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
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.


(Selected Excerpts from Coast Pilot)

Cook Inlet, on the W side of Kenai Peninsula, merges with Shelikof Strait through a wide unobstructed passage W of the Barren Islands. Leading from the Gulf of Alaska to Cook Inlet are Kennedy Entrance and Stevenson Entrance, N and S respectively of the Barren Islands, and Chugach Passage, inside the Chugach Islands. The distance is 1,254 miles from Seattle to the entrance to Cook Inlet at a point 3 miles S of East Chugach Light, via the outside route by way of Strait of Juan de Fuca. From the entrance it is 48 miles to Seldovia, 59 miles to Homer, 110 miles to Kenai and Nikiski, and 175 miles to Anchorage.

Prominent features.—The shore on both sides of the inlet can be seen in clear weather. Conspicuous landmarks in the lower inlet are Augustine, Iliamna, and Redoubt Volcanoes. Prominent in their respective localities are four parabolic antennas, lighted atop, along the E shore from Cape Starichkof to Kenai, the bluff between Bluff and Anchor Points; Cape Ninilichik; Chisik Island; Kalgin Island, East, West, and North Forelands; numerous charted oil well platforms in the upper inlet; Point Possession, Fire Island, and Point Woronzof.

Anchorages.—Port Chatham, Port Graham, Seldovia Bay, NE of Homer Spit in Kachemak Bay, Iniskin Bay, and Tuxedni Channel are the secure harbors in the inlet. Temporary anchorage can be selected in 10 fathoms or more at most places in the inlet with the aid of the chart. The great range of the tides must always be kept in mind when anchoring.

Dangers.—The shoals in Cook Inlet are generally strewn with boulders that are not marked by kelp. These boulders, on the otherwise flat bottom, are not normally found by echo sounder or lead lines unless directly over them. Most of those located by the survey were found by sighting them at low water. It was noted in places that the boulders rise as much as 30 feet above the general level of the bottom. The boulders may be moved during the ice breakup in spring and by the action of strong currents. As a measure of safety, it is considered advisable for vessels to avoid areas having depths no more than 30 feet greater than the draft. At low water, deep-draft vessels should avoid areas with charted depths of less than 10 fathoms, except for the channel approaches to the ports of Anchorage and Nikiski.

In general, the shoal banks fronting the marshy parts of the shores in the upper inlet are free from boulders but there are indications that boulders do exist in the deeper water outside these banks. The shoal which extends 16 miles S from Kalgin Island (South Kalgin Bar) is marked at its S end by a lighted buoy. Care should be taken for the entire distance to avoid drifting into shoal waters. With an average tidal current there are swirls throughout the inlet, but they do not necessarily indicate dangers as they show in depths of 15 fathoms if the bottom is uneven. Heavy swirls with slight overfalls should be avoided, and any disturbance which has a recognizable wake in the water should be considered as indicating a dangerous rock or shoal. A dangerous wave condition exists over the shoals in Cook Inlet when the current opposes winds over 12 knots. Significant ground swells are experienced in the Kenai River approach and at the Nikiski docks when a SW wind accompanies a flood current. Vessels N and S bound past Turnagain Arm should be alert to the potential for heavy sets from a combination of winds and currents emanating from Turnagain Arm.

The waters of the inlet are much discolored by glacial silt. At the end of a spring flood current it may be comparatively clear to East and West Forelands. Frequently with either a flood or ebb current the water above Ninilichik appears as liquid mud. The silty water is very damaging to the seals of salt water pumps and shaft bearings. Ship’s evaporators should be secured and vessels avoid taking on any more ballast water than absolutely necessary. The Cook Inlet area is affected by land uplift due to forces such as postseismic crustal rebound. As a result, the tidal datums including mean lower low water, the plane of reference used for depth soundings, have changed throughout the region.

U.S. Coast Guard Rescue Coordination Center

24 hour Regional Contact for Emergencies

RCC Juneau Commander
17th CG District (907) 463-2000
Juneau, Alaska
Lateral System As Seen Entering From Seaward
on navigable waters except Western Rivers

PORT SIDE
ODD NUMBERED AIDS
- GREEN LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
- PREFERRED CHANNEL TO
- STARBOARD
- TOPMOST BAND GREEN
- GREEN LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
- PREFERRED CHANNEL TO
- PORT
- TOPMOST BAND RED
- RED LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE
EVEN NUMBERED AIDS
- RED LIGHT ONLY
- FLASHING (2)
- FLAShING
- OCCULTING
- QUICK FLASHING
- ISO

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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
Note: Chart grid lines are aligned with true north.
NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation or some Federal law, all the rules apply. The Three-Nautical Mile Line, previously identified as the outer limit of the territorial sea, is replaced as it continues to depict the jurisdictional limit of the other laws. The Three-Nautical Mile Line is for purposes of navigation, not to be considered the jurisdictional limit of all other laws. The Three-Nautical Mile Line does not remain in force and effect if the U.S. Supreme Court or the U.S. Supreme Court elsewhere remain in most cases the inner limit of federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 12-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. If not fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

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Note: Chart grid lines are aligned with true north.
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.

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
Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Chart and chart related inquiries and comments — http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents — http://tidesandcurrents.noaa.gov
Marine Forecasts — http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center — http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/
National 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

For the latest news from Coast Survey, follow @NOAAcharts

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.