

# BookletChart™

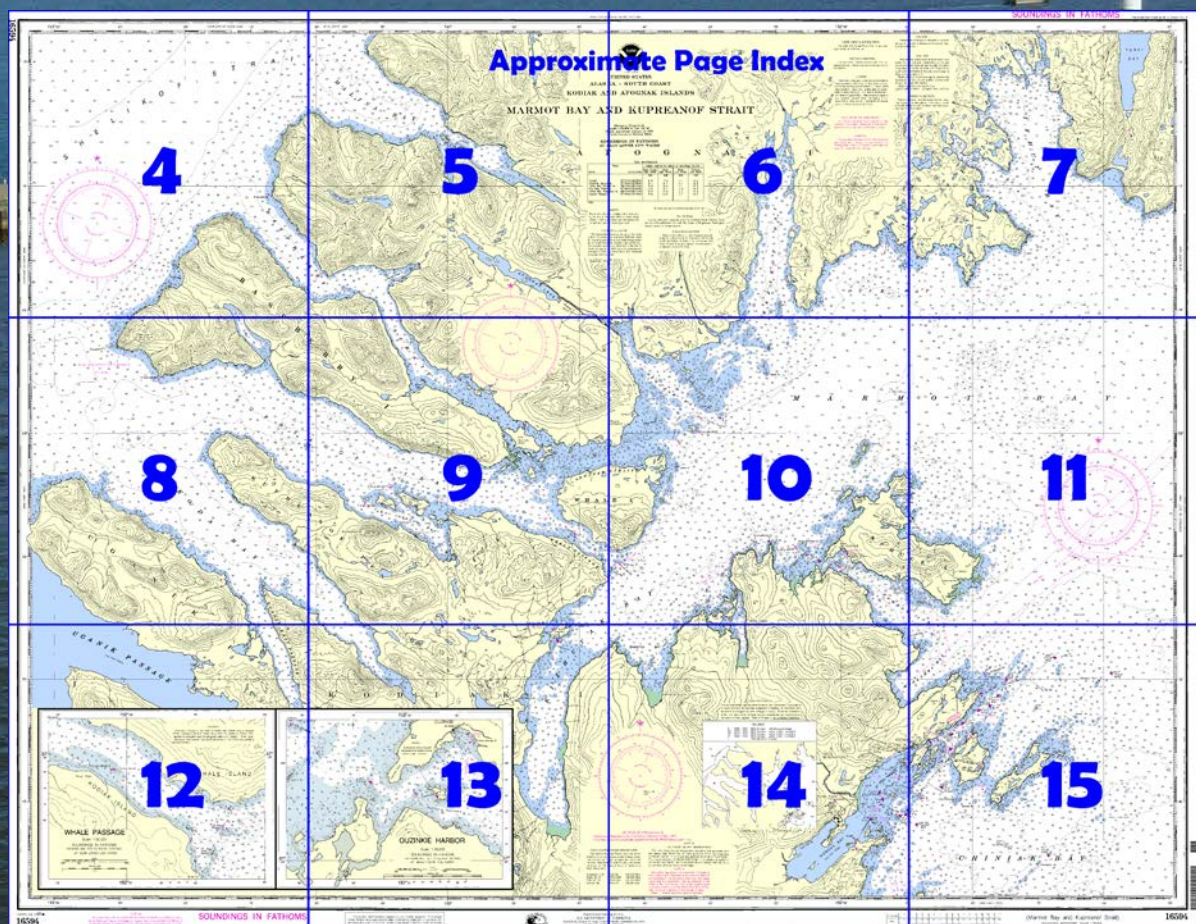
## Marmot Bay and Kupreanof Strait NOAA Chart 16594



*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](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.

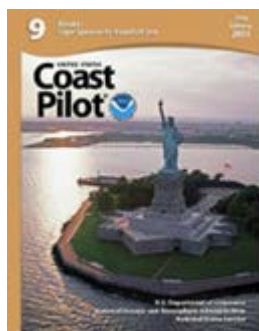
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=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	

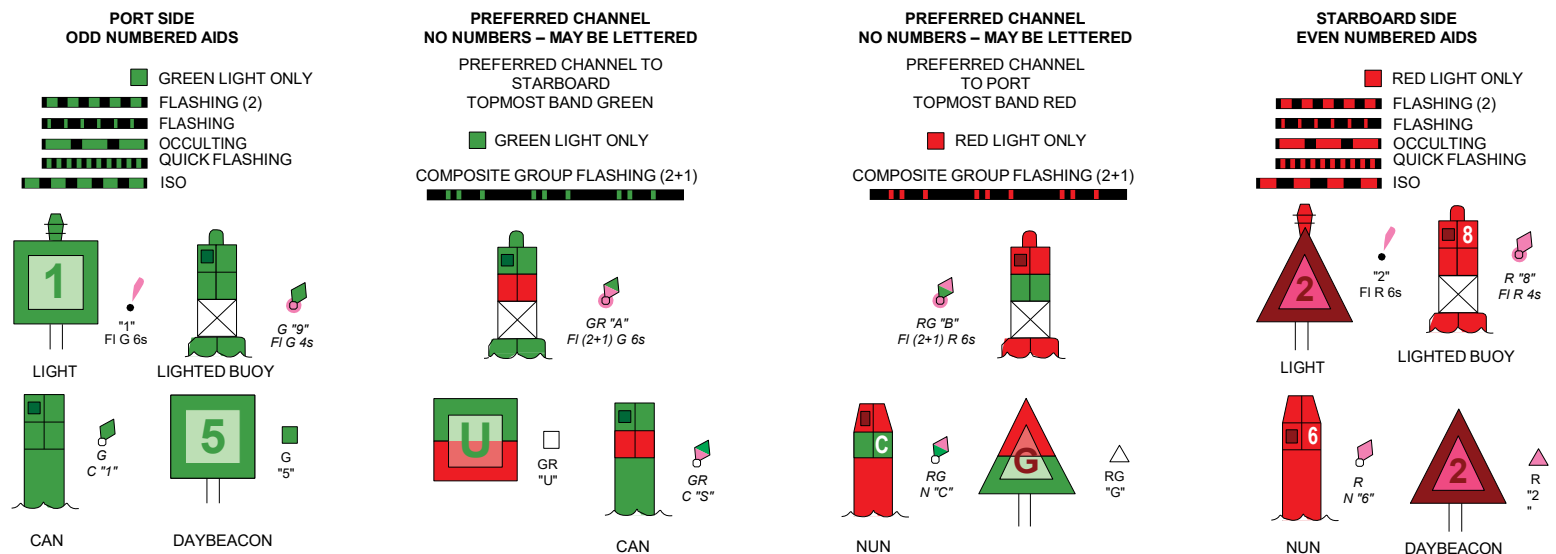
# Navigation Manager Regions



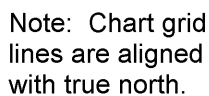
To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

## Lateral System As Seen Entering From Seaward

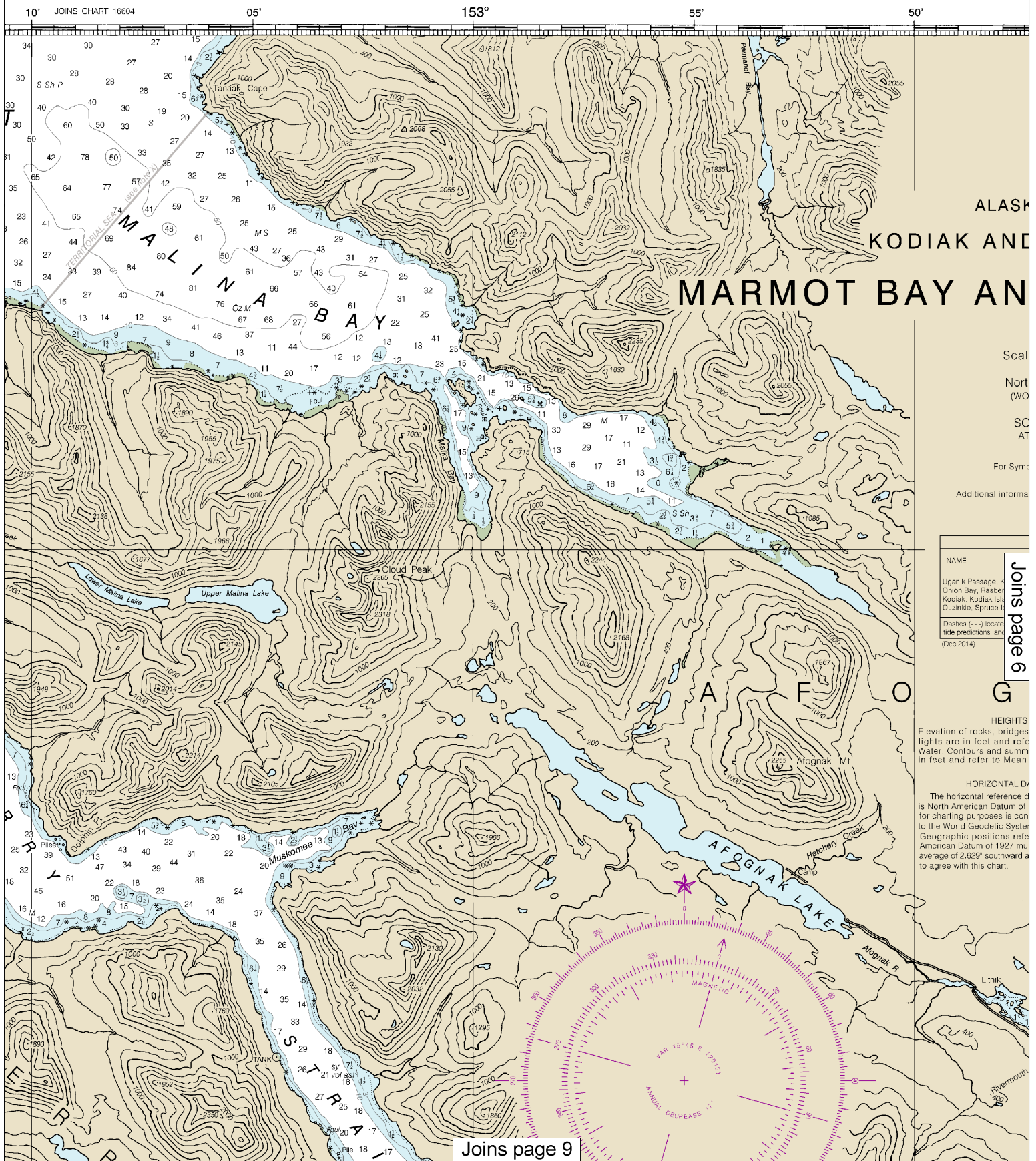
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>







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

# KODIAK 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  
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

## TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean Low Water	Mean Lower Low Water
Kodiak Passage, Kodiak Island	(57°48'N/153°18'W)	14.6	13.6	1.7
Uglik Bay, Raspberry Island	(58°03'N/153°14'W)	14.4	13.5	1.7
Kodiak, Kodiak Island	(57°47'N/152°26'W)	8.6	7.9	1.1
Uglik, Spruce Island	(57°55'N/152°30'W)	8.9	8.1	1.1

Places (---) 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> (2014).

## HEIGHTS

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

## AUTHORITIES

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

## 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 7.929" westward to agree with this chart.

## 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).

## 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. Tide observations since the earthquake indicate bottom subsidence of -5.8 feet at Kodiak and -3.7 feet at Uglik Bay. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of change at these sites is not known.

## 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.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly of floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## CAUTION

UNEXPLODED ORDNANCE  
Mariners are cautioned against anchoring, dredging, or trawling within the area of the dashed black lines due to the presence of unexploded ordnance.

Joins page 5

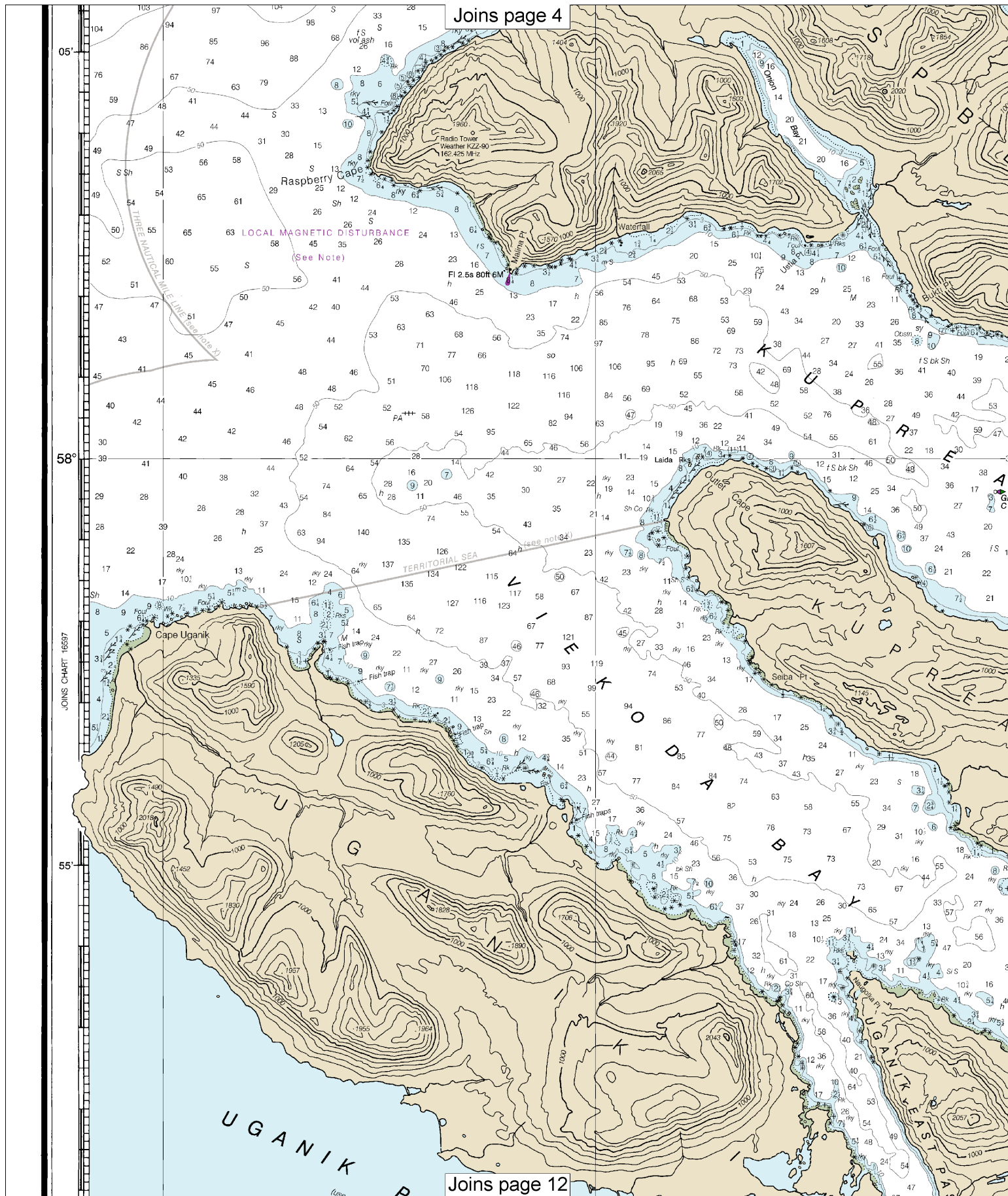
Joins page 10

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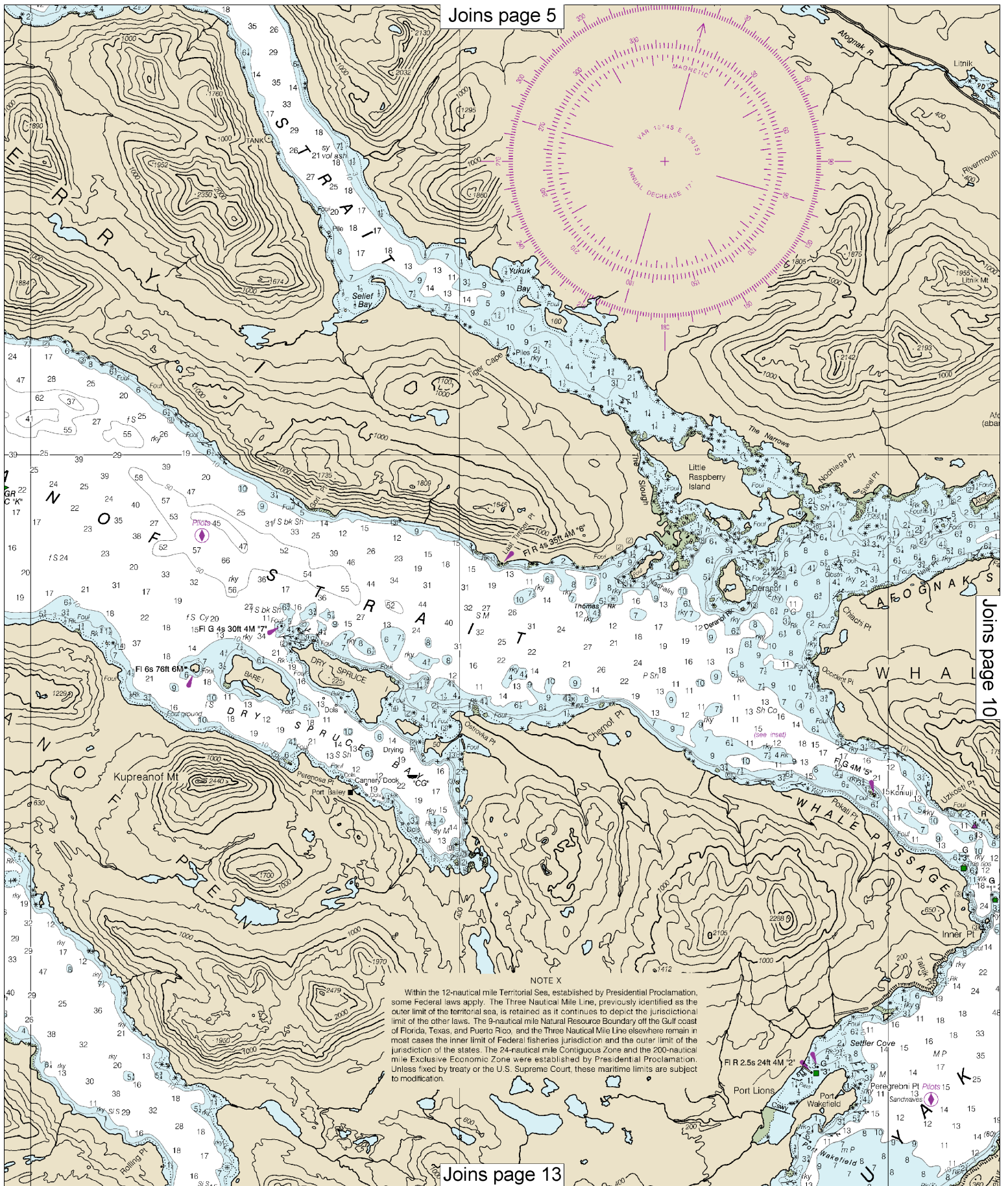
Note: Chart grid lines are aligned with true north.

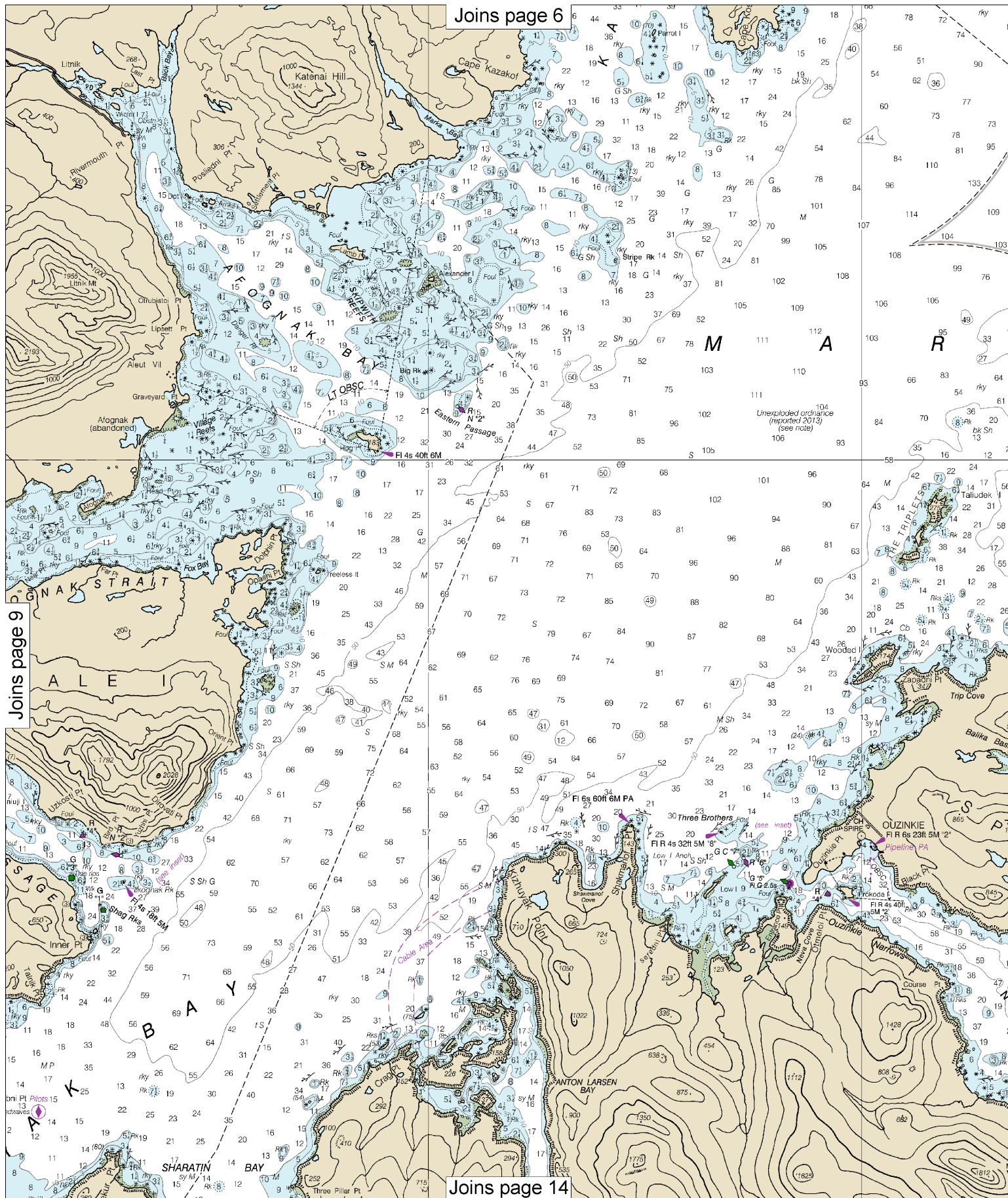


7



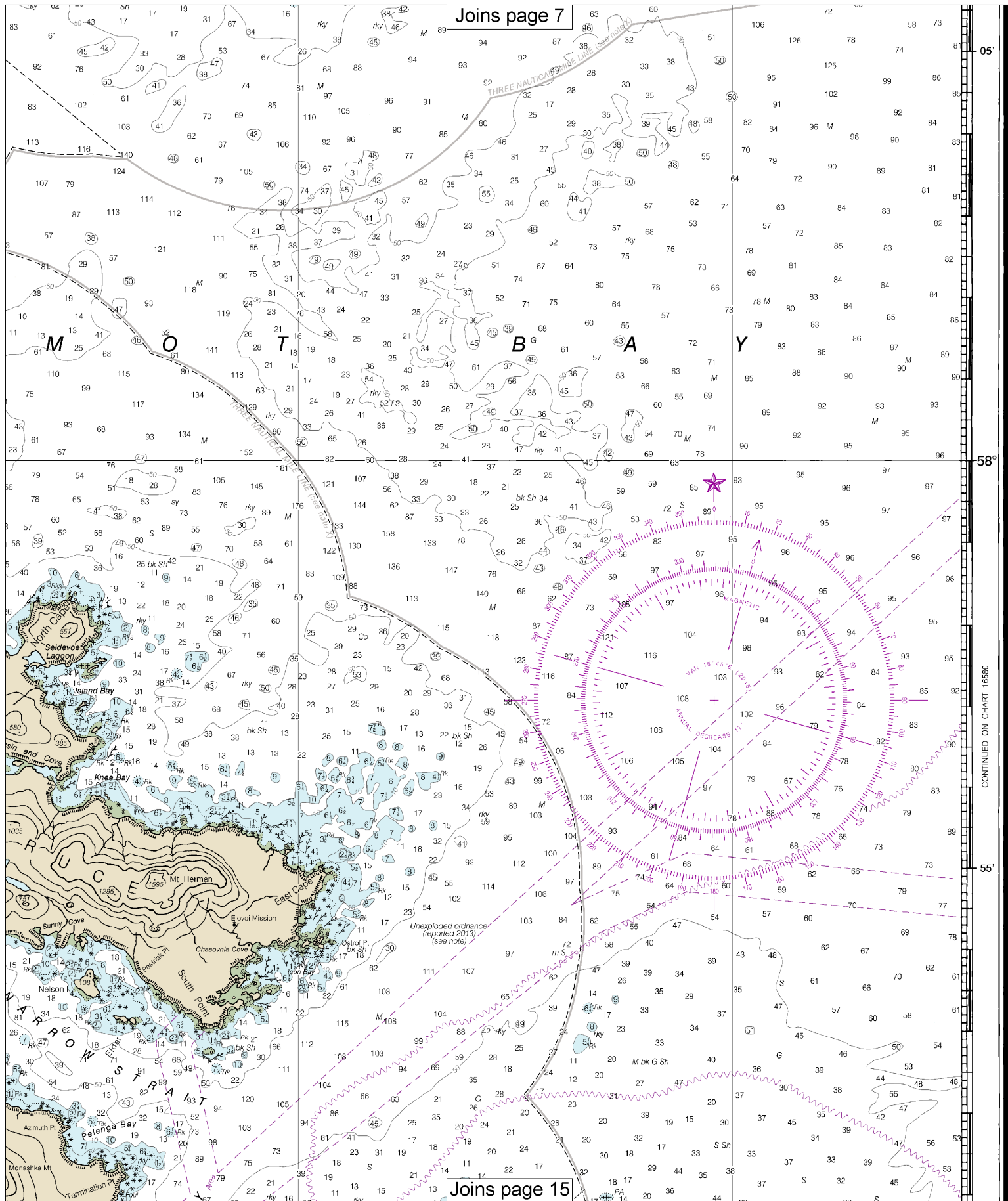






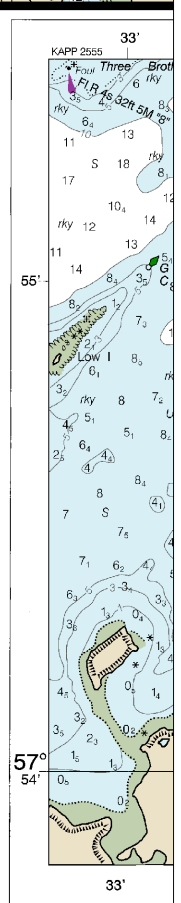
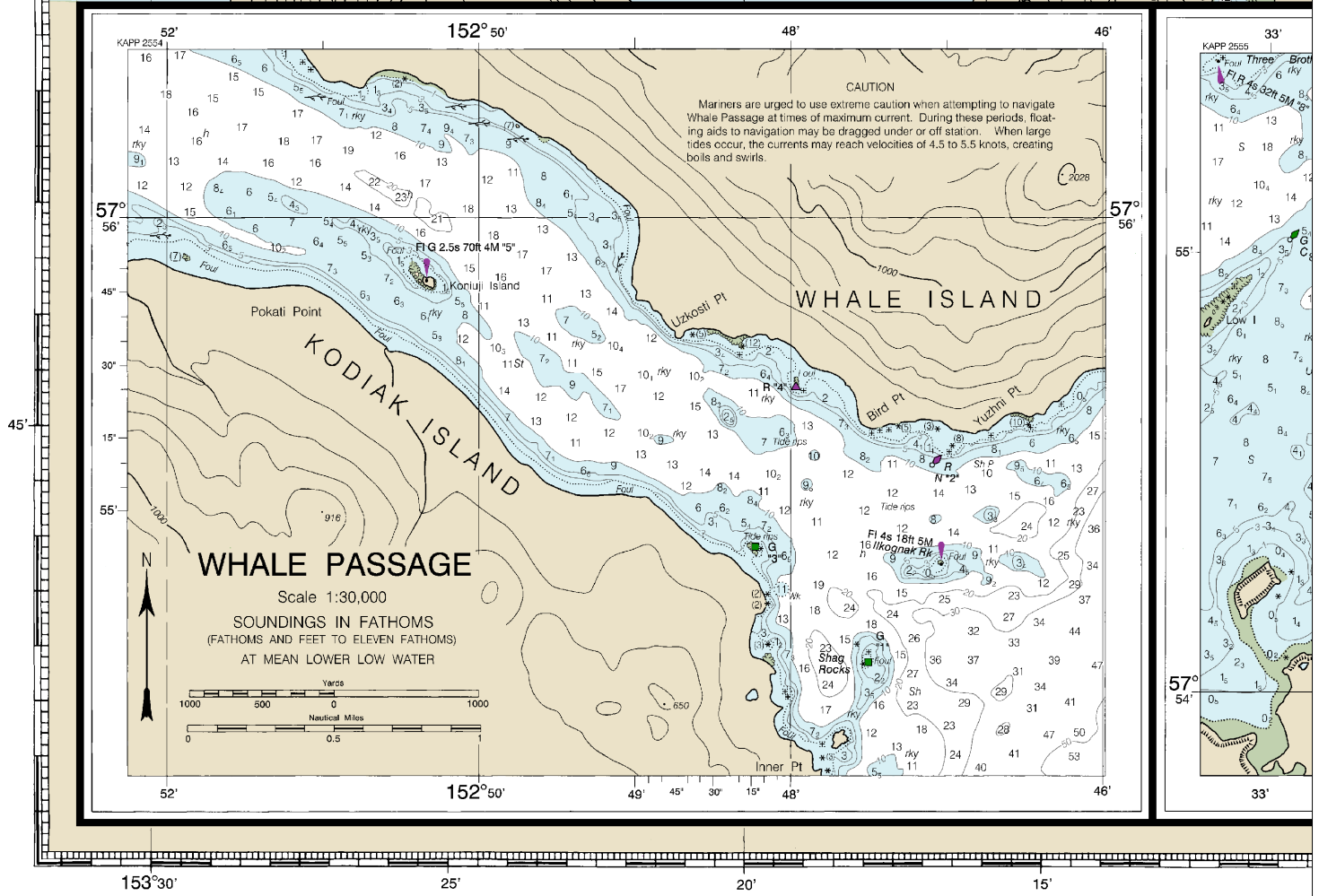
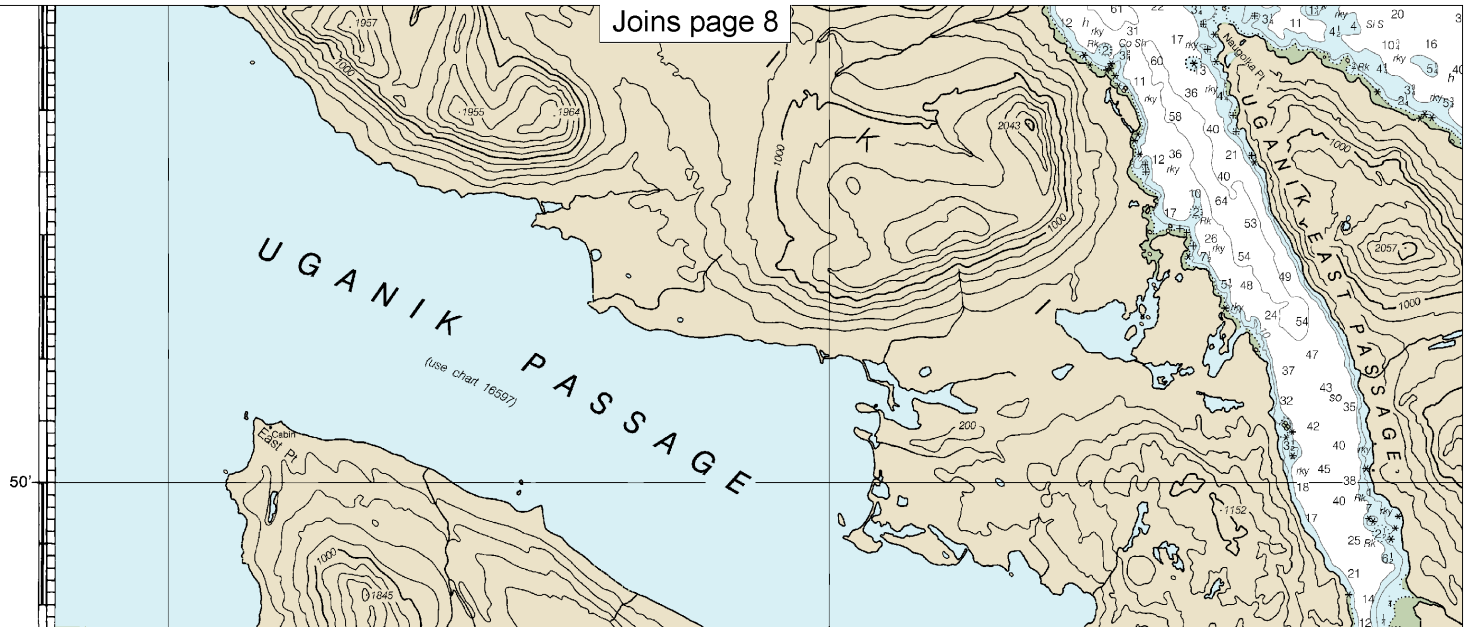


Joins page 7



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CONTINUED ON CHART 16580



16594

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 [naualcharts.noaa.gov](http://naualcharts.noaa.gov).

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.naualcharts.noaa.gov/stat/contact.htm>.

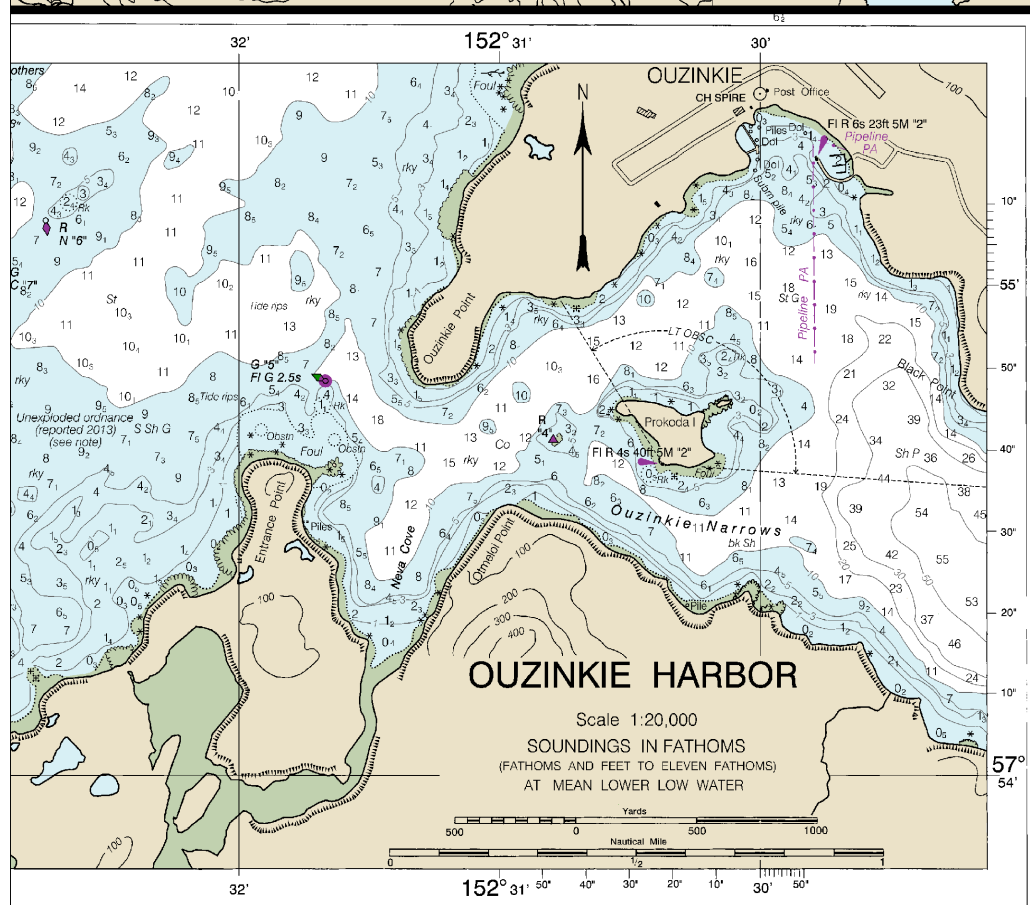
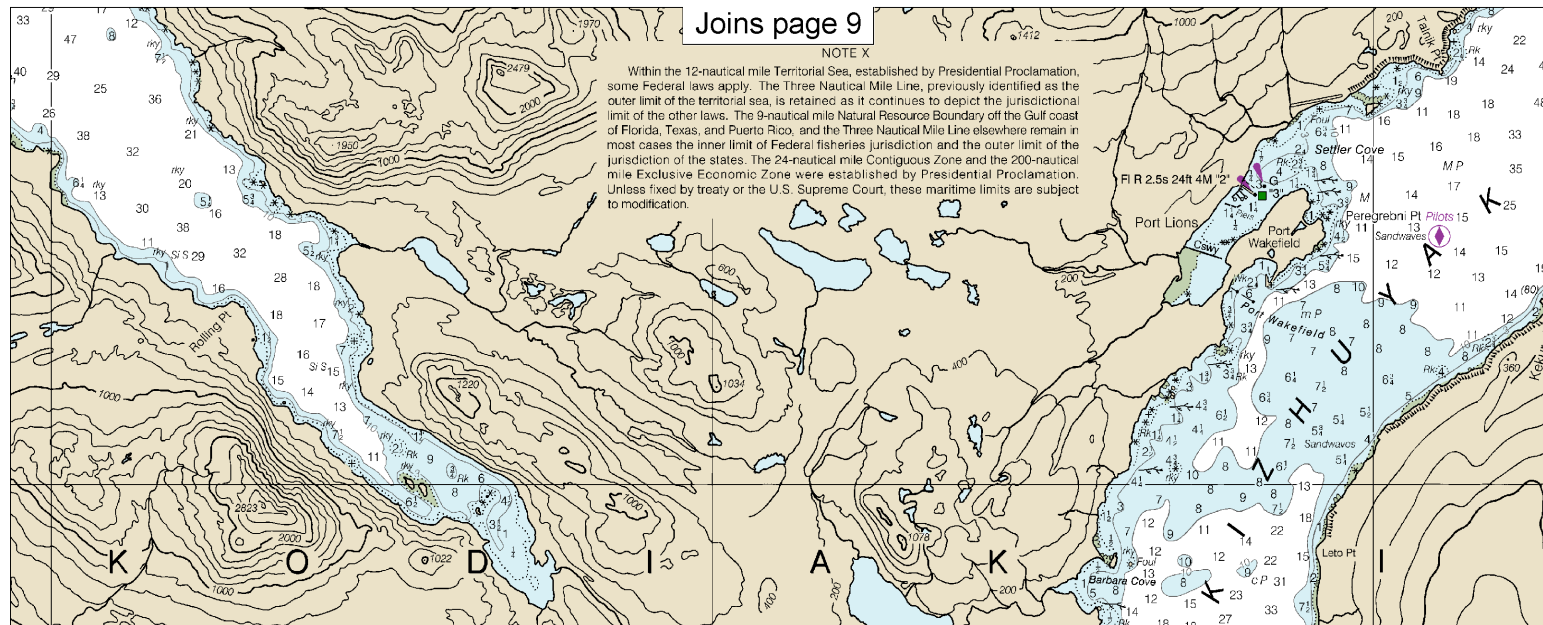
This is the Last Edition of this chart. It will be canceled on Nov 1, 2023  
14th Ed., Jan. 2015, Last Correction: 5/2/2023, Cleared through:  
LNM: 4223 (10/17/2023), NM: 4323 (10/28/2023), CHS: 0923 (8/29/2023)

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Note: Chart grid lines are aligned with true north.



Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation \_\_\_\_\_, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of Federal law. The 8-nautical mile line has been added to the boundary of the continental shelf off Texas, Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation \_\_\_\_\_. Unless fixed by treaty or U.S. Supreme Court, these maritime limits are subject to modification.



Joins page 14

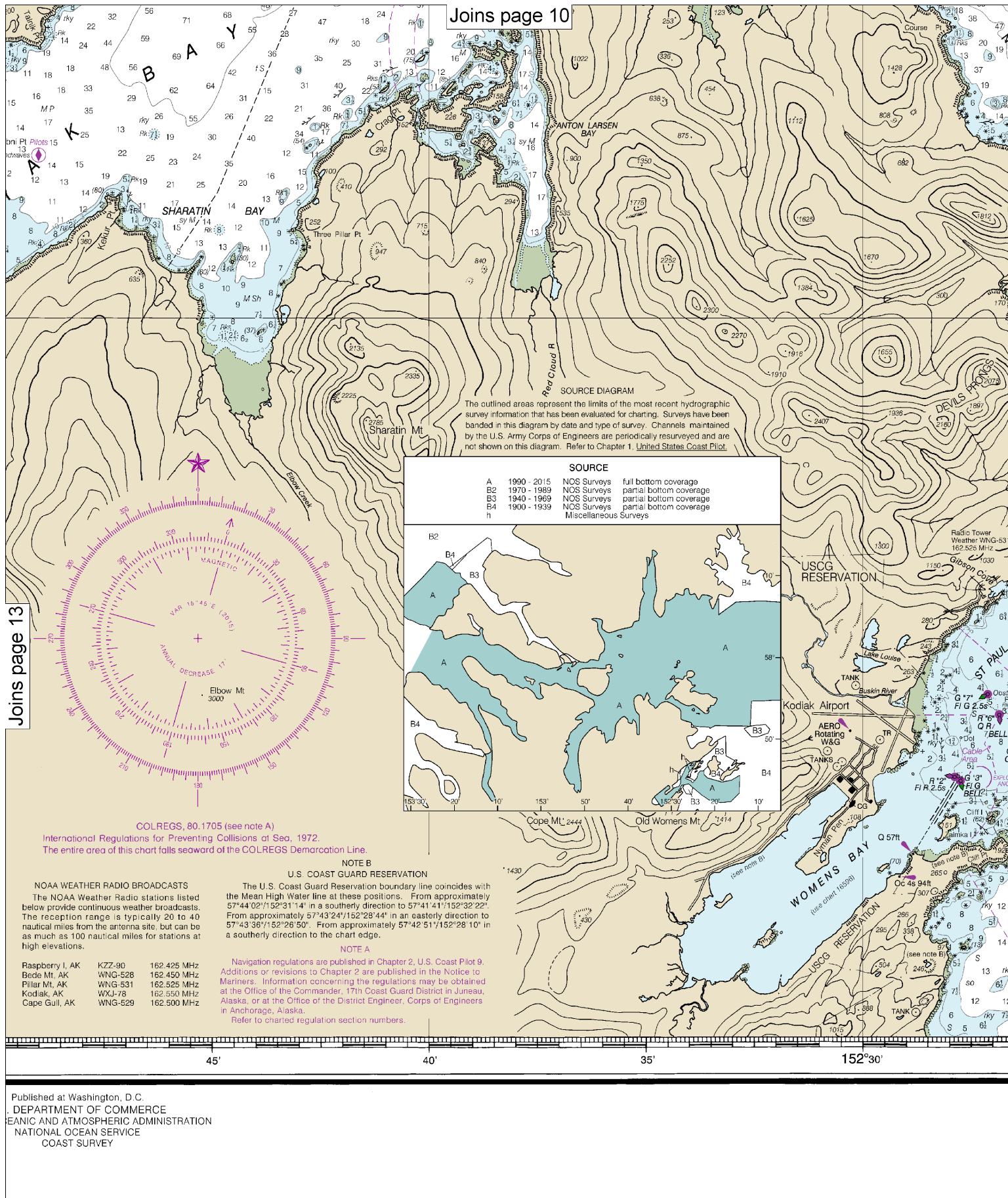
International R  
The entire area

The NOAA Weather Forecast Office (NWS) below provide continuous coverage. The reception range is 100 nautical miles from the station, as much as 100 nautical miles at high elevations.

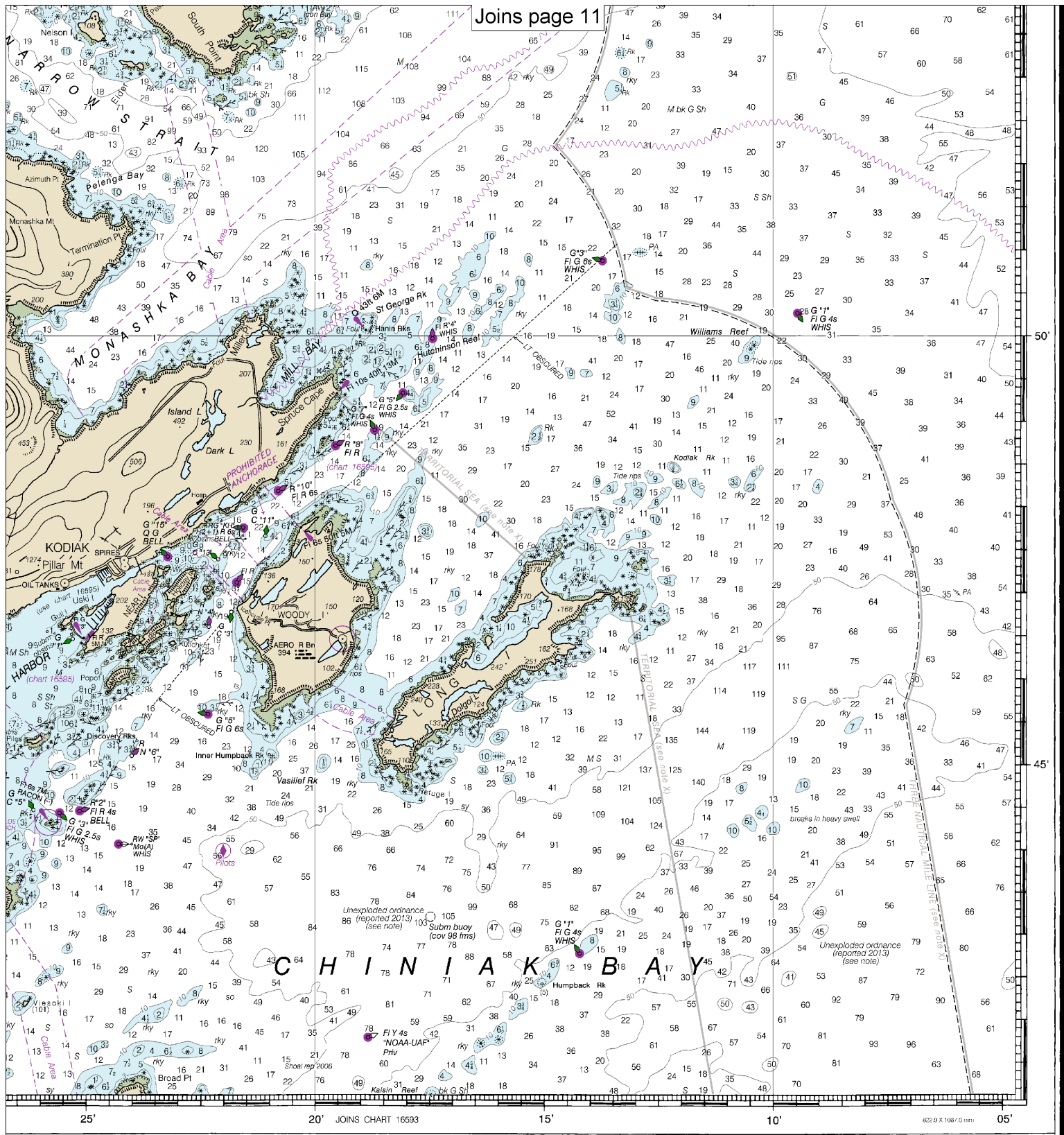
Raspberry I, AK	KZ
Bede Mt, AK	WI
Pillar Mt, AK	WI
Kodiak, AK	WI
Cape Gull, AK	WI

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

## SOUNDINGS IN FATHOMS







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

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

16594



## 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.



**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/>

## 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!**

## Quick References

Nautical chart related products and information	— <a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	— <a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	— <a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	— <a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	— <a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	— <a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	— <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	— <a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	— <a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	— <a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	— <a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	— <a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	— <a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	— <a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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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.