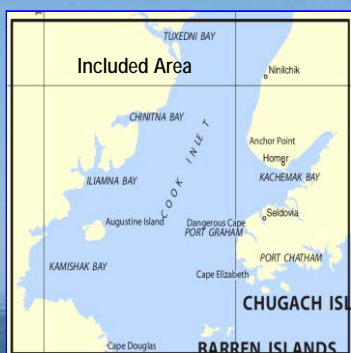


BookletChart™

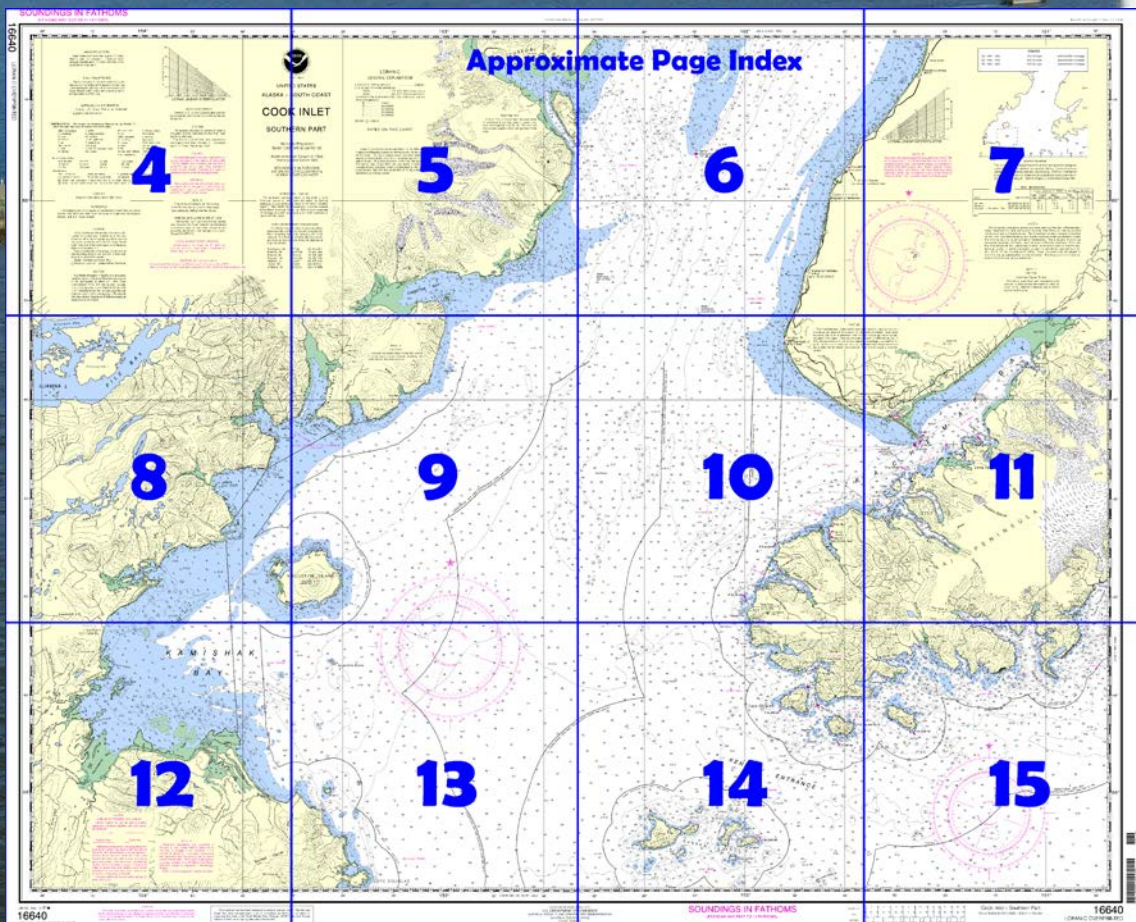
Cook Inlet – Southern Part NOAA Chart 16640



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=16640>.



(Selected Excerpts from Coast Pilot)

Cook Inlet, on the W side of Kenai Peninsula, merges with Shelikof Strait through a wide unobstructed passage W of the Barren Islands. Leading from the Gulf of Alaska to Cook Inlet are Kennedy Entrance and Stevenson Entrance, N and S respectively of the Barren Islands, and Chugach Passage, inside the Chugach Islands. The distance is 1,254 miles from Seattle to the entrance to Cook Inlet at a point 3 miles S of East Chugach Light, via

the outside route by way of Strait of Juan de Fuca. From the entrance it is 48 miles to Seldovia, 59 miles to Homer, 110 miles to Kenai and Nikiski, and 175 miles to Anchorage.

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

“Securite” (Se-cur-it-tay) Broadcasts.—It is the practice for large ships and tugs with barges to make broadcasts when abeam the following eight places in Cook Inlet: Perl Island/E Amatuli Light, Flat Island, Anchor Point, Cape Ninilchik, Cape Kasilof/S tip of Kalgin Island, East Foreland, North Foreland/Moose Point, and Fire Island abeam of Point Possession. Broadcasts are also made when departing any anchorage, berth, or the Pilot Station.

Dangers.—The shoals in Cook Inlet are generally strewn with boulders that are not marked by kelp. In places the boulders rise as much as 30 feet above the general level of the bottom. The boulders may be moved during the ice breakup in spring and by the action of strong currents. As a measure of safety, it is considered advisable for vessels to avoid areas having depths no more than 30 feet greater than the draft. At low water, deep-draft vessels should avoid areas with charted depths of less than 10 fathoms, except for the channel approaches to the ports of Anchorage and Nikiski.

With an average tidal current there are swirls throughout the inlet, but they do not necessarily indicate dangers as they show in depths of 15 fathoms if the bottom is uneven. Heavy swirls with slight overfalls should be avoided, and any disturbance which has a recognizable wake in the water should be considered as indicating a dangerous rock or shoal.

Silty water is very damaging to the seals of salt water pumps and shaft bearings. Ships' evaporators should be secured and vessels avoid taking on any more ballast water than absolutely necessary.

Oil Production Platforms, Cook Inlet.—Mariners are cautioned that uncharted submerged pipelines and cables may exist in the vicinity of these structures, or between such structures and the shore. These structures and aids are subject to heavy damage and/or destruction from ice in winter; unlocated debris and remains may exist. Tidal currents in Cook Inlet are strong and must be considered at all times.

At the entrance to Cook Inlet the tidal currents have an estimated velocity of 2 to 3 knots, and in general increase up the inlet, with very large velocities in the vicinities of Harriet Point, East and West Forelands, and the entrances to Knik and Turnagain Arms, where they are reported to be strongest. The current velocity measured by the survey ship McARTHUR was 5 knots at anchorage near East and West Forelands, Tyonek, and Point MacKenzie. These anchorages were out of the full strength of the current, and it is estimated that the velocity of the current during a large tide is as much as 8 to 9 knots between East and West Forelands and probably more between Harriet Point and the S end of Kalgin Island. A 6-knot ebb current was reported E of the shoal which extends 8 miles NNE of Kalgin Island at a point about 5 miles NE of Light Point. Ebb currents are reported to last 1 hour longer than predicted in this area.

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 Manager Regions



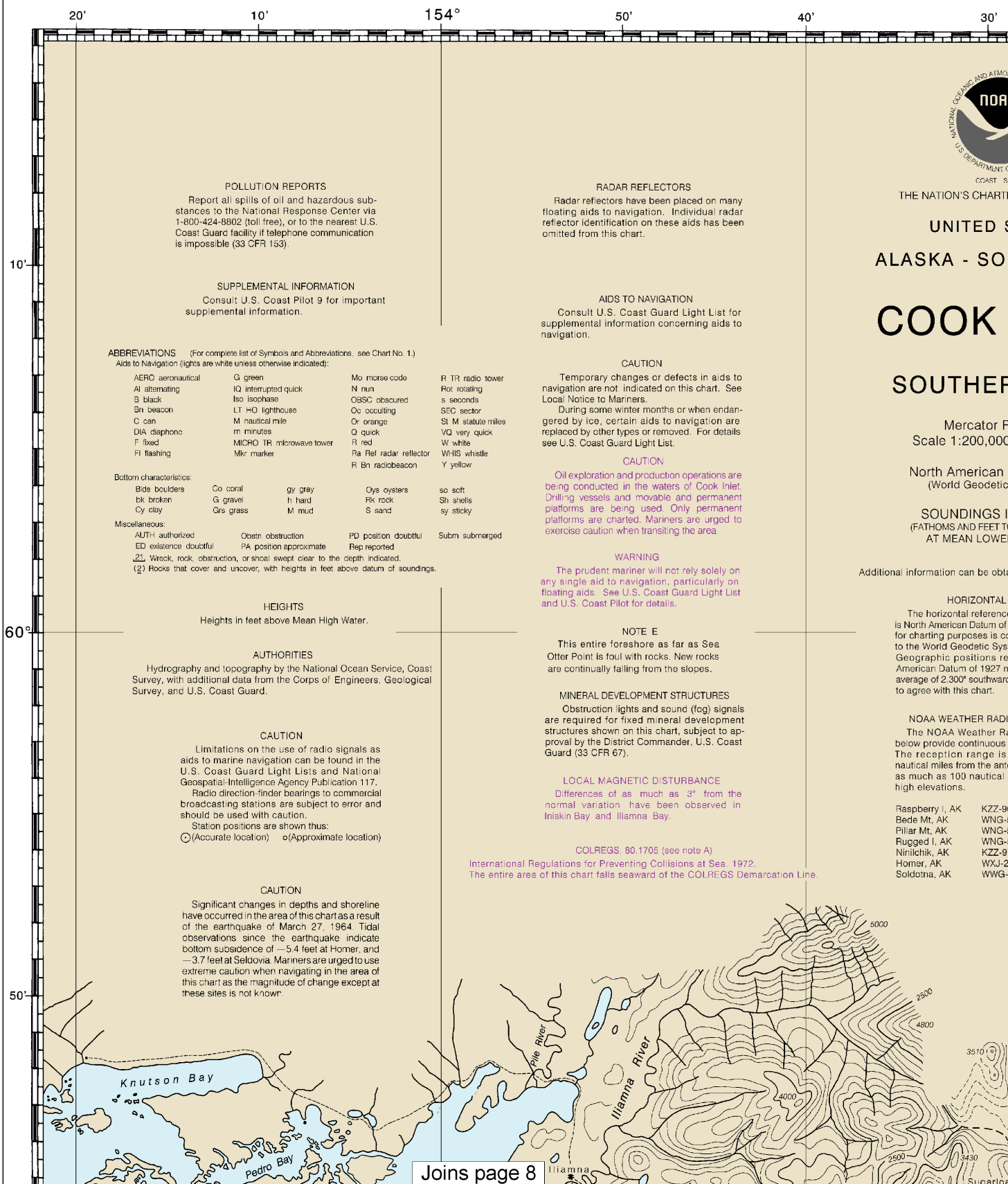
To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

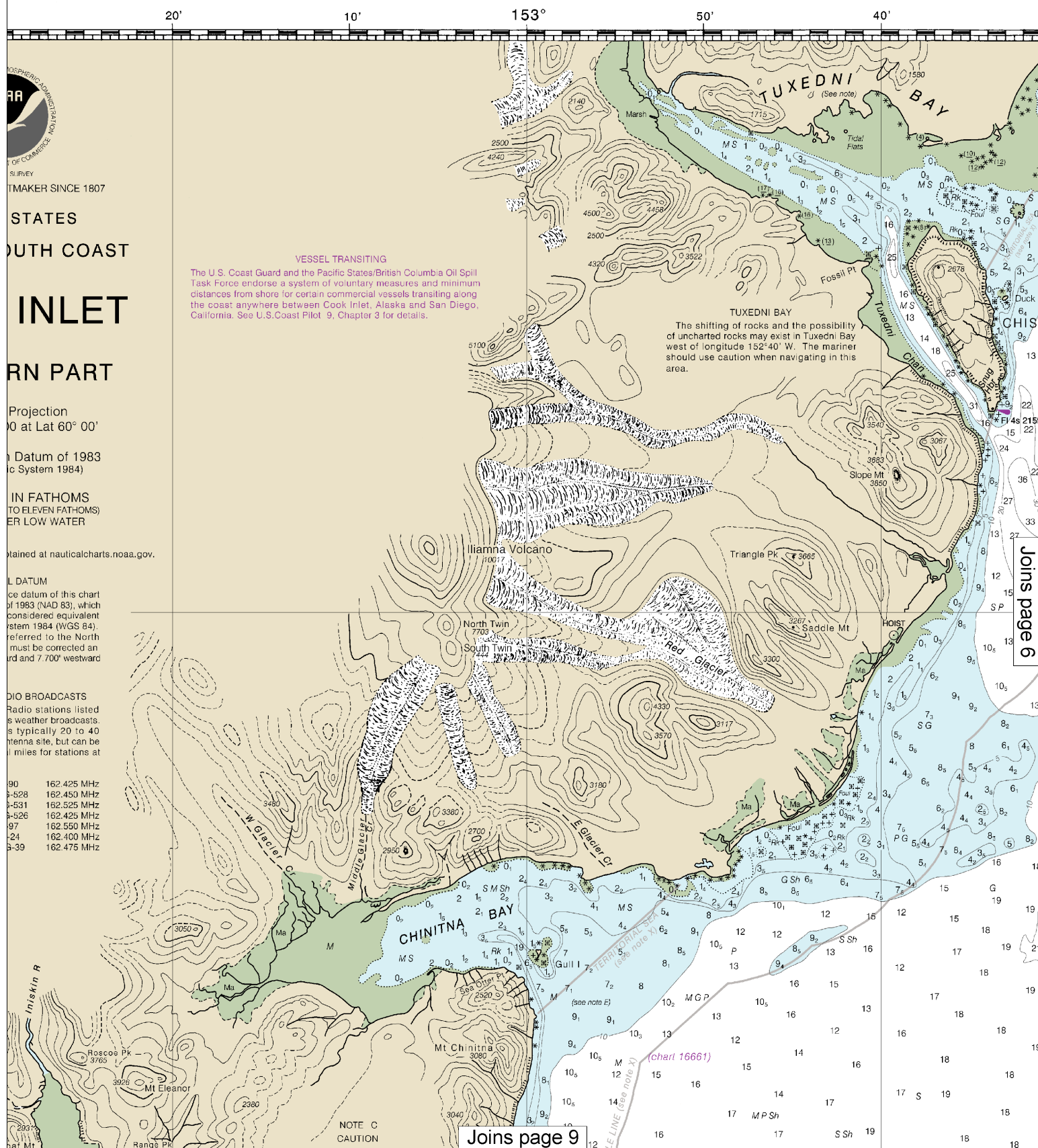
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

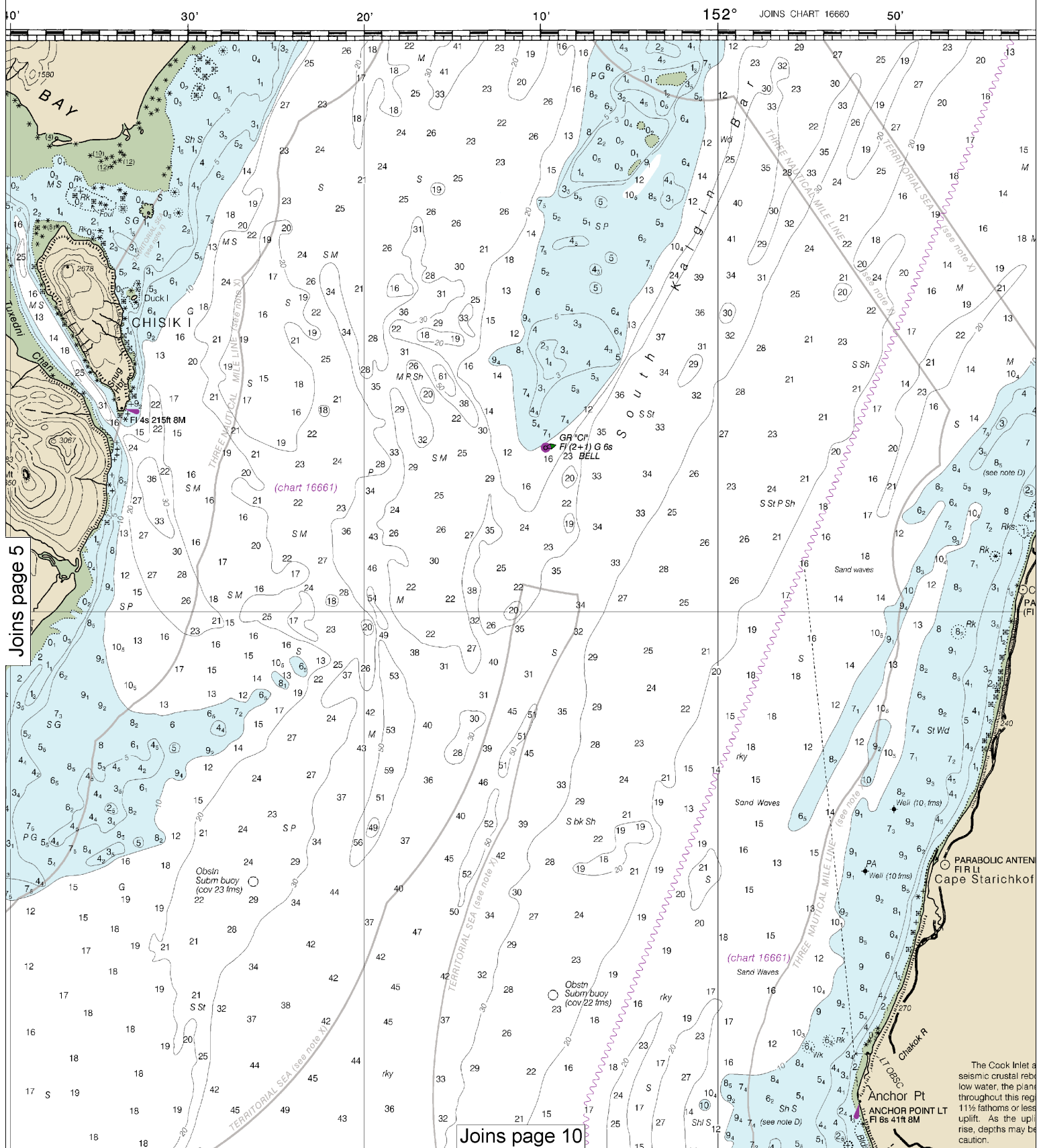


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:266666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Joins page 5

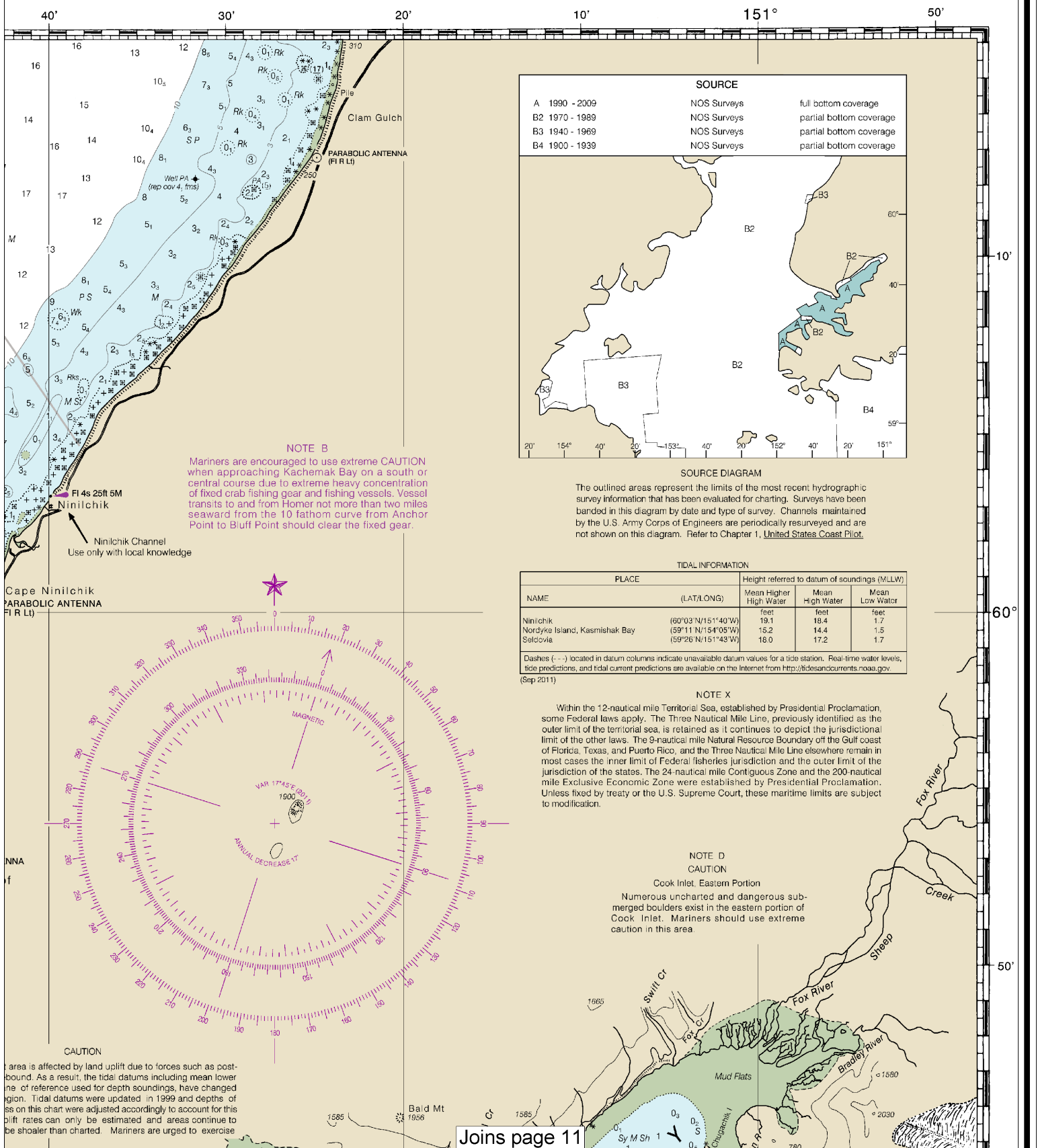
Joins page 10

6

Note: Chart grid lines are aligned with true north.

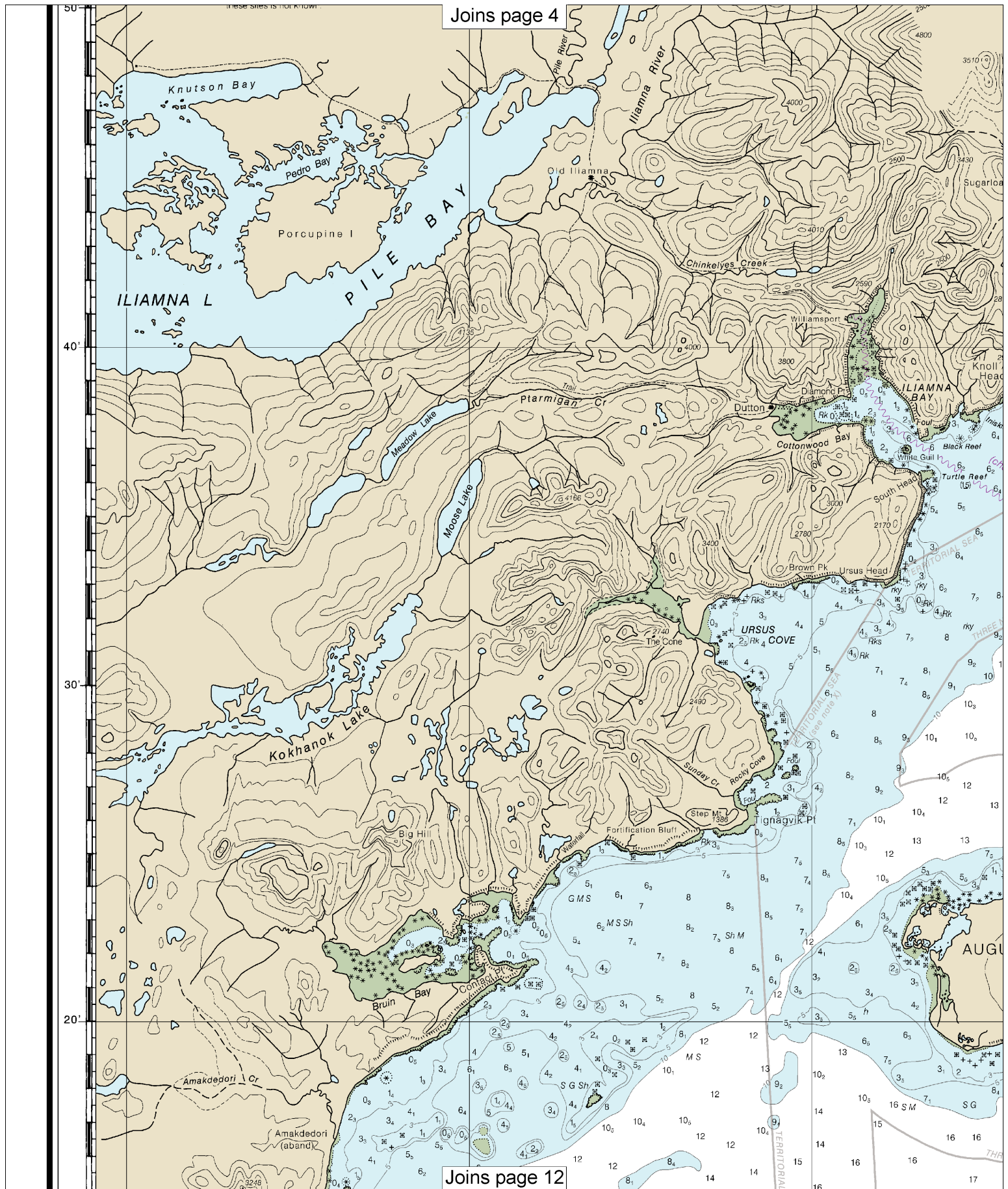
SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

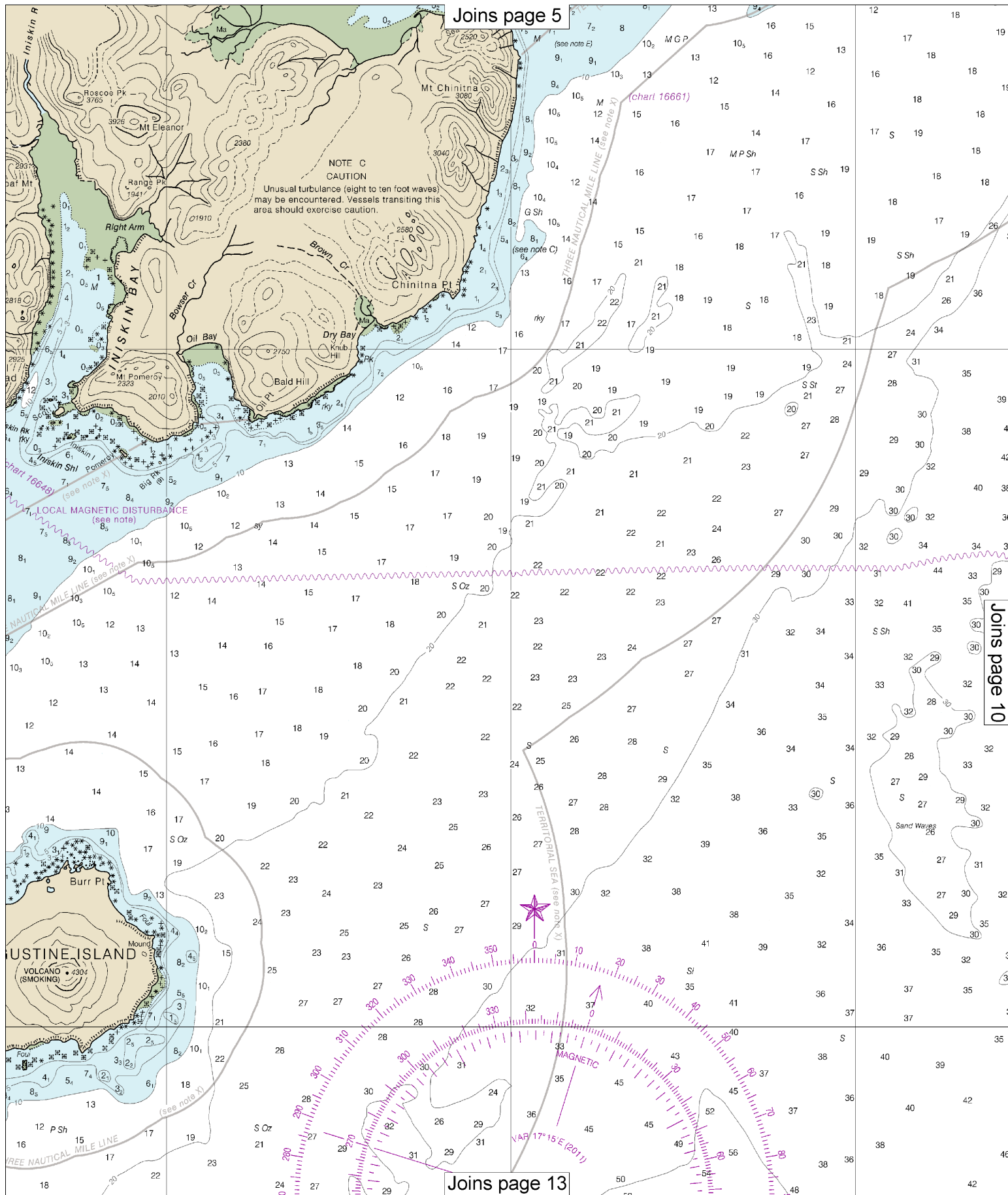


Joins page 11

This is the Last Edition of this chart. It will be canceled on Dec 4, 2024
25th Ed., Oct. 2011, Last Correction: 6/4/2024, Cleared through:
LNM: 2224 (5/28/2024), NM: 2324 (6/8/2024), CHS: 0424 (4/26/2024)



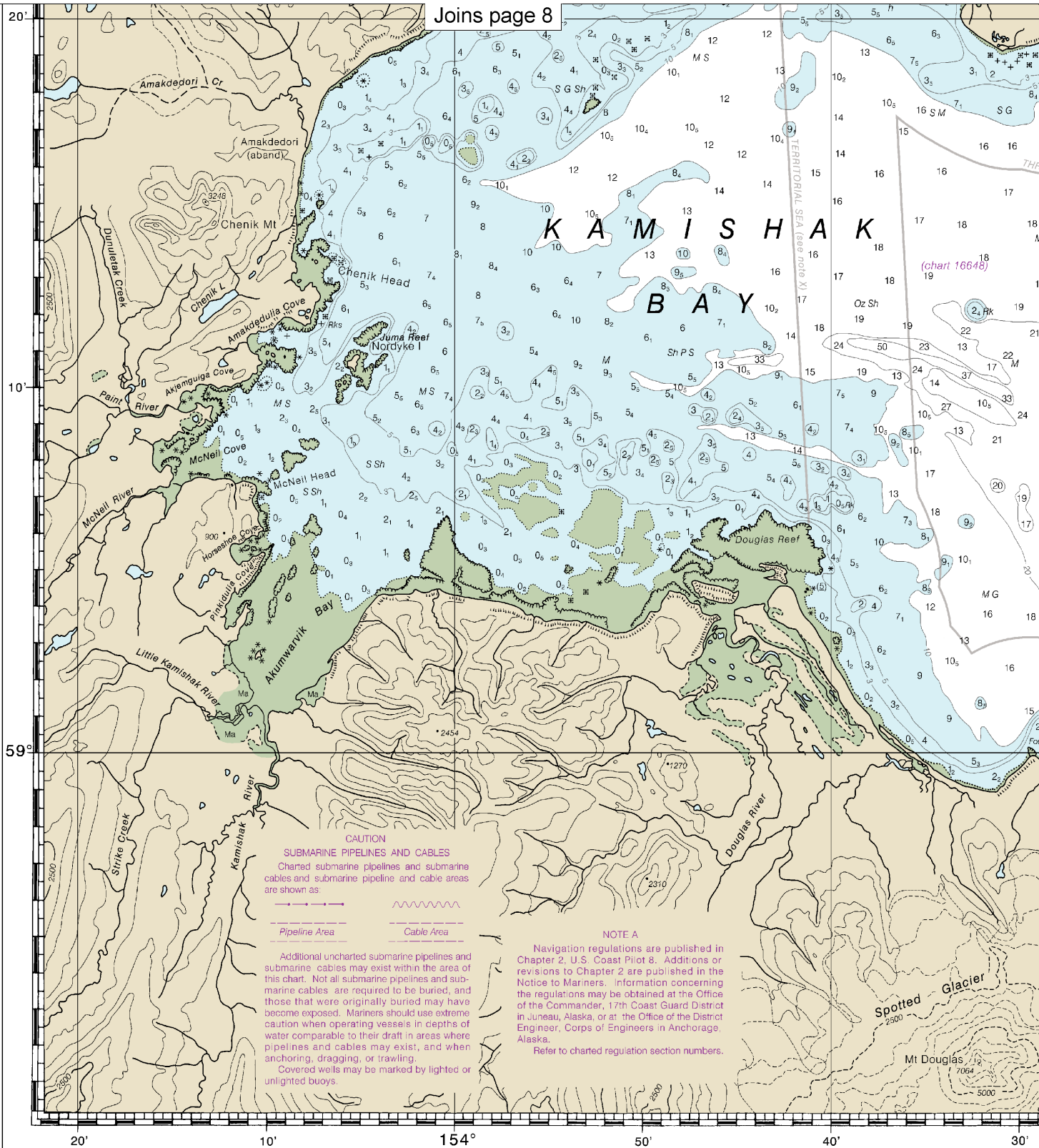
Note: Chart grid lines are aligned with true north.



Joins page 5

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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.

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

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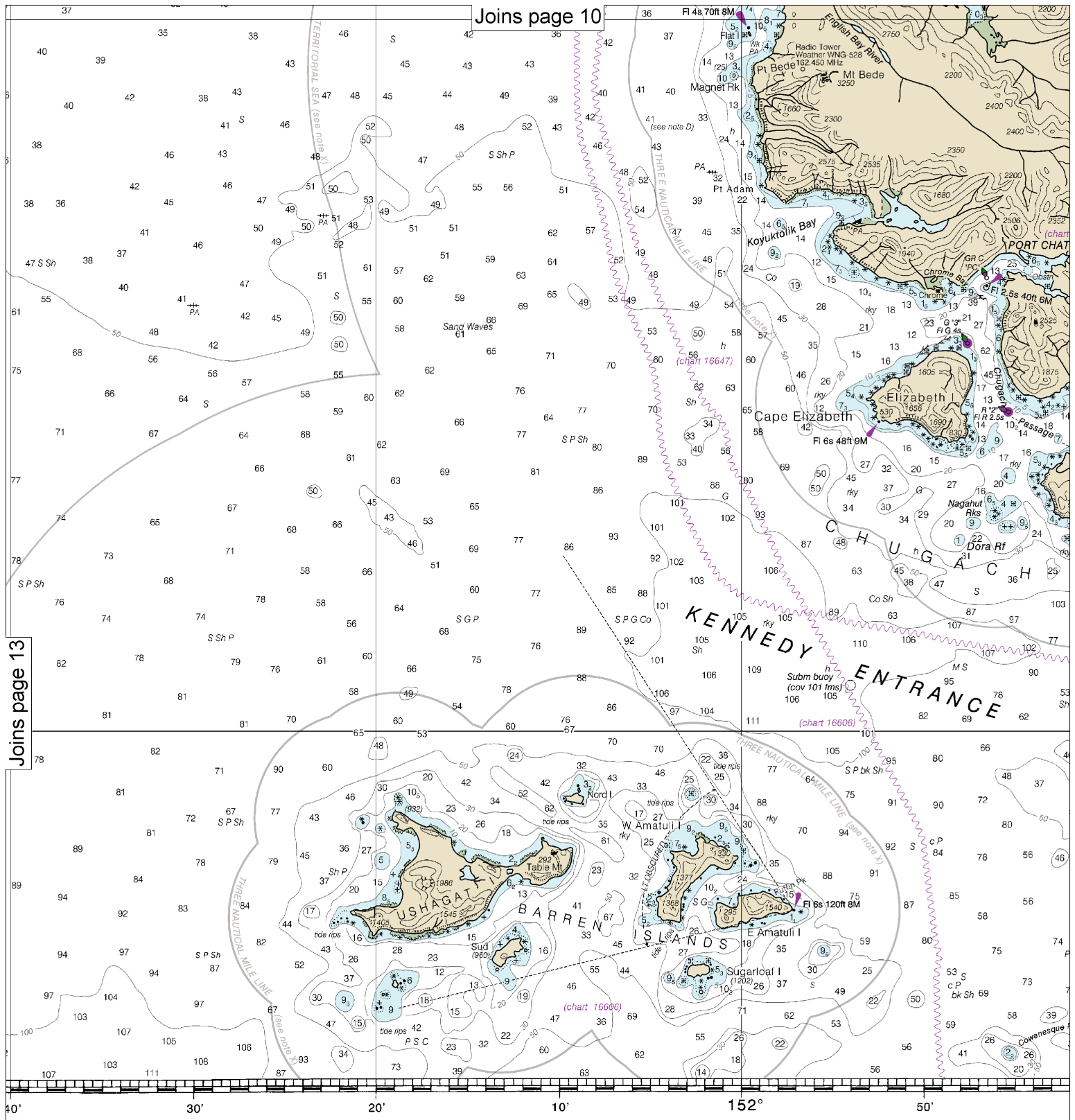
12

Note: Chart grid lines are aligned with true north.

Joins page 14



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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

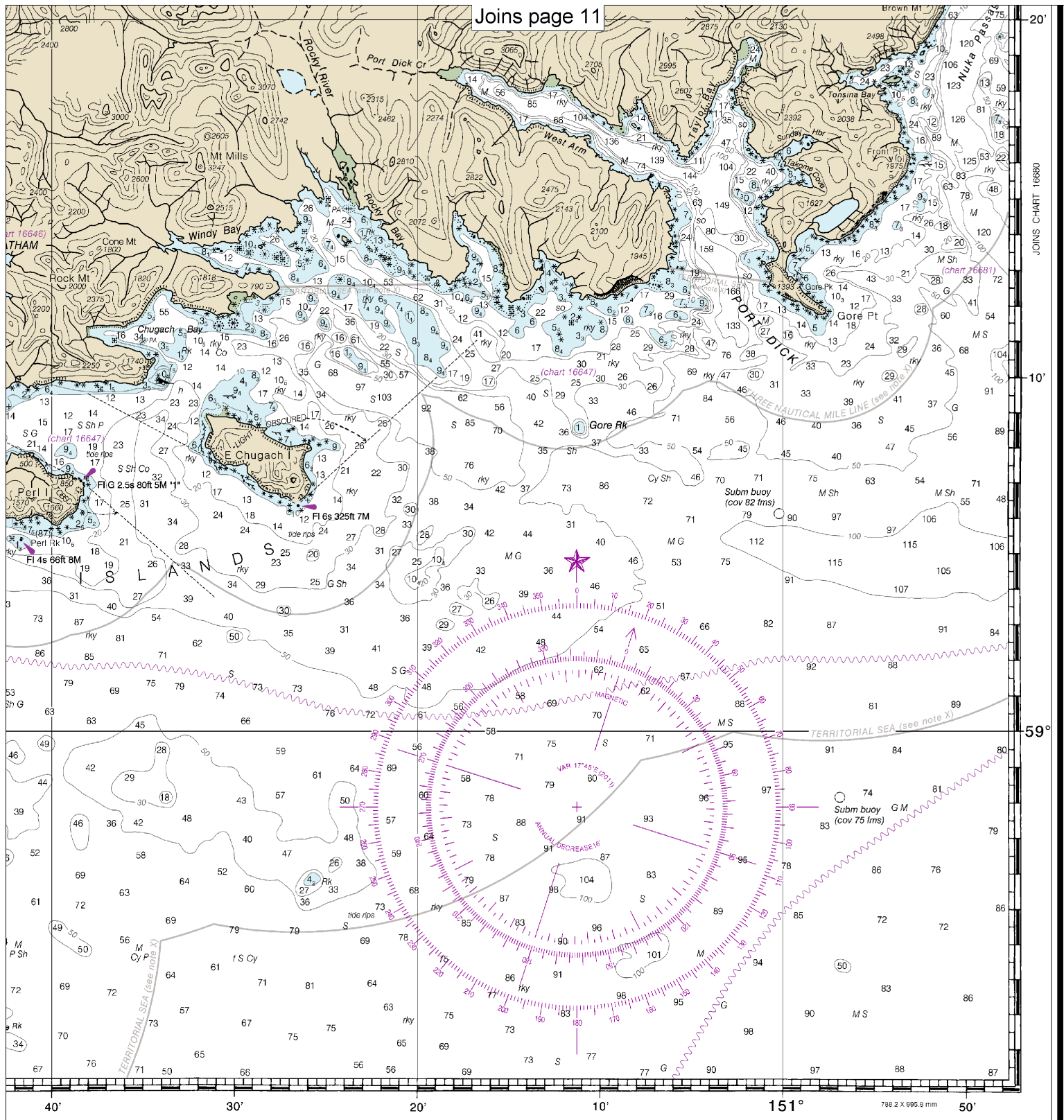


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 U.S. DEPARTMENT OF COMMERCE
 OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

SOUNDINGS IN FATHOMS
 (FATHOMS AND FEET TO 11 FATHOMS)

14

Note: Chart grid
 lines are aligned
 with true north.



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

Cook Inlet - Southern Part
SOUNDINGS IN FATHOMS - SCALE 1:200,000

16640



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.



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/>

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!

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/ncd/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



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.