

# BookletChart™

## Kodiak and St. Paul Harbors

NOAA Chart 16595

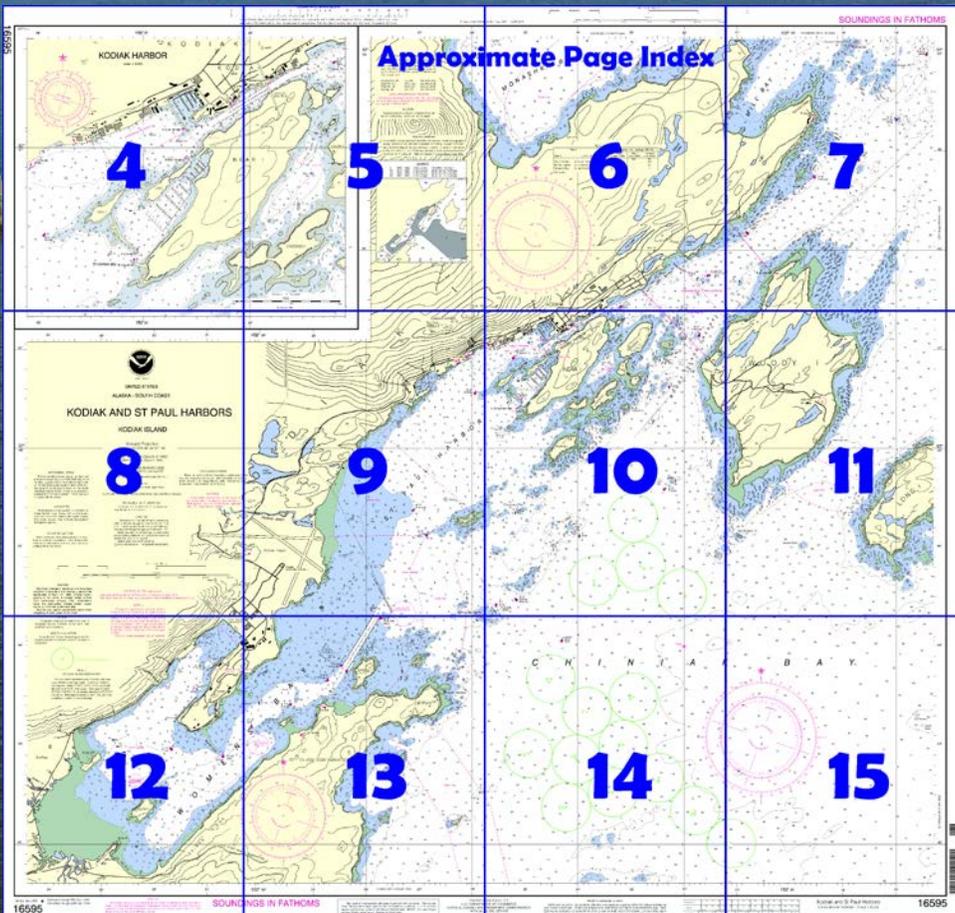


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

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

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16595>.



**(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. **Puffin Island**, near the center of St. Paul Harbor, is 80 feet high, small, and grass covered. The end of the foul ground, extending 600 yards SW from the island, is marked by a lighted bell buoy. The W part of St. Paul Harbor is bordered by dangerous reefs and shoals up to 0.6 mile offshore.

**Gull Island**, 0.5 mile W of Near Island, is 24 feet high and narrow. A shoal extending 350 yards SW from the S point of the island is marked at the W extremity by a lighted buoy. The foul ground N of the island is marked by a lighted buoy about 260 yards off the N point. More foul ground, marked by a buoy at the outer extremity, extends about 300 yards SE of the island.

**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 harbormaster 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](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://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>

16595

KAPP 2557

26'

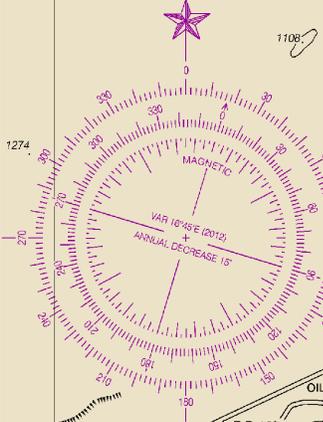
152° 25'

24'

# KODIAK HARBOR

Scale 1:10,000

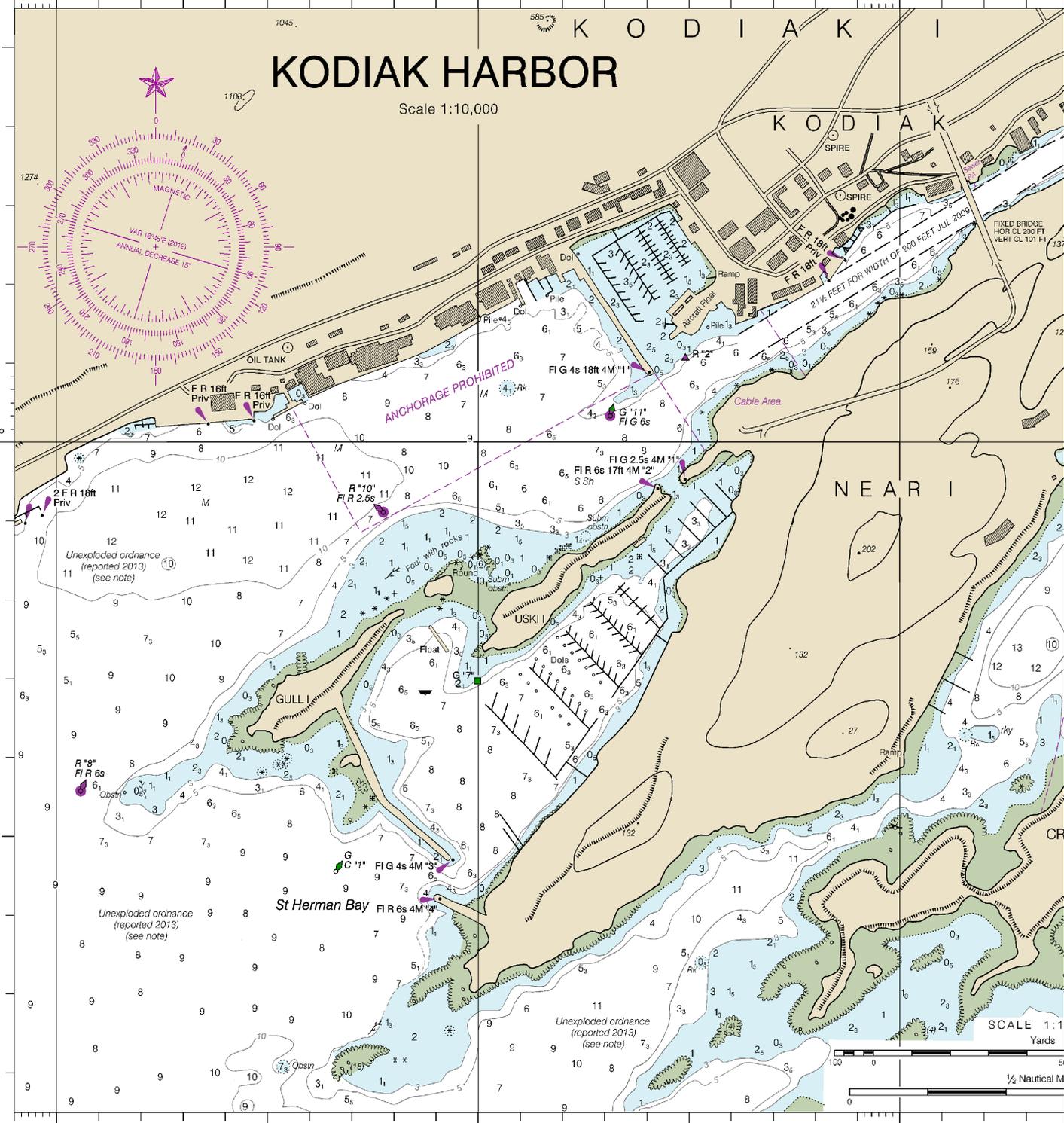
## KODIAK



57° 47'

ANCHORAGE PROHIBITED

## NEAR I



Unexploded ordnance (reported 2013) (see note)

Unexploded ordnance (reported 2013) (see note)

Unexploded ordnance (reported 2013) (see note)

SCALE 1:1 Yards

1/2 Nautical M

26'

152° 25'

24'

34'

33'

32'

31'

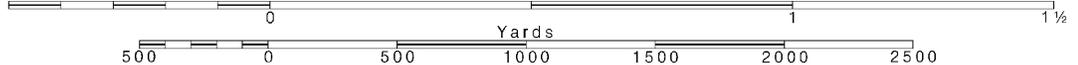
152° 30'

Joins page 8

Printed at reduced scale.

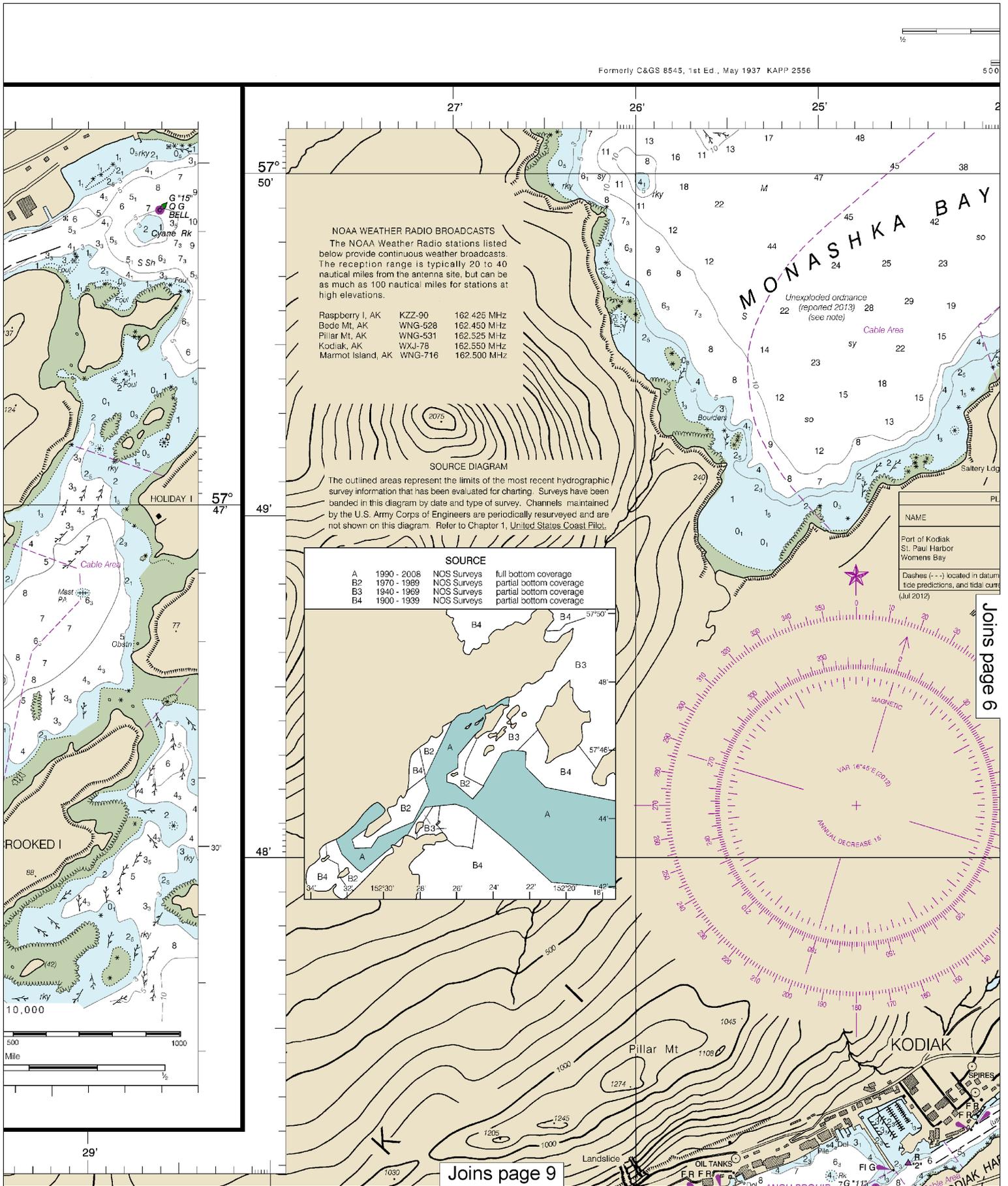
SCALE 1:20,000 Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

# 4



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





Formerly C&GS 8545, 1st Ed., May 1937 KAPP 2556

27' 26' 25' 24' 23' CONTINUED ON CHART 16694

**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
Marmot Island, AK	WNG-716	162.500 MHz

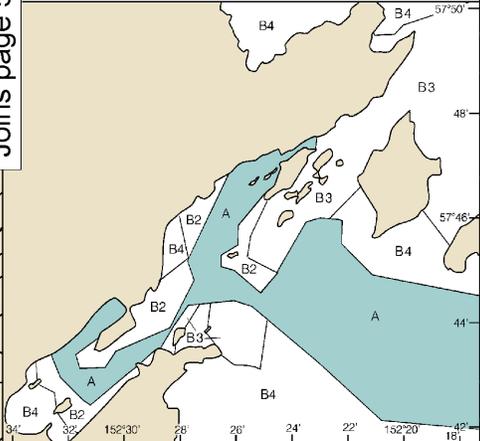
**SOURCE DIAGRAM**

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 - 2006	NOS Surveys	full bottom coverage
B2	1970 - 1989	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage

Joins page 5



**MONASHKA BAY**

Unexploded ordnance (reported 2013) (see note)

Cable Area

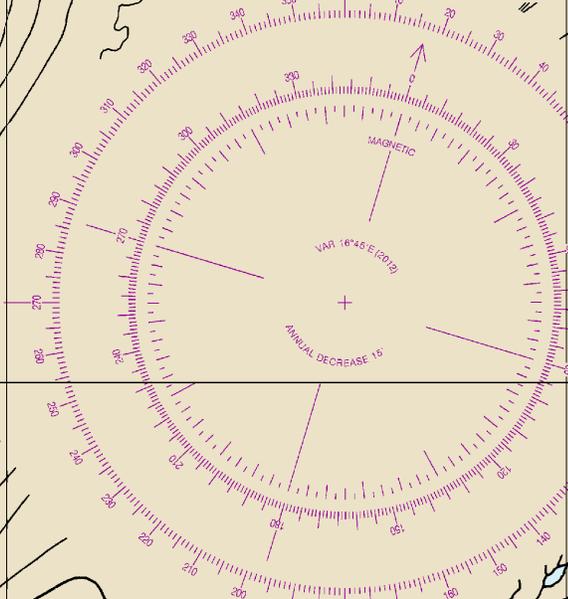
**TIDAL INFORMATION**

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
NAME (LAT/LONG)	feet	feet	feet	feet
Port of Kodiak (57°47'N/152°26'W)	6.8	7.9	1.1	1.1
St. Paul Harbor (57°45'N/152°29'W)	9.7	7.8	1.1	1.1
Womens Bay (57°44'N/152°31'W)	8.8	7.9	1.1	1.1

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>. (Jul 2012)

**NOTE X**

Within the 12-nautical mile Territorial Sea, establish some Federal laws apply. The Three Nautical Mile outer limit of the territorial sea, is retained as it continues to the limit of the other laws. The 9-nautical mile Natural Resources of Florida, Texas, and Puerto Rico, and the Three Nautical miles most cases the inner limit of Federal fisheries jurisdiction of the states. The 24-nautical mile Continental Shelf Exclusive Economic Zone were established. Unless fixed by treaty or the U.S. Supreme Court, the modification.



**KODIAK**

Joins page 10

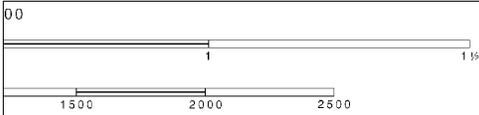
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.

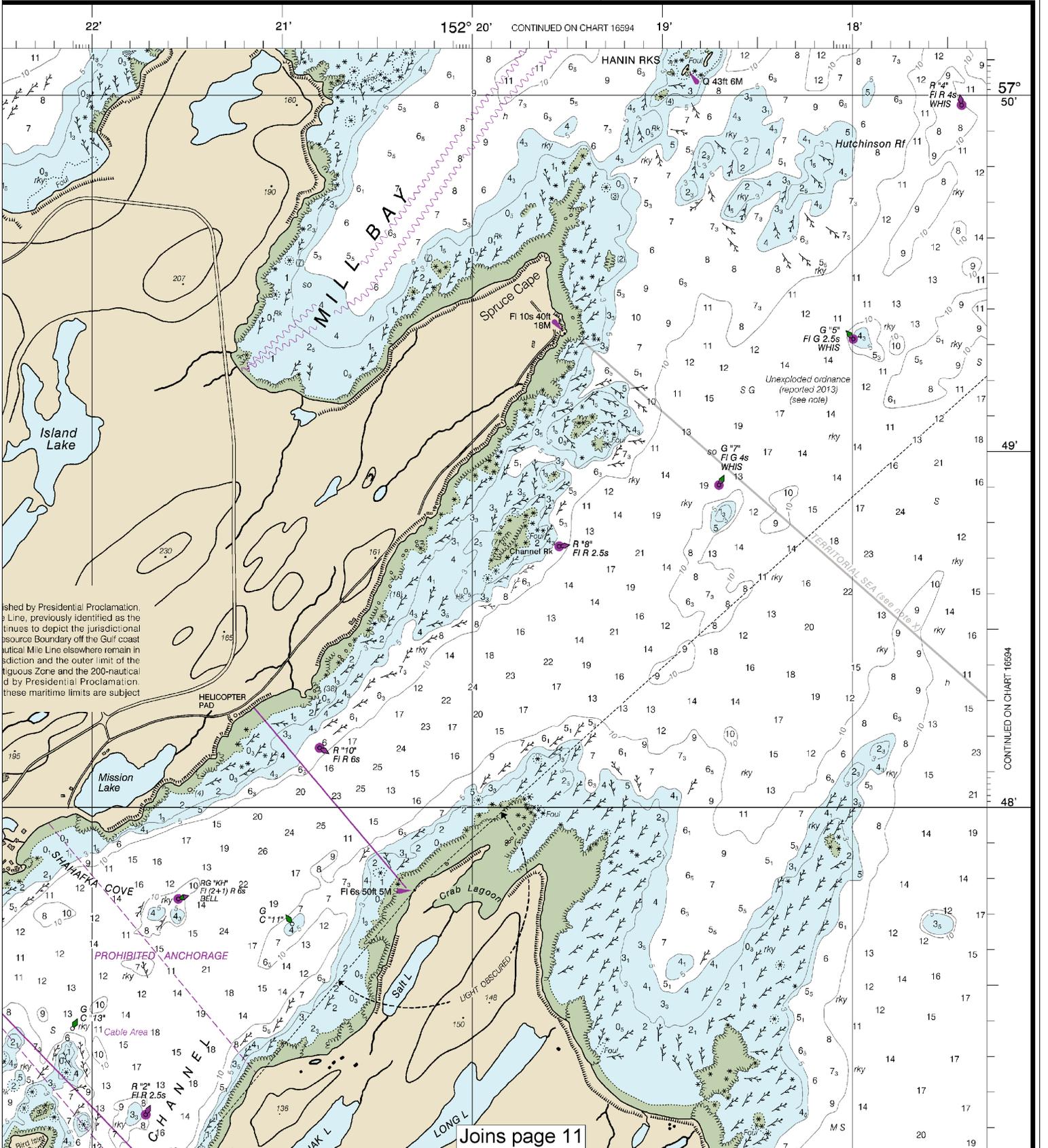


Note: Chart grid lines are aligned with true north.



# SOUNDINGS IN FATHOMS

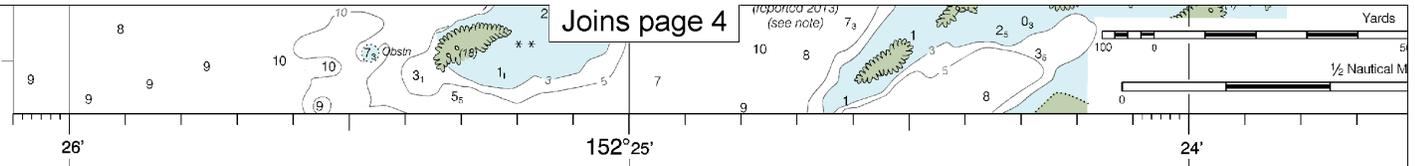
(FATHOMS AND FEET TO 11 FATHOMS)



...shed by Presidential Proclamation. ... Line, previously identified as the ... to depict the jurisdictional ... resource Boundary off the Gulf coast ... Line elsewhere remain in ... and the outer limit of the ... Zone and the 200-nautical ... by Presidential Proclamation. ... these maritime limits are subject

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





UNITED STATES  
ALASKA - SOUTH COAST

# KODIAK AND ST PAUL HARBORS

## KODIAK ISLAND

Mercator Projection  
Scale 1:20,000 at Lat 57° 45'

North American Datum of 1983  
(World Geodetic System 1984)

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

For Symbols and Abbreviations see Chart No. 1

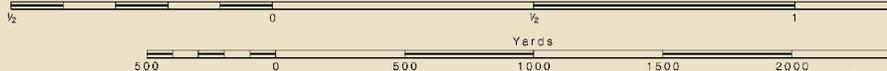
HEIGHTS  
Heights in feet above Mean High Water.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

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

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)   ○ (Approximate location)

SCALE 1:20,000  
Nautical Miles



LOCAL MAGNETIC DISTURBANCE  
Differences of as much as 20° to 40° from the normal variation have been observed at latitude 57°43'51"N and longitude 152°30'50"W.

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 2.714' southward and 7.846' westward to agree with this chart.

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.

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.

CAUTION  
Significant changes in depths and shoreline have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Charted hydrography in the vicinity of Kodiak Harbor is from post earthquake surveys. Tidal observations since the earthquake indicate bottom subsidence of -5.6 feet at Womens Bay. Mariners are urged to use extreme caution when navigating in other areas of this chart.

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

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

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).

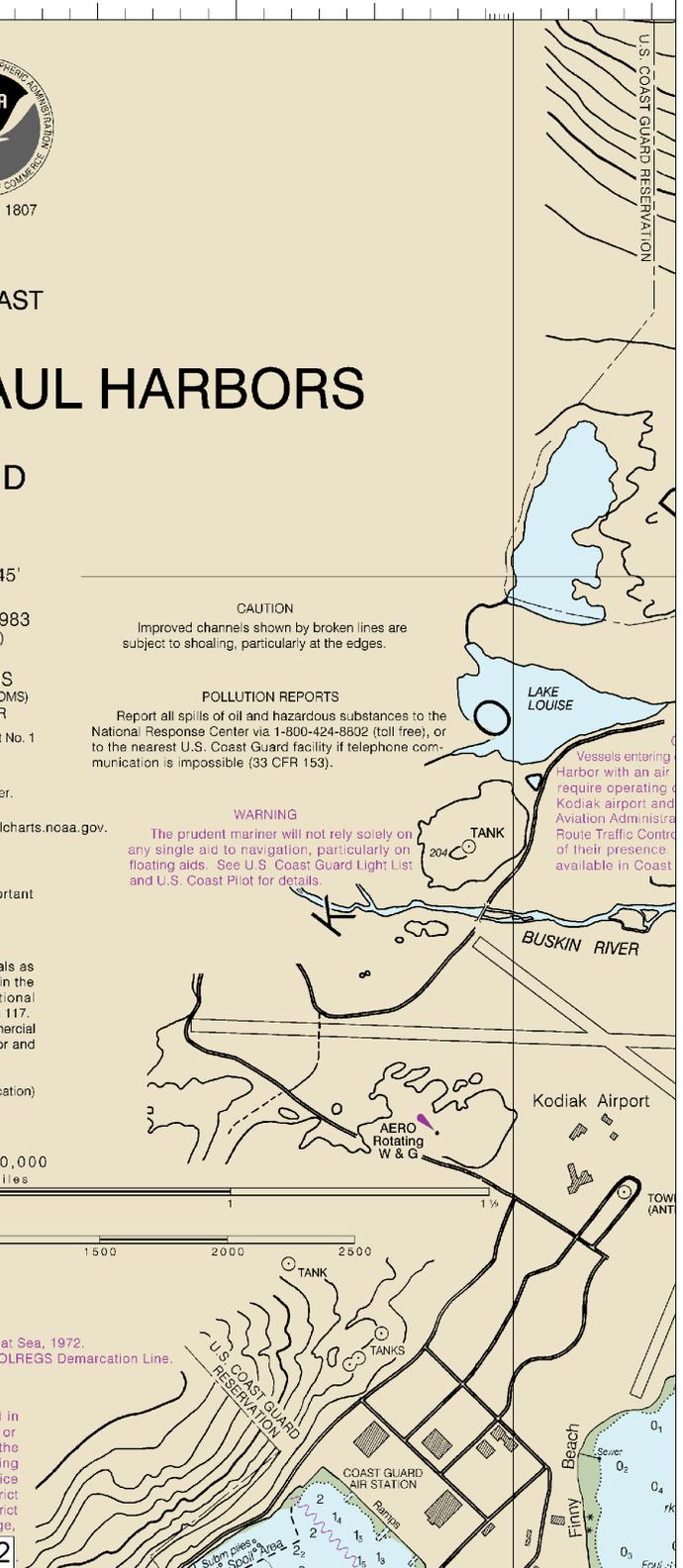
WARNING  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Vessels entering Harbor with an air require operating of Kodiak airport and Aviation Administration Route Traffic Control of their presence. available in Coast

COLREGS, 80.1750 (see note A)  
International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

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 chart

Joins page 12

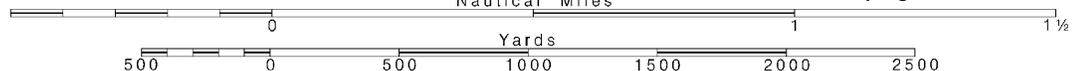


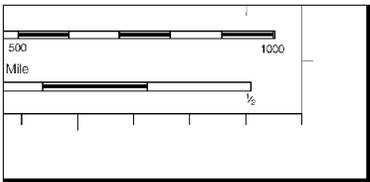
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

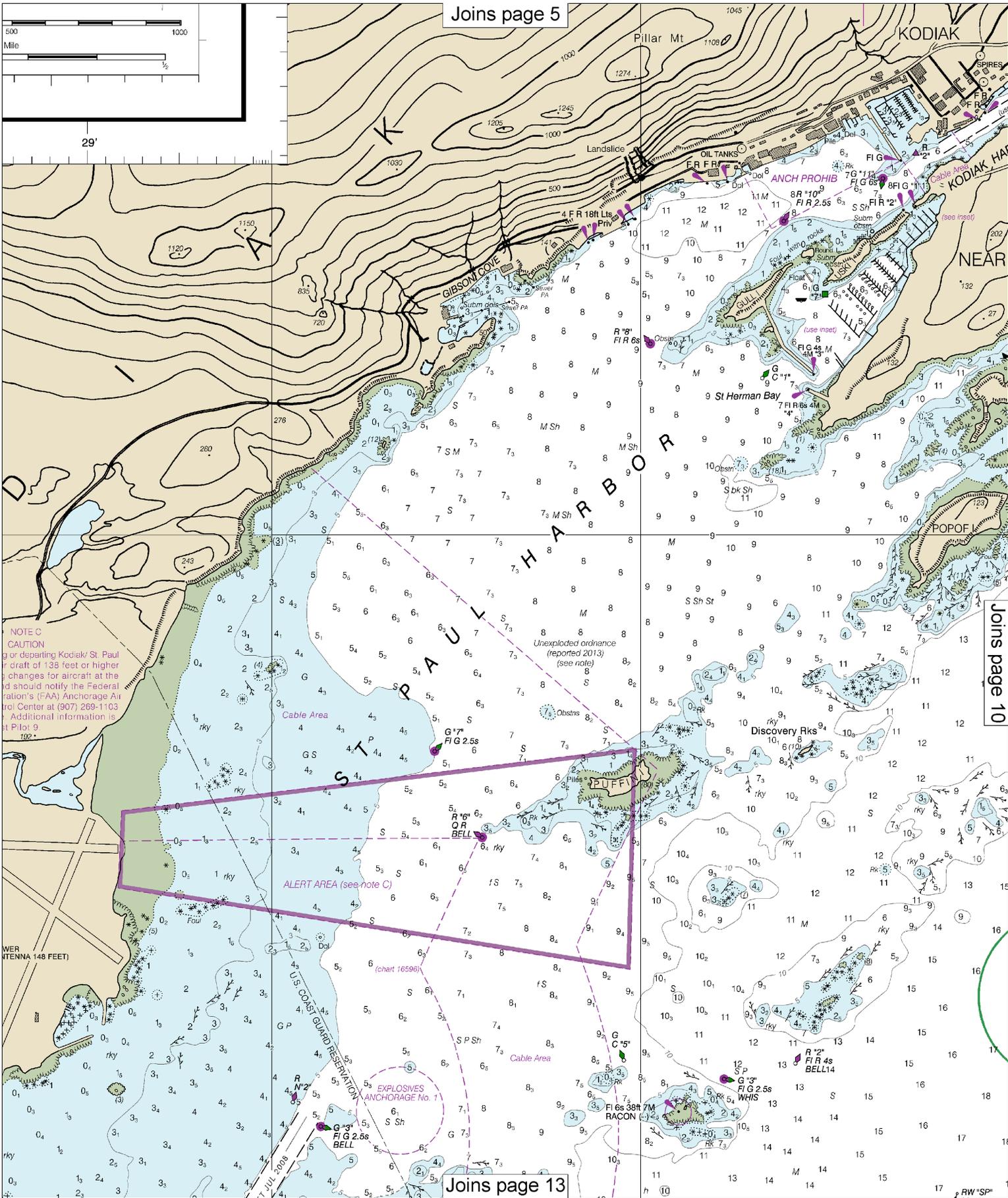
SCALE 1:20,000  
Nautical Miles

See Note on page 5.





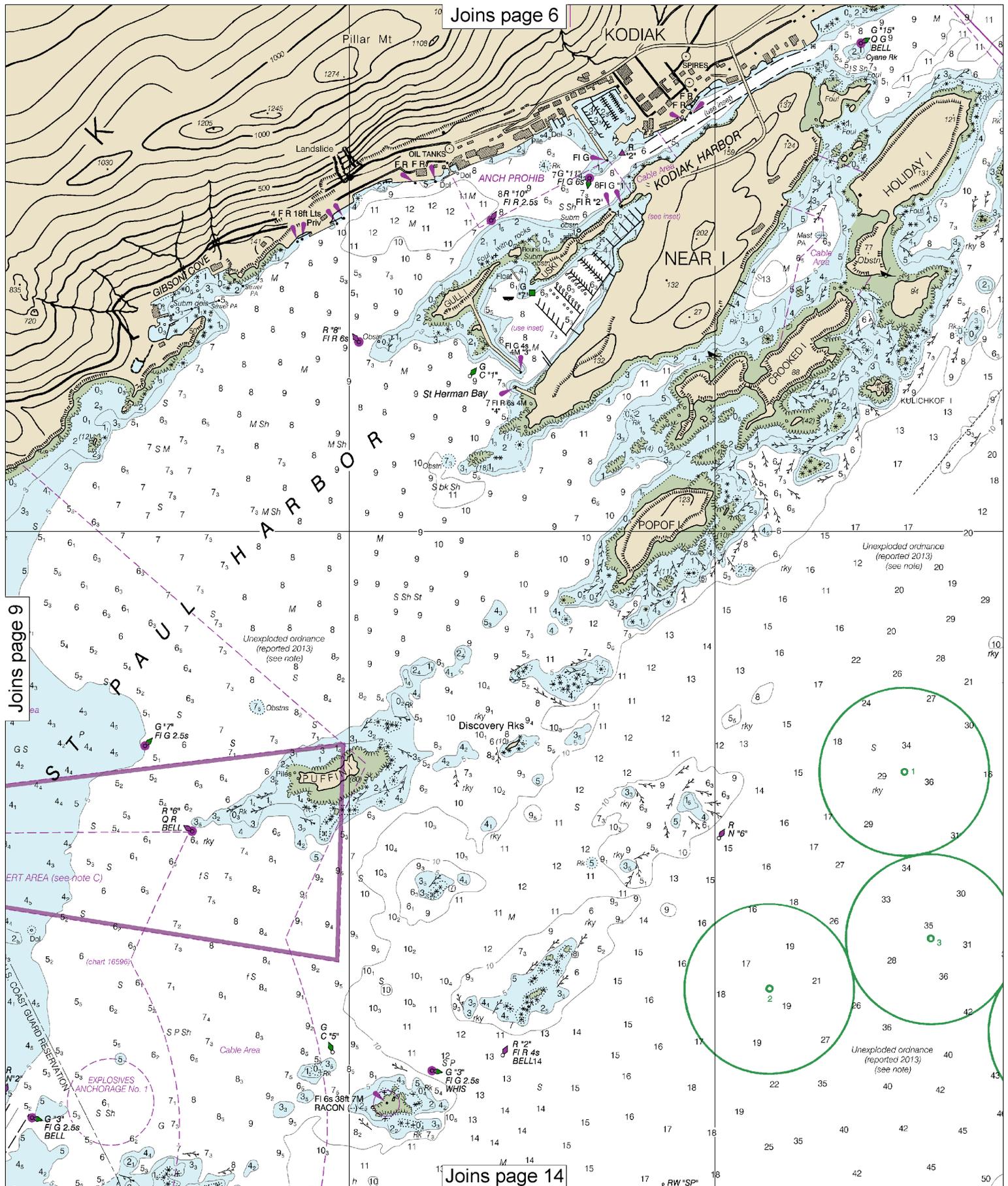
29'



**NOTE C**  
**CAUTION**  
 Flying or departing Kodiak/ St. Paul  
 or draft of 138 feet or higher  
 changes for aircraft at the  
 should notify the Federal  
 Aviation Administration's (FAA) Anchorage Air  
 Traffic Control Center at (907) 269-1103  
 for additional information is  
 at Pilot 9

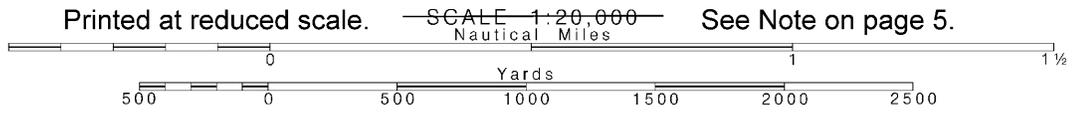
WATER ANTENNA 148 FEET

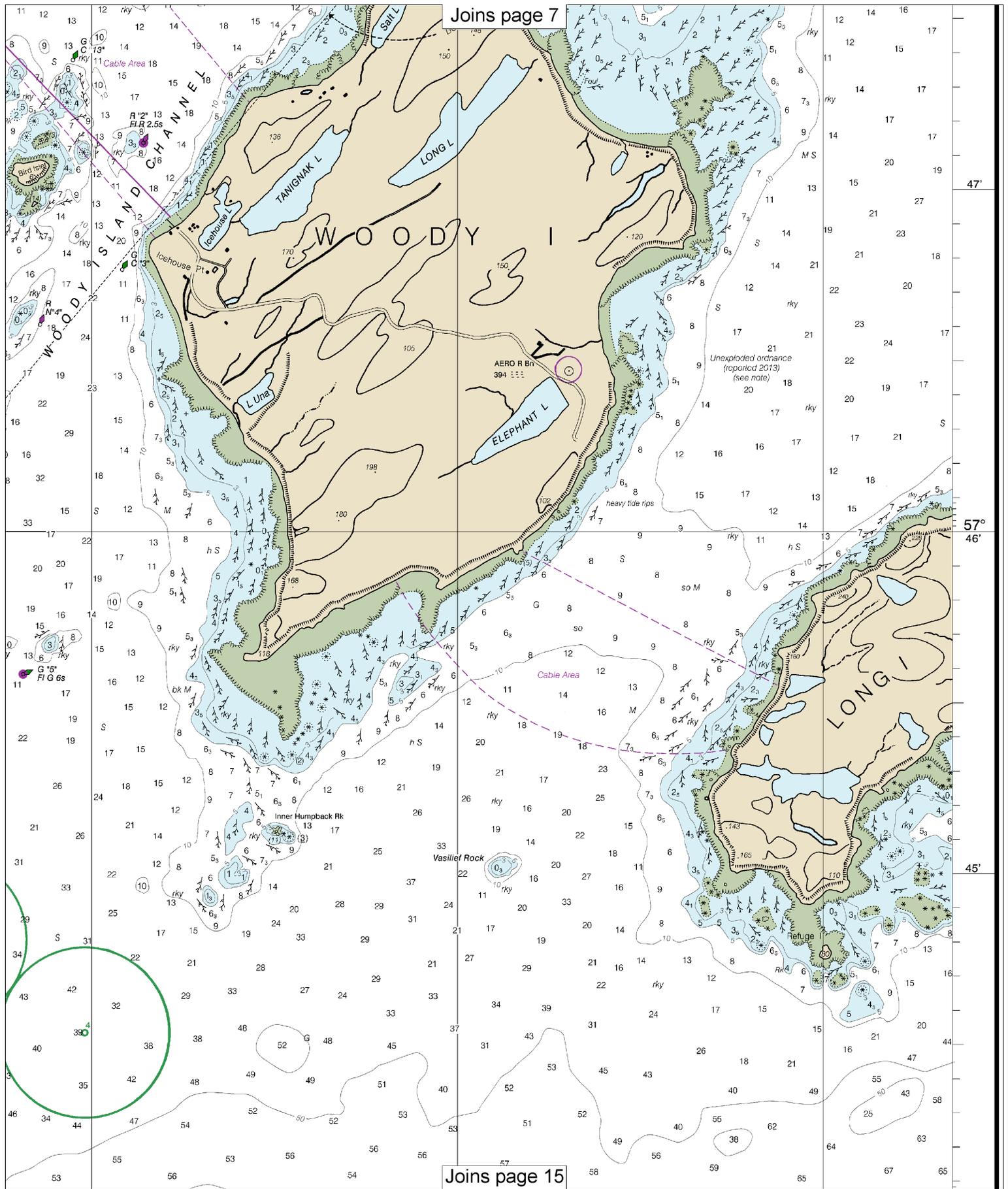
1 JUL 2008



**10**

Note: Chart grid lines are aligned with true north.





occurred in the area of this chart as a result of the earthquake of March 27, 1964. Charted hydrography in the vicinity of Kodiak Harbor is from post earthquake surveys. Tidal observations since the earthquake indicate bottom subsidence of -5.6 feet at Womens Bay.

Mariners are urged to use extreme caution when navigating in other areas of this chart.

**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.

**Joins page 8**

International Regulation of Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

**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.

**NAVAL ANCHORAGE BERTHS**



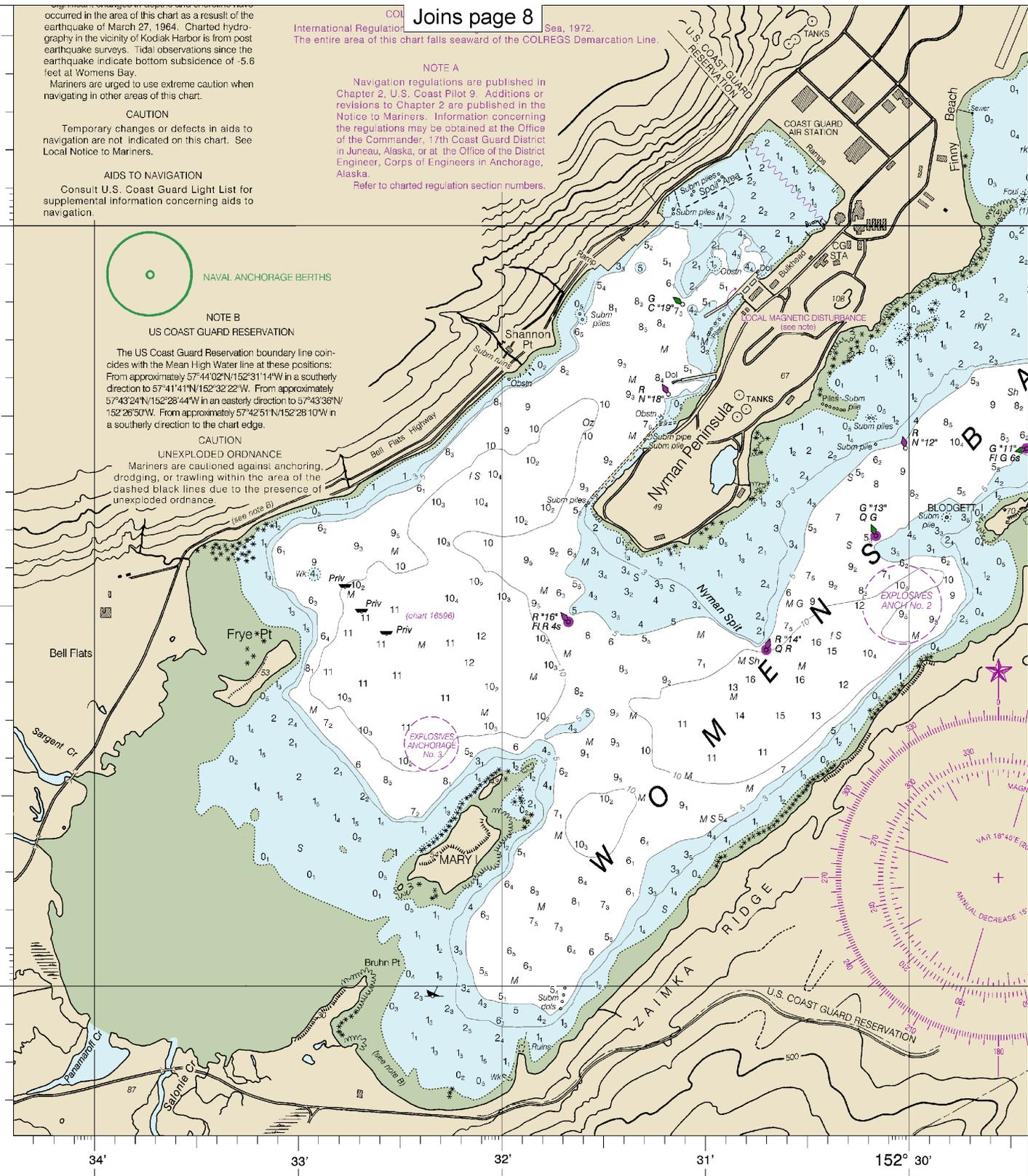
**NOTE B**  
**US COAST GUARD RESERVATION**

The US Coast Guard Reservation boundary line coincides with the Mean High Water line at these positions: From approximately 57°44'02"N/152°31'14"W in a southerly direction to 57°41'41"N/152°32'22"W. From approximately 57°43'24"N/152°28'44"W in an easterly direction to 57°43'36"N/152°26'50"W. From approximately 57°42'51"N/152°28'10"W in a southerly direction to the chart edge.

**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.



16th Ed., Oct. 2012  
**16595**

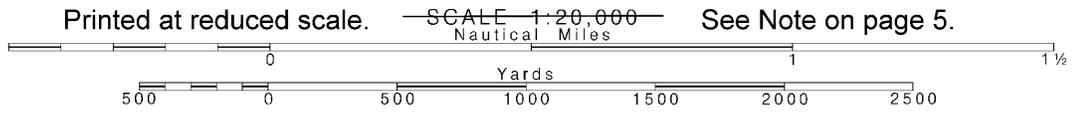
**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**SOUNDINGS IN FATHOMS**  
(FATHOMS AND FEET TO 11 FATHOMS)

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

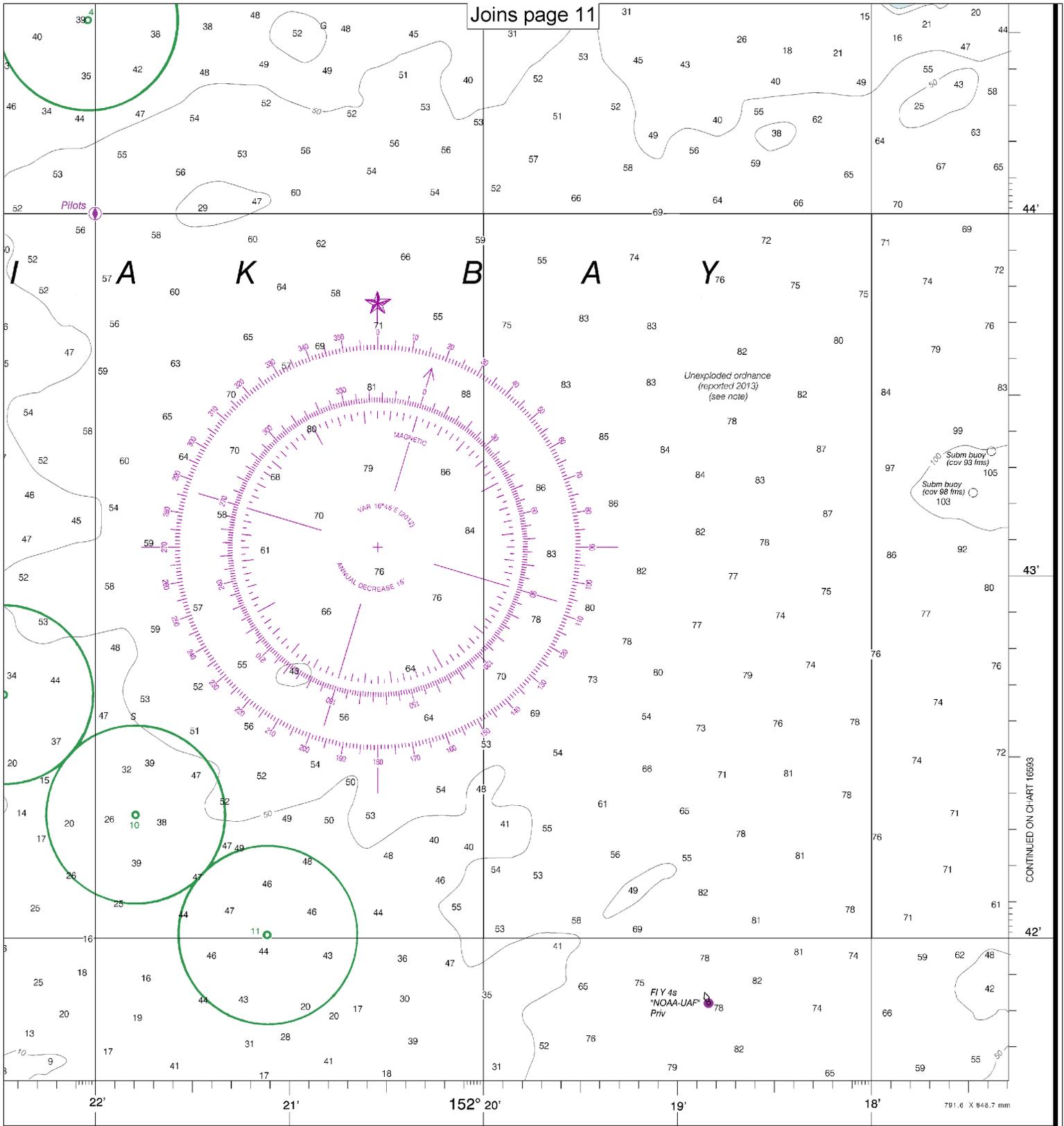
**12**

Note: Chart grid lines are aligned with true north.









CONTINUED ON CHART 16593

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

Kodiak and St Paul Harbors  
SOUNDINGS IN FATHOMS - SCALE 1:20,000

16595



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](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.