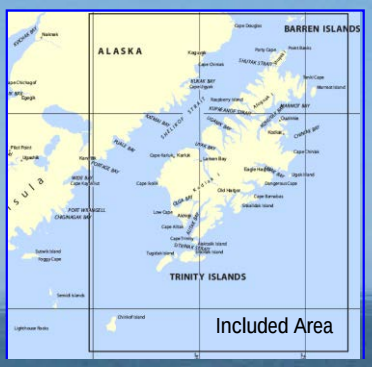
BookletChart™

Kodiak Island

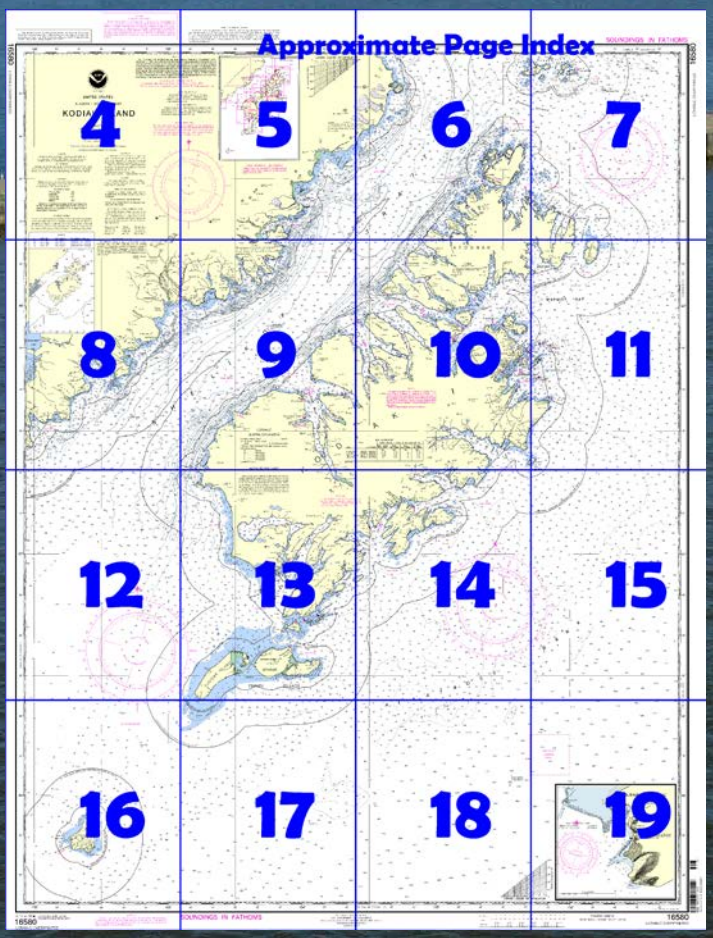
NOAA Chart 16580

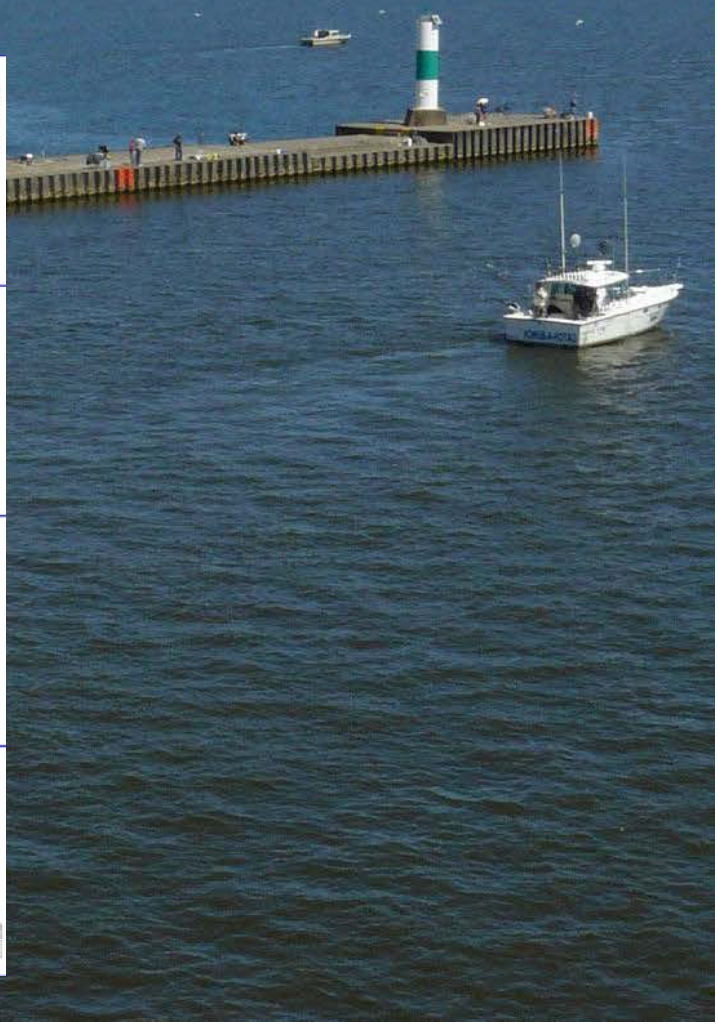
A reduced-scale NOAA nautical chart for small boaters

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.

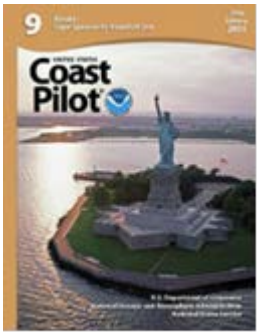
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=16580.

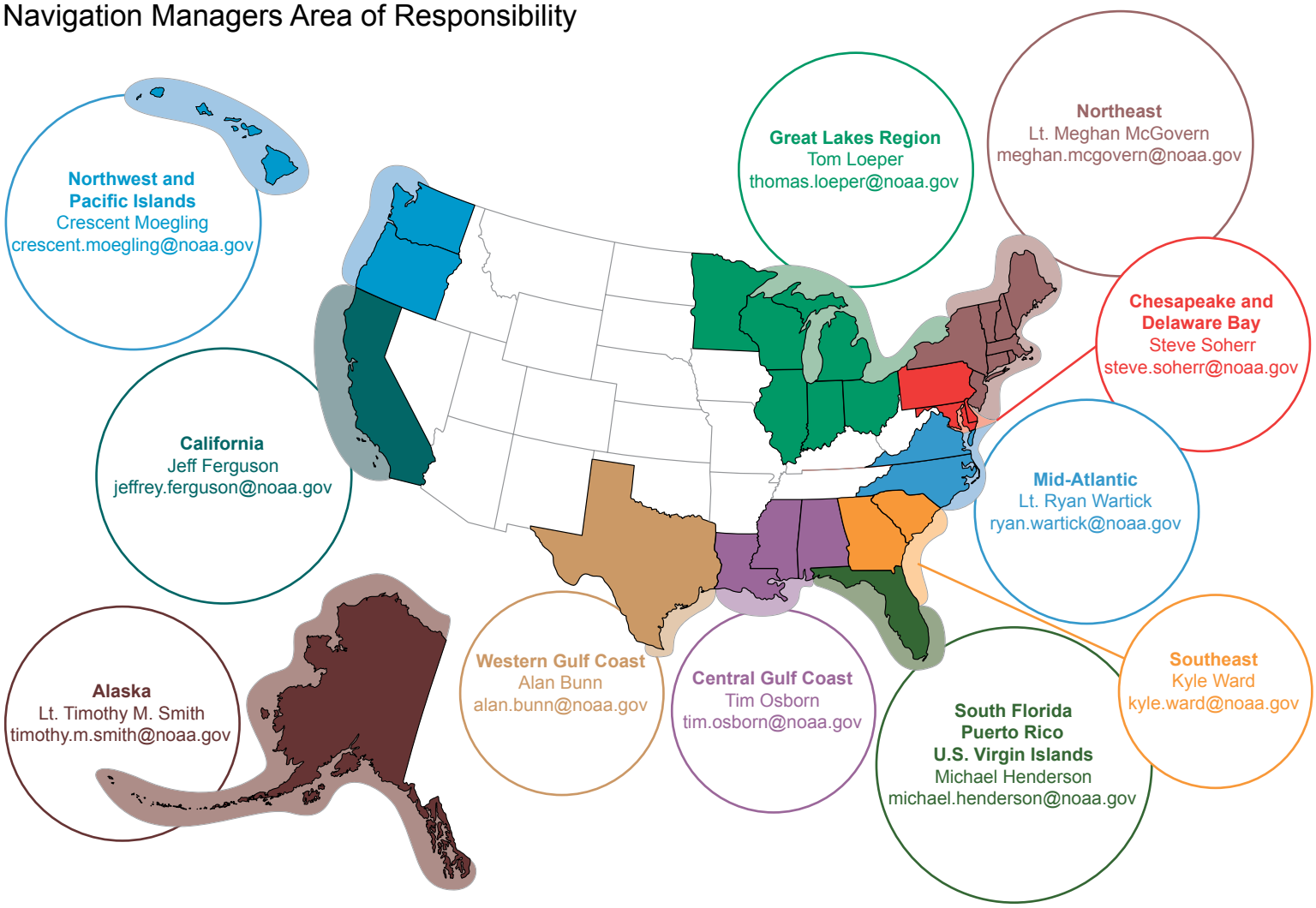


(Selected Excerpts from Coast Pilot)
Chirikof Island (see also chart 16587) is about 60 miles SSW of the Trinity Islands. An islet is near the SE end. In 2006, an obstruction covered ¾-fathom was reported approximately 1 mile E of the island in 55°48'31"N., 155°32'01"W.
The S shore of Chirikof Island is a Steller sea lion rookery site. There is a 3-mile vessel exclusionary buffer zone around the southern half of the island. (See **50 CFR 223.202**, chapter 2, for limits and regulations.) In emergency situations anchorage may be found in the bight at the SW corner, **Southwest Anchorage**, at the mouth of the stream and opposite the houses; or in 10 fathoms, on the W side off the bluff just S of the stream, possibly 2 miles from the NW point. Anchorage can also be found in the wide bay on the NE side of the island. In 2006, depths less than those charted were in the area, possibly due to the March 1964 earthquake. Foul ground is between Chirikof Island and the islets W of it. These islets are known as **Round Rock**, which is the largest and resembles a haystack, and **Nagai Rocks**.
On occasions breakers have been observed off the S end of Chirikof Island. The position of the breakers is 55°42'N., 155°36'W. A least depth of 4 fathoms was reported on the reef. The area of possible shoal water does not appear to be over 50 to 100 yards in diameter.
A shoal is reported to extend from the E side near the middle of the island; breakers have been reported 3 miles 114° from the middle of the island. A breaker is reported in an estimated position 4 miles ESE from the SE point of the island. A shoal with kelp is reported to extend about 1 mile W from the NW point of the island.
The wide passage between Chirikof Island and Tugidak Island has not been adequately surveyed. From scattered soundings in this locality, it appears that a submarine ridge with depths less than 19 fathoms extends from one island to the other. Foul and broken bottom extends about 10 miles S from Tugidak Island. Fairly regular depths across the ridge are indicated in the more closely sounded area 10 miles N of Chirikof Island. Vessels bound for Chignik from the E use this passage.
Chirikof Island, **Currents.–**Between Sitkinak and Chirikof Islands the general set of the current is reported to be about 249°, 0.5 knot. The current between Chirikof Island and Lighthouse Rocks has a S set, less than 0.5 knot. From Lighthouse Rocks to Kupreanof Point the current sets generally 260° and varies from 0.3 to 0.7 knot.
On three runs between Chirikof Island and Castle Rock on the Shumagin Islands, a S set was experienced each time, an average of as much as 1.5 knots having been noted.
Vessels crossing the Gulf of Alaska westbound are often subjected to a strong N set and should verify their position by sounding when approaching the meridian of Chirikof Island. It was this N set in conjunction with thick weather that was responsible for the loss of the CARDINAL in 1923.
Shelikof Strait separates Kodiak and adjoining islands from the mainland of Alaska. The strait is reached from the E via the passages N and S of the Barren Islands, or via Kupreanof Strait.
From Barren Islands to Cape Ikolik, depths ranging from 80 fathoms in the N end to 140 fathoms in the S entrance will be found in midchannel. Along the E shore, the 100-fathom curve is from 1 to 3 miles off the various headlands. Suitable depths for temporary anchorage will be found near the shores in most places.
In thick weather when not sure of the position, depths should not be shoaled less than 50 fathoms. For deep-draft vessels it is considered safer to favor the E shore.
Shelikof Strait, Currents.–The limited current data available for Shelikof Strait indicate that the flood sets into the strait from both ends. Current observations have been made for short periods at various anchorages used by surveying vessels near the shore. On the W side of the strait currents of 1 knot have been recorded, setting alongshore in either direction, with the current in the SW direction predominating. Apparently the current is less along the W coast of Afognak Island than on the opposite side of the strait.

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

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

Navigation Managers Area of Responsibility

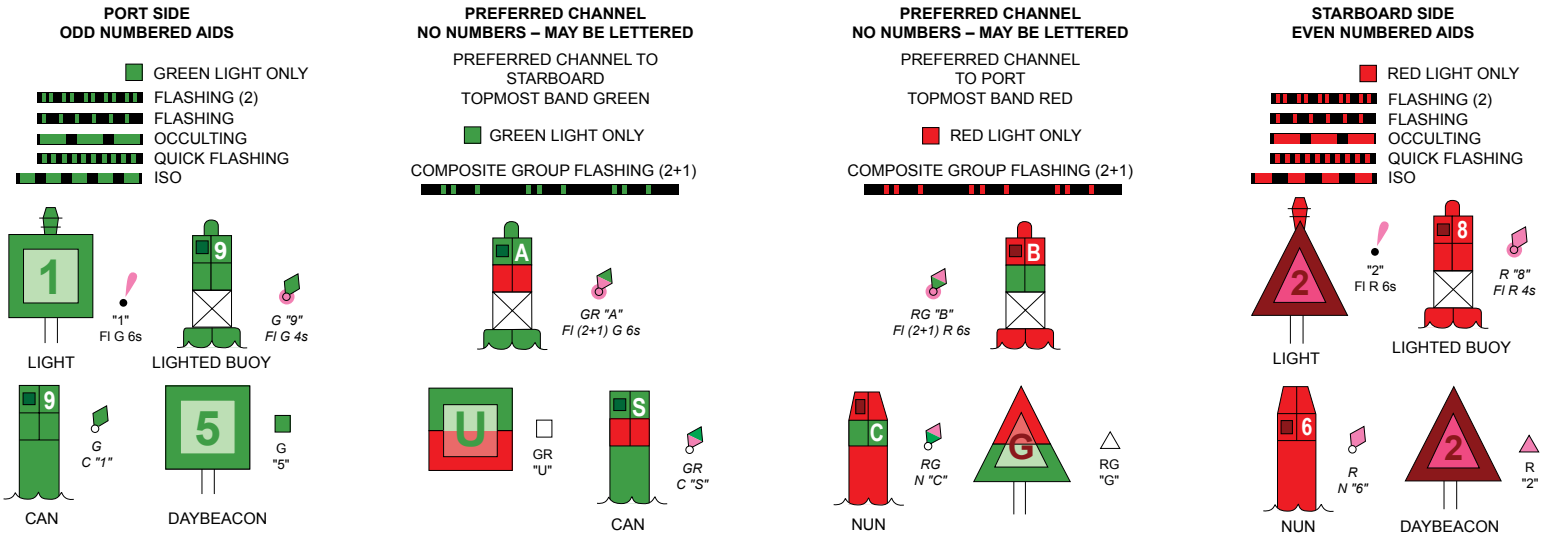


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *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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NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

CAUTION

CHANGES in BUOYAGE

Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green; black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red and green as appropriate. Changes to aids to navigation will be announced in the National Geospatial-Intelligence Agency weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.

156° 50' 40' 30' 20' 10' 155° 50' 40'

50' 40' 30' 20' 10'

NOAA

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

U.S. DEPARTMENT OF COMMERCE

COAST SURVEY

UNITED STATES

ALASKA - SOUTH COAST

KODIAK ISLAND

Mercator Projection
Scale 1:350,000 at Lat 58° 00'
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.

For Symbols and Abbreviations see Chart No. 1

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 off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in 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.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide 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.

Raspberry I, AK	KZZ-90	162.425 MHz
Bede Mt, AK	WNG-528	162.450 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Kodiak, AK	WXJ-78	162.550 MHz
Cape Gull, AK	WNG-529	162.500 MHz
Marmot Island, AK	WNG-716	162.500 MHz
Sitkinak Dome, AK	WNG-718	162.450 MHz

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 9, Chapter 3 for details.

HEIGHTS

Elevations of rocks, bridges, landmarks, and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

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

CAUTION

Tidal observations made by the National Ocean Service since the earthquake of March 27, 1964, indicate bottom subsidence at the following location:

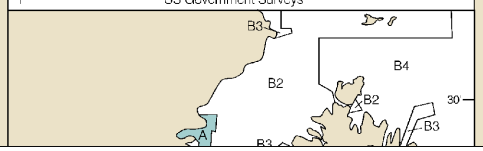
	Subsidence (feet)
Womens Bay	-5.6
Lazy Bay	-0.6
Larsen Bay	-2.5
Uganik Bay	-3.7
Kodiak	-5.8

Mariners are cautioned to expect shoaling or deepening for the areas listed. Tidal observations at this time are at selected sites and the magnitude of the changes except at these sites is not known.

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	1990-2012	NOS Surveys	full bottom coverage
B1	1990-2007	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1990-1939	NOS Surveys	partial bottom coverage
I		US Government Surveys	



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) o(Approximate location)

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

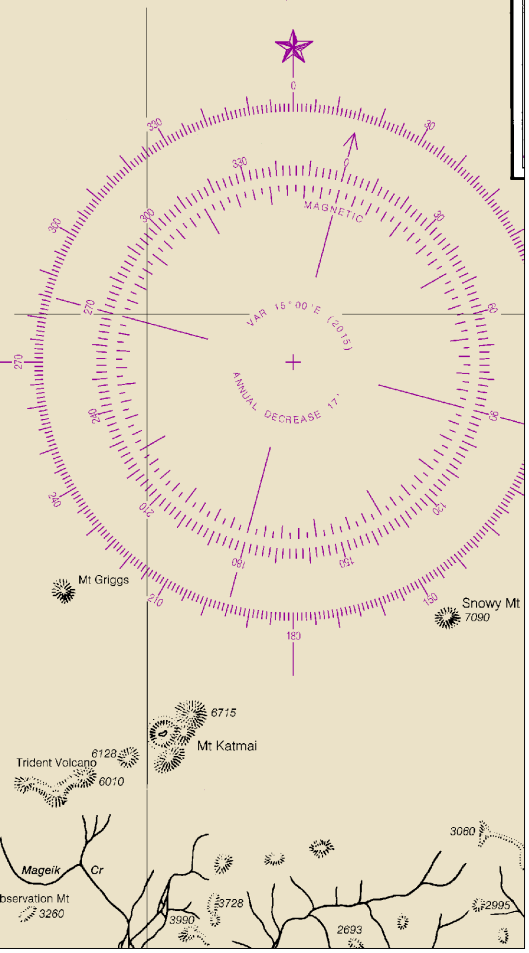
Consult U.S. Coast Pilot 9 for important supplemental information.

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.

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).

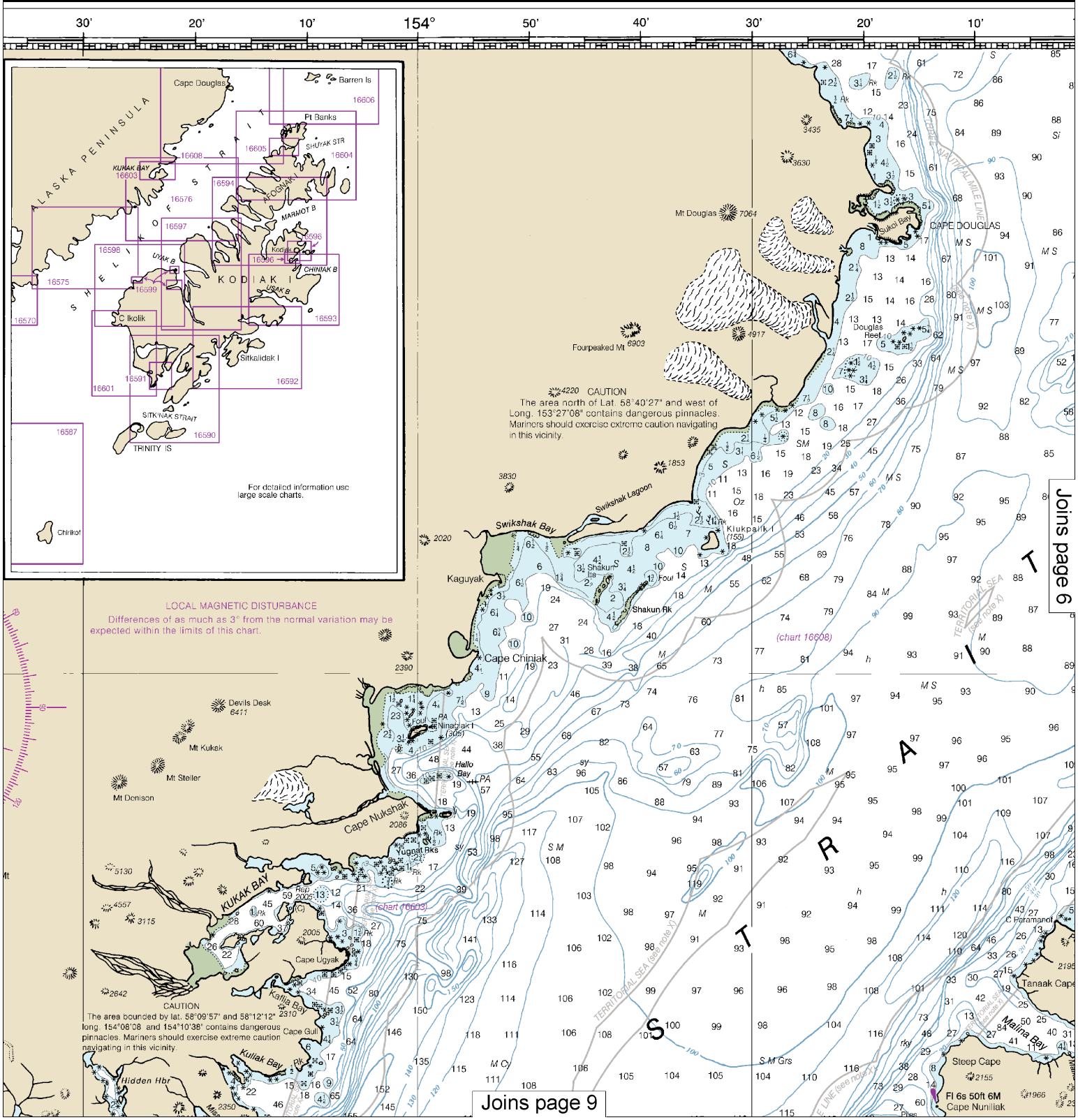


Joins page 8

4

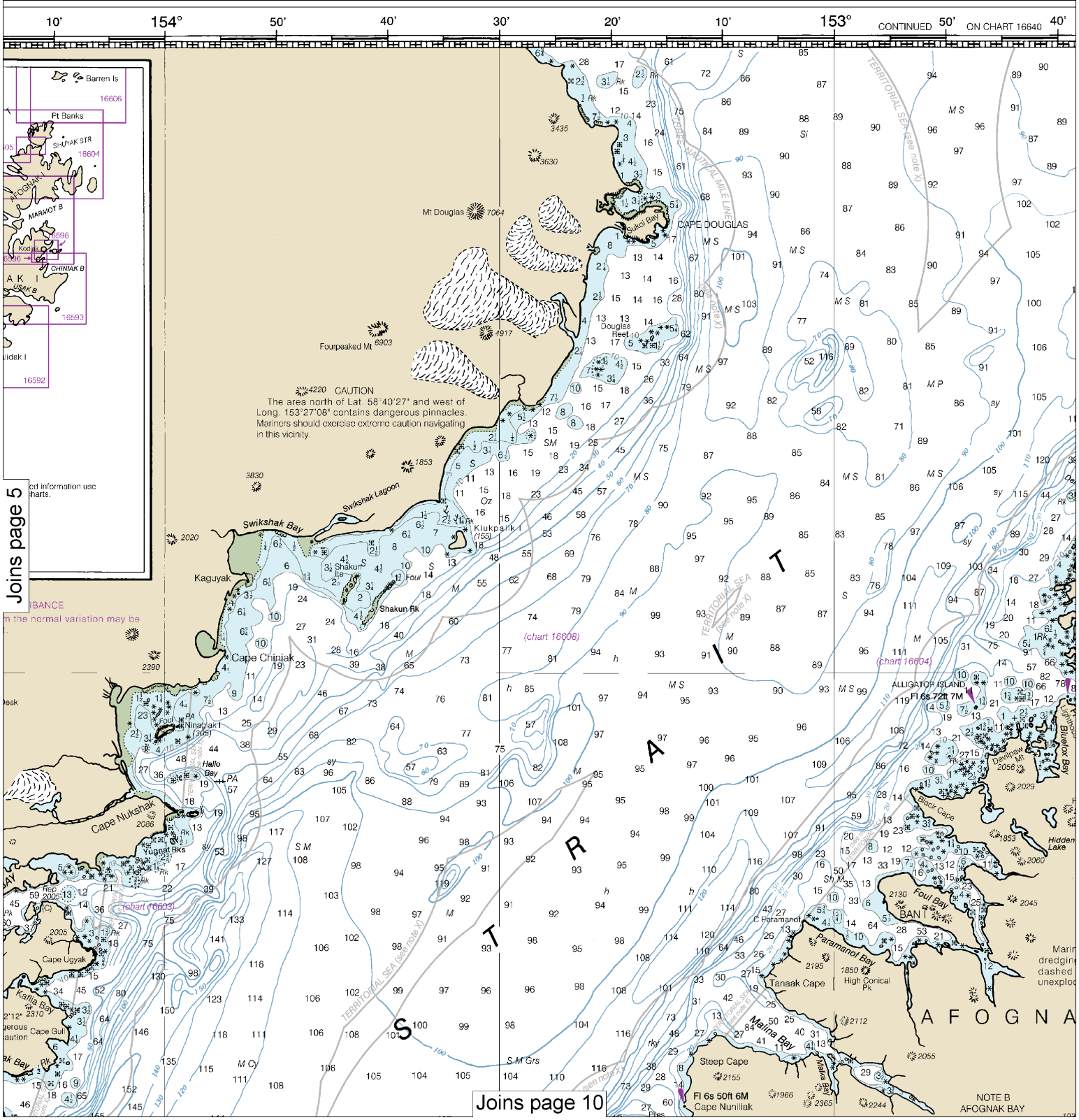
Note: Chart grid lines are aligned with true north.

Formerly C&GS 8556, 1st Ed., Feb. 1938 G-1938-493 KAPP 2546



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:466666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8556, 1st Ed., Feb. 1938 G-1938-493 KAPP 2546



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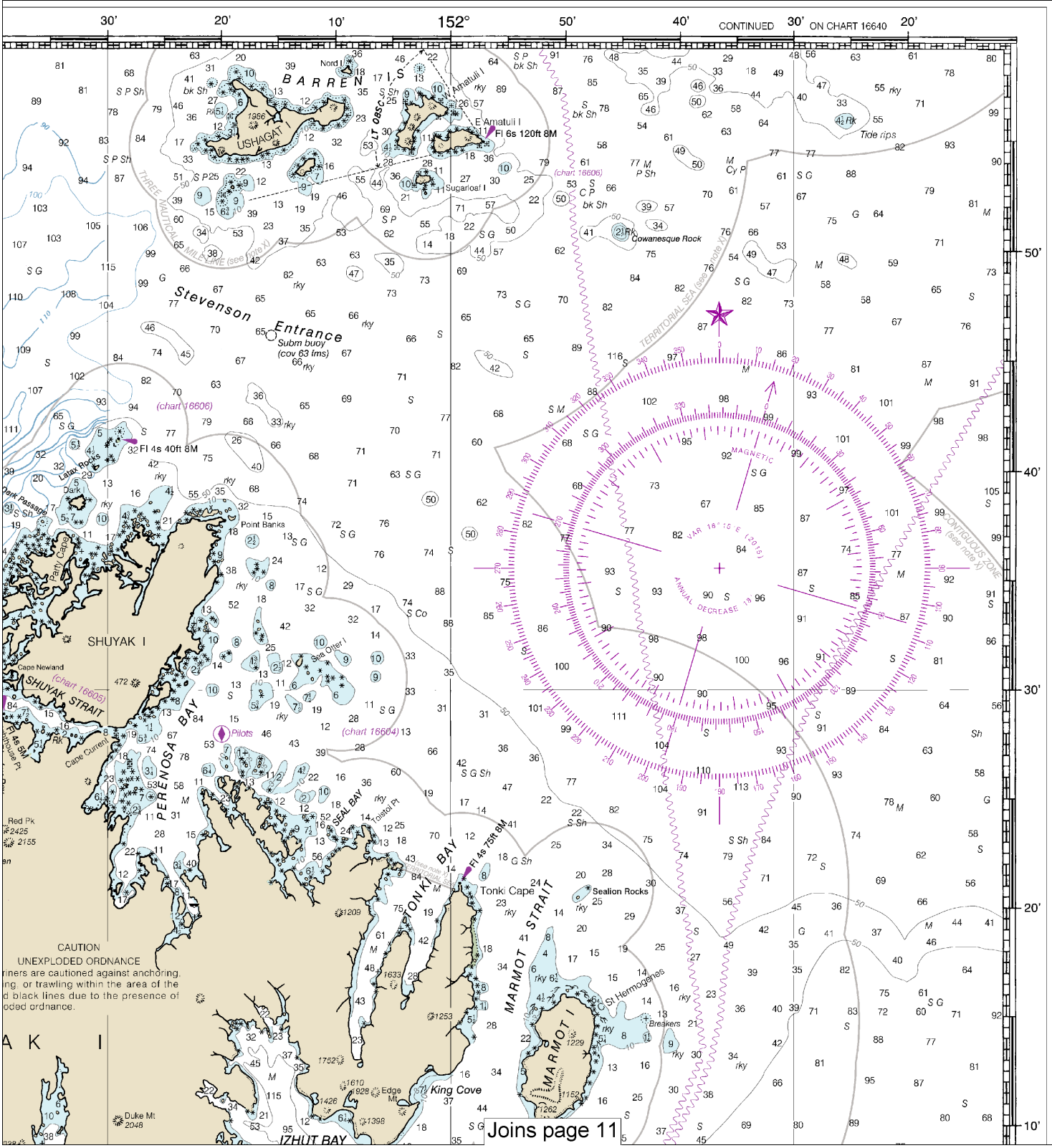
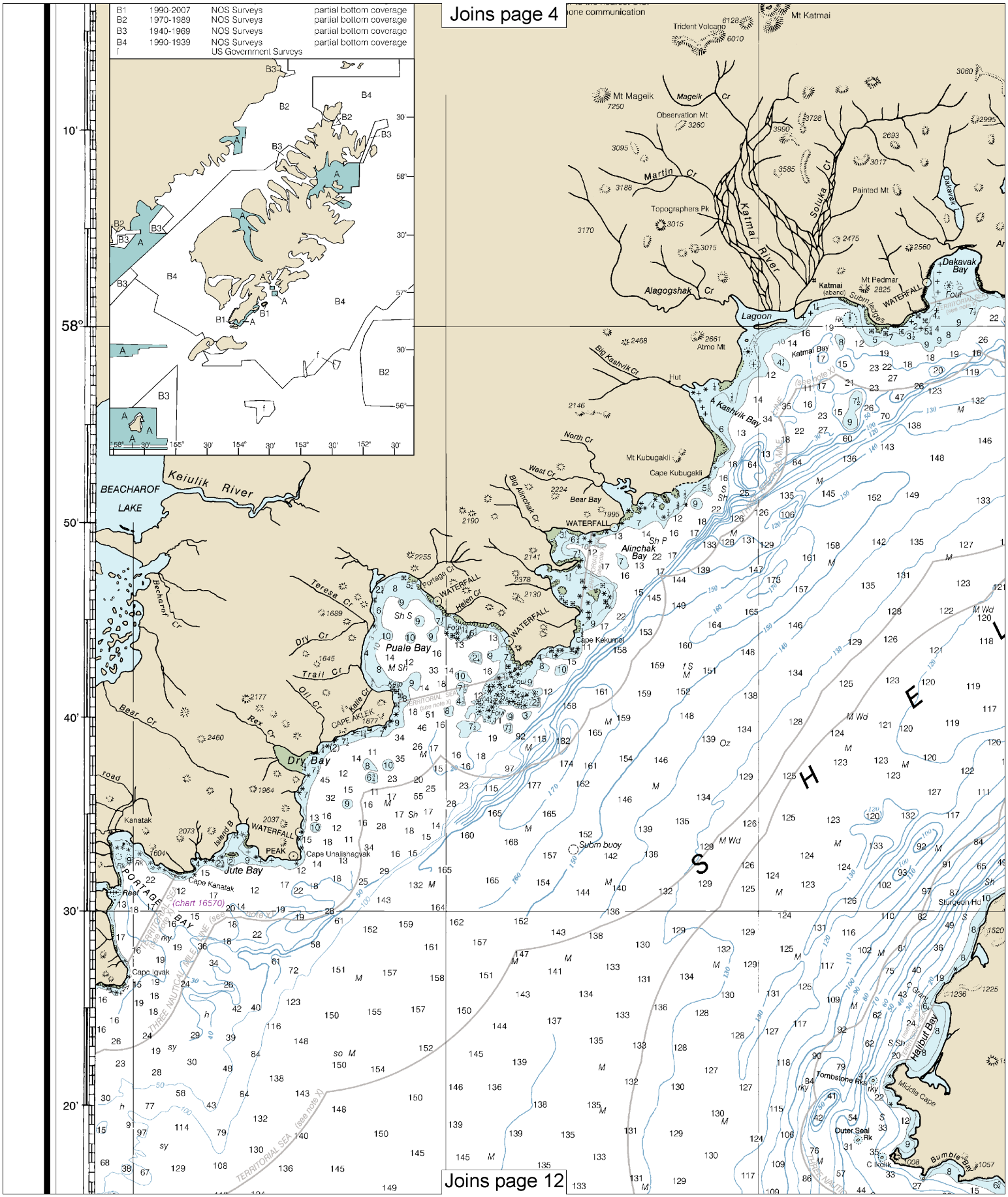
Note: Chart grid lines are aligned with true north.



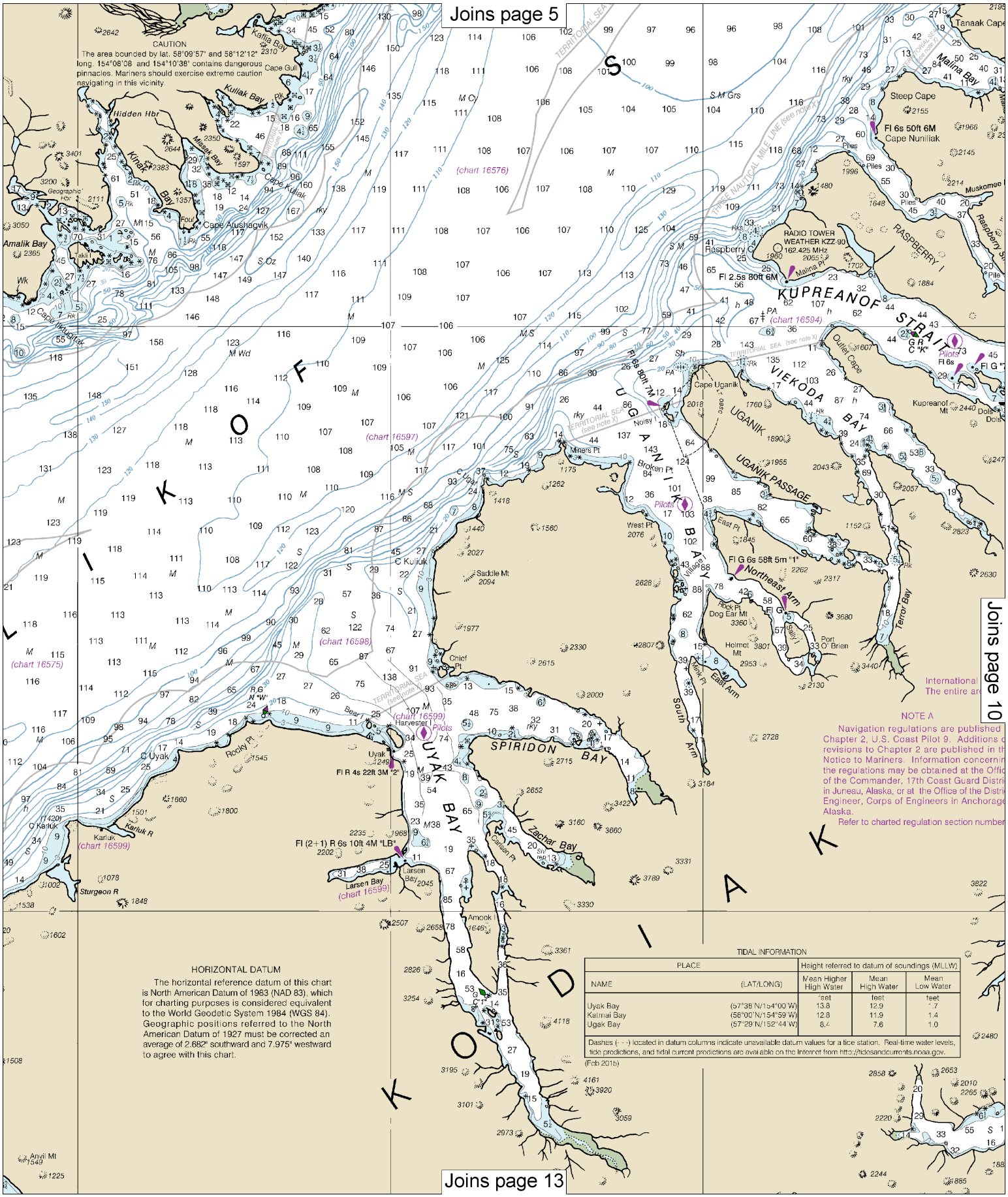
Joins page 11



8

Note: Chart grid lines are aligned with true north.

Joins page 5



Joins page 10

Joins page 13

Joins page 6

Joins page 9

Joins page 14

NOTE B
AFOGNAK BAY
All aids and dangers to navigation are not shown on this chart. Use chart 16594.

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.

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 Li

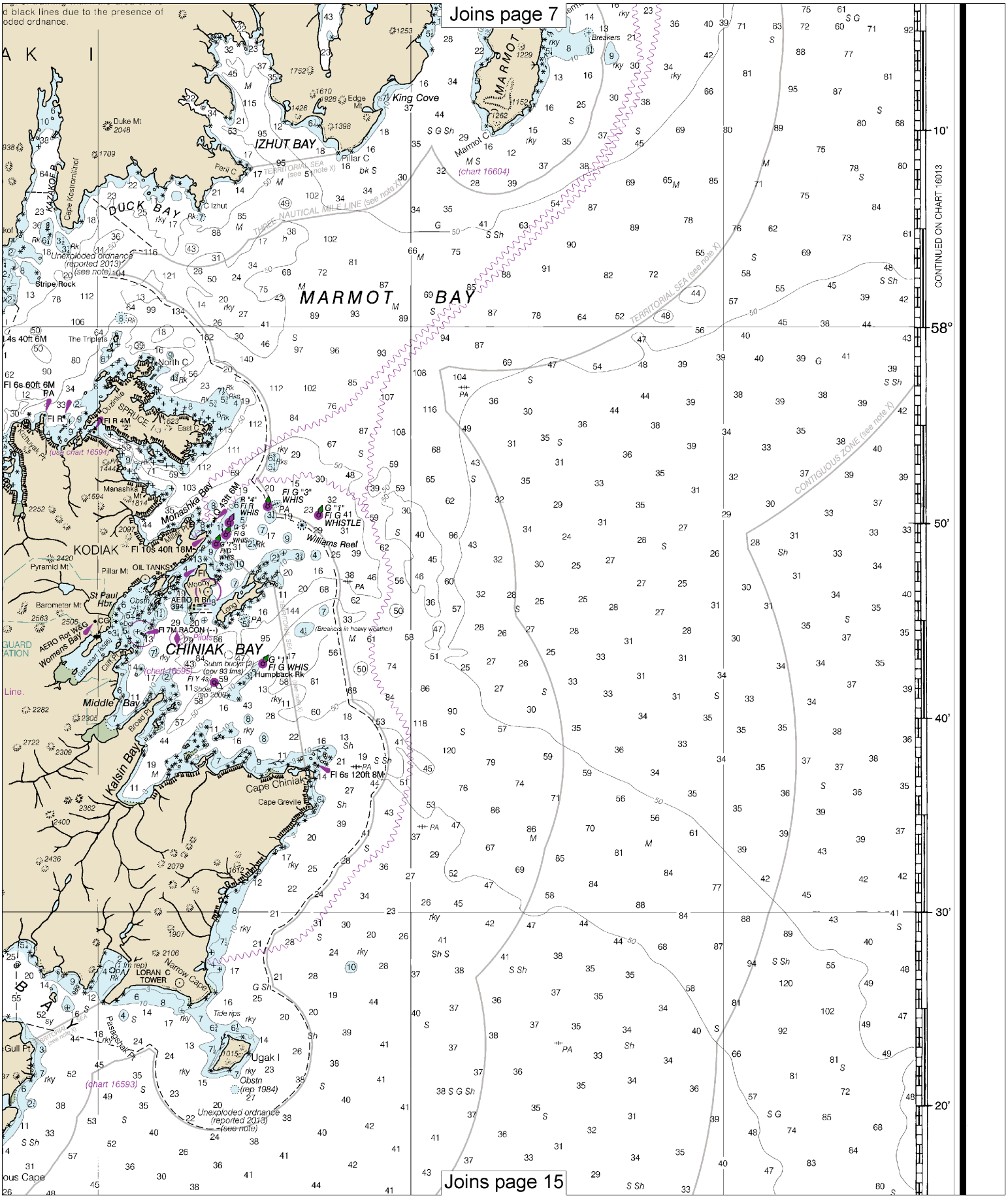
TIDAL INFORMATION

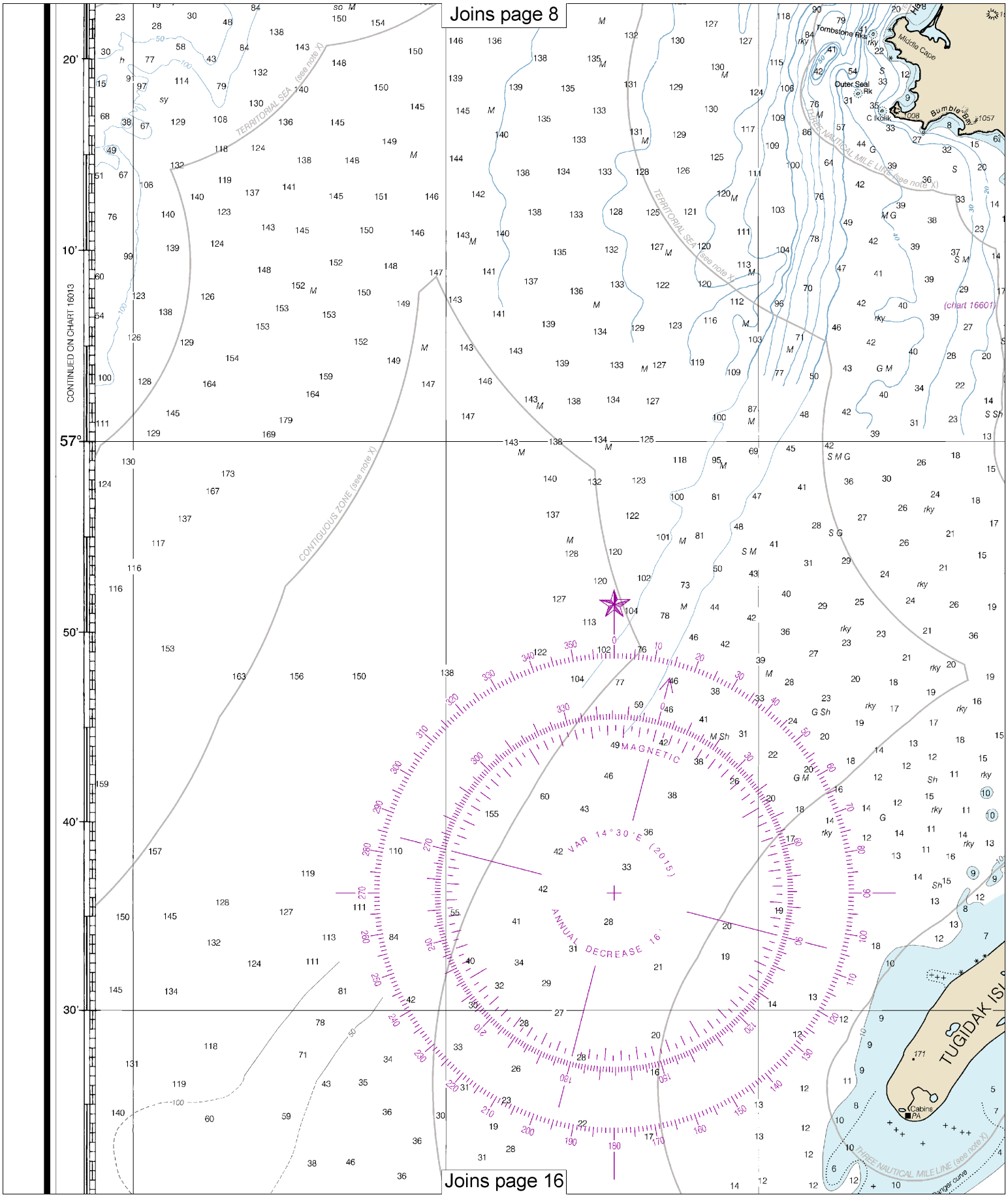
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Uyak Bay	(57°38'N/154°00'W)	13.8	12.9	7
Kalmai Bay	(58°00'N/154°59'W)	12.8	11.9	1.4
Ugak Bay	(57°29'N/152°44'W)	8.4	7.6	1.0

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.

(Feb 2016)

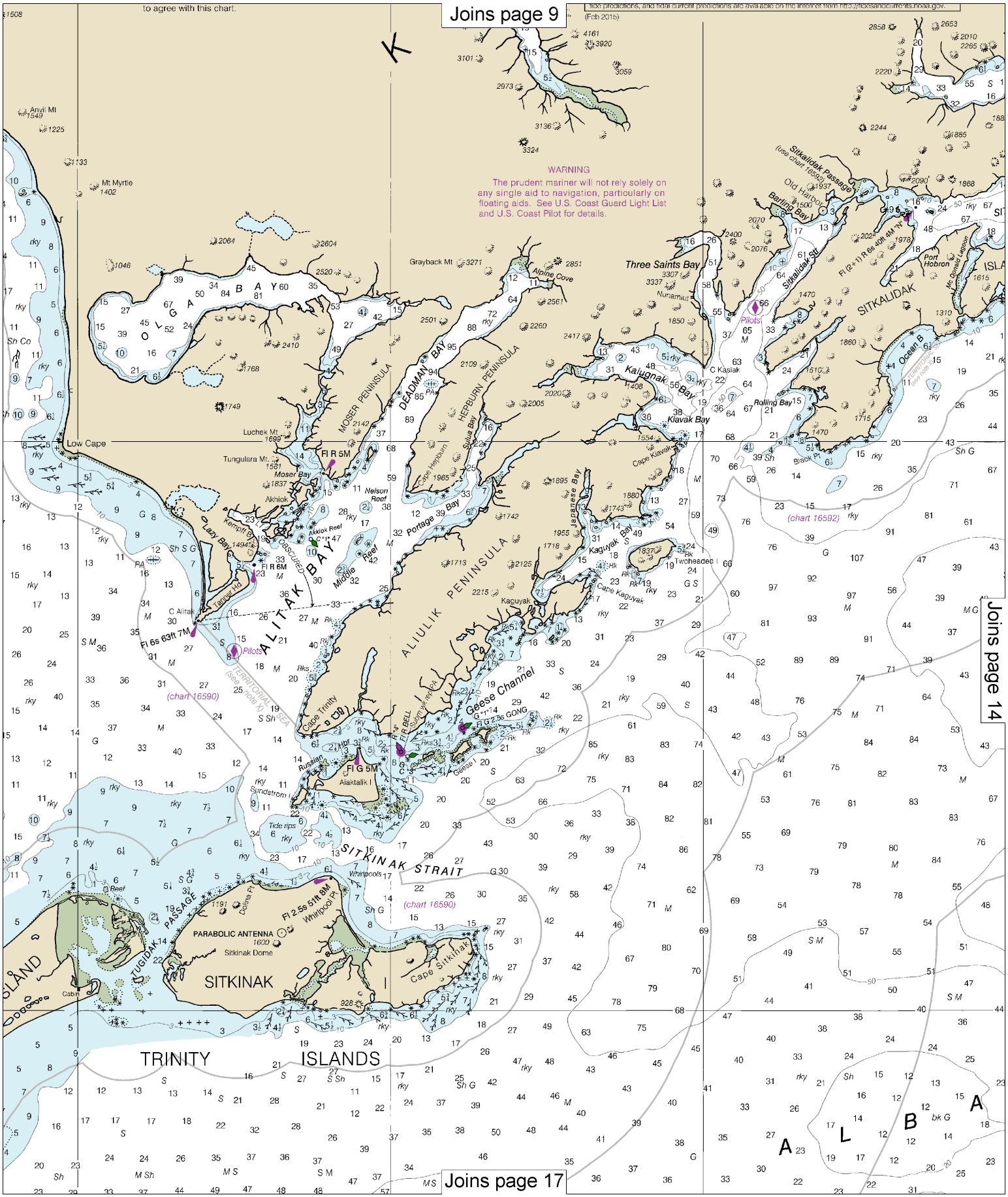
Note: Chart grid lines are aligned with true north.

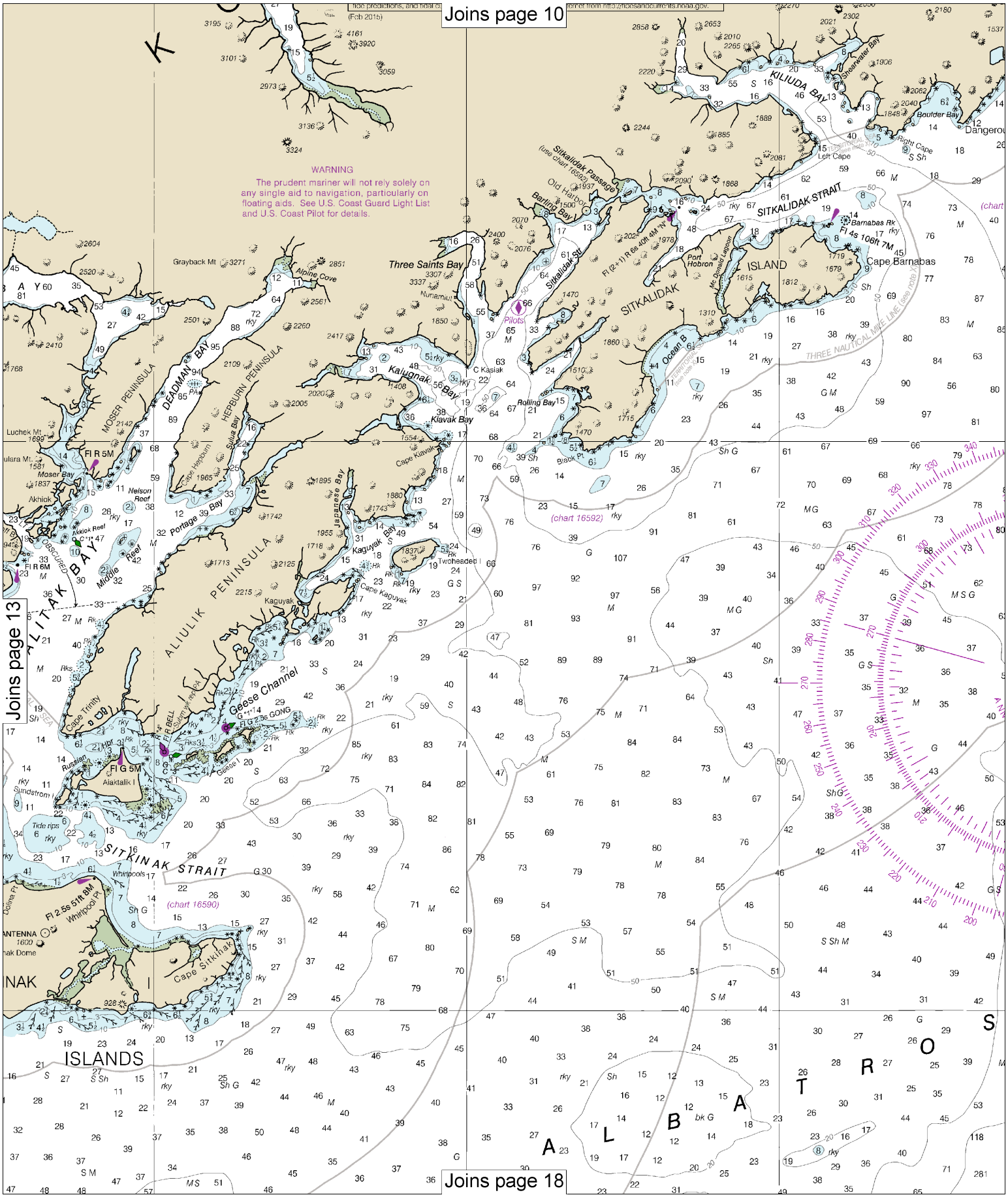

Joins page 7
Joins page 15
MARMOT BAY
IZHUT BAY
DUCK BAY
King Cove
Marmot C
Duke Mt
Cape Kostromitinof
Stripe Rock
The Triplets
North C
SPRUCE I
Manashka Bay
KODIAK
Pyramid Mt
Pillar Mt
OIL TANKS
St Paul Hbr
Barometer Mt
AERO Rot W&G
Womens Bay
CHINIAK BAY
Middle Bay
Kalsin Bay
Cape Chiniak
Cape Greville
Humpback Rk
Williams Reef
Narrow Cape
LORAN C TOWER
Ugak I
Pasagshak Pt
Gull Pt
Unexploded ordnance (reported 2013) (see note)
THREE NAUTICAL MILE LINE (see note X)
TERRITORIAL SEA (see note X)
CONTIGUOUS ZONE (see note X)
CONTINUED ON CHART 16013
10'
58°
50'
40'
30'
20'



12

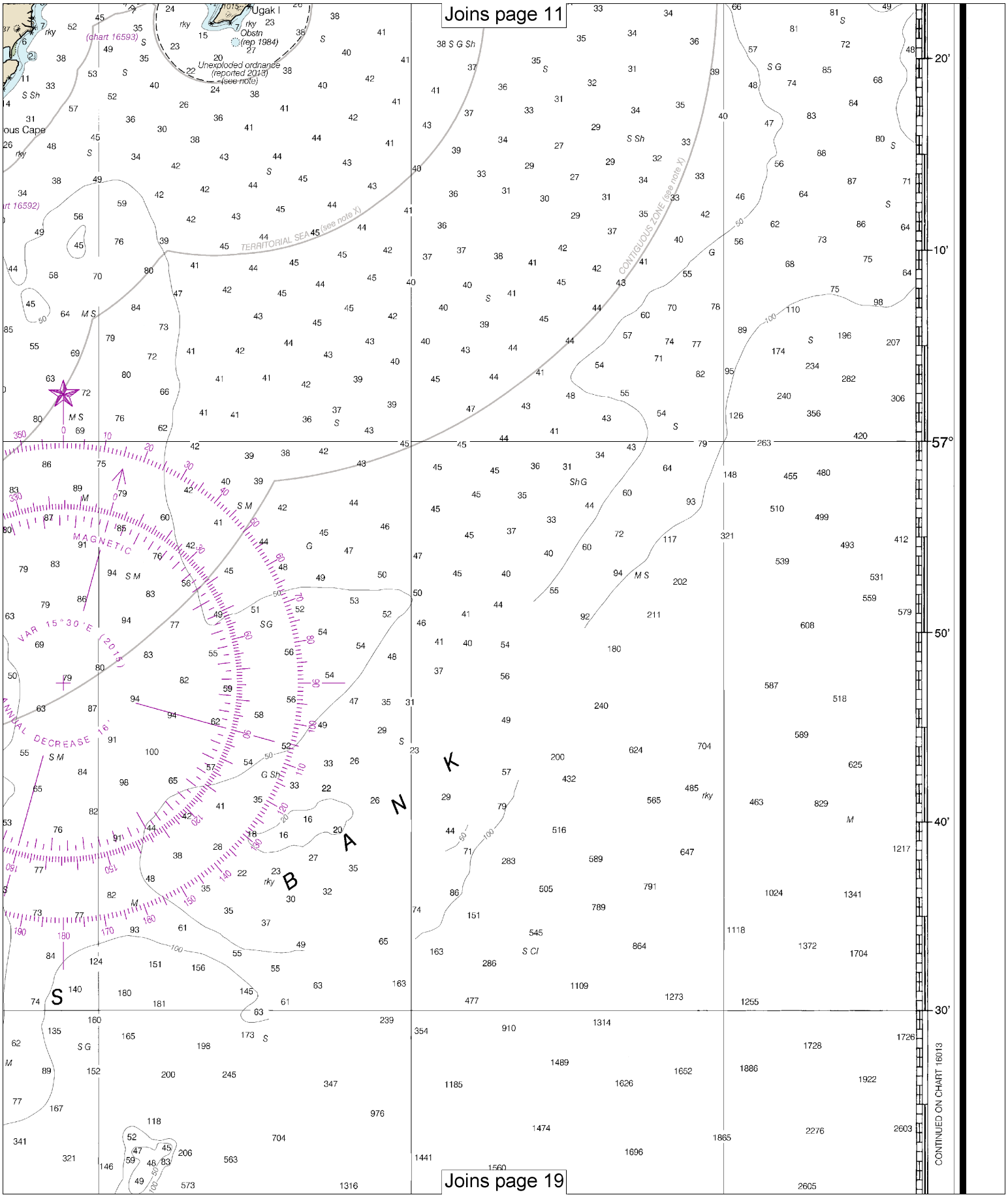
Note: Chart grid lines are aligned with true north.

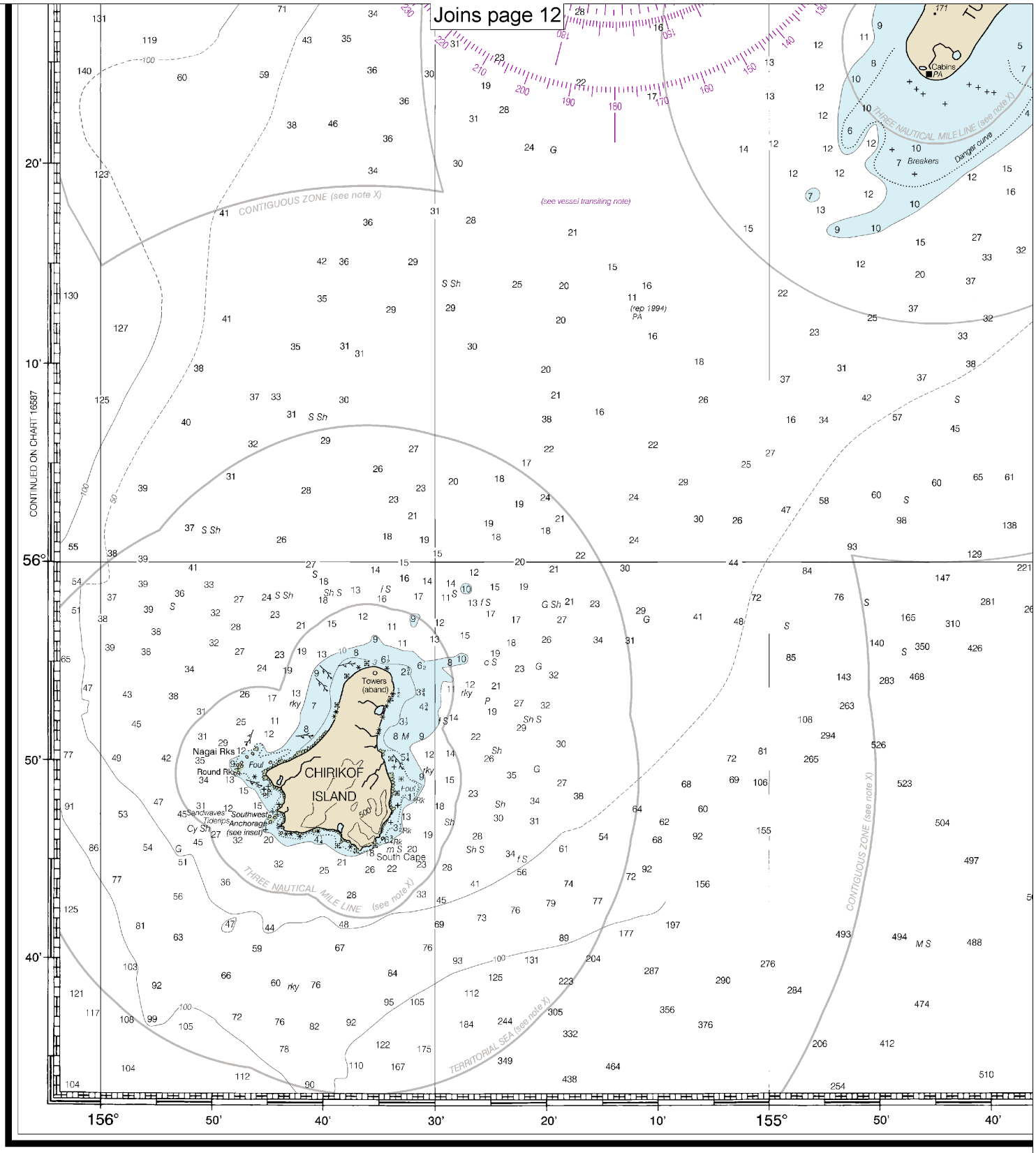

Joins page 9
Joins page 14
Joins page 17
to agree with this chart.
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
OLGA BAY
MOSER PENINSULA
DEADMAN BAY
HEPBURN PENINSULA
ALITAK BAY
ALIULIK PENINSULA
Three Saints Bay
Kaiugnak Bay
Kiavak Bay
Kaguyak Bay
Geese Channel
SITKINAK STRAIT
SITKINAK
TRINITY ISLANDS
SITKALIDAK
Sitkalidak Passage
Barling Bay
Old Harbor
Port Hobron
Ocean B
Rolling Bay
Black Pt
Cape Kiavak
Cape Kaguyak
Kaguyak
Japanese Bay
Portage Bay
Sulua Bay
Cape Hepburn
Alpine Cove
Grayback Mt
Luchek Mt
Tungulara Mt.
Moser Bay
Akhiok
Nelson Reef
Akkiok Reef
Middle Reef
Lazy Bay
Kempff Bay
Tanner Hd
C Alitak
Fl 6s 63ft 7M
Fl R 5M
Fl R 6M
Fl G 5M
Fl G 2.5s GONG
Fl R BELL
Fl 2.5s 51ft 8M
Russian
Alaktalik I
Sundstrom I
Tide rips
Whirlpools
Whirlpool Pt
Dolina Pt
Cape Sitkinak
Sitkinak Dome
PARABOLIC ANTENNA
TUGIDAK PASSAGE
Cabin
Low Cape
Anvil Mt
Mt Myrtle
Pilots
(chart 16590)
(chart 16592)
TERRITORIAL SEA
(see note K)
Sitkinak Strait
Cape Trinity
Twoheaded I
Nunamiut
C Kasiak
Mc Donald Lagoon
Port Hobron
Alaktalik I
Geese I



14

Note: Chart grid lines are aligned with true north.


Joins page 11
Ugak I
Obstn
(rep 1984)
Unexploded ordnance
(reported 2013)
(see note)
(chart 16593)
TERRITORIAL SEA (see note X)
CONTIGUOUS ZONE (see note X)
MAGNETIC
VAR 15°30'E (2015)
ANNUAL DECREASE 16'
K
N
A
B
S
20'
10'
57°
50'
40'
30'
CONTINUED ON CHART 16013
Joins page 19



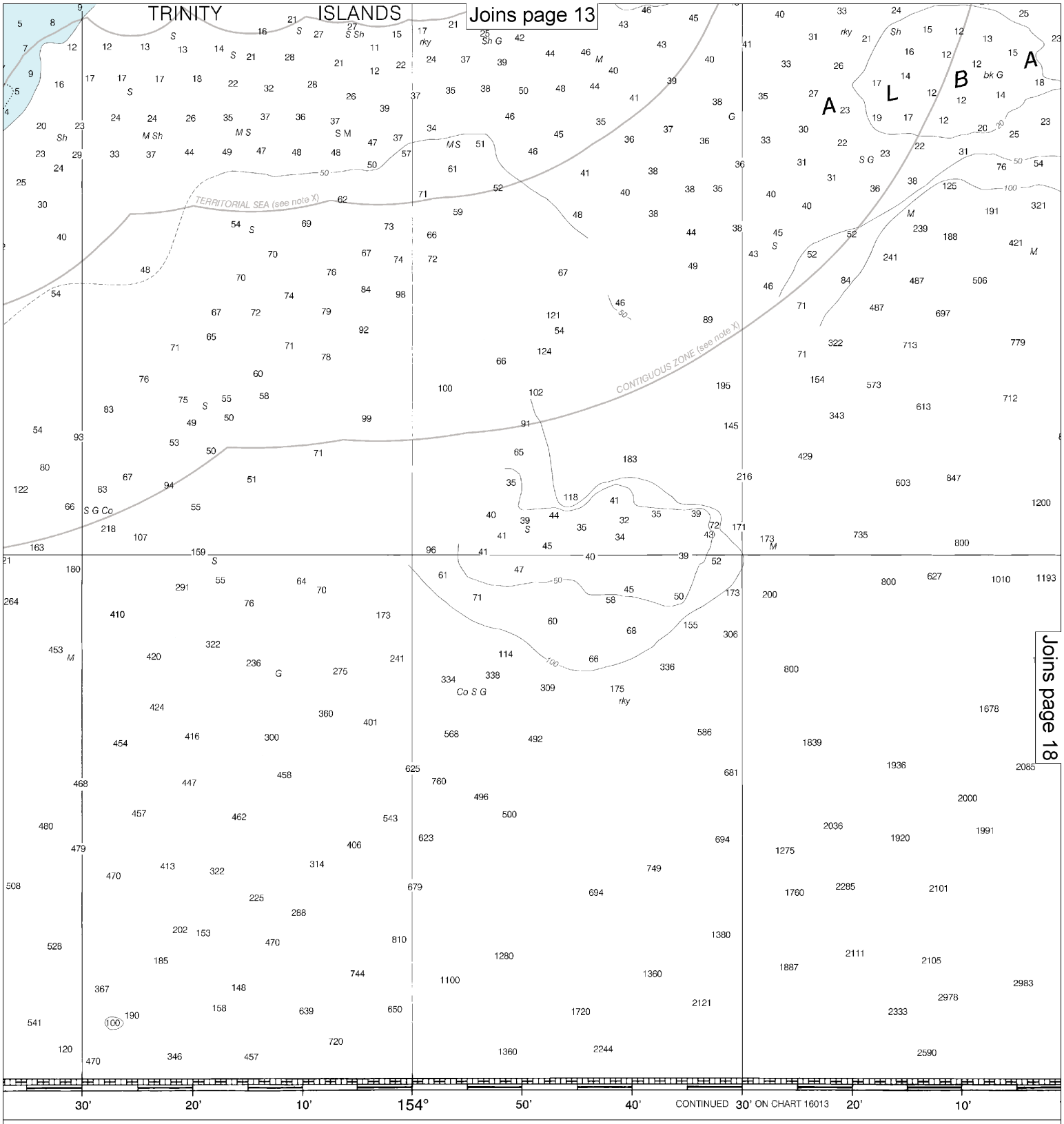
16580

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.

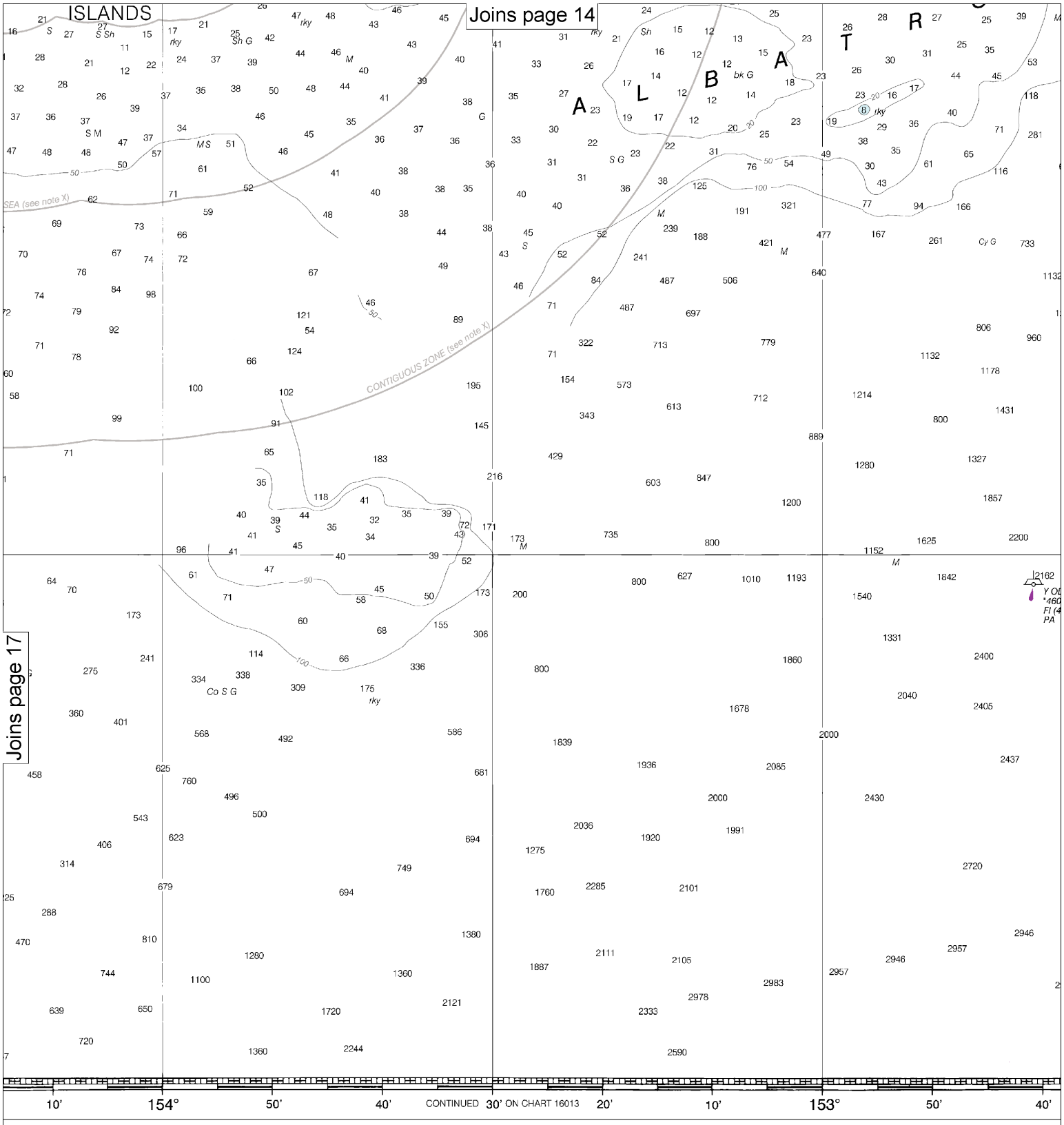
15th Ed., Mar. 2015. Last Correction: 12/7/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

Note: Chart grid lines are aligned with true north.



SOUNDINGS IN FATHOMS

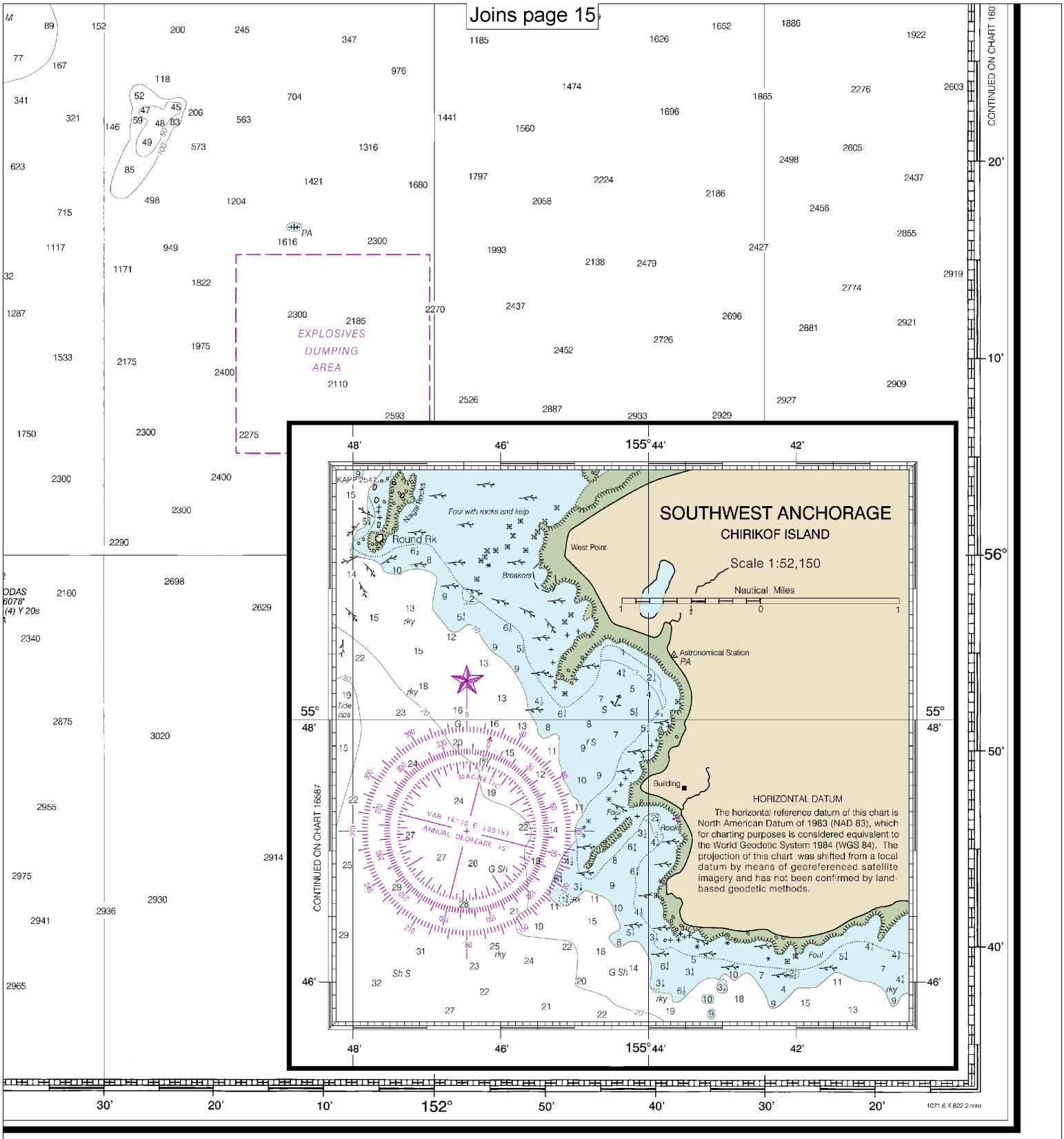
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



N FATHOMS

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

Note: Chart grid lines are aligned with true north.



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 18 19 20 21 22 23 24 25 26 27 28 29 30 31																

Kodiak Island

SOUNDINGS IN FATHOMS - SCALE 1:350,000

16580

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican 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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Note on Printing

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.

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