

BookletChart™



Kodiak Island – Womens Bay

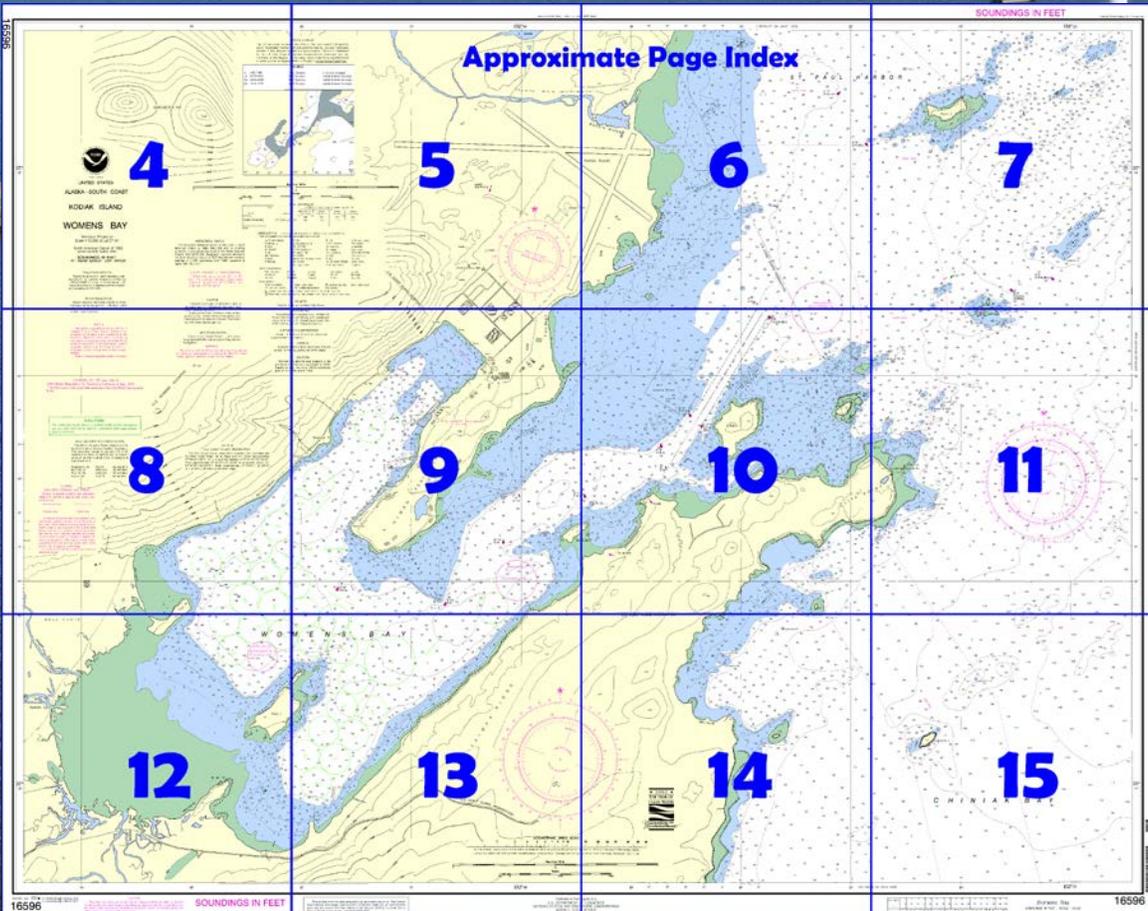
NOAA Chart 16596

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.

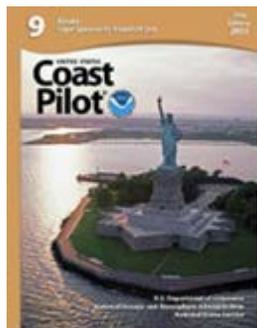
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16596>.



(Selected Excerpts from Coast Pilot)

Womens Bay, SW of St. Paul Harbor at the extreme W end of Chiniak Bay, is the site of the Coast Guard Base Support Unit. Womens Bay is frequently blocked by ice in midwinter and vessels may experience high wind coming off of Old Womens Mountain. The area routinely experiences storms with winds in excess of 55 knots during the winter months.

Naval Defensive Sea Area and Airspace Reservation.—Under the authority of

Executive Orders 8717 of March 22, 1941, 8597 of November 18, 1940, and 9720 of May 8, 1946, the area in and about Womens Bay is a designated Naval Defensive Sea Area and Airspace Reservation.

Restrictions imposed under the authority of the above executive orders have been suspended subject to reinstatement without notice at any time that the interests of national defense may require such action.

Channels.—The entrance to Womens Bay is obstructed by numerous and extensive rocks and reefs; some are awash at extreme low water while others are up to 6 feet high. A 400-foot-wide buoyed channel passes through this foul area NW of Zaimka Island to deeper water inside. The channel is marked by buoys and a 211° lighted range. In 2008, a depth of 28 feet was available in the channel.

In the winter, buoys are often moved off station due to ice floes.

Cliff Point, on the S side of the entrance to Womens Bay, is the end of a prominent 192-foot-high headland that is covered with grass and scattered brush; two prominent pinnacle rocks are among the reefs E of the point. Broken ground and rocks extend about 0.5 mile NE of the point. **Cliff Island**, 0.3 mile N of Cliff Point, is small and 62 feet high with steep cliffs on all but the SE side; pinnacle rocks are on the NE and S sides.

Zaimka Island, the largest of the islands at the entrance to Womens Bay, is 151 feet high, bordered with cliffs, and covered with bushes and grass. **Blodgett Island**, 0.7 mile SW of Zaimka Island, is 70 feet high.

Nyman Peninsula, on the W side of the entrance to Womens Bay, forms a protected inner bay. **Nyman Spit**, a submerged sandspit, extends about 800 yards SE from the S end of the peninsula; a lighted buoy marks its outer end.

Currents.—In the outer part of Womens Bay, the currents follow the general direction of the channel, flowing SW on the flood and NE on the ebb with a velocity of about 1 knot. An eddy has been reported N of Blodgett Island which will set a vessel to the S at the strength of an ebb current; this should be guarded against. Also, the ebb current flows NE across Nyman Spit. Ships passing near the spit at such a time might experience a set onto it. There are marked eddies near Frye Point at the W end of Womens Bay. Although deep water is close to this point, ships should guard against passing too close to it.

Routes.—Vessels entering Womens Bay, may approach from NE through the channel W of Woody Island, thence through the buoyed channel N of St. Paul Harbor Entrance Light, and then follow the marked channel SW into Womens Bay. From E and S, the approach is the same as that for the S approach to Kodiak until St. Paul Harbor Entrance Light is passed, and then follow the dredged channel which is buoyed and marked by a 211° lighted range located at the west side of the peninsula terminating at Cliff Point. Special note should be taken of Nyman Spit, which extends 700 yards SE of Nyman Peninsula and is marked by a lighted buoy.

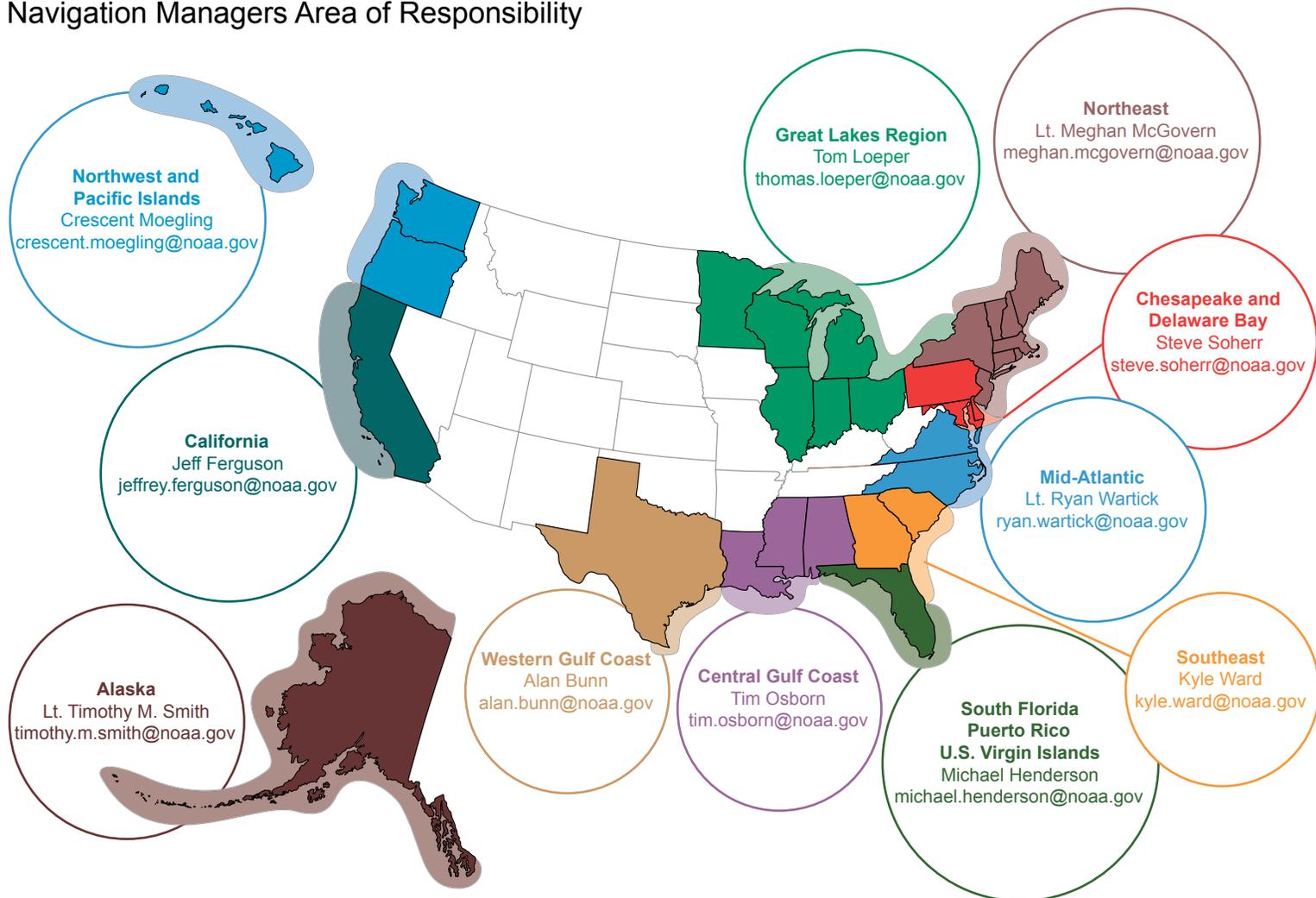
Large vessels are strongly recommended not to navigate the channel to or from Womens Bay and between the shoal waters of St. Paul Harbor entrance after dark or during low visibility unless a qualified pilot is on board or the master assumes full risk. It is also not recommended for vessels to enter or depart from Womens Bay and between the shoal waters of St. Paul Harbor during periods of wind velocities of 35 knots or more, except in emergencies or extreme necessities.

Local magnetic disturbance.—Differences of as much as 20° to 40° from the normal variation have been observed just off the Coast Guard Cargo Pier.

**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.

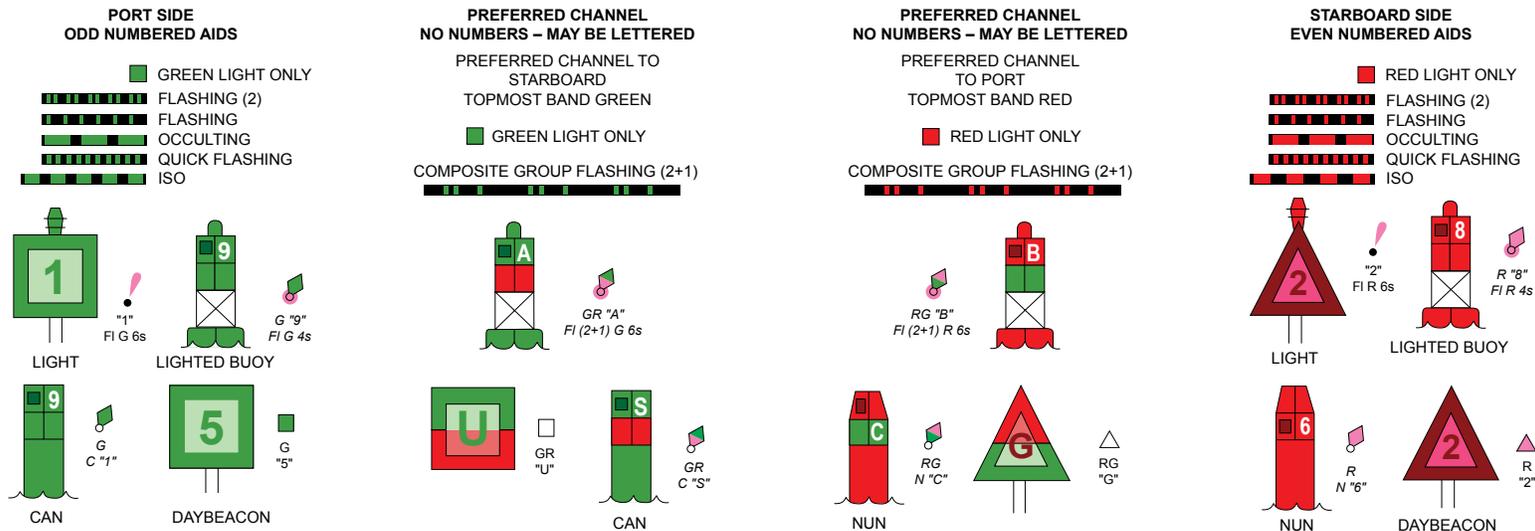
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

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>

16596

34'

33'

57°
45'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTH COAST

KODIAK ISLAND

WOMENS BAY

Mercator Projection
Scale 1:10,000 at Lat 57°44'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

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).

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.

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.

BAROMETER MT

2455

2488

2300

2200

2100

2000

1900

1800

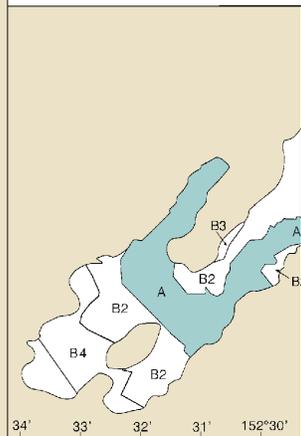
1700

1600

1500

SOURCE
The outlined areas represent the survey information that has been evaluated in this diagram by date and by the U.S. Army Corps of Engineers not shown on this diagram. Consult the areas outlined in magenta. Refer to

SOURCE	
A	1990-2008 NOS Surv
B2	1970-1989 NOS Surv
B3	1940-1969 NOS Surv
B4	1900-1939 NOS Surv



SCALE 1:10,000
Nautical Miles



TIDAL INFORMATION	
PLACE	
NAME	(LAT/LON)
Womens Bay	(57°44' N/152°30' W)

Dashes (---) located in datum columns indicate unavailable tide predictions, and tidal current predictions are available (Jul 2012)

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 2.726' southward and 7.068' westward to agree with this chart.

LOCAL MAGNETIC DISTURBANCE

Differences as much as 20° to 40° from the normal variation have been observed at latitude 57°43'54"N, and longitude 152°30'42"W.

CAUTION

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

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AIDS TO NAVIGATION

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

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.

ABBREVIATIONS

(For complete list of Symbols see U.S. Coast Pilot 9)

AERO aeronautical	G grog
Al alternating	IC inter
B black	iso isop
Bn beacon	LT HO l
C can	M nauti
DIA diaphone	m minut
F fixed	MICRO
F flashing	Mkr met

Bottom characteristics:

Blds boulders	Co coral
bk broken	G gravel
Cy clay	GrS grass

Miscellaneous:

AUTH authorized	Obstr
ED existence doubtful	PA po
2L Wreck, rock, obstruction, or sho	
(2) Rocks that cover and uncover,	

HEIGHTS

Heights in feet above mean low water

HYDROGRAPHY

Hydrography and tidal information from the U.S. National Geospatial-Intelligence Agency

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Guard Light List for supplemental information

IMPROVED CHANNELS

Improved channels

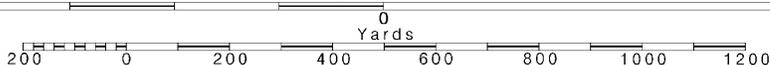
Joins page 8

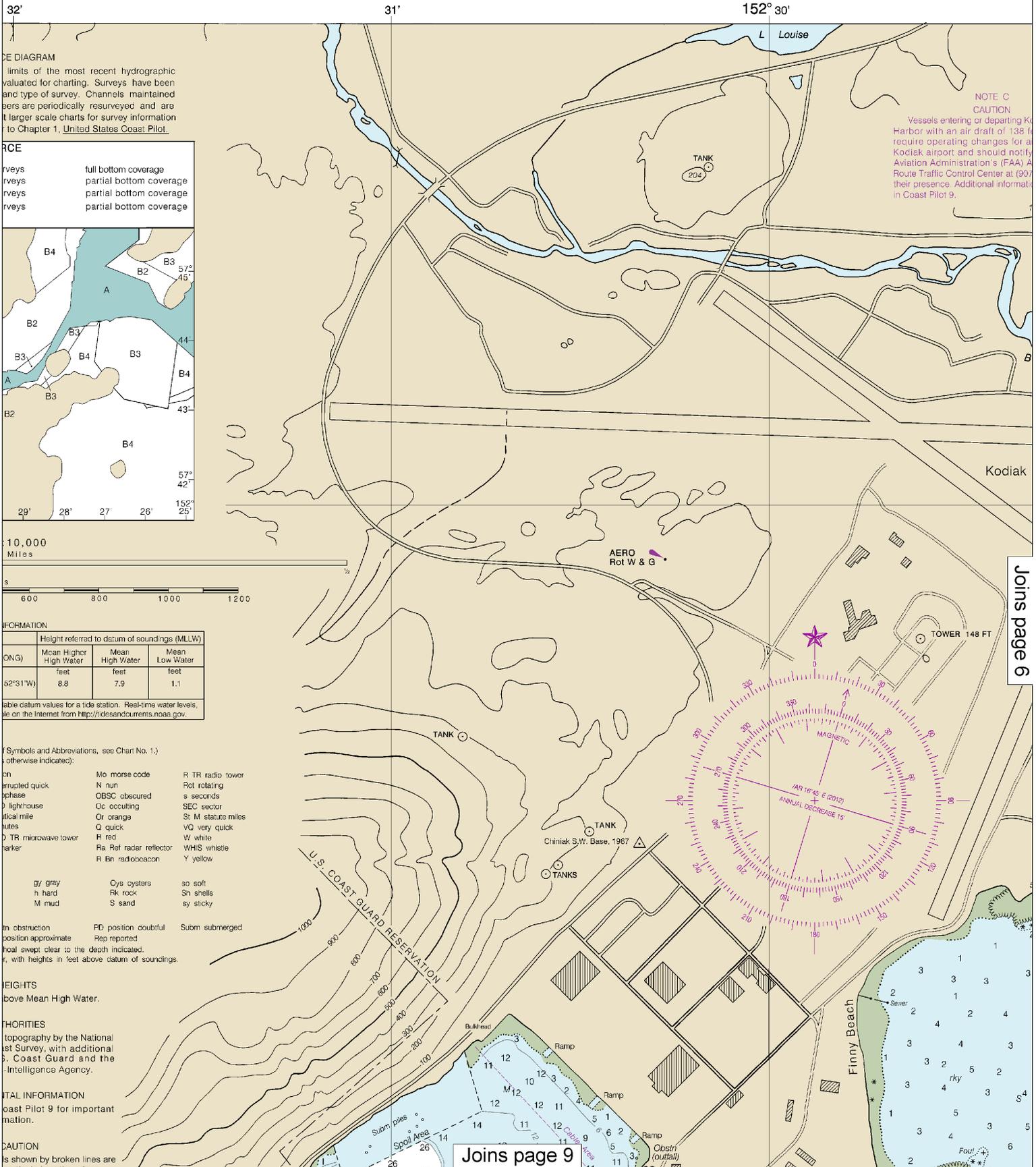
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000
Nautical Miles

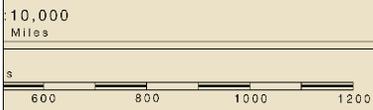
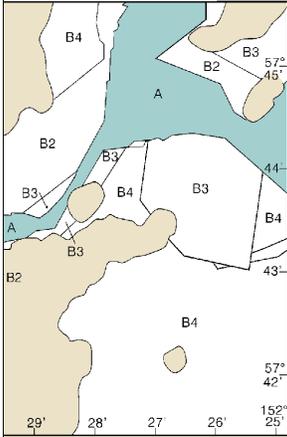
See Note on page 5.





DE DIAGRAM
 limits of the most recent hydrographic
 valuated for charting. Surveys have been
 and type of survey. Channels maintained
 bers are periodically resurveyed and are
 larger scale charts for survey information
 to Chapter 1, United States Coast Pilot.

ICE
 rveys full bottom coverage
 rveys partial bottom coverage
 rveys partial bottom coverage
 rveys partial bottom coverage



INFORMATION

HEIGHT	Height referred to datum of soundings (MLLW)		
	Mean High Water	Mean High Water	Mean Low Water
feet	feet	feet	feet
52°31'W)	8.8	7.9	1.1

able datum values for a tide station. Real-time water levels,
 le on the Internet from <http://tidesandcurrents.noaa.gov>.

- (Symbols and Abbreviations, see Chart No. 1.)
 otherwise indicated):
- Mo Morse code
 - N nun
 - OBSC obscured
 - Oc occulting
 - Or orange
 - Q quick
 - R red
 - Ra Ref radar reflector
 - R Bn radiobeacon
 - Cys cysters
 - Rk rock
 - S sand
 - so soft
 - Sh shells
 - sy sticky
 - Subm submerged
 - Rep reported

In obstruction
 position approximate
 hoal swept; clear to the depth indicated.
 r, with heights in feet above datum of soundings.

HEIGHTS
 above Mean High Water.

AUTHORITIES
 topography by the National
 st Survey, with additional
 S. Coast Guard and the
 Intelligence Agency.

ADDITIONAL INFORMATION
 Coast Pilot 9 for important
 nation.

CAUTION
 is shown by broken lines are

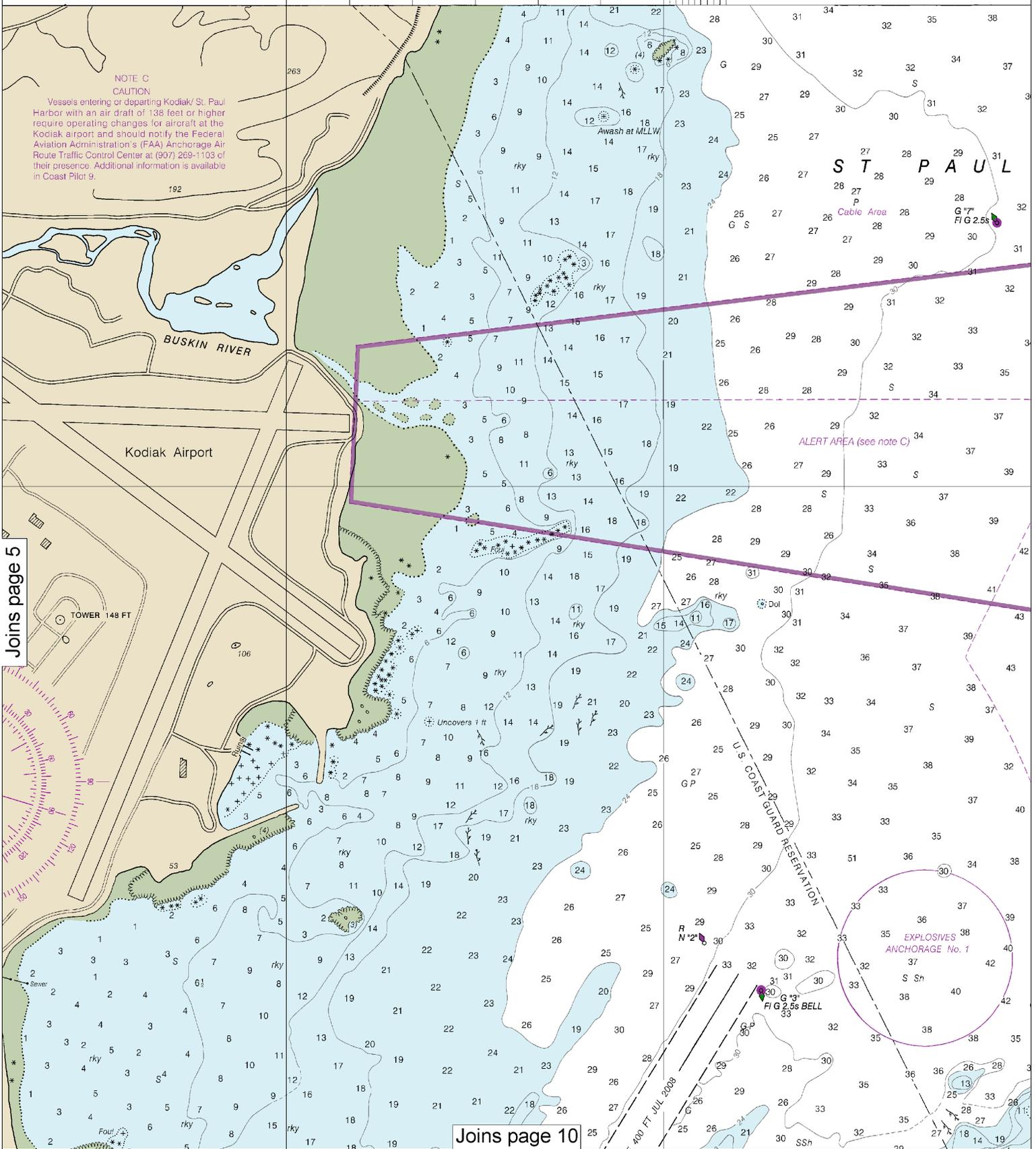
NOTE C
CAUTION
 Vessels entering or departing Kodiak Harbor with an air draft of 138 ft require operating changes for a Kodiak airport and should notify Aviation Administration's (FAA) Al Route Traffic Control Center at (907) their presence. Additional information in Coast Pilot 9.

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





Joins page 5

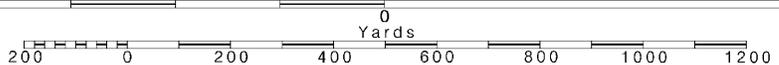
Joins page 10



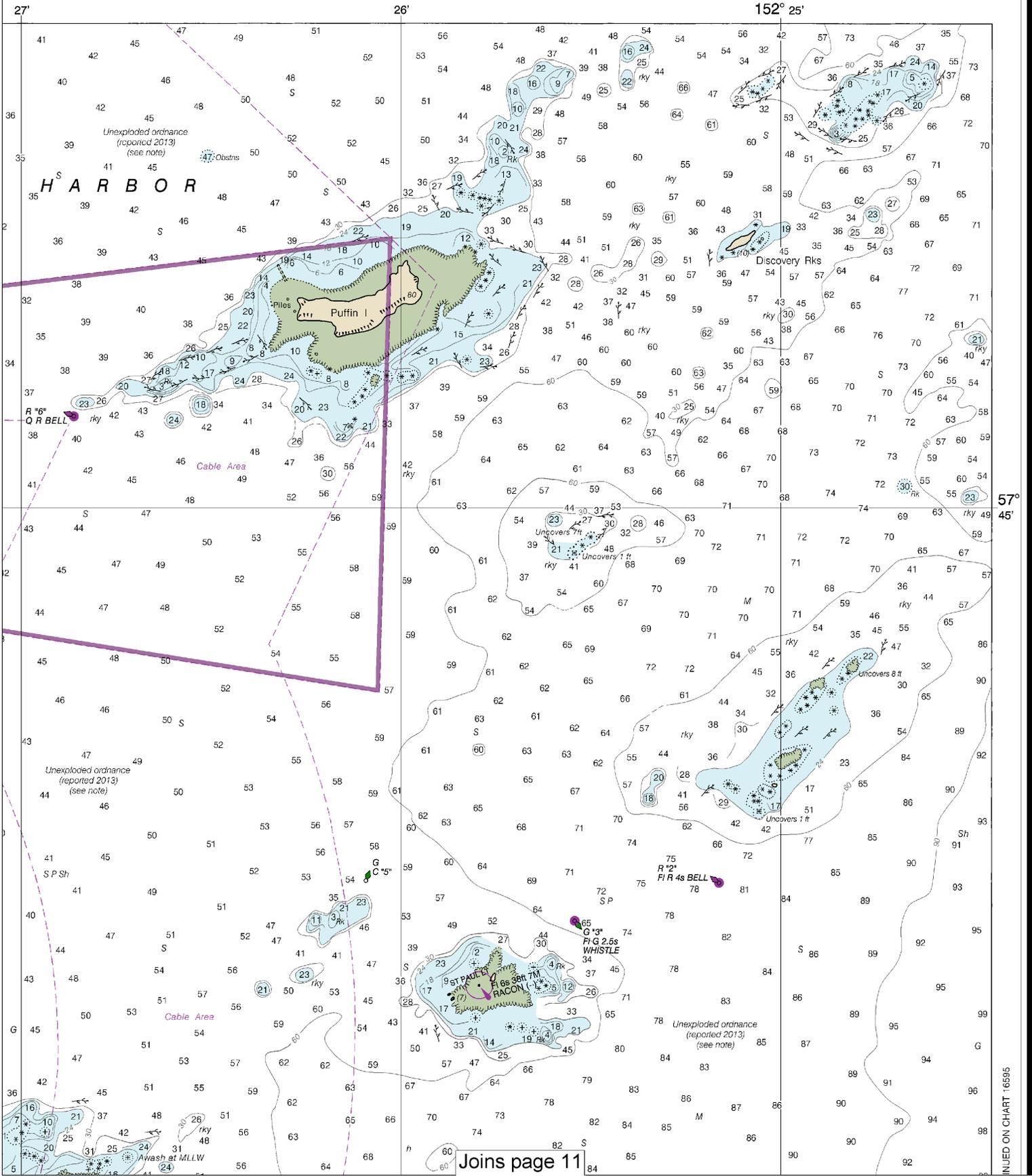
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET



Last Correction: 4/27/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



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.

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 Line.

CAUTION

The anchorage berths shown in dashed circles are for emergency use only and shall not be used for protracted anchorage without specific authority

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

CAUTION

Womens Bay and the area adjacent to the entrance channel was surveyed in 1978. Depths outside this area reflect conditions prior to the earthquake of 1964. See the source diagram for the most recent hydrographic survey information.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

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

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AIDS TO NAVIGATION

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

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.

AUTH authorized
ED existence doubtful
Wreck, rock, obstruction, or shoal
(2) Rocks that cover and uncover.

HE
Heights in feet above

AUTH
Hydrography and tidal
Ocean Service, Coast
data from the U.S.
National Geospatial-Intelligence Agency

SUPPLEMENTARY
Consult U.S. Coast
supplemental information

CA
Improved channels
subject to shoaling, partial

CA
UNEXPLODED
Mariners are cautioned
dredging, or trawling
dashed black lines of
unexploded ordnance

NOTE B

U.S. COAST GUARD RESERVATION

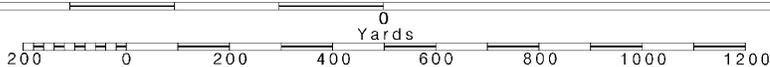
The U.S. Coast Guard Reservation boundary line coincides with the Mean High Water line at these positions: From approximately 57°44'02"N/152°31'14"W in a southerly direction to 57°41'41"N/152°32'22"W. From approximately 57°43'24"N/152°28'44"W in an easterly direction to 57°43'36"N/152°26'50"W. From approximately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



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



In obstruction
position approximate
FD position doubtful
Reo reported
Subm submerged
Subm swept clear to the depth indicated.
r, with heights in feet above datum of soundings.

HEIGHTS
above Mean High Water.

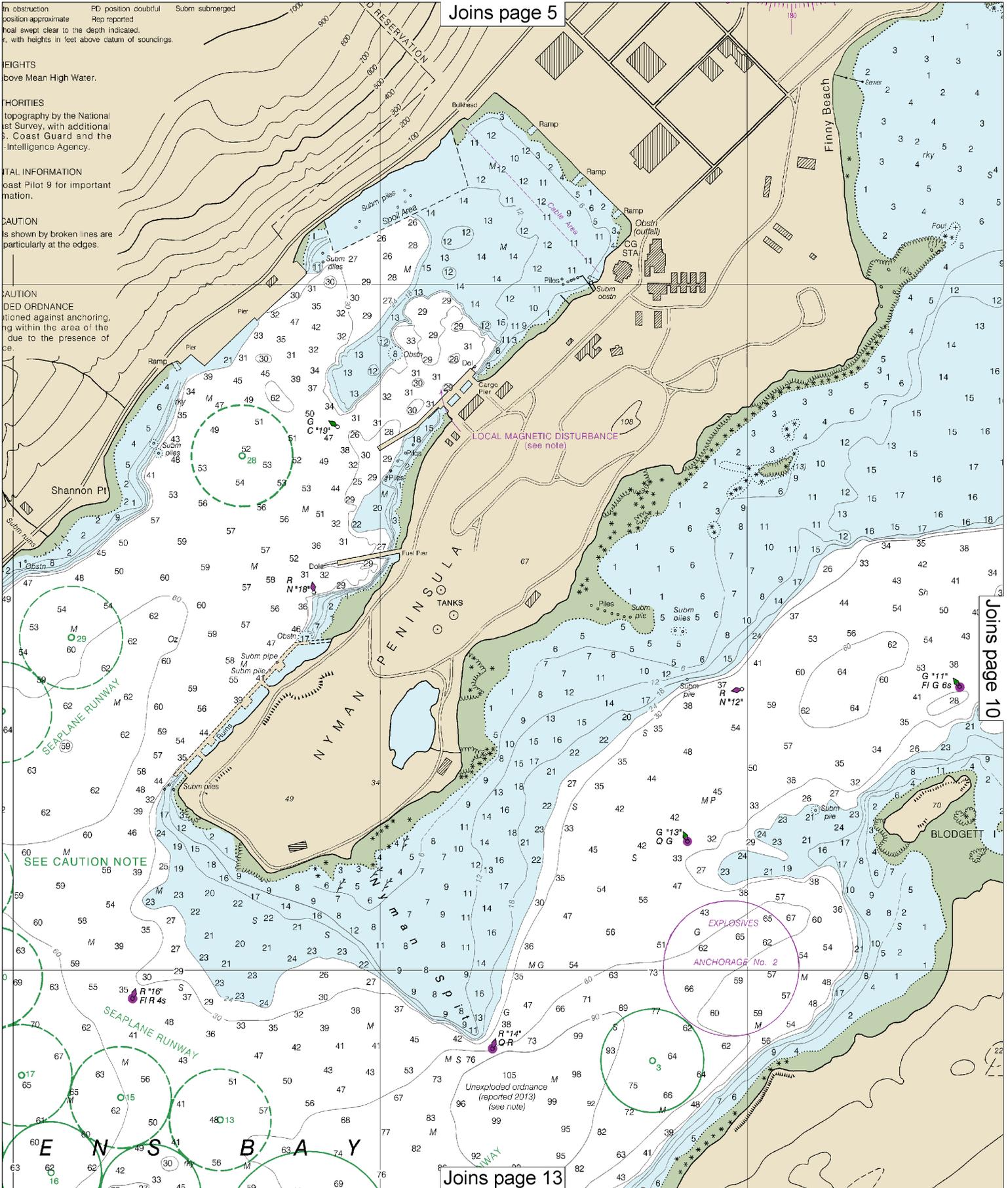
AUTHORITIES
topography by the National
st Survey, with additional
S. Coast Guard and the
Intelligence Agency.

ADDITIONAL INFORMATION
Coast Pilot 9 for important
information.

CAUTION
Is shown by broken lines are
particularly at the edges.

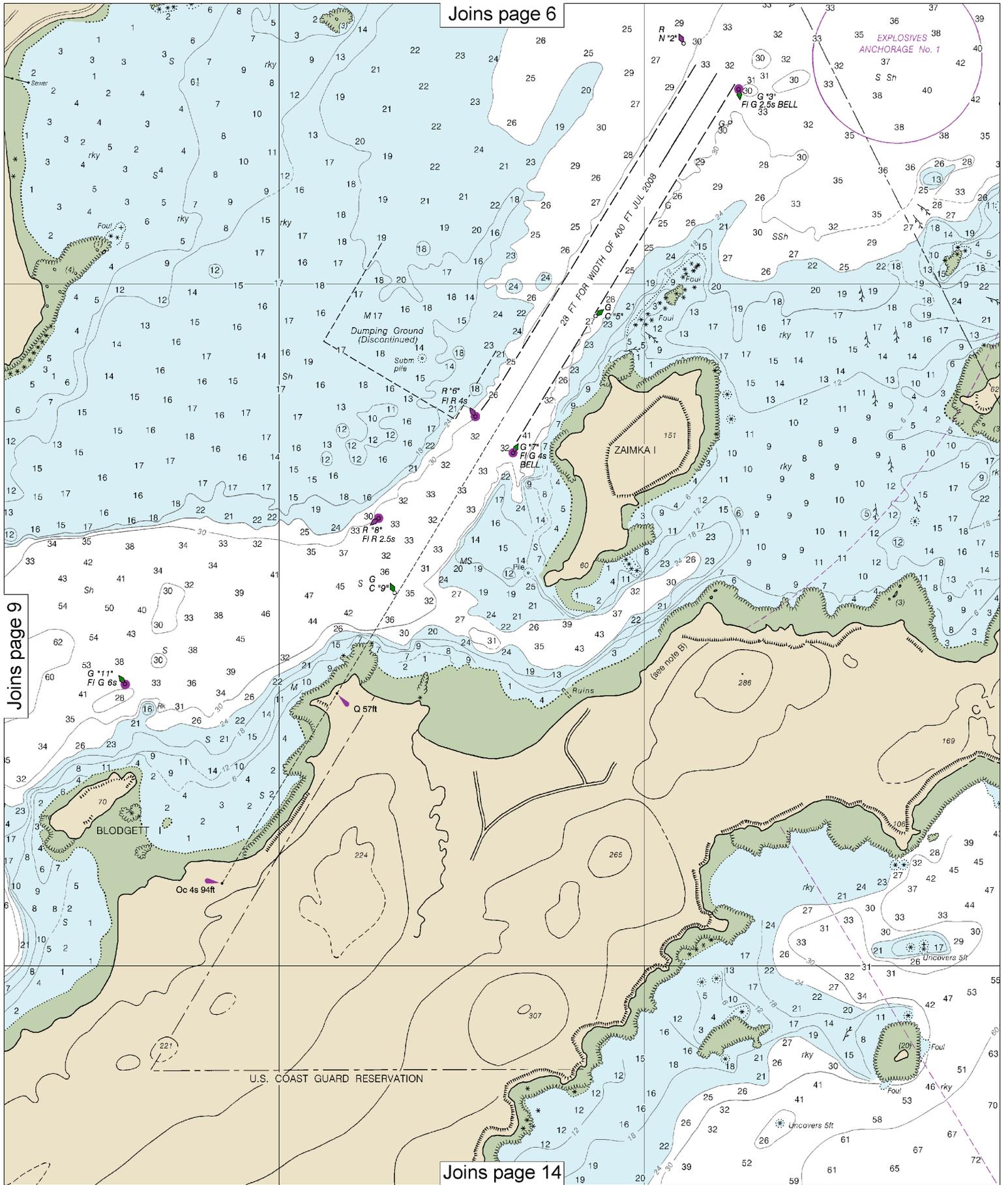
CAUTION
UNEXPLODED ORDNANCE
positioned against anchoring,
ing within the area of the
due to the presence of
ce.

Joins page 5



Joins page 10

Joins page 13



Joins page 6

Joins page 9

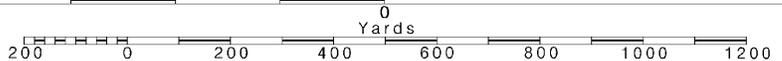
Joins page 14

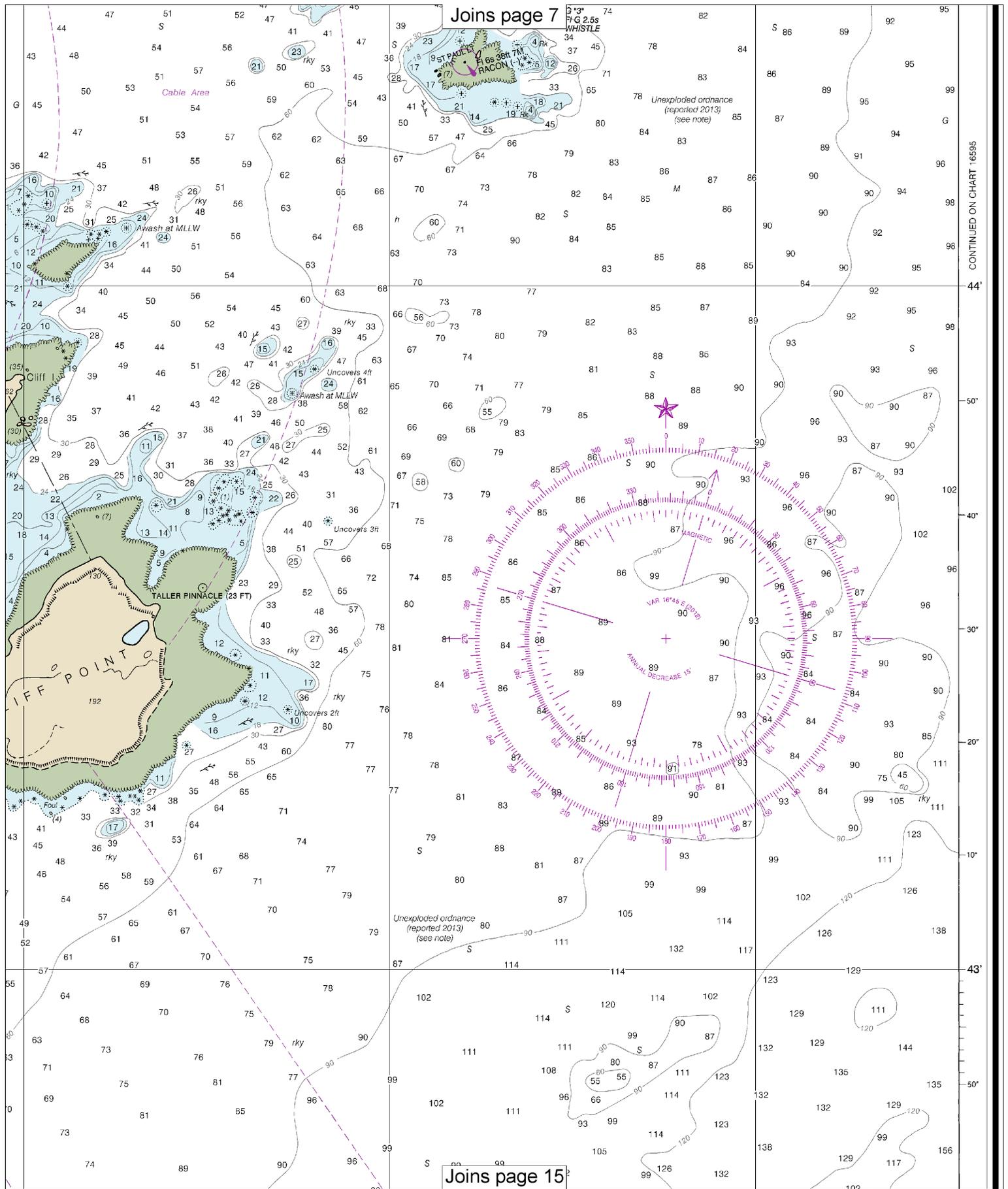
10

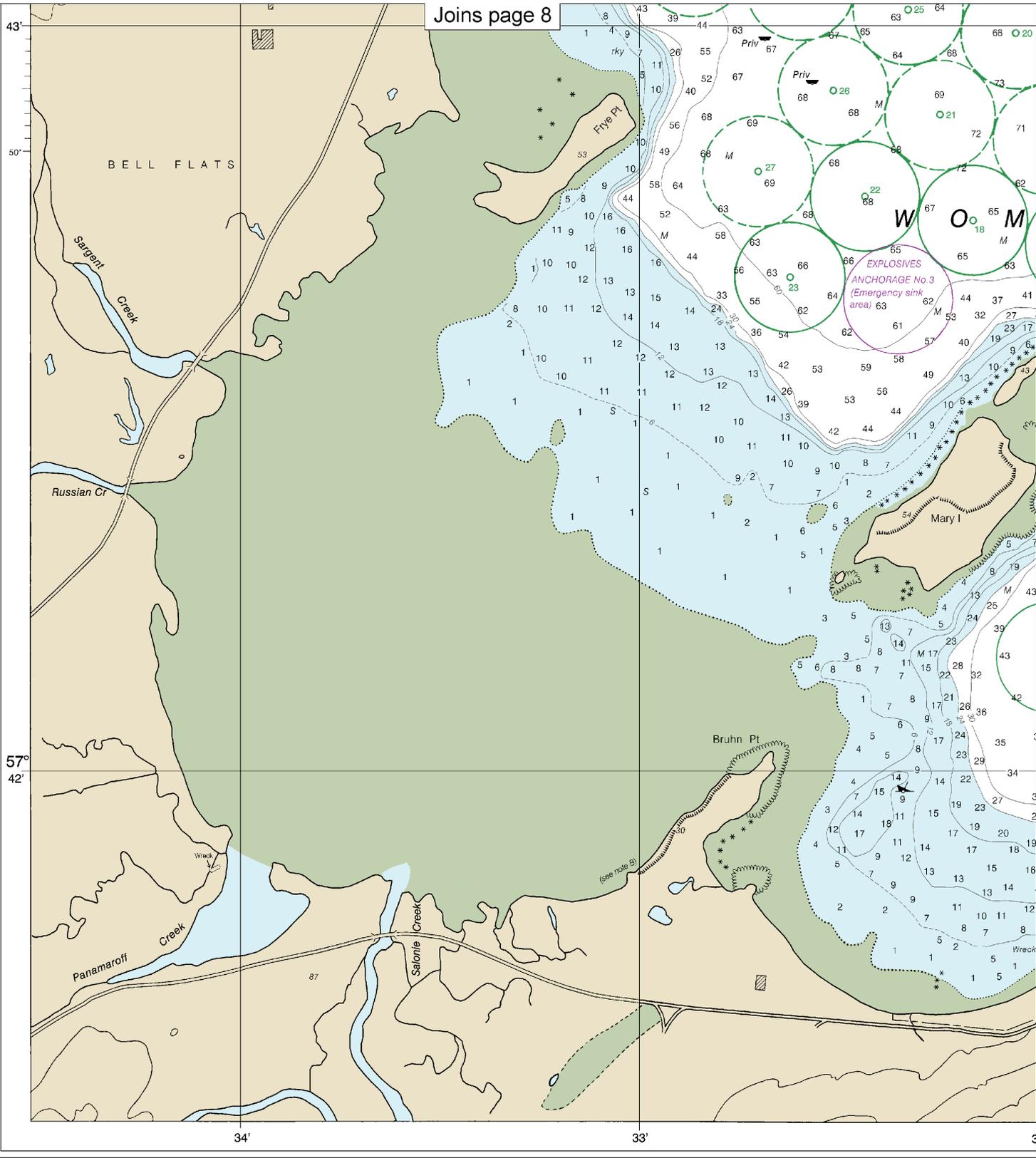
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —
Nautical Miles

See Note on page 5.







13th Ed., Oct. 2012

16596

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.

Last Correction: 4/27/2015. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

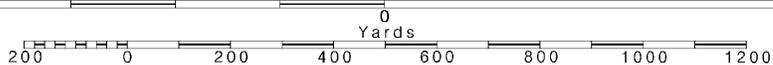
SOUNDINGS IN FEET

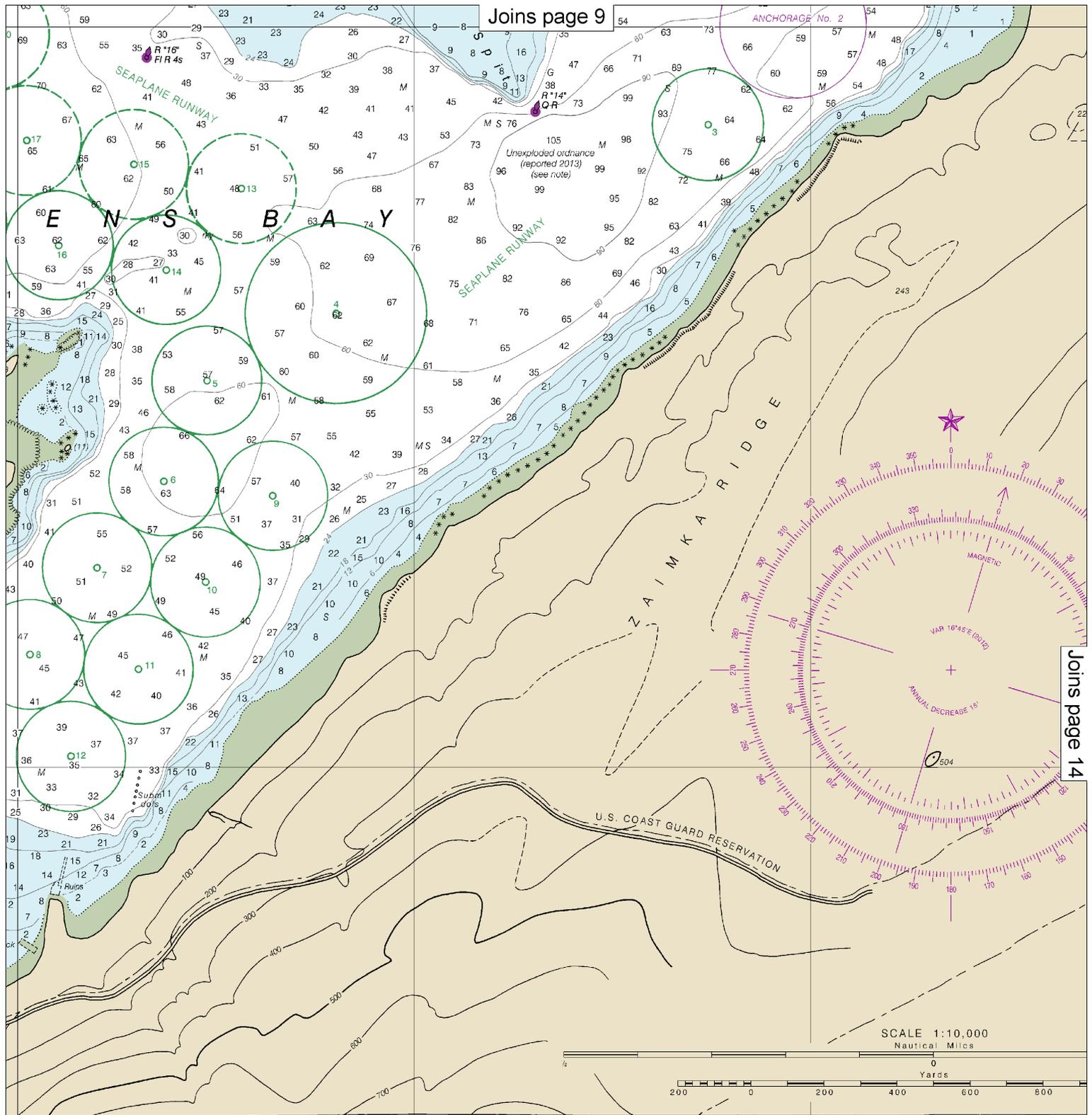
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.





ET

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

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

U.S. COAST GUARD RESERVATION

Joins page 13

Scale 1:10,000



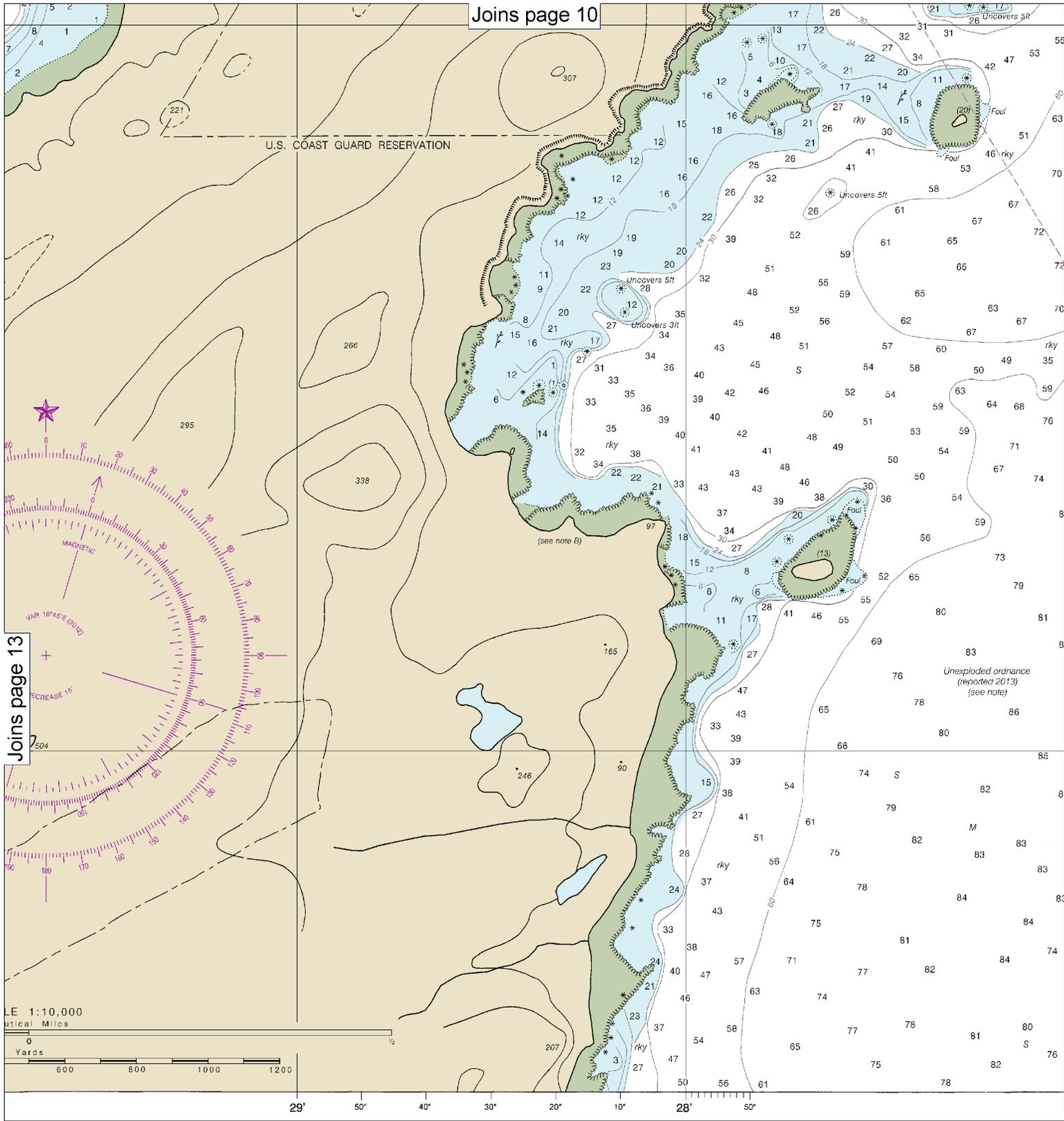
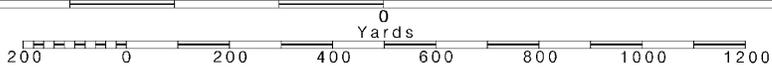
Published at Washington, D.C. U.S. DEPARTMENT OF COMMERCE OCEANIC AND ATMOSPHERIC ADMINISTRATION NATIONAL OCEAN SERVICE COAST SURVEY

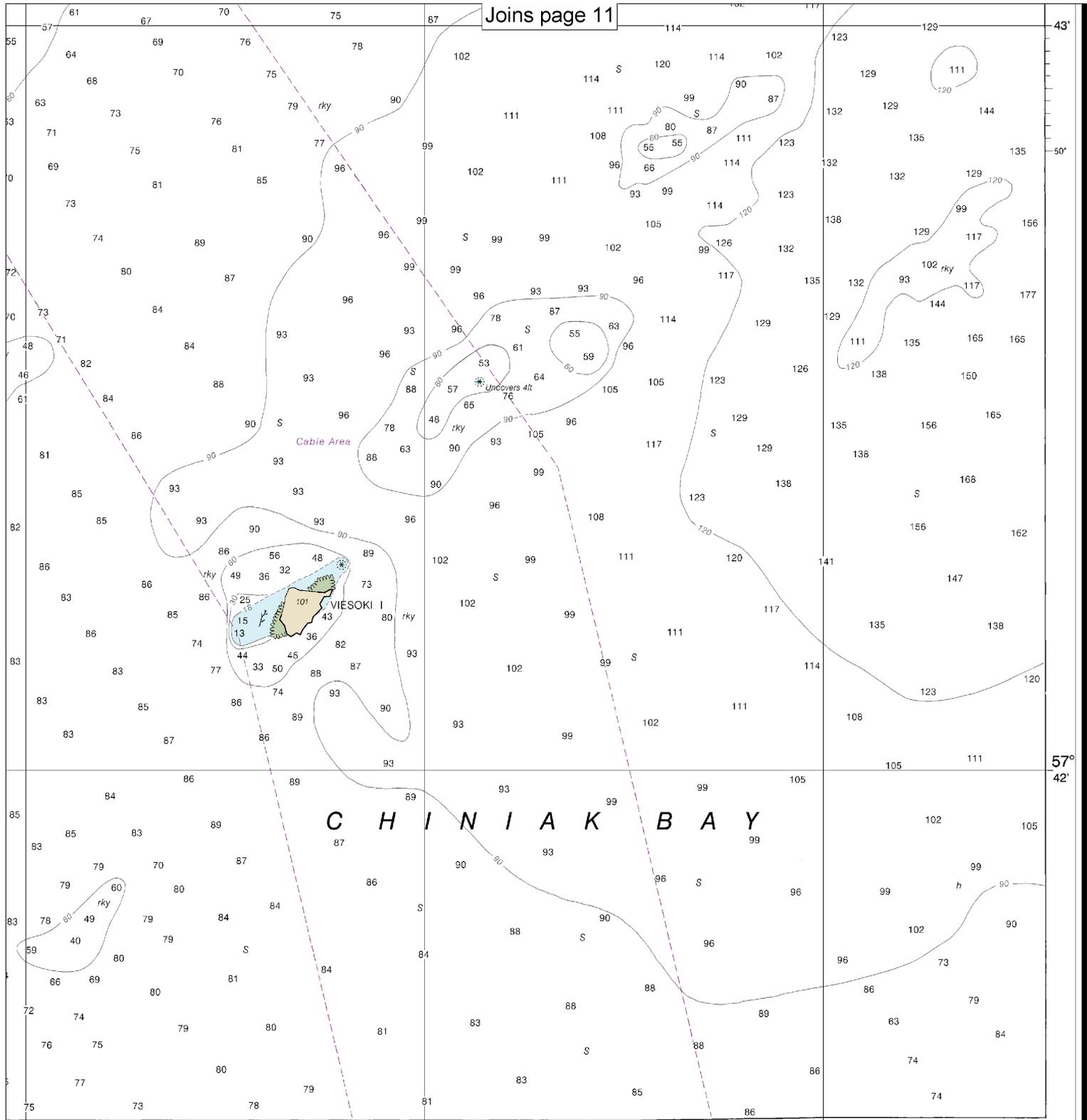
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.





27' CONTINUED ON CHART 16595

26'

152° 25'

770.8 X 1001.1 mm

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

Womens Bay
SOUNDINGS IN FEET - SCALE 1:10,000

16596



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>



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