

BookletChart™



Kodiak Island – Sitkinak Strait and Alitak Bay

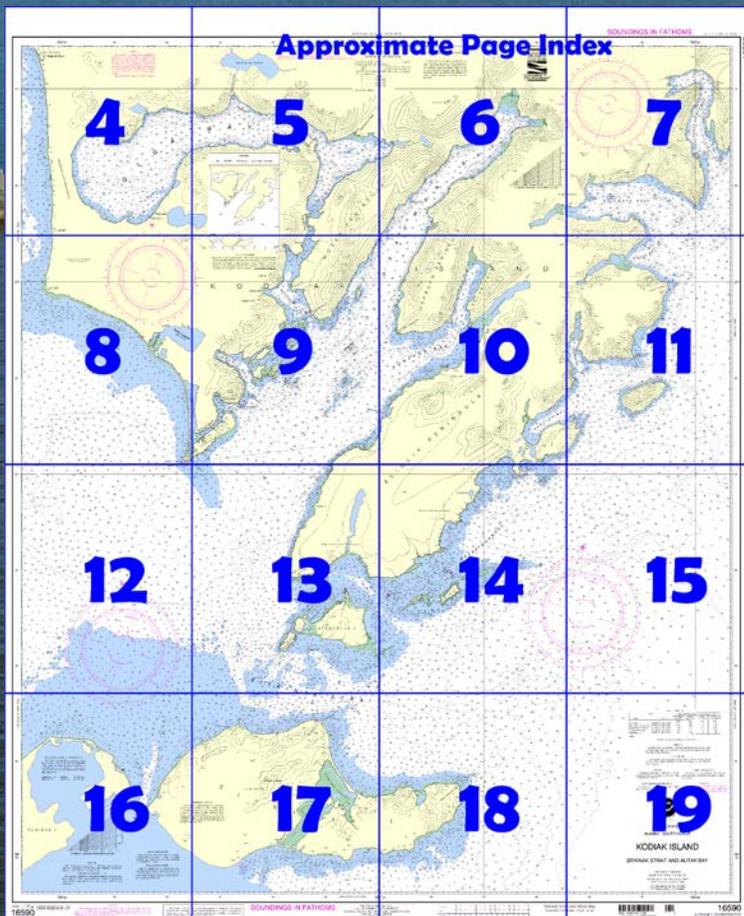
NOAA Chart 16590

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=16590>.



(Selected Excerpts from Coast Pilot)

The coast of **Aliulik Peninsula** from Cape Kaguyak to Cape Trinity, the SW extremity of Kodiak Island, is bordered by foul ground. Extensive foul areas also surround Geese Islands and Aiaktalik Island which are along this coast. Geese Channel is not navigable except for small vessels, and ships proceeding along this coast pass through Sitkinak Strait. Old Kaguyak Bay and Russian Harbor provide anchorage for small vessels. The southernmost peak, 2,215 feet high, on

Kodiak Island, is about 5 miles W of Cape Kaguyak. This detached mountain is regular in outline and forms a distinctive mark. From the mountain toward Cape Trinity is a long gradual slope.

Aiaktalik Island, about 2.5 miles W of the westernmost of the Geese Islands, shows as two knolls; the E one, 308 feet high, is the sharper and higher. The area S of the island is foul for 1.5 miles offshore.

In **Aiaktalik Cove**, the seas and wind sweep around the point in moderate weather, making the cove an uncomfortable anchorage. The best anchorage for small vessels, affording excellent protection from the prevailing NE weather, is on the Kodiak Island side of Russian Harbor. This anchorage is 0.8 mile N of the point 3.4 miles E of Cape Trinity, opposite a stretch of sand beach in a break of the shore reef. The anchorage is in 4 fathoms, soft sand bottom.

Sitkinak Strait is the broad strait lying between Trinity Islands and Kodiak Island. It is navigable for large vessels.

The E approach is marked by Geese Islands on the N and **Cape Sitkinak**, the E end of Sitkinak Island, on the S. As viewed from seaward, this end of Sitkinak Island shows as precipitous dark rock and shale bluffs dominated by two peaks or heads; the N one is 605 feet high and the S one is 821 feet.

Two groups of two bare rocks are 0.5 mile and 1 mile off Cape Sitkinak. The outer group, light gray in appearance, is 17 feet high, and the inner group is 13 feet high. Rocks awash are outside of the outer group of bare rocks.

An extensive fan-shaped reef, the limits of which are marked by thick growing kelp, extends almost 2 miles E and S of the SE point of Aiaktalik Island. It is made up of two rocky ledges and many individual rocks, most of which uncover. It is believed that the rock on which the PAVLOF struck is located near the edge of this reef.

A bank of considerable extent, with a least depth of 4¼ fathoms, is near the middle of Sitkinak Strait about 2 miles N of Whirlpool Point.

Currents.—The currents in Sitkinak Strait set WNW on the flood and ESE on the ebb. There are heavy tide rips in the strait particularly SW and W of Aiaktalik Island. So far as observed, they are heaviest with a W wind and a flood current. The tide rips are often dangerous for small vessels. At times when the current opposes seas from E in the vicinity of Whirlpool Point, the seas become very steep. Current predictions for Sitkinak Strait may be obtained from the Tidal Current Tables.

Alitak Bay, at the S end of Kodiak Island has its entrance between Cape Alitak and Cape Trinity, and extends 26 miles in a N direction to the head of Deadman Bay. Lazy Bay is a good anchorage.

The country is treeless and except for outcropping ledges of bare rock on the knolls and peaks, the land is covered by thick moss and grass. A herd of reindeer is maintained in the vicinity of Lazy Bay by the natives. The prominent feature in the approach is Twin Peaks on the peninsula between Lazy Bay and Kempff Bay. It can be seen from off Cape Ikolik on a clear day. The peninsula between Kempff Bay and Olga Bay is mountainous and rises to 2,000 feet.

Pilotage, Alitak.—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 Alitak Bay can contact the pilot boat by calling "ALITAK BAY PILOT BOAT" on VHF-FM channel 16 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

Table of Selected Chart Notes

Corrected through NM Sep. 08/07
Corrected through LNM Aug. 28/07

Mercator Projection
Scale 1:81,529 at Lat 56° 50'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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

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

For Symbols and Abbreviations see Chart No. 1

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.

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

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).

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 2.875' southward and 8.255' westward to agree with this chart.

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.

CAUTION Tungu
Tidal observations made by the National Ocean Service since the earthquake of March 27, 1964, indicate bottom subsidence, in feet at the following location.
Lazy Bay, Kodiak Island -0.6
Mariners are cautioned to expect shoaling or deepening for the area listed. Tidal observations at this time are selected sides and the magnitude of the changes except at this site is not known.

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.

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

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

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.

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
Three Saints Bay (57°07'N/153°31'W)	8.3	7.7	1.2	1.2
Jap Bay (56°58'N/153°42'W)	8.2	7.6	1.2	1.2
Oiga Bay (Cannery) (57°10'N/154°14'W)	1.4	1.1	0.1	0.1
Lazy Bay (56°54'N/154°15'W)	11.7	10.9	1.6	1.6

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://hcdesandcurrents.noaa.gov>. (Aug 2007)

LORAN-C

GENERAL EXPLANATION

RATES ON THIS CHART
7960-X 7960-Y 9990-X 9990-Y 9990-Z

LORAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL
7960 79,600 Microseconds
9990 99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators):
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 7960-X

The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in in-shore waters. Skywave corrections are not provided.



PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

154°30'

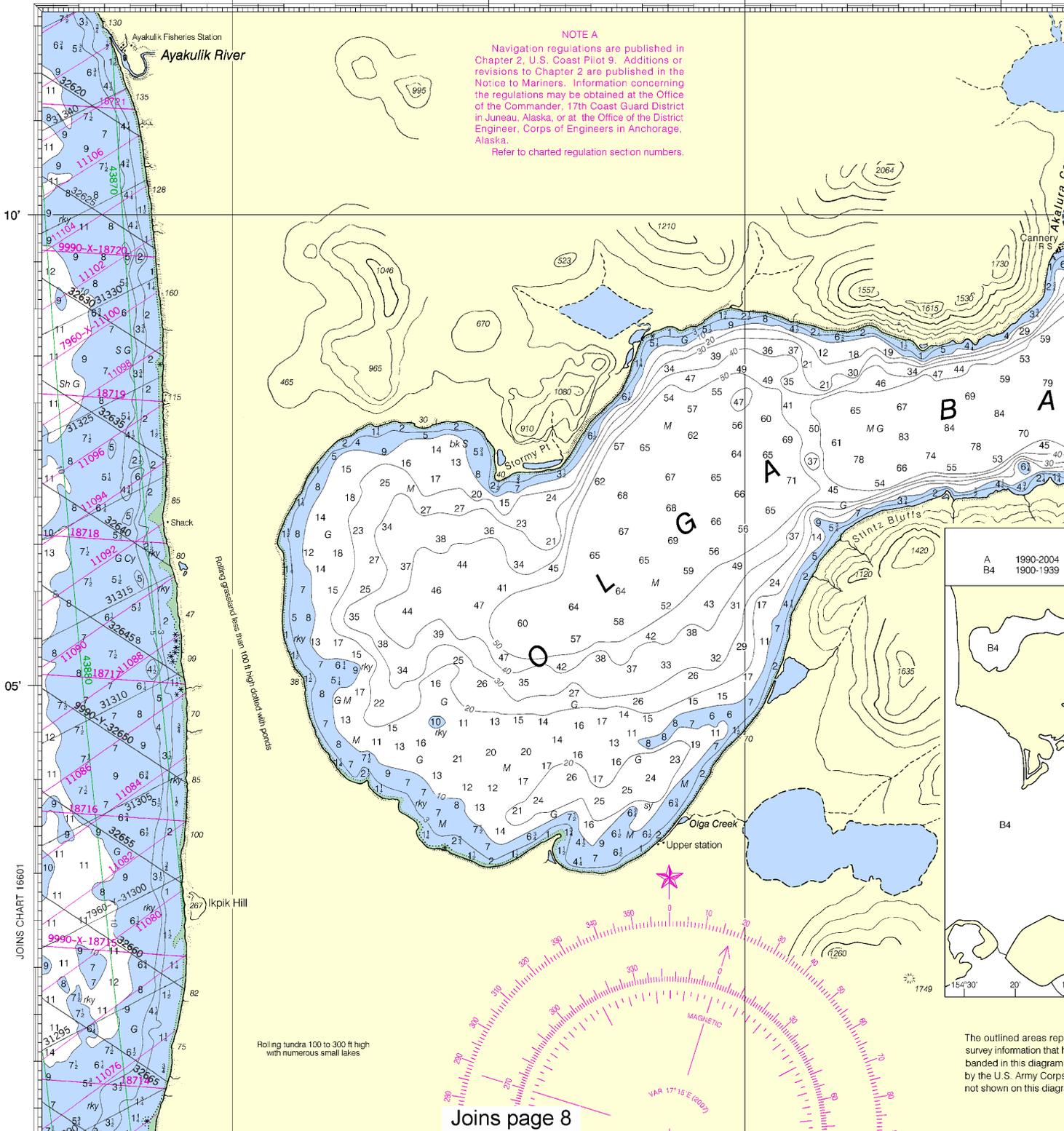
25'

20'

15'

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.



4

Note: Chart grid lines are aligned with true north.

Joins page 8

The outlined areas represent survey information that has been banded in this diagram by the U.S. Army Corps of Engineers not shown on this diagram.

10' 05' 154° W 55'

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.

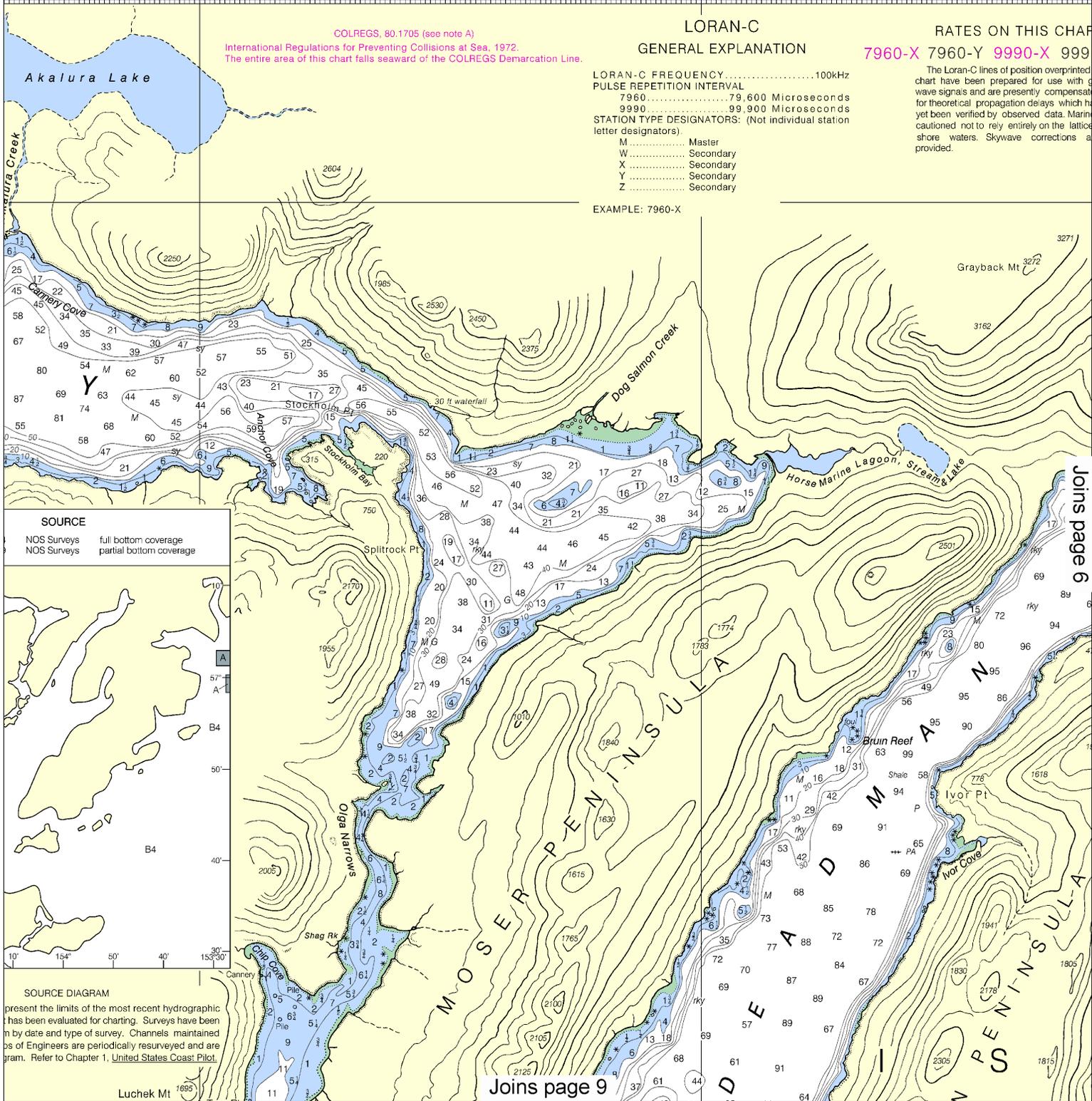
LORAN-C
 GENERAL EXPLANATION

RATES ON THIS CHART
 7960-X 7960-Y 9990-X 9990-Y

LORAN-C FREQUENCY 100kHz
 PULSE REPETITION INTERVAL
 7960 79,600 Microseconds
 9990 99,900 Microseconds
 STATION TYPE DESIGNATORS: (Not individual station letter designators)
 M Master
 W Secondary
 X Secondary
 Y Secondary
 Z Secondary

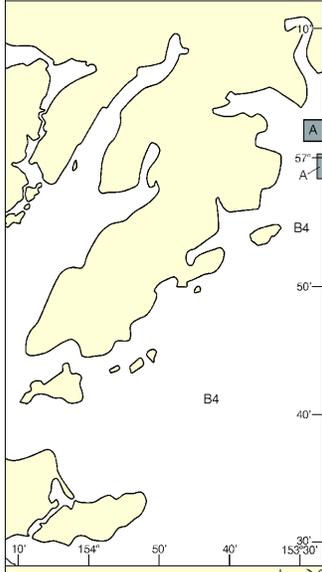
The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattice of shore waters. Skywave corrections are not provided.

EXAMPLE: 7960-X



SOURCE

NOS Surveys full bottom coverage
 NOS Surveys partial bottom coverage



SOURCE DIAGRAM

present the limits of the most recent hydrographic survey that has been evaluated for charting. Surveys have been conducted by date and type of survey. Channels maintained by Engineers are periodically resurveyed and are shown in red. Refer to Chapter 1, United States Coast Pilot.

Luheck Mt 1695

Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:108705. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



05'

154° W

55'

50'

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
 PULSE REPETITION INTERVAL
 7960.....79,600 Microseconds
 9990.....99,900 Microseconds
 STATION TYPE DESIGNATORS: (Not individual station letter designators).
 M.....Master
 W.....Secondary
 X.....Secondary
 Y.....Secondary
 Z.....Secondary

EXAMPLE: 7960-X

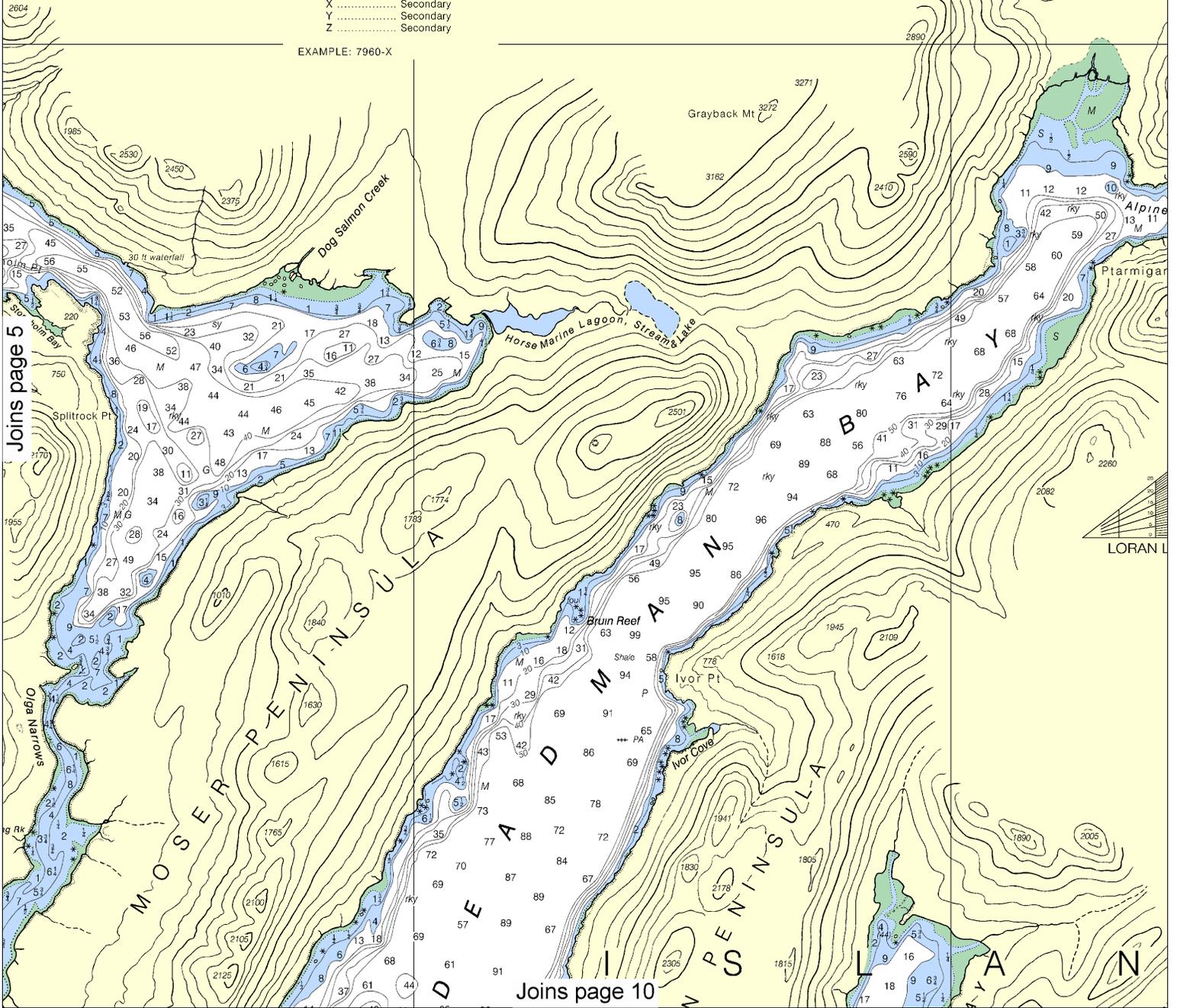
RATES ON THIS CHART

7960-X 7960-Y 9990-X 9990-Y 9990-Z

The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in in-shore waters. Skywave corrections are not provided.

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Joins page 5

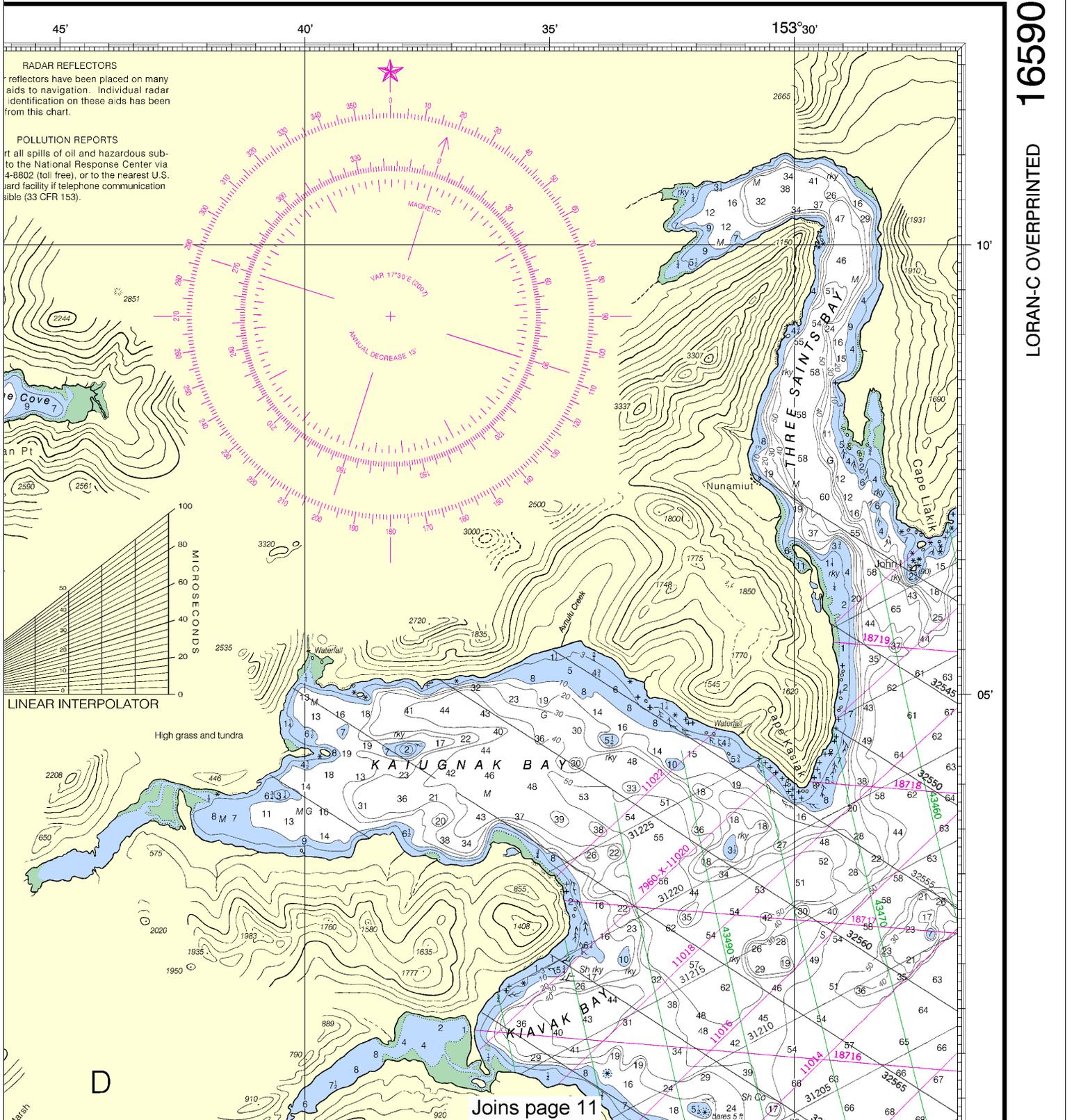
Joins page 10

LORAN L



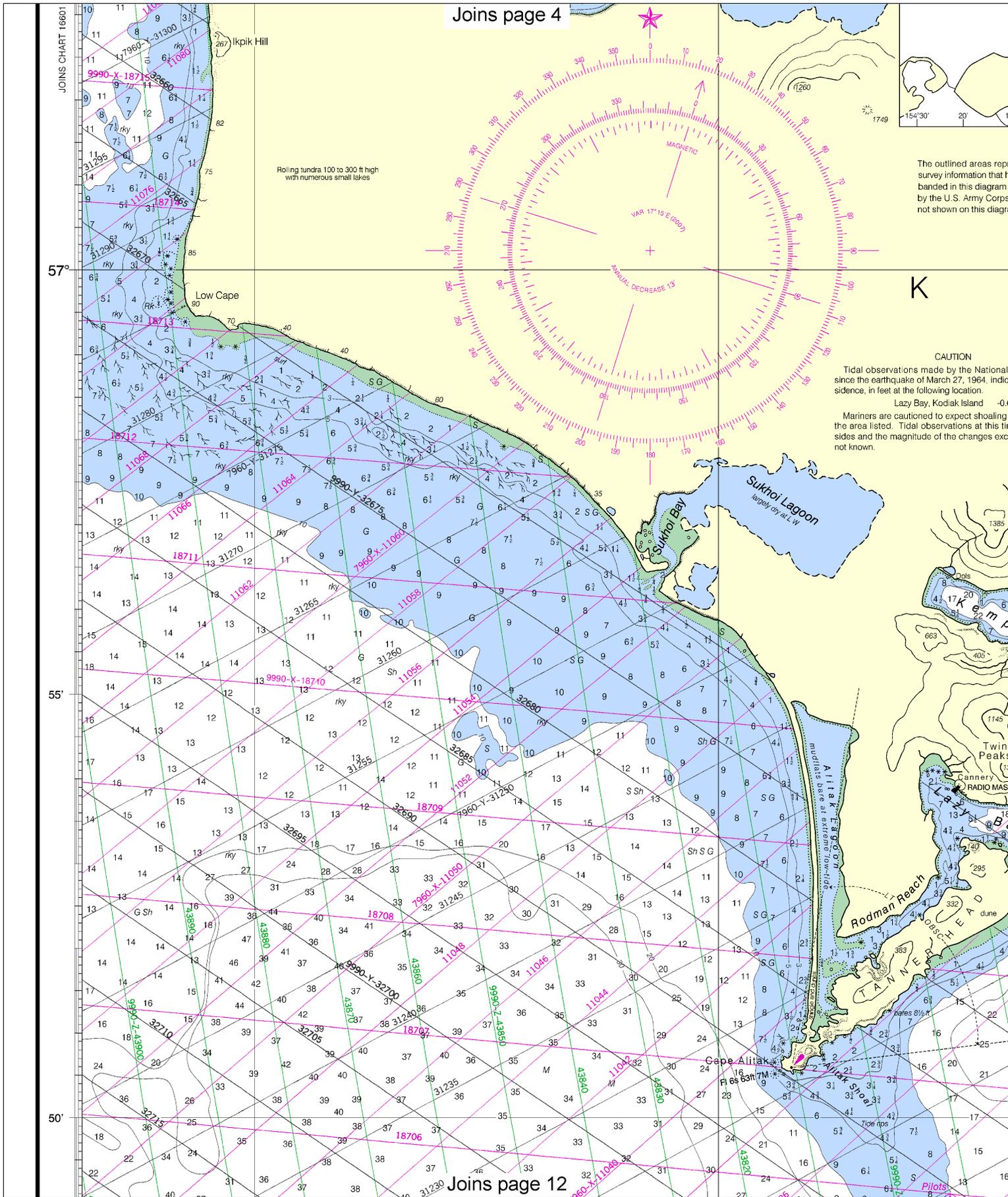
Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
 NGA Weekly Notice to Mariners: 4812 12/1/2012,
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



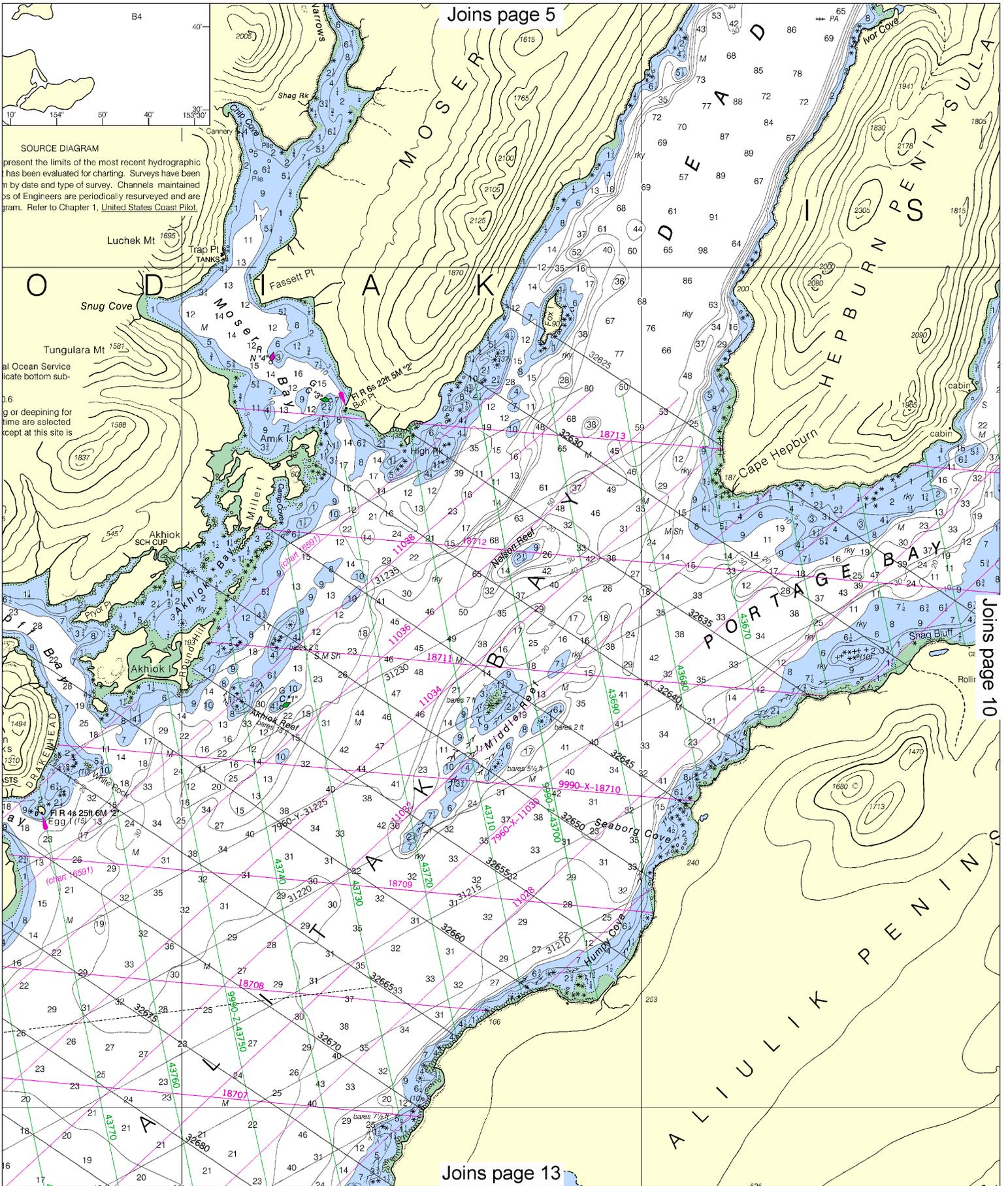


The outlined areas represent survey information that has been included in this diagram by the U.S. Army Corps not shown on this diagram.

CAUTION
Tidal observations made by the National since the earthquake of March 27, 1964, indicate a subsidence, in feet at the following location:
Lazy Bay, Kodiak Island -0.6
Mariners are cautioned to expect shoaling in the area listed. Tidal observations at this time and the magnitude of the changes expected are not known.

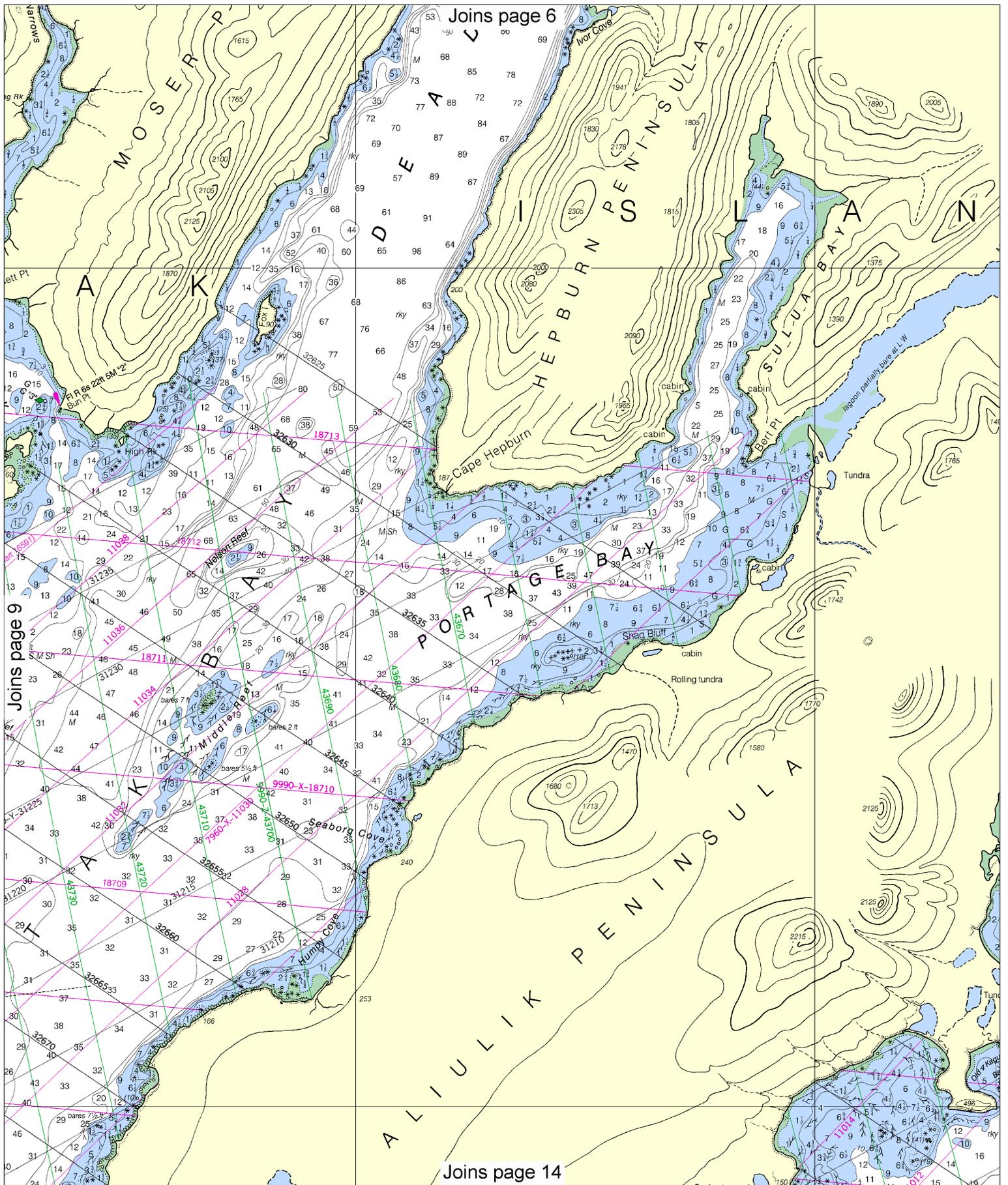


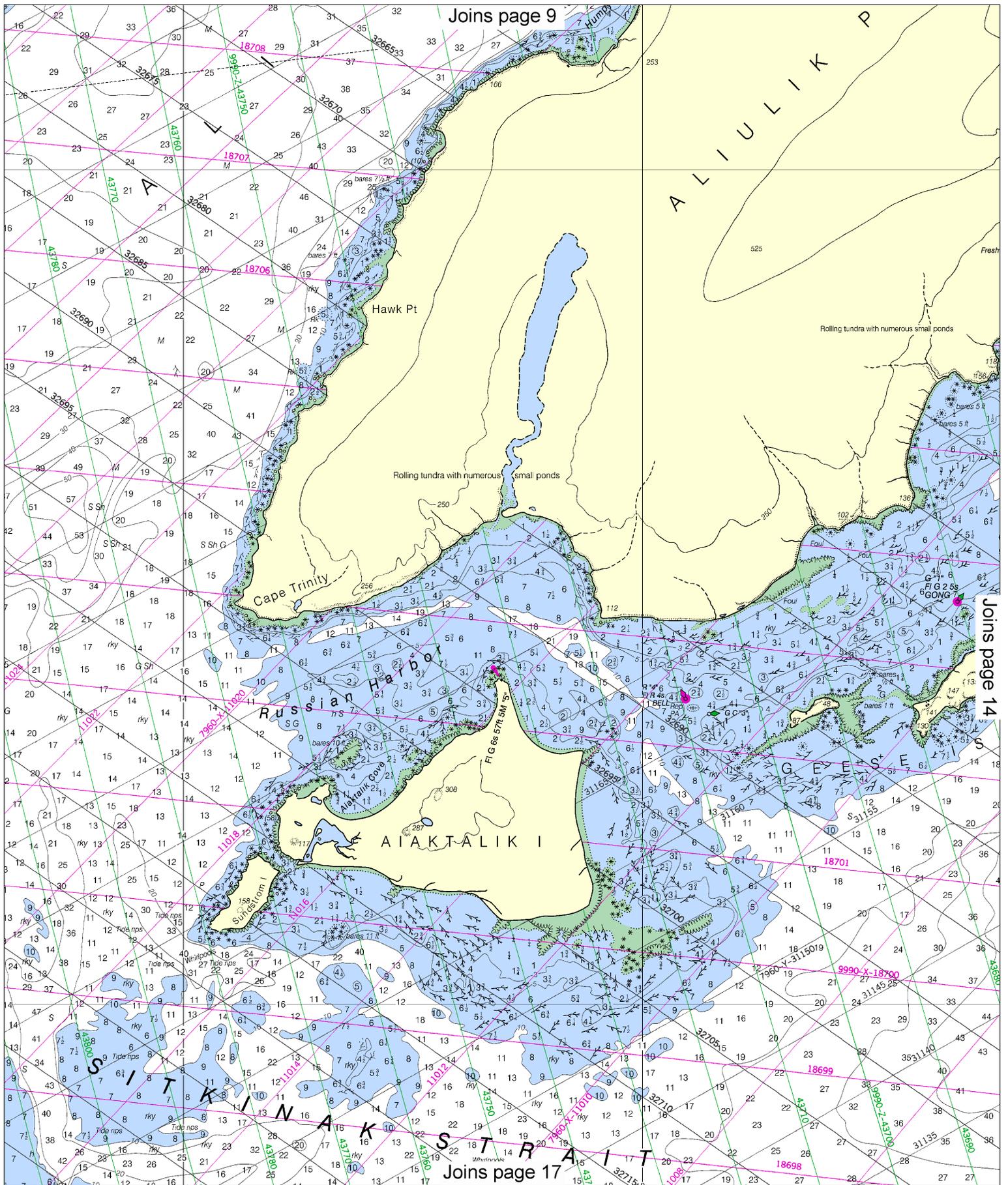
Note: Chart grid lines are aligned with true north.

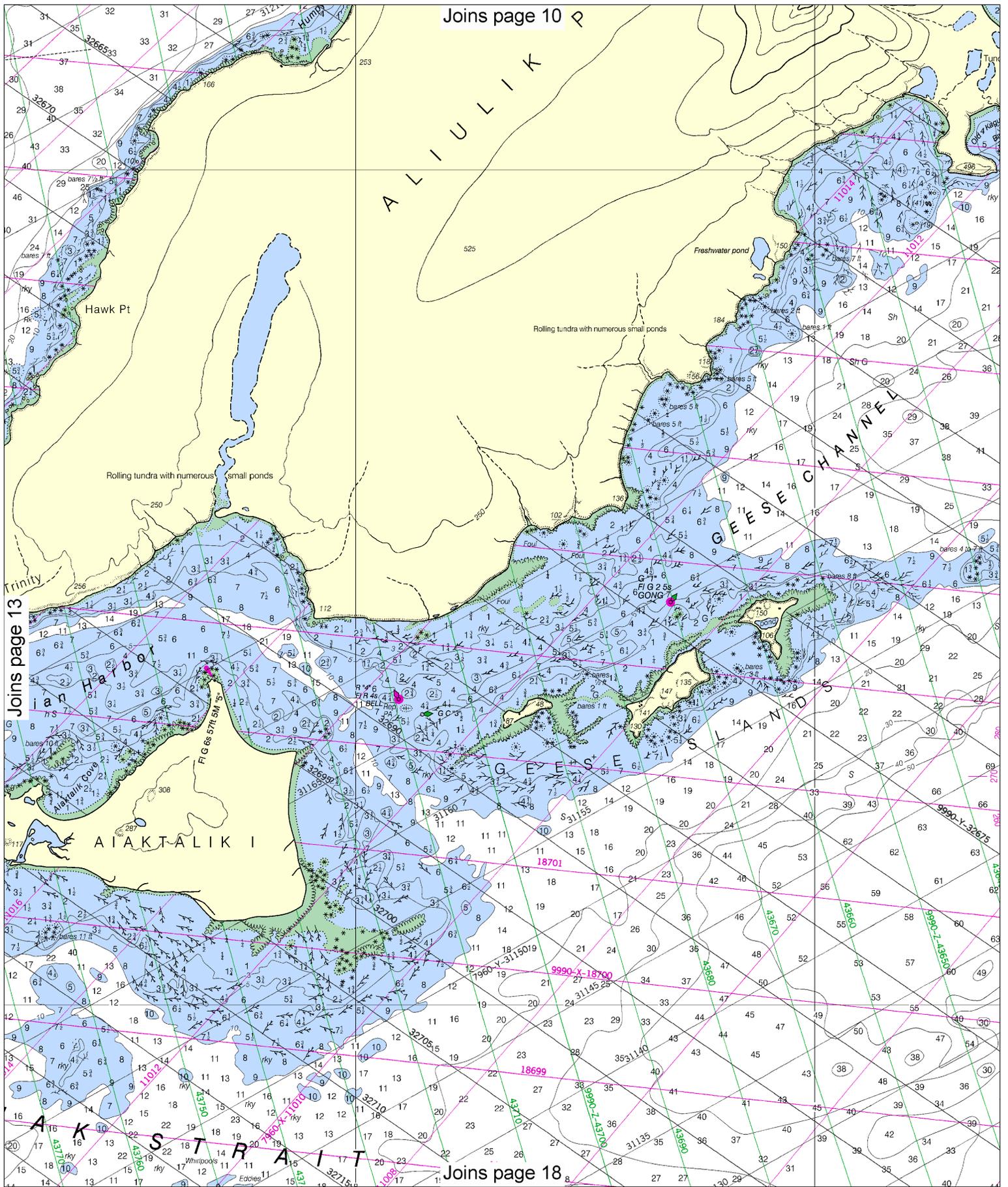


SOURCE DIAGRAM
 present the limits of the most recent hydrographic
 has been evaluated for charting. Surveys have been
 by date and type of survey. Channels maintained
 of Engineers are periodically resurveyed and are
 gram. Refer to Chapter 1, United States Coast Pilot.

al Ocean Service
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 0.6
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 time are selected
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Joins page 10

Joins page 13

Joins page 18

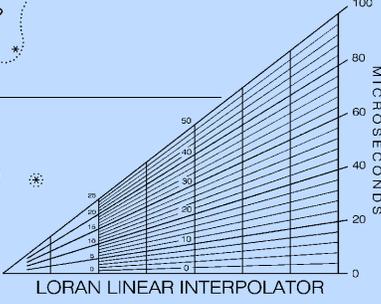
CONTINUED ON CHART 16580

40'
35'
56'
30'

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

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Pillar Mt, AK	WNG-531	162.525 MHz
Sitkinak Dome, AK	WNG-718	162.450 MHz

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 1964 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.875' southward and 8.255' westward to agree with this chart.



TUGIDAK ISLAND

Tugidak

154°30' 25' 20' 15'

11th Ed., Sep. / 07 ■ Corrected through NM Sep. 08/07
Corrected through LNM Aug. 28/07

16590

LORAN-C OVERPRINTED

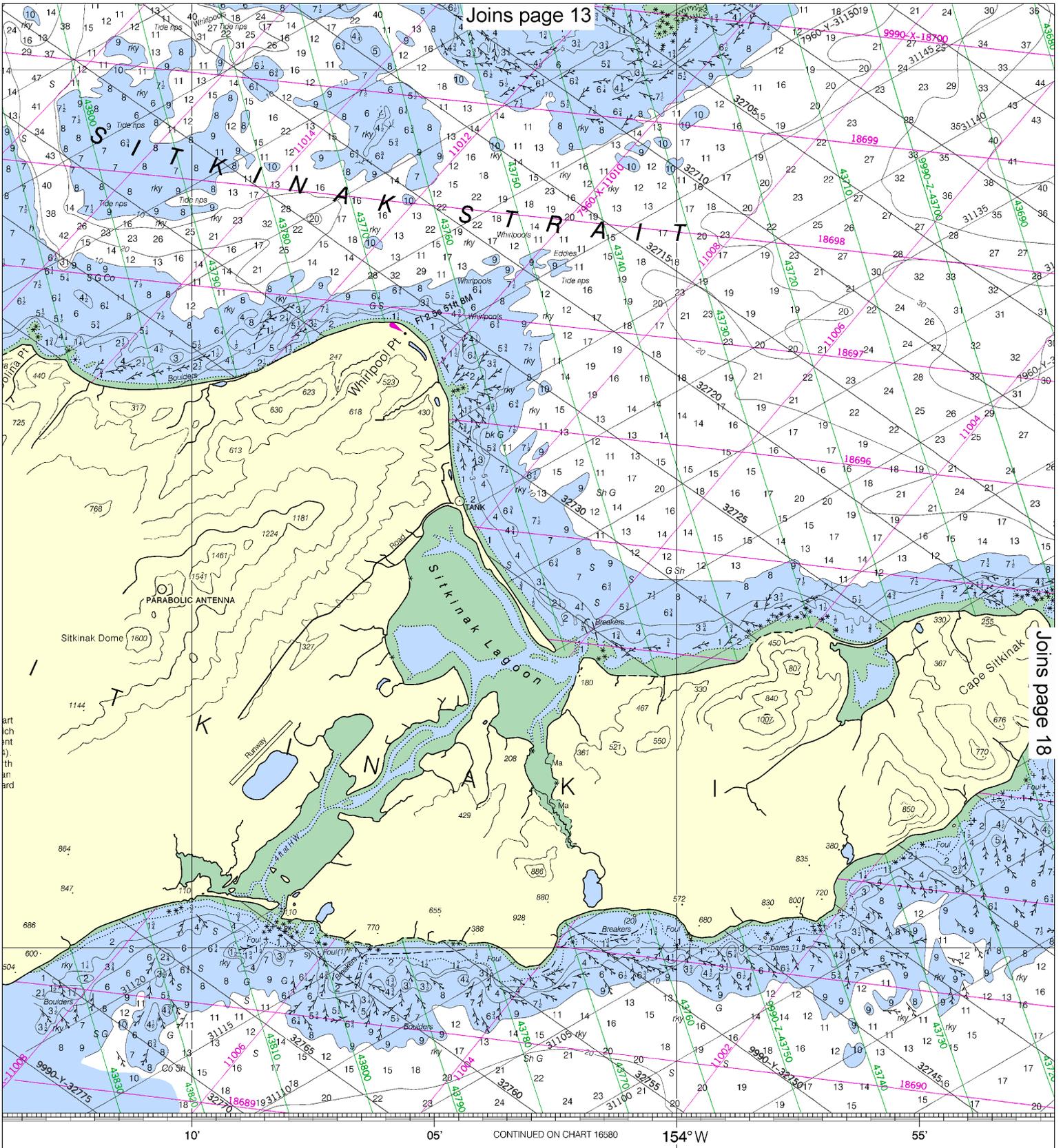
CAUTION

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.

This nautical chart has been designed to promote safe navigation. The Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/CS2), National Service, NOAA, Silver Spring, Maryland 20910-3282.

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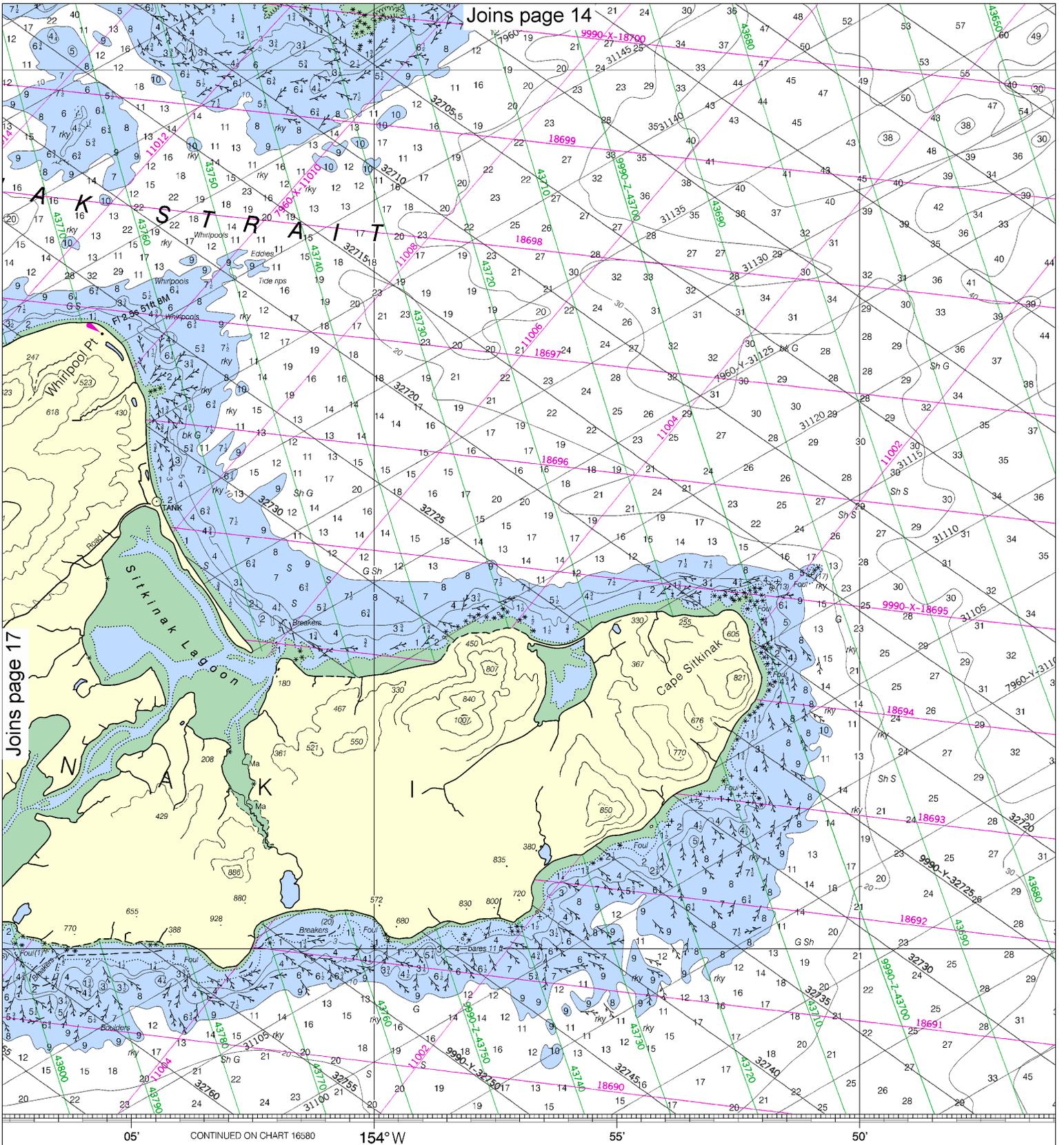
Note: Chart grid lines are aligned with true north.



SOUNDINGS IN FATHOMS

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

the National
 Instruments for
 the Ocean



Joins page 17

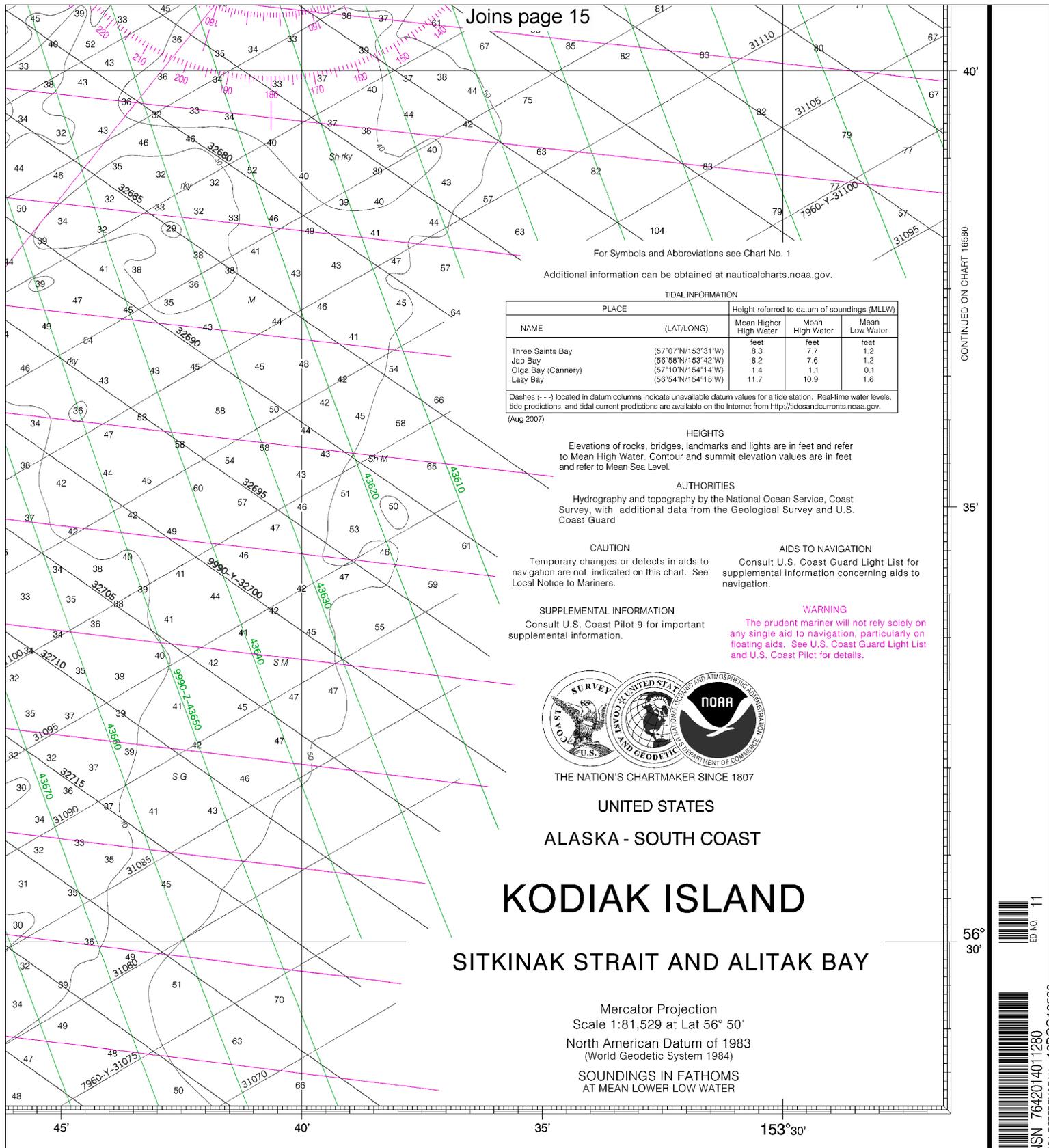
18 FATHOMS

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

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

18

Note: Chart grid lines are aligned with true north.



For Symbols and Abbreviations see Chart No. 1
 Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Three Saints Bay	(57°07'N/153°31'W)	8.3	7.7	1.2
Jap Bay	(56°58'N/153°42'W)	8.2	7.6	1.2
Oiga Bay (Cannery)	(57°10'N/154°14'W)	1.4	1.1	0.1
Lazy Bay	(56°54'N/154°15'W)	11.7	10.9	1.6

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>. (Aug 2007)

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.

AUTHORITIES

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

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.

SUPPLEMENTAL INFORMATION

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

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.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
 ALASKA - SOUTH COAST

KODIAK ISLAND

SITKINAK STRAIT AND ALITAK BAY

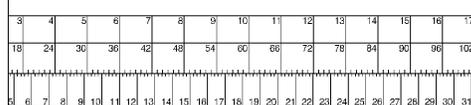
Mercator Projection
 Scale 1:81,529 at Lat 56° 50'
 North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FATHOMS
 AT MEAN LOWER LOW WATER

CONTINUED ON CHART 16580

40'

56° 30'



Sitkinak Strait and Alitak Bay
 SOUNDINGS IN FATHOMS - SCALE 1:81,529

16590
 LORAN-C OVERPRINTED



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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- 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 @nauticalcharts



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.

