

BookletChart™

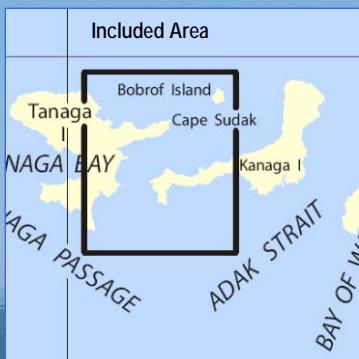
Kanaga Pass and Approaches

NOAA Chart 16463

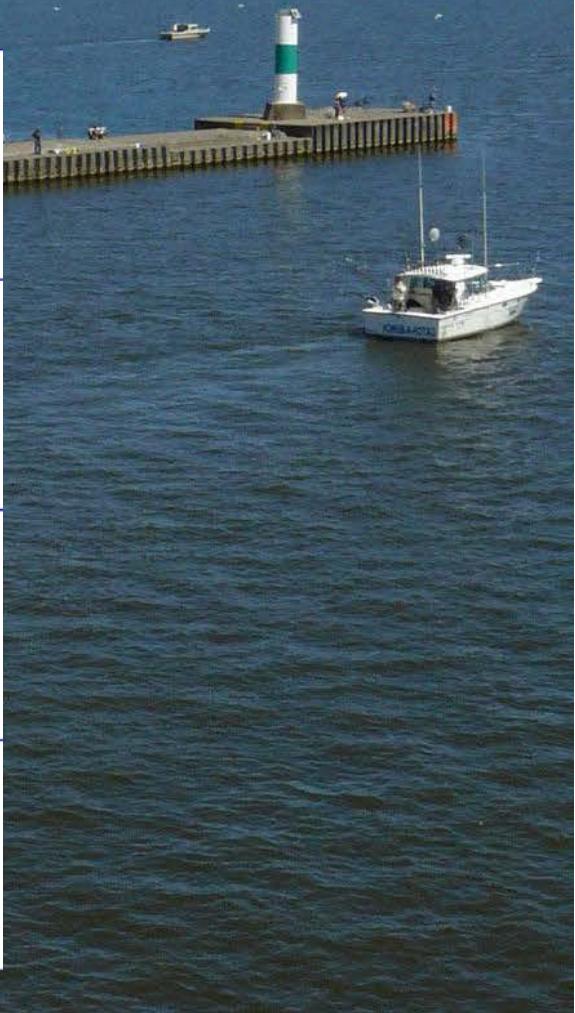
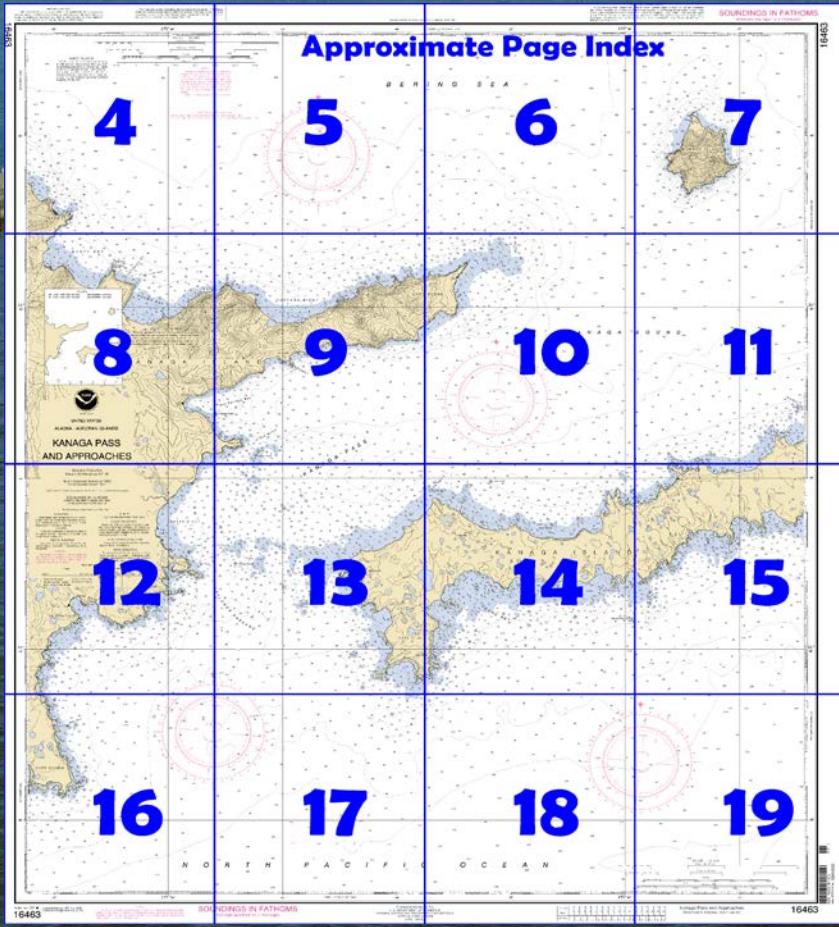


A reduced-scale NOAA nautical chart for small boaters

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.

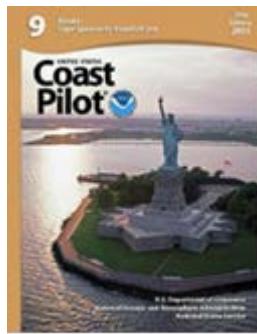
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=164_63.



(Selected Excerpts from Coast Pilot)

Sentry Rock, 9 miles W of Cape Tusik and 1 mile off the S coast of Kanaga Island, is 94 feet high and prominent. Passage between the rock and the shore should not be attempted.

Cape Chunu, the SW end of Kanaga Island, has grassy bluffs and rocky cliffs 100 to 200 feet high; rolling grassland is in the interior with hills up to 345 feet high. The shoreline is ragged and rocky; rocky reefs and prominent rock islets and pinnacles fringe

the shore. **Castle Island**, a small grass-covered rocky islet off **West Chunu Point**, is 165 feet high and prominent from the SE and NW. Vessels are cautioned to pass at least 1.5 miles off Cape Chunu to avoid

the shoal area of very irregular rocky bottom with depths of 2 to 6 fathoms. The waters for several miles S of the cape are usually much disturbed, indicating strong currents.

Kanaga Pass, between Kanaga Island and Tanaga Island, is 3.8 miles wide at its narrowest part, but it is full of small rock islets, dangerous reefs, and strong currents; passage is not recommended except during periods of good visibility and calm seas.

Foul ground extends into Kanaga Pass for over 1 mile from the W side of Cape Chunu to more than 3 miles off **Western Point**, Kanaga Island, thence over 1.5 miles offshore along the N coast of Kanaga Island. **Eddy Rock, Goose Rocks, Goose Rocks, and Annoy Rock**, a part of the foul ground, are prominent. A dangerous reef, covered 5 feet to 3 fathoms, is 0.4 mile N of Annoy Rock. The dangerous area from this reef E to Kanaga Island is rocky and very irregular; many underwater pinnacles exist. The kelp that marks the area during the summer is towed under by the current except at slack water and cannot be relied upon to indicate the shoals.

Cape Sasmik, the S end of Tanaga Island on the W side of Kanaga Pass, is a relatively flat grassland with steep grassy bluffs and rock cliffs rising abruptly from the shoreline to 100 feet. Rocky islets and reefs border the coast close inshore. **Herd Rock** (chart 16462), a 20-foot detached black rock on the SW side of the cape, is conspicuous from the SE and NW. The cape should be cleared by at least 1 mile.

Foul ground extends up to 1 mile off the Tanaga Island shore on the W side of Kanaga Pass, except in the approach to Twin Bays. The bottom is very broken and irregular, and the shoreline is made up of low cliffs.

A good anchorage in W weather is 3 miles N of Cape Sasmik and 0.8 mile offshore in 18 fathoms, sand bottom; Twin Bay is also a good anchorage.

Trunk Point, 11 miles NE of Cape Sasmik, shows as a low rounded knoll.

Cape Sudak, the long finger-shaped easternmost point of Tanaga Island on the N side of the N entrance to Kanaga Pass, terminates in a small flat-topped, steep-sided 70-foot-high promontory that appears detached from offshore. A dangerous shoal, with bare rocks, extensive heavy kelp, and underwater pinnacles, extends 2 miles NE from the cape. The waters from the shoal to the 100-fathom curve appear greatly disturbed. The cape should be cleared by over 2 miles.

Anchorage protected from W and N swells is 1 mile SE of the end of Cape Sudak in 20 fathoms, flat cinder bottom.

The current velocity may reach 4 knots in the narrow part of Kanaga Pass. In calm weather, tide rips are visible among the covered reefs between Annoy Rock and Kanaga Island. With a heavy S swell and the current ebbing S, seas break across the entire pass. (See the Tidal Current Tables for predictions for Kanaga Pass.)

The recommended routes through Kanaga Pass with depths of 10 fathoms or more are through **Explorer Passage**, between Annoy Rock and **Hazard Point**, Tanaga Island, thence either midchannel between Kanaga Island and Tanaga Island, or the 0.3-mile-wide passage through **The Ditch** between dangerous **Eider Reef**, awash in places at half tide, and Trunk Point, Tanaga Island.

Twin Bays, 5 miles N of Cape Sasmik, is a good small-boat anchorage in W and N weather; larger vessels may anchor just off the entrance. A 75-foot-high distinctive rock resembling a Christmas tree in profile outline, undercut by surf action to balance on a small pedestal, is on the beach at Christmas Tree Point, on the W side of the entrance. The shores on both sides of the entrance to the bay are 100-foot-high vertical cliffs with reefs that extend more than 0.1 mile into the bay.

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.

For Symbols and Abbreviations see Chart No. 1

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.

AIDS TO NAVIGATION

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

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.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast and Geodetic Survey with additional data from the U. S. Coast Guard and the State of Alaska

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).

HORIZONTAL DATUM

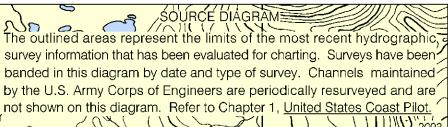
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 5.142' southward and 9.022' westward to agree with this chart.

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.

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.



Mercator Projection

Scale 1:50,000 at Lat 51° 45'

North American Datum of 1983
(World Geodetic System 1984)

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

SOUNDINGS IN FATHOMS

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

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.

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.

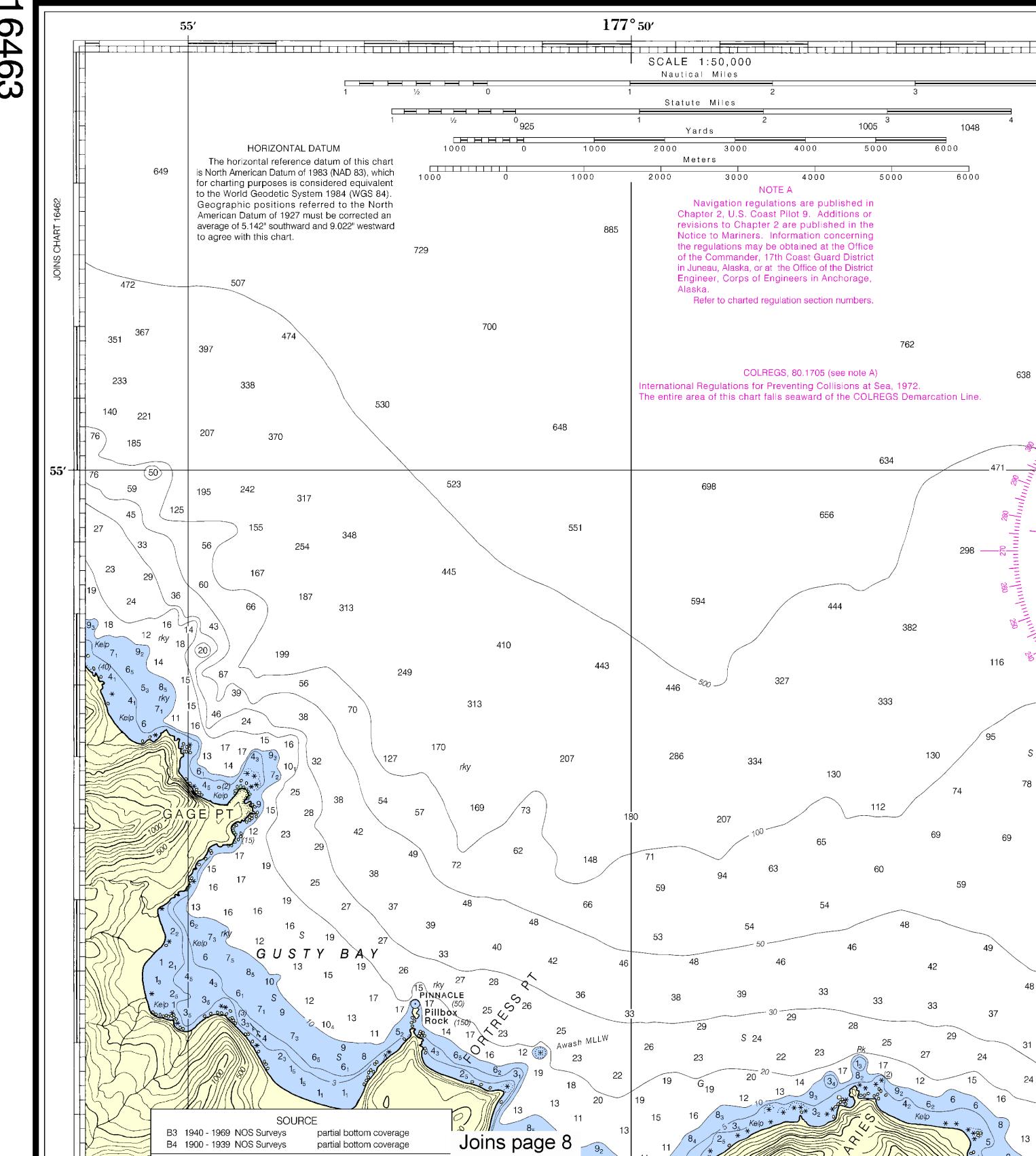
TIDAL INFORMATION					
Name	(LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Gusty Bay, Tanaga I	(51°52'N/ 177°54'W)	feet 3.3	feet --	feet --	feet -3.0
Hot Springs Bay, Tanaga I	(51°47'N/ 177°48'W)	feet 3.1	feet --	feet --	feet -3.0
Note: Tide is chiefly diurnal.					
(703)					

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.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

16463



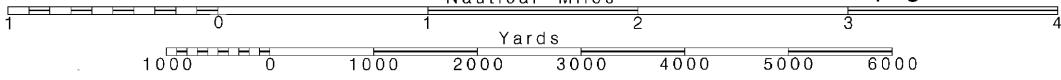
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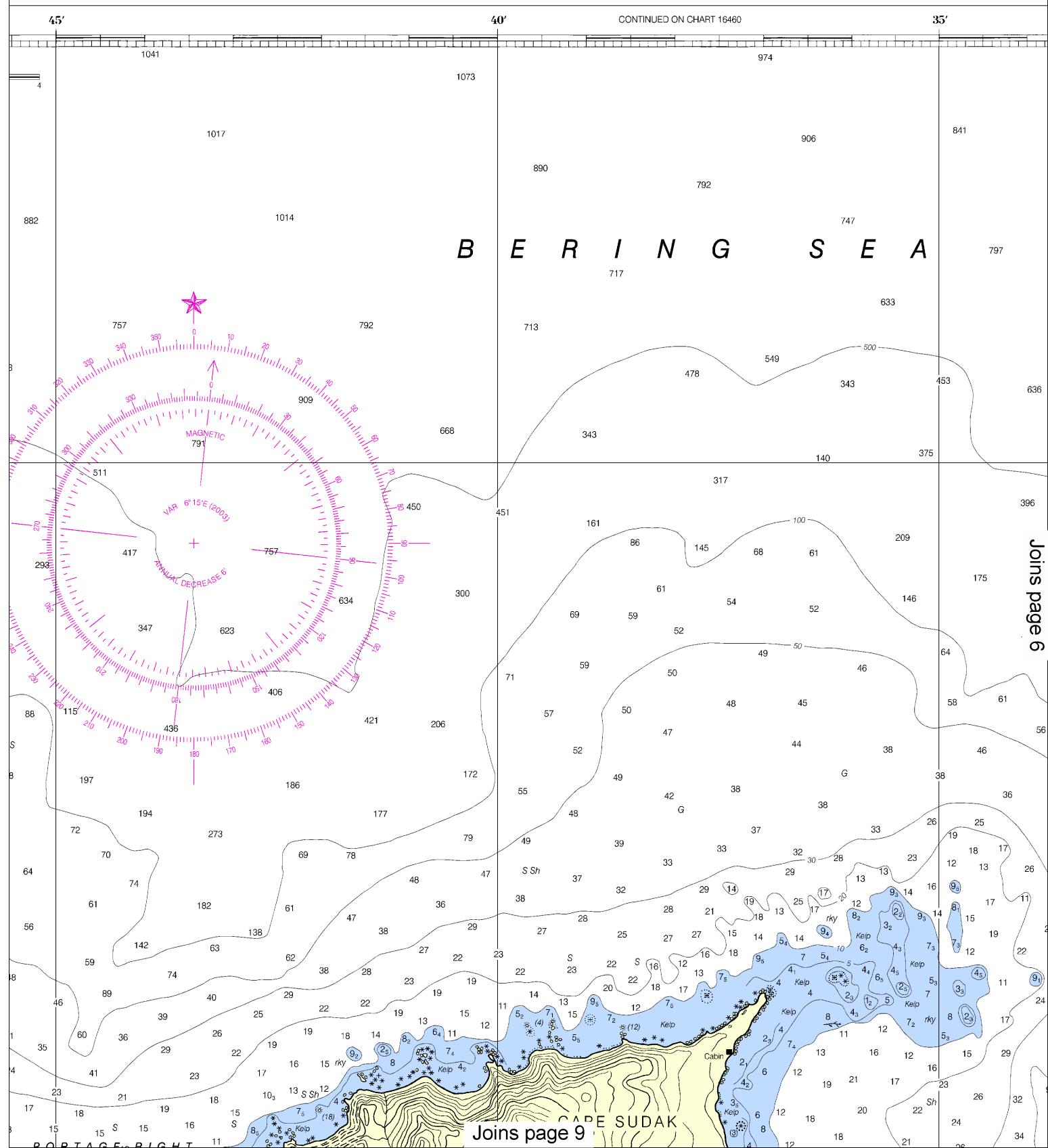
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

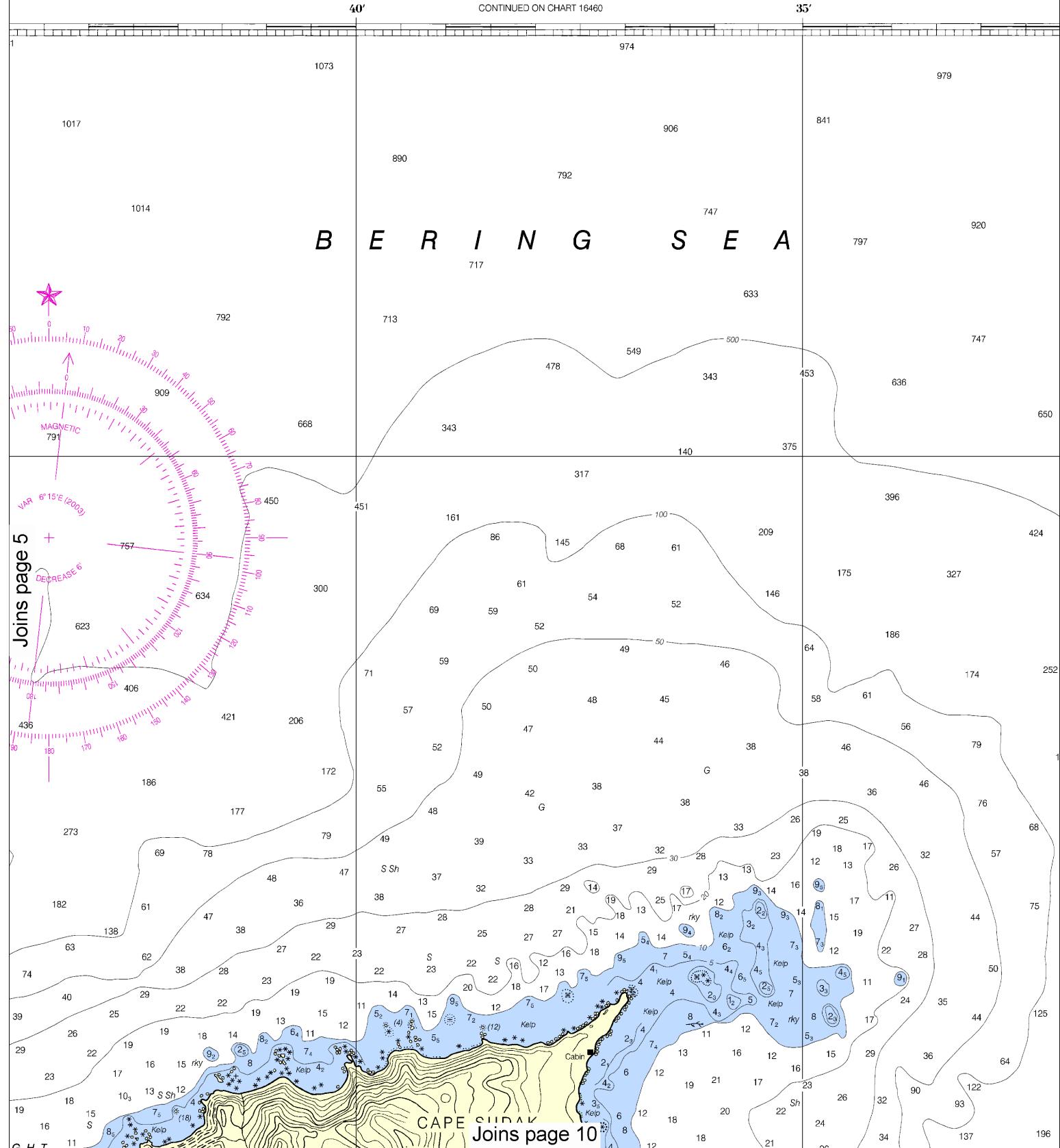
See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:66667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

40' CONTINUED ON CHART 16460



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

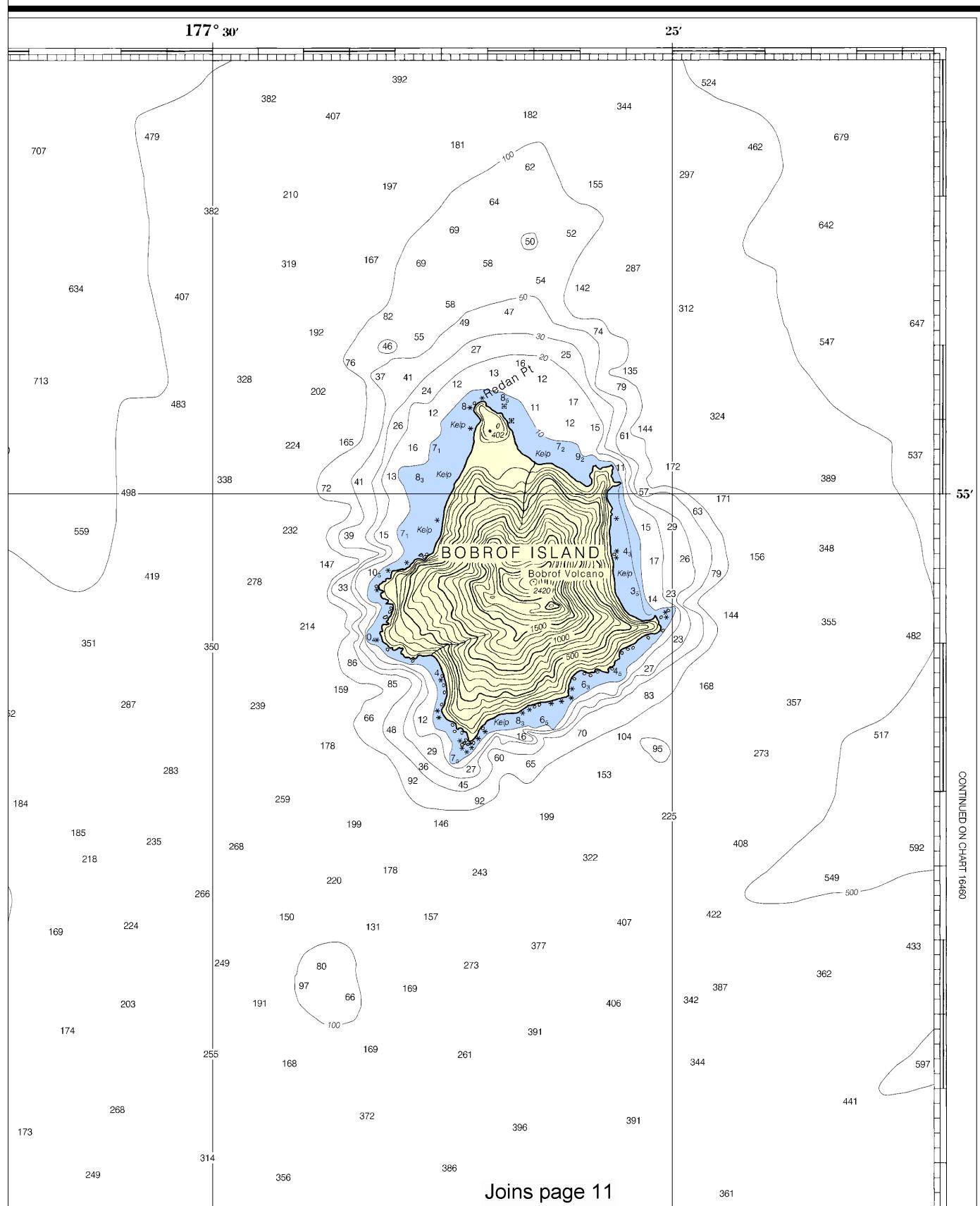
~~SCALE 1:50,000~~
Nautical Miles

See Note on page 5.

SOUNDINGS IN FATHOMS

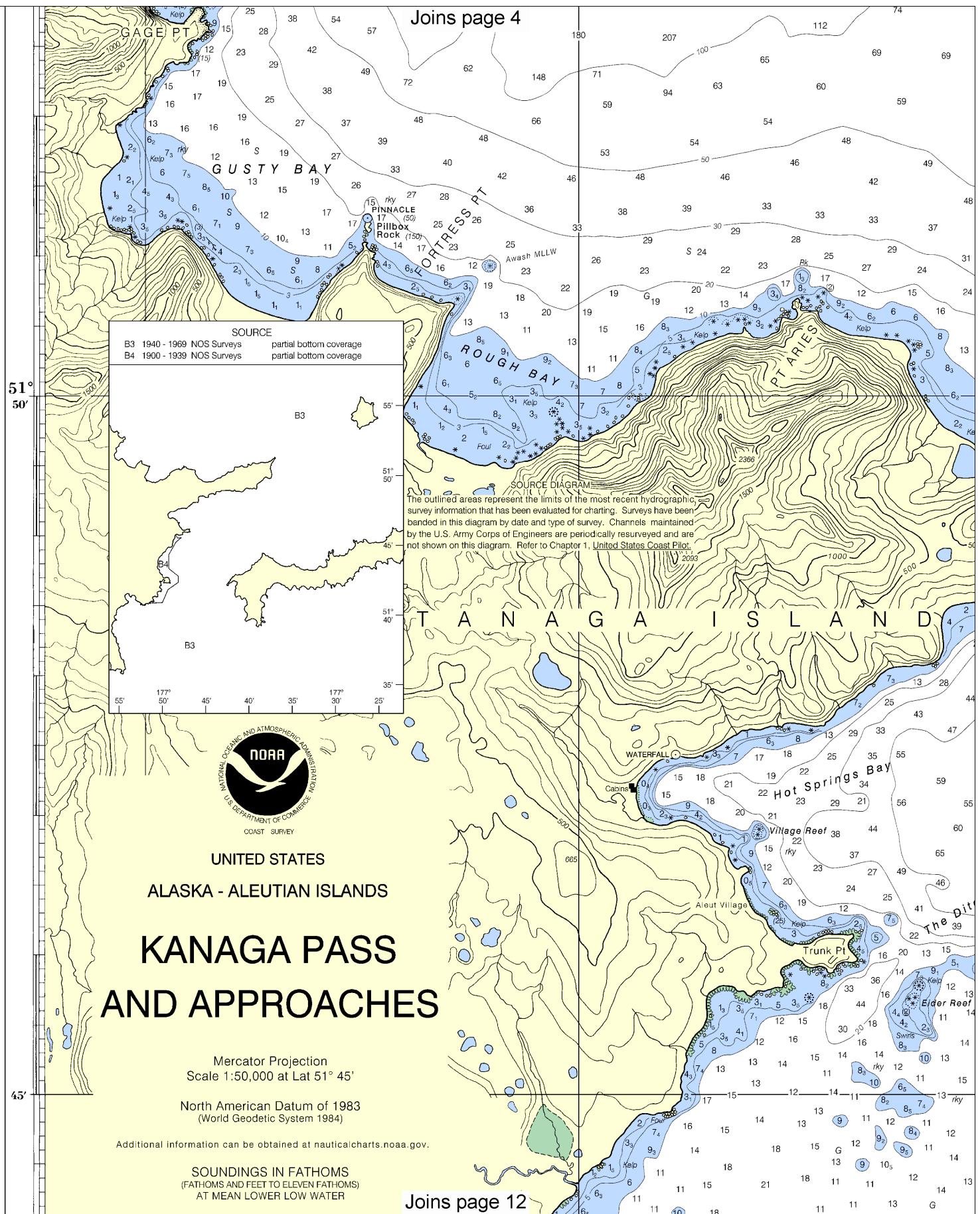
(FATHOMS AND FEET TO 11 FATHOMS)

16463

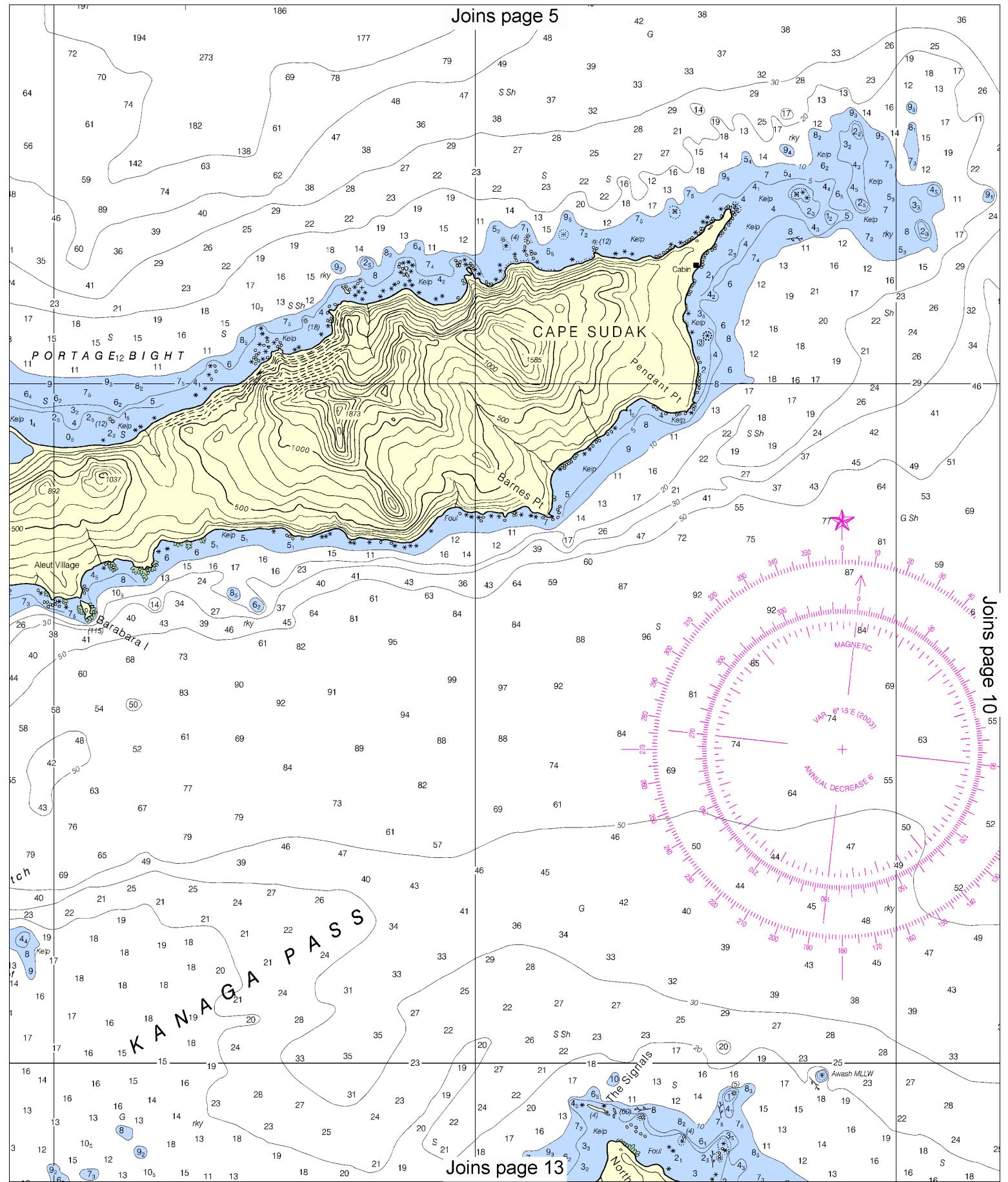


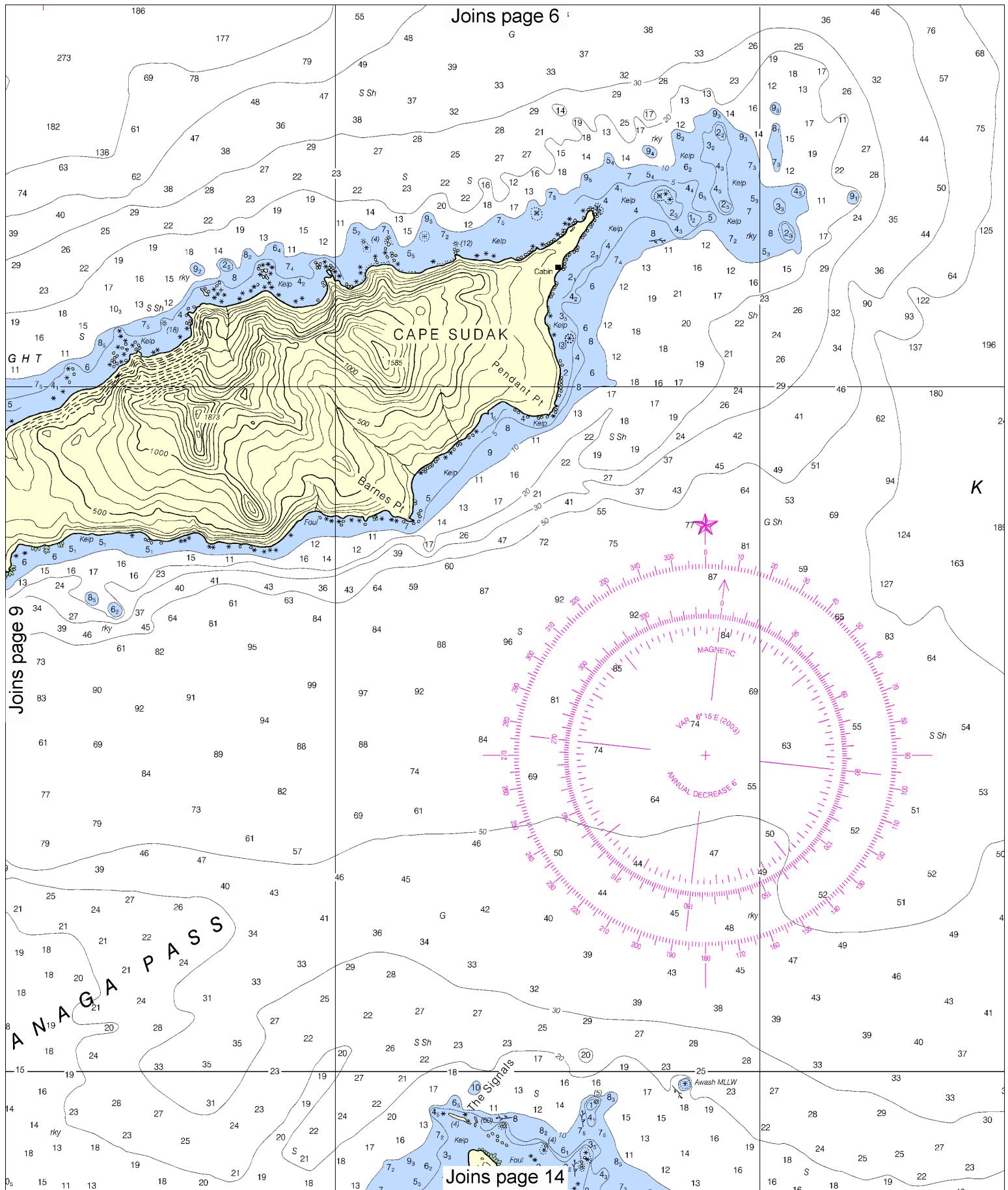
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
 NGA Weekly Notice to Mariners: 4812 12/1/2012,
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

Joins page 4



Joins page 5





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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1.50,000
Nautical Miles

See Note on page 5.

Joins page 7

ON CHART 16460

51°

- 45'

185	
218	
	235
	266
169	224
	25
	203
174	
	25
	268
173	
	314
249	

Joins page 7

The figure is a network graph illustrating joins between pages. Nodes are represented by numbers. A central cluster of nodes (97, 80, 66, 100) is enclosed in an oval. Other nodes are scattered around, with some forming a horizontal chain at the bottom.

- Top row: 268, 199, 140, 322
- Row above central cluster: 220, 178, 243
- Row below central cluster: 150, 131, 157, 407
- Row below that: 9, 273, 377
- Row further down: 191, 169, 406
- Bottom row: 168, 169, 261, 391
- Bottom-most row: 356, 372, 396, 386

Join page 15

Joins page 15

UNITED STATES

Joins page 8

ALASKA - ALEUTIAN ISLANDS

KANAGA PASS AND APPROACHES

Mercator Projection
Scale 1:50,000 at Lat 51° 45'

North American Datum of 1983
(World Geodetic System 1984)

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

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

For Symbols and Abbreviations see Chart No. 1

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast and Geodetic Survey with additional data from the U. S. Coast Guard and the State of Alaska

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.

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.

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).

SUPPLEMENTAL INFORMATION

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

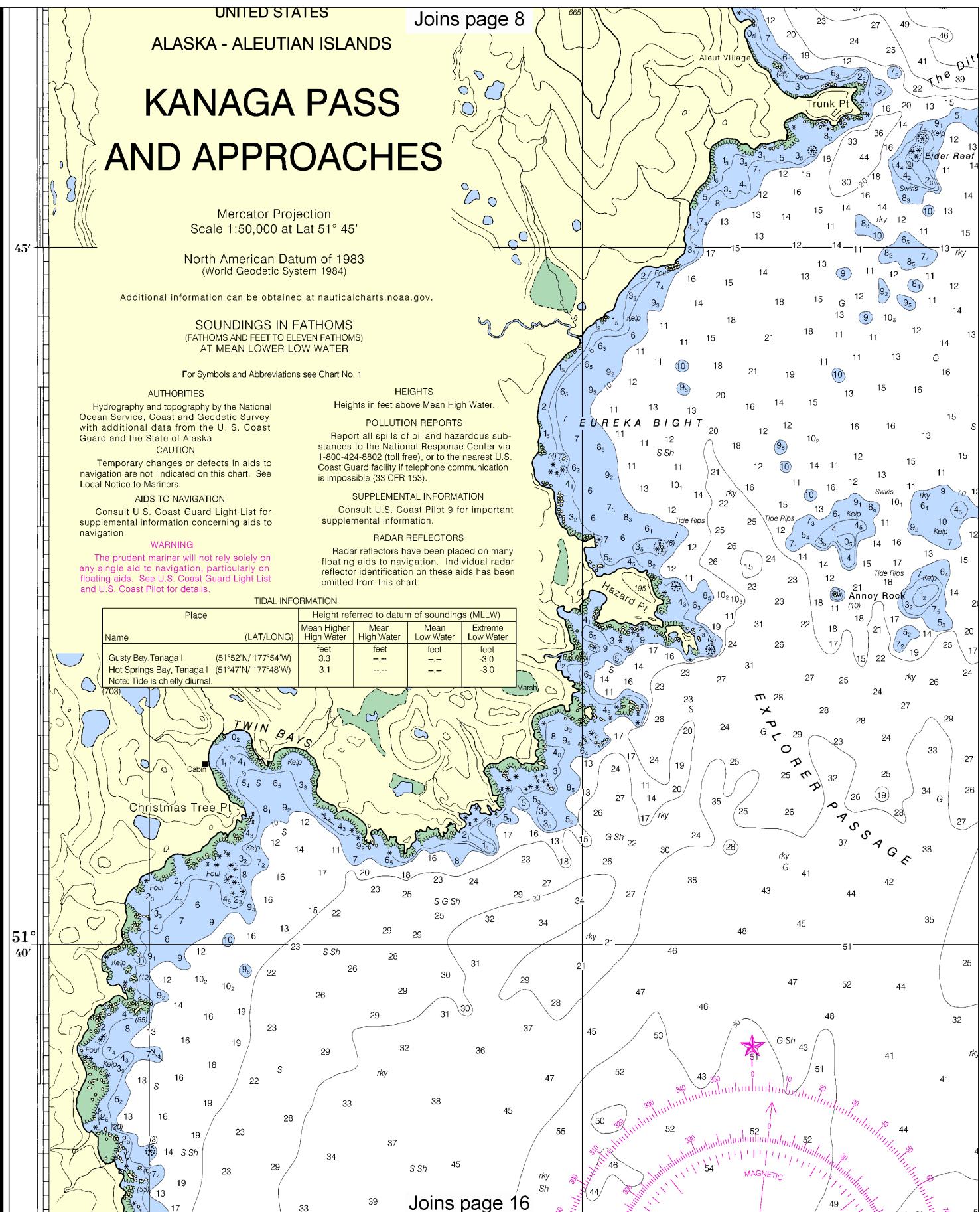
RADAR REFLECTORS

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

TIDAL INFORMATION

Place (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
Gusty Bay, Tanaga I (51°52'N/ 177°54'W)	3.3	---	-3.0	-3.0
Hot Springs Bay, Tanaga I (51°47'N/ 177°48'W)	3.1	---	-3.0	-3.0

Note: Tide is chiefly diurnal.



Joins page 16

12

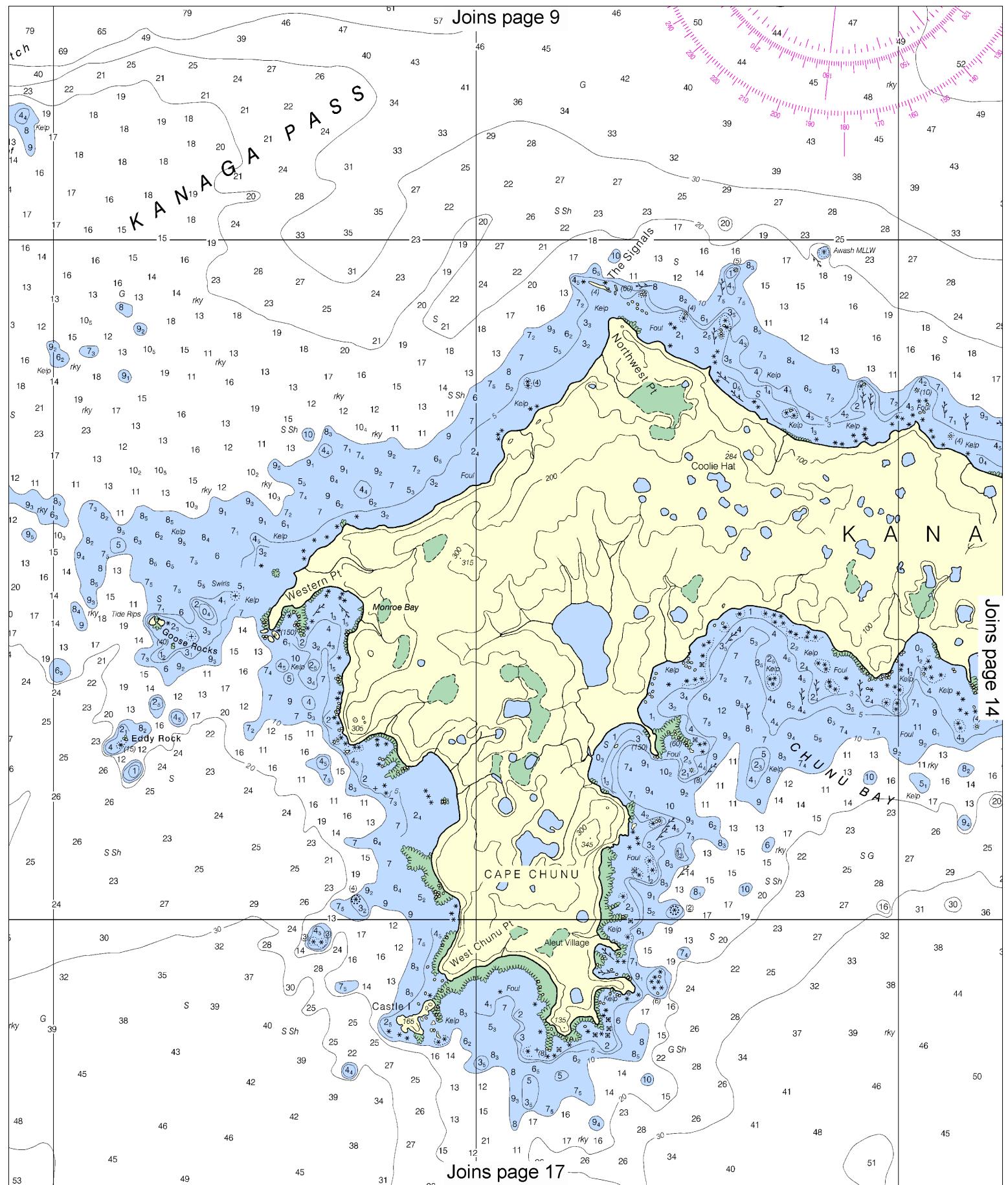
Note: Chart grid lines are aligned with true north.

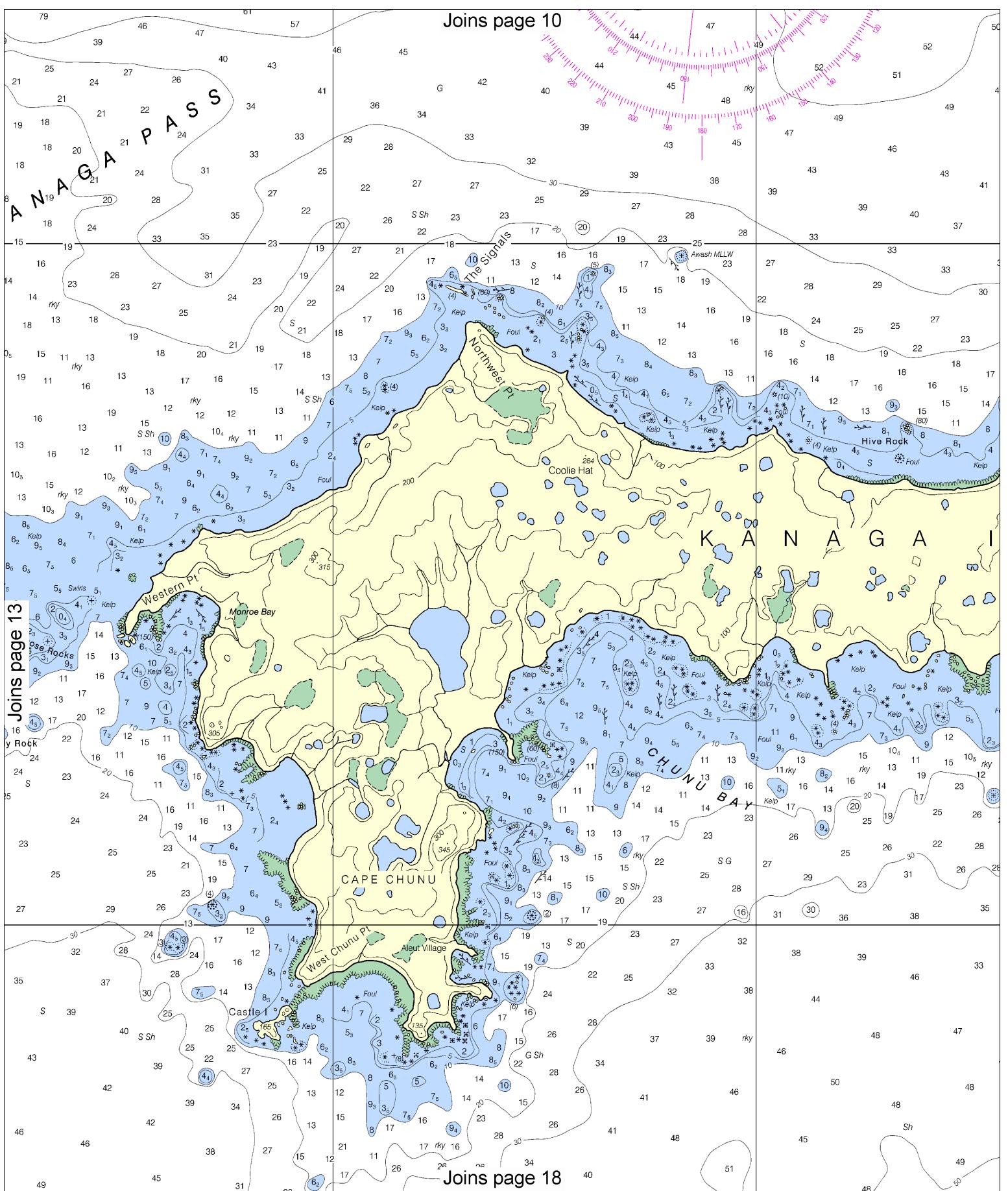
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SCALE 1:50,000
Nautical Miles

See Note on page 5.

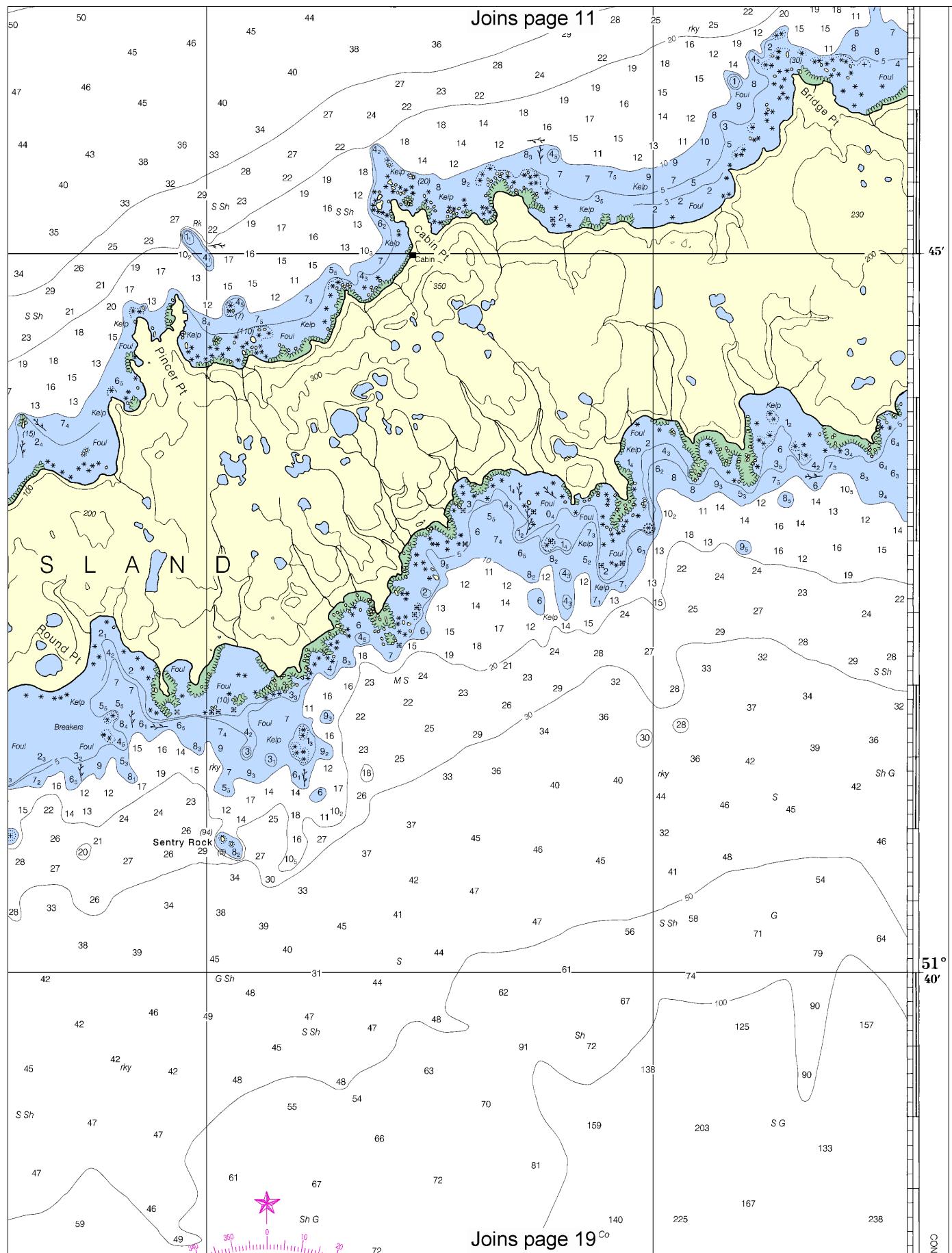
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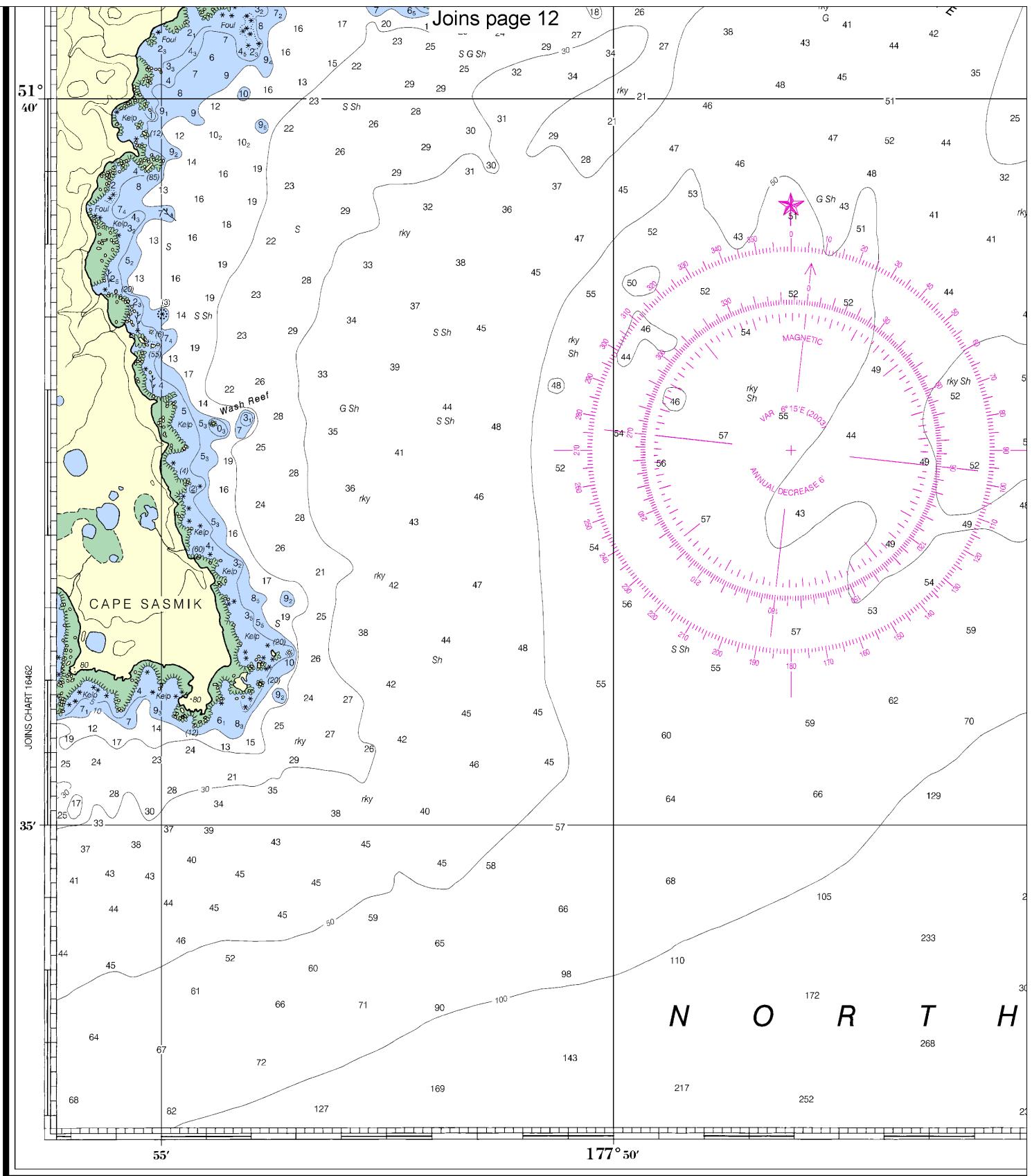




14

Note: Chart grid lines are aligned with true north.





7th Ed., Nov./03

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

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.

SOUNDINGS IN FATHOMS (FATHOMS AND FEET TO 11 FATHOMS)

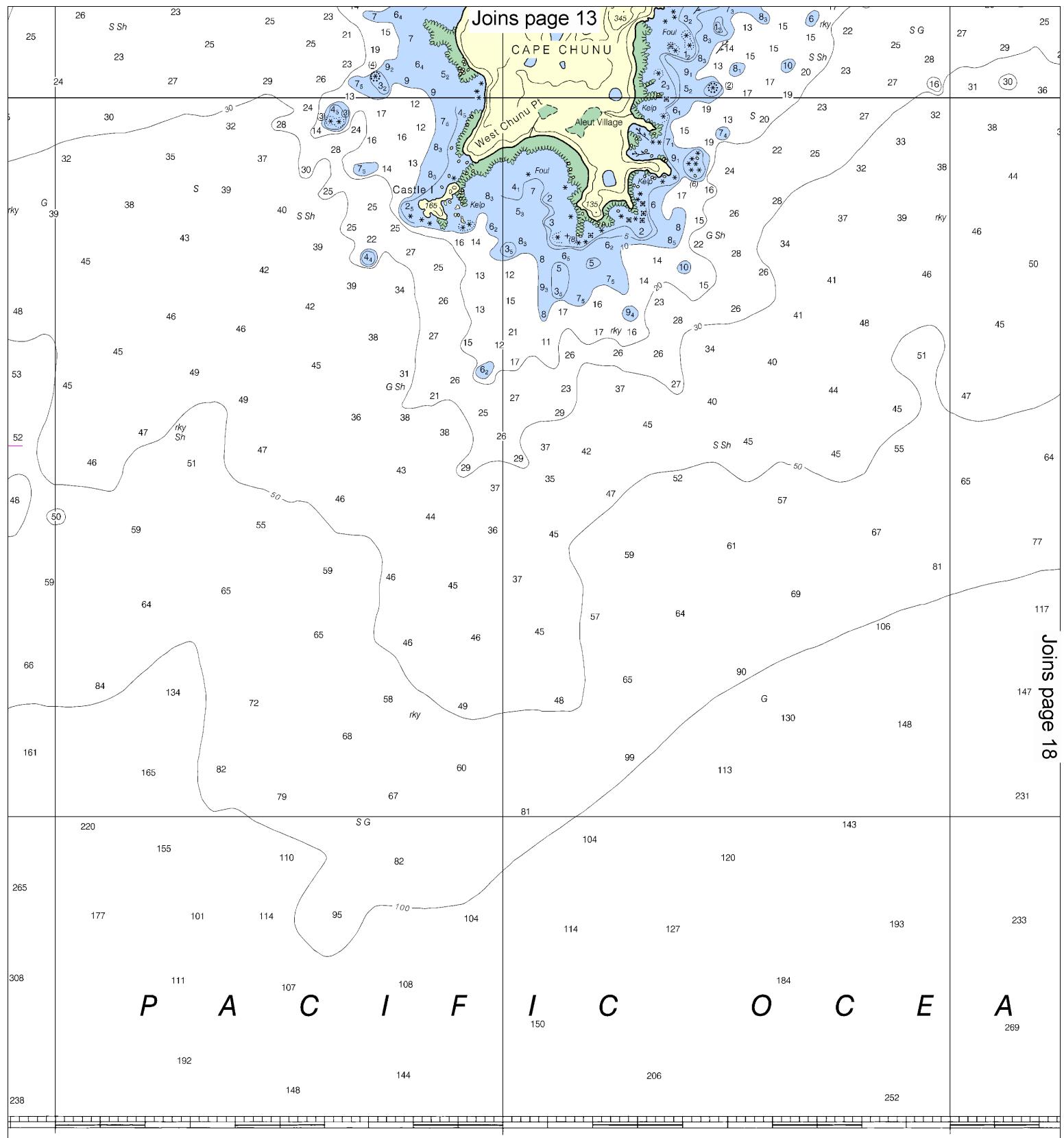
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:50,000~~
Nautical Miles

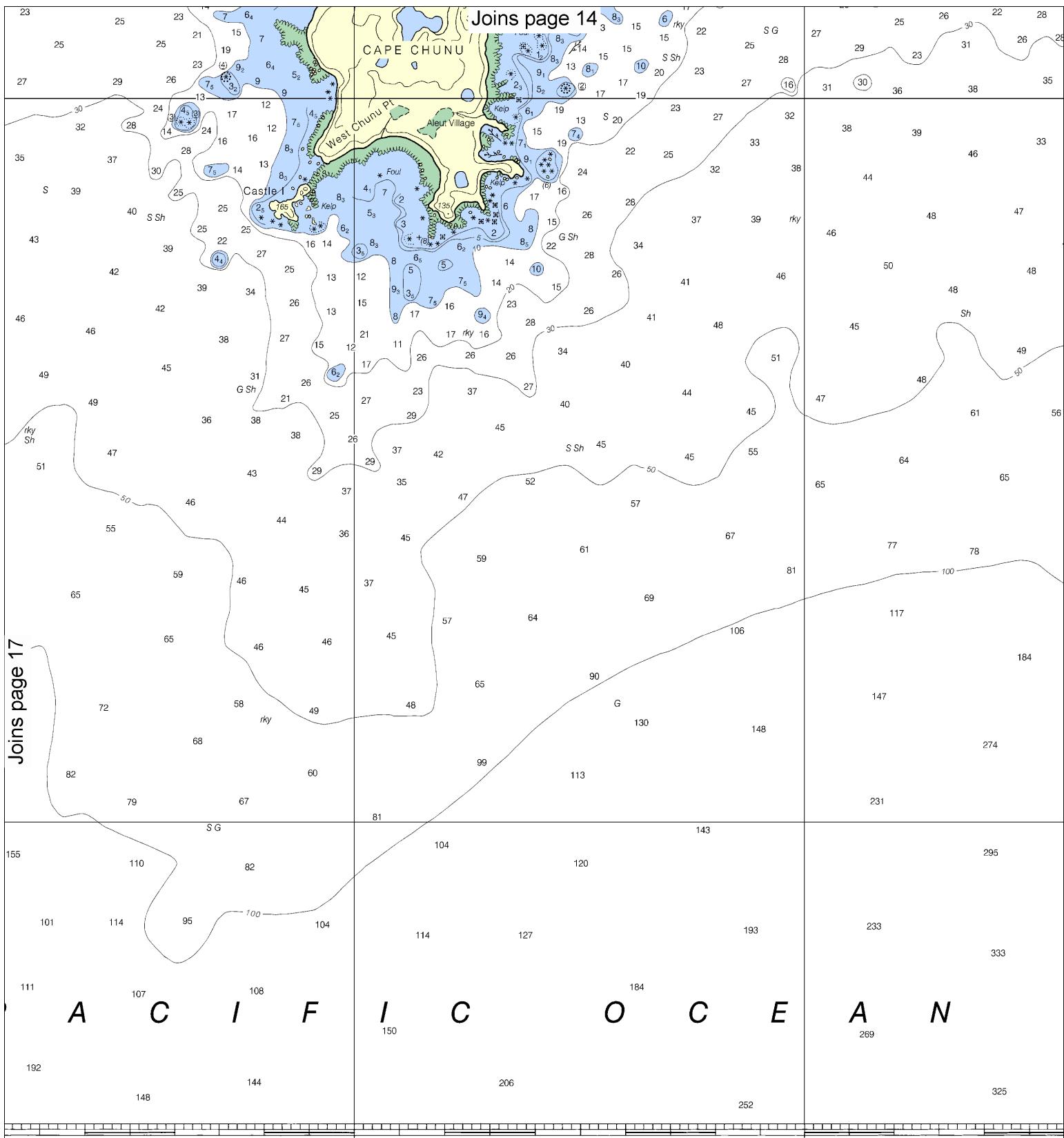
See Note on page 5.



THOMS
(OMS)

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

17



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

FATHOMS	1
FEET	6
METERS	1.2

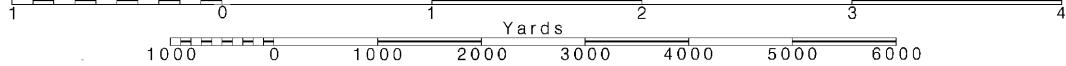
18

Note: Chart grid lines are aligned with true north.

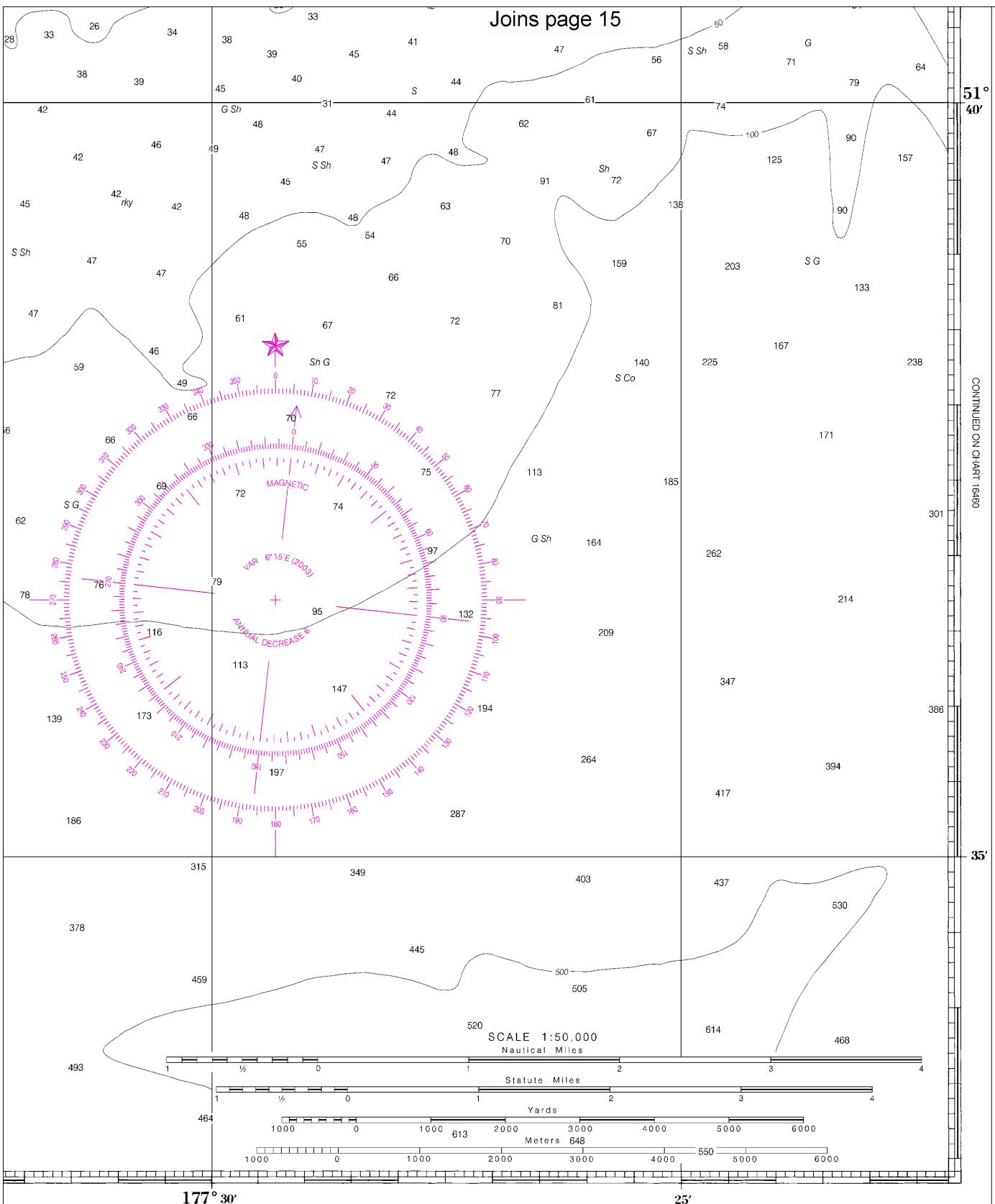
Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.



Joins page 15



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

Kanaga Pass and Approaches
SOUNDINGS IN FATHOMS - SCALE 1:50,000

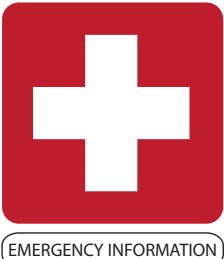
16463

ED NO. 7



NSN 764201401130
NIMA REFERENCE NO. 16463A16463

19



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/NOAACharterViewer.html
Report a chart discrepancy	— http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	— http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	— http://tidesandcurrents.noaa.gov
Marine Forecasts	— http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	— http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	— http://www.nowcoast.noaa.gov/
National Weather Service	— http://www.weather.gov/
National 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