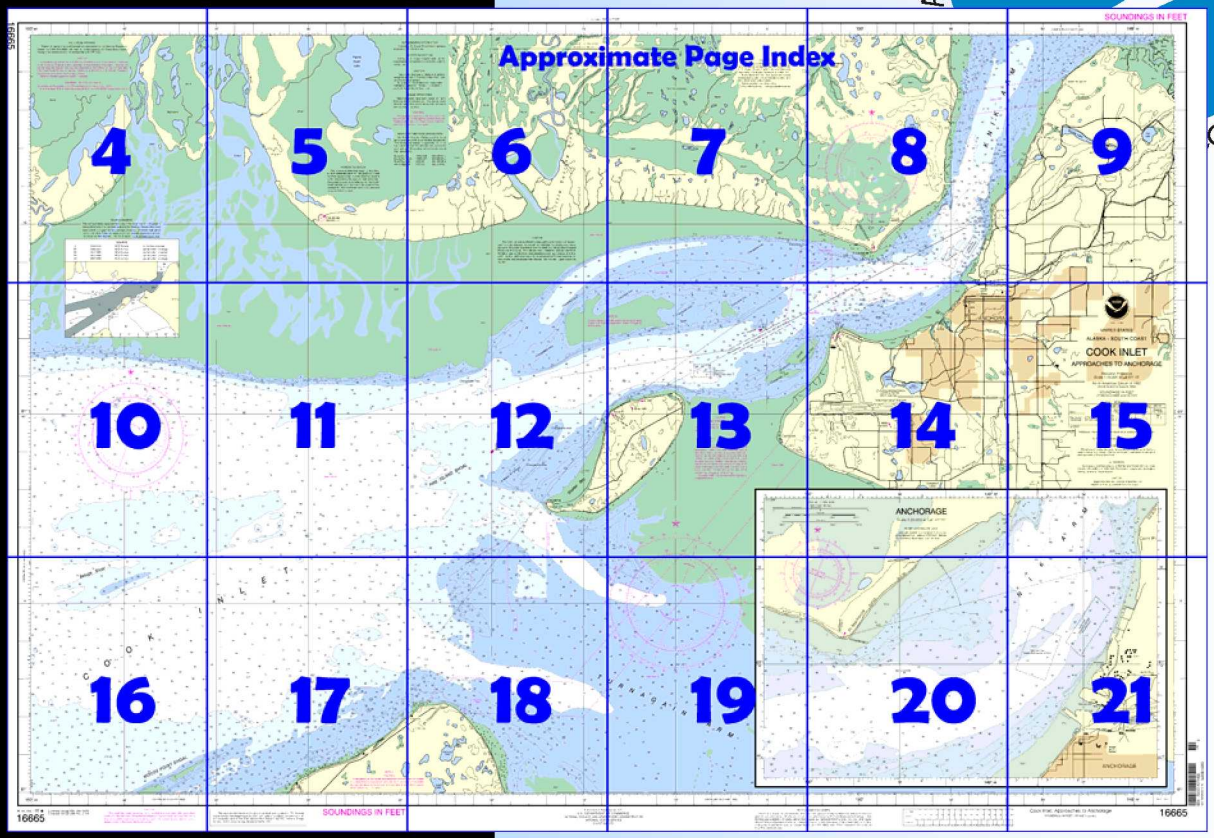
BookletChart™

Cook Inlet - Approaches to Anchorage

(NOAA Chart 16665)

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 all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

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™?

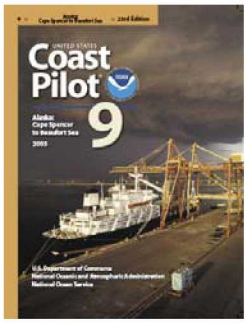
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this 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.



[Coast Pilot 9, Chapter 4 excerpts]

(1376) **Shelter Bay**, on the W side of Fire Island between West Point and Race Point, is mostly mudflats, bare at low water. Anchorage for small vessels has been recommended in 4 to 5 fathoms off the N part of the bay 0.25 to 0.5 mile from shore. Except for about a 3-knot current closer to shore, the current is strong throughout the flood, but the ebb is weak and after the first 2 hours is nearly slack. With fresh southwesterly, northwesterly or northerly winds, the anchorage has rough seas and tide rips.

(1380) **Anchorage**, on the SE side of Knik Arm, 175 miles from the entrance to Cook Inlet, and 1,428 miles from Seattle, is Alaska's major seaport and largest city, with slightly over half the state's population. The main industries are government, tourism, oil production, and transportation.

(1382) From the entrance point to Cook Inlet, 4½ miles S of East Chugach Island Light, set courses to pass 6 miles S of the W end of Cape Elizabeth Island, 2 to 5 miles W of Point Adam and Flat Island, thence 6 to 7 miles W of Anchor Point Light, 5 to 5½ miles E of Kalgin Island Light, 4 miles E of West Foreland ; thence transit through the oil production platforms as traffic, currents, and ice conditions allow. After exiting this area, set a course to pass 1½ to 2 miles SE of the Phillips-A Platform and after another 6½ miles intersect the Point Woronzof Range, thence **079**° to the intersection with Fire Island Range (back range), thence **062**° along Fire Island Range to a point 1.05 miles **304**° from Point Woronzof Rear Range Light, thence **070**° to the city of Anchorage facilities. During especially severe winter ice pack conditions, larger vessels transit inside the shoal off Nikiski, round the East Foreland, continue in the upper Inlet 5 to 7 miles off the E shore from East Foreland to Moose Point, thence transit up between Beluga and Fire Island Shoals to the intersection of the Point Woronzof Range.

(1387) The diurnal range of tide at Anchorage is 28.8 feet and the observed extreme low water is 6.5 feet below mean lower low water. (See Tide Tables for daily predictions.) 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. It is reported that vessels often steer 10° from their desired course when passing Knik Arm Shoal because of prevailing cross currents. Close off the town, the current floods NE at a velocity of 1.5 knots and ebbs SW at a velocity of 2.5 knots. One mile off the town, the current averages 2.9 knots. Strong currents which attain velocities of 4 knots or more, at times, in midchannel, and swirls in the area make navigation difficult. It is reported that the flood following the higher of the low waters is unpredictable, especially during the last 3 hours, in the vicinity of the Port of Anchorage wharves. An eddy gyre flows up the E side of Knik Arm during the latter half of an ebb current inside the bight, bordered on the S by the barge wharves and small-boat launching ramp. The ramp also deflects the start of the flood current until half tide and reduces its flow thereafter. Alongside maneuvering at the Port is affected by a set onto the flats with the latter half of the flood current and a set off the wharves on the first of the ebb. The currents further up Knik Arm have a moderate velocity near the W shore, strong in midchannel, and, like all of the upper Inlet, are congested with ice packs in the winter.

(1396) 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. Propulsion and machinery have special equipment and operating requirements, also cargo operations, moorage, and vessel draft. See Winter Operating Guidelines, Cook Inlet, indexed as such, earlier this chapter, and contact the Coast Guard Captain of the Port, Western Alaska in Anchorage for more information. The inlet is ice free from about May to mid-November. The ice floes move with the tide, and patches of open water are occasionally visible. 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.

(1400) A U.S. Public Health Service Contract Physician is at a hospital in Anchorage.

(1401) Anchorage is a **customs port of entry**.

(1402) A **Marine Safety Office** is in Anchorage. (See appendix for address.) Harbor regulations

(1403) The Port Director enforces harbor regulations and assigns berthing at all municipal piers, wharves, and bulkheads. In winter, the combination of currents and ice floes can cause a strain on mooring lines. Propulsion and machinery have special equipment and operating requirements, as does 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.

Table of Selected Chart Notes

Corrected through NM Mar. 04/06
Corrected through LNM Feb. 21/06

Mercator Projection
Scale 1:50,000 at Lat 61° 10'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

SUPPLEMENTAL INFORMATION

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

AIDS TO NAVIGATION

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

PLANE COORDINATE GRID

Local grid system, U.S. Engineers, is indicated by dashed tick marks at 2,000 foot intervals. The last three digits have been omitted.

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.

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

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) o(Approximate location)

For Symbols and Abbreviations see Chart No. 1

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.

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
Potato Point, AK	WNG-527	162.425 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Anchorage, AK	KEC-43	162.55 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.

NOTE B

Area is subject Drastic and continuing change Caution should be exercised when navigating in the area.

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

NOTE C

CAUTION

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

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.

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 69 feet 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 shoaler than charted. Mariners are urged to exercise caution.

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.

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.

UNITED STATES

ALASKA - SOUTH COAST

COOK INLET

APPROACHES TO ANCHORAGE

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.

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).

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW): Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Fire Island	(61°10'N/150°12'W)	27.0	26.4	2.0	-6.0
Anchorage	(61°14'N/149°53'W)	29.2	28.4	2.3	----

(Jun 2003)

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 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

150° 45' 40' 35'

POLLUTION REPORTS

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Marsh

Big Island

Marsh

Susitna River

Barrel I

Delta I

Magot Pt

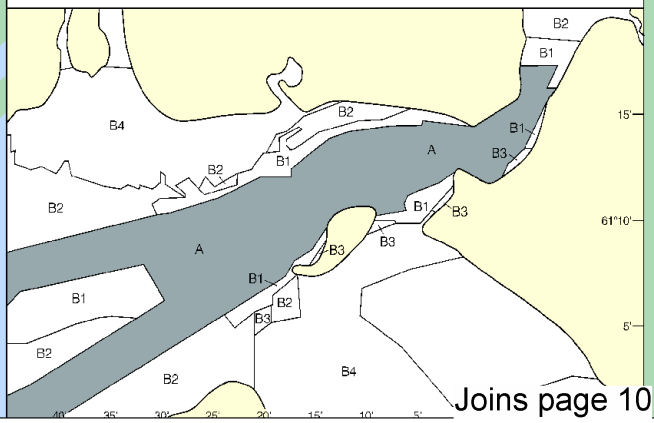
Ivan River

15'

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-2004	NOS Surveys	full bottom coverage
B1	1990-2004	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



Mud

(see note B)

Joins page 10

4

North

Printed at reduced scale. ~~SCALE 1:50,000~~

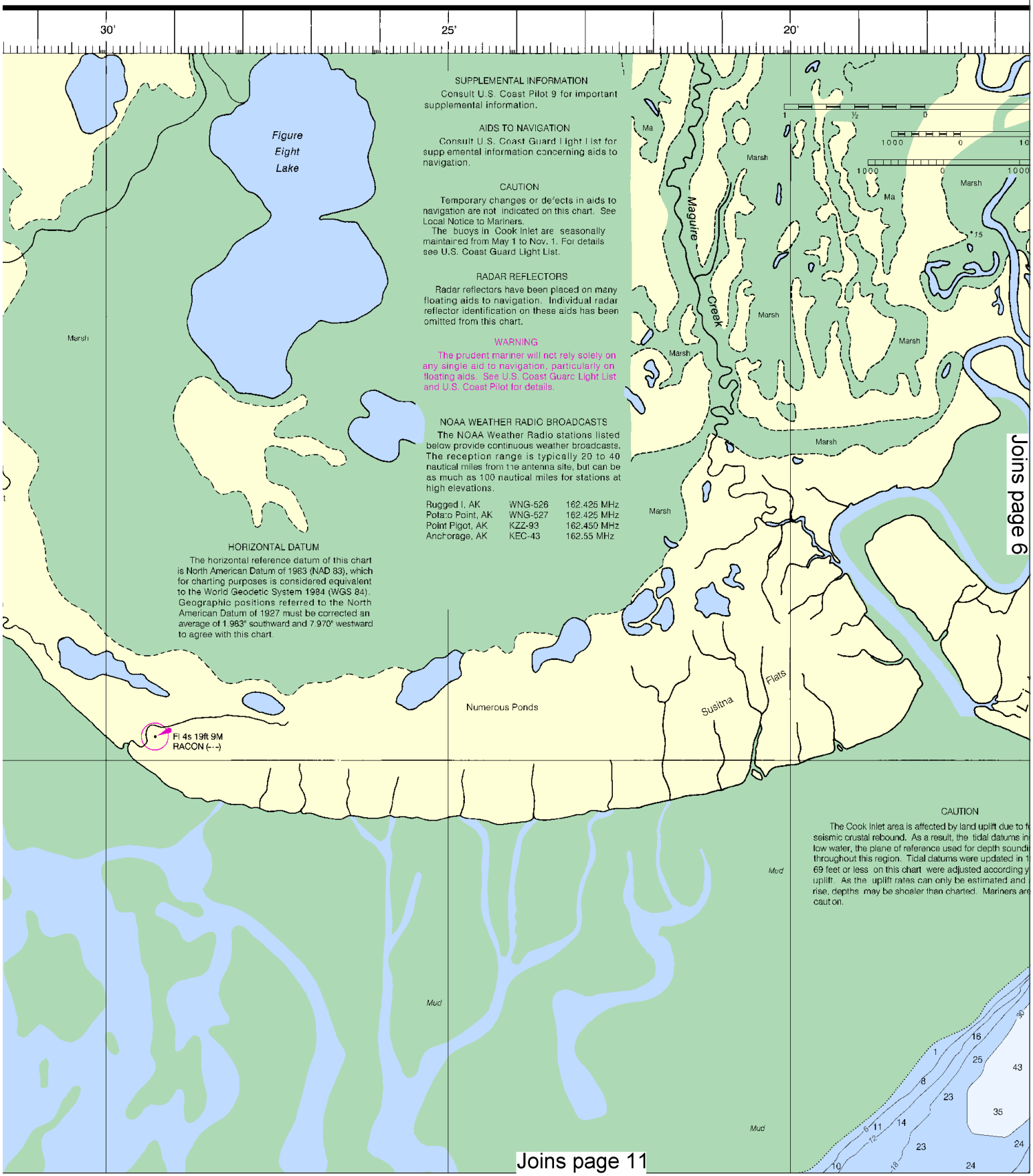
Nautical Miles

1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:66667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

25' 20' 15'

SUPPLEMENTAL INFORMATION

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

AIDS TO NAVIGATION

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CAUTION

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Potato Point, AK	WNG-527	162.425 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Anchorage, AK	KEC-43	162.55 MHz

HORIZONTAL DATUM

...e horizontal reference datum of this chart ...erican Datum of 1983 (NAD 83), which ... purposes is considered equivalent ...d Geodetic System 1984 (WGS 84). ...ic positions referred to the North ...atum of 1927 must be corrected an... 1.983" southward and 7.970" westward ...th this chart.

Joins page 5

SCALE 1:50,000

Nautical Miles 1 ½ 0 1 2

Yards 1000 0 1000 2000 3000

Meters 1000 0 1000 2000 3000

Figure Eight Lake

Maguire Creek

Little Susitna River

Susitna Flats

Numerous Ponds

Marsh

Ma

Mud

.15

.60

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 69 feet or less on this chart were adjusted according y to account for this uplift. As the uplift rates can only be estimated and areas continue to rise, depths may be shoaler than charted. Mariners are urged to exercise caut on.

(see note B)

Changeable Area

Area is subject Dr... Caution should be... in the area.

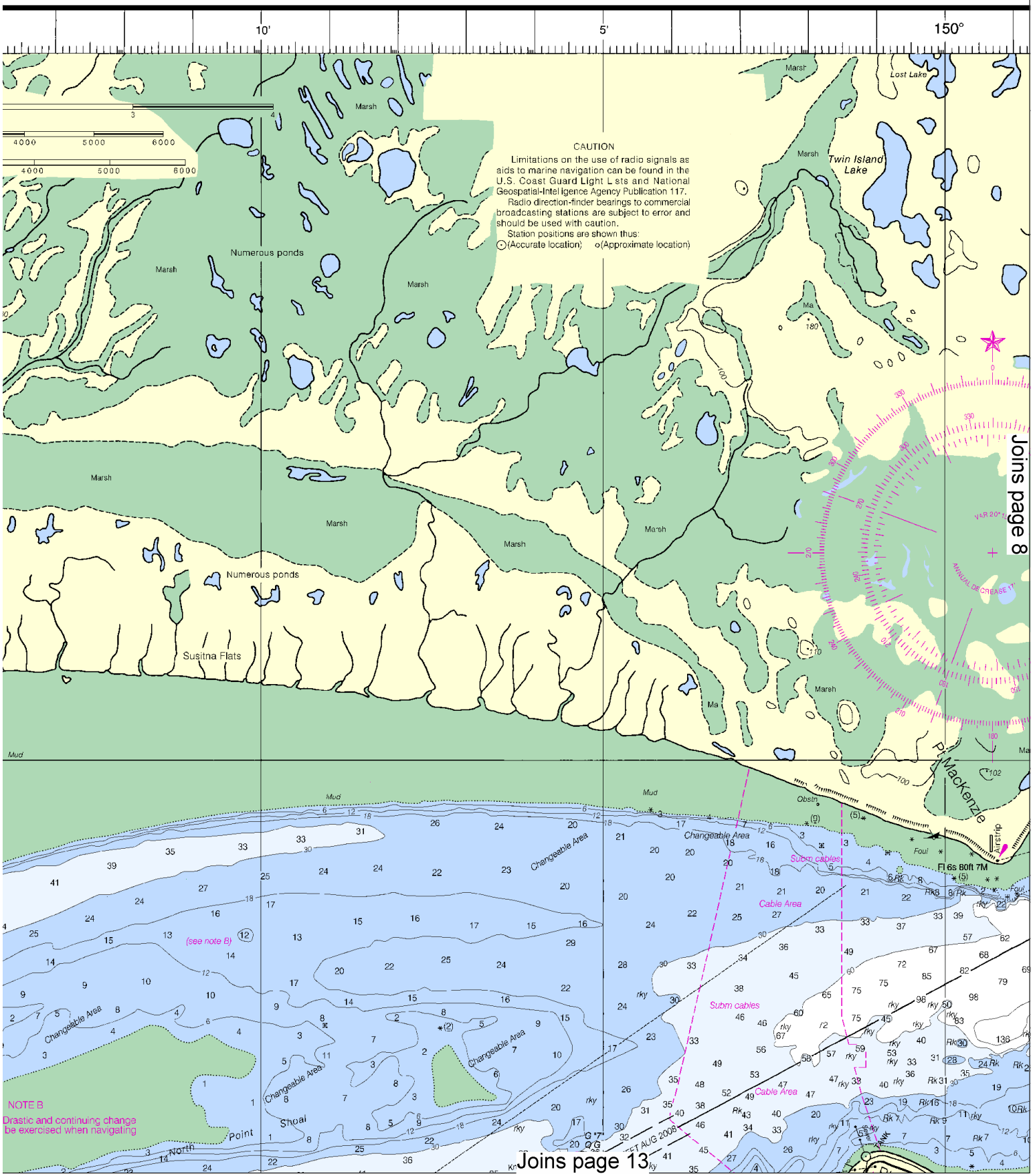
Joins page 12

North

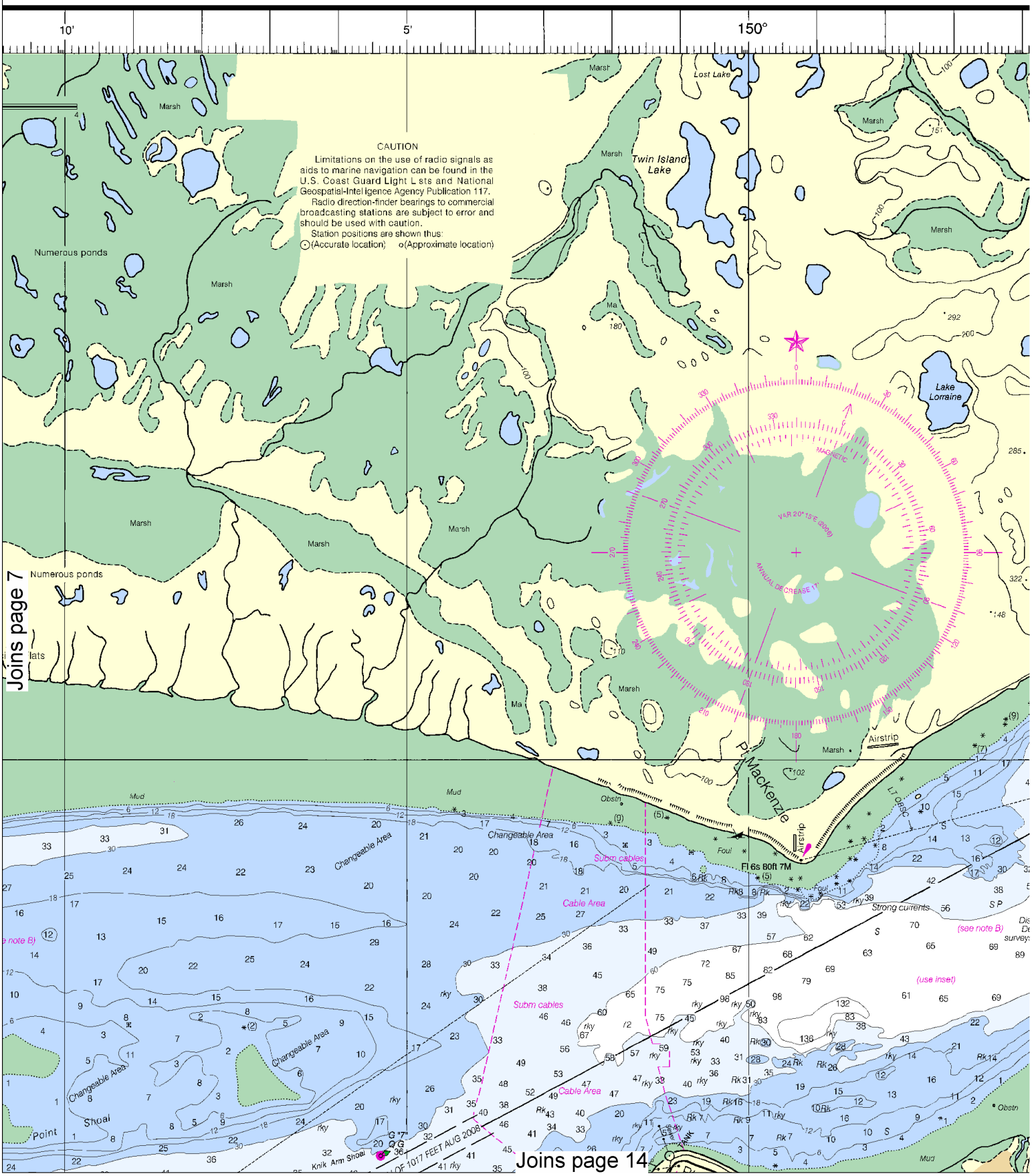
Printed at reduced scale. ~~SCALE 1:50,000~~ See Note on page 5.

Nautical Miles 1 0 1 2 3 4

Yards 1000 0 1000 2000 3000 4000 5000 6000



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0509 2/3/2009,
NGA Weekly Notice to Mariners: 0709 2/14/2009,
Canadian Coast Guard Notice to Mariners: 0109 1/30/2009.



8

North

Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles

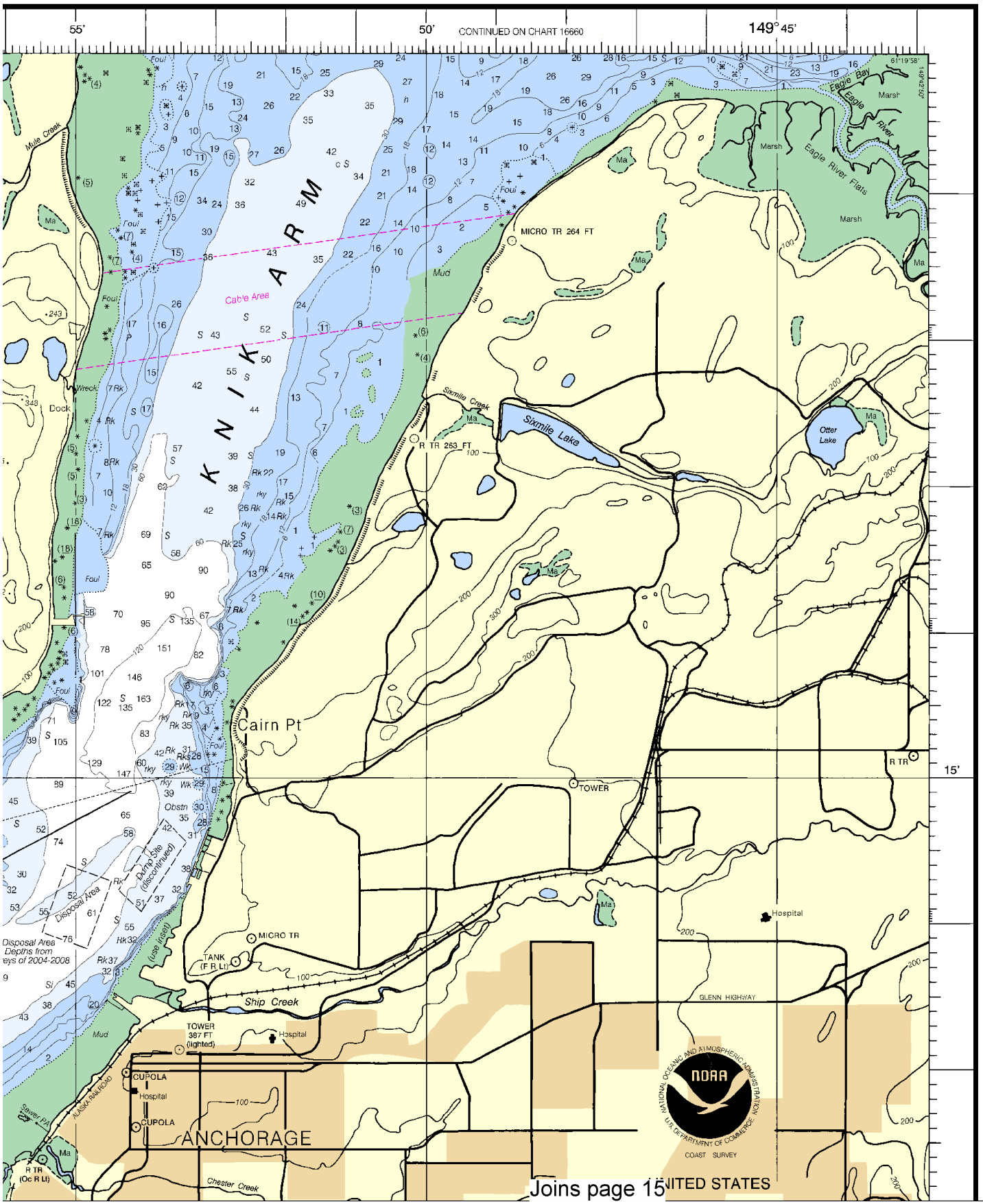
1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.

SOUNDINGS IN FEET



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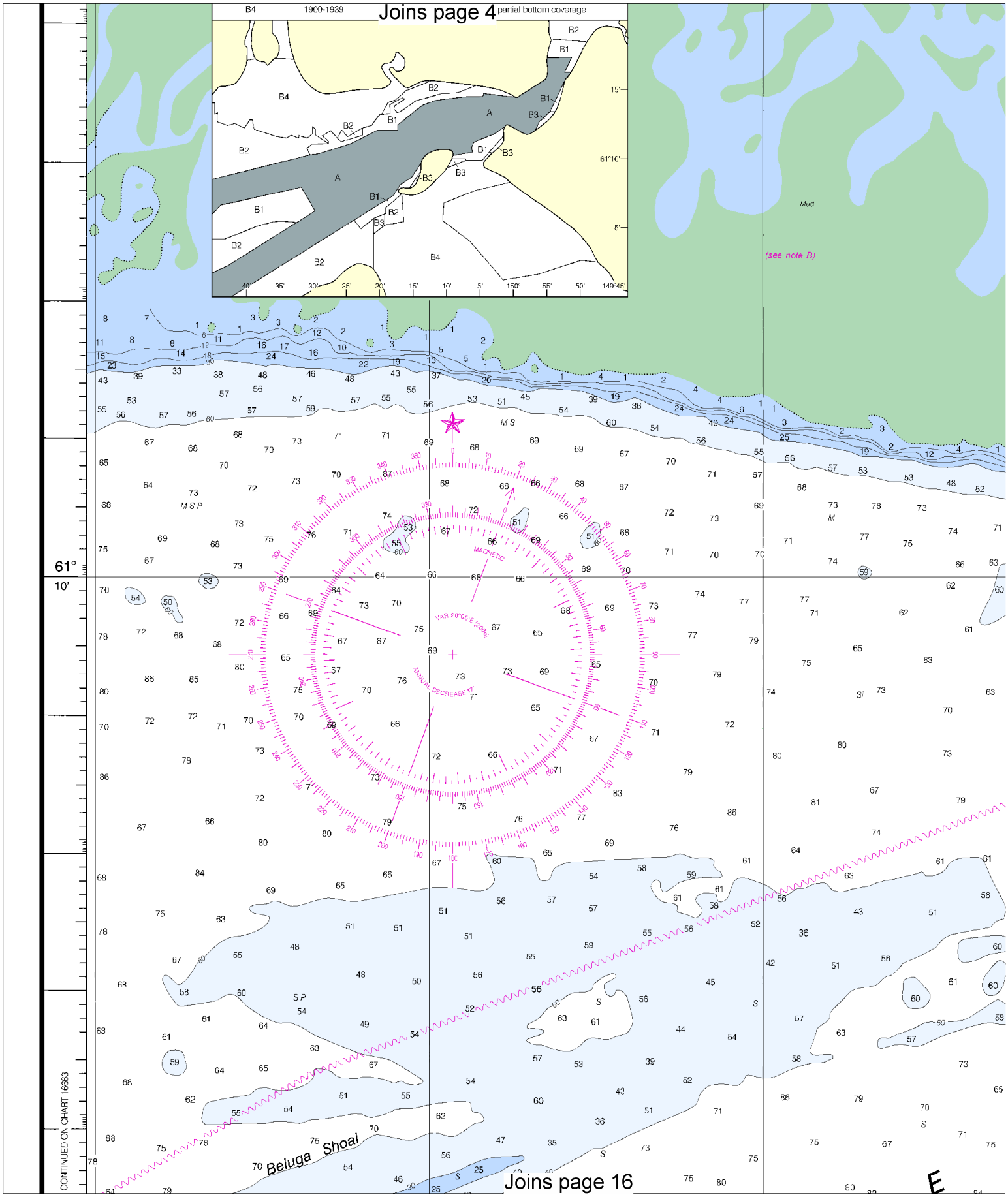


10

North

Printed at reduced scale.

~~SCALE 1:50,000~~

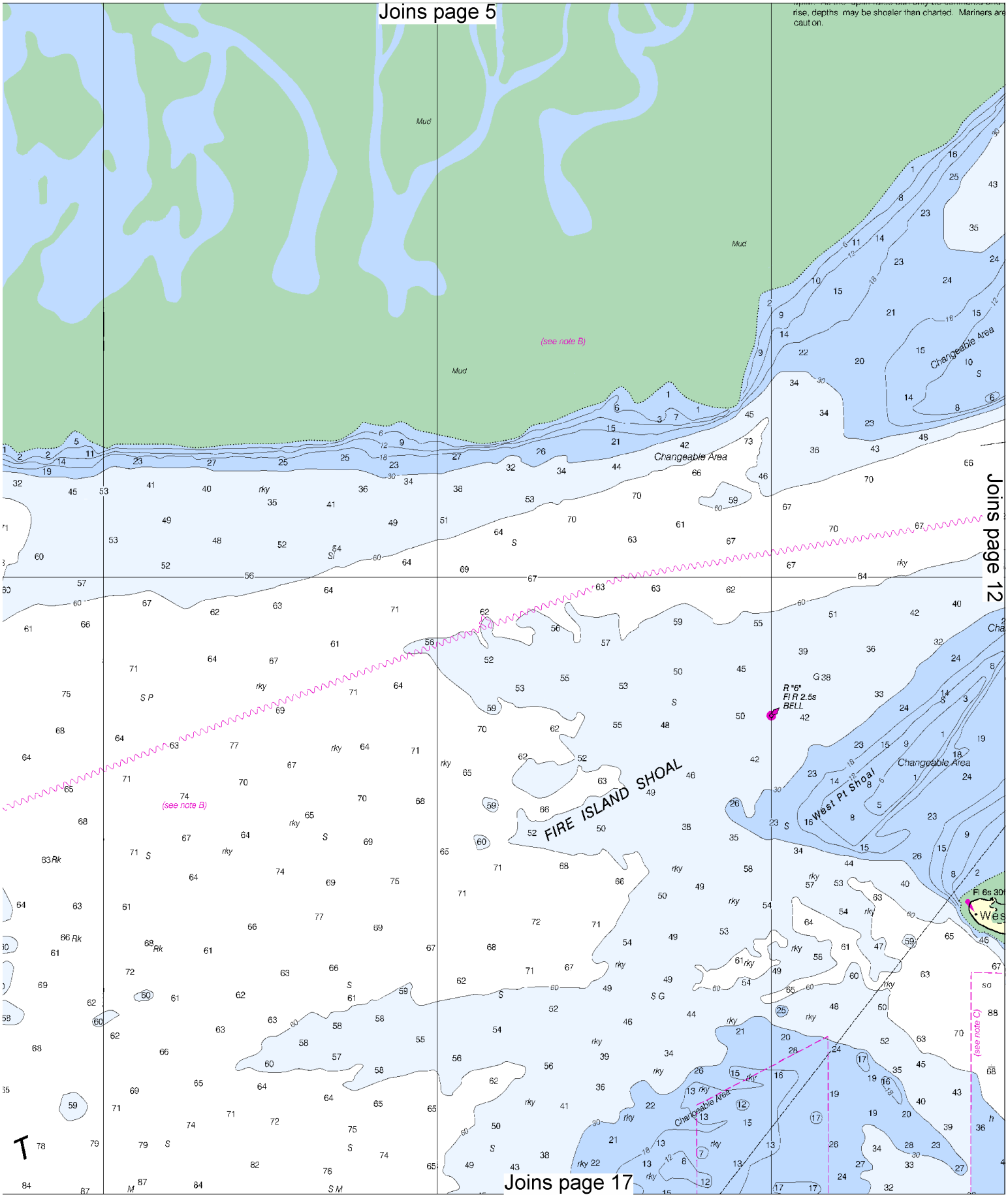
Nautical Miles

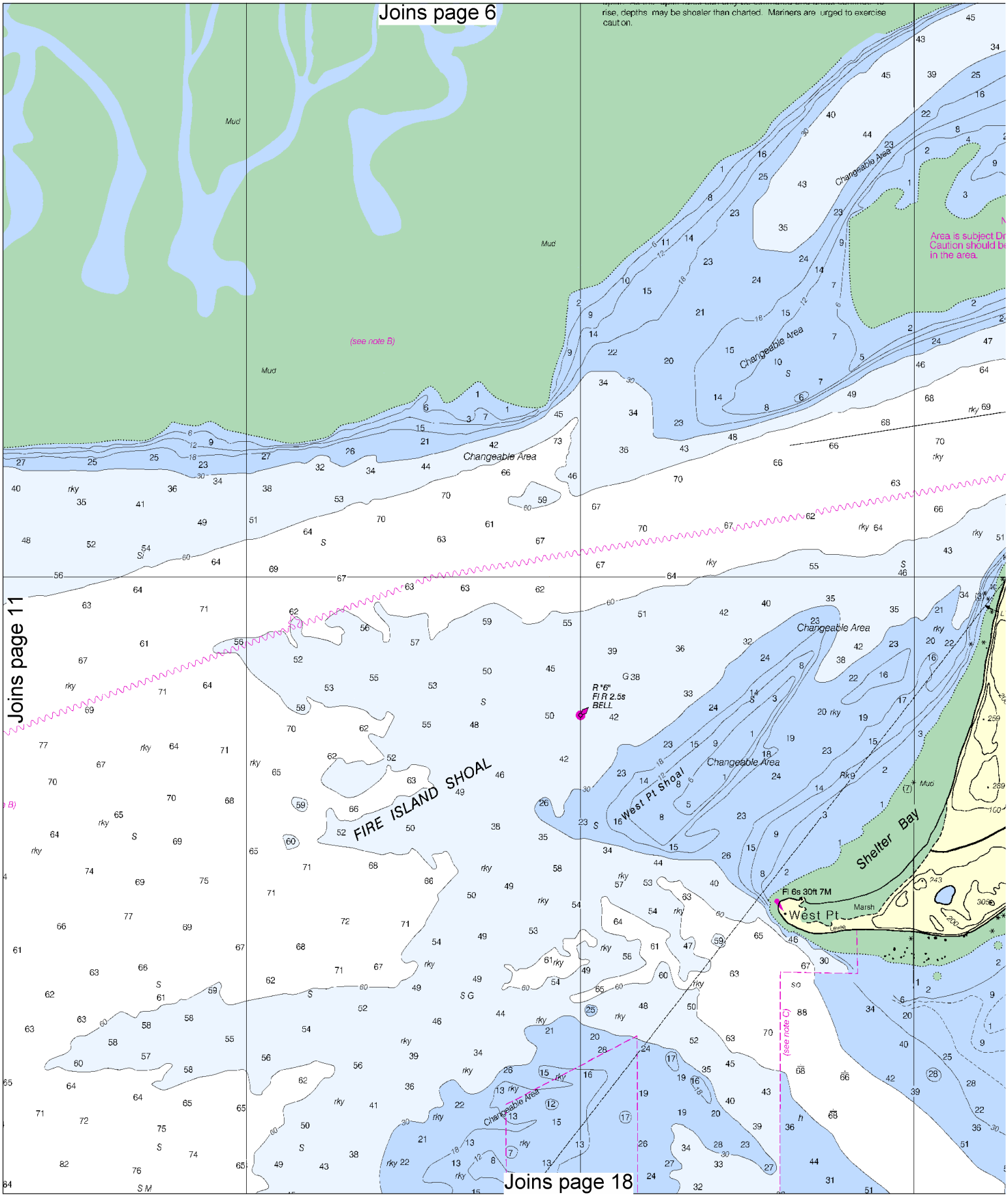
1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.


Joins page 5
rise, depths may be shoaler than charted. Mariners are caut on.
Mud
Mud
Mud
(see note B)
Changeable Area
Changeable Area
Changeable Area
Changeable Area
FIRE ISLAND SHOAL
West Pt Shoal
R "6"
Fl R 2.5s
BELL
(see note B)
(see note B)
(see note C)
Joins page 12
Joins page 17



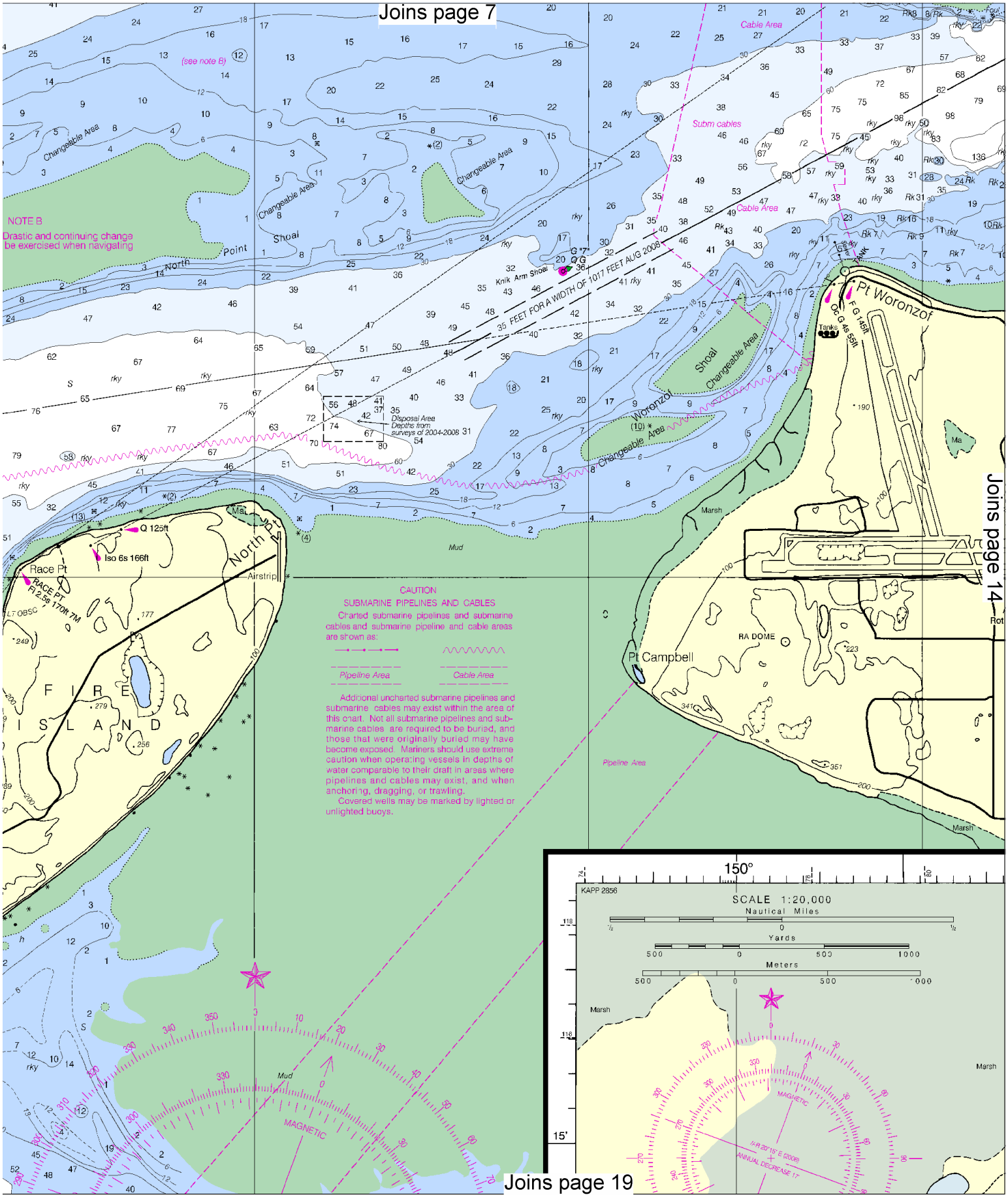
North

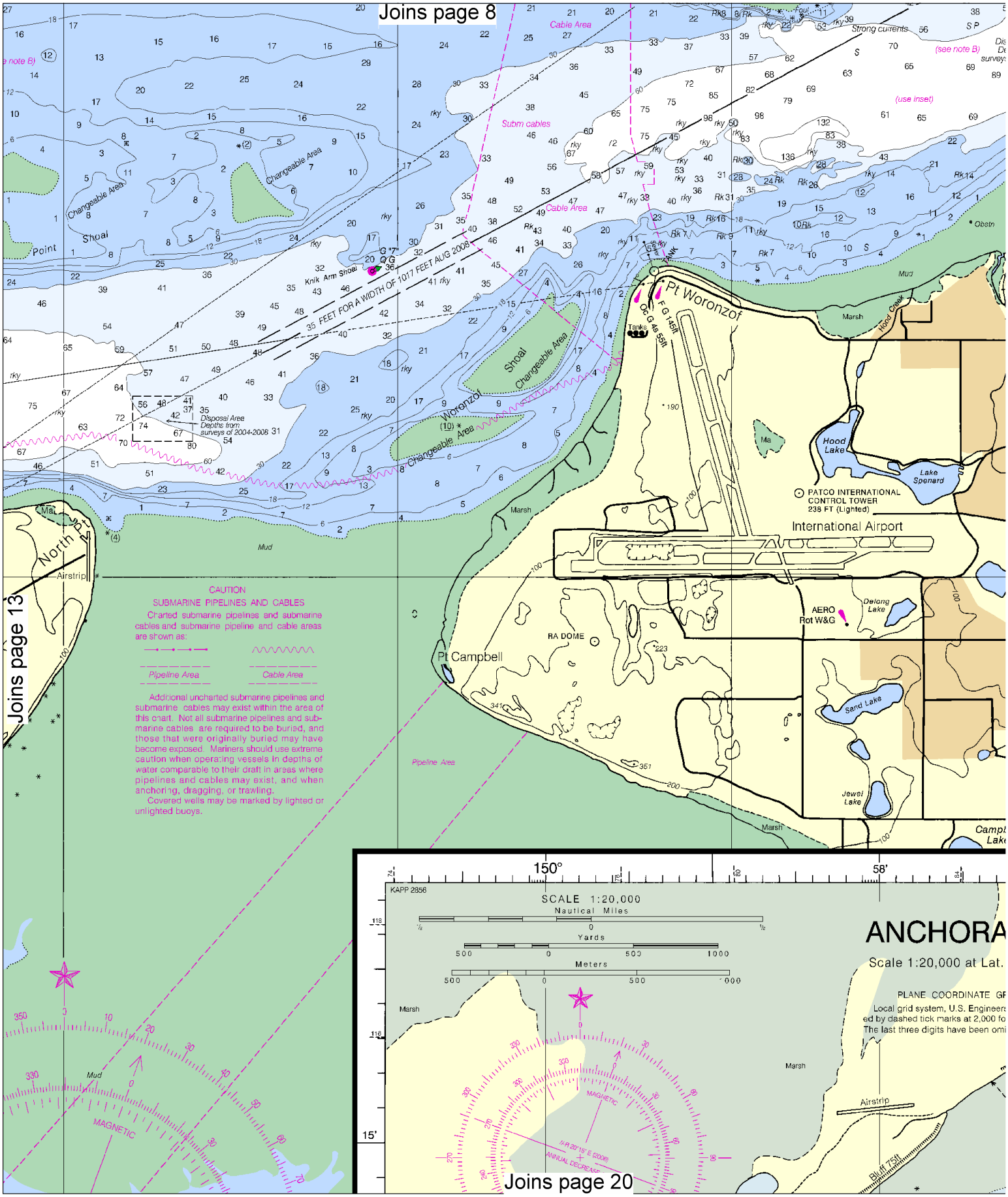
Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.


Joins page 7
Joins page 14
Joins page 19
NOTE B
Drastic and continuing change be exercised when navigating
(see note B)
Changeable Area
Shoal
North Point
Knik Arm Shoal
G "7"
35 FEET FOR A WIDTH OF 1017 FEET AUG 2008
Disposal Area
Depths from surveys of 2004-2008
Subm cables
Cable Area
Pt Woronzof
Oc G 45 55ft
F G 145ft
Tanks
Woronzof
Marsh
Mud
Q 125ft
Iso 6s 166ft
Race Pt
RACE PT
Fl 2.5s 170ft 7M
LT OBSC
North Spit
Airstrip
F I R E I S L A N D
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.
RA DOME
Pt Campbell
Pipeline Area
MAGNETIC
ANNUAL DECREASE 17
150°
KAPP 2856
SCALE 1:20,000
Nautical Miles
Yards
Meters
15'



North

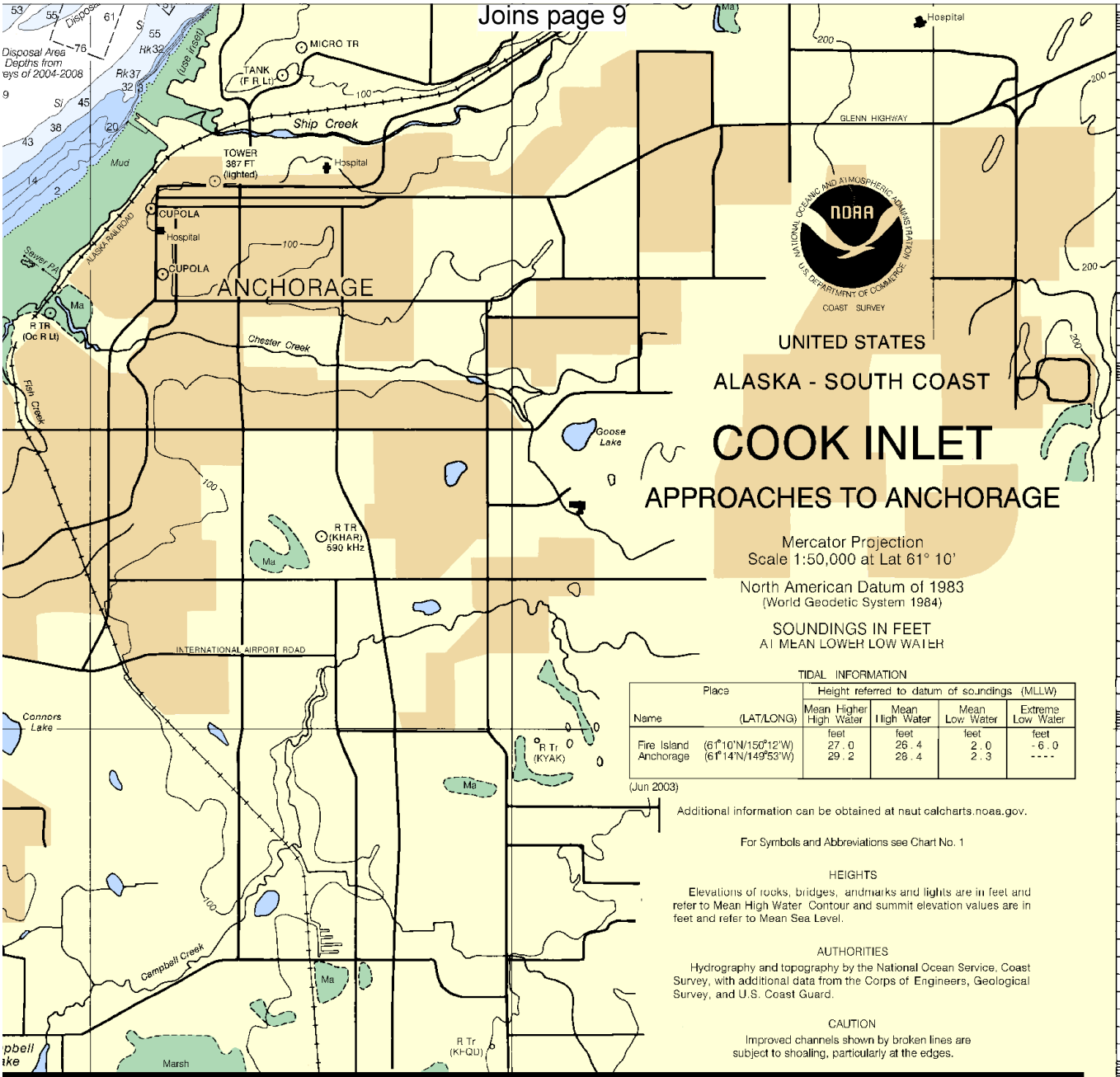
Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles 1 0 1 2 3 4

Yards 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.

Joins page 9



UNITED STATES

ALASKA - SOUTH COAST

COOK INLET

APPROACHES TO ANCHORAGE

Mercator Projection
Scale 1:50,000 at Lat 61° 10'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Fire Island	(61°10'N/150°12'W)	27.0	26.4	2.0	-6.0
Anchorage	(61°14'N/149°53'W)	29.2	28.4	2.3	----

(Jun 2003)

Additional information can be obtained at naut.calcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

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.

CAUTION

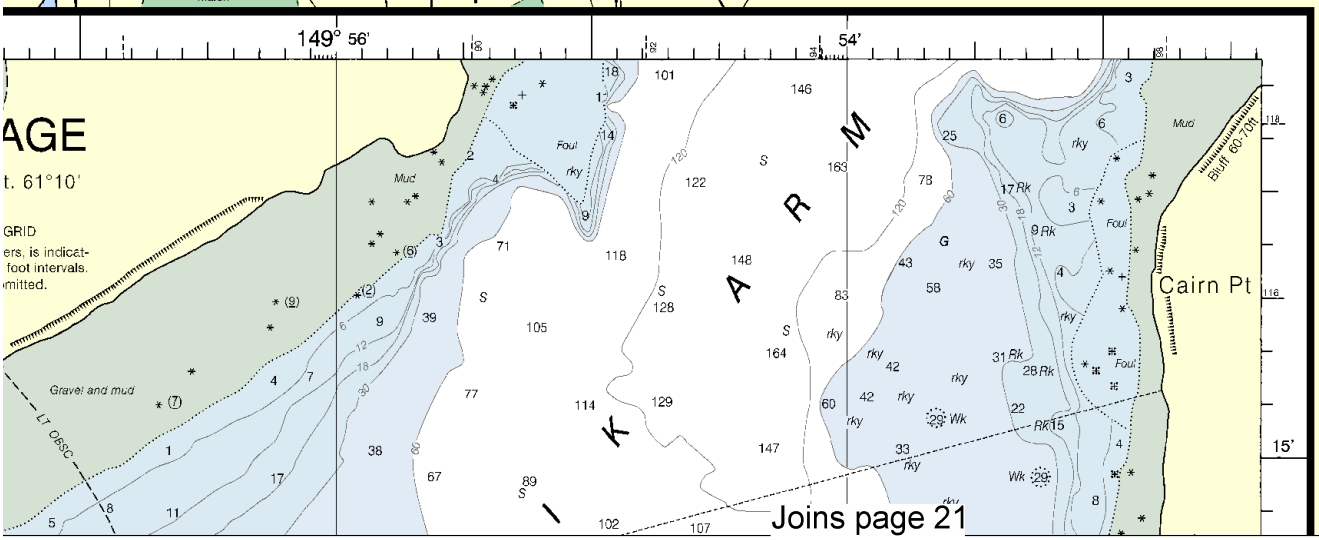
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

61° 10'

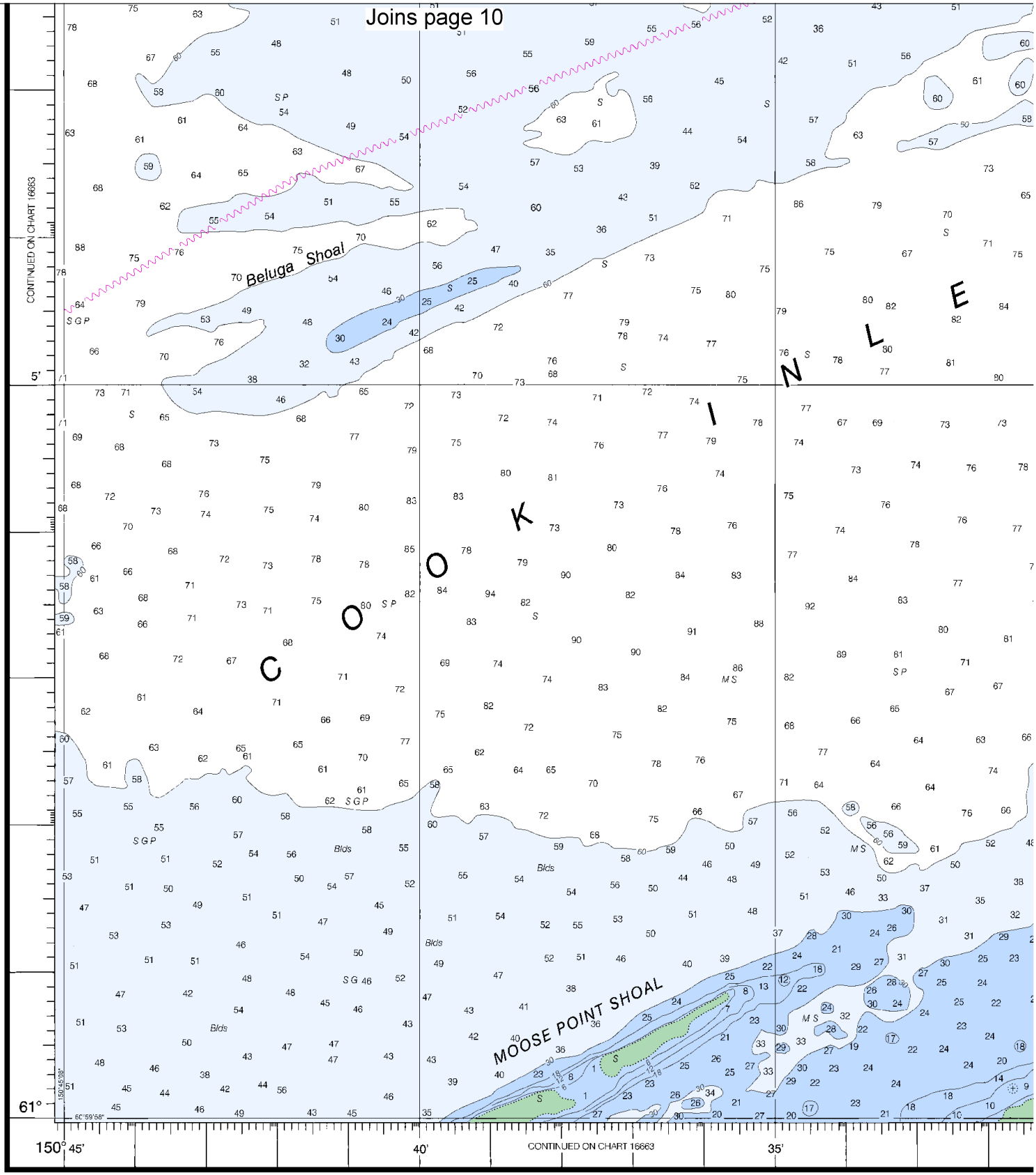
149° 56'

54'

15'



Joins page 21



9th Ed., Mar. / 06 ■
Corrected through NM Mar. 04/06
Corrected through LNM Feb. 21/06

16665

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospat al-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.

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

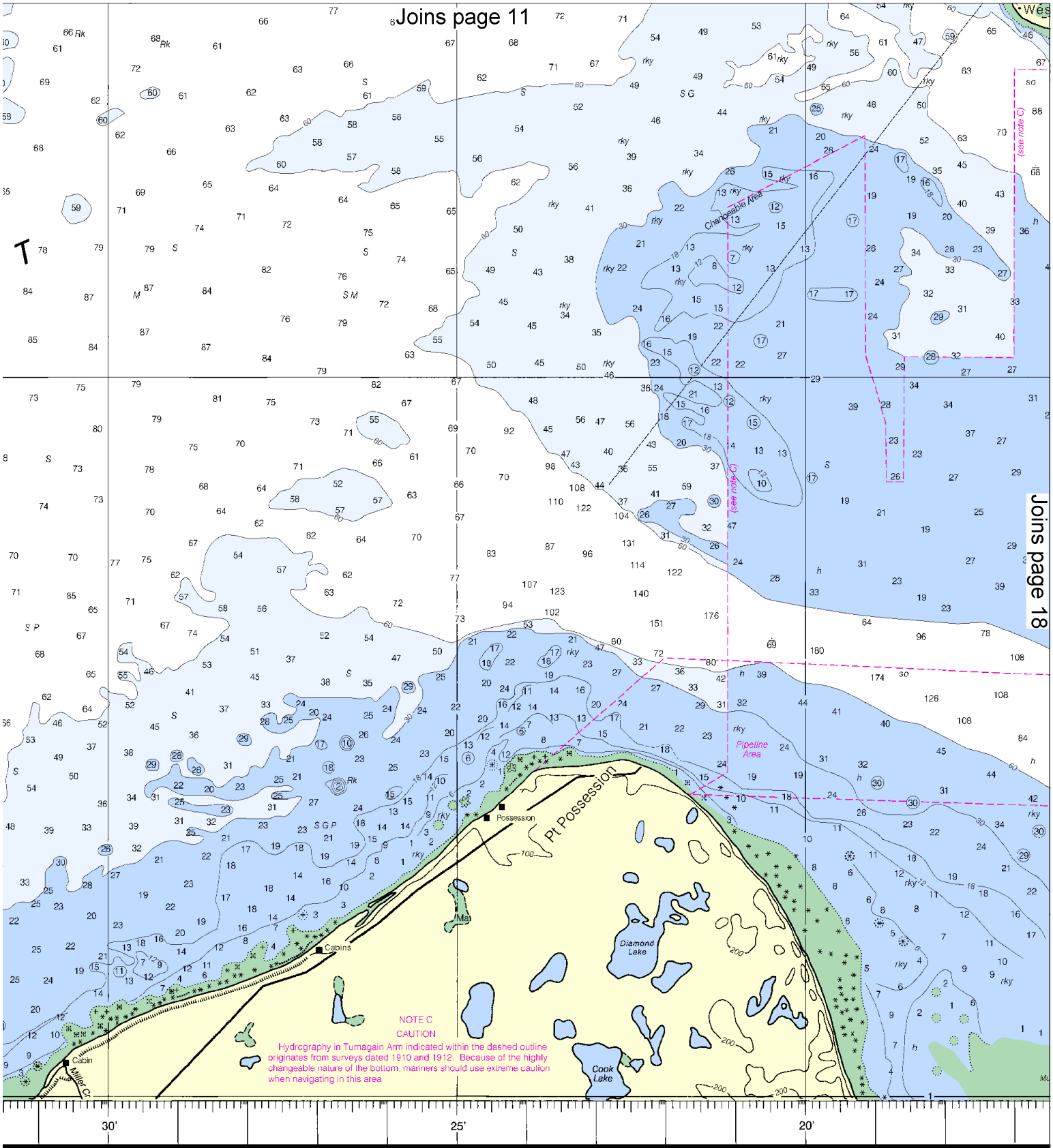
16

North

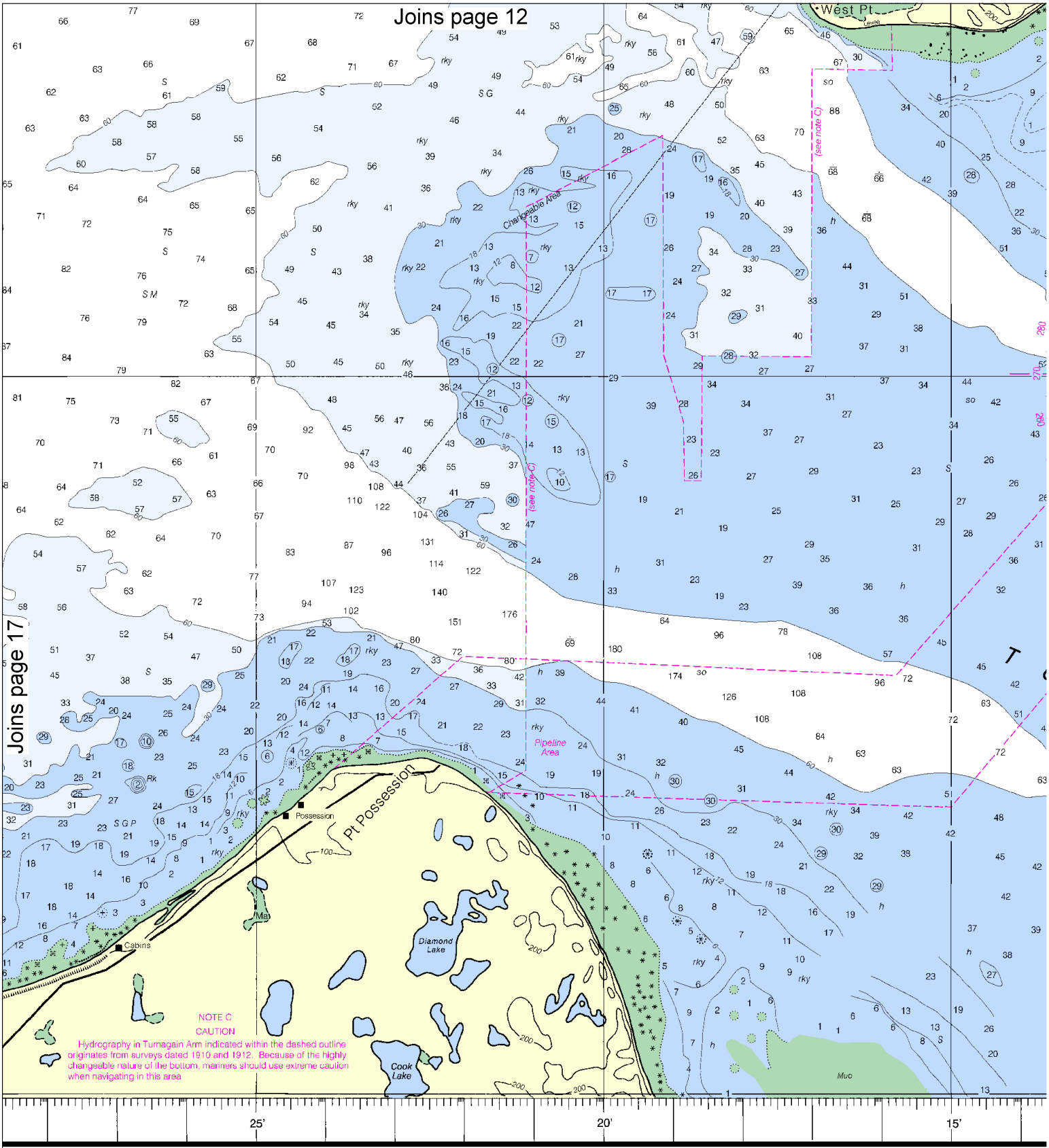
Printed at reduced scale. ~~SCALE 1:50,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000



SOUNDINGS IN FEET



SOUNDINGS IN FEET

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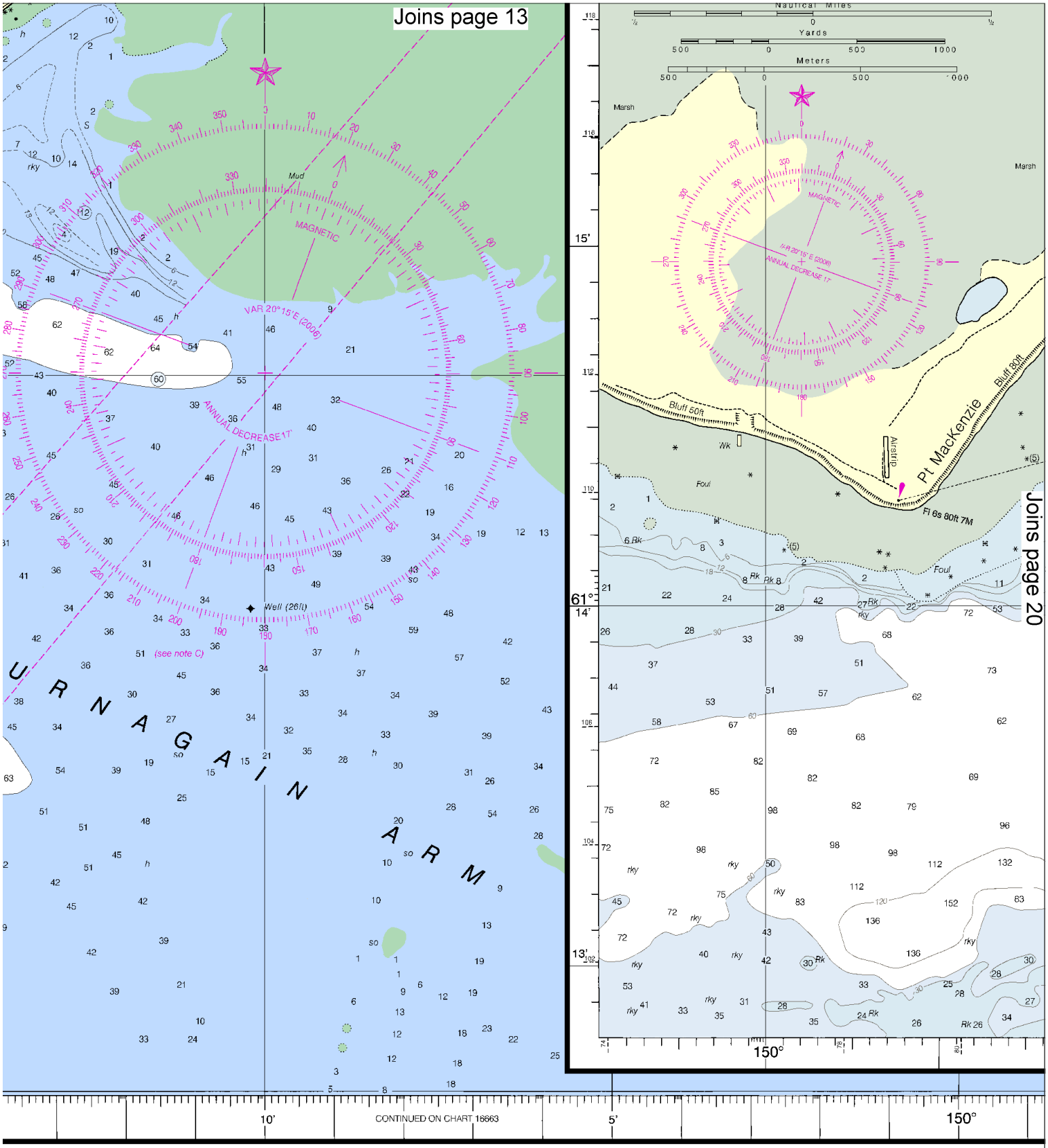
North

Printed at reduced scale. ~~SCALE 1:50,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000



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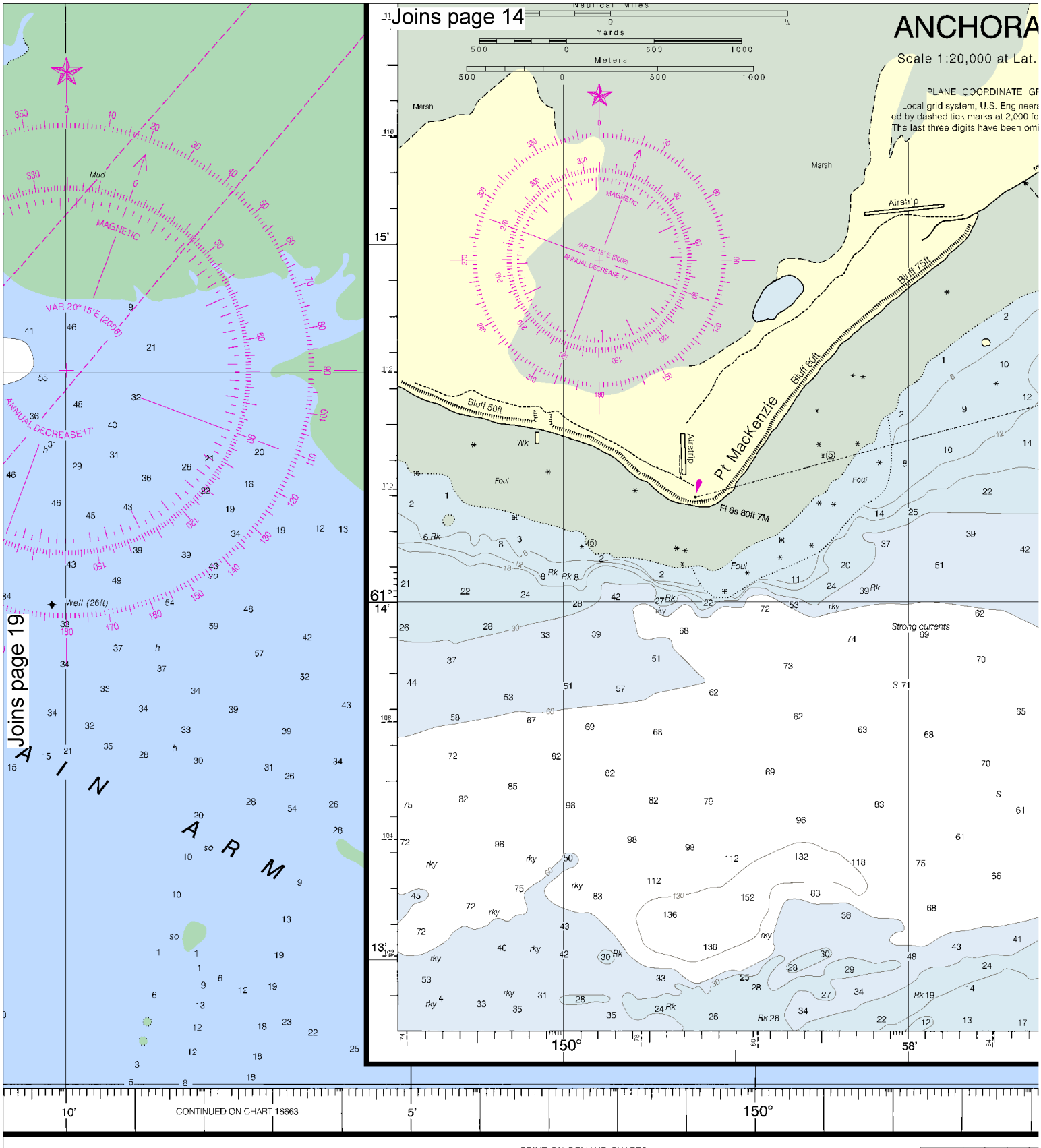
PRINT ON DEMAND CHARTS

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 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, , or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or



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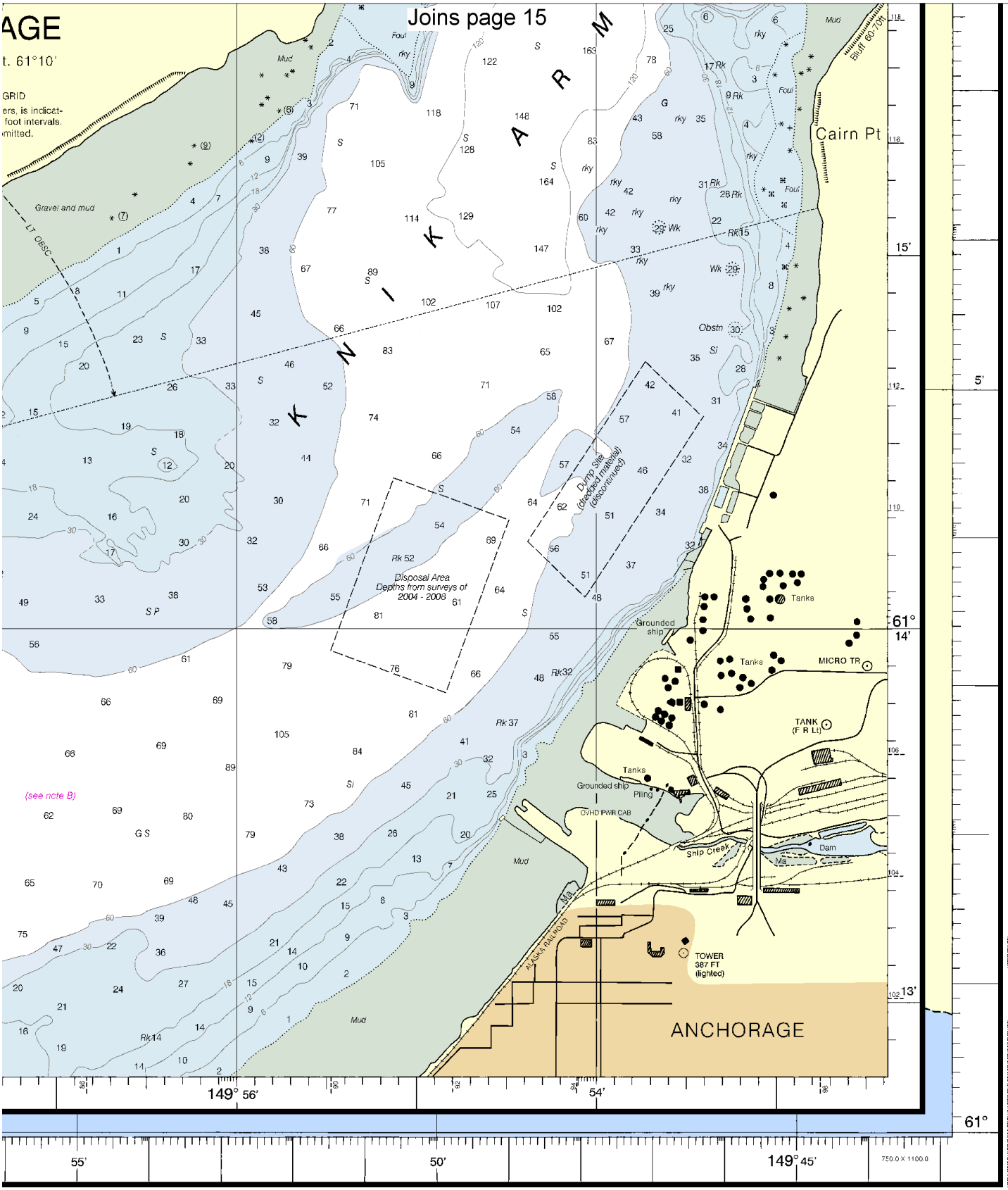
FATHOMS	1	2	3
FEET	6	12	18
METERS	1 2 3 4 5 6		

North

Printed at reduced scale. ~~SCALE 1:50,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000



Cook Inlet, Approaches to Anchorage

SOUNDINGS IN FEET - SCALE 1:50,000

16665

ED NO. 9

NSN 7642014014468 NGA REFERENCE NO. 16AHA16665

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 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700
Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

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, The Nation's Chartmaker

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Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.