BookletChart™

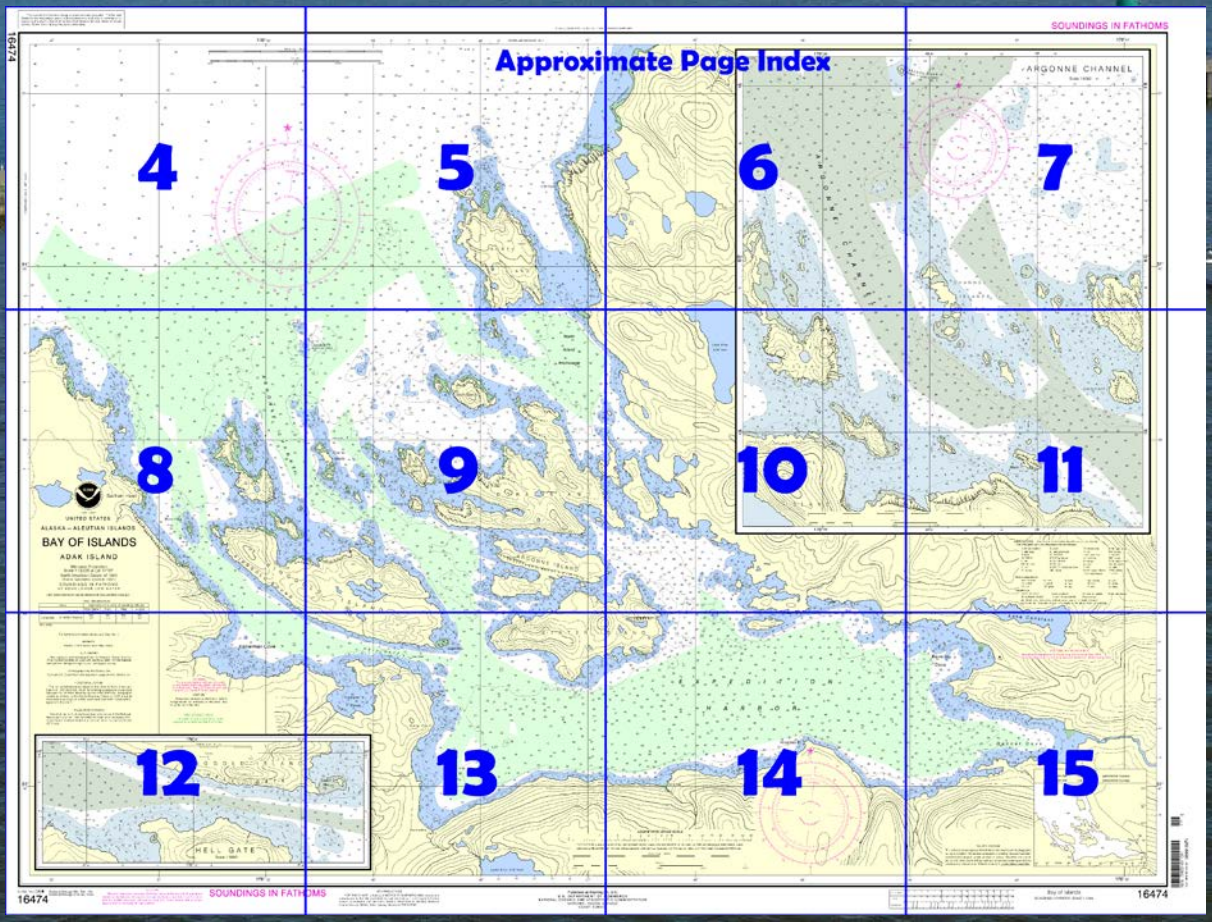
Bay of Islands – Adak Island

NOAA Chart 16474

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.

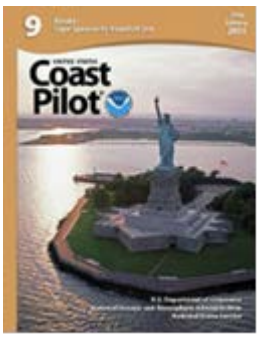
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=16474.

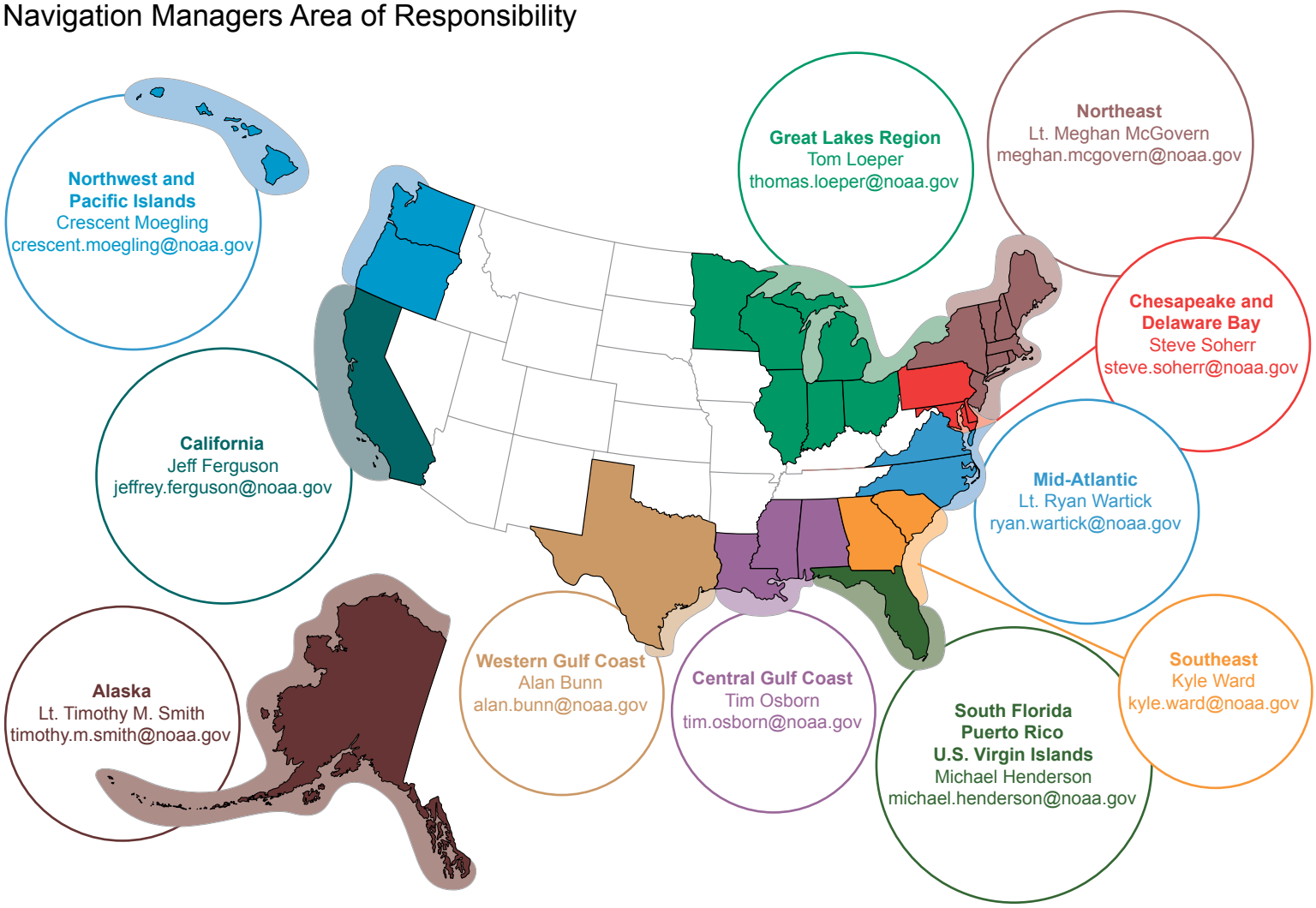


(Selected Excerpts from Coast Pilot)
Bay of Islands, on the NW side of Adak Island, is protected by the many islands at the entrance; wire-drag depths of 34 feet or more are in the main passages. The bay is about 6 miles in a SE direction and varies in width from 3 miles at the entrance to less than 1 mile at the SE end. Although the bay is protected from sea swells, violent and severe gales occur, especially with winds from E and S.
The approaches to Bay of Islands are clear to within 500 yards of **North Island** on the E and **Careful Point** on the W. Currents are strong near Careful Point. **Cascade Rock**, in about the middle of the entrance, is only 2 feet high and breaks in heavy weather; shoal water surrounds the rock.
The preferred passage to **Expedition Harbor**, in the SE part of Bay of Islands, is W of **Green Island** through **The Race** between the W end of **Ringgold Island** and **Plum Island Rocks**, thence through **Ringgold Sound** and **Hell Gate**.
The Race is dangerous because vessels must pass close to Plum Island Rocks. A speed of 8 to 10 knots is essential for a large single-screw vessel to make the necessary changes in course.
Hell Gate narrows to about 70 yards and is dangerous for a large vessel in case of strong beam winds or mechanical failure.
At the E end of Hell Gate, the kelp-covered rocks on the S side and **Eaglet Rocks** on the N narrow side of the channel, makes it particularly difficult for an outgoing vessel because it is necessary to head for Eaglet Rocks, and, when the rocks are close at hand, make a sharp turn in order to pass through the deep and narrow part of Hell Gate.
Expedition Harbor can be reached through **Argonne Channel**, N of Ringgold Island, but this passage is dangerous because the reefs at the turn N of **Black Island** narrow the channel width to 90 yards.
Vessels can anchor in the W or E parts of Expedition Harbor. The main part of the harbor, with depths of 30 to 85 fathoms, is too deep for anchorage.
Anchorage areas.–Unalga Bight, at the W end, in 16 to 25 fathoms, mud bottom; **Gannet Cove**, at the E end, in 16 to 25 fathoms, mud bottom; and **Beverly Cove**, N of Gannet Cove, in 10 to 18 fathoms.
An excellent anchorage for small vessels is in **Fisherman Cove**, on the S side of Ringgold Sound, in 10 to 22 fathoms, mud bottom.
Anchorage can also be had on the S side of North Island in 20 fathoms or more, mud and rock bottom. The area can be reached by passing W of North Island until past **North Rocks**, thence a **110°** course between shoal spots of 3¾ fathoms on the N and 4 fathoms on the S to the anchorage.
Water can be obtained from several waterfalls in the Bay of Islands. The waterfall 0.3 mile SE of **Vincennes Point** has the most accessible natural water supply in the bay.

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

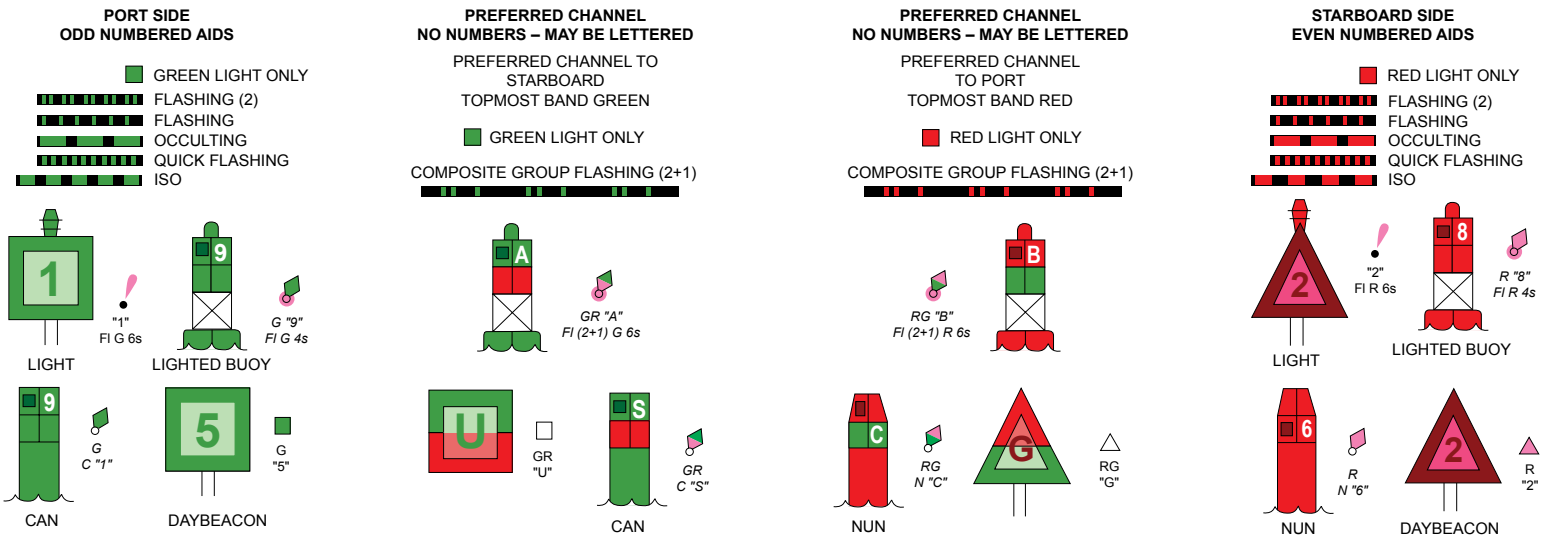


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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

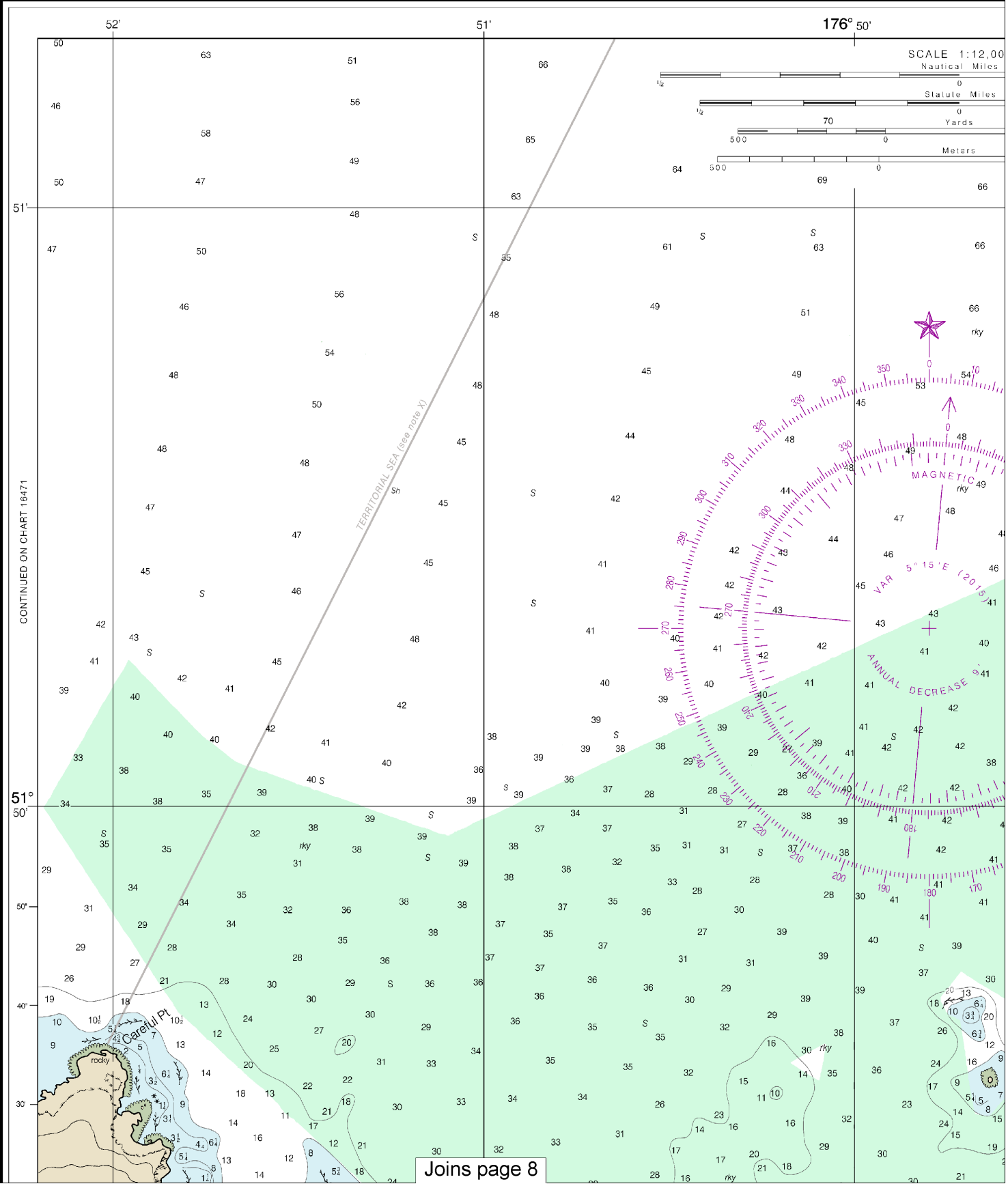
on navigable waters except Western Rivers



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*

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

16474



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:12,000~~

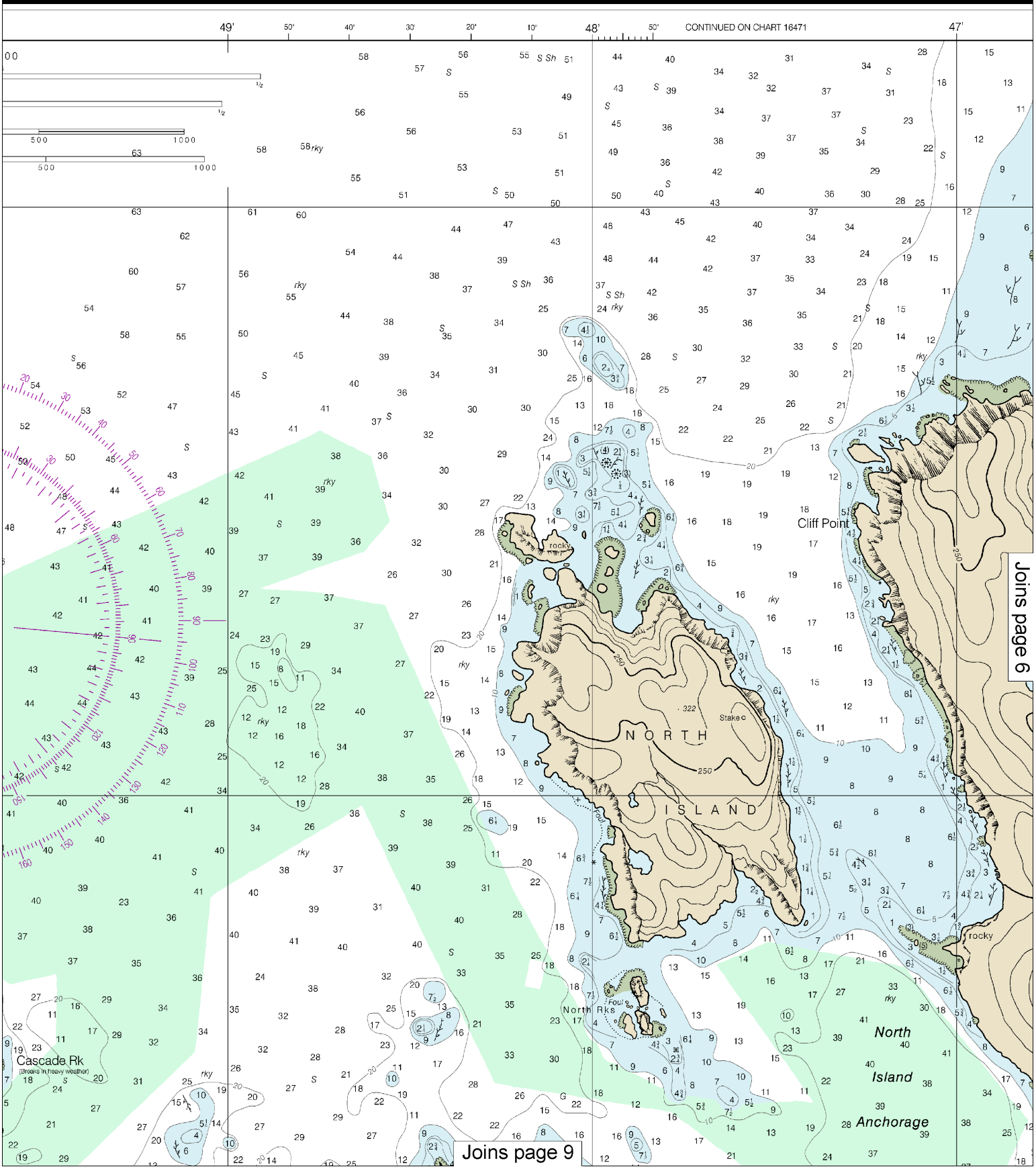
Nautical Miles

½ 0 ½

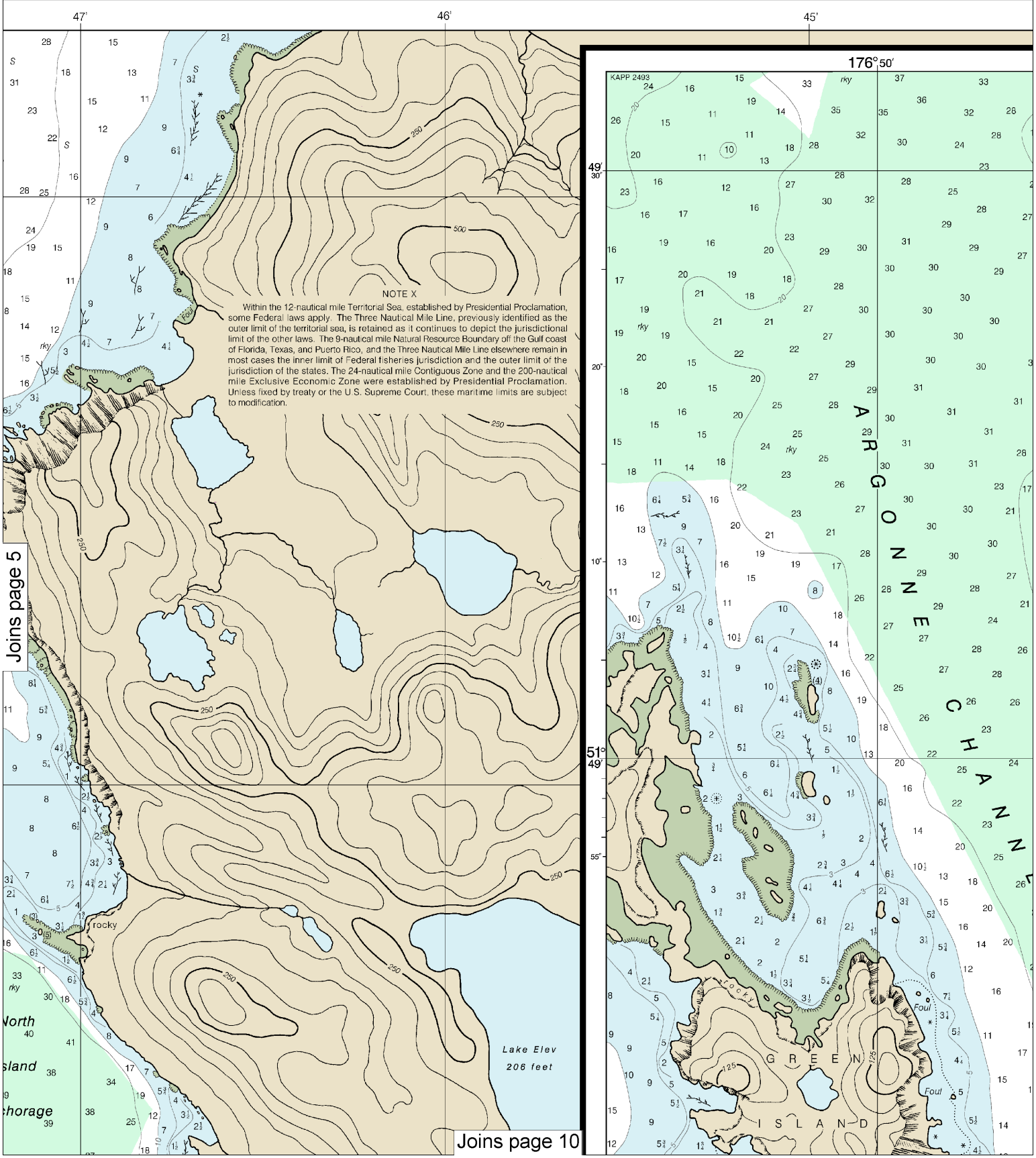
Yards

500 0 500 1000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:16000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

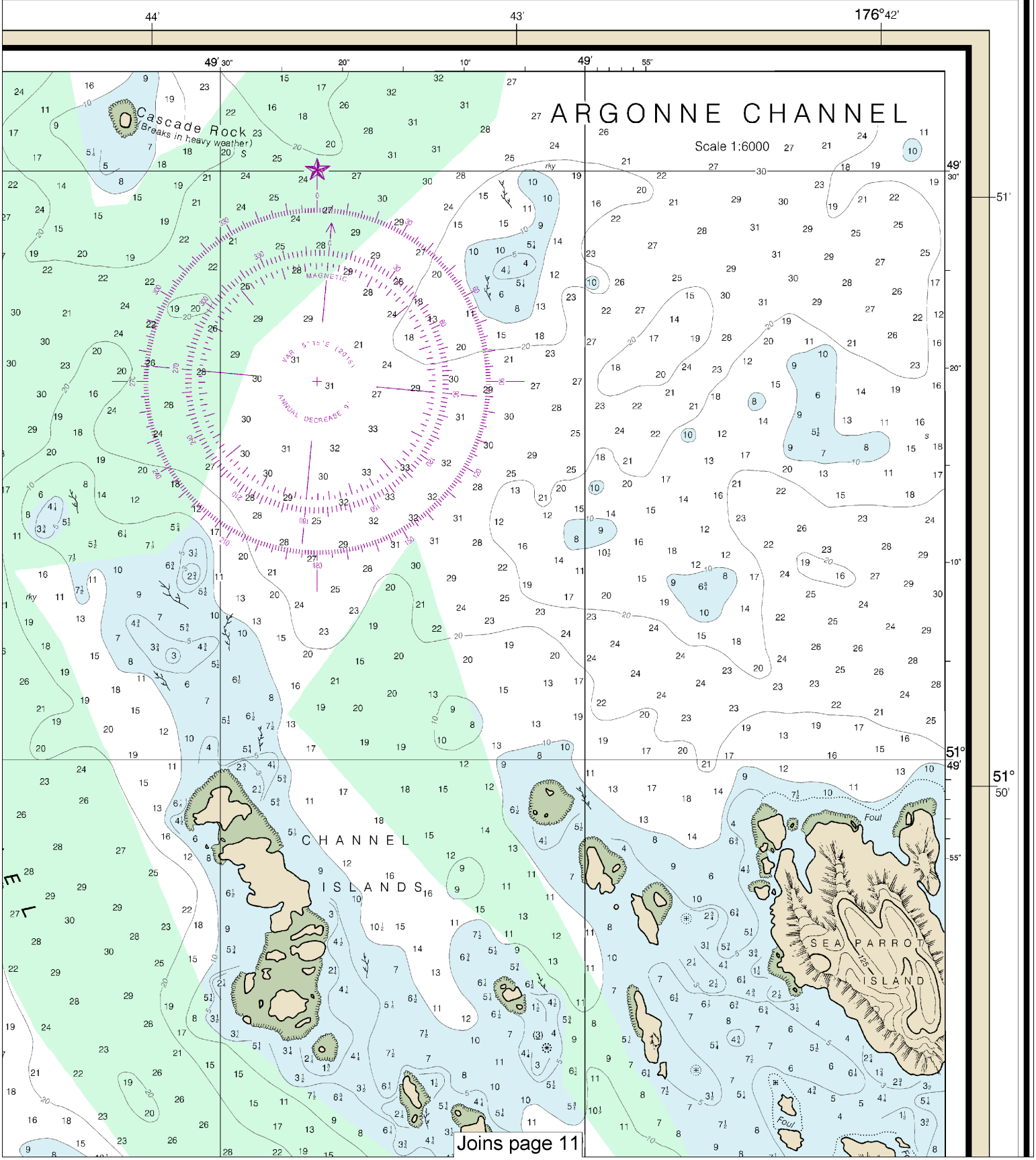
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:12,000~~

Nautical Miles: ½ 0 ½

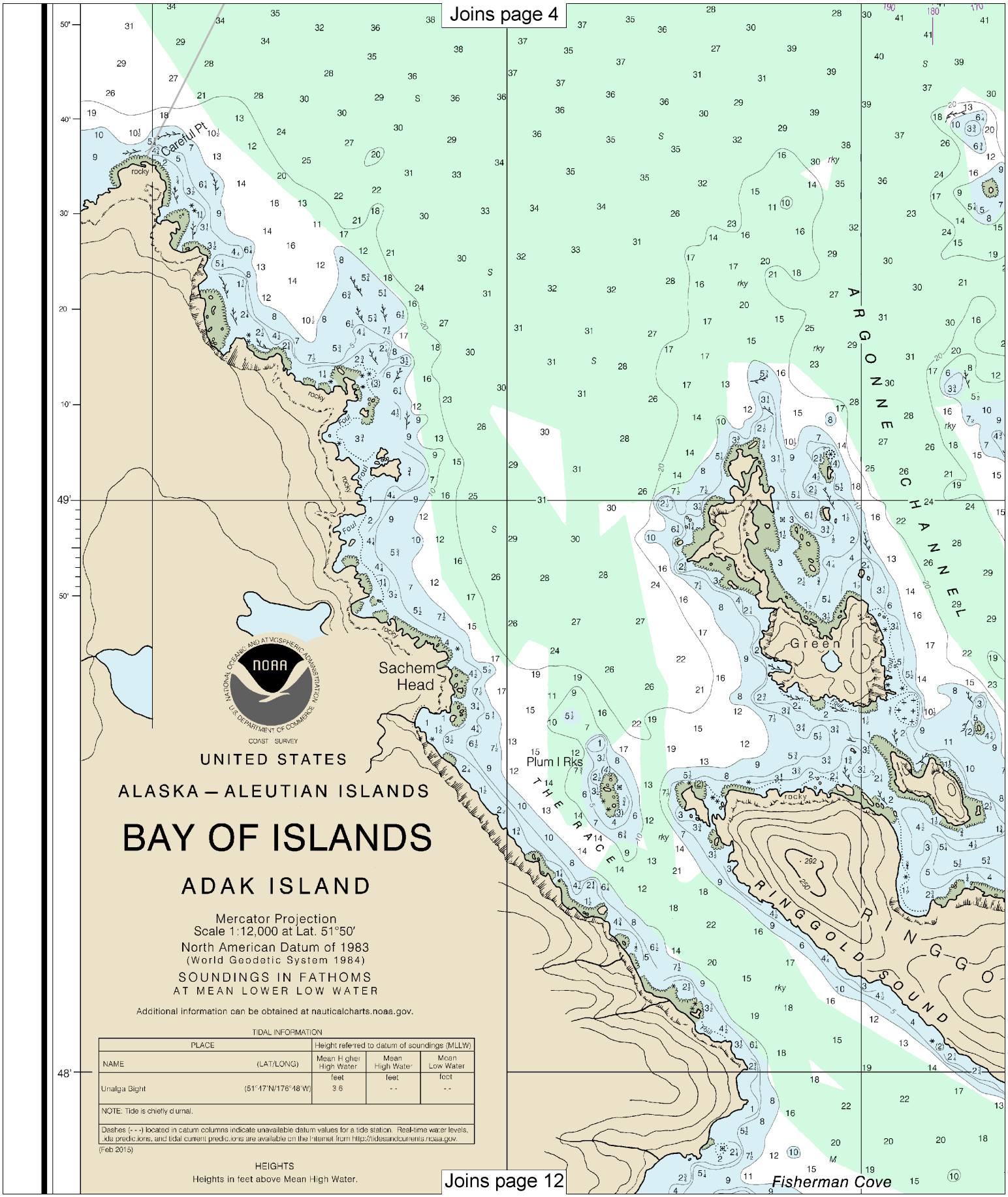
Yards: 500 0 500 1000

See Note on page 5.



Joins page 11

9th Ed., Mar. 2015. Last Correction: 12/10/2015. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)



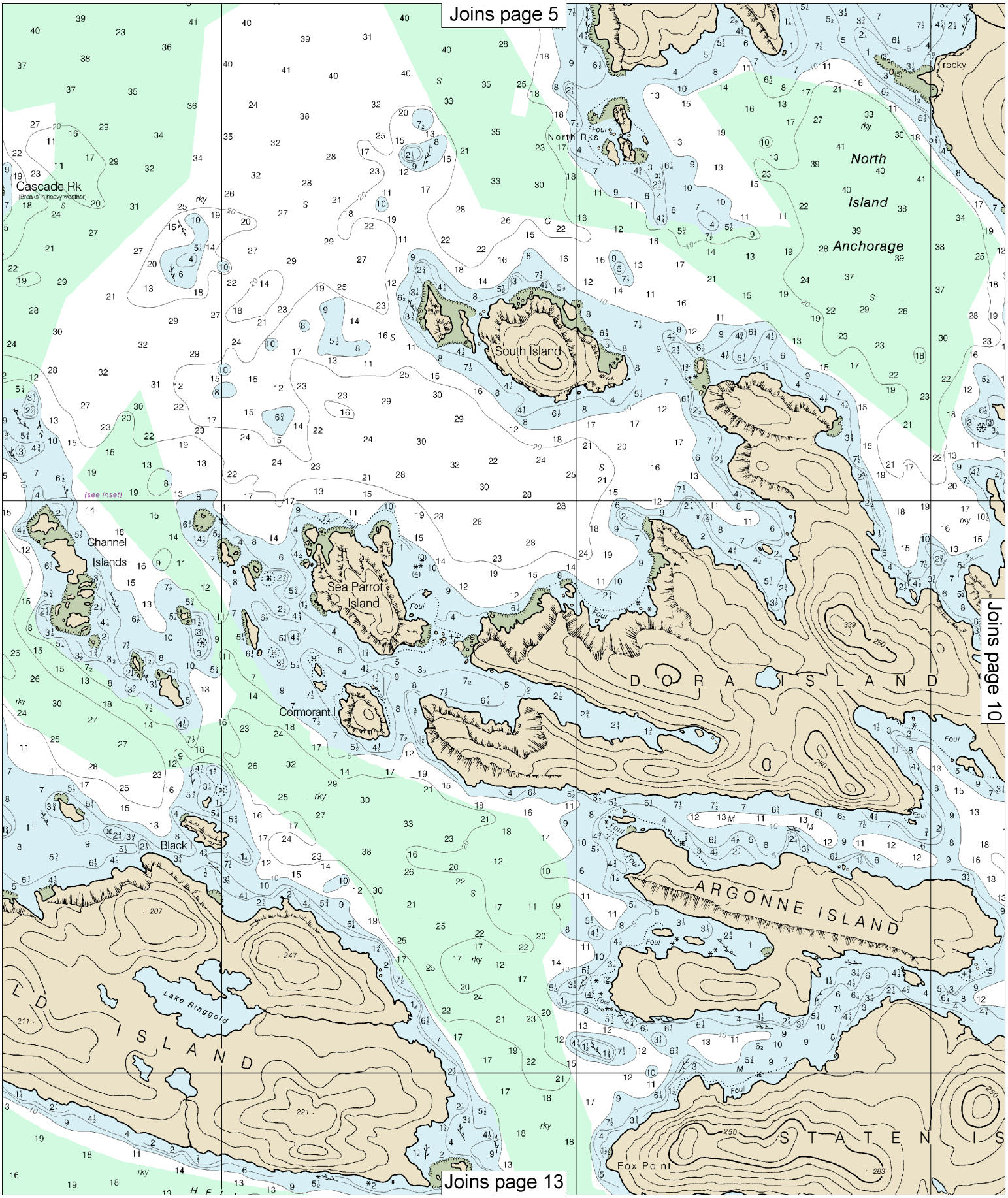
Note: Chart grid lines are aligned with true north.

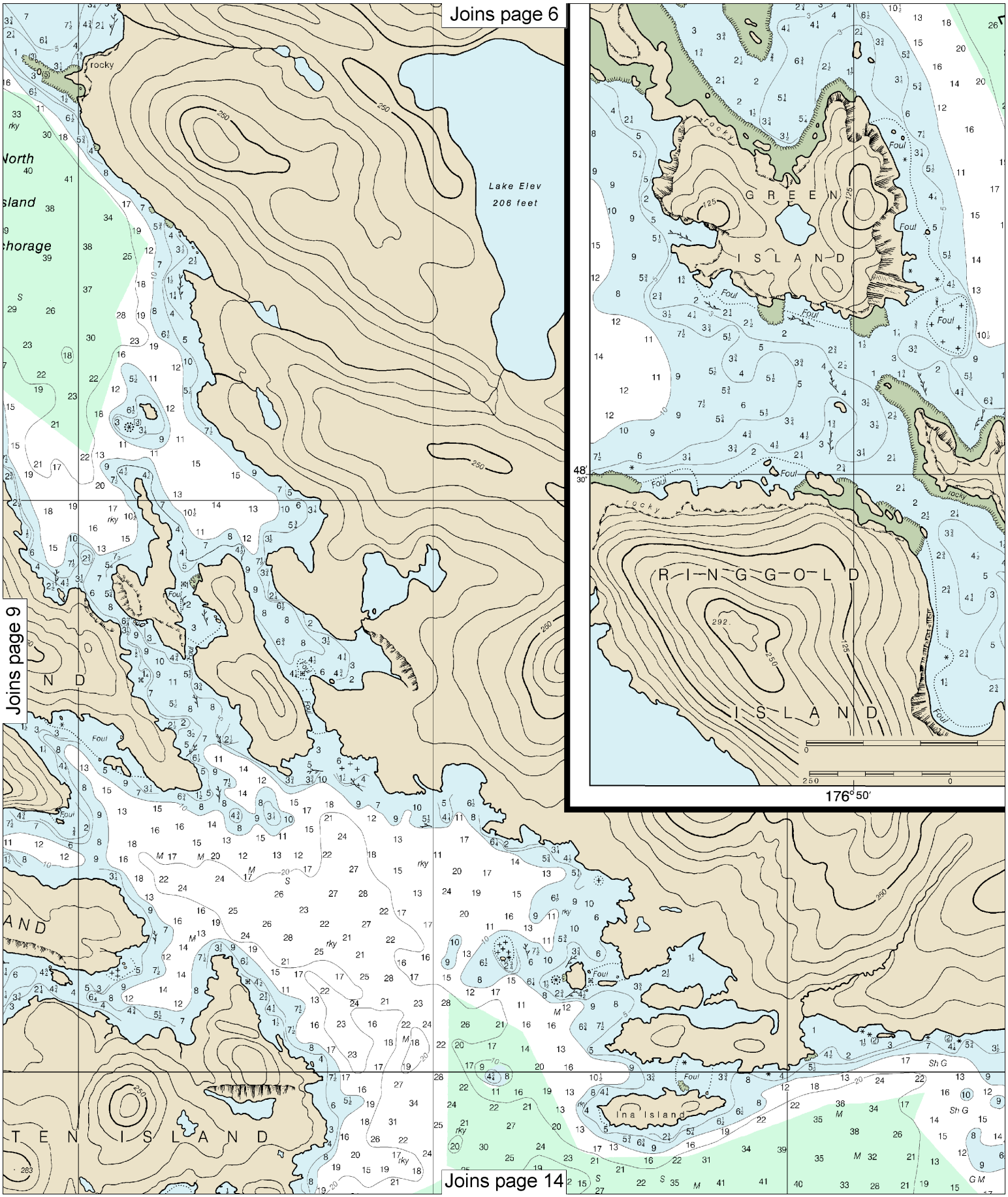
Printed at reduced scale. ~~SCALE 1:12,000~~

Nautical Miles: ½ 0 ½

Yards: 500 0 500 1000

See Note on page 5.


Joins page 5
Cascade Rk
(breaks in heavy weather)
North Rks
North
Island
Anchorage
South Island
rocky
rky
(see inset)
Channel
Islands
Sea Parrot
Island
Cormorant I
Black I
D O R A I S L A N D
ARGONNE ISLAND
L D I S L A N D
Lake Ringgold
S T A T E N I S
Fox Point
Joins page 10
Joins page 13



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:12,000~~

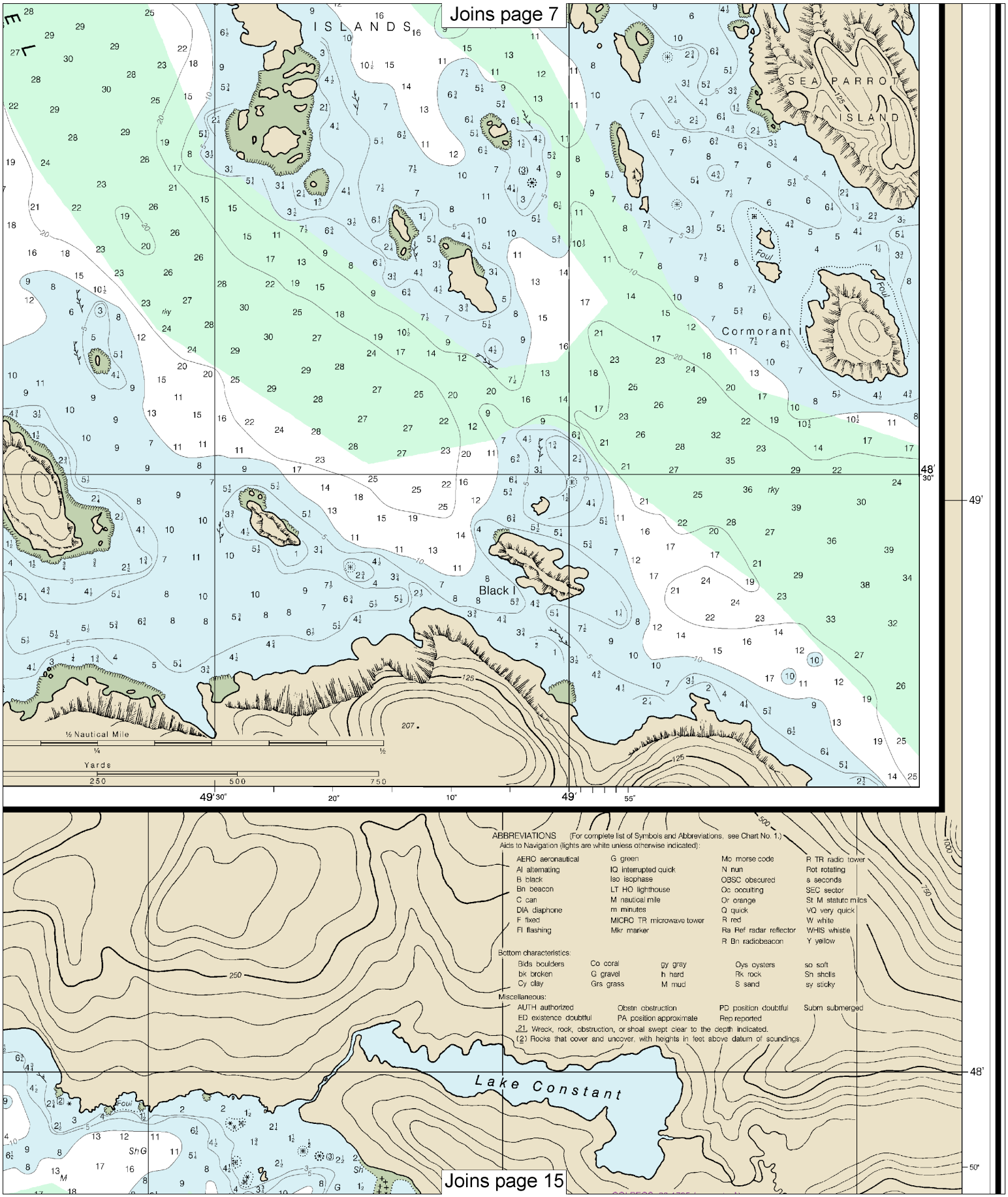
Nautical Miles

½ 0 ½

Yards

500 0 500 1000

See Note on page 5.


Joins page 7
ISLANDS
SEA PARROT ISLAND
Cormorant I
Black I
Foul
½ Nautical Mile
Yards
250
500
750
49'30"
20"
10"
49'
55"
48'
30"
49'
48'
50"
Lake Constant
Joins page 15
ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):
AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow
Bottom characteristics:
Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky
Miscellaneous:
AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged
21 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.

Mercator Projection
Scale 1:12,000 at Lat. 51°50'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Unalga Bight	(51°47'N/176°48'W)	3.6	--	--

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 2015)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Charting and Geodetic Services with additional data from the National Geospacial-Intelligence Agency and Geological Survey.

SUPPLEMENTAL INFORMATION

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

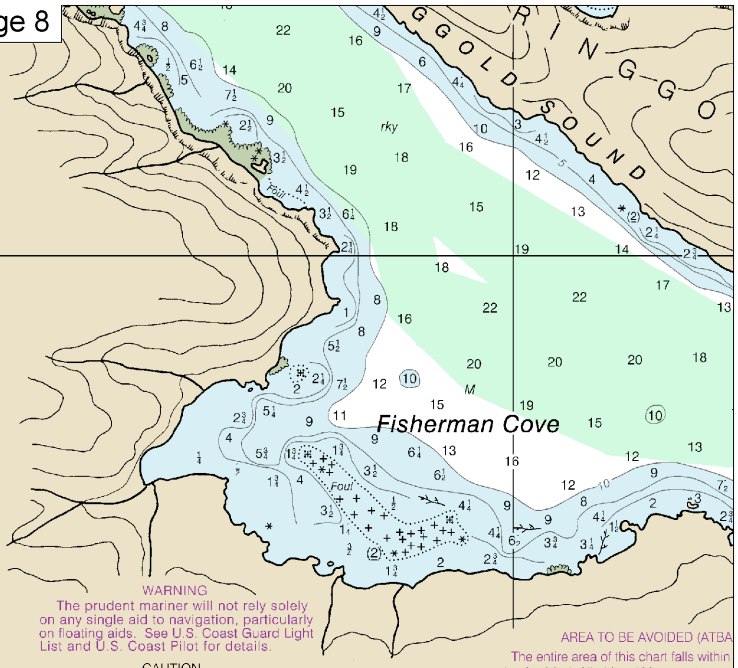
HORIZONTAL DATUM

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 4.995" southward and 8.907" westward to agree with this chart.

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).

Joins page 8

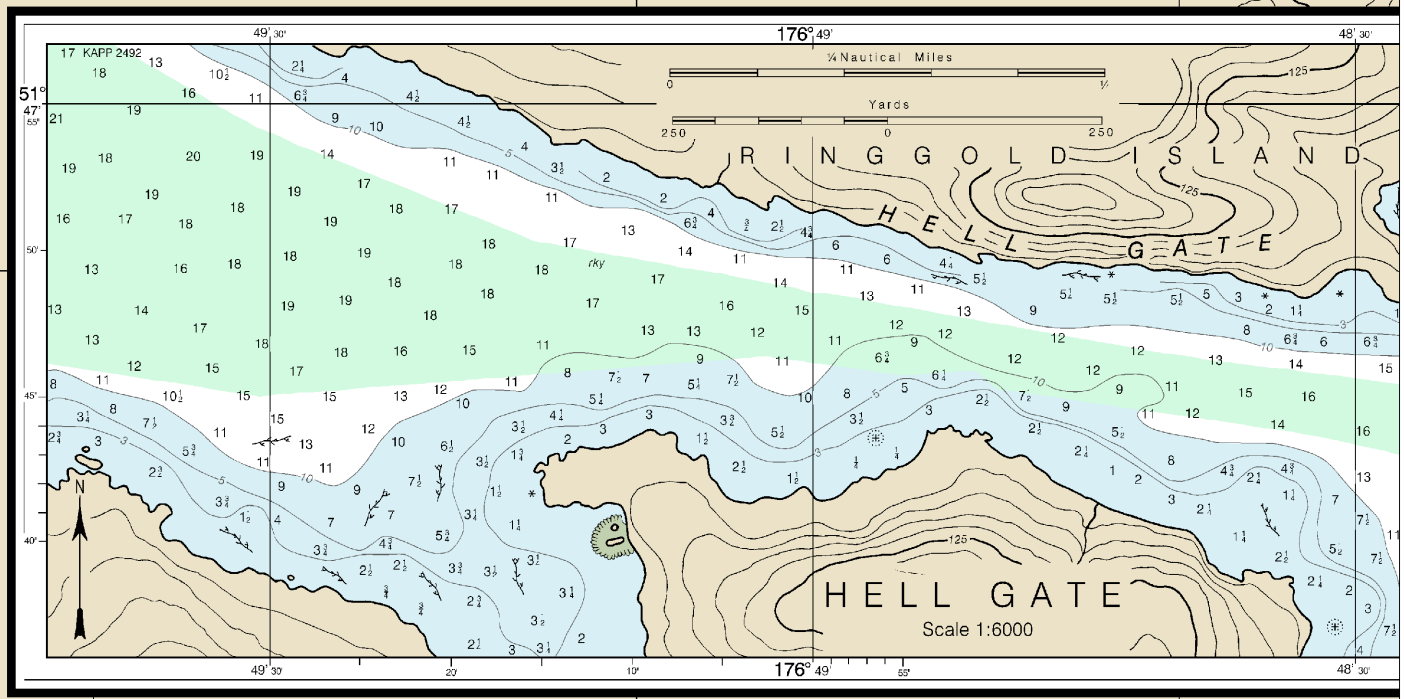


WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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

WIRE DRAGGED AREAS
The areas tinted green have been dragged to an effective depth of 34 feet.

AREA TO BE AVOIDED (ATBA
The entire area of this chart falls within
be Avoided. All ships 400 gross tonna
wards solely in transit should avoid the
Area is IMO-Adopted (MSC IMO SN.1/
to be implemented at 0000 UTC, JAN 1,



52' 51' 176° 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.

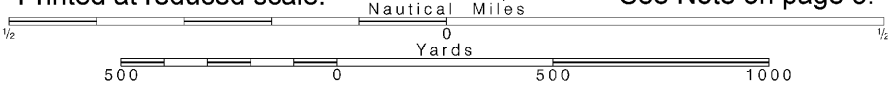
16474

SOUNDINGS IN

9th Ed., Mar. 2015. Last Correction: 12/10/2015. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:12,000~~



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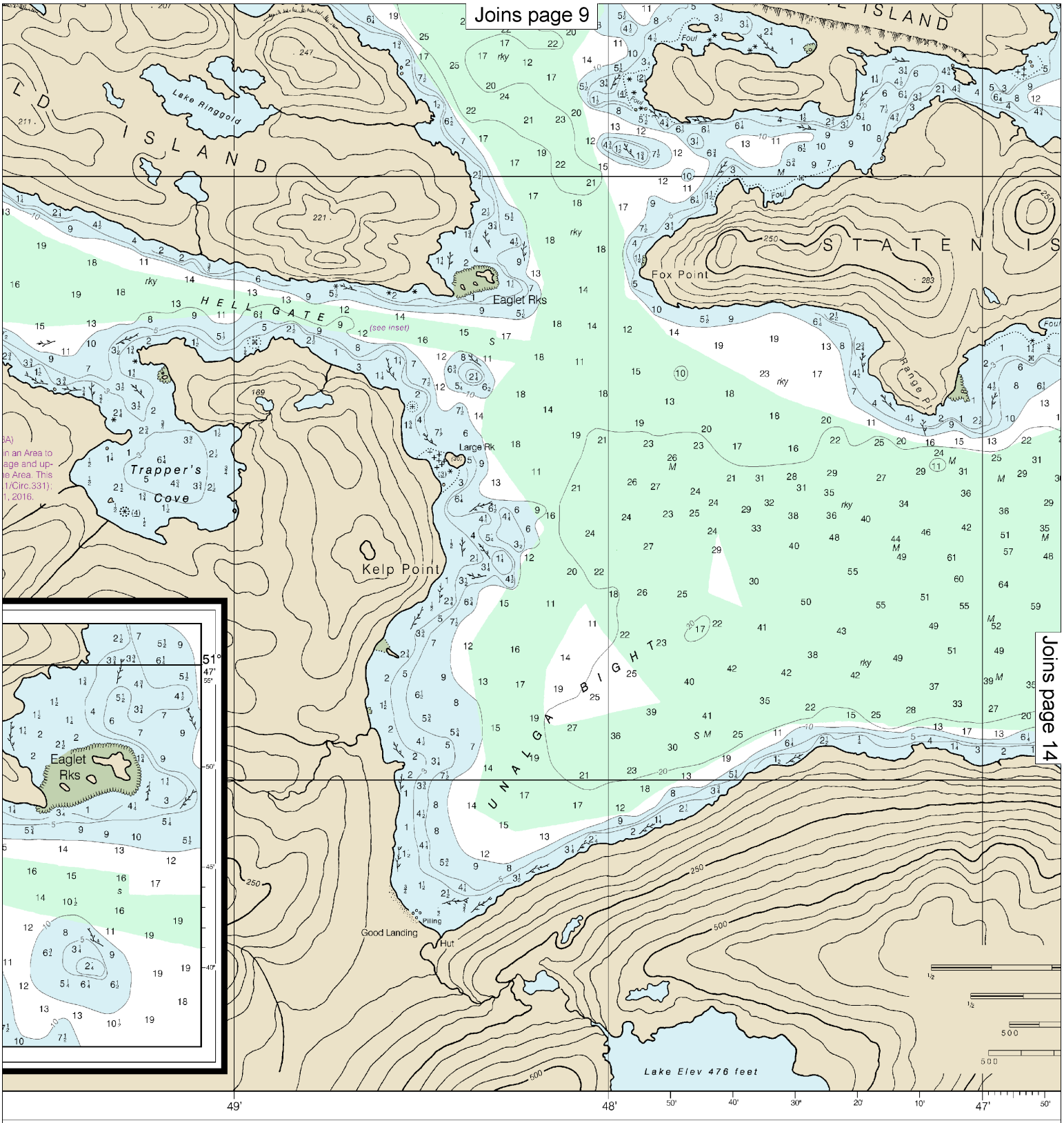
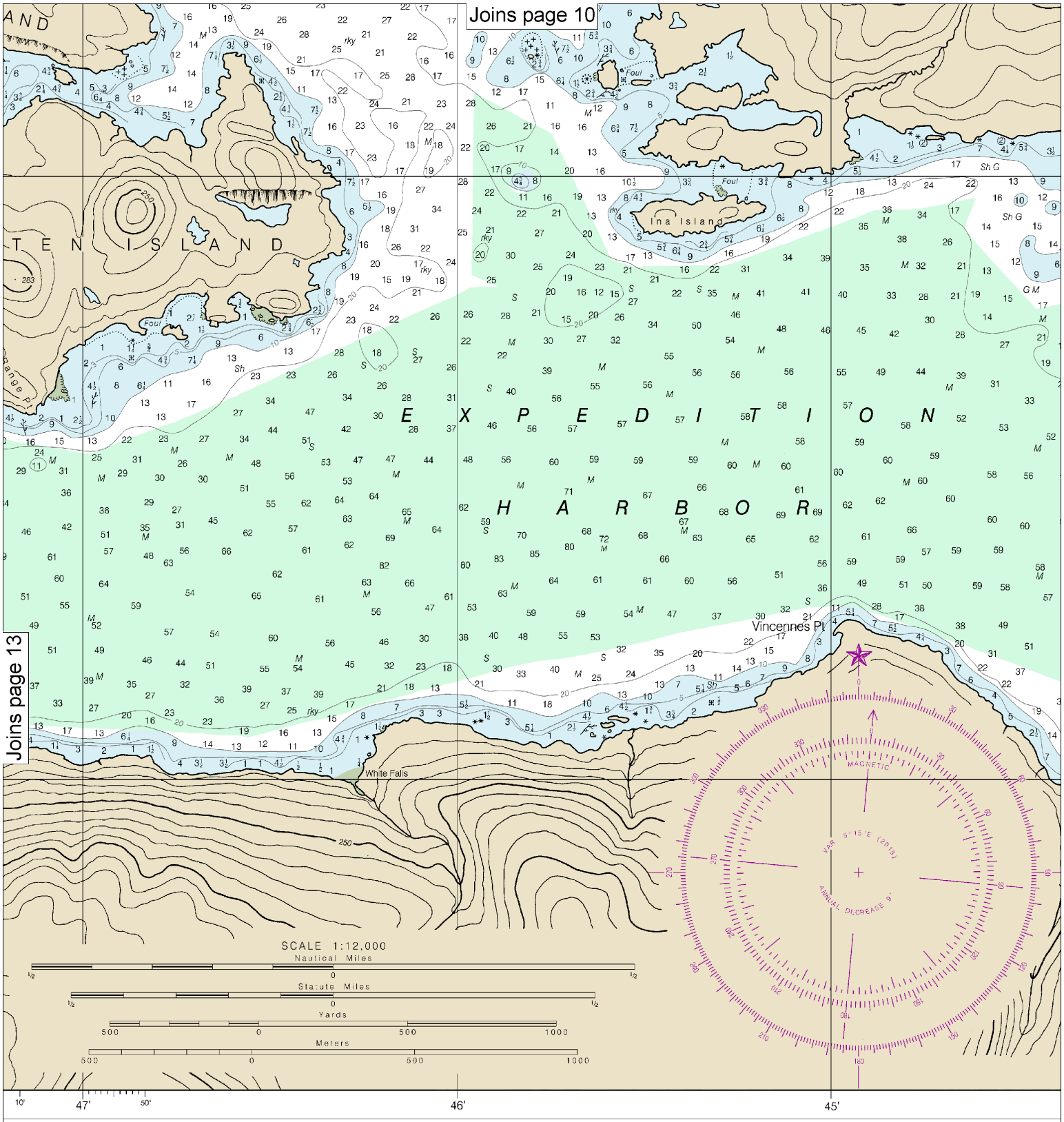


N FATHOMS

Published at Washington,
U.S. DEPARTMENT OF CO
NATIONAL OCEANIC AND ATMOSPHERI
NATIONAL OCEAN SERV
COAST SURVEY



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

Note: Chart grid lines are aligned with true north.

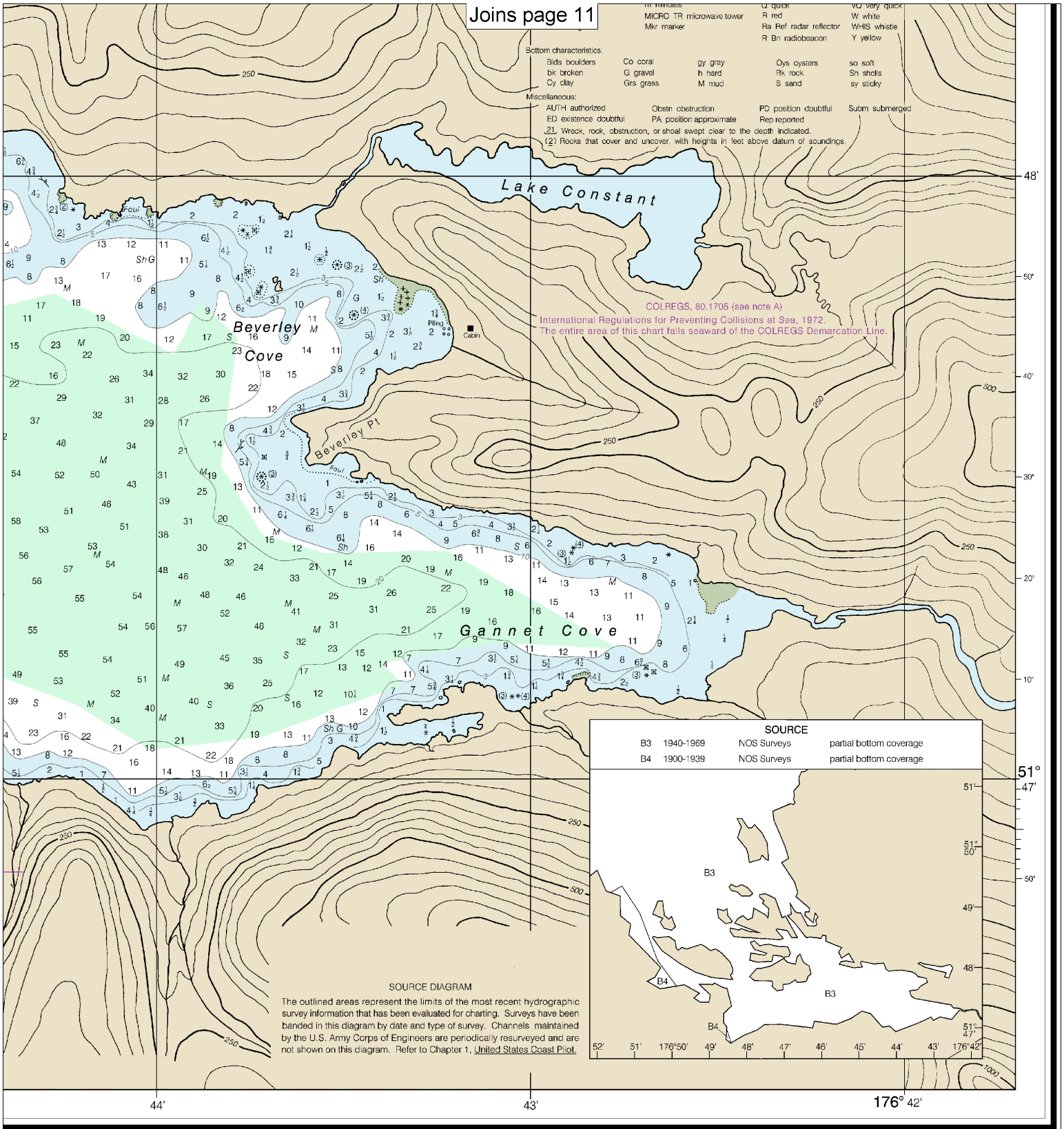
Printed at reduced scale. ~~SCALE 1:12,000~~

Nautical Miles

Yards

See Note on page 5.

Joins page 11



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

Bay of Islands

SOUNDINGS IN FATHOMS - SCALE 1:12,000

16474

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