



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://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.

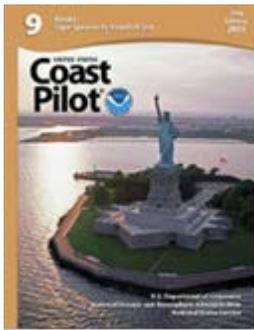
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16467>.



**(Selected Excerpts from Coast Pilot)**

**Cape Adagdak**, the northernmost point of Adak Island, is a bold headland 2,072 feet high. From Cape Adagdak, the coast trends SW and then curves W to form 3-mile-wide Andrew Bay. A 20-foot-high rocky dike separates the head of the bay from freshwater Andrew Lake.

**Acorn Rock** is 0.2 mile off the N coast of Adak Island, 5.5 miles SW of Cape Adagdak. A shoal covered 1 fathom is 0.4 mile offshore 0.6 mile W of the rock.

**Cape Moffett**, 8 miles SW of Cape Adagdak, is a cliff 600 feet high behind which the land rises gradually to Mount Moffett. The cape is the NW headland of Adak Island and is prominent for entering Adak

Strait. **Cape Kiguga**, 2 miles S of Cape Moffett, is the westernmost projection of Adak Island at the N entrance to Adak Strait; it is a very steep eroded slope rising abruptly from the water. The 30-fathom curve extends about 1 mile off Cape Moffett and Cape Kiguga; there are no off-lying dangers.

**Adak Strait**, between Adak Island and Kanaga Island, is 16 miles long and from 6 to 8 miles wide; depths are from 30 to over 100 fathoms. The only dangers are the rocks and reefs off **Eddy Island** and **Argonne Point** on the E side and **Shoal Point** and **Naga Point** on the W side. Vessels should clear both shores of the strait by not less than 1 mile. Since the current velocity may reach 4 knots, passage in heavy fog without radar is not recommended. (See the Tidal Current Tables for predictions for Adak Strait.)

The coast of Adak Island along the E side of Adak Strait is bordered by steep bluffs and rocky cliffs; islands, rocks, and reefs are close to shore. Eddy Island, at the N entrance, is prominent. **Whirlpool Rock**, 1 mile E of Eddy Island, is small, flat on top, and awash at extreme high tides; kelp grows close to it. Currents are strong and erratic in this area. **Wedge Point**, a rocky bluff 7.5 miles S of Eddy Island, is prominent. A good anchorage for small vessels in S weather is 0.8 mile E of Wedge Point, 0.3 mile offshore in 17 fathoms, sand bottom. The point 9.5 miles S of Eddy Island resembles the head of a huge gorilla.

The coast of Kanaga Island along the W side of Adak Strait is fringed by kelp beds, islets, and rocks. There are several anchorages that provide protection from W weather. One is in the cove between **Round Head** and Shoal Point; another is midway between Shoal Point and Naga Point in 17 fathoms, gray sand bottom. A reef covered 6 fathoms is 1 mile NE of Naga Point and 0.8 mile offshore; another reef covered 13 fathoms is 0.7 mile E of the point. When the current is ebbing heavy tide rips occur on these reefs in S weather.

**Cape Chlanak**, on the W side of the S entrance to Adak Strait, is low and rocky. Shallow water marked by kelp is close to the shoreline. Currents are strong and medium tide rips occur off the point.

**Shagak Bay**, 3 miles SE of Cape Kiguga, has depths of 20 fathoms or more, but only 4 feet can be carried through the 400-yard-wide entrance between grass-covered sandspits. A band of very heavy kelp extends across the entrance; the bar is relatively smooth rock. The bay is well protected from swells; the bottom is mud and probably fair holding ground. Violent williwaws and gales are encountered in E and SE weather. A good weather anchorage is indicated 1 mile NW of the entrance and 0.7 mile offshore in 17 fathoms, flat sand bottom.

**Three Arm Bay**, on the W side of Adak Island, has depths of 19 fathoms or more in the outer part, but the depths decrease to less than 5 fathoms in the arms. Most of the covered dangers are within 300 yards of the shore. In S weather small vessels can anchor 0.3 mile E of **Three Sisters Island** in 17 fathoms, sandy bottom. **North Arm**, 0.2 mile wide with steep sides, extends 2 miles inshore to a low draw. A short overland trail leads from the upper end of the arm to the S shore of Unalga Bight in the Bay of Islands. In SW and W weather, swells from Adak Strait enter North Arm; in E or W weather, winds draw through this arm. Anchorage is suitable only for small craft in good weather. A fair anchorage for small vessels is in **Middle Arm**, 0.5 mile N of **Split Point**, and rock bottom is poor holding ground. **South Arm** is well sheltered, but the holding ground was reported poor in 1973. It is entered from Middle Arm through a 6-fathom passage between the W shore of the small island off Split Point and the shoreline to the W.

**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 Jul. 24/04  
Corrected through LNM Jun. 29/04

For Symbols and Abbreviations see Chart No. 1

### CAUTION

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

### CAUTION

Numerous uncharted rocks may exist shoreward of the 10 meter curve.

### CAUTION

Extremely heavy tide rips and strong currents which at times make control of vessels difficult, may be encountered in the passages between the North Pacific Ocean and the Bering Sea. See Tidal Current Tables for supplemental information.

### AIDS TO NAVIGATION

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

### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location) ○ (Approximate location)

### HEIGHTS

Heights in meters and decimeters above Mean High Water.

### 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 5.103" southward and 9.050" westward to agree with this chart.

### WIRE DRAGGED AREA

The area tinted green was swept in 1933 for previously undetected dangers to navigation. All dangers found are shown on this chart.

### AUTHORITIES

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

### Mercator Projection

Scale 1:100,000 at Lat. 51°44'

North American Datum of 1983  
(World Geodetic System 1984)

DEPTHS IN METERS AND DECIMETERS  
AT MEAN LOWER LOW WATER

### 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).

### 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, 18.705 (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

Place	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Name	(LAT/LONG)	meters	meters	meters	meters
Cape Churu, Kanaga Island	(51°40'N/177°38'W)	7.5	----	----	----
Cape Chianak, Kanaga Island	(51°43'N/177°09'W)	6.2	----	----	----
Shoal Point, Kanaga Island	(51°52'N/177°04'W)	5.8	----	----	----
Lash Bay, Tanaga Island	(51°40'N/178°03'W)	7.7	----	----	----
Tanaga Bay, Tanaga Island	(51°43'N/178°00'W)	7.3	----	----	----
Gusty Bay, Tanaga Island	(51°52'N/177°54'W)	6.0	----	----	-5.5
Hot Springs Bay, Tanaga Island	(51°47'N/177°48'W)	5.6	----	----	-5.5
Bay of Waterfalls, Adak Island	(51°39'N/176°50'W)	6.4	----	----	----
Andrew Bay, Adak Island	(51°59'N/176°38'W)	6.6	----	----	----

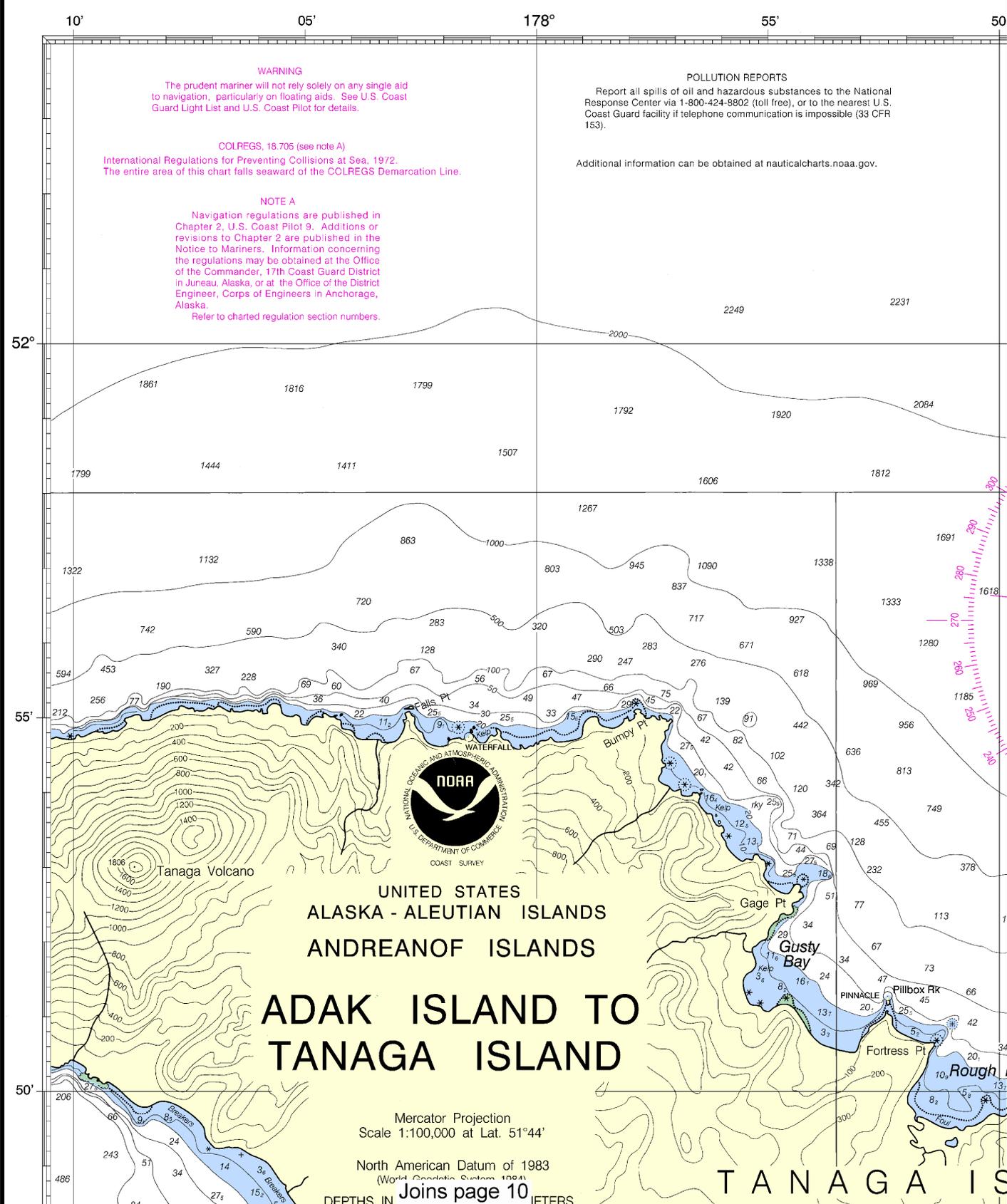
Note: Tide is chiefly diurnal

(Dec 1993) Latest available information.

16467

PRINT-ON-DEMAND CHARTS

This chart is available in a version 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.



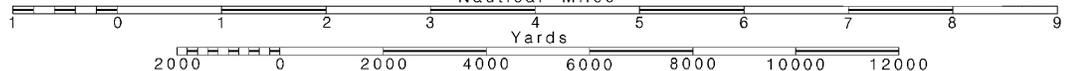
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000  
Nautical Miles

See Note on page 5.

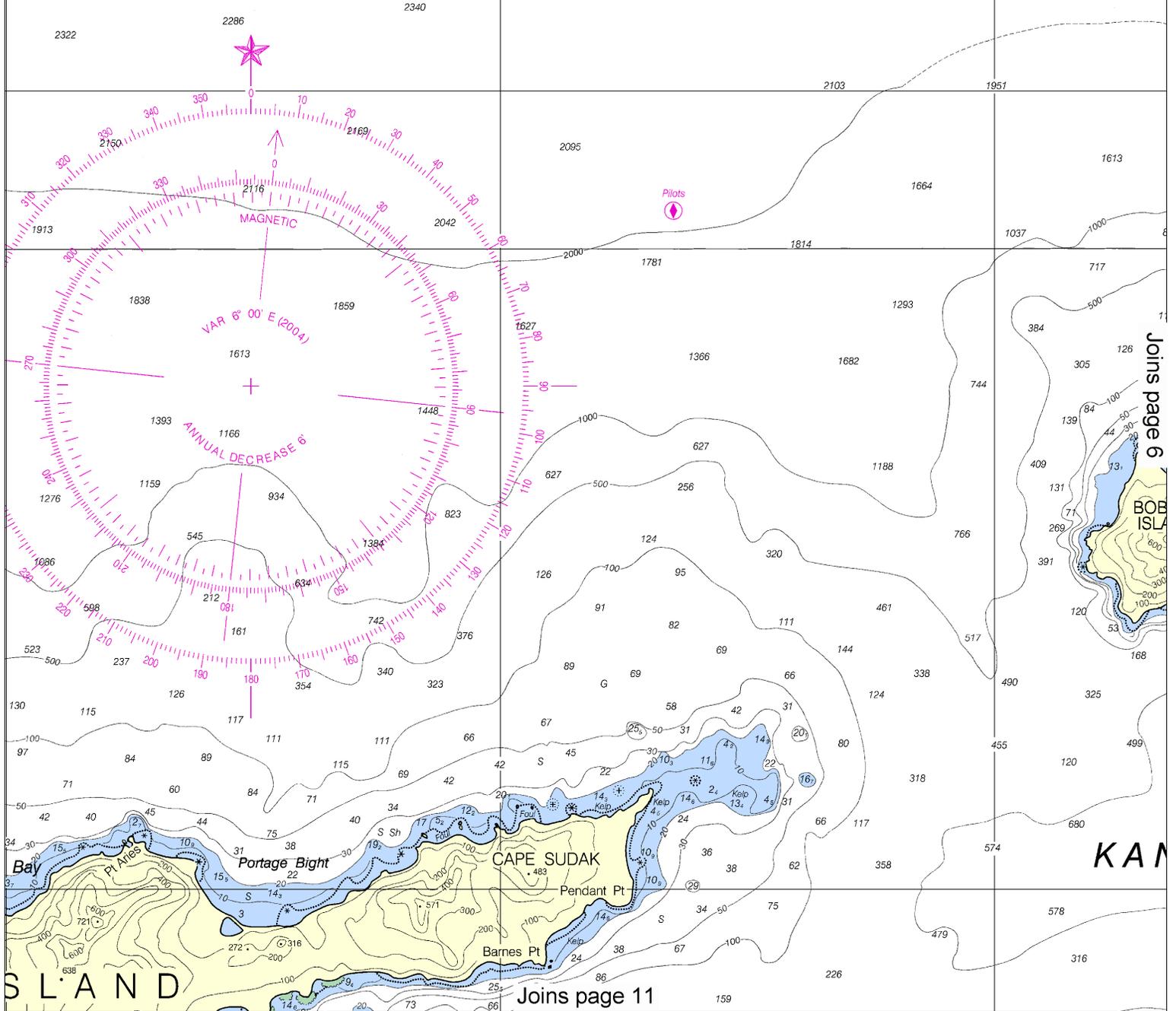


TIDAL INFORMATION

Place	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Name	(LAT/LONG)	meters	meters	meters	meters
Cape Churu, Kanaga Island	(51°40'N/177°38'W)	7.5	----	----	----
Cape Chianak, Kanaga Island	(51°43'N/177°09'W)	6.2	----	----	----
Shoal Point, Kanaga Island	(51°52'N/177°04'W)	5.8	----	----	----
Lash Bay, Tanaga Island	(51°40'N/178°03'W)	7.7	----	----	----
Tanaga Bay, Tanaga Island	(51°43'N/178°00'W)	7.3	----	----	----
Gusty Bay, Tanaga Island	(51°52'N/177°54'W)	6.0	----	----	-5.5
Hot Springs Bay, Tanaga Island	(51°47'N/177°48'W)	5.6	----	----	-5.5
Bay of Waterfalls, Adak Island	(51°39'N/176°50'W)	6.4	----	----	----
Andrew Bay, Adak Island	(51°59'N/176°38'W)	6.6	----	----	----

Note: Tide is chiefly diurnal

(Dec 1993) Latest available information.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:133333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

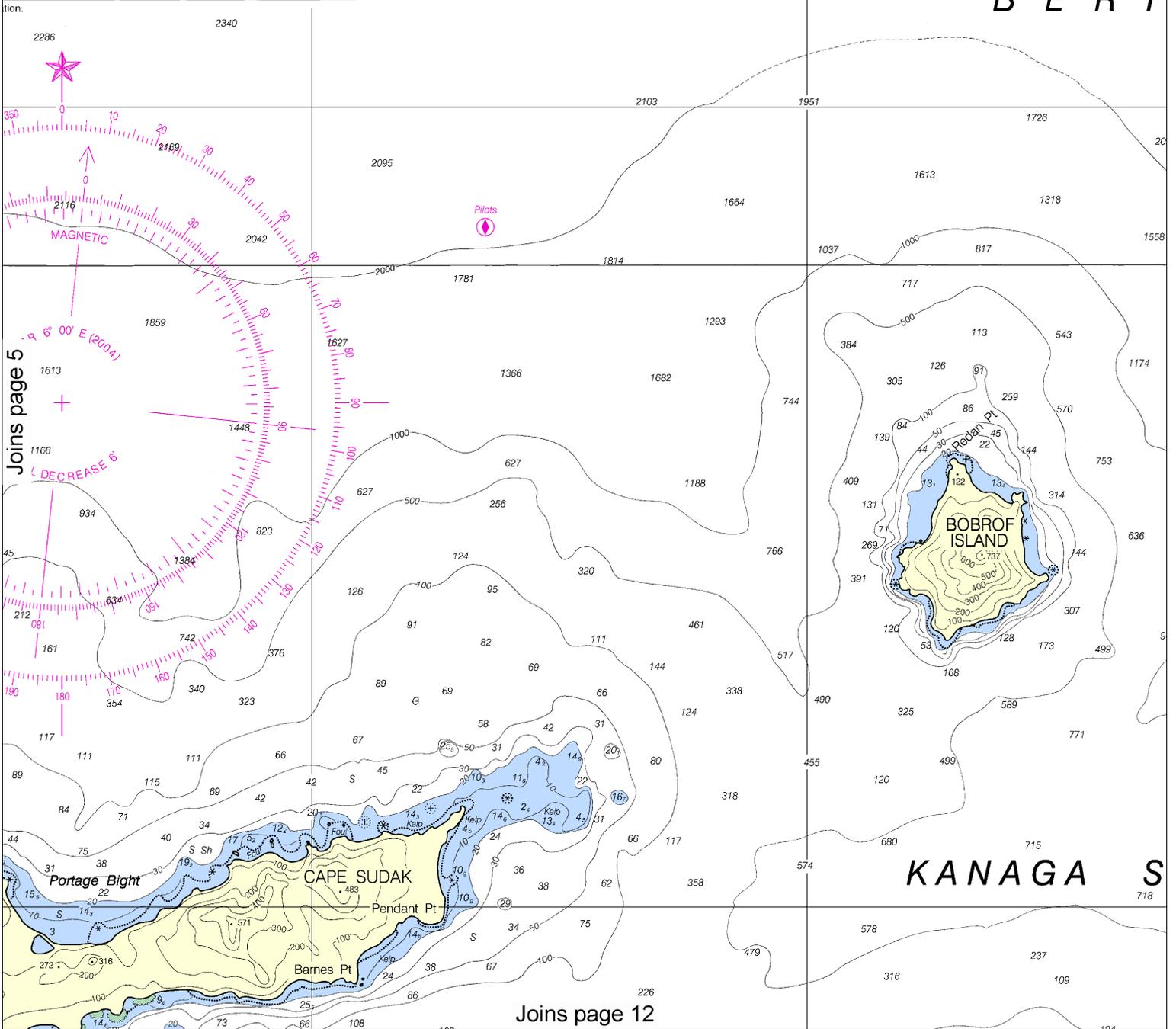


CONTINUED ON CHART 16460

45' 40' 35' 30' 25'

TIDAL INFORMATION

(LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	meters	meters	meters	meters
(51°40'N/177°38'W)	7.5	---	---	---
(51°43'N/177°09'W)	6.2	---	---	---
(51°52'N/177°04'W)	5.8	---	---	---
(51°40'N/178°03'W)	7.7	---	---	---
(51°43'N/178°00'W)	7.3	---	---	---
(51°52'N/177°54'W)	6.0	---	---	-5.5
(51°47'N/177°48'W)	5.6	---	---	-5.5
(51°39'N/176°50'W)	6.4	---	---	---
(51°59'N/176°38'W)	6.6	---	---	---



Joins page 5

Joins page 12

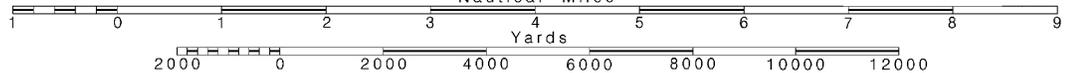


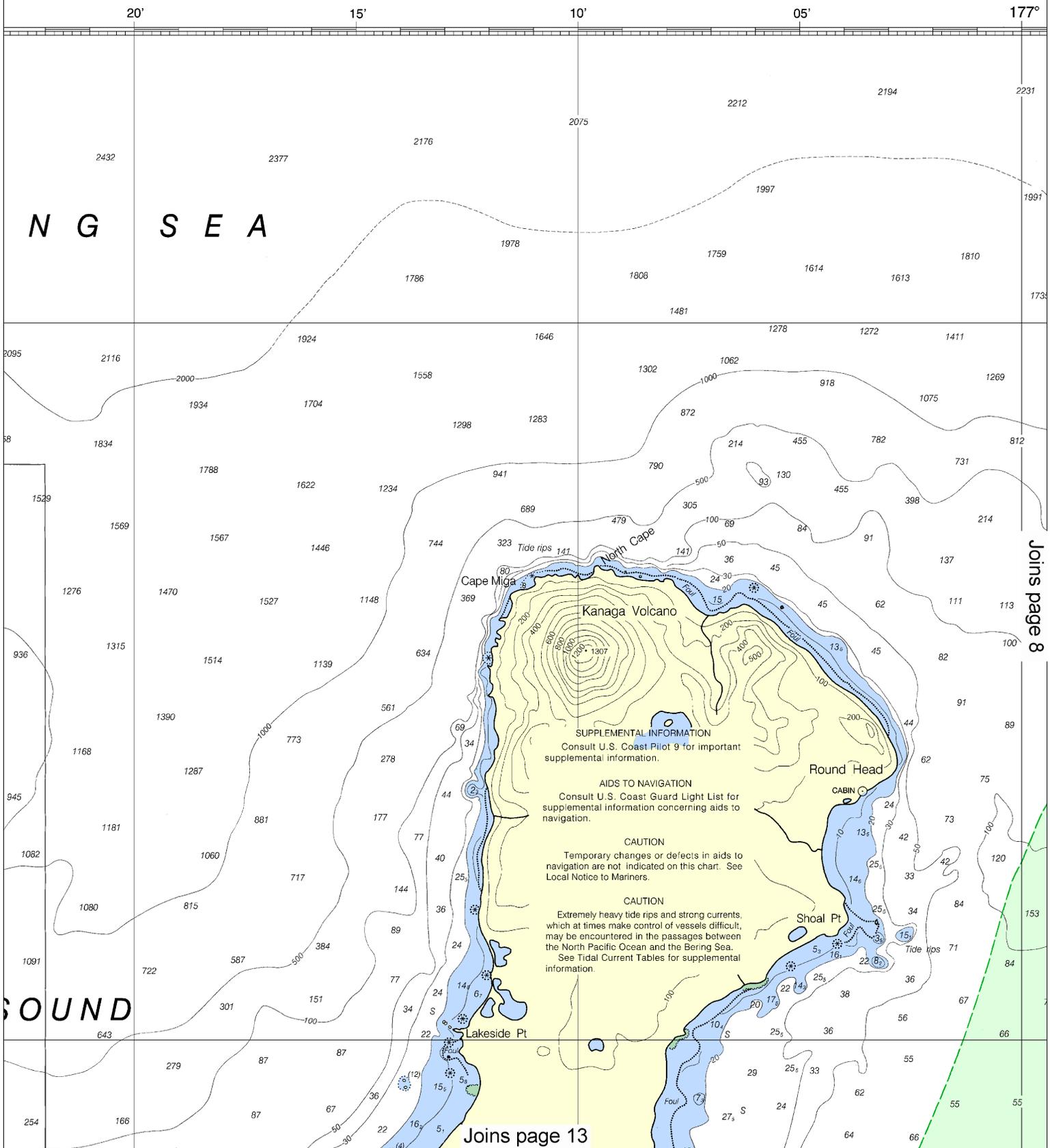
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000  
Nautical Miles

See Note on page 5.





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.



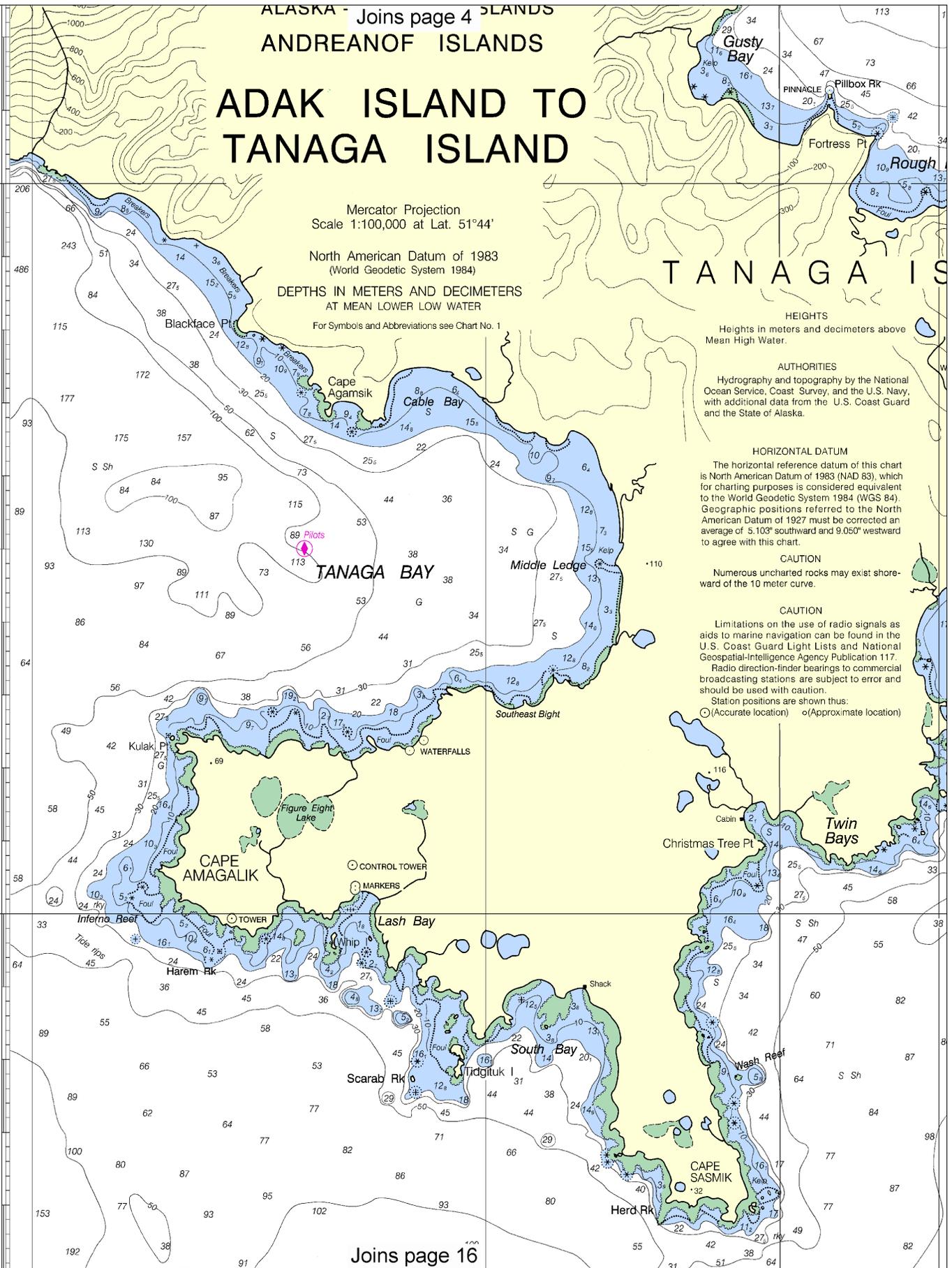


# DEPTHS IN METERS



# ADAK ISLAND TO TANAGA ISLAND

50'  
486  
45'  
89  
64  
40'  
192



Joins page 16

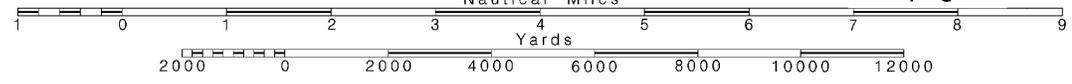


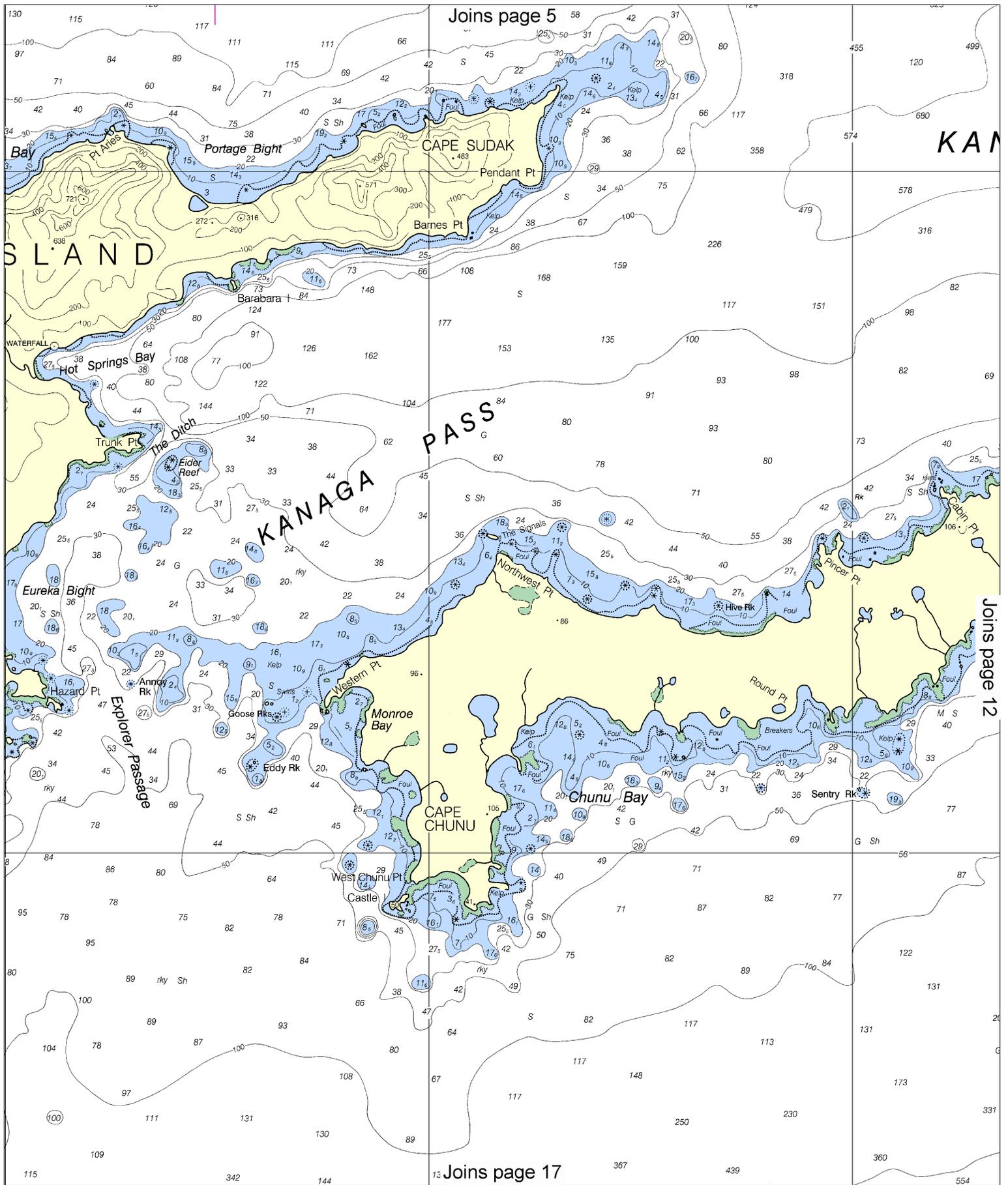
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000  
Nautical Miles

See Note on page 5.



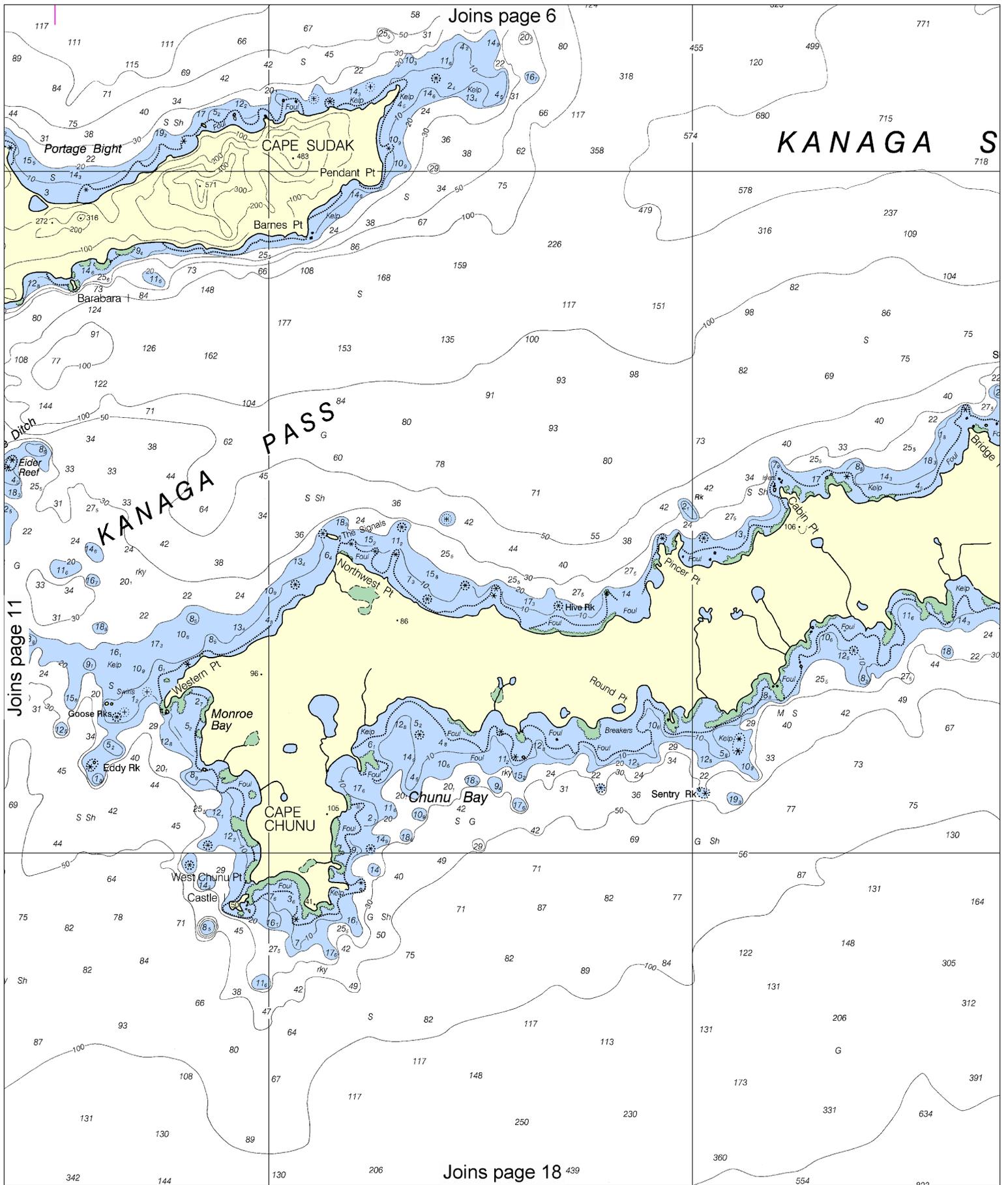


Joins page 5

KANAGA

Joins page 12

Joins page 17



**12**

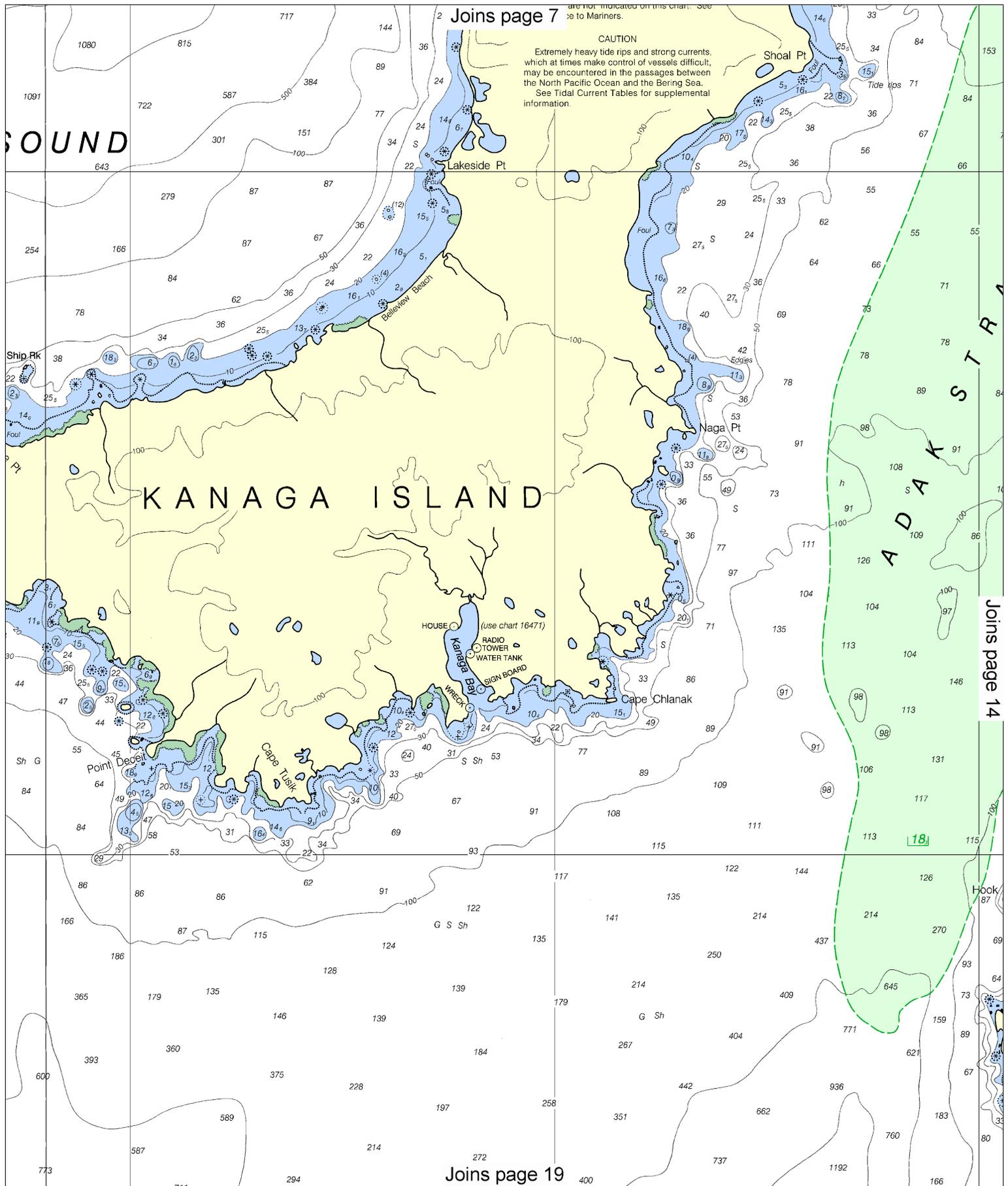
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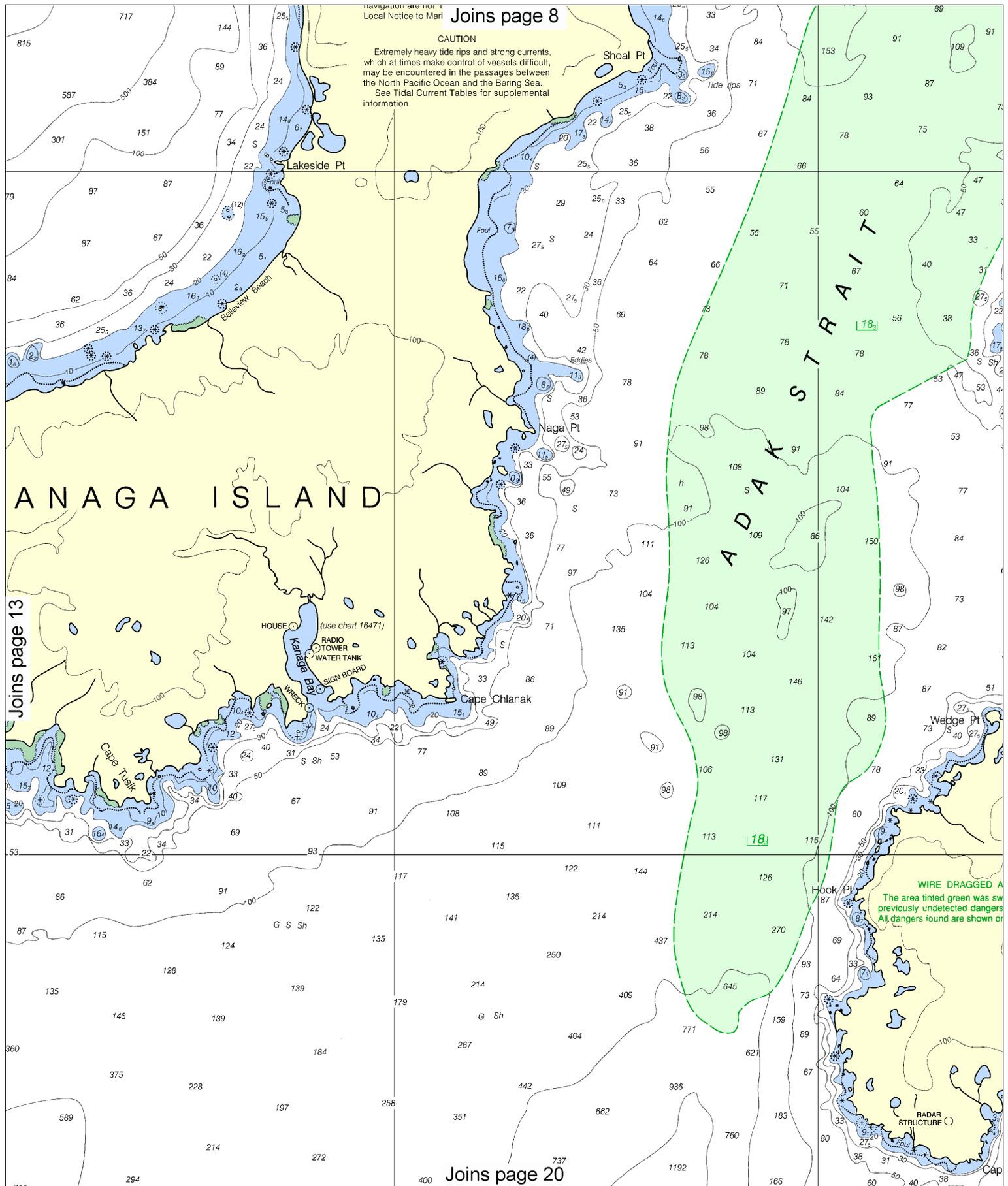
Printed at reduced scale.

SCALE 1:100,000  
Nautical Miles

See Note on page 5.







navigation are not to be used without a Local Notice to Mariners. Joins page 8

**CAUTION**  
 Extremely heavy tide rips and strong currents, which at times make control of vessels difficult, may be encountered in the passages between the North Pacific Ocean and the Bering Sea. See Tidal Current Tables for supplemental information.

Joins page 13

Joins page 20

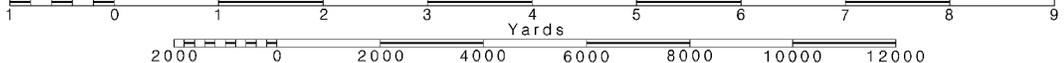
**14**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

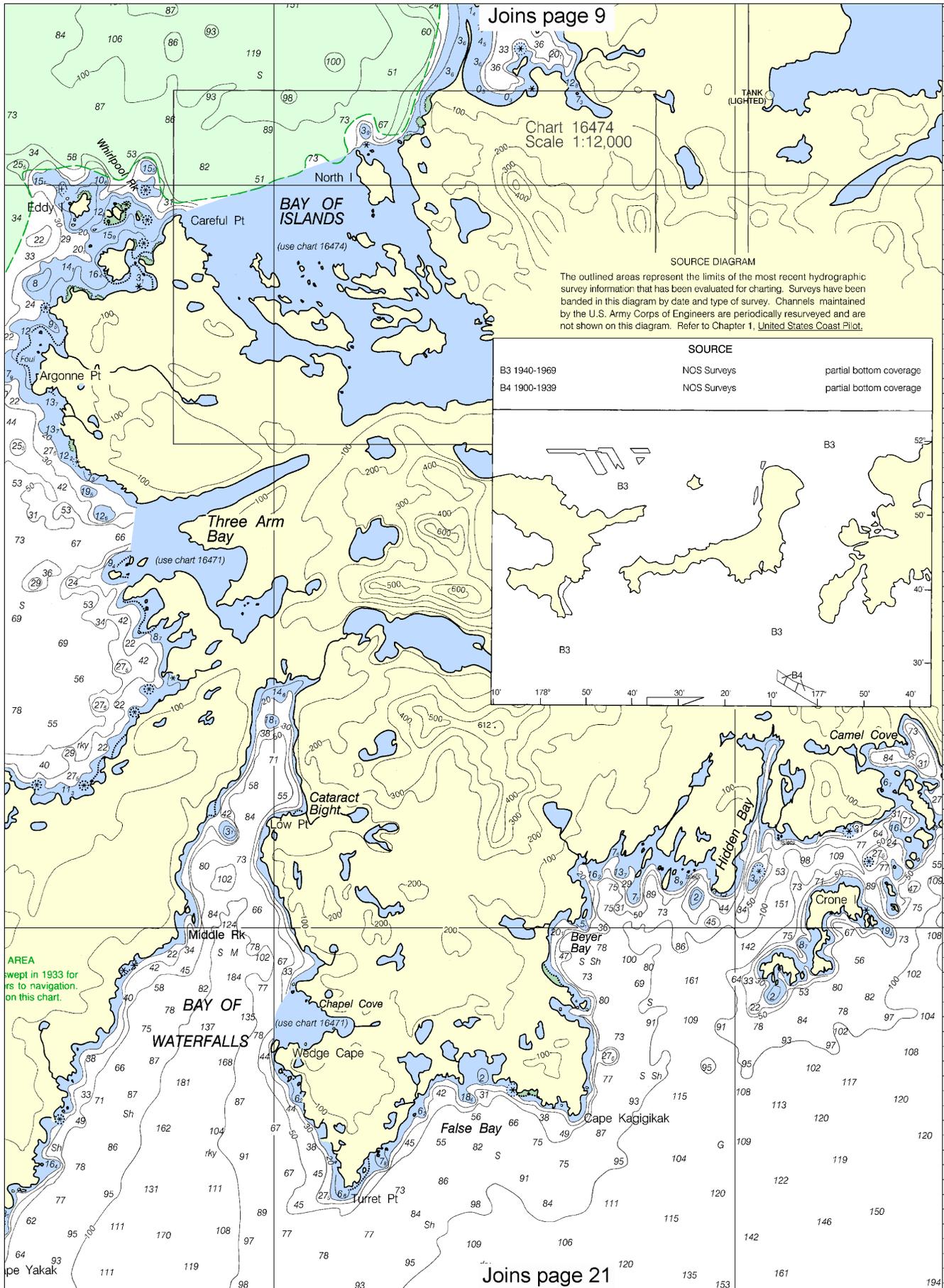
SCALE 1:100,000  
 Nautical Miles

See Note on page 5.



Joins page 9

Chart 16474  
Scale 1:12,000

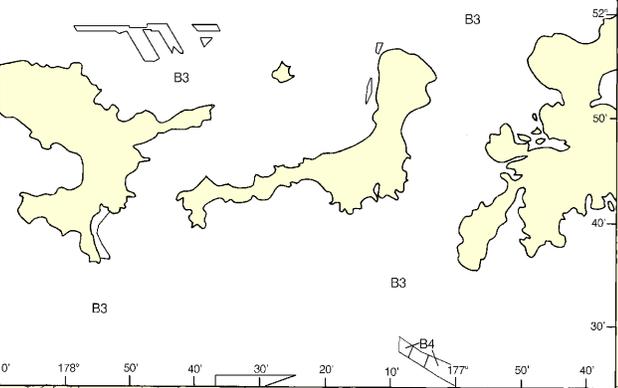


SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U. S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage



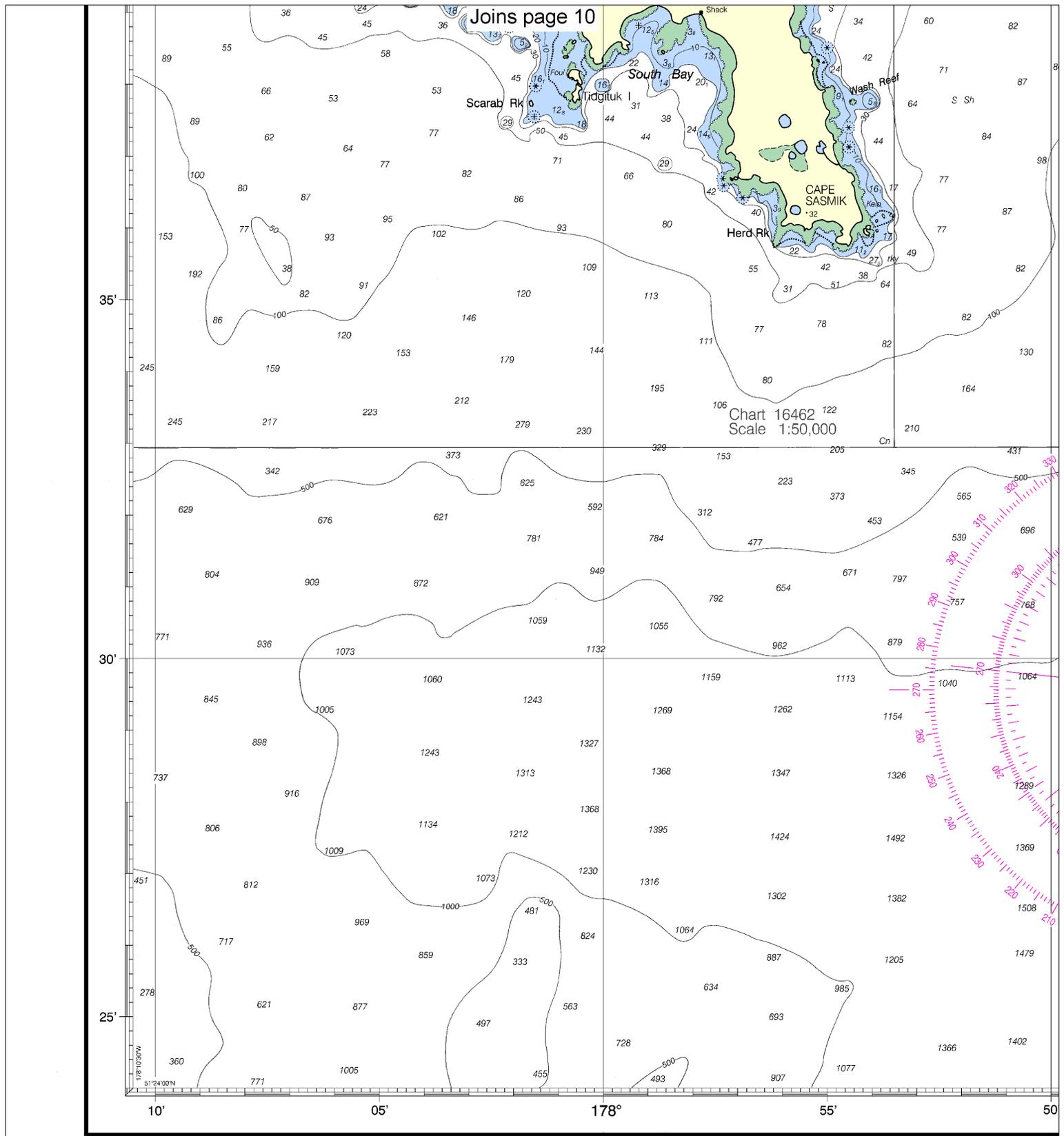
AREA swept in 1933 for navigation on this chart.

Joins page 21

50'

45'

40'



2nd Ed., Jul./04 ■ Corrected through NM Jul. 24/04  
Corrected through LNM Jun. 29/04

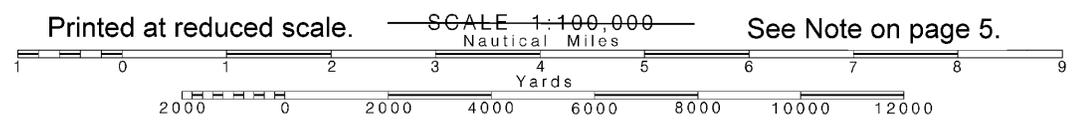
**16467**

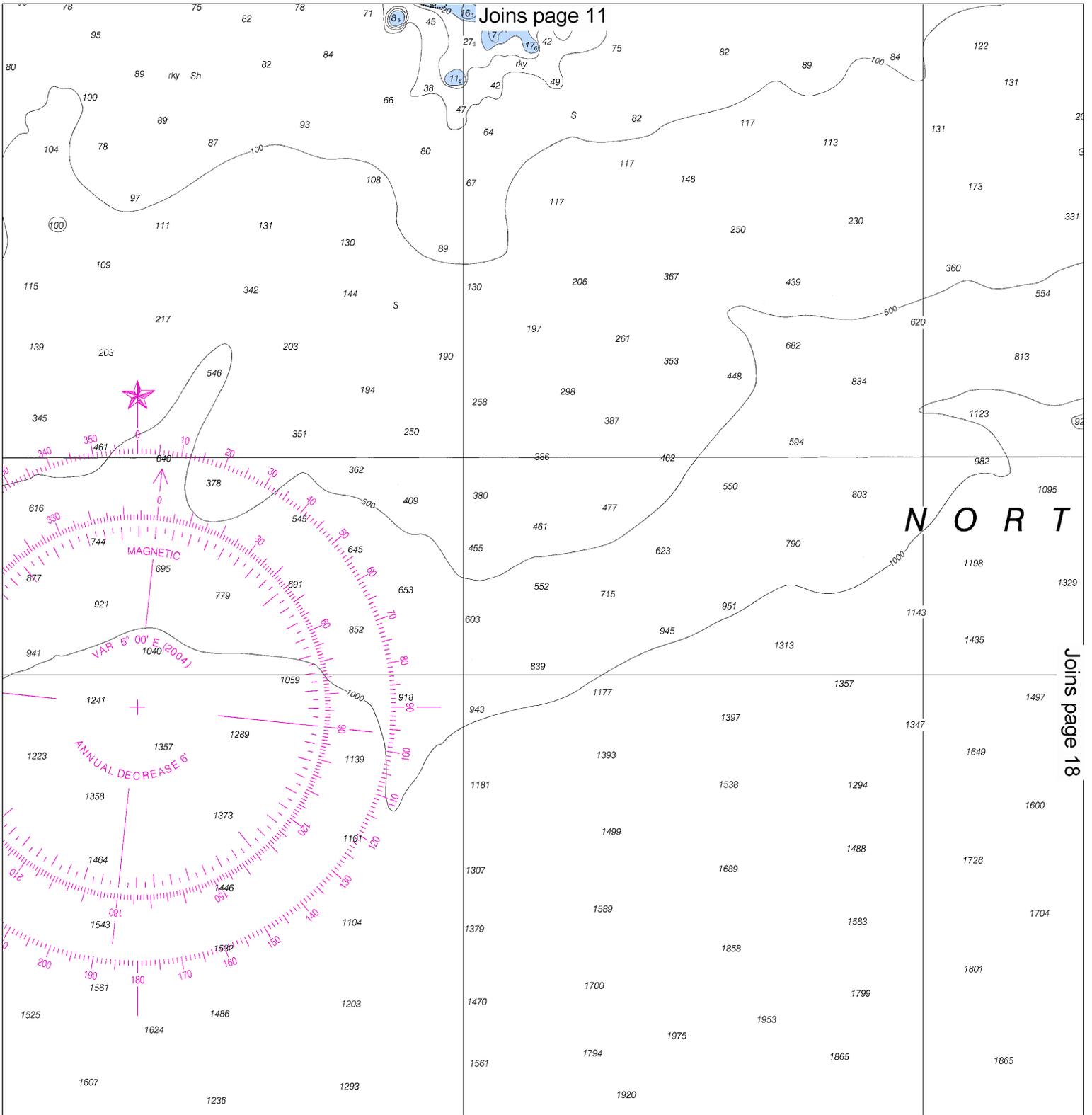
**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The U.S. Coast and Geodetic Survey encourages users to submit corrections, adding to improving this chart to the Chief, Marine Chart Division (N/MSD), Silver Spring, Maryland 20910-3282.

**16**

Note: Chart grid lines are aligned with true north.





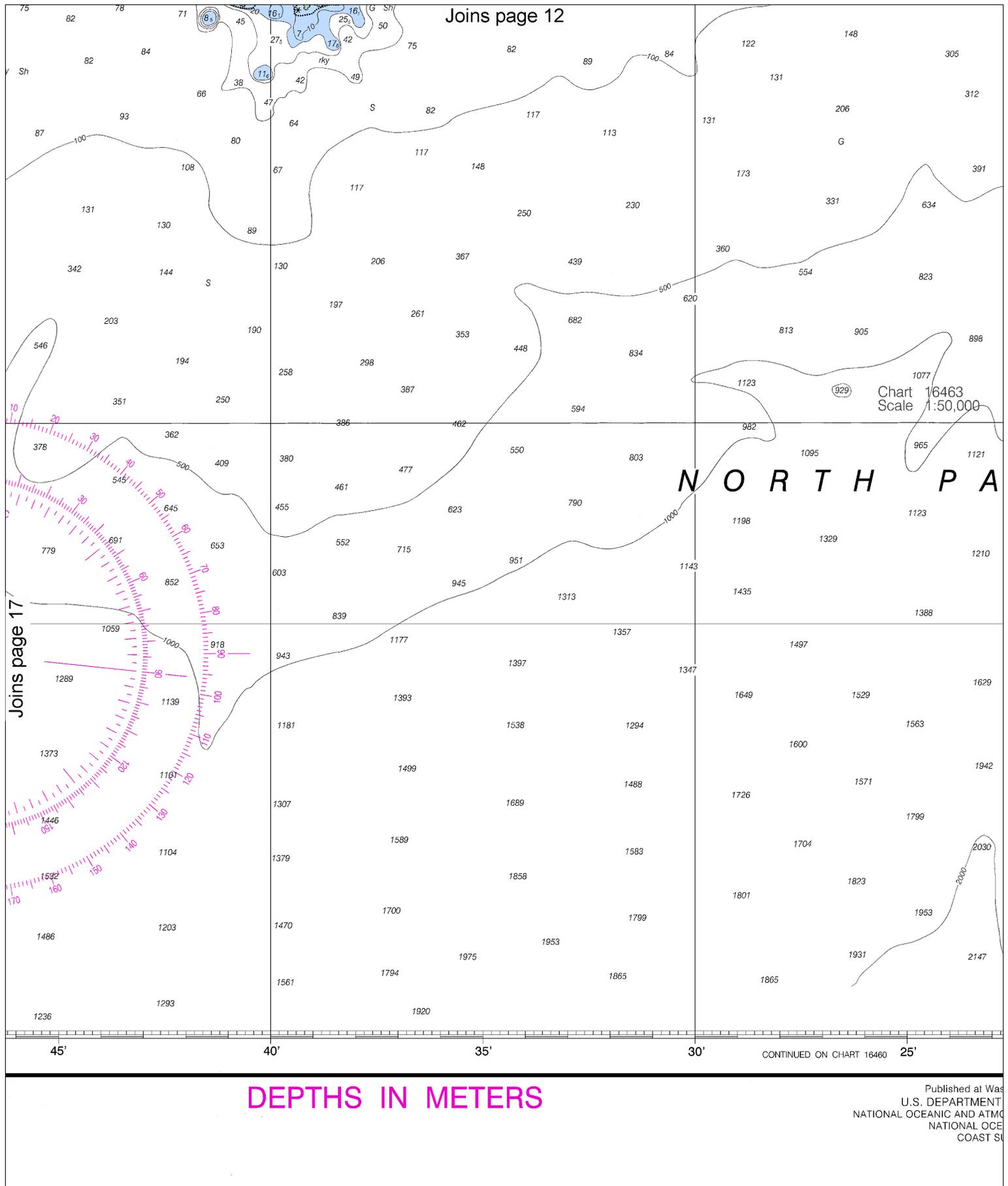
N O R T

Joins page 18

CONTINUED ON CH

navigation. The National  
ditions, or comments for  
N/CS2), National Ocean

DEPTHS IN METERS



**18**

Note: Chart grid lines are aligned with true north.

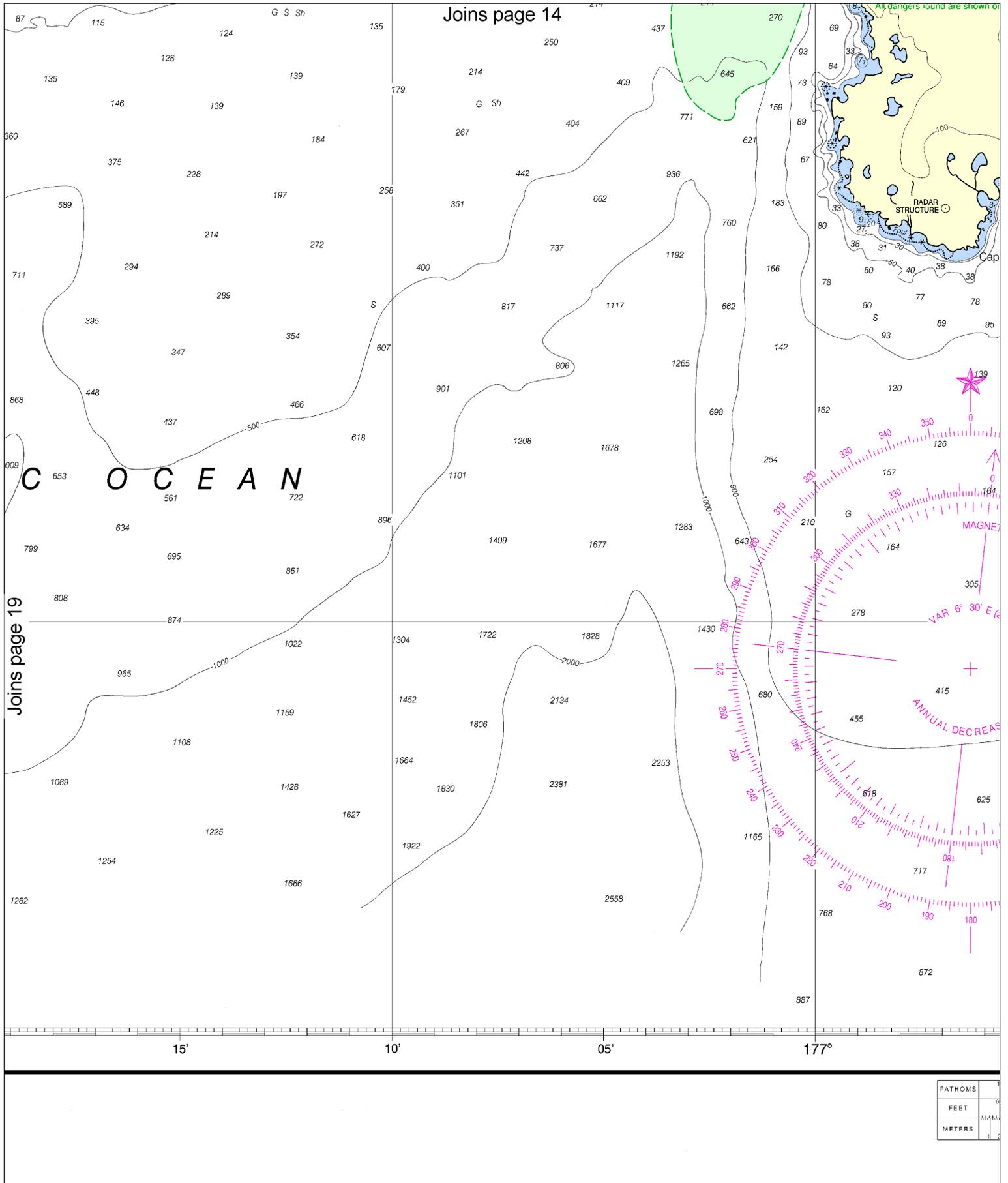
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SCALE 1:100,000  
Nautical Miles

See Note on page 5.







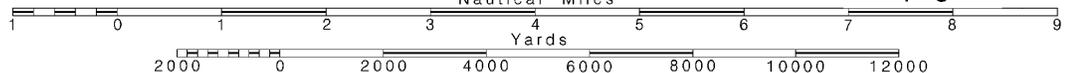
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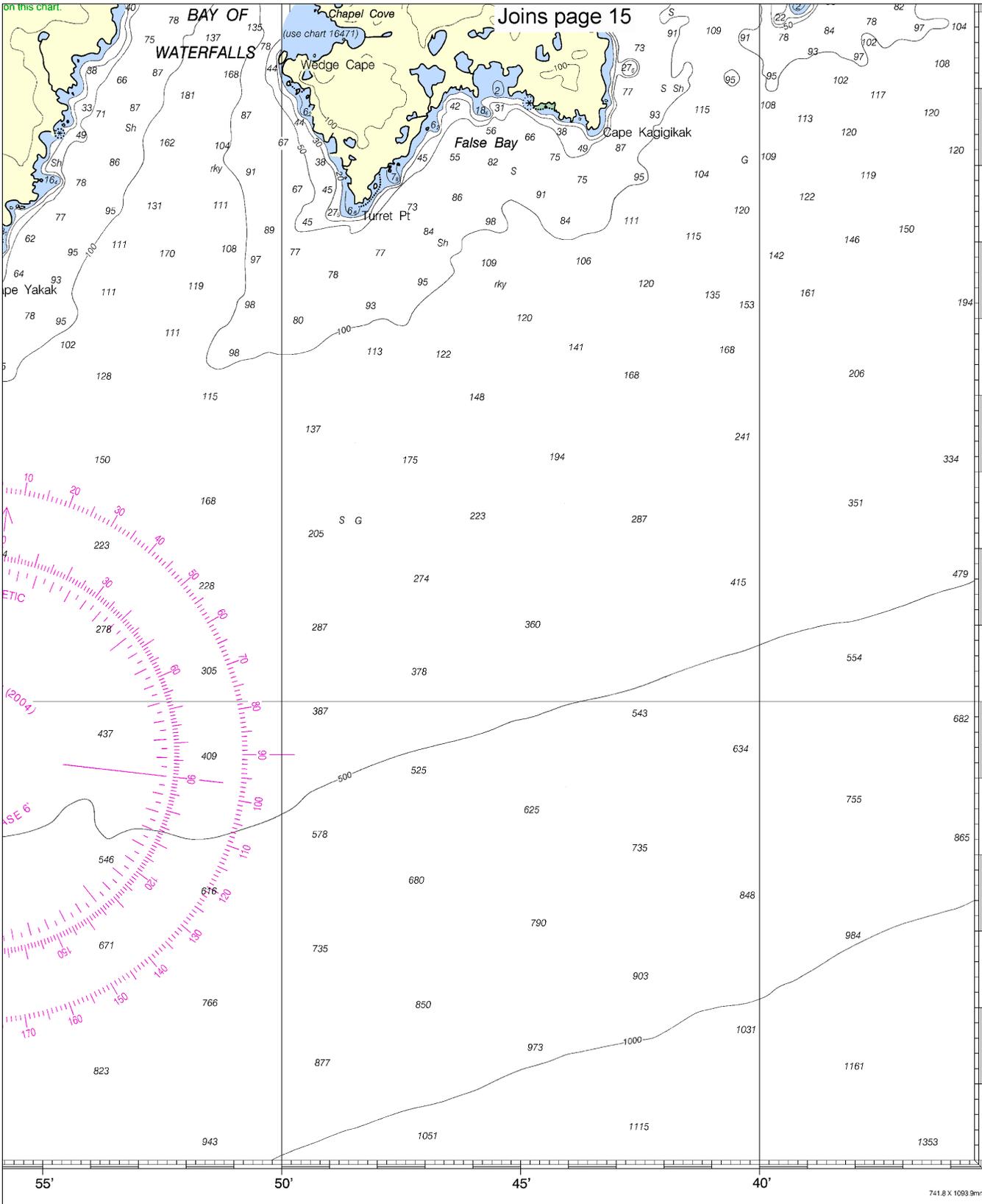
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.





CONTINUED ON CHART 16471

ED. NO. 2

NSN 7642014014693  
 NGA REFERENCE NO. 16ACO16467

741.8 X 1093 9mm

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
19	20	21	22	23	24	25	26	27	28	29	30	31				

Adak Island to Tanaga Island  
 DEPTHS IN METERS - SCALE 1:100,000

16467



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](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.

