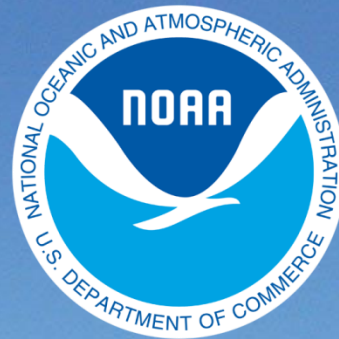


BookletChart™



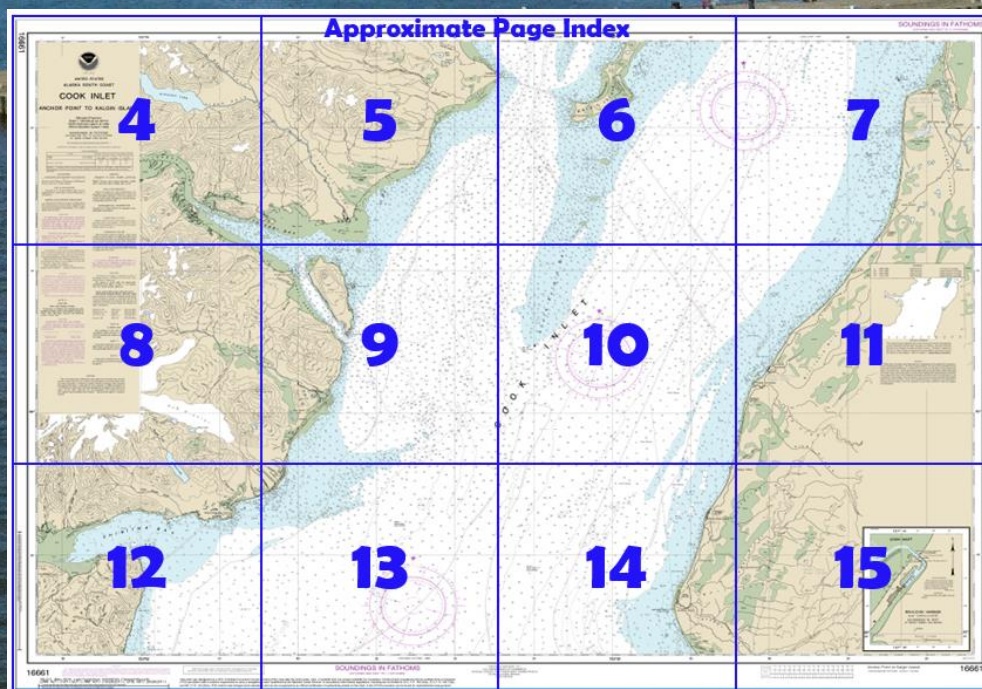
Cook Inlet – Anchor Point to Kalgin Island **NOAA Chart 16661**

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=16661>.



(Selected Excerpts from Coast Pilot)

The main bluff line recedes about 0.4 mile from the shore at Anchor Point (59°46.3'N., 151°52.1'W.) and approaches the coast again about 1 mile to the N, then continues close to the shore up to Cape Starichkof.

Ninilchik Channel Entrance Light (60°03'17"N., 151°39'53"W.), 25 feet above the water, is shown from a tower with a red and white diamond-shaped daymark on the seaward end of the north jetty; the light marks the entrance to a small-boat basin

inside the mouth of the Ninilchik River. The approach to Ninilchik is through scattered off-lying rocks to the entrance channel, which should be used only with local knowledge. The project depths in the entrance

channel and basin are 8 feet and 2 feet above MLLW, respectively. The channel is narrow and difficult and, with local knowledge, can be used in daylight and during relatively calm weather at high tide.

Ninilchik Small-Boat Harbor, 400 feet above the mouth of the Ninilchik River, is 400 feet long by 120 feet wide and used for mooring commercial vessels and recreational craft. The boat basin has one floating pier, which is in place from early June to late September and has a capacity for approximately 32 vessels. No public supplies or repair services are available.

N of Cape Ninilchik the coast is very foul, characterized by immense boulders not marked by kelp. The boulders apparently rest on comparatively flat bottom, so that soundings give no indications of them. It is probable that many more exist than were found by the survey.

A shoal (**South Kalgin Bar**), in the center of the Inlet, extends 16 miles S from Kalgin Island and is marked at its S end by a seasonal lighted bell buoy. (See chart 16661.) There are spots bare at low water for nearly 8 miles from the island, and thence S the least depth found is 2 fathoms. From Harriet Point to West Foreland, two shallow bights form **Redoubt Bay**. The shore in the bay is generally low and backed by patches of woods which appear continuous, and is subject to overflow at extreme high tides. It is fronted by a flat that extends off a greatest distance of 2.5 miles. The edge of the flat is generally steep to and no boulders were seen on those parts lying in front of the marshy shore, but abandoned wellheads are on the tide flat. **Drift River** is shallow, rapid, and obstructed by rocks and snags. A good anchorage from all but NE weather for medium-sized vessels can be found 2 to 5 miles SW of Drift River Terminal in 3 to 5 fathoms, mud bottom.

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. The combination of currents and ice floes can cause a strain on mooring lines. Propulsion and machinery have special equipment and operating requirements, as do cargo operations, moorage, and vessel draft. See Winter Operating Guidelines, Cook Inlet, indexed as such, earlier this chapter and contact the COTP W Alaska in Anchorage for more information.

A prominent wooded butte (**Coach Butte**, see chart 16662) is 4 miles inland and 14 miles W of West Foreland.

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. It is advisable to proceed with caution where the depths are no more than 30 feet greater than the draft. In 1996, shoaling to 1.5 fathoms was reported on this sand and gravel bottom at about 2 miles 030° to 060° from Kalgin Island Light Point.

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. Currents are as weak as will be found at any of the exposed anchorages. Caution must be observed, however, at low water when crossing the broken boulder-strewn area where depths of less than 5 fathoms make off from the N end of the island. 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. Although the shoal is rocky in places, no boulders show at lowest tides. There are boulders in places on the bottom between the shoal and West Foreland.

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

RCC Juneau

Commander
17th CG District
Juneau, Alaska

(907) 463-2000

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>

10'

153°W

50'



UNITED STATES
ALASKA SOUTH COAST
COOK INLET
ANCHOR POINT TO KALGIN ISLAND

Mercator Projection
Scale 1:100,000 at Lat. 60°10'
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

NAME	PLACE (LAT/LONG)	Height, referred to datum of soundings (MLLW)		
		Mean Higher High Water (feet)	Mean High Water (feet)	Mean Low Water (feet)
Nimichik, Cook Inlet	(60°04'N/151°42'W)	19.1	18.4	1.9

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 2015).

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.

AIDS TO NAVIGATION

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

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

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.

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

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)

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

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.

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).

SUPPLEMENTAL INFORMATION

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

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.

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 2.145' southward and 7.890' westward to agree with this chart.

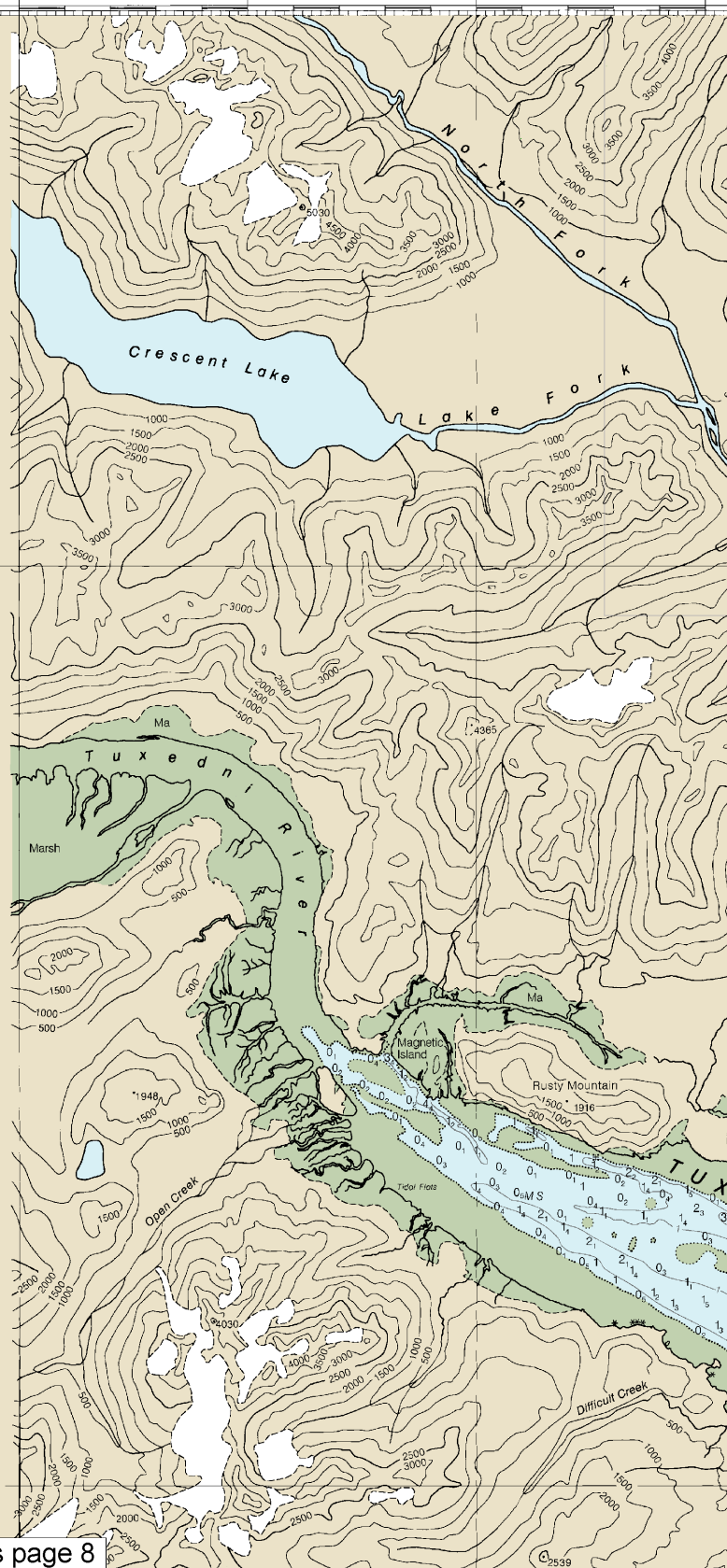
WARNING

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

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



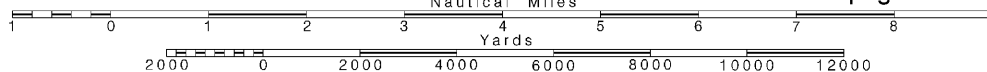
Joins page 8

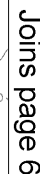
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

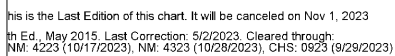
See Note on page 5.





5

(FATHOMS AND FEET TO 11 FATHOMS)



Drifting vessels and structures and permanent platforms are being used. Only permanent platforms are charted. Mariners are urged to exercise caution when transiting the area.

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
 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:
 (A) (Accurate location) (a) (Approximate location)

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, 7th 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 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:
 Pipeline Area Cable Area
 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
 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.

floating aids to navigation. Individual reflector identification on these aids omitted from this chart.

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 2.148" southward and 7.890" westward to agree with this chart.

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
 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.

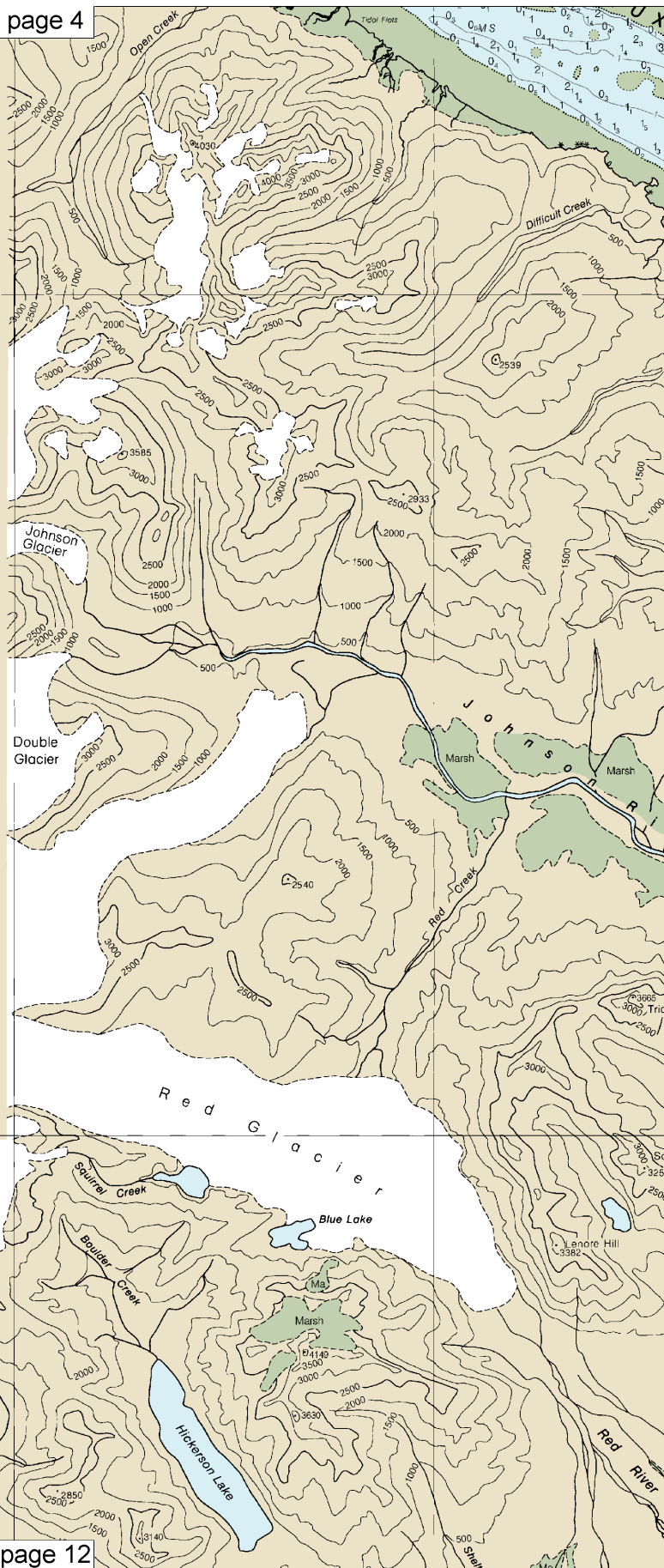
Bede Mt, AK	WNG-528	162.450 MHz
Raspberry I, AK	KZZ-90	162.425 MHz
Ninichik, AK	KZZ-97	162.550 MHz
Soldotna, AK	WWG-39	162.475 MHz
Homer, AK	WXJ-24	162.400 MHz

NOTE B
TUXEDNI BAY
 The shifting of rocks and the possibility of uncharted rocks may exist in Tuxedni Bay. The mariner should use caution when navigating in this area.

NOTE C
 This entire foreshore as far north as Sea Otter Point is foul with rocks. New rocks are continually falling from the slopes.

NOTE E
 Large and localized waves within this area are considered an extreme hazard to small craft navigation.

Joins page 4



Joins page 12

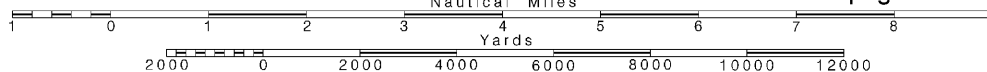
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

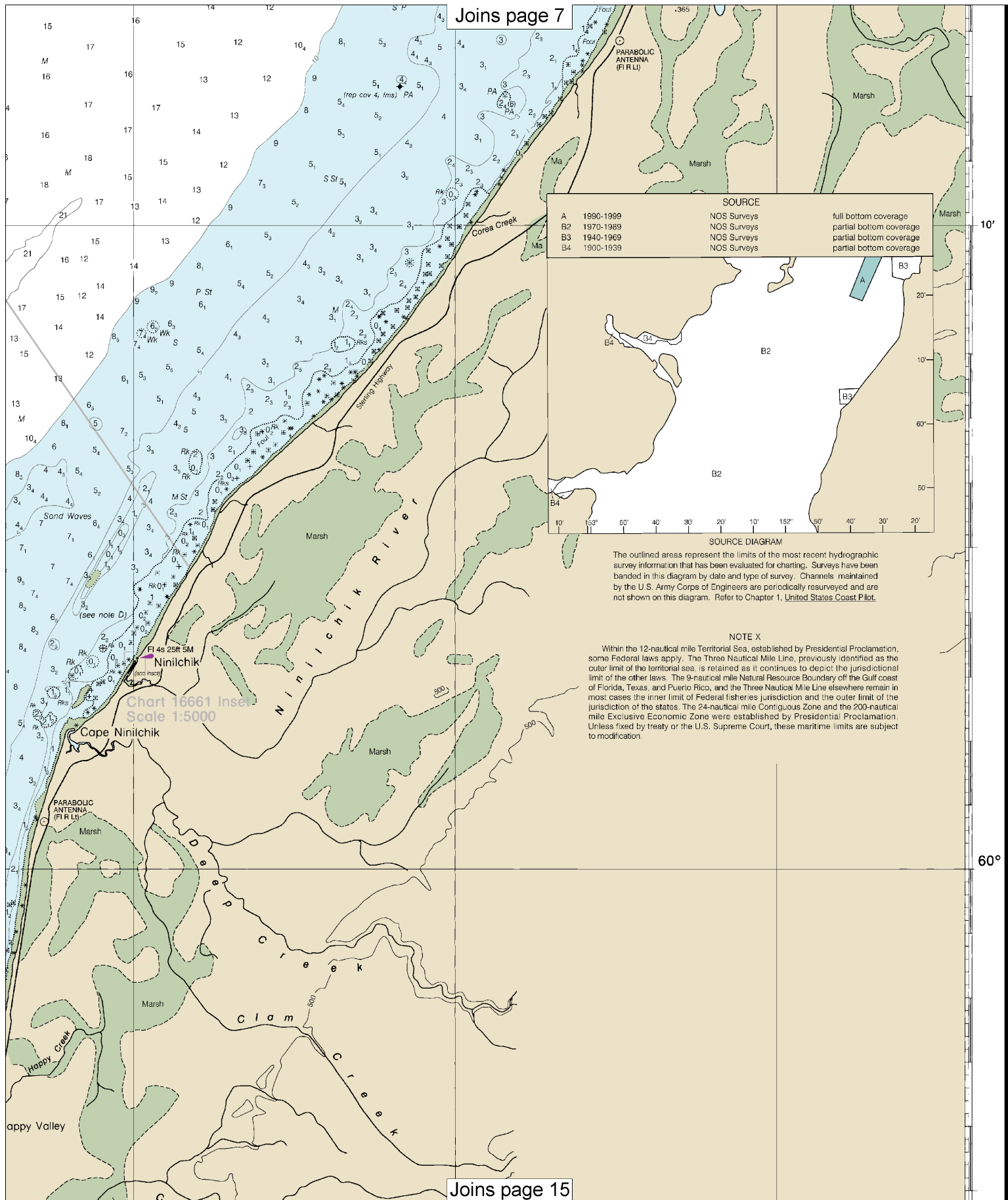
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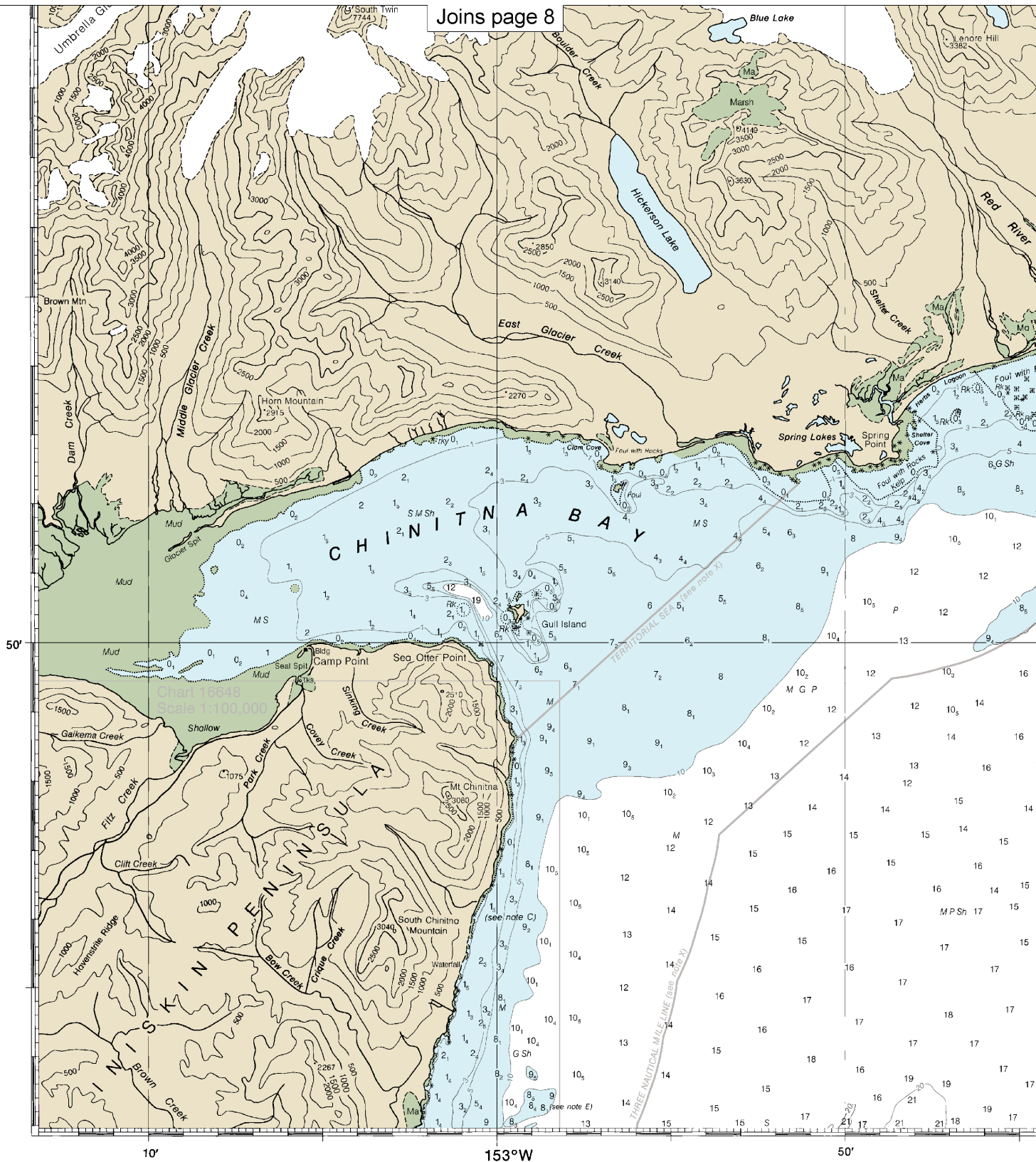


Joins page 5

Joins page 10

Joins page 13





16661

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 comments about this chart at <http://www.nauticalcharts.noaa.gov/stat/contact.htm>.

This is the Last Edition of this chart. It will be canceled on Nov 1, 2023
7th Ed., May 2015. Last Correction: 5/2/2023. Cleared through:
LNM: 4223 (10/17/2023), NM: 4323 (10/28/2023), CHS: 0923 (8/29/2023)

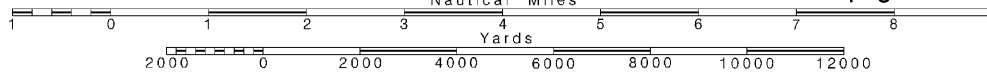
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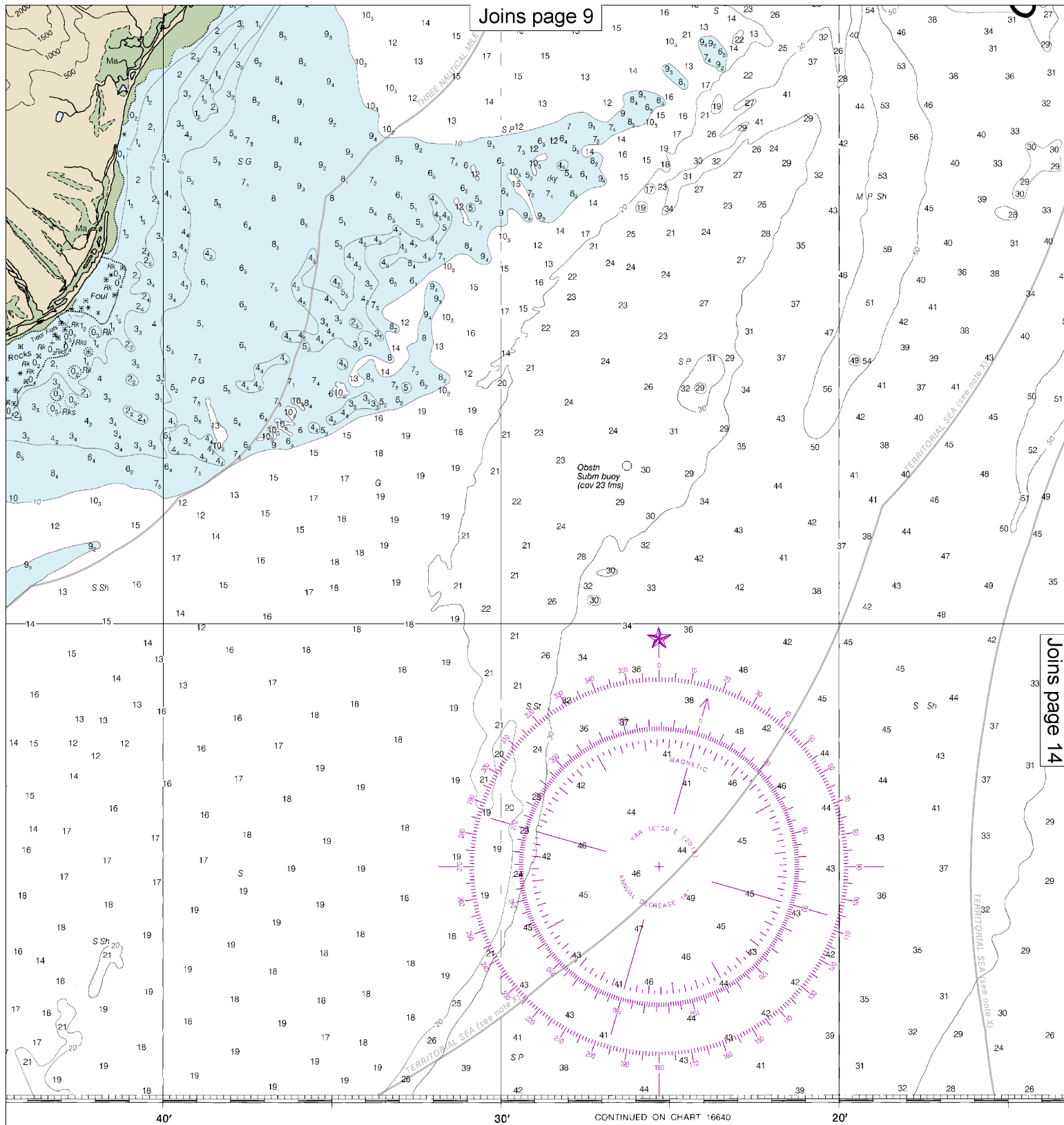
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

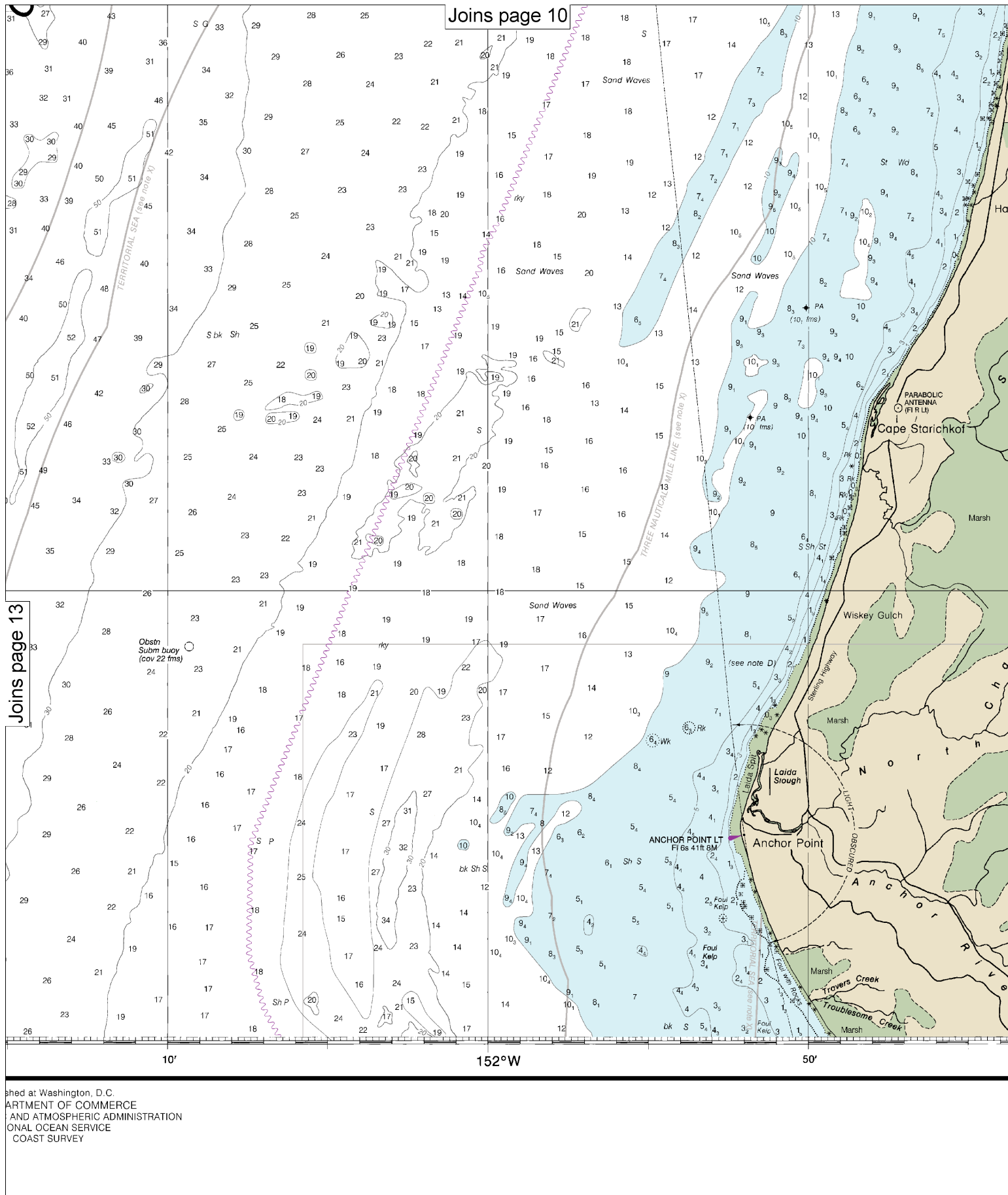
See Note on page 5.

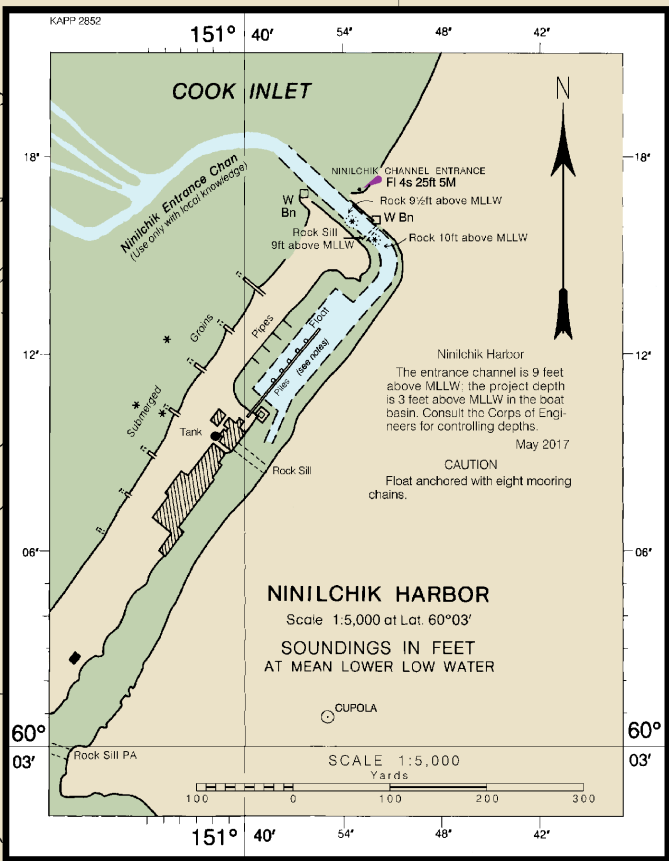
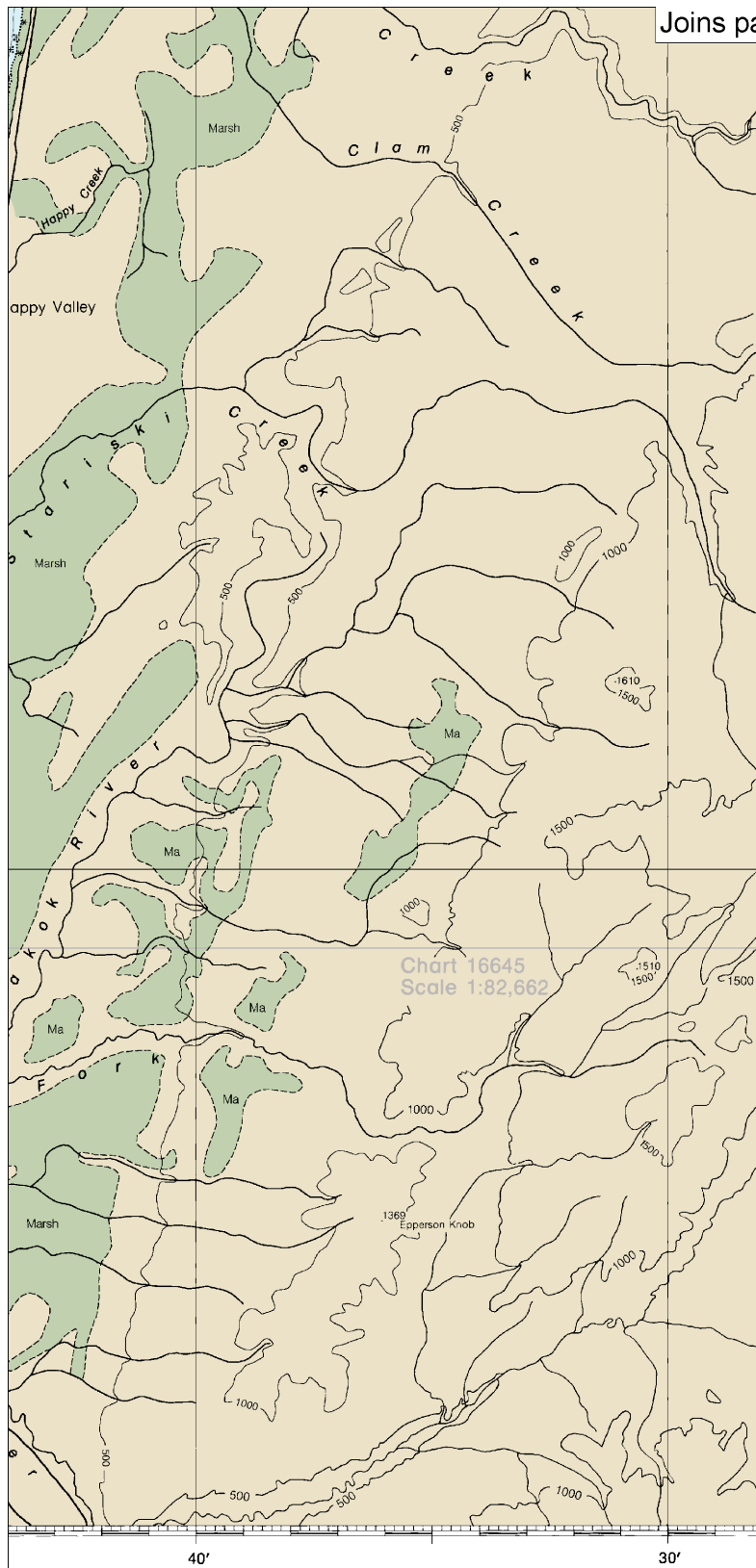




SOUNDINGS IN FATHOMS (FATHOMS AND FEET TO 11 FATHOMS)

Published at Wash
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOSPHERIC
NATIONAL OCEANIC AND ATMOSPHERIC
COAST SURVEY





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

Anchor Point to Kalgin Island
SOUNDINGS IN FATHOMS - SCALE 1:100,000

16661



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/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



— 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.