

BookletChart™



Agattu Island

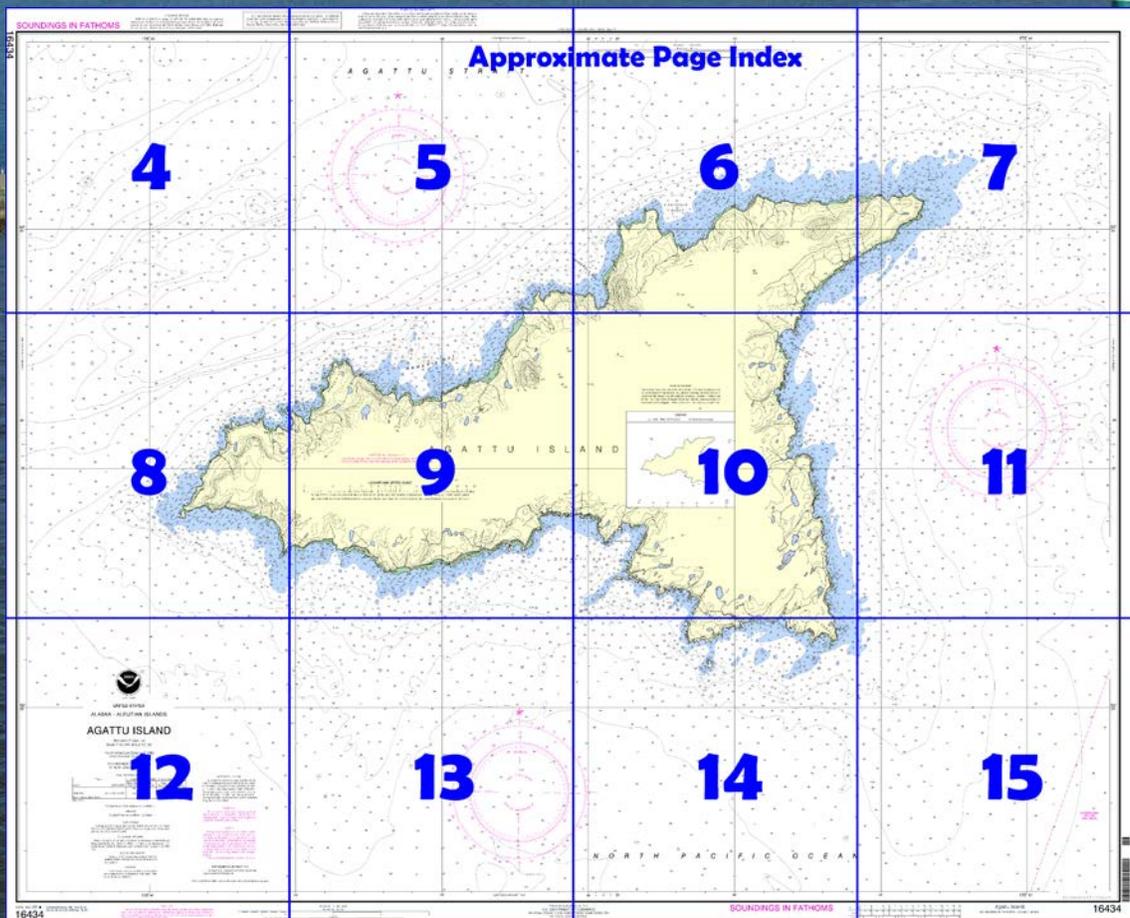
NOAA Chart 16434

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.

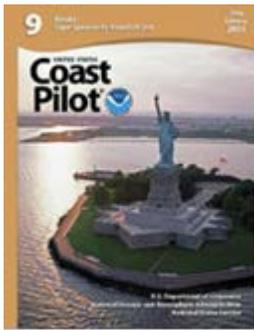
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16434>.



(Selected Excerpts from Coast Pilot)

Agattu Island, about 22 miles SE of Attu Island, is the second largest and the southerly island of the Near Islands. This island is roughly triangular in shape with the N shore or base of the triangle trending in a WSW direction. The N shore is about 17 miles in length, the S shore 14 miles and the E shore 9 miles in length.

The island is volcanic in origin, and similar in terrain, shoreline, and vegetation to the other islands of the Aleutians. Mountain

peaks 1,992 feet high are adjacent to the E half of the N shore and 2,080 feet to the SW. The shoreline is rocky and precipitous and fringed with close-inshore pinnacles. Boulder or pebble beaches are at the heads of

most of the bights; frequently the boulders are outside the low water line which renders landing in small boats, except in a smooth sea, difficult. Water may be boated from streams in most of the bights. Most of the points rise 50 to 200 feet from the water to headlands and then slope more gradually to the interior.

The peaks are generally obscured by a low ceiling. For this reason the points are the most suitable features for navigational purposes. **Krugloi Point**, the NE end of the island; **Cape Sabak**, the SE end of the island; and **Gillon Point**, the W end of the island, are hills and plateaus sloping to the water's edge or ending in sheer headlands. Gillon Point ends in a low flat-topped headland which appears separated from the island. **Kohl Island**, 156 feet high, is about 2.5 miles W of Cape Sabak and is prominent. Gillon Point should be given a berth of at least 1 mile and Krugloi Point 3 miles.

Cape Sabak and Gillon Point are Steller sea lion rookery sites. There is a mile vessel exclusionary zone around these rookeries. (See **50 CFR 223.202**, chapter 2, for limits and regulations.)

Armeria Point, 5 miles NE of Gillon Point, is a sheer double pointed headland 100 feet high, fringed with high pinnacles, and rising to greater elevations a short distance inland. **Patricia Point**, 6 miles W of Krugloi Point, is low and slopes gradually back to the hills inland.

Nile Point on the S side, 2.3 miles E of Gillon Point, is a bold headland. A dangerous breaker is about 0.5 mile off this point. This is one of the few off-lying dangers.

The hills and plateaus constituting most of the island give the appearance of flat tableland from a distance but in most of the areas are interspersed with numerous valleys.

It is recommended that medium craft keep outside the 20-fathom curve around the island except when seeking shelter, and large craft outside the 40-fathom curve.

All anchorages about the island are limited as to shelter, but the island is not large and both medium and large craft can proceed to such anchorages as the prevailing weather requires.

The currents are weak and heavy tide rips will not be encountered about this island except in rare cases.

Patricia Bight is the best anchorage off the N shore. Extensive kelp beds make well out from the E side of this bight and a long reef makes out from about the deepest part in a N direction, ending in a rock which uncovers. This reef is surrounded by extensive kelp beds. Small craft may proceed to an inner anchorage E of this reef and into the deepest part of the bay. A fox farmer's cabin is at the head of this bight. No evidence of kelp or dangers has been found in other parts of the bight except very close inshore. Large or medium craft should anchor in 15 to 20 fathoms, sand bottom, 0.5 to 0.8 mile off the W shore and about E of the end of Patricia Point.

Binnacle Bay is a bight 1 mile SW of the end of Patricia Point. Kelp beds are off the N part of the E shore. A kelp bed also makes out from the point at the W side of the deepest part of the bay. The remainder of the area seems to be clear of kelp and anchorage can be had as needed in 17 to 21 fathoms, hard bottom.

In **Armeria Bay** no dangers were found outside the kelp area. A 10-fathom bank is 1.5 miles E of Armeria Point. Anchorage may be had 0.5 mile SE of the bank in 24 to 25 fathoms, hard sand and rocky 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

Table of Selected Chart Notes

Corrected through NM May 8/ 04
Corrected through LNM Apr. 13/ 04

HEIGHTS

Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

Mercator Projection

Scale 1:40,000 at Lat 52° 25'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

CAUTION

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

AIDS TO NAVIGATION

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

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.

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 5.854" southward and 10.826" westward to agree with this chart.

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.

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).

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.

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.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS (NM) corrections subsequent to the NM corrected through 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.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Otkriti Bay (52°23' N/173°38' E)	3.4	---	---	-3.0

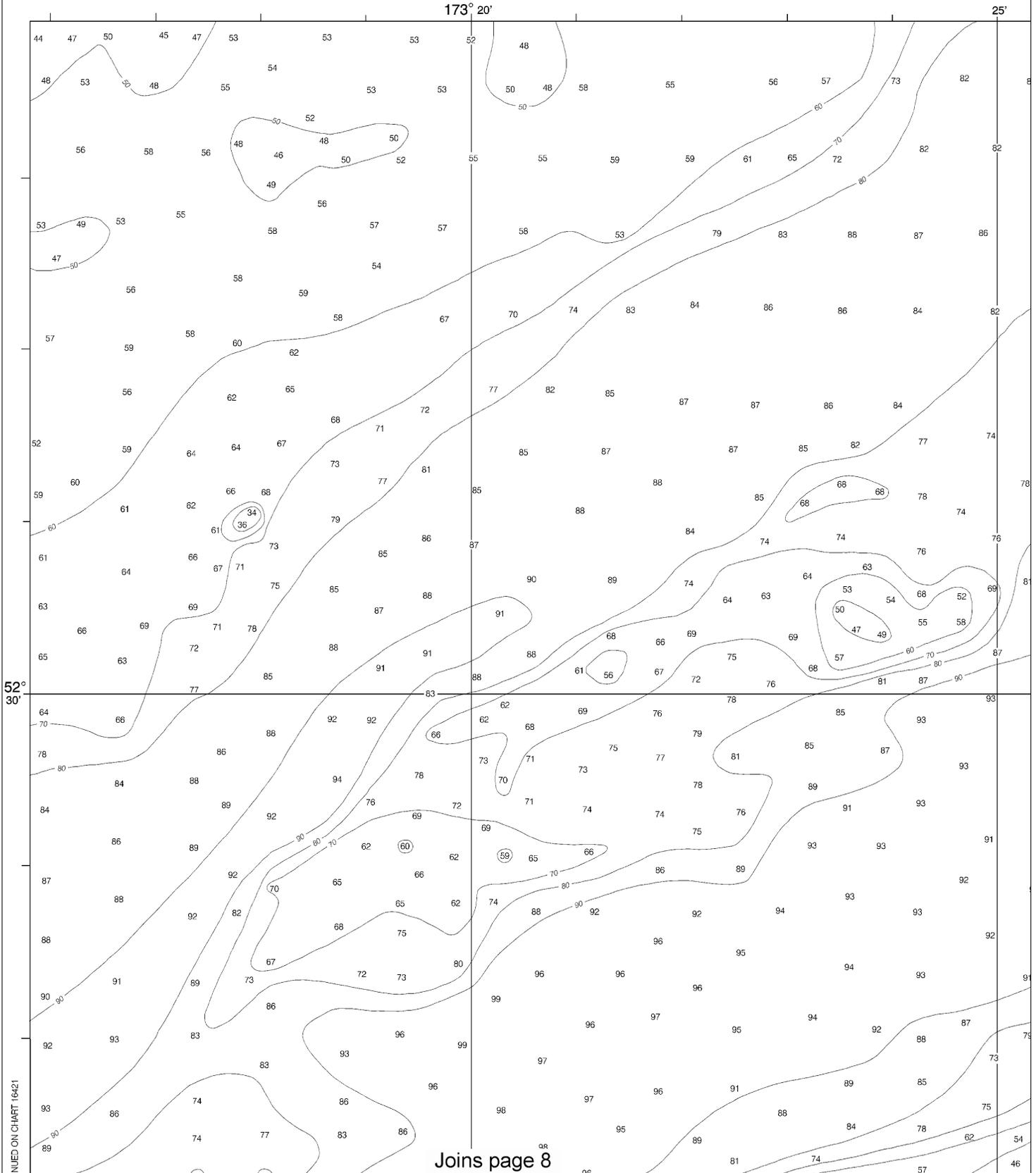
Note: Tide is chiefly diurnal
(Feb 2004)

SOUNDINGS IN FATHOMS

16434

UPDATING SERVICE
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This nautical chart has been designed to promote Ocean Service encourages users to submit correction improving this chart to the Chief, Marine Chart Division, NOAA, Silver Spring, Maryland 20910-3282

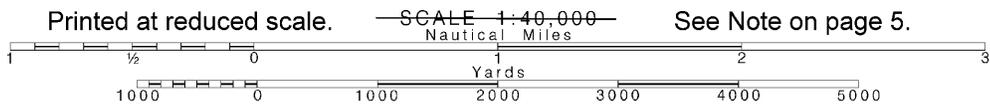


INUED ON CHART 16421

Joins page 8

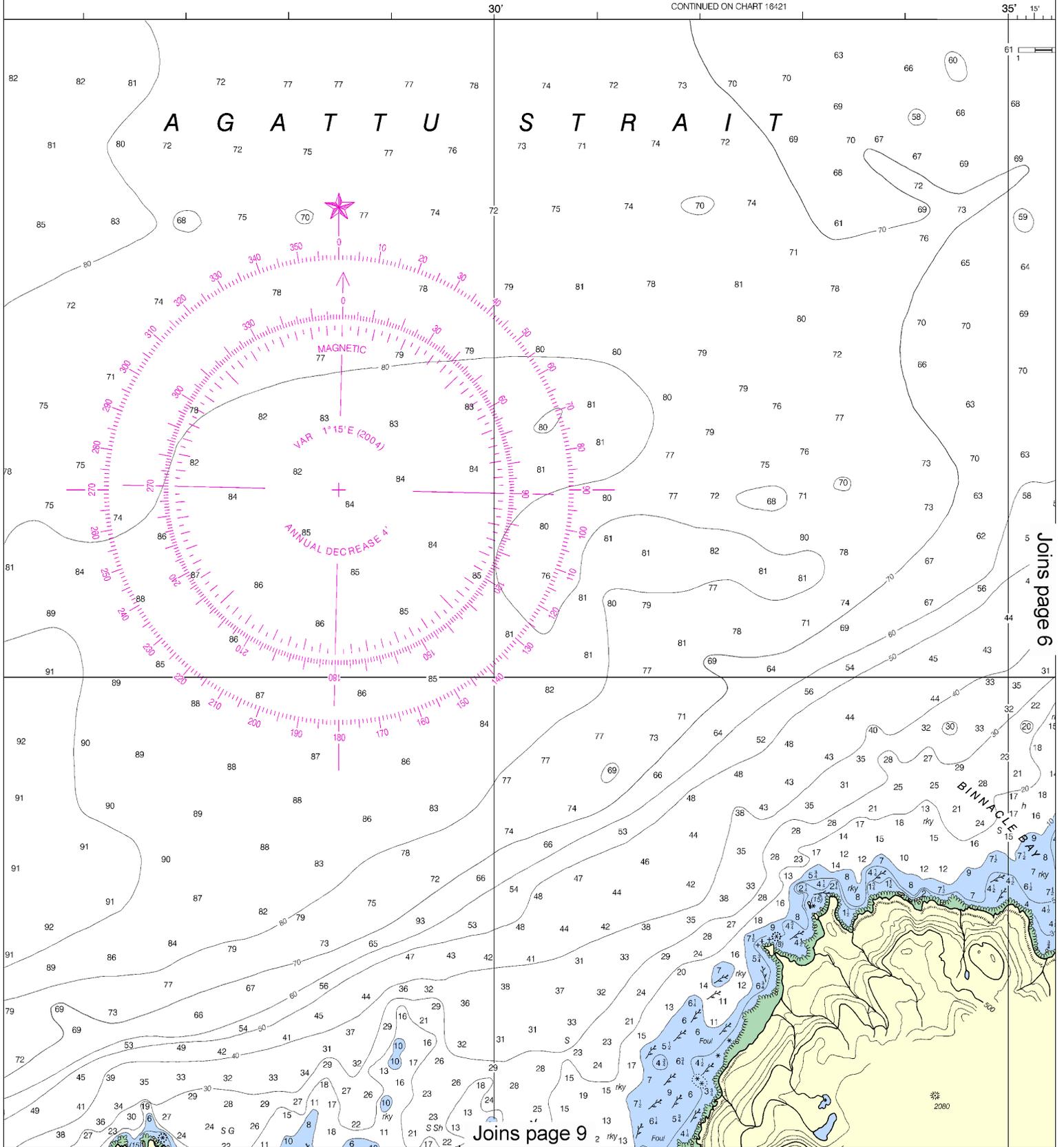
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Note: Chart grid lines are aligned with true north.



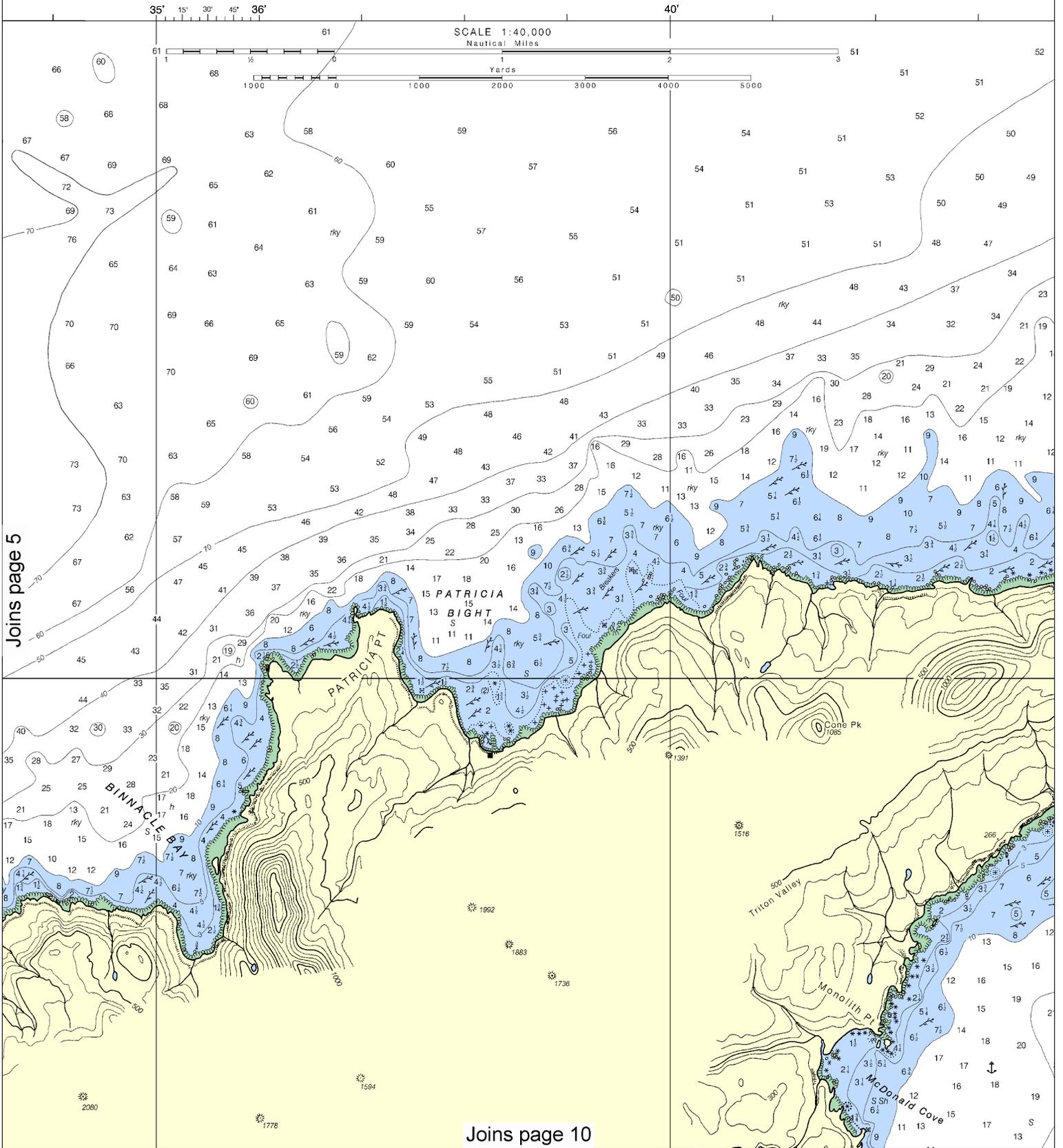
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

For safe navigation. The National Ocean Service, Department of Commerce, provides this information for your information (N/CS2), National Ocean Service, Department of Commerce.

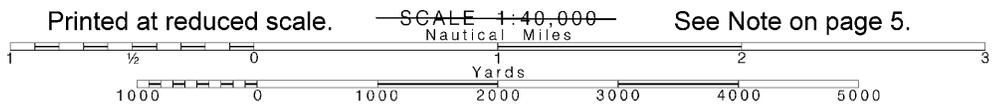


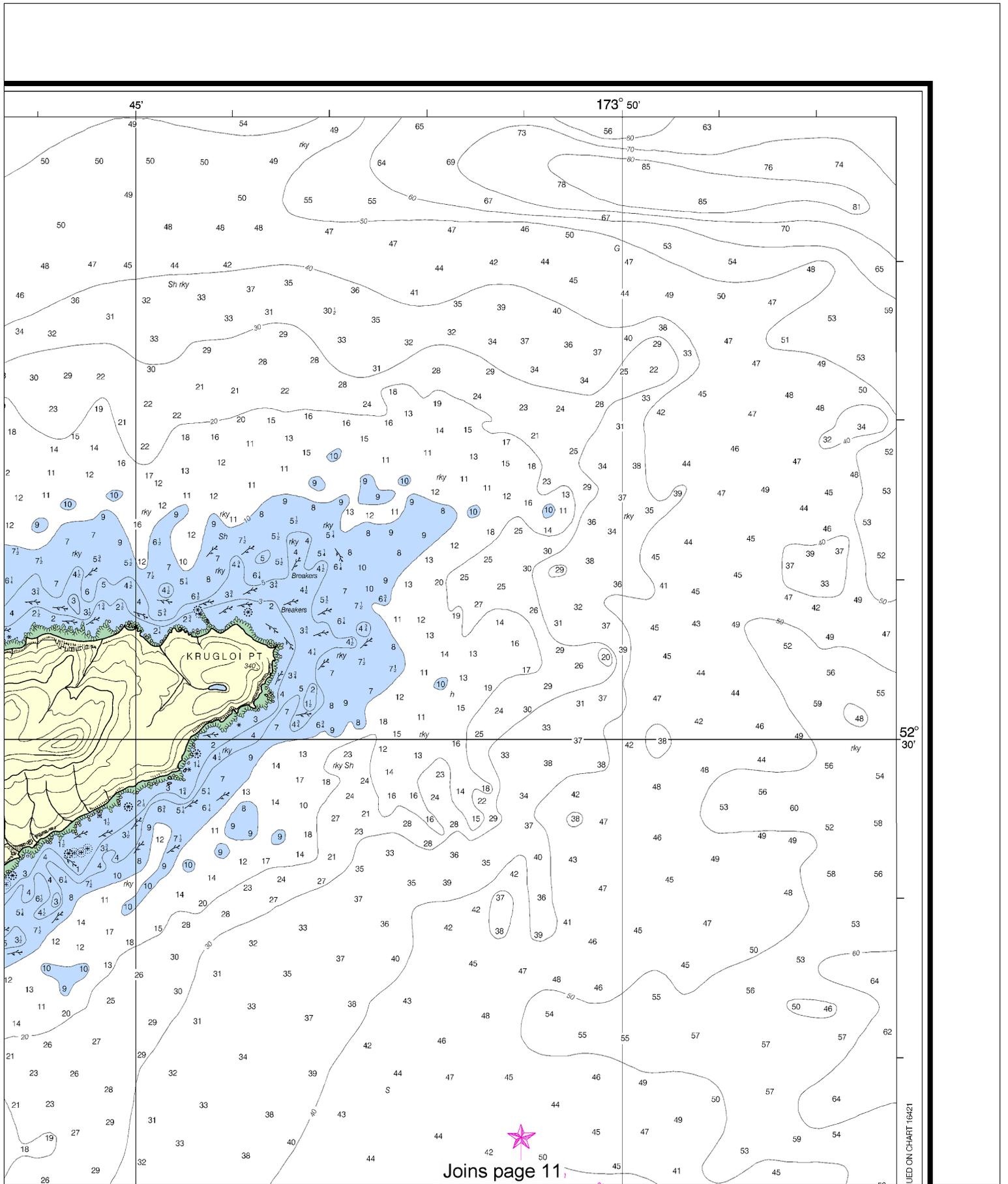
This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57143. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





Note: Chart grid lines are aligned with true north.





This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
 NGA Weekly Notice to Mariners: 4812 12/1/2012,
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



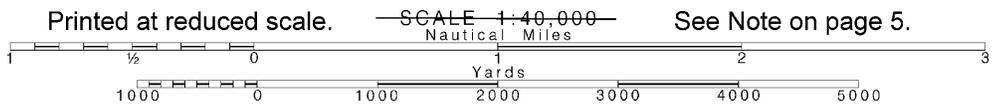
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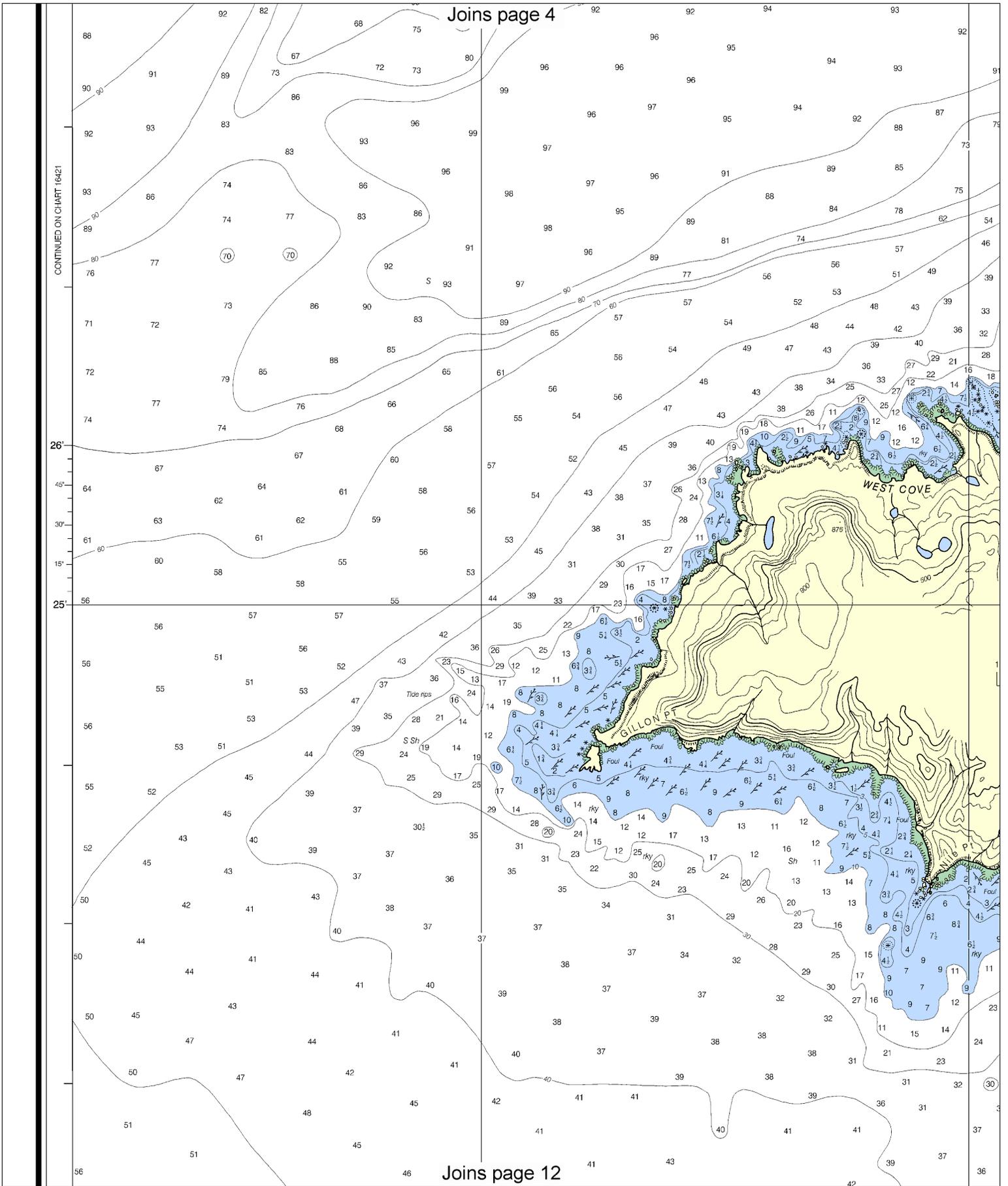
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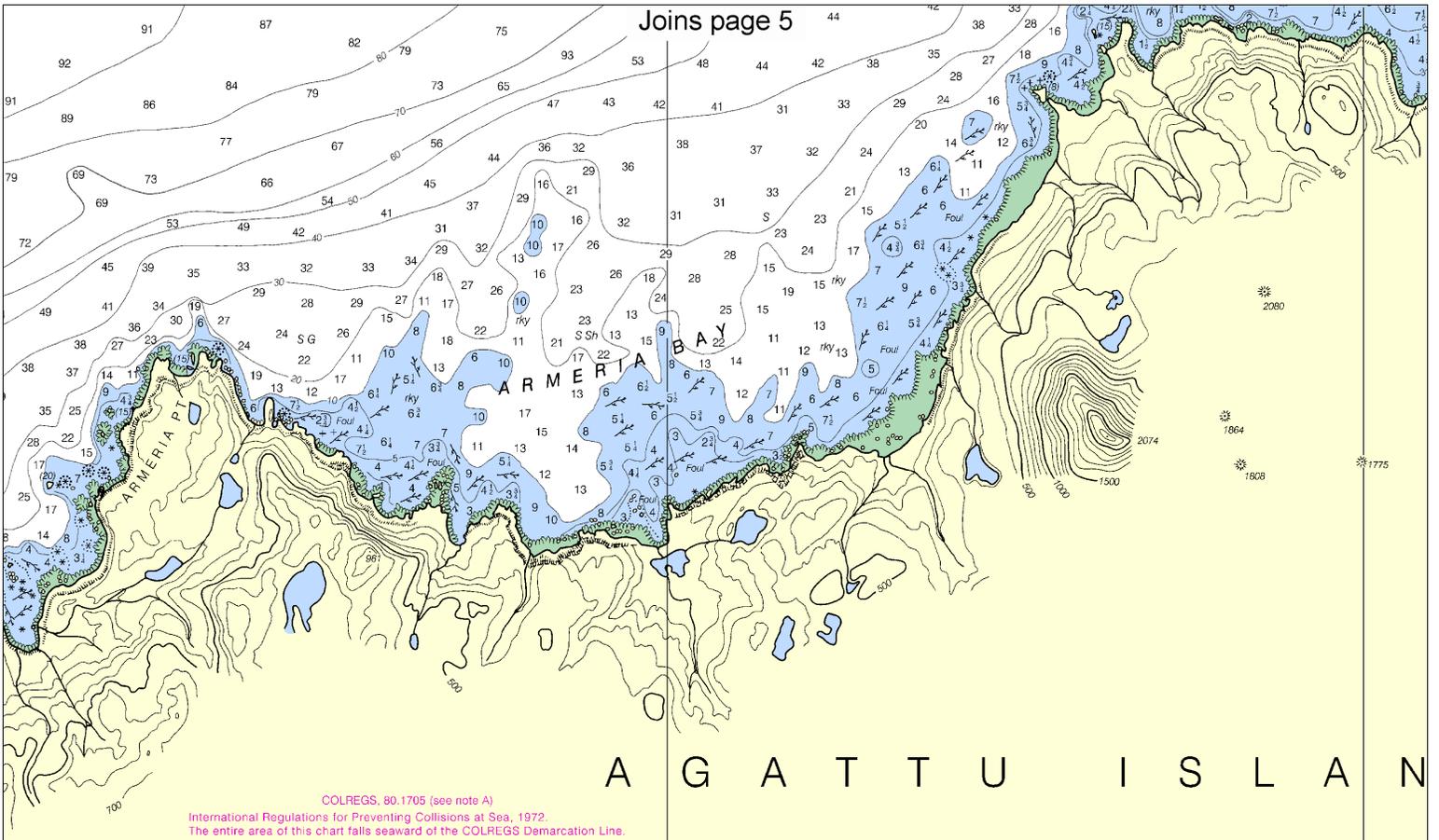


Note: Chart grid lines are aligned with true north.



See Note on page 5.

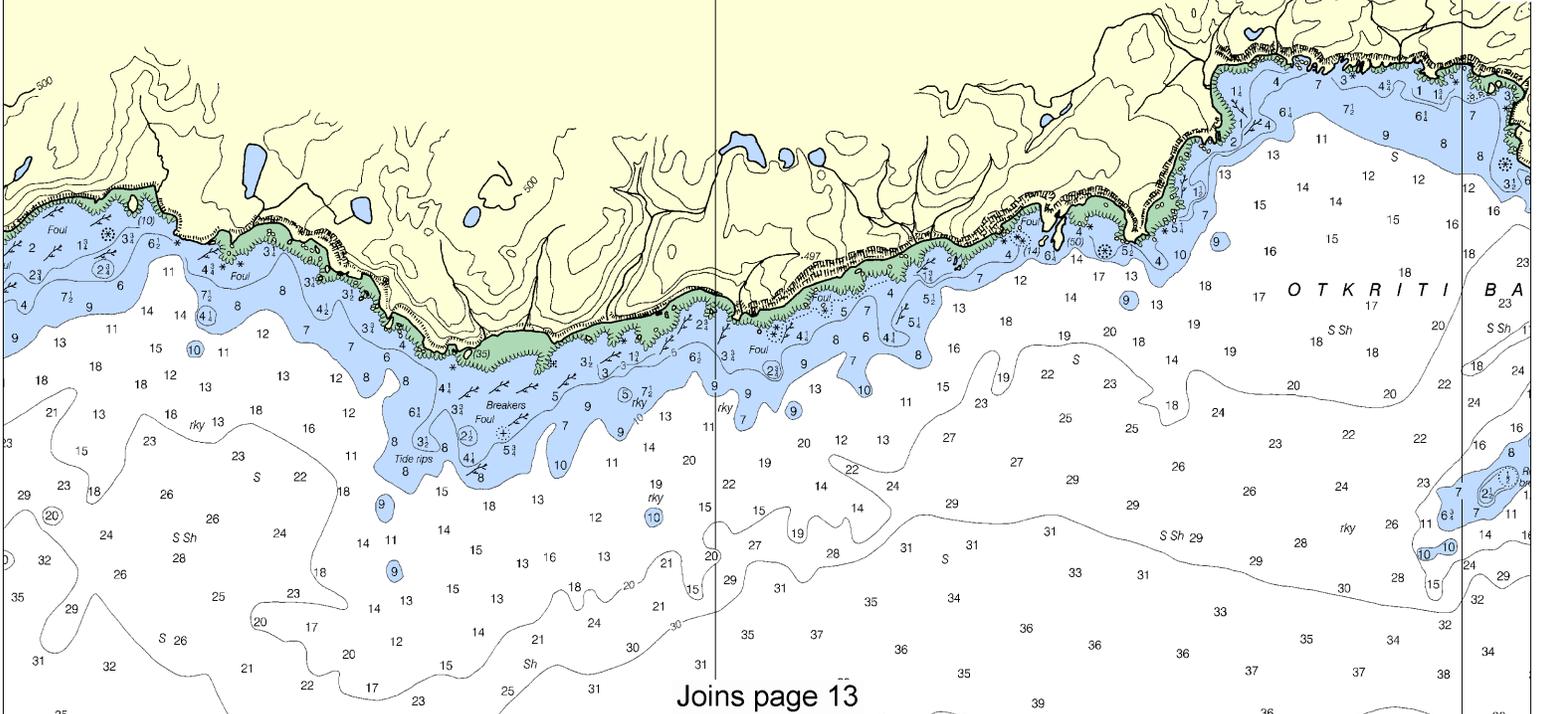


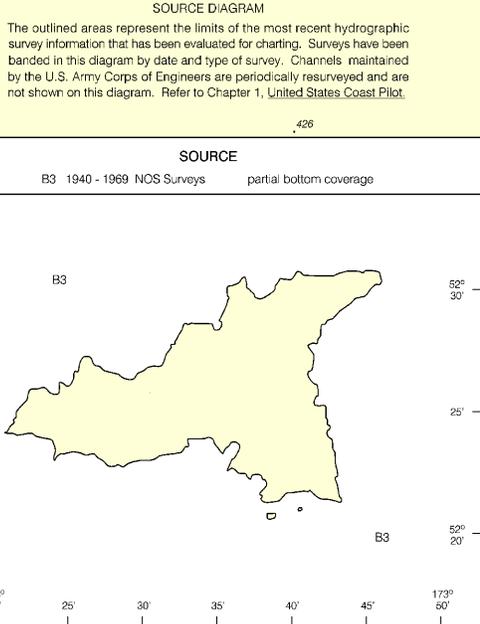
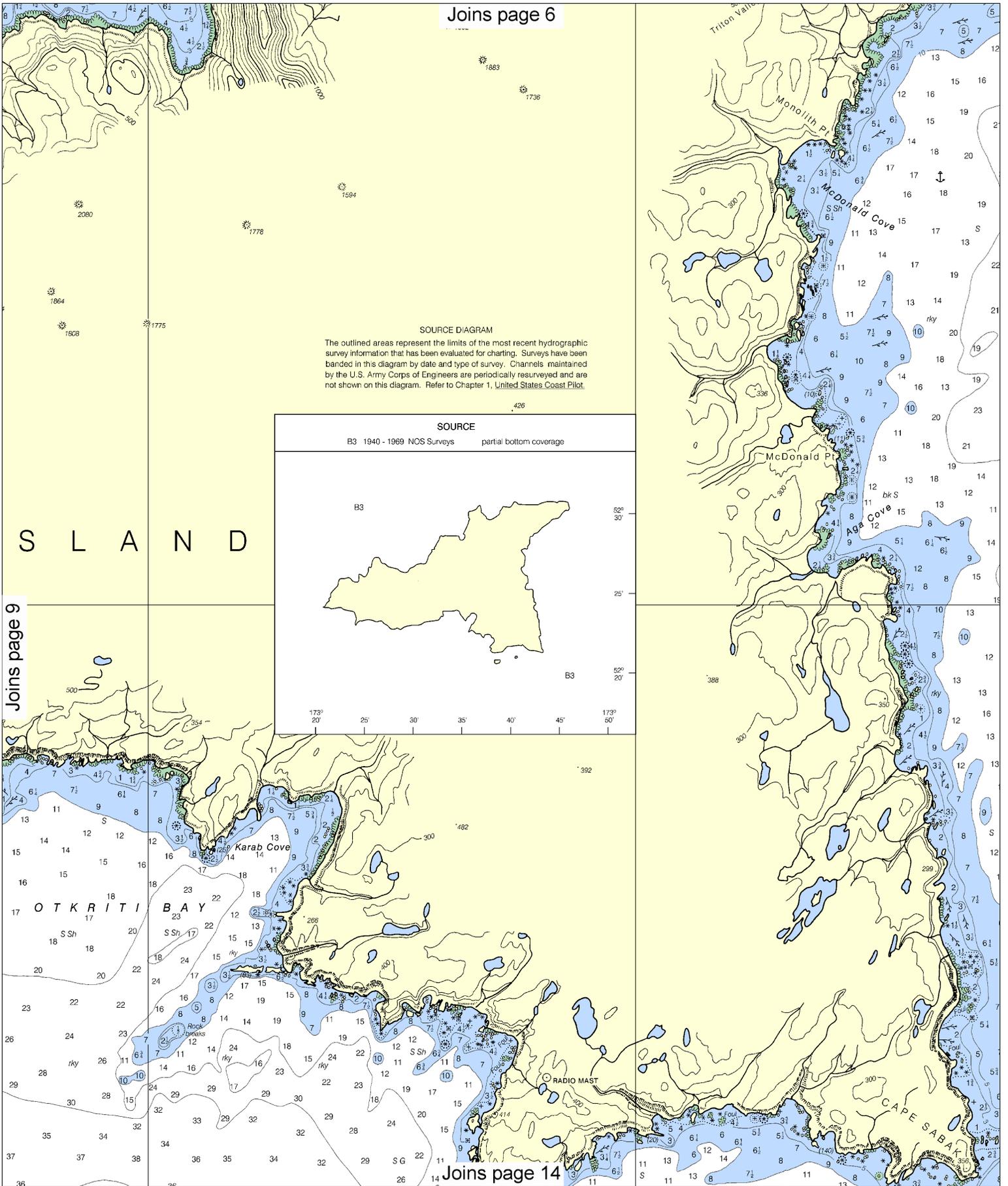


LOGARITHMIC SPEED SCALE



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

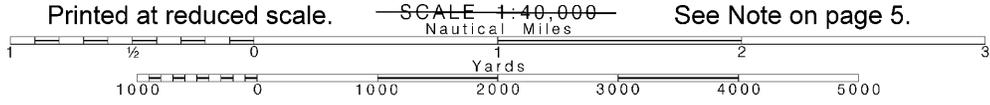




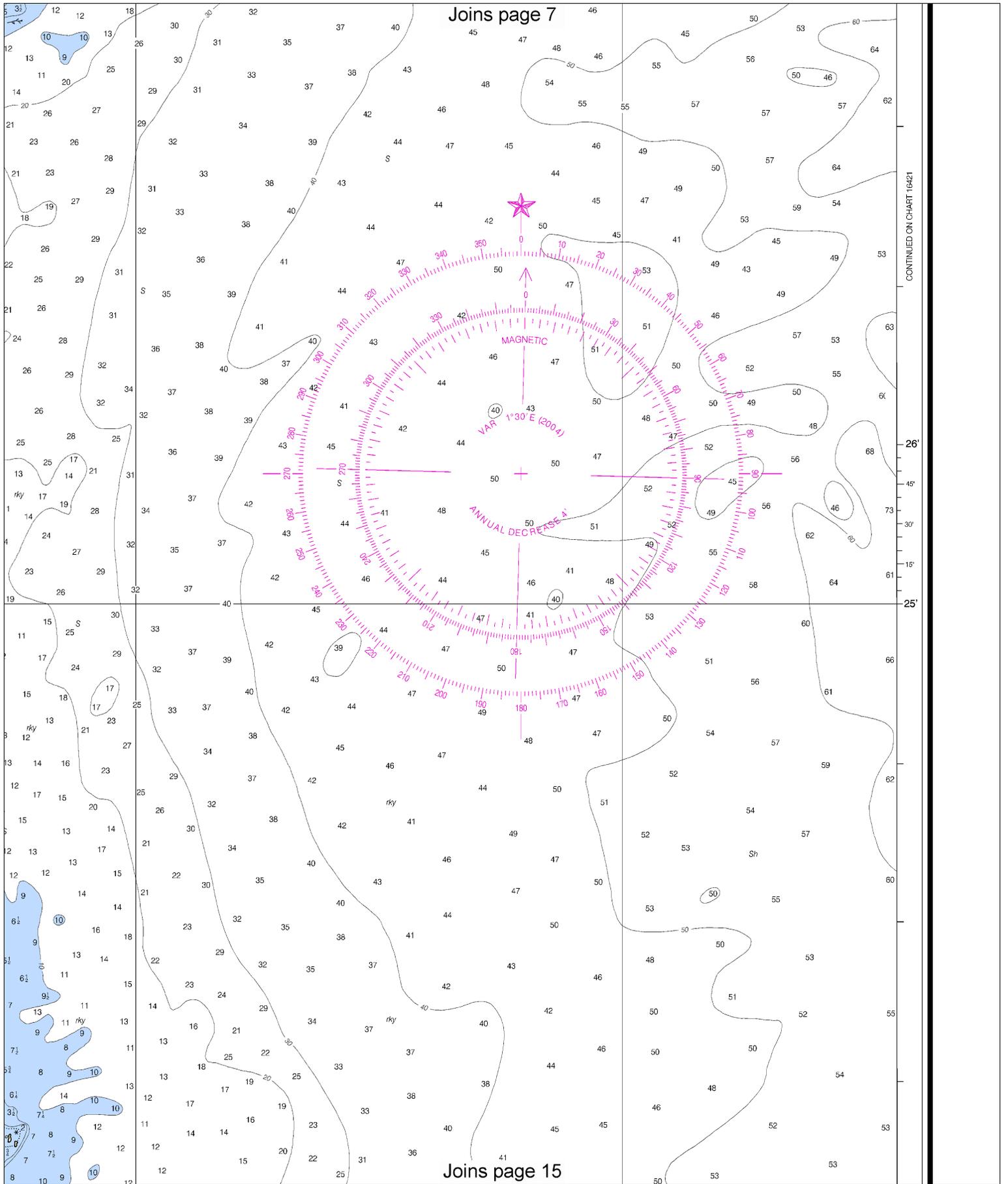
Joins page 9

10

Note: Chart grid lines are aligned with true north.



See Note on page 5.



CONTINUED ON CHART 16421



UNITED STATES
ALASKA - ALEUTIAN ISLANDS
AGATTU ISLAND

Mercator Projection
Scale 1:40,000 at Lat 52° 25'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
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Note: Tide is chiefly diurnal
(Feb 2004)

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Heights in feet above Mean High Water.

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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.

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Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION

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

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

52°
20'

173° 20'

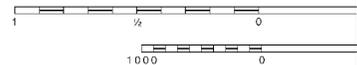
25'

6th Ed., May / 04 ■ Corrected through NM May 8/ 04
Corrected through LNM Apr. 13/ 04

16434

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.



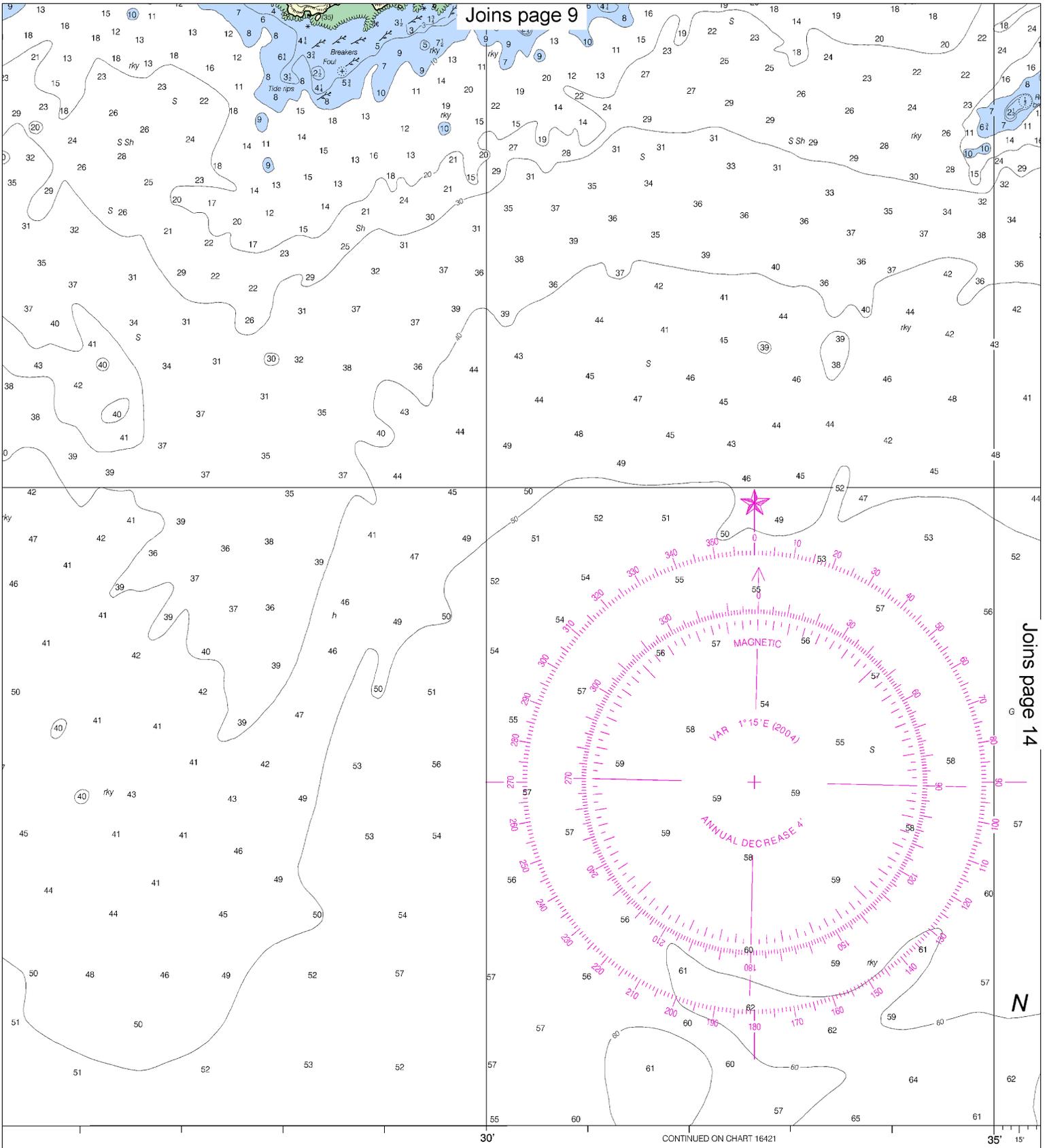
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Note: Chart grid lines are aligned with true north.



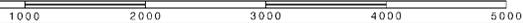
Joins page 9

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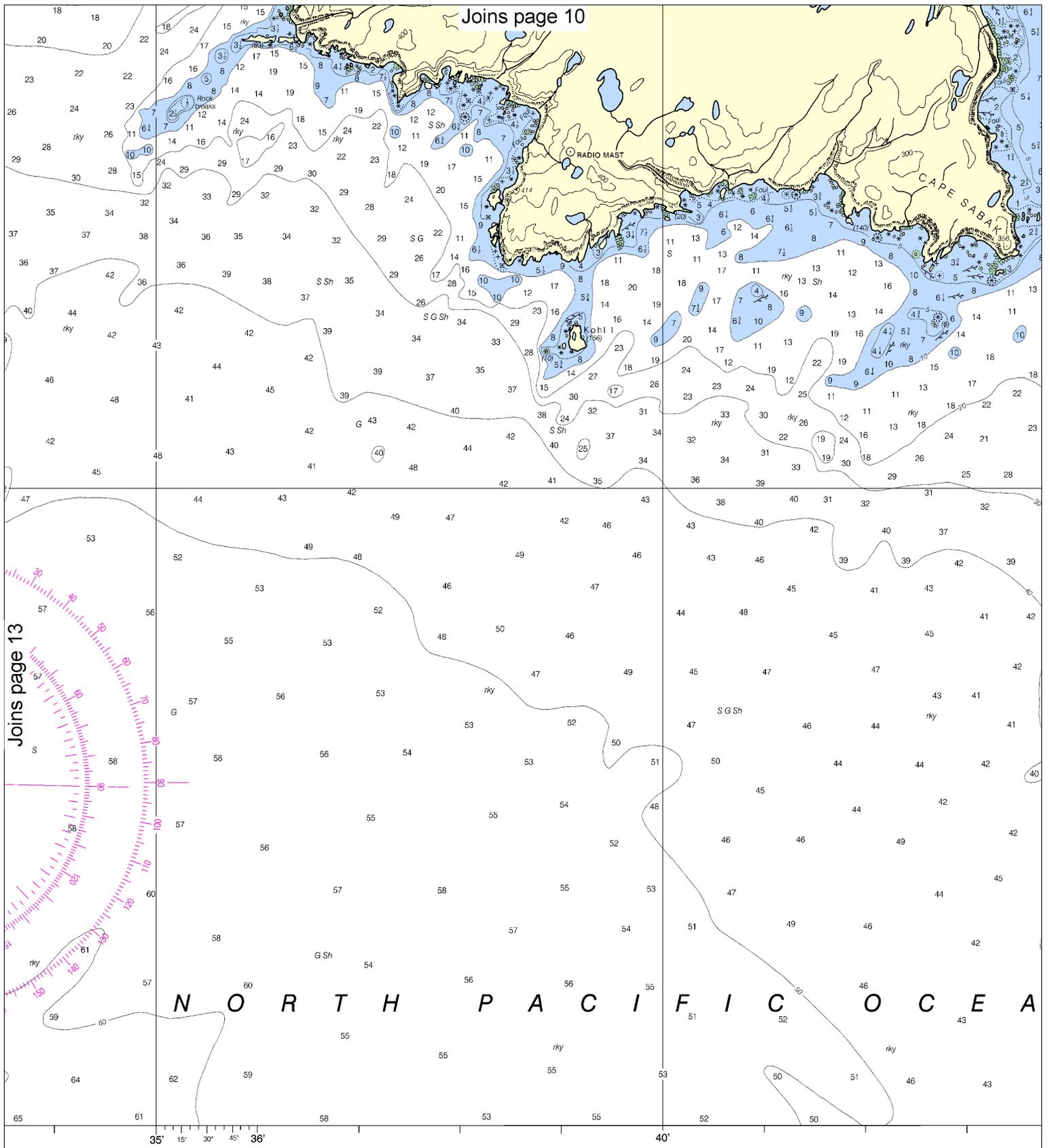


SCALE 1:40,000
Nautical Miles

Yards



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

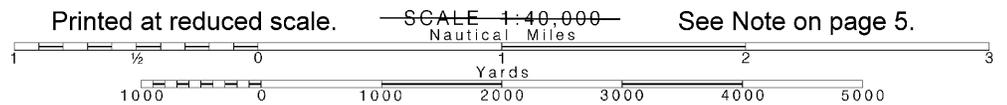


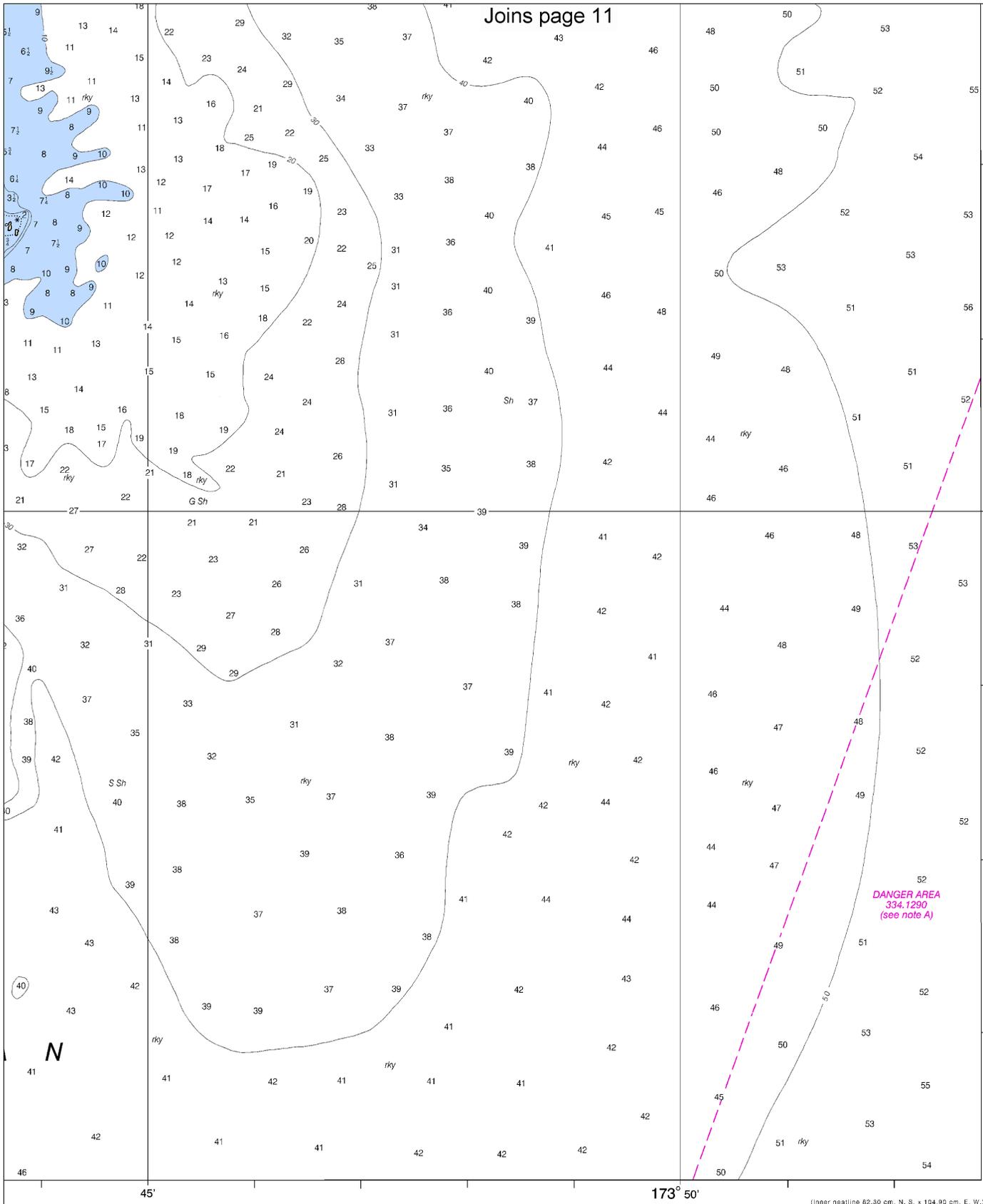
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 OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

SOUNDINGS IN FATHOMS

14

Note: Chart grid lines are aligned with true north.





52° 20'

173° 50'

(Inner headline 62.30 cm. N. S. x 104.90 cm. E. W.)

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

Agattu Island
SOUNDINGS IN FATHOMS - SCALE 1:40,000

16434





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.

