

BookletChart™

Chiniak Bay to Dangerous Cape

NOAA Chart 16593

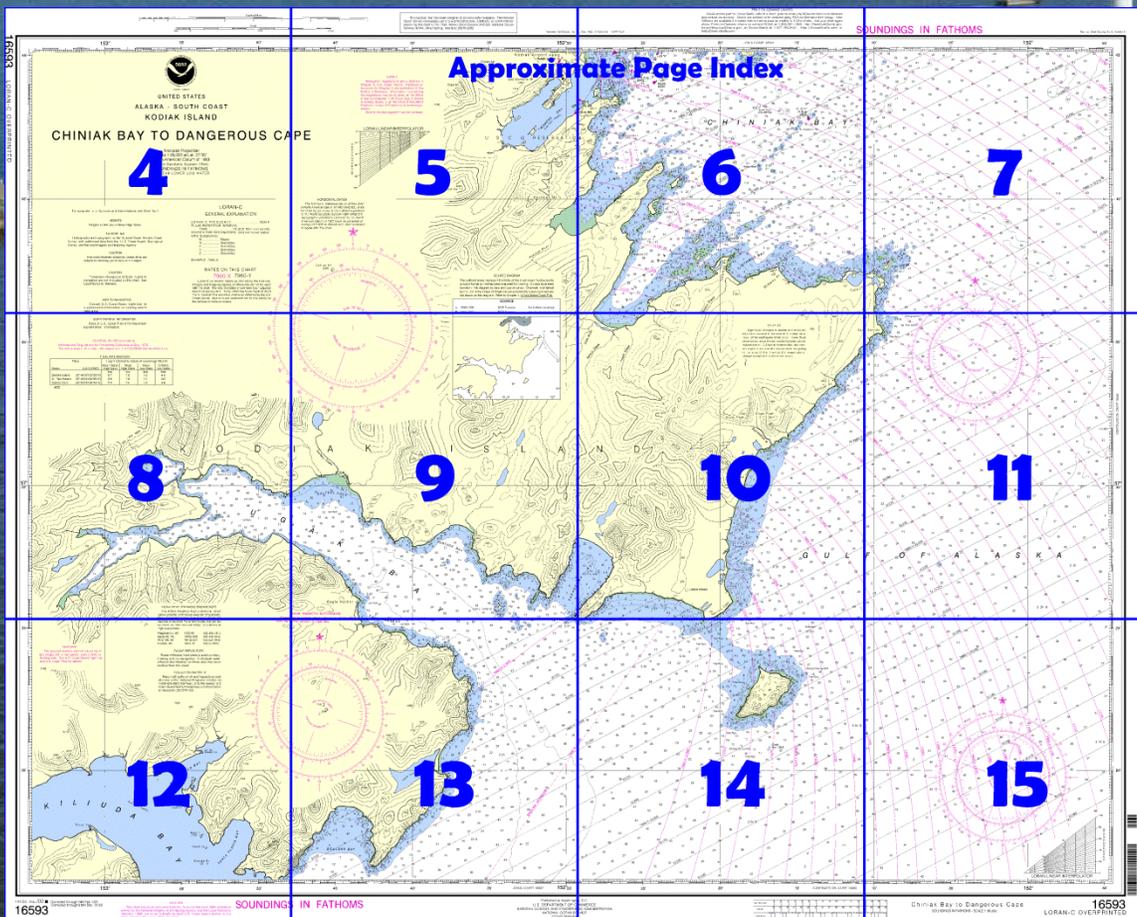


A reduced-scale NOAA nautical chart for small boaters

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.

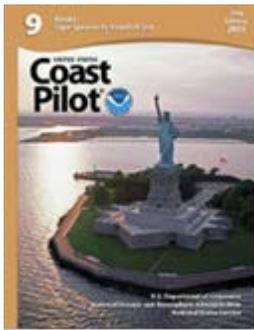
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16593>.



(Selected Excerpts from Coast Pilot)
Chiniak Bay, a 13-mile-wide indentation in the NE coast of Kodiak Island between Spruce Cape and Cape Chiniak, is the approach to the important commercial port of Kodiak on the N side and a Coast Guard base in Womens Bay on the W side.
St. Paul Harbor, the W part of Chiniak Bay between **Crooked Island** on the N and Cliff Point on the S, is fronted with many reefs and islets, but affords a S passage to Kodiak.
St. Paul Harbor Entrance Light

(57°44'19"N., 152°25'48"W.) is shown from a spindle tower with a red and white diamond-shaped daymark, 0.9 mile NNE of Cliff Point. A racon

is at the light. A buoyed channel through the reefs is 500 yards N of the light. A lighted whistle buoy marks the approach to the channel.
Cape Chiniak, the SE point of Chiniak Bay, is low and wooded for 0.8 mile back and then rises to higher land. **Chiniak Island**, 0.5 mile NE of the cape, is flat and grass covered; numerous high bare rocks extend 1.1 miles NE from it. **Cape Chiniak Light** (57°37'41"N., 152°09'12"W.), 120 feet (36.6 m) above the water, is shown from a skeleton tower with a diamond-shaped red and white daymark on the NW side of the island. An anchorage, 1.3 miles NW of Cape Chiniak Light, provides protection from S weather in 18 to 20 fathoms. The cape should be cleared by 1.5 miles to avoid the offshore rocks. (253) **Kodiak** is the fifth largest and one of the oldest towns in Alaska; the domes of the old Russian church are conspicuous. Most of the people are employed in the fishing industry.

Anchorage.—Inner Anchorage, locally known as Winter Anchorage, is 0.4 mile W of Kodiak, 250 to 300 yards off the Kodiak Island shore. In May 1985, the City of Kodiak declared that vessels do not anchor within this area due to possible fouling and damage to the waste water discharge lines of the canneries in the vicinity. (Kodiak City Ordinance No. 653, § 18.28.190(g) applies.) The mooring buoy in the anchorage, still in use, has capacity for mooring large vessels. Other vessels may anchor just outside the Inner Anchorage, location depending on weather conditions and vessel size; however, never anchor in or near the cable area crossing the narrow passage between Near Island and Kodiak. Anchoring information is available from the harbor master who monitors 4125 kHz and VHF-FM channels 12, 14, and 16.

Dangers.—Chiniak Bay and approaches are full of dangers that must be avoided.

The March 1964 earthquake caused a bottom subsidence of 5.8 feet at Kodiak. Until a complete survey is made of the area, caution is necessary because depths may vary from those charted and mentioned in the Coast Pilot.

In Chiniak Bay, the flood current sets NE and the ebb current SW with considerable velocity in places around the islands. In the N entrance, the tidal currents have a velocity of 2 to 3 knots during the strength of the larger tides. They turn sharply around Spruce Cape and across the reefs N of it.

In the narrows off Kodiak, the current velocity is about 0.9 knot. The flood sets NE. (See the Tidal Current Tables for predictions.)

Pilotage, Kodiak Harbor.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the inside waters of the State of Alaska.

The Kodiak Island area is served by the Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

Vessels en route to Kodiak or Women's Bay can contact the pilot boat by calling "KODIAK PILOT BOAT" or "KODIAK KING" on VHF-FM channel 16 or on a prearranged frequency between pilot and agent/vessel.

Quarantine, customs, immigration, and agriculture quarantine.—(See chapter 3, Vessel Arrival Inspection, and Appendix A for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Customs.—Kodiak is a customs port of entry.

**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 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>

153°

55'

50'

4



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTH COAST

CHINIAK BAY TO DANGEROUS CAPE

KODIAK ISLAND

Mercator Projection
Scale 1:80,000 at Lat. 57°30'

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.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
St. Paul Harbor	(57°43' N/152°29' W)	feet 9.7	feet 7.8	feet 1.1
Saltery Cove	(57°29' N/152°44' W)	feet 8.4	feet 7.6	feet 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>. (May 2014)

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, Geological Survey, and National Geospatial-Intelligence Agency.

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.

CAUTION

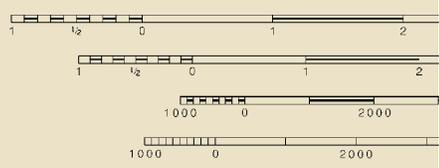
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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.

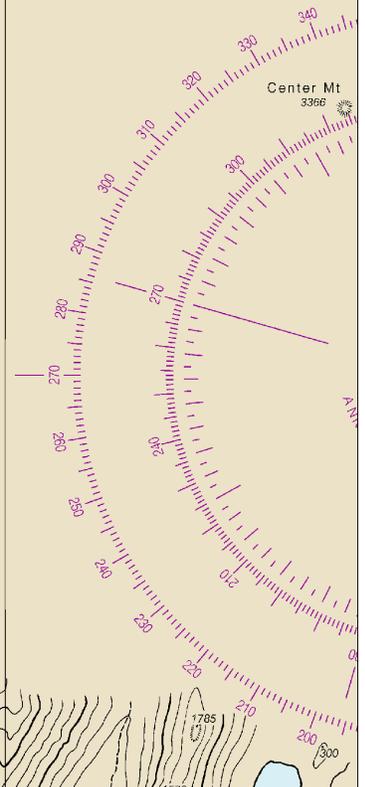


COLREGS, 80.1
International Regulations for Preventing Collisions at Sea
The entire area of this chart falls seaward of the 12-mile limit.

HORIZONTAL DATUM
The horizontal reference datum for charting purposes is the North American Datum of 1983. Geographic positions are given in the World Geodetic System 1984. American Datum of 1929 is used for soundings. A correction of 2.800' southward is required to agree with this chart.

CAUTION - SUBMARINE PIPELINES
Charted submarine cables and submarine pipelines are shown as follows:
--- Pipeline Area

Additional uncharted submarine cables may be present in this chart. Not all submarine cables are red. Those that were originally exposed. Mariners should exercise caution when operating in this area. Pipelines and cables are shown as follows:
--- Pipeline Area
--- Cable Area
Covered wells may be present. Unlighted buoys are shown as follows:
--- Unlighted Buoy

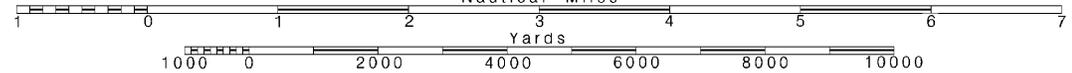


Joins page 8

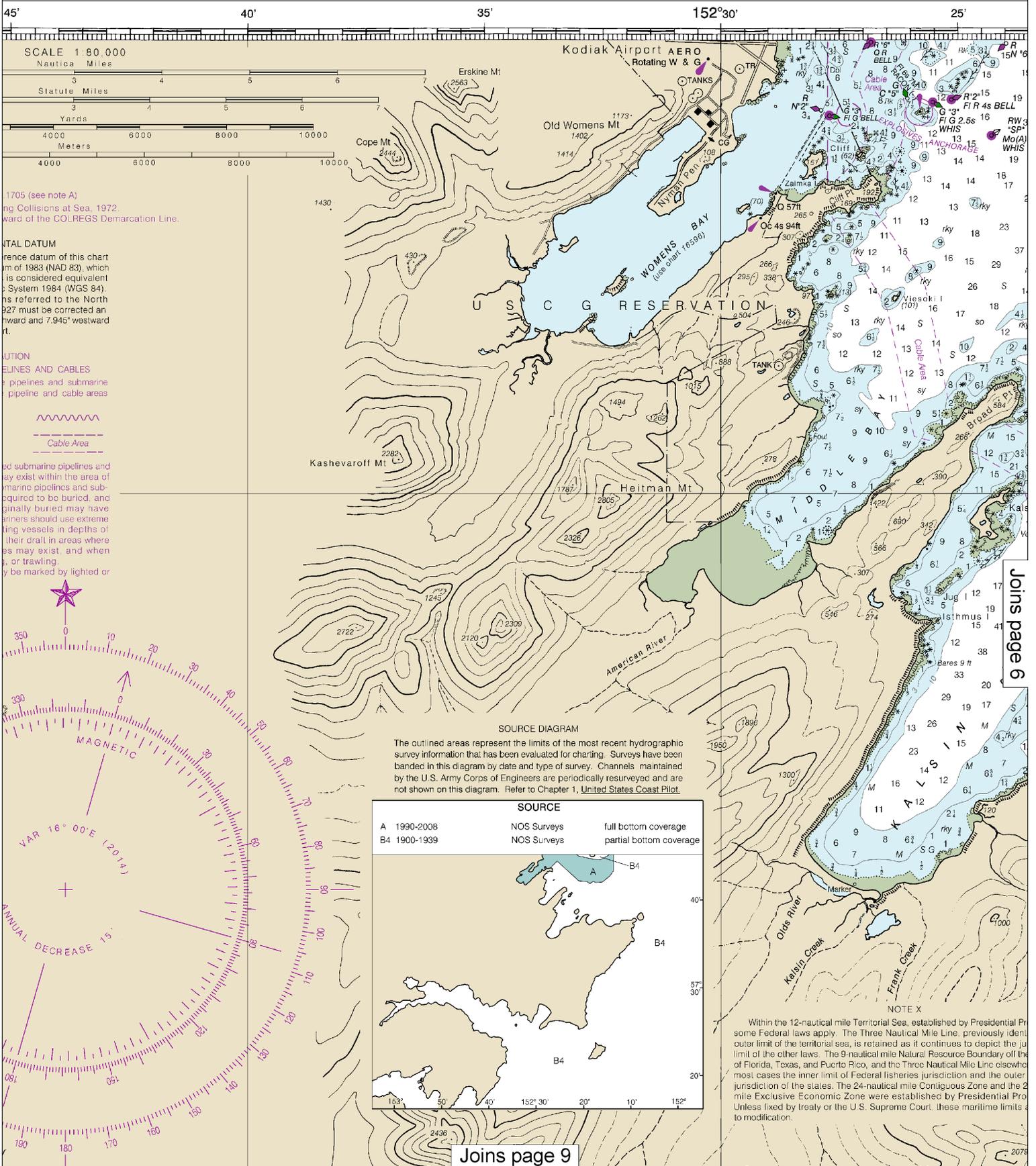
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.



Joins page 6

Joins page 9

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.



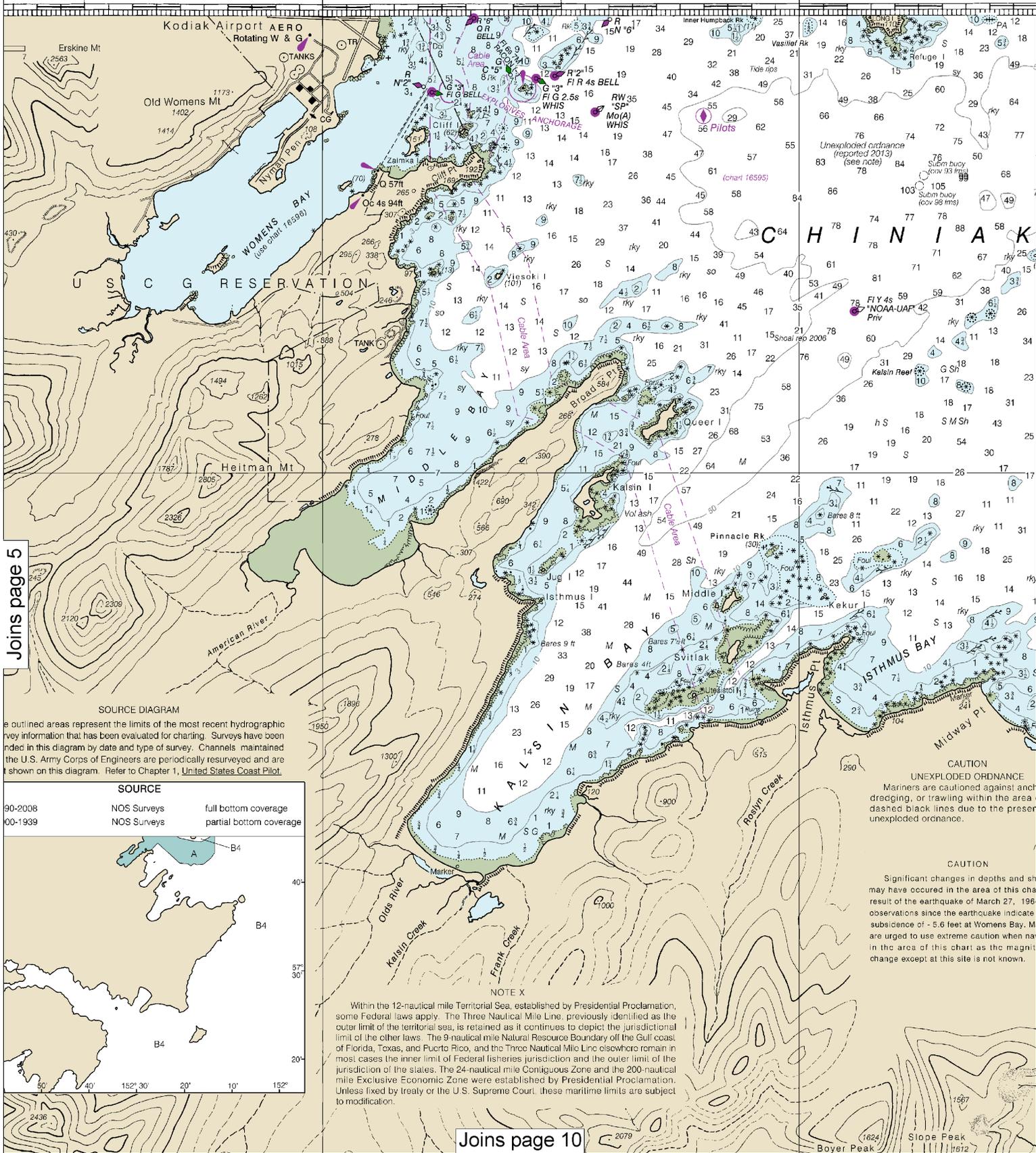
35'

152°30'

25'

20'

JOINS CHART 16594



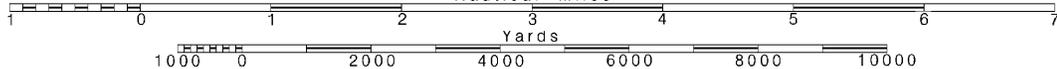
Joins page 5

Joins page 10

Printed at reduced scale.

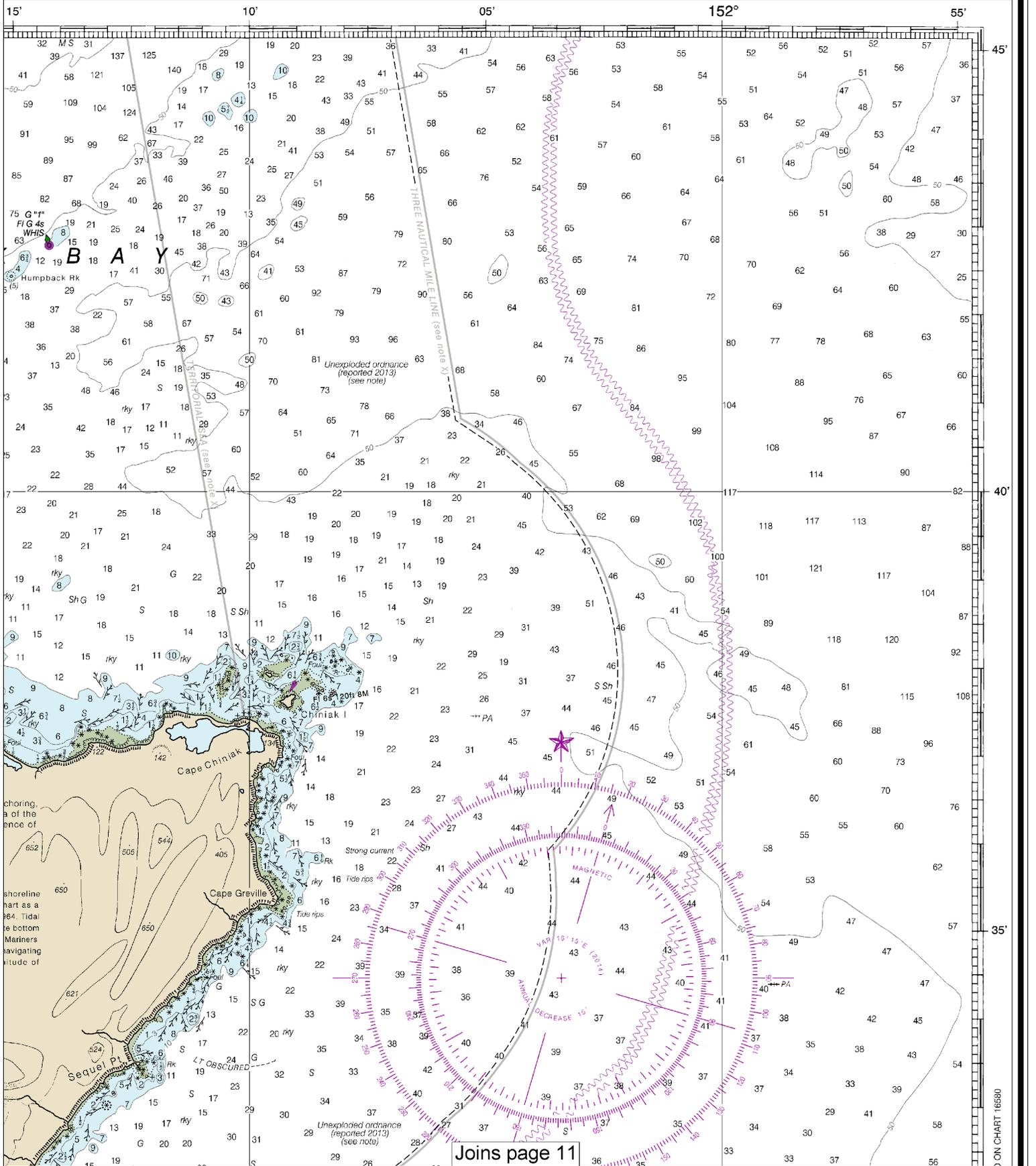
SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS



Last Correction: 8/10/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



NOTE A
 Navigation regulations 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.

CAUTION
 Improved channels shown by broken lines are subject to shoaling particularly at the edges.

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.

35'

57° 30'

25'

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.

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	162.460 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Kodiak, AK	WXJ-78	162.550 MHz
Marmot Island, AK	WNG-716	162.500 MHz

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.

LOCAL MAGNETIC DISTURBANCE
 Compasses have been observed to swing 15° to 18° from the normal variation in Ugak Bay.

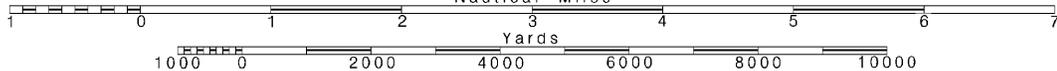


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

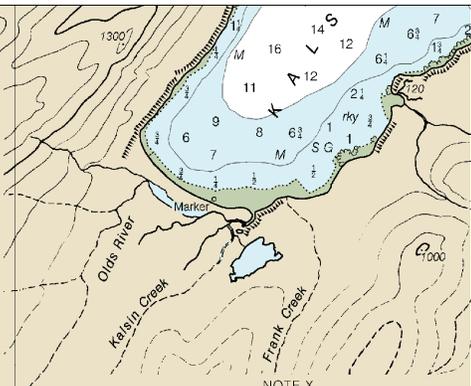
See Note on page 5.



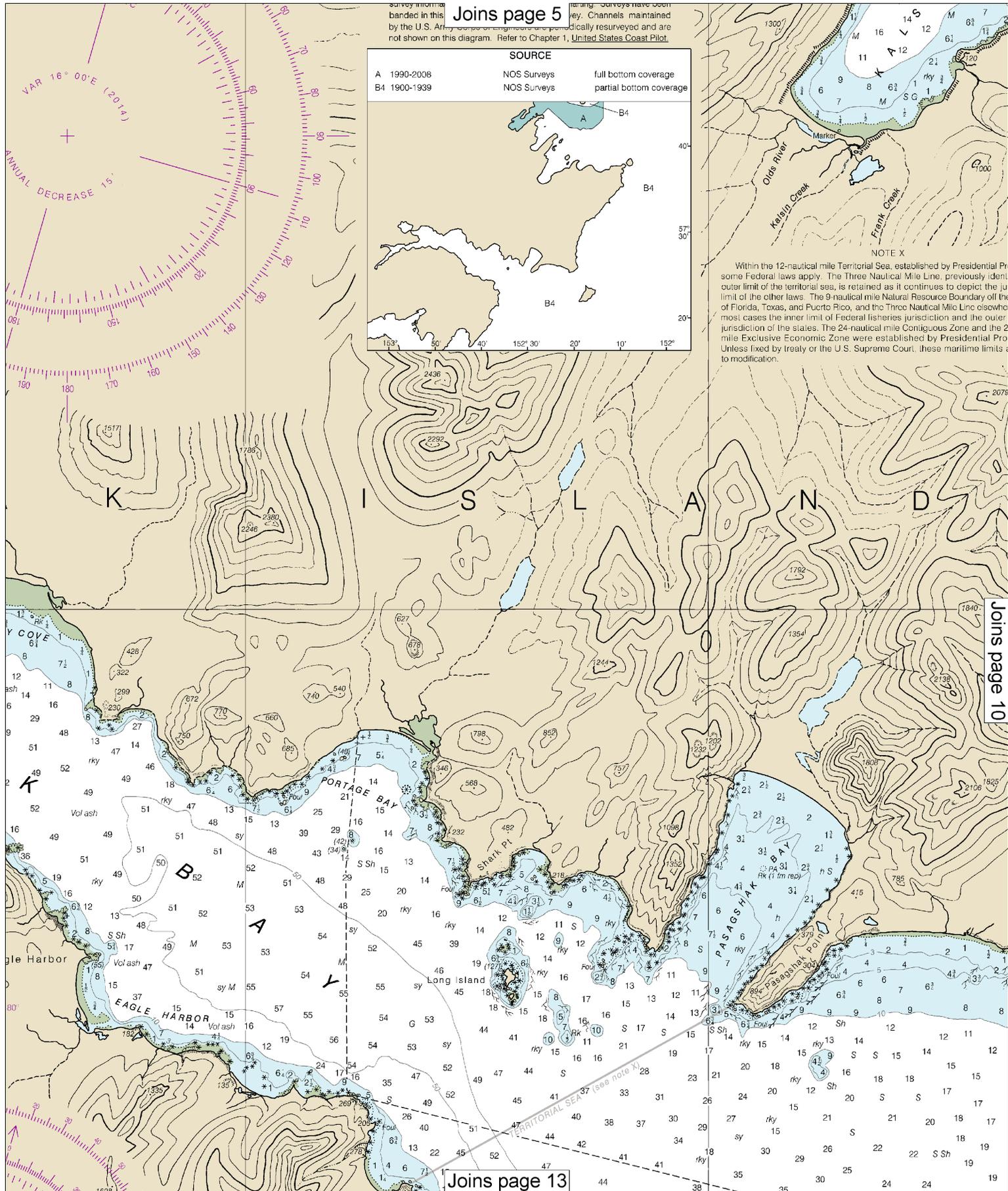
Survey information banded in this page. Surveys have been periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Joins page 5

SOURCE		
A 1990-2008	NOS Surveys	full bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage



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 coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere, in most cases the inner limit of Federal fisheries jurisdiction and the outer limit 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.



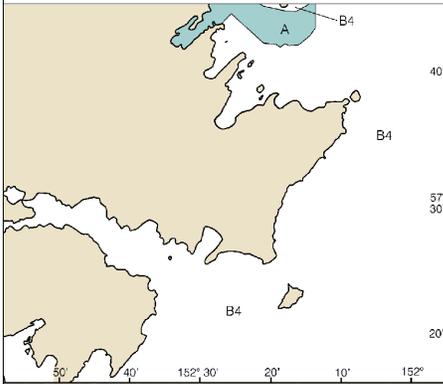
Joins page 13

Joins page 10

Survey information that has been evaluated for charting. Surveys have been indicated in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

90-2008	NOS Surveys	full bottom coverage
00-1939	NOS Surveys	partial bottom coverage

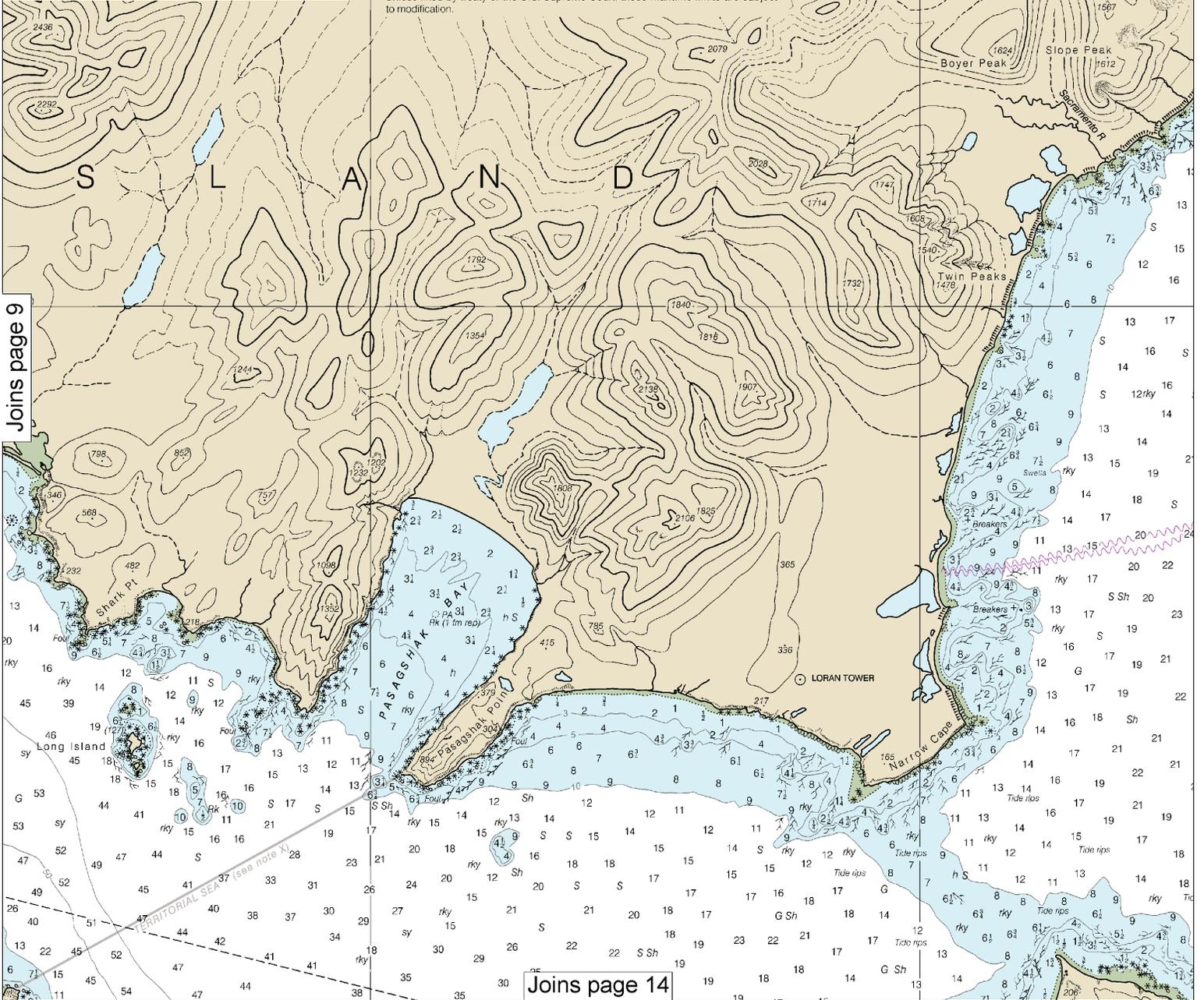


Joins page 6

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

CAUTION
Significant changes in depths and structures may have occurred in the area of this chart as a result of the earthquake of March 27, 1962. Observations since the earthquake indicate subsidence of - 5.6 feet at Womens Bay, M. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of change except at this site is not known.

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.



Joins page 9

Joins page 14

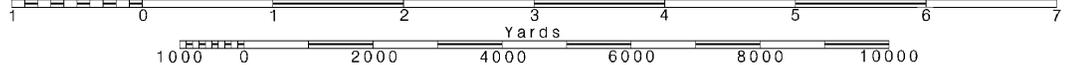
10

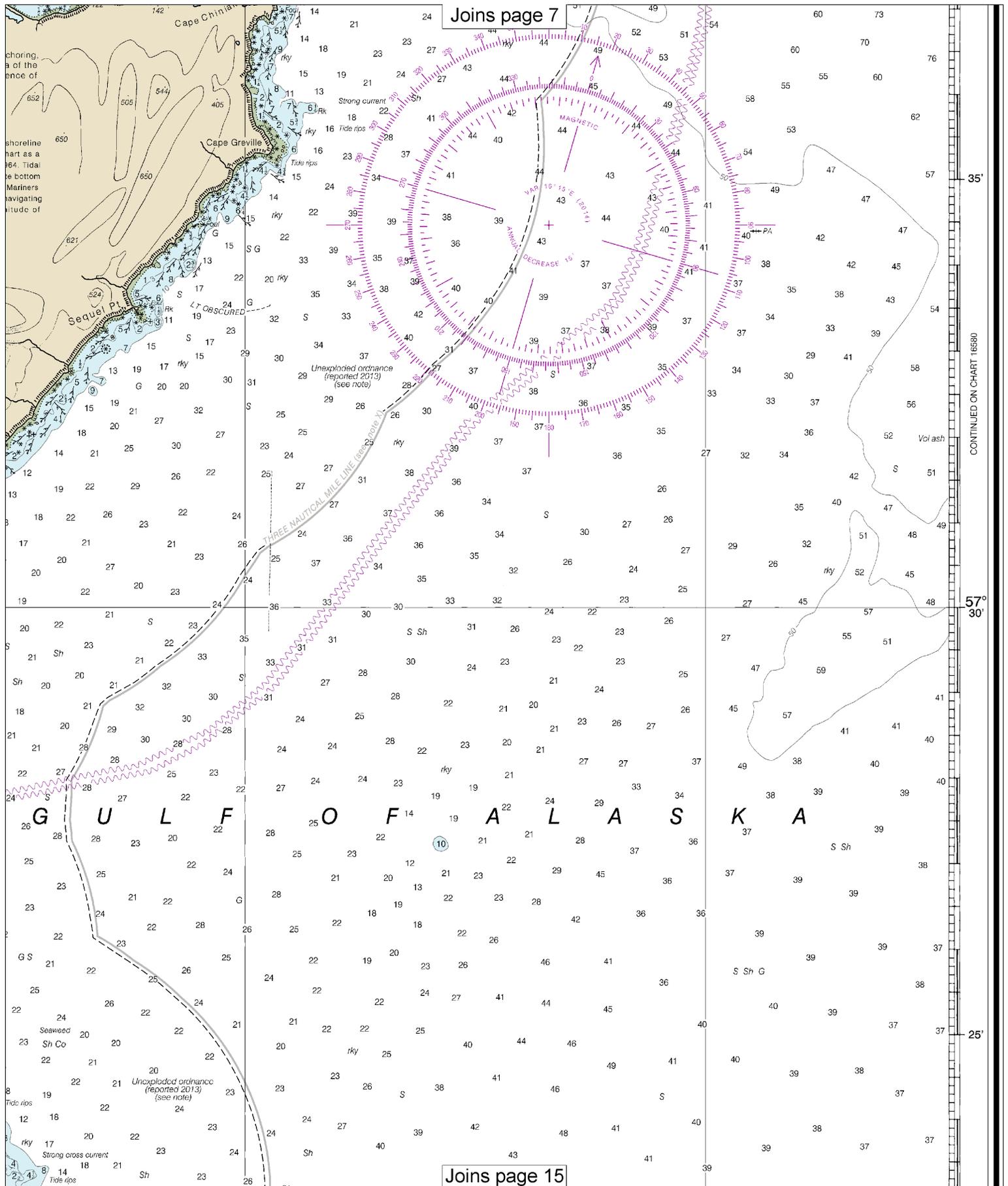
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

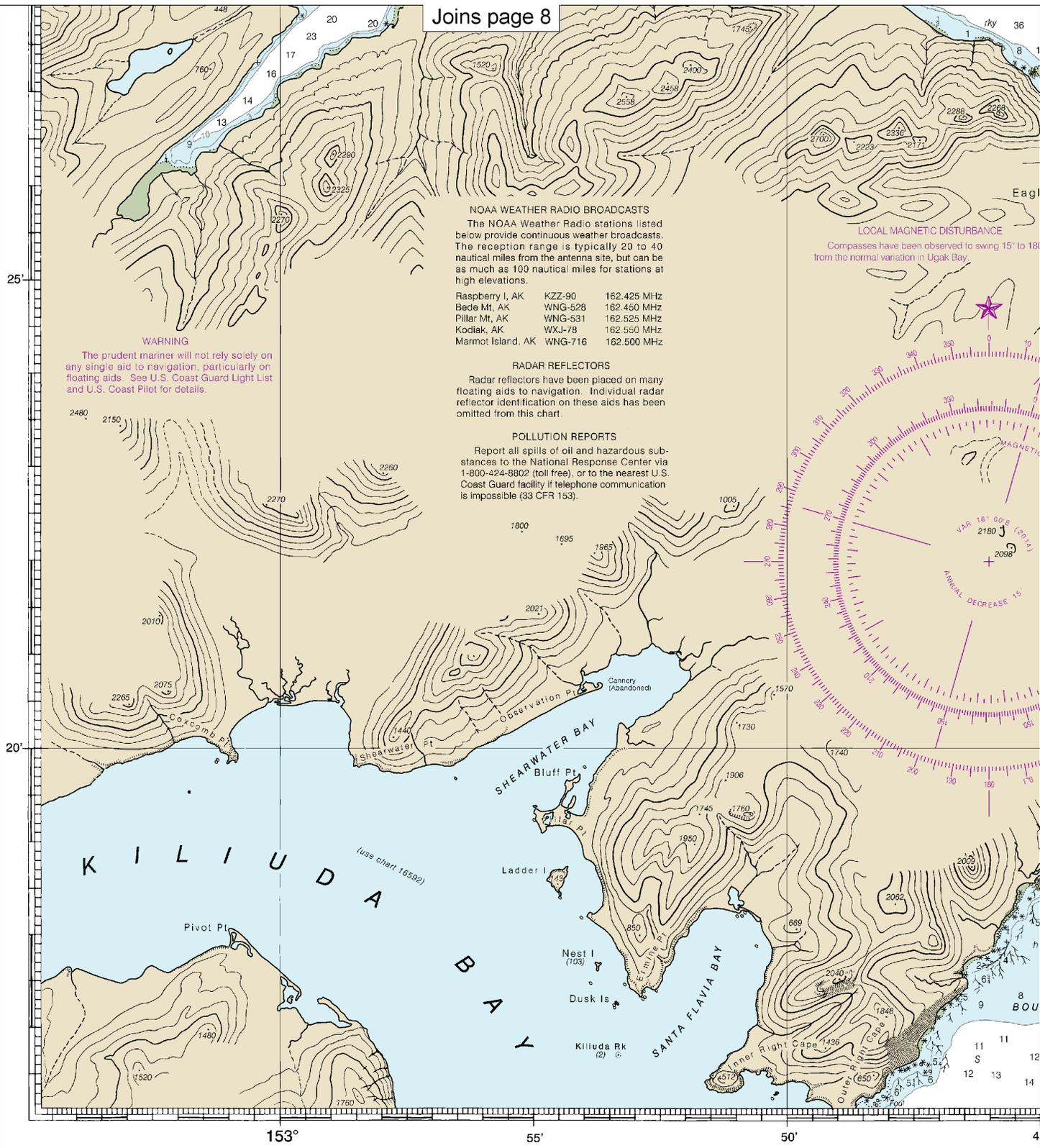




Joins page 7

Joins page 15

CONTINUED ON CHART 16580



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.

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.

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Kodiak, AK	WXJ-78	162.550 MHz
Marmot Island, AK	WNG-716	162.500 MHz

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).

LOCAL MAGNETIC DISTURBANCE
Compasses have been observed to swing 15° to 18° from the normal variation in Ugak Bay.

12th Ed., Jul. 2014

16593

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 about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact>

Last Correction: 8/10/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

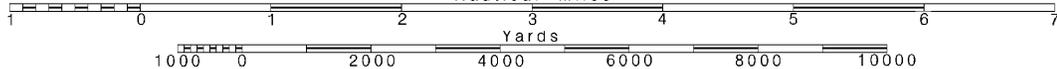
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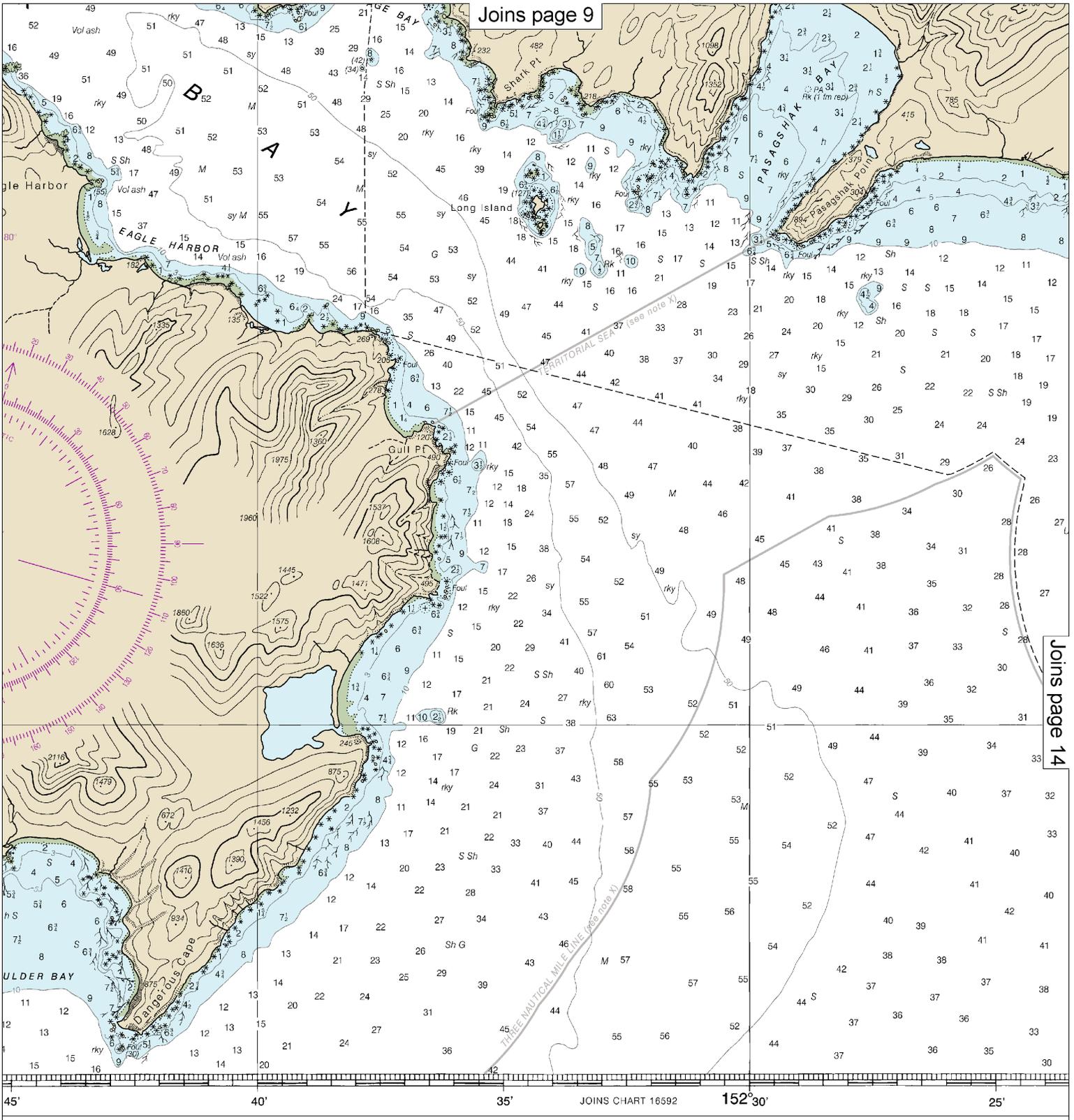
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

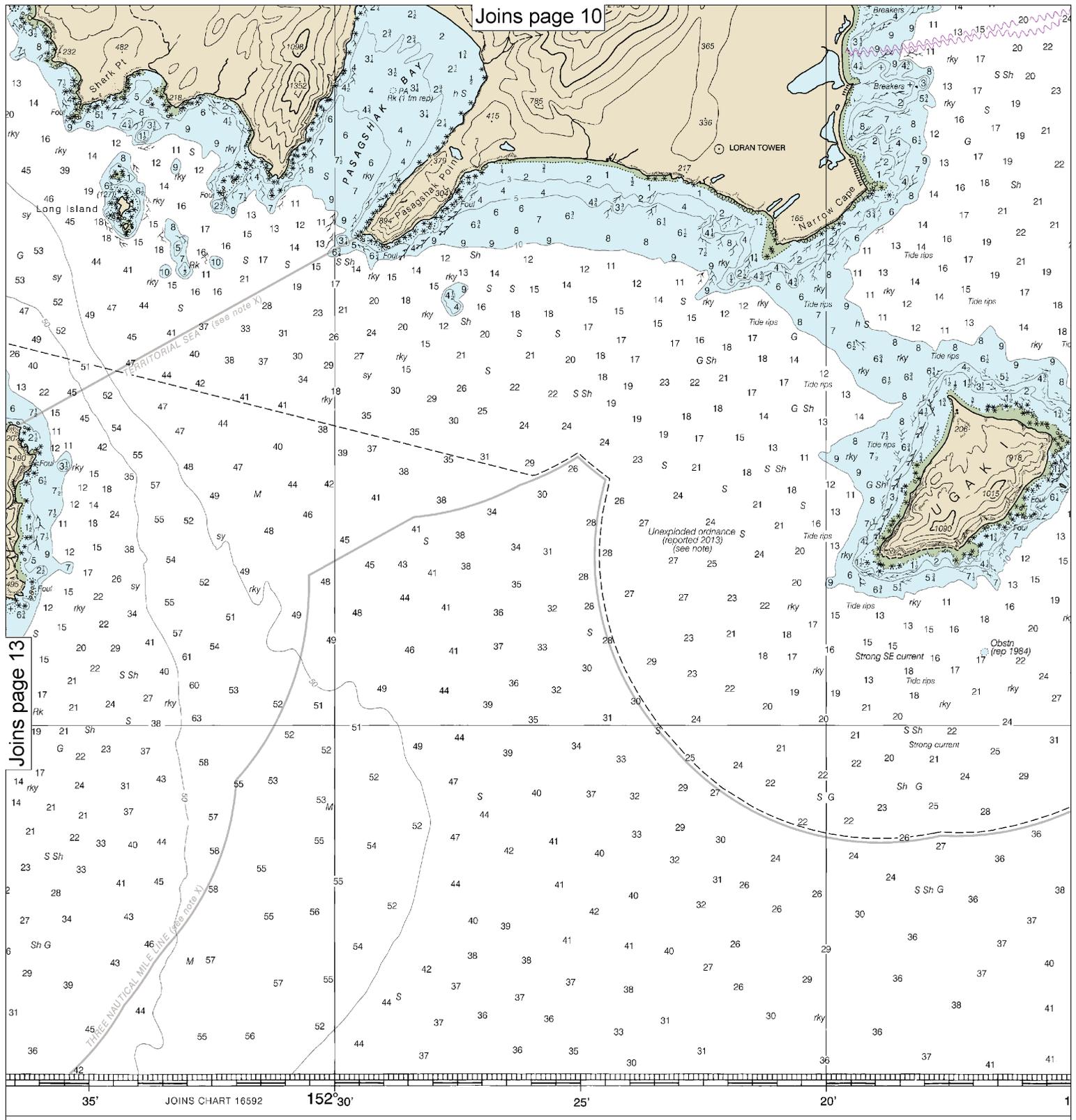




or comments
act.htm.

SOUNDINGS IN FATHOMS

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



THOMS

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 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

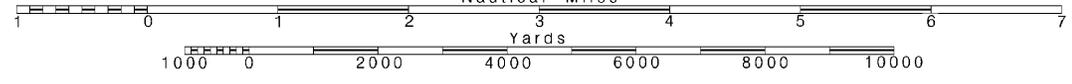
FATHOMS	1	2	3	4
FEET	6	12	18	24
METERS	1	2	3	4

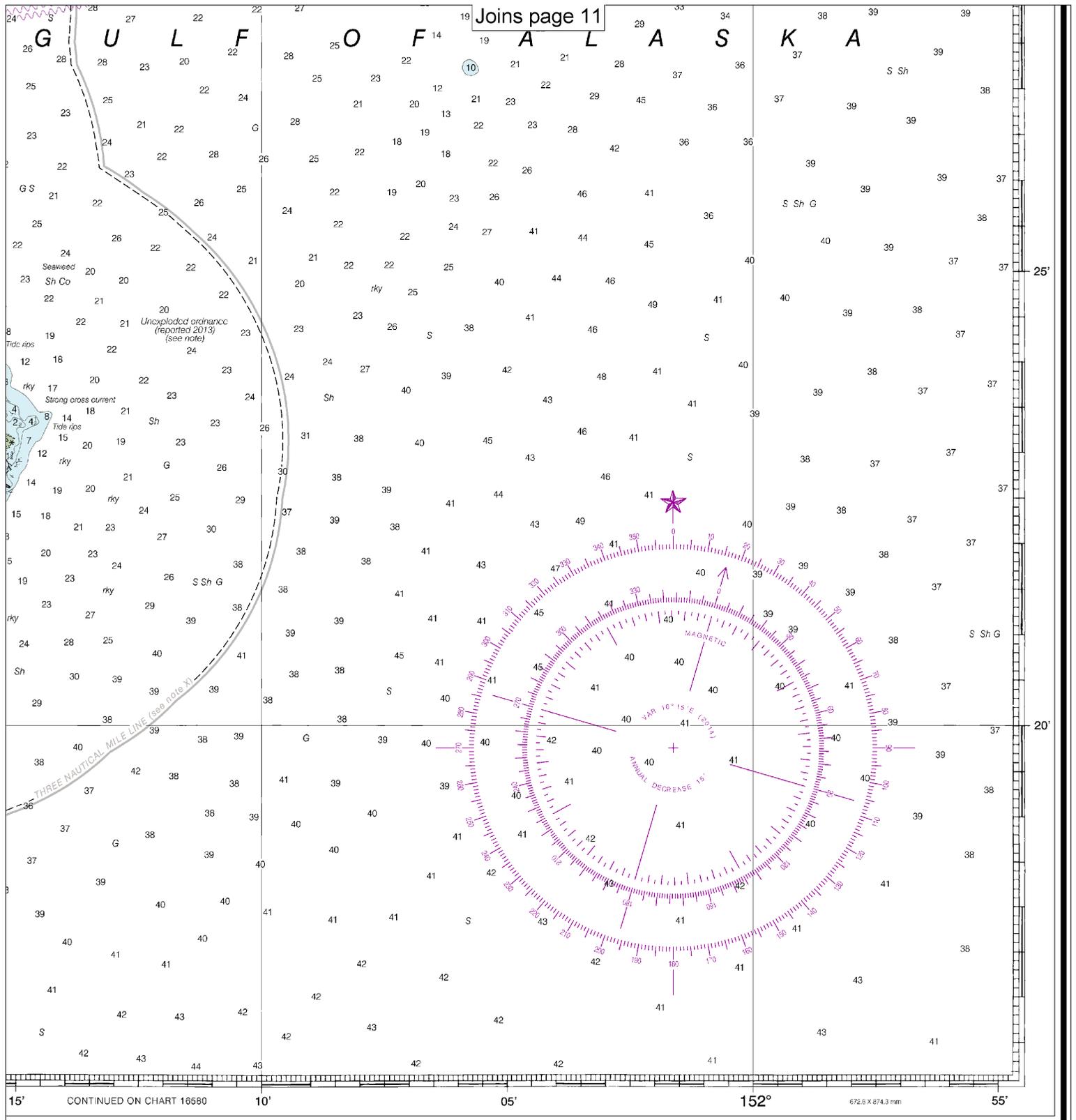
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.





4	5	6	7	8	9	10	11	12	13	14	15	16	17										
2	30	38	42	48	54	60	66	72	78	84	90	96	102										
8	8	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Chiniak Bay to Dangerous Cape
SOUNDINGS IN FATHOMS - SCALE 1:80,000

16593



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>
- 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>



— 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.