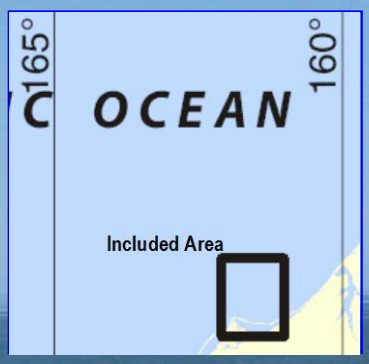
BookletChart™

Icy Cape to Nokotlek Point

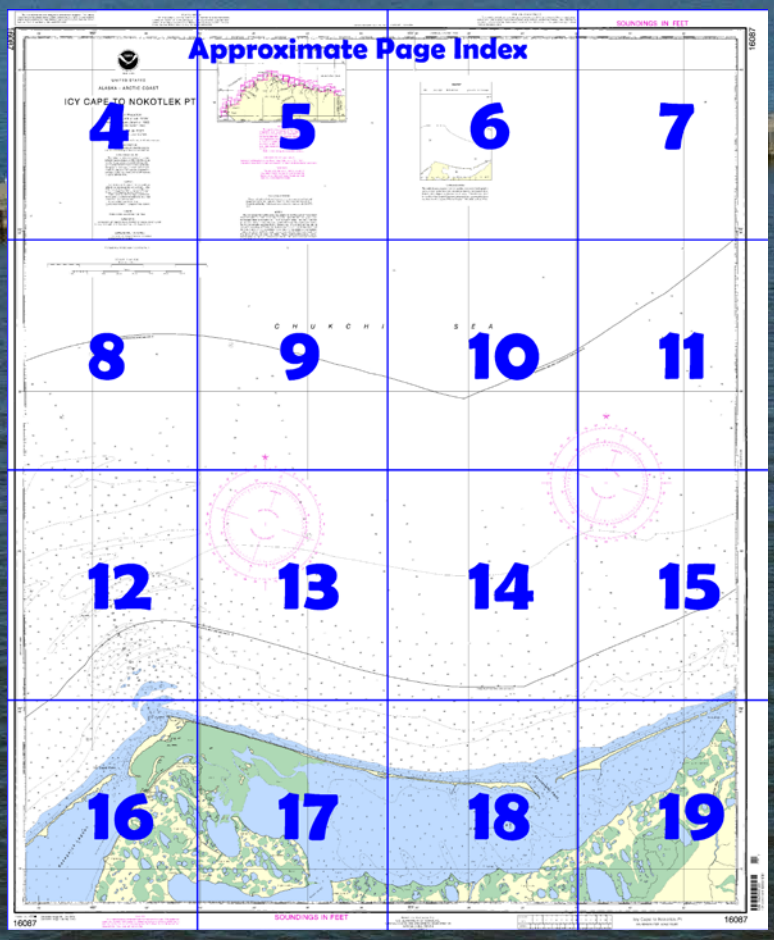
NOAA Chart 16087

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.

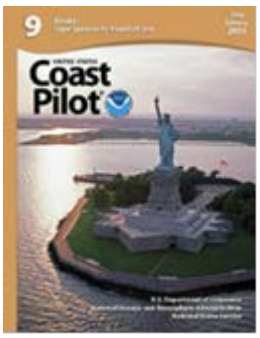
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=16087.



(Selected Excerpts from Coast Pilot)
About 18 miles N of Cape Beaufort is the S extremity of **Kasegaluk Lagoon**, which extends to within a few miles of Wainwright Inlet. S and E of Icy Cape the lagoon is blocked by an extensive area of marsh; there is no passage behind the cape even for native skin-boats. Separating the lagoon from the ocean is a narrow sand barrier, only a few feet above the water; S of Icy Cape are several small, shallow passages through the barrier and there are two larger openings N of the cape. The land on the inner side of the lagoon is mostly low but there are some small bluffs with rolling terrain behind them. S of Icy Cape, Kasegaluk Lagoon has **Kukpowruk River, Kokolik River (161010-Kokolik River), Utukok River (16088-Utukok River)**, and several smaller streams emptying into it but its whole expanse is filled with flats and bars that make it scarcely navigable even for native canoes.

Icy Cape Pass, 2 miles SW of the cape, has a controlling depth of about 5 feet but entrance requires knowledge of bar and channel conditions. Fair anchorage is available in depths of 5 to 7 feet in Kasegaluk Lagoon SW of the pass. A radar tower and an airstrip are on the mainland opposite the pass. Water can be obtained from a stream SW of the tower.

Icy Cape (70°19.9'N., 161°53.0'W.), 40 miles NE of Point Lay and 125 miles from Cape Lisburne, is a sharp turning point in the low flat barrier beach that separates Kasegaluk Lagoon from the ocean. A house and a tank are near the point of the cape.

Blossom Shoals, which extend 6 to 8 miles off Icy Cape, are a number of ridges that parallel the coast. In the approach to the shoals, the bottom is lumpy and depths are irregular. The shoals are usually given a wide berth, and it is recommended that vessels rounding the cape stay in depths greater than 12 fathoms.

The shoals are the approximate S limit of the inshore ice during the July-September season for navigation in this area. The ice moves inshore and offshore with the winds and, as the shoals form a salient at this part of the coast, open water may extend N or S of them, but access from one open-water area to another may be blocked by ice on the other side of the shoals.

Blossom Shoals show evidence of ice scour and probably change from year to year. Surveys made in 1948-1950 found depths of 10 feet 0.9 mile off Icy Cape, 16 feet 2 miles off, 20 feet 3.3 miles off, 19 feet 4.4 miles off, 26 feet 6.4 miles off, and 37 feet 7 miles off.

There are deep channels between the outer shoals. One that has been recommended by the survey party, rounds the cape at a distance of 3.8 miles with no depths less than 35 feet. About 6 miles off the cape, and just inside the outermost shoal, is a passage with minimum depths of 10 fathoms.

Behind the barrier beach that extends E from Icy Cape, **Kasegaluk Lagoon** has midchannel depths of 9 to 11 feet; numerous shoals project from both sides of the lagoon. The ice in the lagoon breaks up about 10 to 15 days after the sea ice has moved out. New ice forms about the middle of September and soon becomes about 6 inches thick. Launches not more than 4½ feet in draft may pass around **Nokotlek Point**, on the mainland 18 miles E of Icy Cape, through a very narrow channel.

Akoliakatat Pass, 12 miles E of Icy Cape, has a narrow channel close to shore on the W side; a controlling depth of about 7 feet can be carried into Kasegaluk Lagoon at normal tide levels. Anchorage can be found back of the pass in depths of 7 to 10 feet, good holding ground. The current in the pass may reach a velocity of 2 knots with strong SW or NE winds. A continuous period of NE winds will lower the water as much as 3 feet below normal levels.

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

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

Corrected through NM Oct. 18/03
Corrected through LNM Sep. 30/03

HEIGHTS

Heights in feet above Mean High Water.

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 Imagery and Mapping 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)

Mercator Projection
Scale 1:50,000 at Lat. 70°25'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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 2.022" southward and 12.024" westward to agree with this chart.

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.

TIDAL INFORMATION

In the areas covered by this chart the periodic tide has a mean range of less than one half foot.

For Symbols and Abbreviations see Chart No. 1

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.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

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).

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.

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS (NM) corrections subsequent to the NM corrected through date shown in the lower left hand corner, is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

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.

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.

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16087

05' 162° 55' 50'

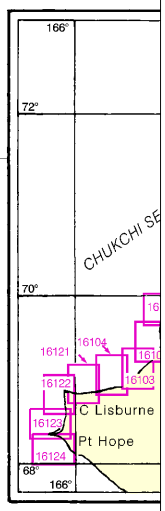
40'

NOAA — NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION — U.S. DEPARTMENT OF COMMERCE — COAST SURVEY

UNITED STATES

ALASKA - ARCTIC COAST

ICY CAPE TO NOKOTLEK PT



120

Mercator Projection
Scale 1:50,000 at Lat. 70°25'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

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AUTHORITIES

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SUPPLEMENTAL INFORMATION

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

For Symbols and Abbreviations see Chart No. 1

114

125

70° 35'

SCALE 1:50,000

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:50,000~~

Nautical Miles: 1 0 1 2 3 4

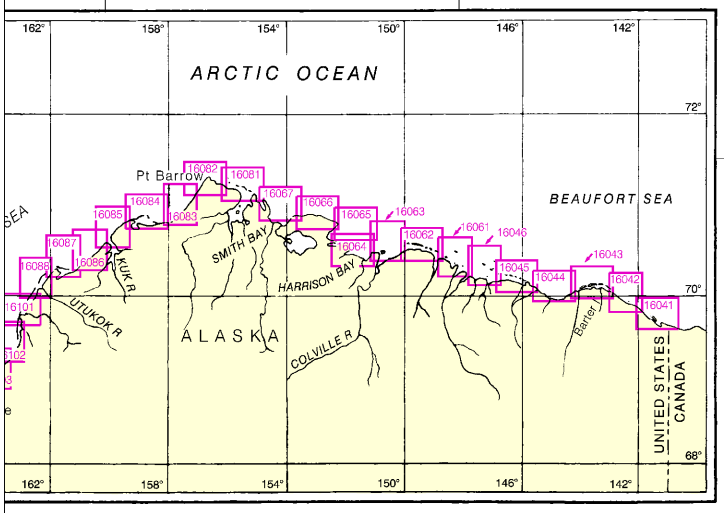
Yards: 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.

Formerly C&GS 9495, 1st Ed., Apr. 1955 D-1955-880 KAPP 2439

45' 40' 35' 161° 30' CONTINUED ON CHART 16005 25'

120



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72

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72

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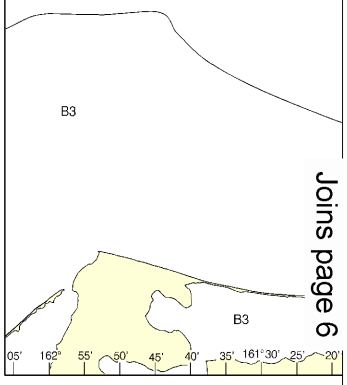
SOURCE

B3	1940-1969	NOS Surveys	parti



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Joins page 6

Joins page 9

PRINT-ON-DEMAND CHA
This chart is available in a version updated weekly by N
corrections. Charts are printed when ordered using Print-on
available 5-8 weeks before their release as traditional NO
Print-on-Demand charts.

Formerly C&GS 9495, 1st Ed., Apr. 1955 D-1955-880 KAPP 2439

40' 35' 161° 30' CONTINUED ON CHART 16005 25' 20'

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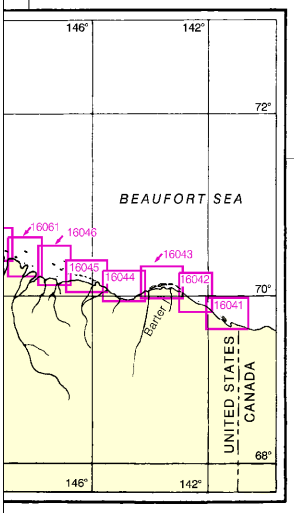

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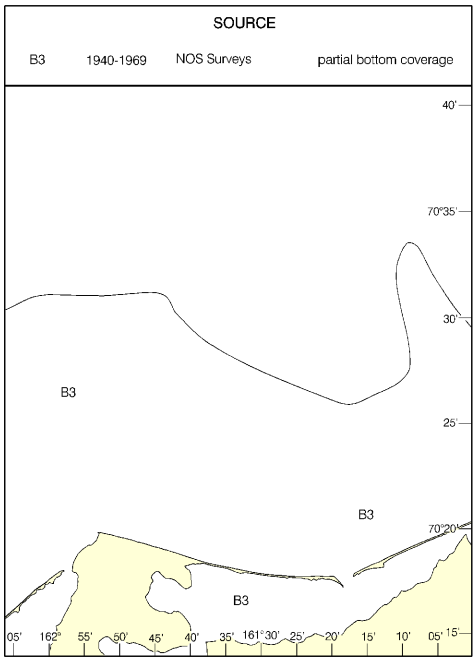

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Joins page 5

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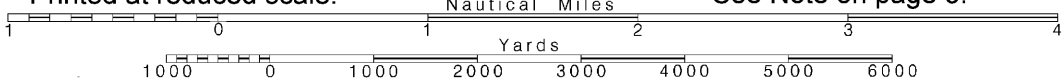
Joins page 10

Note: Chart grid lines are aligned with true north.

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

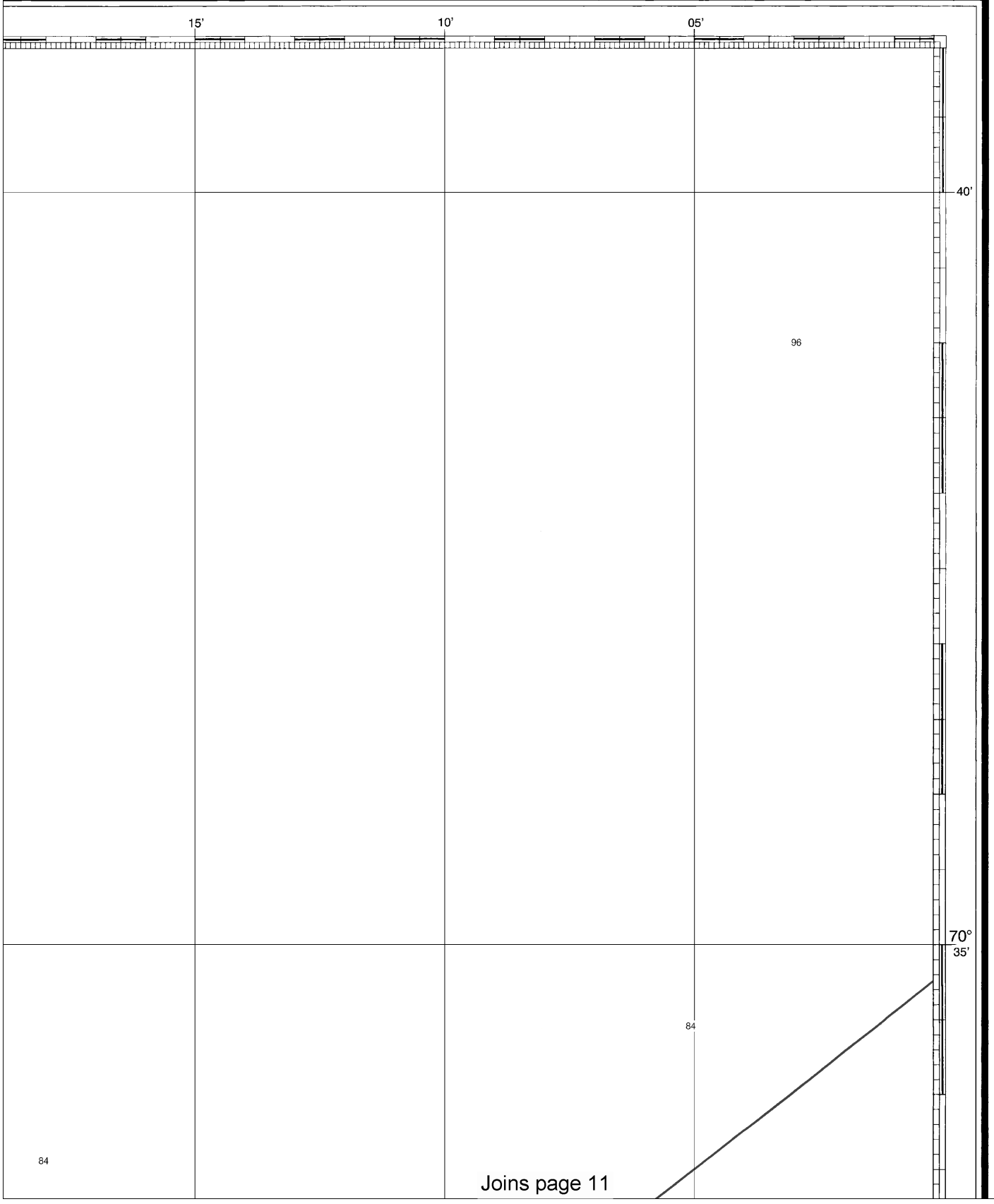


See Note on page 5.

HARTS
NOAA for Notices to Mariners and critical
on-Demand technology. New Editions are
OAA charts. Ask your chart agent about

SOUNDINGS IN FEET

16087



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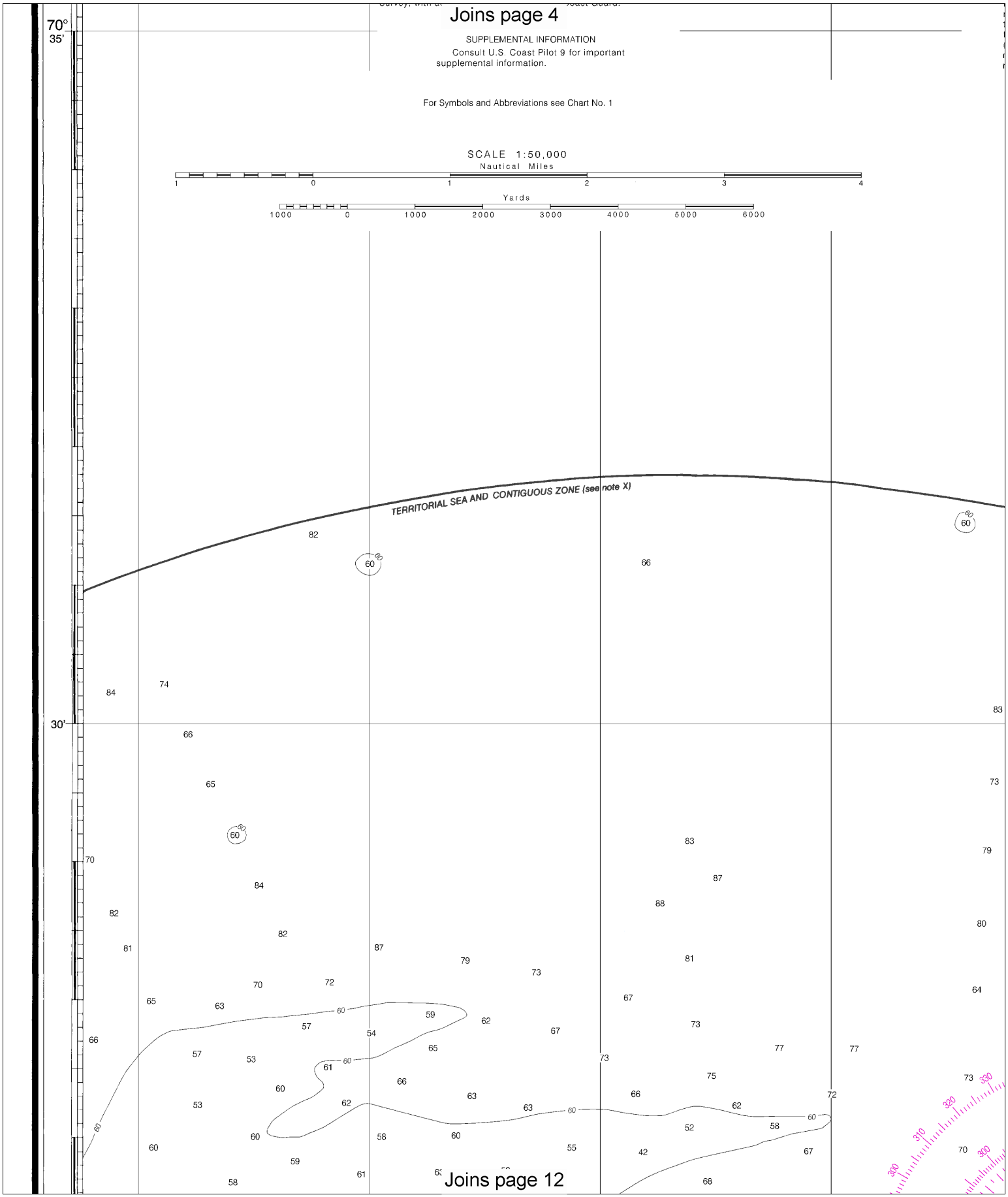
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



8

Note: Chart grid lines are aligned with true 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.

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Joins page 5

72

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72

C H U K C H I S

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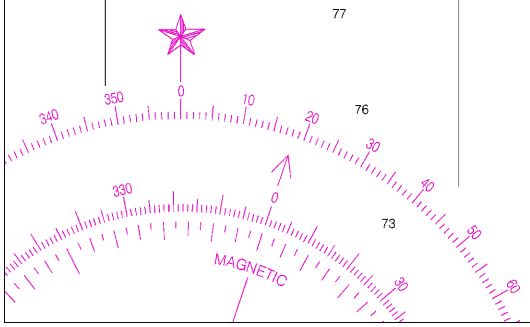

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Joins page 13

Joins page 6

108

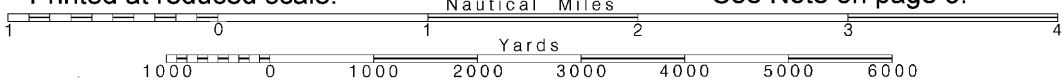
U K C H I S E A

Joins page 9

Joins page 14

Note: Chart grid lines are aligned with true north.

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



See Note on page 5.

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70°
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TERRITORIAL SEA AND CONTIGUOUS ZONE (see note X)

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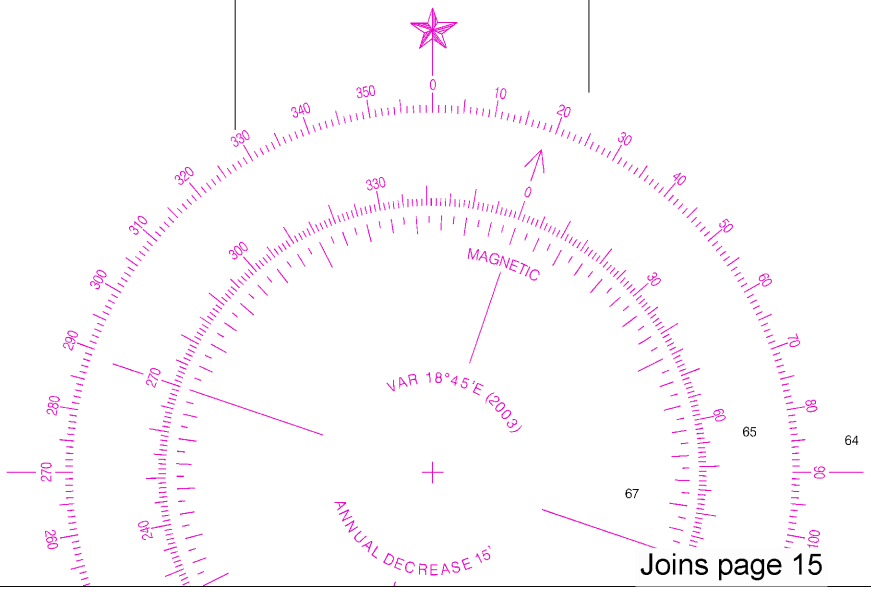
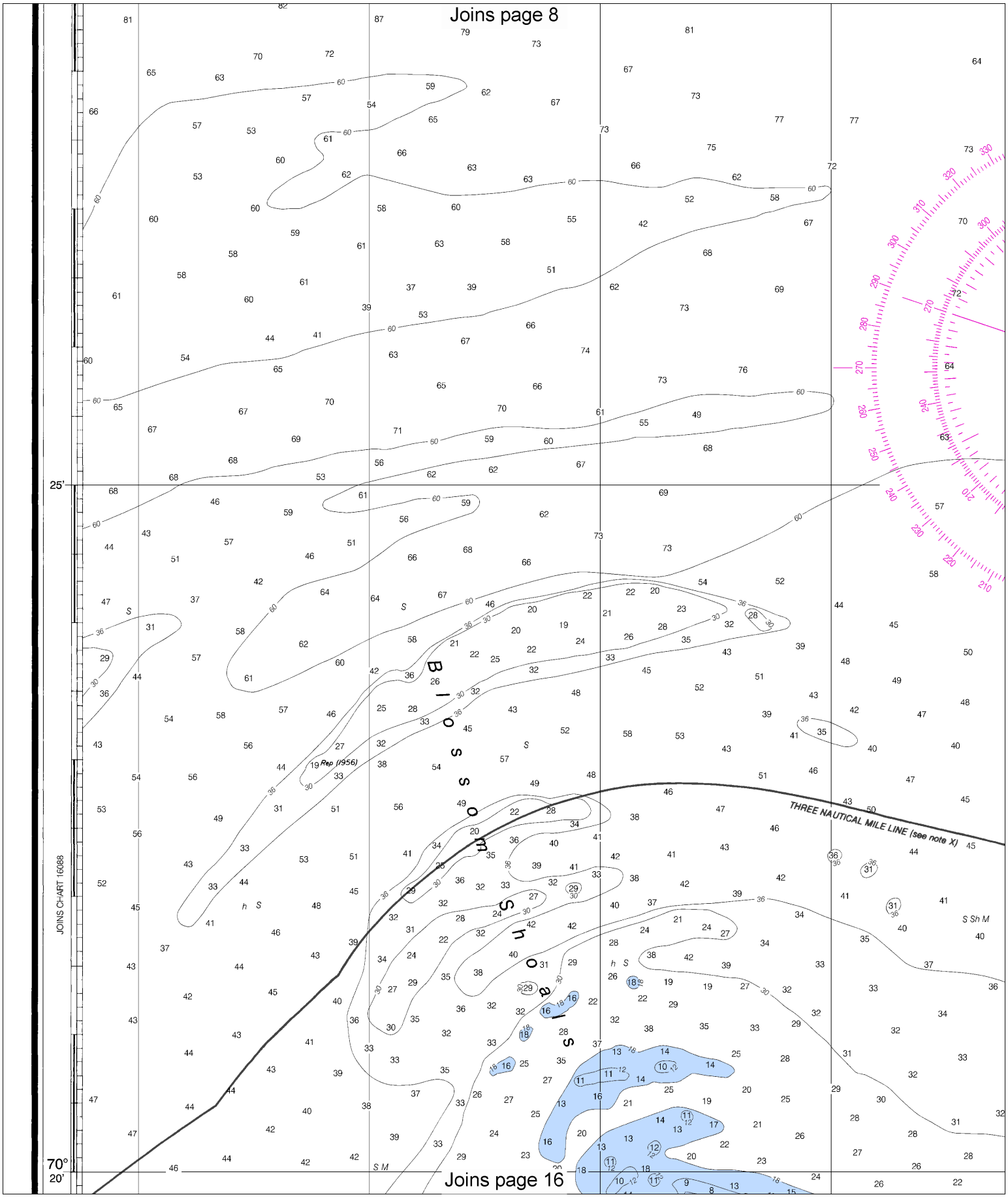


JOINS CHART 16086

Joins page 15



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:50,000~~

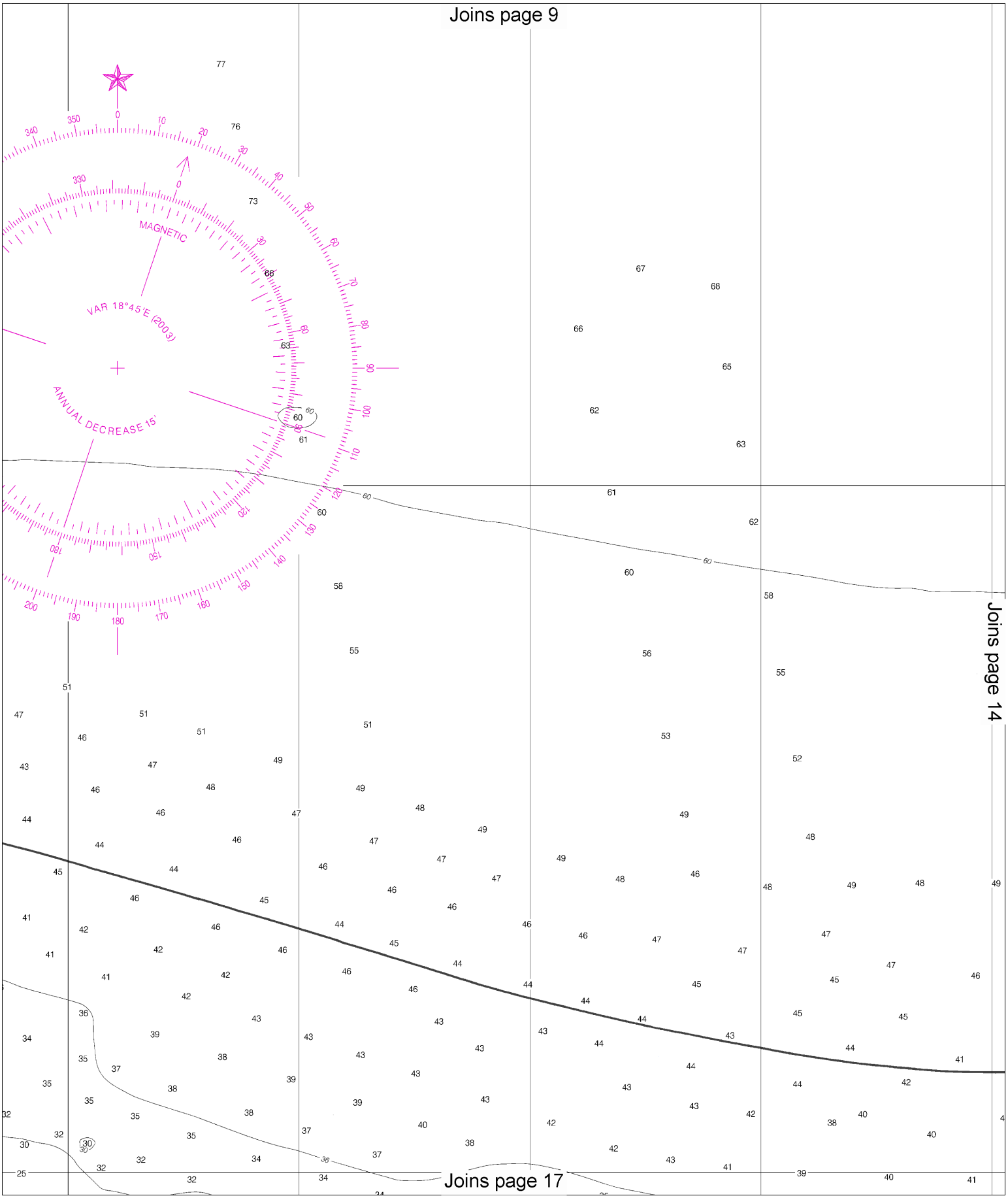
Nautical Miles

1 0 1 2 3 4

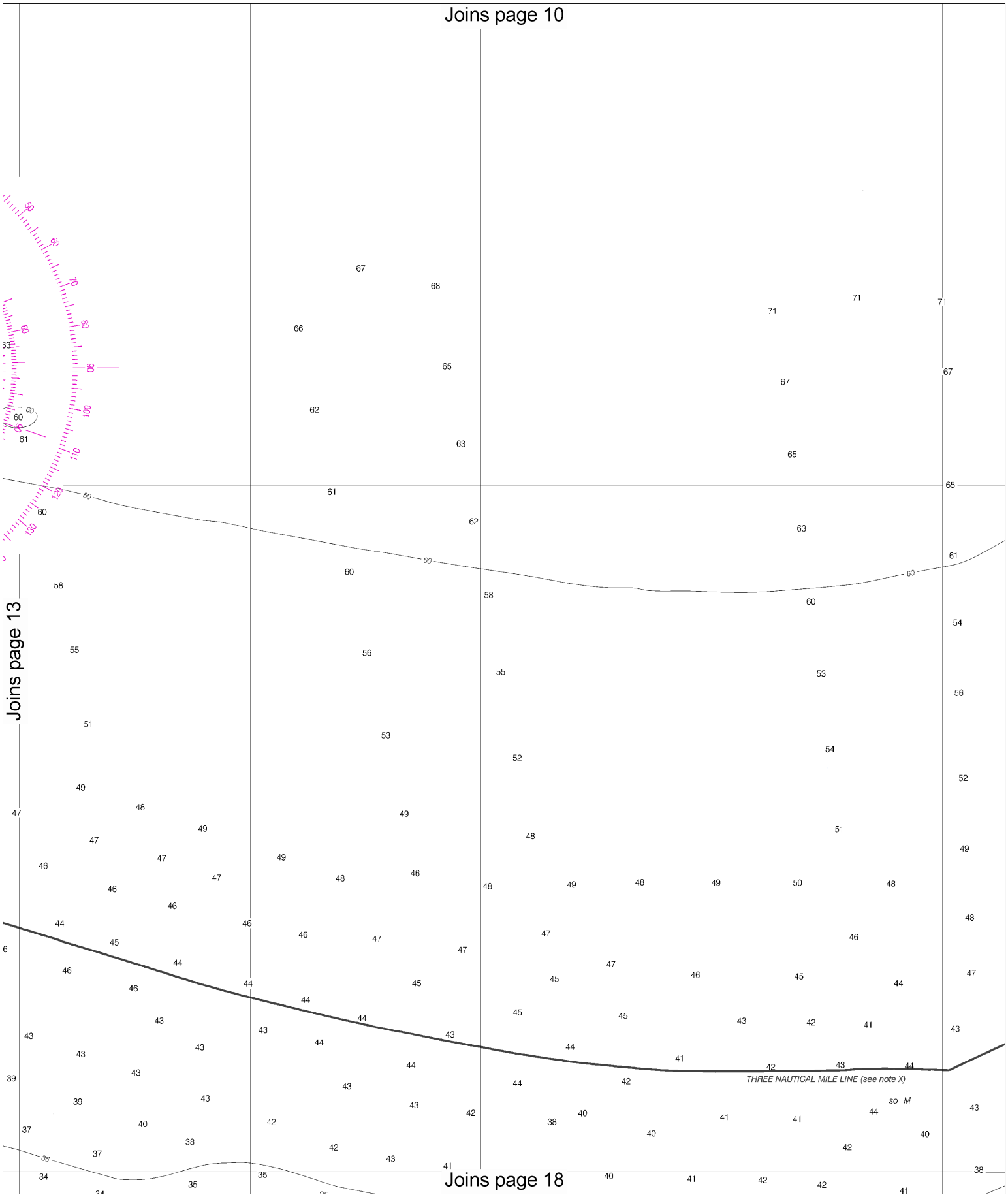
Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.


Joins page 9
MAGNETIC
VAR 18°45'E (2003)
ANNUAL DECREASE 15'
Joins page 14
Joins page 17

Joins page 10



Joins page 18

Note: Chart grid lines are aligned with true north.

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

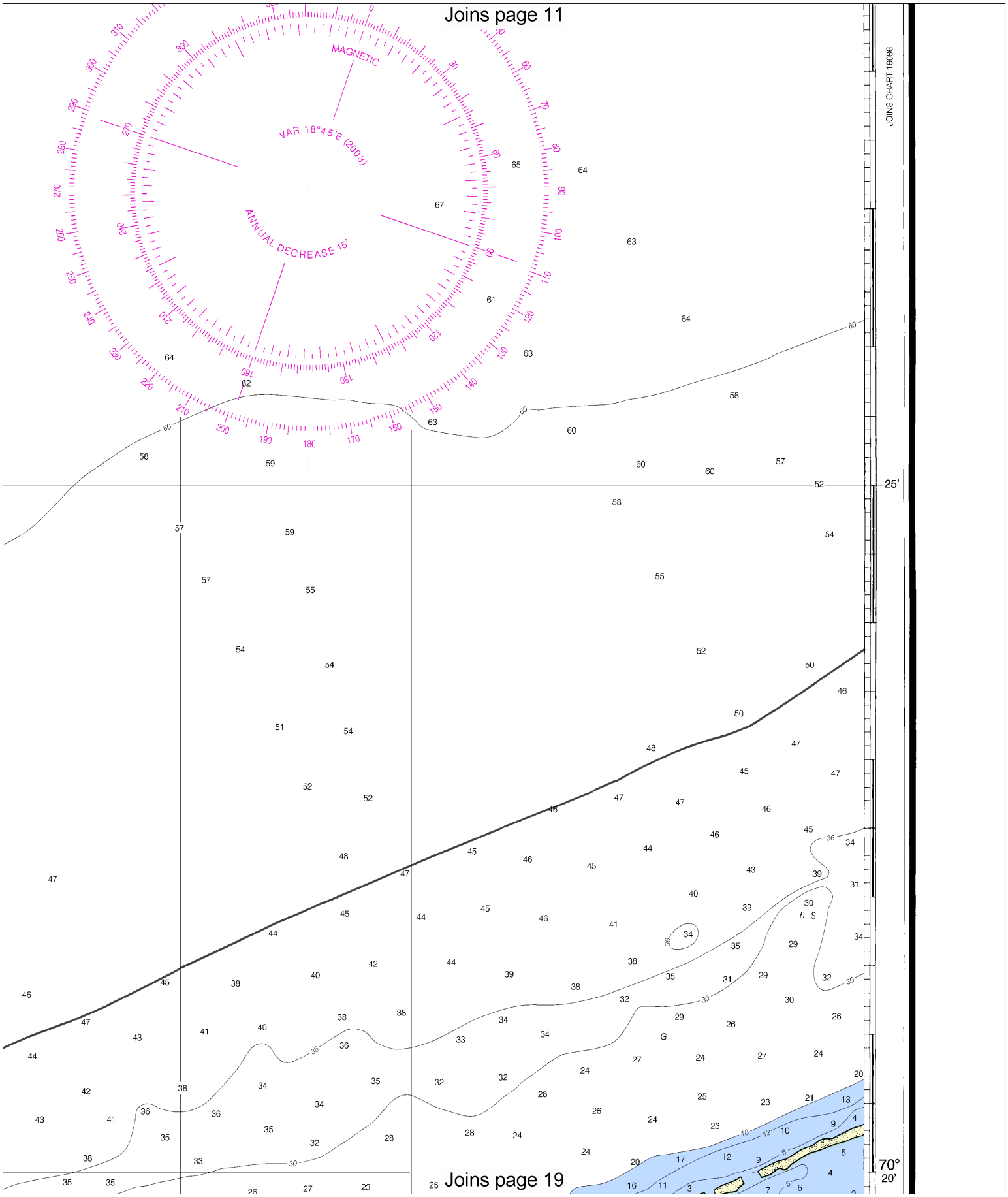
Nautical Miles

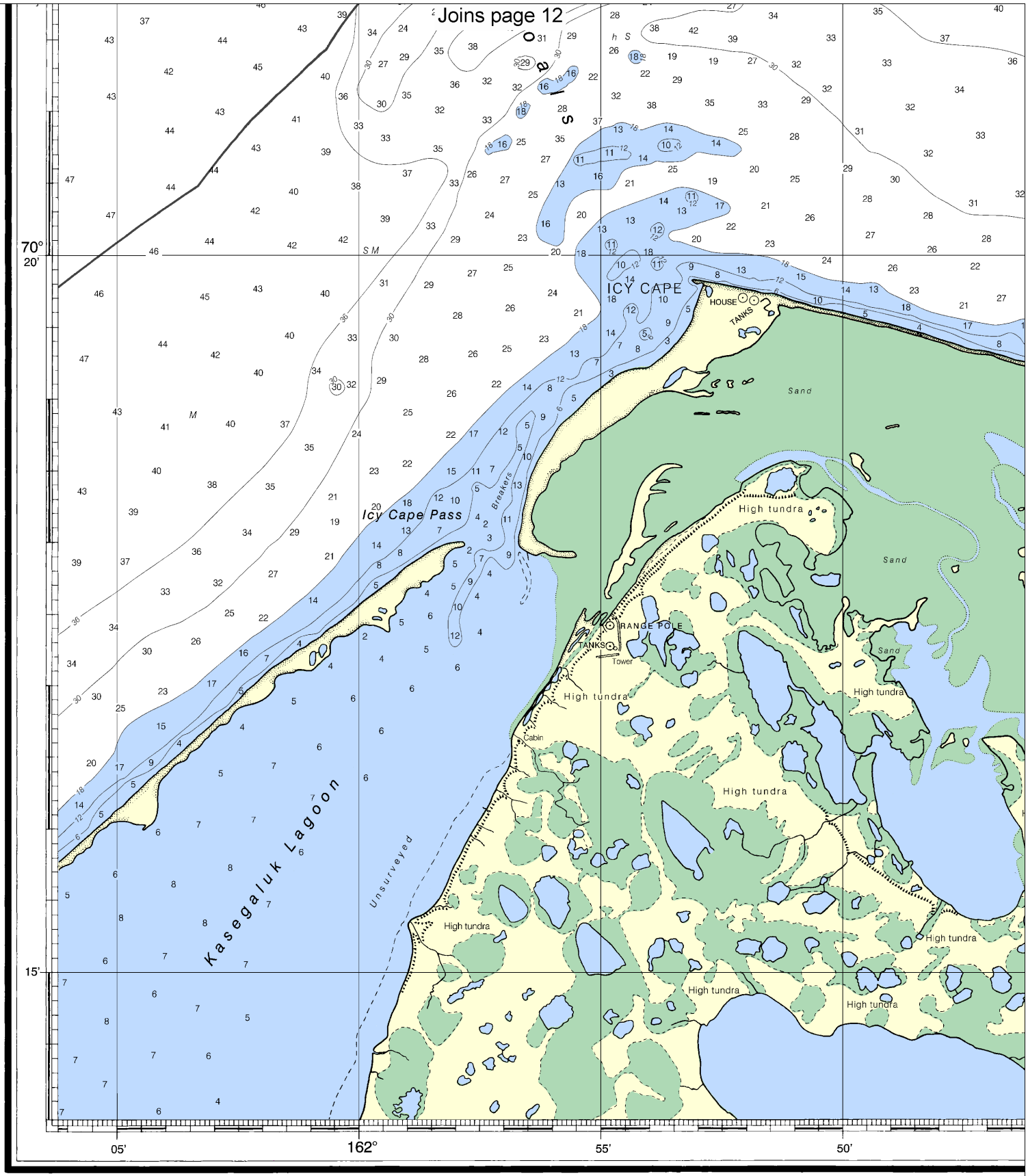
1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.


Joins page 11
MAGNETIC
VAR 18°45'E (2003)
ANNUAL DECREASE 15'
JOINS CHART 16086
25'
70°
20'
Joins page 19



7th Ed., Oct. /03 ■
Corrected through NM Oct. 18/03
Corrected through LNM Sep. 30/03

16087

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping 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.

16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000

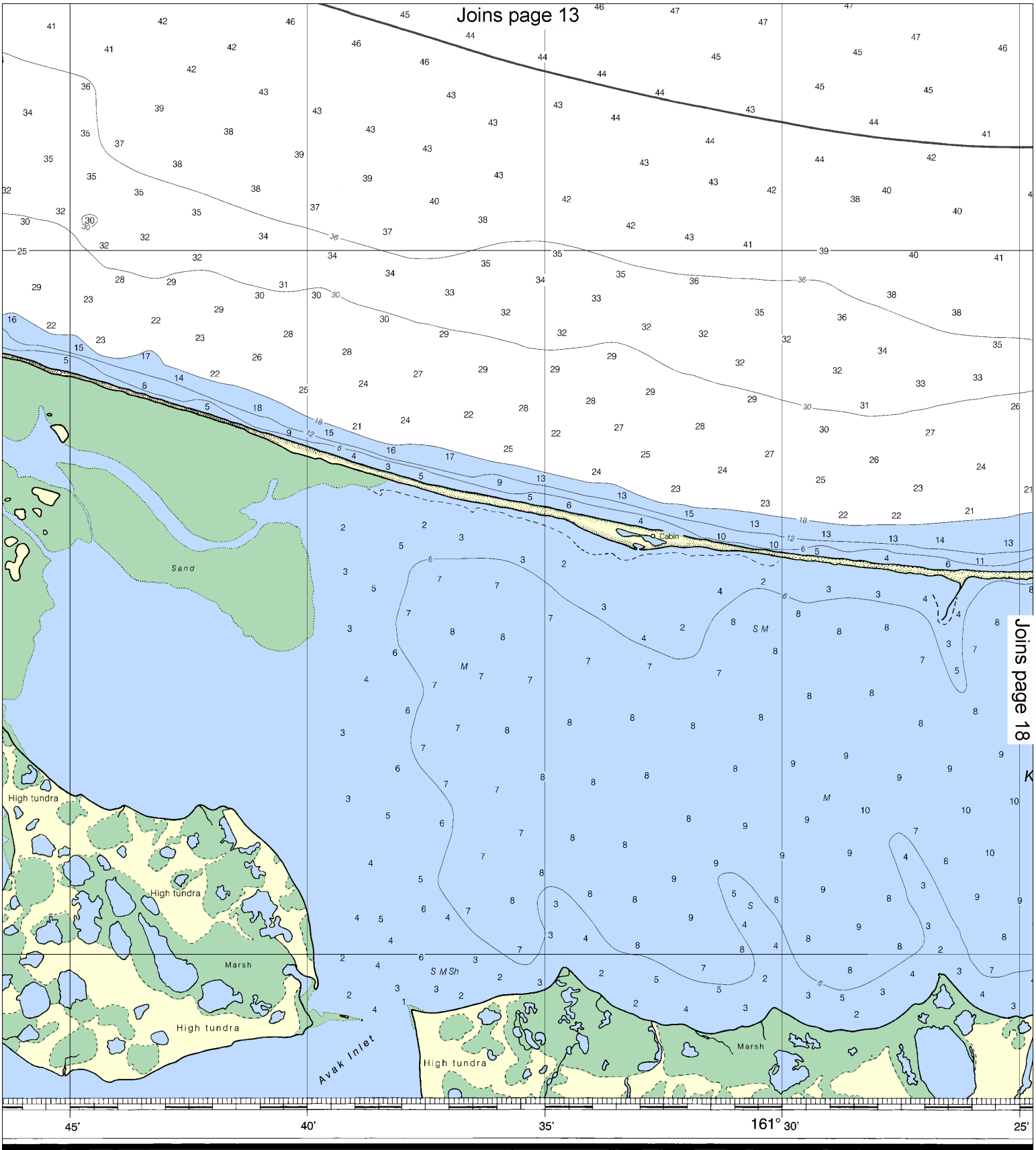
Nautical Miles

1 0 1 2 3 4

Yards

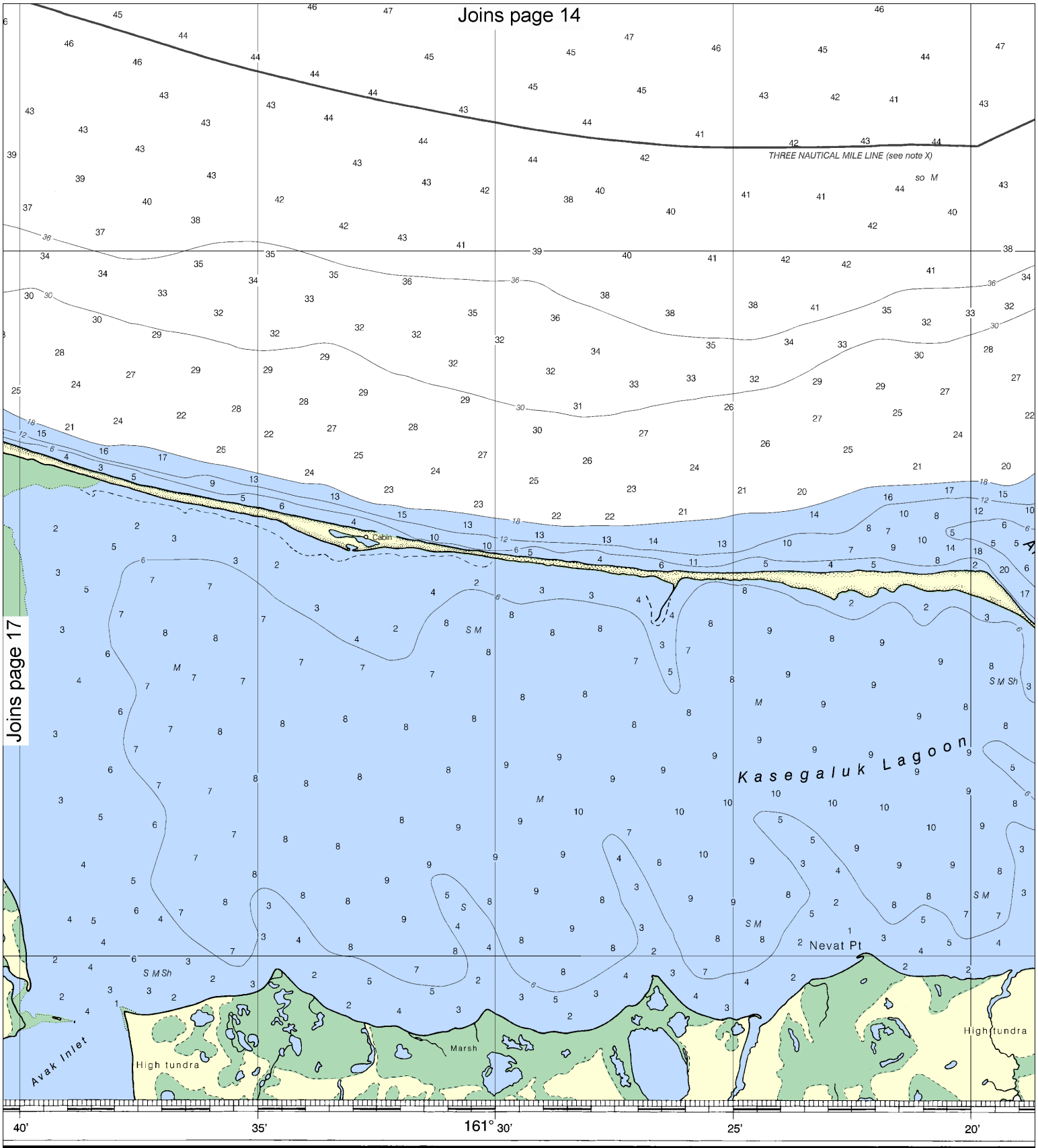
1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.



SOUNDINGS IN FEET

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



NGS IN FEET

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

FATHOMS
FEET
METERS

18

Note: Chart grid lines are aligned with true north.

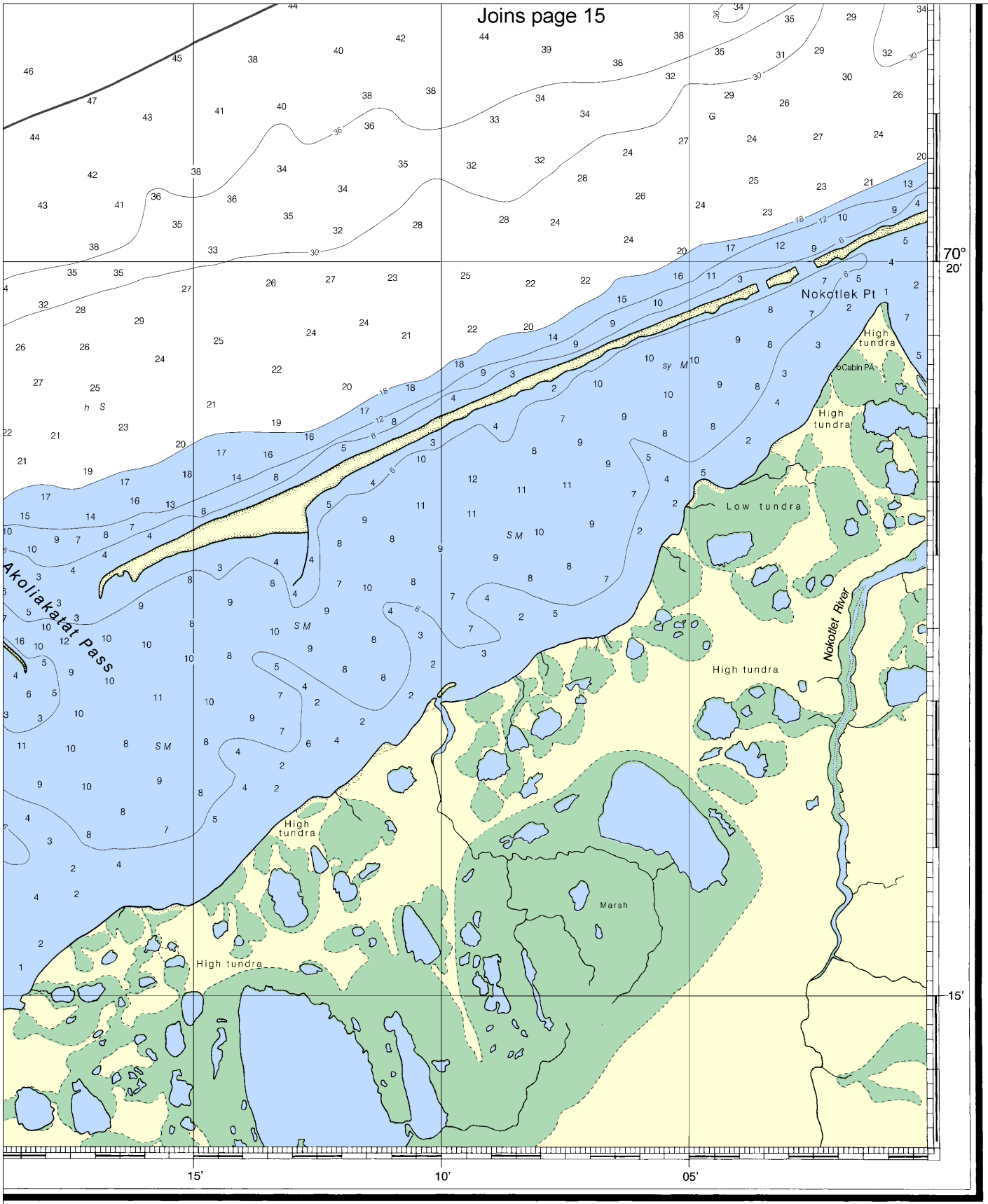
Printed at reduced scale.

~~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.



Icy Cape to Nokotlek Pt

SOUNDINGS IN FEET - SCALE 1:50,000

16087

ED. NO. 7

NSN 7642014011341 NIMA REFERENCE NO. 16XHA16087

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican 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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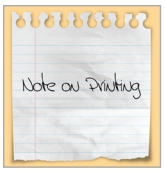

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