NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

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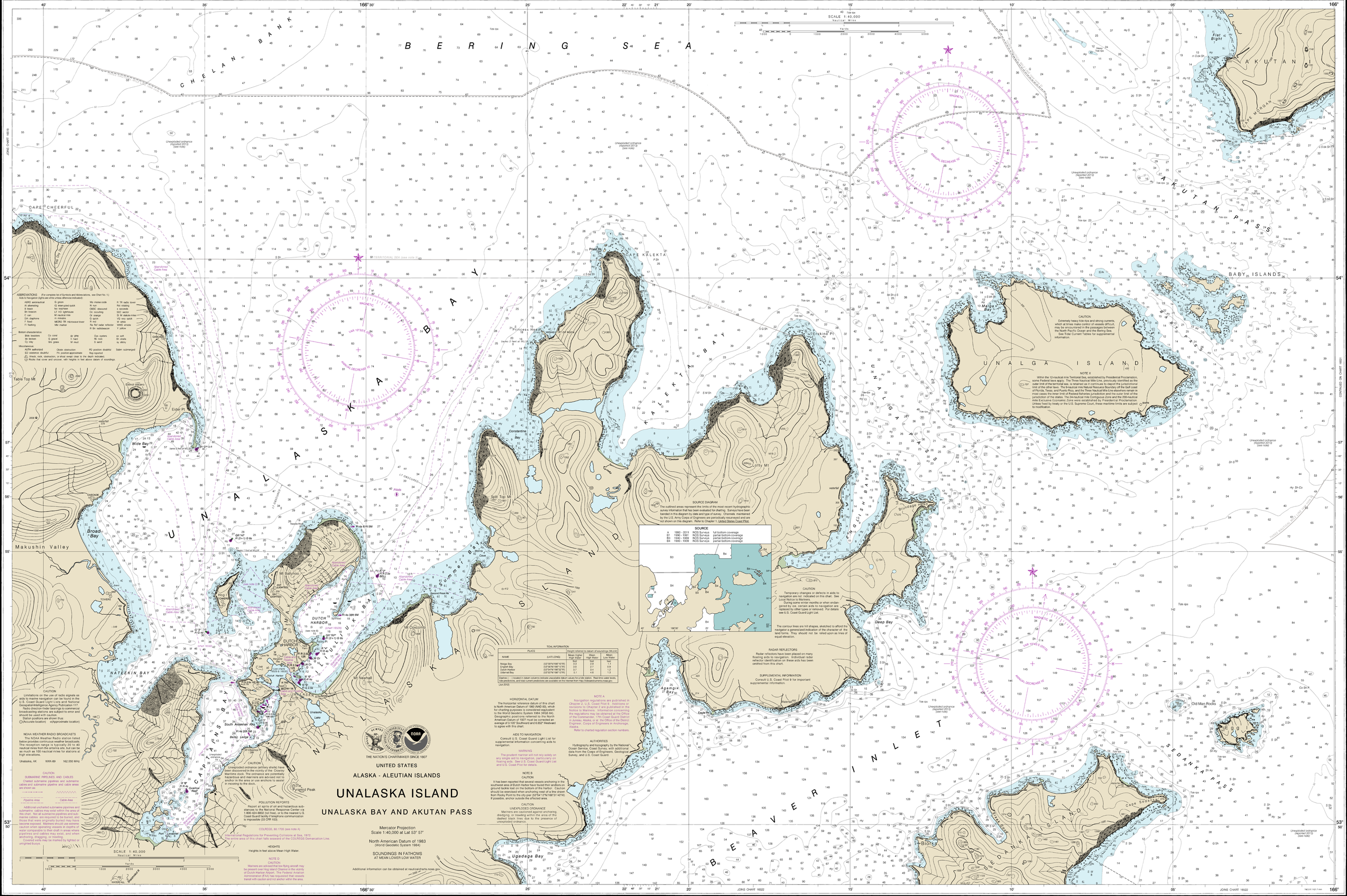
SOUNDINGS IN FATHOMS



ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated)
AERO a aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
Gp group,quick
Ldg leadingline
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N non
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rtr rotating
s seconds
SEC secs
St M statute miles
VQ very quick
W white
Wed wednesday
Y yellow
Bottom characteristics:
Blds boulders
Cbl cobbles
Cy clay
Co coral
Gl glauc
Gns grass
Gr gritty
h hard
M mud
Oys oysters
Sh shells
S sand
so soft
Sn snails
sy silt/clay
Miscellaneous:
AUTH authorized
EQ existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

CAUTION
Extremely heavy tide rips and strong currents, which can cause navigation difficulties and hazards, may be encountered in the passages between the North Pacific Ocean and the Bering Sea. See Tidal Current Tables for supplemental information.

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary of the Gulf coast of Alaska, the inner limit of Federal fisheries jurisdiction and the outer limit of the most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

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

A	1990 - 2011	NOS Surveys full bottom coverage
B1	1990 - 1991	NOS Surveys partial bottom coverage
B3	1946 - 1989	NOS Surveys partial bottom coverage
B4	1900 - 1939	NOS Surveys partial bottom coverage

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
Lights may be extinguished months or when enclosed by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

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.

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.

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

TIDAL INFORMATION

PLACE NAME	(LAT.LONG)	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
Malga Bay	(53°38'N 166°10'W)	3.3	2.9	1.1
English Bay	(53°36'N 166°12'W)	3.0	2.7	0.9
Dutch Harbor	(53°54'N 166°32'W)	4.5	4.0	1.5
Unalaska Bay	(53°53'N 166°31'W)	5.1	4.6	1.5

Datum ( ) - located in datum columns means unavailable datum value for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Jan 2002)

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 3.120" Southward and 6.852" Westward to agree with this chart.

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.

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 and in the Local Notice to Mariners. Copies of 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.

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.

NOTE B
CAUTION
It has been reported that several vessels anchoring in the southeast area of Dutch Harbor have fouled their anchors on ground tackle lost on the bottom of the harbor. Caution should be exercised when anchoring west of a line drawn from Rocky Point to bearing 180°T (154°17'N 166°31'40"W). If possible, anchor outside the affected area.

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

CAUTION
Unexploded ordnance (military shells) have been discovered in the vicinity of the Crowley Maritime dock. The ordnance are potentially hazardous and mariners are advised not to anchor in the area and use anchors to assist in mooring to the dock.

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).

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.

HEIGHTS
Heights in feet above Mean High Water.

NOTE D:
CAUTION
Mariners are advised that low flying aircraft may be present over Ugadaga Bay. Seaplane in the vicinity of Dutch Harbor Airport. The Federal Aviation Administration (FAA) has requested that vessels transit with caution and not anchor within the area.

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)

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	WXK-89	162.550 MHz

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 areas of this chart. Not all submarine pipelines and submarine cables are charted or 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.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - ALEUTIAN ISLANDS

UNALASKA ISLAND

UNALASKA BAY AND AKUTAN PASS

Mercator Projection
Scale 1:40,000 at Lat 53° 57'

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

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LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0815 (8/28/2015)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

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.

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
FEET	0	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60
METERS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

Unalaska Bay and Akutan Pass
SOUNDINGS IN FATHOMS - SCALE 1:40,000

16528

SOUNDINGS IN FATHOMS