

BookletChart™



Massacre Bay

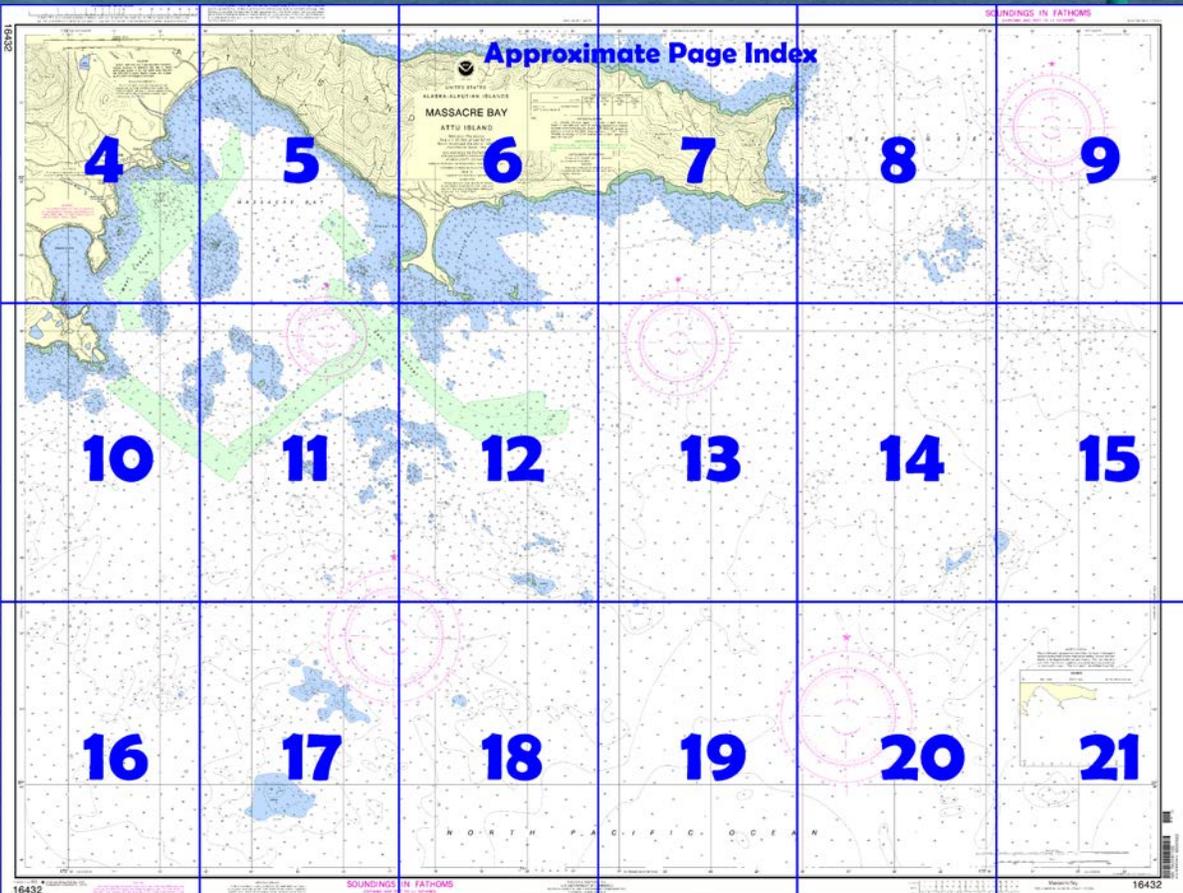
NOAA Chart 16432

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.

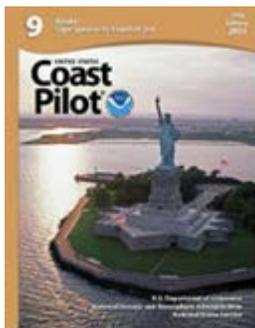
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16432>.



(Selected Excerpts from Coast Pilot)

Chirikof Point is the end of the long peninsula jutting E from Attu Island. This peninsula forms the N side of Massacre Bay and its approaches and the S side of Sarana Bay. It is mountainous and has several deep valleys running approximately N and S across it. Its shores are rock or boulders; it has rocky bluffs on the N shore, and like most of the land areas in the Aleutians, gentler slopes and fewer bluffs along the S shore. **Alexai Point**, midway along the S

side of the peninsula, is flat and low with sand beaches in the E and W bights. Foul areas surround this point for 1 mile. The channel to Massacre Bay passes 0.8 mile SW of this point.

As a rule the peaks on Attu Island are clouded in and are of little use to the navigator in making a landfall. Peaks on the peninsula are no exception to this rule. The lower hills and summits on Chirikof Point are frequently clear when the peaks are cloud covered and consequently a landfall here is not as difficult. The end of the point is paralleled by a ridge of varying elevation, more or less crescent shaped, that extends from the SE to the NE extremities of the point. The highest part of this ridge is a peak 1,315 feet high, approximately at the center of the point (N and S). The ridge terminates at its NE end in **Buchanan Point**, a prominent knob and headland 320 feet high. To the S and SE of the summit, the ridge slopes down to a prominent 755-foot knob-topped hill and then drops still lower to a flat ridge carrying out E to the end of **McCloud Head**.

A prominent black islet, 10 feet high, is about 0.5 mile NNE of Buchanan Point. Low rock ledges, mostly bare at high water, make out in an E direction from the S part of the point. A fair anchorage in 15 to 25 fathoms, sand bottom, can be had in the bight between the two extremities of the point with good protection in SW to NW weather. A 2-foot-high rocky islet is 2.4 miles ESE from McCloud Head. E, S, and SW of this islet for 0.8 mile are shoal areas of 7 to 10 fathoms. No dangers were found except close in to the islet, but the area should be avoided and the rocky islet approached no closer than 1 mile as the bottom is ragged and currents are strong. A safe channel exists W of this islet and 1 mile E of McCloud Head.

Reefs and kelp patches extend off the shoreline between Alexai Point and McCloud Head to a distance of 0.5 mile. Anchorage can be had under this shore inside the 20-fathom curve, having due regard for the charted foul areas. The bottom is hard, however. A prominent waterfall on this shore is about mid-distance between the two points.

Massacre Bay, on the S side of Attu Island 6 miles W of Chirikof Point, is 4 miles wide between Alexai Point on the E and **Murder Point** on the W, and recedes for about 3.5 miles in a N direction. Numerous shoal areas obstruct the bay but wire-dragged channels lead to the harbors.

Caution.—Earthquake activity, in 1975, in the Attu Island area has caused a bottom uplift of 4 to 7 feet at various locations in Massacre Bay. Until more complete information is developed, mariners are advised to exercise extreme caution as depths may vary from those charted and mentioned in the Coast Pilot.

Anchorage in Massacre Bay can be had in 10 to 20 fathoms; the bottom is volcanic ash and sand with some clay. The bay is protected on the N, E, and W by Attu Island, and in S weather heavy swells are broken up by off-lying reefs.

It was reported that the piers at the head of Massacre Bay and in **Pyramid Cove** were in ruins at the surfline, and only the pier in **Navy Cove**, close NE of Pyramid Cove, was usable in this area. Numerous obstructions were reported to exist in Pyramid Cove and in the rest of the bay. Shallow-draft craft can tie up to dolphins behind the breakwater in the SW part of **Casco Cove**, which is midway between Pyramid Cove and Murder Point, 2.3 miles to the S.

Pilotage, Attu Island.—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.)

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Juneau Commander
17th CG District (907) 463-2000
Juneau, Alaska

Table of Selected Chart Notes

Corrected through NM Nov. 8/03
Corrected through LNM Oct. 21/03

HEIGHTS

Heights in feet above Mean High Water.

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).

CAUTION

Numerous obstructions are reported to exist in Pyramid Cove and Massacre Bay.

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.

For Symbols and Abbreviations see Chart No. 1

AUTHORITIES

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

CAUTION

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

ATTU ISLAND

Mercator Projection
Scale 1:25,000 at Lat.52°46'
North American Datum of 1983
(World Geodetic System 1984)

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

CAUTION

Bottom uplift from 4 to 7 feet has been reported in various locations of Massacre Bay due to recent earthquake activity in the Attu Island area. Mariners are cautioned to expect depths shallower than charted, as the extent of change is not known.

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 5.914' southward and 10.901' westward to agree with this chart.

WIRE DRAGGED AREAS

The area tinted green was swept in 1944-53 for previously undetected dangers to navigation. All dangers found are shown on this chart.

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS corrections subsequent to the date shown in the lower left hand corner is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SOURCE DIAGRAM 46

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.

TIDAL INFORMATION

Name	Place (LAT./LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Massacre Bay	(52°50'N/173°12'E)	3.3 feet	— feet	— feet	-3.0 feet
NOTE: The tide is chiefly diurnal.					

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

NOAA and its partner, OceanGrafix, offer this chart update and critical corrections. Charts are printed when ordered. Editions are available 5-8 weeks before their release as trad about Print-on-Demand charts or contact NOAA at 1-800 help@NauticalCharts.gov, or OceanGrafix at 1-877-8 help@OceanGrafix.com.

16432

173° 10' East Longitude

11'

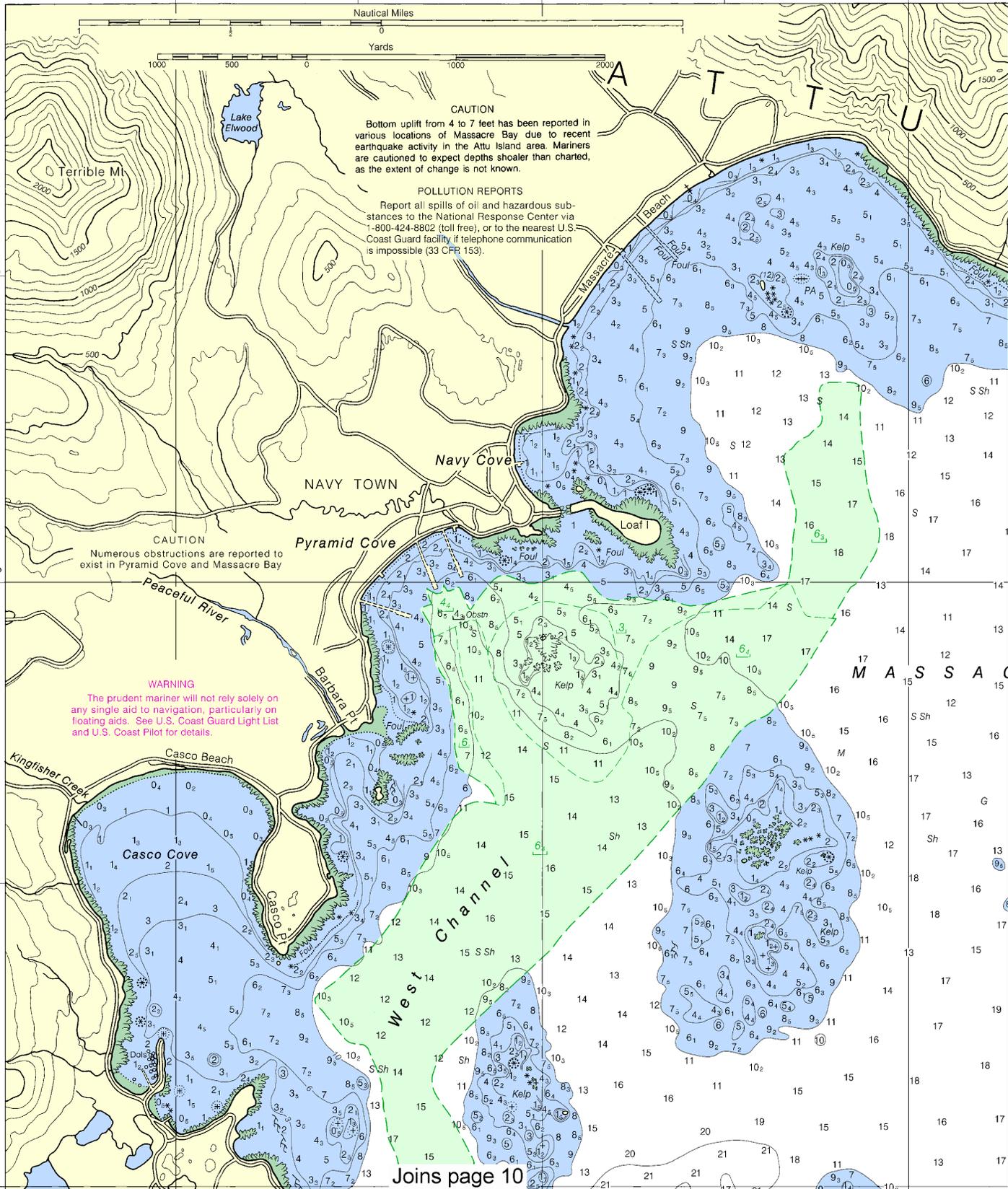
12'

13'

14'

Nautical Miles

Yards



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POLLUTION REPORTS
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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.

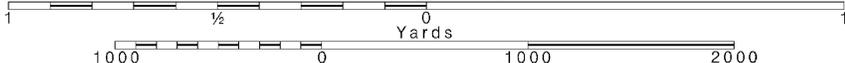
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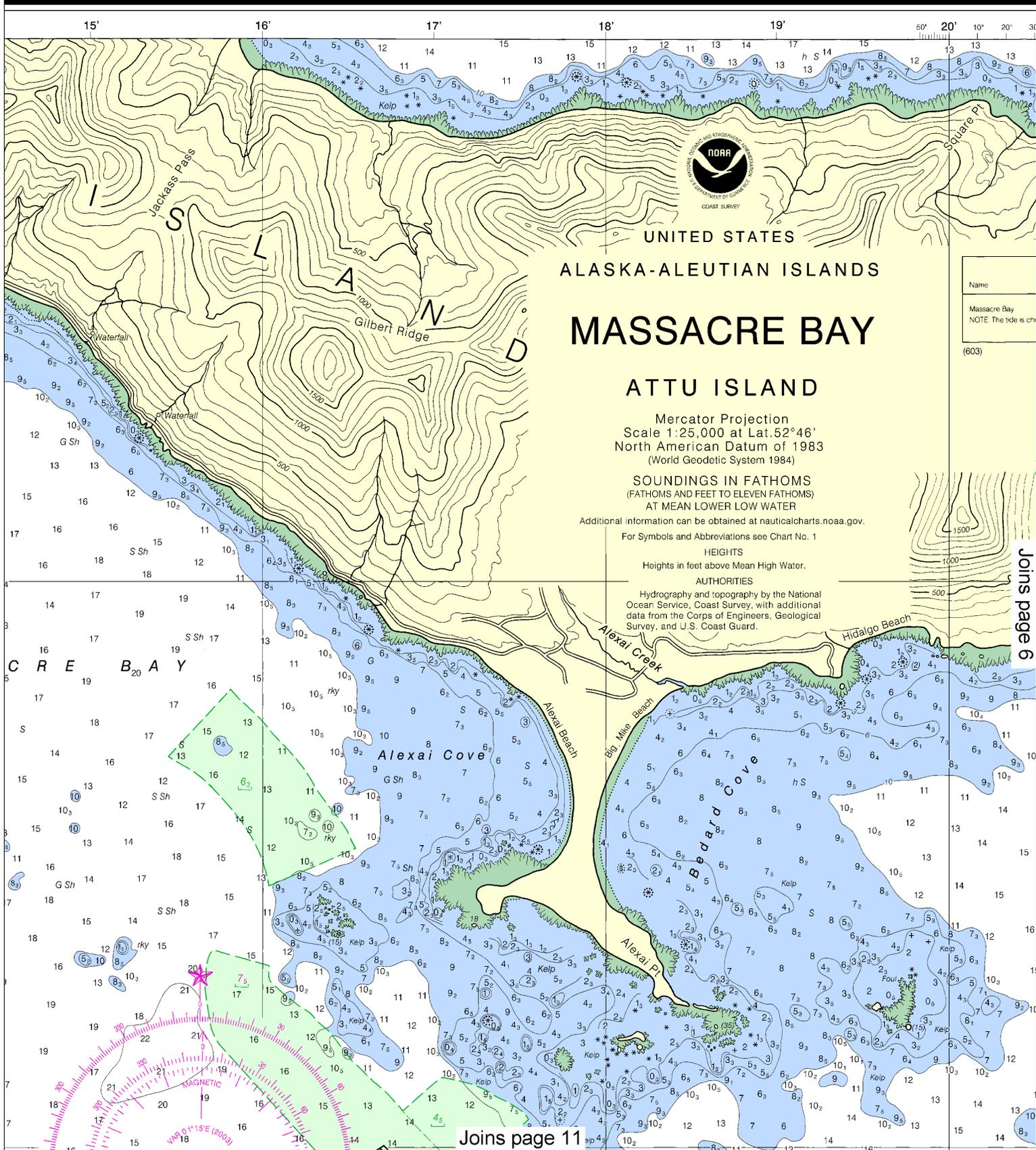
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000

See Note on page 5.





UNITED STATES
ALASKA-ALEUTIAN ISLANDS
MASSACRE BAY
ATTU ISLAND

Mercator Projection
Scale 1:25,000 at Lat. 52°46'
North American Datum of 1983
(World Geodetic System 1984)

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

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

For Symbols and Abbreviations see Chart No. 1

HEIGHTS
Heights in feet above Mean High Water.

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

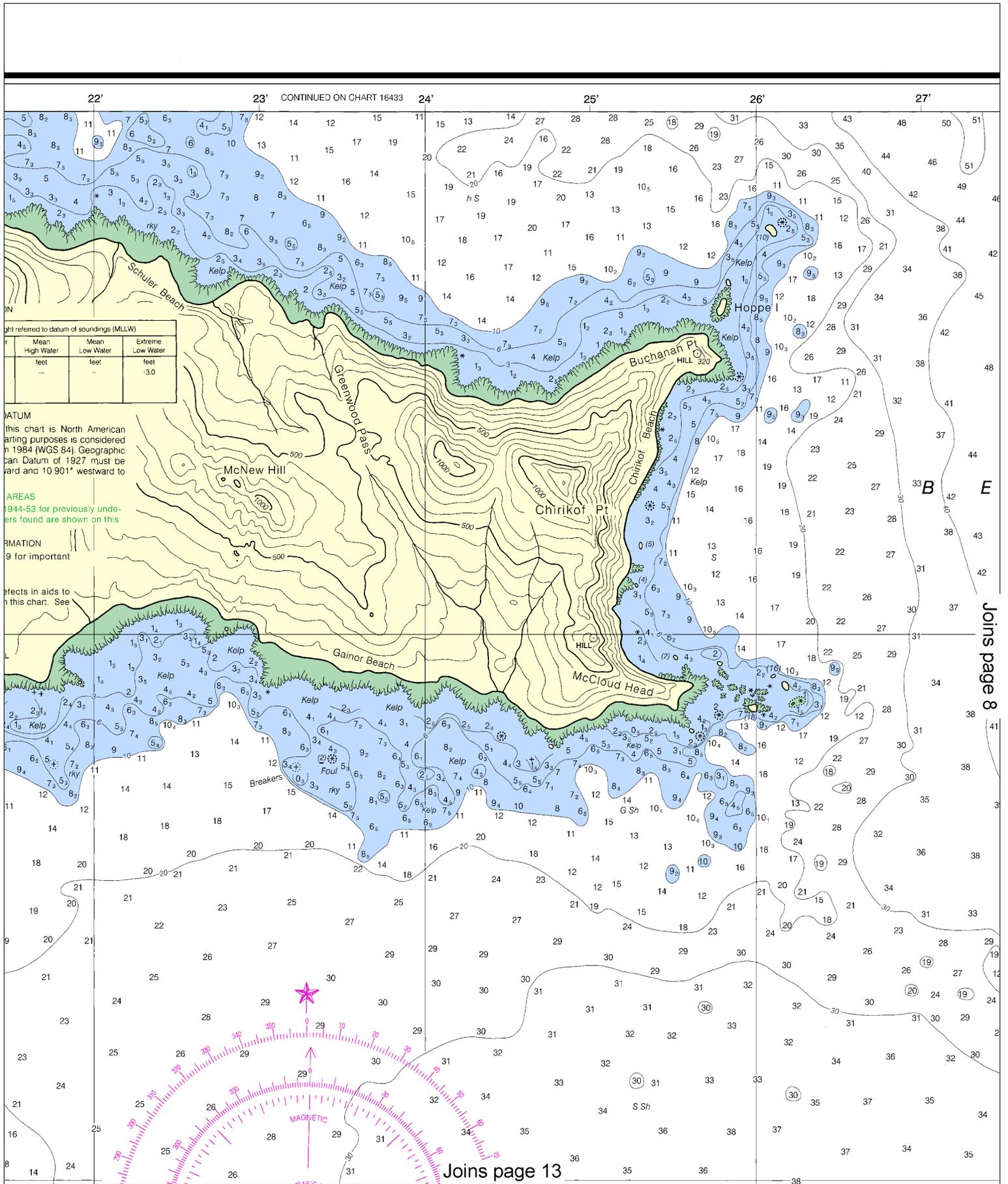
Name
Massacre Bay
NOTE: The tide is chn
(603)

Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:33333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

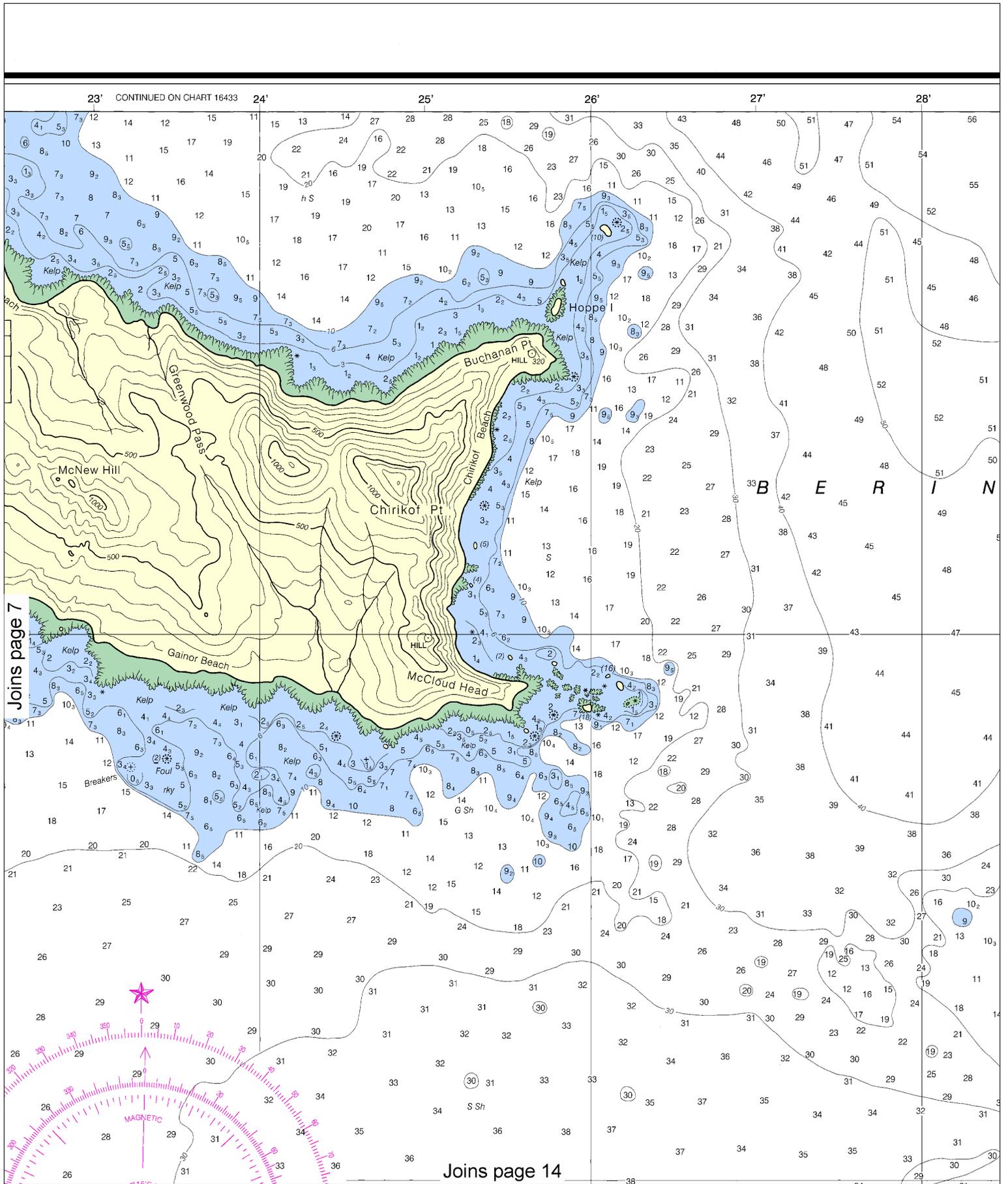




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Joins page 13

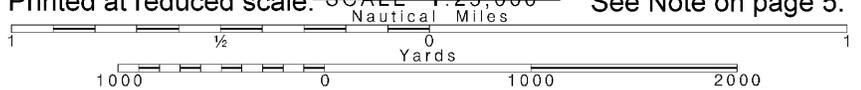




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Note: Chart grid lines are aligned with true north.

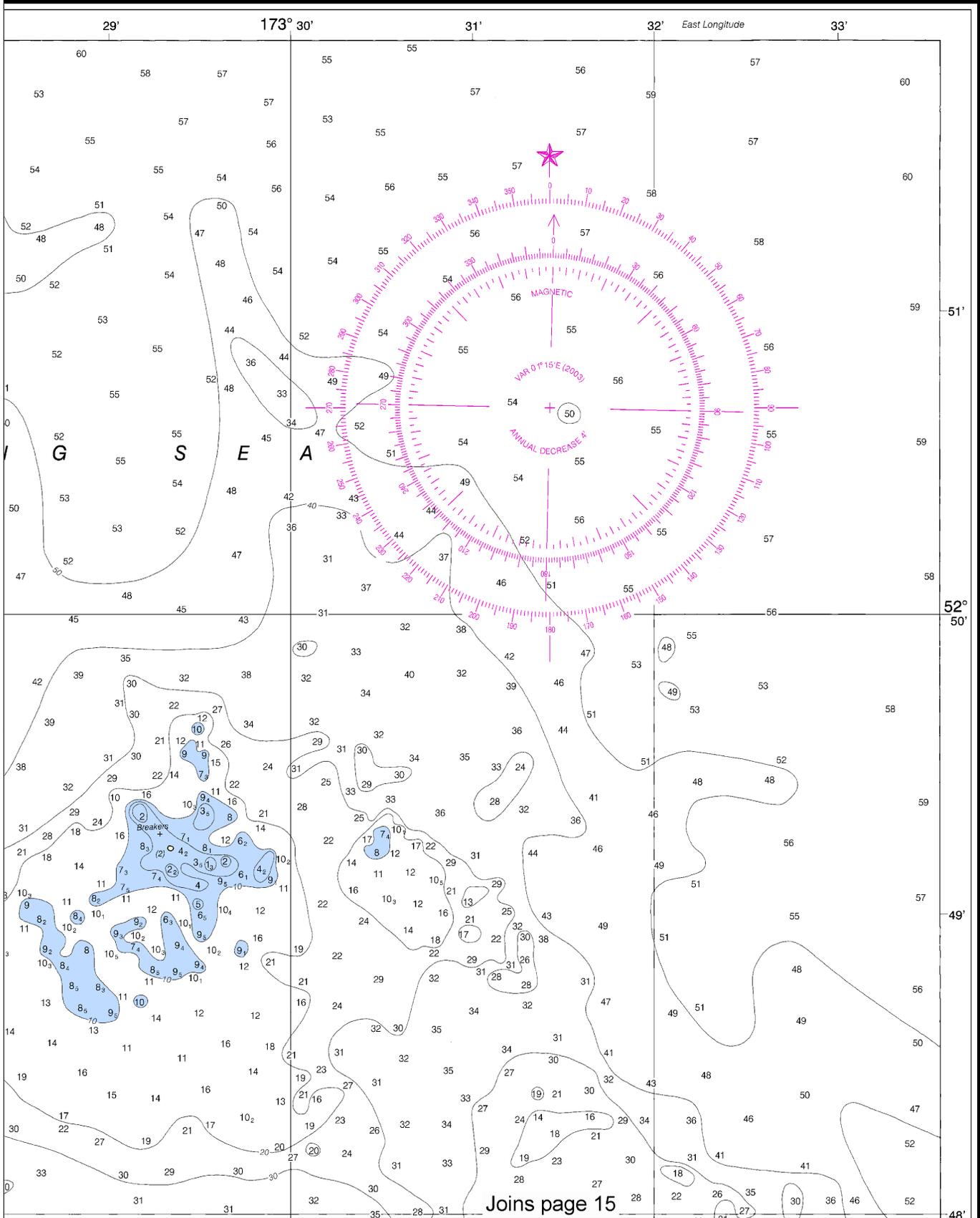
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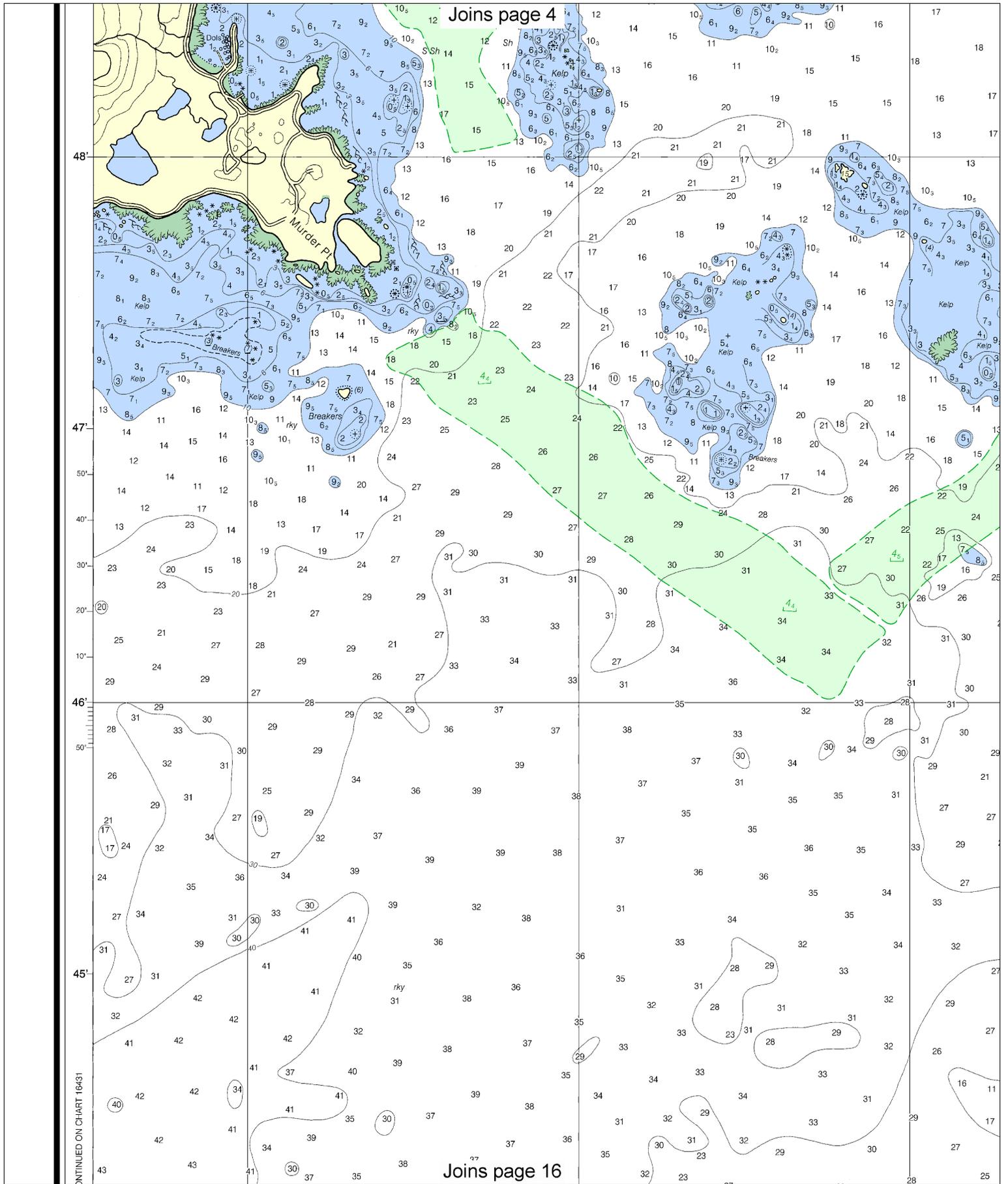


SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Nautical Chart Catalog No 3, Panel A



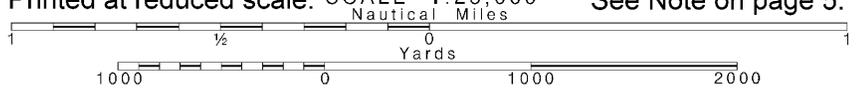


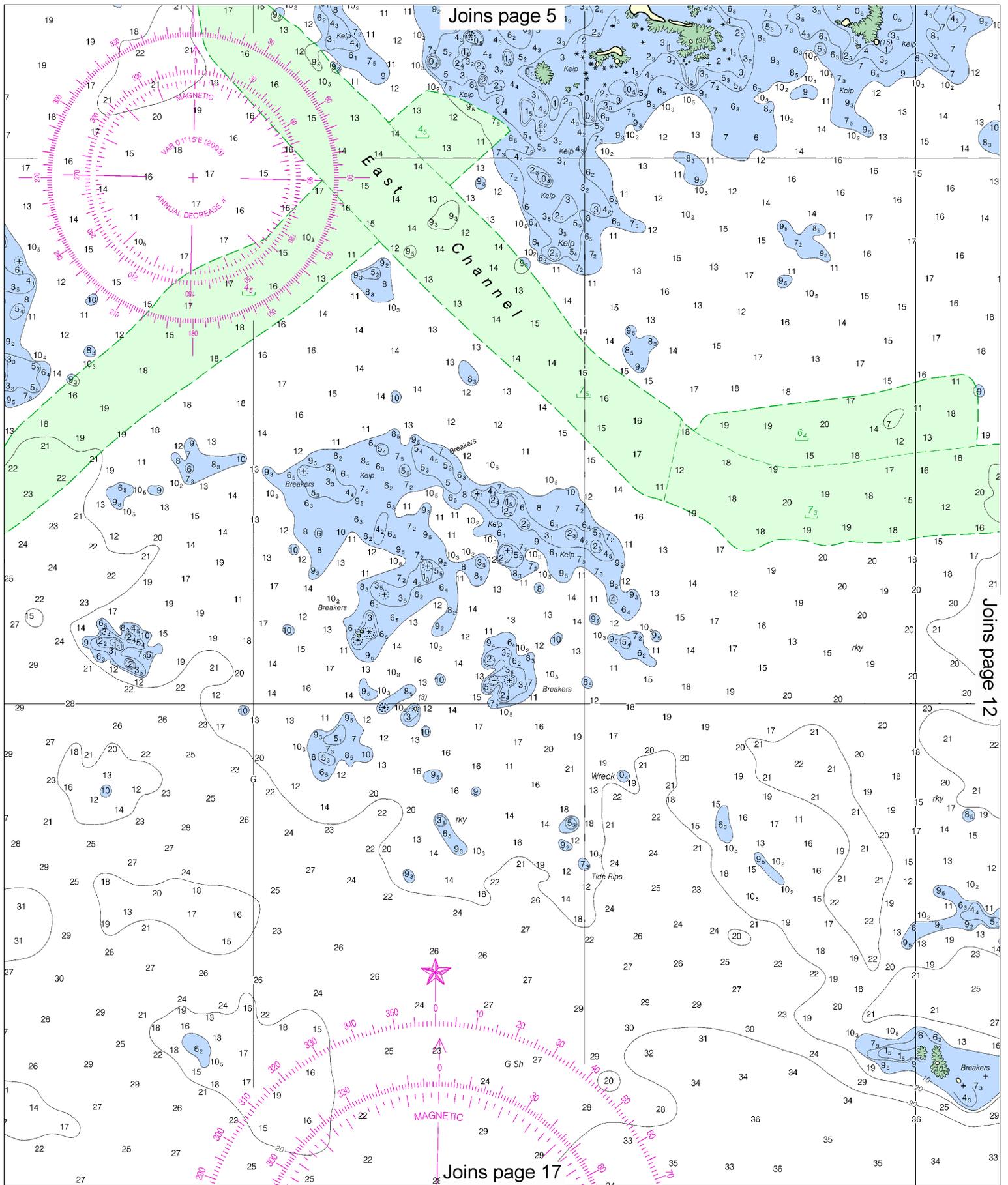
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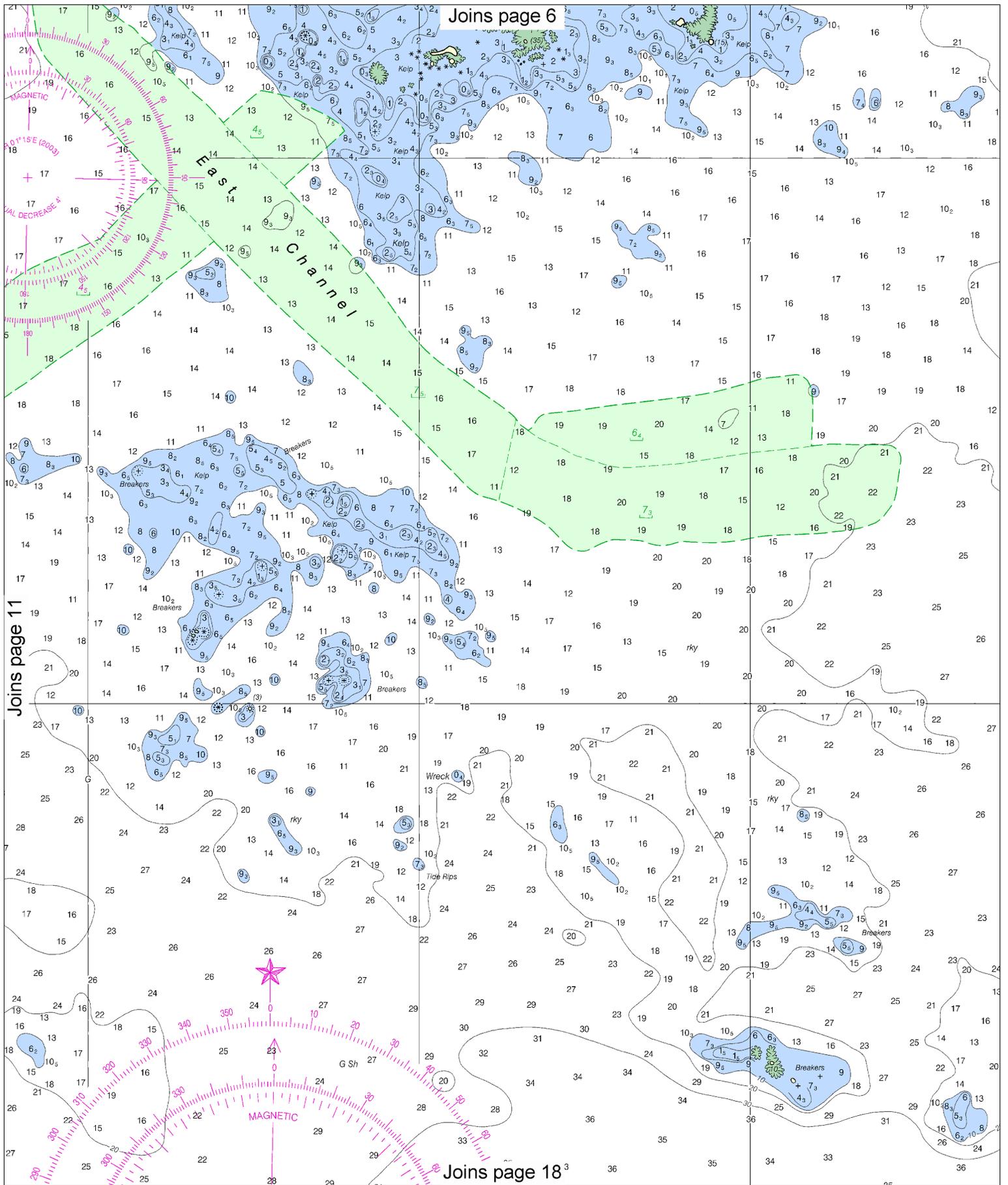
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.







Joins page 6

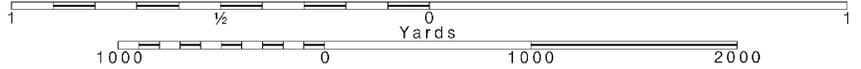
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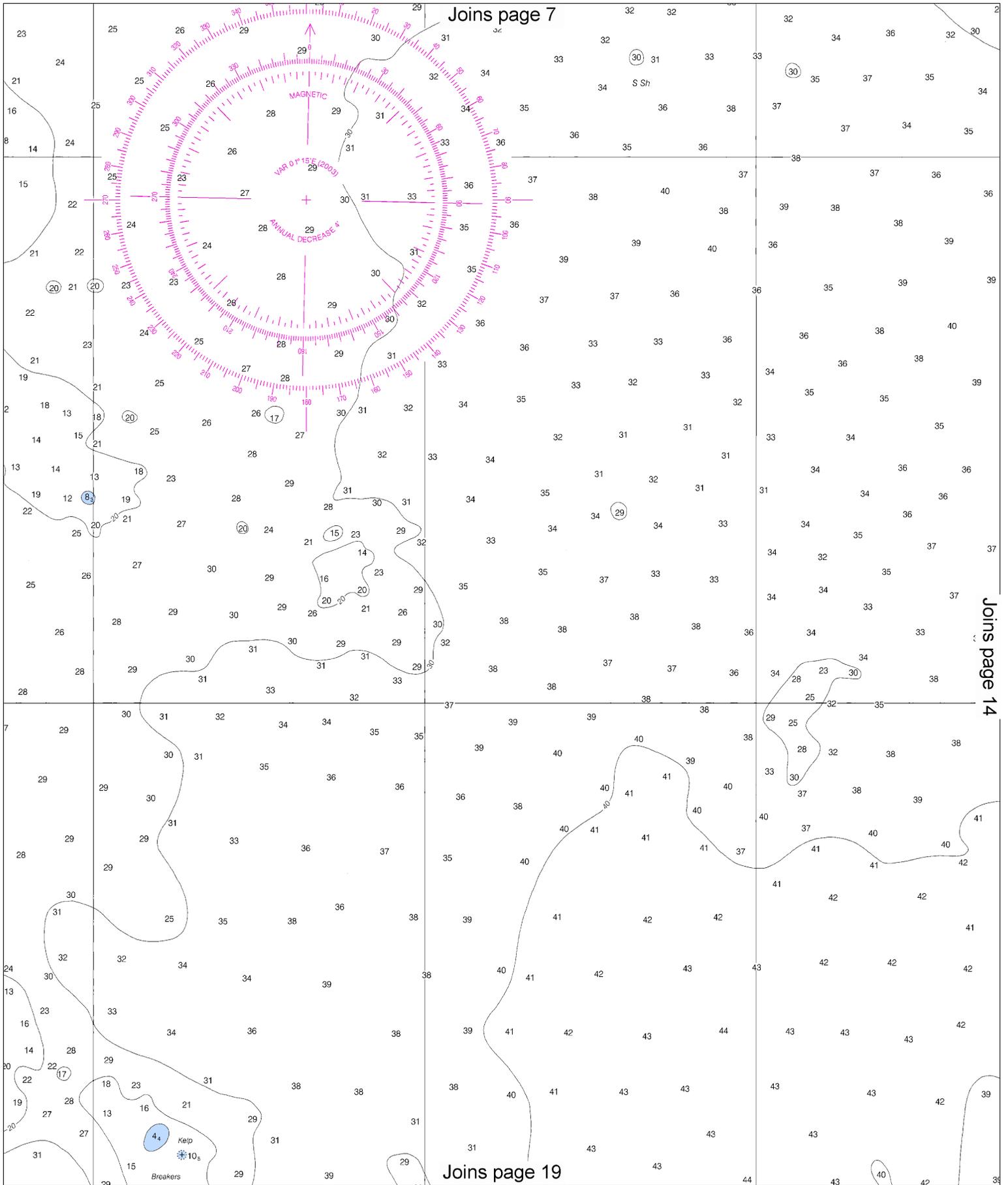
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Note: Chart grid lines are aligned with true north.

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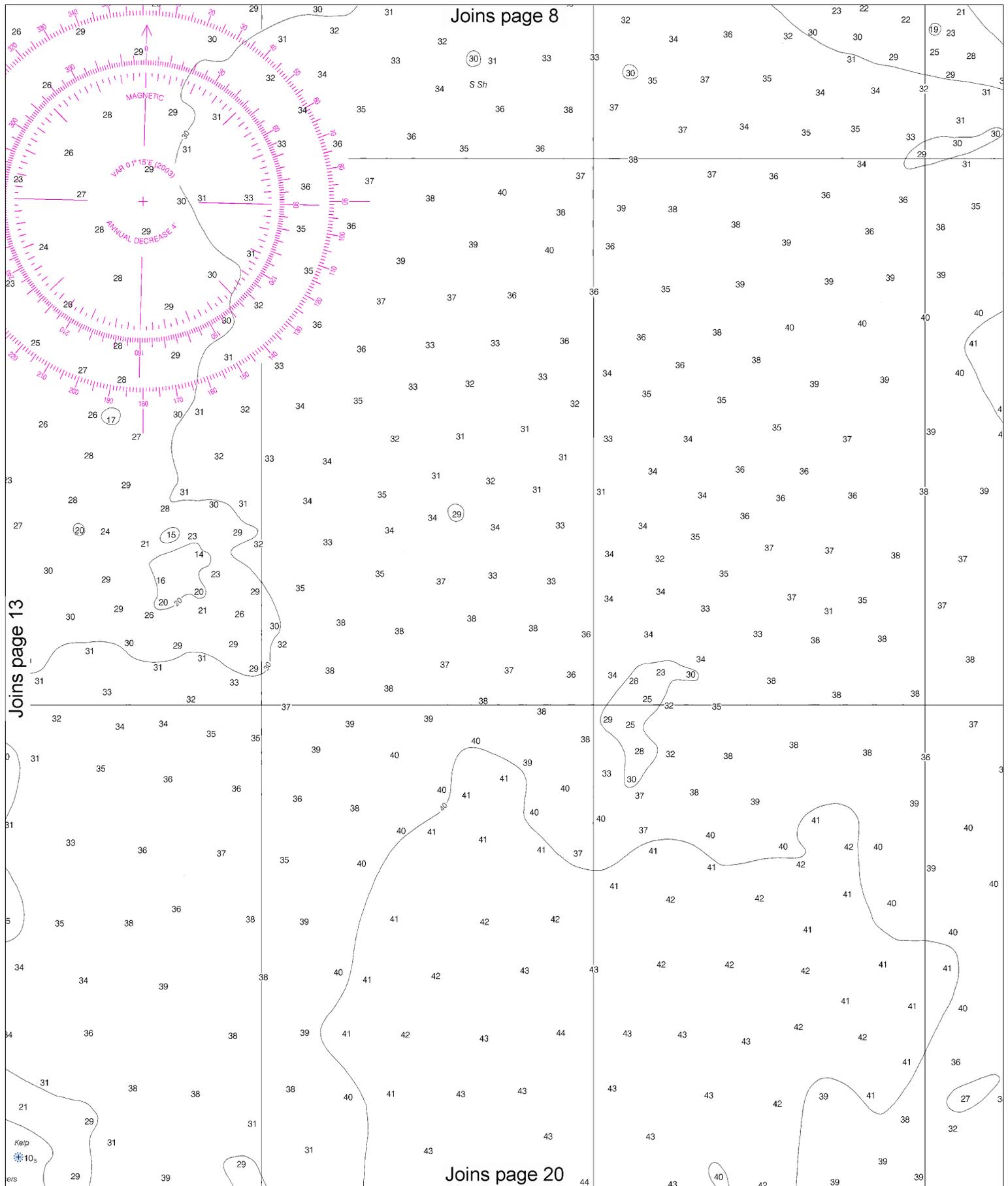


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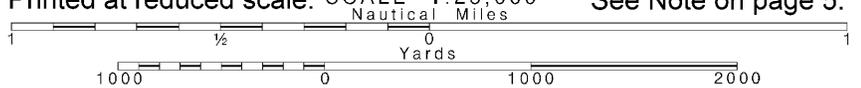
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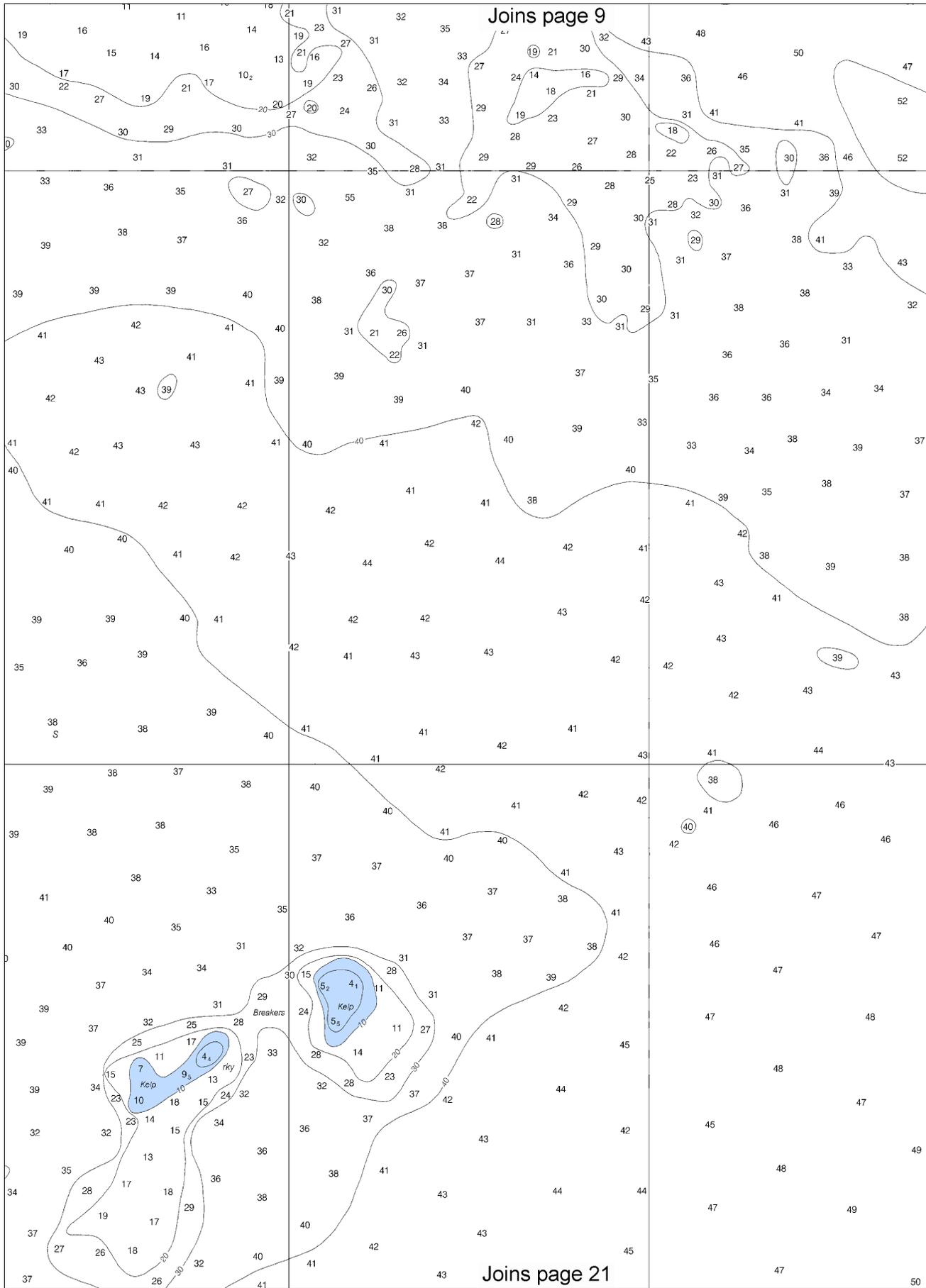


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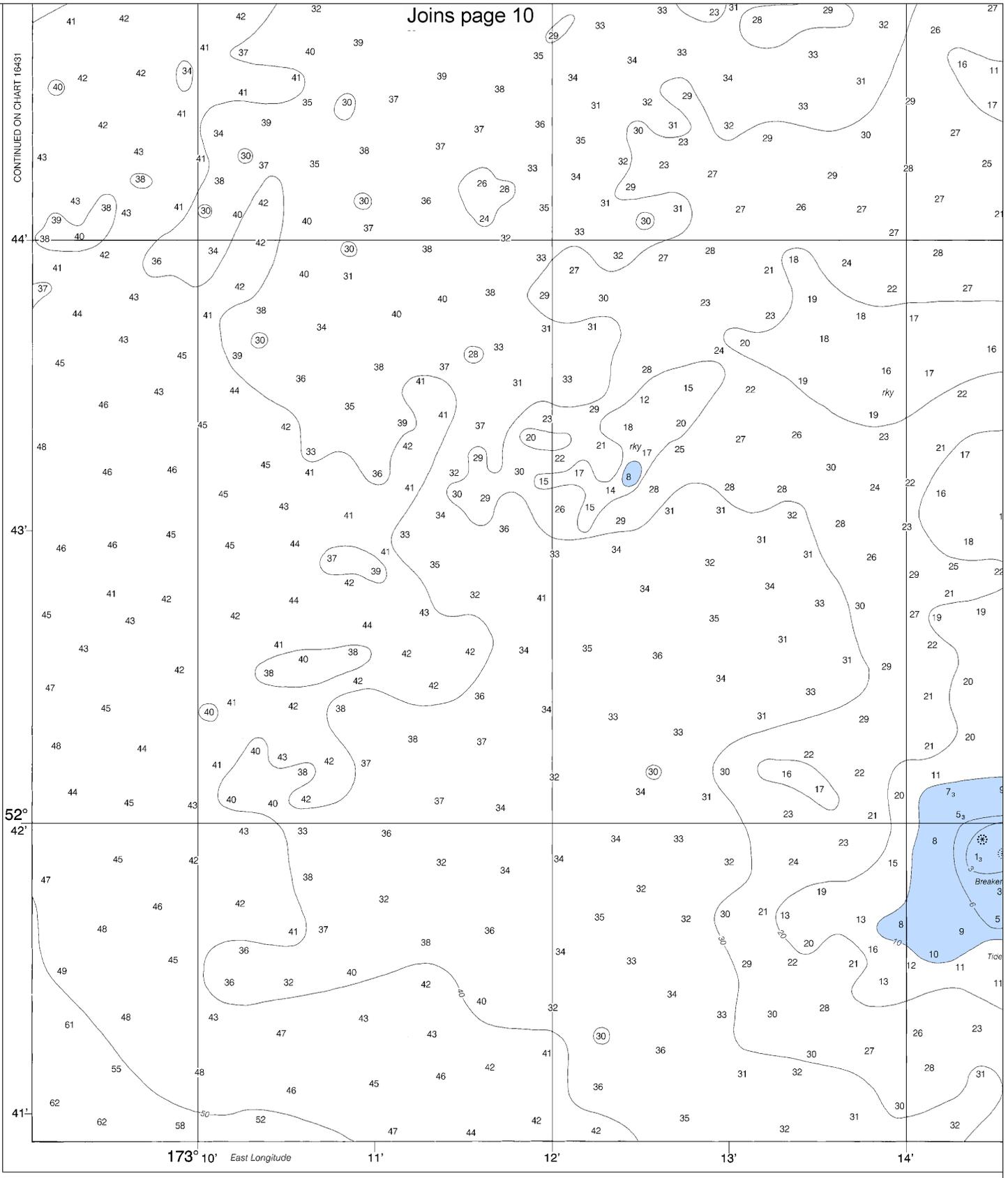
Note: Chart grid lines are aligned with true north.

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CONTINUED ON CHART 16431



11th Ed., Nov./03 ■ Corrected through NM Nov. 8/03
 Corrected through LNM Oct. 21/03

16432

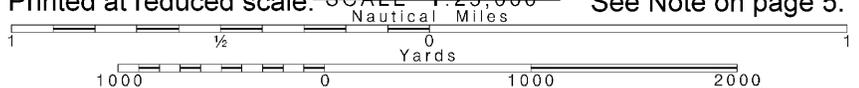
CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

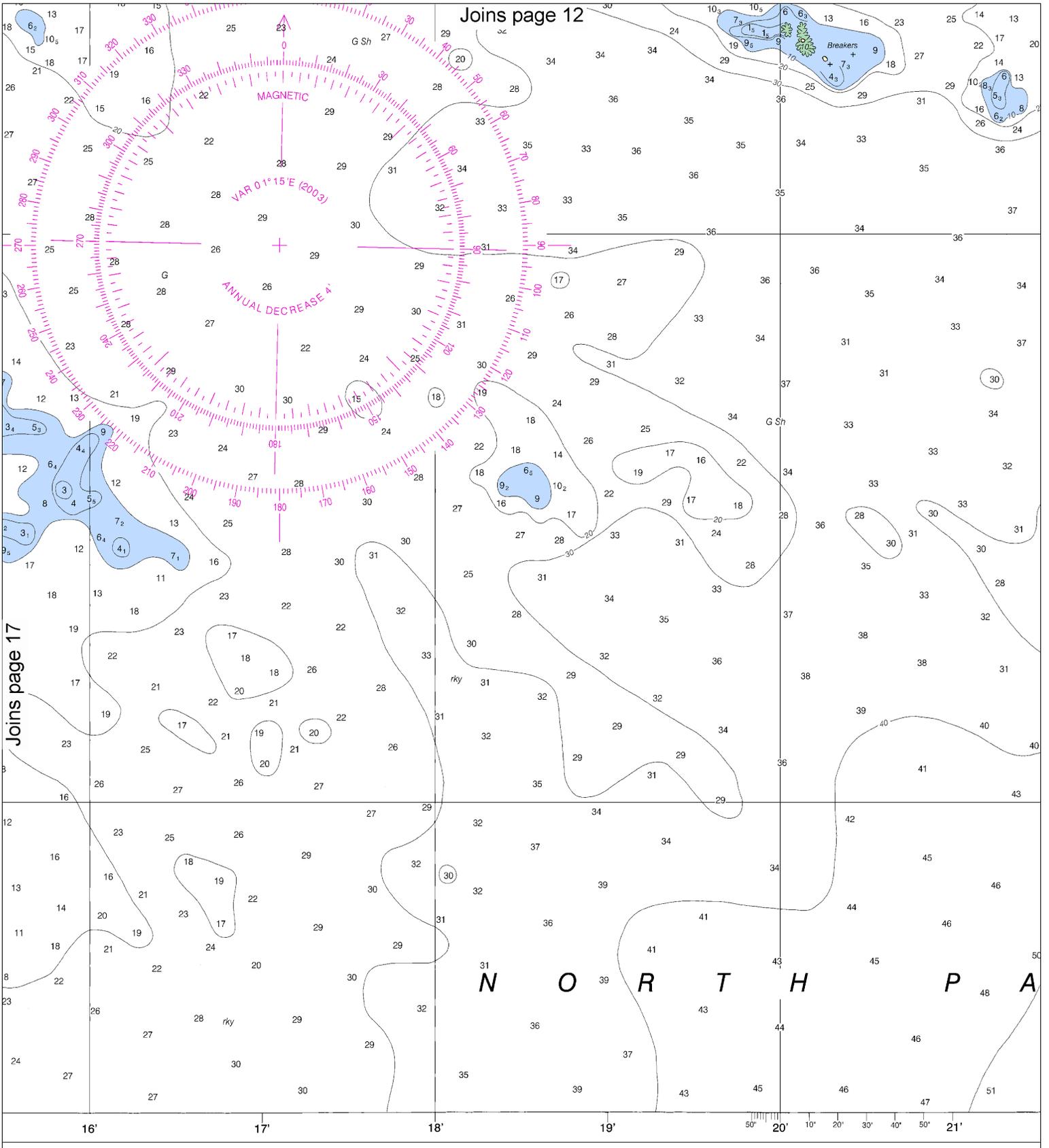
UPDATING SERVICE
 FOR THIS CHART, a listing of NOTICE TO MARINERS subsequent to the date shown in the lower left corner from the Chief, Marine Chart Division (N/CS-2), NOAA, Silver Spring, Maryland 20910-3282.

16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.





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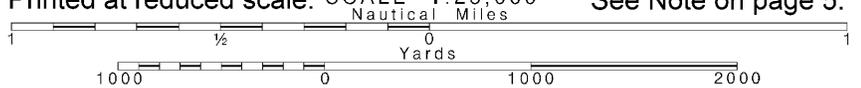
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

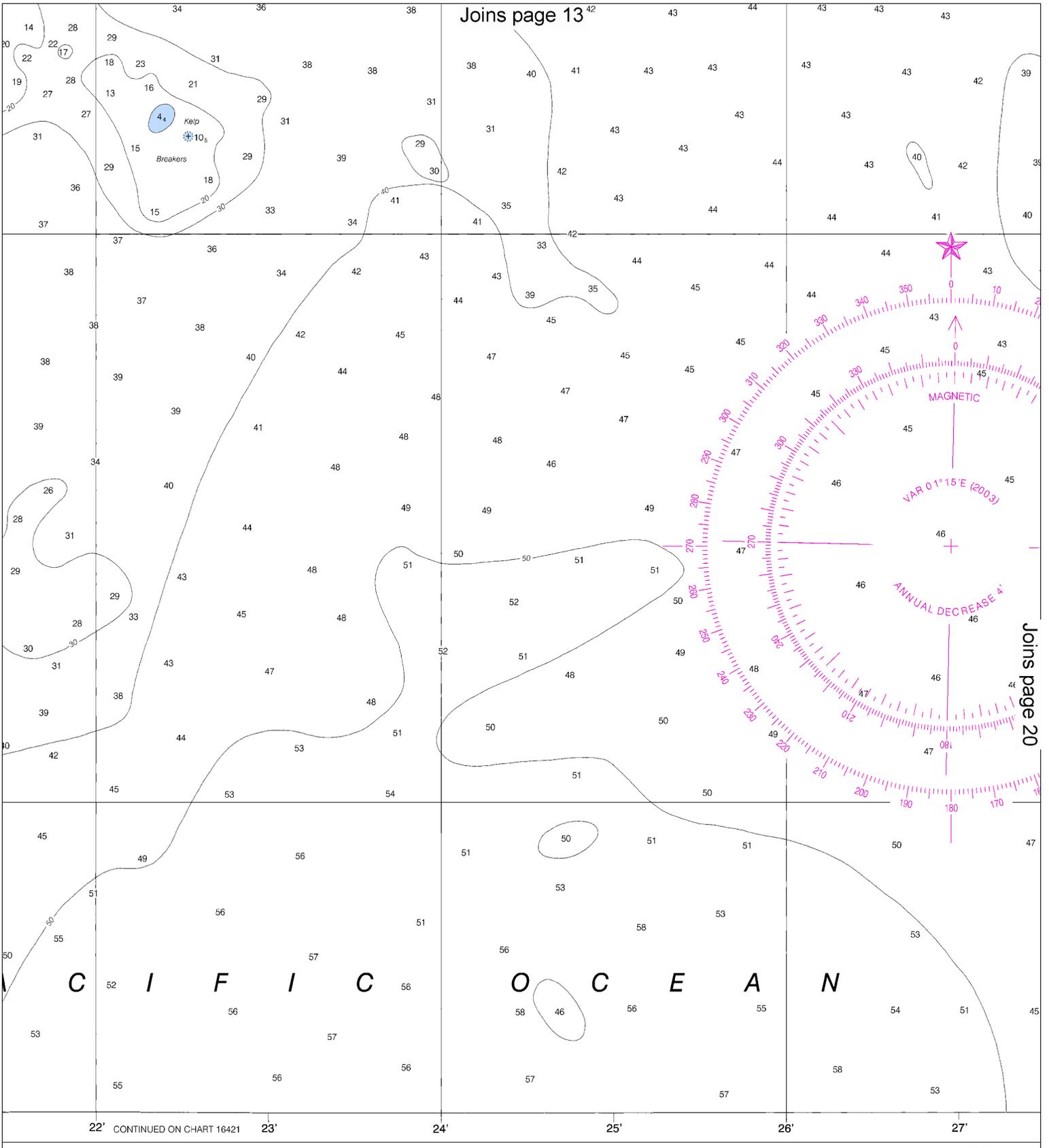
Published at Washington
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.

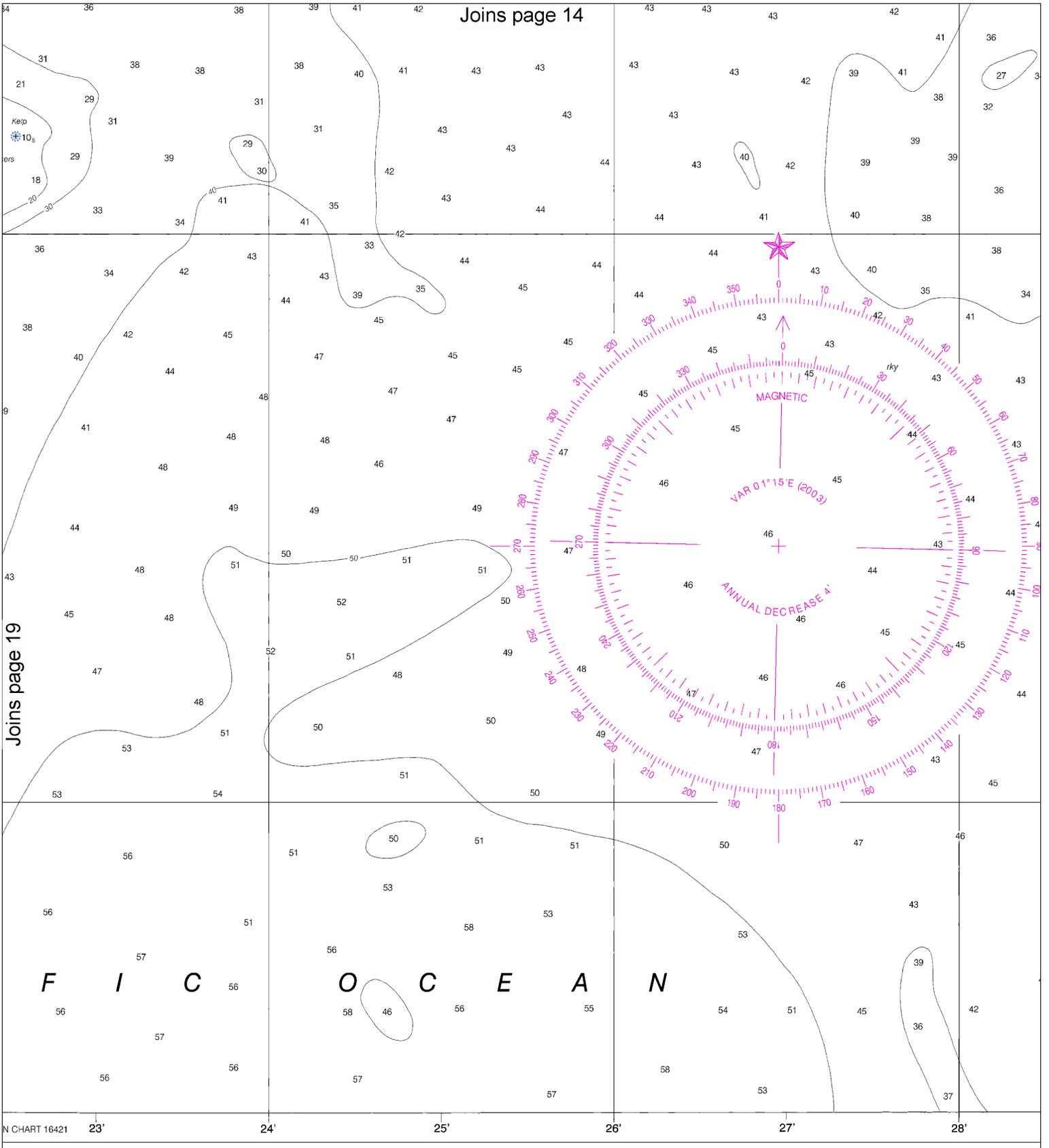




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22' CONTINUED ON CHART 16421 23' 24' 25' 26' 27'

Washington, D.C.
U.S. DEPARTMENT OF
COMMERCE
NAUTICAL SERVICE
OFFICE



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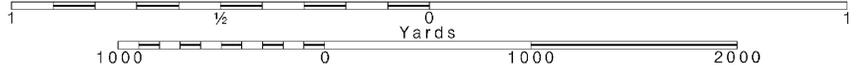
N CHART 16421 23' 24' 25' 26' 27' 28'

FATHOM
FEET
METER

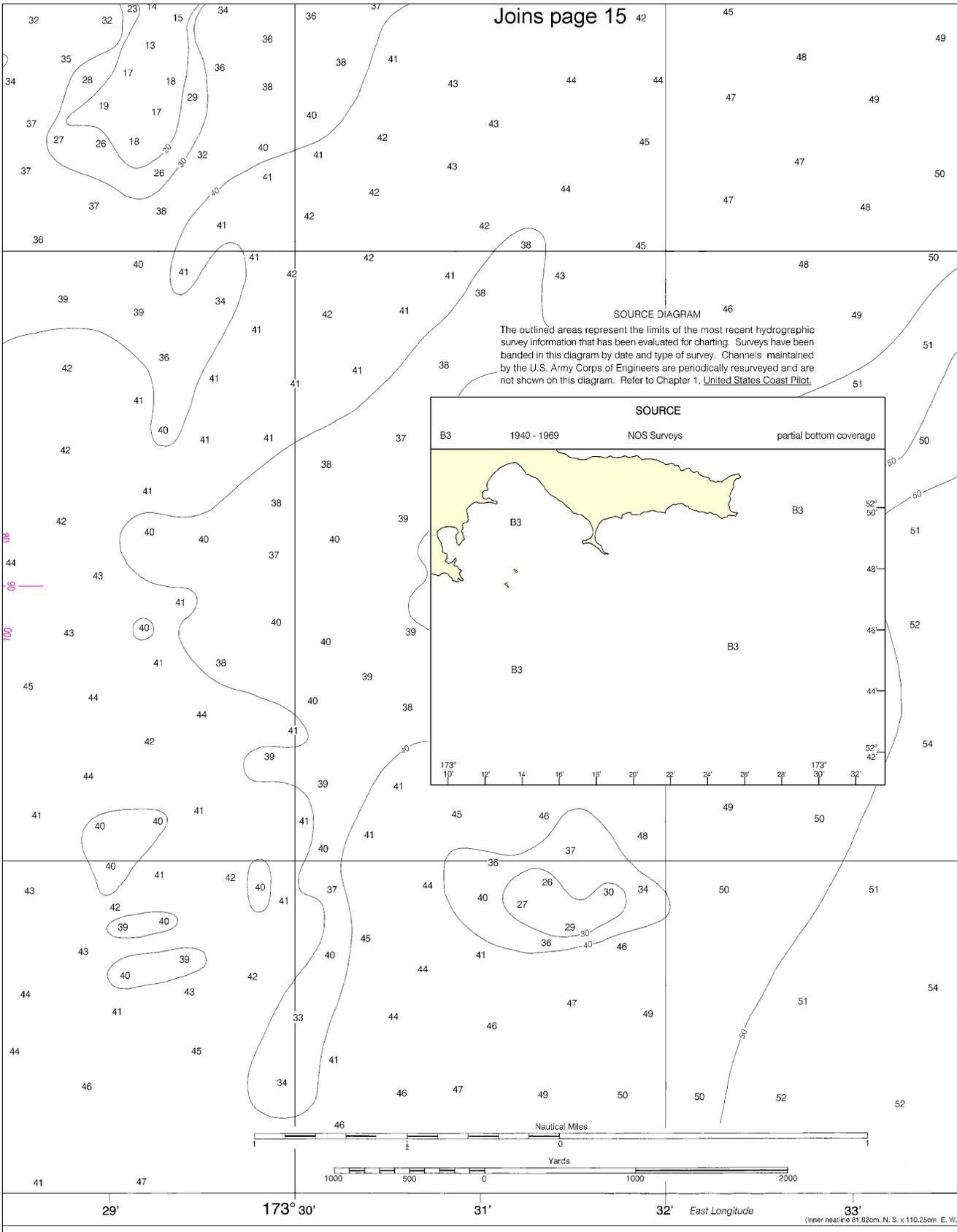


Note: Chart grid lines are aligned with true north.

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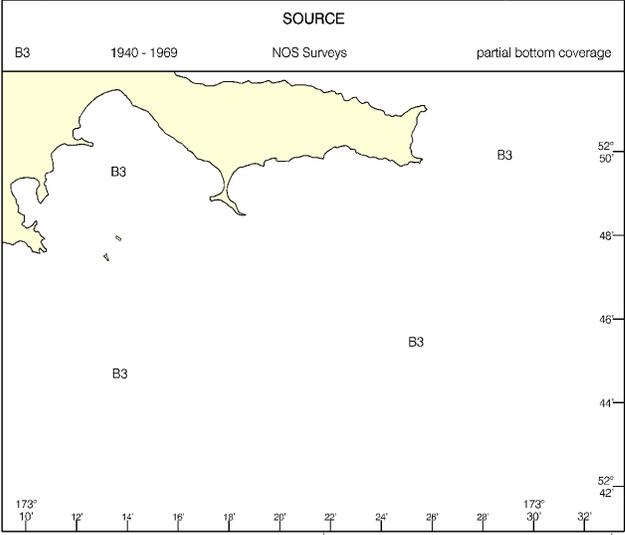


CONTINUED ON CHART 16421



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.

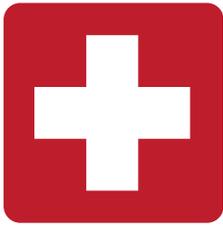


OMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
ET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
ERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Massacre Bay
SOUNDINGS IN FATHOMS - SCALE 1:25,000

16432





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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- 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 @nauticalcharts



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