

BookletChart™



Part of Alitak Bay – Cape Alitak to Moser Bay

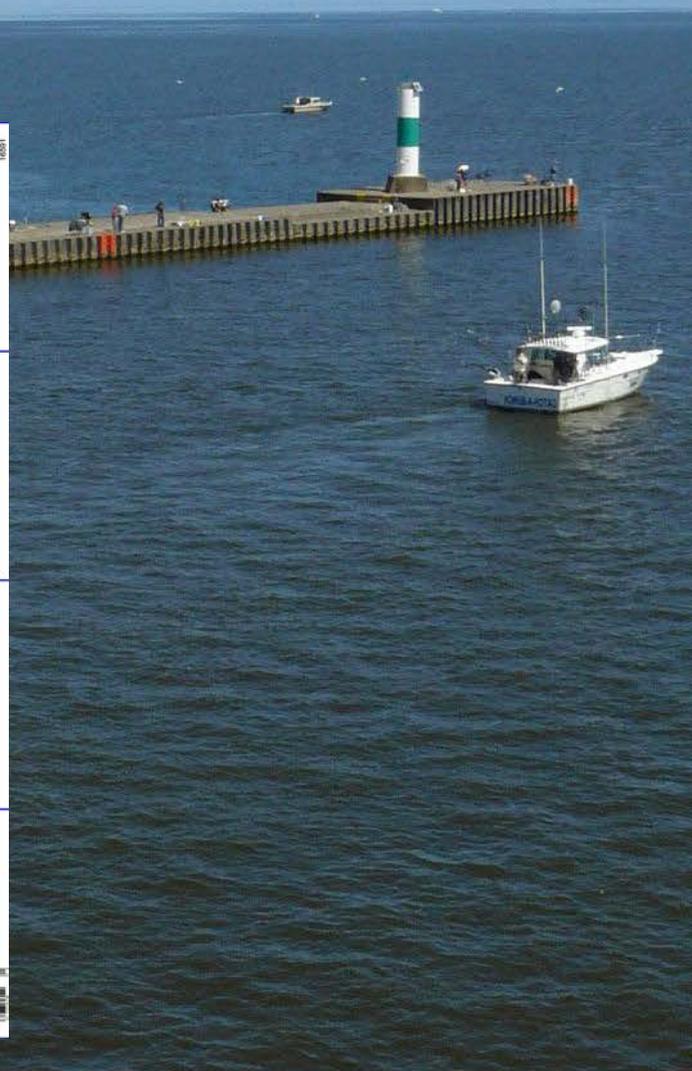
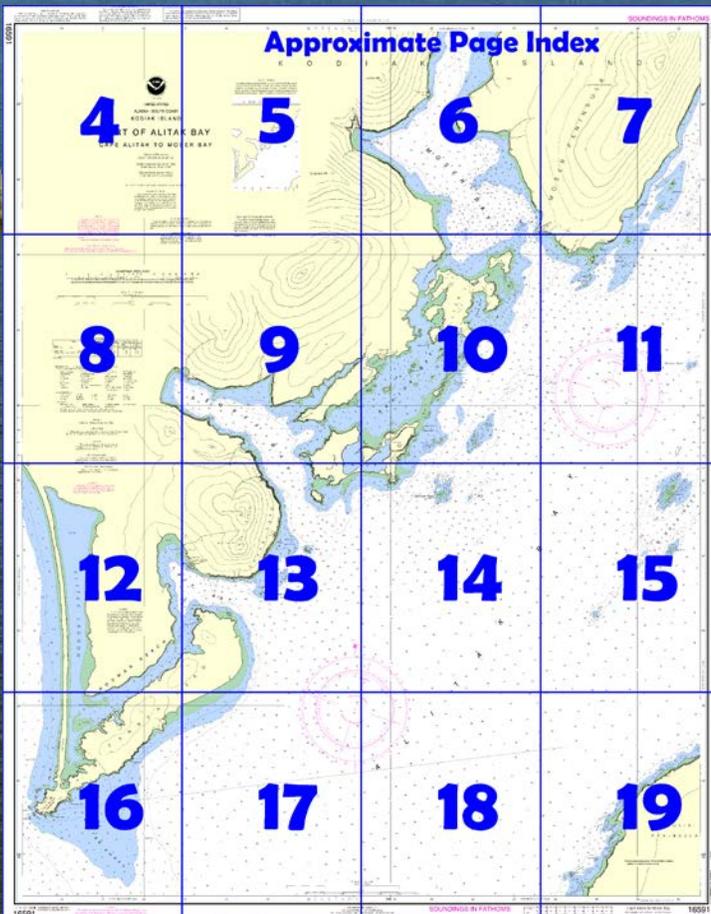
NOAA Chart 16591

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=16591>.



(Selected Excerpts from Coast Pilot)

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 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.

Cape Trinity, the S entrance point to Alitak Bay, is a tableland terminating in an almost vertical bluff. Rocks and reefs extend a short distance off the cape.

Cape Alitak, the N entrance point of Alitak Bay, is the S end of a sloping ridge with numerous knolls. It is partly grass covered with much bare rock. Deep water extends close up to the cape on its SW side, but a long shoal of fine gray sand makes off its SE side in the direction of Cape Trinity. Numerous rocks are also close off the N, E, and W sides of the cape. The 10-fathom curve extends 3 miles off the cape and the 5-fathom curve is about 1.3 miles off. At the outer end of the shoal the depth increases rapidly to 20 fathoms. **Cape Alitak Light** (56°50'35"N., 154°18'25"W.), 63 feet (19.2 m) above the water, is shown from a small house with a red and white diamond-shaped daymark on the S end of the cape.

Lazy Bay, 4 miles NE from Cape Alitak, is well marked by Twin Peaks and Egg Island on its N side, and some white rocky ledges close to its S entrance point. The shore S of the entrance is clear if given a berth of 0.4 mile with the exception of the shoal making off the SE side of Cape Alitak.

A cannery with a wharf is on the N shore about 1 mile W from Egg Island. The wharf is 180 feet long with 30 feet reported alongside the face. Water is available at the wharf. The cannery season is May through September. Caretakers man the cannery in the off-season. The cannery monitors VHF-FM channel 16 and 4125 kHz single sideband (SSB); call sign is KBL-75. VHF-FM channel 79A is used as a working frequency; 2450 kHz SSB is also available. Telephone service is available at the village of Akhiok. The cannery maintains a store seasonally. A nurse or first aid technician is available during the canning season, but there are no hospital accommodations. Injuries or illnesses requiring hospitalization are flown to Kodiak. Air service is available to and from Kodiak on Tuesdays and Fridays during the off-season, and six days a week during the open season.

Anchorage in 9 to 15 fathoms, mud bottom, may be had between the cannery and the E entrance point to Rodman Reach. With E gales the wind blows directly in Lazy Bay and there is little room in case of dragging or parting a cable. Northwesterly blows with great force into Lazy Bay from over the ridge back of the head of the bay. Small craft can find excellent shelter and smooth water in the entrance to Rodman Reach during E weather.

Rodman Reach is a narrow arm that extends SW from Lazy Bay and inside of **Tanner Head** to Cape Alitak where it forms a shallow basin from which **Alitak Lagoon**, also shallow, extends 3 miles N, being separated from the sea by a narrow shingle spit. About 100 yards off the E entrance point are two rocks awash. Excellent shelter for small craft will be found in the entrance to Rodman Reach.

Kodiak National Wildlife Refuge includes waters of Lazy Bay, Rodman Reach and Alitak Lagoon. Kodiak National Wildlife Refuge is a Marine Protected Area.

Kempff Bay, on the N side of Twin Peaks, is too deep for convenient anchorage and on its N side has broken bottom that should be avoided. There are neither settlements nor improvements in Kempff Bay.

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 Jan. 24/04
Corrected through LNM Jan. 06/04

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:20,000 at Lat 56° 55'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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

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.

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.

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 -0.6 feet at Lazy 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.

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

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.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides 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

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 2.880" southward and 8.290" westward to agree with this chart.

Rolling tundra averaging from 100 to 300 feet in elevation, spotted with small freshwater ponds.

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

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).

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.

UPDATING SERVICE
FOR THIS CHART, a listing of NOTICE TO MARINERS (NM) corrections subsequent to the NM corrected through date shown in the lower left hand corner, is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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.

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	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HC 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	Grs 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	

⚓ 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.

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)				
		Mean High Water	Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Lazy Bay	(56°54'N/154°15'W)	feet	feet	feet	feet	feet
Moser Bay (Trap Point)	(57°00'N/154°09'W)	11.7	10.9	1.6	1.6	-4.5
		11.6	10.8			-4.5

(Dec 2003)

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS (NM) corrections subsequent to the NM corrected through date shown in the lower left hand corner, is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

This chart is available in a version 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.

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

16591

18' 17' 16' 15'



UNITED STATES
ALASKA - SOUTH COAST
KODIAK ISLAND
PART OF ALITAK BAY
CAPE ALITAK TO MOSER BAY

Mercator Projection
Scale 1:20,000 at Lat 56° 55'

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.

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 2.880" southward and 8.290" westward to agree with 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.

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.

57°

59'

58'

Joins page 8

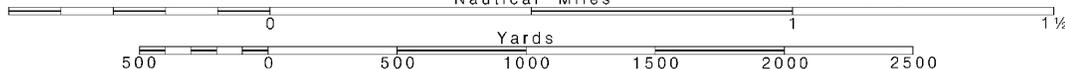
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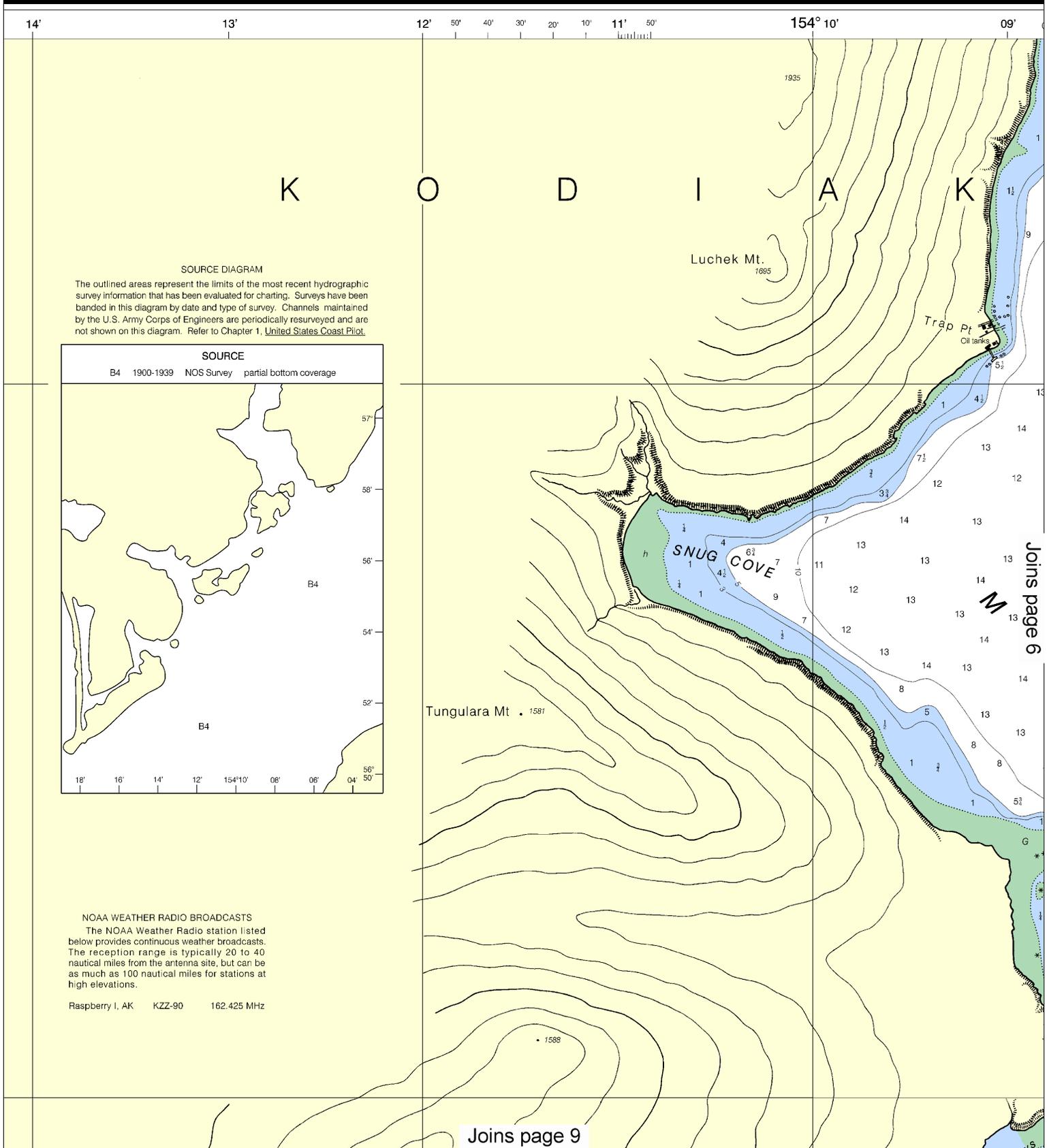
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

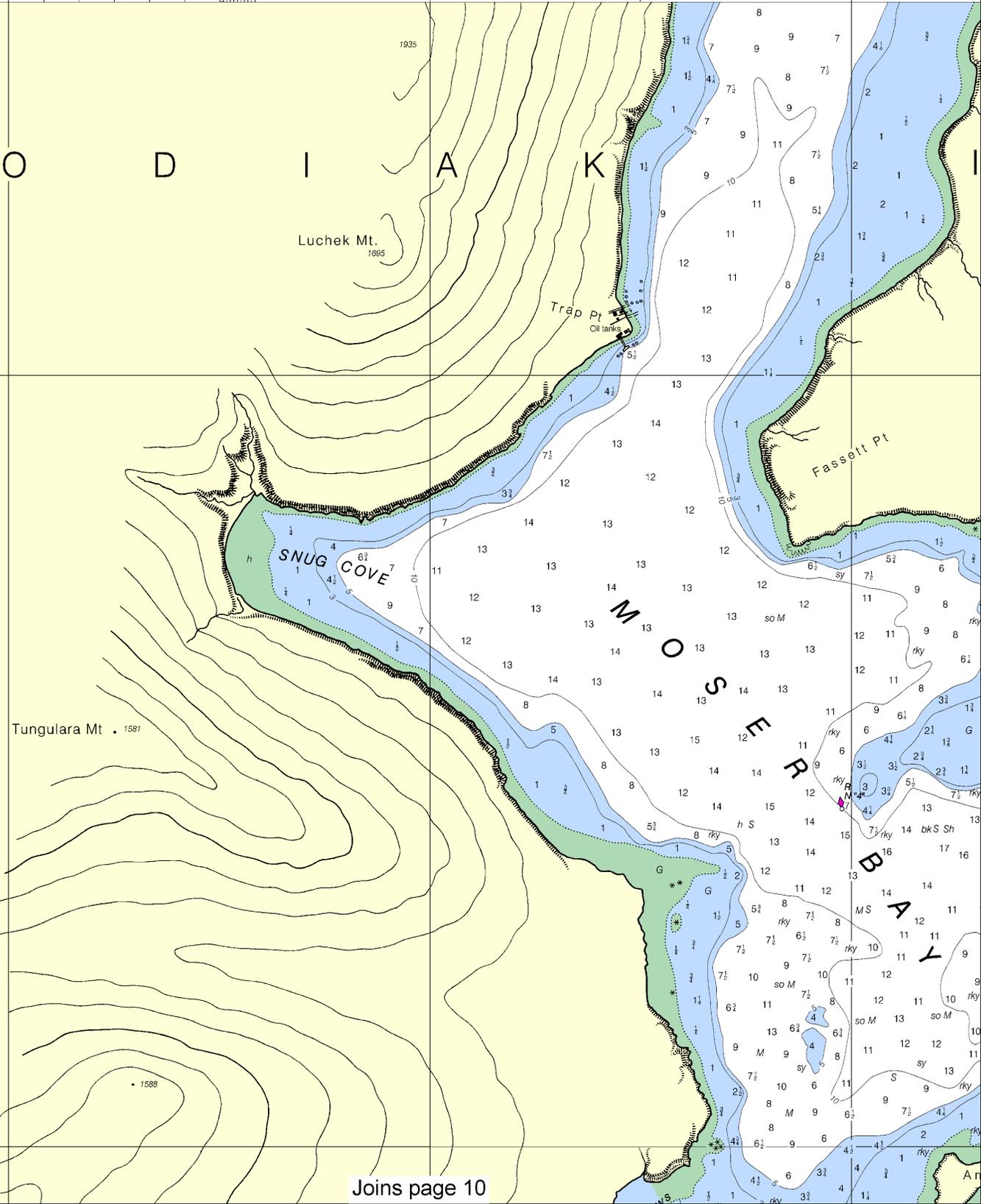
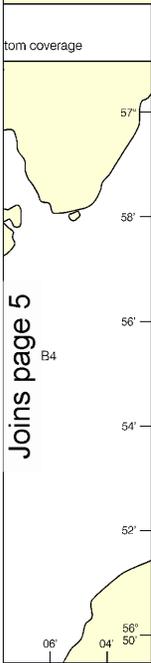
12' 50' 40' 30' 20' 10' 11' 50' 154° 10' 09' CONTINUED ON CHART 16590 08'

K O D I A K I

recent hydrographic
g. Surveys have been
Channels maintained
y resurveyed and are
ed States Coast Pilot.

tom coverage

Joins page 5
B4



Tungulara Mt. 1581

Luchek Mt. 1685

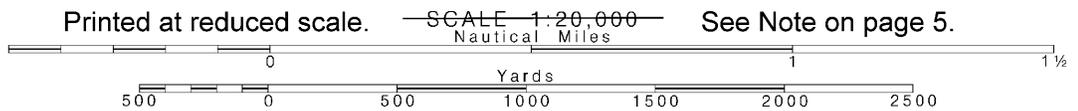
Trap Pt
Oil tanks

Fasset Pt

Joins page 10



Note: Chart grid lines are aligned with true north.



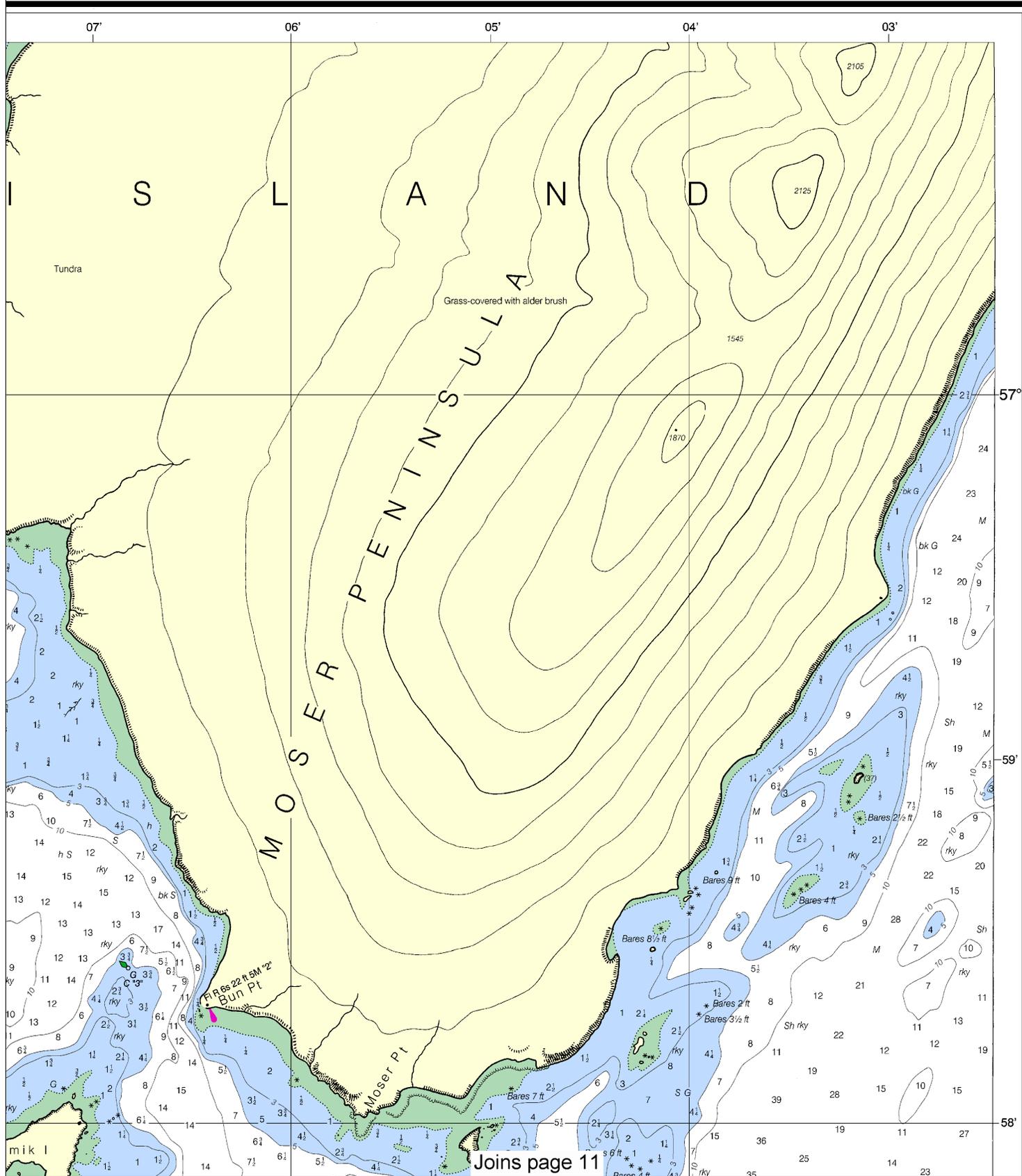
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

SOUNDINGS IN FATHOMS

16591



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.



Joins page 4

Notice to Mariners: If the regulations may be 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.

Response Center via 1-800-424-8822 (for 24/7) 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.

58'

57'

56'

50'

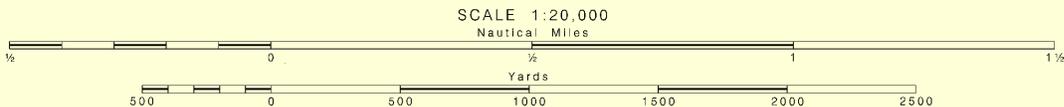
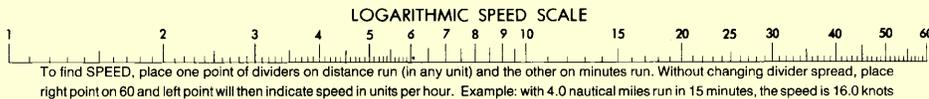
40'

30'

20'

10'

55'



Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
Lazy Bay	(56°54'N/154°15'W)	11.7	10.9	1.6	-4.5
Moser Bay (Trap Point)	(57°00'N/154°09'W)	11.6	10.8	1.6	-4.5

(Dec 2003)

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	Iso 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	Grs 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

Heights in feet above Mean High Water.

AUTHORITIES

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

CAUTION

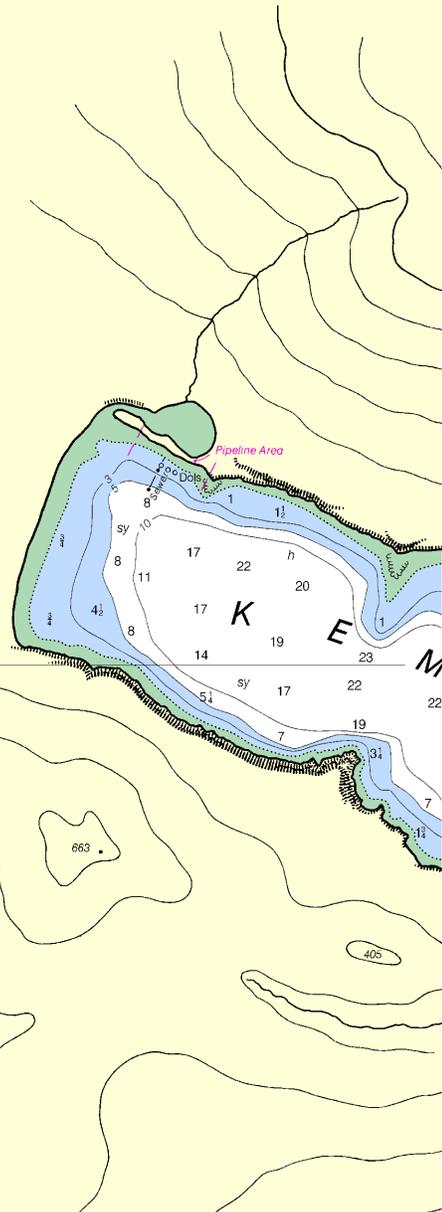
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

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 Joins page 12

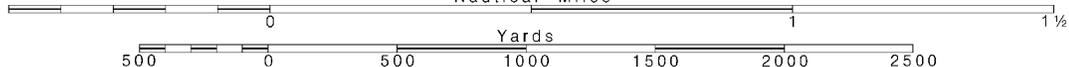


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

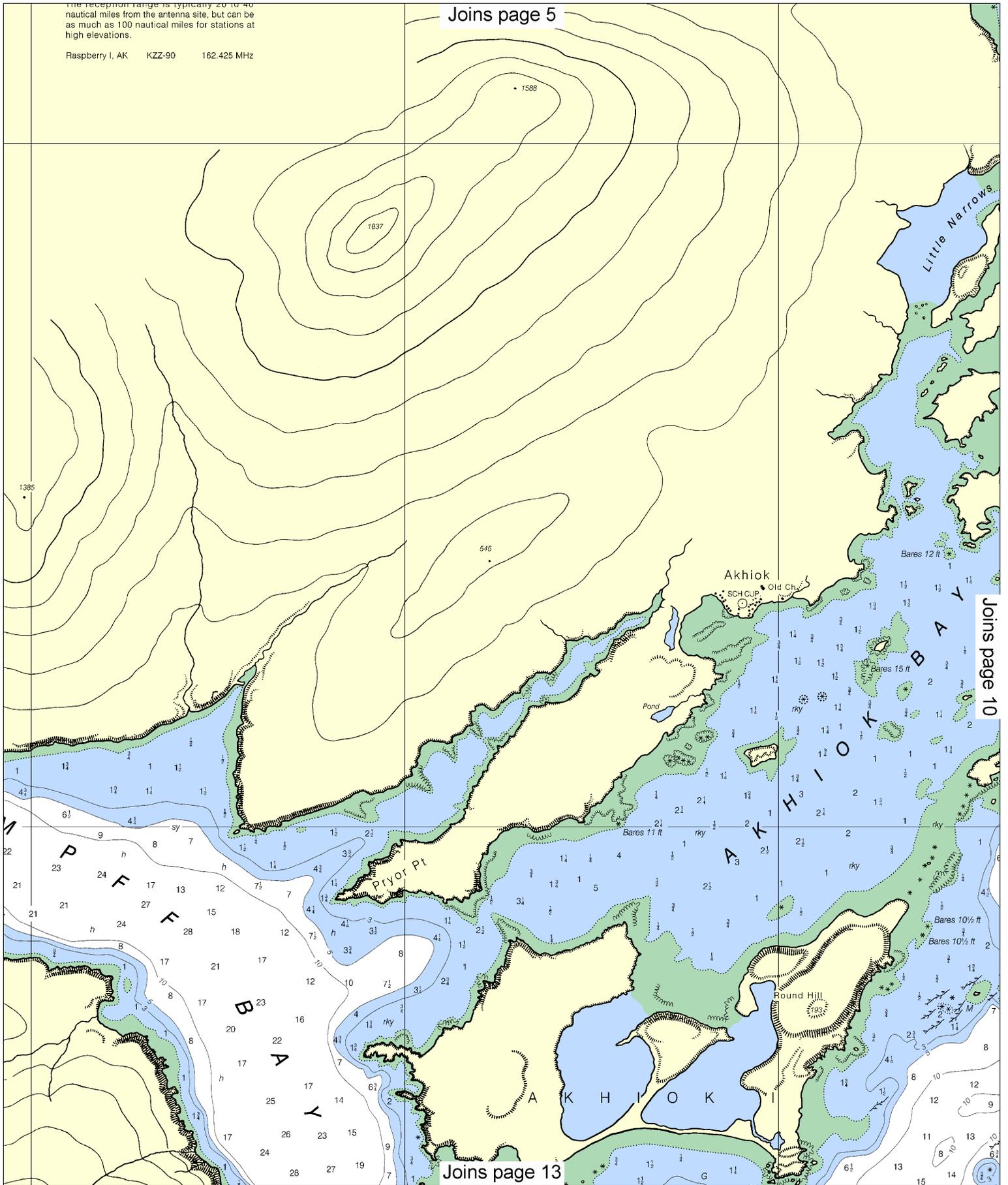
See Note on page 5.



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.

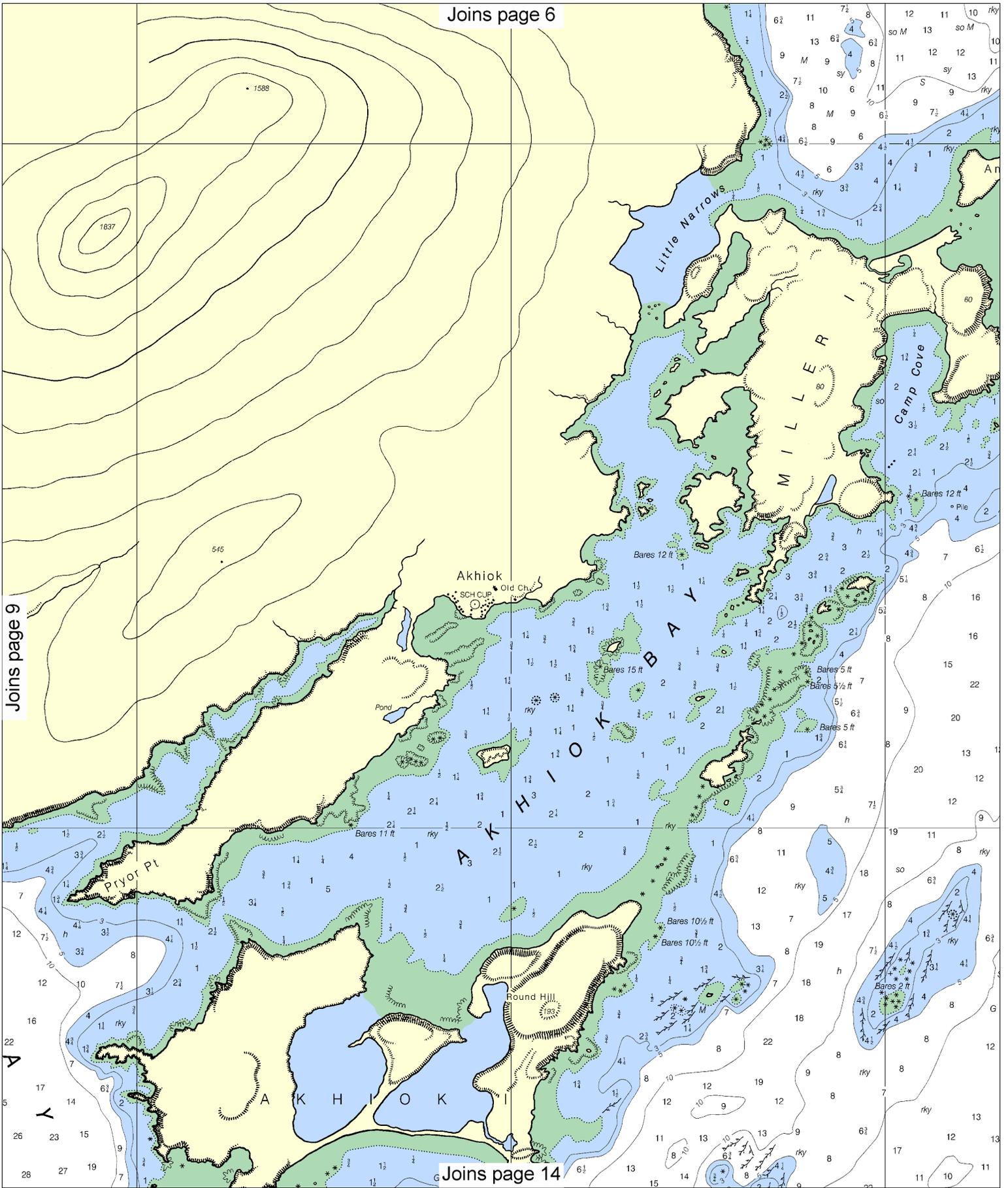
Raspberry I, AK KZZ-90 162.425 MHz

Joins page 5



Joins page 10

Joins page 13

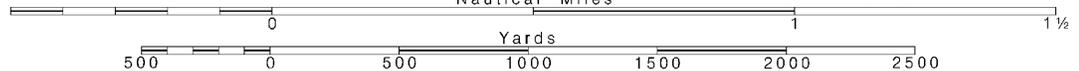


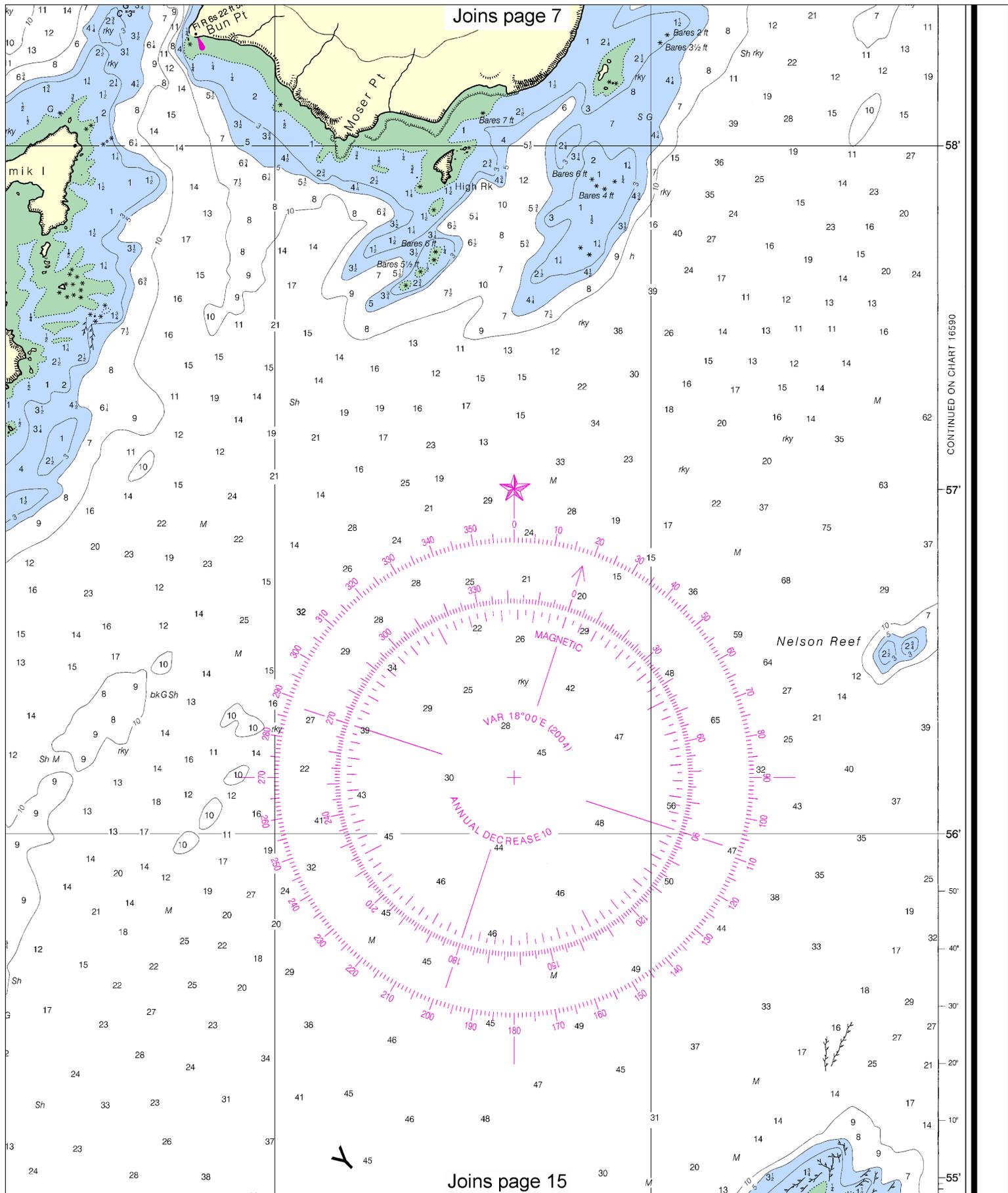
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





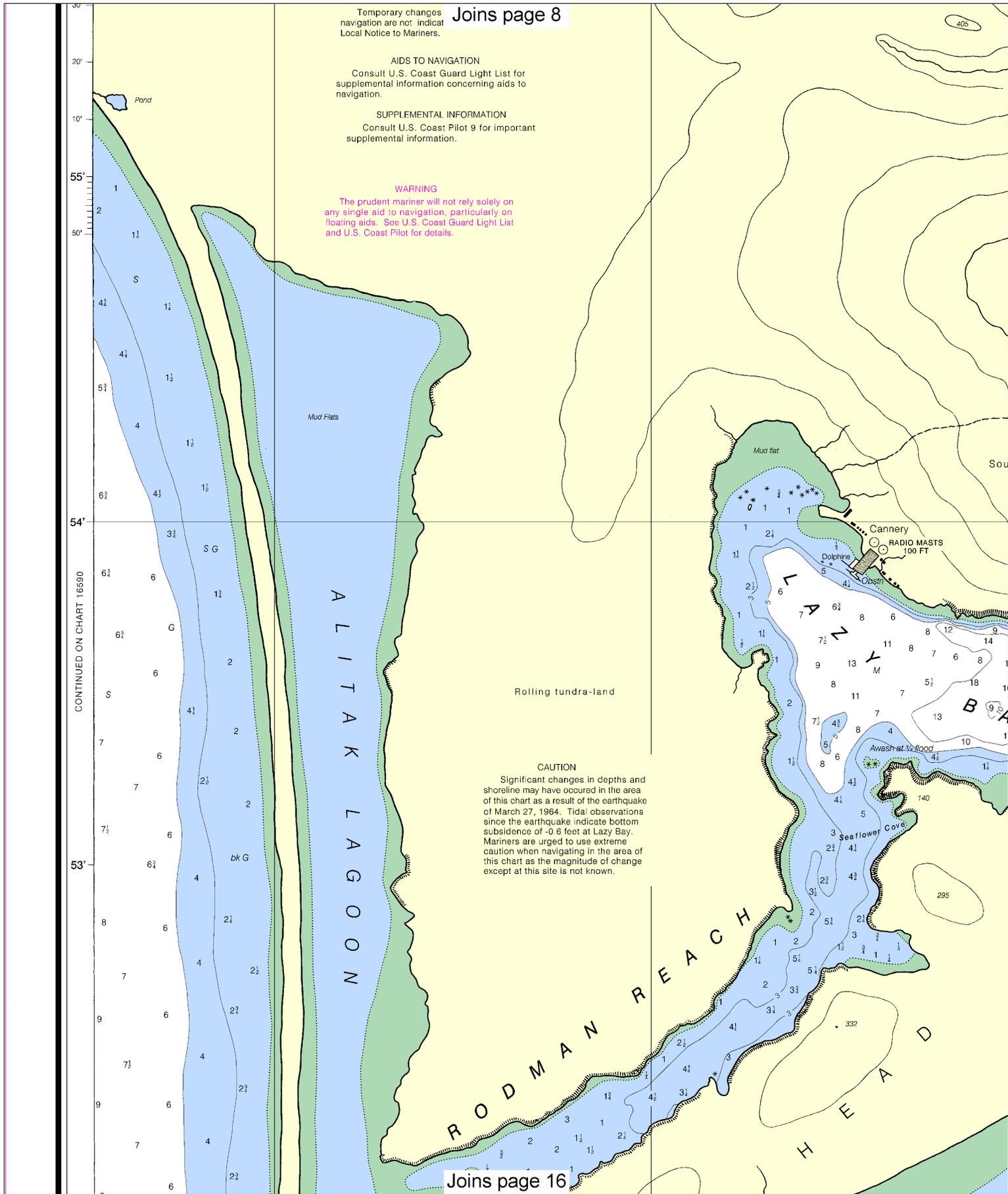
Temporary changes in navigation are not indicated. Local Notice to Mariners.

Joins page 8

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

SUPPLEMENTAL INFORMATION
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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.



CONTINUED ON CHART 16690

Joins page 16

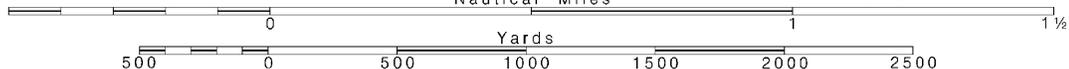
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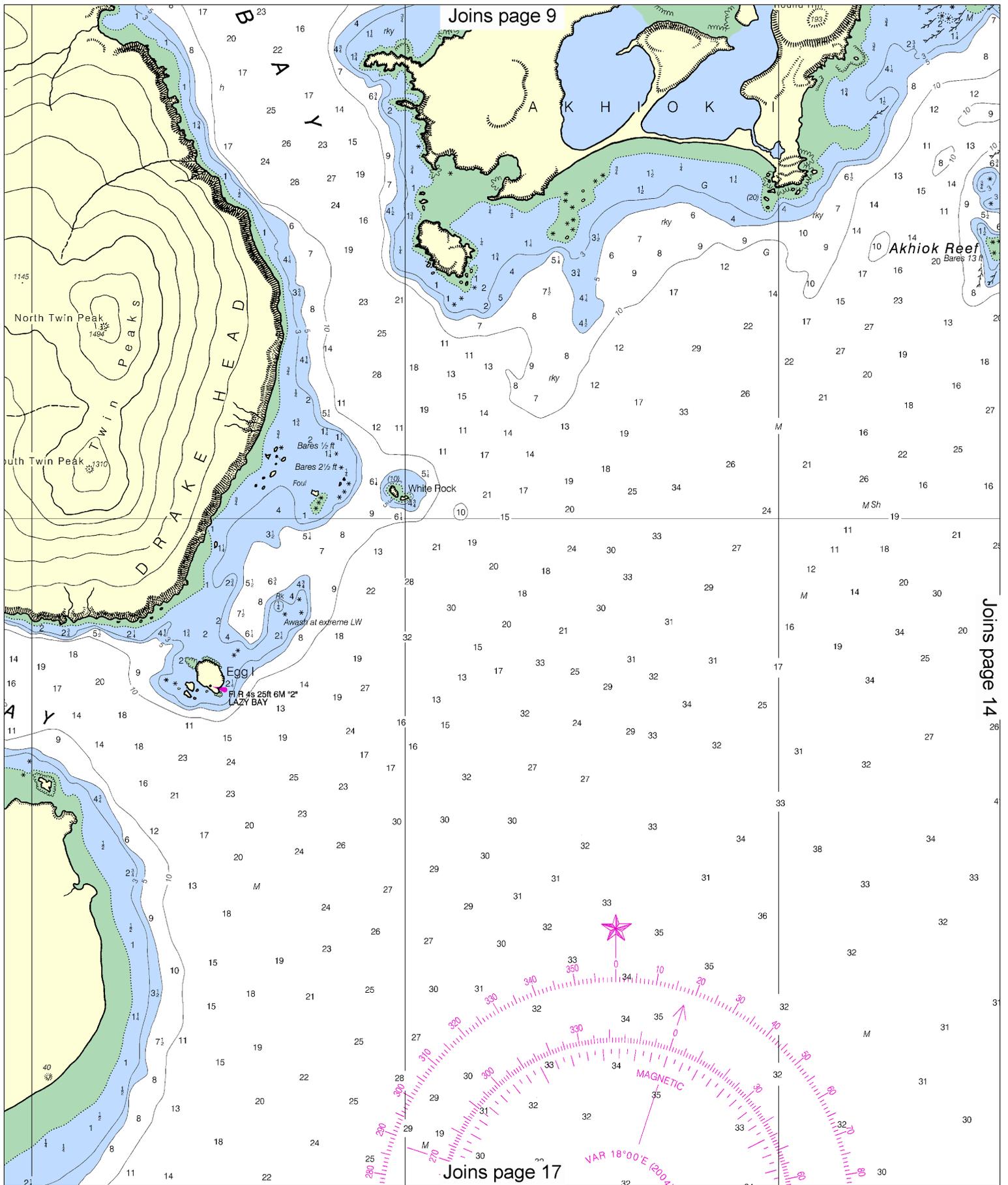
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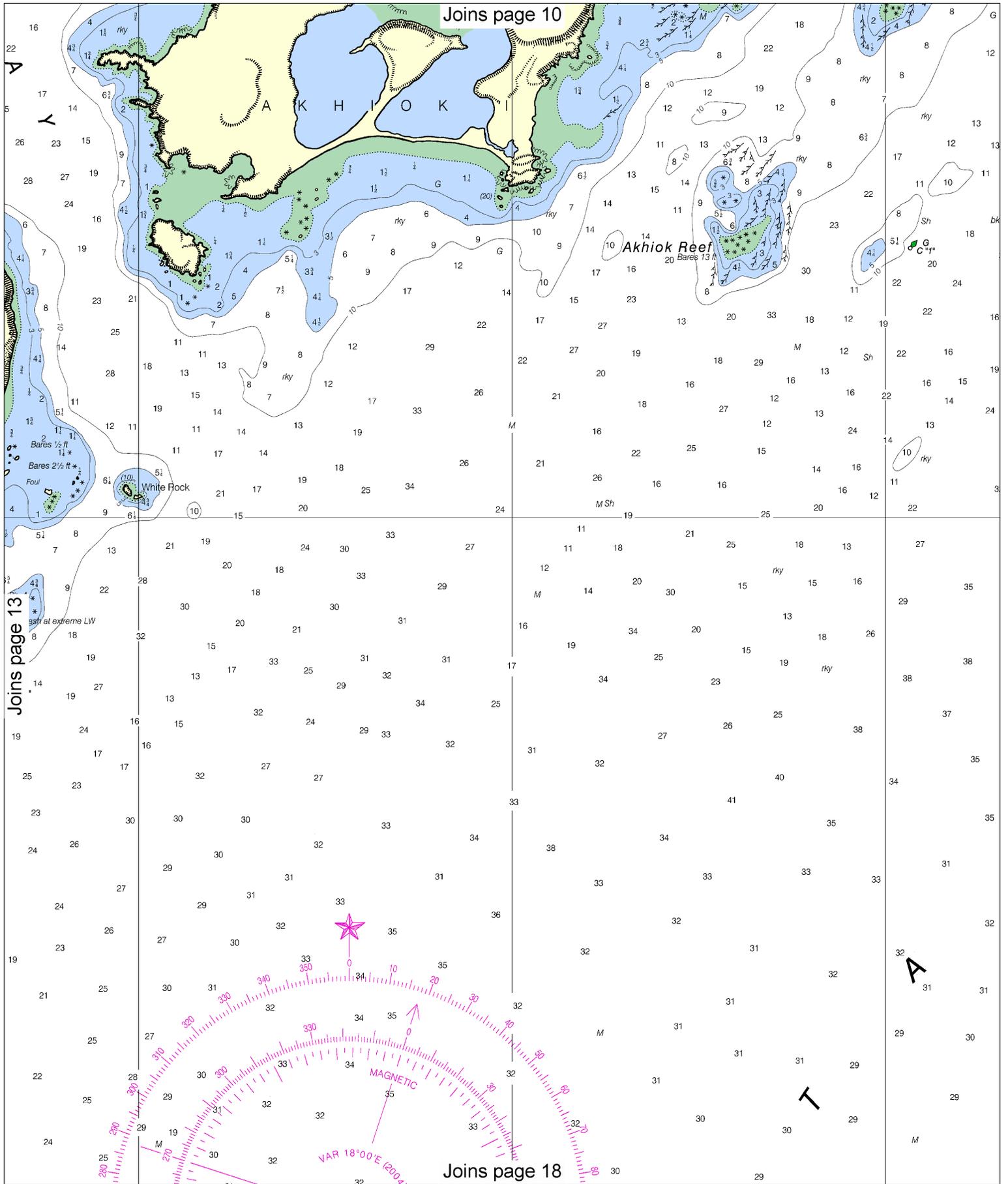
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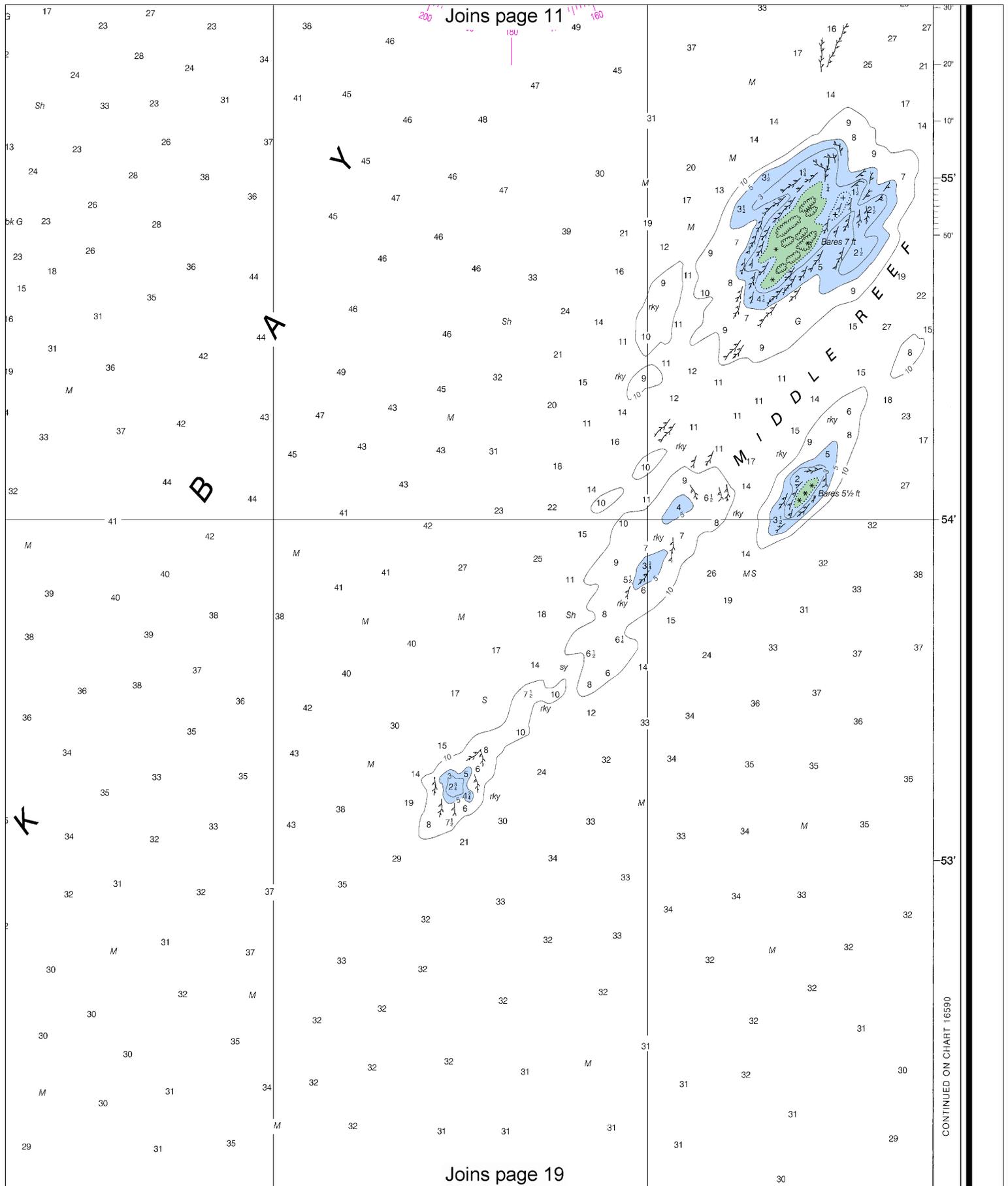
SCALE 1:20,000
Nautical Miles

See Note on page 5.

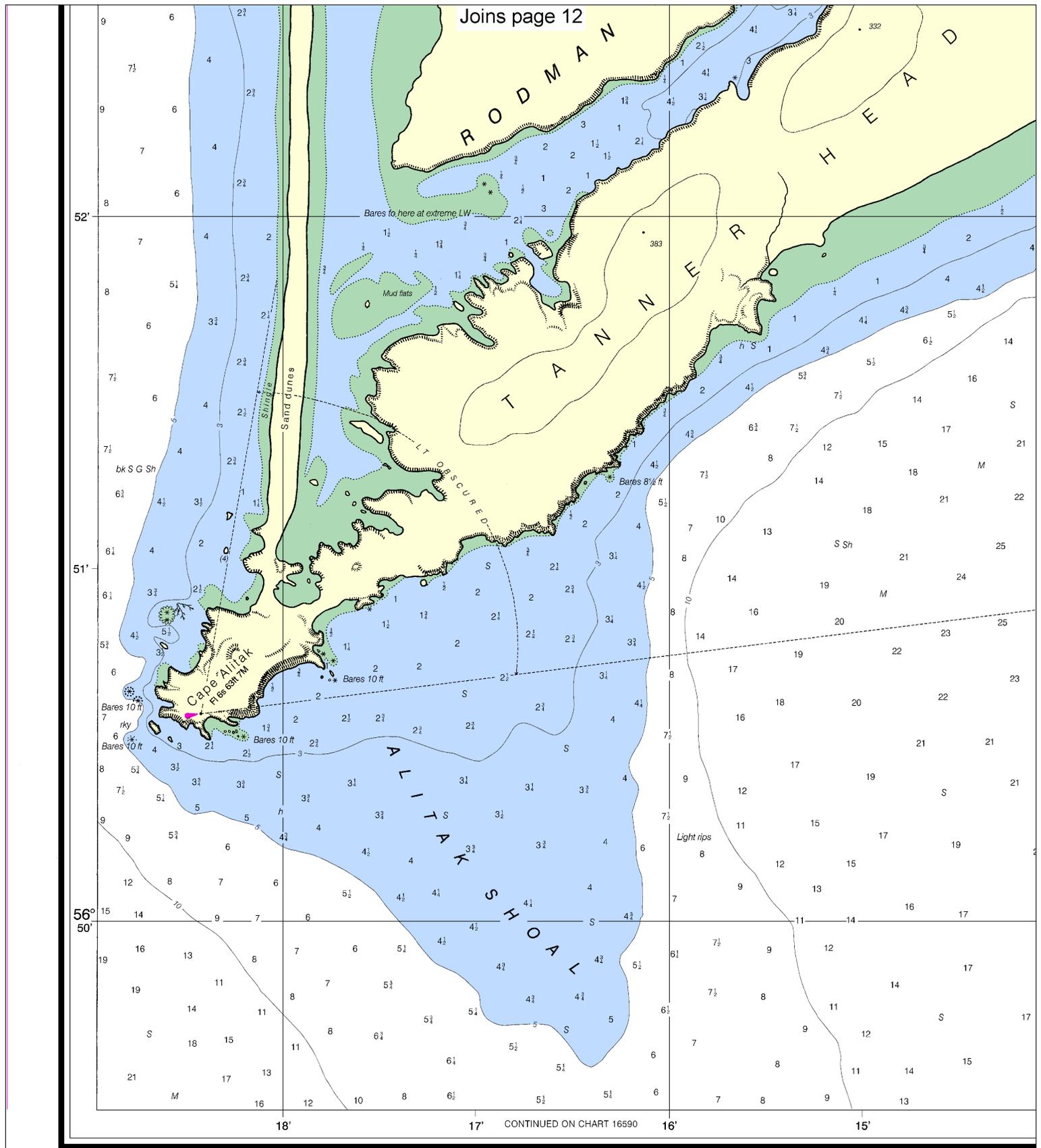








CONTINUED ON CHART 16590



9th Ed., Jan. / 04 ■ Corrected through NM Jan. 24/04
 Corrected through LNM Jan. 06/04

16591

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.

16

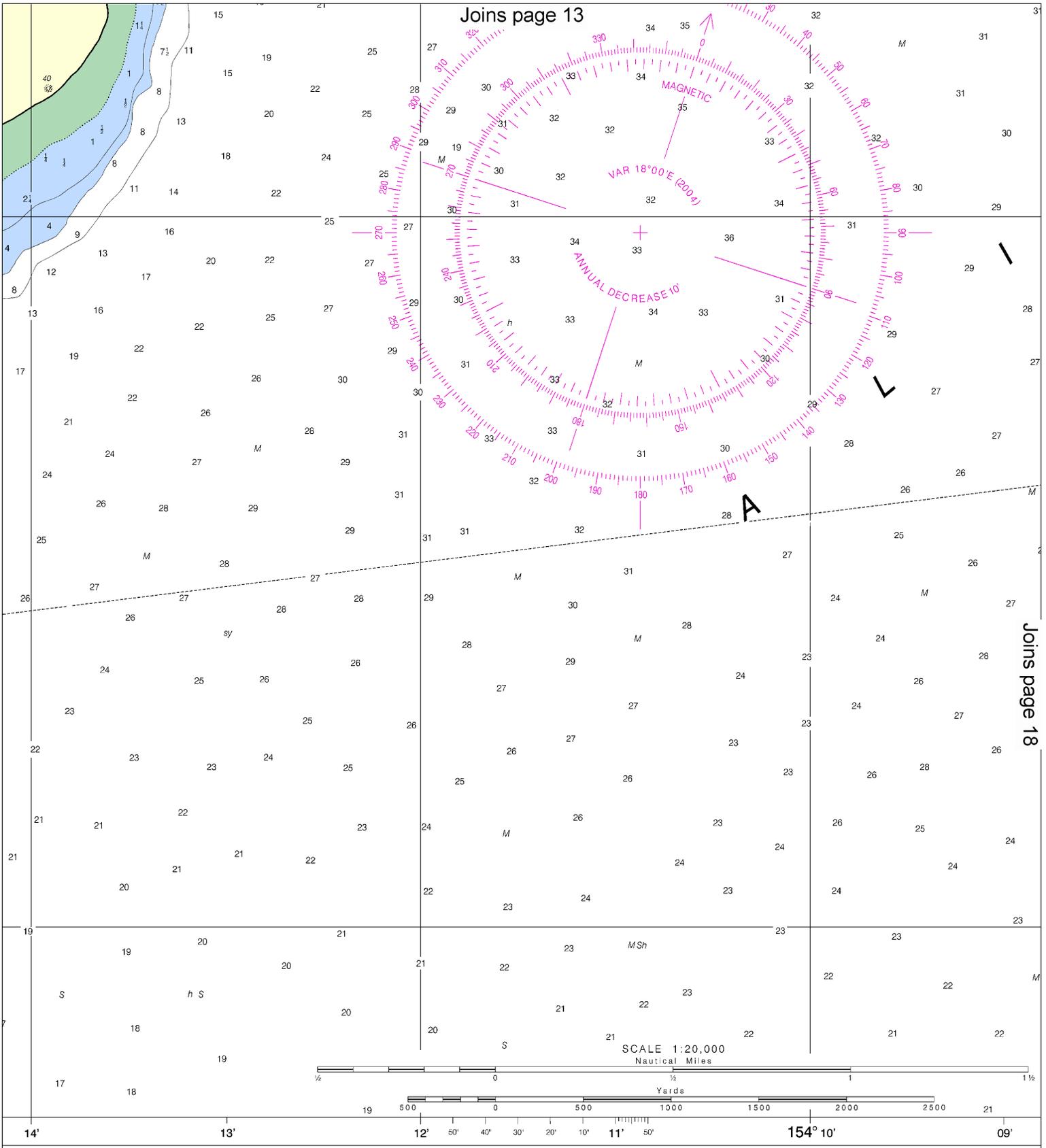
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Printed at reduced scale.

SCALE 1:20,000

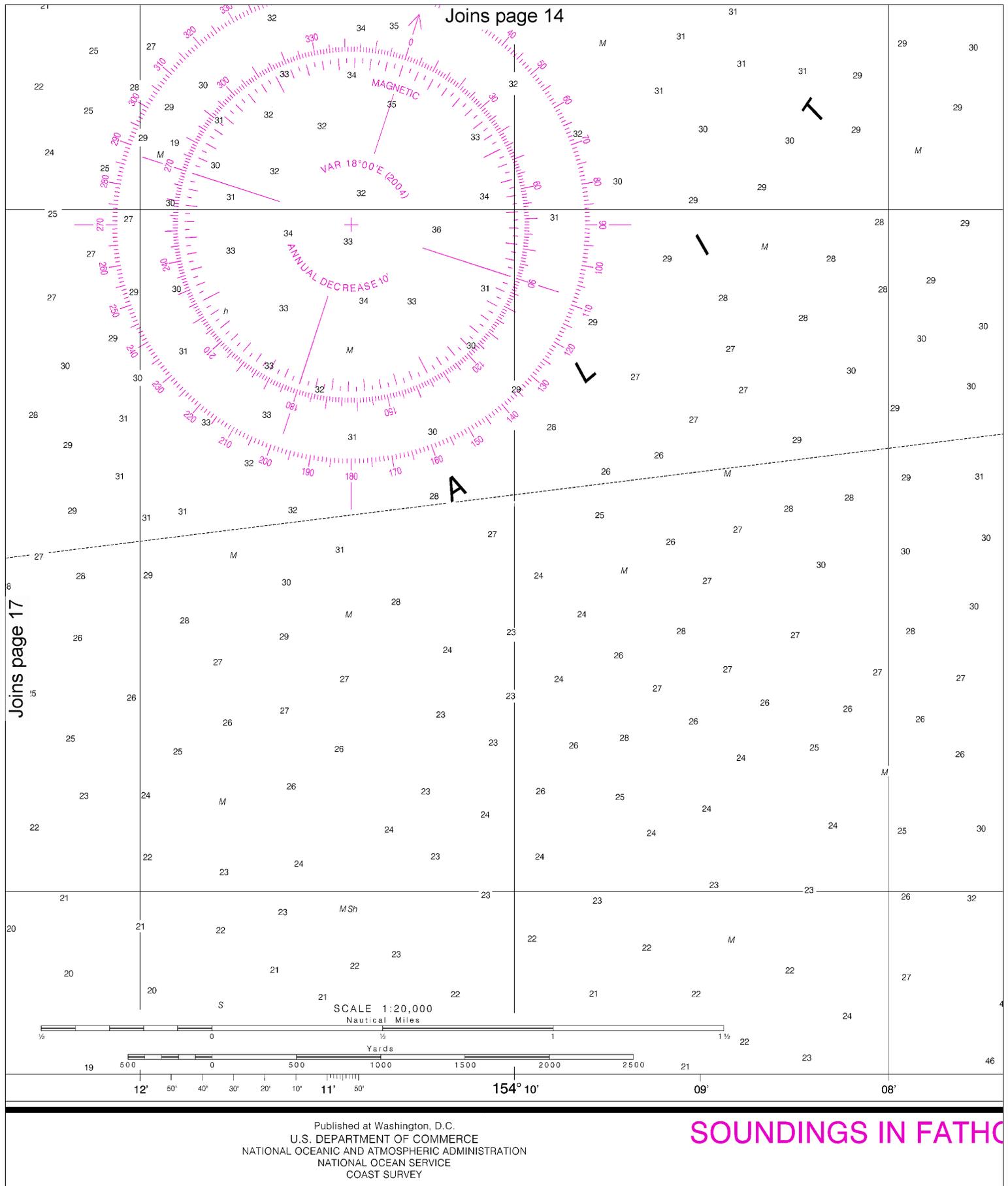
See Note on page 5.





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

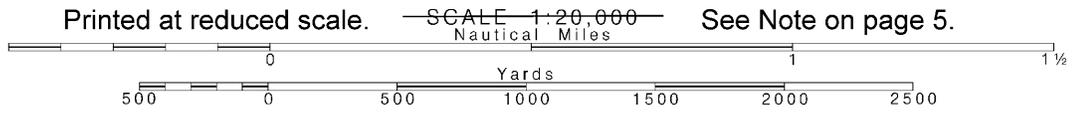
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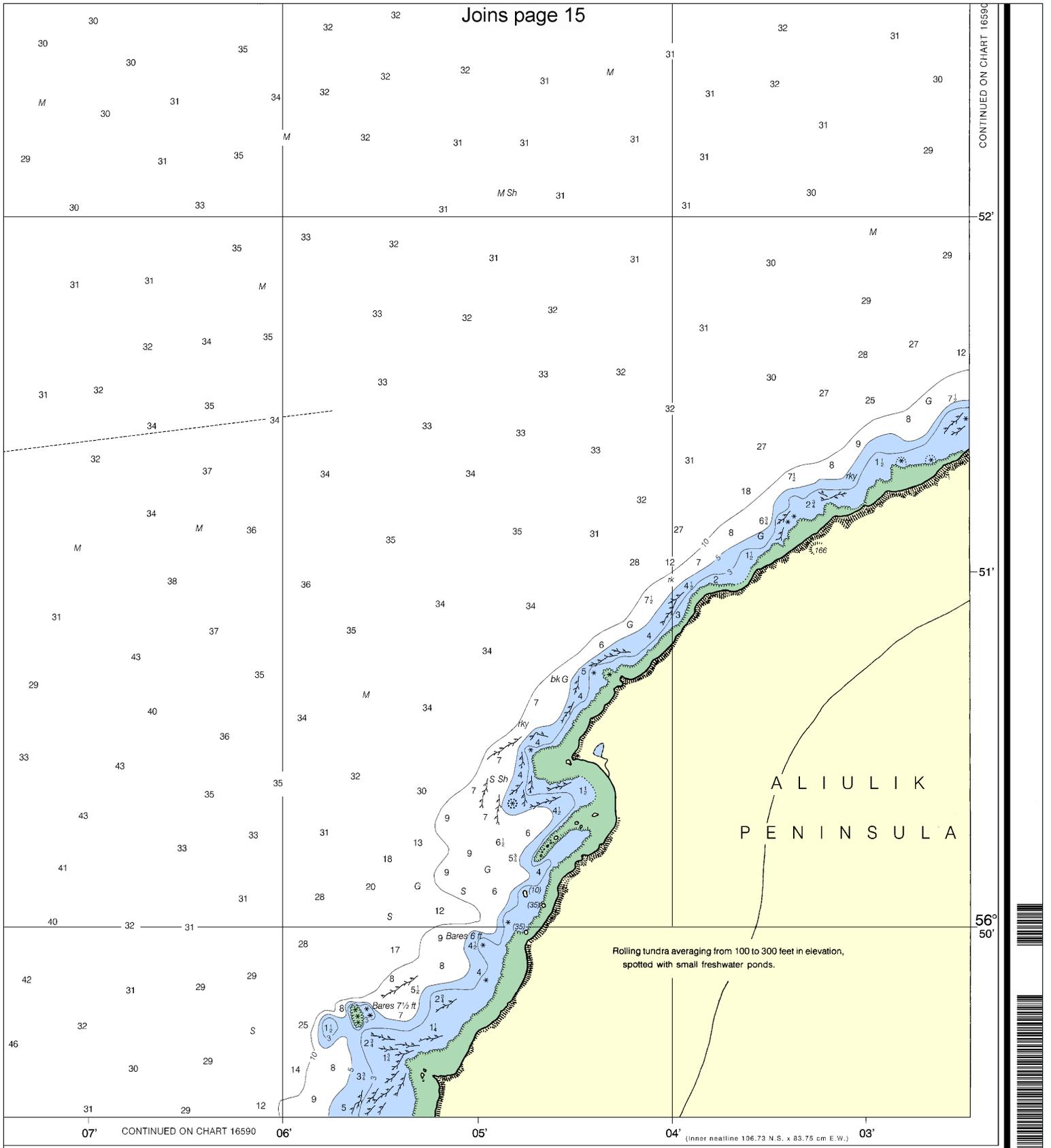


Joins page 17

18

Note: Chart grid lines are aligned with true north.





52'

51'

56°

50'

ALIULIK
PENINSULA

Rolling tundra averaging from 100 to 300 feet in elevation,
spotted with small freshwater ponds.

07' CONTINUED ON CHART 16590 06' 05' 04' (Inner neartline 106.73 N.S. x 83.75 cm E.W.) 03'

OMS

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 Alitak to Moser Bay
SOUNDINGS IN FATHOMS - SCALE 1:20,000

16591



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>



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