

BookletChart™



Nazan Bay and Amlia Pass

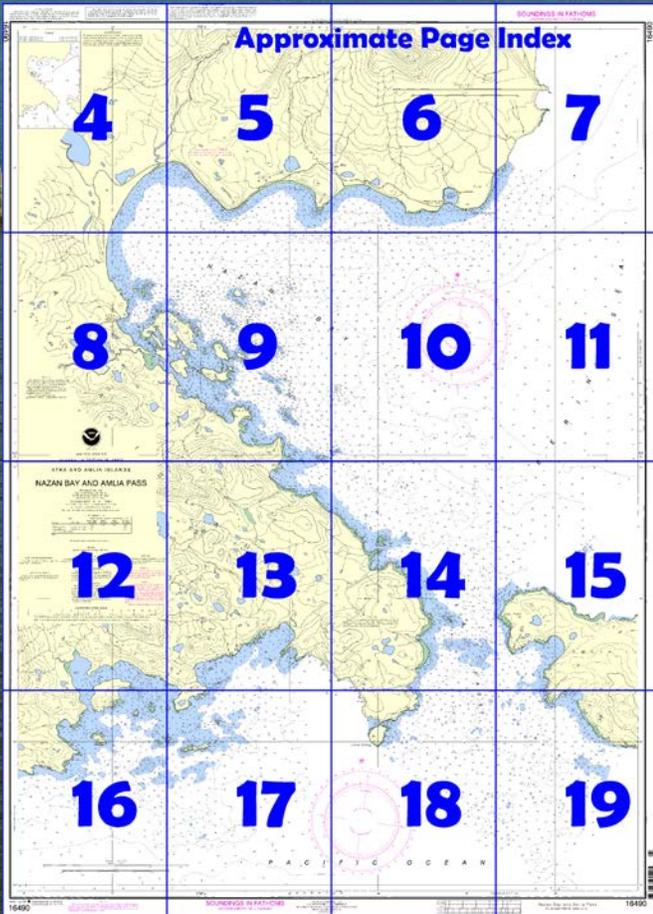
NOAA Chart 16490

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.

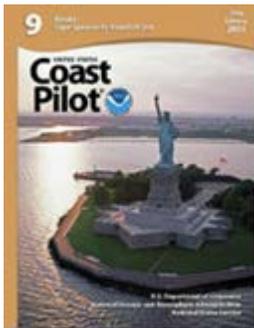
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16490>.



(Selected Excerpts from Coast Pilot)

Amlia Pass, a 1-mile-wide strait between Amlia Island and Atka Island, has depths of 5 to 22 fathoms through a narrow 400-yard passage restricted by a reef that extends 1 mile off the Atka Island shore. The pass should be used only by small light-draft vessels at slack water because of the strong and complex currents.

Mid Reef, a high part of the reef that extends from Atka Island shore, shows at all times, but is awash in extremely heavy

weather. Other small areas may occasionally appear at extreme low water.

The shores on both sides of Amlia Pass are steep, rock bluffs rising to low hills. Kelp grows along the shores. A ledge extends 100 yards outside the bluff line at **Eddy Point**, the westernmost point on Amlia Island.

Deep water is outside this ledge and off the shore at **Swift Point**, Amlia Island. At **Pinnacle Point**, Amlia Island, is a prominent pinnacle on the shore with an 80-foot off-lying pinnacle immediately SE.

Currents.—A current of 10 knots has been observed in Amlia Pass; when the current is strong large tide rips usually occur. The current floods N and ebbs S. In general, tide rips exist in and outside of the N end of the pass during the flood, and in and outside of the S end during the ebb. When the current is running, small tide rips exist over the reef. During strong currents, heavy swirls exist in the pass and its approaches, the greatest intensity being near Eddy Point.

N of Eddy Point the current floods NE and ebbs SW, setting a vessel off course just N of the pass. Duration of slack is about 10 minutes; however, there is often a period of 1 to 3 hours when the current is not strong, and there are practically no tide rips.

Heavy tide rips that extend several miles NE of Amlia Pass have been observed with a moderately heavy swell from the NE. A pinnacle, covered 4½ fathoms, is 1.5 miles NE of Eddy Point, and 0.6 mile from the N shore of Amlia Island. There are probably other dangerous pinnacles in this area.

In approaching Amlia Pass from S or N vessels should stay in the area of charted soundings to avoid reported dangers off the islands. Courses through Amlia Pass should pass 0.5 mile off Pinnacle Point, 200 yards off Swift Point, and 400 yards off Eddy Point to avoid the reef on the W side of the pass. Extreme caution is necessary to avoid the 2½-fathom reef 500 yards W of Swift Point.

Nazan Bay, indenting the E coast of Atka Island N of Amlia Pass, provides good anchorage. The greater part of the outer harbor is partially protected, but strong winds draw through the low land between Nazan and Korovin Bays. The bay is subject to heavy swells and is at times unsafe for small boats.

Cape Kudugnak, the N point of Nazan Bay entrance, is a 200-foot rounded, grassy knoll rising abruptly from the shore. The island behind the cape rises uniformly for 2.5 miles to a 2,687-foot mountain. **Uyak Island**, 3.5 miles WSW from Cape Kudugnak, is 100 feet high, rounded with grass top and rocky bluffs. Five silver-colored radio masts about 0.2 mile N of the cape are reported to be conspicuous landmarks.

Palisades Point, 3.5 miles W of Cape Kudugnak, has rocky bluffs with a 375-foot plateau that extends inland to the mountains. A 60-foot-high rock is close to shore just W of the S end of the point.

Cone Island, near the W part of Nazan Bay, is 83 feet high; the northernmost of the three islands has three remarkable pinnacles on it.

Bolshoi Islands are a group of grass-covered islands along the S shore of Nazan Bay. The westernmost and largest forms the E side of the inner harbor at Atka. A waterfall on the S shore of the bay, 1.7 miles SE of Atka, is prominent.

Anchorage for large vessels is available in the outer harbor W of Palisades Point in 35 to 17 fathoms; vessels can also anchor close to the N shore of the bay E of the point. Anchorage W of Bolshoi Islands in the inner harbor in 6 to 12 fathoms is sheltered, but is limited in area to only small vessels. A submerged wreck is in the E side of the harbor in 52°11'59"N., 174°11'18"W.

The harbor in the W part of the bay will often be clear when there is fog in the entrance.

**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 Oct. 25/03
Corrected through LNM Oct. 14/03

HEIGHTS

Heights in feet above Mean High Water.

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.

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).

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.

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 4.541" southward and 8.544" westward to agree with this chart.

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.

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 Imagery and Mapping 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)

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 5° from the normal variation have been observed in Nazan Bay.

For Symbols and Abbreviations see Chart No. 1

Mercator Projection
Scale 1:20,000 at Lat. 52°11'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

CAUTION

Strong tidal currents attaining a maximum velocity of approximately 9 knots have been reported in Amlia Pass. The pass is considered unnavigable in heavy weather and should be navigated with caution at other times.

AUTHORITIES

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

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.

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Nazan Bay, AK	(52°12'N/174°11'W)	3.3	--	--	-3.0
Cape Utaug, AK	(52°07'N/174°12'W)	4.4	--	--	-3.0

Note: Tide is chiefly diurnal.

(703)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOAA and its partner, OceanGrafix, offer this chart and critical corrections. Charts are printed when Editions are available 5-8 weeks before their release about Print-on-Demand charts or contact NOAA help@NauticalCharts.gov, or OceanGrafix at help@OceanGrafix.com.

16490

14'

12'

174° 10'

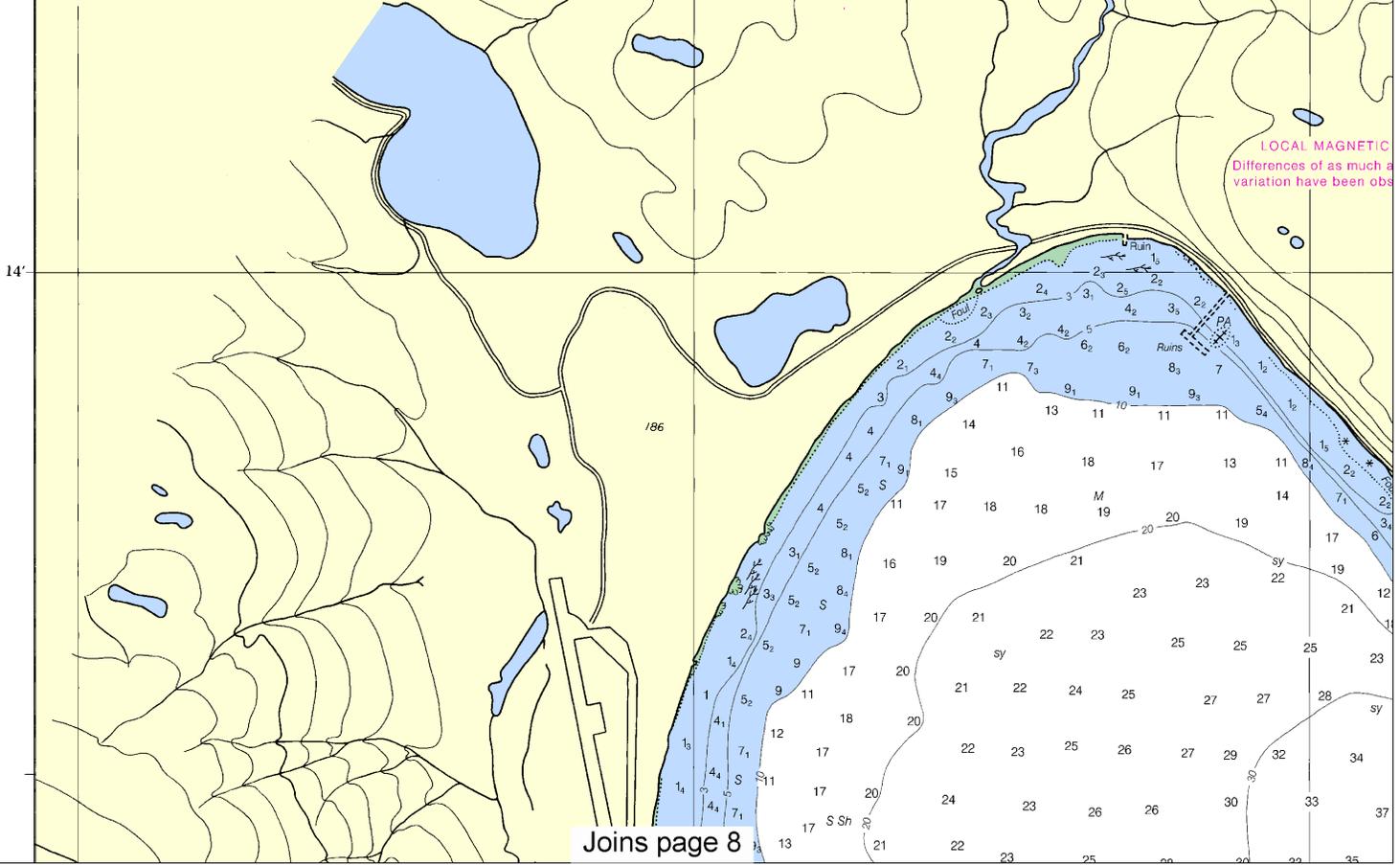
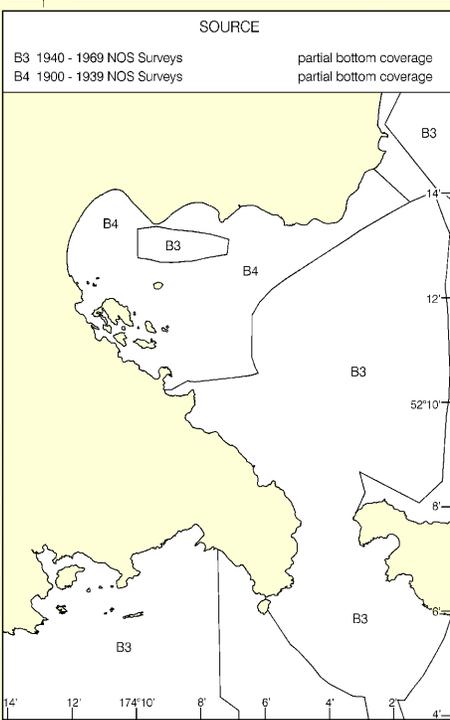
SOURCE

B3 1940 - 1969 NOS Surveys
B4 1900 - 1939 NOS Surveys

partial bottom coverage
partial bottom coverage

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.

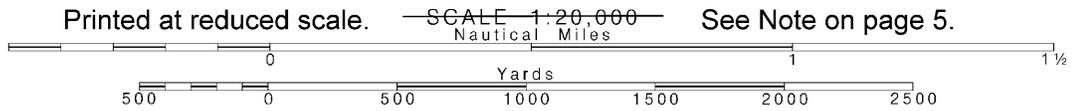


LOCAL MAGNETIC Differences of as much as variation have been observed

Joins page 8

4

Note: Chart grid lines are aligned with true north.



Printed at reduced scale.

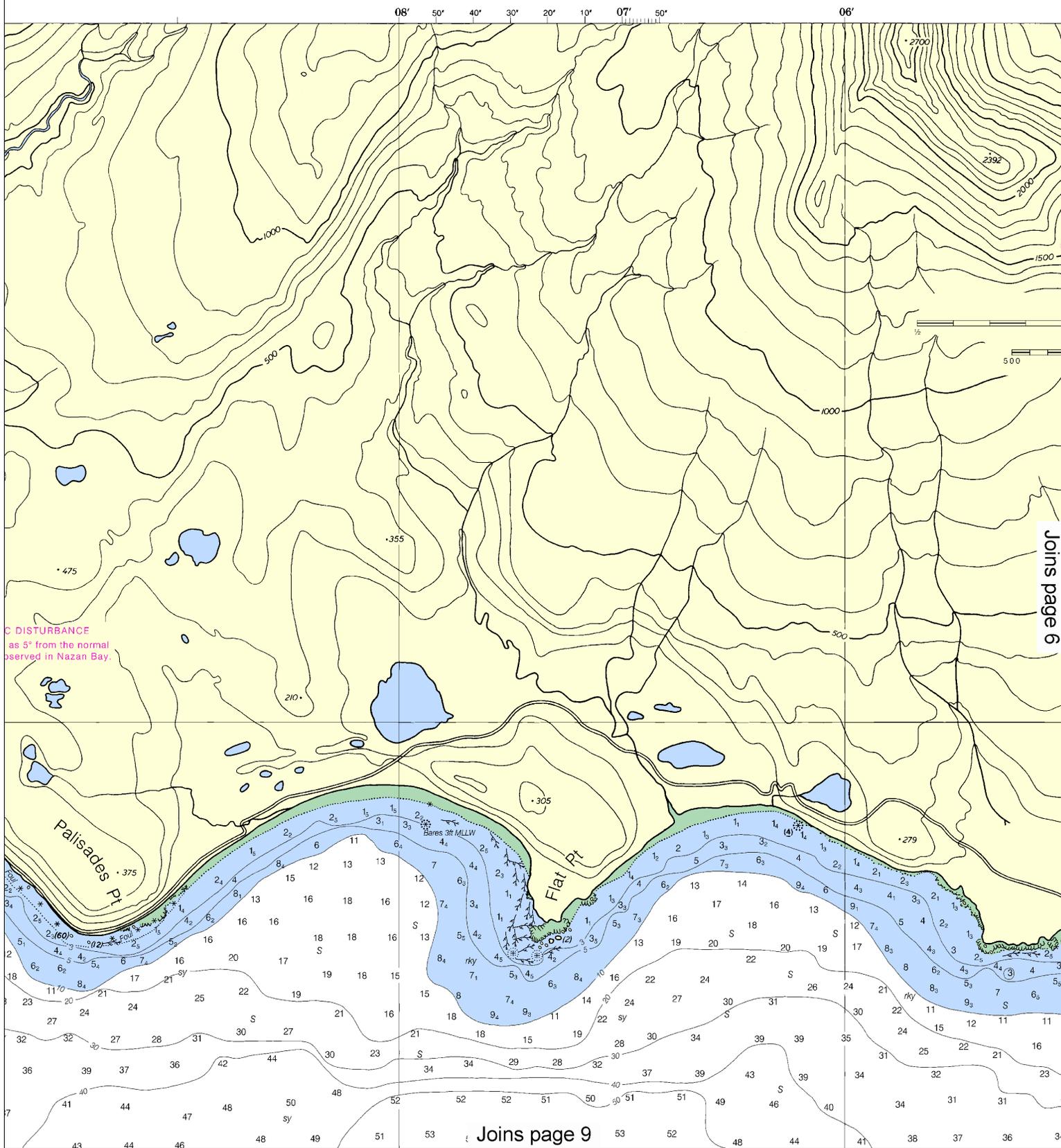
SCALE 1:20,000

See Note on page 5.

MAND CHARTS

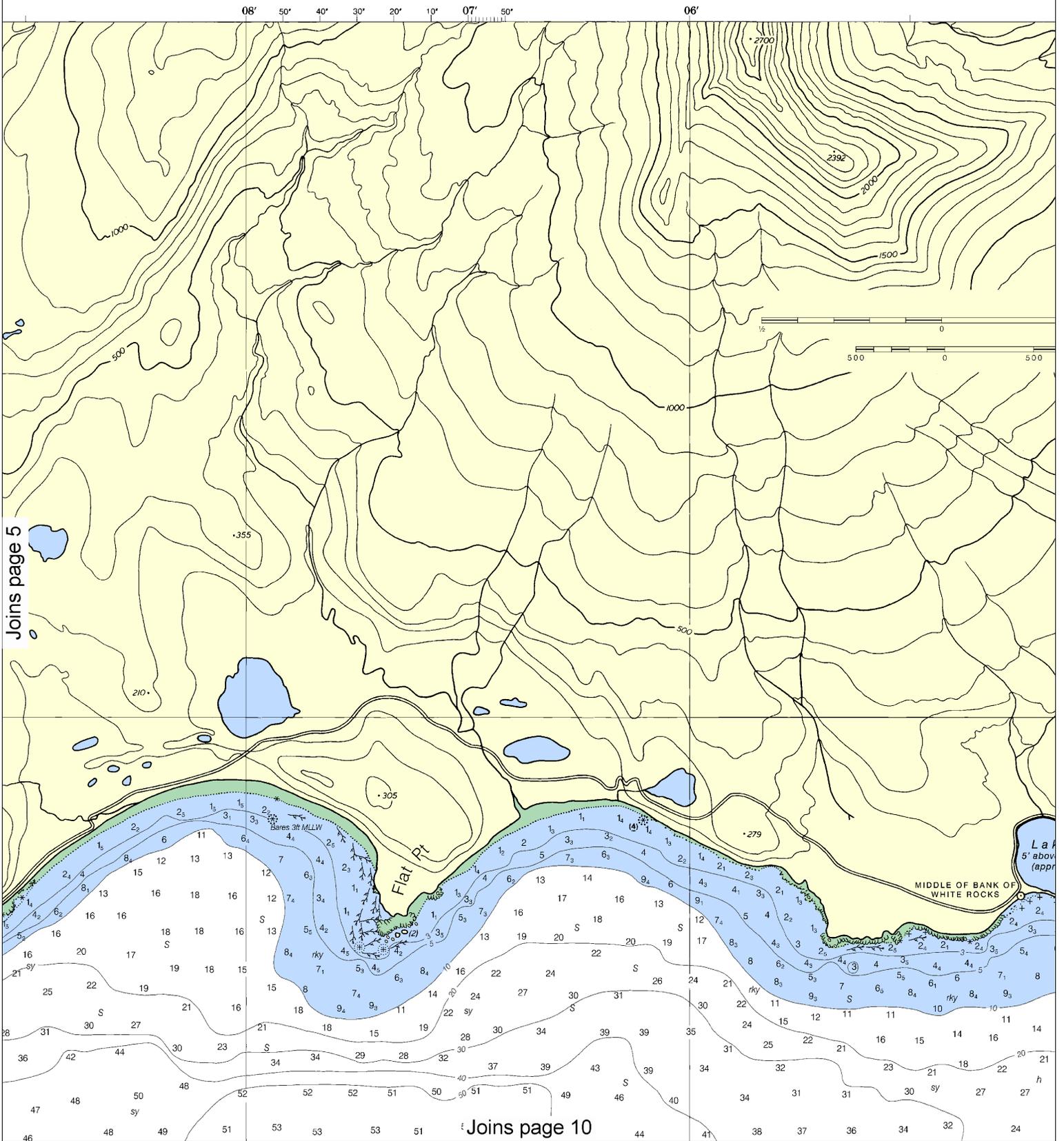
Chart updated weekly by NOAA for Notices to Mariners
ordered using Print-on-Demand technology. New
charts are available as traditional NOAA charts. Ask your chart agent
for more information at 1-800-584-4683. <http://NauticalCharts.gov>,
or 1-877-56CHART, <http://OceanGrafix.com>, or

Formerly C&GS 9010, 1st Ed., Apr. 1936 D-1936-419 KAPP 2506



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.





Joins page 5

Joins page 10

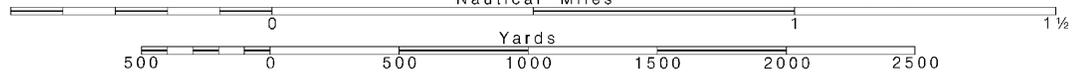


Note: Chart grid lines are aligned with true north.

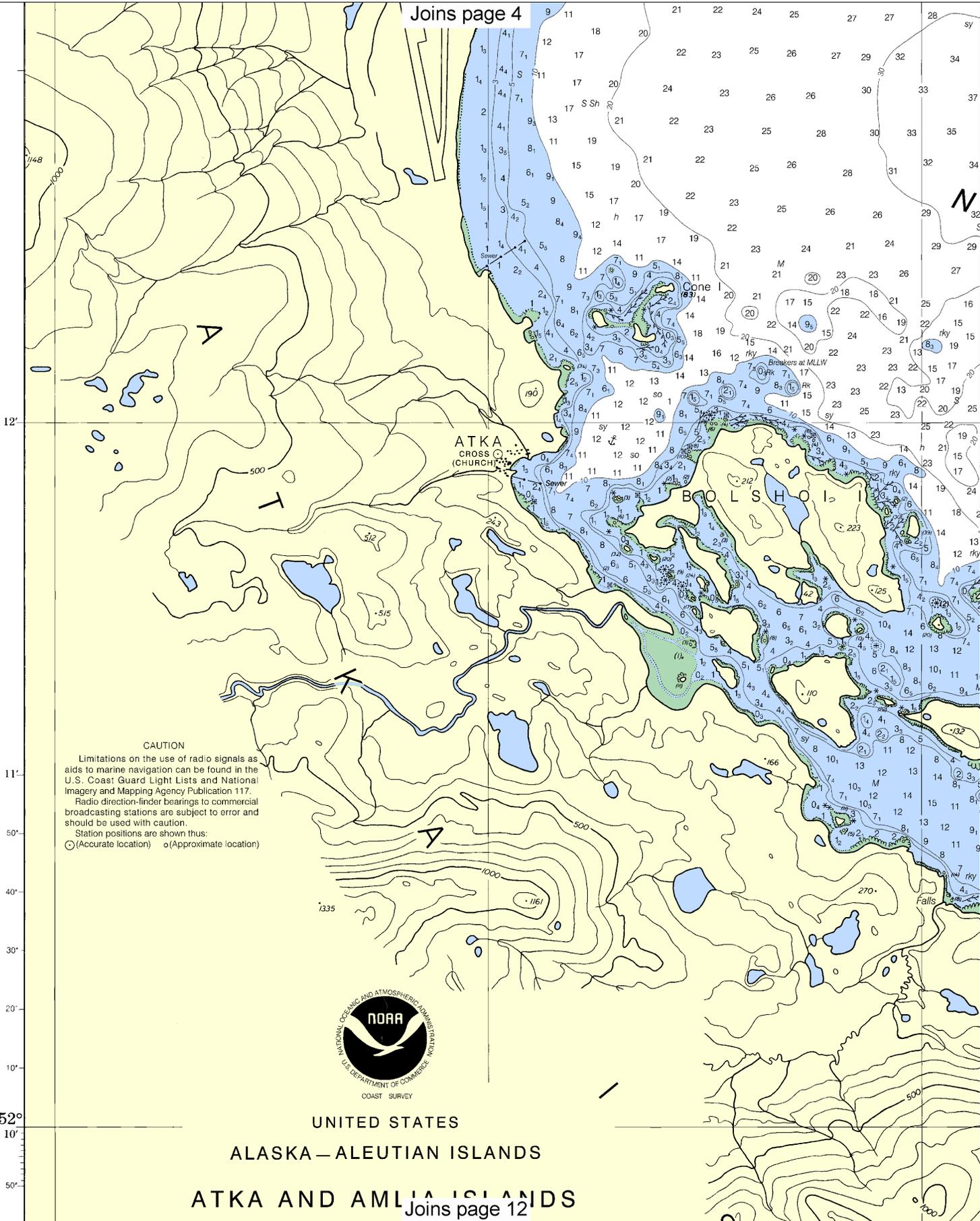
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



Joins page 4



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 Imagery and Mapping 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)



UNITED STATES
 ALASKA—ALEUTIAN ISLANDS
 ATKA AND AMLI ISLANDS

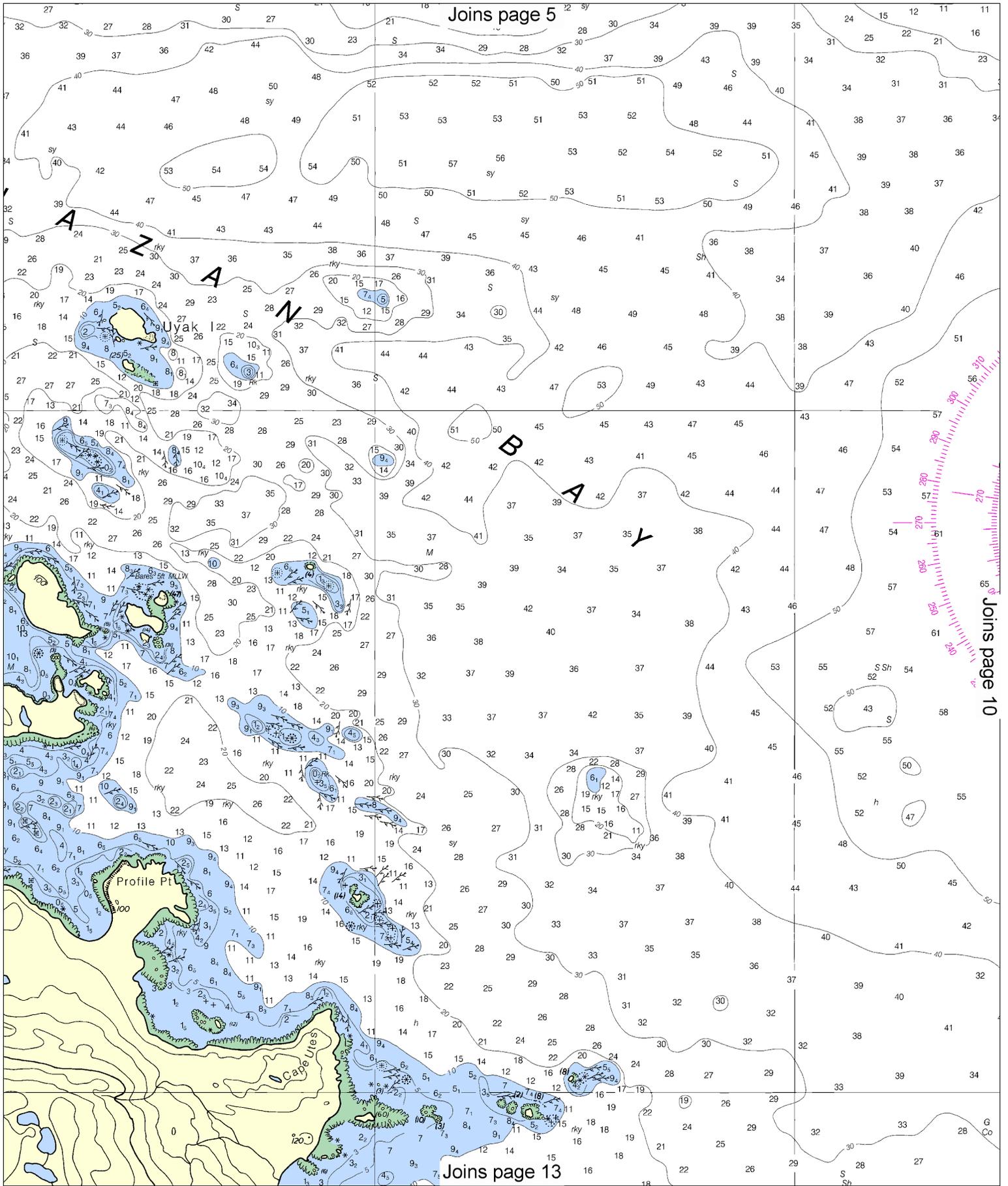
Joins page 12

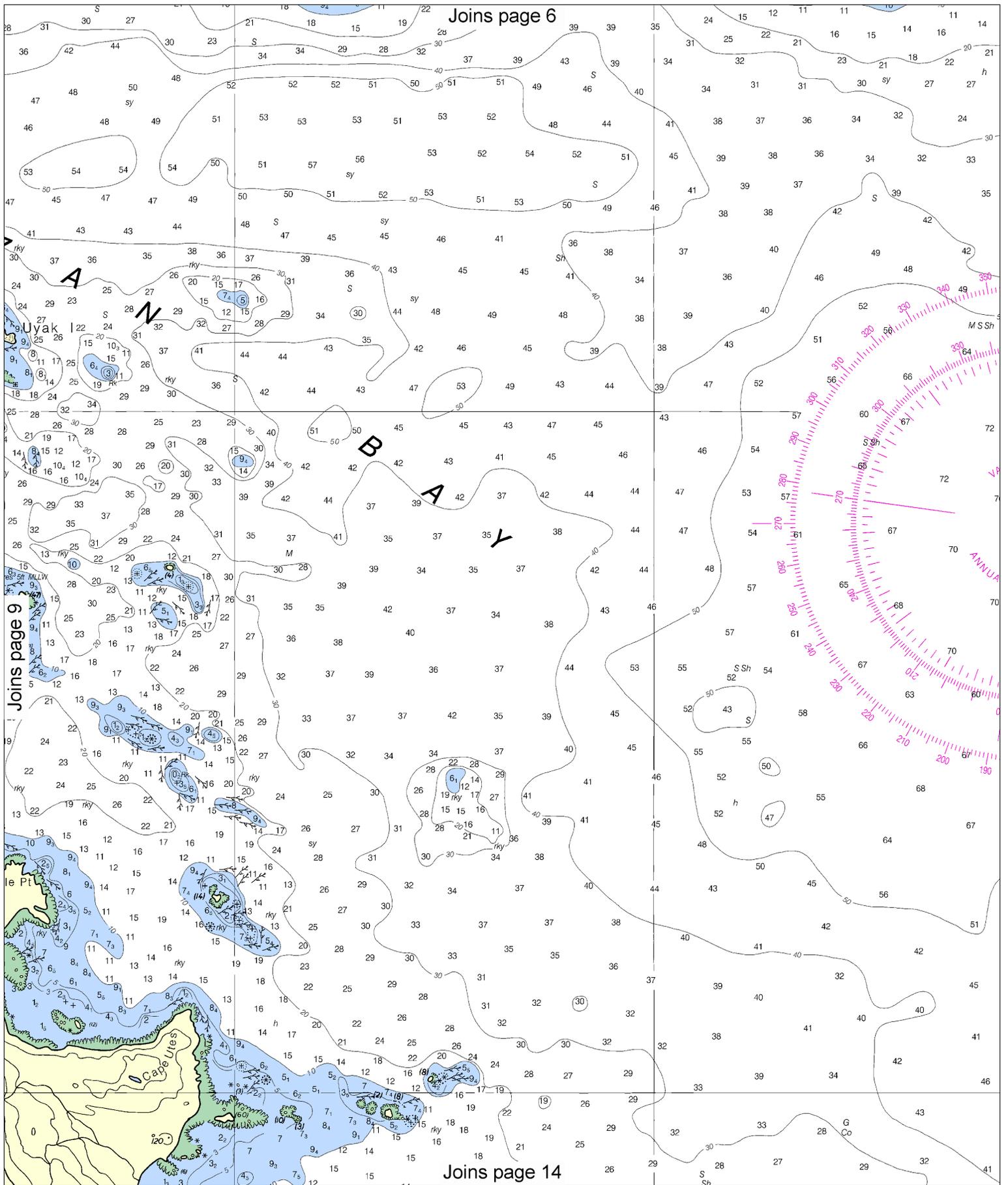


Note: Chart grid lines are aligned with true north.



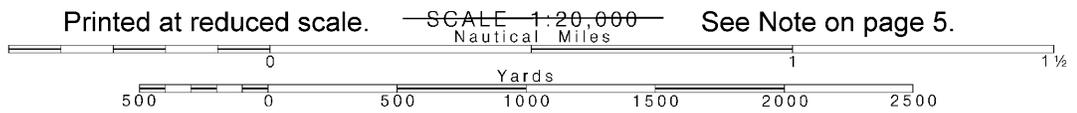
See Note on page 5.



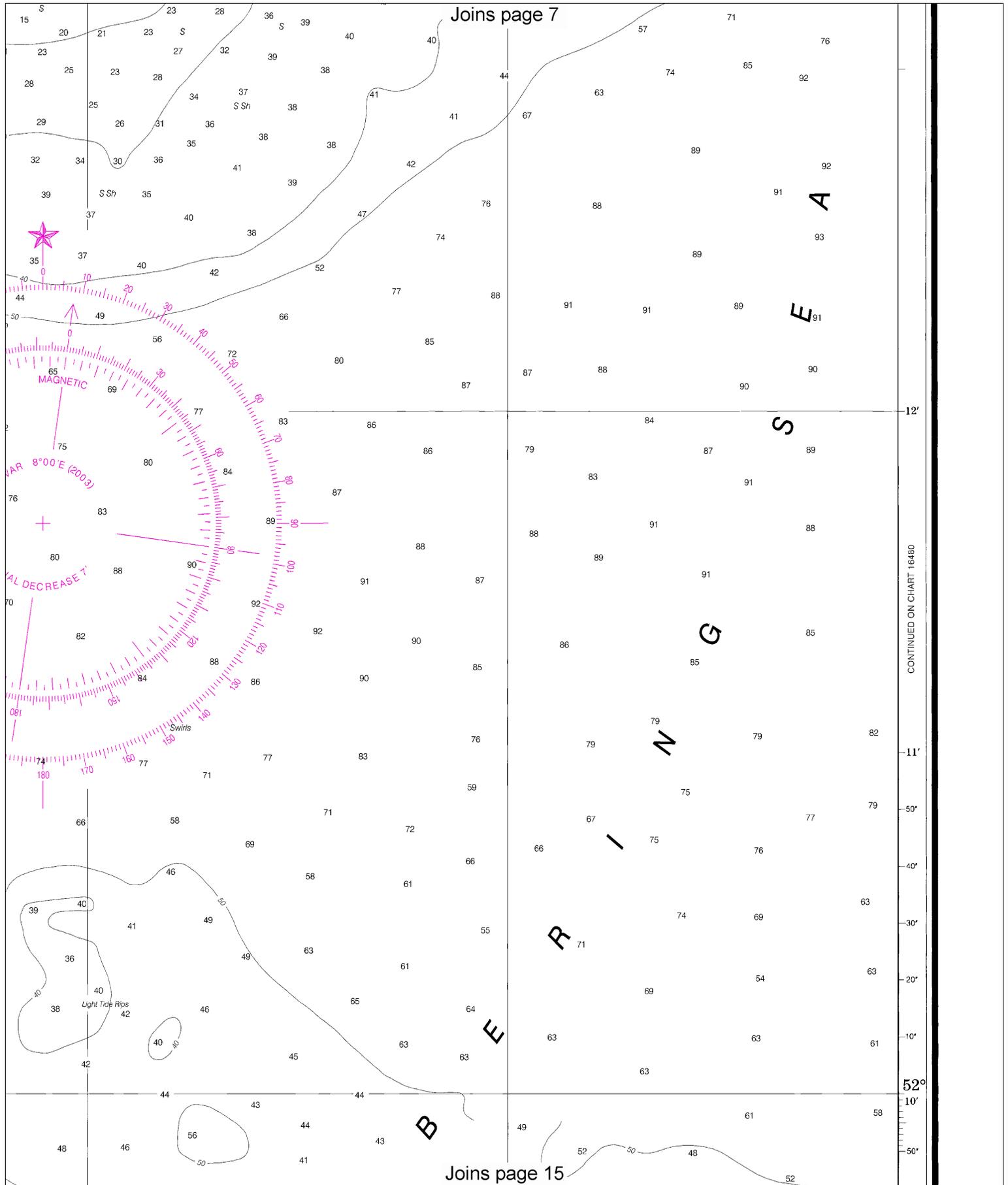


10

Note: Chart grid lines are aligned with true north.



Joins page 7



CONTINUED ON CHART 16480

Joins page 15

UNITED STATES

ALASKA - ALEUTIAN ISLANDS

ATKA AND AMLIA ISLANDS

NAZAN BAY AND AMLIA PASS

Mercator Projection
Scale 1:20,000 at Lat. 52°11'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

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

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)	feet	feet	feet	feet
Nazan Bay, AK	(52°12'N/174°11'W)	3.3	---	---	-3.0
Cape Utalug, AK	(52°07'N/174°12'W)	4.4	---	---	-3.0

Note: Tide is chiefly diurnal.
(703)

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

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).

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 4.541" southward and 8.544" westward to agree with this chart.

CAUTION

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

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.

SUPPLEMENTAL INFORMATION

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

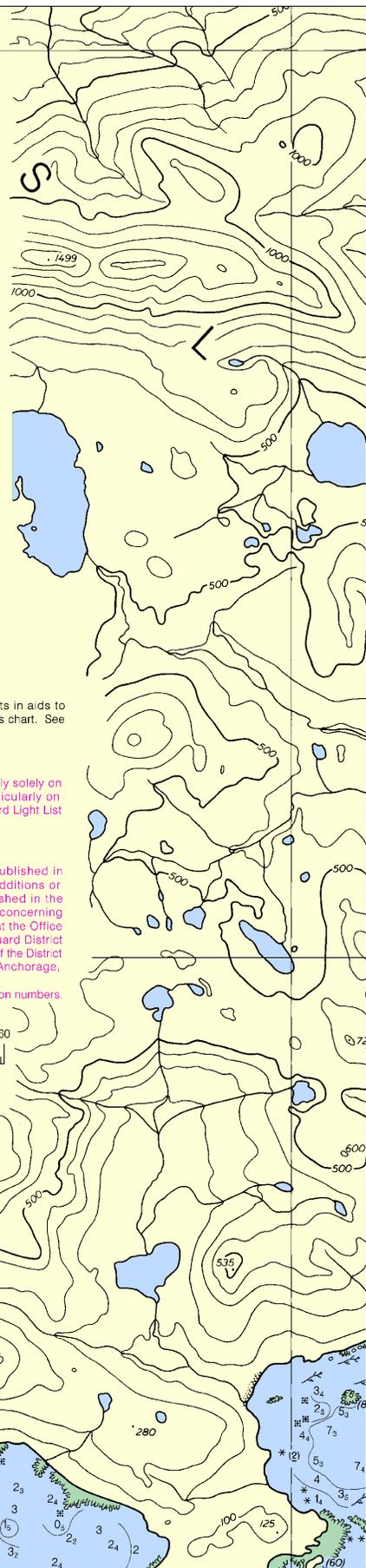
AIDS TO NAVIGATION

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

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



Joins page 16

12

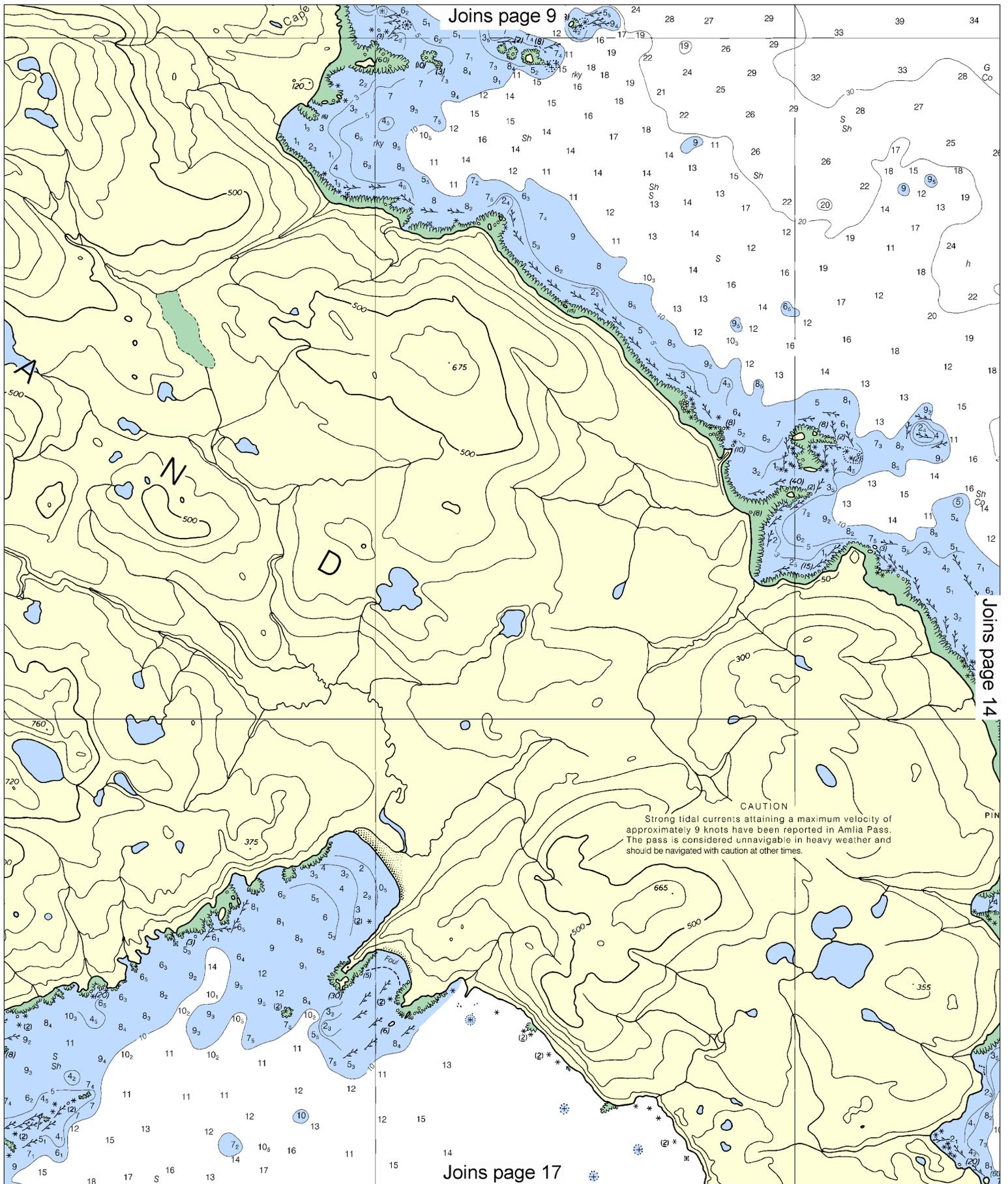
Note: Chart grid lines are aligned with true north.

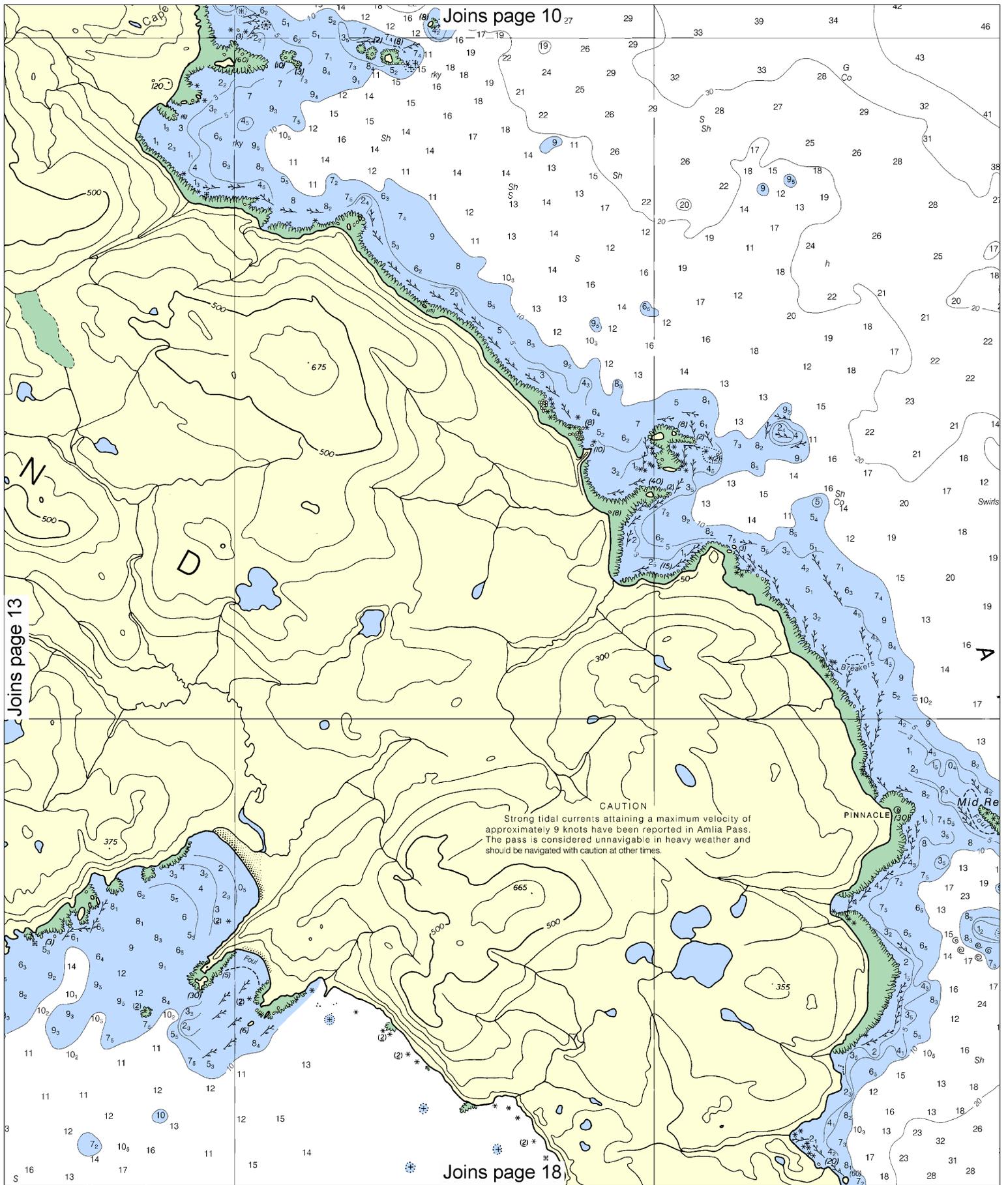
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





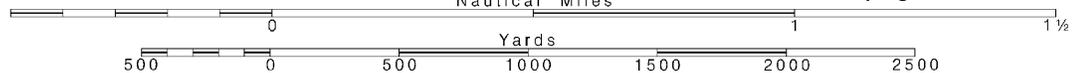


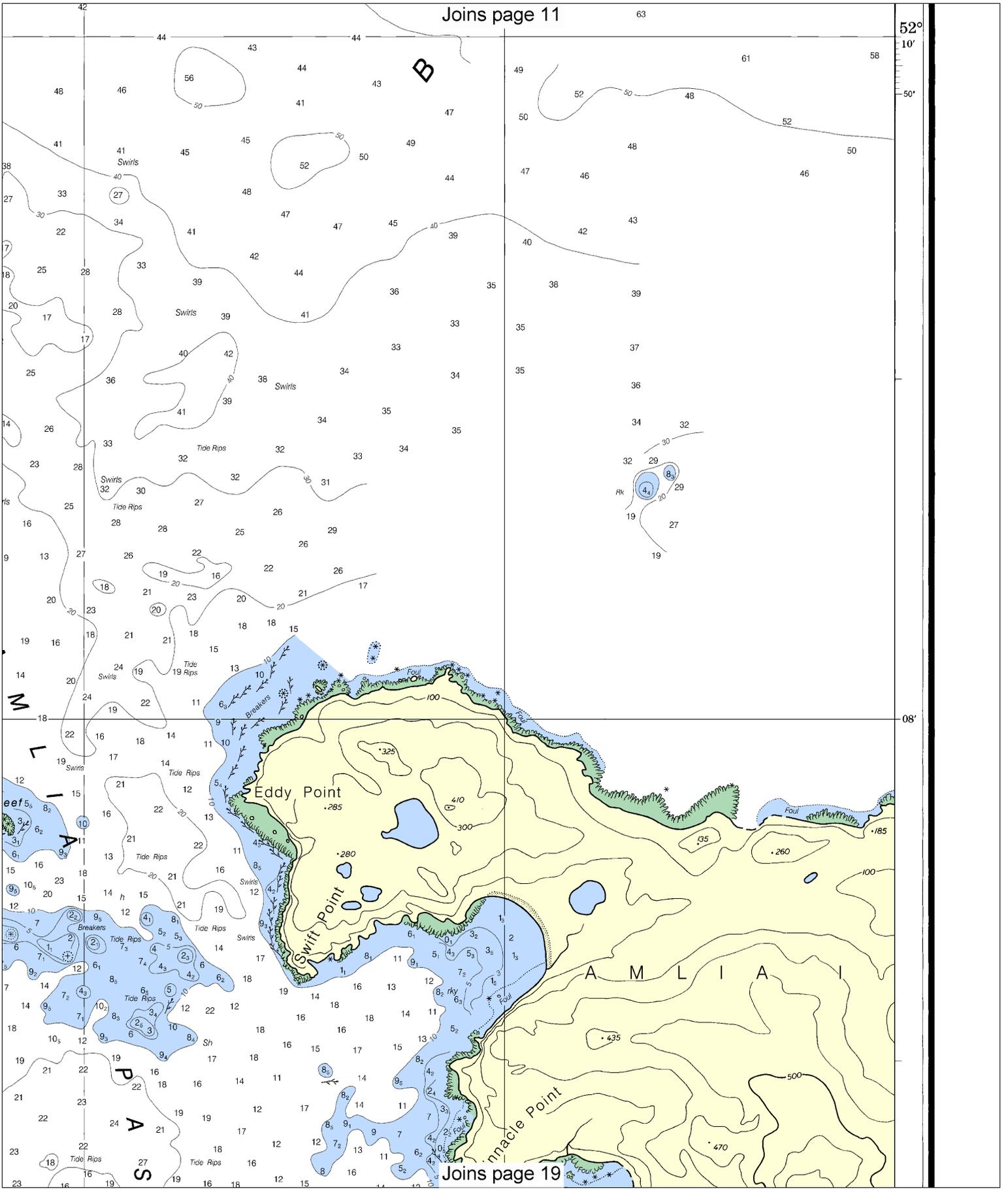
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

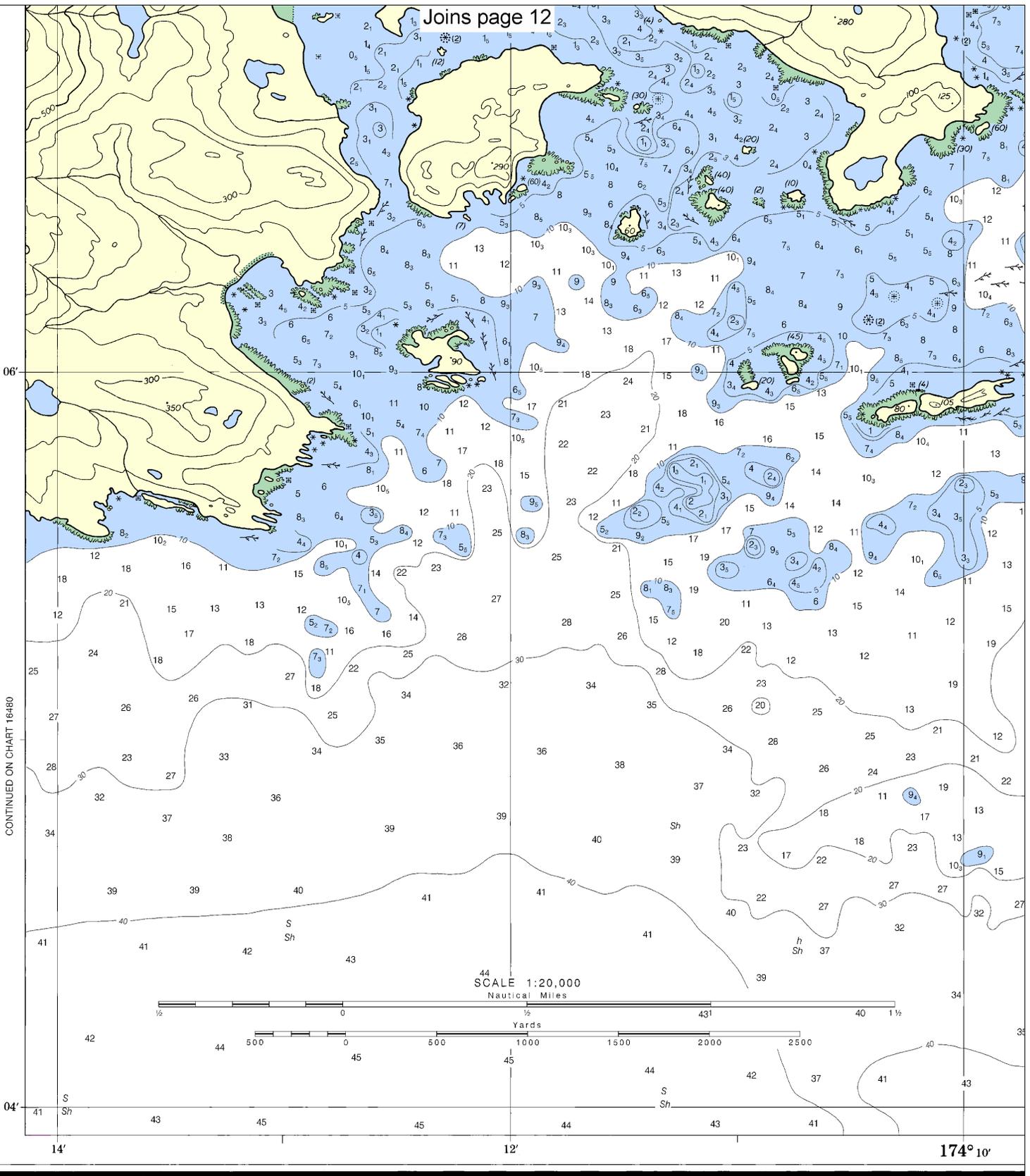
SCALE 1:20,000
 Nautical Miles

See Note on page 5.





Joins page 12



8th Ed., Oct./03 ■ Corrected through NM Oct. 25/03
 Corrected through LNM Oct. 14/03

16490

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping 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.

SC

16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

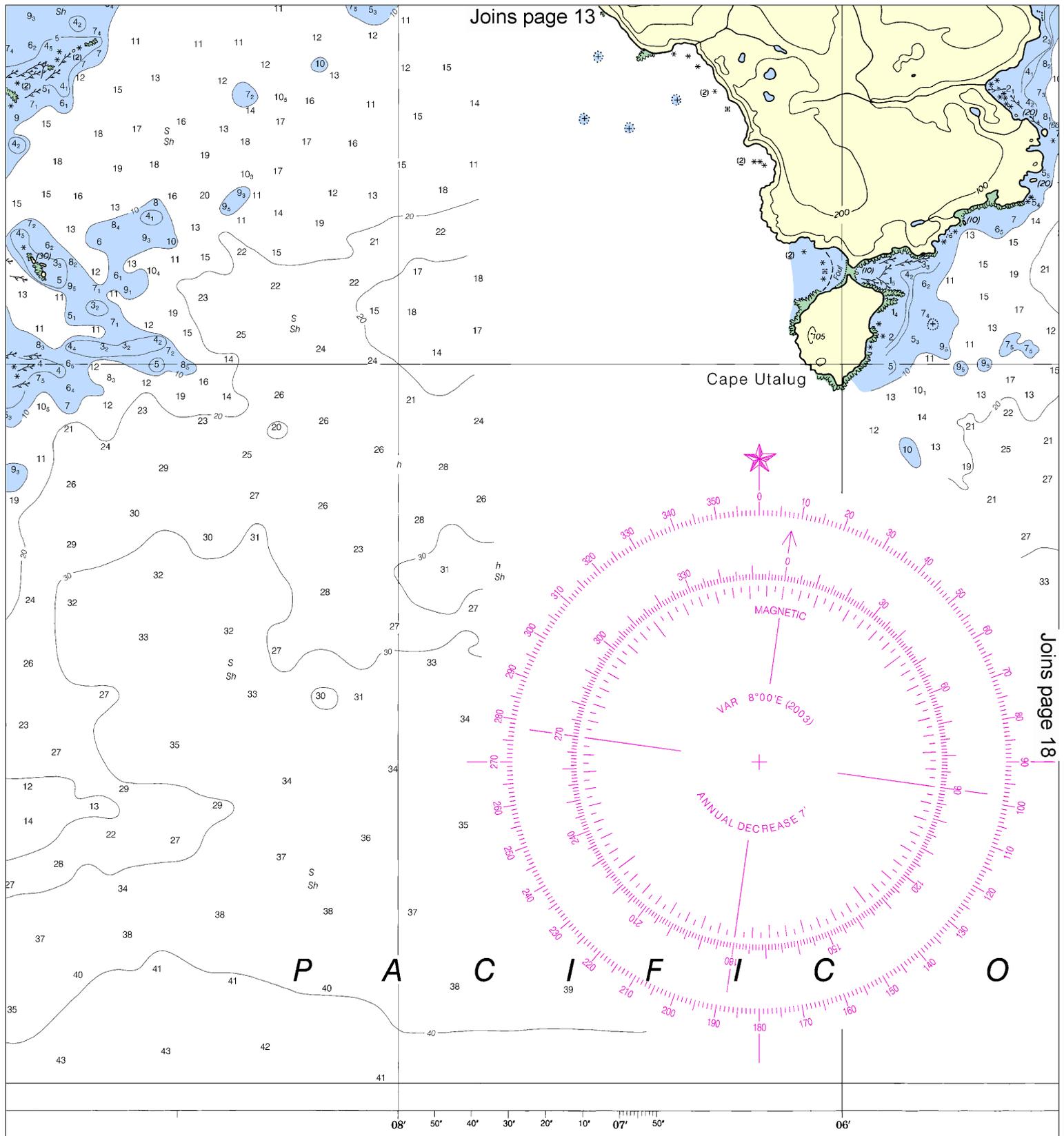
SCALE 1:20,000
Nautical Miles

See Note on page 5.



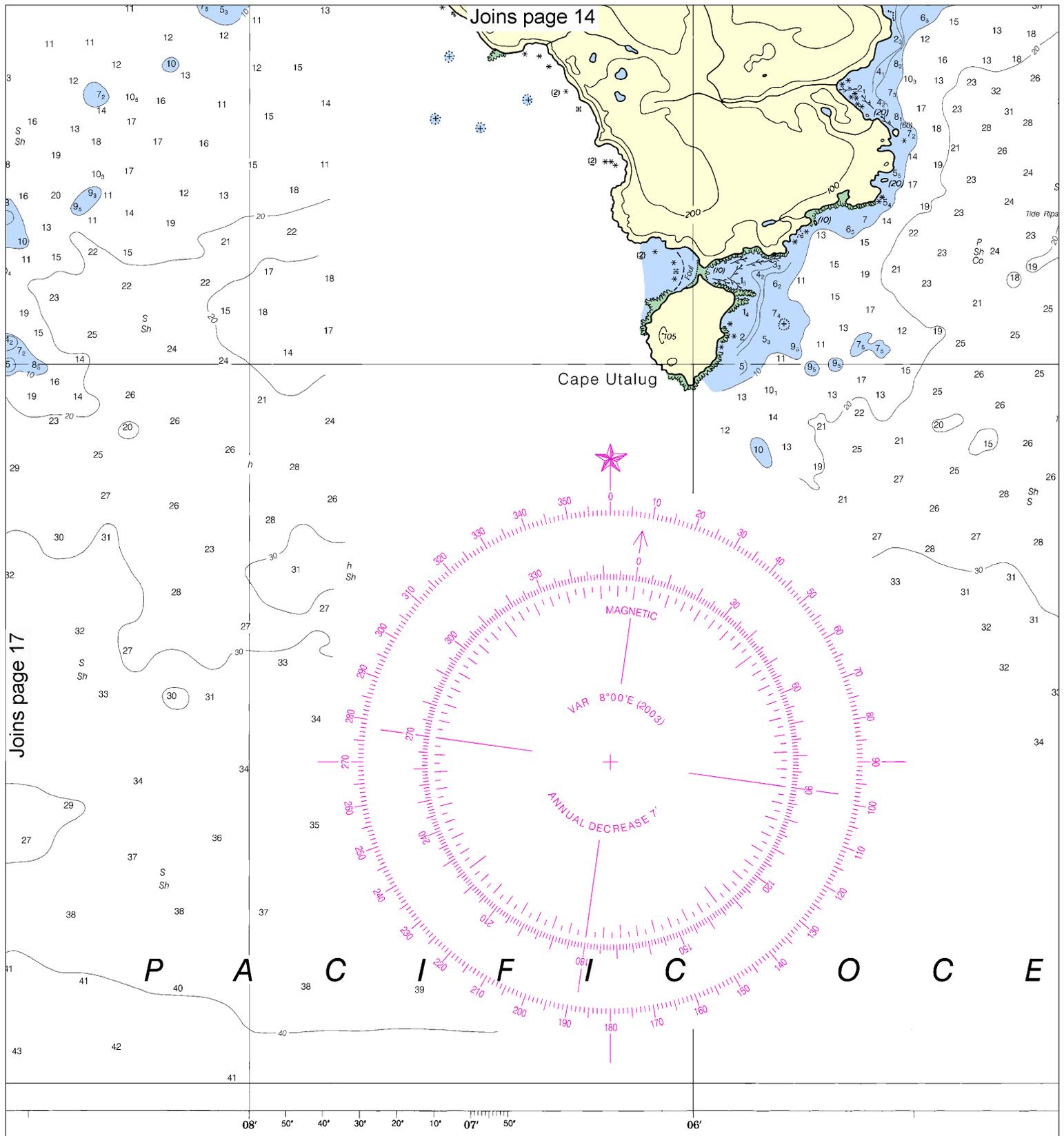
Joins page 13

Joins page 18



OUNDINGS IN FATHOMS
 (FATHOMS AND FEET TO 11 FATHOMS)

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



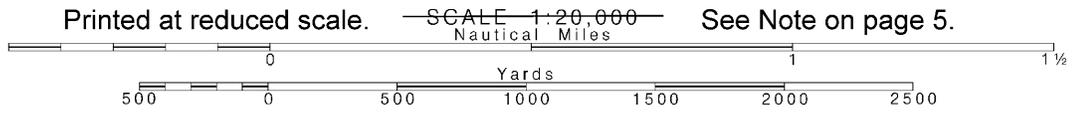
DEPTH IN FATHOMS
(FEET TO 11 FATHOMS)

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

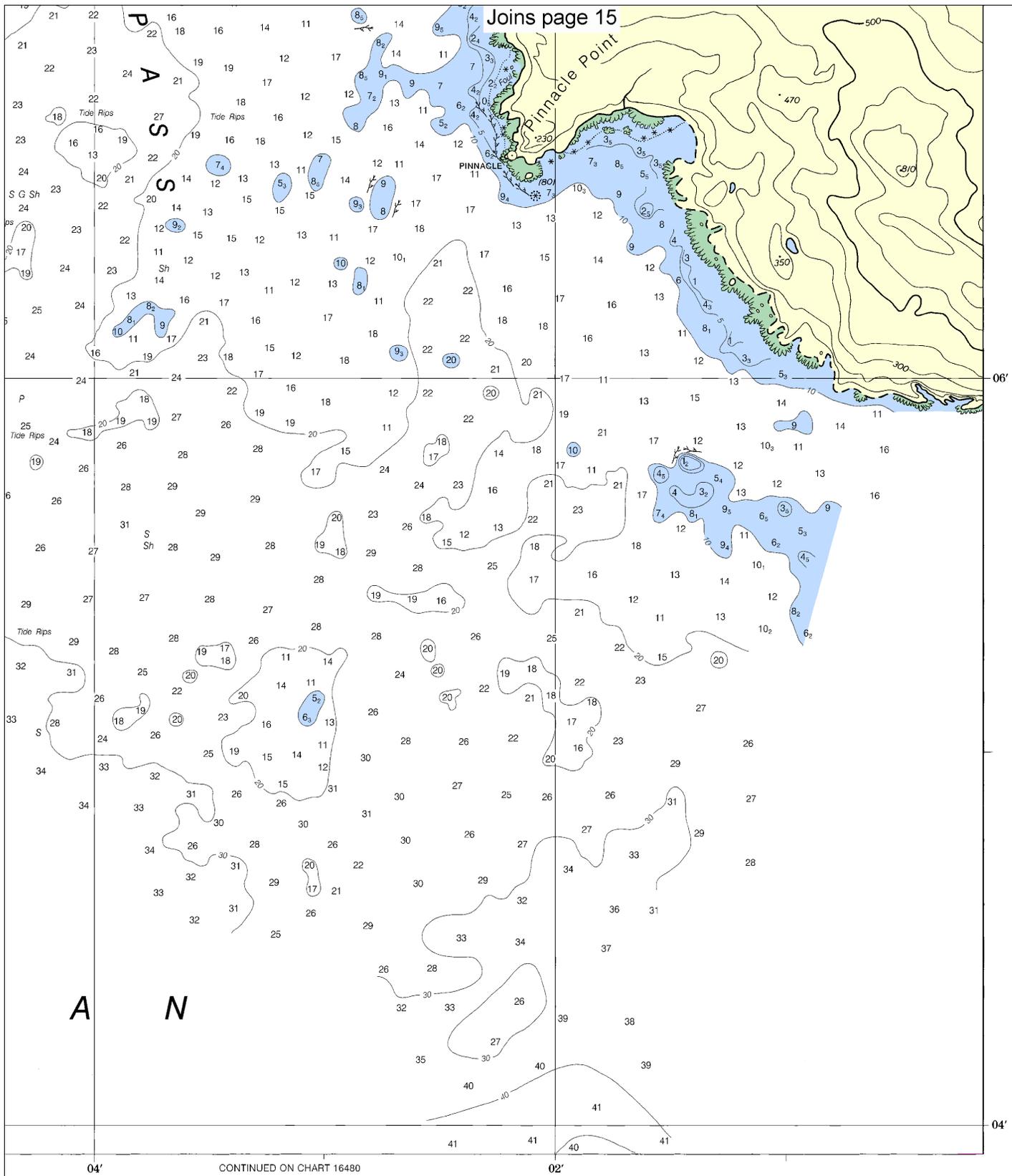
FATHOMS	1
FEET	6
METERS	1.2

18

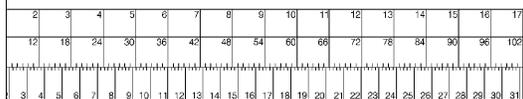
Note: Chart grid lines are aligned with true north.



Joins page 15



CONTINUED ON CHART 16480



Nazan Bay and Amlia Pass

SOUNDINGS IN FATHOMS - SCALE 1:20,000

16490



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
- 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.

