

BookletChart™



Adak Island – Sweeper Cove, Finger and Scabbard Bays

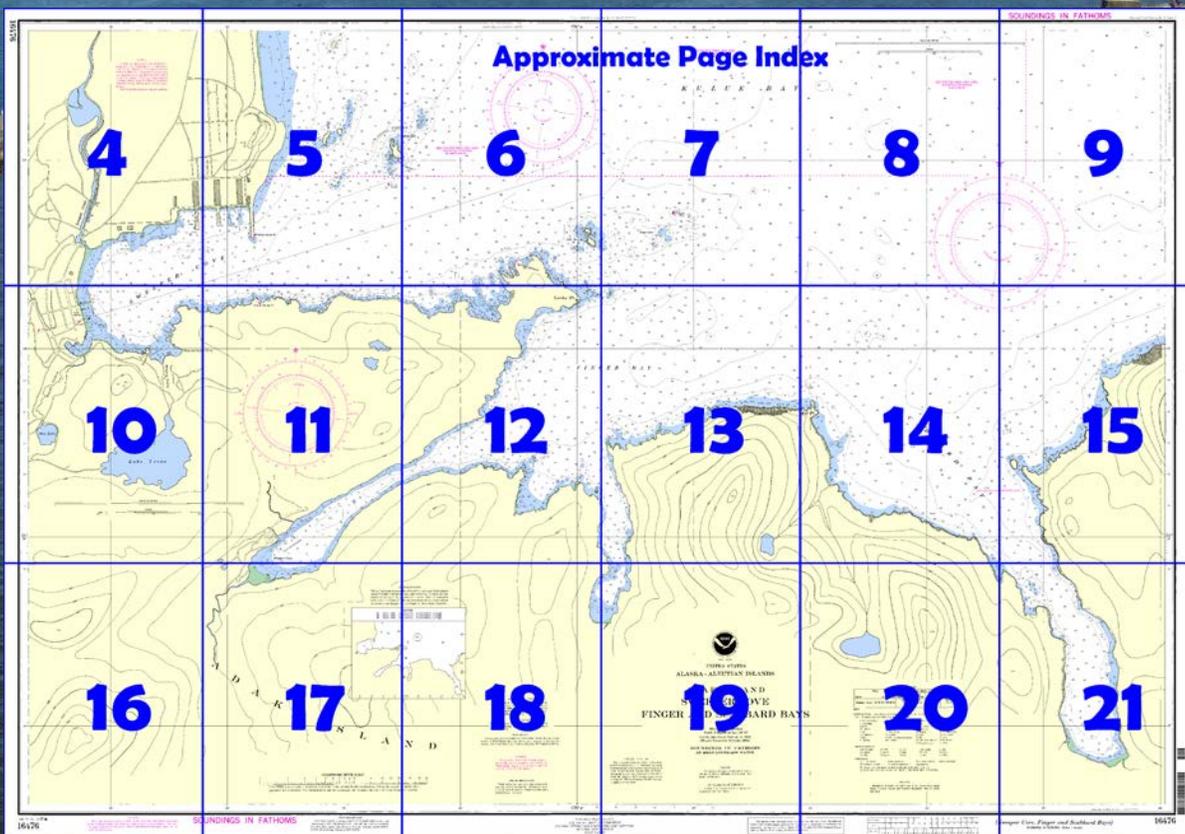
NOAA Chart 16476

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=16476>.



(Selected Excerpts from Coast Pilot)

Sweeper Cove, on the SW side of Kuluk Bay, provides good shelter in 7 to 20 fathoms inside a breakwater, marked by a light on the outer end, that extends from the N side of the entrance; bottom is gray sand. A fuel tank at the W end of the cove is prominent.

Sweeper Cove Entrance Light 5 (51°51'28"N., 176°35'31"W.), 55 feet (16.8 m) above the water, is shown from a skeleton tower with a square green daymark on the NW side of Lucky Point.

Gannet Rocks, on the N side of the entrance to Sweeper Cove, are bare and surrounded by shoal water. A detached shoal, covered 3½ fathoms, and a group of small islets, surrounded by shoals, are between Gannet

Rocks and the shore. **Gannet Rocks Light 4** (51°52'01"N., 176°36'32"W.), 45 feet (13.7 m) above the water, is shown from a skeleton tower with a triangular red daymark on the S end of the largest rock. Two water tanks, red and blue are on the high ground at the head of Kuluk Bay about 1.2 miles NW of Gannet Rocks Light 4.

Pit Rock, the southernmost of the two large rocks on the SE side of the entrance to Sweeper Cove, is bare and surrounded by foul ground. **Finger Shoal**, 0.4 mile E of Pit Rock, has a rock that uncovers in the detached shoal area. A lighted bell buoy is about 300 yards NE of the shoal.

During severe weather, a surge may be experienced inside the cove, making it difficult at times to remain alongside any of the piers. Heavy float fenders should be used, and vessels should be prepared to get underway.

Harbor regulations.—Sweeper Cove, a former U.S. naval air station, is administered by the Aleut Enterprise Corporation who can be contacted by telephone 907-592-0185; FAX 907-592-0184 or by calling ADAK PORT OPERATIONS on 4125 kHz or VHF channel 16.

Pilotage, Adak.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Aleutian Islands are served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

Wharves.—Piers 3 and 5, on the N side of Sweeper Cove, are used by vessels drawing up to 30 feet. Pier 3 is a 616-foot (188 m) wood dock without utilities or berthing. A short barge pier is E of Pier 3. Pier 5 is a 725-foot (221 m) year-round, all purpose concrete dock. Pier 5 has utilities, berthing and is reinforced for crane operation. Pier 10 is a T-head fuel pier at the W end of Sweeper Cove with a least depth of 35 feet alongside. A black tank with a red light on top is inshore of Pier 10. A small-boat basin is at the SW end of the cove. In 1978, most of the piers in the basin were reported to be in poor condition. In 1983, it was reported that the entrance channel to the basin was marked by private buoys, had a depth of 4 feet, and kelp along the S side. In 1984, a submerged obstruction was reported in the NW end of the basin in about 51°51'06"N., 176°39'14"W.

Hammerhead Cove, on the S side of Sweeper Cove, has depths of 6 to 24 feet.

Finger Bay, on the S side of Kuluk Bay, is about 1 mile long and 1 mile wide and has two narrow arms that extend in S and SW directions. Both arms are open to the NE but no sea penetrates their narrow entrances. In the outer part of the bay depths are generally too deep for suitable anchorage, although temporary anchorage may be found in about 30 fathoms 400 yards SW of Lucky Point and in 24 fathoms off the entrances to the two arms.

The SW arm is narrow but clear in midchannel, with a least depth of 5 fathoms. Submerged pier ruins and pilings extend up to about 180 yards from the N shore between 51°50'04"N., 176°37'14"W and 51°49'53"N., 176°37'36"W. Holding ground near the head of the arm is good. Winds through Finger Bay tend to be very strong because of the high bluffs on each side. Wind direction is along the axis of the piers, and vessels should have little trouble holding alongside. Surge in Finger Bay is at a minimum.

Scabbard Bay, just E of Finger Bay, is open to the N. Anchorage can be had near the entrance in 20 fathoms, gray sand and broken shell 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>

39'

38'

52'

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.

Sweeper Creek

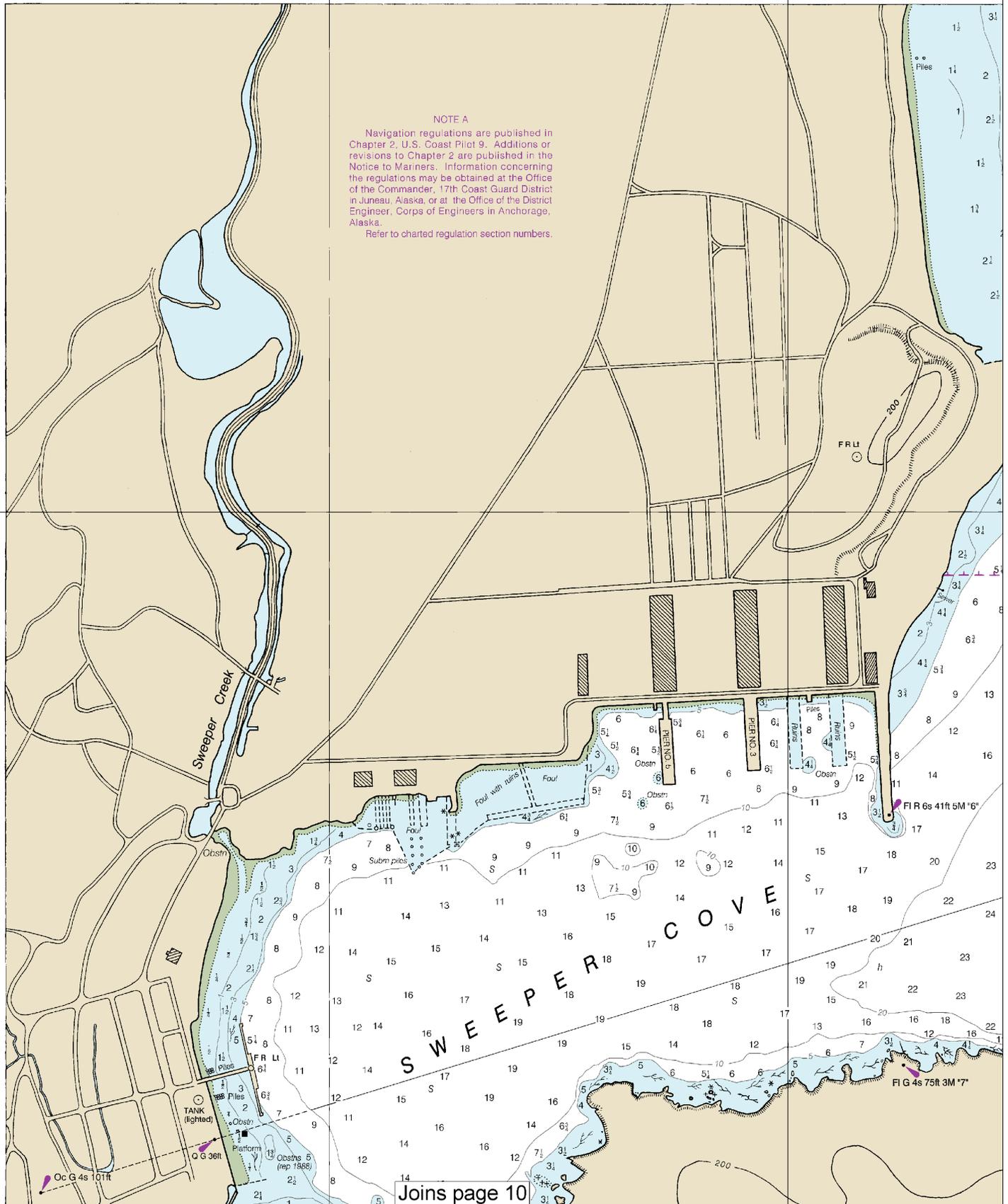
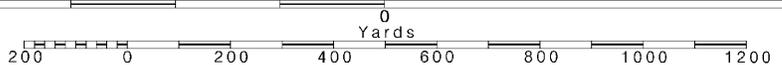
Joins page 10

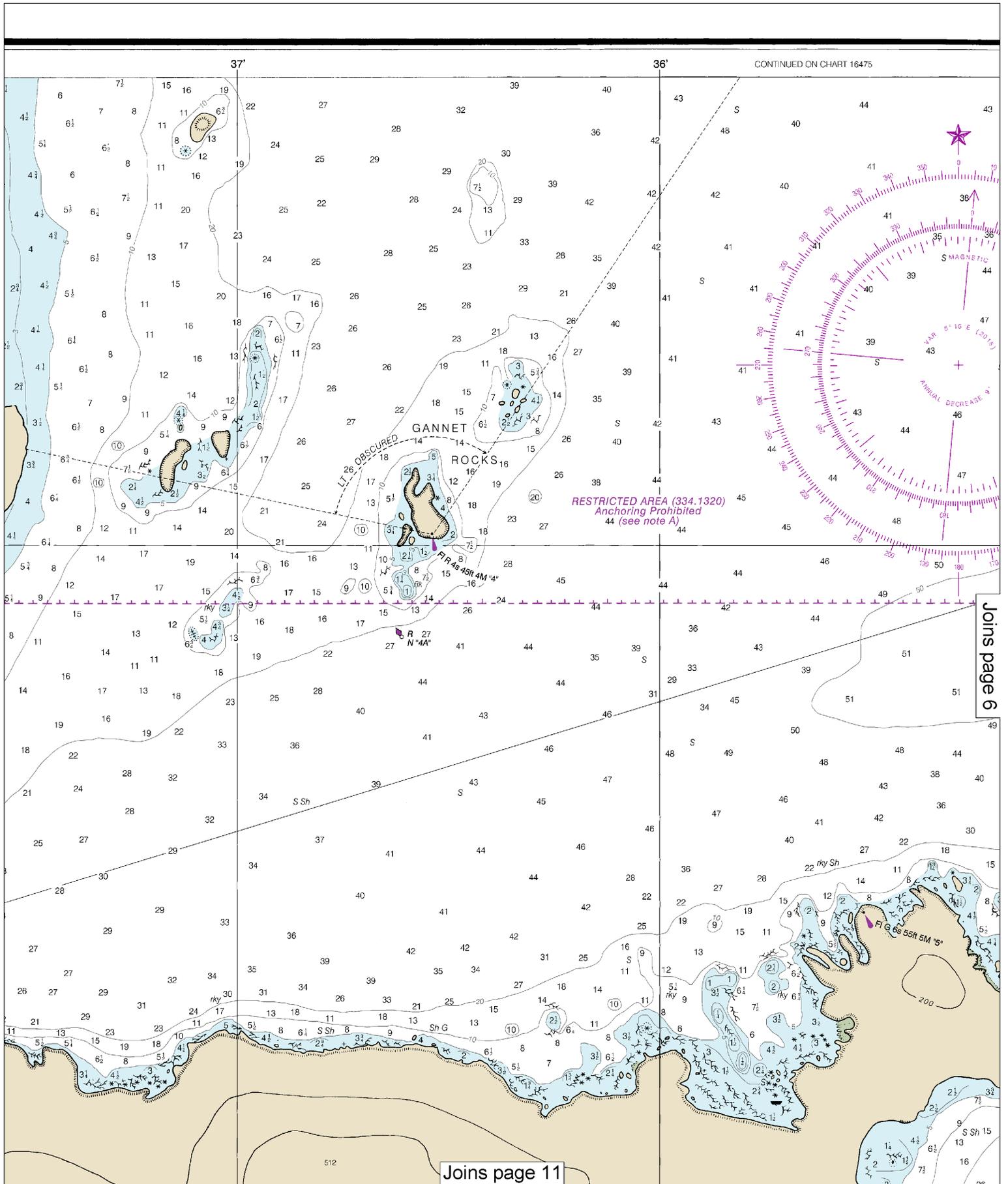
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Note: Chart grid lines are aligned with true north.

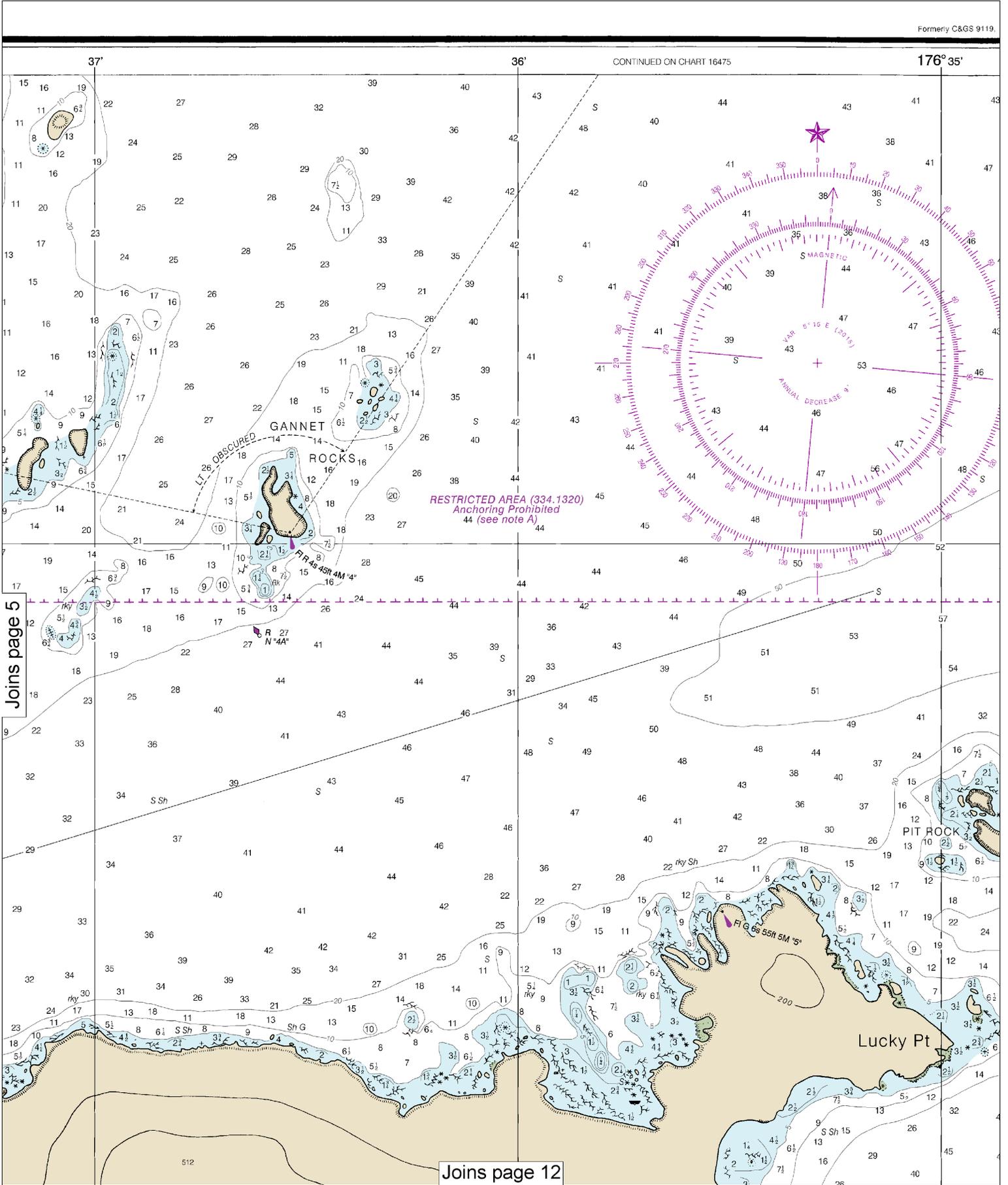
Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:13333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Joins page 5

Joins page 12

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.

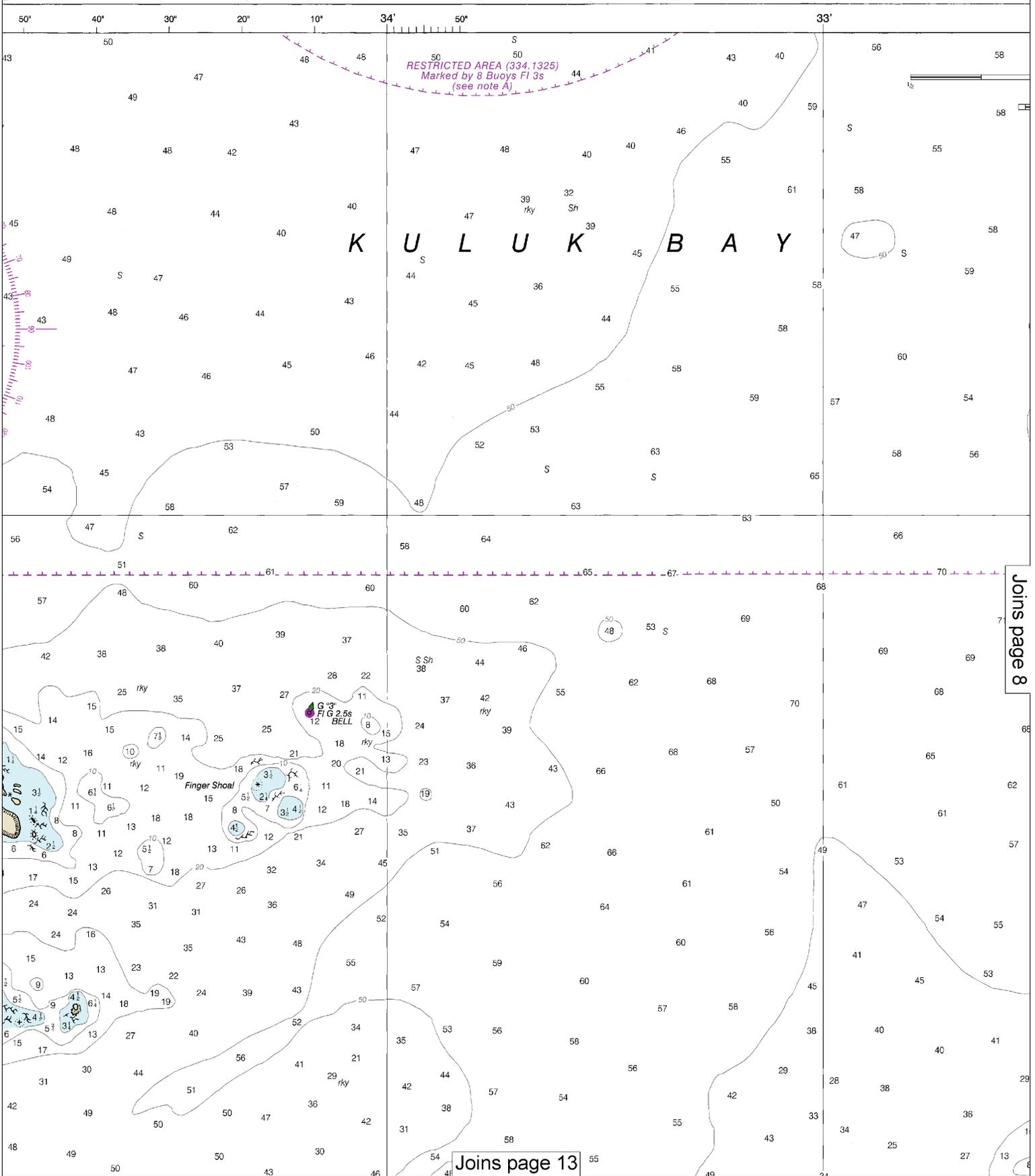
Nautical Miles

0 Yards

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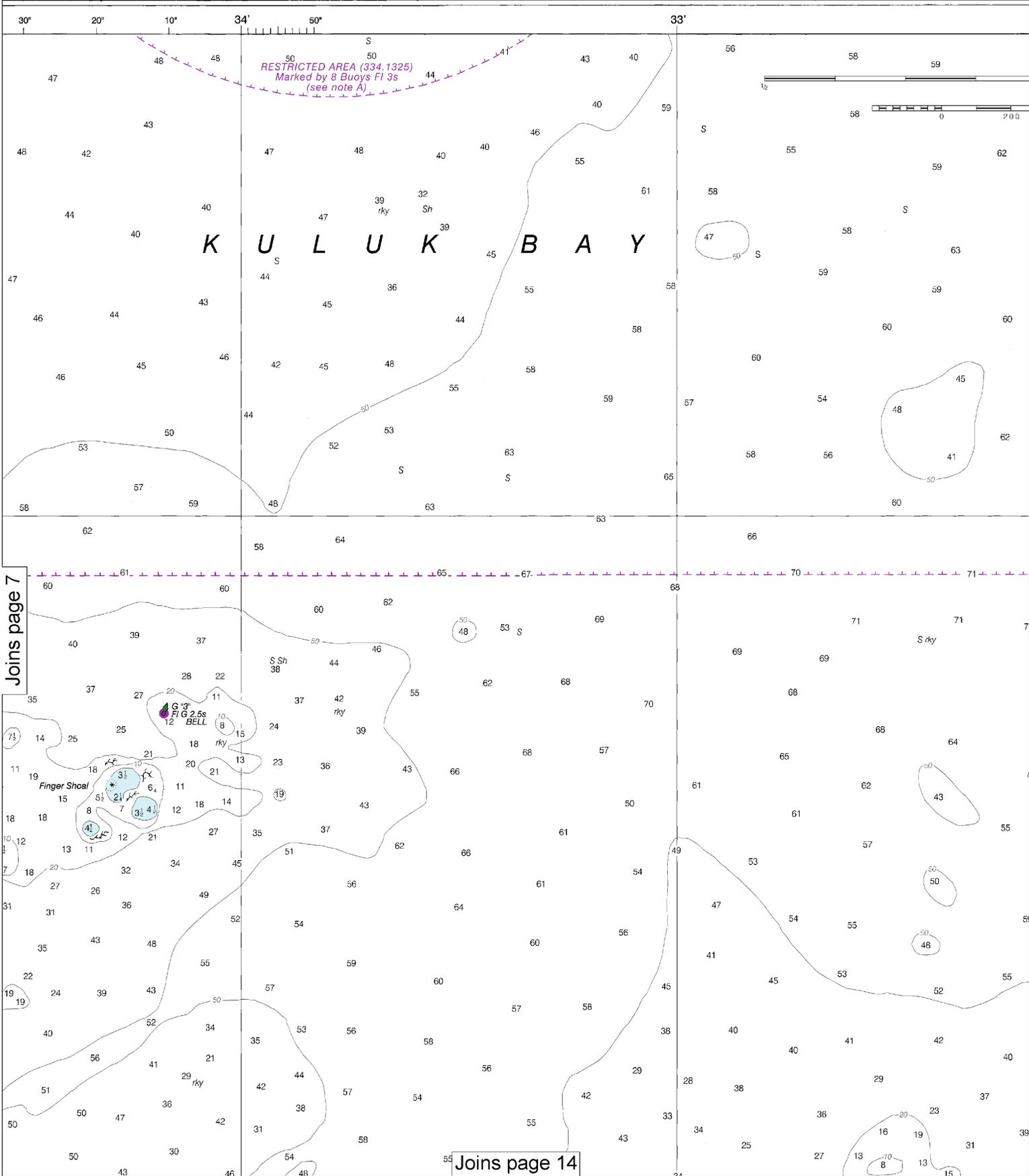
Note: Chart grid lines are aligned with true north.



Joins page 8

Joins page 13





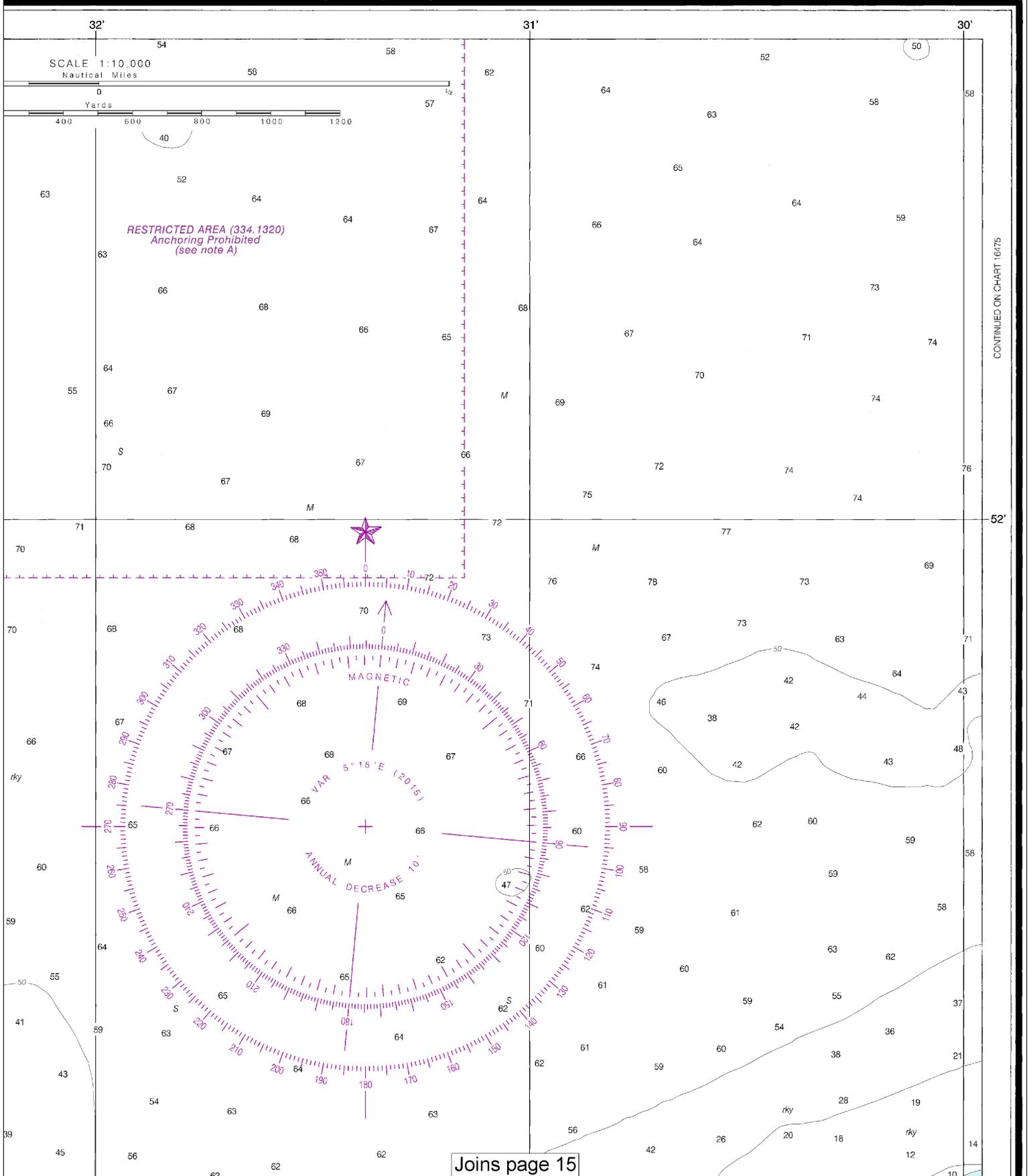
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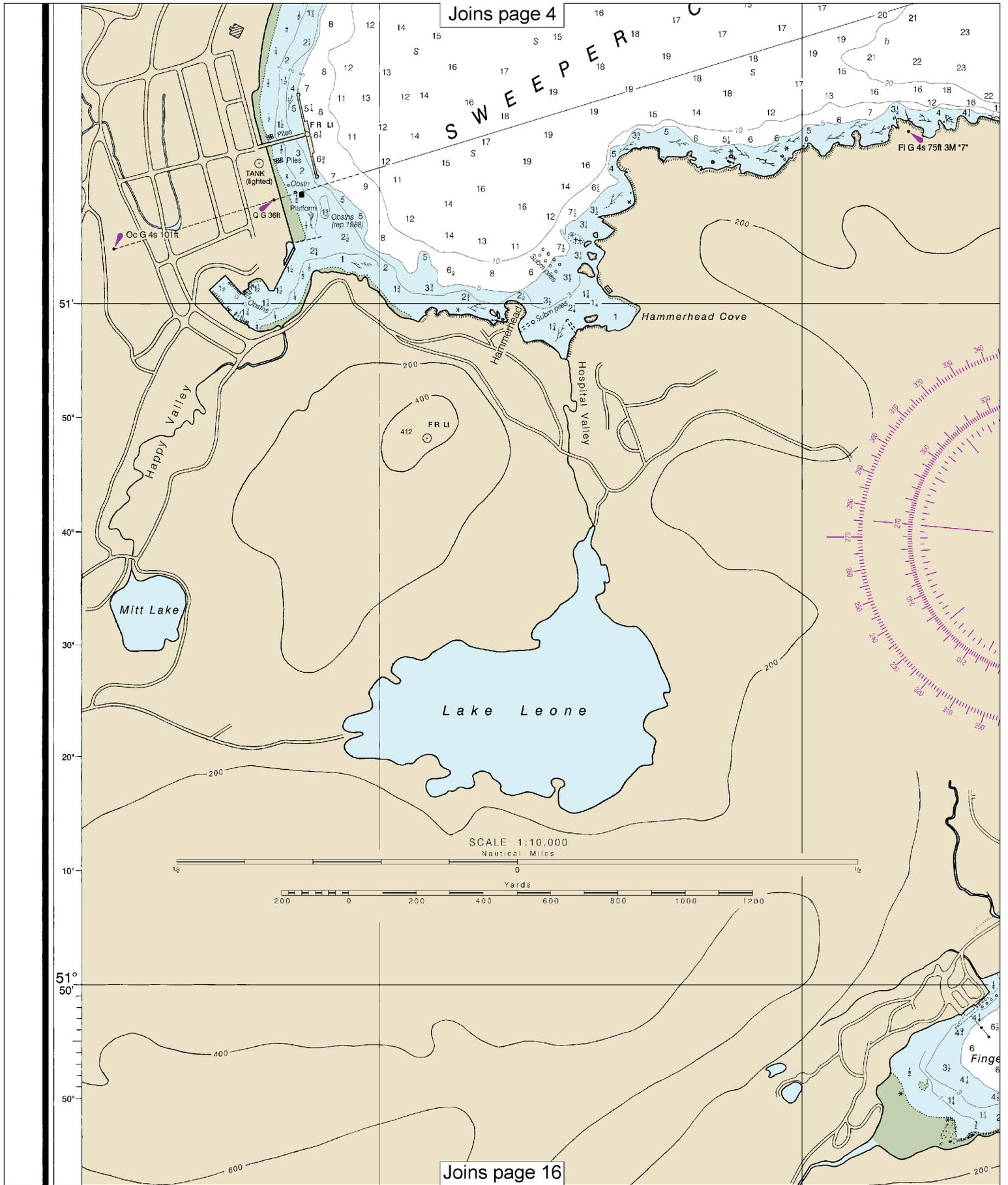
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SCALE 1:10,000

See Note on page 5.

SOUNDINGS IN FATHOMS



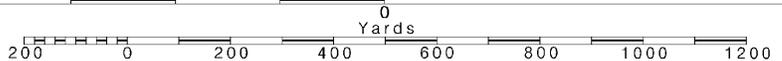


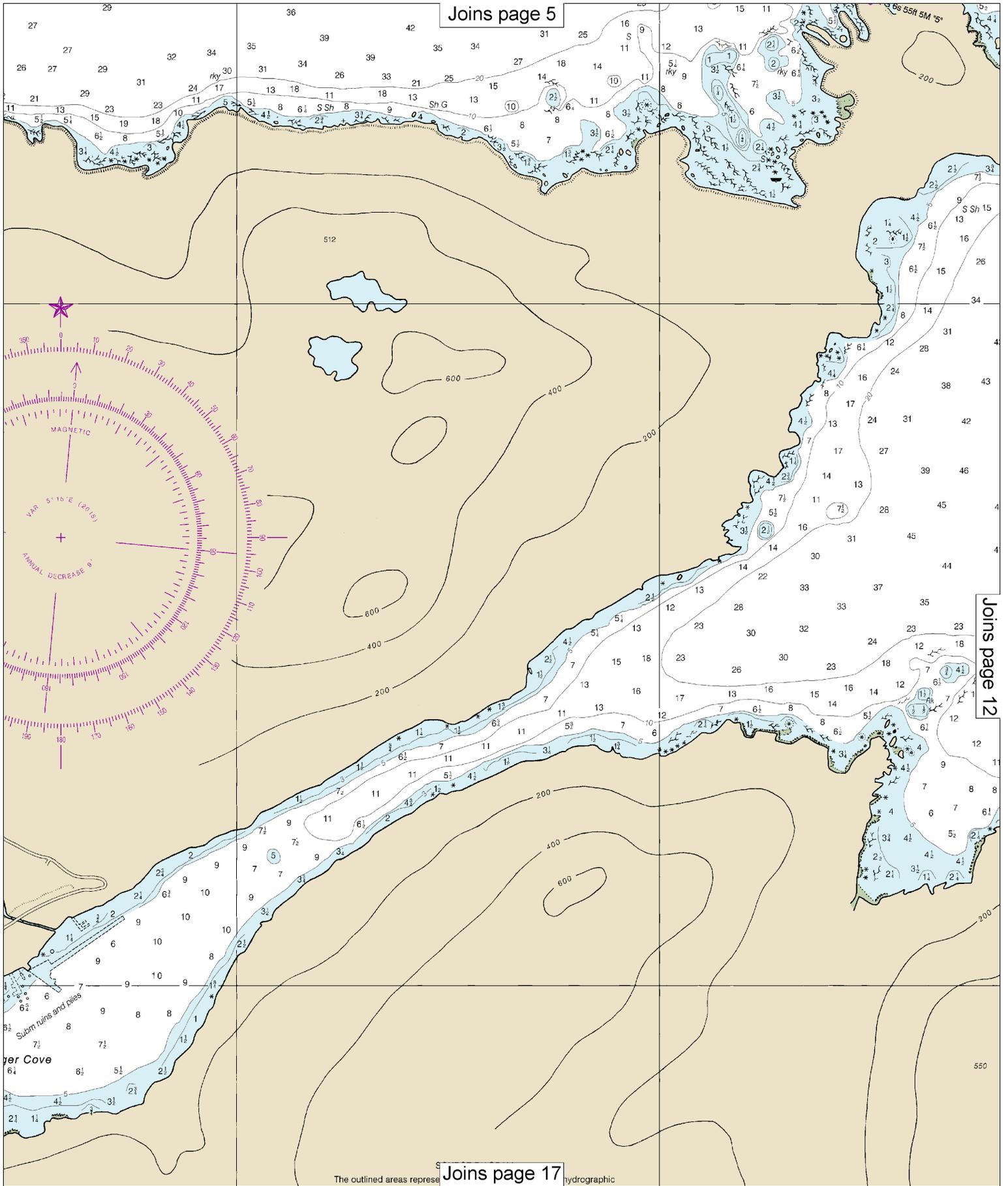
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Note: Chart grid lines are aligned with true north.

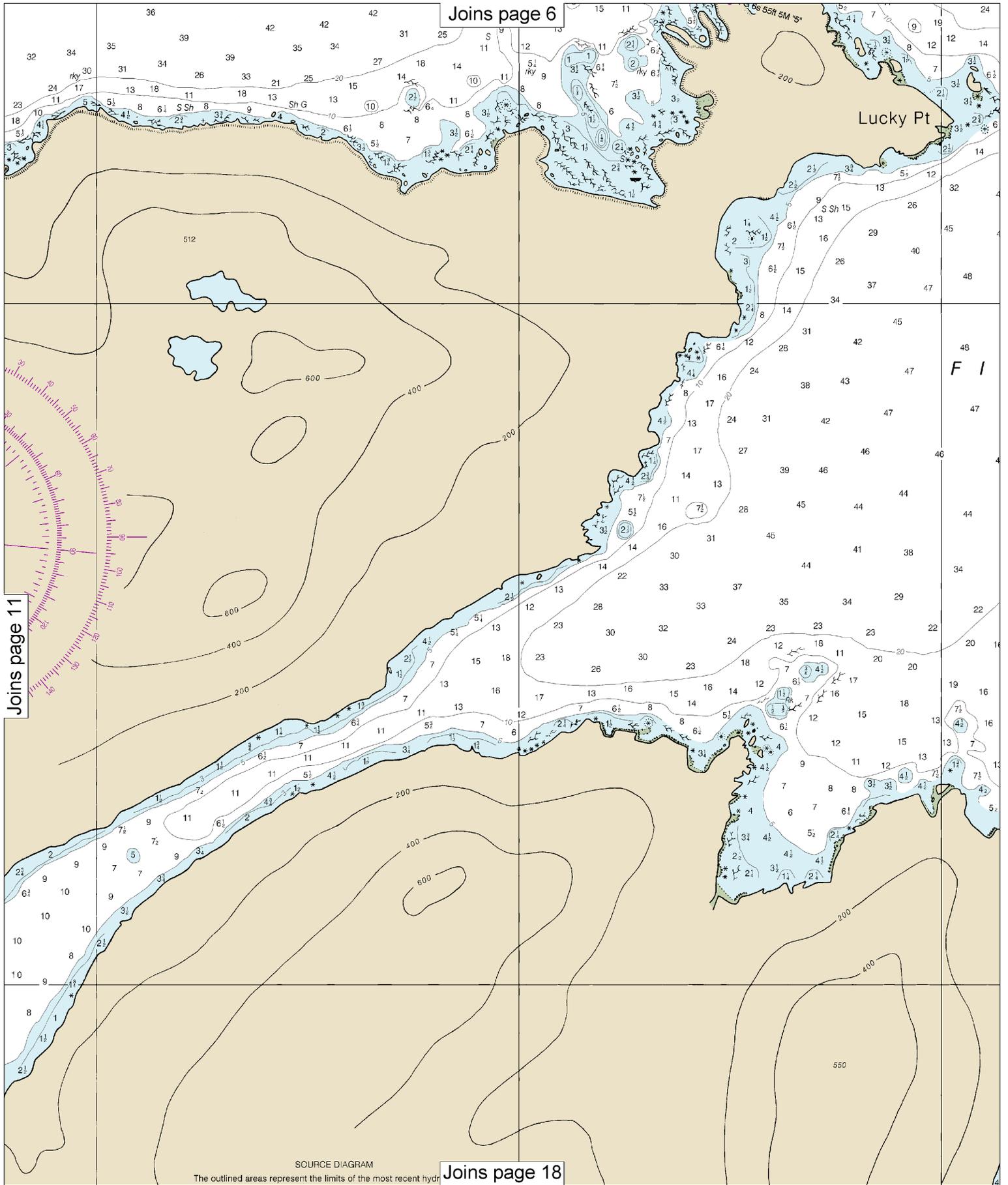
Printed at reduced scale. SCALE 1:10,000
Nautical Miles

See Note on page 5.





The outlined areas represent hydrographic



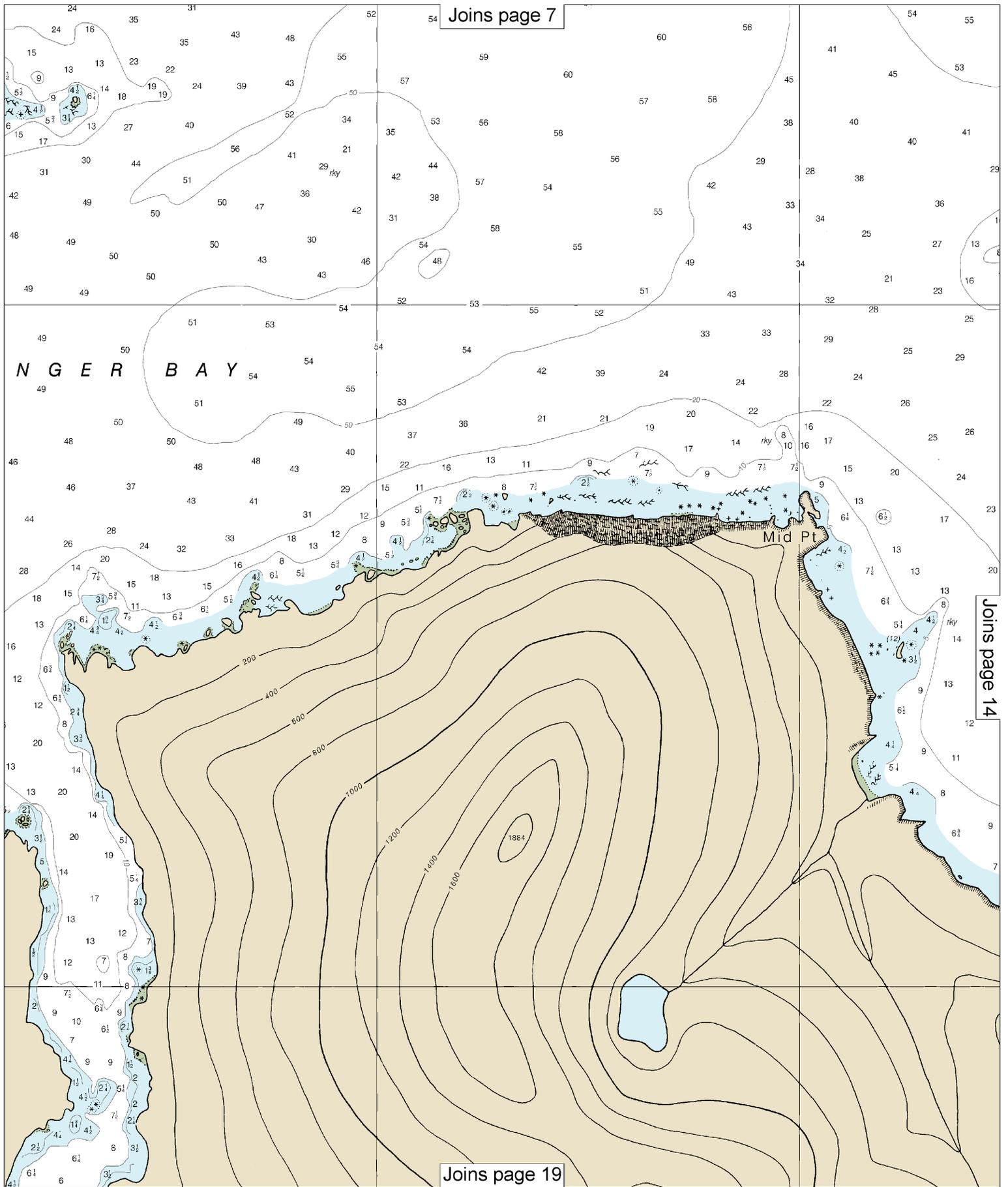
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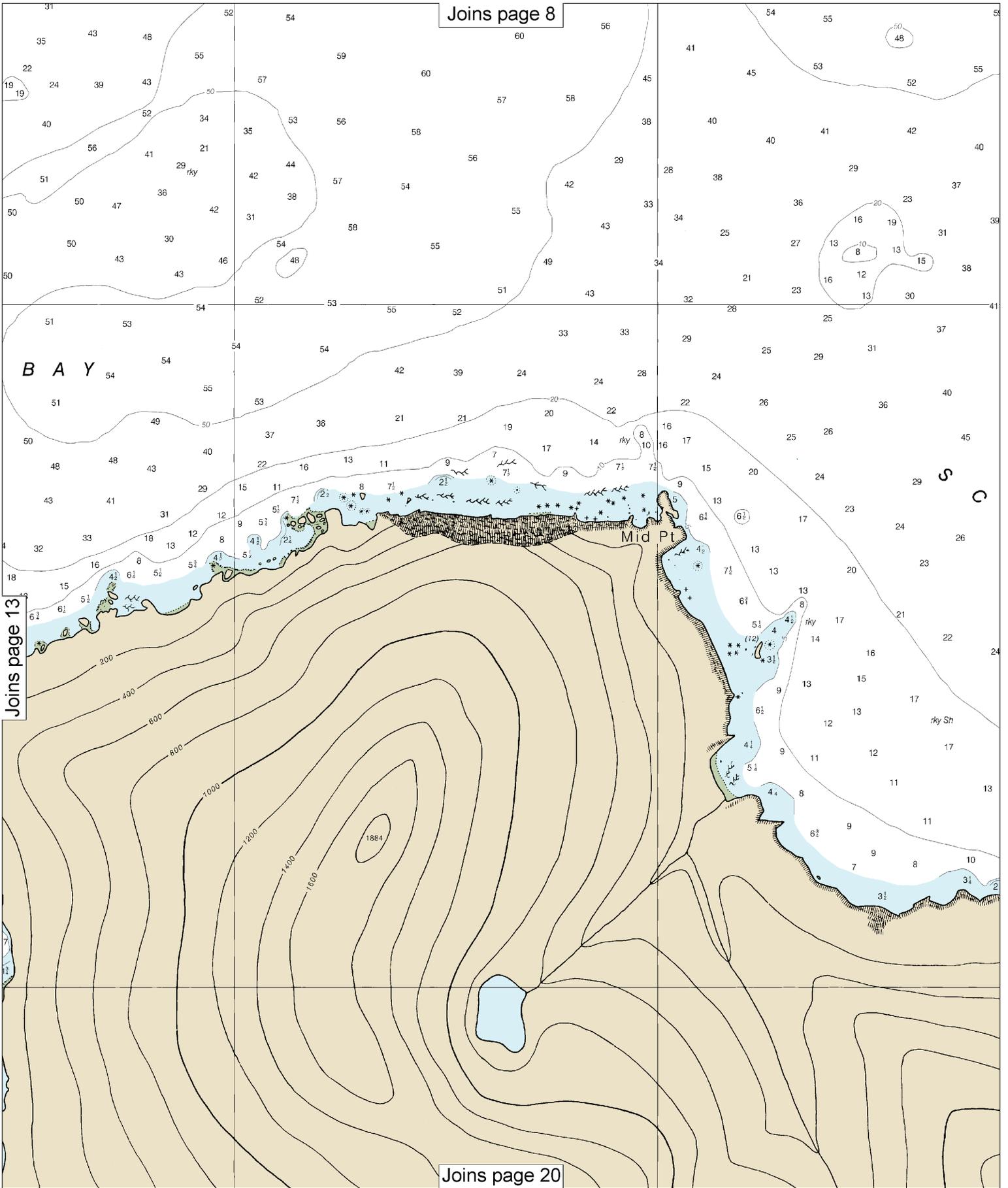
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Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.



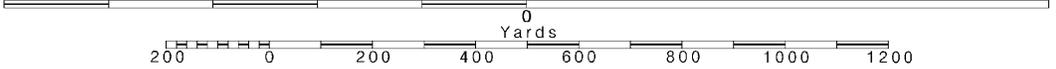




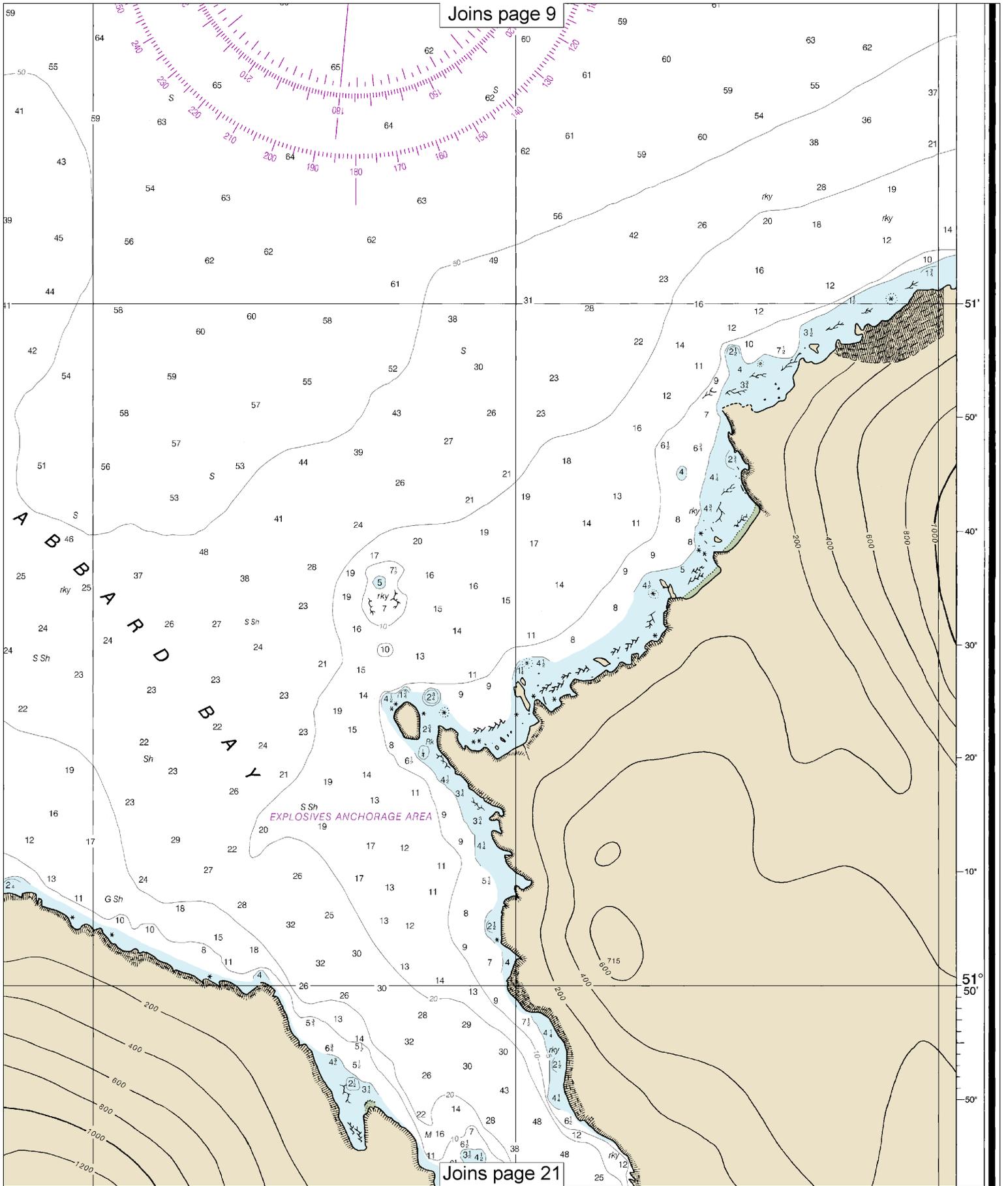
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Printed at reduced scale. SCALE 1:10,000

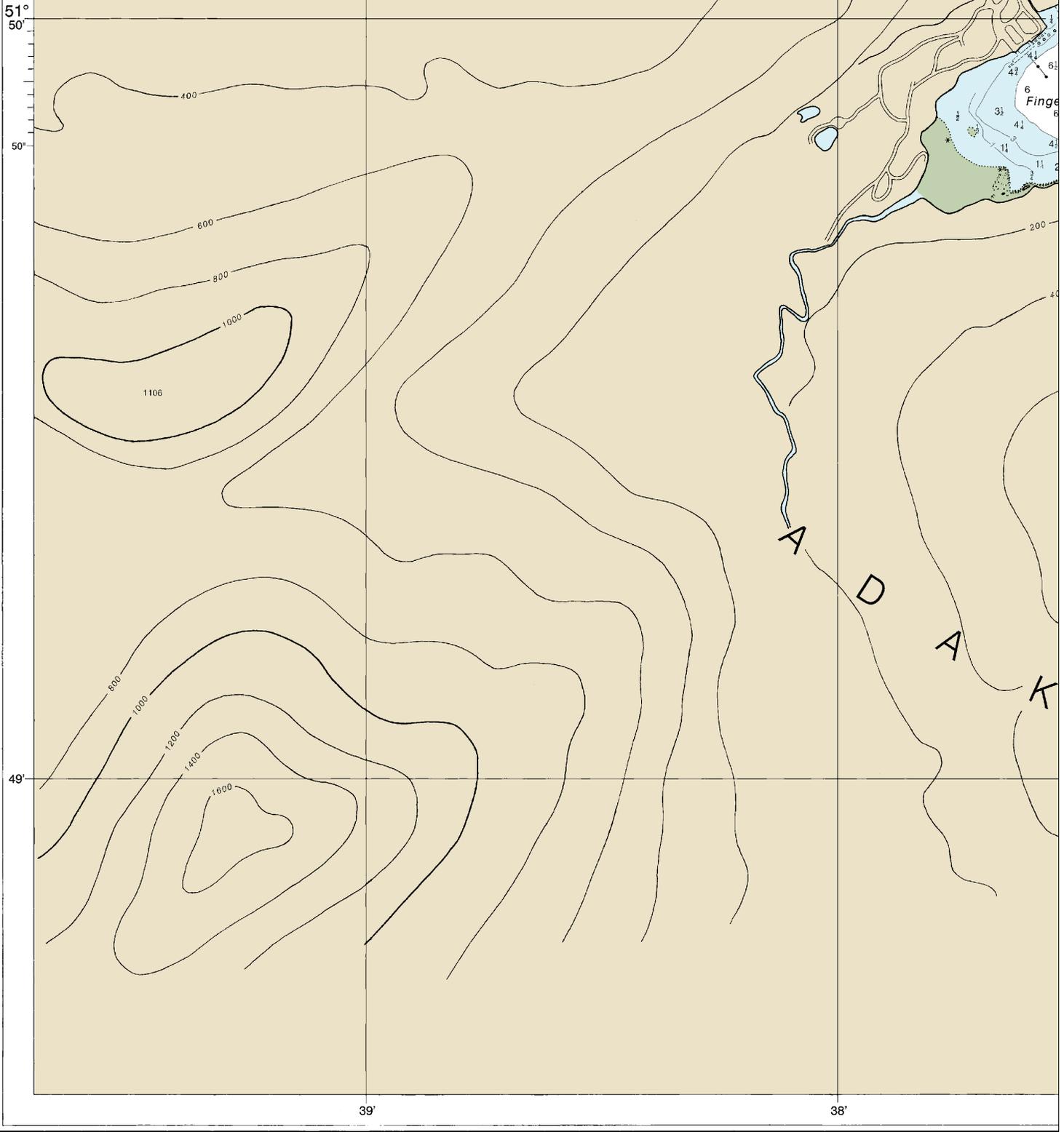
See Note on page 5.



Joins page 9



Joins page 10



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>.

16476

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

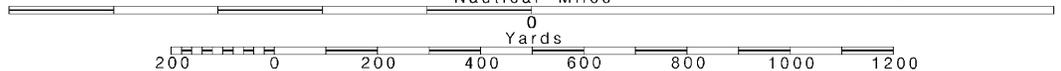
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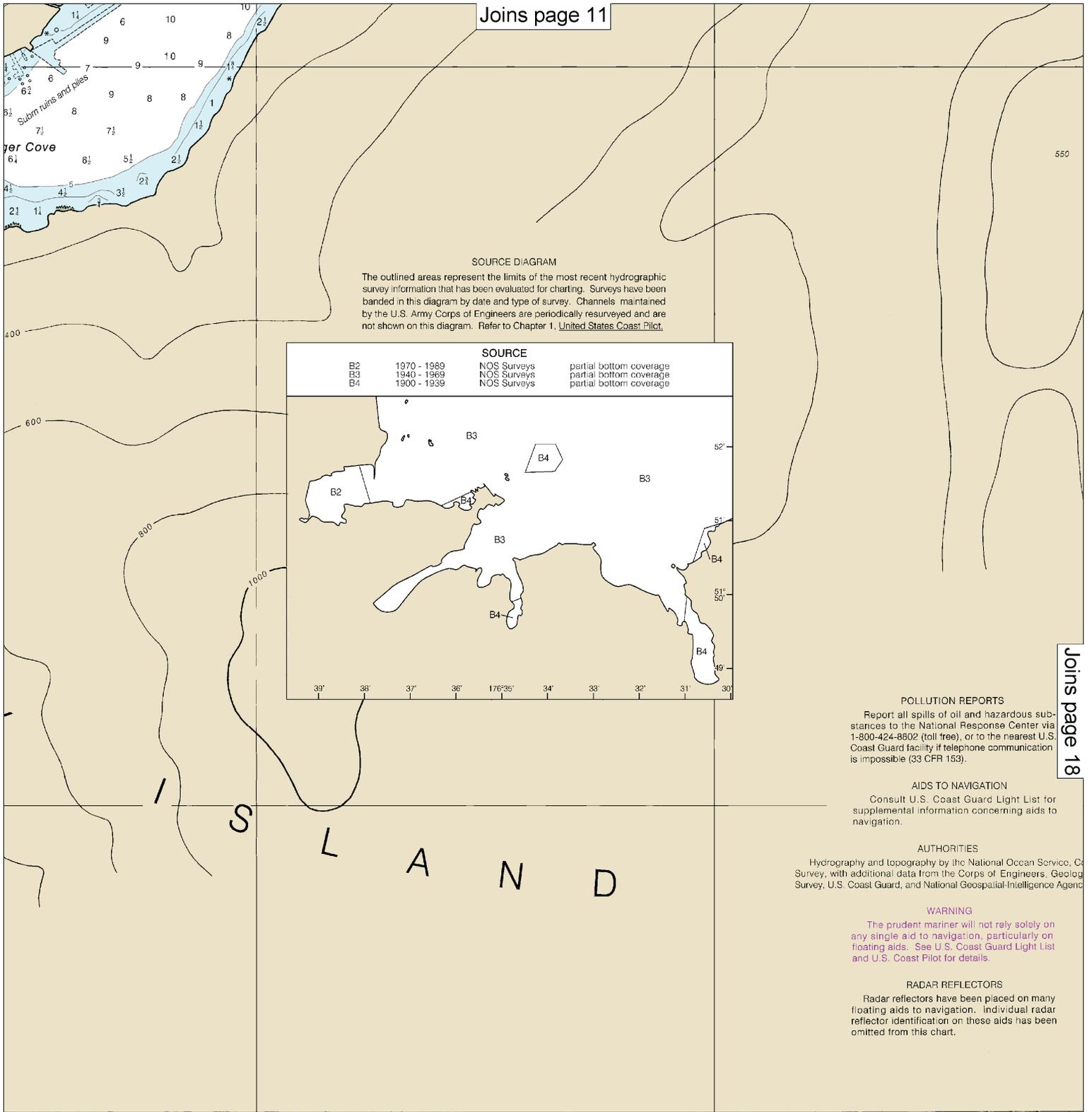
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.





POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8602 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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

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

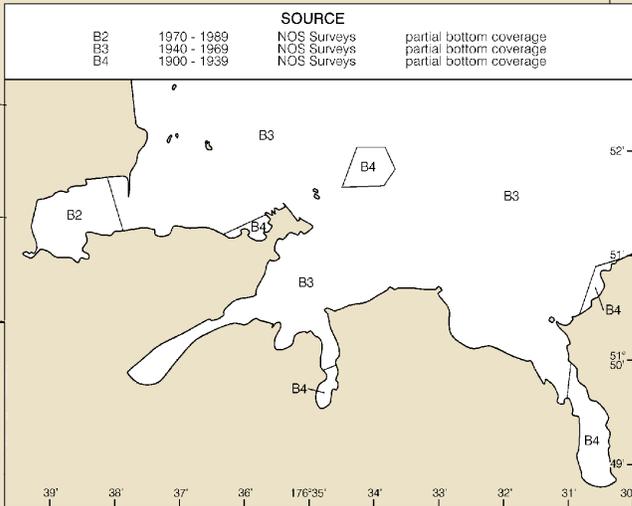
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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.

comments
t.htm.

SOUNDINGS IN FATHOMS

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.



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).

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

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.

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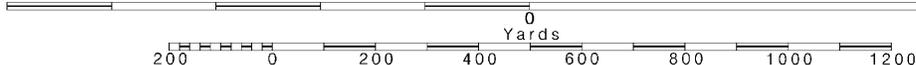
SOUNDINGS IN FATHOMS

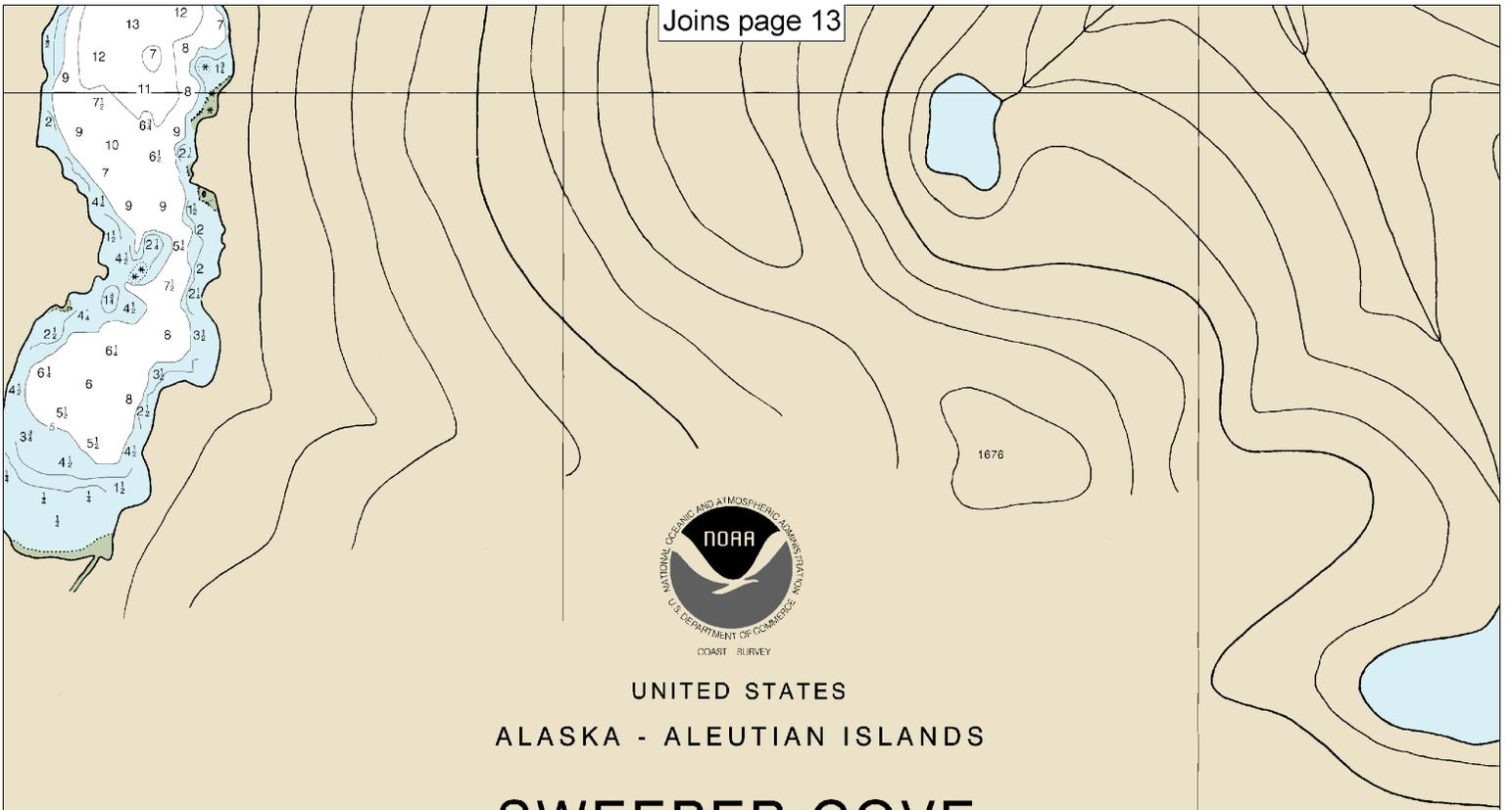
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Joins page 17

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 — See Note on page 5.





UNITED STATES
 ALASKA - ALEUTIAN ISLANDS
SWEEPER COVE
FINGER AND SCABBARD BAYS

ADAK ISLAND

Mercator Projection
 Scale 1:10,000 at Lat. 51°51'

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

CAUTION

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

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important 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

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 4.953" southward and 8.893" westward to agree with this chart.

Joins page 20

- NAN
- Sw
- Dash
- (Feb)
- ABBB
- Aids
- AERC
- Al
- B
- Bn
- C
- DIA
- F
- Fl
- Bottom
- Blde
- bk
- Cy
- Miscellaneous
- AUTH
- ED
- 21
- (2)

50° 40° 30° 20° 10° 34' 50' 33'

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



UNITED STATES
ALASKA - ALEUTIAN ISLANDS

SWEEPER COVE FINGER AND SCABBARD BAYS

ADAK ISLAND

Mercator Projection
Scale 1:10,000 at Lat. 51°51'

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

CAUTION

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

SUPPLEMENTAL INFORMATION

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

BE AVOIDED (ATBA)

This chart falls within an Area to be Avoided (ATBA) for vessels of 400 gross tonnage and upwards should avoid the Area. This ed (MSC IMO SN.1/Circ.331); at 0000 UTC, JAN 1, 2016.

HORIZONTAL DATUM

reference datum of this chart is the North American Datum of 1983 (NAD 83), which is considered equivalent to the World Geodetic System 1984 (WGS 84). Positions referred to the North American Datum of 1927 must be corrected an 11.41 meters southward and 8.893' westward from the NAD 83 datum.

TIDAL INFORMATION	
PLACE	(LAT/LONG)
Sweeper Cove	(51°52'N/174°50'W)
Dashes (---) located in datum columns indicate unavailable tide predictions, and tidal current predictions are available (Feb 2015)	
ABBREVIATIONS (For complete list of Symbols and Aids to Navigation (lights are white unless otherwise indicated))	
AERO aeronautical	G green
Al alternating	IQ interrupted quick
B black	iso isophase
Bn beacon	LT HO lighthouse
C can	M nautical mile
DIA diaphoric	m minutes
F fixed	MICRO TR microtransmitting
Fl flashing	Mkr marker
Bottom characteristics:	
Bldc boulders	Co coral
bk broken	G gravel
Cy clay	Grs grass
Miscellaneous:	
AUTH authorized	Obstn obstruction
ED existence doubtful	PA position approx
(2) Wreck, rock, obstruction, or shall swept object	(2) Rocks that cover and uncover, with heights

30° 20° 10° 34' 50' 33'

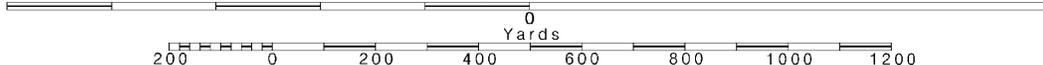
FATHOMS	1	2	3	4	5
FEET	6	12	18	24	30
METERS	1	2	3	4	5

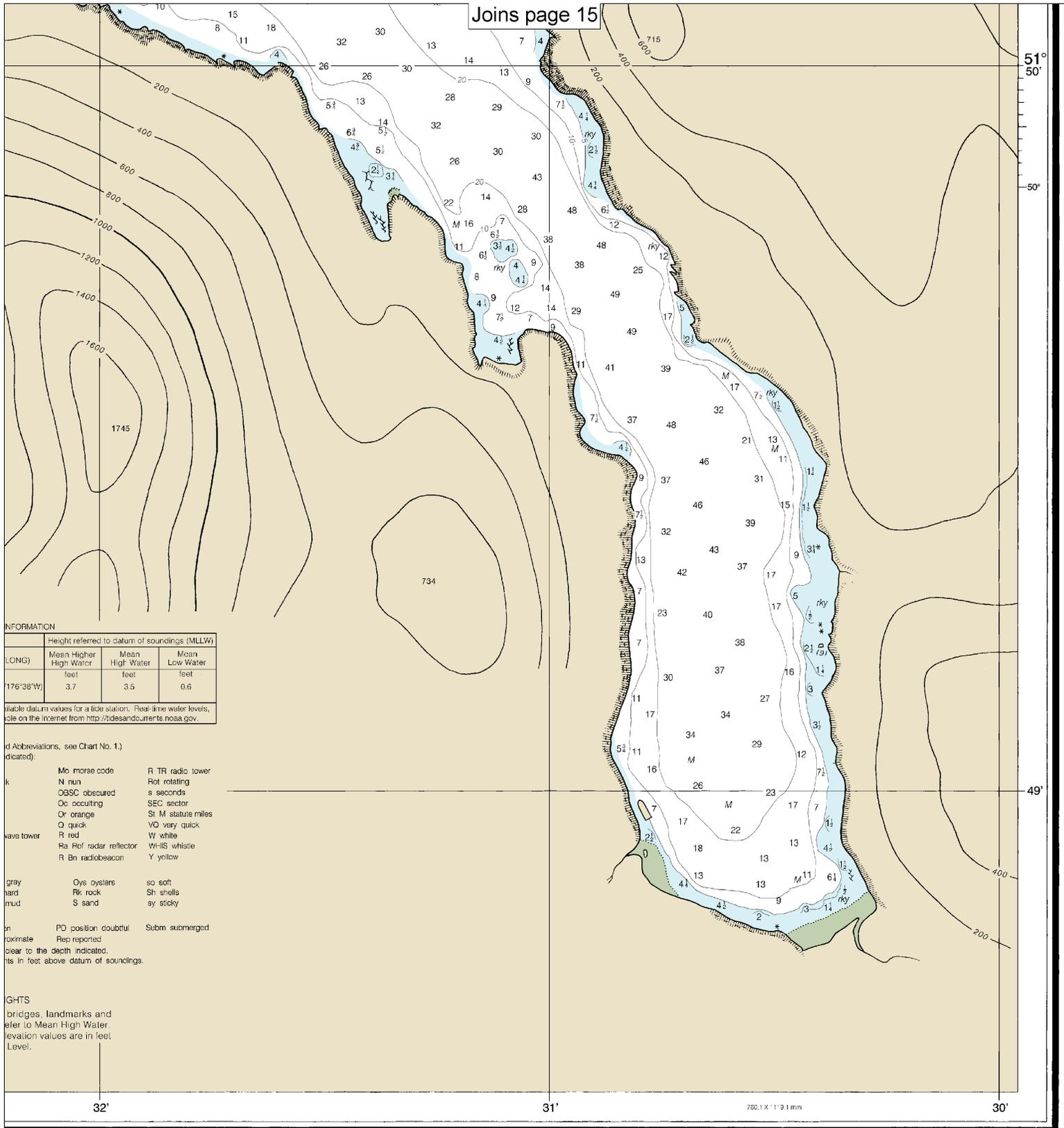


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.





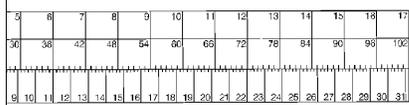
INFORMATION

LONG	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
176°38'W	3.7 feet	3.5 feet	0.6 feet

Reliable datum values for a tide station. Real-time water levels, tide on the internet from <http://tidesandcurrents.noaa.gov>.

- Abbreviations, see Chart No. 1.)
- Mo Morse code
 - N nun
 - OBSC obscured
 - Oc occulting
 - Or orange
 - Q quick
 - R red
 - Ra Rof radar reflector
 - R Bn radiobeacon
 - Y yellow
 - R TR radio tower
 - Rot rotating
 - s seconds
 - SEC sector
 - St M statute miles
 - VO very quick
 - W white
 - Wh-IS whistle
 - Y yellow

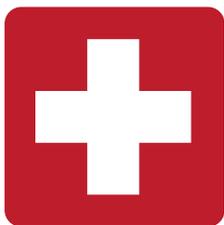
- Oys oysters
 - Rk rock
 - S sand
 - so soft
 - Sh shells
 - sy sticky
 - PD position doubtful
 - Rep reported
 - Subm submerged
- clear to the depth indicated.
- its in feet above datum of soundings.
- GHTS
bridges, landmarks and refer to Mean High Water. Elevation values are in feet Level.



Sweeper Cove, Finger and Scabbard Bays
SOUNDINGS IN FATHOMS - SCALE 1:10,000

16476





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.