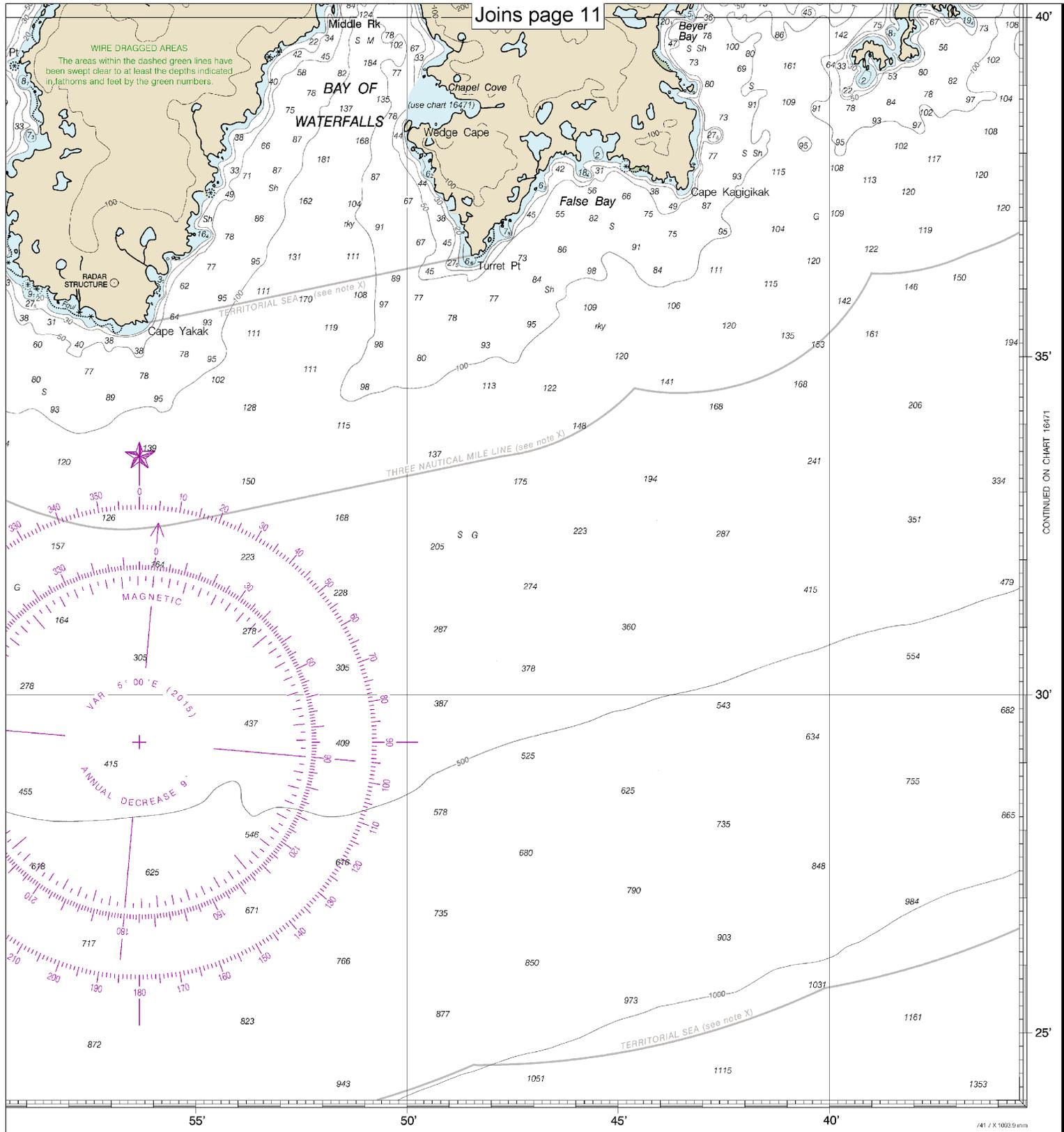
Published at Washin
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOSP
NATIONAL OCEAN
COAST SURV



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

Note: Chart grid lines are aligned with true north.





40'
35'
30'
25'

CONTINUED ON CHART 16471

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

Adak Island to Tanaga Island
DEPTHS IN METERS - SCALE 1:100,000

16467



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.