

**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=16003>.



(Selected Excerpts from Coast Pilot)

The **frost mounds** seen occasionally along the coast are produced by frost action on the tundra and vary widely in size and duration. A large frost mound is known as a **pingo** and may reach a height of 300 feet; the summit is usually fissured and may emit drinkable water.

There are few harbors, port facilities, or aids to navigation along the Arctic coast. Depths near shore may change as much as 6 feet because of ice gouging; storms also

shift the sands in shallow water but there is little evidence of such shifts in the deeper water. **Abnormal refraction** is a common occurrence; a

pingo may loom like a mountain, and landmarks may be sighted much farther from shore than the normal limit of visibility.

Loran.—In 2008, adequate satellite coverage was reported in the area to obtain GPS position fixes. DGPS correctors are not broadcast in the area.

Currents.—Observations totaling about 6 days were made in the Bering Strait off Cape Prince of Wales during the summer of 1950. When not opposed by N winds, the current flowed N with velocities that sometimes exceeded 2.5 knots.

From Bering Strait to Point Barrow the current sets N along the shore and has a velocity of not less than 1 knot when not opposed by winds or stopped by ice. A current from Kotzebue Sound joins the current from Bering Strait N of Cape Krusenstern and the resultant velocity in July and August is 1.5 to 2 knots as far as Point Hope. After rounding Point Hope the velocity decreases to about 1 knot.

Weather, Arctic Ocean.—During July, August, and September, winds in the Bering Strait are most often out of the N or S at 13 to 15 knots. Gales blow less than one percent of the time, although winds reach 28 knots or more up to five percent of the time. This same flow is present over the open waters of the Chukchi Sea, where average wind speeds range from 14 to 18 knots, and gales occur about two percent of the time. In September, N winds become more frequent in the Bering Strait and Chukchi Sea, signaling a return to winter. At Kotzebue winds out of the SW through W are prevalent during the summer. In September, they return to the prevailing E winter flow; NE winds are also common in winter. Gales blow two percent of the time in November, December, January, and February, while winds at Kotzebue and Cape Lisburne reach 28 knots or more about three to seven percent of the time in winter.

Ice.—Unless there is an unusually late spring, the ice begins to break in Bering Strait and Kotzebue Sound by early June. Heavy drift ice from Kotzebue Sound is often found between Cape Blossom and Point Hope. At Point Hope and Cape Lisburne, the pack ice breaks off from the shore ice in May and moves off and closes in again with changing winds, gradually working off to the N and W. Young ice forms in the spaces thus left but gradually gets thinner until it disappears in June.

From Cape Beaufort to Point Barrow the pack moves gradually N, clearing from point to point. A shift of the wind to W brings the pack in on shore when a few hours before it was out of sight from the land. At Point Barrow, the pack breaks off from the flaw or shore ice in the spring and moves off and on until June. When the pack moves off in June, it begins to take a NW movement and continues to do so until it is out of sight. The movement of the pack, on and off, continues well into July, after which time heavily massed floe ice, much broken and heavily jammed together, may be expected. Mariners are cautioned that the prevailing N currents near Point Barrow will tend to carry vessels, which are beset, farther into the ice mass.

Small-boat operation in ice.—Launches usually can proceed through the looser-packed floe ice during calm weather, but slow speed and maneuverability are essential. Passage frequently can be made close to shore when large floes have been driven in to the beach. Large bergs may also make leads through the more solid floes. Small ice cakes can be pushed aside in the looser areas. Caution must be observed to avoid the underwater projections of the larger bergs and the growler type of berg which is low in the water and difficult to see. The bergs have a tendency to roll or break with disturbances of any sort. Native launches prefer to operate close-to and in the lee of ice floes to take advantage of the smoother seas and will sometimes leave the mainland to proceed in the lee of offshore ice.

**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 Aug. 30/08
Corrected through LNM Aug. 19/08

HEIGHTS

Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

RACON

Radar Transponder Beacons, or RACONS are activated by radars operating on the X-Band frequencies 9300 to 9450 MHz, and when activated will emit an international morse code character which will be visible on the radar screen that activated the RACON. The effective range of the RACONS will be from 11 to 27 miles. The RACONS will be maintained seasonally from 1 July to 15 September.

NOTE C

Radio navigational aids on the Russian Arctic coast and adjacent islands north of the Arctic Circle have been omitted due to the lack of reliable information.

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).

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.

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)

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners. Aids to Navigation will be maintained seasonally from 1 July to 1 November.

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

Mariners are advised that in the shallow waters of the Beaufort Sea, water levels are strongly influenced by meteorological conditions. Strong offshore winds can produce water depths up to 0.8 meters (2.6 feet) less than those shown on this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys, and Fog Signals for information not included in the U.S. Coast Guard Light List.

NOTE B

POSSIBLE PINNACLE ROCKS

A study by the Canadian authorities within the dashed outlined area indicates hazardous pinnacle-like features which may reduce the depths to as little as 30 percent of the charted depth. For example, where a depth of 16 fathoms is charted, a depth of 4 1/2 fathoms may exist nearby. An echo sounder may provide little if any warning when approaching these features.

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.

SUBSISTENCE WHALING IN THE BEAUFORT SEA

Mariners should be aware that Alaskan Natives engage in subsistence whaling in the Beaufort Sea from August 15 to October 31. Vessel operators are requested to contact the Alaska Eskimo Whaling Commission at (907) 852-2392, or aewcodir@barrow.com prior to entering this area for information about the location and avoidance of traditional Native hunting parties.

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 do not require conversion to NAD 83 for plotting on this chart.

MAGNETIC VARIATION

Magnetic variation curves are for 2008 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian Hydrographic Service.

NOTE D

Maritime boundary provisionally applied pending formal exchange of instruments of ratification.

According to Article 3 of the Agreement Between the United States of America and Russia on the Maritime Boundary, signed June 1, 1990:

*1. In any area east of the maritime boundary that lies within 200 nautical miles of the baseline from which the breadth of the territorial sea of Russia is measured but beyond 200 nautical miles of the baselines from which the breadth of the territorial sea of the United States is measured ("eastern special area"), Russia agrees that henceforth the United States may exercise the sovereign rights and jurisdiction derived from exclusive economic zone jurisdiction that Russia would otherwise be entitled to exercise under international law in the absence of the agreement of the Parties on the maritime boundary...

3. to the extent that either Party exercises the sovereign rights or jurisdiction in the special area or areas on its side of the maritime boundary as provided for in this Article, such exercise of sovereign rights or jurisdiction derives from the agreement of the Parties and does not constitute an extension of its exclusive economic zone. To this end, each Party shall take the necessary steps to ensure that any exercise on its part of such rights or jurisdiction in the special area or areas on its side of the maritime boundary shall be so characterized in its relevant laws, regulations, and charts.

Mercator Projection

Scale 1:1,587,870 at Lat 70° 00'

North American Datum of 1983

(World Geodetic System 1984)

SOUNDINGS IN FATHOMS

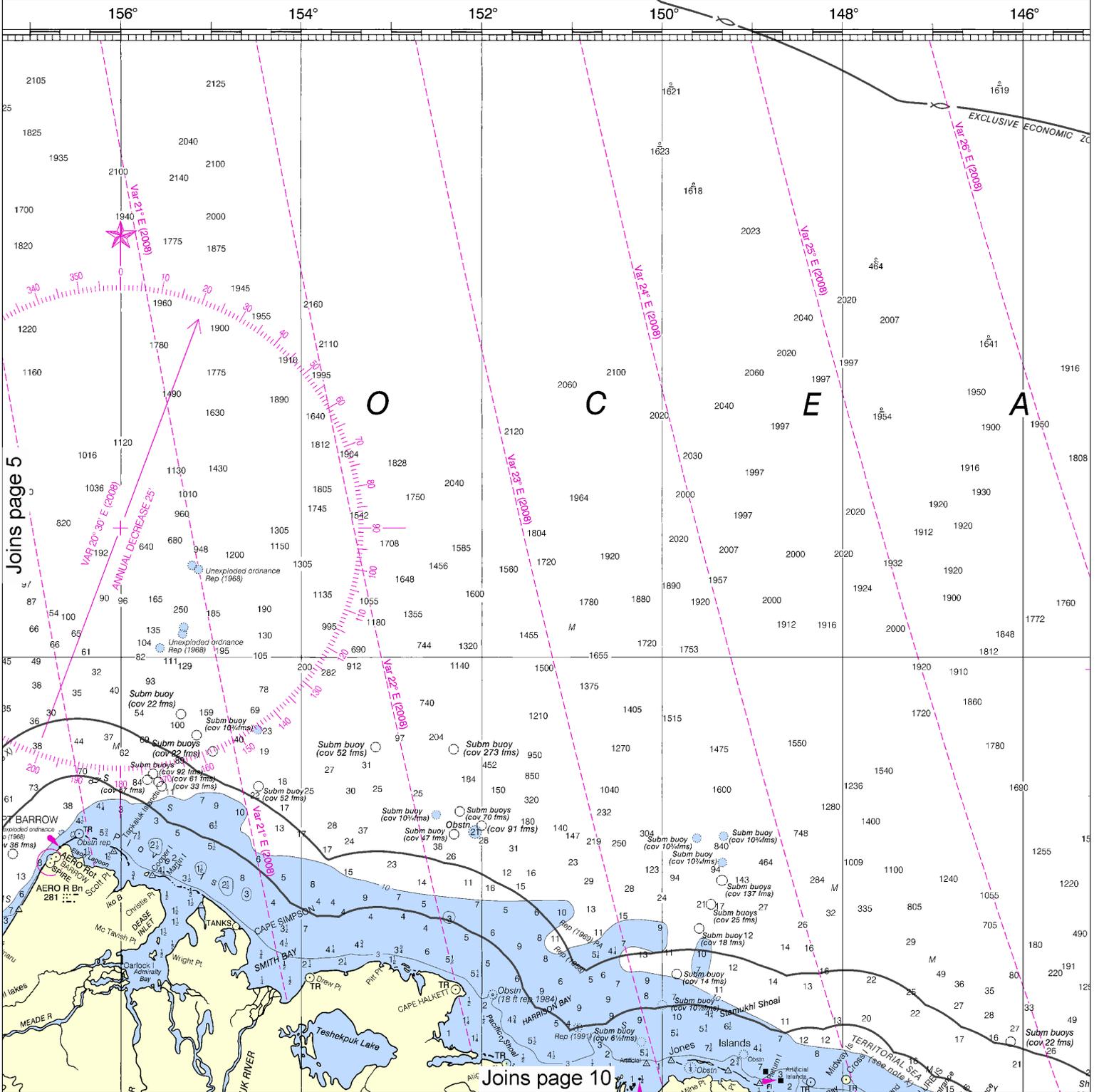
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

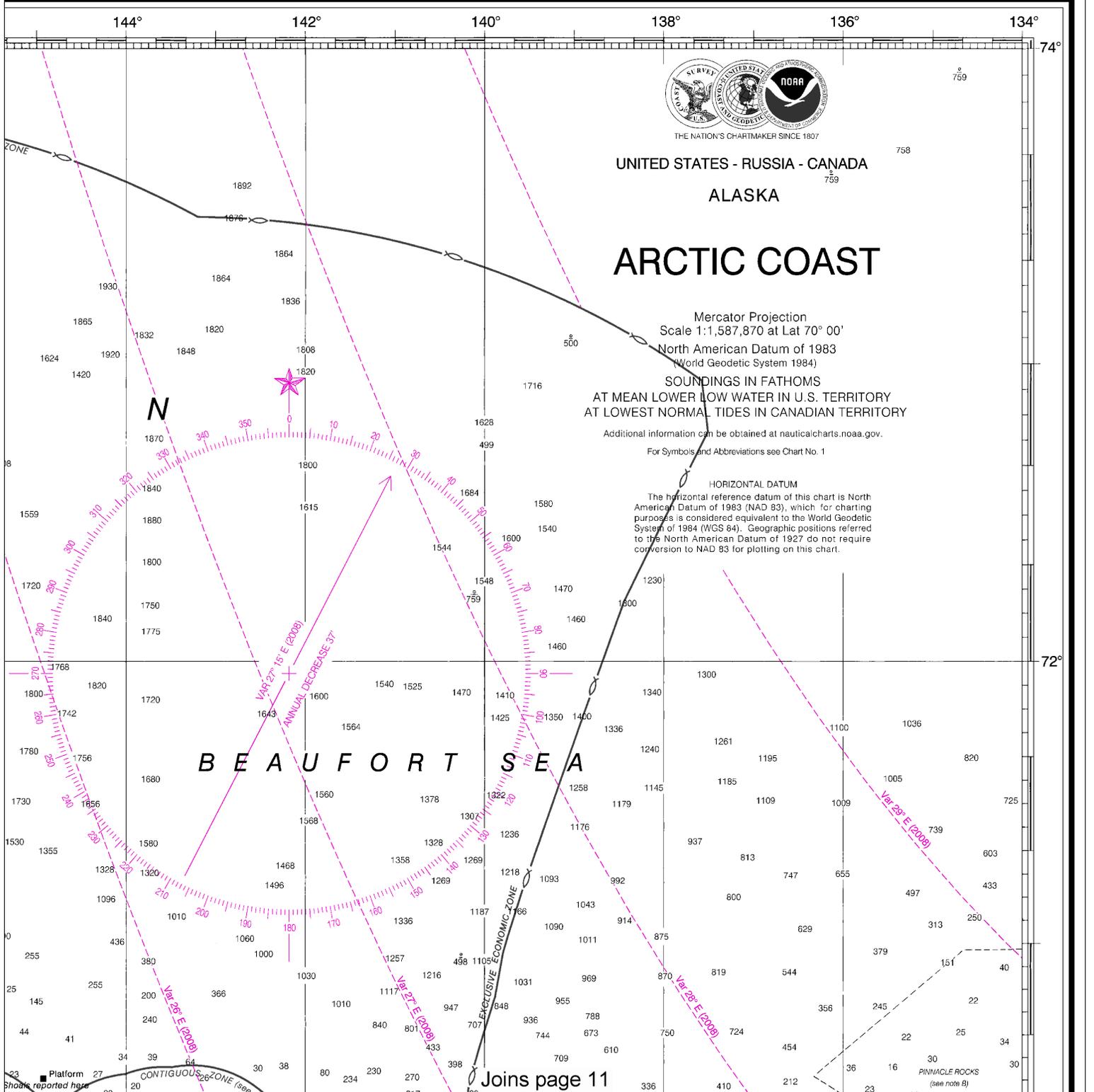
COLREGS, 80.1705 (see note A)

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



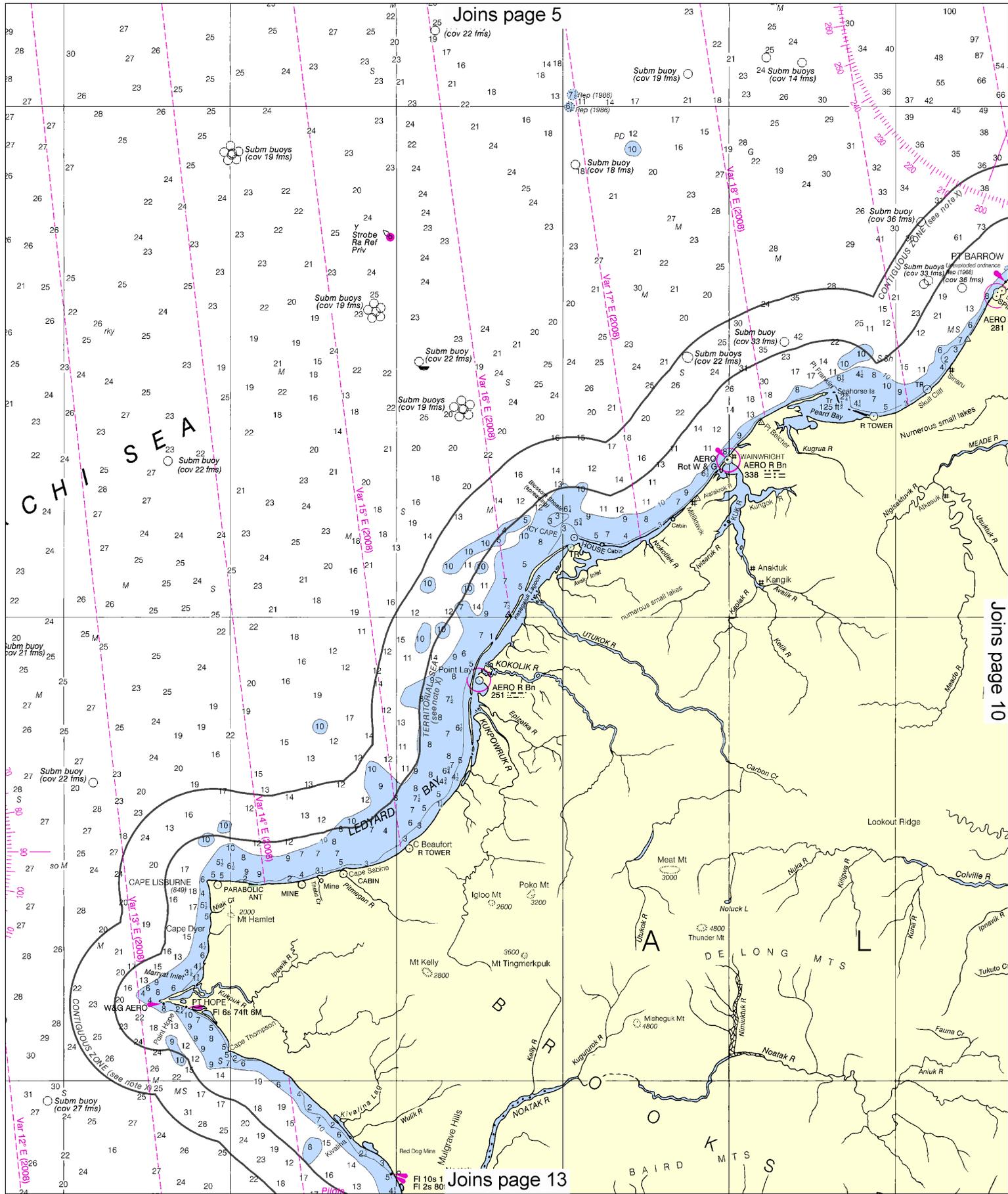
Note: Chart grid lines are aligned with true north.

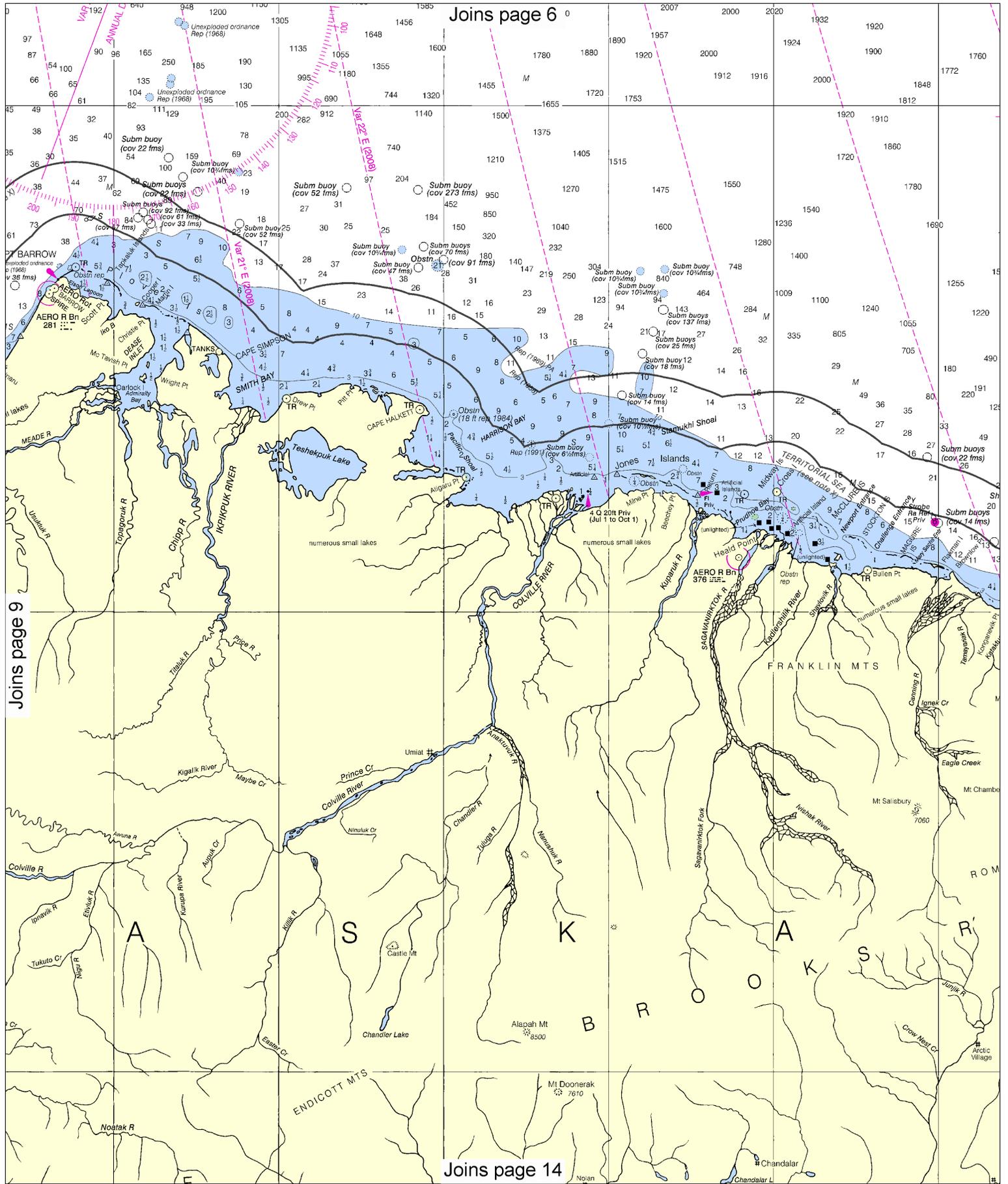
SOUNDINGS IN FATHOMS



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0313 1/15/2013,
NGA Weekly Notice to Mariners: 0613 2/9/2013,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.







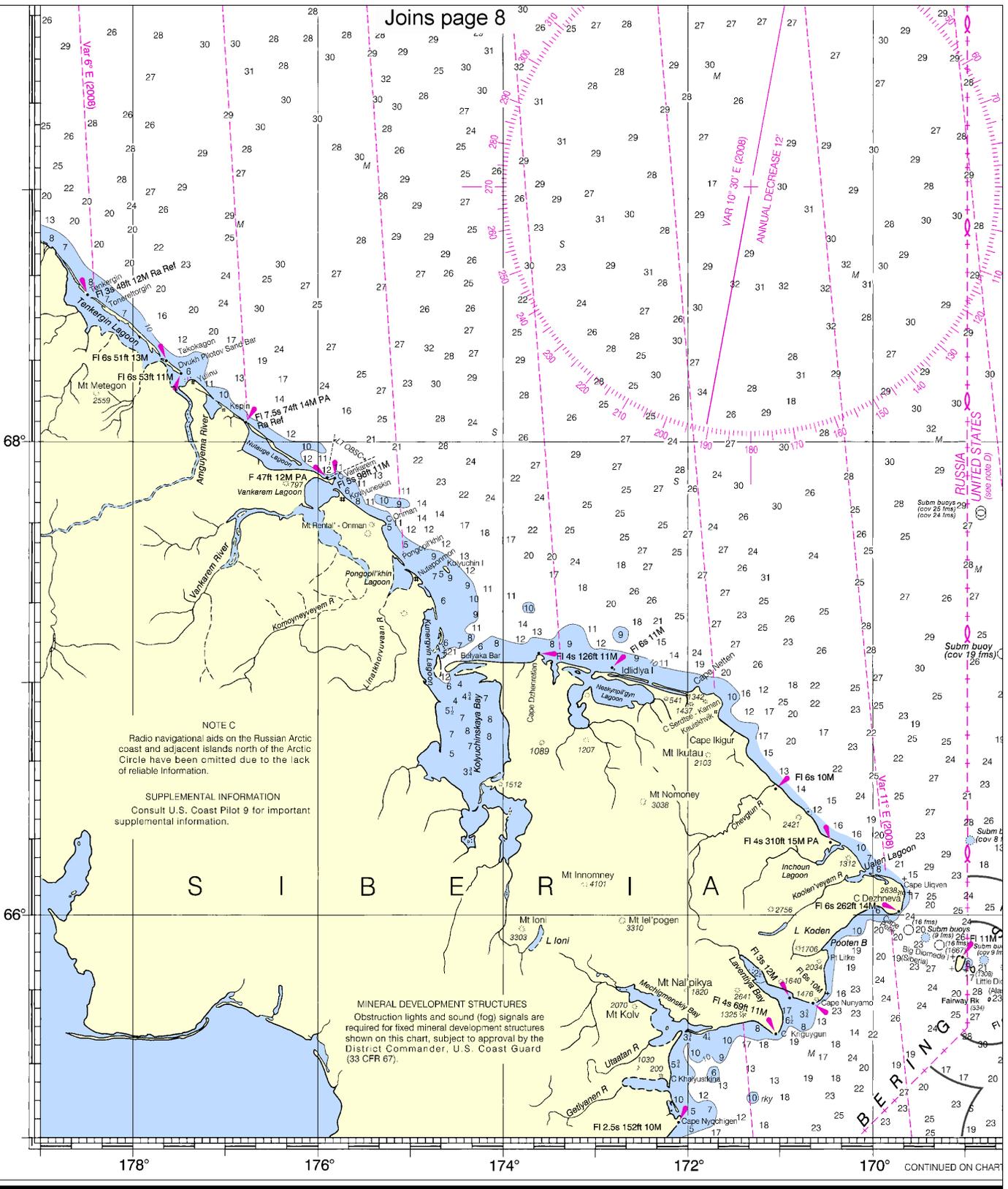
Joins page 9

Joins page 6

Joins page 14

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NOTE C
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SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important supplemental information.

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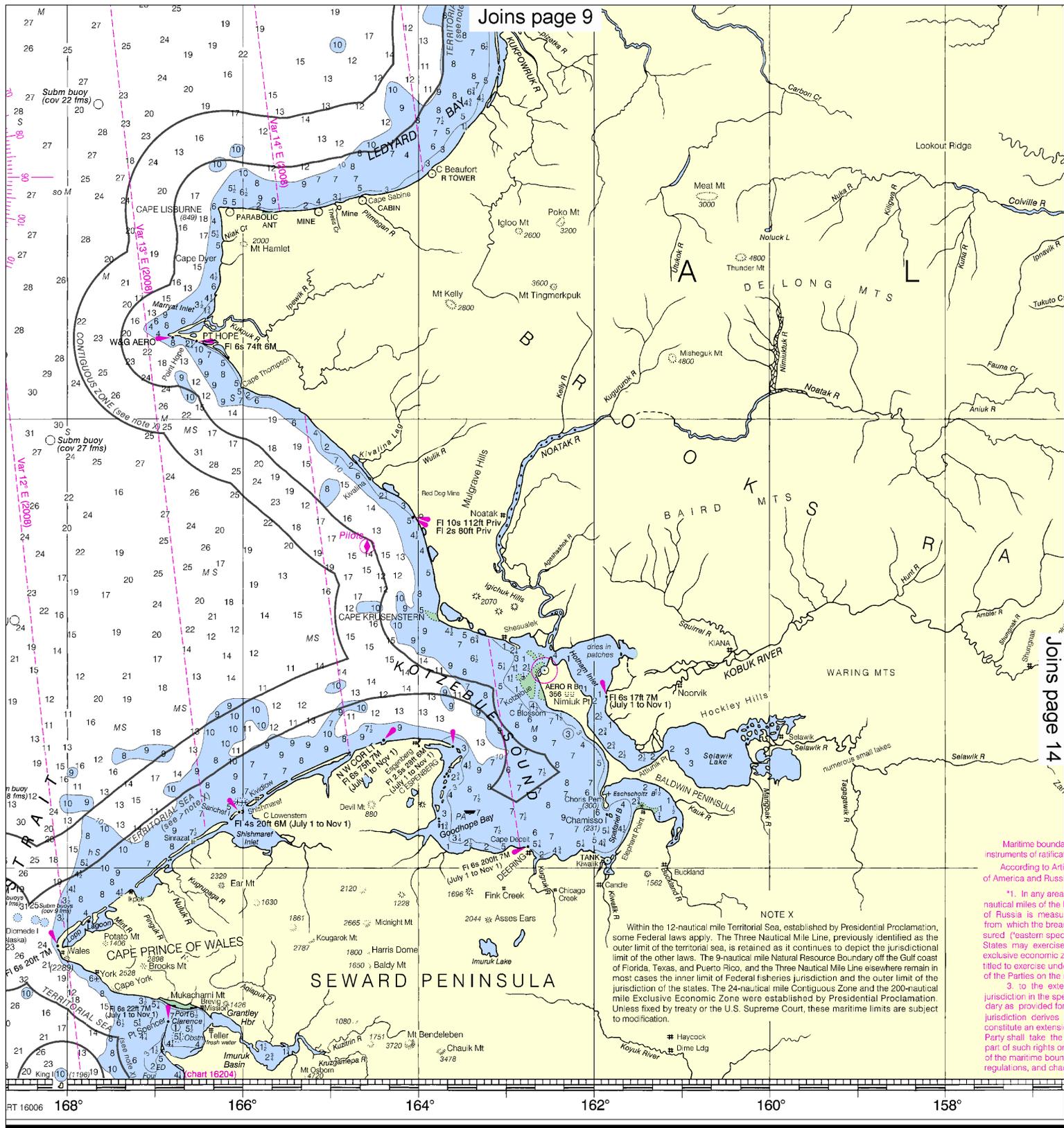
17th Ed., Aug./08 ■ Corrected through NM Aug. 30/08
Corrected through LNM Aug. 19/08

16003

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.

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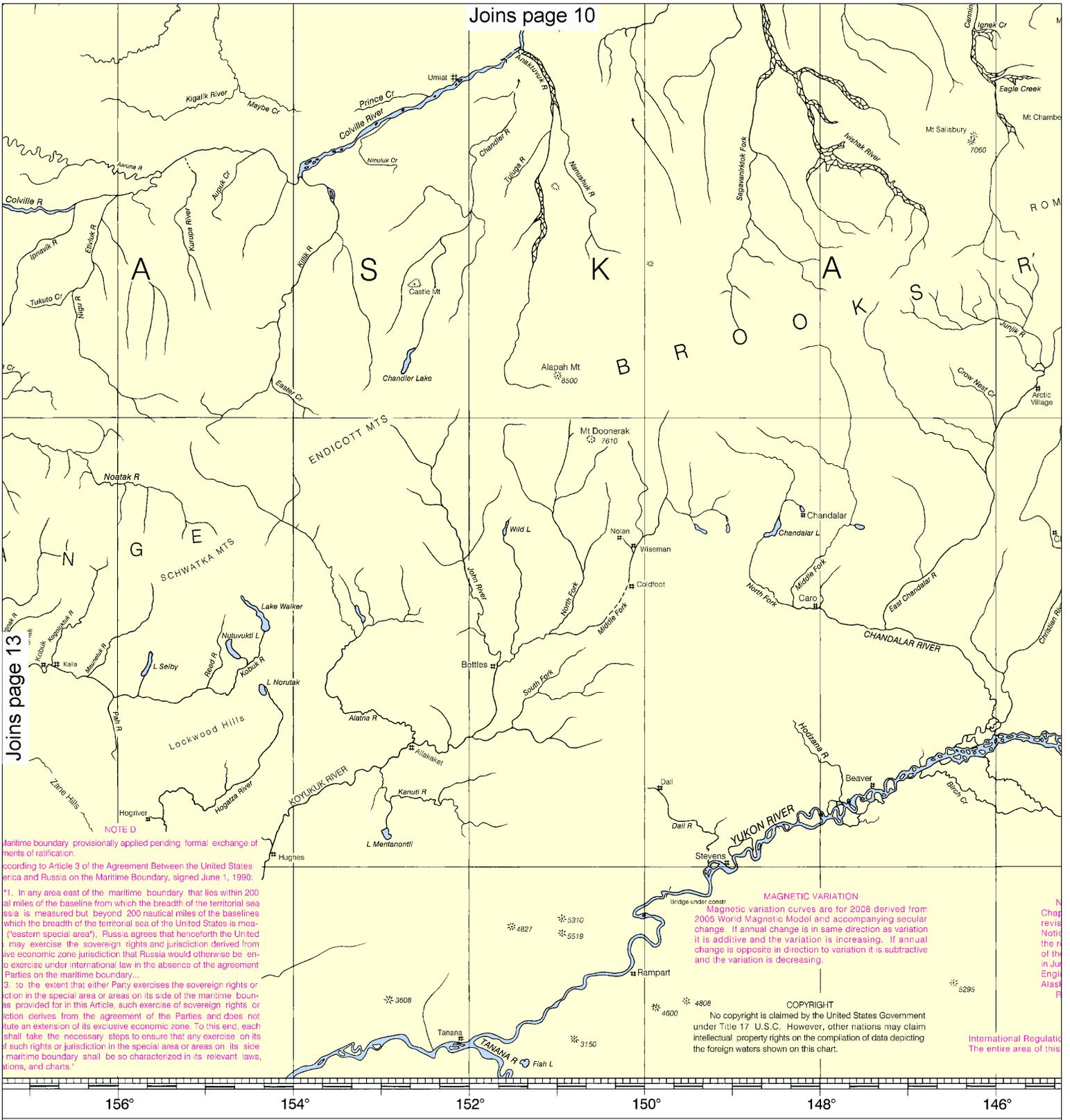
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SOUNDINGS IN FATHOMS

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Published by
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 OFFICE OF NAUTICAL INFORMATION



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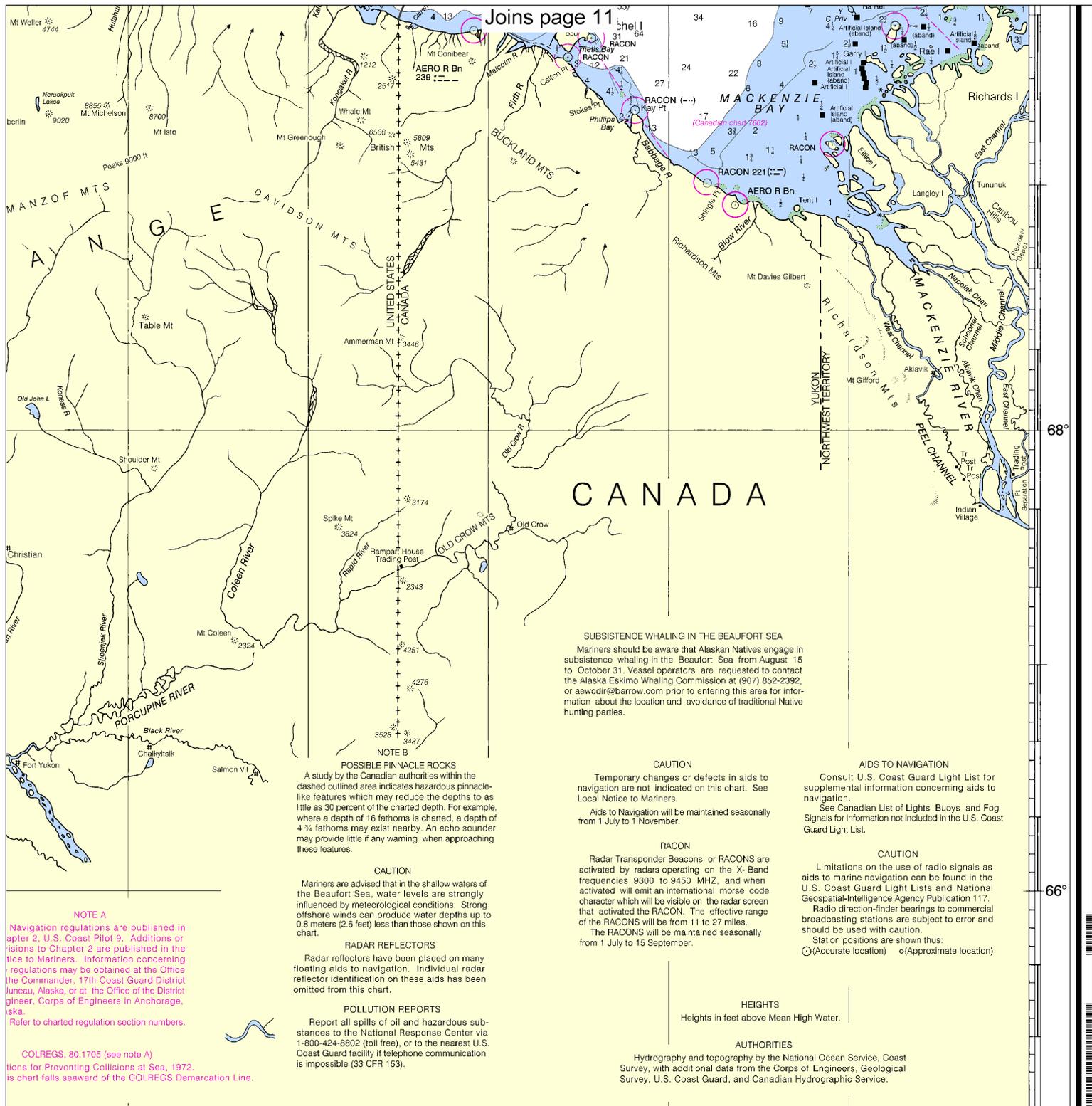
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 U.S. DEPARTMENT OF COMMERCE
 OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
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COLREGS. 80.1705 (see note A)
 Regulations for Preventing Collisions at Sea, 1972. This chart falls seaward of the COLREGS Demarcation Line.

144° 142° 140° 138° 136° 134°

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	7	8	9	10	11	13	14	15	16	17	19	21

Arctic Coast of Alaska
 SOUNDINGS IN FATHOMS - SCALE 1:1,587,870

16003



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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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.

