BookletChart™

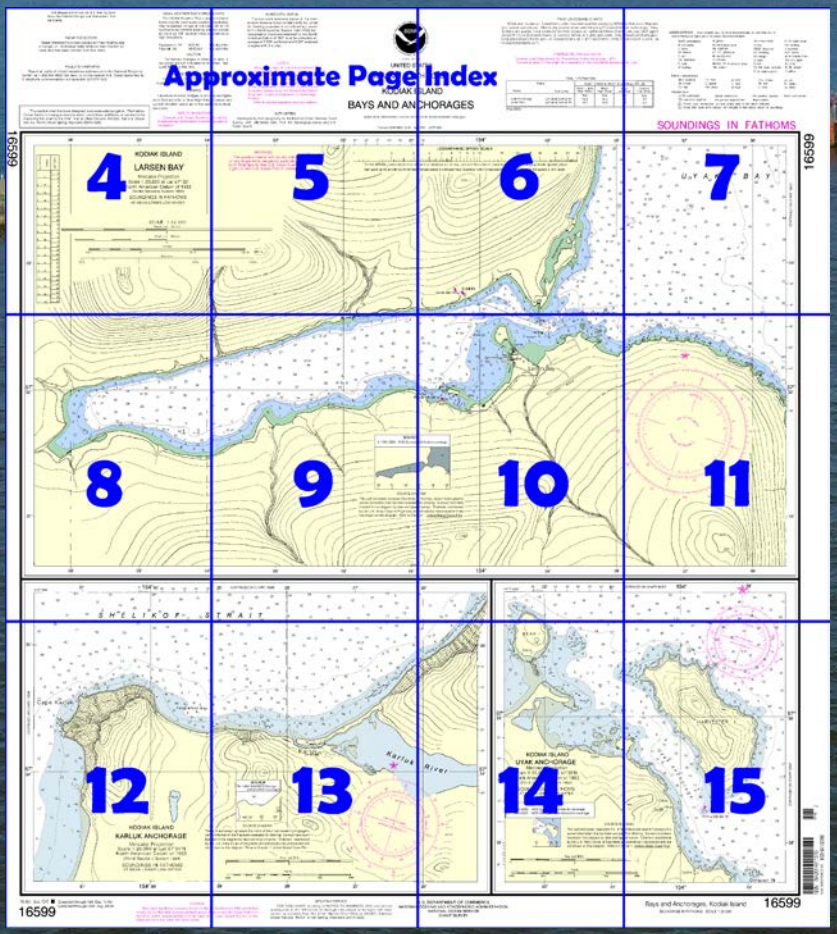
Kodiak Island – Bays and Anchorages

NOAA Chart 16599

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.

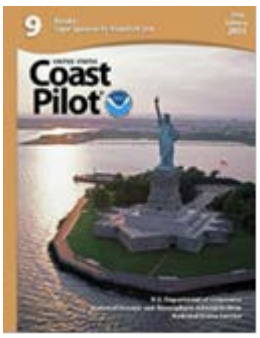
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=16599.



(Selected Excerpts from Coast Pilot)
Harvester Island is about 9 miles S of Cape Kulink and 0.3 mile off the SW entrance point to Uyak Bay. The 20-fathom curve is about 0.3 mile off the N and E sides of the island, and foul ground extends off the N and E sides for 350 yards in places. A spit, which uncovers and is steep-to, extends 425 yards SW from the S end of the island. **Harvester Island Spit Light 2** (57°38'15"N., 153°59'41"W.), 22 feet (6.7 m) above the water, is shown from a red triangular daymark on a multi-pile structure on the end of the spit.
Bear Island, 249 feet high and grass covered, is about 0.8 mile W of Harvester Island. It is 0.3 mile from the shore, with which it is connected by a boulder spit that uncovers about 7 feet.
Uyak Anchorage, between Harvester Island and the coast to the SW, is one of the best harbors on the E side of Shelikof Strait S of Uganik Bay. It has two entrances of which the S is preferred. The depths range from about 5 fathoms between Harvester Island and Bear Island to 20 fathoms 0.4 mile NNW of Harvester Island Spit Light 2. The best anchorage is about 0.6 mile NNW of the light, in 12 to 14 fathoms.
The NW entrance is 0.3 mile wide between two reefs, partly bare at half tide and marked by kelp, one extending 400 yards W from the NW end of Harvester Island, and the other 250 to 550 yards E from Bear Island.
The better and safer entrance to the anchorage is around the S end of Harvester Island. **Cormorant Rock**, which uncovers about 7 feet, is about 0.6 mile SSE of Harvester Island and 400 yards offshore.
The native village of **Uyak** and the cannery on the SW side of Uyak Anchorage have been abandoned and are in ruins. There are a few homestead cabins along the shore S of these ruins.
Larsen Bay is on the W side of Uyak Bay, 6 miles S of Harvester Island. Depths inside the bay are 7 to 38 fathoms; the N shore slopes steeply to the flat bottom, while the S shore slopes more gradually. A large pier and a large cannery are on the W side of the spit that separates Larsen Bay from Uyak Bay. The pier, built over the shoal water, is 1,190 feet long and has a depth of 12 feet at its outer end. Gasoline, kerosene, and diesel oil are stored for cannery use and may be purchased. A machine shop is maintained for cannery use, and a store is available for the purchase of food and clothing in small quantities. A small dispensary and first aid station are available but no doctor is in residence. There is a row of public pay telephones S of the cannery office.
The entrance is between a spit extending 150 yards S of the N shore and a 20-foot islet about 150 yards from the S shore. There is a reef, marked by a light, in the middle of the entrance that uncovers at low water. Two narrow crooked channels lead on either side of the reef. The preferred S channel, between the mid-entrance reef and the 20-foot islet, 200 yards SE of it, is marked by a **248°** range. The front range is a pile on the flats bearing a circular orange disk, and the rear range is another circular orange disk painted under the gable of a building. This channel has a least depth of 3.7 fathoms on the range.
Anchorage.–A good anchorage for larger vessels will be found about 600 yards N of the small island on the S side of the bay, and about 800 yards W of the cannery pier. This anchorage is in about 20 fathoms of water with mud bottom. In W weather, the winds blow down the bay with great force. The holding ground is good. On the S side of the small island there is a harbor for small vessels. A reef, marked by a buoy, extends about 50 yards W off the W end of the island. The harbor is bordered by three breakwaters. The S breakwater, that extends from Kodiak Island, is marked by a light. Depths in the harbor range from 1.5 to 2.7 fathoms.
Currents.–A strong tidal current sweeps through the entrance with an estimated velocity of 4 to 5 knots. Steep waves will build at the entrance when strong easterly winds blow opposing the ebb current.
Pilotage, Larsen Bay.–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.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

Corrected through NM Sep. 11/04
Corrected through LNM Aug. 31/04

Mercator Projection
Scale 1:20,000 at Lat 57° 32'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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.

Hill shapes are shown on this chart by form lines that indicate the general character of the land area.

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.

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

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 2.600" southward and 8.297" 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.

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.

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.

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.

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

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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.

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).

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 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	

(21) 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)			
Name	(Lat/Long)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Uyak Anchorage	(57°38'N/154°00'W)	13.8	12.9	1.6	-5.0
Larsen Bay	(57°32'N/154°00'W)	13.7	12.8	1.6	4.5

(Feb 2004)

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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.

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SUPPLEMENTAL INFORMATION

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

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BAYS

Additio

16599

06' 05' 04' 03' 02' 50" 40"

33'

57° 32'

KODIAK ISLAND

LARSEN BAY

Mercator Projection
Scale 1:20,000 at Lat 57° 32'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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FATHOMS / FEET / METERS

SCALE 1:20,000

Nautical Miles 0 ½ 1 1½

Statute Miles ½ 0 ½ 1 1½

Yards 500 0 500 1000 1500 2000 2500

Meters 500 0 500 1000 1500 2000 2500

2080 2202 1500 1000 500

To find right po

Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles 0 1 1 ½

Yards 500 0 500 1000 1500 2000 2500

COAST SURVEY

UNITED STATES

ALASKA - SOUTH COAST

KODIAK ISLAND

S AND ANCHORAGES

ional information can be obtained at nauticalcharts.noaa.gov.

Formerly C&GS 8822, 1st Ed., Apr. 1912 KAPP 2561

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.

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(Feb 2004)

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C can	M nautical mile
DIA diaphone	m minutes
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Fl flashing	Mkr marker

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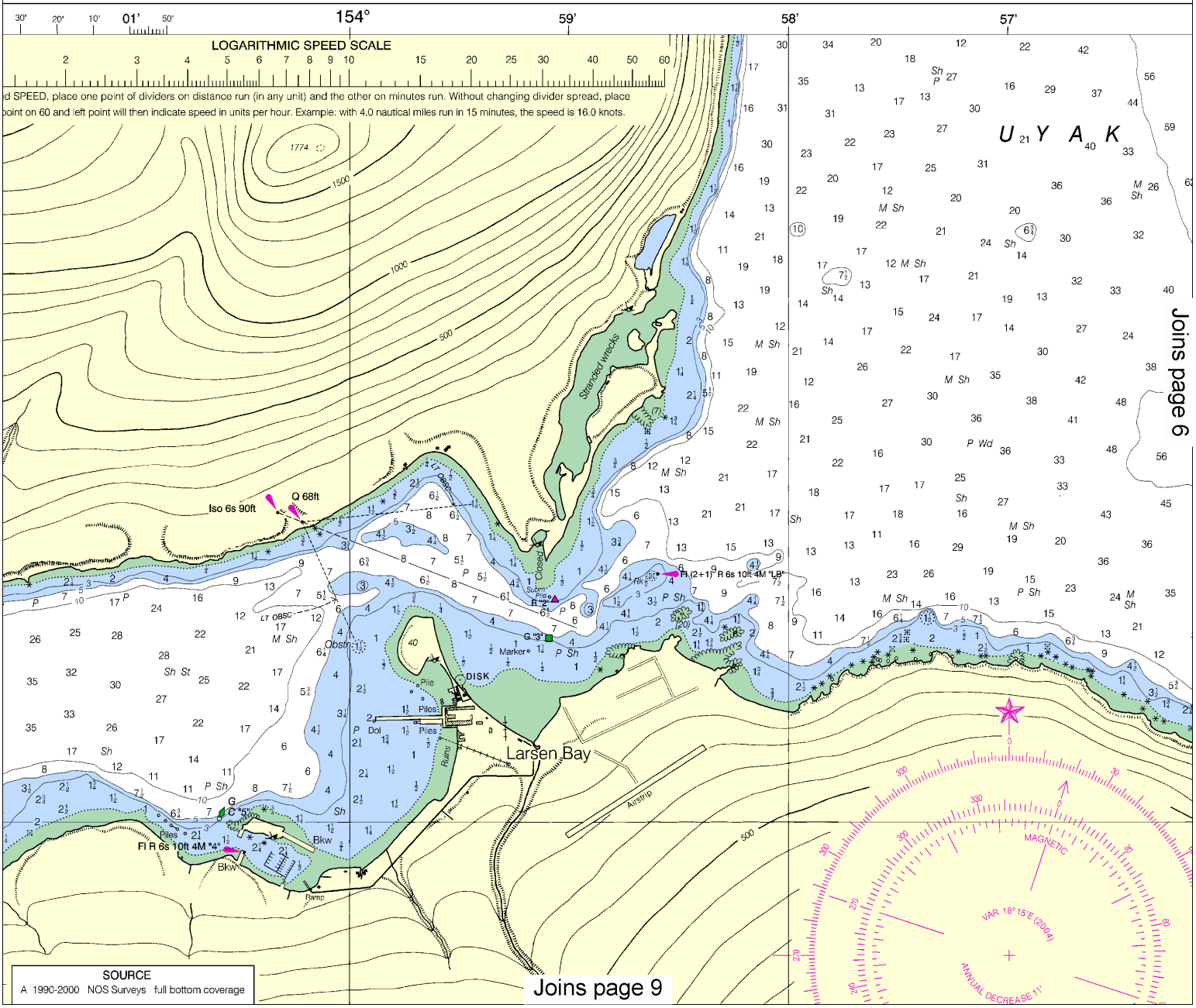

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

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RS

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RTS

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NOAA — NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION — U.S. DEPARTMENT OF COMMERCE

COAST SURVEY

UNITED STATES

ALASKA - SOUTH COAST

KODIAK ISLAND

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SCALE 1:20,000

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Statute Miles 0 ½ 1 1½

Yards 0 500 1000 1500 2000 2500

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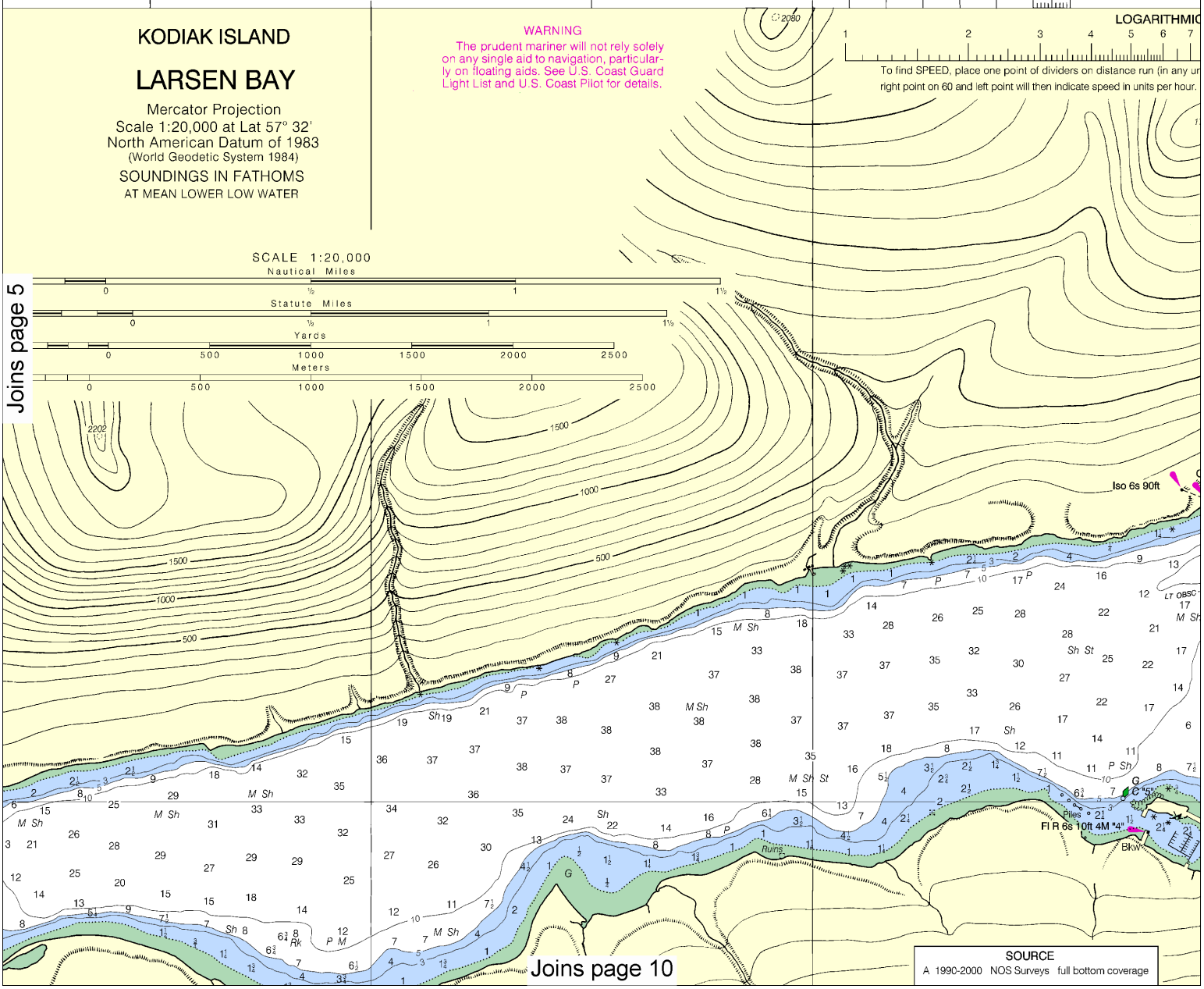
Joins page 5



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SOURCE
A 1990-2000 NOS Surveys full bottom coverage

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles 0 1 1 ½

Yards 500 0 500 1000 1500 2000 2500

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B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

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

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged
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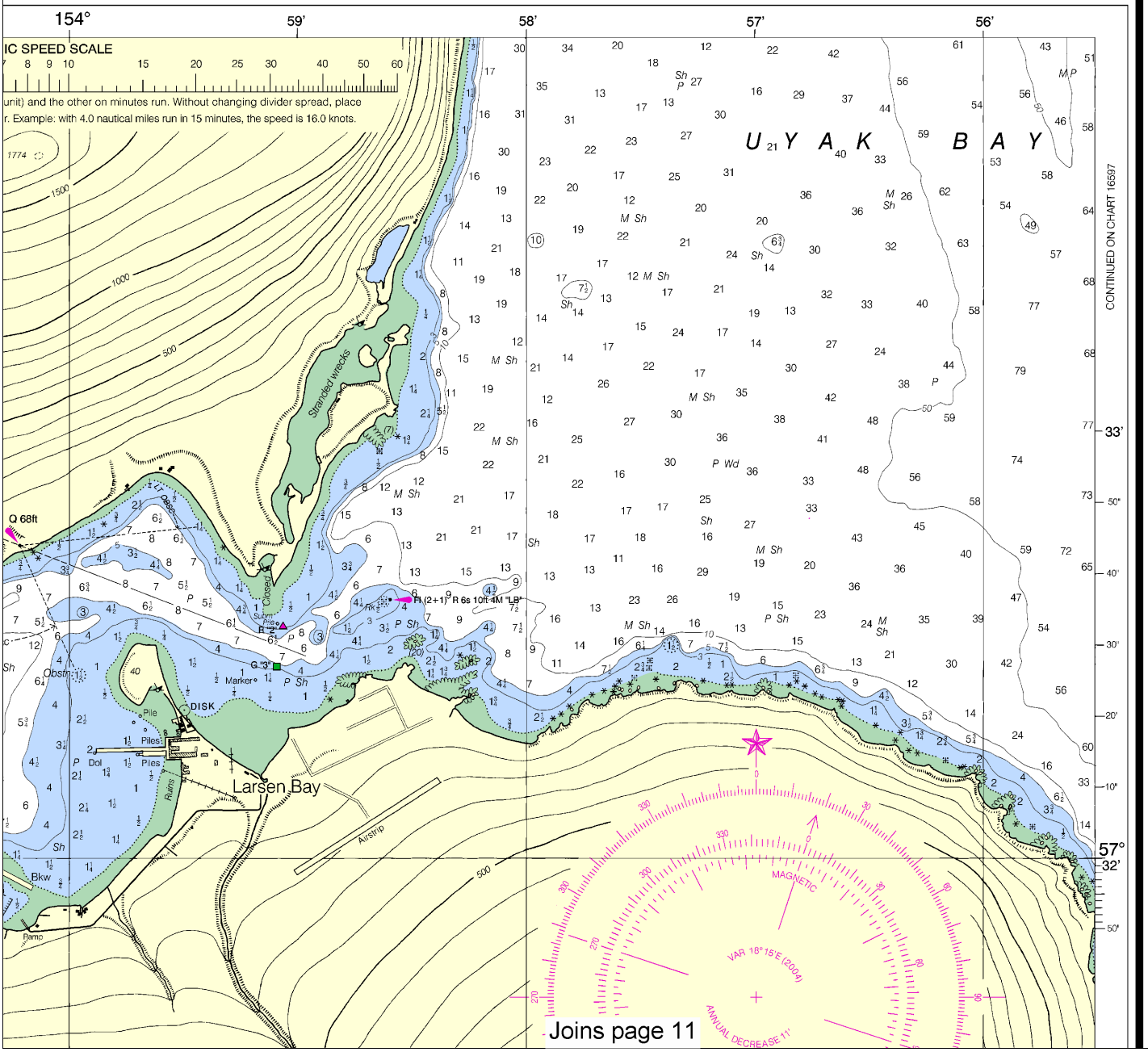
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

ES

gov.

SOUNDINGS IN FATHOMS

16599



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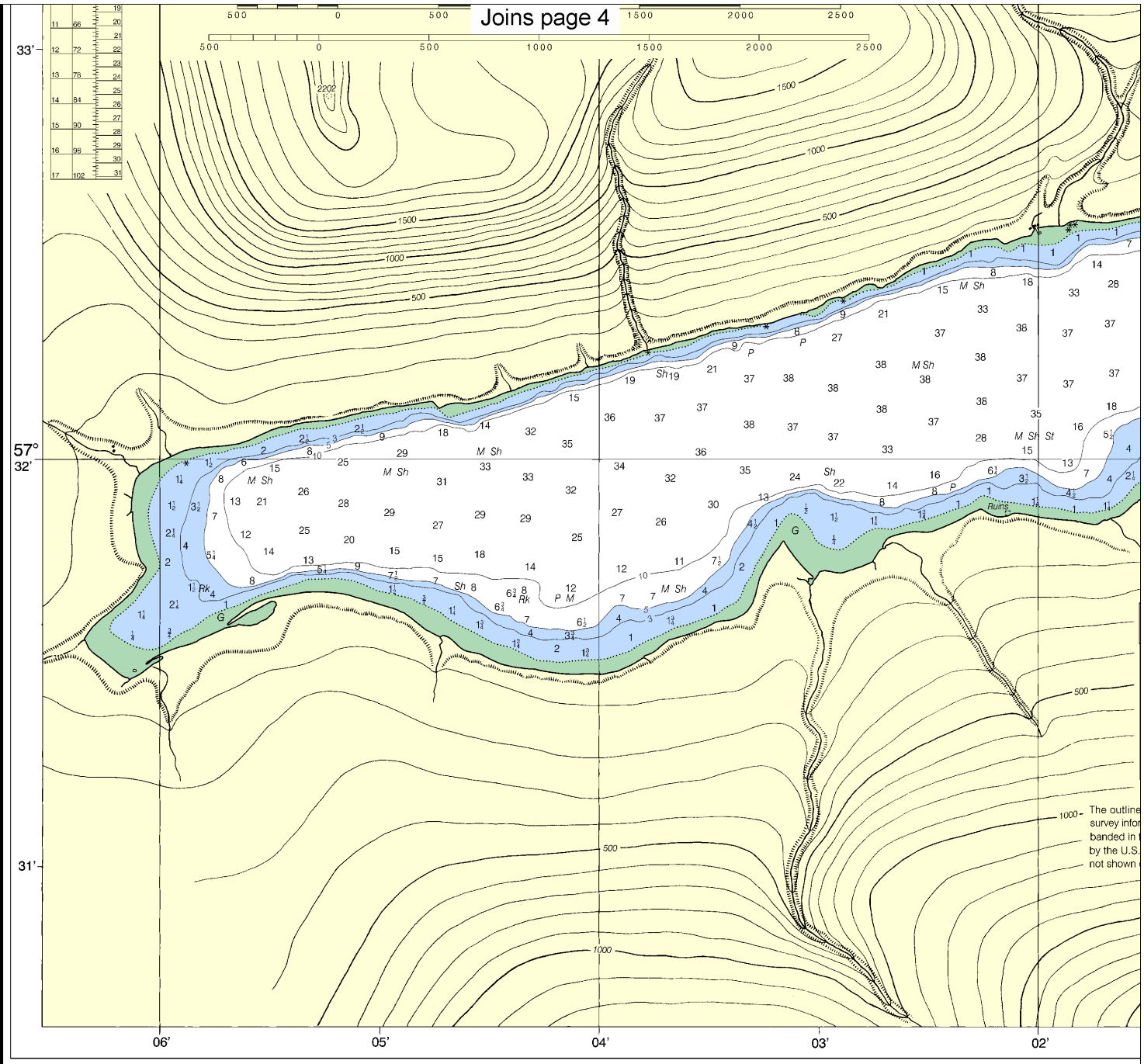
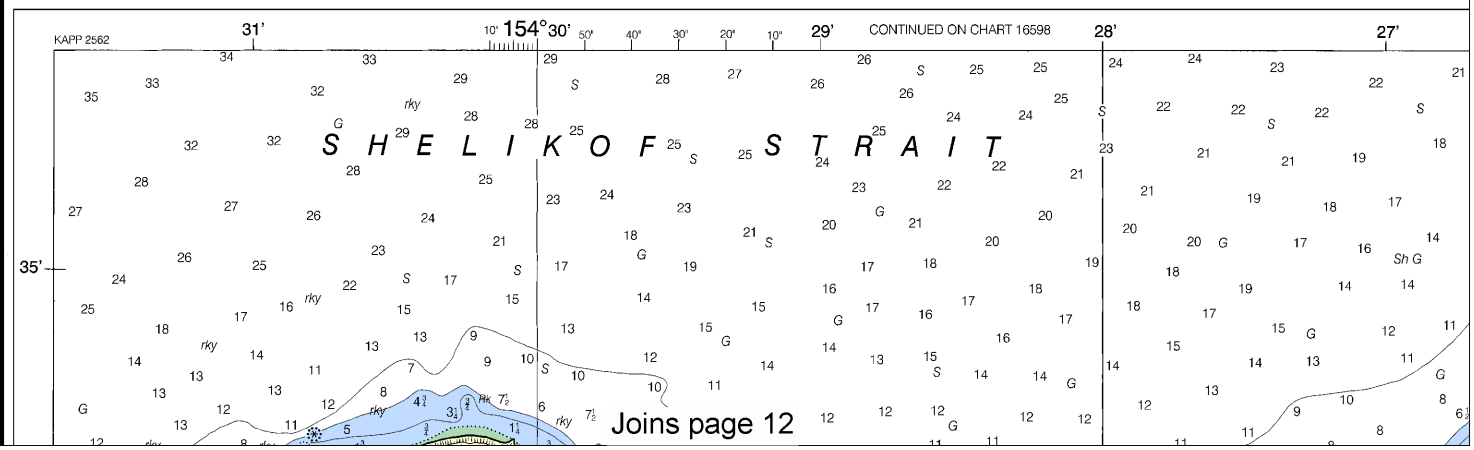
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.





8

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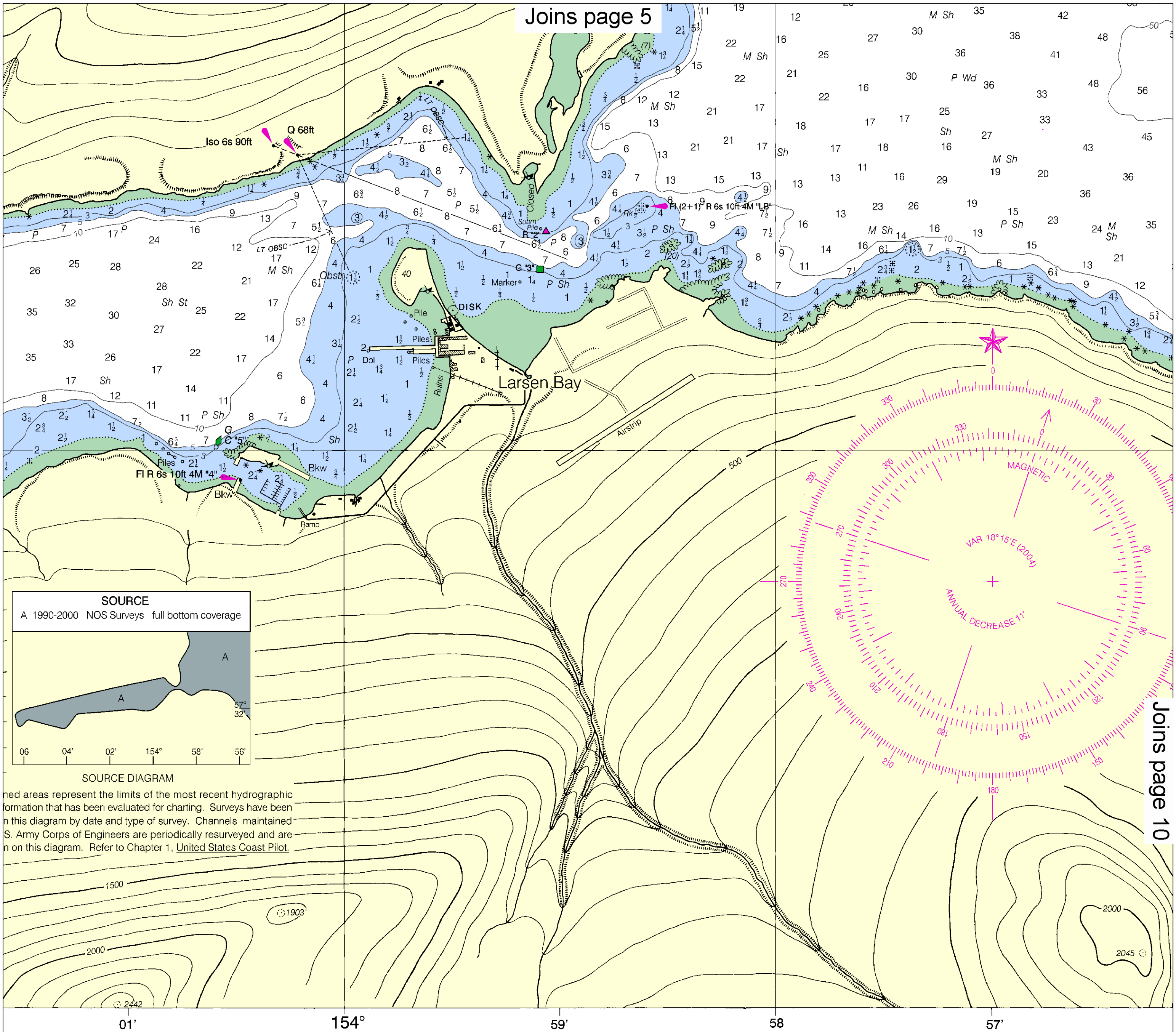
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1 ½

Yards
500 0 500 1000 1500 2000 2500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Iso 6s 90ft
Q 68ft
LT OBSC
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Subm Pile
R "2"
Fl (2+1) R 6s 10ft 4M "LB"
G "3"
Marker
DISK
Larsen Bay
Piles
Pile
Dol
Ruins
Airstrip
G C "5"
Fl R 6s 10ft 4M "4"
Bkw
Ramp
Obstn
MAGNETIC
VAR 18°15'E (2004)
ANNUAL DECREASE 11'
SOURCE
A 1990-2000 NOS Surveys full bottom coverage
SOURCE DIAGRAM
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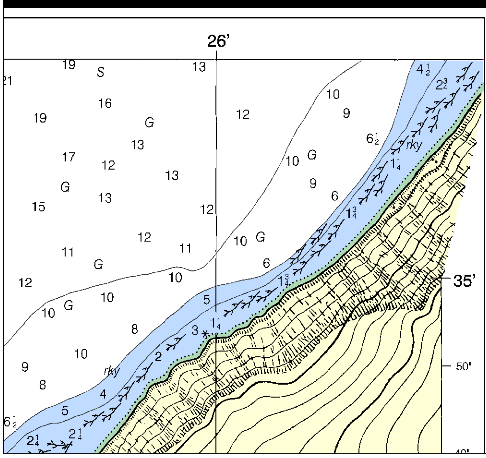
1500
2000
1903
2442
2045
01'
154°
59'
58
57'
Joins page 10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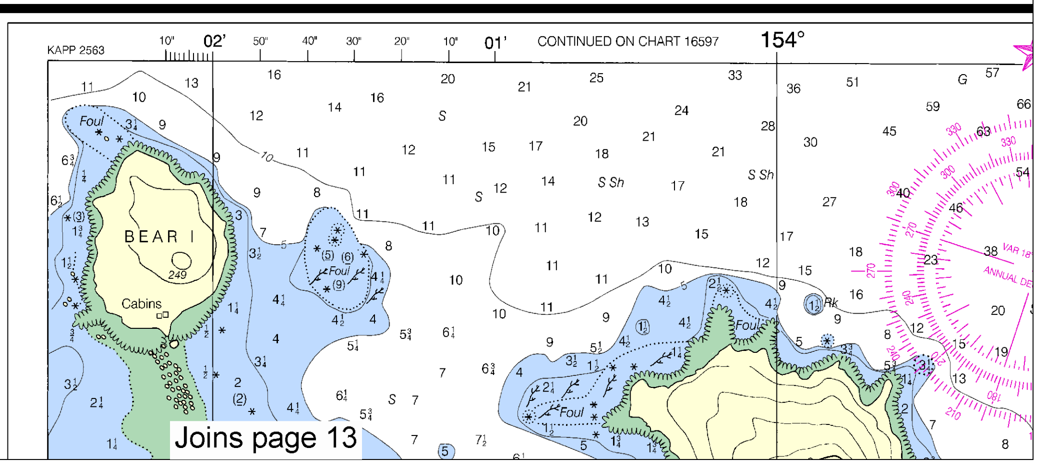
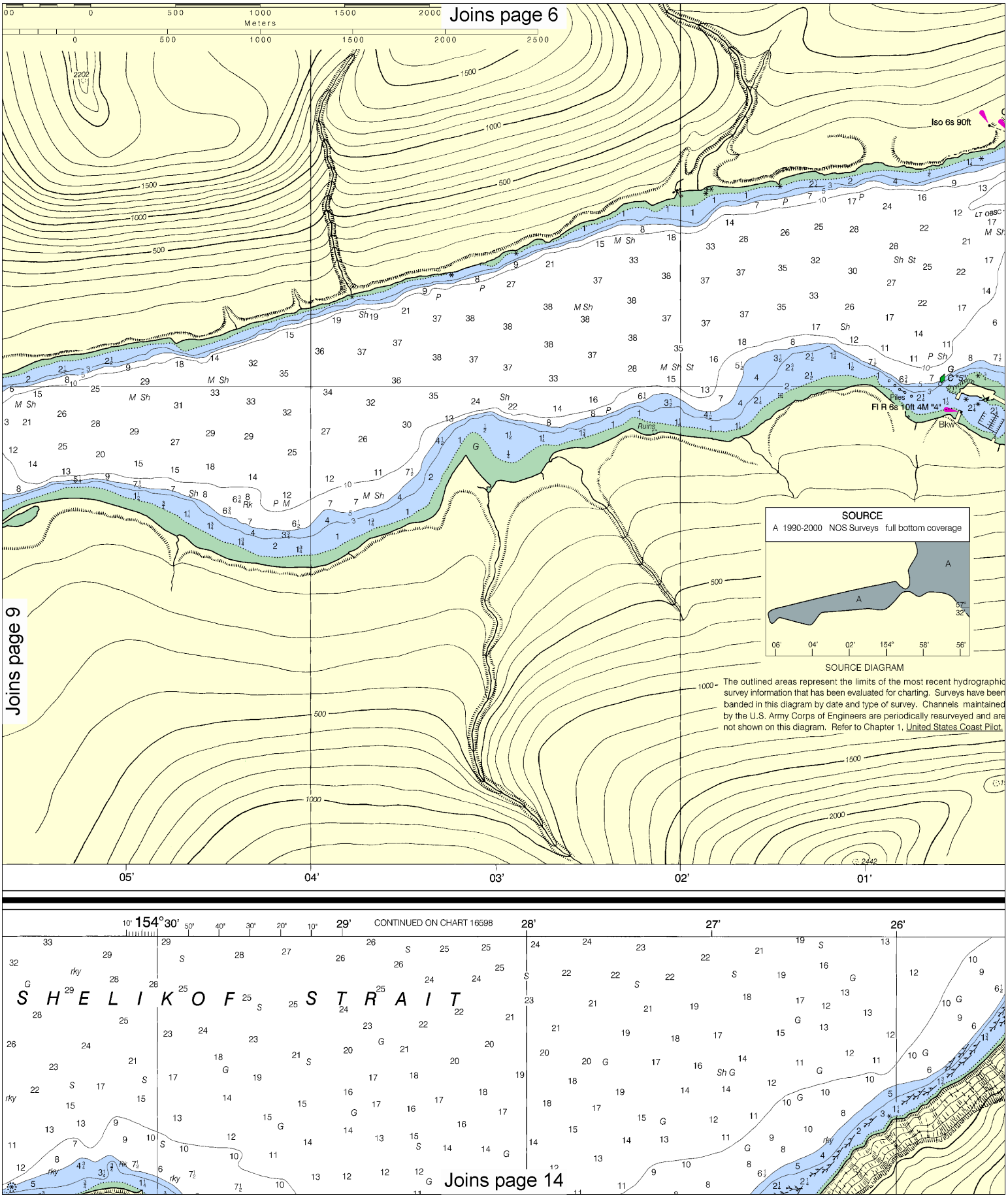
35'
50"
rky


KAPP 2563
02'
01'
CONTINUED ON CHART 16597
154°
BEAR I
Cabins
249
Foul
Rk
Joins page 13



Note: Chart grid lines are aligned with true north.

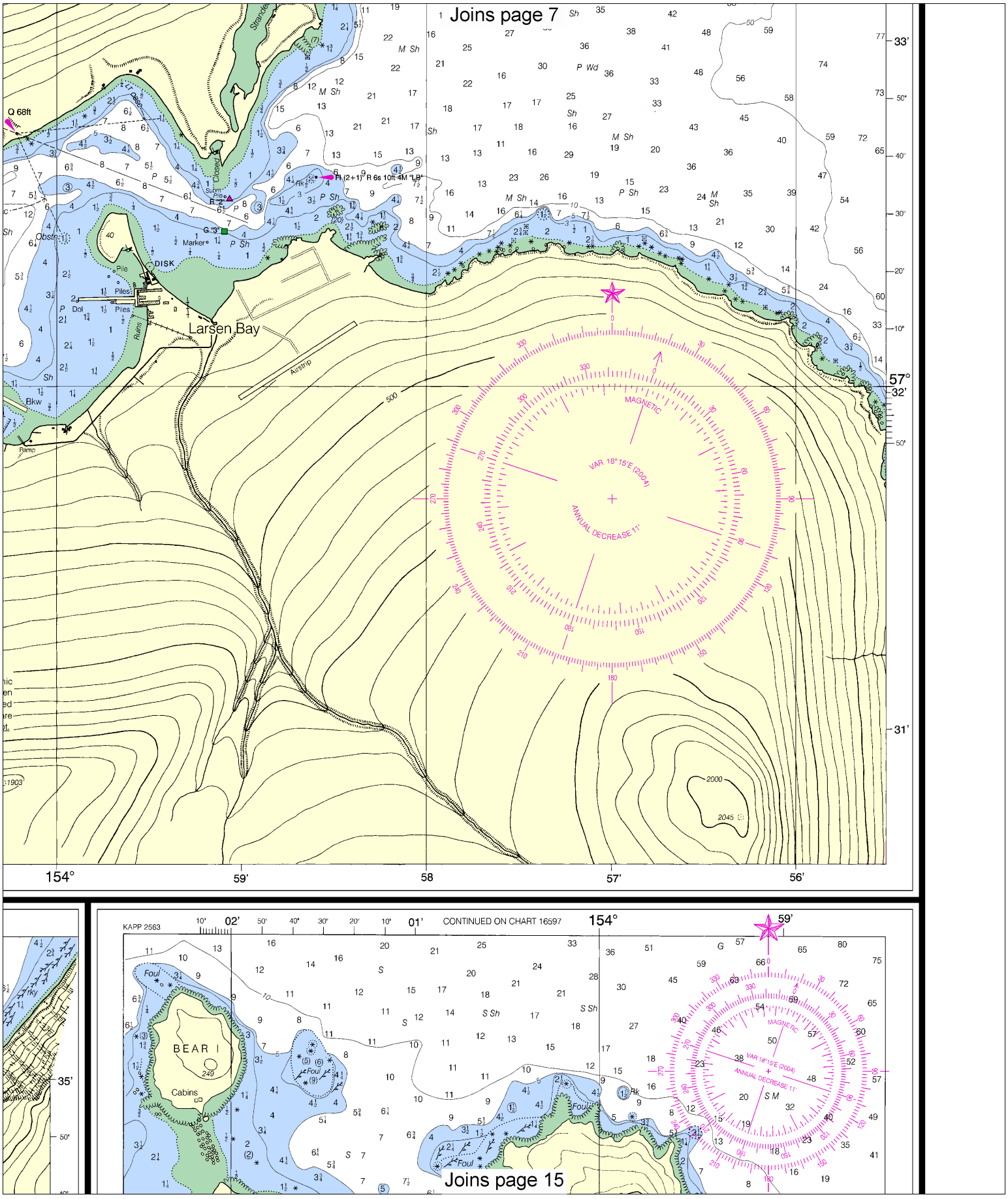
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

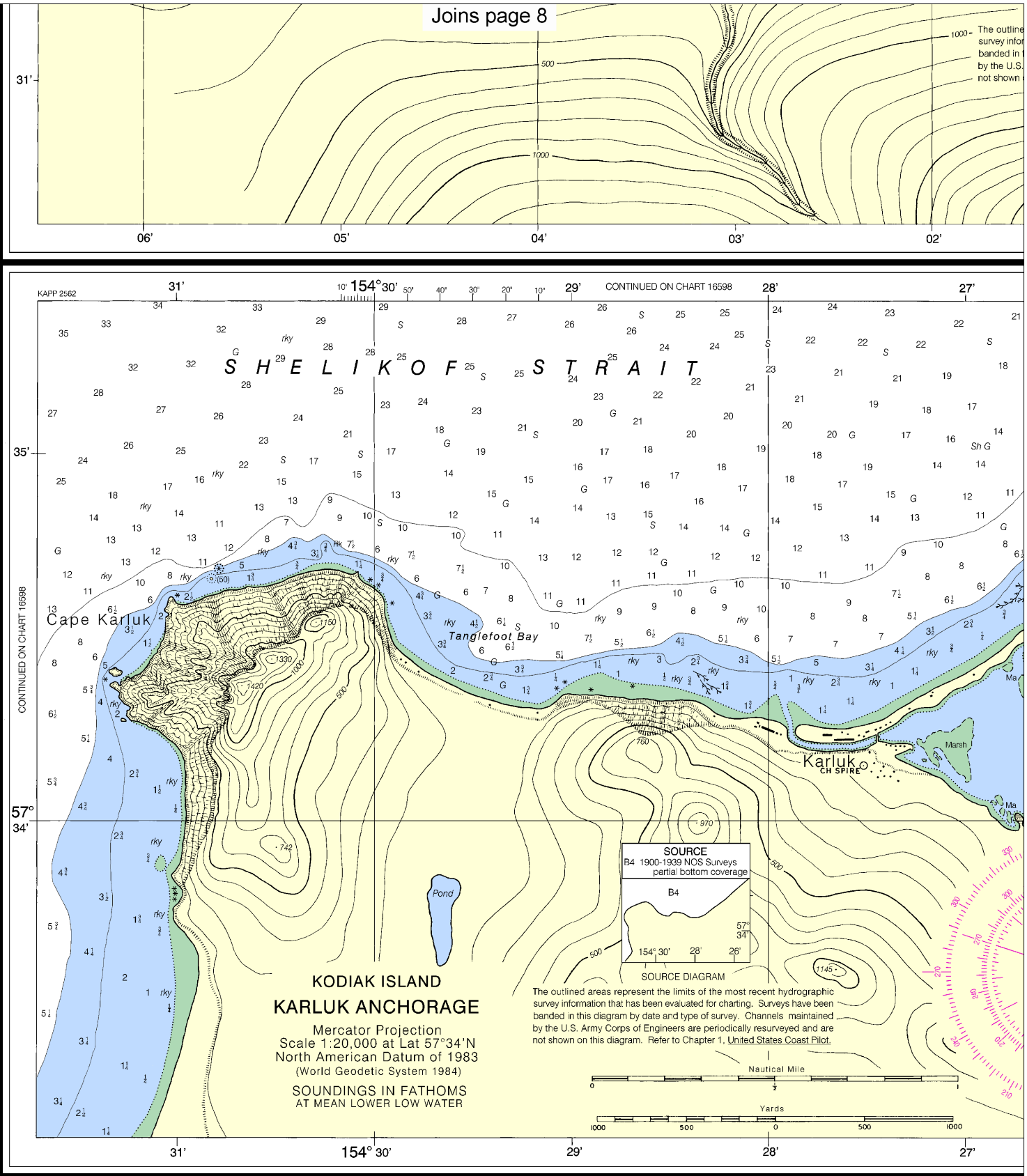
0 1 1½

Yards

500 0 500 1000 1500 2000 2500


Joins page 7
Larsen Bay
DISK
Airstrip
Ramp
Ruins
Obstn
Q 68ft
Fl (2+1) R 6s 10ft 4M "LB"
MAGNETIC
VAR 18°15'E (2004)
ANNUAL DECREASE 11'
33'
32'
31'
57°
154°
59'
58
57'
56'
CONTINUED ON CHART 16597
KAPP 2563
BEAR I
Cabins
Joins page 15
02'
01'
35'

Joins page 8



7th Ed., Sep./04 ■ Corrected through NM Sep. 11/04
Corrected through LNM Aug. 31/04

16599

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.

UPDATING SERVICE

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

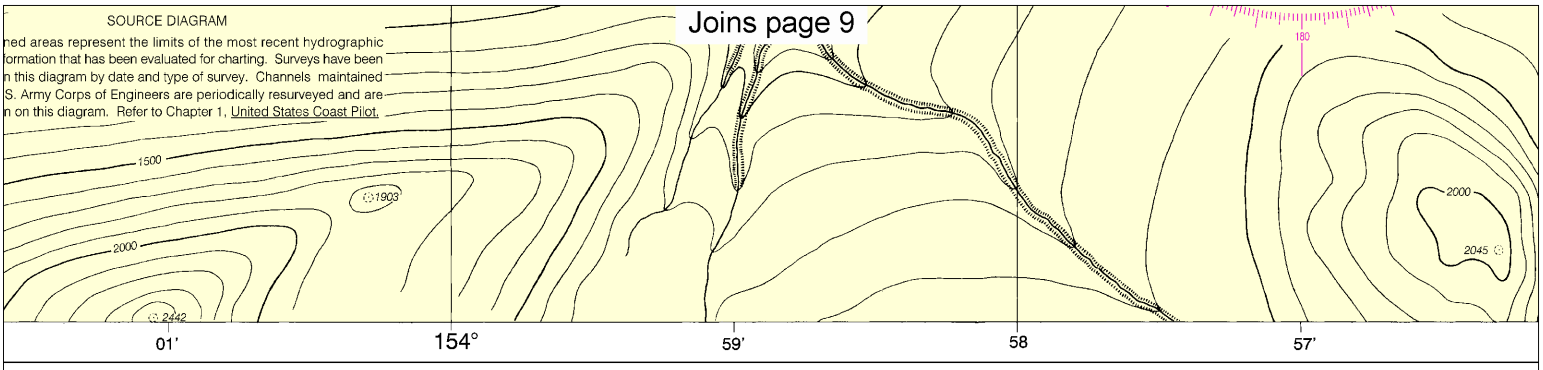
Note: Chart grid lines are aligned with true north.

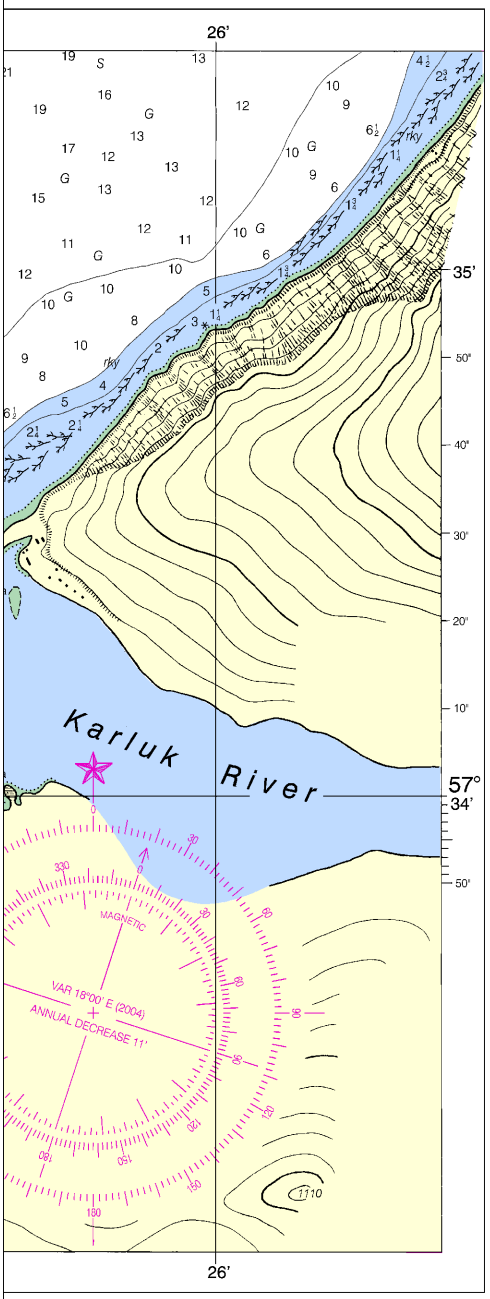
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

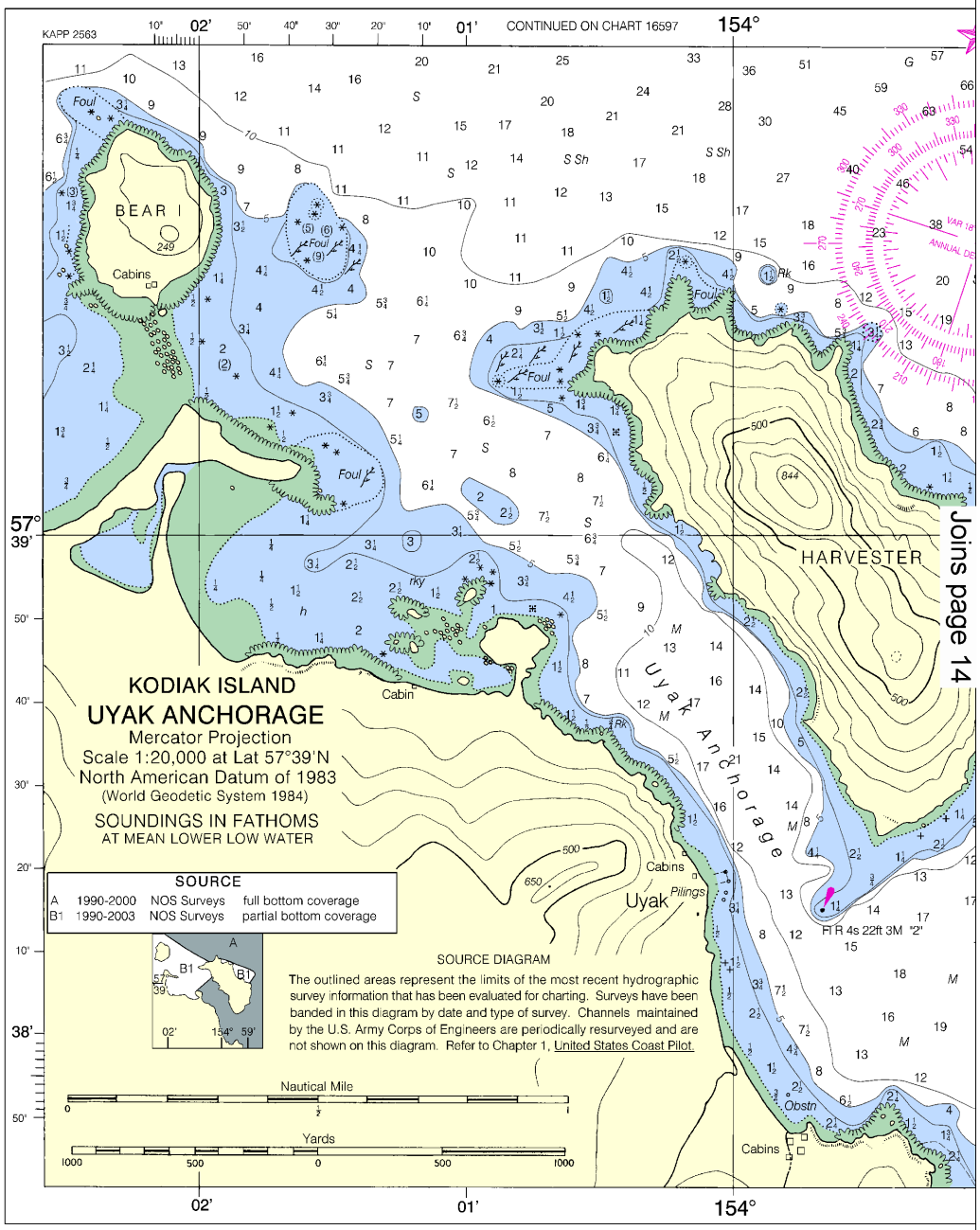
Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500

Joins page 9





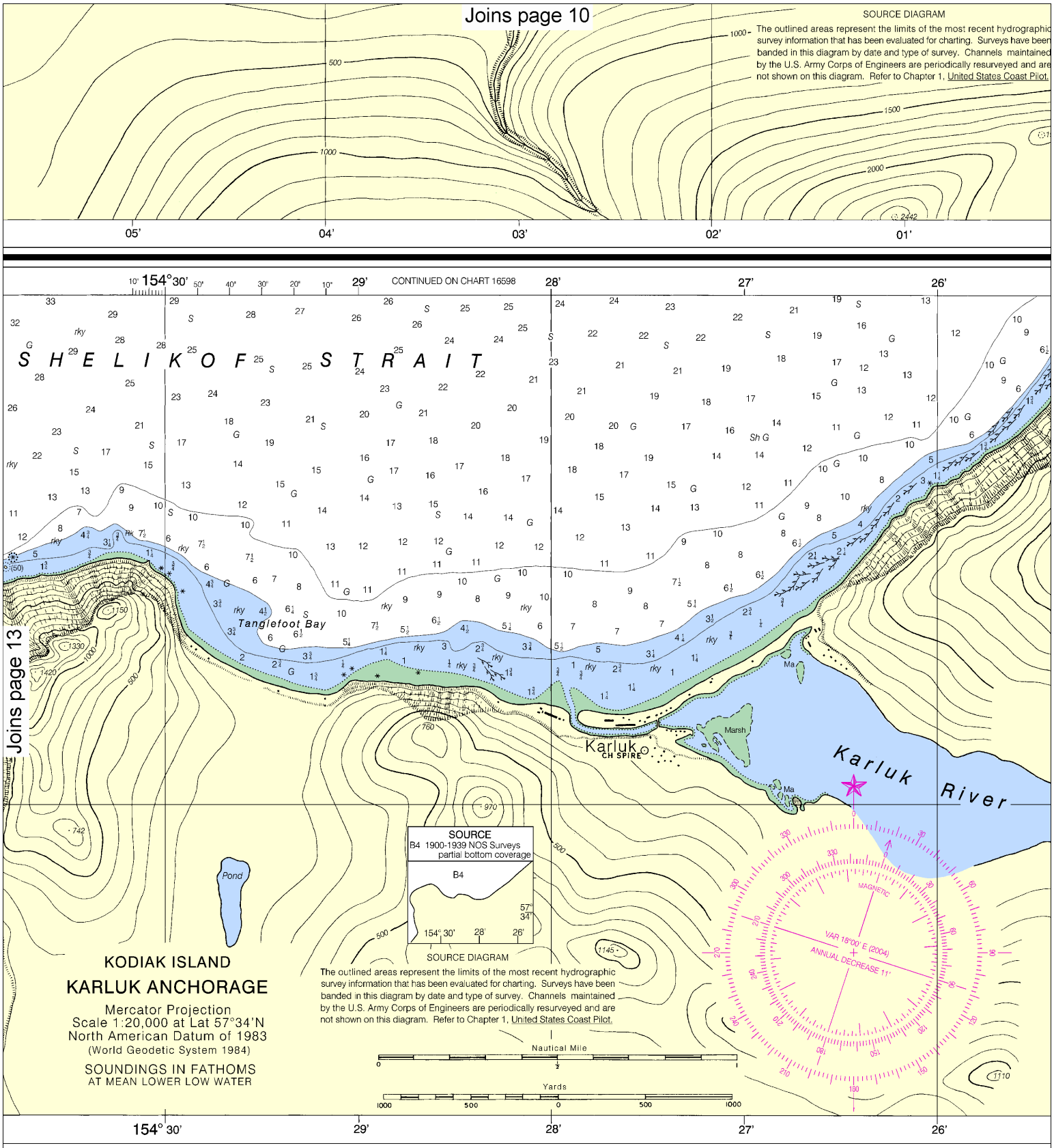


Joins page 14

corrections
ver left hand
62), National

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

Bays and Anchorages, Kodiak Islar
SOUNDINGS IN FATHOMS - SCALE 1:20,000



Sep. 11/04
Aug. 31/04

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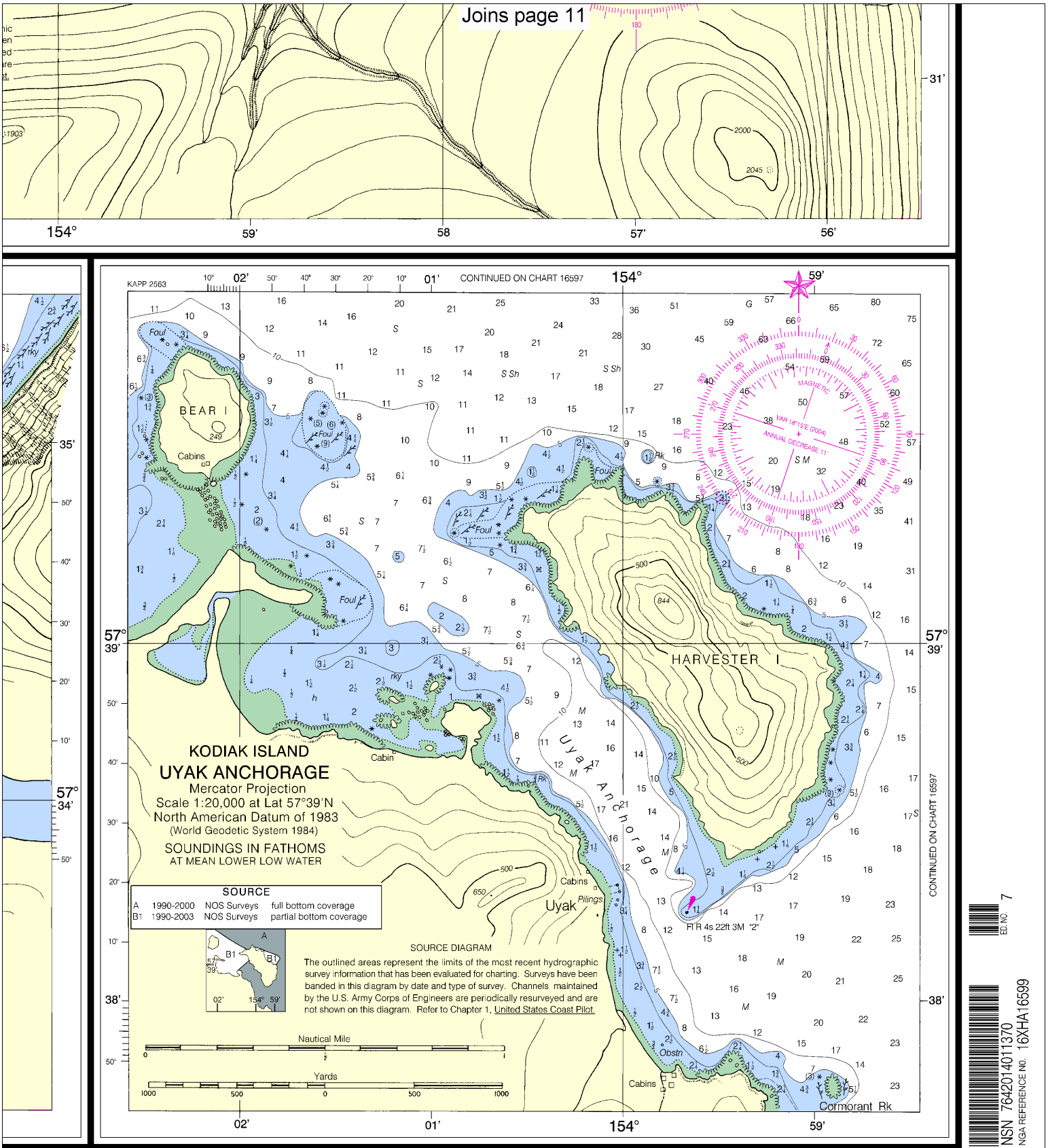
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOSP
NATIONAL OCEAN
COAST SURV

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500



F COMMERCE
PHERIC ADMINISTRATION
N SERVICE
VEY

Bays and Anchorages, Kodiak Island

SOUNDINGS IN FATHOMS - SCALE 1:20,000

16599

ED. NO. 7

NSN 7642014011370

NGA REFERENCE NO. 16XHA16599

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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/

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Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
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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/**
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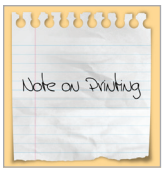

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NOAA's Office of Coast Survey The Nation's Chartmaker