

# BookletChart™

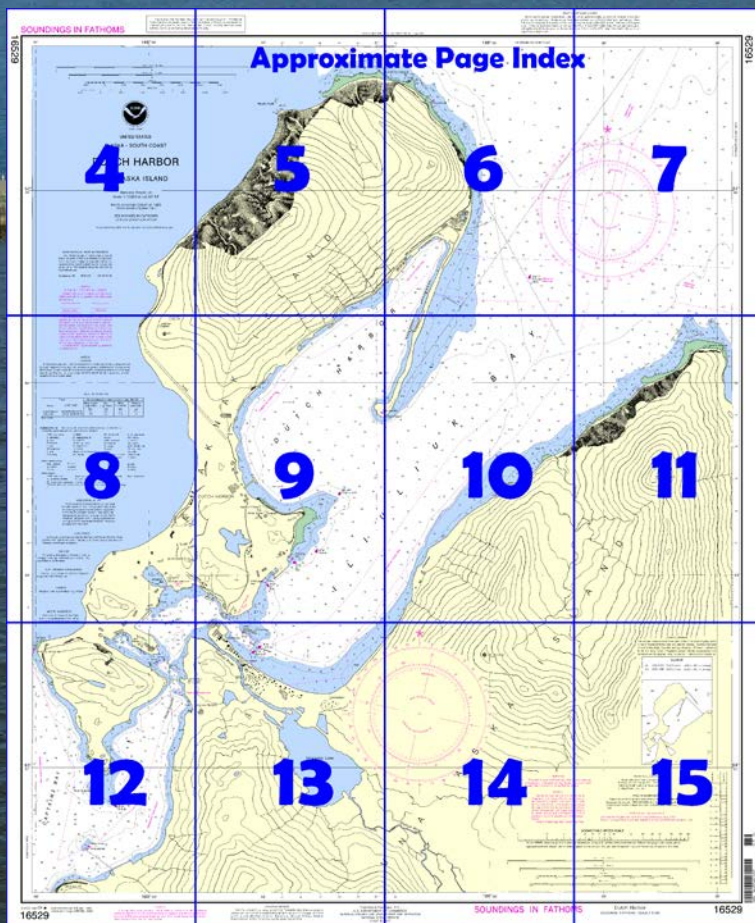
## Dutch Harbor NOAA Chart 16529



*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=16529>.



#### (Selected Excerpts from Coast Pilot)

**Ulakta Head Light** (53°55'27"N., 166°30'32"W.), 61 feet (18.6 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the reef bordering the NE side of Ulakta Head. A pinnacle rock, 30 feet high, adjacent to the shore, is about 50 yards W of the light. Another rock, 20 feet high, is 75 yards NW of the light.

**Iliuliuk Bay** has its N entrance between Ulakta Head and Second Priest Rock. The

entrance is marked by a lighted bell buoy. N of Spithead is a covered ridge that extends across the bay with at least 7 to 8 fathoms near the middle of the bay; kelp has been seen on this ridge in about midchannel.

S of this ridge the depths increase to 20 fathoms. There is anchorage almost anywhere in the bay. The usual anchorage is at the head in 14 to 16 fathoms, muddy bottom, where, even with N winds, the force of the sea does not seem to reach. In severe weather, anchorage in Iliuliuk Bay is subject to restrictions.

At the head of Iliuliuk Bay, behind the town of Unalaska, is a ravine or break in the mountains, that extends through to the water S. This is sometimes useful as a guide in entering the bay. Buildings at Unalaska, on the lowland at the head of the bay, are prominent.

**Spithead** is the end of the long, low, sandspit which forms the E side of Dutch Harbor. **Spithead Light** (53°53'51"N., 166°30'56"W.), 38 feet (11.6 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the S end of the spit. Shoal water, less than 6 fathoms, marked prominently by kelp, extends 0.3 mile into Iliuliuk Bay from the middle part of the sandspit.

The W shore of Iliuliuk Bay S of the sandspit is fringed with rocks and should not be approached closer than 0.3 mile.

**Rocky Point** has a kelp-marked reef that extends 400 yards toward Spithead; the outer limit is marked by a lighted buoy. A rock, covered  $\frac{3}{4}$  fathom, is 250 yards NE of the point. Along the E side of Rocky Point the reef is extensive; the 10-fathom curve, which marks the outer limit of broken bottom in this part of Iliuliuk Bay, roughly parallels the side of the point at a distance of nearly 400 yards.

A signal station and six oil storage tanks are on the hillcrest W of Rocky Point. Eight additional tanks are 0.1 mile S of Rocky Point.

**Dutch Harbor**, on the W side of Iliuliuk Bay, has its entrance between Spithead and Rocky Point. The water is deep close to the shores and in all parts of the harbor, except off Rocky Point. The entrance is about 0.5 mile wide and 12 to 18 fathoms deep.

Anchorage may be had within the harbor in 13 to 18 fathoms. Violent williwaws are experienced during gales, especially from the SW, and the best shelter will be found under the high part of the island well N of the entrance. SW gales practically have a clear sweep across the entrance because of the lowland W. Vessels forced to moor at Delta Western, Dutch Harbor Terminal Wharf during the early spring and fall will find it necessary to use chains and wire cables in addition to mooring lines during the severe gales. Vessel operators are encouraged to contact the Port of Dutch Harbor at 907-581-1254 and consult the United States Coast Guard **Severe Weather Guidelines** at

<http://homeport.uscg.mil/anchorage>.

**Pilotage, Dutch Harbor.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Aleutian Islands are served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

Dutch Harbor is a **customs station**.

An **Immigration and Naturalization Service** office is located in Dutch Harbor. (See chapter 3, Vessel Arrival Inspections, and Appendix A for address.)

**Unalaska** is on a low strip of land between the shore at the head of Iliuliuk Bay and a stream which empties into Iliuliuk Harbor. The wharf is at the W end of the strip of lowland. The N side of the wharf faces the passage connecting the bay and harbor and the W side faces the harbor. The channel approach to the passage is endangered by Iliuliuk Reef which is off the town in Iliuliuk 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	



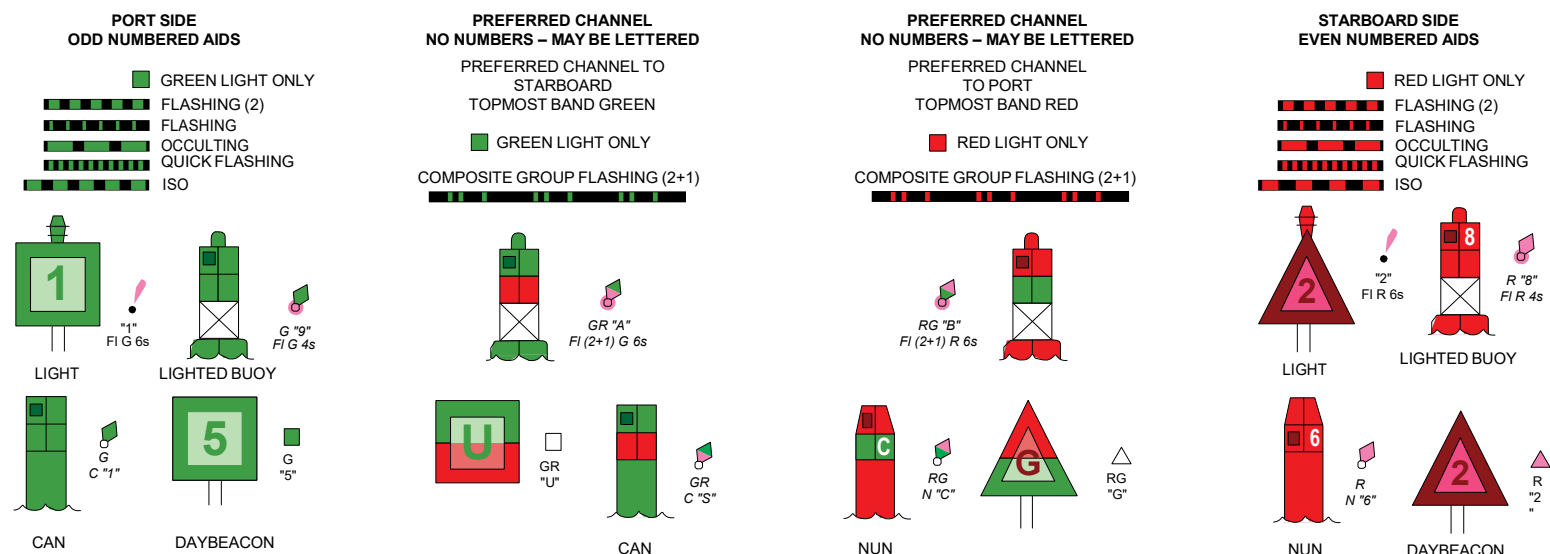
# Navigation Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

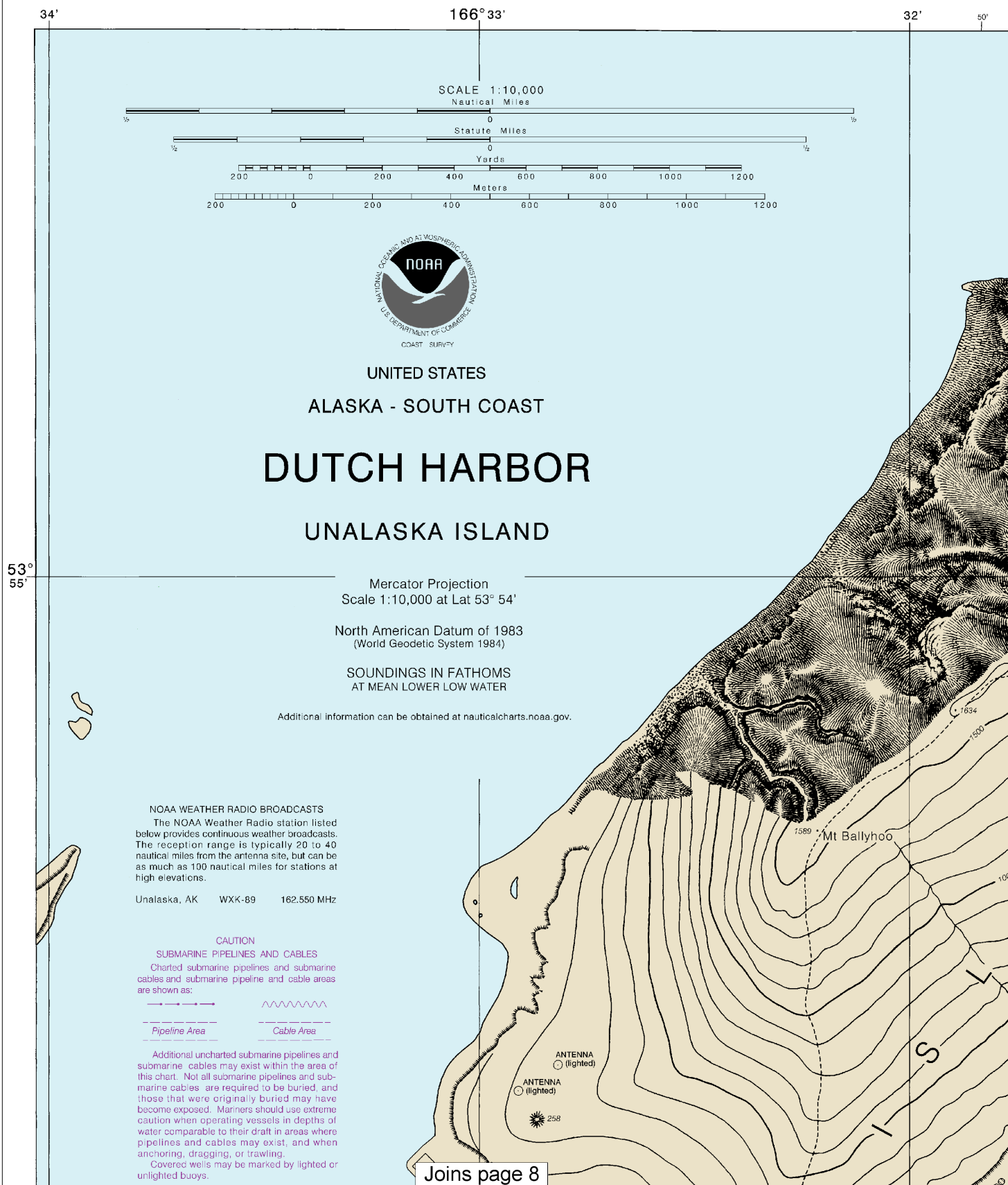
## Lateral System As Seen Entering From Seaward

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>

16529



4

Note: Chart grid lines are aligned with true north.

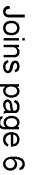
Printed at reduced scale.

SCALE 1:10,000  
Nautical Miles

See Note on page 5.

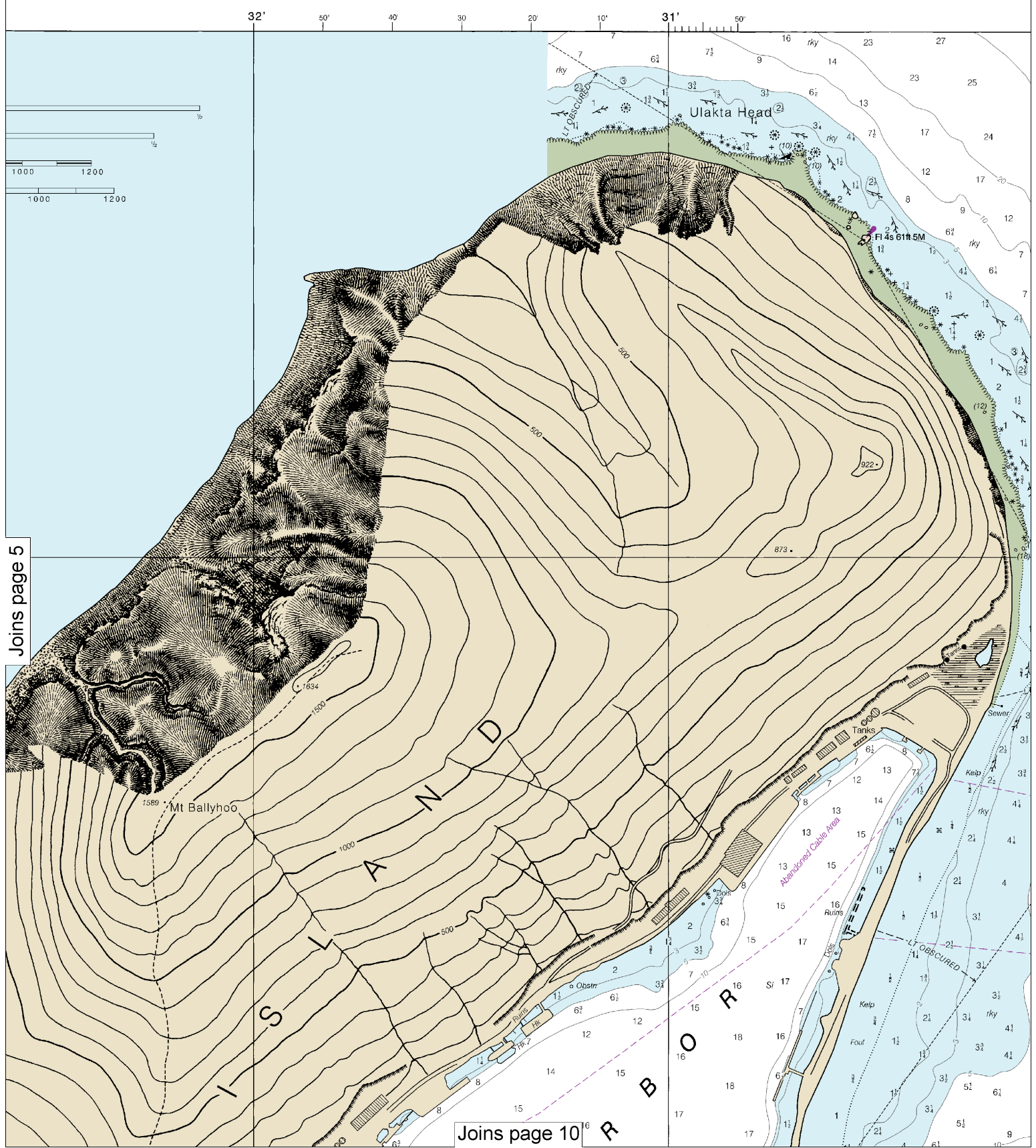
Yards

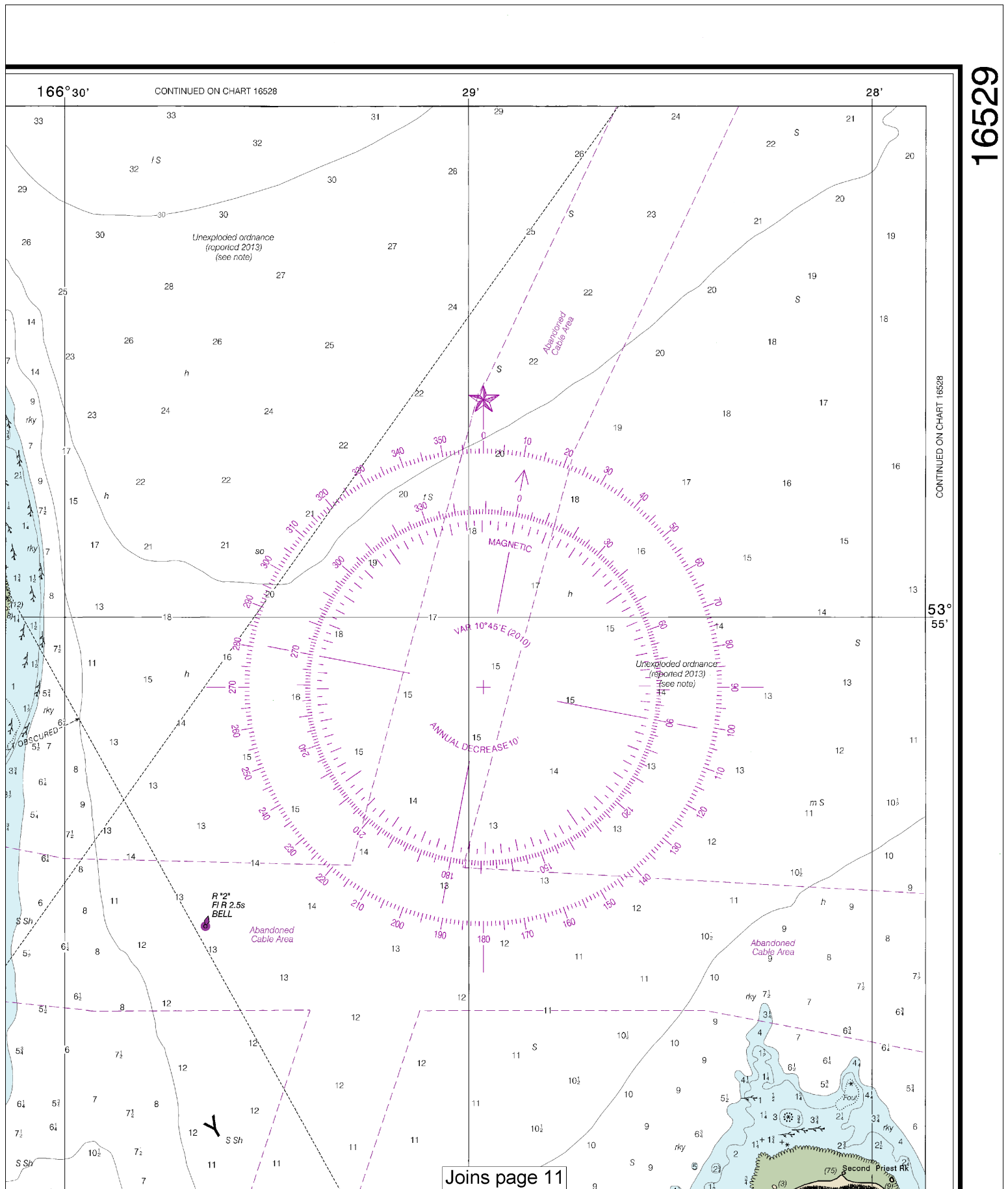
200 0 200 400 600 800 1000 1200



5







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.

**NOTE B  
CAUTION**

It has been reported that several vessels anchoring in the southwest 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 the city pier (53°54'12"N/166°31'40"W). If possible, anchor outside of the effected area.

**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 Unalaska		(53°54' N/166°32' W)	feet	feet	feet
			3.7	3.4	1.2
		(53°53' N/166°32' W)	feet	feet	feet
			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://tidesandcurrents.noaa.gov>. (Aug 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
Al 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
FI flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		Rn Rn radiobeacon	Y yellow

<b>Bottom characteristics:</b>			
Blds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	so soft
Cy clay	Grs grass	M mud	Sn shells
			sy sticky

<b>Miscellaneous:</b>			
AUTH authorized	Obstr 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.			

**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 3.11" southward and 6.821" westward to agree with this chart.

**AUTHORITIES**

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and National Geospatial-Intelligence Agency.

**CAUTION**

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

**SUPPLEMENTAL INFORMATION**

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

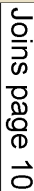
**HEIGHTS**

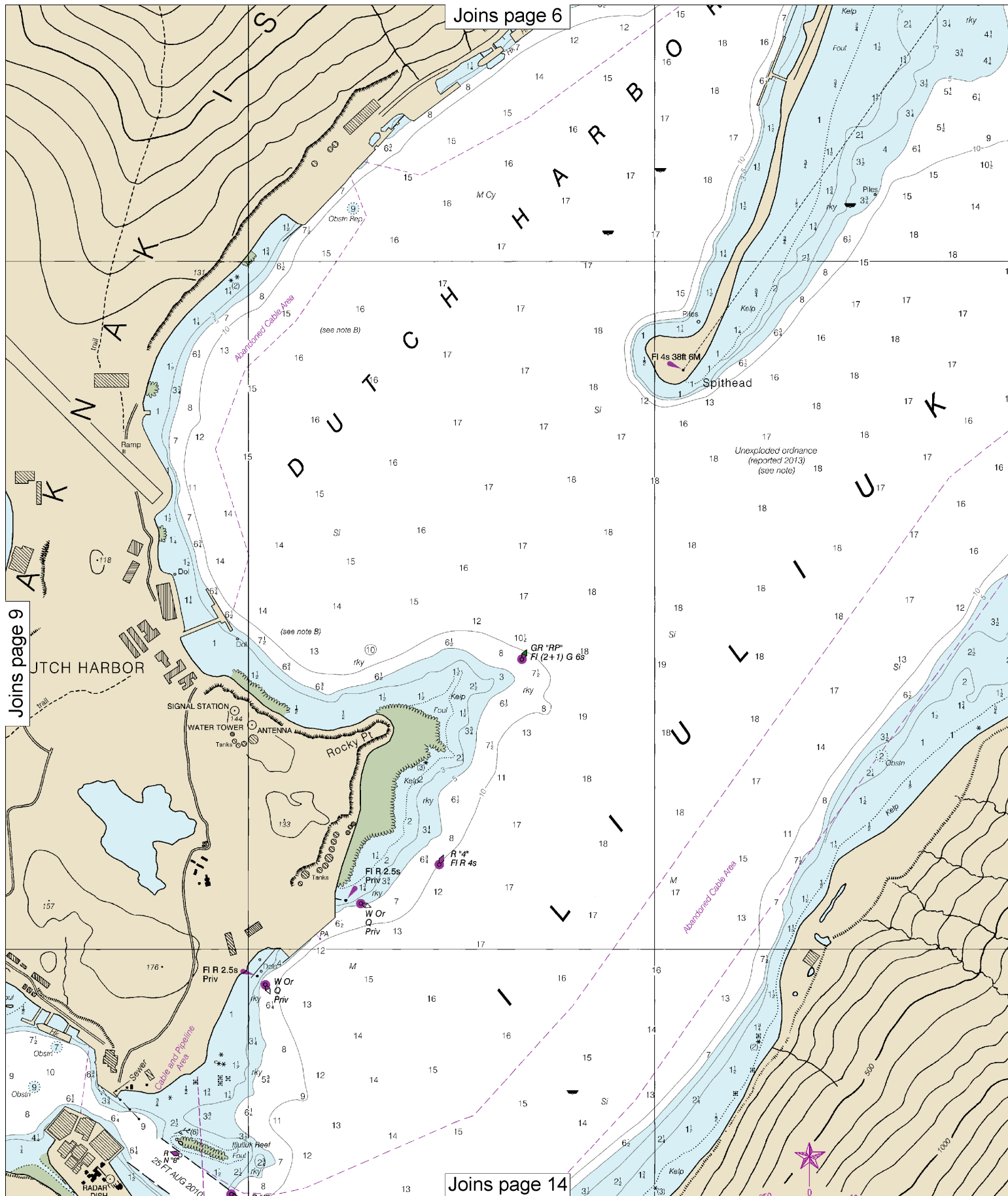
Heights in feet above Mean High Water.

**AIDS TO NAVIGATION**

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







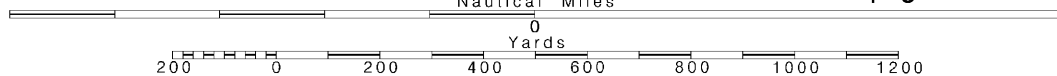
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000

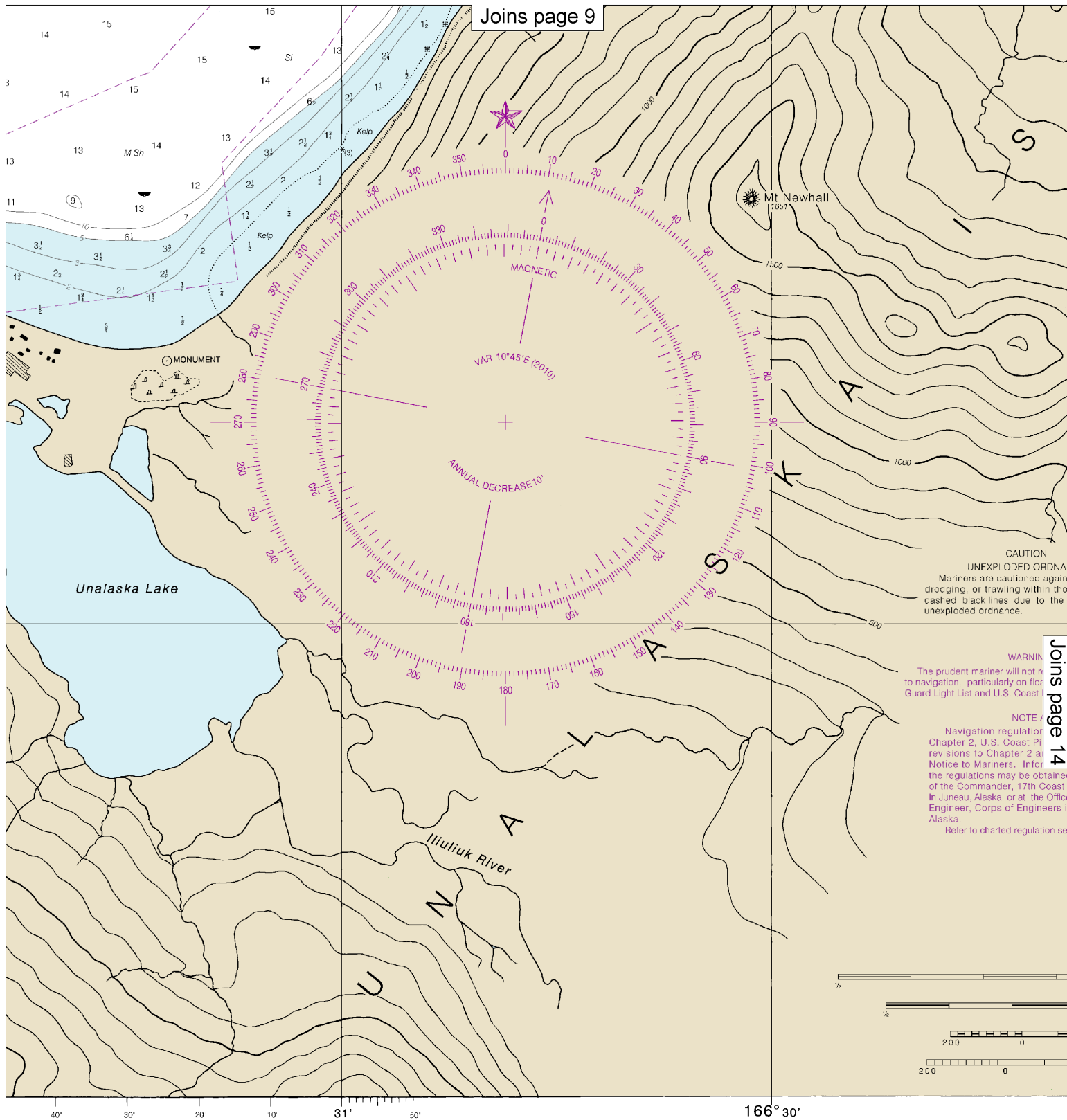
See Note on page 5.

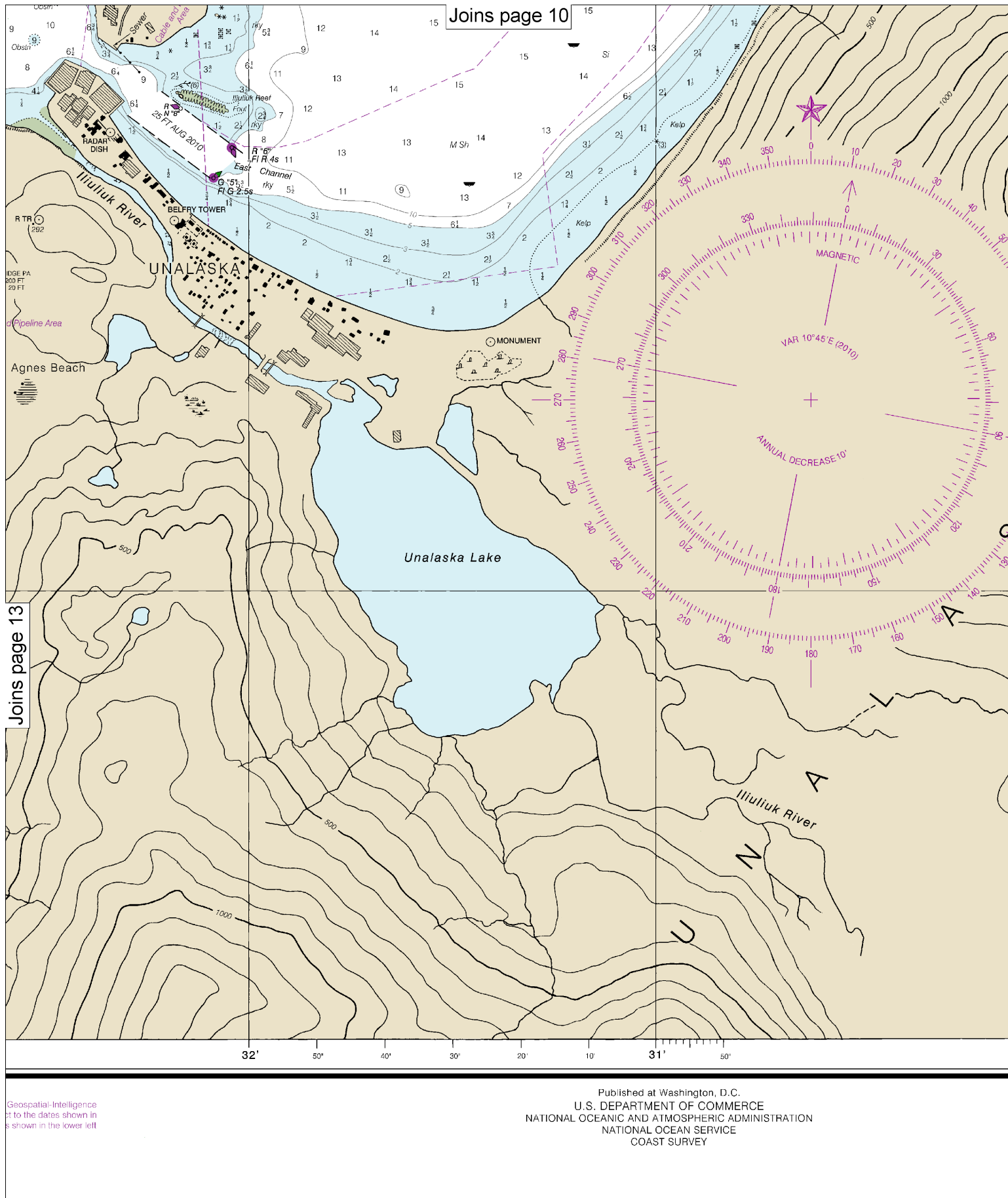












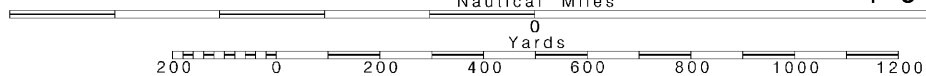
14

Note: Chart grid lines are aligned with true north.

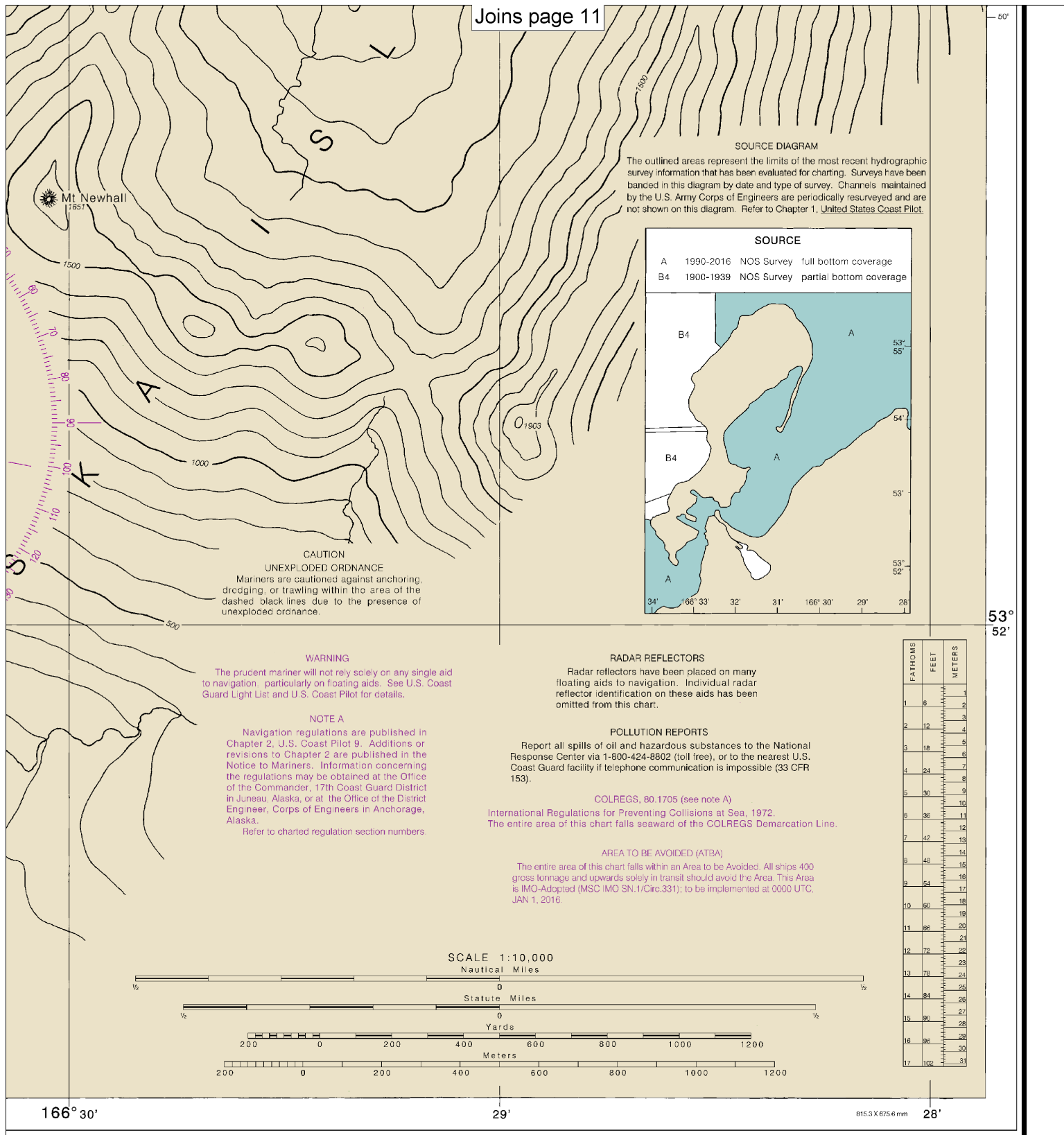
Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.



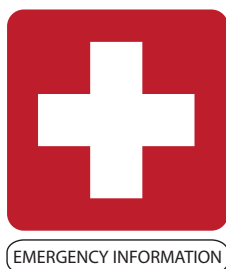




SOUNDINGS IN FATHOMS

Dutch Harbor  
SOUNDINGS IN FATHOMS - SCALE 1:10,000

16529



## 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.



**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/>

## 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!**

## Quick References

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



— 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.