

BookletChart™

Uganik and Uyak Bays

NOAA Chart 16597

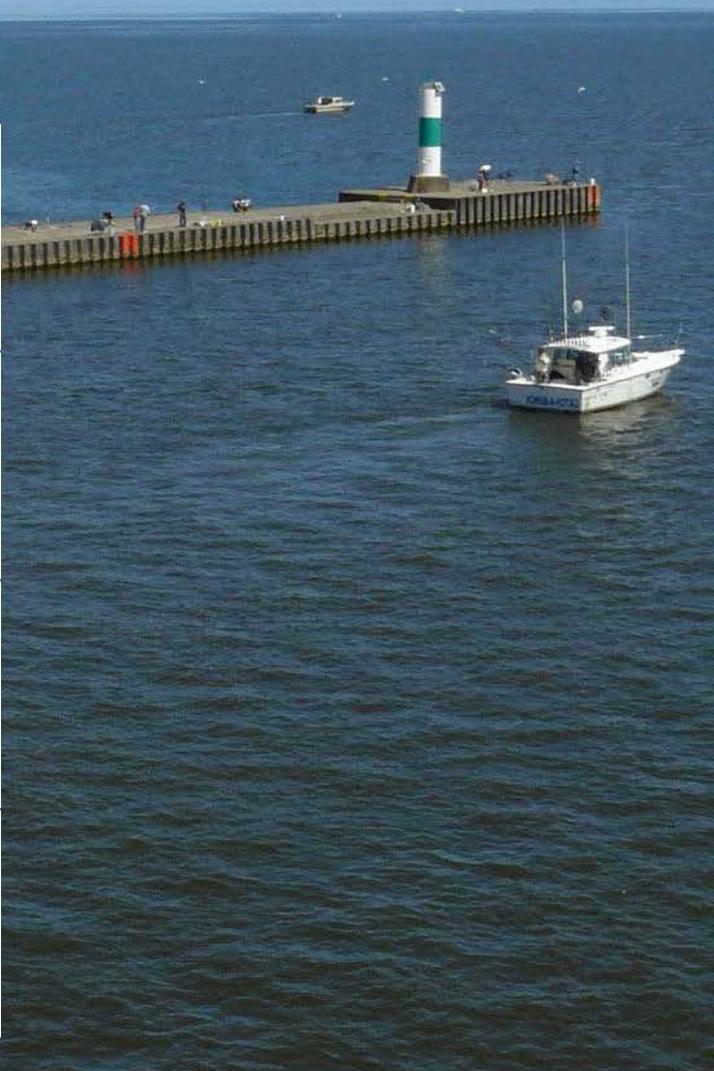
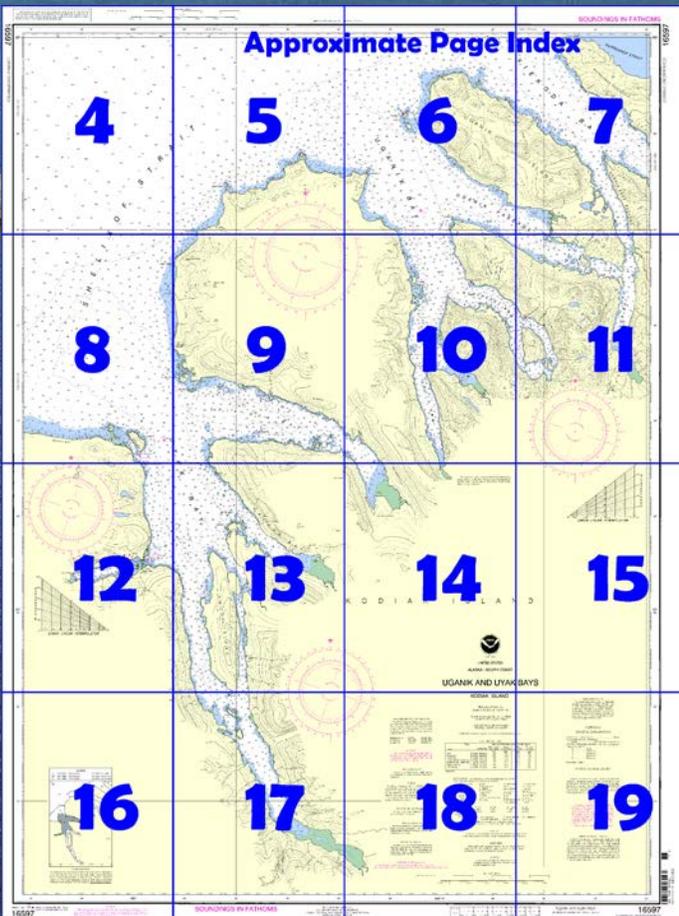


A reduced-scale NOAA nautical chart for small boaters

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.

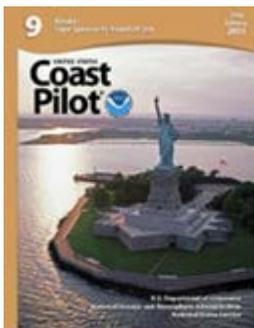
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16597>.



(Selected Excerpts from Coast Pilot)

Raspberry Strait, between Raspberry Island and Afognak Island, is about 16 miles long, uniformly narrow, and about 1 mile wide from Shelikof Strait, at its NW end, to Afognak Strait at its SE end.

The approach to the NW entrance is clear of dangers, no known shoals or detached rocks are more than 100 yards offshore. The Shelikof Strait sides of Raspberry Island and Afognak Island are rugged with barren cliffs and bluffs except where valleys make

into the interior of the islands.

The SE end of Raspberry Strait ends in two passes which lead into Afognak Strait around Little Raspberry Island. Both passes are dry at

from 2 to 3 feet above low water, and numerous reefs border the shores of Raspberry Island in this vicinity and of Little Raspberry Island. However, the NE pass is used at high water by local boats drawing less than 8 feet. Neither of these is recommended without local knowledge. **Selief Bay** is on the SW side of the strait about 6 miles SE of Dolphin Point. The outer part of the small peninsula on the E side of the entrance to Selief Bay is a grass-covered glacial hill 93 feet high, serrated at the top and the most prominent landmark SE of Dolphin Point. This bay offers good protection and anchorage for small vessels in any weather, particularly from SE or E storms. The entrance to the bay is shoal with a bottom formation similar to a bar and with a least depth of 8 feet. Inside the bay the best anchorage is with the end of the point at the E side of the entrance bearing about N and in 1½ to 3 fathoms. The bottom is mud and the W side is shoal.

Dangers.—There are no off-lying dangers or shoals at the NW approach and entrance to Raspberry Strait. From the entrance of the strait to Selief Bay, the only dangers are inside 300 yards of the strait shore except for a shoal of 3½ fathoms about in midstrait, 0.75 mile 124° from Dolphin Point. This shoal is passed to the N as broken bottom is between the shoal and the gravel point on the S side of the strait.

From Selief Bay to the SE end of the strait are numerous shoals and dangers, and local knowledge is required even by small boats. Deep-draft vessels should not proceed beyond the entrance to Selief Bay. Between this bay and The Narrows, are four rocky shoals well offshore; one of these has a least depth of 11 feet and is in midchannel about 0.4 mile N of Tiger Cape. From this cape SE to The Narrows, sandspits make well out into the strait from many of the points.

Currents.—Tidal currents in Raspberry Strait are weak, except at The Slough and The Narrows where the range at the N end is greater than the range at the S end. It is estimated that from approximately midtide to high tide and vice versa, the current flows from Raspberry Strait into Afognak Strait. This current probably amounts to from 2 to 3 knots during spring tides. At approximately midtide the tidal level at the two ends of The Narrows is equalized and as the tide falls below midtide the current reverses and flows from SE to NW until the pass goes dry at 2.5 feet above low water.

Uganik Passage and **Uganik East Passage** border the S and E sides, respectively, of **Uganik Island**, and connect Viekodah and Uganik Bays.

Uganik Bay is on the E side of Shelikof Strait between Cape Uganik and Miners Point. In general the bay and its arms, with exception of East Arm, have depths too great for anchoring. Several small shoal spots rise abruptly from the general level of the bottom. One of these is in midchannel about 1 mile NW from Mink Point at the junction of East and South Arms, and two others are in the passage between Sally Island and the shore at Starr Point. The shores of Uganik Bay rise abruptly from cliffs in places and are generally covered with grass and alder bushes.

Pilotage, Uganik Bay.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the 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 Uganik Bay can contact the pilot boat by calling "UGANIK BAY PILOT BOAT" on VHF-FM channel 16 (156.80 MHz) or on a prearranged frequency between pilot and agent/vessel.

**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.

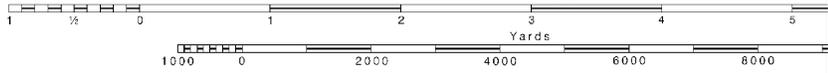
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



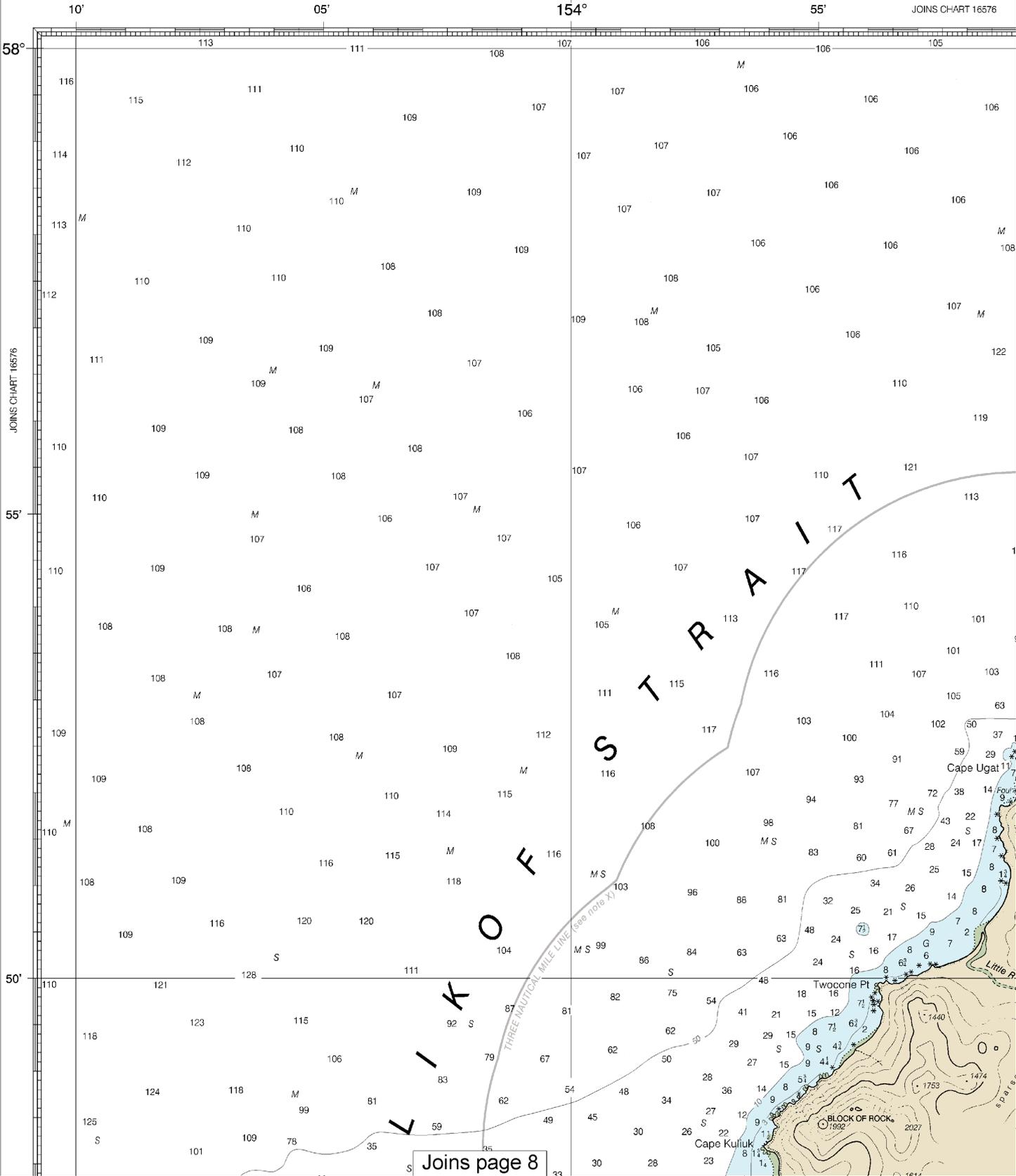
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

SCALE 1:80,000
Nautical Miles



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

16597

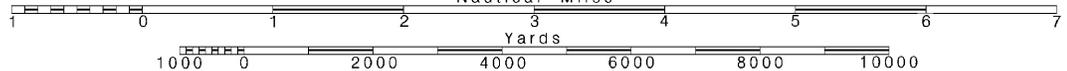


Joins page 8

Printed at reduced scale.

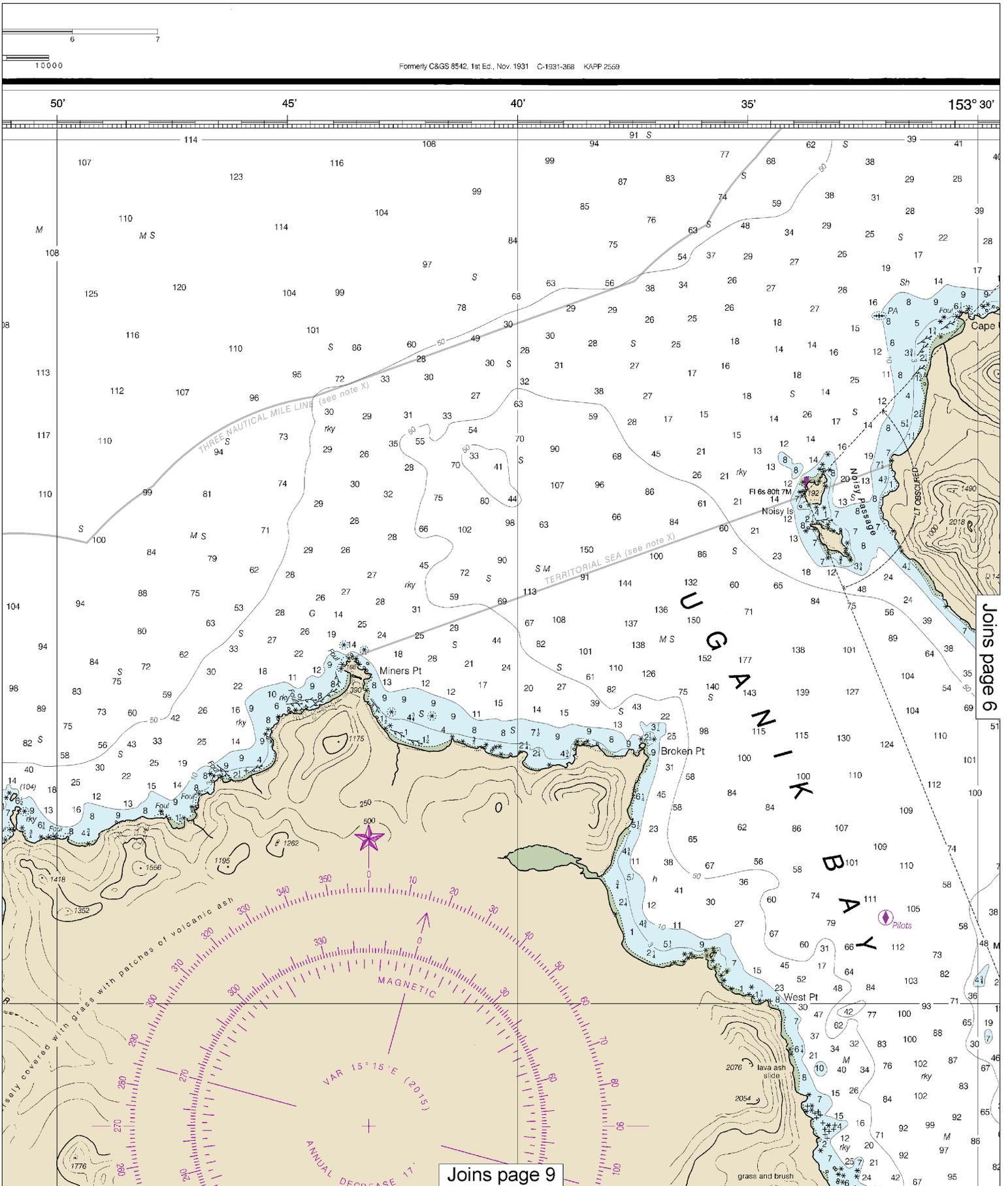
SCALE 1:80,000
Nautical Miles

See Note on page 5.



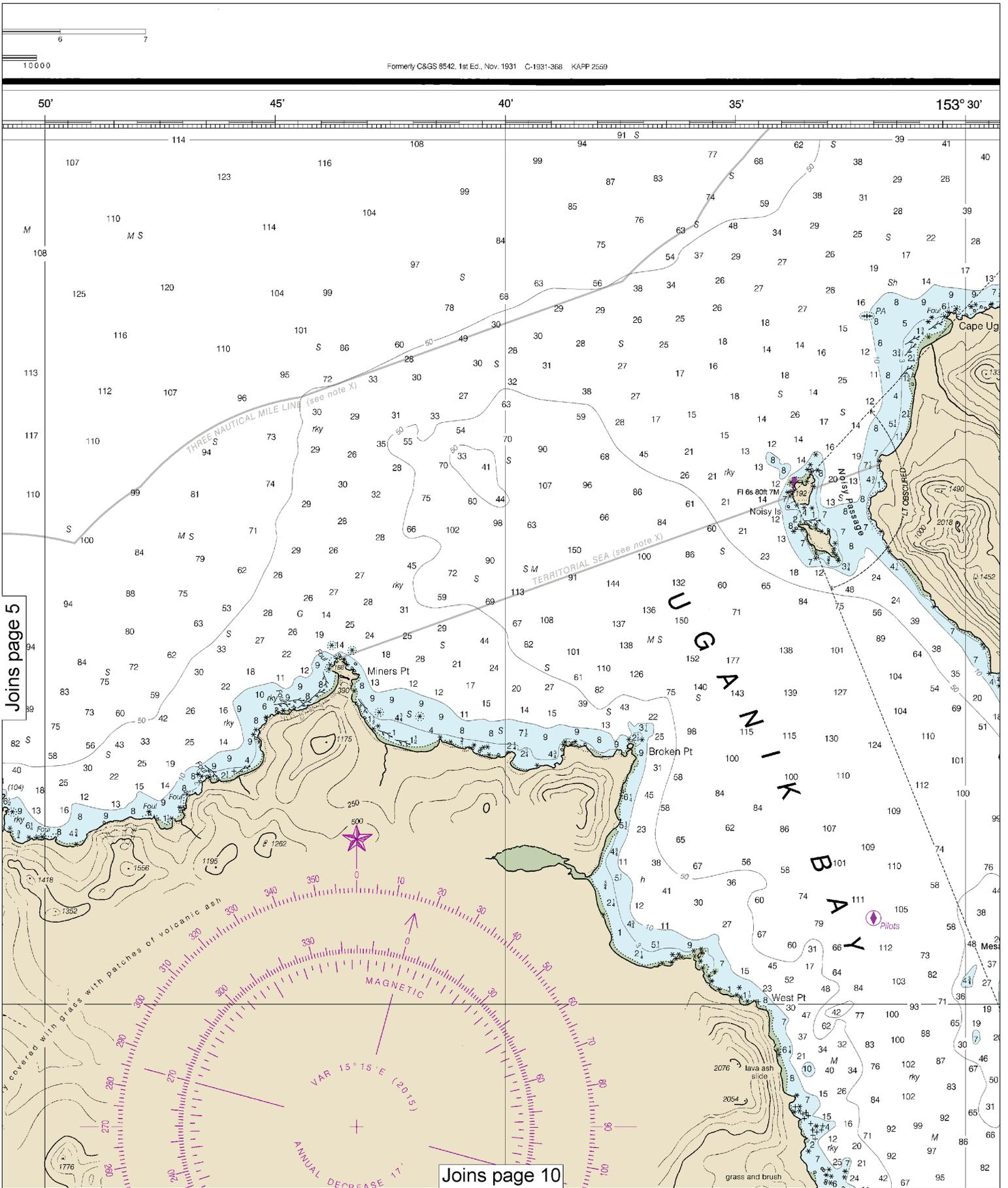
4

Note: Chart grid lines are aligned with true north.



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.





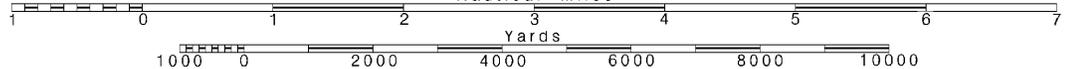
Joins page 5

Joins page 10

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

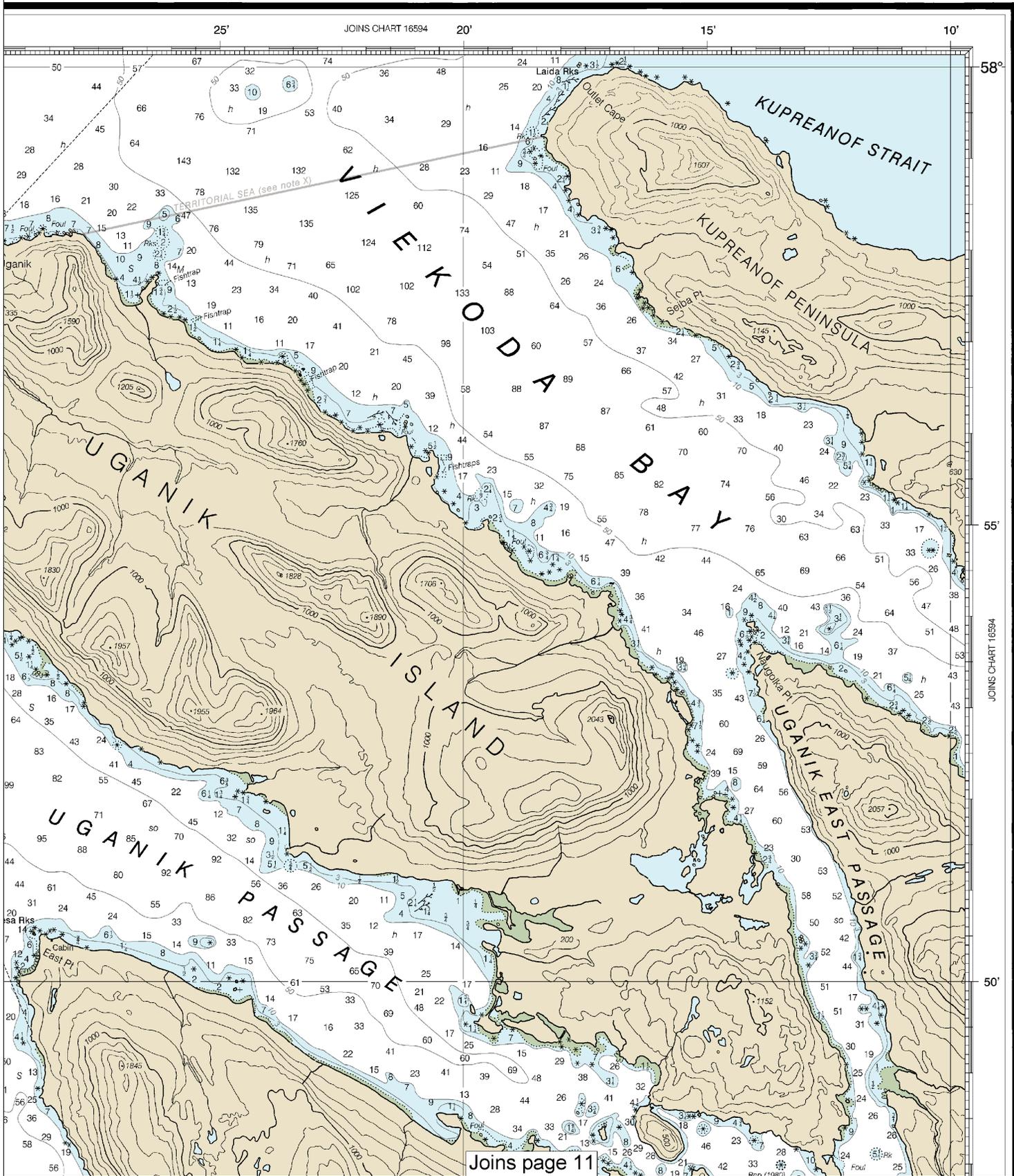
See Note on page 5.



Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS

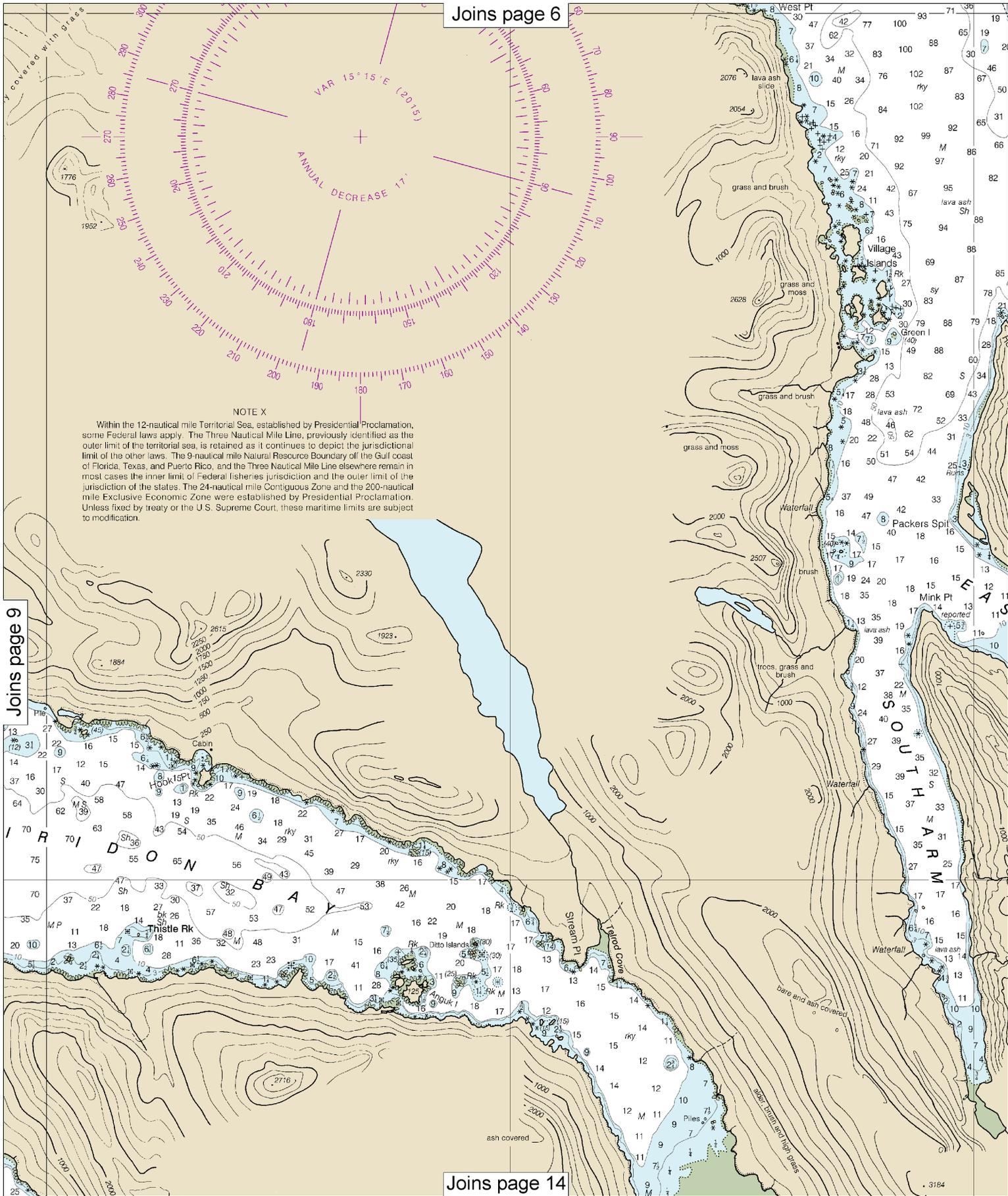
16597



Last Correction: 11/14/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

7

Joins page 6



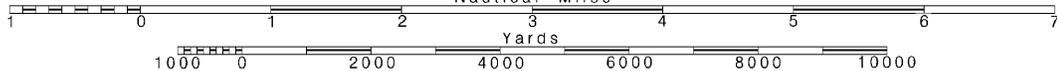
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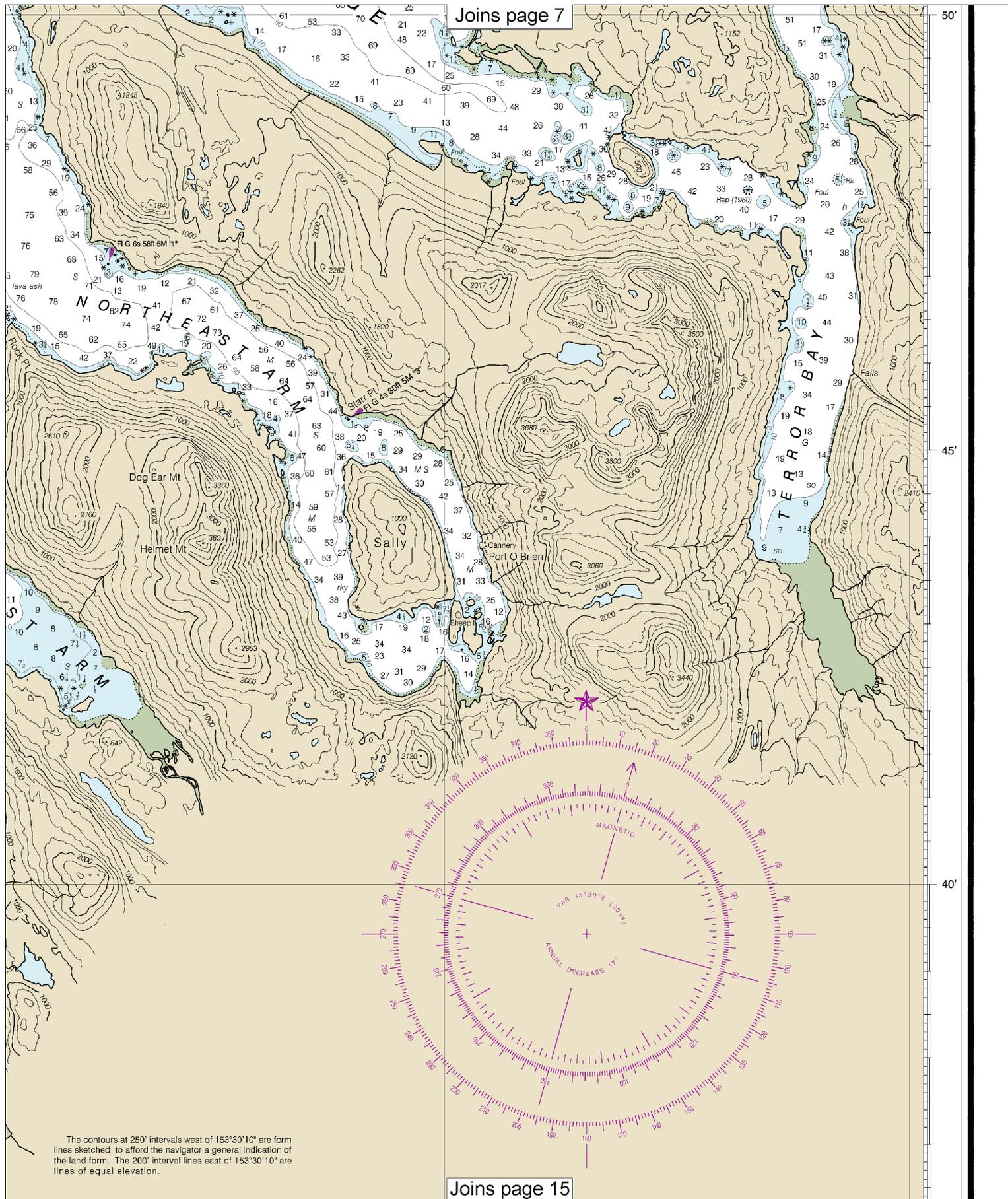
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

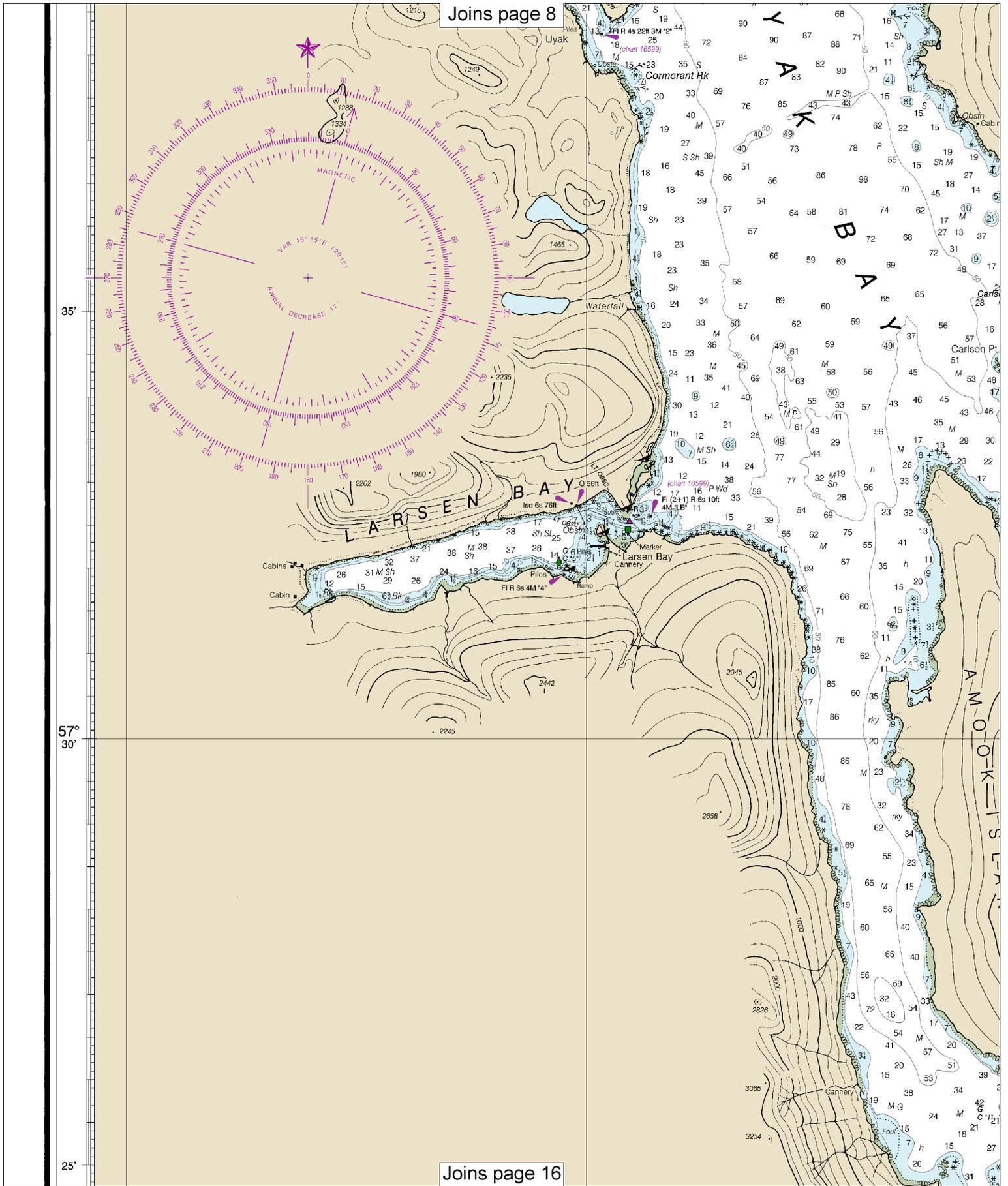
See Note on page 5.





The contours at 250' intervals west of 153°30'10" are form lines sketched to afford the navigator a general indication of the land form. The 200' interval lines east of 153°30'10" are lines of equal elevation.

Joins page 8



Joins page 16

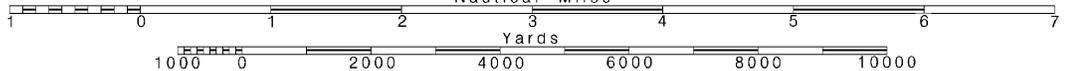
12

Note: Chart grid lines are aligned with true north.

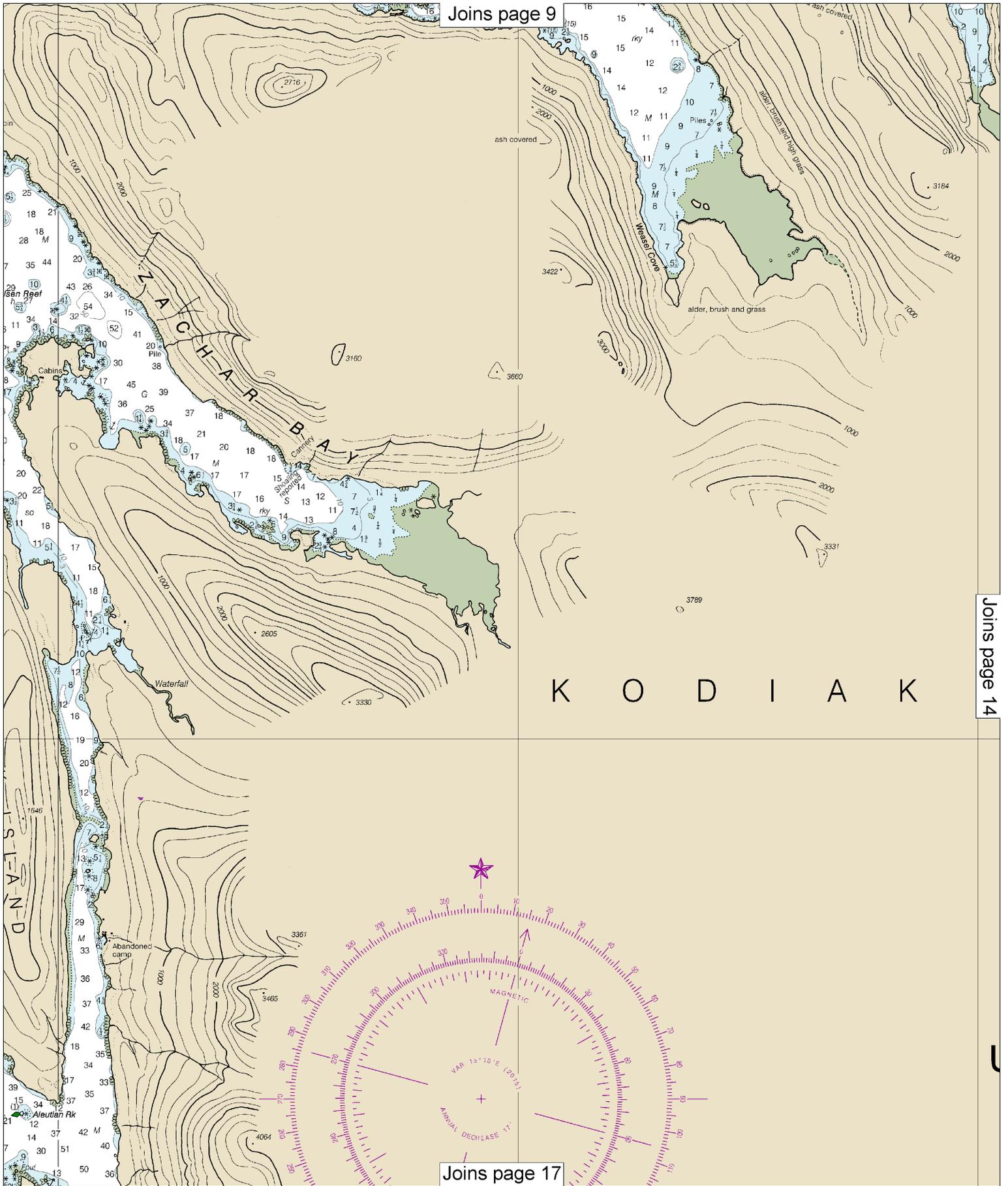
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Joins page 9



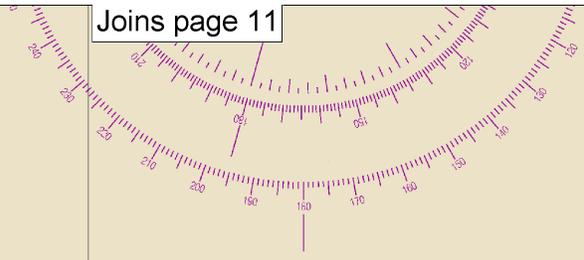
Joins page 14

K O D I A K

Joins page 17

Joins page 11

The contours at 250' intervals west of 153°30'10" are from lines sketched to afford the navigator a general indication of the land form. The 200' interval lines east of 153°30'10" are lines of equal elevation.



35'

I S L A N D

57°
30'



UNITED STATES
ALASKA - SOUTH COAST

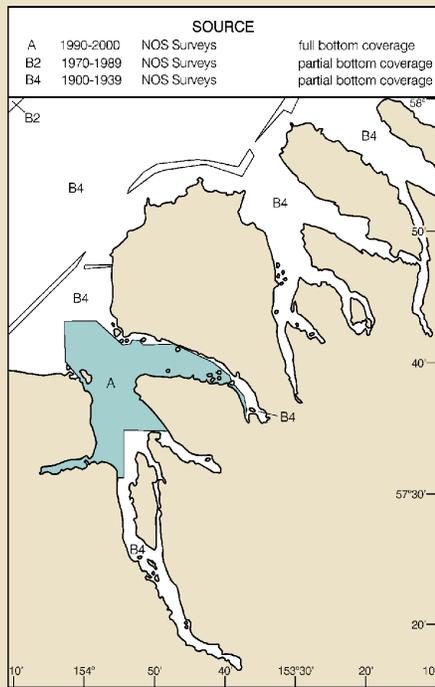
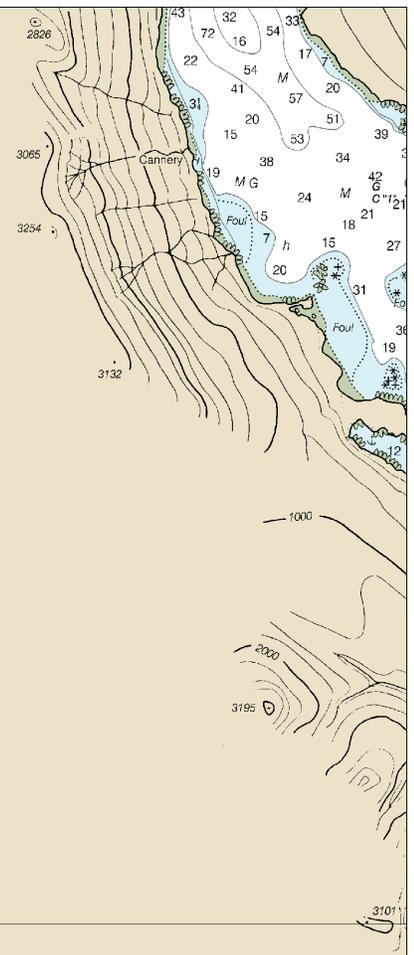
JGANIK AND UYAK BAYS

KODIAK ISLAND

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

Joins page 19

25'



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.

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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.

SOUNDIN

Last Correction: 11/14/2016. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

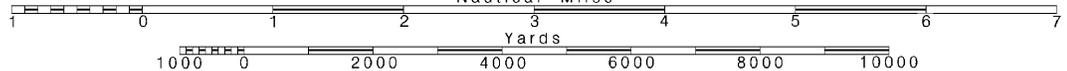
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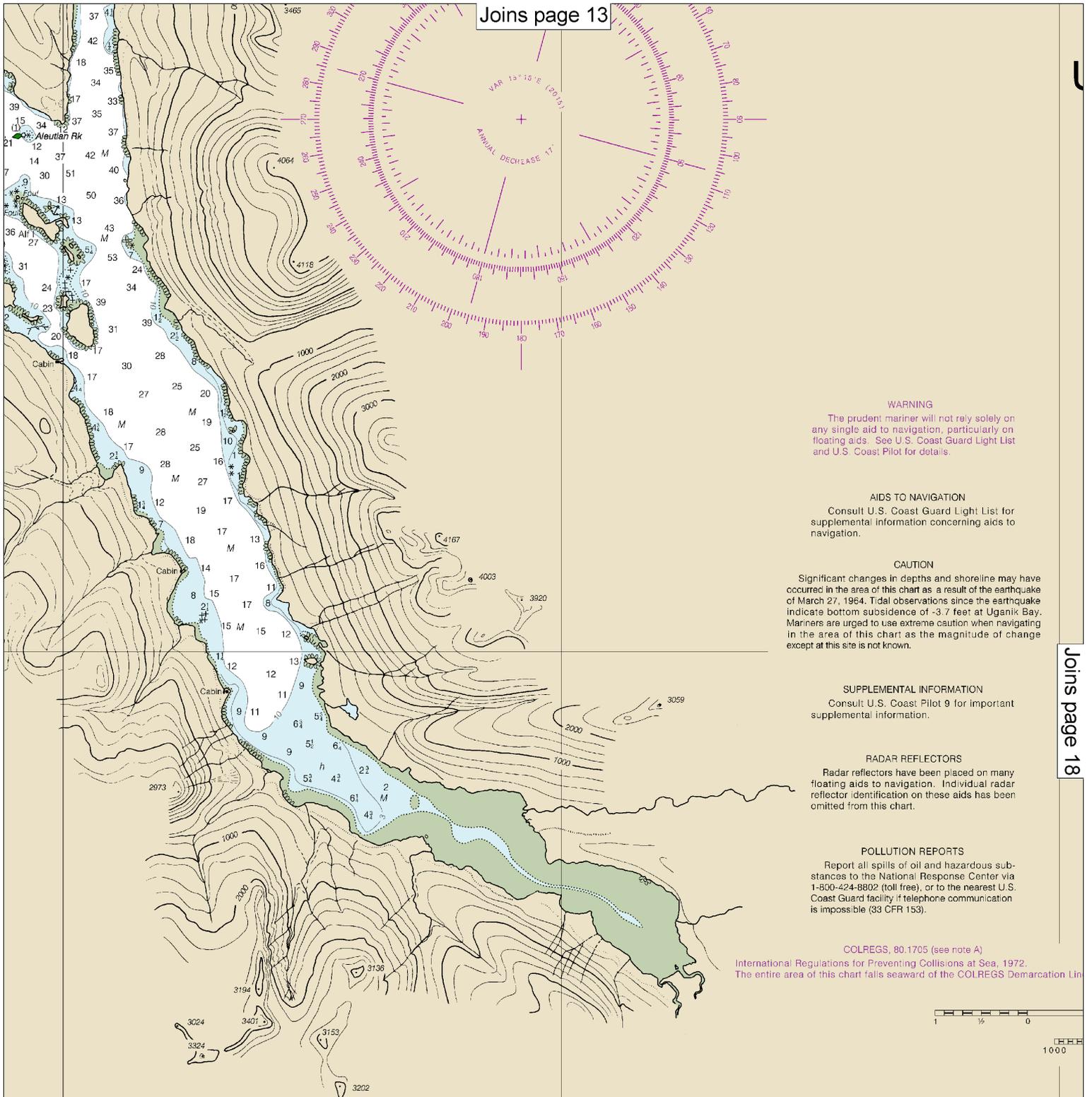
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

See Note on page 5.





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.

AIDS TO NAVIGATION

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

CAUTION

Significant changes in depths and shoreline may have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Tidal observations since the earthquake indicate bottom subsidence of -3.7 feet at Uganik Bay. 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.

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).

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.

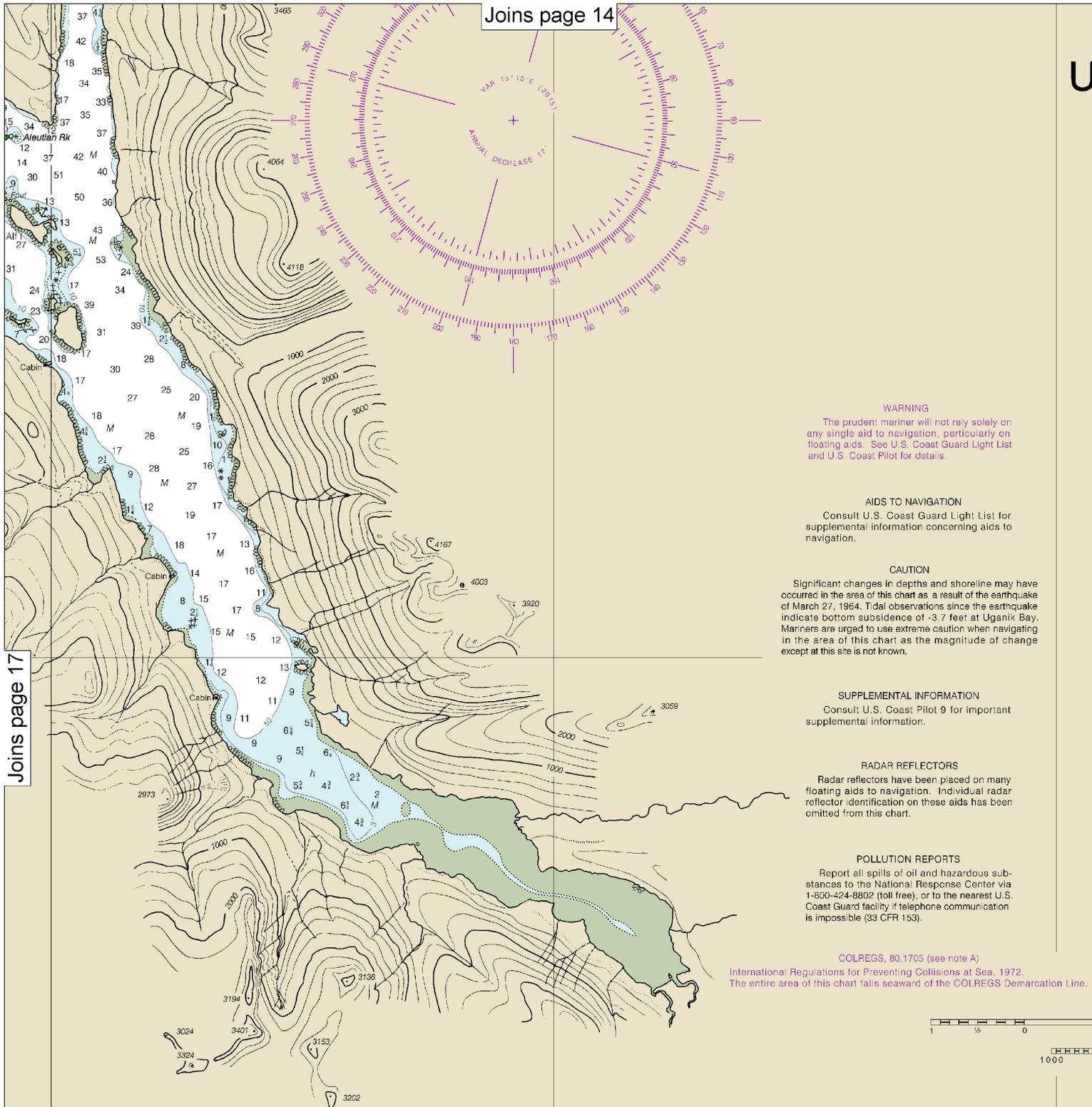


50' 45' 40' 35' 153° 30'

DEPTHS IN FATHOMS

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

FATHOM
FEET
METERS



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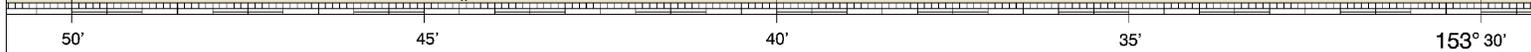
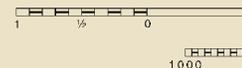
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DEPTHS IN FATHOMS

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

FATHOMS
FEET
METERS

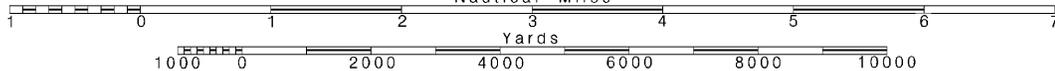
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

See Note on page 5.



UGANIK AND UYAK BAYS

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

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

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
NAME (LAT/LONG)	feet	feet	feet	
Uyak (57°38'N / 154°00'W)	13.8	12.9	1.7	
Larsen Bay (57°32'N / 154°00'W)	13.7	12.8	1.6	
Zachar Bay (57°33'N / 153°44'W)	13.8	12.9	1.6	
Village Islands, Uganik Bay (57°47'N / 153°33'W)	14.4	13.4	1.7	
Northeast Arm, Uganik Bay (57°44'N / 153°20'W)	13.9	13.0	1.6	
Uganik Passage (57°48'N / 153°18'W)	14.6	13.6	1.7	
Vielkoda Bay (57°54'N / 153°10'W)	14.4	13.5	1.7	

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 2015)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
② Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Elevations of rocks 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 U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

CAUTION

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

SCALE 1:80,000

Nautical Miles



Yards



25'

20'

15'

1047.7 x 761.8 mm

10'

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 2.613' southward and 8.205' westward to agree with this chart.

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
Pillar Mt, AK	WNG-531	162.525 MHz
Kodiak, AK	WXJ-78	162.550 MHz
Sitkinak Dome, AK	WNG-718	162.450 MHz
Cape Gull, AK	WNG-529	162.500 MHz

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.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Uganik and Uyak Bays
SOUNDINGS IN FATHOMS - SCALE 1:80,000

16597



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.