

BookletChart™

Cape Ikolik to Cape Kuliuk

NOAA Chart 16598

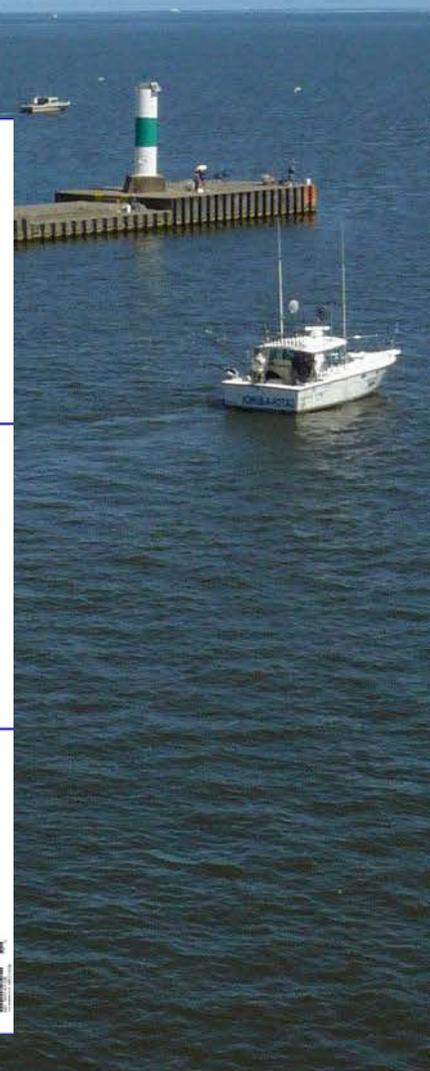
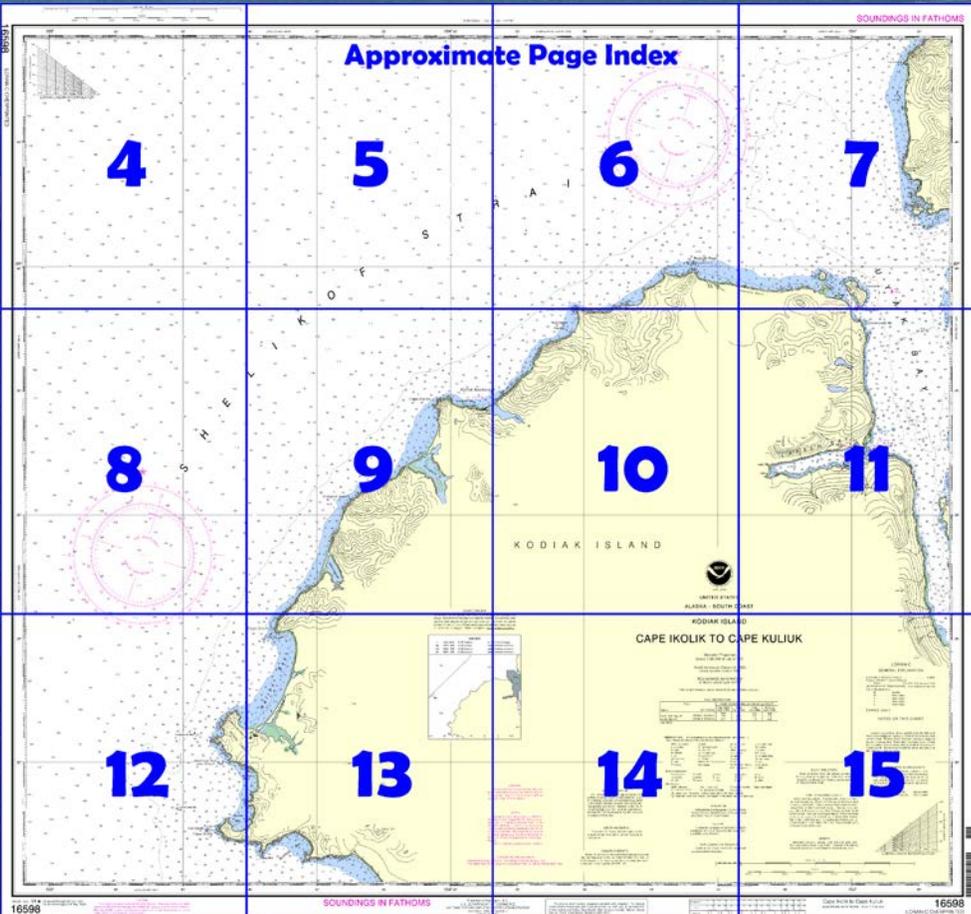


A reduced-scale NOAA nautical chart for small boaters

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.

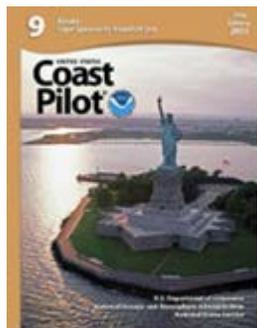
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16598>.



(Selected Excerpts from Coast Pilot)

Sevenmile Beach is the long boulder-strewn beach from Bear Island to Rocky Point. It is backed by low cliffs from which a broad grassy valley extends back several miles toward Karluk Lake.

Rocky Point is a double point on the S side of the approach to Uyak Bay. It consists of bold cliffs which rise rapidly to the ridges of which the point is a termination.

Wolcott Reef, a dangerous group of rocks that bare at extreme low water, is 0.3 mile

off the E spur of Rocky Point. A channel is between the reef and the point and has a least known depth of 4 fathoms. This channel is used by beach seiners in good weather. A buoy is 0.2 mile W of the reef.

Cape Uyak, on the E side of Shelikof Strait about 4 miles SW from Rocky Point, is a precipitous high headland at the end of a ridge. From the water the slope rises abruptly to 647 feet. There is then a slight fall to a deep notch in the narrow neck back of the cape, from which there is a rise in steep, grassy slopes to higher land.

Northeast Harbor is the bight on the S side of Cape Uyak. In NE weather it affords excellent shelter for small craft that can anchor close under the shore in 3 to 5 fathoms, sandy bottom. Larger vessels anchor farther out in 9 fathoms with some protection but subject to an uncomfortable swell.

Between Cape Uyak and Karluk are two long cliffs about 1,300 feet high, the S one having a marked slide extending from its highest point almost to the water. In the valley between the cliffs are two waterfalls. Beach seining is carried on here during the season, and a number of shacks used by fishermen are on the beach at the foot of the cliffs.

Cape Karluk is the most conspicuous landmark along the W coast of Kodiak Island. The cape is a prominent, projecting head, 1,420 feet high, with bare rock cliffs on its seaward face and grassy slopes on its E side to lowland. It is readily identified by its cone-shaped appearance, a notch in the summit, and the lowland behind it.

Sturgeon River has its mouth about 2 miles S from Cape Karluk. The entrance is between 2 shingle spits covered with driftwood. It can be entered by small boats at half tide or better. For about 1 mile back of the beach the river flows through a mudflat, covered at high water.

Sturgeon Head is a high whitish eroded headland 5 miles SW from Cape Karluk.

Cape Grant, about 10 miles SSW of Cape Karluk, is a rugged headland at the end of a high ridge, the summit of which is marked by a small cluster of peculiar pinnacle rocks.

A rock nearly awash at low water is 0.3 mile off the SW tip of Cape Grant. Shoal water extends some distance beyond this rock and vessels rounding the cape into Halibut Bay should give it a berth of 0.8 mile.

Halibut Bay is the large bight just SW from Cape Grant. The bight is bordered by eroded bluffs and a broad sand beach. A stream enters the sea at the S part of Halibut Bay. Vessels anchor in 7 fathoms, hard sand bottom, 0.8 mile off the beach. Small craft may find more protection closer in near the mouth of the lagoon.

Anchorage.—Anchorage is also available in the N corner of the bay, but care should be taken to avoid the reef which makes out from the SW tip of Cape Grant.

An abandoned cannery is at the S end of Halibut Bay at the entrance to the lagoon; the cannery wharf dries at low water.

Middle Cape, the westernmost promontory on Kodiak Island, consists of two headlands having precipitous, rocky cliffs facing the sea, and smooth grassy slopes facing inland. The N headland is the higher, a little over 1,000 feet. Its summit consists of three rocky clumps, the middle one of which is the highest. These rocky clumps are prominent and easily distinguished from the N.

Tombstone Rocks consist of two detached rocks about 100 yards apart 0.8 mile off Middle Cape. The S rock is 99 feet high while the N rock is only a few feet high. From some directions these rocks appear as the headstone and footstone of a grave. Deep water is close to the rocks.

Mushroom Reef, uncovered at 13 feet, is about 0.3 mile offshore and 1 mile SE from Middle Cape. This rock when exposed by the tide is round and has the appearance of a mushroom. Deep water is close up to it.

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.

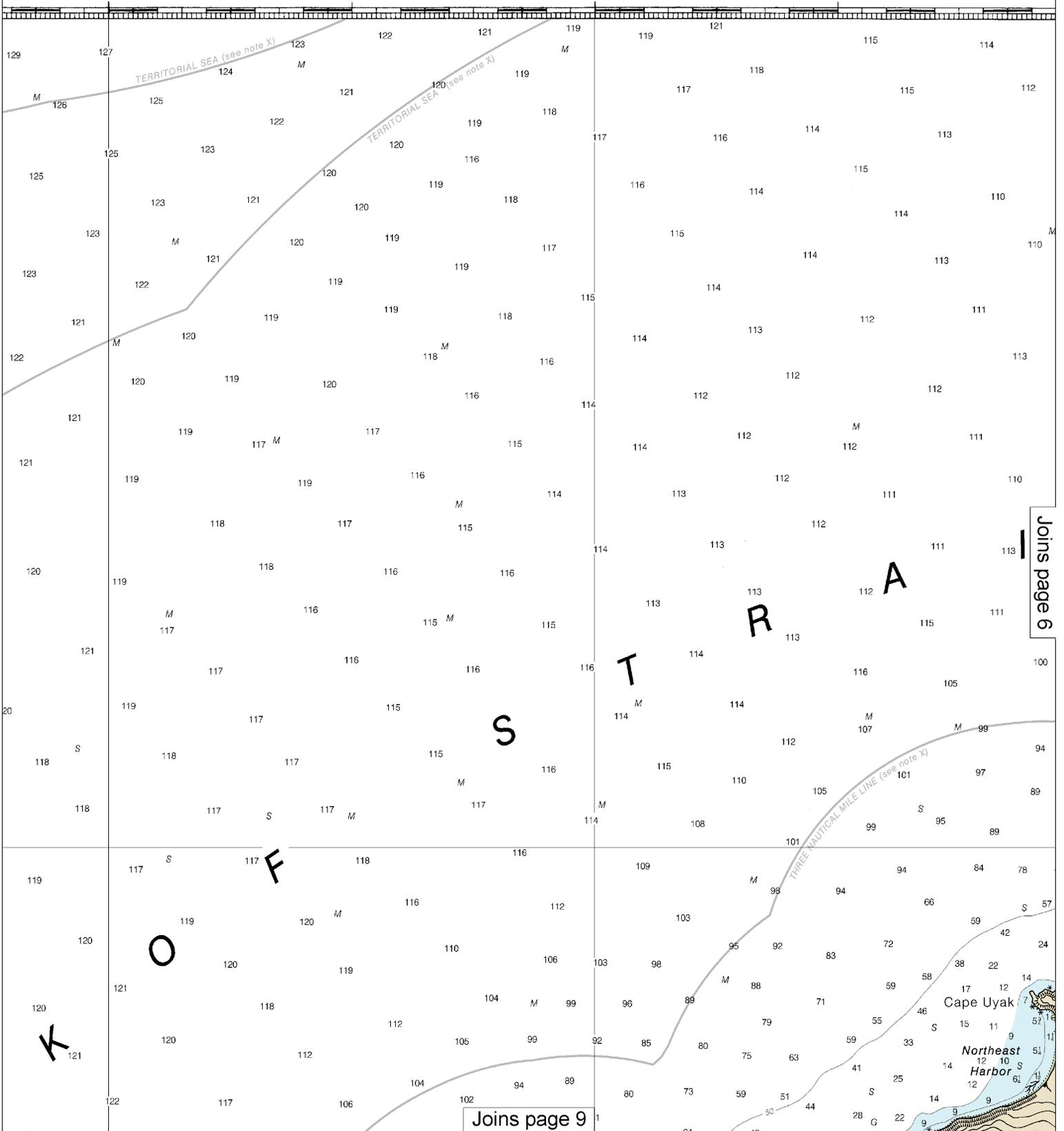
Lateral System As Seen Entering From Seaward

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>

75 40' 35' 154° 30' 25' CONTINUED ON CHART 16580



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.



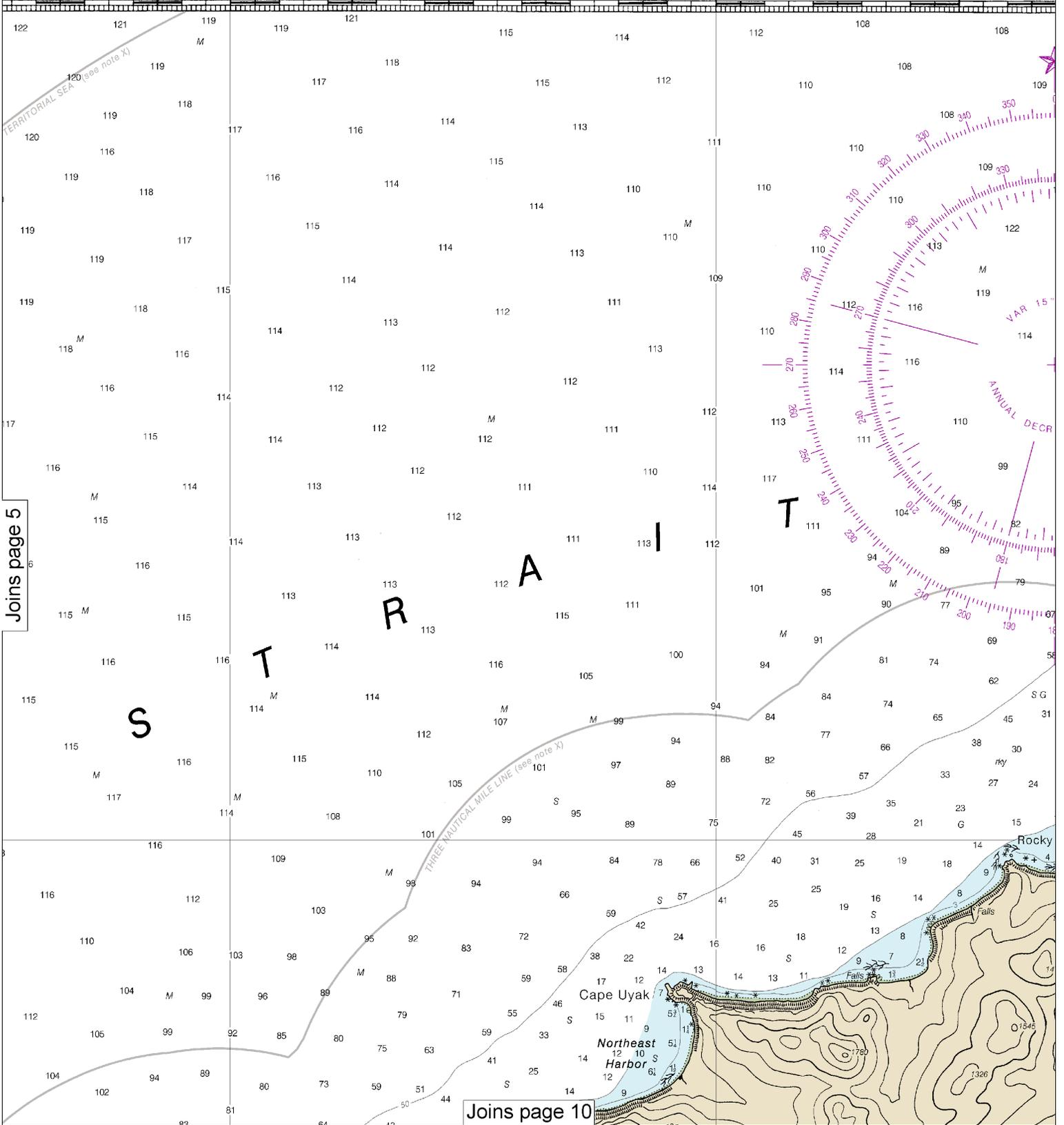
154° 30'

25'

CONTINUED ON CHART 16580

20'

15'



Joins page 5

Joins page 10

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

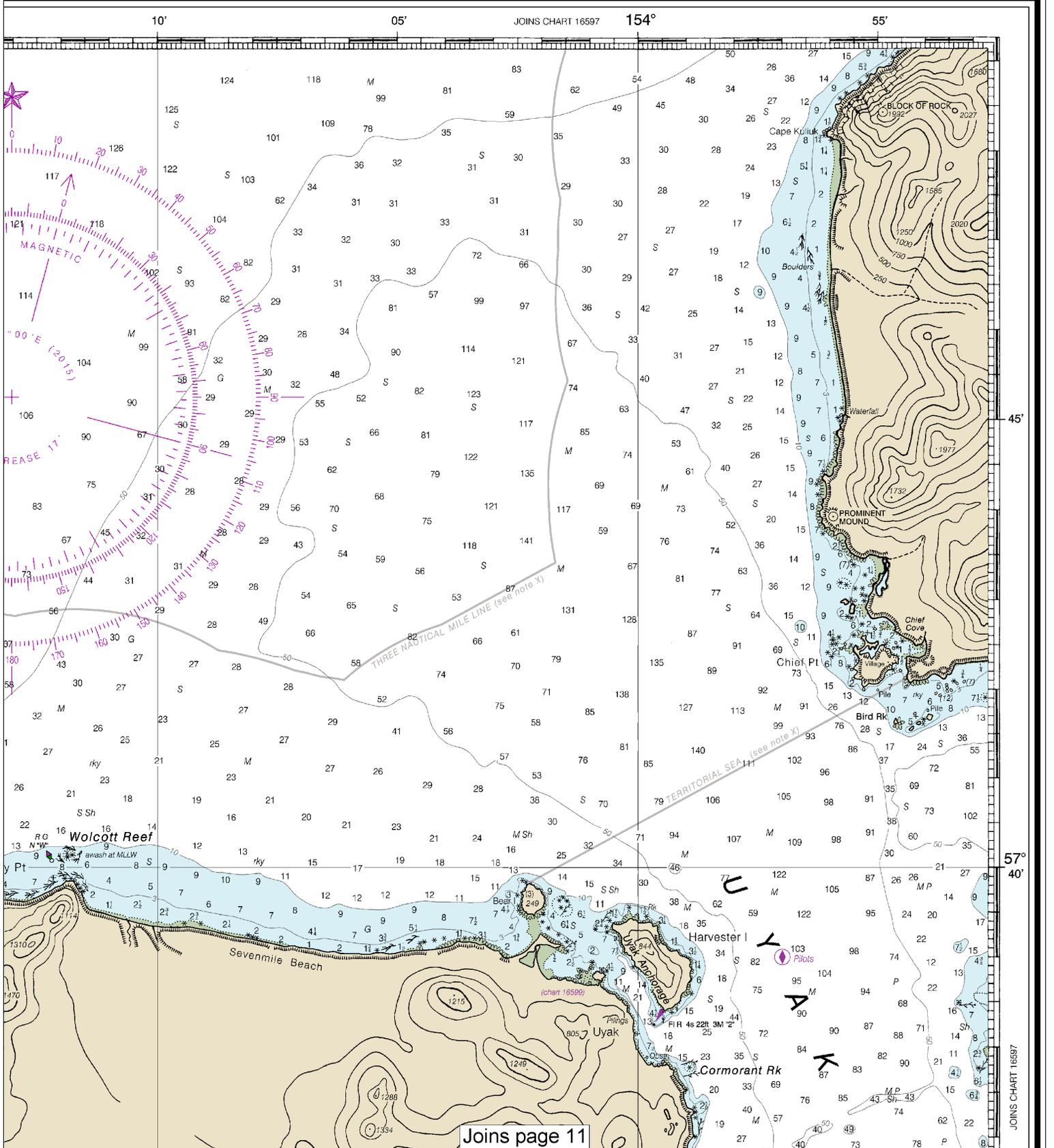
See Note on page 5.



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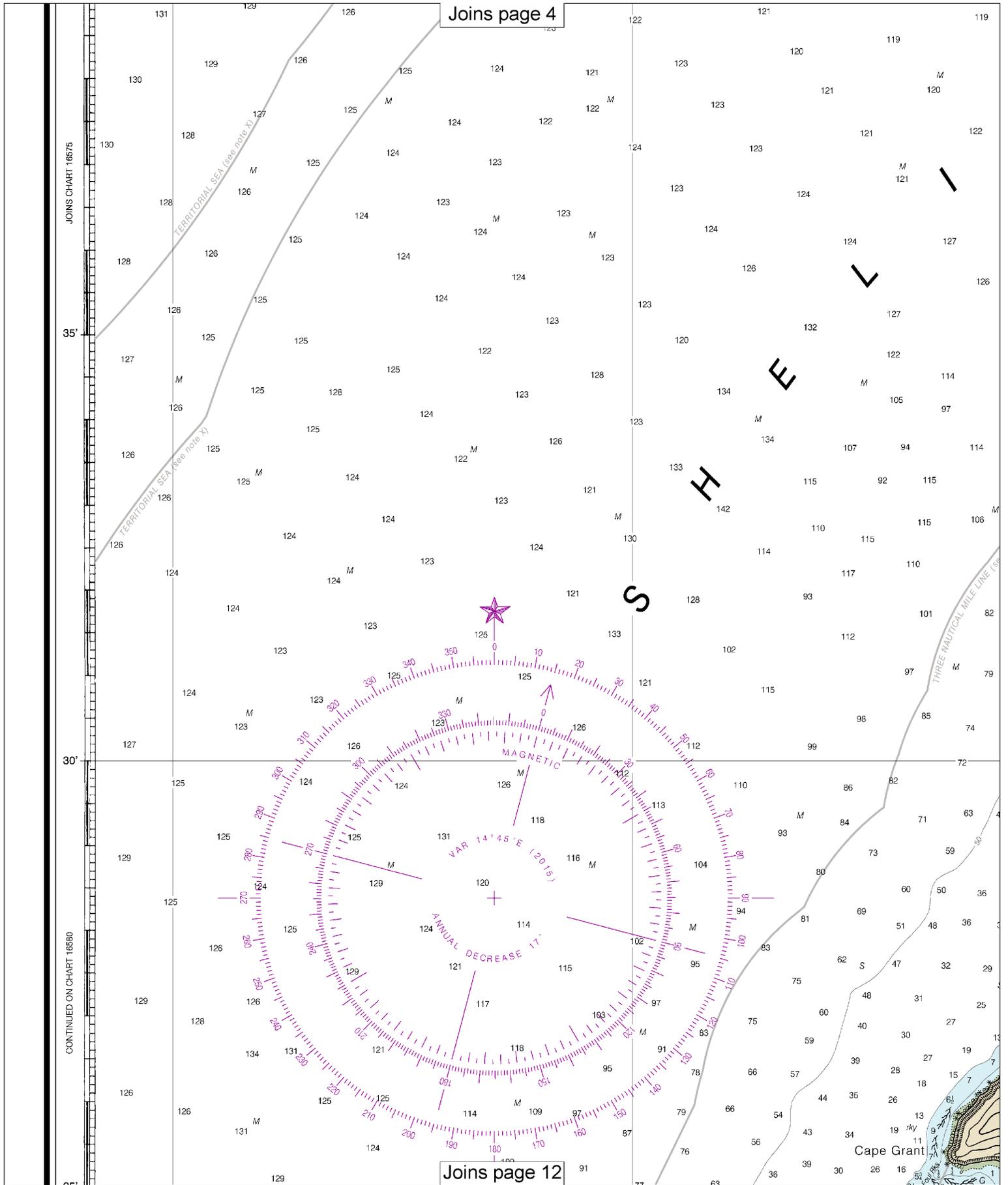
Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS



Last Correction: 4/7/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)





Joins page 4

Joins page 12

JOINS CHART 16575

CONTINUED ON CHART 16580

TERRITORIAL SEA (see note X)

TERRITORIAL SEA (see note X)

THREE NAUTICAL MILE LINE (see note X)

Cape Grant

Printed at reduced scale.

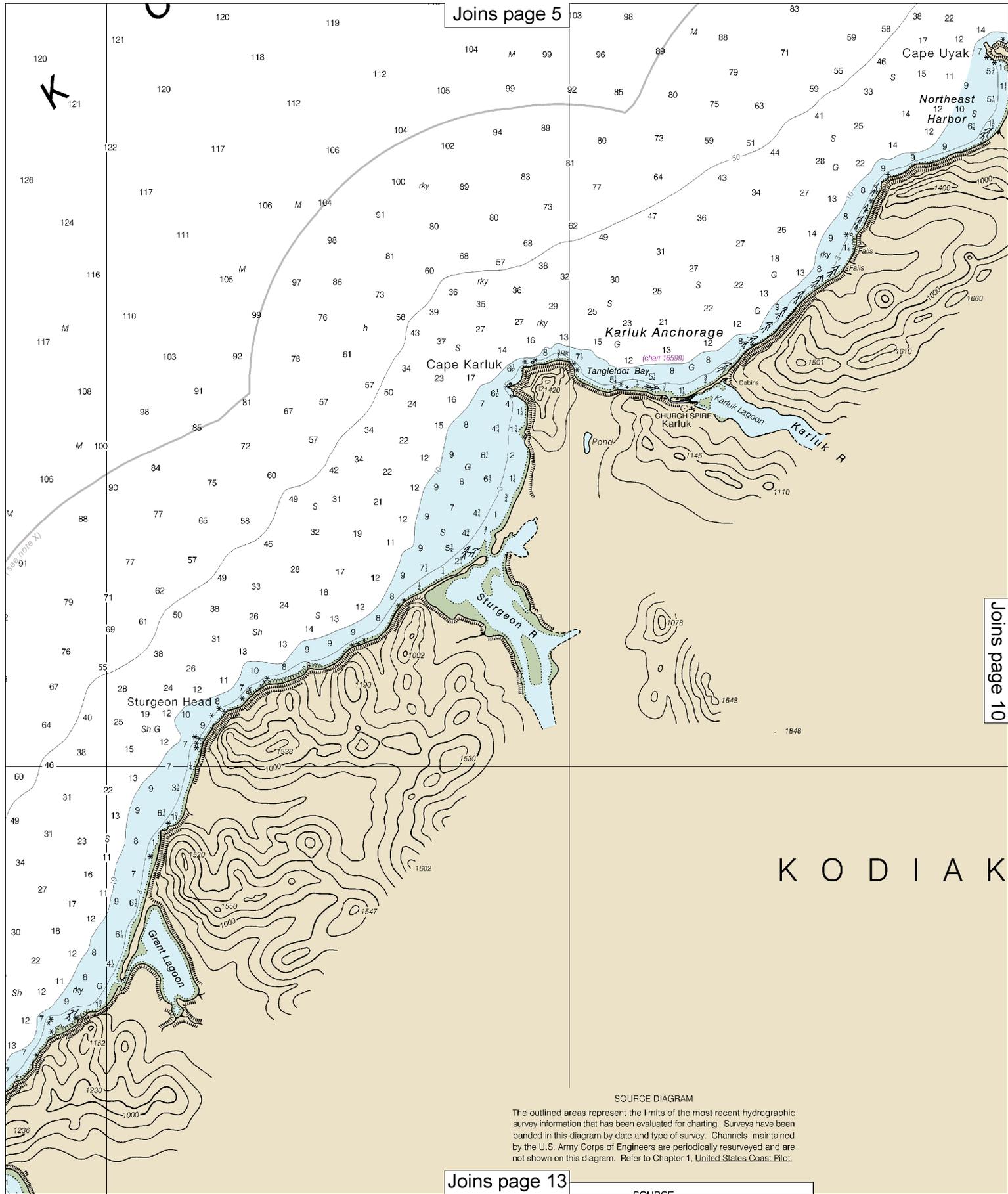
SCALE 1:80,000
Nautical Miles

See Note on page 5.



8

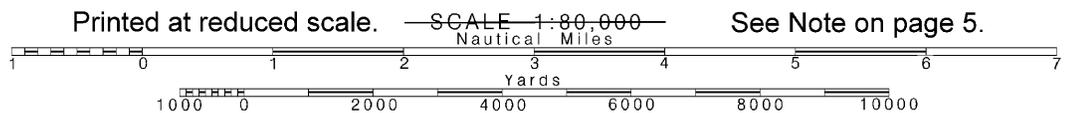
Note: Chart grid lines are aligned with true north.





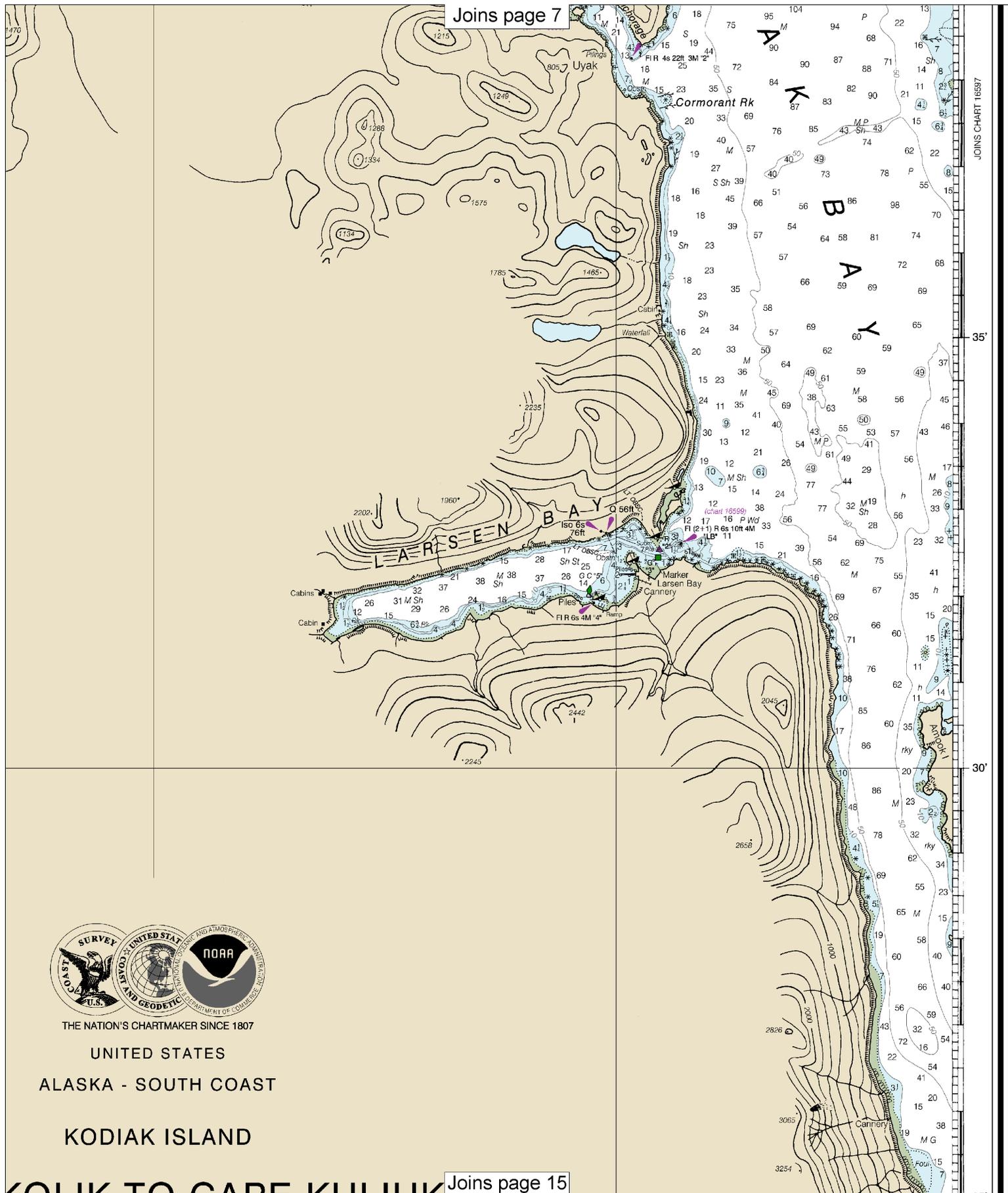
10

Note: Chart grid lines are aligned with true north.



Joins page 7

JOINS CHART 16587



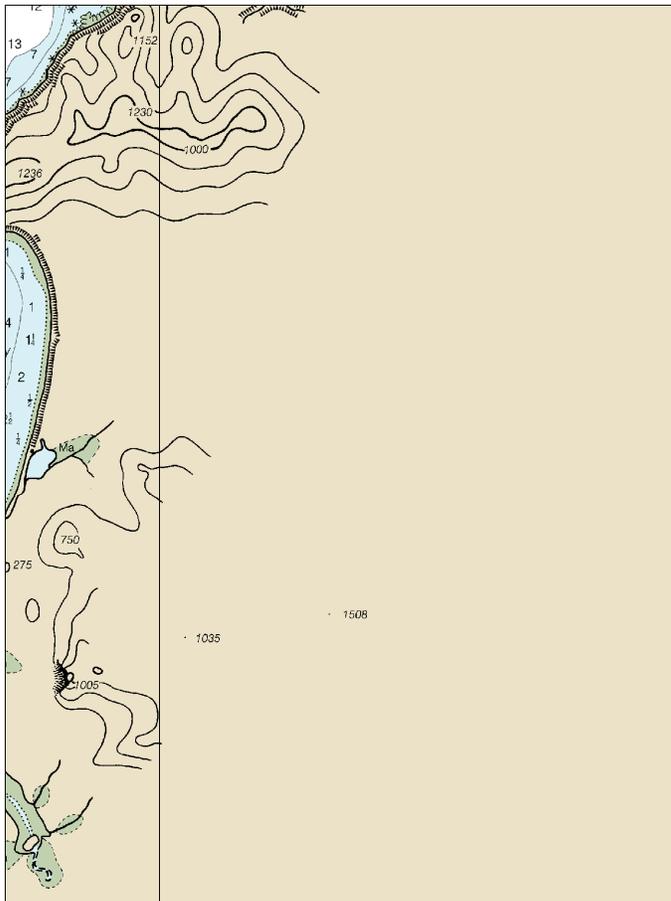
THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
ALASKA - SOUTH COAST

KODIAK ISLAND

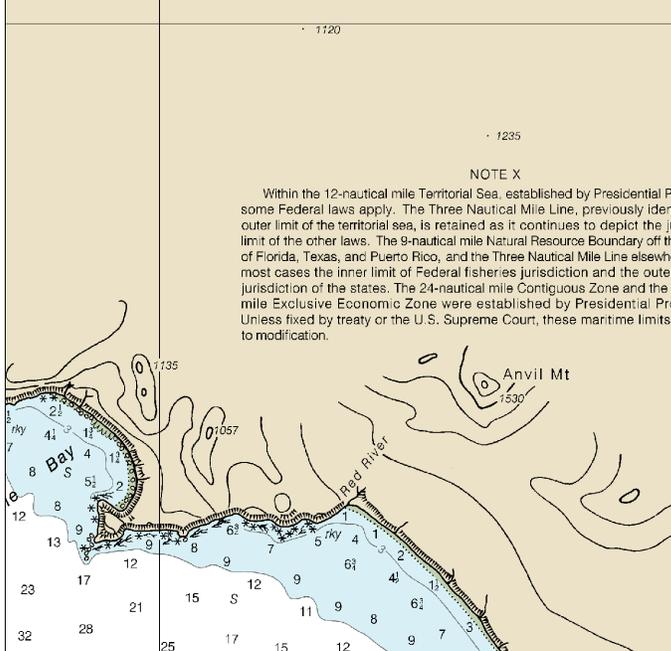
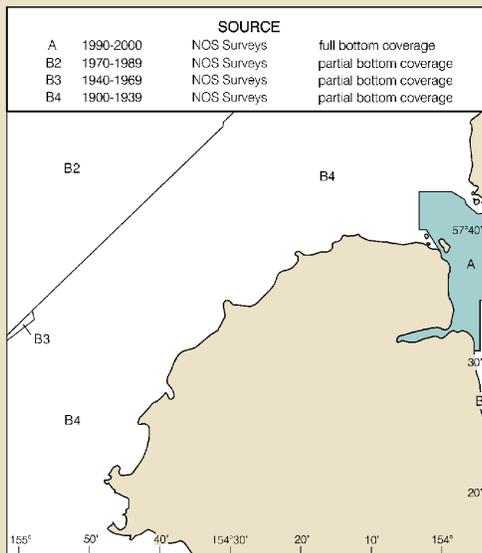
KODIAK TO CAPE KILLUK

Joins page 15



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.



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.

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.

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.

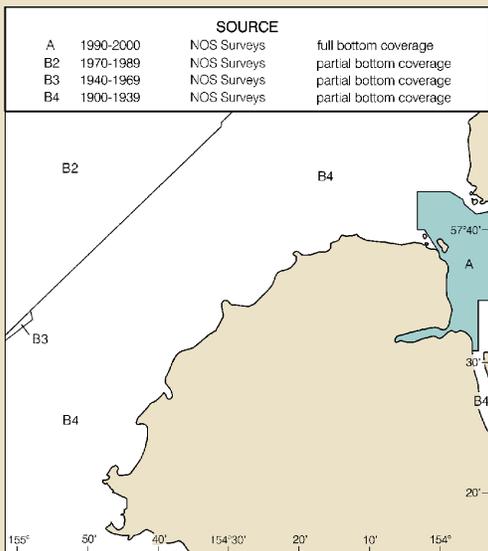
SOUNDINGS IN FATHOMS

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

NOAA encourages about this chart at http

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CAPE IKRAVIK

NAME
Uyak, Uyak Bay
Larsen Bay
Dashes (---) for tide predictions (Feb 2015)

ABBREVIATIONS

- Aids to Navigation
- AERO
- Al. alt.
- B. band
- Bn. bot.
- C. can.
- DIA. dia.
- F. fixed
- Fl. flash
- Bottom chart
- Blds. bld.
- bk. brk.
- Cy. old.
- Miscellaneous
- AUTH.
- ED. ex.
- EL. W.
- (2) Rd.

Joins page 13

by Presidential Proclamation, the Line, previously identified as the Line, continues to depict the jurisdictional Resource Boundary of the Gulf coast nautical Mile Line elsewhere remain in jurisdiction and the outer limit of the contiguous Zone and the 200-nautical ed by Presidential Proclamation, these maritime limits are subject

I Mt



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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 2.70" southward and 8.310" westward to agree with this chart.

AIDS TO NAVIGATION

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

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).

154° 30'

25'

20'

15'

FATHOMS

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

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

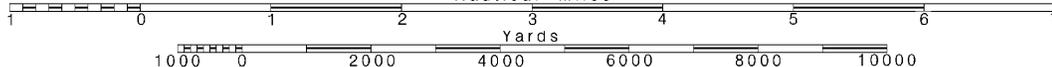
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

See Note on page 5.



UNITED STATES
ALASKA - SOUTH COAST

KODIAK ISLAND

KOLIK TO CAPE KULIUK

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

PI ACF	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Bay	(57°38'N/154°00'W)	feet 13.8	feet 12.9	feet 1.7
	(57°32'N/153°60'W)	13.7	12.6	1.6

located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tides, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>

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

C aeronautical	G green	Mo Morse code	R TR radio tower
flashing	IQ interrupted quick	N nun	Rot rotating
jack	Is isophase	OBSC obscured	s seconds
posacon	LT HO lighthouse	Oc occulting	SEC sector
an	M nautical mile	Or orange	St M statute miles
claphona	m minutes	Q quick	VD very quick
rad	MICRO TR microwave tower	R red	W white
flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Characters:

boulders	Co coral	gy gray	Oys oysters	sa soft
broken	G gravel	h hard	Rk rock	Sh shells
clay	Grs grass	M mud	S sand	sy sticky

Notes:
H authorized Obstr obstruction PD position doubtful Subm submerged
existence doubtful PA position approximate Rep reported
Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
Rocks that cover and uncover, with heights in feet above datum of soundings.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

CAUTION

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

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.

HEIGHTS

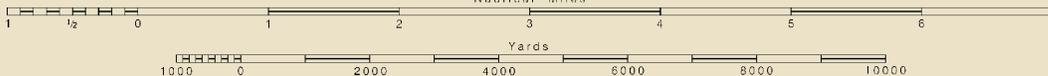
Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

NOAA WEATHER RADIO BROADCASTS

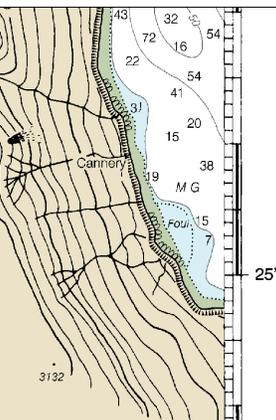
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Raspberry I, AK	KZZ-90	162.425 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Sitkinak Dome, AK	WNG-718	162.450 MHz
Cape Gull, AK	WNG-529	162.500 MHz

SCALE 1:80,000
Nautical Miles



10' 05' 154° 55'



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

Cape Ikolik to Cape Kuliuk
SOUNDINGS IN FATHOMS - SCALE 1:80,000

16598



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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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.