

BookletChart™

Marmot Bay and Kupreanof Strait

NOAA Chart 16594

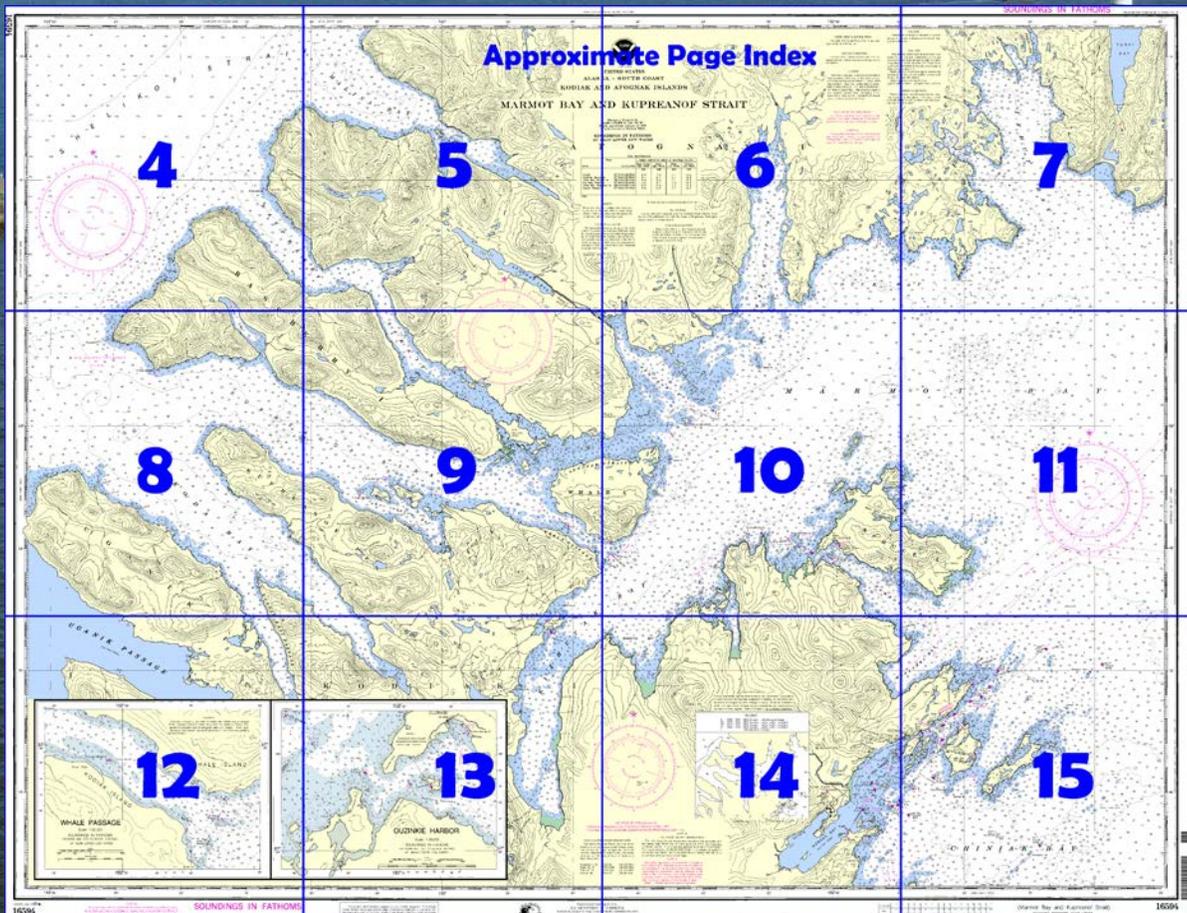


A reduced-scale NOAA nautical chart for small boaters

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.

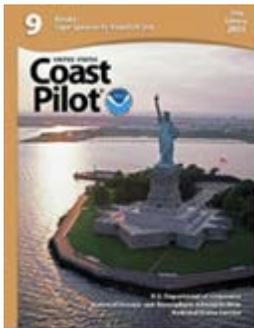
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16594>.



(Selected Excerpts from Coast Pilot)

Currents.—Passage through Whale Passage at times of maximum current should be avoided. Floating aids to navigation may be dragged under or off station during these periods; mariners are urged to exercise particular caution. The tidal currents in Whale Passage set NW on the flood and SE on the ebb. During large tides, the currents are very strong with boils and swirls. The current velocity is about 4.5 knots. (See the Tidal Current Tables for predictions.)

Pilotage, Port Bailey.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations

and other details.)

Vessels en route to Port Bailey can contact the pilot boat by calling "PORT BAILEY PILOT BOAT" on VHF-FM channel 16 or on a prearranged frequency between pilot and agent/vessel.

Pilotage, Port Wakefield.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. (See **Pilotage, general**, indexed as such, chapter 3, for details.)

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 Port Wakefield can contact the pilot boat by calling "PORT WAKEFIELD PILOT BOAT" on VHF-FM channel 16 or on a prearranged frequency between pilot and agent/vessel.

Dangers.—Chiniak Bay and approaches are full of dangers that must be avoided.

The March 1964 earthquake caused a bottom subsidence of 5.8 feet at Kodiak. Until a complete survey is made of the area, caution is necessary because depths may vary from those charted and mentioned in the Coast Pilot.

In Chiniak Bay, the flood current sets NE and the ebb current SW with considerable velocity in places around the islands. In the N entrance, the tidal currents have a velocity of 2 to 3 knots during the strength of the larger tides. They turn sharply around Spruce Cape and across the reefs N of it. In the narrows off Kodiak, the current velocity is about 0.9 knot. The flood sets NE. (See the Tidal Current Tables for predictions.)

Pilotage, Kodiak Harbor.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the inside waters of Alaska. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

Vessels en route to Kodiak or Women's Bay can contact the pilot boat by calling "KODIAK PILOT BOAT" or "KODIAK KING" on VHF-FM channel 16 or on a prearranged frequency between pilot and agent/vessel.

Quarantine, customs, immigration, and agriculture quarantine.—(See chapter 3, Vessel Arrival Inspection, and Appendix A for addresses.) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

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.

**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

CAUTION
Hydrography and topography are based on unverified surveys and are subject to revision.

HEIGHTS
Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contours and summit elevations are in feet and refer to Mean Sea Level.

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

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.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-9802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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.

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 3° from the normal variation have been observed in Kupreanof Strait about 0.4 mile south of Raspberry Cape.

CAUTION
Significant changes in depths and shoreline 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 -5.9 feet at Kodiak and -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 these sites is not known.

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 2.629' southward and 7.920' westward to agree with this chart.

CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

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

Raspberry I, AK	KZZ-90	162.425 MHz
Bede Mt, AK	WNG-528	162.450 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Kodiak, AK	WKJ-78	162.55 MHz

Mercator Projection
Scale 1:70,900 at Lat. 58°00'
North American Datum of 1983
(World Geodetic System 1984)

**SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER**

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notices 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.

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

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

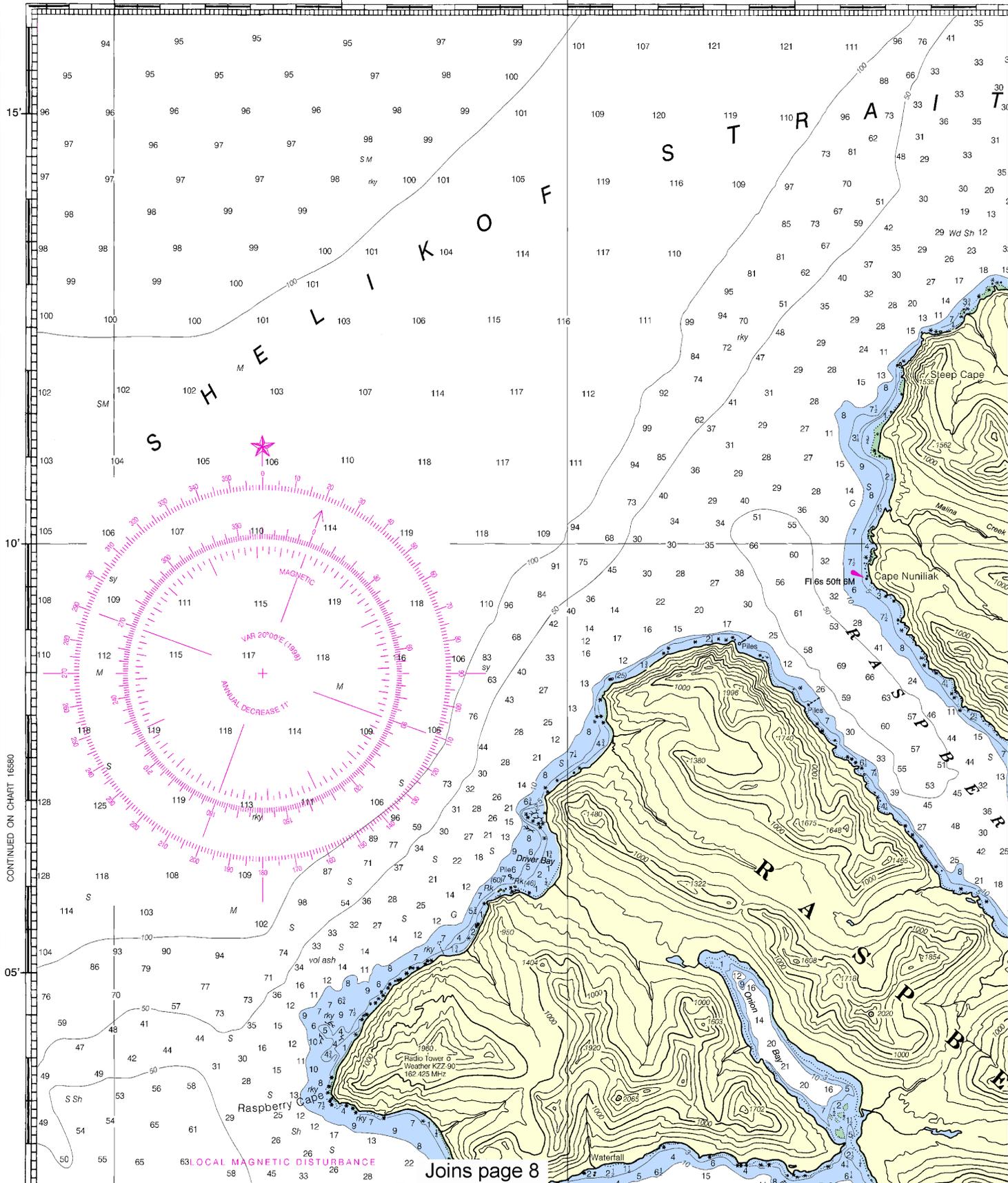
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION
Mariners are urged to use extreme caution when attempting to navigate Whale Passage at times of maximum current. During these periods, floating aids to navigation may be dragged under or off station. When large tides occur, the currents may reach velocities of 4.5 to 5.5 knots, creating boils and swirls.

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					
Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Kodiak	(57°47'N/152°28'W)	8.8	7.9	1.1	-3.5
Ouzinkie, Spruce Is	(57°55'N/152°30'W)	9.1	8.1	1.1	-4.0
Izhut Bay, Afognek Is	(58°13'N/152°19'W)	8.9	8.0	1.1	-4.0
Fox Bay, Whale Is	(57°59'N/152°45'W)	10.0	9.1	1.3	-4.0
Onion Bay, Raspberry Is	(58°03'N/153°14'W)	14.4	13.5	1.7	-4.5
Uganik Passage	(57°48'N/153°18'W)	14.6	13.6	1.7	-4.5

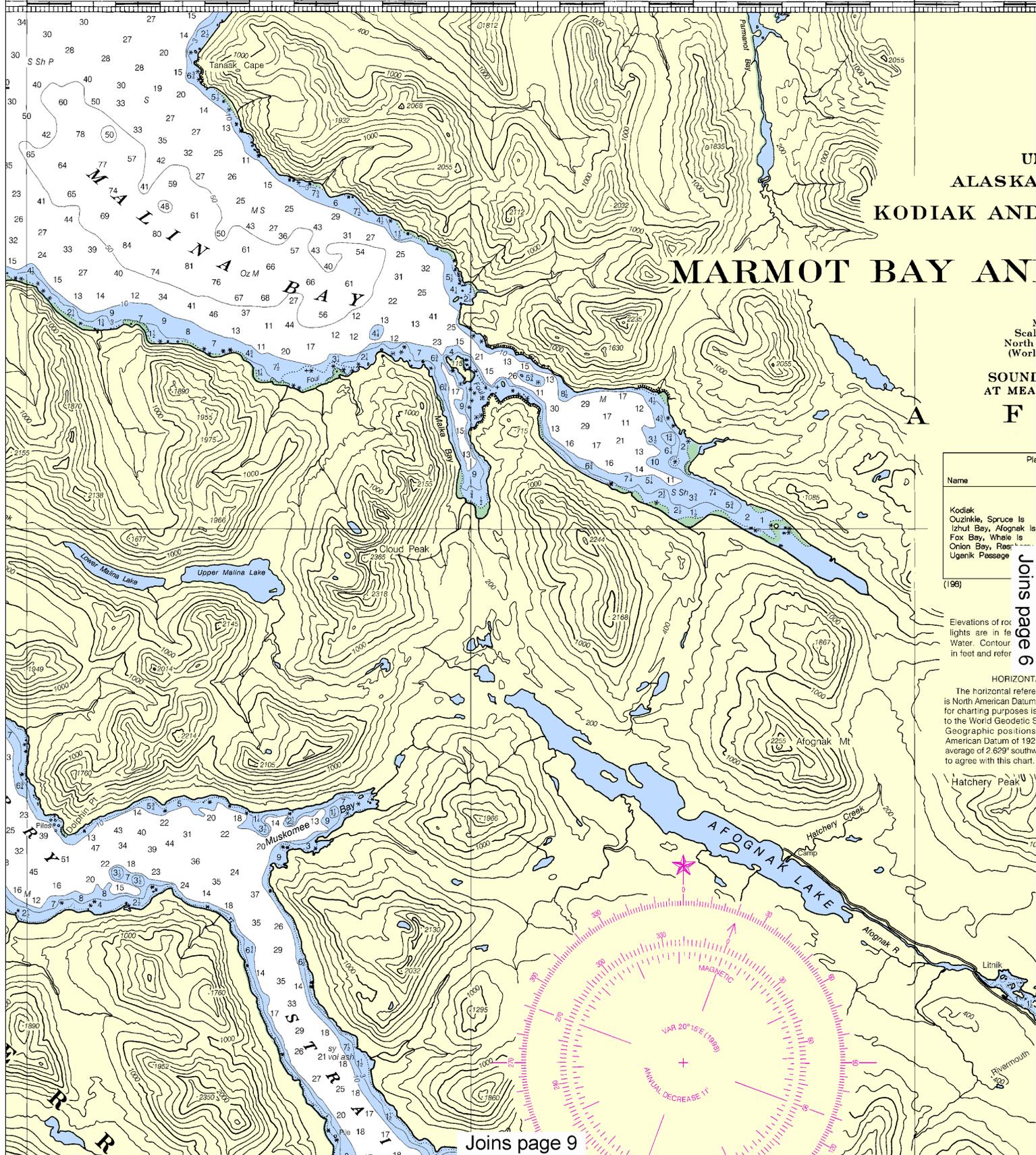
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Joins page 8

Note: Chart grid lines are aligned with true north.

10' JOINS CHART 16604 05' 153° 55' 50'



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MARMOT BAY AND

Scale
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F

Name
Kodiak
Ouzinkie, Spruce Is
Izhut Bay, Afognak Is
Fox Bay, Whale Is
Onion Bay, Res
Ugenik Passage

(196)
Elevations of rocks and lights are in feet
*Water. Contour interval in feet and meters

HORIZONTAL
The horizontal reference is North American Datum for charting purposes is to the World Geodetic System 1984. Geographic positions are to the American Datum of 1922, average of 2.629' southward to agree with this chart.

Hatchery Peak

Joins page 9

Joins page 6

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:112714. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



45' 40' 35' 152°30'



UNITED STATES ALASKA - SOUTH COAST AND AFOGNAK ISLANDS AND KUPREANOF STRAIT

Mercator Projection
Scale 1:78,900 at Lat. 58°00'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
TO MEAN LOWER LOW WATER

F O G N A K I

TIDAL INFORMATION

Place	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)				
		Mean High Water	Mean High Water	Mean Low Water	Mean Low Water	Extreme Low Water
(LAT/LONG)	feet	feet	feet	feet	feet	
Prince Is (57°47'N/152°28'W)	8.8	7.9	1.1	-3.5		
Afognak Is (57°55'N/152°30'W)	9.1	8.1	1.1	-4.0		
Whale Is (58°13'N/152°19'W)	8.9	8.0	1.1	-4.0		
Whale Is (57°58'N/152°45'W)	10.0	9.1	1.3	-4.0		
Wherry Is (58°03'N/153°14'W)	14.4	13.5	1.7	-4.5		
Wherry Is (57°48'N/153°19'W)	14.6	13.6	1.7	-4.5		

For Symbols and Abbreviations see Chart No. 1

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and 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).

Joins page 5

EIGHTS
s, bridges, landmarks and refer to Mean High and summit elevations are Mean Sea Level.

HORIZONTAL DATUM

Horizontal reference datum of this chart is the North American Datum of 1983 (NAD 83), which for purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Positions referred to the North datum of 1927 must be corrected an 629' southward and 7.920' westward in this chart.

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

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

CAUTION
Significant changes in depths and shoreline 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 -5.8 feet at Kodiak and -3.7 feet at Ugank Bay. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of change except at these sites is not known.

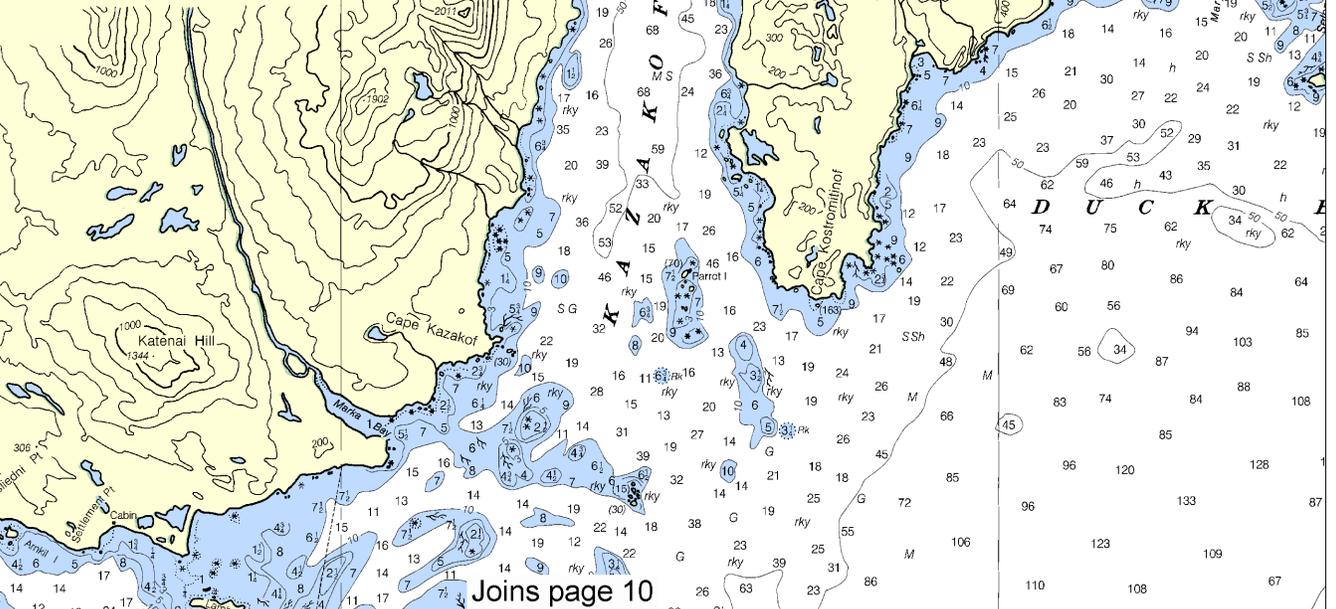
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Differences of as much as 3° from the normal variation have been observed in Kupreanof Strait about 0.4 mile south of Raspberry Cape.

WARNING
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Temp navigation Notice to

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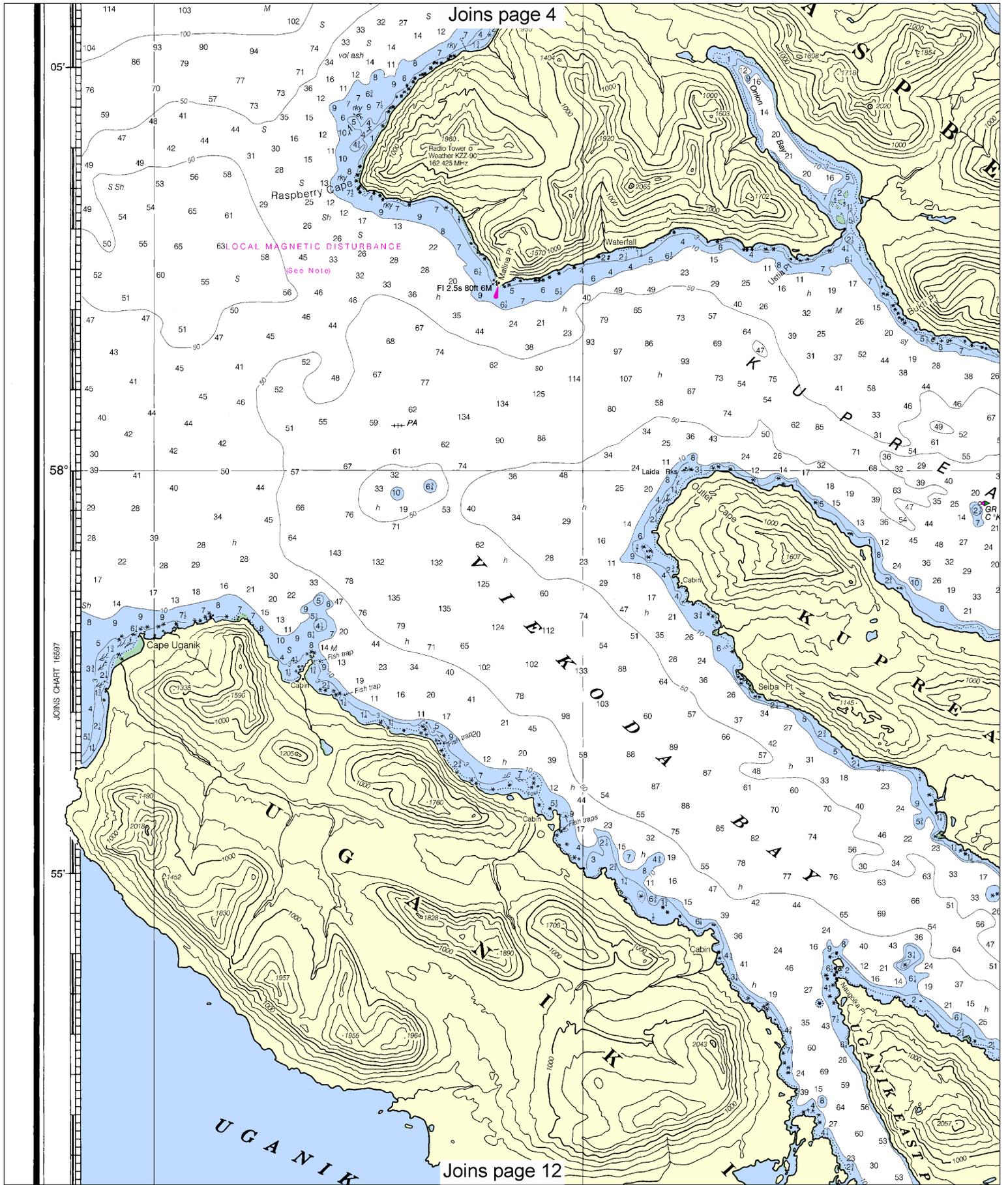
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Joins page 10

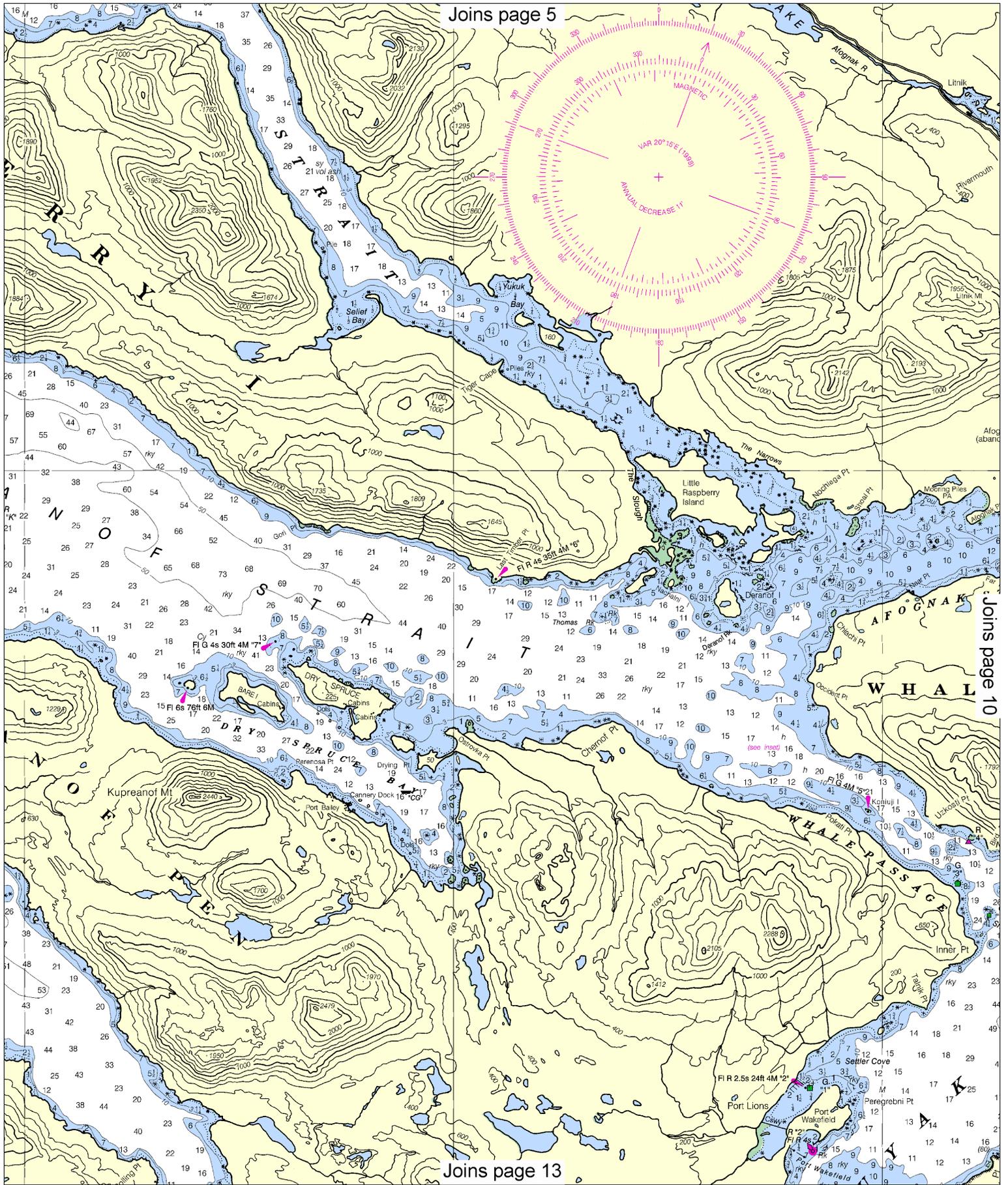


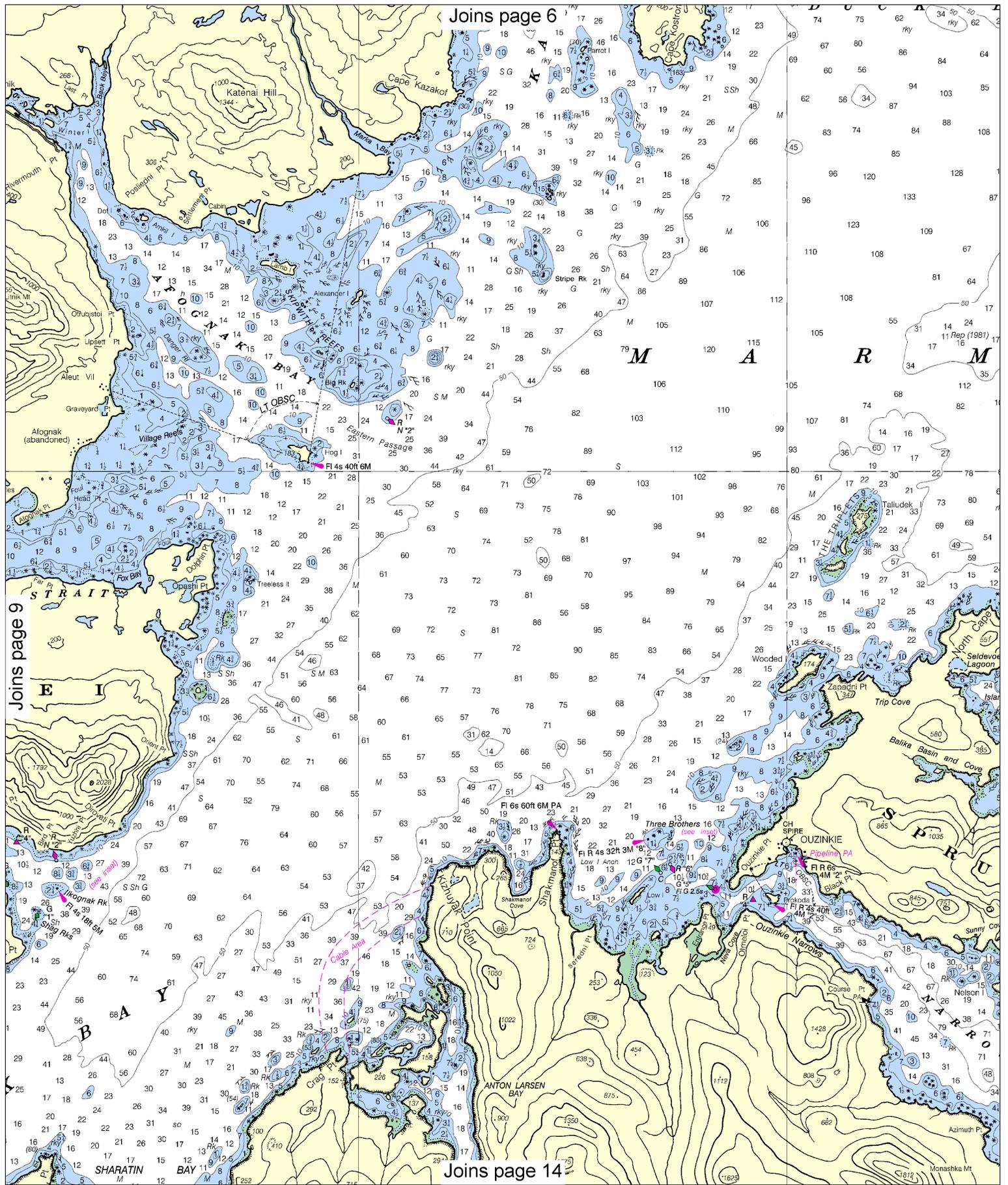
Note: Chart grid lines are aligned with true north.



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Note: Chart grid lines are aligned with true north.





10

Note: Chart grid lines are aligned with true north.

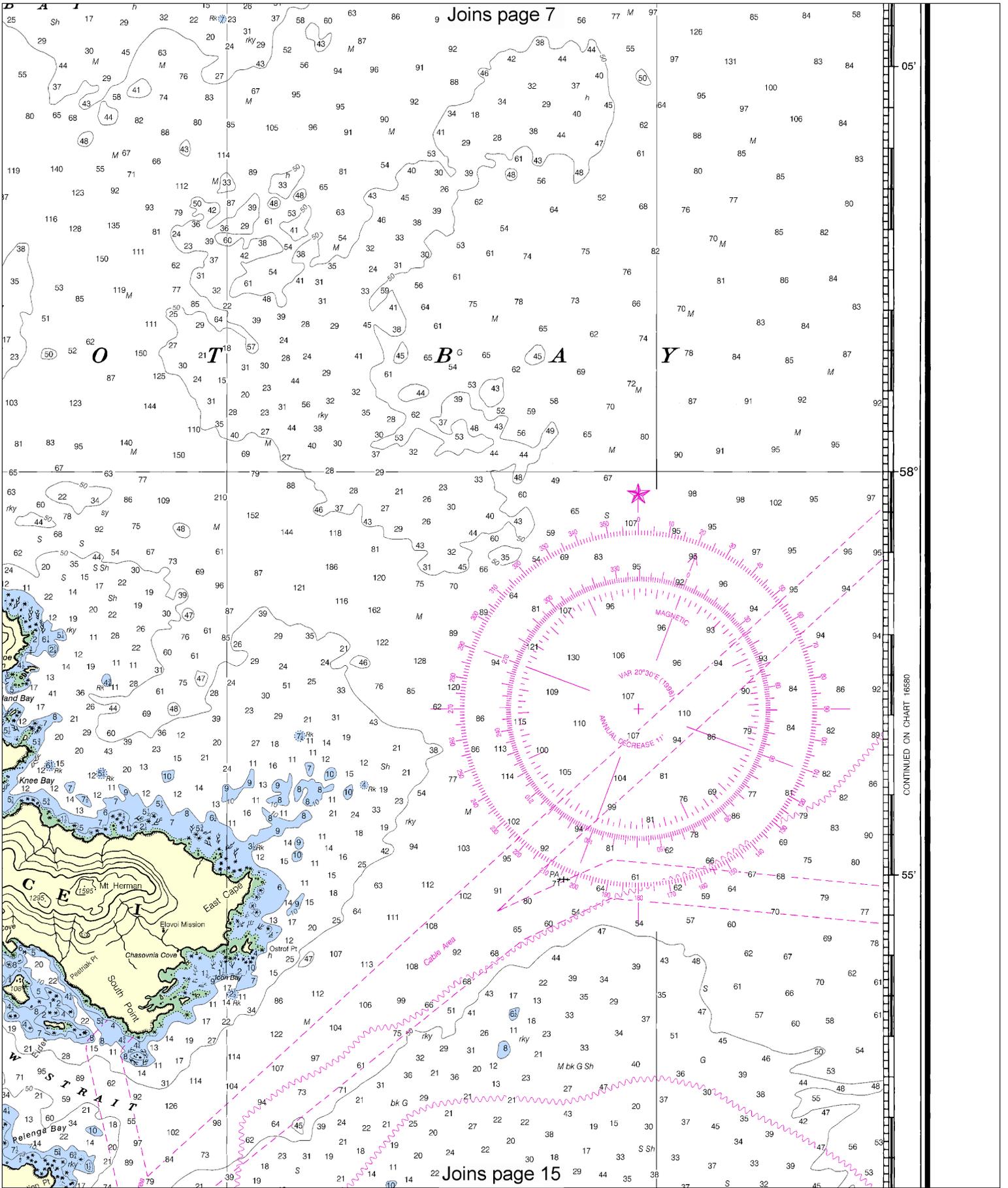
Joins page 7

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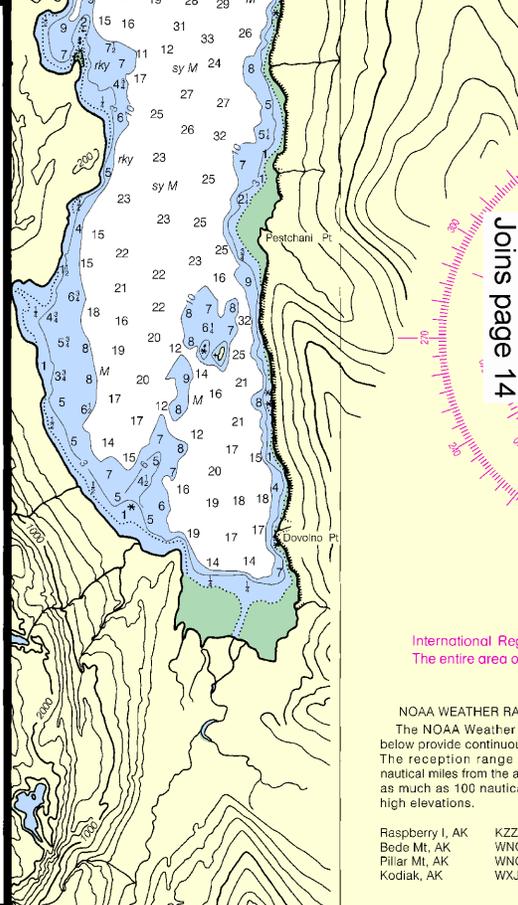
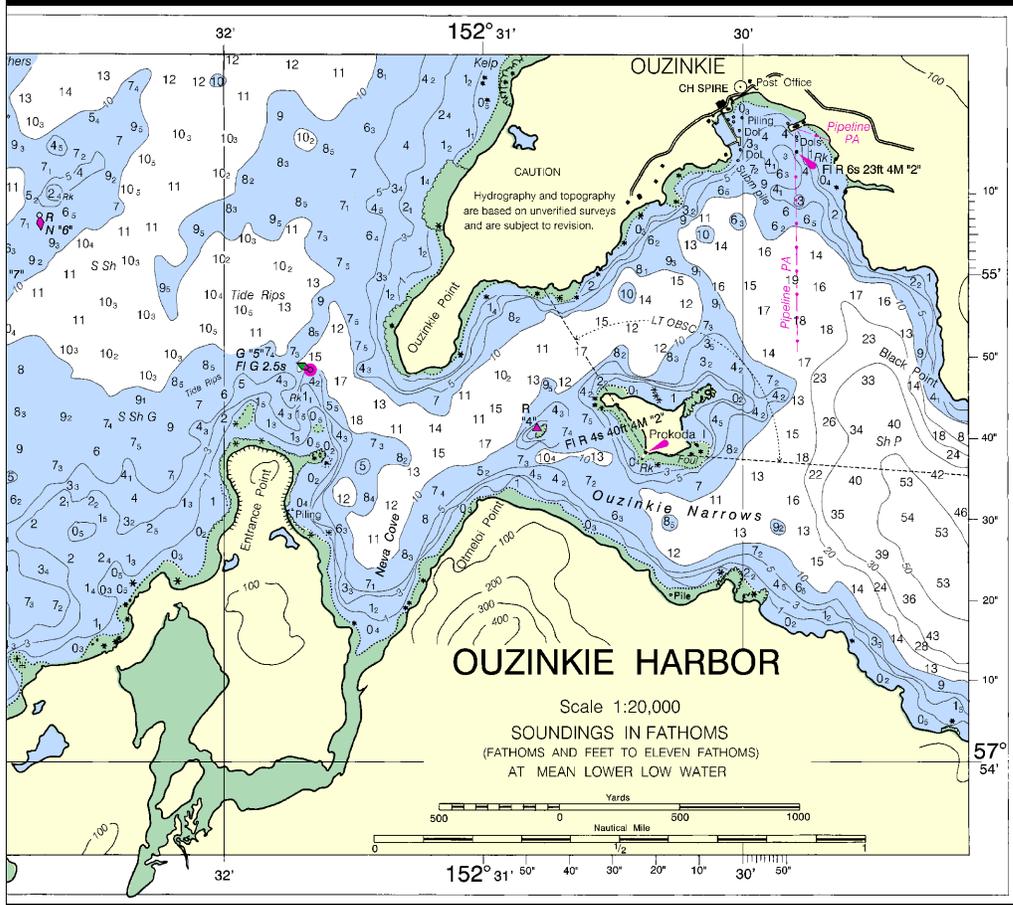
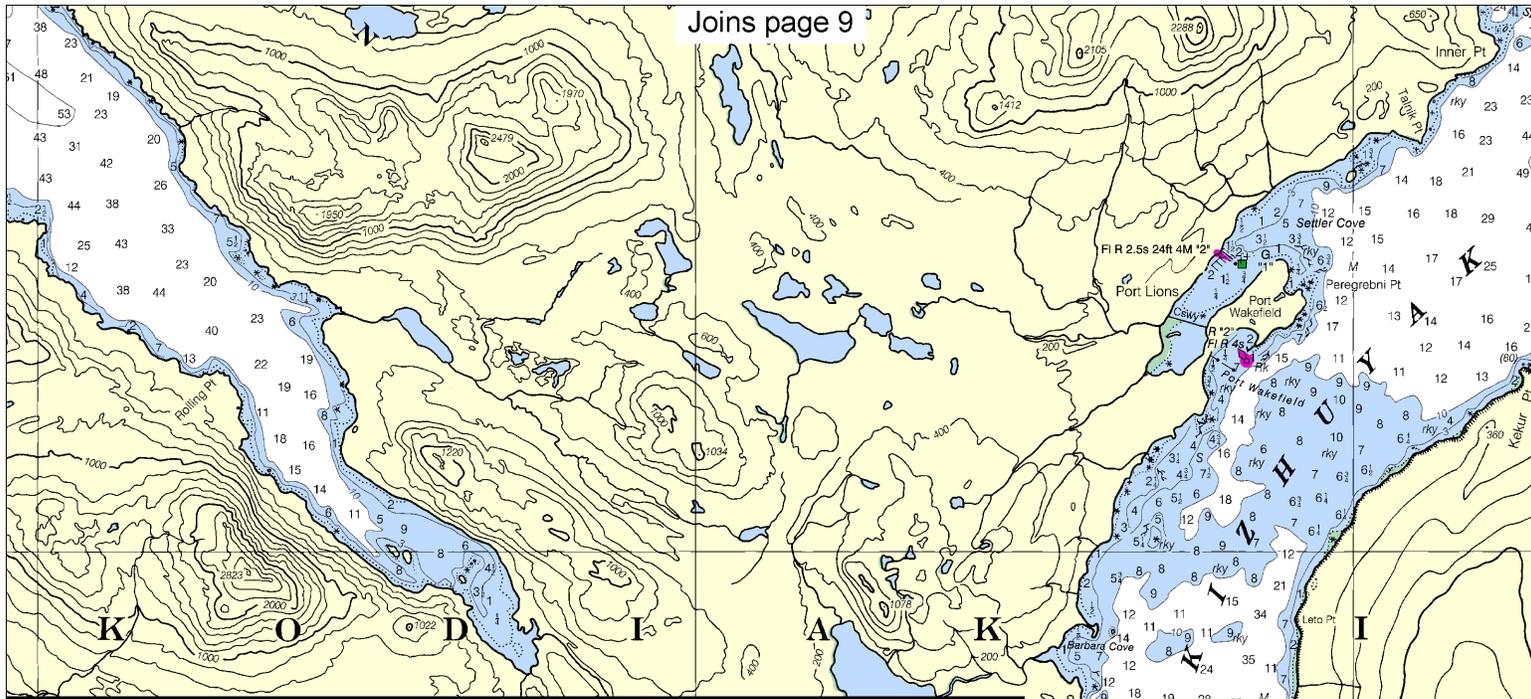
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Joins page 15



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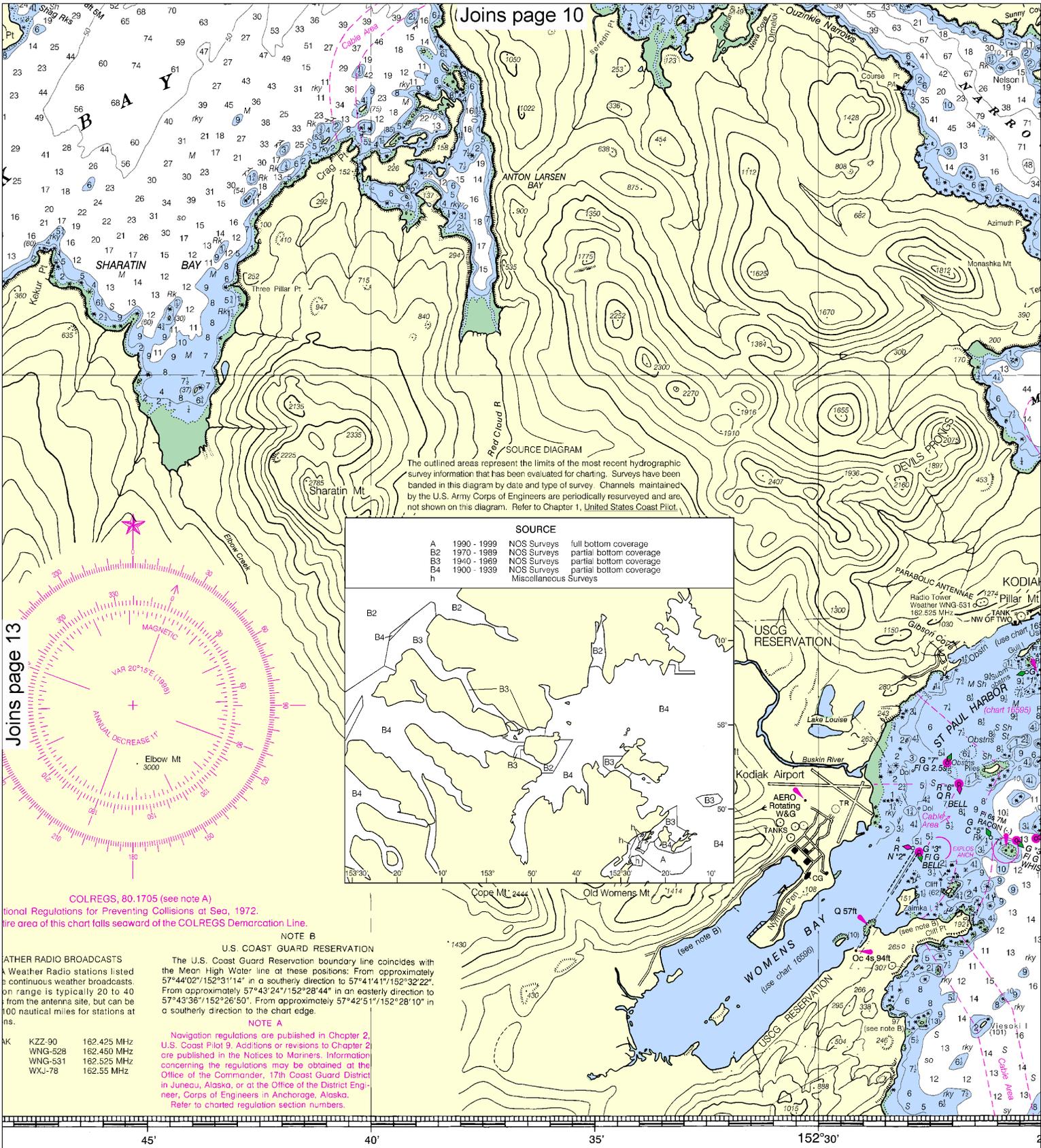
NOAA WEATHER RA
The NOAA Weather
below provide continou
The reception range
nautical miles from the a
as much as 100 nautica
high elevations.

Raspberry I, AK KZZ
Bede Mt, AK WNG
Pillar Mt, AK WNG
Kodiak, AK WXJ

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



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



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.

SOURCE		
A	1990 - 1999	NOS Surveys full bottom coverage
B2	1970 - 1989	NOS Surveys partial bottom coverage
B3	1940 - 1969	NOS Surveys partial bottom coverage
B4	1900 - 1939	NOS Surveys partial bottom coverage
h		Miscellaneous Surveys

Joins page 13

COLREGS, 80.1705 (see note A)
 International Regulations for Preventing Collisions at Sea, 1972.
 The red area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE B
U.S. COAST GUARD RESERVATION
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WEATHER RADIO BROADCASTS

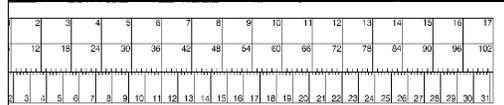
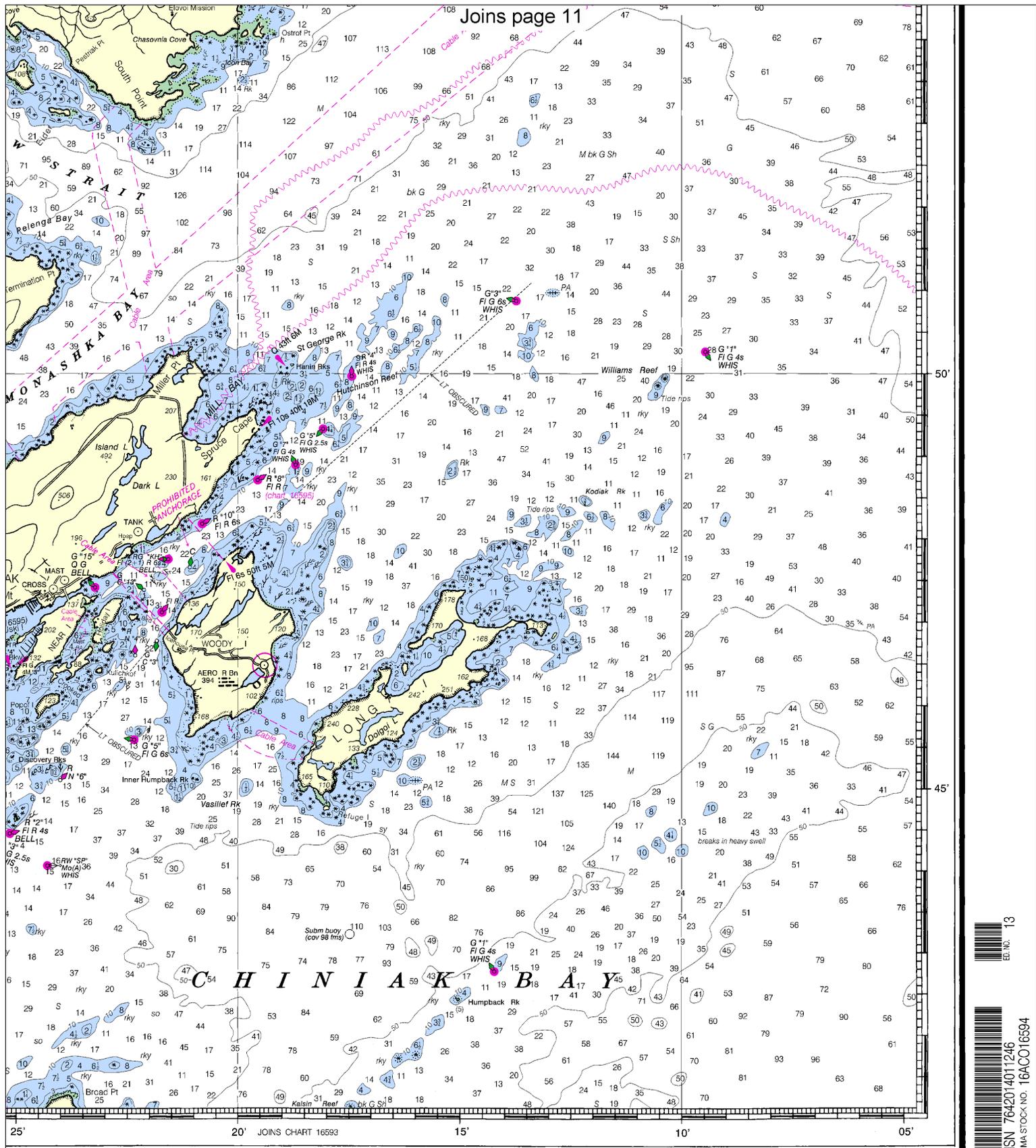
KZZ-90	162.425 MHz
WNG-528	162.450 MHz
WNG-531	162.525 MHz
WXJ-78	162.55 MHz

Washington, D.C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANOGRAPHIC ADMINISTRATION
 COAST AND GEODETIC SURVEY

FATHOMS	FEET	METERS
1	6	1.1
2	12	2.3
3	18	3.4
4	24	4.5
5	30	5.6
6	36	6.7
7	42	7.8
8	48	8.9
9	54	10.0
10	60	11.1
11	66	12.2
12	72	13.3
13	78	14.4
14	84	15.5
15	90	16.6
16	96	17.7
17	102	18.8
18	108	19.9
19	114	21.0
20	120	22.1
21	126	23.2
22	132	24.3
23	138	25.4
24	144	26.5
25	150	27.6
26	156	28.7
27	162	29.8
28	168	30.9
29	174	32.0
30	180	33.1
31	186	34.2
32	192	35.3
33	198	36.4
34	204	37.5
35	210	38.6
36	216	39.7
37	222	40.8
38	228	41.9
39	234	43.0
40	240	44.1
41	246	45.2
42	252	46.3
43	258	47.4
44	264	48.5
45	270	49.6
46	276	50.7
47	282	51.8
48	288	52.9
49	294	54.0
50	300	55.1
51	306	56.2
52	312	57.3
53	318	58.4
54	324	59.5
55	330	60.6
56	336	61.7
57	342	62.8
58	348	63.9
59	354	65.0
60	360	66.1
61	366	67.2
62	372	68.3
63	378	69.4
64	384	70.5
65	390	71.6
66	396	72.7
67	402	73.8
68	408	74.9
69	414	76.0
70	420	77.1
71	426	78.2
72	432	79.3
73	438	80.4
74	444	81.5
75	450	82.6
76	456	83.7
77	462	84.8
78	468	85.9
79	474	87.0
80	480	88.1
81	486	89.2
82	492	90.3
83	498	91.4
84	504	92.5
85	510	93.6
86	516	94.7
87	522	95.8
88	528	96.9
89	534	98.0
90	540	99.1
91	546	100.2
92	552	101.3
93	558	102.4
94	564	103.5
95	570	104.6
96	576	105.7
97	582	106.8
98	588	107.9
99	594	109.0
100	600	110.1

Note: Chart grid lines are aligned with true north.

Joins page 11



(Marmot Bay and Kupreanof Strait)
SOUNDINGS IN FATHOMS - SCALE 1:78,900

16594



15



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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