BookletChart™

Cook Inlet – East Foreland to Anchorage
NOAA Chart 16663

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

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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.


(Selected Excerpts from Coast Pilot)

Caution: Flood currents are reported to set vessels off the terminal while ebb currents set them on. See Winter Operating Guidelines, Cook Inlet, indexed as such; contact the COTP W Alaska in Anchorage for info. A boulder-strewn shoal with depths of 7 fathoms or less extends N from the NE point of Kalgin Island to West Foreland. The outer boulders which are covered 8 to 11 feet, are 2.5 miles from the island. Small vessels anchor off the middle of the N end of Kalgin Island, with good shelter from S gales drawing up the inlet. Fair holding ground is from the middle of the N shore W. Caution must be observed, however, at low water when crossing the broken boulder-strewn area with depths of less than 5 fathoms off from the N end.

The highest parts of the offlying shoal between Kalgin Island and West Foreland uncover between 3 and 4 feet. The shoal has been shifting S and extends 5.5 to 10 miles from the N end of Kalgin Island.

Caution: The area surrounding the mouth of Kenai River, for a radius of over 4 miles, is strewn with rocks, boulders, shoals, wrecks, and other obstructions. The bars at the entrance to the river are nearly dry at low water, but there are depths of 8 to 10 feet in places in the river. (See 162.245, chapter 2, for navigation regulations for the Kenai River.)

Currents: The currents in the river mouth attain velocities of 5 knots or more. Strong SW wind and flood current; SW swell at the river entrance.

Pilotage, Kenai: Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating inside waters of the State of Alaska. (See Pilotage, General, chapter 3, and Pilotage, Homer, earlier this chapter, for the pilot pickup stations and other details.)

Quarantine: A U.S. Public Health Service Contract Physician is located at the medical center in Kenai. (See appendix for additional information.)

Caution: The area surrounding the approach to Nikiski is strewn with rocks, boulders, shoals, and other obstructions. A shoal area, about 7 miles long with depths of 2½ to 6 fathoms, marked by a seasonal buoy. Note: Vessels keep clear of the areas in close proximity and downwind of ammonia and LNG loading ops while material is being transferred.

Currents: Nikiski has a PORTS site which provides water level, wind speed and direction, and barometric pressure information, that is updated every ten minutes. The PORTS site is accessible through a voice response system at 907-776-5436.

Ice floes are a severe problem at Nikiski during Jan and Feb. See Winter Operating Guidelines, Cook Inlet, indexed as such, earlier this chapter, and contact the COTP W Alaska in Anchorage for more information.

Pilotage, Nikiski: Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the inside waters of the State of Alaska. (See Pilotage, General, chapter 3, Pilotage, Cook Inlet, and Pilotage, Homer, for the pilot pickup stations and other details.)

Quarantine: A U.S. Public Health Service Contract Physician is located at a medical center in Nikiski. (See Appendix A for additional information.)

Caution: A 2 to 3-knot set into Trading Bay exists on an ebb current by S bound vessels when abreast of N end of Middle Ground Shoal.

Dangers: In addition to the dangers in Cook Inlet previously described, North Point Shoal, about 2.5 miles NNE of North Point on Fire Island, changes radically from year to year and bares several feet at low water.

Currents: Anchorage has a PORTS site which provides water level, wind speed and direction, and barometric pressure information, that is updated every ten minutes. The PORTS site is accessible through a voice response system at 866-257-6787.

Ice: Upper Cook Inlet rarely, if ever, freezes solid because of the enormous tidal range. Vessels can navigate Cook Inlet in the winter, but the combination of currents and ice floes can cause a strain on mooring lines. See Winter Operating Guidelines, Cook Inlet, and contact the Coast Guard Captain of the Port, Western Alaska in Anchorage for more info. Extra caution should be exercised in the restricted approach to Anchorage. Ice leads can break the wrong way and potentially cause up to 30 course diversion, especially for lower-powered vessels.

Pilotage, Anchorage: 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, and Pilotage, Cook Inlet and Pilotage, Homer (indexed), for details.)

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

RCC Juneau Commander
17th CG District (907) 463-2000
Juneau, Alaska
NOAA’s navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation.

For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers.

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry. To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward on navigable waters except Western Rivers

Port Side
Odd Numbered Aids

- GREEN LIGHT ONLY
- FLASHING (2)
- FLASHING
- 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

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.
**CAUTION**

**SUBMARINE PIPELINES AND CABLES**

charted submarine pipelines and submarine telecommunication cable areas shown as:

- Pipeline Area
- Cable Area

Additional uncharted submarine pipelines and submarine telecommunication cables may exist within the area of this chart. Not all submarine pipelines and submarine telecommunication cables are required to be buried, and some that were originally buried may have come exposed. Mariners should use extreme caution when operating vessels in depths of 15 fathoms (90 feet) or more and in areas where pipelines and cables may exist, and when fishing, dragging, or tugging. Covered wells may be marked by lighthouses or lighted buoys.

**CAUTION**

All exploration and production operations are being conducted in the waters of Cook Inlet, and vessels and facilities are being used. Only permanent structures are charted. Mariners are urged to exercise caution when transiting the area.

**CAUTION**

Water depths are affected by land uplift due to forces such as post-glacial rebound. As a result, the tidal stations are moving. Mean lower low water, used for tidal predictions, has changed on this chart. Depths have changed accordingly. Mariners are urged to exercise caution when transiting the area.

**CAUTION**

Limites are on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Oceanic and Atmospheric Administration Publication 117. Radio direction-finder bearings to commercial beacons are subject to errors and should be used with caution. Station positions are shown with limits of accuracy for approximate location.

**COOK INLET, EAST FORELAND TO ANCHORAGE**

SOUNDINGS IN FATHOMS - SCALE 1:100,000
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
- Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
- Chart and chart related inquiries and comments — http://ocsdata.ncd.noaa.gov/ids/inquiry.aspx?frompage=ContactUs
- Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdataownload.htm
- Tides and Currents — http://tidesandcurrents.noaa.gov
- 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

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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.