

BookletChart™

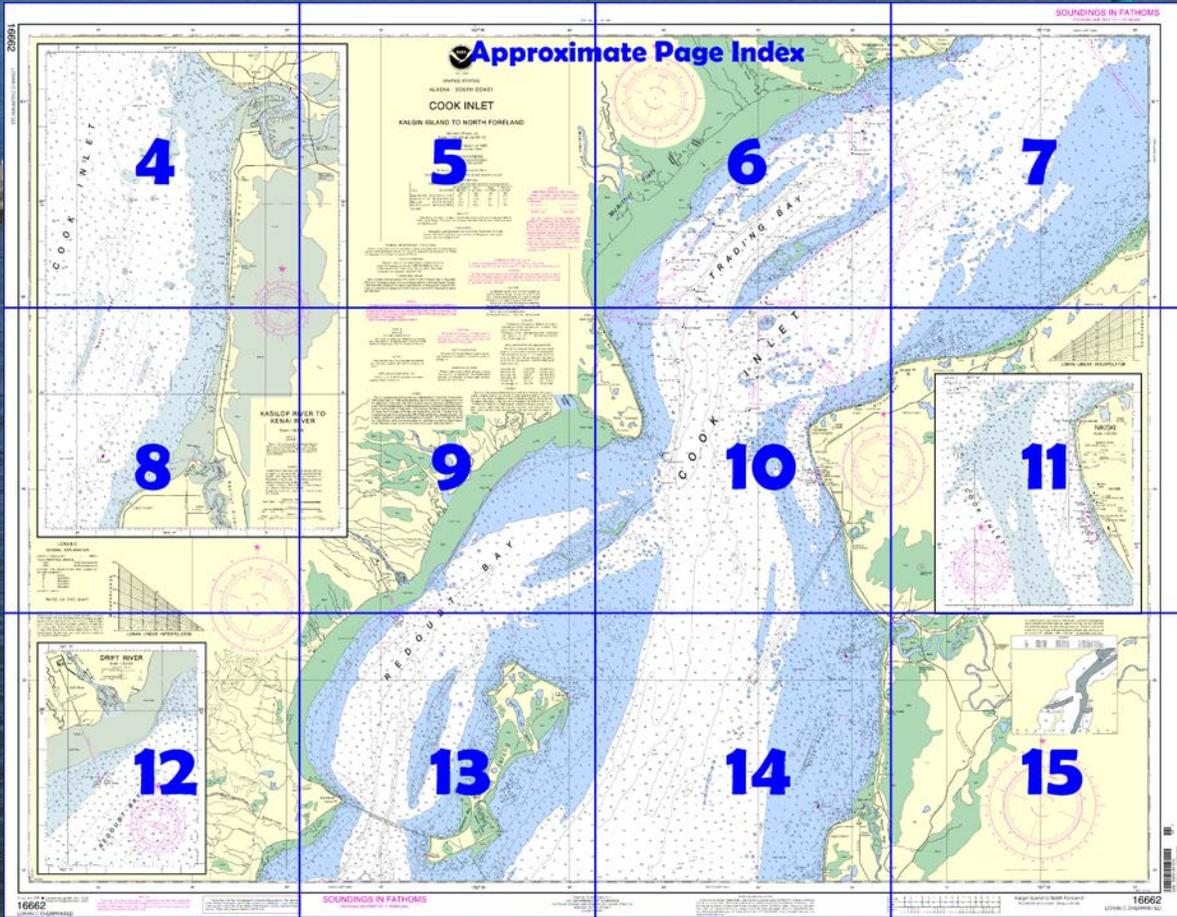


Cook Inlet – Kalgin Island to North Foreland NOAA Chart 16662

*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.

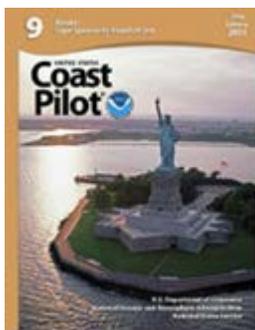
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16662>.



(Selected Excerpts from Coast Pilot)

Caution: Flood currents are reported to set vessels off the terminal while ebb currents set them on. From mid-November to early April, large pieces of ice have been reported to approach the platform during flood currents. See Winter Operating Guidelines, Cook Inlet, indexed as such, earlier this chapter and contact the COTP W Alaska in Anchorage for more information. 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.

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. There are boulders in places on the bottom between the shoal and West Foreland. **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.

Mariners are advised not to enter Kenai River without local knowledge. The river is reported to be congested with anchored fishing vessels in summer. (See **162.245**, chapter 2, for navigation regulations.)

From June to October, about 120 private mooring buoys are placed on the sides of the river channel from about 300 yards W of Pacific Star Seafoods Wharf to 200 yards S of the Wards Cove Packing Co. Dock.

Currents.—The currents in the river mouth attain velocities of 5 knots or more. With a strong SW wind and flood current, a significant SW swell occurs at the river entrance. Sets are also felt at the entrance and over the bar, and steep choppy seas are seen with currents opposing winds.

Ice.—Ice is not a problem in the river entrance, but does form inside in the river and can close the river to vessel traffic for short periods from December to the beginning of April.

Pilotage, Kenai.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska.

Quarantine.—A U.S. Public Health Service Contract Physician is located at the medical center in Kenai. (See Appendix A for additional information.) There are hospitals in Kenai and Soldotna.

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, is about 1.8 miles off the piers at Nikiski. Deeper water is between it and the piers. Set-nets are numerous close to the beach from Kenai to past the East Forelands in June and July. **Note:** Vessels should keep well clear of the areas in close proximity and downwind of ammonia and LNG loading operations 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. Tidal currents at Nikiski attain a velocity of about 5 knots on the flood and about 2.6 knots on the ebb. (See Tidal Current Tables for daily predictions.) With a strong SW wind and flood current, a significant SW swell affects vessels laying at the Nikiski piers. This wind will also extend the time of flood currents on neap tides to 1 to 2 hours later than predicted.

Ice floes are a severe problem at Nikiski during January and February. The combination of currents and ice floes can cause a strain on mooring lines. Propulsion and machinery have special equipment and operating requirements. 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 waters of the State of Alaska.

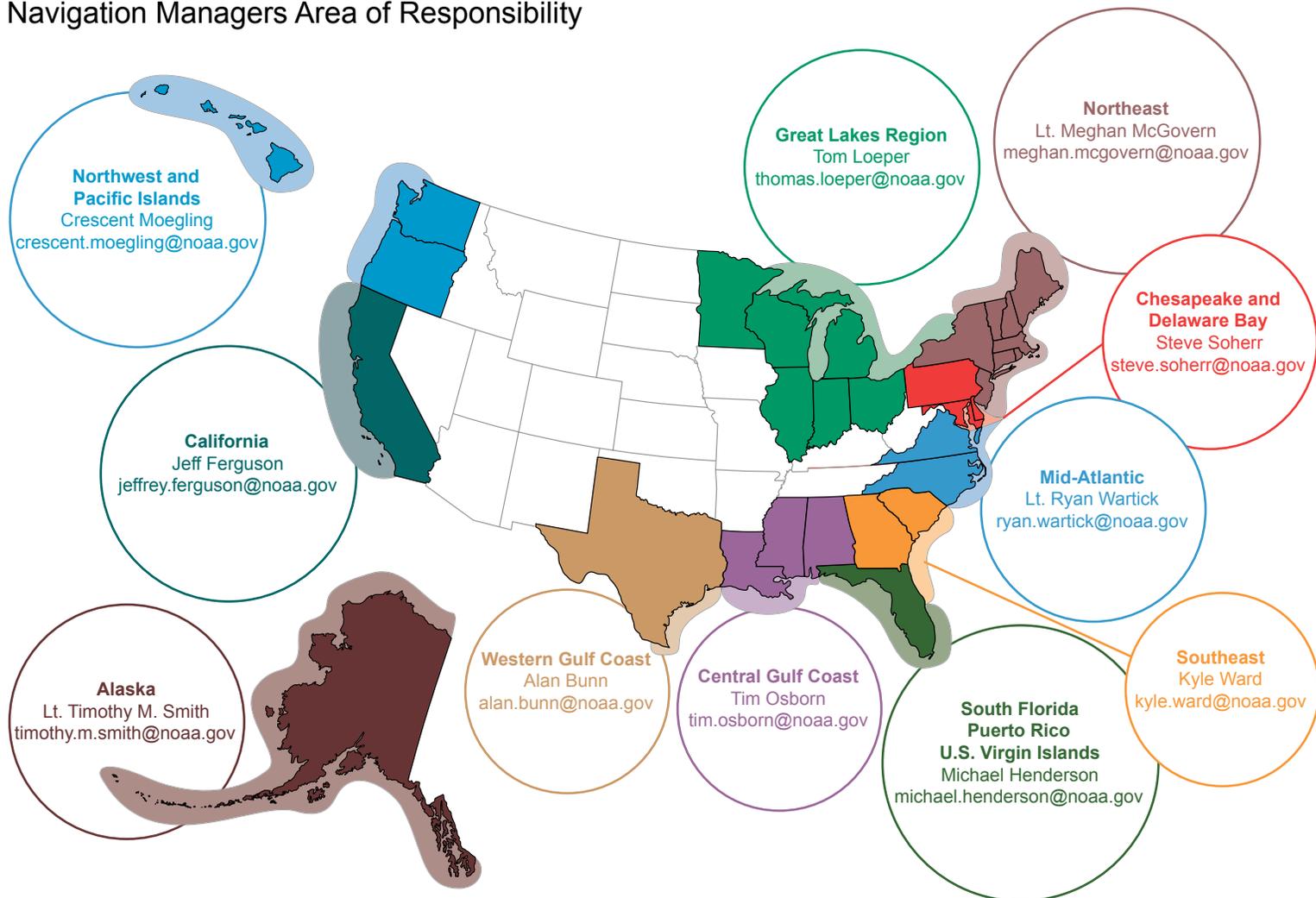
(See **Pilotage, General** (indexed), chapter 3, **Pilotage, Cook Inlet**, and **Pilotage, Homer**, (indexed) for pilot pickup stations and other details.)

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

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 Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

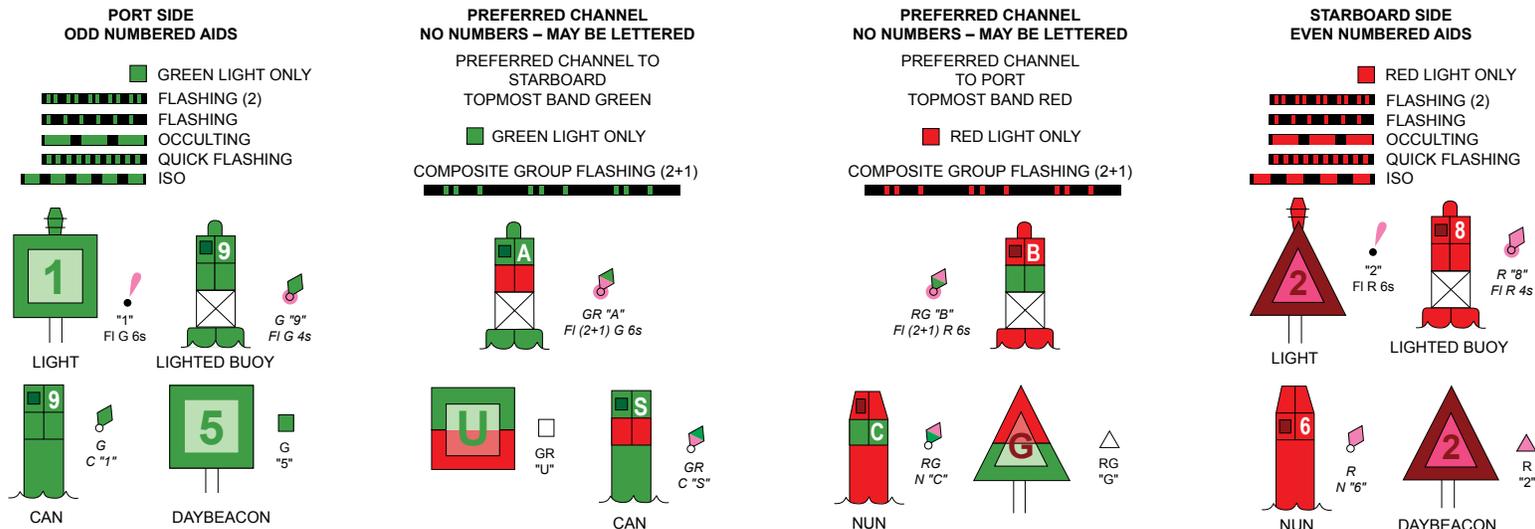
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

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



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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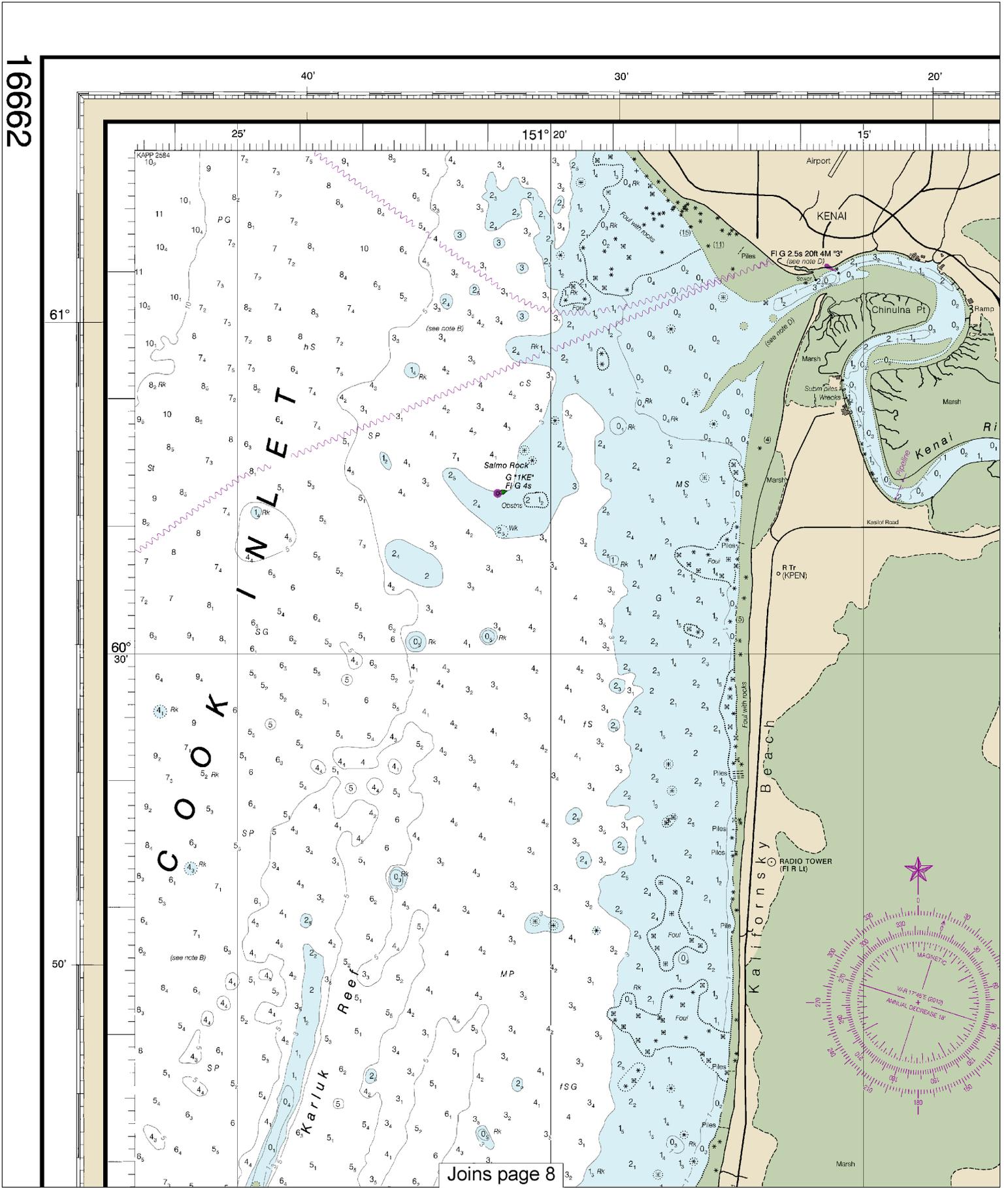
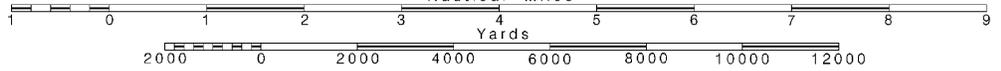
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.



Joins page 8

10'

152° W

50'



UNITED STATES
ALASKA - SOUTH COAST
COOK INLET

KALGIN ISLAND TO NORTH FORELAND

Mercator Projection
Scale 1:100,000 at Lat 60° 43'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1
Additional information can be obtained at 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 High Water	Mean Low Water
Kenai River entrance	(60°33'N/151°17'W)	20.7	19.9	2.2
East Foreland	(60°43'N/151°25'W)	21.0	20.2	2.2
Drift River Terminal	(60°33'N/152°08'W)	18.1	17.4	2.0
Nikiski (Nikishka)	(60°41'N/151°24'W)	20.4	19.7	2.0

Dashes (---) 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>. (Apr 2012)

HEIGHTS

Elevations of rocks, bridges, land marks and lights are in feet and refer to Mean High Water. Gouther and summit elevation values 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.

MINERAL DEVELOPEMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

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).

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.044' southward and 8.072' 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.

NOTE B

CAUTION
Cook Inlet, Eastern Portion
Numerous uncharted and dangerous submerged boulders exist in the eastern portion of Cook Inlet. Mariners should use extreme caution in this area.

NOTE C

Area contains very strong alongshore currents and numerous salmon gill nets extending from

WARNING

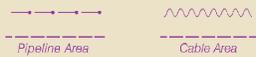
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

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

Joins page 9

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

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.

CAUTION

Oil exploration and production operations are being conducted in the waters of Cook Inlet. Drilling vessels and movable and permanent platforms are being used. Only permanent platforms are being charted. Mariners are urged to exercise caution when transiting the area.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

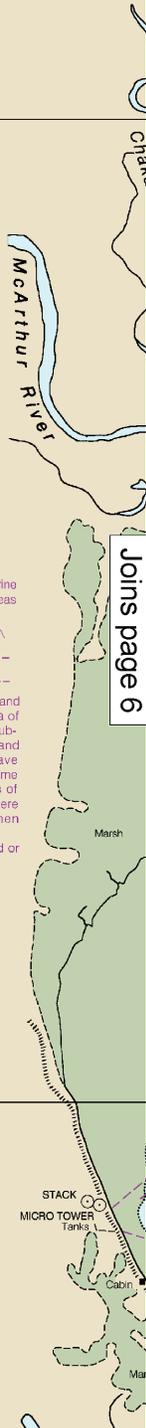
Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners. The buoys in Cook Inlet are seasonally maintained from May 1 to Nov. 1. For details see U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS

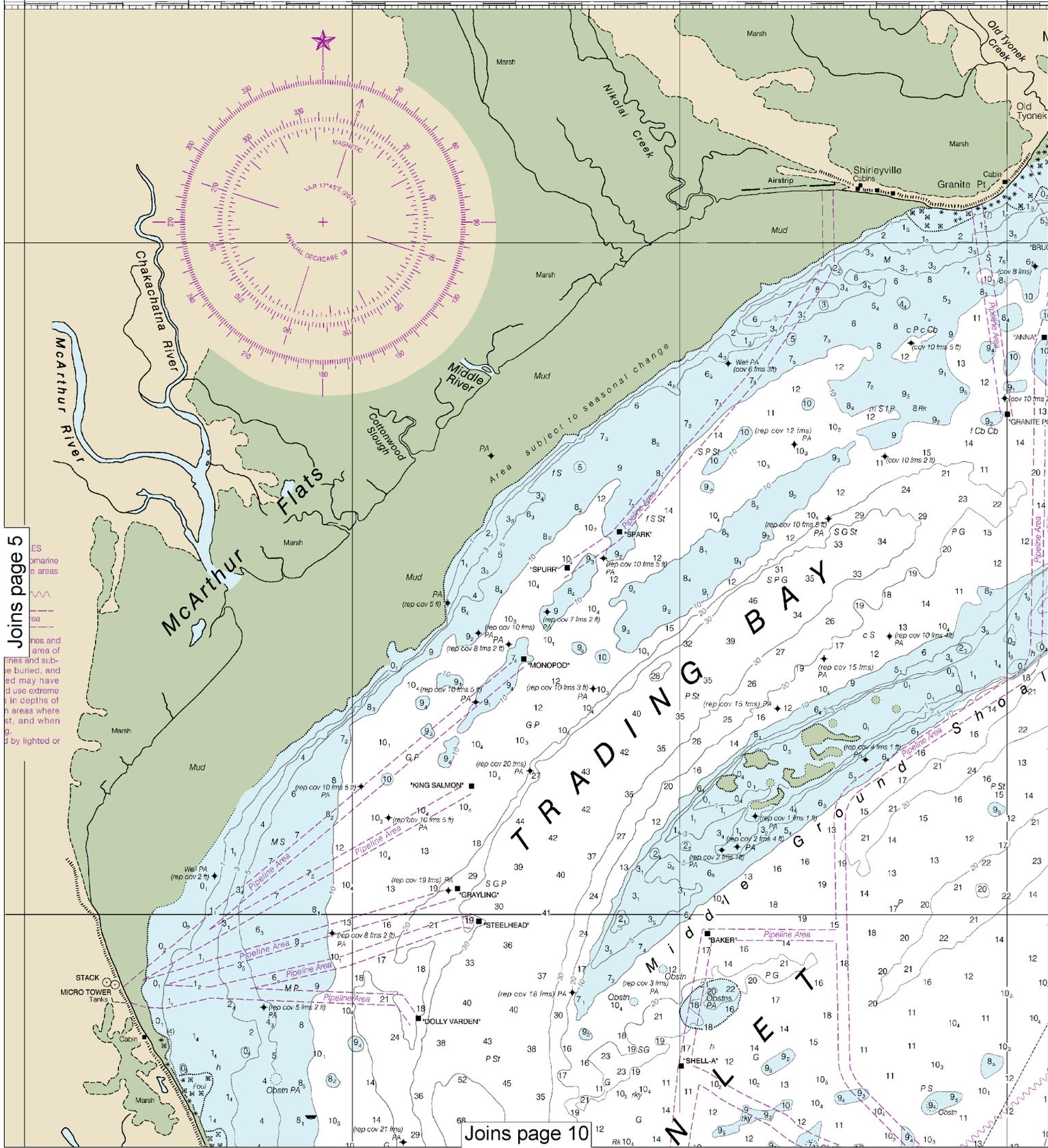
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.



Joins page 6

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:142857. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

50' 40' 30' 20'



Joins page 5

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Joins page 10

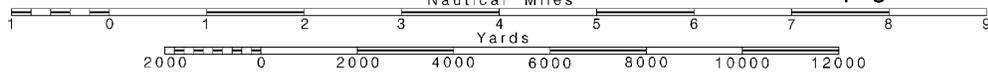


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

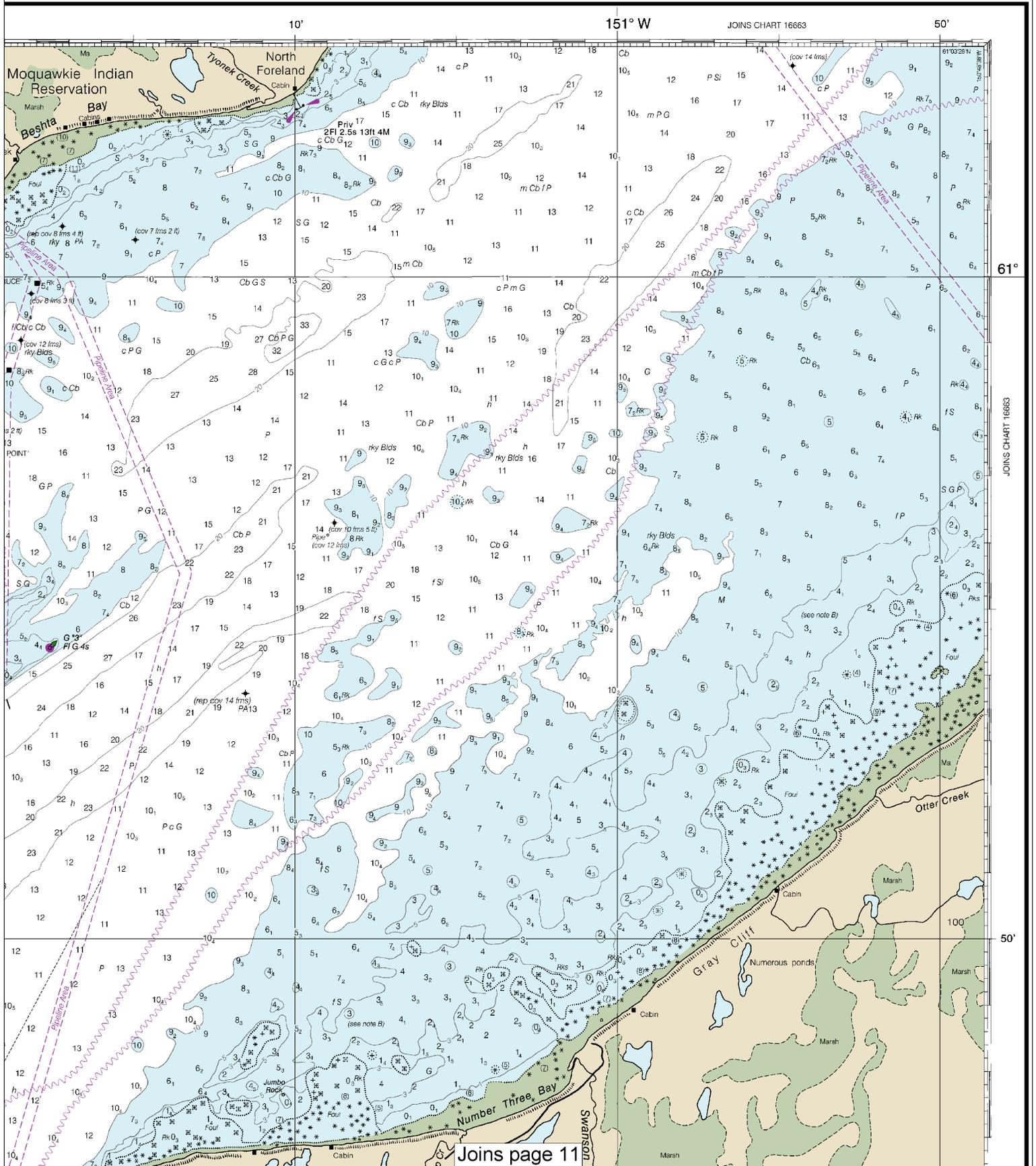
SCALE 1:100,000
 Nautical Miles

See Note on page 5.

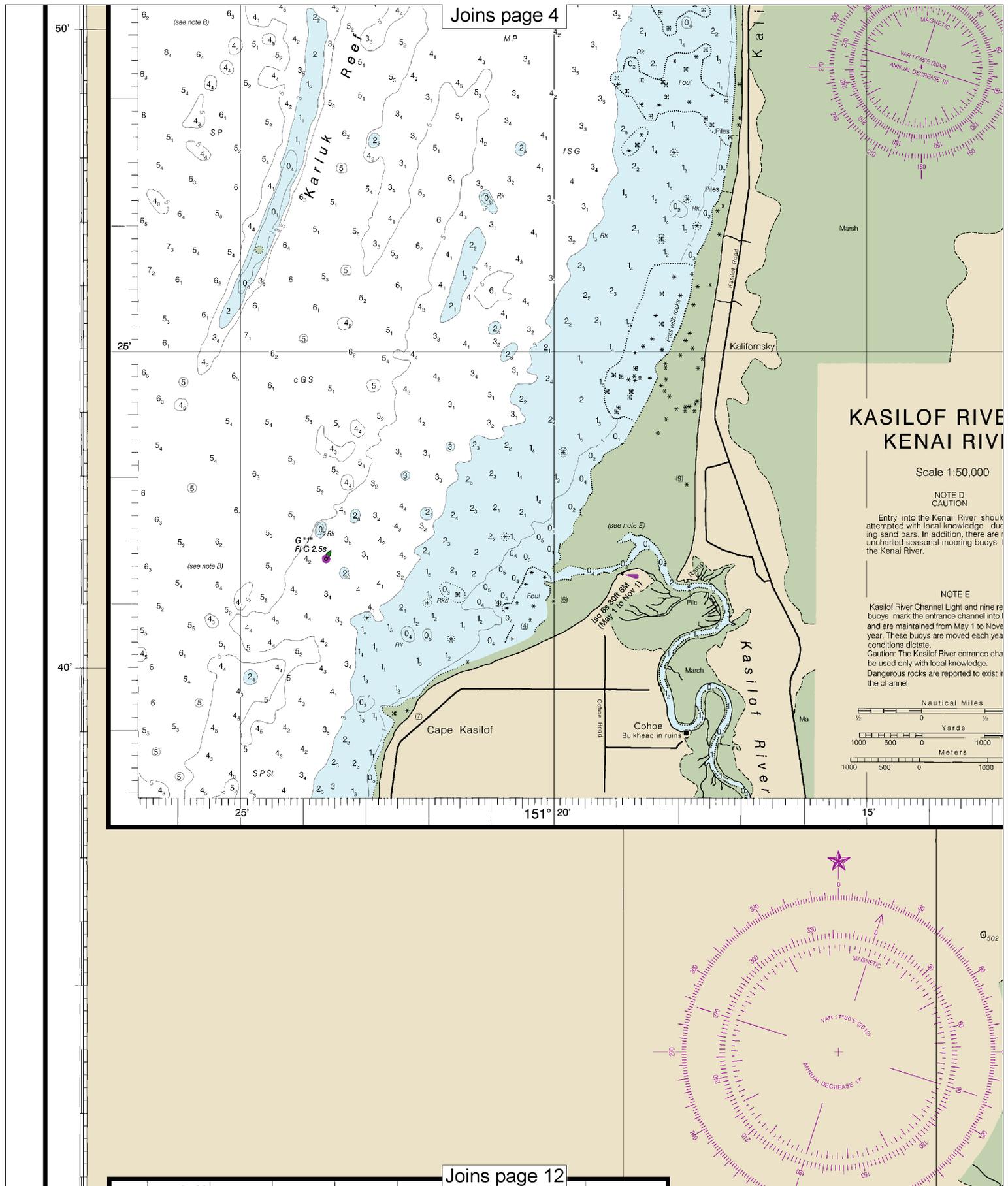


SOUNDINGS IN FATHOMS

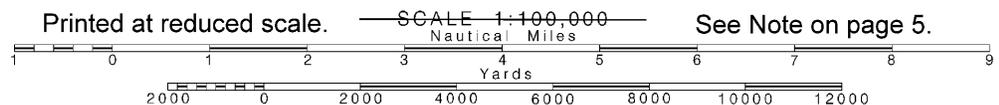
(FATHOMS AND FEET TO 11 FATHOMS)



9th Ed., May 2012. Last Correction: 5/11/2015. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)



Joins page 12



See Note on page 5.

to the North American Datum of 1927 must be corrected an average of 2.044" southward and 8.072" west; agree with this chart

Joins page 5

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

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Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

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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.

Bede Mt, AK	WNG-528	162.450 MHz
Rugged, AK	WNG-526	162.425 MHz
Ninilchik, AK	KZZ-97	162.550 MHz
Soldotna, AK	WWG-39	162.475 MHz
Homer, AK	WWJ-24	162.400 MHz
Anchorage, AK	KEC-43	162.550 MHz

CAUTION

The Cook Inlet area is affected by land uplift due to forces such as post-seismic crustal rebound. As a result, the tidal datums including mean low water, the plane of reference used for depth soundings, have changed throughout this region. Tidal datums were updated in 1999 and depths of 11½ fathoms or less on this chart were adjusted accordingly to account for this uplift. As the uplift rates can only be estimated and areas continue to rise, depths may be shallower than charted. Mariners are urged to exercise caution.

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.

NOTE B

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Numerous uncharted and dangerous submerged boulders exist in the eastern portion of Cook Inlet. Mariners should use extreme caution in this area.

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.

AIDS TO NAVIGATION

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

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.

NOTE C

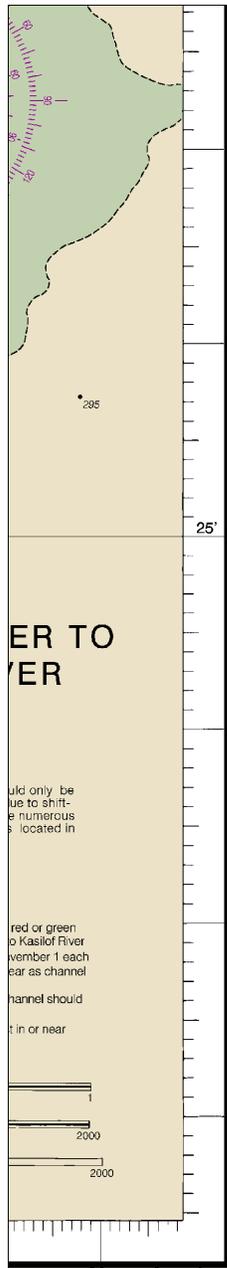
Area contains very strong alongshore currents and numerous salmon gill nets extending from shore.

SUPPLEMENTAL INFORMATION

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

NOTE X

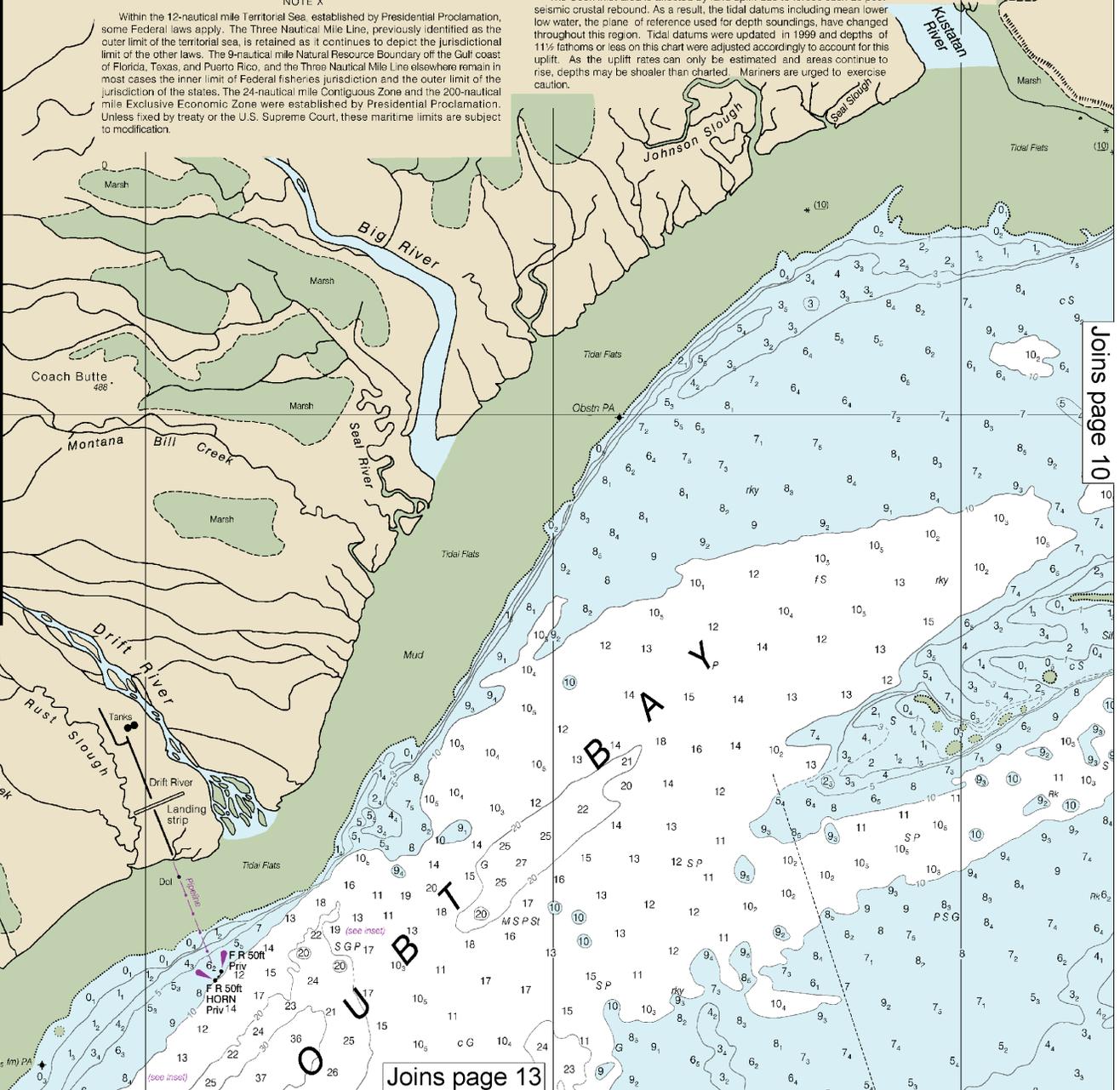
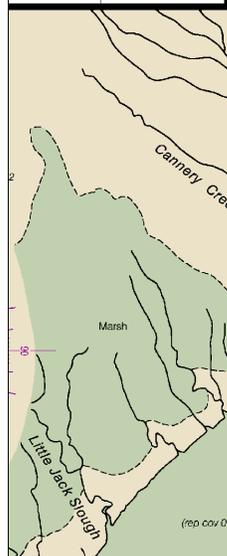
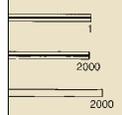
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and 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 the U.S. Supreme Court, these maritime limits are subject to modification.



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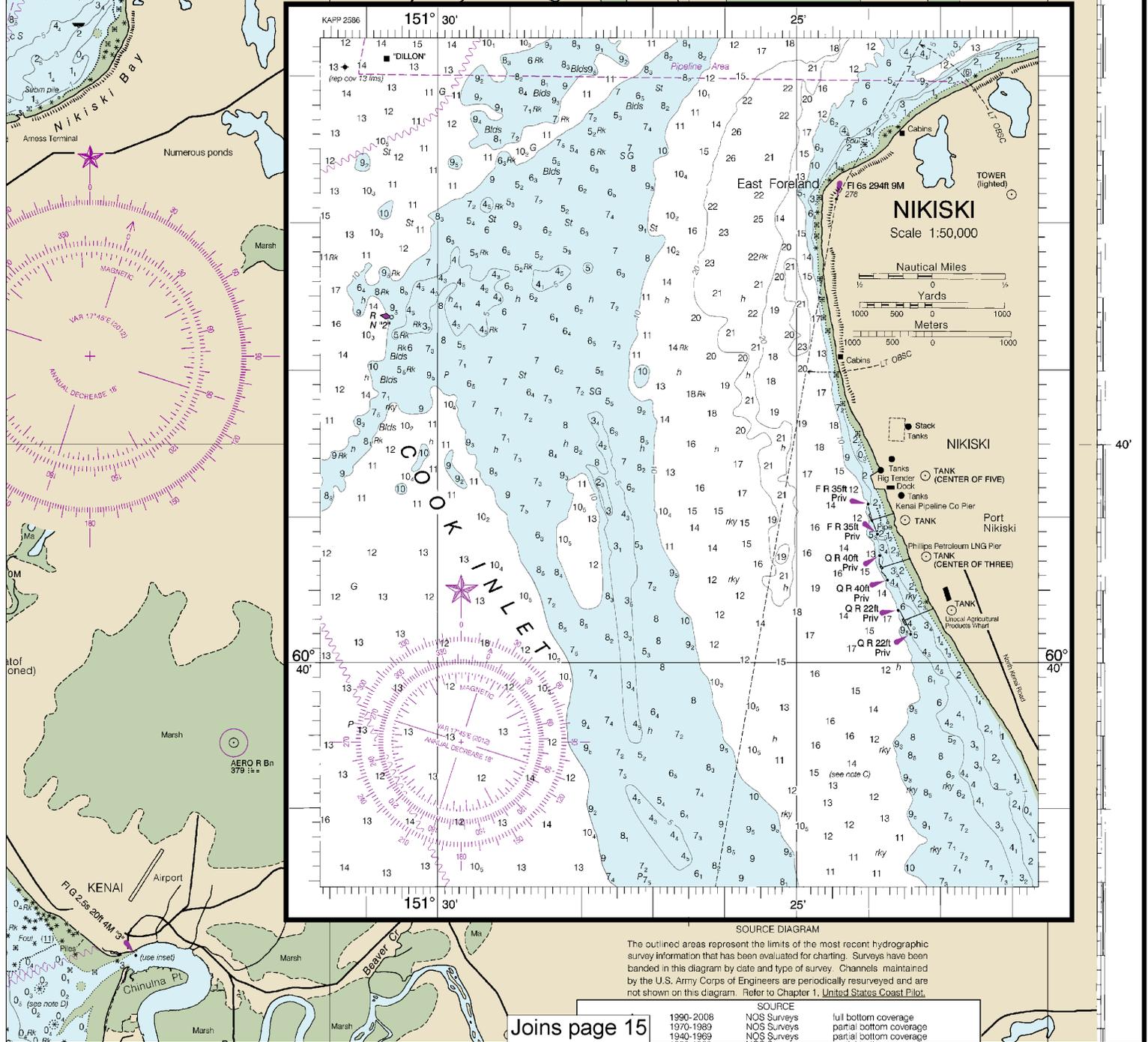
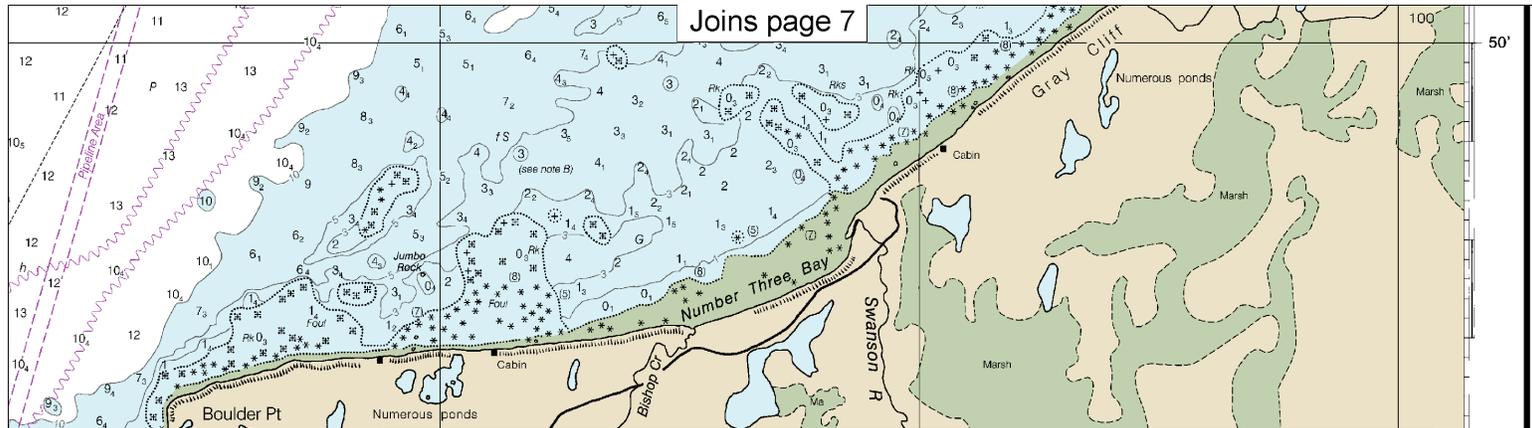
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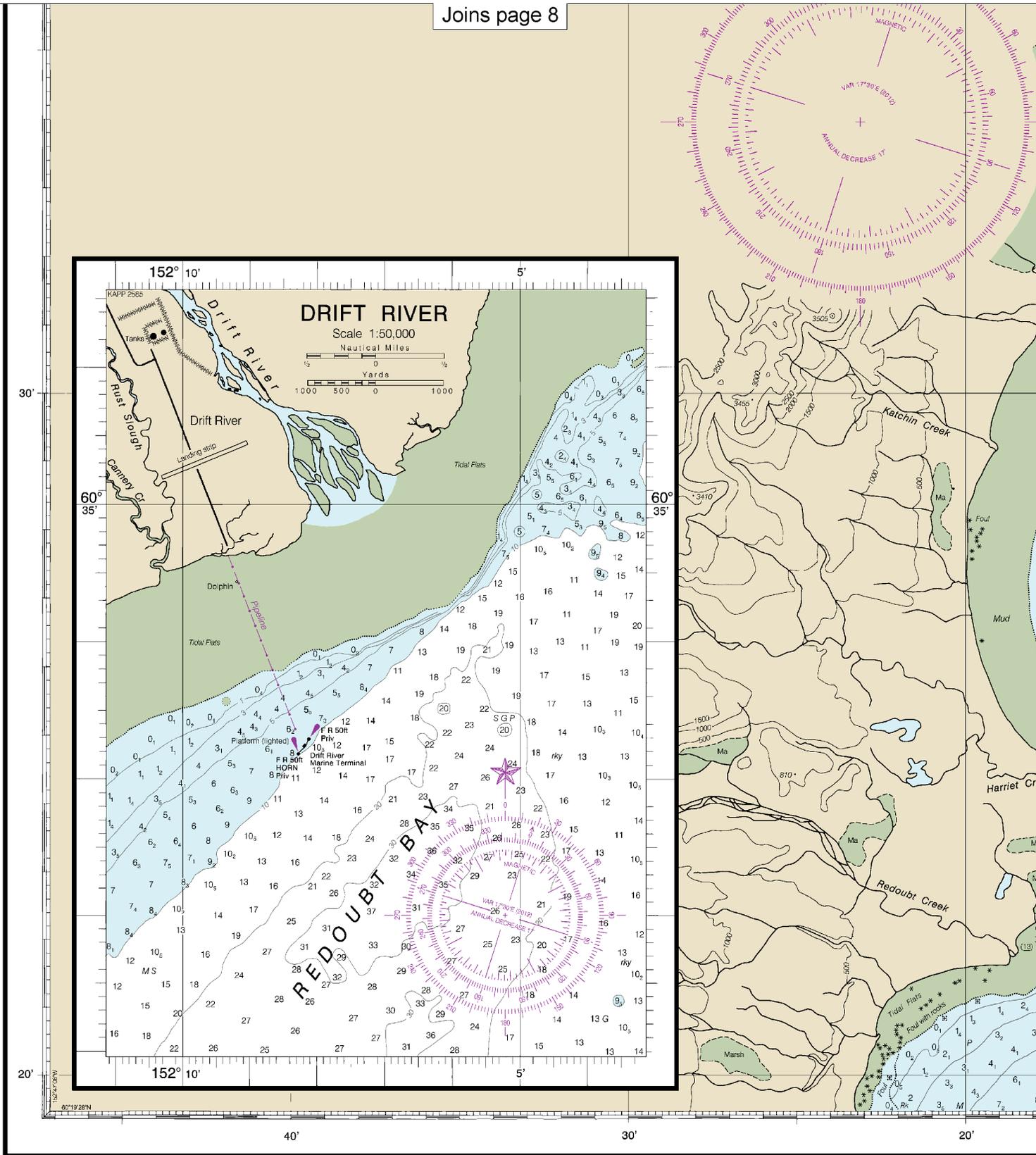
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Joins page 10

Joins page 13





CAUTION

16662

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.

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

9th Ed., May 2012. Last Correction: 5/11/2015. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

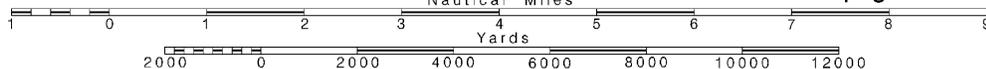
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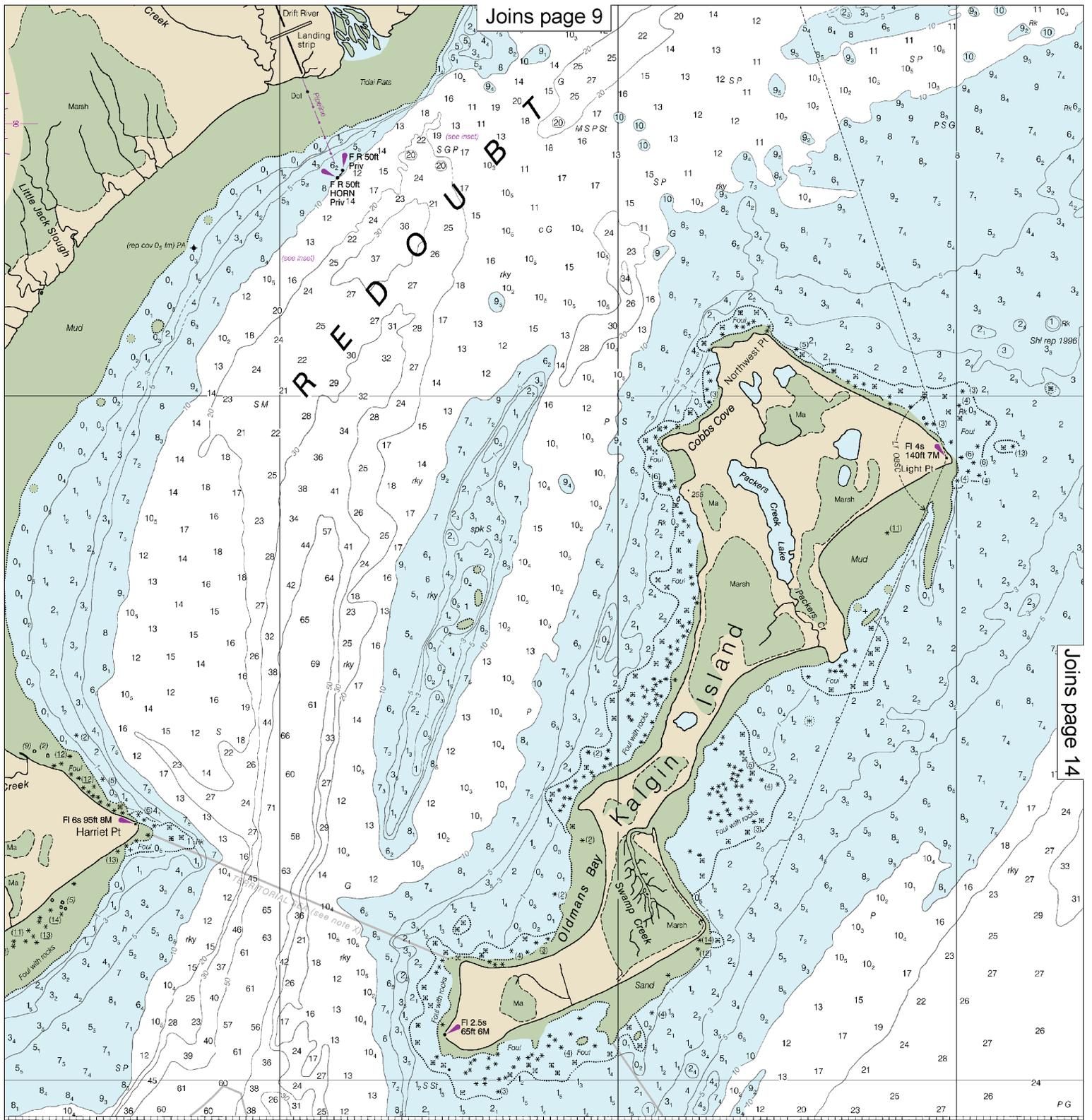
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.





Joins page 9

Joins page 14

JOINS CHART 16661

10'

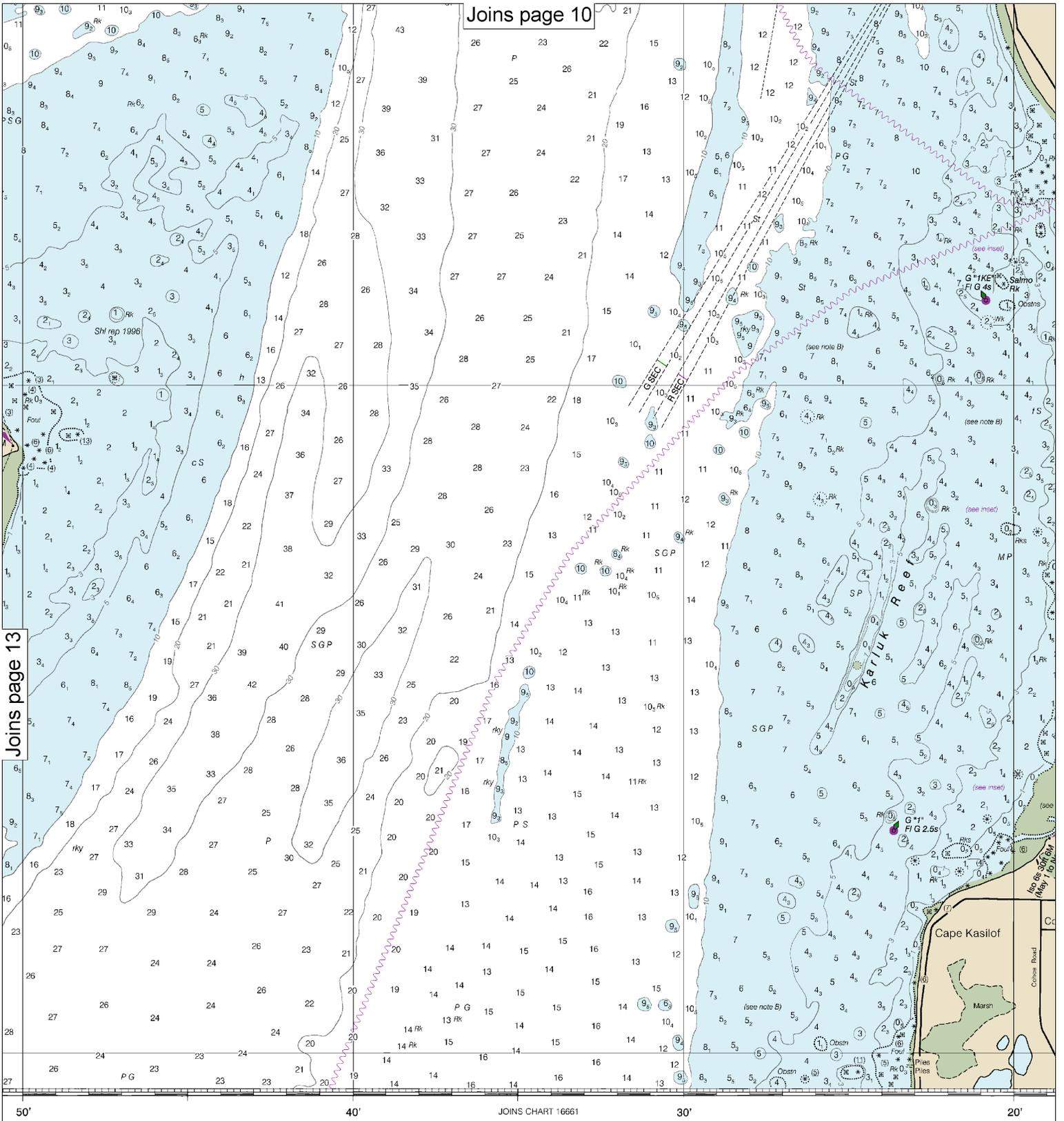
152° W

50'

SOUNDINGS IN FATHOMS

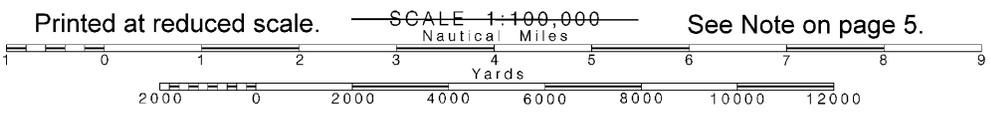
(FATHOMS AND FEET TO 11 FATHOMS)

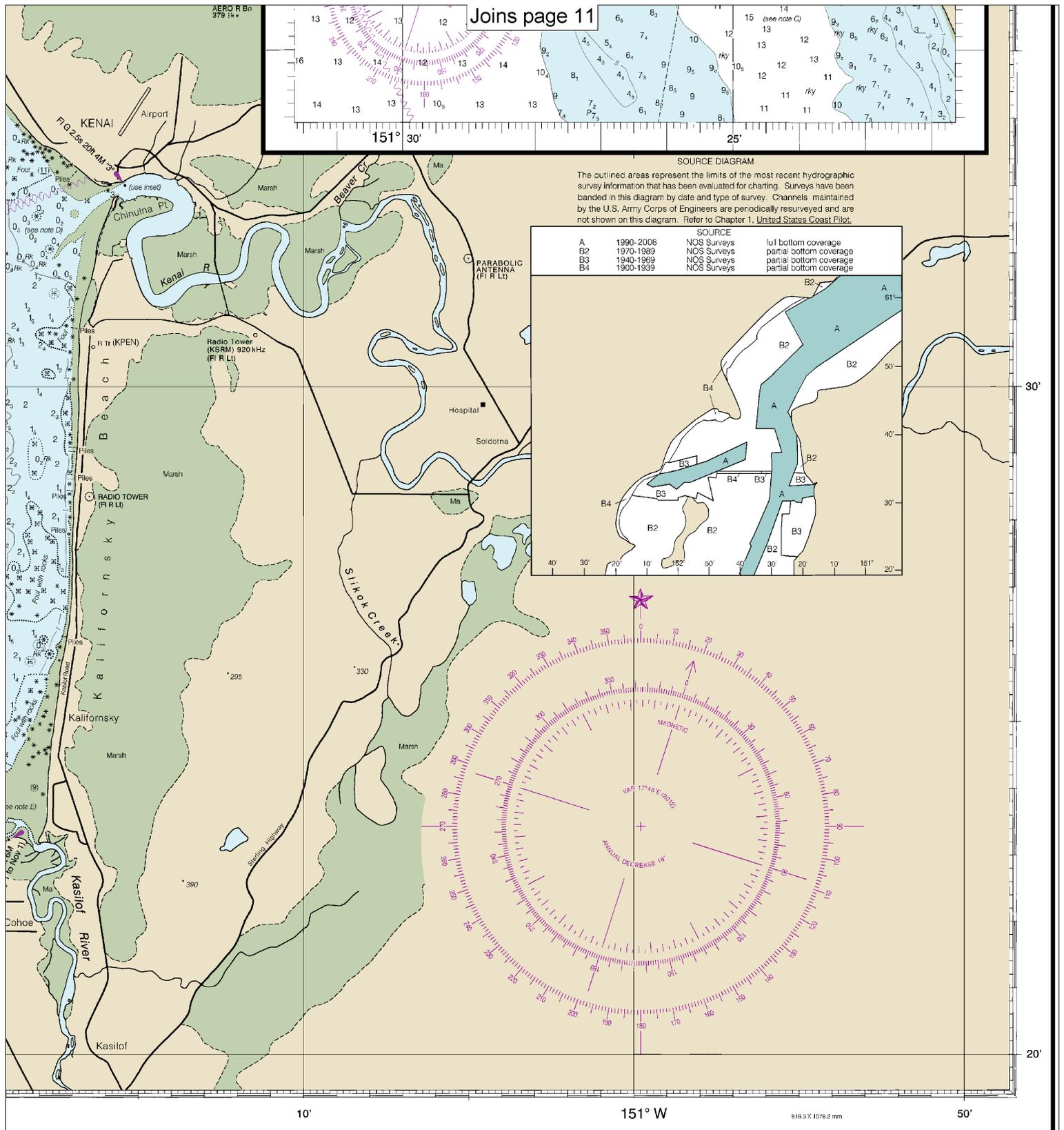
Published at Washington
 U.S. DEPARTMENT OF COAST AND GEODYSY
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



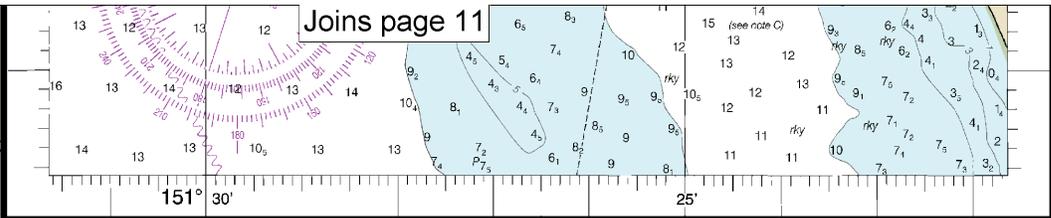
Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
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 COAST SURVEY

Note: Chart grid lines are aligned with true north.





Joins page 11

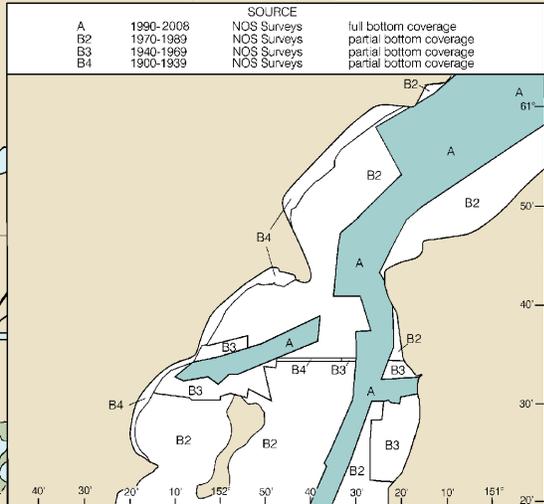


SOURCE DIAGRAM

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.

SOURCE

A	1990-2008	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



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

Kalgin Island to North Foreland
SOUNDINGS IN FATHOMS - SCALE 1:100,000

16662



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!



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>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.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 Weather Service — <http://www.weather.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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