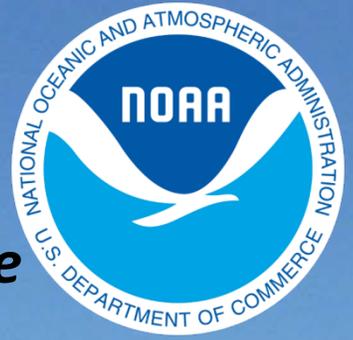


BookletChart™

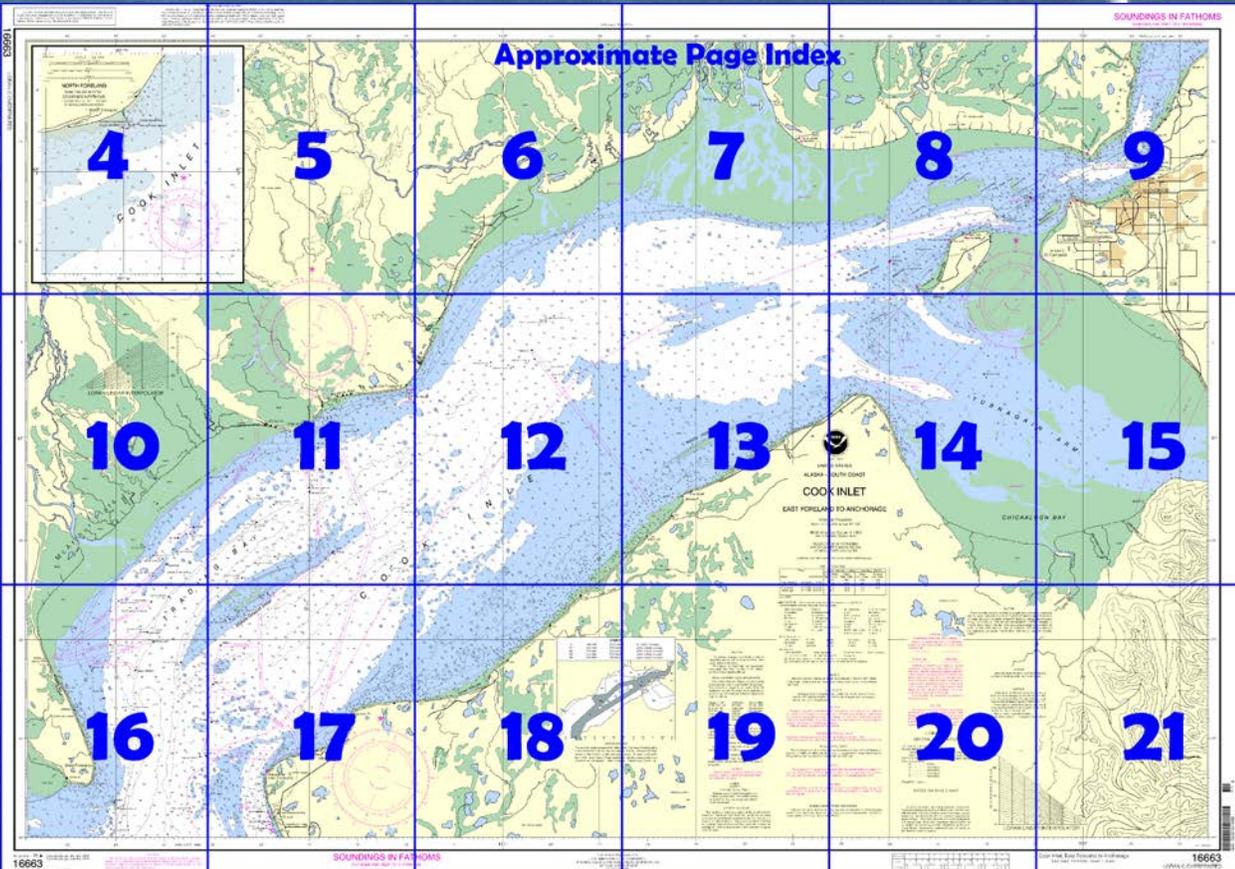


Cook Inlet – East Foreland to Anchorage NOAA Chart 16663

*A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
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- Up-to-date with Notices to Mariners
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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.

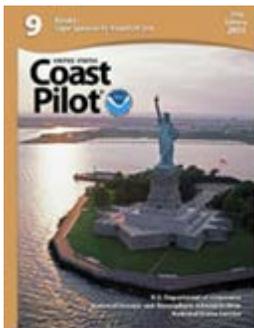
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16663>



(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 the 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

Table of Selected Chart Notes

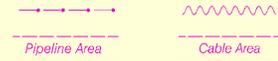
Corrected through NM Mar. 10/12
Corrected through LNM Feb. 28/12

NOTE D 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.

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.

AIDS TO NAVIGATION

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

NOTE B

Area is subject to drastic and continuing change. Caution should be exercised when navigating in this area.

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.

Mercator Projection
Scale 1:100,000 at Lat 61° 02'
North American Datum of 1983
(World Geodetic System 1984)

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

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.

Rugged I, AK	WNG-526	162.425 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Bede Mt, AK	WNG-528	162.450 MHz
Ninilchik, AK	KZZ-97	162.550 MHz
Wasilla, AK	KZZ-98	162.400 MHz
Anchorage, AK	KEC-43	162.550 MHz
Soldotna, AK	WWG-39	162.475 MHz

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.

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 charted. Mariners are urged to exercise caution when transiting the area.

CAUTION

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

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)

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 1.988" southward and 7.996" westward to agree with this chart.

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.

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 1 1/2 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.

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.

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.

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.

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.

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.

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).

NOTE C

Hydrography in Turnagain Arm indicated within the dashed outline originates from surveys dated 1910 and 1912. Because of the highly changeable nature of the bottom, mariners should use extreme caution when navigating in this area.

MINERAL DEVELOPMENT 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).

TIDAL INFORMATION

NAME	PLACE (LAT./LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
East Foreland, Cook Inlet	(60°43'N/151°25'W)	21.0	20.2	2.2
Fre Island, Cook Inlet	(61°10'N/150°12'W)	26.9	26.2	2.2
North Foreland, Cook Inlet	(61°03'N/151°10'W)	21.0	20.4	2.1
Anchorage, Knik Arm, Cook Inlet	(61°14'N/149°53'W)	29.2	28.4	2.2

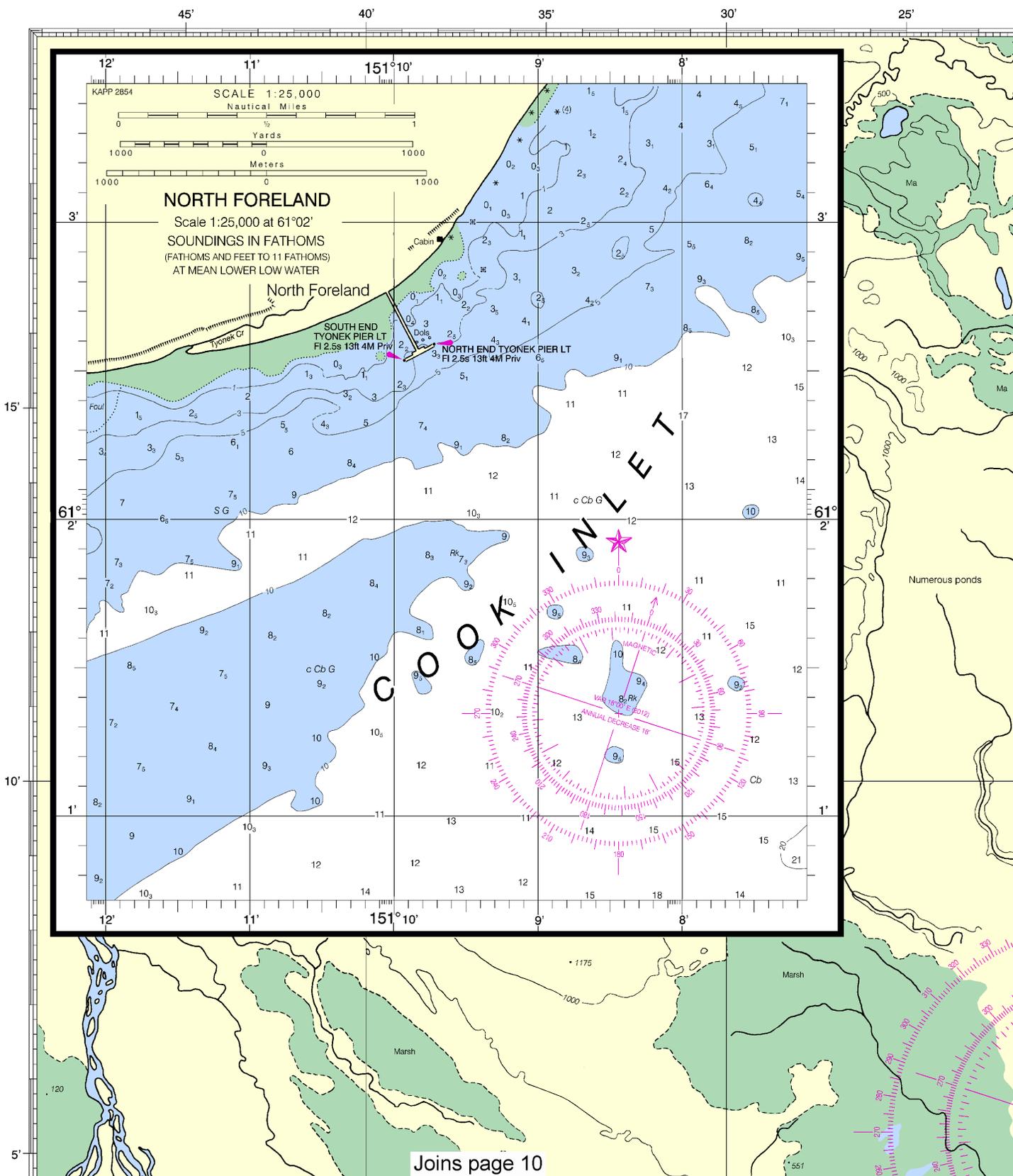
Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://desandcurrents.noaa.gov>.
(Feb 2012)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsdna.nod.noaa.gov/ids/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

16663



Joins page 10

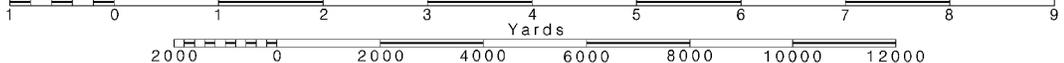
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Note: Chart grid lines are aligned with true north.

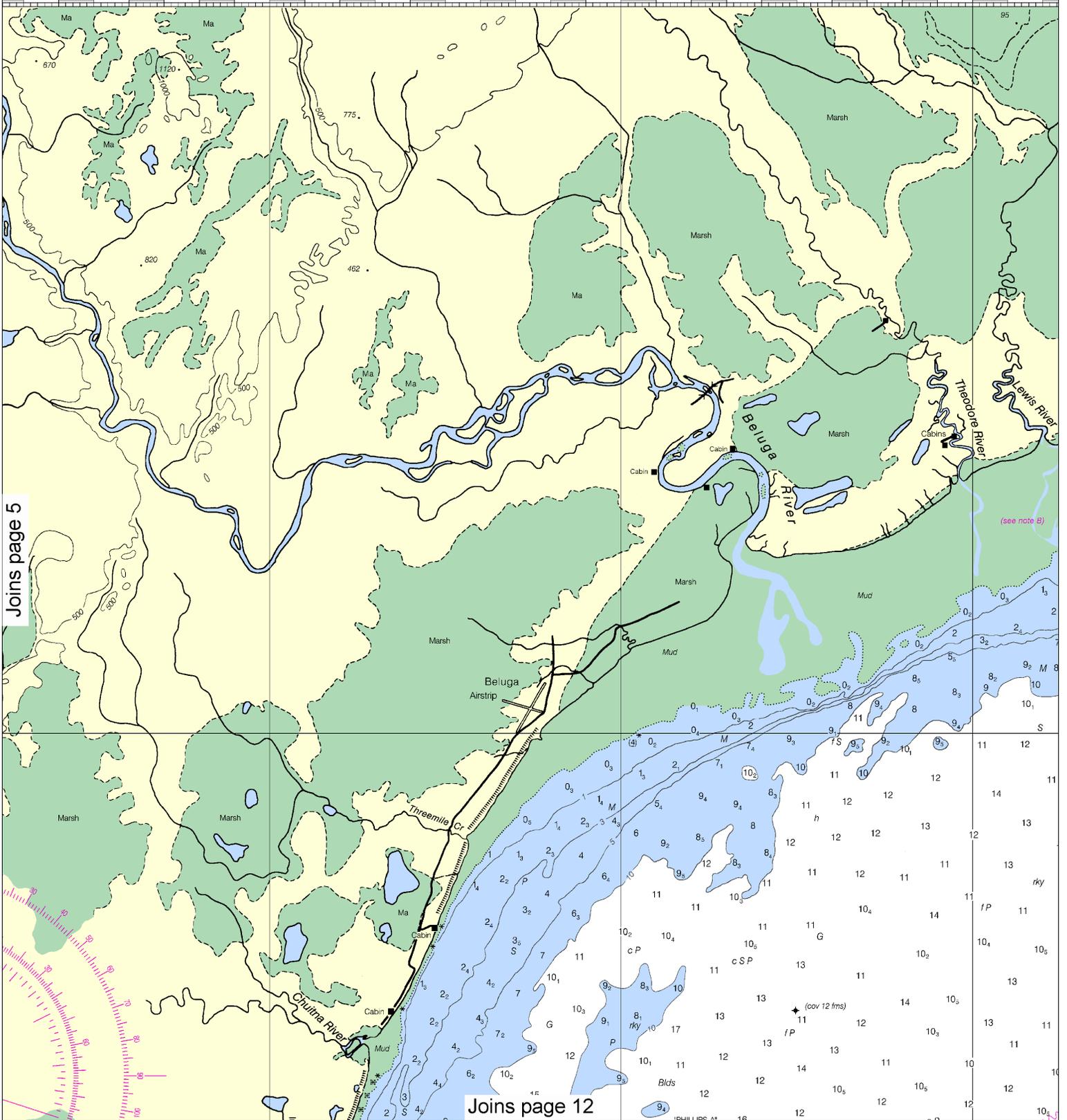
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SCALE 1:100,000

See Note on page 5.



15' 10' 5' 151° 55' 50'



Joins page 5

Joins page 12

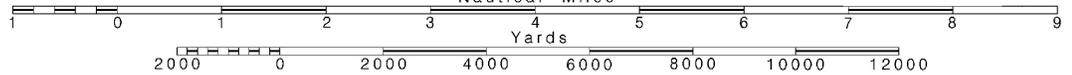


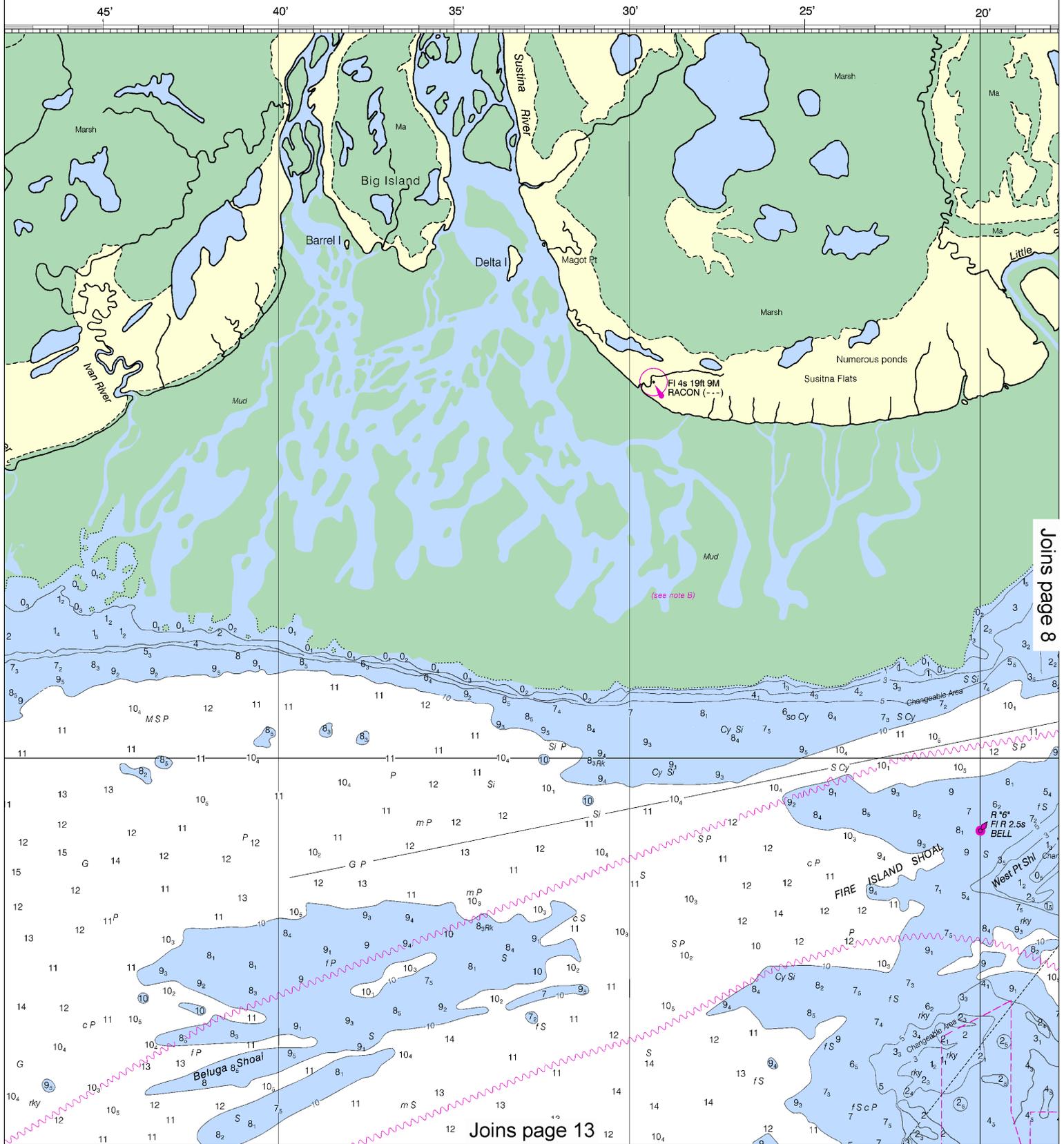
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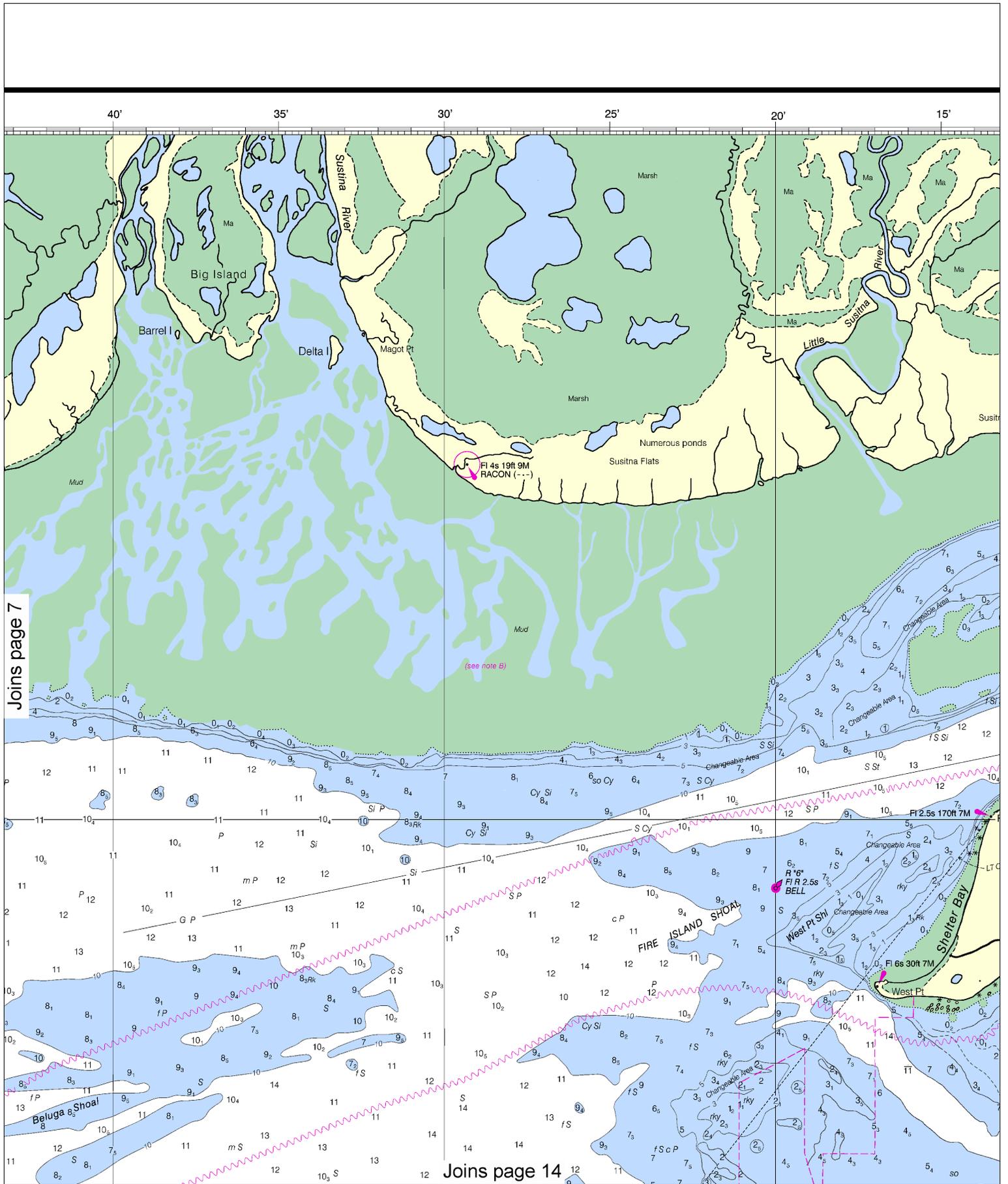
SCALE 1:100,000
Nautical Miles

See Note on page 5.





This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0513 1/29/2013,
 NGA Weekly Notice to Mariners: 0713 2/16/2013,
 Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



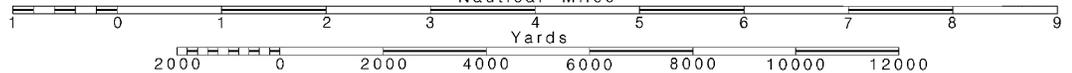
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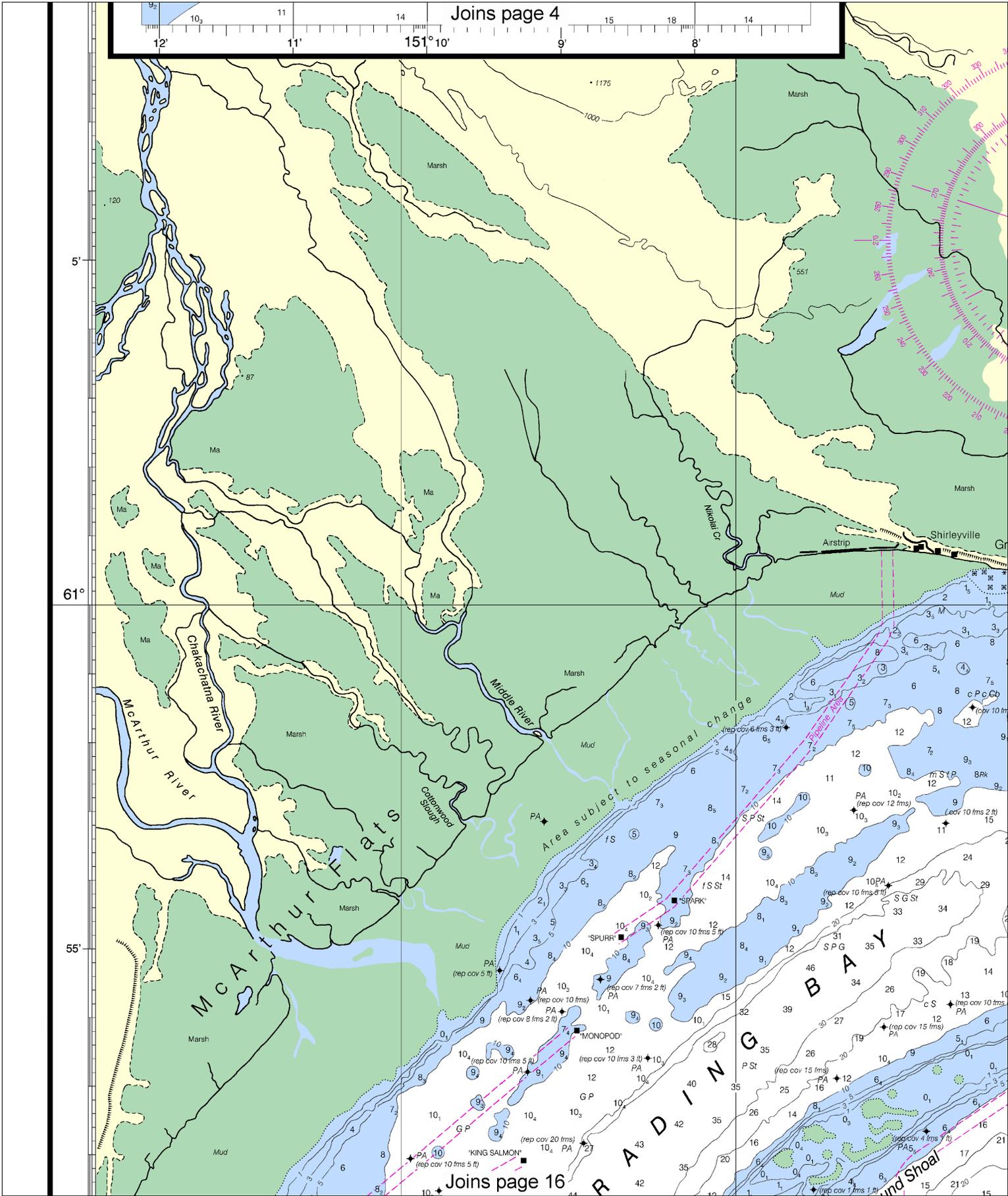
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.





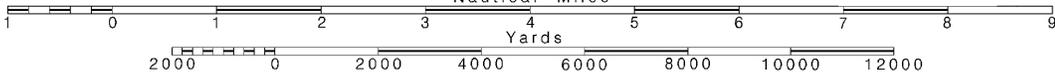
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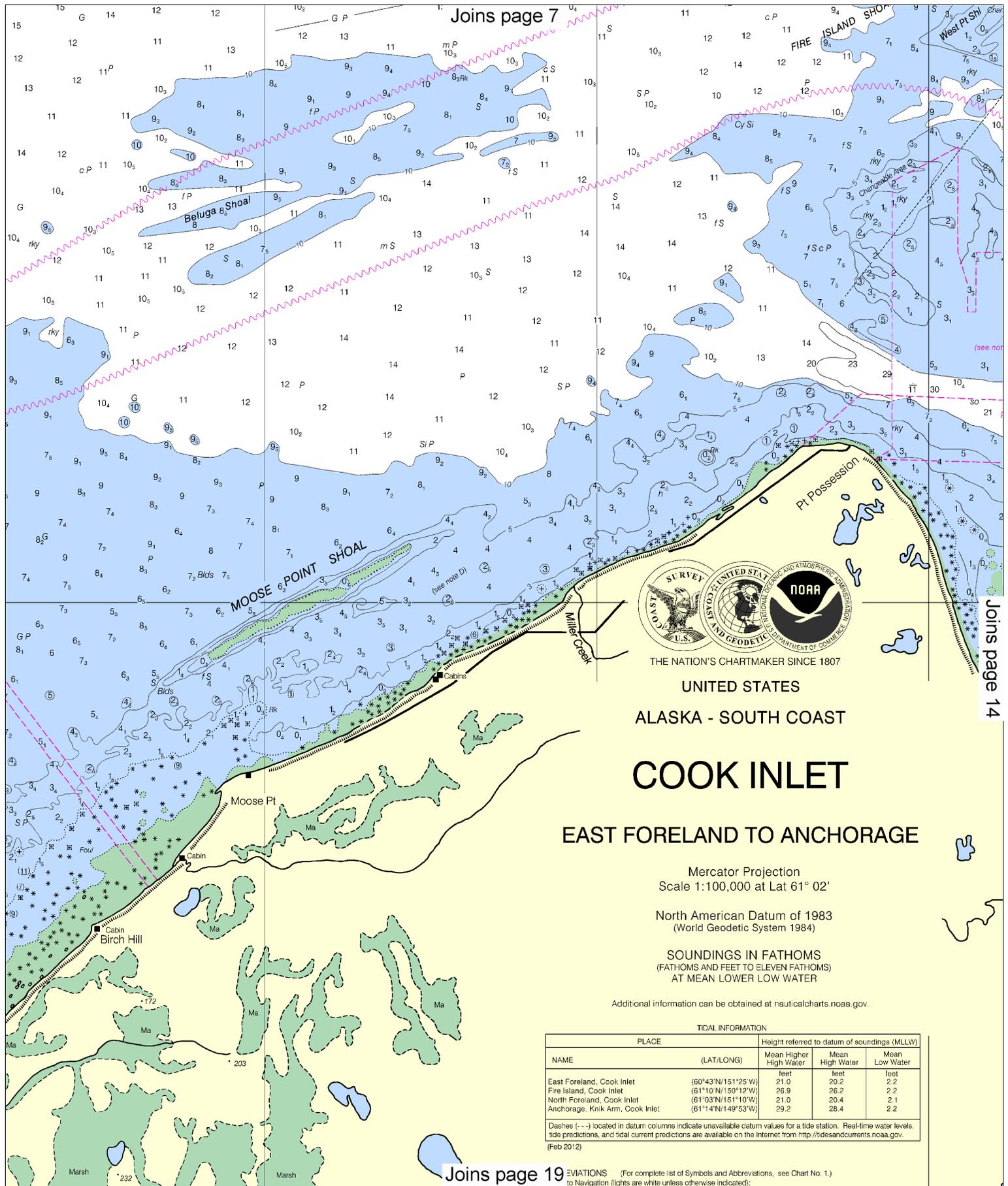
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.





Joins page 7

Joins page 14



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
ALASKA - SOUTH COAST

COOK INLET

EAST FORELAND TO ANCHORAGE

Mercator Projection
Scale 1:100,000 at Lat 61° 02'

North American Datum of 1983
(World Geodetic System 1984)

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

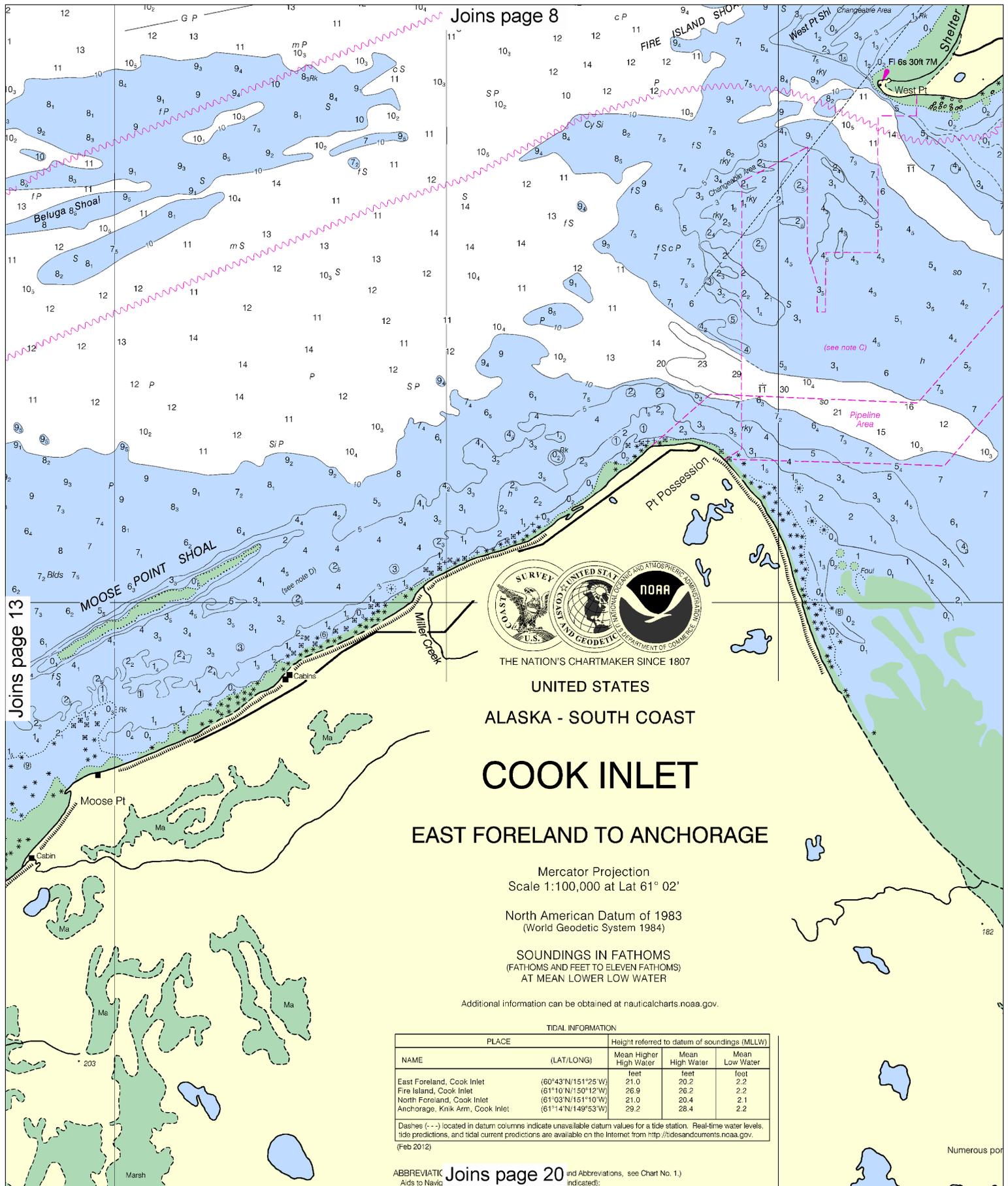
Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
East Foreland, Cook Inlet	(60°43'N/151°25'W)	21.0	20.2	2.2
Fire Island, Cook Inlet	(61°10'N/150°12'W)	26.9	26.2	2.2
North Foreland, Cook Inlet	(61°03'N/151°10'W)	21.0	20.4	2.1
Anchorage, Knik Arm, Cook Inlet	(61°14'N/149°53'W)	29.2	28.4	2.2

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>. (Feb 2012)

Joins page 19 EVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
to Navigation (lights are white unless otherwise indicated):



Joins page 8

Joins page 13



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
ALASKA - SOUTH COAST

COOK INLET

EAST FORELAND TO ANCHORAGE

Mercator Projection
Scale 1:100,000 at Lat 61° 02'

North American Datum of 1983
(World Geodetic System 1984)

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

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

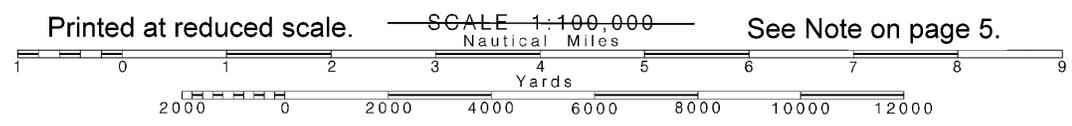
PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water		Mean Low Water
		feet	feet	feet
East Foreland, Cook Inlet (60°43'N/151°25'W)	21.0	20.2	2.2	2.2
Fire Island, Cook Inlet (61°10'N/150°12'W)	26.9	26.2	2.2	2.2
North Foreland, Cook Inlet (61°03'N/151°10'W)	21.0	20.4	2.1	2.1
Anchorage, Knik Arm, Cook Inlet (61°14'N/149°53'W)	29.2	28.4	2.2	2.2

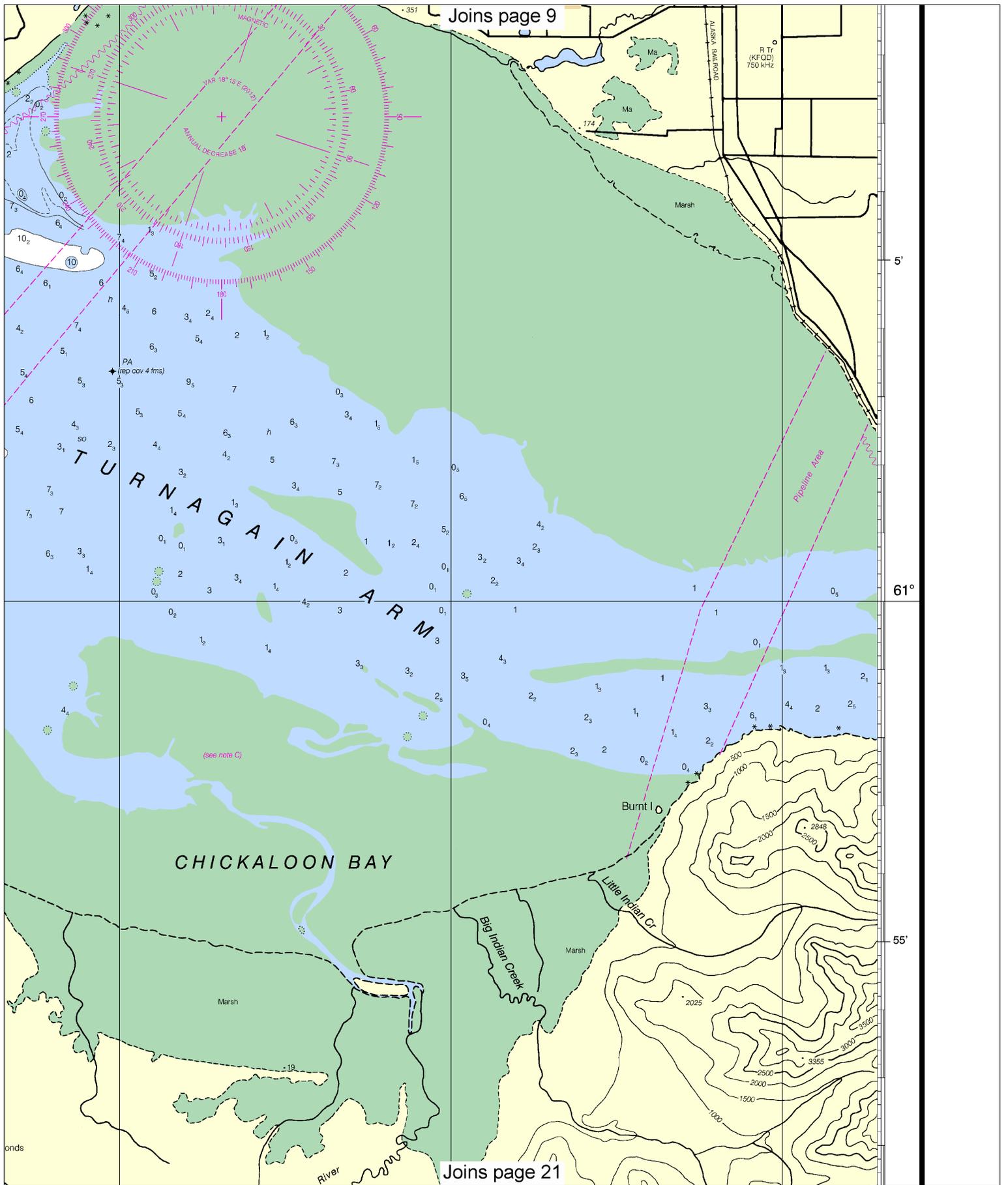
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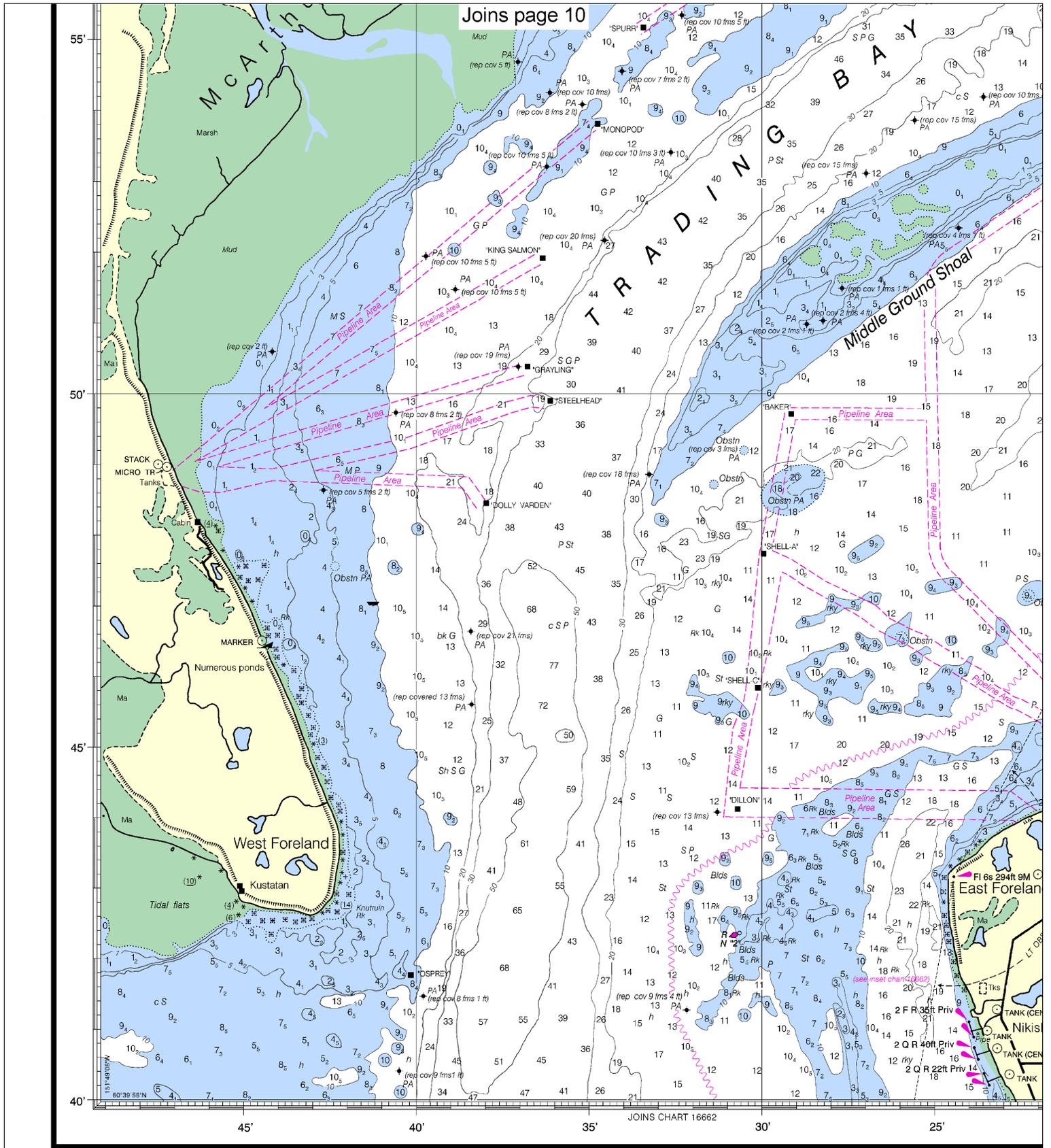
ABBREVIATIC Joins page 20 and Abbreviations, see Chart No. 1.)
Aids to Navig indicated:

14

Note: Chart grid lines are aligned with true north.







9th Ed., Mar. / 12 ■ Corrected through NM Mar. 10/12
 Corrected through LNM Feb. 28/12

16663

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.

16

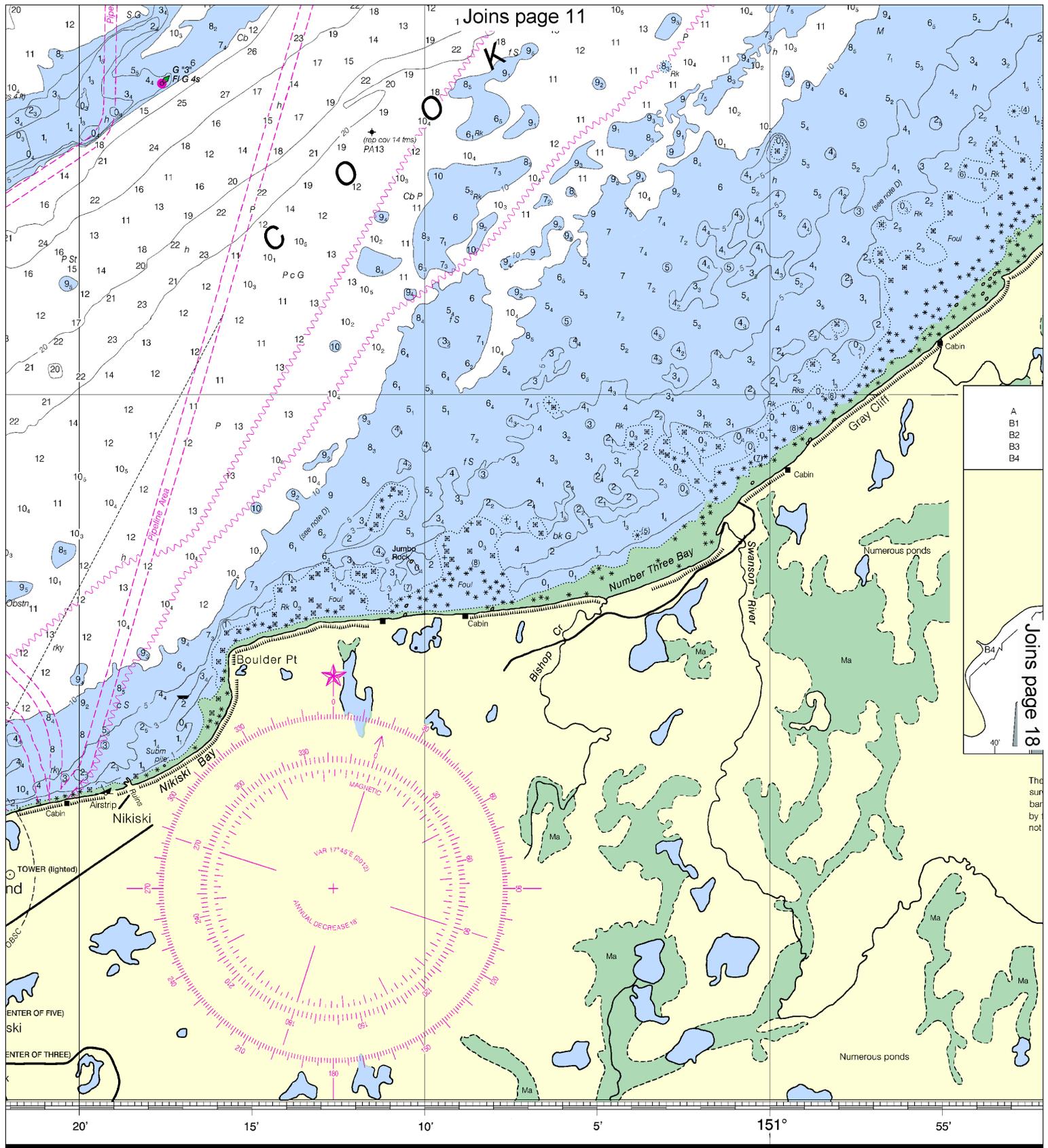
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
 Nautical Miles

See Note on page 5.





Joins page 11

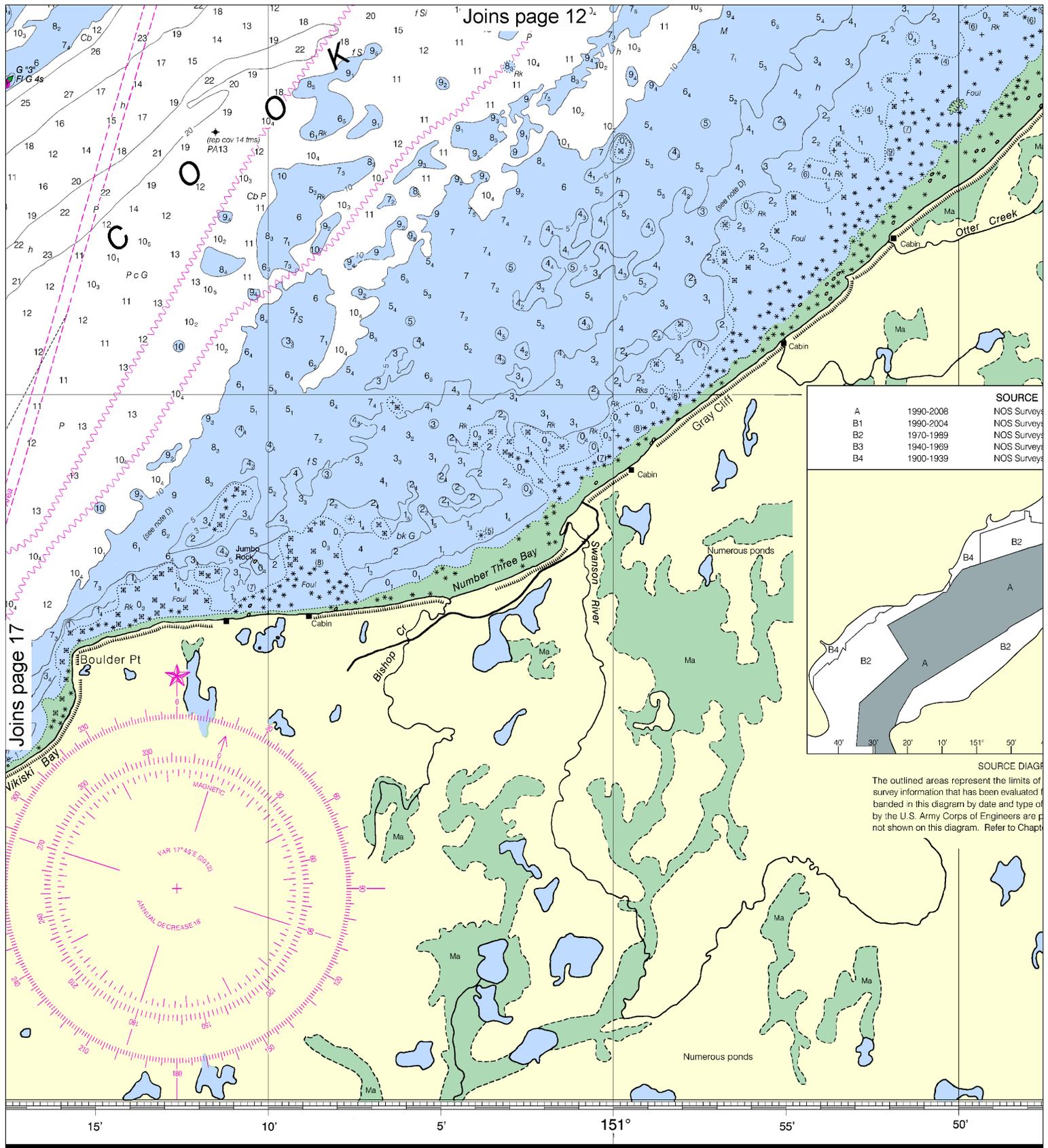
A
B1
B2
B3
B4

Joins page 18

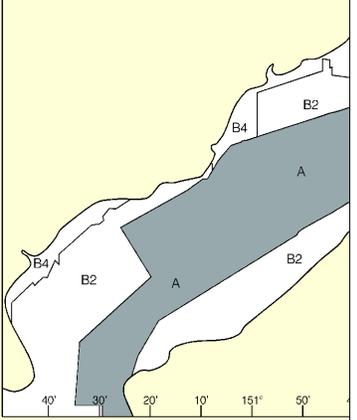
40'

The sun bar by not

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)



SOURCE		
A	1990-2008	NOS Surveys
B1	1990-2004	NOS Surveys
B2	1970-1989	NOS Surveys
B3	1940-1969	NOS Surveys
B4	1900-1939	NOS Surveys



SOURCE DIAG
 The outlined areas represent the limits of survey information that has been evaluated and banded in this diagram by date and type of survey by the U.S. Army Corps of Engineers are not shown on this diagram. Refer to Chapter 1 for more information.

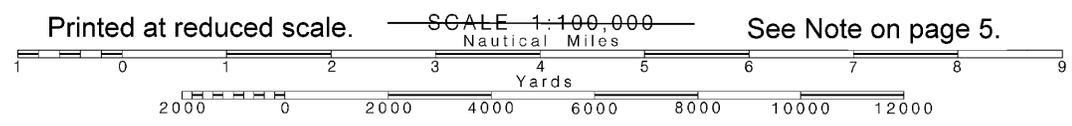
SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

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

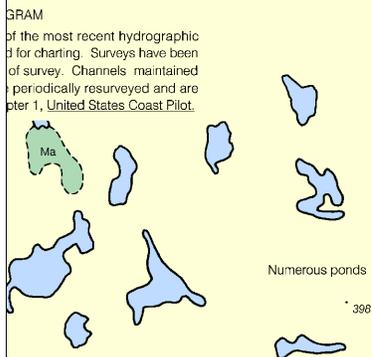
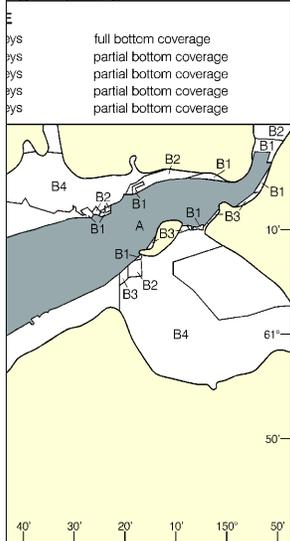
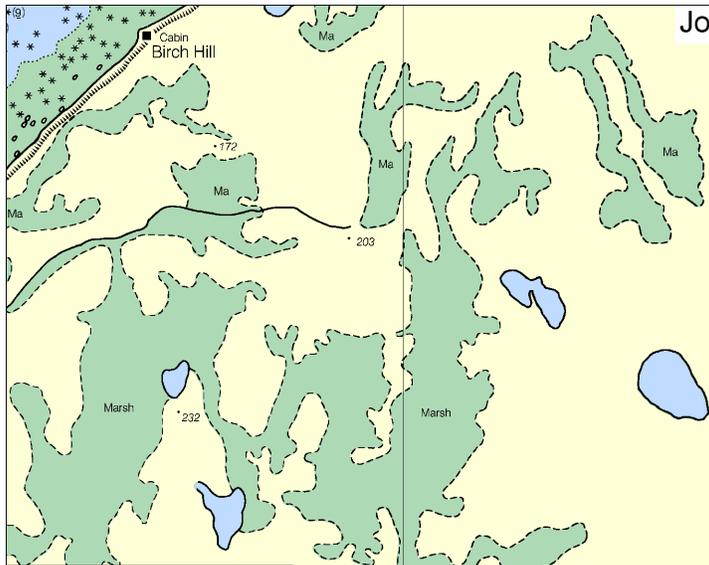
18

Note: Chart grid lines are aligned with true north.



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

Additional information can be obtained at nauticalcharts.noaa.gov.



TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
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Fire Island, Cook Inlet	(61°10'N/150°12'W)	26.9	26.2	2.2
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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>. (Feb 2012)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	IsO isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	GrS grass	M mud	S sand	sy sticky

Miscellaneous:
 AUTH authorized Obsn obstruction PD position doubtful Subm submerged
 ED existence doubtful PA position approximate Rep reported
 .21. Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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.

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.

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.

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.

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).

NOTE C

Hydrography in Turnagain Arm indicated within the dashed outline originates from surveys dated 1910 and 1912. Because of the highly changeable nature of the bottom, mariners should use extreme caution when navigating 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.

MINERAL DEVELOPMENT 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).

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.

Rugged I, AK	WNG-526	162.425 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Bede MI, AK	WNG-528	162.450 MHz
Ninilchik, AK	KZZ-97	162.550 MHz
Wasilla, AK	KZZ-98	162.400 MHz
Anchorage, AK	KEC-43	162.550 MHz
Soldotna, AK	WWG-39	162.475 MHz

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.

SUPPLEMENTAL INFORMATION

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

AIDS TO NAVIGATION

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NOTE B

Area is subject to drastic and continuing change. Caution should be exercised when navigating in this area.

NOTE D

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.

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 1.988" southward and 7.996" westward to agree with this chart.

Washington, D.C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 COAST AND GEODETIC SURVEY

FATHOMS	1
FEET	6
METERS	1.2

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

Additional information can be obtained at nauticalcharts.noaa.gov.

NAME	PLACE (LAT/LONG)	TIDAL INFORMATION		
		Mean Higher High Water	Mean High Water	Mean Low Water
East Foreland, Cook Inlet	(60°43'N/151°25'W)	21.0	20.2	2.2
Fire Island, Cook Inlet	(61°10'N/150°12'W)	26.9	26.2	2.2
North Foreland, Cook Inlet	(61°03'N/151°10'W)	21.0	20.4	2.1
Anchorage, Knik Arm, Cook Inlet	(61°14'N/149°53'W)	29.2	28.4	2.2

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>. (Feb 2012)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):			
AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:			
Blds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand
			so soft
			Sh shells
			sy stony

Miscellaneous:
 AUTH authorized Obstr obstruction PD position doubtful Subm submerged
 ED existence doubtful PA position approximate Rep reported
 21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
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NOTE D

CAUTION

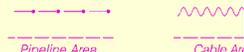
Cook Inlet, Eastern Portion

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

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 1.986" southward and 7.996" westward to agree with this chart.

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



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

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 charted. Mariners are urged to exercise caution when transiting the area.

CAUTION

The Cook Inlet area is affected by land uplift due to seismic crustal rebound. As a result, the tidal datums low water, the plane of reference used for depth soundings throughout this region. Tidal datums were updated in 1911 fathoms or less on this chart were adjusted accordingly. As the uplift rates can only be estimated, a rise, depths may be shallower than charted. Mariners should exercise caution.

CAUTION

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

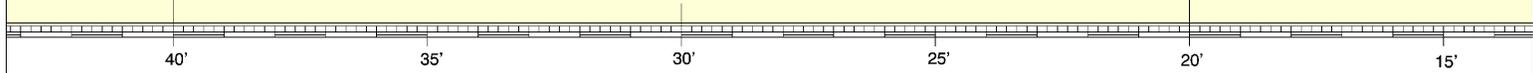
CAUTION

Limitations on the use of radio signals for marine navigation can be found in U.S. Coast Guard Light Lists and Notices to Mariners. Geospatial-Intelligence Agency Public Release Authority. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
 (o) (Accurate location) (o) (Approximate location)

Joins page 19



Numerous ponds



FATHOMS	1	2	3	4	5	6	7	8
FEET	6	12	18	24	30	36	42	48
METERS	1	2	3	4	5	6	7	8

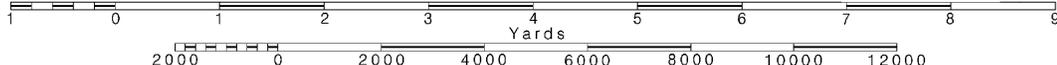


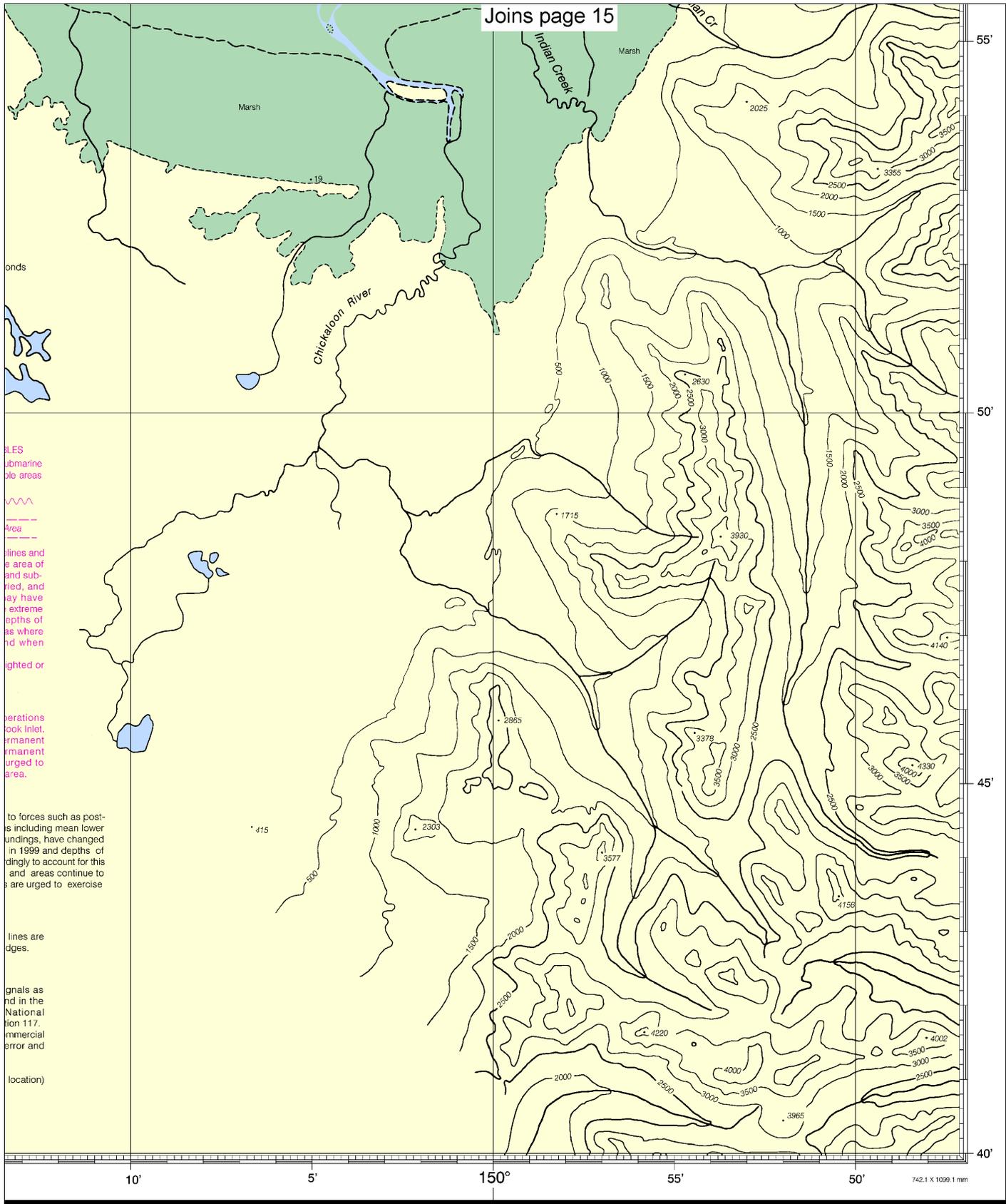
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.





Submarine areas

Area

lines and the area of and sub-merged, and may have extreme depths of as where and when

lighted or

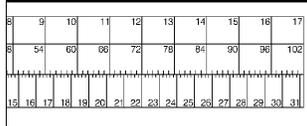
operations Cook Inlet, permanent permanent urged to area.

to forces such as posts including mean lower soundings, have changed in 1999 and depths of soundings to account for this and areas continue to be urged to exercise

lines are edges.

signals as shown in the National Ocean Survey Manual 117. Commercial error and

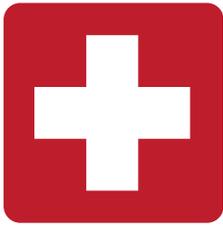
location)



Cook Inlet, East Foreland to Anchorage
SOUNDINGS IN FATHOMS - SCALE 1:100,000

16663





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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NOAA's Office of Coast Survey



The Nation's Chartmaker