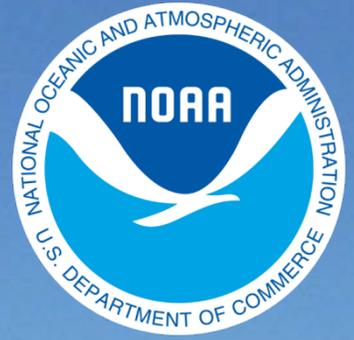


# BookletChart™



## Kodiak Island – Womens Bay

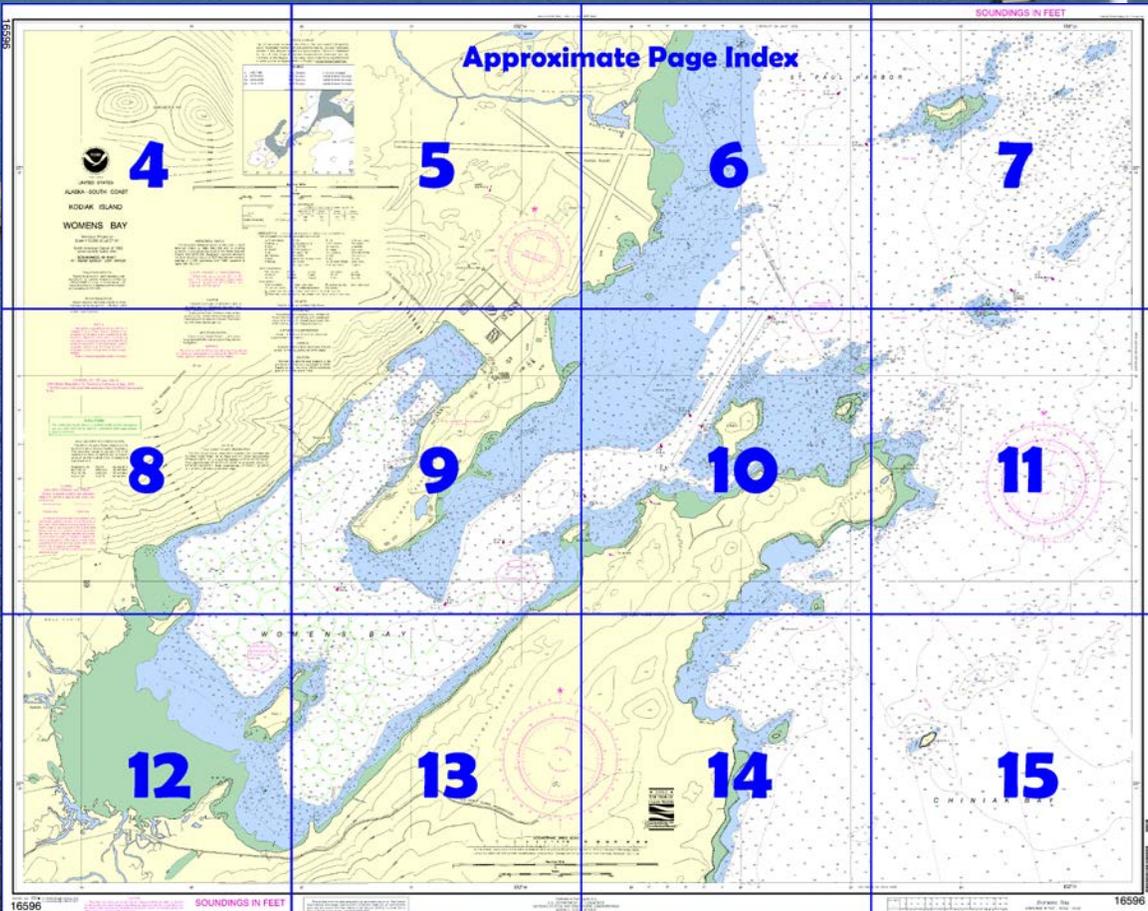
NOAA Chart 16596

*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](http://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.

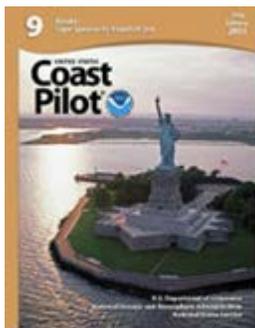
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16596>.



#### (Selected Excerpts from Coast Pilot)

**Womens Bay**, SW of St. Paul Harbor at the extreme W end of Chiniak Bay, is the site of the Coast Guard Base Support Unit. Womens Bay is frequently blocked by ice in midwinter and vessels may experience high wind coming off of Old Womens Mountain. The area routinely experiences storms with winds in excess of 55 knots during the winter months.

#### Naval Defensive Sea Area and Airspace Reservation.

Executive Orders 8717 of March 22, 1941, 8597 of November 18, 1940, and 9720 of May 8, 1946, the area in and about Womens Bay is a designated Naval Defensive Sea Area and Airspace Reservation.

Restrictions imposed under the authority of the above executive orders have been suspended subject to reinstatement without notice at any time that the interests of national defense may require such action.

**Channels.**—The entrance to Womens Bay is obstructed by numerous and extensive rocks and reefs; some are awash at extreme low water while others are up to 6 feet high. A 400-foot-wide buoyed channel passes through this foul area NW of Zaimka Island to deeper water inside. The channel is marked by buoys and a 211° lighted range. In 2008, a depth of 28 feet was available in the channel.

In the winter, buoys are often moved off station due to ice floes.

**Cliff Point**, on the S side of the entrance to Womens Bay, is the end of a prominent 192-foot-high headland that is covered with grass and scattered brush; two prominent pinnacle rocks are among the reefs E of the point. Broken ground and rocks extend about 0.5 mile NE of the point. **Cliff Island**, 0.3 mile N of Cliff Point, is small and 62 feet high with steep cliffs on all but the SE side; pinnacle rocks are on the NE and S sides.

**Zaimka Island**, the largest of the islands at the entrance to Womens Bay, is 151 feet high, bordered with cliffs, and covered with bushes and grass. **Blodgett Island**, 0.7 mile SW of Zaimka Island, is 70 feet high.

**Nyman Peninsula**, on the W side of the entrance to Womens Bay, forms a protected inner bay. **Nyman Spit**, a submerged sandspit, extends about 800 yards SE from the S end of the peninsula; a lighted buoy marks its outer end.

**Currents.**—In the outer part of Womens Bay, the currents follow the general direction of the channel, flowing SW on the flood and NE on the ebb with a velocity of about 1 knot. An eddy has been reported N of Blodgett Island which will set a vessel to the S at the strength of an ebb current; this should be guarded against. Also, the ebb current flows NE across Nyman Spit. Ships passing near the spit at such a time might experience a set onto it. There are marked eddies near Frye Point at the W end of Womens Bay. Although deep water is close to this point, ships should guard against passing too close to it.

**Routes.**—Vessels entering Womens Bay, may approach from NE through the channel W of Woody Island, thence through the buoyed channel N of St. Paul Harbor Entrance Light, and then follow the marked channel SW into Womens Bay. From E and S, the approach is the same as that for the S approach to Kodiak until St. Paul Harbor Entrance Light is passed, and then follow the dredged channel which is buoyed and marked by a 211° lighted range located at the west side of the peninsula terminating at Cliff Point. Special note should be taken of Nyman Spit, which extends 700 yards SE of Nyman Peninsula and is marked by a lighted buoy.

Large vessels are strongly recommended not to navigate the channel to or from Womens Bay and between the shoal waters of St. Paul Harbor entrance after dark or during low visibility unless a qualified pilot is on board or the master assumes full risk. It is also not recommended for vessels to enter or depart from Womens Bay and between the shoal waters of St. Paul Harbor during periods of wind velocities of 35 knots or more, except in emergencies or extreme necessities.

**Local magnetic disturbance.**—Differences of as much as 20° to 40° from the normal variation have been observed just off the Coast Guard Cargo Pier.

### 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 Oct. 13/12  
Corrected through LNM Oct. 02/12

**HEIGHTS**  
Heights in feet above Mean High Water.

**Mercator Projection**  
Scale 1:10,000 at Lat 57°44'  
**North American Datum of 1983**  
(World Geodetic System 1984)  
**SOUNDINGS IN FEET**  
AT MEAN LOWER LOW WATER

**CAUTION**  
Womens Bay and the area adjacent to the entrance channel was surveyed in 1978. Depths outside this area reflect conditions prior to the earthquake of 1964. See the source diagram for the most recent hydrographic survey information.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**LOCAL MAGNETIC DISTURBANCE**  
Differences as much as 20° to 40° from the normal variation have been observed at latitudes 57°43'54"N, and longitude 152°30'42"W.

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

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

**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 2.726" southward and 7.886" 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.

**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).

**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	WXJ-78	162.550 MHz
Marmot Island, AK	WNG-716	162.500 MHz

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

**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.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

**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 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"N/152°31'14"W in a southerly direction to 57°41'41"N/152°32'22"W. From approximately 57°43'24"N/152°28'44"W in an easterly direction to 57°43'36"N/152°28'50"W. From approximately 57°42'51"N/152°28'10"W in a southerly direction to the chart edge.

**CAUTION**  
The anchorage berths shown in dashed circles are for emergency use only and shall not be used for protracted anchorage without specific authority.

**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. Consult larger scale charts for survey information in areas outlined in magenta. 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.

**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
Ai alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	S: 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	Obst 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.

**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
Womens Bay	(57°44'N/152°31'W)	6.8 feet	7.9 feet	1.1 feet

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>. (Jul 2012)

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

**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.

16596

34'

33'

3

57°  
45'



THE NATION'S CHARTMAKER SINCE 1807  
UNITED STATES  
ALASKA - SOUTH COAST

# KODIAK ISLAND WOMENS BAY

Mercator Projection  
Scale 1:10,000 at Lat 57°44'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

#### 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

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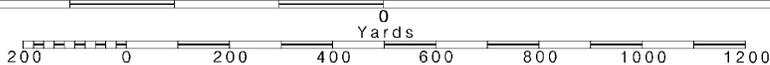
COLREGS 80 1705 (see note A)

Joins page 8

4

Note: Chart grid lines are aligned with true north.

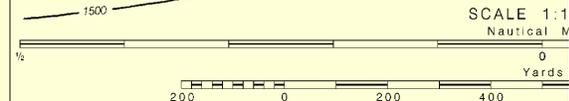
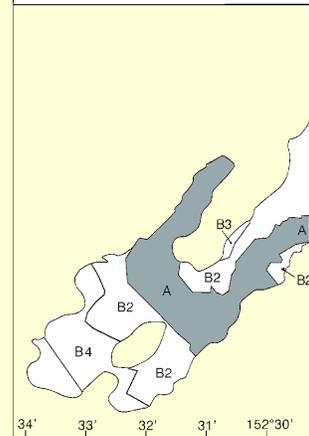
Printed at reduced scale. SCALE 1:10,000  
Nautical Miles



See Note on page 5.

SOURCE  
The outlined areas represent the li  
survey information that has been eva  
banded in this diagram by date an  
by the U.S. Army Corps of Enginee  
not shown on this diagram. Consult li  
in areas outlined in magenta. Refer to

SOURCE	SOURCE
A 1990-2008	NOS Surv
B2 1970-1989	NOS Surv
B3 1940-1969	NOS Surv
B4 1900-1939	NOS Surv



TIDAL INFO	
PLACE	
NAME	(LAT/LON)
Womens Bay	(57°44'N/152°30'W)

Dashes (- -) located in datum columns indicate unavailability of tide predictions, and tidal current predictions are available (Jul 2012)

#### HORIZONTAL DATUM

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#### AIDS TO NAVIGATION

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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.

#### ABBREVIATIONS (For complete list of Symbols to Navigation (lights are white unless otherwise noted))

AERO aeronautical	G green
Al alternating	IQ interm
B black	Iso isopt
Bn beacon	LT Lt
C can	M nautic
DIA diaphane	m minute
F fixed	MICRO T
Fl flashing	Mkr mark

#### Bottom characteristics:

Blds boulders	Co coral
bk broken	G gravel
Cy clay	Grs grass

#### Miscellaneous:

AUTH authorized	Obstr
ED existence doubtful	PA pot
21 Wreck, rock, obstruction, or sho	
(2) Rocks that cover and uncover,	

#### HEIGHTS

Heights in feet above datum

#### AUTHORITY

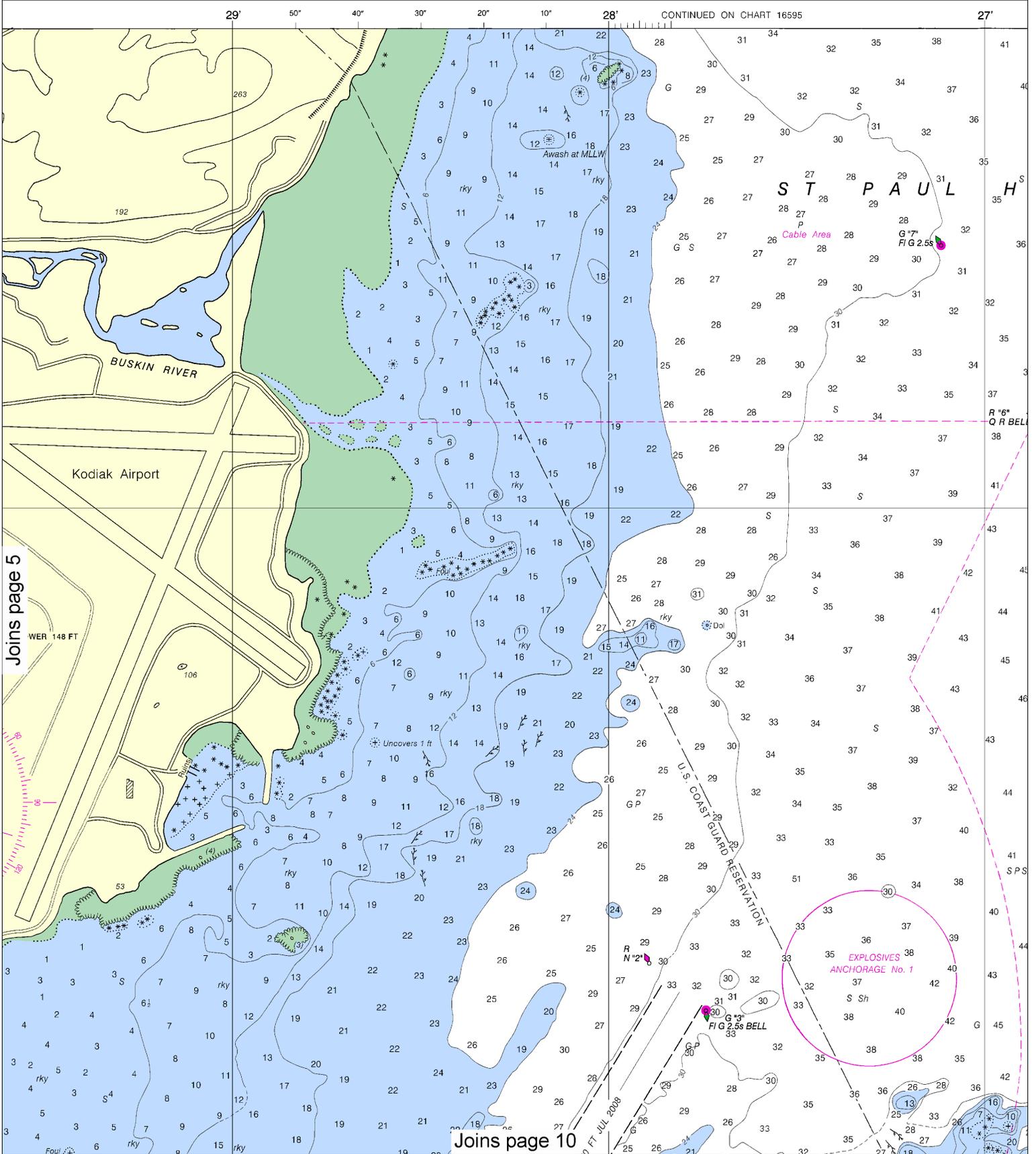
Hydrography and Topography from the U.S. Coast and Geodetic Survey, U.S. Department of Commerce, and the National Geospatial-Intelligence Agency.

#### SUPPLEMENTAL INFORMATION

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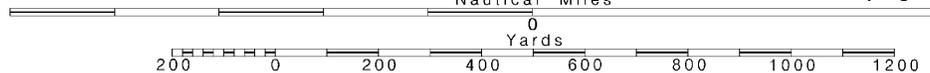




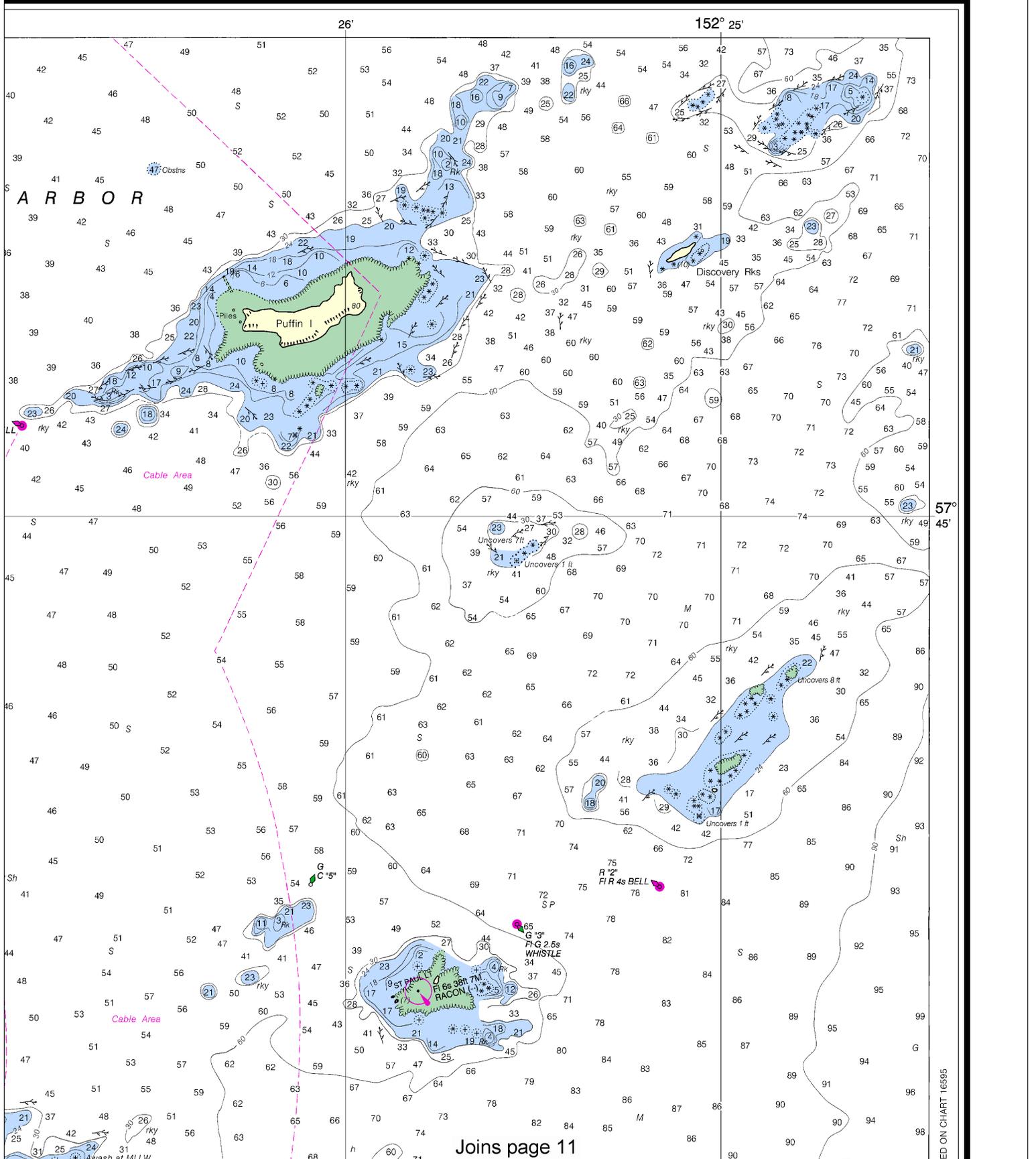
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.



# SOUNDINGS IN FEET



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0513 1/29/2013,  
NGA Weekly Notice to Mariners: 0713 2/16/2013,  
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



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 4

57° 43' 34" N, and longitude 152° 30' 42" W.

Cy clay Grs grass

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### CAUTION

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### CAUTION

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Miscellaneous:  
 AUTH authorized  
 ED existence doubtful  
 (2) Wreck, rock, obstruction, or shoal  
 (2) Rocks that cover and uncover

Obtain  
 PA pos  
 or sho  
 and uncover

HEI  
 Heights in feet ab

AUTH  
 Hydrography and to  
 Ocean Service, Coast  
 data from the U.S.  
 National Geospatial-Inf

SUPPLEMENTARY  
Consult U.S. Coast  
supplemental informa

CAUTION  
Improved channels  
subject to shoaling, pa

44°

50°

40°

30°

20°

10°

43°

50°

OLD WOMENS MOUNTAIN

1402

1414

1400

1300

1200

1100

1000

900

800

700

600

500

400

300

200

100

### 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"N/152°31'14"W in a southerly direction to 57°41'41"N/152°32'22"W. From approximately 57°43'24"N/152°28'44"W in an easterly direction to 57°43'38"N/152°26'50"W. From approximately 57°42'51"N/152°28'10"W in a southerly direction to the chart edge.

BELL FLATS

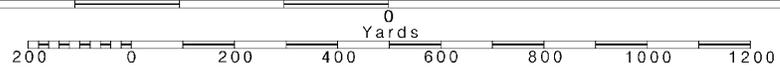
Joins page 12

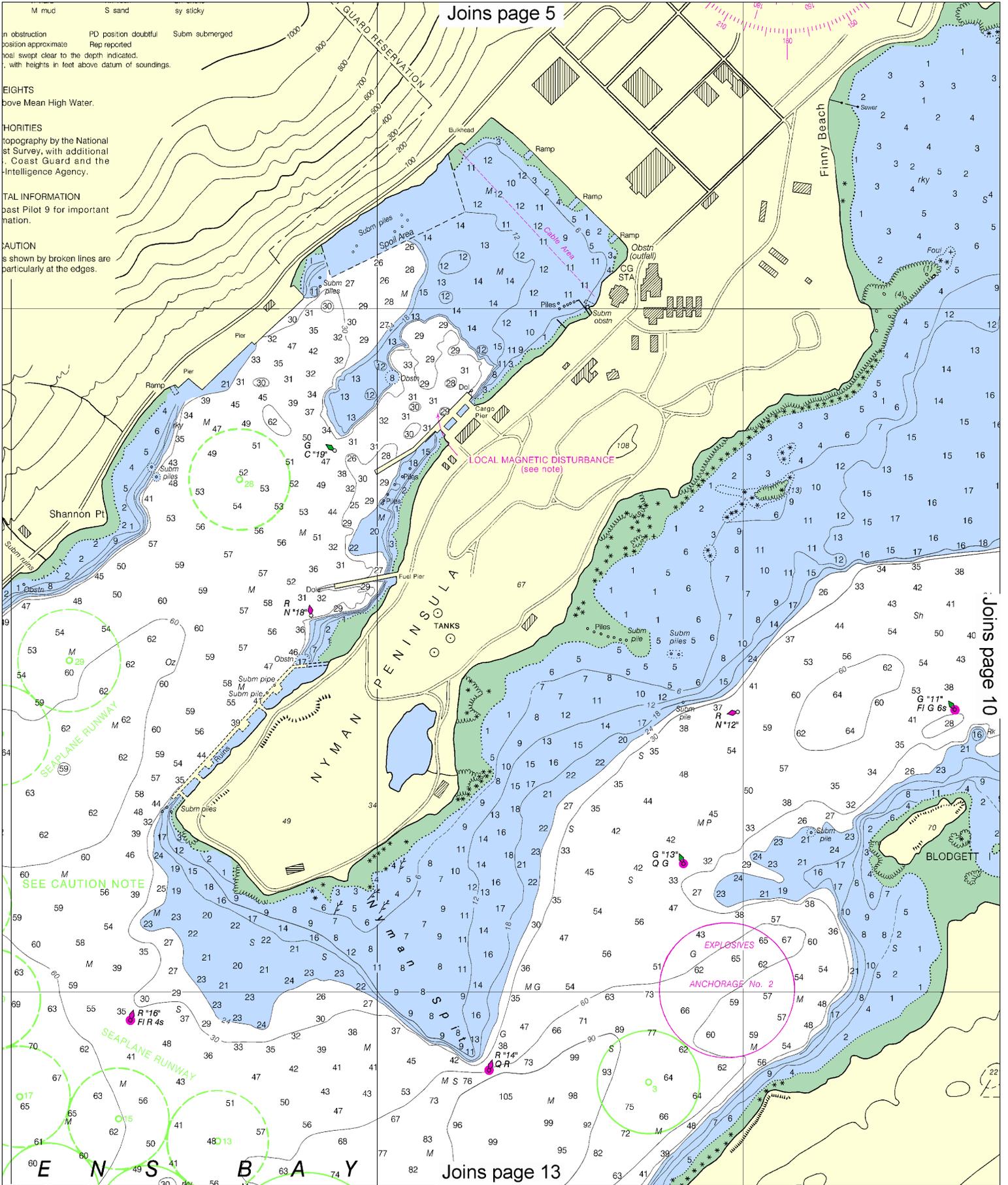


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000

See Note on page 5.





M mud S sand sy sticky  
 in obstruction PD position doubtful Subm submerged  
 position approximate Rep reported  
 local swept clear to the depth indicated.  
 with heights in feet above datum of soundings.

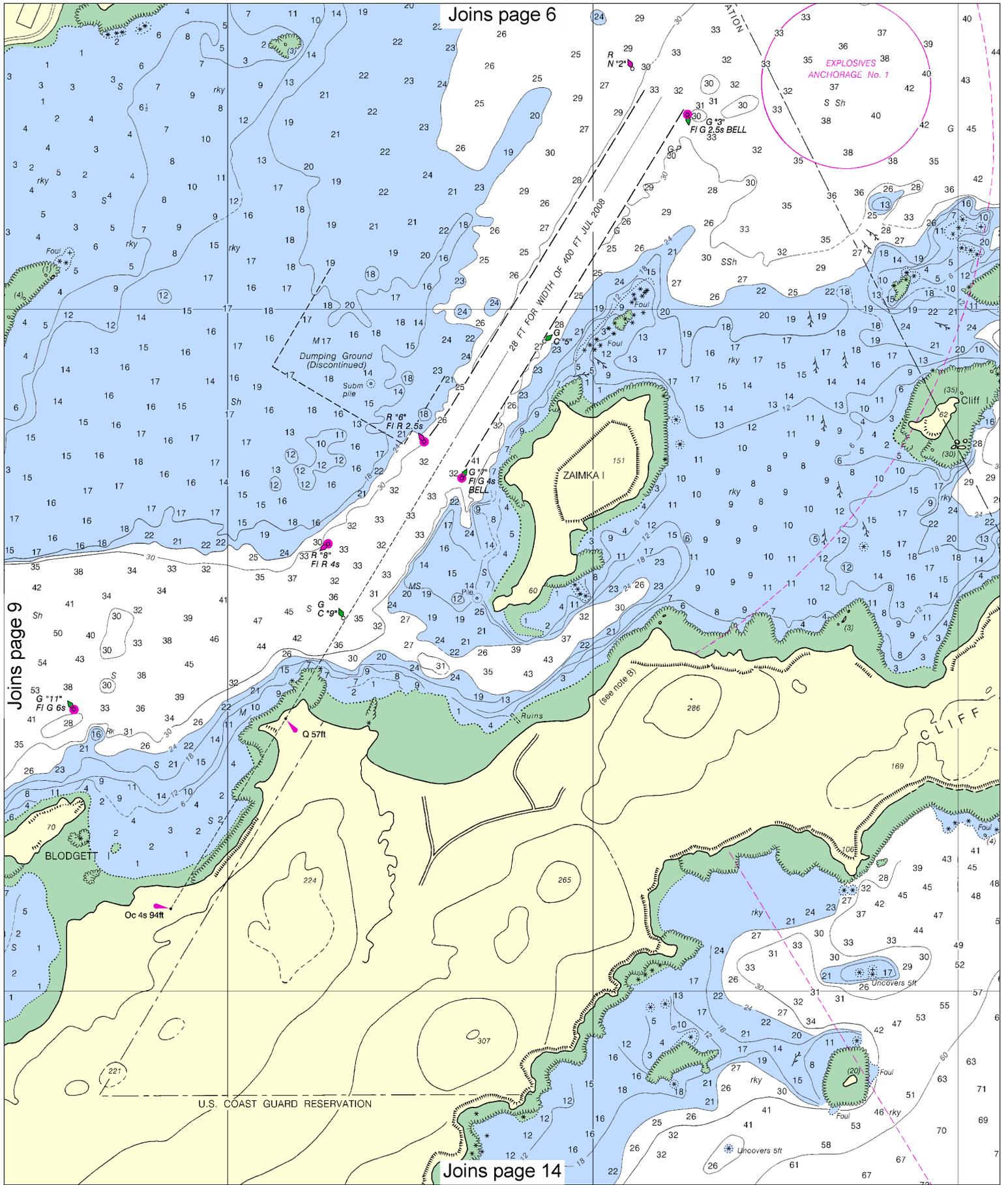
**EIGHTS**  
 above Mean High Water.

**HORITIES**  
 topography by the National  
 st Survey, with additional  
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 Intelligence Agency.

**TAL INFORMATION**  
 east Pilot 9 for important  
 nation.

**CAUTION**  
 s shown by broken lines are  
 particularly at the edges.

Joins page 10



Joins page 6

Joins page 9

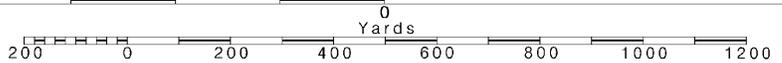
Joins page 14

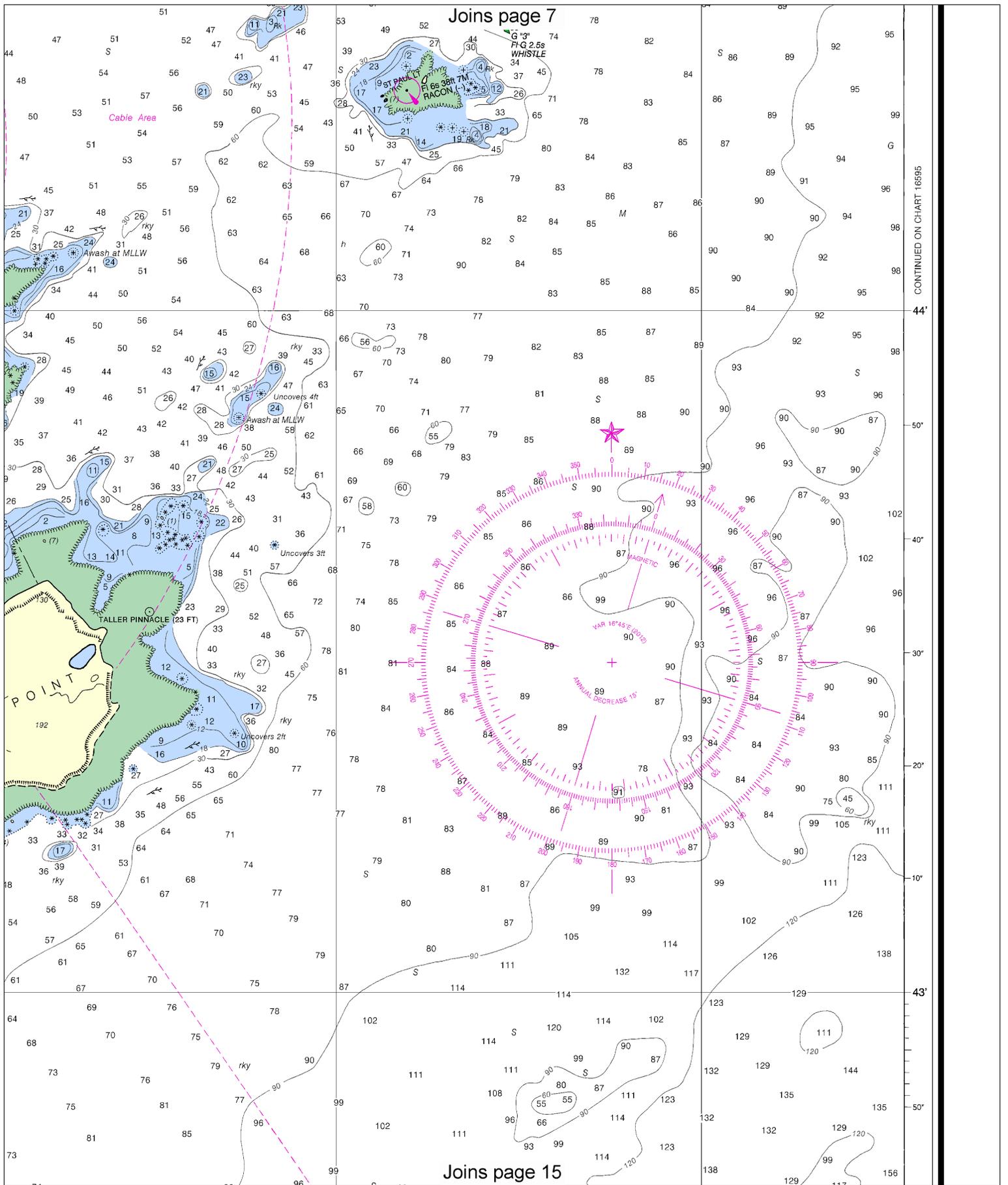
**10**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. —SCALE 1:10,000—  
Nautical Miles

See Note on page 5.

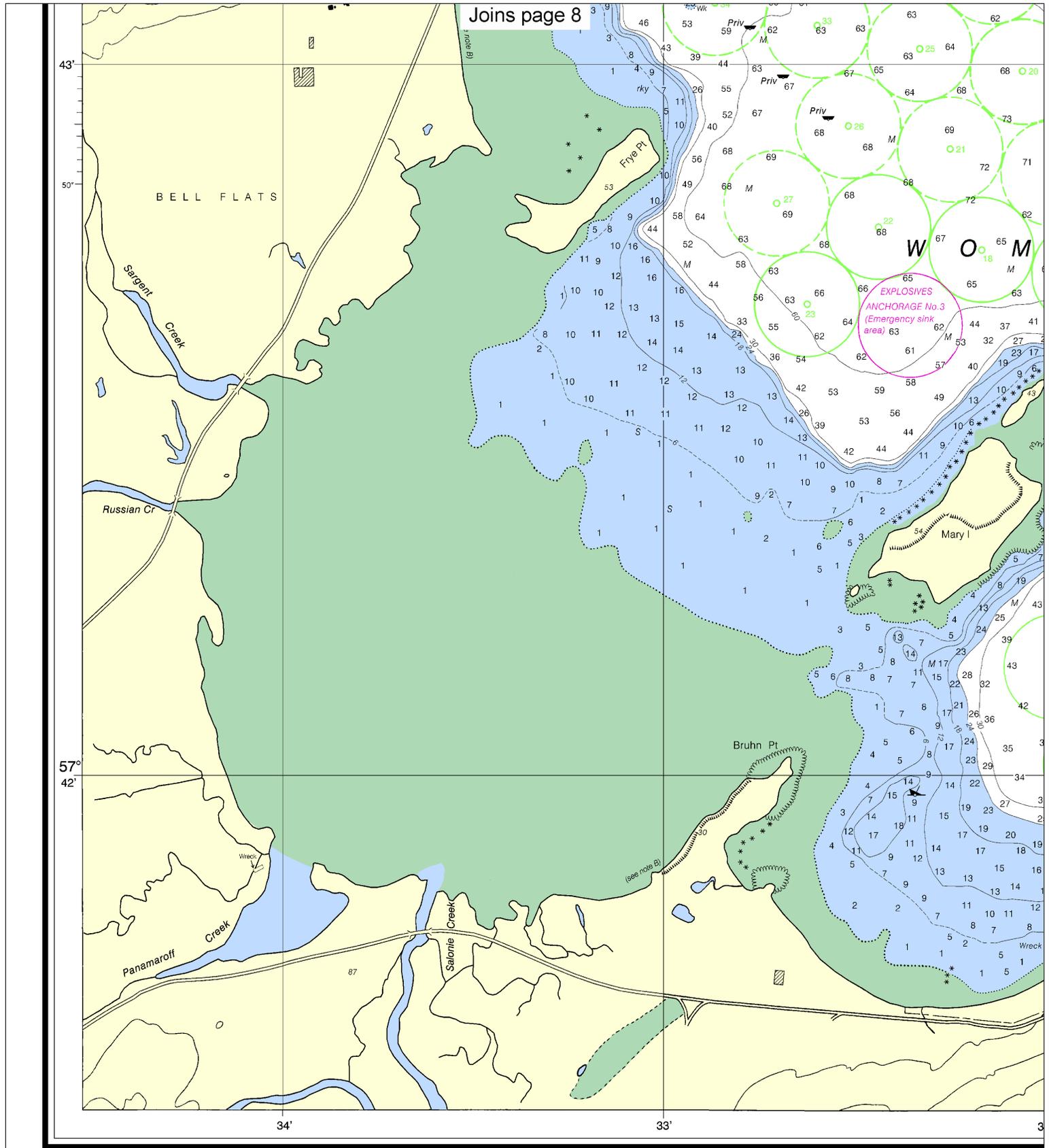




Joins page 7

Joins page 15

CONTINUED ON CHART 16595



Joins page 8

13th Ed., Oct. / 12 ■ Corrected through NM Oct. 13/12  
 Corrected through LNM Oct. 02/12

16596

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](http://nauticalcharts.noaa.gov).

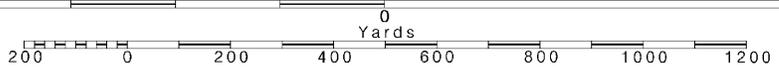
SOUNDINGS IN FEET

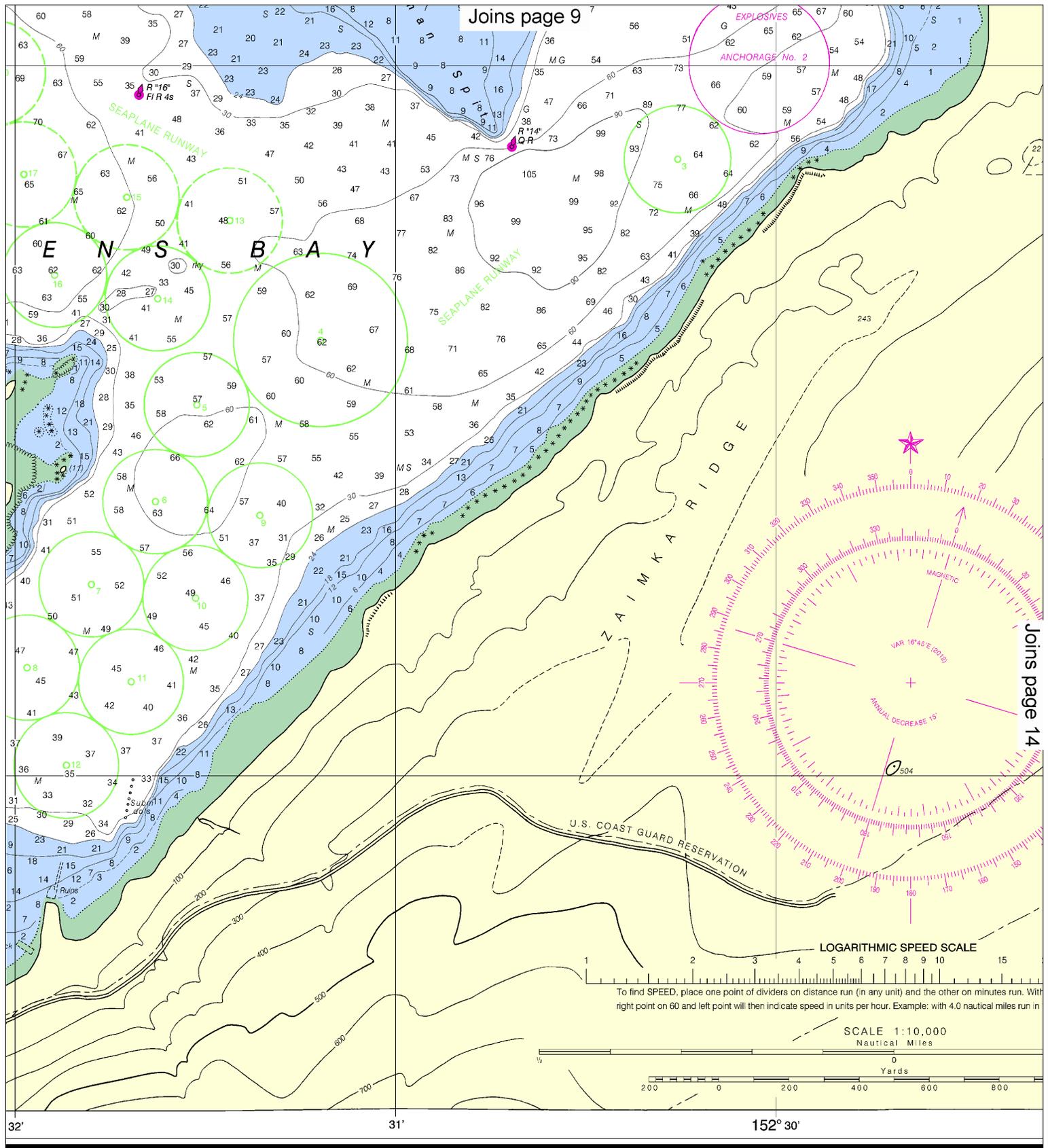
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —  
 Nautical Miles

See Note on page 5.





Joins page 9

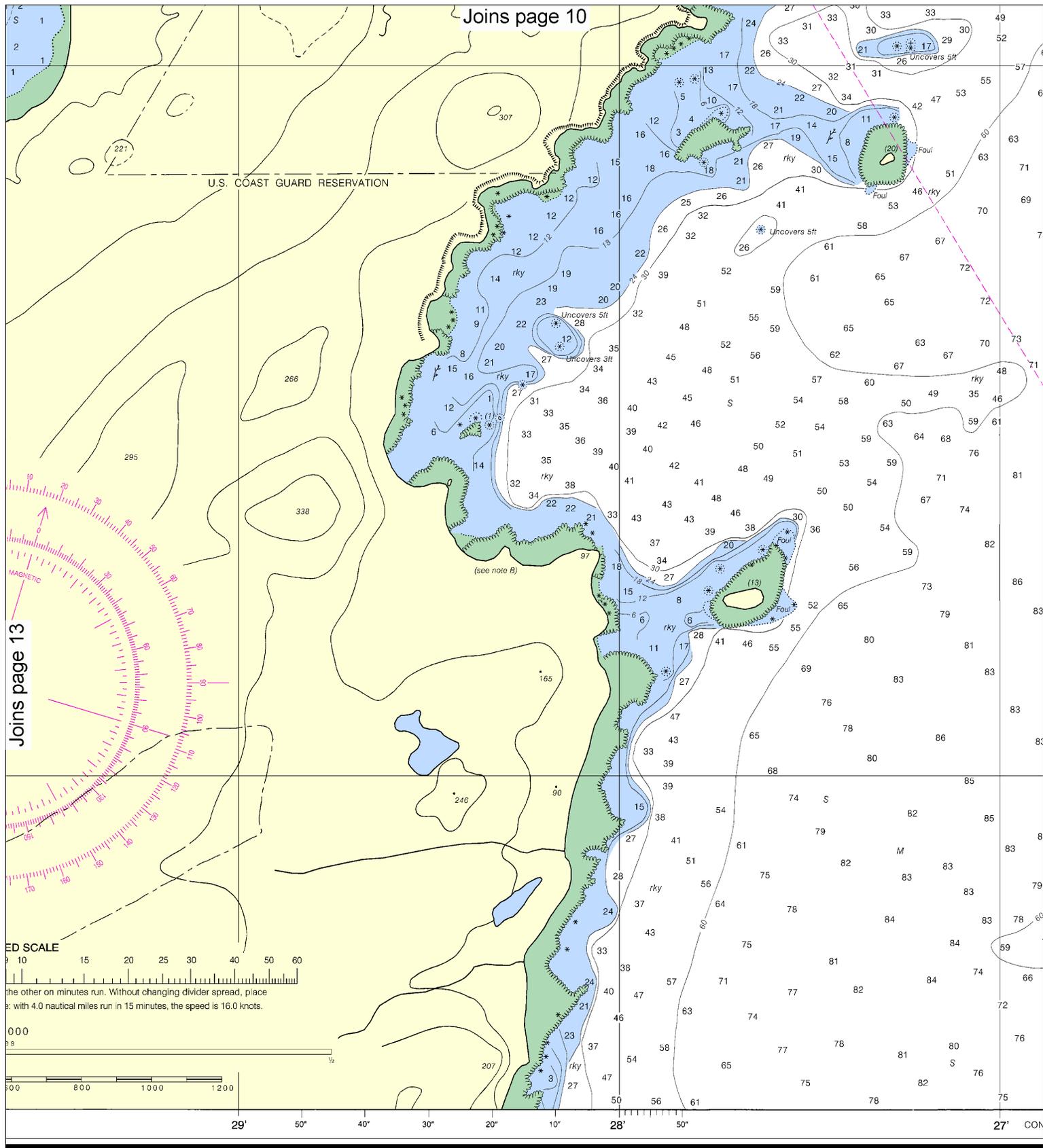
Joins page 14

ET

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

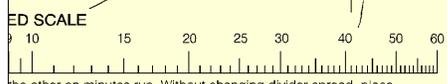
**13**



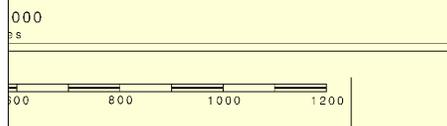
Joins page 10

U.S. COAST GUARD RESERVATION

Joins page 13



...the other on minutes run. Without changing divider spread, place  
...with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



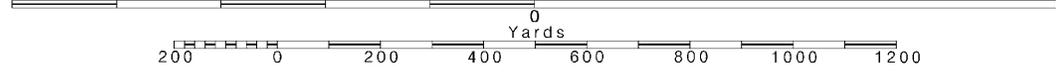
...hed at Washington, D.C.  
...RTMENT OF COMMERCE  
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...NAL OCEAN SERVICE  
...COAST SURVEY

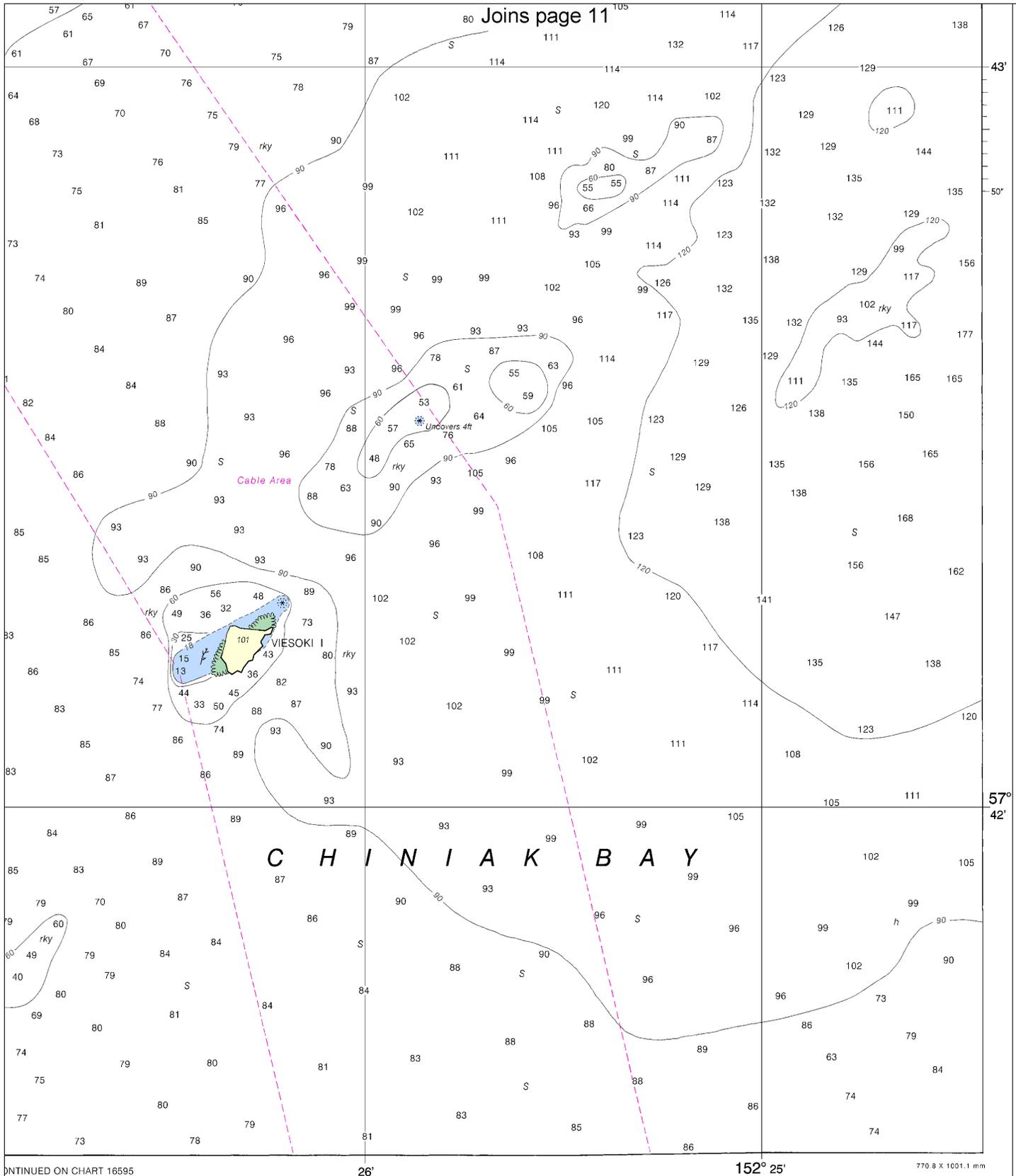
PRINT-ON-DEMAND CHARTS  
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.nco.noaa.gov/drs/inquiry.as> or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 — See Note on page 5.





CONTINUED ON CHART 16595

26'

152° 25'

770 8 X 1001.1 mm

Mariners  
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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

Womens Bay  
SOUNDINGS IN FEET - SCALE 1:10,000

16596

ED. NO. 13

NSN 7642014011259

NGA REFERENCE NO. 16596



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](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.

