

# BookletChart™

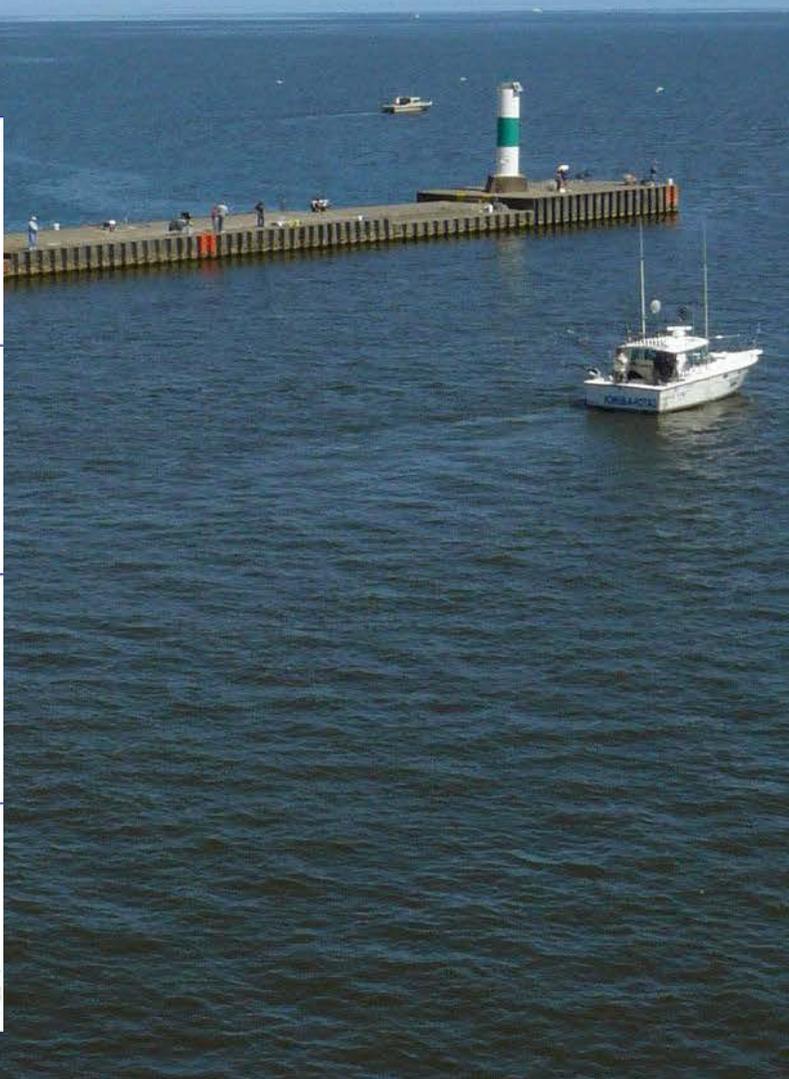
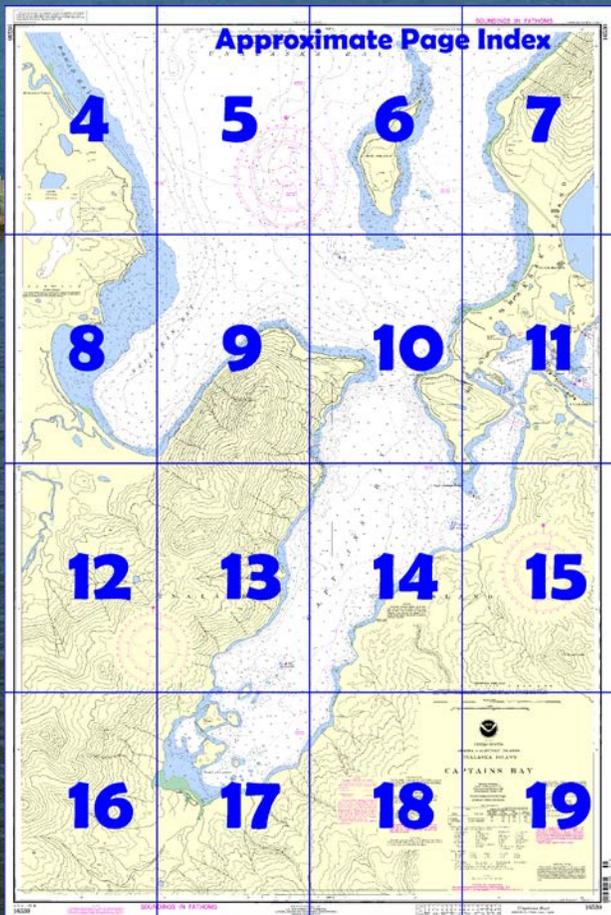
## Captains Bay NOAA Chart 16530



*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](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.

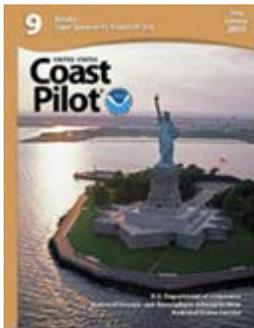
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16530>.



**(Selected Excerpts from Coast Pilot)**

**Captains Bay** is the arm at the head of Unalaska Bay. Its entrance from Unalaska Bay direct is W of Amaknak Island. The bay is also entered, as previously indicated, by passing E of Amaknak Island through Iliuliuk Harbor, and through the channel leading S from the harbor.

The entrance to Captains Bay W of Amaknak Island is marked by **Arch Rock Light 3A**, (53°52'36"N., 166°34'01"W.), 15 feet (4.6 m) high, adjacent to the point 0.8

mile from the S extremity of the island. Directly opposite Arch Rock is a bold point marking the W side of the entrance. A reef extends 220 yards channelward from the bold point, and from the reef a bar of 5 to 8

fathoms extends to a point nearly three-quarters of the distance across the entrance toward Arch Rock. Large vessels in entering should pass about 100 to 200 yards off Arch Rock as the deepwater channel will be found at those distances.

**Anchorage.**—Anchorage may be had in 17 to 20 fathoms, even bottom of mud and sand, about 0.4 mile E of the northernmost island of the group at the head of Captains Bay. In approaching this anchorage favor the E shore to avoid **Swallow Reef** and the shoal to the S, which is NE and E of the northernmost island. A lighted buoy is on the E side of Swallow Reef. A reef extends 150 yards from the E shore about abreast of Swallow Reef. Small craft may obtain secure shelter in 9 fathoms, sand and mud bottom, at **Port Levashef**, E of the most S of the larger islands.

**Hog Island**, 300 feet high, is off the W side of Amaknak Island in Unalaska Bay. Foul ground, marked by a lighted buoy, extends nearly 0.5 mile N of Hog Island. The reef that extends 0.3 mile from the N point, a part of the foul ground, has numerous rock ledges jutting up from the rocky bottom. Clear passage exists between Hog Island and Amaknak Island. Favor Amaknak Island to avoid a 3¼ fathom shoal, that is 600 yards NE of the S end of Hog Island. A large, thick kelp patch, marked by a lighted buoy on its SW end, is S of Hog Island and should be avoided.

**Nateekin Bay**, on the SW side of Unalaska Bay, affords good anchorage, except for NE winds, for small craft in 3 to 4 fathoms, 490 yards E of the head of the middle bight on the NW shore. A shoal area covered 1 fathom is SE of this anchorage.

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

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

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).  
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

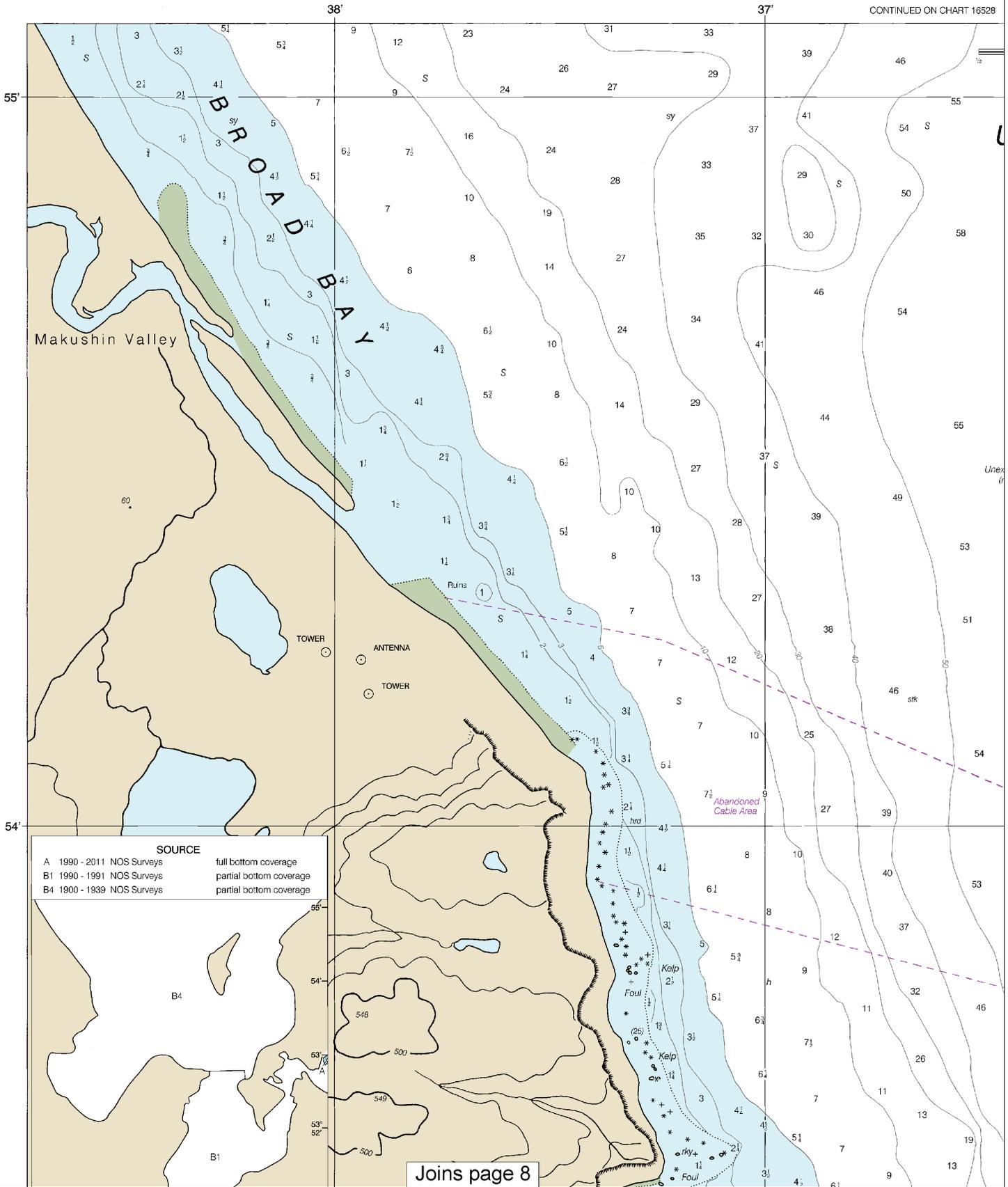
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

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CONTINUED ON CHART 16528

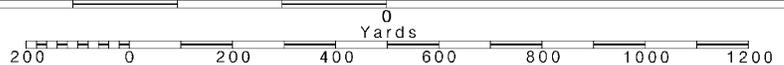


4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000

See Note on page 5.



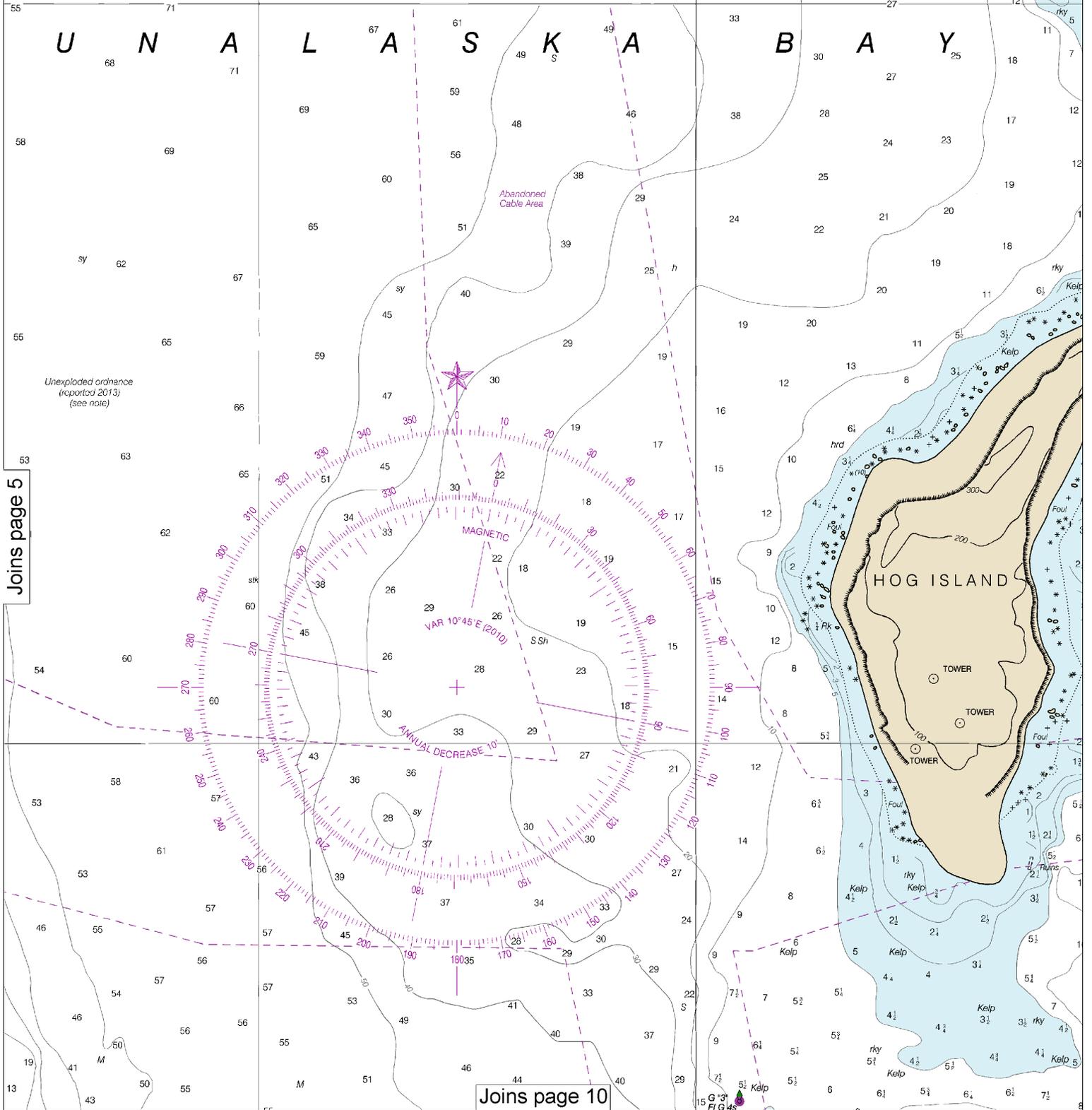


HART 16528

36' 50' 40' 30' 20' 10' 166°35' 50'

SCALE 1:10,000  
Nautical Miles

0  
Yards



Joins page 5

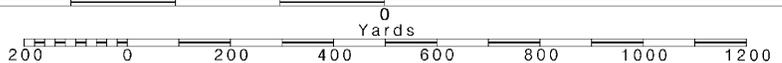
Joins page 10



Note: Chart grid lines are aligned with true north.

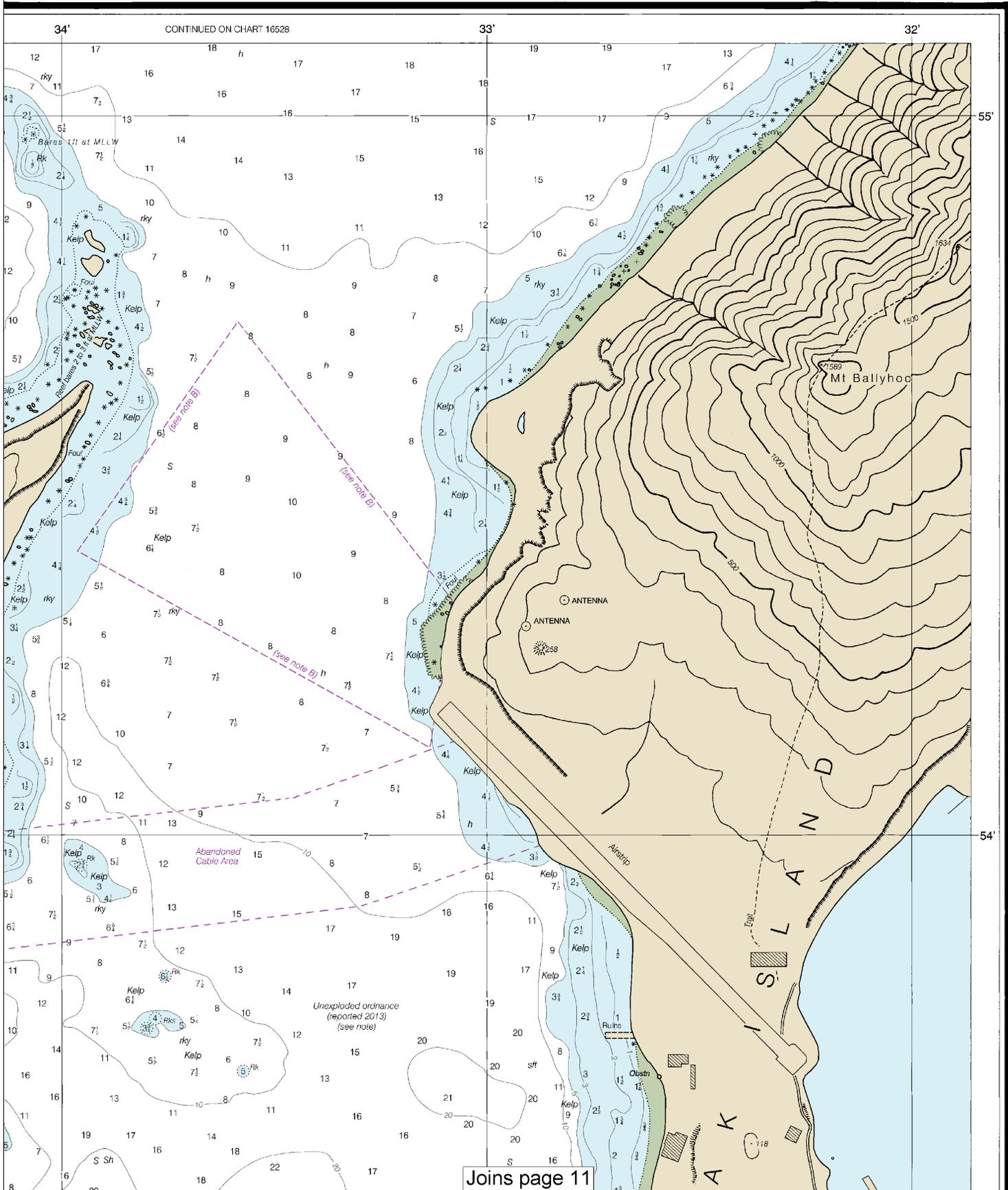
Printed at reduced scale. — SCALE 1:10,000 —  
Nautical Miles

See Note on page 5.



# SOUNDINGS IN FATHOMS

16530



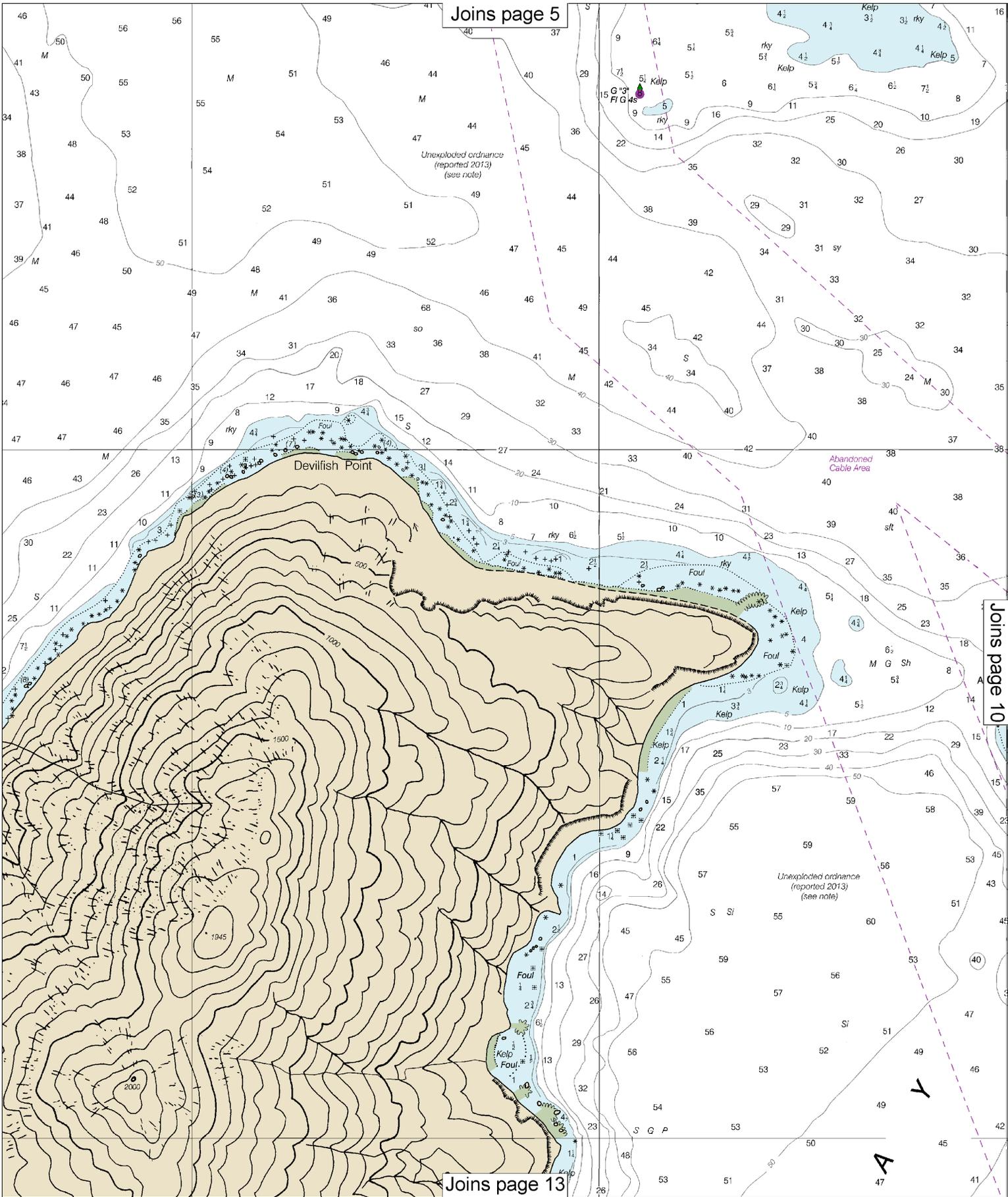
Joins page 11

Last Correction: 8/12/2016. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



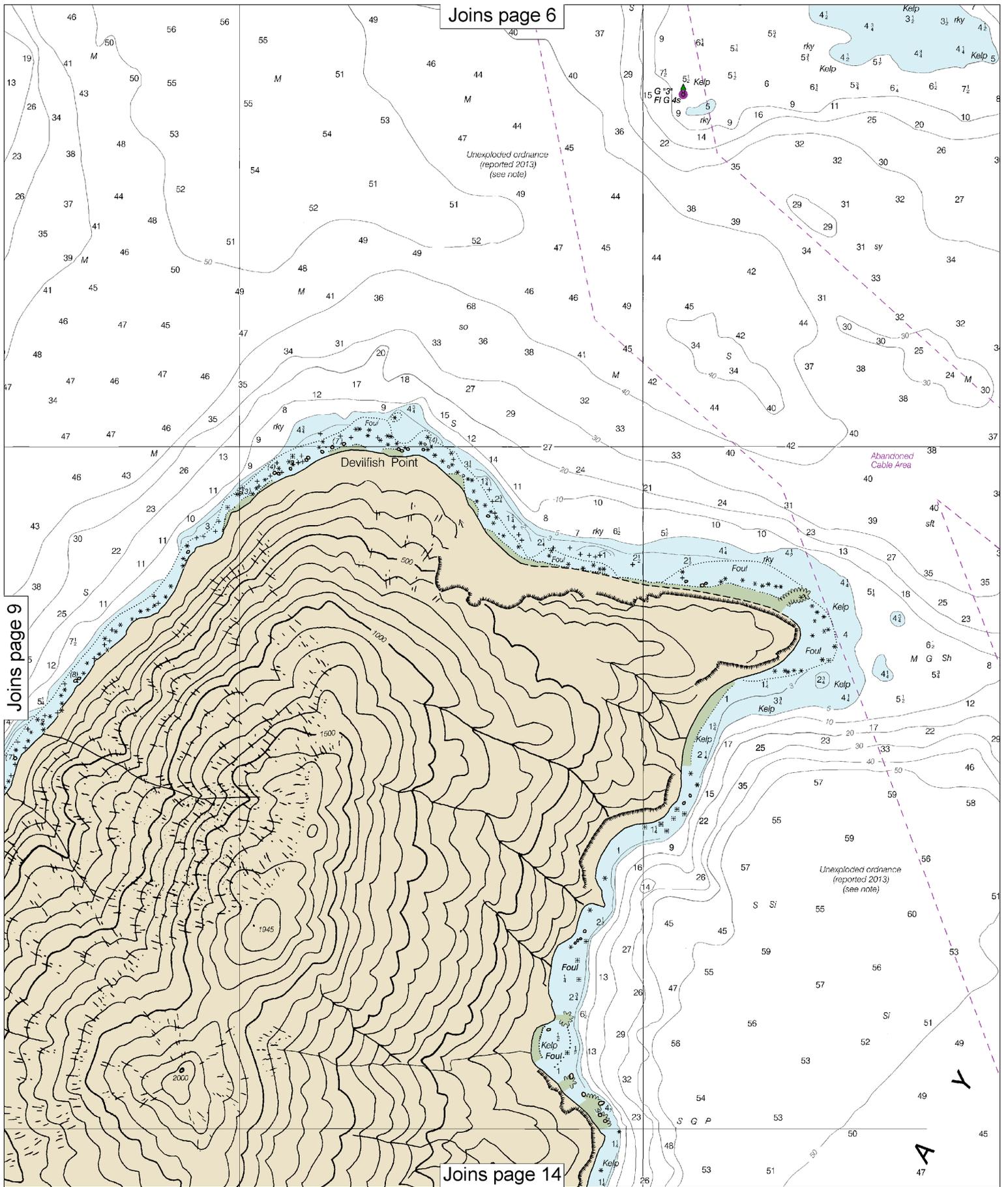


Joins page 5



Joins page 10

Joins page 13

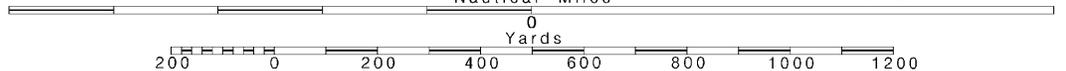


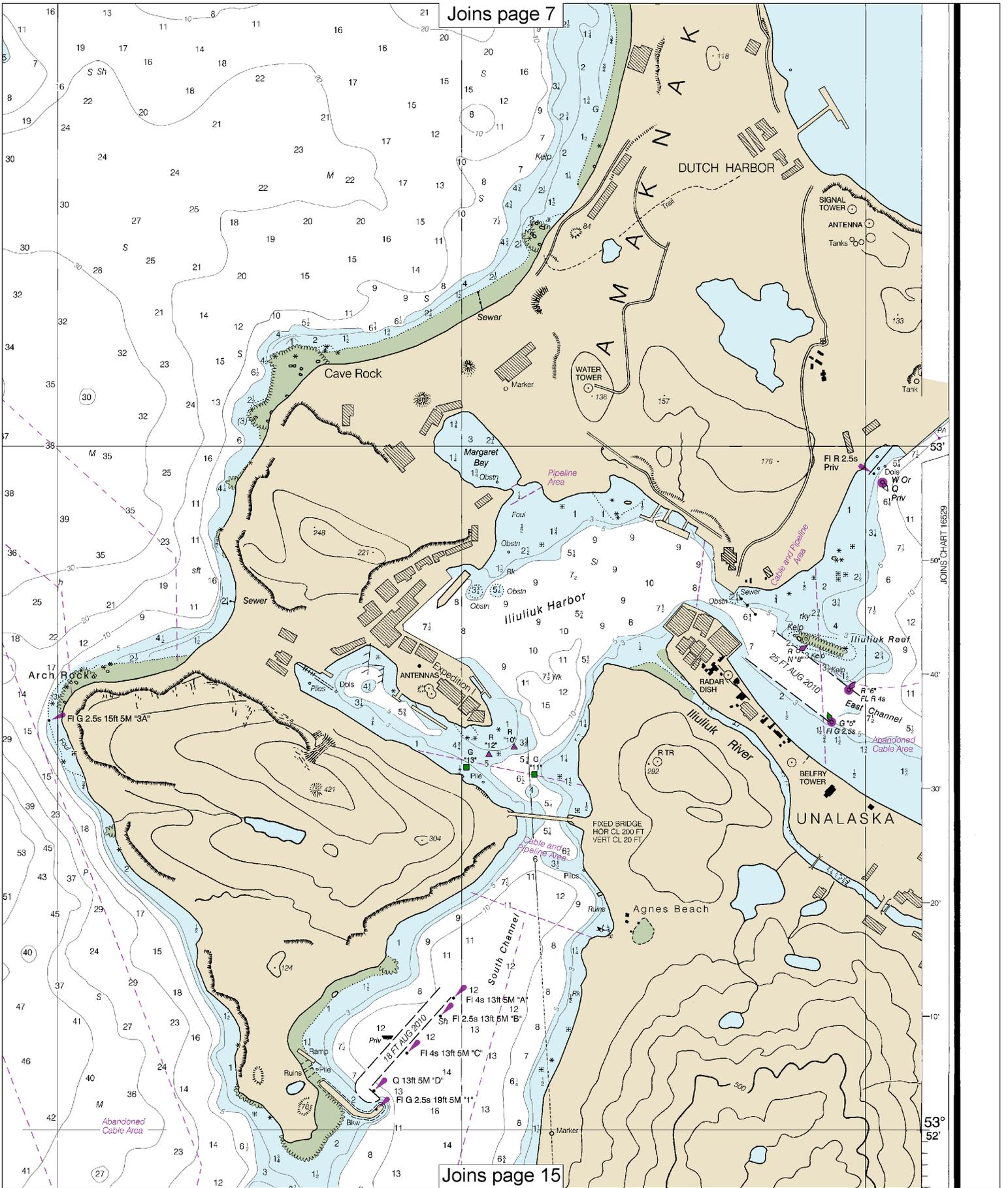
**10**

Note: Chart grid lines are aligned with true north.

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

See Note on page 5.





JOINS CHART 16529

53° 52'

Joins page 8

53°

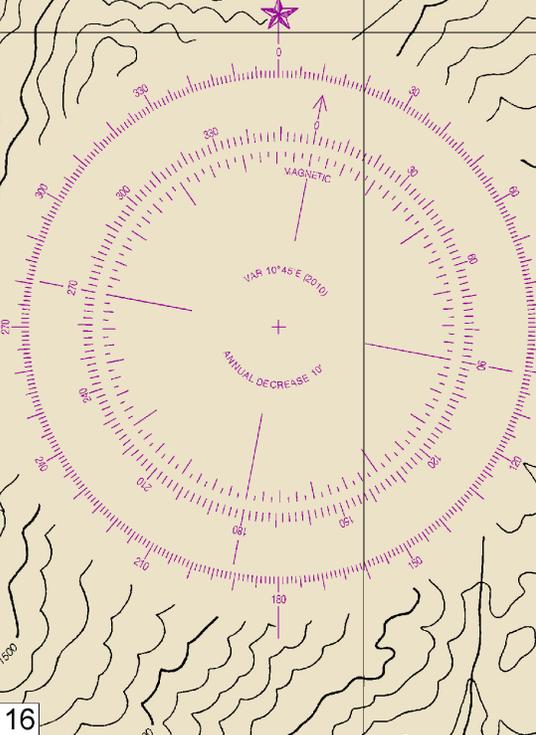
52'

50'

51'

U N A L

Joins page 16



12

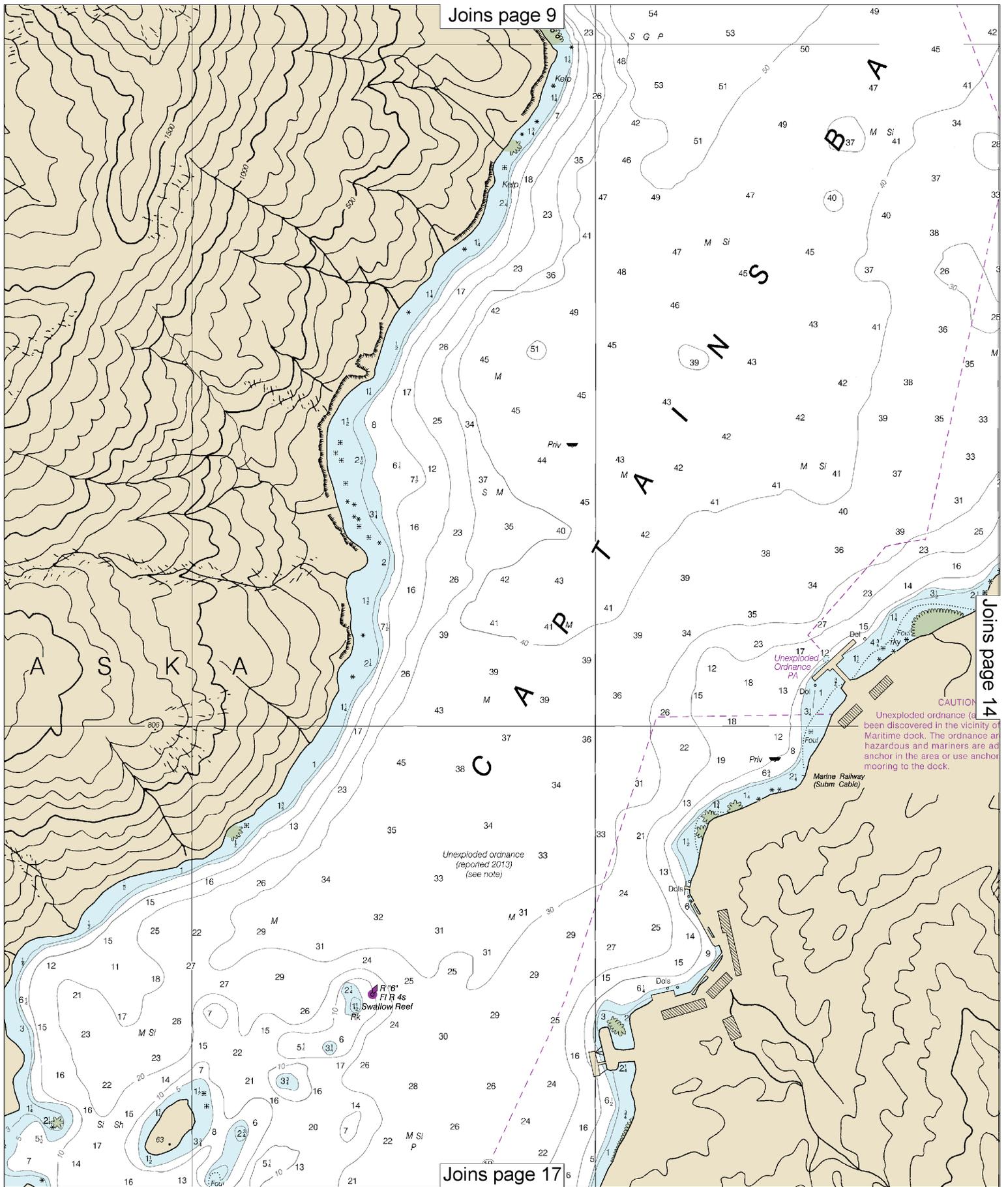
Note: Chart grid lines are aligned with true north.

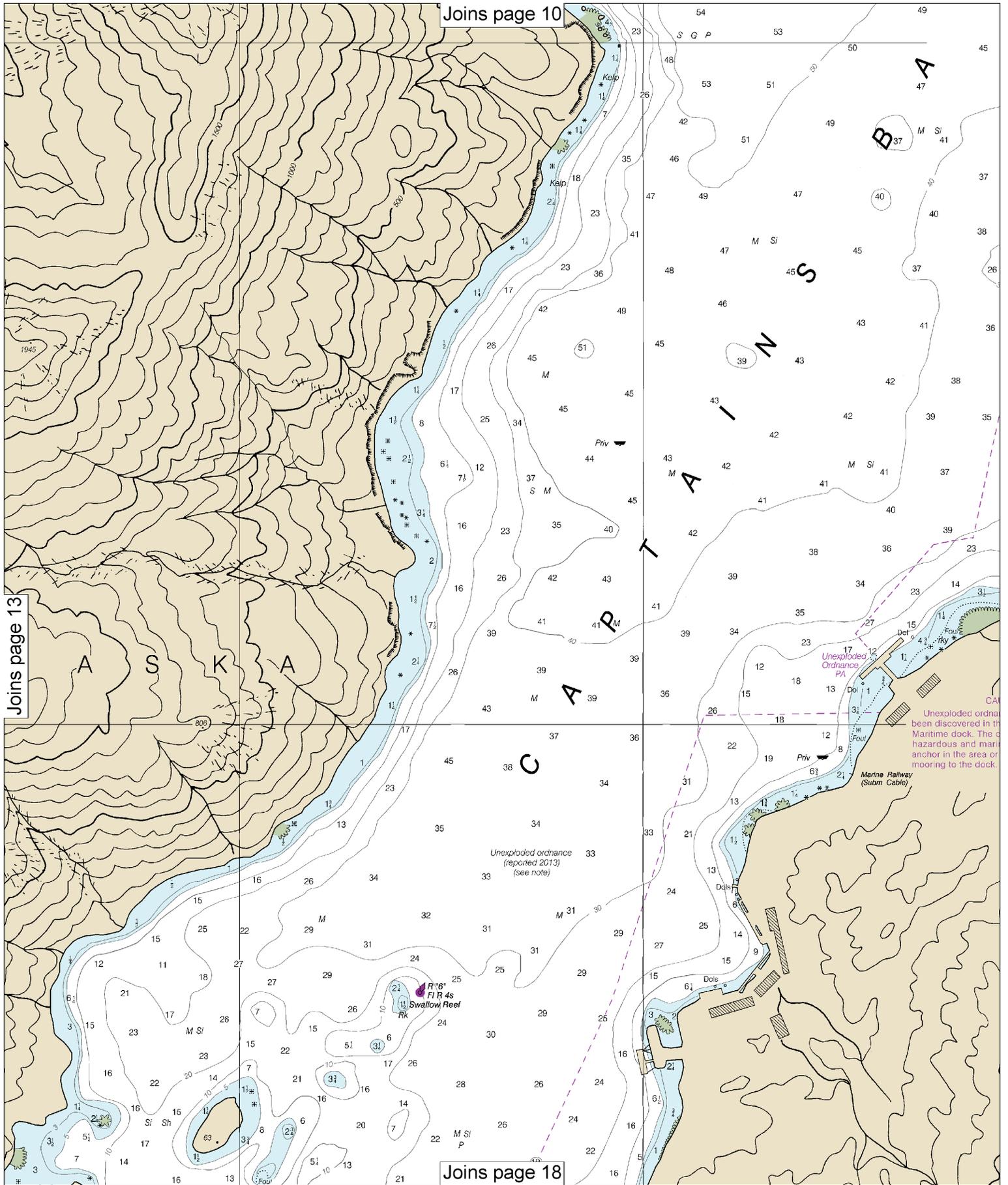
Printed at reduced scale.

SCALE 1:10,000  
Nautical Miles

See Note on page 5.



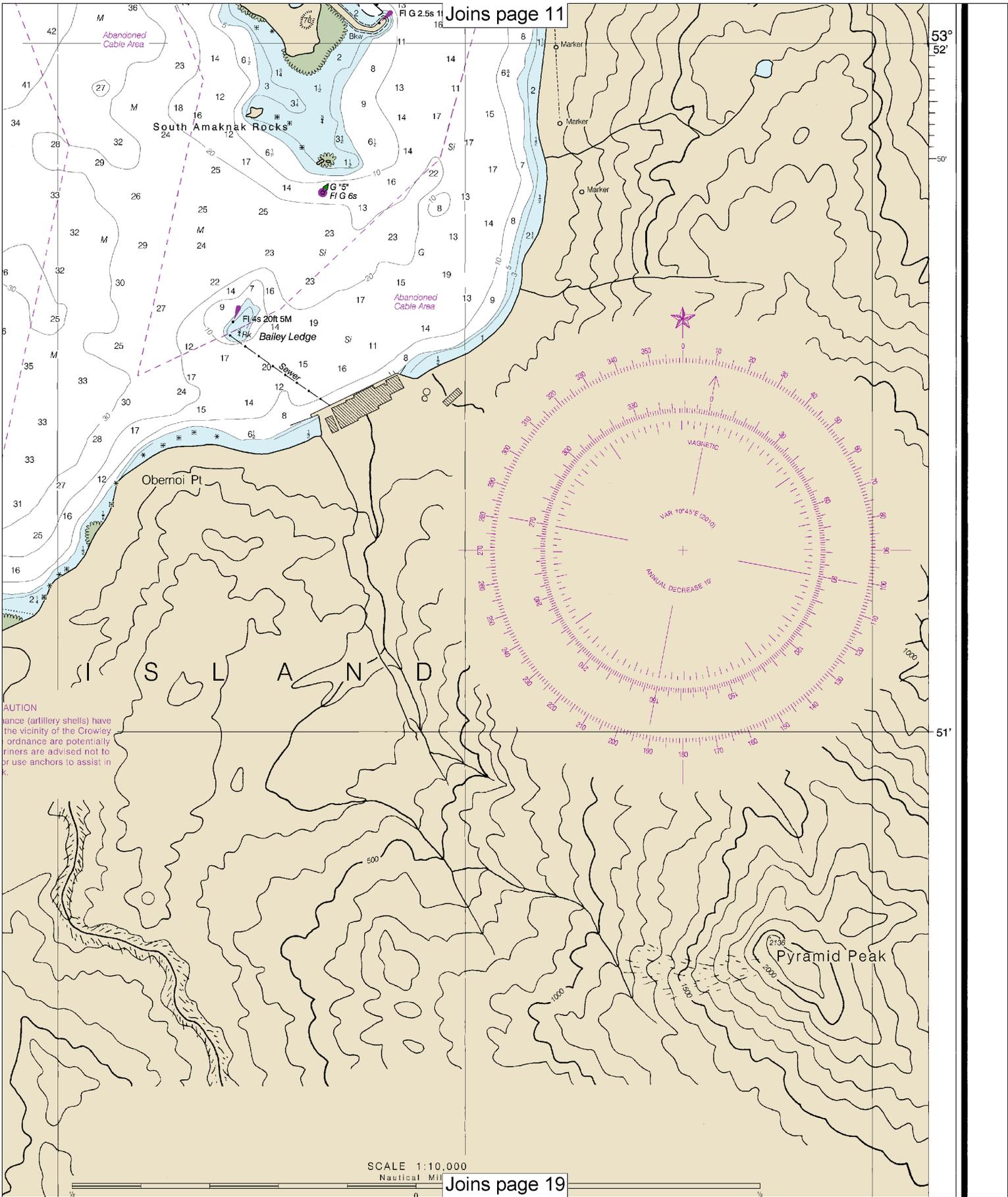




53° 52'

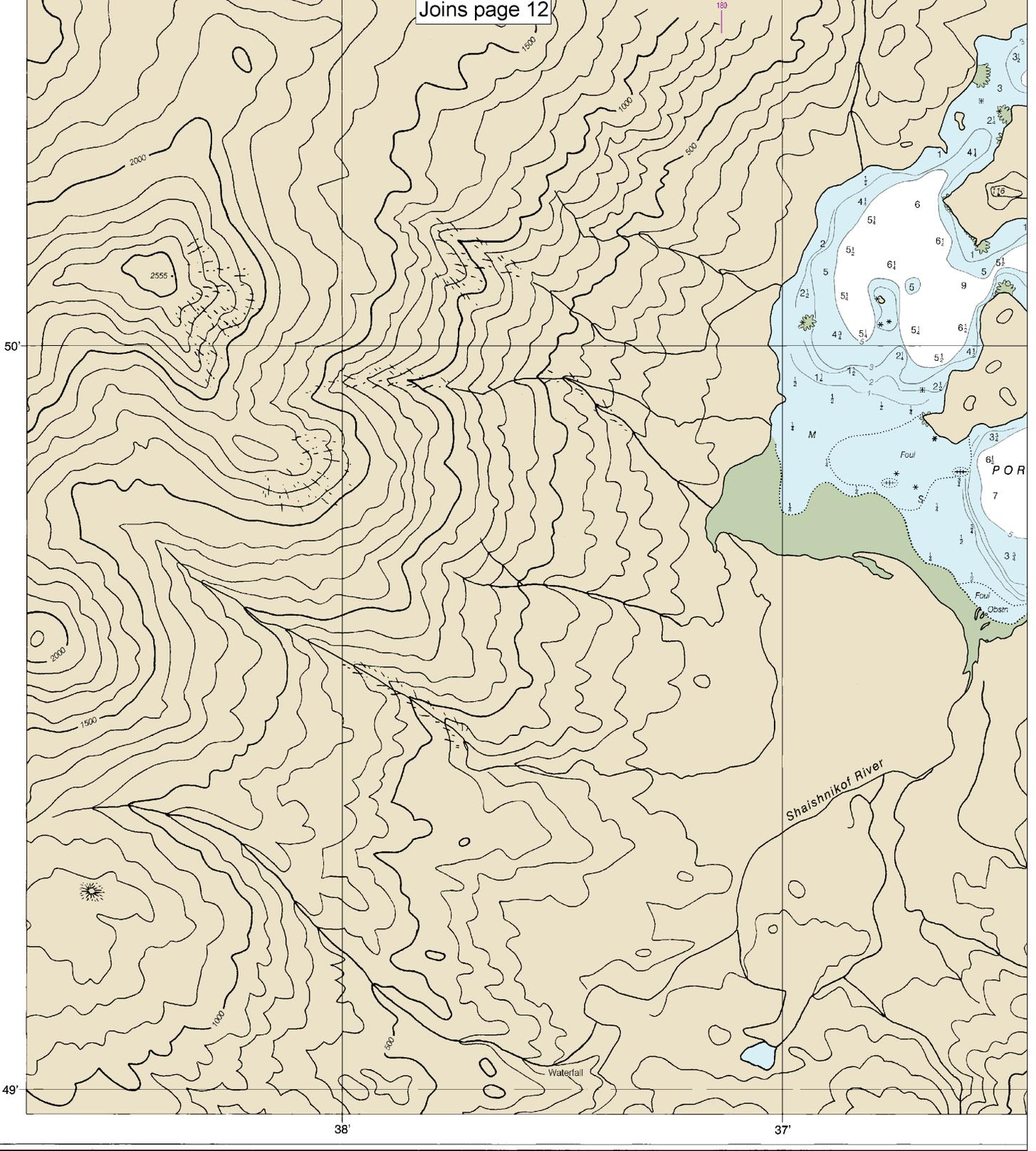
50'

51'



SCALE 1:10,000  
Nautical Miles

Joins page 12



7th Ed., May 2010

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CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Last Correction: 8/12/2016. Cleared through:  
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

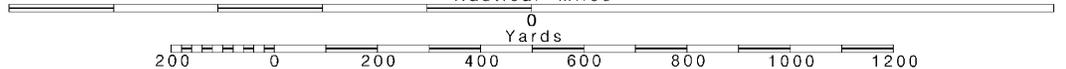
SOUND

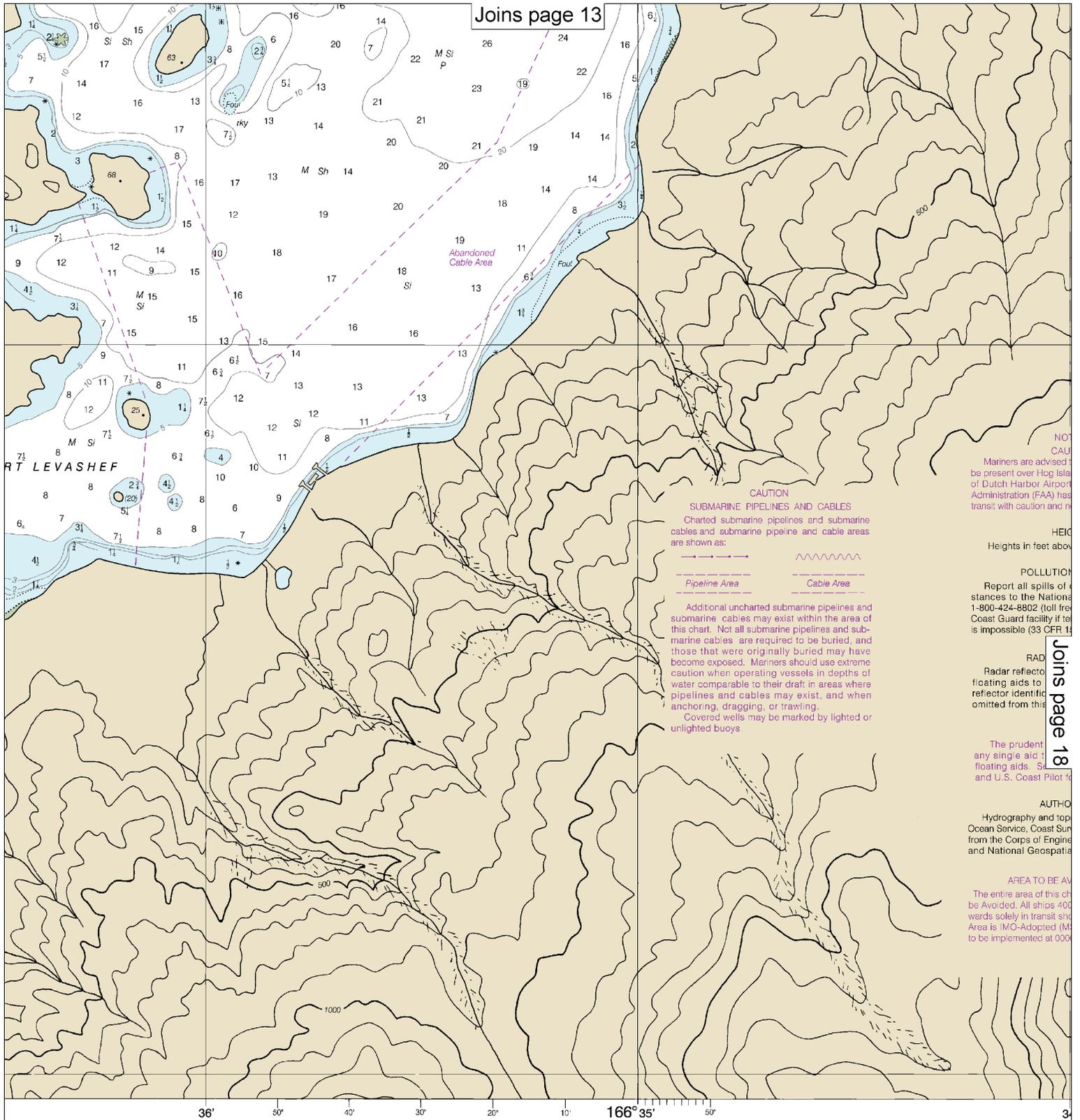
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000

See Note on page 5.





**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

 Pipeline Area  
 Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

**NOT CAUTION**  
 Mariners are advised to be present over Hog Island of Dutch Harbor Airport Administration (FAA) has transit with caution and n

**HEIGHTS**  
 Heights in feet above

**POLLUTION**  
 Report all spills of substances to the National 1-800-424-8802 (toll free Coast Guard facility if tele is impossible (33 CFR 1

**RADAR**  
 Radar reflectors, floating aids to navigation, and reflector identification omitted from this

The prudent use of any single aid to navigation, floating aids, and U.S. Coast Pilot

**AUTHORITY**  
 Hydrography and topographic surveys from the Corps of Engineers and National Geospatial

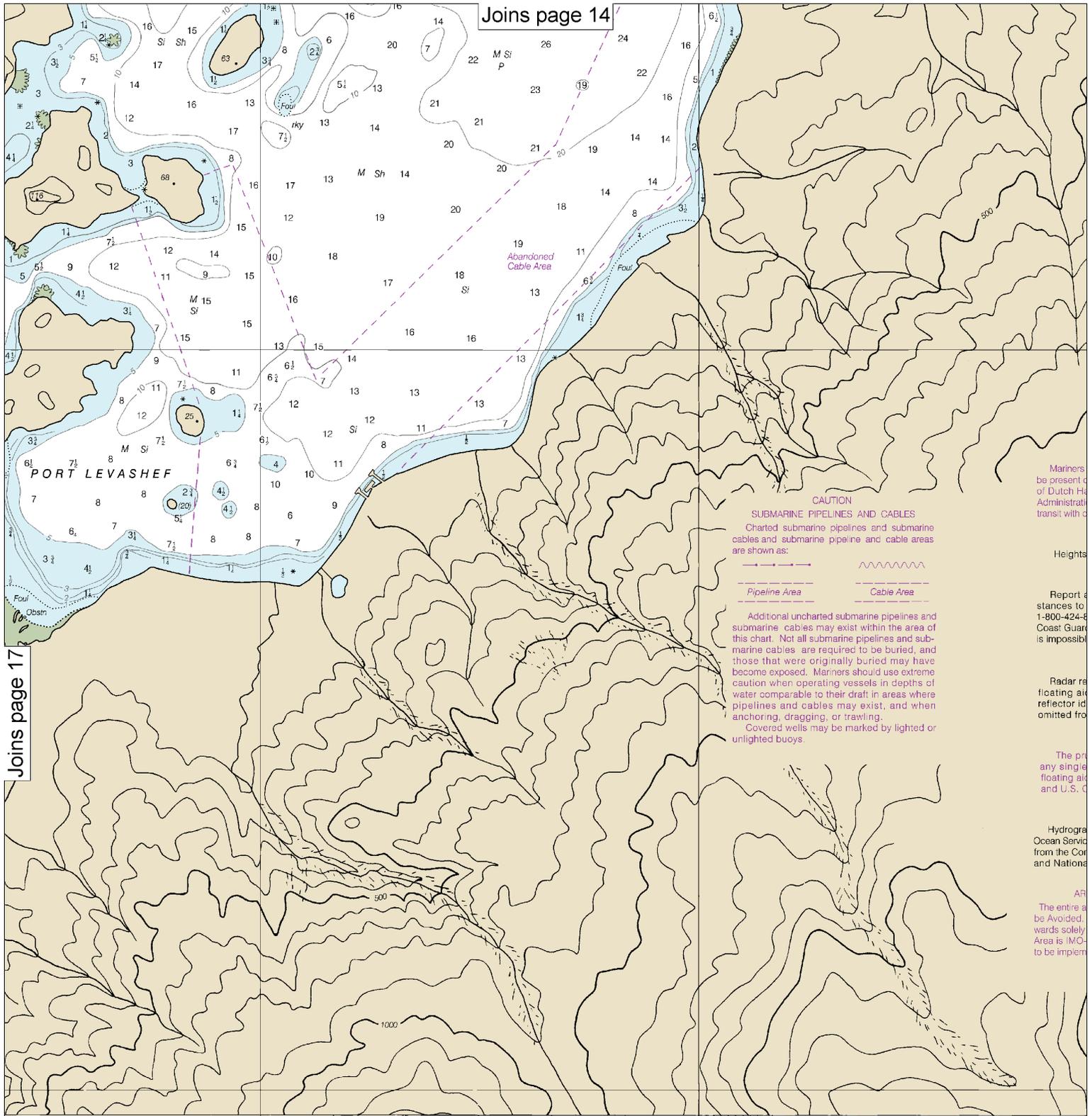
**AREA TO BE AVOIDED**  
 The entire area of this chart is to be avoided. All ships 400 tons and over in transit should be implemented at 000

Joins page 18

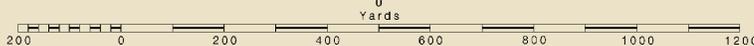
# DINGS IN FATHOMS

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

FATH  
 FEET  
 METERS



SCALE 1:10,000  
Nautical Miles



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
ALASKA - ALEUTIAN ISLANDS

**CAPTAINS BAY**  
**UNALASKA ISLAND**

Mercator Projection  
Scale 1:10,000 at Lat. 53°52'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**CAUTION**  
UNEXPLODED ORDNANCE  
Mariners are cautioned against anchoring, dredging, or trawling within the area of the dashed black lines due to the presence of unexploded ordnance.

The contour lines are hill shapes sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

**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.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 9 for important supplemental information.

**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 3.109' southward and 6.804" westward to agree with this chart.

**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Unalaska, AK WXX-89 162.550 MHz

**NOTE B**  
**CAUTION**  
Mariners are advised that low flying aircraft may fly over Hog Island Channel in the vicinity of Harbor Airport. The Federal Aviation Administration (FAA) has requested that vessels exercise caution and not anchor within the area.

**HEIGHTS**  
Heights in feet above Mean High Water.

**POLLUTION REPORTS**  
In the event of all spills of oil and hazardous substances to the National Response Center via 1-800-822-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is not available (33 CFR 153).

**RADAR REFLECTORS**  
Radar reflectors have been placed on many aids to navigation. Individual radar identification on these aids has been removed from this chart.

**WARNING**  
Mariners are advised that prudent mariner will not rely solely on this chart for aid to navigation, particularly on aids to navigation. See U.S. Coast Guard Light List and Coast Pilot for details.

**AUTHORITIES**  
The chart was compiled by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

**AREA TO BE AVOIDED (ATBA)**  
This area of this chart falls within an Area to Be Avoided (ATBA). All ships 400 gross tonnage and up in transit should avoid the Area. This Area is defined by the International Maritime Organization (IMO) and is adopted (MSC IMO SN 1/Circ.331); amended at 0000 UTC, JAN 1, 2016.

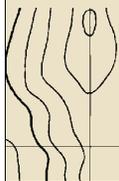
TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
	Dutch Harbor	(53°54' N/166°32' W)	3.7	3.4	1.2
	Unalaska	(53°53' N/166°32' W)	3.6	3.3	0.9

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://desandcurrents.noaa.gov>. (Mar 2010)

- ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):
- |                   |                          |                        |                    |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green                  | Mo morse code          | R TR radio tower   |
| A alternating     | IQ interrupted quick     | N nun                  | Rot rotating       |
| B black           | ISO isophase             | OBSC obscured          | s seconds          |
| Bn beacon         | LT HO lighthouse         | OC occulting           | SEC sector         |
| C can             | M nautical mile          | OR orange              | St M statute miles |
| DIA diaphone      | m minutes                | Q quick                | VQ very quick      |
| F fixed           | MICRO TR microwave tower | R red                  | W white            |
| Fl flashing       | Mkr marker               | Ra Ref radar reflector | WHIS whistle       |
|                   |                          | R Bn radiobeacon       | Y yellow           |
- Bottom characteristics:**
- |              |           |         |             |           |
|--------------|-----------|---------|-------------|-----------|
| Bds boulders | Co coral  | gy gray | Oys oysters | so soft   |
| bk broken    | G gravel  | h hard  | Rk rock     | Sh shells |
| Cy clay      | Grs grass | M mud   | S sand      | sy sticky |
- Miscellaneous:**
- |                       |                         |                      |                |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized       | Obst obstruction        | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported         |                |
- (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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.



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

Captains Bay  
SOUNDINGS IN FATHOMS - SCALE 1:10,000

16530



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



— For the latest news from Coast Survey, follow @NOAAcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.