

BookletChart™

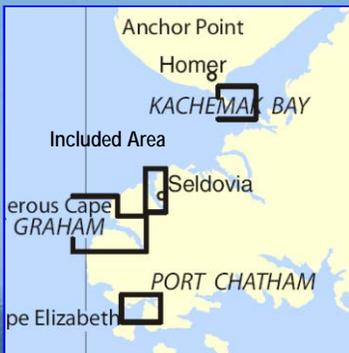


Ports of Southeastern Cook Inlet

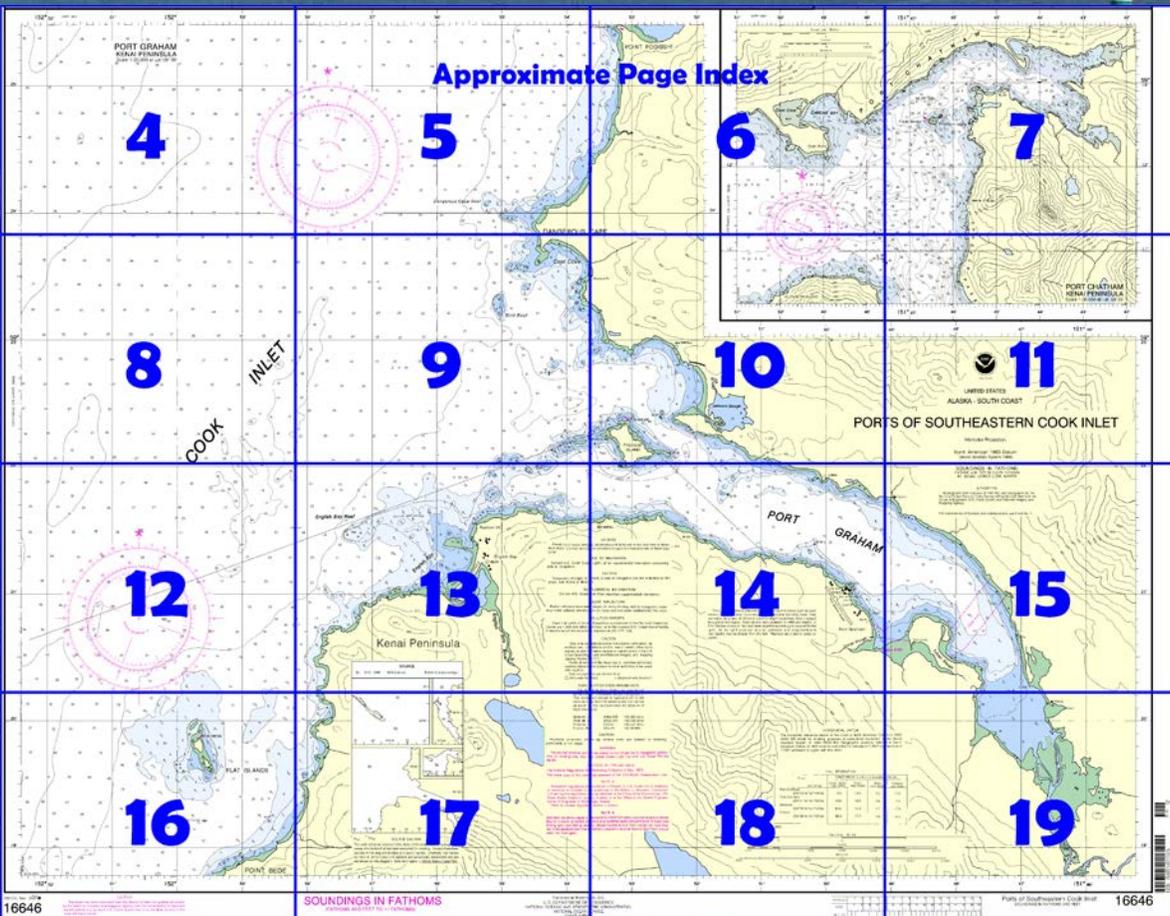
NOAA Chart 16646

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.

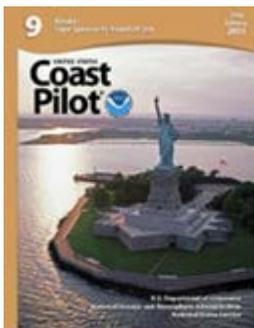
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16646>.



(Selected Excerpts from Coast Pilot)

Currents.—The tidal currents have little velocity in the entrance and harbor, but in the approach on either side of Elizabeth Island there are strong tidal currents, and at times tide rips.

Routes.—The safest time to enter Port Graham is at low water, and the preferred entrance is N of Passage Island. The chart is the guide. The route S of Passage Island should not be used by strangers. This entrance S of Passage Island is approached

through a narrow unmarked channel over a rocky bar which bares in places and extends from N of Russian Point to Passage Island.

Dangers.—Rocks, bare at low water and marked by a daybeacon, are 250 yards W of the point on the N shore E of Passage Island. This is the worst danger in the entrance. The channel has a width of 250 yards between the rocks and the reef fringing Passage Island. On the outside, the shore of Coal Cove is fringed with kelp to a distance of 350 yards and should be approached with caution.

The only serious danger E of Passage Island is a narrow, submerged reef with kelp that extends halfway across Port Graham from the N shore 0.6 mile SE of Passage Island, and is marked at the S end by a buoy. Also, about 900 yards NW of a cannery wharf is a shoal that extends about 300 yards offshore and marked at its outer end by a daybeacon, and the cove SE of the wharf is shoal.

Anchorage.—Temporary anchorage for a small vessel can be selected in the bight on the N shore, N of Passage Island, in 7 to 10 fathoms. This anchorage is exposed to a heavy swell in S or W weather.

Currents.—Strong tidal currents, both ebb and flood, set across the mouth of the harbor, but there is little current at or inside of Passage Island. With opposing wind and current, heavy tide rips occur off and well N and S of the entrance to Port Graham.

Anchorage.—The best anchorage is in the middle of Seldovia Bay, 0.8 mile S of Seldovia Bay Light 3, in 9 to 10 fathoms, sticky bottom. It is well sheltered, except from strong S winds.

Currents.—The tidal currents have an estimated velocity of 2 to 3 knots.

Pilotage, Homer.—Pilotage except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. Pilots are available from the Southwest Alaska Pilots office at Homer; call sign, KCE-203, on VHF-FM channels 10 and 16 (24 hours daily); telephone — 907-235-8783, FAX 907-235-6119, cable address SWAPILOT HOMER. A 36-hour notice is required.

Vessels meet the pilot boat about 1 mile S of Homer Spit Light (59°36.0'N., 151°24.6'W.) in Kachemak Bay, off Homer. The pilot boat can be contacted by calling "KATMAI" or "MARY DELE" on VHF-FM channels 10 and 16, or through the Southwest Alaska Pilots office at Homer, mentioned earlier. The pilot boats are a 55-foot aluminum boat (KATMAI) and a 42-foot trawler, green hull, red and white deckhouse (MARY DELE). Both have the word "Pilot" forward. The pilot boat displays the appropriate day and night signals when on duty.

Caution.—Ships entering Kachemak Bay to pick up a pilot off Coal Point before continuing into Cook Inlet have been reported coming dangerously close to the Archimandritof Shoals, which extend W from Homer Spit and are marked on the SE side by a lighted buoy. These instances occur with ships piloting on small-scale British Admiralty Charts, which do not show these shoals. The strangers tend to steer for the lights of Homer or the light towers surrounding the small-boat harbor. Mariners are advised to use the largest scale chart available for this area and to give these shoals a wide berth.

Note: In 1996, the least depths over the SE portion of these shoals were reported to be 2 fathoms less than charted in the area about 1 mile W to NW of Archimandritof Shoals Lighted Buoy 1.

Quarantine.—A U.S. Public Health Service Contract Physician is located at a clinic in Homer. A hospital is in Homer. (See Appendix A for additional information.)

Caution: From January to March, ice floes can impede operations at Homer Deep Water Dock and City Pier. Ice floes get blown in from the head of the Bay by strong NE winds.

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

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Table of Selected Chart Notes

Corrected through NM Nov. 12/11
Corrected through LNM Nov. 08/11

Mercator Projection

North American 1983 Datum
(World Geodetic System 1984)

Information can be obtained at nauticalcharts

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

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 lower 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.

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 2.263" southward and 7.596" westward to agree with this chart.

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

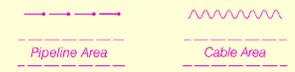
WARNING

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.

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.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

For Symbols and Abbreviations see Chart No. 1

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.

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
Pillar Mt, AK	WNG-531	162.525 MHz
Ninilchik, AK	KZZ-97	162.550 MHz
Homer, AK	WXJ-24	162.400 MHz

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

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

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).

CAUTION

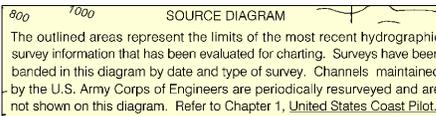
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

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.

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.



AUTHORITIES

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

NOTE B

Mariners are encouraged to use extreme CAUTION when approaching Kachemak Bay on a south or central course due to extreme heavy concentration of fixed crab fishing gear and fishing vessels. Vessel transits to and from Homer not more than two miles seaward from the 10 fathom curve from Anchor Point to Bluff Point should clear the fixed gear.

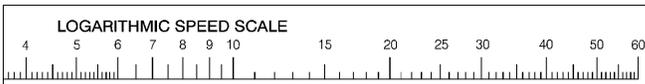
NOTE X

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.

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Port Chatham, Cook Inlet, AK	(59°13'N/151°44'W)	feet	feet	feet
Port Graham, Cook Inlet, AK	(59°21'N/151°49'W)	14.3	13.4	1.5
Homer, Kachemak Bay, Cook Inlet, AK	(59°36'N/151°25'W)	18.9	16.1	1.6
Seldovia, Seldovia Bay, Cook Inlet, AK	(59°26'N/151°43'W)	18.3	17.5	1.6
		18.0	17.2	1.7

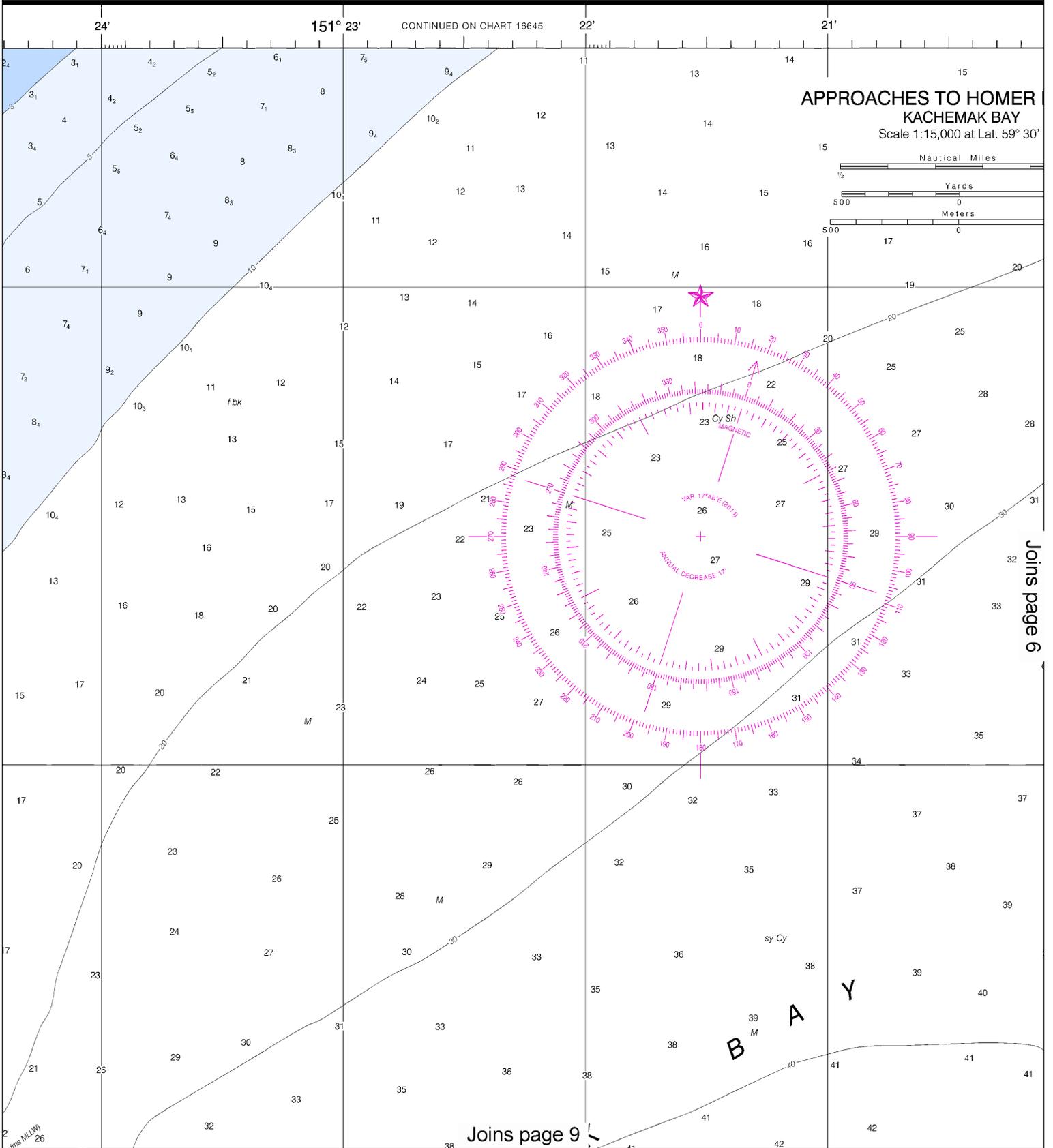
Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Oct 2011)



Scale on distance run (in any unit) and the other on minutes run. Without changing divider spread, place the divider on the scale to read speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

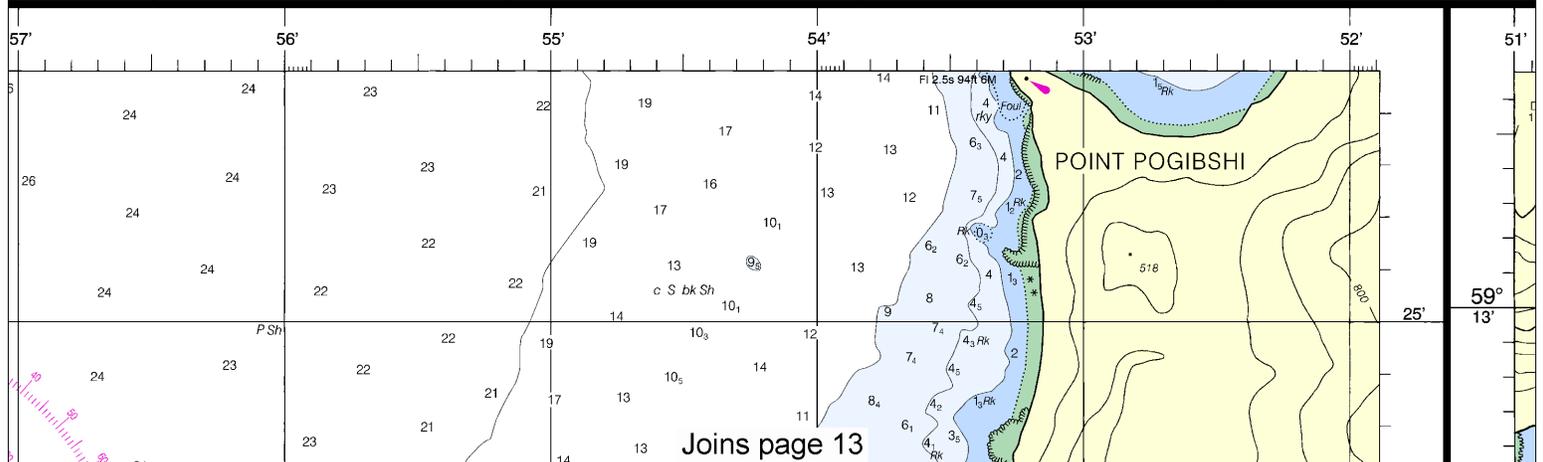
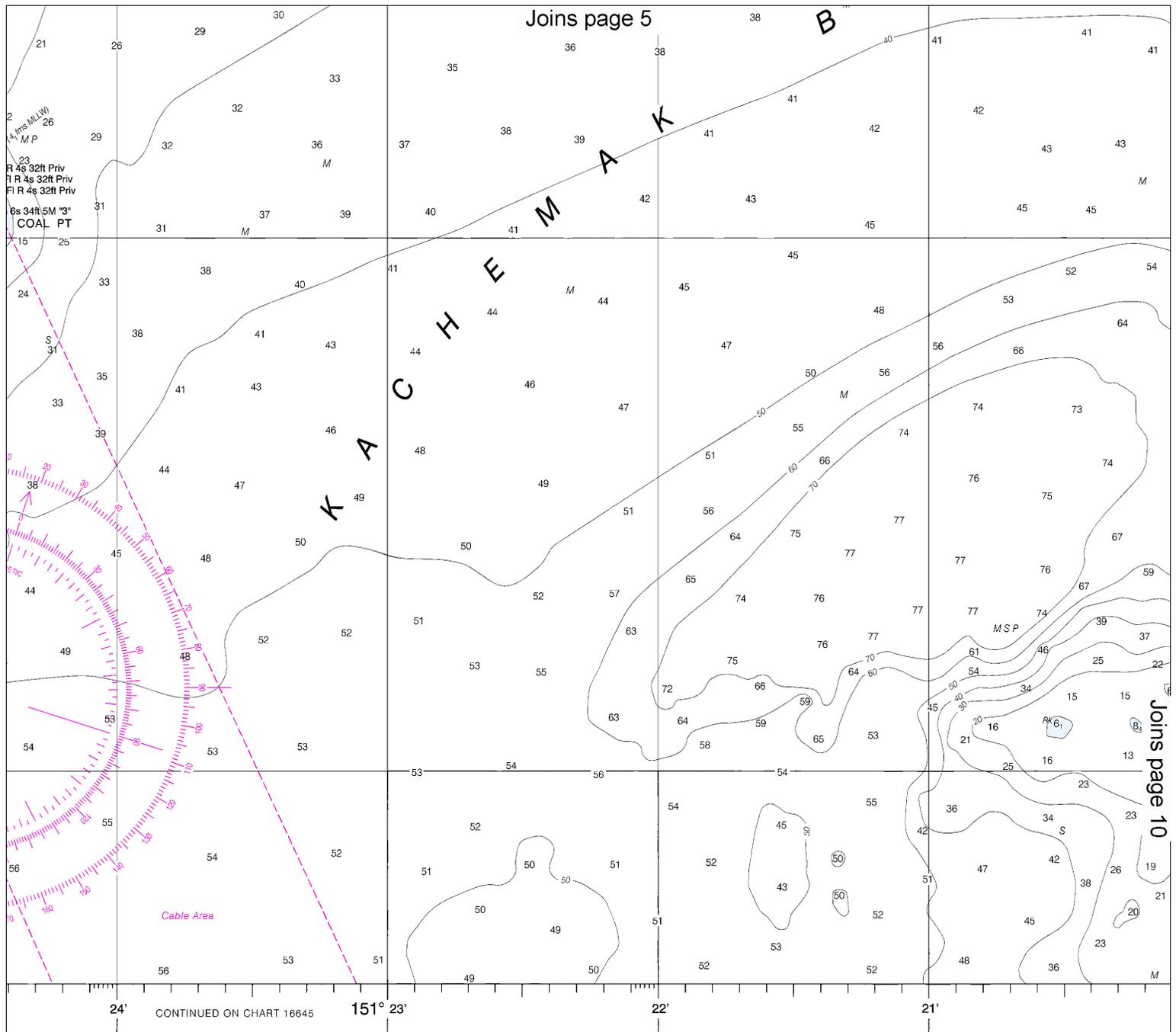
1st Ed., Sep. 1909

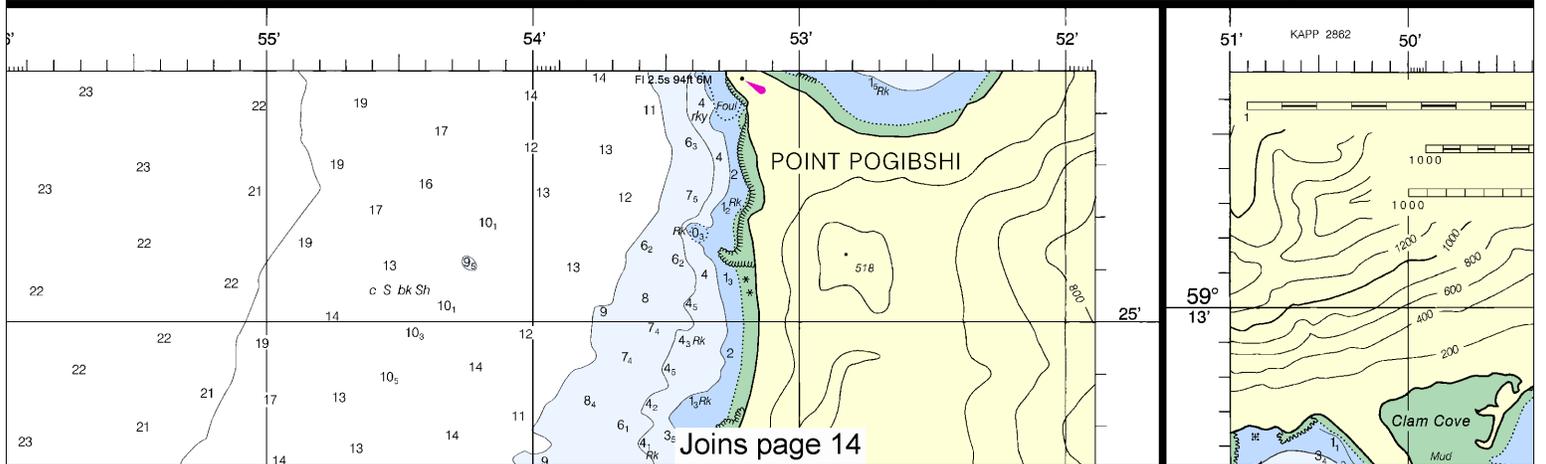
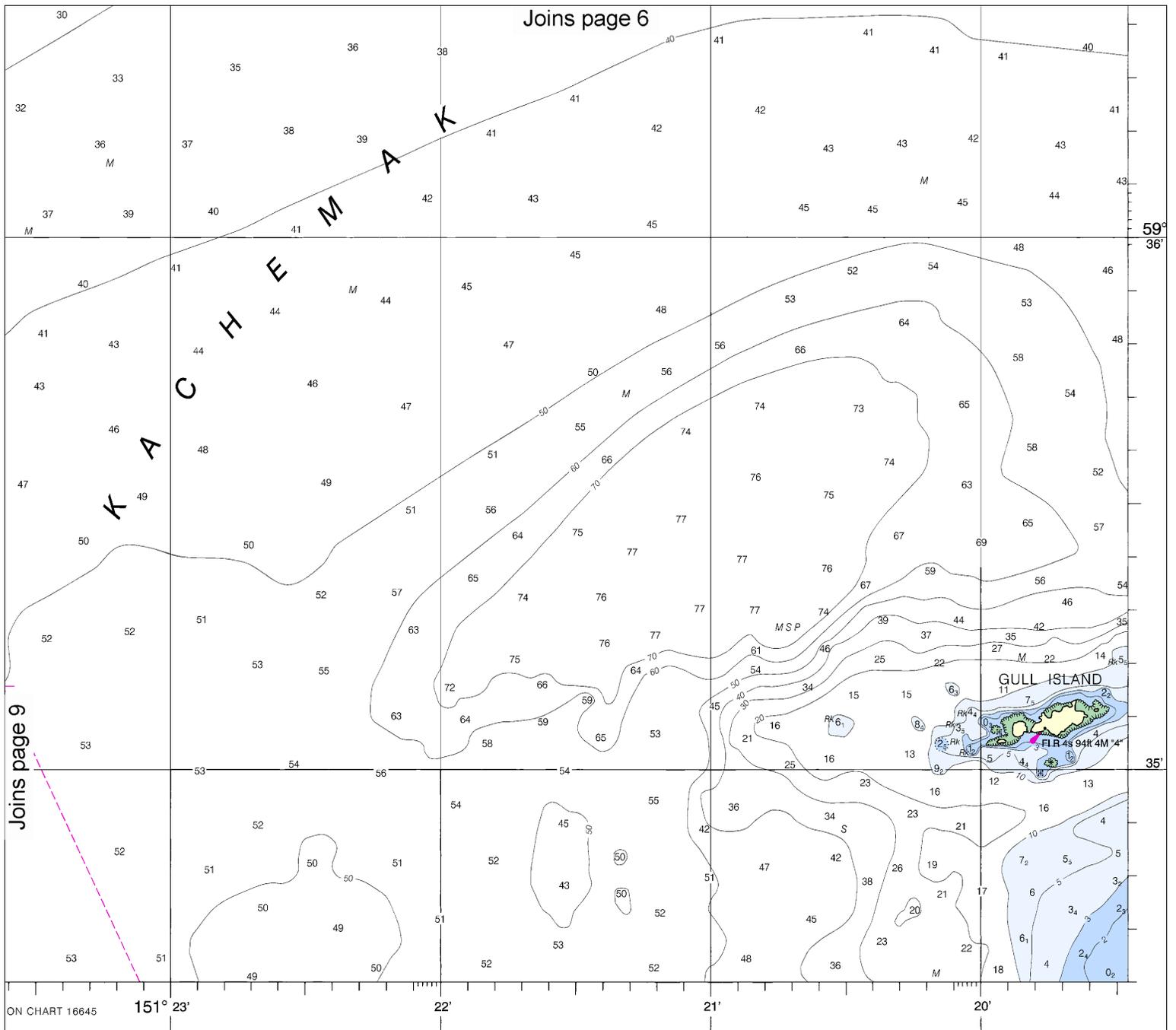
PRINT-ON-DEMAND CHART
 NOAA and its partner, OceanGrafix, offer this chart updated and critical corrections. Charts are printed when ordered. Editions are available 2-8 weeks before their release as they appear on the cover. For more information about Print-on-Demand charts or contact NOAA at <http://www.oceangraf.com> or call 1-877-56CHART.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

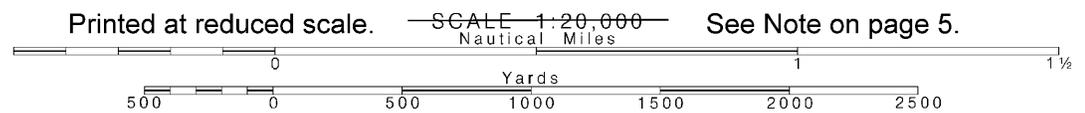


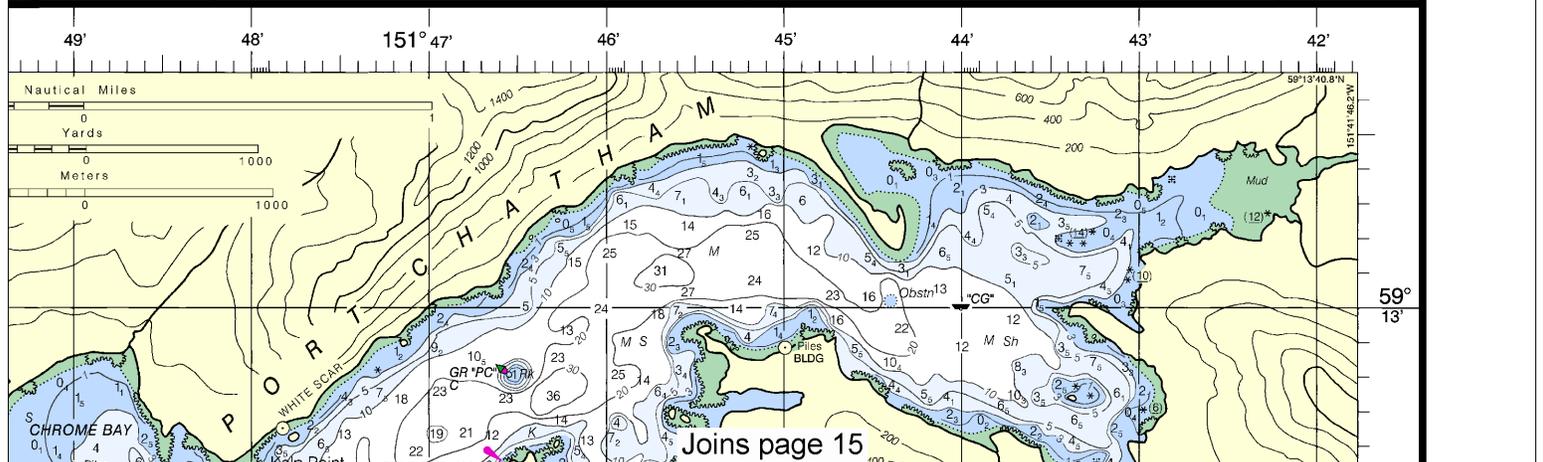
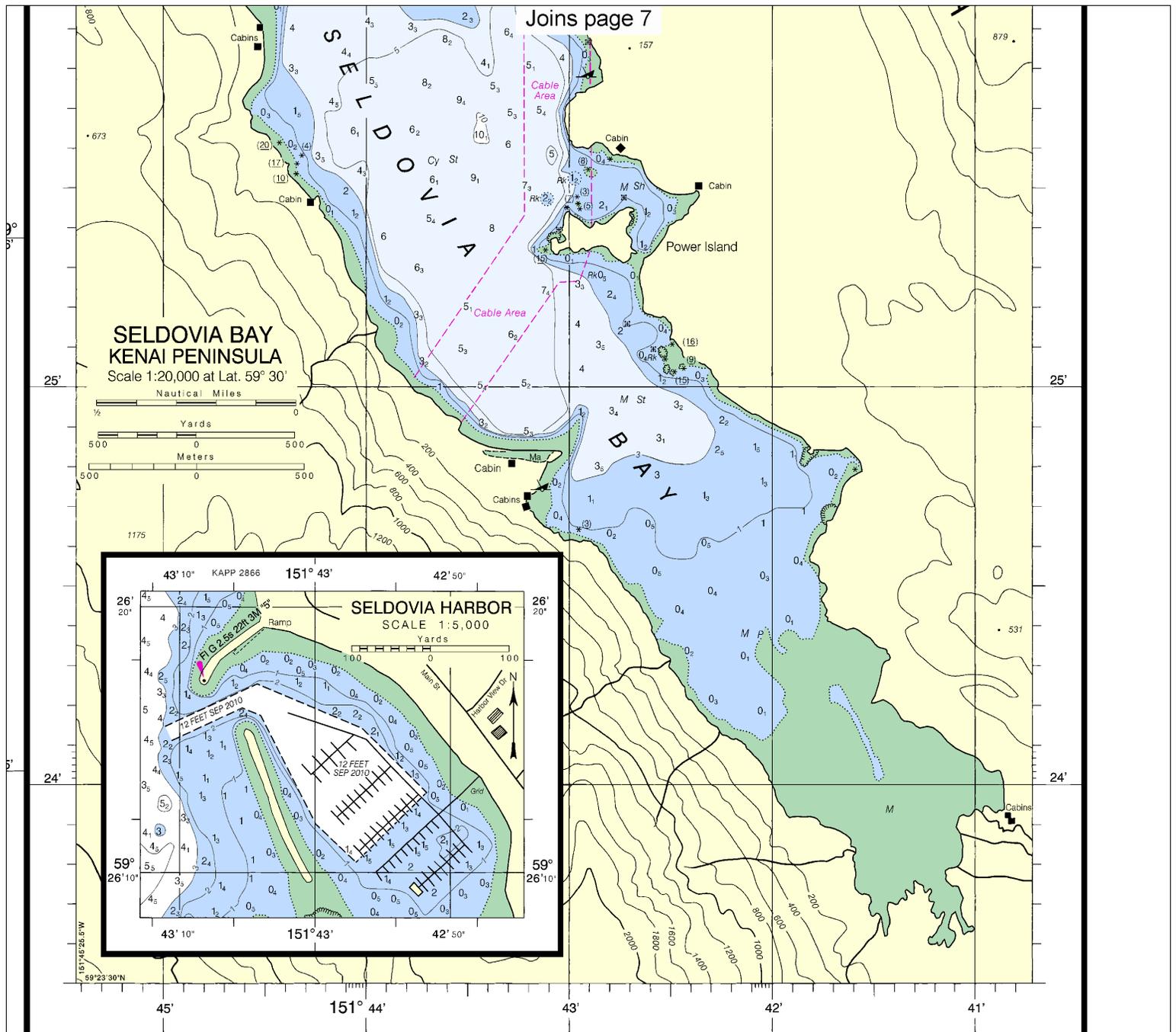


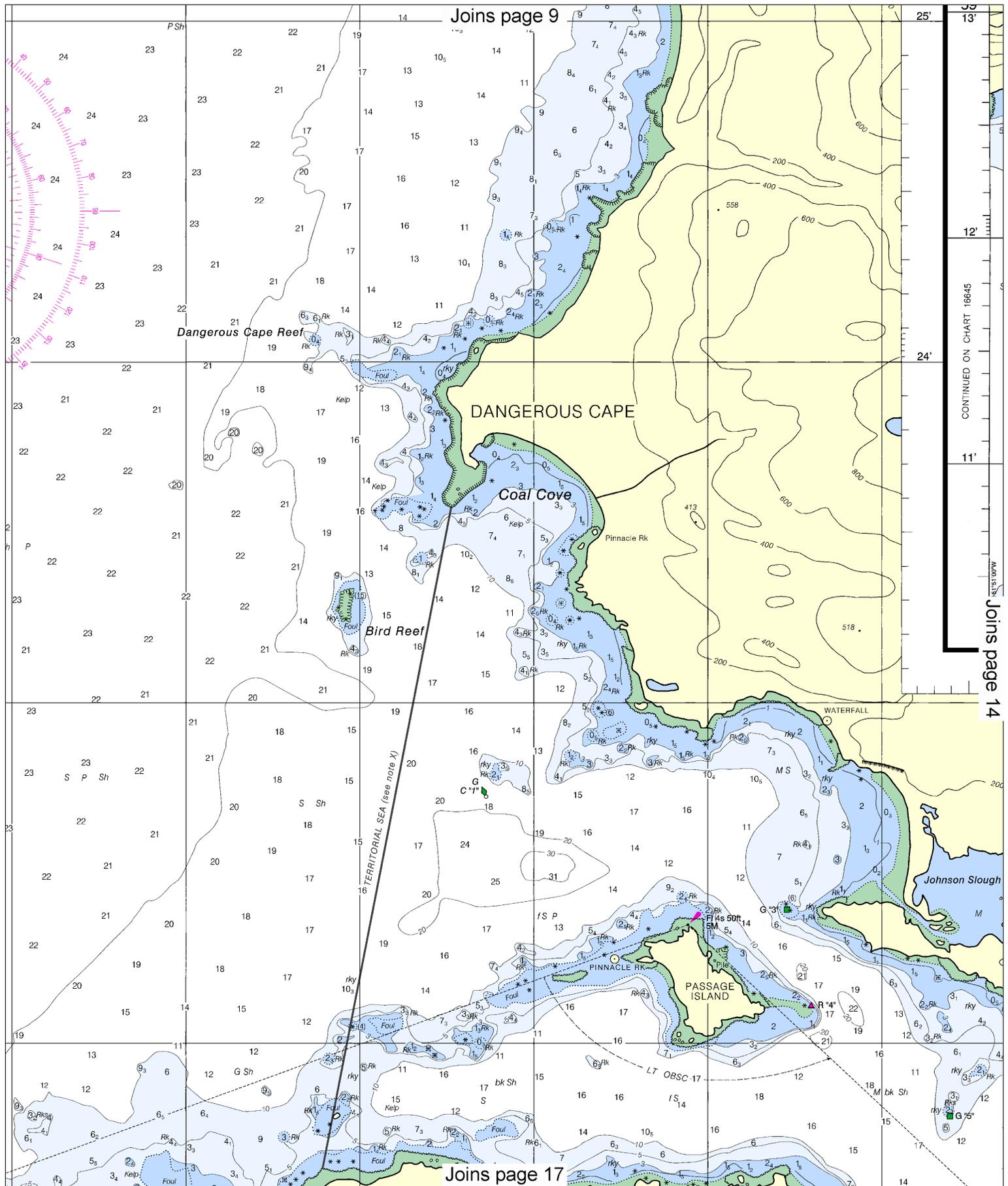


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Note: Chart grid lines are aligned with true north.





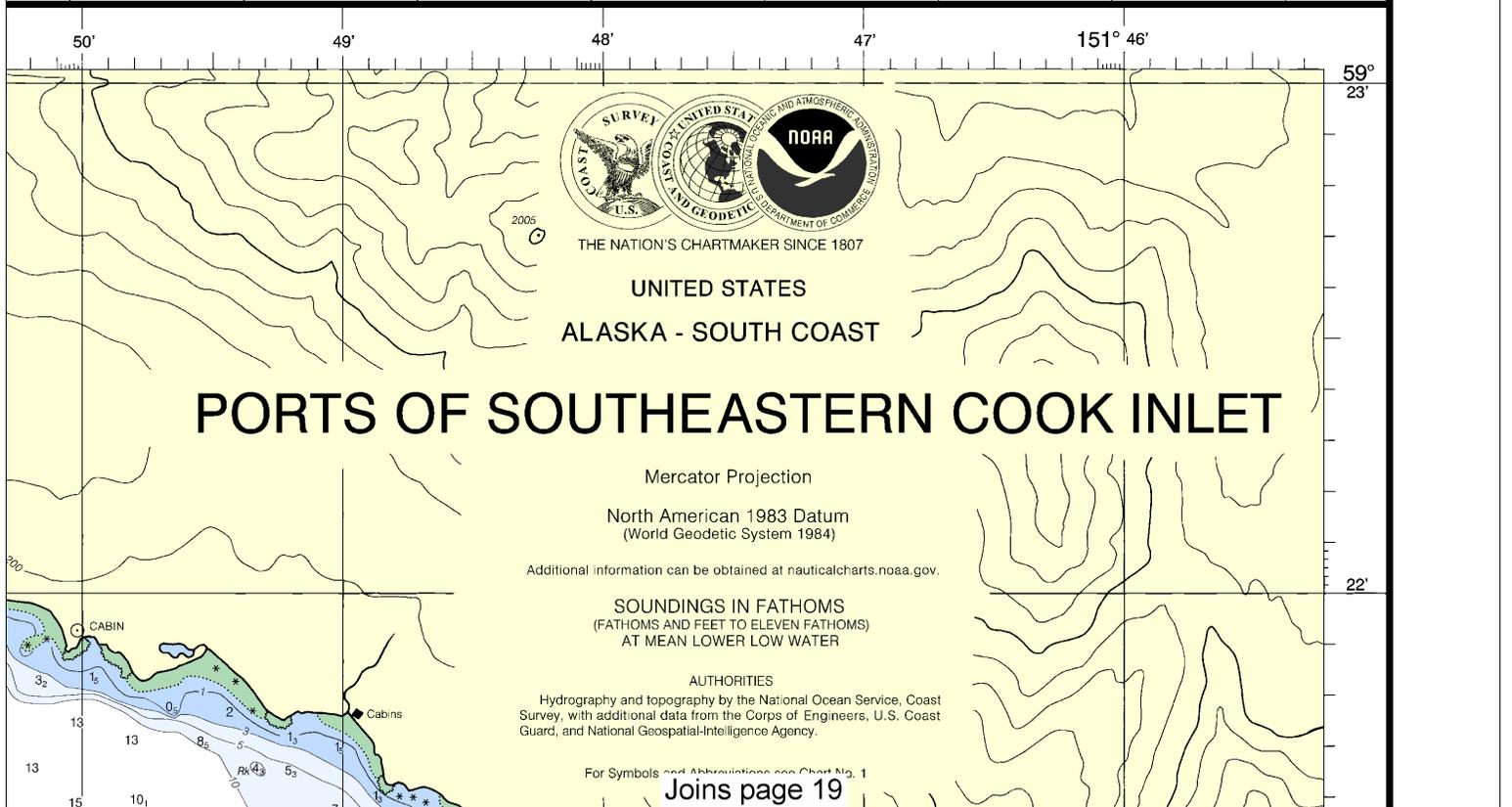
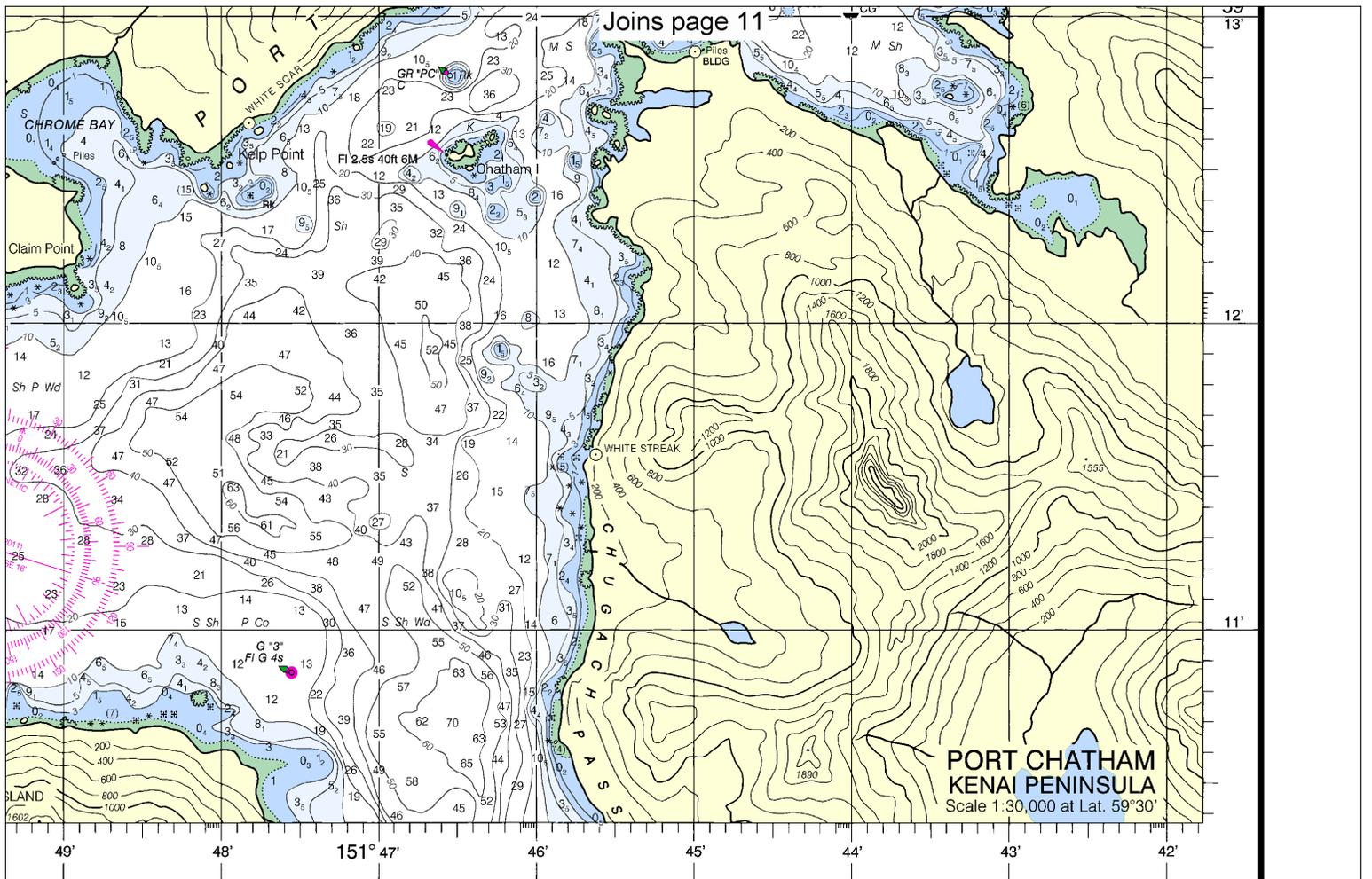


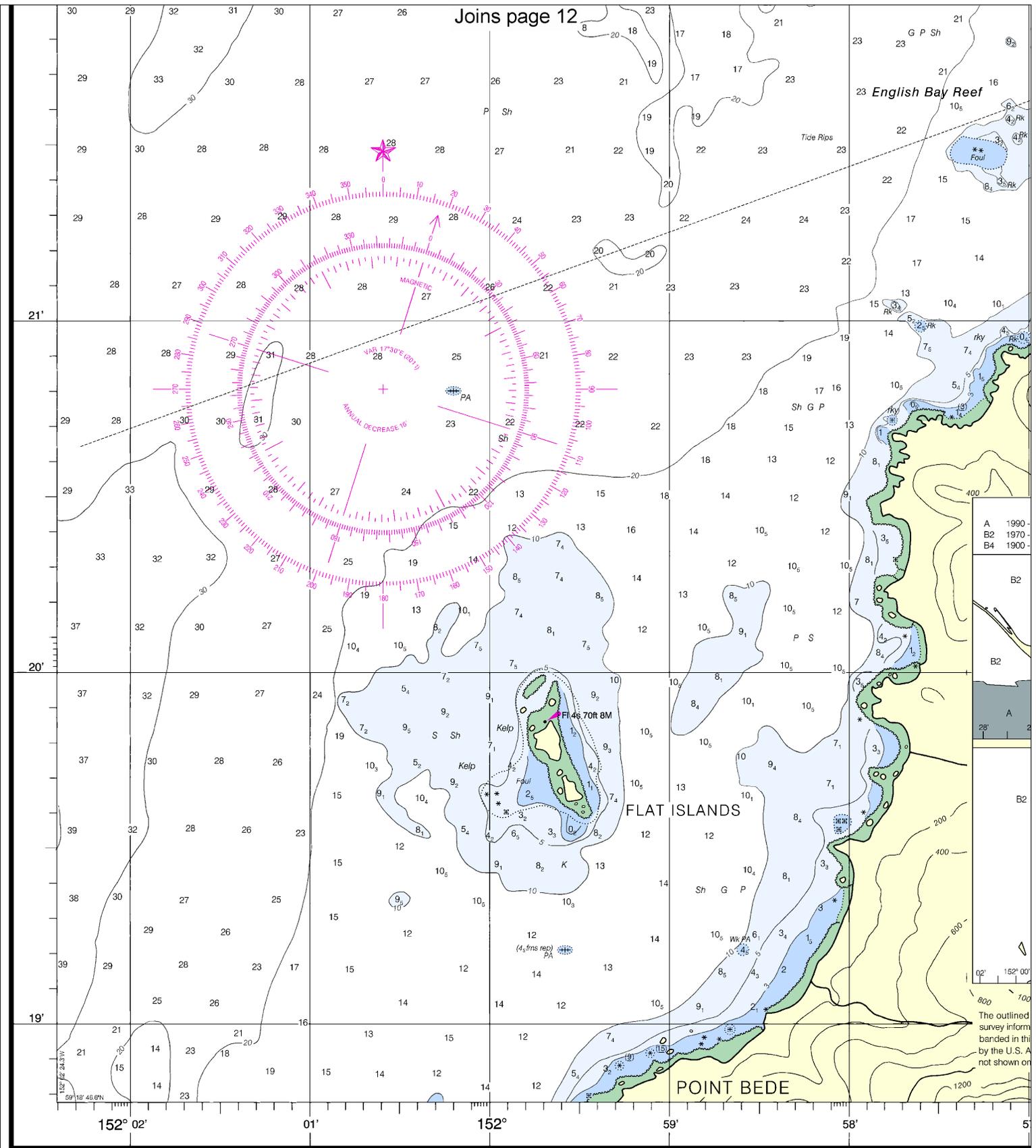
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CONTINUED ON CHART 16645

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Joins page 17





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 B4 1900 -

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The outlined survey information banded in this chart is by the U.S. A not shown on

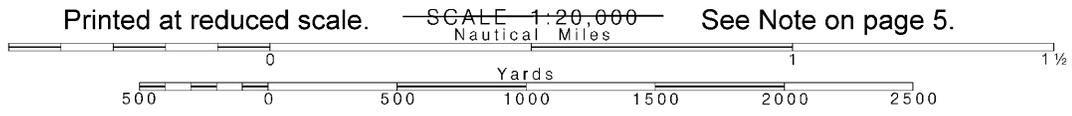
14th Ed., Nov. / 11 ■ Corrected through NM Nov. 12/11
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16646

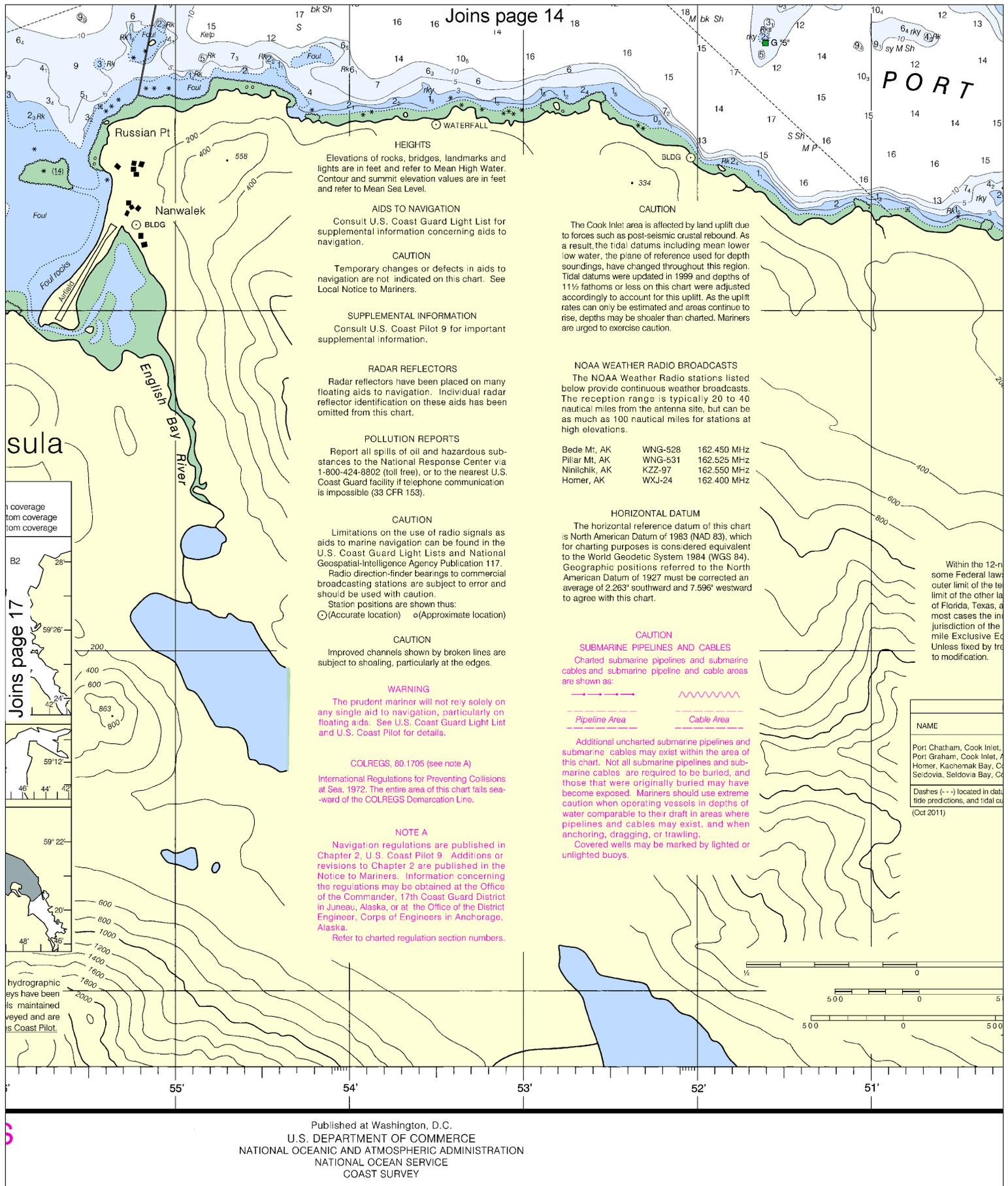
CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS
 (FATHOMS AND FEET)

16

Note: Chart grid lines are aligned with true north.





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PORT

HEIGHTS
Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AIDS TO NAVIGATION
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CAUTION
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SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important supplemental information.

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International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

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Within the 12-nautical-mile Federal law outer limit of the territorial sea, the outer limit of the other laws of Florida, Texas, and most cases the inner limit of the jurisdiction of the mile Exclusive Economic Zone. Unless fixed by treaty, this limit is subject to modification.

NAME
Port Chatham, Cook Inlet, Alaska
Port Graham, Cook Inlet, Alaska
Homer, Kachemak Bay, Cook Inlet, Alaska
Seidovia, Seidovia Bay, Cook Inlet, Alaska

Dashes (---) located in depths of water shallower than 10 fathoms are based on tide predictions, and tidal datums (Oct 2011)

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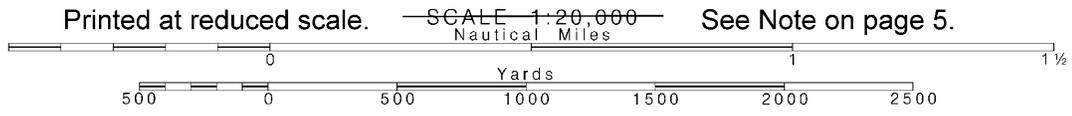
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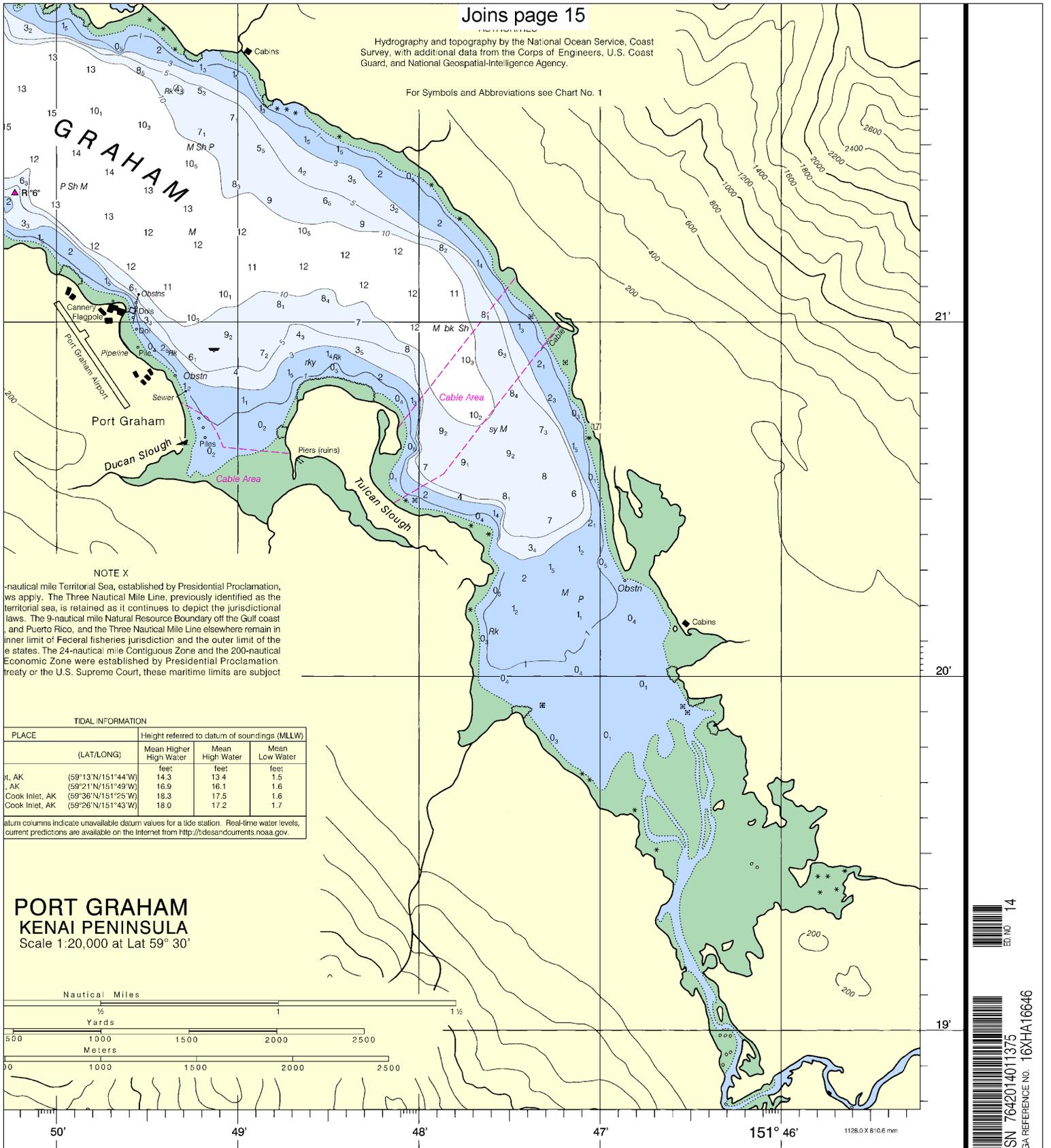


See Note on page 5.

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

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

For Symbols and Abbreviations see Chart No. 1



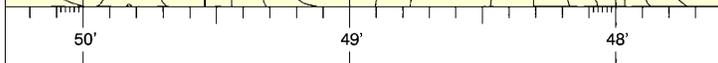
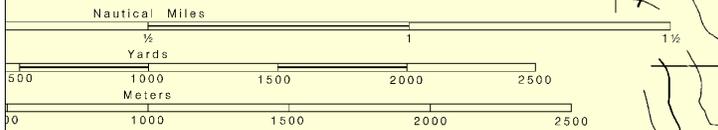
NOTE X
 -nautical mile Territorial Sea, established by Presidential Proclamation, apply. The Three Nautical Mile Line, previously identified as the territorial sea, is retained as it continues to depict the jurisdictional laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in inner limit of Federal fisheries jurisdiction and the outer limit of the e states. The 24-nautical mile Contiguous Zone and the 200-nautical Economic Zone were established by Presidential Proclamation, treaty or the U.S. Supreme Court, these maritime limits are subject

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
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Port, AK	(59°13'N/151°44'W)	14.3	13.4	1.5
Port, AK	(59°21'N/151°49'W)	16.9	16.1	1.6
Cook Inlet, AK	(59°36'N/151°25'W)	18.3	17.5	1.6
Cook Inlet, AK	(59°26'N/151°43'W)	18.0	17.2	1.7

datum columns indicate unavailable datum values for a tide station. Real-time water levels, current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

PORT GRAHAM
KENAI PENINSULA
 Scale 1:20,000 at Lat 59° 30'



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

Ports of Southeastern Cook Inlet
 SOUNDINGS IN FATHOMS AND FEET

16646





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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- 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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