

BookletChart™

Krenitzin Islands

NOAA Chart 16531

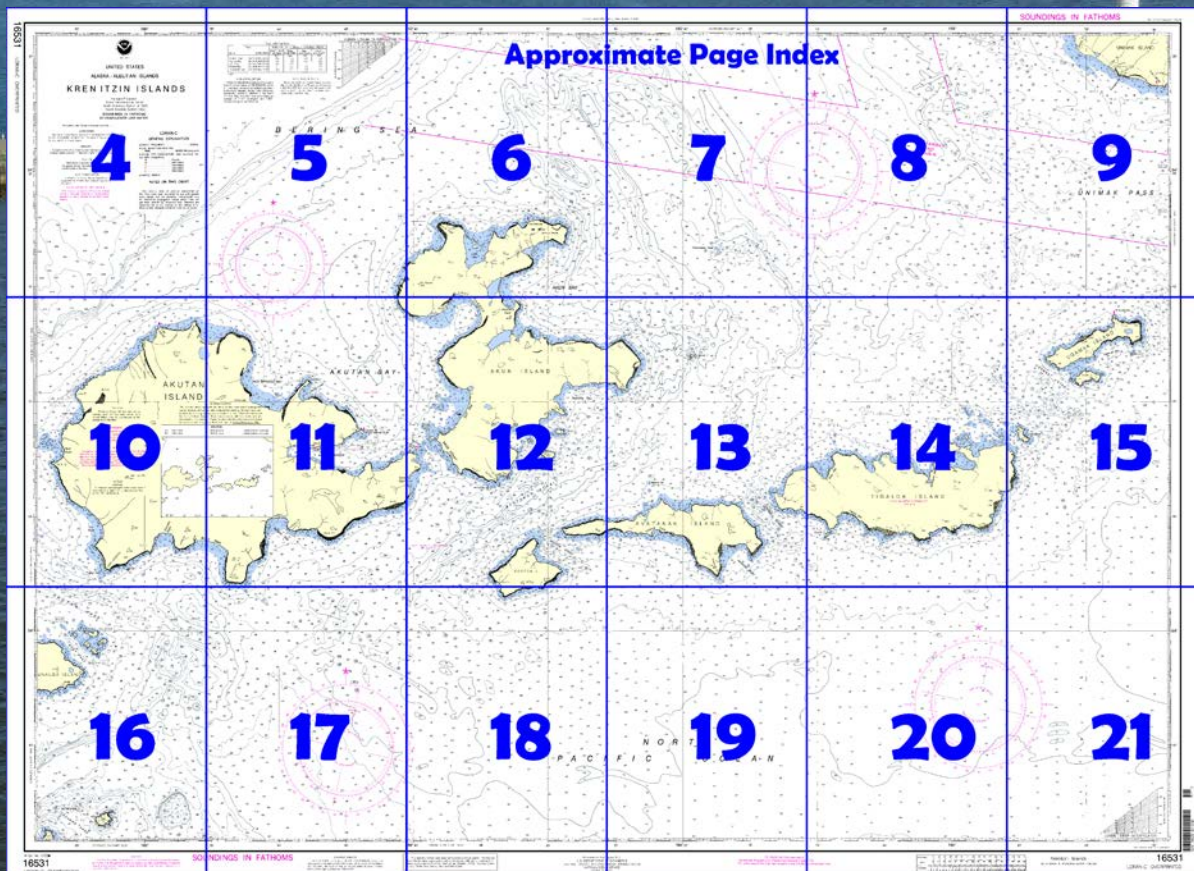


A reduced-scale NOAA nautical chart for small boaters

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=16531>.



(Selected Excerpts from Coast Pilot)

Akutan Island, largest of the Krenitzin Group, is about 9 miles NE from Unalaska Island and is separated from the latter by Akutan and Unalga Passes.

The shore of Akutan Island bordering on Akutan Bay and Akun Strait is described in connection with those bodies of water.

Akutan Peak, 4,244 feet high, rises about 600 feet on the S rim of a crater, about 1.2 miles in diameter, to form a sharp summit. It is the highest peak between Unimak and

miles SW of the cape, a narrow, grassy valley separates the high ridge behind North Head from another high ridge; the W side of the valley is a bluff. **North Head Light** (54°13'16"N., 165°58'47"W.), 60 feet (18.3 m) above the water, is shown from a pole with a red and white diamond-shaped daymark on the point 1.5 miles W of the head.

Open Bight is an indentation just E of North Head. No depths greater than 10 fathoms are found in the bight. It is exposed to N swell from the Bering Sea and is not recommended as an anchorage.

A rock awash is about 250 yards off the rounded point just E of Open Bight; a covered rock is inshore from the rock awash.

Lava Point, 6 miles SW of North Head, is a fairly flat lava bed varying in elevation from 150 feet along the shore to 300 feet at the base of the hill back of it. The cliffs all around the point are nearly vertical except in places where they are broken off. Numerous tunnels are under the cliffs. The NW face of the hill back of the point is concave and very steep.

At the end of Lava Point is a flat rock having the same height as the point and slightly detached from it. In foggy weather low points will sometimes be seen below the fog, and the lava flow terminating in Lava Point often enables the navigator to identify this point. Due to the similarity of the headlands along these islands, this area is one where the navigator has unusual difficulty in identifying landmarks.

Lava Bight, just S of Lava Point, provides temporary anchorage in S and E weather. On the S shore of the bight are several waterfalls, including a large one to the E of a group of small ones. The anchorage is in 12 to 15 fathoms, sandy bottom, 0.5 mile from shore, with the large waterfall bearing **160°**.

A large circular reef is off the W coast of Akutan Island between Lava Bight and Reef Point; the outer edge of the reef is about 0.9 mile from the shore. The reef is marked by heavy kelp and is studded with numerous rocks which uncover 3 feet. The W part of North Head open at Lava Point is a good range to clear this reef in passing to the N of it. Between the reef and the shore is a passage which has a least depth of 2½ fathoms and is clear of kelp; small boats use the passage to avoid the disturbed water outside.

Reef Bight, on the S side of the reef, is not recommended for anchorage because of poor holding ground.

Reef Point, the W extremity of Akutan Island, is steep and rocky and reaches a height of 500 feet. A low rock 150 yards off the point has the appearance of a stranded freighter when seen from the N or S.

Currents.—Flood currents with an estimated velocity of 2 knots set along the W shore of Akutan Island as far N as Reef Point. Near Lava Point an ebb current of 1 knot has been observed. Off North Head, currents are weak. A N wind blowing against a flood current produces tide rips as far N as Lava Point.

The S shore of Akutan Island between Green Bight and Sarana Bay is a steep rocky bluff with numerous boulders that extend about 200 yards offshore. A rectangular rock, 75 feet high, is 225 yards offshore, about 1 mile SW from the S end of Green Bight. Numerous waterfalls are visible along this shore in rainy weather.

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

RCC Juneau

Commander
17th CG District
Juneau, Alaska

(907) 463-2000

Unalaska Islands.

North Head, the N end of Akutan Island, is a high bold cliff, with a large, deep grassy valley in the otherwise high shore on its E side. About 2

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>

ALASKA - ALEUTIAN ISLANDS

KRENITZIN ISLANDS

Mercator Projection
Scale 1:80,000 at Lat. 54°08'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see chart No. 1

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

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.

HEIGHTS

Elevations of rocks and lights are in feet above Mean High Water. Contour values and summit elevations refer to Mean Sea Level.

CAUTION

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

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.

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.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 5° from the normal variation have been observed on Tigalda Island and as much as 3° between Akutan and Rook Islands.

AIDS TO NAVIGATION

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

NOTE B

AREA TO BE AVOIDED (ATBA)

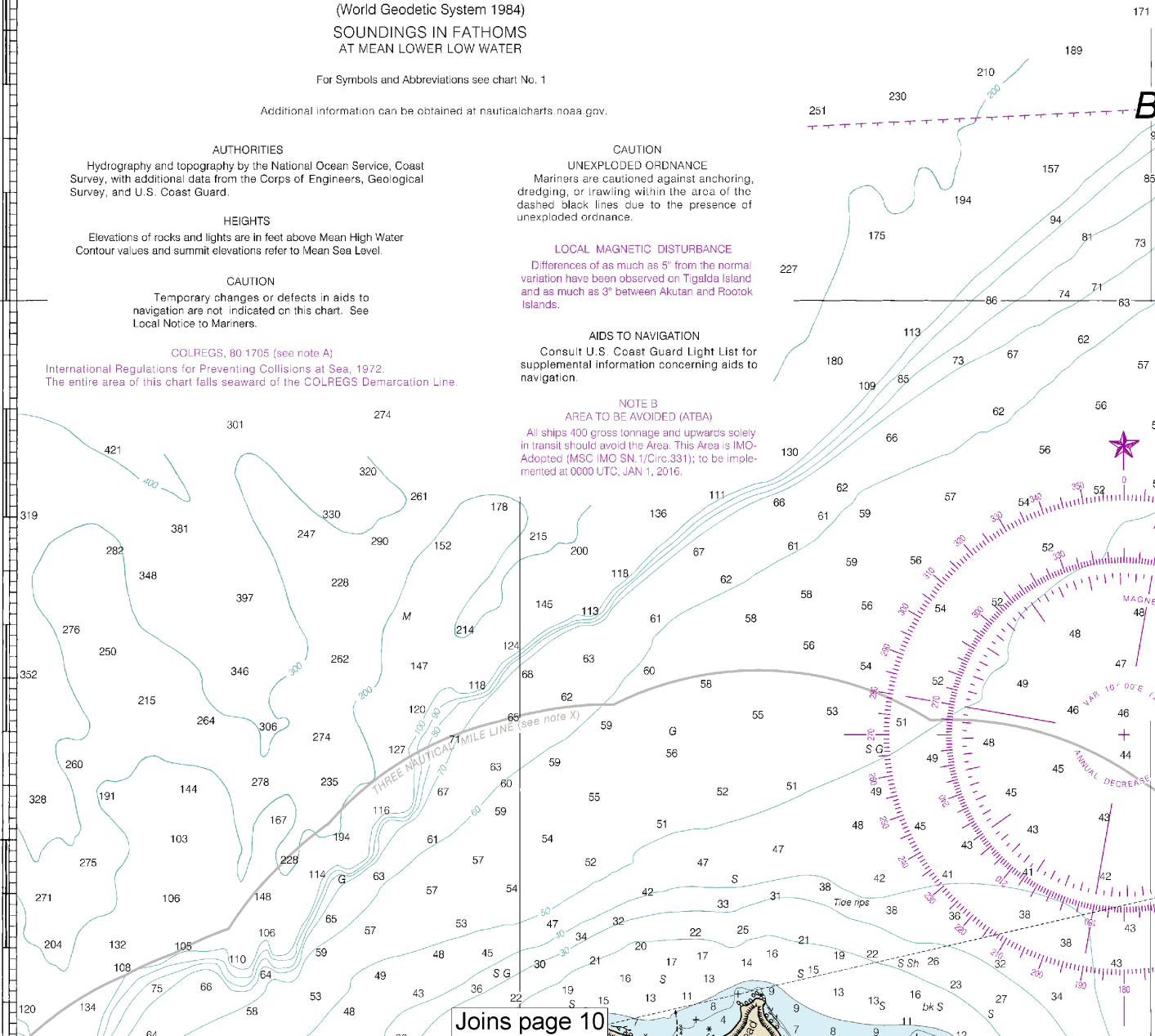
All ships 400 gross tonnage and upwards solely in transit should avoid the Area. This Area is IMO-Adopted (MSC IMO SN.1/Circ.331); to be implemented at 0000 UTC, JAN 1, 2016.

TIDAL INFORMATION	
PLACE	
NAME	(LAT/LONG)
Scotch Cap	(54°24' N/164°14' W)
Tigalda Bay	(54°07' N/164°59' W)
Trident Bay	(54°06' N/165°32' W)
Akun Bay	(54°14' N/165°32' W)
Akutan Harbor	(54°08' N/165°48' W)

Dashes (---) located in datum columns indicate unavailable tide predictions, and tidal current predictions are available on (Feb 2013).

HORIZONTAL DATUM

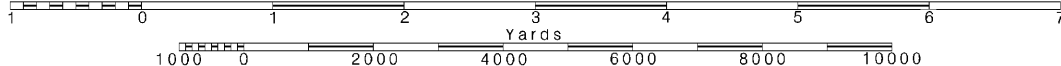
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 3.101" southward and 7.095" westward to agree with this chart.



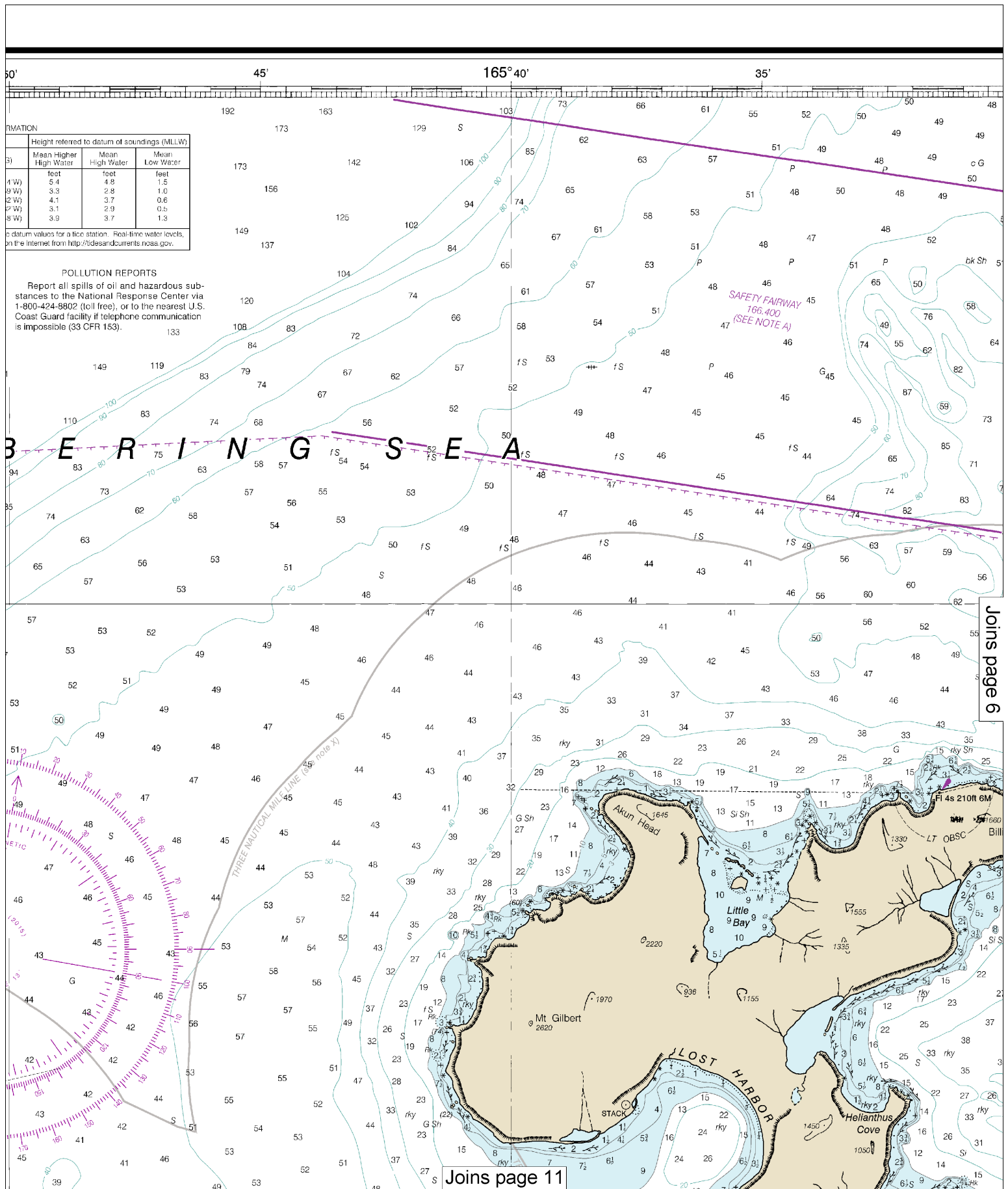
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SCALE 1:80,000
Nautical Miles

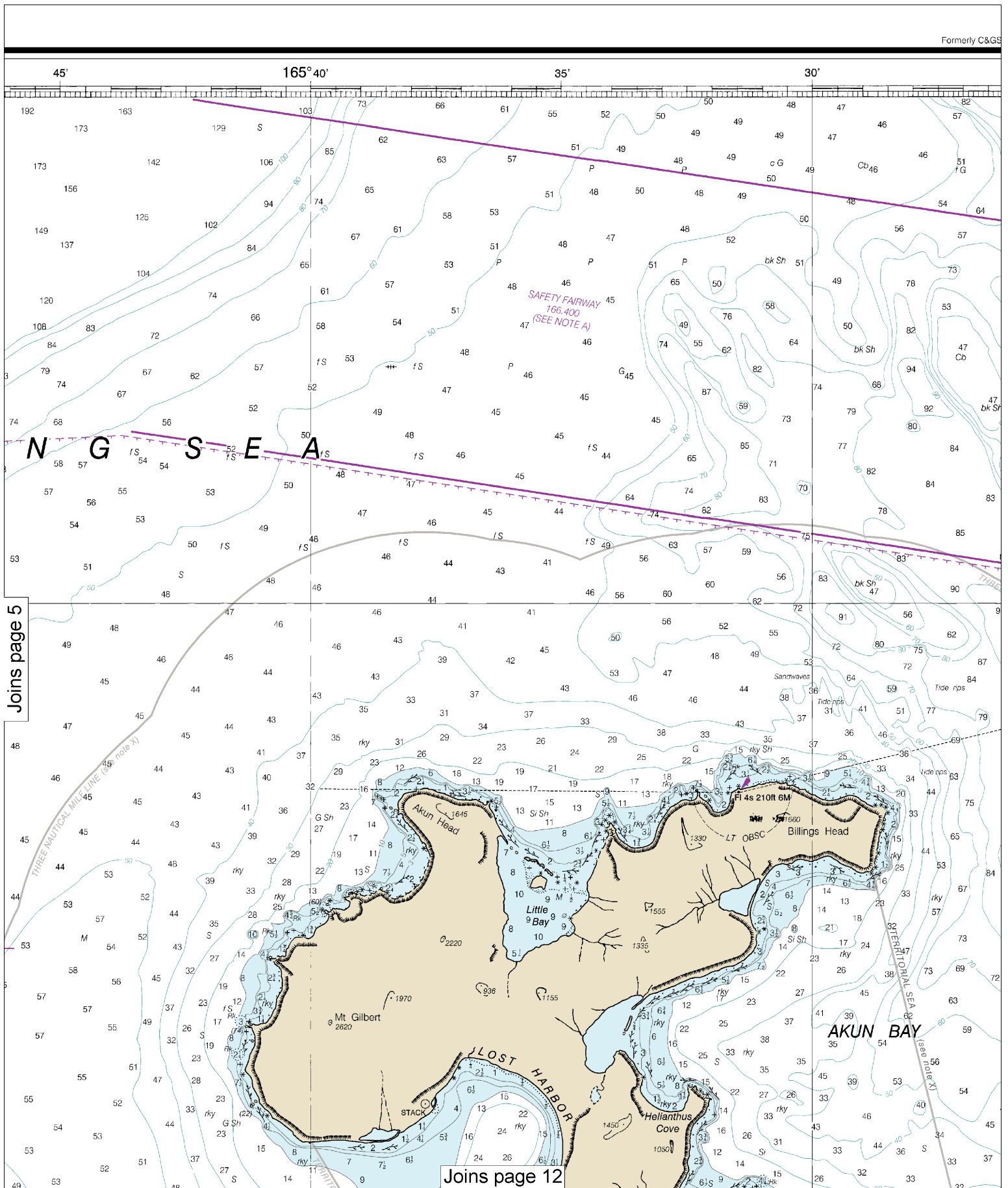
See Note on page 5.



Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



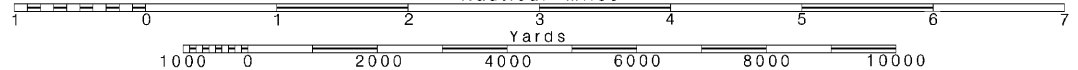
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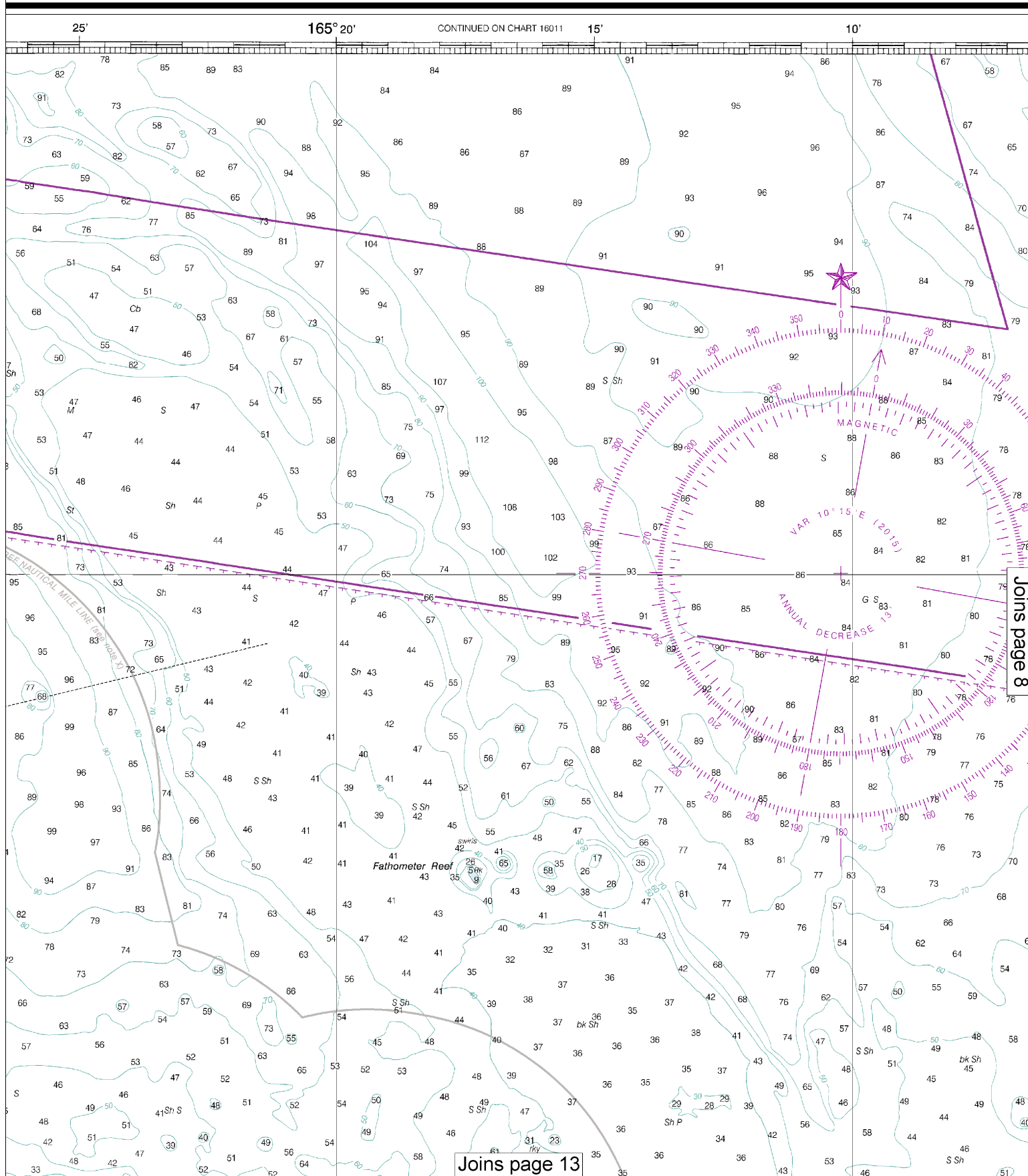
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

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Nautical Miles

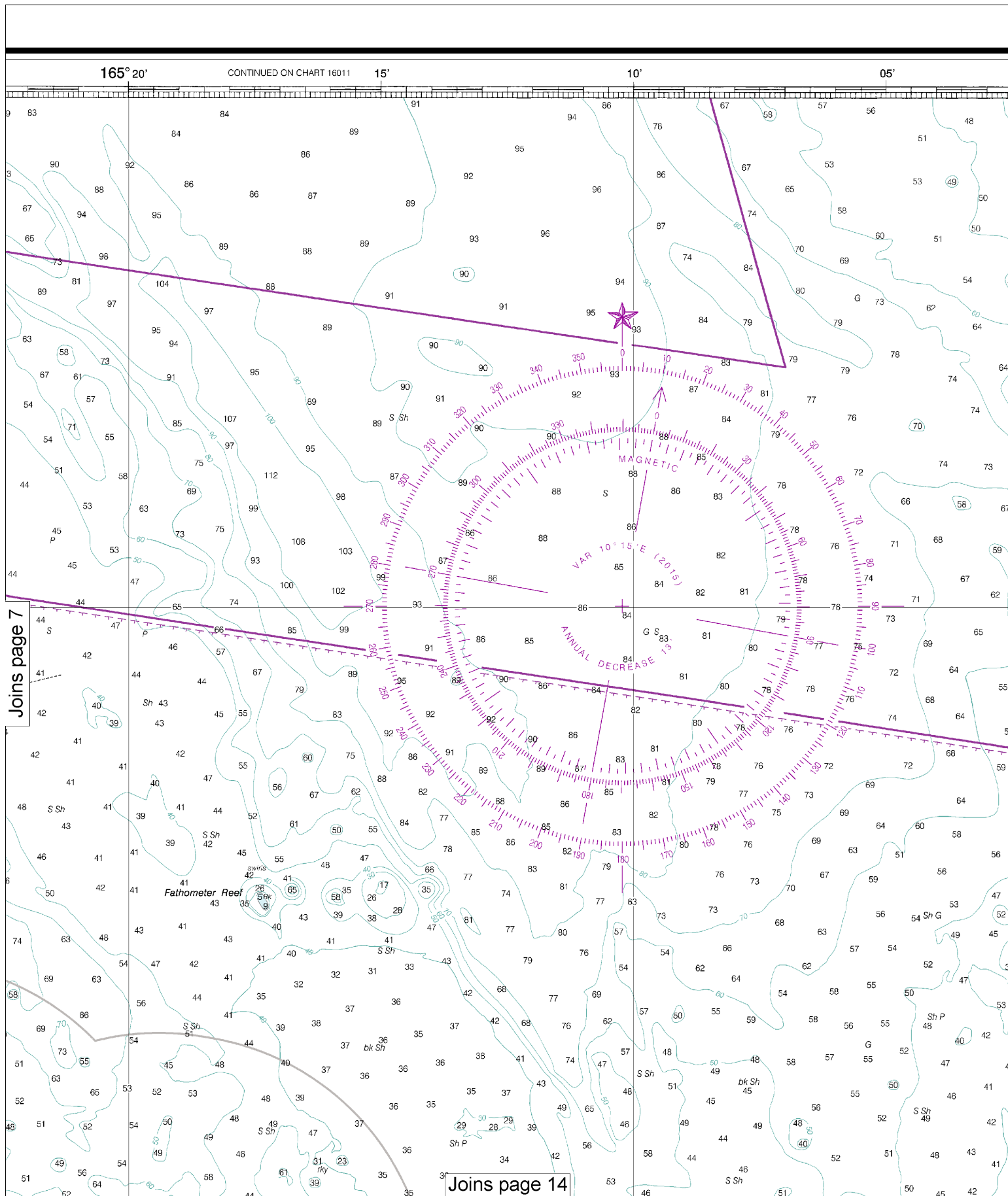
See Note on page 5.





Joins page 8

Joins page 13



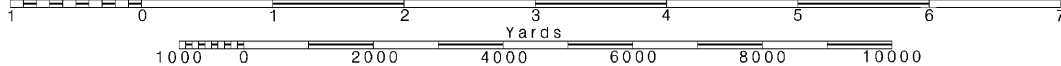
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Note: Chart grid lines are aligned with true north.

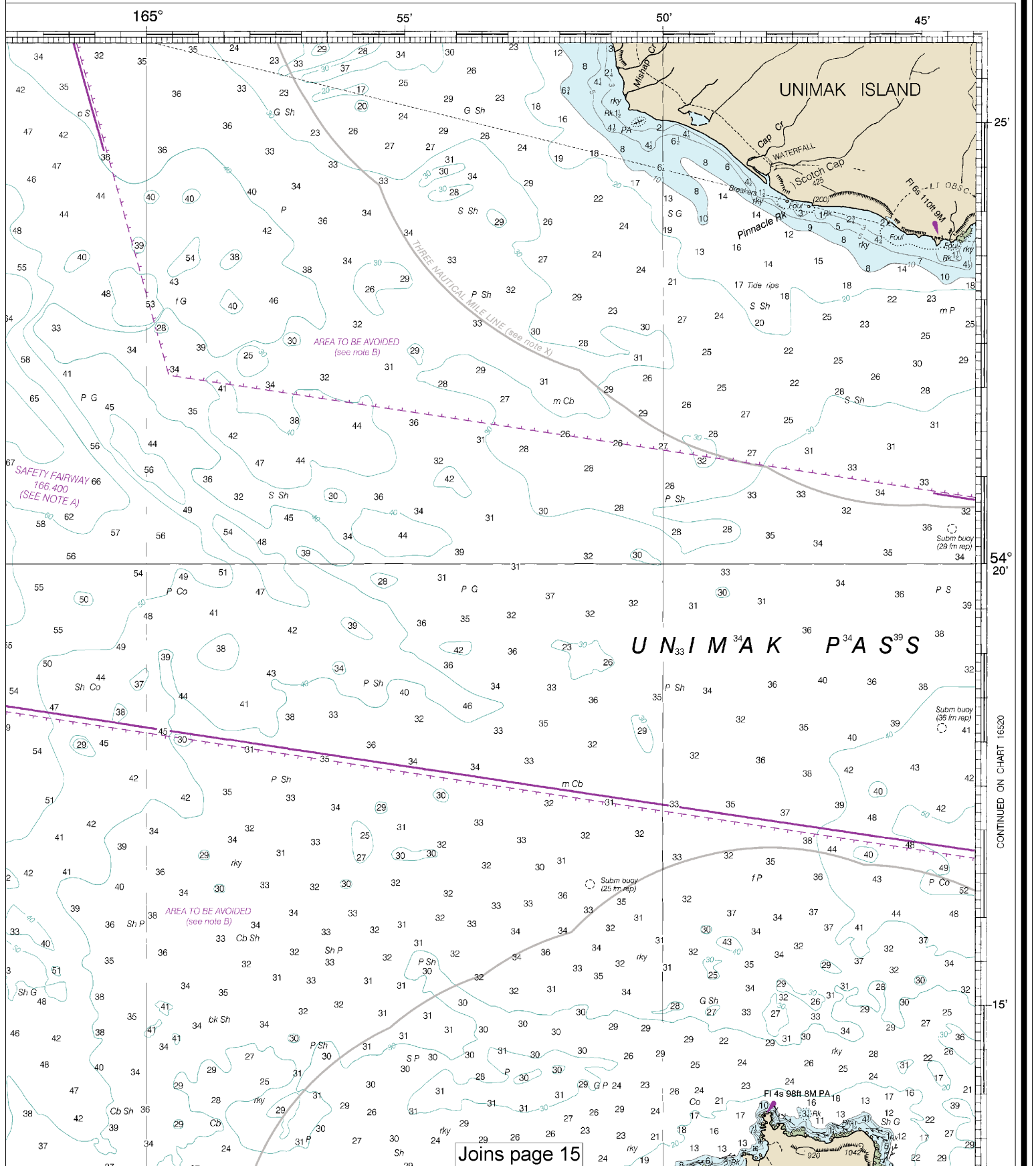
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FATHOMS



Joins page 15

CONTINUED ON CHART 16520

Joins page 4

CONTINUED ON CHART 16520

10'

05'

CONTINUED ON CHART 16528

Joins page 16

AKUTAN ISLAND

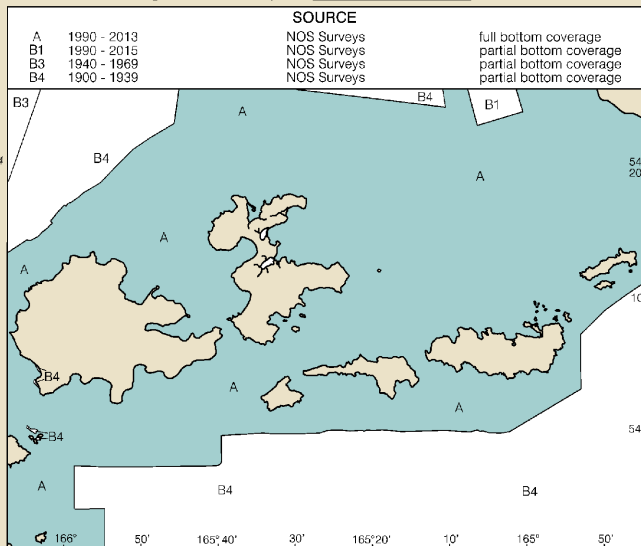
CAUTION
Extremely heavy tide rips and strong currents which at times make control of a vessel difficult may be encountered in the passages on this chart.

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. 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.

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. Consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, United States Coast Pilot.



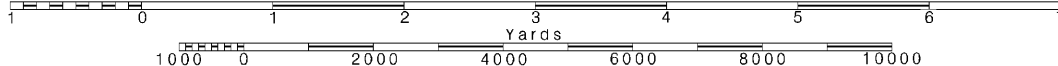
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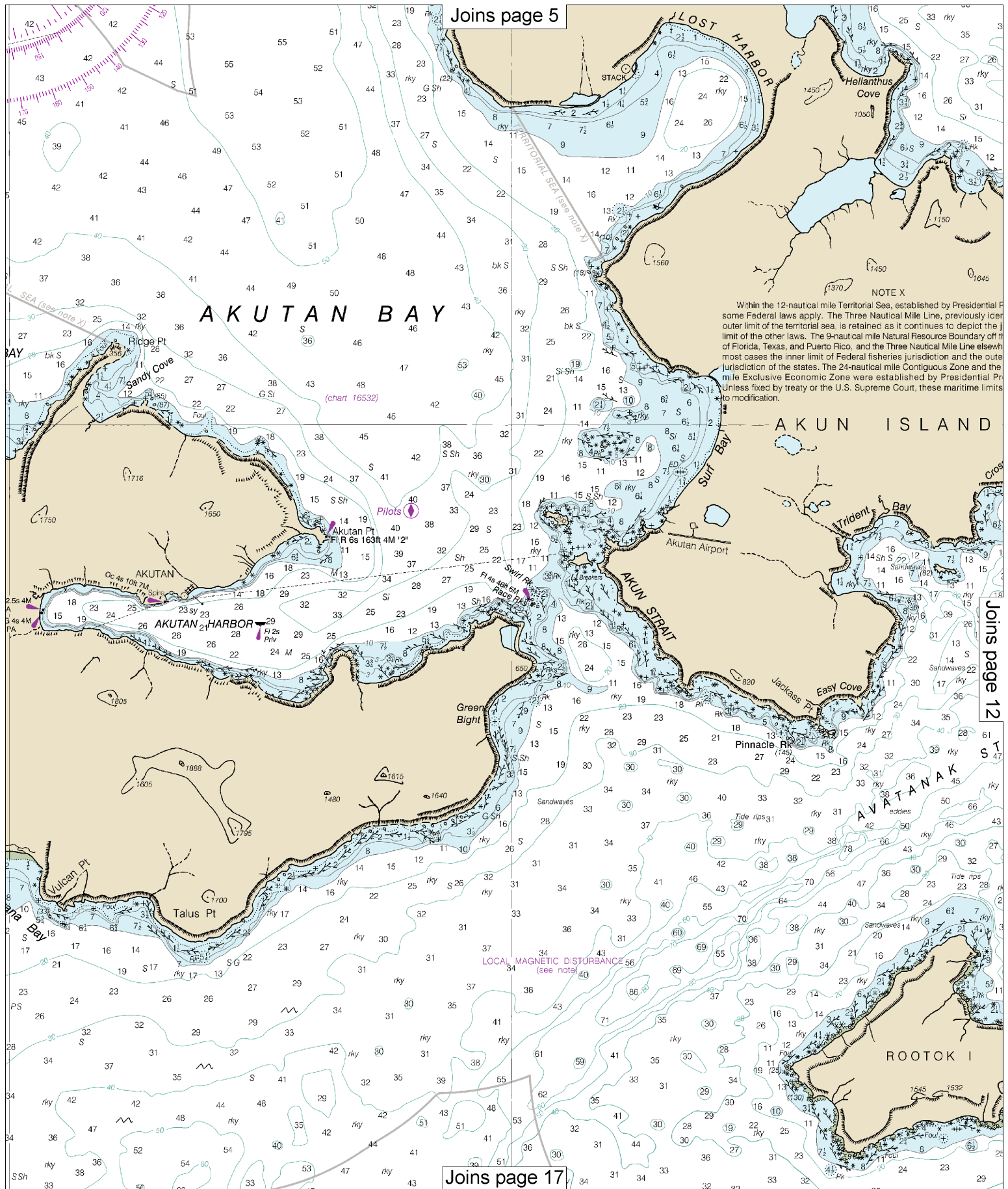
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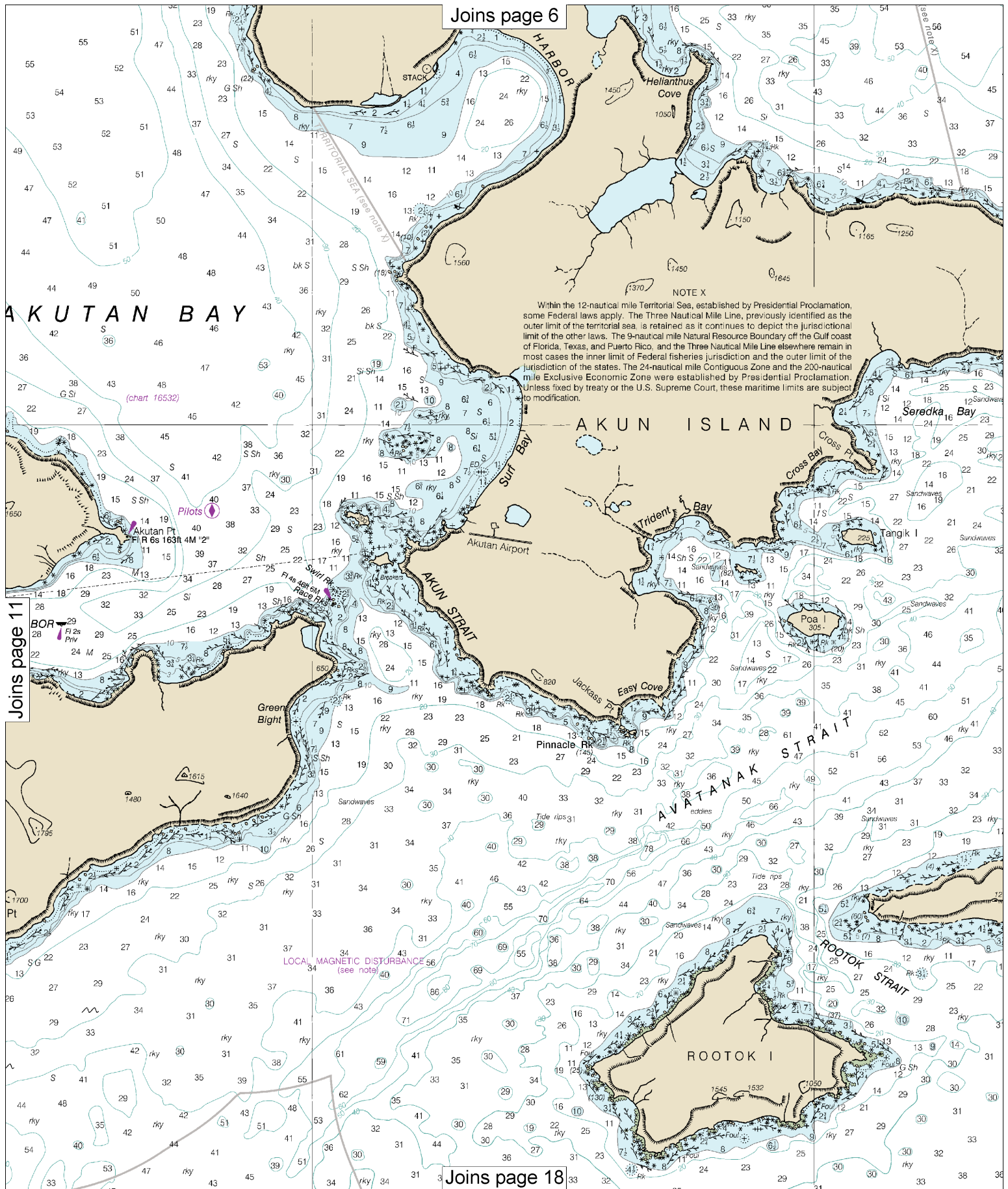
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SCALE 1:80,000
Nautical Miles

See Note on page 5.







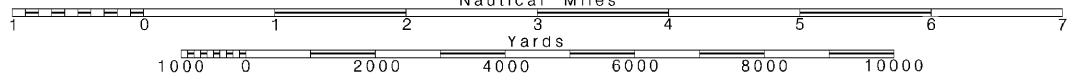
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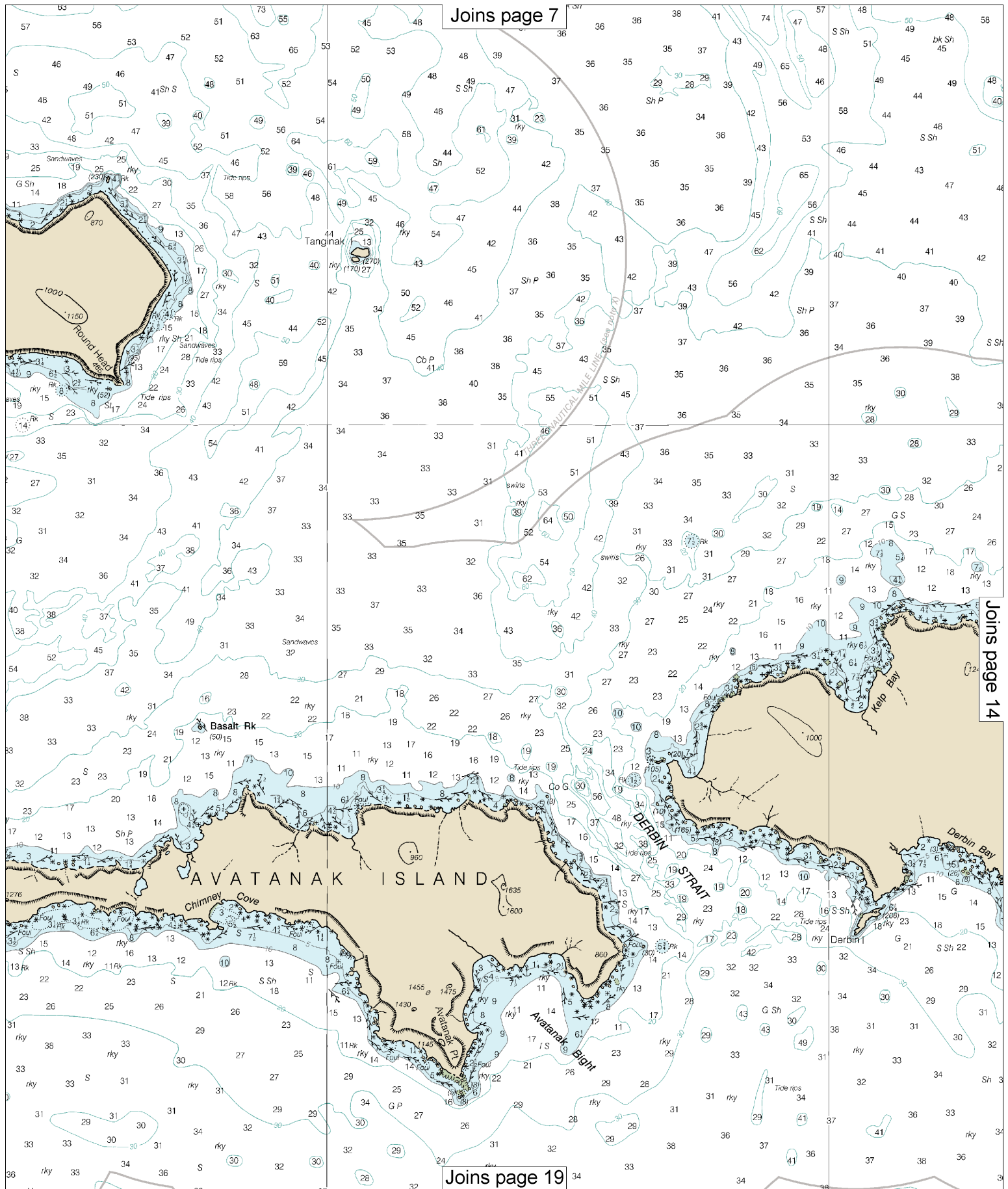
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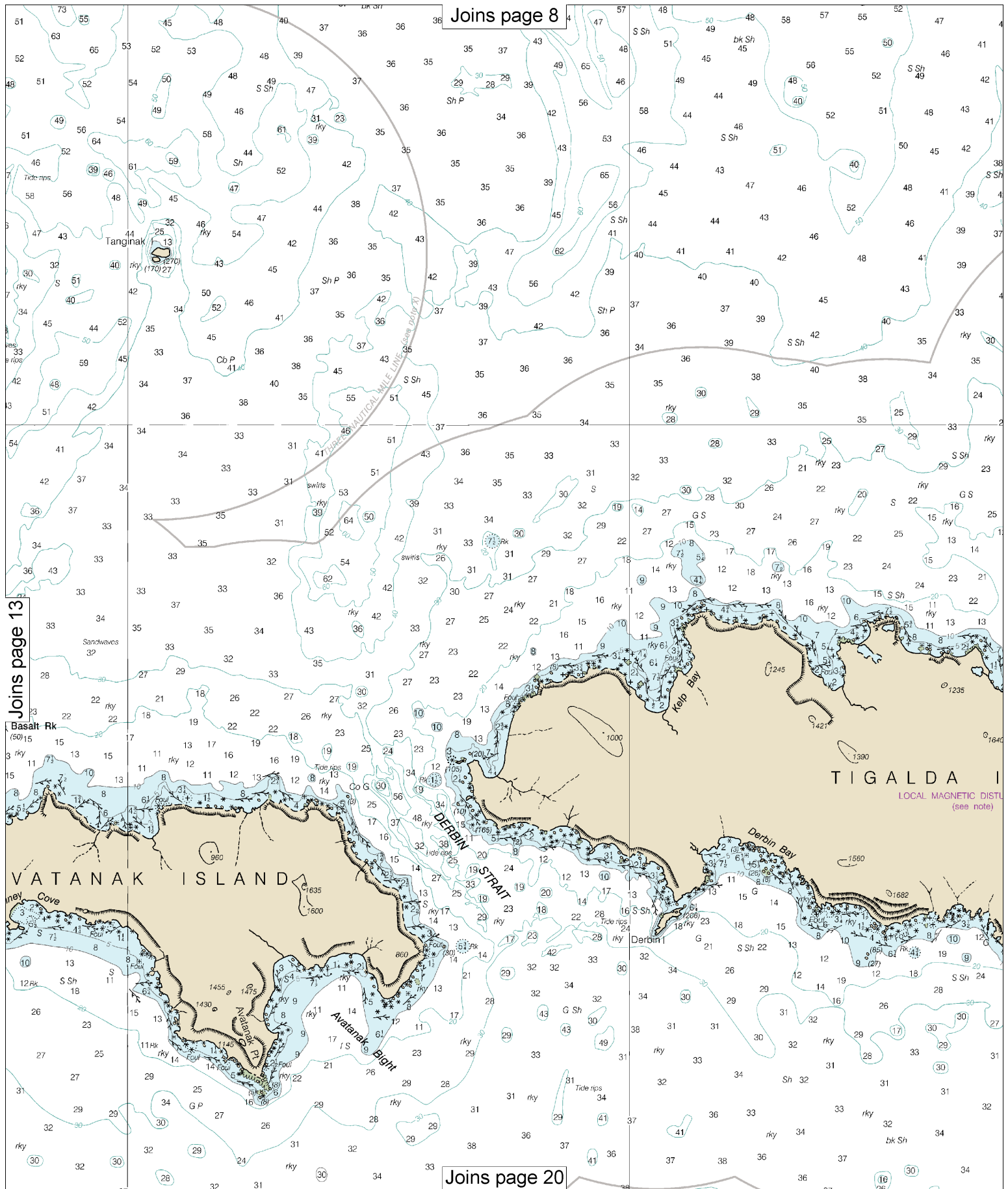
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SCALE 1:80,000
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See Note on page 5.







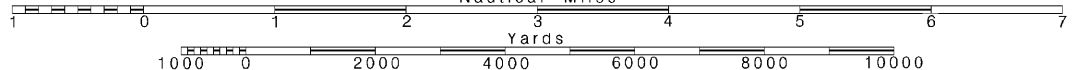
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Note: Chart grid lines are aligned with true north.

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SCALE 1:80,000
Nautical Miles

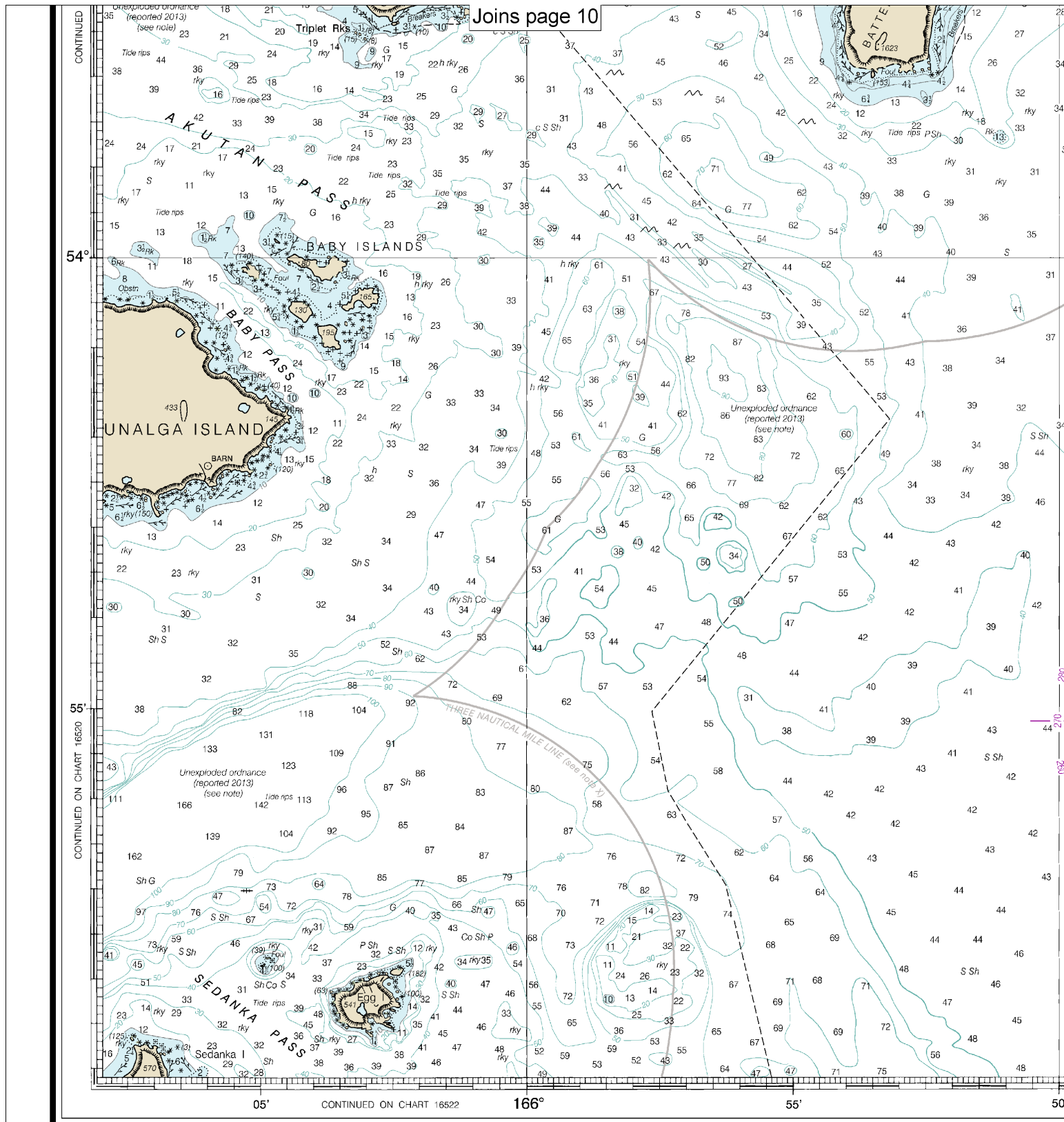
See Note on page 5.



This is a detailed nautical chart of the Ugamak Strait and surrounding islands. The chart includes the following features:

- Geographical Features:** Ugamak Island, Aiktak I., Tigalda Bay, Welcome Bay, and various smaller islands and reefs.
- Depth Soundings:** Numerous numerical soundings in fathoms are scattered throughout the chart, indicating water depths.
- Navigation Aids:** A prominent "THREE NAUTICAL MILE LINE" is shown as a curved line across the chart. Other navigational markers include "FL 4s 98ft 8M PA" and "Round I 121".
- Labels and Text:** "UGAMAK STRAIT" is labeled in the center. "UGAMAK ISLAND" is labeled on the main island. "Aiktak I." is labeled on a smaller island. "Tigalda Bay" and "Welcome Bay" are labeled on the left. "Joins page 9" is at the top, and "Joins page 21" is at the bottom.
- Coordinates:** The chart is bounded by latitude 10° and 05' and longitude 40° and 44°.

15



16531

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.

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

This is the Last Edition of this chart. It will be canceled on Nov 1, 2023
9th Ed., Dec. 2015. Last Correction: 5/2/2023. Cleared through:
LNM: 4223 (10/17/2023), NM: 4323 (10/28/2023), CHS: 0923 (9/29/2023)

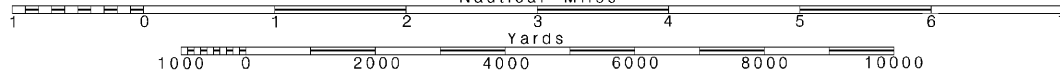
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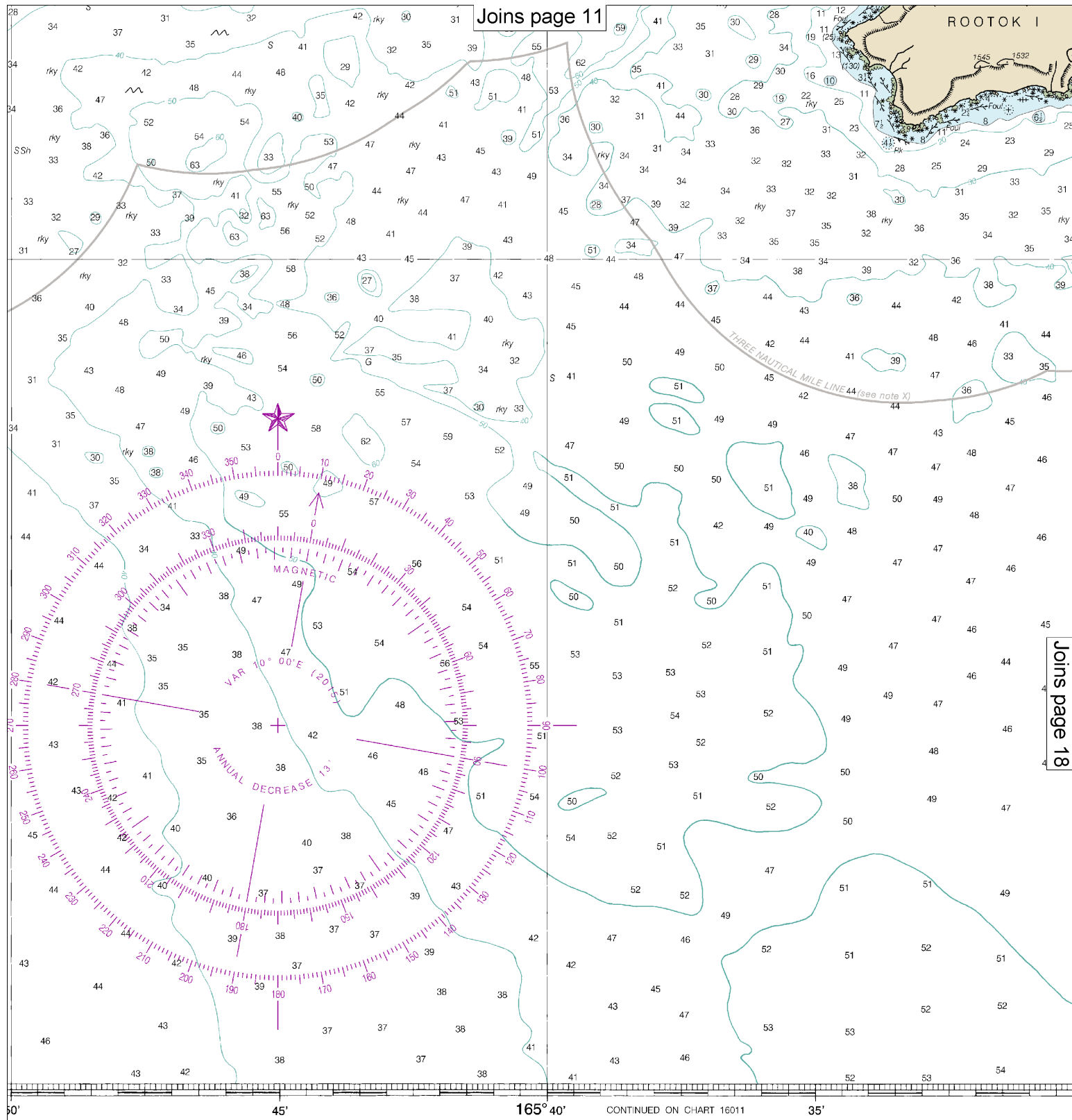
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SCALE 1:80,000
Nautical Miles

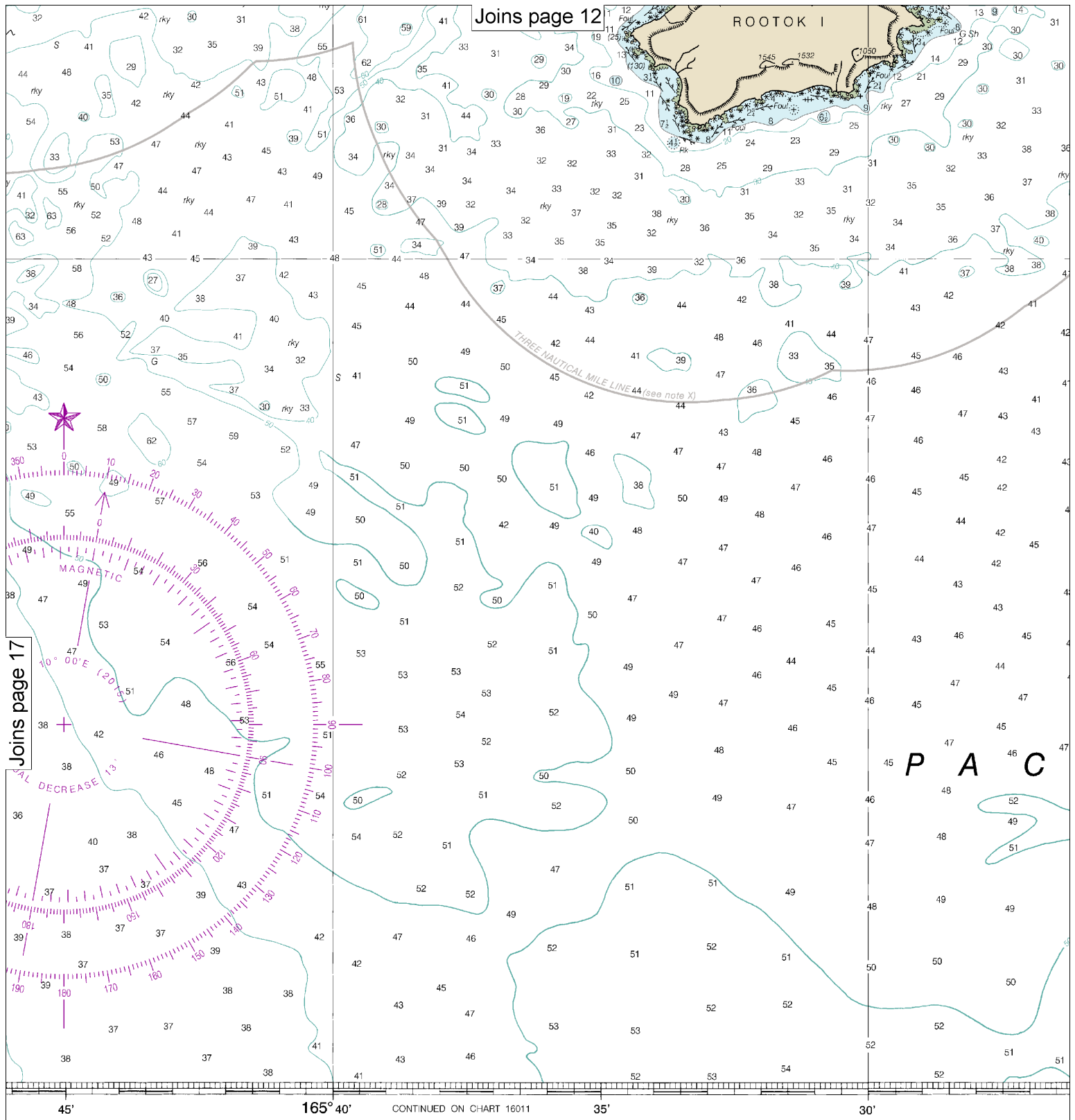
See Note on page 5.





Comments
html

SOUNDINGS IN FATHOM



Joins page 12

Joins page 17

SOUNDINGS IN FATHOMS

Published at
U.S. DEPARTMENT OF THE ARMY
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL CENTER FOR ENVIRONMENTAL INFORMATION
COAST AND GEODETIC SURVEY

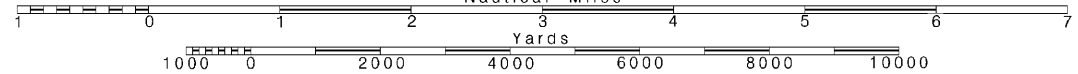
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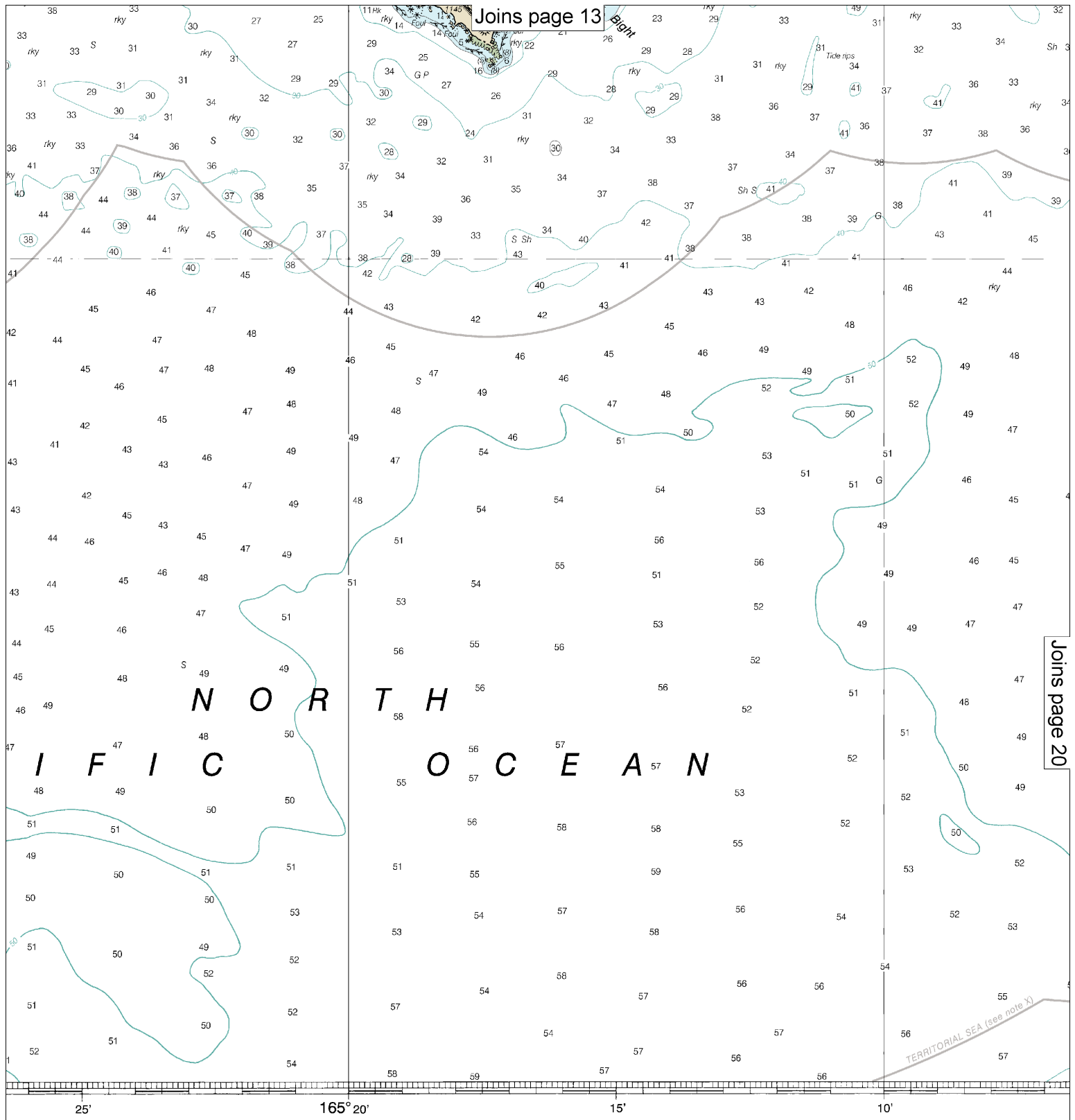
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Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

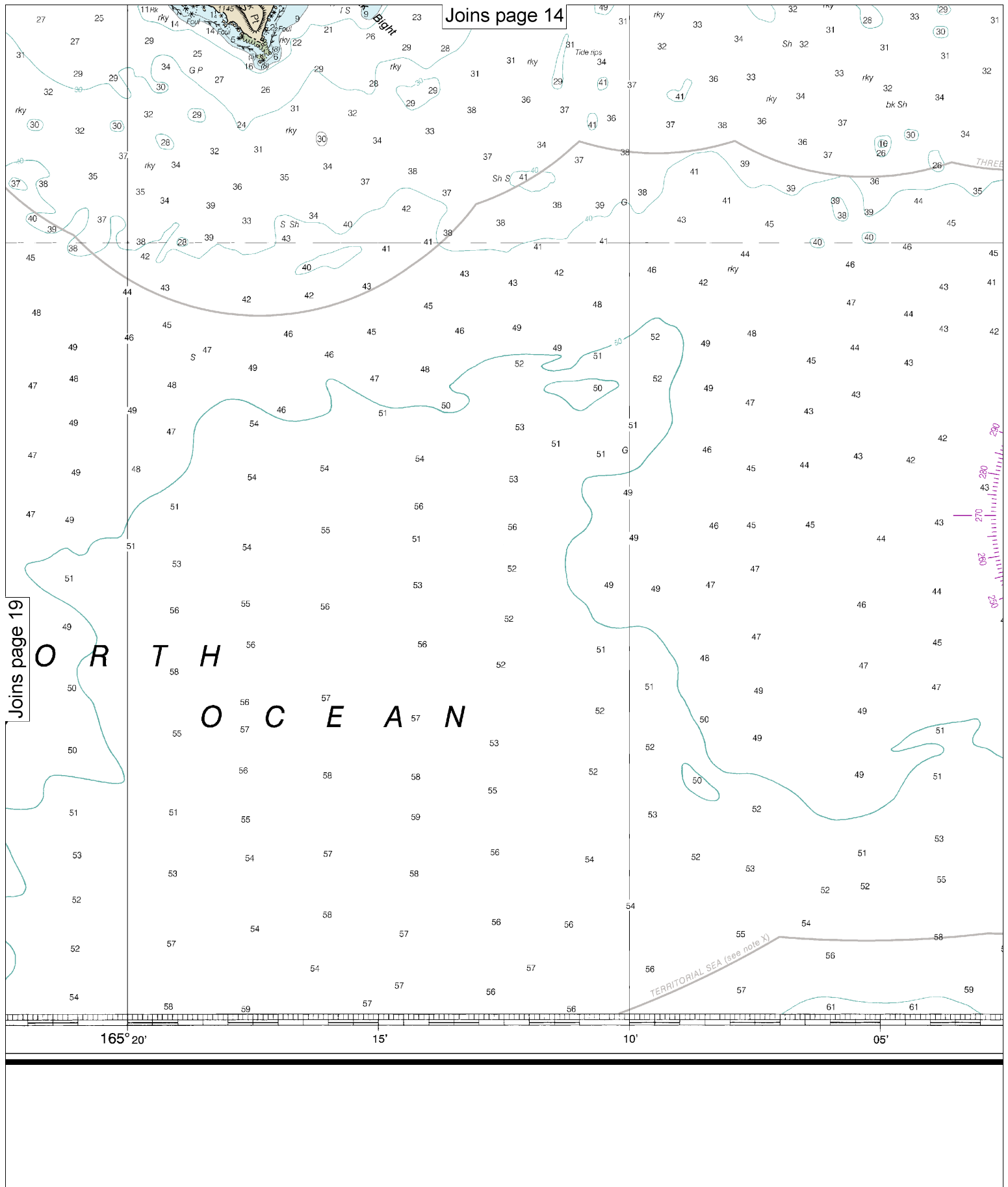


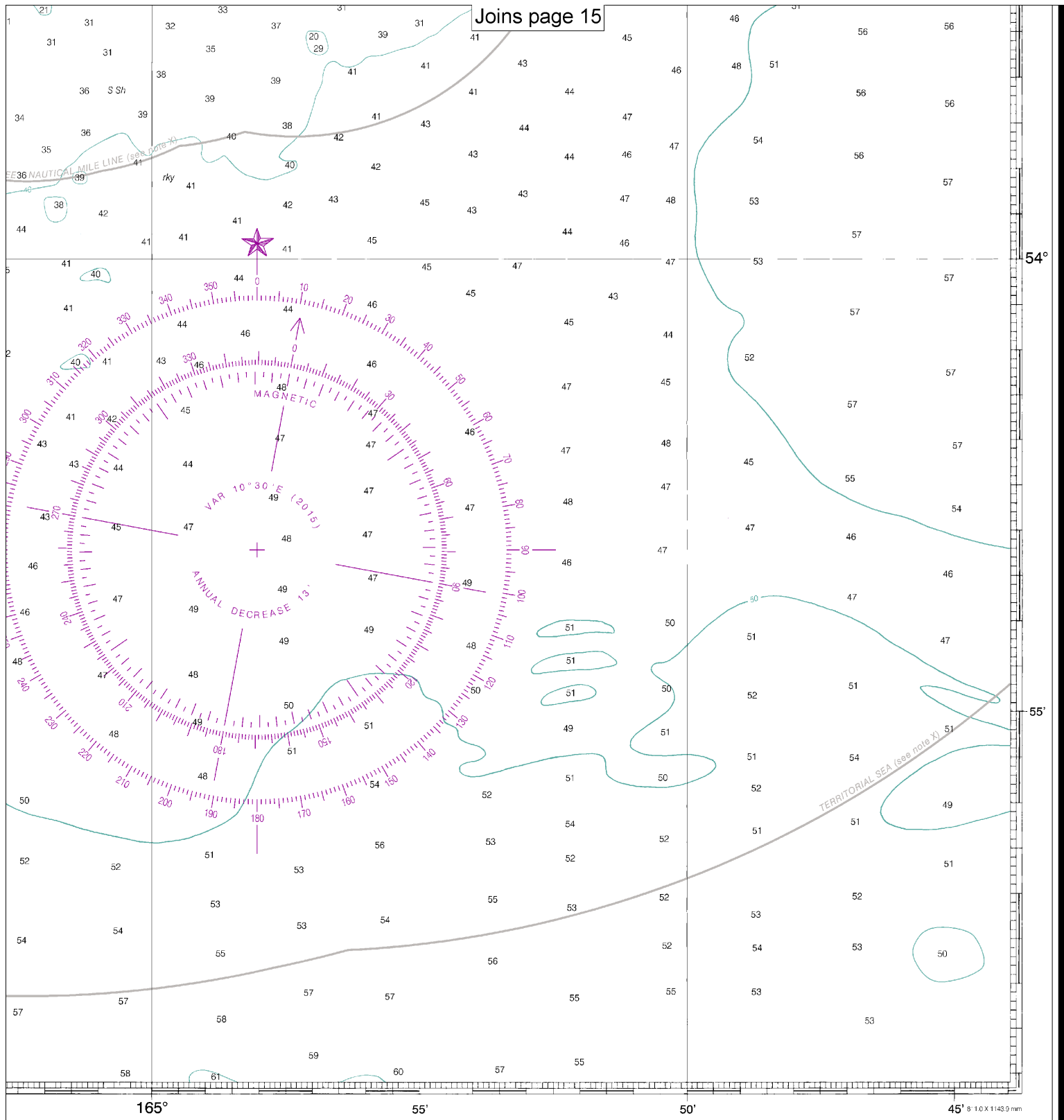


Joins page 13

Joins page 20

at Washington, D.C.
DEPARTMENT OF COMMERCE
ATMOSPHERIC ADMINISTRATION
OCEAN SERVICE
HYDROGRAPHIC SURVEY





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

Krenitzin Islands
SOUNDINGS IN FATHOMS-SCALE 1:80,000

16531



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
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



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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.