BookletChart™

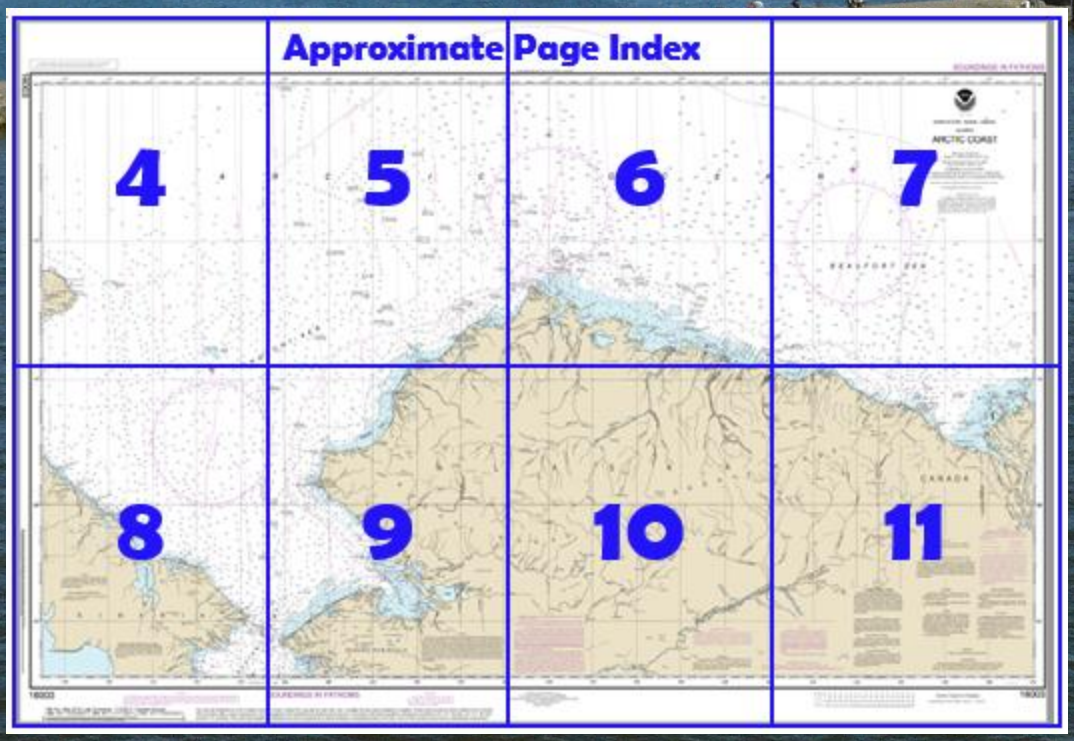
Arctic Coast

NOAA Chart 16003

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.

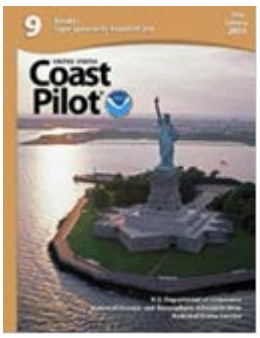
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=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

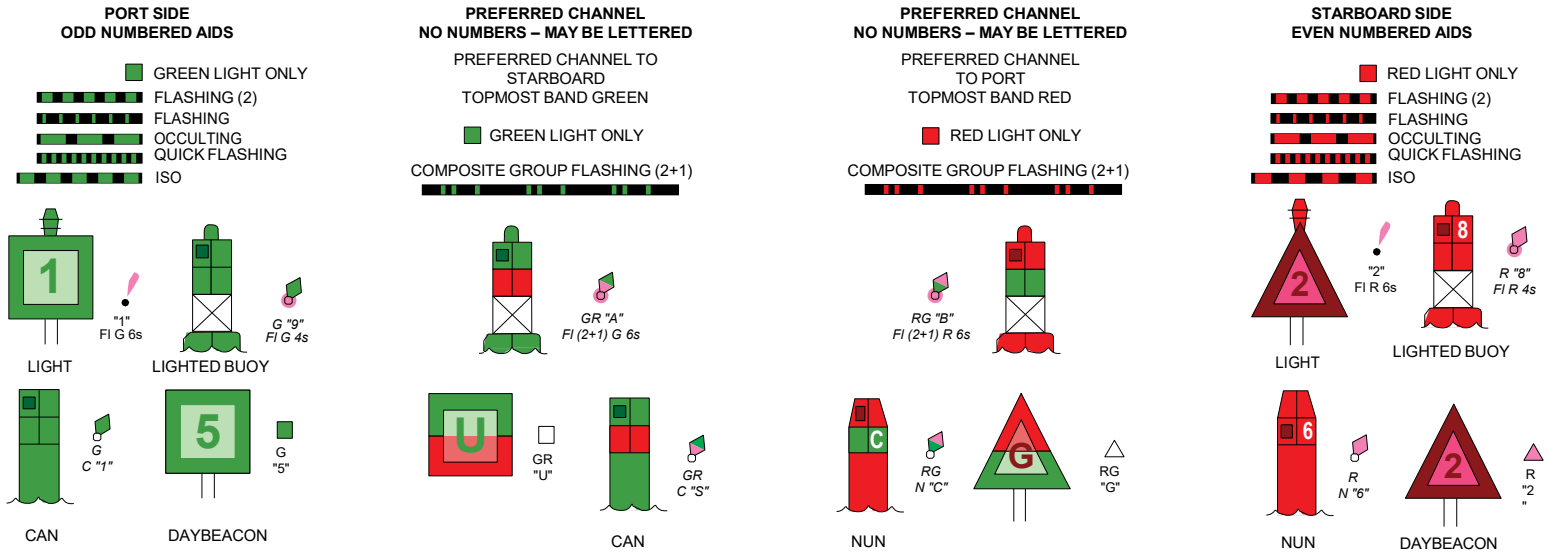
RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

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

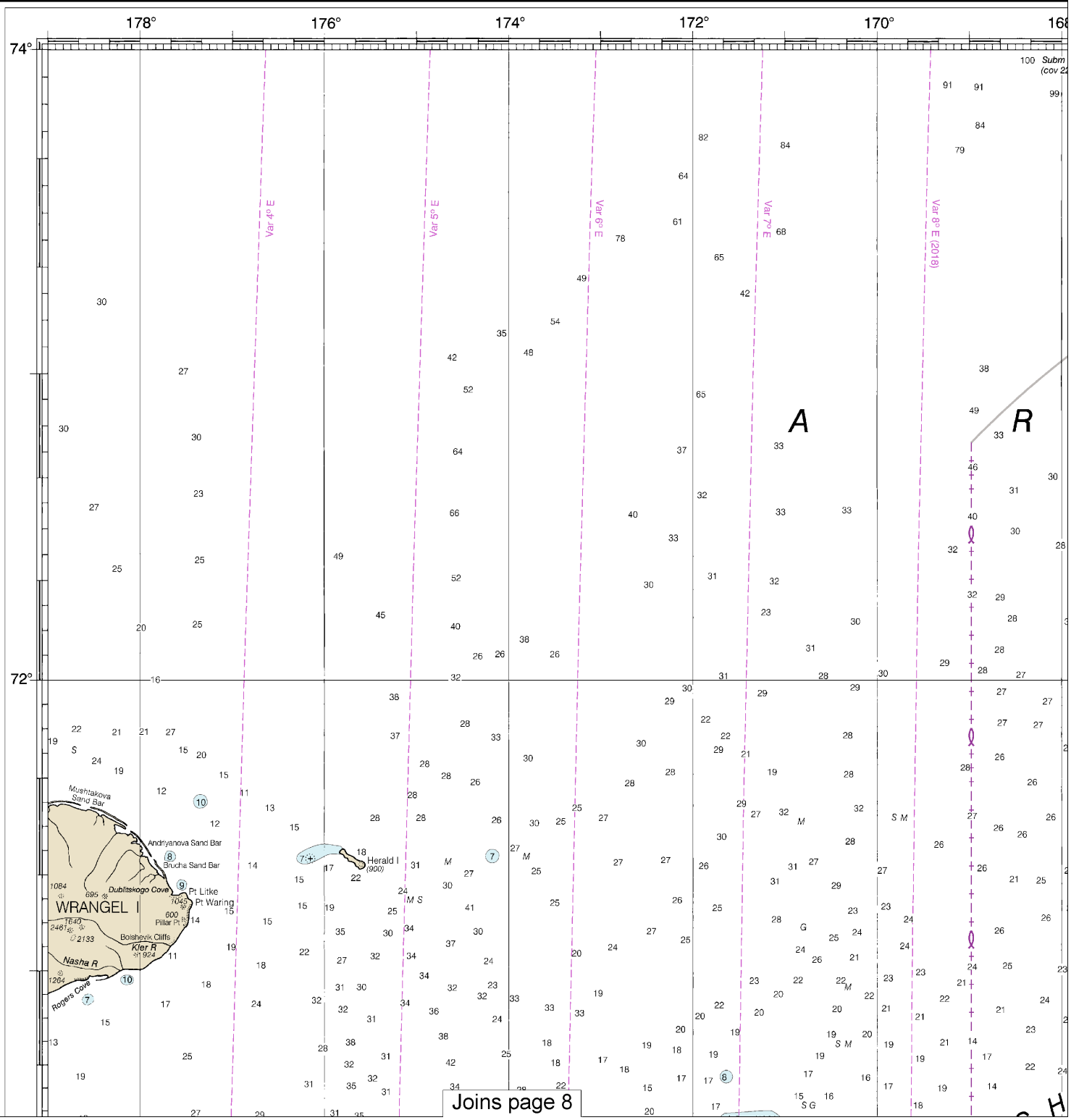
on navigable waters except Western Rivers



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*

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

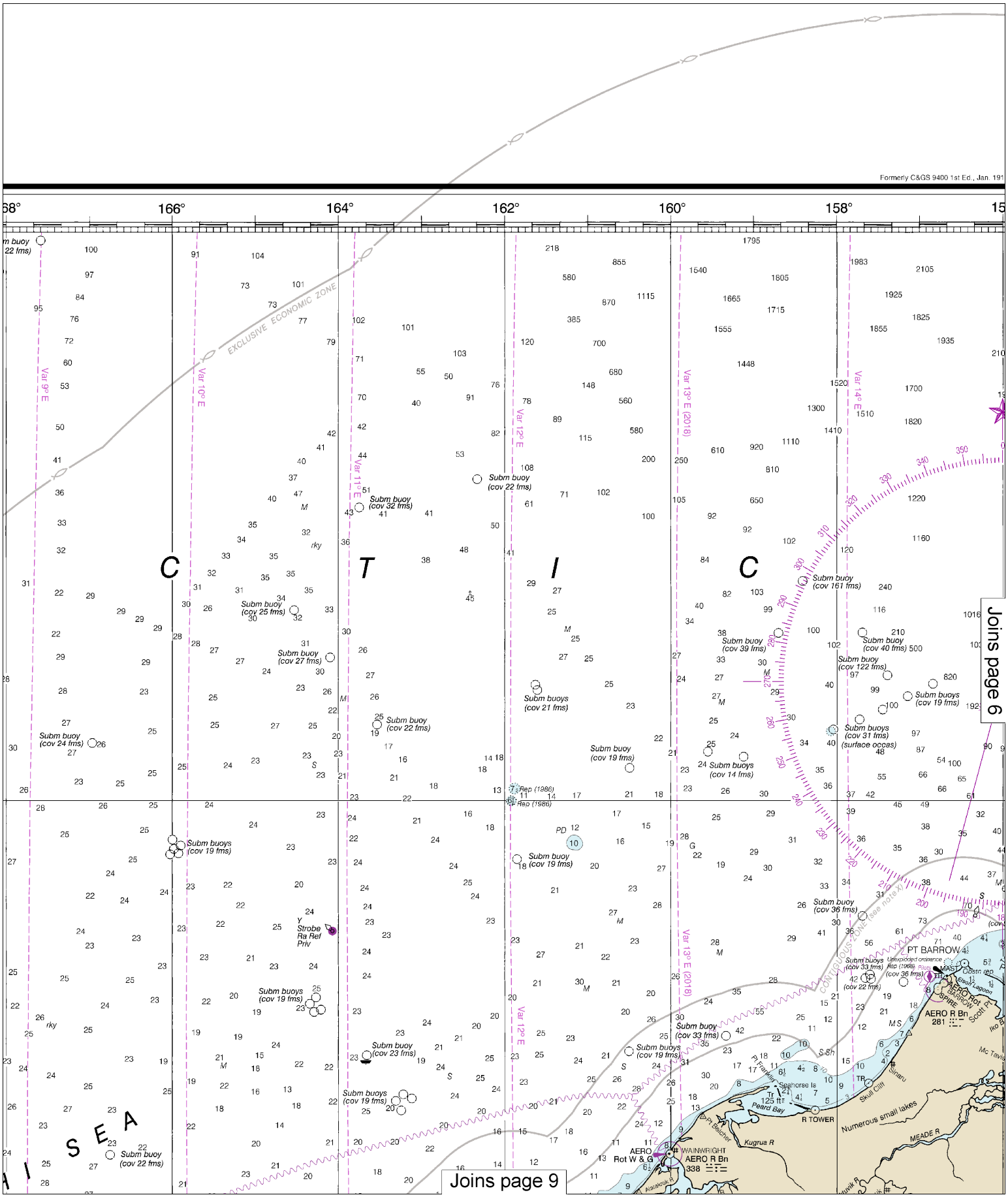
16003



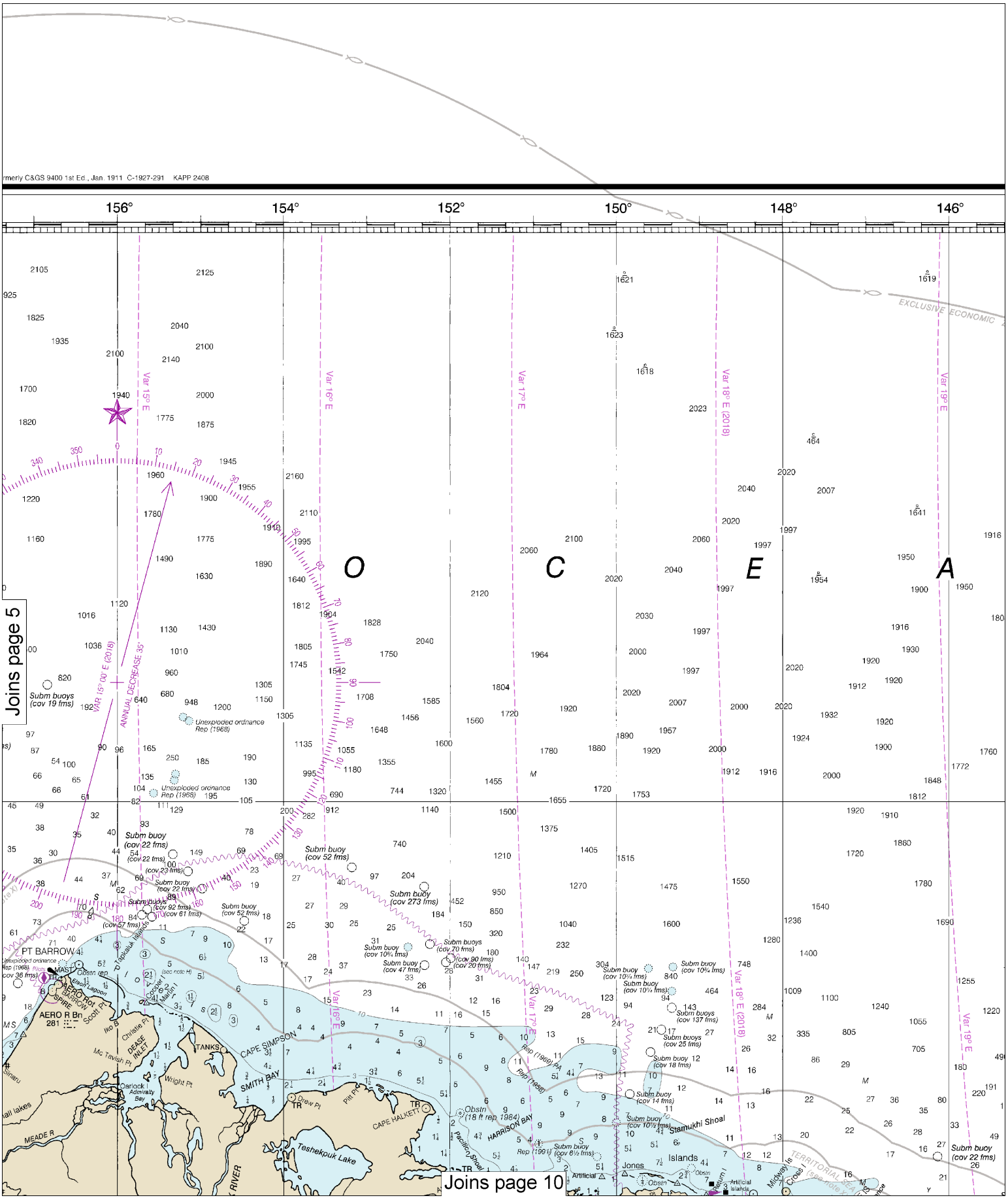
Joins page 8

4

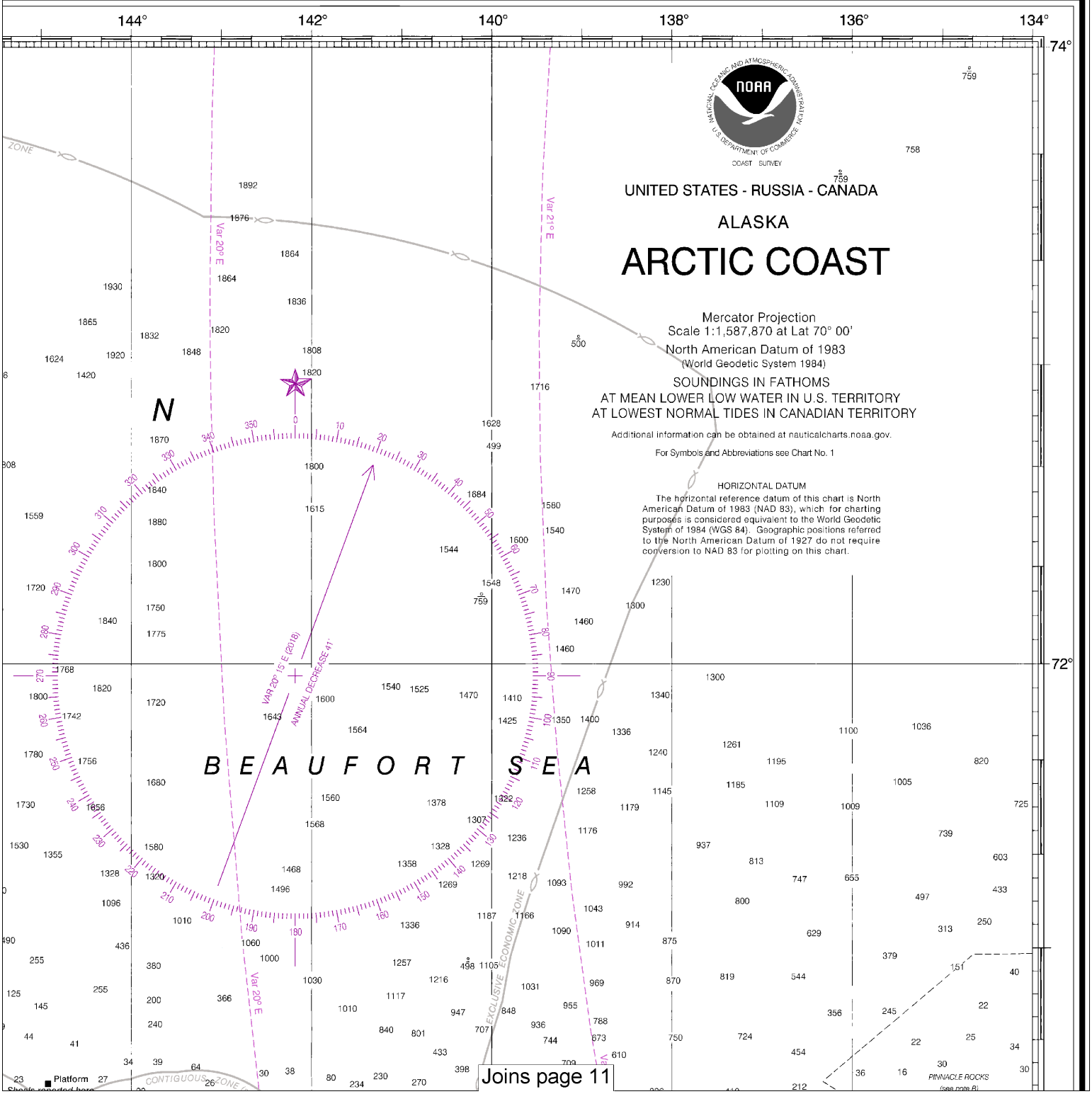
Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:2268385. Barscales have also been reduced an
are accurate when used to measure distances in this BookletChart.



Note: Chart grid lines are aligned with true north.



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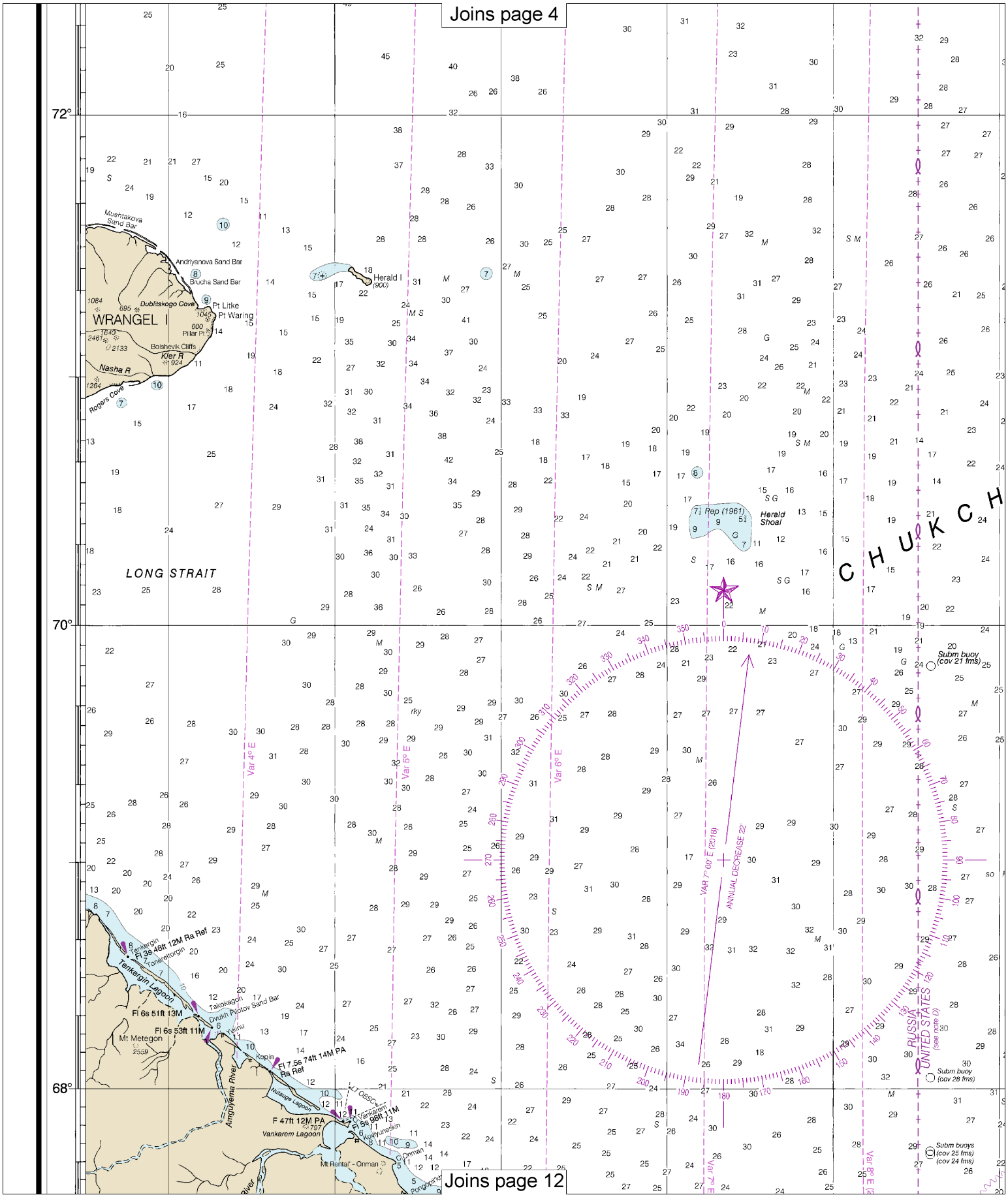
Hard copies are available at nauticalcharts.noaa.gov.

This is the Last Edition of this chart. It will be canceled on Sep 4, 2024

9th Ed., Nov. 2018. Last Correction: 10/26/2023. Cleared through:
NM: 1224 (3/19/2024), NM: 1324 (3/30/2024), CHS: 0224 (2/23/2024)



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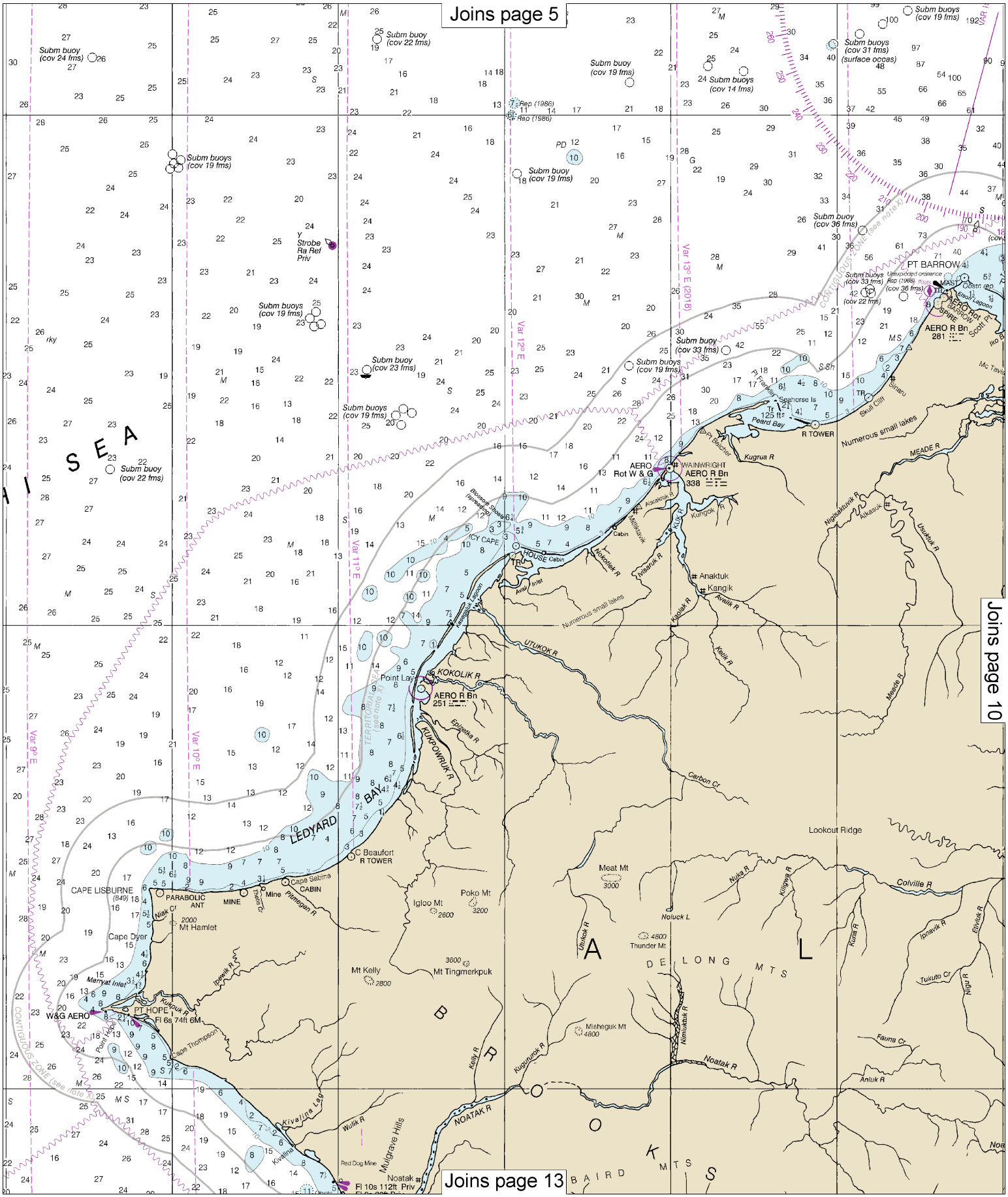
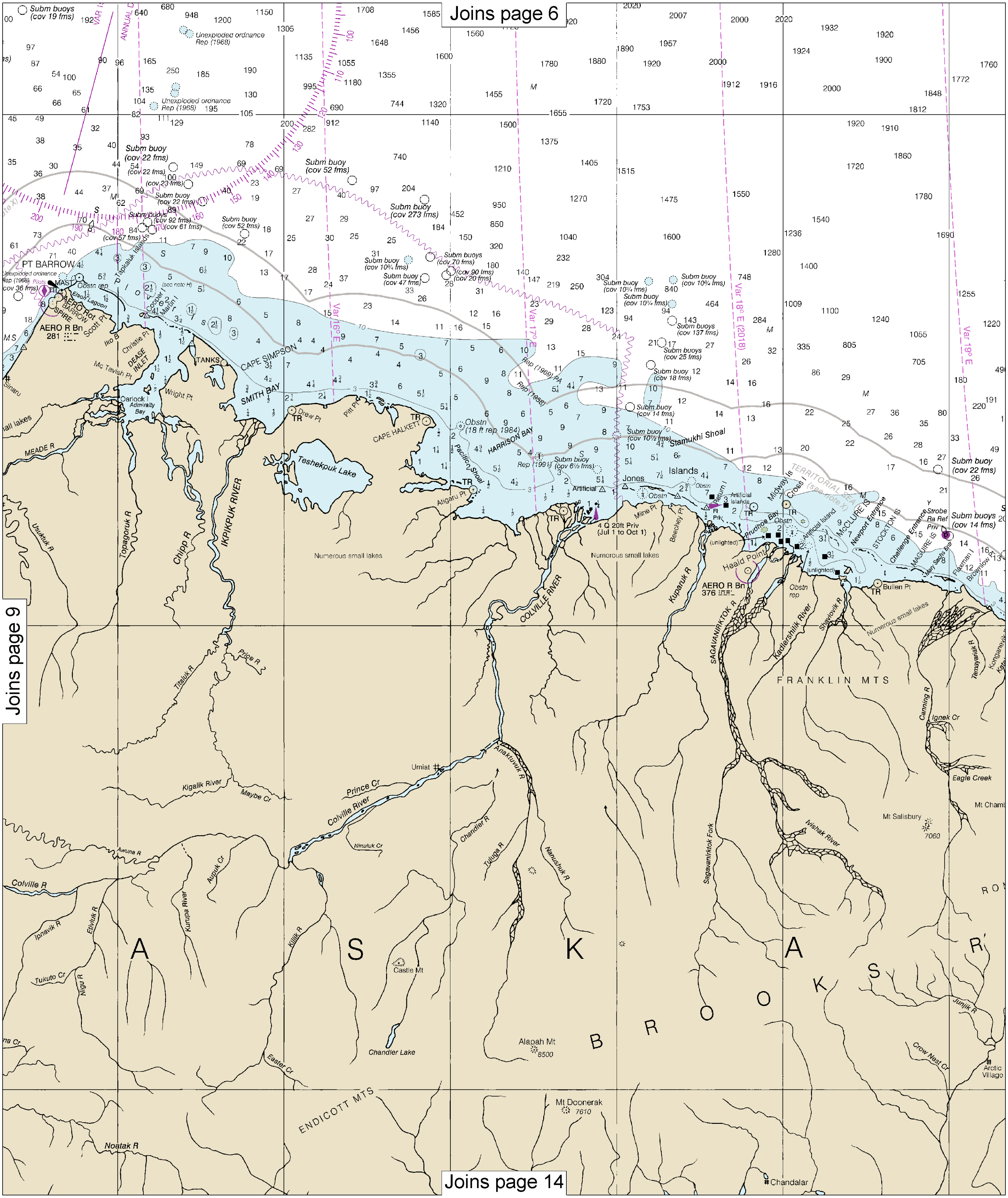
Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 10
Joins page 13
LEDYARD BAY
CAPE LISBURNE
PT HOPE
W&G AERO
Cape Dyer
Mt Hamlet
PARABOLIC ANT
MINE
C Beaufort
R TOWER
Cape Sabina
CABIN
Pitmegan R
Niak Cr
Ipewik R
Kukpuk R
Marryat Inlet
Point Hope
Cape Thompson
Kivalina Lag
Kivalina
Wulik R
Mulgrave Hills
Red Dog Mine
Noatak
Fl 10s 112ft Priv
NOATAK R
Kelly R
Kugururok R
Mt Kelly
Mt Tingmerkpuk
Igloo Mt
Poko Mt
Meat Mt
Noluck L
Thunder Mt
Misheguk Mt
Nimiuktuk R
Noatak R
Utukok R
Kuna R
Kugrua R
Kungok R
Kukpowruk R
Epizetka R
KOKOLIK R
Point Lay
AERO R Bn
251
ICY CAPE
HOUSE
Cabin
Nokotlek R
Avak Inlet
Kasegaluk Lagoon
Blossom Shoals
Alatakruk R
Miltiktavik
Kukpuk R
Isiavik R
Kaolak R
Anaktuk
Kangik
Avalik R
Kelik R
Meade R
Nigisaktuvik R
Alkasuk
Usuktuk R
Numerous small lakes
UTUKOK R
Carbon Cr
Lookout Ridge
Colville R
Ipnavik R
Etivluk R
Tukuto Cr
Fauna Cr
Anluk R
Nigu R
DE LONG MTS
BAIRD MTS
BROOKS
ALASKA
TERRITORIAL SEA (see note X)
CONTIGUOUS ZONE (see note X)
Var 9° E
Var 10° E
Var 11° E
Var 12° E
Var 13° E (2018)
PT BARROW
MAST
AERO Rot
SPIRE
AERO R Bn
281
Elbow Lagoon
Sinaru
Skull Cliff
Seahorse Is
Pt Franklin
Peard Bay
R TOWER
Pt Belcher
WAINWRIGHT
AERO
Rot W & G
AERO R Bn
338
Subm buoys (cov 24 fms)
Subm buoy (cov 22 fms)
Subm buoys (cov 19 fms)
Subm buoy (cov 19 fms)
Subm buoys (cov 14 fms)
Subm buoys (cov 31 fms) (surface occas)
Subm buoy (cov 36 fms)
Subm buoy (cov 33 fms)
Subm buoy (cov 23 fms)
Subm buoy (cov 22 fms)
Strobe Ra Ref Priv
Rep (1986)

Joins page 6

Joins page 9



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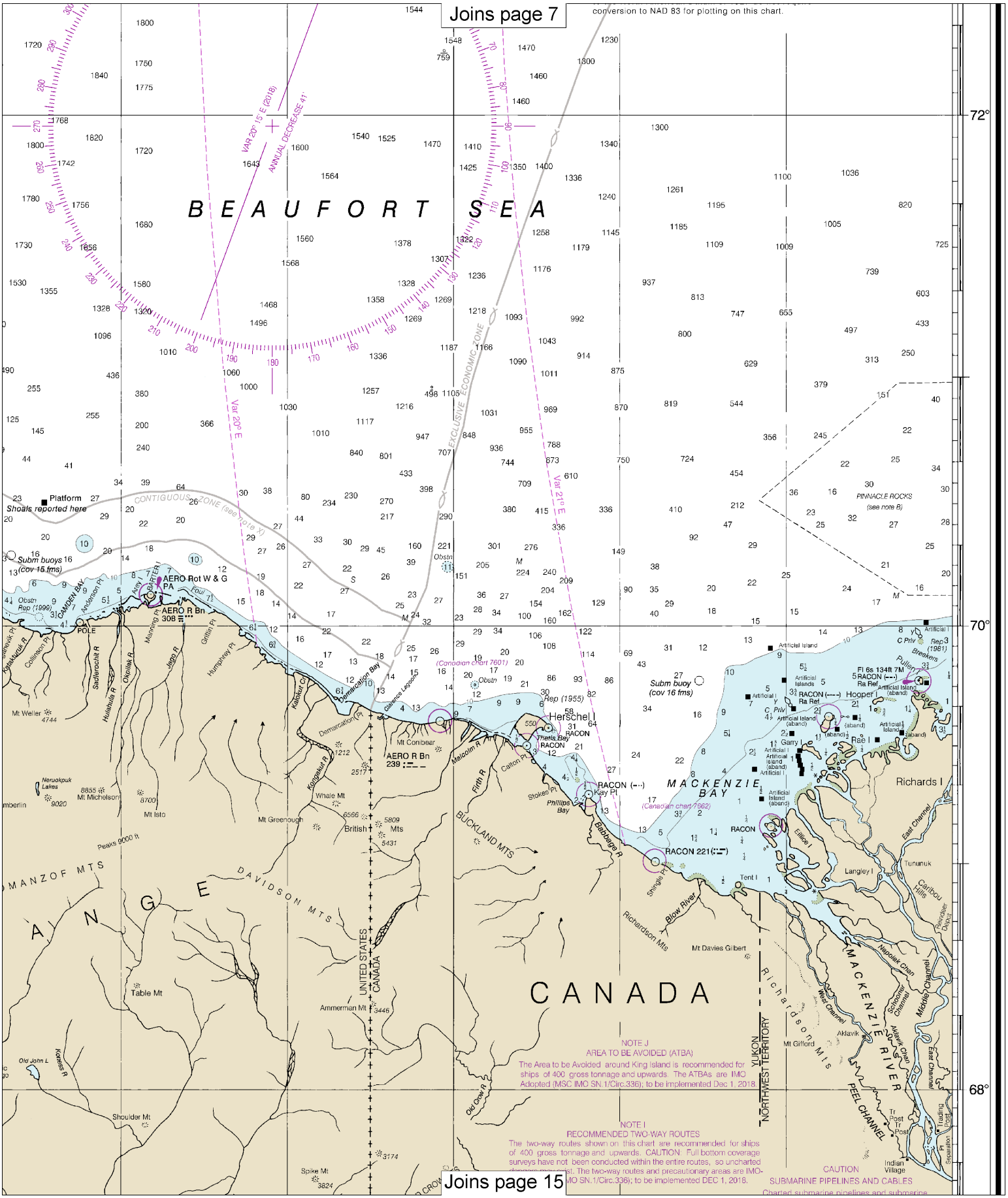
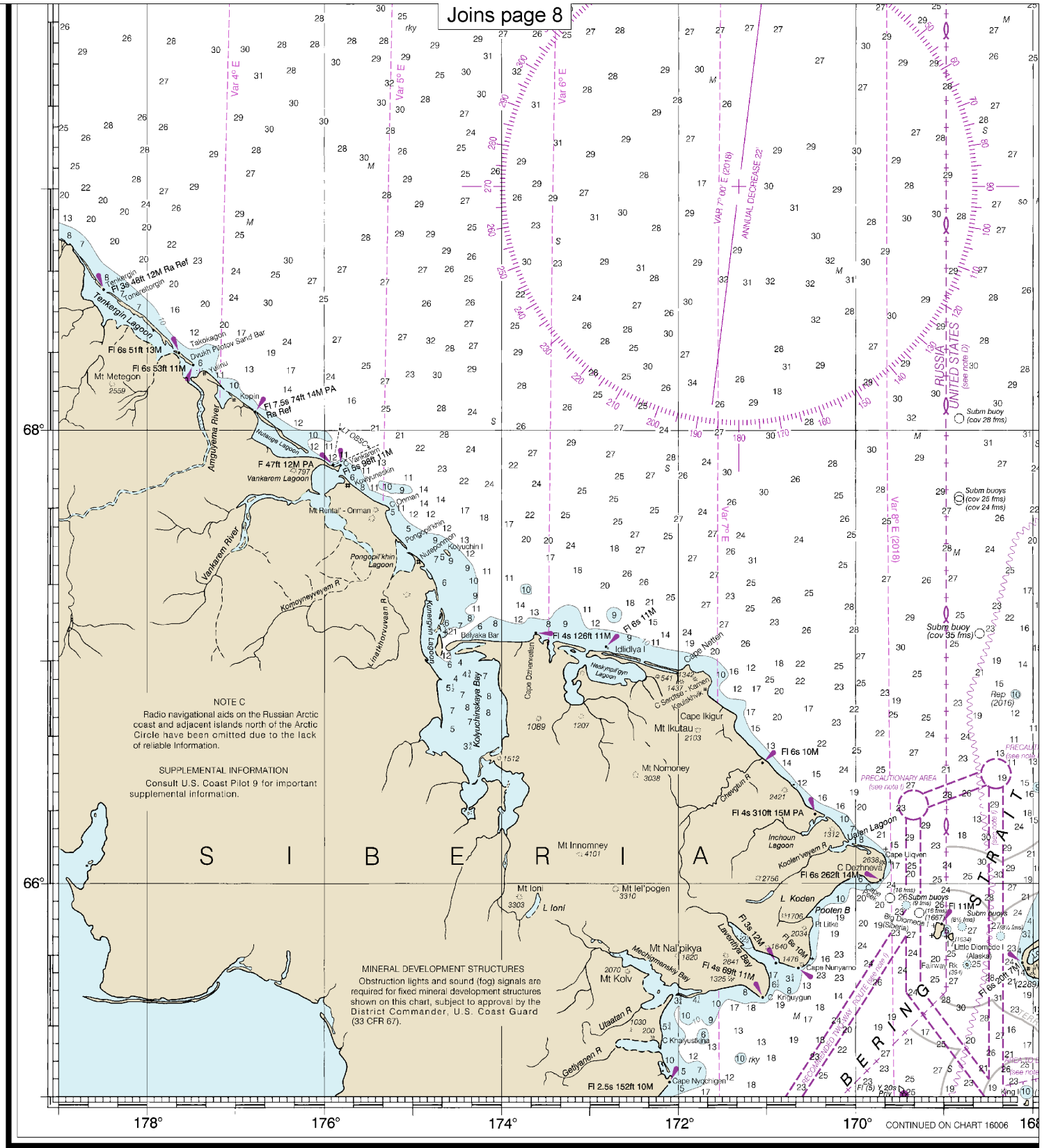
Note: Chart grid lines are aligned with true north.


Joins page 7
conversion to NAD 83 for plotting on this chart.
BEAUFORT SEA
CANADA
MACKENZIE BAY
MACKENZIE RIVER
VAR 20° 15' E (2018)
ANNUAL DECREASE 41'
Var 20° E
Var 21° E
EXCLUSIVE ECONOMIC ZONE
CONTIGUOUS ZONE (see note X)
PINNACLE ROCKS
(see note B)
Platform
Shoals reported here
Subm buoys
(Cov 15 fms)
AERO Rot W & G
PA
AERO R Bn
308
POLE
CAMDEN BAY
Obstn
Rep (1999)
Anderson Pt
Barter I
Foul
Kaktakruk R
Collinson Pt
Sadlerochit R
Hulahula R
Okpilak R
Jago R
Manning Pt
Griffin Pt
Humphrey Pt
Demarcation Bay
(Canadian chart 7601)
Clarence Lagoon
Kaktovik Cr
Obstn
Rep (1955)
Herschel I
Subm buoy
(cov 16 fms)
Thetis Bay
RACON
Mt Conibear
AERO R Bn
239
Demarcation Pt
Malcolm R
Carlton Pt
Stokes Pt
Phillips Bay
Kay Pt
RACON (---)
Fifth R
Babbage R
RACON 221 (:--)
Shingle Pt
Tent I
Blow River
Richardson Mts
Mt Davies Gilbert
Richards I
Ellice I
East Channel
Tununuk
Langley I
Caribou Hills
Pauvoosee Dunes
Napoleon Chan
Middle Channel
Schooner Channel
West Channel
Aklavik Chan
Aklavik
Mt Gifford
Richardson Mts
PEEL CHANNEL
Tr Post
Indian Village
Fl 6s 134ft 7M
RACON (---)
Ra Ref
Hooper I
Pullen
Breakers
C Priv
Rep (1981)
Rae I
Garry I
Artificial Island
Artificial Islands
(abandoned)
Mt Weller
4744
Neruokpuk Lakes
8855
Mt Michelson
9020
8700
Mt Isto
Peaks 9000 ft
MANZOF MTS
DAVIDSON MTS
Mt Greenough
Whale Mt
6566
British Mts
5809
5431
BUCKLAND MTS
2517
1212
Table Mt
Ammerman Mt
3446
Old John L
Kongakut R
Shoulder Mt
Spike Mt
3824
3174
UNITED STATES
CANADA
YUKON
NORTHWEST TERRITORY
Old Crow R
NOTE J
AREA TO BE AVOIDED (ATBA)
The Area to be Avoided around King Island is recommended for ships of 400 gross tonnage and upwards. The ATBAs are IMO Adopted (MSC IMO SN.1/Circ.336); to be implemented Dec 1, 2018.
NOTE I
RECOMMENDED TWO-WAY ROUTES
The two-way routes shown on this chart are recommended for ships of 400 gross tonnage and upwards. CAUTION: Full bottom coverage surveys have not been conducted within the entire routes, so uncharted dangers may exist. The two-way routes and precautionary areas are IMO-adopted (IMO SN.1/Circ.336); to be implemented DEC 1, 2018.
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine
72°
70°
68°
Joins page 15



16003

CAUTION

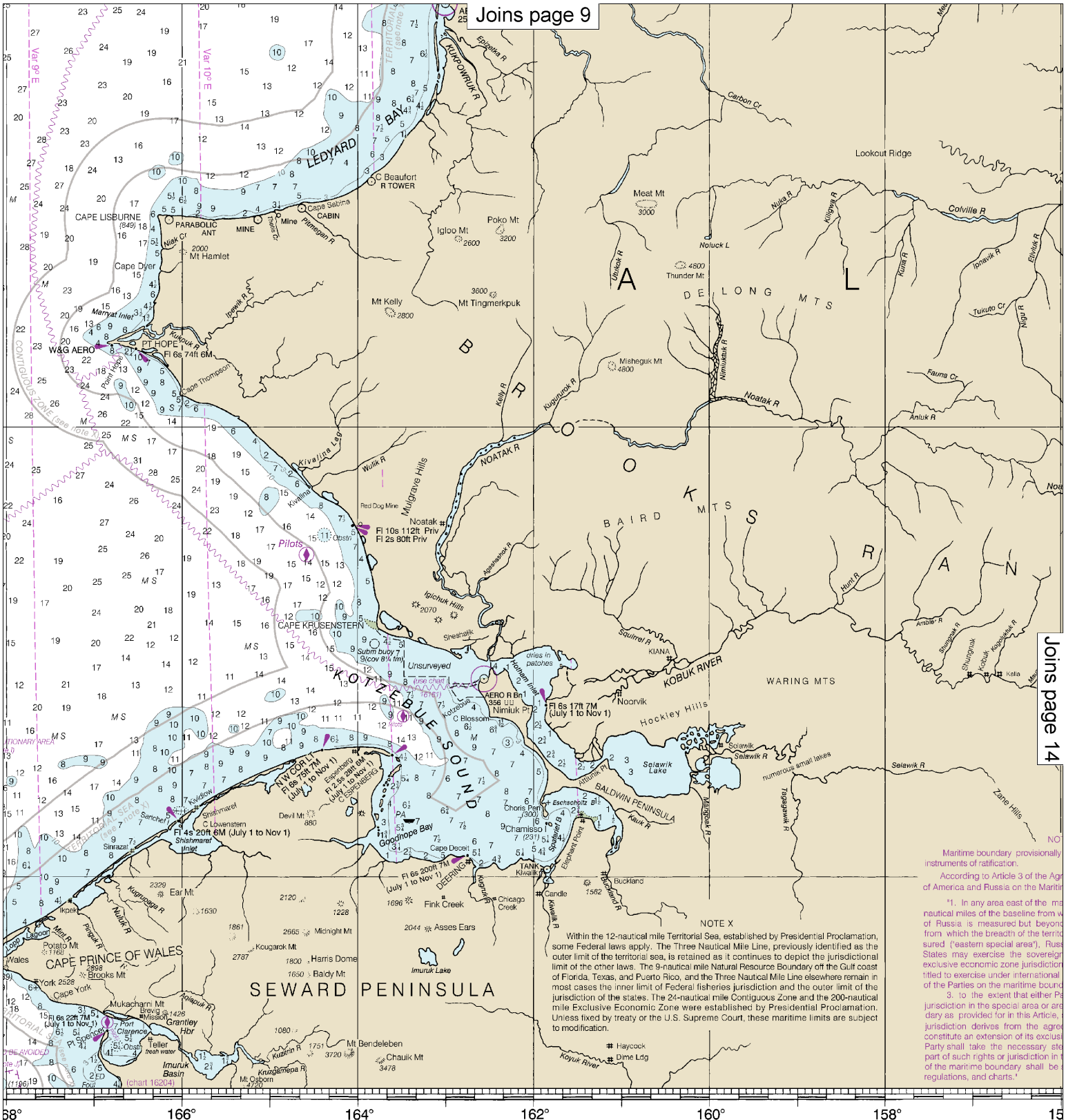
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUN

This is the Last Edition of this chart. It will be canceled on Sep 4, 2024

19th Ed., Nov. 2018. Last Correction: 10/26/2023. Cleared through:
LNM: 1224 (3/19/2024), NM: 1324 (3/30/2024), CHS: 0224 (2/23/2024)

Note: Chart grid lines are aligned with true north.



NDINGS IN FATHOMS

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.

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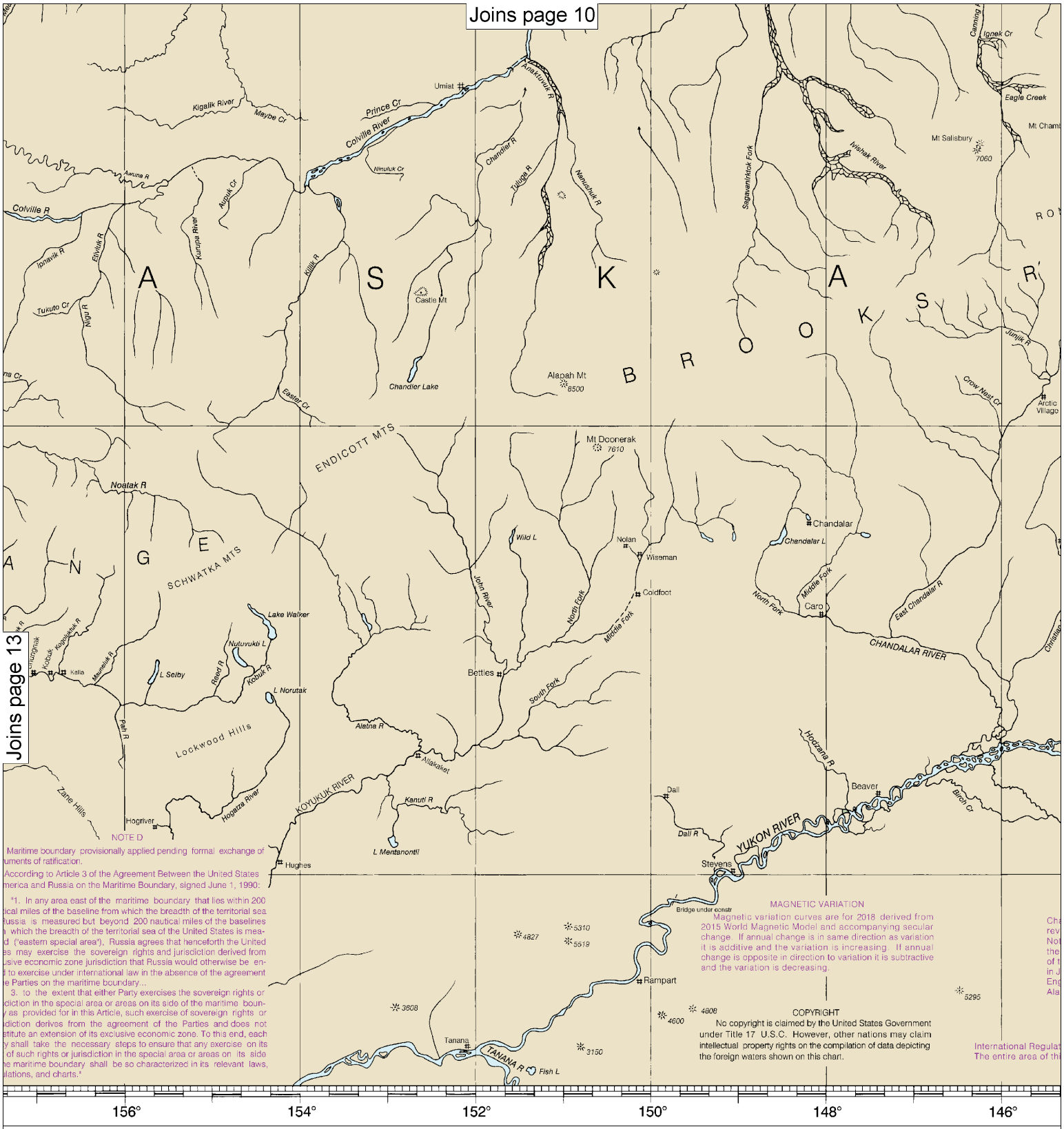
NATIONAL OCEANIC AND ATMOSP
NATIONAL OCEAN
COAST SURV

Joins page 10

Joins page 13



NOTE D

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

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

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

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

MAGNETIC VARIATION

Magnetic variation curves are for 2018 derived from 2015 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.

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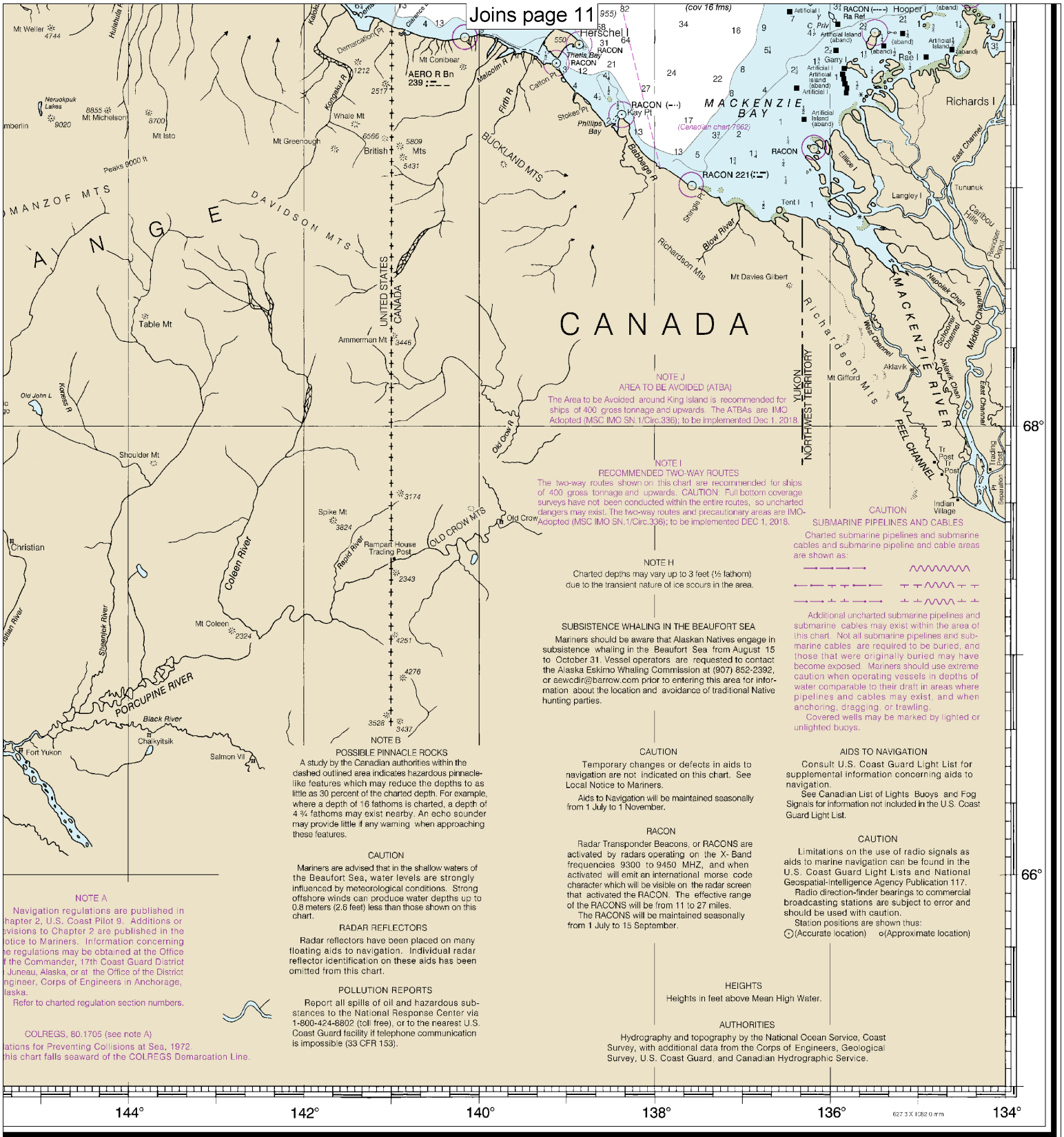
International Regulat
The entire area of thi

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

Note: Chart grid lines are aligned with true north.



NOTE A

Navigation regulations are published in hapter 2, U.S. Coast Pilot 9. Additions or evisions to Chapter 2 are published in the otice to Mariners. Information concerning he regulations may be obtained at the Office f the Commander, 17th Coast Guard District Juneau, Alaska, or at the Office of the District ngineer, Corps of Engineers in Anchorage, laska.

Refer to charted regulation section numbers.

COLREGS, 80.1705 (see note A)

ations for Preventing Collisions at Sea, 1972. his chart falls seaward of the COLREGS Demarcation Line.

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 ¾ fathoms may exist nearby. An echo sounder may provide little if any warning when approaching these features.

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.

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.

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).

NOTE J

AREA TO BE AVOIDED (ATBA)

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NOTE I

RECOMMENDED TWO-WAY ROUTES

The two-way routes shown on this chart are recommended for ships of 400 gross tonnage and upwards. CAUTION: Full bottom coverage surveys have not been conducted within the entire routes, so uncharted dangers may exist. The two-way routes and precautionary areas are IMO-Adopted (MSC IMO SN.1/Circ.336); to be implemented DEC 1, 2018.

NOTE H

Charted depths may vary up to 3 feet (½ fathom) due to the transient nature of ice scours in the area.

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 aewcdir@barrow.com prior to entering this area for information about the location and avoidance of traditional Native hunting parties.

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.

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.

HEIGHTS

Heights in feet above Mean High Water.

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.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

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.

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.

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)

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	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Arctic Coast of Alaska

SOUNDINGS IN FATHOMS - SCALE 1:1,587,870

627.3 X 1052.0 nm

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!

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**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
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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