

BookletChart™



Kuluk Bay and Approaches – Including Little Tanaga and Kagalaska Straits

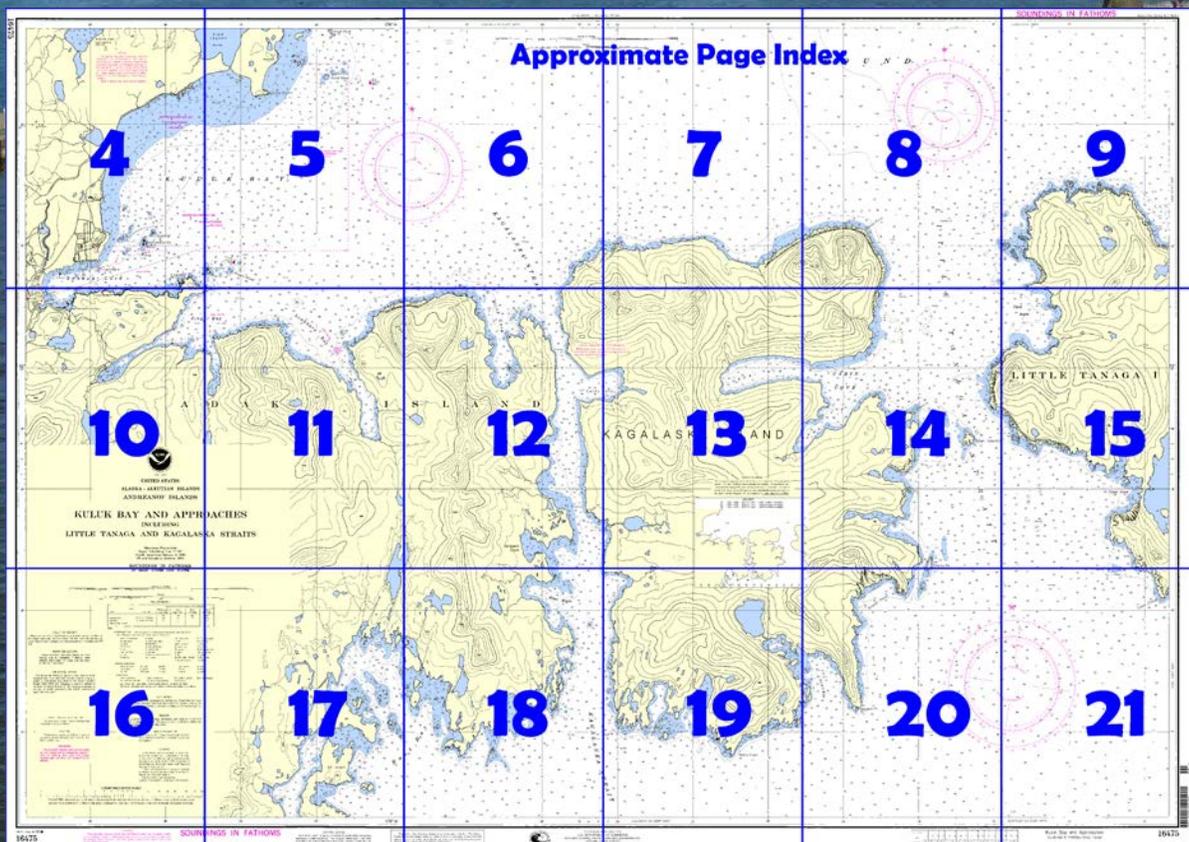
NOAA Chart 16475

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.

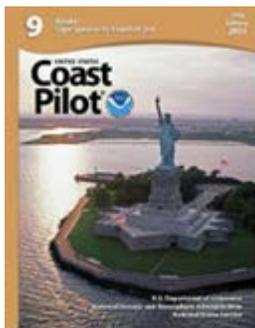
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16475>.



(Selected Excerpts from Coast Pilot)

Little Tanaga Strait, between Little Tanaga and Kagalaska Islands, is about 7 miles long and at its narrowest point about 1.2 miles wide; however, the navigable channel between Little Tanaga and Silak Islands has a width at one point of less than 0.5 mile. Tidal currents attain a maximum velocity of 5 knots through the pass E of Silak Island, producing swirls and heavy tide rips N and S of the island. Heaviest rips observed in the middle of the pass 1 mile N of Silak Island.

The waters W of Silak Island are foul except for a passage about 0.2 mile wide along the shore of Kagalaska Island, recommended only for small

boats. Large vessels must pass E of Silak Island. **Rip Rock**, at the SE end of the strait, covered 1½ fathoms, is marked by breakers.

To pass through the strait from a position 2.8 miles 270° from Cape Chisak, make good a course of 000°, keeping Silak Island a little on the port bow and heading for Tana Point on Little Tanaga Island. Hold the N course until abeam of Silak Island, then change to 330° and pass through the channel. When abeam of Cemetery Point, a course of 000° may be shaped to pass clear of the strait.

Piper Cove, on the W side of Little Tanaga Island, about 1.8 miles N of Cape Chisak, is open to the W and SW, but affords temporary anchorage for small vessels.

Tana Bight, an indentation on the W coast of Little Tanaga Island about 1 mile N of Tana Point, affords temporary anchorage for medium-sized vessels and fair shelter in S weather. The bottom is rocky and irregular. Currents in the bight are slight and usually flow in a direction opposite to that of the mainstream current through the strait.

Kagalaska Island, 8 miles long and 5 miles wide, is extremely rugged and mountainous; the highest peak, 2,331 feet, is in the NW part. The shores are, in general, steep and rocky except on the W coast, where they have a more gradual slope, becoming steeper inland. The S shore consists of jagged cliffs. The E and N coasts are also steep in many places. The brief stretches of sand or gravel beach are often backed by vertical cliffs. The coasts are generally clear except the S and SE coasts and part of the N coast, which are fringed by islets and detached rocks. Several lakes and streams are on the island.

Cabin Cove, opening into Little Tanaga Strait, is a two-armed bay which indents the E coast of Kagalaska Island for 2.5 miles. **Upper Arm**, 1.5 miles long and 0.5 miles wide, is bordered by steep, sloping hills on all sides; it is free of dangers. Approaching the entrance, the 10-fathom curve makes out from the N shore 200 yards, and 100 yards off the low gravel point on the N shore at the entrance. Anchorage can be had in 30 to 40 fathoms in the upper part of the arm. The shores are free of off-lying rocks and shoals. **Lower Arm**, 1 mile long with an entrance width of 800 yards, is smaller than Upper Arm, but most of it is suitable for anchorage. The surrounding terrain, especially at the head, rises in gentler slopes than in Upper Arm, but the summits are over 1,000 feet high. A stream flows into the head of the arm.

Crater Cove, on the E shore of Kagalaska Island and 1.7 miles N of Ragged Point, affords temporary anchorage in 30 fathoms, sand and gravel bottom. High bluffs and hills on the nearby shore provide good shelter from N and W winds.

Quail Bay, on the S coast of Kagalaska Island, is fringed by steep cliffs to E and W with many rocks along the beach. The bay is deep and clear of dangers to a point about 1.2 miles NW of Ragged Point. Temporary anchorage for small vessels may be had in 20 fathoms, sand bottom.

Kagalaska Strait separates Adak and Kagalaska Islands. Although narrow, it can be navigated by moderate-sized vessels without difficulty at or near slack water. An 8¾-fathom shoal is in midchannel 1.6 miles inside the S entrance. S winds with ebb currents cause heavy tide rips from the S entrance N as far as Adak Bight, and are apt to cause a vessel approaching from the S to yaw badly. Because of strong currents, rips and whirlpools are encountered in the narrow parts of the strait except at slack water.

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

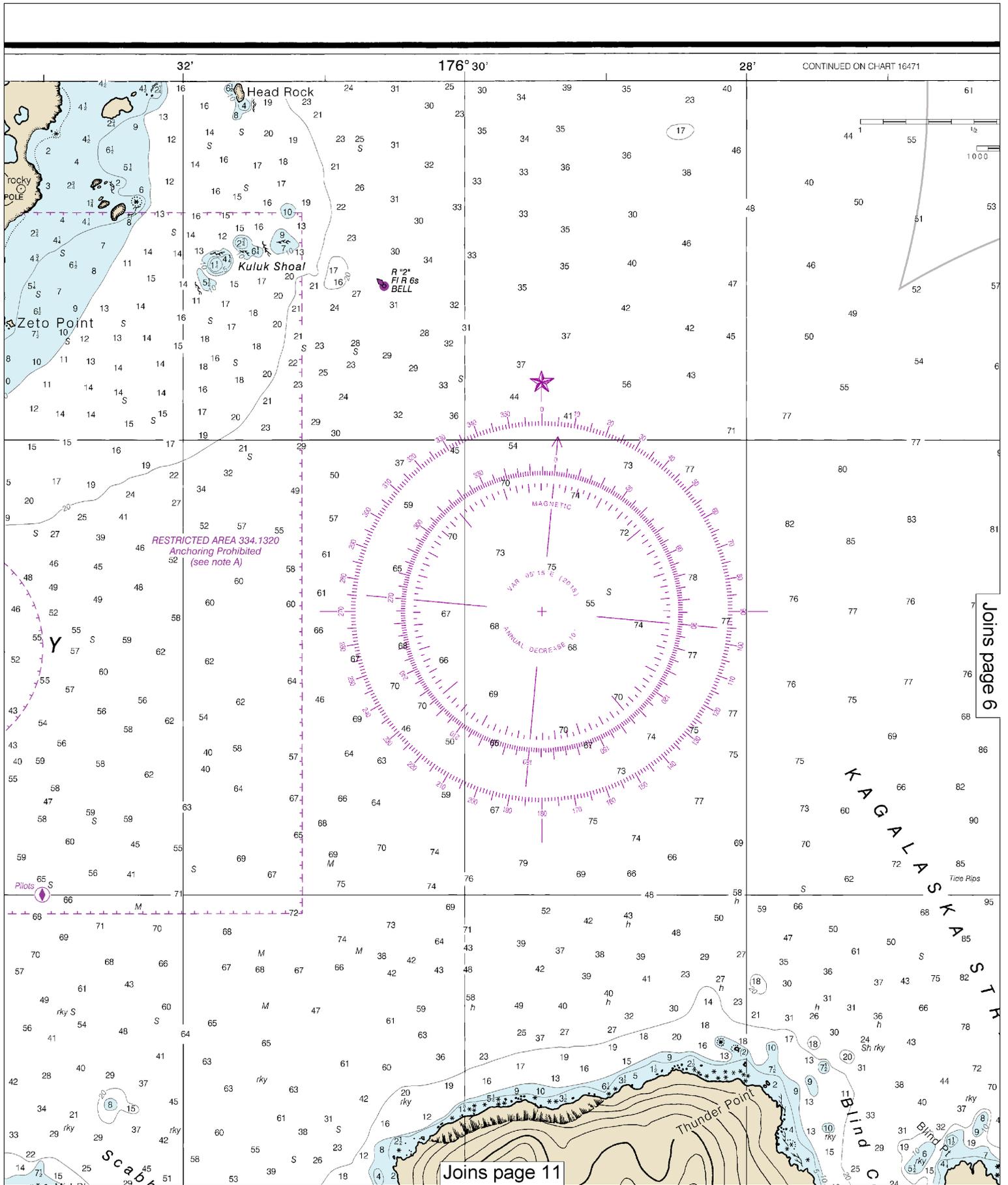
To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

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>



Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:40000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



176° 30'

28'

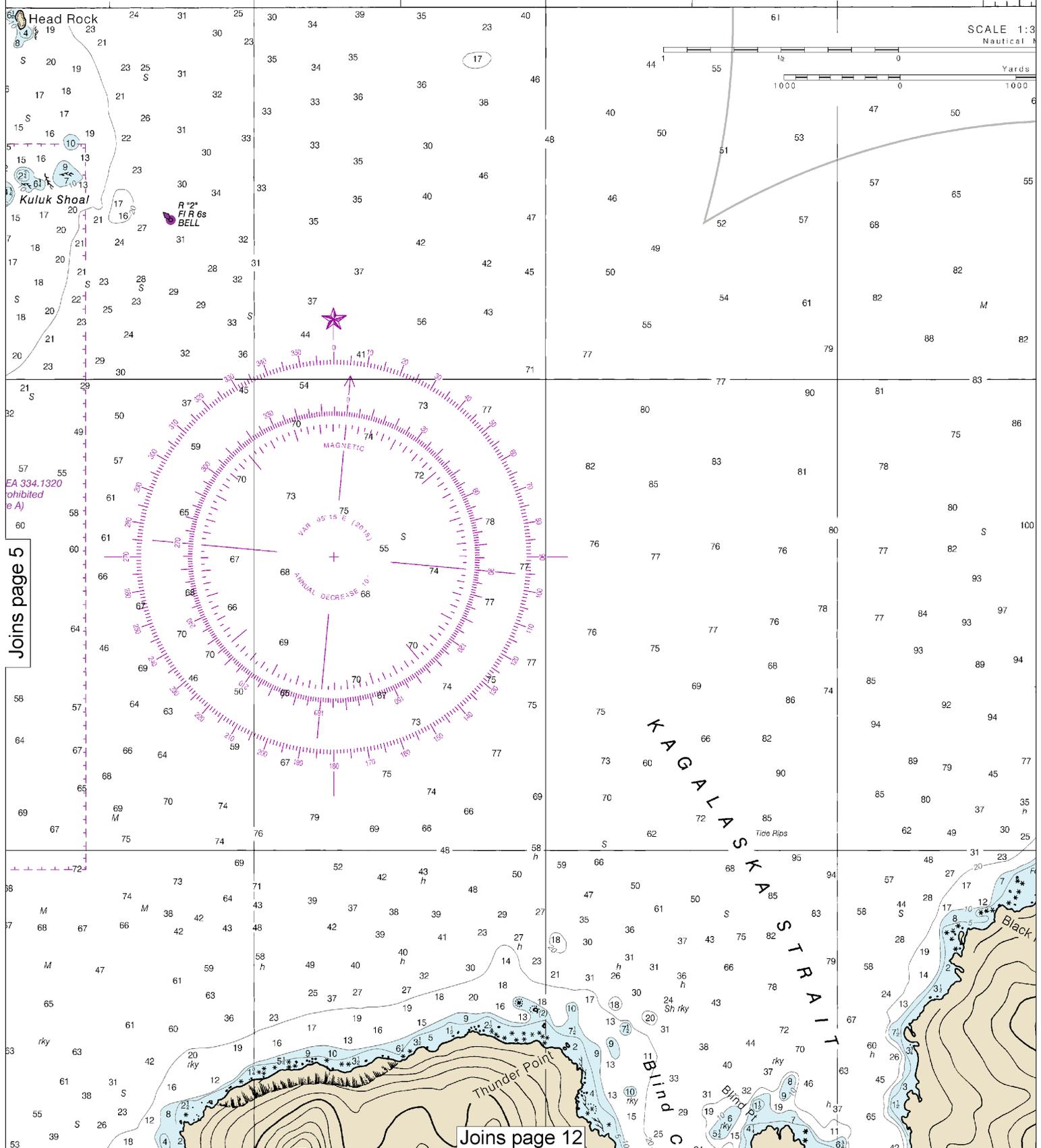
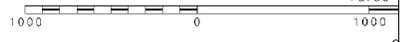
CONTINUED ON CHART 16471

26'

25' 45'

SCALE 1:3
Nautical Miles

Yards



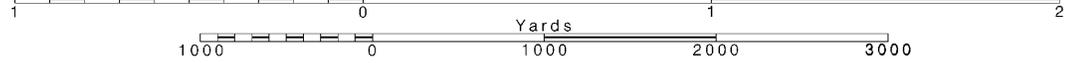
Joins page 5

Joins page 12

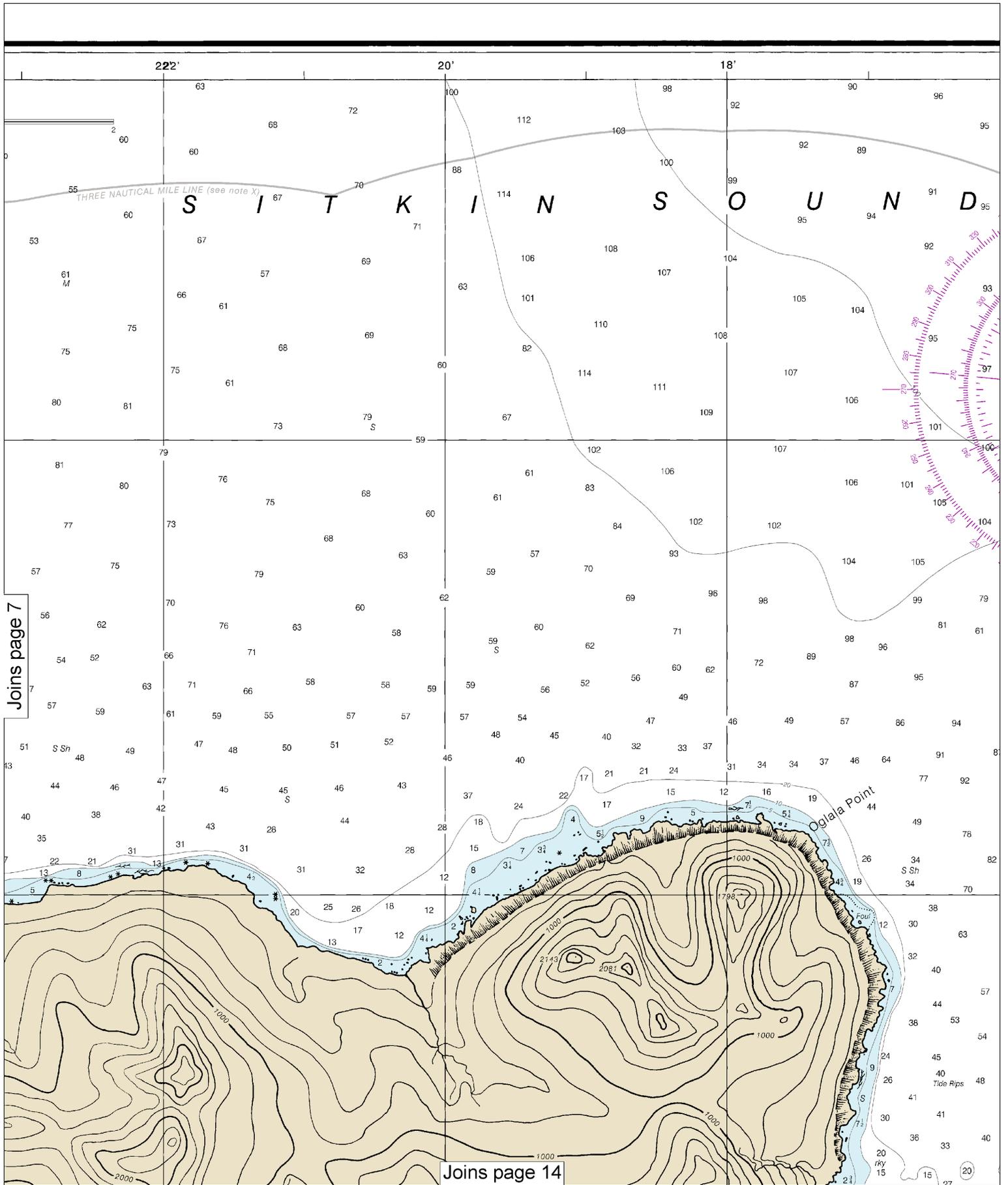
Printed at reduced scale.

SCALE 1:30,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.



Joins page 7

Joins page 14

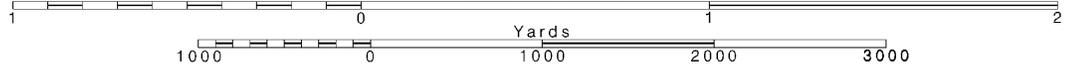


Note: Chart grid lines are aligned with true north.

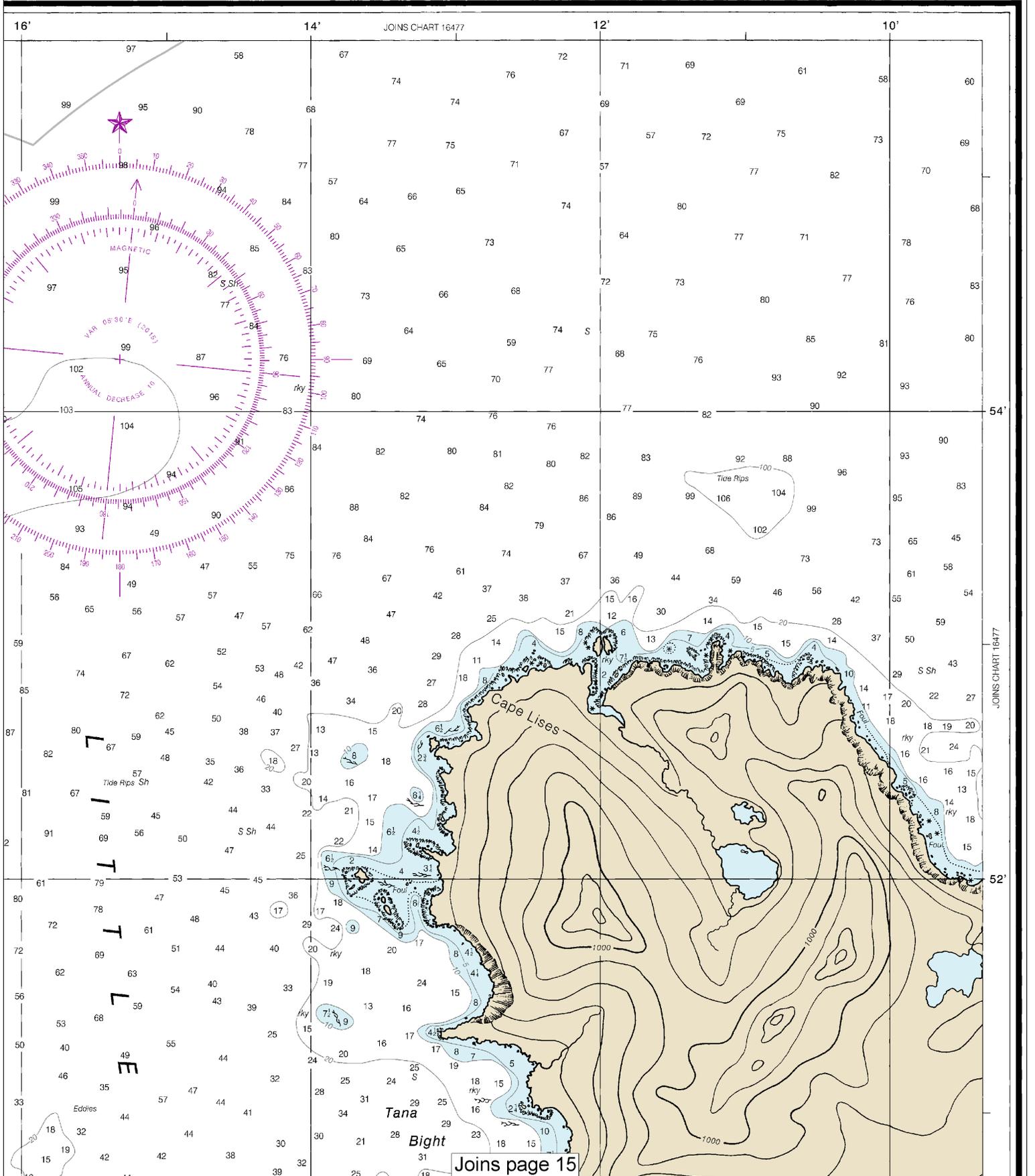
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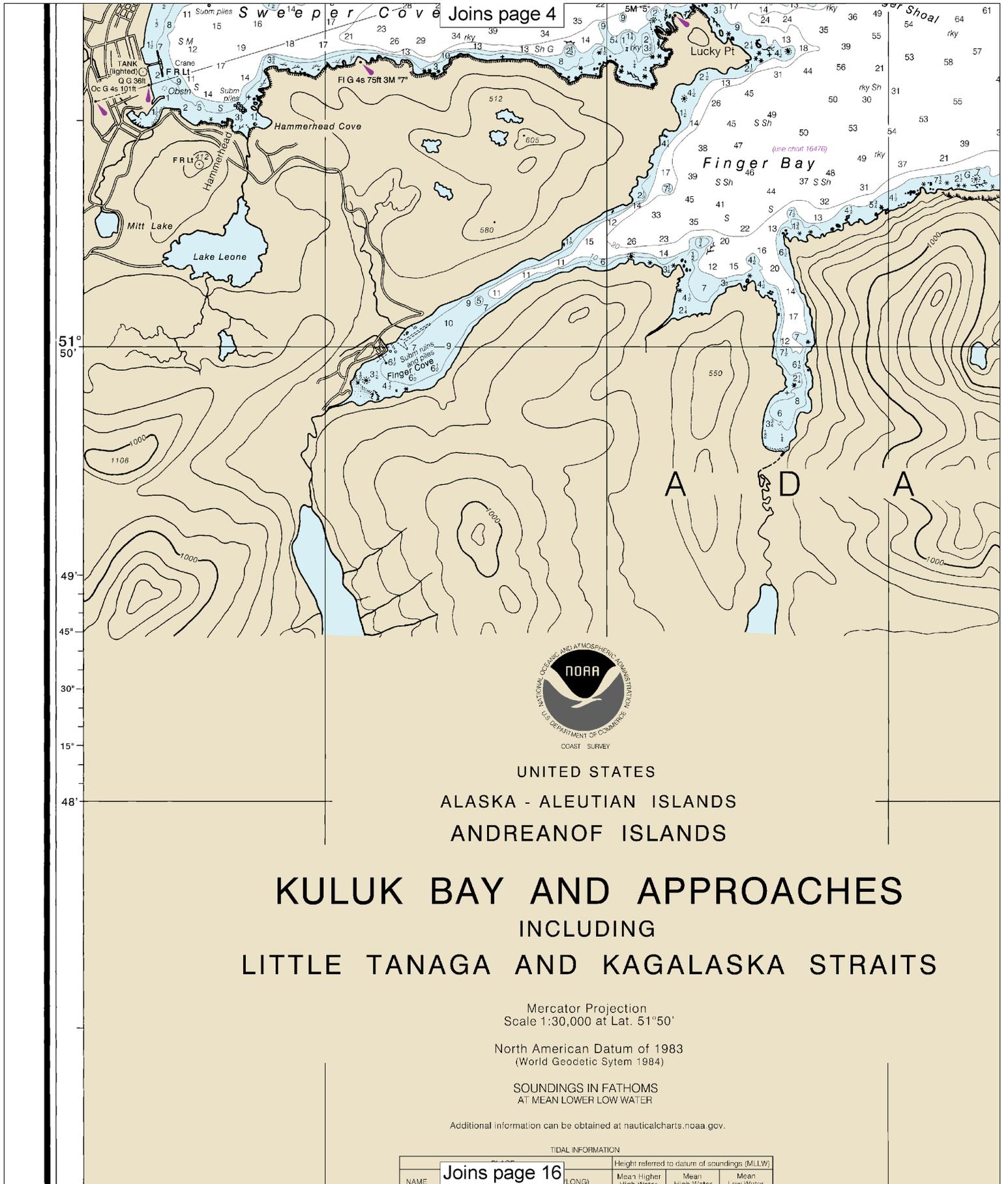
SCALE 1:30,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FATHOMS





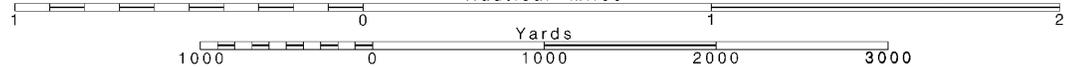
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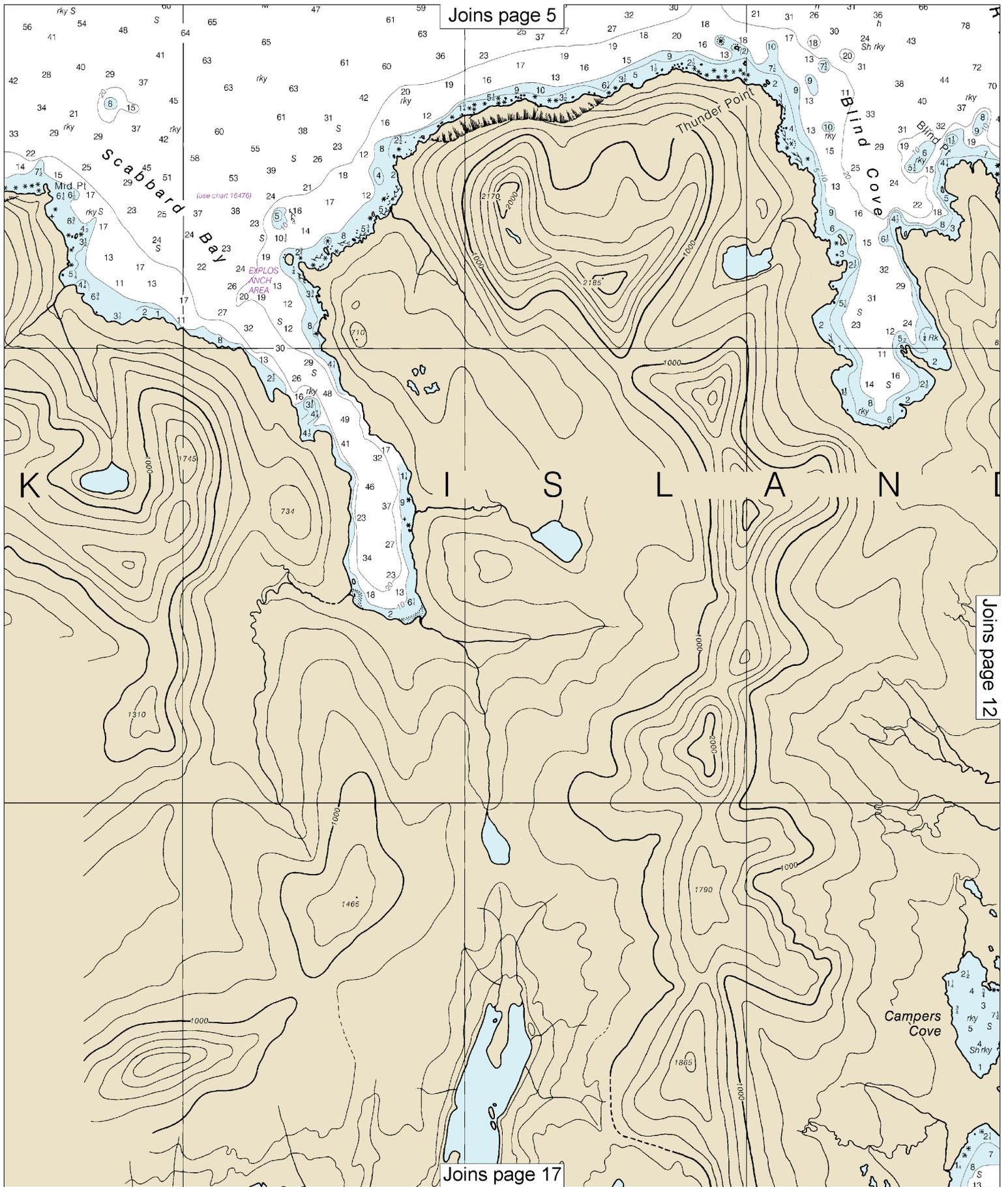
Note: Chart grid lines are aligned with true north.

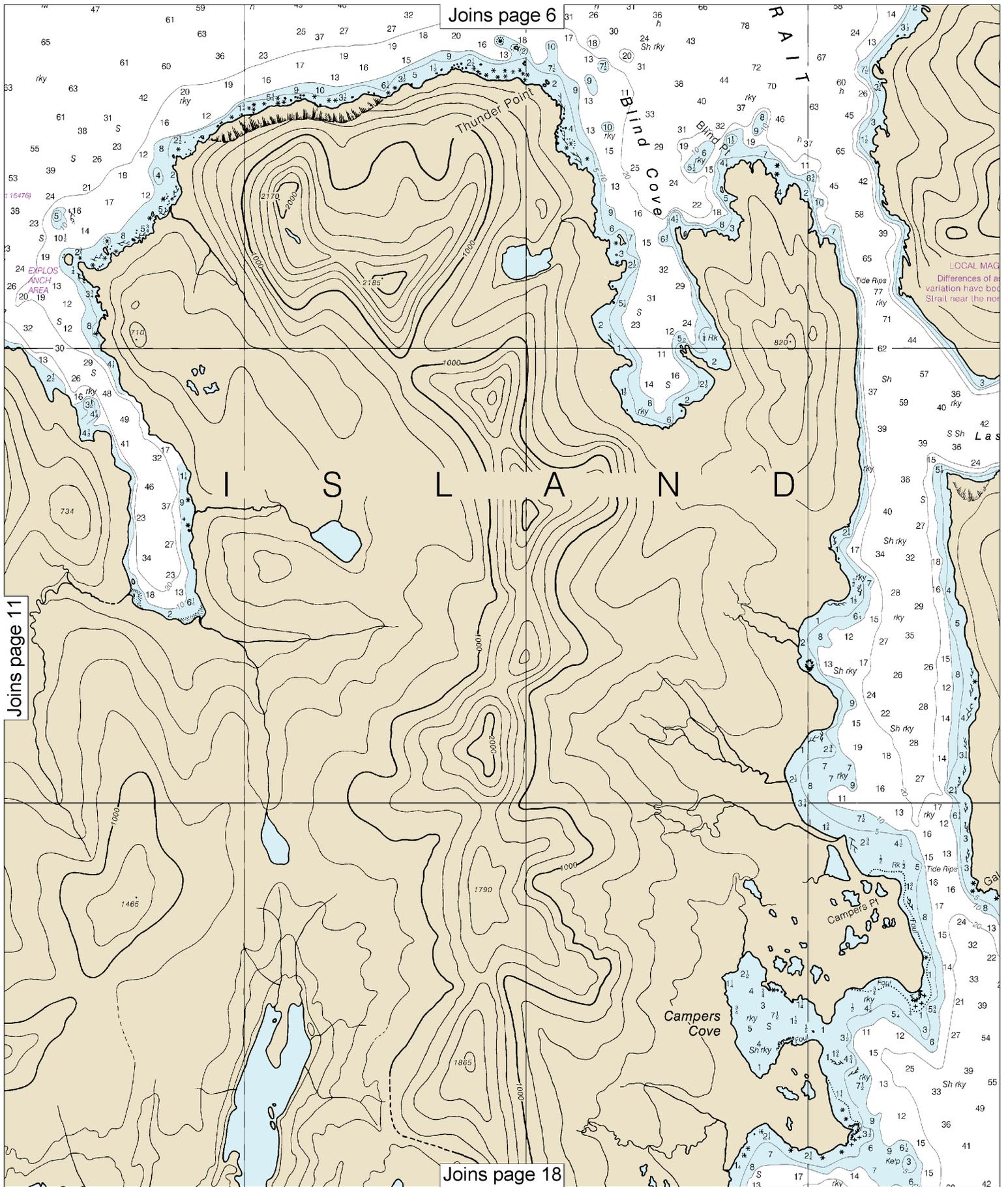
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SCALE 1:30,000
Nautical Miles

See Note on page 5.







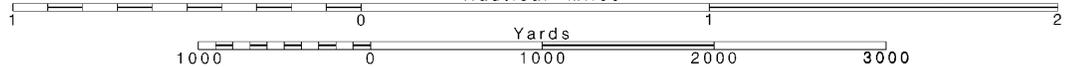
12

Note: Chart grid lines are aligned with true north.

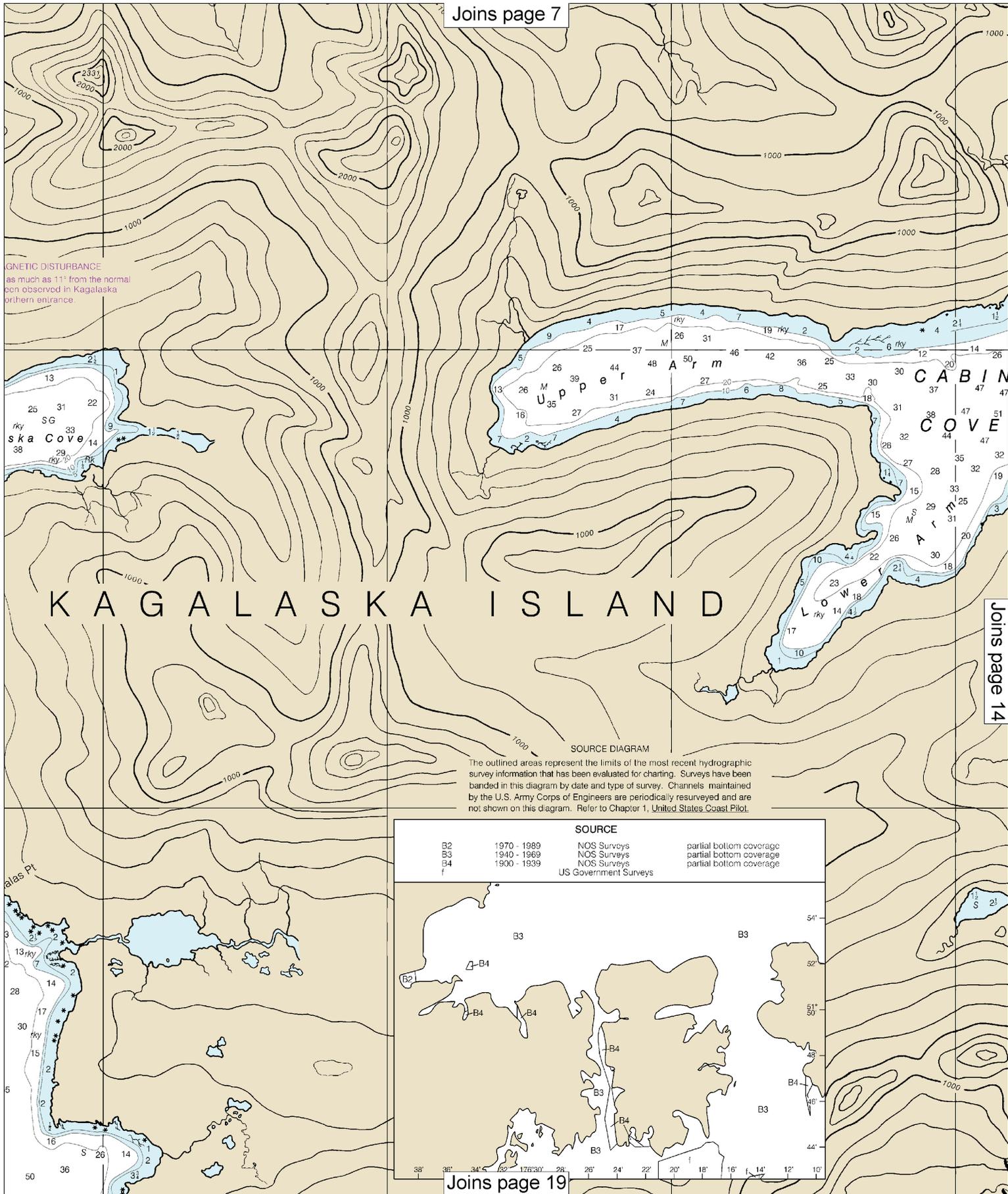
Printed at reduced scale.

SCALE 1:30,000
Nautical Miles

See Note on page 5.



GENETIC DISTURBANCE
as much as 11' from the normal
depth observed in Kagalaska
northern entrance.

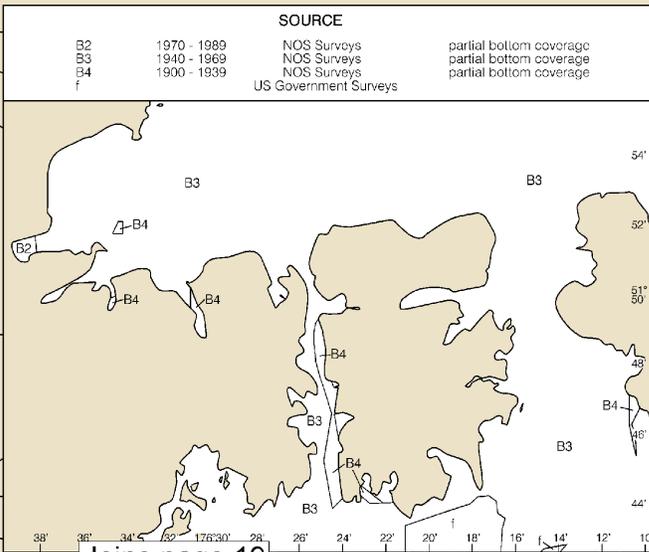


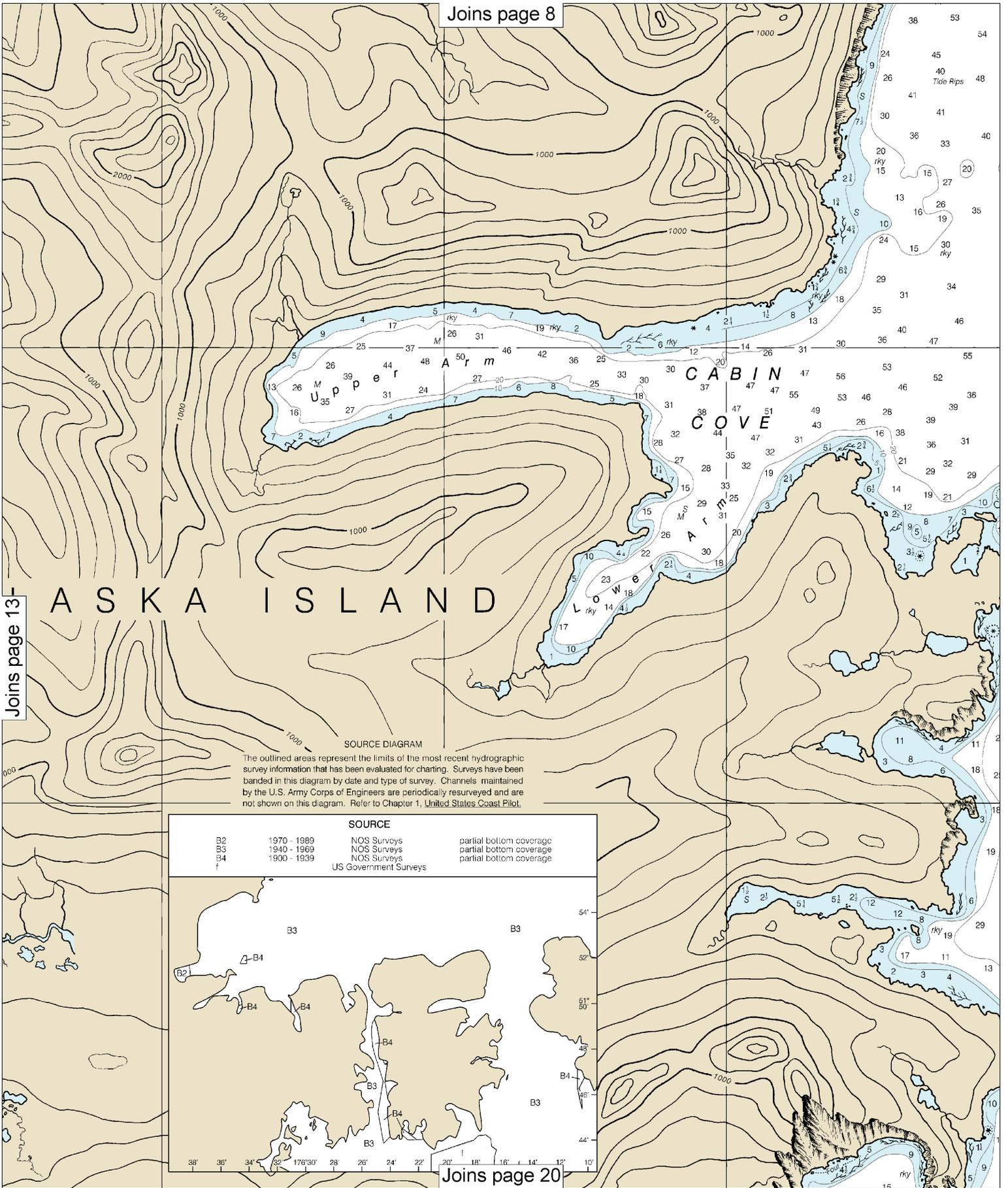
SOURCE DIAGRAM

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.

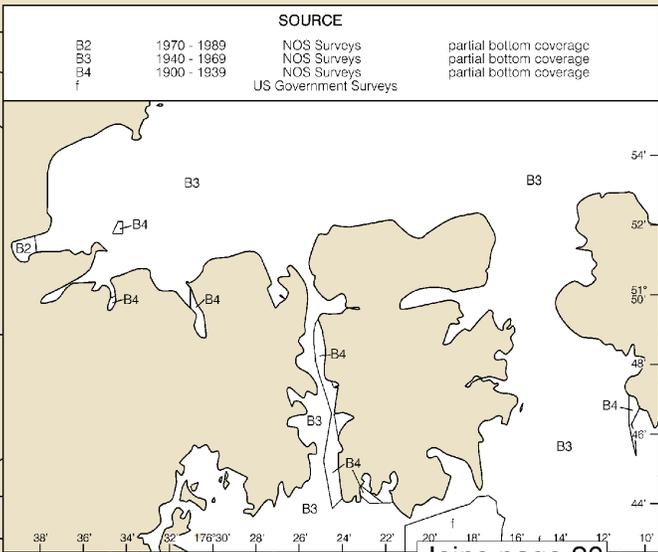
SOURCE

B2	1970 - 1989	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage
f		US Government Surveys	





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.

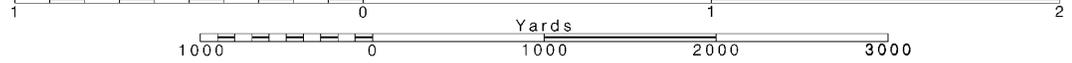


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:30,000
Nautical Miles

See Note on page 5.





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

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Adak Bght	(51°48'N/176°26'W)	3.7	3.5	0.6
Sweeper Cove	(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. Height-me water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Feb 2015)

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

- | | | | |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G groin | Mo morse code | R TR radio tower |
| Al alternating | IO interrupted quick | N nun | Rot rotating |
| B black | Is isophase | OBSC obscured | s seconds |
| Bn beacon | LT HQ lighthouse | Oc occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| DIA diaphone | m minutes | Q quick | VQ very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Re' radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |
- Bottom characteristics:
- | | | | | |
|--------------|----------|---------|-------------|-----------|
| Bds boulders | Co coral | gy gray | Oys oysters | ss soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Gr grass | M mud | S sand | sy sticky |
- Miscellaneous:
- | | | | |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized | Obst obstruction | PD position doubtful | Subm submerged |
| 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.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-5802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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 4.938' southward and 8.878' 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.

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.

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.

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

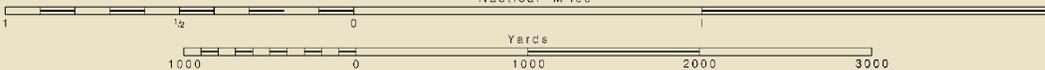
HEIGHTS
Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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)

Within the 12-nautical mile Territorial sea, some Federal laws apply. The Three N outer limit of the territorial sea, is retained limit of the other laws. The 9-nautical mile of Florida, Texas, and Puerto Rico, and most cases the inner limit of Federal jurisdiction of the states. The 24-nautical mile Exclusive Economic Zone were Unless fixed by treaty or the U.S. Supr to modification.

SCALE 1:30,000
Nautical Miles



38'

36'

34'

16475

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>.

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

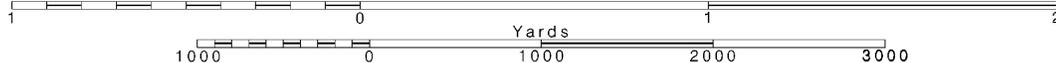
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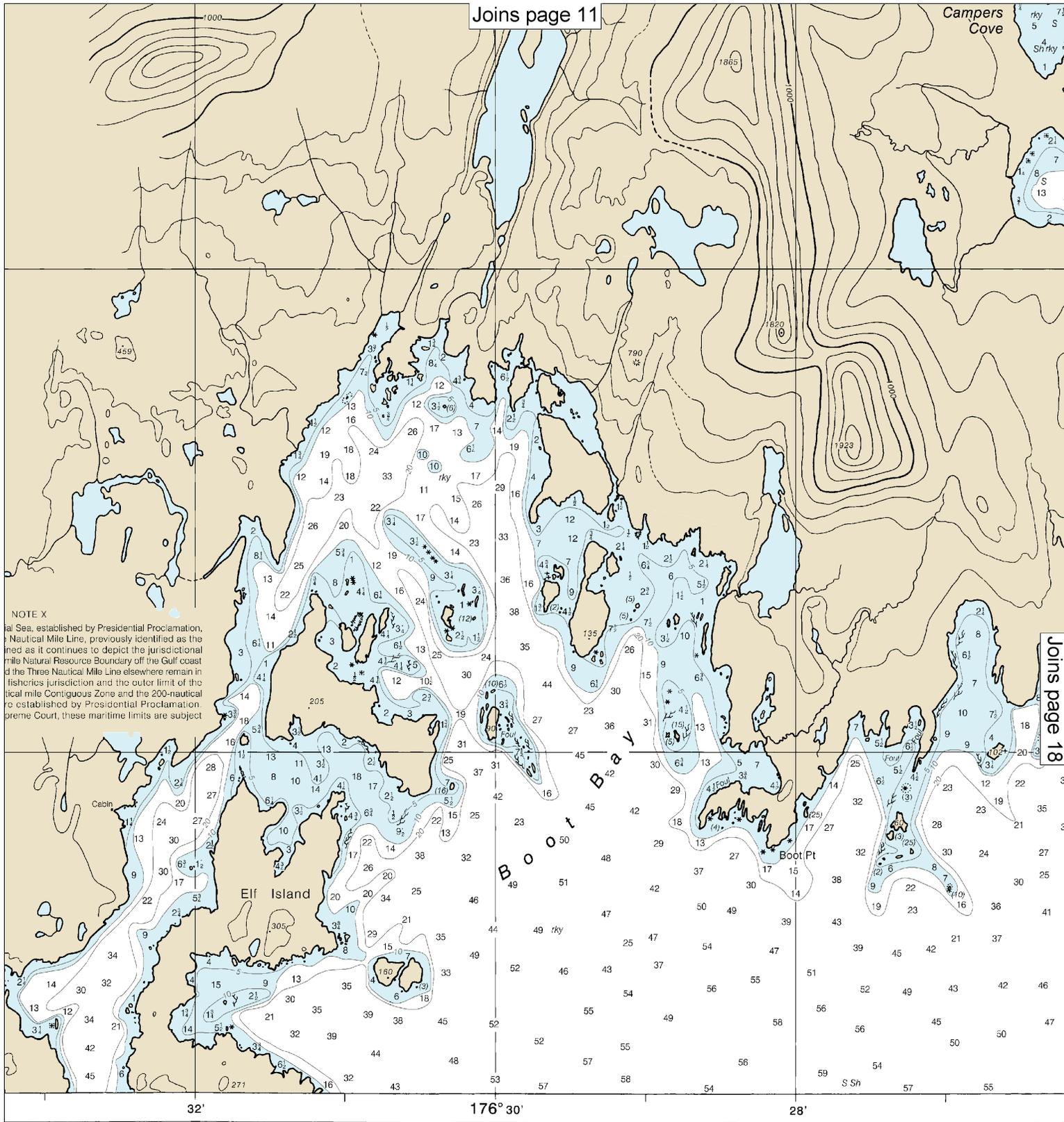
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:30,000
Nautical Miles

See Note on page 5.





NOTE X
 The Three Nautical Mile Line, established by Presidential Proclamation, is shown as it continues to depict the jurisdictional boundary of the Natural Resource Boundary off the Gulf coast of the United States. The Three Nautical Mile Line elsewhere remain in the jurisdiction of the United States. The outer limit of the territorial sea is the 12-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone established by Presidential Proclamation. In the event of a dispute, the Supreme Court, these maritime limits are subject to the jurisdiction of the United States.

comments
 t.htm.

SOUNDINGS IN FATHOMS

Joins page 12

Campers Cove

Adak Bight

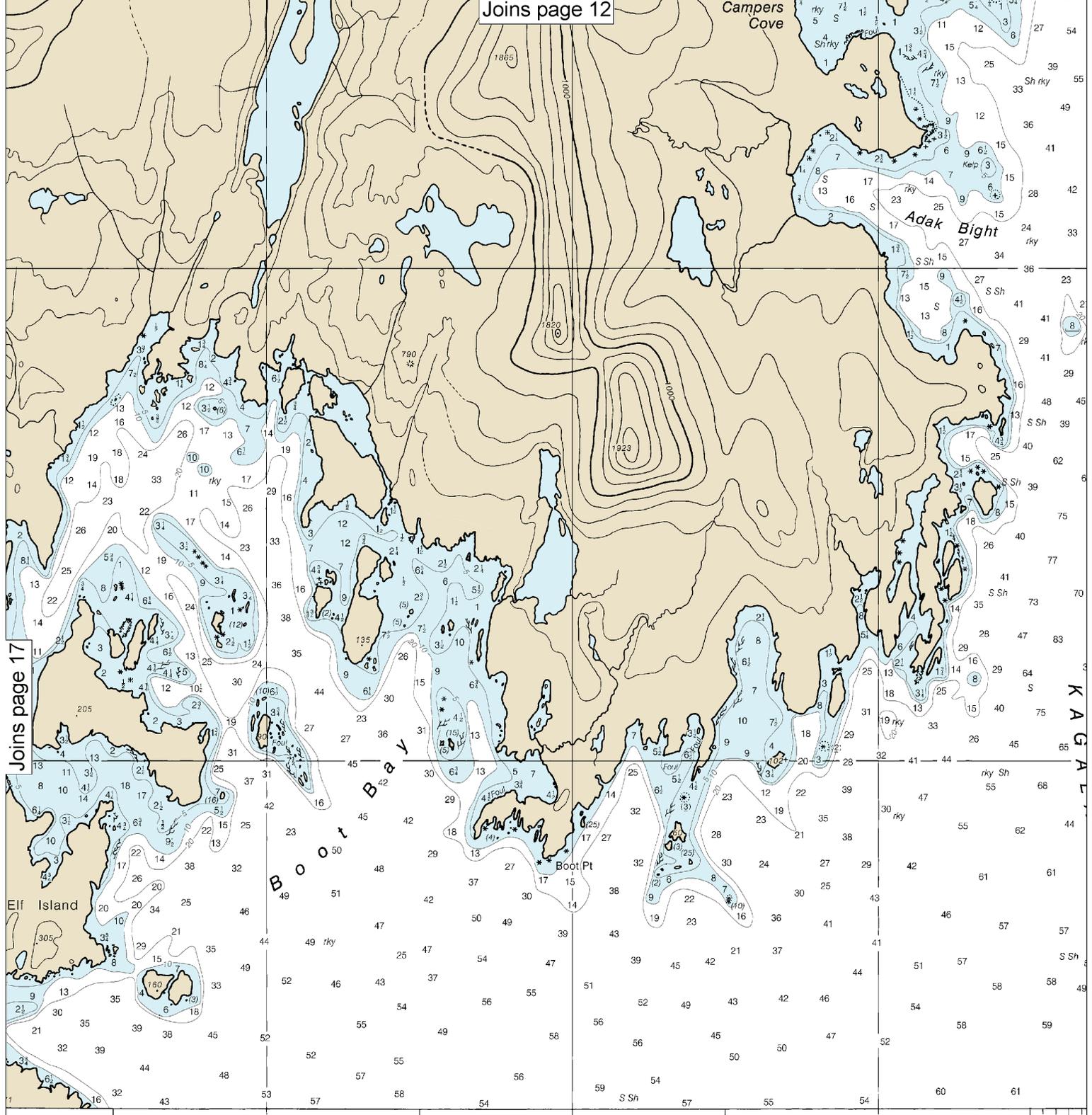
Joins page 17

Elf Island

BOOT BAY

Boat Pt

KAGAL



SOUNDINGS IN FATHOMS

Publish
U.S. DEPAR
NATIONAL OCEANIC A
NATIO

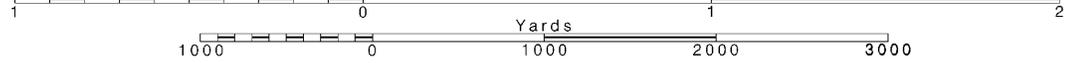
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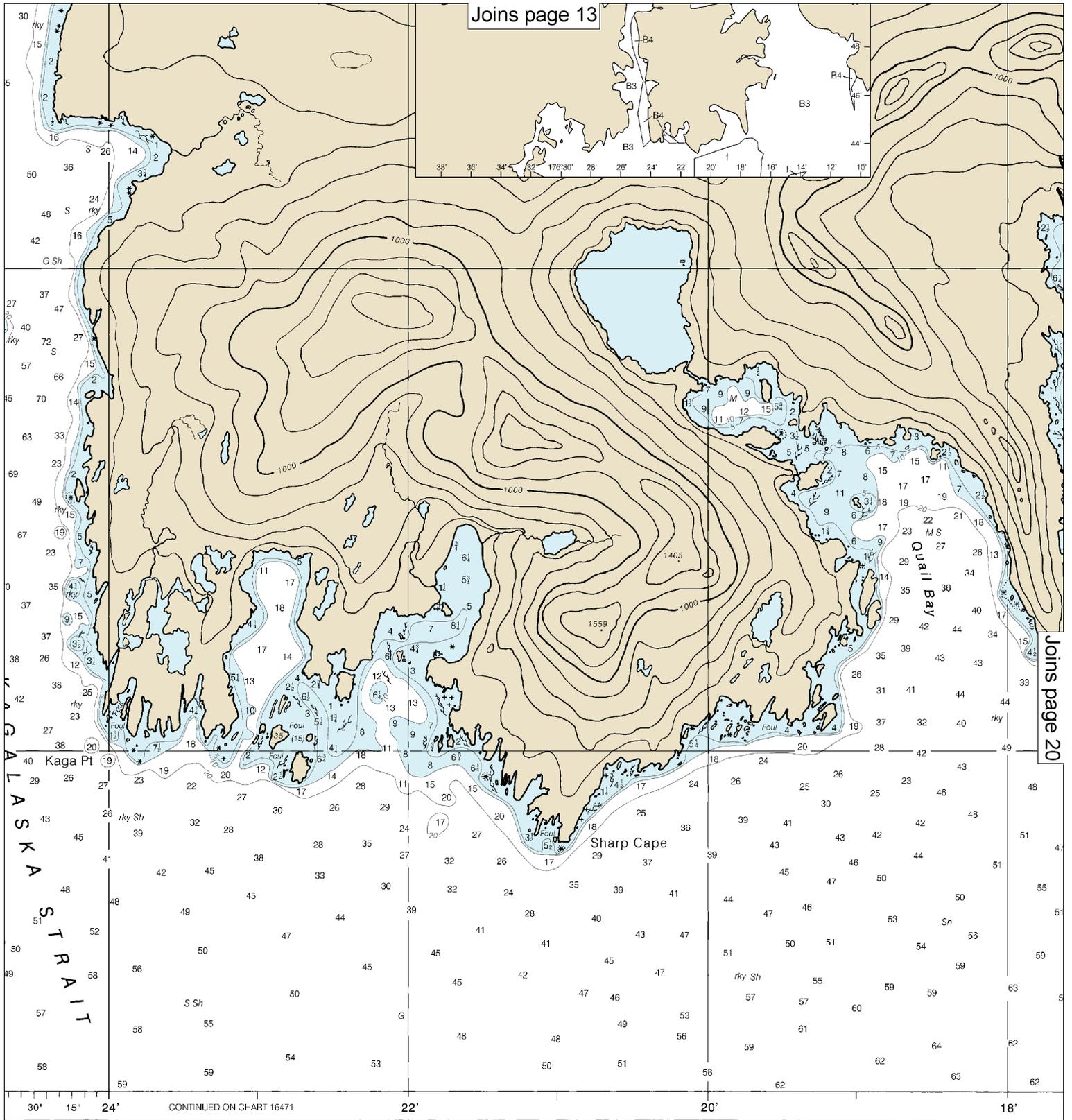
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SCALE 1:30,000

See Note on page 5.





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

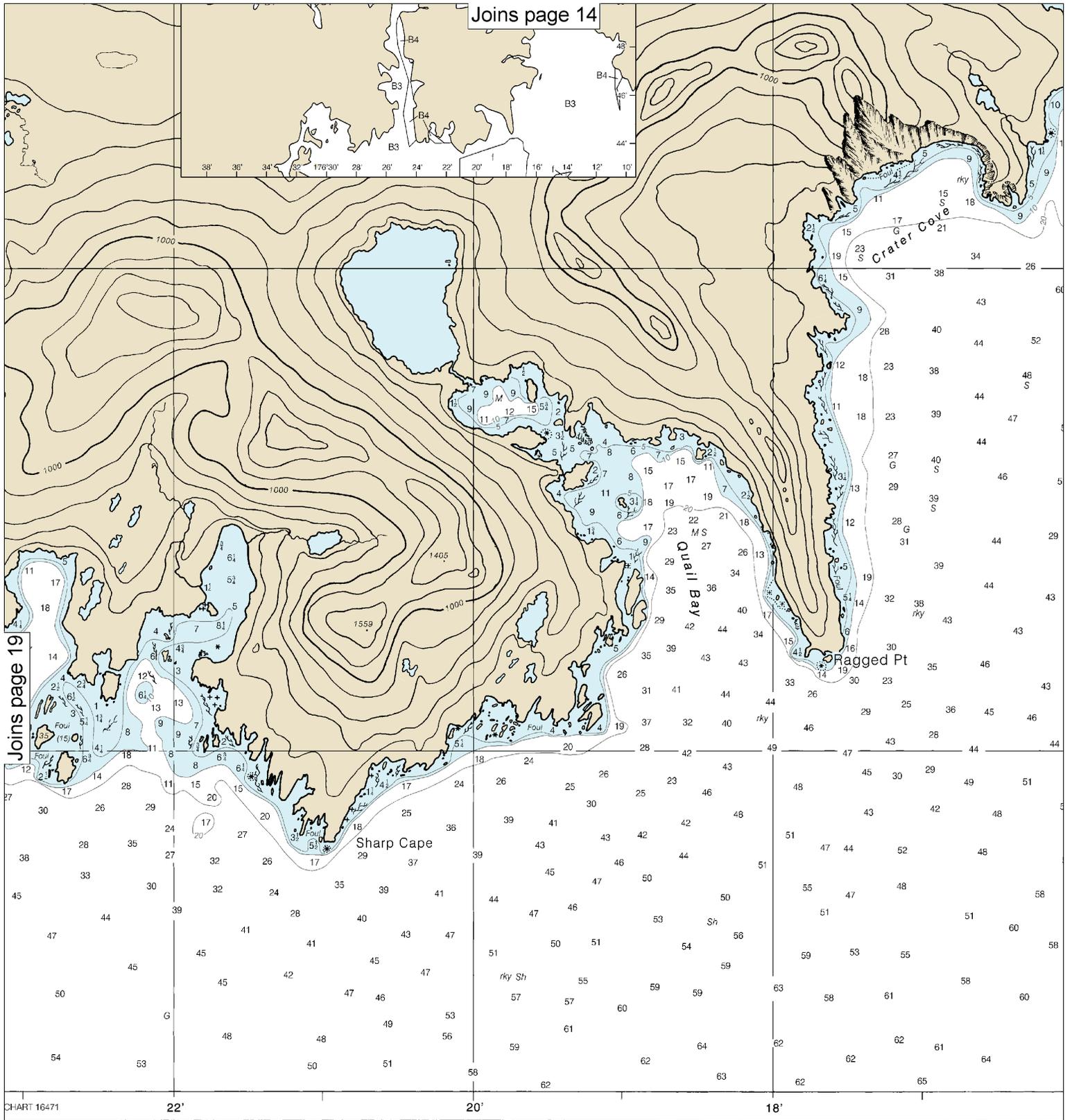


CHART 16471

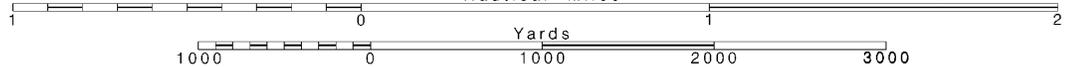
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Note: Chart grid lines are aligned with true north.

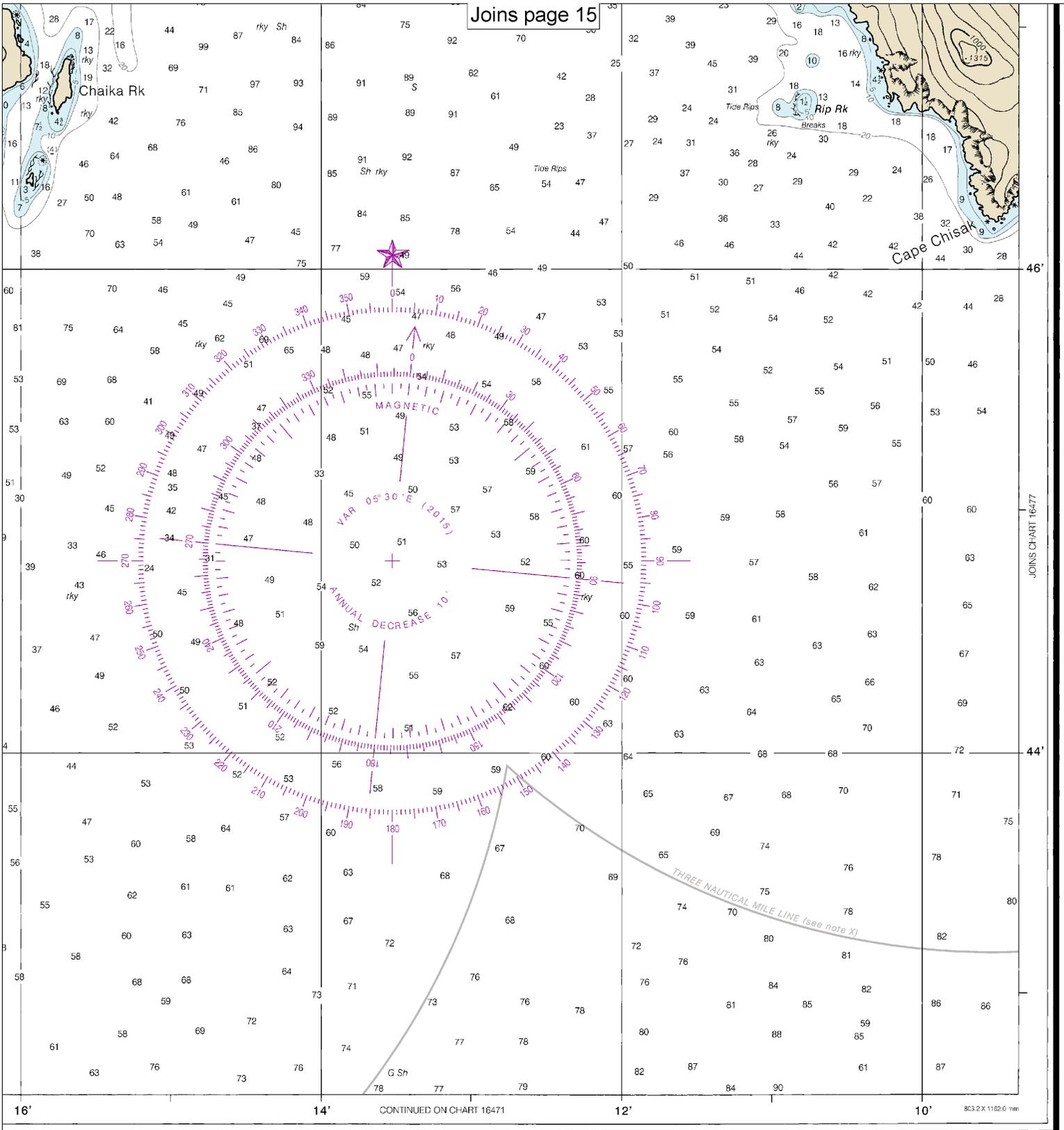
Printed at reduced scale.

SCALE 1:30,000
Nautical Miles

See Note on page 5.



FATH
FE
MET

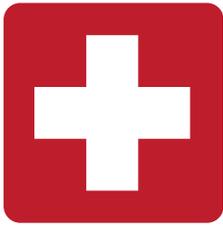


JOINS CHART 16477

THOMS	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

Kuluk Bay and Approaches
SOUNDINGS IN FATHOMS - SCALE 1:30,000

16475



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.