

# BookletChart™

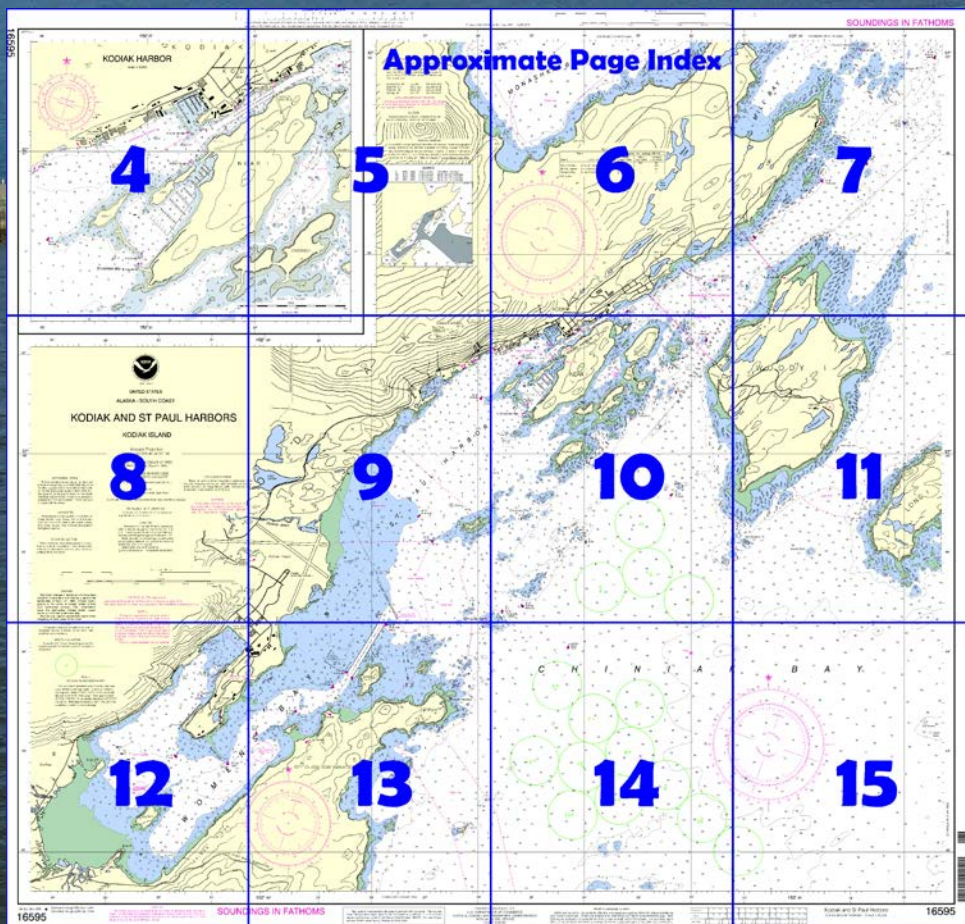
## Kodiak and St. Paul Harbors NOAA Chart 16595



*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=16595>.



#### (Selected Excerpts from Coast Pilot)

**Chiniak Bay**, a 13-mile-wide indentation in the NE coast of Kodiak Island between Spruce Cape and Cape Chiniak, is the approach to the important commercial port of Kodiak on the N side and a Coast Guard base in Womens Bay on the W side.

**St. Paul Harbor**, the W part of Chiniak Bay between **Crooked Island** on the N and Cliff Point on the S, is fronted with many reefs and islets, but affords a S passage to Kodiak.

#### **St. Paul Harbor Entrance Light**

(57°44'19"N., 152°25'48"W.) is shown from a spindle tower with a red and white diamond-shaped daymark, 0.9 mile NNE of Cliff Point. A racon

is at the light. A buoyed channel through the reefs is 500 yards N of the light. A lighted whistle buoy marks the approach to the channel.

**Puffin Island**, near the center of St. Paul Harbor, is 80 feet high, small, and grass covered. The end of the foul ground, extending 600 yards SW from the island, is marked by a lighted bell buoy.

The W part of St. Paul Harbor is bordered by dangerous reefs and shoals up to 0.6 mile offshore.

**Gull Island**, 0.5 mile W of Near Island, is 24 feet high and narrow. A shoal extending 350 yards SW from the S point of the island is marked at the W extremity by a lighted buoy. The foul ground N of the island is marked by a lighted buoy about 260 yards off the N point. More foul ground, marked by a buoy at the outer extremity, extends about 300 yards SE of the island.

**Kodiak** is the fifth largest and one of the oldest towns in Alaska; the domes of the old Russian church are conspicuous. Most of the people are employed in the fishing industry.

**Anchorage.**—Inner Anchorage, locally known as Winter Anchorage, is 0.4 mile W of Kodiak, 250 to 300 yards off the Kodiak Island shore. In May 1985, the City of Kodiak declared that vessels do not anchor within this area due to possible fouling and damage to the waste water discharge lines of the canneries in the vicinity. (Kodiak City Ordinance No. 653, § 18.28.190(g) applies.) The mooring buoy in the anchorage, still in use, has capacity for mooring large vessels. Other vessels may anchor just outside the Inner Anchorage, location depending on weather conditions and vessel size; however, never anchor in or near the cable area crossing the narrow passage between Near Island and Kodiak. Anchoring information is available from the harbormaster who monitors 4125 kHz and VHF-FM channels 12, 14, and 16.

**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 the State of Alaska.

The Kodiak Island area is served by the Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

Vessels en route to 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.)

**Customs.**—Kodiak is a customs port of entry.

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

RCC Juneau

Commander  
17th CG District  
Juneau, Alaska

(907) 463-2000



# 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/>

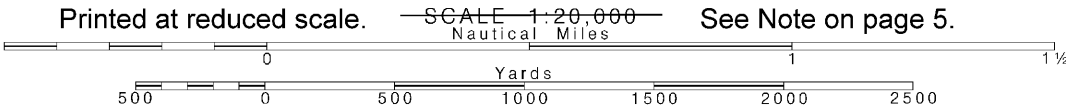
## Lateral System As Seen Entering From Seaward

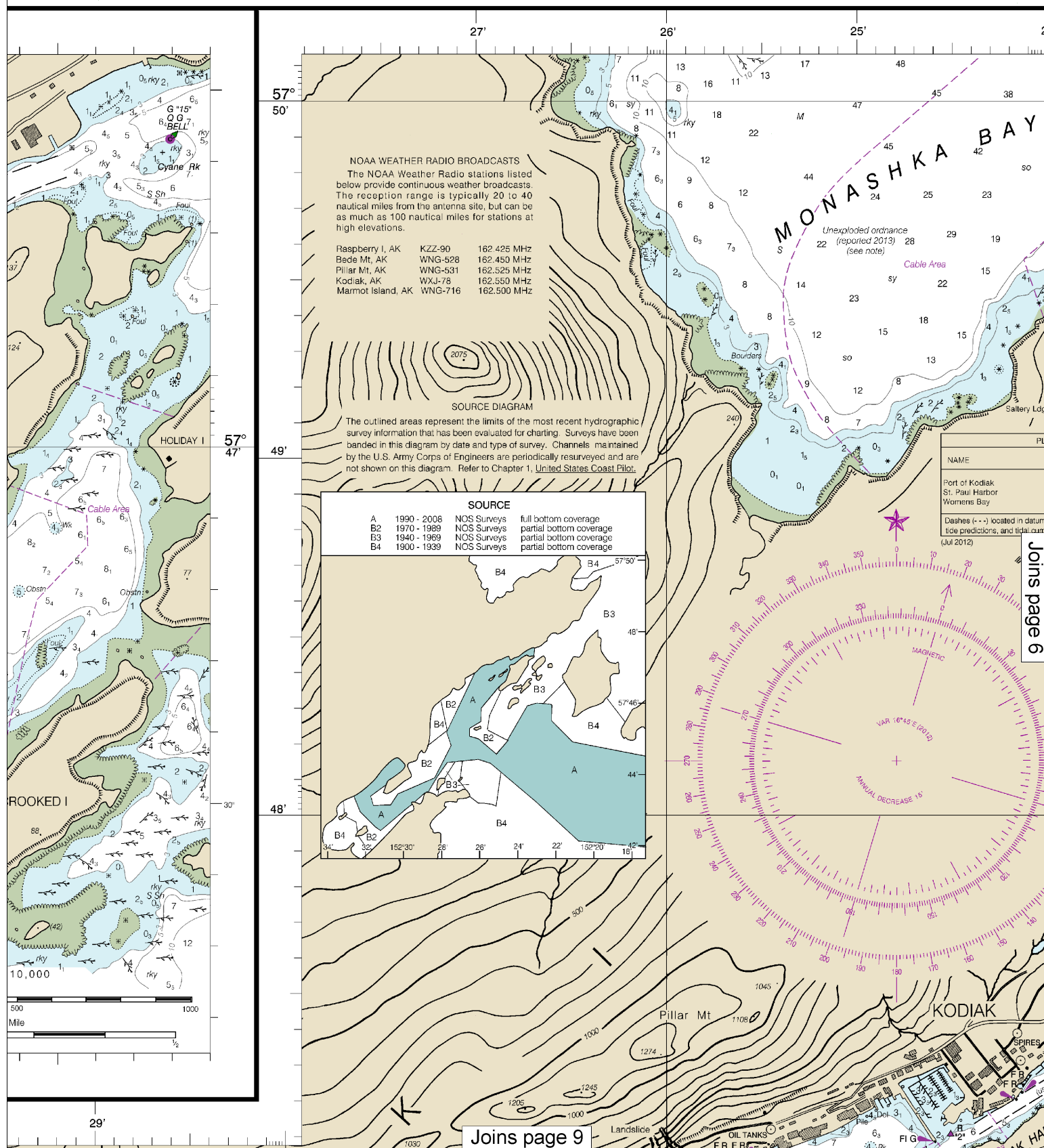
on navigable waters except Western Rivers



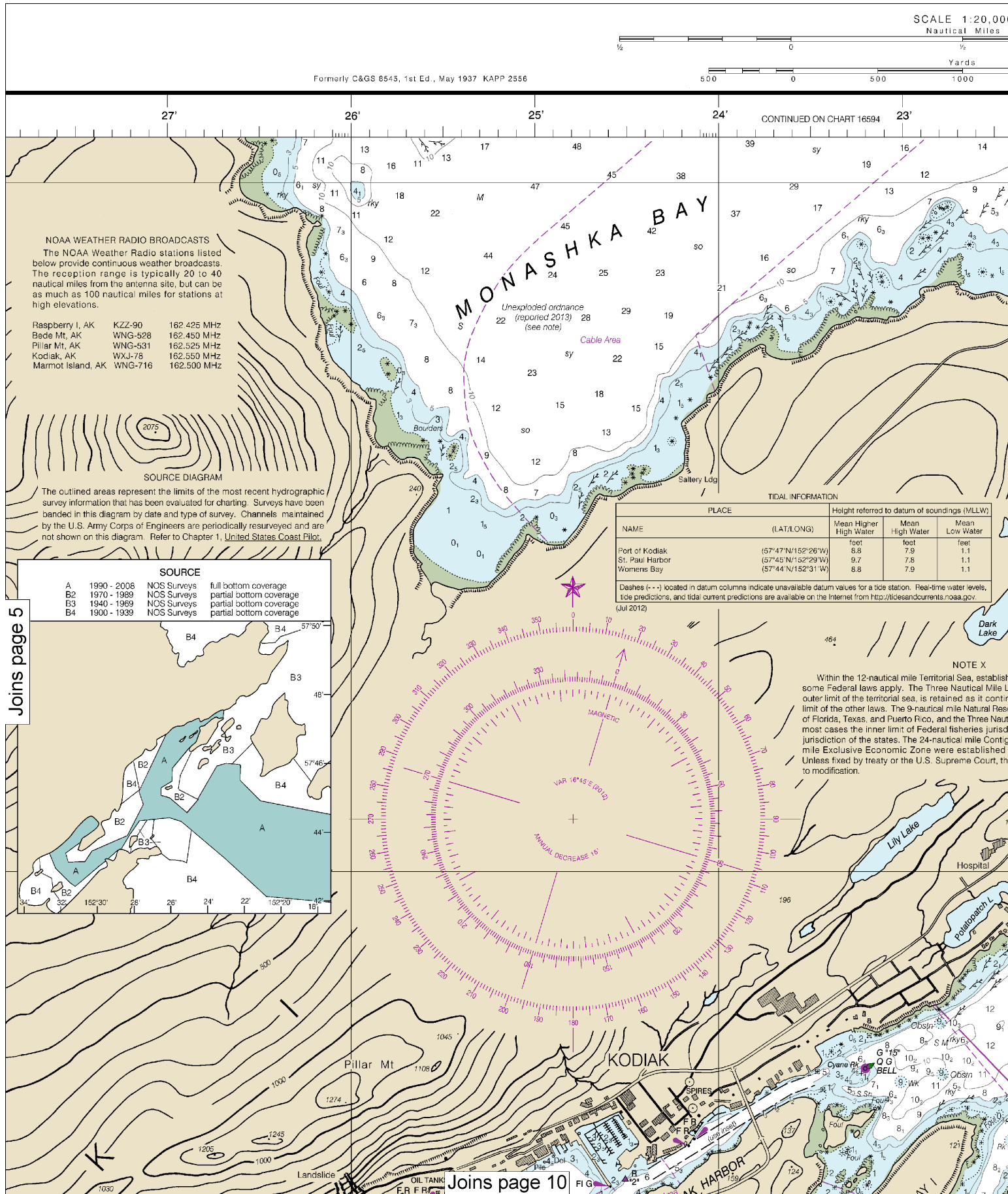
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

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This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:26666. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



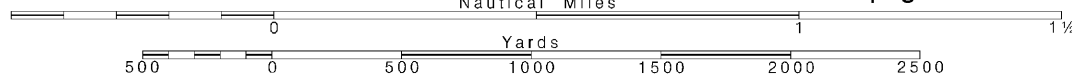
6

Note: Chart grid lines are aligned with true north.

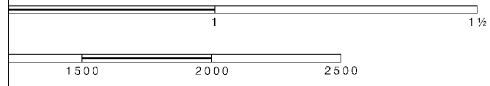
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SCALE 1:20,000  
Nautical Miles

See Note on page 5.

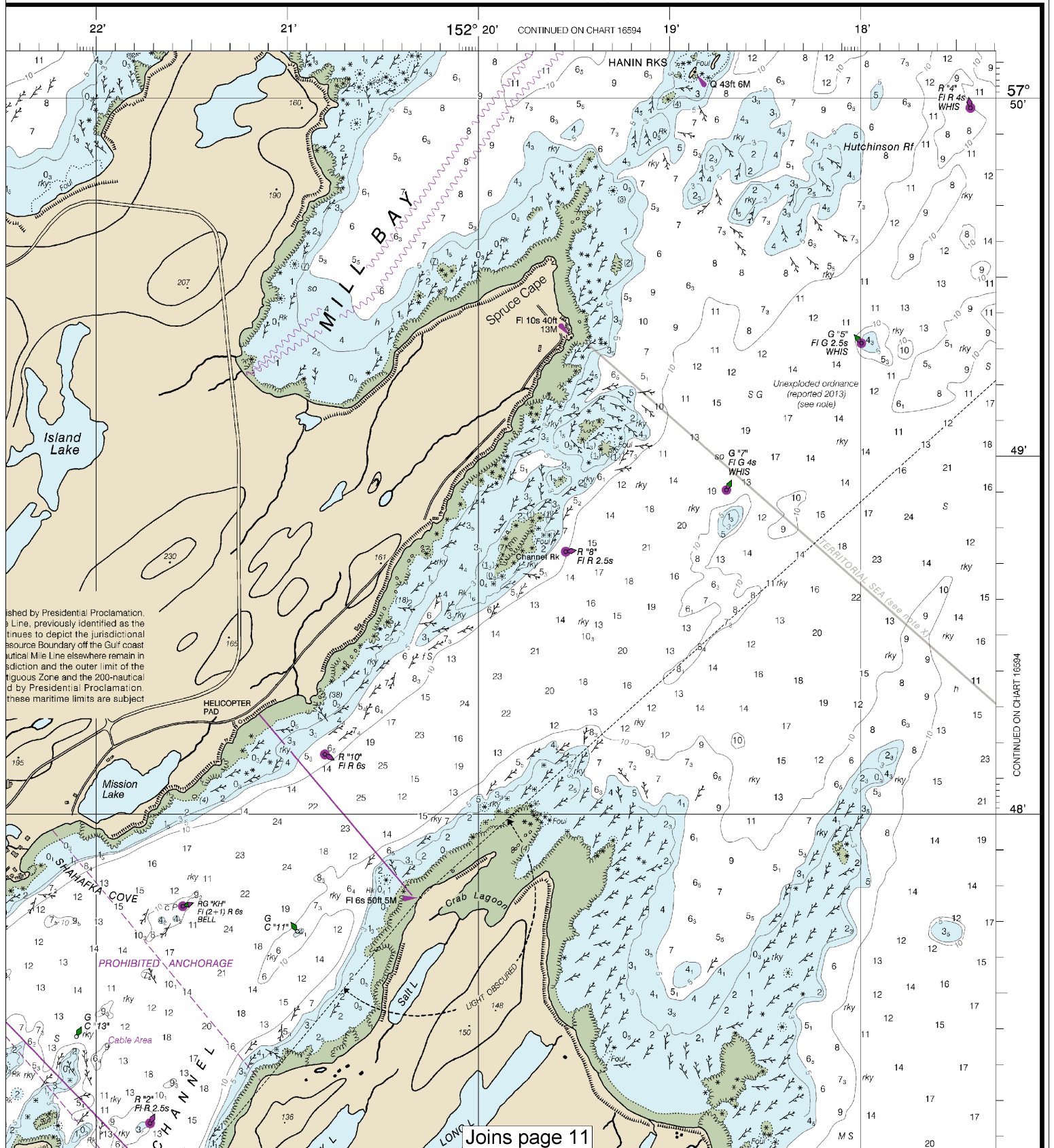






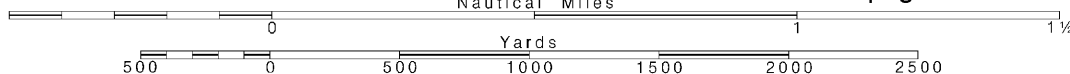
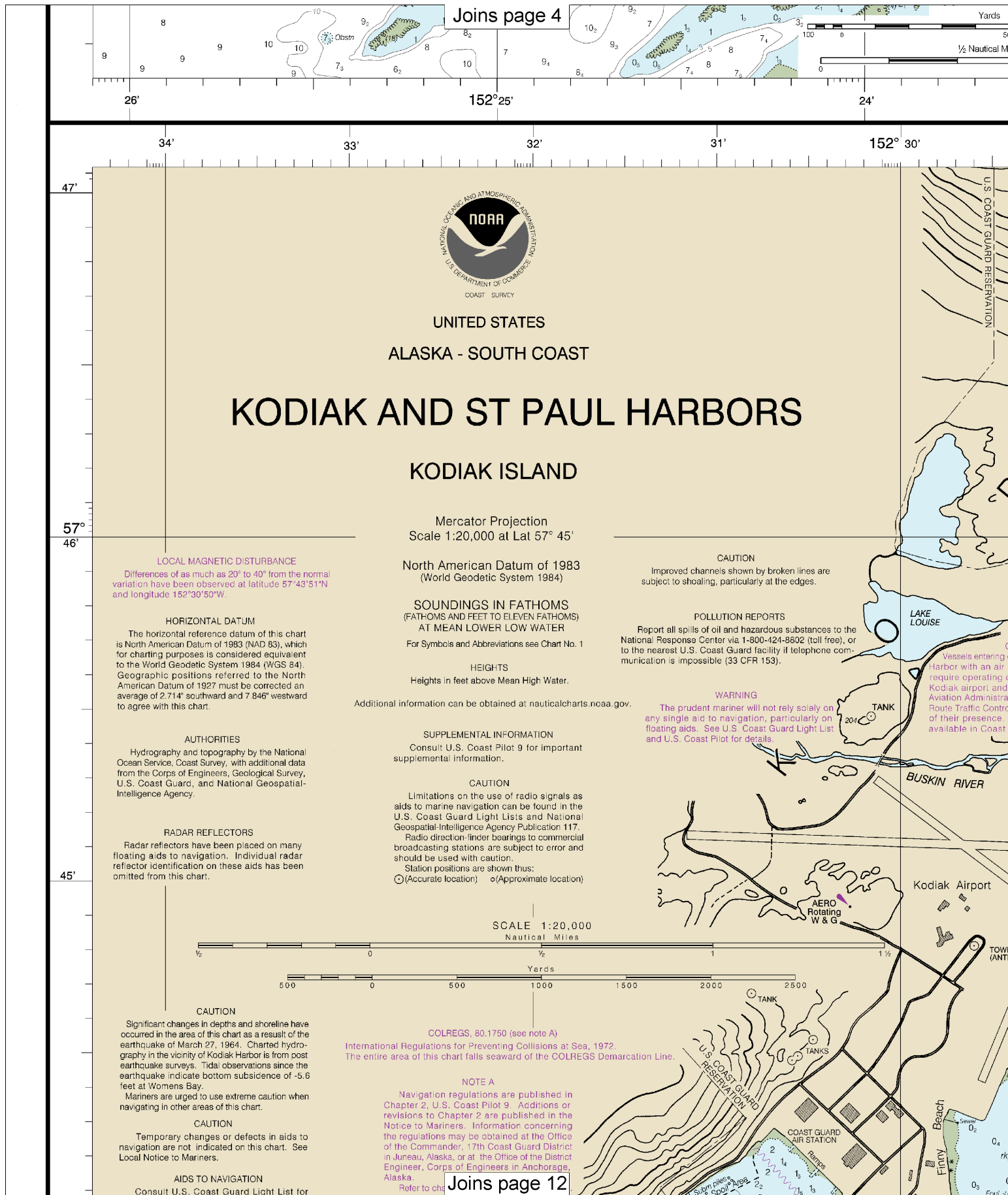
# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



Established by Presidential Proclamation, the Line, previously identified as the Line, continues to depict the jurisdictional boundary off the Gulf coast. The Line, previously identified as the Line, continues to depict the jurisdictional boundary off the Gulf coast. The Line, previously identified as the Line, continues to depict the jurisdictional boundary off the Gulf coast.

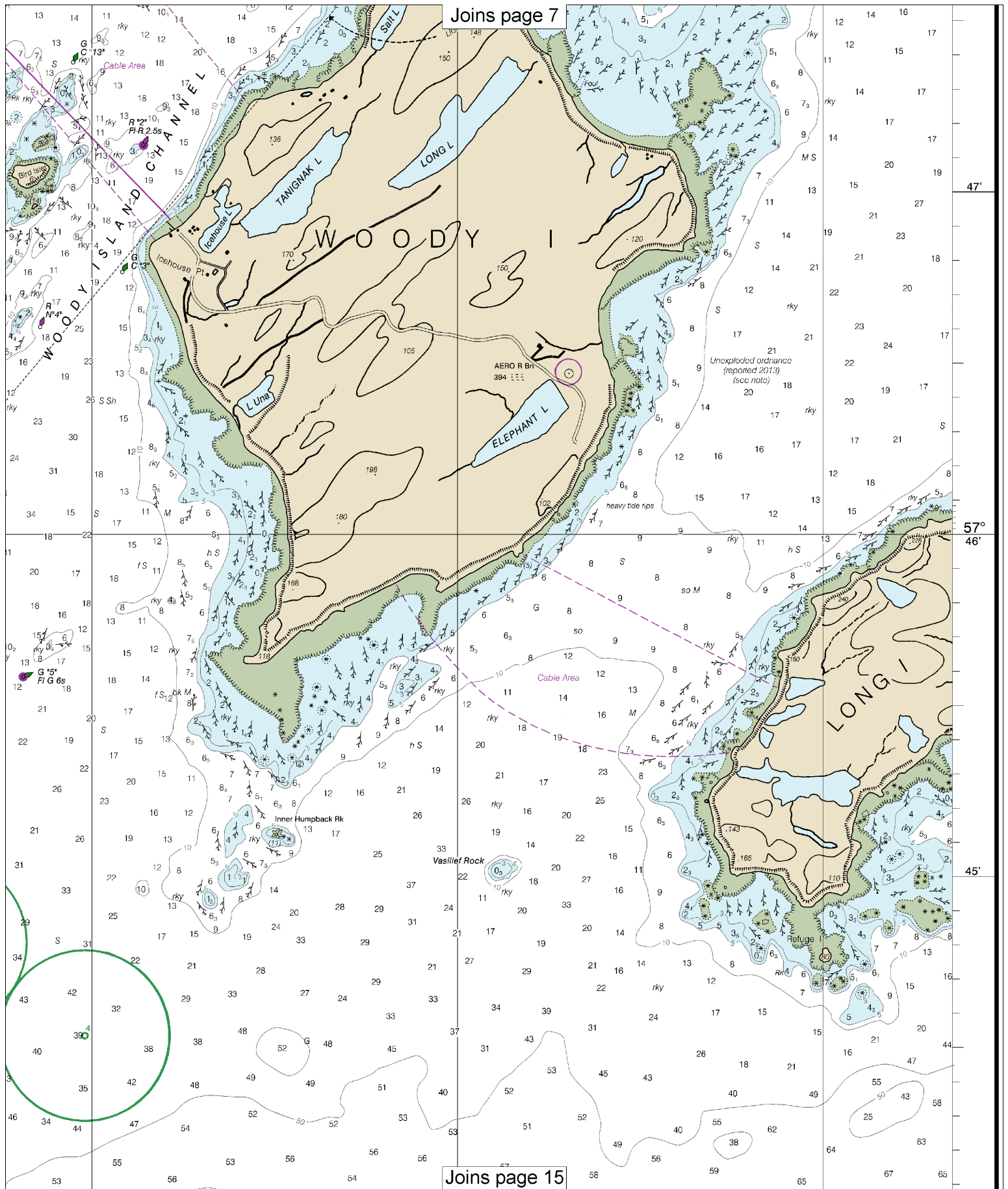
Joins page 11













Joins page 8

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.

AIDS TO NAVIGATION

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

NAVAL ANCHORAGE BERTHS

NOTE B  
US COAST GUARD RESERVATION

The US 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°26'50"W. From approximately 57°42'51"N/152°28'10"W in a southerly direction to the chart edge.

### 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.

## SOLUTION

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).

This is the Last Edition of this chart. It will be canceled on Nov 1, 2023  
16th Ed., Oct. 2012. Last Correction: 5/2/2023. Cleared through:  
LNM: 4223 (10/17/2023), NM: 4323 (10/28/2023), CHS: 0923 (9/29/2023)

## SOUNDINGS IN FAT

(FATHOMS AND FEET TO 11 FATHOMS)

16595

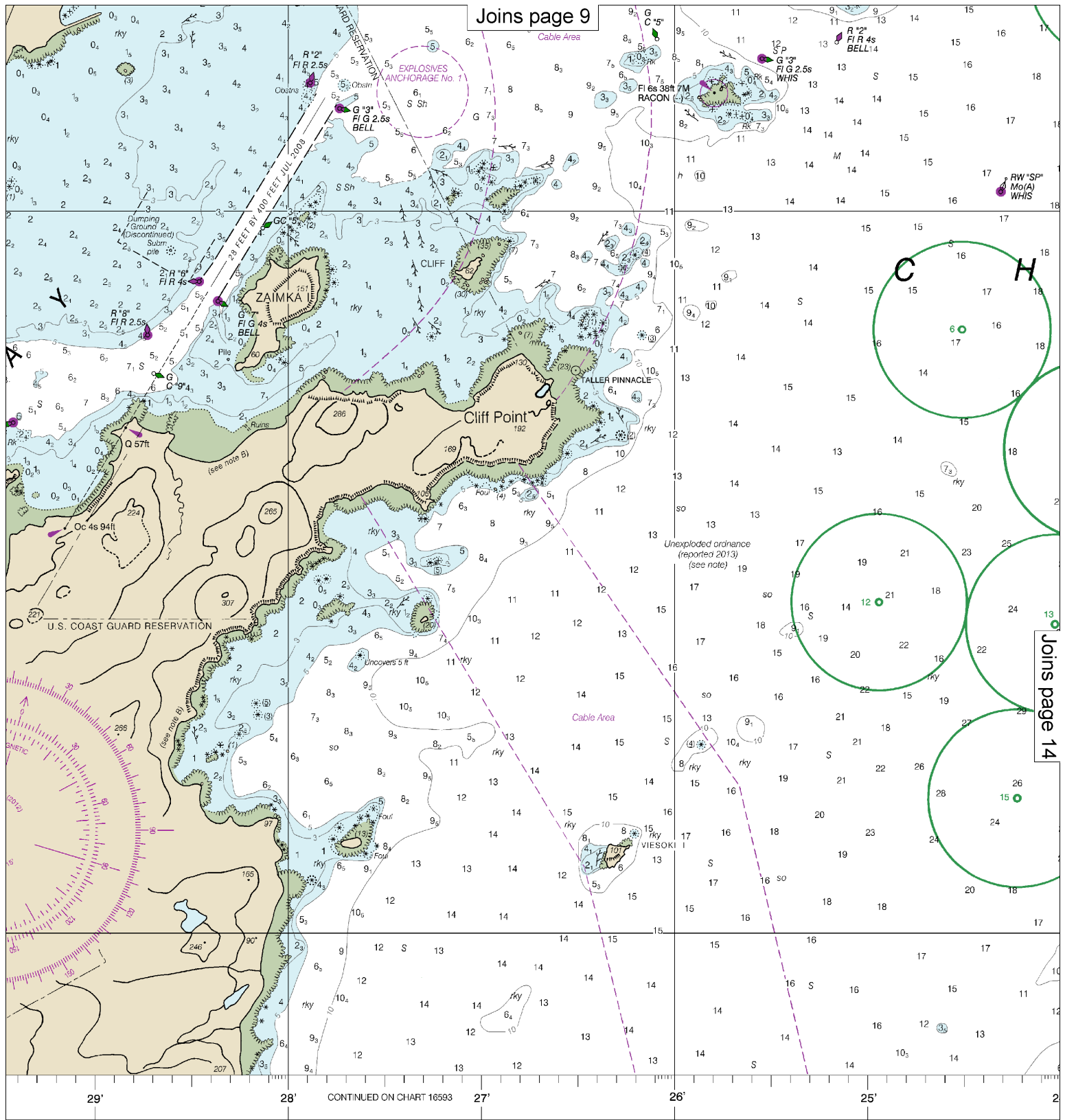
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~~SCALE 1:20,000~~  
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.

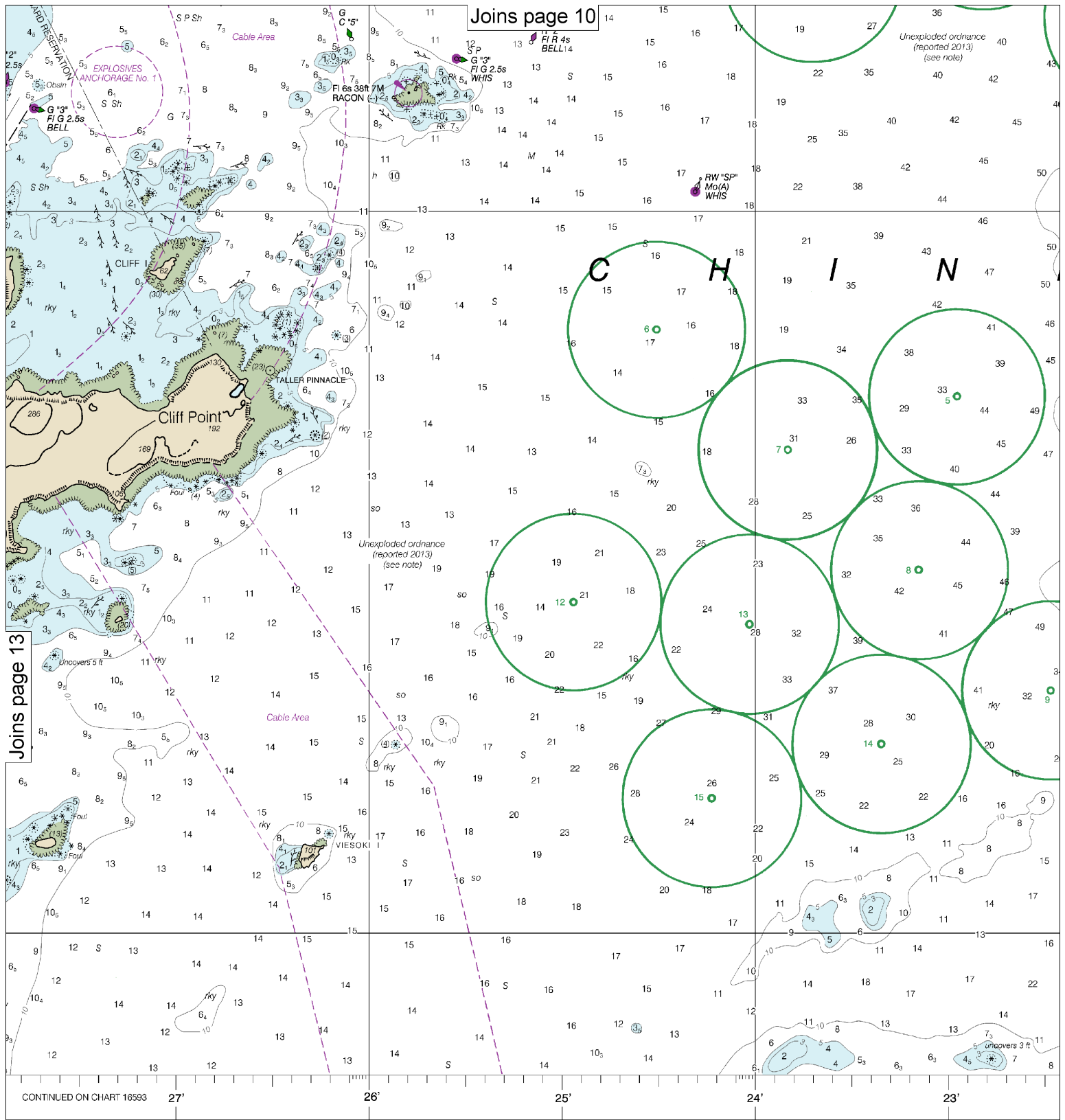
# 12



THOMS  
THOMS)

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

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



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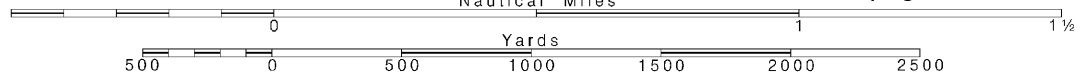
14

Note: Chart grid  
 lines are aligned  
 with true north.

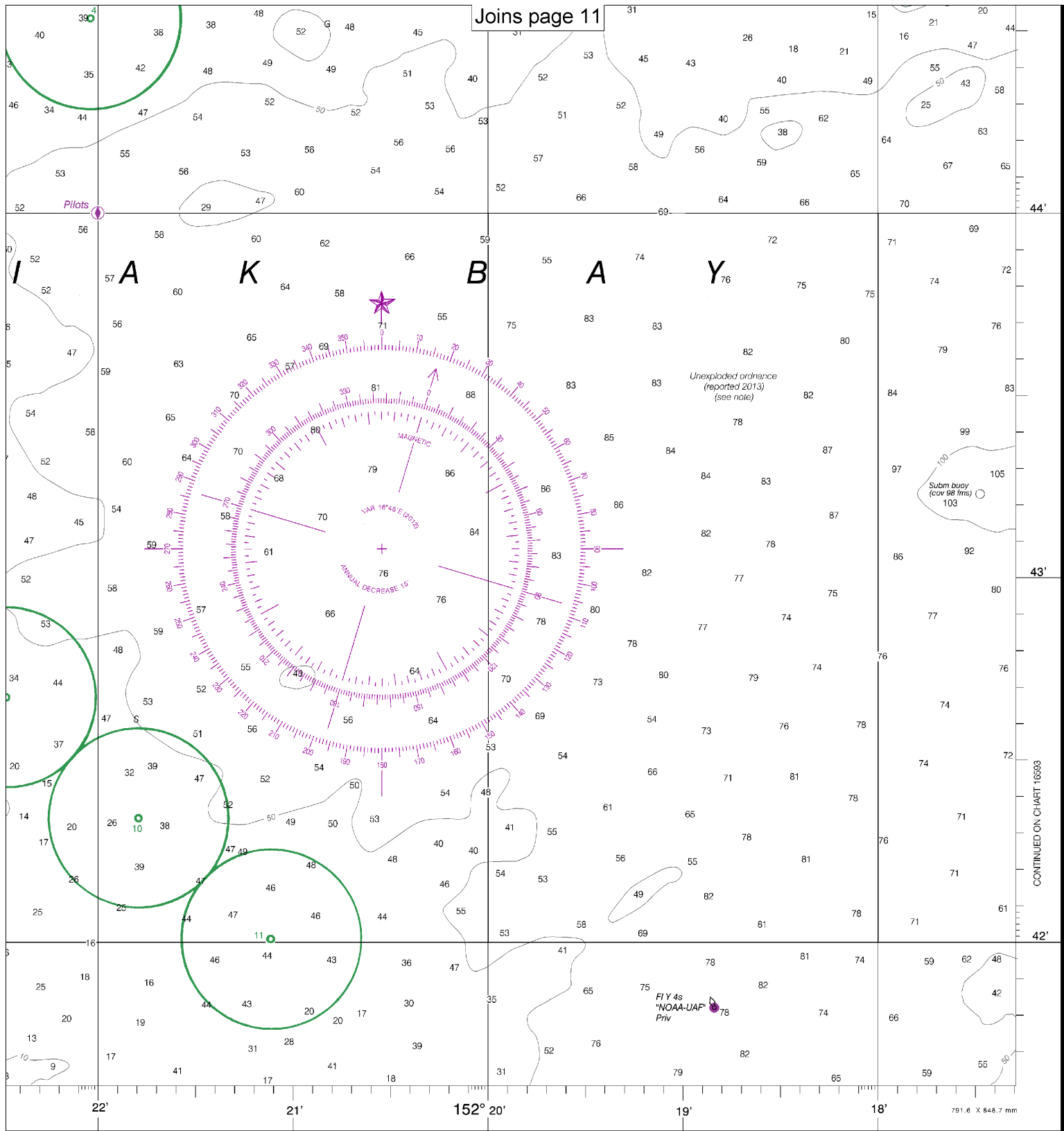
Printed at reduced scale.

SCALE 1:20,000  
 Nautical Miles

See Note on page 5.







CONTINUED ON CHART 16593

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

Kodiak and St Paul Harbors  
SOUNDINGS IN FATHOMS - SCALE 1:20,000

16595



## 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	—	<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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